

Blair Park Pedestrian Facility Scoping Study

Williston, Vermont

February 2, 2016



DRAFT
Scoping Study





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This study is the result of the support and strong interest of the Project Committee Members and great interest and input from stakeholder meetings. Much of the background, history, local input, existing conditions, and consensus documented in the study are attributed to the Committee member's involvement. The study's quality and success is due to their contributions.

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1.0 Introduction

The Town of Williston and the Chittenden County Regional Planning Commission (CCRPC) initiated this scoping study as a prerequisite to secure state funding for the construction of new pedestrian facilities in Blair Park. Blair Park, shown in Figure 1, is a mixed-use subdivision located within the northwest quadrant of Tafts Corners, Williston's high-density development district centered on the intersection of US Route 2 (US 2) and Vermont Route 2A (VT 2A). Vehicular access to/from the subdivision is principally provided by Blair Park Road which enters US 2 from the north. North of US 2 Blair Park Road splits into a loop that provides roadway frontage and access for individual lots. The loop is also connected to VT 2A by way of Paul Street. Existing development in the park includes a number of office, industrial and retail buildings as well as a United States Postal Facility. There are also two multi-unit, senior housing facilities in the park and several parcels available for future development.

As lots have been developed in the subdivision some sections of concrete sidewalk were installed but there is currently a lack of sidewalk continuity around the loop and no direct pedestrian connection from the loop to US 2. As such, portions of the roadway are shared by pedestrians, local traffic and "cut-through" traffic seeking to bypass the congested US 2/ VT 2A, Tafts Corners intersection. Existing pedestrian traffic includes residents of the senior living communities walking the loop for exercise and recreation, workers at the various businesses who may also be walking the loop for exercise during the day and transit riders who access the CCTA bus stops along US 2 or VT 2A. This study:

- Fully defines existing conditions within the public right-of-ways within Blair Park;
- Proposes and evaluates alternative strategies to better accommodate pedestrian travel; and,
- Presents a preferred alternative based on a recommendation from the Williston Selectboard after the Board reviewed the study findings and received public comments.

The recommended plan includes the construction of two new segments of five foot wide Portland cement concrete sidewalk segments (total length of 1,967 feet) to complete a continuous sidewalk along the Blair Park Road loop and a sidewalk connection from the loop to US 2.



Figure 1: Project Area Plan

2.0 Study Context

The Town of Williston is committed to the provision of adequate and safe pedestrian facilities along its roadways. The Town recognizes that developing complete pedestrian and bicycle facilities promotes walking and cycling as a competitive travel option. Providing these facilities and a safe environment to actively travel reduces the communities dependency on vehicles and increases physical activity levels which can lead to improved public health.

The Williston 2011-2016 Comprehensive Plan contains the Town's vision, goals, objectives and recommended actions relative to pedestrian facilities. Relevant facts and goals stated in the Plan include:

1. Williston's population continues to grow at a steady rate.
2. Develop a comprehensive approach to transportation that emphasizes the safe and efficient movement of people and goods utilizing pedestrian and bicycle facilities, paths and trails as well as roads and highways.
3. Create a network of interconnected sidewalks, paths and trails to serve the transportation and recreational needs of pedestrians and bicyclists.
4. Ensure good vehicular, bicycle and pedestrian circulation among neighborhoods.
5. Paths and trails allowing walking and bicycling are essential elements of the plan. Williston currently maintains more than 30 miles of sidewalks, paths and trails.
6. Fill gaps in its bicycle and pedestrian circulation system with full north-south and east-west transportation and recreation routes along or near heavily traveled roadways.
7. Where no other way is available, road improvements should include wider shoulders for bicyclists and pedestrians.

The Town plan identifies the Tafts Corners area as a high-intensity growth area suggesting this area will continue to grow.

As further evidence of the Town's commitment to safe pedestrian travel in the Tafts Corners area the Town commissioned the *VT Route 2A & Harvest Lane Bicycle/ Pedestrian Facilities Feasibility Study – Williston, VT*, prepared by Stantec and dated March 3, 2014. This study recommended the construction of three separate sidewalk segments along VT 2A and the continuation of sidewalk along Harvest Lane. The impact to existing resources and properties were identified to be minimal. The Williston Selectboard endorsed the findings of the study and the continuance of those projects.

3.0 Existing Conditions

The project study area is along Blair Park Road connecting directly to the north side of US 2 across from Harvest Lane and to the west side of VT 2A via Paul Street. The project study area is shown in Figure 1. Existing conditions within the Blair Park Road right-of-way were defined as the first step in the study process. Existing conditions were determined through a combination of records review and field research as described below.

3.1 Site Plans, Record Drawings and Study Review

The Town of Williston and the CCRPC has provided the Project Committee with copies of Site Plans and Record Drawings as available for development in Blair Park. The documents provided include:

1. Trudell Consulting Engineers, Inc., Record Drawings for Blair Park , June 1979.
2. Trudell Consulting Engineers, Inc. , Site Plan for Northshore Partnership , March 1985.
3. Trudell Consulting Engineers, Inc. , Site Plan for Triptik Realty Partnership, June 1986.
4. Trudell Consulting engineers, Inc., Site Plan, March 1990.
5. Trudell Consulting Engineers, Inc. , Site Plan for Fred Carter , July 1991.
6. Krebs & Lansing Consulting Engineers, Inc., Site Plan for University Health Center Offices, January 1992.
7. Trudell Consulting Engineers, Inc., Site Plan for Three Friends Realty for Office Environments , June 1992.
8. Richard Dolliver & Edward Paya, Jr., Record Drawing, November 1992.
9. Trudell Consulting Engineers, Inc. , Site Plan for Lot 5, June 1993.
10. Krebs & Lansing Consulting Engineers, Inc., Utility and Lighting Plan for Lot 3, November 1997.
11. Donald L Hamlin Consulting Engineer, Inc., Record Drawing for Chittenden Bank, July 1998.

12. Krebs & Lansing Consulting Engineers, Inc., Site Plan for Falcon Manor, January 1999.
13. Trudell Consulting Engineers, Inc., Record Site Plan for Dew Construction Corp., August 2008.
14. Trudell Consulting engineers, Inc., Record Drawing, March 2009.

3.2 Roadway Characteristics

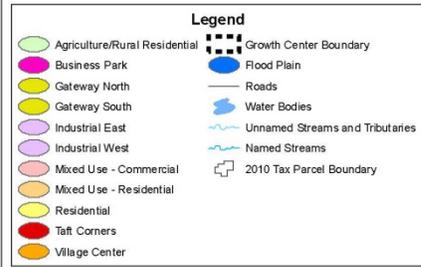
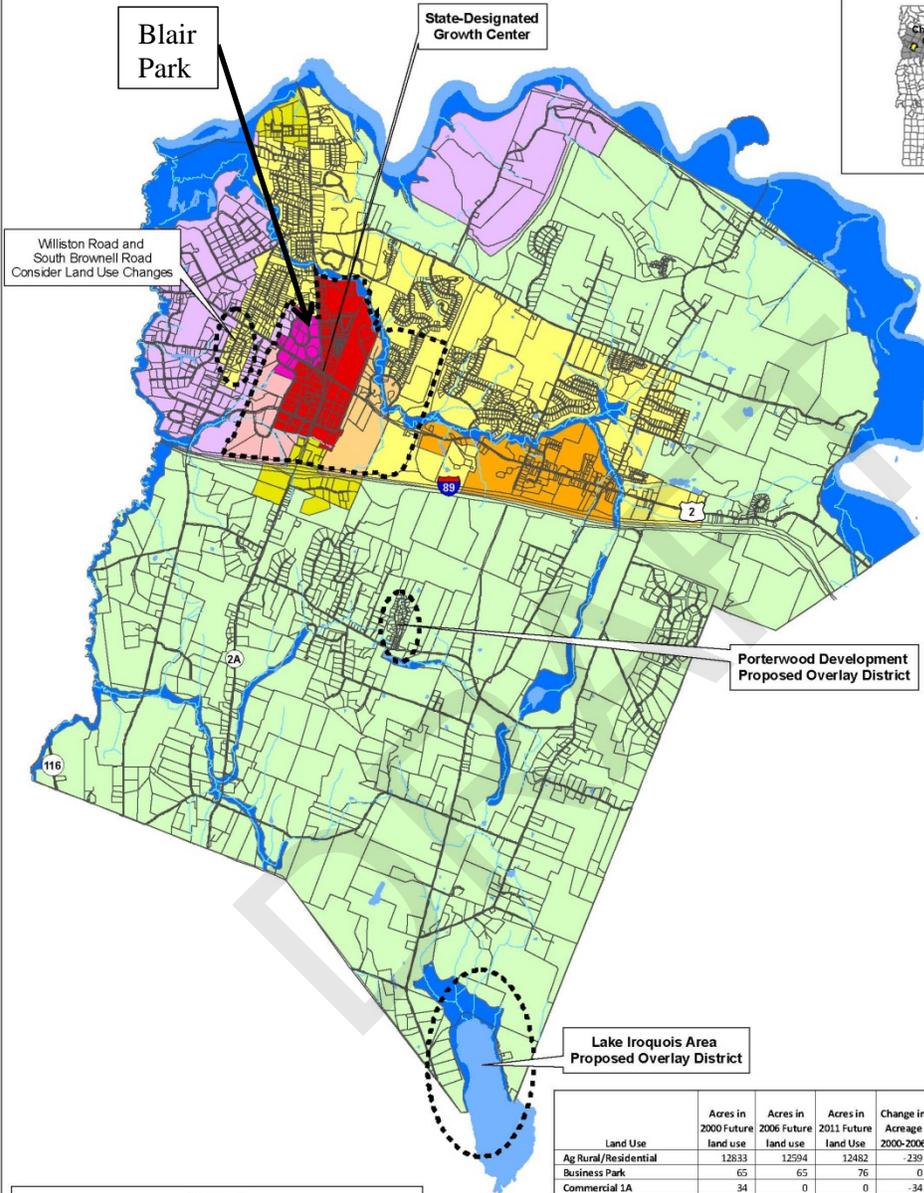
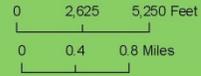
Blair Park Road is a Town owned and maintained local roadway. The Town owned right-of-way is approximately 60 feet wide. The pavement width along the roadway is approximately 30 feet and is curbed. There are existing sections of five-foot wide concrete sidewalk adjacent to the road. The sidewalk is generally separated by a grass strip of varying widths. The posted speed limit through Blair Park is 25 miles per hour. There is a section of on-street parking at the northern end of the loop by Falcon Manor and Eagle Crest, the two senior housing facilities referenced above. The roadway is constructed of bituminous concrete pavement. The horizontal alignment of the roadway is generally circular with a tangent section connecting the loop to the US 2. The vertical alignment is generally level.

3.3 Land Use and Zoning

Most of the project study area is located within the Town's Business Park zoning district with a small section in the Industrial West zoning district. Blair Park is within the Town's State-Designated Growth Center. Refer to Figure 2 for the Future Land Use Plan from *Williston 2011-2016 Future Land Use Plan*.

Williston 2011-2016 Comprehensive Plan Map 2 - Future Land Use

1:48,000



Land Use	Acres in 2000 Future land use	Acres in 2006 Future land use	Acres in 2011 Future land Use	Change in Acreage 2000-2006	Change in Acreage 2006-2011	Change in Acreage 2000-2011
Ag Rural/Residential	12833	12594	12482	-239	-112	-351
Business Park	65	65	76	0	11	11
Commercial 1A	34	0	0	-34	0	-34
Commercial 1B	36	0	0	-36	0	-36
Commercial 1C	33	0	0	-33	0	-33
Commercial 1IA	26	0	0	-26	0	-26
Commercial 1IB	39	0	0	-39	0	-39
Commercial 1IC	104	0	0	-104	0	-104
Commercial 1ID	53	0	0	-53	0	-53
Flood Plain	2351	2351	2253	0	-98	-98
Industrial	1062	1396	1458	314	62	376
Interstate Commercial	78	0	0	-78	0	-78
Medium Density Residential	2391	2378	2330	-13	-48	-61
Mixed Use	126	0	0	-126	0	-126
Taft Corners	250	283	330	33	47	80
Village Center	280	337	391	57	54	111
Gateway	0	209	222	209	13	222
Mixed Use - Commercial	0	200	159	200	-41	159
Mixed Use - Residential	0	138	161	138	23	161
Total	19781	19951	19862	170	-89	81

Figure 2: Williston – Future Land Use Plan

3.4 *Pedestrian and Bicycle Facilities*

The Town has made great progress over the years expanding and improving their sidewalk and bicycle network. The Town Comprehensive Plan seeks to develop a comprehensive approach to transportation that emphasizes the safe and efficient movement of people and goods utilizing pedestrian and bicycle facilities, paths and trails as well as roads and highways. The Town is striving to create a full network of interconnected sidewalks, paths and trails to serve the transportation and recreational needs of pedestrians and bicyclists. This would ensure good vehicular, bicycle and pedestrian circulation among neighborhoods. Paths and trails facilitating walking and bicycling is an essential element of the plan. Williston currently maintains more than 30 miles of sidewalks, paths and trails.

Through their development review process, Williston often requires developers to include sidewalks and paths as part of their development plans. This requirement has resulted in the construction of sidewalks and paths where new developments have occurred, but gaps exist in the network. The Town Comprehensive Plan identifies the need to fill gaps in its bicycle and pedestrian circulation system with full north-south and east-west transportation and recreation routes along or near heavily traveled roadways.

Figure 3 notes that sidewalks are present along US 2 and VT 2A adjacent to Blair Park. Additional sidewalk segments are proposed along Harvest Lane south of US 2 and along roadways east of VT 2A. Any new sidewalks constructed within Blair Park will serve to expand the area sidewalk network.

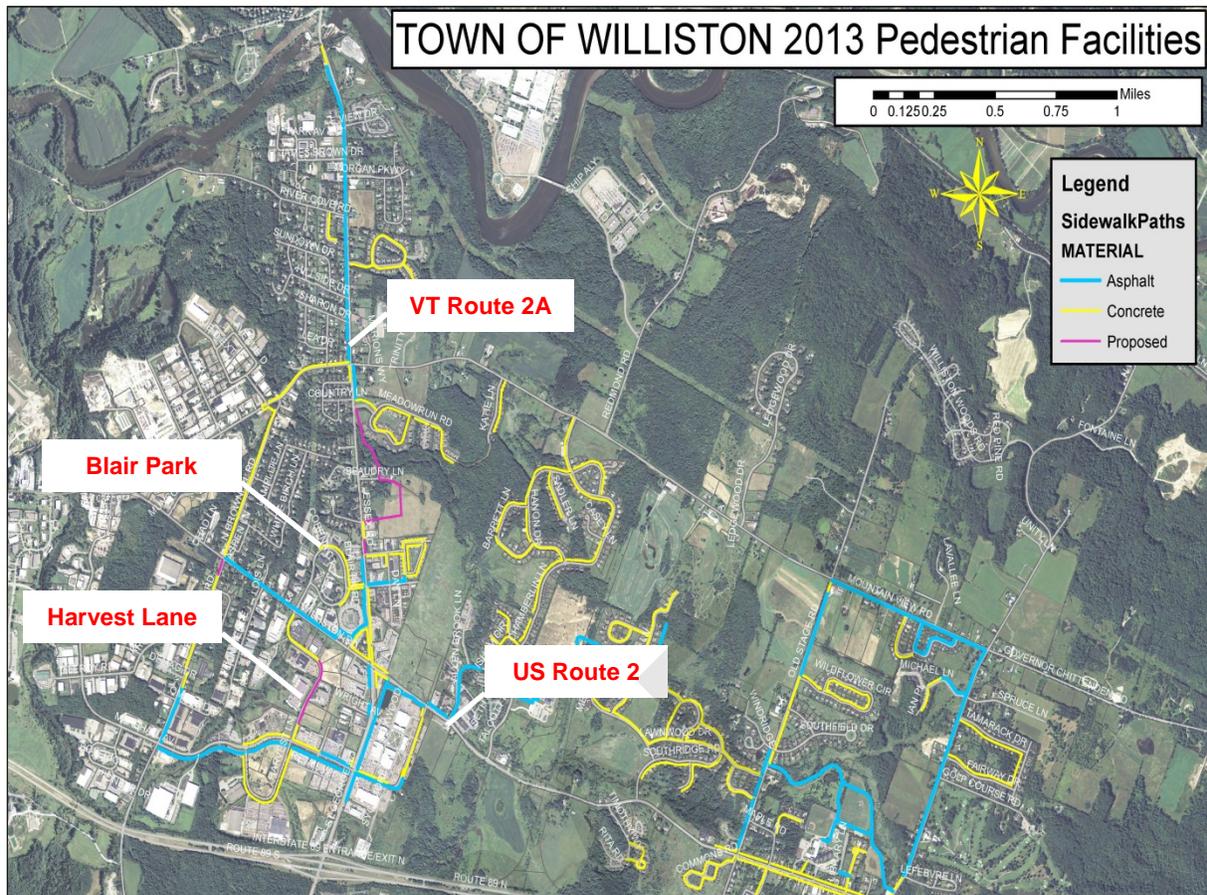


Figure 3: Williston – 2013 Pedestrian Facilities

3.5 Transit Service

Chittenden County Transportation Authority (CCTA) operates three bus routes that service various locations in the Town of Williston and roadways adjacent to Blair Park. Figure 4 shows the following routes:

- Williston Route (identified as 1 on the map) operates on US 2, adjacent to Blair Park, and runs continuously on weekdays between the hours of 6:15 am and 12:05 am.
- The Williston Village Route (identified as 1V on the map) operates on US 2, adjacent to Blair Park with two morning runs on weekdays between the hours of 6:30 am and 8:32 am and three afternoon runs between 12:30 pm and 6:25 pm.
- The Williston/Essex Route (identified as 1E on the map) operates on VT 2A, adjacent to Blair Park and runs continuously on weekdays between the hours of 7:00 am and 7:20 pm.

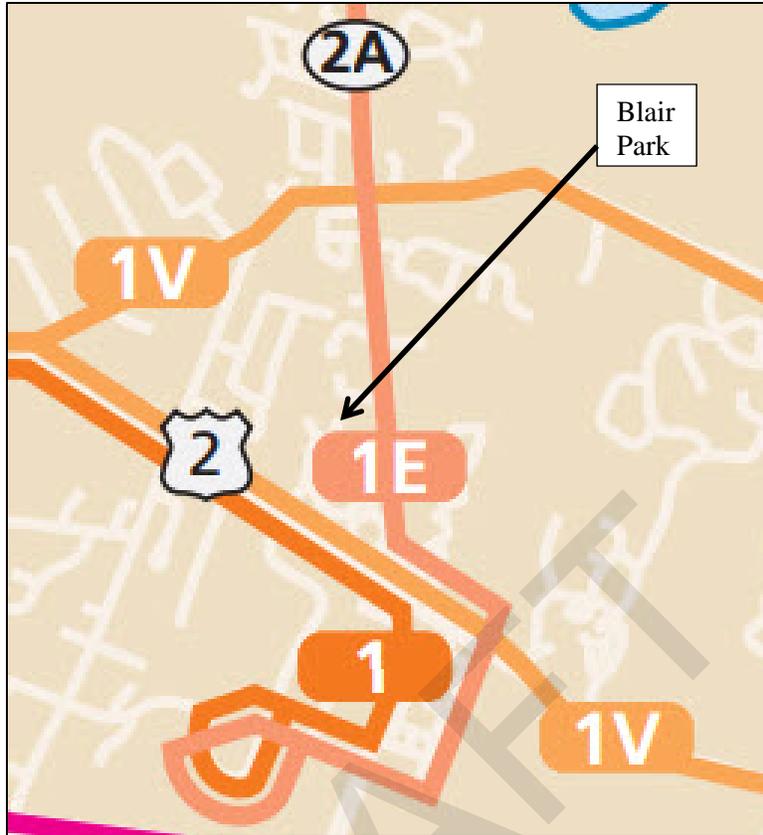


Figure 4: CCTA Bus Route Map in Williston

There are a number of CCTA bus stops in the Blair Park/Tafts Corners area as identified by the red dots as seen in Figure 5.



Figure 5: CCTA Bus Stops Near Blair Park

3.6 Natural Resources

Stantec compiled natural resource base mapping for the project area using VT Digital Orthophotos, digital parcel maps from the Town and GIS data available from the CCRPC and from the VT Center for Geographic Information. The Vermont Agency of Natural Resources (ANR) Atlas mapping program was also used to identify specific natural resources within the project area. There was no natural resource field investigation completed for this study. On-site reconnaissance should be completed during the design phase of the project.

3.6.1 General Site Description

The Blair Park Road right-of-way as noted above has been developed for a two-lane roadway, limited sections of sidewalk and underground electric utility lines.

Undeveloped areas within the right-of-way are principally lawn areas. Trees are present in some areas where slopes exist. Abutting parcels have been developed with buildings roadways and parking areas. Several undeveloped parcels abutting the roadway include lawns, fields, forest, and overhead utility lines.

3.6.2 Natural Resource Review

Wetlands and Streams

Stantec used the Vermont Agency of Natural Resources (ANR) Natural Resources Atlas mapping program to assess the likelihood of the presence of mapped Vermont Significant Wetland Inventory (VSWI) wetlands. According to this program,¹ there are no Class 2 VSWI wetlands mapped within the project area.

The Muddy Brook is a stream that flows south to north and leads to the Winooski River. The project area is located within the watershed of a tributary to the Muddy Brook. There are two constructed stormwater treatment facilities in Blair Park, but neither facility is located within the Blair Park Road right-of-way where new sidewalk facilities are being considered.

Soils

According to the *Natural Resource Conservation Service (NRCS) Web Soil Survey² for Chittenden County, Vermont*, the soils within Blair Park are mapped as the following:

- Adams and Windsor loamy sands, 0-5% slopes, K rating of .15
- Adams and Windsor loamy sands, 12-30% slopes, K rating of .15
- Au Gres fine sandy loam, K rating of .10
- Adams and Windsor loamy sands, 0-5% slopes, K rating of .15
- Belgrade and Eldridge soils; 0-3% slopes, K rating of .15
- Enosburg and Whately soils, 0-3% slopes, K rating of .24
- Munson and Raynham silt loams, 2-6% slopes, K rating of .49
- Munson and Raynham silt loams, 6-12% slopes, K rating of .49
- Scantic silt loam, 0-2% slopes, K rating of .32

The soils in the project area all have low to moderate erodibility potential. There is a small area of Munson and Raynham soils that have a high erodibility factor, near lots 10,11 14 and 18. Additional review should be completed during the design phase of the project.

Rare Threatened or Endangered (RTE) Species

There are no mapped RTE areas within the project area (see attached ANR Map). The project site has been disturbed to some degree by previous development, clearing and fill. As a result, it is unlikely that any RTE plant or animal species occur within most of the study area.

¹ <http://anrmaps.vermont.gov/websites/anra5/>

² Natural Resource Conservation Service Web Soil Survey: <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>. Refer to map for Chittenden County, Vermont. Accessed on November 16, 2015.

Prior to project design, a rare plant survey could be completed to identify any potential impact to those species.

Wildlife and Wildlife Habitat

The project area provides habitat for various wildlife species common to Vermont's urbanizing areas such as blue jay (*Cyanocitta cristata*), raccoon (*Procyon lotor*), skunk (*Mephitis mephitis*), and gray squirrel (*Sciurus carolinensis*), as well as other species that may travel through the area. The Town of Williston was studied as part of the PLACE (Place-based Landscape Analysis and Community Education) Program³. Part of the evaluation included identifying core forest, edge forest, and wildlife habitat corridors. The project study area does not include any of these identified features, and does not provide significant wildlife habitat.

Agricultural Land

According to mapped State farmland, the project study area includes soils rated as Farmland of Statewide Importance and Prime Farmland. However, the project area is significantly developed and is not currently in active agriculture. Any proposed improvements would be constructed within a narrow strip alongside the existing pavement. This portion of the project area does not provide agricultural value as the affected land is already in "urban use." Any proposed work in these areas may require authorization from the NRCS via form AD1006, the Farmland Conversion Impact Rating form.

Conservation Zones

No designated state or town conservation zones are present within the project area. Therefore, the project area does not include public recreation lands (a Section 4(f) resource) or public lands developed with Land and Water Conservation Funds (a Section 6(f) resource).

Federal and State Wetland Regulations

The US Army Corps of Engineers (Corps) regulates wetland and streams under the provisions of Section 404 of the Clean Water Act. The Corps has issued a Programmatic General Permit for the State of Vermont. Typically, wetland and stream impacts of less than one acre may be covered by a Programmatic General Permit, with impacts of less than 3,000 square feet often eligible for approval via a one-page Self-Verification Form.

The Vermont Agency of Natural Resources (ANR) regulates Vermont Class 1 and 2 wetlands. There are no wetlands within the project area and therefore a wetland permit would not be required.

3.6.3 Summary of Natural Resource Findings

In summary, no natural resources were found in the Blair Park Pedestrian Facility project area that would significantly encumber a sidewalk construction project. While

³ <http://www.uvm.edu/place/towns/williston/index.php>

the project area is located within the Muddy Brook watershed, there are no mapped wetlands present that would trigger the need to file for a federal wetland permit. There are no mapped RTE species, major wildlife habitats or conservation zones on the site. The project area does include Farmland Soils of Statewide Significance and Prime Farmland however given the prior development that has occurred in the project area the presence of these soils should not inhibit project development. Any impacts to these soils could be addressed with very limited coordination with the NRCS via form AD1006, the Farmland Conversion Impact Rating form.

3.7 Hazard Material Sites

The VANR Environmental Interest Locator was referenced to identify potential hazardous material sites. There are two hazardous waste sites of generators identified within the project corridor. Neither of these sites would be affected by any potential project alternative. See Appendix B for the ANR Hazardous Waste Sites Map.

3.8 Historic Sites and Structures

No specific historic preservation analysis was completed for this study. Additional historic review should be completed during the design phase of the project.

3.9 Archeological Sites

The project study area is significantly developed and likely does not have any land that has not already been reviewed or transformed for urban use. No specific archeological resources analysis was completed for this study. Additional archeological review should be completed during the design phase of the project.

3.10 Utilities

3.10.1 Aerial Utilities

Blair Park is within the Vermont Electric Power Company's (VELCO) transmission corridor. The transmission alignment cuts through the project area, first on the northwest side of the loop and again on the northeast side near Paul Street. The line location was taken from the orthophotos and is shown on the base mapping for impact evaluation purposes.

There are no aerial utilities along Blair Park Road.

3.10.2 Subsurface Utilities

Limited subsurface utility investigation has been completed for this study. Digsafe was not called and the utilities were not field located by surveyors.

Records from both the Town of Williston and the CCRPC were used to determine possible existing subsurface features. Site Plans and Record Drawings from Trudell

Consulting Engineers and Richard Dolliver & Edward Paya, JR. provided information and locations of water, sewer, electric, cable and gas lines.

Planning and Zoning Information, permit drawings and Utility and Lighting Plan from Krebs & Lansing Consulting Engineers Inc. identified the presence of utilities.

The locations of electrical cabinets were taken from site visits as well as orthophotos and are shown on the base mapping for impact evaluation purposes. Additional on-site reconnaissance and review should be completed during the design phase of the project.

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4.0 Project Purpose and Need

Purpose: The purpose of the Blair Park Pedestrian Facility Scoping Study is to develop and define a preferred plan to better accommodate pedestrian traffic within and through Blair Park.

Need:

User groups which could benefit from improved pedestrian facilities include but are not limited to:

- **Residents** of the two senior communities in Blair Park who walk around the loop for exercise and recreation;
- **Workers** at the various businesses in the park who may also walk the loop for exercise during the day; and,
- **Transit Riders** who use CCTA buses to travel to and from Blair Park.

Pedestrian needs as defined by Town staff and participants in a Local Concerns meeting are listed below.

- The existing sidewalks along the interior and exterior of Blair Park Road loop have various gaps. Residents and workers in the neighborhood seeking to “circle” the loop may end up walking in the roadway when encountering these gaps.
- There is no sidewalk along Blair Park Road providing a direct connection to/from US 2. Residents and workers in Blair Park using the CCTA buses that travel US 2 may end up walking in the roadway.
- Reportedly, motorists use Blair Park Road and Paul Street as a “cut-through” route between US 2 and VT 2A allowing these motorists to avoid the often congested US 2/VT 2A intersection. This “cut-through” traffic must share the roadway with pedestrians.
- Filling existing gaps in the Blair Park sidewalk network will allow for the safe separation of vehicular and pedestrian traffic along Blair Park Road.

5.0 Design Criteria

In evaluating alternative sidewalk improvements for Blair Park it is assumed that proposed sidewalks would be constructed in compliance with the applicable design criteria tabulated below. These design criteria are provided in the *Vermont Agency of Transportation's Pedestrian and Bicycle facility Planning and Design Manual*. As noted, the preferred layout is a five-foot wide sidewalk separated from the edge of roadway by a minimum of four feet.

Parameter	Sidewalk	Reference
Width	5ft min	VT Ped. Sect. 3.4.1
Profile Grade	<5%	VT Ped. Sect. 3.4.2
Cross Slope	<2%	VT Ped. Sect. 3.4.3
Clearance		
Horizontal	4-6 ft	VT Ped. Sect. 3.4.9
Vertical	7 ft.	VT Ped. Sect. 3.4.9
Separation from edge of roadway		
Curbed	4 ft.	VT Ped. Sect. 3.4.8
Uncurbed	5 ft.	
Driveway Ramps	1:12 Max.	VT. Ped. Sect. 3.4.6
Curb Ramps	ADA compliant with DWS	VT Ped. Sect. 3.5.4
Crosswalks	Block Pattern	VT Ped. Sect. 3.5.5
Width	8 ft.	VT Ped. Sect. 3.5.5
Stop Bars	12" @ 10 ft. wide	
Signs		
Offset	3 – 6 ft.	VT Ped. Sect. 8.4.1
Mounting Height	4 – 5 ft.	

Table 1: Sidewalk Design Criteria

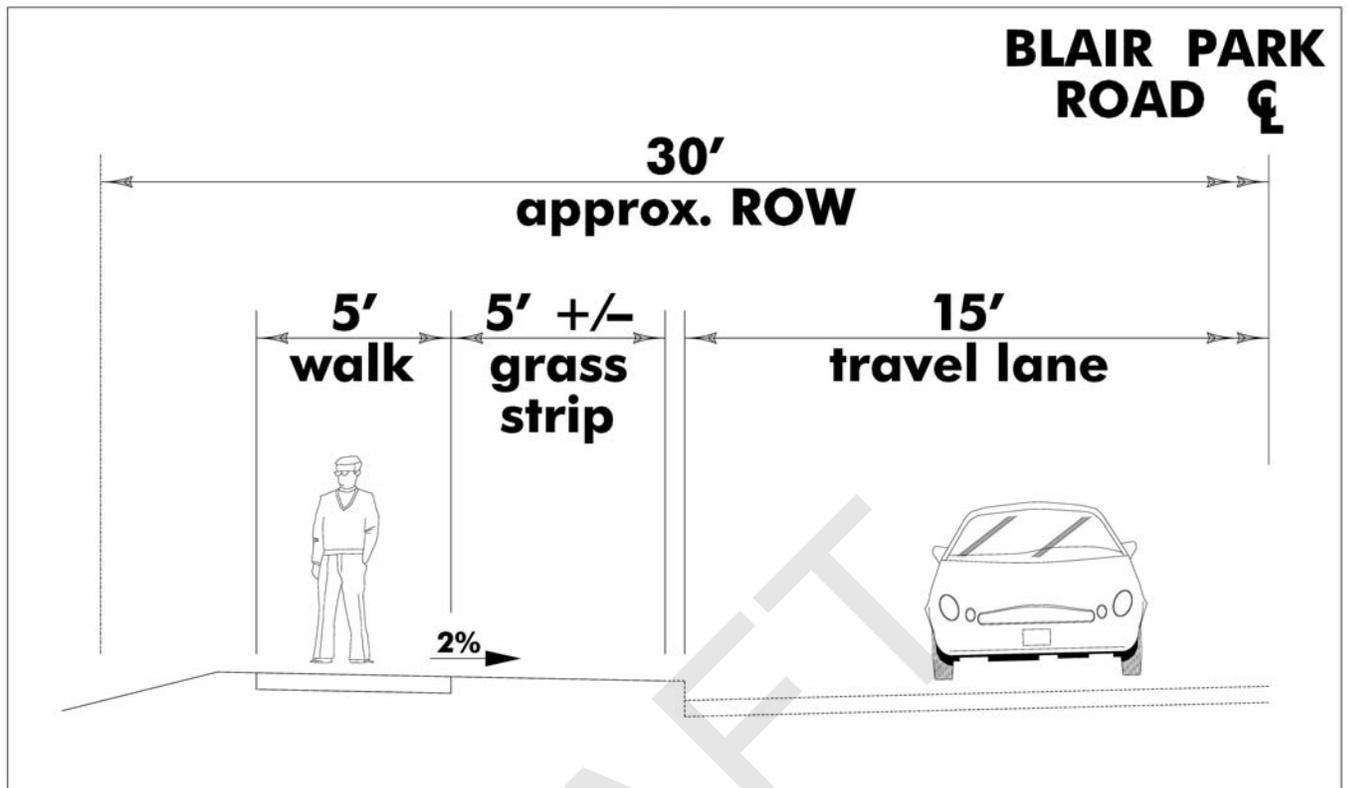


Figure 6: Typical Section - Blair Park Road Sidewalk

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6.0 Alternatives

6.1 Alternatives Development

The project committee met to consider alternative levels of pedestrian improvements for Blair Park. Three distinct improvement plans were developed offering increasing levels of network robustness. These three alternatives are compared to a fourth alternative, the “No Build” or “Do Nothing” alternative. The four alternatives are described below.

- **Alternative 1: No Build:** Conditions remain as is with no sidewalk upgrades.
- **Alternative 2: Complete Exterior Loop:** Constructing a sidewalk around the exterior of the Blair Park Road loop to provide a complete, continuous sidewalk for those walking around the outside of the loop.
- **Alternative 3: Complete Exterior Loop with Connection to US 2:** Constructing a sidewalk around the exterior of the Blair Park Road loop as proposed for Alternative 2 plus a sidewalk connection to US 2 on the western side of Blair Park Road.
- **Alternative 4: Complete Exterior and Interior Loops with Dual Connection to US 2:** Constructing a sidewalk around the exterior of the Blair Park Road loop and a sidewalk connection on the western side of Blair Park Road to US 2 as proposed for Alternative 3. Also, constructing sidewalk sections to complete a continuous sidewalk around the interior of the Blair Park Road loop and another sidewalk connection to US 2 on the eastern side Blair Park Road.

These alternatives were presented for public review and comment at a community meeting. The presentation and meeting minutes from this meeting can be found in Appendix A. Attendees supported more detailed development and evaluation of the three alternative improvement plans. Additional comments were received via email after the meeting and are also included in Appendix A.

6.2 Alternatives Narrative

Conceptual design plans for the three alternatives were prepared on the base plan described above allowing for a detailed evaluation of the potential construction impacts of each alternative and determination of estimated construction costs. These three alternatives are compared to a fourth alternative, the “No Build” or “Do Nothing” alternative. This process also helped to define issues that will require

further consideration in the design process. Detailed descriptions of each of the three alternatives are presented below. For all alternatives, the construction of a 5 foot wide Portland cement concrete sidewalk adjacent to Blair Park Road is assumed.

6.2.1 Alternative 1: No Build

For the first alternative, there will be no sidewalk construction. There would still not be a complete exterior pedestrian route around the Blair Park Road loop. There would still gaps in the existing pedestrian network.

The following list itemizes how this alternative does not meet the project purpose of need:

- There is no plan to better accommodate pedestrian traffic within and through Blair Park.
- Residents, Workers and Transit riders see no improvements or benefit.
- The existing sidewalks along the interior and exterior of Blair Park Road loop continue to have various gaps.
- There is still no sidewalk along Blair Park Road providing a direct connection to/from US 2.
- Without filling existing gaps in the Blair Park sidewalk network, safer separation of vehicular and pedestrian traffic along Blair Park Road is not provided.

6.2.2 Alternative 2: Complete Exterior Loop

For the second alternative, the sidewalk would complete the exterior pedestrian route around the Blair Park Road loop. The sidewalk would fill in some gaps in the existing pedestrian network. The proposed plan is shown on the alternative plans in Appendix C.

The following list itemizes features associated with this alternative and identifies potential impacts:

- The sidewalk would connect to the existing lengths of sidewalk.
- Generally, a 5 foot wide grass strip would separate the existing curb from the sidewalk. This will match the existing sidewalk offset around the loop.
- The existing curb would be unaffected by the construction of the new sidewalk.
- The sidewalk would cross six existing driveways to various properties around Blair Park including properties owned by Hab Trust, Dolliver Paya, DJV Realty, Inc., Northshore Partnership, Inc., J & B Bilodeau and TC Venture.
- A section of mature evergreen trees may need to be removed on the J&B Bilodeau property. Alternatively the sidewalk alignment could be shifted

around the existing mature trees to minimize the amount of fill over their trunks.

- The proposed sidewalk will generally be located within the existing Town right-of-way. However, there are several locations where the existing sidewalk may be located outside of the Town right-of-way. The new sidewalk may likewise be located outside the Town right-of-way where connections are made to the existing sidewalk segments.
- All existing utility boxes would be maintained and unaffected by the sidewalk construction.
- 12 water valves/curb stops would need to be adjusted to grade. One hydrant would need to be relocated.
- Two new crosswalks with detectable warning surfaces and pedestrian signing would need to be installed. One would cross Blair Park Road and the other would cross Paul Street.

6.2.3 Alternative 3: Complete Exterior Loop with Connection to US 2

For the third alternative, the sidewalk would complete the exterior loop as well as provide a connection to US 2 on the western side of Blair Park Road. The sidewalk would fill in more gaps in the existing pedestrian network. The proposed plan is shown on the alternative plans in Appendix C.

The bulleted list of features associated with Alternative 2 also apply to Alternative 3. In addition, the following list of features apply to Alternative 3:

- The sidewalk would cross two additional driveways at the 33 Blair Park Road property.
- One additional water values/curb stop will need to be adjusted to grade.

6.2.4 Alternative 4: Complete Exterior and Interior Loops with Dual Connection to US 2

For the fourth alternative, sidewalk improvements proposed for Alternative 3 would be constructed along with new sidewalk segments to complete the circuit around the interior of the Blair Park Road loop and to also provide a connection to US 2 on the eastern side of Blair Park Road. The new sidewalks would fill in the most gaps in the existing pedestrian network. The proposed plan is shown on the alternative plans in Appendix C.

The following list itemizes features associated with this alternative and identifies potential impacts in addition to features and impacts associated with Alternative 3:

- The sidewalk would cross nine additional driveways to various businesses around Blair Park including properties owned by Dew Construction Corp, Triptik Realty Partnership, F & D Carter, Falcon Manner LLC, and Three Friends Partnership.

- A section of trees would need to be removed the F & D Carter property and the Triptik Realty Partnership property.
- One additional water valves/curb stop will need to be adjusted to grade.
- One additional new crosswalk with detectable warning surfaces and pedestrian signing would need to be installed crossing Blair Park Road.
- One new crosswalk with detectable warning surfaces and pedestrian signing would need to be installed at the intersection of Blair Park Road and Paul Street intersection.
- Ten existing crosswalk or driveway ramps will be reconstruction around the loop to provide detectable warning surfaces at existing crosswalks and drive entrance crossings.

DRAFT

6.4 Alternatives Evaluation Matrix

Table 2, the Alternatives Evaluation Matrix, compares the three alternatives across a number of categories. Project characteristics and impact data were obtained from an analysis of the conceptual plans. The characteristics were then used to calculate estimated construction costs. (Construction cost estimates are attached.) As noted, Alternative 4 provides the greatest benefits (the most robust sidewalk network) but also carries the highest cost estimate. Alternative 2 provides the fewest linear feet of new sidewalk and likewise carries the lowest cost. The construction estimates range from \$245,000 to \$720,000.

New information is provided in the table relative to project permitting. As noted, new sidewalk construction will require an amendment to prior Act 250 permits issued for Blair Park. A federal Categorical Exclusion will also be required. Other permitting activity, if any, will be very limited for all three alternatives. There are no characteristics associated with any of the three alternatives to suggest that the required state and federal approvals could not be readily obtained for the project.

Item	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Project Benefits (Purpose and Need)				
Provide Compete Pedestrian Route Around the Exterior Loop of Blair Park Road	No	Yes	Yes	Yes
Provide Connection to U.S. Route 2/CCTA Bus Stop	No	No	Yes	Yes
Provide Complete Pedestrian Route Around the Interior Loop of Blair Park Road	No	No	No	Yes
Construction Characteristics				
Length	0 LF	1,457 LF	1,967 LF	4,777 LF
Width	0 Feet	5 feet	5 feet	5 feet
Surface	None	Portland Cement Concrete	Portland Cement Concrete	Portland Cement Concrete
Impervious Surface – New/Redeveloped	0 SF (0 AC)	7,285 SF (0.17 AC)	9,835 SF (0.23 AC)	23,885 SF (0.55 AC)
Conceptual Area of Disturbance	0 SF (0 AC)	22,772 SF (0.52 AC)	29,245 SF (0.67 AC)	68,966 SF (1.58 AC)
Impacts				
Properties Impacted by Construction Easements	0	6	8	17
ROW Impacts – Permanent	0 SF	283 SF	485 SF	648 SF
ROW Impacts – Temporary	0 SF	4,117 SF	4,421 SF	6,189 SF
Utility Impacts – Aerial	None	None	None	None
Utility Impacts – Underground (Gas & Telecom)	0	0	0	0

Table 2 (cont.): Alternatives Evaluation Matrix

Item	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Impacts				
Utility Impacts – Water System, Valve/Curb Stop Adjustment	0	12	13	14
Utility Impacts – Water System, Hydrant Relocation	0	1	1	1
Historic Property Impacts	None	Unlikely	Unlikely	Unlikely
Archeological Impacts	None	Unlikely	Unlikely	Unlikely
Trees – Removed	None	Likely	Likely	Likely
Trees – Clearing Area	0	0	0	3,800 SF
Class II Wetland Impacts	0	0	0	0
Safety				
Number of Roadway crossings	0	1	1	4
Number of Driveway crossings	0	6	8	16
Permitting				
ACT 250	None	Amendment to the existing permit	Amendment to the existing permit	Amendment to the existing permit
NEPA	None	CE	CE	CE
404 COE Wetlands (< 3,000 SF Impact - Category 1: Self Verification)	No	No	No	No
ANR Wetlands	No	No	No	No
Stream Alteration	No	No	No	No
Stormwater Discharge	None	No – May need to amend existing permits	No – May need to amend existing permits	No – May need to amend existing permits
Construction General	None	Low Risk	Low Risk	Low Risk
Archaeology - Phase 1B	None	Unlikely	Unlikely	Unlikely
Section 106 / Historic	None	Unlikely	Unlikely	Unlikely
Prime Agricultural Soils	No	No	No	No
Rare, Threatened, Endangered Species	No	No	No	No
Cost				
Estimated Alternative Costs	\$0	\$243,000	\$309,000	\$718,000

Table 2 (cont.): Alternatives Evaluation Matrix

6.5 Public Participation/Meetings

As noted above, a Local Concerns Meeting was held on October 6, 2015 at Falcon Manor. Falcon Manor is one of two senior housing facilities located in Blair Park. The purpose of this public meeting was to present this study to the public and to gather public comments.

An Alternatives Presentation Meeting was held on February 8, 2016 at a Town of Williston Selectboard meeting. The purpose of this meeting was to present the alternatives considered in this study and to solicit an endorsement for a preferred alternative from the Board. The Selectboard had the opportunity to review a draft of this report prior to the meeting.

6.6 *Alternatives Endorsement*

At the February 8, 2016 Williston Selectboard meeting **the Board voted to endorse Alternative 3**. The Board's decision was based on consideration of the materials presented and public comments received. Refer to Appendix A for minutes from this meeting.

6.7 *Further Considerations*

This scoping study has identified certain items that should be considered in the future design and permitting of the preferred alternative. These include:

- Evaluate alternative sidewalk alignments where there are potential impacts to mature trees;
- Evaluate alternative crosswalk treatments and related signage;
- Confirm existing property line information and consider easements or takings if and where new sidewalks may be constructed outside the public right-of-way;
- Determine if a detailed archeological review should be completed;
- Consider installation of a STOP sign on Paul Street entering Blair Park Road; and,
- Conduct an on -site natural resource reconnaissance.

APPENDIX A

Public Meeting / Selectboard Meeting
Presentation and Minutes

July 21, 2015

Lisa M Sheltra
Assistant Public Works Director Town of Williston
7900 Williston Road
Williston, VT 05495

Dear Lisa:

After my discussion with you yesterday this letter is to confirm that we, the tenants at Falcon Manor are anxious to have the Department of Public Works of Williston continue the feasibility study whereby the sidewalk around Blair Park Road will be extended so that it will continue the entire way around this road.

I realize, as you told me yesterday, that this study has already been started. You also told me that the more people that were interested in this project the better it would be. Also maybe it would be done a little faster. You also told me that the Chittenden County Regional Planning Commission is involved in this project. Hopefully they will have some insight here as well. Let's hope so.

I hope you realize there are a lot of people that walk around Blair Park Road. Now that Finney Crossing has been developed I suspect there are many people from there that also walk or run around Blair Park road. Some of the people are walking and running in the road which is very dangerous. Also, even though the speed limit is only 25 miles an hour there are many cars that drive much faster on Blair Park Road. That is another reason to extend this sidewalk as soon as possible.

I realize that it may be a long time before the Town of Williston will be able to have the funds for this project as there are a lot of issues before there would be enough money for the town to be able to do it as this would be an expensive project. Williston would have to apply for grants from the Vermont Department of Transportation as well as perhaps grants from the Federal government. It would probably take a minimum of 2 to 3 years or as long as 10 years. Let's hope it wouldn't take that long!!!

I appreciate the time you took yesterday to speak with me and explain all of this to me.

I will have as many tenants here at Falcon Manor sign this letter as I can and return it to you as soon as possible and you can continue from here.

Thanks again.

Regards,



Anne B Dickerson
Apt 252
1 Falcon Manor
Williston, VT 05495
(802) 598-8125

WILLISTON, VT PUBLIC WORKS DEPARTMENT

	NAME	APT #	FALCON MANOR
1	Kathleen Langlais	344	FALCON MANOR
2	Lucie Langlais	344	FALCON MANOR
3	Patricia LeBlanc	332	FALCON MANOR
4	Anna B Dickerson	252	FALCON MANOR
5	Willie Wermeechik	144	FALCON MANOR
6	Pat McDevitt	122	FALCON MANOR
7	Paul P. LeBlanc		FALCON MANOR
8	Gary A. Strong	216	FALCON MANOR
9	Kelly Morris	216	FALCON MANOR
10	Kay Sawyer	248	FALCON MANOR
11	Ken Merchant	218	FALCON MANOR
12	Lue Merchant	218	FALCON MANOR
13	Pat Croone	156	FALCON MANOR
14	Sandy Beau	242	FALCON MANOR
15	Dana McBurner	322	FALCON MANOR
16	Louise B. Gilbert	140	FALCON MANOR
17	Angeli Farrington	210	FALCON MANOR
18	Colleen Carleton		FALCON MANOR
19			FALCON MANOR
20			FALCON MANOR
21			FALCON MANOR
22			FALCON MANOR
23			FALCON MANOR
24			FALCON MANOR
25			FALCON MANOR
26			FALCON MANOR
27			FALCON MANOR
28			FALCON MANOR
29			FALCON MANOR
30			FALCON MANOR

Scoping Meeting

Blair Park Pedestrian Facility Scoping Study

Date/Time: August 6, 2015 / 3:00 PM
Place: Williston Town Office
Next Meeting: TBD
Attendees: Lisa Sheltra – Williston Public Works
Sai Sarepalli, Marshall Distel – CCRPC
Rick Bryant, Todd Duguay – Stantec
Absentees: None
Distribution: Attendees

Item:	Action:
- Sai began the meeting, having the group go around introducing themselves and what they do for their organization.	
- Lisa stated the purpose of this scoping project is to complete the sidewalks around the loop of Blair Park.	
- Lisa stated this project will produce a scoping report which is the first step for the Town to attain VTrans funding.	
- Lisa stated there is a senior housing facility in Blair Park. The residents enjoy walking around the neighborhood. They would like to see sidewalks around the Blair Park loop.	
- Lisa stated this project will be another step in completing the pedestrian facilities throughout the Town of Williston.	
- Lisa stated the feasibility study should compare the feasibility of building the sidewalk on one side or the other.	
- Sai suggested the project compare at least 3 alternatives excluding the no-build alternative.	
- Lisa suggested the TAP grant caps their funding at \$300,000.	
- Rick suggested Stantec break-up the path costs into three pieces around the Blair Park loop.	Stantec
- Lisa stated she has already been in front of the Williston Selectboard. The Selectboard gave her the approval to begin the scoping process for the project.	
- Lisa believes the right-of-way around Blair Park is 3-rods. She	Lisa

Item:	Action:
stated she will provide Stantec what she can for ROW information.	
- <i>In an email on 8/11, Jennifer Lacy provided Stantec with as-builts and GIS data of the Blair Park area.</i>	
- Lisa suggested LIDAR will be a good existing ground surface for modeling purposes. She suggested this would be a good surface to complete this scoping project. She suggested the CCRPC has the most up-to-date LIDAR and orthophotogrammetry information. She suggested CCRPC provide this information to Stantec.	CCRPC
- <i>In an email on 8/6, Sai stated the April 2013 orthophoto is the newest the CCRPC has. Todd responded and asked for the file from the CCRPC to make sure Stantec is working with the latest version. Sai also stated a LiDAR flight was done in the spring of 2015 and the data may be ready this fall.</i>	CCRPC
- Todd asked what Williston would like to have as a grass strip/buffer between the sidewalk and the roadway. Lisa stated the Town does like a buffer. She suggests matching the existing buffer. She also cautions the keeping in mind the ROW constraints.	
- Rick asked Lisa if she knew if Trudell Consulting Engineers had anything to do with the Blair Park development. Lisa suggested if Rick had a contact at Trudell, he should ask for any existing conditions information that they may have.	Rick
- Lisa requested that the group follow the exact MAB process.	
- Lisa stated that she will begin the steps to set a meeting at the Senior Facility. She stated she will hold off on setting the meeting until Stantec solidifies the schedule of the project and gets a good existing conditions plan created.	Lisa/Stantec
- Lisa requested that the project not consider porous pavement for any reason.	
- Lisa stated the sidewalk will continue through any drive that it crosses. She stated the sidewalk will be thickened to 8" through the drive.	
- Marshall said the RPC completed a culvert study for the Town of Williston last year. He suggested the RPC will provide whatever information they have to Stantec.	CCRPC

Item:

- Sai stated the RPC budget for the scoping study is \$25,000.
- Lisa requested the project be completed in AutoCAD.
- Stantec will forward a DRAFT proposal including scope of services to Sai for his concurrence. After any comment revisions, Stantec will formalize a proposal. Contracts will be executed after that.
- Lisa reminded Stantec, the RPC is the manager of the project. She reminded Stantec to include the RPC in any communication. Rick suggested group emails wherever necessary.

Action:**Stantec****GROUP**

The meeting adjourned at 4:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.

Todd Duguay, P.E.
Senior Project Engineer, Transportation
Phone: (802) 864-0223
Fax: (802) 864-0165
todd.duguay@stantec.com

Duguay, Todd

From: Lisa M. Sheltra <lsheltra@willistonvt.org>
Sent: Tuesday, October 13, 2015 11:29 AM
To: Duguay, Todd
Subject: RE: couple of questions

Okay I was wondering if I missed anything!

Lisa M. Sheltra
Assistant Public Works Director
(802) 878-1239 x 182



From: Duguay, Todd [<mailto:Todd.Duguay@stantec.com>]
Sent: Tuesday, October 13, 2015 7:14 AM
To: Lisa M. Sheltra
Cc: Sai Sarepalli (SSarepalli@ccrpcvt.org); Bryant, Richard
Subject: RE: couple of questions

Hi Lisa, I'm not sure she's questioning anything. To me, the attachment is her understanding of the scoping alternatives. Her last line in the document: I'm sure there are other ways of going about this but this was my take-away from the meeting on Monday. Maybe, they have a community newsletter that this will be a part of?

From: Lisa M. Sheltra [<mailto:lsheltra@willistonvt.org>]
Sent: Tuesday, October 13, 2015 7:02 AM
To: Duguay, Todd; Sai Sarepalli (SSarepalli@ccrpcvt.org); Bryant, Richard
Subject: FW: couple of questions

Not sure what her question is.....

Lisa M. Sheltra
Assistant Public Works Director
(802) 878-1239 x 182



From: Anne [<mailto:abdicker@gmail.com>]
Sent: Friday, October 09, 2015 1:40 PM
To: Lisa M. Sheltra
Subject: Re: couple of questions

I want to thank you and the fellows from the Chittenden County Regional Planning Commission as well as the Engineers from Stantec who did the presentation for us on Monday, October 5, 2015.

After listening to these gentlemen present their alternatives to the sidewalks around the area of Blair Park I must say they have done a most excellent job and obviously a lot of research. This may not be exactly what I had in mind when I first came to your office but it was spectacular. I never thought anyone would put so much work into this project. This is not just a Cadillac design but a Mercedes design! Let me explain: **Please see attached.**

Lisa, please forward this email to the men that did were here Monday as I don't have access to their email addresses. I do want to express my appreciation to them as well as to you. This has been an interesting experience for me as well as a great learning process. Not only that, it has been fun.

Thanks again,

Anne Dickerson

On Mon, Oct 5, 2015 at 10:03 AM, Anne <abdicker@gmail.com> wrote:
Lisa,

I really have no idea how many people will be at the meeting tonight. When we had our meeting on Saturday morning I spoke again about this meeting tonight. I urged everyone to PLEASE be here Of course not all the tenants were at the meeting Saturday. .As I have seen other people around the building I have reminding them of the meeting.

Unfortunately several people have told me they have other plans for tonight and won't be able to be here. I wouldn't expect no more than 20 to 30. Maybe there will be some other people from town that may show up, Let's hope so. Especially after you put it in the Observer and on Front Porch Forum.

We do not have a white board nor a podium but there is plenty of room for an easel if that would work. Perhaps something so set up on a table?

This room is quite large with several round tables with chairs around them. On one side there is a pool table. On one end, in an attached small room is a kitchen. We do have the facilities for making coffee if that seems appropriate. I could make coffee if you want. Let me know.

Thanks,
Anne

On Mon, Oct 5, 2015 at 9:06 AM, Lisa M. Sheltra <lsheltra@willistonvt.org> wrote:

Anne,

Any idea how many people you expect to attend tonight? CCRPC is going to bring some refreshments and we want to make sure there is enough. Also does the meeting room have an area where we can put up a presentation up? Wall? White board?

Lisa M. Sheltra

Assistant Public Works Director

Town of Williston

7900 Williston Road

Williston, Vermont 05495

[\(802\) 878-1239 ext 182](tel:(802)878-1239)

[\(802\) 735-3852 cell](tel:(802)735-3852)

Email: lsheltra@willistontown.com



Mercedes Design: the best of all worlds (and the most expensive)

Sidewalks on both sides of the road around the entire circle as well as access to the bus stop:

Outside sidewalk: New to build is the portion from Paul Street to the road at the end of the street by the Post Office. Cross the road and build the sidewalk to meet the sidewalk so that it joins the existing sidewalk just south of the Blair House (the brown house southwest of 277 Blair Park Road).

Inside sidewalk: New to build remaining inside sidewalk (almost the entire interior circle). Mostly from crossing from Paul St., by STOP sign, the beginning of interior sidewalk, to where that sidewalk ends. New building of sidewalk would continue from that ending to the end of the street, around the corner and continue to meet the sidewalk where it begins at the STOP sign at Paul Street.

Sidewalk to bus stop: Where the sidewalk crosses the road by the Post Office (see above, Outside sidewalk) the sidewalk would continue south toward Williston Road to join the current sidewalk along Williston Road allowing access to the Bus Stop.

One more thing:

To continue the concept of sidewalks on both sides of the street there would also need to be a new sidewalk to connect the East side of the Williston Road sidewalk, north past the Post office to access the new exterior circle sidewalk.

Cadillac Design:

Sidewalk on one side of the circle and access to the bus stop:

Outside sidewalk: New to build is the portion from Paul street to the end of the road by the post Office.

Sidewalk to bus stop: Starting at Williston Road build a sidewalk continuing north to connect to the existing sidewalk in front of the Blair House (the brown house southwest of 277 Blair Park Road)

Ford Mini-van Design: fastest and least expensive.

This is my original desire!

Just one sidewalk around the circle. OK to cross the street.

Use the outside sidewalk as exists. New to build is to extend existing sidewalk on the west side to reach the street by the Post Office. Cross the street then continue on north side (by children's day care center) up the hill until sidewalk meets existing sidewalk on inside of circle. **THE END**

For just this "Ford Mini-van Design" I would be very happy and grateful. Anything beyond would be icing on the cake.

I'm sure there are other ways of going about this but this was my take-away from the meeting on Monday.

Local Concerns Meeting

Blair Park Williston Pedestrian Facilities Scoping Study / 195311141

Date/Time: October 5, 2015 / 6:00 PM
Place: Community Room – Falcon Manner
Next Meeting: TBD
Attendees: Lisa Sheltra – Town of Williston
Sai Sarepalli, Marshall Distel – CCRPC
Rick Bryant, Todd Duguay – Stantec
See attendance list
Absentees: None
Distribution: Project Committee

Meeting Summary

The purpose of the local concerns meeting was to present existing conditions and potential new sidewalk segments to community members for their review and comment. A general consensus was reached among the attendees, all from of Falcon Manner, prioritizing sidewalk segment construction. Stantec will proceed with the development and evaluation of alternative plans with the goal of presenting a recommended plan to the Williston Selectboard in January 2016.

Presentation

- Lisa introduced the project team, overall study goals and the project schedule to the attendees.
- Rick and Todd took the group through the purpose of the meeting, existing conditions, outlined alternative improvement strategies and design considerations at the project progresses through the study.

Public questions, comments and concerns: Below is a summary of specific questions comments or concerns that were raised by the members in attendance:

- Blair Park seems to be used as a “cut-through” by motorists. Cut-through traffic seems to be traveling at higher speeds causing the roadway to be unsafe. Lisa suggested the police could address the speed issue.
- A high priority to the residents is to create a safe pedestrian route around the Blair Park Loop.
- Continuing the sidewalk to Route 2 may be important for commuters, but is less important to the residents in attendance.
- Office workers at Blair Park may use the loop for exercise as well during breaks.
- Completing the “outer” loop is preferred relative to completing the “inner” loop.
- Safer crosswalk locations are preferred. There are some existing sight line concerns at the Falcon Manner crossing.

Design with community in mind

- Public transportation use is minimal for residents and employees at Blair Park.
- We notice that people on the lunch breaks use the neighborhood for walks.
- Motorized wheelchair operators have been seen in the road dues to the lack of sidewalks.

Next Steps

1. Refine and evaluate the potential alternatives
2. Town of Williston Selectboard hearing. Possibly January 2016.
3. Submit final recommendations/report
4. Request State funding

The meeting adjourned at 7:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services, Inc.

Todd Duguay, P.E.
Senior Project Engineer, Transportation
Phone: (802) 864-0223
todd.duguay@stantec.com

Attachment: Attendance list

APPENDIX B

Environmental Exhibits



LEGEND

- Act250 Permits **INCOMPLET
- Town Boundary

1: 6,319
November 20, 2015

NOTES

Map created using ANR's Natural Resources Atlas



WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 527 Ft. 1cm = 63 Meters
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LEGEND

- Hazardous Waste Site
- Hazardous Waste Generators
- Town Boundary

1: 6,319

November 20, 2015



NOTES

Map created using ANR's Natural Resources Atlas

321.0 0 160.00 321.0 Meters

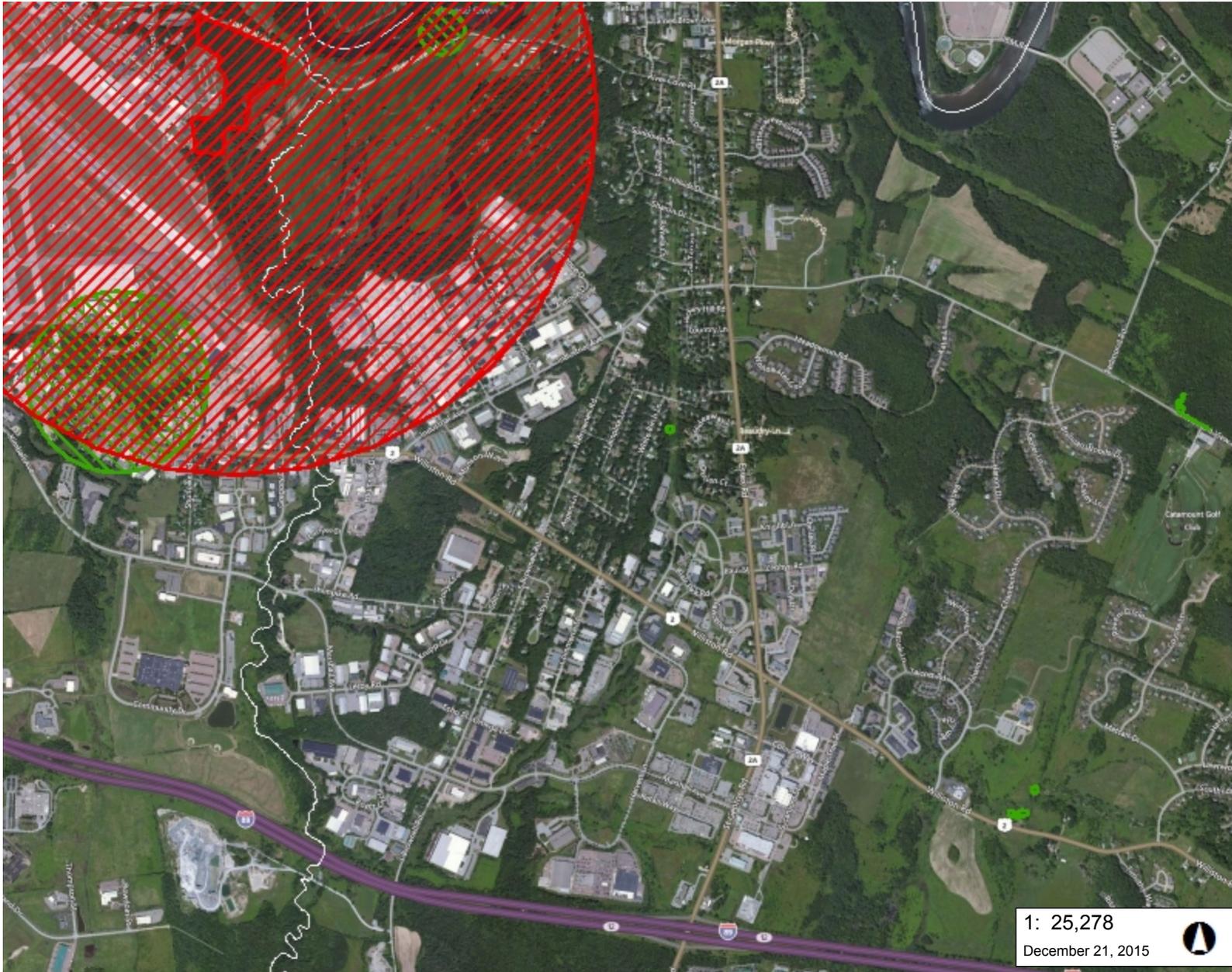
WGS_1984_Web_Mercator_Auxiliary_Sphere

1" = 527 Ft. 1cm = 63 Meters

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LEGEND

- Rare Threatened Endangered
- Threatened or Endangered
- Rare
- Town Boundary

1: 25,278
December 21, 2015

NOTES

Map created using ANR's Natural Resources Atlas

1,284.0 0 642.00 1,284.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 2106 Ft. 1cm = 253 Meters

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LEGEND

- + Stormwater Permits (Issued)
- Town Boundary

1: 6,319

November 20, 2015



NOTES

Map created using ANR's Natural Resources Atlas

321.0 0 160.00 321.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere

1" = 527 Ft. 1cm = 63 Meters

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LEGEND

- Wetlands - VSWI
 - Class 1 Wetland
 - Class 2 Wetland
 - Wetlands Advisory Layer
 - Town Boundary

1: 6,319
November 20, 2015

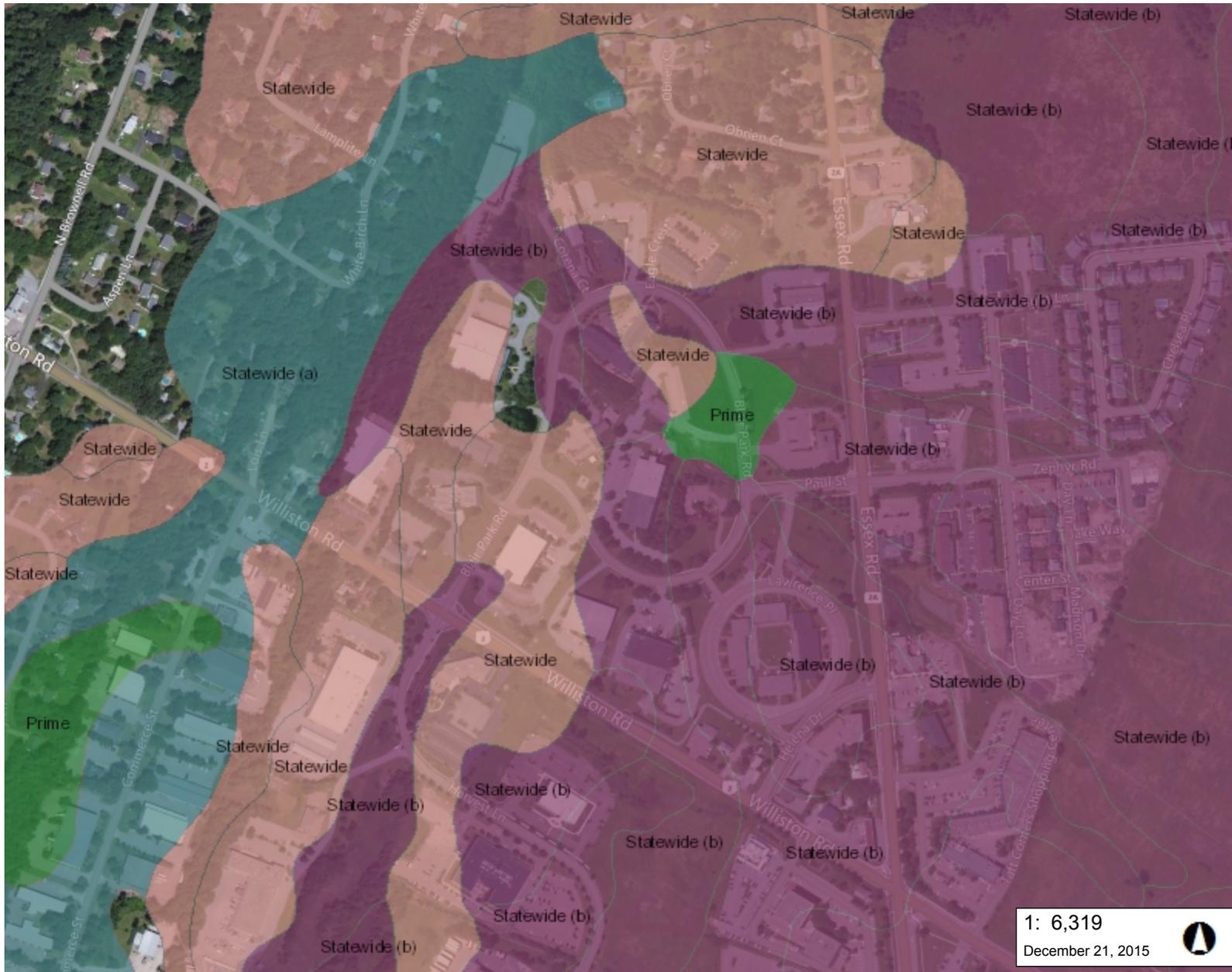
NOTES

Map created using ANR's Natural Resources Atlas



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LEGEND

Soils - Prime Agricultural

- Local
- Local (b)
- Not rated
- Prime
- Prime (b)
- Prime (f)
- Statewide
- Statewide (a)
- Statewide (b)
- Statewide (c)

Town Boundary

1: 6,319
December 21, 2015

NOTES

Map created using ANR's Natural Resources Atlas



WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 527 Ft. 1cm = 63 Meters
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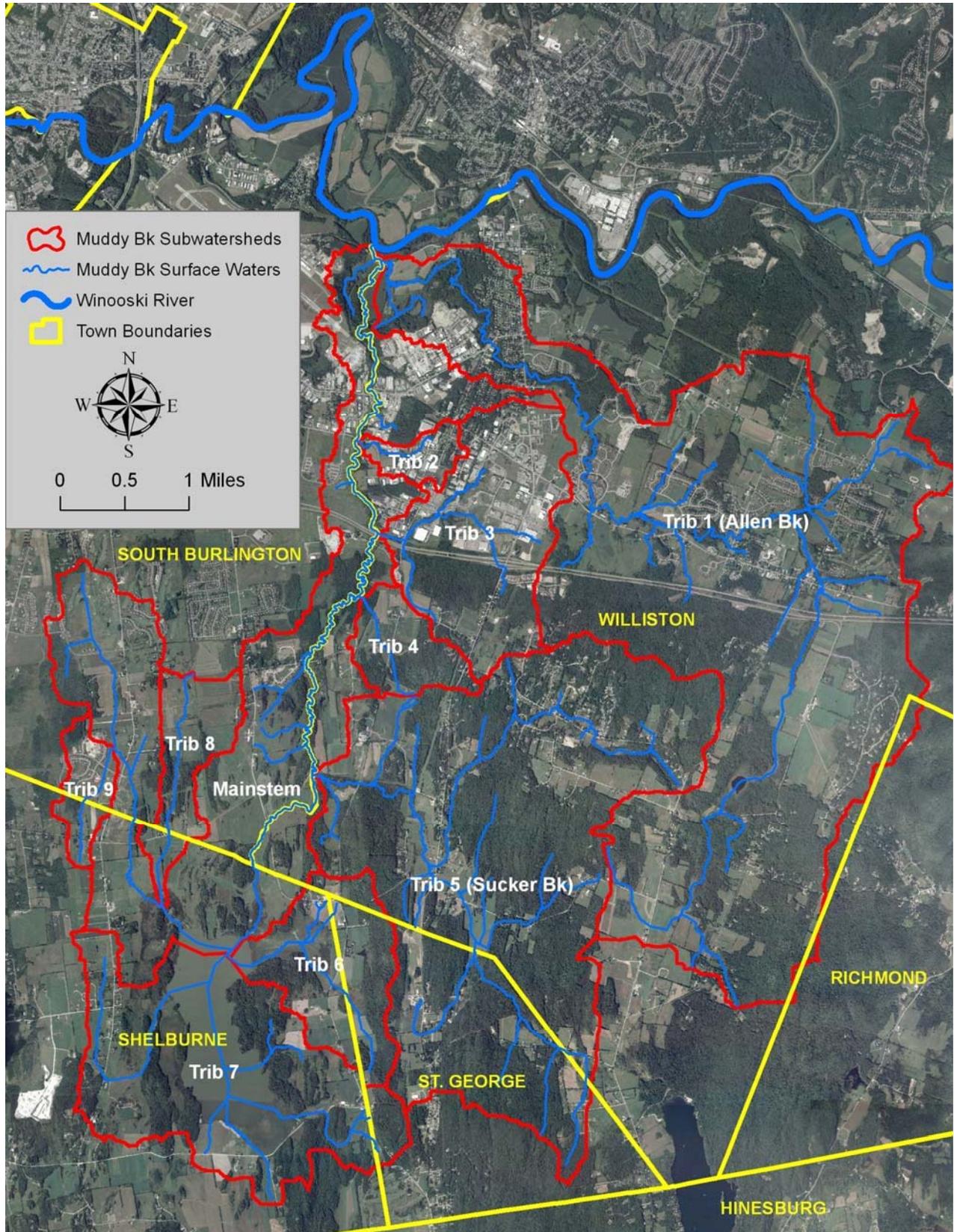


Figure 2. Muddy Brook subwatershed map.

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

-  .02
-  .05
-  .10
-  .15
-  .17
-  .20
-  .24
-  .28
-  .32
-  .37
-  .43
-  .49
-  .55
-  .64
-  Not rated or not available

Soil Rating Lines

-  .02
-  .05
-  .10
-  .15
-  .17
-  .20

-  .24
-  .28
-  .32
-  .37
-  .43
-  .49
-  .55
-  .64
-  Not rated or not available

Soil Rating Points

-  .02
-  .05
-  .10
-  .15
-  .17
-  .20
-  .24
-  .28
-  .32
-  .37
-  .43
-  .49
-  .55
-  .64
-  Not rated or not available

Water Features

-  Streams and Canals
- Transportation**
-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads
- Background**
-  Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.
 Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Chittenden County, Vermont
 Survey Area Data: Version 18, Sep 25, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 28, 2010—Oct 8, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

K Factor, Whole Soil

K Factor, Whole Soil— Summary by Map Unit — Chittenden County, Vermont (VT007)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
AdA	Adams and Windsor loamy sands, 0 to 5 percent slopes	.15	27.7	20.1%
AdB	Adams and Windsor loamy sands, 5 to 12 percent slopes	.15	12.0	8.7%
AdD	Adams and Windsor loamy sands, 12 to 30 percent slopes	.15	1.6	1.1%
Au	Au Gres fine sandy loam	.10	12.9	9.4%
BIA	Belgrade and Eldridge soils, 0 to 3 percent slopes	.32	2.9	2.1%
DdA	Duane and Deerfield soils, 0 to 5 percent slopes	.24	8.4	6.1%
EwA	Enosburg and Whately soils, 0 to 3 percent slopes	.24	14.6	10.6%
MyB	Munson and Raynham silt loams, 2 to 6 percent slopes	.49	10.3	7.5%
MyC	Munson and Raynham silt loams, 6 to 12 percent slopes	.49	11.7	8.4%
ScA	Scantic silt loam, 0 to 2 percent slopes	.32	25.1	18.2%
ScB	Scantic silt loam, 2 to 6 percent slopes	.32	10.9	7.9%
Totals for Area of Interest			138.1	100.0%

Description

Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Factor K is one of six factors used in the Universal Soil Loss Equation (USLE) and the Revised Universal Soil Loss Equation (RUSLE) to predict the average annual rate of soil loss by sheet and rill erosion in tons per acre per year. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat). Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water.

"Erosion factor Kw (whole soil)" indicates the erodibility of the whole soil. The estimates are modified by the presence of rock fragments.

Rating Options

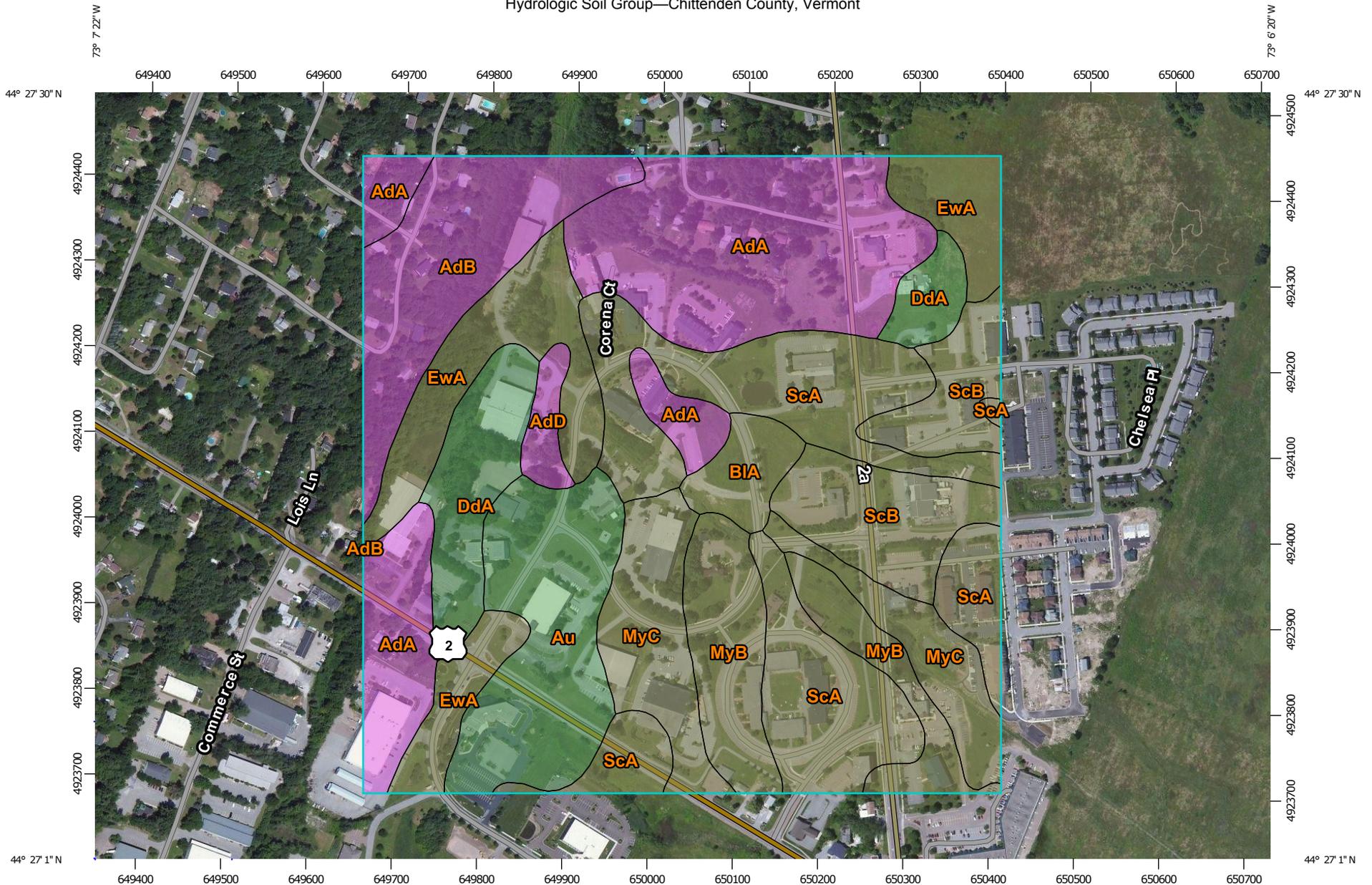
Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Layer Options (Horizon Aggregation Method): Surface Layer (Not applicable)

Hydrologic Soil Group—Chittenden County, Vermont



Map Scale: 1:6,300 if printed on A landscape (11" x 8.5") sheet.

0 50 100 200 300 Meters

0 300 600 1200 1800 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

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Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Chittenden County, Vermont
 Survey Area Data: Version 18, Sep 25, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 28, 2010—Oct 8, 2011

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Chittenden County, Vermont (VT007)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
AdA	Adams and Windsor loamy sands, 0 to 5 percent slopes	A	27.7	20.1%
AdB	Adams and Windsor loamy sands, 5 to 12 percent slopes	A	12.0	8.7%
AdD	Adams and Windsor loamy sands, 12 to 30 percent slopes	A	1.6	1.1%
Au	Au Gres fine sandy loam	A/D	12.9	9.4%
BIA	Belgrade and Eldridge soils, 0 to 3 percent slopes	C/D	2.9	2.1%
DdA	Duane and Deerfield soils, 0 to 5 percent slopes	A/D	8.4	6.1%
EwA	Enosburg and Whately soils, 0 to 3 percent slopes	C/D	14.6	10.6%
MyB	Munson and Raynham silt loams, 2 to 6 percent slopes	C/D	10.3	7.5%
MyC	Munson and Raynham silt loams, 6 to 12 percent slopes	C/D	11.7	8.4%
ScA	Scantic silt loam, 0 to 2 percent slopes	C/D	25.1	18.2%
ScB	Scantic silt loam, 2 to 6 percent slopes	C/D	10.9	7.9%
Totals for Area of Interest			138.1	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

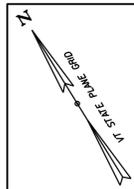
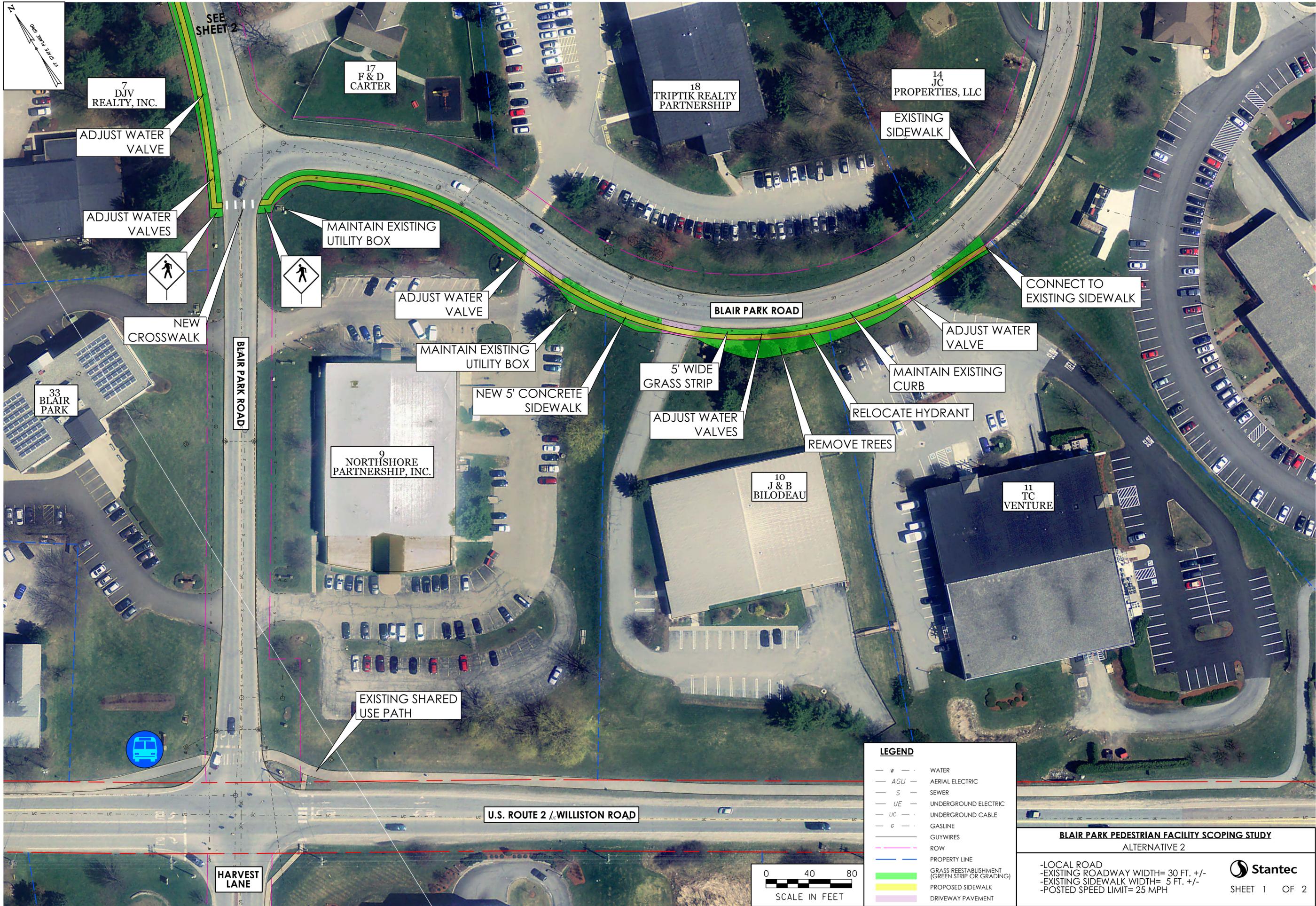
Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

APPENDIX C

Alternative Exhibits



SEE SHEET 2

7 DJV REALTY, INC.

17 F & D CARTER

18 TRIPTIK REALTY PARTNERSHIP

14 JC PROPERTIES, LLC

ADJUST WATER VALVE

EXISTING SIDEWALK

ADJUST WATER VALVES

MAINTAIN EXISTING UTILITY BOX



ADJUST WATER VALVE

CONNECT TO EXISTING SIDEWALK

NEW CROSSWALK

BLAIR PARK ROAD

ADJUST WATER VALVE

33 BLAIR PARK

MAINTAIN EXISTING UTILITY BOX

5' WIDE GRASS STRIP

MAINTAIN EXISTING CURB

BLAIR PARK ROAD

NEW 5' CONCRETE SIDEWALK

ADJUST WATER VALVES

REMOVE TREES

RELOCATE HYDRANT

9 NORTHSHORE PARTNERSHIP, INC.

10 J & B BILODEAU

11 TC VENTURE

EXISTING SHARED USE PATH

U.S. ROUTE 2 / WILLISTON ROAD

HARVEST LANE

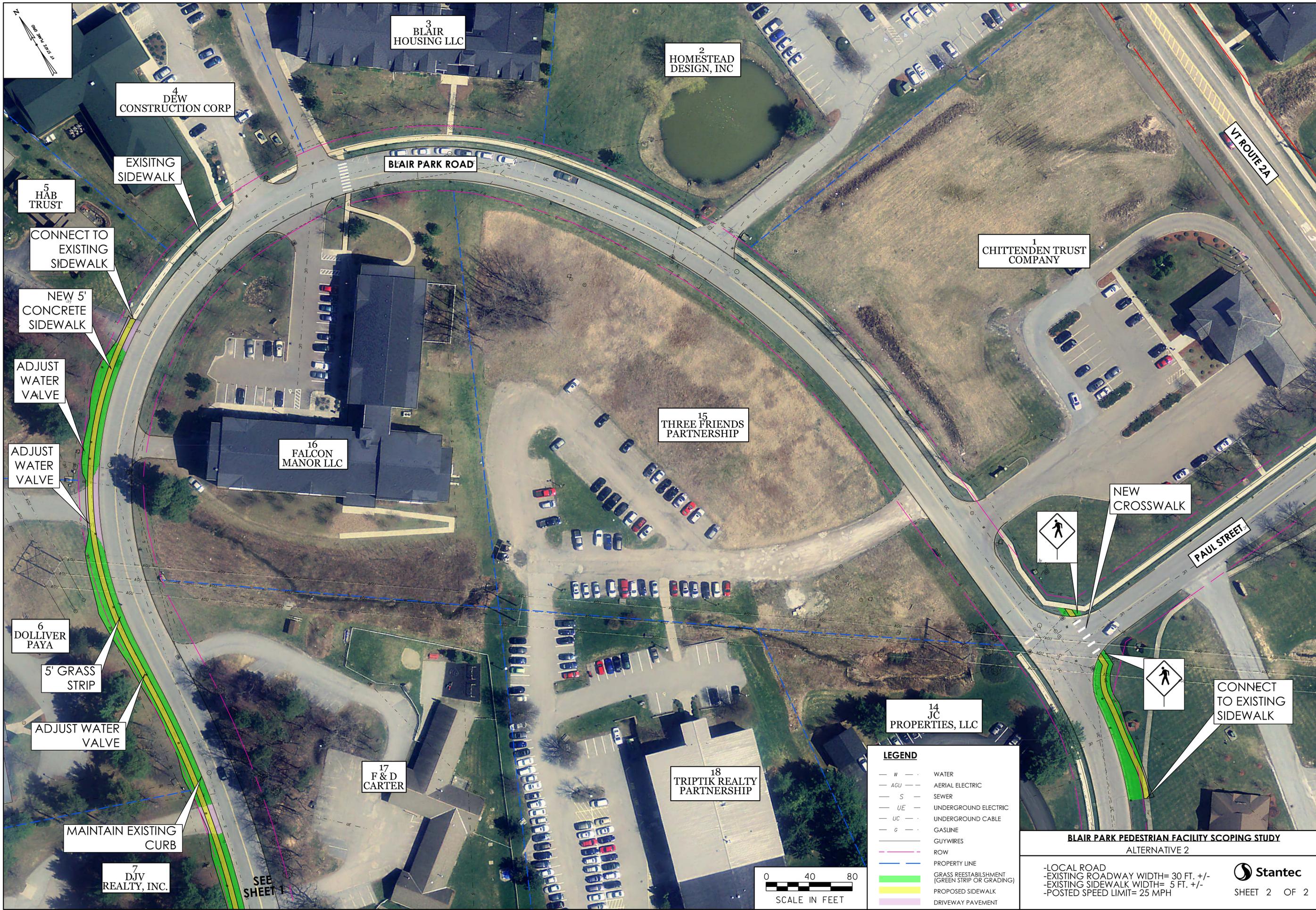
LEGEND

— w —	WATER
— AGU —	AERIAL ELECTRIC
— S —	SEWER
— UE —	UNDERGROUND ELECTRIC
— UC —	UNDERGROUND CABLE
— G —	GASLINE
—	GUYWIRES
—	ROW
—	PROPERTY LINE
—	GRASS REESTABLISHMENT (GREEN STRIP OR GRADING)
—	PROPOSED SIDEWALK
—	DRIVEWAY PAVEMENT



BLAIR PARK PEDESTRIAN FACILITY SCOPING STUDY
ALTERNATIVE 2

- LOCAL ROAD
- EXISTING ROADWAY WIDTH= 30 FT. +/-
- EXISTING SIDEWALK WIDTH= 5 FT. +/-
- POSTED SPEED LIMIT= 25 MPH



3
BLAIR
HOUSING LLC

2
HOMESTEAD
DESIGN, INC

4
DEW
CONSTRUCTION CORP

1
CHITTENDEN TRUST
COMPANY

5
HAB
TRUST

15
THREE FRIENDS
PARTNERSHIP

16
FALCON
MANOR LLC

14
JC
PROPERTIES, LLC

6
DOLLIVER
PAYA

18
TRIPTIK REALTY
PARTNERSHIP

17
F & D
CARTER

7
DJV
REALTY, INC.

BLAIR PARK ROAD

VT ROUTE 2A

PAUL STREET

LEGEND

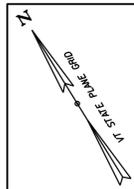
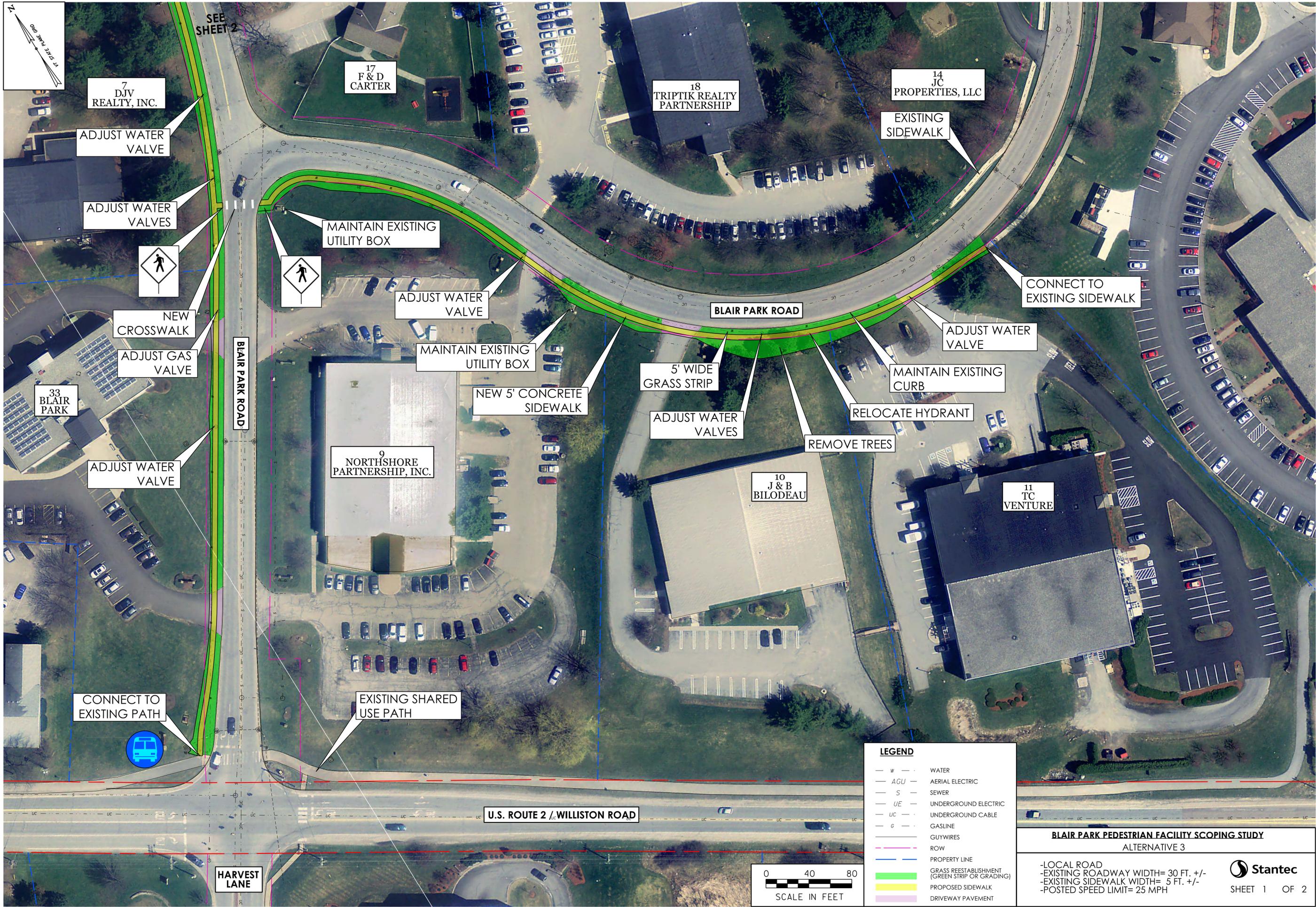
— W —	WATER
— AGU —	AERIAL ELECTRIC
— S —	SEWER
— UE —	UNDERGROUND ELECTRIC
— UC —	UNDERGROUND CABLE
— G —	GASLINE
—	GUYWIRES
—	ROW
—	PROPERTY LINE
—	GRASS REESTABLISHMENT (GREEN STRIP OR GRADING)
—	PROPOSED SIDEWALK
—	DRIVEWAY PAVEMENT

BLAIR PARK PEDESTRIAN FACILITY SCOPING STUDY
ALTERNATIVE 2

- LOCAL ROAD
- EXISTING ROADWAY WIDTH= 30 FT. +/-
- EXISTING SIDEWALK WIDTH= 5 FT. +/-
- POSTED SPEED LIMIT= 25 MPH



SEE SHEET 1



SEE SHEET 2

7 DJV REALTY, INC.

17 F & D CARTER

18 TRIPTIK REALTY PARTNERSHIP

14 JC PROPERTIES, LLC

ADJUST WATER VALVE

ADJUST WATER VALVES



MAINTAIN EXISTING UTILITY BOX

ADJUST WATER VALVE

MAINTAIN EXISTING UTILITY BOX

NEW 5' CONCRETE SIDEWALK

5' WIDE GRASS STRIP

ADJUST WATER VALVES

REMOVE TREES

MAINTAIN EXISTING CURB

ADJUST WATER VALVE

CONNECT TO EXISTING SIDEWALK

33 BLAIR PARK

NEW CROSSWALK

ADJUST GAS VALVE

BLAIR PARK ROAD

BLAIR PARK ROAD

ADJUST WATER VALVE

9 NORTHSORE PARTNERSHIP, INC.

10 J & B BILODEAU

11 TC VENTURE

CONNECT TO EXISTING PATH



EXISTING SHARED USE PATH

U.S. ROUTE 2 / WILLISTON ROAD

HARVEST LANE

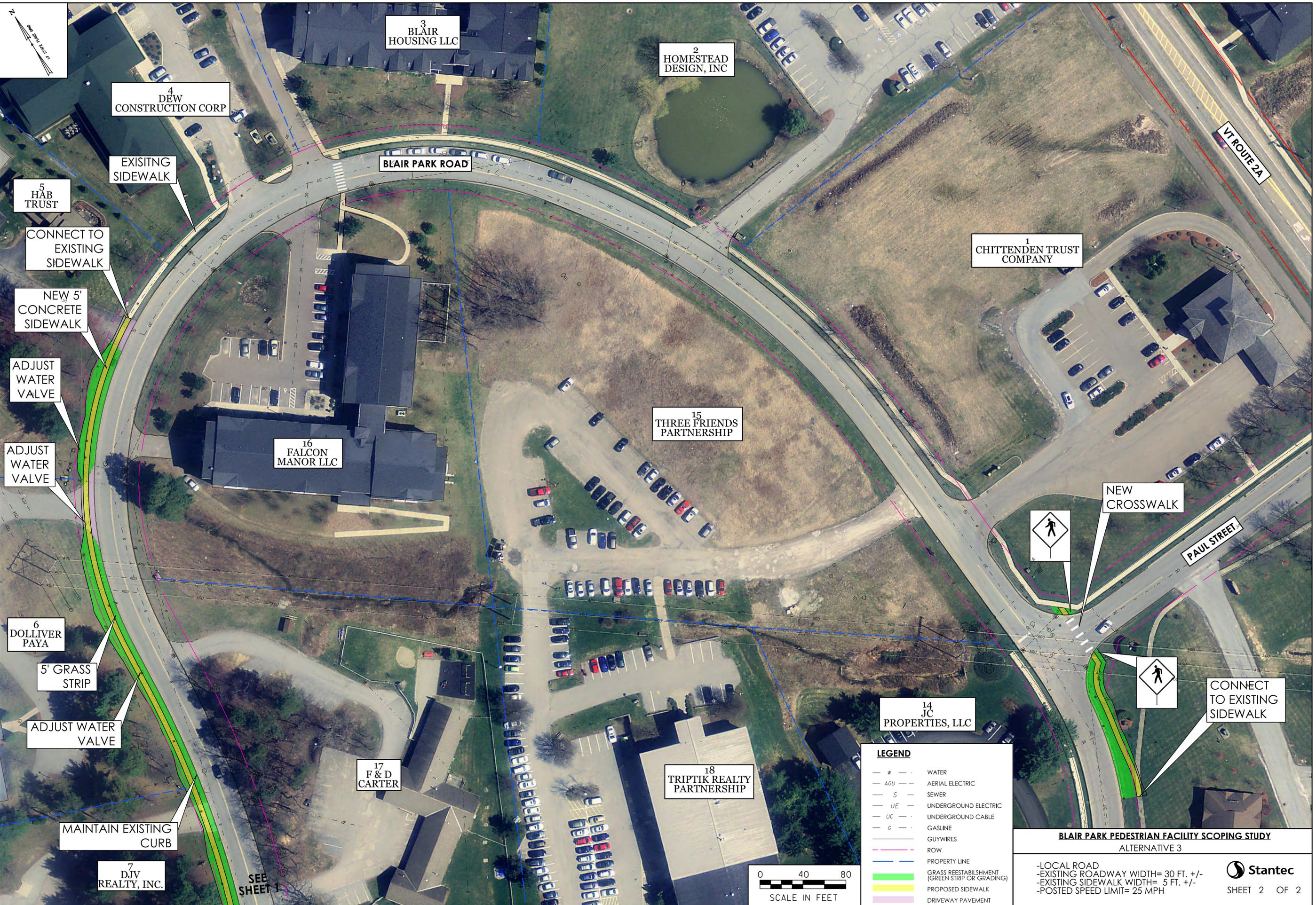
LEGEND

— w —	WATER
— AGU —	AERIAL ELECTRIC
— S —	SEWER
— UE —	UNDERGROUND ELECTRIC
— UC —	UNDERGROUND CABLE
— G —	GASLINE
—	GUYWIRES
—	ROW
—	PROPERTY LINE
—	GRASS REESTABLISHMENT (GREEN STRIP OR GRADING)
—	PROPOSED SIDEWALK
—	DRIVEWAY PAVEMENT



BLAIR PARK PEDESTRIAN FACILITY SCOPING STUDY
ALTERNATIVE 3

- LOCAL ROAD
- EXISTING ROADWAY WIDTH= 30 FT. +/-
- EXISTING SIDEWALK WIDTH= 5 FT. +/-
- POSTED SPEED LIMIT= 25 MPH



4 DEW CONSTRUCTION CORP

3 BLAIR HOUSING LLC

2 HOMESTEAD DESIGN, INC

1 CHITTENDEN TRUST COMPANY

15 THREE FRIENDS PARTNERSHIP

16 FALCON MANOR LLC

14 JC PROPERTIES, LLC

18 TRIPTIK REALTY PARTNERSHIP

17 F & D CARTER

7 DJV REALTY, INC.

BLAIR PARK ROAD

VT ROUTE 2A

PAUL STREET

LEGEND

— W —	WATER
— AGU —	AERIAL ELECTRIC
— S —	SEWER
— UE —	UNDERGROUND ELECTRIC
— UC —	UNDERGROUND CABLE
— G —	GASLINE
—	GUYWIRES
—	ROW
—	PROPERTY LINE
—	GRASS REESTABLISHMENT (GREEN STRIP OR GRADING)
—	PROPOSED SIDEWALK
—	DRIVEWAY PAVEMENT

BLAIR PARK PEDESTRIAN FACILITY SCOPING STUDY

ALTERNATIVE 3

- LOCAL ROAD
- EXISTING ROADWAY WIDTH= 30 FT. +/-
- EXISTING SIDEWALK WIDTH= 5 FT. +/-
- POSTED SPEED LIMIT= 25 MPH



SEE SHEET 1

5 HAB TRUST

CONNECT TO EXISTING SIDEWALK

NEW 5' CONCRETE SIDEWALK

ADJUST WATER VALVE

ADJUST WATER VALVE

6 DOLLIVER PAYA

5' GRASS STRIP

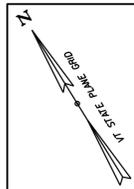
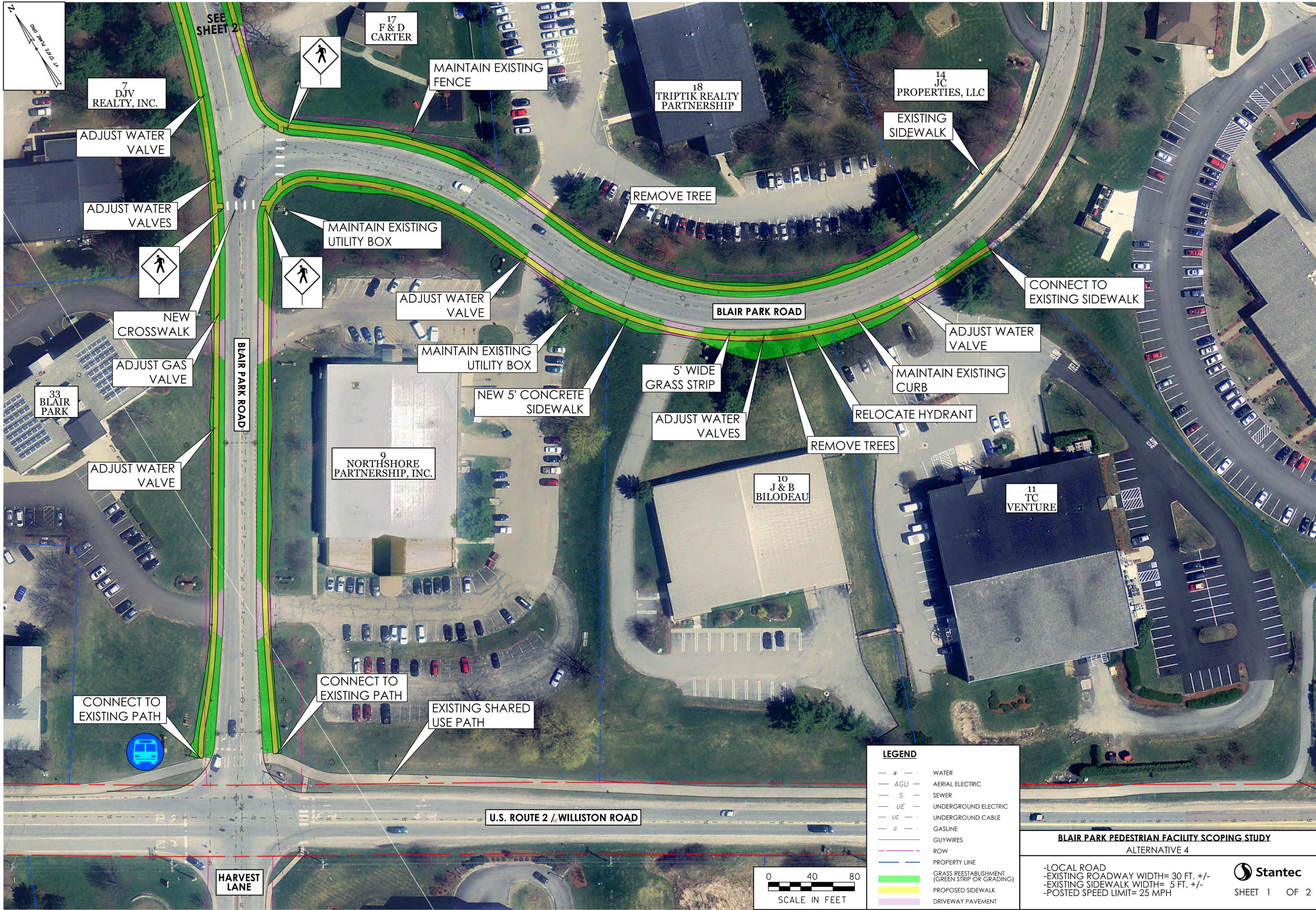
ADJUST WATER VALVE

MAINTAIN EXISTING CURB

EXISTING SIDEWALK

NEW CROSSWALK

CONNECT TO EXISTING SIDEWALK



SEE SHEET 2

17 F & D CARTER

18 TRIPTIK REALTY PARTNERSHIP

14 JC PROPERTIES, LLC

7 DJV REALTY, INC.

MAINTAIN EXISTING FENCE

EXISTING SIDEWALK

ADJUST WATER VALVE

REMOVE TREE

ADJUST WATER VALVES

MAINTAIN EXISTING UTILITY BOX

CONNECT TO EXISTING SIDEWALK



ADJUST WATER VALVE

BLAIR PARK ROAD

ADJUST WATER VALVE

NEW CROSSWALK

MAINTAIN EXISTING UTILITY BOX

5' WIDE GRASS STRIP

MAINTAIN EXISTING CURB

ADJUST GAS VALVE

NEW 5' CONCRETE SIDEWALK

REMOVE TREES

33 BLAIR PARK

9 NORTHSHORE PARTNERSHIP, INC.

10 J & B BILODEAU

11 TC VENTURE

ADJUST WATER VALVE

ADJUST WATER VALVES

RELOCATE HYDRANT

BLAIR PARK ROAD

CONNECT TO EXISTING PATH

EXISTING SHARED USE PATH

CONNECT TO EXISTING PATH

U.S. ROUTE 2 / WILLISTON ROAD

HARVEST LANE

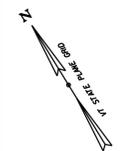
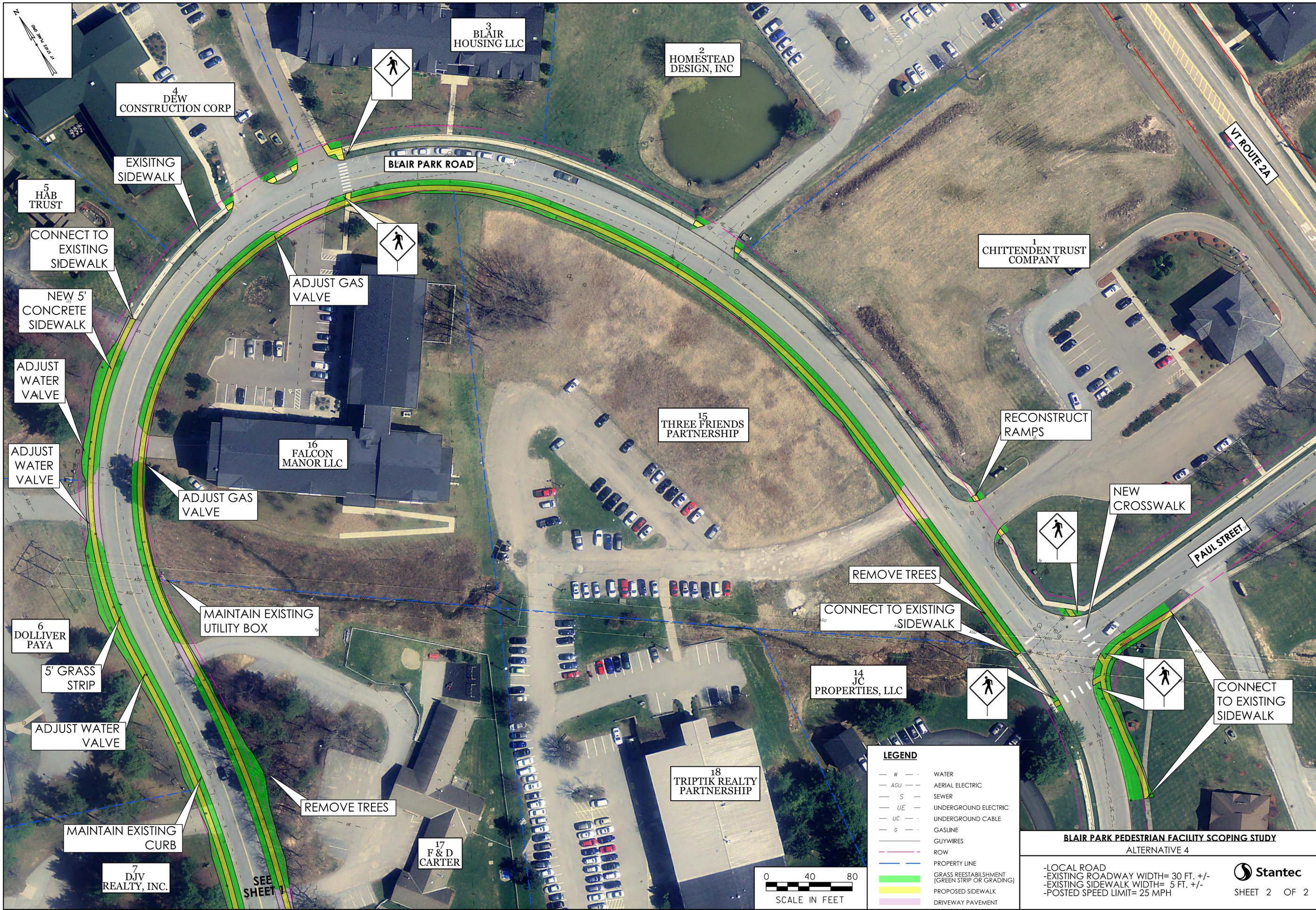
LEGEND

— w —	WATER
— AGU —	AERIAL ELECTRIC
— S —	SEWER
— UE —	UNDERGROUND ELECTRIC
— UC —	UNDERGROUND CABLE
— G —	GASLINE
—	GUYWIRES
—	ROW
—	PROPERTY LINE
—	GRASS REESTABLISHMENT (GREEN STRIP OR GRADING)
—	PROPOSED SIDEWALK
—	DRIVEWAY PAVEMENT



BLAIR PARK PEDESTRIAN FACILITY SCOPING STUDY
ALTERNATIVE 4

- LOCAL ROAD
- EXISTING ROADWAY WIDTH= 30 FT. +/-
- EXISTING SIDEWALK WIDTH= 5 FT. +/-
- POSTED SPEED LIMIT= 25 MPH



4 DEW CONSTRUCTION CORP

3 BLAIR HOUSING LLC

2 HOMESTEAD DESIGN, INC

1 CHITTENDEN TRUST COMPANY

15 THREE FRIENDS PARTNERSHIP

16 FALCON MANOR LLC

14 JC PROPERTIES, LLC

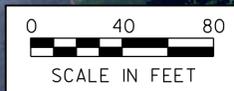
18 TRIPTIK REALTY PARTNERSHIP

17 F & D CARTER

7 DJV REALTY, INC.

LEGEND

— W —	WATER
— AGU —	AERIAL ELECTRIC
— S —	SEWER
— UE —	UNDERGROUND ELECTRIC
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— G —	GASLINE
—	GUYWIRES
—	ROW
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—	GRASS REESTABLISHMENT (GREEN STRIP OR GRADING)
—	PROPOSED SIDEWALK
—	DRIVEWAY PAVEMENT



BLAIR PARK PEDESTRIAN FACILITY SCOPING STUDY
 ALTERNATIVE 4

- LOCAL ROAD
- EXISTING ROADWAY WIDTH= 30 FT. +/-
- EXISTING SIDEWALK WIDTH= 5 FT. +/-
- POSTED SPEED LIMIT= 25 MPH

Stantec
 SHEET 2 OF 2

SEE SHEET 1

APPENDIX D

Estimated Alternative Cost



55 Green Mountain Drive
South Burlington, VT 05403

TOWN of WILLISTON
BLAIR PARK
PEDESTRIAN FACILITY
SCOPING STUDY

	Initials	Date
Calc'd By:	TFD	11/18/2015
Checked By:	DMY	11/19/2015

VTrans Item No.	Description	Unit	Unit Price ¹	Alternative 2		Alternative 3			Alternative 4		
				Quantity	Extension	Additional Quantity	Total Quantity	Total Extension	Additional Quantity	Total Quantity	Total Extension
201.10	Clearing and Grubbing, Including Individual Trees and Stumps	LS	-	1	\$5,000.00	1	2	\$5,500.00	1	3	\$9,000.00
203.15	Common Excavation	CY	\$30.00	475	\$14,250.00	200	675	\$20,250.00	1,300	1,975	\$59,250.00
301.26	Subbase of Crushed Gravel, Fine Graded	CY	\$45.00	575	\$25,875.00	150	725	\$32,625.00	850	1,575	\$70,875.00
618.10	Portland Cement Concrete Sidewalk, 5 Inch	SY	\$65.00	800	\$52,000.00	250	1,050	\$68,250.00	1,525	2,575	\$167,375.00
618.11	Portland Cement Concrete Sidewalk, 8 Inch	SY	\$75.00	150	\$11,250.00	50	200	\$15,000.00	150	350	\$26,250.00
618.30	Detectable Warning Surface	SF	\$45.00	40	\$1,800.00	0	40	\$1,800.00	130	170	\$7,650.00
629.20	Adjust Elevation of Valve Box	EA	\$150.00	12	\$1,800.00	1	13	\$1,950.00	1	14	\$2,100.00
629.29	Relocate Hydrant	EA	\$2,000.00	1	\$2,000.00	0	1	\$2,000.00	0	1	\$2,000.00
646.500	Durable Crosswalk Marking	LF	\$15.00	60	\$900.00	0	60	\$900.00	60	120	\$1,800.00
675.20	Traffic Sign, Type A	SF	\$15.00	30	\$450.00	0	30	\$450.00	15	45	\$675.00
	Drive Reestablishment	TON	\$150.00	30	\$4,500.00	10	40	\$6,000.00	50	90	\$13,500.00
	Grass Reestablishment	LS	-	1	\$10,000.00	1	2	\$13,250.00	1	3	\$33,250.00
	Erosion Control	LS	-	1	\$2,500.00	1	2	\$3,500.00	1	3	\$8,500.00
	Landscaping	LS	-	1	\$5,000.00	1	2	\$7,500.00	1	3	\$17,500.00
	Subtotal				\$137,325.00			\$178,975.00			\$419,725.00
	Mobilization/Demobilization (10%)				\$13,732.50			\$17,897.50			\$41,972.50
	Traffic Control (6%)				\$8,239.50			\$10,738.50			\$25,183.50
	Contingency (10%)				\$15,929.70			\$20,761.10			\$48,688.10
	Subtotal				\$175,226.70			\$228,372.10			\$535,569.10
	Rounded Cost				\$180,000.00			\$230,000.00			\$540,000.00
	Preliminary Engineering (15%)				\$27,000.00			\$34,500.00			\$81,000.00
	Construction Engineering (10%)				\$18,000.00			\$23,000.00			\$54,000.00
	Municipal Project Manager (7%)				\$12,600.00			\$16,100.00			\$37,800.00
	Legal Fees				\$5,000.00			\$5,000.00			\$5,000.00
	Right-of-Way Costs				TBD			TBD			TBD
	Permanent ROW Impact (SF)				283			485			648
	Temporary ROW Impact (SF)				4,117			4,421			6,189
	Rounded Total Estimated Opinion of Probable Cost				\$243,000.00			\$309,000.00			\$718,000.00

1. The unit prices are drawn from recent sidewalk construction project bid tabs or the VTrans 5-yr Average