

North Hyde Park Streetscape *Scoping Report*

Final Report

*Submitted to the
Town of Hyde Park*



Prepared for the Town of Hyde Park
VTrans Project TAP TA13(11)
June, 2016

About this Report

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1 Introduction

This study was initiated by the Town of Hyde Park to evaluate pedestrian, streetscape and environmental/stormwater enhancements in the village of North Hyde Park, and was funded through the VTTrans Transportation Alternatives program. The study was prompted by the lack of pedestrian infrastructure and high traffic speeds on Route 100, a desire to improve the village's appearance and economic vitality, and concerns about stormwater discharge from Route 100.

2 Project Purpose and Need

The purpose of this project is to identify issues, costs and feasibility for streetscape enhancements, and to develop an implementation plan and timeline. The need exists as there are currently no sidewalks in North Hyde Park village, nor any pedestrian amenities such as street trees or street lights. New pedestrian facilities should also consider opportunities to address stormwater within the public right-of-way, as currently some drainage from Route 100 flows directly into the Gihon River without any treatment. The Town of Hyde Park also seeks to enhance North Hyde Park with streetscape planting and amenities such as lighting, public spaces and focal points to support village revitalization.

Bicycle transportation is also a consideration, as the scenic Route 100 corridor between the Stowe/Morrisville and Jay Peak area is a popular bicycle tour route, with North Hyde Park being an ideal stopping point.

Providing bicycle lanes, or shoulders for bicycling, plus reducing vehicular traffic speeds to improve safety are project needs.

The study recommendations should also support the village's economic development. In recent years, the village store has closed. Many homes are currently vacant, and some in the foreclosure process. With the development of the Vermont Air National Guard maintenance facility, an attractive pedestrian network could attract visitors to the village and spur economic activity and local businesses.

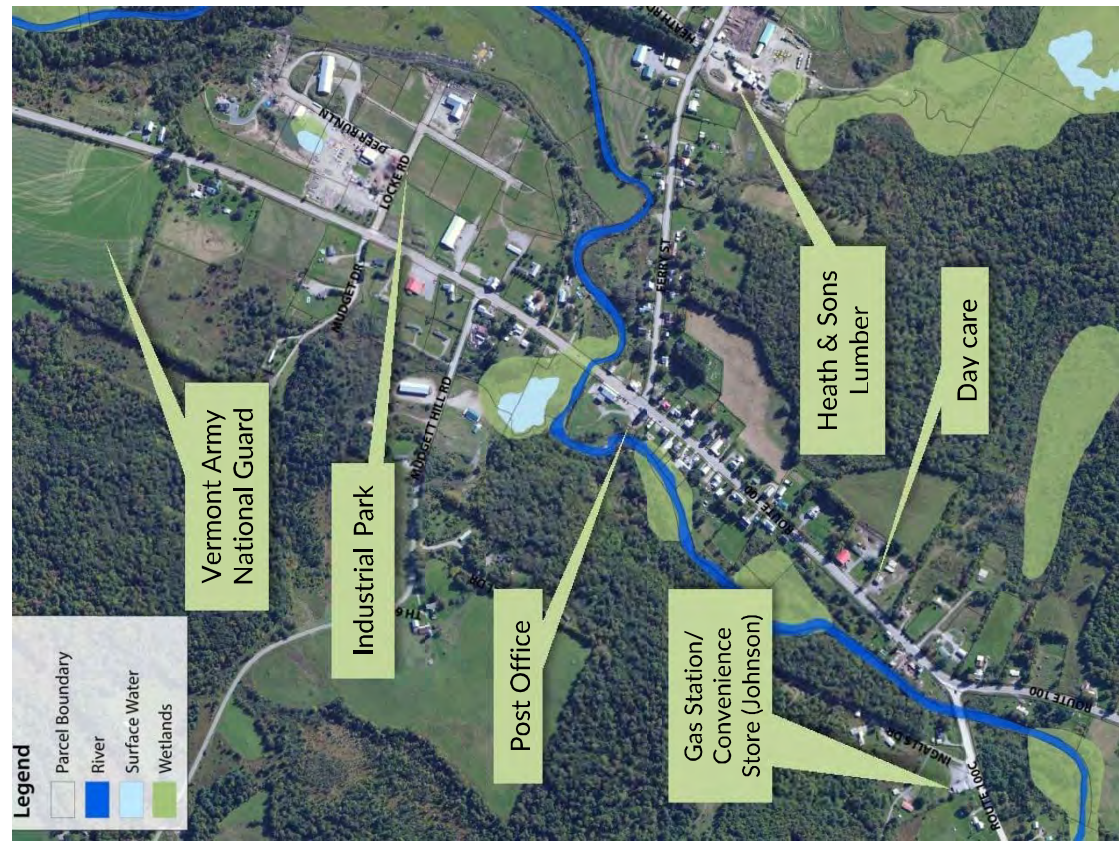
3 Existing Conditions

The project area is shown on Figure 3.1, and encompasses the Route 100 and Ferry Street corridors through the more heavily developed village of North Hyde Park.

3.1 Land Uses

The village has a post office, an industrial park, a lumber yard, and several small businesses. There is no store in the village, though there is one just south of the study area on Route 100C. There is not a school in the village, but there is a day care center and school bus stops. The Vermont Army National Guard recently completed a vehicle maintenance facility, just north of the study area. Over time, this facility is expected to expand to host guard training events, bringing larger numbers of people to North Hyde Park, so that connections between the facility and village would be beneficial. Figure 3.1 shows the location of the village's major non-residential land uses.

Figure 3.1: Project Area Land Uses



3.2 Roadway Traffic

VT 100 is a significant traffic corridor, with just over 8% of the vehicles being trucks. Truck volumes have increased in recent years due to hauling waste from all of Chittenden County to the landfill in Coventry. Figure 3.2 shows the locations of traffic counts, and volumes of all vehicles and trucks. Overall traffic volumes have not grown in the past ten years, as shown in Figure 3.3.

Figure 3.2: Traffic Volume Counts for North Hyde Park

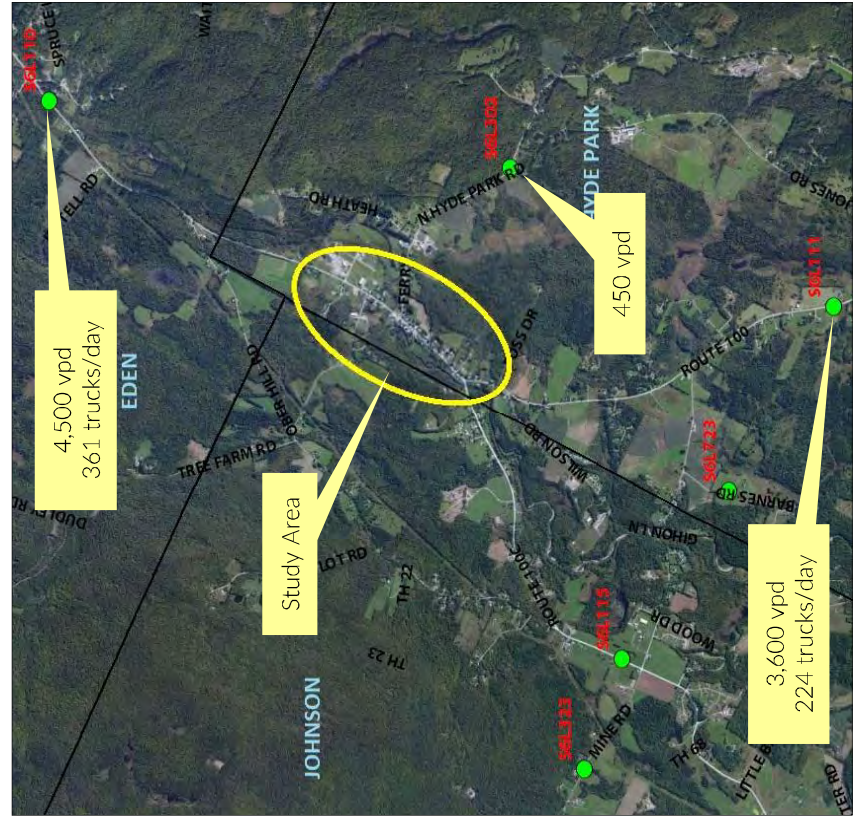
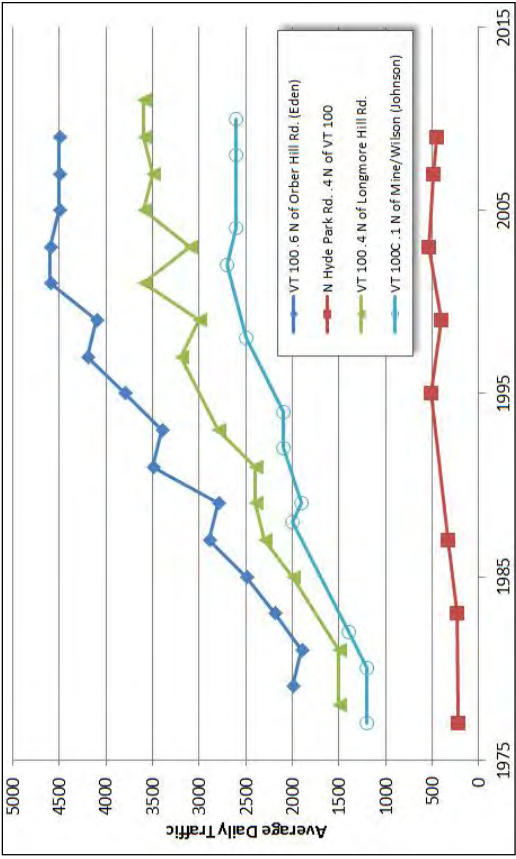


Figure 3.3: Traffic Count History for North Hyde Park Village



3.3 Safety

VTrans crash data from 2010 through 2016 was obtained from VTrans, and indicates that 30 crashes occurred over this period in the study area. There is also a high crash location, designated by VTrans based on crash rates, at the Route 100/Route 100C intersection. A map of crash locations is shown in Figure 3.4. An analysis of the types of crashes, shown in Table 3.1, indicates single vehicle (i.e. vehicle leaving road and crashing into roadside object) and rear end crashes are by far the most common type. The portion of crashes that result in injuries (11 out of 30) is relatively high compared to the statewide average (about 1 out of 4). VTrans is conducting a safety audit of this high crash location, and expected to propose recommendations within the year.

Figure 3.4: Crash locations in North Hyde Park, 2010-2016

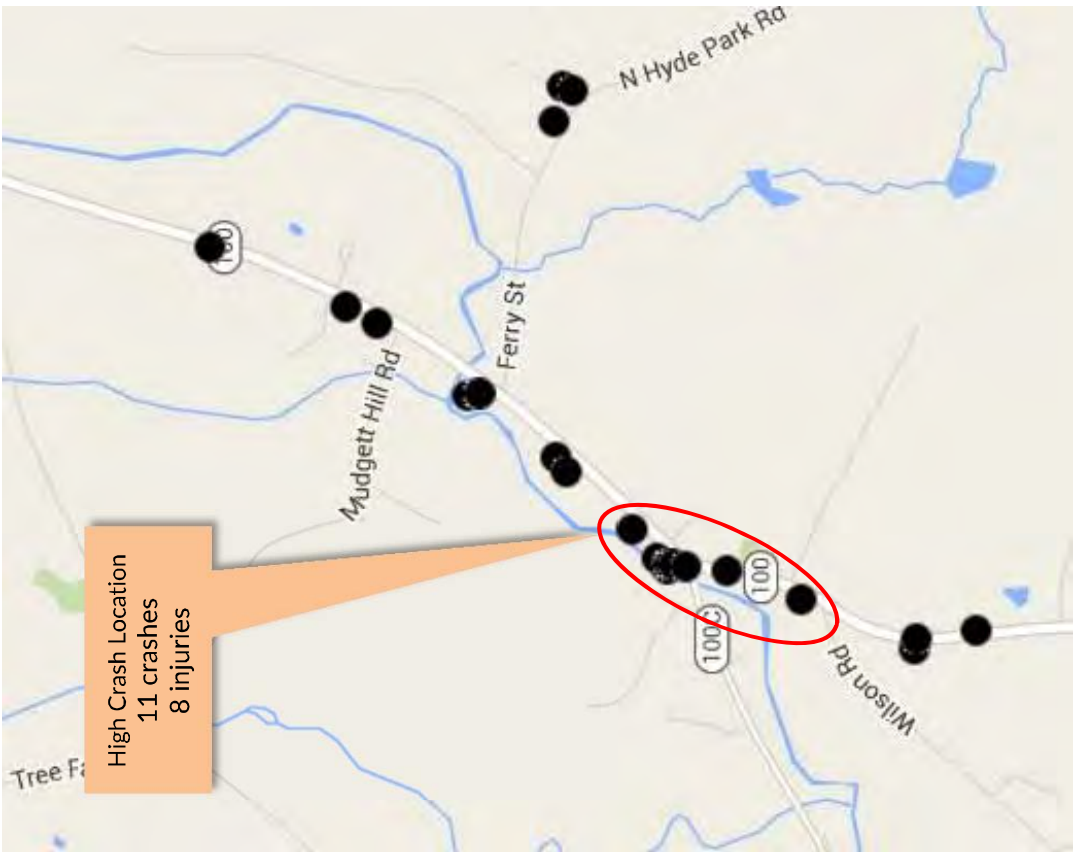


Table 3.1: Crash Summary

Crash Outcome	Number
Injury	11
Property Damage Only	19
Type of crash	Number
Single Vehicle Crash	12
Head On	1
Opposite Direction Sideswipe	1
Rear End	10
Right Turn and Thru, Broadside	2
Left Turn and Thru, Broadside	2
Other	2

The presence of a state high crash location, plus overall a high incidence of crashes in this study area, indicates that proposed projects or changes consider improving roadway safety among the project objectives.

3.4 Public Transit

There is no fixed route public transit on this corridor. Paratransit is provided by the Rural Community Transportation agency, based in Newport and St Johnsbury VT.

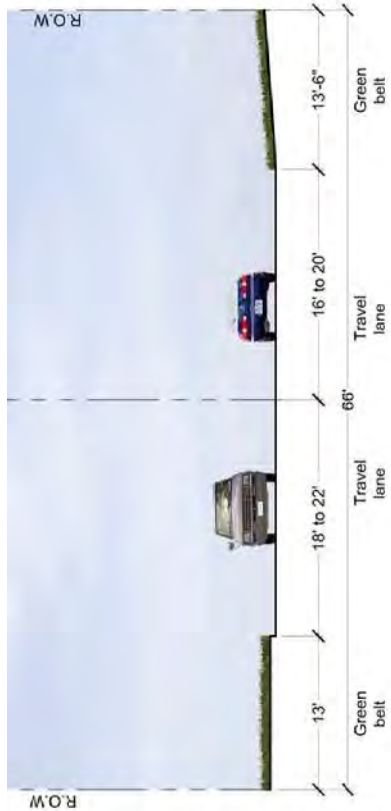
3.5 Right-of-way

The right-of-way of Route 100 through North Hyde Park has a complex history. The road was originally laid out by the Town of Hyde Park with a 4 rod (66 feet) right-of-way, which is reflected in historic maps and property records. In 1827, this corridor through the village was surveyed by the state of Vermont with a 5 rod right-of-way easement as part of the “Burlington-Derby Road.” In 1935, the Vermont Department of

Highways took ownership of the road and designated it Route 100. The State rebuilt the road in 1940, purchasing property as needed to secure a 3 rod right-of-way, and some additional width in selected locations due to topographic constraints. In 1983, the project BRF 029-2(16)S, replacing the bridge over the Gihon River, resulted in additional right-of-way acquisition in the vicinity of the bridge.

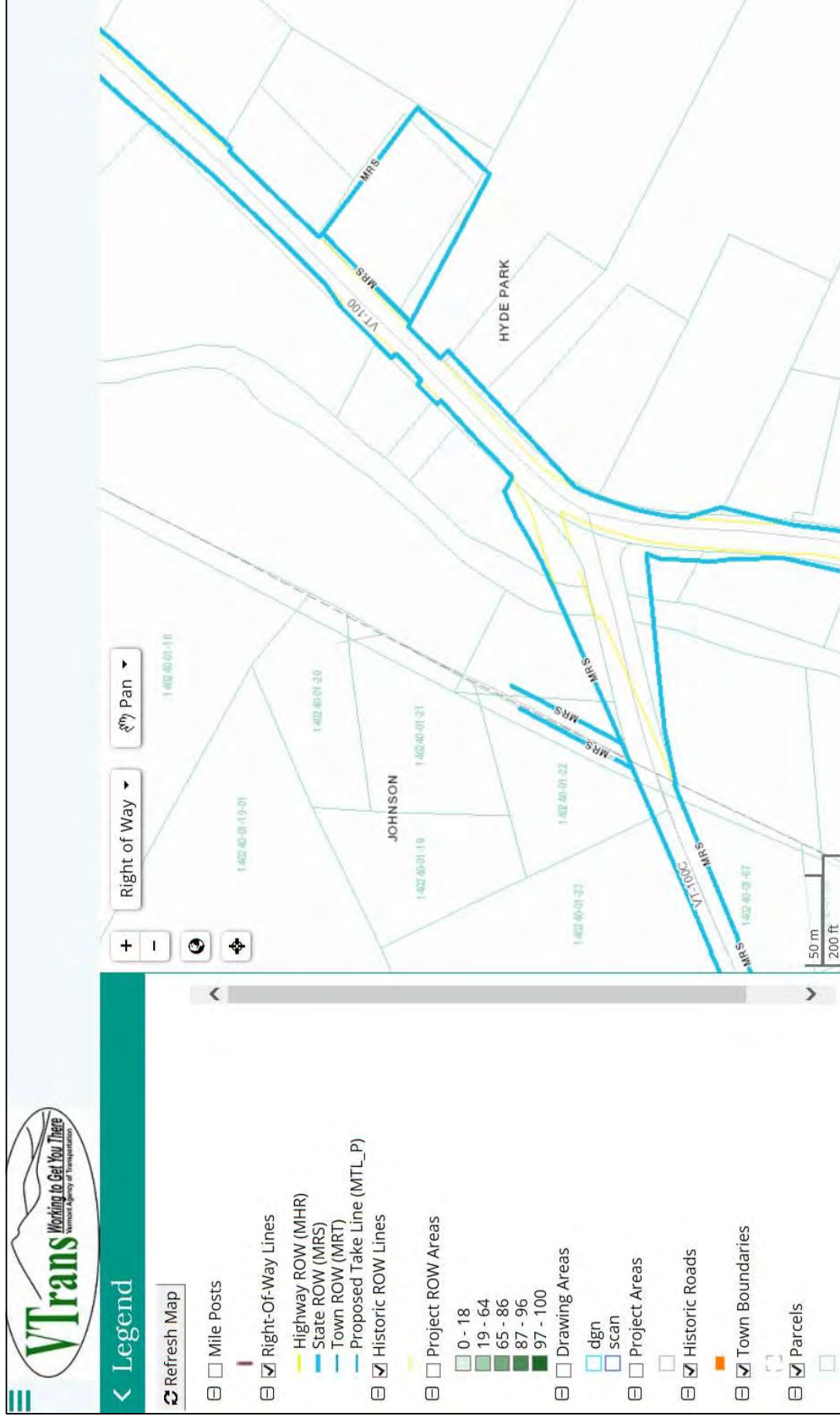
The figures on the following two pages show the records available through the VTrans Right-of-way viewer, which confirms that the state right of way is a minimum of 3 rods, and that the Town right-of-way extends beyond the State right-of-way to a distance of 4 rods (2 rods/33 feet on either side of the Route 100 centerline). For purposes of infrastructure planning, the 4 rod right-of-way can be considered to be available to the Town for transportation uses. However, there are a number of buildings that immediately abut the right-of-way, so it is recommended that a buffer between proposed sidewalks or paths and the adjacent buildings be provided. The existing width of Route 100 is shown in the section below, with 11 foot travel lanes and shoulders varying in width from 4 to 8 feet.

Figure 3.5: Existing Section of Route 100



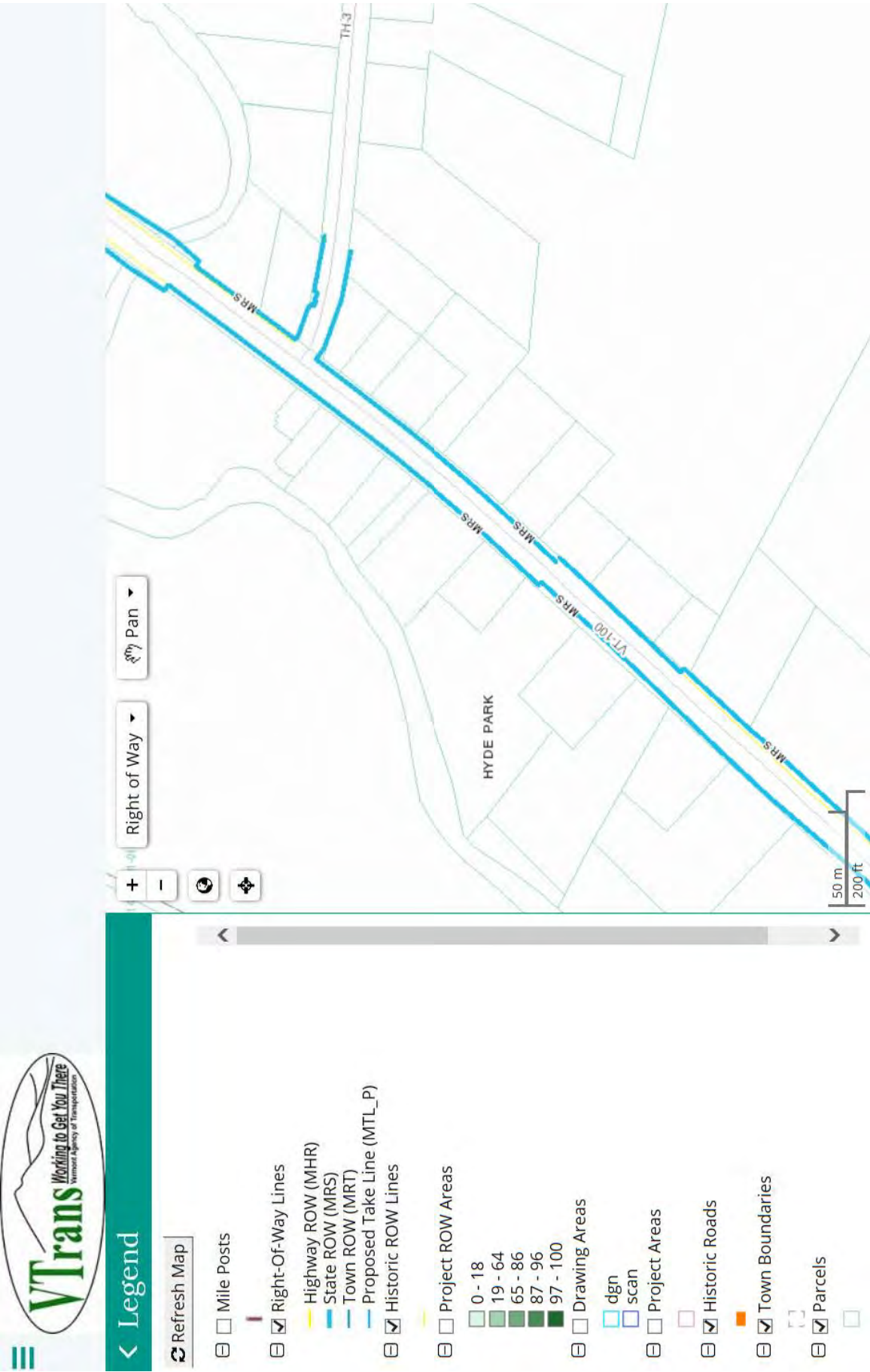
Ferry Street has a 3 rod right-of-way, owned by the Town of Hyde Park.

Figure 3.6: VTrans Right-of-way Viewer for North Hyde Park (Southern Segment)



Note: This information is from the VTrans Right-of-way Viewer and should be verified by a full survey if any construction project is initiated

Figure 3.7: VTrans Right-of-way Viewer for North Hyde Park (Northern segment)



Note: This information is from the VTrans Right-of-way Viewer and should be verified by a full survey if any construction project is initiated

3.6 Access Management

The Route 100 and Ferry St corridors through the study area have numerous access curb cuts. There are several locations, particularly in the vicinity of the post office, where there are opportunities to reduce the width of vehicular access points. This can make the corridor safer for pedestrians by reducing conflicts, and provide for a more attractive streetscape.

3.7 Utilities

The public utilities serving North Hyde Park village include water and overhead electric, and are both considerations in the design of pedestrian facilities.

3.7.1 Village of Hyde Park Electric Distribution

Overhead electric lines owned by the Village of Hyde Park Electric Department are located throughout the length of the study area at varying offsets. These were located in the field and are shown on the accompanying project plan sheets, attached to this report. Most of the utility poles run along the east side of Route 100.

Figure 3.8 View looking south on Route 100 in North Hyde Park



3.7.2 North Hyde Park Village Water Supply

The water supply system for North Hyde Park village was constructed in 1985, and utility locations were located using the project plans. The plans show that the water lines have at least 6 feet of cover, so that the construction of a sidewalk and associated features should not impact the water system. However, at the request of the Roger Audet, director of the water department, any sidewalks constructed over the water line should be asphalt to make future repairs easier.

3.7.3 VTrans Stormwater Infrastructure

The stormwater infrastructure in the study area includes numerous catch basins and culverts to manage and treat runoff from VT Route 100. Any changes or expansion of impervious surfaces will require further stormwater management, and need to comply with new regulations that govern stormwater runoff from transportation infrastructure. It is expected that state and local highways will be subject to requirements to reduce runoff and improve water quality, and this study will seek opportunities to incorporate these activities into the streetscape recommendations. A map of the village's stormwater system is shown in Figure 3.9 and Figure 3.10

The D&K team staff held a meeting with ANR ecosystem management staff to identify priority locations for addressing stormwater impacts and the most appropriate approach for mitigation. The village area's stormwater system has several outfalls that discharge directly into the Gihon River. These drainages are the focus of exploring opportunities to provide stormwater management and treatment either before water enters the system, or divert stormwater to a treatment facility before it is discharged. The most critical outfalls for water quality are noted in the following figures, as well as possible concepts to mitigate runoff.

Figure 3.9: North Hyde Park Stormwater Infrastructure-Northern Segment-Issues (blue)/ Concepts (green)

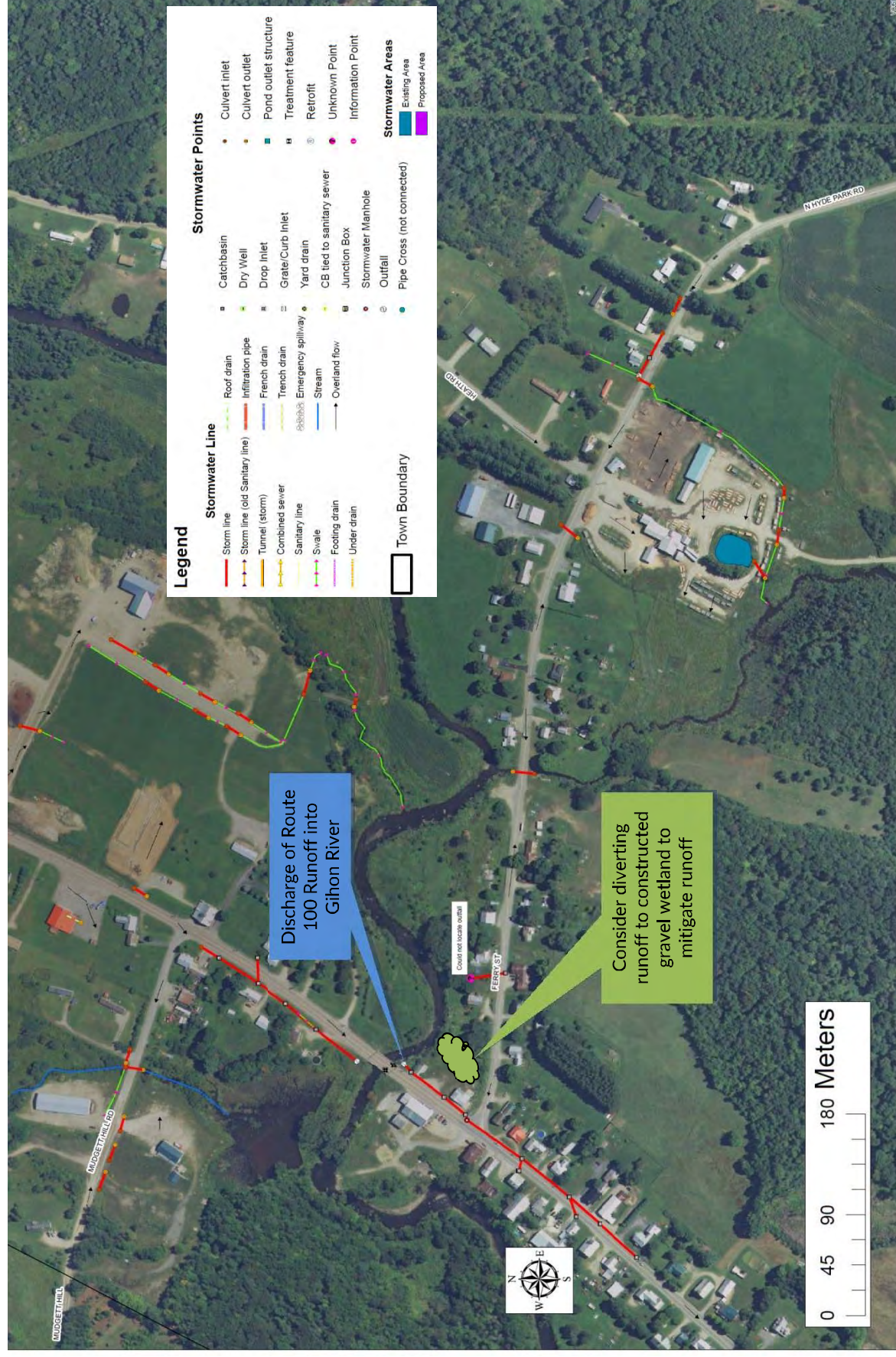
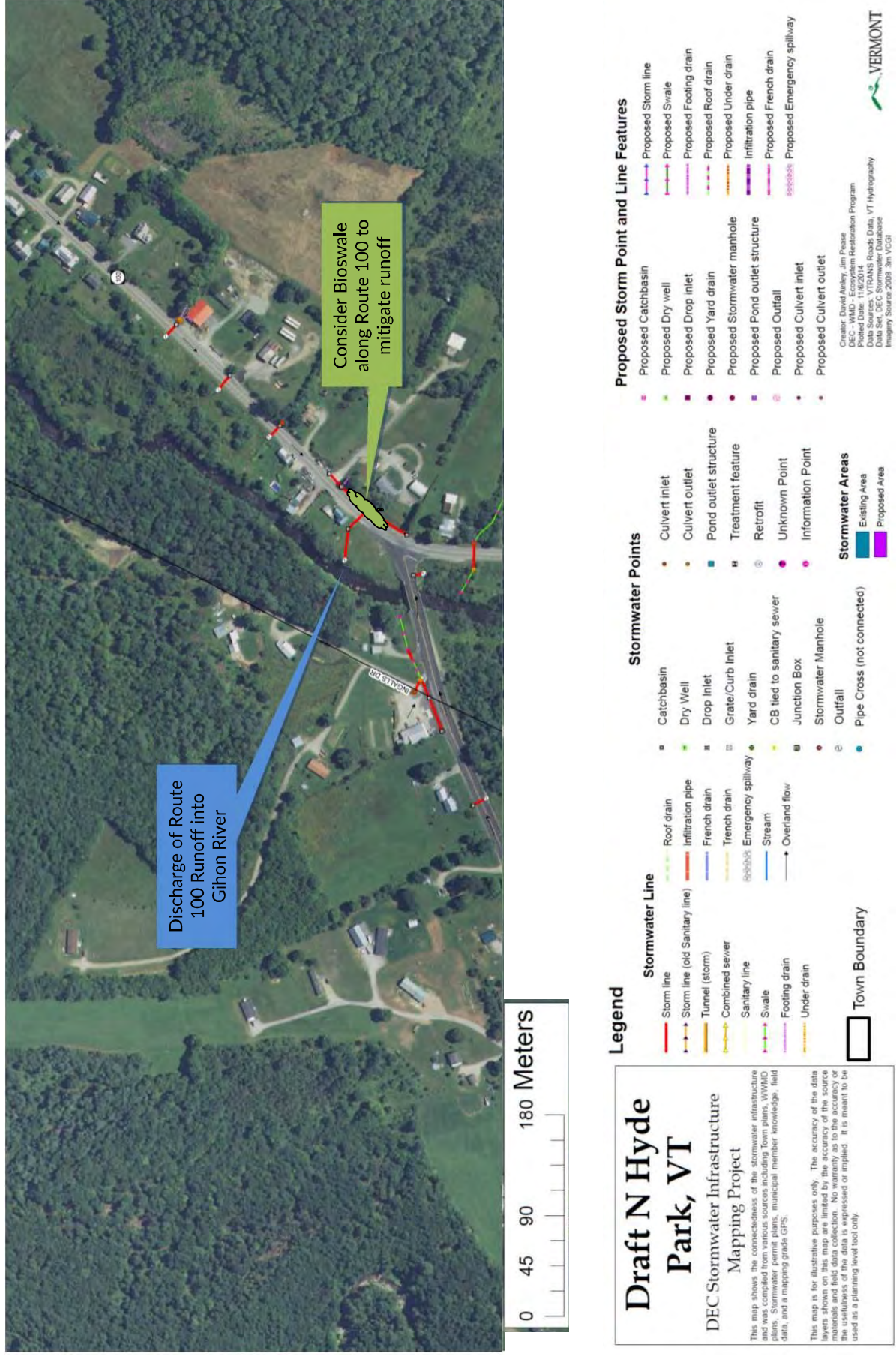


Figure 3.10 North Hyde Park Stormwater Infrastructure-Southern Segment-Issues (blue)/ Concepts (green)



3.8 Environmental Resources

Dubois and King retrieved relevant environmental resource information from the Vermont Agency of Natural Resources. Environmental information obtained for this study includes wetlands, rare and threatened/endangered species, animal habitat, special flood hazard areas, and hazardous waste sites. Figure 3.11 shows resource mapping of the project area.

3.8.1 Wetlands

There are several Class 2 wetlands in the study area or immediate vicinity, primarily along the Gihon River and several tributaries. Potential class 3 wetlands are likely to be present in locations adjacent to the Gihon River, but unlikely to be affected by any pedestrian projects from this study as they are focused on the Route 100 corridor, which does not abut any wetland areas.

3.8.2 Endangered Species

The Vermont Natural Resources Atlas indicates that there are no known rare, threatened or endangered species in the study area or immediate vicinity.

3.8.3 Flora and Fauna

The Vermont Natural Resources Atlas indicates that there are no natural communities of significant or concern within the study area or vicinity.

3.8.4 Hazardous Wastes

The Vermont Agency of Natural Resources lists a total of 4 hazardous waste sites within the study area, plus one just outside the study area at

the River Valley Store. Figure 3.11 shows the hazardous waste sites identified in the study area. Table 3.2 shows the contaminant, source of contamination, site status, priority, and project status of each site. Site #4, located along Ferry Street, is not yet resolved and undergoing monitoring. Any excavation for a sidewalk in this vicinity will need to be disposed of properly and treated as hazardous materials.

3.8.5 Cultural Resources

An Archeological Resource and Historic Architecture Preservation Assessment of the study area was conducted by Hartgen Archeological Associates which included a detailed analysis of the area's environmental and architectural history. The full report is attached, and the following considerations apply for any proposed construction in this study area:

3.8.5.1 Archaeological Resources

While there are no identified archaeological sites in the project area, lands along the Gihon River should be considered archeologically sensitive. However, most of the area immediately adjacent to the roads in the area has been disturbed and no longer contains intact resources.

3.8.5.2 Historic Structures

The study area comprises the North Hyde Park historic district, and contains many historic buildings representing vernacular architecture of the mid-19th century. Historic preservation concerns relate to the close proximity of structures to the roadside and possible impacts to a stone wall. Because many historic structures are so close to the road edge, any sidewalk project should be accompanied by appropriate landscaping to screen homes from pedestrian traffic and maintain privacy.

Figure 3.11: Vermont Natural Resource Atlas for North Hyde Park Village

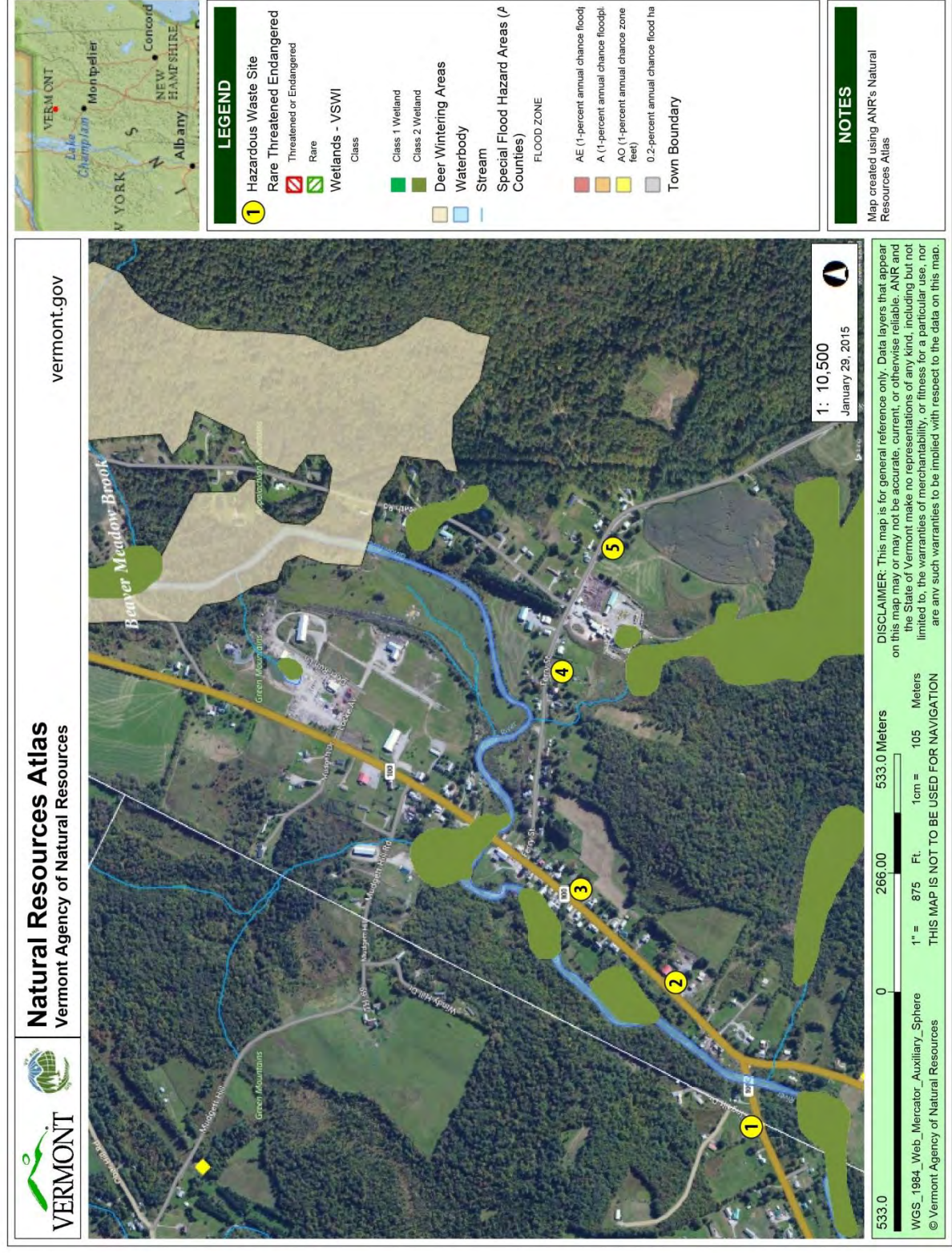


Table 3.2: ANR Hazardous Waste Sites

#	ANR Site Number	Site Name	Site Use	Address	Source of Contamination	Contaminant	Site Status	Priority	Project Status	Site Closure Date
1	20134426	River Valley Store	Business	4495 VT Route 100C	UST - Diesel, UST - Gasoline	Diesel, Gasoline	Voluntary Action	SMAC - Site Management Activities Completed	Minor contamination discovered during the removal of a gasoline UST. Vertical and horizontal limit of contamination determined with a PID. No evidence of groundwater impact was identified. All properties in the area are served by the municipal drinking water system.	11/18/2013
2	870092	A O T	Gov't	Route 100	UST - Diesel	Diesel	none listed	SMAC - Site Management Activities Completed	UST contamination discovered in 1986. DOH was monitoring adjacent water supply. Limited site investigation conducted in March 2006. No contamination found in vicinity of old UST.	9/11/2006
3	982544	LaRose's Market	Business	Route 100	UST - Gasoline	none listed	none listed	SMAC - Site Management Activities Completed	Initial investigation complete. 1 off site MW ND, 1 off site MW with minor contamination at VGES. Abandoned heating oil UST removed, clean. All other MWs below VGES. SMAC	11/2/1999
4	20033156	Germaine Release	Residential	238 Ferry St.	UST - Heating Oil	Heating Oil	none listed	LOW - Site with contamination to soils or groundwater, but no effect on sensitive receptors	Petroleum contaminated water supply, POET installed. Soil removal completed. Water Supply of Stokesbury residence ~40ft away showed signs of contamination from Germaine release. Quarterly monitoring set up. 2 consecutive rounds of clean sampling triggered request to dismantle POET. Stokesbury noticed fuel oil odor before dismantling of the POET. Water supply tested and a reoccurrence of Naphthalene appeared. 9/2/10 Requested REA to continue sampling EPA 8021B on annual basis.	none listed
5	20043208	Moore Property	Residential	460 Ferry St.	Above Ground Storage Tank	Heating Oil	none listed	LOW - Site with contamination, but no effect on sensitive receptors	SMS did limited qualitative assessment 4/22/04. Soil removal completed	none listed

3.9 Street Trees

Meetings were held with the Lamoille County forester to discuss street trees in the study area, and identify priorities for tree preservation in the areas where sidewalks or paths are proposed. There are very few trees within the state or town right-of-way. With local support for streetscape features that would contribute to a more attractive village and traffic calming, any pedestrian project in the village should also include street tree planting in appropriate locations.

4 Project Alternatives

There are a number of options for the Town of North Hyde Park to enhance the village streetscape including: new or reconstructed sidewalks, gateways, crosswalks, street lighting, and incorporating public spaces into the street frontages (i.e. pocket parks or rain gardens). There are also a range of options to address stormwater, including the incorporation of bioswales or “green gutters” into the roadside, or providing stormwater treatment in a bioretention facility, such as a gravel wetland or rain garden.

4.1 Village Pedestrian Network

The map in Figure 4.1 shows a network of sidewalks and pathways to connect the village’s residents with destinations including the Post Office; the sawmill, the Industrial Park, Vermont National Guard maintenance facility, and public properties including the Grange, a town-owned riverfront parcel, and an informal river access. Connecting these places with attractive pedestrian facilities will allow residents to access and enjoy the destinations in their village, and access employment or services.

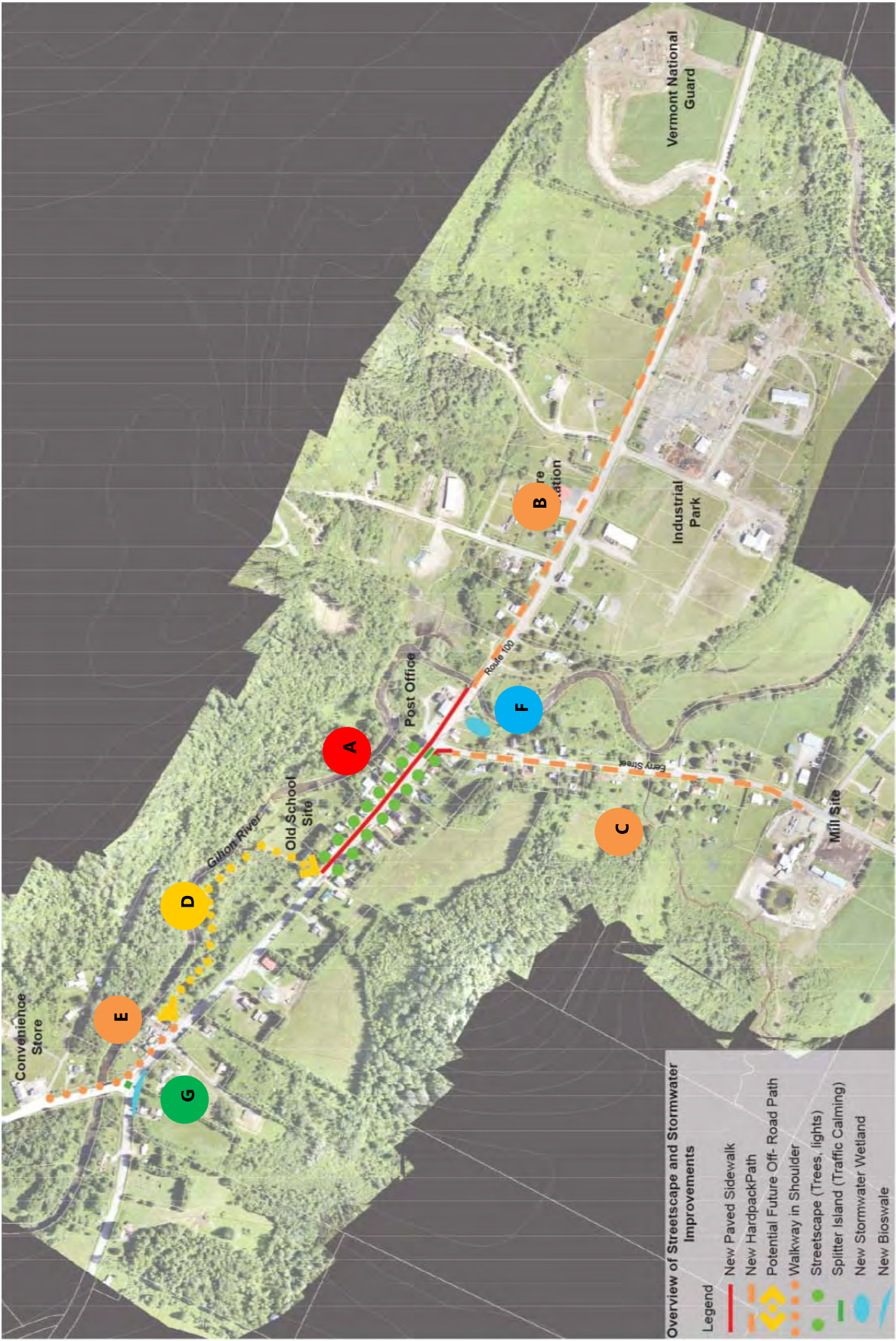
With the prospect of increasing employment and activity at the Vermont Guard site, economic activity could be increased as well.

The following sections in this report discuss design alternatives for each of the segments A through F, with cross section diagrams for some segments.

- A. Route 100 between Old School and Gihon River bridge
 - 1. Sidewalks and streetscape enhancements (lights, trees)
 - 2. Shared Use Path and streetscape enhancements
- B. Gihon River bridge to Vermont Guard Facility
 - 1. Sidewalk
 - 2. Gravel path
- C. Ferry Street from Route 100 to Heath & Sons Lumber
 - 1. Sidewalk
 - 2. Gravel pathway
- D. Route 100 Old School to Town parcel
 - 1. Sidewalk along Route 100
 - 2. Seasonal gravel path outside of right-of-way
- E. Route 100 from Town Parcel to Convenience Store (Johnson)
 - 1. Sidewalk along Route 100
 - 2. Pedestrian shoulder (minimum 5 ft wide)
- F. Route 100 Stormwater Management
 - 1. Bioswale along Route 100
 - 2. Gravel wetland near Gihon River outfall
- G. Southern Gateway and Safety Enhancement
 - 1. Traffic calming island, tree plantings and bioswale

The above streetscape project segments can be done separately or in combination. Attached to this report are plan view sheets that show location-specific design recommendations and considerations. Cost estimates are presented in the next section.

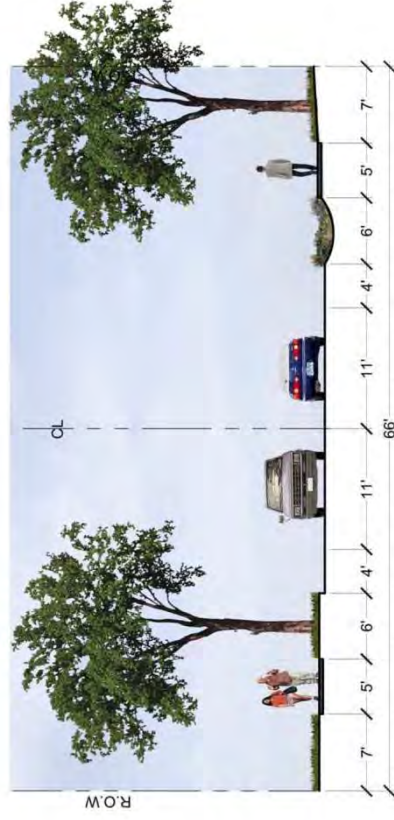
Figure 4.1: Overview of pedestrian network



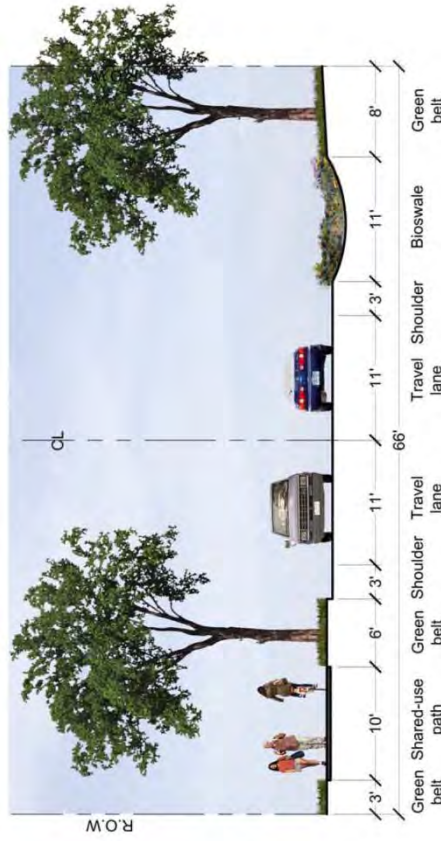
4.2 Project Alternatives

4.2.1 Segment A - Route 100 through Village and Northern Gateway

Alternative A1 has sidewalks on both sides, with a bioswale to capture and treat runoff from Route 100.



Alternative A2 has a shared use path on one side, and a bioswale on the other to treat and manage stormwater runoff.



Street lighting can be both attractive on a village street and increase safety. As North Hyde Park is a village with few commercial activities, the style and placement of street lighting should be compatible with rural historic setting. Lighting at the Ferry St/Route 100 intersection would improve safety and reinforce the village's character

After consideration of the village pedestrian alternatives, it is recommended that a 6 foot asphalt sidewalk be proposed on the west side of Route 100, for the following reasons:

- Avoids conflicts with utility poles lining the east side of Route 100.
- Connects the Post Office, informal river access just downstream of the Gihon River Bridge, the Grange, the publicly owned former school site, and to a potential new trail between the old school and town-owned land at the south end of the village (shown in Figure 4.1).
- Connects to a pedestrian facility serving the Vermont Air National Guard facility without requiring street crossings.

The recommended sidewalk will prevent the customary on-street parking on Route 100, due to the landscaped a greenbelt with street trees. Parking is prevalent only during church services or other community events, so additional public parking may be needed. The Town of Hyde Park should consider purchasing vacant properties that become available, and develop for additional/overflow parking.



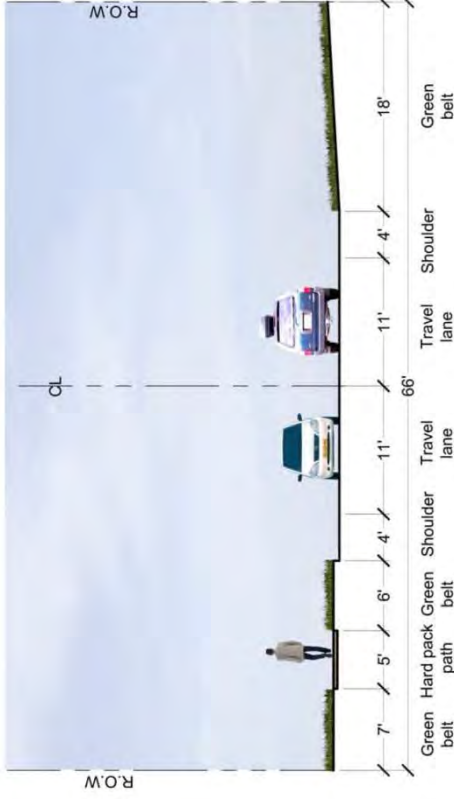
The northern gateway into the village, at the Ferry Street intersection, is an excellent location to develop an attractive gateway that can include a textured, mountable traffic calming island, crosswalk, tree planting, and street lights. This design is proposed following consultation with VTrans and adjacent landowners, and is designed to have a traversable median island so that larger trucks turning at Ferry Road can roll over the median. If the Town desires a more pronounced raised median, it could consider taking over Route 100 as a Class 1 Town Highway.

Figure 4.2: Photosimulation of Northern Gateway and Streetscape (existing/proposed)



4.2.2 Segment B – Gihon River to Vermont Army National Guard

Alternative B1 and B2 generally have the same cross section, with either a sidewalk or gravel path along the west side of Route 100. Because the context of this segment is more rural and outside the historic village center, public comments suggested that a sidewalk was not desired as it would not blend in with the area's character, so a gravel path is the preferred facility type. However, a gravel path in the public right-of-way must meet accessibility requirements, and be firm, stable and slip resistant.

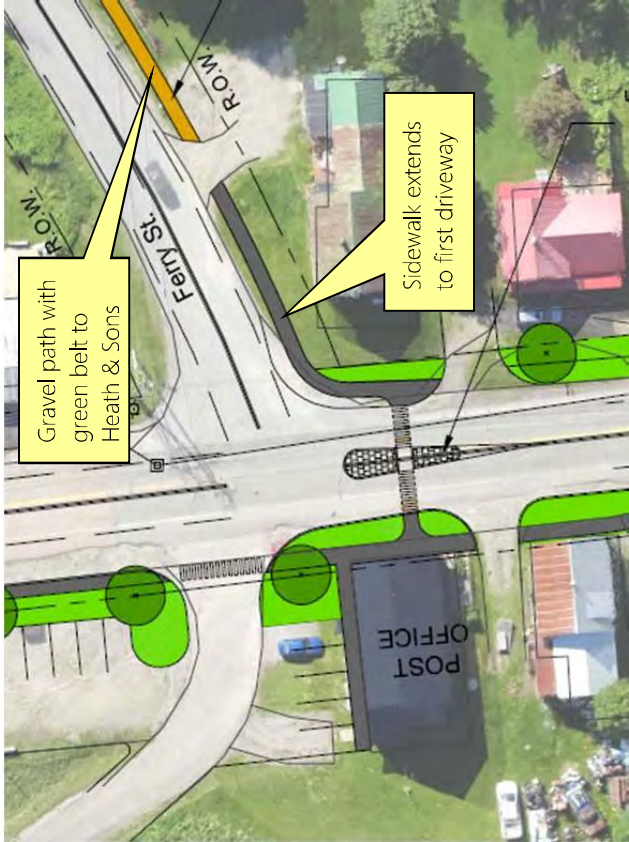


After consideration of which side of Route 100 is most appropriate for the path, it is recommended that it be on the west side of Route 100, which will connect the VANG facility with the village and connect to the proposed village sidewalk.

4.2.3 Segment C – Ferry Street

Ferry Street is currently the safest and most pleasant place to walk, despite the lack of sidewalks, as the traffic volumes and speeds are lower. The alternatives for Ferry Street include a gravel path or sidewalk on the south side of the street, due to the potential for floodway or wetland impacts with construction of a sidewalk or path on the north side.

Figure 4.3: Sidewalk (grey) and gravel path (orange) along Ferry Street



The proposed marked crosswalk would connect the Ferry St. sidewalk with the Post Office. The following table shows the VTrans mid-block pedestrian crossing criteria:

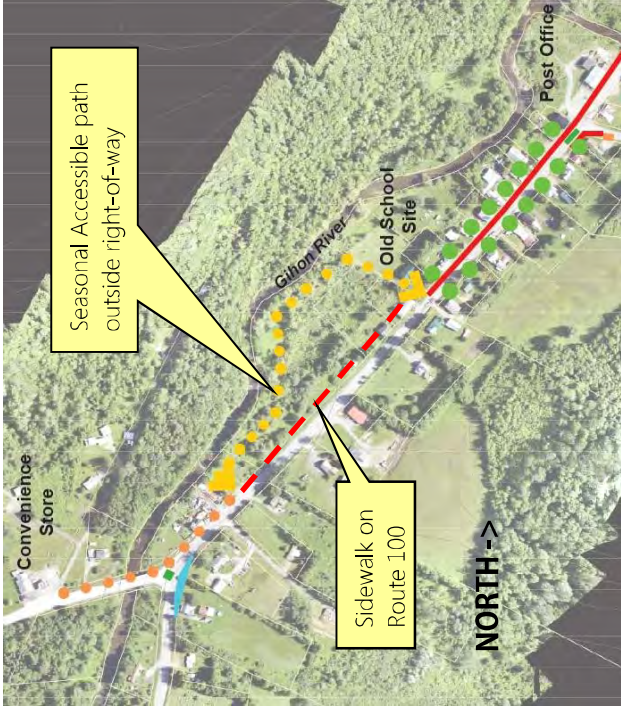
Criteria	Conditions
Speed limit is 40 mph or less	✓ Route 100 posted speed is 35 mph
20 or more pedestrians per hour crossing	? No counts available, but unlikely to meet this criteria*
AADT exceeds 3,000 VPD	✓ AADT of Route 100 is about 4,500
Sidewalk is available for use	✓ Crosswalk is proposed as part of sidewalk project
There is not another crosswalk within 200 feet	✓ There are no crosswalks on Route 100 in North Hyde Park
Pedestrian shall have the right of way over the vehicular traffic	✓ This shall be determined at time of final engineering
Adequate sight distance is available	✓ Sight distance far exceeds stopping sight distance

* This criteria can be waived in village centers if pedestrian safety will be improved by crosswalk

4.2.4 Segment D – Old School to Town Property

In order to promote access to and enjoyment of several town-owned properties in the village, a sidewalk or gravel path could be constructed from the school site along the river bank to a recently acquired property near the southern end of the village. This would also provide a way to walk to the south end of the village (near the store in Johnson and Day Care Center) without traveling on Route 100.

Figure 4.4: Possible Gravel Path Alignment connecting town properties



4.2.5 Segment E – Pedestrian Access to Convenience Store (Johnson)

The nearest store to the village of North Hyde Park is just over the town line in Johnson, along Route 100C. This is a frequent destination for people walking along Route 100, and a pedestrian connection is desired. The alternatives include a sidewalk or widened shoulders. The existing bridge over Route 100 is 30 feet wide, and it is assumed that a sidewalk could fit on the bridge without widening by narrowing the shoulders. Without this option, construction of a wider bridge or new pedestrian bridge makes a sidewalk alternative cost prohibitive. The other alternative proposed is to widen the shoulders along Route 100 and 100C

on the north/east sides to at least 5 feet, and shifting the centerline of Route 100C on the bridge to maintain a 5 foot walking shoulder on the north side of the bridge for pedestrian travel.

Figure 4.5: Streetview of Route 100C bridge



4.2.6 Segment F – Stormwater Management and Green Infrastructure

Based on discussions with ANR and local officials, and input from potentially affected landowners and consideration of costs, the following two options can be included in the project design to both mitigate the existing runoff from Route 100 and the potential increase impervious surface from sidewalk or path construction. Both of these options will require the Town of Hyde Park to assume some responsibility for maintenance.

4.2.6.1 Bioswale

A Bioswale could be constructed along Route 100 in the village area, on one or both sides of Route 100. A Bioswale would capture runoff from the road, allow it to infiltrate pervious soil and be absorbed by plantings, with the excess entering the existing stormwater system. A Bioswale would need to be on both sides of Route 100 to provide treatment for the entire surface, which increases cost. It would also require retrofit of existing catch basins. The diagram below shows a typical Bioswale cross section.

Figure 4.6: Typical Bioswale cross section



Source: <http://ecomerge.blogspot.com/2015/08/bioswale-solution-to-pollution.html>

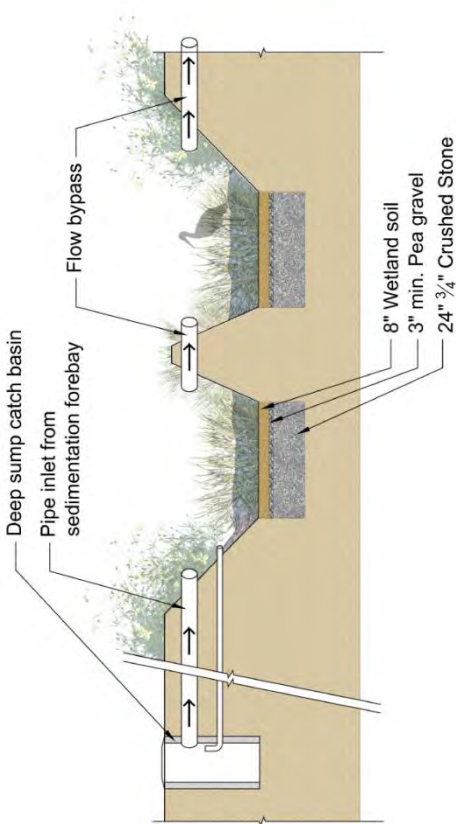
Figure 4.7: Example of curbside bioswale



4.2.6.2 Gravel wetland

Another option to mitigate runoff from Route 100 is the development of a gravel wetland on private property near the intersection of Route 100 and Ferry Street, which is available for purchase at this time. The diagram in Figure 4.8 shows a conceptual cross section of a gravel wetland, and possible location and layout is shown in Figure 4.9.

Figure 4.8: Typical Section of a gravel wetland

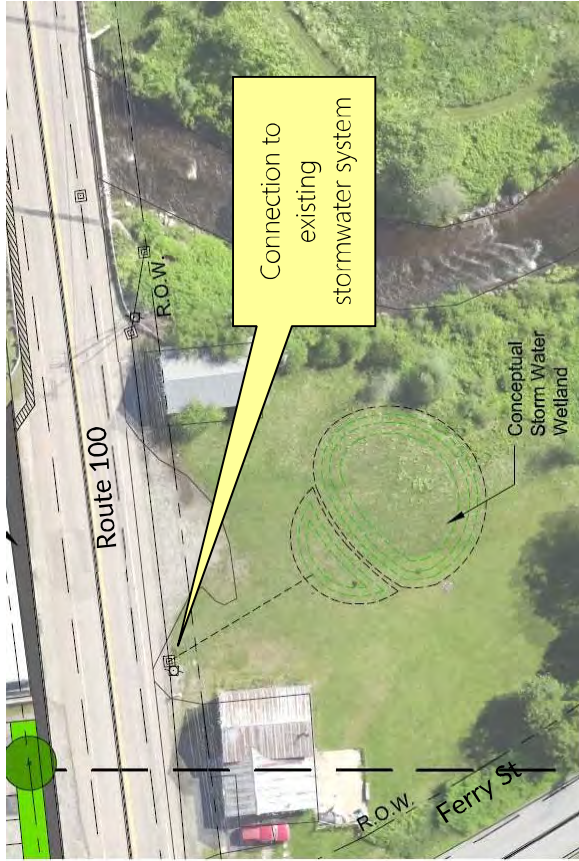


4.2.7 Segment G – Southern Village Gateway

This alternative is proposed to address the high vehicle speeds in the village by establishing an attractive, distinctive gateway into North Hyde Park, and reduce speeds at this high crash location intersection. In the long term, VTrans should investigate options such as a roundabout to address the safety issues. This option consists of a mountable textured median island, tree planting at the gateway for screening, and a Bioswale along Route 100 to address runoff entering the Gihon River at the nearby outfall.



Figure 4.9: Proposed gravel wetland location



5 Alternatives Analysis

The alternatives as described above are summarized in Table 5.1. The priority segments are also shown on the attached plan sheets in greater detail.

Table 5.1: Analysis of Alternatives by Project Segment

Category	Description	No Build	A1-Rte 100 Village Streetscape	A2-Rte 100 Village Shared Use Path	B1-Rte 100 Sidewalk to VANG	B2-Rte 100 Path to VANG	C1-Ferry St Sidewalk	C2-Ferry St Gravel Path	D1-Sidewalk from School to Town Land	D2-Path from School to Land	E1-Rte 100 South to Store Sidewalk	E2-Rte 100 South to Store Shoulder	F 1-Route 100, Boswale	F 2-Gravel Wetland	G 1-South Gateway (Island, Boswale)
Characteristic	Length (ft)	0	1,100	1,100	2,700	2,700	1,900	1,900	850	1,000	720	720	1,600	80	300
	Width (ft)	0	6	10	5	5	5	5	5	5	5	5	5	80	6
	Surface Type	n/a	Bituminous	Bituminous	Bituminous	Aggregate	Aggregate	Aggregate	Bituminous	Aggregate	Bituminous	Bituminous	vegetated	vegetated	vegetated
	New Impervious (sq. ft)	0	6,600	11,000	13,500	n/a	9,500	n/a	5,100	n/a	3,600	3,600	n/a	n/a	n/a
	Aq. Lands	0	n/a	n/a	Possible	Possible	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Possible	n/a
	Archaeological	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Possible	n/a	n/a	n/a	Possible	n/a
	Historical	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Hood Plains	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Possible	n/a
	Fish & Wildlife	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Beneficial to water quality	Beneficial to water quality	Beneficial to water quality
	Rare/Th/Endgpd Species	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Resource and Utility Impacts	Public 4(f)	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	LWCP 6(f)	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Noise	-	Benefit from traffic calming	Benefit from traffic calming	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Benefit from traffic calming
	Wetland	-	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Possible	n/a
	Utilities-aerial	-	n/a	n/a	Possible relocation	n/a	Possible relocation	n/a	Possible relocation	n/a	n/a	n/a	n/a	n/a	n/a
	Utilities-subsurface	-	Water line requires 6 ft cover	Water line requires 6 ft cover	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Concerns	Lack of Ped Safety and Aesthetics	Traffic calming designed to accommodate trucks; maintenance	Traffic calming designed to accommodate trucks; maintenance	Maintenance	Maintenance	Maintenance	Maintenance	Maintenance	Project on private property; maintenance	Maintenance	None	Maintenance	Project on private property; maintenance	Maintenance
	Right of Way Impacts	-	Possible minor easements	Possible minor easements	Possible minor easements	Possible permanent easements	Possible minor easements	Possible minor easements	Possible minor easements	Acquisition or easement required	Possible minor easements	None anticipated	None anticipated	Acquisition or easement required	None anticipated
	Aesthetics	-	Benefit of streetscape amenities	Benefit of streetscape amenities	Neutral or insignificant	Neutral or insignificant	Neutral or insignificant	Neutral or insignificant	Neutral or insignificant	Neutral or insignificant	Neutral or insignificant	Neutral or insignificant	Benefit of landscape plantings	Benefit of landscape plantings	Benefit of landscape plantings
	Community Character	-	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
Local/regional Issues	Economic Impacts	-	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive	Positive
	Conforms to Town Plan	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Satisfies Purpose & Need	No	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially	Yes, partially

Table 5.3, Continued

Category	Description	No Build	A1-Route 100 Village Sidewalk and Streetscape	A2-Route 100 Village Shared Use Path	B1-Route 100 Sidewalk to VANG	B2-Route 100 Path to VANG	C1-Ferry St Sidewalk	C2-Ferry St Gravel Path	D1-Sidewalk from School to Town Land	D2-Path from School to Town Land	E1-Route 100 South to Store Sidewalk	E2-Route 100 South to Store Shrouler	F1-Route 100, Bioswale	F2-Gravel Wetland	G1-South Gateway Island, Bioswale)
Permits	Act 250	No	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated
	401 Water Quality	No	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated
	404 Corps of Engineers	No	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated
	Stream Alteration	No	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated
	Cond Use Deter'n	No	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated
	Stormwater Discharge	No	Possible if combined with larger project	Possible if combined with larger project	Possible if combined with larger project	Not anticipated	Not anticipated	Not anticipated due to gravel surface	Possible if combined with larger project	Not anticipated due to gravel surface	Possible if combined with larger project	Possible if combined with larger project	Not anticipated	Possible	Not anticipated
	Lakes and Ponds	No	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated
	Threat/End Species	No	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated
	SHPO	No	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated	Not anticipated
	Construction Cost	0	\$ 338,900	\$ 420,700	\$ 540,000	\$ 324,000	\$ 418,000	\$ 228,000	\$ 136,000	\$ 80,000	\$ 172,800	\$ 43,200	\$ 72,000	\$ 44,800	\$ 21,600
Costs	Contingency	0	\$ 84,800	\$ 105,200	\$ 135,000	\$ 81,000	\$ 104,500	\$ 57,000	\$ 34,000	\$ 20,000	\$ 43,200	\$ 10,800	\$ 18,000	\$ 11,200	\$ 5,400
	Total Construction Cost	0	\$ 423,700	\$ 525,900	\$ 675,000	\$ 405,000	\$ 522,500	\$ 285,000	\$ 170,000	\$ 100,000	\$ 216,000	\$ 54,000	\$ 90,000	\$ 56,000	\$ 27,000
	Design Eng (20%)	0	\$ 84,800	\$ 105,200	\$ 135,000	\$ 81,000	\$ 104,500	\$ 57,000	\$ 34,000	\$ 20,000	\$ 43,200	\$ 10,800	\$ 18,000	\$ 11,200	\$ 5,400
	Const'n Eng (15%)	0	\$ 63,600	\$ 78,900	\$ 101,300	\$ 60,800	\$ 78,400	\$ 42,800	\$ 25,500	\$ 15,000	\$ 32,400	\$ 8,100	\$ 13,500	\$ 8,400	\$ 4,100
	Local Managt (10%)	0	\$ 42,400	\$ 52,600	\$ 67,500	\$ 40,500	\$ 52,300	\$ 28,500	\$ 17,000	\$ 10,000	\$ 21,600	\$ 5,400	\$ 9,000	\$ 5,600	\$ 2,700
	Legal/ROW (3%)	0	\$ 12,800	\$ 15,800	\$ 20,300	\$ 12,200	\$ 15,700	\$ 8,600	\$ 5,100	\$ 3,000	\$ 6,500	\$ 1,700	\$ 2,700	\$ 1,700	\$ 900
	TOTAL PROJECT COST	0	\$ 627,300	\$ 778,400	\$ 999,100	\$ 599,500	\$ 773,400	\$ 421,900	\$ 251,600	\$ 148,000	\$ 319,700	\$ 80,000	\$ 133,200	\$ 82,900	\$ 40,100

Notes:

Costs rounded up to nearest hundred

Based on cost effectiveness and public input, the following options are recommended for further consideration:

A1-Route 100 Village Sidewalk and Streetscape

B2-Path to VANG

C2-Ferry Street Path

D2-Path from school site to town property

E2-Shoulder on Route 100 for pedestrians

F2-Gravel Wetland

G1-Southern Gateway

6 Maintenance

The sidewalk network and streetscape enhancements will be owned and maintained by the Town of Hyde Park, other than the traversable islands at the gateways. The following are considerations for maintaining this infrastructure:

- For a small village with a limited sidewalk network, special equipment is not required; rather the Town can contract with a local vendor for snow removal services with a snow blower or small plowing equipment.
- The Green Stormwater Infrastructure (Bioswale and gravel wetland) will need extra care and maintenance during the first year, such as frequent watering to establish the plantings, but that is typically included in the construction contract. Weeding and clearing debris from these facilities is the primary ongoing maintenance activity for the Town. Gaining the cooperation of adjacent residents for the weeding activity can be a great help to the town.
- A Memorandum of Understanding will need to be developed between the Town of Hyde Park and the Vermont Agency of Transportation to clearly delineate maintenance responsibility for streetscape elements.
- The Town of Hyde Park could consider reclassifying the portion of Route 100 through North Hyde Park Village as a Class 1 Town Highway, which provides funding from VTTrans for maintenance activity and provides a much higher level of design flexibility for streetscape elements.

7 Public Involvement

The study was conducted with a process that included consultation with staff from the Town of Hyde Park, North Hyde water department, the Vermont Agency of Transportation Maintenance District, the Lamoille County Forester, ANR Ecosystem Restoration, abutting landowners, and the general public.

7.1 Public Meetings

There were three public meetings over the course of this scoping study:

- Local Concerns Meeting-October 15, 2014.
- Alternatives Presentation-June 11, 2015
- Final Project Presentation-October 15, 2015

7.2 Review of Hyde Park Planning Documents

A Review of the Hyde Park Comprehensive Plan (2012) indicates support for the concepts proposed in this report, with designs that are compatible with the village's historic setting, and that will promote economic development.

- To promote **greater pedestrian access and safety**, the Selectboard, Village Trustees and Planning Commission support efforts to expand sidewalks within Hyde Park Village and the North Village.
- The North Village [has] **existing buildings** capable of supporting **mixed-use redevelopment**, wherein dwelling units are interspersed with businesses and office space.
- Hyde Park supports and encourages **economic development and reinvestment** within the Village of Hyde Park and the North Village. However, all new construction and renovations within these designated historic districts should be compatible with the **existing character** of the villages.

8 Project Implementation Timeline

The size and cost of the streetscape recommendations suggests that the Town would want to seek state and/or federal transportation funding. At the time of this report, the following programs could possibly provide funding implementation of some or all of the project components:

- Transportation Alternatives (VTrans)-Sidewalks, paths, crosswalks, traffic calming, green stormwater infrastructure, streetscape elements (trees, benches, etc)
- Bicycle-Pedestrian (VTrans)-Sidewalks, paths, may be more limited on streetscape, trees, lights. May not fund green infrastructure unless required for permitting.
- Community Development Block Grants (Vermont Agency of Commerce and Community Development ACCD) – Sidewalks, paths, street trees, streetscape, parking
- Vermont Recreational Trails Program (ANR – Forest, Parks and Recreation)- Recreational paths.
- Urban and Community Forestry Program (ANR – Forest, Parks and Recreation)-Street tree plantings (funding amount very limited)

The following table summarizes the possible grant programs that could work for each project segment. As these program priorities and eligibility requirements sometimes shift over time, this table should be revisited as the Town considers applying for various grant programs to confirm the eligibility.

Table 8.1: Implementation Options

Segment	Bicycle Pedestrian	Transportation Alternatives	CBDG	Recreational Trail
A	✓	✓	✓	
B	✓	✓		✓
C	✓	✓		✓
D				✓
E	✓	✓		
F		✓		
G		✓		

Based on a review of the analysis of alternatives, and consultation with the Town and public input, the highest priority for implementation includes the following segments:

- A1-Sidewalk and streetscape enhancements
- B2-Path to VANG Facility
- F2-Gravel wetland for stormwater management
- G1-Southern gateway and landscape

A project combining these elements could be funded by the VTrans Transportation Alternatives Program, which is likely to accept applications in the fall of 2016. The following table shows a typical timeline for projects in this grant program, which require state and federal approvals at numerous points during the project development.

Figure 8.1: Typical Project Timeline for VTrans Transportation Alternatives Program

	2016	2017	2018	2019	2020
Project Initiation					
Prelim Design/Permitting					
Right of way					
Final Design/Bid Document					
Bidding					
Construction					

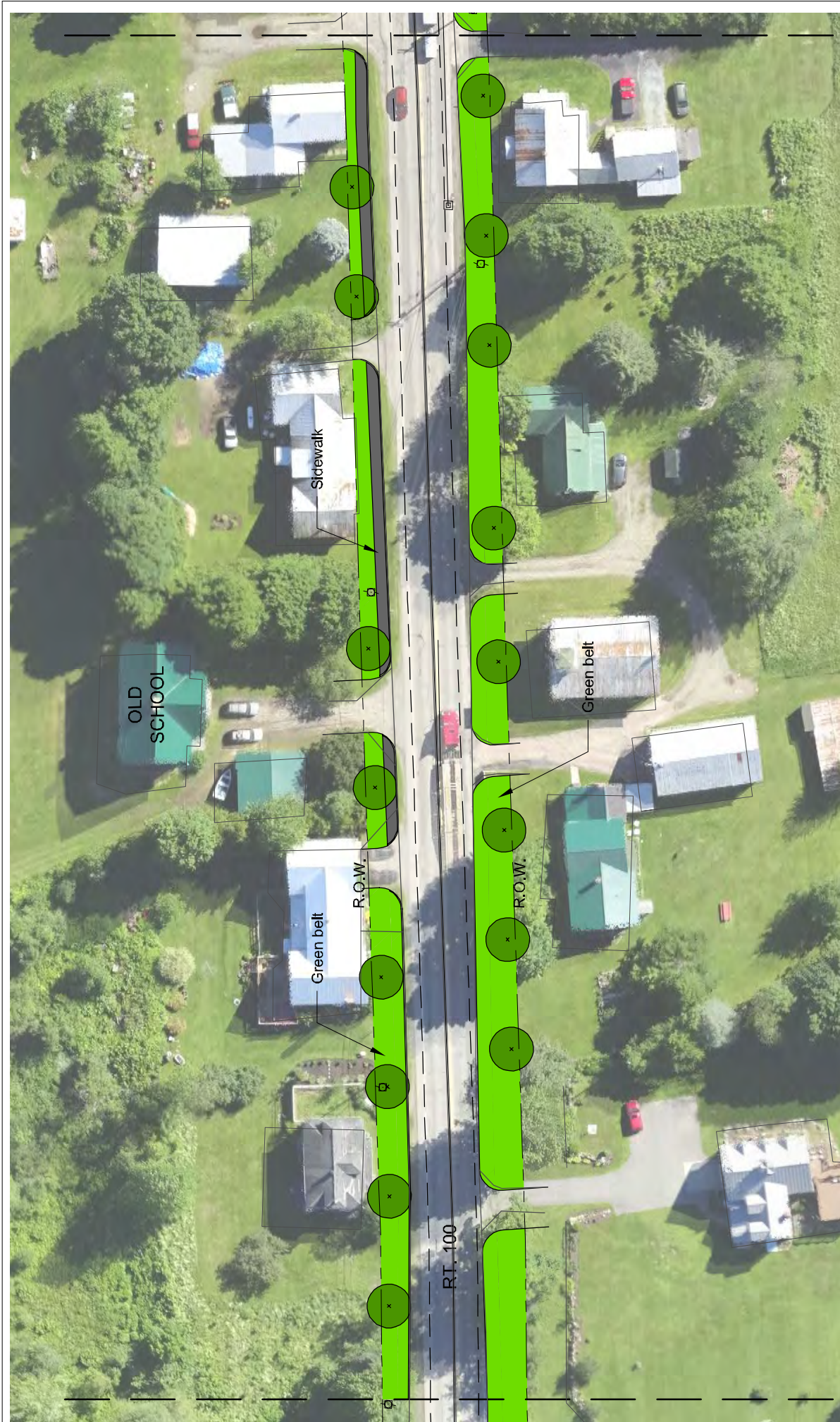
9 Project Viability

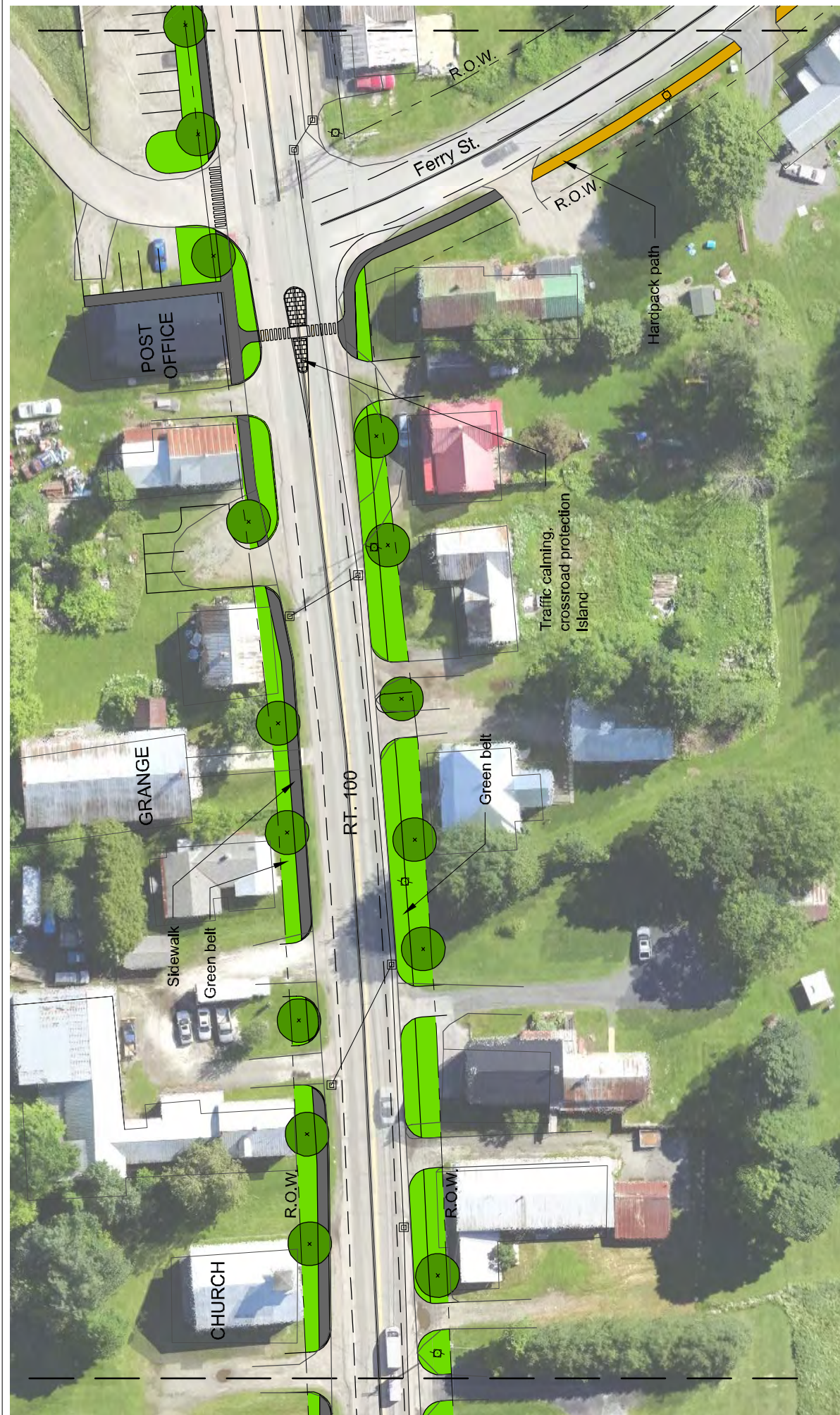
The projects described in this report have enjoyed strong support from the public, landowners, VTrans and the Town of Hyde Park. The recommendations will address long standing goals for enhancing the village streetscape, and their implementation will bring numerous benefits to North Hyde Park. The local economy, as well as the safety of pedestrians will be greatly enhanced. The project will result in very few environmental or property impacts, and there are minimal permitting requirements.

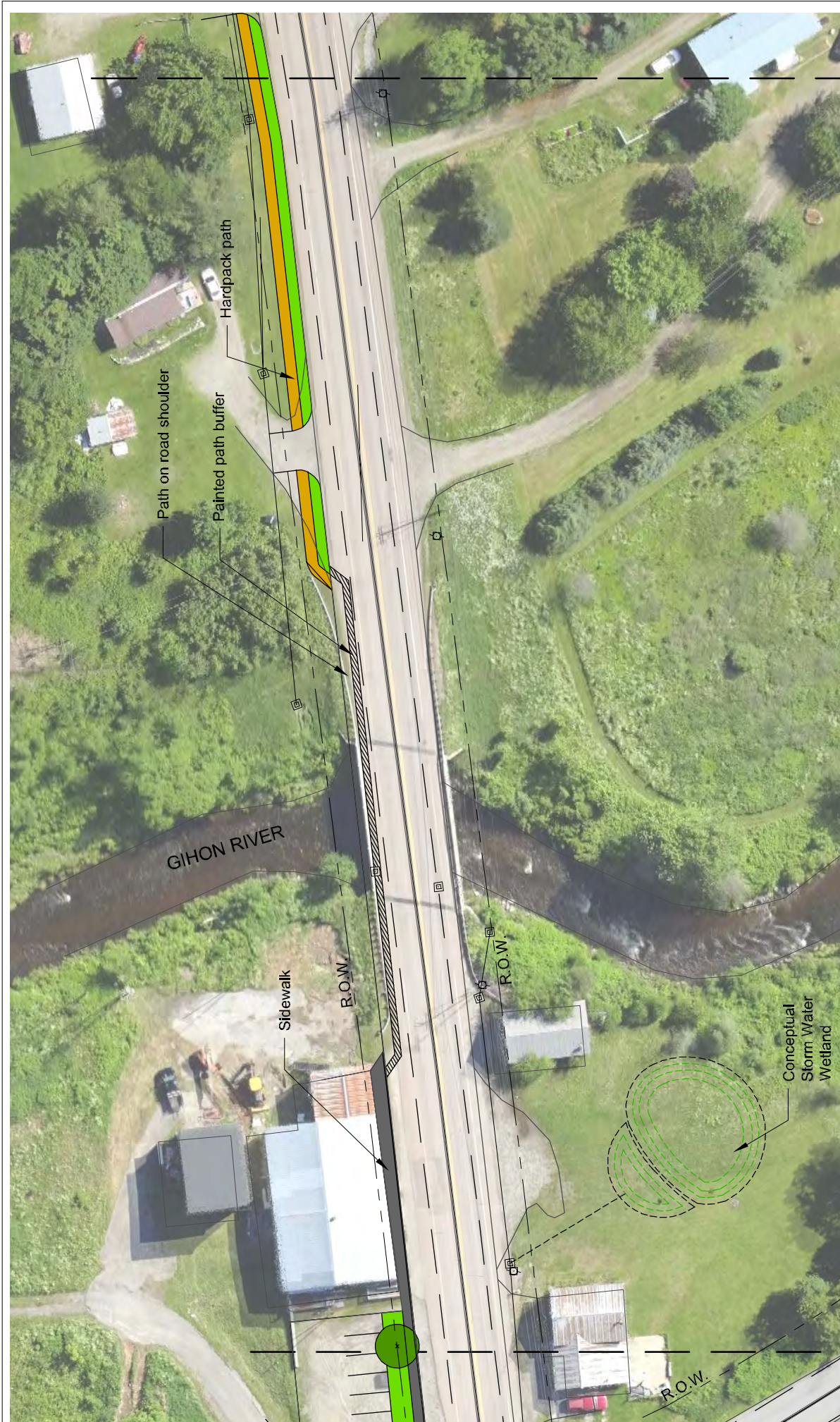
ATTACHMENTS

- 1) Plan sheets with detailed design recommendations and considerations
- 2) Historic and archaeological resources report
- 3) Public meeting minutes and presentations











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DuBois & King INC.

Conceptual Design -4
HYDE PARK TAP TAB (11)
North Hyde Park, Vermont

09/22/2015



SCALE: 1" = 40'



Conceptual Design -5 HYDE PARK TAP TAB (11) North Hyde Park, Vermont

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DuBois & King INC.

Conceptual Design -6
HYDE PARK TAP TAB (11)
North Hyde Park, Vermont

09/22/2015

0" 20' 40'

SCALE: 1" = 40'

NORTH



November 13, 2014

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Subject: North Hyde Park Stormwater and Streetscape Project
Archeological Resource and Historic Preservation Assessment Letter Report

Dear Lucy,

This letter report presents the results of a preliminary assessment of archeological and historic preservation constraints for the proposed North Hyde Park Stormwater and Streetscape Project in the Town of Hyde Park, Lamoille County, Vermont (Map 1).

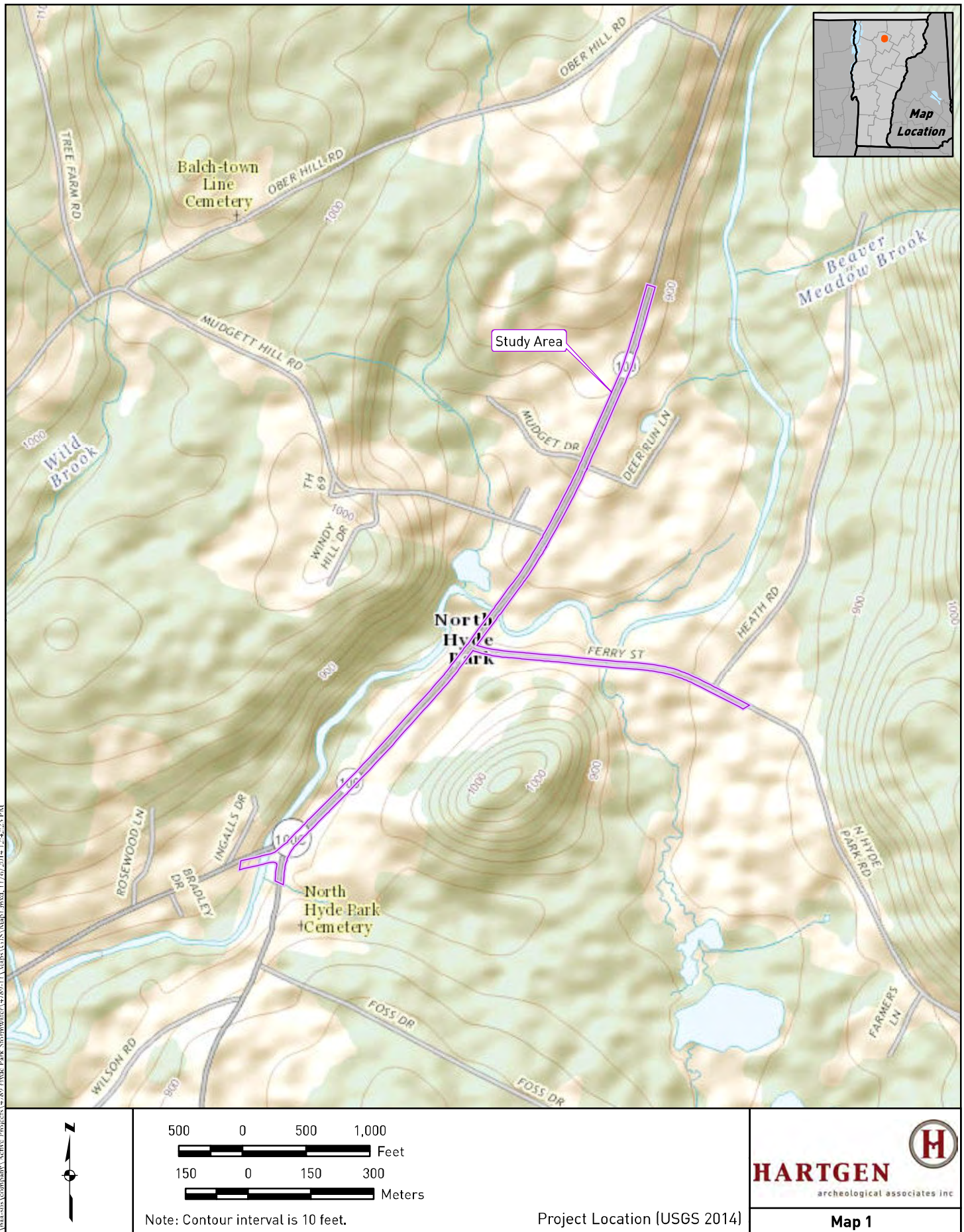
Project Description

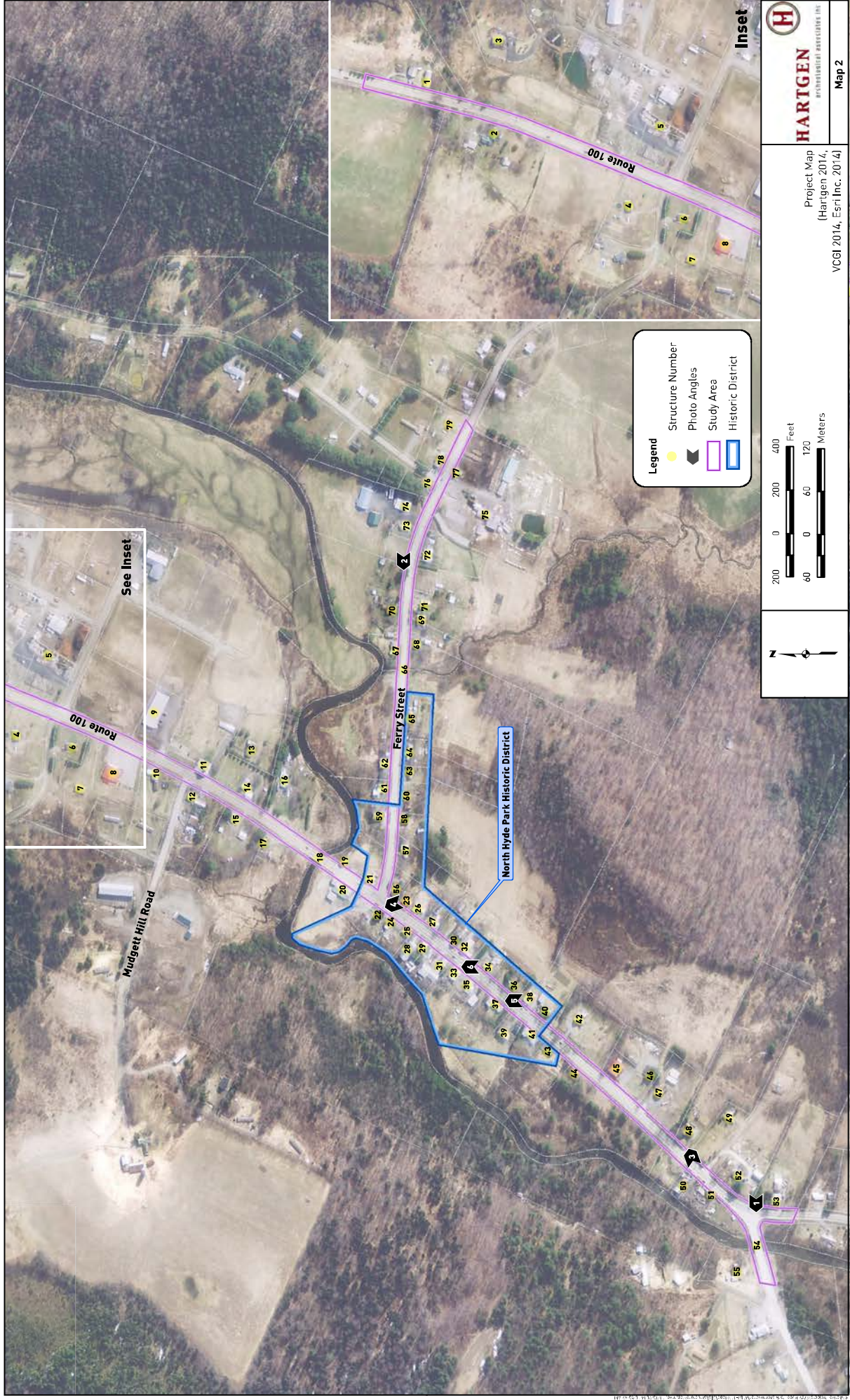
The project is intended to aid the town in obtaining village center designation through developing a design plan for preserving and enhancing the village character of the project area. The project may include the following components:

- Improved pedestrian and bicyclist facilities
- Streetscape improvements to enhance the visual appeal and safety of the corridor
- Improvement of storm water treatment to protect the Gihon River
- Identify potential town public spaces as focal points for the area
- The project corridor includes approximately one mile (1.6 km) along Route 100 and 0.47 mile (0.76 km) along Ferry Street (TH #3) (Map 2).

Area of Potential Effects (APE)

As an early scoping study, this project does not have a defined APE. Based on the proposed effects listed above, the APE is estimated to include 8.9 acres (3.6 ha).





Existing Conditions

As a preliminary scoping study, the report is a brief letter assessment documenting archeological and historical constraints.

The project area lies along two roads, Route 100 and Ferry Street, which intersect in the village of North Hyde Park (Map 2). Within the village the buildings along both roads are generally located close to the roadside, with those further to the north and east being located somewhat further from the roadside. There is some existing storm water infrastructure within the village along Route 100, having disturbed areas along the road shoulder.

Known Archeological Resources

An examination of the Vermont Archeological Inventory (VAI) identified no archeological sites in the project vicinity. However, perhaps the precontact sites most relevant to the project area are the many small sites that have been identified in the Town of Johnson downstream and to the west of the project area. Most of those sites are located along the Lamoille River and are of unknown date, represented by a few chert, quartz or quartzite flakes. Two of the precontact sites in Johnson date to the Late Archaic (c. 4050 BC to 850 BC) and one dates to the Woodland (c. 850 BC to AD 1600).

Although the project APE is located along the Gihon River, no precontact sites have been reported for the immediate project area. The general location is highly sensitive for precontact sites as indicated by known Native American settlement patterns.

No historic archeological sites have been identified in the area although settlement began in North Hyde Park in the 1840s with a saw mill constructed on the Gihon River (Child 1883:94). There are certainly unidentified archeological deposits present in the vicinity associated with the early settlement and the sites of the many former and extant standing structures.

Previous Surveys

One previous archeological survey is on file for Hyde Park. The project was a Phase IA review for a transmission line extending from Hyde Park to Johnson. A number of areas considered highly sensitive for precontact and historical deposits were identified for Phase IB testing (Reeve and Cook 1994). Some of these areas were in settings similar to the current project area. There is no indication in the VDHP files that a Phase IB survey was conducted for the project.

The lack of archeological sites reported closer to the project area is probably due to the limited investigation that has been conducted in the area rather than a true lack of sites. In particular, the proximity of the Gihon River would have drawn Native Americans to the area to exploit natural resources and the associated transportation corridor. However, disturbance in the project area has removed much of the archeological sensitivity of the immediate roadside.

Known Historic Structures

There are 79 standing structures adjacent to the project APE. Several historic residences are located in the surrounding area, but none have been listed or determined eligible for the National Register of Historic Places. The North Hyde Park Historic District (VHSS #0805-23) is listed on the State Register of Historic Places (Page 1981) and is probably eligible for listing on the National Register. Thirty-two of the structures within the present project APE are included in the North Hyde Park Historic District (Table 1).

Table 1. Structures Within or Adjacent to the North Hyde Park APE.

Structure Number	Photo Number	Structure Address	Previous Survey
1		6110 Route 100	
2		6053 Route 100	
3		Deer Run Lane	
4		28 Mudgett Drive	
5		29 Deer Run Lane, Roberts Landscape Supplies	
6		31 Mudgett Drive	
7		Route 100	
8		5809 Route 100, North Hyde Park/Eden Fire Station	
9		5760 Route 100, Hawkeye International	
10		Route 100	
11		5752 Route 100	
12		5731 Route 100	
13		5734 Route 100	
14		5694 Route 100	0805-28
15		5691 Route 100	
16		Route 100	
17		5659 Route 100	
18		Route 100, bridge	
19		Route 100, Old fire house?	
20		5575 Route 100	
21		5568 Route 100	0805-23.22
22	4	5541 Route 100, USPS	0805-23.23
23		5532 Route 100	0805-23.09
24		5539 Route 100	0805-23.24
25		5525 Route 100	0805-23.26
26		5516 Route 100	0805-23.08
27		5508 Route 100	0805-23.07
28		5503 Route 100	0805-23.28
29		5491 Route 100	0805-23.29 and .30
30		5488 Route 100	0805-23.06
31		5479 Route 100	0805-23.31
32		5474 Route 100	0805-23.05
33	6	5465 Route 100, First Congregational Church	0805-23.32

Structure Number	Photo Number	Structure Address	Previous Survey
34		5448 Route 100, Bishop's Dry Wall	0805-23.04
35		5441 Route 100	0805-23.33 and .34
36		Route 100	0805-23.02 and .03
37	5	Route 100	0805-23.35
38		Route 100, old church	0805-23.01
39		Route 100	0805-23.36
40		Route 100	
41		5373 Route 100	0805-23.37
42		5354 Route 100	
43		5353 Route 100	0805-23.38
44		Route 100	
45		5294 Route 100	
46		Route 100	
47		Route 100	
48	3	Route 100	
50		5187 Route 100	
51		5169 Route 100	
52		5186 Route 100, Round Hill Kids Day Care	
53		5106 Route 100	
54	1	Route 100C bridge	
55		Route 100C	
56		24 Ferry Street	0805-23.11
57		44 Ferry Street	0805-23.12
58		66 Ferry Street	0805-23.13 and .14
59		Ferry Street	0805-23.20
60		90 Ferry Street	0805-23.15
61		95 Ferry Street	
62		119 Ferry Street	
63		118 Ferry Street	0805-23.17
64		138 Ferry Street	0805-23.18
65		162 Ferry Street	0805-23.19
66		Ferry Street, culvert	
67		225 Ferry Street	
68		230 Ferry Street	
69		Ferry Street	
70		259 Ferry Street	
71		266 Ferry Street	
72		318 Ferry Street	
73		327 Ferry Street	
74		Ferry Street	

Structure Number	Photo Number	Structure Address	Previous Survey
75		Ferry Street, Heath Lumber	
76		6 Heath Road, Heath Lumber office	
77		Ferry Street, Heath Lumber	
78		393 Ferry Street	
79		411 Ferry Street	

The village was initially settled in the early 19th century, but saw its greatest period of growth and prosperity during the decade 1865-1875. The largest percentage of structures in the village, which chiefly consist of wood-framed vernacular dwellings, were built during this period. Italianate, Greek revival and Gothic revival elements are commonly applied to vernacular house forms. Churches and commercial structures date from the late 19th and early 20th century, and represent the second phase of growth of the village.

Archeological and Historic Preservation Constraints

As a preliminary scoping study, the APE for the project has not been defined. It is assumed to be a narrow corridor on either side of Route 100 and Ferry Street. Completion of the VDHP environmental predictive model results in a score of 20 with 32 and above indicating precontact archeological sensitivity (attached). This low score is based on disturbance along Route 100 and Ferry Street. However, further from the roadside the archeological sensitivity increases with less disturbance. The archeological potential of the project area varies greatly between the immediate roadside and areas further from the disturbance of road and utility construction. Undisturbed areas adjacent to the Gihon River and the tributary that crosses Ferry Street have the highest potential for precontact archeological deposits (Photo 1). However, bridge and culvert installation has disturbed much of the crossings of the waterways within the project area. Level areas further removed from the waterways also have a high potential for precontact sites, depending on the degree of disturbance to those locations (Photo 2).

The historic archeological potential of the project area also increases as you move from the roadside. Map 3 shows some structures along the project area that are no longer standing, notably small industrial structures along the river. Archeological remains of these structures and activities may be present within the project area. Historic archeological deposits or features may also be present adjacent to standing structures. Although the front yards of historic structures are generally considered to have a low archeological potential, the remains of earlier structures or activities are sometimes found in those locations.

There are limited street amenities in the village; there are no curbs, street trees, or sidewalks. One retaining wall, in front of Structure 48, is comprised of dry-laid fieldstone; impacts to it should be avoided (Photo 3). Two other retaining walls, located in front of Structures 40 and 76, may be impacted by the proposed work. If rebuilding of either of these walls is required, or if improvements require the construction of new retaining walls, they should have a scale, color, texture, size, and make use of materials compatible with those already present within the District.





Photo 1. Bridge over the Gihon River on Route 100C. The embankment is disturbed, but the adjacent level area may retain intact soils with archeological potential. View to the southwest.



Photo 2. Ferry Street. Note the lawn areas, contrasted with the close proximity of the houses to the road on Route 100. The tributary to the Gihon River crosses the road in the middle distance. The Gihon River approaches the APE on the right. View to the west/southwest.



Photo 3. Structure 48, looking northeast. The low fieldstone wall associated with this house is seen at left in this view.

Several structures are located very close to the road. In cases where improvements will create pedestrian traffic close to dwellings, it is suggested that plantings or other means of preserving privacy be installed. Examples where this might be important include Structures 19, 20, 22, 24, 25, 37, and 62.



Photo 4. Structure 22, looking northwest. An example of one of several structures located in close proximity to the road.



Photo 5. Structure 37, looking northwest. One of several houses located in close proximity to the road and the presumed APE.

The handicap ramp for the First Congregational Church [Structure 33] may be affected by proposed work. Effects to this feature should be avoided if possible.



Photo 6. Structure 33, looking northwest. The handicap ramp associated with this church may be affected by the proposed work.

CONCLUSIONS

There are areas of archeological sensitivity in the project vicinity. However, most of the area immediately adjacent to the roads in the area has been disturbed. Historic preservation concerns relate to the close proximity of structures to the roadside and potential APE. Once the project APE is defined, more detailed recommendations can be made for the project.

Sincerely,

A handwritten signature in black ink, which appears to read "Thomas R. Jamison".

Thomas R. Jamison, PhD, RPA
Project Manager

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Beers, F.W.

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Child, Hamilton

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Esri Inc.

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**Vermont Division for Historic Preservation
Archeological Resources Assessment Form**

DHP#

Organization & Recorder: Hartgen Archeological Assoc., Inc./T. Jamison

Date: November 13, 2014

Environmental Predictive Model				ArcheoMapTool GIS Model		Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable		
A. Rivers and Streams (<i>Existing or relict</i>)						
1) Proximity to Rivers and Permanent Streams*	0-90 m	12	12	Layer 1: Proximity to Rivers and Permanent Streams (0-180 m)		
	90-180 m	6				
2) Proximity to Intermittent Streams	0-90 m	12		-		
	90-180 m	6				
3) Proximity to Permanent River/Stream Confluences	0-90 m	8	8	Layer 6: Proximity to River/Stream Confluences (0-180 m)		
	90-180 m	4				
4) Proximity to Intermittent Stream Confluences	0-90 m	12		-		
	90-180 m	6				
5) Proximity to Waterfalls	0-90 m	8		Layer 7: Proximity to Waterfalls (0-180 m)		
	90-180 m	4				
6) Proximity to Heads of Drainages	0-90 m	8		Layer 5: Proximity to Heads of Permanent Drainages (0-300 m)		
	90-180 m	4				
7) Major Floodplain - Alluvial Terrace	0-90 m	8	8	Layer 10: Floodplain Soils Presence		
	90-180 m	4				
8) Knoll or Swamp Island		32		Layer 1: Proximity to Rivers and Permanent Streams (0-180 m)		
9) Stable Riverine Island		32		Layer 2: Proximity to Waterbodies (0-180 m)		
B. Lakes and Ponds						
10) Proximity to Pond or Lake	0-90 m	12		Layer 2: Proximity to Waterbodies (0-180 m)		
	90-180 m	6				
11) Proximity to Stream-Waterbody Confluences	0-90 m	12		Layer 4: Proximity to Stream-Waterbody Confluences (0-180 m)		
	90-180 m	6				
12) Lake Coves, Peninsulas, and Bayheads	0-90 m	12		Layer 2: Proximity to Waterbodies (0-180 m)		
	90-180 m	6				
C. Wetlands						
13) Proximity to Wetlands*	0-90 m	12		Layer 3: Proximity to Wetlands (0-180 m)		
	90-180 m	6				

Environmental Predictive Model				ArcheoMapTool GIS Model		Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable		
14) Knoll or Swamp Island		32		Layer 3: Proximity to Wetlands (0-180 m)		
D) Valley edge and Glacial Landforms						
15) High Elevated Landform (e.g. Knoll Top, Ridge Crest, Promontory)		12		See Landmarks (Info Layers) and Catchment layers (Water-related Layers)		
16) Valley Edge Features (e.g. Kame Outwash Terrace)		12	12	Layer 9 Glacial Outwash and Kame Terrace Soils		
17) Marine/Lake Delta Complexes		12		Layer 9 Glacial Outwash and Kame Terrace Soils Presence		
18) Champlain Sea or Glacial Lake Shore Line**		12		Layer 8: Paleo Lake Soils Proximity (0-180 m)		
E. Other Environmental Factors						
19) Caves and Rockshelters		32		-		
20) Natural Travel Corridors (e.g. Drainage Divides)		12	12	See Landmarks (Info Layers) and catchment layers (Water-related Layers)		
21) Existing or Relict Springs	0-90 m	8		-		
	90-180 m	4				
22) Potential or Apparent Prehistoric Quarry for Lithic Material Procurement	0-90 m	8		See Soils with "M" parent material (Under Construction)		
	90-180 m	4				
23) Special Environmental or Natural Area~	0-180 m	32		-		
F. Other High Sensitivity Layers						
24) High Likelihood of Burials		32		See VAI layer (Under Construction)		
25) High Recorded Archeological Site Density		32		See VAI layer (Under Construction)		
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32		See VAI layer (Under Construction)		

Environmental Predictive Model				ArcheoMapTool GIS Model		Field Inspection Comments
Variable	Proximity	Value	Assigned Score	Variable		
G. Negative Factors						
27) Excessive (>15%) or Steep Erosional (>20%) Slopes		-32		See Slope Layer (Info Layers folder)		
28) Previously Disturbed Land***		-32	-32	See Land Use ND Building Footprint Layers (Info Layers folder)		
Total Score:			20			

*measured from top of bank

** remains incompletely mapped; digital layer includes paleo lakes and wetlands based on soils data

*** as evaluated by a qualified archeological professional or engineer based on coring, earlier as-built plans, or obvious surface evidence (such as a gravel pit)

~such as Milton aquifer, mountain top, etc. (historic or prehistoric sacred or traditional site locations, other prehistoric site types)

*Environmental predictive model limits wetlands to those > one acre in size; ArchSensMap

Meeting Notes

Local Concerns Meeting – October 15, 2014, 7:00 p.m.

Town of Hyde Park

Hyde Park TAP 13(13)

North Hyde Park Stormwater and Streetscape Scoping Study

Attendees

Greg Paus

Roger Audet

Meghan Rodier

Eric Aither

Aaron McGee

Carolyn Radisch

Lucy Gibson

Comments

- There are lots of kids that live in the village, but it is not safe for them to walk to their friend's house because of speeds. Traffic calming is needed.
- Even Ferry Street is not safe for kids to walk.
- The store on Route 100C is a draw for older kids, who walk along the road, but it doesn't seem safe.
- Noise is a problem, especially truck brakes.
- The daycare center closed, but when they were open, there was a desire to take the kids for walks.
- Some people try to walk to the Post Office.
- There used to be more native brook trout in the river, which seem to have disappeared, maybe from water runoff.
- There are drainage problems on Ferry St and also along Route 100.
- The State took out several catch basins along Route 100 about 20 or 25 years ago.
- The old sidewalks on Route 100 were taken out when the school moved.
- Both Route 100 and Ferry St have high truck volumes, and noise from downshifting and air brakes.

- There are regularly groups of cyclists on Route 100 that go through village. It is a popular bike route, and sometimes groups stop at the post office.
- On-street parking and bulbouts like those in Johnson might help slow down traffic. There is not enough parking at the Grange Hall for big events.
- The Vermont Guard facility could bring in people and activity, but only about 20 to 25 full time, and a lot more on training weekends.
- The town owns property at the south end next to the junk yard, which was donated so that it didn't also become a junk yard.
- Lake Eden is a draw to the area, as well as Smugglers Notch and Jay Peak.
- The Gamble property could become a wetland treatment area for stormwater.
- Sidewalks, traffic calming, on-street parking and trees could all help change the character of the village.
- During the summer, there are a lot of motorcyclists that ride through, and a pull-off and place to gather near the river would keep people in town.
- There used to be 3 stores in town.
- There are currently a lot of kids in North Hyde Park, and Ferry Road was a place for biking or skateboarding.
- There used to be streetlights, but now they are just private lights..
- Pocket parks in town might be good to bring people in – maybe at the grange hall.
- Snow piles up at the corner of VT 100 and Ferry St on the east side.
- We should develop a poster of alternatives and bring to town meeting to help get more people to the next public meeting, in late March.

**HYDE PARK SELECTBOARD
MEETING MINUTES
June 11, 2015**

*All minutes are draft until approved by the Selectboard; please check future minutes for approval of these minutes.
Meetings may be video taped and such recordings are held by Green Mountain Access Television (GMATV).
recording info: PO Box 581, Hyde Park, VT 05655; info@greenmountainaccess.tv or 802-851-1592*

Members Present: Chair; Brian Jones (BJ), Vice-Chair; Pete Couture (PC) and Roger Audet (RA)
Members Absent: David Gagnier, Roland Boivin
Others Present: Ron Rodjenski, Town Administrator; Beverly Potter, David Despault, Bob Draper, Theresa Farquharson, Shelby Cross, Nancy Tingle, Twig Farquharson, Carmen Fuller, Anne Atherton, James Westermann, Don Bullard, Susan Kneeland, John Medose, Lucy Gibson, Carolyn and Robert Jones, Jim Pease, Jim Bound, Barbara Potter, Ralph Larson. GMATV videotaped this meeting.

BJ called the meeting to order at 6:00 p.m.

1. **Welcome, agenda changes, if any.** A few changes were accepted to the agenda, as noted on the "revised agenda".
2. **Public Comment:** No public comment.
3. **Discuss site visit** at Mason Road and Hemingway Road which was held from 5:00 p.m. to 5:40 p.m. this evening with Beverly Potter, Ron Rodjenski, Brian Jones, Pete Couture and Roger Audet and a few other landowners that walked the length of Hemingway Road and Mason Road. Ron provided some history on the subdivision and road acceptance process which was not completed in 1990. Ron will contact the developer to see if she is preparing a draft deed for town attorney review. Pete felt that based on the survey pins observed today it appeared the road was built within the 50-foot ROW. The Board felt that the process was headed in the right direction so the Board and landowners should continue to work towards formal acceptance. Ron explained that the costs so far have been minimal, but have included a significant amount of volunteer time by Bev Potter and Theresa Farquharson to gather information and pursue town acceptance of the roads. Ron explained that if the deed and survey are adequate, then the town attorney review will highlight any additional issues, if any, to be resolved before the formal acceptance process should begin. The formal acceptance process begins with a recordable deed to the road in hand and then a public hearing by the Selectboard, which results in an Order from the Board and recording of the deed. The town attorney could advise that additional legal work is needed, similar to the recent Locke Avenue acceptance process, and at that point, the Selectboard would need to discuss with the landowners or the developer, who will pay those costs.
4. **North Hyde Park Village Alternatives,** Lucy Gibson, Dubois-King. This project is partially funded by a VTrans Transportation Alternatives Grant. Lucy presented the results of the preliminary scoping work through a PowerPoint presentation; summarizing preliminary findings, some potential improvements and then accepted questions from the public. Lucy explained that the lost sidewalks of NHP could be rebuilt but with consideration for new stormwater requirements. A major concern is high speeds in the posted 35 MPH zone which now includes more truck traffic than in the past. Lucy noted that there is room for commercial and residential growth in NHP. Ideas include adding a bioswale along the edge of pavement, 5' bike lanes along the travel lanes, 5' sidewalks on one or both side of VT 100 and trees to help make it feel more like a village setting. A shared use path on the west side of VT100 should be 10' wide but there would not be a sidewalk on the east side of VT100. A shared use path could be extended across the bridge to the Johnson gas station/store. Some buildings are right up against the right-of-way so bike lanes and paths would ideally be 6 to 7 feet inside the ROW. Trees would require high maintenance due to the narrow green strip area available. Some lighting could be installed in the center area and at crosswalks but the amount of lighting is constrained by the installation costs. Farming equipment would be able to roll over the potential raised pavement island in the center of VT100 near Ferry St. The raised island helps define the entrances to the village core. Roger Audet stated that having sidewalks on one side of VT100

would be sufficient and noted that the main water line is also on the west side of the highway. Carolyn Jones suggested that connecting to the Johnson store would be more important than heading north of the bridge to the Guard facility. The cost of a 10' paved shared use path or a 5' concrete sidewalk are about the same; \$200/foot. A gravel path can be about \$150/foot and could be installed to access the Guard facility. Lucy asked about the need for on-street parking which could be accommodated in the final designs. Representatives from the 1st Congregation Church stated that on-street parking would benefit the area as it occurs informally now along VT 100. One resident suggested that the older buildings that are not being maintained could be torn down to provide more off-street parking. A resident stated that the character of the village is behind where it should be, and improving the buildings should be a first step. Lucy stated that road improvements sometimes stimulate private investments. Lucy stated that trees close to the travel lanes help to reduce speeds. Next Step: September is the planned wrap up meeting.

5. **Zack Woods Pond Rd (TH#22, Class 4)** – Permission to work in town road. John Medose, Green River State Park Manager, explained that the previously installed water bars are not functioning and drainage work is needed on about 160' of the Class 4 road. The proposed work would improve the function of the water bars and be supported by a maintenance plan. Private contractors will complete by the end of September. Road Commissioner Ken Alexander had no concerns with the proposed work. Motion by RA to authorize the planned work as summarized in the May 29, 2015 letter from Susan Bulmer. Seconded by PC. Voting: 3 in favor, 0 against, motion passed.
6. **Webster Road, Class 4 Portion** – Discuss proposed relocation. Ralph Larson recommended that the north end of TH38 be discontinued with the three impacted landowners creating whatever deeds needed to provide private access to Grimes Road. Ralph noted that his recent proposal to relocate the road to the “as-built” location has changed after considering the town costs to take over maintenance of a failing wood plank bridge which the town observed earlier this week during a site visit. Brian suggested that the full board should be present to discuss discontinuance. Ralph suggested that TH38 be discontinued from the end of the Class 3 near the Webster Barn to Grimes Road. Ralph stated that the costs to upgrade the Class 4 would be significant, plus there are a number of state regulated wetlands to work through. The bridge needs help before winter, according to Ralph. Pete confirmed that if the road was discontinued then the landowners would need to maintain the bridge, not the town. The Board wanted to put the discontinuance to a full board discussion on their July agenda, including discussion on whether to grant permission to the landowners to work on the bridge ahead of formal discontinuance.
7. **Center Road** – LCPC Speed Study Completed – Discuss Next Steps. The Board agreed to continue to work on studying and possibly revising the 50 MPH speed limit. Pete felt that going to less than 45 MPH, with a recent speed study showing an 85th percentile speed of 58 MPH, would be as low as he could see the speed going. Brian suggested adding stop signs on Center Road at Cleveland Corners and removing the stop signs for Cleveland Corners Road could help. He personally knows that it can be difficult to stop at Center Road when coming down the hill on Cleveland Corners Road during winter conditions. More information will be reviewed at the board's July meeting.
8. **Draft 2016 Capital Plan / MPG14** – Review LCPC hydrant analysis. Meghan Rodier, Lamoille County Planning Commission Assistant Planner was present to review the maps and inventories that were developed by staff members Melinda Scott and intern Brian Lima. Sidewalks, water lines, sewer lines, dry hydrants and wet hydrants were inventoried. The town will be working with CAI, Inc. to make the data accessible to the public. At the beginning of the project, there wasn't much digital information, but LCPC geo-referenced old paper maps to bring them into a digital database for use with current mapping software. Meghan reviewed the dry hydrant analysis map that shows where existing structures are not protected by a dry hydrant or surface water – 73 unprotected structures are scattered throughout the town using a 1,000 foot distance between structures and potential water sources. This is a starting point to study where these gaps are present. The same hydrant analysis was completed for the Town of Eden. Jim Pease pointed out that the village wet hydrants don't necessarily provide fire protection due to the capacity of the Hyde Park water system. Ron explained that the Capital Plan will address replacement of town rolling stock to be used in the next town budget process. A Selectboard public hearing will be scheduled soon to consider adoption of the Capital Plan.

9. **Proposed Road Name** – Fagnant Farm Rd (north end of TH#50) Motion by RA to approve the name of Fagnant Farm Road for the north end of TH50 beginning at Cleveland Corners Road and ending at the easternmost property line of the Fagnant property. Seconded by PC. Discussion: Ron noted that the south end of TH50 will remain Beam Road. Voting: 3 in favor, 0 against, motion passed.
10. **Tree Ordinance** – Discuss whether to move to adoption process. Nancy Tingle provided some information on the Hyde Park Village Improvement Association which has been managing trees in the Village since 1910 with self-sustaining funds for village improvements, including trees, signage, and in the past, oiling the roads. Jim Pease offered that HPVIA spends, on average, \$500 to \$1,000 per year on village improvements and he was surprised that the ordinance would be considered without the engagement of the HPVIA. Ron offered that the ordinance supports the Ash Borer Preparedness Plan and provides a tool to establish guidelines for tree planting and maintenance on public roads and public properties. Nancy stated that the wording needs more revision. Ron agreed, noting that more comments are expected, in addition to Nancy's, so a second draft is needed and may be available for the July meeting. The Town Tree Warden, Jared Nunery, has offered to meet with HPVIA to go over the statutory role of a town tree warden and how his role can support the volunteer work of HPVIA. Ron stated that improving communication on public trees is necessary and he is also interested in meeting with HPVIA, to which Nancy agreed could happen at their next meeting or before. Barb Potter stated that the HPVIA seems focused on only Main Street to which Jim Pease stated that some work has down outside the Main Street corridor but agreed their work could be expanded within the village in the future. Barb Potter stated that some HPVIA work on hazard trees has resulted in costs to homeowners whereas the town would remove the trees at no cost. Jim Pease explained that sometimes the HPVIA jointly works on more expensive projects with landowners, including sharing costs. Barb Potter suggested that private persons should not be working in the town ROW and it should be the town crew managing the work for safety and traffic control purposes. Jim stated that the Village crew has removed trees in the past working with HPVIA and some projects have been completed with state tree grants administered through the town administrator's office. Ron suggested that continuing to work together could result in more work being accomplished as the newly appointed tree warden continues to develop relationships with the town highway crew and HPVIA.
11. **2015 Vendor List** – Motion by RA to approve the June 2015 Vendor List. Seconded PC. Voting: 3 in favor, 0 against, motion passed.
12. **2015 Dog Warrant** – Review and Issue Order to Impound Unlicensed Dogs. RA suggested putting the notice, not the names, in the FPF and newspaper. Motion by RA to approve the warrant and authorize the impounding of unlicensed dogs, with notice of the warrant being published in the News & Citizen and on Front Porch Forum. Seconded by PC. Voting: 3 in favor, 0 against, motion passed.
13. **Sheriff's Department 2015-2016** – Motion by RA to sign the LCSD patrol and communications contracts for FY2016. Seconded by PC. Discussion: Ron noted that the contracts are for the amount voted at town meeting. Voting: 3 in favor, 0 against, motion passed.
14. **Review minutes:** Motion by RA to approve the May 14, 2015 minutes as written. Seconded by PC. Voting: 3 in favor, 0 against, motion passed.
15. **Review Town Orders** – Motion by RA to approve the town orders. Seconded by PC. Voting: 3 in favor, 0 against, motion passed.
16. **Other Business**
- i. Memo on July 1 town employee pay adjustments – Motion by RA to authorize Brian Jones to sign the pay increase memo for town employees equal to 2.0% for July 1, 2015 payroll. Seconded by PC. Voting: 3 in favor, 0 against, motion passed.
 - ii. Closing Recreation and FAST Squad Accounts – Ron provided a memo which explained that there is one recreation checking account which is not needed as the financial activity is now within the town's NEMRC system by line item expense. The three FAST Squad accounts were created with the town's taxpayer id number, but the town has no access to the account and the funds were received before FAST Squad

was a town department and the funds did not come from taxpayers. However, the three accounts are still audited due to the accounts using the town's TIN. The FAST savings, checking and one CD would be closed out and the balances sent to Dot Cook. FAST would continue to receive tax dollars as approved by voters in the annual town budget which in FY2016 will be \$2,000. Ron noted that the one FAST CD matures in mid-July 2015. Motion by RA to authorize the Town Treasurer, prior to June 30, 2015, to close the one Recreation checking account, which should have a zero balance at closing, and close the three FAST accounts with the balances sent to Dot Cook and the CD early redemption penalty, if any, covered by the town. Seconded by PC. Voting: 3 in favor, 0 against, motion passed.

- iii. Annual Town Treasurer Financial Questionnaire – The Board received and reviewed the 2015 questionnaire from the Town Treasurer and had no comment.
- iv. Highway Department – Letters of Hire – 3 seasonal employees. Motion by PC to approve the three letters of hire for Blaine Delisle, Dale Nolan and Mark French to be on-going part-time employees. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.
- v. Brian noted that Road Commissioner Kenny Alexander may retire in August and would be interested in winter plowing and other part-time work. Roger suggested that the Board begin to think about the hiring of a new full-time member, soon possibly at a special board meeting.
- vi. Appoint Paul Provost and Mike Dubie to LCPC representatives. Motion by PC to appoint Paul Provost as Hyde Park LCPC Regional Representative and Mike Dubie as the town's LCPC Technical Advisory Committee Representative. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.
- vii. Annual license for Marshall-Swift cost tables / assessment software. Motion by RA to approve and sign the license. Seconded by PC. Voting: 3 in favor, 0 against, motion passed.
- viii. Union Bank Collateral Agreement – The Board received and reviewed the FY2016 Agreement with Union Bank with no action required as this Agreement is signed by the Town Treasurer.
- ix. 2014 Bicycle-Pedestrian Grant RFP's. Roger stated two excellent proposals were received. Holden Engineering appears to be more focused on construction and engineering, in particular bridges, and the Dufresne Group provides much more experience in Vermont on connectivity issues, including the recent Danville Route 2 Project, which is similar to the objectives in the Hyde Park Connectivity RFP. Although Dufresne Group's cost proposal is about \$2,000 more, Roger felt they would provide a better product for the town. Motion by PC to award the project to Dufresne Group. Seconded by RA. Voting: 3 in favor, 0 against, motion passed.

17. **Adjourn** – Motion by Brian to adjourn. Seconded by Roger. So voted at 9:13 p.m.