

1. Project Title:

2. Applicant Name(s):

3. Project Contact Info:

a. Name:

b. Mailing Address:

c. Town:

d. Zip Code:

e. Email Address:

f. Phone Number:

4. Fiscal Information:

a. Accounting System Automated Manual Combination

b. Unique Entity Identifier #

c. Fiscal Year End Month

5. RPC(s)

6. Primary Facility Type: Sidewalk Bike Lane Shared-use Path

Shoulder

Other (Please describe)

7. Approximate project length in feet :

8. Project Description: Please give a brief description of the project (100 words or less.) Detailed information should be submitted as part of addressing the selection criteria. Be sure to include identifying streets or landmarks that the proposed project links at either end (e.g. New concrete sidewalk with granite curbing on Main St. from Elm St. to Maple St.).

9. **Estimated Project Costs:**

Engineering/Administration/Project Manager: Costs associated with survey, design, plans development, permitting, development of bid documents, bid analysis and Municipal Project Manager - typically around 25% of construction.

Engineering/
Admin/MPM Cost

Right of Way: Cost of appraisals, property owner compensation and associated legal fees (Minimum of \$5000 recommended).

ROW Cost

Construction: Cost of paying contractors to build projects, including a reasonable contingency. Please attach as much detail/ backup information as available to support the construction estimate.

Construction Cost

Construction Inspection : Cost to provide oversight of contractor during construction - typically around 15% of construction.

Const. Insp.Cost

TOTAL DESIGN/CONSTRUCTION AMOUNT APPLIED FOR :
(including 20% local share)

10. **Have you received any other grant funding for this project? Please describe and include the source of funding:**

11. Will you accept an award less than you applied for? YES NO

IF YES, please indicate below whether local funds will be used to make up the shortfall or if the project scope will be reduced:

Keep Scope of project the same and make up shortfall with other funds

Reduce project scope – Describe and provide cost breakdown (attach backup with supporting materials, if necessary)

Note: If the project scope is to be reduced, document what part of the project you would accept partial funding for and break out the costs associated with that part or segment. Attach additional pages if necessary. If adequate information is not provided, partial funding will not be considered. **Use Partial Funding Template provided by VTrans.**

2023 VTrans Bicycle/Pedestrian Program - Design/Construction Criteria

Applicant Name: City of South Burlington

Project Title--Design/Construction: Hinesburg Road Shared Use Path Design and Construction

Application Checklist – If any elements are missing, application may not be considered.

Make sure everything is included and pages numbered.

(1) Project Application Form (separate PDF file)

All other materials noted below to be provided in the same order as below.

(2) Project Evaluation Criteria Documentation for the project (completed BELOW)

(3) Project Map(s)

(4) Budget support information (e.g. detailed cost estimate)

(5) RPC review confirmation letter

(6) Current letter of support from the municipal governing body acknowledging their willingness to provide the local match and future maintenance responsibility

(7) Documentation of contact with VTrans District office if project is on the state system

(8) Supporting Documentation (scoping study or equivalent report, maps, and drawings) Note: If the scoping study is in a publicly accessible location online, applicants may provide a link with reference to relevant pages as appropriate.

Project Evaluation Criteria Documentation

Hinesburg Road Shared Use Path

South Burlington, VT

DESIGN/CONSTRUCTION PROJECTS

1. **Community Need—25 Points:** How does the proposed project contribute to an existing or planned bicycle and/or pedestrian network? If the proposed project is a sidewalk along a street that already has a sidewalk, explain why the redundant facility is needed. What destinations or populations are served? What walking and/or bicycling access or safety problem are you trying to solve?

The Hinesburg Road shared use path would serve as a primary connection for pedestrians and bicyclists in our City Center between the existing Kennedy Drive shared use path and the Williston Road shared use path which will be constructed 2024/2025. This section of road was scoped in 2020 as part of Phase 2 of the South Burlington Pedestrian and Bicycle Feasibility Study, and the replacement of the existing sidewalk with a shared use path was deemed the preferred alternative. Additionally, a shared use path in this area has been included on the City's Official Map since the 2016 Comprehensive Plan.

In the vicinity of the project, there are neighborhoods on both sides of Hinesburg Road and this route serves as a major connection to Market Street, Williston Road, Kennedy Drive, and City Center. Market Street is home to City Hall, the Public Library, Rick Marcotte Central School, and a growing number of multi-family residential and commercial buildings. The current shared use path network in the area includes paths on Kennedy Drive, Dorset Street, and Market Street. By 2025, there will also be paths on Garden Street, through City Center Park, and on Williston Road in the area at which Hinesburg Road intersects.

South Burlington residents have made City staff aware of issues regarding the condition of the sidewalk, concerns for riding on the road, and have expressed interest in a shared use path here so they can travel by foot or bike to the many nearby destinations. By constructing a shared use path, there will be a more welcoming and accessible route for walkers and bikers to commute, get to school, recreate, and run their daily errands.

Scoping Study (relevant pages provided as Appendix to this application):

[2020_SouthBurlington_PedestrianAndBicycleFeasibilityStudy_FinalReport.pdf](#)

[2020_SouthBurlington_PedestrianAndBicycleFeasibilityStudy_Appendicies.pdf](#)

16-25 Points – Project is an important part of a pedestrian or bicycling network and serves obvious bike/ped generators and/or the project includes measures identified in the [FHWA STEP](#) initiative.

6-15 Points – Project is in an area of low land use density or not clearly contributing to a local network.

0-5 Points – Unclear how proposed facility contributes to a network or solves a safety problem

2. **Economic Development—10 Points:** How does the project contribute to broad local community and economic development goals? How does the project contribute to ongoing local placemaking or economic development initiatives?

The project is located directly adjacent to the City Center District of South Burlington which is a focal point for the City’s community and economic development goals. In this area, the City is actively growing the affordable and multi-family housing stock, range of retail and commercial services, childcare facilities, and open space opportunities. The draft Vision and Goals for the City’s 2024 Comprehensive Plan ([2024 Vision and Goals Outreach.pdf](#)) are to be “Inclusive, Fair, and Just”, “Human-focused”, “Climate Resilient”, and “Opportunity Oriented”. The Hinesburg Road shared use path helps to move these goals forward by providing safe and accessible transportation for a wide range of users, emphasizes human-scale infrastructure, encourages shifting away from vehicular travel, and provides access to housing, retail, and employment opportunities.

6-10 Points – Specific references to community planning or economic development documents that support the project.

0-5 Points – Vague or non-existent references to community planning or economic development documents that support the project

3. **Well-supported budget —20 points:** How were the project costs developed? Are all required project elements (admin, engineering, construction, inspection) adequately budgeted for? Be sure to include backup documentation for project costs. Include reasonable contingency for inflation over the life of the project.

The project quantities and costs were originally developed in 2019 for the scoping study and have since been updated based on estimates received by the City on similar shared use path projects. Both the scoping study and updated cost estimates are attached to this application. Preliminary Engineering and Project Management was estimated to be approximately 25% of the construction estimate, Construction Inspection was estimated at 15% of

construction, and a 15% contingency was also included to account for unknowns and potential future inflation.

11-20 Points – Cost is well documented/detailed and consistent with bid history on similar projects.

0-10 Points – Cost is significantly less than similar projects, no detail provided or missing costs.

- 4. Complexity—10 points:** What complexities does your proposed project have and how do you plan to address them? Response must address need for right of way, anticipated permitting, natural resource constraints or identified cultural resource (historic or archaeological) impacts anticipated for the project. If a scoping or planning report is attached, please highlight or reference the applicable sections.

The primary obstacles that may be encountered are outlined in the attached “Alternatives Comparison Matrix” from the 2020 scoping study. These include utility impacts for both existing aerial utilities and potential underground service lines, the presence of prime agricultural soils (although the area does not currently include nor is it planned to be used for agriculture) and rare, threatened, or endangered species, and the need to accommodate stormwater.

The primary complexities for this project will be utility conflicts and finding adequate space to treat stormwater. Utility conflicts can be addressed by working with GMP and other utility providers on the poles to relocate to the east side of the road where they are currently on the west. To treat stormwater, the design consultant will work directly with the South Burlington Stormwater Utility staff and designers to find space either directly in the project area or in an adjacent area where an offset can be provided. The City has recently designed stormwater facilities which treat runoff in chambers located under shared use path which may be explored as an option in this area as there is no existing closed drainage system through which stormwater can be conveyed and treated in a separate location.

Right-of-way is not anticipated to be a large hurdle for this project as there appears to be sufficient space for the path to avoid requiring permanent easements from adjacent property owners. Temporary easements will need to be acquired for construction and potentially small permanent easements, but there appears to be no major right-of-way concerns. This will be verified during design through field surveys and property research.

6-10 Points – Fewer complexities, or thorough identification of multiple complexities and specific efforts taken to address them.

0-5 Points – Complexities include ROW acquisition, significant permitting challenges, design constraints, significant structural components such as bridges or retaining walls, etc.

5. **Project coordination – 5 points:** To your knowledge, are there other state or local projects in the same area that might impact the project timeline and schedule for completion? Is the project on a state-maintained route? Is the funding being used for elements of a larger project funded through other sources?

In the vicinity of the project, the City is planning two small-scale Flow Restoration Projects in the Potash Brook watershed. One of these projects is an expansion of an existing detention pond and the other is a new infiltration basin in a neighborhood off Hinesburg Road. Both are minor in their anticipated impacts and would require limited coordination.

A review of planned VTrans projects showed a planned resurfacing of Hinesburg Road through this area. This project is scheduled for 2025 so the path project would likely still be in the design phase. The resurfacing would be within the existing roadway and the path would remain outside the edge of pavement so there are no anticipated conflicts with these efforts.

3-5 Points – No conflicting projects.

0-2 Points – Several conflicts or coordination needs.

6. **Equity—10 Points:** How does your project directly address the needs of more vulnerable populations, specifically the needs of children, older persons, people with mobility challenges and low- or moderate-income households? What outreach was performed to include disadvantaged communities, especially low income, BIPOC, people with disabilities and others, in the planning of this project.

This project is strategically located and has been prioritized to serve a wide variety of individuals from different backgrounds, income-levels, ages, and abilities. In the project area there are neighborhoods which are home to many moderate-income families and City Center is rapidly increasing its affordable housing stock which is aimed to meet the needs of low-income individuals and families. Additionally, Allard

Square, located on Market Street next to this project, is an affordable senior living facility with 39 units, many of which are available to individuals using Section 8 assistance.

The 2 census tracts located adjacent to this project both have at least 10% of their population being foreign born or speak a language other than English at home (higher than the average for Chittenden County). The median household income in these tracts is between \$13,000 and \$19,000 less than the average Chittenden County household. Lastly, these two tracts have the same or slightly above average rates of individuals with disabilities (11.2 – 13.4%). These households

These New Americans, low- and moderate-income individuals, or disabled individuals likely have different transportation needs and are more likely to use forms of transportation other than vehicles. Providing a shared use path connection in this densely populated area provides safe and accessible options for transportation for people who cannot or choose not to use a vehicle so they can walk, roll, or bike to their destinations to meet their daily needs.

The scoping study which led to this project involved public outreach which included a public work session and discussions with the Bicycle and Pedestrian Committee at their publicly warned meetings. As with most projects taking place in the City, additional public outreach, particularly with the nearby neighbors, will be conducted to ensure all voices are heard and the project does not place an undue burden on these households.

6-10 Points – Project that provides direct access to a vulnerable population e.g. a sidewalk from an underserved community, a senior center, or community center to a downtown or clear documentation of outreach to disadvantaged populations.

1-5 Points – Equity is only addressed in broad terms.

0 Points – Equity not addressed.

7. **Multi-modal potential —5 points:** How does your proposed project coordinate with other modes of transportation? Will it improve walking or bicycling access to transit, rail service or park and ride facilities?

Along Hinesburg Road, Williston Road, and Kennedy Drive, there are multiple GMT transit stops to which this shared use path would connect. The routes which travel

along these roads are the 1 (Burlington to/from Williston), the 11 (Burlington to/from the Airport), and the 46 (The 116 Commuter).

5 Points – Project provides direct access to another transportation mode e.g. a sidewalk that connects directly to a transit stop or park and ride

0-4 Points – Project is part of a larger plan to connect to another transportation mode in the near future

8. **State designated centers —5 points:** Is the proposed project within a state designated center?

The project is located directly adjacent to a State Designated New Town Center, as shown in the attached base map.

5 Points – Project is contained primarily within a state designated center (such as downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Housing and Community Development).

0-4 Points – Project leads to, but is not primarily within, a state designated center.

Designated centers can be confirmed on the state Planning Atlas -

<http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>

9. **Project Management—10 Points:** Describe your plan for keeping this project moving forward. What management practices do you now have, or plan to put in place, to successfully administer the project from design through construction? Who will manage the project (municipal staff, RPC, consultant, or other)?

The Hinesburg Road Shared Use Path is similar to numerous other South Burlington projects which have been successfully managed by the Department of Public Works. DPW staff would serve as the project management team for this project as well. Our staff believes in open communication with consultants and contractors to ensure that the project stays on track in schedule and budget, and if this does not appear to be the case, conversations occur early and often to find ways to get the project back on track.

City staff have strong working relationships with VTrans Project Managers and have successfully navigated many complex projects such as the Dorset Street and Spear Street shared use paths and the I-89 Bicycle and Pedestrian Bridge.

The Municipal Project Manager is anticipated to be Erica Quallen (DPW Deputy Director of Capital Projects), with oversight from Tom DiPietro (DPW Director). As needed along the life of the project, the team will coordinate with other City staff from the stormwater division, Planning and Zoning, and Community Development.

6-10 Points – Plan outlined for managing the project, including adequate or additional staffing.

0-5 Points – Vague or ill-defined management plan.

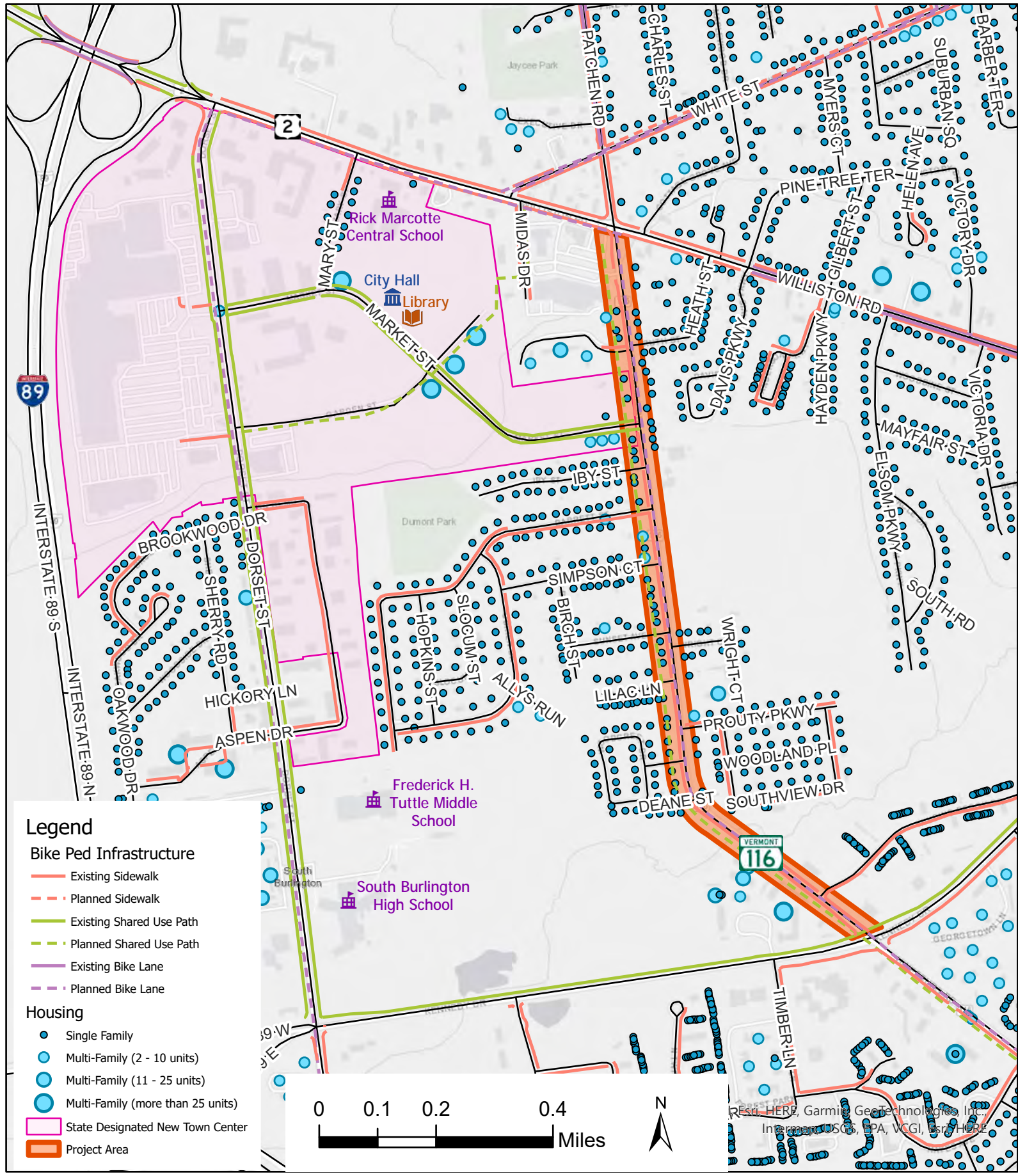
Project Map

Hinesburg Road Shared Use Path

South Burlington, VT

Hinesburg Road (VT116) Shared Use Path

South Burlington, VT



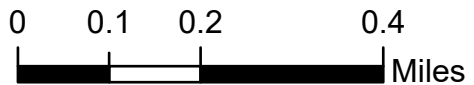
Legend

Bike Ped Infrastructure

- Existing Sidewalk
- Planned Sidewalk
- Existing Shared Use Path
- Planned Shared Use Path
- Existing Bike Lane
- Planned Bike Lane

Housing

- Single Family
- Multi-Family (2 - 10 units)
- Multi-Family (11 - 25 units)
- Multi-Family (more than 25 units)
- State Designated New Town Center
- Project Area



Resr HERE, Garming Geotechnologies, Inc
 Information: USGS, EPA, VCGI, Esri, HERE

Budget Support Information

Hinesburg Road Shared Use Path

South Burlington, VT

Hinesburg Road Shared Use Path South Burlington, VT June 2023					
Item	QTY	Unit	Unit Price (Recently Received Consultant Estimate)	Estimate	Rounded Estimate
Clearing and Grubbing	1.1	acre	\$	33,800.00	\$ 40,000.00
Unclassified Ex	3100	CY	\$	15.00	\$ 50,000.00
Ex of Surfaces and Pavement	500	CY	\$	30.00	\$ 20,000.00
Retaining Wall	50	CY	\$	190.00	\$ 10,000.00
Gravel Subbase	1900	CY	\$	40.00	\$ 80,000.00
Sand Borrow	1100	CY	\$	30.00	\$ 40,000.00
Vert Granite Curb	600	LF	\$	50.00	\$ 30,000.00
Superpave Bituminous	800	ton	\$	90.00	\$ 80,000.00
PCC Sidewalk, 5 inch	95	SY	\$	90.00	\$ 10,000.00
Ramps	12	each	\$	3,300.00	\$ 40,000.00
DWS	810	SF	\$	46.00	\$ 40,000.00
Pavement Markings	1	LS	\$	49,000.00	\$ 50,000.00
Signs & Posts	24	each	\$	170.00	\$ 5,000.00
Seed	1100	SY	\$	18.00	\$ 20,000.00
<i>SUBTOTAL</i>					\$ 515,000.00
<i>ROW</i>					\$ 10,000.00
<i>PE & MPM (25%)</i>					\$ 175,000.00
<i>Traffic Control (10%)</i>					\$ 52,000.00
<i>Mobilization (10%)</i>					\$ 52,000.00
<i>Contingency (15%)</i>					\$ 78,000.00
<i>Construction Inspection (15%)</i>					\$ 78,000.00
TOTAL					\$ 960,000.00

**Attachment F:
2023 Partial Funding Documentation**

Applicant Name: City of South Burlington

Project Title: Hinesburg Road Shared Use Path

Partial Project Funding	
Description:	Design and construction of replacing 5' sidewalk with 10' shared use path on Hinesburg Rd (VT116) from Williston Road to Barrett Street (~1,900 feet)
Municipal Project Management and Administration	\$15,000
Engineering	\$45,000
ROW estimate	\$10,000
Construction	\$250,000
Construction Inspection & Engineering	\$37,500
Total for Partial Funding Project	
	\$357,500

RPC Review Confirmation Letter

Hinesburg Road Shared Use Path South

Burlington, VT

May 30, 2023

Peter Pochop
Project Delivery Bureau, Project Manager
VT Agency of Transportation
219 North Main Street
Barre, VT 05641

Dear Peter:

This letter is in support of the City of South Burlington’s application to the VTrans Federal Aid Bicycle and Pedestrian Grant Program for replacing a sidewalk with a shared use path connecting Williston Road to Kennedy Drive. This project will close a gap in the City’s shared use path network by providing a path from the existing path on Kennedy Drive to the planned path on Williston Road. This important corridor is also identified in the 2022 Regional Active Transportation Plan as part of the regional walk/bike network.

This project is supported by several sections of the CCRPC’s ECOS Plan. One of the four broad goals established at the beginning of the document states:

“Make public and private investments in the built environment to minimize environmental impact, maximize financial efficiency, optimize social equity and benefits, and improve public health.” ECOS Plan page 8

In the transportation discussion of key issues there’s this finding:

“More robust investment in transportation options – transit, walking/biking, carsharing and ridesharing – could reduce congestion, vehicle miles traveled, use of single occupancy vehicles, social exclusion, and could improve public health, and enhance the economic well-being of our residents, businesses and visitors.” ECOS Plan page 63

Under future transportation investments, one of the identified focal areas is to:

“Expand walking and biking infrastructure to support active transportation and to provide interconnection with the region’s transit system.” ECOS Plan page 93

The Public Health section also includes this as a priority strategy:

“Obesity -- Create policies and environmental supports that increase access to active transportation, active recreation, and healthy foods.” ECOS Plan Page 103

The financial section of the transportation element of ECOS also notes a recommended shift in new transportation funding away from roadway investments and more into transportation alternatives like walking and cycling projects (see ECOS Plan page 180).

The Plan section on implementing transportation corridor improvements identifies this priority: *“Expanding the bicycle and pedestrian networks with on- and off-road facilities and more sidewalks.”* ECOS Plan page 181

This project is also supported by the following goals from our 2017 Active Transportation Plan:

- *“Provide accessible, safe, efficient, interconnected, secure, equitable and sustainable mobility choices for our region’s businesses, residents and visitors.”*
- *“Encourage walking and biking in local communities through work with towns, schools, businesses and community walk-bike groups.”*
- *“Expand walking and biking infrastructure to provide interconnection with the region’s transit system.”*

Thank you for your consideration of this project.

Sincerely,



Bryan Davis
Senior Transportation Planner

Erica Quallen

From: Bryan Davis <bdavis@ccrpcvt.org>
Sent: Wednesday, June 7, 2023 9:41 AM
To: Erica Quallen; Eleni Churchill
Subject: RE: 'EXTERNAL'RE: VTrans Bike/Ped Grant Application Letter of Support - Hinesburg Road Shared Use Path

Thanks Erica – I’ve reviewed South Burlington’s grant application for a shared use path on Hinesburg Rd, which would replace the existing sidewalk and connect paths on Williston Rd and Kennedy Dr.

Good luck!
Bryan

Bryan Davis, AICP
Senior Transportation Planner
Chittenden County Regional Planning Commission
110 West Canal Street, Suite 202
Winooski, VT 05404
(802) 861-0129
www.ccrpcvt.org



From: Erica Quallen <equallen@southburlingtonvt.gov>
Sent: Tuesday, June 6, 2023 10:53 AM
To: Bryan Davis <bdavis@ccrpcvt.org>; Eleni Churchill <echurchill@ccrpcvt.org>
Subject: RE: 'EXTERNAL'RE: VTrans Bike/Ped Grant Application Letter of Support - Hinesburg Road Shared Use Path

Hi Bryan – Attached are all of the application materials for your review. If you could give it a once over and send an email that you reviewed it for me to include as an attachment, that would be great.

Thanks!

Erica



Erica Quallen (she/her)
Deputy Director of Capital Projects
Department of Public Works
City of South Burlington
802.658.7961 ext. 6115

Notice - Under Vermont's Public Records Act, all e-mail, e-mail attachments as well as paper copies of documents received or prepared for use in matters concerning City business, concerning a City official or staff, or containing information relating to City business are likely to be regarded as public records which may be inspected by any person upon request, unless otherwise made confidential by law. If you have received this message in error, please notify us immediately by return email. Thank you for your cooperation.

Municipal Letter of Support

Hinesburg Road Shared Use Path

South Burlington, VT



June 1, 2023

Peter Pochop – Project Delivery Bureau, Project Manager
Vermont Agency of Transportation
219 North Main Street, 4th Floor
Barre, VT 05641

RE: 2023 VTrans Federal Aid Bicycle and Pedestrian Grant
Design and Construction of Hinesburg Road Shared Use Path, City of South Burlington

Dear Mr. Pochop,

On behalf of the City Council of South Burlington, I am writing to state the Council's strong support for and express the community's great interest in grant funding to support the design and construction of approximately 1-miles of shared use path on Hinesburg Road from Williston Road to Kennedy Drive. This project would be a vital connection for pedestrians and bicyclists in our City Center between the existing Kennedy Drive shared use path and the planned Williston Road shared use path. The construction of this shared use path creates a safe and accessible facility for pedestrians and bicyclists wanting to travel in this area between neighborhoods, school, retail destinations, and numerous types of services.

The City is prepared to provide the 20% matching funds required for project costs beginning in 2023 and continuing through at least 2028. These funds will be allocated from the Penny for Paths fund that was approved by voters in August of 2018. The City has experience in the design, construction, and oversight of projects such as these. The City has close connections with VTrans project managers and numerous consultants in the area with whom the City would work to complete this project.

Maintenance of the shared-use path will become part of the City's regular maintenance program for public facilities, including plowing in the winter. We are proud of our commitment to maintaining quality public infrastructure and this will not impose any substantial additional burden on our maintenance resources. Members of our community, including residents and the Bicycle and Pedestrian Committee, have long requested this project be completed and we are extremely enthusiastic about completing it. We appreciate your time and attention in consideration of the City's application for funding to build this important connection.

Sincerely,

Jessie Baker
City Manager



City Of South Burlington, Grant Request Form

*Prior to applying for a grant please complete this form and submit to Finance Director.
Please submit at least two weeks prior to City Council approval meeting. Extenuating circumstances which do not permit two weeks notice should be brought to the attention of the Finance Director as soon as possible.
Please attach actual grant application form – either blank or completed*

Erica Quallen, DPW Deputy Director of Capital Projects
Name and title of person completing this form (Project Manager)

June 5, 2023
Date

1. Name/title of grant and submittal deadline date:
*Hinesburg Road Shared Use Path (Williston Road to Kennedy Drive)
2023 VTrans Federal Aid Bike/Ped Grant, due June 9, 2023*
2. What specifically is the grant's purpose?
*From the Grant Program Guide: "The intent of the VTrans Bicycle and Pedestrian Program is to improve access and safety for people walking and bicycling through the planning, design and construction of infrastructure projects. This is in direct support of the Agency of Transportation's Bicycle and Pedestrian Strategic Plan 2021, Objective #1: Fund, promote, and implement appropriate infrastructure which will encourage people to walk or bike."

South Burlington's application this year is for approximately 1-mile of shared use path along Hinesburg Road from Williston Road to Kennedy Drive. This project has undergone a scoping study and the preferred alternative is to replace the existing 5-foot sidewalk on the western side of the road with a 10-foot shared use path.*
3. What does the grant fund and not fund (be specific)?
The grant funds design, permitting, right-of-way, and construction of the project for up to 80% of the project cost.
4. Total Project Cost:
 - a. Amount of grant:
*\$960,000 (total project)
\$192,000 (local match)*
 - b. Is there a City match required, how much and in what fiscal year(s)?
\$192,000 (20% match) to be spent in FY24 – FY28/29.
 - c. Are there other grants "tied into" or being used as a match for this grant of which are matching funds for this grant?
No
5. From what budget line will match be paid, and is there unencumbered money to pay it?
The match will be paid from Penny for Paths. There is adequate funding to provide the match, provided the Airport Parkway Phase I sidewalk project is pushed out to a later date in the CIP, as described in

the attached memo.

6. Is there a cost to the city upon grant conclusion, and if yes, please describe?

No

7. Is grant for stand alone project, and if no, how does grant fit into another project (describe in some detail)?

The grant is for a single shared use path on Hinesburg Road from Williston Road to Kennedy Drive, however this ties into the larger shared use path network. The path will connect the existing Kennedy Drive path to the Williston Road path which is scheduled for construction in 2024-2025. It also provides access to the growing bicycle and pedestrian network in City Center.

8. Length of grant - will the grant cross fiscal year(s)?

The length of the grant will depend on the speed at which design and right-of-way can be completed. The project will likely take approximately 4-5 years from design consultant procurement through construction.

9. Who will apply for the grant (name/title)?

Erica Quallen, DPW Deputy Director of Capital Projects

10. How much time will it take to complete the grant application form?

The grant application will take approximately 8-10 hours to complete.

11. How likely is it that we will receive the grant?

South Burlington has been successful in receiving funding from this grant program in the past. Given that this is an important shared use path in the City's network and located in City Center, it is likely to receive funding from this competitive grant program. The grant program can also partially fund projects and if partial funding is received, the scope of the project can be reduced.

12. Who will manage (project manager) the grant and grant paperwork if approved (if different person than who is filling out this form), what are any grant compliance requirements, how much time will this take and how is that time available? Are there funds available in the grant to pay for our administrative costs? Can in-kind service be used as part of the City match?

The Project Manager for this project would be Erica Quallen, DPW Deputy Director of Capital Projects.

13. Describe grant payment process – method of cash flow:

The grant funding is received through reimbursement from VTrans.

14. Should a Council-appointed Committee, Board, or Commission review this request?

If yes, please update status:

The Bicycle and Pedestrian Committee has been made aware of this grant application and has expressed support. This project was recommended by the Committee to be ARPA supported and has been a priority project for the Committee.

15. In terms of priority, with 5 being highest and 1 being lowest, please rate this grant in terms of how it fits into your primary mission as approved by City Council and current projects to complete that mission:

This project is a priority of 5. It fits within the Comprehensive Plan goal of "Walkable" which involves developing "a safe and efficient transportation system that supports pedestrian, bicycle...options" according to Council's FY23 Policy Priorities and Strategies. The proposed project also aligns with the Climate Action Plans Action T.2.17, which states "Increase bike/ped infrastructure (routes, bike parking, signage, and striping) city wide to connect all neighborhoods in South Burlington and to adjacent communities in support of a walk/bike master plan".

Thu Machen 6/2/23

Reviewed by Finance Director, Date

Penny for Paths

If approved, grant money will be in this fund

Justin Baker 6/2/23

Approved by City Manager, Date

Not Approved By City Manager, Date

Meaghan Emery 6/5/23

Approved By City Council, Date

Not Approved By City Council, Date

VTrans District 5 Notification

Hinesburg Road Shared Use Path South

Burlington, VT

Erica Quallen

From: Kane, Alysha <Alysha.Kane@vermont.gov>
Sent: Thursday, June 1, 2023 2:21 PM
To: Erica Quallen
Cc: Cota, Jim
Subject: 'EXTERNAL'FW: VTrans 2023 Bike/Ped Grant Application - Hinesburg Road (VT116) Shared Use Path
Attachments: Hinesburg Road Project Area Basemap.pdf

This message has originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Good Afternoon Erica,

Sounds like this was discussed before I joined D5 but the District is still in support as long as everything Jim mentions below is followed.

Stay Safe and Have a Great Day,

☺

Alysha Kane | Project Manager
District 5 | Maintenance Bureau
District Maintenance & Fleet Division
Vermont Agency of Transportation
189 Troy Ave Colchester, VT 05446
802-461-6556 | alysha.kane@vermont.gov
<https://vtrans.vermont.gov>



From: Cota, Jim <Jim.Cota@vermont.gov>
Sent: Tuesday, May 30, 2023 1:00 PM
To: Kane, Alysha <Alysha.Kane@vermont.gov>; Patnoe, Ernie <Ernie.Patnoe@vermont.gov>
Cc: Cota, Jim <Jim.Cota@vermont.gov>
Subject: FW: VTrans 2023 Bike/Ped Grant Application - Hinesburg Road (VT116) Shared Use Path

This was discussed in the past. The District remains supportive as long as civil engineering practices are followed. Meaning no slopes too steep, no additional District maintenance, a total separation of maintenance responsibility on the highway side of any sidewalk or path etc.

Jim Cota

VTrans Maintenance District 5
[VTrans District 5 Webpage](#)

From: Erica Quallen <equallen@southburlingtonvt.gov>

Sent: Tuesday, May 30, 2023 10:26 AM

To: Patnoe, Ernie <Ernie.Patnoe@vermont.gov>; Cota, Jim <Jim.Cota@vermont.gov>

Subject: VTrans 2023 Bike/Ped Grant Application - Hinesburg Road (VT116) Shared Use Path

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

Hi Ernie and Jim,

The City of South Burlington is planning to apply for the 2023 VTrans Bike/Ped Grant Program for a shared use path on Hinesburg Road (VT 116) from Williston Road to Kennedy Drive. Coming out of a scoping study a few years back, the preferred alternative is to replace the existing 5-foot sidewalk on the western side of the road with a 10-foot shared use path. This would connect the shared use path on Kennedy Drive to the soon-to-be constructed shared use path on Williston Road, as well as providing access for non-vehicular travelers to City Center. While the City owns and maintains the sidewalk and would continue to own and maintain a shared use path, this would involve impacts to the State-owned highway. I'm reaching out to see if the District is supportive of this project and/or has any concerns about the City moving forward with this application. The project area base map is attached for reference.

Thanks!

Best,
Erica Quallen



Erica Quallen (she/her)

Deputy Director of Capital Projects

Department of Public Works

City of South Burlington

802.658.7961 ext. 6115

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Scoping Study

Hinesburg Road Shared Use Path

South Burlington, VT

South Burlington, VT Pedestrian and Bicycle Feasibility Study Volume 2



September 2020



CHITTENDEN COUNTY RPC
Communities Planning Together

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Submitted by:
Toole Design
2 Oliver Street, Suite 305
Boston, MA 02109

Project Steering Committee (PSC)

Peter Keating, Chittenden County Regional Planning Commission
Justin Rabidoux, City of South Burlington
Paul Conner, City of South Burlington
Katelin Brewer-Cole, Local Motion
Amanda Holland, City of South Burlington Bicycle & Pedestrian Committee

This scoping study was a collaborative effort of the City of South Burlington, Chittenden County Regional Planning Commission, Local Motion, and Toole Design, who possessed a wealth of combined knowledge and expertise regarding project background, history, local insight, and existing conditions. Their valuable insight and assistance were instrumental in developing the implementation strategy.

The preparation of this report has been financed in part through grant from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code, as well as matching funds provided by Chittenden County's municipalities and the Vermont Agency of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

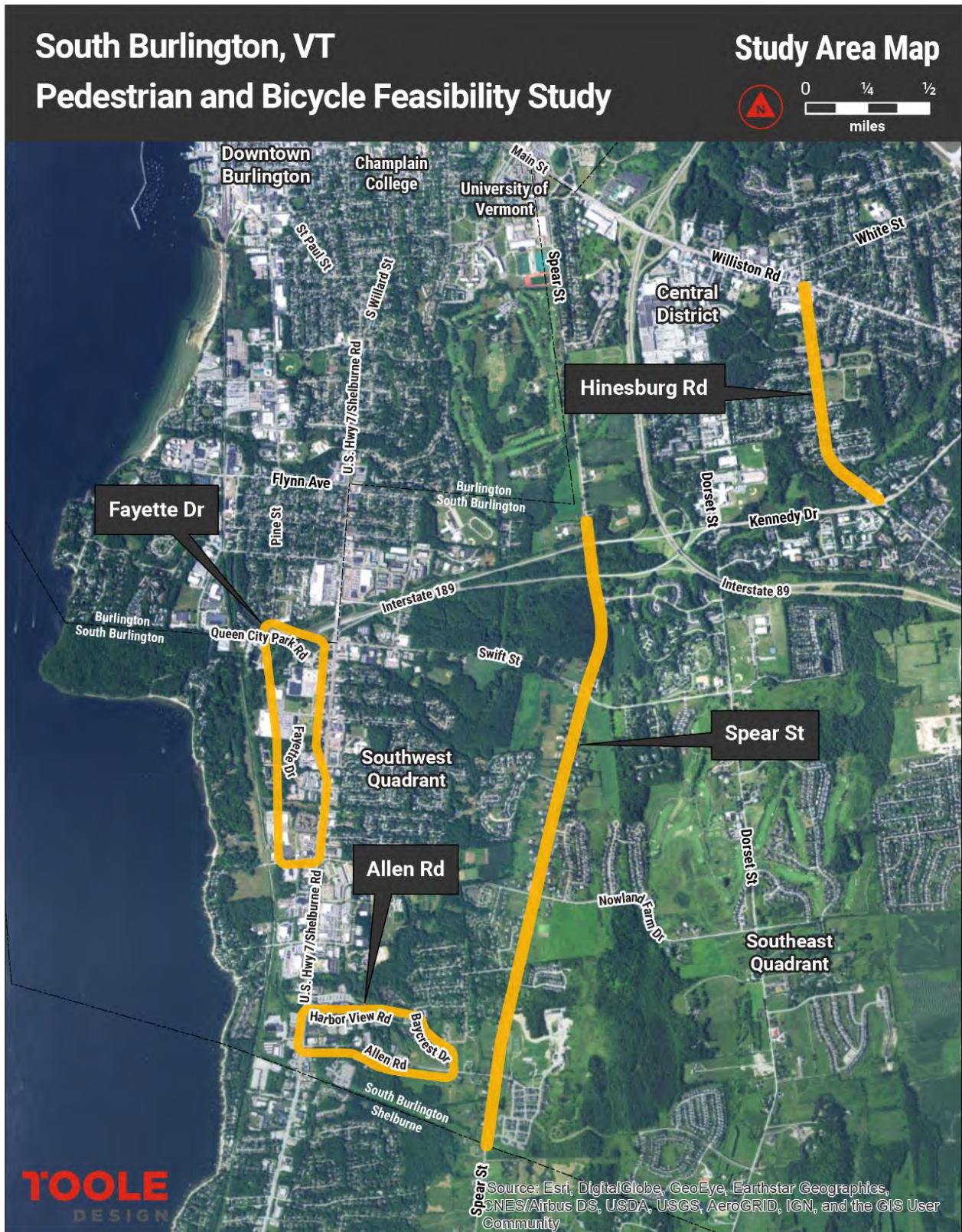


Figure I: Project Study Area

I.3 Project Oversight

This scoping study project was conducted and coordinated with public involvement through workshops, presentations, and meetings with the steering committee.

Project meetings and public involvement included the following:

- **Kickoff Meeting:** October 16, 2017 – Steering Committee Members and Toole Design staff met to discuss project scope, study area limits, and schedule.
- **Preliminary Alternatives Discussion:** May 3, 2018 – Steering Committee Members and Toole Design staff held a conference call to discuss design alternatives and to develop a purpose and need statement.
- **Working Group Conference Call:** July 17, 2018 – Steering Committee Members and Toole Design staff held a conference call to discuss design alternatives and the preparation needed for the Public Work Session.
- **Public Work Session:** July 25, 2018 – Toole Design staff presented the design plan alternatives to members of the public.
- **Project Team Conference Call:** October 9, 2018 – Steering Committee Members and Toole Design staff held a conference call to discuss comments received from the Public Work Session.

I.4 Project Purpose and Need

I.4.1 Purpose

The purpose of the South Burlington Pedestrian and Bicycle Feasibility Study is to provide analysis, evaluation, and recommendations for pedestrian and bicyclist facilities at the four (4) identified study areas in support of the City of South Burlington's 2016 Comprehensive Plan, as enumerated below:

- Goal: Develop a safe and efficient transportation system that supports pedestrian, bicycle, and transit options while accommodating the automobile.
- Objective 17: Provide a transportation network that complies with Complete Street mandates and maximizes efficiency and safety for all types of users (pedestrians, cyclists, transit, automobiles, trucks, rail, and air).
- Strategy 45: Develop and build a City-wide sidewalk and recreation path plan that identifies and prioritizes gaps to link various neighborhood and community focal points.

I.4.2 Need

Specifically, this feasibility study is needed to:

- Create a preferred alternative for walking and bicycling through the Spear Street, Hinesburg Road, Allen Road, and Fayette Drive corridors within the identified study areas;
- Maximize safety and ease of use for current and future users walking and bicycling in these corridors;
- Support future connections in the City of South Burlington; and
- Provide an estimate of probable construction costs of the preferred alternatives to serve as a basis for the City to apply for funding grants.

2.4.5 Cultural Resources

Historic and Archeological

An Archeological Resource Assessment (ARA) was not conducted as part of this study because there are not considered to be any areas of historic or pre-contact sensitivity within or adjacent to the right-of-way.

Architectural

The building stock located within the study area consists primarily of single-family residential development with multi-family housing located below the escarpment at various points along the roadway.

Section 4(f) and 6(f) Properties

Section 4(f) properties include publicly-owned park and recreation areas, publicly-owned wildlife and waterfowl refuges, and publicly- or privately-owned historic sites. Historic sites include prehistoric and historic districts and sites, buildings, structures or objects listed in, or eligible for, the National Register of Historic Places.¹

Section 6(f) properties are properties acquired with Land and Water Conservation Act funds and coordinated with the Department of Interior. Usually replacement in kind is required.²

The following properties may be subject to Section 4(f) designation:

- 1400 Spear Street
- 1435 Spear Street
- Overlook Park (1575 Spear Street)

No properties were identified that may be subject to Section 6(f) designation.

2.5 Hinesburg Road

This study includes a segment of Hinesburg Road between Williston Road/U.S. Route 2 and Kennedy Drive. Hinesburg Road is relatively level topographically. Near the southern end of the study area, there is a downward slope into the Potash Brook valley, then back upwards on the approach to Kennedy Drive.

2.5.1 Roadway Characteristics

Hinesburg Road is a Principal Arterial that runs north-south. Refer to **Table 2** for roadway characteristics of Hinesburg Road. Within the study area, it is signed as Vermont Route 116. Hinesburg Road is a two-lane roadway that carries two-way traffic. Refer to Table 2 for typical roadway characteristics. Additional lanes for turning traffic are provided at the Price Chopper driveway, Market Street, and Kennedy Drive. The typical cross section includes 11.5-ft travel lanes with 3- to 4-ft shoulders. Parked vehicles were noted on the northbound shoulder near Market Street during a field visit.

A sidewalk is located along the west side of the roadway for the entire length of Hinesburg Road within the study area. It has a typical width of 4.5 ft and is offset from the roadway by a 5-ft grass buffer. There is a sidewalk on the east side of the roadway starting at Kennedy Drive and extending northward to the

¹ FHWA Section 4(f) Tutorial: <http://www.environment.fhwa.dot.gov/section4f/properties.aspx>. Accessed February 2018.

² Section 6(f) Land and Water Conservation Act. <http://www.fhwa.dot.gov/wadiv/envir/section6f.cfm>. Accessed February 2018.

550 Hinesburg Road driveway. The Awasiwi Trail is a walking trail that parallels the Potash Brook and crosses Hinesburg Road near 550 Hinesburg Road.

No dedicated bicycle facilities are provided on Hinesburg Road. The typical cross section features marked shoulders that vary in width along the length of the corridor from 2 to 4 ft. A shoulder narrower than 4 ft is too narrow to be considered a bicycle facility. No shoulders are provided on the approaches to Williston Road or Kennedy Drive. Given the high traffic volume and speed and lack of consistent shoulder width, conditions for bicyclists can be considered “high stress.”

The intersections at both ends of the study area at Williston Road and Kennedy Drive are signalized. Several unsignalized intersections are located along Hinesburg Road consisting of three- and four-way intersections where the minor approaches are stop-controlled.

Table 2: Hinesburg Road Roadway Characteristics (source: VTrans Route Log Data)

Hinesburg Road	
Functional classification	Principal Arterial
Length within study area	1 mile
Jurisdiction	Municipal
Right-of-way width (feet)	67 - 70 ft *
Roadway width (feet)	30 ft typical. Widens to 40 ft at some intersections
2016 AADT**	10,295
Posted speed limit	35 MPH
*Approximate Right-of-Way	
**AADT= Average Annual Daily Traffic	

2.5.2 Land Use

Land use along the corridor consists mostly of low- to moderate-density residential development. A cemetery is located on the east side near the middle of the corridor. The northern end of the study area at Williston Road features one-story commercial uses. Several office buildings and multi-unit residential developments are located near the southern end of the study area at Kennedy Drive.

Hinesburg Road is adjacent to a development project called City Center, which aims to create a new mixed-use downtown area for the City of South Burlington. The project site is located directly to the west of Hinesburg Road. Modeling conducted for the 2010 *South Burlington, Market Street Improvements STP 5200 (17) Revised Environmental Assessment* predicted an increase in traffic on Hinesburg Road and intersecting streets with the proposed development. Market Street, the envisioned main street of City Center, ends at Hinesburg Road near the northern end of the study area. It is reasonable to assume that future development of the City Center site will increase travel demand for all modes along the Hinesburg Road corridor.

2.5.3 Natural Resources

Water Bodies, Wetlands, and Floodplains

As shown in **Figure 9**, there are two streams that cross Hinesburg Road in the study area. In the north, there is a stream with an associated FEMA Special Flood Hazard Area between Williston Road and Village Green Drive. Between Prouty Parkway and Kennedy Drive in the south, Potash Brook is a Priority Stream and its associated Special Flood Hazard Area crosses the study area.

There is also a VSWI wetland on the east side of Hinesburg Road at Barrett Street.

Agricultural Lands or Soils

Although the study area does include Statewide and Prime Agricultural Soils (**Figure 10**), it does not include land currently used for agriculture and the area is unlikely to be used for agriculture in the future.

Rare, Threatened, or Endangered Species

Figure 11 shows that there is one location in the Hinesburg Road study area that contains an Uncommon Species. This site is at the southern end between Deane Street and Kennedy Drive.

2.5.4 Built Environment

Utilities

Figure 12 indicates that there are water, gas, and sewer lines present along this section of Hinesburg Road, as well as overhead utilities. The intensity of utilities in this area means that there may be utility impacts if a new facility is constructed.

Stormwater Management

At either end of the study area (that is, the intersections with Williston Road and with Kennedy Drive), there are high concentrations of stormwater lines. At the Williston Road intersection there are multiple catch basins that accompany these lines, but the GIS data for the area around Kennedy Drive (**Figure 13**) did not indicate as many catch basins. The data show there are small segments of stormwater line crossing Hinesburg Road at various locations between Woodcrest Drive and Kennedy Drive, but as they do not appear to be connected to a larger system, they may actually be culverts. The stormwater line extending from Barrett Street crosses Hinesburg Road, and there is a segment along Hinesburg Road that is approximately 1,200 ft in length extending south from Wright Court.

Hazardous Waste

Parcels within the study containing hazardous waste are located at 26 Hinesburg Road, 290 Hinesburg Road, 620 Hinesburg Road, and 110 Kennedy Drive. See **Figure 13**.

2.5.5 Cultural Resources

Historic and Archeological

An Archeological Resource Assessment (ARA) was not conducted as part of this study because there are not considered to be any areas of historic or pre-contact sensitivity within or adjacent to the right-of-way.

Architectural

The building stock located within the study area consists primarily of single-family residential development and some one-story commercial/retail buildings. There are some office buildings and multi-unit residential buildings near the intersection with Kennedy Drive.

Section 4(f) and 6(f) Properties

The following properties may be subject to Section 4(f) designation:

- St. John Vianney Church (160 Hinesburg Road)
- 400 Hinesburg Road

No properties were identified that may be subject to Section 6(f) designation.

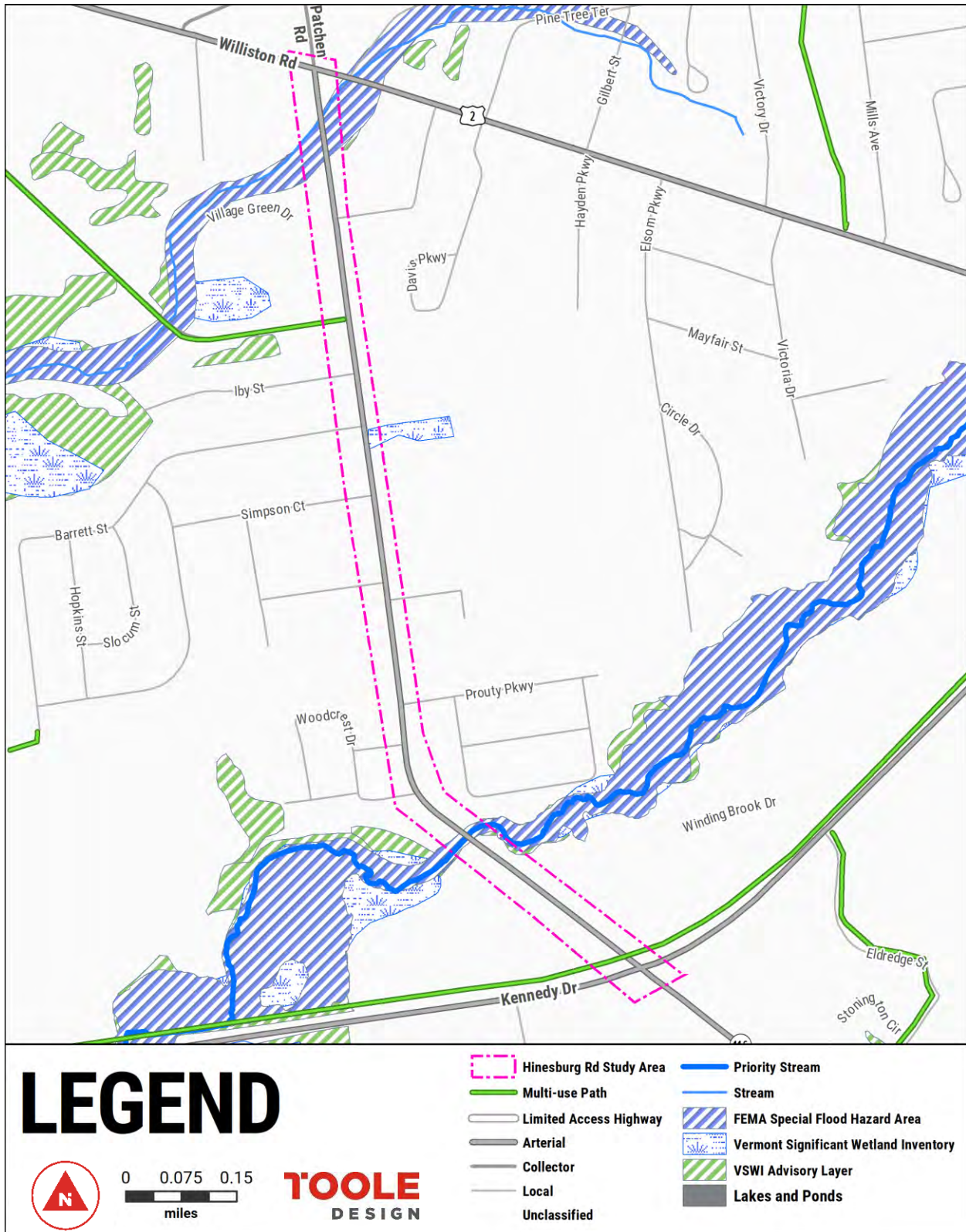


Figure 9: Hinesburg Road Wetlands

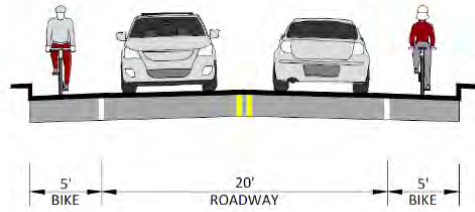
3.2 Hinesburg Road

3.2.1 Evaluation of Concept Alternatives

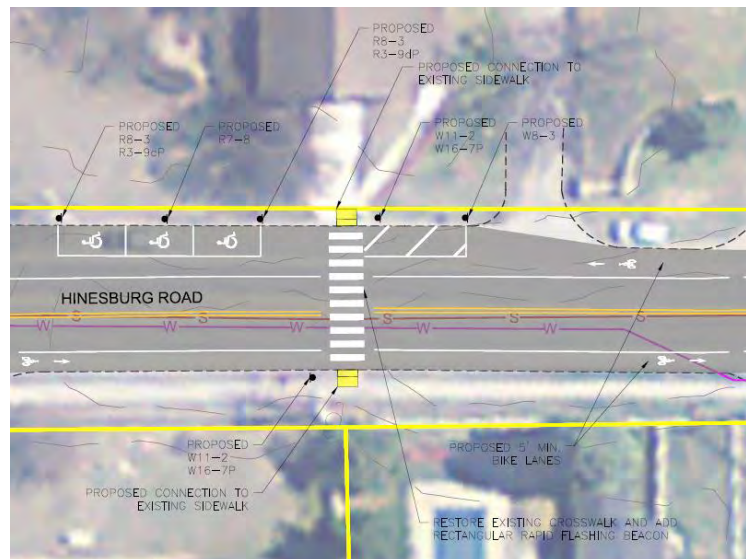
Alternative 1: Bike Lanes

Alternative 1 envisions improvements that could be implemented in the short- to medium-term as part of a corridor repaving and/or restriping project. It features bike lanes along the entire length of Hinesburg Road within the study area with the exception of the approaches to the signalized intersections at Williston Road and Kennedy Drive at either end. At both intersections, bike lanes are terminated prior to the approach to accommodate existing turning lanes and shared lane markings are provided to indicate which lane bicyclists should use to proceed through the intersection. The typical cross section along the corridor features travel lanes narrowed to a width of 10 ft and the bike lanes would be at least 5 ft wide. This amounts to total cross section width of 30 ft which is what typically exists today but may require minor widening by a foot or two in certain sections. A typical cross-section within the study area corridor is shown in **Figure 31**. Refer to the **Appendix** for conceptual design roll plan for all recommendations. Alternative 1 includes the following spot recommendations:

- Upgrade existing crosswalks and curb ramps to meet ADA standards;
- Provide crosswalks and Rectangular Rapid Flashing Beacons (RRFBs) across Hinesburg Road at or near Ruth Street, Wright Court, Prouty Parkway, and just north of the 550 Hinesburg Road driveway to improve connectivity along the Potash Brook hiking trail; and
- Install RRFBs at existing crosswalk in front of the St. John Vianney Church. Maintain accessible parking spaces to preserve access to the church (**Figure 32**).



**Figure 31: Hinesburg Road
 Alternative 1 Cross Section**



**Figure 32: Proposed Recommendations at
 St. John Vianney Church**

Alternative 2: Shared Use Path

Alternative 2 envisions improvements that can be implemented as part of a longer-term reconstruction of the corridor. In this alternative, a shared use path with a typical width of 10 ft is proposed for construction along the west side of Hinesburg Road. At the northern end, it would connect with the planned shared use path to be built as part of the reconstruction of the Williston Road/Hinesburg Road intersection. At the approach to the intersection with Kennedy Drive, the path would bend westward to connect with the existing shared use path on Kennedy Drive at a right angle. A typical cross-section

within the study area corridor is shown in **Figure 33**. While this can be accommodated within the City's right-of-way, it would require substantial widening. Refer to the **Appendix** for conceptual design roll plan for all recommendations. Alternative 2 includes the following spot recommendations:

- Upgrade existing crosswalks and curb ramps to meet ADA standards;
- Provide crosswalks and RRFBs across Hinesburg Road at or near Ruth Street, Wright Court, Prouty Parkway, and just north of the 550 Hinesburg Road driveway to improve connectivity along the Potash Brook hiking trail;
- Install RRFBs at existing crosswalk in front of the St. John Vianney Church. Maintain accessible parking spaces to preserve access to the church; and
- At the intersection of Market Street, connect the proposed shared use path to shared use paths on both sides of Market Street planned as part of the Market Street/Hinesburg Road intersection reconstruction.

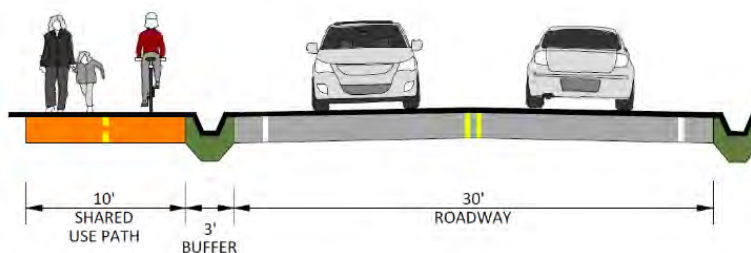


Figure 33: Hinesburg Road Alternative 2 Cross Section

3.2.2 Preferred Concept Alternative

At their October 10, 2018 meeting, the South Burlington Bicycle & Pedestrian Committee indicated preference for upgrading this area in phases starting with crosswalks and striping followed by the addition of bike lanes (Alternative 1) and the eventual construction of a shared use path (Alternative 2). At the time of finalizing this report, a formal decision on a preferred alternative had yet to be made by the City.

Alternative 1 could be completed as part of a paving/restriping project and would likely add some bicycle facilities long before funds become available for Alternative 2. Alternative 2 upgrades the existing sidewalk network to become a shared use path for both pedestrians and bicyclists. It not only benefits bicyclists by providing a connection between Williston Road and Kennedy Drive, but pedestrians will also have a more comfortable facility to use. At the same time, these roadway users will be separated from vehicular traffic.

3.2.3 Opinion of Probable Construction Costs

The opinion of probable construction costs for Hinesburg Road Alternative 1 is \$180,000 and Alternative 2 is \$560,000. The cost of constructing a shared use path is higher than retrofitting bicycle facilities onto an existing roadway. However, the safety and comfort level benefits are substantial for all roadway users. The cost estimate was developed from the concept alternative plans and account for the anticipated construction costs which include engineering, construction, construction administration, and a 20% contingency. The cost estimate does not include potential environmental permitting, easements, or property acquisition. The property acquisition would only be a factor for Alternative 2 and can likely be designed to be avoidable. If not, there are up to 7 properties where narrow slivers (~1 ft wide) would be needed.

3.2.4 Evaluation Matrix

All of the anticipated costs, resource impacts, and permit requirements for Hinesburg Road Alternative 1 and Alternative 2 have been summarized in the evaluation matrix below in **Table 6: Hinesburg Road Alternatives Comparison Matrix**.

Table 6: Hinesburg Road Alternatives Comparison Matrix

**Alternatives Comparison Matrix
 Hinesburg Road | South Burlington, VT**

Item	Alternative 1 - Bike Lanes	Alternative 2 - Shared Use Path
Construction Characteristics		
Pedestrian Facility Length	N/A (existing)	1.00 mile
Bicycle Facility Length	1.00 mile	1.00 mile
Pedestrian Facility Width	N/A (existing)	10 FT
Bicycle Facility Width	5 FT (both sides)	10 FT
Pedestrian Facility Surface	N/A (existing)	Bituminous Concrete
Bicycle Facility Surface	Bituminous Concrete	Bituminous Concrete
Terrain	Generally Flat	Generally Flat
Potential Impacts		
Property Impacts	No	Yes
Utility Impacts- Aerial	No	Possible
Utility Impacts- Underground	No	Possible
Archeological Impacts	No	Additional review recommended during design phase
Historic Property Impacts	No	Additional review recommended during design phase
Trees- Removed/Replaced	No	Yes
Mailboxes - Removed/Replaced	No	Yes
Right-of-Way Impacts	No	No
Class 2 Wetland Impacts	No	No
Permits		
ACT 250	No	No
NEPA	Categorical Exclusion	Categorical Exclusion
404 COE Wetlands (<3,000 SF Impact- Category 1: Self Verification	No	No
ANR Wetlands	No	No
Stream Alteration	No	No
Stormwater Discharge	No	Yes
Construction General	Yes	Yes
Archeology- Phase 1B	No	Additional review recommended during design phase
Section 106 / Historic	No	Additional review recommended during design phase
Prime Agricultural Soils	Yes	Yes
Rare, Threatened, Endangered Species	Yes	Yes
Opinion of Probable Construction Costs		
Conceptual Cost Estimate	\$180,000	\$560,000

4.0 Project Summary

4.1 Conclusion

The South Burlington, VT Pedestrian and Bicycle Feasibility Study was prepared at the request of the CCRPC and the City of South Burlington to analyze and evaluate all concept alternatives for sidewalk and shared use path connections. This report presents the existing conditions data, conceptual design alternatives, selection of the preferred conceptual design alternative, and opinion of probable construction costs for each project study area. While decisions on preferred alternatives had not been made official at the time of this report's publishing, the South Burlington Bicycle & Pedestrian Committee were interested in pursuing the following alternatives listed below as of either their 10/10/18 or 12/10/18 meeting:

- **Spear Street – Alternative 2** (Shared Use Path north of Swift Street and Bike Lanes south of Swift Street)
- **Hinesburg Road – Alternative 1** (Bike Lanes) followed by **Alternative 2** (Shared Use Path) as funding permits
- **Allen Road/Baycrest Drive/Harbor View Road** – Undecided as of publishing
- **Fayette Drive – Alternative 2** (Shared Use Path)

The South Burlington, VT Pedestrian and Bicycle Feasibility Study is an important step in advancing a more walkable, bikeable, and vibrant community. The process which crafted this document is only the beginning and the conversation must continue to real project implementation. It is worth noting for project implementation, individual recommendations may be broken out as smaller projects separate from the entire preferred design alternative project. It's recommended the City collaborate with the Bicycle and Pedestrian Committee to develop an action plan that identifies potential project timeframes for the recommended improvements. This may be advantageous from a development, funding, and phasing implementation perspective.

The proposed recommendations and design alternatives align with the transportation goals in the 2016 South Burlington Comprehensive Plan and will continue to develop walking and bicycling infrastructure within the community.

Hinesburg Road | South Burlington, VT

Alternative 2 - Shared Use Path

Preliminary Opinion of Probable Construction

Prepared By: Toole Design Group

Date: April 2019

Alternative 2 - Preferred

DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
Clearing and Grubbing	1.1	Acre	\$33,800.00	\$37,200
Unclassified Excavation	3100	CY	\$20.50	\$63,600
Excavation of Surfaces and Pavements	500	CY	\$22.00	\$11,000
Retaining Wall	50	CY	\$189.00	\$9,500
Subbase of Gravel	1900	CY	\$25.00	\$47,500
Subbase Sand Borrow	1100	CY	\$20.00	\$22,000
Vertical Granite Curb	600	LF	\$36.00	\$21,600
Superpave Bituminous Concrete Pavement	800	TON	\$77.00	\$61,600
Portland Cement Concrete Sidewalk, 5 inch	95	SY	\$69.00	\$6,600
Accessible Ramps	12	EA	\$3,300.00	\$39,600
Detectable Warning Surface	810	SF	\$46.00	\$37,300
Pavement Markings	1	LS	\$48,976.00	\$49,000
Traffic Signs & Posts	24	EA	\$170.00	\$4,100
Loam & Seed	1100	SY	\$15.00	\$16,500
Annual Maintenance	5200	LF	\$0.30	\$1,600
Erosion Control	1	EA	\$3,661.94	\$3,700
Traffic Controls (3%)	1	LS	\$12,861.00	\$12,900
Mobilization (3%)	1	LS	\$12,861.00	\$12,900

SUBTOTAL = \$460,000

CONTINGENCY AND CONSTRUCTION ENGINEERING (20%) = \$92,000

TOTAL = \$560,000.00

Estimated Project Timeline

Hinesburg Road Shared Use Path

South Burlington, VT

