



9 June 2023

Peter Pochop, Project Manager
Bicycle and Pedestrian Program
Vermont Agency of Transportation

Via Email: peter.pochop@vermont.gov

Re: 2023 Federal Aid Bicycle and Pedestrian Grant Program
Subj: North Hyde Park Rivershore Path and Village Center Connectivity Scoping Study

Dear Peter,

The Town of Hyde Park submits the attached 2023 Bicycle and Pedestrian Program grant application.

This scoping study will prioritize one or more bike-ped connections in the state-designated North Hyde Park Village Center for construction.

If you have any questions, please let me know, 802-316-6921

Sincerely,
Ron Rodjenski

Ron Rodjenski
Hyde Park Town Administrator

2023 VTrans Scoping Bicycle and Pedestrian Grant Application

1. Project Title:

2. Applicant (Town, RPC, etc.):

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. 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.).

2023 VTrans Scoping Bicycle and Pedestrian Grant Application

8. **Estimated Project Costs:**

Scoping Projects

Consultant Costs

Consultant Costs (to develop scoping report)

Admin Costs

Administration/Local Project Manager Costs

(Costs associated with oversight of the project, estimated at 10% of Scoping report development)

TOTAL SCOPING AMOUNT APPLIED FOR (including 20% local share)

2023 VTrans Bicycle/Pedestrian Program – Scoping Criteria Template

Applicant Name: Town of Hyde Park

Project Title--Scoping: North Hyde Park Rivershore Path and Village Walkways

Application Checklist

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) RPC review confirmation letter

(5) Current letter of support from the municipal governing body acknowledging their willingness to provide the local match

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

(7) Supporting Documentation (Excerpts from other planning documents, police reports, etc.)

A. SCOPING PROJECTS

1. **Community Need—15 Points:** How does the project to be scoped contribute to the community bicycling or walking network? How does the project contribute to ongoing local placemaking or economic development initiatives? Include a description of the type of facility (i.e. sidewalk, bike lanes, shared-use path) to be studied and key origins and destinations

Historically, the VT100 corridor in North Hyde Park was pedestrian friendly, with 3-foot walking paths on both sides of the road and a much narrower highway. Lost to trucks, snowplows and commerce, and VTrans/FHWA minimum design standards, vehicles now consume the village walking network along both state and town highways. Loss of the walking paths further discouraged residents from trying to walk to their neighbors, the post office or just for exercise. The roadside wind and noise of trash trucks on their way from Chittenden County to Coventry, plus ever increasingly heavier and larger commercial trucks effectively killed pedestrian use of the VT100 corridor. Some present day pedestrians do brave the hazards, and trust that motorists will give them space either on the paved town highway shoulder or along the dusty & dangerous VT100 shoulder. This scoping study will evaluate relocating pedestrian routes off the road shoulder, along the Gihon River shoreline, and also on widened shoulders where no other options exist and prioritizing the segments in the 2016 pedestrian network plan for construction.

Working with FHWA/STEP and VTrans guidance to meet roadway safety standards for all users, the Town expects creating alternative routes to serve existing residents and future residents and businesses in the “North Village”. In concert with forthcoming town zoning amendments to enable residential in-fill areas and a municipal planning grant for “welcome signs” designs to be installed at the entrances to North Hyde Park, this project perfectly meshes with several other on-going economic and community development projects moving forward to prepare for public/private investments in the NHP Village Center, See “North Hyde Park Village Revitalization projects List (Past Five Years)”.

Specifically, this grant will bring forward 2016 Dubois-King streetscape and stormwater concepts (also funded by a VTrans Grant) to create or improve connectivity to and along the Gihon River for public river access, improve the use of VT 100 roadsides and to better access the former lumber mill on Ferry Street. Key locations to be connected the residential area on Ferry St and Heath Road to the North Hyde Park Post Office, the store (Johnson) and Gihon River with the NHP Post Office. Pedestrian connections to the north of the post office (VT National Guard facility, NHP Industrial Park and residential areas) require further evaluation on a safe bridge crossing of the Gihon River, not dissimilar from the safety review for using the VT100 C bridge crossing. Working with VTrans staff, the Town expects

discussions on reducing the width of VT100 travel lanes to improve pedestrian safety, re-design of the VT100C and VT100 intersection, which is a high crash location, installing one or more pedestrian crosswalks with refuge islands, creating on-street parking near the Gihon Valley Hall community center and post office, and implementing other STEP countermeasures. A VT100 crosswalk was piloted in North Hyde Park in 2022 (no crosswalks exist today in NHP) which will be beneficial with increased development of the Village Center and neighboring areas. Proposed streetscape improvements and other visibility enhancements will be reviewed for the entire VT100 corridor in the study area.

The river shore path concept is a preferred alternative pedestrian route to the high volume truck traffic on VT 100. This route could be a shared use path but with minimal improvements only due to location in the Gihon River floodplain. The combination of wide shoulder improvements, shared-path along the west side of VT100 and the Rivershore path will connect a majority of land area in North Hyde Park. Attached are several excerpts from the 2016 Dubois King Master Plan depicting the concepts mentioned above. Full report at:

https://b04d1a.a2cdn1.secureserver.net/wp-content/uploads/2016/07/NHP_final.pdf

This scoping study would match the activities in the grant guidance and provide:

- Defining the purpose and need of the project;
- Identifying potential impacts on the environmental resources in preparation for a National Environmental Protection Act (NEPA) clearance;
- Initial review of potential right-of-way needs;
- Selecting preferred alternative solutions or phased projects; and
- Estimating project management, design, and construction costs.

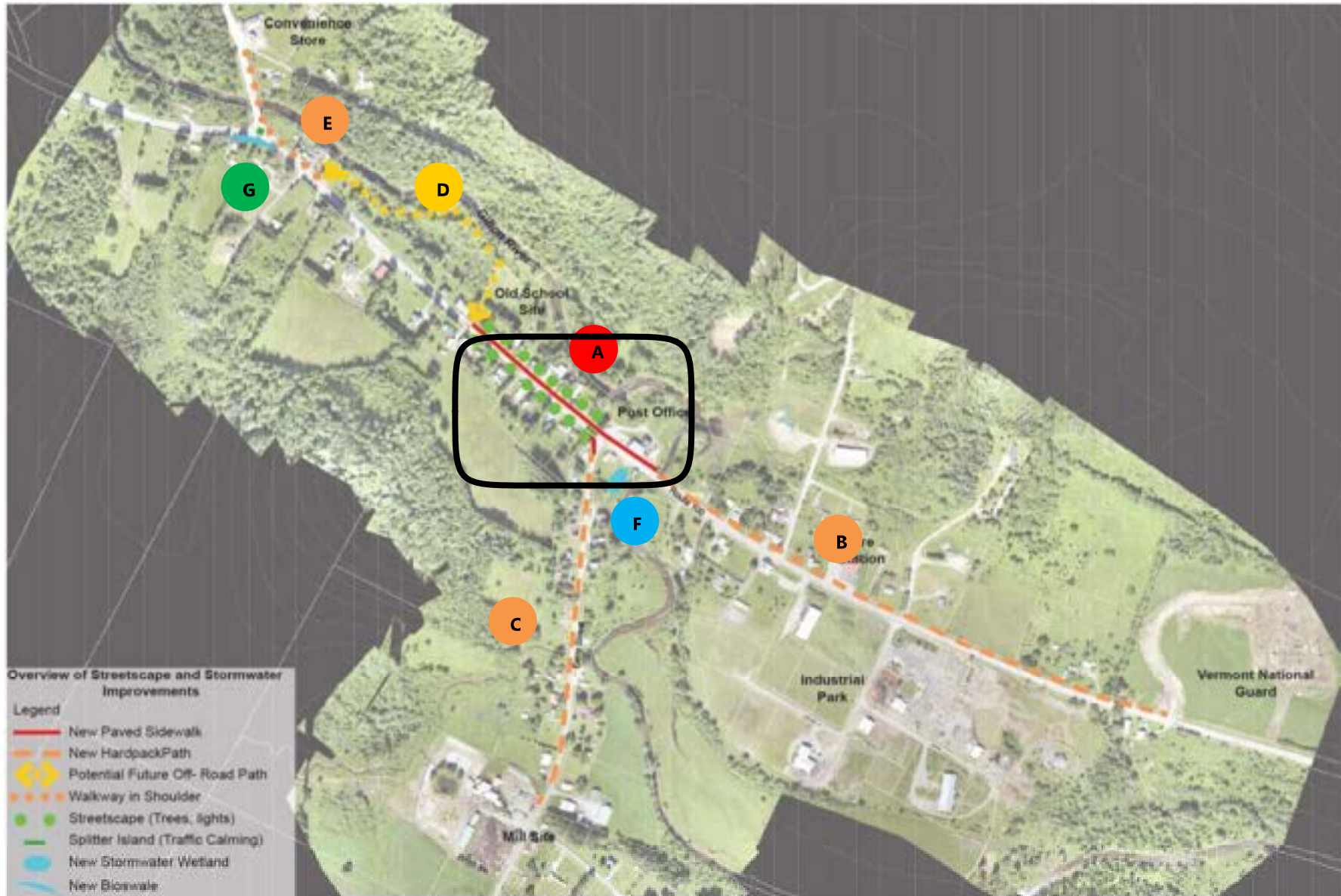
Thank you for your consideration.

2016 Master Plan for Bicycle Pedestrian Network

North Hyde Park Village Streetscape & Stormwater Scoping Report

 Approximate NHP Designated Village Center

Figure 4.1: Overview of pedestrian network



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

DuBois & King **GPI**
Grossman-Pedersen, Inc.

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

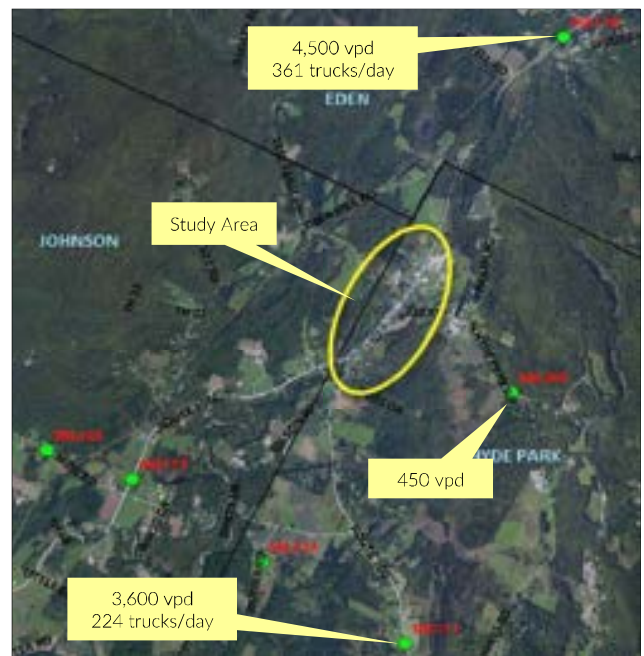


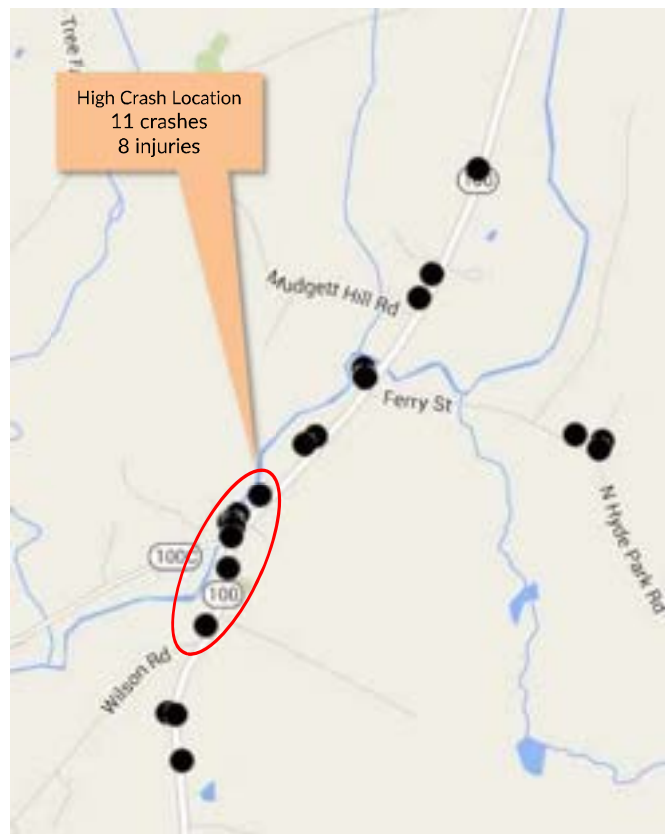
Figure 3.3: Traffic Count History for North Hyde Park Village



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.

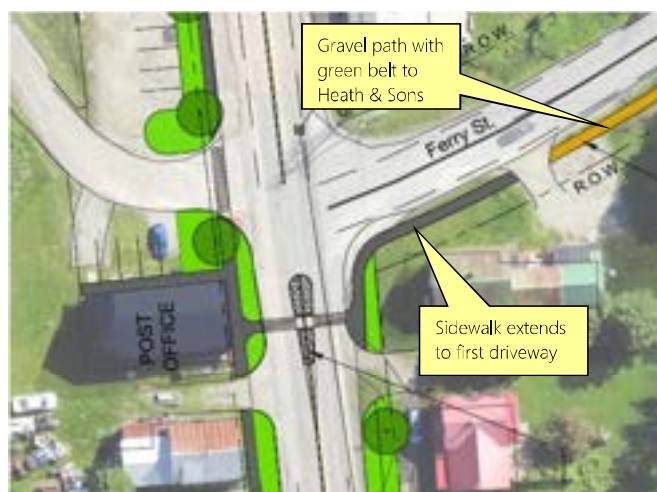
Figure 3.4: Crash locations in North Hyde Park, 2010-2016



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.



November 13, 2014

PO Box 81
Putney, Vermont 05346

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Randolph, Vermont 05060
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NEW ENGLAND
PO Box 81
Putney VT 05346
p +1 802 267 6020
f +1 802 267 8124

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 Gibon 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).

Ron Rodjenski

From: Ron Rodjenski
Sent: Friday, June 2, 2023 10:04 AM
To: Robert Moore; 'jim.cota@vermont.gov'; Stanley, Steven K; Carpenter, Kyle; Wilkin, John (John.Wilkin@vermont.gov)
Subject: RE: 2023 Bike Ped Application

Thanks for the assist Rob! I know those folks!

From: Robert Moore <rob@lcpcvt.org>
Sent: Friday, June 2, 2023 9:39 AM
To: Ron Rodjenski <Ron@hydeparkvt.com>; 'jim.cota@vermont.gov' <jim.cota@vermont.gov>; Stanley, Steven K <Steven.K.Stanley@vermont.gov>; Carpenter, Kyle <kyle.carpenter@vermont.gov>; Wilkin, John (John.Wilkin@vermont.gov) <john.wilkin@vermont.gov>
Subject: Re: 2023 Bike Ped Application

Hi Jim, I hope all is well with you.

Ron, Jim works in the Colchester District now, so I've added a few folks at D8 who are our new contacts so they are aware of your grant application.

From: Ron Rodjenski <Ron@hydeparkvt.com>
Sent: Thursday, June 1, 2023 4:49 PM
To: 'jim.cota@vermont.gov' <jim.cota@vermont.gov>
Cc: Robert Moore <rob@lcpcvt.org>
Subject: 2023 Bike Ped Application

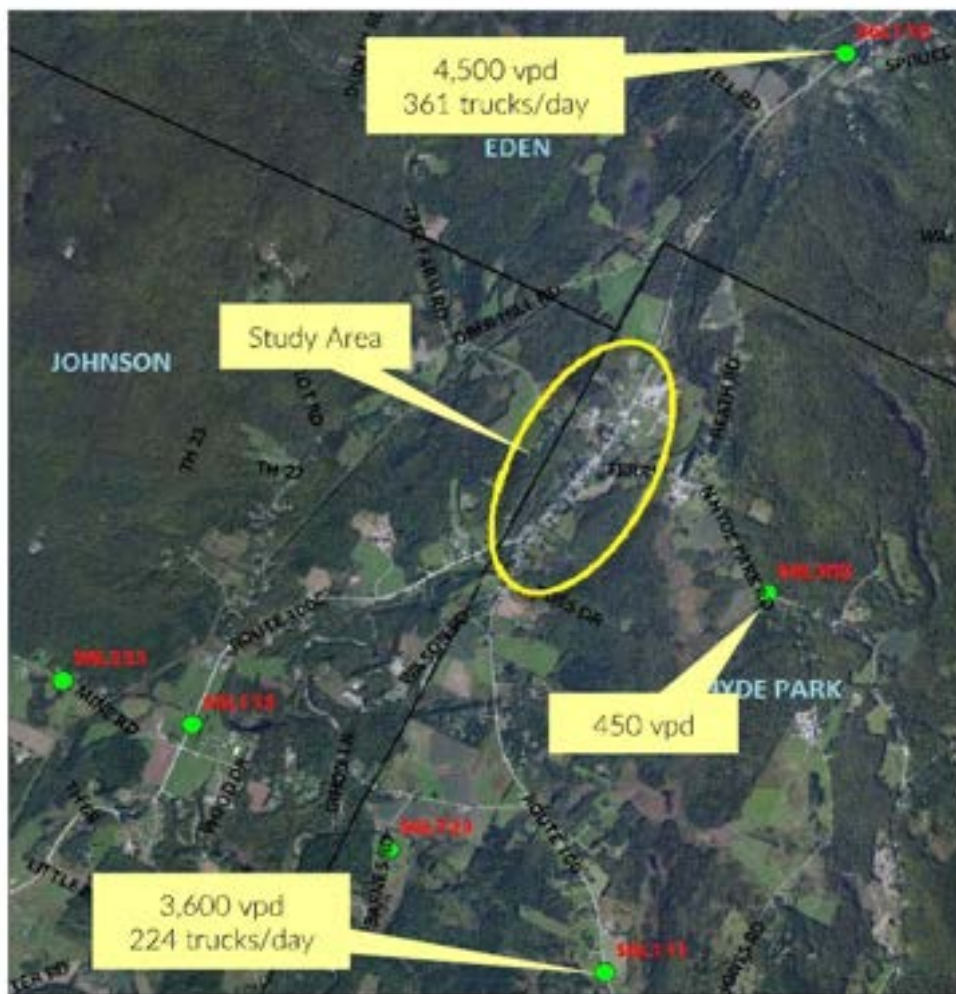
Hi Jim,

This is the required notice to District that the Town is considering an application for improvements to the NHP VT100 corridor.

You have seen this before in a 2016 Scoping Study by Dubois-King. This project is seeking more detailed information on bike-ped only, like ROW and environmental constraints (the last report was stormwater and streetscape focused). Impacts to be reviewed on VT100 – safety at 100C & 100 intersection, adding one or more pedestrian crossings and a shared-use path along the west side of VT100 from the NHP post office to the VT100 C bridge.

Here is the project area and attached is the draft application.

Figure 3.2: Traffic Volume Counts for North Hyde Park



Ron Rodjenski
Town Administrator

Town of Hyde Park, VT
Phone: 802-888-2300 Mobile: 802-316-6921
344 Route 15 West, PO Box 98, Hyde Park VT 05655
Web: www.hydeparkvt.com
Email: ron@hydeparkvt.com





Lamoille County Planning Commission

PO Box 1637
52 Portland Street, Second Floor
Morrisville, Vermont 05661
www.lcpcvt.org

(802) 888-4548 • e-mail: lcpc@lcpcvt.org • fax: (802) 888-6938

June 6, 2023

Vermont Agency of Transportation
Bicycle & Pedestrian Grant Program

To the Review Committee,

The Lamoille County Planning Commission is pleased to offer our support for the 2023 Bicycle & Pedestrian grant proposal for scoping of the North Hyde Park Rivershore Path and Village Walkways. This proposed study conforms with the goals and policies in the Regional Plan, and the primary goal of safely providing active transportation connectivity to healthy lifestyle choices and recreation in the spirit of the FHWA STEP initiative. This scoping study is to further develop concepts explored in a 2016 Master Planning project, and identify ROW and environmental constraints to arrive at preferred alternatives to move forward to design and construction.

The proposed project will further explore several concepts identified in the 2016 study as the preferred alternatives, specifically bike/ped accommodations along Ferry Street and along VT100 to the VT100C Bridge at the Town Line. The section from the intersection of VT100 and Ferry Street south to the VT100C Bridge could be, for example, a combination of on-road (wide shoulders or sidewalks) and off-road solutions (shared use path). Exploring details and options for a crosswalk on VT100 from Ferry Street will also be part of the study. Given a recent trend toward development in this area, including updating Town water and sewer infrastructure, policies, and bylaws to promote development, the Town's interest in understanding constructable options for bike/ped accommodations is praiseworthy.

Sincerely,

Robert Moore
Senior Transportation Planner
Lamoille County Planning Commission



8 June 2023

Peter Pochop, Project Manager
Bicycle and Pedestrian Program
Vermont Agency of Transportation

Via Email: peter.pochop@vermont.gov

Re: 2023 Federal Aid Bicycle and Pedestrian Grant Program
Subj: North Hyde Park Rivershore Path and Village Center Connectivity Scoping Study

Dear Mr. Pochop,

The Town of Hyde Park Selectboard provides this letter of support for our 2023 Bike-Ped Grant Application for a scoping study in North Hyde Park. We acknowledge that the town has existing sidewalk reserve funds sufficient to provide the required local match.

Over the past seven years, the town has actively participated in a complete evaluation of the North Hyde Park village sidewalk and stormwater systems along VT 100 resulting in a master plan for sidewalks, paths, stormwater, and streetscape improvements (Dubois-King, 2016) and completed a pilot project with VTrans for a VT 100 crosswalk at the North Hyde Park post office on VT100 (2022). Currently, the Town is pursuing buyouts of two flood hazard area homes located within the 2016 master plan under the Flood Resilient Communities Fund, completing a Bylaw Modernization Grant project, and with VT ANR planning advance funds, have contracted with Lamoille County Planning Commission and selected Dubois-King to perform a scoping study for a decentralized wastewater system to support long-term business and residential growth in North Hyde Park. This grant application builds on the 2016 Master Plan to identify specific bike-ped segments to move to design and construction phases and in concert with the other on-going planning efforts in the "north village".

These grant funds will support North Hyde Park's on-going planning efforts to define future public and private investments in building a connected, walkable, and vibrant state-designate Village Center.

Hyde Park strongly supports this grant application and is excited to continue to partner with VTrans again to help revitalize the VT100 corridor in North Hyde Park. If you have any questions, please let me know, 802-777-0367.

Sincerely,

/s/ Susan Bartlett

Susan Bartlett, Chair
Hyde Park Selectboard

North Hyde Park Village Revitalization Projects List (Past Five Years+)

1. 2017-2025 Town and Village of Hyde Park Comprehensive Development Plan; Town Staff
2. 2016 Unified Bylaws Adopted including the development of Form Based Code for the North Hyde Park Village Core. Revised in 2017, 2018 and 2020. Initial Bylaws update funded by an FY 13 Municipal Planning Grant.
3. Reduced VT100 speed limit through North Hyde Park to 35 MPH, 2016 Town request
4. 2016 Stormwater and Streetscape/Sidewalk Design for North Hyde Park Village Dubois-King funded by VTrans Transportation Alternative Grant
5. 2018 Better Connections Grant with Dubois-King connecting North Village (North Hyde Park and the South Village (the incorporated Village of Hyde Park)
6. 2019 Town Meeting voter-approval of \$50,000 from unassigned General Fund Balance for Gihon Valley Hall restoration (new roof and roof trusses)
7. MPG19 Consortium for FEMA CRS Benefits Study; Gihon River Flood Zone through NHP Village, with LCPC, Stowe and Cambridge
8. Main Street Action Plan consortium grant with Belvidere funded by MPG20
9. 2020 Town Meeting voter-approval of \$17,500 from unassigned General Fund Balance for Gihon Valley Hall heat and electrical improvements
10. Installed heat at Gihon Valley Hall to extend season for community events funded by 2020 Vermont Arts Council Cultural Facilities Grant and taxpayer appropriations
11. Extended 35 MPH VT100 35 MPH north at Locke Ave (reducing from 50 MPH) per Selectboard Request
12. 2021 Paul Bruhn Preservation Trust of Vermont Grant – Gihon Valley Hall Window Replacements
13. Planned application for FYF22 Bylaw Modernization Grant application to study limitation and opportunities for amendments to housing bylaws in North Hyde Park
14. In process, town planning commission working on 2022 amendments to the 2020 Land Use and Development Regulations, including design standards in North Hyde Park Village Core
15. In process, ANR Planning Advance request for NHP decentralized wastewater study
16. In process, public water system improvements for NHP, managed by Hyde Park Fire District #1 and partially funded by Town of Hyde Park ARPA funds

- 1 1. A 25' wide and 15' high box culvert, utilizing the same inverts - \$800,000.00
- 2 2. Using 2, 10' diameter side by side box culverts - \$450,000.00
- 3 3. A 30' span bridge, eliminating the splash pad and a lot of material will be going off site -
- 4 \$1,200,000.00
- 5 4. A 20' wide, 10' high Arch Culvert - \$590,000.00.

6 Alternative 3 was recommended, and possibly adding a covered bridge that was once there at a
7 later date was mentioned. Morrisville Water and Lights has release rates and the max release
8 rates are to be established/obtained. An approximate number was received, added on top of the
9 100-year flow, and the bridge alternative is able to handle the 100-year plus the CSF from the
10 reservoir. It was noted the dam can release approximately 1' per day.

11 Matt Morin stated he prefers the arch option for Garfield Road, Roland Boivin prefers the Bridge
12 option for Garfield Road, and they both prefer the bridge option for Whitcomb Island Road. The
13 arch is good for 40 years and the bridge is good for 80 years and the culvert was originally a
14 bridge in the 1950's. The Selectboard agreed for the bridge alternatives on both projects. Andy
15 Hoke will be investigating Fish Burst Speeds. Ron Rodjenski stated in July 2019 the Town of
16 Hyde Park has a minimum design standard for a 50-year span. The Town's commitment to this
17 project is approximately 2.5%. Mary Walz thanked LCPC and Dubois-King for their attention for
18 Japanese Knot Weeds and referenced the Southwest Corner, and asked if there are funds in
19 the budget to deal with the knot weed. Andy Hoke did not enter a separate line item for the knot
20 weed and its removal should not impact the total cost to a degree that can be established at
21 conceptual level at this point. Rob Moore said the knot weed can be further addressed at a later
22 date, and the removal of the bank and treating the contaminated soils appropriately is included
23 within the scope of the Whitcomb Island Rd project.

24 Motion made by Savannah Droney to accept the D-K scoping reports and recommendations,
25 and to place a bridge in both locations (Garfield Rd and Whitcomb Island Rd), seconded by
26 Roland Boivin. Voting: 4 in favor, 0 against, motion passed.

27 **3. Hazard Mitigation Grant Applications – Gihon and Green River Crossing – due May 1 –**

28 Ron Rodjenski stated the deadline for the application is May 1, 2023, and Rob Moore added
29 there is a 90% match ending in a few days and Ron Rodjenski and Rob Moore are trying to
30 stay within those deadlines and working with the State of Vermont. Andy Hoke is finalizing, and
31 that report will be used as the basis for either or both of these sites for construction.

32 Motion made by Savannah Droney to approve the submission of the HMGP application,
33 including up to 25% local match commitment and authorize the Town Administrator to sign
34 necessary grant paperwork, bringing the grant application decision back to the board for further
35 consideration; seconded by Roland Boivin. Voting: 4 in favor, 0 against, motion passed.

36 **4. North Hyde Park Bike-Ped Scoping Grant Application (Due June 9) –**

- 37 • **New Sidewalk/Path from Heath Mill to Post Office**
- 38 • **New Rivershore Path from Post Office to VT100C Bridge into Johnson**

39 **A** Wastewater Design for Municipal Sewer and a FEMA buyout process at the corner of Route
40 100C and Route 100 are both currently being investigated. The 2016 study from Dubois-King

1 showed sidewalks in North Hyde Park to various locations when Route 100 was formerly known
2 as Main Street. There are 2016 reports and maps available with Ron Rodjenski, Town
3 Administrator. It was noted that North Hyde Park does not currently have public space and
4 access to Gihon River and scoping is another step in confirming the project. Rob Moore stated
5 they did a Pilot Project and people showed interest in its continuance. Rob Moore stated the
6 results of the pedestrian signs that were placed in North Hyde Park indicated an effect on
7 driving behaviors. A 20% local match was referenced, and the sidewalk reserve fund was
8 considered as a funds source, and the minimum approval amount is \$45,000.00 and the
9 recommended amount is \$60,000.00. Rob Moore had an informal conversation with VTrans
10 regarding existing lane widths, etc. and a concept of having VTrans permanently change the
11 travel lines from 12' to 11' and give the additional foot to pedestrians. There is a channel for the
12 Town to formally submit that request and the 2016 Pilot Project can be used as the base study.

13 Motion made by Matt Morin to approve the submission of the \$60,000 Bicycle-Pedestrian
14 Scoping Grant application and authorize the Town Administrator to sign necessary paperwork;
15 seconded by Savannah Droney. Voting: 4 in favor, 0 against, motion passed.

16 **5. Flood Resilient Communities Fund - \$45,000 scoping & feasibility study dam removal –**
17 Ron Rodjenski stated the State of Vermont is trying to help Towns with projects using FRCF and
18 other expiring funds, and is looking into the dam that was purchased by the Town of Hyde Park
19 on Centerville Rd. The FRCF is a 100% grant with no local match.

20 Motion made by Matt Morin to approve the submission of the Flood Resilient Community Fund
21 Grant application for up to \$45,000.00 and authorize the Town Administrator to sign necessary
22 paperwork, bringing the grant application decision back to the board for further consideration;
23 seconded Roland Boivin. Voting: 4 in favor, 0 against, motion passed

24 **6. LCPC grant management services Cricket Hill FY23 Grants-in-Aid \$1,500 & FY24 LOI –**
25 Ron Rodjenski stated LCPC has been helping with grant management and will assist the Town
26 of Hyde Park Highway Department with Grants-In-Aid paperwork. Ron Rodjenski recommended
27 having the Town Administrator continuously approve the Grants-in-Aid in the future of which
28 covers 30-40% of the portion of funds needed.

29 Motion made by Roland Boivin to to approve the \$1,500.00 LCPC grant assistance for GIA
30 FY23 and authorize the Town Administrator to sign both the LCPC Service Agreement and the
31 FY24 LOI; seconded by Matt Morin. Voting: 4 in favor, 0 against, motion passed.

32 Motion made by Savannah Droney to continuously have the Hyde Park Town Administrator sign
33 the Grants-in-Aid in the future; seconded by Roland Boivin. Voting: 4 in favor, 0 against, motion
34 passed.

35 **7. FEMA DR4474 Mitigation projects – Brook and Centerville Bid Results / Award –** The
36 Town Engineer and Ron Rodjenski have been communicating with each other and the bid
37 results came in at almost double the projected amount. The lowest bid was approximately
38 \$700k and the second lowest bid was approximately \$800k, whereas the project was originally
39 estimated to cost \$450,000.00. The Town of Hyde Park has enough funds for 1 of the 2 culverts.
40 Centerville Road is the most used and Ron Rodjenski noted that Brook Road used to be a
41 dead-end road. Ron Rodjenski stated residents have shown interest in Brook Rd being closed
42 again on either end. The topic will be discussed at the May 9, 2023, Selectboard meeting. The
43 work cannot begin until June 1, 2023, due to the State of Vermont instream laws.



Note: Believe first demonstration of crosswalk in a Village Center

State of Vermont
Policy, Planning & Intermodal Development Division
Policy, Planning and Research Bureau
Development Review & Permitting Services Section
Barre City Place, 219 North Main Street
Barre, VT 05641
vtrans.vermont.gov

Agency of Transportation

May 5, 2022

Town Of Hyde Park
Ron Rodjenski
PO Box 98
Hyde Park, VT 05655t

[Via E-Mail]

Subject: Hyde Park, VT100, L.S. 290+40 ~ 293+10 LT & RT
Village of North Hyde Park Demonstration Project
VTrans Permit ID 45095

Dear Mr. Rodjenski:

Your application for a permit to work within the State Highway right-of-way to install two temporary crosswalks and widen the edge lines between them, on VT Route 100 in the Village of North Hyde Park, for up to 14-days in calendar year 2022 has been processed by this office and is enclosed. Work under this permit is being conducted as allowed for via VTrans Policy #3023, "Guidance Document: Demonstration Projects in State Highway Right-of-Way". This is a short-term demonstration project, all markings shall be removed no later than October 15, 2022, unless otherwise extended by VTrans.

Please note, as a condition of this permit, the Permit Holder shall provide a performance evaluation report to both VTrans Planning Section and Permitting Section, no later than 30-days following the project's completion and final inspection.

Please contact the District Transportation Office #8 prior to starting work in the state highway right-of-way for the installation of signage and pavement markings. Notification shall also be provided to the District Office when the scheduled demonstration project event is planned to take place. A follow-up post-construction meeting shall also be scheduled following the removal of the marking materials and signage. The telephone number in St. Albans is (802) 524-5926.

Sincerely,

DocuSigned by:
Theresa Gilman
10220048B424498...
Theresa Gilman
Permitting Services Supervisor
Permitting Services Section

Enclosures

cc: [Via E-Mail]

Kyle Carpenter, Jim Cota - District Transportation Office #8
Jacqui DeMent - VTrans Planning Section
Jon Kaplan, Ian Degutis, Kristin Driscoll - VTrans TSMO Section

PERMIT ID# 45095

FOR AGENCY USE ONLY

Town: Hyde Park
Route: VT100
Mile Marker: 5.50 - 5.55
Log Station: 290+40 - 293+10 LT & RT

VERMONT AGENCY OF TRANSPORTATION
State Highway Access and Work Permit

Applicant to Complete

Owner's/Applicant's Name, Address, E-mail & Phone No. Town of Hyde Park, PO Box 98, Hyde Park VT 05655, admin@hydeparkvt.com, 802-316-6921

Co-Applicant's Name, Address, E-mail & Phone No. (if different from above)

The location of work (town, highway route, distance to nearest mile marker or intersection & which side) North Hyde Park, at and just south of intersection VT100 and Ferry Street

Description of work to be performed in the highway right-of-way (attach plan) Bike-Ped Demonstration Project, see attached

Property Deed Reference Book: not applicable (only required for Permit Application for access)

Fee \$ not applicable (fees do not apply for residential or agricultural purposes)

Is a Zoning Permit required? Yes No [X] If Yes, #

Is a 30 VSA § 248 permit required? Yes No [X] If Yes, #

Is an Act 250 permit required? Yes No [X] If Yes, #

Other permit(s) required? Yes No [X] If Yes, name and # of each

Date applicant expects work to begin 4/25/2022 thru 10/15/2022

Owner/Applicant: Ron Rodjenski Position Title: Town Administrator

Sign in Shaded area: [Signature] Date: 4/12/2022

Co-Applicant: not applicable Position Title:

Sign in Shaded area: Date:

INSTRUCTIONS: -Contact the Development Review and Permitting Services Section (802.636.0037) or your local area Transportation Maintenance District Office to determine your issuing authority. The issuing authority will determine what plans, fee and other documents are required to be submitted with your Vermont Statutes Annotated, Title 19, Section 1111, permit application request.

- Original signatures are required on an original Form. The Owner/Applicant and Co-Applicant (if applicable) declares under the pains and penalty of perjury that all information provided on this form and submitted attachments are to the best of their knowledge true and complete.

FEE: -See Fee Schedule for applicable administrative processing and application review fee.

PERMIT APPROVAL

This covers only the work described below: Permission is granted to install two temporary crosswalks and widen the edge lines between them, on VT Route 100 in North Hyde Park, for a period of up to 14 days with the calendar year 2022. All work shall be in accordance with the attached plan and narrative, VTrans standard drawings and the permit special conditions.

Work under this permit is being conducted as allowed for via VTrans Policy #3023, "Guidance Document: Demonstration Projects in State Highway Right-of-Way". This is a short-term demonstration project, all markings and signage shall be removed no later than October 15, 2022.

The work is subject to the restrictions and conditions on the reverse page, plus the Special Conditions stated on the attached page(s).

Date work is to be completed October 15, 2022 Date work accepted:

DocuSigned by: Craig Keller By: [Signature] Issued Date May 5, 2022 DTA or Designee

NOTICE: This permit covers only the Vermont Agency of Transportation's jurisdiction over this highway under Vermont Statutes Annotated, Title 19, Section 1111. It does not release the petitioner from the requirements of any other statutes, ordinances, rules or regulations. This permit addresses only access to, work within, and drainage affecting the state highway. It does not address other possible transportation issues, such as access to town highways, use of private roads, and use of railroad crossings. If relevant to the proposed development, such issues must be addressed separately.

No work shall be done under this permit until the owner/applicant has contacted the District Transportation Office at: District #8, (802) 524-5926

The revised proposal for this demonstration project is as follows:
Obtain permission for up to 14-day demonstration project, with specific dates to be determined and coordinated with VTrans based on availability of materials and synchronization with community events. Install demonstration elements in advance of the determined demonstration period. Town and LCPC conduct evaluation of elements during performance period of the demonstration. Town will remove elements within a few days of the demonstration period. Town and Local Motion will work together to install reflective tape crosswalks and wide fog lines in accordance with VTrans standards, including traffic control provided by Town Highway Department. Town will install and remove post mounted signs. Town will inspect, repair and/or replace reflective tape daily, or as needed from wearing.

Proposed elements: 8" fog lines and 2 crosswalks testing durability of reflective tape; in road movable crosswalk signs for each location; MUTCD compliant cones and/or moveable delineators; post mounted pedestrian crossing signs in shoulder.

Proposal details:



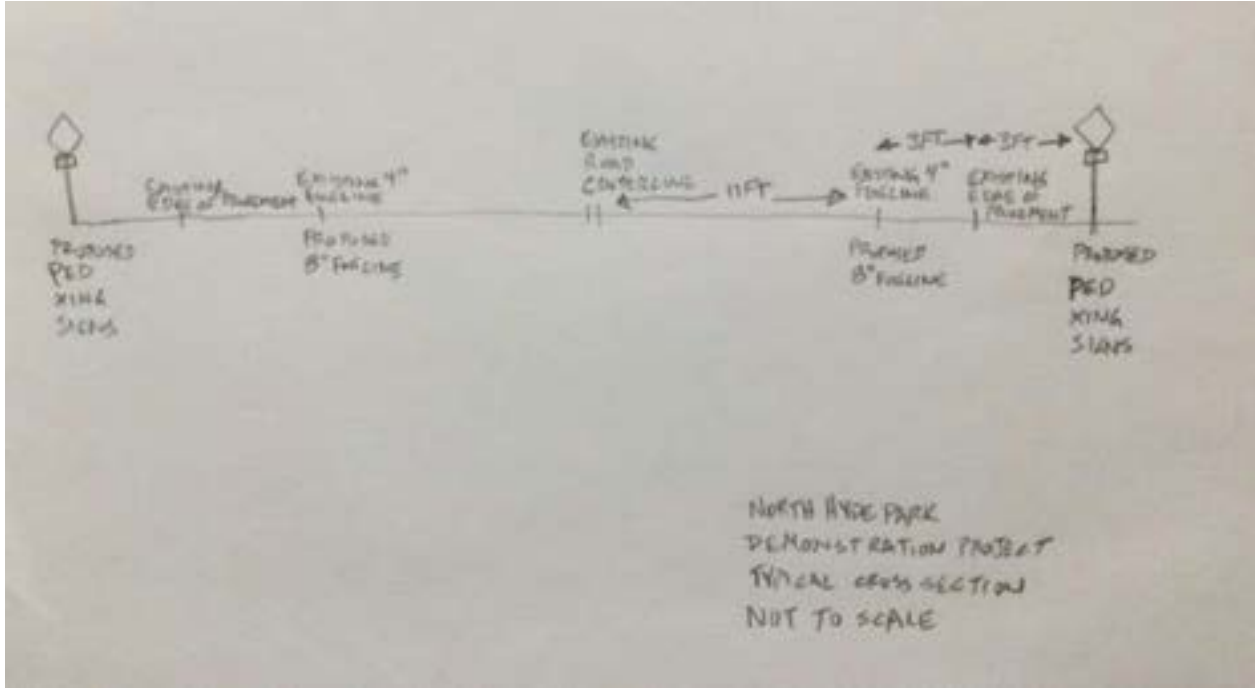
Post mounted pedestrian crossing signs, quantity: a total of 4 signs are proposed at locations shown relative to the crosswalk locations in sketch above. 1 sign in each direction of travel for each of 2 crosswalks = 2 signs per crosswalk = 4 total signs.



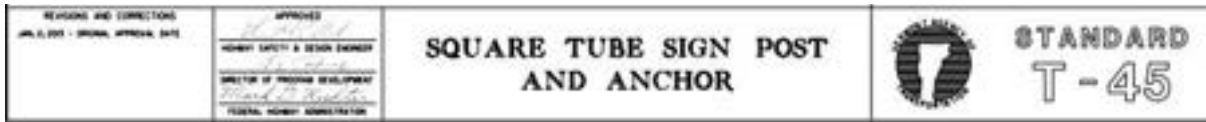
Post Mounted Pedestrian crossing signs, MUTCD reference code: pedestrian warning sign W11-2 (30"x30"), supplemented with down arrow W16-7P (24"x12").



Post Mounted Pedestrian Crossing signs, location relative to road pavement edge: signs will be installed no closer to edge of pavement than existing nearby speed limit signs, as shown in photo above. Field measurements will include measuring the existing signs and installing the pedestrian crossing signs at that same measurement. This appears in the image to be approximately 3ft from edge of pavement.



Post Mounted Pedestrian Crossing signs, location relative to crossings: see sketch above. There are no existing signs near the locations proposed on the attached sketch, therefore these temporary signs will not be blocked nor will they block the view of existing signs.



Post Mounted Pedestrian Crossing signs, post installation details: signs will be installed in accordance with the T-45 standard, referenced in image above.



In-road, movable pedestrian crossing signs (shown above): Local Motion will provide a sign for each crosswalk, Town will deploy and remove signs daily as required.

Orange cones and/or movable delineators at crosswalk ends: Town will provide 2 cones or delineators for each end of each crosswalk (total of 8), outside of the travel lanes on the crosswalk edges. Town will deploy and remove daily if required.

Fog lines, dimensions: install additional 4 inches fog lines with reflective tape abutting existing 4 inches fog lines for total of 8 inches wide, approximately 230 linear feet each side of road from Ferry St intersection to the Gihon Hall walkway.

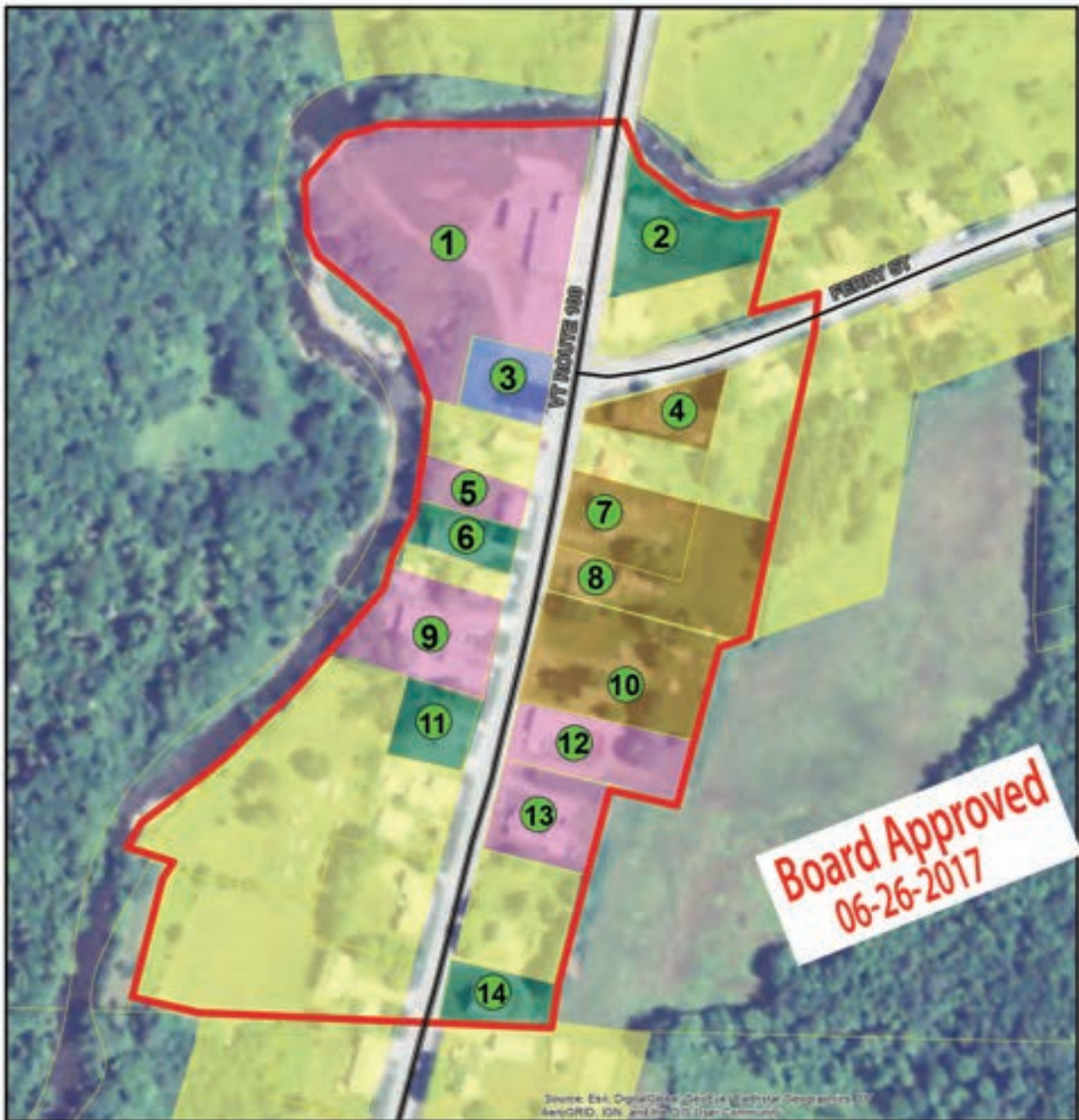
Crosswalk, dimensions: 8ft wide block pattern as shown in the Demonstration Guidance.

Fog lines and Crosswalk Tape, product information: 3M white tape and sheeting (see next page) is reflective. This product was chosen from a VTrans approved product list provided by Local Motion. This demonstration test will include evaluation of durability temporary pavement markings with "tape" and will provide valuable information for VTrans and other communities wanting to install short term demonstration projects across the state. Tape will be removed at end of project.

Proposed North Hyde Park Village Center Designation

Map 1

Hyde Park, Vermont



Civic, Commercial & Multi-family Housing Sites:

1. Sutherland Welles
2. Old Fire House
3. North Hyde Park Post Office/Apartments
4. Apartment Building-Two Units
5. Former Hotel-Commercial in Transition
6. Grange Building/Historical Society
7. Transitioning to Multi-family/Apartments
8. Duplex/Apartments
9. U-Haul Center
10. Apartment Building
11. First Congregational Church
12. Former Grocery Store
13. Bishop Drywall
14. Advent Christian Church



Transverse Meridian,
VT State Plane,
NAD83

For planning purposes only,
not for regulatory interpretation.

Map Key

- Proposed Village Center Boundary
- Parcel
- Commercial,Civic,& Multi-family Housing Sites

Land Use Type

- Multi-family Housing
- Civic
- Commercial
- Mixed Use
- Residential



0 125 250
Feet

Lamoille County
Planning Commission
PO Box 1637
52 Portland Street
Montpelier, VT 05661-0009
802.888.4548 / 802.888.6938
www.lpcvt.org
May 2, 2017

SOURCE: POLITICAL BOUNDARIES: 1:25000 USGS Quadmaps, V031, 2011

ROADS: 1:5000 S 411 Road Data, 2015

AIR PHOTO: 10/17/10; (2) color; digital from 1:25000 digital orthophoto using 100cm 110" quadrangles and 1:25000 color-infrared aerial photography at additional source names, V031 for 400-0310, 2011

VILLAGE CENTER BOUNDARY: Digitized by LOPC, May 2017