



**VTTrans Fall 2023 Transportation Alternatives (TAP)
and
Municipal Highway and Stormwater Mitigation Program Grant (MHSMP)
Combined Application**

Thoroughly read the TAP and MHSMP application guidebooks before you begin your application. It includes important program information and step-by-step instructions. Pay particular attention to the application process requirements. **Applications are due by e-mail by December 8, 2023.** Please e-mail the completed application to: Ross.gouin@vermont.gov and Scott.robertson@vermont.gov.

Mount Mansfield Union (MMU) High School to Village Center path completion
(Project Name/Title)

802-899-2287 x 103
(Phone)

Linda Blasch
(Municipality contact person responsible for the management of this project)

lblasch@jerichovt.gov
(e-mail address)

Jericho
(Town)

\$ 600,000
Amount of **Federal Funds requested** (no more than 80% of the project cost estimate).

05465
(Zip Code)

\$291,406.25
Amount of Local Match. Example:
Federal Award = \$600,000 (80% of total)

PO Box 67 Jericho VT 05465
(Mailing Address)

Local Match = \$150,000 (20% of total)
Total Project Cost = \$750,000 (100% of the total)

County: Chittenden

Town/Village/City: Jericho

Specific location, street, or road: Browns Trace

Regional Planning Commission: Chittenden County Regional Planning Commission

If a linear project, what is the length in feet? 625 feet

Is the project on or intersecting to a State maintained highway? Yes No

- Note: If yes, be sure to include documentation that you have notified the VTTrans District Transportation Administrator of the intent to apply for TA funding and have provided them with a brief (one paragraph) description of the proposed project.*

Project type being applied for: **Scoping** **Design/Construction**

The municipality understands that a typical construction project utilizing TAP or MHSMP Program funds will take roughly three years (min.) in the Design and ROW phases prior to going to construction (as pointed out in the TAP and MHSMP Application Guides)? Yes No

Does this project have a previously completed scoping or feasibility study? Yes No

Note:

Attach a map(s) of the project area and clearly show the limits of the project as well as surrounding benefits from the proposed improvement. If the project is within or adjacent to a designated downtown, village or growth center, clearly indicate the relationship of the proposed project to the boundary of the designated area. Color photos of the area are also recommended.

Fiscal Information:

Accounting System Automated Manual Combination

SAM Unique Identifier # TU35KDZ1XN24

Fiscal Year End Month June

Property Ownership:

If the proposed project is on private property that will need to be acquired by the Municipality through purchase, easement, or eminent domain (includes temporary construction rights) in accordance with the "Uniform Act", then the municipality is committed to exercising its right of **eminent domain** to acquire the rights to construct the project if necessary. Yes No

Funding:

Does this project already have existing funding? If so, please describe. Yes No
The town applied for VTrans funding twice before but was declined

Please note that existing projects will not be considered for additional funding without a current NEPA clearance and ROW clearance. Please provide date of clearances below:

[Click here to enter text.](#)

Will you accept an award less than you applied for? Yes No

- If yes, please indicate whether local funds will be used to make up the shortfall, or if the project scope will be reduced. If the project scope is to be reduced, describe what part of the project (please be specific) you would accept partial funding for.

[Click here to enter text.](#)

A support letter from the governing body of the applicant municipality or organization and an acknowledgement and source of the local match and commitment to future maintenance responsibility for construction projects is required (must be dated within 1 year of the application). Is a letter of support attached?

Yes No

Regional Planning Commission Letter of Support:

In order to apply, the project must have a letter of support from the regional planning commission. Is a letter of support attached?

Yes No

PLEASE NOTE: If this application is for salt or sand shed funding, the applicant must read and understand the ***Municipal Assistance Section Salt Shed Application Guide***. All of the following scoring questions below must thoroughly convey an understanding of the salt and sand guidance provided.

Application Scoring Criteria:

- 1. Please give a brief description of the project (be sure to indicate the primary facility type being applied for and be concise). (10 points max.)**

Design and construct approximately 625 ft. of 5 ft. wide asphalt path on the east side of Browns Trace beginning at the intersection of Ethan Allen Road and extending north to connect to the Mount Mansfield Unified (MMU) Union High school rec field path. The project includes construction of a pedestrian bridge over the Lee River.

- 2. What is the feasibility of this project? Feasibility (or Scoping) study applications will not be scored on this criterion. Also, please describe the extent of project development to date. (10 points max.)**

This project involves only one landowner, the MMU school district. The Superintendent and Principal are highly supportive of the project as evidenced by the attached letter. They are willing to work with the town on any easements necessary. In the scoping study, a potential historic resource was identified at the SE corner of the Lee River bridge per the attached memo. Impacts to this location will be avoided or if unavoidable, an additional archaeological study will be done and any recommendations to alter the project design will be followed. It's anticipated that the river crossing will require ANR River Management and ACOE permits and possible wetlands permit. Exact alignment for the bridge will be determined based on impacts and cost considerations. Project development work has been limited to exploration of rehabbing an old bridge for the pedestrian river crossing with the town engineer, CCRPC, and VTrans. Long- term maintenance responsibility will be on the town. Salting/sanding, snow clearing and asphalt patching are anticipated and are already items that the town budgets for. This section of path will be an extension of the existing sidewalk/path from Jericho Center that the town maintains and can be easily integrated into regular maintenance.

- 3. Does this project address a need identified in a local or regional planning document? If so, please describe. (5 points max.)**

Yes, the need for this specific bike and pedestrian infrastructure to create multi-modal connections between Jericho’s villages and the schools is identified in the Jericho Town Plan chapter “Building a Connected Community.” This project is also identified specifically in the 2015 Jericho Bike & Pedestrian Master Plan as the “Multi-modal path on Brown Trace- Jericho Center to MMU.” The project addresses the need in the CCRPC-ECOS plan to expand walking and biking infrastructure as well as advances other goals and strategies as identified in the attached letter of support.

4. Does this project:

A. Benefit a State Designated Center per the link below (i.e., downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Economic, Housing and Community Development?)

Not applicable for Environmental Mitigation Categories (5 points max.)

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

Yes, the project benefits a state designated Village Center (Jericho Center) and will close the gap in the bike/ped network between the village and the High School.

B. Benefit mobility for disadvantaged populations to include elderly, disabled, minorities, and low-income residents. Please describe this impact (if applicable) in detail. Supporting documentation, including recent data must be included.

Not applicable for Environmental Mitigation Categories (10 points max.)

Yes, the MMU High School population that is disadvantaged and will benefit from this path includes: 8% of students that are racial/ethnic minorities, 10% of students that meet the income criteria for free or reduced lunch (low income), 11% that have a 504 plan to support a disability, and 21% that receive student support services for specialized learning (from VT Agency of Education data- see attachment)

5. Provide a project cost estimate below (project costs below include both federal dollars and local dollars). Projects will be scored based on whether the cost appears realistic for the size and scope of the project. For scoping studies, use PE and Local Project Management lines only.

Note: If you are applying for additional funds for an existing project, show the amount being requested for this grant in the PE, ROW, Construction, Construction Engineering, and Municipal Project Management rows below. Also, be clear regarding total project cost and other funding amounts and sources in the additional funding comments box below.

(10 points max.)

Preliminary Engineering (PE) <i>(Engineering, Surveying, Permitting)</i>	<u>\$ 114,375.00</u>
Right-of-way / Acquisition (ROW) <i>(appraisals, land acquisition and legal fees)</i>	<u>\$ 5,000.00</u>
Construction	

<i>(construction costs with reasonable contingency)</i>	<u>\$ 629,062.50</u>
Construction Engineering <i>(cost to provide inspection during construction)</i>	<u>\$ 85,781.25</u>
<i>Municipal Project Management Costs (minimum of 10% of total PE, ROW and Construction Phases).</i>	<u>\$ 57,187.50</u>
Total Project Cost	<u>\$ 891,406.25</u>

Addition Funding Comments: (ex. Total and additional funding for existing projects)
See attached spreadsheet for more detail

6. Select the eligibility category below (A, B, C or D) that best fits your project and answer the corresponding questions for that category (choose only one category). 10 bonus points will be awarded to projects that are primarily Bicycle or Pedestrian facilities.

A. Bicycle and Pedestrian Facilities (includes Safe Routes for Non-Drivers and Conversion of abandoned railroad corridors.

(i) Will the project contribute to a system of pedestrian and/or bicycle facilities?
(10 points max.)

YES, the project is the 4th of 4 segments to be constructed that will close the gap in the bike/ped network between Jericho Center village and MMU High School. It also represents progress towards a high priority goal in Jericho’s Bike and Pedestrian Master Plan; to have multi-modal connections between the 3 village centers and schools. A scoping/feasibility study for this project was completed in 2011 and the town has been working to implement the path since then.

(ii) Will the project provide access to likely generators of pedestrian and/or bicyclist activity? **(10 points max.)**

YES, the MMU High School is a significant trip generator for both students (approximately 800 students in grades 9-12) and adults as a regional employment hub

(53 staff members). MMU also hosts numerous community meetings (such as Town Meeting), elections, and evening events which regularly draw diverse groups of residents. In addition to MMU, other trip generators that would be connected to this new section of path include the Ethan Allen Firing Range (training facility for 2900 members of VT National Guard), Jericho Town Library, Jericho Community Center, Jericho Center Country Store, Jericho Center Town Green, and the Village Center residential area, which is one of the most densely populated areas of town.

- (iii) Will the project address a known, documented safety concern? **(10 points max.)**
YES, MMU students and athletic teams currently walk and run on the narrow road shoulder, with cars passing close by at 25-40 mph. See attached photos documenting unsafe conditions for a pedestrian walking on the shoulder and attached letter from MMUUSD discussing the safety benefits of this project for students. While few crashes have occurred, many “near misses” have happened and most people avoid walking in that area because it’s unsafe. Residents have expressed concern to the Selectboard regarding the dangerous conditions for pedestrians here. The town hopes to get this grant to construct this section of path to prevent an unnecessary tragedy.

B. Community Improvement Activities:

- i. Explain how the project improves the economic wellbeing of the community and/or provide a benefit to state tourism? **(10 points max.)**

[Click here to enter text.](#)

- ii. Describe the anticipated impact to the public; degree of visibility, public exposure and/or public use. **(10 points max.)**

[Click here to enter text.](#)

- iii. Answer only one of the following based on the type of project:

- a) Construction of turnouts, overlooks, and viewing areas as related to scenic or historic sites. *To what extent will the project provide a view of a highly unique and scenic area?*

- b) **(10 points max.)**

[Click here to enter text.](#)

- c) Preservation or rehabilitation of historic transportation facilities. *Describe the historic significance of the historic transportation facility and the importance of the facility to the state.* **(10 points max.)**

[Click here to enter text.](#)

- d) Archeological planning and research related to impacts from a transportation project. *Describe the associated transportation project and benefit of the proposed activities.* **(10 points max.)**

[Click here to enter text.](#)

- e) Vegetation management in transportation rights of way to improve roadway safety, prevent invasive species, and provide erosion control. *Describe the extent of the current problem and the impact on the site and surrounding area.* **(10 points max.)**

[Click here to enter text.](#)

**C. Environmental Mitigation Activity Related to Stormwater and Highways
(Including Salt and Sand Sheds)**

- i. Please describe how this application provides environmental mitigation relating to stormwater and highways. **(10 points max.)**
[Click here to enter text.](#)
- ii. What information or data is provided to substantiate the current stormwater problem and associated environmental impacts? **(10 points max.)**
[Click here to enter text.](#)
- iii. What substantiating data or information is provided to show that the proposed application is an effective and maintainable solution to the problem? **(10 points max.)**
[Click here to enter text.](#)

D. Environmental Mitigation Activity Related to Wildlife

- i. Please describe how this application will reduce vehicle-caused wildlife mortality or will restore and maintain connectivity among terrestrial or aquatic habitats. **(10 points max.)**
[Click here to enter text.](#)
- ii. What information or data is provided to substantiate the current problem and associated environmental impacts? **(10 points max.)**
[Click here to enter text.](#)
- iii. What substantiating data or information is provided to show that the proposed application is an effective and manageable solution to the problem? **(10 points max.)**
[Click here to enter text.](#)

MOUNT MANSFIELD UNION HIGH SCHOOL

Michael Weston, Principal
Krystina Comforto, Assistant Principal
David Marlow, Director of Student Activities



Kristen Barker, Director of Student Services
Jennifer Heiny, Curriculum Coordinator
Anton Kelsey, Curriculum Coordinator

December 6, 2023

To Whom This May Concern-

This letter is in support of the Town of Jericho's application for a VTRANS 2023 Transportation Alternatives Grant, that seeks funding in the amount of \$600,000 to construct the final segment of the Jericho Center to Mt Mansfield Union High School (MMUHS) Path project, as envisioned in the CCRPC's 2011 scoping study. If funded, this project represents the last of four segments to be constructed that will complete a direct connection between Jericho Center and MMUHS. This project is the manifestation of years of hard work and to complete this multimodal path, originally identified as a critical community need in the Jericho Bike/Ped Plan.

In addition, this project reflects years of cooperative effort between the Town of Jericho, the Mount Mansfield Union Unified School District (MMUUSD) and MMUHS to improve walking, running and biking safety for users in and around one of our state designated village centers. Not only will this path assure safe passage for resident users and MMUHS students, it will also benefit the safety of MMUHS x-country team, track team and runners from the Ethan Allen Firing Range.

As you are likely aware, the importance of this project is delineated in several sections of the CCRPC's ECOS Plan. It will assist the municipal and school community in addressing one of the four broad goals outlined stating:

"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, p. 8)

In addition to achieving safety goals for multimodal travel, this path will likewise assure more economic and community activity access, allowing MMUHS students to access the Jericho Country Store, The Jericho Community Center and the Jericho Town Library.

We commend and support the shift in funding priorities, supporting projects like this represents for VTRANS—shifting from purely roadway investments toward transportation alternatives like walking, running and cycling projects. These active transportation projects provide many community benefits, such as improved student & faculty health, economic development and better quality of life. We support the Town of Jericho in its effort to assure active transportation initiatives remain relevant, respond to community priorities and continue to grow Chittenden County's walk/bike facilities.

Respectfully submitted,

John Alberghini, Superintendent MMUUSD

Michael Weston, Principal, MMUHS

211 Browns Trace—Jericho, VT 05465
Telephone: (802) 899-4690 Fax: (802) 899-2904
mmu.mmuusd.org



Town of Jericho

Selectboard

Catherine McMains, Erik Johnson, Joe Flynn

Town Administrator

John Abbott

November 16, 2023

Scott Robertson
VTrans Municipal Assistance Bureau
219 North Main Street
Barre, VT 05641

Dear Scott,

The Jericho Selectboard offers its support for the Town of Jericho's application for completion of the Jericho Center to Mount Mansfield Unified (MMU) Union High School to the Transportation Alternatives grant program. They are committed to all future maintenance that is needed. The Selectboard approved the grant application and local match required from general funds at a duly warned meeting on November 16, 2023. Draft minutes of that meeting are included with the grant application.

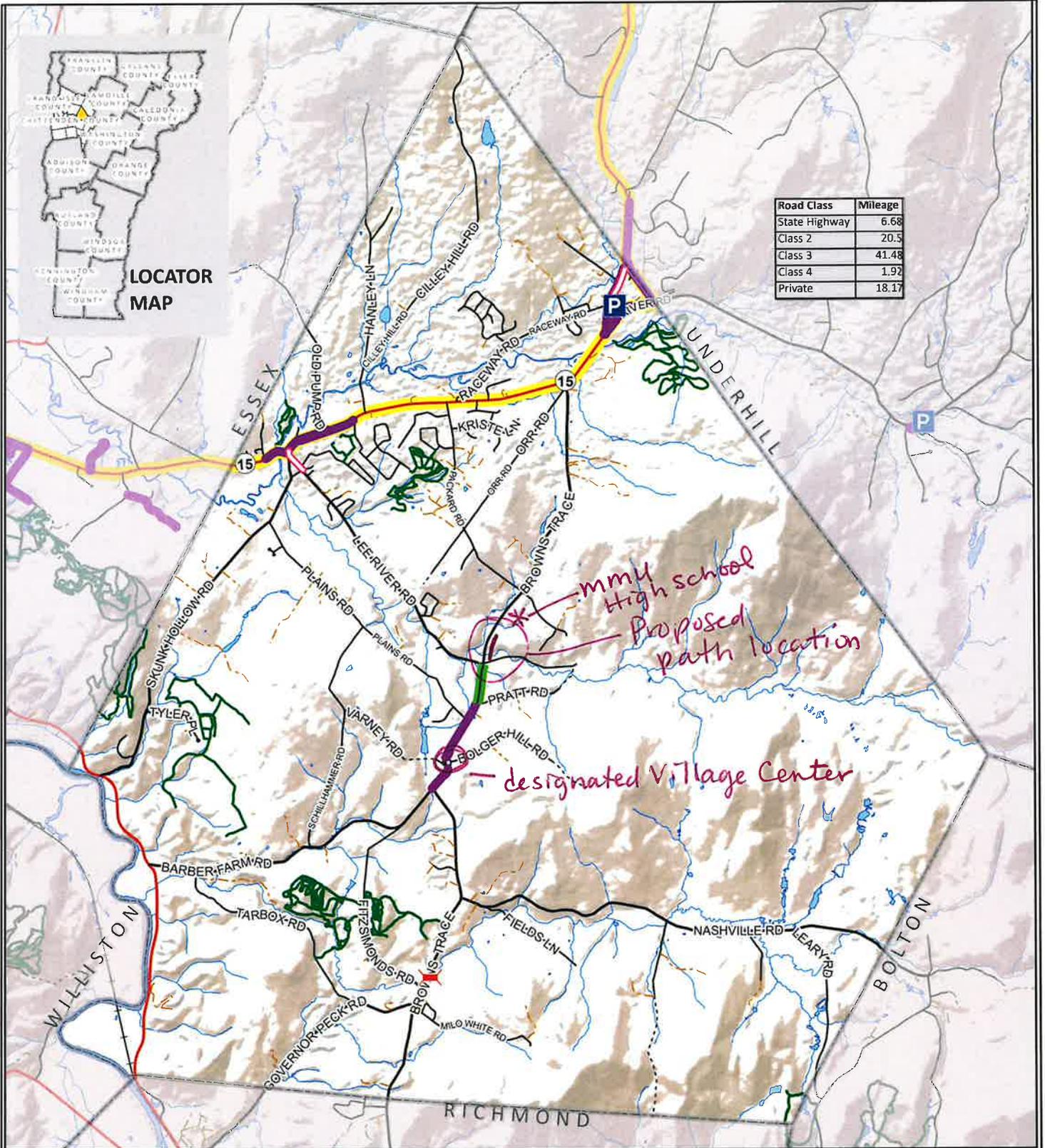
Jericho's residents have demonstrated a commitment to bike and pedestrian amenities in town and have supported this project and numerous other pedestrian projects via approval of the town's capital budget for many years. The Town looks forward to completing the connection of this path from the Village Center to the High School, which has been envisioned since the scoping study was completed in 2011.

We hope you will recognize Jericho's continuous efforts towards improving pedestrian safety by approving our request for funding under the 2024 VTrans Transportation Alternatives Program.

Sincerely,

A handwritten signature in cursive script that reads "Catherine L. McMains".

Catherine McMains
Selectboard Chair



Road Class	Mileage
State Highway	6.68
Class 2	20.5
Class 3	41.48
Class 4	1.92
Private	18.17

Source:
 Transportation Improvements - CCRPC TIP, 2022; Existing sidewalks, trails, shared use - CCHPC, 2022; Bus Route - GMT, 2023; Tax Parcel Boundary - 2021; Road Centerline - e911, March 2023; Railroad - VTrans, 2003; Surface Water - VHD, 2008 (VCGI)
 Map created by P. Brangan using ArcGIS. All data is in State Plane Coordinate System, NAD 1983.
 Disclaimer:
 The accuracy of information presented is determined by its sources. Errors and omissions may exist. The Chittenden County Regional Planning Commission is not responsible for these. Questions of on-the-ground location can be resolved by site inspections and/or surveys by registered surveyors. This map is not sufficient for delineation of features on-the-ground. This map identifies the presence of features, and may indicate relationships between features, but is not a replacement for surveyed information or engineering studies.

- P Park & Ride
- Trail
- Shared Use Path
- Sidewalk
- Bus Route
- Transportation Improvement
- ✂ Bridge Replacement
- Proposed Sidewalk
- Road Centerline
- State Highway
- Class 2
- Class 3
- Class 4
- Private/Unknown
- Railroad

**Map 11:
 Transportation
 Jericho, Vermont**

2024 Comprehensive Plan

1:63,360

0 1 2 Mile

Jericho, VT



End point:
Existing path @
mmu
Athletic
fields

Pedestrian
bridge
approx.
location

Proposed
path location

Existing crosswalk @ Ethan Allen Rd.
End point of existing shared use path from Jericho Center
Proposed path will start here, heading North ~625 ft.
and connect to existing gravel path at mmu Athletic
fields.

Jeannine Russell
VTrans Archaeologist
State of Vermont
Environmental Section
One National Life Drive
Montpelier, VT 05633-5001
www.aot.state.vt.us

[phone] 802-828-3981
[fax] 802-828-2334
[ttd] 800-253-0191

Agency of Transportation

To: Seth Jensen, Jericho Town Planner
Date: July 20, 2009
Subject: Jericho Center MMU Multimodal Path

The Town of Jericho is proposing the construction of a multimodal path starting just north of the town green in Jericho Center and continuing north along Browns Trace Road to Mount Mansfield Union High School. The proposed path would be ten feet wide along one side of the road.

The VTrans Archaeologist and Historic Preservation Officer met with Seth Jensen, the Jericho Town Planner, on July 1, 2009 to look for potential resource issues and advise for the project feasibility study. Both sides of the road were observed during this visit.

The general area of the proposed project is considered sensitive for both pre-contact and historic archaeology. Pre-contact sensitivity is moderate due to the presence of several water courses, including the Lee River, in the general area as well as high terraces and well-drained soils. It is also sensitive for historic archaeology due to the presence of several known sites nearby. These sites are mostly historic house and barn sites, including VT-CH-716, VT-CH-717, and VT-CH-720.

Results of the field walkover indicated that the majority of the immediate project area has been disturbed by previous roadway construction and historic development, and is not considered to be sensitive. There are no buried utilities in the project area, and surrounding residences have private water and septic sources. There are a few areas outside of the existing roadway footprint that are considered sensitive, specifically the small field north of 304 Browns Trace Road at the intersection of Plains Road and the house yard north of Plains Road on the west side of Browns Trace Road. The open fields adjacent to Brown's Trace Road near the intersection with Lee River Road and Ethan Allen Road are also sensitive for pre-contact archaeological resources. A historic foundation was observed in the southeast quadrant of the bridge north of Ethan Allen Road. This foundation is thought to be the remains of a blacksmith shop that appears in the 1869 Beers Maps. These sensitive areas should be avoided if possible. If they cannot be avoided, further archaeological study will be necessary.

Thank you for the opportunity to comment on the above project. Please feel free to contact me if you have any questions or require further information.

Sincerely,



Jeannine Russell
VTrans Archaeologist

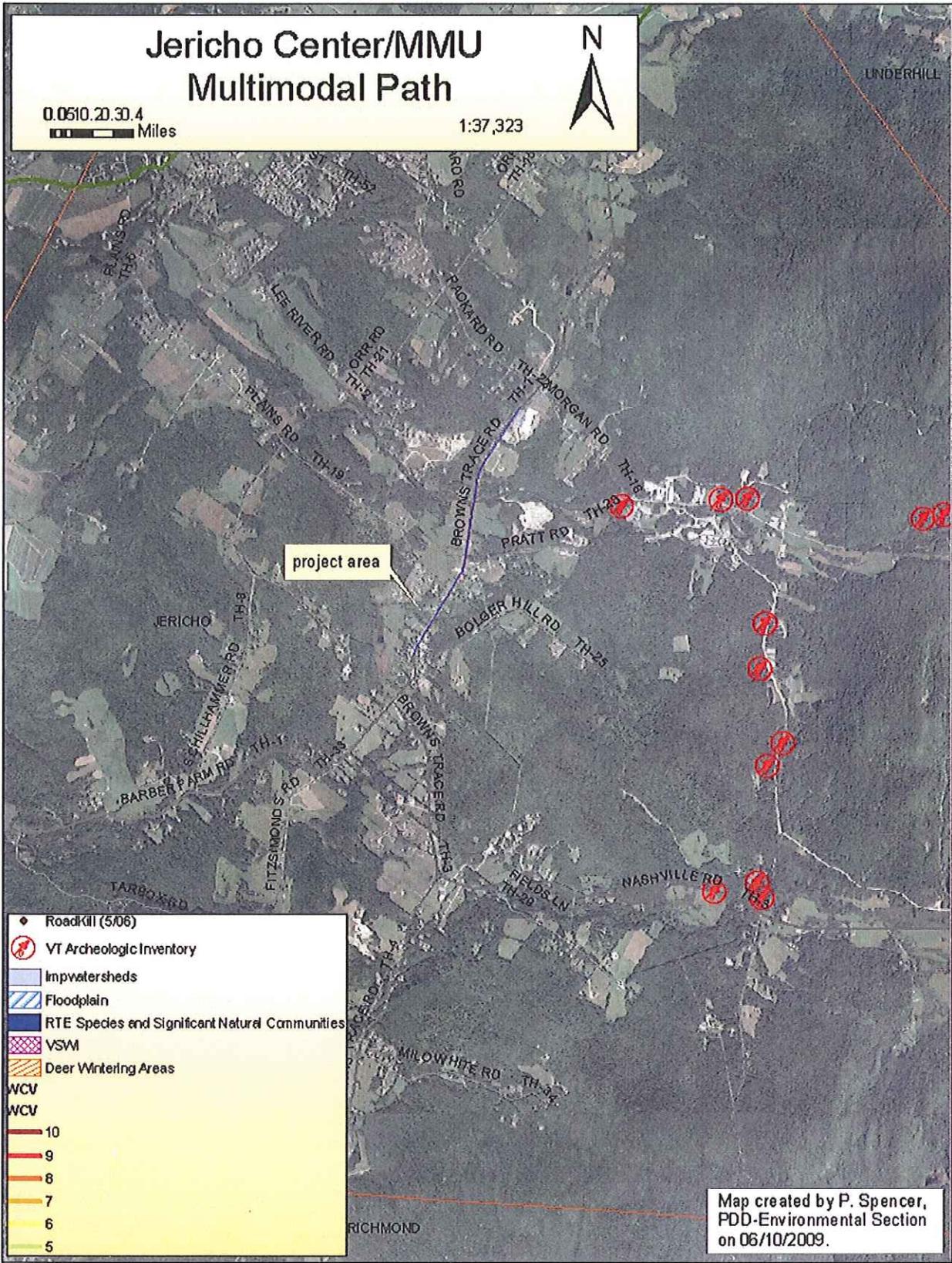
Cc: Amy Bell, Planning Coordinator
Scott Newman, Historic Preservation Officer
Jeff Ramsey, Environmental Specialist

Jericho Center/MMU Multimodal Path



0.0510.20.30.4
Miles

1:37,323



- ◆ Roadkill (5.06)
- ⊘ VT Archeologic Inventory
- Impwatersheds
- Floodplain
- RTE Species and Significant Natural Communities
- VSM
- Deer Wintering Areas
- WCV
- WCV
- 10
- 9
- 8
- 7
- 6
- 5

Map created by P. Spencer,
PDD-Environmental Section
on 06/10/2009.

Graphs from Vermont Agency of Education Dashboard: Student Characteristics for MMU High School

<https://education.vermont.gov/data-and-reporting/vermont-education-dashboard/student-characteristics>

Student Characteristics Grade(%), Incidence(%), Race/Ethnic(%), English Language Learner(%), Family Income(%), Gender(%), Mobility(%), and Special Education(%)	School Mt Mansfield USD #17 (School)	SU/SD Name CHITTENDEN EAST SU	School Year 2021
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Grade
Incidence
Race/Ethnic Group
English Language Learner
Family Income
Gender
Mobility
Student Support Services
?

Mt Mansfield USD #17 (School) by Race/Ethnic Group

● American Indian/Alaskan ... ● Asian ● Black ● Hispanic ● Multi-Racial ● Native Hawaiian/Pacific Isl...

Years that are not shown in the chart above either have zero value or are suppressed.

Mt Mansfield USD #17 (School) by Race/Ethnic Group for 2021 (Race/Ethnic Group only displayed when reported)

Label	School	SU	State
American Indian/Alaskan Native			0.3%
Asian	0.51%	0.55%	2.21%
Black	0.39%	0.27%	2.51%
Hispanic	2.44%	3.25%	2.63%
Multi-Racial	4.36%	3.06%	3.47%
Native Hawaiian/Pacific Islander			0.13%
White	92.3%	92.87%	88.74%

61%

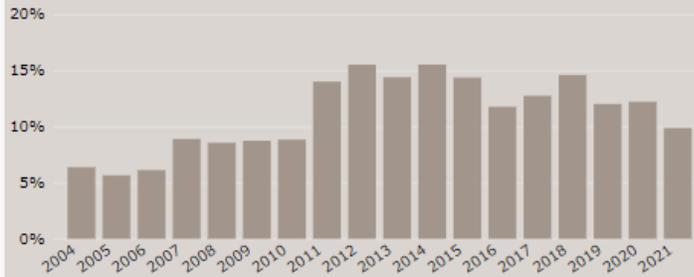
Microsoft Power BI
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Student Characteristics Grade(%), Incidence(%), Race/Ethnic(%), English Language Learner(%), Family Income(%), Gender(%), Mobility(%), and Special Education(%)	School	SU/SD Name	School Year
	Mt Mansfield USD #17 (School)	CHITTENDEN EAST SU	2021

Grade
Incidence
Race/Ethnic Group
English Language Learner
Family Income
Gender
Mobility
Student Support Services
?

Mt Mansfield USD #17 (School) by Family Income

● Free or Reduced Lunch ● FRL - Unknown



Years that are not shown in the chart above either have zero value or are suppressed.

Mt Mansfield USD #17 (School) by Family Income for 2021

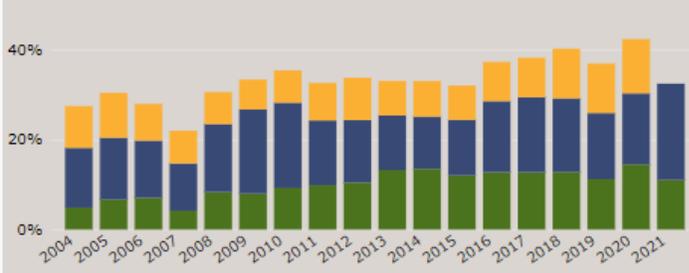
Label	School	SU	State
Free or Reduced Lunch	9.88%	11.24%	34.46%

61%

Student Characteristics Grade(%), Incidence(%), Race/Ethnic(%), English Language Learner(%), Family Income(%), Gender(%), Mobility(%), and Special Education(%)	School	SU/SD Name	School Year
	Mt Mansfield USD #17 (School)	CHITTENDEN EAST SU	2021

Grade
Incidence
Race/Ethnic Group
English Language Learner
Family Income
Gender
Mobility
Student Support Services
?

Mt Mansfield USD #17 (School) by Student Support Services



Years that are not shown in the chart above either have zero value or are suppressed.

Mt Mansfield USD #17 (School) by Student Support Services for 2021

Label	School	SU	State
504 Plan	11.04%	6.23%	4.69%
Education Support Team	21.44%	12.34%	6.4%

Jericho TAP Application - MMU to Jericho Center Path Completion

625 feet of 5' wide bituminous sidewalk with associated site work and incidentals	\$ 71,875.00	estimated at \$115 per linear foot based on 2020 VTrans Bicycle and Pedestrian Program Unit Cost Report plus an inflation factor
90 ft. span 10' pre-fabricated bridge	\$ 250,000.00	estimate from Town Engineer based on similar structure
Abutments, approaches, bridge site work	\$ 250,000.00	estimate from Town Engineer based on site visit
Contingency	\$ 57,187.50	10% of construction costs
Right-of-Way	\$ 5,000.00	document prep and review by Town Attorney
Engineering	\$ 114,375.00	20% of construction costs (includes cost of archaeology assessment, if needed)
Admin/MPM	\$ 57,187.50	10% of construction costs
Construction Inspection	\$ 85,781.25	15% of construction costs
Total	\$ 891,406.25	
Grant request	\$ 600,000.00	
Town match	\$ 291,406.25	

Jericho MMU High School to Village Center Shared Use Path Completion

Site photos

Browns Trace looking north from Ethan Allen Road intersection. Note pedestrian on narrow shoulder and unsafe conditions for walking or biking due to lack of facilities.



Browns Trace looking north at bridge over the Lee River.



Browns Trace looking south at Lee River Bridge. Note existing shared-use path to Jericho Center in the distance that this proposed project will be an extension of.



Browns Trace Road looking south. Note narrow shoulder and lack of safe facilities for bikes and pedestrians. These conditions could lead to tragic outcomes for students walking or biking here.



Browns Trace looking north. This is the existing gravel path that leads to MMU athletic fields and would be the end point for this proposed path.

