

2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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 :

2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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.).

2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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:

2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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 Template

Applicant Name: Town of Jericho

Project Title--Design/Construction: Mount Mansfield Union (MMU) High School to Village Center Shared Use Path Completion

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.

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?

This project is critical to the completion of a high priority bike and pedestrian connection between a regional high school (Mount Mansfield Union-MMU) and Jericho Center, a designated Village Center located on Browns Trace. The project was initially scoped in 2011 and was divided into 4 segments. Three of the 4 segments have been constructed to date. This project will complete the full connection and maximize the return on State and local investment in this infrastructure.

This segment of road is narrow, currently unsafe for bikes and pedestrians, and has no existing facilities to accommodate them. Younger children, families, inexperienced cyclists, and most pedestrians avoid using the road, especially in winter months, due to lack of safe bike and pedestrian infrastructure. MMU sports teams and students run or walk on the narrow shoulder, with cars passing close by at 25-40 mph. Completing this section of path will solve the problem of not having a safe place for walking and biking to access MMU.

In addition to serving MMU students and staff, the path will also serve Jericho residents who access the high school building and athletic facilities for events including Town Meeting, elections, and community forums as well as to use the track, sports fields and sledding hill. Completing this path will encourage more walking and biking between the school and Jericho Center. A church, Community Center, Town Library, General Store and Village Green are located here and host community events year round. Completion of this segment of path will aid in achieving a goal originally identified in the Jericho Bike/Ped Master Plan (2015), development of a multi-modal network that links the 3 designated village centers and 3 schools.

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?

This path project will complete the connection between MMU and Jericho Center and has the economic development co-benefit of stimulating synergy between events at the school and businesses and facilities in Jericho Center. Historically this type of opportunity hasn't existed before. Students, staff, and families will be able to go from sports and community events at MMU to businesses and facilities in Jericho Center-- without using their vehicles.

Another of Jericho's community and economic development priorities is to attract more residents, businesses and tourists by expanding and promoting its' network of safe bike and pedestrian facilities. The following excerpt from the Town Plan addresses this specifically:

- Implementation 6.2.6.3: Ensure access to Jericho's public and quasi-public lands, buildings and facilities for residents and visitors. Develop a network of trails, **including on road bike and pedestrian facilities**, connecting these amenities.
- Implementation 6.2.6.5: Develop promotional materials marketing the appeal of Jericho and its' businesses, Village Centers and rural areas through "Walking Tours," or "Bike Tours."

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 budget submitted was updated from the 2011 scoping study with assistance from the Town Engineer. Estimates were developed based on the 2020 VTrans Report on Shared Use Path and Sidewalk Costs that were ground-truthed against a bid tabulation from another segment of this path built in 2020 plus an inflation factor. The estimated cost of the pedestrian bridge was extrapolated from an estimate for a similar sized structure provided by Contech, with the additional cost of approaches and abutments. The admin/MPM, engineering, right-of-way, and inspection costs were calculated based on the VTrans recommended % of construction costs. A contingency of 10% is included.

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 archaeologic) impacts anticipated for the project. If a scoping or planning report is attached, please highlight or reference the applicable sections.

This project involves only one landowner, the MMU school district. We've reached out to the Superintendent and Principal and confirmed their support and willingness to provide easements for the path. We will work together to identify any signs/markings needed in the parking lot to safely connect the path to their sidewalks. A potential historic resource was identified at the SE corner of the Lee River bridge in the scoping report. 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 permitting and coordination. There may also be wetlands in the area upstream of the bridge and we anticipate avoiding that area. We will consult with ANR regarding permit and/or mitigation requirements needed to incorporate into final design. Exact alignment for the bridge will be determined based on impacts and cost considerations.

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?

The project is not on a state maintained road and doesn't conflict with any other planned municipal projects. There are no other funding sources for the project.

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.

The project most directly addresses the needs of children. While MMU is a high school, children of all ages utilize the MMU building and recreation facilities and can benefit from this path. It will also address the needs of people with limited or no access to vehicles so they can safely travel between the village center and the school. The project incorporates Universal Design considerations and addresses the needs of mobility challenges. We reached out to our Diversity, Equity and Inclusion Committee that includes 2 MMU students for input on the design.

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?

While there's no transit or rail service at this site, this path will improve walking and biking access to the MMU parking lot that serves as an informal park and ride location for residents and families. It's also a meeting spot for school and sports events where groups/teams are transported by bus. Additionally, while this path will complete the connection between Jericho Center and MMU, it can also be viewed as the "first segment" of a multi-modal corridor heading northeast towards Route 15 where there's a GMT bus stop.

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?

This project completes a connection to a designated Village Center and is less than ½ mile away from the designation boundary.

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 -

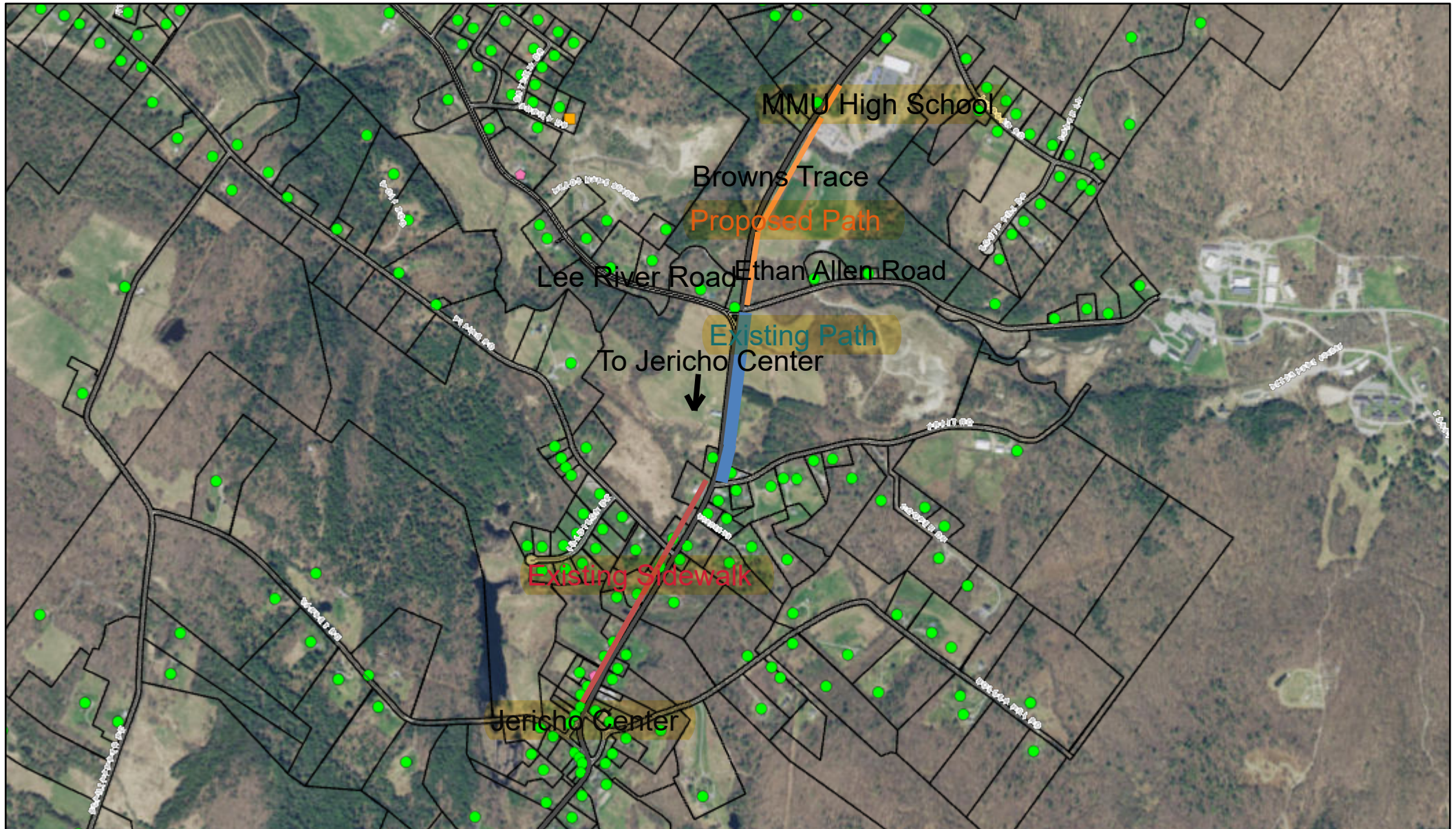
<http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>

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)?

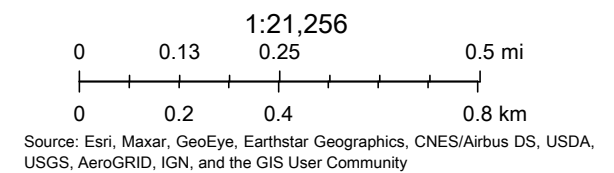
The town anticipates hiring CCRPC staff as MPM for the project. They have a depth of experience with these types of projects and a track record of success in collaborating with the Town of Jericho. Regular check-in meetings will be scheduled between the town, MPM, engineers and VTrans staff (as available) to track progress and discuss concerns as they arise. If CCRPC is unwilling/unable to act as MPM, then Linda Blasch, Town Planner will serve as MPM. She has been an MPM in her previous role at NRPC and has also worked as a Project Supervisor in the VTrans Municipal Assistance Section.

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

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



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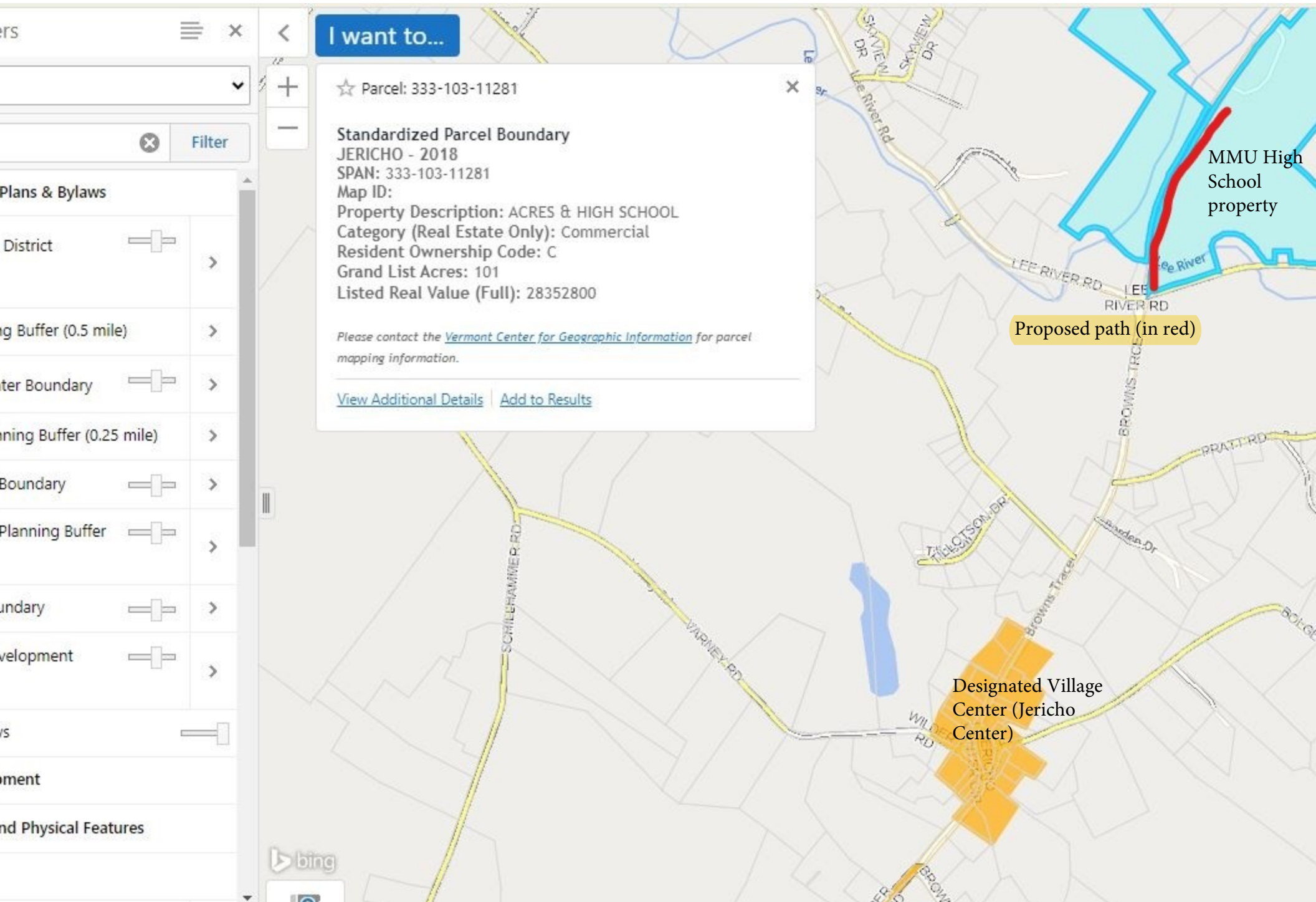


Mount Mansfield
Union High School

Project end

Partial funding
shortened scenario end
point

Project start



Attachment F:
2023 Example Partial Funding Documentation

Applicant Name: Town of Jericho
Project Title: MMU High School to Village Center Path Completion

Full Project Funding
Description: 1750 Feet of 10' bituminous Path from Ethan Allen Road to MMU parking Lot

Municipal Project Management	\$115,625
Engineering	\$231,250
ROW estimate	\$5,000
Construction	\$1,156,250
Construction Inspection	\$173,438
Contingency	\$115,625
Total for Full Project	\$1,797,188

Partial Project Funding Scenario 1
Description: 1750 Feet of 5' bituminous sidewalk from Ethan Allen Road to MMU parking lot

Municipal Project Management	\$ 70,125
Engineering	\$ 140,250
ROW estimate	\$ 5,000
Construction	\$ 701,250
Construction Inspection	\$ 105,188
Contingency	\$ 70,125
Total for Partial Funding Project	\$ 1,091,938

Partial Project Funding Scenario 2
Description: 625 Feet of 10' bituminous sidewalk from Ethan Allen Road to existing gravel path adjacent to MMU athletic fields

Municipal Project Management	\$73,438
Engineering	\$146,875
ROW estimate	\$5,000
Construction	\$734,375
Construction Inspection	\$110,156
Contingency	\$73,438
Total for Partial Funding Project	\$1,143,282

Partial Project Funding Scenario 3
Description: 625 Feet of 5' bituminous sidewalk from Ethan Allen Road to existing gravel path adjacent to MMU athletic fields

Municipal Project Management	\$57,188
Engineering	\$114,375
ROW estimate	\$5,000
Construction	\$571,875
Construction Inspection	\$85,781
Contingency	\$57,188
Total for Partial Funding Project	\$891,407

Budget justification

Items	Estimate	Justification
1750 ft of 10' bituminous shared use path with associated site work and incidentals including pavement markings. New signs, traffic control, contractor mob/demob, erosion control, landscaping	\$ 656,250.00	estimated at \$375 per linear foot using Vtrans 2020 report and 2020 Jericho bid tabulation plus inflation factor
90 ft. span 10' pre-fabricated bridge	\$ 250,000.00	based on similar structure estimate from Contech with advisement from Town Engineer
Abutments, approaches, bridge site work	\$ 250,000.00	estimate from Town Engineer based on site visit
Contingency	\$ 115,625.00	10% of construction costs
Right-of-Way	\$ 5,000.00	ROW donation is anticipated, but this covers document review of easements by Town Attorney
Engineering including potential Phase 1 archaeology and permitting	\$ 231,250.00	20% of construction costs
Admin/MPM	\$ 115,625.00	10% of construction costs
Construction Inspection	\$ 173,438.00	15% of construction costs
Total	\$ 1,797,188.00	
Grant request	\$ 1,437,750.40	
Town match	\$ 359,437.60	

1750 ft of 5' bituminous sidewalk with associated site work and incidentals including pavement markings. New signs, traffic control, contractor mob/demob, erosion control, landscaping	\$ 201,250.00	estimated at \$115 per linear foot using Vtrans 2020 Report plus inflation factor
90 ft. span 10' pre-fabricated bridge	\$ 250,000.00	based on similar structure estimate from Contech with advisement from Town Engineer
Abutments, approaches, bridge site work	\$ 250,000.00	estimate from Town Engineer based on site visit
Contingency	\$ 70,125.00	10% of construction costs
Right-of-Way	\$ 5,000.00	ROW donation is anticipated, but this covers document review of easements by Town Attorney
Engineering including potential Phase 1 archaeology and permitting	\$ 140,250.00	20% of construction costs
Admin/MPM	\$ 70,125.00	10% of construction costs
Construction Inspection	\$ 105,187.50	15% of construction costs
Total	\$ 1,091,937.50	
Grant request	\$ 873,550.00	
Town match	\$ 218,387.50	

Budget justification

Items	Estimate	Justification
625 ft of 10' bituminous shared use path with associated site work and incidentals including pavement markings. New signs, traffic control, contractor mob/demob, erosion control, landscaping	\$ 234,375.00	estimated at \$375 per linear foot using Vtrans 2020 report and 2020 Jericho bid tabulation plus inflation factor
90 ft. span 10' pre-fabricated bridge	\$ 250,000.00	based on similar structure estimate from Contech with advisement from Town Engineer
Abutments, approaches, bridge site work	\$ 250,000.00	estimate from Town Engineer based on site visit
Contingency	\$ 73,437.50	10% of construction costs
Right-of-Way	\$ 5,000.00	ROW donation is anticipated, but this covers document review of easements by Town Attorney
Engineering including potential Phase 1 archaeology and permitting	\$ 146,875.00	20% of construction costs
Admin/MPM	\$ 73,437.50	10% of construction costs
Construction Inspection	\$ 110,156.25	15% of construction costs
Total	\$ 1,143,281.25	
Grant request	\$ 914,625.00	
Town match	\$ 228,656.25	

625 feet of 5' wide bituminous sidewalk with associated site work and incidentals including pavement markings. New signs, traffic control, contractor mob/demob, erosion control, landscaping	\$ 71,875.00	estimated at \$115 per linear foot using Vtrans 2020 Report plus inflation factor
90 ft. span 10' pre-fabricated bridge	\$ 250,000.00	based on similar structure estimate from Contech with advisement from Town Engineer
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	ROW donation is anticipated, but this covers document review of easements by Town Attorney
Engineering including potential Phase 1 archaeology and permitting	\$ 114,375.00	20% of construction costs
Admin/MPM	\$ 57,187.50	10% of construction costs
Construction Inspection	\$ 85,781.25	15% of construction costs
Total	\$ 891,406.25	
Grant request	\$ 713,125.00	
Town match	\$ 178,281.25	

June 5, 2023

Peter Pochop
VT Agency of Transportation
219 North Main Street
Barre, VT 05641

Dear Peter:

This letter is in support of the Town of Jericho's application to the VTrans 2023 large-scale Bicycle and Pedestrian Grant Program to construct the final segment of the MMU Path project, as envisioned in the CCRPC's 2011 scoping study. This is the last of four segments to be constructed and will complete a direct connection between Jericho Center and Mount Mansfield Union High School. This project is a key path as identified in Jericho Bike/Ped Plan and part of the Town's concerted effort to improve walking and biking in and near its three village areas.

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 CCRPC's 2022 Active Transportation Plan, which states that active transportation provides many community benefits, such as improved public health, economic development, quality of life, and environmental quality. It also seeks to ensure that local active transportation efforts remain relevant, respond to community priorities, continue to grow Chittenden County's walk/bike facilities, and foster a culture supportive of active transportation.

Thank you for your consideration of this project.

Sincerely,

A handwritten signature in blue ink that reads "Bryan Davis". The signature is written in a cursive, flowing style.

Bryan Davis
Senior Transportation Planner



Town of Jericho Vermont
PO Box 39 (67 VT Route 15)
Jericho, VT 05464
www.jerichovt.org

June 8, 2023

Peter Pochop
Bicycle and Pedestrian Program Manager
Municipal Assistance Section
Vermont Agency of Transportation
219 North Main Street
Barre, Vermont 05641

Dear Peter,

I am writing on behalf of the Jericho Selectboard to inform you of their support for the attached application to complete the last segment of the multi-use path connecting Mount Mansfield Union High School to Jericho Center. The Board approved the grant application at their June 1, 2023 meeting and their support is documented in the relevant portion of those minutes that are included with this grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Linda Blasch", is written over a light blue horizontal line.

Linda Blasch
Town Planner

Review and Consider Options of Completion of the MMU Path Segment 4

Linda said the scoping study for a path from Jericho Center to Mount Mansfield Union High School was completed in 2011. The scoping study broke the path into four segments. Three of the four segments have been constructed. The remaining segment is from the intersection of Ethan Allen Road over the Lee River to the high school. In 2020 the previous town administrator submitted a grant application to complete it, which was not approved. Linda got feedback from VTrans on how to improve the application. In 2020 the cost estimate was \$750,000, but costs have increased since then. She met with town engineer Tyler Billingsley and they walked the site and talked about scenarios. Very conservative estimates could range from \$1 million to \$1.7 million dollars, depending on design decisions. Would the town approve moving forward with a grant application to complete the last segment?

Catherine said we need to know how the high school feels about it. John said he reached out to John Alberghini and Mike Weston. All the property on that side of the river is owned by the school district. Mike said he is in support of whatever we can do to connect. He acknowledged potential difficulties with tying the path into a busy parking lot. If we get grant funding and need an easement he would want to involve the school board to sign off on it. Mike said John Alberghini also endorses it.

Linda said the cost estimates are for the total project. A grant would cover 80% of the cost. The town match would be \$220,000 to \$360,000. If a grant were to be awarded the project would typically take 4 to 5 years to get to construction. The grant would be to engineer and construct one of the options with a 20% match from the town.

Wayne asked if the intersection itself is of any interest during the scoping study. Does the seeming misalignment of the intersection or traffic going to the firing range enter into this at all? Linda said if the path is constructed it would not necessarily have any impact on the intersection. None of the recommended options from the engineering study on the intersection would be impacted by this path.

Catherine brought up the wrought iron bridge that came from the old mill. Linda said she asked Tyler if we could use that bridge for this project and he said it's not long enough. Someone at the Regional Planning Commission is exploring the possibility of repurposing a VTrans structure.

Erik Johnson moved to approve the application for a grant for engineering and construction of the fourth segment of the MMU path, Wayne Howe seconded and the motion was passed 3-0.

Review and Consider Approval of Town of Jericho Portion of Joint ARPA Appropriations with Underhill

Catherine said several organizations approached both Underhill and Jericho with ARPA funding requests. At the end of May Underhill approved their portion of each of the requests. Catherine reviewed the requests.

Wayne said someone affiliated with the Underhill highway department suggested to him that for the parking lot improvements at Mills Riverside Park, maybe the Underhill and Jericho highway

Excerpt from 2011 scoping study

- Highest initial cost alternative

Discussion:

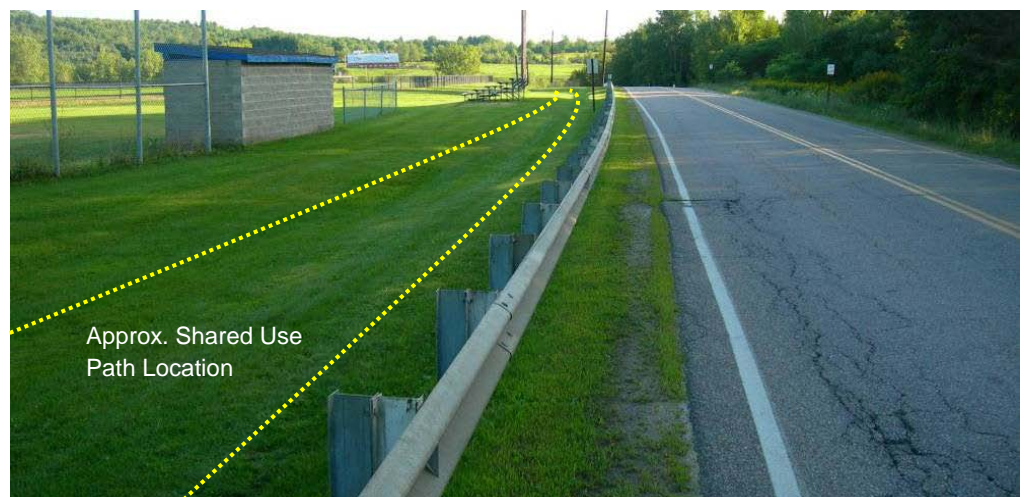
This alternative represents the highest level of improvement. It provides the greatest benefit for the largest set of potential users.

3.3 Shared Use Path Alternatives



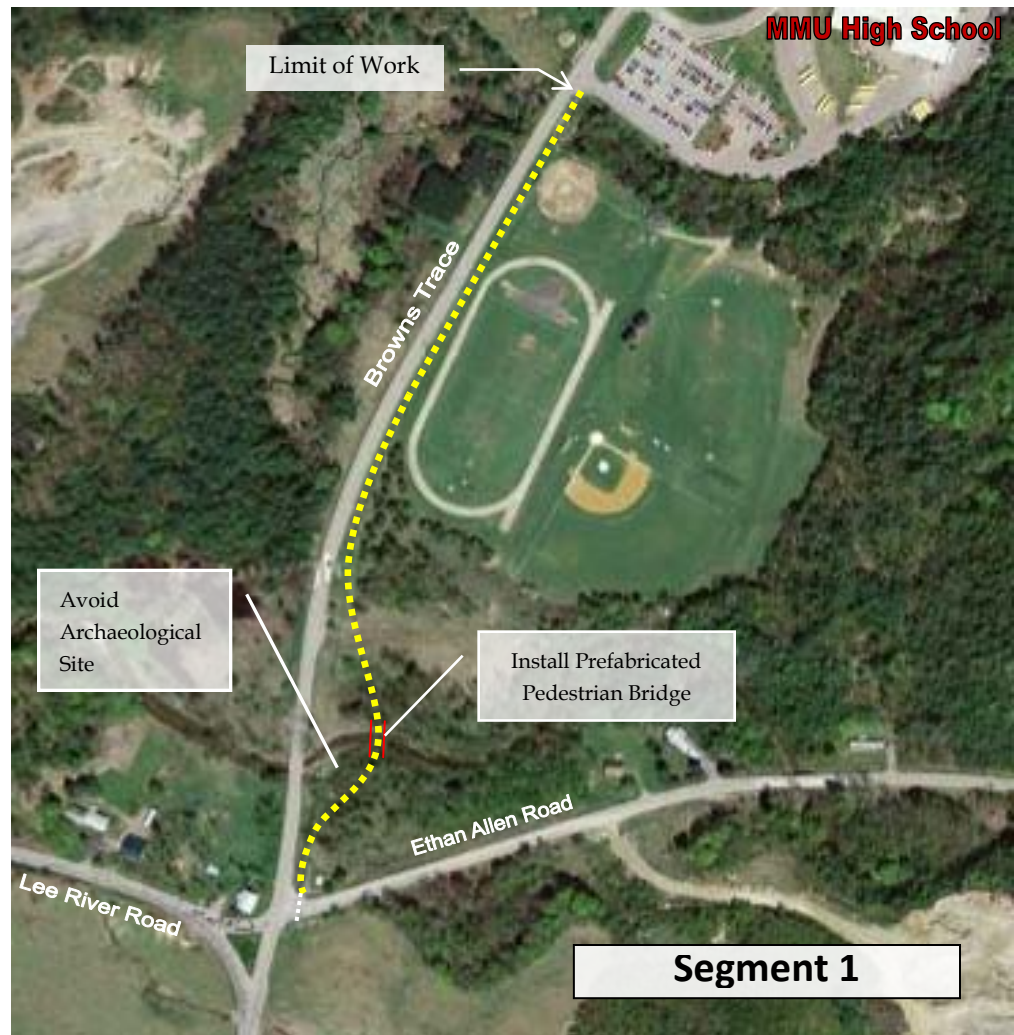
It is evident from the discussions in the previous section that the shared use path alternatives provide the highest level of improvement and satisfy the project Purpose and Need to the greatest extent. It is also clear from the discussion of constraints in Section 2.3 that it will be difficult to construct a shared use path from the school all the way to the Town Center. A segment by segment evaluation of shared use path solution alternatives follows, beginning at the MMU High School.

Segment 1 – MMU High School to Ethan Allen Road



Excerpt from 2011 scoping study

The path would originate at the school parking lot and proceed southward behind the existing guardrail as illustrated in the above photo. Within the school parking lot signs and pavement markings would be used to help define a preferred path and to alert motorists. Bike racks should be added at the school and/or at the trailhead.



The path would follow the short existing path that leads from the recreations fields to Browns Trace Road. It would then diverge away from the road to cross the river on a new prefabricated bike/pedestrian bridge. The new bridge would have a span longer than the roadway bridge to minimize impacts to the stream bank. The path alignment would be adjusted to avoid the reported remnants of a blacksmith shop building foundation that the VTrans archaeologist reported near the southeast corner of the existing roadway bridge.

Assuming the intersection configuration does not change, the path would cross Ethan Allen Road via a crosswalk at the stop sign controlled approach.

Jericho MMU High School to Village Center Shared Use Path Completion

Site photos

Browns Trace Road looking north from Ethan Allen Road intersection. Note pedestrian on bridge and how unsafe conditions are for students and families walking or biking.



Browns Trace Road looking north at bridge over the Lee River.



Browns Trace Road looking south at Lee River Bridge. Note existing path in the distance that this project would connect to.



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



Browns Trace Road looking north. This is the existing gravel path that leads to MMU athletic fields and would be the end point for partial funding scenarios with shortened path.

