

PROJECT INFORMATION

Proj. Name and Number:

EA No.: PPMS:

Project Manager:

DOCUMENTS FOR REVIEW AND FILES LOCATION

PLANS SCOPING REPORT FILE LOCATION :

ESTIMATES NONE FILE LOCATION :

SPECIAL PROVISION NONE FILE LOCATION :

TIME LINES

SUBMITTED:

DEADLINE:

COMPLETED:

Brief Project Description:

Program: Project Location: Route:

INVITEES FOR REVIEW

<input checked="" type="checkbox"/> MOB District 1 REVIEWED <small>By Christopher Taft (christopher.taft@state.vt.us) at 10:08 am, Jun 22, 2016</small>	<input type="checkbox"/> MOB District 7	<input checked="" type="checkbox"/> MAB Bicycle and Pedestrian Program Unit REVIEWED <small>By Jon Kaplan (jon.kaplan@state.vt.us) at 3:55 pm, Jun 27, 2016</small>	<input checked="" type="checkbox"/> PDB Highway Safety & Design Didn't participate in On-line review.	<input type="checkbox"/> CMB Construction Section	<input type="checkbox"/> FHWA
<input type="checkbox"/> MOB District 2	<input type="checkbox"/> MOB District 8	<input type="checkbox"/> PDB Right-of-Way	<input type="checkbox"/> PDB Environmental Section REVIEWED <small>By Julie Ann Held (julieann.held@vermont.gov) at 9:30 am, Jun 14, 2016</small> REVIEWED <small>By James Brady (james.brady@vermont.gov) at 7:58 am, Jun 28, 2016</small>	<input type="checkbox"/> CMB Materials Testing and Certification Section	<input type="checkbox"/> Rail Bureau
<input type="checkbox"/> MOB District 3	<input type="checkbox"/> MOB District 9	<input checked="" type="checkbox"/> PDB Structural Section Didn't participate in On-line review.	<input checked="" type="checkbox"/> PDB Hydraulics Section REVIEWED <small>By L. Russell (leslie.russell@vermont.gov) at 11:29 am, Jun 23, 2016</small>	<input type="checkbox"/> CMB Geotechnical Engineering Section	<input type="checkbox"/> Civil Rights
<input type="checkbox"/> MOB District 4	<input checked="" type="checkbox"/> MOB TSMO Traffic Operations REVIEWED <small>By Marcos R. Miller (marcos.miller@state.vt.us) at 11:19 am, Jun 10, 2016</small> REVIEWED <small>By Nancy L. Avery (nancy.avery@vermont.gov) at 8:38 am, Jun 14, 2016</small>	<input type="checkbox"/> PDB Survey Section	<input checked="" type="checkbox"/> PDB Utility Section Didn't participate in On-line review.	<input type="checkbox"/> Policy and Planning Bureau	<input type="checkbox"/> Others: REVIEWED <small>By Rachel Beauregard (rachel.beauregard@vermont.gov) at 3:49 pm, Jun 27, 2016</small> Joel Perrigo Nick Meltzer Scott Robertson REVIEWED <small>By Scott Robertson (scott.robertson@state.vt.us) at 3:49 pm, Jun 21, 2016</small> REVIEWED <small>By Nick Meltzer (Nicholas.Meltzer@state.vt.us) at 11:39 am, Jun 21, 2016</small>
<input type="checkbox"/> MOB District 5	<input checked="" type="checkbox"/> MOB Technical Services REVIEWED <small>By Tyler Hanson (tyler.hanson@vermont.gov) at 10:33 am, Jun 24, 2016</small>	<input checked="" type="checkbox"/> PDB Utility Section Didn't participate in On-line review.	<input type="checkbox"/> Integral Abutment		

Review Focus Notes:

Please charge time to BP14016-002.

Consultant response period 6-29-2016 to 7-13-2016.

Print Form

Clear Form

Submit by Email

Quality Assurance Section

Bicycle & Pedestrian Scoping Study *along Route 100 in Dover, VT*

Dover STP BP14(16)

The first sentence says pedestrian and sidewalk study. If bicycle amenities aren't included, don't use it in the title

May want to put exact locations in the title as there are multiple bike ped scoping studies along VT 100 in Dover

DRAFT
Submitted to the
Town of Dover
Vermont

May 25, 2016

Project No. 1570021

HOLDEN
Engineering & Surveying, Inc.
Concord, NH - Bedford, NH

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Traffic
Management
Scope too?

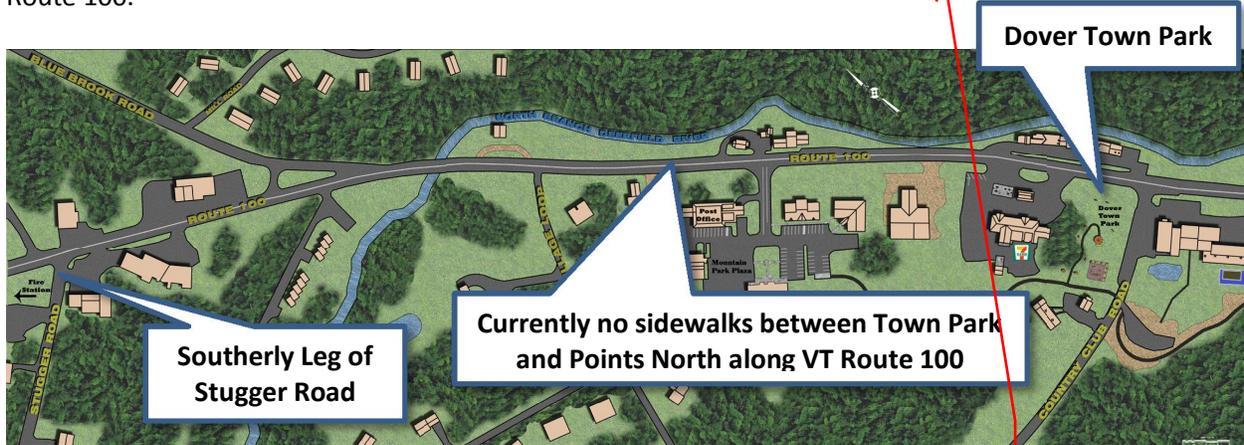
You only want to improve pedestrian safety, not bicyclists

Would be nice to get a little more detail on the study area... town highway numbers and distance of study area, for example. From what I can tell, this begins at 1.78 to 2.32 +/-, a distance of approximately 0.54 miles.

Project Purpose & Need

Project Purpose

The purpose of this sidewalk improvement project is to improve pedestrian safety and to create an appealing walking and biking route along Vermont Route 100. The study area begins at the Town Park at Country Club Road and extends northerly to the intersection of the southerly leg of Stagger Road (just south of the Fire Station). The study area is contained within State Right of Way (ROW) for Vermont Route 100.



Project Need

This project is intended to address the following needs:

A revised deed with permanent rights and temp. construction rights, as well as ROW plans would be required

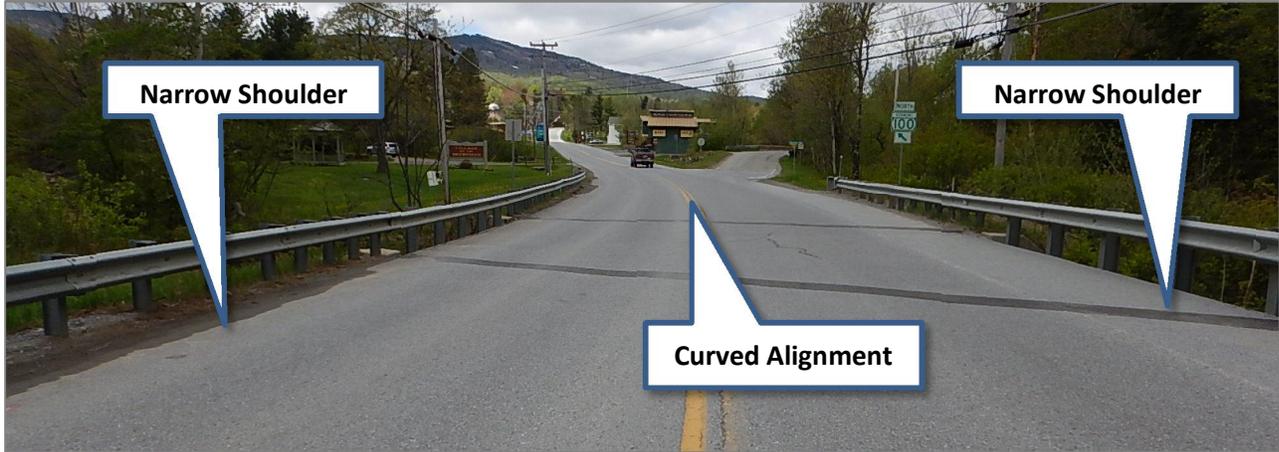
- 1) Presently there is no sidewalk along Vermont Route 100 between the Town Park and points along Route 100 to the north.
- 2) There is a considerable amount of bicycle and pedestrian traffic traveling between the homes and businesses along Vermont Route 100 from the Town Park northerly to the Mount Snow ski area. Pedestrian and bicycle traffic is heaviest during the spring, summer, and fall months. During the winter there is still a considerable amount of pedestrian traffic.
- 3) Currently pedestrians and bicyclists are sharing the traveled way with automobiles. The existing shoulder consists of some grass areas which become overgrown during the summer, and gravel areas which are rough and not conducive for use by either pedestrians or bicyclists.

Are pedestrians really walking in the traveled way? Shoulder looks wide enough for pedestrians on both sides. Traveled way is defined in the MUTCD, page 22.



What are the roadway typical sections along this corridor? Specifically, here at the bridge? "Narrow Shoulder" is too

- 4) Pedestrians and bicyclists using the bridge over the North Branch of the Deerfield River are more vulnerable to conflicts with automobiles because of the narrow shoulder on both sides of the bridge. The horizontal curvature causes automobiles to sometimes veer onto the shoulder area as they travel across the bridge.

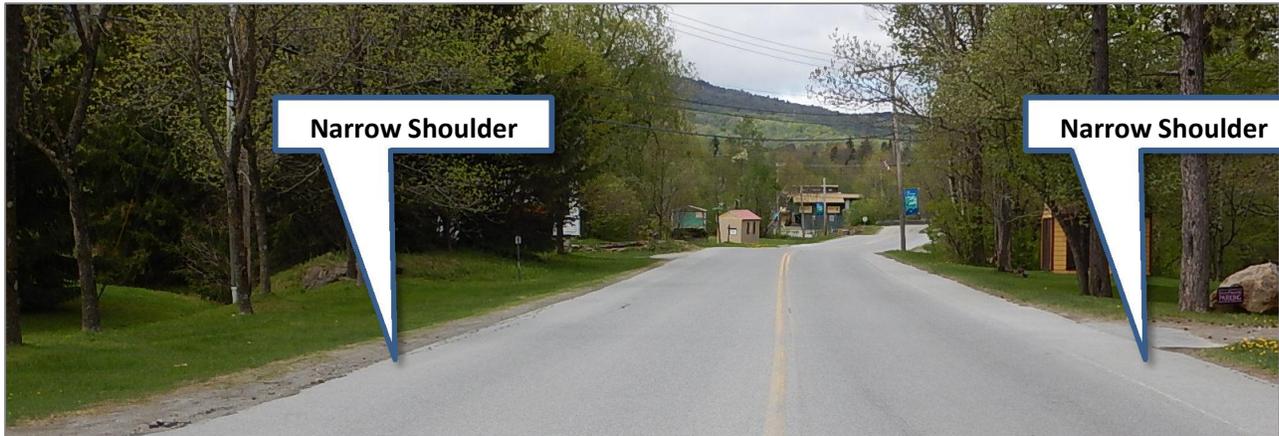


Project Deficiencies

Specific samples of project deficiencies are as follows:

Please state what the actual paved shoulder width is; it looks like 3 to 4 feet below. Very generic argument, in my opinion.

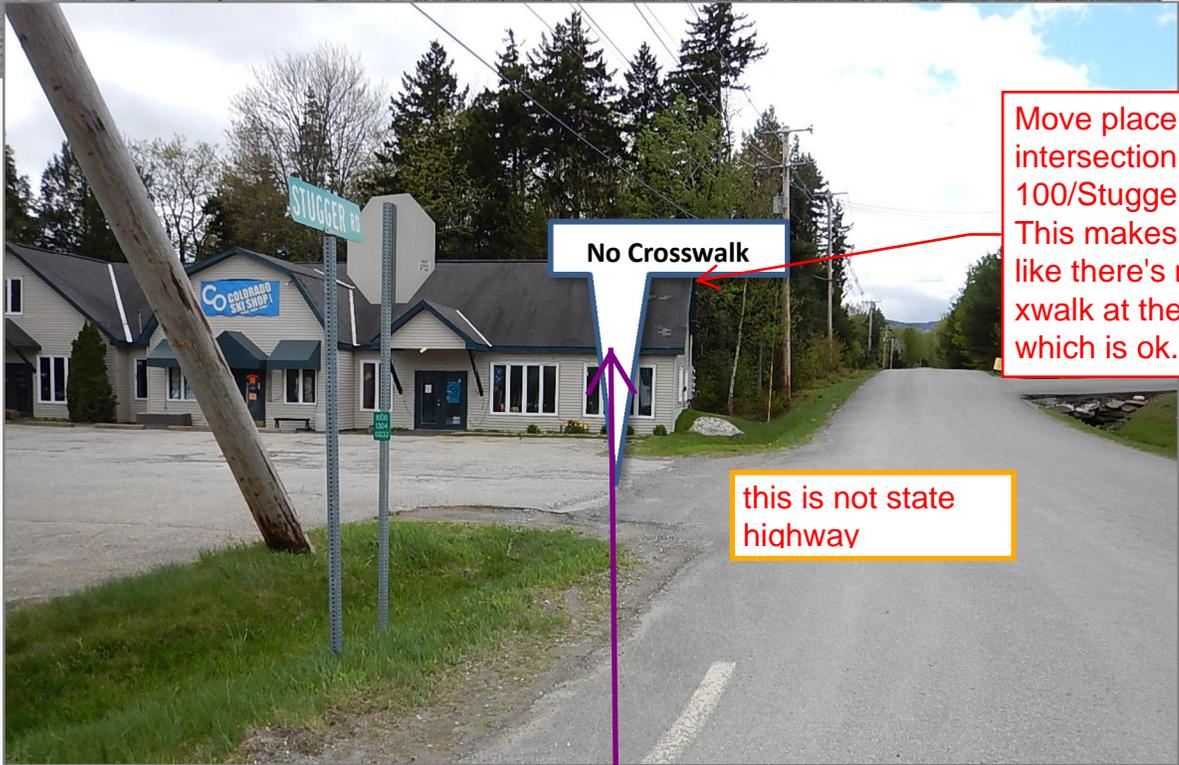
- 1) The shoulders are not wide enough or stable enough to use as a bike lane on either side of Vermont Route 100 in the study area from the Dover Town Park northerly to Stugger Road.



- 2) Pedestrians and bicyclists must share the travel way with automobiles, particularly when crossing the bridge which passes over the North Branch of the Deerfield River.

The posted speed limit through this area is 40-mph. Would crosswalk warrants be met at any of the desired

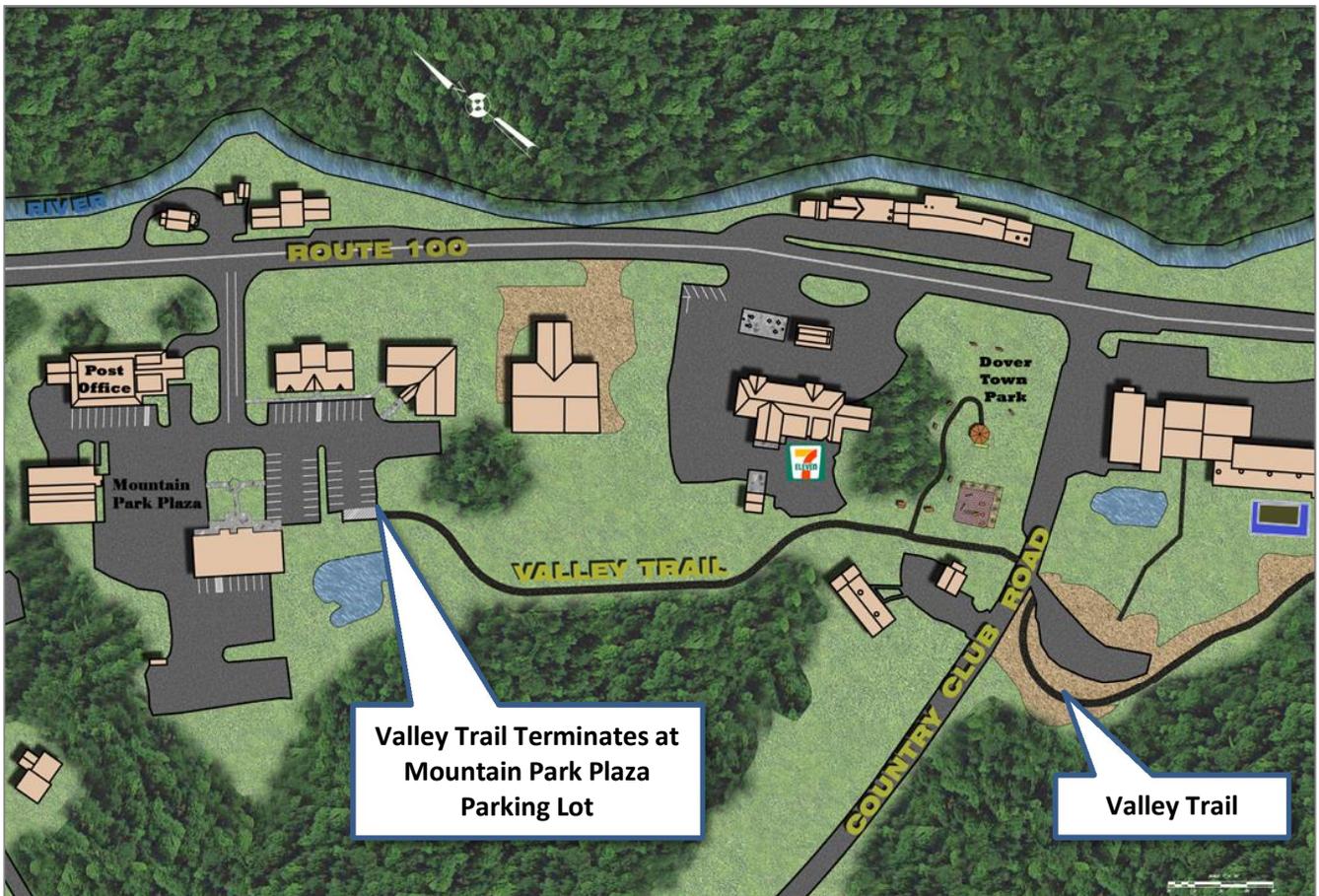
3) There are no designated crosswalks in the study area for crossing public streets, access points to shopping centers, or for pedestrians to cross Vermont Route 100.



Painted crosswalk not required across the throat of a drive.

- 4) Currently there is a pedestrian/bicycle path called the Valley Trail that runs northerly from 500 feet northwest of Cross Town Road to the Mountain Park Plaza shopping center. The shopping center is within the study area. The Valley Trail is located approximately 200 feet westerly of Vermont Route 100 as it passes westerly of the Town Park and terminates in the corner of the parking lot for the Mountain Park Plaza shopping center.

The location of the Valley Trail and its terminus in the shopping center parking lot results in potential users being disconnected from businesses and other activities along Vermont Route 100. In many instances, potential users are unaware that the trail terminates in the shopping center parking lot. There is no clear definition of the trail terminus, and no information identifying the end of the trail at the parking lot.

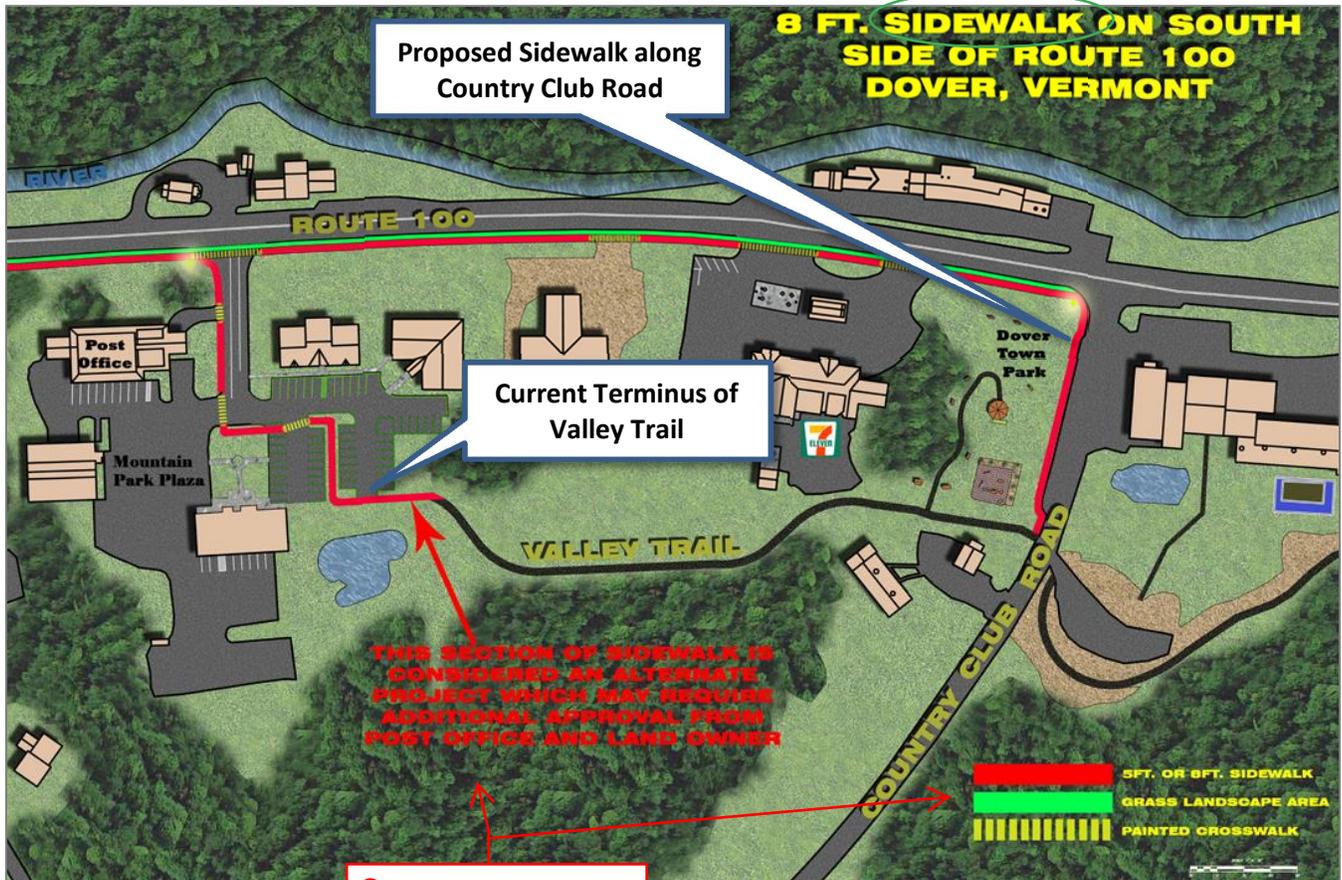


Project Benefits

Transportation Benefits

Mix of terms - path vs. sidewalk - results in confusion. Are you proposing a shared use path on one side of the road or just a wide sidewalk. There are differences in

- 1) Completion of the project would provide a safe and appealing pedestrian and bicycle path along Vermont Route 100.
- 2) Completion of the project would continue the existing Valley Trail theme by connecting the Valley Trail with Vermont Route 100.
- 3) Completion of the project would provide an alternative access to the Valley Trail via a proposed sidewalk along Country Club road adjacent to the Town Park.



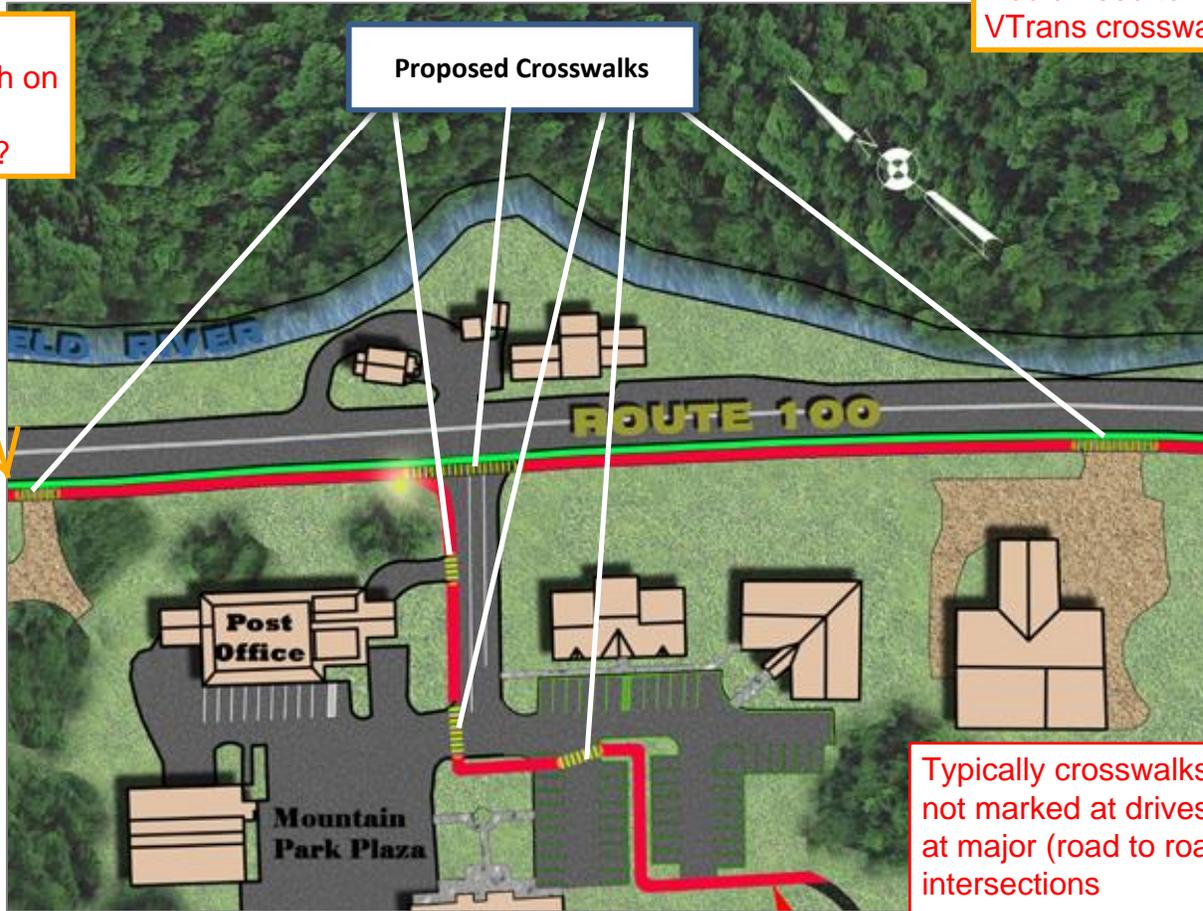
Can you put a background on these? They're tough to read as is

Not if it's a Class 1 TH

4) Completion of the project would provide crosswalks for pedestrians at business drives, the entrance to the shopping center, and possibly identify crossing points for those pedestrians wishing to access homes and businesses on the east side of Vermont Route 100.

would need to meet VTrans crosswalk warrants

This sidewalk continues north on this side to Stugger Road?



Typically crosswalks are not marked at drives, only at major (road to road) intersections

5) Completion of the project would provide lighting at some street intersections that would enhance the safety for pedestrians and bicyclists.

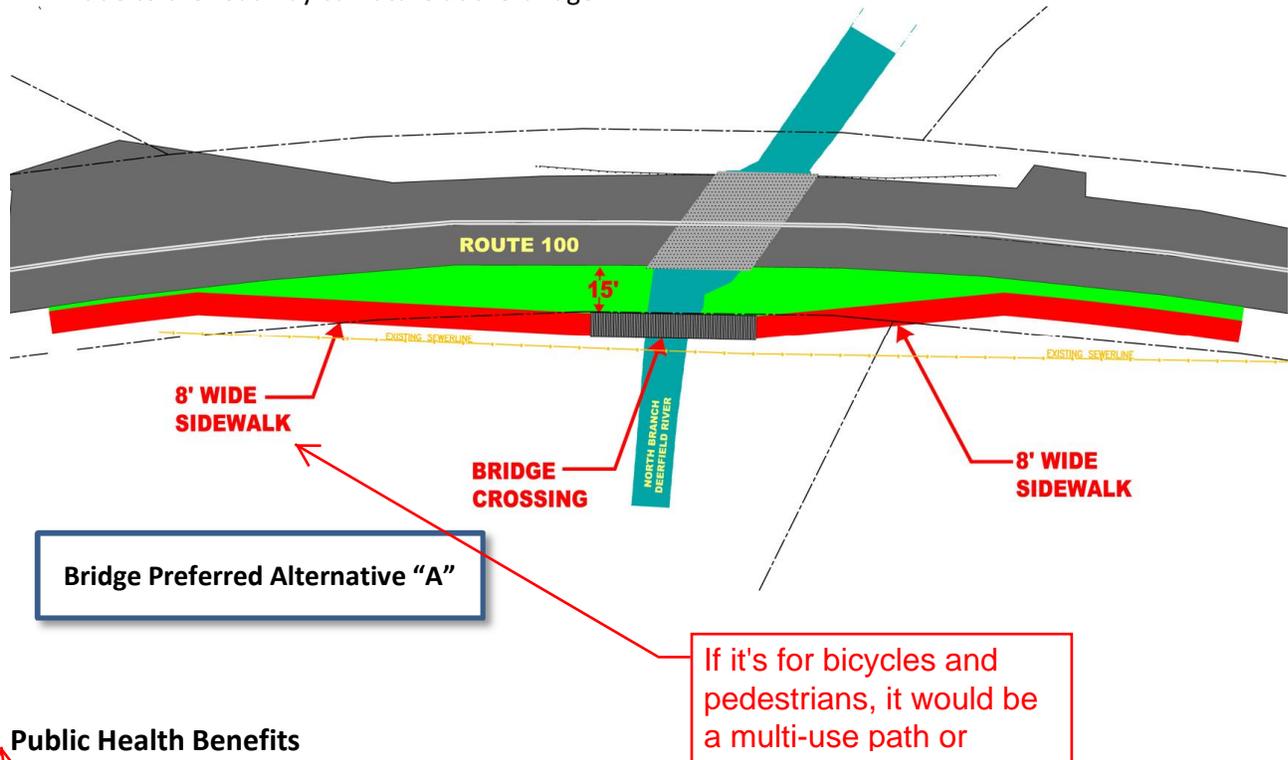
Is there that much anticipated foot traffic at night?

Install Street Lighting at Intersections to Enhance Safety



I find this whole paragraph confusing. Is there a programmed project for this bridge. Why do you say that a rehab project would include a separate bike/ped bridge? Has VTrans agreed to

- 6) Completion of the bridge rehabilitation/replacement project for Bridge B59 would include a dedicated pedestrian and bicycle bridge separated from the Vermont Route 100 highway bridge. This improvement would significantly improve pedestrian and bicyclist safety at this crossing of the North Branch of the Deerfield River. Presently, pedestrians and bicyclists along VT Route 100 must navigate the bridge using the narrow shoulder which is oftentimes occupied by automobiles due to the roadway curvature at the bridge.



Public Health Benefits

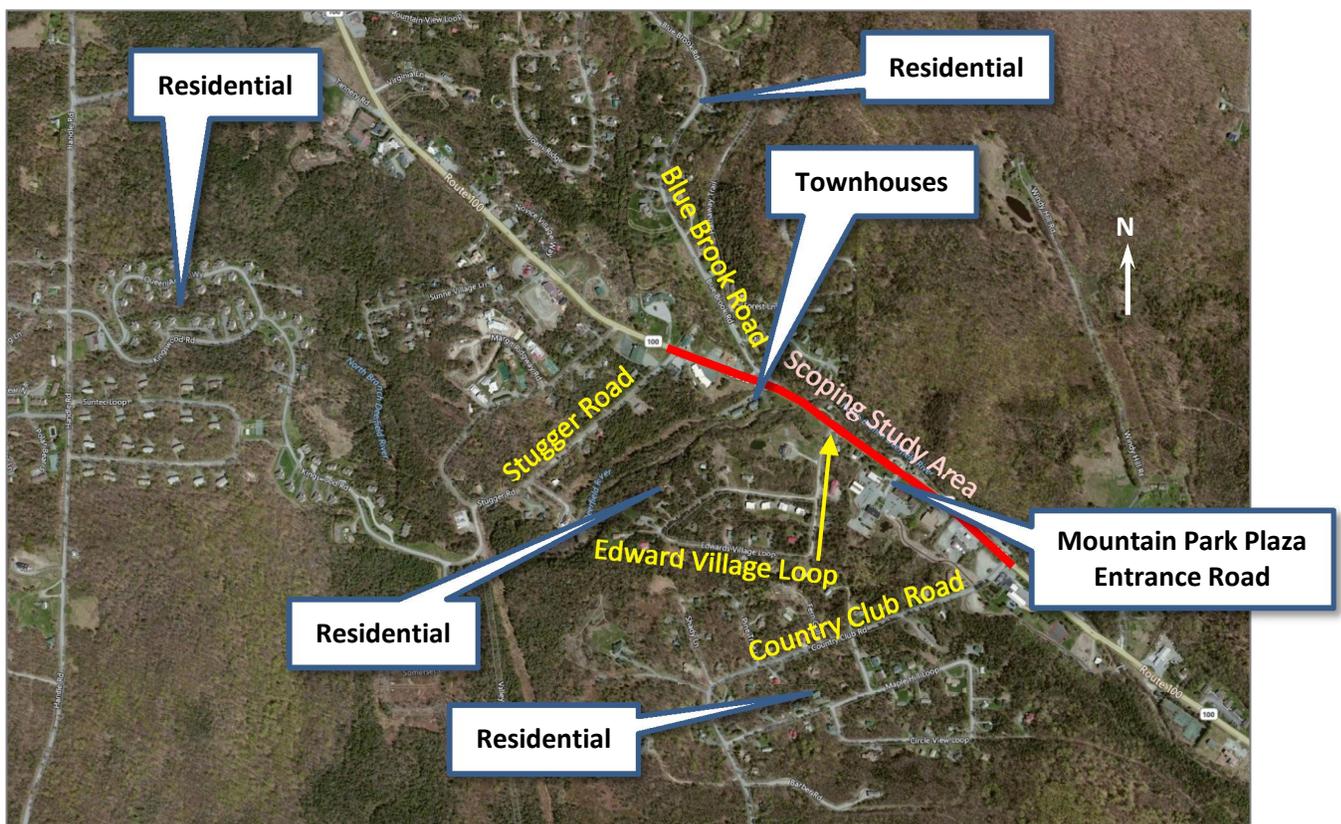
- 1) The sidewalk/bike path improvements would eliminate current conflicts between pedestrians, bicyclists and automobiles.
- 2) The sidewalk/bike path improvements would promote a healthier form of transportation and exercise for individuals between homes and businesses in the general area of the project. Additional gains would be realized with the potential for future continuation of the improvements northerly along Vermont Route 100 to the Mount Snow ski area.

Nice to see these included

Existing Conditions

Project Area

The scoping study project area extends along VT Route 100 from Country Club Road on the southerly end to Stugger Road on the northerly end. From the west, residential housing areas feed into the VT 100 scoping area from Country Club, Edwards Village Loop, and Stugger Road. Additionally, an access road for a Townhouse complex feeds into VT 100 from the west, between Edwards Village Loop and Stugger Road. From the east, residential housing areas feed into the scoping area from Blue Brook Road. There are also a few residential houses that have access driveways directly connected onto VT 100. Several businesses are located on both the easterly and westerly sides of VT100, with entrance access drives directly connected to VT100. Access to several businesses within the Mountain Park Plaza shopping center is provided through a central entrance drive to VT 100.



Posted Speed Limit

The posted speed limit in the project area is 40 mph.

Could all this be put in a table for ease of reading?

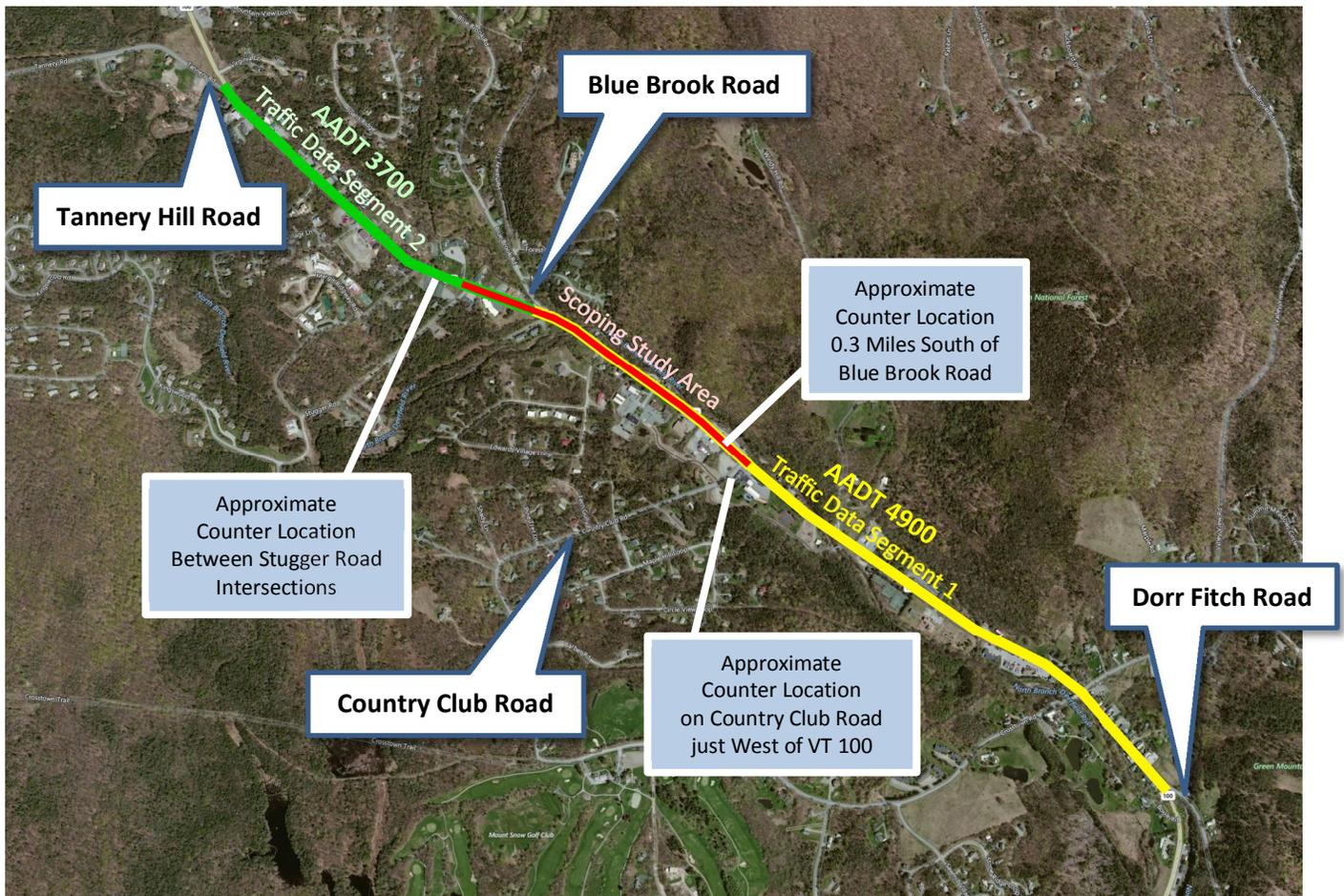
Traffic volumes (AADT-Annual Average Daily Traffic)

Traffic count data compiled by the VTrans Traffic Research Unit was downloaded from the VTrans web page for Traffic Data Electronic Publications:

<http://vtransplanning.vermont.gov/research/traffic/publications>

The **Automatic Traffic Recorder Station History 1975-2014** report includes traffic count data for Country Club Road (TH-9) with a 2012 AADT value of 510; on VT Route 100 about 0.3 miles south of Blue Brook Road (TH-8) with AADT values ranging between 4900 and 5700 for 2007 through 2014; and on VT Route 100 between the two Stugger Road intersections (NOTE: March 2015 report misspelled Stugger as “Dugger”) with AADT values of 3700 in 2014 and 3900 in 2007. The **2012 (Route Log) AADTs State Highways** report includes traffic data for two roadway segments that pass through the project area along VT Route 100. One segment begins at Dorr Fitch Road (TH-4) and ends at Blue Brook Road (TH-8) with a 2012 AADT of 4900; the other segment begins at Blue Brook Road (TH-8) and ends at Tannery Road (TH-3) with a 2012 AADT of 3700.

Relevant pages from the VTrans traffic count publications are included in the appendix.



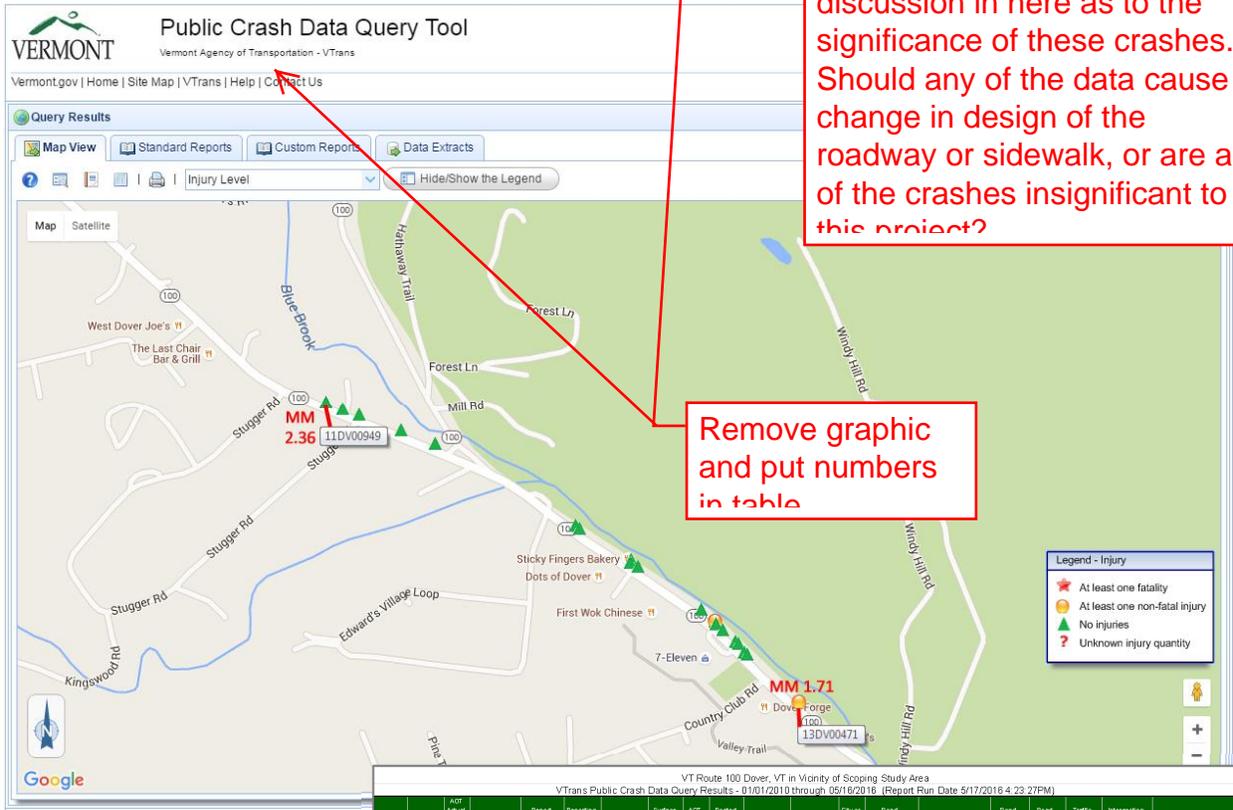
Crash History

On 5/17/2016, the VTrans Public Crash Data Query Tool was used to verify the most recent crash data in the scoping area along VT Route 100 from 1/1/2010 through 5/16/2016. The report shows that approximately 23 accidents occurred within the scoping area. 21 accidents resulted in property damage only. 2 accidents resulted in personal injury. 11 accidents occurred on surface conditions of snow or slush. 3 occurred under wet conditions.

Agree. Did any involve bicyclists or pedestrians? What point is being made with this summary?

There should be some discussion in here as to the significance of these crashes. Should any of the data cause a change in design of the roadway or sidewalk, or are all of the crashes insignificant to this project?

Remove graphic and put numbers in table



See next page for full size report.

VTTrans Public Crash Data Query Results - 01/01/2010 through 05/16/2016 (Report Run Date 5/17/2016 4:23:27PM)

Date	Time	ADT Adj. Mile Point	Street Address	Report Number	Reporting Agency	Road Type	Surface Condition	ADT	Posted Speed	Light	Crash Type	City or Town	Road Characteristics	Road Condition	Road Shape	Traffic Signal	Weather	Dr. of Collision
5/6/2010	8:11:00 PM	12.1	VT RT 100	10300011	Dover P.D.	1 Lane W	Dry	VT 100	40	Dark - Light Snow	None	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	Single W Side Coll
1/19/2012	1:00:00 PM	13	VT RT 100	10300013	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Passage W/ Intersect	None	Level	Signalized	No Data	Single W Side Coll
12/29/2010	1:00:00 PM	13.2	100 North 100	10300014	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Other - Right W/ Intersect	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	No Data	Crash by Clock Head
12/25/2010	5:00:00 AM	13.2	VT Route 100	10300015	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Nat'l to Jct'n	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	No Data	Crash by Clock Head
3/28/2011	8:45:00 AM	13.3	VT Route 100	10300016	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Nat'l to Jct'n	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	No Data	Crash by Clock Head
1/10/2011	12:00:00 PM	13.3	201 VT Rte 100	10300017	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	Single W Side Coll
2/21/2011	9:40:00 AM	13.4	VT RT 100	11300011	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Other	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	No Data	1 Driver Struck
2/14/2011	11:00:00 AM	13.4	VT RT 100	10300018	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Other	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	No Data	1 Driver Struck - Multi Vehicle
2/15/2011	1:21:00 PM	13.4	100 VT RT 100	10300019	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Nat'l to Jct'n	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	No Data	1 Driver Struck
3/15/2011	9:00:00 AM	13.4	VT RT 100	10300020	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	1 Driver Struck
10/29/11	10:00:00 AM	13.5	VT RT 100	10300021	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	T - Intersect	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	Stop Sign at Green Street Only	1 Driver Struck - Multi Vehicle
11/20/2011	1:00:00 PM	13.5	VT Route 100	10300022	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Other	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	No Data	1 Driver Struck
12/21/2010	1:00:00 PM	13.6	North 100	10300023	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	T - Intersect	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	No Data	Multi Veh. Front End
1/6/2010	8:00:00 PM	13.7	201 VT RT 100	10300024	Dover P.D.	1 Lane W	None	VT 100	40	Dark - Light Snow	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	Single W Side Coll
2/20/2010	9:45:00 AM	13.7	VT Route 100	10300025	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	T - Intersect	None	Level	Signalized	No Data	Multi Veh. Front End
1/20/11	8:00:00 AM	2.0	VT RT 100	10300026	Dover P.D.	1 Lane W	None	VT 100	40	Dark	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	Crash by Clock Head
1/20/11	10:20:00 AM	2.0	VT RT 100	11300029	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	2 Driver Struck
3/25/2010	8:30:00 PM	2.3	200 North 100	10300027	Dover P.D.	1 Lane W	None	VT 100	40	Daylight	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	1 Veh. Struck Head
1/20/10	1:00:00 PM	2.7	VT Route 100	10300028	Dover P.D.	1 Lane W	None	VT 100	40	Dark - Light Snow	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	Single Road
2/20/2011	1:51:00 PM	2.9	VT RT 100	11300032	Dover P.D.	1 Lane W	None	VT 100	40	Dark	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	2 Driver Struck
3/16/2012	8:40:00 PM	2.4	210 VT RT 100	10300015	Dover P.D.	1 Lane W	None	VT 100	40	Dark - Roadway Not Light	Pump Up Dump	Dover	Nat'l to Jct'n	None	Level	Signalized	No Data	Multi Veh. Coll
10/24/11	8:40:00 PM	2.5	210 VT RT 100	11300019	Dover P.D.	1 Lane W	None	VT 100	40	Dark	Pump Up Dump	Dover	Passage W/ Intersect	Head Strike Contingent, W/ a Veh. A Head On	Level	Signalized	Stop Sign at Green Street Only	Multi Veh. Coll

VT Route 100 Dover, VT in Vicinity of Scoping Study Area
 VTrans Public Crash Data Query Results - 01/01/2010 through 05/16/2016 (Report Run Date 5/17/2016 4:23:27PM)

Date	Time	AOT Actual Mile Point	Street Address	Report Number	Reporting Agency	Road Type	Surface Condition	AOT Route	Posted Speed	Light	Crash Type	City or Town	Road Characteristics	Road Condition	Road Design	Road Align	Traffic Signals	Intersection With	Dir. of Collision
5/3/2013	8:11:00 PM	1.71	VT RT 100	13DV00471	Dover PD.	Blacktop	Dry	VT-100	40	Dark - Lighted Roadway	Injury	Dover	Not at a Junction	None	Slight Curve	No Control	Windy Hill Road	Single Vehicle Crash	
7/28/2012	1:10:00 PM	1.8	VT RT 100	12DV00613	Dover PD.	Blacktop	Wet	VT-100	40	Daylight	Property Damage Only	Dover	Four-way Intersection	None	Straight	No Control	194 VT RT 100, Brook House Complex	Single Vehicle Crash	
12/27/2010	4:00:00 PM	1.82	164 Route 100	10DV01024	Dover PD.	Blacktop	Snow	VT-100	40	Daylight	Property Damage Only	Dover	Other - Explain in Narrative	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	Country Club Road	Left Turn and Thru, Broadside v-	
12/19/2015	8:00:00 AM	1.82	VT Route 100	15DV01002	Dover PD.	Blacktop	Snow	VT-100	40	Daylight	Property Damage Only	Dover	Not at a Junction	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	197 Route 100 (7 Eleven Convenience Store)	Opp. Direction Sideswipe	
2/20/2015	8:45:00 AM	1.83	VT Route 100	15DV00225	Dover PD.	Blacktop	Snow	VT-100	40	Daylight	Property Damage Only	Dover	Not at a Junction	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	197 Route 100 (7 Eleven Convenience Store)	Rear End	
7/31/2015	12:09:00 PM	1.83	201 VT Route 100	15DV00660	Dover PD.	Blacktop	Dry	VT-100	40	Daylight	Property Damage Only	Dover	Not at a Junction	None	Straight	No Control	Sticky Fingers Bakery	Right Turn and Thru, Same Direction Sideswipe/Angle Crash	
2/27/2011	8:40:00 AM	1.84	VT-100 (197 VT RT 100)	11DV00301	Dover PD.	Blacktop	Snow	VT-100	40	Daylight	Property Damage Only	Dover	Driveway	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	7 Eleven Store	Rear End	
2/14/2014	11:45:00 AM	1.84	VT RT 100	14DV00193	Dover PD.	Blacktop	Snow	VT-100	40	Daylight	Property Damage Only	Dover	Driveway	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	7 Eleven Store - North Entrance	No Turns, Thru moves only, Broadside ^<	
2/15/2014	4:24:00 PM	1.84	197 VT RT 100	14DV00202	Dover PD.	Blacktop	Snow	VT-100	40	Daylight	Property Damage Only	Dover	Not at a Junction	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	7 Eleven Store	Rear End	
3/17/2014	9:50:00 AM	1.84	VT-100 (197 VT RT 100)	14DV00333	Dover PD.	Blacktop	Dry	VT-100	40	Daylight	Injury	Dover	Not at a Junction	None	Straight	No Control	7 Eleven Store	Rear End	
2/25/2011	4:58:00 PM	1.85	VT-100 (197 VT RT 100)	11DV00289	Dover PD.	Blacktop	Slush	VT-100	40	Dusk	Property Damage Only	Dover	Not at a Junction	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	7 Eleven Store	Rear End	
1/2/2014	10:04:00 AM	1.86	VT RT 100	14DV00009	Dover PD.	Blacktop	Snow	VT-100	50	Daylight	Property Damage Only	Dover	T - Intersection	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	Burchard Road	No Turns, Thru moves only, Broadside ^<	
11/29/2014	8:55:00 AM	1.86	VT Route 100	14DV01054	Dover PD.	Blacktop	Wet	VT-100	40	Daylight	Property Damage Only	Dover	Driveway	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	7 Eleven Store - North Entrance	Left Turn and Thru, Angle Broadside ->->-	
12/27/2010	1:00:00 PM	1.86	Route 100	10DV01032	Dover PD.	Blacktop	Snow	VT-100	40	Daylight	Property Damage Only	Dover	T - Intersection	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	No Control	Mountain Park Plaza	Rear End	
1/8/2010	9:06:00 PM	1.87	201 VT RT 100	10DV00044	Dover PD.	Blacktop	Snow	VT-100	40	Dark - Lighted Roadway	Property Damage Only	Dover	Not at a Junction	None	Straight	No Control	Sve Den Nor Furniture Store	Single Vehicle Crash	
2/28/2010	8:45:00 AM	1.87	VT Route 100	10DV00322	Dover PD.	Blacktop	Wet	VT-100	40	Daylight	Property Damage Only	Dover	T - Intersection	None	Straight	No Control	Mountain Park Plaza	Rear End	
1/1/2014	6:30:00 AM	2.03	VT-100 (200 VT RT 100)	14DV00005	Dover PD.	Blacktop	Snow	VT-100	40	Dawn	Property Damage Only	Dover	Not at a Junction	None	Straight	No Control	Country Club Road	Single Vehicle Crash	
1/6/2011	10:29:00 AM	2.04	VT RT 100	11DV00029	Dover PD.	Blacktop	Dry	VT-100	40	Daylight	Property Damage Only	Dover	Not at a Junction	None	Straight	No Control	219 VT RT 100	Same Direction Sideswipe	
2/15/2010	4:30:00 PM	2.23	238 Route 100	10DV00238	Dover PD.	Blacktop	Dry	VT-100	40	Daylight	Property Damage Only	Dover	Not at a Junction	None	Straight	No Control	Blue Brook Road	Rear End	
1/9/2010	7:55:00 PM	2.27	VI Route 100	10DV00048	Dover PD.	Blacktop	Dry	VT-100	40	Dark - Lighted Roadway	Property Damage Only	Dover	Not at a Junction	None	Straight	No Control	Stagers Road	Rear End	
2/23/2011	4:51:00 PM	2.32	VT RT 100	11DV00282	Dover PD.	Blacktop	Dry	VT-100	40	Dusk	Property Damage Only	Dover	Not at a Junction	None	Straight	No Control	248 VT RT 100(Matterhorn Inn)	Rear End	
3/16/2012	9:49:00 PM	2.34	248 VT RT 100	12DV00315	Dover PD.	Blacktop	Dry	VT-100	40	Dark - Roadway Not Lighted	Property Damage Only	Dover	Not at a Junction	None	Straight	No Control	Matterhorn Inn	Single Vehicle Crash	
10/29/2011	5:40:00 PM	2.36	240 VT RT 100	11DV00949	Dover PD.	Blacktop	Blacktop	VT-100	40	Dusk	Property Damage Only	Dover	Four-way Intersection	Road Surface Condition(wet, icy, snow, slush, etc)	Straight	Stop Signs on Cross Street Only	Matterhorn Inn	Single Vehicle Crash	

Peds or peds and bikes? Please be consistent

Any actual data on this or are you projecting based on land use. Please clarify assumptions.

Pedestrian Generators

There are approximately 18 business properties located within the east and west sides of the study area. In addition, there are approximately 75 residential housing units located on both sides within the study area, with a higher concentration on the westerly side. There are additional businesses and a considerable number of residential housing units located both North and South of the study area along Vermont Route 100. Pedestrian and bicycle traffic is generated from both within and directly outside of the study area. There are additional bicyclists and pedestrians traveling into the study area from homes and businesses north and south of the study area.



Completion of this project within the defined study area limits could be accomplished with minimal impact on business or residential properties. All of the businesses along VT Route 100 are sufficiently set back from the edge of VT Route 100 to allow the construction of a pedestrian and bicycle path without adversely affecting those businesses. There is one older residential house owned by Wayne and Marcia Conrad which is located approximately 5 feet from the Vermont Route 100 right-of-way. Although construction of a pedestrian and bicycle path would not require entering onto this property, the edge of the path could be as close as 8 feet from the front of the house in Alternative D - Preferred Alternative.

Completion of the project would allow for interaction between homeowners living within and adjacent to the study area, businesses located within the study area, as well as those residences and businesses located north and south on Vermont Route 100.

Does a 3-11-11-3 typical not satisfy minimum standards for VTrans?

Roadway Pavement and Right-Of-Way

The paved width of the travel lanes is generally 22-24 feet, and slightly wider in some locations. The paved shoulders are generally 3-4 feet wide. The right-of-way width is 66 feet wide through the study area. The existing roadway is generally centered within the existing Right of Way corridor.

Sidewalks

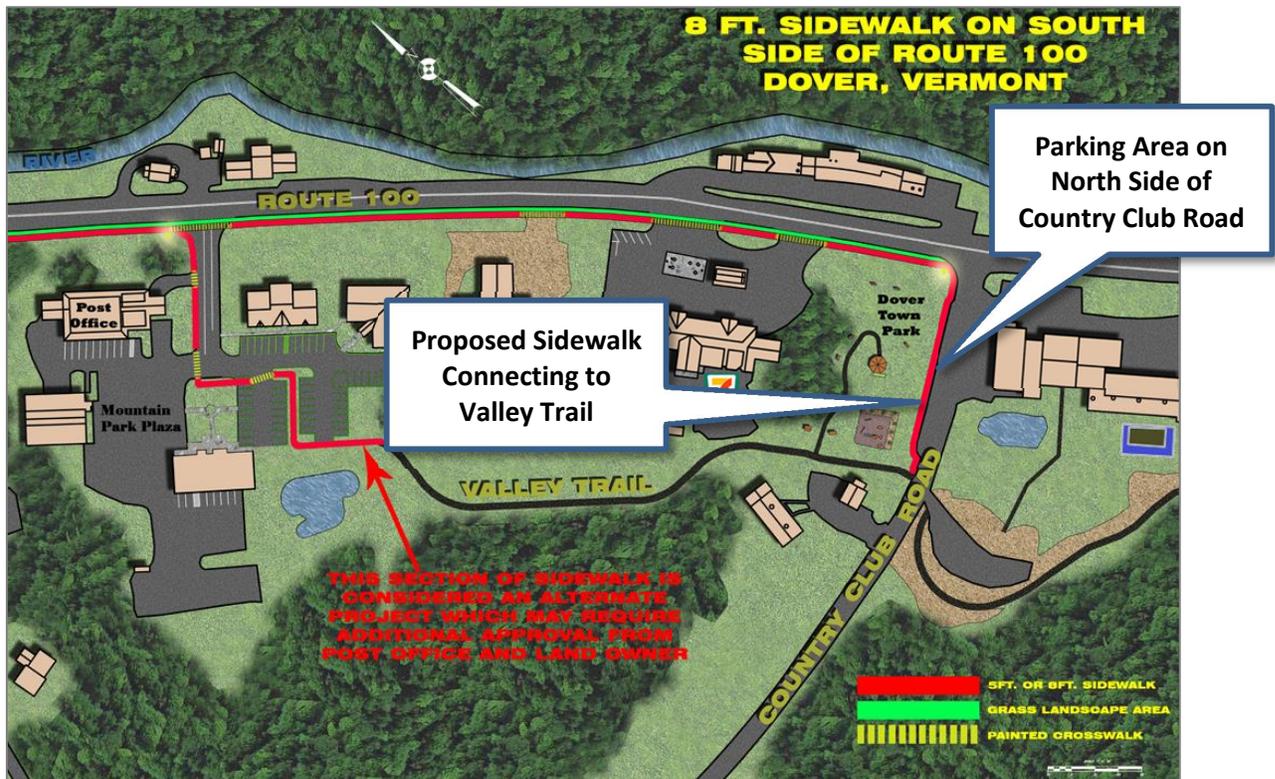
There are no existing sidewalks within the study area with the exception of the Valley Trail whose terminus is located some distance west of Vermont Route 100.

Site Constraints

Valley Trail / Country Club Road Area

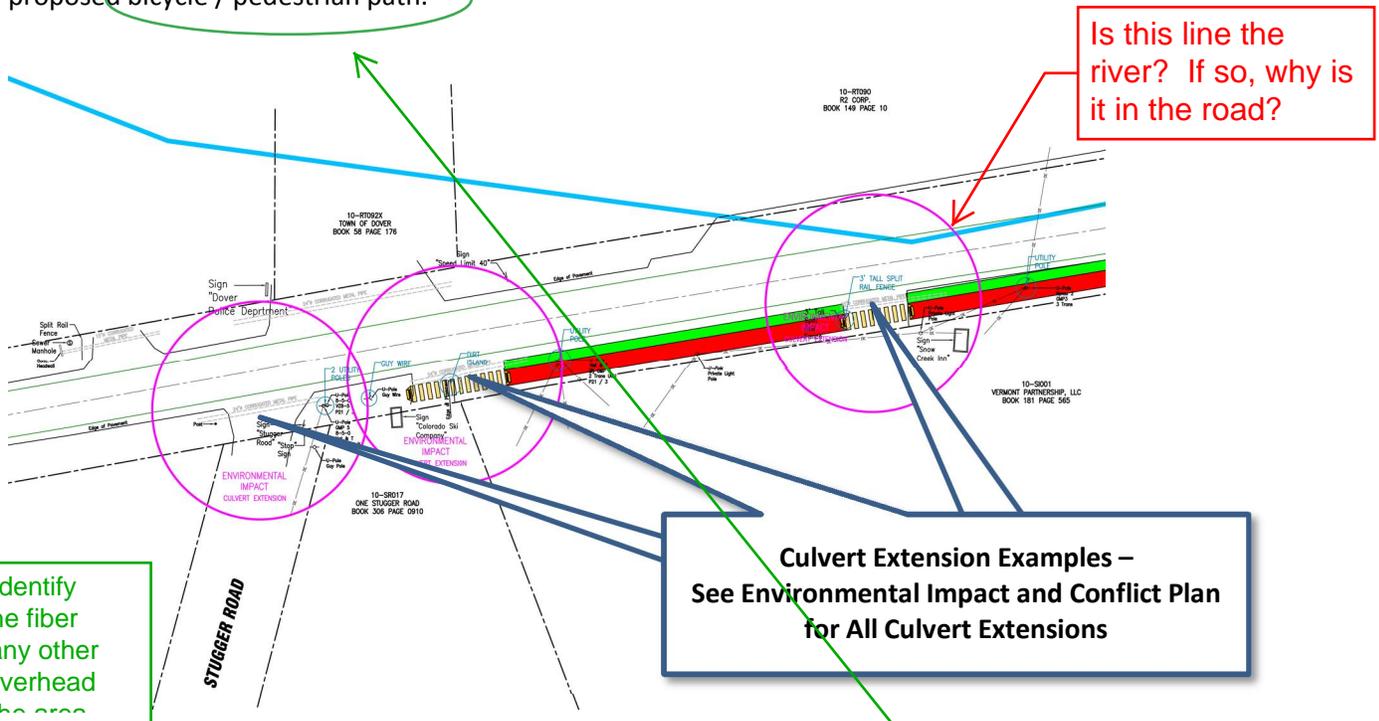
There are a few, though not insurmountable, physical (sideline) constraints along the study corridor. At the south side of the Town Park on Country Club Road, it was determined that a sidewalk connection between the Valley Trail and the proposed sidewalk/bicycle path on Route 100 would be valuable. At the present time, vehicular parking is provided on the north side of Country Club Road, adjacent to the Town Park. Because of the space utilized by the parking area, the proposed sidewalk/bicycle path would need to be constructed partially on the Town Park property. The park land is not a physical constraint; however the title to the Town Park property should be researched to determine if there is anything that would preclude the construction of a the proposed public sidewalk/bicycle path on that park property.

Discuss if Land and Water Conservation funds were used for this park, which would make it a 6f issue.



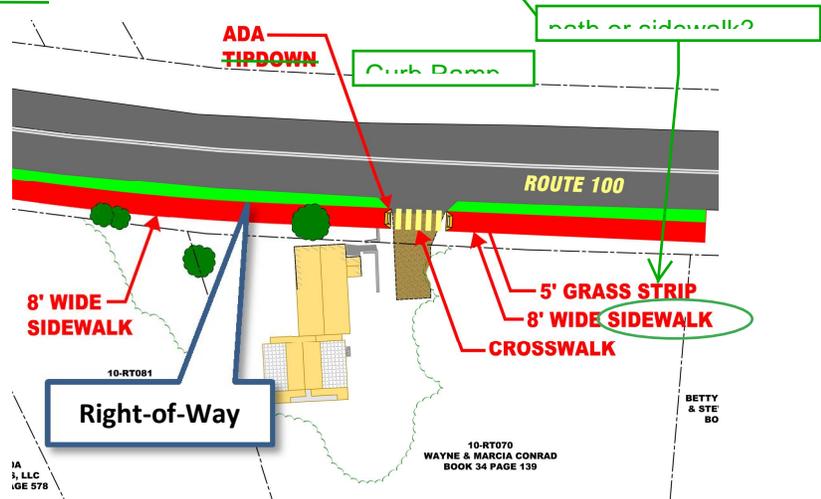
Westerly Side of Route 100

The constraints on the westerly side of Vermont Route 100 roadway consist mostly of cross culverts that would need to be extended beyond their current end points. There are also several driveway culverts that potentially might have to be moved further away from the edge of pavement to allow space for the proposed bicycle / pedestrian path.



There is a sewer line that was constructed along the entire length of the study area on the westerly side of Route 100 between the shoulder and the westerly right-of-way line. This does not present a significant constraint, but during construction, care will need to be taken to adjust the grade of the manhole covers so that they are accessible from the new ground surface. Also along the westerly side is a fiber optics underground communications cable. The exact location, and its final disposition will need to be coordinated with the telephone company for purposes of protection or relocation as needed.

There is an older house owned by Wayne and Marcia Conrad on the westerly side of Route 100 which is very close to the right-of-way. The house face is approximately 5 feet away from the Route 100 right-of-way. Again this does not create an insurmountable constraint; however extra care needs to be taken in the design and construction of the pedestrian/bicycle path so that impacts to the building are absolutely minimized.



This is confusing as you've already identified an alternative with a separate bridge

Continuing to the north, the next constraint on the west side would be the crossing of the North branch of the Deerfield River. This crossing could be made by using the existing vehicular bridge which currently has a paved 3-foot shoulder, or by constructing a separate dedicated pedestrian/bicycle bridge westerly of the existing bridge.

Did a qualified architectural historian determine this? Only one on the project?

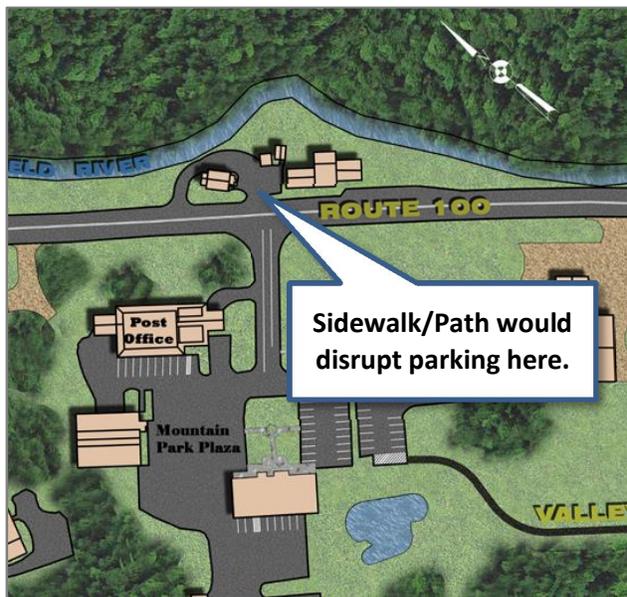
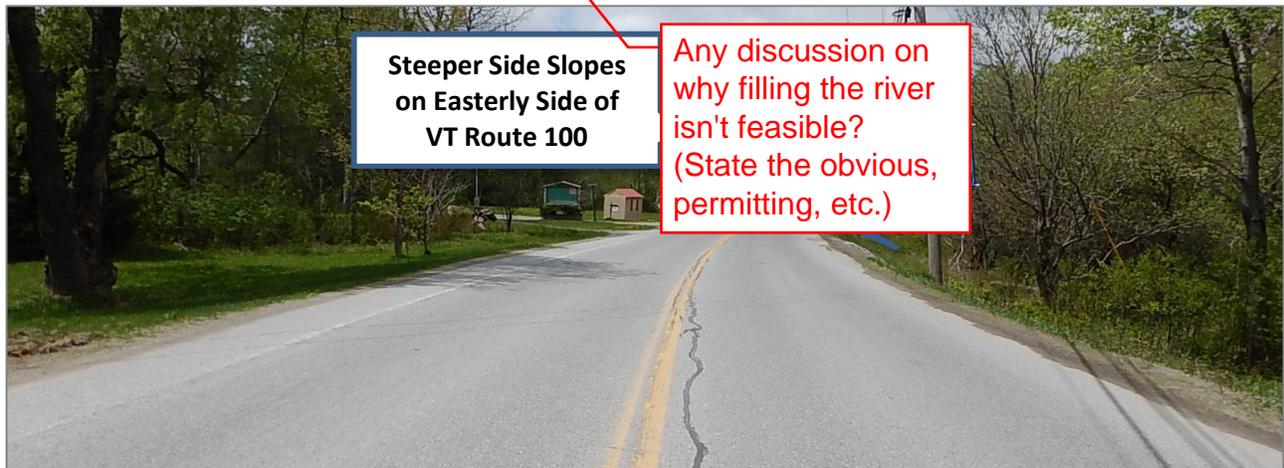
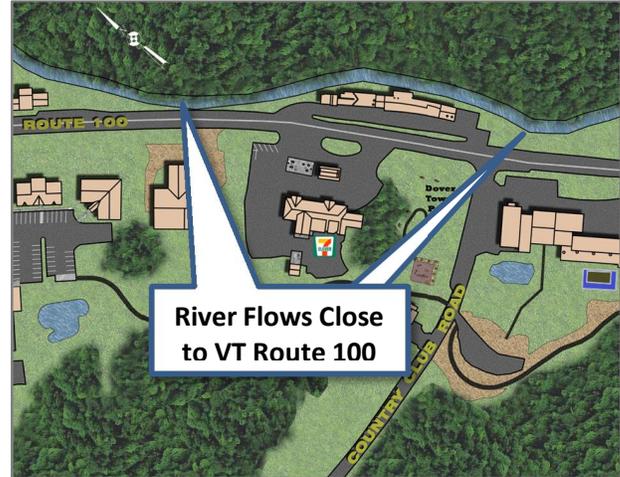
At the northerly end of the study area on the west side, there is a historic property. At the front of the property are several utility poles that would be located very close to a pedestrian/bicycle path if it were to be constructed on the west side of Route 100. The viability of relocating the poles onto the historic property should be investigated further to assure that that relocation is acceptable. The relocation would not affect the building, but only grassed or possibly paved areas in front of the building.



Easterly Side of Route 100

On the easterly side of Vermont Route 100, across from Country Club Road near the northeast corner of the Town Park, the North Branch of the Deerfield River comes very close to the easterly edge of the Route 100. Approximately 300 feet further to the north, the river again flows closely to the roadway.

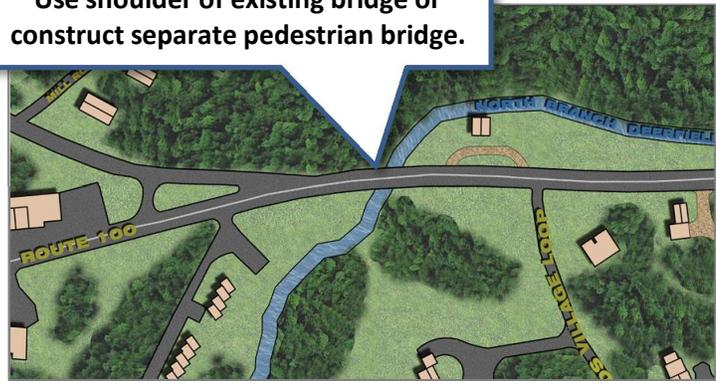
Along the easterly edge of the traveled way and shoulder, the roadside slope descends steeply from the road into the river. To construct a sidewalk/bicycle path on the easterly side of Route 100, fill would need to be placed in the river, or a cantilevered walkway would need to be constructed in this area.



Further to the north, opposite the entrance to the Mountain Park Plaza, there are two commercial buildings that are located in close proximity to the easterly edge of the Route 100 right-of-way. Constructing a sidewalk/bicycle path would disrupt parking for at least one of these buildings. The maneuvering area for the parking is actually located within the right-of-way.

Continuing to the north, the next constraint on the east side would be the crossing of the North Branch of the Deerfield River. This crossing could be made by using the existing vehicular bridge which currently has a paved 3-foot shoulder, or by constructing a separate dedicated pedestrian/bicycle bridge easterly of the existing bridge.

Use shoulder of existing bridge or construct separate pedestrian bridge.



Continuing along the easterly side, north of Blue Brook Road, are two commercial properties whose parking spaces lie between the face of the buildings and the Route 100 pavement. One of the properties has a parking lot that is approximately 400 feet wide. Traversing across this paved area with a sidewalk/bike path without reconfiguring the pavement between the building and the roadway would be less than desirable because of the high potential for pedestrian/vehicular conflicts. ← solution?



Really need to figure out what is being looked at

Storm Drainage

It is anticipated that the sidewalk/bike path would be constructed parallel with the paved shoulder for Vermont Route 100, leaving a 5-foot wide grass strip between the paved shoulder and the edge of the proposed sidewalk. Generally, the sidewalk/bike path will be lower than the pavement so that storm drainage from the highway will drain through the grass strip and across the proposed sidewalk/bike path. Detailed grading of the proposed sidewalk/bike path will be needed as other adjoining property impacts adjacent need to be evaluated.

The project area includes open drainage along both sides of Vermont Route 100, with several driveway culverts. This ditch and culvert network may need to be modified to make room for a bicycle/pedestrian path. There is a culvert which crosses Route 100 at the northeast corner of the Town Park, and another culvert about 200 feet south of the entrance to Mountain Park Plaza. These culverts would need to be extended in order to construct a pedestrian bicycle path on either side of the road.

← Input from the District on all of this?

Utilities

Overhead Wires and Poles

Overhead wires run parallel with Vermont Route 100 and are located on both the easterly and westerly side of the road. If the sidewalk/bike path were constructed on the westerly side, there would be seven utility poles impacted. On this side, there is sufficient space to relocate the poles and still keep them within the Route 100 right-of-way.

If the path were constructed on the easterly side, there would be three utility poles impacted.



Natural and Cultural Resources

Natural Resources

Natural resources that would be impacted by the construction of a sidewalk/bike path would be trees along the edge of Route 100, and the crossing of the North Branch of the Deerfield River. If the sidewalk/bike path was constructed on the westerly side, no trees would be impacted. If constructed on the easterly side, 15 trees would be impacted.

Whether the path is constructed on the westerly or easterly side, the impact on the crossing at the North Branch of the Deerfield River would include the construction of two abutments located outside the top of the bank for the river. This would result in minimal impact on the river, streambank, and the land directly adjacent to the top of the streambank.

This is not sufficient for a natural resource review. Just as in historic preservation or archaeology, a separate report is required. The attached IPAC is useful, but not comprehensive. Please see NR template for list of all items that need to be reviewed. The biggest concern here would be wetlands and their buffers and state listed threatened and endangered species.

Archaeological Review

Background research and a visual inspection were conducted as part of the archaeological assessment for the Bicycle and Pedestrian Scoping Study in Dover, Vermont. The project area has undergone considerable disturbance from historic and modern construction, and project plans indicate all subsurface impacts will be confined to these previously disturbed areas. While no significant archaeological resources were identified in the project area, a historic sawmill site is located near the Route 100 bridge over the North Branch of the Deerfield River. It is recommended that measures be taken to avoid this site during construction. If avoidance can be achieved, then no further archaeological study is recommended. The full report for archaeological review, prepared by Monadnock Archaeological Consulting, Inc. is included in the appendix.

Remnants of the Old Sawmill near Vehicular Bridge BR59

General

Monadnock Archeological Consulting identified remnants of an old sawmill in the vicinity of the vehicular bridge (BR59) over the North Branch of the Deerfield River. On the westerly side are visible remnants of an old dam, and on the easterly side, evidence of the old sawmill building foundation. Photos of each side were provided in the archaeology report.

Westerly Side (upstream) of BR59

At some point in time, it appears that the upper portion of the dam was removed so that normal river flows could resume. By such action, the area of impoundment was depleted. What remains today appears to be the foundation (or footing) of the original dam, with runoff making a short fall over the remaining footing.



All of a sudden, referring to Alternative A, when it doesn't appear to have been defined to this point.

The preferred Alternative A proposes to construct an 8-foot wide combination sidewalk/bicycle path along the west side of Route 100. At the point where the path approaches the North Branch of the Deerfield River, the path will veer away from the roadway approximately 15 feet. For the river crossing, a separate stand-alone pedestrian bridge (8-foot clear width) would be built. To minimize impacts on the river, a bridge length (span) would be established to minimize the work below the top of bank (jurisdictional area).

Additional Investigations

Where the proposed path alignment and pedestrian bridge will pass in very close proximity to the dam, additional archaeological investigation is recommended to document this feature. In addition, it is recommended that the exact position and size of the remnant dam be field located by survey, and the information imported into the base plan.

Preservation of the Dam Remnants

To preserve this important feature, the design of the pedestrian bridge should be advanced with sensitivity towards preservation, and consideration of possible viewing angles as pedestrians pass over the new bridge. Informational placards or storyboards about the former mill dam and mill site could also be incorporated into the pedestrian bridge as a featured point of interest.

Easterly Side (downstream) of BR59

The exact location (position) of the old building foundation is less critical at this point, unless a decision is made to construct the new path on the east side. Should this occur, then additional study and survey would be warranted.



Historic Review

Who is "we"?

Above-Ground Historic Resources:

Buildings in the subject project area between Stugger Road and Country Club Road include a few private residences which are primarily modern and commercial enterprises serving residents and visitors to this popular ski resort town. Most of the buildings are modern structures and considered non-contributing due to age. The few older buildings that remain have been added to and altered, and have lost their historic integrity as shown in the attached photo sheets in the appendix for historic review.

The exception, and the only property in the Area of Potential Effect (APE) we recommend to be considered eligible for the National Register, is Building No. 9 from the attached orthophotos and photo sheets. The Snow Creek Inn building has projecting roofs, vertical siding, and wooden windows, and dates to ca. 1960. It is one of the few remaining intact ski motels constructed in the years after Mt. Snow was developed in 1954 to serve ski tourists.



Due to the limited scope of work involving new path construction within the highway ROW, the area of potential effect (APE) for the project is limited to the construction footprint and the fronting buildings. Given the relatively level topography on the west side of RT 100 in the project area, significant earthworks will not be required to build the sidewalk.

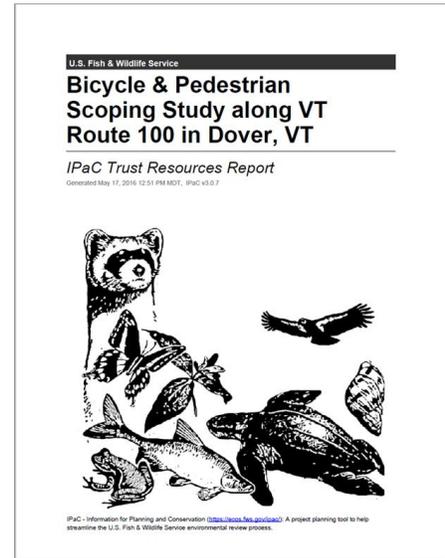
Effects to the historic Inn structure (Building No. 9) will be minor, comprising linear conversion to multimodal path of part of the green strip that separates the driveway from RT 100. Traffic will not be moved closer to the road, a green strip will be maintained between the new path and road, and the path and green strip will be modified as required to accommodate the utility poles in their existing locations. As a result, the impacts to Building No. 9 are not considered adverse. In summary, this project qualifies for a finding of No Adverse Effect for above-ground historic properties provided the stipulations detailed in this letter are followed.

The full report for historic review, prepared by Section 106 Associates and dated January 19, 2016 is included in the appendix.

Environmental Considerations/Act 250 Potential and Documentation

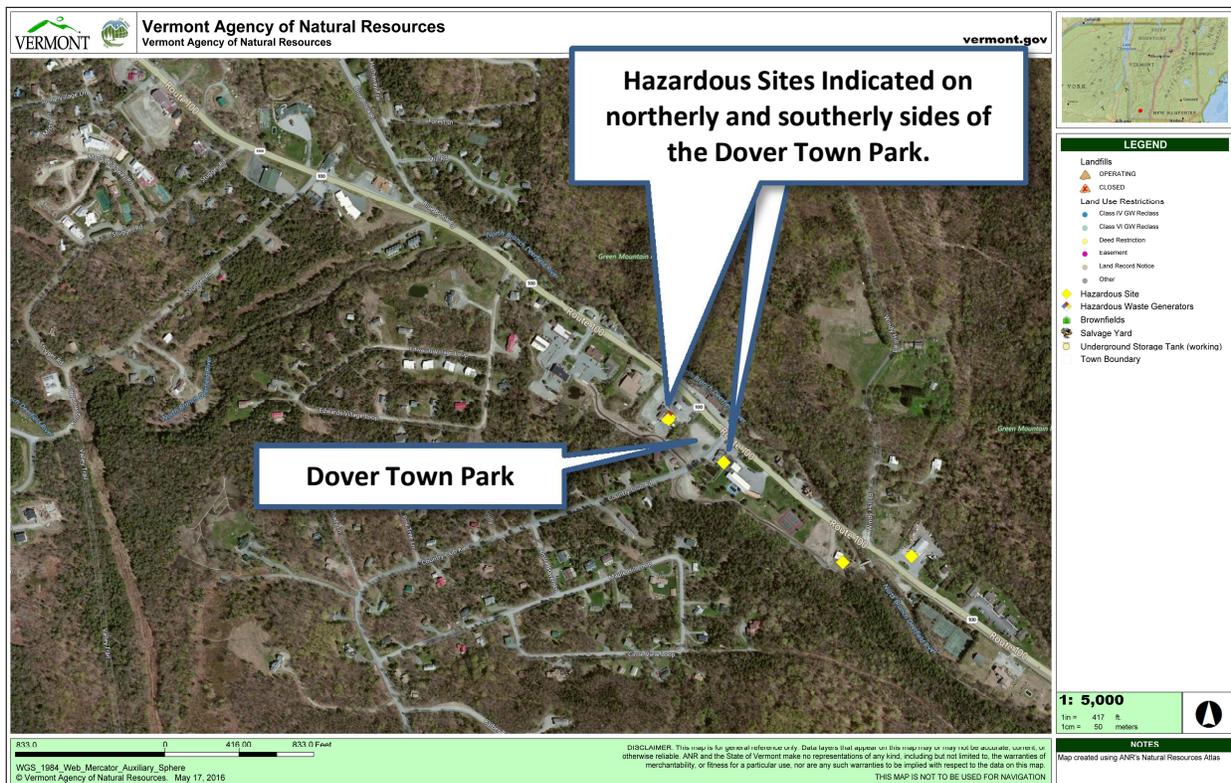
Endangered Species

The appendix includes a U.S. Fish & Wildlife Services IPaC Trust Resources Report for the VT Route 100 scoping study area with links to information regarding the relevant endangered species and migratory birds. The IPaC report lists the Northern Long-eared Bat (*Myotis septentrionalis*) as an endangered species that could potentially be affected within the scoping study extents. The IPaC report also lists 13 species of migratory birds (protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act) that could also potentially be affected by activities within the scoping study extents.



Hazardous Waste

The Vermont Agency of Natural Resources Atlas indicates two properties designated as hazardous waste sites within the scoping study area. These two sites are in the vicinity of the proposed sidewalk/path alternatives along Country Club Road and the westerly side of VT Route 100. Resulting in what?

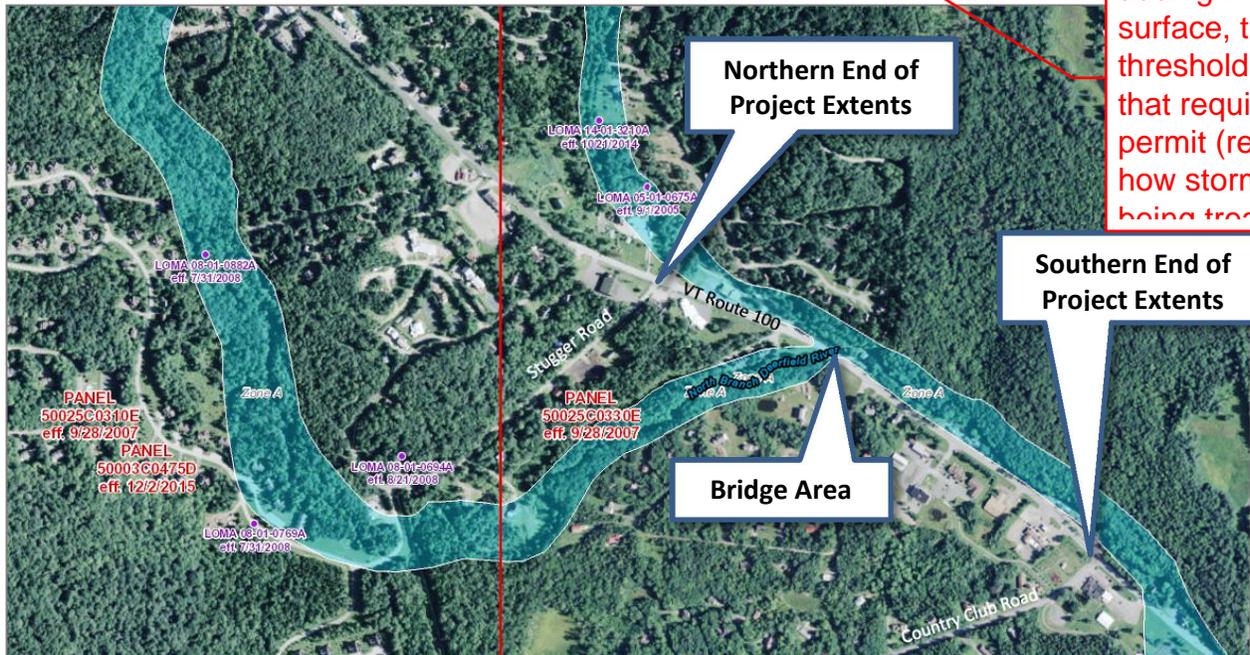


The bridge over the North Branch should not be any smaller in waterway area than the VT 100 bridge. It should not constrict the channel in any way or cause higher water surface elevations.

Wetlands, Floodplains, Lakes/Pond/Stream/Rivers

FEMA Flood Maps indicate Flood Zone A along the easterly side of VT Route 100. Since the preferred alternative proposes a sidewalk/path along the westerly side of VT Route 100, impacts relating to Flood Zone A would be a consideration in the vicinity of the bridge that crosses the North Branch of the Deerfield River. Storm water runoff and flows were previously addressed in the Storm Drainage section of this report. With the proposed improvements comes a perpetuation of sheet flow from the roadway, across the green buffer, and across the sidewalk/bicycle path. In areas where roadside ditches exist, those ditches will be moved further away from the roadway edge to perpetuate existing drainage patterns. We therefore conclude that the proposed improvements in this report should not require any significant effort or cost regarding stormwater permits.

I believe if you're adding impervious surface, there's a threshold amount that requires an ANR permit (regardless of how stormwater is being treated)



Additional Environmental Considerations

The other following items were reviewed for the area within the project area limits:

- Public Lands
- Uncommon Species
- Amphibian and Reptile Crossings
- Significant Natural Community
- Priority Habitat Block
- Forested Land
- Existing stormwater permits
- Underground storage tanks
- Well heads or other sensitive property owner areas
- Consideration of additional hydraulic studies

These items are not applicable within the project limits. Therefore, these environmental considerations are not needed at this time

Major Projects in the Area

Compatibility with Planning Efforts

In May of 2012, the Town of Dover Vermont created the **Dover Landscape Master Plan-Route 100 Alternatives**. This Master plan laid out the potential for developing pedestrian and bicycle corridors along Vermont Route 100. Preparation of this sidewalk/bike path scoping and feasibility study seeks to advance the theme of the 2012 Master Plan as the development of a formal path system progresses northward along Route 100.

There are currently no major projects planned within or near the project area so coordination with other initiatives was not undertaken at this time.

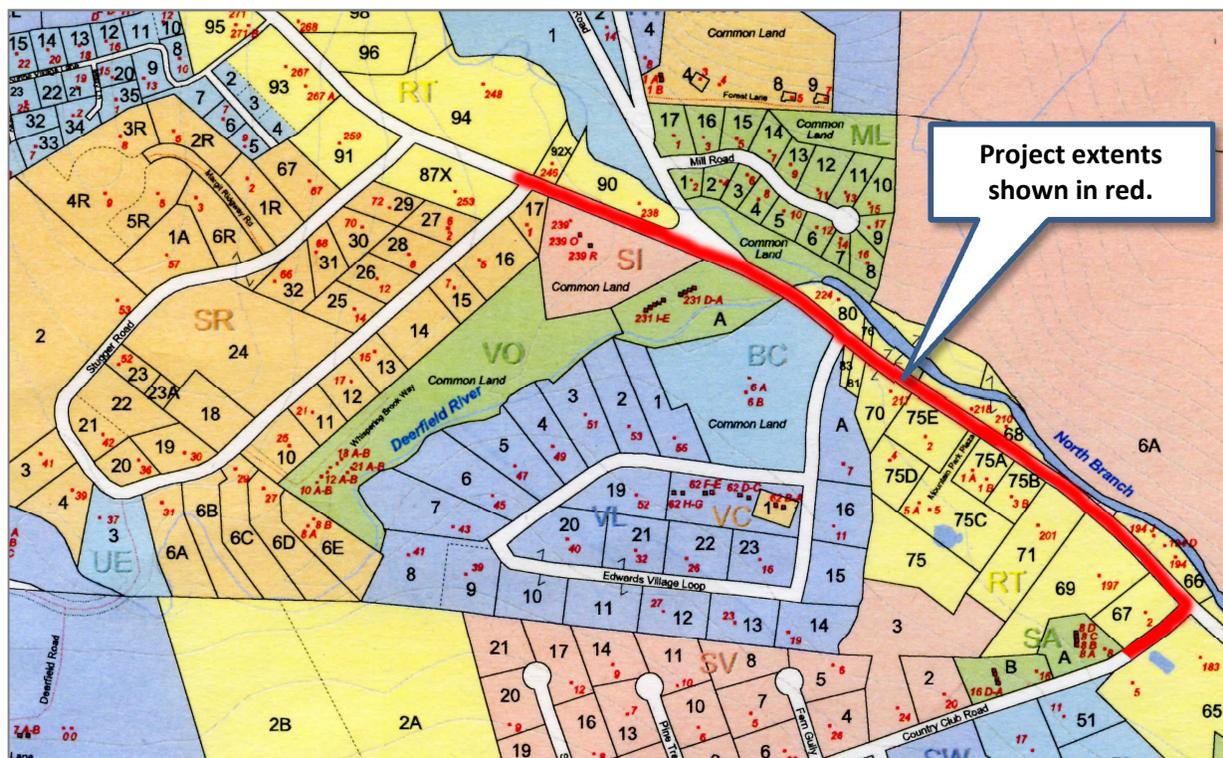
What about the BR 59 VTrans project?

Abutter Information

A list was compiled of all of the project abutters. Owner names, map and lot numbers derived for the compiled list also appear on the project concept plans and line drawings for the preferred alternative.

Individual Abutter Meetings

No individual abutter meetings were held. All of the discussions were held at the Local Concerns meeting and/or the Alternatives Presentation meeting. Public meeting minutes were compiled and are included in the appendix of this report. See Public Meetings section in this report for details.



Public Meetings

Two public meetings were advertised and held in order to encourage community feedback regarding the project. A public notice was provided to advertise these two meetings: 1) Local Concerns meeting; 2) the Alternatives Presentation meeting. The Local Concerns meeting was held at the Dover Town Hall on October 7, 2015, and the Alternatives Presentation meeting was held at the Dover Town Hall on January 20, 2016.

The appendix includes the complete minutes recorded for both of these public meetings.

Local Concerns Meeting held on October 7, 2015

The purpose of this meeting was to discuss funding, explain the project timeline, summarize existing conditions and issues, and solicit any public comments on the project. A presentation was given using both hardcopy presentation boards and project visualization materials on a projection screen. In addition, those individuals who were interested in the project but were not able to attend the meeting were provided the opportunity to log into the meeting presentation using Citrix GoToMeeting software which allowed remote attendees to view the digital presentation on the screen, listen to the verbal presentation & discussion, and ask questions over the Internet.

In Person Attendees:

- Ken Black – Econ Devel
- Vicki Capitani – Vice Chair SB
- Peter Holden – Holden Engineering
- Dan Jenerak
- Randy Johnson – Chief of Police
- Randy Terk – Chair SB
- Pat Weisbrich
- Ned Wilson - Public

Remote Attendees via Citrix GoToMeeting:

- Marcia Conrad - Public
- Carlotta Gladding - Public

Discussions with property owners were held and comments from the property owners were noted and later incorporated into the conceptual corridor design. The general tone of the comments from the public was in support of the project and the questions generally were in anticipation of how different scenarios would be treated. Because this was an information-gathering meeting, some of the answers were deferred until after the concepts in this study were advanced.

One owner in particular, Marcia Conrad, whose house is located approximately 5 feet from the Vermont Route 100 right-of-way line, attended the meeting remotely over the Internet. She expressed concern about the proximity of a sidewalk/bike path to the house and made suggestions that the sidewalk/bike path should be constructed on the east side of the Vermont Route 100 and possibly on the east side of the North Branch of the Deerfield River further to the east.

Alternatives Presentation Meeting held on January 20, 2016

The purpose of this public meeting was to present the identified project alternatives and the corresponding pros and cons of each.

In Person Attendees

Ken Black – Econ Devel
Pat Weisbrich – Econ Devel
Peter Holden – Holden Engineering
Randy Terk – Chair SB
Vicki Capitani – Vice Chair SB
Joe Mahon - SB
Tom Baltrus - SB
Eddie Barber
Carlotta Gladding

Remote Attendees via Citrix GoToMeeting:

Marcia Conrad
Rachel Beauregard - VTrans

Public notice was provided for this meeting. Holden Engineering & Surveying, Inc. presented alternatives using hardcopy presentation boards and project visualization materials on a projection screen. In addition, those individuals who are interested in the project but were unable to attend the meeting were provided the opportunity to log into the meeting presentation using Citrix GoToMeeting software which allowed remote attendees to view the digital presentation on the screen, listen to verbal presentation & discussion, and ask questions over the Internet.

Alternatives

The "Do Nothing" Alternative

Does not meet purpose and need?

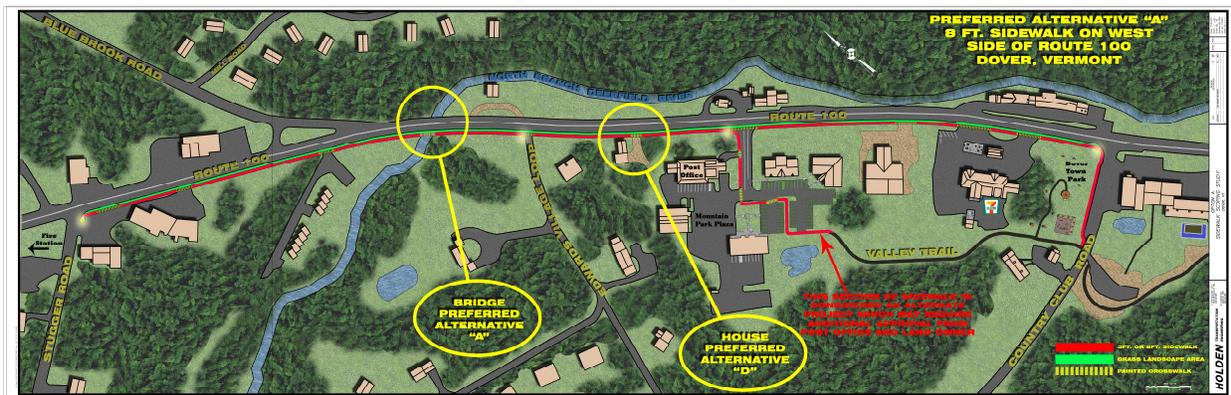


If no improvements were made to create a sidewalk or combination sidewalk/bike path facility within the study area, pedestrians and bicyclists would continue to share the traveled way of Vermont Route 100 with automobiles, or use the paved shoulder and gravel shoulder adjacent to the traveled way. As such, the existing unsafe travel conditions would be perpetuated for bicyclists and pedestrians.



Alternative A – Preferred Alternative

Option A was presented as an **8-foot wide combination sidewalk/bike path**, offset from the Vermont Route 100 roadway by a 5-foot vegetated buffer strip. This path option starts where the Valley Trail crosses Country Club Road, and the path continues along the northerly edge of Country Club Road to the westerly edge of Vermont Route 100. The path then continues northerly along the westerly edge of Vermont Route 100 crossing the driveway to the Mountain Park Plaza and Edwards Village Loop. It then continues across the North Branch of the Deerfield River, and terminates at the southerly edge of Stugger Road.



Alternative B

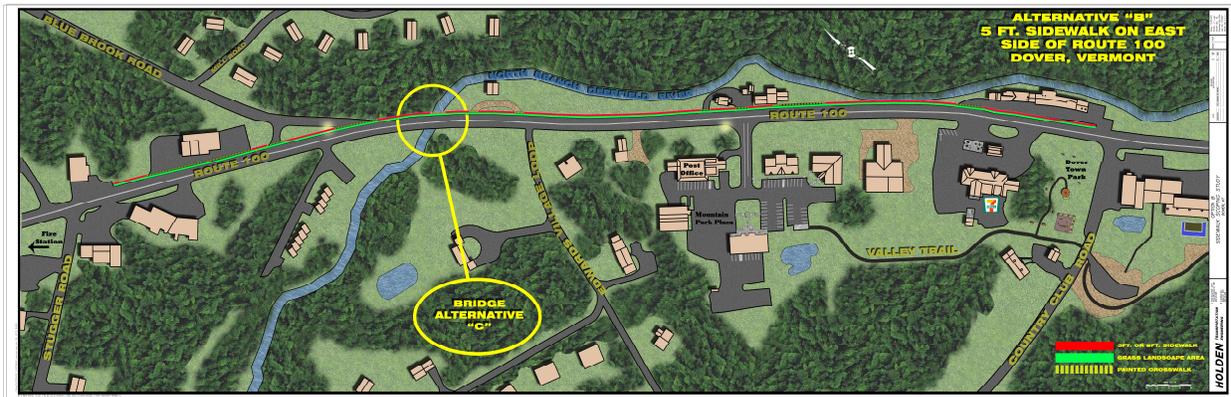
What about some discussion of using the road shoulders for bicycling with this alternative. Look to be fairly adequate shoulders.

Alt B. should include discussion of crossing VT 100 to get from the path to this walk

How did you account for these two sub-alternates in the costs? Different for fill

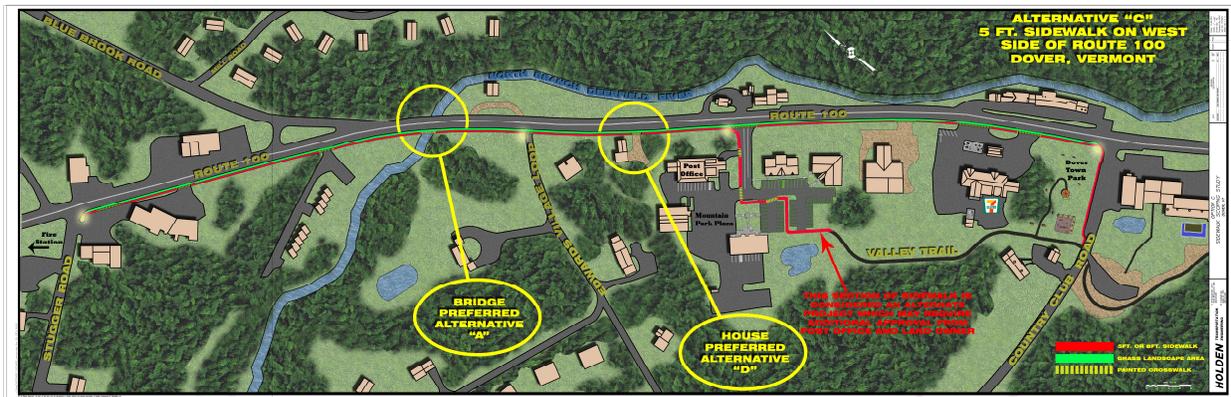
Option B was presented as a **5-foot wide sidewalk only** with no provisions for bicycles. It was offset from the Vermont Route 100 roadway by a 5-foot vegetated buffer strip. This option starts on the easterly edge of Vermont Route 100 opposite the northerly edge of Country Club Road and continues northerly along the easterly edge of Vermont Route 100. At the beginning of the project, the sidewalk would traverse a large parking lot and would then pass through an area where the North Branch of the Deerfield River is in close proximity to the traveled way on the east side of Route 100.

The river is close enough to the traveled way that a fill area in the river would be required to support the sidewalk/bike path. Alternatively, a cantilevered structure could be constructed to support the sidewalk/bike path over the edge of the river. Continuing northerly, the path crosses the North Branch of the Deerfield River, then across Blue Brook Road. It then crosses two commercial buildings with large expanses of parking area, and then terminates at the parking lot for the Dover Police Department.



Alternative C

Alternative C was presented as a **5-foot wide sidewalk only** with no provisions for bicycles. The route of Alternative C is exactly the same as Alternative A.

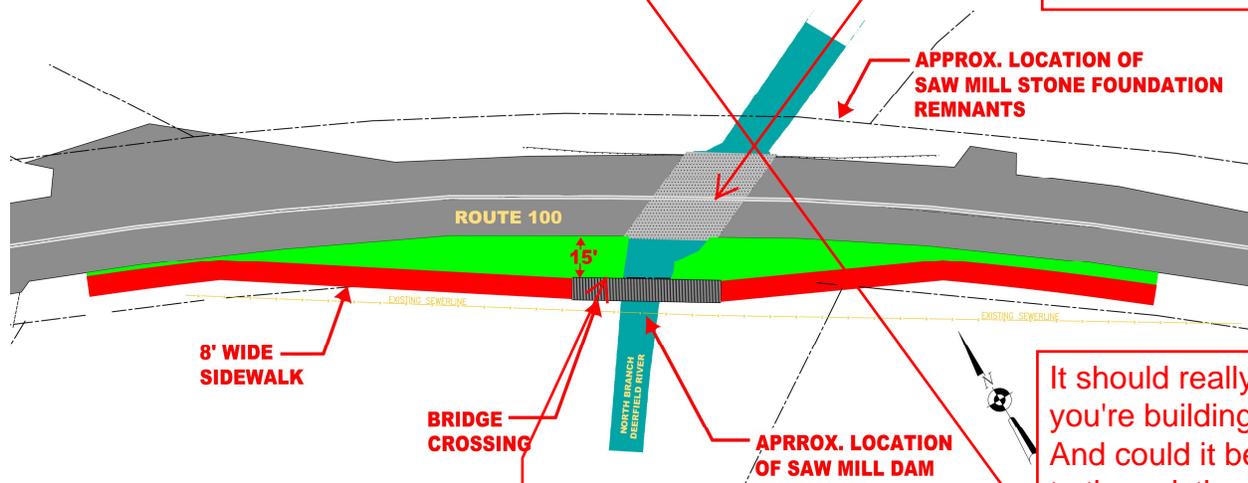


Bridge Alternatives

Five alternatives were considered for a path crossing the North Branch of the Deerfield River. These alternatives are included in the report appendix, and identified as alternatives A, B, C, D and E.

Bridge Alternative A – Preferred Alternative

This alternative proposes to construct a **new 8-foot wide (stand-alone) pedestrian bridge** approximately **15 feet westerly of the existing roadway bridge**.



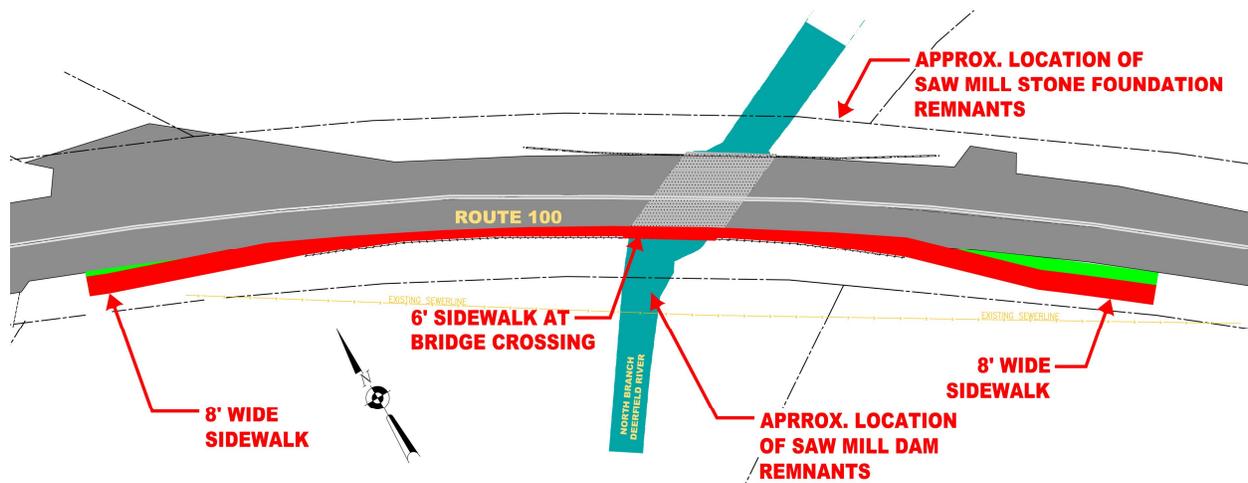
How old and what is the status of this bridge? Is it due for replacement? What does the inspection report

Should explain somewhere why bridge is set so far back (maintenance)

It should really be 10' if you're building a bridge. And could it be added to the existing structure? Or part of a replacement structure? I didn't see any

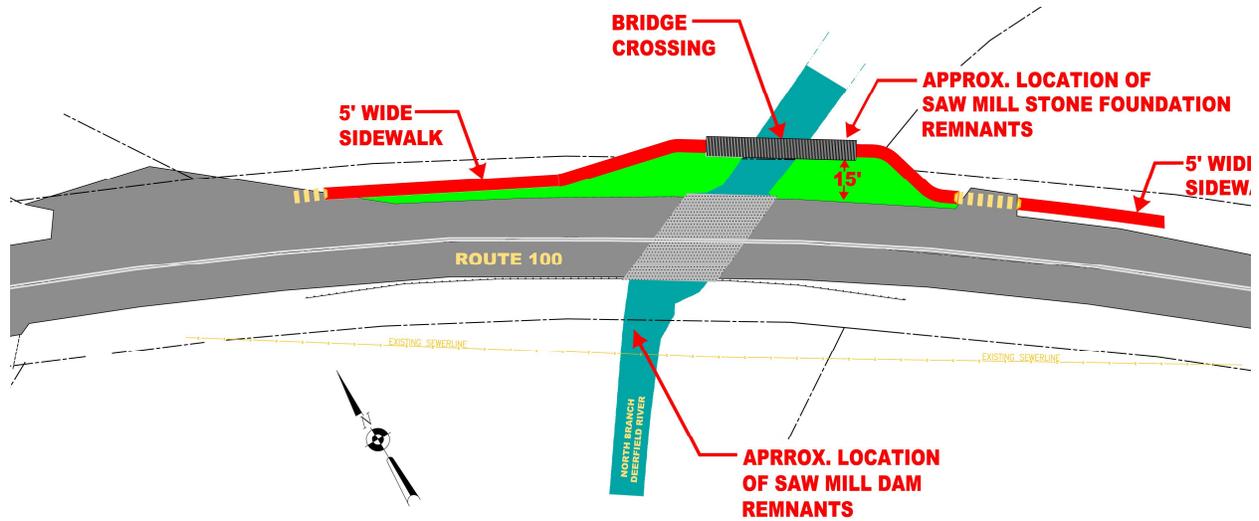
Bridge Alternative B

This alternative proposes to **utilize a 6-foot wide sidewalk that is constructed on the west side of a new vehicular bridge** replacement.



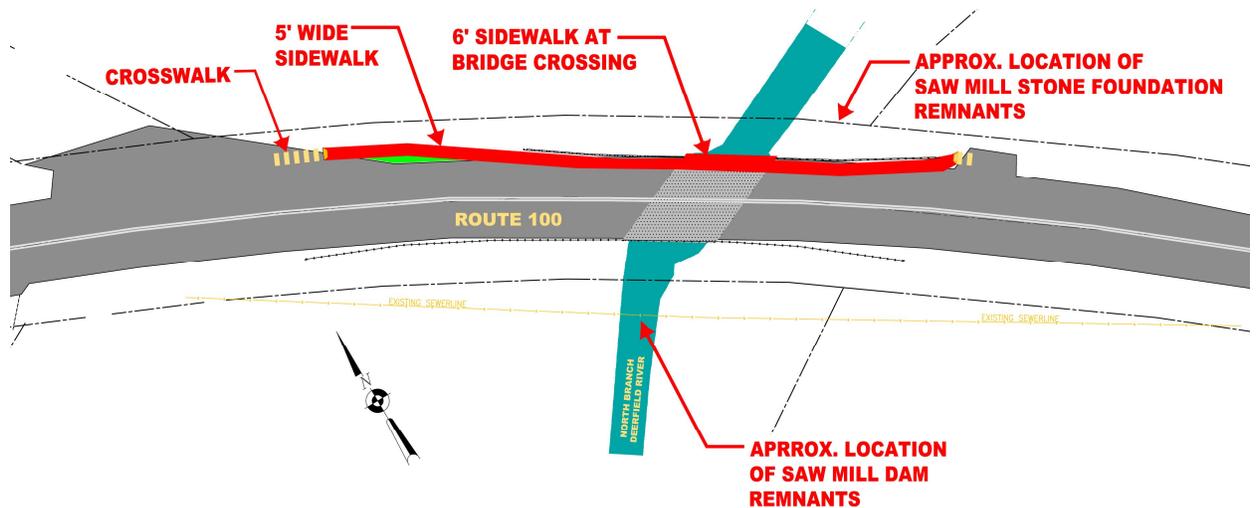
Bridge Alternative C

This alternative proposes to construct a **new 8-foot wide (stand-alone) pedestrian bridge**, offset approximately **15 feet easterly of the existing roadway bridge**.



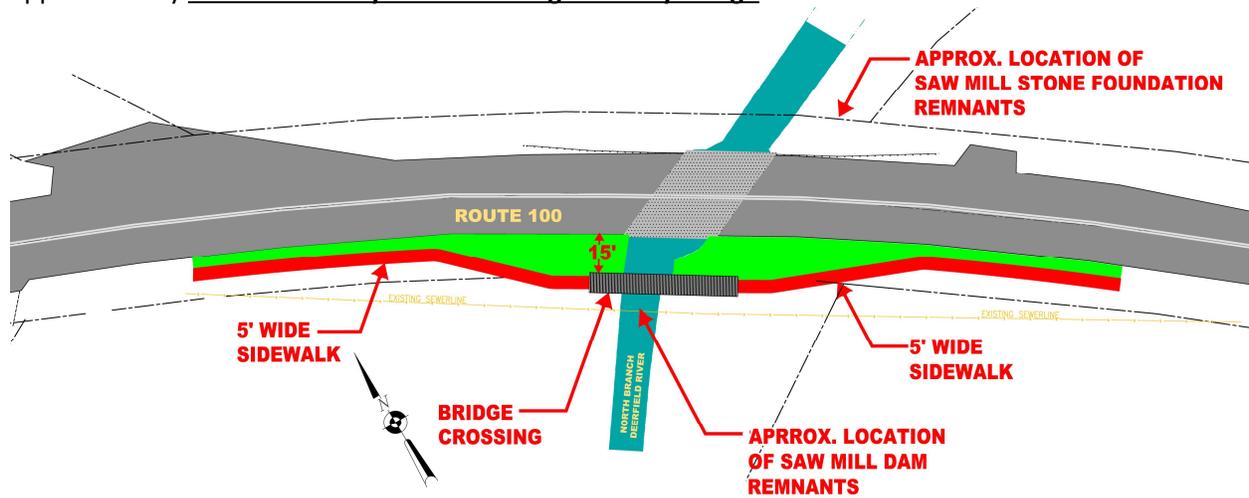
Bridge Alternative D

This alternative proposes to **utilize a 6-foot wide sidewalk that is constructed on the east side of a new vehicular bridge** replacement.



Bridge Alternative E

This alternative proposes to construct a **new 5-foot wide (stand-alone) pedestrian bridge**, offset approximately **15 feet westerly of the existing roadway bridge**.

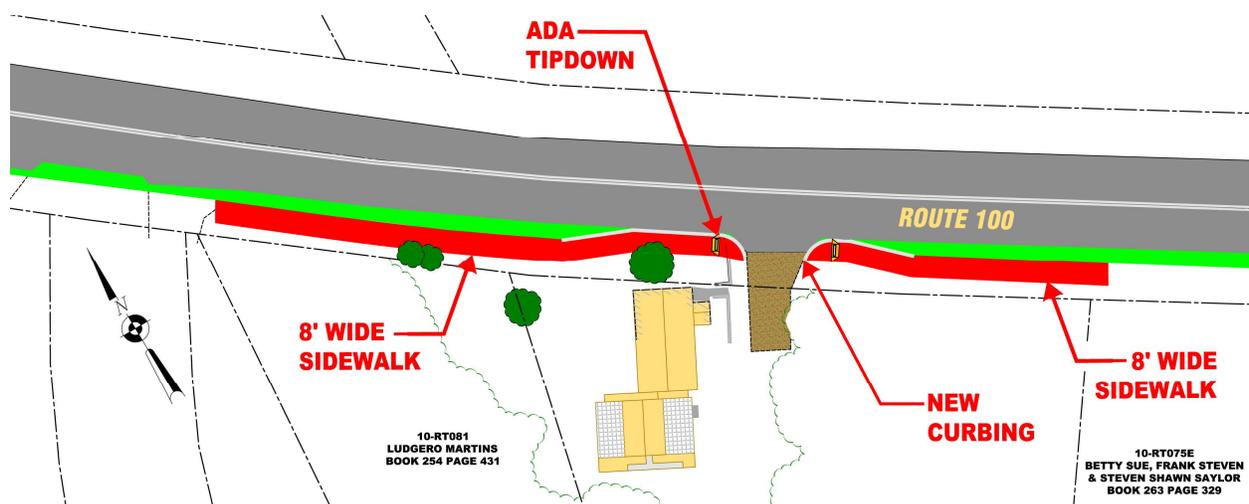


House Alternatives

The face of the house owned by Wayne and Marcia Conrad is approximately 5 feet away from the Vermont Route 100 right-of-way line. At the Local Concerns meeting, Mrs. Conrad spoke more than once about her concern regarding the potential for having a sidewalk or a sidewalk/bike path very close to the face of their house. Four concepts were developed demonstrating alternatives for locating a sidewalk or a sidewalk/bike path relative to the face of the building. These alternatives would only apply if the sidewalk or sidewalk/bike path were to be constructed on the westerly side of Vermont Route 100.

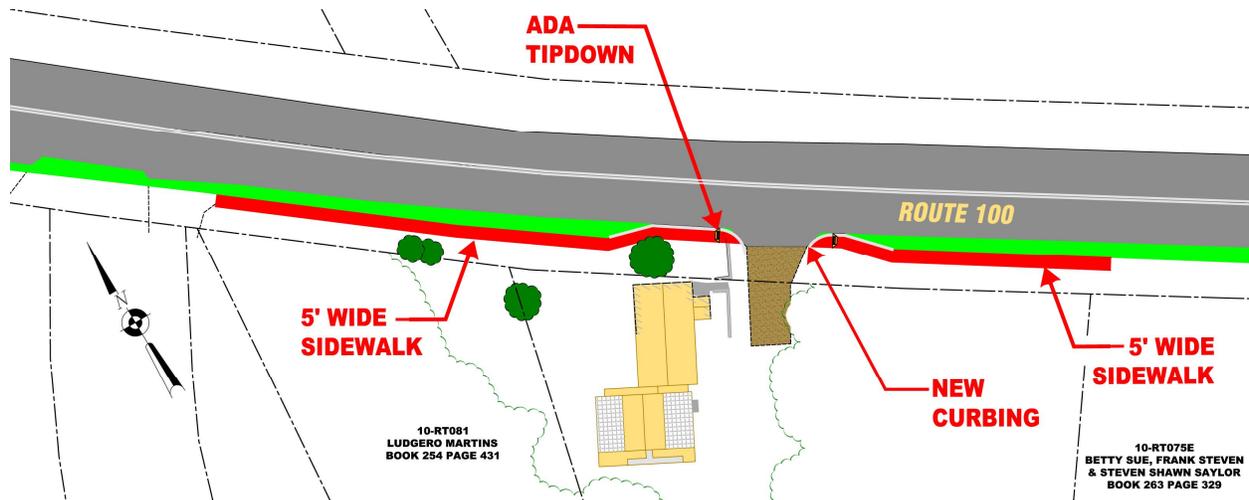
House Alternative A

This alternative proposes the construction of **an 8-foot wide combination sidewalk/bike path** with a 5-foot wide vegetated buffer between the westerly edge of the paved shoulder and the easterly edge of the sidewalk/bike path. As the sidewalk/bike path approaches the Conrad home the 5-foot wide vegetated **buffer is gradually narrowed** to a point where the easterly edge of the sidewalk matches the westerly edge of the paved shoulder, and separated by a vertical curb.



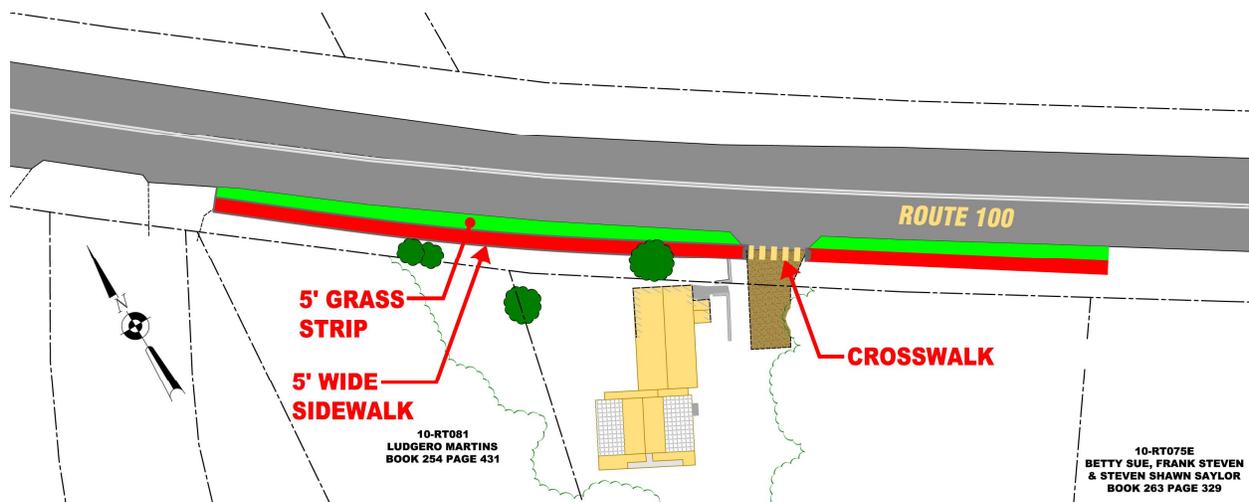
House Alternative B

This alternative proposes the construction of a **5-foot wide sidewalk only** with a 5-foot wide vegetated buffer between the westerly edge of the paved shoulder and the easterly edge of the sidewalk. As the sidewalk approaches the Conrad House, the 5-foot wide vegetated **buffer is gradually narrowed** to a point where the easterly edge of the sidewalk matches the westerly edge of the paved shoulder, and separated by vertical curb.



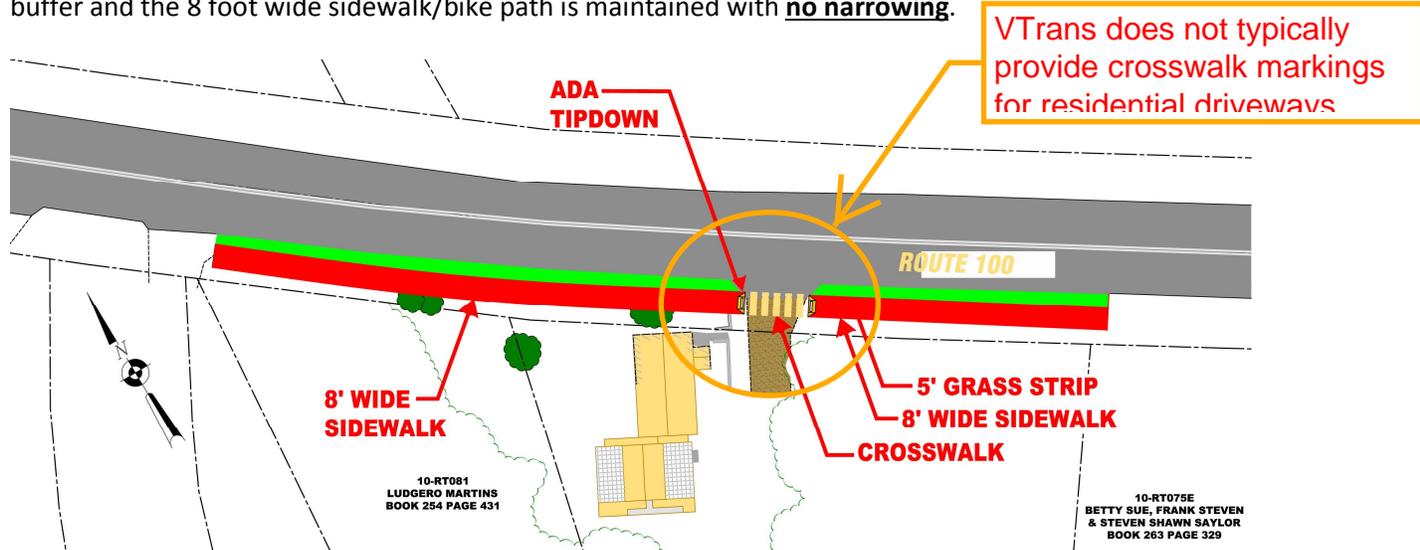
House Alternative C

This alternative proposes the construction of a **5-foot wide sidewalk only** with a 5-foot vegetated buffer between the westerly edge of the paved shoulder and the easterly edge of the sidewalk. As the sidewalk approaches the Conrad house the 5-foot wide vegetated buffer is maintained with **no narrowing**.



House Alternative D – Preferred Alternative

This alternative proposes the construction of an **8-foot wide combination sidewalk/bike path** with a 5-foot vegetated buffer between the westerly edge of the paved shoulder and the easterly edge of the sidewalk/bike path. As the sidewalk/bike path approaches the Conrad house, the 5 foot wide vegetated buffer and the 8 foot wide sidewalk/bike path is maintained with **no narrowing**.



Fiscal Implementation

Preliminary Cost Estimate Summary

Preliminary project cost estimates are provided below for Alternatives A, B and C, with Alternative A being the preferred. A more detailed cost breakdown for preferred Alternative A is included in the appendix. The table below includes costs that are typical of federally funded projects for the specific categories listed, including: 15% for construction contingencies, 10-15% of construction for project administration, 20% of construction for design engineering, and 10-20% of construction for construction engineering. If the Town chooses to construct the project without using federal funds, then it is possible that these costs could be lower.

What resource did you use to determine costs?

What's the length of the path?

Is this discussed anywhere?

Cost Items	Alternative A (preferred)	Alternative B	Alternative C	Mountain Park Plaza Alternative
Construction Cost	\$528,600	\$497,700	\$462,100	\$32,400
Construction Contingency	\$79,300	\$74,700	\$69,400	\$4,900
Project Administration & Management	\$79,100	\$74,500	\$69,100	\$4,900
Design Engineering	\$121,600	\$114,500	\$106,300	\$7,500
Construction Engineering	\$91,200	\$85,900	\$79,800	\$5,600
TOTAL COST	\$899,800	\$847,300	\$786,700	\$55,300

Funding Alternatives

The Town of Dover does not have the funds to fully finance these sidewalk/bike path improvements. As such, it must receive grants or take on long-term debt to finance the project. The VTrans Bicycle and Pedestrian Program, administered through the Municipal Assistance Bureau (MAB) provided funding for this report, and is a viable source of funding for design and construction.

This sidewalk/bike path project is eligible for funding under the Bicycle and Pedestrian Program, with 90% Federal/State and 10% Local. However, if a project funded under this program does not advance to construction, any funds provided for the preliminary and final design phases are subject to being paid back by the municipality.

This has changed to 80/20

Grant applications are accepted annually and are generally due by the end of July. Using funding under the Bicycle and Pedestrian Program, the local share of the total project cost for the preferred alternative ~~could be as much as 20% of the total project cost.~~ As this is a reimbursement program, the Town would need to have sufficient funds in advance to pay invoices before receiving reimbursement from the funding program.

Will be, at a minimum

for eligible

The Transportation Alternatives Program is an 80%/20% split.

Bicycle & Pedestrian Scoping Study along Route 100 in Dover, VT

Yes, please add detail Scott provided

The Transportation Alternatives Program is also a reimbursement program and Grant applications are generally due by mid

May 25, 2016 – DRAFT
Dover STP BP14(16)

town responsibility

but there are for the existing valley trail and town can use that equipment

Maintenance

The new sidewalk will need to be maintained during all seasons. There are no existing sidewalks along this corridor. In all of the study alternatives (including the preferred Alternative A), we are not proposing the use of granite curb. We are proposing a 5-foot wide vegetated buffer strip to provide separation between the edge of paved shoulder and the 8-foot wide path. The buffer strip and the paved path will generally be constructed as an extension of the roadway cross slope, allowing storm water to sheet from the roadway, across the buffer strip, and then across the paved path. Snow that is plowed from the roadway will initially end up as a snow bank in the buffer strip. Whether that snow bank can be further moved across the path (by winging), or whether a separate plowing operation may be required for the path itself needs to be determined.

So the construction of the new path will require added maintenance that is not needed today.

Project Schedule

The typical time to design and construct a pedestrian project using federal/state funds, administered through the VTrans Municipal Assistance Bureau is 3-5 years. The Bureau's timeline template shows a typical project completion time of 41 months.

The project schedule as a federal/state-funded project is as follows:

Scoping Study Approved by Town	August 2016
Submit funding application to VTrans	September 2016
Receive grant approval	May 2017
Grant Agreement executed	July 2017
Procure design services	September 2017
Project design/review/permitting/VTrans approval/ROW acquisition	October 2017 – December 2019
Proposal for contractor/advertisement/award	February 2020
Begin Construction	May 2020

It should be noted that FHWA per the Work Safety and Mobility guidance requires that Traffic Management plans including site specific traffic control plans be developed for projects that federal funds will be associated with.

Presumes that trees are the only natural resource to address?

Viability

The project is viable, feasible, and would create a significant public value for a relatively modest cost and will create a safe and inviting pedestrian/bicycle route, linking the Dover Town Park and the Valley Trail to points north near Stigger Road. The ultimate goal is to extend this link further to meet the Mount Snow Ski Area. Significant effort was made to solicit input from the public and abutting property owners. Consequently, the public and abutting property owners support the project. Public comments recognized the need for the project and were supportive of the preferred alternative.

There does not appear to be any significant ROW obstacles. For the most part, the proposed work lies within the public ROW. The exception includes one easement that will be required of a landowner to construct a separate (stand-alone) pedestrian bridge crossing the North Branch of the Deerfield River, and located about 15 westerly of the vehicular bridge (BR59). On the Natural Resources side, no trees would need to be cut. There would be one area west of the vehicular BR59 where we are proposing to construct a stand-alone pedestrian bridge. Impacts to the North Branch of the Deerfield River could be minimized by spanning the jurisdictional area, and limiting the work below top of bank.

It is likely that multiple Temp. easements for construction will also be needed, which will require new deeds. This project will likely only require Waiver Valuations rather appraisals in addition to the ROW plans and deeds ... which could also be noted in the report

Really didn't discuss bicycling much. Generally, sidepaths have some safety issues at drives and side road intersections. Should, at a minimum, acknowledge that, if not offer some way to address it

On the Historic Resources side, we have the Snow Creek Inn. A finding of No Adverse Effect was reached by the *Section 106 Associates* subconsultant. On the Archaeological side, we have findings relating to remnants of an old sawmill near the vehicular bridge BR59. To the west of this bridge, we see remnants of a dam on the North Branch of the Deerfield River. To the east of this bridge, we see remnants of an old mill building foundation. Implementing the Preferred Alternative A (west side path), and a separate stand-alone pedestrian bridge, additional investigations will be required near the dam remnants. Globally speaking, we believe that the dam remnants can easily be preserved by spanning over it with the pedestrian bridge. Additionally, we would suggest erecting a placard at this site that describes some history of the old saw mill.

The need for this path construction is founded in the Town and Regional Planning Documents. The need to improve safety is paramount, and is consistent with long term goals for providing alternative means of travel. Construction of the Valley Trail is the precursor to all of this upcoming work.

A summary matrix of the evaluation findings is included in the appendix.

Are these provided?

Not sure they have the authority to make this finding. They can suppose what the impact might be. I would like to have our environmental staff respond to this.

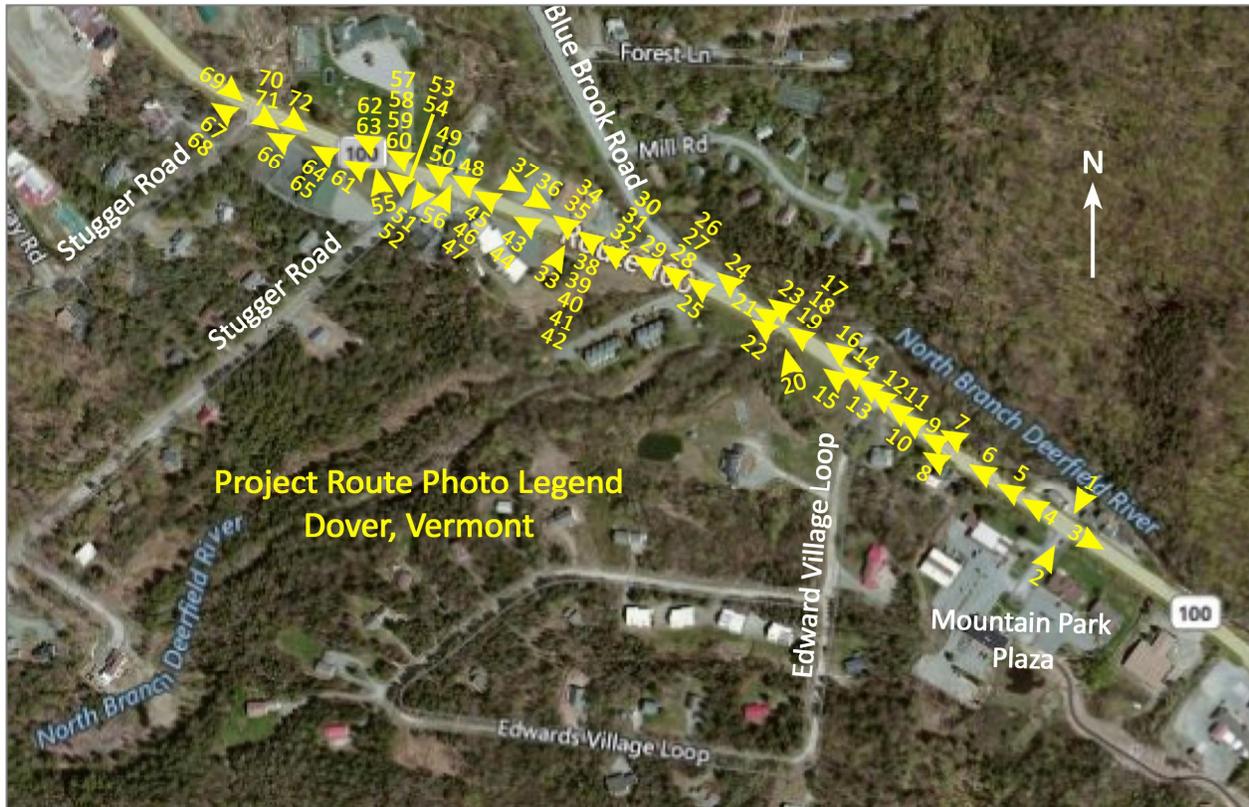
Appendices

APPENDIX A – Project Route Photos

Do all 70 photos need to be included in the report as an appendix? Can the appendix be a separate document? Otherwise it leads to a massive file size (140 MB for a report)

Project Route Photo Legend

The figure below indicates the approximate position and direction for which each of the photos that were taken for this section of the report. Each number below refers to the corresponding photograph number for the images on the pages that follow.





1



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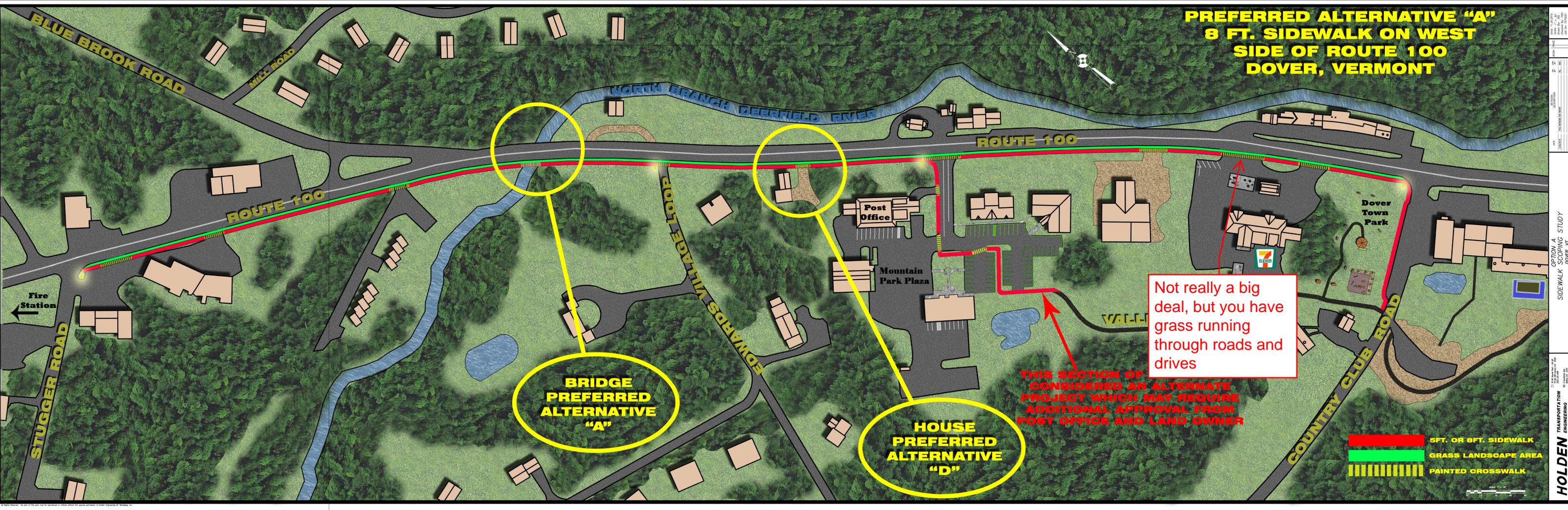
71



72

APPENDIX B – Conceptual Alternatives, Bridge & House Alternatives, Conflict Plans

PREFERRED ALTERNATIVE "A"
8 FT. SIDEWALK ON WEST
SIDE OF ROUTE 100
DOVER, VERMONT



**BRIDGE
 PREFERRED
 ALTERNATIVE
 "A"**

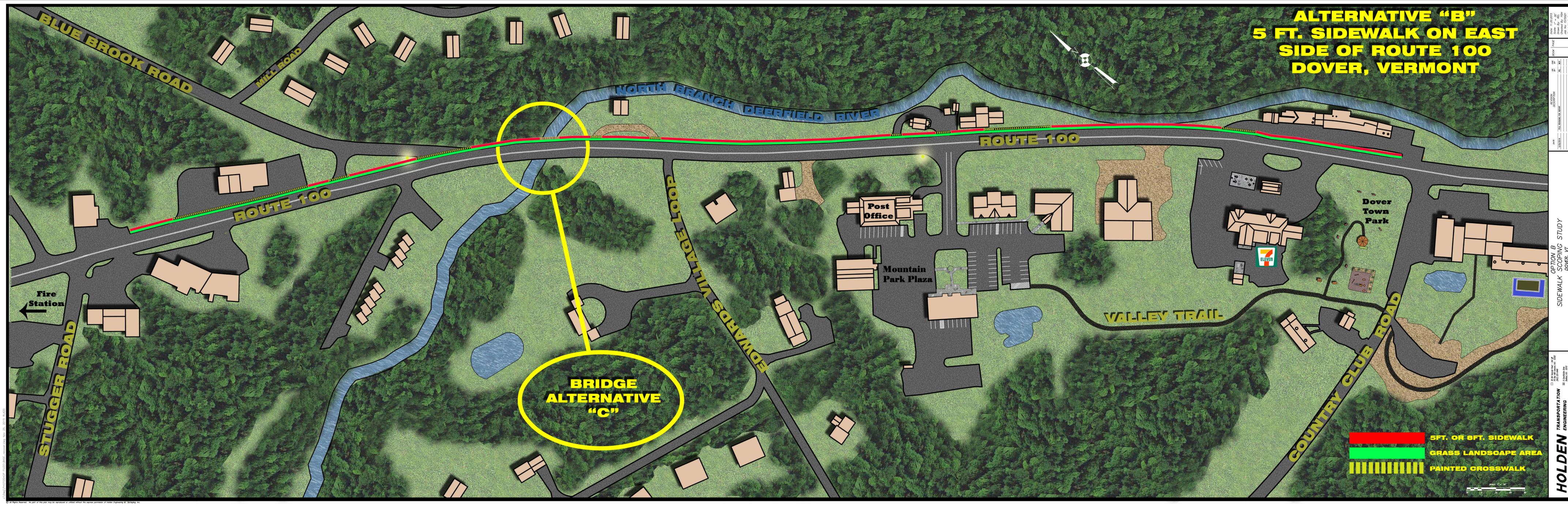
**HOUSE
 PREFERRED
 ALTERNATIVE
 "D"**

Not really a big deal, but you have grass running through roads and drives

THIS SECTION OF CONSIDERED AN ALTERNATE PROJECT WHICH MAY REQUIRE ADDITIONAL APPROVAL FROM POST OFFICE AND LAND OWNER

- 5FT. OR 8FT. SIDEWALK
- GRASS LANDSCAPE AREA
- PAINTED CROSSWALK

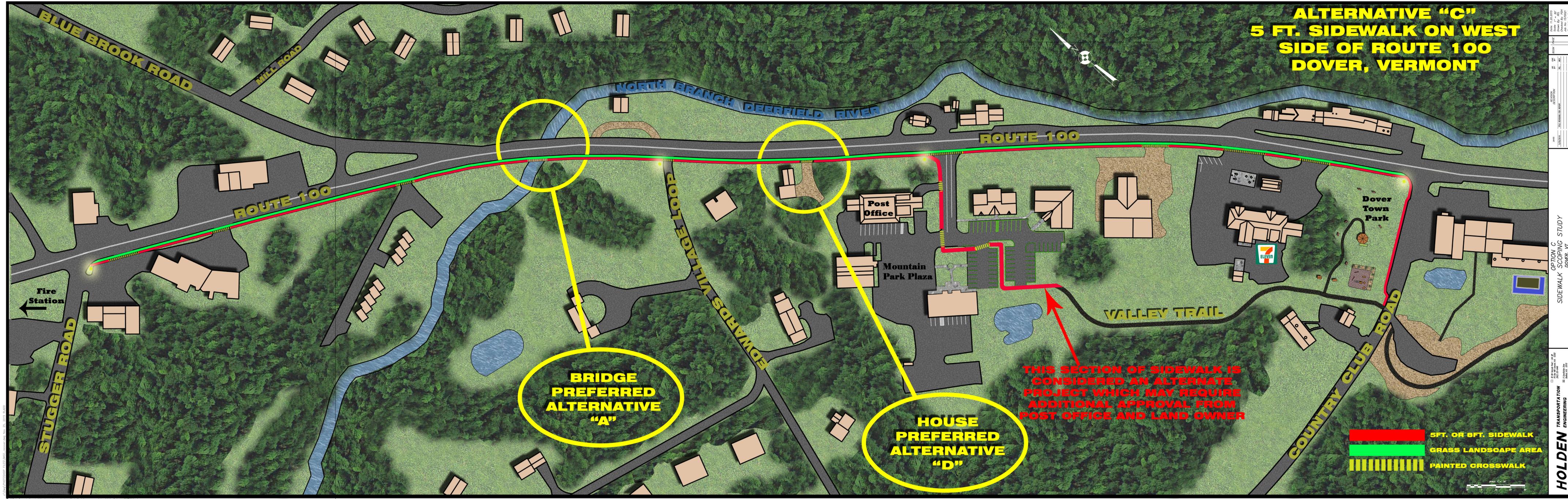
ALTERNATIVE "B" 5 FT. SIDEWALK ON EAST SIDE OF ROUTE 100 DOVER, VERMONT



- 5FT. OR 8FT. SIDEWALK
- GRASS LANDSCAPE AREA
- PAINTED CROSSWALK

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**ALTERNATIVE "C"
5 FT. SIDEWALK ON WEST
SIDE OF ROUTE 100
DOVER, VERMONT**

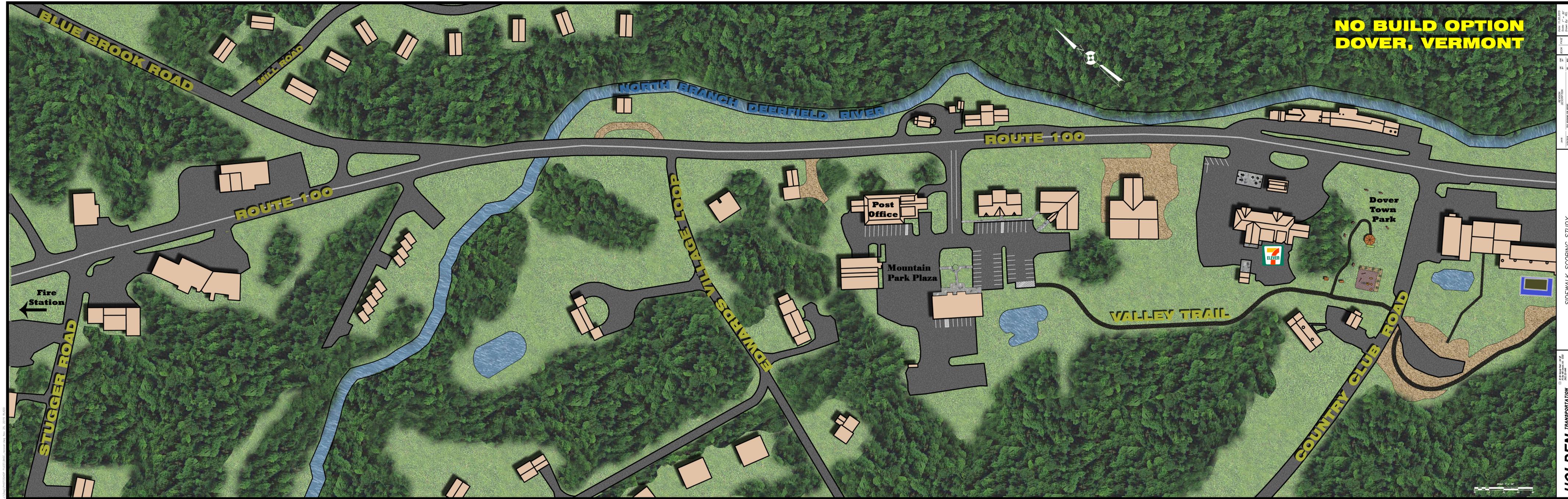


**BRIDGE
PREFERRED
ALTERNATIVE
"A"**

**HOUSE
PREFERRED
ALTERNATIVE
"D"**

**THIS SECTION OF SIDEWALK IS
CONSIDERED AN ALTERNATE
PROJECT WHICH MAY REQUIRE
ADDITIONAL APPROVAL FROM
POST OFFICE AND LAND OWNER**

- 5FT. OR 8FT. SIDEWALK
- GRASS LANDSCAPE AREA
- PAINTED CROSSWALK



**NO BUILD OPTION
DOVER, VERMONT**

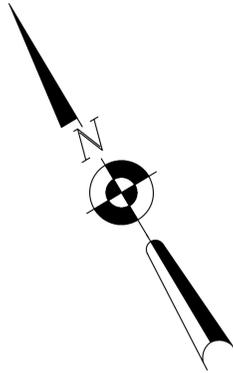
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 SCALE: 1" = 50'
 DRAWN BY: J. BROWN
 CHECKED BY: J. BROWN
 JOB NO.: 1500001
 SHEET NO.: 1 OF 1

PROJECT: SIDEWALK SCOPING STUDY
 LOCATION: DOVER, VT

DESIGNED BY: J. BROWN
 CHECKED BY: J. BROWN
 DATE: 11/20/2015

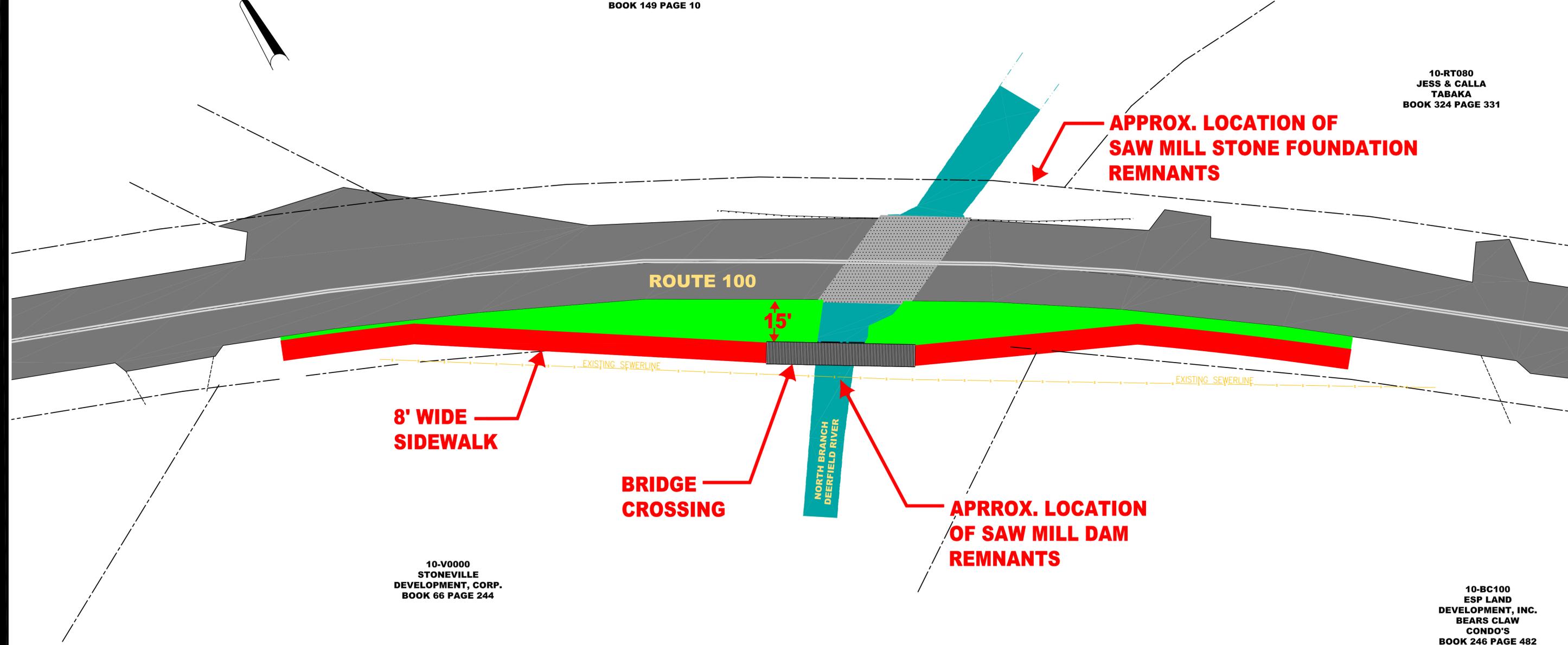
HOLDEN
 TRANSPORTATION
 ENGINEERING

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10-RT090
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BOOK 149 PAGE 10

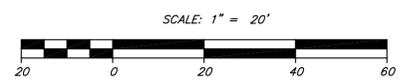
10-RT080
JESS & CALLA
TABAKA
BOOK 324 PAGE 331



10-V0000
STONEVILLE
DEVELOPMENT, CORP.
BOOK 66 PAGE 244

10-BC100
ESP LAND
DEVELOPMENT, INC.
BEARS CLAW
CONDO'S
BOOK 246 PAGE 482

BRIDGE PREFERRED ALTERNATIVE "A"



J:\Dwg\CADD\1570021_Dover_VT Bicycle and Pedestrian Sidewalk_1_1_0875.DWG May 26, 2016 RLADD

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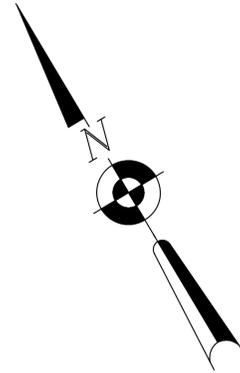
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PO Box 480 Concord, N.H. 03302
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9 Constitution Drive
Bedford, N.H. 03110
(603) 472-2078

DETAILED VIEW
SIDEWALK SCOPING STUDY
DOVER, VERMONT

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Job No: 1570021
Sheet No. 1 of 9

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BOOK 149 PAGE 10

**THIS OPTION WOULD REQUIRE
MODIFICATION OF THE BR59
BRIDGE IN ORDER TO
ACCOMODATE A SIDEWALK**

10-RT080
JESS & CALLA
TABAKA
BOOK 324 PAGE 331

ROUTE 100

**APPROX. LOCATION OF
SAW MILL STONE FOUNDATION
REMNANTS**

EXISTING SEWERLINE

**6' SIDEWALK AT
BRIDGE CROSSING**

EXISTING SEWERLINE

**8' WIDE
SIDEWALK**

**8' WIDE
SIDEWALK**

**NORTH BRANCH
DEERFIELD RIVER**

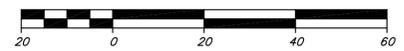
**APPROX. LOCATION
OF SAW MILL DAM
REMNANTS**

10-V0000
STONEVILLE
DEVELOPMENT, CORP.
BOOK 66 PAGE 244

10-BC100
ESP LAND
DEVELOPMENT, INC.
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BOOK 246 PAGE 482

BRIDGE ALTERNATIVE "B"

SCALE: 1" = 20'



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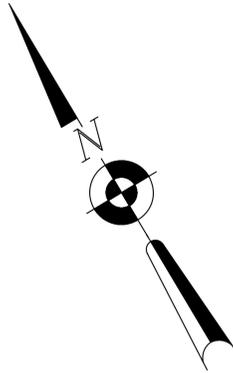
DETAILED VIEW
SIDEWALK SCOPING STUDY
DOVER, VERMONT

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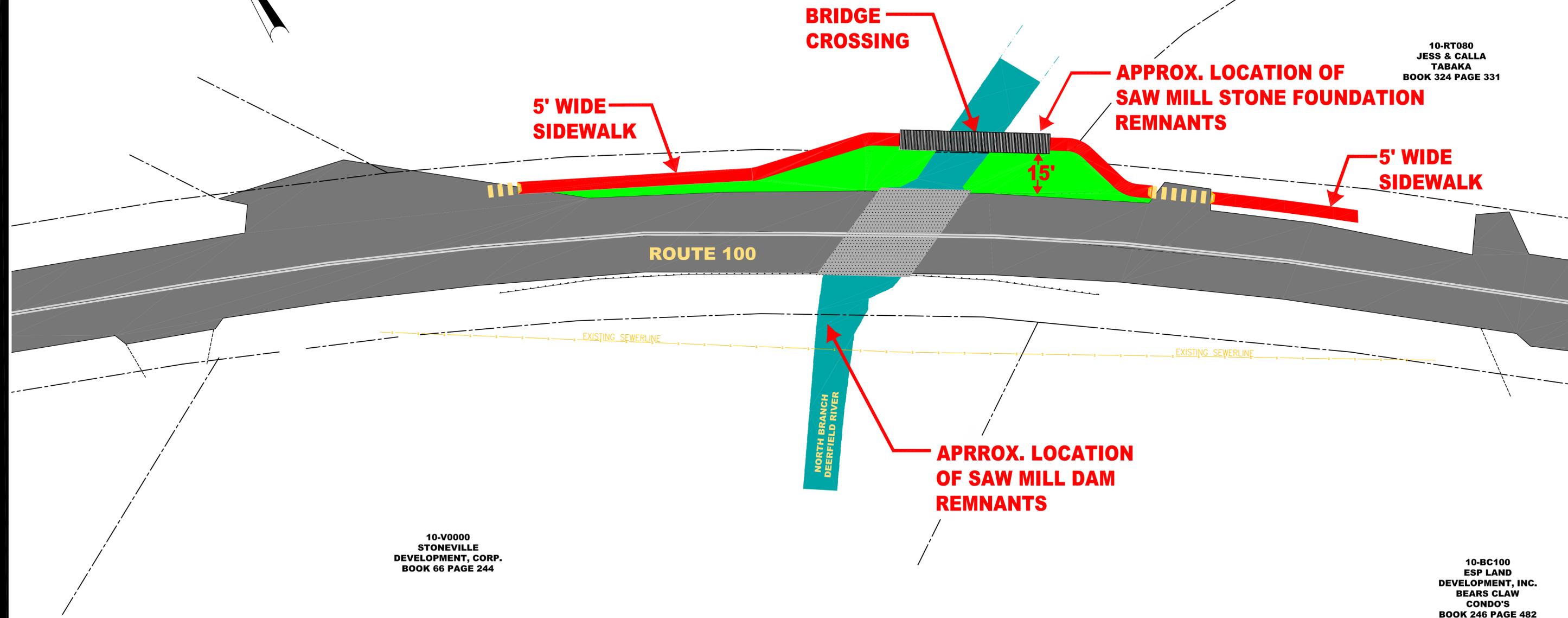


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BOOK 149 PAGE 10

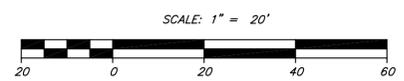
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BOOK 324 PAGE 331

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BRIDGE ALTERNATIVE "C"



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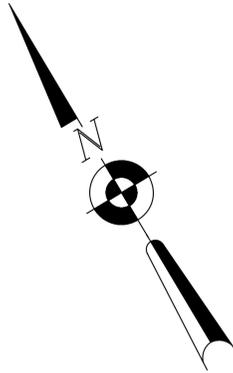
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DOVER, VERMONT

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BOOK 324 PAGE 331

CROSSWALK
5' WIDE SIDEWALK
6' SIDEWALK AT BRIDGE CROSSING
APPROX. LOCATION OF SAW MILL STONE FOUNDATION REMNANTS

ROUTE 100

EXISTING SEWERLINE

EXISTING SEWERLINE

NORTH BRANCH
DEERFIELD RIVER

**APPROX. LOCATION
OF SAW MILL DAM
REMNANTS**

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BRIDGE ALTERNATIVE "D"



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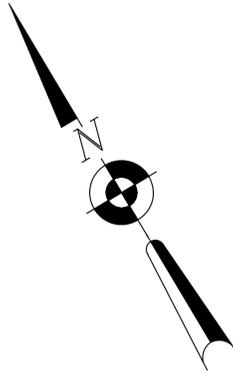
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TABAKA
BOOK 324 PAGE 331

ROUTE 100

APPROX. LOCATION OF
SAW MILL STONE FOUNDATION
REMNANTS

5' WIDE
SIDEWALK

5' WIDE
SIDEWALK

BRIDGE
CROSSING

NORTH BRANCH
DEERFIELD RIVER

APPROX. LOCATION
OF SAW MILL DAM
REMNANTS

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BRIDGE ALTERNATIVE "E"



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DOVER, VERMONT

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05/25/16	TITLE REVISIONS FOR REPORT		REL	WCR

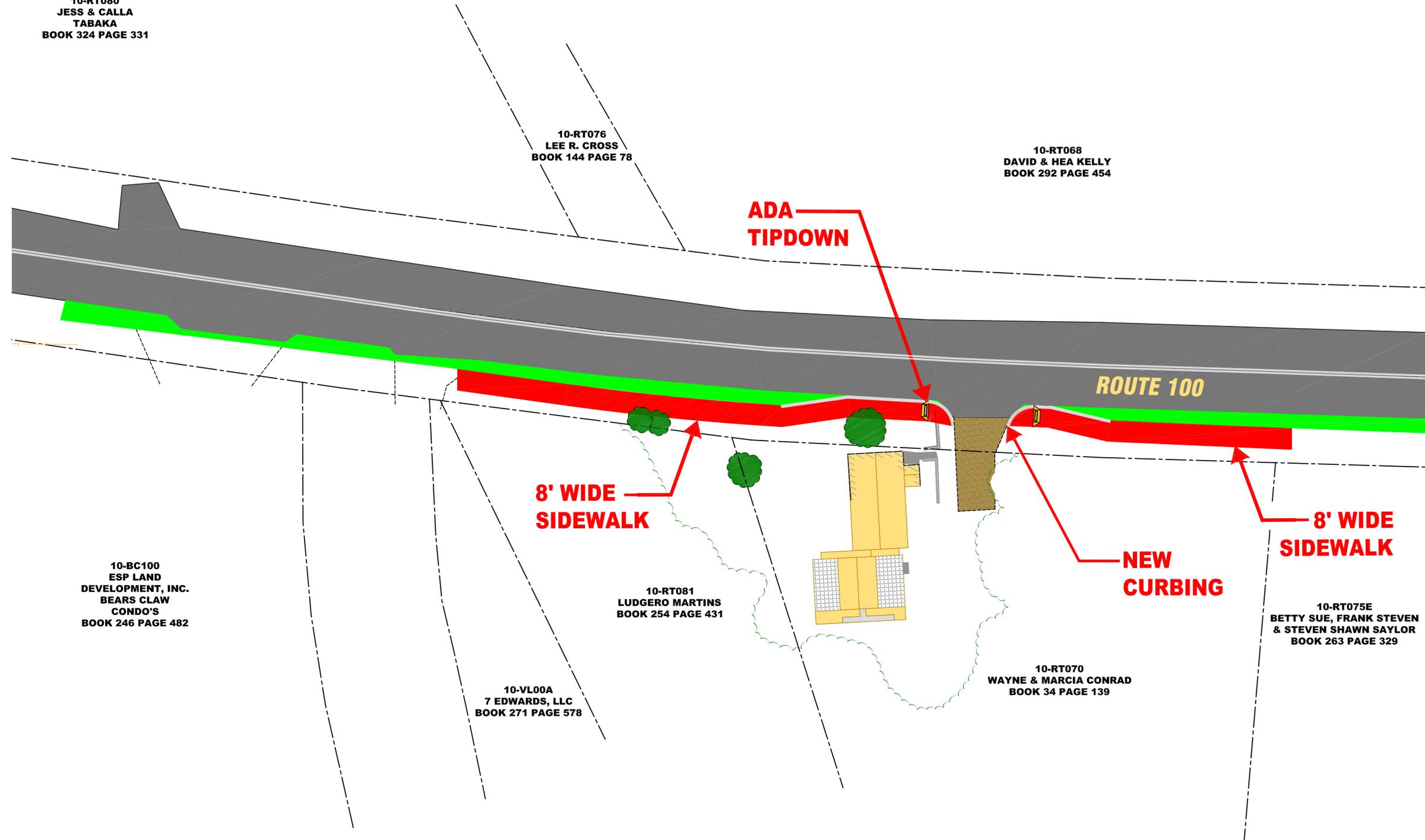
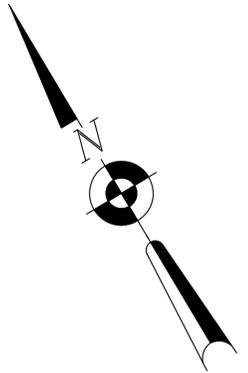
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10-RT076
LEE R. CROSS
BOOK 144 PAGE 78

10-RT068
DAVID & HEA KELLY
BOOK 292 PAGE 454



10-BC100
ESP LAND
DEVELOPMENT, INC.
BEARS CLAW
CONDO'S
BOOK 246 PAGE 482

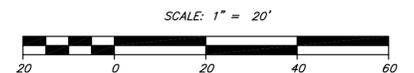
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7 EDWARDS, LLC
BOOK 271 PAGE 578

10-RT081
LUDGERO MARTINS
BOOK 254 PAGE 431

10-RT070
WAYNE & MARCIA CONRAD
BOOK 34 PAGE 139

10-RT075E
BETTY SUE, FRANK STEVEN
& STEVEN SHAWN SAYLOR
BOOK 263 PAGE 329

HOUSE ALTERNATIVE "A"



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SIDEWALK SCOPING STUDY
DOVER, VERMONT

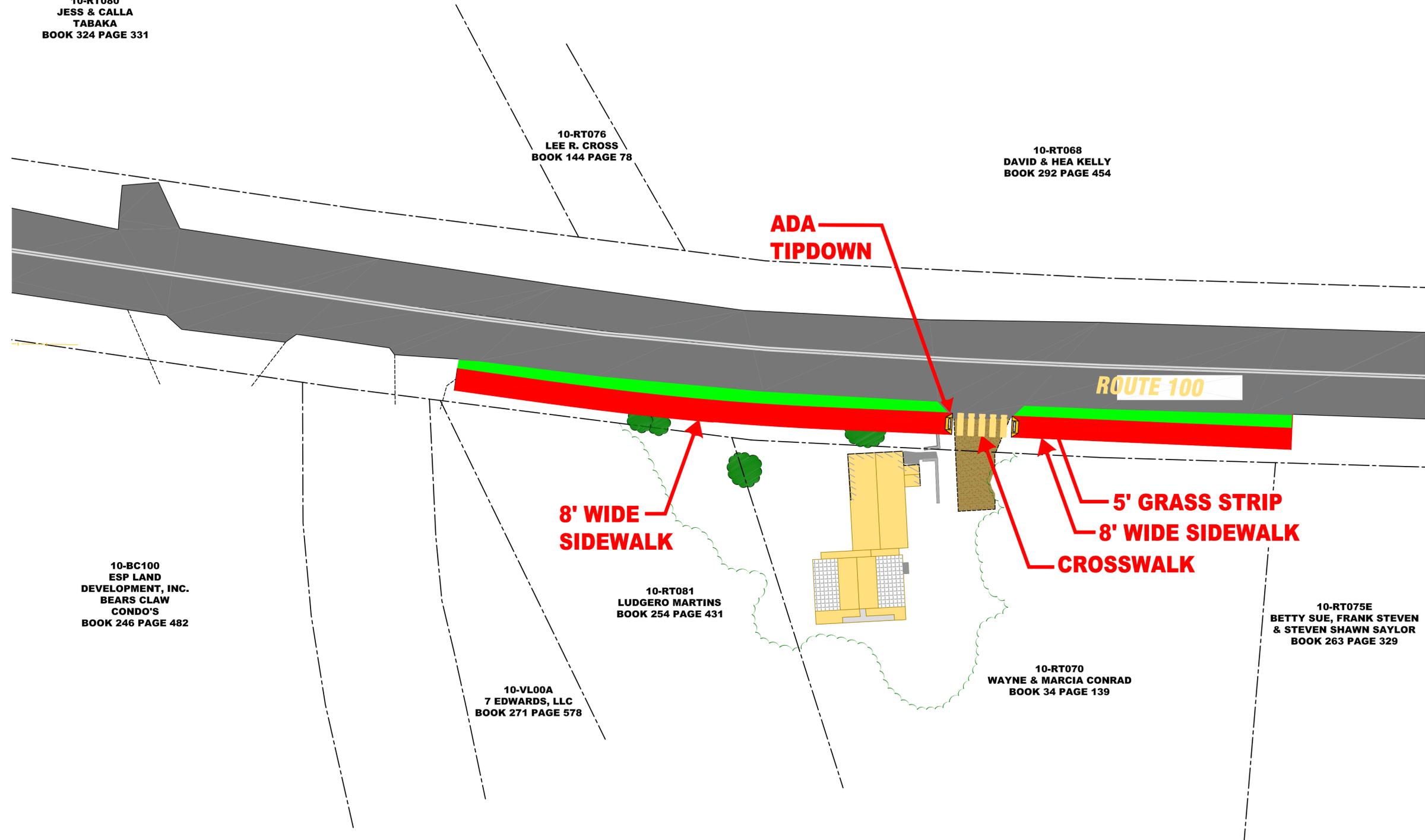
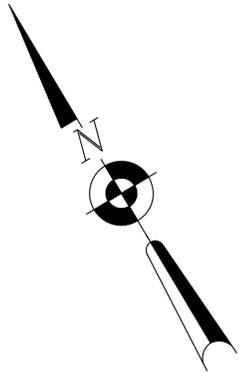
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05/25/16	TITLE REVISIONS FOR REPORT					

Date: 01.20.2016
Scale: 1" = 20'
Drawn By: REL/TD
Checked By: PDH
Job No: 1570021
Sheet No. 6 of 9

10-RT080
JESS & CALLA
TABAKA
BOOK 324 PAGE 331

10-RT076
LEE R. CROSS
BOOK 144 PAGE 78

10-RT068
DAVID & HEA KELLY
BOOK 292 PAGE 454



10-BC100
ESP LAND
DEVELOPMENT, INC.
BEARS CLAW
CONDO'S
BOOK 246 PAGE 482

8' WIDE
SIDEWALK

10-RT081
LUDGERO MARTINS
BOOK 254 PAGE 431

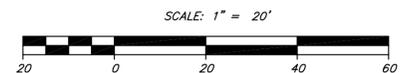
5' GRASS STRIP
8' WIDE SIDEWALK
CROSSWALK

10-RT075E
BETTY SUE, FRANK STEVEN
& STEVEN SHAWN SAYLOR
BOOK 263 PAGE 329

10-VL00A
7 EDWARDS, LLC
BOOK 271 PAGE 578

10-RT070
WAYNE & MARCIA CONRAD
BOOK 34 PAGE 139

HOUSE PREFERRED ALTERNATIVE "D"



J:\Dwg\CADD\1570021_Dover_VT Bicycle and Pedestrian Sidewalk_1_1_0875.DWG May 26, 2016 RLADD

HOLDEN ENGINEERING & SURVEYING, inc.

□ 56 Old Siscook Road - Unit #4
PO Box 480 Concord, N.H. 03302
(603) 225-6449
□ 9 Constitution Drive
Bedford, N.H. 03110
(603) 472-2078

DETAILED VIEW
SIDEWALK SCOPING STUDY
DOVER, VERMONT

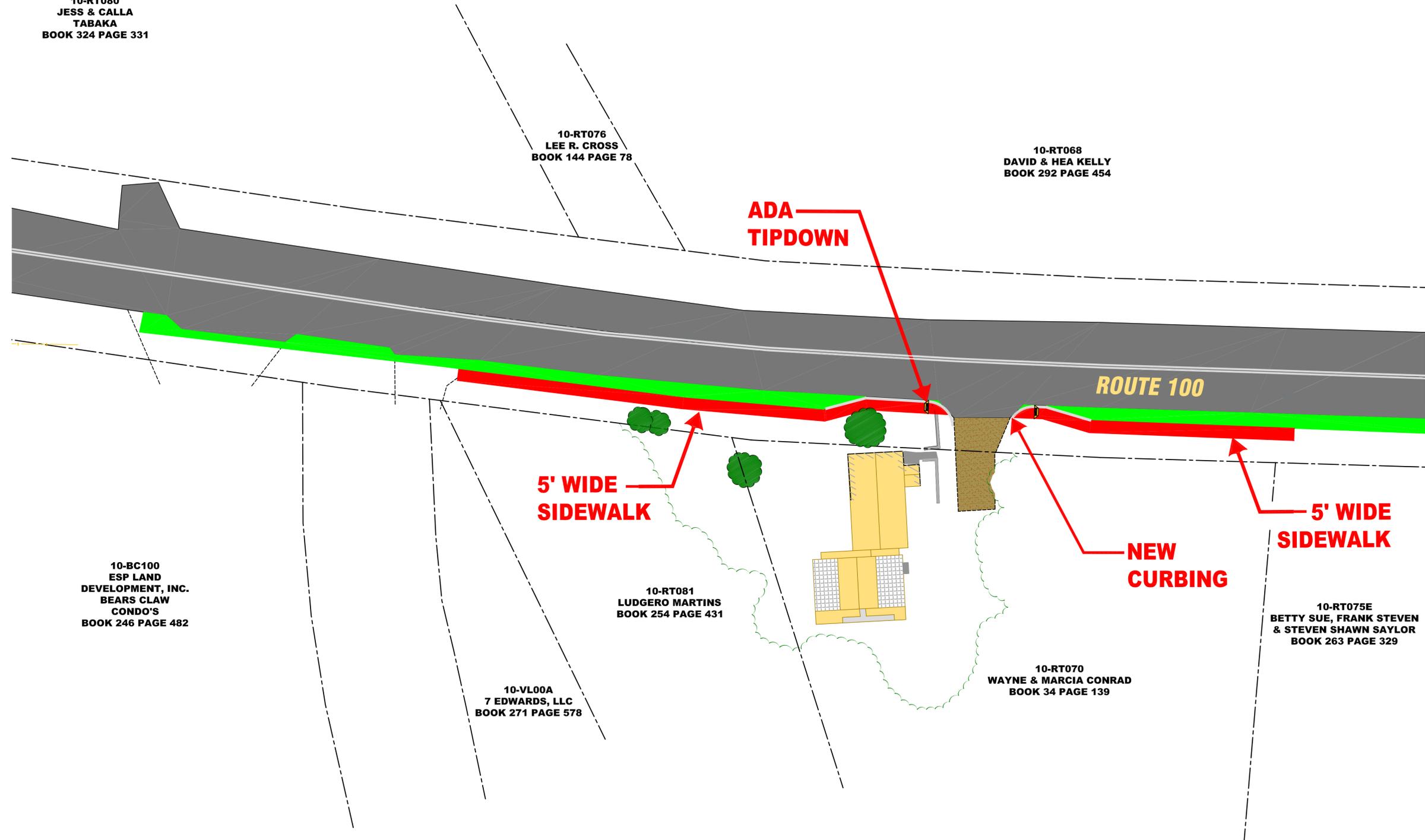
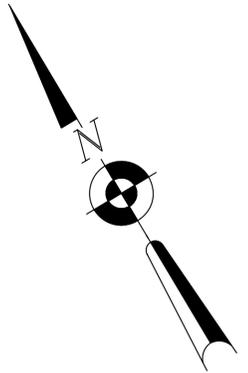
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05/25/16	TITLE REVISIONS FOR REPORT		REL	WCR		

Date: 01.20.2016
Scale: 1" = 20'
Drawn By: REL/TD
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Sheet No. 7 of 9

10-RT080
JESS & CALLA
TABAKA
BOOK 324 PAGE 331

10-RT076
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10-BC100
ESP LAND
DEVELOPMENT, INC.
BEARS CLAW
CONDO'S
BOOK 246 PAGE 482

10-VL00A
7 EDWARDS, LLC
BOOK 271 PAGE 578

5' WIDE
SIDEWALK

10-RT081
LUDGERO MARTINS
BOOK 254 PAGE 431

10-RT070
WAYNE & MARCIA CONRAD
BOOK 34 PAGE 139

NEW
CURBING

5' WIDE
SIDEWALK

10-RT075E
BETTY SUE, FRANK STEVEN
& STEVEN SHAWN SAYLOR
BOOK 263 PAGE 329

ROUTE 100

HOUSE ALTERNATIVE "B"

SCALE: 1" = 20'



DETAILED VIEW SIDEWALK SCOPING STUDY DOVER, VERMONT

HOLDEN ENGINEERING & SURVEYING, inc.

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PO Box 480 Concord, N.H. 03302
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9 Constitution Drive
Bedford, N.H. 03110
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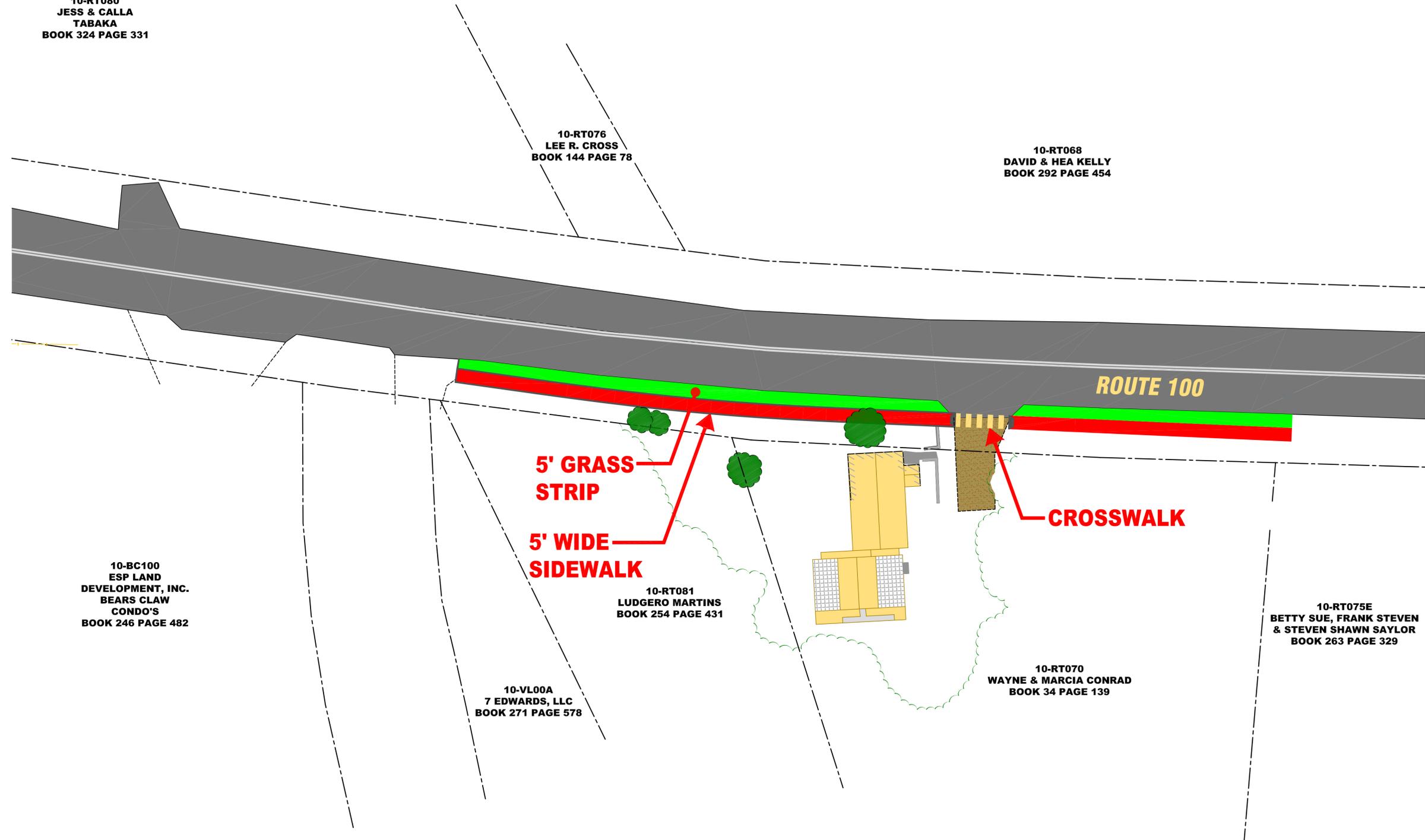
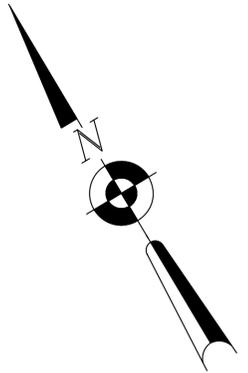
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05/25/16	TITLE REVISIONS FOR REPORT					

Date: 01.20.2016
Scale: 1" = 20'
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Checked By: PDH
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Sheet No. 8 of 9

10-RT080
JESS & CALLA
TABAKA
BOOK 324 PAGE 331

10-RT076
LEE R. CROSS
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DAVID & HEA KELLY
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10-BC100
ESP LAND
DEVELOPMENT, INC.
BEARS CLAW
CONDO'S
BOOK 246 PAGE 482

5' GRASS
STRIP

5' WIDE
SIDEWALK

CROSSWALK

10-RT081
LUDGERO MARTINS
BOOK 254 PAGE 431

10-VL00A
7 EDWARDS, LLC
BOOK 271 PAGE 578

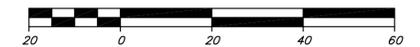
10-RT070
WAYNE & MARCIA CONRAD
BOOK 34 PAGE 139

10-RT075E
BETTY SUE, FRANK STEVEN
& STEVEN SHAWN SAYLOR
BOOK 263 PAGE 329

ROUTE 100

HOUSE ALTERNATIVE "C"

SCALE: 1" = 20'



DETAILED VIEW SIDEWALK SCOPING STUDY DOVER, VERMONT

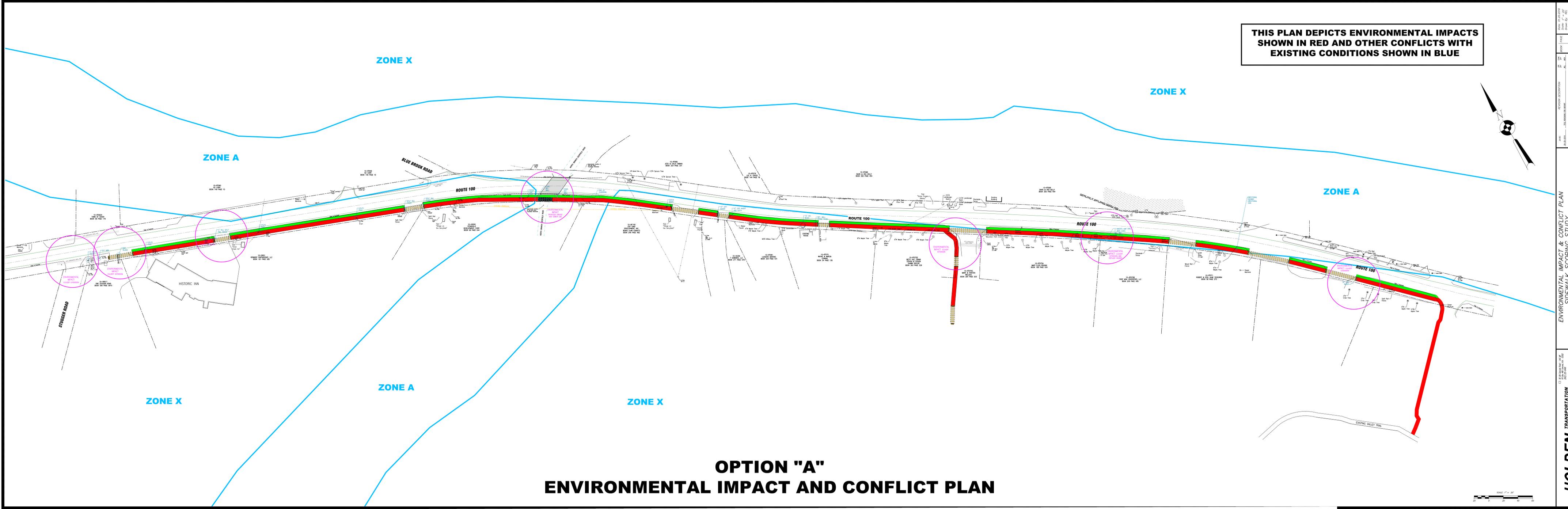
HOLDEN ENGINEERING & SURVEYING, inc.

56 Old Siscook Road - Unit #4
PO Box 480 Concord, N.H. 03302
(603) 225-6449
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DATE:	REVISION DESCRIPTION	DATE:	DR. BY	CHK. BY	BOOK	PAGE
05/25/16	TITLE REVISIONS FOR REPORT		REL	WCR		

Date: 01.20.2016
Scale: 1" = 20'
Drawn By: REL/TD
Checked By: PDH
Job No: 1570021
Sheet No. 9 of 9

THIS PLAN DEPICTS ENVIRONMENTAL IMPACTS SHOWN IN RED AND OTHER CONFLICTS WITH EXISTING CONDITIONS SHOWN IN BLUE



OPTION "A" ENVIRONMENTAL IMPACT AND CONFLICT PLAN

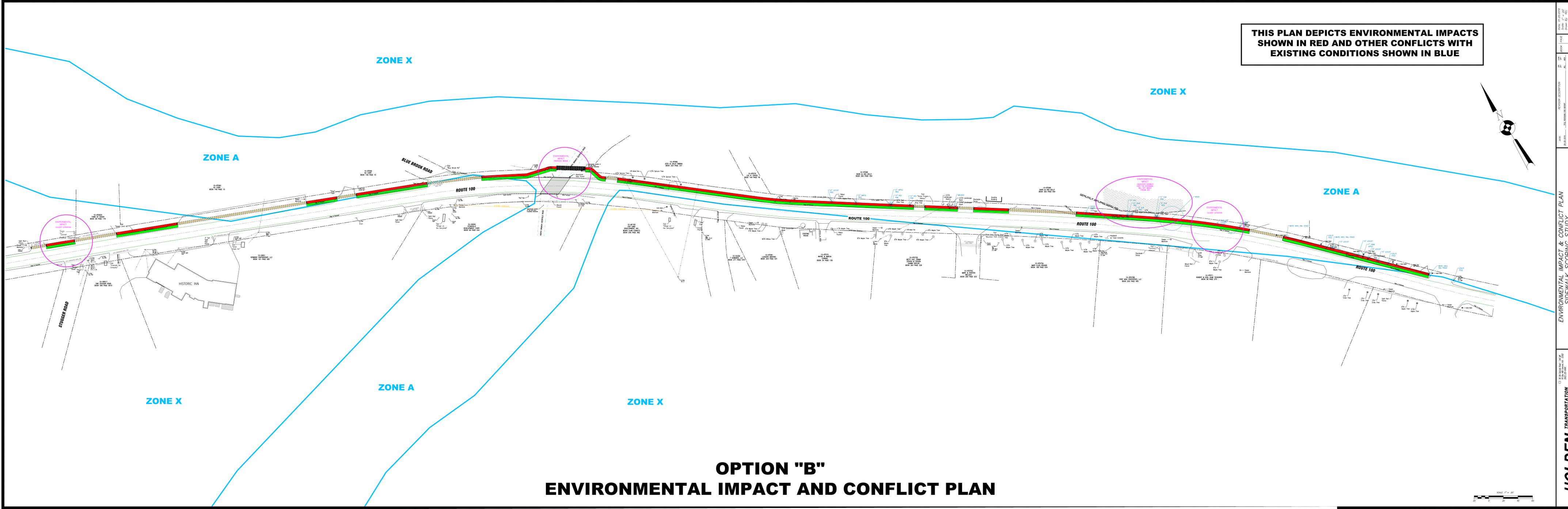
DATE: 10/20/2021
DRAWN BY: J. H. [unreadable]
CHECKED BY: [unreadable]
SCALE: 1" = 30'
SHEET NO. 1 OF 3

REVISION DESCRIPTION
DATE
BY
TO

ENVIRONMENTAL IMPACT & CONFLICT PLAN
SIDEWALK SCOPING STUDY
DOVER, VT

HOLDEN
TRANSPORTATION
ENGINEERING

THIS PLAN DEPICTS ENVIRONMENTAL IMPACTS SHOWN IN RED AND OTHER CONFLICTS WITH EXISTING CONDITIONS SHOWN IN BLUE



OPTION "B" ENVIRONMENTAL IMPACT AND CONFLICT PLAN

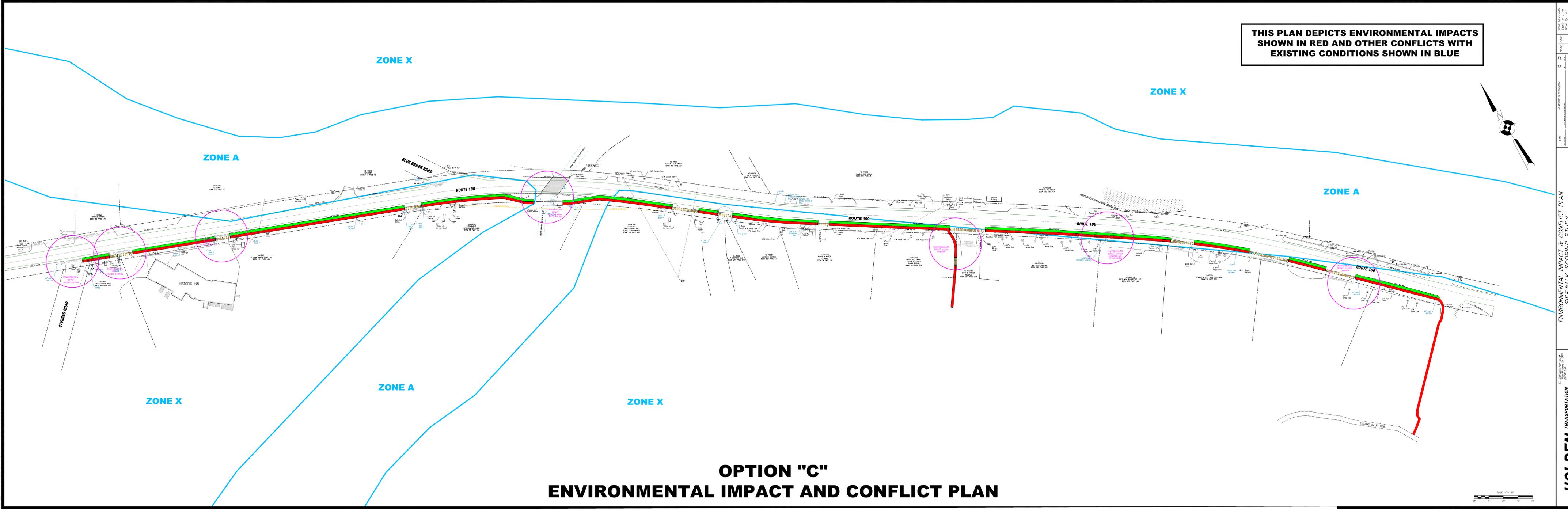
DATE: 10/20/2021
DRAWN BY: J. REED
CHECKED BY: J. REED
SCALE: 1" = 30'
PROJECT: ENVIRONMENTAL IMPACT & CONFLICT PLAN
SHEET: 10/20/2021
JOB NO: 10/20/2021
SHEET NO: 2 OF 3

REVISION DESCRIPTION
DATE
BY
TO

ENVIRONMENTAL IMPACT & CONFLICT PLAN
SIDEWALK SCOPING STUDY
DOVER, VT

HOLDEN
TRANSPORTATION
ENGINEERING

THIS PLAN DEPICTS ENVIRONMENTAL IMPACTS SHOWN IN RED AND OTHER CONFLICTS WITH EXISTING CONDITIONS SHOWN IN BLUE



OPTION "C" ENVIRONMENTAL IMPACT AND CONFLICT PLAN

DATE: 10/20/2021
DRAWN BY: J. REED
CHECKED BY: J. REED
JOB NO.: 2020021
SHEET NO.: 2 OF 3

SECTION DESCRIPTION:
TITLE: ENVIRONMENTAL IMPACT AND CONFLICT PLAN

PROJECT:
ENVIRONMENTAL IMPACT & CONFLICT PLAN
SIDEWALK SCOPING STUDY
DOVER, VT

HOLDEN TRANSPORTATION ENGINEERING

APPENDIX C – Evaluation Matrix

EVALUATION MATRIX						
Category		Do Nothing	OPTIONS			Mtn. Park Plaza Alternate
		A	B	C		
Cost	Roadway/Sidewalk	\$0.00	\$418,600.00	\$387,700.00	\$352,100.00	\$32,400.00
	Structure (Pedest. Bridge)	\$0.00	\$110,000.00	\$110,000.00	\$110,000.00	\$0.00
	Detour	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Traffic & Safety	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Total	\$0.00	\$528,600.00	\$497,700.00	\$462,100.00	\$32,400.00
Engineering	Typical Section - Sidewalk	None	8 Foot Conc.	5 Foot Conc.	5 Foot Conc.	
	Align. Change	None	West Side - 5' Grass Panel Plus 8' Conc. Sidewalk/Bikepath	East Side - 5' Grass Panel Plus 5' Conc. Sidewalk	West Side - 5' Grass Panel Plus 5' Conc. Sidewalk	
	Bicycle Access	On Shoulder	On New Path	On Shoulder	On Shoulder	
	Hydraulic Performance	None	Sheet Flow	Sheet Flow	Sheet Flow	
	Utilities	None	Reloc. Seven Poles	Reloc. Three Poles	Reloc. Seven Poles	
Impacts	Ag. Lands	None	None	None	None	
	Archaeological	None	None	None	None	
	Historic	Snow Creek Inn - ca. 1960 (Bldg. #9)	Snow Creek Inn - ca. 1960 (Bldg. #9)	Snow Creek Inn - ca. 1960 (Bldg. #9)	Snow Creek Inn - ca. 1960 (Bldg. #9)	
	Hazardous Materials	Dot's of Dover - Mtn. Park Plaza; Dover Forge Rest. - VT Rte. 100	Dot's of Dover - Mtn. Park Plaza; Dover Forge Rest. - VT Rte. 100	Dot's of Dover - Mtn. Park Plaza; Dover Forge Rest. - VT Rte. 100	Dot's of Dover - Mtn. Park Plaza; Dover Forge Rest. - VT Rte. 100	
	Floodplains	None	Yes	Yes	Yes	
	Fish & Wildlife	None	None	None	None	
	Rare, Threatened & Endangered Species	None	Yes	Yes	Yes	
	Public Lands - Sect. 4(f)	Dover Mun. Park; Snow Creek Inn - ca. 1960 (Bldg. #9)	Dover Mun. Park; Snow Creek Inn - ca. 1960 (Bldg. #9)	Dover Mun. Park; Snow Creek Inn - ca. 1960 (Bldg. #9)	Dover Mun. Park; Snow Creek Inn - ca. 1960 (Bldg. #9)	
	LWCP - Sect. 6(f)	None	None	None	None	
	Noise	None	None	None	None	
Wetlands	None	Yes	Yes	Yes		
Local & Regional Issues	Concerns	None	Addressed	Addressed	Addressed	
	Aesthetics	None	Improvement	Improvement	Improvement	
	Community Character	None	Improvement	Improvement	Improvement	
	Economic Impacts	None	Improvement	Improvement	Improvement	
	Conformance to Reg. Transportation Plan	None	Yes	Yes	Yes	
Satisfies Purpose & Need	None	Yes	Yes	Yes		
Permits	ACT 250	None	Yes	Yes	Yes	
	401 Water Quality	None	Yes	Yes	Yes	
	404 COE Permit	None	Yes	Yes	Yes	
	Stream Alteration	None	Yes	Yes	Yes	
	State Wetland Permit	None	Yes	Yes	Yes	
	Storm Water Discharge	None	None	None	None	
	Lakes & Ponds	None	None	None	None	
T & E Species	None	Yes	Yes	Yes		
Other	SHPO	None	Notification and Review	Notification and Review	Notification and Review	

APPENDIX D – Cost Estimate Details for Preferred Alternative A

ALTERNATIVE A

**Dover VT - Cost Summary
PREFERRED ALTERNATIVE "A"**

Item	Cost
Holden - Right of Way Acquisition Assistance	\$20,000
Right of Way - Land Purchases	\$20,000
Holden - Preliminary and Final Design, Meetings, Permitting, Bid Package Assembly, Bidding Assistance, Contractor Selection	\$110,000
Holden - Construction Phase Services	\$50,000
Construction Cost	\$528,600

Project Total \$728,600

Don't use Holden. You may not be the ones doing the work as it will be put out for RFP/RFQ. Also, 20k seems steep (for land and assistance) for one permanent chuck and a couple temps

ALTERNATIVE A

CONSTRUCTION COST ESTIMATE

Item Number	Item Description	Quantity	Unit	Unit Price	TOTAL
203.15	Common Excavation	772	CY	10.70	8,260.40
301.10	Sand	100	CY	25.00	2,500.00
301.15	Subbase of Gravel (beneath new concrete sidewalks, sidewalk removal areas, street widening on SW side)	772	CY	42.60	32,887.20
406.25	Bituminous Concrete Pavement (Street Work)	49	TON	111.90	5,483.10
604.40	Changing Elevation of Drop Inlets, Catch Basins, or Manholes	1	EA	686.50	686.50
604.42	Changing Elevation of Sewer Manholes	2	EA	717.40	1,434.80
616.21	Vertical Granite Curb	85	LF	45.80	3,893.00
618.10	Portland Cement Concrete Sidewalk, 5 Inch	2,029	SY	65.20	132,290.80
618.30	Detectable Warning Surface	200	SF	49.00	9,800.00
630.10	Uniformed Traffic Officers	120	HR	52.90	6,348.00
630.15	Flaggers	100	HR	23.30	2,330.00
	Materials Testing	1	\$	7,000.00	7,000.00
635.11	Mobilization/Demobilization	1	LS	10,000.00	10,000.00
641.10	Traffic Control	1	LS	10,000.00	10,000.00
641.15	Portable Changeable Message Sign	2	EA	3,480.00	6,960.00
646.214	6 Inch White Line	2800	LF	0.32	896.00
646.26	24 Inch Stop Bar	224	LF	4.10	918.40
646.31	Crosswalk Marking	533	LF	10.00	5,330.00
651.15	Seed	33	LB	8.10	267.30
651.18	Fertilizer	249	LB	4.10	1,020.90
651.36	Loam	231	CY	40.50	9,355.50
652.10	EPSC	1	LS	3,530.00	3,530.00
652.20	Monitoring EPSC Plan	80	HR	41.40	3,312.00
653.15	Hay Bales	600	EA	8.50	5,100.00
653.55	Project Demarcation Fence	2800	LF	1.70	4,760.00
675.20	Traffic Signs, Type A	400	SF	12.30	4,920.00
675.301	Flanged Channel Sign Post	180	LF	10.00	1,800.00
675.50	Removing Signs	8	EA	10.50	84.00
675.60	Erecting Salvaged Signs (on new posts)	5	EA	30.80	154.00
679.46	Relocate Existing Utility Pole	6	EA	8,000.00	48,000.00
	Bridge Abutment	2	EA	25,000.00	50,000.00
	Culvert Extensions	2	EA	8,000.00	16,000.00
	Relocate Light Pole	1	EA	6,000.00	6,000.00
	Relocate 15" CMP Drive Culvert	1	EA	800.00	800.00
	Remove stone face retaining wall	1	LS	500.00	500.00
	Bridge	60	LF	1,000.00	60,000.00
	New Light Poles	4	EA	4,000.00	16,000.00
	Drainage Improvements (Stugger Rd. & VT Partnership, LLC)	1	LS	50,000.00	50,000.00
OPTION TOTAL					528,621.90

\$110k for a bridge seems low

APPENDIX E – Traffic Counts (AADTs)

2012 (Route Log) AADTs State Highways

VERMONT AGENCY OF TRANSPORTATION
POLICY, PLANNING AND INTERMODAL DEVELOPMENT DIVISION
TRAFFIC RESEARCH UNIT



May 2013

METHODOLOGY

The following hierarchy of analysis was used to develop Average Annual Daily Traffic (AADT) volumes for each of the road segments as depicted on the Vermont Agency of Transportation's "Route Logs":

1. An actual count, if one was available for the particular road segment.
2. An estimated volume based on an actual count taken in a neighboring section used in conjunction with the appropriate turning movement traffic volumes.
3. An estimated volume based on applying the growth rate from a nearby count station to the 2010 AADT.
4. If no counts were taken in the vicinity, the statewide average growth rate for the appropriate class of road was applied to the 2010 AADT.

NOTES

In compliance with the Traffic Monitoring Guide, the following rounding procedures are used in this report for actual and estimated 2012 AADTs:

If <1000 then round to the nearest 10.

If >1000 then round to the nearest 100.

The AADT volumes listed in this report are calculated to represent a section of a particular roadway. The volumes may differ at either end of the section as a result of a particular type of land use activity or traffic distribution pattern.

The AADT volumes posted with an E (estimated value) are not intended for design purposes.

DEFINITIONS

A	Actual tube count conducted.
ATR STA	Automatic Traffic Recorder (ATR) station number in traffic section.
CL	City Line
E	Estimated ADT based on actual traffic data in adjacent traffic sections.
FC	Functional Classification:
	RURAL
	URBAN
	01 = Principal Arterial - Interstate
	11 = Principal Arterial - Interstate
	02 = Principal Arterial
	12 = Principal Arterial - Other Freeway
	06 = Minor Arterial
	14 = Other Principal Arterial
	07 = Major Collector
	16 = Minor Arterial
	08 = Minor Collector
	17 = Collector
	09 = Local
	19 = Local
MM	Mile Marker
NUMBER (NO.)	Route Number
REFERENCE	Intersecting roadway reference point
SL	State Line
STATUS	
A	Automatic Traffic Recorder Coverage Counts (ATR)
B	Border Report data
C	Continuous Traffic Count (CTC)
H	Highway Performance Monitoring System (HPMS)
xx Supp	Year of supplement continuous count
S	Ski Station
W	Weigh in Motion (WIM)
TL	Town Line
TOWN	Town/City Name
TYPE	
I	Interstate Route
US	United States Route
VT	Vermont Route
NSH	Named State Highway
UC	Urban Compact

Traffic Research Unit

T PE NO.	NAME	FC TOWN	E INNIN REFERENCE		ENDIN REFERENCE		ATR STA	STATUS	2008 AADT	2010 AADT	2012 AADT
			MM NAME	NUM ER	MM NAME	NUM ER					
VT 100		06 WILMINGTON	6.429 E DOVER RD	TH-2	7.302 DOVER TL				3700 E	3400 E	3300 E
VT 100		06 DOVER	0.000 WILMINGTON TL		0.915 DORR FITCH RD	TH-4			3700 E	3400 E	3300 E
VT 100		06 DOVER	0.915 DORR FITCH RD	TH-4	2.159 ALTERNATIVE RD	TH-8	X064	S(92 C)	5300 A	5000 A	4900 A
VT 100		06 DOVER	2.159 ALTERNATIVE RD	TH-8	2.822 TANNERY RD	TH-3	X044/X197	H	3800 E	3800 E	3700 E
VT 100		06 DOVER	2.822 TANNERY RD	TH-3	3.594 SUNDANCE RD	TH-3			3300 E	3300 E	3200 E
VT 100		06 DOVER	3.594 SUNDANCE RD	TH-3	5.547 STRATTON TL				1300 E	1300 E	1300 E
VT 100		06 STRATTON	0.000 DOVER TL		1.337 WARDSBORO TL		X328	A	1300 E	1300 E	1300 E
VT 100		06 WARDSBORO	0.000 STRATTON TL		2.144 STRATTON RD	TH-1	X045/XYCC	H	1300 A	1300 A	1300 E
VT 100		06 WARDSBORO	2.144 STRATTON RD	TH-1	6.580 S. WARDSBORO RD	TH-2	X330/XYBW	H	1300 A	1400 A	1100 A
VT 100		06 WARDSBORO	6.580 S. WARDSBORO RD	TH-2	7.373 JAMAICA TL				990 E	1200 E	1200 E
VT 100		06 JAMAICA	0.000 WARDSBORO TL		3.593 VT 30 S (JOINS VT 30 FOR 8.1 MI)		X325	A	990 E	1200 E	1200 E
VT 100		06 JAMAICA	3.593 VT 30 N		4.556 LONDONDERRY TL				2600 E	2500 E	2500 E
VT 100		06 LONDONDERRY	0.000 JAMAICA TL		1.399 MEMORIAL PARK RD	TH-46	X115	A	2600 E	2500 E	2500 E
VT 100		06 LONDONDERRY	1.399 MEMORIAL PARK RD	TH-46	2.939 WINHALL HOLLOW/THOMPSONBURG	TH-6/TH-48			3100 E	3000 E	2500 E
VT 100		06 LONDONDERRY	2.939 WINHALL HOLLOW/THOMPSONBURG	TH-6/TH-48	5.814 VT 11 S (JOINS VT 11 FOR 0.4 MI)		X114	A	2200 E	2100 E	1700 A
VT 100		06 LONDONDERRY	5.814 VT 11 N		7.646 WESTON TL				3900 E	3700 E	3000 E
VT 100		06 WESTON	0.000 LONDONDERRY TL		0.337 JOHNSONVILLE RD/WOODCOCK RD	TH-34/TH-48			3900 E	3700 E	3000 E
VT 100		06 WESTON	0.337 JOHNSONVILLE RD/WOODCOCK RD	TH-34/TH-48	2.738 PIPER HILL RD	TH-44	Y389	A	2400 A	2300 A	2300 E
VT 100		06 WESTON	2.738 PIPER HILL RD	TH-44	3.157 LAWRENCE RD	TH-2			2700 E	2600 E	2600 E
VT 100		06 WESTON	3.157 LAWRENCE RD	TH-2	3.416 CHESTER MTN RD	TH-1	Y429	A	2700 E	2600 E	2700 E
VT 100		06 WESTON	3.416 CHESTER MTN RD	TH-1	5.035 OLD COUNTRY RD	TH-11			2200 E	2200 E	2300 E
VT 100		06 WESTON	5.035 OLD COUNTRY RD	TH-11	6.554 VT 155		Y390	A	1900 A	1800 E	1900 A
VT 100		06 WESTON	6.554 VT 155		8.399 ANDOVER TL		Y476	(96 SUPP)	1200 A	1200 A	1200 A
VT 100		06 ANDOVER	0.000 WESTON TL		0.208 LUDLOW TL				1200 E	1200 E	1200 E
VT 100		06 LUDLOW	0.000 ANDOVER TL		1.738 ANDOVER RD/TURKEY POLLARD RD	TH-1/TH-63	Y364	H	1100 A	1000 A	1100 A
VT 100		06 LUDLOW	1.738 ANDOVER RD/TURKEY POLLARD RD	TH-1/TH-63	4.447 HEMINGWAY HILL	TH-350	Y363	H	2200 A	1800 A	1800 E
VT 100		06 LUDLOW	4.447 HEMINGWAY HILL	TH-350	4.869 BRIDGE ST	TH-338			2100 E	1700 E	1600 E
VT 100		06 LUDLOW	4.869 BRIDGE ST	TH-338	5.040 VT 103 S (JOINS VT 103 FOR 1.8 MI)	TH-1	Y206	A	3200 E	2600 E	2200 A
VT 100		06 LUDLOW	5.040 VT 103 N	TH-1	5.814 BEHIND THE LAKE RD	TH-4	Y704/Y732		2600 E	3000 A	3000 E
VT 100		06 LUDLOW	5.814 BEHIND THE LAKE RD	TH-4	8.470 PLYMOUTH TL		Y155/479	(96 SUPP)	2500 A	2600 A	2600 E
VT 100		06 PLYMOUTH	0.000 LUDLOW TL		0.138 KINGDOME RD/DUBLIN RD	TH-2/TH-15			2500 E	2600 E	2600 E
VT 100		06 PLYMOUTH	0.138 KINGDOME RD/DUBLIN RD	TH-2/TH-15	5.300 VT 100A		Y154	A	1800 A	1600 A	1600 E
VT 100		06 PLYMOUTH	5.300 VT 100A		9.726 BRIDGEWATER TL		Y361	H	1100 A	1200 A	1200 A
VT 100		06 BRIDGEWATER	0.000 PLYMOUTH TL		0.967 US 4 S (JOINS US 4 FOR 6.3 MI)				1100 E	1200 E	1200 E
VT 100		06 KILLINGTON	0.000 US 4 N		2.355 RIVERS RD	TH-1	R140	A	3800 E	3600 E	3500 E
VT 100		06 KILLINGTON	2.355 RIVERS RD	TH-1	3.969 PITTSFIELD TL		R091	H(R139)	3500 E	3300 E	3300 E
VT 100		06 PITTSFIELD	0.000 KILLINGTON TL		3.985 UPPER MICHIGAN RD	TH-1	R139	H	3500 A	3300 A	3300 E
VT 100		06 PITTSFIELD	3.985 UPPER MICHIGAN RD	TH-1	4.873 STOCKBRIDGE TL			H(Y153)	3500 E	3500 E	3500 E
VT 100		06 STOCKBRIDGE	0.000 PITTSFIELD TL		1.871 VT 107		Y153	A	3500 A	3500 A	3500 E
VT 100		06 STOCKBRIDGE	1.871 VT 107		2.930 BLACKMORE RD/THE COMMON RD	TH-1/TH-3	Y152	H	1600 A	1400 A	1400 E
VT 100		06 STOCKBRIDGE	2.930 BLACKMORE RD/THE COMMON RD	TH-1/TH-3	5.093 ROCHESTER TL				1900 E	1900 E	1900 E
VT 100		06 ROCHESTER	0.000 STOCKBRIDGE TL		4.477 VT 73		Y151/Y153	A	1900 A	1900 A	1900 E
VT 100		06 ROCHESTER	4.477 VT 73		5.218 PARK ST	TH-22	Y150	A	2700 A	2700 A	2700 E
VT 100		06 ROCHESTER	5.218 PARK ST	TH-22	7.135 NORTH HOLLOW QUARRY RD	TH-61	Y149	A	2700 A	2700 A	2700 E
VT 100		06 ROCHESTER	7.135 NORTH HOLLOW QUARRY RD	TH-61	8.353 HANCOCK TL				2100 E	2100 E	2100 E
VT 100		06 HANCOCK	0.000 ROCHESTER TL		0.665 CHURCHVILLE RD	TH-1			2100 E	2100 E	2100 E

Automatic Traffic Recorder
Station History
1975-2014



Vermont Agency of Transportation
Traffic Research Unit
March 2015

Automatic Traffic Recorder Station History Report, 1975 - 2014
Vermont Agency of Transportation
Traffic Research Unit

The data in this report represents the calculated Annual Average Daily Traffic (AADT) volume for each location that has been counted during the report period. Short term counts are adjusted to represent the annual average.

All AADT's represent the combined two way volume of the road.

Raw count data is available from the Traffic Research Unit for counts taken in the past 10 years.

An Automatic Traffic Recorder (ATR) station location is described in the following terms:

Site Id	Id's starting with a "P" mean the site is counted year round. Id's starting with an "S" mean the site is a short term count, usually one week. The "6" means the site is located in Vermont, as opposed to another New England state. The letter following the "6" indicates the county. Counties with the same first letter are indicated alphabetically, for example W = Washington, X = Windham, and Y = Windsor.
Town	The town in which the count is located.
Route	This is the state route designation.
Alt Route	This indicates either a town highway number, or in the case of combined routes, e.g., US 4/7 running along the same road, the second route.
Location	The distance to a cross street or other description.
mm	(Mile Marker) The distance in miles along the road from the town line. Distances are measured from south to north and from west to east. Interstate miles are measured from the state line. These mile markers are approximate and may represent the midpoint of the roadway section covered by the count.
fc	The FHWA functional classification of the route at the count site.

APPENDIX F – U.S. Fish & Wildlife Services Report

Bicycle & Pedestrian Scoping Study along VT Route 100 in Dover, VT

IPaC Trust Resources Report

Generated May 17, 2016 12:51 PM MDT, IPaC v3.0.7

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



Table of Contents

- IPaC Trust Resources Report [1](#)
- Project Description [1](#)
- Endangered Species [2](#)
- Migratory Birds [3](#)
- Refuges & Hatcheries [5](#)
- Wetlands [6](#)

U.S. Fish & Wildlife Service

IPaC Trust Resources Report



NAME

Bicycle & Pedestrian Scoping Study
along VT Route 100 in Dover, VT

LOCATION

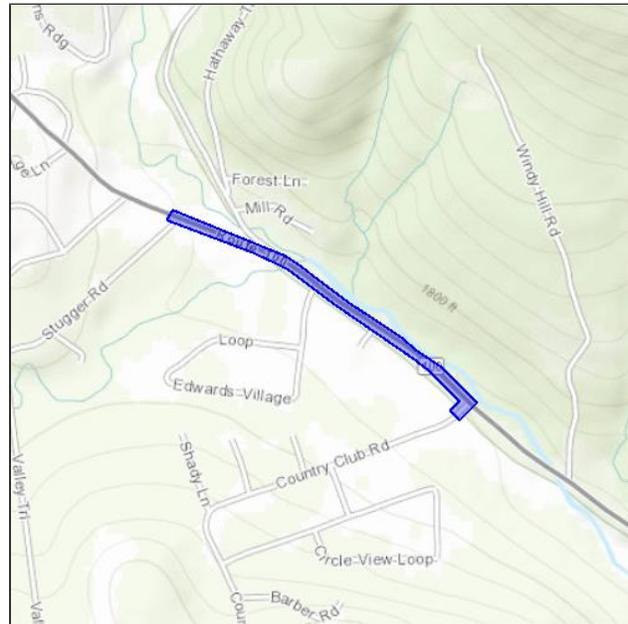
Windham County, Vermont

DESCRIPTION

Scoping project area along VT Route
100 from Country Club Road to
Stugger Road in Dover, VT

IPAC LINK

[https://ecos.fws.gov/ipac/project/
RZTVV-VMQ5V-AETGC-BDX7A-WCM6RY](https://ecos.fws.gov/ipac/project/RZTVV-VMQ5V-AETGC-BDX7A-WCM6RY)



U.S. Fish & Wildlife Service Contact Information

Trust resources in this location are managed by:

New England Ecological Services Field Office

70 Commercial Street, Suite 300

Concord, NH 03301-5094

(603) 223-2541

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Mammals

Northern Long-eared Bat *Myotis septentrionalis*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=A0JE

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.^[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The following species of migratory birds could potentially be affected by activities in this location:

American Bittern <i>Botaurus lentiginosus</i>	Bird of conservation concern
Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F3	
Bald Eagle <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B008	
Bicknell's Thrush <i>Catharus bicknelli</i>	Bird of conservation concern
Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0AY	
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i>	Bird of conservation concern
Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HI	

Blue-winged Warbler <i>Vermivora pinus</i> Season: Breeding	Bird of conservation concern
Canada Warbler <i>Wilsonia canadensis</i> Season: Breeding	Bird of conservation concern
Olive-sided Flycatcher <i>Contopus cooperi</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0AN	Bird of conservation concern
Peregrine Falcon <i>Falco peregrinus</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0FU	Bird of conservation concern
Pied-billed Grebe <i>Podilymbus podiceps</i> Season: Breeding	Bird of conservation concern
Prairie Warbler <i>Dendroica discolor</i> Season: Breeding	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0HD	Bird of conservation concern
Willow Flycatcher <i>Empidonax traillii</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0F6	Bird of conservation concern
Wood Thrush <i>Hylocichla mustelina</i> Season: Breeding	Bird of conservation concern

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Wetland data is unavailable at this time.

APPENDIX G – Historic Review



Section 106 Associates
Historic Preservation Consulting
PO Box 64644
Burlington, VT 05606
802.777.1572
scottnewman@106associates.com

To: Judith Ehrlich
VTrans Historic Preservation Officer

Date: January 19, 2016

Subject: Section 4(f) Comment

Project Name: West Dover Sidewalk and Path Improvements

Project Number: Dover STP BP14(16)

Location: West Dover, VT

106 Associate's scope of work commitments to Holden Engineering, the prime engineering for the above-subject project, includes Section 4(f) comments. We noted the presence of 2 Section 4(f) properties in the project area. One is the Dover Municipal Park at the intersection of RT 100 and Country Club Road, and the other is Building No. 9, the Snow Creek Inn, located just east of the intersection of RT 100 and Stugger Road.

Based on the project plans and discussions with the project engineer, we believe there will be no 4(f) impacts to the Park as the path will be located outside the Park boundaries, between the split rail fence and the roadway. Impacts to the Snow Creek Inn could be interpreted to implicate Section 4(f), as a portion of the green strip separating the property from the highway will be converted to transportation use for path construction. If a determination is made that the green strip contributes to the historic significance of the property, then its conversion would trigger a Section 4(f) evaluation. Because the Section 106 effect determination for this work is No Adverse Effect, the Section 4(f) determination could be de minimis with required note to VT-SHPO.



Section 106 Associates
Historic Preservation Consulting
PO Box 64644
Burlington, VT 05606
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To: Judith Ehrlich
VTrans Historic Preservation Officer

Date: January 19, 2016

Subject: Section 106 Review
Above-ground Historic Properties
Finding of No Adverse Effect

Project Name: West Dover Sidewalk and Path Improvements

Project Number: Dover STP BP14(16)

Location: West Dover, VT

In order to assist the Town of Dover and the Vermont Agency of Transportation with historic preservation review of the above-subject project, Section 106 Associates has reviewed the project according to the standards and procedures detailed in the VTrans Section 106 Programmatic Agreement to implement the Federal-Aid Highway Program in Vermont and, the PA Manual of Standards and Guidelines. Project review consists of identifying the project's potential impacts to historic buildings, structures, historic districts, historic landscapes, and settings.

The following documentation and attachments support our recommended effect determination of No Adverse Effect for above-ground properties, and evidences that FHWA has satisfied its obligations under Section 106 for this undertaking for above-ground resources.

Project Description:

The West Dover RT 100 multimodal path improvements project incorporates a number of elements designed to improve pedestrian and bicycle safety and mobility, connecting a group of residences and commercial enterprises along RT 100 to the existing Valley Trail to the east. The proposed new 8' path is located west of Dover Village along RT 100, beginning at its western terminus at the intersection of RT 100 and Stugger Road, and extending east along the south side of RT 100 to connect to the existing Valley Trail at its western terminus at the Dover Municipal Park located at the intersection of RT 100 and Country Club Road.

All work will be constructed in the ROW. No buildings or historic features of any kind will be directly or indirectly adversely affected by the path construction.

Above-Ground Historic Resources:

The Village of West Dover is located east of the project area and contains a National Register Historic District, but there is no record that the sidewalk project area to the west of the village was ever surveyed for the State of National Register. Buildings in the subject project area, along RT 100 between Stugger Road and Country Club Road, include a few private residences but are primarily modern commercial enterprises serving residents and visitors to this popular ski resort town. Most of the buildings are modern structures and considered non-contributing due to age. The few older buildings that remain have been added to and altered, and have lost their integrity as shown in the attached photo sheets.

The exception, and the only property in the APE we recommend to be considered eligible for the National Register is Building No. 9 from the attached orthophotos and photo sheets. The Snow Creek Inn building has projecting roofs, vertical siding, and wooden windows, and dates to ca. 1960. It is one of the few remaining, intact ski motels constructed in the years after Mt. Snow was developed in 1954 to serve ski tourists.

Determination of Effect:

Due to the limited scope of work, involving new path construction in the highway ROW, the area of potential effect (APE) for the project is limited to the construction footprint and the fronting buildings. Given the relatively level topography on the south side of RT 100 in the project area, significant earthworks will not be required to build the sidewalk. Effects to the historic Inn structure (Building No. 9) will be minor, comprising linear conversion to multimodal path of part of the green strip that separates the driveway from RT 100. Traffic will not be moved closer to the road, a green strip will be maintained between the new path and road, and the path and green strip will be modified as required to accommodate the utility poles in their existing locations. As a result, the impacts to Building No. 9 are not considered adverse. In summary, this project qualifies for a finding of No Adverse Effect for above-ground historic properties provided the stipulations detailed in this letter are followed.

Archaeological Resources:

Archaeological review is being submitted under separate cover to the VTrans Archaeology Officer.

Stipulations:

1. The north and south access points from RT 100 to the Snow Creek Inn shall remain after construction, and the utility pole in the green space shall not be relocated onto the Inn property.
2. Final plans and any subsequent changes thereto shall be reviewed and approved by the VTrans Historic Preservation Officer before work begins.



106 Associates, Consultant

Concur:

Judith Ehrlich
VTrans Historic Preservation Officer

Date

Attachments: Project Plans
Annotated Project Area Orthophotos
Historic Property Photo Sheets

West Dover Sidewalk Project Area

*buildings keyed to photo sheets



12
n/c

13
n/c

14
n/c

15
n/c

16
n/c

17
n/c

18
n/c

11
n/c

10
n/c

9
H

8
n/c

6
n/c

5
n/c

4
n/c

3
n/c

2
n/c

1
4(f)

7
n/c



Resource No. 1, Dover Municipal Park, southwest corner of RT 100 and Country Club Road, qualifies as a Section 4(f) property—recreational resource.



Resource No. 1: Looking north up RT 100. The sidewalk will be constructed between the wood fence and road, resulting in no encroachment and no impacts on this Section 4(f) resource.



Resource No. 1, Dover Municipal Park, a qualifying Section 4(f) resource. This view, looking



Building No. 2, considered non-contributing due to age



Building No. 3, considered non-contributing due to age



Looking north from Building No. 3. Sidewalk will be constructed on the south (left) side of RT 100



Site 4 includes a group three modern commercial buildings accessed by a single central driveway. Shown above in Building 4A



Building No. 4B, considered non-contributing due to age.



Building No. 4C, considered non-contributing due to age.



Building No. 5, considered non-contributing due to alteration



Building No. 6, considered non-contributing due to age.



Building No. 7, considered non-contributing due to age.



Building No. 8, considered non-contributing due to age.



Building No. 9, ca. 1960 was constructed soon after Mt Snow was developed in 1954. The building is considered individually eligible for the National Register



Building No. 9 detail: wood windows, vertical siding, cantilevered canopy roofs



Building No. 9, looking south. The proposed path will abut a narrow green space beside the road, and will require relocating the utility pole. The driveway may need minor modification but the south entrance to the Inn will remain. Overall connectivity to the historic Inn which is currently for sale will be improved.



Building No. 10, considered non-contributing due to age



Building No. 11, considered non-contributing due to age



Building No. 12, considered non-contributing due to age



Building No. 13, considered non-contributing due to age



Building No. 14, considered non-contributing due to age



Building No. 15, considered non-contributing due to age



Building No. 16, considered non-contributing due to alteration



Building No. 17, considered non-contributing due to alteration



Building No. 17, considered non-contributing due to alteration



Building No. 17, considered non-contributing due to alteration



Building No 11, considered non-contributing due to age

APPENDIX H – Archaeological Review



MONADNOCK
ARCHAEOLOGICAL CONSULTING, LLC

116 FOX HILL ROAD ▪ STODDARD, NH 03464 ▪ 603-446-2366
WWW.MONADARCH.COM

February 14, 2015

Mr. Peter Holden
Holden Engineering & Surveying, Inc.
PO Box 480
Concord, NH 03302

Dear Mr. Holden:

This letter report summarizes the results of the recently completed Archaeological Resource Assessment (ARA) for the Bicycle and Pedestrian Scoping Study in West Dover, Vermont (Figures 1, 2). The goal of an ARA is to determine archaeological sensitivity for a project area through a combination of background research and visual inspection of the project area. This study followed guidelines for archaeological research established by the Vermont Division of Historic Preservation (VDHP), and is authorized under Section 106 of the Historic Preservation Act of 1966 (P.L. 89-665), as amended, and as implemented by regulations of the Advisory Council on Historic Preservation (36 CFR Part 800).

Methodology

This archaeological assessment included background research, visual inspection of the project area, and preparation of this letter report. Background research included review of previous archaeological studies in the Dover area (Goodby 2007; Johnson and Mulholland 1986), archaeological site files at the VDHP, historic maps (Figures 3-5), town histories (Haskins 1891; Kull 1961), and soil survey data. The Vermont Division of Historic Preservation's Environmental Predictive Model for Locating Precontact Archeological Sites was utilized to assess the potential for Native American sites in the project area (Table 1). Visual inspection of the project area included a walkover survey of the project area, observation of prevailing terrain and conditions, and the taking of representative photographs (Plates 1- 15).

Site Setting

The project area consists of the margins of VT. Rt. 100 between Country Club Road and Stigger Road in West Dover, Vermont (Figures 1, 2). These margins have generally been disturbed by road construction, existing utilities and guardrails, and other features of the modern built environment (Plates 1-7, 10-15). Commercial and residential structures in the project area are all of recent construction. The shallow, rocky Deerfield River flows to the north of, and parallel to,

VT Rt. 100 through generally low-lying and sloping terrain before crossing under the road near its western terminus (Plates 3-7, 14). The terrain by this bridge crossing has undergone considerable disturbance from the construction of an adjacent mid-20th century house, filling of the roadway to raise it above the natural landform, and dumping of large rocks along the river bank to control erosion.

Underlying soils are classified as Sheepscot Fine Sandy Loam (3-8% slope), a moderately well-drained glaciofluvial soil. Archaeological deposits in this soil would be relatively shallow, making it all the more likely that any archaeological materials in this setting would have been disturbed by the existing sidewalks, roadways, guardrails, and utilities.

Results

Background research indicated there are no previously recorded archaeological sites in or near the project area, and there are no Native American sites recorded in the town of Dover. While Native American occupation in the Connecticut River drainage is well documented, most sites are known from settings on the Connecticut River and its major tributaries, where sites tend to occur on level, well-drained terraces within a few hundred meters of surface water features such as rivers, major streams, lakes, ponds or wetlands. While there a number of Native American sites recorded in Windham County, Vermont, with diagnostic artifacts ranging from the Early Archaic (c. 8000-9500 BP) through Woodland periods (c. 3000-400 BP), relatively few have been professionally excavated, and most are known from the terraces along the Connecticut and West Rivers (Bunker and Goodby 2003; Cassedy 1991; Ohl 1994). Very little is known about Native American use and settlement in the interior portions of this region, although a short-term campsite (VT-WD-84) dating to the late Woodland period (c. 1150-400 BP) is known from Grout Pond in Stratton, in the upper Deerfield River drainage, approximately six miles to the north of the project area in an area of relatively level terrain. In conjunction with background research and visual inspection, the VDHP's Environmental Predictive Model for Locating Precontact Archaeological Sites was applied to the project area (Table 1). The project area received a score of -20, indicating it is not sensitive for pre-Contact Native American sites, and no evidence for Native American sites was noted during the background research or visual inspection.

The recorded European history of Dover begins in the late 18th century. Granted in 1780 as Wardsborough, settlement began shortly thereafter. The land of Dover, which was described as "hard at cultivation, yet some good crops are produced, and hillsides afford excellent grazing" (Haskins 1891) supported a slowly growing number of hill farms. Early mill privileges were granted on the north branch of the Deerfield River, and by the early 19th century a variety of short-lived, small-scale industries, including sawmills, grist mills, a fulling mill, and a potash manufactory were established around the village of West Dover to the southeast of the project area. Later industries included carriage making, cider jelly production, and the manufacturing of tubs and chairs (Haskins 1891; Kull 1961).

There are six recorded historic archaeological sites in the town of Dover, none of which are less than 3,000 feet from the project area. In the village of West Dover Historic District, a National Register Historic District approximately one mile southeast of the project area, a sawmill (VT-

WD-64) was established by 1796, and a fulling mill, a clothier, a blacksmith shop (FS-9) and potato starch factory appeared in subsequent decades. On the eastern slope of Mount Snow, iron ore was mined beginning in 1820 approximately 1.2 miles northwest of the project area (VT-WD-37). A bloomery forge (known as the Somerset Forge, VT-WD-38, approximately 3300' northwest of the project area) was erected by the Trainor Mining Company to make bar iron, and operated for almost a decade before going bankrupt. The mine was reopened in 1832 and two long shafts were dug into the mountain before being abandoned a few years later. A tannery was later constructed at the site of the forge, which operated until 1861 before being replaced by a sawmill in 1867 (Rolando 1980: 44-45). The remaining two sites in Dover, a poorly documented cellar hole two miles to the north (VT-WD-44) and a lime kiln two miles to the northwest (VT-WD-67) are well outside the project area.

Historic maps (Figures 3-5) indicate the project area was a lightly settled area on the outskirts of West Dover village. A single historic site was noted during the visual inspection, consisting of a dry-laid stone foundation wall and associated stone dam north and west of the Rt. 100 bridge over the Deerfield River (Plates 8, 9). The stone wall is approximately six feet high and thirty feet long. A sawmill is depicted at this location on the 1856 map of Dover (Figure 3). As noted above, the area of the river crossing has undergone extensive disturbance. While there may have been intact archaeological deposits here, it is unlikely that the sawmill has any intact features or stratigraphy, and the features themselves appear to be outside the Area of Potential Effect for the project, as each of the four proposed bridge designs will place the pedestrian/bicycle route on or immediately adjacent to the bridge at this location. However, to prevent inadvertent impacts to this resource, it is recommended that these features be marked off with flagging and avoided during construction.

Summary and Conclusion

Background research and a visual inspection were conducted as part of the archaeological assessment for the Bicycle and Pedestrian Scoping Study in West Dover, Vermont. The project area has undergone considerable disturbance from historic and modern construction, and project plans indicate all subsurface impacts will be confined to these previously disturbed areas. While no significant archaeological resources are present in the project area, a historic sawmill site is located near the VT. Rt. 100 bridge over the Deerfield River, and it is recommended that measures be taken to avoid this site during construction. If this can be done, no further archaeological study is recommended.

Robert G. Goodby, Ph.D.
Principal Investigator

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Table 1. VDHP Environmental Predictive Model Results

VERMONT DIVISION FOR HISTORIC PRESERVATION
Environmental Predictive Model for Locating Precontact Archeological Sites

Project Name Bicycle and Pedestrian Scoping Study in West Dover, Vermont County Windham Town West Dover
 DHP No. _____ Map No. _____ Staff Init. _____ Date _____
 Additional Information _____

Environmental Variable	Proximity	Value	Assigned Score
A. RIVERS and STREAMS (EXISTING or RELICT):			
1) Distance to River or Permanent Stream (measured from top of bank)	0- 90 m	12	<u>12</u>
	90- 180 m	6	
2) Distance to Intermittent Stream	0- 90 m	8	<u>0</u>
	90-180 m	4	
3) Confluence of River/River or River/Stream	0-90 m	12	<u>0</u>
	90 –180 m	6	
4) Confluence of Intermittent Streams	0 – 90 m	8	<u>0</u>
	90 – 180 m	4	
5) Falls or Rapids	0 – 90 m	8	<u>0</u>
	90 – 180 m	4	
6) Head of Draw	0 – 90 m	8	<u>0</u>
	90 – 180 m	4	
7) Major Floodplain/Alluvial Terrace		32	<u>0</u>
8) Knoll or swamp island		32	<u>0</u>
9) Stable Riverine Island		32	<u>0</u>
B. LAKES and PONDS (EXISTING or RELICT):			
10) Distance to Pond or Lake	0- 90 m	12	<u>0</u>
	90 -180 m	6	
11) Confluence of River or Stream	0-90 m	12	<u>0</u>
	90 –180 m	6	
12) Lake Cove/Peninsula/Head of Bay		12	<u>0</u>
C. WETLANDS:			
13) Distance to Wetland (wetland > one acre in size)	0- 90 m	12	<u>0</u>
	90 -180 m	6	
14) Knoll or swamp island		32	<u>0</u>
D. VALLEY EDGE and GLACIAL LAND FORMS:			
15) High elevated landform such as Knoll Top/Ridge Crest/ Promontory		12	<u>0</u>
16) Valley edge features such as Kame/Outwash Terrace**		12	<u>0</u>

17) Marine/Lake Delta Complex**		12	<u>0</u>
18) Champlain Sea or Glacial Lake Shore Line**		32	<u>0</u>
E. OTHER ENVIRONMENTAL FACTORS:			
19) Caves /Rockshelters		32	<u>0</u>
20) <input type="checkbox"/> Natural Travel Corridor <input type="checkbox"/> Sole or important access to another drainage <input type="checkbox"/> Drainage divide		12	<u>0</u>
21) Existing or Relict Spring	0 – 90 m 90 – 180 m	8 4	<u>0</u>
22) Potential or Apparent Prehistoric Quarry for stone procurement	0 – 180 m	32	<u>0</u>
23)) Special Environmental or Natural Area, such as Milton aquifer, mountain top, etc. (these may be historic or prehistoric sacred or traditional site locations and prehistoric site types as well)		32	<u>0</u>
F. OTHER HIGH SENSITIVITY FACTORS:			
24) High Likelihood of Burials		32	<u>0</u>
25) High Recorded Site Density		32	<u>0</u>
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32	<u>0</u>
G. NEGATIVE FACTORS:			
27) Excessive Slope (>15%) or Steep Erosional Slope (>20)		- 32	<u>0</u>
28) Previously disturbed land as evaluated by a qualified archeological professional or engineer based on coring, earlier as-built plans, or obvious surface evidence (such as a gravel pit)		- 32	<u>-32</u>
** refer to 1970 Surficial Geological Map of Vermont			
			Total Score: -20
Other Comments : Archeologically Non-Sensitive			
0- 31 = Archeologically Non- Sensitive 32+ = Archeologically Sensitive			

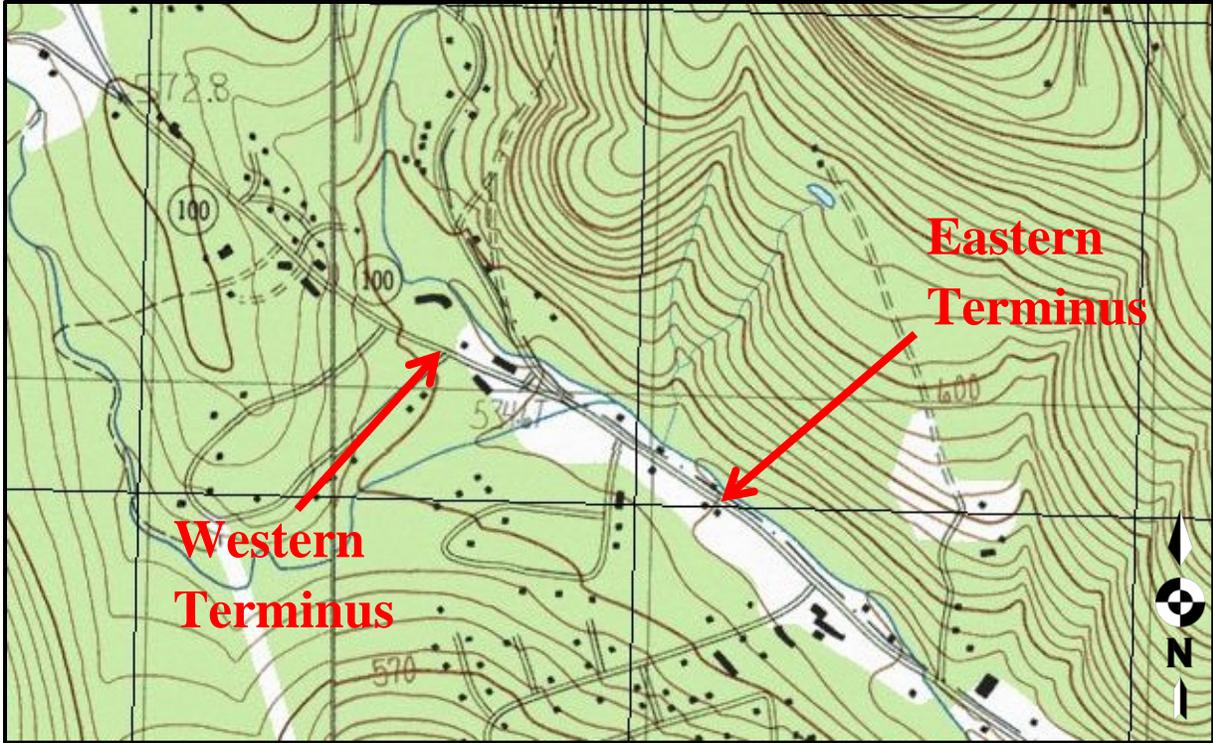


Figure 1. Project Area on USGS West Dover Quadrangle (1:24,000)

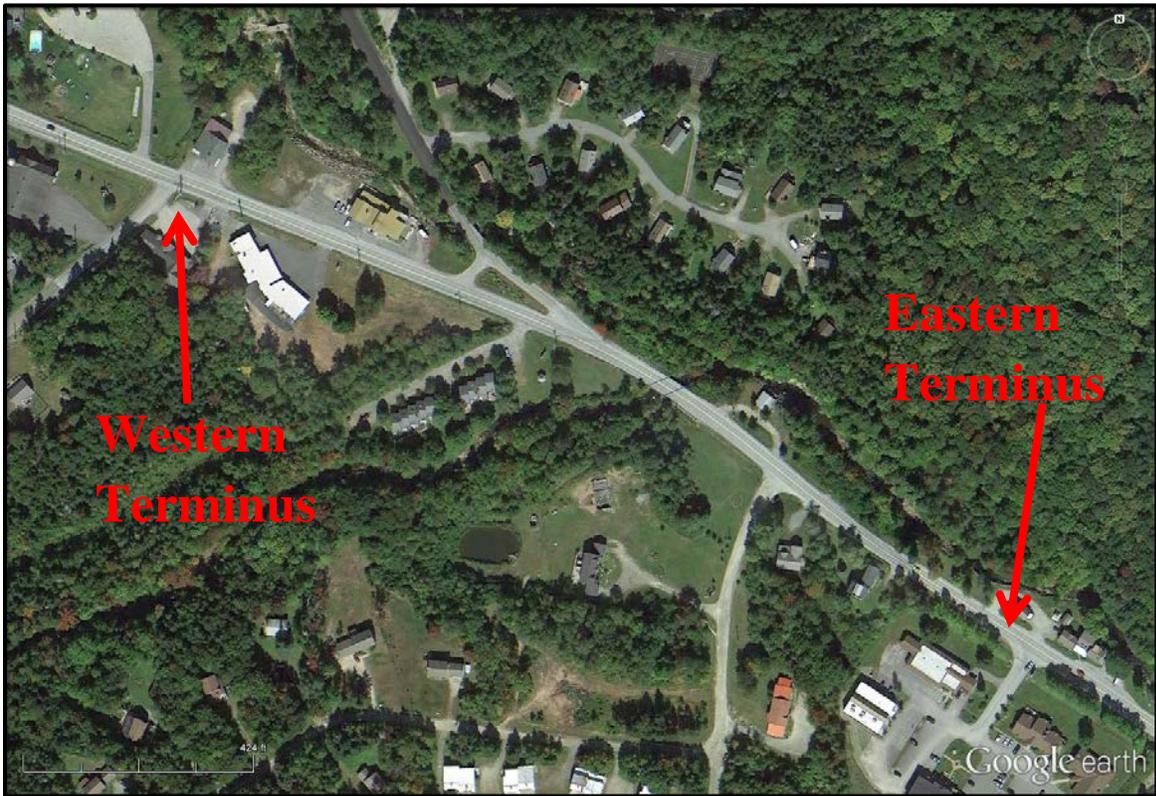


Figure 2. Project Area on Aerial Photograph

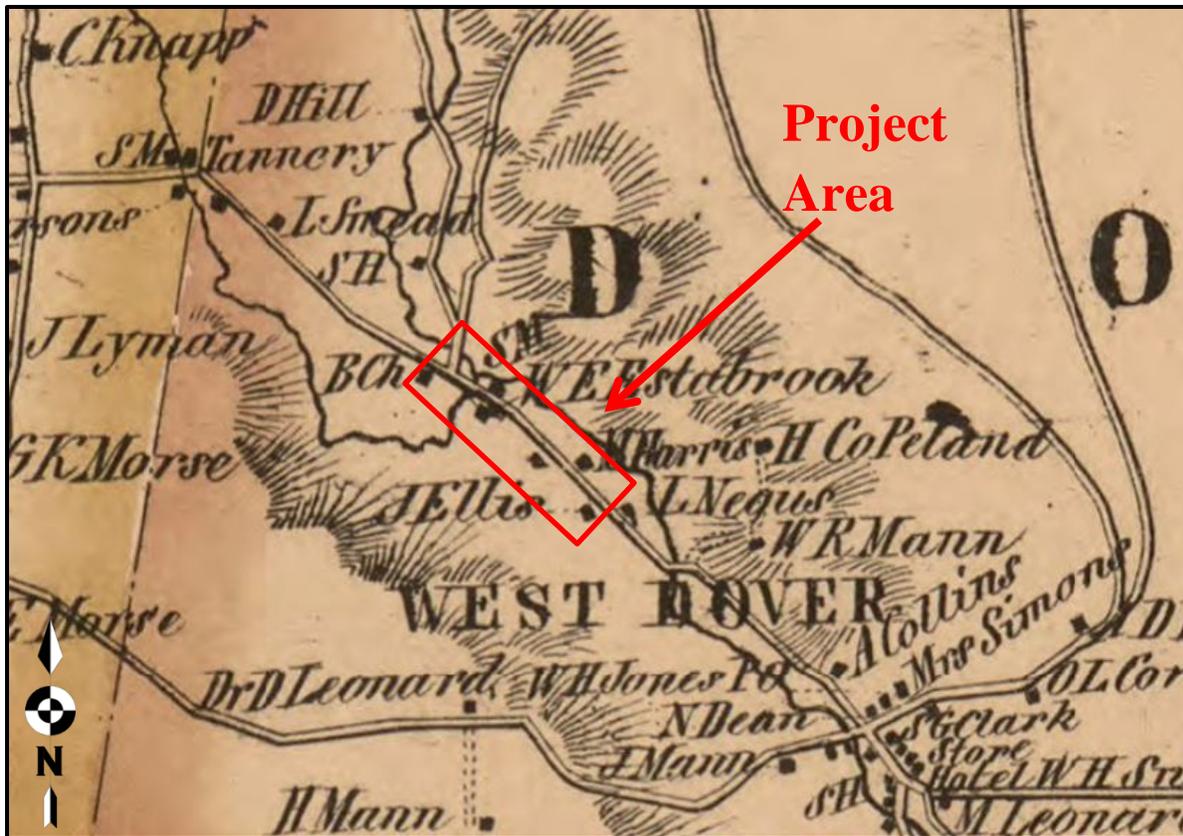


Figure 3. Project Area on 1856 Map of Dover (Approximate Scale 1" = 1300'; McClellan 1856)

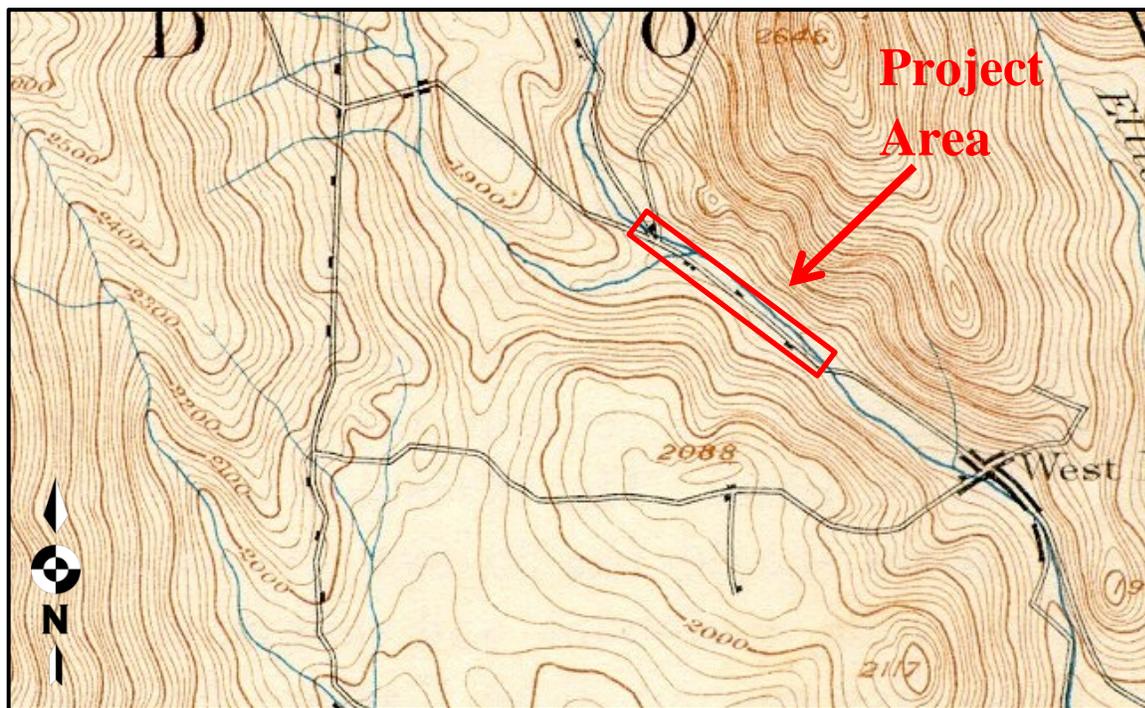


Figure 4. Project Area on USGS 1899 Wilmington Quadrangle (1:62500)

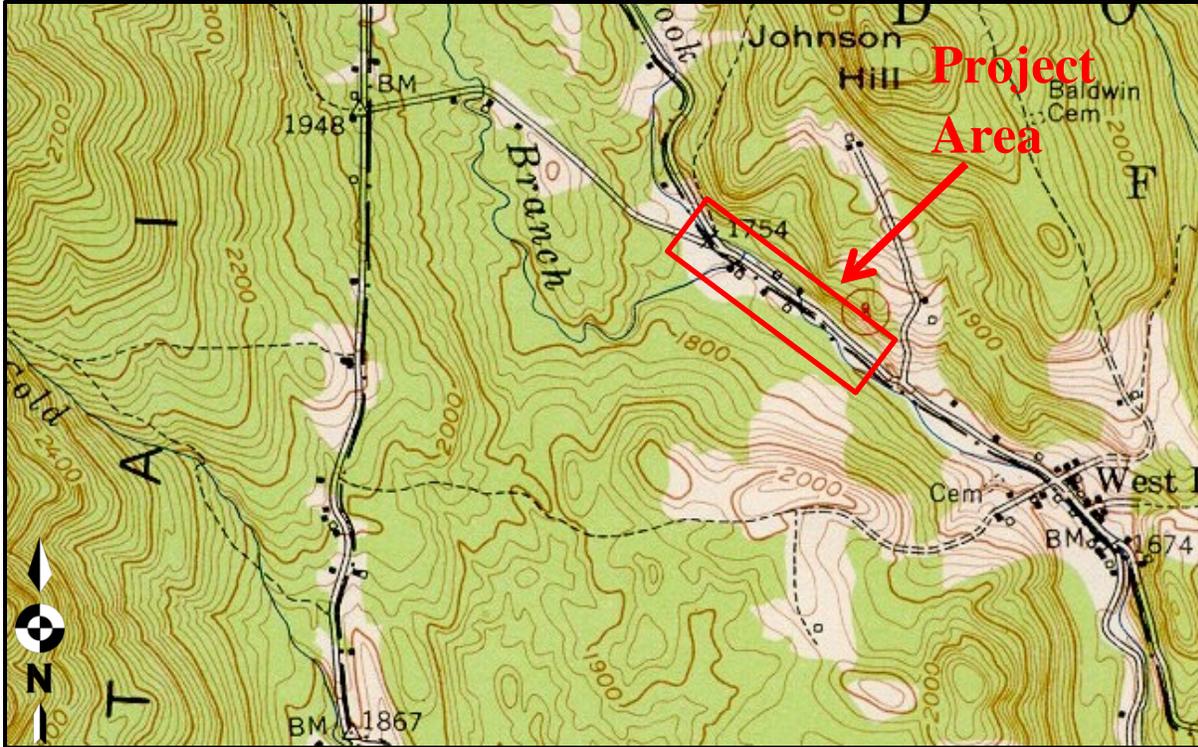


Figure 5. Project Area on USGS 1954 Wilmington Quadrangle (1:62500)



Plate 1. View Southeast from Stugger Road, Western Terminus of Project Area



Plate 2. Intersection of Stugger Road and VT Rt. 100, View Northeast



Plate 3. Southwest Quadrant of Bridge over Deerfield River, View Southeast



Plate 4. View Southeast Toward Bridge over Deerfield River, Showing Sloping Road Margin



Plate 5. View Northwest of Bridge Over Deerfield River, Showing Low-Lying Terrain



Plate 6. View Northwest Toward Bridge, Showing Low-Lying Terrain on South Side of Road



Plate 7. View North Toward Bridge, Showing Low-Lying Terrain on South Side of Road



Plate 8. View West from Deerfield River Bridge of Historic Dam Remnant



Plate 9. Sawmill Foundation Northeast of Bridge, View Northeast



Plate 10. View Southeast of South Side of VT Rt. 100, Central Portion of Project Area



Plate 11. View Southeast of North Side of VT Rt. 100, Central Portion of Project Area



Plate 12. View Southeast of North Side of VT Rt. 100, Central Portion of Project Area



Plate 13. Modern Commercial Development, Southern Portion of Project Area, View Southeast



Plate 14. Deerfield River and VT Rt. 100, Southern Portion of Project Area, View Southeast



Plate 15. View Northwest from Eastern Terminus of Project Area by Country Club Road

APPENDIX J – Public Meetings Notes

Local Concerns Meeting

Public Meeting for Valley Trail B Plus Scoping Study
Meeting Minutes

Meeting Location: Dover Town Hall

Meeting Date: October 7, 2015

In Person Attendees:

Ken Black – Econ Devel
Vicki Capitani – Vice Chair SB
Peter Holden – Holden Engineering
Dan Jenerak
Randy Johnson – Chief of Police
Randy Terk – Chair SB
Pat Weisbrich – Econ Devel
Ned Wilson - Public

Remote Attendees via Citrix Go-To-Meeting:

Marsha Conrad - Public
Carlotta Gladding – Public

MEETING AGENDA

- I. Meeting was called to order at 6:10 p.m. Attendees as noted above.
- II. Peter Holden of Holden Engineering and Design gave a presentation on the elements that will be contained within the Scoping Study.
 - A. Compilation of base map and documentation of existing conditions
 - B. Identification of land use context including environmental and historic considerations
 - C. Development of alternatives
 - D. Identification of utility conflicts
- III. Google Earth: A tour of the proposed site from Dover Park to West Dover Firehouse along Route 100 was presented. Various landmarks were highlighted and a discussion of the challenges and alternatives for Trail B Plus implementation were discussed.
- IV. Discussion of design, environmental and historic considerations that would be cover in the study.
- V. Responsibility for trail maintenance

ISSUES RAISED BY ATTENDEES

- A. Path was too close to Marsha Conrad's house
- B. Reroute path to east side of the Deerfield River
- C. Path would be better if it were in the woods
- D. Too much traffic along Route 100
- E. Discussion regarding separate bridge vs bridge 59 across Deerfield River

Peter closed the meeting with an assurance to participants that their concerns had been noted and would be given consideration during the course of the study and preparation of the Final Report.

Respectfully submitted,

Pat Weisbrich

Patricia H. Weisbrich

Alternatives Presentation Meeting

Valley Trail B Plus Public Meeting

Minutes | January 20, 2016 | 6:30 p.m.

In Person Attendees:

Ken Black – Econ Devel
Pat Weisbrich – Econ Devel
Peter Holden – Holden Engineering
Randy Terk – Chair SB
Vicki Capitani – Vice Chair SB
Joe Mahon - SB
Tom Baltrus - SB
Eddie Barber
Carlotta Gladding

Remote Attendees:

Marcia Conrad
Rachel Beauregard - VTrans

I. Meeting Presentation

- a. Peter Holden gave a presentation that included the following:
 - i. Plans for three different alternatives for the Valley Trail from Mountain Park Plaza to Stugger Road. In addition, a new section extending south from Mountain Park Plaza to the Dover Town Park was included in each of the following alternatives:
 - ii. 8' wide sidewalk on the south/west side of Route 100
 - iii. 5' wide sidewalk on the south/west side of Route 100
 - iv. 5' wide sidewalk on the north/east side of Route 100

- b. It was noted for each of the above plans that any connection of the Valley Trail B section with the proposed B Plus section would have to be addressed with the Mountain Park Plaza property owners.
- c. More detailed design considerations were discussed for parts of the trail crossing the Conrad property and the North Branch of the Deerfield River.
 - i. Re: River crossing: The Design Phase for the new bridge #59 over the Deerfield River is over and the plans are now in the Right-of-Way phase. As a result, there is no possibility of routing the new sidewalk on the bridge. A separate footbridge will have to be constructed to the west of Bridge #59.
 - ii. Re: Crossing of Trail in front of Conrad property
 - iii. Several different designs were discussed including 8' and 5' sidewalks with accompanying green space between the sidewalk and Route 100 or eliminating said green space, designing the sidewalk closer to Route 100, thus creating a larger space between the sidewalk and the Conrad home. (This would add approximately 5 feet.)

II. Issues Raised by Attendees

- a. Path was too close to Marcia Conrad's house and concerns about snow removal.
 - i. Since the path is wholly in the State ROW, there was little time spent addressing this issue.
 - ii. Snow removal will be taken care of by the Town of Dover. Care will be taken to not impact the Conrad house
 - iii. A privacy fence (Stockade) was discussed to alleviate the above concerns.
- b. Reroute path to east side of the Deerfield River: A plan for this was presented but dismissed because of the close proximity of the river to Route 100, which prevented the building of a sidewalk at one point along the river.
- c. Path would be better if it were in the woods: This alternative was discussed and noted that the sidewalk would have to be constructed completely on private property. In the past, these property owners were not positively disposed toward such use of their property.
- d. Too much traffic along Route 100: This objection was addressed by noting the value of removing pedestrian traffic from the highway and thereby increasing safety for pedestrians and drivers alike.

III. Selectboard discussion

The Selectboard requested that the Road Commissioner, Bobby Holland, comment on snow removal pertaining to the various alternatives. The Selectboard did not vote on an alternative to give them time to consider the alternatives presented. A vote on this issue will take place at the next regular Selectboard meeting on February 2, 2016.

Respectfully submitted,

Pat Weisbrich

Pat Weisbrich
Assistant Director of Economic Development

HOLDEN

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