

ATTACHMENT #1

TOWN OF WEST RUTLAND LETTER

AND

TRAFFIC ANALYSIS



Town of West Rutland

35 Marble St. West Rutland, VT 05777 (802) 438-2263, fax 438-5133

March 5, 2015

Theresa Gilman
VTrans Utilities & Permits Supervisor

Dear Theresa,

The Town of West Rutland requests a break in the limited-access ROW of US Route 4 at the base of Boardman Hill to connect Town Highway (TH#5) Boardman Hill to the adjacent Town Recreation Area.

History:

The West Rutland Recreational Area is a 125 acre parcel near a residential neighborhood. The space is largely undeveloped and underutilized. In 2013, the Town invested in developing a Master Plan, in order to create a safe, functional, visually appealing and accessible park that is cost effective to build, operate and maintain.

Safety Issue:

One of the first recommendations from the Master Plan was to improve the access to the park. Currently, vehicle and pedestrian safety are key issues. The current entrance on Fairview Avenue is narrow, steep and winding with sight distances issues and a sidewalk cannot extend in the interior of the park. The Recreation Master Plan, engineered by Dubois and King, identified Boardman Hill Road as an alternate route for an access into the park. A Safe Routes to School Scoping Study completed in 2014, also noted the safety issues at the existing access to the Recreation Area on Fairview Avenue.

New Access:

To mitigate these safety issues, we have been working on a redesign of the recreation access. An access from Boardman Hill would require a break in the State Limited Access ROW (see enclosed map). A road crossing Boardman Hill existed prior to the development of the US Highway 4, and remnants of this road can still be seen through the high grass. The roadway's previous alignment would provide the access that is needed.

The new Boardman Hill access to the recreation area would include a T intersection with good sight distances from both directions. The intersection would include a stop bar and sign and a striped pedestrian lane to connect to the existing bike path. Speed bumps would be installed along the interior of the park to prevent any through traffic. A current parking area located across the road from the proposed access on Boardman Hill is not used by the Town and can be closed and restored to a grassed area.

Anticipated # of users:

Based on 2013 AOT's traffic counts, Boardman Hill (TH#5) sees 100 vehicles per day. We calculate our annual users (see attached table) of the recreation area at 24,468 West Rutland residents or 8,156 vehicles and our out-of-town guests at 8,672 users or 2,891 vehicles. According to the proximity of our

neighborhoods we estimate 164 West Rutland households would utilize this new access resulting in.....

Benefits:

The Boardman Hill access while requiring a break in the limited access ROW would provide numerous benefits for the public good. A new access, constructed this summer, will provide safer access to the recreation users who enjoy the athletic fields, a bike path, and a 150 acre trail system offering hiking, biking and snowshoeing, and access to the Clarendon River for fishing and swimming.

Secondly, with thousands of users year-round, it is especially important to provide easier and quicker access to the first responders and the emergency vehicles entering the park.

Third, the new road will also provide easier access to the fire hydrant that was installed at the base of Boardman Hill. This is also the location where the water lines are flushed and the Town performs the sampling for the Town's water system to comply with the State requirements.

Please feel free to contact me if you need any additional information. Thank you again for your attention to this matter.

Best regards,

Mary Ann Goulette
Town Manager

ITE Code 488-Soccer Complex

2 # fields

	Trip generation rates per field:		
		Trips	
Daily	71	142	<Use these for peak estimates, i.e. during sporting events
AM Peak	1.4	3	
PM Peak	21	42	
Saturday Peak	29	58	

ITE Code 411-City Park

15 Acres (+/-)

	Trip generation rates per acre:		
		Trips	
Daily	1.59	24	

ITE Code 412-County Park

	Trip generation rates per acre:		
		Trips	
Daily	2.28	34	<Use these for conditions when no events are happening
AM Peak	0.52	8	
PM Peak	0.59	9	
Saturday Peak	2.24	34	

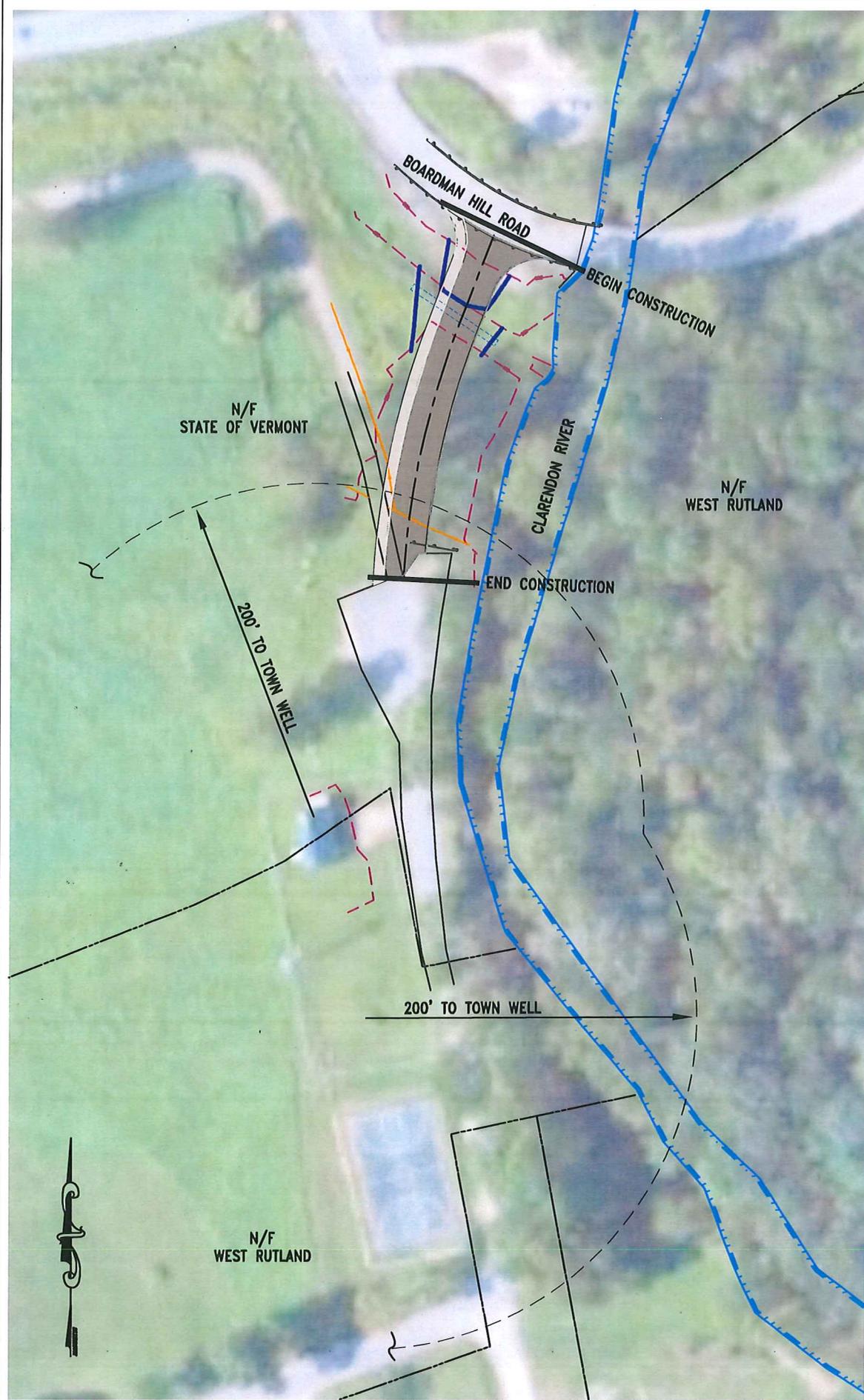
Estimated Annual Users at Recreation Area

		in town	out of town	total
baseball				
	mighty mites/tball 10 weeks 8 teams 3 per week	5,760	3,840	
soccer				
	imx league 34 weeks 4 teams 2 per week	11,900	4,760	
volleyball	8 x 12 weeks	144	72	
dog walkers	15 per day	5,460		
swimmers	5 per week	60		
hikers	12 per week	624		
fishing	5 per week	80		
basketball	8 per week x 2	320		
playground	6 per week	120		
	users	24,468	8,672	33,140
	# of vehicles	8,156	2,891	11,047

ATTACHMENT #2

PLANS

EXISTING AND PROPOSED CONDITIONS



JOB# 1225
 APRIL 9, 2013
 SCALE: 1"=80'
 SHEET 1 OF 3

WEST RUTLAND RECREATION AREA
 BOARDMAN HILL ROAD
 SITE PLAN

ENMAN • KESSELRING
 CONSULTING ENGINEERS
 Environmental - Civil
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 SPRINGFIELD, VT
 BEDFORD, NH
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 PROFESSIONAL SEAL

**NOT FOR
 CONSTRUCTION
 PRELIMINARY
 PLANS**

NO.	DATE	DESCRIPTION	BY	CHK'D

WEST RUTLAND
 RECREATION AREA

WEST RUTLAND,
 VERMONT

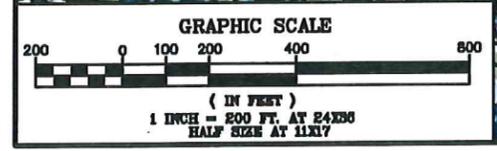
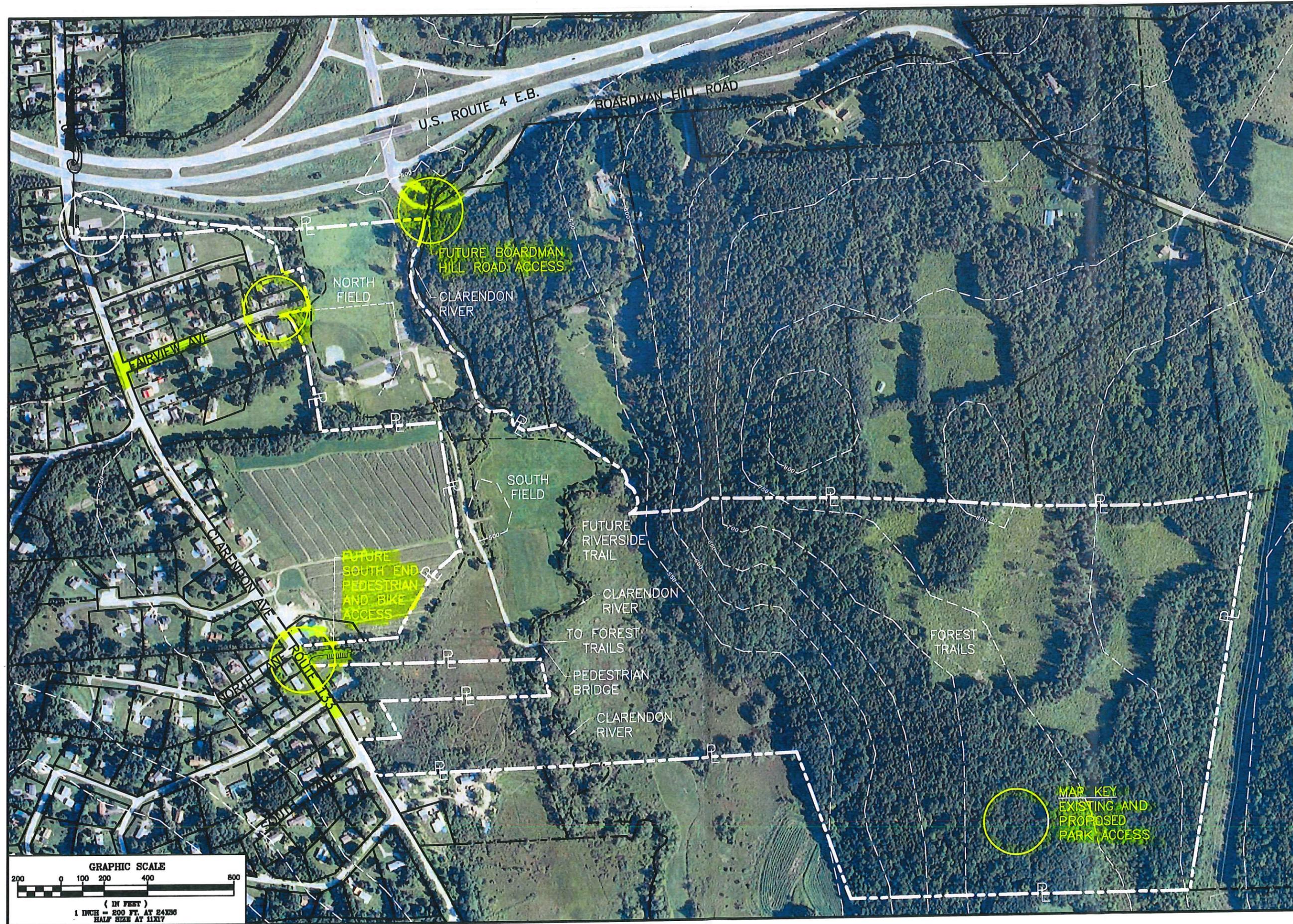
SHEET TITLE
**OVERALL
 SITE PLAN
 EXISTING
 CONDITIONS**

DRAWN BY JWP	DATE JUNE 2012
CHECKED BY JAS	DSK PROJECT # 421565P
PROJ. ENCL. JAS	DSK ARCHIVE #

SHEET NUMBER

C-1

SHEET 1 OF 4



**NOT FOR
CONSTRUCTION
PRELIMINARY
PLANS**

NO.	DATE	DESCRIPTION	BY	CHKD

WEST RUTLAND RECREATION AREA

WEST RUTLAND, VERMONT

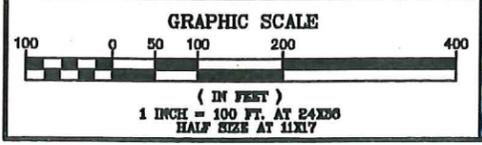
SHEET TITLE

**NORTH END PLAN
EXISTING
CONDITIONS**

DRAWN BY	JWP	DATE	JUNE 2012
CHECKED BY	JAS	DRAWN PROJECT #	421565P
PROJ. ENG.	JAS	DRAWN ARCHIVE #	

SHEET NUMBER

C-2



LIMITED ACCESS HIGHWAY ENDS (APPROX.)

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BEDFORD, NH
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**NOT FOR CONSTRUCTION
PRELIMINARY
PLANS**

NO.	DATE	DESCRIPTION	BY	CHKD

WEST RUTLAND RECREATION AREA

WEST RUTLAND, VERMONT

SHEET TITLE
**NORTH END
DETAILED PLAN**

DRAWN BY	DATE
JWP	JUNE 2012
CHECKED BY	D&K PROJECT #
JAS	421565P
PROJ. ENGR.	D&K ARCHIVE #
JAS	

SHEET NUMBER
C-4
SHEET 4 OF 4



**PARKING AREA
ACCESS & PARKING
TO BE ELIMINATED**

**FIELDS SHALL NOT
BE ENCROACHED IN
R.O.W.**



MAP KEY
* EXISTING FACILITIES
UU UNDERGROUND UTILITIES
OHW OVERHEAD ELECTRIC
PP LIGHT POLE

ATTACHMENT #3

**WEST RUTLAND
TOWN RECREATIONAL AREA
MASTER PLAN (2012)**

WEST RUTLAND TOWN RECREATIONAL AREA MASTER PLAN

JUNE 21, 2012



Prepared By:
DUBOIS & KING, INC.
34 BLAIR PARK RD
WILLISTON, VT 05495

**DuBois
& King** inc.

West Rutland Town Recreation Area

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 - d. Vehicle Turning Radius Table
 - e. Cost Estimate
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West Rutland Recreation Area
Fairview Avenue, West Rutland, Vermont

I. Project Understanding

Dubois & King, Inc. was hired by the Town of West Rutland to prepare a vision for the Town Recreation Area off Fairview Avenue. The site has abundant potential and needs an organizing framework for the Town to work from and expand upon in the coming years. This conceptual master plan provides the needed framework.

Towards this end, DuBois & King, Inc. visited the site, met with the Town Manager and its Recreation Director, and prepared base maps of the existing and proposed recreation areas using available GIS mapping to illustrate, property lines environmentally sensitive areas, topography, utilities, and existing and proposed recreation areas. Alternatives were considered and the attached plans C-1 through C-4 reflect the preferred layout at this time.

A public meeting was held on April 9 to present concept plan and discuss options and preferences for park improvement. Town wide recreation surveys were also considered. Since the implementation of improvements will be done over an extended period and potentially by volunteer efforts potential phasing and priorities are discussed later in this report. Approximate construction and improvement cost are included to aid the Town in evaluating its options and implementing a phased development plan.

II. Planning Methodology

DuBois & King first visited the park site and met with Town officials in August 2011 shortly after Hurricane Irene, and its proposal for Recreation Area Master Planning Services was approved in December. An extended detailed site visit was made in January 31, 2012. The attached photographs reflect conditions during this site visit. During this site visit with Rich Dow the Town's recreation director answered a number of questions about park users, their needs and the existing park facilities. This meeting and initial discussions about town resources lead to a more realistic and balanced approach to the proposed improvements and phased approach to developments.

During the planning process and the considering various alternatives and ways to improve park facilities, the town held a public meeting on April 9, 2012 which

included town officials and the invited public. Although not a design charrette in the truest sense, ideas were brought forth by both professional designers, local citizens, and town representatives, and the ensuing discussions addressed the various park issues, opportunities, challenges, and alternative solutions. Although design professionals can be helpful in preparing a master plan, it's the local citizens' detail knowledge of their community that produces a plan of action that best meets a community's needs.

The resulting plan presented in this report and the attached aerial improvement plans expand the existing use areas, add new uses and relocate the volleyball court in the interest of the overall park plan.

III. Program Needs, Opportunities and Challenges

A. Project Goal

Develop a master plan for updating and enhancing the West Rutland Recreation Area in order to create a safe, functional, visually appealing and accessible park that is cost effective to build, operate and maintain.

B. Specific Objectives

1. Improve vehicle and pedestrian access to and within the park
2. Expand and enhance parking facilities
3. Upgrade and expand recreational facilities and opportunities to better serve individuals and the community needs.
4. Integrate the Clarendon River into the overall park plan through riverside trails, picnic areas, and direct access

IV. Site Analysis

The park site is an irregularly shaped 125 acre parcel south of U.S. Route 4 and east of the Clarendon Avenue residential neighborhood. The park stretches 2500 feet north to south and 4000 feet west to east, and includes over a half mile of Clarendon River frontage. Three quarters of the total park area is undeveloped rolling wooded hillside east of the Clarendon River and is well suited for biking and biking trails. The remaining quarter is minimally sloped flood plain and

readily divides into two general use areas, the older north end and newer south end. These are separated by a small east-west tributary stream.

North end facilities include: the original Fairview Avenue park entrance; 18' wide and 1200' long paved access road; main parking area; central park building with restrooms, kitchen, activity room and storage; baseball field; beach volleyball court; basketball court; and smaller practice fields, a portion of which is flooded for winter ice skating.

Access to the south end facilities is over a gated gravel access road that crosses over a 10' diameter culvert and the small tributary stream. The access road narrows to 8' south of this stream, and extends 1200' south to a 6'x60' steel pedestrian bridge. East of the south end access road is an established soccer field and another three acres of mowed flood plain. At a 20 minute per mile (264 feet per minute) walking pace, the soccer field is a 4.5 minute walk from the existing north end restrooms.

V. The Proposed Plan

A. Park Entrances, Access Roads, and Parking Areas

1. Fairview Avenue Main Entrance

- a) Established well known and accepted entrance to town's only large active recreation area; long history as a Town Park; formerly known as "Sabotka's Park". Consider renaming the park and use a place related name such as "Riverside Park".
- b) Vehicle and pedestrian safety are key issues. The ninety degree bend, road grades and roadside banks limit sight distances. The Fairview Ave pedestrian sidewalk ends short of the park entrance.
- c) Planning objectives include improving the entrance corner sight distances and extending the sidewalk into the interior of the park.
- d) Consider amenities which would enhance the park entrance, create a gateway, and welcome visitors.

2. Paved Roadway(s)
 - a) Establish cross walks at park entrances on Clarendon Avenue and consider traffic calming strategies to maintain safe speed limits.
 - b) The 18'+/- wide paved access roadway is in good condition from the Fairview Avenue Entrance, past the baseball field and park building, and north along the river past the Town's well and water pump station at the end of the new paved bike path. Plant trees to define roadways and various use areas.
3. Boardman Hill Road an Secondary Park Entrance
 - a) Develop a second park entrance off of Boardman Hill Road to improve overall park access and vehicle circulation, and provide a turnaround area for cars and buses. Incorporate pedestrian and bicycle access. Close this entrance at night to control park access and facilitate police surveillance.
 - b) Landscape entrance to create a second gateway to the park and welcome visitors.
4. Expanded Parking Facilities
 - a) Expand main parking area in the vicinity of the central park building; incorporate bus drop off and turn around.
 - b) Develop a second parking area and turn around north of Town's water pump station at the end of the bike path near the proposed Boardman Hill park access. Address well and water source protection issues and limits. Review Town's State ANR permits and discuss expansion options with state officials.
 - c) Develop graveled parking areas at South End of Park adjacent to soccer field.
5. Graveled Access Road to south end of park
 - a) Widen narrow gravel access road to 18 feet to permit occasional two way traffic.

- b) Add turn around at south end of access road in vicinity of existing pedestrian bridge and river access point.
- c) Maintain gate at north end of the graveled access road to control vehicle access to south end.

6. Guardrail, Guide posts and Bollards

- a) Lower height of existing wood guard rails to improve aesthetics
- b) Use bollard to guide vehicles and limit access to playing fields
- c) Consider emergency vehicle access throughout
- d) Provide handicap parking throughout, especially in the vicinity of picnic shelters and riverside picnic area.

B. North End Improvements

- 1. Improve existing baseball facilities.
- 2. Expand playing fields to include a second baseball field, a softball field, and a multipurpose field for soccer, lacrosse and rugby. Anecdotally, the north meadow soils are poor and very stony.
- 3. Relocate volleyball court away from river, across the road and to the west of the basketball court to permit developing the riverside picnic area on the site of the old swimming pond.
- 4. Fence basketball court to separate it from the beach volleyball court. Consider a second basketball court and/or tennis court with fencing to control play.
- 5. Establish picnic grounds with shelter on the present volleyball site next to the river, and maintain this riverside area for passive recreation use, casual river access and fishing. Create an accessible, looped, riverside path for wheelchair users.
- 6. Add horseshoe pits (4) along west side of Town's well and water pump station.
- 7. Retain existing playground location and upgrade play equipment and surfaces to include multi-age activities that meet ADA accessibility guidelines.

8. Retain small youth baseball-soccer fields and ice rink south and west of parks building.
9. Create a "SplashPad" for a summer water play on the existing ice skating site; combine this paved surface with a curbed, flooded winter skating rink.
10. Add small picnic facility and shelter at west end of parking area adjacent to the ice rink/SplashPad.
11. Develop 10'x 20' community gardens north of water pump station, and add a picnic shelter to serve these gardens as well as the expanded playing fields and horseshoe pits. Include water faucets for drinking and garden watering.
12. Create a riverside trail along west side of Clarendon River to accommodate hikers, fishermen, and dog walkers (suggest dogs be on-leash west of Clarendon River, and off-leash east of river). Provide accessibility for wheelchairs where feasible.
13. Underground and/or adjust electric, telephone, water and sewer, utilities as needed to facilitate plan implementation.

C. South End Improvements

1. Rebuild South End entrance gate, and create a landscaped gateway to welcome park patrons to the south end facilities.
2. Improve grades, drainage and turf on existing soccer field.
3. Develop a second soccer/all-purpose field north of existing soccer field in the mowed field west of the Clarendon River.
4. Improve existing vehicle entrance to soccer fields and create a vehicle parking area. Erect a shelter next to playing fields.
5. Extend water to the south end shelter and playing fields.
6. Landscape the existing 6'X60' steel pedestrian bridge at south end of graveled access road to provide a gateway to the extensive undeveloped wooded area east of the Clarendon River to be used for hiking, biking and dog walking.

7. Consider making the 6'X60' bridge accessible. Stepped access to bridge was designed to protect the bridge from flooding and limit vehicle access; explore ways to limit access and make the bridge more accessible to pedestrians, bicycles and those with disabilities.
8. Create a fenced, off-leash dog park at south end park, west of the access road.
9. Look at establishing mountain bike and cross country trails beyond the playing fields and east of the river.
10. Extend river side hiking trail south along west side of river to the pedestrian bridge.
11. Consider improving river access south of pedestrian bridge for water related activities, subject to safe flows and conditions.
12. Investigate parking options west of access road opposite pedestrian bridge.
13. Create a second access point and small roadside parking area on Clarendon Avenue opposite North Lane to access pedestrian bridge and trail system beyond.
14. Add 6' wide boardwalk access east of pedestrian bridge to facilitate crossing wetlands.

D. Utility Improvements

1. Evaluate current utilities and consider extending electric service and water lines both north and south.
2. Underground and/or adjust electric, telephone, water and sewer lines to facilitate planned improvements.
3. Evaluate restroom alternatives and incorporate composting toilets (e.g. clivus multrum). Seasonal "port-o-lets" are a temporary solution on the way to developing more permanent sanitary facilities.
4. Consider lighting access road, parking areas, individual use areas and building facilities.

- E. Existing on site Parks & Recreation Building
 - 1. Enlarge the existing 20'x60' (1,200 SF) building to 30'x80' (2,400 SF) to better accommodate indoor activities, concession stand, restrooms, kitchen, office space and storage.

- F. Signs
 - 1. Expand and improve signs at park entrances and throughout. Incorporate "wayfinding" signs into trail system such as the old riverside swimming pool, now a volleyball court.
 - 2. An effective way An effective sign system allows all users to easily find and identify important features within the park. Signs: provide way finding and information regarding accessibility of walkways, paths and trails. Inform users of applicable park rules; allow space for posting community notices regarding park events; and provide various information about park elements. Sign types Include: parking and vehicle signs; informational park signs including rules; informational playing field signs; and facility signs such as restrooms.

- G. Miscellaneous Improvements & Accessories
 - 1. Upgrade picnicking facilities throughout by adding tables, cooking grills, shelters, and drinking fountains.
 - 2. Add benches at 500' intervals along pathways and trails, and at key locations including overlooks and scenic viewing points.
 - 3. Install bicycle racks in key locations.

- H. Develop an overall tree planting plan to provide shade, delineating pedestrian and vehicle circulation, protect river and stream banks, create buffer and delineate use areas.

VI. Phasing Options

A. Introduction

Phased improvements to the Town's "Recreation Area" is recommended. Phased development will enable the Town to provide high priority components and facilities to the public in a shorter timeframe so that the park can be enjoyed during the process. The initial phased improvements will meet specific user needs, generate renewed interest in the park, and facilitate support for additional improvements and their funding.

1. North End Priority Improvements

- a) Relocate volleyball, and develop Riverside picnic area.
- b) Improve Fairview Avenue Park Entrance and extend sidewalk to Main Parking Area.
- c) Expand and improve park building.
- d) Create combined SplashPad/Ice skating rink.
- e) Improve, expand main parking area.
- f) Improve, expand north end main parking area and ball fields.
- g) Add second basketball court and/or tennis court.
- h) Add horseshoe pits west of water pump station.
- i) Develop new Boardman Hill secondary park entrance, parking area and bus turn around.
- j) Add community gardens and second picnic shelter north of water pump station.
- k) Construct riverside and perimeter trail system.
- l) Renovated children's' playground.
- m) Design a sign system.
- n) Create an overall tree planting plan.

2. South End Priority Improvements

- a) Replace entrance gate and enhance gateway to south end
- b) Improve access road and add cul-de-sac at pedestrian bridge.
- c) Develop south end parking adjacent to soccer fields.
- d) Install additional playing fields.
- e) Add picnic shelter and water service.

- f) Add fenced dog park west of access road.
- g) Develop woodland trails east of the Clarendon River and add boardwalk to cross wetlands and improve access to eastern trail system.
- h) Construct new roadside parking area and pedestrian and bike trailhead off Clarendon Avenue opposite North Lane.
- i) Design sign system.
- j) Create an overall tree planting plan.

3. Clarendon Avenue

- a) Initiate traffic calming to control vehicle speed.
- b) Add and improve park signs at Fairview Avenue park entrance and other Clarendon Avenue park access points.

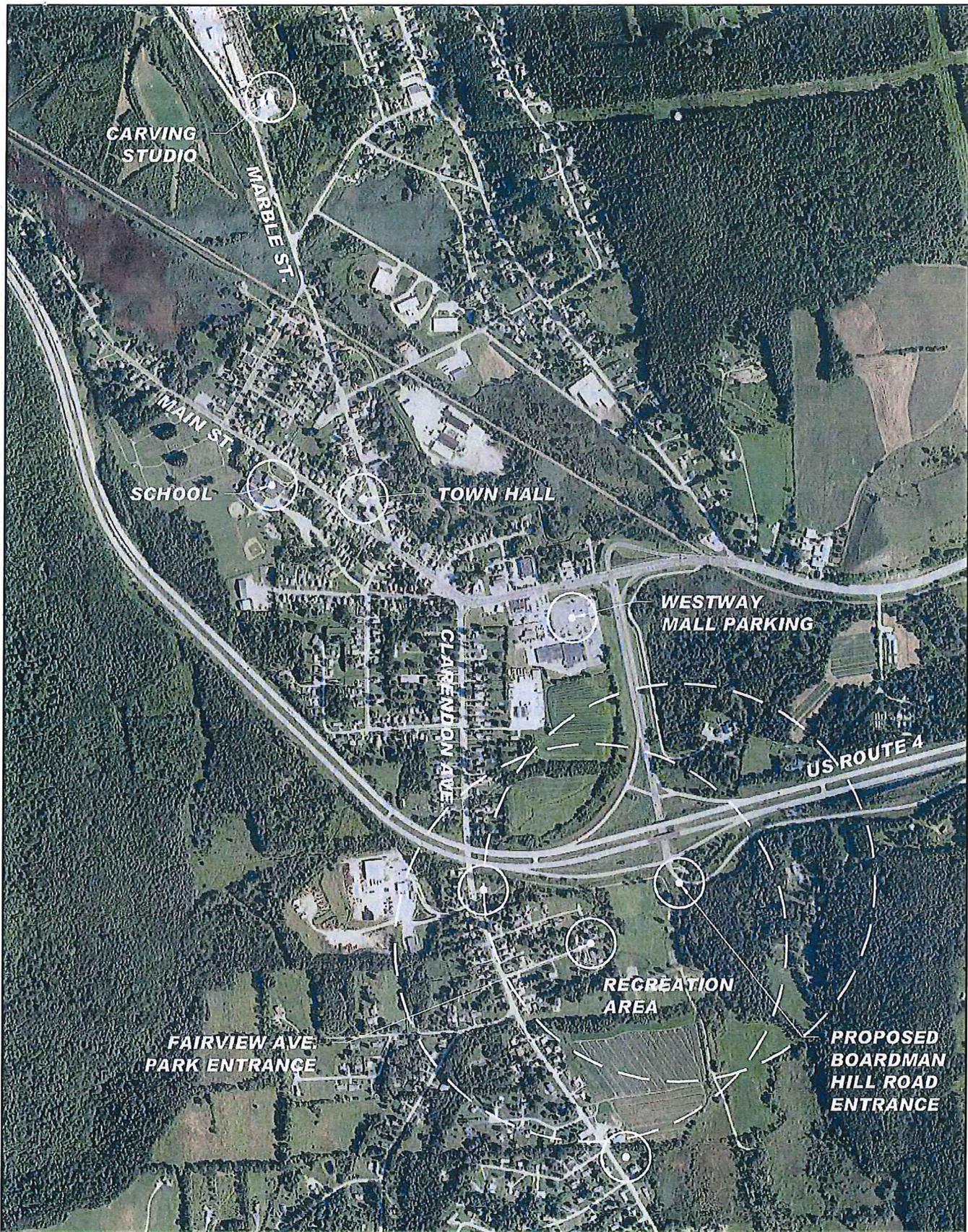
B. General Phasing Plan

- 1. Generate continued interest and build park use through interior improvement beginning with relocating the sand volleyball court and establishing the riverside picnic area.
- 2. Initiate traffic calming on Clarendon Avenue.
- 3. Improve Fairview Avenue park access and extend sidewalk.
- 4. Continue interior park improvements in north end.
- 5. Improve south end access and upgrade athletic facilities.
- 6. Improve south end trail system and access to these trails.
- 7. Develop Boardman Hill secondary park access.
- 8. Add Clarendon Avenue access opposite North Lane.

VII. Cost Estimates (see attachment)

VIII. Attachments

- A. Park Location Map
- B. Aerial Improvement Plans C1-C4
- C. ANR Well Protection Zones Map
- D. Vehicle Turning Radius Table
- E. Cost Estimates
- F. Park Photographs (taken January 31, 2012)



GRAPHIC SCALE

0 500 1000



1 in. = 1000 ft.

DuBois & King
INC.

engineering planning management development

**WEST RUTLAND RECREATION AREA
WEST RUTLAND, VERMONT**

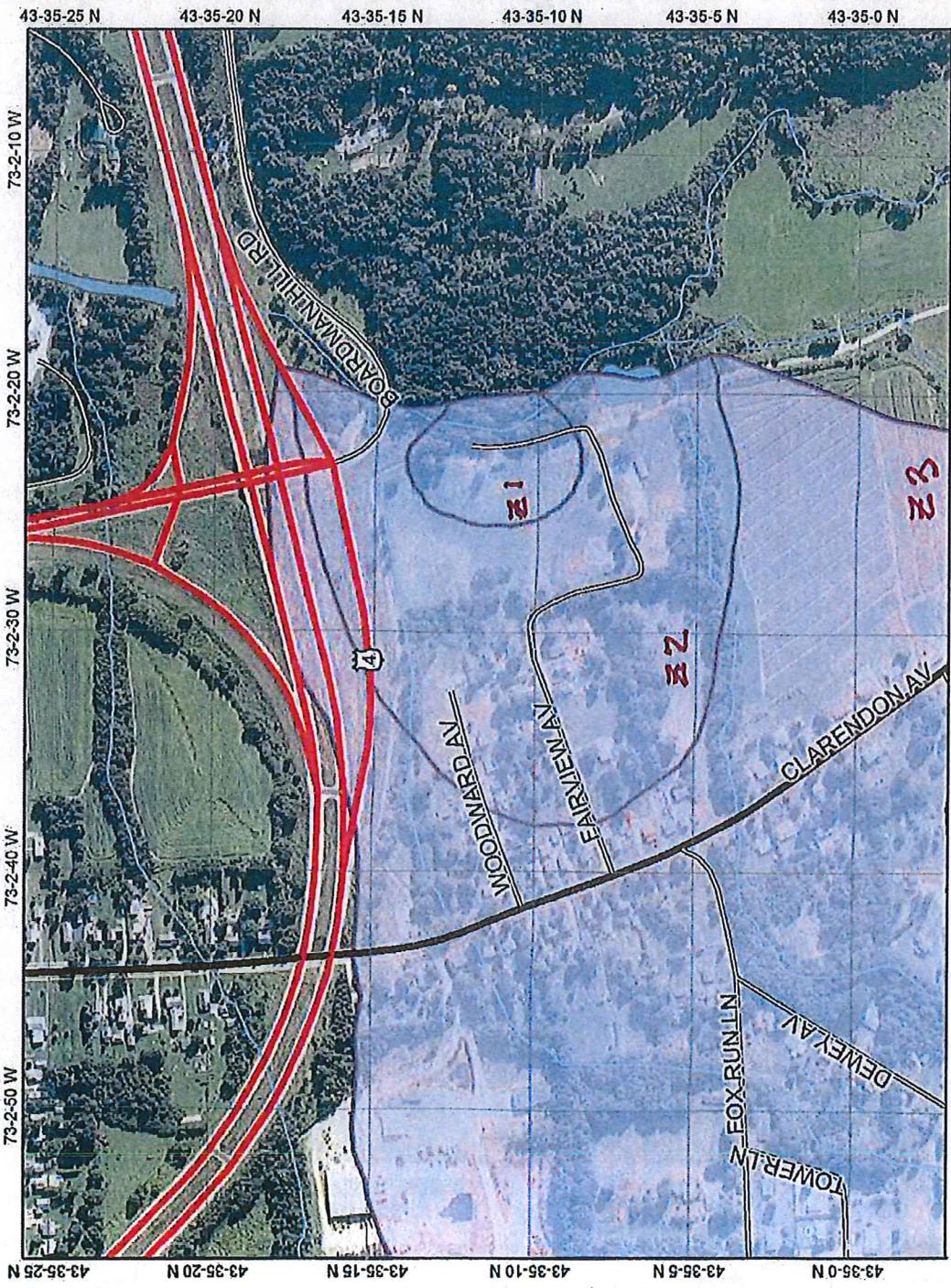
LOCATION MAP

DRAWN BY JWP	DATE JUN.-12
CHECKED BY JAS	PROJ. NO. 421565P
PROJ. ENG. JAS	DRAW. NO.



ANR Environmental Interest Locator
Vermont Agency of Natural Resources (ANR)

Ground Water SPA
West Rutland

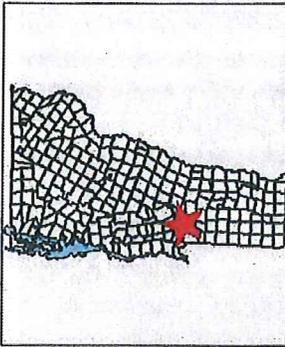


Map center: 456245, 120844



DISCLAIMER: This map is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. VCGI and the State of Vermont make no representations of any kind, including but not limited to the warranties of merchantability or fitness for a particular use, nor are any such warranties to be implied with respect to the data on this map.

URL: http://maps.vermont.gov/imf/sites/ANR_NATRES/viewer/jsp/launch.jsp



Legend

- US Highway
- Vermont State Highway
- Class One
- Legal Trail
- Emergency U-Turn Area
- Proposed Class Two
- Proposed Class Three
- Proposed Vermont State Highway
- Proposed US Highway
- Discontinued Interstate
- Class Three
- Class Four
- State/National Forest Highway
- Military Road (No Public Access)
- Private Road
- GroundWaterSPA
- Hydrography Lakes and Ponds (VHD 5k)
- Hydrography (VHD 5k)
- VT County Boundary
- VT Town Boundaries (No Fill)
- NADP Color Orthophotos 2009
- VT State Boundary (Fill)

VT State Plane Meters (NAD83)
Scale: 1:6,216

Transportation

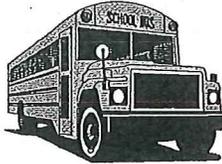
There are several types of vehicles that may use a school site. Each vehicle has its own dimensions and minimum turning radius. The following diagrams and charts are included for quick reference.



SEMI-TRAILER



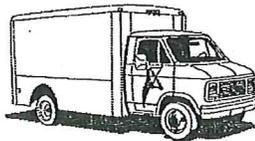
FIRE TRUCK



SCHOOL BUS



TRASH TRUCK



FREIGHT TRUCK



CARS

General Vehicle Information

Vehicle Type	Length (L)	Width (W)	Height (H)	Turning Radius (min)
Semi-Trailer	60'-0"	8'-0"	13'-6"	50'-0"
School Bus	39'-6"	8'-0"	8'-6"	45'-0"
Freight Truck	35'-0"	8'-0"	13'-6"	45'-0"
Fire Truck	32'-0"	8'-0"	9'-8"	48'-0"
Trash Truck	28'-2"	8'-0"	11'-0"	32'-0"
Large Car	18'-5"	6'-6"	4'-9"	23'-0"
Compact Car	14'-9"	5'-8"	4'-5"	21'-6"

ESTIMATE OF PROBABLE CONSTRUCTION COSTS FOR PARK IMPROVEMENTS

ITEM	UNIT	UNIT PRICE
Demolition/Removal		
Clearing & Grubbing	AC	\$4,000
Removal of existing park road and parking lot	SY	\$2
Site Work		
Earthwork	CY	\$5-7
Asphalt paving (park road and parking lots)	SY	\$28
Concrete Pavement (sidewalks)	SY	\$45
Timber Guide Rail	LF	\$65
Informational Sign/Kiosk	EA	\$3,000
Entrance Signage	EA	\$2,000
Information Sign (Park Rules, Hours, etc)	EA	\$1,000
Recreational Facilities		
Tennis court (incl. fencing equipment)	LS	\$25,000
Sand Volleyball Court (incl. sand, net, posts)	LS	\$15,000
Horseshoe courts	EA	\$3,000
Crushed Aggregate Walking Trail	SY	\$14
Benches: 1 every 500' along trail	EA	\$800
Spectator Bleachers (5 rows @20' length)	EA	\$3,000
Trash Receptacles	EA	\$300
Player Benches	EA	\$1,000
Soccer Goals	EA	\$1,750
Bike Racks	EA	\$800
Basketball Court (incl. Paving, Fence, Hoops, Supports)	LS	\$22,000
Tennis/Basketball Court Items		
Bituminouse Paving	SY	\$20
10' Chain Link Fence	LF	\$35
5' Wide Chain Link Fence	LF	\$975
Tennis Net Posts	EA	\$1,000
Basketball Posts and Goals	EA	\$2,250
Bituminous Color Coating	SY	\$10
Playground		
4-Bay Swing Set	LS	\$6,100
Themed Modular Play Structure (ages 2-12)	LS	\$25000-\$40000
Shredded Bark Mulch Safety Surface	CY	\$40
Geotextile Fabric	SF	\$0.25
Aggregate Base	TN	\$26
Plastic Edger	LF	\$18
Protective Surface Mats	EA	\$400
Underdrain for Safety Surface	LF	\$10
4' Ht Chain Link Perimeter Fence	LF	\$23

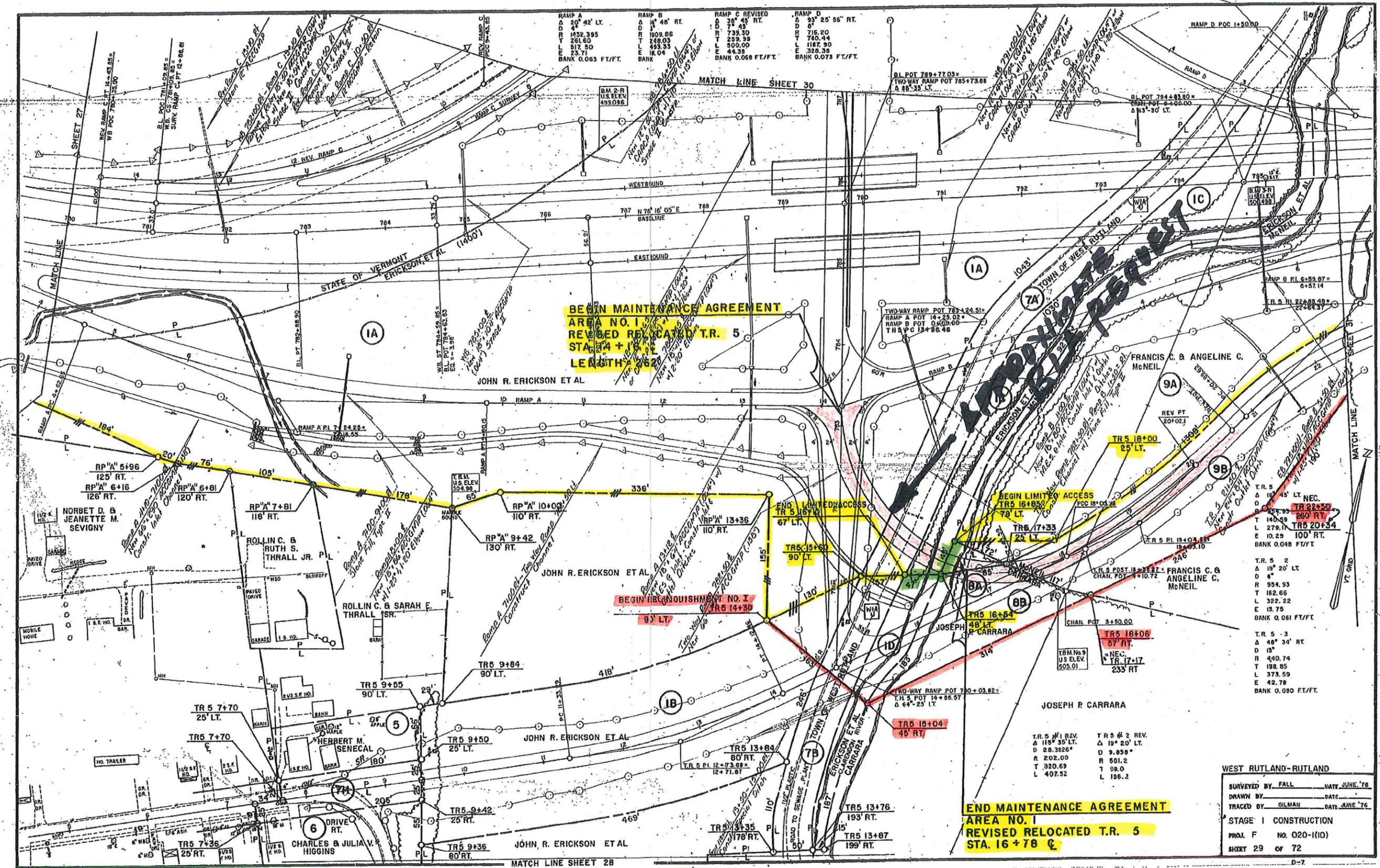
10' Wide Chain Link Gate	EA	\$2,000
Concrete Walkways	SY	\$45
Benches	EA	\$1,000
Trash Receptacles	EA	\$200
Shelter with tables	LS	\$15,000
Ballfield Perimeter Infield Drain Installation	LF	\$10
Ballfield Infield Mix	TN	\$45
Scoreboard	LS	\$5,000
4' Chain Link Fence	LF	\$23
Players Benches	EA	\$800
Fine Grading	CY	\$5
Dogout Enclosures	EA	\$5,000
Earthwork	CY	\$7
Sod	MSF	\$400
Backstop	LF	\$30
6' Chain Link Fence	LF	\$30
5' Wide Chain Link Gate	EA	\$975
10' Wide Chain Link Gate	EA	\$2,000
Bituminous Walkway	SY	\$43
Stormwater Piping	LF	\$35
Backstop	EA	\$8,000
Landscaping		
Seeding Playfields	AC	\$1,200
Seeding Lawn	MSF	\$50
Seeding Native Grass/Herbaceous Plants	AC	\$1,500
Ornamental Flowering Tree	EA	\$300
Deciduous Shade Trees (2-1/2" Caliper)	EA	\$450
Small Shrubs	EA	\$60
Perennial Plantings	SF	\$2
Utilities		
Sanitary Sewer Line	LF	\$35
Electric Service	LF	\$10
Water Service	LF	\$20
Telephone Service	LF	\$10
Additional Costs as a percentage of Construction Cost		
Permits	3%	
Erosion and Sediment Control	4%	
Stake-Out	3%	
Mobilization	4%	
Bonds and Insurance	4%	
5% Contingency	5%	
5% Design Construction Document Preparation	5%	
Design, Construction Document Preparation	5%	

ATTACHMENT #4

HIGHWAY RIGHT-OF-WAY PLAN

AND

TOWN HIGHWAY MAP



BEGIN MAINTENANCE AGREEMENT
AREA NO. 1
REVISED RELOCATED T.R. 5
STA. 17+18
LENGTH 182'

BEGIN RELINQUISHMENT NO. 1

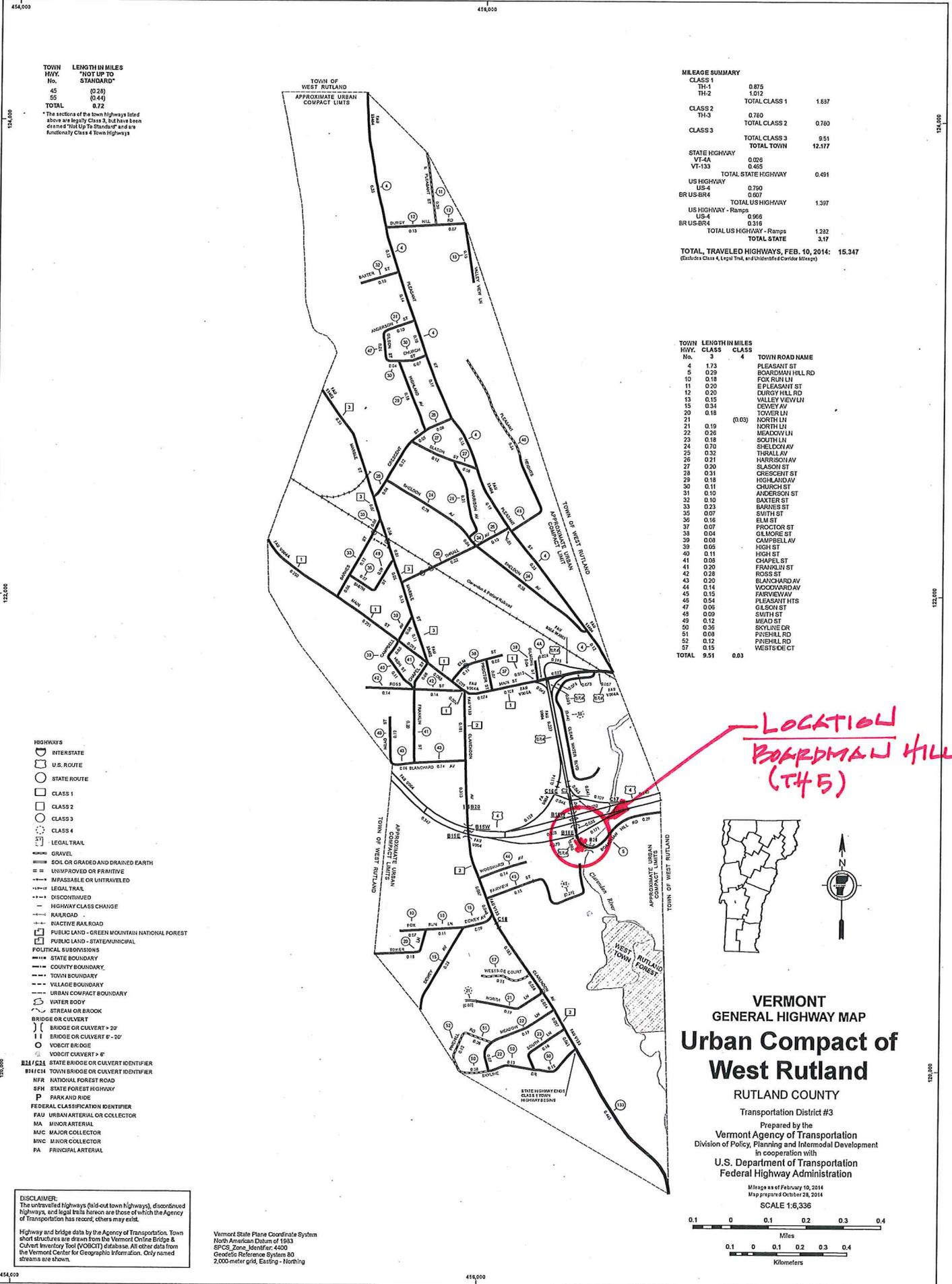
END MAINTENANCE AGREEMENT
AREA NO. 1
REVISED RELOCATED T.R. 5
STA. 16+78

RAMP A	RAMP B	RAMP C REVISED	RAMP D
Δ 20° 42' LT.	Δ 1° 48' RT.	Δ 31° 45' RT.	Δ 93° 25' 56" RT.
D 1452.395	D 1909.06	D 739.30	D 716.20
T 261.60	T 248.03	T 259.39	T 740.44
L 517.50	L 493.33	L 100.00	L 1187.90
E 23.71	E 18.04	E 44.38	E 320.36
BANK 0.063 FT/FT.	BANK	BANK 0.066 FT/FT.	BANK 0.073 FT/FT.

T.R. 5 #1 REV.	T.R. 5 #2 REV.
Δ 115° 35' LT.	Δ 19° 20' LT.
D 20.3826'	D 9.858'
R 202.00	R 501.2
T 320.69	T 199.0
L 407.52	L 186.2

WEST RUTLAND-RUTLAND
 SURVEYED BY FALL DATE JUNE '76
 DRAWN BY GILMAN DATE
 TRACED BY GILMAN DATE JUNE '76
 STAGE I CONSTRUCTION
 PROJ. F NO. 020-(110)
 SHEET 29 OF 72
 D-7

T.R. 5 1	T.R. 5 2	T.R. 5 3
Δ 16° 45' LT. NEC.	Δ 19° 20' LT.	Δ 40° 34' RT.
D 257.93	D 6'	D 13'
T 140.59	T 954.93	T 440.74
L 279.17	L 162.66	T 198.85
E 10.29	L 322.22	L 373.59
BANK 0.048 FT/FT	E 13.75	E 42.78
	BANK 0.061 FT/FT	BANK 0.080 FT/FT.



TOWN HWY. No.	LENGTH IN MILES "NOT UP TO STANDARD"
45	(0.28)
55	(0.44)
TOTAL	0.72

*The sections of the town highways listed above are legally Class 3, but have been changed "Not Up To Standard" and are functionally Class 4 Town Highways

MILEAGE SUMMARY

CLASS 1			
TH-1	0.875		
TH-2	1.012		
TOTAL CLASS 1	1.887		
CLASS 2	0.760		0.760
TOTAL CLASS 2	0.760		
CLASS 3	0.951		9.51
TOTAL CLASS 3	0.951		
TOTAL TOWN	12.177		
STATE HIGHWAY			
VT-4	0.026		
VT-133	0.465		
TOTAL STATE HIGHWAY	0.491		
US HIGHWAY			
US-4	0.750		
BR US-BR4	0.600		
TOTAL US HIGHWAY	1.350		
US HIGHWAY - Ramps			
US-4	0.866		
BR US-BR4	0.316		
TOTAL US HIGHWAY - Ramps	1.282		
TOTAL STATE	3.17		
TOTAL, TRAVELED HIGHWAYS, FEB. 10, 2014:	15.347		

(Excludes Class 4, Legal Trail, and Unimproved/Discontinued Mileage)

TOWN HWY. No.	LENGTH IN MILES CLASS 3	CLASS 4	TOWN ROAD NAME
4	1.73		PLEASANT ST
5	0.29		BOARDMAN HILL RD
10	0.18		FOX RUN LN
11	0.20		E PLEASANT ST
12	0.20		DURGY HILL RD
13	0.15		VALLEY VIEW LN
15	0.34		DEWEY AV
20	0.18		TOWER LN
21	0.19	(1.03)	NORTH LN
22	0.26		MEADOW LN
23	0.18		SOUTH LN
24	0.70		SHELDON AV
25	0.32		THRALL AV
26	0.21		HARRISON AV
27	0.20		SLASON ST
28	0.31		CRESCENT ST
29	0.18		HIGHLAND AV
30	0.11		CHURCH ST
31	0.10		ANDERSON ST
32	0.10		BAXTER ST
33	0.23		BARNES ST
35	0.07		SMITH ST
36	0.16		ELM ST
37	0.07		PROCTOR ST
38	0.04		GLIMORE ST
39	0.09		CAMPBELL AV
39	0.05		HIGH ST
40	0.11		HIGH ST
41	0.08		CHAPEL ST
41	0.20		FRANKLIN ST
42	0.28		ROSS ST
43	0.20		BLANCHARD AV
44	0.14		WOODWARD AV
45	0.15		FARVIEW AV
46	0.54		PLEASANT HTS
47	0.05		GLYSON ST
48	0.09		SMITH ST
49	0.12		MEAD ST
50	0.36		SKYLINE DR
51	0.68		PINEHILL RD
52	0.12		PINEHILL RD
57	0.15		WESTSIDE CT
TOTAL	9.51	0.63	

LOCATION BOARDMAN HILL RD (TH 5)



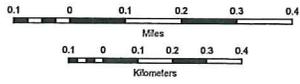
VERMONT GENERAL HIGHWAY MAP
Urban Compact of West Rutland

RUTLAND COUNTY

Transportation District #3

Prepared by the Vermont Agency of Transportation
 Division of Policy, Planning and Intermodal Development
 in cooperation with
 U.S. Department of Transportation
 Federal Highway Administration

Mileage as of February 10, 2014
 Map prepared October 28, 2014
SCALE 1:6,336



- HIGHWAYS**
- INTERSTATE
 - U.S. ROUTE
 - STATE ROUTE
 - CLASS 1
 - CLASS 2
 - CLASS 3
 - CLASS 4
 - LEGAL TRAIL
 - GRAVEL
 - SOIL OR GRADED AND DRAINED EARTH
 - UNIMPROVED OR PRIMITIVE
 - IMPASSIBLE OR UNTRAVELED
 - LEGAL TRAIL
 - DISCONTINUED
 - HIGHWAY CLASS CHANGE
 - RAILROAD
 - INACTIVE RAILROAD
 - PUBLIC LAND - GREEN MOUNTAIN NATIONAL FOREST
 - PUBLIC LAND - STATE/MUNICIPAL
 - POLITICAL SUBDIVISIONS
 - STATE BOUNDARY
 - COUNTY BOUNDARY
 - TOWN BOUNDARY
 - VILLAGE BOUNDARY
 - URBAN COMPACT BOUNDARY
 - WATER BODY
 - STREAM OR BROOK
 - BRIDGE OR CULVERT
 - BRIDGE OR CULVERT > 20'
 - BRIDGE OR CULVERT 6' - 20'
 - VOCBIT BRIDGE
 - VOCBIT CULVERT > 6'
- STATE BRIDGE OR CULVERT IDENTIFIER
■ TOWN BRIDGE OR CULVERT IDENTIFIER
NFR NATIONAL FOREST ROAD
SFH STATE FOREST HIGHWAY
P PARK AND RIDE
F FEDERAL CLASSIFICATION IDENTIFIER
FAU URBAN ARTERIAL OR COLLECTOR
MA MINOR ARTERIAL
MJC MAJOR COLLECTOR
MNC MINOR COLLECTOR
PA PRINCIPAL ARTERIAL

DISCLAIMER:
 The untraveled highways (sidewalk town highways), discontinued highways, and legal trails herein are those of which the Agency of Transportation has record; others may exist.
 Highway and bridge data by the Agency of Transportation. Town short structures are drawn from the Vermont Online Bridge & Culvert Inventory Tool (VOCBIT) database. All other data from the Vermont Center for Geographic Information. Only named streams are shown.

Vermont State Plane Coordinate System
 North American Datum of 1983
 SPCS_Zone_Identifier: 4000
 Geographic Reference System: 80
 2,000-meter grid, Easting - Northing