Bicycle and Pedestrian Supplemental Study

in the Town of

Cornwall, Vermont

prepared for

Addison County Regional Planning Commission
and the Town of Cornwall

Prepared by:

SUMMIT ENGINEERING, INC
Engineers • Surveyors • Planners • Landscape Architects
50 Joy Drive P.O. Box 2225
South Burlington, VT 05407-2225

August 6, 2007

INTRODUCTION

The purpose of this Supplemental Study is to further refine the preferred alternatives as outlined in the previous Bicycle and Pedestrian Planning and Feasibility Study conducted by ESPC, dated October 17, 2005 and revised April 18, 2006. The ESPC study looked at a number of alignments both on and off road along Route 125 and Route 30 connecting Cornwall to Middlebury. As a result of this study, the Town determined that Alternative A: *Route 30 Shared Use Shoulders* was the preferred alternative and should be investigated further. The Addison County Regional Planning Commission and the Town of Cornwall selected Summit Engineering, Inc. to conduct additional investigations along this section of Route 30 and to coordinate those investigations with the VTrans Paving Division. Currently, VTrans has programmed a paving project along Route 30 from the Middlebury to Whiting for a distance of approximately 12 miles. It was thought that coordination between the two projects would result in a more comprehensive roadway treatment and provide a more cost effective project.

FIELD INVESTIGATIONS

The entire alignment from the Middlebury College Multi-Use Path intersection with Route 30 to the Cornwall Town Hall, 2.96 miles was investigated and wheeled, (see attached map of project area and field notes). At every one hundred foot interval a cross section of the roadway was measured to determine the following: pavement width, marked lane widths, and width of unpaved shoulders. The intent with these investigations was to determine how a 3-11-11-3 roadway typical could fit into the existing roadway configuration. During the site investigation we also looked at what potential impacts might be involved if the roadway and roadbed were expanded.

RIGHT OF WAY

It is our understanding from the previous referenced study and from more recent information from the Town that the existing right of way limits are a minimum of 4 rod (66 feet) and possibly 5 rods (82.5 feet) wide in several areas along this section of Route 30. Assuming that the road is even somewhat centered in the right of way, there does not appear that there will be any impacts outside of the right of way, either permanent or temporary as a result of this project.

RESOURCE ISSUES

The natural and cultural resources were previously investigated for this alignment. The ESPC report mentioned potential drainage issues and culvert extensions that would need to be modified. During our site investigations we measured the culverts and their relationship to an expanded 3-11-11-3 typical and do not believe that they will need to be modified. Other resource issues such as wetland impacts that were previously outlined also do not appear to be impacted.

VIABILITY

We did not see any issues that would prove to be problematic in the development of this project either as a stand alone project or in coordination with the planned VTrans Paving Division project. In fact if this project could be coordinated with the VTrans Paving Division's project, it

could serve as a model for other communities to assist VTrans with alternative sources of funding and provide a more cost effective and comprehensive roadway treatment.

COST ESTIMATE

Utilizing the field measurements that were taken for the roadway cross sections, an average end area method was utilized to assist in determining approximate quantities for expanding the roadway shoulders only. It should be noted that by reconfiguring the roadway typical to a 3-11-11-3 typical, the vast majority of the roadway shoulders only need to be expanded by 1.5 feet on either side of the road.

This estimate assumes that expanding the roadway shoulders would be a stand alone project, independent of the VTrans Paving Division project.

Item no.	Description	Unit	Qty.	Price	Total
406.25	Bituminous Concrete pvmt.	ton	1045	90.89	94,980.05
301.26	Subbase crushed gravel	cy	948	30.12	28,553.76
626.20	4" white line	lf	31,328	.21	6,578.88
			Subtotal construction cost		130,112.69
Engineering (20% of construction costs)					26,022.54
Municipal Project Management (10% of construction and engineering)					15,613.52
Construction Inspection (10% of construction costs)					13,011.27
Contingency (10% of construction costs)					13,011.27
Project Total					$197,771.29

EVALUATION MATRIX
Cornwall Bicycle and Pedestrian Supplemental Study

The following evaluation matrix contains a list of potential issues and concerns with all possible affected parties who may have a concern with a proposed alignment. A [No] in a space indicates that there are no apparent concerns, impacts or permits required, and a [Yes] indicates that there is a concern associated with the alternative, or a permit may be required. Cost estimates are conceptual and intended for planning purposes only. Cultural and Natural resource issues are based on the 2005 ESPC study.

The alignment begins at the intersection of the Middlebury College multi-use path and VT 30 and extends 15,664 l.f. along Vt 30 to the Cornwall Town Hall. This project extends the existing paved shoulders along VT 30 to maintain a 3-11-11-3 typical roadway section.		Potential Impacts
COSTS	TOTAL (approximately)	$197,771.29
IMPACTS	Agricultural Lands	No
	Archaeological	No
	Historic, Structural and Sites	No
	Hazardous Materials	No
	Threat & Endanger Species	No
	Public Lands	No
	LWCF – Section 6(f)	No
	Noise	No Change
	Floodplain	No
	Fish & Wildlife	No
	Wetlands	No
LOCAL & REGIONAL ISSUES	Concerns	Improves Safety
	Community Character	Improved
	Economic Impacts	No
	Conf. To Regional Plan	Yes
	Satisfies Purpose & Need	Yes
PERMITS	Act 250	No
	401 Water Quality	No
	404 COE Permit	No
	Stream Alteration	No
	Conditional Use Deter.	No
	Stormwater Discharge	Possible
	Lakes & Ponds	No
	T & E Species	No
	SHPO	No
OTHER	NEPA – Categorical Excl.	Yes
	Utility relocation	No
	Land Acquisition	No

Cost estimates include: Engineering, Municipal Project Management, and Construction Inspection costs as outlined in the *Report on Shared-Use and Sidewalk Unit Costs,* dated February 10, 2006 by the VTrans Bicycle and Pedestrian Program, Local Transportation Facilities section of the Project Development Division.