

West Street Sidewalk Improvement Scoping Study

Bristol, VT
STP BP24(23)

PREPARED FOR

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1

Introduction

The West Street Sidewalk Improvement Scoping Study identifies and evaluates alternatives to improve mobility, safety, and comfort for pedestrians along a quarter-mile corridor of West Street (VT Route 116) in the Town of Bristol, Vermont. This study identifies options to close gaps in the existing sidewalk and improve pedestrian connectivity between the village center and destinations to the east. The recommendations made in this report are based on compliance with local and regional planning efforts, alignment with the established purpose and needs of the project, impacts to natural and cultural resources, and conceptual cost estimates for implementation of each alternative.

1.1 Project Overview

The Town of Bristol, with assistance from the Vermont Agency of Transportation (VTrans) Municipal Assistance Section (MAS), sought to identify and evaluate opportunities to improve pedestrian connectivity and access between destinations in and around the village center. As a main road through the village with multiple important destinations, pedestrian access is critical on West Street. However, there is inconsistent sidewalk with several gaps and deteriorated sections. The study area, bounded by Village Creeme Stand to the west and North Street / South Street to the east was scoped for additional and replacement sidewalk to address these issues.

The destinations along the south side of West Street include Holley Hall, home to Town offices and event space, Champlain Farms gas station and convenience store, the Post Office, Community Bank, and the Howden Hall community center and museum to the east. At the west end of the study area, the Village Creeme Stand is a significant destination currently not connected to the sidewalk network. The study also investigated improving the north-south pedestrian crossing at Maple Street to improve visibility. The full study area is shown in Figure 1.

Figure 1 Study Area



1.2 Project Team

The Project Team included consultants and Town staff. This work was supervised by the Selectboard, who hosted each public meeting.

1.3 Purpose and Needs

The following Purpose and Needs Statement was developed by the project team with input from the public to guide the scoping process.

1.3.1 Project Purpose

The purpose of this scoping study is to identify alternatives for a continuous, ADA-compliant sidewalk between Holley Hall and the Village Creeme Stand that enhances pedestrian safety, accessibility, and connectivity within the downtown area.

1.3.2 Project Needs

The project was driven by deficiencies identified in the existing pedestrian infrastructure, including:

- › Gaps in existing sidewalk
- › Inaccessible and substandard segments of existing sidewalk
- › Misaligned segments of existing sidewalk leading angled jogs across driveways
- › Inadequate separation between roadway and sidewalk
- › Crosswalks with limited visibility and lacking a pedestrian landing on each side

2

Existing Conditions

The study began with a detailed review of existing conditions. This assessment included a review of natural, cultural, and historic resources in the area, as well as existing physical characteristics, aboveground utilities, and transportation infrastructure. Historic crash data in the study area and previous planning and design efforts completed in the region were also reviewed. This information shaped the opportunities and constraints for design alternatives.

2.1 Project Area Description

The study area focuses on the south side of the West Street corridor from the intersection with North Street / South Street / Main Street to the Village Creeme Stand. The study area is approximately a quarter of a mile long.

2.2 System Characteristics

In the study area, West Street is a Minor Arterial, Functional Class 4 roadway. Functional classifications define the role of roadway segments in the broader transportation network; Minor Arterial roadways are designed to interconnect higher Arterials (Interstates and US Routes) and provide intra-community continuity. The 2024 Annual Average Daily Traffic (AADT) was approximately 4,500 vehicles per day. The speed limit in the study area is 30 miles per hour.

The roadway includes two travel lanes, each approximately 11 feet wide with variable shoulder widths between two and eight feet. There is no official street parking in the western half of the study area, though some residential buildings use the space between the sidewalk and roadway in the Town right-of-way (ROW) as additional parking space. In the eastern half of the study area, there is street parking available intermittently on both sides of the roadway.

2.2.1 Existing Pedestrian and Bicyclist Infrastructure

Within the study area, there is currently continuous sidewalk on the north side of West Street and intermittent sidewalk on the south side of the street, as shown in Figure 1. There are three pedestrian crosswalks over West Street within the corridor: a signalized crossing at the intersection with Main Street, an unsignalized midblock crossing just west of the intersection with School Street, and an unsignalized crossing on the east leg of the intersection with Maple Street. The crosswalk at Maple Street connects to the existing sidewalk at its north end, but has no pedestrian landing or sidewalk present at its south end. There are no marked bike lanes or shared lanes in the study area.

In addition to the gaps in the sidewalk network on either end of the corridor, several other deficiencies in the existing sidewalk were identified. These included areas of damage or deterioration, misaligned jogs between driveways, curbed sidewalks without ramps, and substandard width. Examples of these deficiencies are shown in the photos below.



Photo 1 Gap in Sidewalk at Champlain Farms



Photo 2 Deteriorated Concrete and Substandard (Four-Foot) Width



Photo 3 Damaged Concrete



Photo 4 *Inaccessible Grade Separation*



Photo 5 *Misaligned Sidewalk Jogs*



Photo 6 Crosswalk without Landing

2.3 Safety Assessment

A review of reported crashes in the study area between August of 2020 and July of 2025 was conducted. During this time, there were 12 reported crashes on West Street; none were fatal, and only one reported injury. None of the reported crashes involved bicyclists or pedestrians. All but one of the collisions occurred during the day, and none involved an impaired driver. The mapped crashes, including those on private property or adjacent streets, are shown in Figure 2 on the following page.

The majority of the crashes occurred at intersections with side streets or driveways. Rear ends were the most commonly reported collision direction (four), with one head-on, one sideswipe, and one broadside collision also reported. The remaining five collision reports did not list a direction.

2.4 Utilities

Existing utility infrastructure within the study area was mapped to provide an understanding of how the alternatives being developed might interact with or impact them. Figure 3 shows the locations of Green Mountain Power (GMP) utility poles, which are mostly present in the western half of the study area, making them a consideration for the location of new sidewalk. Figure 4 shows stormwater infrastructure in the study area, which includes several catch basins also within the potential path of new sidewalk connections.

Figure 2 Study Area Crash History



Background imagery collected in 2024 (VTrans)

Right of Way Lines (VTrans)	Roads (VTrans)	2023 AADT (VTrans)	5 Year Crash History (VTrans)
— Town ROW (MRT)	— Town Highway Class 1	— 1587	● VRU Crashes 8/1/2020-8/1/2025
	— Town Highway Class 2	— 1588 - 2513	● All Crashes 8/1/2020-8/1/2025
	— Town Highway Class 3	— 2514 - 4862	
			Boundaries
			 Parcel Boundary (VCGI)

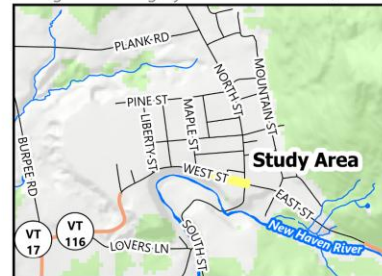
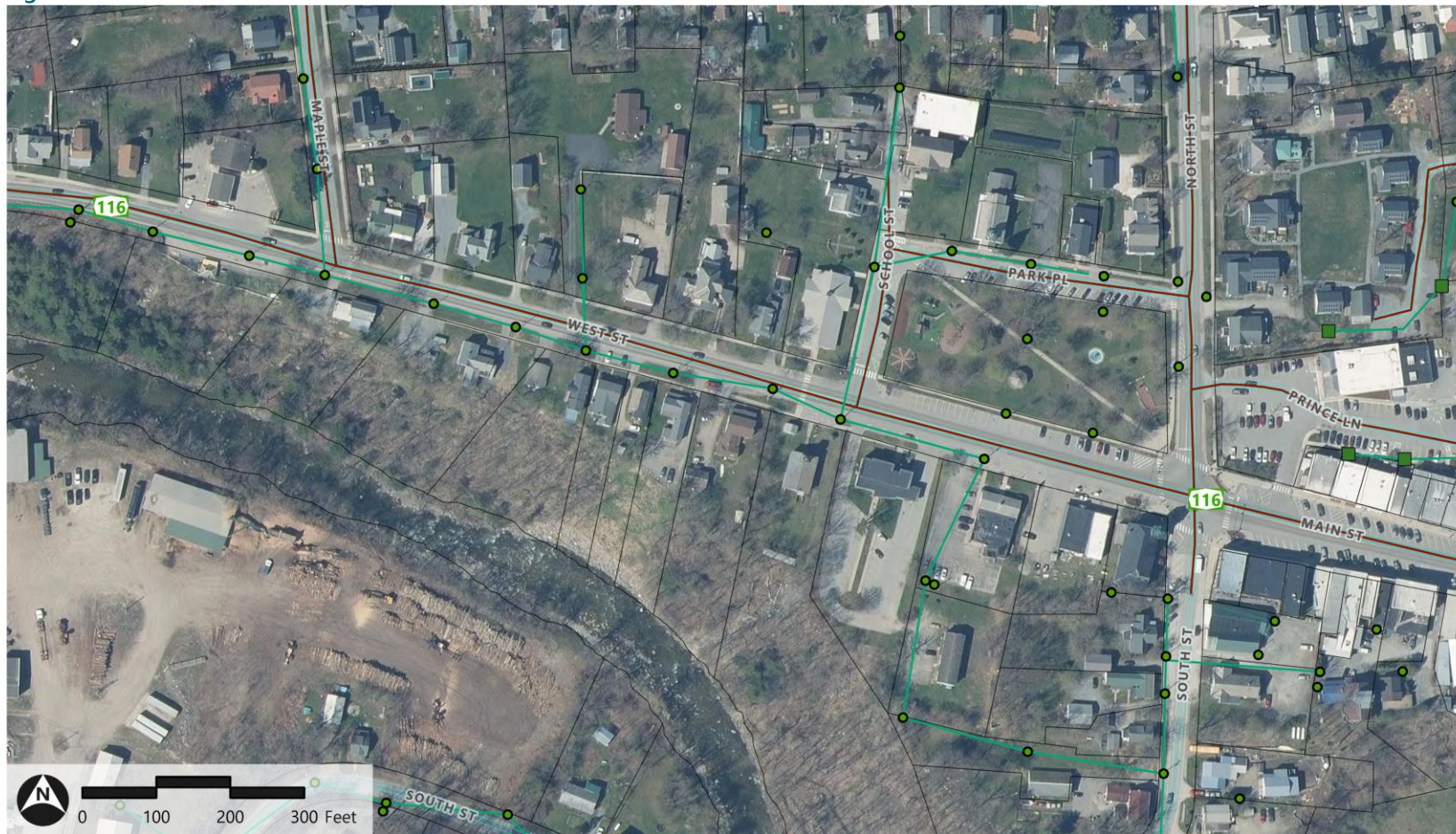


Figure 3 Electric Utilities and Telecommunications



Background imagery collected in 2024 (VTrans)

- | | |
|--|---|
| Electric Utility Infrastructure (PSD) | Telecommunication Infrastructure (PSD) |
| — GMP Distribution Line | — Fiber Routes 2022 |
| ■ GMP Underground Structures | — Cable Routes 2022 |
| ● GMP Utility Poles | |
| | Boundaries |
| | □ Parcel Boundary (VCGI) |

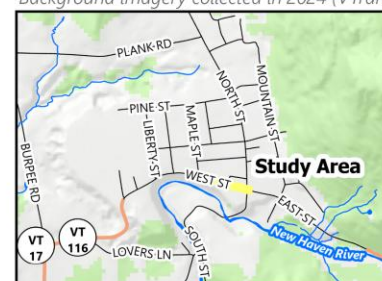
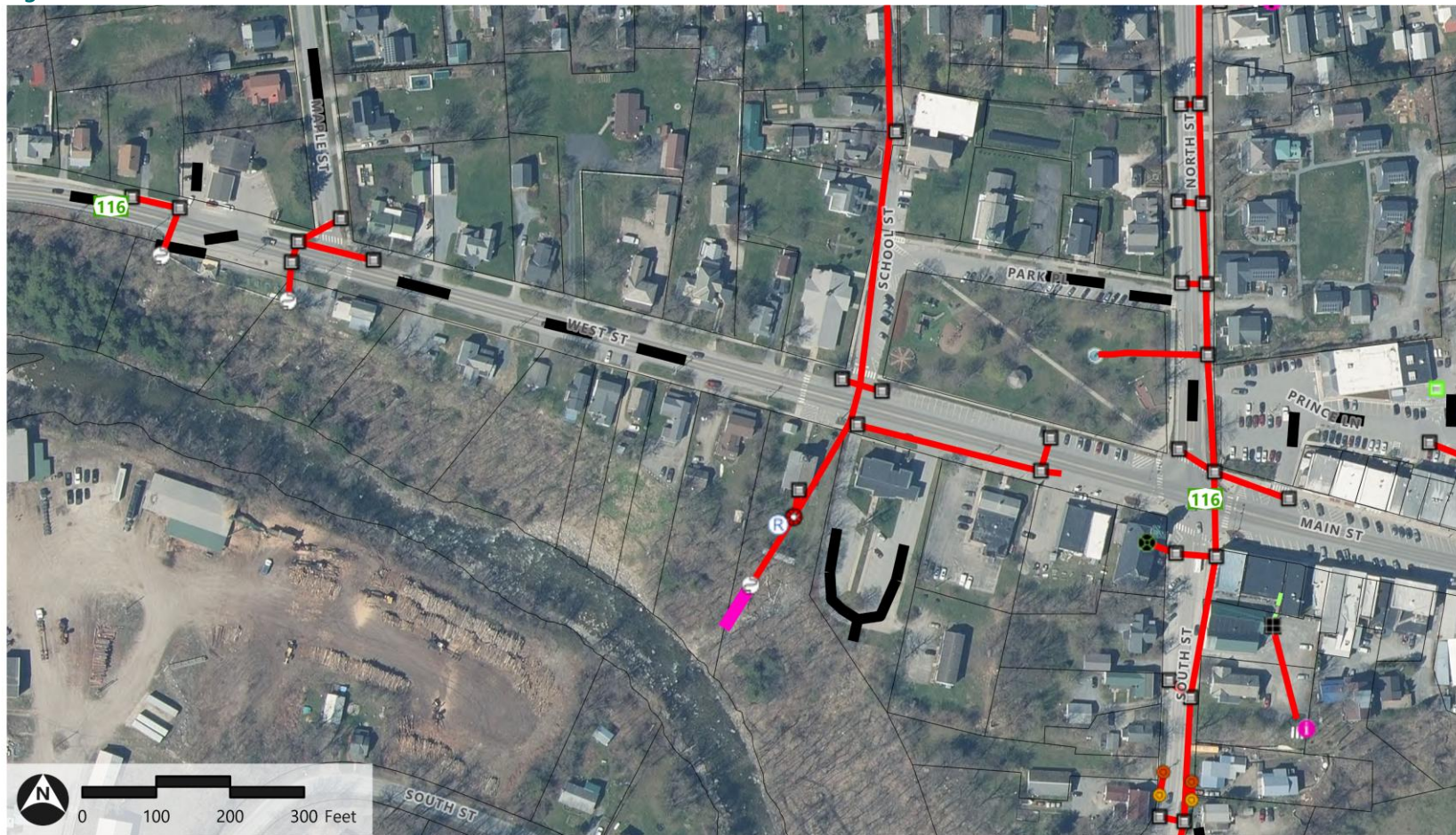


Figure 4 Water Utilities



Background imagery collected in 2024 (VTrans)

Water Infrastructure Point (ANR)

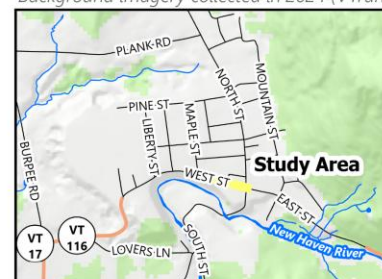
- Catchbasin
- Culvert inlet
- Culvert outlet
- Outfall
- Stormwater manhole
- Drop inlet
- Yard drain
- Information point
- Retrofit
- Dry well
- Unknown point

Water Infrastructure Line (ANR)

- Stormwater pipe
- Swale
- Overland flow
- Roof drain

Boundaries

- Parcel Boundary (VCGI)



2.5 Natural Resources Assessment

VHB conducted a desktop review of natural and cultural resources in the study area. The findings of this review have been summarized by resource type below, and additional mapping of Existing conditions is available in Appendix A.

Table 1 Natural Resource Summary

<u>Act 250</u>	There are no Act 250 permits within the study area.
<u>Agricultural Soils</u>	There are primary agricultural soils present throughout study area, as identified by the Soil Survey Geographic Database.
<u>Archaeological</u>	The study area is devoid of archaeological sensitivity or significance (see Section 2.7 for more detail).
<u>Historic Resources</u>	There are 16 properties recommended for consideration as eligible for listing in the National Register of Historic Places based on age (see Section 2.6 for more detail).
<u>Public Lands</u>	There are two parcels of land owned by the Town within the project area: Holley Hall at 1 South Street, and the Bristol Town Green at 2 West Street.
<u>Rare, Threatened & Endangered Species</u>	The project area is within the range of three federally endangered bat species: the Indiana Bat, Northern Long-Eared Bat, and Tricolored Bat.
<u>Wetlands</u>	There are no designated wetlands within the project area.
<u>Surface Waters</u>	There is one issued stormwater permit (Permit Number 8147-9040.AR) within the study area issued to the Town of Bristol as authorization to discharge stormwater from municipal roads.
<u>Significant Natural Communities</u>	There are no significant natural communities within the study area.
<u>Floodplains and River Corridors</u>	The study area is adjacent to, but does not overlap with, the New Haven River corridor. There are no floodplains or flood hazard areas within the study area.
<u>Hazardous Sites</u>	The Bristol Village Mobil at 42 West Street (Site No. 951886), now an Irving gas station, was designated as a hazardous site in 1997. Its current priority level is "SMAC – Site Management Activities Completed" as of 2018. The Champlain Farms Texaco at 3 West Street (Site No. 982339), now a Sunoco gas station, was designated as a hazardous site in 1998. Its current priority level is "SMAC – Site Management Activities Completed" as of 2007. The site is currently designated as a hazardous waste generator.
<u>6(f) Properties</u>	The study area contains no 6(f) properties (public recreation areas secured by the Land and Water Conservation Fund (LWCF)).
<u>Street Trees and Landscape</u>	A street tree inventory was not conducted. There are multiple mature street trees within the potential area of impact of new sidewalks; potential impacts from each alternative are discussed in Alternatives Analysis.

2.6 Historic Resources Assessment

VHB prepared a Historic Resources Assessment (HRA) to identify and provide an initial review of historic resources within the study area. The HRA attached in Appendix B will be submitted to the VTrans Historic Preservation Officer as the first step in identifying resources protected under Section 106 of the National Historic Preservation Act (“Section 106”) and Section 4(f) of the Department of Transportation Act [“Section 4(f)”]. The team conducted a desktop survey and a subsequent selective field survey using Vermont-specific statewide resources, historic maps, images, aerial photographs, and fieldwork to identify potential historic resources within the study area, provide details on the properties, detail additional information for future evaluations, and summarize the findings on the properties.

West Street is first identified with its current name in an 1871 map of Bristol, and the residences along this corridor date back to the early to mid-19th century. The Bristol Village Historic District (BVHD) is listed in the State Register of Historic Places and eligible for listing in the National Register of Historic Places. One property is located in the National Register listed Bristol Downtown Historic District (BDHD). Of the 23 properties in the Study Area (22 on West Street and one on South Street), 16 are listed in or recommended for listing as contributing resources in the BVHD and one is included in the BDHD. Four properties in the Study Area are recommended as ineligible for listing in the historic districts due to their age (less than 50 years old) or loss of integrity due to alterations.

These 17 properties and their historic features should be taken into consideration during ongoing project planning efforts. Concerns for future sidewalk planning efforts include tree removal from West Street, how a proposed sidewalk interfaces with an existing walkway to a historic property, and permanent easements that will be required. The HRA recommends early consultation with the VTrans Historic Preservation Officer. VHB anticipates no adverse effects from improved pedestrian infrastructure. The comprehensive HRA is available in Appendix B.

2.7 Archaeological Resources Assessment

The Archaeological Resources Assessment (ARA) was conducted in accordance with the Vermont Division for Historic Preservation (VDHP) (2017) Guidelines for Conducting Archaeology in Vermont to evaluate the 0.26-mile stretch of West Street. The ARA consulted VAI site records, previous archaeological studies on the VDHP Online Resource Center, historic documents, and a field inspection to identify previous archaeological studies or sites within the study area and inform archaeological sensitivity areas affected by potential project efforts. There were six previously recorded archeological sites within one kilometer of the study area, five of which with resources that constitute pre-Contact archeological sites and previous indigenous occupations.

The ARA concluded that areas of archaeological sensitivity are absent from the proposed project area. Soil core samples from the field visit determined extensive disturbance throughout the roadside of the study area and concluded there is no likelihood for intact or buried archeological deposits. The ARA also documented that the proposed ground disturbance for potential project activity will not have any known impact on previously undiscovered archaeological sites of significance. No further archaeological investigation is recommended within the study area; however, if the project expands outside of its current study area examined in the report, further investigations will be required. The complete ARA can be found in Appendix C.

2.8 Previous Plans and Studies

Previous planning documents and projects completed in the area were reviewed to provide an understanding of current regional goals.

2.8.1 Bristol Town Plan (2020)

Bristol's Town Plan emphasizes the Town's commitment to a walkable Town and Village Center: "A walkable, bikeable village improves the quality of life for those who do not or choose not to use a motorized vehicle.... Creating safe and easy ways for people to cycle or walk to their destinations is a goal of Bristol's transportation plan." The Plan also provides guidance for the future design of pedestrian facilities:

"In the planning and design for new or upgraded sidewalks, it is recommended that the width, where possible, be five feet and accessible for all users. Allocating roadside space for trees and landscaping helps improve the aesthetics of the streetscape, provides a buffer between the roadway and sidewalk, improving pedestrian comfort.... Safety on our town roads, highways, sidewalks and paths is the number one priority for Bristol. The town's transportation system should be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities."

2.8.2 Airport Drive Sidewalk Scoping Study (2022)

Airport Drive, which intersects with VT 116 approximately 0.4 miles west of the Village Creeme Stand, was the subject of a 2022 scoping study to assess options for new sidewalk between existing sidewalk on VT 116 and at the recreation fields 0.2 miles north. The preferred alternative was a five-foot-wide concrete sidewalk with a grass strip on the east side of the road.

3

Public Outreach

The West Street Sidewalk Improvement Scoping Study involved the public in a total of three meetings: a Local Concerns Meeting, a Draft Alternatives Presentation, and a final Recommended Preferred Alternatives Presentation. Meetings were held in a hybrid format to solicit input and feedback from the public as the team identified opportunities for safer, more accessible, and connective pedestrian infrastructure within the village center. This chapter summarizes the public outreach process and outcomes from the three public meetings in this project.

3.1 Public Meetings #1 (Local Concerns Meeting)

A Local Concerns Meeting was held virtually on September 22, 2025, in conjunction with a Town Selectboard meeting, to solicit public input at the onset of the scoping process. At the Local Concerns Meeting, the public discussed concerns with street parking, pedestrian jaywalking, and sidewalk maintenance. Meeting attendees generally focused their concerns on two areas along the West Street corridor in Bristol:

- › **West Street at the Champlain Farms Store**
 - This segment of West Street lacks a defined sidewalk for pedestrians and access management for motorists to enter and exit the gas station and convenience store space.
 - Community members voiced concerns about pedestrian safety at this location and suggested moving the roadway centerline to accommodate additional space for a wider, more visible sidewalk. In the current condition with no sidewalk, people cross directly in front of the store through the parking lot/gas pump area.
- › **West Street at Maple Street**
 - The intersection of West Street and Maple Street has a crosswalk leg connecting pedestrians from the sidewalk on the east side of Maple Street to the opposite side of West Street, where there is no pedestrian landing or sidewalk.

- Visibility at the northern end of this sidewalk is limited due to a large tree, and there was a desire to see options for relocating the crosswalk.

3.2 Public Meeting #2 (Draft Alternatives Presentation)

The project team held an in-person Draft Alternatives Presentation meeting on December 8, 2025, at Holley Hall. This meeting was once again in conjunction with a Town Selectboard meeting, to present three alternatives for the public's consideration. The alternatives were displayed on physical boards for community to interact with. The three alternatives proposed featured a scale of pedestrian improvements ranging from new connections only through existing gaps to widening and straightening sidewalk along the entire study corridor in addition to connections treatments.

- › Alternative A – Close Gaps
- › Alternative B – Full Replacement
- › Alternative C – Replace and Reroute

Additional discussion and depictions of the alternatives are present in Alternatives Analysis.

Attendees discussed the potential benefits and challenges of the sidewalk alignments presented in front of Champlain Farms. Alternatives A and B would route the sidewalk behind the pumps and in front of the store. Keeping the sidewalk within Town ROW (the raised crosswalk concept depicted in Alternative C) was seen as a significant benefit, but there were concerns that it may make it more difficult or inconvenient for drivers to access the gas pumps.

Community members also expressed concerns about eastbound traffic on West Street frequently backing up at the Main Street intersection, making it challenging to utilize the existing street parking.

3.3 Public Meeting #3 (Recommended Preferred Alternative Presentation)

The recommended preferred alternative will be presented to the Bristol Selectboard for endorsement on March 24, 2026.

Complete meeting materials for the three public meetings, including presentation slides and meeting minutes, are included in Appendix D.

4

Alternatives Analysis

After considering the existing conditions assessment and input received during the Local Concerns Meeting, three conceptual alternatives were developed to address the identified purpose and needs of the project. Each alternative creates a continuous sidewalk along the south side of West St and improves pedestrian mobility and safety in the study area. The alternatives were evaluated based on factors including environmental impacts, ROW impacts, permitting needs, alignment with the Purpose and Needs Statement, and cost estimates.

4.1 Alternatives Development

Three alternatives were developed reflecting different design choices that meet the purpose and needs. Each alternative closes gaps in existing sidewalk, replaces deteriorated sidewalk, and addresses visibility concerns at the Maple Street crosswalk.

The study corridor can be broken into three zones with distinct challenges these alternatives seek to address. At the western end of the study corridor, the main challenges are an existing sidewalk stopping short of Village Creeme Stand and the visibility-challenged crosswalk at Maple St. In the midsection of the study corridor, the main issue is existing sidewalk with below standard width of four feet and a zig-zagging alignment. Finally, the eastern end of the corridor has a gap in the sidewalk between Community Bank and Holley Hall.

Table 2 below shows how the three alternatives address each zone:

Table 2 Alternatives Design Overview

	Alternative A	Alternative B	Alternative C
Western End	Move Maple St crosswalk to west side	Tighten curb radius to shorten crossing	Move Maple St crosswalk to west side
Middle	Replace deteriorated sidewalk	Full replacement with 5' sidewalk	Full replacement along new, straighter path

Eastern End	New sidewalk in front of Champlain Farms	New sidewalk in front of Champlain Farms	Rebuild curb line and add sidewalk in front of Champlain Farms
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In all three alternatives, the existing sidewalk along the northern side of West Street will be retained as-is; this sidewalk is contiguous and generally in good condition.

4.2 Alternative A (Close Gaps)

Alternative A represents a “minimal build” approach, prioritizing cost savings while still meeting the purpose and needs of the project. Existing sidewalk in poor condition would be replaced, and new five-foot-wide sidewalk would be installed in the gaps at the eastern and western ends of the study area.

At the western end of the corridor, Alternative A proposes relocating the crosswalk at Maple Street. The existing crosswalk on the east leg would be removed and a new crosswalk would be signed and striped across the west leg. This would include new pedestrian landings and ramps connecting to existing sidewalk on the north side of West Street and to the new sidewalk on the south side. This relocation would provide improved visibility of pedestrians entering the crosswalk while preserving the large tree at the northwest corner of the intersection. The west curb cut for the U-shaped driveway at 39 West Street would be removed, keeping the other entrance as-is, to accommodate the new pedestrian landing and sidewalk.

The new sidewalk connection to the Village Creeme Stand would begin where the existing sidewalk ends at 35 West Street, with a slight jog to the north to avoid the paved parking lot. The new sidewalk would continue west, located south of the street trees and utility poles present along the southern side of West Street. After connecting with the ramp to the new crosswalk at Maple Street, the sidewalk would jog south until it meets the existing gravel footpath on the southern side of the Village Creeme Stand parking lot.

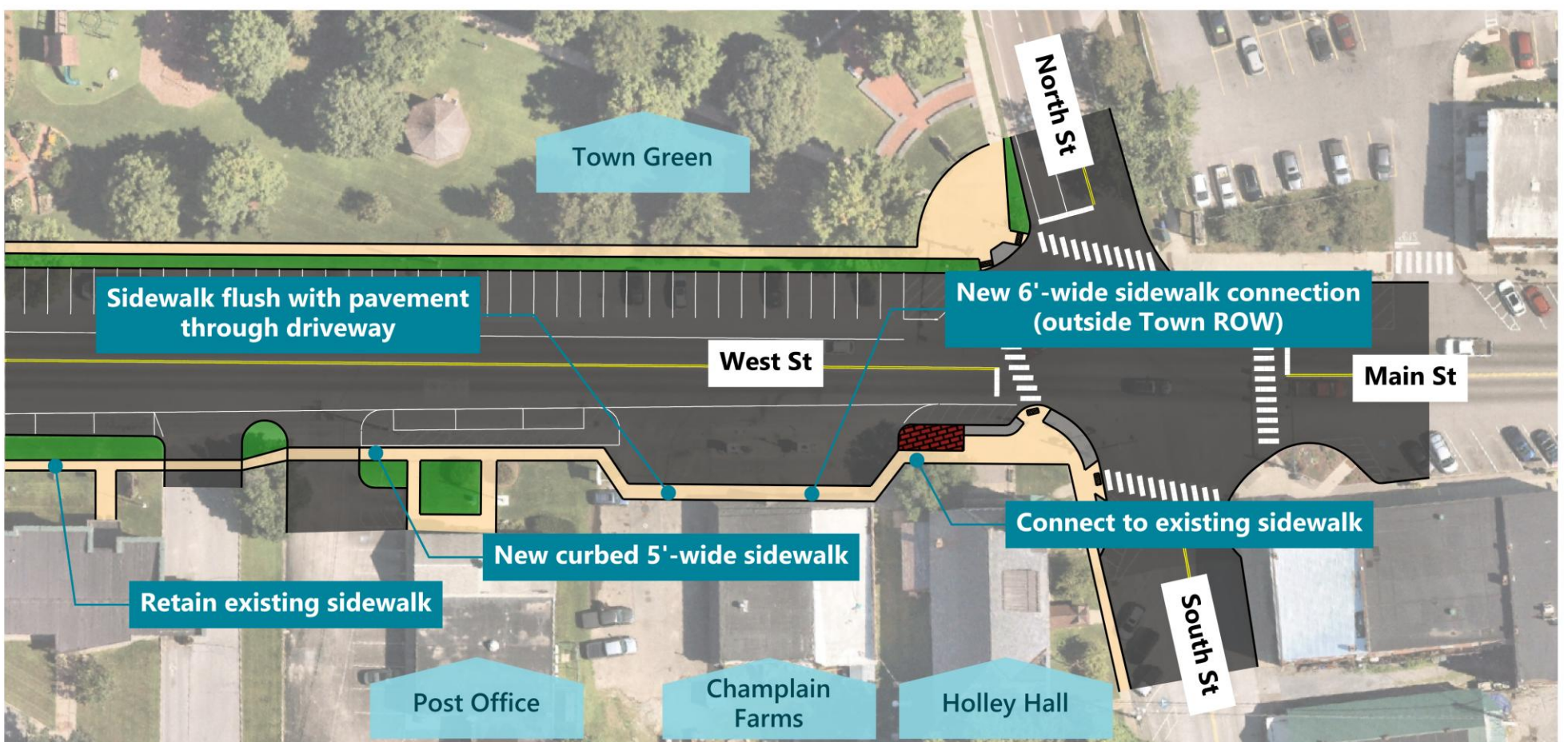
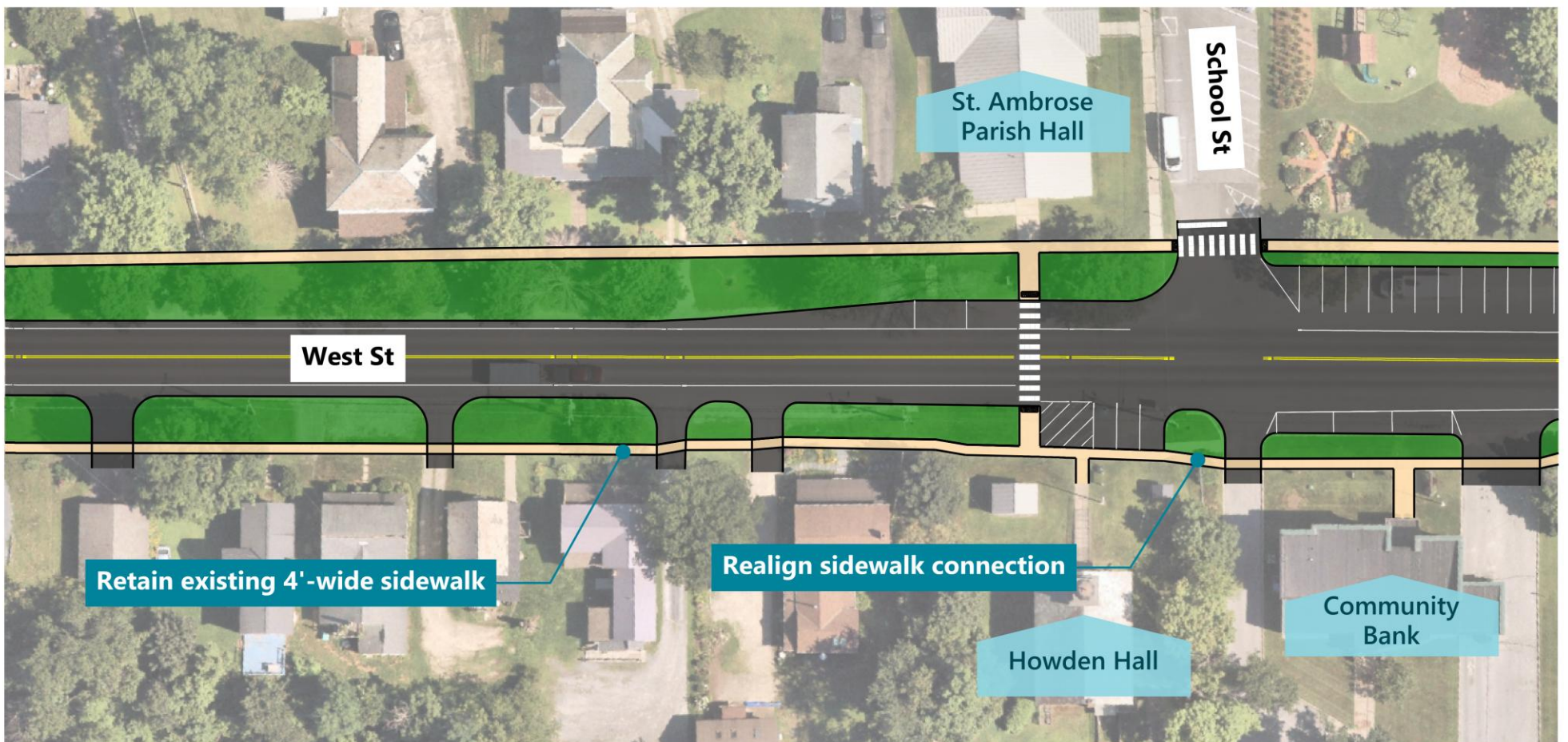
Through the midsection of the corridor, the existing four-foot-wide sidewalk would generally be retained. A small segment (approximately 25 feet long) in front of Howden Hall (19 West Street) would be removed and replaced to better align with the sidewalk in front of Community Bank at 15 West Street. Curb and sidewalk would be installed across the short grass strip separating the Community Bank driveway from the Post Office parking lot. Any segments of sidewalk with significant damage or deterioration would also be replaced.

At the east end of the corridor, Alternative A proposes a new five-foot-wide sidewalk beginning at the existing sidewalk in front of the Community Bank and continuing east. The existing sidewalk in front of the Post Office is flush with the pavement, leading to a vertical misalignment with the raised walkways leading into the Post Office. This segment of sidewalk would be replaced with a curbed sidewalk above the grade of the roadway pavement and flush with the Post Office walkways. At the eastern edge of the Post Office parcel, the sidewalk would jog south to avoid the gas pumps at Champlain Farms and run adjacent to the storefront. This segment of the sidewalk would be six feet wide to provide additional space around the building entrance. On the eastern side of the Champlain Farms parcel, the sidewalk would return to a five-foot width and jog back north to connect to the existing sidewalk in front of Holley Hall.

This alternative would require an easement to travel outside the Town ROW and through the Champlain Farms parcel. The benefits of this alignment include keeping pedestrians removed from West Street traffic and avoiding interference with traffic patterns around the gas pumps, reducing the potential for pedestrians and vehicle conflicts.

Alternative A is shown graphically in Figure 5.

Figure 5 Alternative A



4.3 Alternative B (Full Replacement)

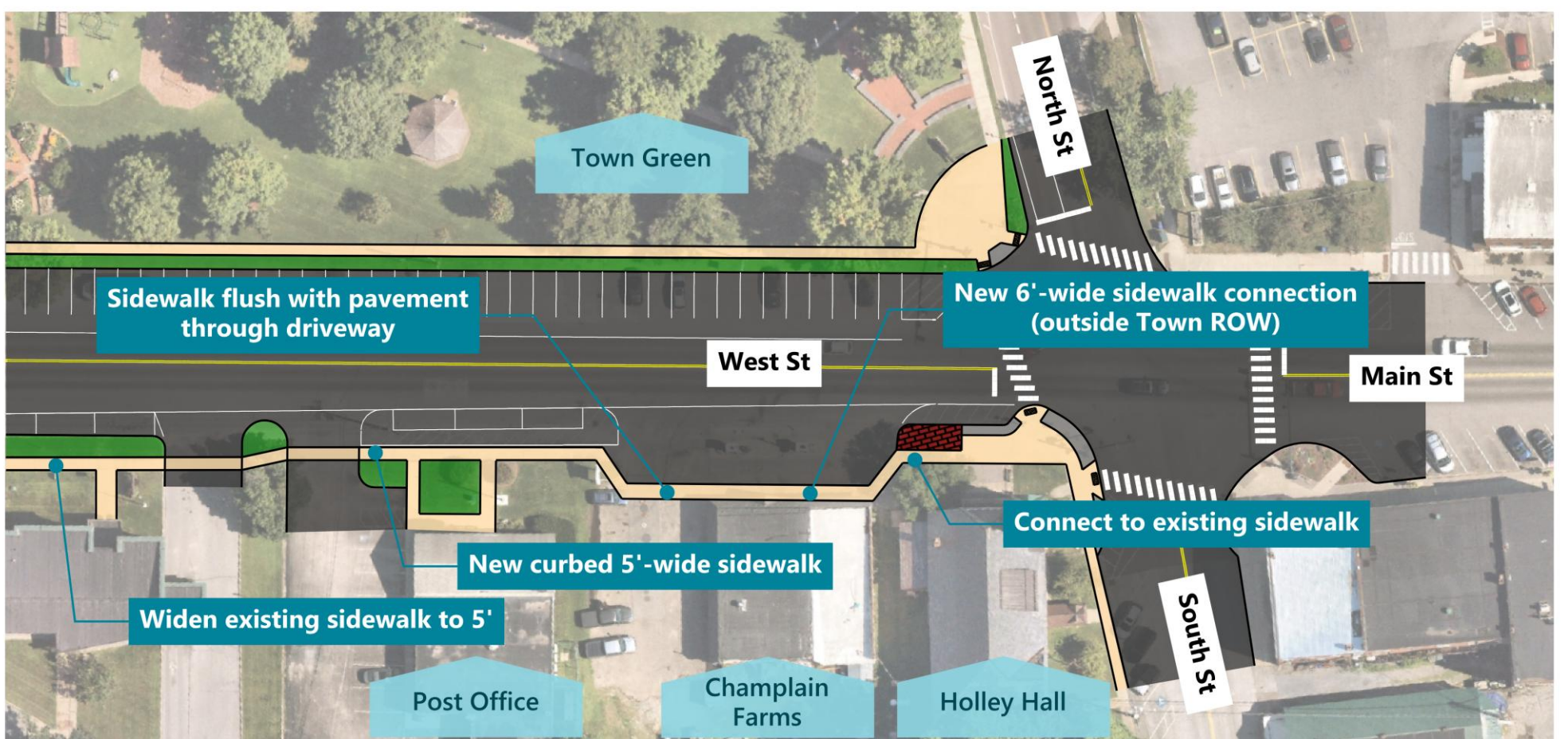
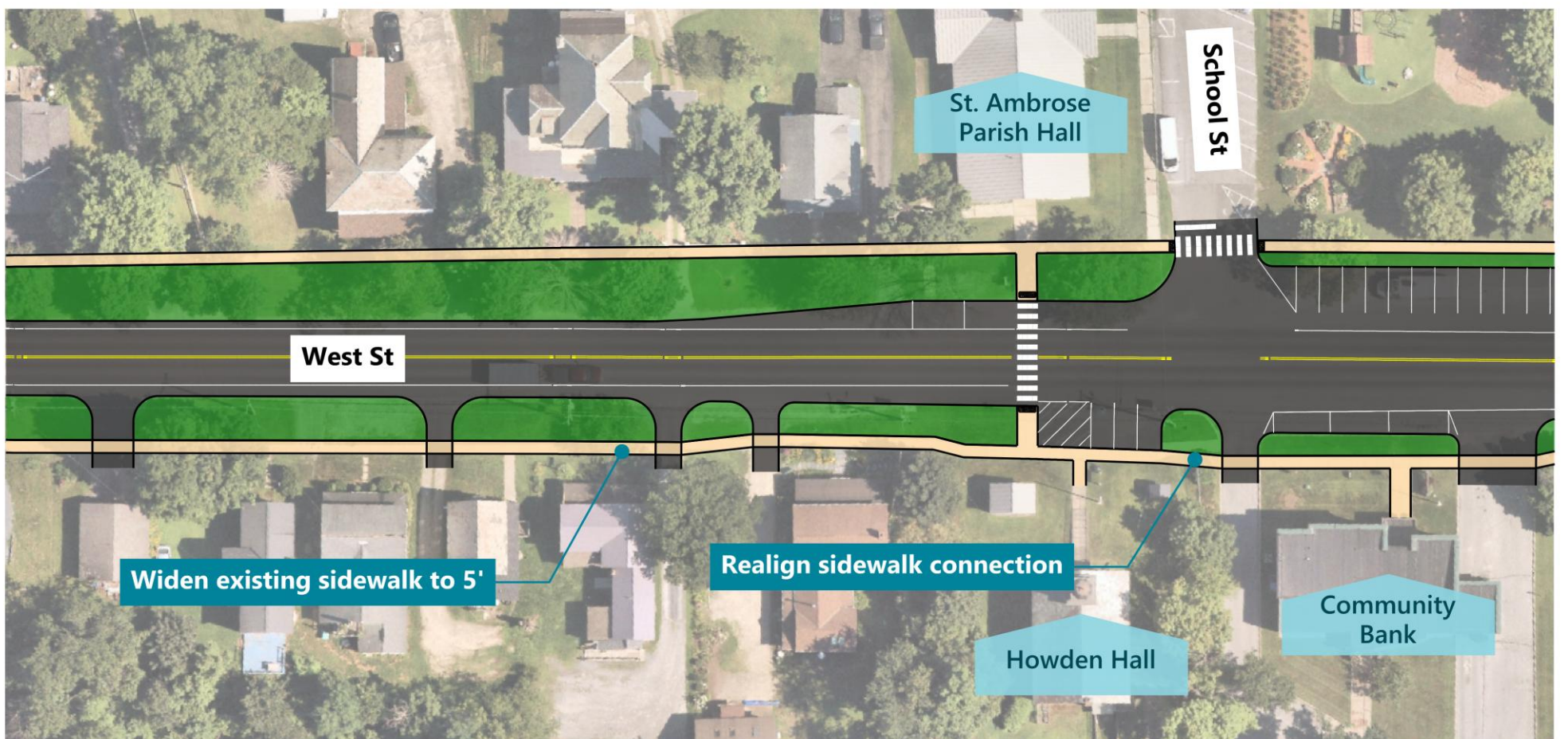
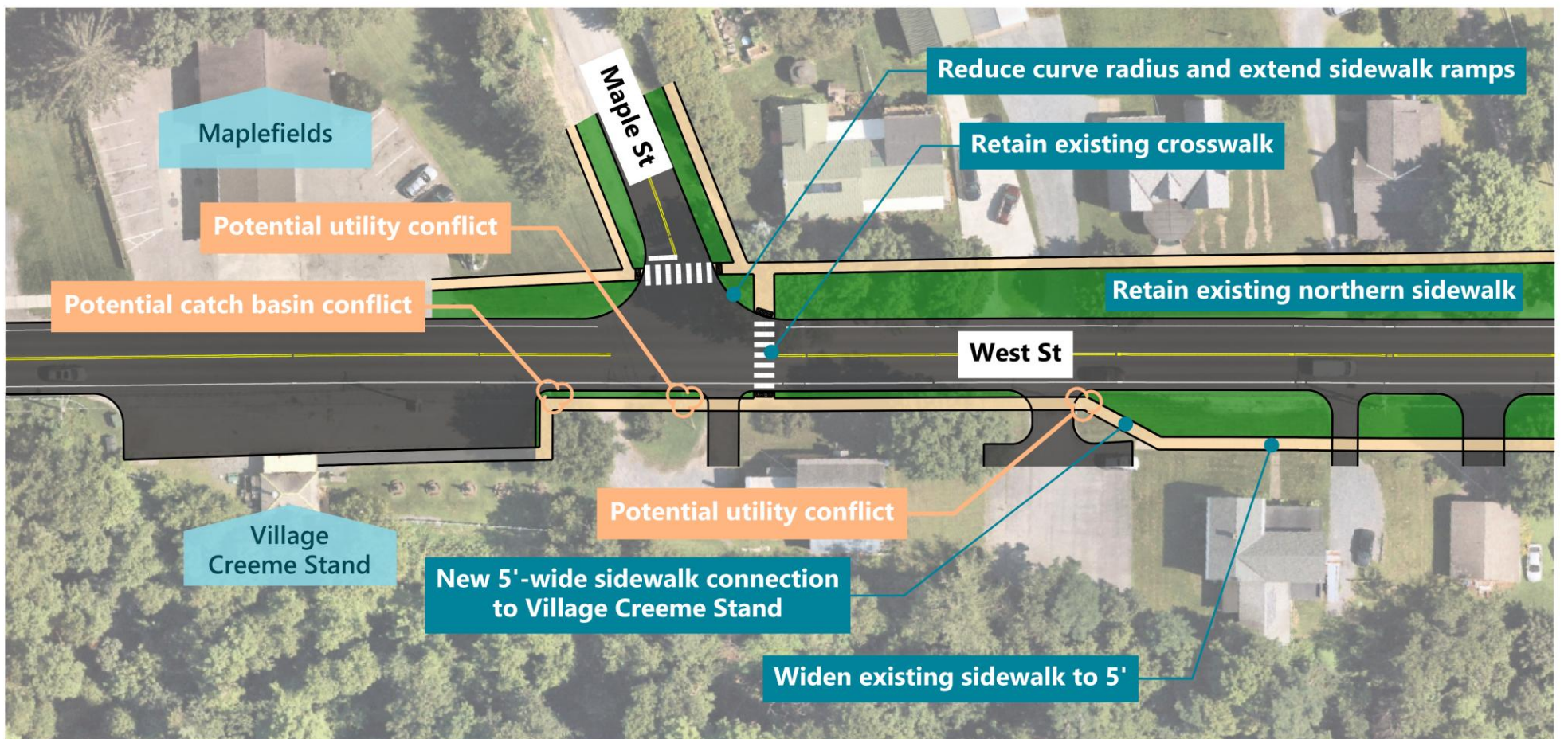
Alternative B addresses the purpose and need by replacing the sidewalk in full. Alternative B generally follows the path of existing sidewalk, with a wider (5-foot) replacement. At the West Street/Maple Street intersection, Alternative B keeps the crosswalk on the east leg but narrows the northeast corner radius. This will extend the pedestrian landing beyond the large street tree that currently occludes the landing, making pedestrians more visible to drivers as they enter the crosswalk. A new pedestrian landing and ramp will be installed at the opposite end of the crosswalk, connecting to the new sidewalk and Village Creeme Stand.

At this intersection, new sidewalk is constructed in front of 39 West Street. As compared to Alternative A, the sidewalk is placed further from the building, with approximately 2.5 feet of separation from the roadway edge. This routing still does not impact street trees but requires utility adjustments. Two utility poles are supported by guy wire in the path of new sidewalk, which would need to be moved and re-tensioned. There is also a catch basin for stormwater that would need to be moved or replaced.

East of this point, the existing sidewalk will be removed and replaced with a five-foot sidewalk. To accommodate the extra width, the sidewalk's footprint will generally expand towards the road (north). Similarly to Alternative A, the misaligned segment of sidewalk on the east side of the Howden Hall parcel will be replaced along a new alignment to connect with the sidewalk in front of the Community Bank, and a new connection will be added between the Community Bank and the Post Office. From the Post Office to the Main Street intersection, the new sidewalk will follow the same path described in Alternative A, taking pedestrians south of the gas pumps along the Champlain Farms building before rejoining the existing sidewalk in front of Holley Hall.

Alternative B is shown graphically in Figure 6.

Figure 6 Alternative B



4.4 Alternative C (Replace and Reroute)

Alternative C proposes rebuilding the existing sidewalk along a new alignment in addition to installing new sidewalk through the missing links. The new alignment would provide a straighter, more direct route through the corridor at a consistent five-foot width and would be entirely within the Town ROW.

At the west end of the corridor, the new sidewalk connection would follow the same alignment described in Alternative A, south of the existing street trees and above-ground utilities. The existing crosswalk over West Street would be moved to the west side of the Maple Street intersection. The existing sidewalk leading up to this new segment from the east would be removed and replaced approximately four feet north of its current position, creating a straight alignment with the new sidewalk and remaining within Town ROW.

Through the middle of the corridor the new sidewalk would continue east, parallel to the roadway, before making a slight jog south in front of Howden Hall. At this point, the sidewalk returns to its current alignment to avoid impacting street parking. Just east of the crosswalk in front of Howden Hall, a new four-foot-wide greenbelt is proposed between the sidewalk and existing perpendicular parking spaces to prevent vehicles from blocking the sidewalk. East of Howden Hall, the existing sidewalk in front of the Community Bank would be replaced along a new alignment three-to-four feet north of its current location to maintain a straight path. Alternative C also involves shifting the road centerline two feet north in this area to provide additional space on the south side of the road for the realigned parking and new sidewalk to the east.

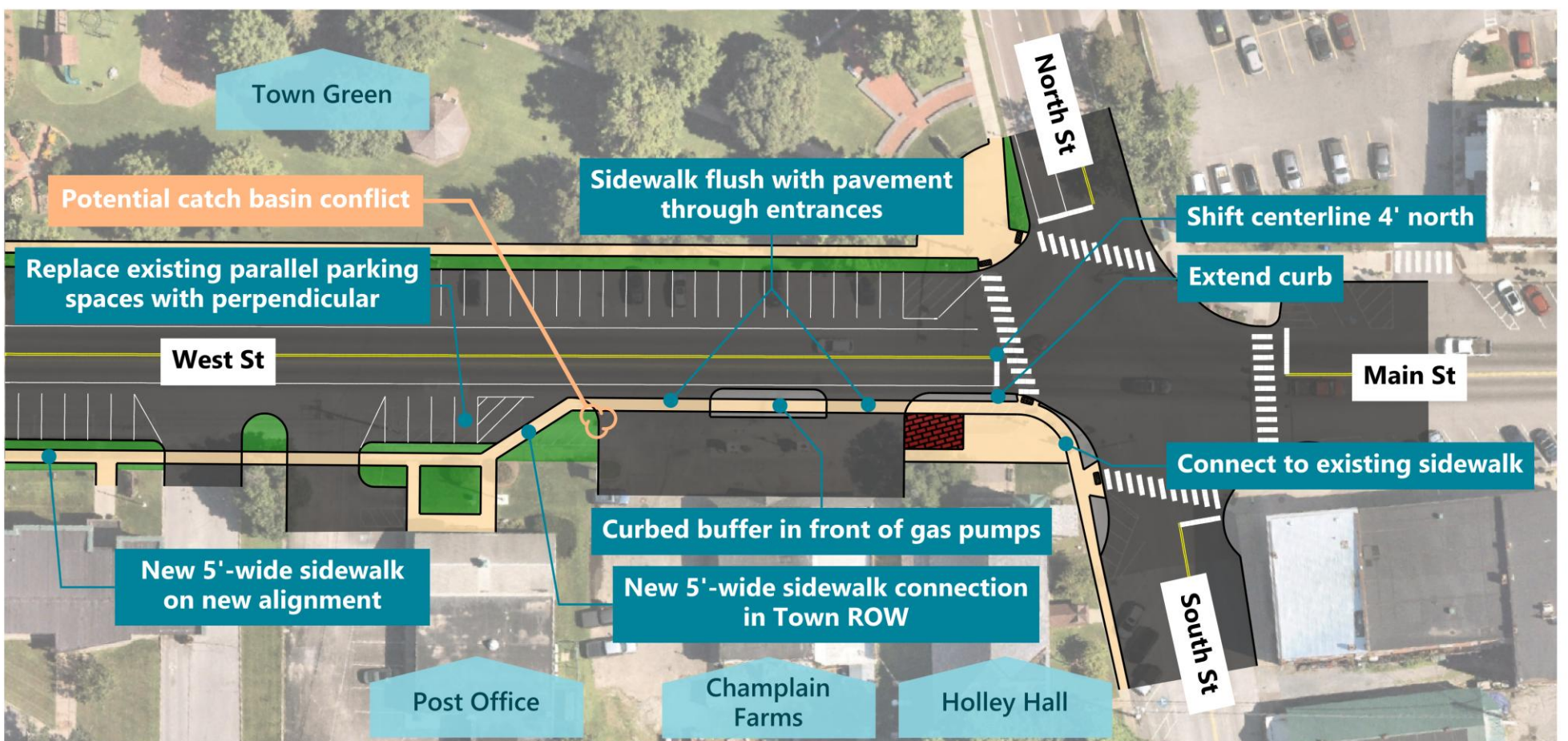
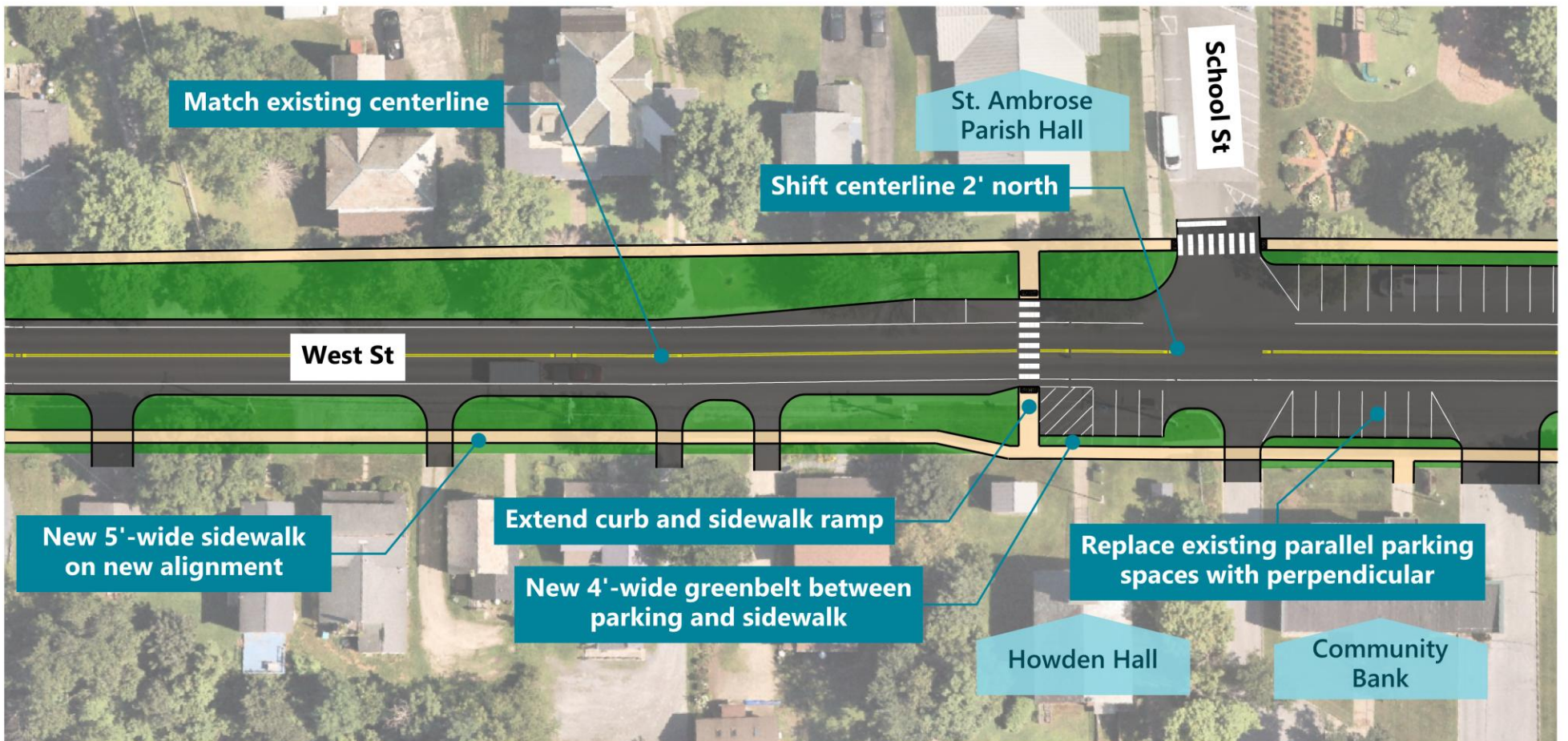
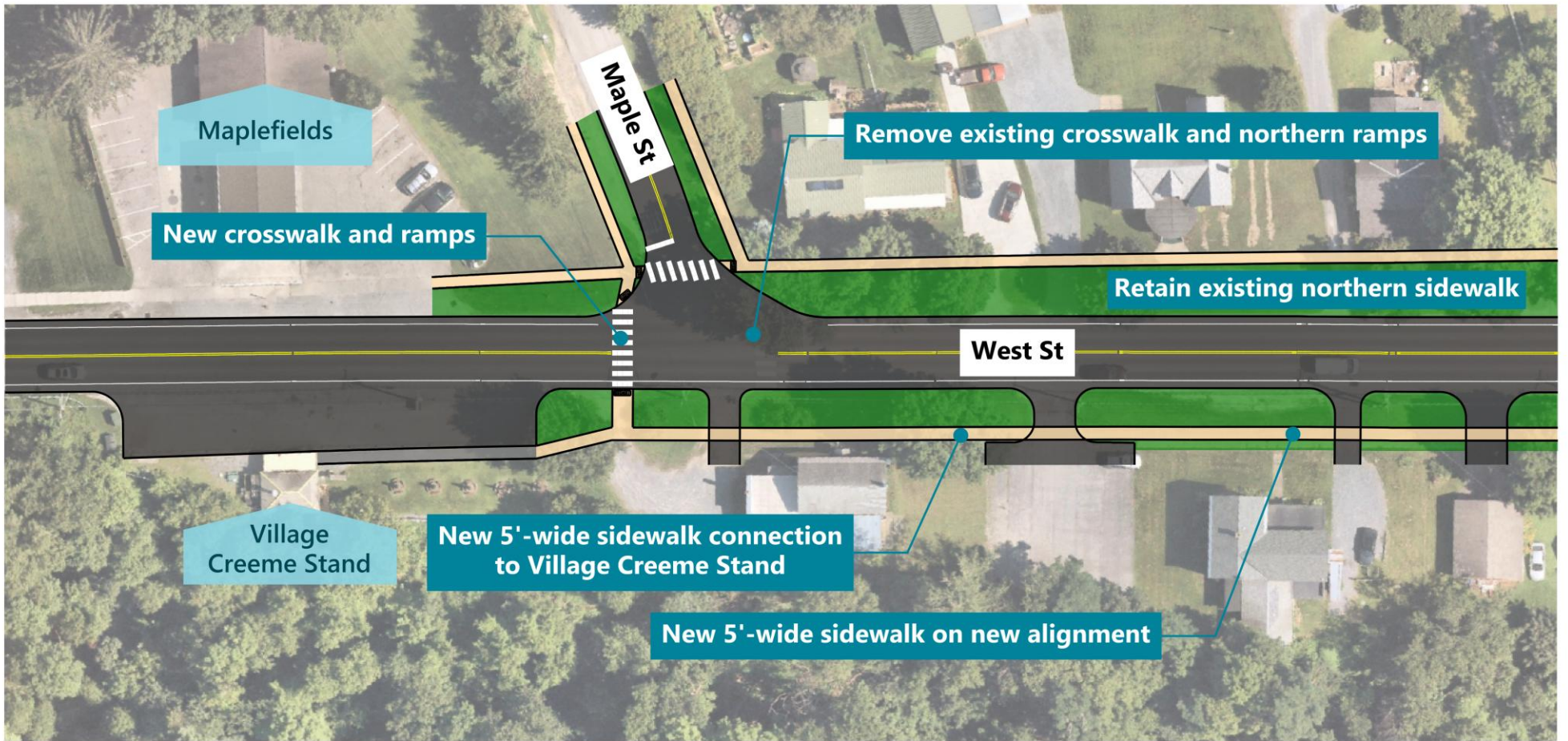
In front of Community Bank, three parallel parking spaces are converted to six perpendicular parking spaces. At the crosswalk in front of Howden Hall, it is proposed that the southern sidewalk ramp and curbing are extended approximately seven feet further into the roadway to account for the shifted parking spaces, and the reduce pedestrian crossing distance.

A similar treatment is proposed in front of the Post Office, where the new sidewalk would be located several feet north of the existing pavement-level sidewalk, a curbed greenbelt is added, and the existing three parallel parking spaces are converted to four perpendicular spaces. In front of the existing walkway to the Post Office front door, the new sidewalk will jog 22 feet north at an angle through the existing parallel parking, then run parallel to the roadway between the travel lanes and the gas pumps, remaining within Town ROW. The open curb cut in front of Champlain Farms will be broken into two smaller entrances and a curbed sidewalk island in front of the pumps. This will more effectively channel vehicle access to the gas station and reduce pedestrian exposure to traffic. The island would extend four feet beyond the edge of the sidewalk on its north side and two feet on its south side. The sidewalk will be level, while the pavement at the entrances to Champlain Farms will be graded slightly towards the roadway, creating additional traffic calming in the form of a slight bump for drivers.

In Alternative C, the curbing in front of Holley Hall would be shifted approximately 12 feet further into the roadway, providing space for the new sidewalk to continue on a straight path before curving to meet the existing sidewalk along the west side of South Street. This will reduce the pedestrian crossing distance over West Street by about five feet.

Alternative C is shown graphically in Figure 7.

Figure 7 Alternative C



4.5 No Build

A No Build alternative was considered as a point of comparison in the evaluation matrices to follow. This alternative represents taking no further action and retaining all existing infrastructure as-is.

4.6 Evaluation Matrix

To assess the benefits and potential challenges of the alternatives described above, an evaluation matrix was developed to compare key components of each alternative.

Table 3 Evaluation Matrix

	No Build	Alternative A New Connections	Alternative B New Connections + Widening	Alternative C New Connections + Realignment
Conceptual Cost	\$0	\$260,000	\$420,000	\$480,000
Pedestrian Safety	No Change	+	+	+
Pedestrian Comfort	No Change	+	++	+++
Utility Impacts	None	0	3	1
ROW Impacts	None	3	3	2
Satisfies Project Purpose/Needs	None	+	+	+
Historic/Archaeological Resource Impacts	None	<i>No Significant Impacts Expected</i>		
Natural Resource Impacts	None	<i>No Significant Impacts Expected</i>		
New Impervious Surface	None	-	--	--
Permitting Needs	None	<i>Similar Permitting Needs for All Alternatives</i>		

4.6.1 Cost, Safety, and Community Character

The estimated all-in costs, including engineering and construction, range from \$260,000 to \$480,000. Alternative A is the least expensive alternative, retaining the majority of the existing sidewalk and minimizing work in the roadway. Alternatives B and C will have higher costs due to rebuilding or replacing the existing sidewalk. Alternative C has the highest costs due to rebuilding curb cuts and establishing a raised island in front of the Champlain Farms.

A full sidewalk replacement has several advantages. It brings all sidewalk to the modern standard width (five feet) and (in Alternative C) creates a more direct path for pedestrians. However, this would replace some segments of sidewalk not yet at the end of service life.

All three alternatives will satisfy the purpose of the project by establishing a continuous and accessible sidewalk between Holley Hall and the Village Creeme Stand. They will also align with the goals established in the Town Plan of creating a walkable village, improving pedestrian comfort, and prioritizing safety. While all three alternatives improve safety by providing a designated path for pedestrians that is separated from traffic, Alternative B provides improved pedestrian comfort over Alternative A by widening all sidewalks to the preferred five-foot width, and Alternative C further improves comfort by maintaining a straighter path requiring fewer turns/angled jogs.

4.6.2 Anticipated Impacts

Alternative A is not anticipated to have any conflicts with existing utilities identified in the study area. Alternative B is anticipated to impact two utility poles and a catch basin due to the alignment of the new sidewalk at the western end of the corridor. Alternative C is anticipated to impact one catch basin due to the alignment of the new sidewalk at the eastern end of the corridor.

All three alternatives are anticipated to have ROW impacts at the Village Creeme Stand parcel where the new sidewalk will meet the existing gravel path behind the Stand's parking lot, and at the Howden Hall parcel where a segment of sidewalk is being realigned in all alternatives. Alternatives A and B will also impact the Champlain Farms parcel. Further research to determine Town ROW limits throughout the study area is needed to determine other potential impacts.

As determined by the ARA, there are no archaeological impacts anticipated from any alternative. There may be impacts to parcels that qualify for Section 4(f) due to their historical value, including the Village Creeme Stand, Howden Hall, the Post Office, and Holley Hall.

None of the alternatives are anticipated to impact wetlands, floodplains, managed lands, or local fish and wildlife populations. The study area is within the range of federally endangered bat species; while the removal of street trees is not anticipated for any alternative, if it becomes necessary there will be restrictions on the time of year tree removal may occur due to the potential presence of these bat species.

4.6.3 Anticipated Permitting

None of the alternatives are anticipated to require permitting for Act 250, Section 401, Section 404, Section 7, or Section 6(f), as they will not involve activity within wetlands or flowing waters, will not impact endangered species, and will not impact LWCF sites. No stormwater permitting will be needed as the project will involve minimal earth disturbance and new impervious surface. Wetland, stream alteration, and flood hazard area/river corridor permits are also not anticipated.

A contaminated soils analysis may be necessary due to work proposed at Champlain Farms, a designated hazardous site and hazardous waste generator. Section 106 and Section 4(f) permitting is anticipated due to the proximity of each alternative to multiple historically significant properties.

5

Preferred Alternative

Following the Draft Alternatives Presentation, a preferred alternative was developed, informed by public feedback and the findings of the scoping analysis. Refinements were made to the preferred alternative based on input from the public, the Selectboard, local stakeholders, Town staff, and VTrans.

5.1 Conceptual Plan

A combination of Alternative A and Alternative C was selected as the preferred alternative. The intent of this choice was to retain sidewalk currently in satisfactory condition and place the new sidewalk segments within Town ROW.

At the west end of the corridor, the relocated crosswalk included in both alternatives was preferred for the improved visibility and pedestrian safety. The relocation of the crosswalk will necessitate the removal of the western curb cut at 39 West Street to accommodate the new pedestrian landing and ramp up to the sidewalk. This will have the added safety benefit of removing a driveway crossing for the new sidewalk, reducing conflict points between pedestrians and vehicles, and increasing the space between the wide curb cut for the Village Creeme Stand and the next adjacent driveway, reducing conflict points between turning vehicles.

The alignment of the new sidewalk segment through this area was adjusted based on feedback received indicating that there was a desire to have the sidewalk further from the front of the building at 39 West Street, while still avoiding impacts to street trees and maintaining as much distance from the roadway as possible. To accommodate this, the proposed sidewalk segment is located north of the street trees, maintaining a 4.5-foot-wide grass buffer from the roadway and a minimum of 10 feet of separation from the building. This will also avoid direct impacts to the utility pole in front of 39 West Street, though the guy wire will need to be moved and re-anchored so that the new sidewalk isn't passing below it. To avoid direct conflicts with the utility pole in front of the parking lot at 35 West Street, the driveway entrance will be narrowed from approximately 17 feet wide to 12 feet wide, similar to other driveways in the area. This will allow the new sidewalk to connect with the existing sidewalk without impacting the utility pole itself, though guy wire adjustment will also be required for this pole.

The existing sidewalk from 35 West Street to 15 West Street (the Community Bank) will be retained except for two segments identified as being in poor condition. These include in front of 25 West Street, and in front of Howden Hall, east of the walkway to the building's front door. All new sidewalk will be five feet wide. East of the Community Bank, new curbed sidewalk will be installed. This area of sidewalk will follow the path proposed in Alternative C, jogging north in front of the Post Office to pass north of the Champlain Farms gas pumps within Town ROW.

In the preferred alternative, the existing street parking in front of Howden Hall and the Community Bank will be retained as-is. The parallel parking configuration in front of the Community Bank provides additional space for the bus to stop without blocking traffic. The three parallel parking spaces in front of the Post Office will be replaced with three angled spaces in the area east of the sidewalk's jog north. The proposed parking configuration maintains two feet of space between the southern edge of the parking spaces and the new curbed sidewalk, and avoids impacts to the utility pole located east of the existing parking spaces.

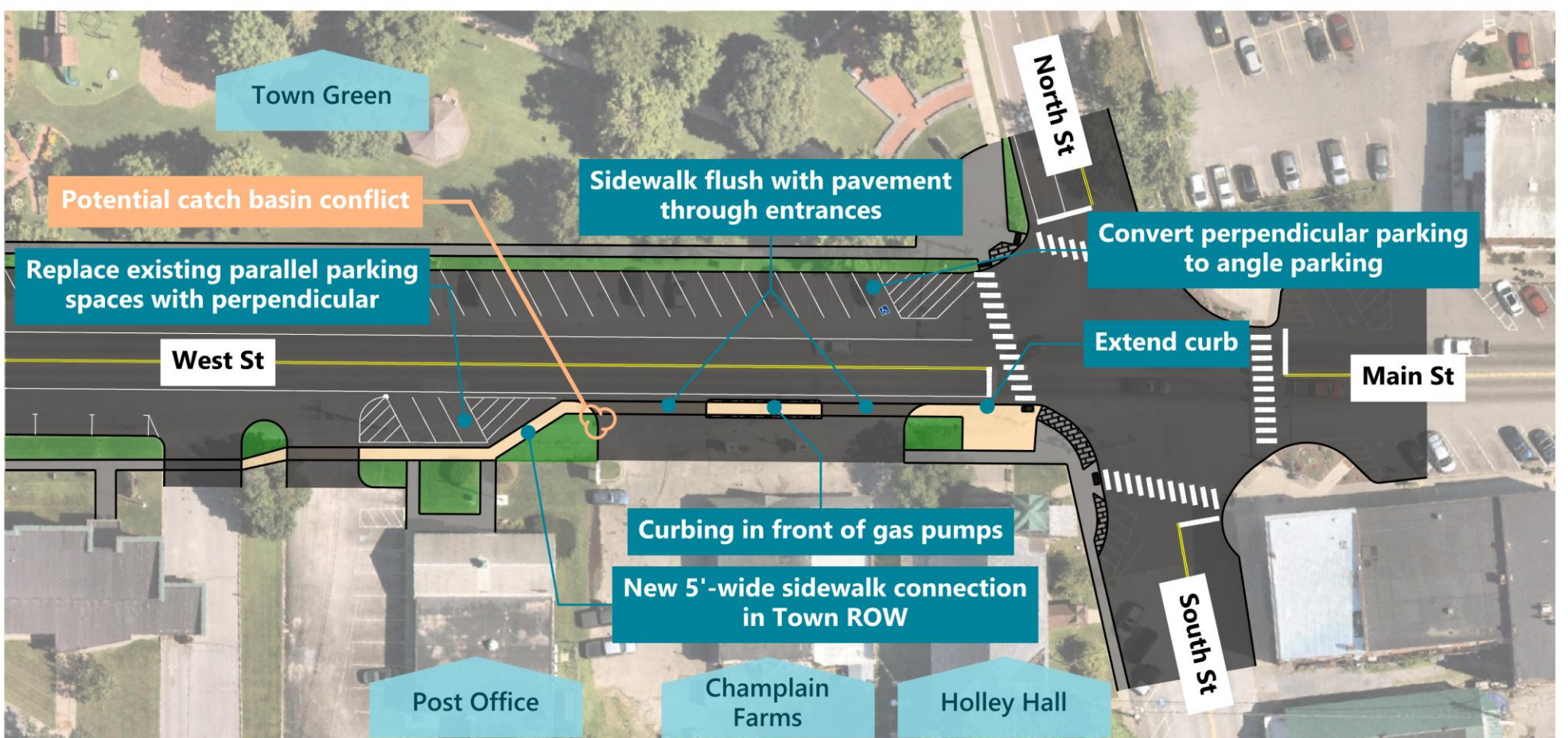
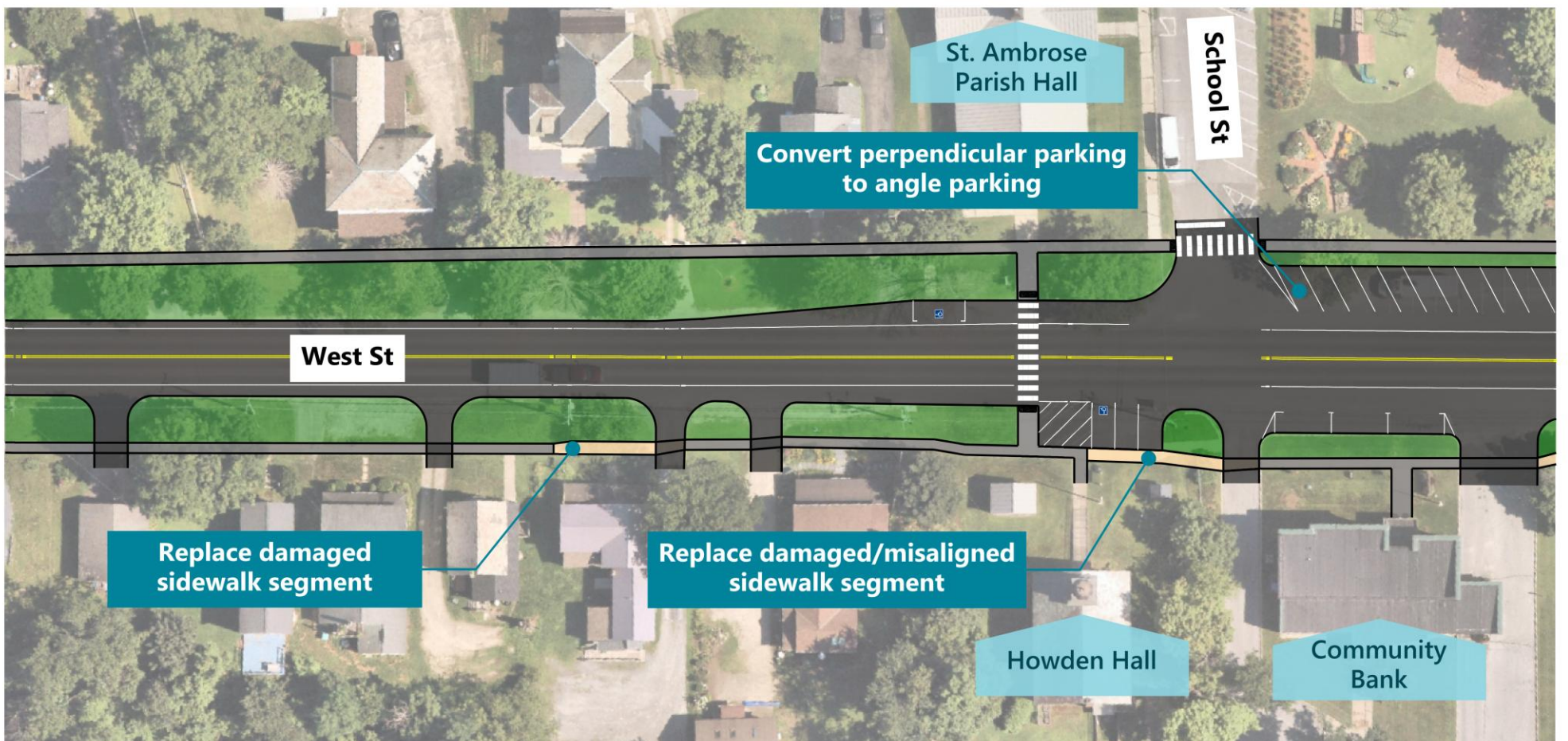
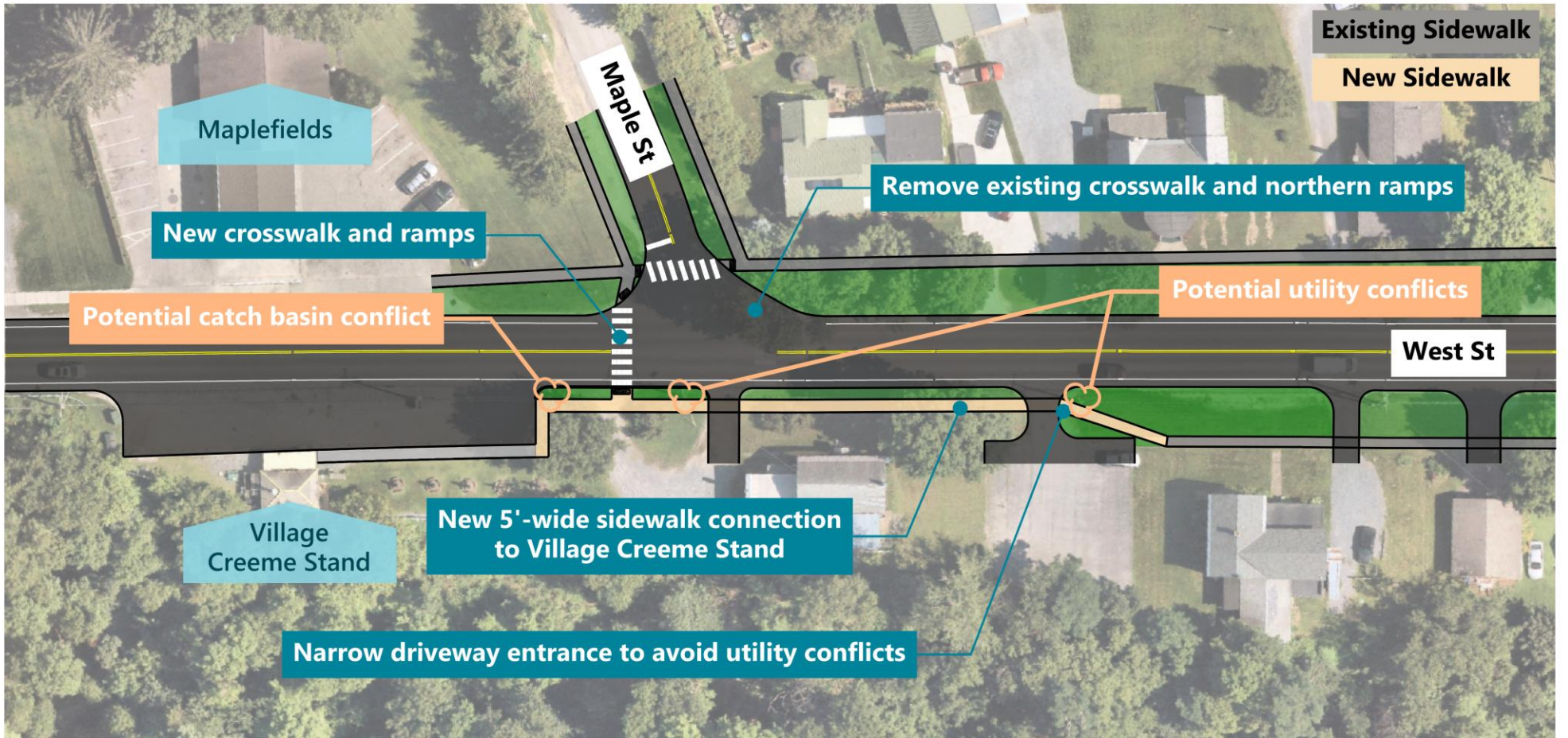
The relocation of the centerline proposed in Alternative C was raised as a concern due to the perpendicular parking spaces on the north side of the street, due to the potential for vehicles to cross the centerline when pulling into or out of the spaces. To address this concern, a conversion of the parking spaces from perpendicular to angle spaces was proposed, with the centerline being shifted only two feet north as opposed to four feet, as proposed in Alternative C. Angled parking would reduce the space needed to pull out of the parking spaces and make vehicle movements more predictable, improving vehicle safety. The proposed parking would also align with the existing angled parking present on Main Street, South Street, Park Street, and School Street. However, concerns were raised that the proposed angled parking would prevent drivers from backing into the spaces as some currently do with the existing perpendicular parking, prevent eastbound drivers from accessing the parking, and may generally lead to driver confusion due to the change.

To address these parking concerns, the preferred alternative does not include a change in the existing centerline. This will allow for the proposed sidewalk to be implemented without requiring changes in the existing parking on the north side of West Street, maintaining the same amount of space for drivers to maneuver as is available in the existing conditions.

The current 11-foot-wide travel lanes will be maintained, and the proposed sidewalk will be located three feet from the edge of the lane where it passes in front of Champlain Farms and Holley Hall. The sidewalk in front of Champlain Farms will be flush with the pavement to allow for vehicle access, except for a 45-foot-long segment in front of the gas pump. In this segment, the sidewalk will be curbed to the north and south to increase vehicle/pedestrian separation, and to control vehicle movements into and out of Champlain Farms. A minimum of 10 feet of space will be maintained between the sidewalk/curb and the gas pumps to allow for vehicle access.

A conceptual layout of the preferred alternative is represented below in Figure 8.

Figure 8 Preferred Alternative



5.1.1 Conceptual Cost Estimate

A conceptual cost estimate was developed for the preferred alternative based on typical construction costs and recent bid histories. This estimate includes the cost of materials, labor, engineering design, and contingencies. The conceptual cost estimate to complete the preferred alternative is \$360,000. The complete estimate is included in Appendix E.

5.1.2 Parking Layout

The preferred alternative recommends converting the parking along the Town Green from perpendicular to angle spaces. The north side of the block would lose four parking spaces (dropping from 39 to 35) with this conversion. In the current orientation, it is difficult to back out of a space without the rear of the car crossing over the centerline. With angled parking, drivers can back out without spilling into the eastbound lane, which is a safer configuration and the main rationale for the change.

However, local feedback has been cautious about modifying parking, especially with any loss of spaces. All other parts of the project, including new sidewalk, curbs, and raised island, can be built without altering parking on the north side of West Street. As a result, it may be advisable to delay changes to this street parking until after traffic has adjusted to the presence of the new sidewalk and island. The Town can make this change, completing the preferred alternative, during the next routine restriping following sidewalk construction.

5.2 Schedule

Funding will be the most important factor in the project's schedule. The Town may need to apply for grants multiple times or to different programs before receiving an award. The schedule below is based on a successful application to the VTrans Bicycle & Pedestrian program this year. If that does not occur, the timeline will start when alternative funding is secured.

If Bristol chose to construct the preferred alternative without federal funding (which includes state grants), this timeline would be compressed as the project would be exempt from most of the procedural steps such as NEPA clearance and federal bid requirements. The preferred alternative is a straightforward design, with no right-of-way acquisition or challenging traffic control needs. It should be constructable in a single season. If funding is secured this year, a recommended schedule is provided below:

Table 4 Implementation Schedule

TASK	ANTICIPATED SCHEDULE
Apply to VTrans Bicycle & Pedestrian Program	July 2026
Bicycle and Pedestrian Program awards announced	October 2026
Execute grant agreement with VTrans	November-December 2026
Town issues RFP for engineering design services	December 2026
Town selects design consultant	January 2027
Engineering phase kick off	February 2027

Survey and base mapping	March 2027
Preliminary plans	March – June 2027
VTrans environmental review	June 2027 – December 2027
Final plan development	January – February 2028
Develop contract plans	March – April 2028
Town advertises for construction bids	April 2028
Construction	Summer 2028

5.3 Funding Opportunities

Next steps for moving this project forward include securing funding for the design and construction of the preferred alternative. Smaller elements may be phased to match grant cycles and local capacity. Applicable state and local grants are listed below.

- › **VTrans Bicycle and Pedestrian Program:** Provides funding for the scoping, design, and construction of sidewalks, crosswalks, shared use paths, and other bike/pedestrian infrastructure. This is a competitive grant program with a required 20 percent local match for federally funded construction and a 50 percent local match for smaller state-funded construction projects. Applications generally open in spring and are due in mid-summer.
- › **Transportation Alternatives Program (TAP):** Offers up to \$750,000 in funding for the design and construction of pedestrian and bicycle infrastructure, traffic calming, lighting, and safety-related enhancements. Requires a 20 percent local match. Applications are generally open in the fall.
- › **Better Places Grant Program:** Supports streetscape and placemaking improvements in designated downtowns and Village Centers, with grants of up to \$40,000. Applications accepted on a rolling basis. It is worth noting that the full study area of this project is within the Village Planning Area, while only the eastern end is within the downtown district.
- › **Downtown Transportation Fund (ACCD):** Provides up to \$750,000 (with a 20 percent local match) for projects that improve multimodal and resilient transportation infrastructure in designated downtown areas. Applications are generally open in the winter.
- › **Vermont Community Development Program:** Offers additional grant opportunities that can support project elements aligned with economic and community development. Applications accepted on a rolling basis.
- › **AARP Vermont's Placemaking Grant Program:** Provides small-scale funding for projects that promote livability and public space enhancements, particularly for older adults and people of all ages and abilities. Applications are generally open annually through September.
- › **VTrans Safety Programs:** VTrans provides funding for site-specific safety improvements with demonstrated crash history or documented safety issues through the Highway Safety Improvement Program (HSIP).

Appendices

- A** Existing Conditions Mapping
- B** Historic Resources Assessment
- C** Archaeological Resources Assessment
- D** Public Meeting Materials
- E** Conceptual Cost Estimate

A

Existing Conditions Mapping

Roadway Data

West Street Scoping Study | Bristol, Vermont



Right of Way Lines (VTrans)

— Town ROW (MRT)

Roads (VTrans)

— Town Highway Class 1

— Town Highway Class 2

— Town Highway Class 3

2023 AADT (VTrans)

— 1587

— 1588 - 2513

— 2514 - 4862

5 Year Crash History (VTrans)

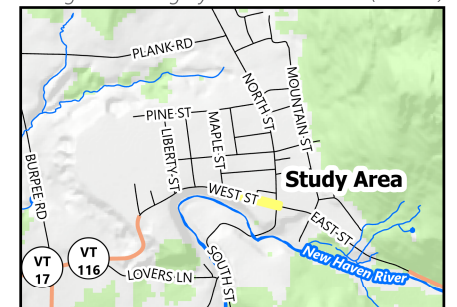
● VRU Crashes 8/1/2020-8/1/2025

● All Crashes 8/1/2020-8/1/2025

Boundaries

□ Parcel Boundary (VCGI)

Background imagery collected in 2024 (VTrans)



Environmental Conditions

West Street Scoping Study | Bristol, Vermont



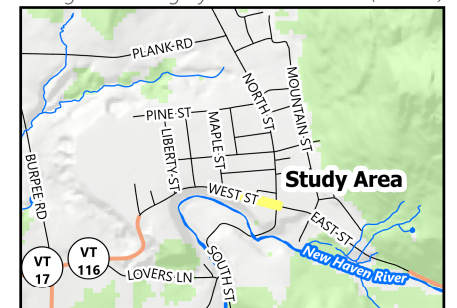
Background imagery collected in 2024 (VTrans)

Environmental Conditions

- River Corridor (ANR)
- VT Agriculturally Important Soil Units (VCGI)

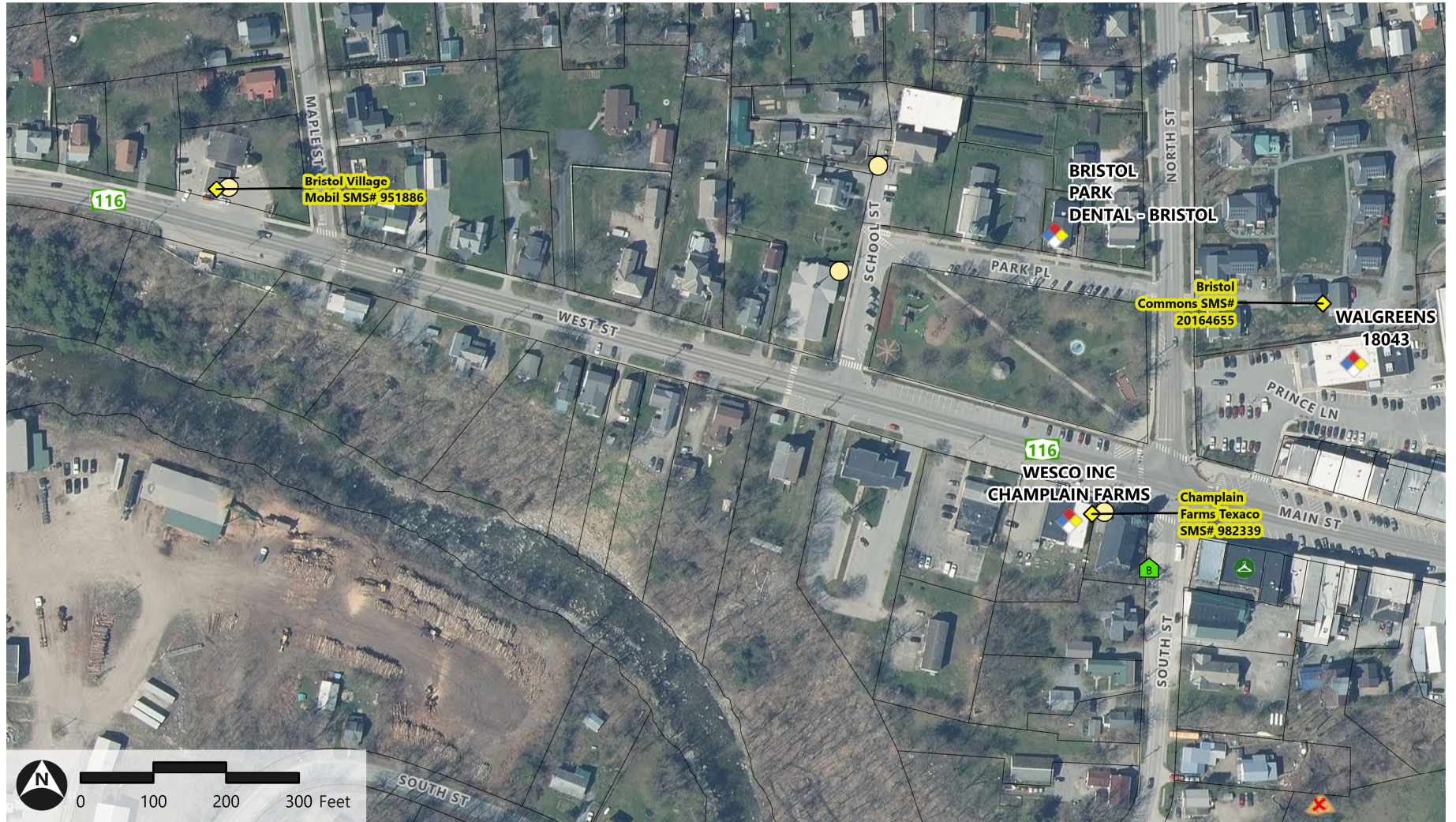
Boundaries

- Parcel Boundary (VCGI)



Waste Management

West Street Scoping Study | Bristol, Vermont



Background imagery collected in 2024 (VTrans)

Waste Management

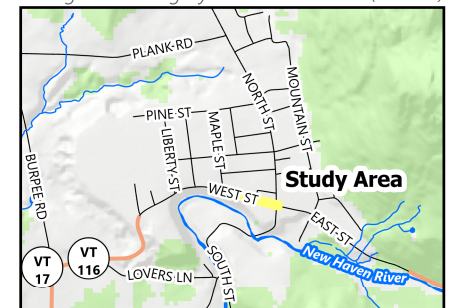
- Dry Cleaner (ANR)
- Brownfields (ANR)
- Underground Storage Tank (working; ANR)
- Closed Landfill (ANR)

Hazardous Waste Generators (ANR)

Hazardous Waste Sites (ANR)

Boundaries

Parcel Boundary (VCGI)



Infrastructure - Water Utilities

West Street Scoping Study | Bristol, Vermont



Background imagery collected in 2024 (VTrans)

Water Infrastructure Point (ANR)

- Catchbasin
- Culvert inlet
- Culvert outlet
- Outfall
- Stormwater manhole

Water Infrastructure Line (ANR)

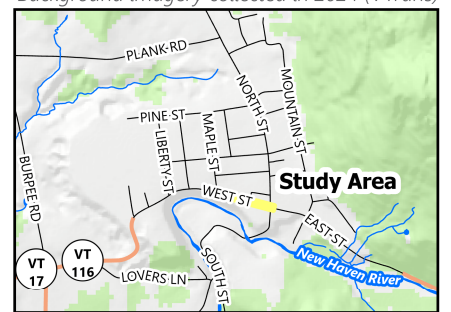
- Drop inlet
- Yard drain
- Information point
- Retrofit
- Dry well
- Unknown point

Water Infrastructure Line (ANR)

- Stormwater pipe
- Swale
- Overland flow
- Roof drain

Boundaries

- Parcel Boundary (VCGI)



Infrastructure - Electric Utilities and Telecommunications

West Street Scoping Study | Bristol, Vermont



Background imagery collected in 2024 (VTrans)

Electric Utility Infrastructure (PSD)

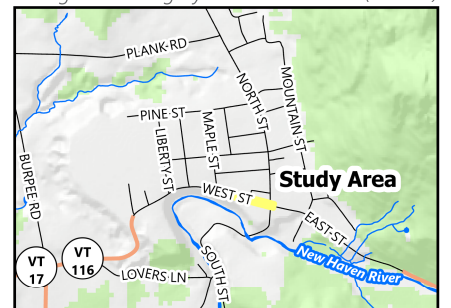
- GMP Distribution Line
- GMP Underground Structures
- GMP Utility Poles

Telecommunication Infrastructure (PSD)

- Fiber Routes 2022
- Cable Routes 2022

Boundaries

- Parcel Boundary (VCGI)




Historic Resources

West Street Scoping Study | Bristol, Vermont




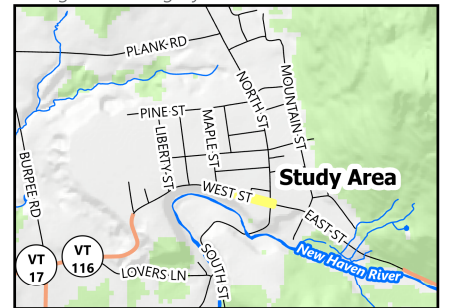
Background imagery collected in 2024 (VTrans)

Historic Resources

 State Register of Historic Districts (ANR)

Boundaries

 Parcel Boundary (VCGI)



B

Historic Resources Assessment



To: Project File

Date: March 5, 2026

Memorandum

Project #: 59357.00

From: Kaitlin O'Shea, Senior Preservation Planner Re: Town of Bristol – West Street Sidewalk Improvement Scoping Study
Historic Resources Assessment

Overview

On behalf of the Town of Bristol, VHB prepared this Historic Resources Assessment (“HRA”) as part of the design and permitting services associated with sidewalk improvement study for West Street. VHB will work with the Town of Bristol, the Vermont Agency of Transportation (“VTrans”), local stakeholders, and the public to establish the existing conditions and local concerns, develop a project purpose and needs, develop conceptual alternatives, and identify resources and permitting requirements.

VHB has reviewed the Project Area to identify and provide an initial review of historic resources. VHB understands that this Historic Resources Assessment will be submitted to the VTrans Cultural Resources staff to support the project planning efforts and serves as the first step in identifying resources protected under Section 106 of the National Historic Preservation Act (“Section 106” and “NHPA”, 16 U.S.C. 470) and Section 4(f) of the Department of Transportation Act [“Section 4(f)”].

Section 106 resources are those that are considered eligible for listing or are listed in the National Register of Historic Places (“National Register” or “NR”). Section 4(f) resources include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site (above ground or archaeological) listed or eligible for listing in the National Register.

Project Area / Study Area

The Project Area is located on West Street in Bristol, beginning at 49 West Street (the Village Creeme Stand) and continues east to North Street. The Study Area includes all parcels with structures on either side of West Street for the length of the Project Area. Work is proposed on the south side of West Street; but both sides of the streets are included in this HRA to support the Section 106 review. This Study Area was selected to align with the definition of the Area of Potential Effect (“APE”), which is defined by 36 CFR 800.16(d), revised August 5, 2004, as: *“the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and undertaking and may be different for different kinds of effects caused by the undertaking.”*

Determining the APE consists of a consideration of the nature and full extent of the project, including, but not limited to, the project description, the proposed project’s use, all locations of ground disturbance, project setting, existing infrastructure, all locations from which the project may be visible, and all locations where the project may change traffic patterns. The APE consists of all direct and reasonably foreseeable indirect effects based on the nature of the project. For these reasons, VHB’s Study Area includes parcels on both sides of West Street.

See Attachment 1 – Study Area Map.

Methods

The work required to complete this report was undertaken by Kaitlin O'Shea, VHB Senior Preservation Planner. Work required included a desktop survey and a selective field survey. As part of the desktop survey, Kaitlin identified the e-911 addresses of properties in the Study Area using the Vermont Center for Geographic Information ("VCGI") Interactive Map Viewer. Next, Kaitlin reviewed files available through the Vermont Division for Historic Preservation's ("DHP") Online Resource Center. The files reviewed for this report include the Vermont Historic Sites & Structures Survey ("VHSS") and the listings in the National Register and Vermont State Register of Historic Places ("State Register" or "SR"). The purpose of reviewing this literature was to identify previously inventoried historic resources within the Study Area and to establish which sites had not been surveyed. In addition, historic maps, images, aerial photographs and research conducted on www.newspapers.com were used to aid in determining an accurate construction date for the properties, and which buildings were over 50 years old and therefore potentially historic resources. Online sources for maps and aerial imagery include United States Geological Survey ("USGS") Topographic Maps, the 1857 Wallings Map, the 1871 F.W. Beers & Co. Map, available historic aerial imagery, Google Street View, and the South Burlington property assessor cards.

Following the desktop study, VHB conducted field work to photograph select properties in the Study Area. Building on the desktop study and field work, and to aid in efficient evaluation and field methods, VHB created a series of three tables.

- Table 1 was developed as the initial evaluation to identify which properties of the 23 in the Study Area are / are not 50+ years of age and/or to identify properties 50+ years of age that are obviously altered to the point that they have lost historic significance. 50 years is the general age guidance for properties that can be considered historic resources. The concept of alterations to the point of losing historic significance is further explored in the *Relevant Studies* section, below.

Table 1 provides the following about each property: Map ID #, E-911 address, approximate date of construction ("D.O.C."), building name (if applicable) and building type (commercial, residential, institutional), previous VHSS/SR/NR listing #s, and an initial eligibility recommendation. In most cases, these properties have been listed in the State Register and/or are over 50 years old and therefore are recommended for further review. The properties recommended as eligible for listing in the National Register or recommended for further evaluation are highlighted in orange.

- Table 2 provides additional information about the 20 properties in Table 1 that are recommended for further evaluation. Table 2 provides the following information for each property: Map ID #, E-911 address, Photograph #, D.O.C. and brief description, brief comparison to the SR/NR listing, site notes and potential concerns for planning purposes, brief further evaluation of integrity, and recommendation of National Register eligibility (eligible/ineligible). The properties recommended as eligible are highlighted in green.
- Table 3 provides a summary of the eligible properties and potential concerns for these properties. This table should be referenced during scoping and future planning efforts.

Above Ground Historic Resource Identification

This section provides a brief context for the development of the area, a discussion of relevant studies, and includes the summary tables (Tables 1, 2, 3) discussed in the *Methods* section.

Brief Historic Context – Bristol

The Town of Bristol is situated in the northeastern part of Addison County, bounded on the north by Monkton and Starksboro, on the east by Starksboro and Lincoln and the Green Mountains, on the south by Middlebury, and on the west by New Haven and the Champlain Valley. Bristol was settled in the 1780s, and until the Civil War was a market town for the surrounding farm and forest industries. From 1870 until World War I, the village was home to a prosperous wood products industry, benefitting from the surrounding Green Mountains. The commercial district served the mill workers who settled in the area as well as the agricultural markets. As a farm market town, Bristol provided necessary milling and mercantile services to the outlying farmers who came into town to sell their produce, buy goods, and have grain milled and lumber sawn. Early manufacturing efforts included forges that produced barn iron, a pillbox mill, a tanbark mill, and a fulling mill. During the 1850s, a chair factory was established in the village, and as nearby lumbering activity increased, a plank toll road between Bristol and Vergennes was constructed to carry heavier loads for shipment on Lake Champlain. As waterpower was introduced to wood-turning equipment, a sash and door mill – the Howden, Daniels & Company, later Howden, Bosworth & Company - was constructed just outside the village. In 1877, the company became known as the Bristol Manufacturing Company and was known as the largest casket manufacturer in the county. It operated until 1939. Other mills produced butter tubs, clothespins, beekeepers' equipment, boxes, silos, water tubs, and wagons. Business declined after World War I.

In 1892, a Rutland Railroad line to Bristol from New Haven was completed, which provided easier transport for Bristol manufacturers. The railroad brought cultural attractions to Town including circuses and minstrel shows. The railroad last ran in 1930. The rail line was on the north side of the village.

Brief History – Project Area / West Street

West Street is not named on the 1857 Walling Map, though it is well developed by this point, along with Main Street and North Street. On the 1871 Beers Map, West Street is identified as West Street. Historically and into present day, West Street has been lined with residential buildings with some commercial and civic buildings at either end of the project area. The Town Green is not identified on the 1857 Walling Map but is identified on the 1871 Beers Map. Today, West Street is designated as VT Route 116 and VT Route 17 through Bristol. There have been some changes to the streetscape including the removal of residences across the street from the Town Green, and their replacement with a gas station, USPS building, and a late 20th century bank building. The majority of the homes date to the early to mid-19th century.

Historic Significance

The Bristol Village Historic District is listed in the State Register and includes the majority of the village (See Figure 7). Additionally, it includes one property in the Bristol Downtown Historic District (see Figure 8), which is listed in the National Register. Although a more in depth survey of the State Register listed properties would be required to determine official eligibility for listing in the National Register, an initial review of properties in Bristol (on West Street as well as other village streets) shows that the village retains an intact building stock with varied architectural styles

and growth patterns tied to its growth and development since the 19th century. Therefore, the Bristol Village Historic District is considered eligible for listing in the National Register for the purposes of this scoping study.

The BVHD period of significance begins in the 1780s and ends in 1976 (50 years before 2026), as the 1960s - early 1970s saw changes in the streetscape to Bristol, which include: demolition of residences adjacent to the post office (early 1960s), loss of the previous filling station due to fire (late 1960s), construction of the post office (1967), the demolition of the house where St. Ambrose (20 West Street) sits, the demolition of the first St. Ambrose Church (1970), and at the corner of North and Main – demolition of the Bristol Inn and construction of commercial buildings (1960s). These changes are important to the village and had lasting impacts on the setting and function of the village today.

Table 1: All Properties in Study Area

In all tables, the Map ID # corresponds to the attached Study Area maps. In Table 2, the Photograph # corresponds to the attached photographs.

Map ID	E-911	Building Type	DOC	VHSSS / SR/ NR	Eligibility
A	49 West St	Village Creeme stand	ca. 1940	n/a – mentioned but not included in State Register (SR) listed Bristol Village Historic District (BVHD)	Further review recommended
B	42 West St	Maplefields convenience store & Irving Oil gas station	1985	n/a	Ineligible due to age
C	39 West St	Residence	Ca. 1845	SR BVHD #161	Further review recommended
D	38 West St	Residence	Ca. 1847	SR BVHD #162	Further review recommended
E	35 West St	Residence	Ca. 1860/90	SR BVHD #159	Further review recommended
F	34-36 West St	Residence	Ca. 1860	SR BVHD #157	Further review recommended
G	32 West St	Residence	Ca. 1820	SR BVHD #155	Further review recommended
H	31 West St	Residence	Ca. 1820	SR BVHD #150	Further review recommended
I	29 West St	Residence	Ca. 1810	SR BVHD #149	Further review recommended
J	28 West St	Residence	Ca. 1875	SR BVHD #151	Further review recommended
K	27 West St	Residence	Ca. 1880	SR BVHD #148	Further review recommended
L	26 West St	Residence	Ca. 1898	SR BVHD #45	Further review recommended

Map ID	E-911	Building Type	DOC	VHSS / SR/ NR	Eligibility
M	25 West St	Residence & offices	Ca. 1845	SR BVHD #41	Further review recommended
N	23 West St	Residence & offices	Ca. 1830	SR BVHD #40	Further review recommended
O	22 West St	Residence	Ca. 1880	SR BVHD #48	Further review recommended
P	21 West St	Civic – houses the 1899 coach	1986	Not present at time of SR	Further review recommended
Q	20 West St	Church	1970	SR BVHD #49 (n/c)	Further review recommended
R	19 West St	Civic	Ca. 1841	SR BVHD #40	Further review recommended
S	15 West St	Bank	Ca. 1982	SR BVHD #39 (n/c)	Ineligible due to age
T	11 West St	USPS	USPS, 1967	SR BVHD #38 (n/c due to age)	Further review recommended
U	3 West St	Convenience store & gas station	Ca. 1900/1970	SR BVHD #36 (n/c)	Ineligible due to alterations
V	2 West St (Village Green)	Civic – Village Green / Public Park	Ca. 1937 (bandstand)	SR BVHD #53 (the bandstand). Village Green not individually called out as a resource number.	Further review recommended
W	1 South St	Civic – Town Hall – Holley Hall	1884	SR BVHD #35 & NR (Bristol Downtown HD)	Eligible, listed in the NR.

Table 2: Properties Selected for Further Evaluation

Map ID	E-911	Photo #	DOC & Brief Description	Comparison to SR / NR	Site Notes & Potential Concerns	Integrity and Eligibility Recommendation
A	49 West St - Village Creeme Stand.	1	Ca. 1940, 1-story, wood-frame, 3x2 bay, hipped roof commercial building with central entrance and front service windows.	n/a, now over 50 years of age	Easements	Retains integrity of setting, location, materials, design, workmanship, feeling, association. Recommended eligible as contributing resource to BVHD.

Map ID	E-911	Photo #	DOC & Brief Description	Comparison to SR / NR	Site Notes & Potential Concerns	Integrity and Eligibility Recommendation
C	39 West St	2	Ca. 1845, 1.5 story, wood-frame, 5x2 bay, eaves front cape with central entrance, wide frieze bands, return cornice. Clad in vinyl siding with vinyl windows. 1-story, flat roof wing to west and rear 1.5 story shed roof addition.	Similar levels of integrity – vinyl siding, windows since replaced.	Concrete walkway to front door/former front door; easements.	Retains key character defining features such as fenestration pattern and wide frieze band. Retains integrity of setting, location, design, feeling, and association. Recommended eligible as contributing resource to BVHD.
D	38 West St	3	Ca. 1847, 1.5 story, wood-frame, 3x2 bay, eaves front, gable roof, with 1.5 story wing and 1.5 story shed roof addition to wing. All clad in vinyl siding with vinyl windows. Return cornice with wide frieze, corner pilasters, and square porch columns.	Central entrance and entablature has been replaced with a window. Porch posts replaced. Central chimney removed. Retains overall massing, form, fenestration.	None	While there are alterations to materials and loss of some historic details, overall the house retains integrity of setting, location, design, feeling and association. Recommended eligible as contributing resource to BVHD.
E	35 West St	4	Ca. 1860/90, 1.5 story, tri-gable ell plan residence with deep front porch. Windows and siding have been replaced with vinyl. Porch retains its railing and columns.	Wood siding and shingles replaced with vinyl. Fire escaped on side added.	Easements.	Alterations result in the loss of integrity of materials and workmanship, but retains integrity of setting, location, design, feeling, and association. Recommended eligible as contributing resource to BVHD.
F	34-36 West St	5	Ca. 1860, 1.5 story, Gothic Revival style with three steeply pitched gables, symmetrical massing, and round flat roof Colonial Revival front porch. Clad in vinyl siding with some replacement windows.	Wood siding replaced with vinyl. Wide cornerboards removed. Vergeboards removed. Transom window above central window removed.	Concrete apron to front porch; easements	Diminished integrity due to material changes but retains Gothic elements and Colonial Revival porch. Retains integrity of setting, location, design, feeling, and association. Recommended eligible as contributing resource to BVHD.

Map ID	E-911	Photo #	DOC & Brief Description	Comparison to SR / NR	Site Notes & Potential Concerns	Integrity and Eligibility Recommendation
G	32 West St	6	Ca. 1820, 1.5 story, 3x2 bay, wood-frame, gable roof, eaves front with full width shed roof dormer on façade and ca. 1910 1-story full width front porch.	Siding and windows replaced with vinyl.	n/a	Alterations include the vinyl siding and windows, full width shed roof dormer, fenestration alterations. Loss of integrity of materials, design, workmanship, feeling, and association. Ineligible due to alterations.
H	31 West St	7-8	Ca. 1820, 1.5 story, 3x3 bay, wood-frame, gable front residence with altered fenestration, replacement vinyl siding and windows.	Siding and windows replaced, porch removed.	n/a	Loss of integrity of materials, design, workmanship, feeling, and association. Ineligible due to alterations.
I	29 West St	9	Ca. 1810, 2.5-story, wood-frame, 5x3 bay, gable roof, eaves front Federal style home with central entrance and ca. 1890 full-width, 1-story front porch. Clad in vinyl siding with 2/2 wood windows.	Siding replaced but other details remain.	Easements.	Retains integrity of setting, location, design, materials, workmanship, feeling, and association. Recommended eligible as contributing resource to BVHD.
J	28 West St	10-11	Ca. 1875, 2-story, 3x2 bay, Italianate style house with 1-story full-width front porch and an enclosed room added above the front porch (1986). Retains details such as siding, windows, brackets, cornerboards, porch posts.	Many details remain but second story added & enclosed above porch. Porch walls removed.		Alterations result in incompatible addition above porch. Loss of integrity of design, feeling, and association. Ineligible due to alterations.

Map ID	E-911	Photo #	DOC & Brief Description	Comparison to SR / NR	Site Notes & Potential Concerns	Integrity and Eligibility Recommendation
K	27 West St	12	Ca. 1880, 1.5 story, wood-frame, gable front residence with 1-bay side shed roof porch, bay window on façade, wood siding, slate roof, and stone foundation.	Some changes to fenestration and loss of porch details, but retains bay window, siding, slate roof. One entrance on porch has been converted to a window.	Easements	Some alterations, but overall retains integrity of setting, location, materials, design, workmanship, feeling, and association. Recommended eligible as contributing resource to BVHD.
L	26 West St	13-14	Ca. 1898, 1.5 story, wood-frame residence combining Queen Anne, Stick Style, and Colonial Revival. Varying bands of shingles and panels with projecting bays, canted corners, hipped and gable roof lines, and large Colonial Revival wraparound porch. Associated outbuildings, and concrete and iron fence lines the property.	Minimal changes.	Concrete and metal fence at sidewalk edge; easements.	Retains integrity of setting, location, materials, design, workmanship, feeling, and association. Recommended eligible as contributing resource to BVHD.
M	25 West St	15-16	Ca. 1845/1910. 1.5 story, Greek Revival style house with temple front entry and ca. 1910 Colonial Revival alterations that include a central entrance, fenestration alteration and front porch addition. Details include wood siding, molded window trim, return eaves, wide entablature on wide cornerboards.	Windows and roofing material replaced but retains details otherwise.	Easements.	Representative of two styles, the house retains integrity of setting, location, materials, design, workmanship, feeling, and association. Recommended eligible as contributing resource to BVHD.

Map ID	E-911	Photo #	DOC & Brief Description	Comparison to SR / NR	Site Notes & Potential Concerns	Integrity and Eligibility Recommendation
N	23 West St	17-18	Ca. 1830/ca. 1910. 2-story, 3x2 bay, gable roof, eaves front residence with full-width Colonial Revival style front porch and 1-story rear ell. Details include wood siding, 6/6 windows, exterior end chimney, porch with half walls and round columns, central entrance flanked by ¾ sidelights.	Minimal changes since the SR. SR states it was likely Federal style altered to be Colonial Revival.	Easements.	Representative of two styles, the house retains integrity of setting, location, materials, design, workmanship, feeling, and association. Recommended eligible as contributing resource to BVHD.
O	22 West St	19	Ca. 1880, 1.5 story, wood-frame, 3x3 bay, gable front residence with wraparound hipped roof 1-story porch, gable roof wall dormers on side elevation, overhanging eaves, and 1-story rear ell. Retains original front door. Clad in wood siding with select replacement windows. Sits on a marble foundation.	Windows replaced with vinyl. Porch balusters replaced with taller balusters.	Low concrete curb and walkway to house. Easements.	Alterations include loss of materials, but retains overall integrity of setting, location, design, workmanship, feeling, and association. Recommended eligible as contributing resource to BVHD.
P	21 West St	22	1986, 1 bay wide gable roof carriage house that holds the 1899 coach.	Not present at time of SR.	n/a	Ineligible due to age (building) and relocation (coach).
Q	20 West St	20-21	1971, New Traditional: Colonial Revival style - 40'x90' brick building with recessed gable front entry, low pitched gable roof with small frame spire side entry pavilion. Replaced 1877 church that was on rear of lot.	Listed as n/c in SR due to age.	Easements	Minimal alterations since construction. Represents era of change to Bristol streetscape in the late 1960s/early 1970s. (The New Traditional: Colonial Revival style attempts to fit in with the BVHD.) Recommended eligible as contributing resource to BVHD.

Map ID	E-911	Photo #	DOC & Brief Description	Comparison to SR / NR	Site Notes & Potential Concerns	Integrity and Eligibility Recommendation
R	19 West St – Howden Hall	23	Ca. 1841, Greek Revival style with 3 bay temple front and square belfry tower. Details include central entrance, with full entablature, paired 4/4 tall narrow windows, return eaves, triangle panel in gable peak, and a stone foundation.	Minimal changes since SR.	Easements.	Retains integrity of setting, location, materials, design, workmanship, feeling, and association. Recommended eligible as contributing resource to BVHD.
T	11 West St - USPS	24-25	1967 Colonial Revival, 36'x20', 5x2 bay brick main block with large 1-story flat roofed, 4 bay addition. Details on main block include pedimented side gable with wood siding and circular window, brick quoins, and central entrance.	n/c due to age. Cupola has been removed.	Easements	Representative of 1960s style Colonial Revival style post offices constructed throughout Vermont. Recommended eligible as contributing resource to BVHD.
V	2 West St (Town Green)	26-27	Large green space bound by School Street, Park Street, North Street, and West Street. Includes bandstand built in 1937, paths, green space, playground, monuments, and benches.	Only mentioned with the bandstand in the SR, not as an individual resource.	Easements	Recommended eligible as contributing resources (bandstand and green) to BVHD.
W	1 South St – Holley Hall		1884 Queen Anne style brick civic building with hipped roof, irregular massing, redstone foundation, wood and brick detailing, recessed front entrance, side brick bell tower, slate roof, and multi-pane windows.	Minimal alterations, if any	Listed in the NR. Easements.	Listed in the NR – Bristol Downtown HD. Recommended eligible as contributing resource to BVHD.

Table 3: Historic Resources Survey Summary

The following table provides a list of properties recommended as eligible for listing (and those already listed) in the National Register, as well as potential concerns. These concerns should be factored into project planning.

Map ID	E-911	Concerns
A	49 West St – Village Creeme Stand	Easements
C	39 West St	Concrete walkway to front door/former front door; easements.
D	38 West Street	Easements
E	35 West St	Easements
F	34-36 West St	Concrete apron to front porch; easements
I	29 West St	Easements
K	27 West St	Easements
L	26 West St	Concrete and metal fence at sidewalk edge; easements.
M	25 West St	Easements
N	23 West St	Easements
O	22 West St	Low concrete curb and walkway to house; easements.
Q	20 West St – St. Ambrose	Easements
R	19 West St – Howden Hall	Easements
T	11 West St - USPS	Easements
V	2 West St (Town Green)	Easements
W	1 South St – Holley Hall	Easements

Section 4(f) Resources

As noted in the overview, Section 4(f) resources include publicly owned parks and recreation areas, wildlife and/or waterfowl refuges, and properties eligible for listing in or listed in the National Register. In the Study Area, the historic resources (listed in Table 3) are Section 4(f) resources. Additionally, the Town Green (Map ID V) is considered a Section 4(f) park resource. There are no wildlife or waterfowl refuges.

Section 106 and Section 4(f) Recommendations

A future project subject to Section 106 and/or Section 4(f) will formally review all the properties in the Area of Potential Effect (APE), which is similar to the Project Study Area. Section 106 requires review of a project’s scope of work and plans, and assessment of its effects on historic resources. The properties identified in Table 3 and those identified as Section 4(f) resources should be considered in planning efforts in terms of impacts to the properties. Concerns for potential effects from linear projects typically equates to the amount of land from a parcel required for a project and how contributing features will be impacted, such as stone walls, fence removal, or tree removal, retaining wall construction, and how close a project is to a building on the historic property. Tree removal is a concern on a street such as West Street as mature trees help to define a historic district’s setting, and removal can result in adverse effects. Additionally, how a proposed sidewalk interfaces with an existing walkway to a historic property should be

considered. Land incorporated into a transportation project from a historic property or recreation property will likely result in a Section 4(f) historic or parks de minimis determination.

Consultation with the VTrans Historic Preservation should begin early in the process. Based on this initial study, VHB does not anticipate adverse effects to result from improved pedestrian infrastructure and related improvements along West Street.

Images and Illustrations



Figure 1: Excerpt from 1857 H.F. Walling Map. The red line shows West Street for approximately the length of the study area.

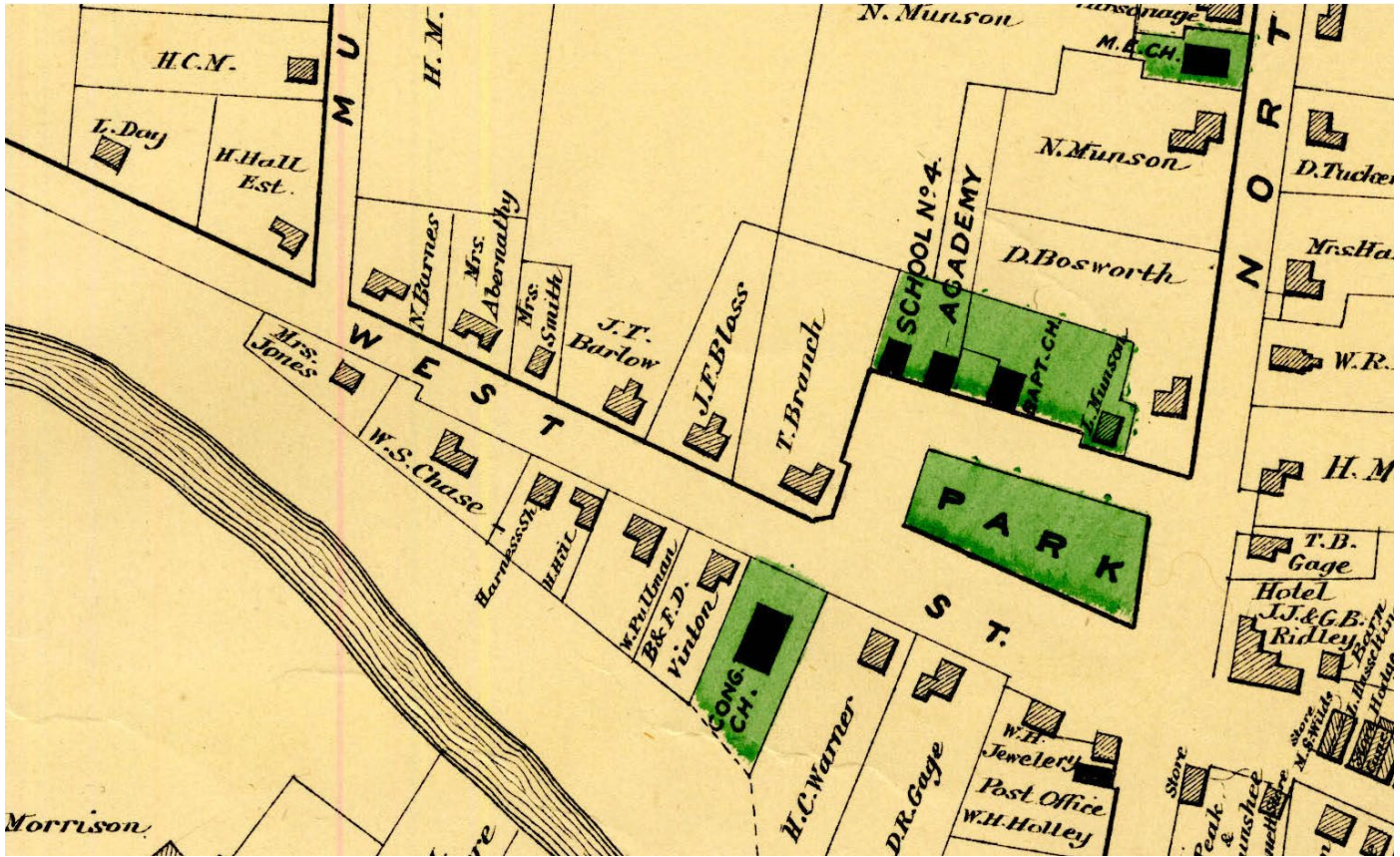


Figure 2: 1871 F.W. Beers Map show West Street in the project study area.

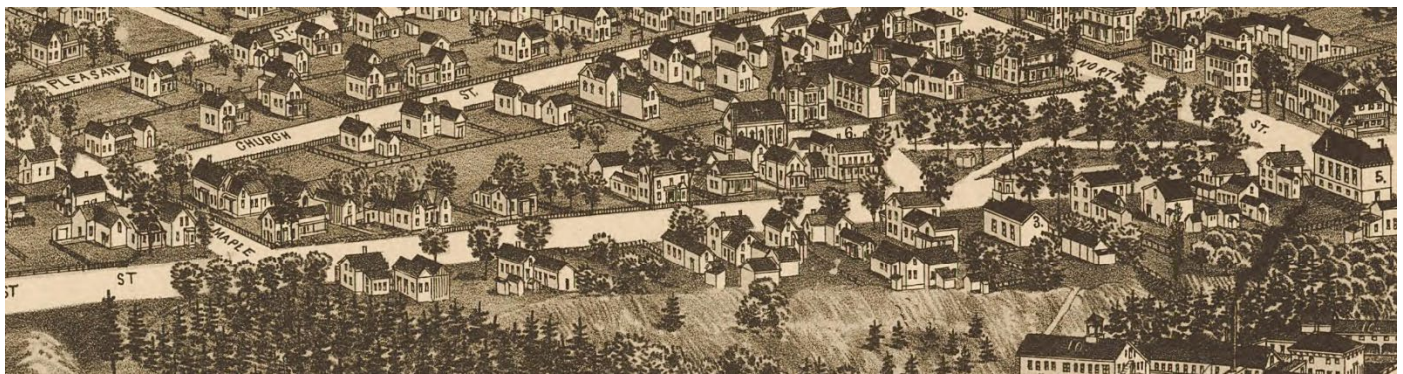


Figure 3: 1889 Birds Eye View. West Street is in the middle foreground, and the study area is between Maple Street at left and North Street at right. <http://hdl.loc.gov/loc.gmd/q3754b.pm009360>.



Figure 4: West Street, looking west, early 20th century. The Town Green is at right; the houses at left have since been removed. Note the water fountain.

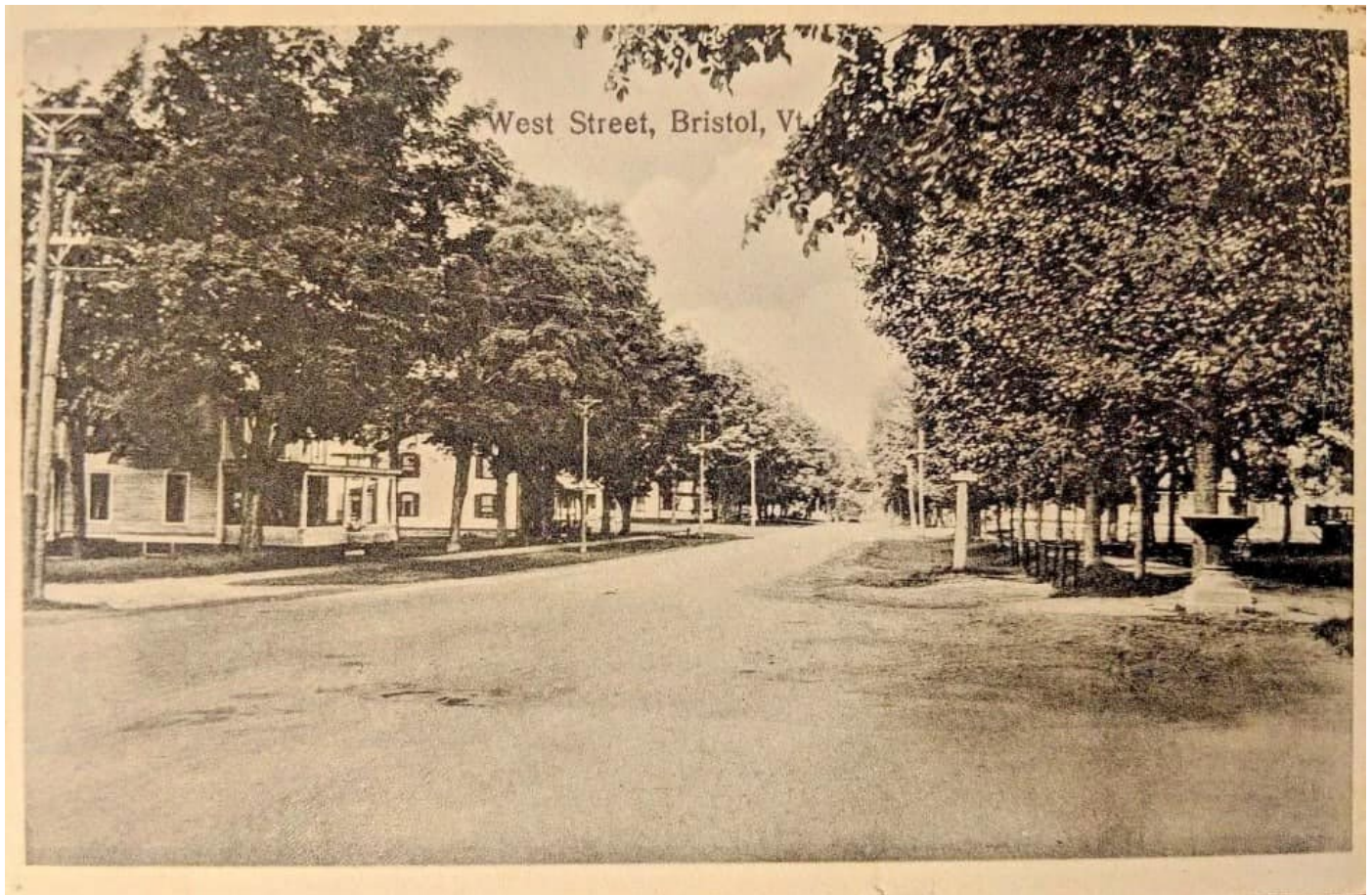


Figure 5: West Street, looking west. Note that the foundation is at the edge of the Town Green. The houses at left are no longer extant, since replaced by a service (gas) station and the USPS.



Figure 6: Bristol Park, 1935, looking west. The house in the background on right was demolished for the construction of the current St. Ambrose Church (20 West Street) in 1970. Source: Pat Davignon, Bristol Area Memories Facebook Group.



Figure 7: 1962 aerial image, source VCGI. West Street is seen in the center of the image. Village Creeme is at left, indicated by the red circle. Holley Hall is at bottom right, indicated by the yellow circle. The future location of the 1971 St. Ambrose Church is indicated by the blue circle. The future location of the USPS is indicated by the pink circle.



Figure 8: Bristol in the late 1960s. The previous St. Ambrose Church and the house at 20 West Street were still standing. The post office was constructed by this point (1967), the previous gas stations were standing. Source: Pat Davignon, Bristol Vermont Area: Memories Facebook Group.



Figure 9: 1983 View of West Street looking to the park (left) and the post office. Source: Pat Davignon, Bristol Area Memories Facebook Group.

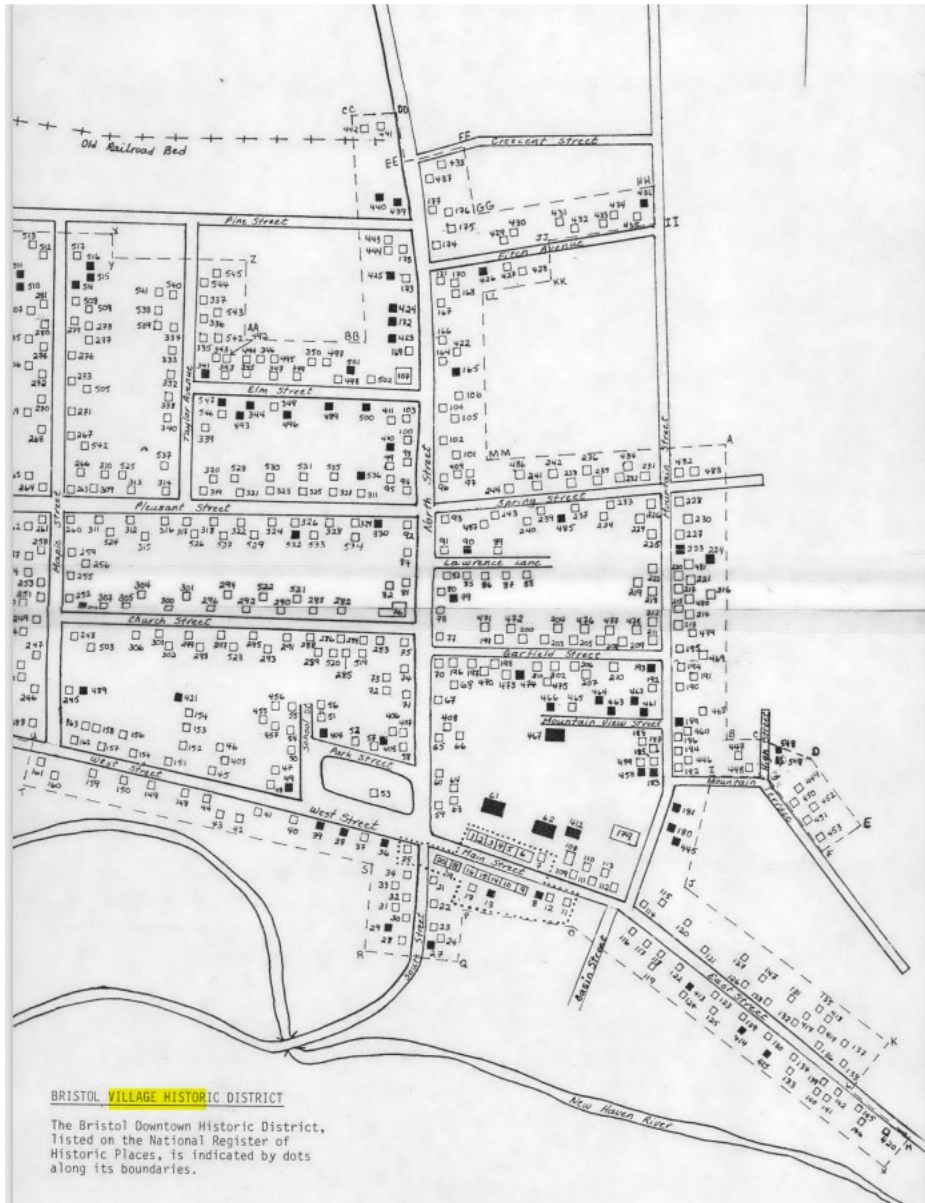


Figure 10: Bristol Village Historic District, State Register map.

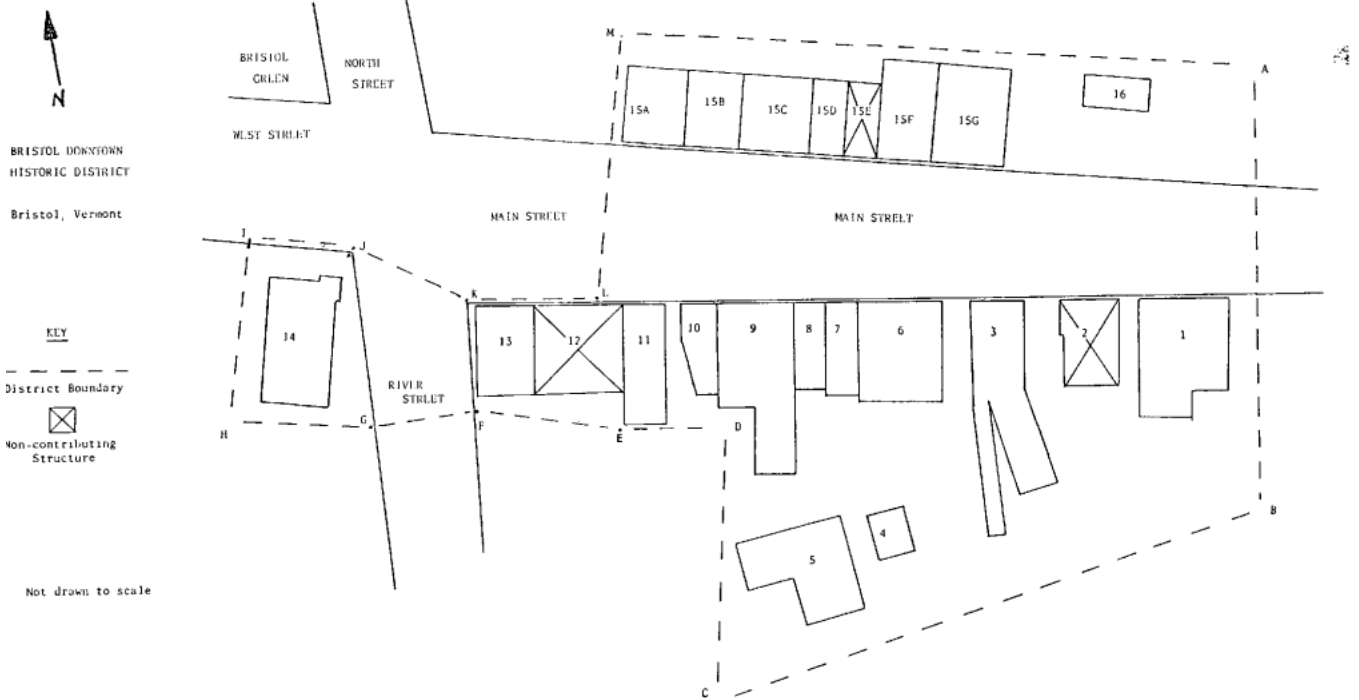


Figure 11: Bristol Downtown Historic District, National Register map.

Properties Selected for Further Evaluation

Photographs by Kaitlin O'Shea, VHB, August 15, 2025, unless otherwise noted



Photograph 1: 49 West Street, Map ID A.



Photograph 2: 39 West Street, Map ID C.



Photograph 3: 38 West Street, Map ID D.



Photograph 4: 35 West Street, Map ID E.



Photograph 5: 34-36 West Street, Map ID F.



Photograph 6: 32 West Street, Map ID G.



Photograph 7: 31 West Street. Map ID H.



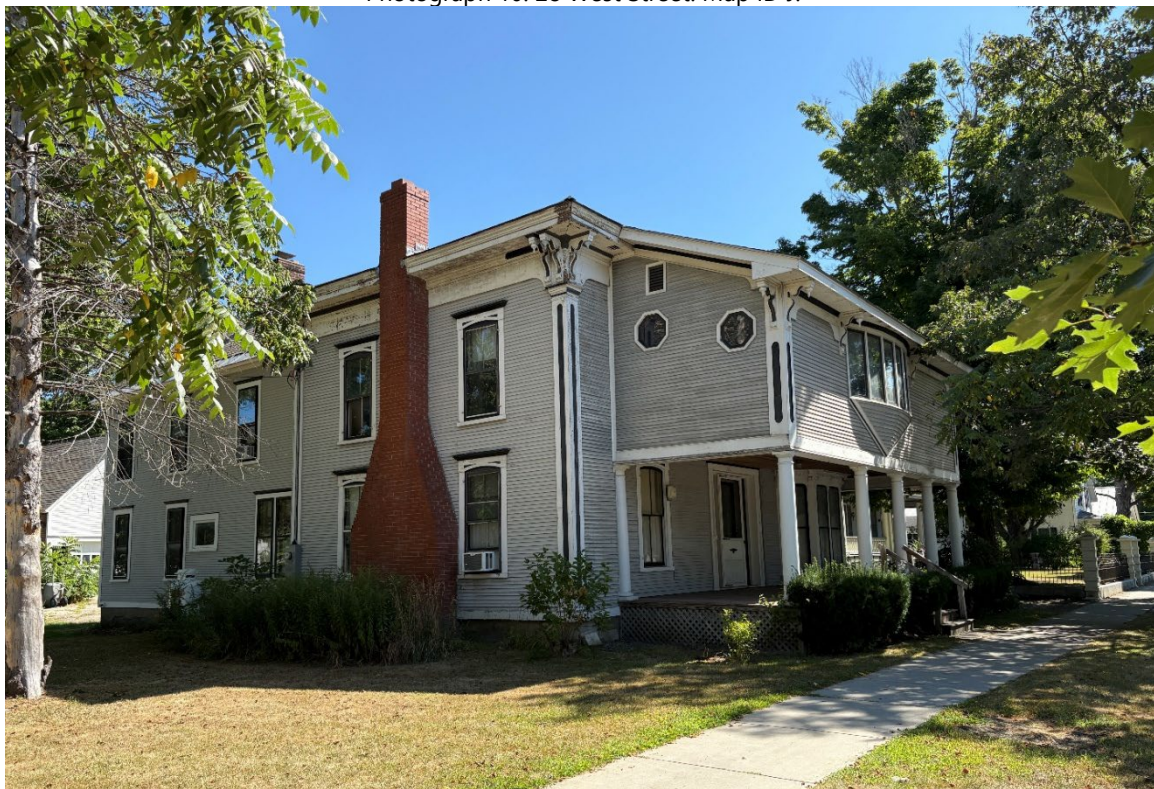
Photograph 8: 31 West Street. Map ID H.



Photograph 9: 29 West Street. Map ID I.



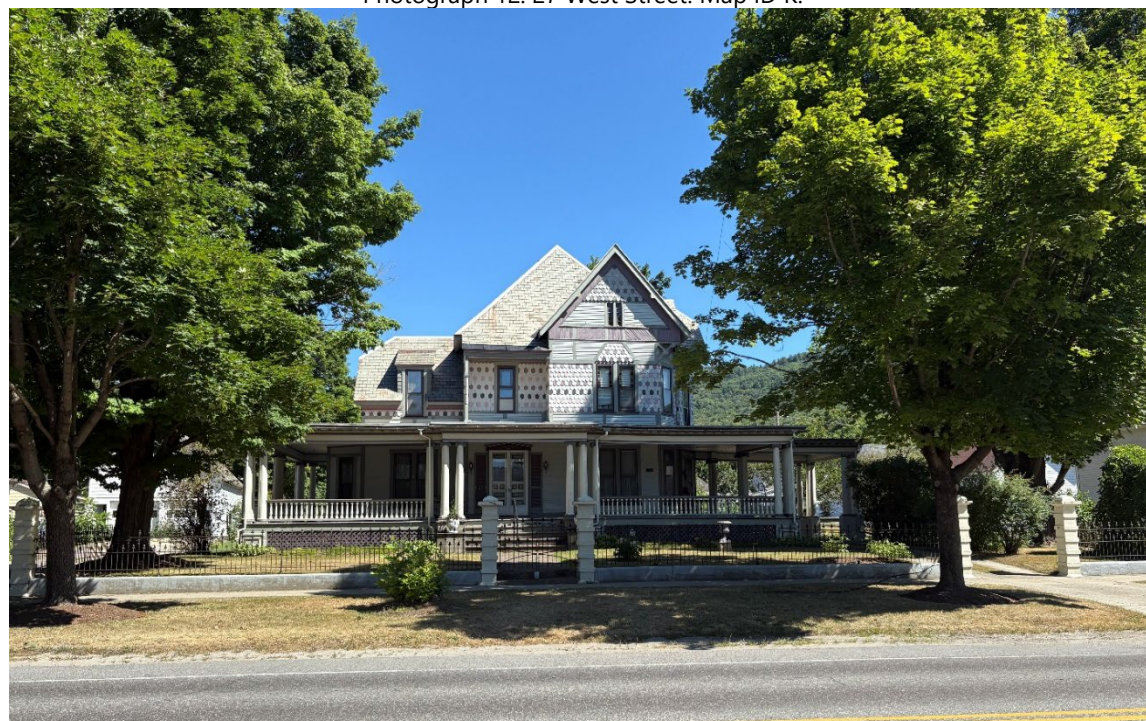
Photograph 10: 28 West Street. Map ID J.



Photograph 11: 28 West Street. Map ID J.



Photograph 12: 27 West Street. Map ID K.



Photograph 13: 26 West Street. Map ID L.



Photograph 14: 26 West Street. Map ID L.



Photograph 15: 25 West St. Map ID M.



Photograph 16: 25 West St. Map ID M.



Photograph 17: 23 West St. Map ID N.



Photograph 18: 23 West St. Map ID N.



Photograph 19: 22 West St. Map ID O.



Photograph 20: 20 West Street. Map ID P.



Photograph 21: 20 West Street. Map ID P.



Photograph 22: 21 West Street. Map ID Q.



Photograph 23: 19 West Street. Map ID R.



Photograph 24: 11 West St. Map ID T.



Photograph 25: 11 West St. Map ID T.



Photograph 26: 2 West St, Village Green. Map ID V.



Photograph 27: 2 West St, Village Green. Map ID V.



Photograph 28: 1 South Street. Map ID W.



Photograph 29: 1 South Street. Map ID W.

ATTACHMENT 1

Historic Resources Identification

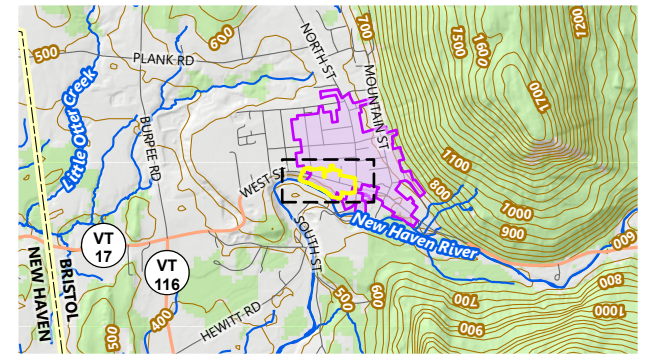
West Street Improvement Scoping Study / Bristol STP BP24(23) | Bristol, Vermont



March 04, 2026



- # Eligible Property (VHB)
- # Ineligible Property (VHB)
- Study Area (VHB)
- Bristol Downtown Historic District - National Register (ANR)
- Bristol Village Historic District - State Register (ANR)
- VHD Stream (VCGI)
- Parcel Boundary (VCGI)



Sources: Background imagery by VCGI (collected in 2024); ANR (Vermont Agency of Natural Resources - hosted featured service); VCGI (Vermont Center for Geographic Information - hosted feature services); VHB - 2025-2026

Path: \\vhb\gis\proj\Burlington\59357.00 Bristol STP BP24(23)\Project\Historic\Bristol_Scoping_Study_Historic_Resources.aprx (User: ACoplin, Date: 3/4/2026)

C

Archaeological Resources Assessment



To: The Town of Bristol and the Vermont
Agency of Transportation

Date: August 4, 2025

Memorandum

Project #: 59357

From: Dawson Burnett, Archaeologist and
Alexander Honsinger,
Archaeologist/Cultural Resources Specialist

Re: STP BP24(23) West Street Sidewalk Improvement Scoping Study
Archaeological Resources Assessment

Project Overview

This archaeological resource assessment (ARA) has been prepared for the Town of Bristol, Vermont as part of a scoping study to evaluate the feasibility of sidewalk improvements along West Street. The Project runs along a 0.26 mile (mi) (0.42 kilometer [km]) stretch of West Street between the Village Creeme Stand at 49 West Street and Holley Hall at 1 South Street. The Project is funded in part by the Federal Highway Administration (FHWA) by way of the Vermont Agency of Transportation (VTrans) Municipal Assistance Section (MAS) and will fall under the jurisdiction of Section 106 of the National Historic Preservation Act (NHPA). The Project is presently in the preliminary design phase; therefore, VHB examined the potential for archaeological resources within a broad, preliminary Study Area encompassing approximately 1.24 acres (ac) (0.5 hectares [ha]) to accommodate Project impacts and alternatives (Appendix I: Figure 1). This ARA study was conducted in accordance with the Vermont Division for Historic Preservation (VDHP) (2017) *Guidelines for Conducting Archaeology in Vermont*. Background research for this ARA included a review of the contemporary physical environment, Vermont Archaeological Inventory (VAI) site records, previous archaeological studies available on the VDHP's Online Resource Center (ORC), pertinent local historic documents, and a subsequent field inspection of the Study Area.

Environmental Context

This section outlines a review of the physical environment within the proposed Study Area including water resources, topography, floral and faunal resources, bedrock and surficial geology, and soils. This review constitutes the background for interpretations of landscape history and potential past uses of the environment. Consequently, this information serves as a foundation for the archaeological sensitivity modeling discussed below.

The Study Area consists of a 1.24 ac (0.50 ha) area atop a glaciofluvial terrace along the New Haven River. The Study Area is located in the Champlain Valley biophysical region within the former footprint of Glacial Lake Vermont and the Champlain Sea (Vermont Fish and Wildlife 2014). Postglacial fluvial deposits are mapped overlying Dunham dolostone bedrock throughout the Study Area (Doll 1970; Ratcliffe et al. 2011). According to available United States Department of Agriculture (USDA) (2025) soil data, surficial deposits in the Study Area are instead classified as glaciofluvial Colton gravelly sandy loam (100%). Elevations range from 564 feet (ft) above mean sea level (amsl) (172 m) to 570 ft amsl (174 m). The course of the New Haven River is located at a linear distance of approximately 295 ft (90 m) south and approximately 90 ft (27 m) downslope from the Study Area.

Methods

VHB consulted the VDHP's Online Resource Center (ORC) to identify previous archaeological studies or sites located within the Study Area, as this information may inform the archaeological sensitivity determinations for areas affected

by future Project impacts. The Study Area was assessed for pre-Contact archaeological sensitivity using the VDHP's (2015) *Environmental Predictive Model for Locating Pre-contact Archaeological Sites*. Relevant sections of the Beers (1871) Atlas of Addison County, Walling (1857) Map of Addison County, and United States Geological Survey (USGS) (1903, 1920) quadrangle maps were georeferenced to identify potential mapped domestic structures or other historic archaeological concerns throughout the Study Area during background research. Additionally, light detection and ranging (LiDAR) imagery was analyzed for the identification of unmapped historic structures or anomalies of archaeological concern (VCGI 2017).

Previous Archaeological Research

VHB consulted both the ORC and the VAI to identify potential archaeological research or previously identified sites in the Study Area, as this information may inform the archaeological sensitivity determinations for areas affected by future Project impacts.

No previously completed subsurface archaeological investigations within the Study Area were identified during a review of available information on the ORC. One previous area-of-potential-effect (APE) was identified associated with a Vermont Department of Environmental Conservation (VT DEC) project in Bristol, the West Waterline Replacement, but no additional information was available on the ORC while conducting background research.

However, a total of 6 previously recorded Archaeological sites are located within 1 km of the Study Area. Five of the previously recorded resources constitute pre-Contact archaeological sites, indicating a high density of previous Indigenous occupations in the Project vicinity. One historic site consisting of a 19th century forge (VT-AD-1672) located within 1 km of the Study Area was also identified during a review of the ORC (Table 1).

Table 1. Adjacent Archaeological Sites

Site Number/Name	Temporal Affiliation	Distance from Study Area
VT-AD-1672	Historic (19 th century)	238m
VT-AD-1785	Unknown pre-contact	293m
VT-AD-1725	Middle Archaic	483m
VT-AD-1364	Unknown pre-Contact	626m
VT-AD-1726	Unknown pre-Contact	630m
VT-AD-1363	Unknown pre-Contact	744m

Archaeological Sensitivity Assessment

Using the VDHP's (2015) *Environmental Predictive Model for Locating Pre-contact Archaeological Sites*, potentially undisturbed areas in the West Street Study Area receive a score of 56 points, initially exceeding the 32-point threshold to be considered archaeologically sensitive. Contributing environmental factors noted in the desktop pre-Contact archaeological sensitivity assessment include the proximity of the New Haven River (0-90 meters [m]), a high density

of previously recorded archaeological sites near the Study Area, most of which are located along the New Haven River, and the Project's location in a natural travel corridor (Appendix III).

The Study Area is located within the Bristol Village State Register Historic District (VDHP 1992). However, based upon a review of historic maps, background research, and previous studies, the area possesses low potential to yield historic period archaeological deposits. Despite the presence of adjacent mapped domestic structures identified during a review of historic map resources (Appendix I: Figure 2; Beers 1871; USGS 1903, 1920; Walling 1857), previous studies along roadside locations throughout Vermont have demonstrated that historic front yards and analogous roadway-adjacent landforms most often contain landscaping fill, historic artifact shatter, or road fill of limited research significance (Borstel 2005). Additionally, analysis of available LiDAR imagery did not reveal any unmapped structures or anomalies (VCGI 2017).

Field Investigation

VHB archaeologist Alexander Honsinger conducted a field visit for the West Street scoping study on July 29th, 2025, following the desktop review. This entailed a thorough inspection of the 1.24 ac (0.50 ha) Study Area to identify any landscape features which may have been omitted during preliminary sensitivity assessments (*e.g.*, microtopographic features, unmapped historic structures). Additionally, any landscape elements which would subtract from the original desktop sensitivity analysis were recorded (*e.g.*, hydric soils, excessive slope, disturbance).

The investigation started at the eastern end of the Study Area, which consists of roadway shoulder, adjacent green space, and parking associated with commercial and municipal spaces (Appendix II: Photos A-D). Soil core samples retrieved from the eastern green space revealed fill deposits which terminated at impenetrable road gravel deposits (Appendix II: Photo E).

The central portion of the Study Area consists of road shoulder, residences, and associated green space (Appendix II: Photos G and H). Consequently, several soil core samples were retrieved from this area (Appendix II: Photos F and I). These soil core samples also revealed fill deposits terminating in an admixture of fill and road gravel deposits.

Lastly, the western portion of the Study Area is defined by several residential and commercial front yards, as well as parking for the Village Creeme Stand located at the western terminus of the Study Area (Appendix II: Photos J, L, N, and O). Two additional soil core samples were retrieved from green space in the western portion and revealed fill overlying road gravel deposits (Appendix II, Photos K and M). Based on the documented extent of disturbance and the shallow soil deposits associated with glaciofluvial Colton gravelly sandy loams (0-24 inches, USDA 2025), VHB has concluded there is no likelihood for intact or deeply buried archaeological deposits throughout the Study Area.

Archaeological Sensitivity Determinations

Upon completion of background review, desktop archaeological sensitivity modeling, and a field investigation, VHB has concluded that the Study Area does not contain any archaeologically sensitive areas or archaeological sites which could foreseeably meet any eligibility criteria for the State and/or National Register of Historic Places. Despite the results of the initial desktop application of the VDHP environmental predictive model, exploratory soil tests revealed extensive disturbance throughout the roadside Study Area consisting of road fill, gravel, and a lack of intact stratigraphic deposits. If Project impacts expand outside the Study Area examined in this ARA report, further archaeological investigations will be required.

Conclusions and Recommendations

This archaeological resource assessment (“ARA”) has been prepared for the Town of Bristol, Vermont as part of a scoping study to evaluate the feasibility of sidewalk improvements along West Street. The Project runs along a 0.26 mi (0.42 km) stretch of West Street between the Village Creeme Stand at 49 West Street and Holley Hall at 1 South Street. The Project is funded in part by the FHWA by way of the VTrans MAS and will fall under the jurisdiction of Section 106 of the NHPA. The Project is presently in the preliminary design phase; therefore, VHB examined the potential for archaeological resources within a broad, preliminary Study Area encompassing approximately 1.24 ac (ac) (0.5 ha to accommodate Project impacts and alternatives (Appendix I: Figure 1) The purpose of this study was to identify potential for any pre-Contact or historic archaeological resources which could be affected by Project activities.

Upon completion of background review, desktop archaeological sensitivity modeling, and a field investigation, VHB has concluded that the Study Area is devoid of archaeological sensitivity and that proposed ground disturbance will not impact any known or previously undiscovered archaeological sites of significance. No further archaeological investigation is recommended within the Study Area. If Project impacts expand outside the 1.24 ac (0.5 ha) Study Area examined in this ARA report, further archaeological investigations will be required.

References

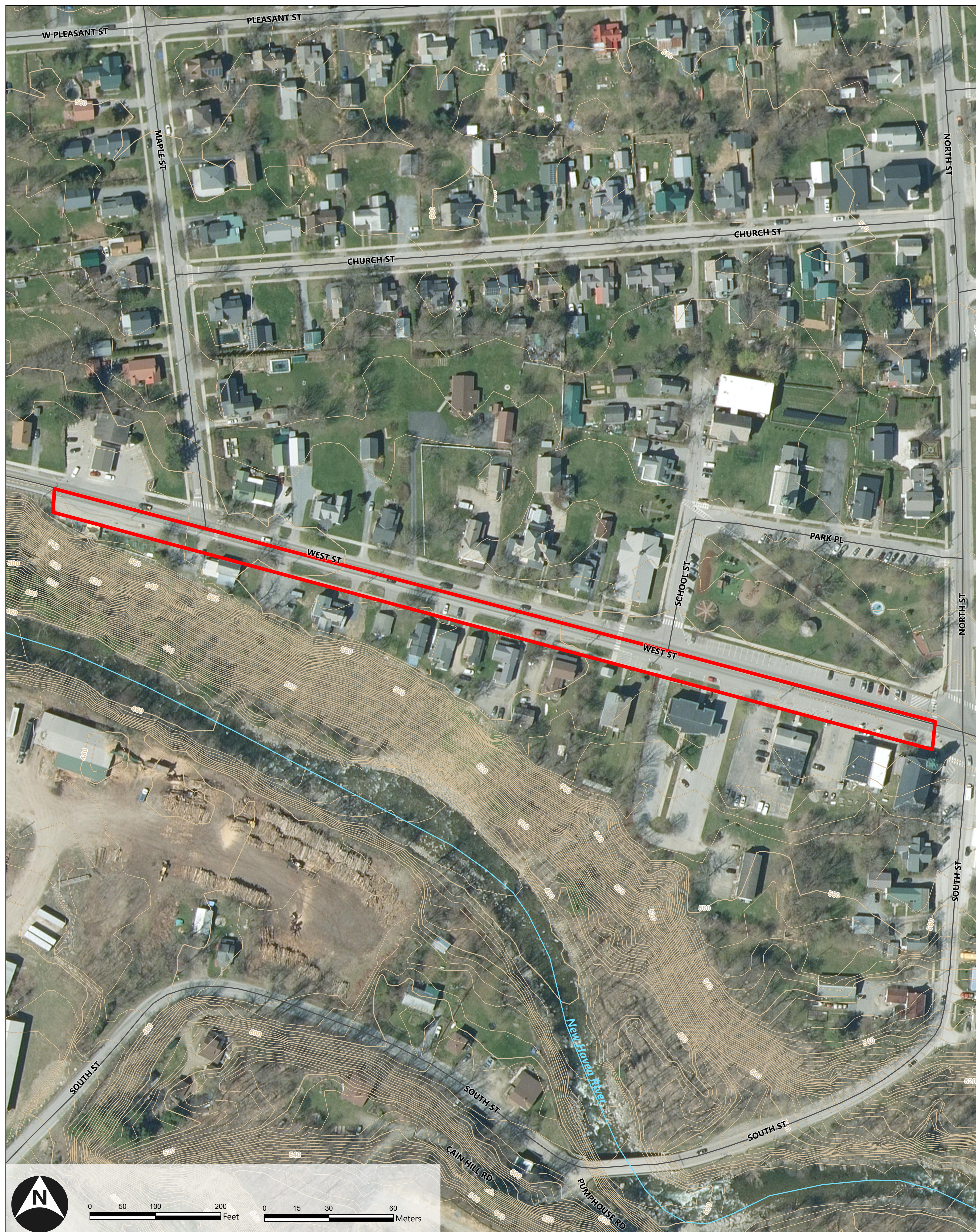
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Appendix I: Report Maps

Figure 1. Study Area in the Town of Bristol

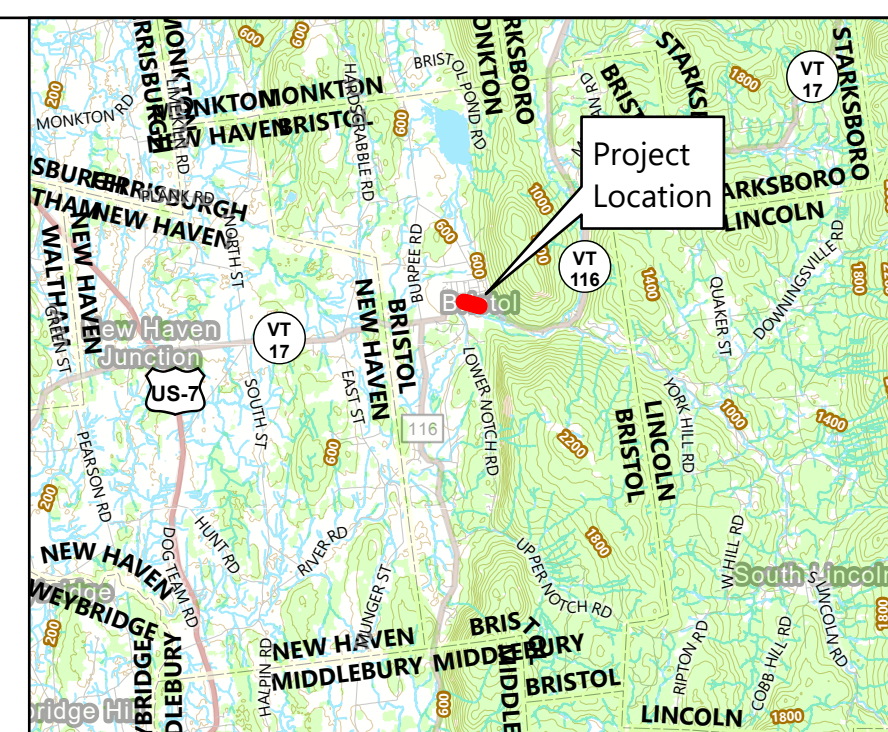
Bristol STP BP24(23) West Street Sidewalk Improvement Scoping Study

Town of Bristol, Addison County, VT



Path: \\vhb\gis\proj\Burlington\59357.00 Bristol STP BP2423\Project\Archaeology\59357 Bristol STP BP2423 Archaeology.aprx (ahonsinger, 7/23/2025)

- Study Area
- VHD Stream (ANR)
- Railroad (VTrans)
- Interstate Highway
- US Highway
- State Highway
- Local Road
- Other Road
- Private Road

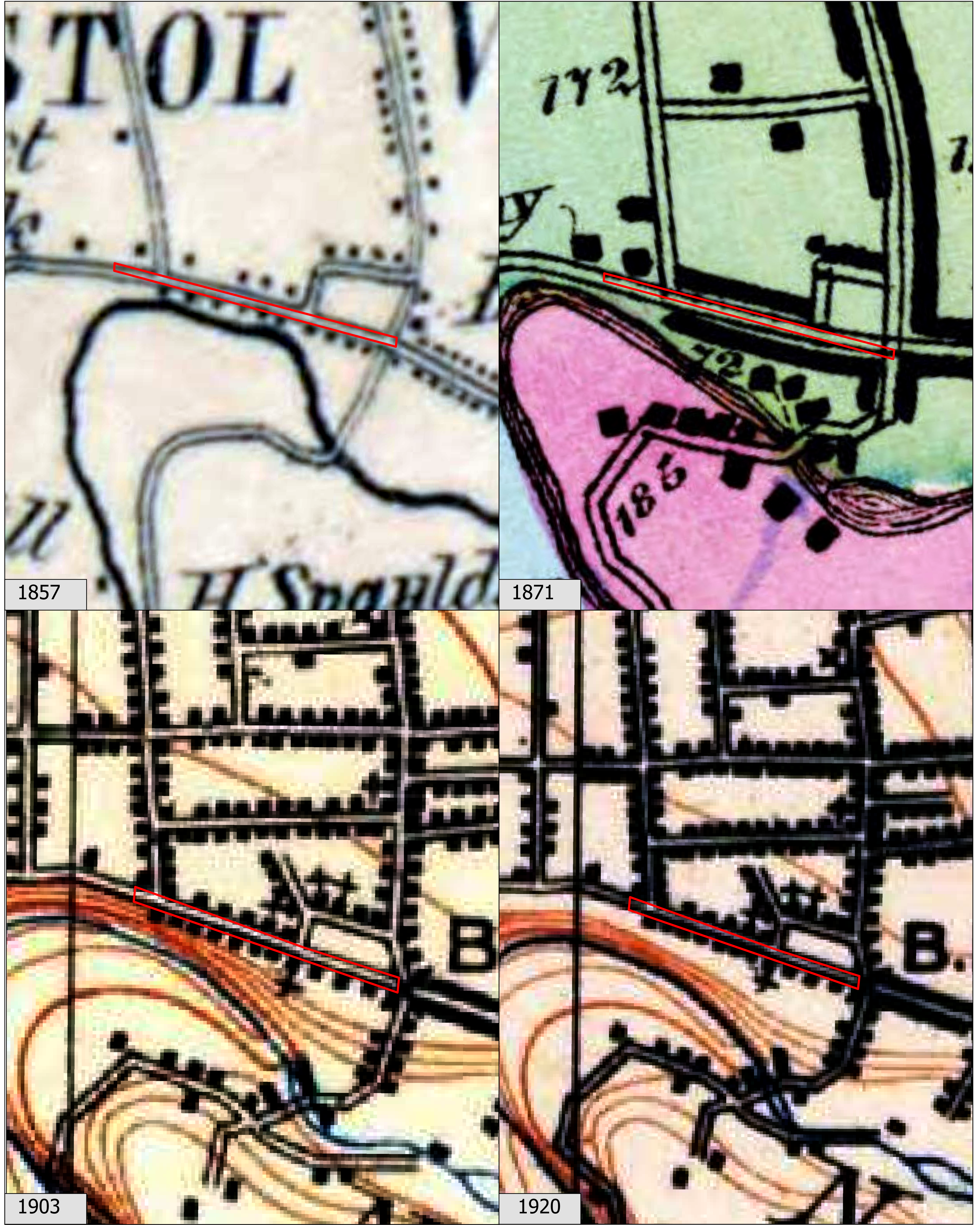


Sources: Background Imagery by VCGI (Collected in 2022); ANR(Vermont Agency of Natural Resources - Hosted Feature Services); VCGI Vermont Center for Geographic Information - Hosted Feature Services); VTrans (Vermont Agency of Transportation - Hosted Feature Services)

Figure 2. Historic Map Review in the Town of Bristol

Bristol STP BP24(23) West Street Sidewalk Improvement Scoping Study

Town of Bristol, Addison County, VT



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0 150 300 600 Feet

0 50 100 200 Meters

Study Area

Source: Beers (1871) Atlas of Addison County, Vermont; Walling (1857) Map of Rutland County, Vermont; USGS (1903) 1:62,500 Middlebury, Vermont Quadrangle; USGS (1920) 1:62,500 Middlebury, Vermont Quadrangle

Figure 3. Historic Aerial Imagery Review in the Town of Bristol

Bristol STP BP24(23) West Street Sidewalk Improvement Scoping Study

Town of Bristol, Addison County, VT



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0 150 300 600 Feet 0 50 100 200 Meters

Study Area

Source: VCGI

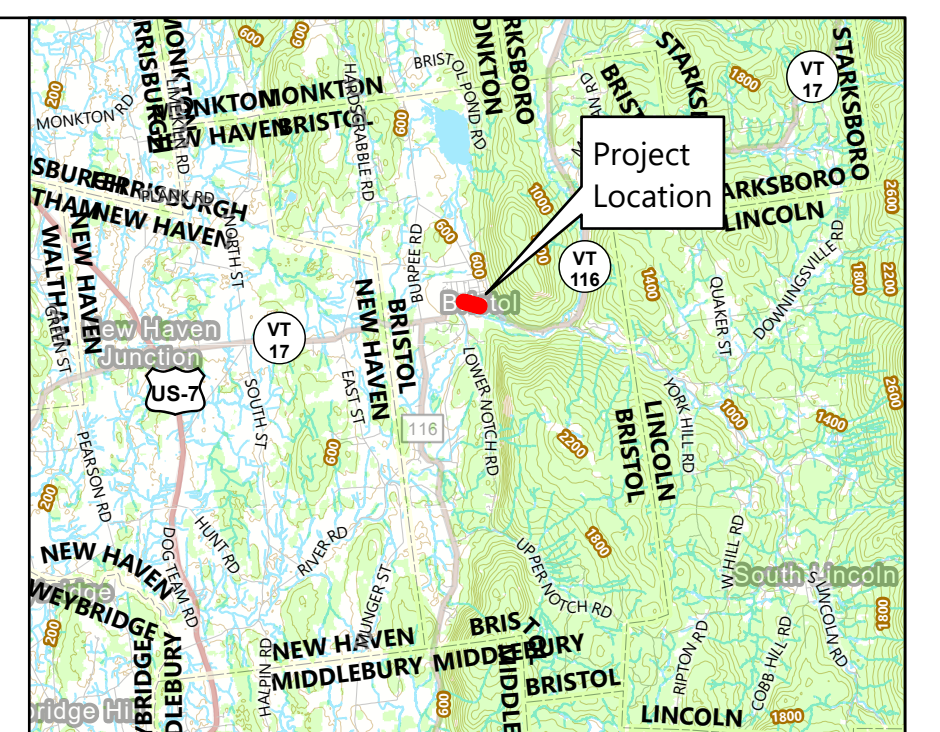
Figure 4. Study Area in the Town of Bristol and Field Investigation Photograph Locations

Bristol STP BP24(23) West Street Sidewalk Improvement Scoping Study
 Town of Bristol, Addison County, VT



Path: \\vhb\gis\proj\Burlington\59357.00 Bristol STP BP2423\Project\Archaeology\59357 Bristol STP BP2423 Archaeology.aprx (ahonsinger, 7/30/2025)

- Study Area
- US Highway
- VHD Stream (ANR)
- State Highway
- Railroad (VTrans)
- Local Road
- Interstate Highway
- Other Road
- Photo Location
- Private Road



Sources: Background Imagery by VCGI (Collected in 2022); ANR(Vermont Agency of Natural Resources - Hosted Feature Services); VCGI Vermont Center for Geographic Information - Hosted Feature Services); VTrans (Vermont Agency of Transportation - Hosted Feature Services)

Appendix II: Field Investigation Photographs



Photo A. View of the eastern Study Area, facing northwest.



Photo B. View of the eastern Study Area, facing northwest.



Photo C. View of the eastern Study Area, facing northwest.



Photo D. View of the eastern Study Area, facing northwest.



Photo E. Soil core from the eastern Study Area showing roadside fills.



Photo F. Soil core from the central Study Area showing roadside fill and road gravel deposits.



Photo G. View of the central Study Area, facing northwest



Photo H. View of the central Study Area, facing northwest.



Photo I. Soil core from the central Study Area showing roadside fills.



Photo J. View of the western Study Area, facing northwest.



Photo K. Soil core from the western Study Area showing roadside fills.



Photo L. View of the western Study Area, facing northwest.



Photo M. Soil core from the western study area showing roadside fills.



Photo N. View of the western Study Area, facing northwest.



Photo O. View of the western Study Area showing the Village Creeme Stand, facing Southeast.

The Town of Bristol and the Vermont Agency of Transportation
Ref: 59357
August 1, 2025
Page 15



Attachment 3: VDHP Environmental Predictive Model for Locating Pre-Contact Archaeological Sites

VERMONT DIVISION FOR HISTORIC PRESERVATION
Environmental Predictive Model for Locating Pre-contact Archaeological Sites

Project Name
DHP No.

County
Map No.

Staff Init.

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

17) Marine/Lake Delta Complex**		12	
18) Champlain Sea or Glacial Lake Shore Line**		32	
E. OTHER ENVIRONMENTAL FACTORS:			
19) Caves /Rockshelters		32	
20) <input type="checkbox"/> Natural Travel Corridor <input type="checkbox"/> Sole or important access to another drainage <input type="checkbox"/> Drainage divide		12	
21) Existing or Relict Spring	0 – 90 m	8	
	90 – 180 m	4	
22) Potential or Apparent Prehistoric Quarry for stone procurement	0 – 180 m	32	
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	
F. OTHER HIGH SENSITIVITY FACTORS:			
24) High Likelihood of Burials		32	
25) High Recorded Site Density		32	
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32	
G. NEGATIVE FACTORS:			
27) Excessive Slope (>15%) or Steep Erosional Slope (>20)		- 32	
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	
** refer to 1970 Surficial Geological Map of Vermont			
			Total Score:
Other Comments :			
0- 31 = Archeologically Non- Sensitive 32+ = Archeologically Sensitive			

D

Public Meeting Materials



Bristol West Street Scoping Study

Local Concerns Meeting

September 22, 2025

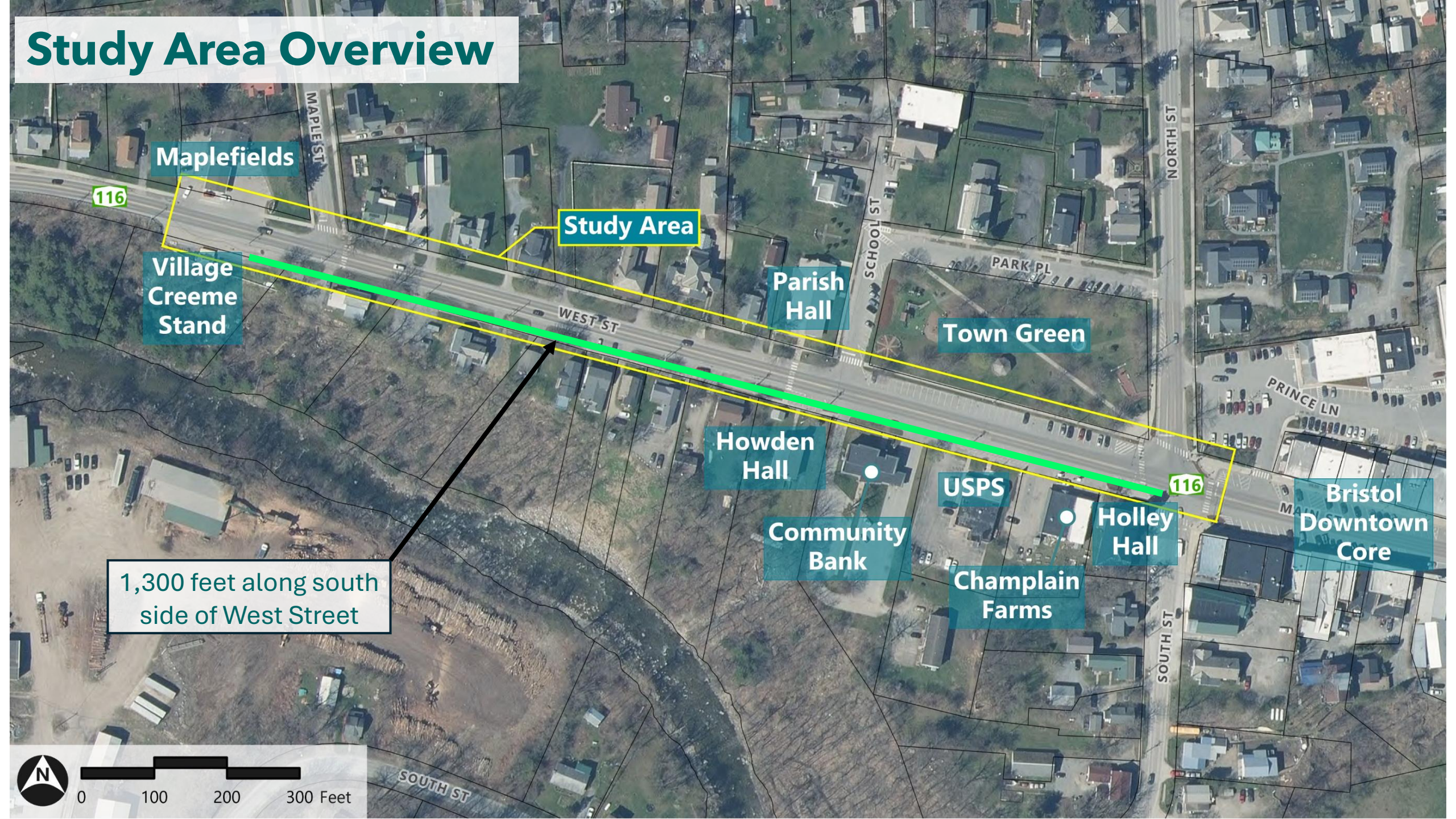




Project Purpose

Identify alternatives for a continuous, ADA-compliant sidewalk between Holley Hall and Village Creeme Stand that enhances pedestrian **safety**, **accessibility**, and **connectivity** within the downtown area.

Study Area Overview



Maplefields

116

Village
Creeme
Stand

Study Area

Parish
Hall

Town Green

Howden
Hall

USPS

Community
Bank

Holley
Hall

Champlain
Farms

Bristol
Downtown
Core

116

1,300 feet along south
side of West Street



0 100 200 300 Feet

Highlights of a Scoping Study



Develop Purpose
& Need
Statement



Identify &
Evaluate
Alternatives



Engage Public &
Stakeholders



Select Locally
Preferred
Alternatives



Develop Final
Scoping Report

Opportunities for Improvement

Inaccessible



Inadequate separation from road



Opportunities for Improvement

Deteriorated Concrete



Jogs/Misaligned Sidewalks



Opportunities for Improvement

Gaps



Crosswalk without landing



Opportunities for Improvement

Narrower than standard



Key Considerations

Maplefields

116

Village
Creeme
Stand

Study Area

Parish
Hall

Town Green

Howden
Hall

Community
Bank

USPS

Champlain
Farms

Holley
Hall

116

Bristol
Downtown
Core

- Parking
- Driveway widths
- Encroachments
- Trees, utility poles, other obstacles
- Lighted areas



0 100 200 300 Feet

SOUTH ST

Next Steps



- **Develop Alternatives** | October - November
- **Evaluate Alternatives** | November
- **Alternatives Presentation** | December

We want to hear from you...

Challenges:

What presents the greatest challenge to you when walking, biking or driving on West Street?

Opportunities:

What improvements do you want to see on West Street?

Thank you!

Evan Haugh
ehaugh@vhb.com

Madison Coombs
mcoombs@vhb.com



Town of Bristol, VT
Selectboard
Minutes of Meeting
Monday, September 22, 2025

Members Present: Ian Albinson, Joel Bouvier (joined at 8 pm), Peeker Heffernan (Chair), Michelle Perlee, Jessica Teets

Staff Present: Gregory Faust (Town Administrator), AZ Larsen (Zoning and Planning Administrator), Brett LaRose (Fire Chief), Sharon Lucia (Town Clerk and Town Treasurer), Kris Perlee (Assistant Town Clerk and Assistant Town Treasurer), Freeda Powers (Grant Administrator), Colby Gile (Public Works Crew)

Others Present: Madison Coombs (VHB), Martin Howell, Ron LaRose, NEAT, Steve Palmer (VTM), Jim Quaglino

I. Call to Order. Peeker Heffernan called the meeting to order at 7:02 pm.

1. Review agenda for addition, removal, or adjustment of any items per 1 VSA 312(d)(3)(A).

The matters included in the Consent Agenda were adjusted.

II. Public Forum.

Ron LaRose spoke of difficulties navigating the sidewalks in town after knee surgery and difficulty walking two abreast in some sections. He also suggested brushing instead of plowing for snow removal, and mentioned other sidewalk issues, such as pedestrian crossings and road striping.

III. Department Head Roundtable.

Sharon Lucia (Town Clerk and Treasurer):

- The VT Department of Records Management has offered to provide a staff person who can help to get Bristol's document recordings backlog cleared.
- The property at 32 West Street has closed, taxes and water bill have been paid
- Tax bills likely will be printed October 1
- 2024's draft audit should be available in three to four weeks
- Water reading is currently taking place

Kris Perlee (Assistant Town Clerk and Treasurer):

- Working to reconcile the various Reserve funds
- Completing some IT projects

Freeda Powers (Grant Administrator):

- A lot of grant activity is happening, closing what can be closed, and several applications in the works
- Historical preservation grant for Holley Hall will not be applied for, as the work is not specific to preservation of the building

AZ Larsen (Zoning and Planning Administrator):

- Permitting is slowing down
- Working with Residential Building Energy Code changes imposed through a gubernatorial proclamation
- Some DRB activity, including a closer on a situation where an NOV had been issued
- The PC has approved applying for a Municipal Planning Grant, to be used for work involved in the upcoming Town Plan update

IV. Consent Agenda.

A motion to approve the Consent Agenda, consisting of the items listed below, passed unanimously.

- Reschedule October 13 Selectboard meeting to October 6 due to Indigenous Peoples' Day
- Authorize coin drop for N.H. Munsill for October 12, 2025
- Authorize grant application to Vermont Community Foundation for \$6700 to support Teen Hub programing and operational costs
- Approval of past meeting minutes (08-25-25, 09-08-25)
- Authorize warrant in the amount of \$167,324.82

V. Regular Business

1. Local Concerns Meeting - West Street Sidewalk Scoping Project.

Madison Coombs provided a presentation of this Project, which is looking at pedestrian infrastructure. The slides she shared covered the purpose of the project, an overview of the area involved, and an outline of the scoping study. The scoping study steps include outlining the purpose and need for the improvements, the identification and evaluation of alternatives, public engagement, selection of a locally preferred alternative, and finalization of the report.

Madison then reviewed the areas of concern which exist in the current sidewalk, including variations in grade, inadequate separation from the roadway, some deterioration, misalignments, and gaps in the route, and a crosswalk with no landing on the southern end. She also noted that the current sidewalk is narrower than the current standard. Key considerations were also outlined by Madison, including parking needs, driveway widths, encroachments, the intent to minimize removal of trees, utility poles and other obstacles, and the intent to utilize existing lighted areas and determine if more are needed.

Madison outlined the schedule through the end of this year, including a presentation of the alternatives to be reviewed which will be held in December.

Board members provided input on several topics:

- Some segments of sidewalks are located on parcels rather than in the road ROW; AZ noted that there are minimal instances of this.
- Parking on the sidewalk is a frequent practice at some properties.
- The area in front of Champlain Farms presents configuration difficulties. Madison outlined possible solutions, with either a design that is on the gas station property close to the building or in the Town ROW nearer to the road.
- The crosswalk near Maple Street, which is in part obscured by a large tree, but is difficult to move to the other side of Maple Street, as the southern edge would then be located at a driveway. It was discussed that a rapid response flashing beacon might be beneficial at this location. Madison will present alternatives for this crosswalk for the Board's consideration.

Brett pointed out that narrowing roadways helps to slow traffic. He also noted that when sidewalks are slightly higher than the surround lawn areas, the pushing back of the ground during winter plowing is minimized.

2. Consideration of reclassifying Harvey Road to from Class 4 to Class 3.

MOTION: *Ian moved to reclassify Harvey Road from Class 4 to Class 3. The motion was seconded by Michelle.*

Joel expressed concerns regarding taking on a road that is not up to standard when others have been told that they must bring their roads to standard to be considered a Town Road. Joel also noted his concerns regarding the bridge and the Town being liable for its maintenance and any repairs needed. Peeker explained that the reclassification would provide the ability to seek State or FEMA funding if repairs are needed.

Eric indicated that he is in favor of the reclassification, explaining that the road is already maintained to the same level as a Class 3 road, but allowed that no significant changes should be made because the road already meets Class 3 standards, with any upgrades planned and undertaken when funds are available.

It was emphasized that if the road is reclassified as proposed, there is potential for financial assistance to be provided if there is future erosion or flood damage, and that there is already some undermining of the bridge. It was also noted that there is no cost associated with the reclassification process.

Ian clarified that his motion was for reclassification only, with no improvements proposed to the road or bridge at this point.

VOTE: *The motion passed, with Joel opposed.*

3. Bristol West Waterline Project Bid Status update.

Steve Palmer presented a depiction of the area covered by this Phase 2 project. He then outlined that there are some remaining design phase items to be completed, but that the project is almost at the start of the bid phase. Steve has also prepared an amendment to the Master Agreement signed in 2023, and explained the reasons for the additional time that will be required for project management and the other work that will be required of him going forward. He also outlined the hours that will be required of Jill outside of her regular services, and noted that he is working with state officials to allow the inclusion of this extra time to be included in any consideration of award offers. Steve will bring this amendment to an upcoming meeting for approval.

Steve reviewed the timing of the proposed schedule, noting that he is hoping to have bids due in time for a mid-December bid opening and that the plan is to complete the project in two years. His intent is to have work begin in mid-April of 2026. Steve confirmed that it will be allowed to purchase materials at the onset of the project and store them until used, in order to avoid needing to absorb cost increases. The School Street area work will be approached as an amendment to the contract that is awarded, rather than going through all the logistics that would be necessary to rework the project and go through many of the steps that have already been completed for state approval, etc.

In response to a question regarding water pressure at certain locations and the related size of pipe needed, Steve explained that the replacement will essentially be almost a doubling of the effective diameter of the supply lines, as the existing build up in those lines has seriously narrowed their capacity.

4. Water Commission: Adopt updated water rates and Approve latest Bristol Water Use Ordinance Policy revision.

Ian explained that the budget for the upcoming year has been approved, but that a billing rate has not yet been set. He reviewed the past rate information, and there was a discussion of the Woodland rate, which was noted to be based upon a confusing calculation for the stabilization rate agreed to in 2018, although it appears that the usage changes, and therefore the total amount charged is flexible.

Ian then reviewed the proposed rates included in Appendix B. Bulk water purchase charges were discussed, and it was agreed to look into what other towns charge for this service, as these have not been updated. Ian

explained that the other new rates proposed are in part based upon statutory requirements, and otherwise based upon the cost of running the system, including in part upcoming water line work expenses.

MOTION: *Ian moved to approve the water rates included in Appendix B as drafted. The motion was seconded by Jessica, and passed unanimously.*

Ian then explained that all the agreed upon edits had been incorporated into the Water Ordinance, but that the document still needs to have a legal review completed.

MOTION: *Michelle moved to approve the Water Ordinance, subject to attorney review. The motion was seconded by Ian, and passed unanimously.*

5. Town Projects Status Update.

Ian presented a project status document he had drafted, and highlighted information regarding relevant dates, funding sources, and so forth.

- Bristol West Water Line – fully funded, a bond anticipation note still needs to be finalized
- Holley Hall Energy Efficiency Upgrades – will continue to seek grant funding
- Lawrence Memorial Library Energy Efficiency Upgrades – fully funded
- Airport Drive Sidewalk – ready to begin design phase, there are concerns that costs might increase, and there is a potential to consider asphalt rather than concrete for this project
- Mountain Street Scoping Study – fully funded
- West Street Sidewalk Scoping Study – fully funded
- Basin Street Improvement – some decisions are needed; Ian outlined that there is a funding gap of \$675K and that there are critical issues to be addressed. There is the potential to pause this project due to increased costs and complexity.
- Skatepark – funding gap of \$300K, and Taylor, who has been spearheading the project, is leaving. This project was intended to be funding through fundraising. It was suggested that the project be put on hold, and to not accept the grant which was awarded for this project.

Ian then summarized the overall timeline for the project work he had outlined, and asked that the Board members review this information in preparation for future decisions to be made.

6. Discussion on establishing an Emergency Management Reserve Fund.

Greg explained that he is in the process of developing an Emergency Management System, and indicated that there is currently no way to quickly respond financially to emergency needs

7. Selectboard Roundtable.

Joel reported that he is working to obtain a copy of the Brandon Police Department's budget, as that Department is similar in size to Bristol's.

Jessica offered a reminder of the ACRPC's hosting a meeting for Selectboard members from the RPC member towns on October 16; she and Ian will be attending, and others are welcome.

Jessica also reminded the group of the correspondence which had been received asking when there would be further consideration of a Livestock Ordinance.

Jessica asked if the various Town committees held yearly elections and had a process in place to provide for a regular change in leadership. Ian explained that only the PC and DRB hold elections. Jessica indicated her preference for encouraging these practices.

Ian mentioned the email received from Starksboro regarding their school; he suggested that more research into the matter is needed before holding a related discussion.

Ian noted that he has been working on the project reports he presented earlier in the meeting, and that he continues to work on the Library and Holley Hall energy projects, the Airport Drive sidewalk, customer service line replacements which will be needed during the upcoming Bristol West line replacement, and upcoming annual water system costs.

5. Town Administrator's Update.

Greg indicated that budget work will begin in October.


VI. Other Business.

1. Correspondence/reports received were reviewed.

VII. Adjourn.

The meeting adjourned at 10:10 pm.

Respectfully submitted,
Carol Chamberlin, Recording Secretary



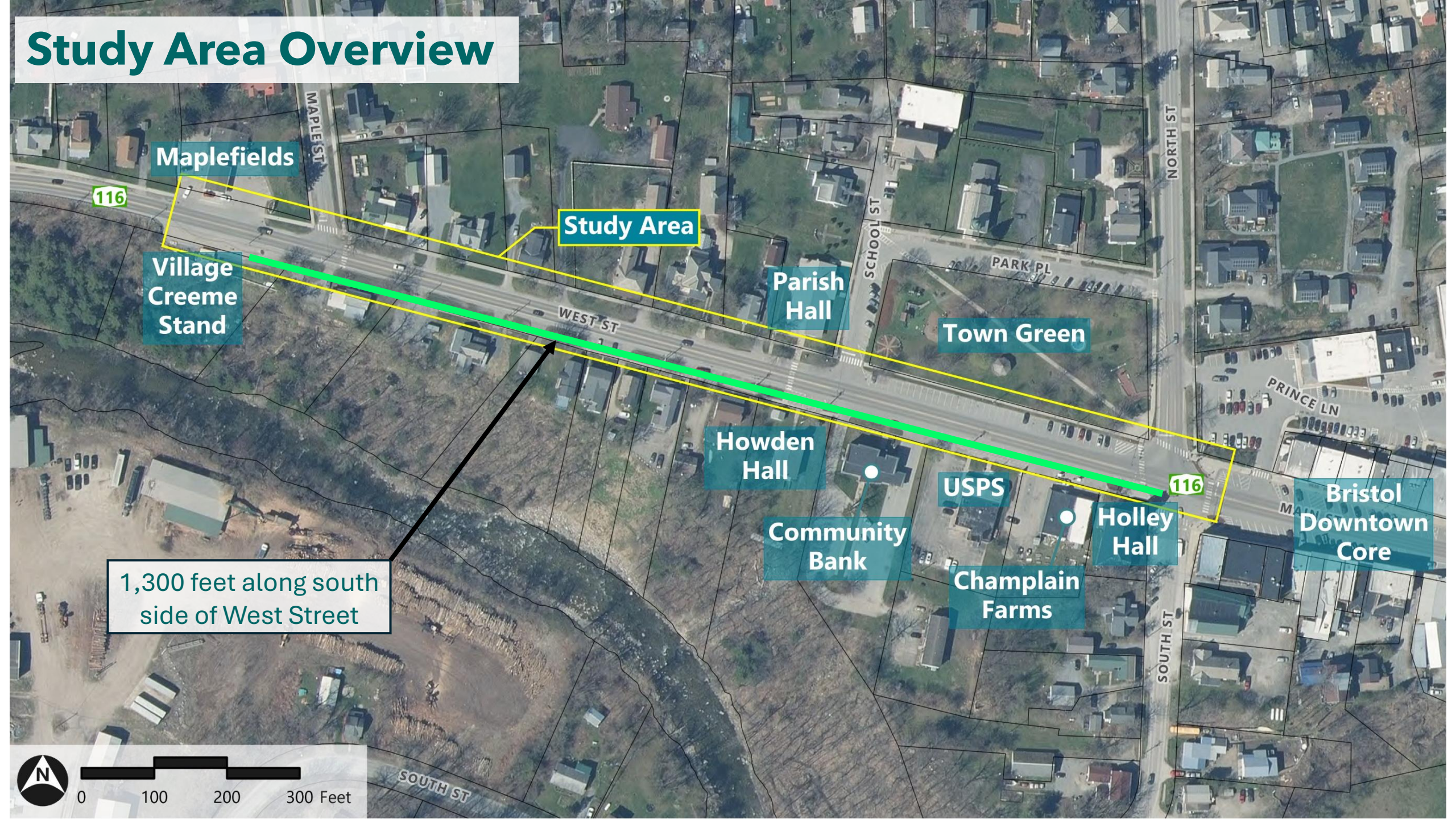
Bristol West Street Scoping Study

Draft Alternatives Presentation

December 8, 2025



Study Area Overview



Maplefields

116

Village
Creeme
Stand

Study Area

Parish
Hall

Town Green

Howden
Hall

Community
Bank

USPS

Champlain
Farms

Holley
Hall

116

Bristol
Downtown
Core

1,300 feet along south
side of West Street



0 100 200 300 Feet

Highlights of a Scoping Study



Develop Purpose
& Need
Statement



Identify &
Evaluate
Alternatives



Engage Public &
Stakeholders



Select Locally
Preferred
Alternatives



Develop Final
Scoping Report

Opportunities for Improvement

Inaccessible



Inadequate separation from road



Opportunities for Improvement

Deteriorated Concrete



Jogs/Misaligned Sidewalks



Opportunities for Improvement

Gaps



Crosswalk without landing

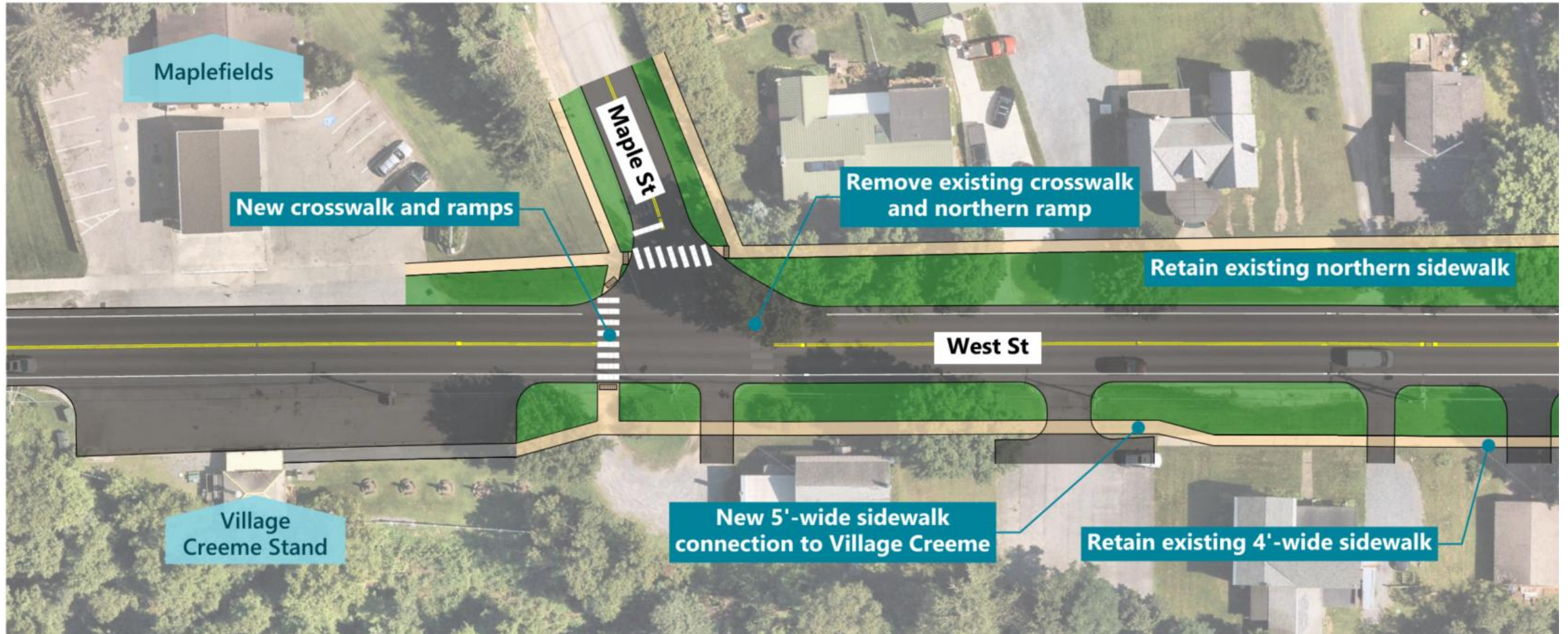




Project Purpose

Identify alternatives for a continuous, ADA-compliant sidewalk between Holley Hall and Village Creeme Stand that enhances pedestrian **safety**, **accessibility**, and **connectivity** within the downtown area.

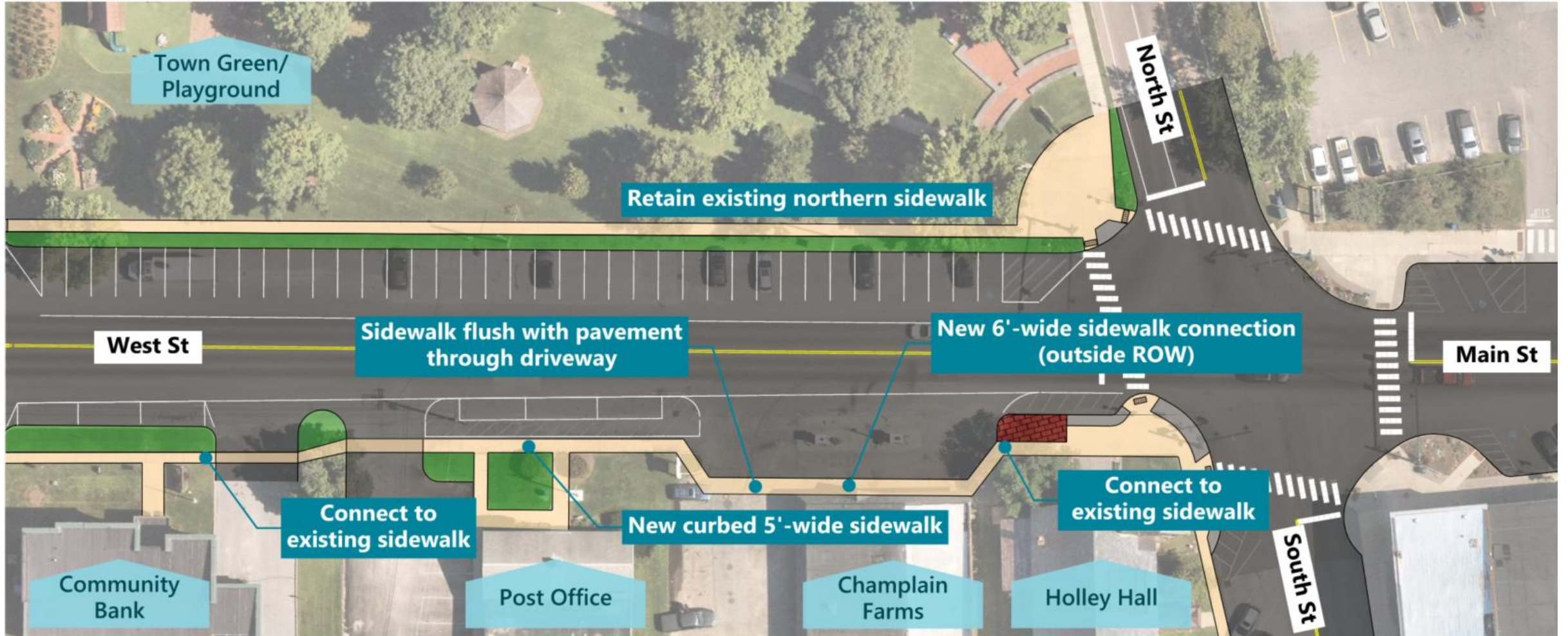
Alternative A - New Connections



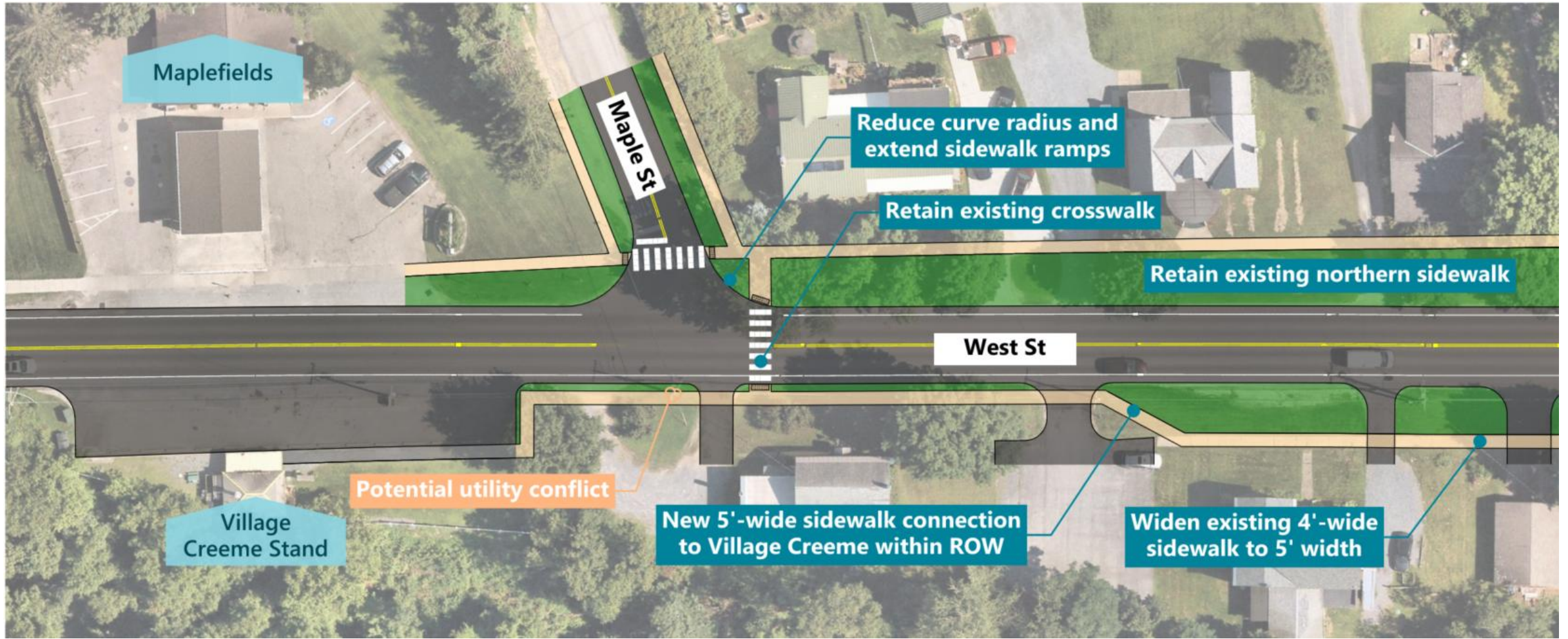
Alternative A - New Connections



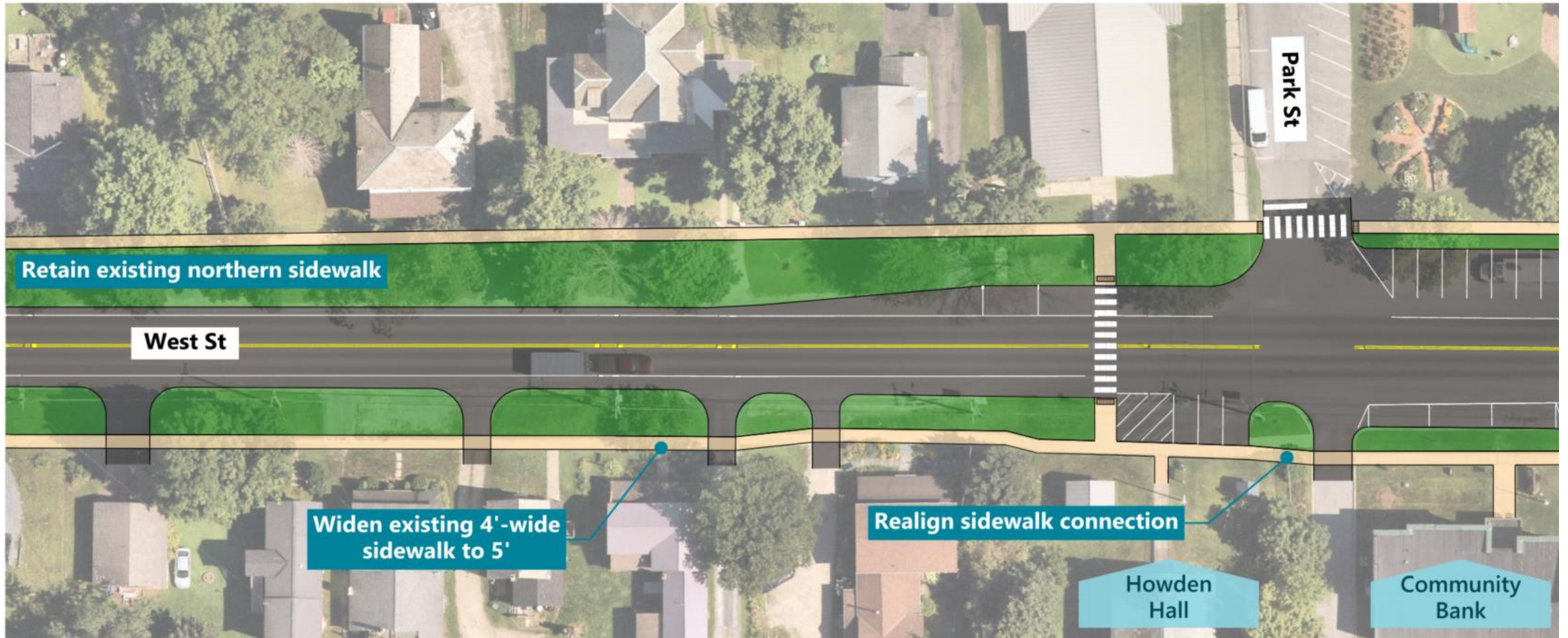
Alternative A - New Connections



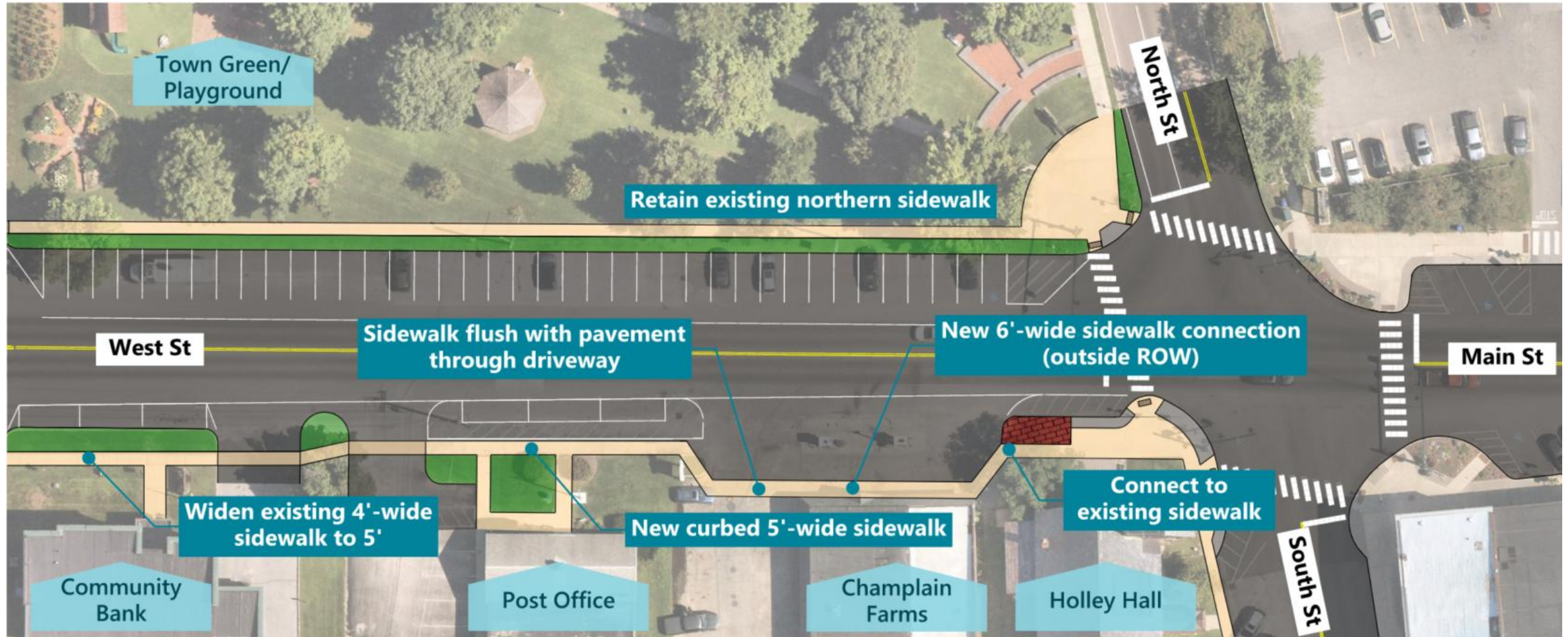
Alternative B - New Connections + Sidewalk Widening



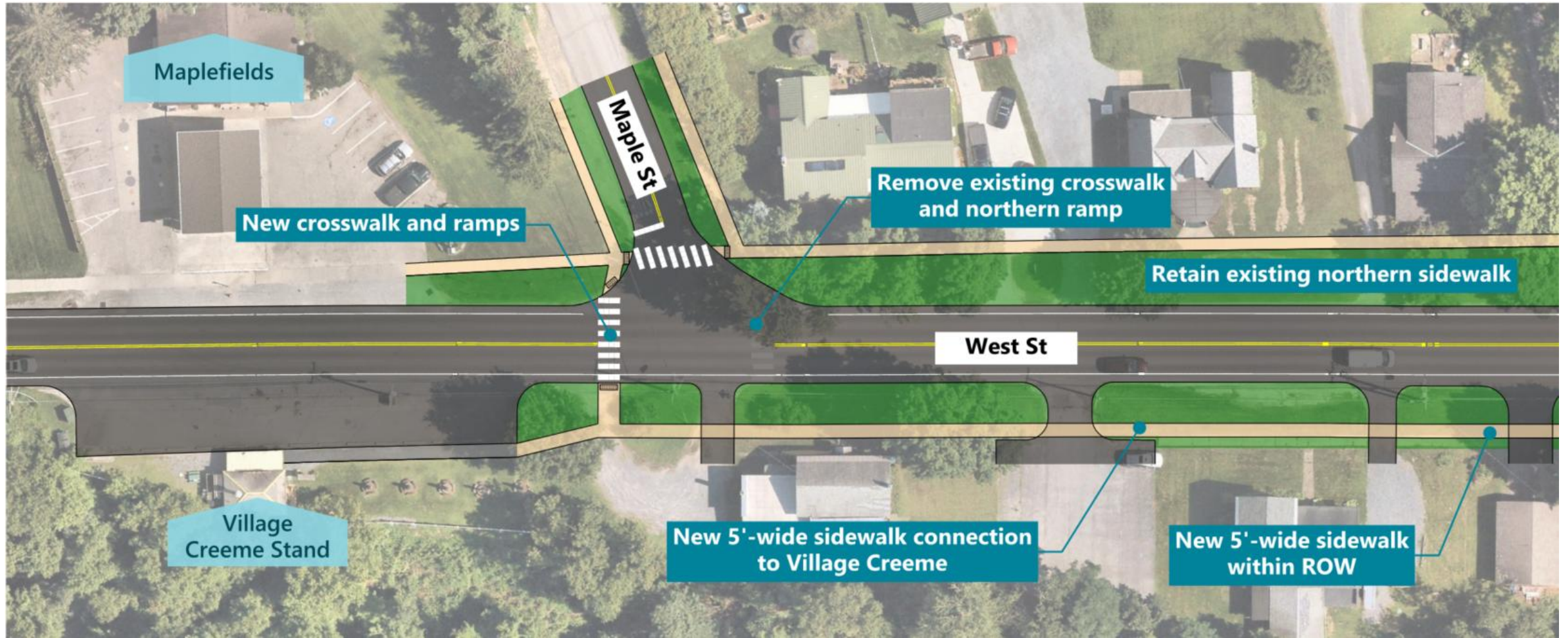
Alternative B - New Connections + Sidewalk Widening



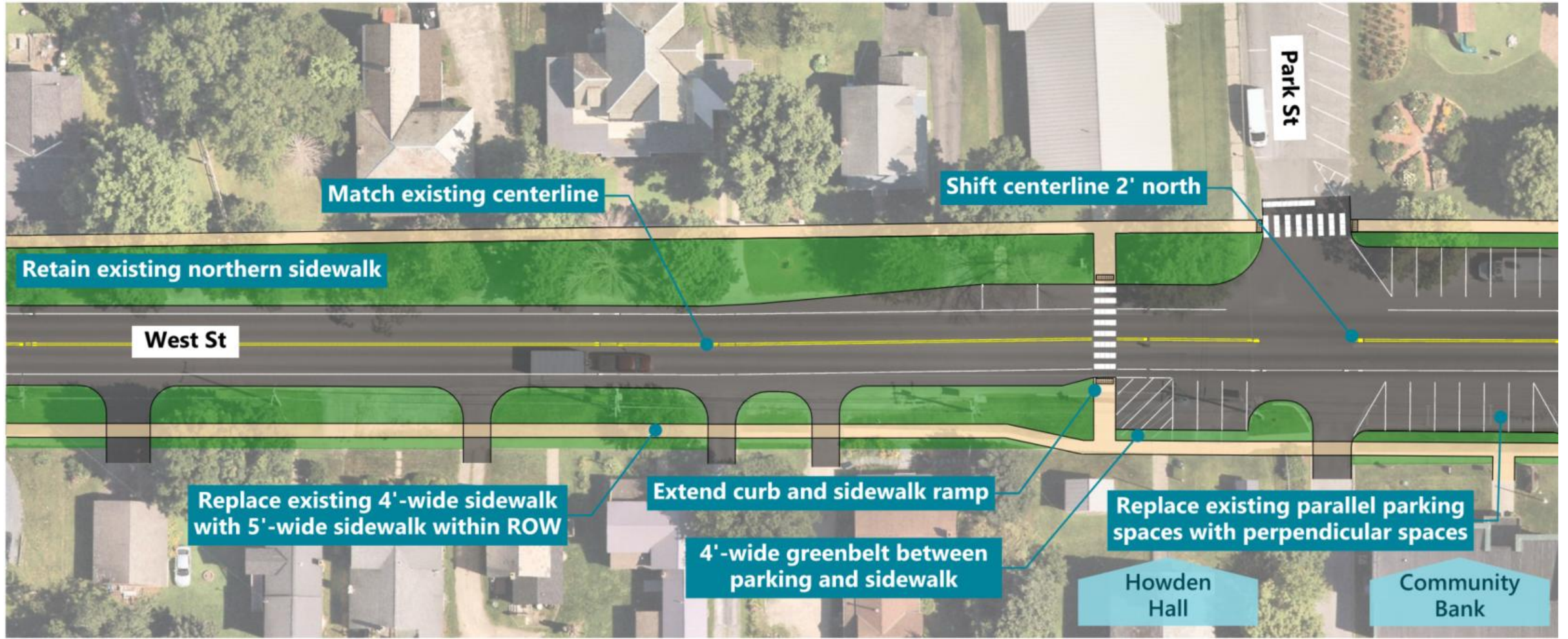
Alternative B - New Connections + Sidewalk Widening



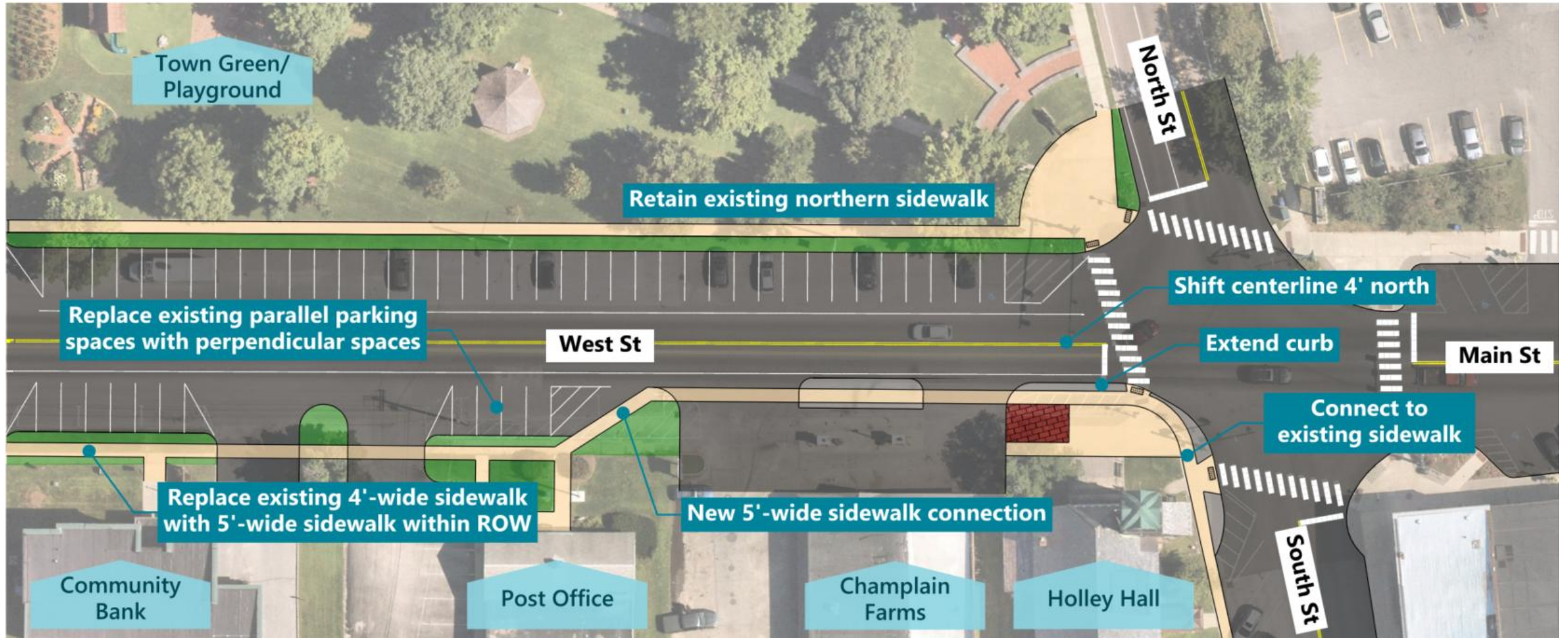
Alternative C - New Connections + Sidewalk Realignment



Alternative C - New Connections + Sidewalk Realignment



Alternative C - New Connections + Sidewalk Realignment



Evaluation Matrix

	No Build	Alternative A New Connections	Alternative B New Connections + Widening	Alternative C New Connections + Realignment
Cost	\$0	\$	\$\$	\$\$
Pedestrian Safety		+	+	+
Pedestrian Comfort		+	++	+++
Potential Utility Impacts		None	1 Utility Pole	None
Potential ROW Impacts		--	-	-
Satisfies Project Purpose		+	+	+
Resource Impacts		<i>No Significant Impacts Expected</i>		
New Impervious Surface		-	--	--
Permitting Needs		<i>Similar Permitting Needs for All Alternatives</i>		



Open Discussion

Next Steps



- **Identify & Refine Preferred Alternative** | December
- **Draft Scoping Report** | January - February
- **Selectboard Presentation** | February

Thank you!

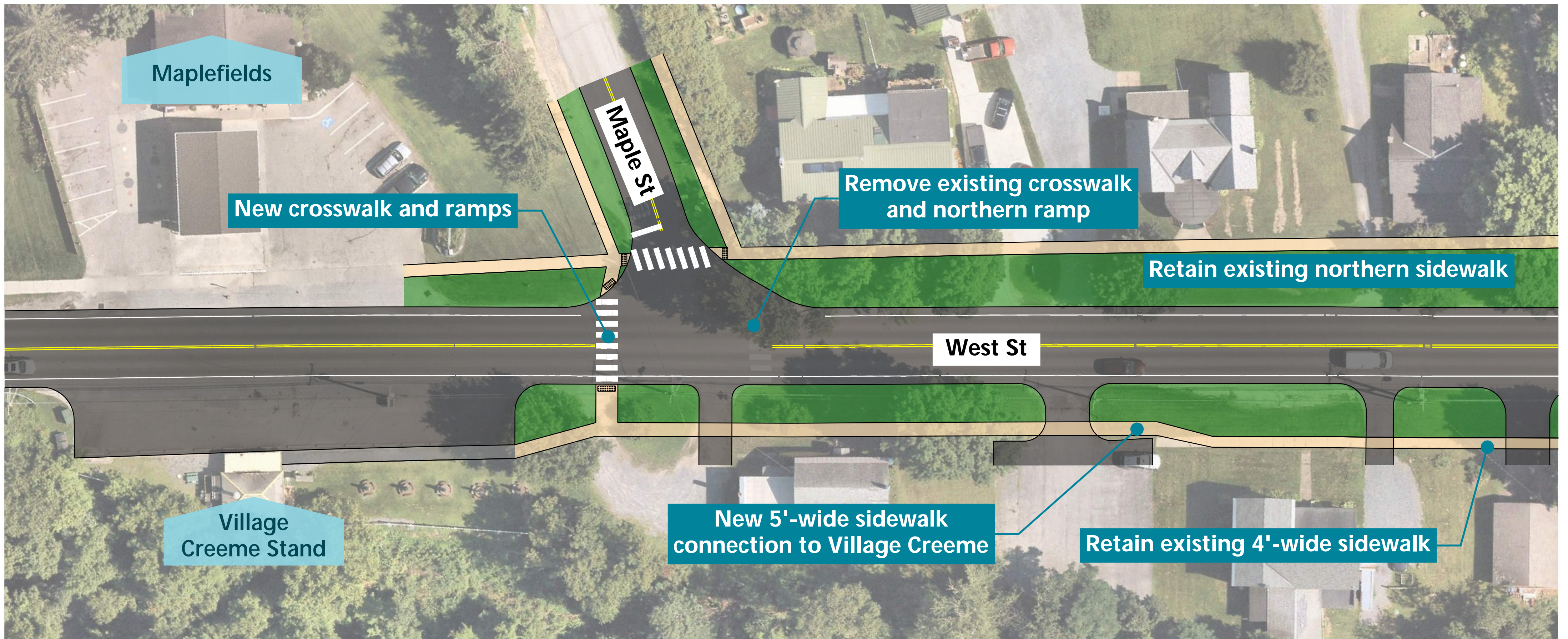
Evan Haugh
ehaugh@vhb.com

Madison Coombs
mcoombs@vhb.com

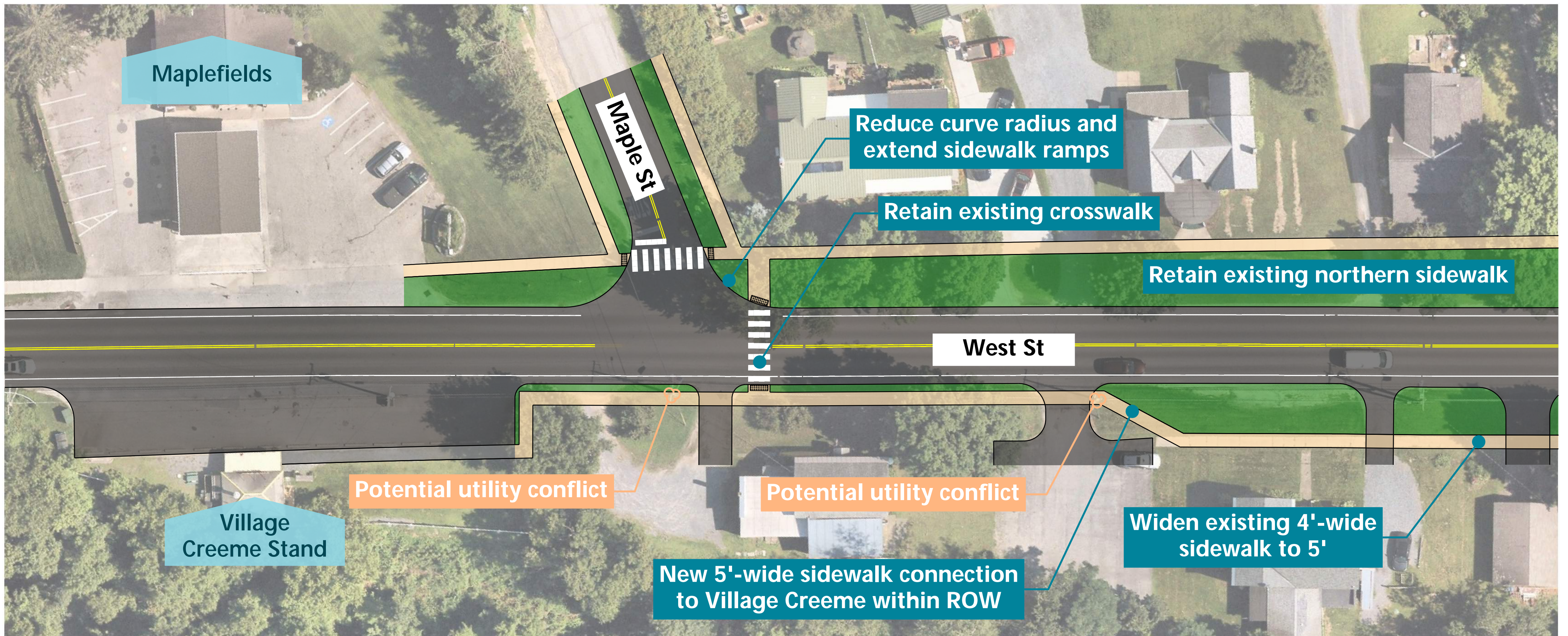


West Street Sidewalk Scoping

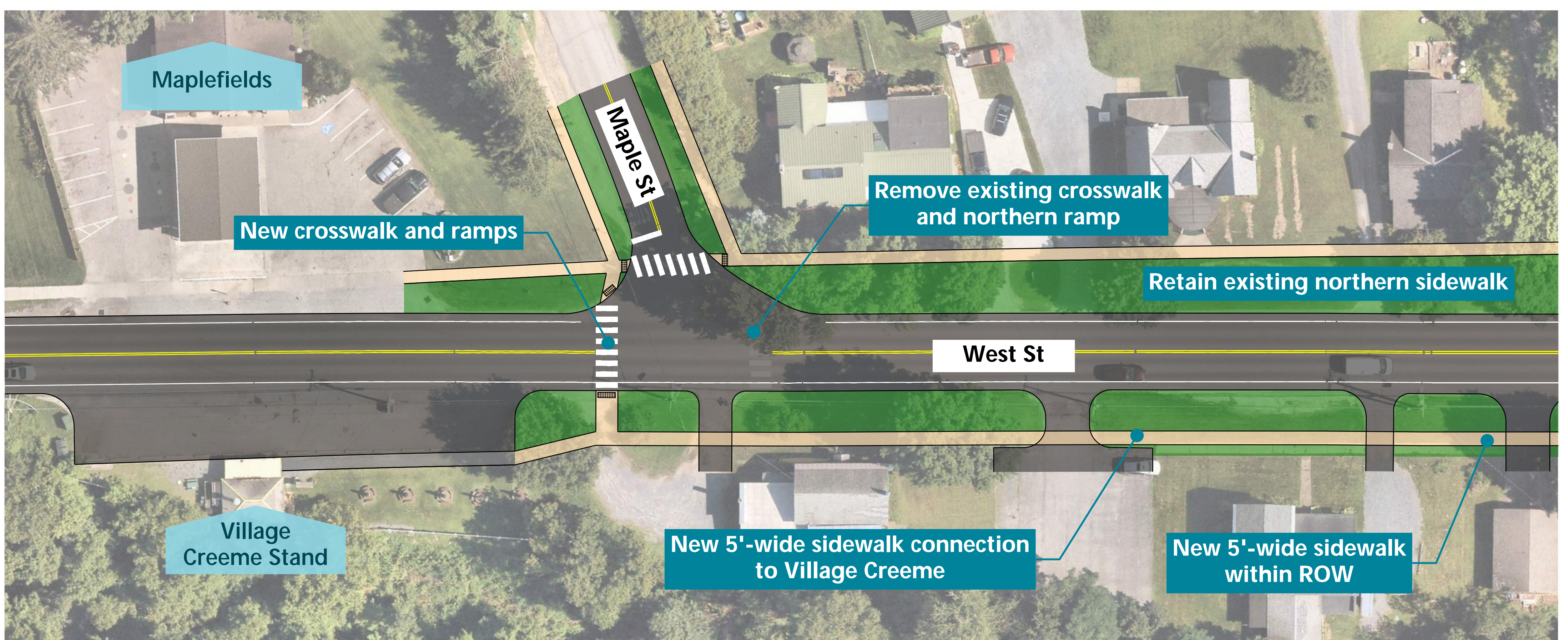
Western End



Alternative A - New Connections



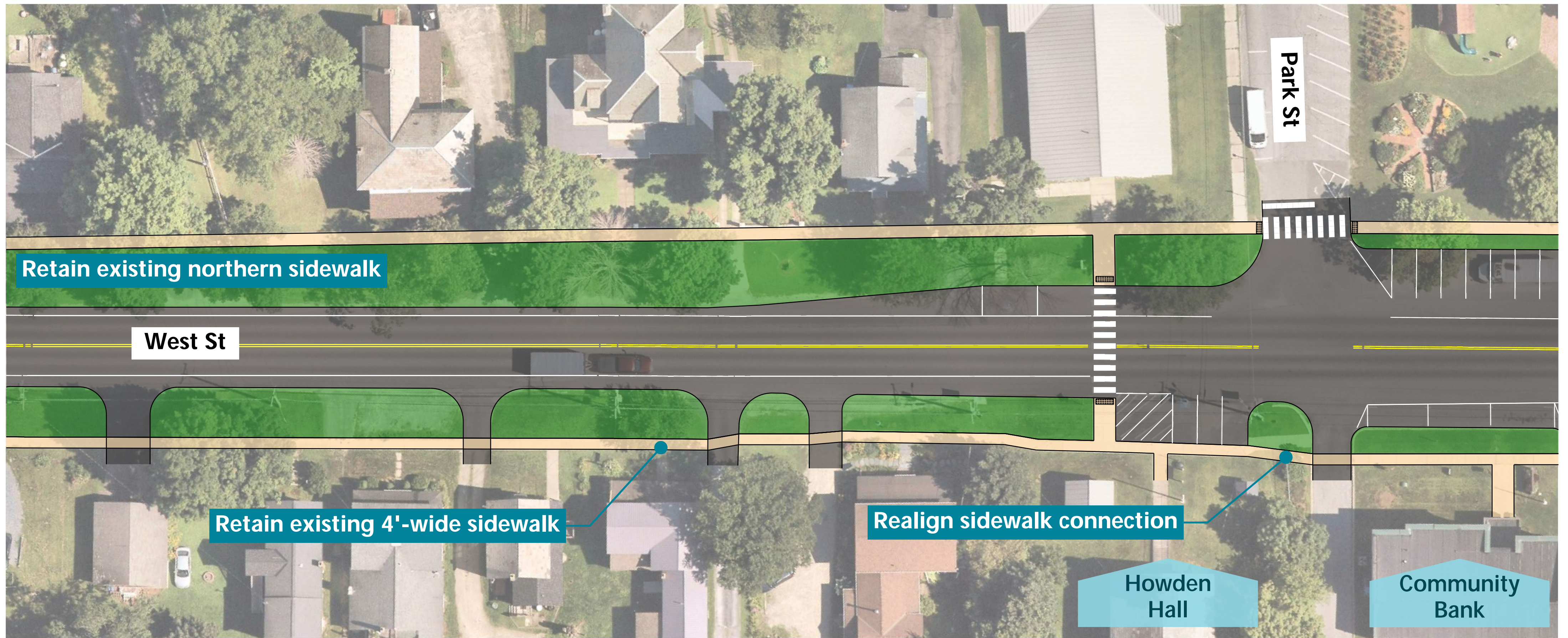
Alternative B - New Connections and Sidewalk Widening



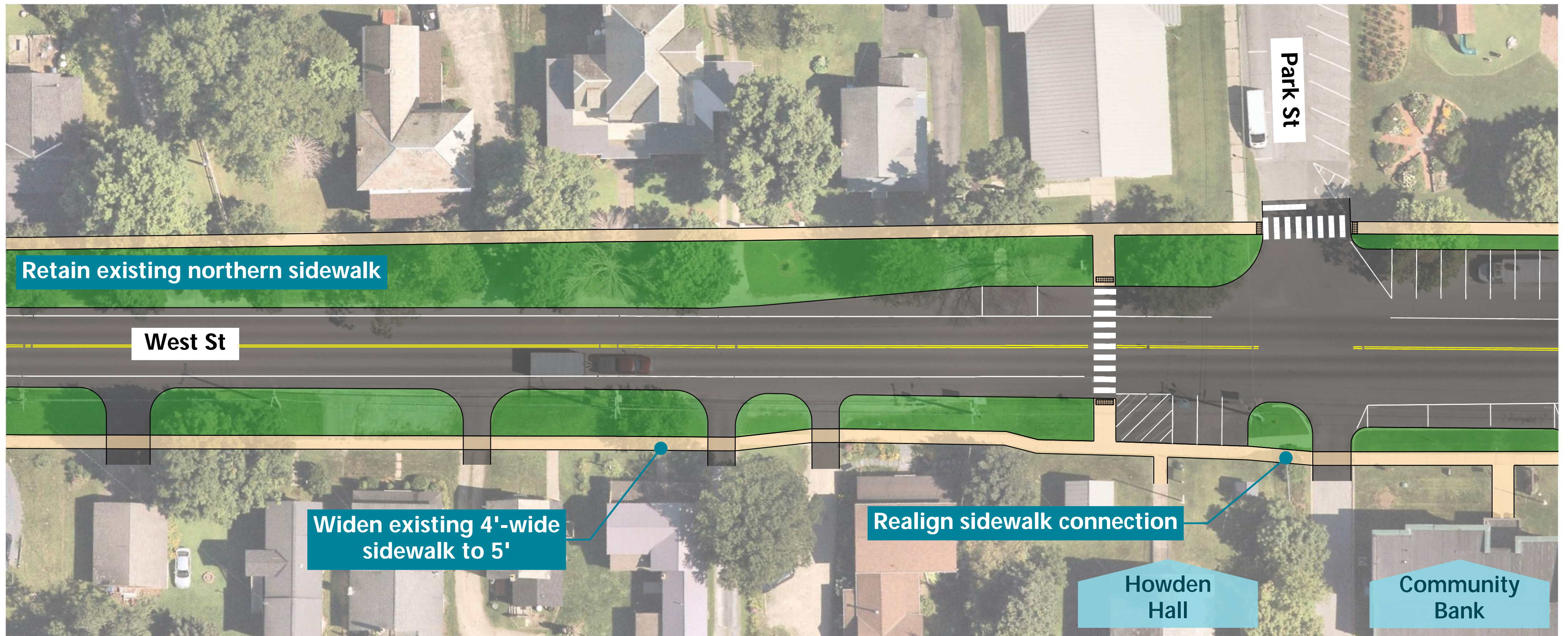
Alternative C - New Connections and Sidewalk Realignment

West Street Sidewalk Scoping

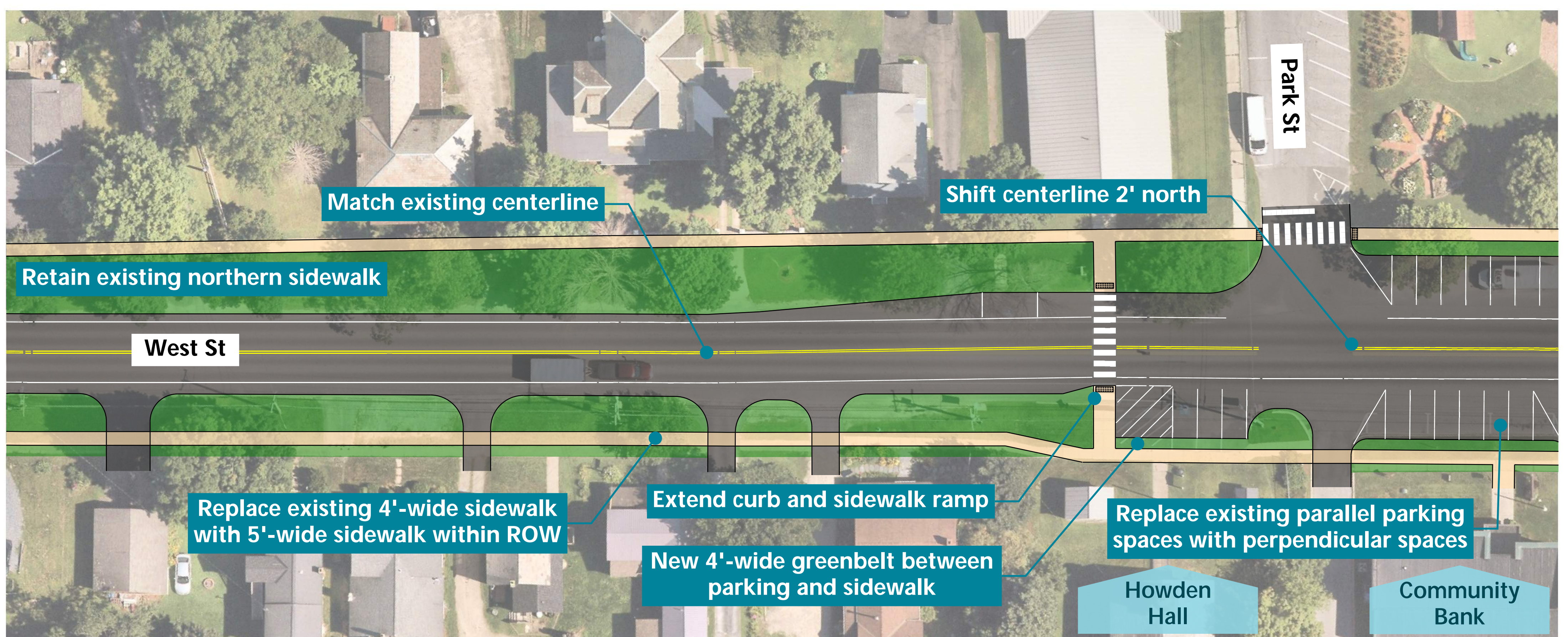
Midsection



Alternative A - New Connections



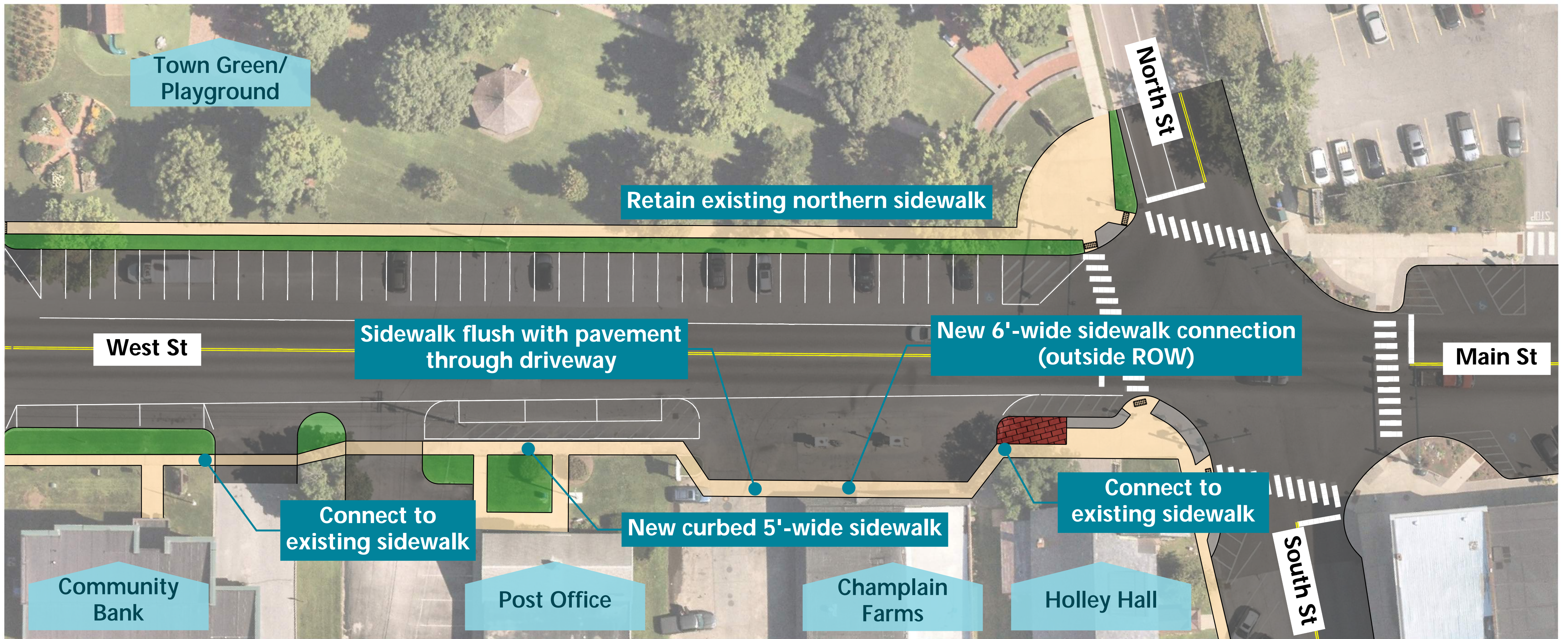
Alternative B - New Connections and Sidewalk Widening



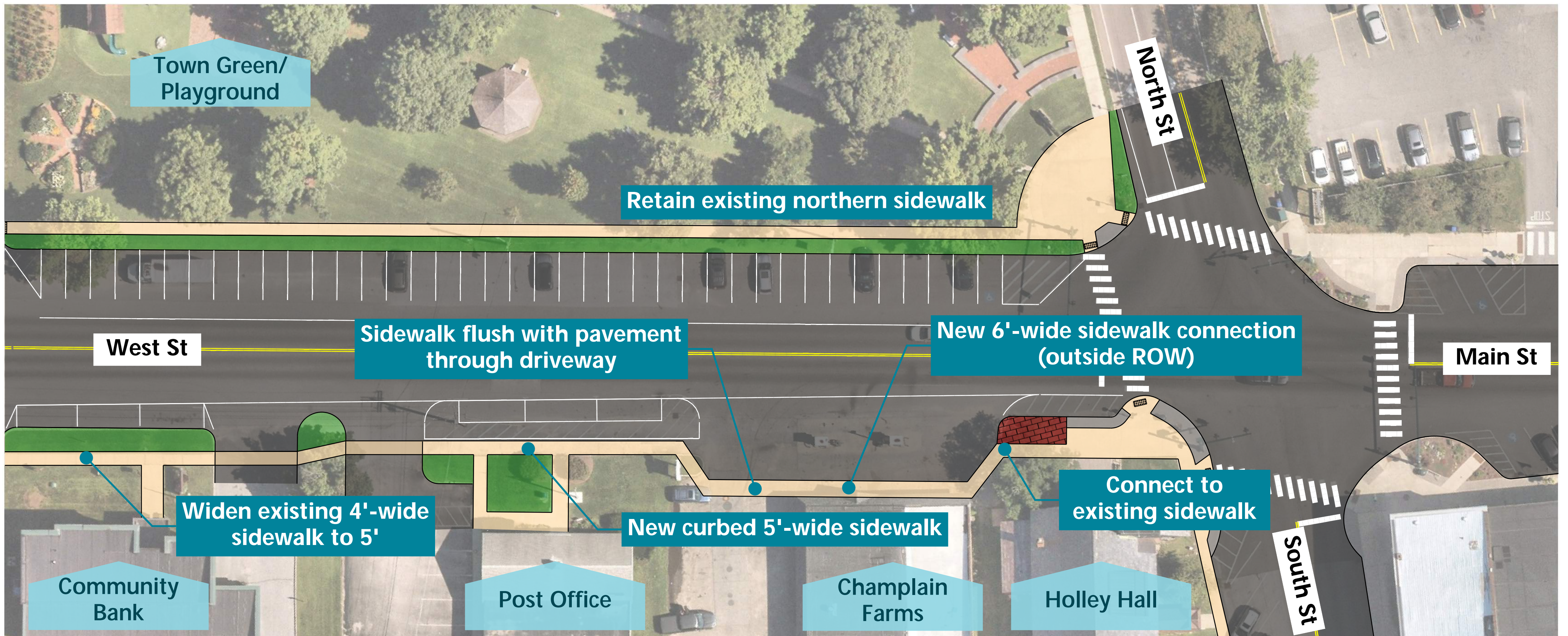
Alternative C - New Connections and Sidewalk Realignment

West Street Sidewalk Scoping

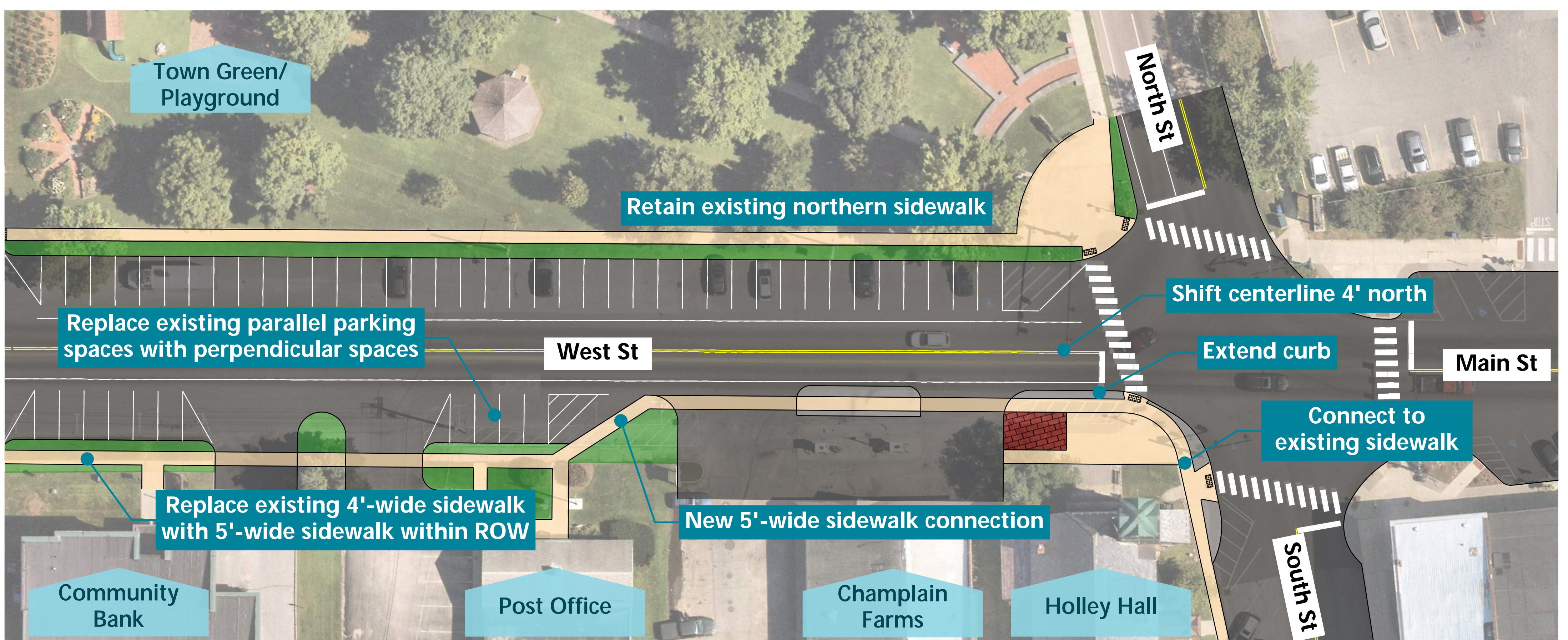
East End



Alternative A - New Connections



Alternative B - New Connections and Sidewalk Widening



Alternative C - New Connections and Sidewalk Realignment

**Town of Bristol, VT
Selectboard
Minutes of Meeting
Monday, December 8, 2025**

Members Present: Ian Albinson, Joel Bouvier, Peeker Heffernan (Chair), Michelle Perlee (Vice Chair), Jessica Teets

Staff Present: Gregory Faust (Town Administrator), Colby Gile (Department of Public Works), AZ Larsen (Planning and Zoning Administrator), Sharon Lucia (Town Clerk and Town Treasurer), Bruce Nason (Police Chief), Kris Perlee (Assistant Town Clerk and Assistant Town Treasurer), Taylor Welch (Hub Director)

Others Present: Madison Coombs (VHB), Kevin LaRose, Karen Lueders, John Moyers, NEAT, Dylan Verner, Emily Verner

Video: <https://youtu.be/OxLcBHUxmBE>

I. Call to Order. Michelle Perlee called the meeting to order at 6:05 pm.

1. Review agenda for addition, removal, or adjustment of any items per 1 VSA 312(d)(3)(A).

One item was added to the Consent Agenda.

II. Public Forum.

John Moyers read a letter, which he submitted to the Board, requesting specific information relevant the reconfiguration of the Police District, asking that this be provided in advance of Town Meeting.

Michelle announced that Jim Quaglino had passed away recently, and offered the Town's condolences to his family.

John Moyers requested that the blinking GMP light at the pump house be addressed.

III. Department Head Roundtable.

Greg reported for Eric Cota:

- DPW has been working with OSHA to bring things up to standard

Bruce Nason (Fire Chief):

- 3800 calls so far this year, a little more than last year
- Recent filming was completed without contacting the Police Department, and with no signage in place

IV. Consent Agenda.

A motion to approve the Consent Agenda, consisting of the items listed below, passed unanimously.

- Approve Listers Errors and Omissions Report
- Approval of past meeting minutes (11-24-25)
- Authorize warrant in the amount of \$3,207,856.54
- Accept the resignation of firefighter Tim O'Toole, thanking him for his service

V. Regular Business

1. West Street Sidewalk Scoping Project Draft Alternatives Presentation.

Madison Coombs provided some background information regarding the scoping study completed for this project, and then outlined the three alternatives being proposed for consideration.

- Alternative A is the simplest solution, and provides only for new connections to existing segments of sidewalk. These include a new crosswalk and ramps at the Maple Street intersection and a new segment of sidewalk south to the Creemee Stand. This alternative would retain existing sidewalks, and realign the connection near Howden Hall/Community Bank. It also includes a new curbed sidewalk from the Post Office, crossing the Champlain Farms property by jutting in to be sited along the building's front in order to avoid the gas pumps. It was noted that Champlain Farms would need to be accepting of this configuration, as it would be outside of the Town's ROW.
- Alternative B provides for most of the same work to be completed as in Alternative A, with the addition of some widening of sidewalks to 5' to meet minimum standards. This alternative would not move the Maple Street crosswalk as proposed in Alternative A, but would rather tighten the roadway's turning radius to make the crossing safer for pedestrians. There was some discussion of the potential removal of a large tree on that corner; there are three trees in that area, one of which is not in good health.
- Alternative C is the most comprehensive of the options, providing for both the new connections and realignment outlined in the other alternatives, as well as widening and straightening the existing segments along the route. This alternative also includes running the sidewalk between the gas pumps and the roadway at Champlain Farms, with an island to be incorporated for a the segment of sidewalk in the area of the pumps.

The options were discussed, with several questions raised and comments provided regarding Alternative C. Included were concepts such as moving the sidewalk closer to the roadway, addressing the parking on the sidewalk issue at an apartment house along the route, and replacing parallel parking with (potentially angled) head-in spaces in front of the bank. There was also discussion of the best approach to implement at Champlain Farms, with it pointed out that keeping the sidewalk on the road side of the pumps keeps it in the Town ROW, but the logistics of maneuvering around the island that would be created might potentially negatively impact the convenient use of the pumps.

Madison then presented an evaluation matrix for the three Alternatives, which rates safety, costs, utility and ROW impacts, and permitting needs. She explained that the Board may decide to implement aspects of different alternatives as the final solution, and noted that all three alternatives include the replacement of currently damaged sidewalks. Based on feedback received at the meeting and any further input provided by Board members, she will put together a more detailed report on the preferred alternative. Madison also noted that the final scoping report will be presented for approval/endorsement, as that document will be useful in securing grants and other funding.

Kevin LaRose offered comments regarding the sidewalk near his property, requesting that replaced sections be raised to ensure that drainage works correctly. He also noted that traffic frequently backs up to the west, which might make head-in parking challenging at times.

2. Interview Hub Director Candidate.

Taylor introduced Dylan Verner, who provided some information about himself, his enthusiasm for the space that has been created at the Hub, and some of the plans he will implement when he takes on the Director position. He answered several questions posed by Board members.

MOTION: *Michelle moved to hire Dylan Verner as the Hub Director. The motion was seconded by Joel, and passed unanimously.*

3. Financial Status Update.

Sharon explained that the auditor had provided suggestions for changes to the Town's accounting practices, which are currently being implemented. Once that work is complete, a more accurate balance sheet will be available for review by the Board. Kris outlined some of the details in the process to be followed to provide accurate data for the current year.

4. 2024 Audit Summary.

Kris noted that one major audit finding was the lack of a cash management policy around federal funds; that policy has now been drafted. Other points made in the audit have been resolved, and the Audit Report is available.

5. Budget Review.

Greg reviewed the portions of the draft budget he had developed, noting the following:

- The Grant Administrator and Planning and Zoning Administrator positions have both been increased to 40 hours/week.
- Staff training, office supplies, and computer expenses lines are all increased.
- Building maintenance for Holley Hall is up significantly.
- Auditing fees are increased – it was noted that an explanation is needed for why the Water Department audit expense is charged to the whole Town.
- It might be necessary to raise the fountain repair budget line, as the grant for that work was not awarded.

The Police Department budget was reviewed, and the following noted:

- Salaries are proposed to be increased 6.5%, in an effort to become more equitable with surrounding towns.
- The building lease is up this year, so the facility expense may change.
- The non-District expense in the General Operating Budget should be increased; Bruce confirmed that this should be increased every year.

It was discussed that the salary levels need to increase in order to successfully recruit new members, and that increasing the tax base which supports the Department would help with this.

6. Selectboard Roundtable.

Ian reported that he continues working on the School Street water line, putting together LOT information, and addressing the customer-side water line replacements.

Jessica asked for input regarding Town Meeting logistics. It was agreed to keep the meeting at Holley Hall, and to again provide for child care and food trucks.

Joel noted the importance of growing the Grand List in order to reduce/stabilize taxes. He also introduced Karen Leuders, who was recently appointed to fill a vacant Vermont House seat.

Michelle asked about the dedication to be included in the Town Report. Ian noted that there is one suggestion left from last year, and asked that Board members let him know of any others they would like to suggest.

Peeker reported that Brian Hill and GMP are discussing the potential to move utility poles at the corner of Burpee and Monkton Roads; Brian has suggested that the number of accidents at that intersection might be due to folks not being aware of the stop sign, and that installation of a flashing light might be suitable.

7. Town Administrator's Update.

Greg reported that the staff is doing well.

VI. Other Business.

1. Correspondence/reports received were reviewed.

VII. Adjourn.

The meeting adjourned at 8:35 pm.

Respectfully submitted,
Carol Chamberlin, Recording Secretary

E

Conceptual Cost Estimate



Computations

Project: Bristol Sidewalk Scoping Project #: 59357.00

Title: Bristol Preferred Alternative Cost Estimate

Conceptual Cost Estimate Summary

Preferred Alternative

	Cost Category	Unit Cost	Quantity	Unit	Total Cost
1	Common Excavation	\$50	40	CY	\$2,000
2	Solid Rock Excavation	\$200	10	CY	\$2,000
3	Vertical Granite Curb	\$122	400	LF	\$48,800
4	Concrete Sidewalk	\$25	3,900	SF	\$97,500
5	Turf Establishment	\$6	300	SY	\$1,800
6	Detectable Warning Surface	\$55	40	SF	\$2,200
7	Raised Islands/Buffers	\$29	410	SF	\$11,890
8	Stormwater	\$23,575	1	LS	\$23,575
9	Mill & Overlay	\$4	3000	SF	\$12,000
	Incidental Construction Items (15%)				\$30,265
	Mobilization (10%)				\$20,177
	<i>SUBTOTAL</i>				\$250,206
	General Contingency (10%)				\$25,021
	<i>SUBTOTAL</i>				\$275,227
	Engineering and Design (15%)				\$41,284
	Construction Phase Engineering (15%)				\$41,284
	<i>SUBTOTAL</i>				\$357,795
	Rounding				\$2,205
	TOTAL				\$360,000