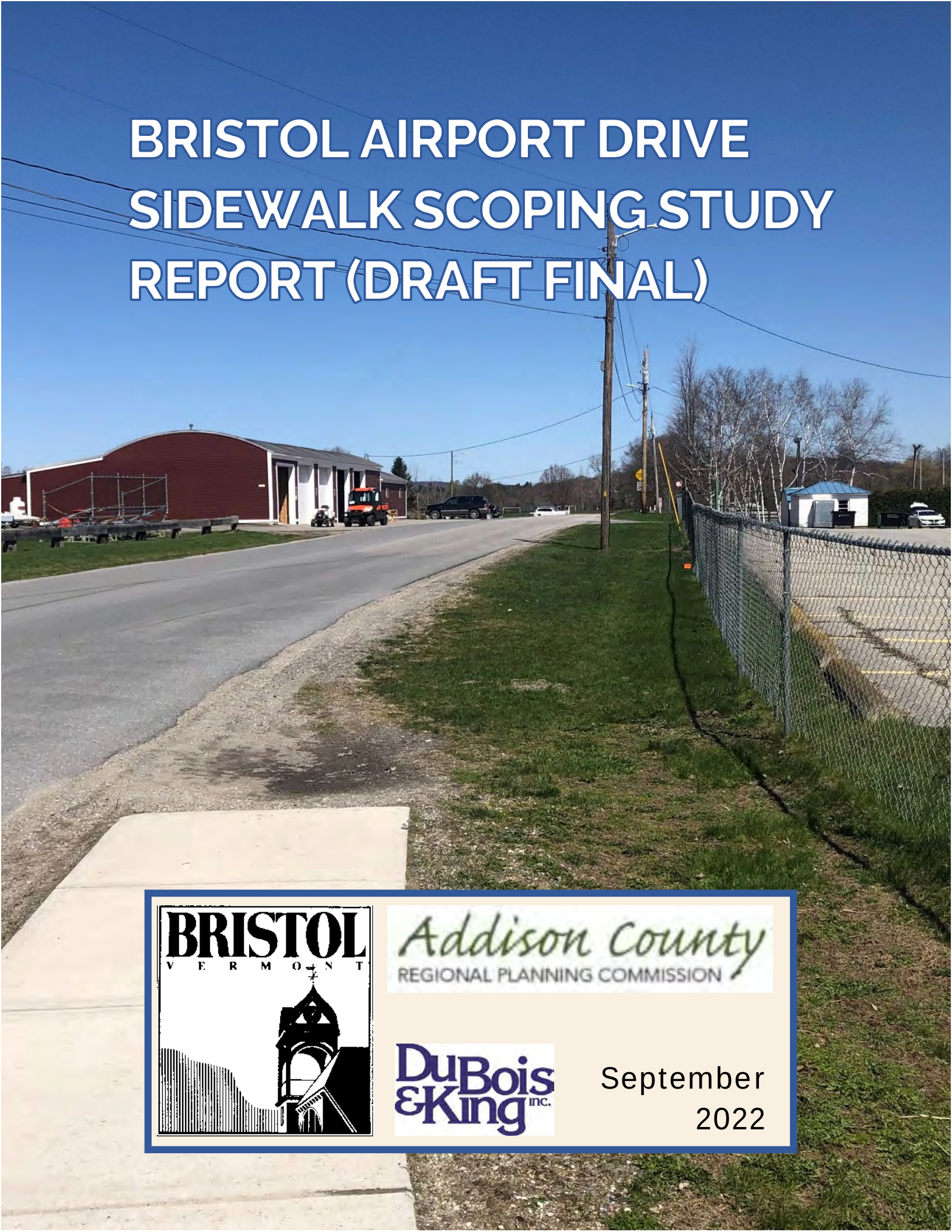
BRISTOL AIRPORT DRIVE SIDEWALK SCOPING STUDY REPORT (DRAFT FINAL)



BRISTOL
VERMONT

Addison County
REGIONAL PLANNING COMMISSION

DuBois & King inc.

September 2022

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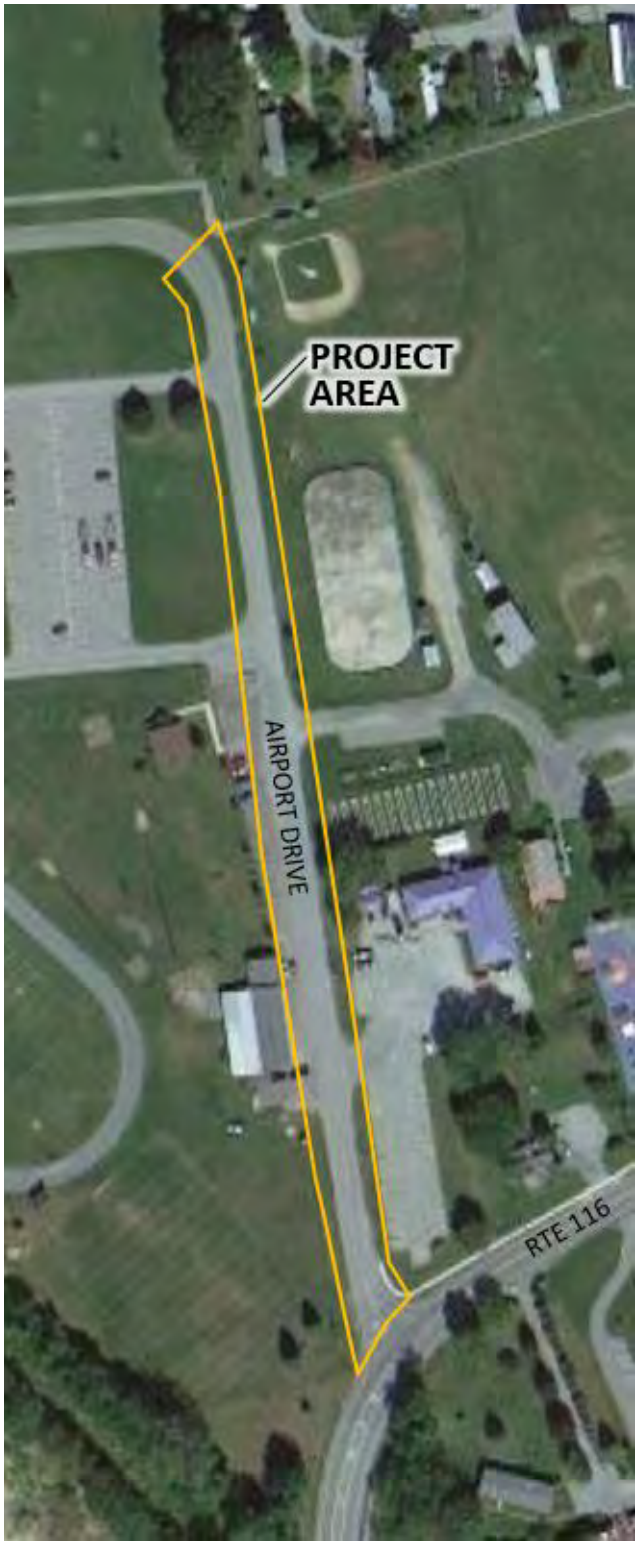
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1. INTRODUCTION



1.1. PROJECT BACKGROUND AND LOCATION

The Bristol Airport Drive Sidewalk Scoping Study was initiated by the Town of Bristol, with assistance from the Addison County Regional Planning Commission (ACRPC), in order to develop and evaluate potential alternatives for sidewalk options along Airport Drive starting at the VT 116 intersection and continuing north approximately 0.20 miles to the existing sidewalk on the north side of the recreation fields. This project is achieved through the Transportation Planning Initiative grant with the ACRPC.

The need for a sidewalk at this location is evident due to the various land uses along Airport Drive that could benefit from a pedestrian-friendly street. The Mount Abraham Union High School, Bristol Recreational Fields, the American Legion, and the Bristol Hub Teen Center are all located within the project area. A new sidewalk along the project area will also connect the existing sidewalk on the north side of VT 116 at the Airport Drive / VT 116 intersection to the sidewalk on the north side of Airport Drive that leads to the High School. In addition, providing this pedestrian connectivity will allow for greater overall walkability in the Village as it will provide for a pedestrian loop between the residential streets to the east, Airport Drive, and the sidewalk on the north side of the recreation fields.

The importance of sidewalks in Town is reinforced in the Town Plan, which states that the "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". In addition, one of the goals in the Town Plan includes encouraging bicycle use and walking by developing sidewalks, pedestrian and bicycle lanes, and wider shoulders within the rights-of-way where appropriate.

1. INTRODUCTION

1.2. PROJECT COORDINATION

The overall project team consists of the Town of Bristol as the project "owner", the Addison County Regional Planning Commission as the funding source, and DuBois & King, Inc. (D&K) for planning and engineering services. In addition to the Town, representatives from the Mt. Abraham School, American Legion Post 19, Bristol Recreation Club, Bristol Trails Network, and Bristol Hub Teen Center were invited to the Kick-Off Meeting as well as all public meetings for the project. The following summarizes the meetings that were part of the process for this project. Input received throughout these meetings was an integral part of the project from beginning to end. Appendix A includes additional details and information pertaining to project meetings and coordination.

PROJECT KICK-OFF MEETING. A meeting to kick-start the project was held on April 1, 2022 which discussed project goals, project area limits, potential pedestrian facility types, project schedule, and provided an opportunity to gather early input on the project area. Attendees at this meeting included representatives from the Town (Town Administrator, Town DPW, and Town Recreation), American Legion, Bristol Recreation Club, ACRPC, and D&K. The project area limits for this project were confirmed to be along both sides of Airport Drive, and that alternatives to be developed are assumed to be adjacent to or near the existing road.

LOCAL CONCERNS MEETING. A Local Concerns Meeting was held on August 8, 2022 to introduce the project to the community and gather input regarding residents' concerns and needs in regards to the project. This meeting was held in conjunction with a regularly scheduled Town of Bristol Selectboard meeting. General input for potential alternatives suggested a preliminary preference for a sidewalk on the east side of the road due to pedestrian destinations along Airport Drive being along this side (with the exception of the high school at the north end of the project area), as well as existing parking being located on the west side of the road.

ALTERNATIVES PRESENTATION MEETING. Following development and evaluation of alternatives, a public meeting was held on September 14, 2022 to present the project alternatives to the public for input. Some topics that were discussed include the following:

- Right-of-way: GIS parcel data shows the road is part of the Mt. Abraham High School parcel. As part of this project, a 40-year right-of-way (ROW) deed research was conducted. Through this research, no records were found of Town ownership of the road within the last 40 years. Based on input from the Town, Airport Drive showing on Town Highway Maps, and a history of Town maintenance of Airport Drive up to the high school gate, it is our presumption that the Town owns Airport Drive from the intersection with VT Route 116/17 to the high school gate, and that north of this Airport Drive is owned by Mt. Abraham High School. The western boundary of the roadway ROW presumed to be owned by the Town is unknown.
- Maintenance: Who would maintain a future sidewalk along the project area? Based on input from the Town, it is assumed that the Town would maintain the portion of the sidewalk south of the high school gate and the High School would maintain to the north of the gate.
- Improved pedestrian connectivity within the village: A proposed sidewalk along the project area will provide for a walking loop within the village and overall improved walkability within the Village, especially those destinations along Airport Drive.

ACRPC TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING

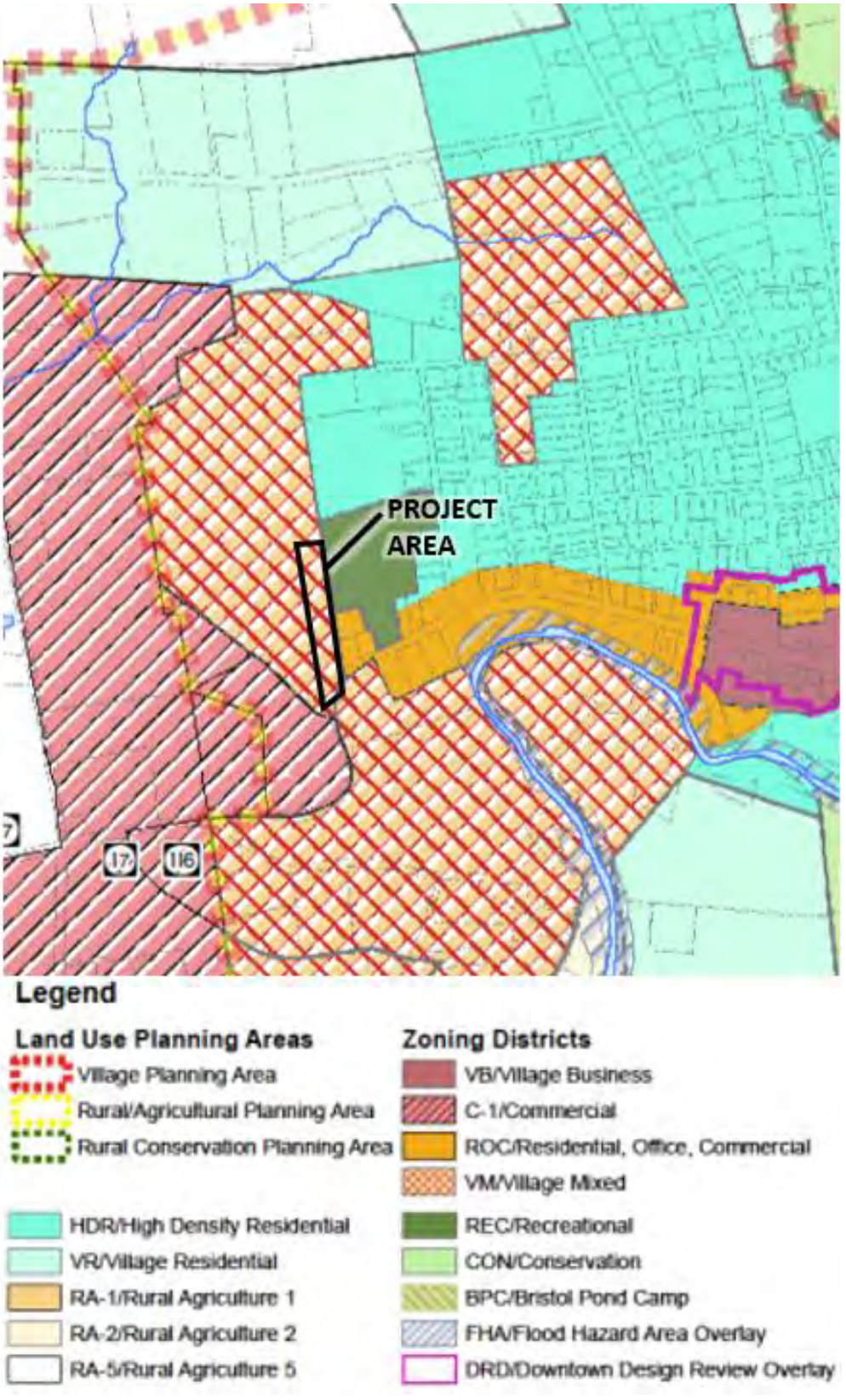
The project as a whole was presented to the ACRPC TAC on September 21, 2022. This presentation summarized the project process and included key points contained within this report.

2. EXISTING CONDITIONS

2.1 LAND USE

As noted in Bristol's 2020 Town Plan section on Transportation, "safety on our town roads, highways, sidewalks and paths is the number one priority for Bristol." In addition, one of the transportation goals listed in Bristol's Town Plan is to "develop an infrastructure for alternatives to traditional motor transportation including, but not limited to, safe walking and bicycle routes."

The graphic to the right is an excerpt of the *Zoning Districts – Village Planning Area and Vicinity* map that is included in the Town of Bristol's 2020 Unified Development Regulations. As shown, zoning along the west side of Airport Drive is village mixed; and on the east side of Airport Drive zoning is ROC (residential, office, commercial) along the southern section of the project area and recreational along the northern section of the project area.

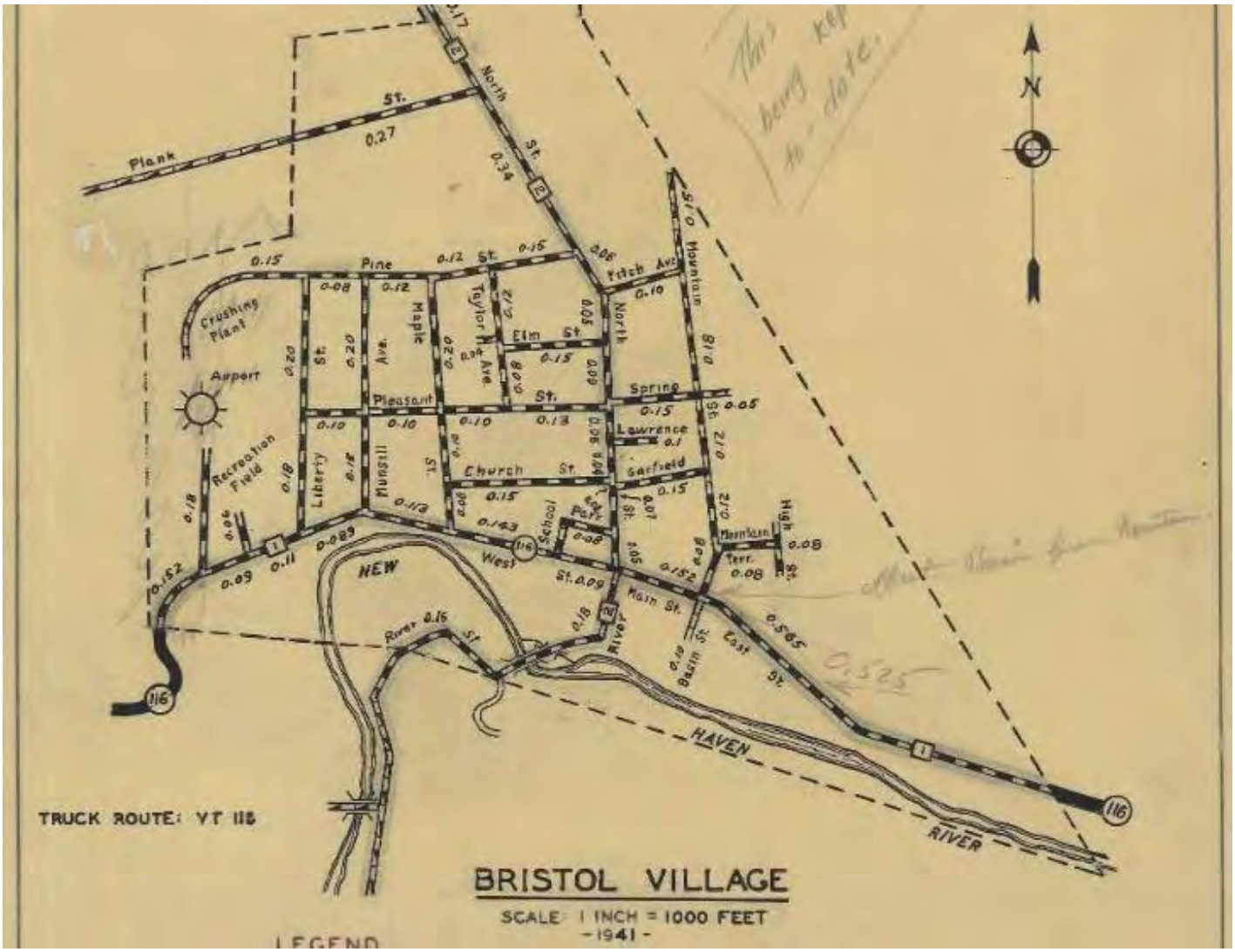


2. EXISTING CONDITIONS

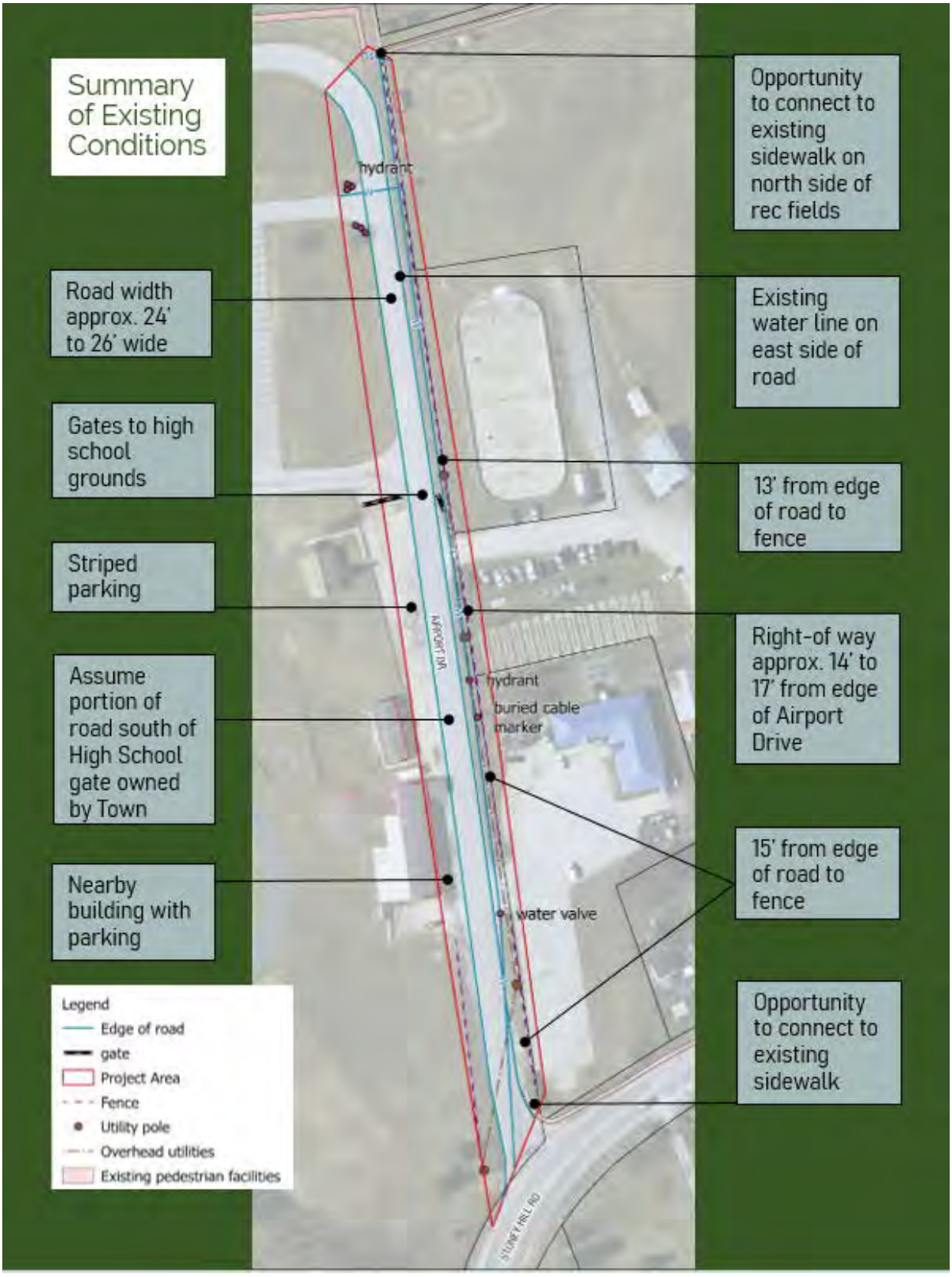
2.2 AIRPORT DRIVE RIGHT-OF-WAY

Located on the north side of VT 116/17/Stoney Hill Road in the western section of Bristol village, Airport Drive has a 24 to 26-foot road width. GIS parcel data available from the State of Vermont Open Geodata Portal suggests that the road is located within the Mt. Abraham Union High School's right-of-way (ROW). However, based on input from the Town, Airport Drive showing on Town Highway Maps, and a history of Town maintenance of Airport Drive up to the high school gate input from the Town, it is our assumption that Airport Drive is owned by the Town beginning at the intersection with VT 116/17/Stoney Hill Road and continuing north 0.13 miles to the high school gate, at which point it is our assumption that the Mt. Abraham High School owns Airport Drive north of the high school gate. D&K conducted a 40-year right-of-way deed research and the findings from this research are included in Appendix B.

Below is a portion of a 1941 Town Highway map showing Airport Drive as a Town Highway. This map suggests the portion of Airport Drive that is a Town Highway is 0.18 miles, however later Town Highway Maps show town highway portion of Airport Drive as 0.13 miles. The length of 0.13 miles lines up approximately with the assumption that the Town owns to the High School gate.



2.3 ROADWAY EXISTING CONDITIONS REVIEW



2. EXISTING CONDITIONS

2.4 ENVIRONMENTAL AND CULTURAL RESOURCES

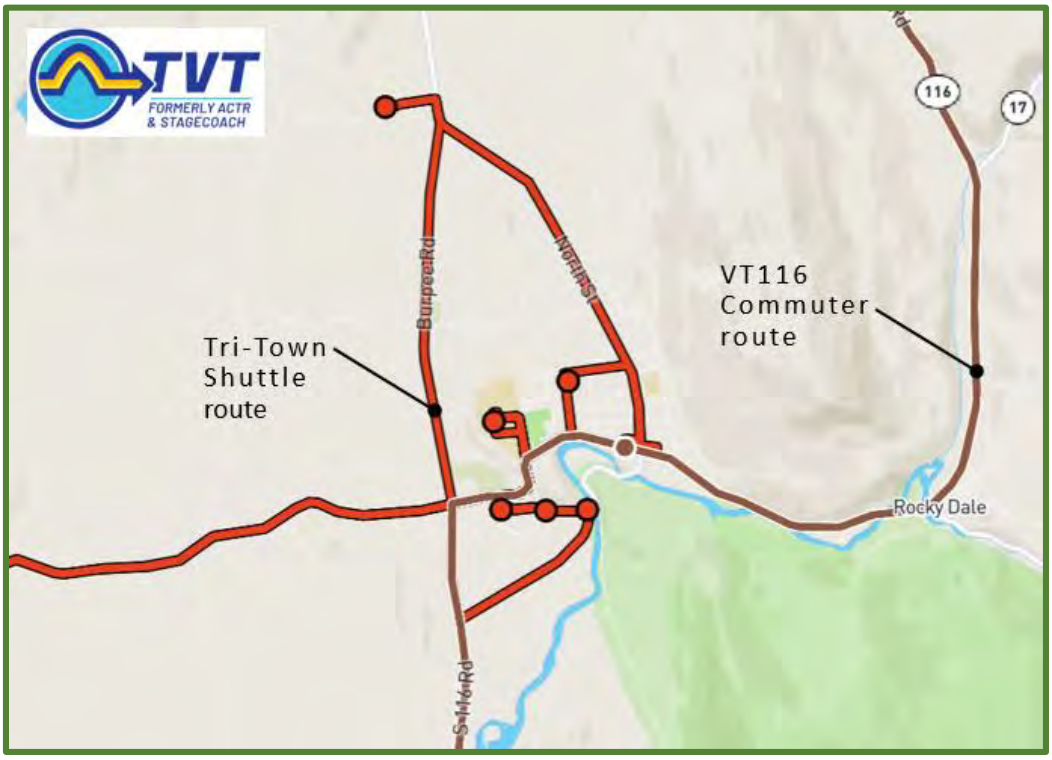
ENVIRONMENTAL RESOURCES. A preliminary review of environmental resources was conducted by utilizing the Vermont ANR Natural Resources Atlas online database. As shown on the Vermont ANR Atlas map on the following page, there are no wetlands, endangered or threatened species, or other potential environmental resources found to be in the project area based on this cursory review. There is no mapping for floodplains within the project available, but based on the project area in vicinity to streams and river, it is assumed that there are no floodplains within the project area. It is not shown on the graphic on the following page, however there are prime agricultural soils over the length of the project area.

CULTURAL RESOURCES. A review of historical / archaeological resources within the project area was not included as part of the scope for this project.

2.5 PUBLIC TRANSIT

Tri-Valley Transit provides various forms of public transportation to the Bristol community. Both the 116 Commuter and Tri-Town Shuttle have routes that go through Bristol. The 116 Commuter has stops along VT Route 116 between Middlebury and Burlington, and the Tri-Town Shuttle route includes stops in Bristol, Vergennes, and Middlebury. The closest stops for the 116 Commuter in vicinity of the project area are at St. Ambrose and the Bristol Community Bank, both of which are located on VT 116/17 approximately 0.5 miles east of the Airport Drive intersection. The Tri-Town Shuttle makes a stop at Mt. Abraham High School.

Tri-Valley Transit routes through the Village of Bristol (https://www.trivalleytransit.org/)

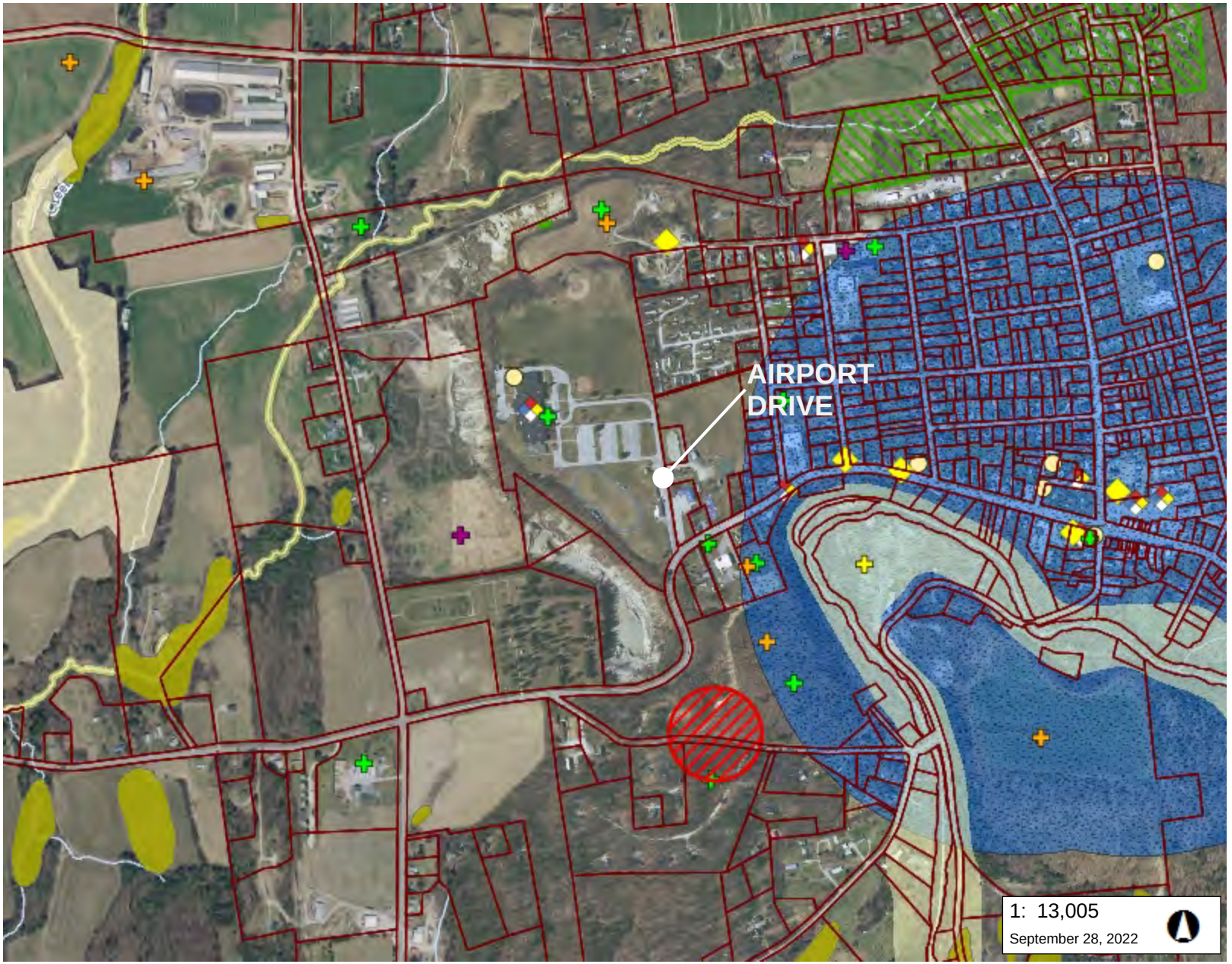


Natural Resources Atlas

Vermont Agency of Natural Resources

vermont.gov





LEGEND

- Rare Threatened Endangered
  - Threatened or Endangered
  - Rare
- Deer Wintering Areas
- Wetland - VSWI
  - Class 1 Wetland
  - Class 2 Wetland
  - Buffer
- Stormwater Permits (Issued)
  - Operational
  - Construction
  - Industrial - NOI
  - Industrial - NOX
  - Other
- River Corridors (Aug 27, 2019)
  - .5 - 2 sqmi.
  - .25-.5 sqmi.
- Hazardous Site
- Hazardous Waste Generators
- Aboveground Storage Tank
- Underground Storage Tank (w
- Urban Soil Background Areas
- Parcels (standardized)
- Stream/River
  - Stream
  - Intermittent Stream
- Town Boundary

NOTES

Map created using ANR's Natural Resources Atlas

661.0 0 330.00 661.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 1084 Ft. 1cm = 130 Meters

© Vermont Agency of Natural Resources

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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

3. PROJECT ALTERNATIVES

Project Alternatives

Project alternatives were developed based on findings during the existing conditions review; input from the Town, ACRPC, and from input at the Local Concerns Meeting; locations of pedestrian destinations along Airport Drive; and overall ability to meet the goals of the project.

All project alternatives begin at the southern end of Airport Drive where the existing sidewalk on VT 116/17 ends, continue northerly along Airport Drive, and end at a point such that it connects to the sidewalk that runs on the north side of the recreation fields. In addition, all three alternatives are shown to veer around the gate at the high school due to limited area that the existing gate could be relocated to.







3. PROJECT ALTERNATIVES

The following is a summary of project alternatives developed for this project. Potential alternative impacts suggested below are approximate and may deviate following a topographic survey of the project area to better define project impacts. Project alternative sketches are shown on the following pages.

3.1 ALTERNATIVE 1A & 1B: CURBED SIDEWALK

Description: A new 5-foot curbed concrete sidewalk along the east side of Airport Drive. The proposed sidewalk would be separated from the road by new curbing, located at the edge of the existing roadway. Alternative 1A starts at the intersection with VT 116/17 and continues north to the driveway just south of the gate to the high school. Alternative 1B starts at the end of Alternative 1A and continues to the existing sidewalk on the north side of the rec fields, at the point where the existing sidewalk makes a 90-degree turn, heading toward the high school. The intent of breaking this alternative into Alternative 1A and 1B is in the event that the Town would like to pursue these sections separately due to the assumed change in ROW ownership along the southern and northern sections.

Potential Constraints: The proposed sidewalk location is likely to require at least one pole relocation. It does not appear that the fire hydrant on the east side of the road would need to be relocated, however, one fire hydrant relocation could be needed. New storm drains and catch basins would be needed as part of this project to accommodate drainage needs associated with the proposed new curbing. Overall, there are few potential constraints with this alternative.

3.2 ALTERNATIVE 2A & 2B: SIDEWALK WITH GRASS STRIP

Description: A new 5-foot concrete sidewalk along the east side of Airport Drive separated from the road by a 5-foot grass strip. The grass strip would begin at the edge of the existing roadway. This alternative is broken down into segments 2A and 2B similar to Alternative 1 (see discussion in Alternative 1A & 1B above).

Potential Constraints: The proposed sidewalk location could potentially require the relocation of 3 utility poles, a fire hydrant, and minor utility impacts (eg. adjustment to an existing water valve, etc). Overall, there are potential impacts with this alternative, but they are not perceived as being significant constraints.

3.3 ALTERNATIVE 3: SIDEWALK WITH GRASS STRIP AND ROAD SHIFT

Description: Alternative 3 proposes Airport Drive would be shifted approximately 3-feet to the west and a sidewalk with a grass strip would be constructed on the east side of the road. The grass strip would vary from 4-foot wide on the southern section of the roadway to 9-12 feet wide north of the high school gate. The intent of shifting the road west is to better accommodate room for a sidewalk on the east side. The extent of the shift was based on being able to maintain 20-feet in front of the maintenance building to retain the existing parking on the west side of the road.

Potential Constraints: The proposed sidewalk location is likely to require at least one pole relocation. This alternative is the most expensive alternative.

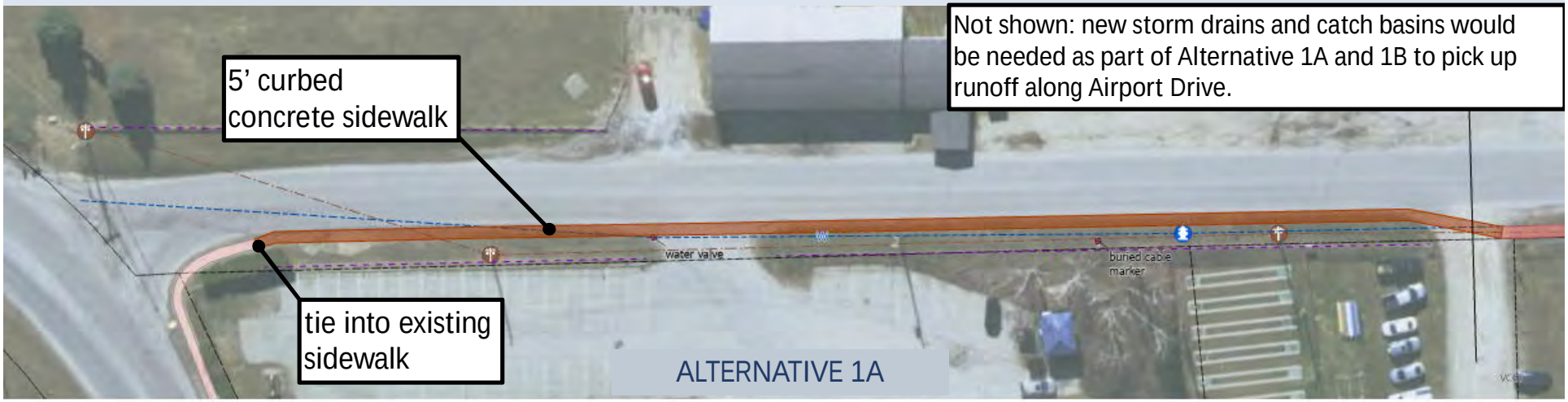
3.4 ALTERNATIVE 4: NO BUILD

Description: No new pedestrian infrastructure improvements.

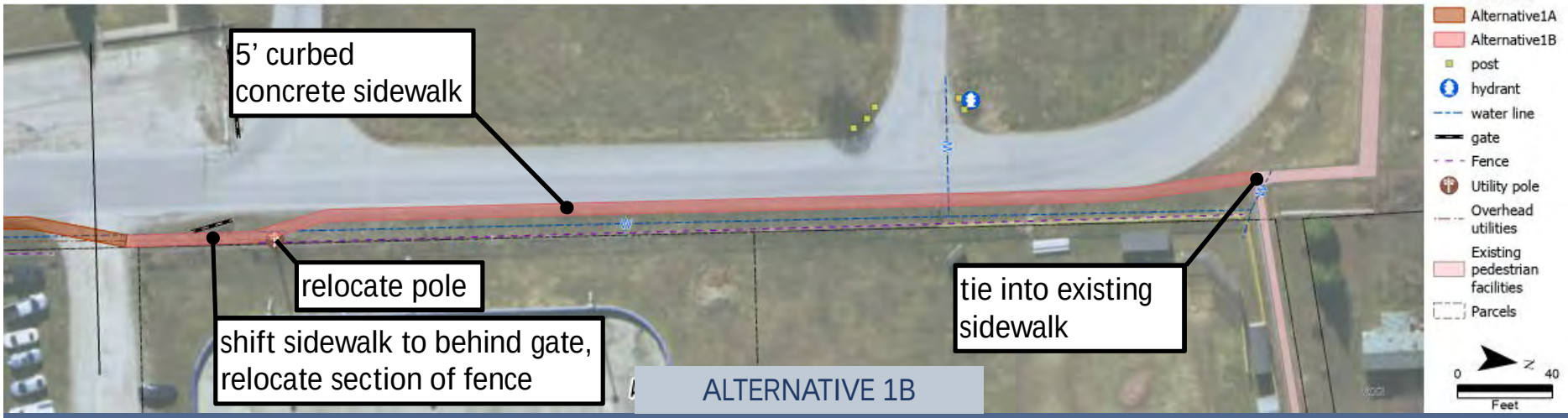
BRISTOL AIRPORT DRIVE SIDEWALK SCOPING STUDY

ALTERNATIVE 1

East side: 5’ curbed sidewalk



ALTERNATIVE 1A

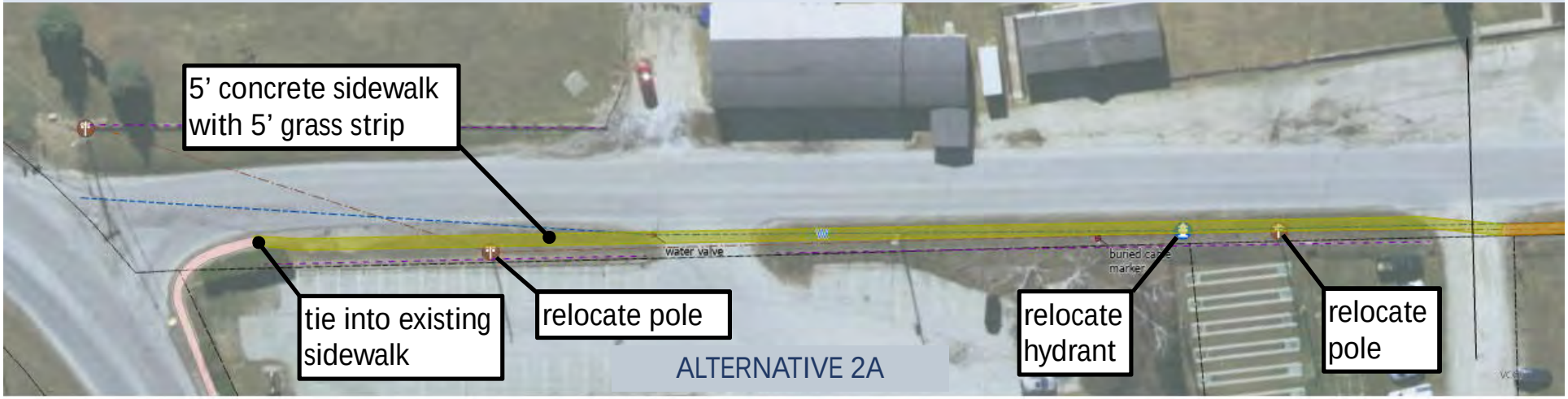


ALTERNATIVE 1B

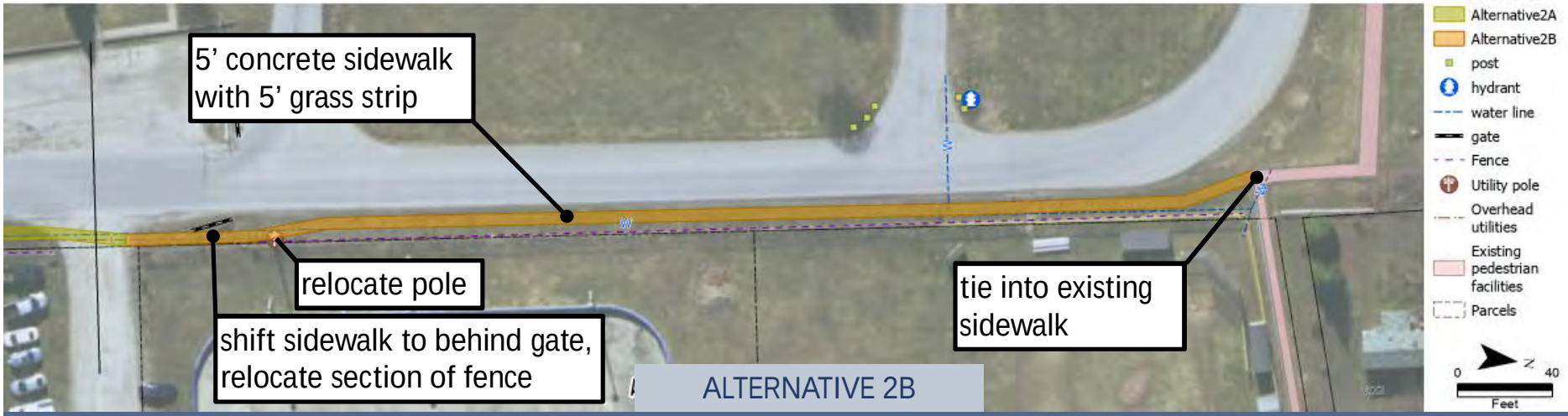
BRISTOL AIRPORT DRIVE SIDEWALK SCOPING STUDY

ALTERNATIVE 2

East side: 5’ sidewalk with 5’ grass strip



ALTERNATIVE 2A

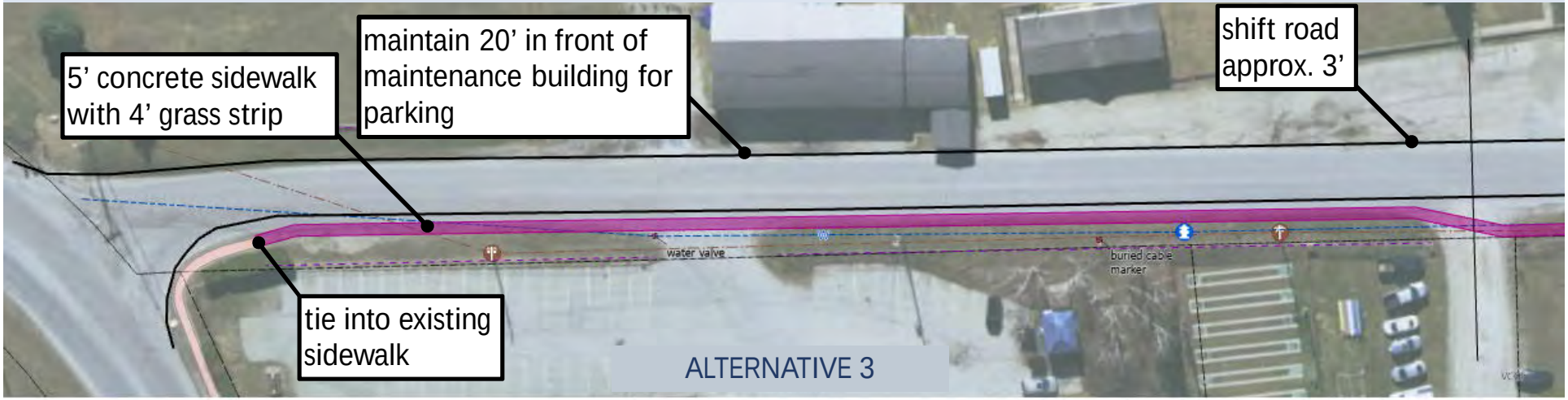


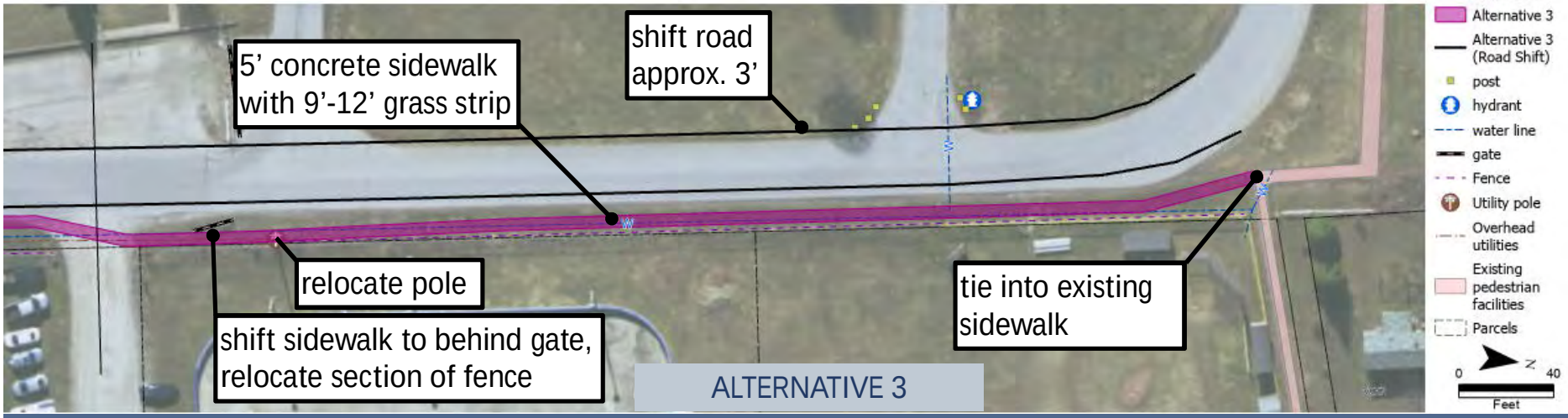
ALTERNATIVE 2B

BRISTOL AIRPORT DRIVE SIDEWALK SCOPING STUDY

ALTERNATIVE 3

East side: 5’ sidewalk, varying width grass strip, and shifting road





3. PROJECT ALTERNATIVES

3.5 EVALUATION MATRIX

Following development of alternatives, alternatives were evaluated considering a number of criteria. The results of this evaluation are shown below. Additional details regarding opinions of probable construction costs are included in Appendix C.

Project Alternatives Evaluation Matrix

		Curbed Sidewalk on East Side		Sidewalk with Grass Strip on East Side		Sidewalk with Grass Strip on East Side, Plus Shifted Road	No Build
		1A (southern section)	1B (northern section)	2A (southern section)	2B (northern section)	3	4
Project Costs	Construction	$170,000	$155,000	$105,000	$95,000	$520,000	$0
	Design, Admin, and Resident Engineer	$65,000	$60,000	$40,000	$35,000	$190,000	$0
	Total Project Costs (excluding ROW)	$235,000	$215,000	$145,000	$130,000	$710,000	$0
	Total Project Costs for Combined A + B	$450,000		$275,000		$710,000	$0
Project Goals	Improved Safety for Pedestrians along Project Area	Improved for southern portion of project area	Improved for northern portion of project area	Improved for southern portion of project area	Improved for northern portion of project area	Improved	No Improvement
Land Use	ROW Impacts	potential	potential	potential	potential	potential	no
	Utility relocation	potential	potential	yes	yes	yes	no
Environmental/Cultural Resources	Streams/Floodplain	no	no	no	no	no	no
	Fish & Wildlife	no	no	no	no	no	no
	Wetlands	no	no	no	no	no	no
	Wildlife/Cons. Areas	no	no	no	no	no	no
	Agricultural Lands	prime soils (statewide)	prime soils (statewide)	prime soils (statewide)	prime soils (statewide)	prime soils (statewide)	no
	Archaeological / Historic	unknown	unknown	unknown	unknown	unknown	no
	Public Lands (Section 4f)	no	no	no	no	no	no
	LWCP (Section 6(f))	no	Bristol skating rink is adjacent (est. no adverse impact)	no	Bristol skating rink is adjacent (est. no adverse impact)	Bristol skating rink is adjacent (est. no adverse impact)	no
	Hazardous Waste	no	no	no	no	no	no
Permitting	Act 250 or CE	CE	CE	CE	CE	CE	no
	Section 404 (wetlands)	no	no	no	no	no	no
	Section 401 Water Quality	no	no	no	no	no	no
	State Wetlands Permit	no	no	no	no	no	no
	Stream Alteration Permit	no	no	no	no	no	no
	Construction Stormwater Discharge Permit	no	no	no	no	potential	no
	Operational Stormwater Discharge Permit	no	likely	no	likely	likely	no
	Lakes & Ponds	no	no	no	no	no	no
	R, T, E Species	no	no	no	no	no	no
	Section 1111 Permit	no	no	no	no	no	no

4. PROJECT SUMMARY

The goal of this project is to develop and evaluate alternatives for the Town's consideration for potential pedestrian infrastructure options in improving the safety for pedestrians along Airport Drive in the village of Bristol. There are a number of destinations along Airport Drive that would benefit from new pedestrian infrastructure. In addition, a new sidewalk along Airport Drive will improve overall walkability within the village and will also provide a "walking loop" between residential roads within the village. The input that was received at Public Meetings throughout this project was in support of a new sidewalk along the project area.

4.1 LOCAL INPUT

Prior to development of alternatives there was the initial suggestion of a sidewalk on the east side of the road at the Local Concerns Meeting. At the Alternatives Presentation Meeting there was general preference for Alternative 2, a 5-foot concrete sidewalk with grass strip on the east side of Airport Drive (Alternative 2).

A couple of discussion items that came up at both public meetings were right-of-way and sidewalk maintenance. Right-of-way discussion was of the context of roadway ownership (Town vs. high school property). The question was raised at meetings regarding who would be responsible for sidewalk maintenance. It is assumed that the Town would maintain a proposed sidewalk between the VT 116/17 intersection and the high school gate. Maintenance of a proposed sidewalk section north of the high school gate is presumed to be the responsibility of Mt. Abraham High School. However, school representatives were not present at these meetings to confirm this assumption. Therefore, if there are continued concerns regarding maintenance north of the high school gate, further discussions will be needed between the Town and high school representatives so that both the Town and School are clear on maintenance expectations. In regards to maintenance, representatives from the Town Public Works department preferred the alternatives with a green strip as compared to a curbed sidewalk.

4.2 PREFERRED ALTERNATIVE

Based on input at public meetings and received by the Town, as well as a comparison of alternatives in the Evaluation Matrix, the recommended alternative for this project is Alternative 2 (including both Alternative 2A and 2B, a 5-foot wide concrete sidewalk with grass strip on the east side of the road – as shown to the right). This alternative does have slightly increased impacts in regards to utilities, however this alternative is also expected to be the least expensive (other than the No Build Alternative).



4. PROJECT SUMMARY

4.3 POTENTIAL FUNDING SOURCES

Potential funding sources for the Town to pursue bringing a selected alternative into the design phase could include the following:

- VTrans Transportation Alternatives Program (TAP)

  Website: https://vtrans.vermont.gov/highway/local-projects/transport-alt

  Contact: Scott Robertson (scott.robertson@vermont.gov)

  The website for the VTrans TAP suggests that application forms for SFY 2023 will be due on December 14, 2022, and that application forms will be available soon for this year's applications.

- VTrans Bicycle and Pedestrian Program

  Website: https://vtrans.vermont.gov/highway/local-projects/bike-ped

  Contact: Peter Pochop (peter.pochop@vermont.gov)

  There are currently no SFY 2023 dates listed on the VTrans Bike and Ped Program for the next grant application deadlines.

- Vermont Safe Routes to School (SRTS)

  Websites:
  Local Motion Vermont Safe Routes to School
  https://www.localmotion.org/safe_routes_to_school_vt
  State of Vermont Safe Routes to School website:
  https://saferoutes.vermont.gov/
  VTrans MAB file transfer website:
  2022 Safe Routes to School Spot Improvements - All Documents (vermont.gov)

  Contact: Jon Kaplan (jon.kaplan@vermont.gov)

  Mt. Abraham Union High School is not currently on the SRTS school list, however there is a link to a SRTS sign up form on the Local Motion website link above. Applications for the 2022 VTrans Safe Routes to School Spot Improvement Program are currently open and are due on November 10, 2022. An application form, criteria template, 2022 Spot Improvement Solicitation, and announcement letter are currently available on the VTrans MAB File Transfer website for 2022 Safe Routes to School Spot Improvements.

APPENDIX

A.MEETING NOTES AND KEY CORRESPONDENCE

Bristol Airport Drive Sidewalk Scoping Study

Project Kick-Off Meeting
April 1, 2022 @4pm
Meeting Notes (Final)

Attendees: Valerie Capels (Town), Mike Winslow (ACRPC), Ron LaRose (American Legion), Porter Knight (BRC member and Bristol Trails Network Mastermind), Eric Cota (Town DPW), Alex Mihavics (Town Recreation), and Jenny Austin (D&K)

1. Introduction
   1.1. Jenny introduced the project, which is a ACRPC project being funded through the ACRPC Transportation Planning Initiative grant program. Valerie gave additional background regarding the need for a pedestrian facility along this road.

2. Project Overview – Scope of Work
   2.1. Kick Off Meeting: this meeting!
   2.2. Base Map / Document Existing Conditions: This will include a site visit by D&K to review existing conditions, preliminary review of environmental resources utilizing the VT ANR Atlas, review of information from the Town relevant to the project, and developing a base map with an orthophoto background.
   2.3. Right-of-Way/Deed Research: D&K will be conducting deed research for this project along Airport Drive. This research will be limited to being adjacent to the road in order to be able to depict ROW lines on basemapping and to estimate potential ROW impacts with various alternatives. There will be no topo survey as part of this project, therefore the information on basemapping will not be 100% accurate, however it will give us an idea of potential ROW impacts. This research will be along Airport Drive, ending at the north where the existing path is located on the back side of the ball field.
   Ron noted that he believed the school ROW begins at the gate. This will be confirmed during ROW research.
   There was a question whether this task would be needed if all of the adjacent property owners are supportive of the project. If this task was removed it could provide some cost savings. Jenny noted that this task was included at the request of the Town in order to have adequate information on estimating ROW impacts. If the Town would like to take out this task, she deferred to Valerie to provide direction on this. D&K assumes this task will be included as part of the project unless told otherwise from the Town. Valerie noted that the Town Office is open Monday through Thursday by appointment for ROW research.
   2.4. Local Concerns Meeting: This will be the first public meeting for the project. No alternatives will be developed at this time. Instead, the intent of this meeting is to gather public input regarding the project and get input from the public on what they would like to see for pedestrian connectivity, any concerns they may have regarding the project, etc. Individuals invited to this meeting will also be notified of the Airport Drive Sidewalk Scoping Study Local Concerns Meeting. We will work with the Town to get notification of this meeting out to the public.
   2.5. Develop Conceptual Alternatives: D&K will develop alternatives and submit to the ACRPC, the Town (Valerie), and the project's Steering Committee (those present at this Kick-Off Meeting) for input. Based on the number of pedestrian destinations along the project area and their interest in the project, we will coordinate with Valerie in regards to the best way to get input from adjacent property

owners, including but not limited to, Mt. Abraham Union High School, recreation facilities, Legion, and the Hub Teen Center. Based on input from these entities we will edit alternatives as needed prior to conducting alternatives evaluation to make sure that we are all on the same page with the concepts of the alternatives that will be evaluated as part of this project.

2.6. Alternatives Evaluation: Evaluation of alternatives, which have been reviewed by the ACRPC and Town. This step will culminate in preparation of an evaluation matrix, which shows pros/cons of various alternatives based on a number of parameters.

2.7. Alternatives Presentation Meeting: Second public meeting to present alternatives to the public.

2.8. Scoping Study Report: Preparation of report summarizing above work.

2.9. ACRPC TAC Meeting Presentation: Last piece of the project to present the project and report to the ACRPC TAC.

3. Schedule

3.1. Due to the parameters in the funding source for this project, project to be completed by the end of September 2022.

4. Discussion Items

4.1. Project Area Limits: Project area confirmed to be along both sides of Airport Drive beginning at the intersection with Route 17/116 and continuing north along Airport Drive to the existing path that runs along the north side of the entrance to the school and the recreation field across the street from the school. Alternatives to be developed will run adjacent to the road, and there will not be any alternatives that meander further back from the road (e.g. no side alternatives that would connect to fields or other land uses not directly adjacent to the roadway. A question was asked whether the project will be viable if it is designed and built on school owned property, north of the gate. The project will still be viable if there is a section on school property, so long as the school is supportive of the project.

4.2. Sidewalks vs Multi-Use Path Facilities: D&K will consider both sidewalk and multi-use path facilities when developing a list of alternatives. In addition, both curbed and at-grade alternatives will be considered. D&K will take into consideration existing conditions (including, but not limited to, right-of-way) in developing the list of alternatives.

4.3. Relevant information from Town: Currently D&K has all of the information needed for this project. If there is any additional information that is relevant to the project, it can be emailed to Jenny.

4.4. Additional Town input on project area:

4.4.1. Eric asked about whose responsibility it would be for maintenance on sections of sidewalks along private property (e.g. School). It was noted that this would be something that the Town and the School would need to discuss. It was noted that the existing path to the school, along the north side of the rec field, is maintained by the school.

4.4.2. Valerie commented that a majority of the need for a sidewalk along Airport Drive is on the east side of the road due to the destinations on that side of the road.

4.4.3. There was discussion regarding the need to follow up with the school regarding confirming their support for the project.

4.4.4. Valerie asked about what sort of interim committee correspondence there will be. Jenny noted that we don't have any interim committee meetings planned, but at milestones throughout the project there will be correspondence with the committee. For example, D&K will be looking to get input on the alternatives list from those attending this meeting, as well as those that were invited to this meeting but were unable to attend. Jenny will work with Valerie to get the Town's input on how they would like this information distributed.

Bristol Airport Drive Sidewalk Scoping Study

Local Concerns Meeting
August 8, 2022 @ 7:30 (in conjunction with Bristol Selectboard Meeting)
Meeting Notes (Final)

Attendees: Town of Bristol Selectboard members Ian Albinson, Joel Bouvier, Peeker Heffernan, Darla Senecal; Freddie Cannon (Recreation Dept.), Eric Cota (Public Works), Anthony Delmonaco (Town Treasurer), Ron LaRose (Legion, left just before presentation), Sharon Lucia (Town Clerk), Meridith McFarland (Recreation Dept.), Bruce Nason (Police), Jim Quaglino, and Taylor Welch (Recreation Dept.). Attendees on behalf of the project included Valerie Capels (Town), Mike Winslow (ACRPC), and Jenny Austin (D&K)

Project slides were presented by Jenny Austin, DuBois & King, Inc. (engineer for this project).

1. Project Overview
   1.1. Goal of project is to develop alternative options for a potential future sidewalk along Airport Drive, evaluate these alternatives, and summarize them into a report.
   1.2. This project is being funded through an ACRPC Transportation Planning Initiative Grant.

2. Kick-Off Meeting
   2.1. At the beginning of this project a meeting was held to discuss project scope, project area limits, schedule, and project logistics.

3. Existing Conditions
   3.1. The numerous destinations around the project area were briefly discussed.
   3.2. Jenny discussed information gathered as part of the existing conditions review, including road width, existing utilities, striped parking, nearby maintenance building, potential constraints (fences, gate, etc.), and a preliminary review of environmental resources.
   3.3. The opportunity to connect to existing sidewalks in proximity to Airport Drive was discussed, noting that tying into existing sidewalks will enhance overall pedestrian mobility in Town.
   3.4. There was discussion regarding right-of-way. As part of this project D&K conducted a 40-year right-of-way (ROW) research for the project area. This research found no documentation of Town ROW along Airport Drive. Jenny mentioned that Valerie had mentioned that she believes a former lister for the Town had previously found information regarding such documentation. It would be helpful to know whether there is a Town ROW along Airport Drive, however at the Scoping Study level this will not need to be finalized. This will be something that early in the Design Phase that the Town will want to finalize. Jenny noted that there was documentation found of an easement along the path on the north side of the recreation fields, which appears to be owned by the School. There were comments regarding the belief that the Town believes they own (or have an easement) up to the school gate, and the school owning north of the gate.

3.5. It was asked whether the school has provided input on this project. Jenny mentioned that school representatives have been invited to the project Kick Off Meeting and this meeting. We will be reaching out to them following this email for input as well.
3.6. There was mention of a trail on school property that can be accessed at the south end of the project area, west side of road. A suggestion was made to add a crosswalk there to add a safe connection from the new sidewalk to this trail, possibly including a truncated dome.

4. Local Concerns Meeting
   4.1. The purpose of this meeting is to present the project area to the public and gather local insight.

5. Public input
   5.1. There was discussion regarding potential sidewalk locations. Due to destinations for pedestrians being on the east side and existing parking on the west side, there was general consensus that a future potential sidewalk be located along the east side of Airport Drive.
   5.2. Jenny noted that typically with these type of projects we will consider alternatives of a curbed sidewalk, sidewalk separated from the roadway by a green strip, and potentially multi-use path alternatives. Due to existing conditions, limitations of fences, parking, etc. it is likely that a multi-use path would not be included as one of the alternatives unless it is something that the Town would like to consider.
   5.3. There was mention of the potential to shift the road to the west slightly to better accommodate a sidewalk on the east side of the road.
   5.4. The Town Foreman noted his preference for a sidewalk separated from the road by a grass strip (versus a curbed sidewalk).

6. Next Steps
   6.1. Project Alternatives and Evaluations – D&K to develop alternatives, review those alternatives with Valerie (Town) and Mike (ACRPC) and then evaluate alternatives as it relates to potential project impacts, conceptual level construction costs, potential environmental impacts, etc.
   6.2. Alternatives Presentation Meeting – This will take place in September
   6.3. Planning Study Report
   6.4. ACRPC TAC Meeting – presentation of the project and project findings to the ACRPC

Input received from Mt. Abraham High School Representative following Local Concerns Meeting

Re: Bristol Airport Drive Sidewalk Scoping Study - looking for input

Floyd Davison <floyd.davison@mausd.org> Wed, Aug 10, 2022 at 4:55 PM
To: Jenny Austin <jaustin@dubois-king.com>
Cc: Patrick Reen <patrick.reen@mausd.org>, Joel Fitzgerald <joel.fitzgerald@mausd.org>, Bristol Town Administrator <townadmin@bristolvt.org>, Mike Winslow <mwinslow@acrpc.org>

Hello Jenny,

Thank you for reaching out to us for this project.
Thoughts in **RED** below:

- In general, what are your thoughts on the potential of a sidewalk along Airport Drive? Is this a project that the school would be supportive of? We are in support of a sidewalk along Airport Drive. We think that it would enhance flow and safety.
- Any thoughts on a preference for what side of the road a potential future sidewalk might be located along (east vs. west)? With the parking concerns outlined in the 4th bullet we would think that the East side would be preferable.
- For folks that may be currently walking to school (students and/or staff and visitors), (1) do you have a sense of what side of the road they currently walk along, and (2) once pedestrians get onto school property, do they typically cut through the parking lot at a diagonal to get to the school entrance or do they stay on Airport Drive the whole way and then take the sidewalk that is on the north side of the parking lots/drives that goes to the school? Our sense is that there are varied paths. The most used is diagonal through the parking lots.
- On the west side of the road there are some parking areas. Typically with studies of this nature, the loss of parking can be considered a significant impact. We are assuming that the school would not be supportive of losing the parking areas that currently exist on the west side of the road (in front of the maintenance building as well as the striped spaces north of the maintenance building). Is that a correct assumption, or would a sidewalk adjacent to Airport Drive on the west side of the road be something that the school would be supportive of (with changes in parking configuration to address safety concerns with a sidewalk adjacent to the parking area)? We would agree that this would have a significant impact. In addition to the maintenance building we use the gray building for students with special needs and with the varied support staff needed we would not be in support of limiting or removing parking spaces. We would also welcome conversations around using space to the West of the current buildings and moving west along the south side of the parking lot to the Middle School end of the school building. It would also seem prudent to bring a side walk to the existing sidewalk on the North end of the parking areas and link with the paved path that runs on the North side of the Rec Field.
- Any other input related to a potential future sidewalk on Airport Drive is also welcome! What can we do to help??

Should you need additional info, or more clarity or detail, please don't hesitate to reach out.

Best,

Floyd

Floyd Davison

Business Manager
Mount Abraham Unified School District
72 Munsill Ave, Suite 601
Bristol, VT 05443
802-453-6980
MAUSD Internal 7115

www.mausd.org

Bristol Airport Drive Sidewalk Scoping Study

Alternatives Presentation Meeting
September 14, 2022 @ 8:00pm (in conjunction with Bristol Selectboard Meeting)
Meeting Notes (Draft)

Attendees of Selectboard Meeting included Ian Albinson (Selectboard Chair), Darla Senecal (Selectboard Vice-Chair), Peeker Heffernan (Selectboard), Joel Bouvier (Selectboard), Michelle Perlee (Selectboard), Sharon Lucia (Town Clerk), Kris Perlee (Town Zoning), Eric Cota (Town Public Works), Chief Nason (Town Police Department), Medidith McFarland (Town Recreation Department), Brett Larose (Town Fire Department), Valerie Capels (Town Administrator), Mason Wade III, James Cole, Kevin Harper, Randy Disorda, Jim Quaglino, Gerry Slager, Richard Butz, Linda Lucia, Ben Skolozdra, Jim & Deb Cossaart, Sally Roth, Porter Knight, Matt Daylore, Theresa Gile, Carl Engvall, Mike Winslow (ACRPC), and Jenny Austin (D&K).

Project slides were presented by Jenny Austin, DuBois & King, Inc. (engineer for this project).

1. Project Overview
   1.1. Goal of project is to develop alternative options for a potential future sidewalk along Airport Drive, evaluate these alternatives, and summarize them into a report for the Town to use for moving forward into the design phase.
   1.2. This project is being funded through an ACRPC Transportation Planning Initiative Grant.

2. Kick-Off Meeting
   2.1. At the beginning of this project a meeting was held to discuss project scope, project area limits, schedule, and project logistics.

3. Existing Conditions
   3.1. The numerous destinations around the project area were briefly discussed.
   3.2. The opportunity to connect to existing sidewalks in proximity to Airport Drive was discussed, noting that tying into existing sidewalks will enhance overall pedestrian mobility in Town.
   3.3. Jenny discussed information gathered as part of the existing conditions review, which included a site visit to document constraints and opportunities along the road, a preliminary environmental resource review, and right-of-way (ROW) research. Jenny noted that, as discussed at the last meeting, there were no ROW records within the last 40 years showing Town ownership of the road. However, the Town has been responsible for road maintenance and believes that the Town has, at least, acquired Airport Drive through dedication and acceptance (Airport Drive also shows up on Town Highway Maps).

4. Local Concerns Meeting
   4.1. A Local Concerns Meeting was held for this project in August to gather local insight on the project area in general. At this meeting there was general consensus that a sidewalk on the east side of the road would be preferred.

5. Project Alternatives & Evaluations
   5.1. Jenny noted that 3 alternatives were developed and reviewed with Valerie (Town) and Mike (ACRPC). Alternatives 1 and 2 are shown broken into two sections, (a) southern end of Airport Drive up to the High School gate, and (2) northern send of project along the section of Airport Drive believe to be owned by the School. With this breakdown, if the Town chooses to pursue the sidewalk just up to the School property, the report for this project will include a breakdown of costs and impacts for each section. In all three alternatives, the proposed sidewalk alignment would shift around the gate to the high school. In this vicinity, there will also need to be a portion of an existing fence that needs to be relocated in order to accommodate a sidewalk. There are no alternatives being evaluated on the west side of the road, primarily due to being able to maintain parking in front and to the side of the maintenance building. With all alternatives, there is anticipated to be at least one utility pole that needs to be relocated, and alternative 2 is anticipated to have additional pole relocation needed. Jenny noted that typically pole relocation costs associated with these projects are paid for by the owner of the utility poles.
   5.2. Alternative 1: 5' curbed concrete sidewalk on east side of Airport Drive. This alternative has the least amount of anticipated impacts, but is anticipated to be more expensive than a sidewalk with a grass strip due to the costs related to curbing and drainage infrastructure.
   5.3. Alternative 2: 5' concrete sidewalk with 5' grass strip between road and sidewalk. This alternative is cheaper than Alternative 1 but will have slightly more utility impacts.
   5.4. Alternative 3: 5' concrete sidewalk with varying width grass strip, in addition to shifting Airport Drive to the west approximately 3' to better accommodate a sidewalk on the east side. Alternative 3 as shown provides for 20' in front of the maintenance building on the west side of the road to maintain existing parking in front of this building.
   5.5. Opinions of probable construction costs (OPCCs) were presented. These costs are conceptual-level estimates based on linear foot costs from the VTrans Report on Shared-Use Path and Sidewalk Costs report guidance plus estimated costs for items that are non-typical of standard sidewalk construction. For example, Alternative 3 includes additional costs associated with roadway relocation. For Alternative 3 it was assumed that the length of Airport Drive would be repaved for the entire width and a 5' wide section would include full reconstruction. While it is estimated that the roadway is shifted approximately 3', a 5' wide road reconstruction is estimated for constructability purposes. The OPCCs included estimates for engineering, administration, and construction administration; in order to supply estimated costs for the project as a whole, not just construction. Alternative 1A and 1B combined is approximately $400K, Alternative 2A and 2B is close to $300K, and Alternative 3 is approximately $700K. Alternative 2 is higher than Alternative 1 due to the additional curbing and drainage costs and Alternative 3 is significantly more expensive due to the roadway costs. Jenny noted recent high

inflation costs, therefore the cost will vary depending on year of construction and inflation factors.

5.6. An evaluation matrix was presented to compare potential impacts to the various alternatives. It was noted that the sub-alternatives (e.g. 1A, 1B, 2A, and 2B) are shown to partially meet the goal of the project, whereas Alternative 3 is shown to better meet the goal. However, if 1A and 1B or 2A and 2B were constructed (sidewalk along the entire project length), then these would also fully meet the goal of the project. However, constructing just one of the sections would not fully meet the goal of a sidewalk along the entire project area. The evaluation matrix shows similar impacts for all alternatives. The evaluation matrix includes a No Build alternative. A No Build alternative was not included earlier in the presentation, but, as Jenny noted, is included as part of the project in the case that the Town is not interested in pursuing any of the alternatives presented.

6. Project and Alternatives Discussion

6.1. Valerie asked if the proposed alternatives would be within the road right-of-way. Jenny noted that the ROW lines shown are approximate based on GIS data, but that it appears that the ROW line is along the fence and that the proposed alternatives would all be on the west side of the fence, with the exception of the fence in vicinity of the high school gate. At this location there is a section of fence which would need to be relocated with all three alternatives.

6.2. There was a question regarding who would maintain a proposed sidewalk. Valerie indicated that the school would likely be responsible for maintenance of the path on the portion that is believed to be owned by the Town, and south of the high school gate the Town would be responsible.

6.3. There was brief discussion regarding the extent of shifting Airport Drive for Alternative 3 and that there is additional room on the southern end of the project to shift.

6.4. It was noted that the orthophoto in the presentation at the maintenance building is old and that the piece that shows as being closer to the road is no longer there. Jenny acknowledged that the orthophoto is not current and that the "carport" shown is no longer there.

6.5. There was discussion of whether students going to/from the school would use the sidewalk for the full length, and/or whether they would cut across through the parking lot at the gate to the school. It was noted that it is likely some students will continue to cut through the parking lot, but that the limits to this study was along Airport Drive. It was noted that constructing the sidewalk to extend to the path (sidewalk) on the north sides of the field will allow residents to be able to make a full loop from Liberty Street to Stony Hill Road to Airport Drive and then back to Liberty Street via the sidewalk on the north side of the field. There was general consensus of being in support of a sidewalk along Airport Drive for the community as a whole, not just the destinations along the road.

6.6. The question was asked whether alternatives could be mixed-and-matched, for example alternative 1A with 2B, or 1B with 2A. Jenny confirmed that yes, the A and B sections of Alternatives can be mixed – 1A and 2B could be constructed or 1B and 2A could be constructed.

6.7. There was a question regarding whether other types of materials had been considered, in particular whether a boardwalk or porous materials was considered in lieu of concrete. Those

types of materials were not considered as part of this project. Eric mentioned that he would have concerns with maintenance of those types of materials.

6.8. There was general consensus that Alternative 2 was the preferred alternative. Ian noted that he didn't think the high price tag of Alternative 3 would offset the benefit that it provides. There was also general preference by the Town for the grass strip instead of curbing for plowing reasons and also to provide a wider buffer between the road and sidewalk.

7. Next Steps

7.1. Planning Study Report – D&K is currently working on pulling together a Draft Scoping Study Report. This will be submitted to Valerie and Mike for input. Following that, D&K will address Town and ACRPC comment and submit a Final Scoping Study Report.

7.2. ACRPC TAC Meeting – presentation of the project and project findings to the ACRPC later this month.

7.3. Potential funding beyond Scoping Study

7.3.1. There was a question regarding whether the Town will have what they need to apply for grant money for the next phase of the project. Mike discussed potential VTrans grant opportunities that could be applied for, primarily the VTrans TAP (Transportation Alternatives Program) grant or the VTrans Bike & Ped Program. He explained there are two types of VTrans Bike & Ped Program grants – large scale and small scale. The VTrans TAP applications typically open up in the fall, and the VTrans Bike & Ped Program grants in the spring.

7.3.2. Mike noted that one task that was not included in this project due to budget constraints was a historical resource review. However, he noted that the Town may be able to incorporate this into the scope of the next grant application.

7.3.3. Mike noted that the Town could potentially pursue funding for both the Airport Drive and Munsill Avenue sidewalk projects under one grant application, though he suggested confirming with VTrans whether they could be combined in one grant application.

APPENDIX

B. RIGHT-OF-WAY RESEARCH

VERMONT

Natural Resources Atlas

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LEGEND

- Parcels (standardized)
- Roads
  - Interstate
  - US Highway; 1
  - State Highway
  - Town Highway (Class 1)
  - Town Highway (Class 2,3)
  - Town Highway (Class 4)
  - State Forest Trail
  - National Forest Trail
  - Legal Trail
  - Private Road/Driveway
  - Proposed Roads
- Stream/River
  - Stream
  - Intermittent Stream
- Town Boundary

NOTES

Map created using ANR GIS mapping technology.

261.0 0 130.00 261.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 428 Ft. 1cm = 51 Meters

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Dubois & King Inc.

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866-783-7101 Fax

JOB: ACRPC RESEARCH JOB NO: 227882
SHEET NO: 5 OF 5
RESEARCHER: Chad Russo DATE: 6/1/2022
TOWN/CITY: BRISTOL,VT
PRESENT OWNER: Mount Abraham Unified School District

Type of Deed: QUITECLAIM DEED
Date Deeded: 6/ 26/2018
Book & Page: 155/298-299
Grantor: Union High School District No. 28 (a/k/a Mount Abraham Union High School District)
Grantee: Mount Abraham Unified School Distric
Desc: Being 48.1 Acres, more or less, parcel of land with all Improvements on Northerly side of vt rte 17 & 116. Being all and the same Lands and Premises.

1. Warranty Deed Dated July 26,1967. Recorded in Book 39, Page 251 of Bristol Land Records. Containing 48.1 Acres
2. Warranty Deed of Bristol Recreation Club INC. dated july 20, 1970. Recorded in Book 40 Page 468 of Bristol Town Records. Said lands and premises describe a 12' Strip of land extending across Bristol Recreation Club INC land to Liberty street.

Type of Deed: Warranty Deed
Date Deeded: June, 1970
Book & Page: 40/468
Grantor: Bristol Recreation Club INC.
Grantee: Union High School District No. 28
Description: Description of 12' Strip of land between Recreation Club INC and Mobil Home Park.

Type of Deed: Warranty Deed
Date Deeded: 7/26/1967
Book & Page: 39/251
Grantor: Town Of Bristol
Grantee: Union High School District No. 28
Description: Portion of The Former Bristol Airport located on Bristol Plains and described in more detail in the Deed.

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NOTES

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65.0 0 32.00 65.0 Meters

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JOB: ACRPC RESEARCH JOB NO: 227882
SHEET NO: 4 OF 5
RESEARCHER: Chad Russo DATE: 6/1/2022
TOWN/CITY: BRISTOL,VT
PRESENT OWNER: American Legion Post 19

Type of Deed: QUITECLAIM DEED
Date Deeded: 7/23/2003
Book & Page: 107/647
Grantor: The American Legion Home, Bristol Post No. 19
Grantee: The American Legion Post No. 19 INC..
Desc:
Parcel of land Containing American legion Building convoyed to grantor by deed of The Bristol Recreation Club, dated October 29, 1953, recorded in VOL: 34 PG: 549 of Bristol Land Records. Reference made to deed from Bristol Rec. Club Inc. to grantee Dated Nov. 29, 2001. Recorded in Vol: 100 PG: 9. Bristol Rec. Club relinquish its right to purchase. Within covayence is subject to a right of first refusal agreement granted to the Bristol Rec. Club. dated Nov. 15, 2001. & Recorded in Vol: 100 PG: 1 in the Bristol Land Records. Right of first Refusal Agreement Book 100 Page 1-2

Type of Deed :Quit Claim Deed
Date Deeded: 12/7/2001
Book & Page: 100/9-10
Grantor: Bristol Recreation Department INC.
Grantee: American Legion Post 19
Desc: All right, title and interests to the purchaser or repurchase or acquire certain lands. Warranty deed Book 34 Page 549. Purpose of this deed is to correct Book 99 page 339

Type of Deed :Right of First Refusal
Date Deeded: 11/15/2001
Book & Page: 100/1-2
Grantor: American Legion Post 19
Grantee: Bristol Recreation Department INC.
Desc:
1)The Post Hereby grants the Club the right of first refusal on lands in 8 Different sections described in the deed.

Type of Deed :Quite Claim Deed
Date Deeded: 11/15/2001
Book & Page: 99/339
Grantor: BRISTOL RECREATION CLUB INC.
Grantee: American Legion Post 19
Desc:
All right, title and interests to the purchaser or repurchase or acquire certain lands. Warranty deed Book 34 Page 549. Dated October 29, 1953

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  - Stream
  - Intermittent Stream
- Town Boundary

NOTES

Map created using ANR GIS mapping technology.

1: 2,571

July 28, 2022

131.0 0 66.00 131.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 214 Ft. 1cm = 26 Meters

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JOB: ACRPC RESEARCH JOB NO: 227882
SHEET NO: 1 OF 5
RESEARCHER: Chad Russo DATE: 6/1/2022
TOWN/CITY: BRISTOL,VT
PRESENT OWNER: TOWN OF BRISTOL ICE RINK

Type of Deed: WARRANTY DEED
Date Deeded: 10/18/2001
Book & Page: 99/139-140
Grantor: BRISTOL RECREATION CLUB INC..
Grantee: TOWN OF BRISTOL
Desc:
A PARCEL OF LAND LOCATED EASTERLY & NORTHERLY OF TOWN ROAD 32. DESCRIPTION OF PARCEL CONTAINED IN THE DEED. REFERENCED PLAT IS NOT RECORDED IN BRISTOL LAND RECORDS. A PORTION OF ASLAP TO THE CLUB VIA WD 26/275 DATED SEPT. 20, 1922 AND 35/490 DATED DEC 15, 1956. 2" WATERLINE EASEMENT 81/394-395

Type of Deed: CERTIFICATION OF RESOLUTION
Date Deeded: 10/18/2001
Book & Page: 99/138
Grantor: BETTY FARR (SECRETARY OF BRISTOL RECREATION CLUB INC.
Grantee: BRISTOL RECREATION CLUB INC.
Desc:
1.CONVEYANCE OF 30'X90' LOT
2. CONVEYANCE OF .955 ACRE PARCEL
3. RELINQUISH OF RIGHT TO PURCHASE
4. EASEMENT AND CONSTRUCTION

Type of Deed: Warranty Deed
Date Deeded: December 15,1956
Book & Page: 35/490
Grantor: Town Of Bristol
Grantee: XXX
Desc:

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Randolph, VT 05060
802-728-3376 Phone
866-783-7101 Fax

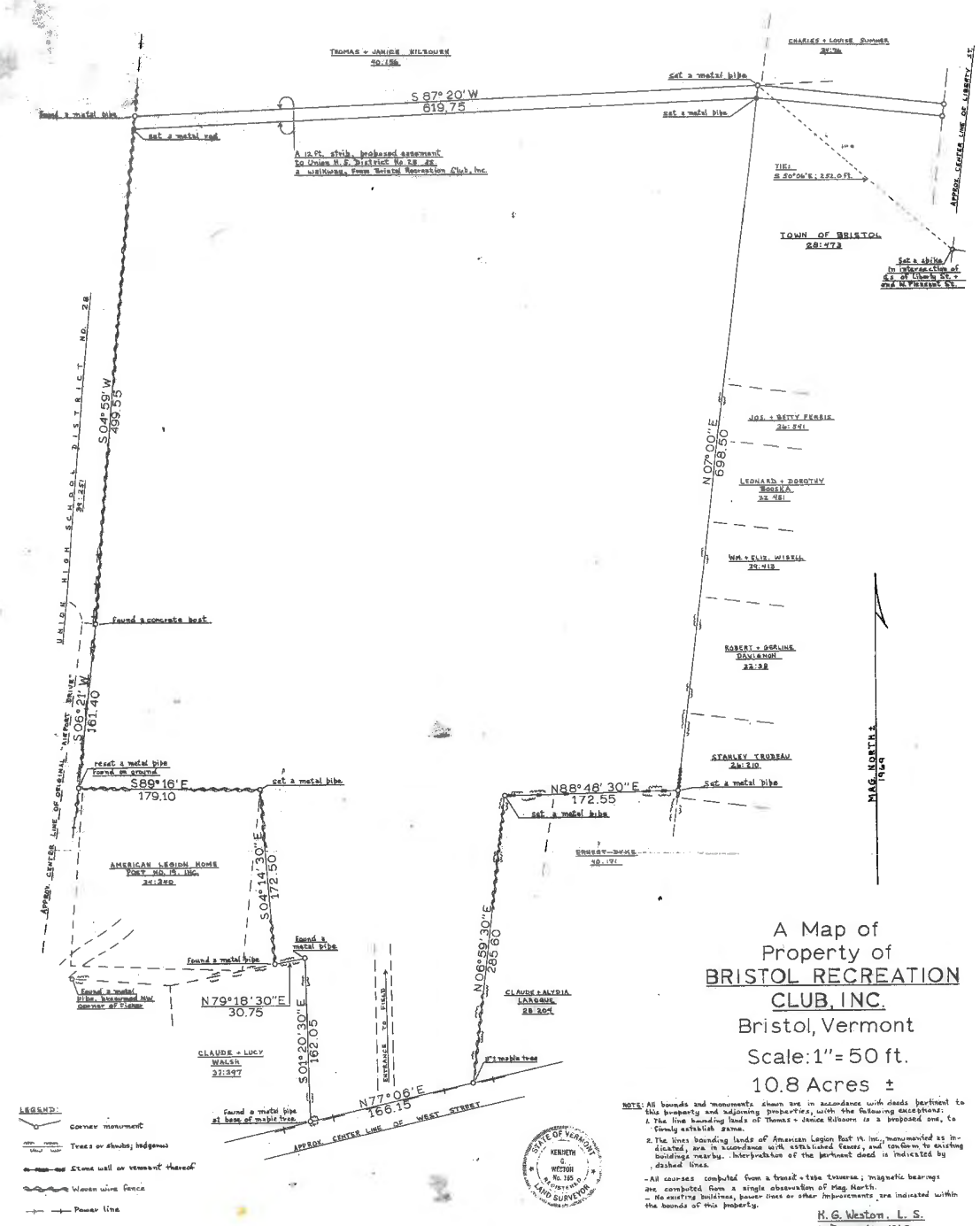
JOB: ACRPC RESEARCH JOB NO: 227882
SHEET NO: 3 OF 5
RESEARCHER: Chad Russo DATE: 6/1/2022
TOWN/CITY: BRISTOL,VT
PRESENT OWNER: BRISTOL RECREATION CLUB INC

Type of Deed: Warranty Deed
Date Deeded: December 7,2001
Book & Page: 100/6-8
Grantor: Bristol Recreation Club INC.
Grantee: American Legion Post 19
Description: Parcel of land located easterly of TH. 32 depicted on a survey entitled "a Map of Property of Bristol Recreation Club Inc., Bristol, Vermont" Drawn by Kenneth G. Weston. Dated December,1969 as Revised August 24, 2001. (Parcel Described in the deed), Correction of deed from Book 99 Page 340. 1) Warrenty deed Book 26 page 272. 2)Warranty deed book 35 Page 490.

Type of Deed: Warranty Deed
Date Deeded: December 15,2001
Book & Page: 99/340-341
Grantor: Bristol Recreation Club INC.
Grantee: American Legion Post 19
Description: Parcel of land located easterly of TH. 32 depicted on a survey entitled "a Map of Property of Bristol Recreation Club Inc., Bristol, Vermont" Drawn by Kenneth G. Weston. Dated December,1969 as Revised August 24, 2001. (Parcel Described in the deed). 1) Warrenty deed Book 26 page 272. 2)Warranty deed book 35 Page 490.

Type of Deed:
Date:
Book & Page:
Grantee:
Grantor:
Desc:

Type of Deed:
Date:
Book & Page:
Grantee:
Grantor:
Desc:



A Map of Property of BRISTOL RECREATION CLUB, INC.

Bristol, Vermont

Scale: 1" = 50 ft.

10.8 Acres ±

NOTE: All bounds and monuments shown are in accordance with deeds pertinent to this property and adjoining properties, with the following exceptions:

1. The line bounding lands of Thomas + Janice Kilbourn is a proposed one, to firmly establish same.
2. The lines bounding lands of American Legion Post 19, Inc., monumented as indicated, are in accordance with established fences, and conform to existing buildings nearby. Interpretation of the pertinent deed is indicated by dashed lines.

- All courses computed from a transit + tape traverse; magnetic bearings are computed from a single observation of Mag. North.
- No existing buildings, power lines or other improvements are indicated within the bounds of this property.

K. G. Weston, L. S.
17 December 1969

SLIDE #61

See Book 40, Page 390

208

EASEMENT

KNOW ALL PERSONS BY THESE PRESENTS:

That **Bristol Recreation Club, Inc. a Corporation with a principal place of business**Town of **Bristol** County of **Addison** and State of **Vermont** , (hereinafter, whether singular or plural, called the GRANTOR), in consideration of One Dollar paid and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, hereby gives, grants, bargains, sells and conveys unto **GREEN MOUNTAIN POWER CORPORATION,** a Vermont corporation with a principal place of business situated in Colchester Vermont, and **Waitsfield-Fayston Telephone Co., Inc., d/b/a Waitsfield and Champlain Valley Telecom, a Vermont Corporation with a place of business being situated in the Town of Waitsfield** (hereinafter, regardless of the number of GRANTEES, called the GRANTEES) and to its/their successors and assigns, the exclusive and perpetual right and easement to erect, place, construct, reconstruct, bury, operate, repair, maintain, replace, patrol and remove **overhanging cables, wires and lines, guys, anchors, braces, above and below ground equipment,** fixtures and appurtenances (hereinafter, called the facilities or a facility) for the transmission and/or distribution of electricity and for telecommunications use and transmission and transmission of intelligence (including but not limited to data, information, video and voice), any of which facilities may be erected at different times and at such voltages and capacities as GRANTEES may from time to time determine, under, upon over or across lands of GRANTOR in the Town of, **Bristol** in the County of **Addison**, and State of Vermont, hereinafter referred to as the "Easement Area" and described as follows:

BRIST WN CLERK'S ICE
RECEIVED FOR RECORD
Date 3/24/2016 Time 3:53 P.M.
Record in Book 144 Page 208-210
Attest: Asst Town Clerk

An overhead line with a proposed guy and anchor to be attached to GRANTEE'S pole , numbered Pole 27 located on the north side of West Main Street in the town right of way, extending in a generally northerly direction approximately 15 feet to an anchor on the land of the grantors.

Together with the perpetual right and easement from time to time without further payment therefore, to renew, replace, add to, remove, and otherwise change the facilities and each and every part thereof, and the locations thereof within said Easement Area, and to access said Easement Area to and from the adjoining lands of GRANTOR for all of the purposes set out herein, to provide for the continued operation, maintenance and replacement of said facilities.

Included in this grant is the continuing right of the GRANTEES within the Easement Area to cut down, trim and to remove and keep cleared such trees, underbrush, and vegetation, or parts thereof growing within or overhanging such Easement Area as in the judgment of GRANTEES may interfere with or endanger the efficient operation and use of said facilities, and to remove all structures which are now found, or which may be subsequently placed on or within such Easement Area in violation of the rights and privileges of GRANTEES hereunder, together, also, with the permanent right to enter on adjacent lands of GRANTOR to cut or trim and remove such trees growing outside the limits of the Easement Area which may, in the opinion of GRANTEES, interfere with or be likely to interfere with, the successful operation of the facilities now or hereafter to be constructed on said Easement Area (danger trees).

The GRANTOR, for GRANTOR and GRANTOR'S successors and assigns, does hereby covenant that none of them will erect or permit any building or any other structures or trees or bushes to be erected or placed within the Easement Area, or change the grade, fill or excavate within said Easement Area which, in the judgment of the GRANTEES, its successors and assigns, might interfere with the proper operation and maintenance of said facilities. By way of illustration, but not of limitation, the following uses are specifically leach fields/mound systems.

It is agreed that facilities shall remain the property of the GRANTEES, its/their successors and assigns, and that the GRANTEES, its/their successors and assigns, shall pay all taxes assessed thereon.

GRANTEES shall have the right to assign to others, in whole or in part, any or all of the rights, privileges and easements hereinbefore set forth.

TO HAVE AND TO HOLD the above granted easements and rights, with all the privileges and appurtenances thereunto belonging, unto and to the use of the said GRANTEES, its/their successors and assigns, forever.

And the GRANTOR hereby for said GRANTOR and its successors and assigns, covenants with the GRANTEES, its/their successors and assigns, that the GRANTOR is lawfully seized in fee simple of the granted premises, and that the GRANTOR has good right and title to sell and convey the same as aforesaid, that they are free from any claims of, or encumbrances by, third parties, including without limitation, any claim or encumbrance created by an offer of dedication to a municipality for a roadway(s) and will WARRANT and defend the same to the GRANTEES, its/their successors and assigns, forever against the lawful claims and demands of all persons.

IN WITNESS WHEREOF the aforementioned GRANTOR has hereunto set its/his/her/their hand and seal and further, to the extent GRANTOR is an entity, the signatory hereto executes this instrument on behalf of said entity and as its duly authorized agent this 14th day of December, 2015.

IN THE PRESENCE OF:

Pamela Correia
witness to 1st Grantor

BY: Ronald L LaRose L.S.
Bristol Recreation Club, Inc.

STATE OF **Vermont**
COUNTY OF **Addison**

BE IT REMEMBERED, that on the 14th day of December, 2015, personally appeared **Ronald LaRose**, signer and sealer of the foregoing written instrument and acknowledged the same to be **their free act and deed.**

Before me,
Pamela Correia
Notary Public Exp. 2/10/19

IN WITNESS WHEREOF the aforementioned GRANTOR has hereunto set its/his/her/their hand and seal and further, to the extent GRANTOR is an entity, the signatory hereto executes this instrument on behalf of said entity and as its duly authorized agent this 14th day of December, 2015.

IN THE PRESENCE OF:

witness to 2nd Grantor

BY: Ronald J. Williamson L.S.
Bristol Recreation Club, Inc.

STATE OF **Vermont**
COUNTY OF **Addison**

BE IT REMEMBERED, that on the 14th day of Dec., 2015, personally appeared **Ronald Williamson**, signer and sealer of the foregoing written instrument and acknowledged the same to be **their free act and deed.**

Before me,
Notary Public

IN WITNESS WHEREOF the aforementioned GRANTOR has hereunto set its/his/her/their hand and seal and further, to the extent GRANTOR is an entity, the signatory hereto executes this instrument on behalf of said entity and as its duly authorized agent this 14th day of December, 2015.

IN THE PRESENCE OF:

witness to 3rd Grantor

BY: L.S.
Bristol Recreation Club, Inc.

Natural Resources Atlas

Vermont Agency of Natural Resources

vermont.gov



LEGEND

- Parcels (standardized)
- Roads
  - Interstate
  - US Highway; 1
  - State Highway
  - Town Highway (Class 1)
  - Town Highway (Class 2,3)
  - Town Highway (Class 4)
  - State Forest Trail
  - National Forest Trail
  - Legal Trail
  - Private Road/Driveway
  - Proposed Roads
- Stream/River
  - Stream
  - Intermittent Stream
- Town Boundary

NOTES

Map created using ANR GIS mapping technology.

1: 2,571

July 28, 2022

131.0 0 66.00 131.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 214 Ft. 1cm = 26 Meters

© Vermont Agency of Natural Resources

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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

Dubois & King Inc.

28 North Main Street
Randolph, VT 05060
802-728-3376 Phone
866-783-7101 Fax

JOB: ACRPC RESEARCH JOB NO: 227882
SHEET NO: 2 OF 5
RESEARCHER: Chad Russo DATE: 6/1/2022
TOWN/CITY: BRISTOL,VT
PRESENT OWNER: A.C.C.T MOBIL HOME PARK

Type of Deed: WARRANTY DEED
Date Deeded: 4/21/2021
Book & Page: 168/104-106
Grantor: ADDISON COUNTRY COMMUNITY TRUST
Grantee: ACCT MOBILE HOME PARK, LLC.
Desc:
All The Same Lands & Premises: 83/ 16
All The Same Lands & Premises: 40/ 156
All The Same Lands & Premises: 24/ 399
All The Same Lands & Premises: 30/494

Type of Deed: WARRANTY DEED
Date Deeded: 5/9/1996
Book & Page: 83/16
Grantor: THOMAS H. & JANICE P. KILBOURN
Grantee: ADDISON COUNTRY COMMUNITY TRUST
Desc:
All The Same Lands & Premises:40/ 156
All The Same Lands & Premises:24/ 399
All The Same Lands & Premises: 30/494

Type of Deeded: ADMINISTRATOR'S DEED
Date: 5/27/1969
Book & Page: 40/ 156
Grantor: WYNN UNDERWOOD (ADM) JOHN KILBOURN EST.
Grantee: THOMAS H. & JANICE P. KILBOURN
Desc:
All The Same Lands & Premises:24/ 399
All The Same Lands & Premises:30/494

Type of Deed:
Date:
Book & Page:
Grantee:
Grantor:
Desc:

APPENDIX

C. OPINIONS OF PROBABLE CONSTRUCTION COSTS AND ANTICIPATED PROJECT COSTS

Bristol Airport Drive Scoping Study Alternatives: Opinions of Probable Construction Costs

Note: Costs included in this table are meant to give a ball-park figure for overall projects costs for the various alternatives. It is assumed that VTrans unit costs for curbed sidewalks include costs, as needed, for catch basins and storm drains. However, additonal drainage costs have been incorporated in the table below to be conservative.

				Curbed Sidewalk on East Side				Sidewalk with Grass Strip on East Side				Sidewalk with Grass Strip on East Side with Shifted Road	
				1A (southern section)		1B (northern section)		2A (southern section)		2B (northern section)		3	
Item	Description	Unit	Unit Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost
*	Concrete Walk, No Curb	LF	$184					540	$99,360	480	$88,320	1020	$187,680
*	Concrete Walk, Concrete Curb	LF	$277	540	$149,580	480	$132,960						
203.15	Common Excavation	CY	$22									500	$11,000
203.28	Excavation of Surfaces and Pavements	CY	$49									400	$19,600
203.31	Sand Borrow	CY	$24									200	$4,800
301.15	Subbase of gravel	CY	$38									300	$11,400
406.25	Bituminous concrete pavement	TON	$200									840	$168,000
620.50	Removing and Resetting Fence	LF	$30			70	$2,100			70	$2,100	70	$2,100
629.29	Relocate Hydrant	EA	$1,800					1	$1,800				
635.11	Mobilization / Demobilization	LS	10%			---------- included in sidewalk cost ----------						1	$26,000
641.10	Traffic Control	LS	varies			---------- included in sidewalk cost ----------						1	$10,000
646.413	Durable 4" yellow line	LF	$4									1070	$4,280
651.15	Seed	LB	$14									42	$588
651.18	Fertilizer	LB	$9									83	$747
651.20	Agricultural limestone	TON	$710									0.5	$355
651.25	Hay Mulch	TON	$920									0.5	$460
651.35	Topsoil	CY	$50									90	$4,500
653	Erosion Control	LS	varies			---------- included in sidewalk cost ----------						1	$8,000
900.65	Additional drainage costs	LS	varies	1	$15,000	1	$15,000						
900.645	SP, Class A Restoration of Growth)	LS	varies			---------- included in sidewalk cost ----------							
Contingency for site work / utilities		LS	varies					1	$2,000	1	$1,000	1	$5,000
	Subtotal Construction				$164,580		$150,060		$103,160		$91,420		$464,510
	20% Contingency on Alternative Specific Items				$5,420		$4,940		$1,840		$3,580		$55,490
	Opinion of Probable Construction Cost, Conceptual				$170,000		$155,000		$105,000		$95,000		$520,000
	Preliminary Engineering and Administration Costs**		22%		$41,000		$38,000		$25,000		$22,000		$117,000
	Construction Admin**		14%		$24,000		$22,000		$15,000		$13,000		$73,000
	Non-Construction Related Project Costs				$65,000		$60,000		$40,000		$35,000		$190,000
			subtotal		$235,000		$215,000		$145,000		$130,000		$710,000
	Rounded Total (Excluding ROW costs)				$235,000		$215,000		$145,000		$130,000		$710,000
					Alternative 1A + 1B: $450,000				Alternative 2A + 2B: $275,000				Alternative 3: $710,000

* Average base sidewalk construction cost value from the VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020.

** Percentages based on VTrans Report on Shared-Use Path and Sidewalk Costs, January 2020, rounded to the nearest $1,000.

Assumption: Utility company will pay for costs associated with required relocation of utility poles.

Alternative Specific Costs
Alternative 3 - Sidewalk with Green Strip and Shifted Road

Assumption:

1. assume only full reconstruction of 5' wide for shift (assumed minimum contractor equipment width)
2. Assume road is shifted approximately 3' to the west

NOTE: VOLUMES ASSUMED ARE APPROXIMATE AND ARE NOT BASED ON SURVEYED DIMENSIONS.

203.15 Common Excavation

	Sidewalk	Roadway (full const.)
Length, ft	included	1070
Width, ft	with base	5
Depth, ft	cost	2.50
	Volume, cf	13375

Volume: 495 cy
Total Rounded Volume: 500 cy

203.28 Excavation of Surfaces and Pavements

	Sidewalk	Roadway (Existing)
Length, ft	included	1070
Width, ft	with base	24
Depth, ft	cost	0.42
	Volume, cf	10785.6

Volume:
Total Rounded Volume: 399 cy
Total Volume, Rounded, cy 400 cy

203.31 Sand Borrow

	Sidewalk	Roadway (full const.)
Length, ft	not	1070
Width, ft	needed	5
Depth, ft		1
	Volume, cf	5350

Volume: 198 cy
Total Rounded Volume: 200 cy

301.15 Subbase of Gravel

	Sidewalk	Roadway (full const.)
Length, ft	included	1070
Width, ft	with base	5
Depth, ft	cost	1.5
	Volume, cf	8025

Volume: 297 cy
Total Rounded Volume: 300 cy

406.25 Bituminous Concrete Pavement

	Sidewalk	Roadway (new)
Length, ft	not	1070
Width, ft	needed	24
Depth, ft		0.42
	Volume, cf	10785.6
	Weight, tons	839

(assume 155.5 lb/cf)
Rounded Total: 840 tons

635.11 Mobilization / Demobilization - Assume 1 LS

641.41 Traffic Control - Assume 1 LS

Alternative Specific Costs
Alternative 3 - Sidewalk with Green Strip and Shifted Road

646.413 Durable 4" Yellow Line

	Sidewalk	Roadway (new)
Length, ft	n/a	1070

Total: 1070 lf

NOTE: VOLUMES ASSUMED ARE APPROXIMATE AND ARE NOT BASED ON SURVEYED DIMENSIONS.

651.15 Seed

	Sidewalk (south)	Sidewalk (north)
Length, ft	500	475
Width, ft	4	11
Area, sf:	2000	5225
Area, ac:	0.046	0.12

Total area: 0.166 ac
Assumed rate (lb/ac): 250
Weight: 41.5 lb
Rounded Total: 42 lb

651.18 Fertilizer

	Sidewalk (south)	Sidewalk (north)
Length, ft	500	475
Width, ft	4	11
Area, sf:	2000	5225
Area, ac:	0.046	0.12

Total area: 0.166 ac
Assumed rate (lb/ac): 500
Weight: 83 lb
Rounded Total: 83 lb

651.21 Agricultural Limestone

	Sidewalk (south)	Sidewalk (north)
Length, ft	500	475
Width, ft	4	11
Area, sf:	2000	5225
Area, ac:	0.046	0.12

Total area: 0.166 ac
Assumed rate (T/ac): 2
Weight: 0.332 T
Rounded Total: 0.5 T

651.25 Hay Mulch

	Sidewalk (south)	Sidewalk (north)
Length, ft	500	475
Width, ft	4	11
Area, sf:	2000	5225
Area, ac:	0.046	0.12

Total area: 0.166 ac
Assumed rate (T/ac): 2
Weight: 0.332 T
Rounded Total: 0.5 T

651.35 Topsoil

	Sidewalk (south)	Sidewalk (north)
Length, ft	500	475
Depth, ft	4	11
Width, ft	0.33	0.33
Volume, cf:	660	1724
Volume, cy:	24.4	63.9

Total volume: 88.31 cy
Rounded Total: 90 cy