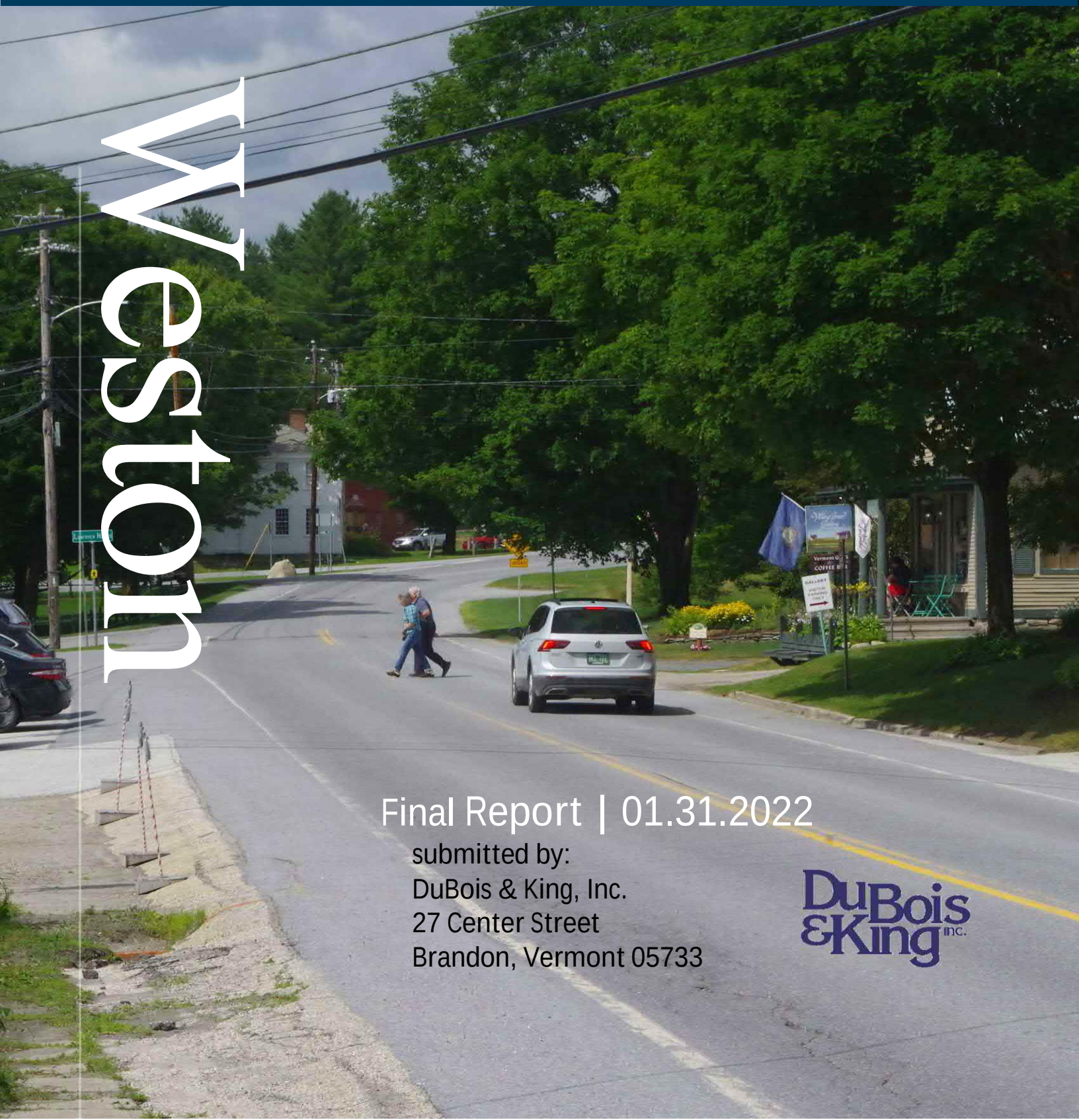
Town of Weston, Vermont
BICYCLE AND PEDESTRIAN SCOPING STUDY



Final Report | 01.31.2022

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ACKNOWLEDGMENTS

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INTRODUCTION

1. Project Background

The Weston Bicycle and Pedestrian Scoping Study was initiated by the Town of Weston, with assistance from the Windham Regional Commission, after residents of the Village began taking notice of near-misses between drivers and walkers, causing a concern regarding safety along the VT Route 100 corridor, especially within and in close proximity to the Village. Village destinations such as the Vermont Country Store, the Post Office, Weston Village Store, the Weston Playhouse, and more, combined with a lack of available parking or sidewalk facilities, lends itself to pedestrians walking along VT 100 within the project area. This problem has been exacerbated by the opening of a new theater on Walker Farm for the Weston Playhouse, approximately a quarter of a mile north of the Green on VT 100. Patrons of the theater park and explore the Village before walking north on Route 100 to see a show. Members of the theater company in town for a production also walk between Walker Farm and the Village, as they seldom come with a vehicle. In addition, a new restaurant, the Hub, has recently opened in the northern section of the project area. With the addition of the new theater and the Hub restaurant, the Town anticipates the number of pedestrians will likely increase.

Proactively, the Town pushed to do something about this safety issue. The first step was requesting a Road Safety Audit from the Vermont Highway Safety Office, which was completed in 2017. The Road Safety Audit also documented other safety issues that residents of Weston are well-aware of: visitors wandering across VT 100 between the Vermont Country Store, Weston Village Store, and Weston Village Christmas Shop; several intersections in the Village that are confusing for drivers, walkers, and bicyclists to navigate; and school children crossing Lawrence Hill Road. One of the main recommendations from the Road Safety Audit was for the Town to conduct a comprehensive pedestrian needs study for the Village. This scoping study serves to follow up on this recommendation.

This study, funded through the Vermont Bicycle and Pedestrian Program, focuses on pedestrian and bicycle connectivity in Weston Village along VT Route 100 between Mill Lane and Chester Mountain Road.

INTRODUCTION

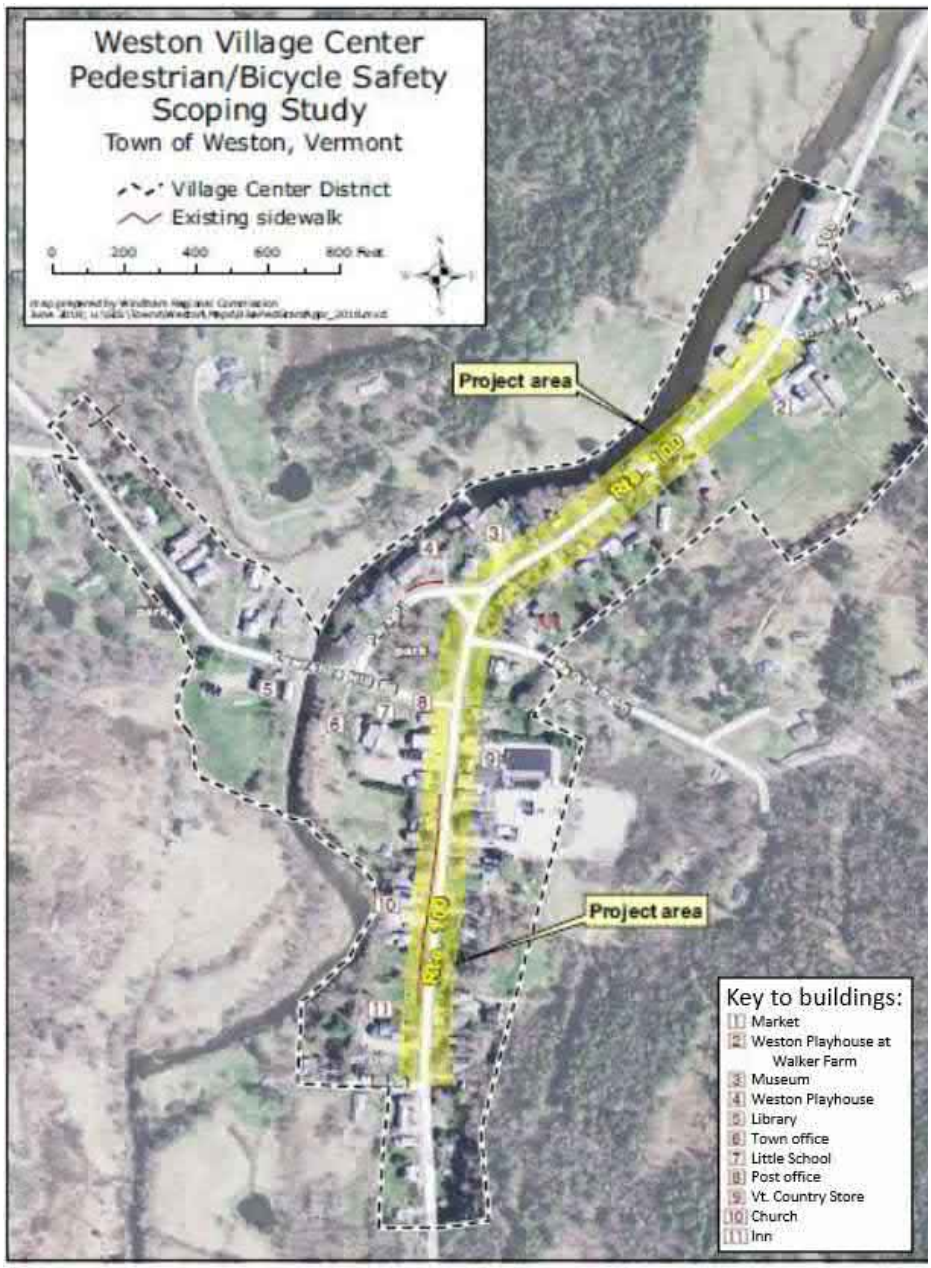
2. Project Location

LOCATION

Weston is located in southern Vermont in the scenic West River valley. Much of the Town is in the Green Mountain National Forest. Weston is part of Windsor County, but the Town also borders Windham County, Bennington County, and Rutland County. It is served by the Windham Regional Commission. Numerous popular ski & snowboard mountain resorts can be reached within an hour's drive of Weston, including Bromley, Stratton Mountain, Magic Mountain, Okemo, and Killington. The Vermont Scenic Route 100 Byway goes through Weston, bringing leaf-peepers and other travelers into the Village Center.

PROJECT AREA

This study focuses on Vermont Route 100, which is also Weston's Main Street, between Mill Lane and Chester Mountain Road. Because Main Street in Weston is a State road, VTrans has jurisdiction over this section of roadway and any improvements within the State right-of-way will need to be coordinated with and approved by VTrans. The project area is located within the designated Village Center for the Town of Weston.



Project area, as identified in the Request for Proposal developed by the Town for this project.

INTRODUCTION

3. Project Coordination

The overall project team consists of the Town of Weston as the project "owner", the Windham Regional Commission (WRC) acting as the municipal project manager, VTrans as the funding source, DuBois & King, Inc. (D&K) for planning and engineering services, and Hartgen Archeological Associates as a sub-consultant to D&K. In addition, input from residents at public meetings was an integral part of the project's process. The following summarizes the milestone meetings of this project as well as key coordination pieces that were integral to the development of this project.

PROJECT KICK OFF MEETING — A meeting to kick-start the project was held on July 23, 2019 which discussed goals for the project, public and stakeholder engagement, project logistics, project schedule and action items. This was attended by representatives from VTrans, the Town, WRC, and D&K.

LOCAL CONCERNS MEETING & OPEN HOUSE— A Local Concerns Meeting and Open House was held on September 19, 2019 to introduce the project to the community and gather input regarding residents' concerns and needs in regards to the project. Letters from the Weston Planning Commission were sent to every resident and voter in Weston (with help from the Vermont Country Store) informing them of the project and inviting them to provide input at the Open House, or alternatively by mail if they were unable to attend. The event was organized into three sessions: (1) an open house for landowners and business owners in the project area; (2) an open house for all residents; and (3) an informational presentation and meeting for all residents. At all sessions, people were invited to identify places in the project area that are of concern and also those that are working.

PROJECT TEAM MEETINGS AND COORDINATION – Because the project area is along a State jurisdiction roadway, any potential alternatives that proceed into design and construction must be opportunities that will be acceptable to VTrans. Therefore, while developing alternatives there was considerable correspondence between the Town, steering committee members, WRC, VTrans, and D&K to discuss potential alternatives, especially as it relates to potential crosswalks, shoulder widths, and sidewalk widths, as it relates to VTrans design standards. To get a more thorough understanding of future design parameters, there were several chains of correspondence between the Steering committee, VTrans project manager, and VTrans District personnel to flush through some of the Town's concerns.

In addition, on July 22, 2020 there was a Project Team meeting between the Town, WRC, and D&K to discuss potential alternatives, as well as a site visit with a Steering Committee member and Marc Pickering, VTrans District staff member, on August 20, 2020. The Steering Committee had a meeting on September 4, 2020 to regroup and finalize project alternatives to move forward into the evaluations phase.

ALTERNATIVES PRESENTATION MEETING – Two public meetings were held to present the project alternatives to the public for input. These took place on September 20 (in-person meeting) and September 21, 2021 (zoom meeting). In advance of this meeting, a letter was mailed to all Town residents to make them aware of this meeting.

Appendix A includes additional details and information pertaining to the above coordination.

EXISTING CONDITIONS

1. Land Use

The Town of Weston has seven land-use districts, including the Village, three residential districts, a conservation district, commercial district, and industrial district. The Village Center is within the Village District, which the Town Plan (2016) distinguishes as the "focal point of the Town." The Village District is characterized by its dense development that houses several civic and commercial destinations. These include the Town Offices, library, the Village Green, preschool, churches, The Old Mill Museum, Weston Village Store, The Vermont Country Store, the Weston Playhouse, the Weston Inn, restaurants, and shops. This district "provides a center for community interaction and a sense of community place," according to the Town Plan. The Village is surrounded by rural (low density), rural- residential, and conservation districts, based on the Town Zoning Map adopted in 2013.

POLICIES FOR THE VILLAGE DISTRICT. The following policies for the Village Center as they pertain to this study are directly from Weston's Town Plan:

- "Future development in the Village should continue the historic development patterns and scale of a traditional New England Village, including density, setbacks, lot sizes and parking. Continued residential uses in the village center should be encouraged, lest the village become only a tourist-oriented commercial center.

- Pathways/sidewalks for safe pedestrian travel should be considered, especially in the north end of the village.
- Ways to control the speed of traffic through the Village on VT 100 should be addressed with the State."

TRANSPORTATION GOALS. The following transportation goals for the Town as they pertain to this study are directly from Weston's Town Plan:

- "To provide safe and appropriate transportation for village center residents and visitors, while preserving the village center character.
- To ensure that traffic speed, parking, and pedestrian facilities are handled adequately for the safety and convenience of residents and visitors, particularly in the village center, and in such a manner as to retain the rural character of the Town."

TRANSPORTATION POLICIES. The following transportation policies that support the Town's goals as they pertain to this study are directly from Weston's Town Plan:

- "Encourage the continued support of transportation for the elderly.
- Encourage efficient and safe pedestrian circulation in the village center, including the development of sidewalks, crosswalks, and other traffic calming measures to slow traffic particularly on VT 100.
- Encourage the development of sufficient parking in the Village Center. The selection of land for any new parking areas shall be made so that these areas do not detract from the visual, architectural and historical significance of the Town and/or Village Center."

EXISTING CONDITIONS

2. Roadway Characteristics

VT 100 Typical Sections.

VT Route 100 within the project area is a rural minor arterial with a speed limit of 30 mph. Along the project area VT 100 consists of two 11-foot travel lanes with varying shoulder widths. Throughout the project area, the right-of-way is 3 rods, or 49.5 feet, wide. Based on input from VTrans, we assume that the roadway right-of-way is centered on the centerline of VT 100. The following graphics depict typical sections along various points of the project area. Note that these were measured prior to the summer 2021 VTrans paving project. While the following depict typical widths, widths vary over the length of the project. For example, there are some locations where the shoulder is as narrow as 2-feet wide.

Typical Section at	LT side ROW to sidewalk	Sidewalk	LT shoulder	southbound lane	northbound lane	RT shoulder	shoulder to RT side ROW
Bryant House Restaurant	7.75	2	4	11	11	4	9.75

Typical Section at	Parking width outside of ROW	LT side ROW to shoulder	LT shoulder	southbound lane	northbound lane	RT shoulder	shoulder to RT side ROW
at Weston Village Store	13.25	4.75*	9	11	11	5	8.75

* utilized as pull-in parking

EXISTING CONDITIONS

2. Roadway Characteristics

Typical Section at	left side ROW to shoulder	left shoulder	southbound lane	northbound lane	right shoulder	shoulder to right side ROW
near the crest of the hill	9.25	4.5	11	11	3	10.75

Typical Section at	left side ROW to shoulder	left shoulder	southbound lane	northbound lane	right shoulder	shoulder to right side ROW
near Walker Farm	9.75	4	11	11	3	10.75

EXISTING CONDITIONS

2. Roadway Characteristics

STREETSCAPING

Street Trees: Throughout the project area on VT 100, there are several mature trees. In addition, Farrar Park/the Village Green hosts many mature trees.

Lighting: There are overhead lights on several utility poles throughout the area, which provide some lighting for vehicular traffic, but do not increase the visibility and safety of pedestrians or add to the streetscape.

Landscaping: In the Village, some businesses and residents have small rock retaining walls, fences and posts, and planting beds outside of the right-of-way.

Village Gateways: Arriving into the Village from the north, the speed limit changes from 40 miles per hour (mph) to 30 mph north of the Weston Marketplace. The West River is visible at intervals along the northern end of the project area on the west side of the road. From the South, there is a Weston sign on the north side of the Piper Hill Road intersection. Approximately 350-feet south of the Mill Lane intersection, the speed limit is reduced from 40 mph to 30 mph for vehicles headed northbound. Typical of Vermont village centers, houses are closer to the edge of the road as you get closer to the Village of Weston from both the north and south.

ACCESS MANAGEMENT

Within the project area there are locations with wide open pavement areas adjacent to VT 100, including the Weston Village Store and Post Office (both of which have on-street pull-in parking), as well as at the gas station across from Chester Mountain Road.

EXISTING UTILITIES

Overhead electric and telecom: There are overhead electric and telecom lines throughout the village servicing the project area. Along VT 100 to the north of the Village Green most of the utility poles are on the east side of the street. South of the green, they are present on both sides of the road. Utility poles are owned by Green Mountain Power.

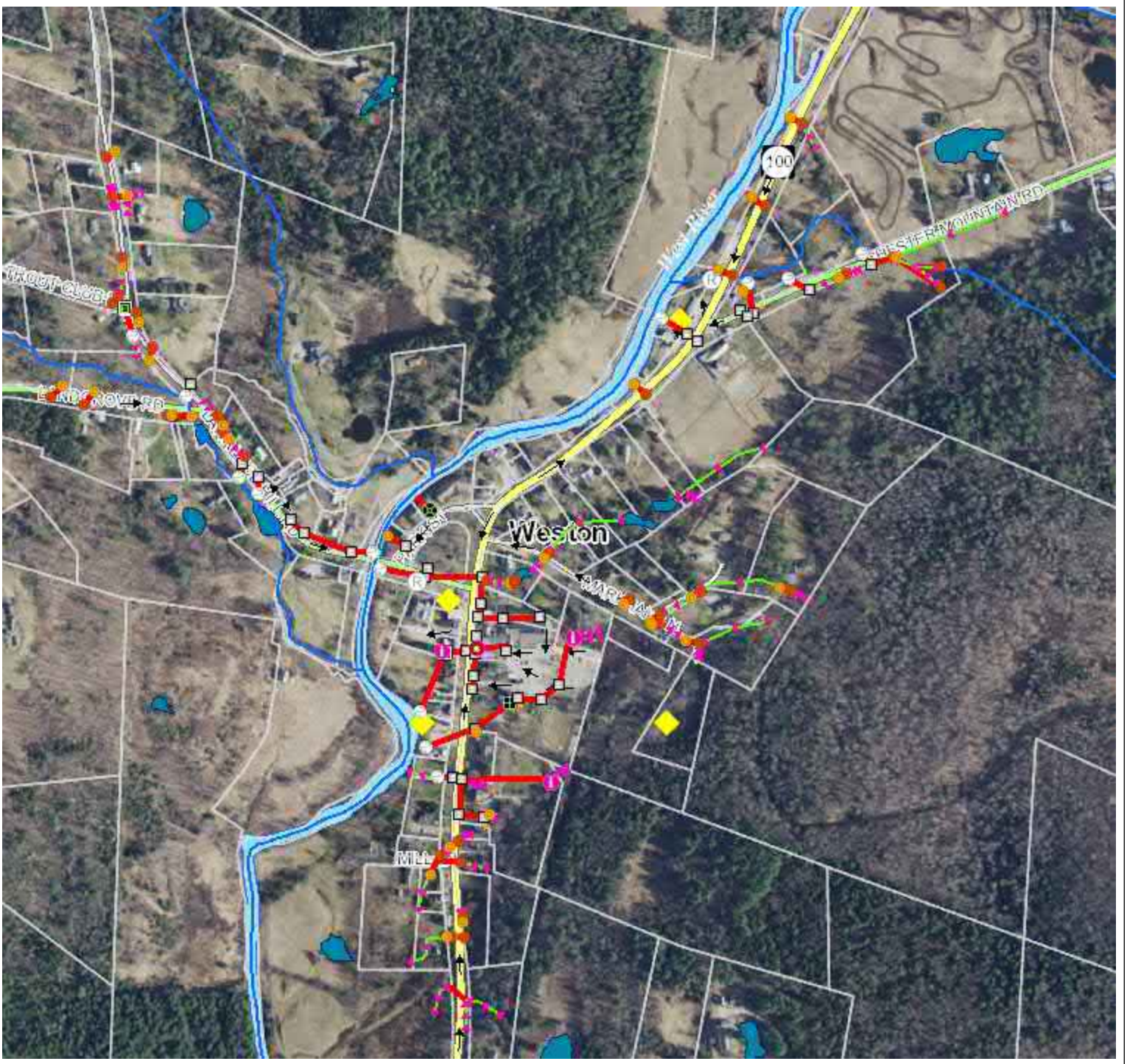
Sewer and Water: The Town of Weston does not have a municipal water supply or sewer system. Individual wells or springs, dry wells, individual septic tanks or leach fields are used instead.

Stormwater Infrastructure: There is a system of catch basins and stormwater pipes throughout the project area. The graphic on the following page depicts stormwater system information from the VT Agency of Natural Resources (ANR) Natural Resources Atlas.

Natural Resources Atlas

Vermont Agency of Natural Resources

vermont.gov



LEGEND

Existing stormwater point

- <all other values>
- Pipe Cross (not connected)
- Catchbasin
- Dry Well
- Drop Inlet
- Grate/Curb Inlet
- Yard drain

NOTES

Map created using ANR GIS mapping techology.

1: 6,916

September 26, 2019

351.0 0 176.00 351.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere

1" = 576 Ft. 1cm = 69 Meters

THIS MAP IS NOT TO BE USED FOR NAVIGATION

EXISTING CONDITIONS

3. Speed & Traffic Data

Due to public perceptions of vehicular travel speeds, the WRC collected speed data between Friday, September 27 through Saturday, October 5, 2019 at three spot locations along VT 100 within the project area. This data is summarized below, along with general traffic data obtained from VTrans resources. Summaries of the WRC 2019 data are included in Appendix B.

SPEED DATA

The 85th percentile speed of a road is known as the "operating speed". It is the speed at which 85 percent of vehicles are travelling at or below on a road, and is considered to be the speed that most drivers will feel comfortable driving at. Along the corridor, the average speed along the project area is 30 mph (same as the posted speed limit) and the 85th percentile speed is an average of 6 mph over the posted speed limit.

Summary of WRC Speed Data collected between 9/27/2019 and 10/5/2019

Location	Average	85th Percentile	% > 50 mph
South of Chester Mountain Road	30	36	0.1%
200' North of Village Green	29	34	0.0%
South of the Old Parish Church	31	37	0.2%
Average	30	36	0.1%

TRAFFIC DATA

The 2019 WRC counts suggest higher weekend traffic along VT 100 than during the week. This pattern hints at the high volume of tourism in the area, especially during autumn, that draws people to the area on weekends. VTrans traffic data suggests an average annual daily traffic (AADT) along VT 100 between the southern end of the project area and Lawrence Hill Road of 3,052 in 2019 and 3,423 between Lawrence Hill Road and the northern end of this project[1].

Summary of WRC Traffic Data collected between 9/27/2019 and 10/5/2019

Location	Daily Average	Weekday Avg.	Weekend Day Avg.
South of Chester Mountain Road	3373	3203	3712
200' North of Village Green	3406	3221	3776
South of the Old Parish Church	3332	3107	3781
Average	3370	3177	3756

[1] 2020 (Route Log) AADTs, Vermont Agency of Transportation Highway Division, Traffic Research Unit. July 2021.

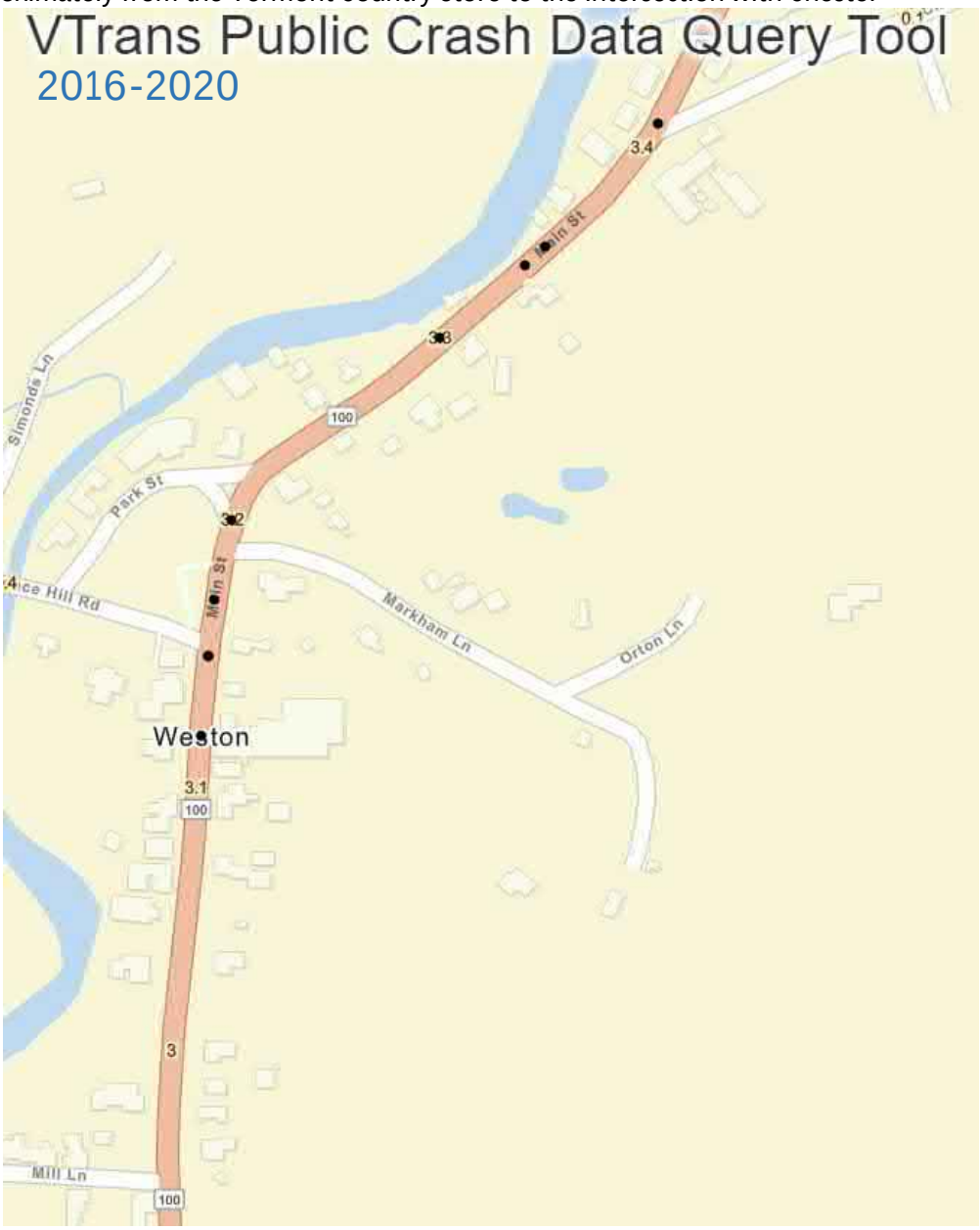
EXISTING CONDITIONS

4. Safety Review

CRASH ANALYSIS

D&K reviewed the latest available VTrans High Crash Location (HCL) report (2012-2016) and the latest available 5-year (2016-2020) crash data along the project area. In order to be considered a high crash location (segment or intersection), there needs to be a total of at least 5 crashes within a 5-year period and the calculated actual/critical ratio must be over 1.0, where this ratio is calculated based on methodology in the VTrans HCL Report. This ratio is based on calculations using the number of crashes, average crash rates given in the VTrans HCL Report, average annual daily traffic, and the section length (for segments only, not intersections).

The VT 100 segment between milemarker 3.119 to 3.419 is considered a high crash segment based on the VTrans HCL Report for 2012-2016. This is approximately from the Vermont Country Store to the intersection with Chester Mountain Road. Between the years of 2012 and 2016 there were 9 crashes along this section. This report lists the actual/critical ratio for this segment as 1.875. For reference, the highest actual/critical ratio across the State for roadway segments listed in the VTrans HCL Report is 7.270, along VT 12 in Hartland/Woodstock (mm 7.606 in Hartland to mm 0.201 in Woodstock).



Crash data was obtained for years 2016-2020 from the online VTrans Crash Query Tool. There were 9 reported crashes reported during this time along VT 100 within the project area. These are shown by the dots in the graphic to the right. These are all within the approximate length of the high crash segment identified in the VTrans 2012-2016 HCL Report.

Additional details on the above is included in Appendix C.

EXISTING CONDITIONS

4. Safety Review

OFFICE OF HIGHWAY SAFETY ROAD SAFETY AUDIT REVIEW (2017)

At the request of the Town, in 2017 VTrans completed a Road Safety Audit Review that reviewed the safety of the high crash segment on VT100 between the Vermont Country Store and Chester Mountain Road. The audit recommended that the Town conduct a comprehensive pedestrian needs study (which evolved into this scoping study), especially regarding the following three concerns:

- Inadequate pedestrian connections from the Village Center to the newly built Weston Playhouse building.
- There are no crossing facilities between the two Village Stores.
- Adult pedestrians with young children are crossing Lawrence Hill Road in the middle of the road.

LOCAL INSIGHTS

At the kick-off meeting, the project team walked throughout the project area to discuss local traffic patterns and places where people have felt unsafe or witnessed unsafe behaviors. Safety concerns discussed are summarized below:

There are not adequate pedestrian facilities on Main Street, but there are myriad destinations along the corridor that pedestrians (who are both locals and tourists) travel between. Performers and employees of the Weston Playhouse regularly walk between the Playhouse at Walker Farm, the main stage, and residences to the south of the Village Green. In addition, people going to a show at the theater often have dinner in the Village and then walk to the Playhouse. Stores downtown, such as the Vermont Country Store, Weston Village Store, and Village Christmas Shop attract significant foot traffic that includes tourists who also explore what the Village has to offer after visiting these destinations. The Inn at Weston also hosts visitors who walk into the Village.

At the intersection of Main Street and Park Street there was concern raised by the Town regarding situations in the winter when a driver traveling southbound on VT 100 has lost control of their vehicle and slides off the road into the fence on the east side of the Village Green. The Road Safety Audit Review notes that a decrease in these crashes was observed after the installation of a chevron sign (sign with a large arrow to direct drivers of a horizontal curve) on the island at this location.

At the intersections around the Village Green, people use the wide pavement for U-Turns and ad hoc parking.

Park Street is one-way southbound, but along the northern part of the road, people drive in both directions because the traffic pattern is unclear due to confusing signage and wide pavement.

EXISTING CONDITIONS

5. Existing Pedestrian and Bicycle Facilities

Pedestrian Facilities

There are remnants of a concrete sidewalk along the west side of VT 100 between the Inn at Weston and the Village Christmas Shop. It has not been maintained and over the years it has disappeared below lawns and pavement. To the north, there are shoulders that provide some space for walking, though they are as narrow as 2 feet.

Other nearby sidewalks include a sidewalk on the south side of the Lawrence Hill Road Bridge for a length of approximately 65-feet, a brick sidewalk in front of the Weston Playhouse Main Stage, and a pedestrian plaza from the street to the entrance of the Playhouse. There are also two crosswalks on Park Street in vicinity of the Playhouse. In addition, the Town Offices and the Little School have pedestrian paths leading to their buildings from the street.

Bicycle Facilities

There are no bicycle facilities (e.g. bike lanes or separated bicycle facilities such as shared use paths or separated bike lanes) along the project area. Shoulders are used by bicyclists; however, the available shoulder widths are not ideal for bicyclists as they are narrow in many sections.

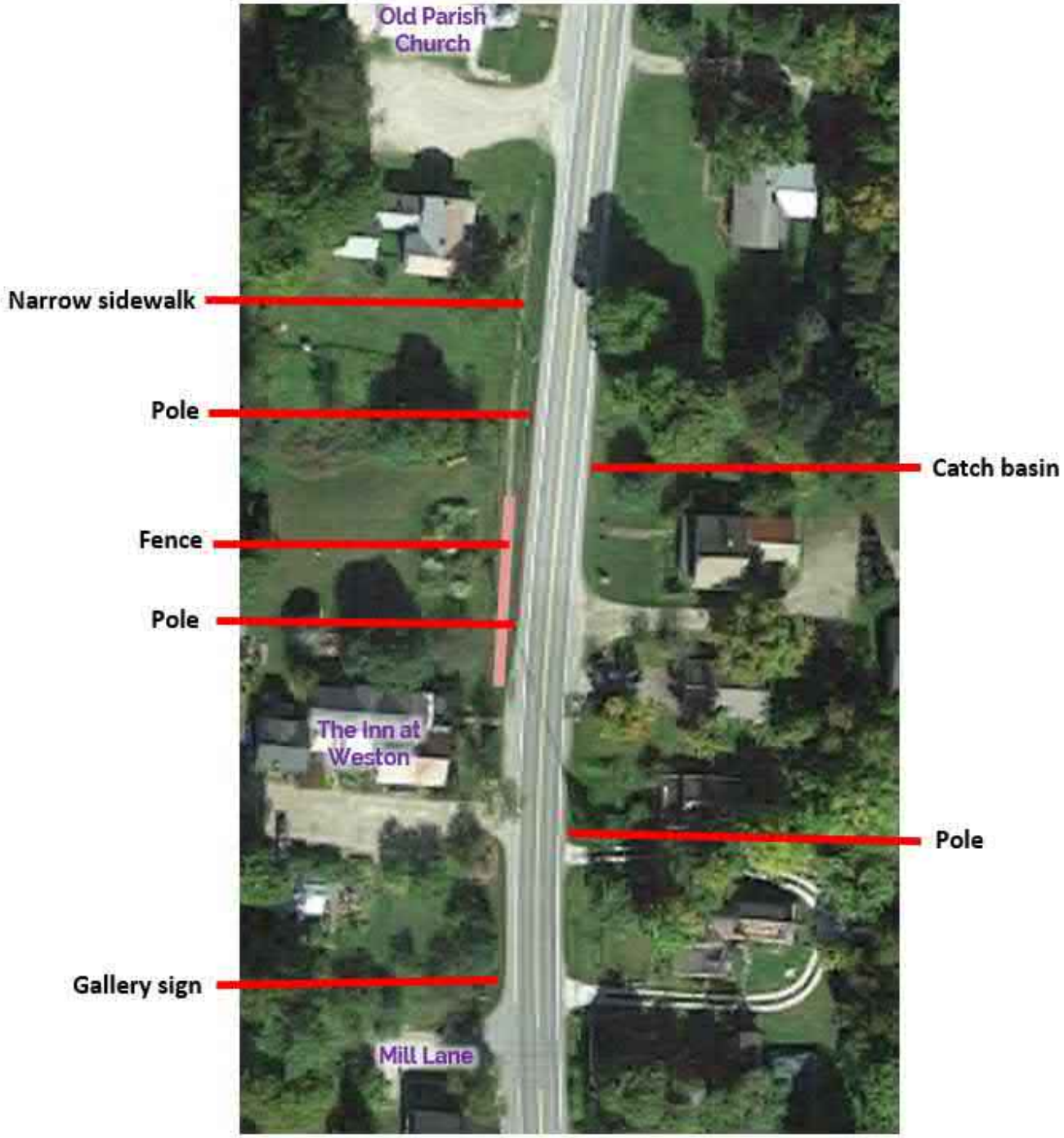
Remnants of VT 100 sidewalks on the southern section of the project area.

EXISTING CONDITIONS

6. Project Area Constraints

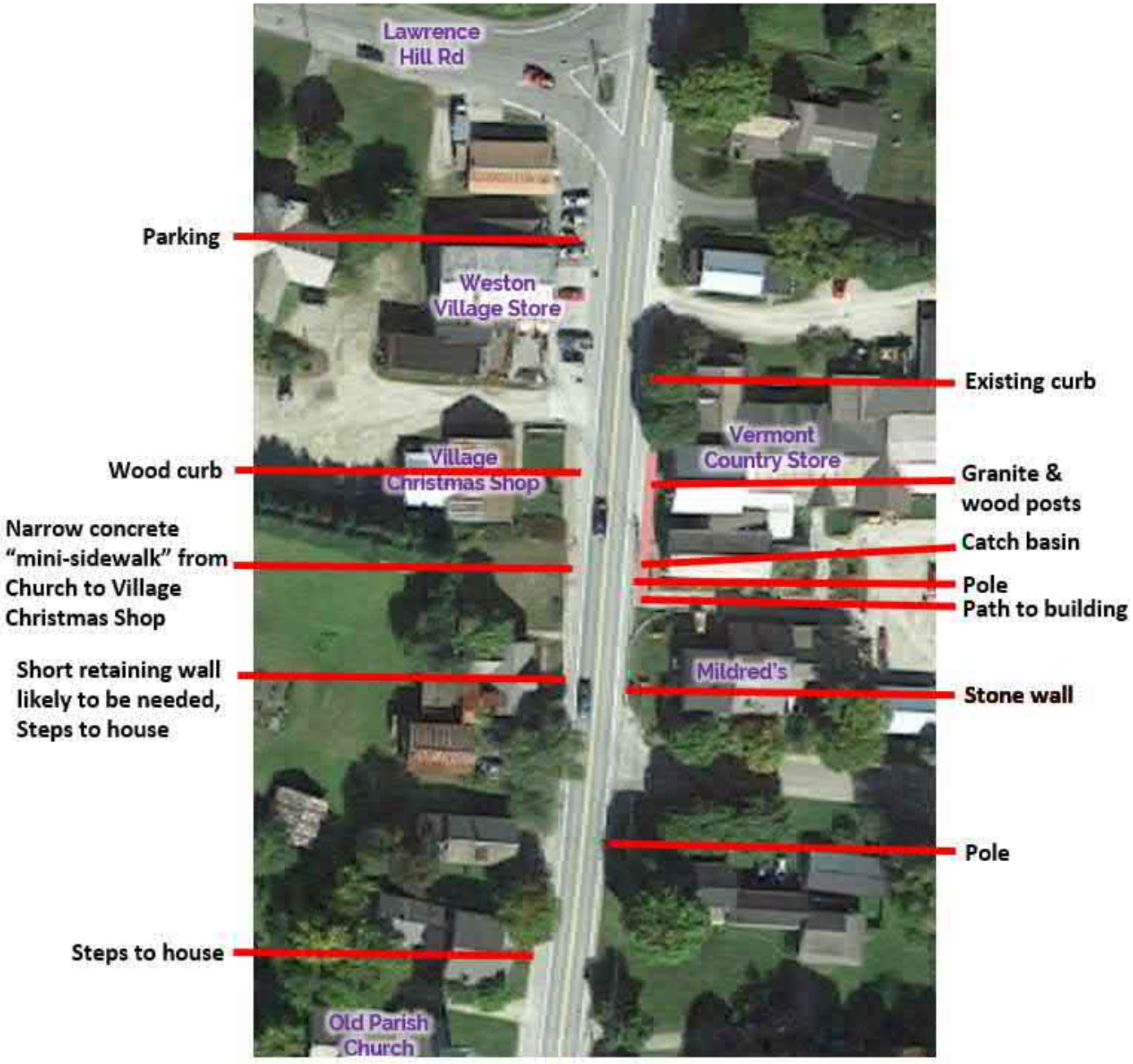
The following is a summary of potential constraints that are nearby VT 100 within the project area. Some of these may be avoidable depending on more detailed review during the design phase once there is topographic survey available for further design of selected alternative(s). The following graphics break down the project area into two segments, north and south, as those are the areas of which alternatives were broken down into for development of alternatives.

Project Area Constraints – South Section



6. Project Area Constraints

Project Area Constraints – South Section, Continued

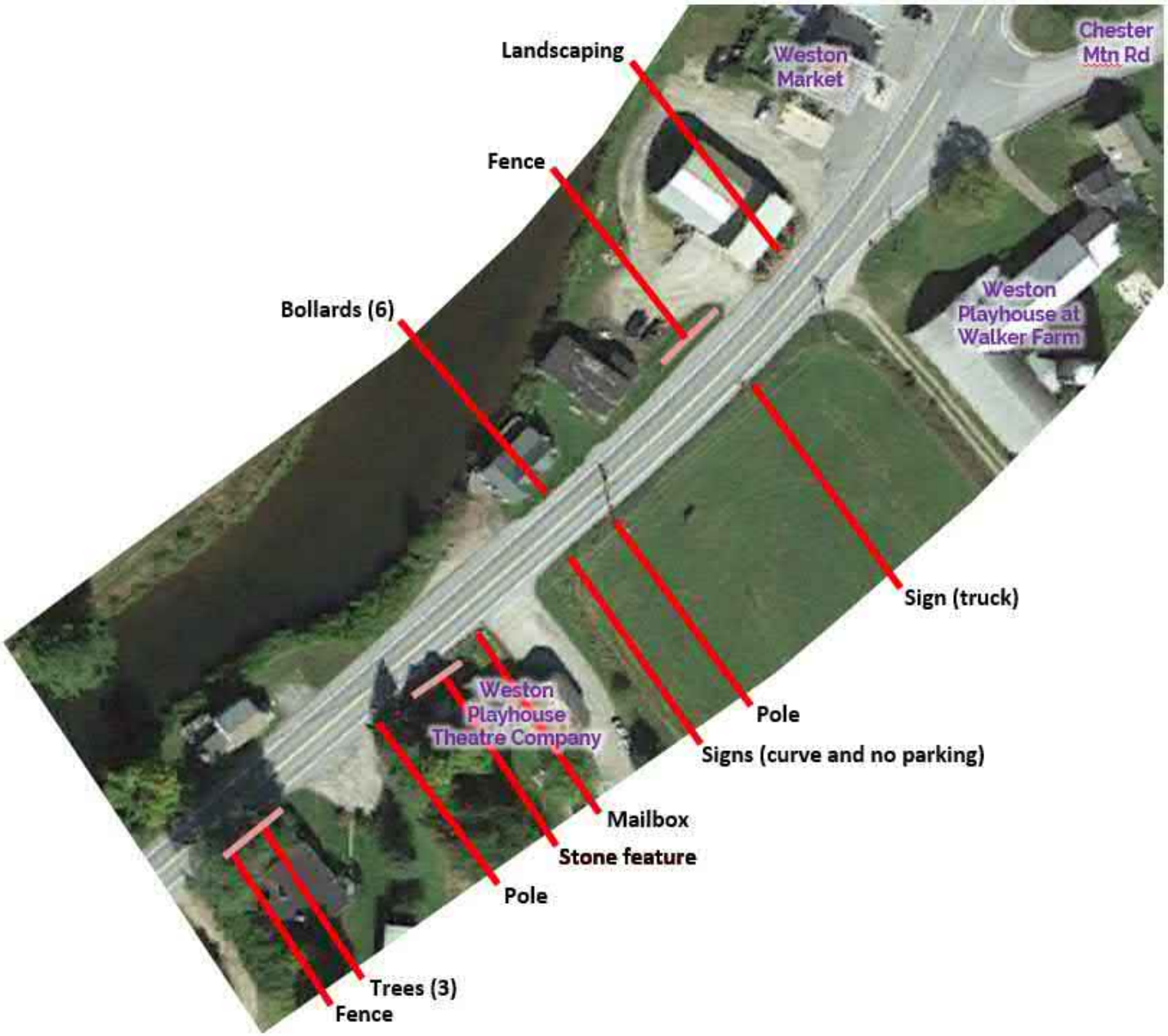


6. Project Area Constraints

Project Area Constraints – North Section

6. Project Area Constraints

Project Area Constraints – North Section, Continued



EXISTING CONDITIONS

7. Environmental & Cultural Resources

ENVIRONMENTAL RESOURCES

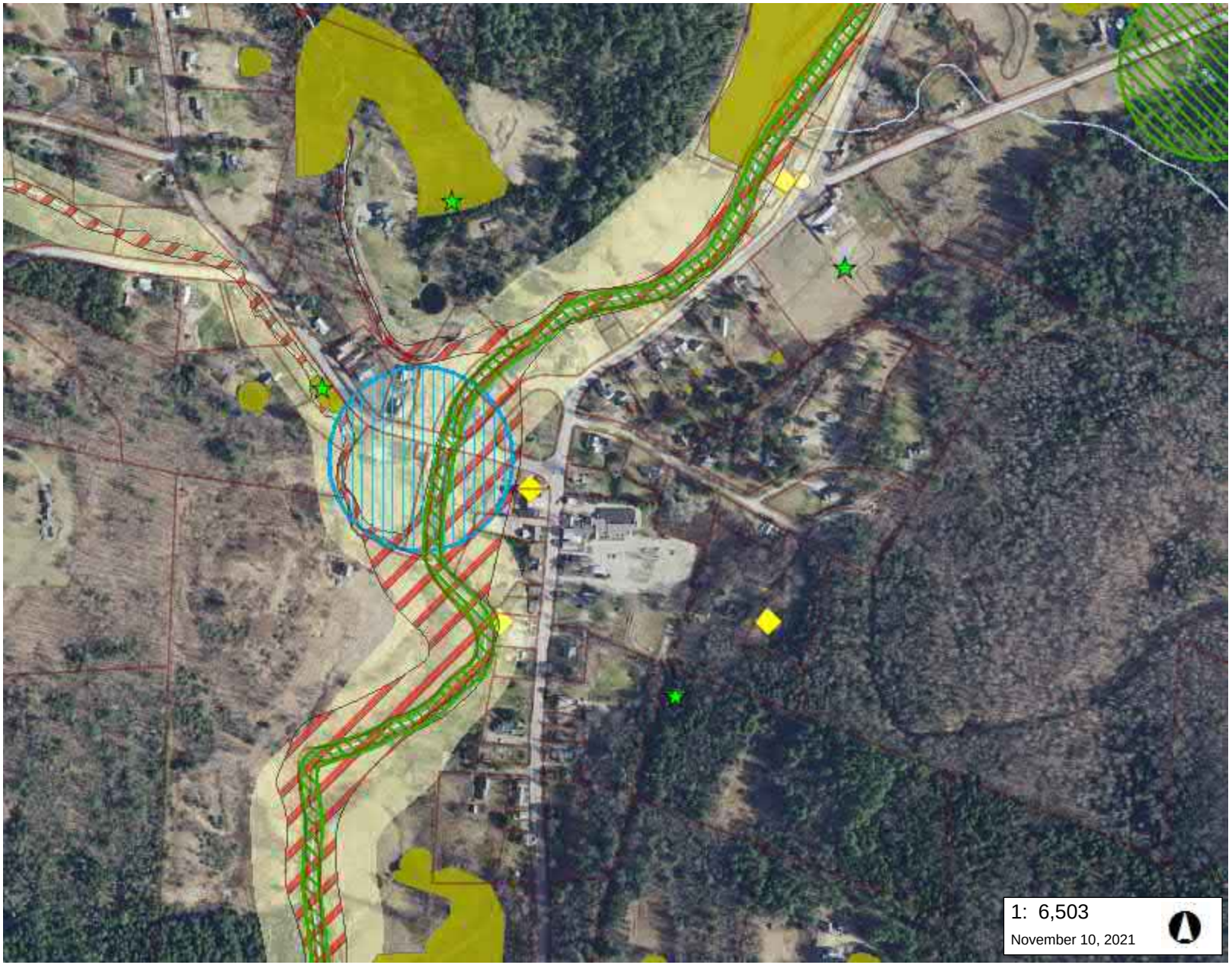
A preliminary review of environmental resources was conducted by utilizing the Vermont ANR Natural Resources Atlas online database. The following is a summary of findings, followed by a VT ANR Atlas map of the area on the following page.

Potential Resources	Presence/ Absence in Study Area
Wetlands	There is a wetland along the west side of the West River at the northern edge of the project area.
Lakes/ Ponds/ Streams/Rivers	The West River runs along Route 100 in the project area and crosses under the Lawrence Hill Road Bridge.
Floodplains	There are floodplains and floodways in the project area.The floodway extends through the western half of the Village Green and parts of Park Street and Lawrence Hill Road. Zone AE (1 percent annual chance floodplain) includes parts of Route 100 at the northern edge of the project boundary as well as all of Park Street, the Village Green, and Lawrence Hill Road in the project area (including the Post Office, The Little School, Town Offices, Village Store, and Village Christmas Shop).
Endangered Species	While not mapped in the project area, the entire State is considered habitat for the Northern Long-Eared Bat (State Endangered, Federal Threatened). Any trees to be cut for any option will require an assessment and coordination with Vermont Fish and Wildlife Department and US Fish and Wildlife Service. In the West River, a rare vertebrate animal has been recorded in the project area. Additionally, and uncommon vertebrate animal was recorded in the Village near the library and West River.
Flora/Fauna	Project area is primarily developed land with low potential as habitat for large fauna or native flora.
Stormwater	There are several culverts throught the project area, as well as storm lines and catch basins that bring stormwater to the West River.
Hazardous Sites	There are three hazardous sites (though site management activities have been completed for two according to VANR) in the project area: 1. The Old Parish Church has contamination from an underground heating tank leak. The tank has been pulled and monitoring indicates that groundwater enforcement standards are met at the site (site management activities completed). 2. The Post Office had contamination, also from an underground heating tank, and soils have since been treated and disposed (side management activities completed). 3. The Weston Marketplace has an underground storage tank with gasoline and as of 2017, there is an approved work plan for sampling monitoring wells and drinking water wells.
Forest Land	Little forestland in the study area; developed portion of the area.

Natural Resources Atlas

Vermont Agency of Natural Resources

vermont.gov



LEGEND

- Rare Threatened Endangered
  - Threatened or Endangered
  - Rare
- Uncommon Species and Other
  - Animal
  - Plant
  - Natural Community
- Wetland Projects
- Wetland - VSWI
  - Class 1 Wetland
  - Class 2 Wetland
  - Buffer
- Wetlands Advisory Layer
- DFIRM Floodways
- River Corridors (Aug 27, 2019)
- Hazardous Site
- Underground Storage Tank (w
- Parcels (standardized)
- Stream/River
  - Stream
  - Intermittent Stream
- Town Boundary

NOTES

Map created using ANR's Natural Resources Atlas

330.0 0 165.00 330.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 542 Ft. 1cm = 65 Meters

THIS MAP IS NOT TO BE USED FOR NAVIGATION

EXISTING CONDITIONS

7. Environmental & Cultural Resources

CULTURAL RESOURCES

Hartgen Archeological Associates, Inc. (Hartgen) conducted a Historic Resources Identification Assessment for this project. During the process of establishing the scope and fee for this project, Hartgen's scope of work was reduced to only include the east side of VT 100 along the length of the project in order to meet the Town's existing budget for the project. Therefore, if any of the alternatives that are located on the west side of the road are pursued further, the Town will need to have additional reviews for the west side of the project area if federal funds are used on future design projects.

The Historic Resources Identification Report estimated that there are no anticipated project impacts to any of the structures along the project area that are considered to be historic. The Hartgen report suggests that project impacts to landscape elements, including the stone walls associated with Structures 1, 2, 3, and 11; and the large trees associated with Structure 6, should be avoided. The report also identified that the hitching post associated with Structure 17 should be avoided, however Structure 17 is outside of the project area (south of Mill Lane).

Locations of these structures are shown on the graphic below. For additional detail, the Historic Resources Identification Report is included in Appendix D. Note that references to "structures" in the Hartgen Report refer to the overall "structures" on that particular parcel, and not necessarily one specific structure. For example, if there are multiple structures on a given parcel, they are grouped together as one structure number in the report.

EXISTING CONDITIONS

8. Public Transit

Public transit options for southeastern Vermont include the following:

MOOver is the transit company for southeastern Vermont. Southeast Vermont Transit (SEVT) is the parent non-profit corporation that operates both the Current in Rockingham and the MOOver, Based in Wilmington. Though no fixed bus routes go through Weston, MOOver provides demand response rides for non-emergency medical appointments for the elderly and disable eligible clients, as well as Medicaid approved transportation rides. These services are via MOOver volunteers (general public using their own vehicles) or small buses. Vehicle sizes for these rides range in size but include a maximum vehicle size of 14-passenger vehicles, and all are equipped with wheelchair lifts. During 2021 there were a total of 32 rides to or from Weston.

Go! Vermont. This State organization provides resources for taking the bus, vanpooling, carpooling, and car sharing in Vermont. Through Go! Vermont's vanpooling resources, five or more people with similar commutes can request a van to use from the State and its partners (with no loan or down payment) for a low monthly cost. Go! Vermont offers a guaranteed ride home program where members can submit receipts to the State for reimbursement if they are unable to travel via their carpool or bus route.

PURPOSE AND NEED STATEMENT

PURPOSE AND NEED STATEMENT

A purpose and need statement was developed for the project in conjunction with input from the Town, WRC, and VTrans.

Purpose

The purpose of this project is to identify and develop a preferred alternative for bicycle/pedestrian infrastructure improvements that addresses safety concerns related to pedestrians and bicyclists in the Weston Village Center. The project area includes VT Route 100 from Mill Street at the south end of town to the Weston Market, around Park Street, and along Lawrence Hill from VT 100 to the Wilder Memorial Library. The study is consistent with recommended action items in the Weston Town Plan, adopted in 2016.

The ultimate goals of this project include the following:

- Improve safety of pedestrians/bicyclists within the project area by (1) providing an appropriate infrastructure for non-vehicular travel, (2) reducing conflicts between different modes of travel, and (3) providing clear circulation cues to pedestrians throughout the project area;
- Provide a safe location for pedestrians to cross VT Route 100 in the Village where there are destinations on both sides of the road but no safe means for crossing the road; and
- Improve accessibility to all persons by providing ADA compliant infrastructure.

Need

The need to improve the safety of Weston's pedestrian and bicyclist circulation in the Village is clear. Although this need exists year round, it is exacerbated by a number of factors. These include: the influx of seasonal tourists; special events taking place on the Green, at the Church on the Hill, the Old Parish Church, and the Playhouse; as well as the increased foot traffic between the Weston Playhouse and the Weston Playhouse at Walker Farm.

Residents have a strong sense of pride and community in Weston, but overwhelmingly see a need for improved safety of pedestrians and bicyclists in Weston. Project needs include the following:

- The only existing pedestrian/bicycle infrastructure in the Village include remnants of a sidewalk along VT Route 100 in the Village which are in disrepair and do not meet standards, and a sidewalk on Lawrence Hill Road Bridge with no connecting sidewalks on either side;
- No existing crosswalks in the Village;
- A number of conflict points that are confusing and dangerous, increasing safety concerns for bicycle/pedestrian traffic because there are no designated places for them to be along the road, including the following:
    a. Parking area in front of the Post Office,
    b. Traffic circulation is not clear at the three "Y" intersections,
    c. Cars backing out of the Weston Marketplace,
    d. School bus drop-off/pick up and parking at the Little School, and
    e. Narrow shoulders combined with poor sight lines between the Weston Playhouse and Weston Playhouse at Walker Farm.
- Public perception of high traffic speeds of vehicles coming into the village.

PROJECT ALTERNATIVES

Project alternatives were developed with input from representatives from the Town of Weston, the project Steering Committee, WRC, and VTrans. In the early stages of this project, there were three sets of alternatives:

1. Those along the southern section of the project between Mill Lane and the southern end of the Village Green,
2. Those along the northern section of the project between the southern end of the Village Green and Chester Mountain Road, and
3. Additional "Village" alternatives, including
   A. Along Lawrence Hill Road between VT 100 and the Lawrence Hill Road bridge,
   B. Along Park Street, and
   C. The three intersections around the Village Green.

As the project progressed, the decision was made by the Town to keep the focus of the project to be along VT 100 and hence the alternatives along Lawrence Hill and Park Street were removed from the list of alternatives to evaluate. In addition, the introduction in the Request for Proposals (RFP) developed at the onset of this project identified VT 100 as the focus of the project, therefore this change is consistent with the original intent of the project as identified in the RFP. Specifically, the introduction of the RFP states "the walking and bicycling safety problems the town seeks to solve with this Scoping Study focus on the pedestrian/bicyclist connections along VT Rte. 100 from one end of the Village Center to the other (the intersection of Rte. 100 and Chester Mountain Road at the north end of town to the intersection of Mill Lane and Rte. 100 at the south)."

Despite not including the alternatives identified early on in #3 above, the Town recognizes the need for addressing safety concerns for pedestrians along the locations identified in #3 above. For example, the "Y" configuration of the three intersections around Park Street are not optimal for pedestrian traffic.

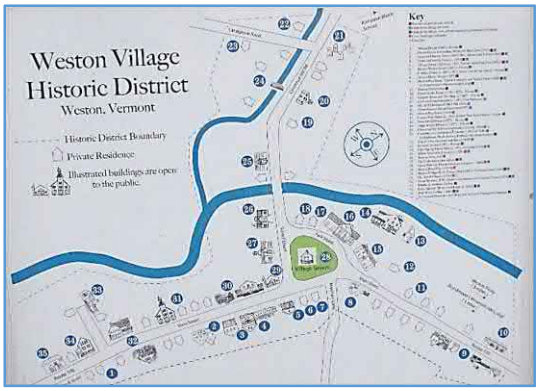
Project alternatives for this project are broken down into two sections, as follows:

- South Section – VT 100 between Mill Lane and the southern end of the Village Green
- North Section – VT 100 between the southern end of the green and Chester Mountain Road

Where the north and south section alternatives meet, there may need to be adjustments depending on which combination of alternatives are selected. For example, if the north and south section alternatives selected for design/construction are on the opposite side of the road from each other, there may need to be an additional crosswalk in the vicinity of VT 100 at the intersection with Lawrence Hill Road. During the design phase for selected alternative(s) to move forward, the design engineer will review specific crosswalk locations to ensure the design of such meet crosswalk warrants. In addition, because this is a State route, VTrans will need to provide approval of the crosswalks developed in the design phase for this project.

For selected alternative(s) that move into the design phase, further detail will be developed in regards to the alternatives shown on the following pages. Because VT 100 is a State route, the geometry of such will need to meet State Design Standards. For example, the location at which the curbed sidewalk begins on the back side of the shoulder will need to consider VT 100 shoulder widths, which includes the need to consider winter maintenance needs for plow trucks along VT 100.

It is the Town's understanding that the Town would be responsible for the maintenance of any of the sidewalk alternatives proposed and constructed as part of this project, including winter maintenance.



PROJECT ALTERNATIVES

1. Alternatives – South Section

Alternative S1 – Sidewalk on west side of VT 100

Description: A new 5-foot curbed concrete sidewalk on the back side of the edge of shoulder on the west side of the road between Mill Lane and the south side of the Village Green. A new crosswalk across VT 100 would be located in the vicinity of the Vermont Country Store due to the high pedestrian traffic in this area.

Potential Constraints: Features that are near to the road that may be impacted by this alternative include a private business sign, fence, poles, steps, the potential need for a new short retaining wall, a wood curb, and utility poles. This alternative would include right-of-way impacts at the Post Office and Weston Village Store parcels.

Notes: This alternative includes modifying the on-street, pull in parking in front of the Post Office and Weston General Store to parallel parking and having the curbed sidewalk located on the back side of the parallel parking. This reduces the available on-street parking in this area. We do not recommend an at-grade sidewalk between the shoulder and parking due to conflicts between vehicles and pedestrians. We understand that the reduction in parking spaces is a concern for some residents based on local input received at meetings.

Alternative S2 – Sidewalk on both sides of VT 100 south of green for approximately 190'

Description: A new 5-foot curbed concrete sidewalk on the back side of the edge of shoulder on both sides of the road between the south end of the Vermont Country Store and the southern end of the Village Green. A new crosswalk across VT 100 would be located in the vicinity of the Vermont Country Store. In the scenario that the Town is not interested in providing a pedestrian facility along the entire length of the southern section, this alternative is included in order to provide a pedestrian facility in the area that is considered to have higher pedestrian traffic.

Potential Constraints: Features that are near to the road that may be impacted by this alternative include curbs, catch basin, granite and wood posts, and a pole.

Notes: Similar to Alternative S1, this alternative would result in fewer parking spaces south of Lawrence Hill Road.

Alternative S3 – Sidewalk on west side on southern end, switching to east side south of Vermont Country Store to green

Description: A new 5-foot curbed concrete sidewalk on the back side of the edge of shoulder on the west side of the road between Mill Lane and the southern end of the Vermont Country Store, a crosswalk in vicinity of the Vermont Country Store, and a new sidewalk continuing on the east side of the road northerly to the southern end of the Village Green. This alternative avoids the required parking loss south of Lawrence Hill Road that would be needed for Alternatives S1 and S2.

Potential Constraints: Features that are near to the road that may be impacted by this alternative include a private business sign, fence, poles, steps at a residence, the potential need for a new short retaining wall, catch basin, granite and wood posts, curb, and utility poles.

Alternative S4 – Widen shoulders on both sides of VT 100

Description: Widen shoulders on both sides of the road between Mill Lane and the southern end of the Village Green. Ideally, 5-foot shoulders would provide for adequate width for bicycle traffic. However, in some places 5-foot shoulders would be difficult without significant costs. Further consideration would be needed from the Town in regards to the final shoulder widths based on financial means at which the project could be funded. Therefore, in order to be a cost effective alternative, this alternative assumes varying shoulder widths along the length of the project, the width of which would be decided during design as well as the level of available funding as some constraints close to the road can be costly. In regards to constructability, the vision for this alternative includes paving a 5-foot swath of pavement for the shoulder. In some areas, a portion of this would be repaving existing portions of shoulder. However, paving a width any narrower than 5-feet we assume would not be practical. The goal of this

1. Alternatives – South Section

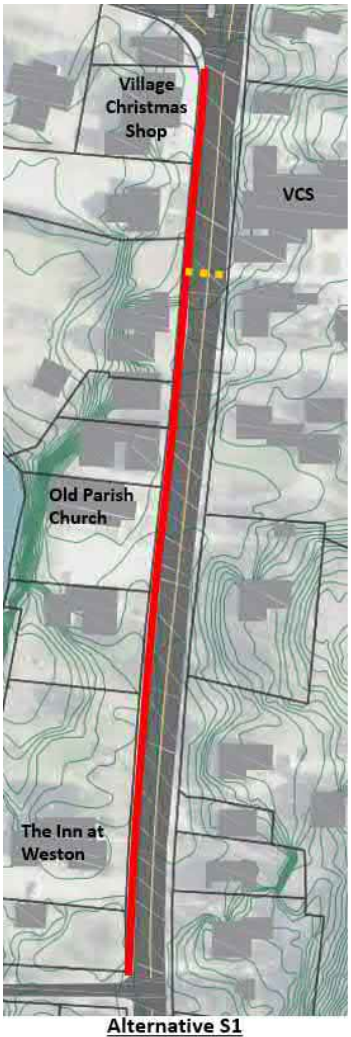
alternative would be to improve safety for bicyclists traveling along the project area.

Potential Constraints: The ability to widen shoulders to 5-feet will be dependent on how much funding the Town will have available for this alternative.

Notes: VTrans recently repaved VT 100 within the project area. This project did not inventory shoulder widths following the paving project. While there may be widened shoulders in some areas, a cursory drive through the project area suggests that shoulders were not significantly widened through this area. Where there are nearby constraints to shoulder widening, those still exist.

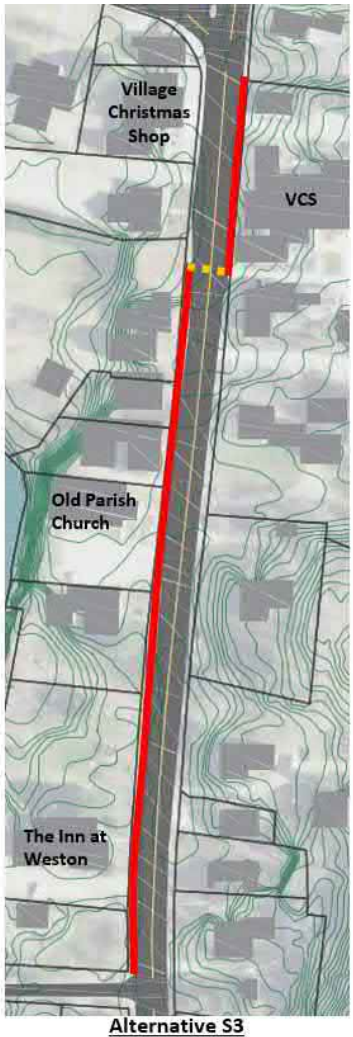
Alternative S5 – No Build Alternative

Description: No new infrastructure improvements along the southern end of the project area.

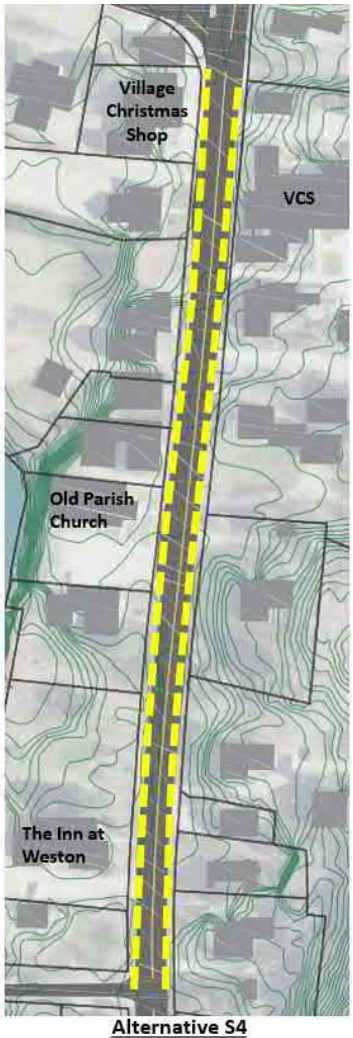


Alternative S1

Alternative S2



Alternative S3



Alternative S4

Weston Bike/Ped Scoping Study - South Section Alternatives

S1 - Curbed sidewalk on west side of VT 100

S2 - Curbed sidewalk on both sides of VT 100 south of green for approximately 190'

S3 - Curbed sidewalk on west side on southern end, switching to east side south of Vermont Country Store to green

S4 - Widen shoulders on both sides of VT 100

PROJECT ALTERNATIVES

2. Alternatives – North Section

Alternative N1 – Sidewalk on east side of VT 100

Description: A new 5-foot curbed concrete sidewalk on the back side of the edge of shoulder on the east side of the road between the south side of the Village Green and the southern end of Walker Farms.

Potential Constraints: Features that are near to the road that may be impacted by this alternative include a decorative stone features/walls, signs, catch basin, trees, mailboxes, fence, and utility poles.

Alternative N2 – Sidewalk on west side of VT 100

Description: A new 5-foot curbed concrete sidewalk on the back side of the edge of shoulder on the west side of the road between the south side of the Village Green and the southern end of Walker Farms. This alternative includes crosswalks across Park Street to maintain connectivity between sidewalks and a new crosswalk at Walker Farms. At the northern terminus the intent is to connect pedestrians to Walker Farm. With this alternative, we assume the Town would work with Walker Farm to ensure that Walker Farm provide a safe pedestrian link along their private property from the crosswalk/sidewalk terminus to the building at Walker Farm.

Potential Constraints: Features that are near to the road that may be impacted by this alternative include fences, stone features/walls, bollards, signs, and landscaping.

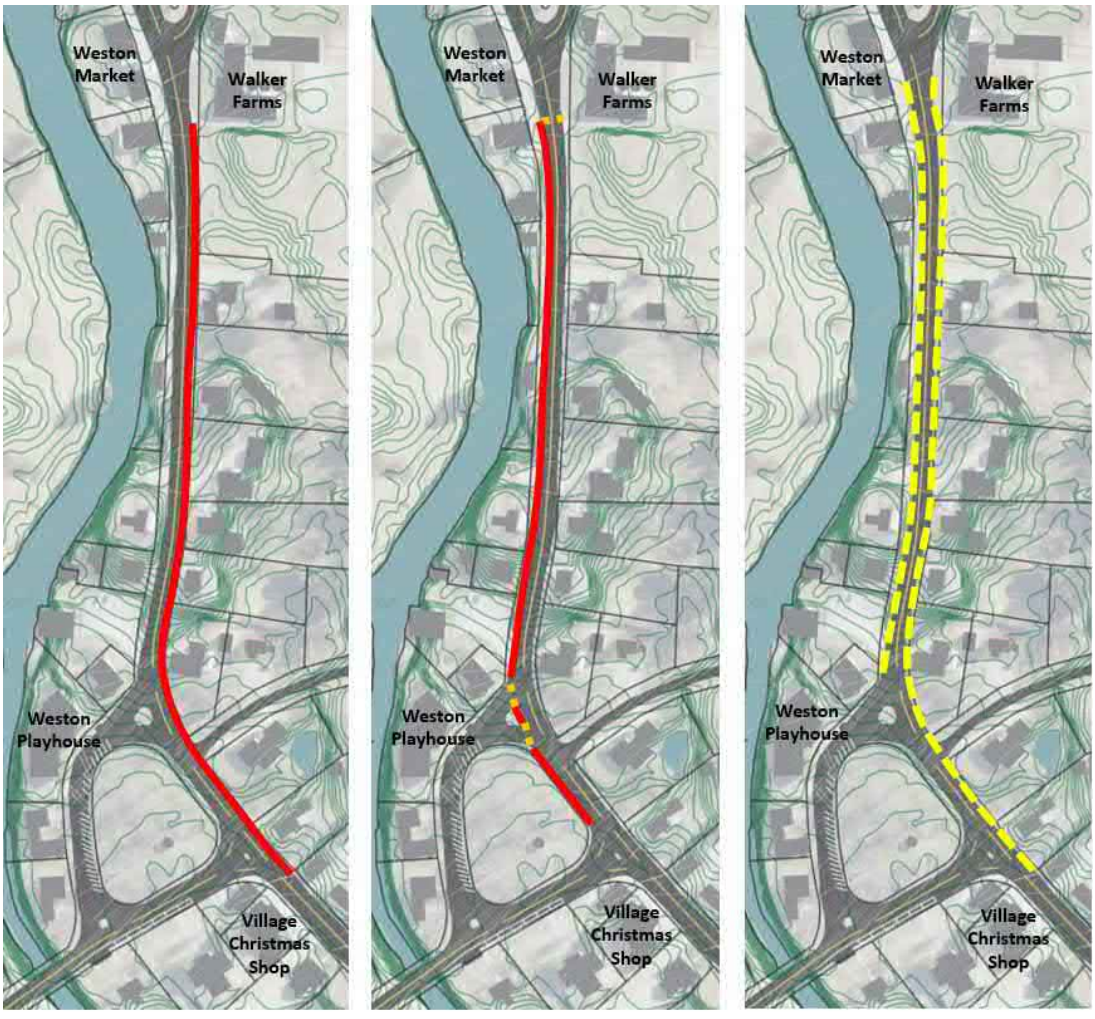
Alternative N3 – Widen shoulders on both sides of VT 100

Description: Widen shoulders on both sides of the road between the south side of the Village Green and Walker Farms. The goal of this alternative is to provide increased shoulder widths to improve safety for bicyclists traveling along the project area.

Potential Constraints: The ability to widen shoulders to 5-feet will be dependent on how much funding the Town will have available for this alternative.

Notes: Same notes as for Alternative S4 in regarding to the recent VTrans paving project.

Alternative N4 – No Build Alternative



Alternative N1 Alternative N2 Alternative N3

Weston Bike/Ped Scoping Study - North Section Alternatives

N1 - Curbed sidewalk on east side of VT 100

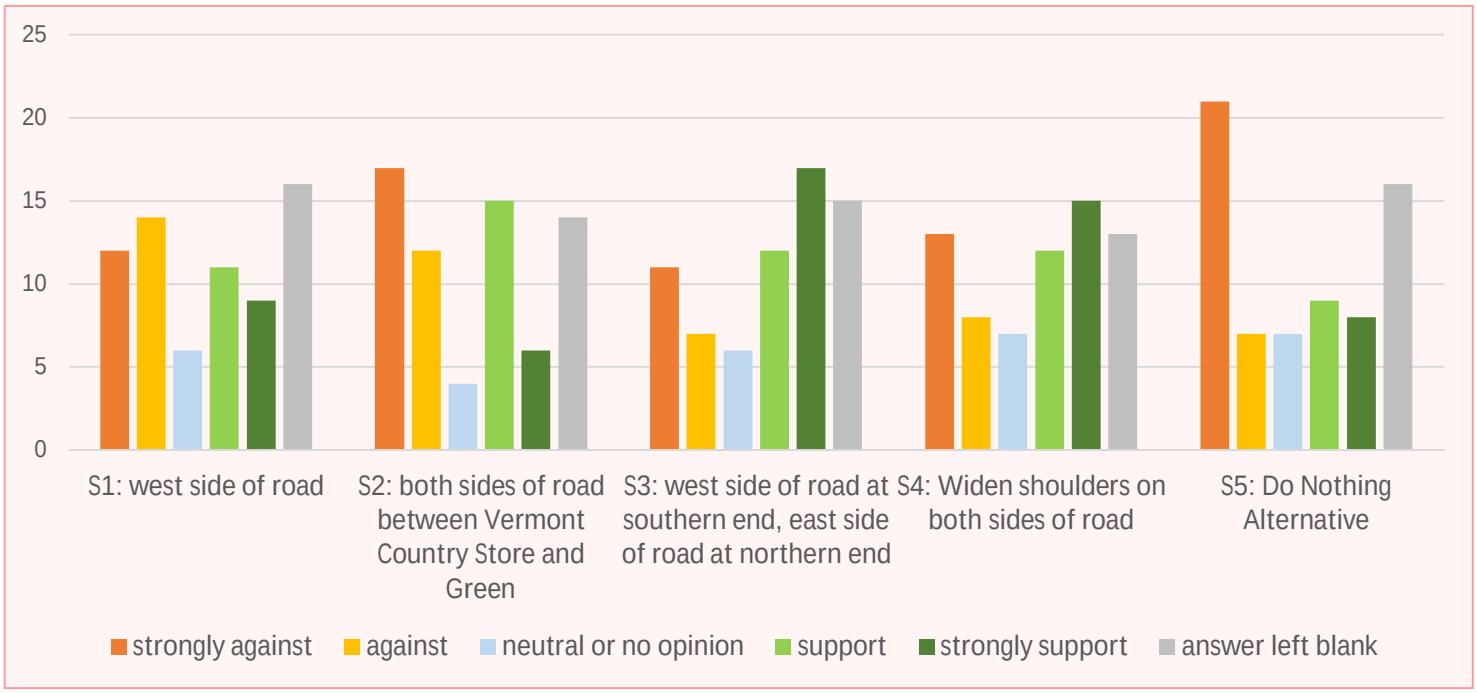
N2 - Curbed sidewalk on west side of VT 100

N3 - Widen shoulders on both sides of VT 100

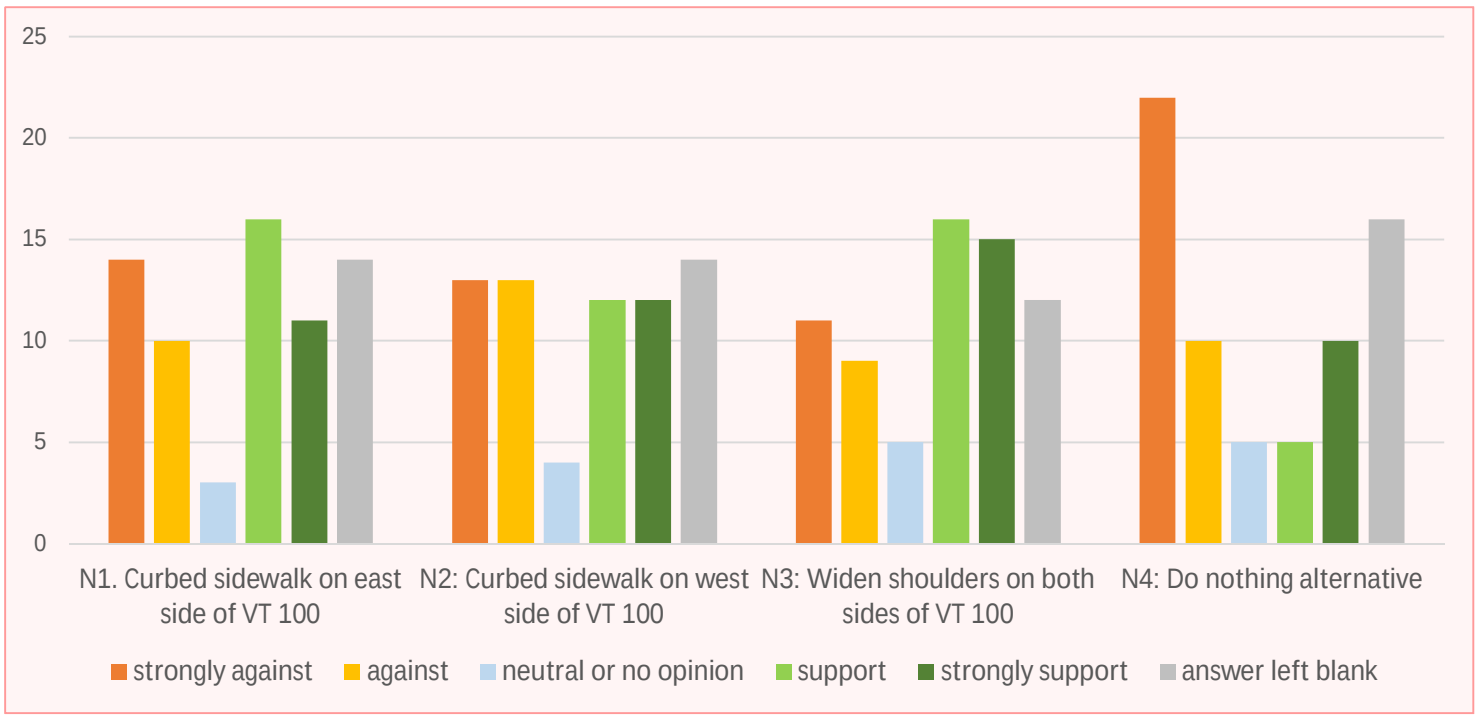
COMMUNITY SURVEY FEEDBACK

The following is a summary of input received via a community survey. Additional information is included in Appendix E.

LEVEL OF SUPPORT FOR ALTERNATIVES: SOUTH SECTION

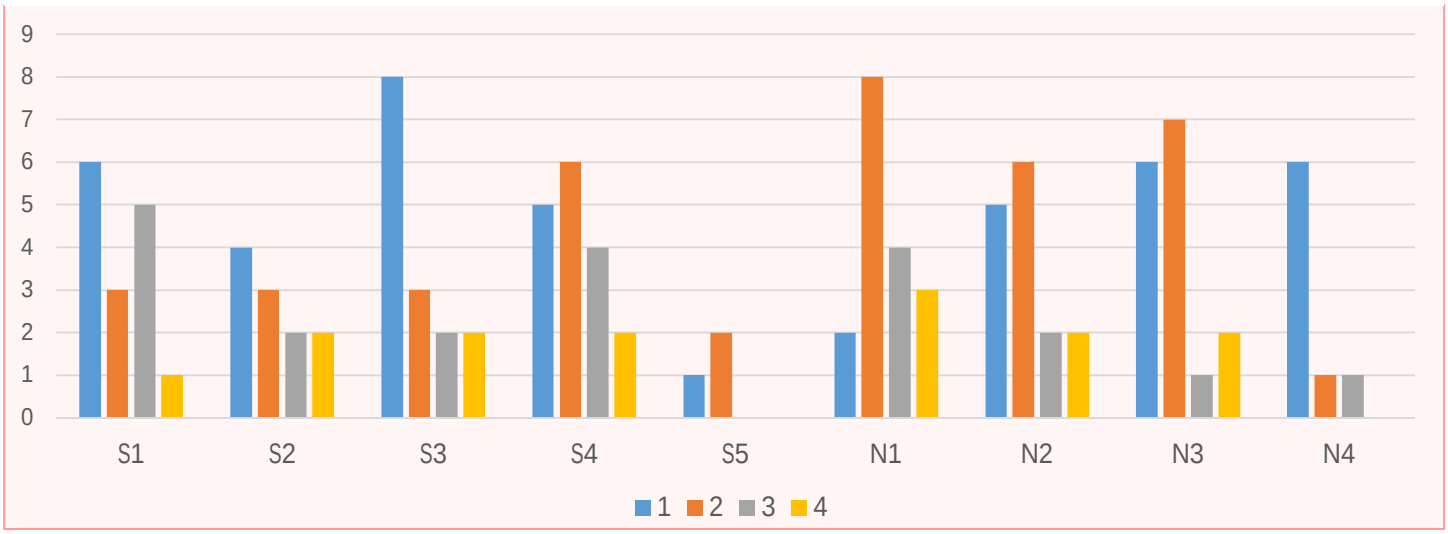


LEVEL OF SUPPORT FOR ALTERNATIVES: NORTH SECTION



COMMUNITY SURVEY FEEDBACK

SUMMARY OF ALTERNATIVES RANKED 1-4



Within the survey, the question was asked which alternatives people support and were then asked to rank those alternatives (#1 being top priority). The graphic above summarizes the answers to what responders felt were the top four ranked alternatives. For example, more survey responses indicated that their top ranked alternative is Alternative S3. The northern alternative that received the most #1 rankings was tied between N3 and N4.

The following are some general findings based on the community survey.

- 94% of responses were from Weston residents.
- 67% of responses were people that either live within the project area or drive through the project area on a daily basis.
- 75% support new pedestrian infrastructure within the project area.
- 68% support making traveling by bicycle safer within the project area.
- The alternative with the highest overall support (43%) for the southern section is Alternative S3, a sidewalk that starts on the west side in the south and transitions to the east side for the northern segment. This is followed by Alternative S4, widening shoulders, with 40% of response support.
- The alternative with the highest overall support (46%) for the northern section is Alternative N3, widening shoulders along this section. This is followed by Alternative N1, a sidewalk on the east side of VT 100, with 40% of response support.
- The lowest support for both the north and south sections is the Do Nothing Alternative.

*References to “support” noted below is estimated based on responses that either “support” or “strongly support” OR are “interested” or “very interested” in a given improvement.

ALTERNATIVES EVALUATION

1. Evaluation Matrix

The Evaluation Matrix on the following page presents side-by-side comparisons of each alternative. All proposed sidewalk alternatives are assumed to be 5-foot wide concrete sidewalks separated from the roadway by a concrete curb. The color coding on the following is such that boxes which suggest high cost, not meeting project goals, and higher impacts are shown as darker pink. Green indicates the opposite: lower cost, meeting project goals, lower impacts, higher community support, etc. Additional information regarding opinions of probable construction costs for alternatives are included in Appendix F.

As noted above, the project costs shown assume concrete curb. There was discussion at the Alternatives Presentation Meeting regarding the curb type and the potential for granite curb. Appendix F includes a comparison of project costs for concrete curb versus granite curb. The increase in cost for granite curbing ranges from $30,000 to $80,000 per alternative, depending on the length of the given alternative.

EVALUATION MATRIX

		SOUTH SECTION					NORTH SECTION			
		S1 Sidewalk on west side	S2 Sidewalks both sides of road, shortened length	S3 Sidewalk switches from west to east side	S4 Widened shoulders on both sides	S5 No Build	N1 Sidewalk on east side	N2 Sidewalk on west side	N3 Widened shoulders on both sides	N4 No Build
COSTS	Construction	$334,000	$184,000	$310,000	$195,000	$0	$512,000	$558,000	$219,000	$0
	Engineering + Resident Engineer	$120,000	$66,000	$111,000	$70,000	$0	184000	201000	79000	$0
	Rounded Total (NOT Including ROW)	$455,000	$250,000	$425,000	$265,000	$0	$700,000	$760,000	$300,000	$0
PROJECT GOALS	Improved Bicycle Safety	No	No	No	Significant	No	No	No	Significant	No
	Improved Pedestrian Safety	Significant	Partial	Significant	Minimal	No	Significant	Significant	Minimal	No
	Safe pedestrian crossing	Yes	Yes	Yes	No	No	No	Yes	No	No
	Improve accessibility	Yes	Partial	Yes	No	No	Yes	Yes	No	No
GENERAL IMPACTS	ROW Impacts	2 permanent easements & up to 8 temporary easements	2 permanent easements & up to 4 temporary easements	up to 9 temporary easements	-	-	up to 1 permanent & 9 temporary easements	up to 1 permanent & 7 temporary easements	-	-
	Property Impacts	Yes	Yes	Yes	-	-	Yes	Yes	Yes	-
	Utilities	Yes	Yes	Yes	-	-	Yes	Yes	-	-
	Maintenance Needed	Yes	Yes	Yes	-	-	Yes	Yes	-	-
	Community Support (based on Survey)	29%	31%	43%	40%	25%	40%	35%	46%	22%
ENVIRONMENTAL / CULTURAL	Stormwater	Yes	Yes	Yes	minimal	-	Yes	Yes	Minimal	-
	NEPA	CE	CE	CE	Potential CE	-	CE	CE	Potential CE	-
	Agricultural Lands	-	-	-	-	-	Prime (statewide) soils	Prime (statewide) soils	Prime (statewide) soils	-
	Hazardous Materials	SW corner of VT100 / Lawrence	SW corner of VT100 / Lawrence	-	-	-	-	-	-	-
	Floodplains	-	-	-	-	-	Portion of flood zone AE on north end	Portion of flood zone AE on north end	Portion of flood zone AE on north end	-
	Shoreland	-	-	-	-	-	-	-	-	-
	Fish & Wildlife	-	-	-	-	-	-	-	-	-
	Rare, Threatened & Endangered Species	-	-	-	-	-	-	unlikely	unlikely	-
	Public Lands - Sect. 4(f)	-	-	-	-	-	-	-	-	-
	LWCP - Sect. 6(f)	-	-	-	-	-	-	-	-	-
	Managed Lands	-	-	-	-	-	-	-	-	-
	Wetlands	-	-	-	-	-	-	-	-	-
	Cultural	TBD	@ structure 11	TBD	unlikely	-	@ structures 3 and 6	TBD	unlikely	
PERMITS	NEPA	CE	CE	CE	Potential CE	-	CE	CE	Potential CE	-
	Act 250	-	-	-	-	-	-	-	-	-
	Section 404 - Wetlands (USACOE)	-	-	-	-	-	-	-	-	-
	Section 401 - Water Quality Certification	-	-	-	-	-	-	-	-	-
	State Wetlands Permit	-	-	-	-	-	-	-	-	-
	Stream Alteration Permit	-	-	-	-	-	-	-	-	-
	Construction Phase Stormwater Discharge Permit	-	-	-	-	-	-	-	-	-
	Operational Phase Stormwater Discharge Permit	-	-	-	-	-	-	-	-	-
	Lakes & Ponds	-	-	-	-	-	-	-	-	-
	Rare, Threatened & Endangered Species	-	-	-	-	-	-	-	-	-
	Section 1111 Permit	Yes	Yes	Yes	Yes	-	Yes	Yes	Yes	-

Project Summary

Preferred Alternatives

The information in the Evaluation Matrix was used to develop a Preferred Alternative recommendation for the Town. This includes the following:

- South Section: D&K recommends Alternative S3, a sidewalk beginning on the west side at the southern end of the project area and continuing north to the vicinity of the Vermont Country Store, where the proposed sidewalk then extends north to the Village Green on the east side of the road. This recommendation provides a safe location for pedestrians to walk for the entire length of the southern section of the project area, is anticipated to be slightly less expensive, and is anticipated to have less permanent easements required than a sidewalk on the west side. It is important to note that a cultural resources review should be conducted for the west side of the road prior to proceeding with any design of this alternative, a requirement that would be needed if federal funds are used for the design and construction of this alternative. In addition, the community support for this alternative appears to be higher than other south section alternatives based on the online community survey. One factor which appears to play into this, based from public meetings and the online community survey, is the apparent concern from residents regarding impacts to parking on the west side of VT 100 south of the Lawrence Hill Road intersection that are involved with the other alternatives.
- North Section: The northern section alternative with the highest apparent community support, based on the online community survey, is Alternative N3, widening VT 100 shoulders. However, this alternative does not significantly address improving pedestrian safety along the project area. Due to factors including a slightly lower anticipated project cost and slightly higher apparent community support, not needing to provide a crosswalk on the northern end of the project area, and better connectivity to the preferred alternative along the southern section, D&K recommends Alternative N1, a sidewalk on the east side of VT 100. If the Town prefers Alternative N2, a sidewalk on the west side of VT 100, the Town should conduct a cultural resources review for the westerns side of the road along this project area before proceeding with a design phase of Alternative N2. This will be a requirement if such a project is funded with federal funds.

Project Summary

The goal of this project is to develop and evaluate alternatives for the Town's consideration for potential bike/pedestrian infrastructure options in improving the safety for pedestrians and bicyclists along VT 100 in the Village of Weston between Mill Lane and Chester Mountain Road.

There are various means to which this can be achieved. In general, the alternatives developed for this project have included sidewalk alternatives on either side of the road, separated by a curb from the edge of the roadway shoulder. Sidewalks without a curb were not considered due to the need to incorporate a green space between the edge of the roadway and the sidewalk. Such an option would require a wider width behind the current edge of the roadway. Due to the close proximity of houses, residential features, and other physical objects in close proximity to the road in the Village, in addition to several private stone features that would need to be modified in order to incorporate a sidewalk, a curbed sidewalk was included for alternatives in order to lessen the potential project impacts.

Project Summary

Depending on the selected alternative(s) that the Town chooses to advance, modifications to where the south and north section meet may need to be modified in order to provide for a continuous sidewalk network. This could also include a new crosswalk in the vicinity of the VT 100 intersection with Lawrence Hill Road. The crosswalk location will need to take into consideration the VTrans Guidelines for Pedestrian Crossing Treatments, particularly as it relates to the distance between a potential future crosswalk in vicinity of the Vermont Country Store.

It was evident during public meetings that there are concerns from residents regarding potential impacts to stone and other features nearby the road, the details of mitigation to impacts would be further evaluated during the design phase. For example, a stone wall could be replaced with a new concrete or stone wall set back further from the road in order to incorporate a new sidewalk – those sort of details will need to be sifted through at the design phase, when there is topographic survey along the project area along the selected alternative(s).

The project alternatives were developed such that the design and construction of sidewalks along the project corridor can be phased by designing/constructing the north and south sections of sidewalks separately. Alternatives developed as part of this study are such that their design will generally comply with VTrans standards. If the Town would like to proceed with any modifications that would not meet VTrans standards, it should be noted that if the Town intends to utilize federal funding for design and construction, that the extent of modifications should be reviewed with VTrans prior to moving forward. For example, if the Town would like to pursue a narrower "walkway" for the length of the project area that does not meet State standards, such a design would not be eligible for federal funding.

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

- VTrans Transportation Alternatives (TA) Program
  https://vtrans.vermont.gov/highway/local-projects/transport-alt
  Contact: Scott Robertson – scott.robertson@vermont.gov

- VTrans Bicycle and Pedestrian Program
  https://vtrans.vermont.gov/highway/local-projects/bike-ped
  Contact: Jon Kaplan – jon.kaplan@vermont.gov

APPENDIX

A. MEETING NOTES AND KEY CORRESPONDENCE

Weston Bicycle and Pedestrian Scoping Study
Kick-Off Meeting Minutes - DRAFT

Weston Town Offices
12 Lawrence Hill Road, Weston, VT 05161

Tuesday, July 23rd, 2019
5-7pm

MEETING PURPOSE

Kick off the project, review project schedule, identify opportunities for local concerns meetings, walk through of site to identify local concerns.

ATTENDANCE

Jon Lemieux, VTrans
Chris Lindgren
Geof Brown, Vermont Country Store
Chris Campany, Windham Regional Commission
Nicki Pfister
Charles Goodwin, Weston Selectboard
Jim Lindville, Weston Selectboard
Julia Ursaki, DuBois & King
Sophie Sauvé, DuBois & King

PROJECT BACKGROUND

- History of the project grant application: Weston had previously applied for a Better Connections Grant to address some of the concerns in town, but it was not approved. Town worked with the Regional Commission on applying for the grant through the VTrans Bike/Ped program after witnessing several safety conflicts between motorists and pedestrians. The Road Safety Audit also emerged from this process.
- The group walked around the project area to identify areas of concern, provide anecdotal information and insight on pedestrian and bicycle circulation into / within and across Weston.

Some of the major issues identified:

1. Circulation on Route 100 – from the north, when it is slippery and winter, several vehicles have hit the fence around the green/ near the pole/green oval.
2. Parking around the Green: drivers park everywhere around the green, especially when there is a performance at the Playhouse, regardless of striping. Witnessed cars parked along shoulder, in shoulder of three 'islands' around the green, along route 100. People use intersections/islands around the greens for U Turns.

3. Park Street: most of the road is technically one-way but people don't use it this way.
4. Staff and actors of the Playhouse walk between town and the Walker Farm Playhouse, as actors generally do not have vehicles and live in town during their stay.
5. VT100 between the Village and Playhouse: the crest of the hill where the shoulder narrows is the biggest "problem area"
6. Lawrence Hill Road: several children are dropped off at the green after school and need to walk up Lawrence Hill Road to where they live. A music camp that takes place up Lawrence Hill also means several people walk down Lawrence Hill in the summer.
7. Bicycles/ Roller Skis, etc along Route 100: avid cyclists and prospective Olympians recreate/ exercise along Route 100 through Weston.
8. The Weston Market, Vermont Country Store and Weston Country Stores are high-traffic destinations in town, for people walking and driving.
9. Post office parking area: several people have witnessed near-misses among vehicles parking at the post office and driving on the street.
10. The library across the West River will soon add an accessible parking space.
11. Changes are forthcoming to Mildred's and its connection to the other buildings owned by the Vermont Country Store, including circulation changes.
12. There are often events at the church including Sunday service, weddings, funerals, and concerts where on-street parking blocks the shoulder and people have no place to walk.
13. There are several stormwater issues along the southern portion of Route 100 in the project area, including collapsed catch basins and sediment flow from the parking area behind the Vermont Country Store.

GOALS FOR THE PROJECT

- Town of Weston: improve safety and connectivity (especially for pedestrians); community outreach: present several alternatives/options to the public and make sure they feel like their opinions are heard; overall, to think comprehensively about the future
- Windham Regional Commission: in the big picture, consider regional context and growth and development impacts, take advantage of the recreation economy in Vermont, and build a compact and walkable community
- VTrans: follow through with items from the RFP, select an alternative and have the Town follow up with a bike/ped implementation grant once this project is complete

PUBLIC AND STAKEHOLDER ENGAGEMENT

- As requested in the RFP: a thorough local concerns meeting/ stakeholder involvement process was discussed.

- Local Concerns meeting will consist of a three-prong process: 1) meeting with landowners and business owners; 2) open house for everyone; 3) presentation and q&a in the evening for everyone
- Location of Local Concerns meeting TBD, options potentially include the Weston Playhouse, space at the Vermont Country Store and other surrounding venues
- Vermont Country Store has offered to design a poster/ postcard to send out to registered voters and landowners in town to promote awareness of the project, its process and be an invitation to the local concerns meeting.

PROJECT LOGISTICS

- Project communication: D&K will communicate with Nicki on logistics and include all members of the project committee on ongoing project communication to keep everyone in the loop
- Project billing: D&K to send invoices to the Town (Nicki), who will then forward to the Regional Commission and then to VTrans

PROJECT SCHEDULE

- Attached schedule was reviewed for timing of the local concerns meeting – aiming for third/fourth week in September

ACTION ITEMS:

- Nicki will look into venues (Weston Playhouse) for the Local Concerns Meeting
- Jim will obtain proposed plans for the library ADA parking and forward to D&K
- D&K will prepare plan base, boards (existing conditions of the project area) and questions to ask the public to garner input on priorities, what works/ does not work in Weston and general feedback about pedestrian and cyclist safety and facilities in town

Memorandum

Date: September 25, 2019
To: Nicki Pfister, Weston Bicycle and Pedestrian Scoping Study Steering Committee Chair
From: Sophie Sauvé, PLA and Julia Ursaki, EIT

RE: Weston Bicycle and Pedestrian Scoping Study: Local Concerns Meeting – Public Input Summary

This memorandum summarizes the public input garnered from the Weston Bicycle and Pedestrian Scoping Study's Local Concerns meeting held on Thursday, September 19, 2019 at the Weston Playhouse, Main Stage. To provide community members the opportunity to provide input, the consultants, the planning commission and key steering committee members were available to discuss the project at an open house in the afternoon (1-5pm) , followed by an short informational presentation and question and answer session in the evening (630-8pm).

Letters from the Planning Commission were sent to every resident and voter in Weston, informing them of the project and the opportunity to provide input at the Open House, and alternatively, by mail if they were unable to attend. Several residents responded with letters outlining their concerns, included in the public input summary below.

Overall, a common thread from the input received is that residents have a strong sense of pride and community in Weston – people value the Village and its offerings, but are concerned for the safety of both residents and visitors by car, foot and bicycle.

SUMMARY

The following comments are a compilation of comments received from letters of residents who could not attend the Open House, attendees of the Open House and the Information Session in the evening.

The bolded comments were mentioned multiple times.

Safety Concerns

- "It is only a matter of time before someone is killed or seriously injured in a traffic accident on Route 100 between the Inn at Weston and the Playhouse"
- We are excited about making Weston a safer place to walk and ride bikes
- Tourists crossing VT100 between both Country Stores do not cross with enough caution

- There are no safety issues either in the Village or in the Town; no fatality has happened yet (if it isn't broken, don't fix it)
- Crosswalks are needed
- Shoulder width is not adequate for walking on some parts of VT100
- Kids should be able to explore the Village safely
- "I can't believe no one has been hurt in the Village"

Pedestrian Circulation

- Add sidewalks through the Village along VT100
- Crosswalks are needed
- Shoulder width is not adequate for walking on some parts of VT100
- Construction projects are expensive
- Not enough businesses to support walking around town, don't need sidewalks
- Tourists cross VT100 haphazardly in front of the Vermont Country Store
- There should be a sidewalk on VT100 from the Village to the Playhouse on Walker Farm – but not on both sides of the road. Prefer the east side.
- Who will be maintaining the sidewalks?
- There is no space for walking or bicycling in the Village – this is unsafe for residents and tourists
- There are many recreation trails (Catamount Trail, etc) that the Town should take advantage of
- There should be a trail around the Rec center for walking, jogging, etc.
- The school bus for the high school picks up/drops off on Lawrence Hill Road (between the Town Offices and the Little School). There is nowhere for students to walk from the bus stop. Parents waiting park on Park St along the Green.
- Can there be a path or sidewalk from the Post Office to the library?
- When thinking of walking in the Village, consider walkers of all abilities – children and older folks in particular, people who can't drive. Think of "universal design."
- It's hard to know where the edge of the pavement is in many areas throughout the Village – need delineation between the pavement edge and pedestrian way
- The Weston Association removed the dam on Lawrence Hill Rd and created a park – but there is no safe way to walk there from the Village.
- There doesn't need to be sidewalks on both sides of the street
- There is no need for improvements, everything has been this way for a long time and nobody has died/ been injured; change is a desire coming from outside of Weston or from new community members who want to urbanize the Town

Bicycle Circulation

- In the past, there has been support for a bike path from the Village to the Rec Center (on Greendale Road)

Vehicular Speeds

- People speed on Lawrence Hill Road coming into Town
- Reduce vehicle speeds on VT100, especially coming into the Village from the South at Piper Hill Road and coming into the Village from the North at Chester Mountain Rd
- Exiting and entering the Village – people are speeding
    - Need a visual cue that you are entering the Village – a gateway (which is a piece of wayfinding) that makes people slow down instinctively because they know they have "arrived"
- The speed limit on Lawrence Hill Road doesn't change from 50 MPH when it enters the Village

Vehicular Circulation

- Lawrence Hill Road is chaotic during school drop off/pick up
- The parking area in front of the Post Office is confusing, there are several "near misses" here
- The 3 "Y" intersections in the Village are confusing and too big. People park in the Y near the Post Office!
- Lawrence Hill Road is chaotic during school drop off/pick up
- The "Y" intersection of Lawrence Hill Road and VT100 is another "hot spot" – there is significant driver confusion here because people don't know where or how they're supposed to be
- Drivers don't slow down coming into the Village along VT100 from the North or South
- Park Street – there is a lot of confusion regarding the one-way operation of this street. For example, stop signs at the Park Street & VT100 intersection face the wrong way (if the street is truly one-way)
- Cars backing out of parking spaces at the Weston Marketplace on VT100 are dangerous
- Lawrence Hill Road & VT100 intersection is so confusing – "even locals don't know how to use the intersection"

Parking

- The parking area in front of the Post Office is confusing, there are several "near misses" here
- The 3 "Y" intersections in the Village are confusing and too big. People park in the Y near the Post Office!
- People disregard the posted no parking signs around the Village Green.
- The parking area in front of the Post Office is a "hot spot" that is not working for the Town. There is confusion and there have been several near misses
- The businesses on VT100 just south of the Inn at Weston cannot lose any of their parking along VT100.
- The school bus for the high school picks up/drops off on Lawrence Hill Road (between the Town Offices and the Little School). There is nowhere for students to walk from the bus stop. Parents waiting park on Park St along the Green.

- Park Street: outside the Playhouse, the angled parking is a problem area – limited visibility when pulling out, plus both Y intersections are confusing
    - Visibility with all head-in parking is dangerous
- During high season, people go into the opposite lane and park facing the wrong direction. Many people also park in the designated "no parking" zones on VT100.

Other

- "Signage becomes mundane and regular – is soon forgotten and ignored."
- We do not want an outside engineering firm to impose their design on our Village
- Big groups of motorcycles come through Weston and are very loud.
- Be aware of the flood zones in the Village.
- We do not want sidewalks to change the character of the Village
- There is not enough pedestrian traffic for sidewalks
- City employees are maxed out – who will maintain any facility

INPUT BOARDS: PLANS OF THE PROJECT AREA AND REQUESTS FOR FEEDBACK

When asked "what words or phrase describe your desired experience walking around the Village?" responses included:
"Slow, peaceful, orderly"
"Slow, predictable, uncomplicated, safe, protected"

Attendees were asked to place stickers on plans of the Village – red dots for places that aren't working in the Village (where you don't feel safe, etc) and green dots for things that are working or that people like. The maps are attached.

SUMMARY OF INFORMATIONAL PRESENTATION AND Q&A (evening session)

How did we get here?

- Several community members witnessed 'near misses' along VT 100 of pedestrians walking along VT 100
- A Road Safety Audit Review led by VTrans in 2017 with the participation of several community members, outlined several key issues with safety in Weston Village, especially along VT 100 and recommended a scoping study as a next step
- Working with the Windham Regional Commission, the Town of Weston applied for and received funding through a grant for a bicycle and pedestrian scoping study from the Vermont Agency of Transportation
- The project area includes VT100, from the Inn at Weston to the Weston Marketplace; Lawrence Hill Road, from the Library to VT100; and Park Street.

Why a Local Concerns Meeting?

- The project is at the stage of collecting information on existing conditions, including public concerns related to the project scope and area of study
- Weston's community is the expert on what happens daily in terms of pedestrian and bicyclist (and by default, vehicular) circulation

Discussions

- Many years ago, the Selectboard investigated adding a crossing on VT100 at the VT Country Store – the State said no. But the mentality at VTrans has since changed.
- The traffic counts should be done before winter starts. It is important to note the seasonal differences in traffic and pedestrian volumes and overall patterns in Weston (fall foliage brings significant traffic, etc). You may need multiple counts at different times of the year.
- Lawrence Hill Road – why doesn't the project scope include the Lawrence Hill Rd to the new park/Church on the Hill? We want to take advantage of the new park. The curve where the retaining wall is located (@ Church on the Hill) is very dangerous for walking.
- Speed radar feedback sign – would this help slow traffic on VT100 coming into the Village? Especially cars coming northbound. There is one in Chester that flashes when you are going too fast.
- Speed enforcement – locals know that there is no enforcement in Weston, so they speed. On the other hand, tourists don't necessarily know that, and they also speed.
    - Historically, Weston has not contracted police officers for speed enforcement
    - Note that enforcement is just one "tool" in the "tool box" for traffic calming – this project will focus on changes to the built environment that reinforce the speed limit
- A sidewalk is not worth anything if it is not maintained.
- Year-round maintenance matters for locals – don't just cater to tourists.
- Speed bumps will slow down traffic. Other places with snow can manage, why not us?
    - Note: this needs to be a discussion with the VTrans District
    - What about pinch points, chicances, bump outs?
    - These features work better in a Class 1 environment (where the Town takes over the road)
- Weston has a 19th century Village with 21st Century problems – there is no easy solution
- A presentation at Town Meeting would be helpful – where discussion is facilitated by and an "outside" person, not other residents.
- On-street parking can narrow the road and slow down cars
- We need to understand the difference between a trail, path, or sidewalk in terms of maintenance and ADA rules.
    - Could we have paths in the Village for pedestrians in the summer and XC skiing in winter?
    - Can we have a gravel path instead of sidewalk?
- Is the drainage ditch in front of the Little School a problem? (for sidewalks)
- Who will maintain everything – the Town, the State?

- There was a sidewalk proposed between the Post Office and the Library years ago, with angled parking in front of the Town Offices, but it was not pursued; potential well head on the Town Offices lawn – conflict between parking, salt use and a well head?
- Approximately 150 players and playwrights circulate between the Weston Playhouse (646 Main Street) and the Village during play season; several do not have cars, they rely on travel by foot or by bicycle
- 18 wheelers on VT 100 are very noisy
- Parking sign in front of private owner next to Gallery is pointing to the wrong direction of 'no parking'
- Retaining wall along VT 100 may have been moved in the 1940s

PROJECT NEXT STEPS:

- D&K will summarize the public input received at the local concerns meeting
- D&K will draft a purpose and need statement for the scoping study and circulate to the steering committee for refinement and agreement
- D&K will work with the Regional Commission to install traffic counts in Weston
- D&K will complete the existing conditions analysis, which will include identifying constraints and opportunities in the Village for addressing safety
- Once the purpose and need statement is finalized, D&K will develop 3 (or more) "alternatives" or options to address the purpose and need of the study. No build (or "do nothing") will be included and evaluated as an option. Three alternatives will be developed for each key area of concern (North on VT 100, South on VT 100, and Lawrence Hill) and connecting sections.
- Present the alternatives to the public to solicit more feedback and input. Evaluate the alternatives based on the purpose and need of this study.
- Recommend a preferred alternative
- Final report is delivered to the Town

Attachments:

1. Invitation letter to Weston residents and voters from the Planning Commission
2. Sign-in sheet
3. Plans with comments from the Open House (with red and green stickers – areas of concern and areas that are okay, respectively)

SEP 16 2019

To: Planning Commission, Town of Weston

From: Luis Ubinas, 240 Piper Hill Road

Re: The danger posed by the lack of walkways in Weston's commercial area

It is only a matter of time before someone is killed or seriously injured in a traffic accident on Route 100 between the Inn at Weston and the Playhouse.

While Weston is a small village, one we deeply love and support, it attracts many thousands of visitors a day during peak seasons. All of us have seen the chaos those visitors create on Route 100. They walk in traffic, cross in haphazard ways and often, even with children, dart into the path of oncoming cars. All this hardly needs to be said, all of us have spent years, decades, watching this unfold in front of our eyes. Every year the wonderful aspects of our town are better known, our vastly improved museum complex, our expanded and new theaters, our music at the Church on the Hill, the Priory and Kinhaven, our craft and antique fairs, and so much more. The town is awash in wonderful activity and that brings people and those people bring risk. It is imperative that we make route 100 safer.

My recommendation is that we build a sidewalk, a gracious sidewalk with space for trees, along the heavily traveled stretch from the Inn at Weston to the Green. The sidewalk should have curb cuts for any parking areas so as not to in any way inconvenience residents who need access to parking. It would serve as a guide for pedestrians a clear demarcation of where they should be and where they should cross. It would help merchants in town by making it more walkable and approachable.

But, all that said, the most important thing it would do is make Weston safer. We don't want to have a conversation about safety, about a sidewalk after someone has been hurt or worse.

Thank you for reaching out and asking for comments about the making Weston a safer community for pedestrians.

Many thanks,
Luis Ubinas
luisaubinas@gmail.com

SEP 11 2019

September 6, 2019

Richard Lechthaler
7 Orton Lane
Weston, VT

To the Weston Planning Commission,

I walk in and around Weston on a regular basis, year round. My route is typically from home on Orton Lane towards the Old Parrish Church and beyond, to the Weston Market and beyond or up [redacted] Lawrence Hill Road. Unfortunately, I will be away on September 19th and will miss your Q & A sessions with DeBois & King. I hope my enclosed map is helpful in passing on my concerns. Should anyone wish to discuss this further with me, please call me at 802-3557.

Thank you,

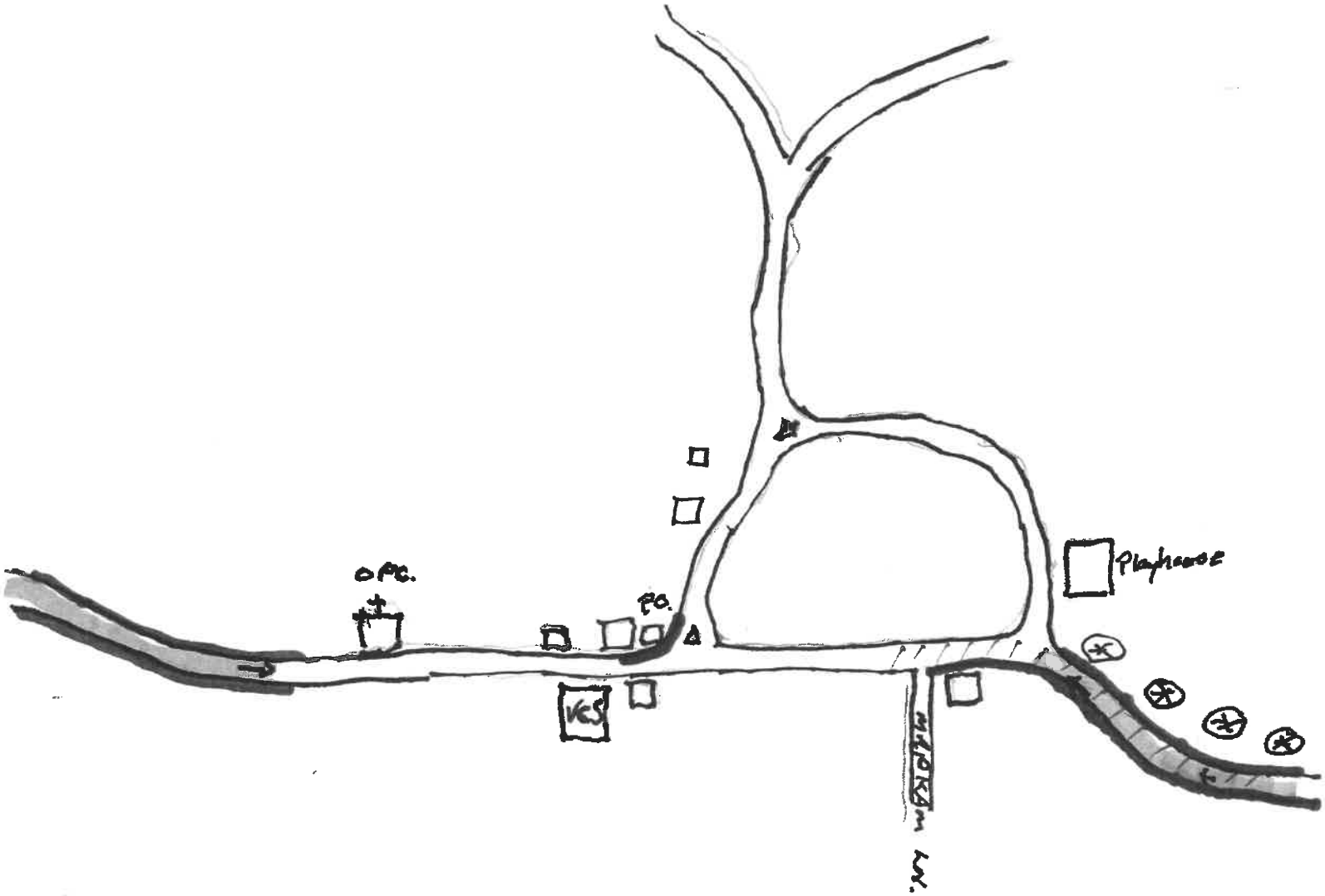
Dick Lechthaler

high speed entering from the South & the North

Very minimal shoulder for walking or biking - both

danger zone for crossing Rt 100. No 2 way line of sig

a good walking path from the Playhouse to Walker Farm w.



SEP 13 2019

124 Turner Road
Weston, Vermont 05161
September 10, 2019

Planning Commission
Town of Weston

Dear Sirs:

As long time property owners, we are rather surprised to read that you would be thinking of hiring an engineering firm to help you address safety issues. It's also odd that the town would solicit opinions from the residents/ property owners on an issue via mail. Usually, the town just does what it pleases.

We have never experienced or witnessed any safety issues either in the village or in the Town. Granted, there will always be people who drive too fast, or people who do not pay attention to oncoming cars, but one cannot control human behavior with engineering solutions. We do not recall ever seeing a plethora of pedestrians or bicyclists in the town. We see occasional pedestrians, usually walking to the country store or the post office, and occasional cyclists on route 100.

Has there been a fatality that we are unaware of? Or, are the local full time residents simply annoyed by the increase in traffic during certain times of the year, especially the summer.

When we hear the words "engineering firm" all we can think of is another more expensive, unnecessary project that will cost taxpayers a mint. It also conjures up major changes in what is a bucolic small New England town. If something is broke, fix it; otherwise, leave it alone. Common sense is also something we think most people should practice. Obey the speed limit, watch for pedestrians and bicyclists. What is complicated about this?

All of the existing expensive renovation and construction projects are focused in the village. Yet, all town residents and property owners pay for these projects in tax assessments.

Something is wrong here. It appears to us that a few "squeaky wheels" are at it in Weston. This doesn't mean that the entire town, or the taxpayers, need to bow to them.

Sincerely,

Linda and Don Ihde

Don Linda Ihde

copy
MOUNTAIN POND FARM
TIA & PETER ROSENGARTEN

SEP 10 2019

74 ~~Gbad Moore Road~~, Weston, Vermont 05161
Tel: (802) 824-8190 ~~Fax: (802) 824-4072~~
~~email:cm@vermontel.com~~

232 Old County Rd,

- I approve the proper construction of sidewalks, preferably 30" or more to accomodate wheelchairs
- I think bicyclists should have a safe lane.
- I would like a yellow pedestrian crosswalk.

Thank you for all your efforts on this matter.

Sincerely,
Tia Rosengarten

copy

SEP 10 2019

Sorry, but neither of us are available to the various meetings on 9/19/19.

But both of us are excited about the idea of making Weston a safer place to walk and to ride bikes.

Please keep us on the mailing list ——

Jeanne + Lee
NEMLICH

p.o. box 24
Weston

copy

SEP 10 2019

To. Planning Commission

Bicyclic and walkers be aware. The highways are dangerous. Bright clothing helps Persons need to slow down and obey the rules of the Highway

anonimus

Good Luck

9/5/19

As you say walking + biking safety has been an issue for years.

The last I remember was the suggestion for more policing (too expensive?) and signs that show the speed you are going - as in Chester. They seem to have succeeded with those two changes

I hate to see money spent to have engineers come and tell us to paint parts of the green - redesign our downtown for bikes + people. Is that what we want? I don't. Hire a sheriff first.

Thank you

Bill Fitzinger

SEP 18 2019

Submitted by Joe & Susanne Lyons Drury House Antiques to Weston Planning Commission

Suggestions regarding pedestrian and bike safety

There is total disregard for the posted NO Parking signs and designated stretches around the Village Green. Have some enforcement or pavement marking so that people don't have to walk onto Route 100 to get around illegally parked cars. The signs are now faded and hard to read. New ones are needed.

Have the theatre publish parking information as part of their ticketing package. Where to park and where NOT to park.

Have crosswalks marked on the pavement so people know where crossing is safe.

Post signs at either end of the village warning drivers to observe crosswalks, i.e, Stop for crosswalks.

Sidewalks would not be a viable solution but rather additional expense to the town and encroachment on private property. There are not enough businesses to support walking around the town.

Planning Commission
Town of Weston
PO Box 98
Weston, VT 05161

9/6/19

SEP 09 2019

Dear Planning Commission,

We were so pleased to receive your letter yesterday about walking and biking in the Village. Since becoming residents nearly four years ago, we have been talking about the need for sidewalks or bike/walk lane.

While we live up on Old Tavern Road, we walk to town all seasons and find coming off Pipe Hill into

Main Street can be an especially scary situation. As you know, cars speed down the hill (or up the hill) and walking in the breakdown lanes never feels very safe. We realize this is a big project to add sidewalks but please know you have our 100% support and we would be happy to get involved.

Perhaps starting the sidewalk at the Weston Village Sign and ending it at Weston Marketplace and then past to Lawrence Hill Road.

Please know that we are sorry we will not be here on Sept. 19 but would have very much wanted to speak with DuBois & King. If there is anything we can do to help, please call Jon at 802-430-3520.

This is a very important project for safety and beauty and accessibility for the Village!

Thank you.

Jon & Justin Goteau
PO Box 151
Weston, VT 05161

- Crosswalks at several important intersections or walking points that are **painted green and not white, speed humps or scored pavement** in your driving lanes to slow drivers down. **Contract with sheriffs office for traffic control – speeding** is a major problem in town.
- Dedicated bike lanes would be nice but probably not a reality so **signage** to alert drivers that it is a bike friendly community would be helpful.
- New Walker Playhouse has considerably *increased* pedestrian traffic – there needs to be **safe crossings and designated access from the village** to this location
- Very *narrow shoulders* in some areas with poor site visibility - not effective or safe for strollers and walking animals
- Striped or delineated parking spaces in front of *little school and town office* might be helpful - opposite side of road too - this is a very congested area with pick up and drop off time occurring at least three times a day! Thought should be given to **providing an off-ROW permeable designated 5 min drop off zone in front of the little school perhaps circular in nature – there is space there**
- A **walkway from the little school entrance to the back parking lot** (behind country and Christmas store) ***should be installed and kept accessible throughout the year***. Not shoveling an access point through the snow banks from the back parking lot makes this entire drop off area useless for a majority of the school year – this one little, NO COST maintenance item, would *take many parents and small children off the road* and road crossings!
- The paved portion of Lawrence Hill Road just past the library and before the turn to Landgrove Road, that whole section needs to be warned for pedestrians better. There are dozens of Kinhaven students and walkers daily to the post office that are in jeopardy when walking that curved portion by the church with the large retaining wall as drivers fly around that section
- **Speed** is an issue all the way through town. Along with some actual *enforcement presence* thought should be given to creative ways to slow down traffic.

- Sidewalk or path/alley between post office and TLS would get folks off road and to business destinations though needs to be maintained year-round also helps TLS parents by having off street parking access to the school year round
- **Y intersection at post office is problematic** and **confusing** lots of near misses. There is no direction to drivers who are coming from Lawrence Hill to turn left onto 100 whether they should yield if someone is coming from 100 turning left onto Lawrence Hill! *People park in the y!* **Turn it into a T and give the road a diet – landscape remaining area. In the meantime, instead of just adding white paint make sure to delineate which car has to yield!!**
- Curve by the Playhouse is dangerous – high crash location – speeding and no good alert given
- **Crosswalks are needed at various crossing points** – between the two country stores at least!
- **Signage becomes mundane and regular – is soon forgotten and ignored. It is not the solution to most of the above issues.**

Gmail [redacted]

Weston pedestrian open house tomorrow

[redacted] Wed, Sep 18, 2019 at 4:43 PM

thanks, Allie!
I really think there needs to be a better solution to the area right in front of TLS. I am constantly amazed that there aren't accidents given the amount of traffic there is (both vehicle and pedestrian) in the mornings during drop off. Pick up doesn't seem quite as hectic because it's likely a little more spread out, but the same issue still exists. I'd love to see a sidewalk, circle, or other thoughtful ideas to increase safety.
Keep us posted!
Mary Jo

On Wed, Sep 18, 2019 at 11:53 AM [redacted] wrote:
[Quoted text hidden]

Gmail [redacted]

Weston pedestrian open house tomorrow

[redacted] Wed, Sep 18, 2019 at 2:37 PM

Hi!
is this a public meeting or a committee meeting? maybe we should have a rep. if public or when it's public?

my TLS safety and accessibility concerns:

-side walks everywhere are intermittent
-no crosswalks
-parking during a play, foliage, etc...eek!
-the parking area on the side of the post office is confusing
-it's not easy to access the green in front of school or anywhere
-vehicles seem to be at an accelerated speed down hill on Lawrence and often brake abruptly to slow down at the "crossing"
-drainage still tends to be a problem in front of TLS and by the back parking lot
-the gazebo seems too small for the space, it would be cool to have a story time (even an after school thing) or something in there but it's so little.
-three VERY CONFUSING "y" intersections
-a space with the planter, that never has plants in it. that planter space seems like valuable real estate and is being used as an make shift parking spot
-are there signs or any indication that there is a school there-hmm i guess I've never noticed
-it's a bus stop on the school route. i wonder what Lois thinks?

I'm sure all of the above have been noted but i thought I'd reply anyway. :) It would be great if the kids could safely explore the area more. Now it's more of a haphazard shared space, which conceptually I support IF the road design supports it safely.

best,
H

[Quoted text hidden]

January 23, 2020: Weston Bicycle/Pedestrian Scoping Study Meeting
These are the questions from our meeting today. If some of the questions need clarification, you may contact Chris Campany, Tim Goodwin or me.

Part I: Questions

1- "Sidewalk" or "Walkway"
What are the regulations that a sidewalk must meet? What are the regulations for a walkway? Is a walkway even a possibility for our study area? What is the cost difference?

D&K Response: Design of a sidewalk utilizing VTrans funding must meet the VTrans design standards (please let us know if you would like us to forward you a copy of what these standards look like). If it does not meet VTrans standards, then a waiver must be submitted to VTrans for approval. ADA standards must also be complied with. Since VTrans standards comply with ADA standards, if a sidewalk is designed per VTrans standards it will also comply with ADA standards. Here is a summary of some basic VTrans/ADA standards:

- If a sidewalk does not have a curb separating the roadway from the sidewalk, it must have separation between the roadway and the sidewalk for safety of pedestrians (typically a green strip).
    - VTrans standard C-2B does not give a minimum dimension for the green strip. However, the Vermont Pedestrian and Bicycle Facility Design Manual a 5-foot separation from the edge of pavement to the sidewalk is recommended. At least 3-feet of this area should be a planted green strip. Anything with less than this should be consulted with VTrans first.

- A standard sidewalk width is 5-feet.
    - If narrower than 5-feet, a 5'x5' passing area is required at intervals not to exceed 200' (the very minimum sidewalk width allowed is 3-feet, but anything less than 5-feet should be consulted with VTrans first).
    - There are also additional requirements such as maximum cross-slope criteria, detectable warning surface area where the sidewalk ramp meets the roadway, etc.

- To meet ADA standards:
    - a sidewalk must have a surface texture that is stable, firm and slip-resistant.
    - If there are any grates inset into the sidewalk, to insure that mobility devices do not get stuck any grate openings can be no larger than 1/2" across.
    - If sidewalks are less than 5-feet wide, passing spaces must be constructed (similar spacing interval as noted in the VTrans standard).

The definition of "walkway" per Merriam-Webster is "a passage for walking". We are unclear of what the Town's definition is for "walkway" as it relates to potential alternatives for this project. To us, this could mean anything from a 2-foot worn down path that has prior foot traffic that has created a worn path for pedestrians to a 10-12 foot wide shared multi-use path meant for walking.

For proposed pedestrian improvements that qualify for VTrans funding, the alternatives need to comply with the "sidewalk" design elements above. Deviations from meeting VTrans standards would need to be approved by VTrans. Minor deviations may be approved by VTrans, but anything beyond "minor" changes from VTrans standards should be consulted early on with VTrans to determine whether they would be eligible for VTrans funding. **Any design significantly not meeting VTrans standard would likely have to be entirely locally funded. Even then, it is likely that proposed improvement(s) would be on State road right-of-way and would therefore need VTrans approval.**

We defer to VTrans input as to whether D&K can propose improvements for evaluation in our study that would not comply with VTrans standards. We also note that a goal of this study is to "improve accessibility to all persons by providing ADA compliant infrastructure."

In regards to the question regarding the actual construction cost difference between a walkway and a sidewalk, we would need more information from the Town as to what type of facility you are referring to as a walkway (e.g. width, surface material, etc.).

2- Separate projects and federal funding …. and *Phasing in*
From Jon Lemieux
To be eligible for funding through VTrans MAB, the proposed ends of transportation projects (to include sidewalks) need to have rational end points. For example, when looking at Alternative 1a for VT-100 South, it would probably be better if the sidewalk rounded the corner on Lawrence Hill rd. and connected to the shoulder of a town highway rather than drop pedestrians off at an intersection with VT-100. I understand that alternative V1 for the Village Green would continue that sidewalk, but if done as separate projects, this approach would probably not be eligible for federal funds.

This brings up 2 very important questions. We have asked D&K to develop the different alternatives as different projects, independent of one another. The reasoning is that the Town might be more amenable to fund smaller scale projects individually. For example, addressing the issue of Bunker Hill the first year and the sidewalk/crosswalk on Rte. 100 the next year, and the sidewalk in front of the Little School the next. The lack of eligibility for federal funding is a very big concern.
A- Is there a way that a "phasing in" approach could take place and still be eligible for Federal Funding?
B- Will D&K take into account connectivity that would be eligible for federal funds?

D&K response: Absolutely, D&K will take into account connectivity when developing sections of preferred alternatives that will be phased. This is great feedback from VTrans and that will help us develop the final recommendation, and we understand how important state/federal funding will be for the Town.

When the time comes to recommend phasing of the preferred alternatives, D&K will review the alternatives list with VTrans to confirm that the phasing recommendations would be eligible for federal funding. It is possible that some recommendations will be larger than others, because different pieces of infrastructure need to connect to build a safe pedestrian network. With that said, each alternative should be large enough that on its' own is considered an improvement to connectivity and safety. For example, we suggest the three sidewalks included under the Village Green Sidewalk alternative be combined as one alternative as we feel each piece alone does not encompass enough improvements or connectivity to be considered on its' own as separate alternatives.

It is important to consider when developing alternatives that this is a planning level study. Right now we are coming up with Alternatives to evaluate and present to the Town. Alternatives need to be large enough that each one in itself helps to solve a need in the overall project area. On the flip side, we understand that not every item that the Town would like to pursue will be able to be funded in on construction project so we need to also have alternatives that when broken down individually will meet a need that is currently lacking in the Village, but also are expected to be realistic in regards to funding such a project.

3- Crosswalks
Where are crosswalks actually possible? (Meeting all requirements)

D&K response: At the prior meeting with the Steering Committee there was interest to know what the VTrans crosswalk criteria entailed. Below is a brief summary of the VTrans guidelines and our suggested crosswalks, followed by a recap directly from the VTrans Guidelines for Pedestrian Crossing Treatments.

Summary of guidelines:
While each of the items above is important, key takeaways from the above are the following:

- Crosswalks should not be within 200-feet from another crosswalk on the same roadway.
- In most instances, 20 or more pedestrians should be anticipated to cross at a given crosswalk during the highest pedestrian peak hour.

- The given roadway should have a minimum average annual daily traffic over 3,000 to warrant a crosswalk.
- Not identified above, but connectivity between sidewalks is important. If there is a sidewalk on the west side of the road from point A to point B and then a sidewalk on the east side of the road from point B to point C, a crosswalk would be recommended at point B to allow pedestrians to safely cross the road at this point due to the continuity of traveling along the sidewalk from A to C.

Suggested crosswalks:

- We suggest a new crosswalk where there is a proposed shift in the proposed sidewalk location from the east to west side of the road (or vice versa).
- We will consider a crosswalk in vicinity of the Vermont Country Store, and its' location will depend on potential nearby crossings in the southern or Green area. This project is a bit non-typical in that we are not saying, for example, either a sidewalk on the east or west side, but there are variations in alternative and depending on the alternatives and the adjacent section alternative, the proposed crosswalk location will depend somewhat on the adjacent section proposed alternative location.
- Crosswalk at the VT 100 intersection with Lawrence Hill Road will depend on the location of proposed crosswalk location near the Vermont Country Store and on Lawrence Hill Road at the Little School.
- As discussed below, we suggest input from the Town as to whether they would like to pursue the crosswalk in vicinity of the Little School, and if so, we will check with VTrans on the acceptability of a crosswalk at this location.
- In summary, when we finalize crosswalk location alternative sketches we will propose locations with the above elements in mind.

The following is a recap from the VTrans Guidelines for Pedestrian Crossing Treatments:

a. <u>General.</u>
   i. Sidewalks and curb ramps with detectable warning surfaces on each end of the crossing, or paved shoulder 3-6 feet wide with no parking or other vehicular conflicts (wider shoulders may allow for parking activity, unless within an established no-parking zone).
   ii. No parking within 20' of crosswalk (unless crosswalk is located mid-block with bulbouts).
   iii. Many of the crosswalk criteria sections include a guideline that the AADT exceed 3000 vehicles per day. This criteria is met for VT 100 within the project area. The only potential crosswalk discussed no along VT 100 is along Lawrence Hill Road in vicinity of the Little School. At a school mid-block crossing this requirement is not listed. *VTrans to confirm whether the AADT needs to exceed 3000 for a mid-block crosswalk (not included in school mid-block text, but is included in general section discussing uncontrolled approaches (intersection or mid-block).*
   iv. Not identified as a criteria in all of the scenarios listed below, but in general most state that the speed limit to be 40mph or less. This is not explicitly mentioned in the stop controlled approaches or unmarked crossings sections.

b. <u>Stop controlled approaches:</u>
   i. Pedestrian has right of way by law if there are sidewalks on both sides, whether the crosswalk is marked or not. Crosswalk may be marked to prevent stopped vehicles from obstructing pedestrian crossing path or to remind turning vehicles to yield if engineering judgment indicates that vehicle/pedestrian conflicts are likely.
   ii. No pedestrian crossing signed installed at marked crosswalks nor advance pedestrian warning signs be installed on the stop or yield controlled approaches to an intersection.

c. <u>Uncontrolled approaches at intersections:</u>
   i. For posted speed of 30mph, required sight distance of 200-feet (downgrades require longer stopping distance depending on grade)
   ii. In densely developed areas, one crosswalk may be used to channelize pedestrians to the safest or most desirable crossing location. For this scenario, there is no minimum pedestrian

or vehicular volume if all other criteria are met and engineering judgment indicates that providing the crosswalk may increase the safety of pedestrians.

iii. There are 20 or more pedestrians using the crossing per hour during the highest pedestrian volume hour (elementary school age and elderly pedestrians count as 2 each).

iv. There is not another crosswalk across the same roadway within 200 feet of the intersection.

v. Pedestrian warning signs shall be installed at each end of the crosswalk location. At either end, the sign should be placed in advance of the crosswalk. Advanced warning signs are not typically used in urban areas where pedestrian activity is an expected feature of the driving environment.

d. Uncontrolled approaches at mid-block (non-school):

i. For posted speed of 30mph, required sight distance of 200-feet (downgrades require longer stopping distance depending on grade)

ii. In densely developed areas, one crosswalk may be used to channelize pedestrians to the safest or most desirable crossing location. For this scenario, there is no minimum pedestrian or vehicular volume if all other criteria are met and engineering judgment indicates that providing the crosswalk may increase the safety of pedestrians.

iii. There are 20 or more pedestrians using the crossing per hour during the highest pedestrian volume hour (elementary school age and elderly pedestrians count as 2 each).

iv. There is not another crosswalk across the same roadway within 200 feet of the intersection.

v. A determination has been made that the pedestrian shall have the right of way over the vehicular traffic.

vi. In some situations where the traffic volume and/or pedestrian volume thresholds are not met, it may be determined that pedestrian safety would be enhanced by installing a marked crosswalk. Engineering judgment should be used to locate such a crosswalk. Only one such crosswalk should be considered per village center.

vii. An engineering study should conclude that pedestrian safety will be enhanced by marking the crosswalk.

viii. Pedestrian warning signs shall be installed at each end of the crosswalk location. Advance pedestrian warning signs may be installed.

e. Uncontrolled approaches at mid-block (school):

i. For posted speed of 30mph, required sight distance of 200-feet (downgrades require longer stopping distance depending on grade).

ii. There is NO minimum pedestrian volume requirement for a school mid-block crossing.

iii. There is not another crosswalk across the same roadway within 200 feet.

iv. A trained crossing guard is recommended to be present at the times when there is crossing activity by students.

v. School crossing signs shall be installed (school advance crossing assembly).

f. Unmarked Crossings

i. When criteria for a marked crosswalk are not met, pedestrian warning signs may be installed to alert road users to locations where unexpected entries into the roadway by pedestrians might occur. These signs do not give the pedestrian the right of way over vehicular traffic.

g. Additional Information

i. In-street pedestrian signs – for the given AADT of the project area and speed limit, additional crosswalk enhancements (such as in-street pedestrian signs, pedestrian refuge island, rectangular rapid flashing beacon, etc.) are not suggested to be appropriate.

4- Little School Crosswalk- location

Last option with crosswalk in front of Little School- why is it placed at that location?

D&K response: We heard during the Local Concerns outreach that most people who drive to the Little School will park along the Green and walk to the school from there. This crosswalk was placed here because it is aligned with the front entry way of the Little School, and would funnel people walking between the school and their parked cars to cross in one location. Installing this crosswalk brings up the larger element of

narrowing the "Y" intersection of Park Street & Lawrence Hill. If that were done, the extra space could also be used as a place for a sidewalk connecting the parking area and the Little School. In lieu of a crosswalk in front of the Little School, the alternative including intersection improvements at the VT100/Lawrence Hill intersection can include a crosswalk there instead. Having both a crosswalk in front of the Little School and across Lawrence Hill Road at the VT 100 intersection (if improvements were made at this intersection) would not meet the VTrans crosswalk guidelines.

If the Town would like to pursue this Little School crosswalk, D&K will confirm with VTrans whether or not this pre-school considered a "school" by VTrans or is the "school" designation limited to elementary through high schools, etc. This distinction has different design criteria according to VTrans standards. It is also important to note that this crosswalk can't exist in isolation, it would be one piece of building a larger pedestrian network in the "Village Green" area of the project.

5- Will you be able to synthesize the Alternatives (after meeting w/ Marc Pickering) for area in front of the Village store so these can be presented to business owners when the outreach takes place.

D&K response: D&K will develop a sketch to show to business owners at this location.

PART II: What has happened

1- We have generated and submitted the list of questions for D&K (possible consult Jon Lemieux).
2- We have determined the alternatives we would like to have developed

What needs to happen

Responsibilities for D&K

- D&K responds to our questions
- D&K meets with VTrans (Marc Pickering) to present the alternatives for approval
  D&K will forward responses to questions to both Marc and Jon Lemieux as well as there are a couple items we would like clarification from Jon on from above. We would also like input from the Town on whether they would like to pursue discussion of a crosswalk in front of the Little School. This will need input from VTrans on, but we want to confirm whether this is of interest to the Town as I don't recall if this was discussed at the Steering Committee meeting.
- D&K Shares information with the committee and Synthesizes Alternative for Businesses
  D&K will develop a sketch to show to business owners at the Village store location. This is a Scoping Study, and the appropriate level of detail is to determine the intent of an alternative, if it is feasible, what its' impacts are, and we are not tasked with getting into the details of design.
- D&K develops alternatives
- D&K Presentation in March

Responsibilities for Steering Committee

- Create a Subcommittee know as "**Outreach"** to meet with property/business owners directly affected
- **Outreach** will decide how to approach property/business owners
- Once Alternatives have VTrans approval, D&K will provide **Outreach** with synthesized alternatives for area in front of Village Store (and other businesses that will be affected in that area)
  D&K note: D&K will only be preparing alternative sketch(es) for alternative(s) that we are evaluating. We feel that there will be some sort of alternative in front of the Village Store and will therefore prepare a sketch for that location. However, we need to be careful that we don't offer up alternative sketches for every business owner for every idea that they may come up with, as that is not within our scope. What we all need to keep in mind is that this is a birds-eye scoping level. D&K is not designing the details of any of the alternatives. The goal of this Study is to come up with general alternatives and evaluate them. The specifics of what these will look like comes at a later

date. At this level we are looking to determine if a given alternative is feasible, but we are not tasked with design level input.

- **Outreach** with decide how to meet and what to present (if anything) to the property and business owners
- Make arrangements for March Presentation

DOCUMENTATION OF REMOVING ALTERNATIVES AROUND THE GREEN AND INTERSECTION ALTERNATIVES FROM THE PROJECT ALTERNATIVES FOR THIS PROJECT
Email forwarded from Nicki Pfister on July 27, 2020 with the following as a Word attachment

Hi Jenny,
With the alternative sketches in hand, Geof, Jim, Tim and I met on Friday for a walk through the Village. We looked at the placement of crosswalks presented in the sketches. We also looked for connectivity among the alternatives and came away with some thoughts and suggestions that I will share.

We are on board with the process.
We see the next steps as:
• Meeting of D&K and VTRans for review/approval of the alternatives to be developed
• Meeting of Weston outreach group and Mark Pickering
• Alternatives are developed for presentation
• Public outreach
• Presentation of alternatives to the community
• Community Input

#1 Eliminate V3, V4, V5 (Focus on Rte. 100)
We decided this was not to time to address the 3 intersections in town. We want to table discussion of the 3 intersections and the Green for later date and focus on Rte. 100. The Village Green is a very complicated and emotional issue and probably needs to involve the Selectman.

#2 V1- focus on area along Rte. 100
Leave the area around the Green (and in front of the Little School) for a later time

#3 Include N3 as an alternative to be evaluated
You have a note in the alternative sketches to let you know if N3 is to be evaluated in the meeting with VTrans. We would like this alternative to be evaluated

Observations/Questions about alternatives
(V4) The crosswalk at the bottom of "Bunker Hill" in the area of the Farrar Mansur Museum parking lot is very dangerous. Not one of us felt safe crossing Rte. 100 at that point.

(V2) This does not engage North or South sketches

(S2) & (S3) It appears that the walkway goes up to the VCS- would there be connectivity with the North alternatives? (Example N1).

Questions
There is a strong sense from the group that walking the streets with Mark Pickering would be very beneficial. Would it be possible for Mark to attend the Zoom meeting from Weston (using the conference room at the VCS) for the initial meeting of D&K and VTrans (Weston group observing)? A walk would follow this with Mark Pickering in Weston.

Are angled crosswalks ever used?

We are hoping Tuesday August 4 at 11:00 a.m. will work for the Zoom meeting

Thanks,
Nicki

Friday September 4, 2020
Zoom Meeting- Geof Brown, Jim Linville, Tim Goodwin, Chris Campany, Nicki Pfister

Agenda
A) Review/discussion of Jim's walk-about with Marc Pickering
B) Address questions from Jenny
C) Other topics/issues
D) Next Steps

A) Walkabout
From Jim: The meet-up with Marc Pickering, attended by Almon Crandall, and me was intended to see what (if anything) could be done to widen the road shoulders on Rte 100 prior to next year's paving. I had recalled that perhaps it would be helpful if we (i.e. Almon and the road crew) could scrape some for the infringing dirt off the pavement prior to the paving, but Marc was emphatic that that should not be done by us and that VTrans would take care of it. We did look at the spots on 'Bunker Hill' where the shoulder was narrow and looked at how much we could widen it - in particular on the east side at the bottom of the hill and on the west side where the stone steps lead to 100. In both cases, I think Marc is prepared to do what he can to widen the shoulder, but probably not by more than 9" or so. Still, anything we can get at this point will help folks that walk that stretch. I'm going to make it a point to reach out to Marc next year when we have a better idea of when the paving will happen to refresh his memory.
Pinch points are in front of two homes – one northbound and one southbound. Sidewalks coupled with shoulder would take a lot of room. Primary opportunity to recapture pedestrian space through repaving project is if the current travel lanes are greater than 11 feet from center line to fog line. Repaving project can restripe 11 foot travel lanes (which is state standard). If travel lanes are currently 11 feet then you'll likely be getting what you have now.

B) Questions
1- Question: Work with what we have or add scope fees for Hartgen?
If the Town wants to add in scope/fees for Hartgen to complete a review of the "other" side of the road (original contract only includes one side), or if you want to work with what we have and add a disclaimer in the report where we discuss potential cultural impacts to the "other" side of the road that are not covered in Hartgen's work?
(My feeling here is that we cannot go above budget).
Committee is okay with disclaimer and not doing historical review of west side of Route 100 at this time.

2- Question: Should we keep the alternatives as is, or modify?
At the last conference call I mentioned the potential to modify what we show for alternatives to have all alternatives be iterations of the full length of the project area. *It sounded from your viewpoint that you don't think it is realistic for the northern section to be built.*
Leave as is: Plus side: the costs are broken out by north alternatives and south alternatives… If improvements are made in phases, north being one phase and south being another phase, there is the benefit that the costs would be broken down already if kept as is.
Modify: Plus side: show more clearly on the alternative sketches how the north and south would meld together where the two meet. If you think there will be issues with the caveat that what happens right at the border of the north and south alternatives can vary depending on what the preferred alternative is, then the Town could consider making this change.
Leave as is. Consider adding crosswalk to all N proposals and S4 if allowable.

After the above is confirmed, we can go forward with completing the evaluation of the alternatives - summarize in regards to potential impacts, follow up with Hartgen to have them wrap up their work, coming up with conceptual level cost estimates, etc.

3- Question: Is the Town still planning on reaching out to property owners?
(I believe we decided not to do this).
If they are reaching out to adjacent landowners, is the Town firm on what alternatives we are evaluating or do you want us to hold off on our alternatives evaluations pending these discussions?
Decided not to. Let the democratic process take place.

Nicki will reach out to Jennie about how and when to make presentation to the public given pandemic concerns, and whether an amendment is needed to the agreement between the town and D&K or if a memorandum would suffice.

Addendum- Jim and Tim volunteered to measure the width of the road- see notes below.

Tim and I risked our lives to measure the width of the 'travelled lanes' along Bunker Hill. Executive summary - they are very close to 11' on each side, so there is very little chance that we can pick up any more real estate for the shoulders outside of the fog lines by narrowing the travelled lanes.

We measured from the inside of the fog line to the middle of the double yellow lines in the center of the road. We chose to measure at the four utility poles because they aren't going to change locations anytime soon.

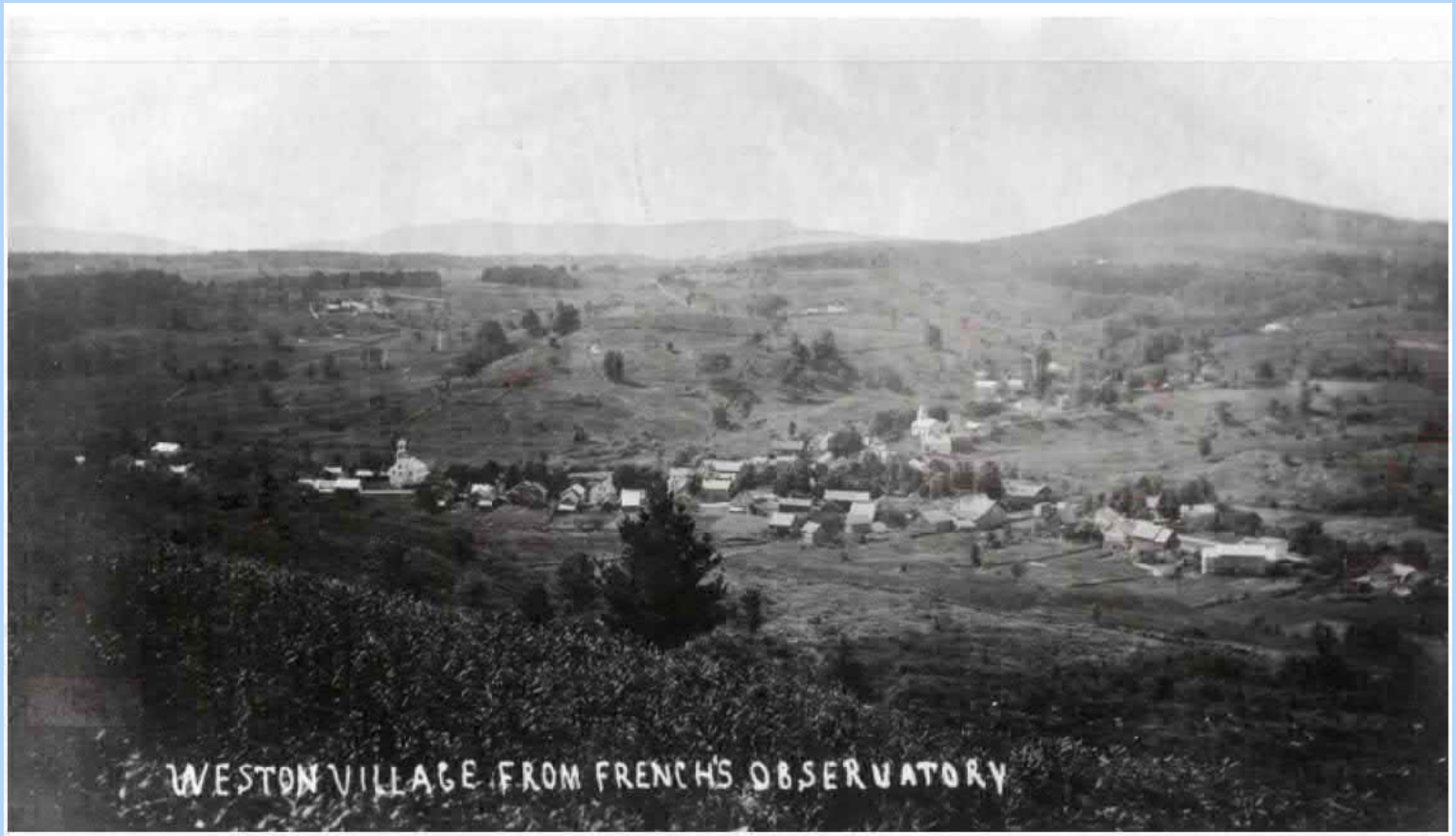
Northmost Pole (#272):	*West side width: 10'9",*	*East side width: 10'9"*
Next Pole (#271):	*11'0",*	*10'0"*
Next Pole (#270):	*9'10",*	*10'10.5"*
Next Pole (#269)	*10'11"*	*12'3"*

We also measured the widths near the entrance to the Mill Yard, where the fog line on the west side ends, and got West: 10'5" and East: 11'9".

Jim

Town of Weston Bicycle and Pedestrian Scoping Study

Alternatives Presentation Meeting
September 20, 2021



c. 1911 view of the Village of Weston (University of Vermont 2011).

DuBois & King inc.

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

- Project Overview
- Project Meetings
- Review Existing Conditions
- Project Alternatives
- Alternatives Evaluation
- Alternatives Presentation Meeting
- Public Informational Meeting
- Planning Study Report

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

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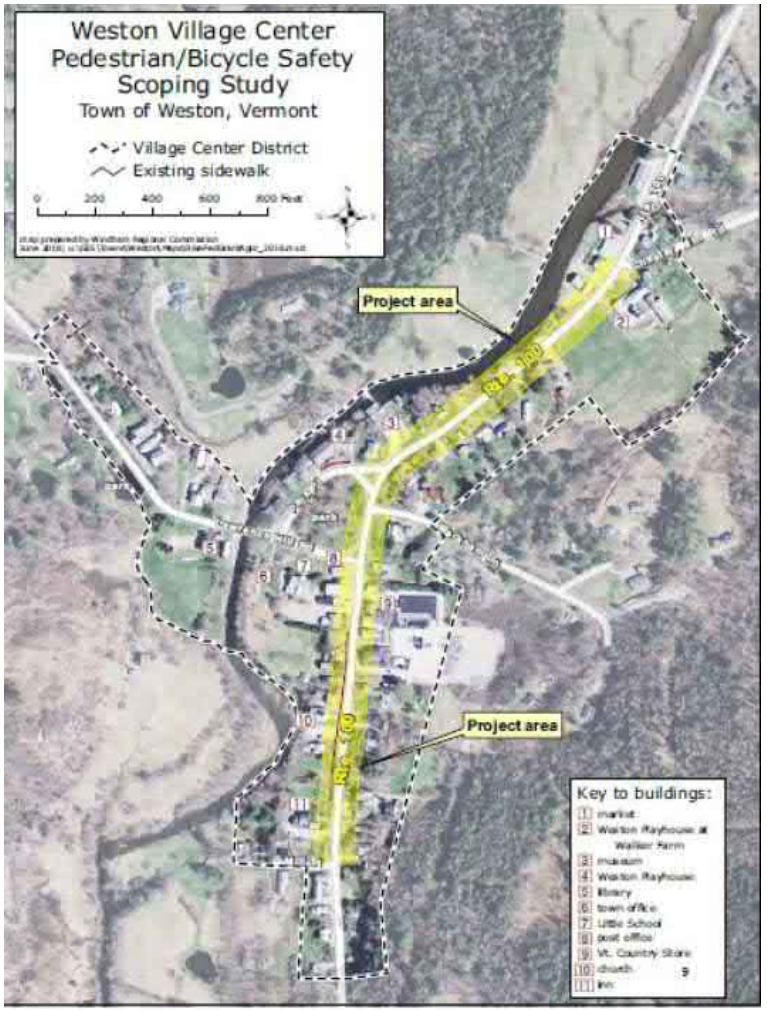
- Funding through the VTrans Bicycle and Pedestrian Grant program.
- Project follows the VTrans Municipal Assistance process.
- Focuses on pedestrian and bicycle connectivity in Weston Village along Route 100.



Project area, as shown in the RFP for this project.

- Project Overview

Purpose and Need Statement

Purpose

The purpose of this project is to identify and develop a preferred alternative for bicycle/pedestrian infrastructure improvements that addresses safety concerns related to pedestrians and bicyclists in the Weston Village Center. The project area includes VT Route 100 from Mill Street at the south end of town to the Weston Market, around Park Street, and along Lawrence Hill from VT 100 to the Wilder Memorial Library. The study is consistent with recommended action items in the Weston Town Plan, adopted in 2016.

The ultimate goals of this project include the following:

- Improve safety of pedestrians/bicyclists within the project area by (1) providing an appropriate infrastructure for non-vehicular travel, (2) reducing conflicts between different modes of travel, and (3) providing clear circulation cues to pedestrians throughout the project area;
- Provide a safe location for pedestrians to cross VT Route 100 in the Village where there are destinations on both sides of the road but no safe means for crossing the road; and
- Improve accessibility to all persons by providing ADA compliant infrastructure.

Need

The need to improve the safety of Weston's pedestrian and bicyclist circulation in the Village is clear. Although this need exists year round, it is exacerbated by a number of factors. These include: the influx of seasonal tourists; special events taking place on the Green, at the Church on the Hill, the Old Parish Church, and the Playhouse; as well as the increased foot traffic between the Weston Playhouse and the Weston Playhouse at Walker Farm.

Residents have a strong sense of pride and community in Weston, but overwhelmingly see a need for improved safety of pedestrians and bicyclists in Weston. Project needs include the following:

- The only existing pedestrian/bicycle infrastructure in the Village include remnants of a sidewalk along VT Route 100 in the Village which are in disrepair and do not meet standards, and a sidewalk on Lawrence Hill Road Bridge with no connecting sidewalks on either side;
- No existing crosswalks in the Village;
- A number of conflict points that are confusing and dangerous, increasing safety concerns for bicycle/pedestrian traffic because there are no designated places for them to be along the road, including the following:
    a. Parking area in front of the Post Office,
    b. Traffic circulation is not clear at the three "Y" intersections,
    c. Cars backing out of the Weston Marketplace,
    d. School bus drop-off/pick up and parking at the Little School, and
    e. Narrow shoulders combined with poor sight lines between the Weston Playhouse and Weston Playhouse at Walker Farm.
- Public perception of high traffic speeds of vehicles coming into the village.

Purpose and Need Statement

One page P&N Statement was developed with input from Town, Steering Committee, Windham Regional Commission and VTrans, summarized below (full P&N Statement will be in Scoping Report).

- Purpose: identify and develop a preferred alternative for bike/ped infrastructure improvements that address safety concerns related to peds/bikes in the Village Center
- Need: Existing remnants of sidewalks along VT 100 are in disrepair and do not meet standards, no existing crosswalks, a number of conflict points.

- Project Overview
- Project Meetings
- Review Existing Conditions
- Project Alternatives
- Alternatives Evaluation
- Alternatives Presentation Meeting
- Public Informational Meeting
- Planning Study Report

Project Meetings and Collaboration

- ✓ Kick-Off Meeting (7/23/2019)
- ✓ Local Concerns Meeting (9/19/2019)
- ✓ Coordination between steering committee and VTrans regarding alternatives (Jan 2020)
- ✓ Project Committee Meeting (7/22/2020) to discuss alternatives
- ✓ Site visit between member of Steering Committee and VTrans District staff (8/20/2020)
- ✓ Steering Committee Meeting (9/4/2020)
- ✓ Alternatives Presentation Meeting (today)

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

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** NOTE: Photos taken prior to 2021 VTrans paving project along VT 100. Current shoulder widths may vary from shown **

North Section

Northwest shoulder: 4' (varies)
11' travel lanes
Southeast shoulder: 3' (varies)
Width outside road to ROW:
9.5'-11' (approx.)

South Section

West shoulder: 9' (varies)
11' travel lanes
East shoulder: 4-5' (varies)
Width outside road to ROW:
within parking area on left,
8.75'-9.75' on east side

East/West shoulders: 4' (varies)
11' travel lanes
Width outside road to ROW: 9.75'

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Review Existing Conditions – South Section

Parking

Nearby wood curb

Narrow concrete "mini-sidewalk" adjacent to road from Church to Village Christmas Shop

Short retaining wall likely to be needed, Steps to house

Steps to house

Existing narrow sidewalk

Pole

Fence

Pole

Gallery sign

Existing curb

Granite and Wood posts, path to building

Catch basin

Pole

Stone wall

Pole

Catch basin

Pole

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

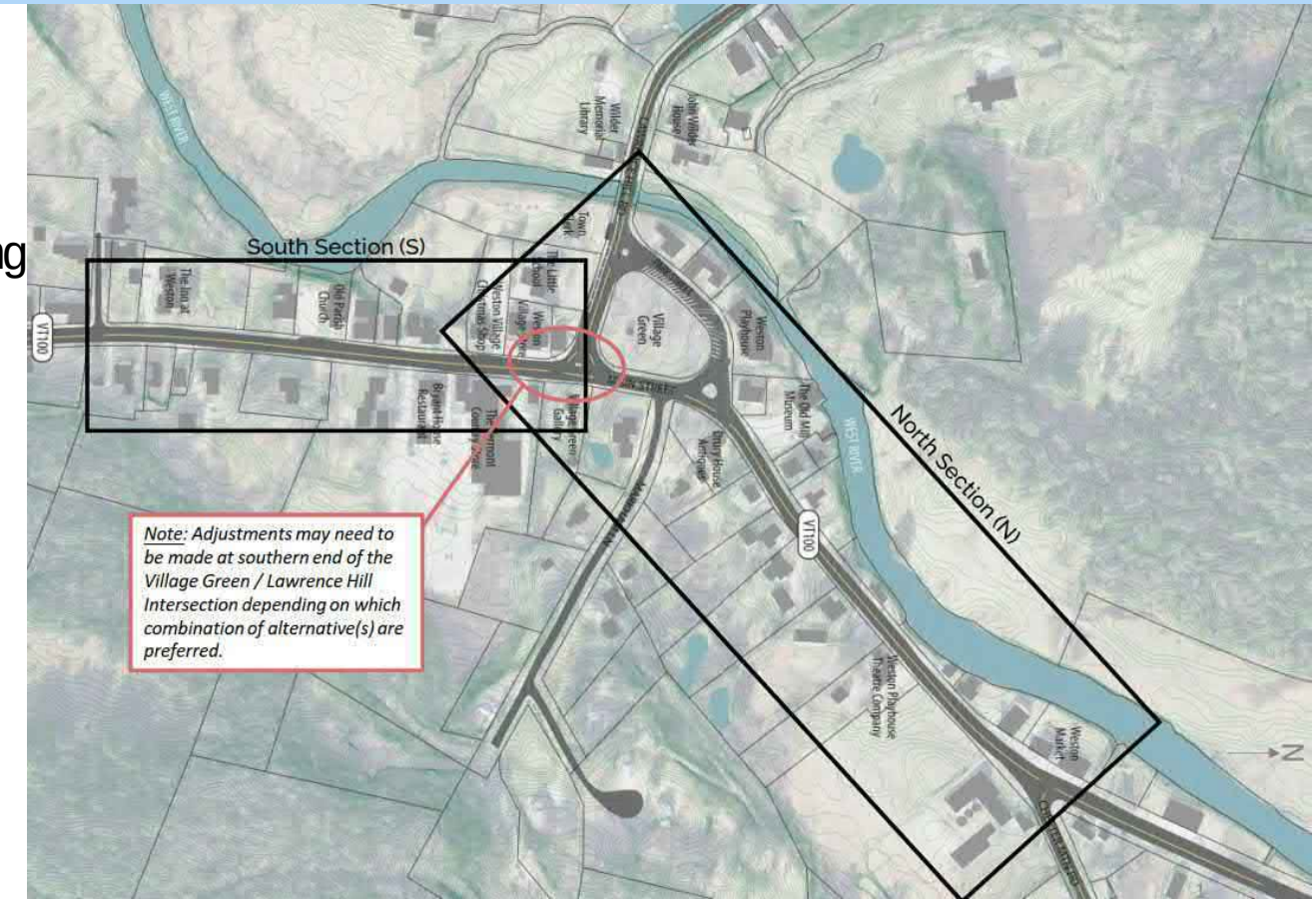
Review Existing Conditions – North Section

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

- Project Overview
- Project Meetings
- Review Existing Conditions
- **Project Alternatives**
- Alternatives Evaluation
- Alternatives Presentation Meeting
- Public Informational Meeting
- Planning Study Report

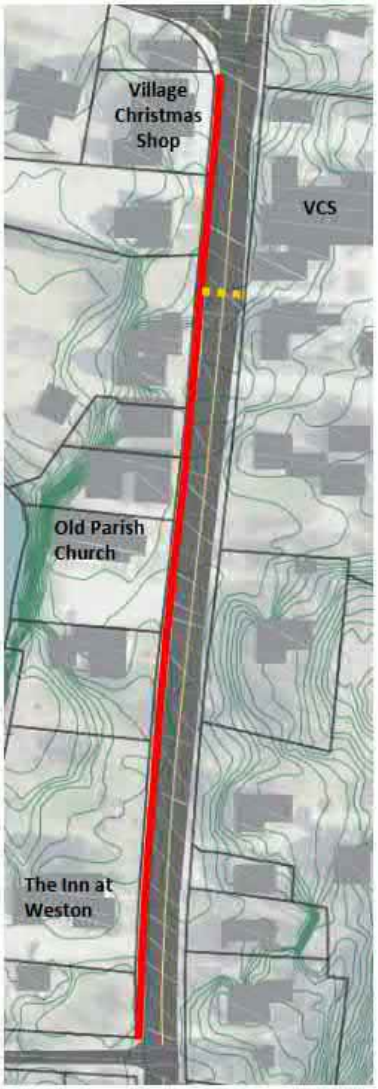
Project Alternatives

Note: Original Alternatives included alternatives at (1) the three intersections around the green, and (2)alternatives around the Village Green on Park Street and Lawrence Hill Road. These alternatives were taken out, per direction of the Town, in order to focus on VT 100 Alternatives.



Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Project Alternatives - South



S1: Curbed sidewalk on west side of VT100, new crosswalk in vicinity of the Vermont Country Store.

S2: Curbed sidewalk on both sides of VT100 between southern end of Vermont Country Store and Green, new crosswalk at southern end of VCS.

S3: Curbed sidewalk on west side from southern terminus to vicinity of VCS, new crosswalk at southern end of VCS, and extend sidewalk on east side headed north to Green.

S4: Widen shoulders on both sides of VT100 for improved safety.

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Project Alternatives - South

S1 - Curbed sidewalk on west side of VT 100

S2 - Curbed sidewalk on both sides of VT 100 south of green for approximately 190'

S3 - Curbed sidewalk on west side on southern end, switching to east side south of Vermont Country Store to green

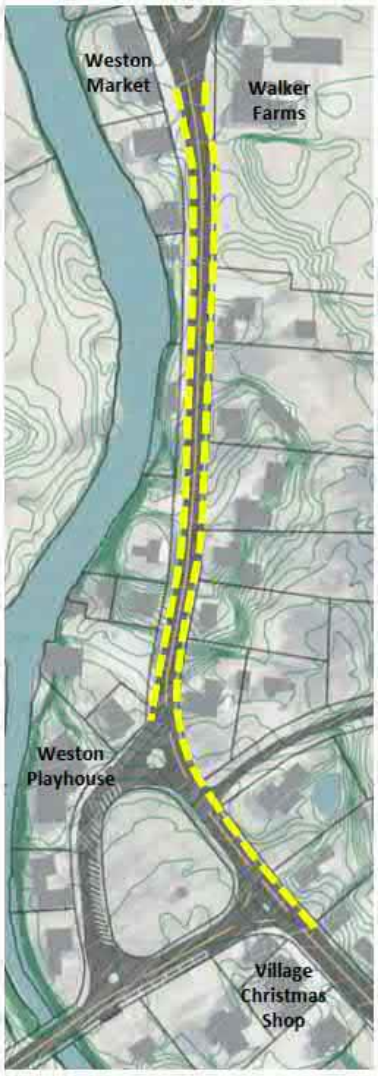
S4 - Widen shoulders on both sides of VT 100

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Project Alternatives - North

N1: Curbed sidewalk on east side of VT100.

N2: Curbed sidewalk on west side of VT100. New crosswalk at Walker Farms and across VT 100 at Park Street.



N3: Widen shoulders on both sides of VT100 for improved safety.

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Project Alternatives - North

N1 - Curbed sidewalk on east side of VT 100

N2 - Curbed sidewalk on west side of VT 100

N3 - Widen shoulders on both sides of VT 100

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Project Alternatives

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

- Project Overview
- Project Meetings
- Review Existing Conditions
- Project Alternatives
- Alternatives Evaluation
  - environmental resources

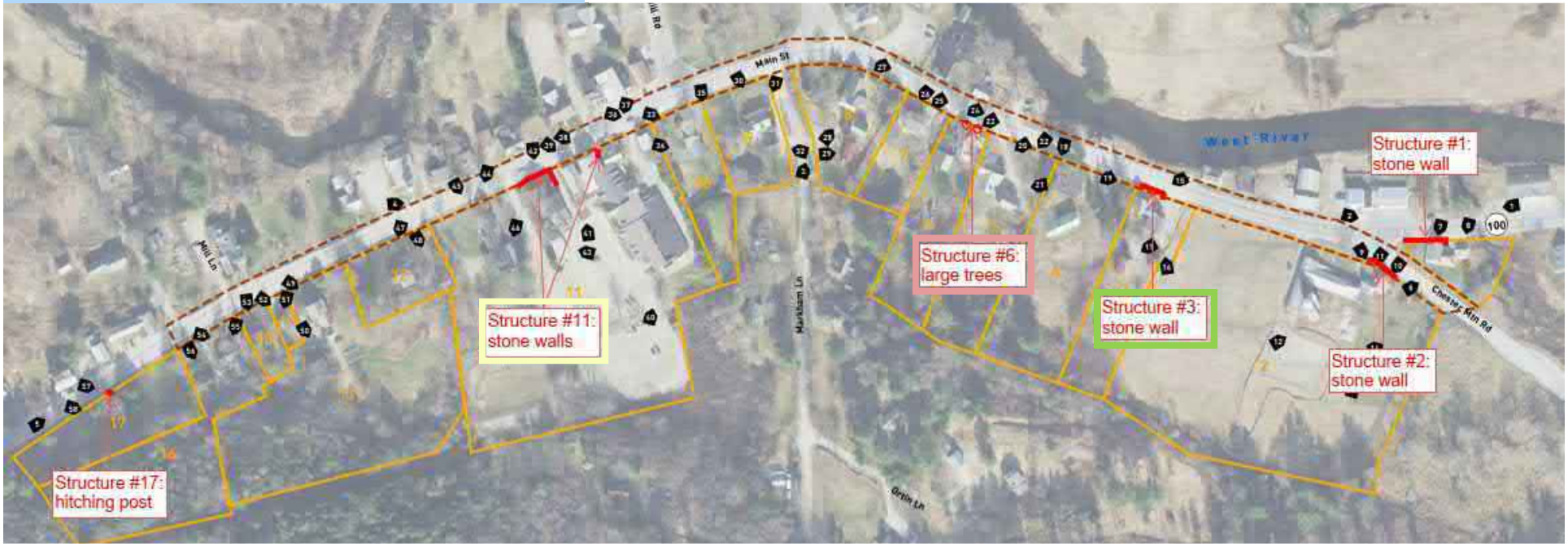
- Wetland, Class 2
- Floodplain
- Rare, threatened, or endangered species
- Habitat Block (typ)
- Soils, Prime Ag (statewide)
- Soils, Hydric
- River Corridor
- Wetland project
- Hazardous Site
- Underground Storage Tank

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Note: Only the east side of the road was evaluated due to funding constraints. At the onset of the project, only the west side was included in the Hartgen review budget.

- Project Overview
- Project Meetings
- Review Existing Conditions
- Project Alternatives
- Alternatives Evaluation
  - environmental resources
  - cultural resources

Text from Hartgen's Historic Resource Identification Report: "There are no anticipated project impacts to any of these structures. Project impacts to landscape elements, including the stone walls associated with Structures 1, 2, 3, and 11; the hitching post associated with Structure 17; and the large trees associated with Structure 6, should be avoided."



Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Opinion of Probable Construction Costs (Conceptual)

Weston Scoping Study
Opinion of Probable Construction Cost
For Project Alternatives

				South Section								North Section					
				- S1 - Sidewalk on west side		- S2 - Sidewalks on both sides of road for shortened length south of Green		- S3 - Sidewalk on west side along south end, and east side along north end		- S4 - Widened shoulders on both sides		- N1 - Sidewalk on east side		- N2 - Sidewalk on west side		- N3 - Widened shoulders on both sides	
Item	Description	Unit	Unit Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost
*	Concrete Walk, No Curb	LF	$184														
*	Concrete Walk, Concrete Curb	LF	$277	1010	$279,770	500	$138,500	1010	$279,770			1310	$362,870	1195	$331,015		
201.15	Removing medium trees	EA	$700									4	$2,800				
203.15	Common Excavation	CY	$14							750	$10,500					930	$13,020.00
203.16	Solid Rock Excavation	CY	$100	24	$2,400	0.19	$19	24	$2,400					7	$704		
203.28	Excavation of Surfaces and Pavements	CY	$27	65	$1,755	65	$1,755										
203.30	Earth Borrow	CY	$17														
301.15	Subbase of gravel	CY	$35							565	$19,775.00					610	$21,350.00
402.12	Aggregate shoulders	TON	$35							315	$11,025.00					340	$11,900.00
404.65	Emulsified asphalt	CWT	$29							12	$348					15	$435
406.25	Bituminous concrete pavement	TON	$200	110	$22,000	110	$22,000			392.688	$78,538					425.736	$85,147
604.20	Catch basin with grate	EA	$3,800														
604	Remove / replace catch basin	EA	$5,000														
604.412	Rehab CB, Class 1	EA	$1,300			2	$2,600	2.00	$2,600			6	$7,800				
616.41	Removal of Existing Curb	LF	$6			70	$420	70	$420								
617.10	Relocate Mailbox, single support	EA	$150									2	$300				
620.50	Remove and reset fence	LF	$20	130	$2,600			130	$2,600			60	$1,200				
635.11	Mobilization / Demobilization	LS	8%	---------- included in sidewalk cost ----------						1	$11,785.45	included in walk cost				1	$13,239.58
641.10	Traffic Control	LS	varies	---------- included in sidewalk cost ----------						1	$8,000	included in walk cost				1	$8,000
646.40	Durable 4" white line	LF	$0.75							1510	$1,133					2190	$1,643
646.504	Durable crosswalk marking, polyurea	LF	$21	28	$588	28	$588	28	$588					94	$1,974		
653	Erosion Control	LS	varies	---------- included in sidewalk cost ----------							$2,000	---------- included in walk cost ----------					$2,000
675.2	Traffic Signs, Type A	SF	$14	12.5	$175	12.5	$175	12.5	$175					37.5	$525		
675.341	Square tube sign post and anchor	LF	$10	30	$300	30	$300	30	$300					90	$900		
900.645	SP, Class A Restoration of Growth)	LS	varies	---------- included in sidewalk cost ----------						1	$16,000	---------- included in walk cost ----------				1	$22,000
900.645	New retaining wall	SF	$500											320	$160,000		
900.645	Site Work for Sidewalk Construction	LS	varies						$1,200						$6,100		
900.670	Relocate Existing Stone Wall	SF	$300									310	$93,000				
900.645	Contingency for additional drainage work	LS	varies		$13,989		$6,925		$13,989				$18,144		$16,551		
	Subtotal Construction				$323,577		$173,282		$304,042		$159,104		$486,114		$517,768		$178,734
	20% Contingency on Alternative Specific Items				$10,000		$10,000		$5,000		$35,000		$25,000		$40,000		$40,000
	Opinion of Probable Construction Cost, Conceptual				$333,577		$183,282		$309,042		$194,104		$511,114		$557,768		$218,734
	Preliminary Engineerin and Administration Costs**		22%		$73,000		$40,000		$68,000		$43,000		$112,000		$123,000		$48,000
	Construction Admin**		14%		$47,000		$26,000		$43,000		$27,000		$72,000		$78,000		$31,000
	Non-Construction Related Project Costs				$120,000		$66,000		$111,000		$70,000		$184,000		$201,000		$79,000
			subtotal		$453,577		$249,282		$420,042		$264,104		$695,114		$758,768		$297,734
Rounded Total (Excluding ROW), concrete																	
	concrete curb			$455,000		$250,000		$425,000		$265,000		$700,000		$760,000		$300,000	
	granite curb			$515,000		$280,000		$485,000				$780,000		$830,000			

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

Evaluation Matrix

		South Section					North Section			
		- S1 - Sidewalk on west side	- S2 - Sidewalks both sides of road for shortened length	- S3 - Sidewalk switches from west to east side	- S4 - Widened shoulders on both sides	- S5 - No Build	- N1 - Sidewalk on east side	-N2 - Sidewalk on west side	- N3 - Widened shoulders on both sides	- N4 - No Build
COSTS	Construction	$334,000	$184,000	$310,000	$195,000	$0	$512,000	$558,000	$219,000	$0
	Engineering + Resident Engineer	$120,000	$66,000	$111,000	$70,000	$0	184000	201000	79000	$0
	Rounded Total (NOT Including ROW)	$455,000	$250,000	$425,000	$265,000	$0	$700,000	$760,000	$300,000	$0
PROJECT GOALS	Improved Bicycle Safety	No	No	No	Significant	No	No	No	Significant	No
	Improved Pedestrian Safety	Significant	Partial	Significant	Minimal	No	Significant	Significant	Minimal	No
	Safe pedestrian crossing	Yes	Yes	Yes	No	No	No	Yes	No	No
	Improve accessibility	Yes	Partial	Yes	No	No	Yes	Yes	No	No
GENERAL IMPACTS	ROW Impacts	Yes	Yes	minimal	-	-	minimal	minimal	-	-
	Property Impacts	Yes	Yes	Yes	-	-	Yes	Yes	Yes	-
	Maintenance Needed	Yes	Yes	Yes	-	-	Yes	Yes	-	-
ENVIRONMENTAL / CULTURAL	Stormwater	Yes	Yes	Yes	minimal	-	Yes	Yes	Minimal	-
	NEPA	CE	CE	CE	Potential CE	-	CE	CE	Potential CE	-
	Agricultural Lands	-	-	-	-	-	Prime (statewide) soils	Prime (statewide) soils	Prime (statewide) soils	-
	Hazardous Materials	SW corner of VT100 / Lawrence Hill Rd	SW corner of VT100 / Lawrence Hill Rd	-	-	-	-	-	-	-
	Floodplains	-	-	-	-	-	Portion of flood zone AE on north end	Portion of flood zone AE on north end	Portion of flood zone AE on north end	-
	Shoreland	-	-	-	-	-	-	-	-	-
	Fish & Wildlife	-	-	-	-	-	-	-	-	-
	Rare, Threatened & Endangered Species	-	-	-	-	-	-	unlikely	unlikely	-
	Public Lands - Sect. 4(f)	-	-	-	-	-	-	-	-	-
	LWCP - Sect. 6(f)	-	-	-	-	-	-	-	-	-
	Managed Lands	-	-	-	-	-	-	-	-	-
	Wetlands	-	-	-	-	-	-	-	-	-
	Cultural	TBD	stone walls at structure 11	TBD	unlikely	-	Stone wall at structure 3 Trees at structure 6	TBD	unlikely	
PERMITS	NEPA	CE	CE	CE	Potential CE	-	CE	CE	Potential CE	-
	Act 250	-	-	-	-	-	-	-	-	-
	Section 404 - Wetlands (USACOE)	-	-	-	-	-	-	-	-	-
	Section 401 - Water Quality Certification	-	-	-	-	-	-	-	-	-
	State Wetlands Permit	-	-	-	-	-	-	-	-	-
	Stream Alteration Permit	-	-	-	-	-	-	-	-	-
	Construction Phase Stormwater Discharge Permit	-	-	-	-	-	-	-	-	-
	Operational Phase Stormwater Discharge Permit	-	-	-	-	-	-	-	-	-
	Lakes & Ponds	-	-	-	-	-	-	-	-	-
	Rare, Threatened & Endangered Species	-	-	-	-	-	-	-	-	-
	Section 1111 Permit	Yes	Yes	Yes	Yes	-	Yes	Yes	Yes	-

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

- Project Overview
- Project Meetings
- Review Existing Conditions
- Project Alternatives
- Alternatives Evaluation
- Alternatives Presentation Meeting
- Public Informational Meeting
- Planning Study Report

Alternatives Presentation Meeting (today)

Goal: Solicit input on the alternatives being presented. Gather a sense of community support for various alternatives.

Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting

- Project Overview
- Project Meetings
- Review Existing Conditions
- Project Alternatives
- Alternatives Evaluation
- Alternatives Presentation Meeting
- Public Informational Meeting
- Scoping Study Report

Next Steps:

- Community Survey

https://www.surveymonkey.com/r/WestonBikePedScoping

- Draft Scoping Study Report
- Public Informational Meeting
- Final Scoping Study Report

Town of Weston Bicycle and Pedestrian Scoping Study
Alternatives Presentation Meeting
Questions? Comments!

Jenny Austin, P.E. – DuBois & King, Inc. – jaustin@dubois-king.com
Nicki Pfister, Town of Weston, Chair of Steering Committee for this project, npfister@comcast.net

APPENDIX

B. SPEED AND TRAFFIC DATA

TRAFFIC COUNT SUMMARY

Windham Regional Commission

Main Street/Route 100

south of Chester Mountain Road

Town of Weston, Vermont

Dates: Friday, September 27th—Saturday, October 5th

Posted Speed Limit: 30 mph

Facing north on Main Street/Route 100

VOLUME

Number of Vehicles per Day

Daily Average	3373
Week Day Average	3203
Weekend Day Average	3712

SPEED

Average Speed	30 mph
85th Percentile	36 mph
Percent of Vehicles > 50 mph	0.1%

VEHICLES BY CLASS

Class 2 Passenger Cars — 2 axles, can have 1 or 2 axle trailers	68.9%
Class 3 Pickups, Vans — 2 axles, 4 tire single units. Can have 1 or 2 axle trailers	20.7%
Class 5 Single Unit Axle Trucks — 2 axles, 6 tires (dual rear tires), single unit	3.7%
Other Classes — Including motorcycles, busses, and vehicles with 3 or more axles	6.7%

139 Main Street, Suite 505 / Brattleboro, VT 05301 / Phone: (802) 257-4547 / www.windhamregional.org

TRAFFIC COUNT SUMMARY

Windham Regional Commission

Main Street/Route 100

200 feet north of the village green

Town of Weston, Vermont

Dates: Friday, September 27th—Saturday, October 5th

Posted Speed Limit: 30 mph

Facing south on Main Street/Route 100

VOLUME

Number of Vehicles per Day

Daily Average	3406
Week Day Average	3221
Weekend Day Average	3776

SPEED

Average Speed	29 mph
85th Percentile	34 mph
Percent of Vehicles > 50 mph	0%

VEHICLES BY CLASS

Class 2 Passenger Cars — 2 axles, can have 1 or 2 axle trailers	60.2%
Class 3 Pickups, Vans — 2 axles, 4 tire single units. Can have 1 or 2 axle trailers	21.1%
Class 5 Single Unit Axle Trucks — 2 axles, 6 tires (dual rear tires), single unit	12.0%
Other Classes — Including motorcycles, busses, and vehicles with 3 or more axles	6.7%

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TRAFFIC COUNT SUMMARY

Windham Regional Commission

Main Street/Route 100

south of the Old Parish Church

Town of Weston, Vermont

Dates: Friday, September 27th—Saturday, October 5th

Posted Speed Limit: 30 mph

Facing north on Main Street/Route 100

VOLUME

Number of Vehicles per Day

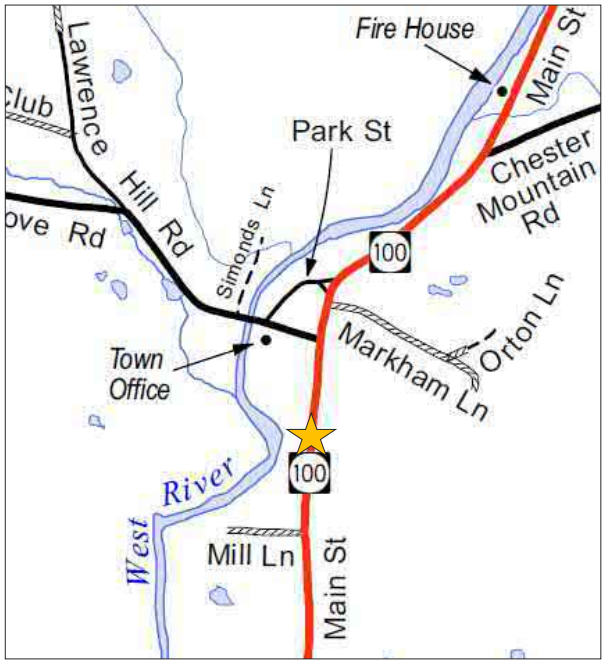
Daily Average	3332
Week Day Average	3107
Weekend Day Average	3781

SPEED

Average Speed	31 mph
85th Percentile	37 mph
Percent of Vehicles > 50 mph	0.2%

VEHICLES BY CLASS

Class 2 Passenger Cars — 2 axles, can have 1 or 2 axle trailers	62.9%
Class 3 Pickups, Vans — 2 axles, 4 tire single units. Can have 1 or 2 axle trailers	19.7%
Class 5 Single Unit Axle Trucks — 2 axles, 6 tires (dual rear tires), single unit	10.1%
Other Classes — Including motorcycles, busses, and vehicles with 3 or more axles	7.3%



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2020 (Route Log) AADTs

VERMONT AGENCY OF TRANSPORTATION
HIGHWAY DIVISION
TRAFFIC RESEARCH UNIT

July 2021

DEFINITIONS AND ABBREVIATIONS

ROUTE	Federal Aid Route Number for roadway segment
FC	Functional Classification: 1 = Interstate 2 = Principle Arterial – Other Freeways and Expressways 3 = Principle Arterial – Other 4 = Minor Arterial 6 = Minor Collector 5 = Major Collector
R/U	Designates whether roadway segment is classified as Rural or Urban. When appearing in Begin Number or End Number columns, indicates that the roadway classification changes either from Rural to Urban, or Urban to Rural at the corresponding mile marker.
TOWN	Town or City name
ROUTE NAME	Generally the E911 name assigned to the road
BEGIN MM	Town based mile marker at beginning of roadway segment
BEGIN NAME	Name(s) of roadway(s) that intersect the route at the beginning of roadway segment, or description/explanation of location that denotes the beginning of the roadway segment
BEGIN NUMBER	Type and numerical designation of roadway(s) that intersect the route at the beginning of roadway segment, or description/explanation of location that denotes the beginning of the roadway segment
END MM	Town based mile marker at end of roadway segment
END NAME	Name(s) of roadway(s) that intersect the route at the end of roadway segment, or description/explanation of location that denotes the beginning of the roadway segment
END NUMBER	Type and numerical designation of roadway(s) that intersect the route at the beginning of roadway segment, or
ATR	Automatic Traffic Recorder (ATR) station number in traffic section
PERM	If the ATR is a permanent traffic counter, denotes the type of traffic counter in the segment: CTC: Continuous Traffic Counter WIM: Weigh in Motion Site
AADT	Annual Average Daily Traffic
STATUS	This identifies the AADT as either actual or estimated: A: Actual traffic count conducted in the current year E: Estimate based on either a growth factor applied to a prior year count or based on traffic data from adjacent traffic sections

Frequently used abbreviations:

CL: City Line	MC: Major Collector	HPMS: Highway Performance Monitoring System
SL: State Line	FAU: Federal Aid Urban	R/U: Rural Urban Limit
TL: Town Line	TH: Town Highway	

VERMONT AGENCY OF TRANSPORTATION
HIGHWAY DIVISION
Traffic Research Unit

					BEGIN			END					2019		2020	
ROUTE	FC	R/U	TOWN	ROUTE NAME	MM	BEGIN NAME	BEGIN NUMBER	MM	END NAME	END NUMBER	ATR	PERM	AADT	STATUS	AADT	STATUS
V078	5	R	SWANTON		7.678	I 89 RAMPS C/D: EXIT 21	I089-NR021C/I089-NR021D	8.072	TORRIE RD	TH59	F037		5178	E	4386	E
V078	5	R	SWANTON		8.072	TORRIE RD	TH59	8.135	HIGHGATE TL	TL			3380	E	2863	E
V078	5	R	HIGHGATE		0	SWANTON TL	TL	2.352	CARTER HILL RD	MC0300	F327		3380	E	2863	E
V078	5	R	HIGHGATE		2.352	CARTER HILL RD	MC0300	2.876	HIGHGATE FALLS RD	VT207 S	F325		3909	E	3311	E
V078	5	R	HIGHGATE		2.876	HIGHGATE FALLS RD	VT207 S	3.16	VT 207 N	VT207 N			5122	E	4338	E
V078	5	R	HIGHGATE		3.16	VT 207 N	VT207 N	4.648	FRANKLIN RD	MC0301			3784	E	3205	E
V078	5	R	HIGHGATE		4.648	FRANKLIN RD	MC0301	7.735	SHELDON TL	TL	F322		1604	E	1359	E
V078	5	R	SHELDON		0	HIGHGATE TL	TL	1.841	VT 105	VT105	F335		1711	E	1449	E
V100	5	R	STAMFORD		0	MASSACHUSETTS SL	SL	0.815	JEPSON RD	TH2	B132		2433	E	2353	A
V100	5	R	STAMFORD		0.815	JEPSON RD	TH2	2.233	OLD MAIN RD	TH25	B133		1503	E	1273	E
V100	5	R	STAMFORD		2.233	OLD MAIN RD	TH25	5.752	READSBORO TL	TL	B067		933	E	790	E
V100	5	R	READSBORO		0	STAMFORD TL	TL	2.193	VT 8	VT8	B134		933	E	790	E
V100	5	R	READSBORO		2.193	VT 8	VT8	6.853	BRANCH HILL RD	TH3	B197		672	E	569	E
V100	5	R	READSBORO		6.853	BRANCH HILL RD	TH3	7.232	DEPOT ST	TH4	B199		662	E	561	E
V100	5	R	READSBORO		7.232	DEPOT ST	TH4	8.038	WHITINGHAM TL	TL			652	E	552	E
V100	5	R	WHITINGHAM		0	READSBORO TL		4.041	SCHOOL ST	TH17	X119		652	A	552	E
V100	5	R	WHITINGHAM		4.041	SCHOOL ST	TH17	7.638	VT 112	VT112	X042		847	E	717	E
V100	4	R	WHITINGHAM		7.638	VT 112	VT112	9.492	WILMINGTON CROSS RD	TH3	X117		1834	E	1553	E
V100	4	R	WHITINGHAM		9.492	WILMINGTON CROSS RD	TH3	10.73	WILMINGTON TL	TL			1834	E	1553	E
V100	4	R	WILMINGTON		0	WHITINGHAM TL	TL	2.469	VT 9 E (JOINS VT 9 FOR 1.1 MI)	VT9	X043		2974	E	2519	E
V100	4	R	WILMINGTON		2.469	VT 9 W	VT9	6.372	E DOVER RD	MC0106	X190		6140	E	5201	E
V100	4	R	WILMINGTON		6.372	E DOVER RD	MC0106	7.302	DOVER TL	TL			3636	E	3080	E
V100	4	R	DOVER		0	WILMINGTON TL	TL	0.869	DORR FITCH RD	MC0104			3636	E	3080	E
V100	4	R	DOVER		0.869	DORR FITCH RD	MC0104	2.159	BLUE BROOK RD	TH8	X064	CTC	4761	A	4347	A
V100	4	R	DOVER		2.159	BLUE BROOK RD	TH8	3.594	SOUTH ACCESS RD	MC0221	X044		3955	E	3350	E
V100	4	R	DOVER		3.594	SOUTH ACCESS RD	MC0221	5.547	STRATTON TL	TL			1105	E	936	E
V100	4	R	STRATTON		0	DOVER TL	TL	1.337	WARDSBORO TL	TL	X328		1105	E	936	E
V100	4	R	WARDSBORO		0	STRATTON TL	TL	7.373	JAMAICA TL	TL	X045		1105	A	936	E
V100	4	R	JAMAICA		0	WARDSBORO TL	TL	3.593	VT 30 S (JOINS VT 30 FOR 8.1 MI)	VT30	X325		1105	E	936	E
V100	4	R	JAMAICA		3.593	VT 30 N	VT30	4.556	LONDONDERRY TL	TL			2874	E	2434	E
V100	4	R	LONDONDERRY		0	JAMAICA TL	TL	2.997	MIDDLETOWN RD/MAIN ST	TH5/TH2	X115		2874	E	2434	E
V100	4	R	LONDONDERRY		2.997	MIDDLETOWN RD/MAIN ST	TH5/TH2	5.814	VT 11 S (JOINS VT 11 FOR 0.4 MI)	VT11	X114		1974	E	1672	E
V100	4	R	LONDONDERRY		5.814	VT 11 N	VT11	7.646	WESTON TL	TL			2101	E	1780	E
V100	4	R	WESTON		0	LONDONDERRY TL	TL	0.337	JOHNSONVILLE RD/WOODCOCK RD	TH34/TH48			2101	E	1780	E
V100	4	R	WESTON		0.337	JOHNSONVILLE RD/WOODCOCK RD	TH34/TH48	3.157	LAWRENCE HILL RD	MC0120	Y487		3052	A	2585	E
V100	4	R	WESTON		3.157	LAWRENCE HILL RD	MC0120	5.035	OLD COUNTRY RD	TH11	Y429		3423	A	2899	E
V100	4	R	WESTON		5.035	OLD COUNTRY RD	TH11	6.554	VT 155	VT155	Y390		2361	E	2000	E
V100	4	R	WESTON		6.554	VT 155	VT155	8.399	ANDOVER TL	TL	Y476	CTC	1299	A	1123	A
V100	4	R	ANDOVER		0	WESTON TL	TL	0.208	LUDLOW TL	TL			1299	E	1123	E
V100	4	R	LUDLOW		0	ANDOVER TL	TL	1.738	ANDOVER RD/WRIGHT RD	TH1/TH63	Y364		1159	E	982	E
V100	4	R	LUDLOW		1.738	ANDOVER RD/WRIGHT RD	TH1/TH63	4.447	HEMINGWAY HILL	TH350	Y363		1966	A	1665	E
V100	4	R	LUDLOW		4.447	HEMINGWAY HILL	TH350	4.85	BRIDGE ST	TH338	Y210		2246	E	1902	E

APPENDIX

C. CRASH DATA

High Crash Location Report: Sections and Intersections

2012-2016

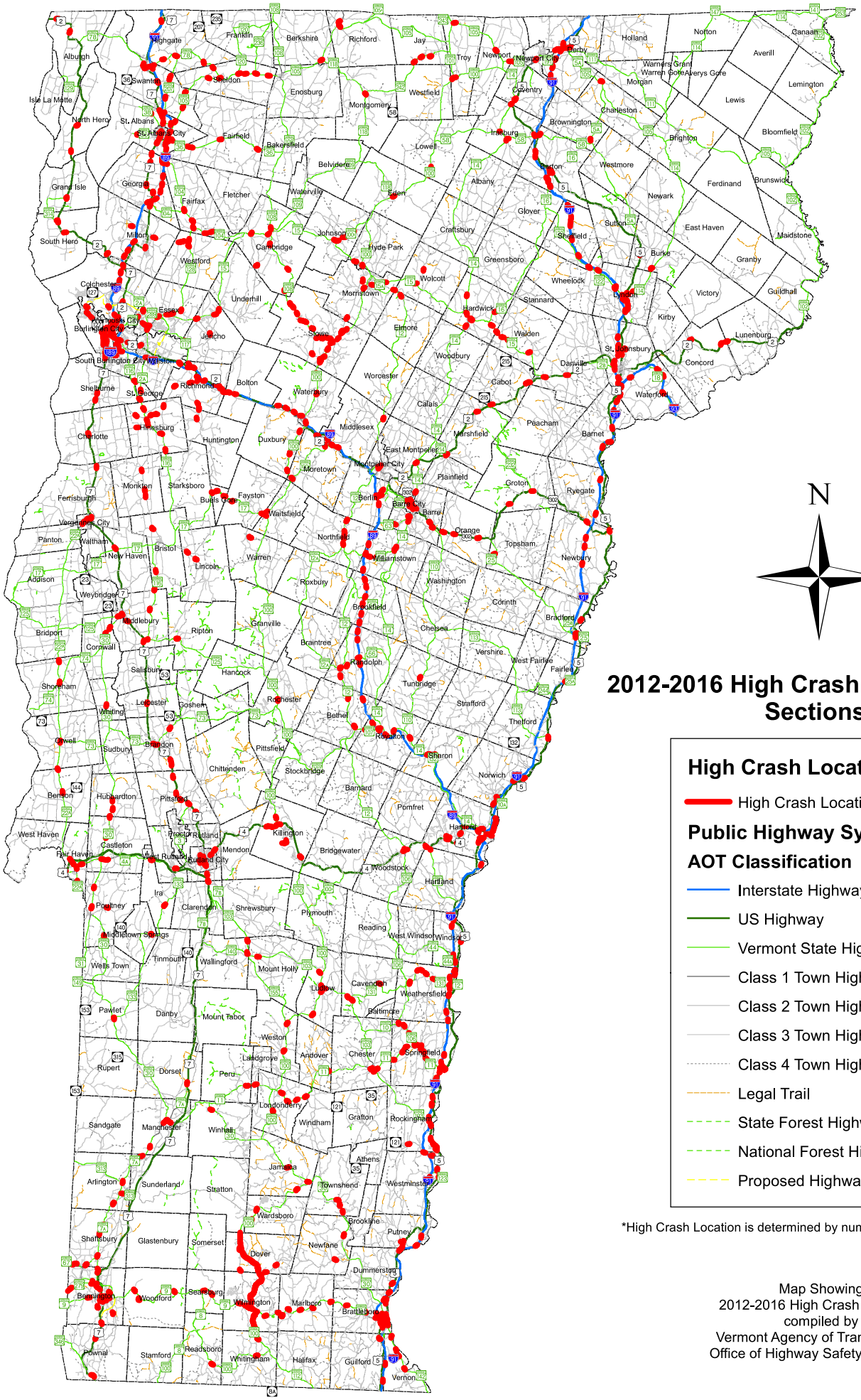
Office of Highway Safety Division
Data Section

THIS DOCUMENT IS EXEMPT FROM DISCOVERY OR ADMISSION UNDER 23 U.S.C. 409.

Formal Statewide Sections - Route Log Order /2 - Statewide

Years: 2012 - 2016

H.C.L No.	/3.	Route	System	Town	Mileage	AADT	Years	Crashes	Fatalities	Injuries	PDO Crashes	Critical Rate	Actual Rate	Ratio Actual/Critical	Severity Index ($/Crash/1.)
	649	I-93	Interstate, Rural (r)	Waterford	6.000 - 6.300	6,200	5	8	0	0	8	2.131	2.357	1.106	$11,300
	447	I-93	Interstate, Rural (r)	Waterford	9.800 - 10.100	5,900	5	9	0	3	8	2.158	2.786	1.291	$39,544
#	11	VT-100	Major Collector (r)	Readsboro	6.748 - 7.048	633	5	5	0	1	4	3.592	14.427	4.016	$26,740
	34	VT-100	Major Collector (r)	Whitingham	5.810 - 6.110	933	5	5	0	2	3	3.326	9.788	2.943	$42,180
	615	VT-100	Minor Arterial (r)	Whitingham	9.410 - 9.710	2,384	5	5	0	3	3	3.369	3.831	1.137	$59,880
	565	VT-100	Minor Arterial (r)	Wilmington	1.980 - 2.280	2,900	5	6	0	2	4	3.202	3.779	1.180	$37,033
	400	VT-100	Minor Arterial (r)	Wilmington	4.980 - 5.280	4,100	5	9	0	0	9	2.932	4.009	1.367	$11,300
	703	VT-100	Minor Arterial (r)	Wilmington	5.380 - 5.680	4,115	5	7	0	1	6	2.929	3.107	1.061	$22,329
	545	VT-100	Minor Arterial (r)	Wilmington	5.880 - 6.180	4,200	5	8	0	1	7	2.915	3.479	1.194	$20,950
	688	VT-100	Minor Arterial (r)	Wilmington, Dover	7.180 - 0.178	3,300	5	6	0	0	6	3.098	3.321	1.072	$11,300
	687	VT-100	Minor Arterial (r)	Dover	0.378 - 0.678	3,300	5	6	0	1	5	3.098	3.321	1.072	$24,167
	217	VT-100	Minor Arterial (r)	Dover	1.078 - 1.378	4,950	5	13	0	4	9	2.798	4.797	1.714	$35,054
	436	VT-100	Minor Arterial (r)	Dover	1.578 - 1.878	4,950	5	10	0	4	8	2.798	3.690	1.319	$44,440
	483	VT-100	Minor Arterial (r)	Dover	2.778 - 3.078	3,273	5	7	0	1	6	3.104	3.906	1.258	$22,329
	75	VT-100	Minor Arterial (r)	Dover	3.578 - 3.878	1,401	5	7	0	2	5	3.865	9.126	2.361	$33,357
	195	VT-100	Minor Arterial (r)	Wardsboro	0.694 - 0.994	1,300	5	5	0	3	3	3.939	7.025	1.783	$59,880
	65	VT-100	Minor Arterial (r)	Wardsboro	2.094 - 2.394	1,100	5	6	0	1	5	4.108	9.963	2.425	$24,167
	82	VT-100	Minor Arterial (r)	Jamaica	1.721 - 2.021	1,200	5	6	0	1	5	4.020	9.132	2.272	$24,167
	43	VT-100	Minor Arterial (r)	Londonderry	2.865 - 3.165	1,921	5	10	0	4	8	3.563	9.508	2.669	$44,440
	159	VT-100	Minor Arterial (r)	Weston	3.119 - 3.419	2,683	5	9	0	0	9	3.267	6.127	1.875	$11,300
	187	VT-100	Minor Arterial (r)	Weston	6.519 - 6.819	1,286	5	5	0	0	5	3.950	7.101	1.798	$11,300
	194	VT-100	Minor Arterial (r)	Ludlow	1.512 - 1.812	1,298	5	5	0	0	5	3.941	7.036	1.785	$11,300
#	298	VT-100	Minor Arterial (r)	Ludlow	4.512 - 4.812	1,600	5	5	0	0	5	3.735	5.708	1.528	$11,300
	744	VT-100	Minor Arterial (r)	Killington	0.649 - 0.949	3,500	5	6	0	1	5	3.052	3.131	1.026	$24,167
	340	VT-100	Minor Arterial (r)	Rochester	5.075 - 5.375	2,700	5	7	1	0	6	3.262	4.735	1.452	$223,971
	503	VT-100	Minor Arterial (r)	Waitsfield	2.376 - 2.676	5,401	5	10	0	2	8	2.739	3.382	1.235	$26,740
	278	VT-100	Minor Arterial (r)	Waitsfield	2.776 - 3.076	6,782	5	15	0	4	13	2.594	4.040	1.557	$33,393
	162	VT-100	Minor Arterial (r)	Moretown	0.396 - 0.696	4,433	5	13	0	8	10	2.875	5.356	1.863	$63,154
	675	VT-100	Minor Arterial (r)	Duxbury	0.347 - 0.647	4,000	5	7	0	0	7	2.950	3.196	1.083	$11,300
	674	VT-100	Minor Arterial (r)	Duxbury	2.347 - 2.647	4,000	5	7	0	2	5	2.950	3.196	1.083	$33,357
	498	VT-100	Minor Arterial (r)	Duxbury	5.247 - 5.547	4,000	5	8	0	2	6	2.950	3.653	1.238	$30,600
	261	VT-100	Minor Arterial (r)	Waterbury	3.436 - 3.736	9,500	5	20	0	3	17	2.401	3.845	1.601	$22,880
	722	VT-100	Minor Arterial (r)	Waterbury	5.736 - 6.036	9,500	5	13	0	3	10	2.401	2.499	1.041	$29,115



2012-2016 High Crash Location Map Sections

High Crash Locations

High Crash Locations - Sections

Public Highway System

AOT Classification

- Interstate Highway
- US Highway
- Vermont State Highway
- Class 1 Town Highway
- Class 2 Town Highway
- Class 3 Town Highway
- Class 4 Town Highway
- Legal Trail
- State Forest Highway
- National Forest Highway
- Proposed Highway

*High Crash Location is determined by number of crashes, not severity.

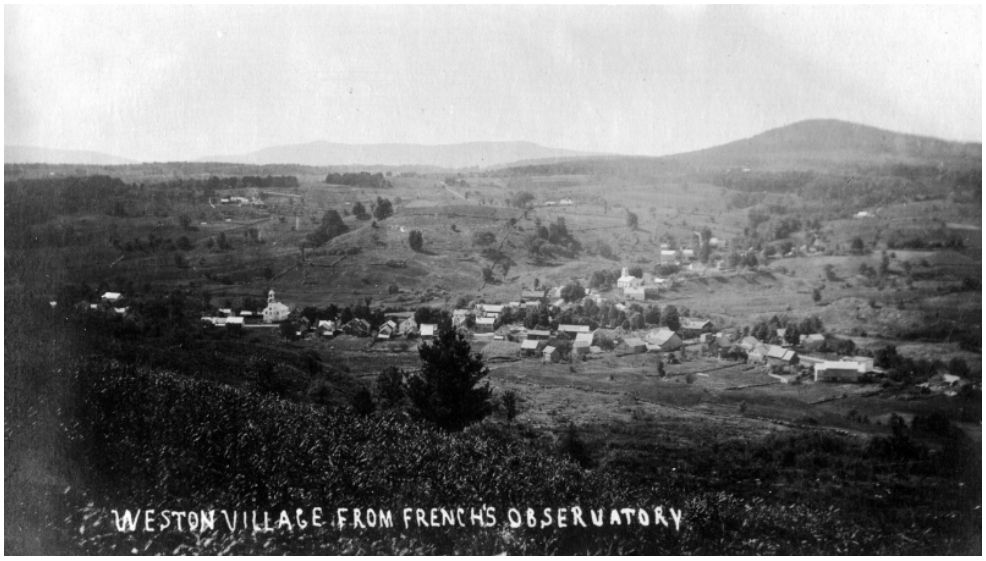
Map Showing
2012-2016 High Crash Locations
compiled by
Vermont Agency of Transportation
Office of Highway Safety - Data Unit

Crash Data - Weston, VT100, mm 2.98-3.42 (2016-2020)

Crash Date	Crash Type	Collision Direction	Weather	AOT Actual Milepoint	Time of Day	Impairment	Road Condition	Surface Condition
December 23, 2020, 11:14 AM				3.12	Day			
March 2, 2018, 5:28 AM	Property Damage Only	Rear End	Freezing Precipitation	3.15	Night	None	Road Surface Condition(wet, icy, snow, slush, etc)	Snow
January 16, 2020, 8:20 AM				3.15	Day			
October 27, 2016, 8:16 PM	Property Damage Only	Single Vehicle Crash	Freezing Precipitation	3.17	Night	None	Road Surface Condition(wet, icy, snow, slush, etc)	Snow
March 4, 2020, 11:16 AM	Injury	Single Vehicle Crash	Freezing Precipitation	3.2	Day	None	Road Surface Condition(wet, icy, snow, slush, etc)	Snow
August 3, 2020, 4:51 PM	Property Damage Only	Rear End	Clear	3.3	Day	None	None	Dry
June 6, 2019, 11:03 PM	Property Damage Only	Single Vehicle Crash	Clear	3.34	Night	Alcohol	None	Dry
August 25, 2016, 5:03 PM				3.35	Day			
April 28, 2016, 10:22 AM	Property Damage Only	Rear End	Clear	3.41	Day	None	None	Dry

APPENDIX

D. HARTGEN HISTORIC RESOURCES IDENTIFICATION ASSESSMENT



c. 1911 view of the Village of Weston (University of Vermont 2011).

HISTORIC RESOURCES IDENTIFICATION

BICYCLE AND PEDESTRIAN CONNECTIVITY SCOPING STUDY

VILLAGE OF WESTON, WINDSOR COUNTY, VERMONT

HARTGEN
archeological associates inc
www.hartgen.com

HISTORIC RESOURCES IDENTIFICATION

Bicycle and Pedestrian Connectivity Scoping Study

Village of Weston, Windsor County, Vermont

HAA # 5419-11

Submitted to:
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December 2020

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1 Introduction

Hartgen Archeological Associates, Inc. (Hartgen) conducted an Historic Resources Identification Assessment for the proposed Bicycle and Pedestrian Connectivity Scoping Study (Project) located in the Village of Weston, Windsor County, Vermont (Map 1). The Project requires approvals by the Vermont Agency of Transportation (VTrans). This investigation was conducted to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and will be reviewed by VTrans.

Background research was conducted at the Vermont Division for Historic Preservation (VDHP) ORC (Online Resource Center) site where archeological site files, National Register (NR), State Register (SR) and town information were reviewed. A site visit was conducted by Thomas Boyd on October 19, 2020, to observe and photograph existing conditions within the Project Area.

2 Project Location and Description

The walking and bicycling safety problems the town seeks to solve with this Scoping Study focus on the pedestrian/bicyclist connections along VT Rte. 100 from one end of the Village Center to the other (the intersection of Rte. 100 and Chester Mountain Road at the north end of town to the intersection of Mill Lane and Rte. 100 at the south).

2.1 Description of the Area of Potential Effects (APE)

The area of potential effects (APE) includes all portions of the property that will be directly or indirectly altered by the proposed undertaking. The APE encompasses an approximate length of 1.2 miles.

3 Historical Background

The village of Weston is located in the southwest corner of Windsor County. The West River runs through the center of the village. The 1985 National Register Nomination form for the Weston Village Historic District provided an historical context, which is quoted here.

> Following the courses of the West River and Cold Spring Brook, the Weston Village Historic District radiates out in three directions from a central green. The District contains 62 principal residential, commercial, public, industrial and agricultural buildings, two parks, one bridge, a cemetery and several historic mill foundations. The structures date from the late 18th to the early 20th (c.1935) centuries and represent mainly vernacular interpretations of the Georgian, Federal, Greek Revival, Gothic Revival, Italianate, Queen Anne and Colonial Revival styles. Numbers concentrate in the Greek Revival style which coincides with the period of highest population in the town. Generally, 1 to 2½ stories in height, the buildings are overwhelmingly of wood-frame construction, with only three examples of brick construction present in the village. The buildings of the District are well-preserved, with only minor alterations, mostly Colonial Revival porch additions and commercial conversions of residential structures. Only seven primary structures and a number of contemporary garages do not contribute to the character of the historic villagescape.
>
> Weston Village is located in the valley of the southerly flowing West or Wantastiquet River in the southern portion of the town of Weston in Windsor county. The small upland village is ringed with hills: Terrible and Markham Mountains rise to the east; Morgan Hill and Holt Mountain are situated to the west; and Peabody Mountain overlooks the town from the northwest.
>
> Weston Village Historic District has as its nucleus Farrar Park, the village green. Located at the perpendicular junction of Main and School Streets, the wedge-shaped common is bounded on its third side by a short, curved connecting street formerly known as Park Street (town

highway #8). Main Street (Vermont Route 100) runs to the east of and roughly parallel to the West River, with Mill Lane jutting west toward the river at the southern portion of the district. School Street (town highway #2) leaves Main Street running west; after it crosses the West River it is called Lawrence Hill Road. This road joins with Landgrove Road to follow the course of Cold Spring Brook which meets the West River south of the center of the village (Noble 1985).

Figure 1. The APE outlined on aerial imagery.

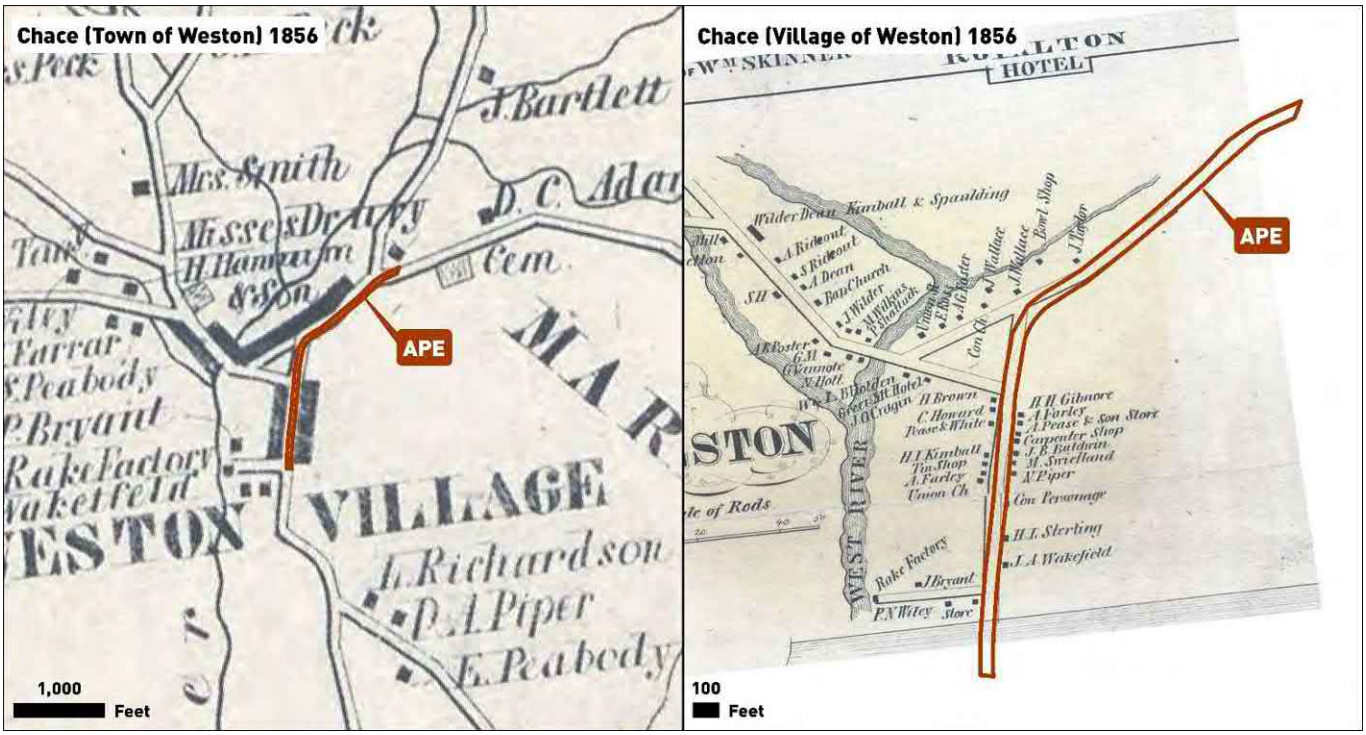

Figure 2. The APE outlined on the 1856 Chase *Map of Windsor County* (Chace 1856).

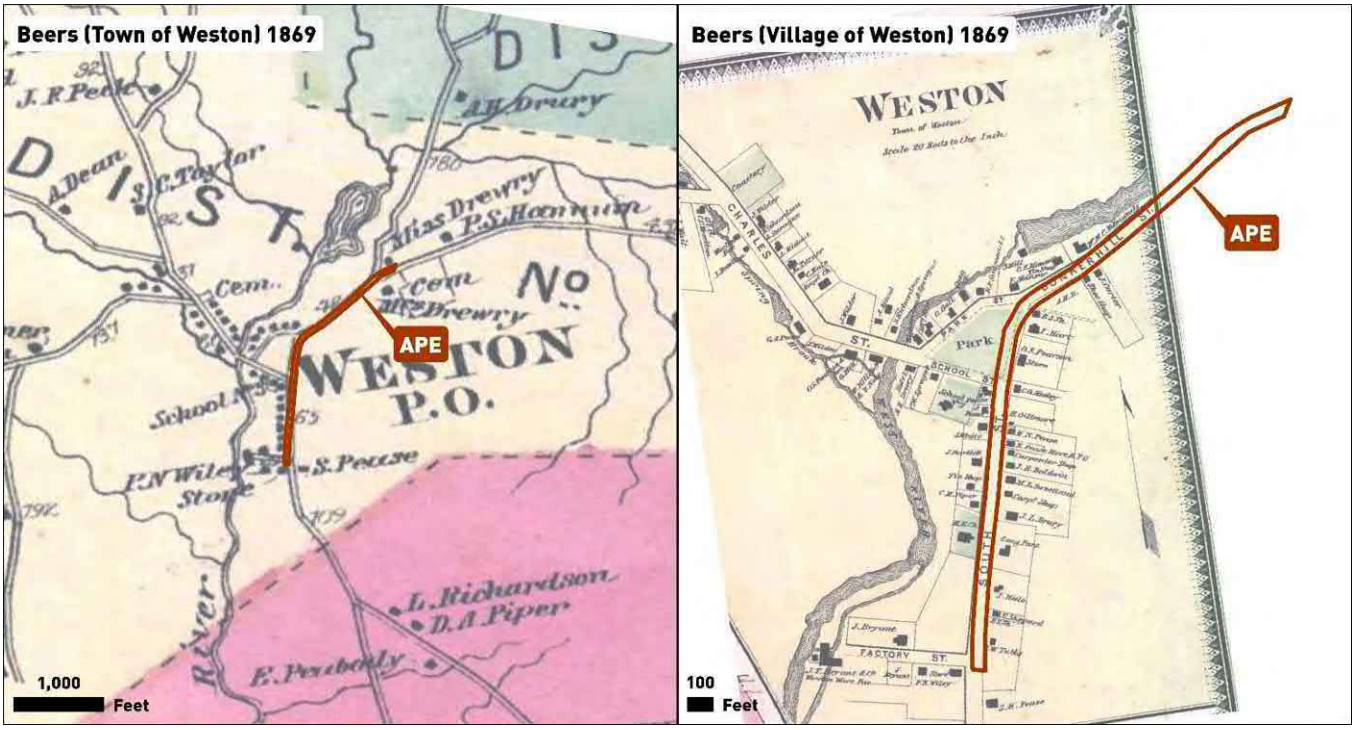

Figure 3. The APE outlined on the 1869 Beers *Atlas of Windsor County* (Beers 1869).

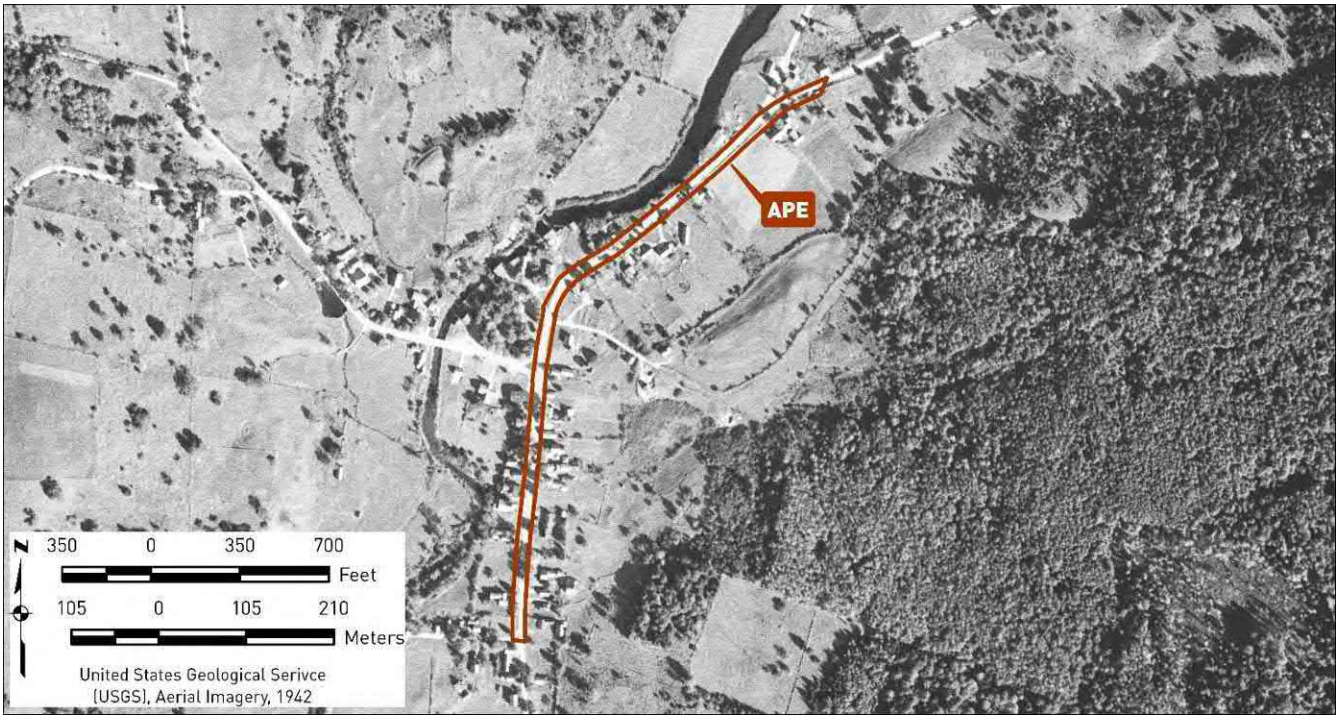

Figure 4. The APE outlined on a 1942 aerial photograph (U.S. Geological Survey 1942).

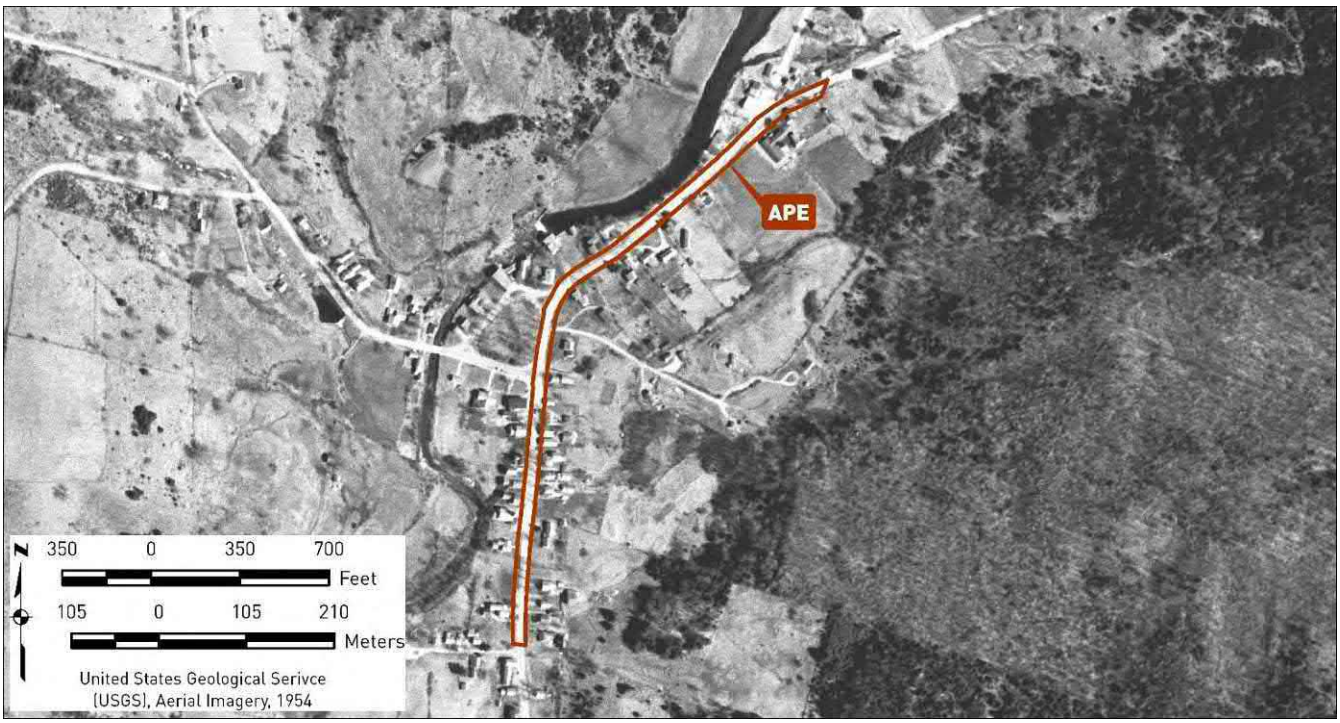

Figure 5. The APE outlined on a 1954 aerial photograph (U.S. Geological Survey 1954).

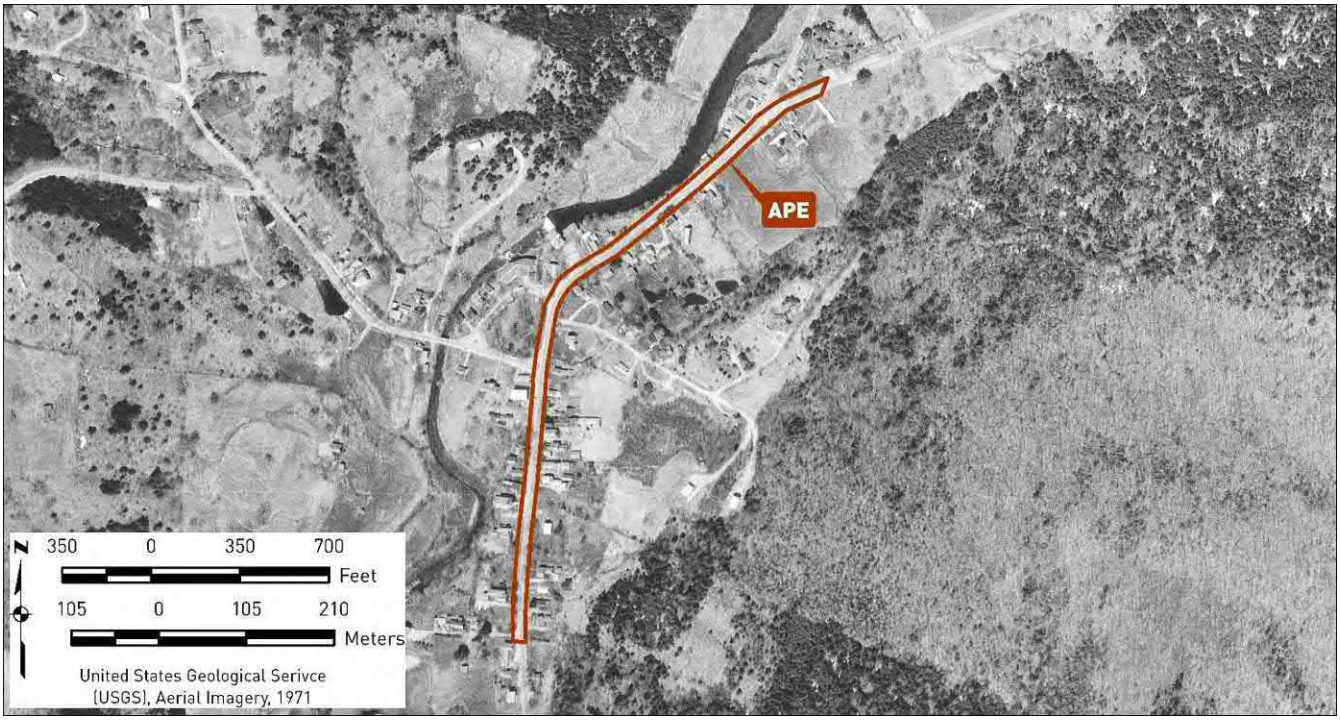

Figure 6. The APE outlined on a 1971 aerial photograph (U.S. Geological Survey 1971).

3.1 Historical Map Review

Eleven resources involved in this study were built prior to 1856 (Figure 2). The house at 725 Main Street (Structure 1) was recorded in the 1856 Chase atlas as being the home of "Misses Drury". The building at 661 Main Street (Structure 11) was constructed c. 1825 and was used as the post office for over sixty years. All three buildings situated at 651-657 Main Street (Structure 11) were also constructed prior to 1856. The Gilmore-Parkhurst house was built c. 1810; the main block of the Vermont Country Store, two of its ells and one if its wings were all built between c. 1830 and c. 1840; and the White/Pease Store-Odd Fellows Hall was built c. 1840. The Sterling-Coleman house at 633 Main Street (Structure 13) was constructed c. 1835 and its barn was built c. 1850 (Chace 1856).

Seven resources were constructed between 1856 and 1869 (Figure 3). These include the Wild-Walker farmhouse and wing and ell additions to the barns at 719 Main Street (Structure 2), the Carter-Jaquith house at 689 Main Street (Structure 6), the Hosley-White-Walker house at 665 Main Street (Structure 10), the Piper-Drury house at 647 Main Street (Structure 11), and the Pease-Jelley house at 613 Main Street (Structure 17) (Beers 1869).

Nine resources included in this study were built between 1869 and 1942 (Figure 4). These include the Hosley-Sparks-Brightman house at 703 Main Street (Structure 3), both component buildings of Structure 4 at 697-699 Main Street, both component buildings of Structure 5 at 691 Main Street, the Alonzo Drury house at 4 Markham Lane (Structure 8), Structure 9 at 3 Markham Lane, the original garage associated with Structure 10 at 665 Main Street, and the garage/barn associated with Structure 12 at 639 Main Street (U.S. Geological Survey 1942).

Only two resources were constructed between 1942 and 1954 (Figure 5). These include a wing on the hay/cow barn, associated with Structure 2, which was constructed in 1952, and the garage associated with Structure 17 which was built c. 1950 (U.S. Geological Survey 1954).

Three resources involved in this study were constructed between 1954 and 1971 (Figure 6). The shed wing attached to the Wilder-Walker farmhouse (Structure 2) was constructed c. 1970. The third wing of the Vermont Country Store (Structure 11) was built sometime between 1954 and 1971, as was the house at 639 Main Street (Structure 12) (U.S. Geological Survey 1971).

Eleven resources included in this study were constructed after 1971. Included in this group are both silos and the playhouse associated with Structure 2 at 719 Main Street, the outbuilding associated with Structure 3 at 703 Main Street, Structure 7 at 685 Main Street, both outbuildings associated with Structure 8 at 4 Markham Lane, the garage associated with Structure 9 at 3 Markham Lane, the fourth wing associated with the Vermont Country Store (Structure 11) the garage associated with the Baldwin House-Bryant House Restaurant at 649 Main Street (Structure 11), and the outbuilding associated with Structure 16 at 623 Main Street.

3.2 Previously Surveyed Properties

An examination of the files at VDHP identified one NR listed (NRL) district, no NR eligible (NRE) properties, one district previously determined to be ineligible, and no properties of undetermined status within the APE. These properties are indicated in Table 1 on Page 59.

4 Streetscape Views

Photo 1. View southwest down Vermont State Route 100. Structures 1, 2 and 3 in view in the background.

Photo 2. View of the intersection of Chester Mountain Road and Vermont State Route 100, facing northeast. Structures 1 and 2 in view.

Photo 3. View along Markham Lane, facing northwest. Structure 8 in view at right.

Photo 4. View along Vermont Route 100, facing northeast. The four buildings that make up Structure 11 in view at right.

Photo 5. View looking north up Vermont Route 100. Structure 17 in view at right.

5 Architectural Descriptions

5.1 Structure 1. 725 Main Street

Historical maps document the construction of Structure 1 (Photo 6, Photo 7, Photo 8 and Figure 7) as having occurred prior to 1856. This building was depicted on the 1856 Chace *Map of Windsor County* as the home of "Misses Drury"(Figure 7) (Chace 1856).

This building has not been included in any previous survey conducted for the Vermont Sate Register. Neither has it previously been surveyed as part of a nomination to the National Register of Historic Places.

Structure 1 is a one-and-one-half-story wood frame vernacular dwelling, with principal entrance sheltered by a one-story hipped roof porch which extends the full length of the street elevation. The house is five bays in width; the entrance being located in the central bay. It is covered with a slated gable roof, the ridge of which is parallel to the street. The main block of the house is two bays deep; a one-story frame wing extends from the north face of the house. The porch and wing are covered with standing seam metal roofs. Brick chimneys are located along the ridge of the main block roof, near the center of the house and at the west end wall, and on the ridge of the wing near the center of its roof. The house occupies a cobblestone foundation, and is sheathed with wood clapboards. Windows generally are undivided double hung sash, and appear to be aluminum replacements for the original windows. A sliding sash window has been inserted between two original window openings on the east elevation. The porches appear to have had most of their component parts (excepting their roofs) replaced.

A one-and-one-half story wood-frame carriage barn is sheathed with novelty siding and is covered with a slated gable roof. It is rectangular in plan and has a single large bay, closed with a hanging sliding door.

The construction of a large external chimney on one of the principal elevations of the house, the installation of replacement of windows and replacement of original porch components have negatively impacted the integrity of this structure; it is not considered to be eligible for listing on the National Register.

Photo 6. Structure 1, 725 Main Street, facing northwest.

Photo 7. Structure 1, 725 Main Street, facing southeast.

Photo 8. Outbuilding associated with Structure 1, 725 Main Street, facing southeast.

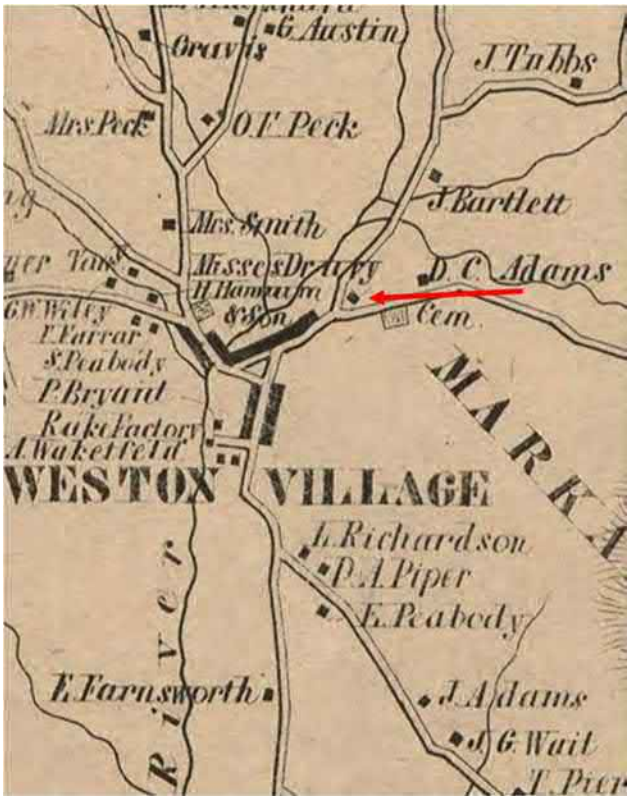

Figure 7. Structure 1 seen on the 1856 Chase landowner map (Chace 1856).

5.2 Structure 2. 719 Main Street —Wilder-Walker Farm

Structure 2 consists of a connected house-shed-barn complex, together with a barn and associated silos, and recently constructed playhouse (Figure 8). The farmhouse and connected shed and barns were identified as contributing properties in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to that document the farmhouse was constructed c. 1860 (Photo 9 and Photo 10). The complex was described as consisting of a

> 1½-story, 3 x 3 bay, gable roofed, sidehall Greek Revival style farmhouse [that] has a granite block foundation, clapboard siding, and a slate roof with a segmentally arched dormer of c.1930 and an exterior stone chimney at the rear. The house, with its attached wings, ells and barns, forms a continuously connected farm complex. The house portion includes, with the main block, a 1½-story, gable roofed ell with a recessed entrance, a fieldstone foundation, a slate roof, ridge chimney and a short, 1-story shed roofed wing on the south gable end. The house features plain cornerboards a narrow simple entablature with a molded box cornice at the eaves. Sash is generally 1/1 with aluminum storm sash, plain trim, simple cap moldings and flanking louvered wood shutters. The principal entrance is recessed and has panelled reveals, a pilastered surround, a complete entablature and a 5 panel door flanked by full length sidelights (Noble 1985).

The attached shed and barns were identified as having been contemporaneously constructed (Photo 11). The shed was described as a

> 1½-story, gable roofed, 2 x 3 bay, post and beam structure has clapboard siding, a metal roof and projects to the south of the house and wing; it contains the remnants of a privy in a small, shed roofed wing (Noble 1985).

An attached hay/cow barn was described as a "1½-story, 3 x 5 bay, post and beam structure has a metal gable roof of higher profile than Shed/Barn wing and clapboard siding" (Noble 1985). An additional barn with complex curved roof, three by 12 structural bays in size, was identified as having been constructed in 1952. It is one-and-one-half stories in height and has a one-story shed-roofed milkroom projecting from its front (Noble 1985). Silos were added to the property in c. 1971 and c. 1978.

Noble provided a brief history of the complex, and its key role in the Weston Village Historic District:

> This farm complex forms the northeast boundary of the district. The buildings show the evolution from a small dairy farm to the large enterprise it became in the mid-20th century when up to 135 milk cows were housed in the large, modern barn (Hay/Cow Barn wing ell). Beers' 1869 map notes a Mrs. Drewry (probably a misspelling of Drury) as the owner and/or occupant of the house. Later in the 19th century, the property was known as the Wilder farm. The Walker family has worked the farm since 1901, holding dances in the large barn in the 1950's to help pay for its construction; the large dairy operation has recently ceased due to the advanced age of its present owner (Noble 1985).

Four structures within the complex have been demolished since the 1985 survey was completed by Noble. They include a silo constructed c. 1960, a c. 1860 horsebarn; a 1978 tool shed; and a c. 1880 henhouse/tool shed. One structure has been built on the property since 1985. The Weston Playhouse at Walker Farm building (Photo 14) was built in 2017.

The barns, both silos and the connecting shed wing (Photo 12 and Photo 13) were all described in the 1985 NRL form as non-contributing components to the Weston Village Historic District. These structures (with the exception of one of the silos), together with the attached house, have all attained more than 50 years in age, and have retained a high level of integrity. They would all now contribute to an updated NRL Weston Village Historic District. The Weston Playhouse has insufficient age to be considered for inclusion on the National Register, or to contribute to the NRL Weston Village Historic District.

Photo 9. Structure 2, a farmhouse at 725 Main Street, facing east.

Photo 10. Granite steps at farmhouse associated with Structure 2 at 725 Main Street, facing southeast

Photo 11. Shed/Barn wing and Hay/Cow Barn wing associated with Structure 2, facing southeast.

Photo 12. Hay and Cow Barn ell associated with Structure 2 at 725 Main Street, facing north.

Photo 13. Rear view of Structure 2 at 725 Main Street, facing northwest.

Photo 14. Weston Playhouse at Walker Farm, completed in 2017 on the property, facing southwest.

Figure 8. Aerial view of Structure 2, showing dates of construction of various components.

5.3 Structure 3. 703 Main Street—Hosley-Sparks-Brightman House

Structure 3 was identified as a contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to the 1985 National Register Nomination Form, this house was constructed c. 1900 and had alterations done c. 1973 (Photo 15, Photo 16 and Figure 9). It was described

> This 1½-story, irregularly bayed, woodframed, vernacular, sidehall gable front, residential/shop building has a fieldstone foundation, clapboard siding and a slate roof. A 1½-story irregularly bayed, gable roofed remodeled shed ell includes a shed dormer and picture window. It projects to the north and connects with a 1½-story, gable front, former barn that was remodeled c.1983 and serves as a furniture gallery. The barn features a combination of clapboard and vertical board siding, an asphalt shingle roof and a concrete foundation. The house has a ridge chimney, is articulated with plain cornerboards, frieze and box cornice and features a variety of fenestration with plain trim, original 2/2 and various modern bay windows. A Colonial Revival porch with Tuscan columns on a clapboarded halfwall on the west front facade has been enclosed on the southern end.
>
> The land on which the house sits was originally part of the Wilder-Walker Farm and was probably built by C. G. C. Hosley who had previously occupied the Hosley-White-Walker House. It is remembered as the home of the white whiskered Orrin Sparks, who graced the Spring 1947 cover of Vermont Life Magazine as he tapped a maple tree. At one time a fire from the Mill across Main Street damaged the roof rafters of the house. The buildings arc presently used by the Brightman's as a combination home and shop called "Feather Your Nest" (Noble 1985).

The outbuilding associated with Structure 3 (Photo 17) was built after 1985 and by 1992 (Noble 1985; U.S. Geological Survey 1992). It is of wood frame construction, has a gable roof, and vertical board sheathing. Its single-pane windows have aluminum frames, and it has a corrugated metal roof.

The house has been altered by the addition of a large gable-front porch, constructed within the past 20 years. The addition has, however, been designed using the same materials as those used in the earlier-built portions

of the building, and has not altered its scale. While Structure 3 would not be individually eligible for listing on the National Register, it continues to contribute to the NRL Weston Village Historic District.

Photo 15. Structure 3, 703 Main Street, facing south.

Photo 16. Structure 3, 703 Main Street, facing northwest.

Photo 17. Outbuilding associated with Structure 3, facing south.

Figure 9. 1984 photograph of Structure 3 (Noble 1985).

5.4 Structure 4. 697-699 Main Street—Lunge-Lloyd house and Lunge-Lloyd barn/apartment

Structure 4 was described as a contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to the 1985 National Register Nomination Form, both buildings of Structure 4 were constructed c. 1870 (Photo 18, Photo 19 and Figure 10). The Lunge-Lloyd House was described

> This 2-story, 4 x 3 bay, flat roofed, vernacular Italianate, residential structure has a granite block foundation, clapboard siding and a central concrete block chimney. A 2-story, shed roofed porch on the west front facade. The wing appears to have been built at the same time as the main block. A c.1950 rear, 2-story, shed roofed, 5 x 1 bay wing has a 1-story, gable roofed entrance porch on the north end and a brick chimney. The house features plain cornerboards, watertable, frieze and bracketed molded box cornice. Fenestration generally has 2/2 sash, with 6/6 and a modern multilight picture window on the east rear wing; all have plain trim and simple cap moldings. The principal entrance features an Italianate door with two vertical round arched lights above molded lower panels, all set in bolection molding; the surround has plain trim and an entablature with pendant drop brackets.
>
> The earliest remembered resident of this complex is Lunge. The house was occupied at one time by Will French, a carpenter, barber and tuba player in the Weston Cornet Band. The house was formerly built into a hill that has since been graded (Noble 1985).

The Lunge-Lloyd Barn/Apartment was described as a

> 1½-story, gable roofed structure [that] has clapboard siding and a metal roof. It is open on the fieldstone basement level on the northeast facade. A shed roofed privy projects from the southeast rear, as does a gable roofed ell of lower profile. A portion of the main block has been converted into an apartment. The barn is set diagonally on the lot (Noble 1985).

The house has an asphalt roof. Minor alterations to the window arrangement in the porch and replacement of some of the siding has occurred since the building was last surveyed in 1985. These changes have not significantly altered the building, and it continues to contribute to the Weston Village Historic District.

Photo 18. Structure 4, 697 Main Street, facing southeast.

Photo 19. Structure 4, 699 Main Street, facing south.

Figure 10. 1984 photograph of Structure 4 (Noble 1985).

5.5 Structure 5. 691 Main Street —Mansur-Austin House and Mansur-Austin Barn/Shop and Garage

Structure 5 was identified as a contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to the 1985 National Register Nomination Form, both buildings of Structure 5 were constructed c. 1870 (Photo 20, Photo 21, Photo 22 and Figure 11). Structure 5, the Mansur-Austin House, was described in the NR nomination as a

> 1½-story, 6 x 2 bay, wood frame, vernacular residential structure, with Italianate and Colonial Revival elements, [that] has a granite block foundation, clapboard siding a slate roof and ridge chimney. An original 1½-story, gable roofed, rear wing projects from the rear east facade. A shed roofed porch added in the 20th century is located at the northeast rear junction of the main block and wing. The dwelling is articulated with plain cornerboards, watertable, narrow frieze and box cornice. Sash is generally 2/2 with plain trim, simple cap moldings, and flanking louvered wood shutters. Two 2-pane kneewall windows are located on the front facade. In the wing, which was remodeled from a shed in the 20th century, there are large multilight sash. The Colonial Revival principal entrance surround, added c.1935, displays fluted Doric pilasters that support a complete entablature with a broken pediment and denticulated cornice. The Italianate double doors feature long vertical lights over square lower panels set in bolection molding.
>
> There is some question as to the building date of the house and outbuildings. Research by the Weston Historical Society revealed confusing deed references. If the maps of the mid-19th century are correct, however, the house was not built until after 1869, which would be in keeping with the Italianate detail. Walter Austin, the father of the present owner, bought the property in 1882 from George Mansur. His son Raymond Austin is a prolific Colonial Revival architect who has had much influence on the continued evolution of local buildings, the Weston Playhouse being his most prominent work in the District. According to Historical Society research, the house itself may at one time have been a double dwelling (Noble 1985).

Mansur-Austin Barn/Shop and Garage was described in the same nomination form as a

> 1½-story, gable roofed structure [which] has a slate roof and clapboard siding and rests on a stone foundation. A sliding barn door and hayloft door mark the front facade. A smaller scaled, gable roofed, c.1880 shop wing projecting to the north has vertical board siding and a slate roof and rests on a stone foundation. It has a sliding barn door and a set of French doors. A c.1920 shed roofed garage extends to the north of the shop wing and features clapboard siding and overhead doors set in an elliptically arched opening (Noble 1985).

Since having been surveyed in 1985, the house and barn have been substantially altered. The door surround dating to c. 1935 has been altered by the removal of a broken pediment and urn. The remaining components of the door surround may predate the 20th century. Two kneewall or 'eyebrow' windows, located just under the eaves of the house on its principal elevation, have been closed up, and a chimney which once straddled the ridge of the roof has been removed. The associated outbuilding has been significantly altered by the removal of the c. 1880 shop and the c. 1920 shed-roofed garage. These alterations appear to have been undertaken to give the property a mid-19th century appearance. Despite these alterations, the house and outbuilding retain sufficient integrity to continue to contribute to the NRL Weston Village Historic District.

Photo 20. Structure 5, 691 Main Street, facing south.

Photo 21. Barn associated with Structure 5, 691 Main Street, facing southwest.

Photo 22. Structure 5, 691 Main Street, facing south.

Figure 11. 1984 photograph of Structure 5 (Noble 1985).

5.6 Structure 6. 689 Main Street — Carter-Jaquith House

Structure 6 was identified as a contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to that document, Structure 6 was constructed c. 1860 (Photo 23, Photo 24 and Figure 12). Mansur-Austin House was described in 1985 as a

> 1½-story, 3 x 3 bay, gable roofed, sidehall Greek Revival style residence [which] has a granite block foundation, clapboard siding and a slate roof with an interior brick chimney. A lower profile, rear gable roofed wing of 1½-stories connects the main block with a 1½-story, gable roofed garage ell to the north (c.1880) and a 1½-story, gable roofed barn that was converted to a residence c.1978. The main block has a 1-story, hip roofed porch across its front facade. It features pierced columns and scrollsawn brackets supporting a bracketed cornice. The house also features plain cornerboards, a simple full entablature with molded box cornice, 2/2 sash with plain trim and slightly pitched pedimented lintels with simple cap moldings on the front facade and flanking louvered wood shutters. The principal entrance, set in a panelled reveal, features a 4 panel door with full length sidelights. Its surround, partially obscured by the porch, consists of flanking pilasters that support an entablature. The rear wing features a slate roof and gives indications of once having had a porch. The garage ell features a brick chimney, slate roof and an overhead garage door. The barn is open on the rear facade to form 5 levels and is clad with c.1978 clapboards and vertical board siding and has varied fenestration. The main block serves as a shop called "the Kitchen Bazaar".
>
> The house was built by James Carter, the brother of Dr. Seneca Carter who built the house across Main Street. It was once in common ownership with a shoeshop located approximately where the Alonzo Drury House now stands. It was later owned by the Mansur family, Floyd Jaquith, and now is owned by the Gilligans (Noble 1985).

Structure 6 has remained largely unaltered since its survey for the National Register in 1985. One exception being that its slate roof is now covered, or has been removed and replaced with a standing seam metal roof. The barn which was converted into a residence in c. 1978 remains, although it is largely obscured from the public road by an overgrowth of trees and shrubs. Structure 6 continues to contribute to the NRL Weston Village Historic District.

Photo 23. Structure 6, 689 Main Street, facing south.

Photo 24. Outbuilding associated with Structure 6, 689 Main Street, facing south.

Figure 12. 1984 photograph of Structure 6 (Noble 1985).

5.7 Structure 7. 685 Main Street

Structure 7 (Photo 25 and Photo 26) was built in 1996 (Zillow 2020).

This structure has not been previously surveyed, either for the Vermont Sate Register or for its potential inclusion on the National Register of Historic Places.

Structure 7 is a two-story wood-frame single family dwelling, rectangular in plan and three bays in width. The central entrance is sheltered by a pedimented roof supported on two square columns with Greek Revival detailing. A one-story wing is attached to the south elevation. The house is sheathed with wood clapboards and has vinyl corner boards and windows. It sits on a concrete foundation and has an asphalt shingle roof. A small brick chimney is located on the ridge of the side-gable roof, near the center of the building.

Structure 7 is of insufficient age to be considered for the National Register, or to be considered a contributing property in the NRL Weston Village Historic District.

Photo 25. Structure 7, 685 Main Street, facing south.

Photo 26. Structure 7, 685 Main Street, facing south

5.8 Structure 8. 4 Markham Lane— Alonzo Drury House

Structure 8 (Photo 27, Photo 28, Photo 29, Figure 13 and Figure 14) was first identified in a Vermont Historic Sites & Structure Survey form completed in 1973 (Fisher 1973). According to that document, Structure 8 was built c. 1865. It was described at that time as a "2 ½ -story, wood frame house with a front gable elevation" (Fisher 1973). This property was later described in a 1985 National Register Nomination Form as being built in c. 1872. A more extensive description was generated at that time.

> This 2 ½ -story, 2 x 4 bay, wood frame, vernacular, residential, sidehall plan building rests on a brick foundation, has clapboard siding, a slate roof, and a brick ridge chimney. A 2 ½ -story offset rear wing projects to the east rear. The main block features corner pilasters, a deep frieze and molded box cornice. Sash is generally 2/2 with plain trim, simple cap moldings and louvered wood shutters. A 2-story, polygonal bay window with 1/1 sash set above recessed spandrel panels dominates the south side of the east front facade. The principal entrance porch designed by local architect Raymond Austin. It has tapered square columns and pilasters that support a complete entablature surmounted by a balustrade. The porch shelters a 4 panel door with ½ length sidelights with molded lower panels.
>
> The east rear wing has a brick ridge chimney, a 1-story, 20th century porch on its north facade, a shed roofed 1-story addition on its east rear facade and a shed roofed porch. The porch includes a south facade with a sunburst motif decorating its tympanum. Fenestration varies on the wing and additions where a combination of 20th century sash is interspersed with original 2/2 sash.
>
> Alonzo Drury appears as Weston's magnate of the late 19th century. As well as building this large house sited conspicuously across from Farrar Park, he was indeed what the Beer's Atlas of 1869 described as a "jack at all trades". He was the proprietor of the hotel on the Park situated on the site of the town offices, as well as the owner of the old Pearson store that burned in 1913 and was located on the site of the Inn on the Green.
>
> A. H. Drury owned the old gristmill/tannery and was also a dealer in sheep, cattle, horses, and real estate as well as farming 140 acres and owning 200 acres of timberland. The memorial watering trough of 1909 that is now used as a planter, was dedicated to him after his death and placed in front of the hotel that he ran for many years. The house is commonly known as the Conrad House, after its late owner.
>
> A portion of the vacant lot to the south associated with the house was probably the site of the old Will Benson House of c.1890 that burned in the 1913 fire (Henry 1982).

According to the 1985 NRL form, the barn (Photo 29) associated with Structure 8 was built c. 1981 and was also described. The barn is a rectangular wood-framed structure, one-and-one-half stories in height with a gable roof, and rests on a concrete and stone foundation. Portions of this foundation may have originated with an earlier barn on the same site, subsequently moved off site and used for commercial purposes (Henry 1982).

An associated wood frame garage with gambrel roof was built between 1985 and 1992 (Henry 1982; U.S. Geological Survey 1992). Neither the barn or the garage contributes to the eligibility of this property, as both are less than 40 years in age.

The house has undergone some alterations since having been surveyed in 1985. A balustrade surmounting the front porch has been removed. It is not clear, however, that it was an original feature, as it did not appear to be contemporary with the Greek Revival detailing of the porch columns and entablature. In addition, the porch attached to the east face of the rear wing of the house has, since 1985, been enclosed, and fenestration has been added. Neither of these alterations significantly impacts the National Register status of the house, and it continues to be a contributing component of the NRL Weston Village Historic District.

Photo 27. Structure 8, 4 Markham Lane, facing south.

Photo 28. Structure 8, 4 Markham Lane, facing northwest.

Photo 29. Outbuilding associated with Structure 8, 4 Markham Lane, facing northwest.

Figure 13. 1973 photograph of Structure 8 (Fisher 1973).

Figure 14. 1984 photograph of Structure 8 (Noble 1985).

5.9 Structure 9. 3 Markham Lane —Cragin/Sprague Shop-Follette House-Inn on the Green

Structure 9 (Photo 30, Photo 31, Photo 32 and Figure 15) was first identified by a Vermont Historic Sites & Structure Survey form completed in 1973 (Fisher 1973). According to that document, Structure 9 was built c. 1900. It was described at that time:

> Erected by James Johnson, who had a blacksmith shop on the first floor and lived on the second, the building originally was located on the side of the present town offices. In 1940 the building was moved to its present location. The interior spiral stair is from the demolished Hetty Green House in Bellows Falls, Vermont (Fisher 1973).

A later National Register nomination form, completed in 1985, provides refinements for both the construction date (given as c. 1872 in the newer survey) and the date the structure was moved to its present site.

> This 2 ½ -story, 4 x 3 bay, gable roofed, wood frame, vernacular residential corner lot structure has a fieldstone foundation, clapboard siding and a slate roof. An original, 2-story, shed roofed porch with chamfered posts extends along the 3 bay eaves façade which is oriented to the Park. A 2 x 3 bay, 1½-story gable roofed ell projects to the southeast and includes a south side entrance, a shed roofed wall dormer and a shed goofed, enclosed, east rear entrance ell. The main block is articulated with plain cornerboards, watertable, frieze and box cornice. Elongated door-size sash with 15 lights formalize the first story of the east eaves front. Remaining sash is generally 2/2 with plain trim, simple cap moldings and louvered wood shutters. Modern additions to the main block include a rear shed roofed dormer and a brick exterior chimney added after the building was moved. The modern entrance on the north gable front has ½ length sidelights. The interior features a curved stairway that was originally found in the Nathaniel Tucker House, located across the Connecticut River from Bellows

> Falls. Circa 1835, the Tucker House was dismantled and the stairway was installed in Tucker's new house in Bellows Falls; Hetty Green later occupied that house.
>
> The house was moved c. 1938 when the Weston Town Office was built on its original site, which bordered Farrar Park. It was remodeled at that time by local architect Ray Austin. Originally the structure served as a machine shop and wheelwright shop. Local history indicates that it was erected by James Johnson, a millwright and machinist. Maps of 1855 and 1869 show that Cragin and then C. W. Sprague occupied the structure during those years. It appears earlier with an open straight run stairway passing up through the porch, first 12/8 then 2/2 sash, a central ridge chimney, and a large entrance on the north gable end that was later changed to two doors. The Inn is presently on the site of the c.1860 A. S. Pearson Store, which was known as Drury's store and Henry Shattuck's home when it burned in the great fire of 1913. It is classified as contributing due to its historic and architectural merit and the similarity of the present siting to the original (Noble 1985).

According to the 1985 NRL form, the wood-frame gable-roofed garage associated with Structure 9 was built in 1984 (Noble 1985). It has a concrete block foundation, wood clapboard siding and an asphalt shingle roof.

The house remains essentially the same as it was when last surveyed in 1985. While the garage constructed in 1984 does not contribute to the National Register eligibility of the property

Photo 30. Structure 9, 3 Markham Lane, facing east.

Photo 31. Structure 9, 3 Markham Lane, facing east.

Photo 32. Structure 9, 3 Markham Lane, facing southwest.

Figure 15. 1984 photograph of Structure 9 (Noble 1985).

5.10 Structure 10. 665 Main Street —Hosley-White-Walker House

Structure 10 (Photo 33, Photo 34, Photo 35, Figure 16 and Figure 17,) was first identified in a Vermont Historic Sites & Structure Survey form completed in 1973 (Fisher 1973). This property was later described in a 1985 National Register Nomination Form as being built in c. 1857.

> This 1 ½ story, gable roofed, wood frame, vernacular residence has a stone block foundation, clapboard siding, 3 bays across the front facade, a slate roof and a brick exterior chimney. A 1-story, gable roofed wing with a side entrance porch projects from the southeast rear and side. A 20th century, 1-story, gable roofed wing extending further to the east contains a porch and two car garage. The house is articulated with plain cornerboards, watertable and frieze with box cornice. Sash is generally 2/2 with plain trim, simple cap moldings and louvered wood shutters. A modern picture window is located on the north eaves facade of the main block and there is modern mixed sash on the wing and ell.
>
> The house was built by Charles G. C. Hosley when he came to Weston in 1860. He was a harness maker and had a shop in the rear wing on the site of the garage ell. E. W. White lived in the house for many years, during which time he had a blacksmith shop in the Shepard/White Blacksmith Shop-Firehouse-Hart's Plumbing building. It is presently owned by the Walker family. A photograph taken at the turn of the 20th century shows a ridge chimney and Queen Anne style porch with a 2-story rear wing where the garage is located. (Noble 1985).

According to the 1985 NRL form, the original garage associated with Structure 10 was built in c. 1919. It was described as a "1-story, gable roofed wood frame garage [that] has vertical board and asphalt shingle siding, an

asphalt shingle roof and a 1 car entrance of two leaves of vertical boards. Potash was burned at this rear portion of the lot before Hosley built his house" (Noble 1985).

The house has undergone several additions and alterations since having been surveyed in 1985. A one-story shed-roofed wing has been added to the south elevation, and the original porch—a principal feature of the otherwise simple exterior—has been removed and replaced with a gable-roofed porch. A large cross-gabled addition has been added to the east end of the house. That addition is extended with a one-story enclosed porch which connects to a two-bay garage. Despite having used wood-frame construction and replicating the original sheathing details, these changes have so altered the building that it would no longer qualify as a contributing structure in the Weston Village Historic District.

Photo 33. Structure 10, 665 Main Street, facing northeast.

Photo 34. Structure 10, 665 Main Street, facing northeast.

Photo 35. Structure 10, 665 Main Street, facing southeast.

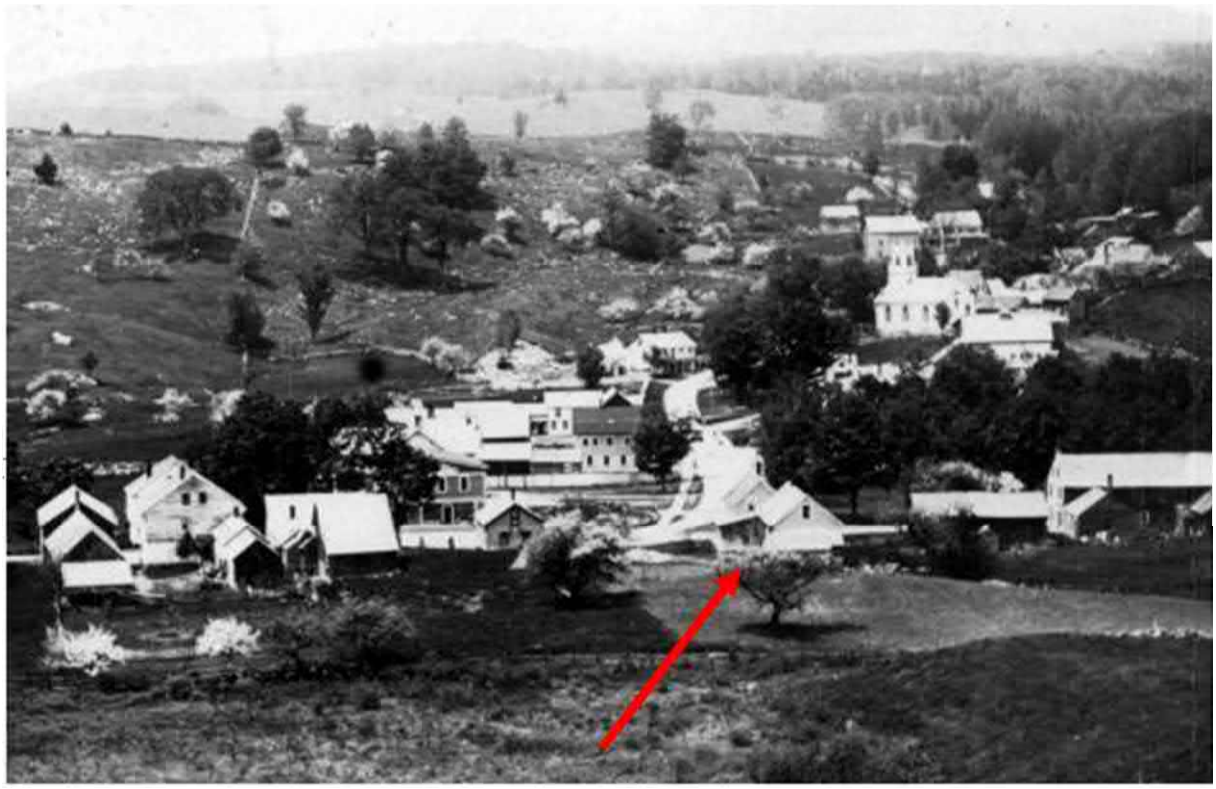

Figure 16. Rear view of Structure 10, c. 1910.

Figure 17. 1984 photograph of Structure 10 (Noble 1985).

5.11 Structure 11. 647-661 Main Street

Structure 11 consists of six separate buildings all on one parcel. They will be separately identified and described by their addresses und

661 Main Street (Photo 36 and Figure 18) was first identified in a Vermont Historic Sites & Structure Survey form completed in 1973 (Fisher 1973). According to that document, 661 Main Street was built c. 1820. It was described at that time:

> The building was erected by Joshua Baldwin and was used by Baldwin, and later by Asa Gilmore, for a cabinet maker's shop. The building was used as the post office for the town of Weston from 1889 to 1957 (Fisher 1973).

This property was later described in a 1985 National Register Nomination Form as the Baldwin/Gilmore Cabinetmaking Shop-Old Post Office, being built c. 1825.

> This 1 ½ story, 3 x 3 bay, gable roofed, commercial structure has a fieldstone foundation, clapboard siding and a sheetmetal roof. A 1-story, hip roofed porch with four Doric columns protects the gable front central entrance and a 20th century, 1-story shed roofed ell projects to the east rear. The building exhibits a metal stove chimney, plain cornerboards, frieze and box cornice. Sash is generally 2/2 with plain trim, simple cap moldings and louvered wood shutters; the principal entrance has a 4 panel door with plain tirm. The rear ell features a modern multilight picture window, a multilight door and a window witli a single light. When the structure was a Post Office at the turn of the century, the porch had chamfered posts and there was a corbelled ridge chimney.
>
> The building was erected by Joshua Baldwin as a cabinetmaker shop and it was located to the north of the Baldwin-Bryant House. It was moved c.1875 to its present location, but set further back from the road, and then served as Asa Gilmore's cabinetshop; he was also a house and carriage painter as well as a carpenter and joiner. When Asa Gilmore became postmaster in 1889, he transferred the post office into the former shop which he moved nearer to the road. The structure continued to be used as a Post Office until 1957 (Noble 1985).

Historically, **651-657 Main Street** was comprised of three separate structures**.** The northernmost of these was first identified in a Vermont Historic Sites & Structures Survey completed in 1973 (Photo 37). According to that document, this building was built c. 1820. It was described at that time as the Parkhurst House, an "example of a 1½ story, wood frame, center chimney, "Cape Cod" house" (Fisher 1973).

This property was identified in a 1985 National Register Nomination Form as the Gilmore-Parkhurst House, being built c. 1810.

> This 1 ½ story, 5 bay, gable roofed Cape Cod style dwelling with Georgian entrance surround features a granite block foundation, clapboard siding, a slate roof with a central ridge chimney and a pedimented center front dormer with panelled pilasters added c.1840. A hip roofed, 1-story, Queen Anne style porch with turned posts, balustrade and scrollsawn brackets projects from the north gable end of the house, is enclosed on the eastern end, and shelters a side entrance. A 1-story, gable roofed ell with a slate roof and clapboard siding projects to the east rear; it connects the main block with a 2 ½ story, gable and shed roofed former horsebarn/garage that has a slate and sheet metal roof and mixed clapboard and vertical board siding. The main block is articulated with plain cornerboards, watertable, narrow frieze and molded box cornice with returns. The principal entrance features a non-original door with a square light above four lower panels with bolection molding set in a plain surround from which project flanking pilasters with entasis and an entablature. Sash is generally 2/1 with plain trim and simple cap moldings; some early multilight sash is evident on the rear extensions.

> The earliest commonly known owner of this dwelling was H. H. Gilmore, who resided here in 1855 and 1868, as indicated on maps of those years. Asa Gilmore lived here when he served as postmaster and the Post Office was located in the structure just to the north at the end of the 19th century. Eva Parkhurst used this dwelling as a home while the family ran the store just across Main Street (Noble 1985).

The building situated in the center of 651-657 Main Street (Photo 38) was first identified in a Vermont Historic Sites & Structure Survey form completed in 1973 (Fisher 1973). According to that document, this building was built c. 1850 (Fisher 1973). This property was later described in a 1985 National Register Nomination Form as the Morgan House/Tavern Stand-Vermont Country Store, identified as having been built c. 1830.

> This 2½ story, 5 x 2 bay, gable front, commercial/residential vernacular building is wood framed and has a. granite block foundation, clapboard siding and a sheet metal roof. A series of wings and ells of different styles and ages of construction extend to the east rear. The main block features a 2-story portico with chamfered posts, simple balustrade and dogleg stairway leading to the second story. The projecting 2 bay attic story in the gable front has flushboard siding and gable returns. The facade is articulated with plain cornerboards, watertable, frieze and molded cornice. Sash is generally 12/8 and 12/12, with two large modern multilight windows on the first story of the front facade, one of which projects in a bay window. The replacement principal entrance features a 6 panel door with bolection molding set in surrounds featuring similar heavily molded trim.

A one-story shed-roofed ell and a one-and-one-half story gable-roofed ell were both constructed c. 1840, together with a one-story shed-roof wing, located on the east rear portion of the north elevation. All are sheathed with clapboards and are of wood-frame construction (Noble 1985). Although a second wing was identified by Noble as having been built c. 1940, it does not appear on aerial photography from 1942 or 1954. It first appears on aerial photography in 1971. It was described by Noble as a "1-story, gable roofed wing of lower profile than the first wing extend[ing] approximately 25 feet to the east rear; it has novelty siding and a rolled asphalt roof" (Noble 1985). Similarly, a third wing, also one story in height and with a gable roof and with novelty siding, was misidentified by Noble as having been constructed c. 1950; it does not appear on aerial photographs until 1971. A large flat-roofed sheet-metal sheathed warehouse was constructed c. 1980, and is attached to the third wing by a covered stair.

Noble described the earlier history of the site.

> A photograph of the present Vermont Country Store when it was the Jay Wilkinson House shows a regular 5 bay front on the first story with 2/2 sash and a central entrance with flanking pilasters with entasis; sash on the second story was multilight and there was no exterior stairway. The land on which the store stands was deeded by Oliver Farrar to Jacob Morgan, who had a shoemaker's shop in the vicinity. The present structure was built between 1826 and 1834 and was used as a Tavern Stand by various owners in the mid-19th century, after which it became a residence until it was purchased by Vrest Orton who opened The Vermont Country Store in 1945. When the building was used as a tavern, it had a ballroom on the third floor with two tin chandeliers made by Henry Kimball. One of them is on display at the Farrar-Mansur House (Noble 1985).

The southernmost building on the property, at 651-657 Main Street (Photo 39), was first identified in a Vermont Historic Sites & Structure Survey form completed in 1973 (Fisher 1973). According to that document, this building was built c. 1900. It was described in 1973 as occupied by the Ellie Ballou Shop (Fisher 1973). This property was later described in a 1985 National Register Nomination Form as the White/Pease Store-Odd Fellows Hall, and identified as having been built c. 1840.

> This 2½ story, gable front, wood frame commercial building has a fieldstone foundation, clapboard and decorative shingle siding and a slate roof. The 3 bay second story projects forward above a recessed first story porch supported by chamfered posts. An enclosed,

> straight run stairway on the southern end of the porch is enclosed by a continuation of the main block's sheathing on its south wall. Access to the stairway is from the interior of the building. The structure features plain cornerboards, watertable, frieze and molded cornice with gable returns. Sash is generally 2/2 with plain trim and simple cap moldings; a modern multilight bay window on the left end of the front first story and 15/15 sash on the rear are exceptions. The simple principal off-center entrance features a 6 panel door with plain trim. Decorative bands of shingles between the first and second stories include rows of fishscale and sawtooth shingles. A wider band marks the gable peak, along with an attached flagpole, oculus and Odd Fellows insignia.
>
> The commercial structure was first occupied by White and Clark's Store as mentioned in a deed of 1850 and later occupied by the Pease and Foster Store in 1852. In 1855 it was noted on a map as the E. Pease Store and Post Office, while on a map of 1869 it is depicted as the A. Pease and Son Store. In 1895, Fraternity Lodge No. 54 of the International Order of Odd Fellows was organized; judging from the Queen Anne alterations to the building, the Odd Fellows probably remodeled the structure when they began using it for a meeting place (Noble 1985).

649 Main Street

649 Main Street (Photo 42 and Photo 43) was first identified in a Vermont Historic Sites & Structure Survey form completed in 1973 (Fisher 1973). According to that document, this building was built c. 1840. It was occupied at that time as the Vermont Country Store Restaurant. This property was described in a 1985 National Register Nomination Form as the Baldwin House - Bryant House Restaurant, and identified as having been built c. 1827. The building was described as a

> 2 ½-story, 5 x 2 bay, gable front, wood frame, commercial/residential structure in the Federal/Greek Revival style [that] has a granite block foundation, clapboard siding and a slate roof with an interior brick chimney. A partially enclosed, 1-story, hip roofed porch projects from the north eaves facade. A 2 ½-story, gable roofed residential wing of later date, and l ½-story gable roofed barn/shed wing with a shed roofed privy are offset to the north and extend to the east rear of the main block. The house and residential wing are articulated with applied corner pilasters with entasis, molded cornices with returns and molded friezes. An enclosed porch shelters the central principal entrance and features paneled square pilasters supporting a complete entablature and flanking a 6 panel door with 3/4 length sidelights. Sash is mixed, with 2/2 predominating, and original 9/6 and 12/8 sash evident on the rear facades. A 1-story, c.1870 polygonal bay window of unusual height is situated just to the left (north) of the main entrance and has chamfered spandrel panels; the window on the front face had been infilled with clapboard. A vernacular, squared-off, multilight Palladian window with architrave trim and cornerblocks is centered over the principal entrance. The porch on the north eaves façade features paneled square columns on a paneled halfwall. Its present appearance dates from the 20th century and the columns were copied from those on the principal entrance porch.
>
> The house was built by Major Joshua Baldwin and his wife Maria, the Daughter of Oliver Farrar. Baldwin's cabinetmaker's shop was formerly located to the north of his house, but was moved c.1875 to its present site. At about the same time, the house was renovated. The rear wing with a roofline of higher profile was added c.1875 and the large bay window on the front facade was built to accommodate a large mirror. It is interesting to note that the retarditaire pilasters with entasis were copied on the later addition. The house became a restaurant c.1970 (Noble 1985).

The garage built c. 1980 associated with 649 Main Street was described in 1985 as a "l ½-story, 3 x 2 bay, gable roofed structure [which] has a concrete block foundation, clapboard siding, sheet metal roof, 12/12 sash and two overhead garage doors. It does not contribute to the district" (Noble 1985).

647 Main Street-

647 Main Street (Photo 44, Photo 45, and Photo 46) was first identified in a Vermont Historic Sites & Structure Survey form completed in 1973 (Fisher 1973). According to that document, this building was built c. 1865 (Fisher 1973). It was surveyed a second time, in 1985 as part of the Weston Village Historic District, and was identified as the Piper-Drury House.

> This 2½-story, 3 x 2 bay, gable front, sidehall plan, vernacular residence has a granite block foundation, clapboard siding and an asphalt shingle roof with a large interior brick chimney. A 1½-story, rear wing has a gable roof with a shed roofed wall dormer; it attach the main block to a 1½-story, gable roofed, eastward extending garage wing and a 1-story shed roofed ell, both remodeled in the 20th century. A 1-story, hip roofed veranda wrap across the west gable front and south eaves facade of the main block; it features chamfered square columns, scrollsawn brackets and a simple balustrade. The house is articulated with plain cornerboards, frieze and a molded box cornice with gable returns. The 2/2 sash has plain trim and simple cap moldings. The principal right-bay entrance has a door with a large light with 5 panels flanked by a Georgian surround with pilasters with entasis and an entablature raised from a flush ground, exactly like the entrance on the Gilmore-Parkhurst House.
>
> The Piper Drury House and shop/garage form a stylistically interesting complex that in views at the turn of the 20th century included six connected outbuildings, some of which were agricultural in nature. The property is indicated on an 1855 map as the residence of N. Piper. On the 1869 map, a carpenter shop is located north of the house, which then belonged to J. L. Drury, a carpenter. Judging from the Cape-like profile of the shop, it may be conjectured that perhaps the first house was a Cape, which was later converted to the carpenter shop when Drury bought the property and built the present house c.1865. This might explain the presence of the retarditaire Georgian entrance on a house of this vintage by suggesting that when the shop was created, the entrance was removed and placed on the c.1865 house. (Noble 1985).

The shop/garage associated with 647 Main Street was built c. 1810 or c. 1865 and was also described in the 1985 survey.

> This 1½-story, 4 x 2 bay, post and beam, gable roofed structure has a concrete foundation, clapboard siding and an asphalt shingle roof. Sash is 12/8, 9/6 and 6/6 with overhead doors added in the 20th century. The structure may have been remodeled from an early 19th century house on the site.

The several structures constituting Structure 11 in the present survey remain largely as surveyed in 1985. The roofs of the outbuildings and commercial structures on the property have been covered with corrugated sheet metal in the intervening years, and a timberframe entranceway has been added to the south elevation of 651-657 Main Street. In all other respects, these structures remain largely unchanged. With only minor alterations having been undertaken in the years since 1985, the components identified by that survey as contributing to the NRL Weston Village Historic District continue to contribute to that district.

Photo 36. 661 Main Street, facing northeast.

Figure 18. View of 661 Main Street in1914 (private collection).

Photo 37. 651-657 Main Street, facing southeast.

Photo 38. 651-657 Main Street, facing northeast.

Figure 19. View of the Vermont Country Store c. 1946 (University of Vermont 2011).

Photo 39. 651-657 Main Street, facing northeast.

Photo 40. Rear view of 651-657 Main Street, facing northwest.

Photo 41. Rear view of 651-657 Main Street, facing northwest.

Photo 42. 649 Main Street, facing southeast.

Photo 43. Rear view of 649 Main Street, facing southwest.

Photo 44. 647 Main Street, facing southeast.

Photo 45. 647 Main Street, facing east.

Photo 46. 647 Main Street, facing southeast.

Figure 20. Photograph of the rear view of the six buildings that make up Structure 11, c. 1910 (University of Vermont 2011).

5.12 Structure 12. 639 Main Street— Carver-Goodwin House, Main Street

Structure 12 was described as a non-contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to the 1985 National Register Nomination Form, this house was constructed c. 1972 (Photo 47). Examination of aerial photography for the present report indicates that Structure 12 was constructed previous to 1971, however (U.S. Geological Survey 1971). It was described in the 1985 survey as a "3 x 2 bay 1½-story, contemporary Cape…[with] a concrete foundation, aluminum siding and an asphalt shingle roof"(Noble 1985).

The garage/ barn associated with Structure 12 (Photo 48) was built c. 1920 and was associated with a former parsonage located on the property (Noble 1985). The garage was described in 1985 as a "1½-story, gable roofed structure[that] has vertical board siding, and a slate roof. A 2-story shed roofed wing extends to the east." (Noble 1985). The shed-roofed wing on the small barn or garage appears to have been removed in the intervening years.

The wood-frame house has an asphalt roof and retains the aluminum siding sheathing recorded in 1985. Vinyl windows have replaced the original sash. Although now 50 years in age, Structure 12 does not retain sufficient integrity to contribute to the NRL Weston Village Historic District.

Photo 47. Structure 12, 639 Main Street, facing southeast.

Photo 48. Outbuilding associated with Structure 12, facing east.

5.13 Structure 13. 633 Main Street—Sterling-Coleman House

Structure 13 (Photo 49, Photo 50 and Figure 21) was identified as a contributing property in the National Register nomination form for the NRL Weston Village Historic District, completed in 1985 (Noble 1985). According to that document, it was constructed c. 1835. It was described in 1985 as a

> 2½-story, 5 x 2 bay, gable front, wood frame vernacular residence [that] has a granite block foundation, clapboard siding and a slate roof. A 1-story, c.1870 hip roofed porch with pierced sawn columns and scrollsawn brackets stretches across the asymmetrical front facade, where it is evident that the principal entrance has been moved. The plain entrance is now found in the left center bay, flanked on the left by an abutting window. A 1½-story, gable roofed rear wing projects to the east; the rear portion contains a garage. The house is articulated with plain cornerboards, frieze and molded cornice. Sash is generally 2/2 with plain trim, simple cap moldings and some flanking louvered wood shutters. The interior of the house is presently (1984) being renovated.
>
> This property was owned in 1855 by H. J. Sterling and in 1869 by I. Hale. It is commonly known as the Coleman House and is called Markham Ridge Farm. There were at one time more barn structures connected to the buildings now present (Noble 1985).

The barn associated with Structure 13 was built between c. 1850. It was described in 1985 as a "2½-story, 3 x 3 bay, gable roofed, post and beam barn…[with] a stone and concrete foundation, novelty siding, vertical board siding and asphalt shingle roof" (Noble 1985).

No observable modifications or alterations have been made to this house since last surveyed in 1985. It continues to contribute to the NRL Weston Village Historic District. The associated barn is in a ruinous state; it no longer contributes to the District.

Photo 49. Structure 13, 633 Main Street, facing northeast.

Photo 50. Barn associated with Structure 13, facing east.

Figure 21. 1984 photograph of Structure 13 (Noble 1985).

5.14 Structure 14. 629 Main Street— Shepard/White Blacksmith Shop - Firehouse - Hart's Plumbing

Structure 14 (Photo 51, Photo 52 and Figure 22) was described as a contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to that document, this building was constructed c. 1856. It was described as a

> 1½-story, gable front commercial building [with]…a granite block foundation, clapboard siding and an asphalt shingle roof. It is articulated with plain cornerboards, wide frieze and plain box cornice. Sash is replacement 6/6 with plain trim. A wide, modern overhead garage door spans most of the facade, flanked on the right by a pedestrian door. An exterior chimney rises from the rear. The structure was previously longer and the gable front entrance was smaller with flanking fenestration.
>
> This structure served as E. Shepard's blacksmith shop in 1869 and was later used by Ed White for the same purpose. White lived in the Hosley-White-Walker House while a blacksmith. It served as the town firehouse until 1971 and is currently used as a plumbing shop. Circa 1920, the south side ell was detached and moved to the south to become a residence.
>
> Although altered, the building continues to contribute to the district through its scale, massing, materials, and extant historic detail, as well as through its industrial and public historic associations (Noble 1985).

Structure 14 remains as surveyed in 1985. It continues to be used as a commercial structure, and remains as altered for use as a firehouse, previous to 1971. It remains as a contributing structure in the NRL Weston Village Historic District.

Photo 51. Structure 14, 629 Main Street, facing southeast.

Photo 52. Structure 14, 629 Main Street, facing southwest.

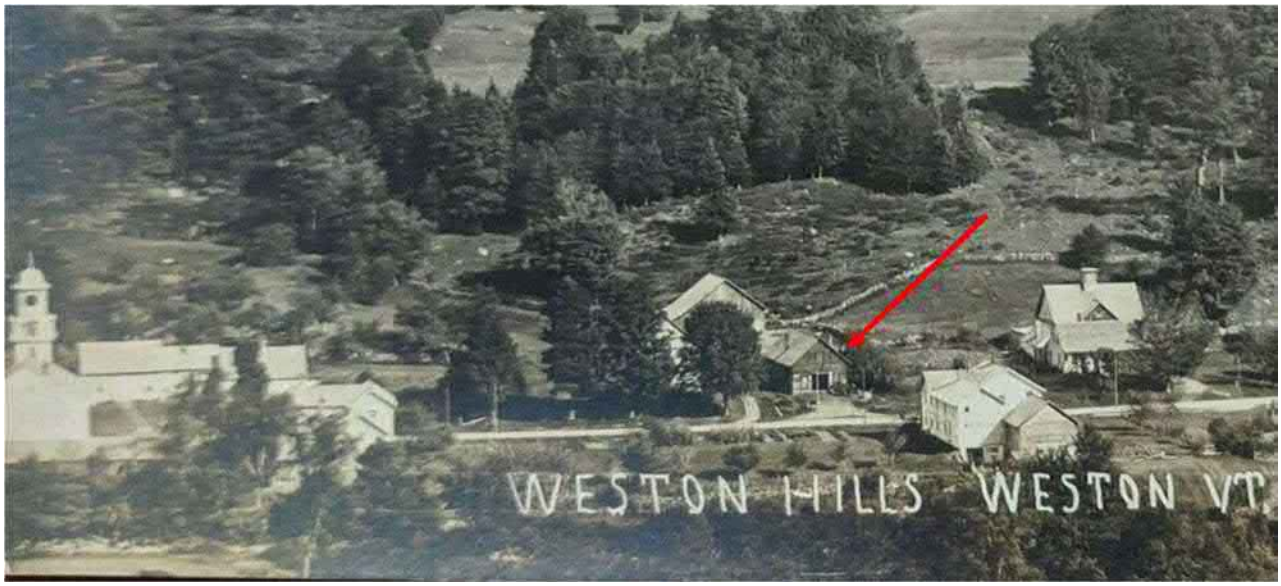

Figure 22. Photograph of Structure 14, c. 1900 (Private collection).

5.15 Structure 15. 627 Main Street— Blanchard House

Structure 15 (Photo 53) was identified as a contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to that document, this building was constructed c. 1856 and then moved c. 1920. It was described in 1985 as a

> 1½-story, 3 x 3 bay, gable roofed, wood frame dwelling [with]…a 1-story, shed roofed, rear shed ell and a 1-story, hip roofed front porch on posts. The house has a concrete foundation, clapboard siding, a sheet metal roof, and an exterior concrete block chimney. Sash is generally 6/6 with varied wood storm sash and plain trim. Plain cornerboards and boxed eaves define the main block. The 1 bay rear portion of the main block was probably added to the front portion, as evidenced by the misalignment of clapboards and the sag of the roof.
>
> This residence was formerly the south side ell of the Shepard/White Blacksmith Shop-Firehouse-Hart's Plumbing building (Noble 1985).

The house is currently abandoned, and its front porch is in a poor state of preservation. Despite this, the structure remains largely as surveyed in 1985, and continues to contribute to the NRL Weston Village Historic District.

Photo 53. Structure 15, 627 Main Street, facing southeast.

5.16 Structure 16. 623 Main Street— Wakefield House-"Weston House"

Structure 16 (Photo 54, Photo 55 and Figure 23) was identified as a contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to the 1985 National Register Nomination Form, this building was constructed c. 1805. It was described as a

> 5 x 2 bay, 1½-story, Cape style former dwelling, now used as a shop, [that] has a Georgian style principal entrance surround. The house rests on a granite block foundation arid has clapboard siding and an asphalt shingle roof. A rear, 1-story, gable roofed ell with modern vertical board siding, a sheet metal roof and concrete foundation projects to the east. The main block is articulated with plain cornerboards and a molded cornice with returns. The gable end raking eaves are closely cropped. Sash is generally 2/2 with aluminum storm sash and plain trim. The Georgian style central entrance features a 4-raised-panel door with a multilight transom and a plain surround on which are applied pilasters with entasis and partial entablatures.
>
> J. A. Wakefield is listed as the occupant of this former farm complex in 1855; it is not known whether Wakefield was the owner of the land when the house was constructed. However, it is known from various deed records that J. A. Wakefield purchased land on Cold Spring Brook as early as 1808 from Oliver Farrar and that he owned land to the West River below the Meeting House that was deeded by White. On the map of 1869, J. W. Tubbs is listed as the occupant. The house is presently used as a retail store of handmade crafts (Noble 1985).

The outbuilding (Photo 56) associated with Structure 16 was constructed sometime after 1985 (Noble 1985). It is a wood frame structure with vertical board sheathing, of rectangular plan having a gable roof, and a one-story leanto. It is covered with a wood shingle roof.

Structure 16 has not been altered since 1985 except for the construction of a large brick chimney, which straddles the roof ridge near the center of the building. It continues to contribute to the NRL Weston Village Historic District. Its associated outbuilding is not a contributing structure to the district, as it is less than 50 years old.

Photo 54. Structure 16, 623 Main Street, facing northeast.

Photo 55. Structure 16, 623 Main Street, facing southeast.

Photo 56. Outbuilding associated with Structure 16, facing east.

Figure 23. 1984 photograph of Structure 16 (Noble 1985).

5.17 Structure 17. 613 Main Street—Pease-Jelley House

Structure 17 (Photo 57) was identified as a contributing property in the National Register Listed (NRL) Weston Village Historic District nomination form completed in 1985 (Noble 1985). According to that document it was constructed c. 1860. It was described as a

> 1½-story, gable front, wood frame, sidehall plan, vernacular dwelling [whose design] was influenced by the Greek Revival style. It has a granite block foundation, clapboard siding and a sheet metal and asphalt shingle roof. A c.1950, non-contributing, 1-story, gable roofed ell extends to the south and has a large brick exterior chimney. A 1-story, shed roofed entrance ell extends to the east rear of the main block. The house is articulated with plain trim, watertable, wide frieze and box cornice. Sash is generally 2/2 with plain trim. The right-bay entrance features a 4 panel door flanked by full length sidelights and a plain surround.
>
> The house was occupied by Silas H. and Polly Pease in 1869 and it is assumed that they also built it. It is commonly known as the Jelley House. Original ells and sheds extended to the north and were removed c.1950. The house is presently used as a real estate office and residence (Noble 1985).

The one-story gable-entry wood-frame garage associated with Structure 17 was labeled as a non-contributing building to the district in 1985. It was constructed c. 1950, and sits on a concrete foundation (Noble 1985). It has wood clapboard siding and an asphalt shingle roof.

The house and garage remain essentially as surveyed in 1985. The c. 1950 addition to the house and garage are now 70 years in age. Both structures now contribute to the NRL Weston Village Historic District.

Photo 57. Structure 17, 613 Main Street, facing northeast. A granite hitching post seen in foreground at right.

Photo 58. Outbuilding associated with Structure 17, facing northeast.

6 National Register Eligibility Summary

Fifteen of the 17 structures or groups of structures surveyed for this HRI were previously surveyed. Fourteen of these (excluding Structures 1, 7 and 12) were listed on the National Register in 1985 as contributing structures in the Weston Village Historic District. Since that listing, alterations undertaken to Structure 10 in the intervening years have compromised its integrity to the degree that it no longer contributes to the District. Structure 12 continues as a non-contributing structure in the District. Since having been surveyed in 1985, several outbuildings that were identified as non-contributing due to insufficient age have attained more than 50 years in age and retain integrity, and so can now be considered to contribute to the District.

Structures 1 and 7 were not previously surveyed; neither is eligible for listing on the National Register, either individually or as part of an expanded Weston Village Historic District.

There are no anticipated project impacts to any of these structures. Project impacts to landscape elements, including the stone walls associated with Structures 1, 2, 3, and 11; the hitching post associated with Structure 17; and the large trees associated with Structure 6, should be avoided.

Table 1. Summary of Resources Surveyed for the Bicycle and Pedestrian Connectivity Scoping Study Area

Building No. (see Map 2)	Resource Address	Construction Date	Historic Use or Name	Previous Survey and/or NR status	Recommended National Register Status
1	725 Main Street	Prior to 1856		None	Not NRE
2	719 Main Street	c. 1860 and thereafter; 2017	Wilder-Walker Farm (Farmhouse, Shed/Barn wing and the Hay/Cow Barn wing) and Weston Playhouse	1985 NRL contributing structure in the Weston Village Historic District (#20, 20b, 20c)	NRL contributing to Weston Village Historic District, with the exception of the Weston Playhouse, which is non-contributing
3	703 Main Street	c. 1900	Hosley-Sparks-Brightman House	1985 NRL contributing structure in the Weston Village Historic District (#21)	NRL contributing to the Weston Village Historic District
4	697-699 Main Street	c. 1870	Lunge-Lloyd House and Lunge-Lloyd Barn/Apartment	1985 NRL contributing structure in the Weston Village Historic District (#22 and 22a)	NRL contributing to the Weston Village Historic District
5	691 Main Street	c. 1870	Mansur-Austin House and Mansur-Austin Barn/Shop and Garage	1985 NRL contributing structure in the Weston Village Historic District (#23 and 23a)	NRL contributing to the Weston Village Historic District
6	689 Main Street	c. 1860	Carter-Jaquith House	1985 NRL contributing structure in the Weston Village Historic District (#24)	NRL contributing to the Weston Village Historic District
7	685 Main Street	1996		None	Not NRE individually, or as a component of the NRL Weston Village Historic District

Building No. (see Map 2)	Resource Address	Construction Date	Historic Use or Name	Previous Survey and/or NR status	Recommended National Register Status
8	4 Markham Lane	c. 1872	Alonzo Drury House and barn	1973 VHSSS contributing structure in the Weston Village Historic District (1421-1 #13); 1985 NRL contributing structure in the Weston Village Historic District (#26 and 26a)	NRL contributing to the Weston Village Historic District
9	3 Markham Lane	c. 1872; 1984	Cragin/Sprague Shop-Follette House-Inn on the Green and garage	1973 VHSSS contributing structure in the Weston Village Historic District (1421-1 #14); 1985 NRL contributing structure in the Weston Village Historic District (#27)	NRL contributing to the Weston Village Historic District (house only)
10	665 Main Street	c. 1857; c. 1919	Hosley-White-Walker House and garage	1973 VHSSS contributing structure in the Weston Village Historic District (1421-1 #15); 1985 NRL contributing structure in the Weston Village Historic District (#28 and #28a)	No longer contributes to the NRL Weston Village Historic District
11	647-661 Main Street	c. 1820; c. 1810; c. 1830-1840, c. 1960, and c. 1980; c. 1840; c. 1827; c. 1865	Baldwin/Gilmore Cabinetmaking Shop-Old Post Office; Gilmore-Parkhurst House; Morgan House/Tavern Stand-Vermont Country Store; White/Pease Store—Odd Fellows Hall; Baldwin House; Piper-Drury House	1973 VHSSS contributing structure in the Weston Village Historic District (1421-1 #16-#21); 1985 NRL contributing structure in the Weston Village Historic District (#29 thru #34)	NRL contributing to the Weston Village Historic District (garage associated with 649 Main Street is non-contributing due to insufficient age)
12	639 Main Street	c. 1971; c. 1920	Carver-Goodwin House and barn	1985 NRL non-contributing structure in the Weston Village Historic District (#35)	Non-contributing structure in the Weston Village Historic District

Building No. (see Map 2)	Resource Address	Construction Date	Historic Use or Name	Previous Survey and/or NR status	Recommended National Register Status
13	633 Main Street	c. 1835; c. 1850	Sterling-Coleman House and barn	1985 NRL contributing structure in the Weston Village Historic District (#36 and #36a)	The house continues to contribute to the NRL Weston Village Historic District. The barn is in a ruinous state, and no longer contributes to the District.
14	629 Main Street	c. 1856	Shepard/White Blacksmith Shop - Firehouse - Hart's Plumbing	1985 NRL contributing structure in the Weston Village Historic District (#37)	NRL contributing to the Weston Village Historic District
15	627 Main Street	c. 1856	Blanchard House	1985 NRL contributing structure in the Weston Village Historic District (#38)	NRL contributing to the Weston Village Historic District
16	623 Main Street	c. 1805	Wakefield House- "Weston House" and outbuilding	1985 NRL contributing structure in the Weston Village Historic District (#39)	NRL contributing to the Weston Village Historic District (house only)
17	613 Main Street	c. 1860; c. 1950	Pease-Jelley House and garage	1985 NRL contributing structure in the Weston Village Historic District (#40)	NRL contributing to the Weston Village Historic District

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1954 *Aerial Single Frame Photo ID: Weston, Vermont*. U.S. Geological Survey, Sioux Falls, South Dakota.

1971 *Aerial Single Frame Photo ID: Weston, Vermont*. U.S. Geological Survey, Sioux Falls, South Dakota.

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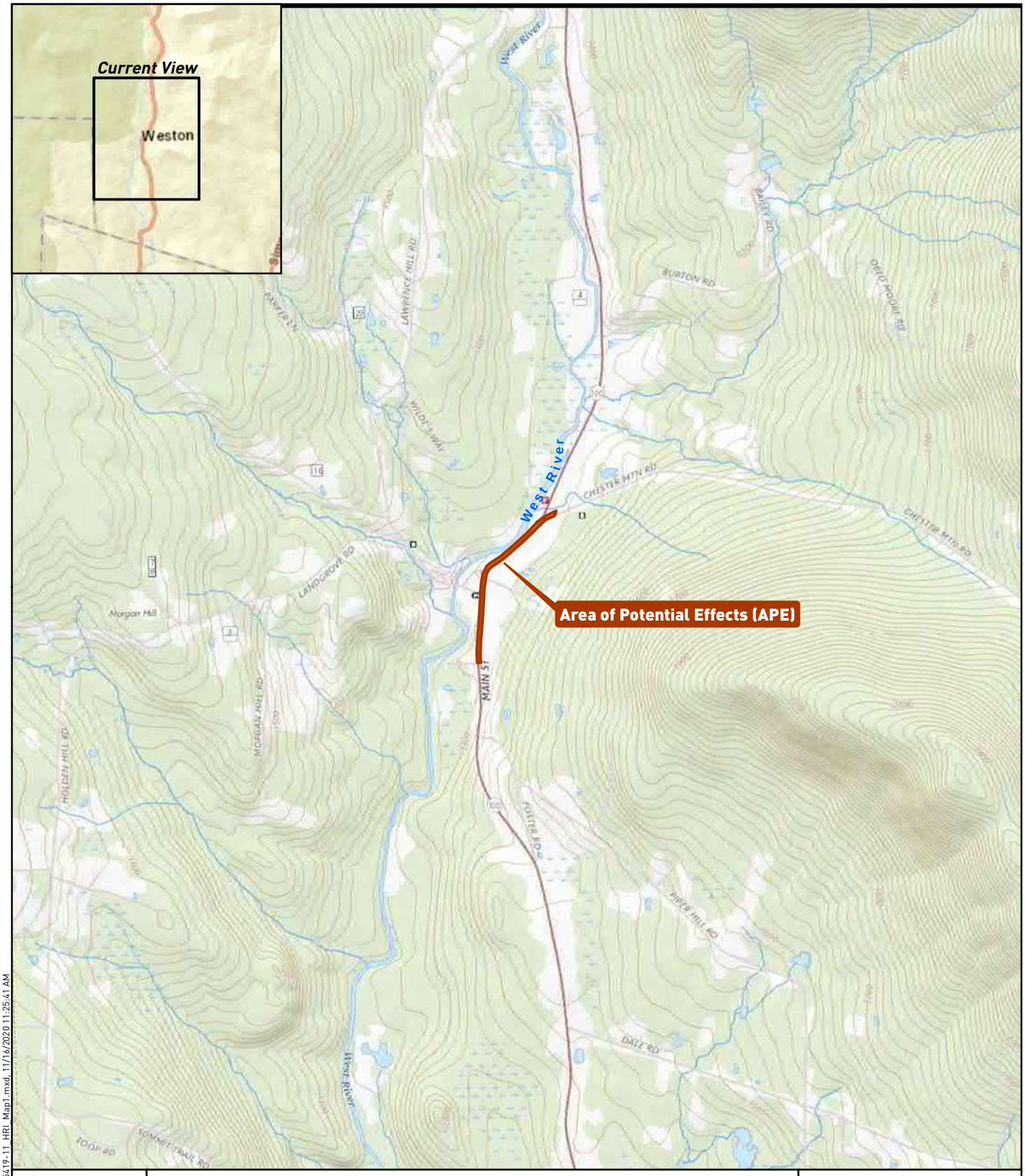
Maps



1,000 0 1,000 2,000 Feet

300 0 300 600 Meters

Note: Contour interval is 20 feet.

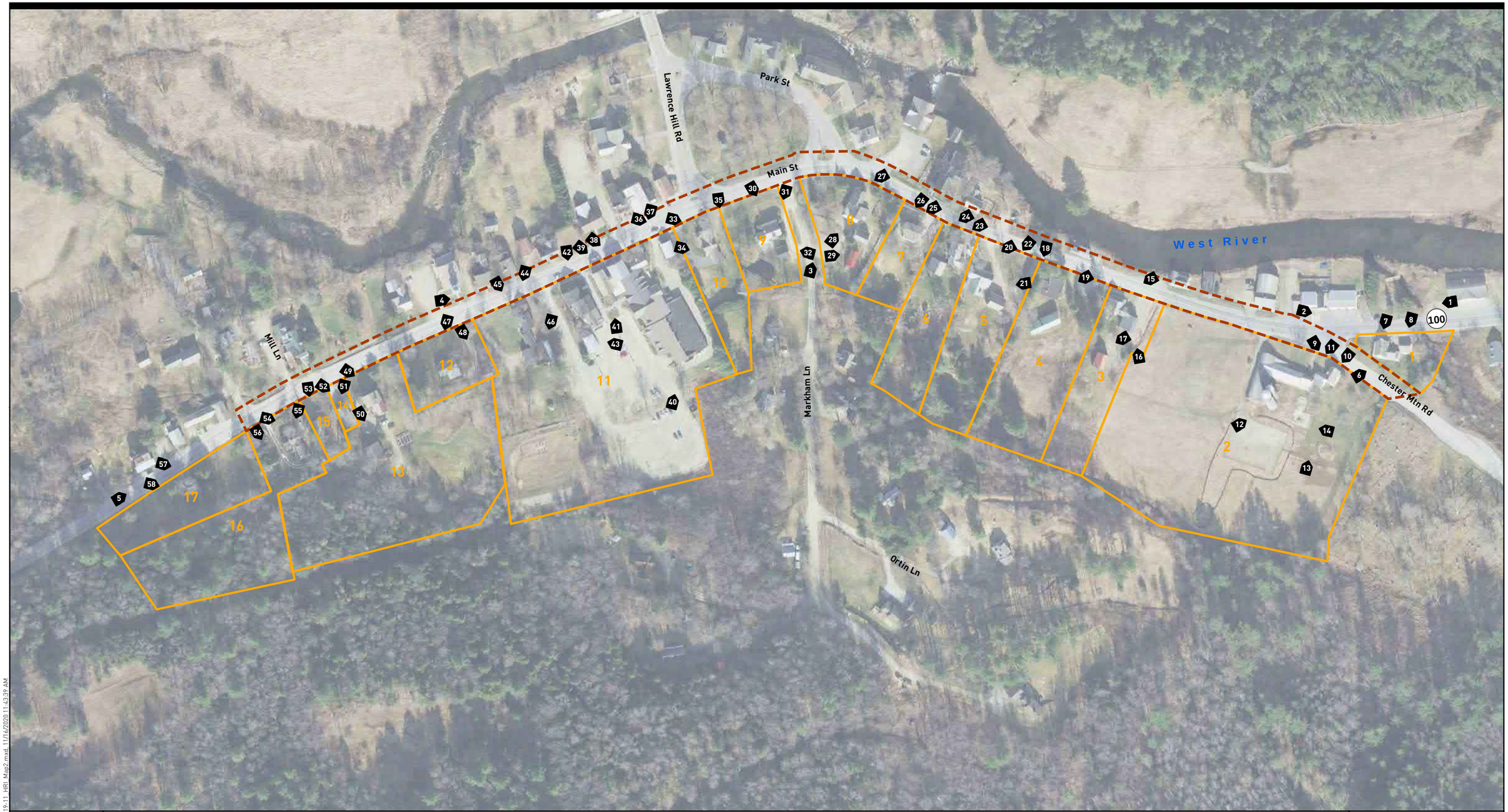
Project Location

GIS Services Accessed 11/16/2020: Environmental Systems Research Institute, Inc., World Street Map; USGS The National Map

HARTGEN archeological associates inc

Map 1

E:\5419\GIS\Documents\HAA_5419-11_HRI_Map1.mxd, 11/16/2020 11:25:41 AM



100 0 100 200 Feet

30 0 30 60 Meters

Legend

Photo Angle

Area of Potential Effects (APE)

Parcel of Interest

Project Map

Vermont Center for Geographic Information, Orthoimagery, 2016-2020

HARTGEN archeological associates inc

Map 2

E:\5619\GIS\Documents\HAA_5619.11_HRI_Map2.mxd, 11/16/2020 11:43:39 AM

Qualifications

WALTER R. WHEELER
Senior Architectural Historian

EDUCATION:

Rensselaer Polytechnic Institute
Bachelor of Architecture May 1987
Bachelor of Science, Building Science, May 1986

QUALIFICATIONS:

36 CFR Part 61 Qualified Architectural Historian

SPECIAL TRAINING:

Architectural History Consultant Training
VDHP, Montpelier, VT, April 2019.

Vermont Community Development Program Qualified Professionals Training
VDHP, Montpelier, VT, September 2016.

Evaluating Significance of Historic and Archeological Resources Workshop
Vermont College, Montpelier, VT, May 2001
Historic Preservation Consultant training and Section 106 training

PROFESSIONAL EXPERIENCE:

June 1999 – Present — Senior Architectural Historian
Hartgen Archeological Associates, Inc.
Oversee and prepare architectural resource surveys, including pre-assessments, literature reviews and historical documentation; field reconnaissance; report and proposal preparation. Responsible for preparing documents to be reviewed by VAOT, VDHP, and USACOE, for SEQR, Section 106 and NEPA. Preparation of reports generated under ACT 250 and the FCCs Nationwide Programmatic Agreement, including preparation of forms 620 and 621.

November 1992 – June 1999 — Architectural History Consultant
Identified, analyzed, and assessed historic structures; researched and wrote for exhibitions and publications including Historic Structures Reports; executed drawings in connection with restoration projects. Clients included Rensselaer County Historical Society; Robert Pierpont, both in Troy, NY; towns of Durham and Oak Hill, NY; Albany Institute of History and Art; Metropolitan Museum of Art; the New York Public Library, and John G. Waite Associates, Albany, NY.

May 1984—November 1992 — Junior Architect
Worked for the Office of the New York State Architect, Wagoner & Reynolds, and in the office of Robert N. Pierpont as a Junior Architect. Responsible for restoration projects including the Governor's Mansion, the New York State Capitol, and Wilborn Temple (all in Albany, NY), and the Knickerbocker Mansion, in Schaghticoke, NY.

PRINCIPAL PUBLICATIONS:

2020 "Post-Colonial New World Dutch Framing Innovations and the Development of the Balloon Frame," in James W. P. Campbell et al eds., *Proceedings of the Seventh Annual Conference of the Construction History Society*. Cambridge, England: The Construction History Society.

2016 "Magical Dwelling: Apotropaic Building Practices in the New World Dutch Cultural Hearth," in Christiane Bis-Worch and Claudia Theune, eds., *Ruralia XI: Religion, Cults & Rituals in the Medieval Rural Environment.* Leiden, Netherlands: Sidestone Press, 373-396.

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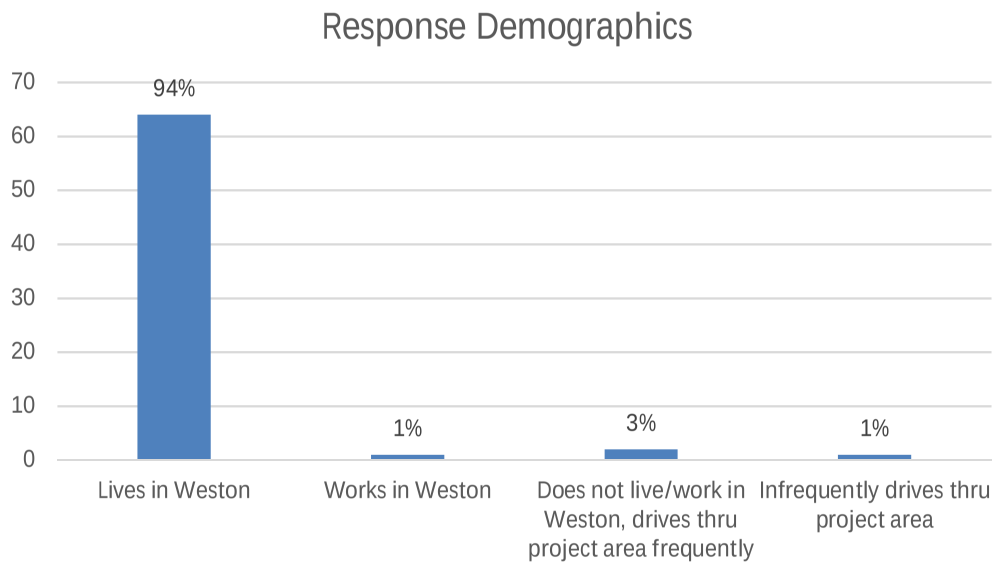
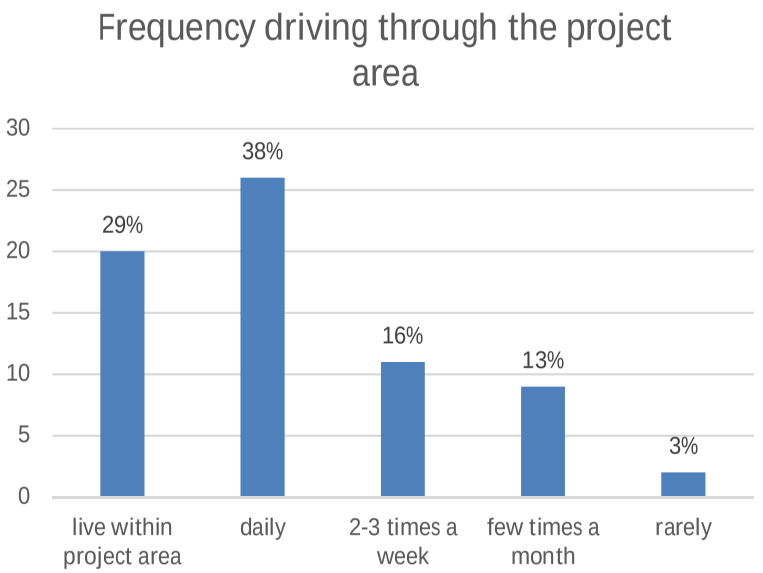
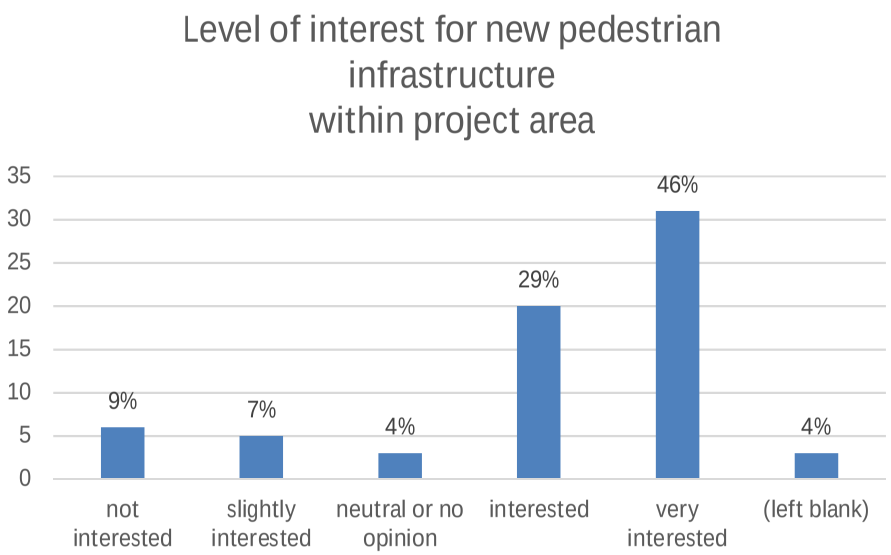
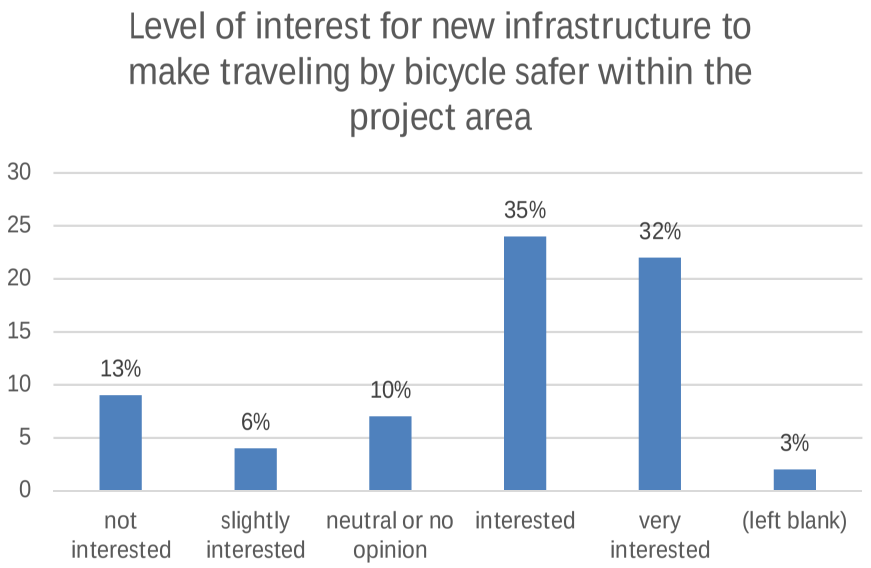
APPENDIX

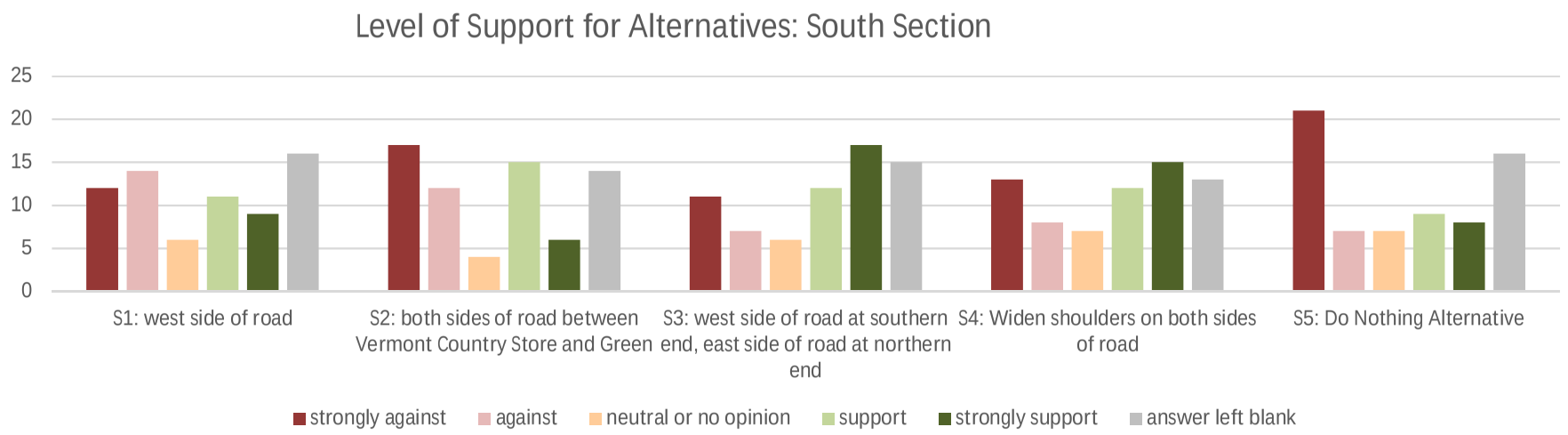
E. COMMUNITY SURVEY RESULTS

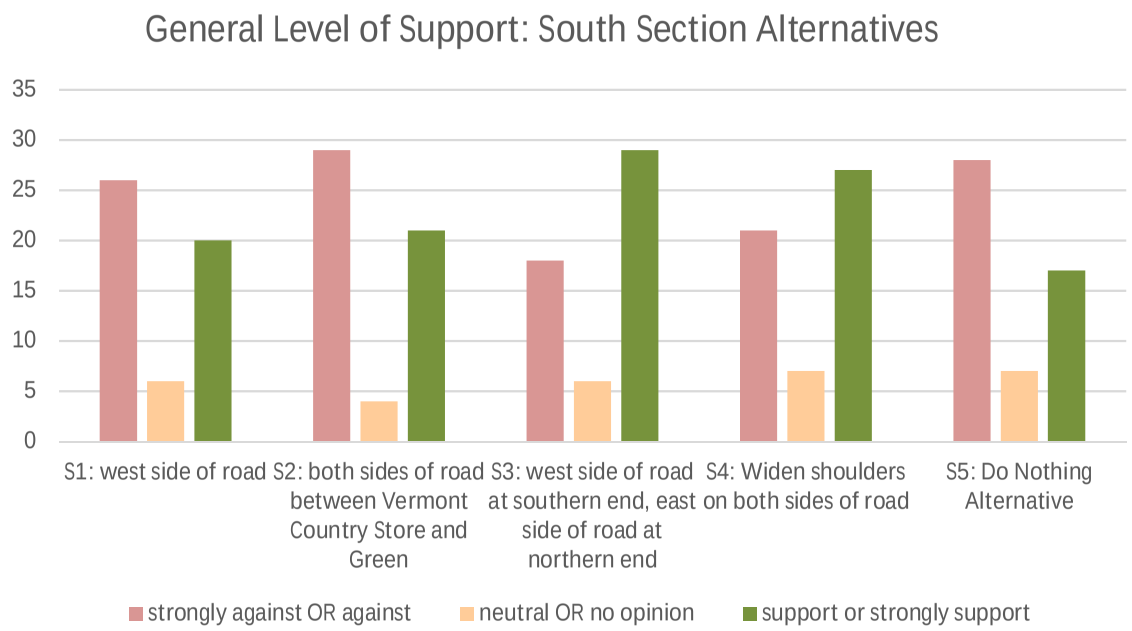

Response Demographics
70
60
50
40
30
20
10
0
94%
1%
3%
1%
Lives in Weston
Works in Weston
Does not live/work in Weston, drives thru project area frequently
Infrequently drives thru project area


Frequency driving through the project area
30
25
20
15
10
5
0
29%
38%
16%
13%
3%
live within project area
daily
2-3 times a week
few times a month
rarely

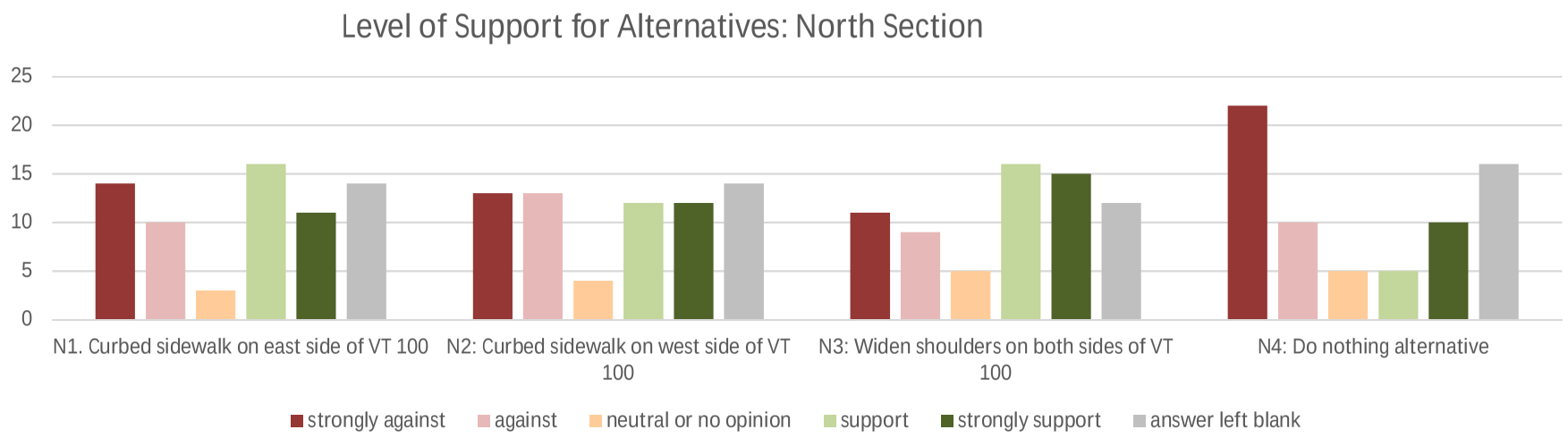

Level of interest for new pedestrian infrastructure within project area
35
30
25
20
15
10
5
0
9%
7%
4%
29%
46%
4%
not interested
slightly interested
neutral or no opinion
interested
very interested
(left blank)

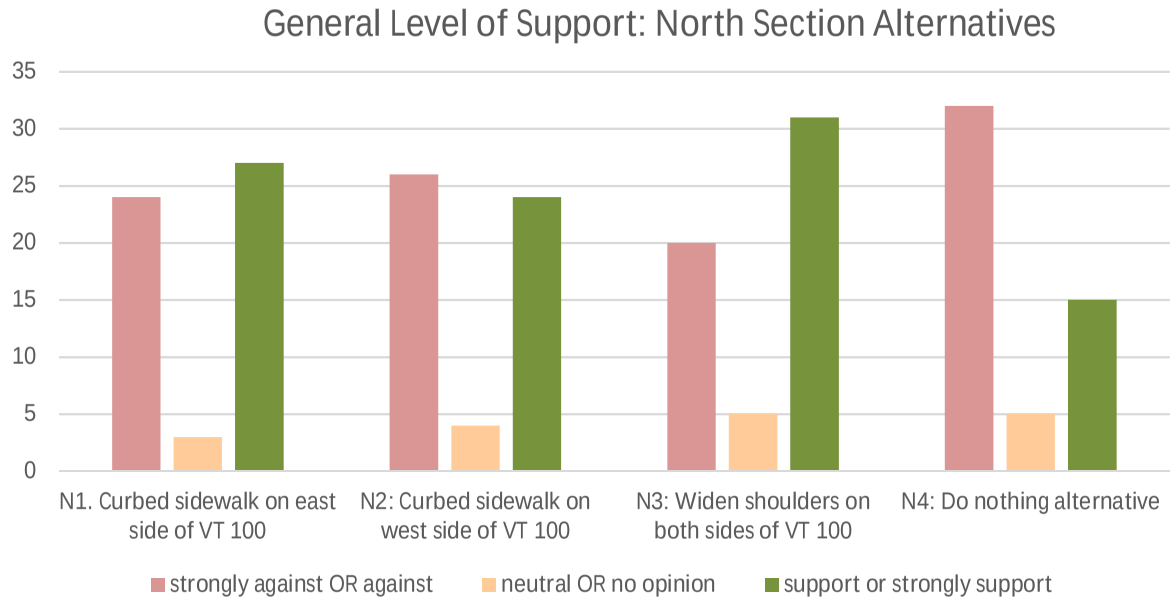

Level of interest for new infrastructure to make traveling by bicycle safer within the project area
30
25
20
15
10
5
0
13%
6%
10%
35%
32%
3%
not interested
slightly interested
neutral or no opinion
interested
very interested
(left blank)





Alt.	Strongly Against or Against	Neutral or No Opinion	Support or Strongly Support	Answer Left Blank
S1	38%	9%	29%	24%
S2	43%	6%	31%	21%
S3	26%	9%	43%	22%
S4	31%	10%	40%	19%
S5	41%	10%	25%	24%

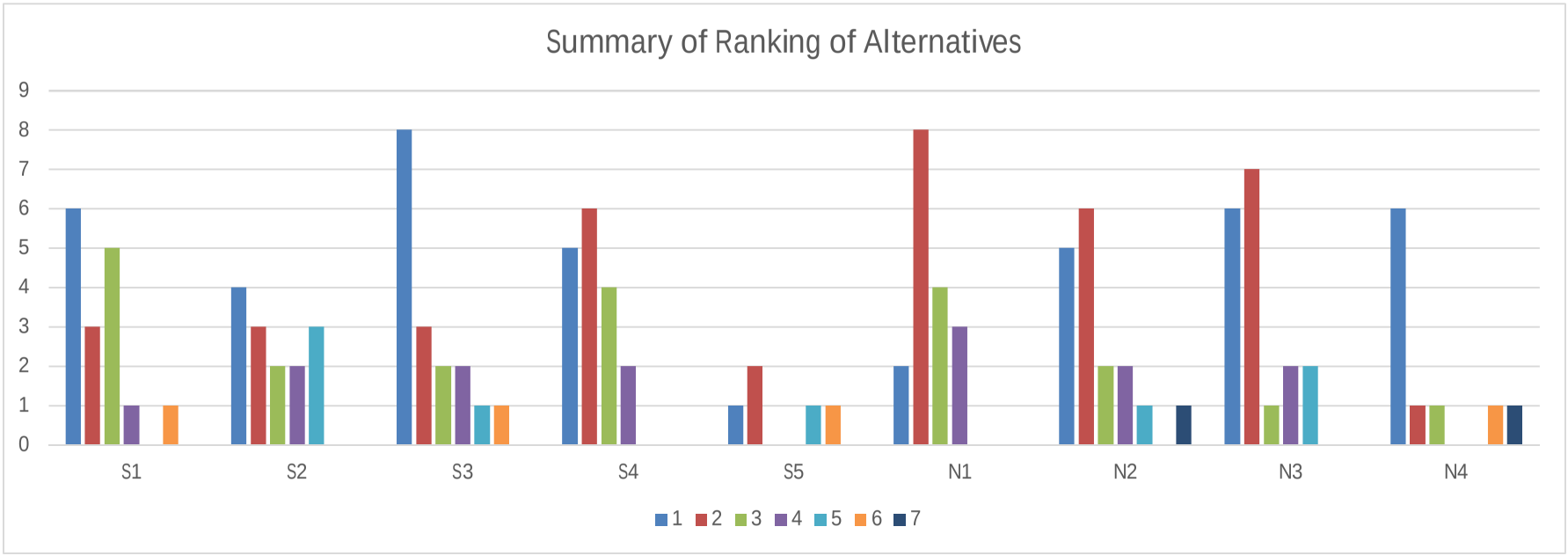




Alt.	Strongly Against or Against	Neutral or No Opinion	Support or Strongly Support	Answer Left Blank
N1	35%	4%	40%	21%
N2	38%	6%	35%	21%
N3	29%	7%	46%	18%
N4	47%	7%	22%	24%

Rank the priority of the alternatives that you support that you would like to see the Town move forward with (1 being what you see the top priority of the Town should be).

# for each ranking of ...	1	2	3	4	5	6	7
S1	6	3	5	1	0	1	0
S2	4	3	2	2	3	0	0
S3	8	3	2	2	1	1	0
S4	5	6	4	2	0	0	0
S5	1	2	0	0	1	1	0
N1	2	8	4	3	0	0	0
N2	5	6	2	2	1	0	1
N3	6	7	1	2	2	0	0
N4	6	1	1	0	0	1	1
	43	39	21	14	8	4	2



Weston Scoping Study - Online Survey: Open Ended Responses

As an initial phase, I wonder if it would be possible to widen the shoulder on only the East side of the North section? This would be very cost efficient and would maximize the 'cost-benefit' ratio for the project.

In general, having side walks would be a great idea. I am in support of all actions.

The ONLY improvement necessary is to widen the shoulders on both sides of the road AT THE CURVE AND HILL adjacent to #686 and #690 Main St. for pedestrian and biker safety. If the existing sidewalk on the west side were to be fixed and extended from the Inn to in front of the Christmas Shop (WITHOUT CURBS) that would be a great help for foot traffic also. No curbs anywhere, please. No, no, no.

I would support improving the vestigial sidewalk on the west side of the road in the south section (but not creating a curbed sidewalk) and creating a path (not a curbed sidewalk) on the east side of the road in the north section. I also strongly support an illuminated speed indicator sign at the north end to avoid people speeding down the hill and into the fence around the green. One at the south end would be nice too.

Drop speed limit to 25 through town. Extend 35 mph speed limit for at LEAST one mile both North and South, to cut down on speeding and truck traffic.

This survey is incredibly confusing. Is the point to find the same information through different versions of the same question? In any event, please make sure that we do SOMETHING. It's too dangerous right now.

Leave downtown as it is

I think the point of widening the road resulting in the potential for higher speeds is the most important one in all of these considerations. We enjoy running and biking on these sections, I can imagine having good pedestrian paths for residents and visitors being a nice improvement to our town.

I would like to see the alternatives for the north side extended to include the new Weston Hub and the Weston Marketplace. That would give the pedestrians and cyclists a safe place to walk or ride near those destinations.

Like things just the way they are. I'm not unhappy with the way things are now.

I walk places in town - market, exercise to/toward Mill Ln, to the VCS on occasion and to Walker Farm to usher or see a show and (soon) to maybe eat at the Hub. I do this all year, summer, fall, winter and spring. It'd be nice to have a safer place to walk (me and my dog)…doing nothing would be wrong and would put me and others in harms way unnecessarily.

I think it is shameful that our town has no sidewalks, no crossing zones, and no good way to share the lovely downtown area, so much more attractive than our neighboring town of Londonderry. Thanks for asking!

I think the recent paving by the state is enough. You will prevent parking if you pave everything. As I understand it the town was going to repair the sidewalk on the west side of the southside 40 years ago. I should like to see that happen. Same materials. What happened about the speeding? Pavement markings and signs should be installed.

The Christmas Shop location is mislabeled. That is the Village Store. The diagonal or straight-in parking needs to remain in front of the Village Store and Post Office. No need for a sidewalk to continue there with the wide paved areas. Thus the sidewalk on the west side, south section, should stop just after the Christmas Store (north side), and the cross walk located accordingly. For the north section, I prefer the east side, however the plan needs to include a cross walk at the Park Road area to allow for foot traffic over to the playhouse and mill areas. Perhaps there should also be a cross walk at the south end of the Village Green to the existing path in the green. That would also allow access up Lawrence Hill Road to Cold Spring Brook Park and the church.

We need to resolve the speeding issue before taking on this project

Weston Scoping Study - Online Survey: Open Ended Responses

As a 20-year Village resident I am puzzled why the Town is considering this extensive project. I can count on one hand the village residents who walk anywhere. It seems the only beneficiaries would be tourists. Why not finally just put in a real crosswalk between VCS and the Village Store? That's all that's needed for shoppers' safety. A sidewalk would take away parts of our property for tourists, and encourage them to walk their dogs north thru town (which would most certainly result in dogs urinating on lawns)…and increase tourists' presence past the two stores and adversely affect our quiet enjoyment of our homes/property. Any sidewalk thru the North portion of town seems even more overkill. For whom? For the staff of the theatre? They are in town for 3 months a year. Spend $500k-1M for part-time non-resident employees & tourists?!? I can't find one VILLAGE resident who is in favor of drastically altering how we live…and how our village looks.

I think widening the shoulders could lead to higher traffic speeds and therefore a less safe zone, I am never comfortable walking on the shoulder of a road. A sidewalk adds clear separation with added safety and would encourage foot traffic/people spending more time and money in the local establishments. This is a tremendous opportunity to address aesthetics and enhance the village feel. I would also encourage the town to utilize granite block vs concrete curbs.

South Buisness district crosswalk by VT Country Store. Speed signs at entrance to Weston by walker farm and Weston Inn

Rather than the suggestion of speed bumps on VT100, what about approaching the State for the use of "rumble strips" at the entry of the town zone at each end? This would not impede plowing and would be a strong signifier of the reduced speed zone. Also, having reviewed the condition over the last couple of days, I think the proposed "raised curb" will have some grading challenges and impacts that will be undesirable. What about the concert of a "flush curb" and sidewalk with the curb being of a material that clearly indicates the transition from roadway surface to sidewalk surface? It was stated that the projected cost estimate included only concrete curbs and sidewalks. I think this would be a serious detraction to the historic nature and character of the Village and should be upgraded to something more traditionally seen in VT towns and more appealing and appropriate to the local Vermont character. The west side of the south zone seems much more appropriate for a sidewalk than the east side, south of the VCS.

It was extremely disappointing to only find out at the alternatives meeting, and not sooner, that the Lawrence Hill Road and Green section was removed from the project. This area is problematic, in the nicest of terms. I think if this area had been addressed first, including the high crash location, little school and TH parking with simple striping and signage solutions, dangerous curve, post office parking problems, and horrendous Y intersection, that local support for the project and bike/ped conversation on 100 in general would be strengthened. Removing parking spaces in front of the post office and country store is not an option. There is already a parking shortage and exacerbating the problem (for locals accessing the post office with current "PO only parking signage) would be detrimental to community efforts in furthering infrastructure improvement support. Disappointed that the use of free local and state resources was not mentioned - ex. local motion, road diets, pop-up installs. There was no mention of the ties to regulations and development. Ex. New Walker Farm project clearly exacerbated an already difficult and dangerous walking situation, increased foot traffic, yet there were no regulations in place to require bonds, $ or direct investment by applicants into bike/ped infrastructure.

Sidewalks, much like LED speed signs, are not in the character of Weston as a rural town. Nor will they positively effect pedestrian behavior or improve their choices of where to cross the road. In the end it is an expense for very little upside in safety, loss of character and hence business revenue and an ongoing maintenance cost and expense not needed in a town of this size.

Weston Scoping Study - Online Survey: Open Ended Responses

Weston is not a walking town. People drive up to two redundant country stores and when attending the theater they will parking anywhere; in front of NO Parking signs, mailboxes, driveways and on private lawns. The idea of sidewalks is an unnecessary expense, with recurring expenses and equipment to maintain. Plans has no viable solutions to winter snow pile up. Who incurs the expense of removal in the winter. Encroaching on residences property for walkways that will not likely be used a couple months of the year is legal but is just too expensive. Not identified is who exactly are the potential users? What is the asset value to enhance the neighborhood's value? What is the affect to property value? Lumination?! is it necassary. No mention of shared lane marking regarding bike path and walkway. Weston has been reduced to two country stores, and the remaining businesses are only open part time a few months of the year. Walkers with dogs use the green as a dog park.
Address “y” intersection and sidewalks from post office to library
I think it is very important that this study has taken place and I appreciate the time and energy that has gone into the process thus far.
I think if you eliminate parking in front of the PO and Weston Country Store you’re creating more problems than you solve. The least impact which goes a long way toward accomplishing the goals of this issue is simply widening the shoulders. It’s also the least expensive too of course but that isn’t the primary motivation for me.
Weston had sidewalks in the Village that are now partially deteriorated,; sometimes not even identifiable. That leaves me with as much concern for the continuing cost of infrastructure maintenance as "current" construction costs. I definitely do not favor curbed sidewalks North of the Green or South of the Old Parish Church.
I strongly object to doing any modifications to the north project that mainly impacts the historic homes and stone walls.. I think having a sidewalk in the south with a crosswalk by the business district and green would be fine as it does effect safety. I would defer the north project until South is done and speed signs been installed. We can then reevaluate.

APPENDIX

F. OPINION OF PROBABLE CONSTRUCTION COSTS FOR ALTERNATIVES

Weston Scoping Study
Opinion of Probable Construction Cost
For Project Alternatives

				South Section								North Section					
				- S1 - Sidewalk on west side		- S2 - Sidewalks on both sides of road for shortened length south of Green		- S3 - Sidewalk on west side along south end, and east side along north end		- S4 - Widened shoulders on both sides		- N1 - Sidewalk on east side		- N2 - Sidewalk on west side		- N3 - Widened shoulders on both sides	
Item	Description	Unit	Unit Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost
*	Concrete Walk, No Curb	LF	$184														
*	Concrete Walk, Concrete Curb	LF	$277	1010	$279,770	500	$138,500	1010	$279,770			1310	$362,870	1195	$331,015		
201.15	Removing medium trees	EA	$700									4	$2,800				
203.15	Common Excavation	CY	$14							750	$10,500					930	$13,020.00
203.16	Solid Rock Excavation	CY	$100	24	$2,400	0.19	$19	24	$2,400					7	$704		
203.28	Excavation of Surfaces and Pavements	CY	$27	65	$1,755	65	$1,755										
203.30	Earth Borrow	CY	$17														
301.15	Subbase of gravel	CY	$35							565	$19,775.00					610	$21,350.00
402.12	Aggregate shoulders	TON	$35							315	$11,025.00					340	$11,900.00
404.65	Emulsified asphalt	CWT	$29							12	$348					15	$435
406.25	Bituminous concrete pavement	TON	$200	110	$22,000	110	$22,000			392.688	$78,538					425.736	$85,147
604.20	Catch basin with grate	EA	$3,800														
604	Remove / replace catch basin	EA	$5,000														
604.412	Rehab CB, Class 1	EA	$1,300			2	$2,600	2.00	$2,600			6	$7,800				
616.41	Removal of Existing Curb	LF	$6			70	$420	70	$420								
617.10	Relocate Mailbox, single support	EA	$150									2	$300				
620.50	Remove and reset fence	LF	$20	130	$2,600			130	$2,600			60	$1,200				
635.11	Mobilization / Demobilization	LS	8%	---------- included in sidewalk cost ----------						1	$11,785.45	included in walk cost				1	$13,239.58
641.10	Traffic Control	LS	varies	---------- included in sidewalk cost ----------						1	$8,000	included in walk cost				1	$8,000
646.40	Durable 4" white line	LF	$0.75							1510	$1,133					2190	$1,643
646.504	Durable crosswalk marking, polyurea	LF	$21	28	$588	28	$588	28	$588					94	$1,974		
653	Erosion Control	LS	varies	---------- included in sidewalk cost ----------							$2,000	---------- included in walk cost ----------					$2,000
675.2	Traffic Signs, Type A	SF	$14	12.5	$175	12.5	$175	12.5	$175					37.5	$525		
675.341	Square tube sign post and anchor	LF	$10	30	$300	30	$300	30	$300					90	$900		
900.645	SP, Class A Restoration of Growth)	LS	varies	---------- included in sidewalk cost ----------						1	$16,000	---------- included in walk cost ----------				1	$22,000
900.645	New retaining wall	SF	$500											320	$160,000		
900.645	Site Work for Sidewalk Construction	LS	varies						$1,200						$6,100		
900.670	Relocate Existing Stone Wall	SF	$300									310	$93,000				
900.645	Contingency for additional drainage work	LS	varies		$13,989		$6,925		$13,989				$18,144		$16,551		
	Subtotal Construction				$323,577		$173,282		$304,042		$159,104		$486,114		$517,768		$178,734
	20% Contingency on Alternative Specific Items				$10,000		$10,000		$5,000		$35,000		$25,000		$40,000		$40,000
	Opinion of Probable Construction Cost, Conceptual				$333,577		$183,282		$309,042		$194,104		$511,114		$557,768		$218,734
	Preliminary Engineerin and Administration Costs**		22%		$73,000		$40,000		$68,000		$43,000		$112,000		$123,000		$48,000
	Construction Admin**		14%		$47,000		$26,000		$43,000		$27,000		$72,000		$78,000		$31,000
	Non-Construction Related Project Costs				$120,000		$66,000		$111,000		$70,000		$184,000		$201,000		$79,000
	subtotal				$453,577		$249,282		$420,042		$264,104		$695,114		$758,768		$297,734
Rounded Total (Excluding ROW)																	
concrete curb				$455,000		$250,000		$425,000		$265,000		$700,000		$760,000		$300,000	
granite curb				$515,000		$280,000		$485,000				$780,000		$830,000			

* 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.

DuBois & King inc.

JOB Weston Scoping Study

SHEET NO. 1 OF 1

CALCULATED BY: JDA DATE: 9/15/2021

CHECKED BY: DATE:

Alternative: SOUTH 1

Alternative Specific Conflicts / Costs
South S1 - Sidewalk on West Side of Road between Mill Lane and Green

BETWEEN SOUTH END AND VCS - WEST SIDE

A. Gallery Sign
Assuming can be avoided
Cost per item = $0

B. Remove and Reset Fence
Length: 130 ft (include under pay item 620.50 Removing and resetting fence

C. Remove existing narrow sidewalk
Length: 220 ft
Width: 3.00 ft
Depth: 0.50 ft
Volume: 12.22 CY (Included under Pay Item 203.16, Solid Rock Excavation)

D. Steps to residential houses
No. Locations: 2 north of Old Parish church, across from Bryant House
Est. Avg L: 4 ft
Width: 5.00 ft
Depth: 0.50 ft
Volume: 0.74 CY (Included under Pay Item 203.16, Solid Rock Excavation)

E. Short retaining wall needed
(house across from Bryant House)
Length: 15 ft
Height: 4 ft
Area: 60 SF (included as SP item)

F. Remove existing narrow mini-sidewalk
Length: 290 ft
Width: 2.00 ft
Depth: 0.50 ft
Volume: 10.74 CY (Included under Pay Item 203.16, Solid Rock Excavation)

JOB Weston Scoping Study

SHEET NO. 1 OF 1

CALCULATED BY: JDA DATE: 9/15/2021

CHECKED BY: DATE:

Alternative: SOUTH 1

BETWEEN VICINITY OF VCS AND GREEN - WEST SIDE

G. Parking

Remove pavement in front of Weston General Store and Post Office to construct sidewalk.

203.28, Excavation of surfaces and pavements

Length:	130	ft
Width:	27	ft
Depth:	0.50	ft
Volume:	65.0	CY

406.25 Marshall Bituminous Concrete Pavement

Length:	130	ft
Width:	22	ft
Depth:	0.50	ft
Volume:	1397.5	cf
	108.7	T

Curbing

Assumed part of Generic Sidewalk Cost

JOB Weston Scoping Study

SHEET NO. 1 OF 1

CALCULATED BY: JDA DATE: 9/15/2021

CHECKED BY: DATE:

Alternative: SOUTH 2

Alternative Specific Conflicts / Costs
South S2 - Sidewalk on Both Sides of Road between south end of VCS and Green

BETWEEN VICINITY OF VCS AND GREEN - WEST SIDE

G. Parking
Remove pavement in front of Weston General Store and Post Office to construct sidewalk.

203.28, Excavation of surfaces and pavements

Length:	130	ft
Width:	27	ft
Depth:	0.50	ft
Volume:	65.0	CY

406.25 Marshall Bituminous Concrete Pavement

Length:	130	ft
Width:	22	ft
Depth:	0.50	ft
Volume:	1397.5	cf
	108.7	T

Curbing

Assumed part of Generic Sidewalk Cost

BETWEEN VICINITY OF VCS AND GREEN - EAST SIDE

H. Remove and reset granite and wood posts in front of VCS

Number:	8	
Est. Unit Cost:	$150	
Cost per item =	$1,200	(include under item Site Work for Sidewalk Construction)

I. Reset Catch Basin

Number:	2.00	EA	(in front of VCS)
			(Included under Pay Item 604.412, Rehab CB, Class I)

J. Path to VCS

No. Locations:	1		(in front of VCS)
Est. Avg L:	1	ft	
Width:	5.00	ft	
Depth:	1.00	ft	
Volume:	0.19	CY	(Included under Pay Item 203.16, Solid Rock Excavation)

K. Remove existing curb

Length:	70.00	ft	(Included under Pay Item 616.41, Removal of Existing Curb)

DuBois & King Inc.

JOB Weston Scoping Study

SHEET NO. 1 OF 1

CALCULATED BY: JDA DATE: 9/15/2021

CHECKED BY: DATE:

Alternative: SOUTH 3

Alternative Specific Conflicts / Costs
South S3 - Sidewalk on west side from south to VCS, then east side between VCS and Green

BETWEEN SOUTH END AND VCS - WEST SIDE

A. Gallery Sign
Assuming can be avoided
Cost per item = $0

B. Remove and Reset Fence
Length: 130 ft (include under pay item 620.50 Removing and resetting fence

C. Remove existing narrow sidewalk
Length: 220 ft
Width: 3.00 ft
Depth: 0.50 ft
Volume: 12.22 CY (Included under Pay Item 203.16, Solid Rock Excavation)

D. Steps to residential houses
No. Locations: 2 north of Old Parish church, across from Bryant House
Est. Avg L: 4 ft
Width: 5.00 ft
Depth: 0.50 ft
Volume: 0.74 CY (Included under Pay Item 203.16, Solid Rock Excavation)

E. Short retaining wall needed
(house across from Bryant House)
Length: 15 ft
Height: 4 ft
Area: 60 SF (included as SP item)

F. Remove existing narrow mini-sidewalk
Length: 290 ft
Width: 2.00 ft
Depth: 0.50 ft
Volume: 10.74 CY (Included under Pay Item 203.16, Solid Rock Excavation)

DuBois & King inc.

JOB Weston Scoping Study

SHEET NO. 1 OF 1

CALCULATED BY: JDA DATE: 9/15/2021

CHECKED BY: DATE:

Alternative: SOUTH 3

BETWEEN VICINITY OF VCS AND GREEN - EAST SIDE

H. Remove and reset granite and wood posts in front of VCS

Number:	8		
Est. Unit Cost:	$150		
Cost per item =	$1,200		(include under item Site Work for Sidewalk Construction)

I. Reset Catch Basin

Number:	2	EA	(in front of VCS) (Included under Pay Item 604.412, Rehab CB, Class I)

J. Path to VCS

No. Locations:	1		(in front of VCS)
Est. Avg L:	1	ft	
Width:	5.00	ft	
Depth:	0.50	ft	
Volume:	0.09	CY	(Included under Pay Item 203.16, Solid Rock Excavation)

K. Remove existing curb

Length:	70.00	ft	(Included under Pay Item 616.41, Removal of Existing Curb)

JOB Weston Scoping Study

SHEET NO. 1 OF 1

CALCULATED BY: JDA DATE: 9/16/2021

CHECKED BY: DATE:

Alternative: North 1

Alternative Specific Conflicts / Costs
North N1 - Sidewalk on East Side of Road between Green and Walker Farms

L. Relocate decorative stone feature

Pay Item for reference: 617.10, Remove and reset mailbox, single support each costs $150, assume cost for this is 2x this cost due to stone work at base

Est. Unit Cost:	$300	/LF	
Number:	1	ea	
Cost per item =	$300		(include under item Site Work for Sidewalk Construction)

M. Remove and Reset Sign

Number:	6	EA	No Parking sign across from Lawrence Hill Rd
			Hidden Drive Right sign across from Park St
			Speed limit sign leaving village
			Curve sign, field between Weston Playhouse properties
			No Parking sign, field between Weston Playhouse properties
			Truck sign towards north end of project
			(assume included in overall Sidewalk cost)

N. Reset Catch Basin

Number:	1	EA	(across from Lawrence Hill Rd)
			(Included under Pay Item 604.412, Rehab CB, Class I)

O. Relocate existing stone wall feature

O1 on graphic			
Length:	60	ft	
Height:	3	ft	
Area:	180	SF	
O2 on graphic			
Length:	65	ft	
Height:	2	ft	
Area:	130	SF	
Subtotal for "O"			
	310	SF	(included as SP item)

P. Relocate mailbox

	2	EA	

Q. Removing Medium Trees

	4	EA	(as shown on graphic)

R. Removing and resetting fence

Length:	60	ft	(include under pay item 620.50 Removing and resetting fence

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JOB Weston Scoping Study

SHEET NO. 1 OF 1

CALCULATED BY: JDA DATE: 9/16/2021

CHECKED BY: DATE:

Alternative: North 2

Alternative Specific Conflicts / Costs
North N2 - Sidewalk on West Side of Road between Green and Walker Farms

S. Remove and Reset Sign

Number:	10	EA	No Parking sign by Green
			4 Signs in northern triangle by Park Street
			Chevron sign by Old Mill Museum parking
			No Parking signby stone wall
			Curve and hidden drive
			Pedestrian
			No Parking
			(assume included in overall Sidewalk cost)

T. Remove and Reset Fence

Pay Item: 620.50, Removing and resetting fence unit cost $9, assume cost for relocation of this fence will be higher.

Est. Unit Cost:	$20	/LF	
EST. length =	170	ft	
Cost per item =	$3,400		(include under item Site Work for Sidewalk Construction)

U. Stone markers and stonework

Est.	$1,000	U1. North of Park St
	$2,000	U2. by Old Mill Museum parking

V. Remove stone wall

Length:	45	ft	
Height:	4	ft	
Depth:	1	ft	
Volume:	6.7	CY	(Included under Pay Item 203.16, Solid Rock Excavation)

W. Steps to residential houses

No. Locations:	1		as shown on graphic
Est. Avg L:	4	ft	
Width:	5.00	ft	
Depth:	0.50	ft	
Volume:	0.37	CY	(Included under Pay Item 203.16, Solid Rock Excavation)

X. New retaining wall - needed headed north out of village

Length:	80	ft	
Height:	4	ft	(est. average)
Area:	320	ft	(included as SP item)

DuBois & King inc.

JOB Weston Scoping Study

SHEET NO. 1 OF 1

CALCULATED BY: JDA DATE: 9/16/2021

CHECKED BY: DATE:

Alternative: North 2

Y. Remove and Reset Bollards

Pay Item for reference 617.20 Remove and reset mailbox, $150 each

will be higher.

Number 6 ea

Unit Cost 200

Cost per item = $1,200 (include under item Site Work for Sidewalk Construction)

Z. Remove and Reset Fence

Length: 50 LF

AA. Landscaping

At northern terminus of project

Estimate $500