

FEASIBILITY STUDY
BICYCLE AND PEDESTRIAN FACILITIES
HIGHGATE CENTER, VERMONT

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I. EXECUTIVE SUMMARY

Historically, Highgate Center was a small village with a balance of vehicular and pedestrian traffic moving between and amongst its residential areas, local businesses, and services including a school with grades K-12. A system of Pre-WWII sidewalks connected these facilities and provided a measure of convenience and safety within a more pedestrian-oriented environment than that which exists today.

Post-WWII observers witnessed the removal of all village sidewalks, the widening of Route 78 and other highway improvements to better accommodate ever increasing numbers of motorists, and the construction of a more remote union school three miles west of the village serving grades 7-12 and the towns of Franklin, Highgate, and Swanton.

Today, the absence of infrastructure for pedestrians and bicyclists discourages walking and cycling and encourages the use of automobiles. Truck traffic has increased steadily and Highgate Center is a conduit for heavy, fast-flowing through traffic which has made walking and cycling even more hazardous.

In December 1999, the Northwest Regional Planning Commission and the Town of Highgate selected DuBois and King, Inc. to prepare a feasibility study for developing pedestrian and bicycle facilities. This study examines current traffic conditions along Route 78, and within the village of Highgate Center, explores infrastructure improvements and facility connections to encourage pedestrian and bicycle travel, recommends a variety of traffic calming strategies to slow traffic, and facilitates Town initiatives to fund pedestrian and bicycle facilities.

Report Findings:

1. Speeding traffic along Route 78 and through the village is a hazard to all and is a primary concern among the people of Highgate Center.
2. The community is in favor of improving its pedestrian and bicycle infrastructure for the use of its people and to promote Highgate Center within and outside the community.
3. Providing sidewalks along Route 78 in the vicinity of the St. Armand and Gore Road intersections and to the elementary school and sports arena are the number one priority improvements.

II. INTRODUCTION

The Northwest Regional Planning Commission (NRPC), in collaboration with the Town of Highgate (Town), solicited proposals from qualified consultants to prepare a feasibility study for the village of Highgate Center. The goal of the study is to improve safety for

pedestrians and cyclists along VT Route 78 between the Missisquoi Valley Union High School (MVU) and the village of Highgate Center as well as within the village of Highgate Center. The final report is to be used to guide the Town in improving its infrastructure, and to facilitate applying for funding. The NRPC maintains a list of funding sources, monitors the availability of funds, and assists the Town in applying for grant monies upon request.

As the NRPC and Town's consultant, DuBois and King, Inc. has pursued a multi-disciplined approach to developing the requisite feasibility study. This study discusses and recommends a variety of facility improvements including widened shoulders, separated paths, rails-with-trails, sidewalks, and traffic calming measures to slow traffic and improve pedestrian and bicycle safety. Cost data is provided for the improvements and priorities are established. In addition to DuBois & King's staff, the project team includes NRPC's Special Projects Planner, Bonnie Waninger, Town Administrator Ray Tanguay, and a local advisory committee of residents, business people and a Town Planning Commissioner. The Advisory Committee members include:

Ray Tanguay
Dawn Morin-Boucher
Bruce Ryan
Dave Desotcie
Jennifer Ploof

At its initial meeting, the project team considered both a 3-mile pedestrian-bicycle connection within the Route 78 right-of-way between MVU and the village, and a network of village sidewalks to connect origins and destinations within a quarter mile radius of the Route 78 and Gore road intersection.

The project team, subsequently backed by the Town Planning Commission, decided to focus most of its energy and resources on Route 78 traffic calming measures and a sidewalk system in the village area. This decision was based on the perception that a 3-mile connection to MVU would be costly and difficult to construct because of limited right-of-way width, narrow road shoulders, steep side slopes and guard rails, ravine and stream crossings, and wetlands. The team believed that a more immediate need existed for infrastructure in the village area.

1. PURPOSE AND NEED STATEMENT

The lack of bicycle and pedestrian infrastructure and excessive vehicle speed have limited the mobility of pedestrians and bicyclists and has jeopardized their safety. Road shoulders are narrow or non-existent; there are no sidewalks or bicycle facilities; and without a Town traffic ordinance and speed limit enforcement, motorists travel at excessive speeds without consequence.

The goals of this study are: 1) reduced vehicle speed; 2) enhanced awareness and

mobility for pedestrians and bicycles; and 3) decreased dependence on motor vehicle use within Highgate Center and between Highgate Center and MVU High School.

2. ORIGINS AND DESTINATIONS

The project area includes Route 78 from the Missisquoi Valley Union High School (MVU) to Highgate Center and the village area within one quarter mile of the Route 78 and Gore Road intersection.

There are a number of important origins and destinations within the Route 78 corridor and the village area. From west to east these include:

- Missisquoi Valley Union High School (MVU) serving the towns of Franklin, Highgate and Swanton, grades 7-12 (1086 students);
- Franklin County Fairgrounds and the Franklin County State Airport;
- “Exempt” railroad crossings on Route 78 which serve as informal trail heads for bicyclists and snowmobilers;
- Town land at the southwest corner of Route 207 and Route 78, a potential site for elderly housing;
- Town “park’n ride” lot across from the Highgate Cemetery;
- Highgate Municipal Building which houses the Community Center, Fire Department, and Highway Department;
- Memorial Park east of the municipal building, the site for “Summer Sounds” and other special events;
- Desorcie’s Market;
- Post Office;
- Highgate Library;
- Steinhour Restaurant and L&T Satellite Systems;
- Highgate Village Mobil Station and convenience store;
- “Take II Pizza”;
- Historical Society and Highgate Museum;
- Exxon Station and M&R Beverage;

- United Methodist Church;
- St. Louis Catholic Church on Lamkin Street;
- O.C. McCuin and Son’s “Feed & Needs” and Servistar Hardware Store;
- Highgate Elementary School west of Gore Road grades K-6 (403 students);
- Highgate Sports Arena, a year-round indoor skating and hockey facility; and
- Town athletic fields including Beyor Field and McCuin Field north of the arena on Gore Road

The Highgate Elementary School and the Sports Arena are principal destinations. These two facilities and the high volume of traffic on Route 207 make Gore Road a very busy thoroughfare and a primary focus for providing much needed sidewalks and paths.

These origins and destinations were reviewed to assess the opportunities for pedestrian/bicycle travel, and to identify and screen potential path routes.

3. EXISTING CONDITIONS

1. Route 78, MVU High School to Highgate Center

Route 78 in the Town of Highgate functions as a “Rural Principal Arterial” and serves both through traffic and local traffic. It is a major truck route and approved for the larger 53' trailers. Excessive speed, existing narrow shoulders, guard rails and minimal opportunities for widening have created an unsafe and inhospitable environment for pedestrians, cyclists and other vehicles traveling within the 3 rod (49.5') right-of-way.

(Refer to Appendix B.)

The existing width of the Route 78 roadway is 24' edge-of-pavement to edge-of-pavement, and includes 1' to 2' wide shoulders and 11' travel lanes. The posted speed limit is 50 mph.

The roadway corridor includes the entrance to MVU High School, overhead utility lines, an exempt railroad crossing east of Carter Hill Road, and long stretches of steep slopes and wetland edges protected by guard rails.

Adjacent land uses fit their respective zoning district including Industrial, Commercial, Medium Density Residential, and High Density Residential.

2. Highgate Center

Destinations within the village include a small variety of local businesses, restaurants, gas stations and convenience stores, municipal building, library, post office, historical society, two churches, an elementary school, the Highgate Arena and the adjacent ball fields.

The school and arena generate significant volumes of pedestrian and vehicular traffic. Franklin Street (Route 78) and Gore Road (Route 207) are the main thoroughfares serving these destinations and represent the greatest need for improved pedestrian access.

The roadway dimensions of Route 78 continue through the village area.

St. Armand Road and Gore Road pavement widths are 22' wide with 1' (+/-) wide shoulders and 10' wide travel lanes. There are no public sidewalks or curbs. Exempt railroad crossings intersect St. Armand and Gore Road. The posted speed limit in the village area is 35 mph and increases to 50 mph approximately 1/4 mile north of the village center.

Utility poles and overhead wires run along the south side of Route 78, the west side of St. Armand Road, and the east side of Gore Road.

Land use is consistent with High Density Residential and includes the municipal building, general commercial, service stations and convenience stores, churches, elementary school, and the sports arena. (Refer to Appendix A2 - Zoning Map.)

A number of large trees occur within and adjacent to the Right-of-Way.

III. CONCEPTUAL ALIGNMENTS

(Refer to the Highgate Center Walk and Path System Plan on page 9a, and the Walk and Segments Plan at the end of Section X.)

1. ROUTE 78, MVU HIGH SCHOOL TO HIGHGATE CENTER

Route 78 in the Town of Highgate functions as a "Rural Principal Arterial" and serves both through traffic and local traffic. Excessive speed, existing narrow shoulders, guard rails and minimal opportunities for widening have created an unsafe and inhospitable environment for pedestrians, cyclists and other vehicles traveling within the 3 rod (49.5') Right-of-Way. For aesthetics as well as safety reasons, it is essential for drivers to reduce speed in the village center and along Route 78 west of Highgate Center to I89. Unfortunately, motorists routinely exceed the posted speed limits outside and within the village area.

Three possible alternatives for improving bicycle and pedestrian access include: 1) a separated path along Route 78; 2) expansion of the "Riverwalk Trail"; and

3) some form of railtrail within the Lamoille Valley Railroad (LVRR) Right-of-Way. This railtrail could be a Rails-with-Trails (a path along side the existing rails); or a Rails-to-Trails path should the State and community abandon plans for an active railroad.

Railtrail is a generic term and includes: 1) Rails-to-Trails, where rails are replaced with a path; and 2) Rails-with-Trails, where paths are developed along side the active rails within the RR Right-of-Way. (Refer to Appendix D.)

The possibility of a separated path within the Route 78 corridor is severely limited by requirements for costly roadside improvements and Right-of-Way acquisition to address the issues of a limited Right-of-Way, steep slopes, ravines, wetlands, and other environmentally sensitive areas.

One Planning Commissioner refocused attention on the viability of an alternate route from the village to MVU along the north bank of the Missisquoi River using an existing Town road, a former Town highway, and the proposed, "Riverwalk Trail." Although it is not as direct an alignment as the Route 78 highway corridor, it will enable people to safely cross five ravines and enjoy the natural beauty of the Missisquoi River Basin.

A third alternative is a potential Rails-with-Trails within the Lamoille Valley Railroad corridor, owned by the State of Vermont. The Highgate Selectboard and Planning Commission and the NRPC are on record as supporting rail service and the development of future sidings to serve the industrially zoned areas adjacent to the village. The possibility of a "Rails-with-Trails" path is severely limited by the existing narrow Right-of-Way and stream crossings, ravines and their steep side slopes, and the adjacent wetlands. However, a current proposal by a group of citizens, organizations, and businesses in Lamoille County may result in a non-profit entity that explores the use of this rail corridor. (Refer to USGS Map; "Opportunities and Constraints" Page 6a.)

2. HIGHGATE CENTER

Destinations within the village include a small variety of local businesses, restaurants, gas stations and convenience stores, municipal building, library, post office, historical society, two churches, an elementary school, the Highgate Arena and the adjacent ball fields.

The Highgate Elementary School and Highgate Arena generate significant volumes of pedestrian and vehicular traffic. Franklin Street (Route 78) and Gore Road (Route 207) are the main thoroughfares serving these destinations and represent the greatest need for improved pedestrian access.

Based on the analysis of pedestrian and bicycle needs undertaken in this study, three prioritized systems of pedestrian/bicycle walks were identified: a "primary walk system"; a "secondary walk system"; and a "future separated paths" system.

The “primary walk system” consists of interconnected high priority walk segments at the core of the village area and includes access to the elementary school and sports arena. The “secondary walk system” includes lower priority segments that interconnects with the primary walk system and serves the same core village area. The “future separated paths” could be developed any time after the primary system is in place. They are designed to expand intra-village walking and cycling options thereby enriching the overall system.

1. Primary Walk System

Considering pedestrian/bicycle destinations, existing land uses, and the overhead utility system, suggested primary sidewalk alignments include the:

- a. South side of Route 78 from Route 207 east to Cross Street
- b. North side of Route 78 from St. Armand Road to McCuins store
- c. West side of Gore Road from Route 78 to the elementary school and sports arena
- d. East side of St. Armand Road from Route 78 to School Street and the Vermont Railway
- e. North side of School Street from St. Armand Road east to Gore Road

This primary system of walks includes two separated paths: 1) a Rails-with-Trails path between St. Armand Road and Gore Road; and, 2) a separated interior pathway starting at the Route 78/Gore Road intersection and continuing northward along the east side of the playing fields to the elementary school and sports arena. This latter path is a prime alternative to a sidewalk along the west side of Gore Road.

2. Secondary Walk System

A secondary system adds walks to the:

- a. East side of Old Mill Hill Road
- b. East side of Decatur Street
- c. East side of Cross Street
- d. North side of Lamkin from Old Mill Hill Road to Cross St

3. Future Separated Paths

Future separated paths might include:

- a. A path beginning at the St. Armand Road exempt railroad crossing and extending south along the eastern edge of the Citizens Utilities parcel, across a land-locked Town-owned parcel, along a potential easement across the southern end of the J. Desorcie parcel to the Town’s Park’n Ride lot on the north side of Route 78 west of the municipal building.

- b. A path beginning at a point within the LVRR Right-of-Way 600 feet east of Gore Road and crossing the O. McCuin, Jr. parcel to Franklin Street (Route 78). The USGS Map indicates a former driveway and rail spur across the McCuin parcel. These are now privately owned and easements would need to be acquired.
- c. A rail trail between the two exempt Route 78 railroad crossings and beyond.

At this writing, these generalized path locations are the suggestions of the consultant with the concurrence of the study committee. The desirability and feasibility of these paths needs to be explored in detail by the Town and with the affected landowners.

The above walk systems not only interconnect important destinations within the village but also serve special events like “Summer Sounds,” a six concert series held annually in the park adjacent to the municipal building.

IV. RIGHT-OF-WAY ISSUES

The overall width of the Route 78 right-of-way is assumed by the consultant, after talking with the Vermont Agency of Transportation (VTrans), to be 3 rods (49.5 feet) wide; however, there is anecdotal evidence this Right-of-Way may be 4 rods (66 feet) wide through the village. Absent a definitive title search, the Agency of Transportation has limited its roadway improvements to the 3 rod right-of-way width. The illustrated road sections in this report reflect a 3 rod road.

The suggested separated paths mainly involve lands owned by the Town and School District; notable exceptions are possible path easements across the O. McCuin, Jr. and J. Desorcie parcels, Lamoille Valley Railroad (LVRR) Right-of-Way, and Citizens Utilities lands. They are privately owned and would require easements to construct and use the suggested path extensions.

All other walks would be constructed within the road rights-of-way with the possible exception of the three small war memorial park sites adjacent to the municipal building, library, and historical society/museum.

Land ownership is shown on the Tax Map in Appendix A.

22. UTILITIES

Utility poles and overhead wires run the length of Route 78 from I89 to Highgate Center, and in many cases exist on both sides of the road. These in addition to the natural

constraints of steep slopes and wetlands severely limit the possibilities for separated paths within the existing road Right-of-Way.

Highgate Center does not have municipal water or sewer. However, the existing utility poles, overhead wires, and large trees within or abutting the road Right-of-Way constrain the development of a walk and pathway system. Fortunately, the utility poles occur primarily on the south side of Route 78, the west side of St. Armand road, and the east side of Gore road. These locations support the more desirable walk locations on the east side of St. Armand Road and the west side of Gore road.

VI. ENVIRONMENTAL AND CULTURAL RESOURCE REVIEW

1. ENVIRONMENTAL REVIEW

An environmental records review of the proposed project area was accomplished to assess potential environmental impacts of the proposed paths. This included review of the Significant Habitat Mapping, National Wetlands Inventory Mapping, Soils Mapping, and USGS Topographic Mapping; and contact with the Vermont Nongame and Natural Heritage Program. Copies of these review sources are included in Appendix F.

This review indicated that the construction of the separated path from MVU to the village is impeded by stream crossings, steep ravines, wetlands, and potentially sensitive habitats. Investigating the existence and the extent of these resources would be a costly and time consuming undertaking. Construction would depend on securing a variety of environmental permits including an Act 250 Land Use Permit, Stream Crossing Permits, and Wetlands Permits.

Greater opportunities for building a cost-effective walk system exist within the urbanized village because most of the construction would be within the road Rights-of-Way, and would most probably have minimal impact on natural resources. The routing of paths outside existing Rights-of-Way should be reviewed carefully to minimize their environmental impacts.

2. HISTORIC RESOURCES

The proposed improvements under this project are located in the Town of Highgate, Vermont, principally within the existing road network Rights-of-Way. Several historic sites and structures are located within the village area, as noted in the State Division of Historic Preservation, Vermont Historic Sites and Structures survey (see Appendix G.) These historic sites and structures will not be directly impacted by this project because they are outside the road Rights-of-Way and beyond the limits of the proposed improvements.

However, it is recommended that a detailed review of proposed improvements be accomplished during subsequent project phases to identify and mitigate any potential impacts to the historic nature of the village. This review will address the following goals:

- Retaining all historic structures in the area.
- Retaining lawn areas and mature street trees which provide the context for historic structures.
- Select improvement locations and construction details which enhance the historic nature of the village.
- Provide safe pedestrian connections in conjunction with interpretive signs to promote historic education and tourism.

During discussions with Mr. Charles Nye of the Highgate Historical Society, several issues were identified which should be considered during development of this project.

- Measures to slow through traffic in the village are necessary, including consideration of traffic signals on Route 78 at the Gore Road and St Armand Road intersections.
- Slower traffic, and opportunities for pedestrian travel within the village, will enhance the historic village atmosphere.
- Historic tourism in the village should be encouraged. Existence of a path/sidewalk system, possibly in conjunction with a sign program to identify historic structures/sites, could increase tourism visits to the town. It may also encourage some tourist to leave their cars in favor of using the path/sidewalk system.

With careful planning and design, the proposed improvements will contribute to the preservation of historic resources in the village.

3. ARCHEOLOGIC RESOURCES

The proposed improvements were discussed with Mr. Duncan Wilkie, of the VTrans Technical Services Division, to preliminarily assess possible archeological impacts.

Mr. Wilkie indicated that sidewalks and pathways within the developed area of Highgate Center, and especially within the road Rights-of-Way, would most probably have low potential for Archeologic impacts. However, a detailed review of proposed improvements should be accomplished during subsequent phases to identify and mitigate any impacts to archeological resources. A draft copy of this report was forwarded to Mr. Wilkie for his review and comments (See Appendix G).

4. HAZARDOUS WASTE SITES

The following hazardous waste sites located in the Highgate Village area and along Route 78 between MVU and Highgate Center are listed in the Vermont active sites list maintained by the Sites Management Section of the Waste Management Division, Agency of Natural Resources. (See the opportunities and Constraints Map on Page 6a.)

- **M&R Beverage (S.S.# 982371)** This site is located at the intersection of Gore Road and Route 207 just north of Highgate Center. A release of gasoline was discovered during the closure of one or more underground storage tanks. A preliminary investigation was completed; however, additional information was requested. No information concerning groundwater flow direction, contaminant levels, depth or extent of contamination is available in the database.
- **Highgate Village Mobil (S.S.# 890317)** This site, discovered in 1989, is also located near the intersection of Routes 207 and 78. The database indicates that remediation is ongoing. No information concerning groundwater flow direction, contaminant levels, depth or extent of contamination is available in the database.
- **Young's Landfill (S.S.# 770011)** This site is a hazardous waste site still under consideration for inclusion in the federal superfund program. It is located on the north side of Route 78 approximately two miles west of Highgate Center. Further evaluation of this site is recommended if the project will involve construction within a half mile of this site. No information concerning groundwater flow direction, contaminant levels, depth or extent of contamination is available in the database.

Additional evaluation of the first two of the listed active sites is recommended, as the proposed project will involve construction on or near these properties. This evaluation would be limited to a thorough review of information available in the public records to identify the contaminants at each site, the direction of contaminant migration, and the degree and extent of contamination remaining that could be encountered during construction. The third site listed, Young's Landfill, is remote from the project area and should not require further evaluation unless a path along route 78 is contemplated.

Due to the nature of the construction proposed under this project (e.g. surface or shallow-depth improvements), the identified sites should not pose significant engineering or cost obstacles.

VII. TRAFFIC CALMING

The Town-wide impression of traffic along the Route 78 corridor is that there is more of it than ever before and motorists travel too fast and regularly exceed the posted speed

limits along Route 78 and in the village area. In addition, Route 78 is a primary truck connection from I89 to VT Route 105, Enosburg and Richford. To verify these beliefs and quantify the magnitude of the problem, VTrans traffic counts and accident rates were reviewed (See Appendix I).

At Automatic Traffic Record (ATR) Counting Station F 325 on Route 78 (the exempt RR crossing between Carter Hill Road and Highgate Center), the Annual Average Daily Traffic (AADT) count has increased to 4100 vehicles in 1998 from 3800 vehicles in 1994. The additional 300 vehicles represents an 8% increase over four years.

Accident data indicates that Route 78 does not have a high vehicle accident rate, meaning there have been less than five accidents in five years for this segment of Route 78. The accident numbers for Route 78, a "Major Collector," are below the "Statewide Average Accident Rate" of 0.749. More importantly, the accident numbers are below the State's "Critical Accident Rate," a calculated index of safety. None of the segments or intersections examined are high accident locations.

The 1999 NRPC Speed Study documents the extent of speeding and confirms the general public impression that a large percentage of the vehicles regularly exceed the posted speed limits. (Refer to Appendix I)

Although the traffic numbers may not be cause for concern at the State level, local perceptions about increasing traffic volumes and excessive vehicle speeds remain. These local concerns must be addressed through traffic calming in order to create a viable system of pedestrian walks and paths, and to slow traffic.

A variety of techniques combined into an overall traffic calming strategy can slow traffic within the Route 78 corridor and effectively reduce speeds within the village, thereby helping to create a more pedestrian and bicycle friendly environment. Single improvements in isolated portions of the highway corridor and village will not be nearly as effective as a comprehensive approach. The increased presence of pedestrians and cyclists in turn helps "calm" traffic.

A comprehensive list of traffic calming techniques and strategies includes:

1. Enacting a town-wide traffic ordinance (Note: this is currently underway) and enlisting law enforcement personnel to enforce speed limits.
2. Adequate posting of speed limits and warning signs.
3. Narrowing travel lanes and widening shoulders with paint striping to better accommodate pedestrians and cyclists.
4. Placement of signs announcing pedestrian and bicycle routes and encouraging motorists to share the road.
5. Designated pedestrian crossings with traffic signals or flashing yellow caution lights at the St Armand and Gore Road intersections.
6. Raised textured and colored asphalt pedestrian crosswalks at key Route 78

intersections including St. Armand Road and Gore Road.

7. “Yield to Pedestrians” warning signs and moveable orange and white barrels.
8. Flashing yellow caution lights on Gore Road to be activated when school is in session.
9. On street parking along the north side of Route 78 from St Armand Road east to McCain’s Store to narrow the travelled way and slow traffic.
10. Roadside curbing from the municipal building to Cross Street to define the pavement edge and slow traffic.
11. Elimination of multiple approaches to Route 78 at the St. Armand and Gore Road intersections. These include: 1) eliminating the through street in front of the library and perhaps the Old Mill Hill Road extension thereby creating a 3-way intersection at St. Armand Road and Route 78; and 2) eliminating of the western fork of Gore Road leaving a 4-way intersection at Decatur Street and Route 78. Both of these options create the potential for adding green space to the triangular war memorial parks and creating additional parking.
12. Curbed “bulb-outs” at key intersections and at the ends of on-street parking segments to narrow the road crossing for pedestrians.
13. Tree lawns, street trees, and sidewalks adjacent to Franklin Street and Gore Road to define the road corridor, create the sense of a narrower road, and slow traffic while improving the aesthetics of the street.
14. Landscaped gateways including “Welcome to Highgate Center” signs to help reinforce the village edge.

Refer to the Appendices J - “Traffic Calming Tools,” and K - “Traffic Signals and Flashing Beacons.”

VIII. COST ESTIMATES

Construction costs were estimated for the proposed improvements based on VTrans Preliminary Engineering Unit Prices. An allowance for engineering and permitting, as well as contingencies, was included. Cost estimates are listed in the “Improvements Comparison Matrix” in Section X, and in the Cost Estimate spreadsheets in Appendix L. A discussion of sidewalk maintenance costs is included in Appendix M.

IX. PRIORITIES

Suggested priorities for implementation of the recommended improvements are shown in the Improvements Comparison Matrix in Section X. Highest priorities are number “1”; lowest are number “5”. These priorities are assigned principally on the relative importance

of each specific link in the path network, based on current and projected use. The costs to implement the specific improvement, along with the environmental and cultural issues involved, were also taken into consideration during the prioritization process. The Improvement Comparison Matrix also summarizes these factors. The highest priority projects (#1's) are listed below.

	Description/Location	Extent of Improvement Length/Area	Project Cost
Primary Walk System			
Sidewalk Segment	S side RT 78:207 to Old Mill Hill	1100 LF	\$53,000.
	S side RT 78: Old Mill Hill to Decatur	450 LF	\$22,000.
	N side RT 78: St. Armand to Gore Road	500 LF	\$21,000.
	W side Gore Road: RT 78 to School St.	750 LF	\$36,000.
Future Separate Path			
Path Segment	Interior Path, Rt 78 to elementary school	1000 LF	\$35,000.
Traffic Calming Control			
Control Measure	St. Armand Rd/Rt. 78 warning light		\$20,000.
	St. Armand Rd/Rt. 78 cross walks (4)		\$20,000.
	Gore RD/Rt. 78 warning light		\$20,000.
	Gore Rd./Rt. 78 cross walks (4)		\$20,000.
	Parking-Municipal Building Park		\$10,000-\$25,000.

X. IMPROVEMENTS COMPARISON MATRIX

Proposed improvements have been mapped and tabulated in the Improvements Comparison Matrix for ease of review. These improvements can be located on the Highgate Center Walk and Path Segments Map at the end of this section.

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