

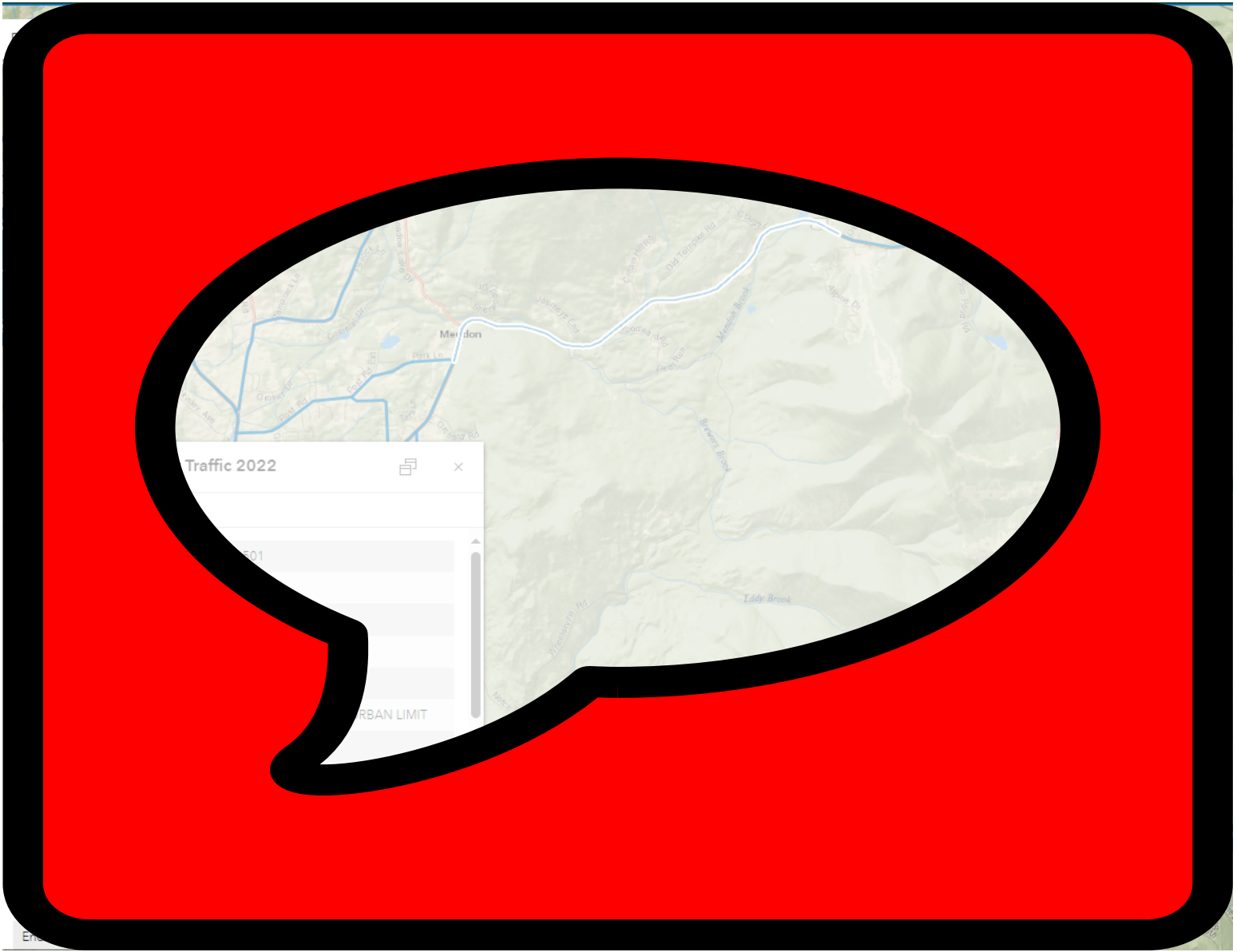
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## Appendices

- A. Traffic Volume Data
- B. Crash Data
- C. Natural and Cultural Resources Mapping
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# Appendix A

## Traffic Volume Data



# Appendix B

Crash Data

ObjectID	Mapped	Crash Date	City/Town	Address	AOT Route	Crash Type	Collision Direction	Weather	Road Group	Report Number	Reporting Agency	Road Group ID	AOT Actual Milepoint	Time of Day	Intersection With	Impairment	Non Reportable Address	Reporting Agency ID	Road Characteristics	Road Condition	Street Address	Surface Condition	AOT Route ID	Latitude	Longitude
3839352		November 9, 2018 at 6:32 PM	Mendon	U.S Route 4	US-4	Property Damage Only	Head On	Freezing Precipitation	State Highway numbered route, State owned	18B405 531	VSP - B4 Rutland	10	2.93	None/Other Night	Budget Inn	None		VTVSP030	Not at a Junction	Road Surface Condition (wet, icy, snow, slush, etc)	U.S Route 4	Ice	40	43.6500043	-72.89622809
3839676		January 22, 2019 at 4:12 AM	Mendon	57 US Route 4	US-4	Injury		Cloudy	State Highway numbered route, State owned	19B400 312	VSP - B4 Rutland	10	2.55	None/Other Night	Wheelerville Road	None		VTVSP030	Not at a Junction	Road Surface Condition (wet, icy, snow, slush, etc)	57 US Route 4	Ice	40	43.6482639	-72.90344857
3841467		October 17, 2018 at 3:16 PM	Mendon	US Route 4	US-4	Injury	Rear End	Clear	State Highway numbered route, State owned	18B405 165	VSP - B4 Rutland	10	0.28	None/Other Day	Vermont Quarries Corporation	None		VTVSP030	Not at a Junction	None	US Route 4	Dry	40	43.6380303	-72.93406398
3843631		July 5, 2018 at 9:41 AM	Mendon	5371 US Route 4 E	US-4	Property Damage Only	Rear End	Clear	State Highway numbered route, State owned	18B403 303	VSP - B4 Rutland	10	4.04	None/Other Day	Residence 5371	None		VTVSP030	Not at a Junction	None	5371 US Route 4 E	Dry	40	43.6561042	-72.87733651
3845603		May 30, 2018 at 12:24 PM	Mendon	Rt 4	US-4	Property Damage Only	Head On	Clear	State Highway numbered route, State owned	18RUC0 02360	Rutland CSD	10	0.26	Deer Day	Orchard Rd	None		VT011000	Not at a Junction	None	Rt 4	Dry	40	43.6377679	-72.93423347
3849259		November 25, 2018 at 9:39 PM	Mendon	3726 US RT 4	US-4	Property Damage Only	Left Turn and Thru, Broadside v<--	Rain	State Highway numbered route, State owned	18B405 797	VSP - B4 Rutland	10	2.77	None/Other Night	Meadow Lake Drive	Alcohol		VTVSP030	Not at a Junction	None	3726 US RT 4	Dry	40	43.648815	-72.8983239
3849668		November 20, 2018 at 10:49 AM	Mendon	4A3 Templewood Court	US-4	Property Damage Only	Rear End	Freezing Precipitation	State Highway numbered route, State owned	18B404 692	VSP - B4 Rutland	10	1.29	None/Other Day	Meadow Lake Dr	None		VTVSP030	Not at a Junction	Road Surface Condition (wet, icy, snow, slush, etc)	4A3 Templewood Court	Snow	40	43.6516443	-72.92704629
3850944		August 6, 2018 at 3:06 PM	Mendon	Rt 4	US-4	Injury	Single Vehicle Crash		State Highway numbered route, State owned	18RUC0 03766	Rutland CSD	10	3.05	None/Other Day	Woodward Rd	None		VT011000	T - Intersection	None	Rt 4	Dry	40	43.6509154	-72.89466822
3851707		July 28, 2018 at 10:28 PM	Mendon	1978 US-4	US-4	Injury	Single Vehicle Crash	Clear	State Highway numbered route, State owned	18B403 740	VSP - B4 Rutland	10	0.63	None/Other Night	Stoney Meadows Ln	None		VTVSP030	Not at a Junction	None	1978 US-4	Dry	40	43.6426308	-72.93112242
3852095		September 25, 2018 at 1:03 PM	Mendon	2 Medway Dr	US-4	Property Damage Only			State Highway numbered route, State owned	18B404 786	VSP - B4 Rutland	10	1.6	None/Other Day	US Hwy 4	None		VTVSP030			2 Medway Dr		40	43.6516799	-72.92144429
3855634		February 20, 2019 at 5:07 PM	Mendon	2563 US Route 4	US-4	Property Damage Only	Same Direction Sideswipe	Clear	State Highway numbered route, State owned	19B400 811	VSP - B4 Rutland	10	1.22	None/Other Night		None		VTVSP030	Not at a Junction	None	2563 US Route 4	Dry	40	43.6507676	-72.92770569

3856589	March 22, 2019 at 6:31 AM	Mendon	5496 US Route 4	US-4	Injury	Head On	Freezing Precipitation	State Highway numbered route, State owned	19B401 223	VSP - B4 Rutland	10	4.18	None/Other	Night	Cortina Inn	None	None	VTVSP030 0	Not at a Junction	Road Surface Condition (wet, icy, snow, slush, etc)	5496 US Route 4	Snow	40	43.6565773	-72.87462237
3860365	January 22, 2019 at 10:53 AM	Mendon	2563 Rt. 4	US-4				State Highway numbered route, State owned	19B400 320	VSP - B4 Rutland	10	1.22		Day				2563 US ROUTE 4	VTVSP030 0		2563 Rt. 4		40	43.6507676	-72.92770569
3860743	March 22, 2019 at 6:31 AM	Mendon	5496 Rt. 4	US-4				State Highway numbered route, State owned	19B401 221	VSP - B4 Rutland	10	4.17		Night				5496 US ROUTE 4	VTVSP030 0		5496 Rt. 4		40	43.6565273	-72.87480979
3887480	April 20, 2019 at 12:35 PM	Mendon	US Route 4	US-4	Property Damage Only	Same Direction Sideswipe	Rain	State Highway numbered route, State owned	19B401 672	VSP - B4 Rutland	10	2.88	None/Other	Day	Journeys End	None	None	VTVSP030 0	Not at a Junction	None	US Route 4	Wet	40	43.6496268	-72.8968769
4220511	August 15, 2019 at 4:00 PM	Mendon		US-4	Property Damage Only	No Turns, Thru moves only, Broadside	Clear	State Highway numbered route, State owned	19RUC0 04863	Rutland CSD	10	0.82	None/Other	Day	Rt 4 / Park Ln	None	None	VT011000 0	Not at a Junction			Dry	40	43.645174	-72.92966848
4495769	October 7, 2019 at 2:00 PM	Mendon	1697 US-4	US-4				State Highway numbered route, State owned	19B404 544	VSP - B4 Rutland	10	0.37		Day				1697 US ROUTE 4	VTVSP030 0		1697 US-4		40	43.6392175	-72.93331998
4562346	October 21, 2019 at 8:00 AM	Mendon	Rt 4	US-4	Property Damage Only	Single Vehicle Crash	Clear	State Highway numbered route, State owned	19RUC0 06095	Rutland CSD	10	1.62	Deer	Day	Medway Dr	None	None	VT011000 0	T - Intersection	None	Rt 4	Wet	40	43.6515592	-72.92105942
4592048	October 28, 2019 at 6:53 AM	Mendon	US-4	US-4				State Highway numbered route, State owned	19B404 866	VSP - B4 Rutland	10	2.68		Night	Journey's End			US ROUTE 4 & JOURNEYS END	VTVSP030 0		US-4		40	43.6483317	-72.89972712
4744123	November 30, 2019 at 2:13 PM	Mendon	US Route 4	US-4	Property Damage Only	Left Turn and Thru, Broadside	Cloudy	State Highway numbered route, State owned	19B405 397	VSP - B4 Rutland	10	3.55	None/Other	Day	Old Turnpike Road	None	None	VTVSP030 0	Not at a Junction	None	US Route 4	Dry	40	43.6552741	-72.88698688
4891068	January 3, 2020 at 1:49 PM	Mendon	4902 US-4	US-4				State Highway numbered route, State owned	20B400 040	VSP - B4 Rutland	10	3.66		Day				4902 US ROUTE 4	VTVSP030 0		4902 US-4		40	43.6554705	-72.88484483
4924542	January 8, 2020 at 12:02 AM	Mendon	4514 US-4	US-4				State Highway numbered route, State owned	20B400 108	VSP - B4 Rutland	10	3.18		Night				4514 US ROUTE 4	VTVSP030 0		4514 US-4		40	43.6520897	-72.89266615
5034936	February 7, 2020 at 11:08 AM	Mendon	ROUTE 4 & JOURNEYS END	US-4				State Highway numbered route, State owned	20B400 525	VSP - B4 Rutland	10	2.69		Day				US ROUTE 4 & JOURNEYS END	VTVSP030 0		US ROUTE 4 & JOURNEYS END		40	43.6483852	-72.8995121

5600510	June 15, 2020 at 5:44 PM	Mendon	2563 US ROUTE 4	US-4				State Highway numbered route, State owned	208402 159	VSP - B4 Rutland	10	1.25	Day					2563 US ROUTE 4	VTVSP030 0	2563 US ROUTE 4	40	43.6511694	-72.92748316	
5650110	June 28, 2020 at 11:02 AM	Mendon	MEADO W LAKE DR & US ROUTE 4	US-4				State Highway numbered route, State owned	208402 347	VSP - B4 Rutland	10	1.26	Day					MEADOW LAKE DR & US ROUTE 4	VTVSP030 0	MEADO W LAKE DR & US ROUTE 4	40	43.6512957	-72.92738781	
5674136	July 8, 2020 at 9:33 PM	Mendon	1365 US ROUTE 4	US-4				State Highway numbered route, State owned	208402 521	VSP - B4 Rutland	10	0.01	Night					1365 US ROUTE 4	VTVSP030 0	1365 US ROUTE 4	40	43.6349797	-72.93735391	
5788493	August 28, 2020 at 9:36 PM	Mendon	1360 US ROUTE 4	US-4				State Highway numbered route, State owned	208403 313	VSP - B4 Rutland	10	0.01	Night					1360 US ROUTE 4	VTVSP030 0	1360 US ROUTE 4	40	43.6349797	-72.93735391	
5792441	September 1, 2020 at 5:02 PM	Mendon	US Route 4; Lg Red House W/6 Red Cabins	US-4				State Highway numbered route, State owned	208403 369	VSP - B4 Rutland	10	4.98	Day					US Route 4; lg red house w/6 red cabins on left	VTVSP030 0	US Route 4; Lg Red House W/6 Red Cabins	40	43.6646754	-72.86371822	
5848913	September 25, 2020 at 2:24 AM	Mendon	ROUTE 4 & VALLEY VW	US-4				State Highway numbered route, State owned	208403 707	VSP - B4 Rutland	10	0.22	Night					US ROUTE 4 & VALLEY VW	VTVSP030 0	ROUTE 4 & VALLEY VW	40	43.6372413	-72.93459536	
5918563	January 11, 2021 at 5:40 PM	Mendon	US Route 4	US-4	Fatal	Head On	Freezing Precipitation	State Highway numbered route, State owned	218400 115	VSP - B4 Rutland	10	4.241	Other Night	BIRCHWOOD Drive	Alcohol and Drugs	None		VTVSP030 0	Not at a Junction	None	US Route 4 Snow	40	43.6569387	-72.87351876
5919058	December 7, 2020 at 5:58 AM	Mendon		US-4	Property Damage Only	Single Vehicle Crash	Clear	State Highway numbered route, State owned	208404 766	VSP - B4 Rutland	10	1.16	Other Night	Meadowlake Drive	None	None		VTVSP030 0	Not at a Junction	None	Wet	40	43.649925	-72.92798424
5920369	January 5, 2021 at 1:13 PM	Mendon	Park Lane	US-4	Property Damage Only	Other - Explain in Narrative	Cloudy	State Highway numbered route, State owned	21RUC0 00073	Rutland CSD	10	0.88	Other Day	US Rt 4	None	None		VT011000 0	T - Intersection	Unknown	Park Lane Wet	40	43.6459838	-72.92923451
5921271	December 23, 2020 at 7:11 AM	Mendon	37 Gateway Crt	US-4	Property Damage Only	Same Direction Sideswipe	Clear	State Highway numbered route, State owned	20RUC0 04657	Rutland CSD	10	3.63	Other Day	Gateway Crt	None	None		VT011000 0	Other - Explain in Narrative	Unknown Road Surface Condition	37 Gateway Crt Dry	40	43.6554781	-72.88544377
5922048	February 25, 2022 at 9:08 AM	Mendon	2 Journeys End	US-4	Property Damage Only	Other - Explain in Narrative	Freezing Precipitation	State Highway numbered route, State owned	22B400 0927	VSP - B4 Rutland	10	2.55	Other Day	Wheelerville Rd	None	None		VTVSP030 0	Not at a Junction	Unknown Road Surface Condition (wet, icy, snow, slush, etc)	2 Journeys End Snow	40	43.6482639	-72.90344857

5922459	March 12, 2021 at 4:34 AM	Mendon	1831 US RT 4	US-4	Injury	Single Vehicle Crash	Clear	State Highway numbered route, State owned	218400 916	VSP - B4 Rutland	10	0.51	None/ Other	Night	Mendon Apple Orchard	None	None	VTVSP030 0	Not at a Junction	None	1831 US RT 4	Dry	40	43.6410571	-72.93214118
5923354	April 21, 2022 at 3:10 PM	Mendon	US ROUTE 4	US-4	Property Damage Only	Head On	Cloudy	State Highway numbered route, State owned	22B400 2074	VSP - B4 Rutland	10	0.3	None/ Other	Day	CHALET HGTS	None	None	VTVSP030 0	Not at a Junction	None	US ROUTE 4	Dry	40	43.6382941	-72.93389859
5923459	January 3, 2022 at 7:03 AM	Mendon		US-4	Injury	Rear End	Clear	State Highway numbered route, State owned	22RUC0 00038	Rutland CSD	10	0.14	None/ Other	Day	Industrial Ln	None	None	VT011000 0	Other - Explain in Narrative	None		Dry	40	43.6363065	-72.93551284
5923705	March 11, 2021 at 8:34 PM	Mendon	4886 Us Route 4	US-4	Fatal	Single Vehicle Crash	Clear	State Highway numbered route, State owned	21B400 910	VSP - B4 Rutland	10	3.58	None/ Other	Night	Old Turnpike Rd	None	Pedestrian	VTVSP030 0	Not at a Junction	None	4886 Us Route 4	Dry	40	43.6553985	-72.88643389
5924085	July 7, 2021 at 2:56 PM	Mendon	2563 US Rt 4	US-4	Property Damage Only	Other - Explain in Narrative Left Turn and Thru,	Clear	State Highway numbered route, State owned	21RUC0 02766	Rutland CSD	10	1.23	None/ Other	Day	Meadow Lake Dr	None	None	VT011000 0	Driveway	None	2563 US Rt 4	Dry	40	43.6508996	-72.9276426
5924858	May 21, 2021 at 1:20 PM	Mendon	1901 US RT 4	US-4	Property Damage Only	Angle Broadsid e -->v--	Clear	State Highway numbered route, State owned	21B401 935	VSP - B4 Rutland	10	0.57	None/ Other	Day	Mendon Apple Orchard	None	None	VTVSP030 0	Not at a Junction	None	1901 US RT 4	Dry	40	43.6418386	-72.93161597
5925769	February 20, 2021 at 7:40 PM	Mendon	1697 US-4	US-4	Property Damage Only	Same Direction Sideswipe	Clear	State Highway numbered route, State owned	21B400 660	VSP - B4 Rutland	10	0.38	None/ Other	Night	Stoney Meadows Ln	None	None	VTVSP030 0	Not at a Junction	None	1697 US-4	Dry	40	43.6393493	-72.93323676
5925788	March 2, 2021 at 12:12 AM	Mendon	1697 US ROUTE 4	US-4	Property Damage Only	Single Vehicle Crash	Freezing Precipitation	State Highway numbered route, State owned	21B400 770	VSP - B4 Rutland	10	0.38	None/ Other	Night	1697 US ROUTE 4	None	None	VTVSP030 0	Not at a Junction	None	1697 US ROUTE 4	Snow	40	43.6393493	-72.93323676
5926297	February 1, 2021 at 2:04 PM	Mendon		US-4				State Highway numbered route, State owned	21B400 411	VSP - B4 Rutland	10	2.55		Day				US ROUTE 4 & WHEELERVILLE RD ; 4-5 miles from route 4	VTVSP030 0				40	43.6482639	-72.90344857
5926314	January 30, 2021 at 2:46 PM	Mendon		US-4	US-4			State Highway numbered route, State owned	21B400 389	VSP - B4 Rutland	10	3.56		Day	Old Turnpike Rd.			US ROUTE 4 & OLD TURNPIKE RD	VTVSP030 0		US-4		40	43.6553218	-72.88681051
5926385	January 23, 2021 at 10:02 AM	Mendon	5896 US ROUTE 4	US-4				State Highway numbered route, State owned	21B400 302	VSP - B4 Rutland	10	4.63		Day				5896 US ROUTE 4	VTVSP030 0		5896 US ROUTE 4		40	43.6604975	-72.86749757
5927169	February 20, 2021 at 6:54 AM	Mendon	141 Fox Hollow Village (pvt)	US-4	Property Damage Only	Rear End	Clear	State Highway numbered route, State owned	21B400 653	VSP - B4 Rutland	10	5.82	None/ Other	Day	Old Coach Rd	None	None	VTVSP030 0	Not at a Junction	Other - Explain in Narrative	141 Fox Hollow Village (pvt)	Dry	40	43.6662681	-72.8486019



5927175	June 29, 2021 at 11:43 AM	Mendon	1909 US Rt 4	US-4	Property Damage Only	Other - Explain in Narrative	Clear	State Highway numbered route, State owned	21RUC0 2595	Rutland CSD	10	0.57	None/Other	Day	Park Ln	None	Heavy Truck	VT011000 0	Driveway	None	1909 US Rt 4	Dry	40	43.6418386	-72.93161597	
5927740	December 12, 2020 at 9:41 PM	Mendon	1894 US ROUTE 4	US-4				State Highway numbered route, State owned	20B404 838	VSP - B4 Rutland	10	0.55		Night				1894 US ROUTE 4	VTVSP030 0		1894 US ROUTE 4		40	43.6415879	-72.93177868	
5928060	October 13, 2020 at 6:30 PM	Mendon	US ROUTE 4 & ORCHA RD RD	US-4				State Highway numbered route, State owned	20B403 995	VSP - B4 Rutland	10	0.27		Night				US ROUTE 4 & ORCHARD RD	VTVSP030 0		US ROUTE 4 & ORCHA RD RD		40	43.637899	-72.9341484	
5928206	January 14, 2021 at 6:23 AM	Mendon	1894 US ROUTE 4	US-4				State Highway numbered route, State owned	21B400 141	VSP - B4 Rutland	10	0.56		Day				1894 US ROUTE 4	VTVSP030 0		1894 US ROUTE 4		40	43.6417075	-72.93170107	
5929050	February 2, 2022 at 3:31 AM	Mendon	US4	US-4	Property Damage Only	Single Vehicle Crash	Cloudy	State Highway numbered route, State owned	22B400 0481	VSP - B4 Rutland	10	1.59	None/Other	Night	Medway Rd	None	None	VTVSP030 0	Not at a Junction		Road Surface Condition (wet, icy, snow, slush, etc)	US4	Ice	40	43.6517351	-72.92160619
5929648	November 10, 2021 at 4:40 PM	Mendon	2085 US ROUTE 4	US-4				State Highway numbered route, State owned	21B404 622	VSP - B4 Rutland	10	0.75		Day				2085 US ROUTE 4	VTVSP030 0		2085 US ROUTE 4		40	43.64424	-72.93021408	
5930395	November 26, 2021 at 12:53 PM	Mendon		US-4	Injury	Rear End Left Turn and Thru, Angle Broadside	Freezing Precipitation	State Highway numbered route, State owned	21RUC0 04988	Rutland CSD	10	0.88	None/Other	Day	Park Ln	None	None	VT011000 0	T - Intersection		Road Surface Condition (wet, icy, snow, slush, etc)		Snow	40	43.6459838	-72.92923451
5930463	February 6, 2022 at 11:00 AM	Mendon	US Route 4	US-4	Injury		Clear	State Highway numbered route, State owned	22B400 0555	VSP - B4 Rutland	10	2.55	None/Other	Day	Wheelerville Rd	None	None	VTVSP030 0	T - Intersection	None	US Route 4	Dry	40	43.6482639	-72.90344857	
5931125	November 14, 2021 at 5:31 AM	Mendon	US RT 4	US-4	Property Damage Only	Single Vehicle Crash	Cloudy	State Highway numbered route, State owned	21B404 669	VSP - B4 Rutland	10	2.45	None/Other	Night	Wheelerville Road	None	None	VTVSP030 0	Not at a Junction	None	US RT 4	Wet	40	43.6484367	-72.90542701	
5931928	August 21, 2021 at 1:06 PM	Mendon	2522 US ROUTE 4	US-4				State Highway numbered route, State owned	21B403 447	VSP - B4 Rutland	10	1.19		Day				2522 US ROUTE 4	VTVSP030 0		2522 US ROUTE 4		40	43.6503477	-72.92785277	
5934437	February 4, 2022 at 10:51 AM	Mendon	US ROUTE 4						22B400 0520	VSP - B4 Rutland				Day				Us Route 4 / Gateway Ct, Mendon, VT, 05701	VTVSP030 0				43.6349271	-72.93744112		
5934446	February 25, 2022 at 4:13 PM	Mendon	US ROUTE 4						22B400 0931	VSP - B4 Rutland				Day				Us Route 4 / Trailview Dr, Mendon, VT, 05701	VTVSP030 0				43.6349271	-72.93744112		

5935284	June 19, 2022 at 5:58 AM	Mendon	2498 US-4	US-4	Property Damage Only	Other - Explain in Narrative	Clear	State Highway numbered route, State owned	22B400 3232	VSP - B4 Rutland	10	1.16	None/Other	Night	Esquiline Hill	None	None	VTVSP030 0	Not at a Junction	None	2498 US-4	Dry	40	43.649925	-72.92798424
5935563	July 5, 2022 at 5:24 PM	Mendon	US ROUTE 4	US-4	Injury	Single Vehicle Crash	Cloudy	State Highway numbered route, State owned	22B400 3580	VSP - B4 Rutland	10	2.56	None/Other	Day	WHEELERVILLE RD	None	None	VTVSP030 0	Not at a Junction	None	US ROUTE 4	Dry	40	43.6482469	-72.90316113
5964443	December 11, 2022 at 12:42 PM	Mendon	1446-1590 US-4	US-4	Property Damage Only	Opp Direction Sideswipe	Freezing Precipitation	State Highway numbered route, State owned	22B400 6986	VSP - B4 Rutland	10	0.216	None/Other	Day	Valley View	None	None	VTVSP030 0	Not at a Junction	None	1446-1590 US-4	Snow	40	43.6371989	-72.93462935
5966314	November 13, 2022 at 10:50 PM	Mendon	Us Route 4	US-4	Property Damage Only	Single Vehicle Crash	Clear	State Highway numbered route, State owned	22B400 6343	VSP - B4 Rutland	10	1.602	None/Other	Night	Medway Rd	Alcohol	None	VTVSP030 0	Not at a Junction	None	Us Route 4	Dry	40	43.6516626	-72.92138931
6001241	October 29, 2022 at 12:05 PM	Mendon	7056-7136 US-4	US-4	Injury	Head On	Clear	State Highway numbered route, State owned	22B400 6070	VSP - B4 Rutland	10		None/Other	Day	Fox Hollow Village	None	None	VTVSP030 0	Not at a Junction	None	7056-7136 US-4	Dry	40	43.6675328	-72.85225232
6002077	December 11, 2022 at 2:22 PM	Mendon	Us Route 4 / Sugar Spice, Mendon, VT	US-4				State Highway numbered route, State owned	22B400 6989	VSP - B4 Rutland	10	1.227		Day				Us Route 4 / Sugar Spice, Mendon, VT	VTVSP030 0		Us Route 4 / Sugar Spice, Mendon, VT		40	43.6508632	-72.9276603
6002246	December 11, 2022 at 3:31 PM	Mendon	Us Route 4 / Journeys End, Mendon, VT	US-4				State Highway numbered route, State owned	22B400 6992	VSP - B4 Rutland	10	2.685		Day				US Route 4 / Journeys End, Mendon, VT	VTVSP030 0		Us Route 4 / Journeys End, Mendon, VT		40	43.6483637	-72.8995898
6008485	November 5, 2022 at 4:47 PM	Mendon	3293-3299 US-4	US-4	Injury	Single Vehicle Crash	Clear	State Highway numbered route, State owned	22B400 6210	VSP - B4 Rutland	10		None/Other	Day	Medway Road	Alcohol	None	VTVSP030 0	Not at a Junction	None	3293-3299 US-4	Dry	40	43.6510466	-72.91313127
6063634	December 27, 2022 at 10:28 AM	Mendon	4451-4467 US-4	US-4	Property Damage Only	Same Direction Sideswipe	Clear	State Highway numbered route, State owned	22B400 7277	VSP - B4 Rutland	10		None/Other	Day	Tenney Road	None	None	VTVSP030 0	Not at a Junction	None	4451-4467 US-4	Wet	40	43.651792	-72.89316638

# Appendix C

## Natural and Cultural Resources Mapping



### LEGEND

- DFIRM X-Sections
- DFIRM - Letter of Map Revisio
- DFIRM Panels
- DFIRM Floodways

Flood Hazard Areas (Only FEM)

- AE (1-percent annual chance flood)
- A (1-percent annual chance floodpl.)
- AO (1-percent annual chance zone feet)
- 0.2-percent annual chance flood ha

River Corridors (Aug 27, 2019)

- .5 - 2 sqmi.
- .25-.5 sqmi.

Roads

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

Town Boundary

1: 50,389  
January 23, 2024

2,560.0 0 1,280.00 2,560.0 Meters

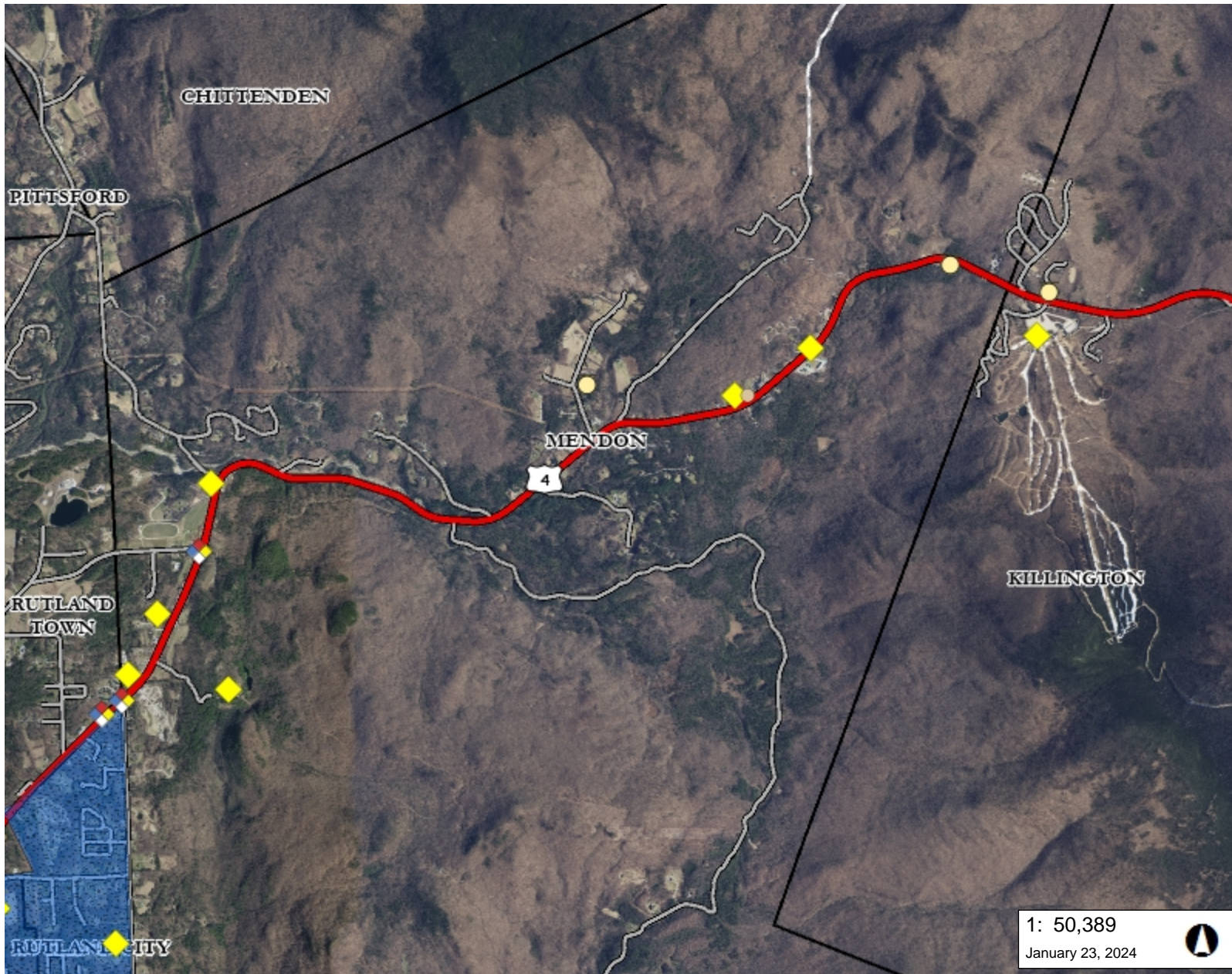
WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere 1" = 4199 Ft. 1cm = 504 Meters

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### NOTES

Map created using ANR's Natural Resources Atlas



**LEGEND**

- Landfills**
  - OPERATING
  - CLOSED
- Land Use Restrictions**
  - Class IV GW Reclass
  - Class VI GW Reclass
  - Deed Restriction
  - Easement
  - Land Record Notice
  - Other
- Hazardous Site
- Hazardous Waste Generators
- Brownfields
- Salvage Yard
- Aboveground Storage Tank
- Underground Storage Tank (w/...)
- Urban Soil Background Areas
- Roads**
  - Interstate
  - US Highway; 1
  - State Highway
  - Town Highway (Class 1)
  - Town Highway (Class 2,3)
  - Town Highway (Class 4)
  - State Forest Trail
  - National Forest Trail
  - Legal Trail
  - Private Road/Drive

1: 50,389  
January 23, 2024



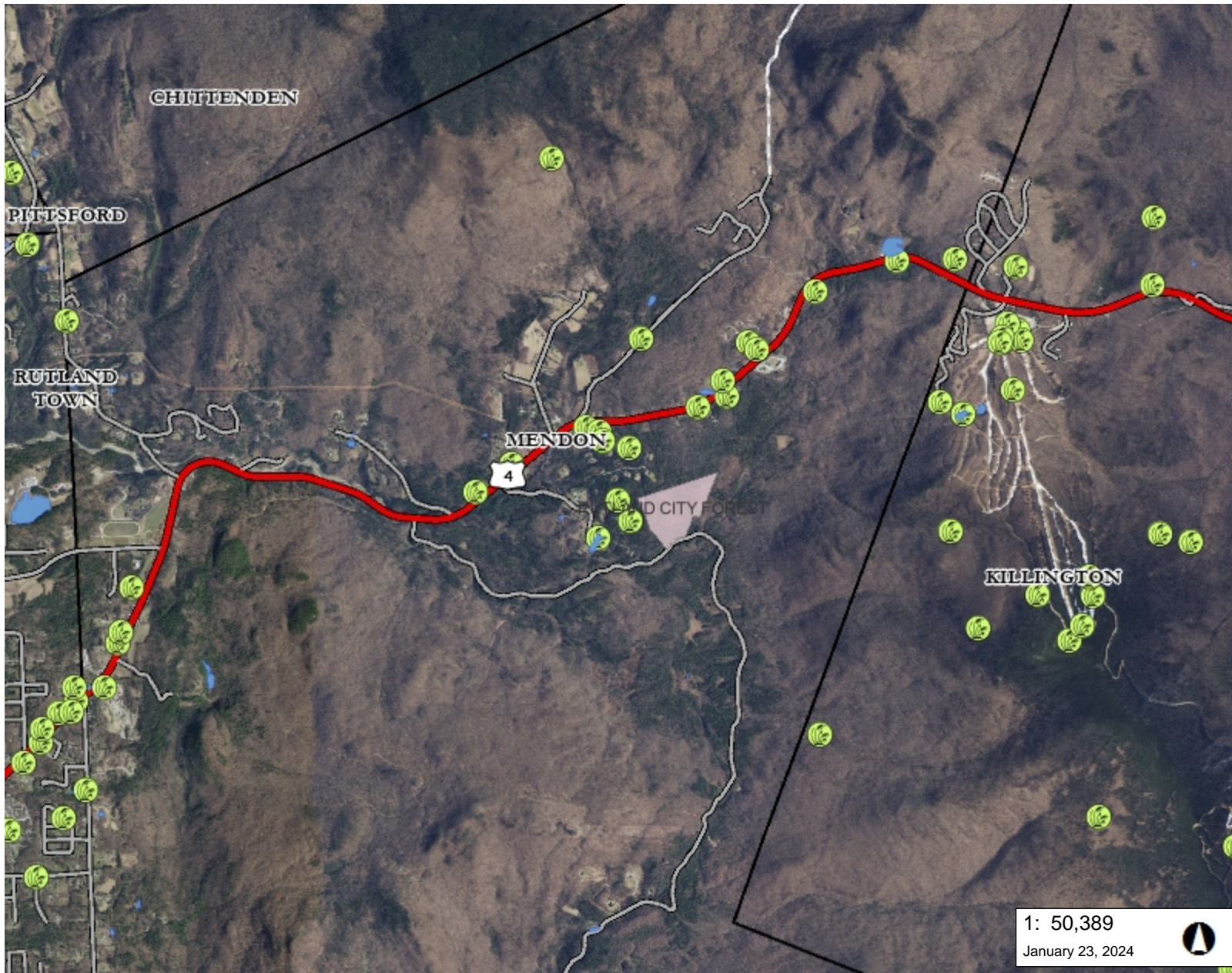
**NOTES**

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### LEGEND

**Protected Lands**

- Private Organizations
- Vermont Municipalities
- State
- Federal

**Waterbody**

- Stream
- Stream
- Intermittent Stream

**ACT250 Permits**

- 

**Roads**

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

**Town Boundary**

- 

1: 50,389  
January 23, 2024



2,560.0      0      1,280.00      2,560.0 Meters

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere      1" = 4199 Ft.      1cm = 504 Meters

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### NOTES

Map created using ANR's Natural Resources Atlas

# Appendix D

## Archaeological Resources Assessment

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Crown Consulting Archaeology, LLC

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PO Box 358  
50 Main Street  
Winooski, VT 05404-0358

January 23, 2024

Jenn Conley, PE, PTOE  
Director of Transportation Systems  
VHB  
40 IDX Drive  
Building 100, Suite 200  
South Burlington VT 05403-7771

**RE: Desk Review of the Mendon TAP TA22(17) Scoping Study, Mendon,  
Rutland County, Vermont**

Dear Jenn,

Attached, please find the Desk Review of the Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont.

Crown Consulting Archaeology, LLC conducted a Desk Review of the proposed Mendon TAP TA22(17) Scoping Study in Mendon, Vermont and determined that the much of the proposed project scoping corridor passes across landforms that are or may be archaeologically sensitive. This is due to the fact that much of the scoping corridor follows either Mendon Brook or several large tributaries of Mendon Brook. In addition, a large section crosses a brood terrace that overlooks a relic drainage, which may be sensitive for archaeological sites dating to some of the earliest periods of human occupation in Vermont. As a result, a more detailed and focused Archaeological Resources Assessment is recommended to securely determine the number and size of these sensitive landforms as part of the Section 106 permitting process.


Thank you for working with us on this project. Please feel free to contact me if you have any questions.

Sincerely,



Charles Knight, Ph.D.  
Principal Investigator  
(802) 734-6709  
crownconsultingvt@gmail.com





**Desk Review of the proposed  
Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont**

**Submitted to:**

**Jenn Conley, PE, PTOE  
Director of Transportation Systems  
VHB  
40 IDX Drive  
Building 100, Suite 200  
South Burlington VT 05403-7771**

**Submitted by:**

**Charles Knight, Ph.D.  
Crown Consulting Archaeology, LLC  
PO Box 358  
50 Main Street  
Winooski, VT 05404-0358**

**January 23, 2024**

**CCA Report  
No. 2024-002**

## **Desk Review of the proposed Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont**

### **Project Description**

The Town of Mendon, with assistance from VHB proposes the Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont (Figure 1). The proposed scoping study will look at the feasibility various connections between existing trail systems, and identify any potential archaeological issues along the proposed alignments in Mendon, Vermont (Figure 2). This Desk Review was carried out as part of the Section 106 permitting processes.

### **Archaeological Site Potential**

There are no known archaeological sites within or immediately adjacent to the proposed scoping corridor. However, several sites, both historic and pre-Contact Native American, exist within 1.5 km of the scoping study corridor.

In 1999, the University of Maine at Farmington Archaeology Research Center conducted Phase I and Phase II studies of site VT-RU-327 and VT-RU-328 located at the bridge crossing of the Mendon Brook along Mendon Lake Drive, just 200 m northwest of the western terminus of the proposed scoping study (Brigham et al. 1999). They determined that neither site was archaeologically significant.

In 2001, the Vermont Division for Historic Preservation conducted a field visit of a proposed subdivision, just southwest of the proposed scoping study's western terminus, and west off of VT Rte. 4. The Division determined that the project area was well back from any existing or relict channels of the Mendon Brook, and determined that the project area was not archaeologically sensitive (VDHP 2001)

In regard to historic period resources, both the historic 1854 Wallings map (Figure 3) and the historic 1869 Beers Atlas (Figure 4) depicts numerous structures up a portion, if not all of the proposed scoping project's corridor. For the most part, these structures are still standing and still being used and therefore, no historic archaeological sites are expected within or adjacent to the sidewalk alignment

There are several properties along the western end of the Mendon alignment that have been listed on the State Register of Historic Places, but none have been listed in the National Register of Historic Places (Figure 5). The location of these properties is illustrated on the individual segment maps, below.

### **Desk Review**

As part of the desk review, the Vermont Division of Historic Preservation's (VDHP) 2015 predictive model matrix for identifying pre-Contact Native American archaeological sites is employed for the project area. As stated in the VDHP Guidelines: "The predictive model is intended to identify areas with a high potential for containing

significant precontact Native American sites.” A completed matrix for the proposed project is presented in Figure 6. As can be seen, portions of the Mendon TAP TA22(17) Scoping Study area score 76 on the Predictive Model, due to parts of it being located within 90 m of the Mendon Brook (12), within 90 m of intermittent streams (8), within 90 m of a confluence of the Mendon Brook and intermittent streams (12), on an alluvial terrace of the Mendon Brook (32), and along a natural travel corridor (12).

### Segment 1

Segment 1 extends from the Mendon Town line in the south, to the intersection of VT Rte. 4 and Mendon Lake Drive in the north (Figure 7). At the very southern end of this segment, next to the Best Western, there is a small pond, possibly a retention pond. This waterbody will require a site inspection to determine if it is artificial or not. The Segment 1 alignment from Stony Meadow Lane north to Park Lane, a distance of 700 m, is located on the western edge of a terrace that overlooks a swale to the west. This may represent a remnant water channel, and therefore may be archaeologically sensitive. It will require a site inspection.

There were at least three historic properties within the Segment 1 section that are listed on the VT State Register of Historic Places: The Mendon Mountain Orchards Motel and the Entinger House (Figure 7, and see Figure 5). The third property is not named on the list.

### Segment 2

Segment 2 extends from Mendon Lake Drive to Medway Road. VT Rte. 4 follows the edge of the Mendon Brook Valley along this segment (Figure 8). As a result, any intact landform along the north side of VT Rte.4 is likely sensitive, due to its location along the edge of the terrace overlooking the river. The south side of VT Rte. 4 is cut into the toe-of-slope of the northern slopes of East Mountain. There are three properties within this segment that are listed on the State register of historic Places: The Carbine House, the Budelman House, and the Whitestone Motel (see Figure 5).

### Segment 3

Segment 3 extends from Medway Road east to Fox Hollow Village (Figure 9). The Mendon Brook is directly north of VT Rte. 4 for 1.5 km east of the intersection with Medway Road, at which point it flows underneath the road and veers south away from the road. This section contains many small, intact fragments of alluvial terrace edge, which are all archaeologically sensitive.

Between Cream Mill Road and the Old Turnpike Road, VT Rte. 4 crosses a deeply incised tributary of the Mendon Brook, that descends from the north. All sides of this tributary crossing are level and archaeologically sensitive. East of Old Turnpike Road, the proposed scoping corridor crosses numerous intermittent streams and wetlands that are associated with relict channels that drain into Mendon Brook (see Figure 9). All of these relict stream crossings are potentially archaeologically sensitive. Finally, near the eastern end of Segment 3, VT Rte. 4 parallels the upper reaches of

Mendon Brook. The entire stretch of road, from Barbers Loop, east to the end of the segment likely crosses archaeologically sensitive landforms associated with Mendon Brook. As a result, there are many potential areas of archaeological sensitivity associated with the Mendon Brook drainage system within the Segment 3 scoping corridor.

There are no properties along the Segment 3 alignment that have been listed on either the State or National Register of historic Places.

### **Conclusions**

The Town of Mendon proposes the Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont. Crown Consulting Archaeology, LLC conducted a Desk Review of the proposed scoping corridor and identified numerous potential areas of archaeological sensitivity. Much of the VT Rte. 4 alignment in Mendon parallels or crosses either the Mendon Brook, or several major tributaries of the Mendon Brook, specifically east of its intersection with Meadow Lake Drive. This section encompasses Segments 2 and 3 of the proposed scoping study. As a result, much of the Segment 2 and Segment 3 alignment likely contains archaeologically sensitive landforms. Segment 1, which trends south of the intersection with Meadow Lake Drive contains fewer archaeologically sensitive landforms, since fewer waterbodies exist in that area. However, a large section in the middle of Segment 1 was built on top of a terrace that overlooks a relict drainage channel to the west. This section may contain archaeological sensitivity. In addition, there are several smaller water bodies and wetlands in Segment 1 that may be archaeologically sensitive. As a result, much of the proposed scoping study may contain archaeologically sensitive areas. However, in order to securely determine the number and size of these sensitive landforms, an Archaeological Resources Assessment, which includes a detailed field inspection and more exhaustive background research, is recommended as part of the Section 106 permitting process.

Thank you for working with us on this project. Please let me know if you have any questions or comments.

Charles Knight, Ph.D.  
Principal Investigator

## Citations

Brigham, Michael, S., High H. Henry, and Ellie R. Cowie  
1999 An Archaeological Phase IB Survey and Phase II Testing of the proposed  
Mendon BRO 1443(35) Bridge Replacement Project, Mendon, Rutland County,  
Vermont.

Vermont Division for Historic Preservation  
2001 By-Rox Farm Ltd. Ripley Estates Subdivision, Mendon, VT. Act 250#1R0878.  
Letter on file with the VDHP.

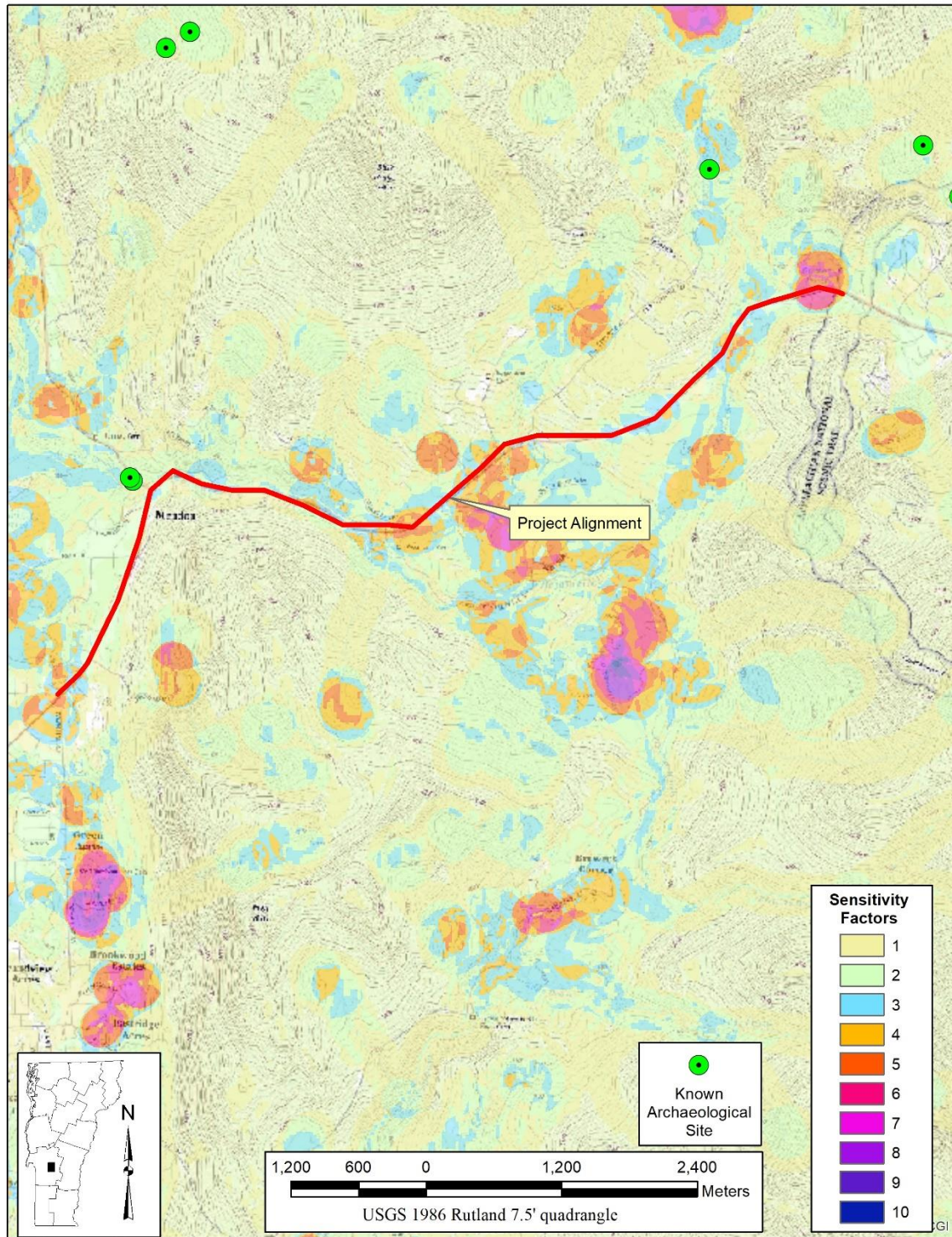


Figure 1. Map showing the location of the proposed Mendon TAP TA22(17) Scoping Study, in relation to known archaeological sites and sensitivity factors, Mendon, Rutland County, Vermont.



Figure 2. Project plans showing the Segment limits of the proposed Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont.

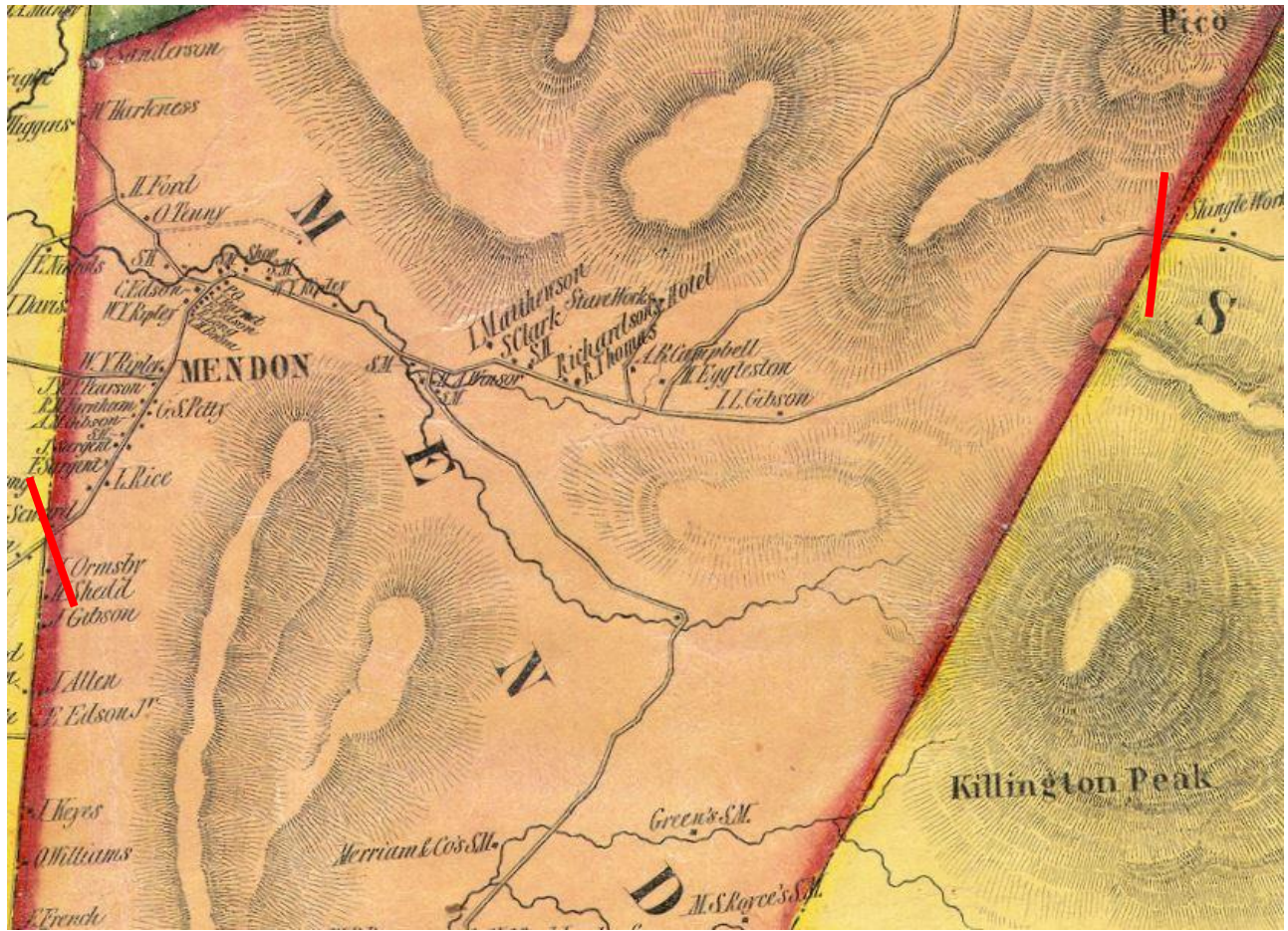


Figure 3. Historic 1854 Wallings map showing the limits of the proposed Mendon TAP TA22(17) Scoping Study between the red lines, Mendon, Rutland County, Vermont.



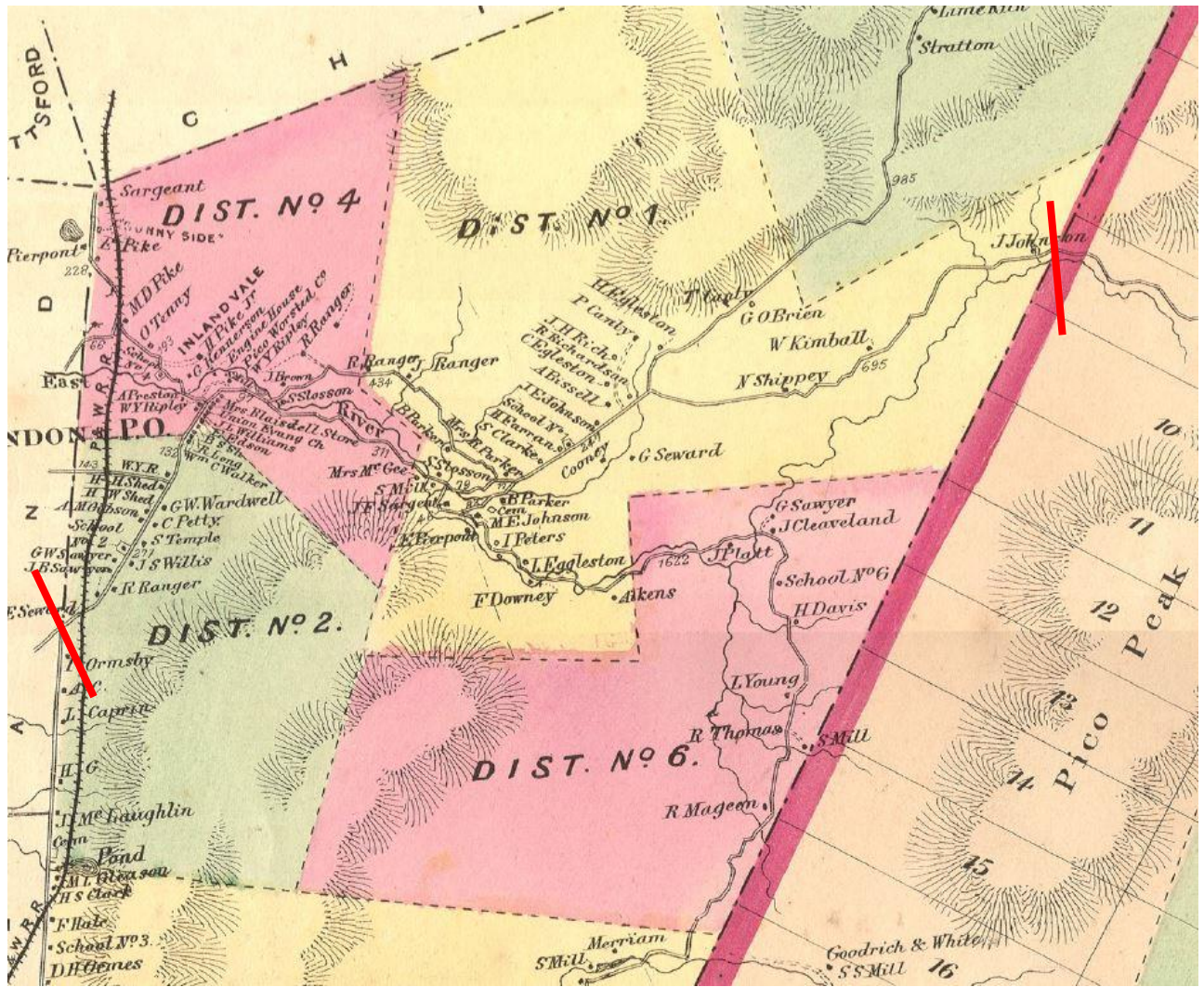


Figure 4. Historic 1869 Beer's atlas showing the limits of the proposed Mendon TAP TA22(17) Scoping Study between the red lines, Mendon, Rutland County, Vermont.

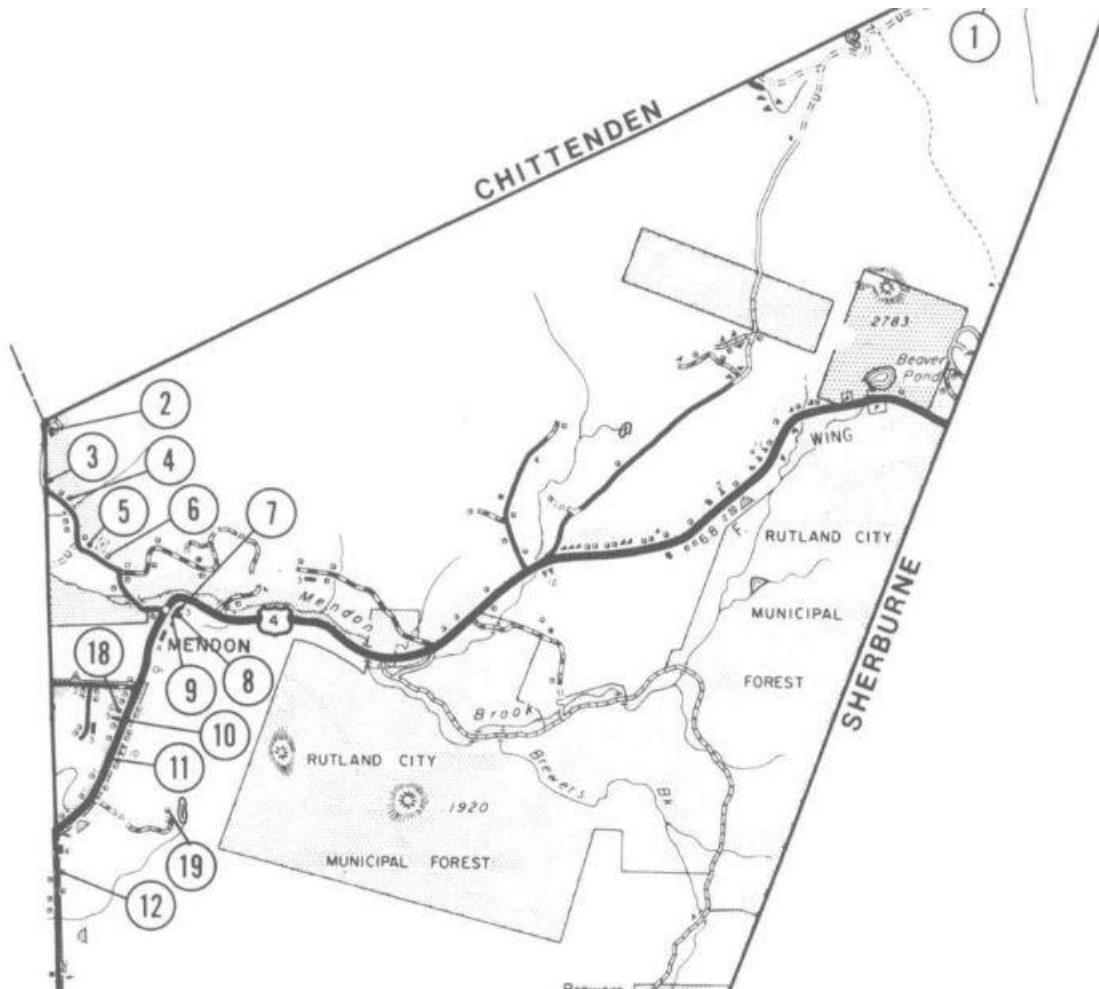


Figure 5. Map showing the location of the Mendon properties listed on the Vermont State Register of Historic Places along the corridor of the proposed Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont.

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

Project Name Mendon TAP TA22(17) County Rutland Town Mendon  
 DHP No. Map No. Staff Init. Date 1/23/24

**Additional Information**

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

17) Marine/Lake Delta Complex**		12	
18) Champlain Sea or Glacial Lake Shore Line**		32	
<b>E. OTHER ENVIRONMENTAL FACTORS:</b>			
19) Caves /Rockshelters		32	
20) <input checked="" type="checkbox"/> Natural Travel Corridor <input type="checkbox"/> Sole or important access to another drainage <input type="checkbox"/> Drainage divide		12	
21) Existing or Relict Spring	0 – 90 m 90 – 180 m	8 4	 
22) Potential or Apparent Prehistoric Quarry for stone procurement	0 – 180 m	32	
23) ) Special Environmental or Natural Area, such as Milton aquifer, mountain top, etc. (these may be historic or prehistoric sacred or traditional site locations and prehistoric site types as well)		32	
<b>F. OTHER HIGH SENSITIVITY FACTORS:</b>			
24) High Likelihood of Burials		32	
25) High Recorded Site Density		32	
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32	
<b>G. NEGATIVE FACTORS:</b>			
27) Excessive Slope (>15%) or Steep Erosional Slope (>20)		- 32	
28) Previously disturbed land as evaluated by a qualified archeological professional or engineer based on coring, earlier as-built plans, or obvious surface evidence (such as a gravel pit)		- 32	
<b>** refer to 1970 Surficial Geological Map of Vermont</b>			<b>Total Score: 76</b>
<b>Other Comments :</b> 			
0- 31 = Archeologically Non- Sensitive 32+ = Archeologically Sensitive			

April 8, 2015

Figure 6. Completed VDHP predictive model matrix of the APE for the proposed Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont.

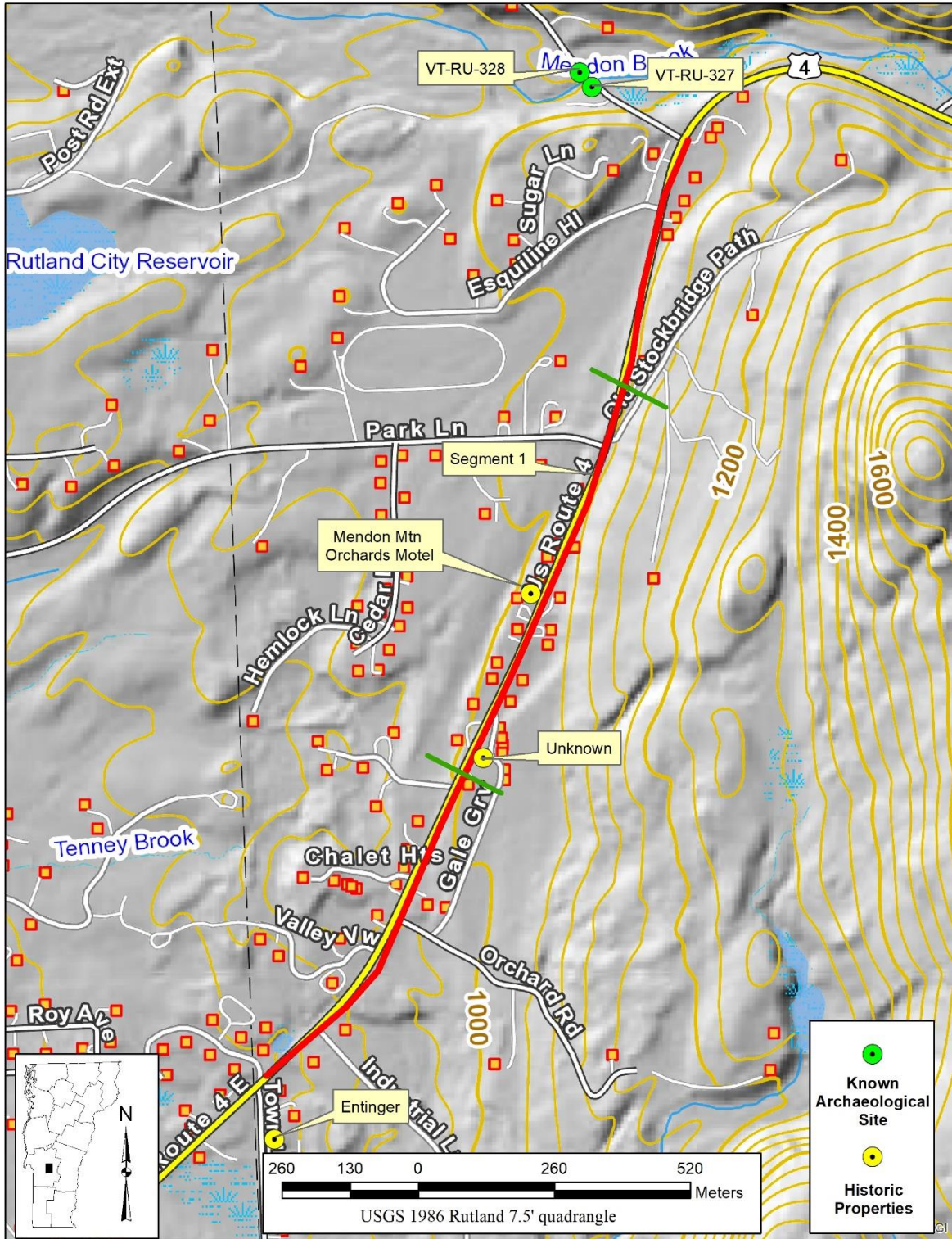


Figure 7. Lidar map showing the microtopography of the Segment 1 limits, including the section of terrace edge (between green lines) for the proposed Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont.

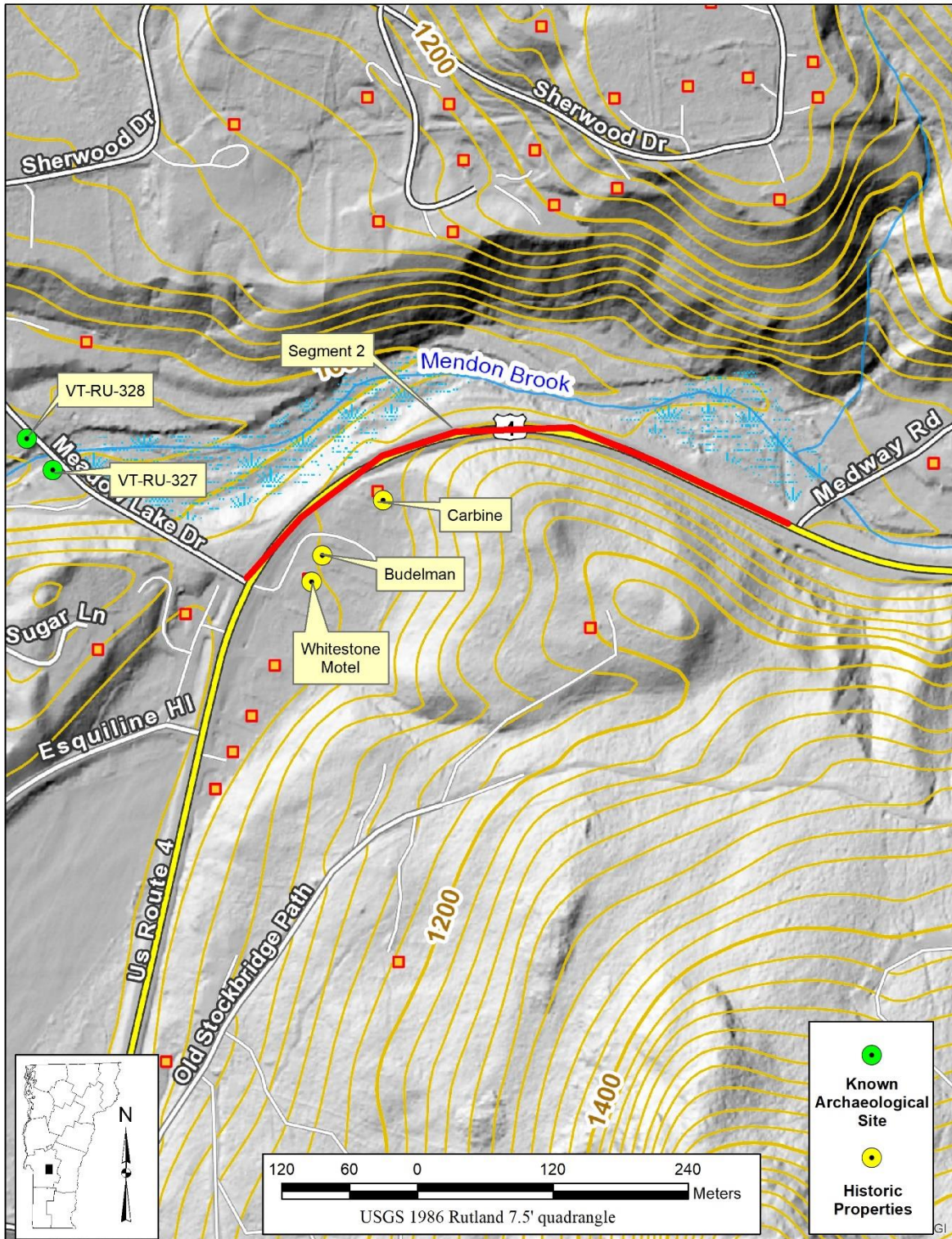


Figure 8. Lidar map showing the microtopography of Segment 2 of the proposed Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont.

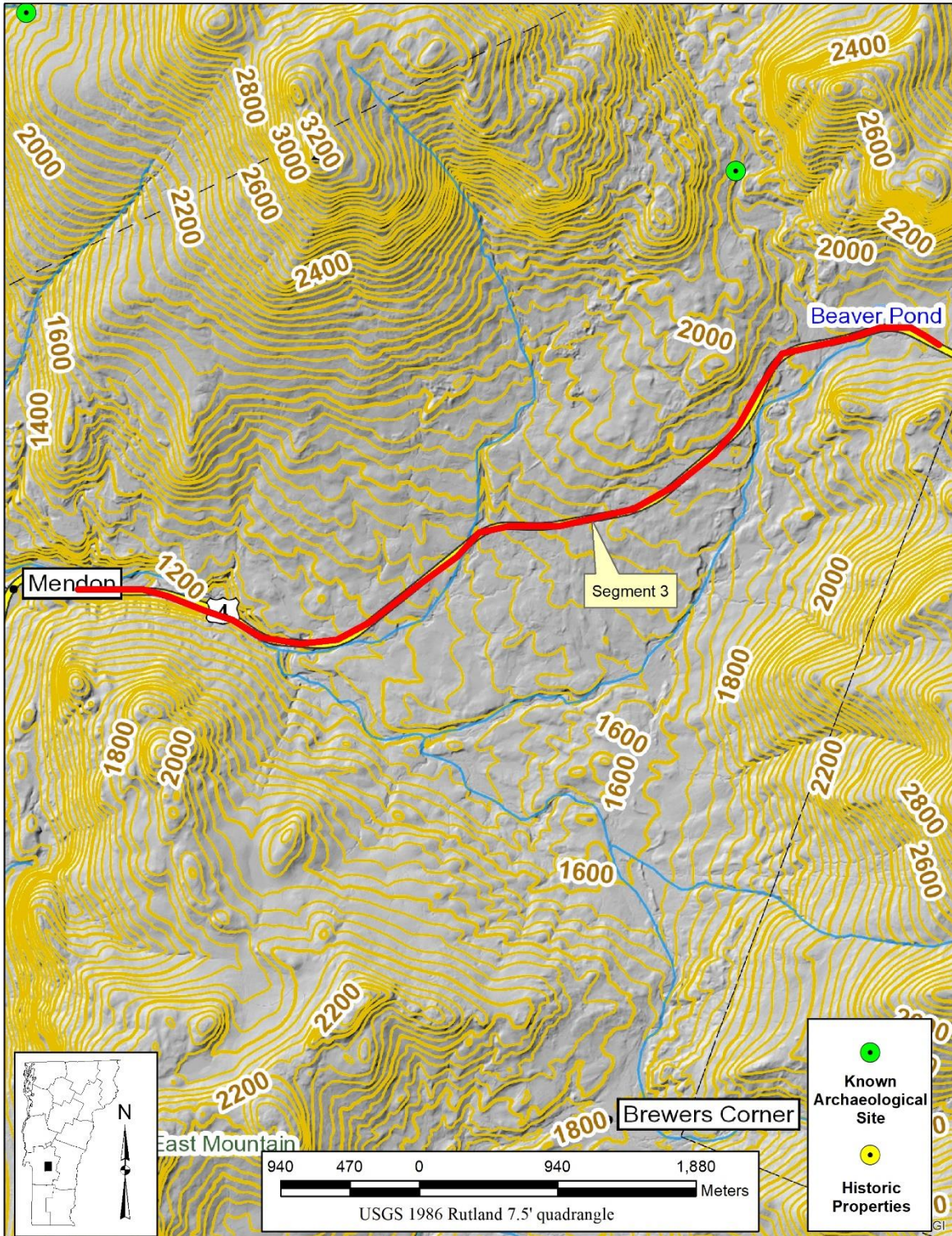


Figure 9. Lidar map showing the microtopography of Segment 3 of the proposed Mendon TAP TA22(17) Scoping Study, Mendon, Rutland County, Vermont.

# Appendix E

## Historic Resources Identification



## Overview

VHB has reviewed the Study Area to identify historic resources, and to provide a scoping study level of the historic resources in the project area. This information will be used to support the Project planning efforts and acts as the first step in identifying resources protected under Section 106 of the National Historic Preservation Act ("Section 106" and "NHPA", 16 U.S.C. 470) and Section 4(f) of the Department of Transportation Act ["Section 4(f)"].

## Study Area

The Study Area includes the stretch of US Route 4 from the Town Line (west with Rutland) to Meadow Lake Drive. The Study Area includes all parcels with structures on either side US Route 4 for the length of the Project as part of the scoping study. While physical work is anticipated to be on the western side of US Route 4, the eastern side of US Route 4 is included in the Study Area as well, which is typical for similar projects.

## Methods

The work required to complete this report was undertaken by Kaitlin O'Shea, VHB Senior Preservation Planner. VHB reviewed existing survey and other files available through the Vermont Division for Historic Preservation's ("DHP") Online Resource Center.<sup>1</sup> The reports and files reviewed for this report include the Vermont Historic Sites & Structures Survey ("VHSS"), the listings in the National Register and Vermont State Register of Historic Places ("State Register"), and the Mendon town files. The purpose of reviewing this literature was to identify previously inventoried historic resources within the Study Area and to establish which sites had not been surveyed. In addition, historic maps and aerial photographs such as United States Geological Survey ("USGS") Topographic Maps, the 1858 Wallings Map, the 1875 F.W. Beers & Co. Map, available historic aerial imagery, and the Mendon land records, all available via various online repositories, were reviewed in order to determine which buildings were over 50 years old and therefore potentially historic.<sup>2</sup>

Table 1, below, provides the approximate date of construction ("D.O.C.") of the 43 properties in the Study Area to be able to identify properties that will need consideration under Section 106 and Section 4(f). The table provides a recommendation about the property regarding eligibility (or ineligibility) for listing in the National Register of Historic Places, and which properties need additional research to make an informed recommendation. Table 2, below, provides additional information about the 12 properties in Table that were recommended for further evaluation. To support the further evaluation, the Town of Mendon provided photographs of properties identified by VHB. In Table 1, properties recommended for further evaluation are highlighted in yellow. In Table 2, properties recommended as eligible for listing in the National Register of Historic Places are highlighted in green. Photographs correspond to the E-911 addresses in Table 2.

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<sup>1</sup> [www.orc.vermont.gov](http://www.orc.vermont.gov)

<sup>2</sup> [www.historicaerials.com](http://www.historicaerials.com); [www.old-maps.com](http://www.old-maps.com)

**Table 1: Properties in Study Area**

<b>E-911</b>	<b>Approx D.O.C.</b> (based on aerials & style)	<b>Type of Property</b>	<b>Previous VHSSS / SR Listing</b>	<b>Concerns</b>	<b>Initial Recommendations</b>
<b>West Side of Route 4</b>					
32 Best Western Place	Ca. 1960	Lodging	N/A	None	Altered, expanded. Appears ineligible due to alterations, lack of architectural significance.
61 Valley View	Ca. 1990	Commercial	N/A	None	Ineligible due to age
42 Valley View	Ca. 2000	Residential	N/A	None	Ineligible due to age
16 Valley View	2004	Residential	N/A	None	Ineligible due to age
1591 US Route 4	1975	Commercial	N/A	None	Alterations ca. 2000. Appears ineligible due to alterations, lack of architectural significance
1635 US Route 4	Ca. 1975	Commercial	N/A	None	Appears ineligible due to lack of architectural significance
10 Chalet Heights	1971-1975	Commercial & Residential	N/A	None	Appears ineligible due to lack of architectural significance
1693 US Route 4	1840 (red building)	Commercial & Residential	N/A	TBD	Needs further evaluation due to age
1697 US Route 4	No date	Commercial	N/A	None	Appears ineligible due to lack of architectural significance.
1827 US Route 4	Ca. 1975	Commercial. Garage. House on parcel demo'd ca. 2015	N/A	None	Appears ineligible because does not rise to level of individual significance. House on property has been demo'd

<b>E-911</b>	<b>Approx D.O.C.</b> (based on aerials & style)	<b>Type of Property</b>	<b>Previous VHSSS / SR Listing</b>	<b>Concerns</b>	<b>Initial Recommendations</b>
1889 US Route 4	Ca. 2005	Commercial	N/A	None	Ineligible due to age
1901 US Route 4	Ca. 2000	Commercial	N/A	None	Ineligible due to age
1927 US Route 4	Ca. 1990	Commercial	N/A	None	Ineligible due to age
1967 US Route 4	1863	Commercial – restaurant (1863). Property card notes that the house was gutted in 1985, remodeled in 2006.	SR Listed 1110-9	None	Ineligible due to alterations
1997 US Route 4	Ca. 1960	Commercial - Motel	N/A	None	Ineligible due to alterations
2029 US Route 4	Ca. 1920	Commercial / grange hall	VHSSS 1110-19 "Deermont Grange"	Use of property	Likely eligible. Needs further evaluation.
2045 US Route 4	1830	Residential	N/A	None	Ineligible due to alterations
2067 US Route 4	1947	Residential	N/A	TBD	Ranch house, needs further evaluation
2085 US Route 4	1955	Residential	N/A	TBD	Ranch house, needs further evaluation
2149 US Route 4	Ca. 1850	Commercial	N/A	None	Ineligible due to alterations
100 Park Lane	2008	Residential	N/A	None	Ineligible due to age
2563 US Route 4	1982	Commercial - restaurant	N/A	None	Ineligible due to age
<b>East side of US Route 4</b>					
2596 US Route 4	Ca. 1850	Residential	SR 1110-3	Use of property	Further evaluation needed.
2556 US Route 4	Ca. 2014	Commercial – Mendon Mini Golf & Snack Bar	N/A	Stone wall	19 <sup>th</sup> century house demo'd. Ineligible due to age
2522 US Route 4	Ca. 1850	Residential	N/A	TBD	Further evaluation needed. Likely eligible.

<b>E-911</b>	<b>Approx D.O.C.</b> (based on aerials & style)	<b>Type of Property</b>	<b>Previous VHSSS / SR Listing</b>	<b>Concerns</b>	<b>Initial Recommendations</b>
2498 US Route 4	Ca. 1860	Residential	N/A	TBD	House requires further evaluation. Garage ineligible.
2472 US Route 4	1995	Commercial	N/A	None	Ineligible due to age
2282 US Route 4	Ca. 2005	Government	N/A	None	Ineligible due to age
104 Old Stockbridge Path	2018	Residential	N/A	None	Ineligible due to age
176 Old Stockbridge Path	1973	Residential	N/A	None	Ineligible due to lack of architectural significance
2080 US Route 4	Ca. 1975	Commercial / residential	N/A	None	Ineligible due to lack of architectural significance
2002 US Route 4	Ca. 2010	Commercial. Demo'd 1947 ranch house.	N/A	None	Ineligible due to age
1990 US Route 4	Ca. 1900	Commercial	N/A	TBD	Further research on barn needed due to D.O.C.
1978 US Route 4	Ca. 1980 house	Commercial	N/A	none	Ineligible due to age
1922 US Route 4	1974	Residential	N/A	TBD	Further evaluation needed due to D.O.C.
1894 US Route 4	Ca. 1910	Commercial – Mendon Mountain Orchards & motel	SR Listed 1110-10	TBD	Further evaluation needed to evaluated NR eligibility.
17-56 Gale Grove	Ca. 1950	Motel cabins, part of Mendon Mountain Orchards & Motel	Noted in SR listing 1110-10	TBD	Further evaluation needed because it is part of the SR listed complex, but not fully described.
1800 US Route 4	Ca. 1960	Residential	N/A	None	Ranch house, appears ineligible due to alterations
1644 US Route 4	n/a	Empty – outbuildings remain. Dwg razed ca. 2010	N/A	none	Ineligible

<b>E-911</b>	<b>Approx D.O.C.</b> (based on aerials & style)	<b>Type of Property</b>	<b>Previous VHSSS / SR Listing</b>	<b>Concerns</b>	<b>Initial Recommendations</b>
254 Gale Grove	Ca. 1960	Barn on property of Mendon Mountain Orchards complex	Same parcel but not described in Mendon Mountain Orchards (SR 1110-10)	TBD	Further evaluation needed because it is not described in the SR listing.
25 Industrial Lane	Ca. 1975	Industrial / Commercial	N/A	None	Ineligible due to lack of architectural significance
30 Industrial Lane	1977	Industrial / Commercial	N/A	None	Ineligible due to lack of architectural significance
1360 US Route 4	Ca. 1975	Commercial	N/A	None	Ineligible due to lack of architectural significance

**Table 2: Properties Selected for Further Evaluation**

<b>E-911</b>	<b>Photo #</b>	<b>Approx D.O.C.</b> (based on aerials & style)	<b>Brief Description</b>	<b>Previous VHSSS / SR Listing</b>	<b>Recommendations</b>
1693 US Route 4	1	1840 (red building)	1.5 story, wood frame, eaves front, 5x ?? bays with 1-story wing. Alterations include full width shed roof dormer, fenestration alterations, awning additions.	N/A	Ineligible.
2029 US Route 4	2	1915	Deermont Grange. Shingle style Grange hall, 2.5 story, jerkinhead roof, 5x3 bays.	VHSSS 1110-19	Listed in State Register. Eligible.
2067 US Route 4	3	1947	Residential, 1-story, wood-frame, ranch house, 4x2 bays, eaves front, 2-car, gable front garage connected to house with roof extension and open passageway. Clad in asbestos shingles. Window replacements on house.	N/A	Ranch house, potentially eligible

<b>E-911</b>	<b>Photo #</b>	<b>Approx D.O.C.</b> (based on aerials & style)	<b>Brief Description</b>	<b>Previous VHSSS / SR Listing</b>	<b>Recommendations</b>
2085 US Route 4	4	1955	Residential, 1-story, ranch style house, 4x2 bays, eaves front, wide reveal siding, 2/2 horizontal pane windows, boxed eaves with slight overhang.	N/A	Ranch house, potentially eligible
2596 US Route 4	5	Ca. 1850	2.5-story, 5x2 bay, wood-frame, eaves front symmetrical dwelling with entrance sidelights, return eaves, and side bay window.	SR 1110-3	Listed in State Register. Eligible.
2522 US Route 4	6	Ca. 1850	Residential. 1.5 story, gable front, Greek Revival style, 3x3 bays with rear 1-story shed roof wing and 1.5 story barn at rear.	N/A	Eligible under Criterion C as an example of Greek Revival house
2498 US Route 4	7	Ca. 1860	Residential. 1.5 story, wood-frame, gable front, 1x2 bays with rear wing and barn. Incompatible alterations include altered fenestration, shed roof dormer additions, replacement vinyl windows and replacement front door.	N/A	Does not rise to the level of individual significant. Ineligible.
1990 US Route 4	8	Ca. 1900	1-story, wood-frame, eaves front barn, 3x1 bays, with 1-story shed roof wing.	N/A	Potentially eligible if one of few remaining barns in area.
1922 US Route 4	9	1974	Residential, 1.5 story, eaves front, wood-frame with recessed front porch and rear shed roof dormer. Clad in split logs and T111 siding.	N/A	Does not rise to level of individual significance. Ineligible.

<b>E-911</b>	<b>Photo #</b>	<b>Approx D.O.C.</b> (based on aerials & style)	<b>Brief Description</b>	<b>Previous VHSS / SR Listing</b>	<b>Recommendations</b>
1894 US Route 4	10	Ca. 1910	Commercial – Mendon Mountain Orchards & Motel. 2.5 story, wood-frame, eaves front, gable roof, 4x2 bays with central entrance and Palladian window on second story. 1.5 story wing to the south with large front porch. 1-story gable front store addition attached to the north.	SR Listed 1110-10	Listed in State Register. Eligible.
17-56 Gale Grove	11, 12	Ca. 1950	(#17) 1-story, wood-frame, eaves front 3x1 building with three-part picture windows flanking central entrance. Part of Mendon Mountain Orchards Motel & Store  (#27-37-57) – 1-story, wood-frame, shed roof, duplex cabins (motel units) with shared recessed central entrances, novelty siding.	Noted in SR listing 1110-10.	Part of Mendon Mountain Orchards & Motel, listed in State Register. Eligible.
254 Gale Grove	13	Ca. 1960	Part of Mendon Mountain orchards complex. 2-story, wood-frame, wood-clad, barn/outbuilding with overhead garage doors and barn doors.	Not listed in as part of rest of Mendon Mountain Orchards (SR 1110-10)	Part of Mendon Mountain Orchards & Motel, listed in State Register. Eligible.

### Summary

A future project subject to Section 106 and/or Section 4(f) will formally review all of the properties in the Area of Potential Effect (APE), which is similar to the Project Study Area. Section 106 requires review of a project's scope of work and plans, and assessment of its effects on historic resources. The properties identified in this section as eligible or likely eligible should be considered in planning efforts in terms of impacts to the properties. Concerns for potential effects from linear projects typically equates to the amount of land from a parcel required for a project and how contributing features will be impacted, such as stone walls or tree removal, and how close a project is to a building on the historic property. Land incorporated into a transportation project from a historic property will likely result in a Section 4(f) historic de minimis determination.

**Mendon Route 4 Photographs – Properties for Further Study – Historic Resources  
Photographs provided to VHB by the Town of Mendon**



**Photograph 1: 1693 US Route 4**



**Photograph 2: 2029 US Route 4**





**Photograph 3: 2067 US Route 4**



**Photograph 4: 2085 US Route 4**



**Photograph 5: 2596 US Route 4**



**Photograph 6: 2522 US Route 4**



**Photograph 7: 2498 US Route 4**



**Photograph 8: 1990 US Route 4 Barn**



**Photograph 9: 1922 US Route 4**



**Photograph 10: 1894 US Route 4**



**Photograph 11: 17 Gale Grove**



**Photograph 12: 27-37-57-Gale Grove**



**Photograph 13: 254 Gale Grove**

Consultation with the VTrans Historic Preservation should begin early in the process. Based on this initial study, VHB does not anticipate adverse effects to result from the incorporation of pedestrian and bicycle facilities into the US Route 4 corridor.

# Appendix F

## Public Outreach Materials

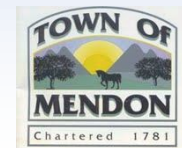


# US ROUTE 4 CORRIDOR

Local Concerns Meeting  
JUNE 21<sup>st</sup>, 2023



RUTLAND REGIONAL PLANNING COMMISSION



# Agenda

- Welcome + Project Team Introductions
- Project Purpose & Need
- Review of Scope & Schedule
- Existing Conditions Overview
- Discussion of Local Concerns
- Next Steps



# 01 || Project Team

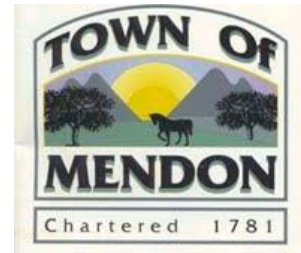
# Project Team



- Jenn Conley
- Karen Sentoff
- Elisabeth Sundberg
- Rose O'Brien



- Steffanie Bourque



- Sara Tully
- Larry Courcelle
- Patti Lancaster
- Fred Bagley
- Seth Bridge



- Ashley Andrews
- Ross Gouin



# 02 || Draft Project Purpose & Need



# Draft Project Purpose

The purpose of the Town of Mendon US Route 4 Corridor Scoping Study is to identify improvements to enhance **safety for all users** along and across the US Route 4 corridor through the Town of Mendon while enhancing access to the **Village District** and **recreational resources**.



# Draft Project Needs

The need for this project is driven by the deficiencies in the current transportation infrastructure and a need for comprehensive corridor planning. These needs are articulated below:

- **No Pedestrian and Bicycle Accommodations:** The corridor lacks safe crossings, sidewalks, and bike lanes. There are many commercial and recreational resources along the corridor with no designated places to safely cross.
- **Vehicular Traffic Calming:** There are ongoing speeding issues along the corridor (85<sup>th</sup> percentile 55-64 mph) that create an inhospitable environment for cyclists and pedestrians.
- **Access Management & Intersection Operations:** Frequent vehicular access points create additional conflicts for cyclists and pedestrians traveling along the corridor.
- **Transit Improvements:** The corridor is served by Marble Valley Regional Transit System, however, stops along the corridor lack formal accommodations.



# 03 || Project Schedule





# Project Schedule

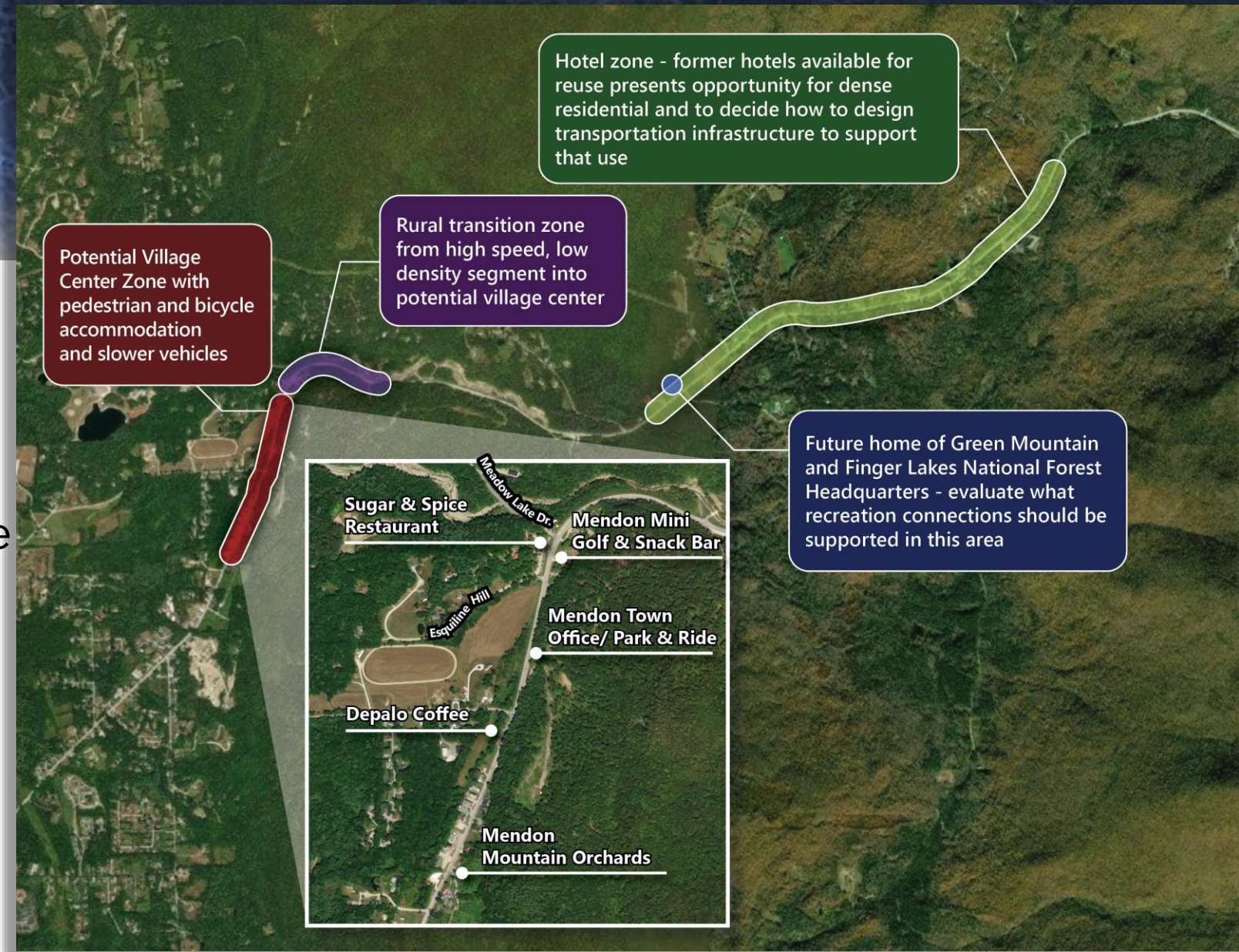
- Project Kick-off Meeting *May 2023*
- Document Existing Conditions *In progress*
- Identify Resource Constraints *In progress*
- Local Concerns Meeting **Today**
- Develop Conceptual Alternatives *July - September 2023*
- Alternatives Presentation Meeting *September 2023*
- Draft Report Preparation *October 2023*
- Final Public Meeting *January 2024*
- Final Report Preparation *February 2024*

# 04 || Existing Conditions

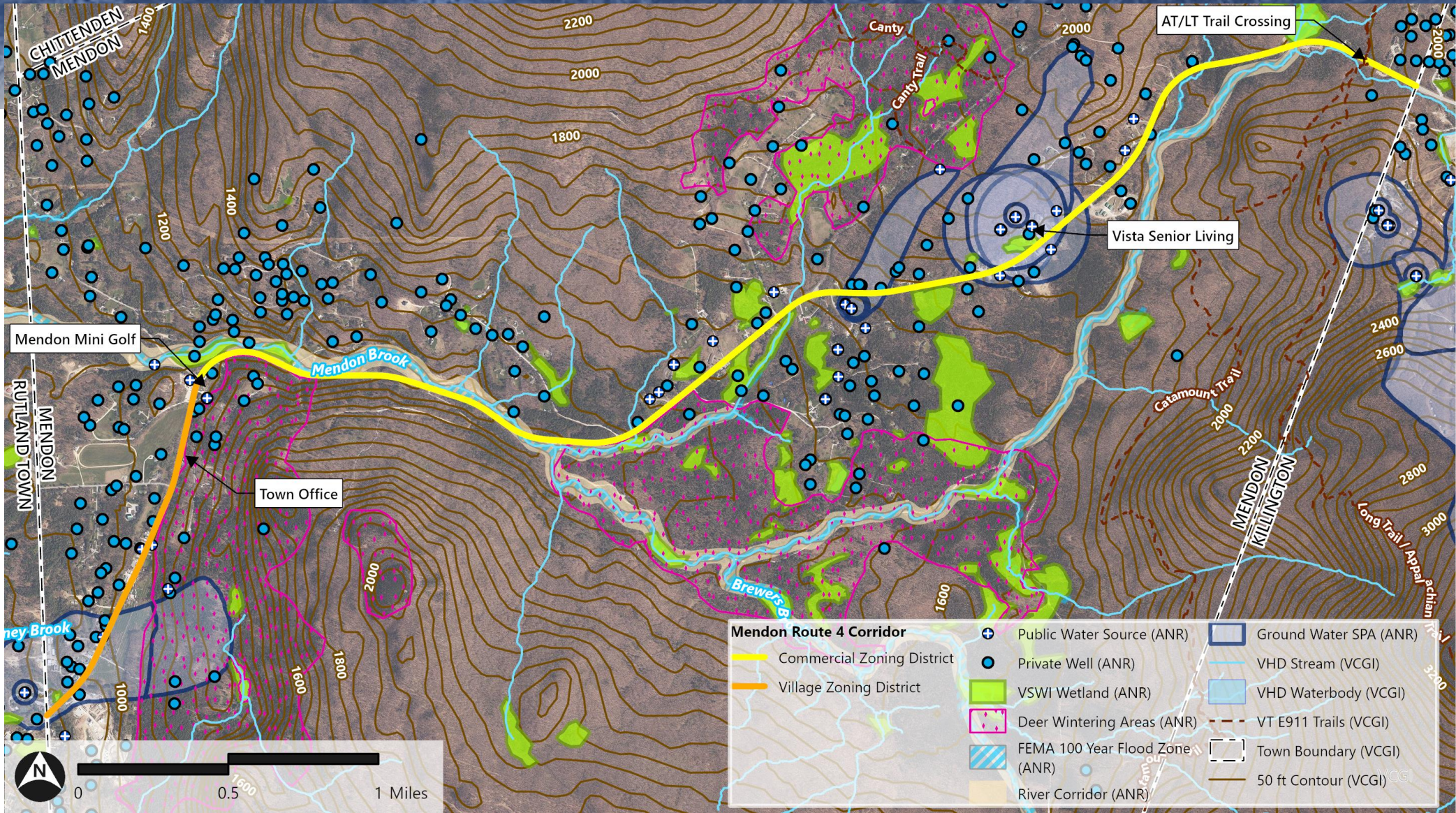


# Project Area

The project area includes 6 miles along US Route 4 in the Town of Mendon from the Rutland Town to Killington town lines.



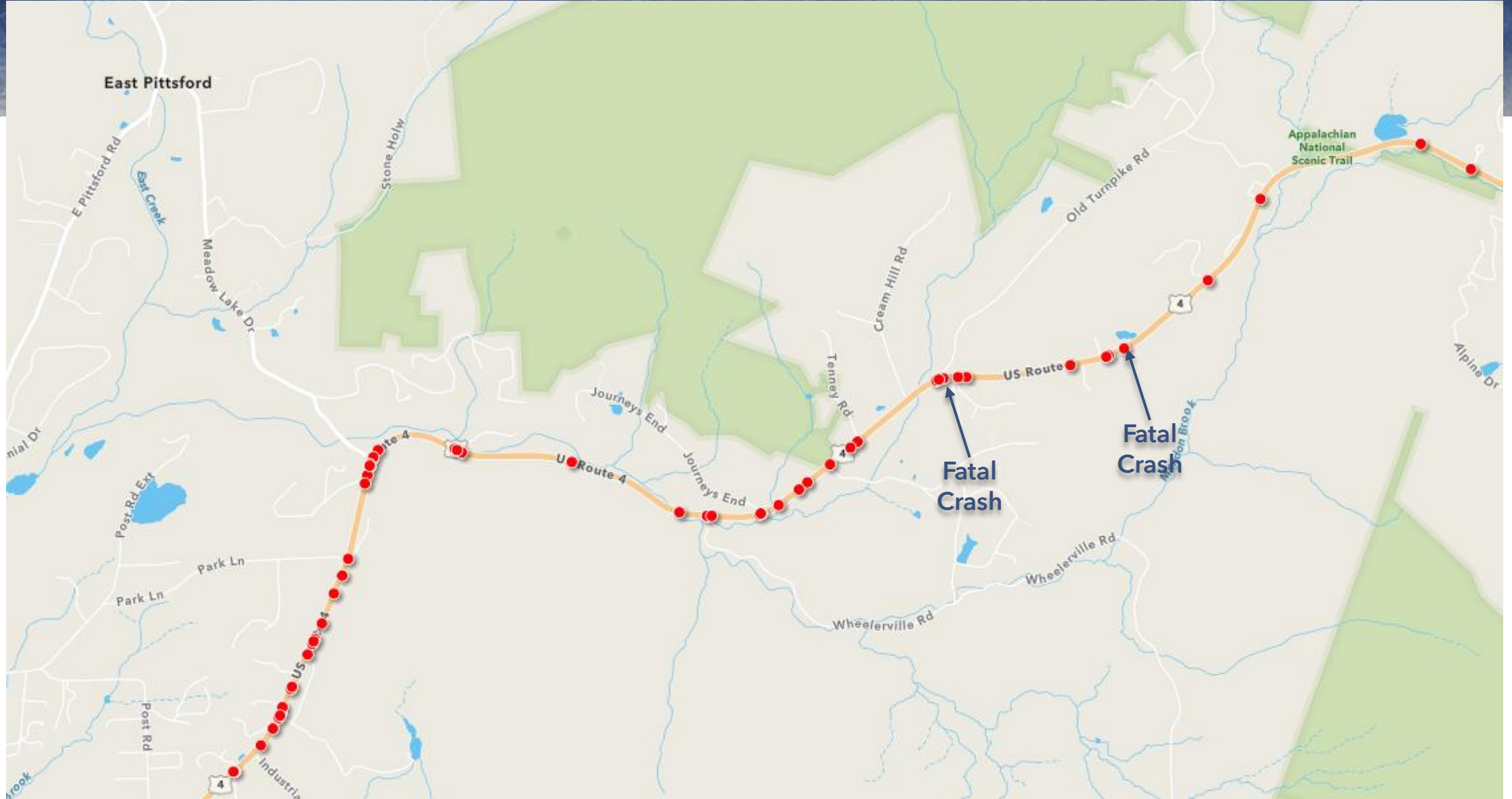
# Existing Conditions- Environmental



# Existing Conditions- Traffic & Safety

- 2021 AADT along US Route 4 in Mendon varies from 10,187- 11,532 vehicles per day according to the VTrans Route Log
- 67 Crashes from 2018-2022
  - 6 involving speeding or aggressive driving
  - 2 Fatal Crashes
    - 1 involving a pedestrian

# Existing Conditions- Traffic & Safety



# Existing Conditions- Bicycle & Pedestrian Facilities

- There are no bicycle or pedestrian facilities along US-4 in Mendon.
- Recreation Resources
  - Catamount Trail
  - Long Trail
  - Appalachian Trail
  - VAST
  - Future Green Mtn National Forest HQ
  - Future Velomont Trail crossing

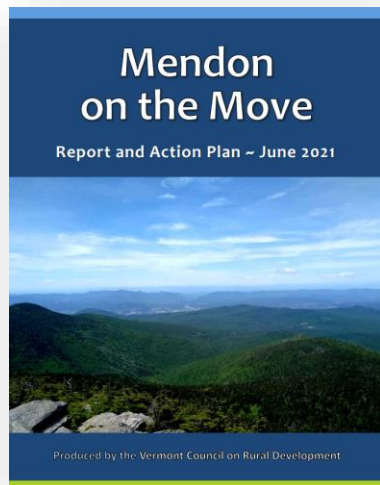


# Existing Conditions- Previous Studies

## Mendon on the Move

identified that residents want to:

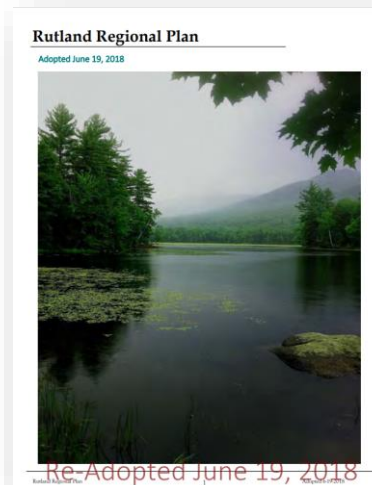
- Boost Outdoor Recreation
- Reimagine and Improve the **Route 4 Corridor**



## Rutland Regional Plan

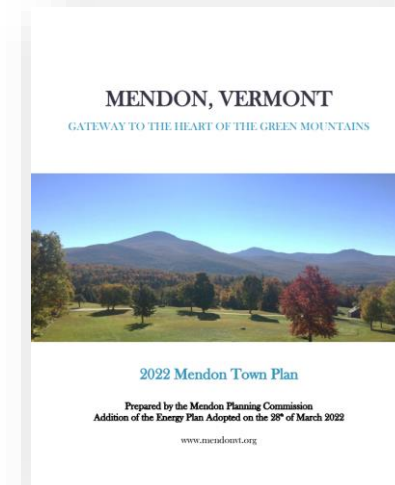
identified:

- **Unsafe** intersections/ highway segments along Route 4 in Mendon



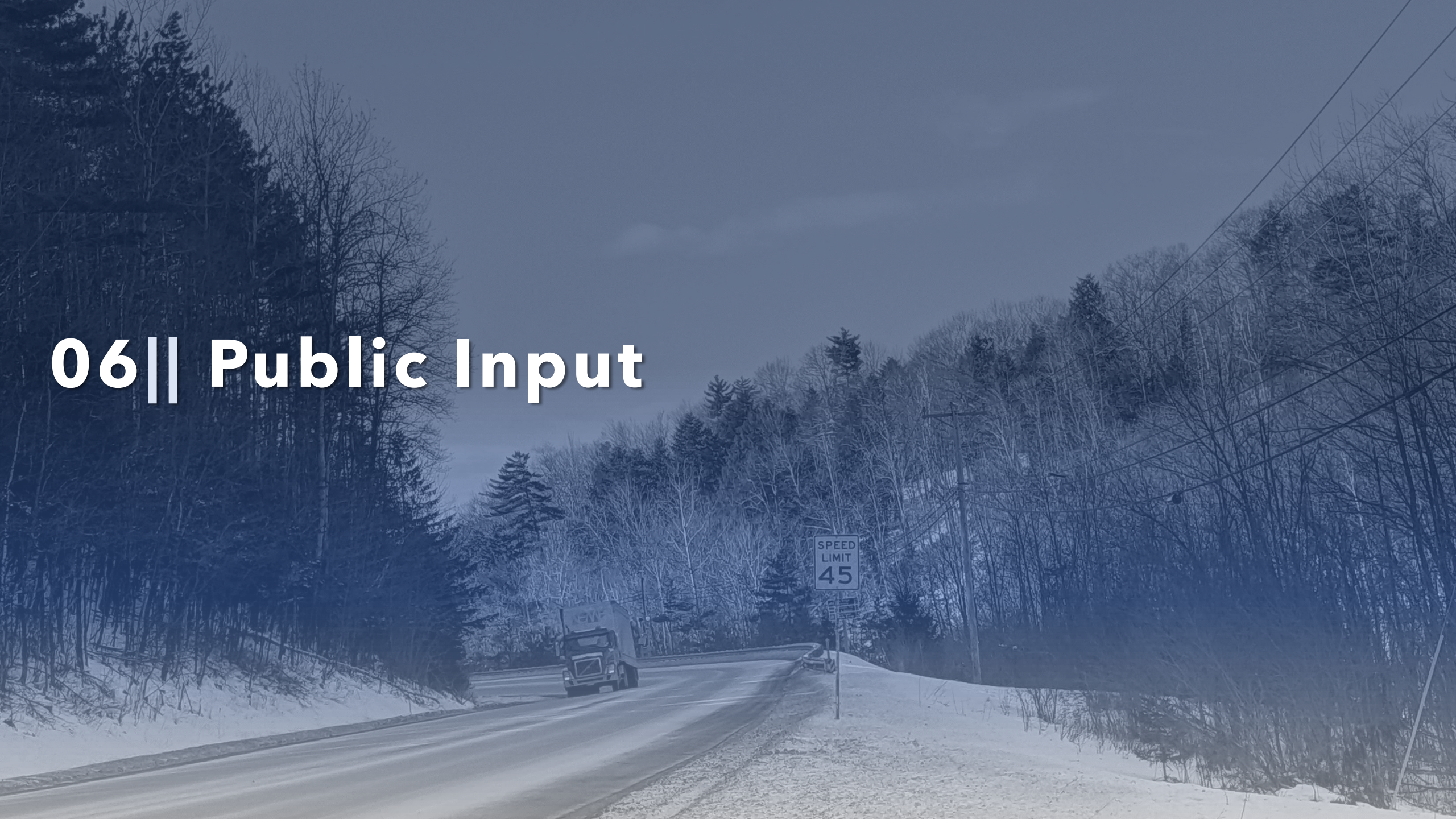
## Mendon Town Plan identified that:

- Bicycle and pedestrian travel are critical elements in creating a **balanced** and **resilient** transportation network.

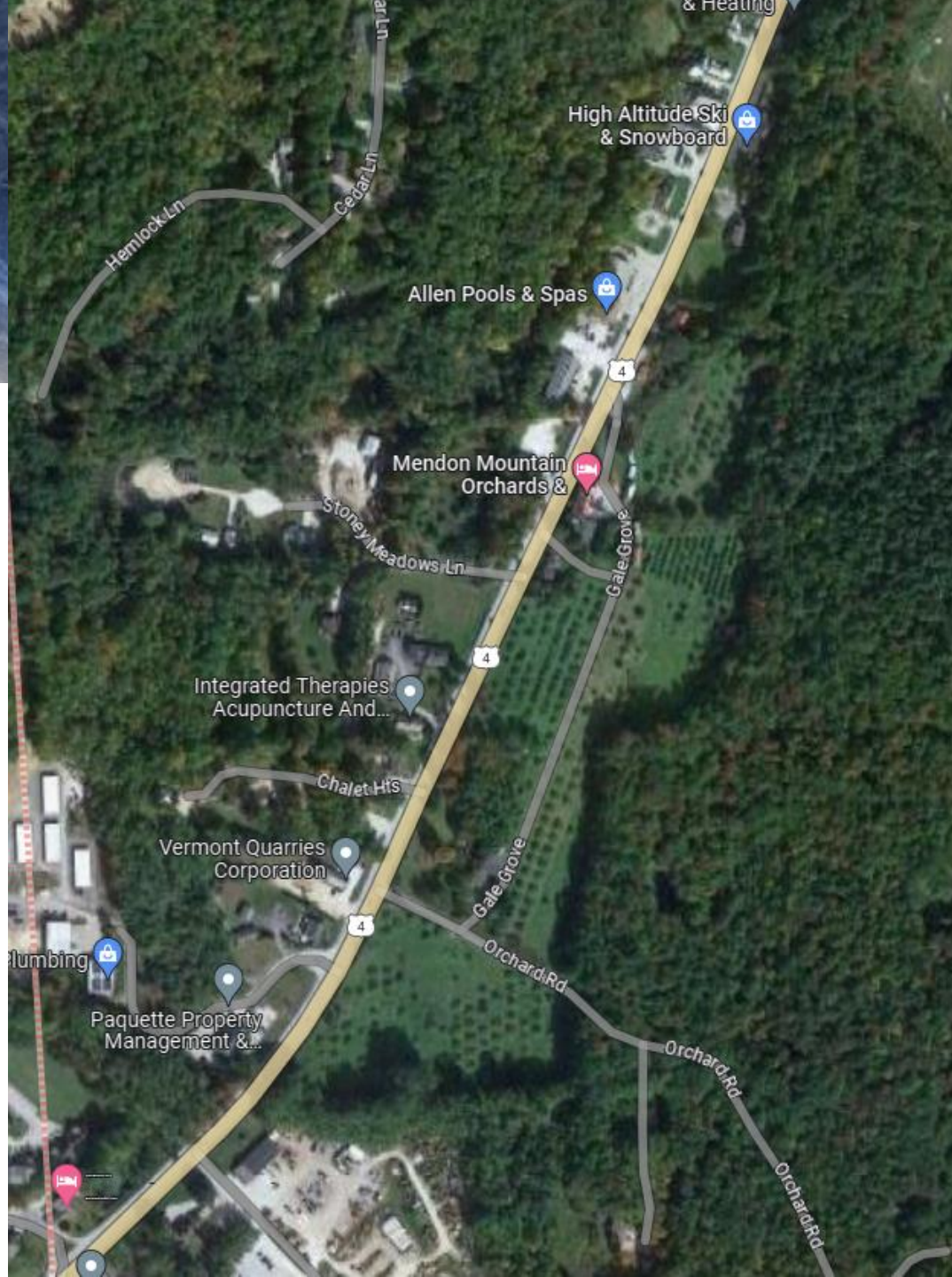




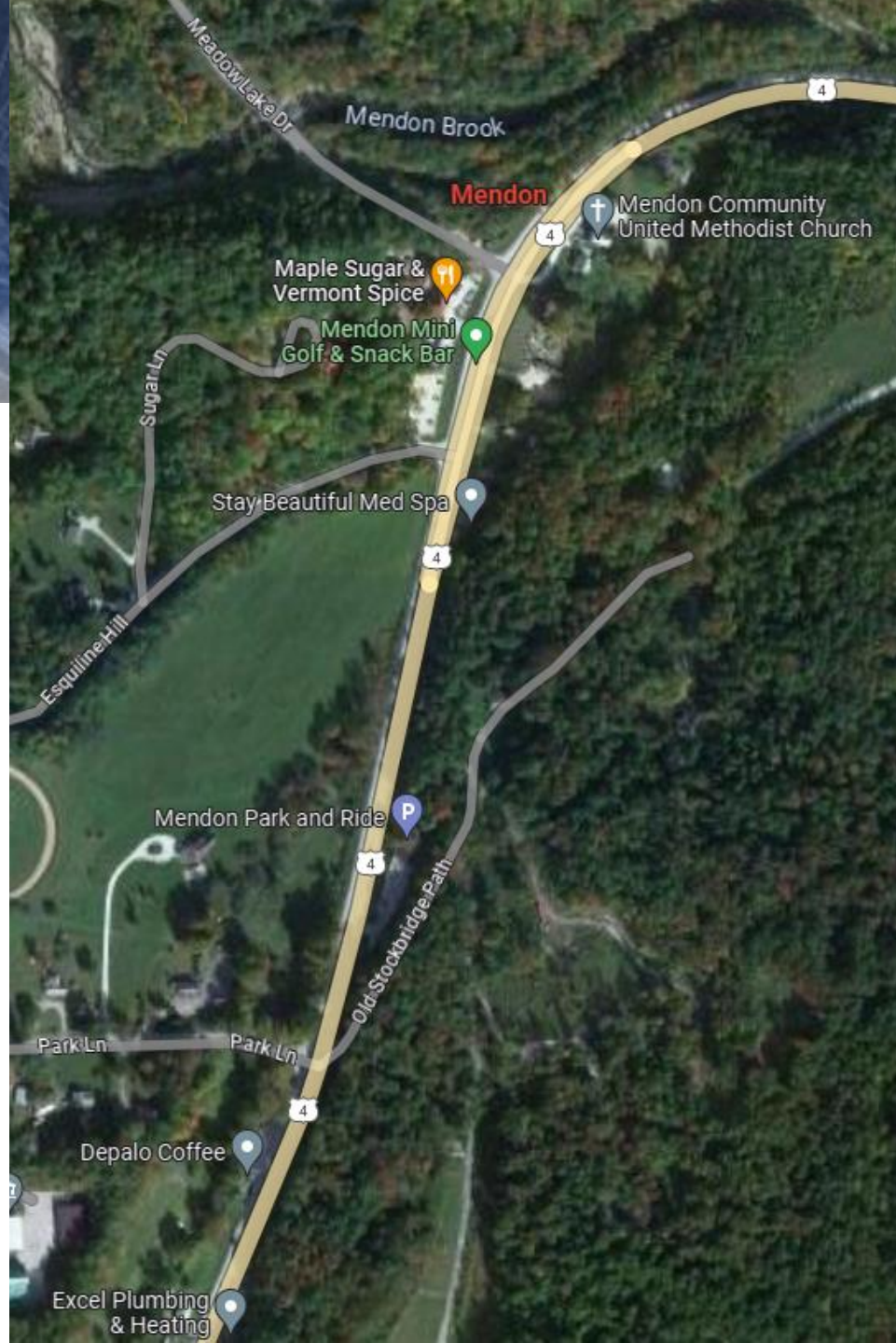
# 06 || Public Input



# Public Input



# Public Input



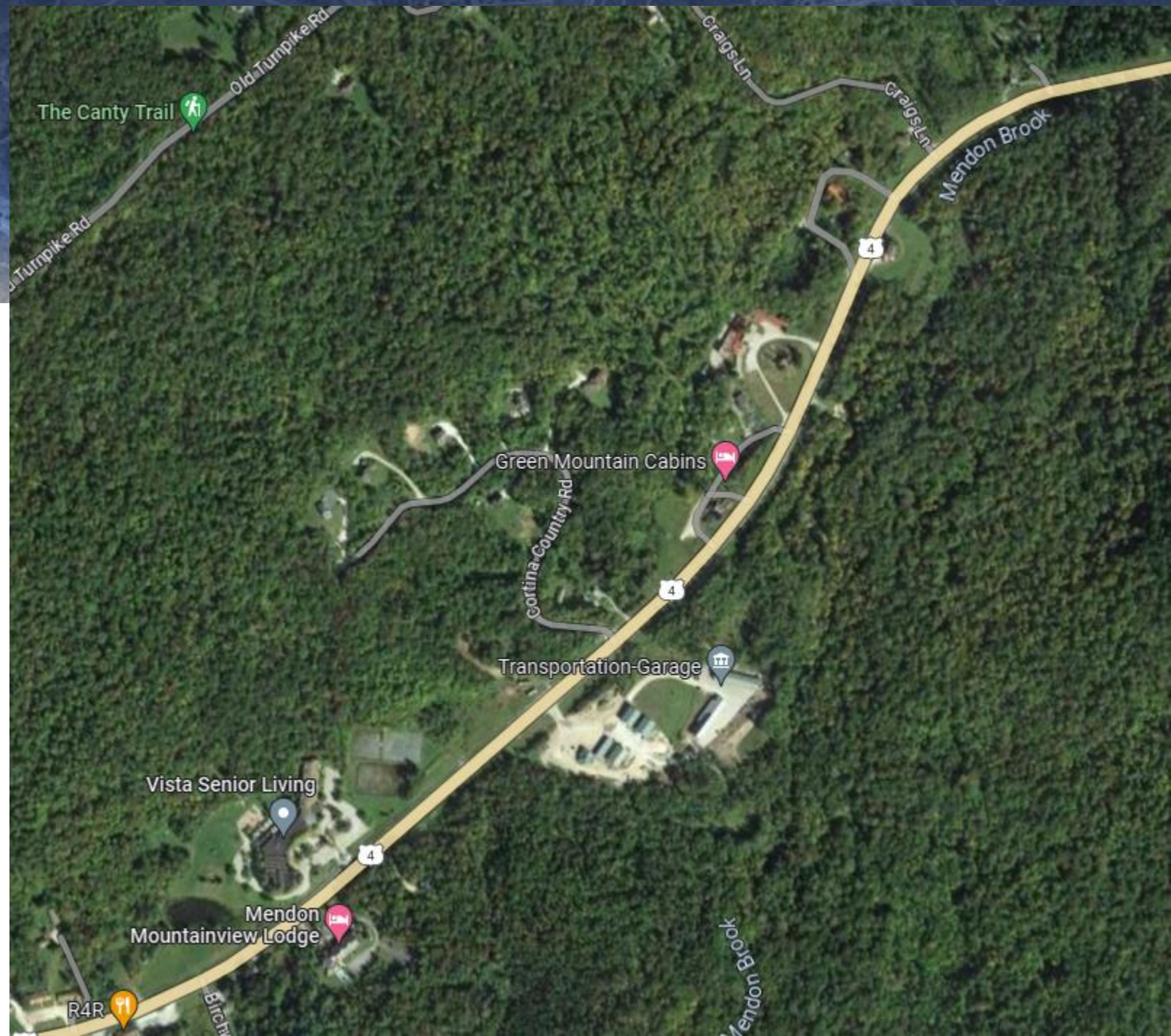
# Public Input



# Public Input



# Public Input



# Public Input



# 05 || Next Steps





# Next Steps

- Finalize Purpose and Need Statement
- Develop Alternatives
- Identify Resource Constraints & Permitting Requirements
- Alternatives Presentation Meeting - Fall 2023

# Stay Connected!



**Steffanie Bourque**  
Project Manager

[sbourque@rutlandrpc.org](mailto:sbourque@rutlandrpc.org)



**Jenn Conley**  
Project Manager

[jconley@vhb.com](mailto:jconley@vhb.com)

**Mendon TAP TA22(17)**  
Local Concerns Meeting Minutes  
June 21, 2023 @ 5:00 pm

---

VHB's meeting presentation is attached for reference.

**Attendees:** Jenn Conley (VHB), Elisabeth Sundberg (VHB), Rose O'Brien (VHB), Sara Tully (Mendon), Larry Courcelle (Mendon), Patti Lancaster (Mendon), Fred Bagley (Mendon), Seth Bridge (Mendon), Lisa Brooks (Mendon), Teri Corsones (Mendon), Elizabeth Swett (Mendon), Steffanie Bourque (RRPC), Susan Feenick, Dennis Charles, George Brant, Dennis O'Connell, Ed Allen, John McCann, Sisco Lellos (sign in sheet for in-person attendees attached)

**Welcome and Introductions:** Jenn Conley, the project's lead consultant, opened the meeting and reviewed the agenda for the meeting (see slide 2). She then introduced the project team members from VHB, the Rutland Regional Planning Commission, Town of Mendon, and Vermont Agency of Transportation (see slide 4).

**Draft Project Purpose & Need:** Jenn C. reviewed the draft project purpose and need statement and explained how this will guide the development of project alternatives (see slides 6-7). Input on the project purpose included suggestions to address aesthetic improvements within the corridor study area. Input on the project needs was highly focused on lowering the speed limit within the corridor study area, many concerns expressed about excessive speed leading to unsafe conditions for vehicles, bicycles, and pedestrians traveling along US Route 4 and at various intersections (e.g., Journey's End, Meadow Lake Drive, new Forest Service Headquarters). In general, attendees agreed with and supported the draft project purpose and need statement as presented.

**Project Schedule:** Jenn C. reviewed the scoping study development milestones (see slide 9). Next key opportunity for public input will be at the Alternatives Presentation targeted for September 2023. Completion of the project and presentation of the final scoping study is targeted for April 2024.

**Existing Conditions:** Jenn C. described the 6-mile project area along US Route 4 in the Town of Mendon from the Rutland Town to Killington town lines (see slides 12-16). Environmental resources (deer wintering areas, streams, wetlands); traffic and safety (annual average daily traffic counts, crash data); bicycle and pedestrian facilities (none existing, proximity to several recreational resources); and previous studies (Mendon on the Move, Rutland Regional Plan, Mendon Town Plan) were highlighted.

**Public Input:** Jenn C. led a discussion of concerns in several discrete segments along the 6-mile long project area, starting at the (see slides 18-23). Highlights of concerns/input received include:

- Pedestrian crossing at the Best Western/pilates studio near intersection with Town Line Road
- No designated bus stops along the corridor, on demand stop locations can be dangerous
- Unsafe conditions for tractor trailer delivery trucks to stop at business along Route 4
- Park Lane intersection has no turn lane, so vehicles pass in the breakdown lane
- Lack of road markings lead to vehicles passing or traveling in the breakdown lane
- Unsafe for conditions for pedestrians, bicyclists, snowmobiles traveling along or crossing Route 4

- Meadow Lake Drive intersection (in the designated Village Center) is a high volume traffic area of concern with Sugar and Spice and the Mini Golf/Snack Bar in the immediate vicinity and traffic to the Barstow Memorial School in Chittenden
- Wheelerville Road, Journey's End Road, Woodward Road intersections – multitude of safety concerns
- Difficult to determine future re-use of properties in the former hotel zone, 50 mph speed limit in this zone viewed as an impediment to new commercial business
- Safety concerns about access to new forest service headquarters building and increase in visitors to this destination
- Crossings and safety of on demand bus stops in the vicinity of Vista Senior Living and Mendon Mountainview Lodge
- Unsafe snowmobile trail crossing in vicinity of former Snow Angel restaurant

**Next Steps:** Jenn C. described the next steps in the development of the scoping study (see slide 25). Additional input following the meeting can be submitted by email to Steffanie Bourque, Project Manager, at [sbourque@rutlandrpc.org](mailto:sbourque@rutlandrpc.org)

# Mendon Route 4 Corridor Scoping Study Local Concerns Meeting

June 21, 2023 @ 5:00 pm

Name	Organization	Email
STEFFANIE BOURQUE	Rutland Regional Planning Commission	sbourque@rutlandrpc.org
Susan Feenick	Mendon Resident	suefeenick@hotmail.com
Dennis Charle	<del>Mendon Resident</del>	100thovic@comcast.net
George Brunst	Whittaker	
Patti Lancaster	resident	pmlancast@gmail.com
Fred Bagley	"	FredBagleyVT@juno.com
Gene Tully	Mendon VT	mendon.admin@comcast.net
Dennis Conneil	Mendon VT	
Seth Bridge	Mendon VT	mendonbridge10@gmail.com

# Mendon Route 4 Corridor Scoping Study Local Concerns Meeting

June 21, 2023 @ 5:00 pm

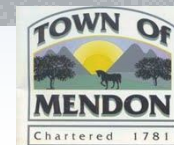
Name	Organization	Email
Ed Allen	Allen pools	eallen@Allenpools-spas.com
LARRY COURCELLE	Mendon Comm	lrcourcelle@gmail.com

# US ROUTE 4 CORRIDOR

Draft Alternatives Presentation  
OCTOBER 5th, 2023



RUTLAND REGIONAL PLANNING COMMISSION



# Agenda

- Welcome + Project Team Introductions
- Review of Scope & Schedule
- Project Purpose & Need
- Local Concerns Meeting Takeaways
- Overarching Themes
- Draft Alternatives
- Alternatives Evaluation
- Public Input
- Next Steps





# 01 || Project Team

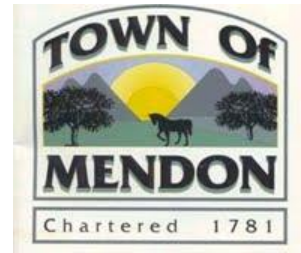
# Project Team



- Jenn Conley
- Elisabeth Sundberg
- Rose O'Brien
- Joe Vanacore



- Steffanie Bourque



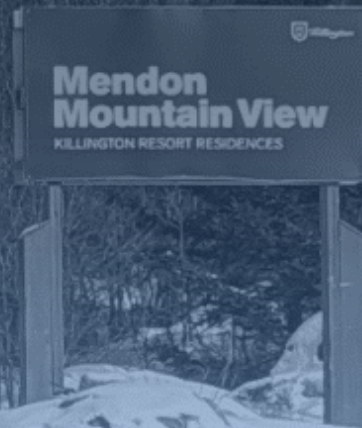
- Sara Tully
- Larry Courcelle
- Patti Lancaster
- Fred Bagley
- Seth Bridge







- Ashley Andrews
- Ross Gouin



# 02|| Project Schedule



# Project Scope and Schedule

- **Project Kick-off Meeting**  May 2023
- **Document Existing Conditions** June 2023
- **Identify Resource Constraints** June 2023
- **Local Concerns Meeting**  June 2023
- **Develop Conceptual Alternatives** July – September 2023
- **Alternatives Presentation Meeting**  **Today**
- **Draft Report Preparation** October 2023
- **Final Public Meeting**  January 2024
- **Final Report Preparation** February 2024

# 03 || Project Purpose & Need



# Local Concerns Meeting Recap

- Draft project purpose and need statement was presented. Suggestions included aesthetic improvements and lowering the speed limit due to safety concerns
- The existing conditions were described, including environmental resources, traffic and safety, and bicycle and pedestrian facilities.
- Public input highlighted several concerns, including speeding, unsafe pedestrian crossings, access management and delivery movements, lack of road markings, and safety concerns at various intersections.



# Project Purpose

The purpose of the Town of Mendon US Route 4 Corridor Scoping Study is to identify improvements to enhance **safety for all users** along and across the US Route 4 corridor through the Town of Mendon while enhancing access and aesthetics to the **Village District** and **recreational resources**.



# Project Needs

The need for this project is driven by the deficiencies in the current transportation infrastructure and a need for comprehensive corridor planning. These needs are articulated below:

- **No Pedestrian and Bicycle Accommodations:** The corridor lacks safe crossings, sidewalks, and bike lanes. There are many commercial and recreational resources along the corridor with no designated places to safely cross.
- **Vehicular Traffic Calming:** There are ongoing speeding issues along the corridor (85<sup>th</sup> percentile 55-64 mph) that create an inhospitable environment for cyclists and pedestrians.
- **Access Management & Intersection Operations:** Frequent vehicular access points create additional conflicts for cyclists and pedestrians traveling along the corridor.
- **Transit Improvements:** The corridor is served by Marble Valley Regional Transit System, however, stops along the corridor lack formal accommodations.





# Project Area

The project area includes US Route 4 in the Town of Mendon from the Rutland Town to Killington town lines.



# 04 || Overarching Themes

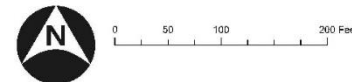
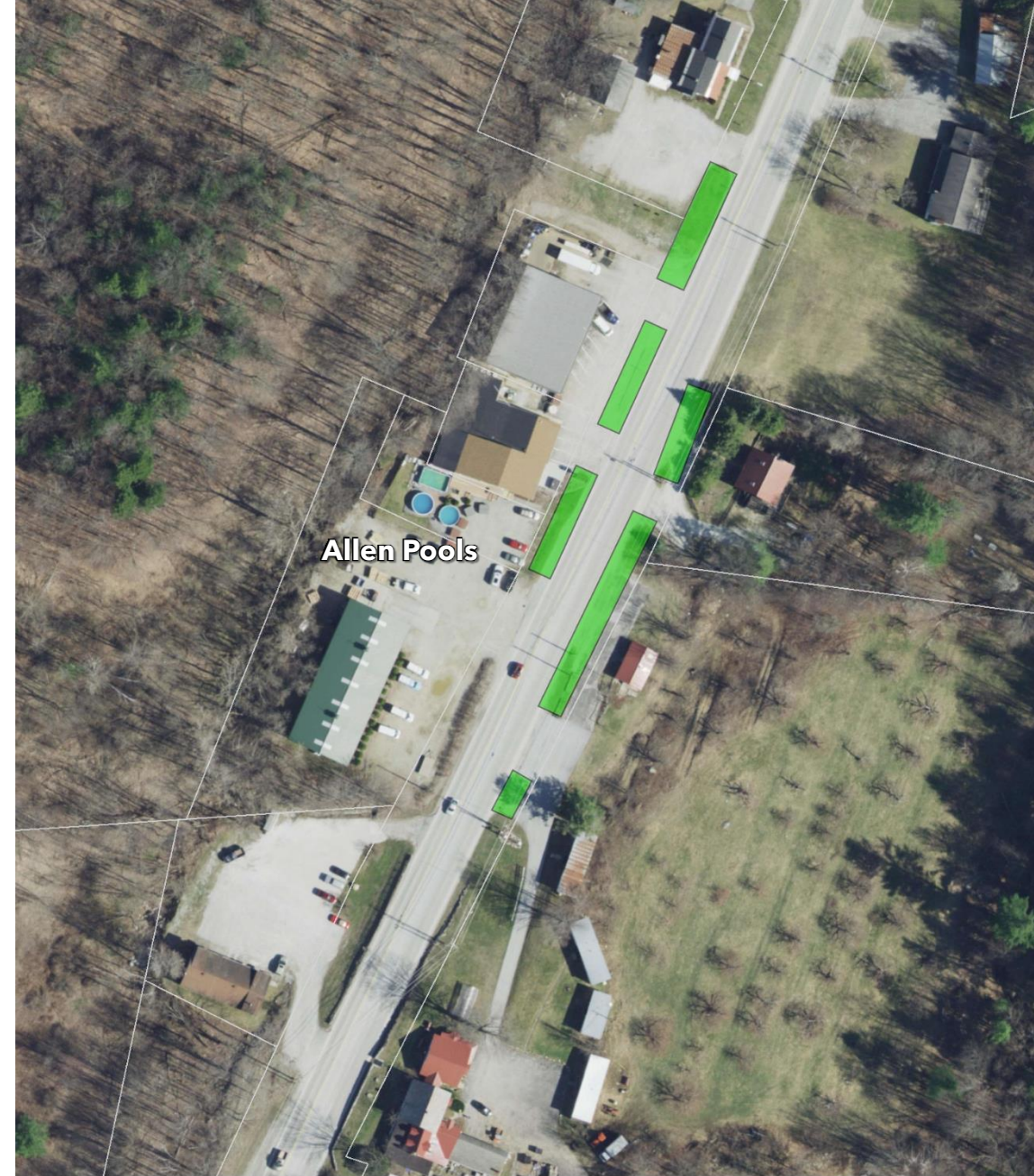


# Access Management

The Federal Highway Administration (FHWA) defines access management as “the proactive management of vehicular access points to land parcels adjacent to all manner of roadways.”

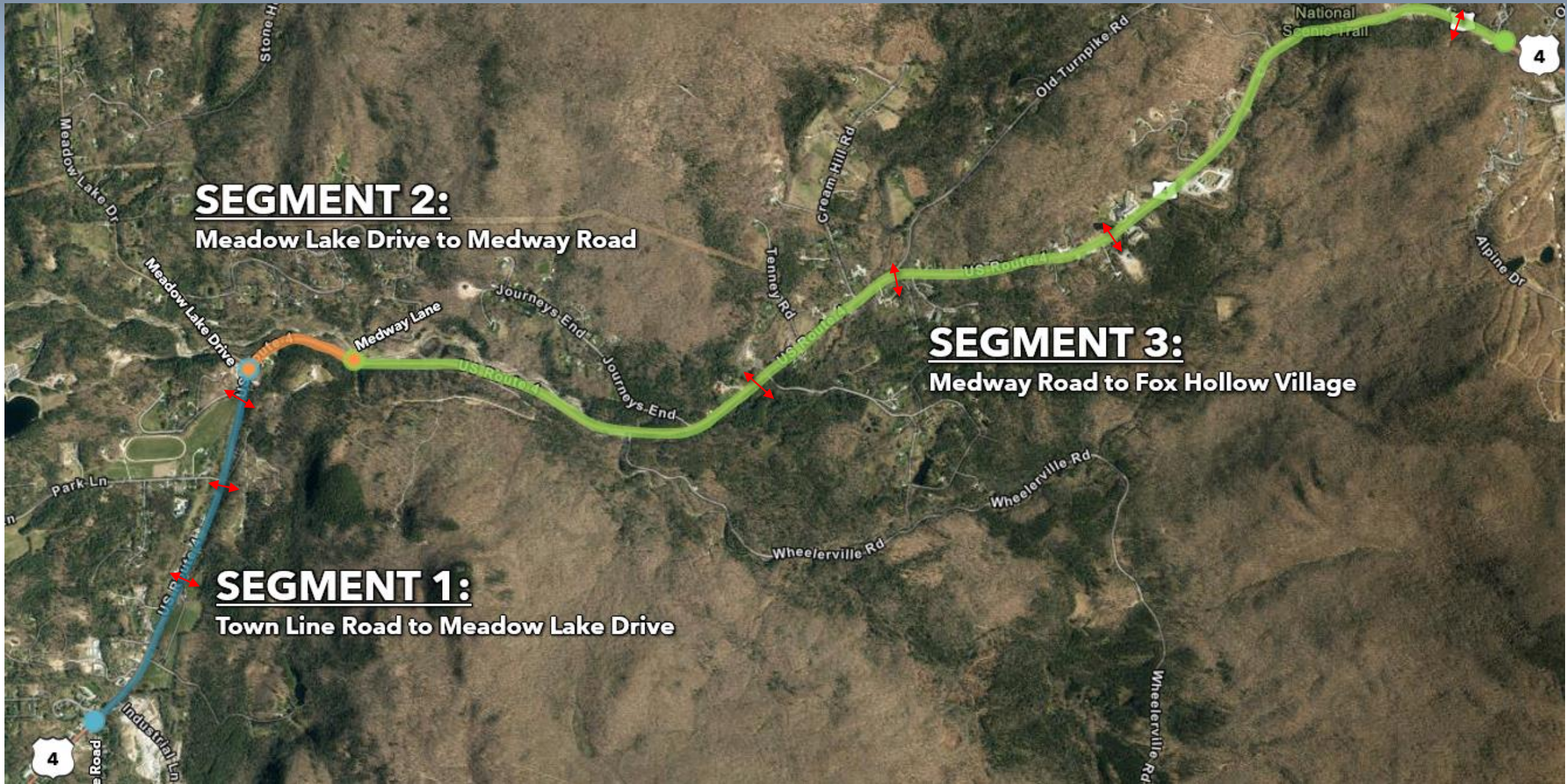
Recommendation:

- Tighten up access points into businesses off US-4 to create shorten crossing distances for pedestrians and safer entrance and exit points.
- Important to consider if there is a sidewalk or shared use path on the western side of the corridor.

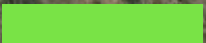
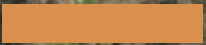
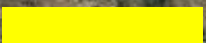


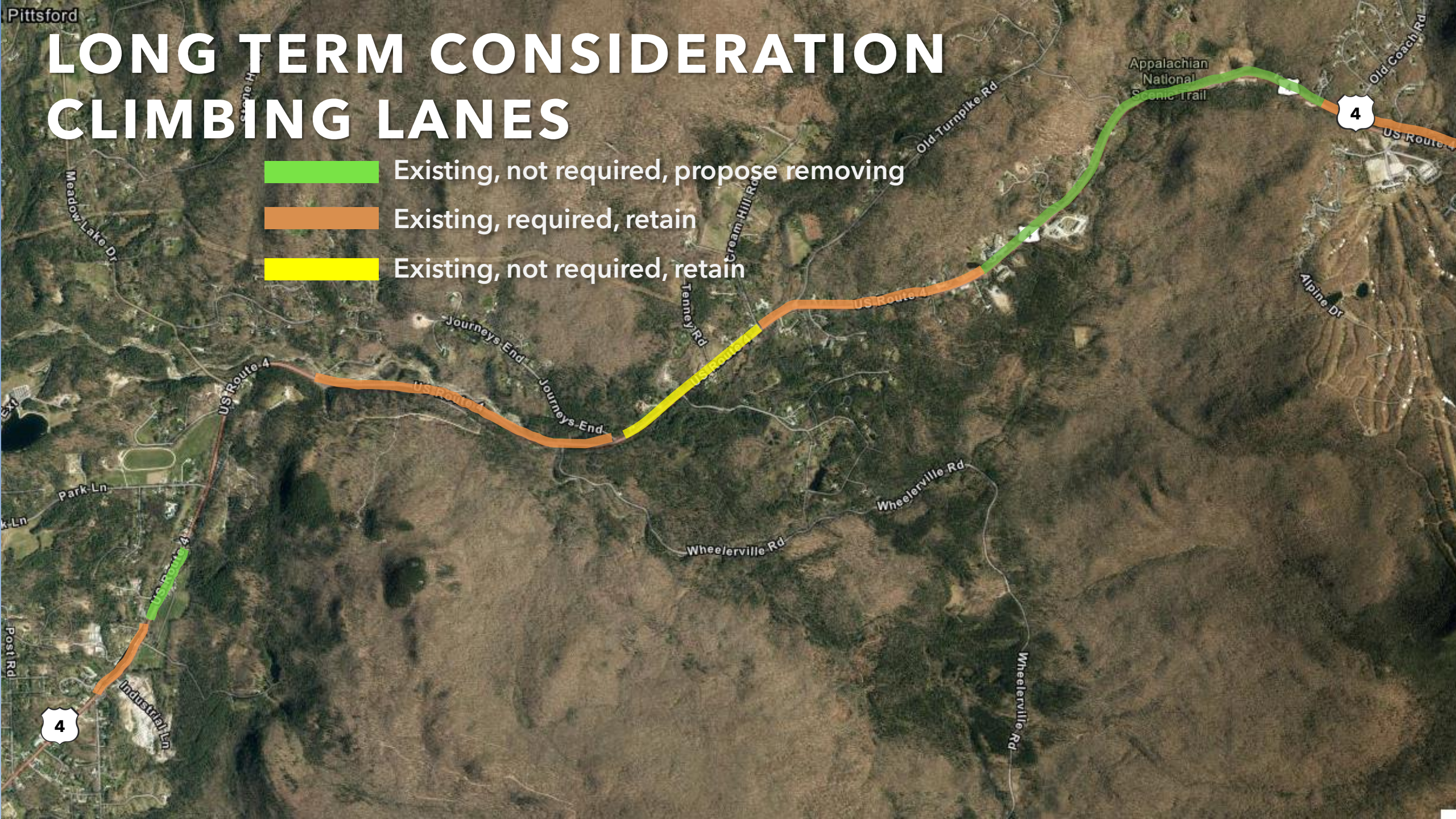
**Legend**  
 Grass Area

# Safe Crossings and Transit Stops



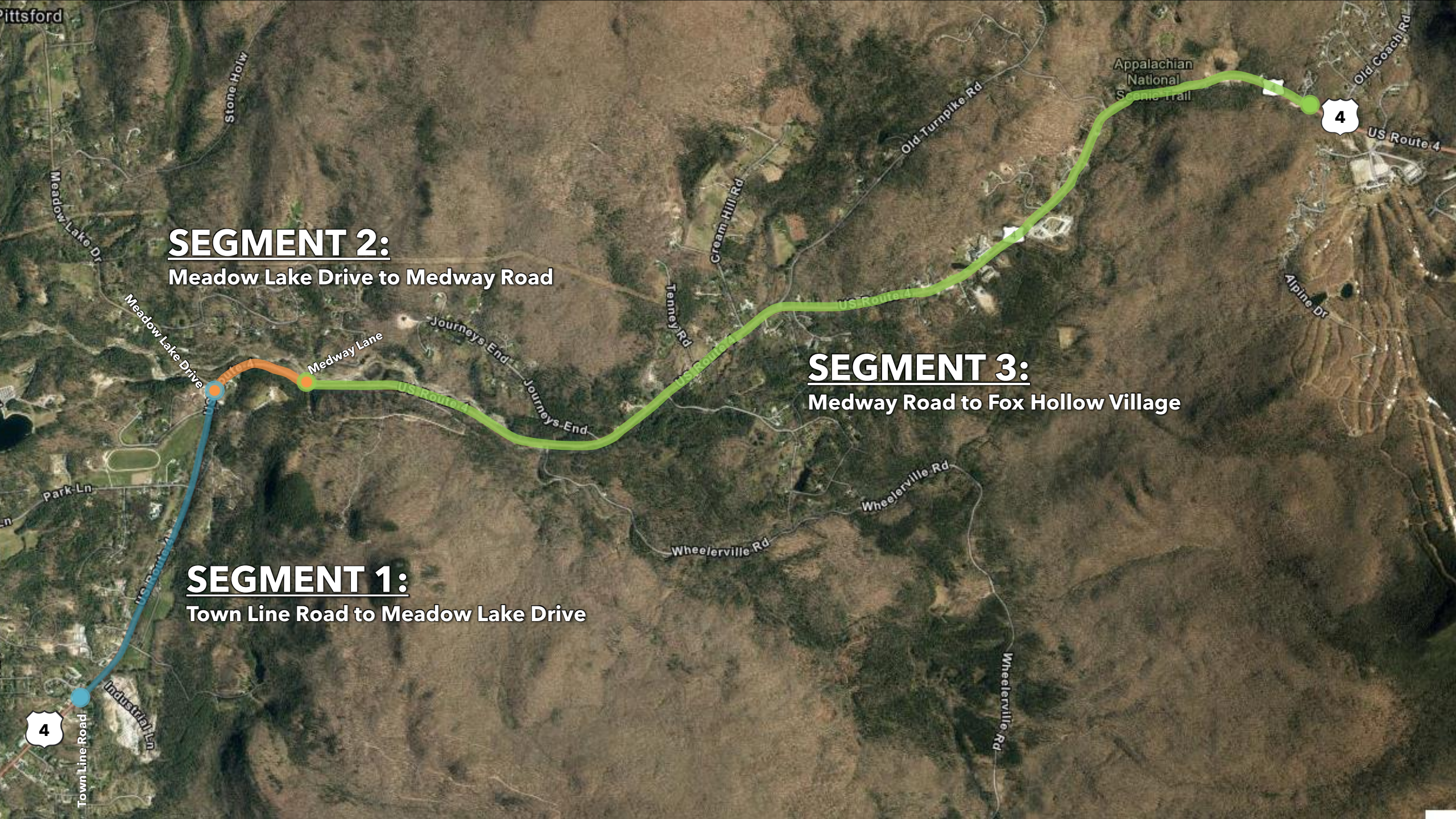
# LONG TERM CONSIDERATION CLIMBING LANES

-  Existing, not required, propose removing
-  Existing, required, retain
-  Existing, not required, retain



# 05|| Draft Alternatives





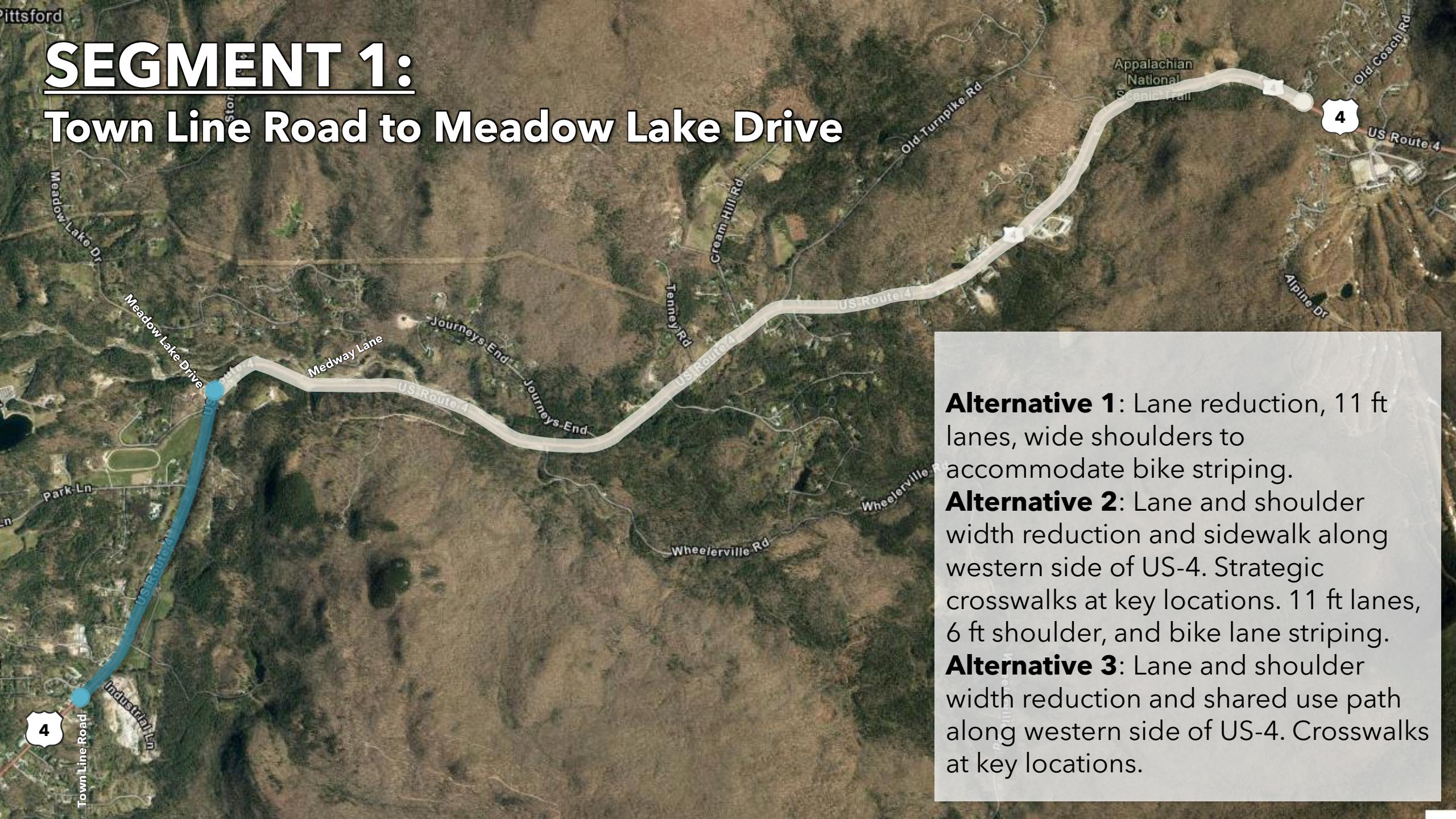
**SEGMENT 2:**  
Meadow Lake Drive to Medway Road

**SEGMENT 3:**  
Medway Road to Fox Hollow Village

**SEGMENT 1:**  
Town Line Road to Meadow Lake Drive



# SEGMENT 1: Town Line Road to Meadow Lake Drive



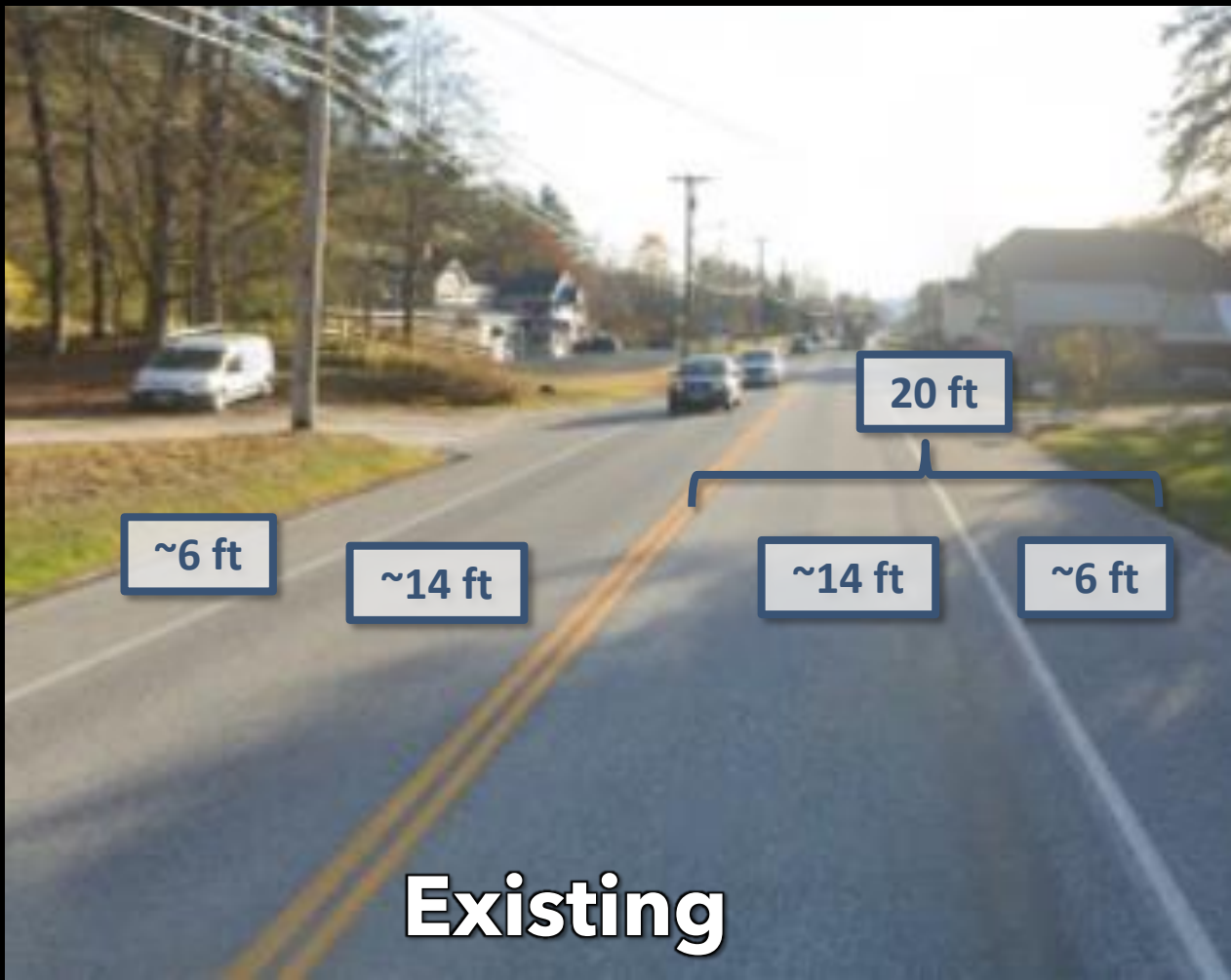
**Alternative 1:** Lane reduction, 11 ft lanes, wide shoulders to accommodate bike striping.

**Alternative 2:** Lane and shoulder width reduction and sidewalk along western side of US-4. Strategic crosswalks at key locations. 11 ft lanes, 6 ft shoulder, and bike lane striping.

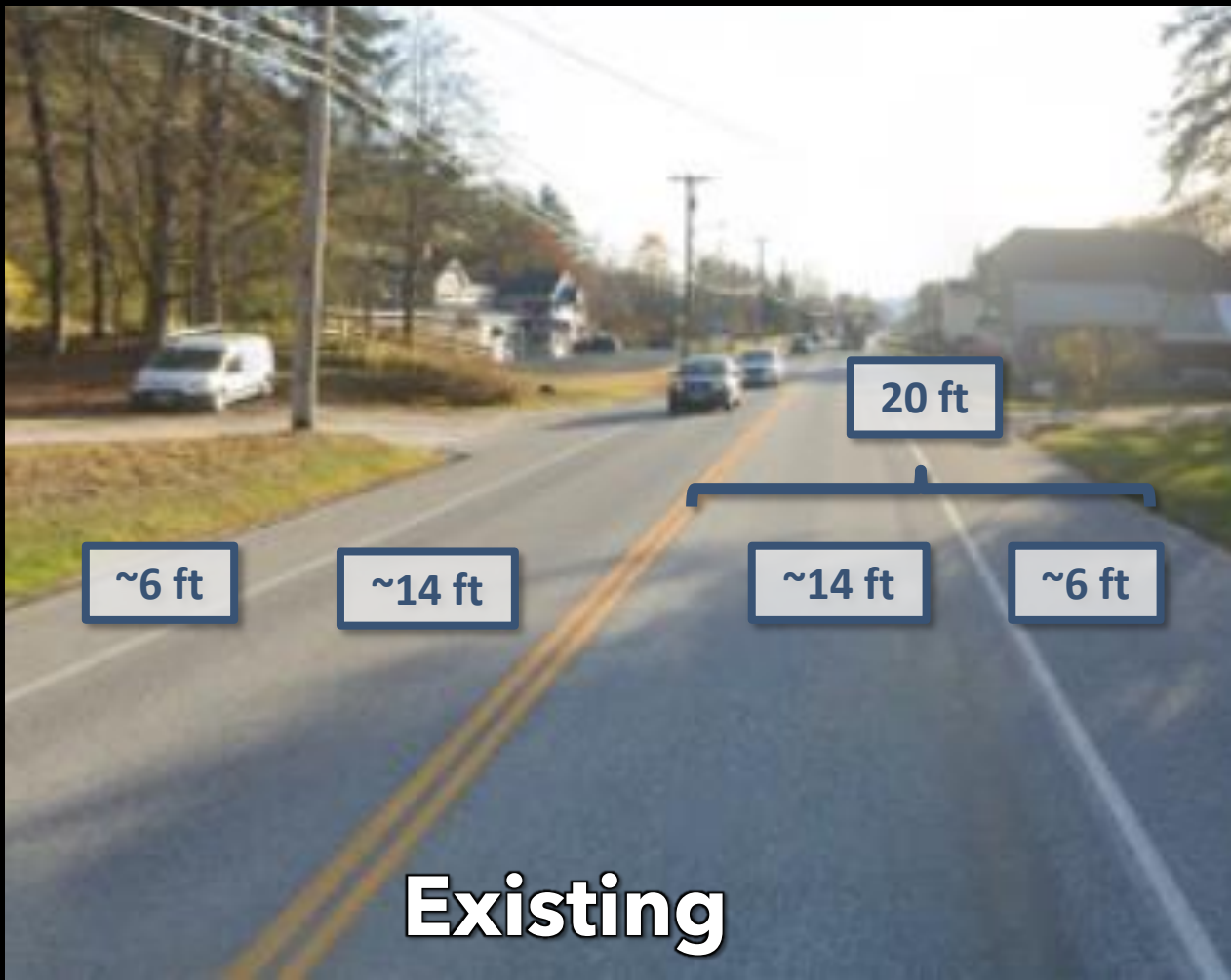
**Alternative 3:** Lane and shoulder width reduction and shared use path along western side of US-4. Crosswalks at key locations.



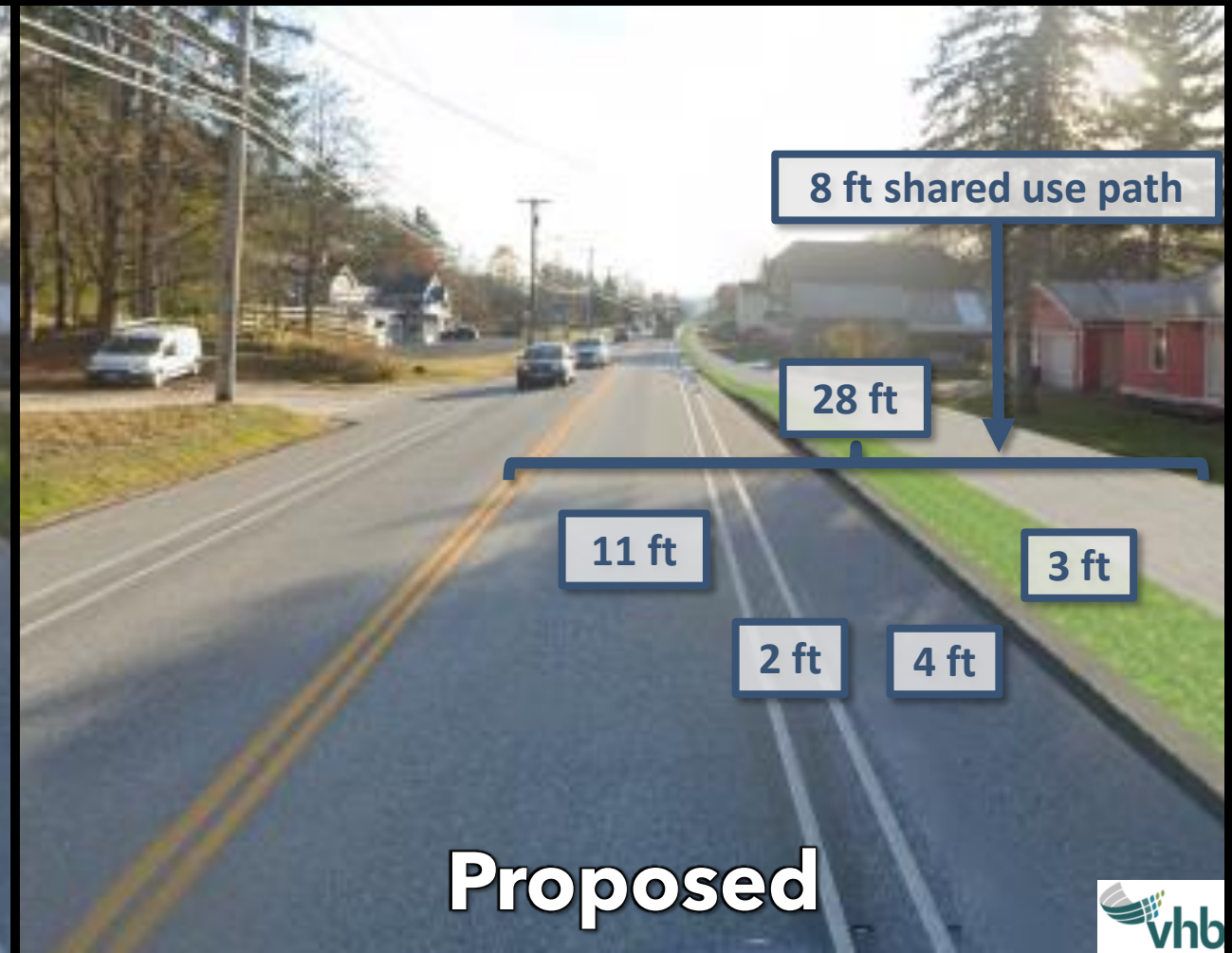
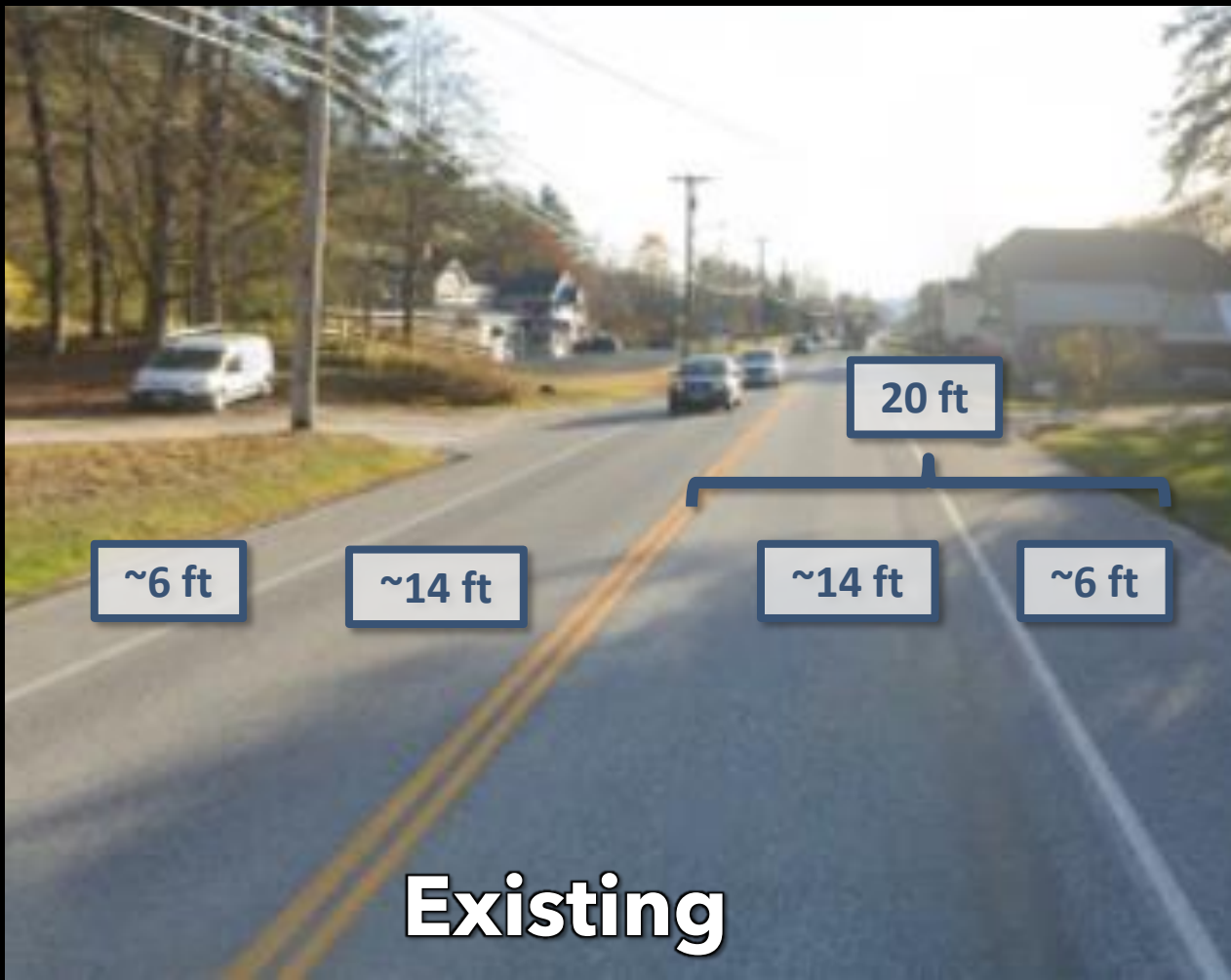
# Segment 1: Alternative 1



# Segment 1: Alternative 2



# Segment 1: Alternative 3

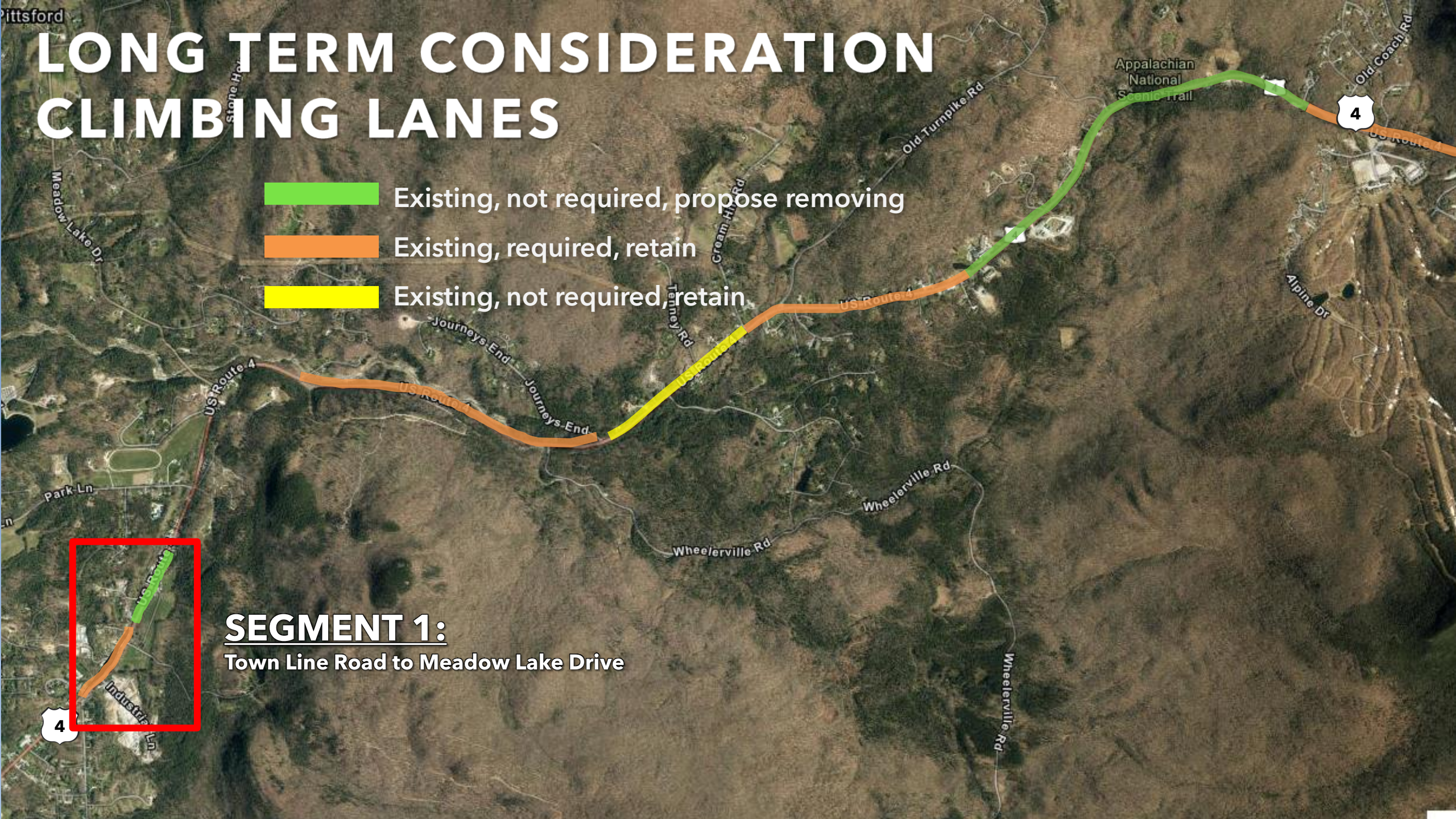


# LONG TERM CONSIDERATION CLIMBING LANES

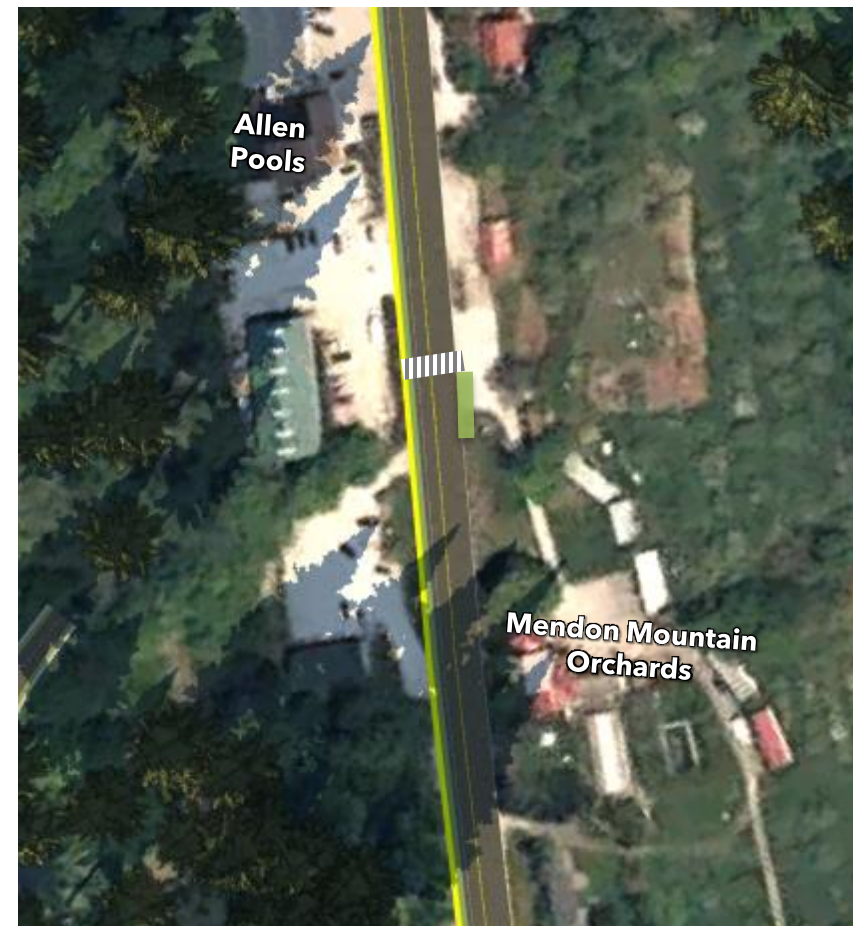
- Existing, not required, propose removing
- Existing, required, retain
- Existing, not required, retain



**SEGMENT 1:**  
Town Line Road to Meadow Lake Drive

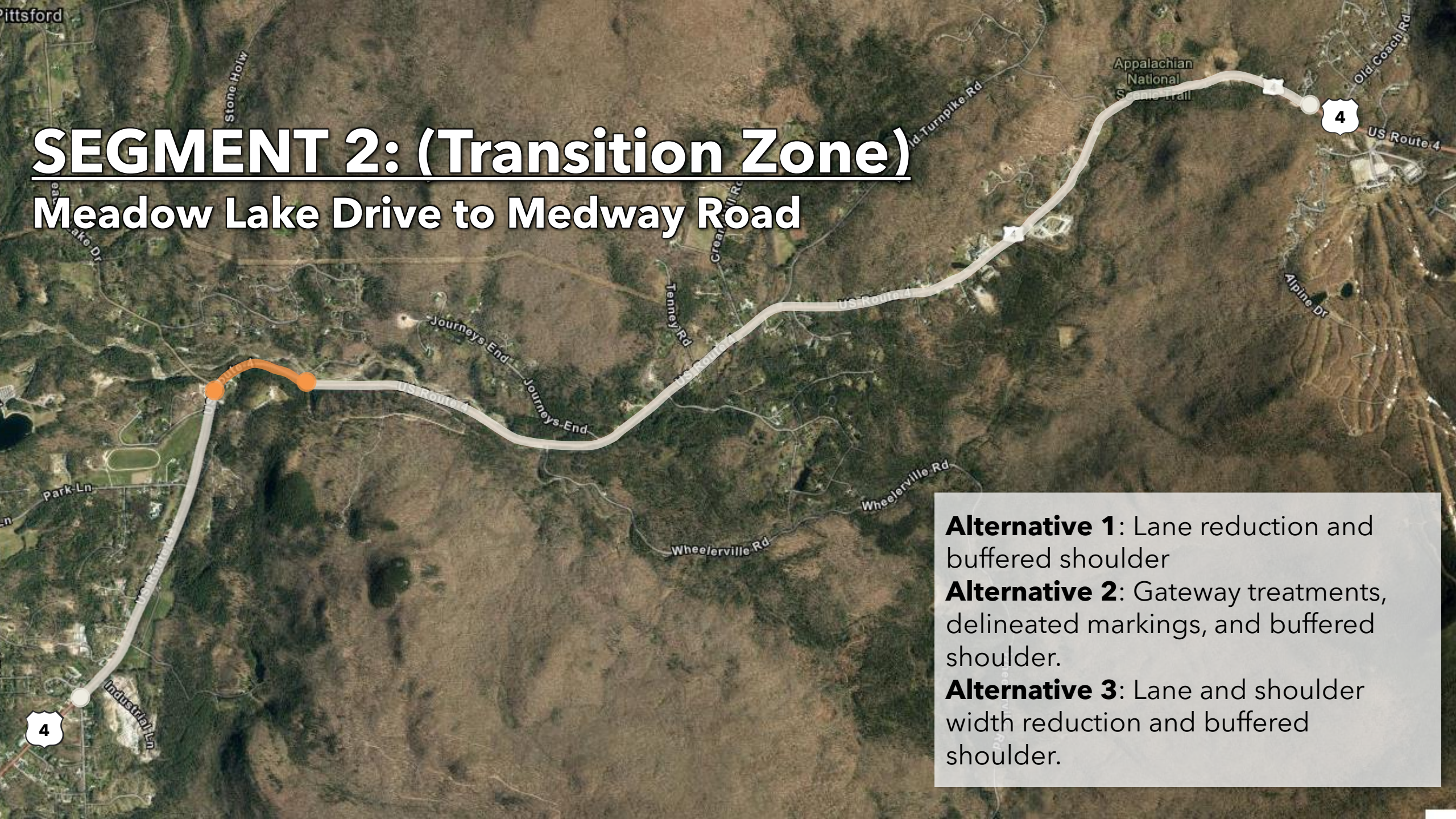


# Segment 1: Strategic Crossings



# SEGMENT 2: (Transition Zone)

## Meadow Lake Drive to Medway Road



**Alternative 1:** Lane reduction and buffered shoulder

**Alternative 2:** Gateway treatments, delineated markings, and buffered shoulder.

**Alternative 3:** Lane and shoulder width reduction and buffered shoulder.

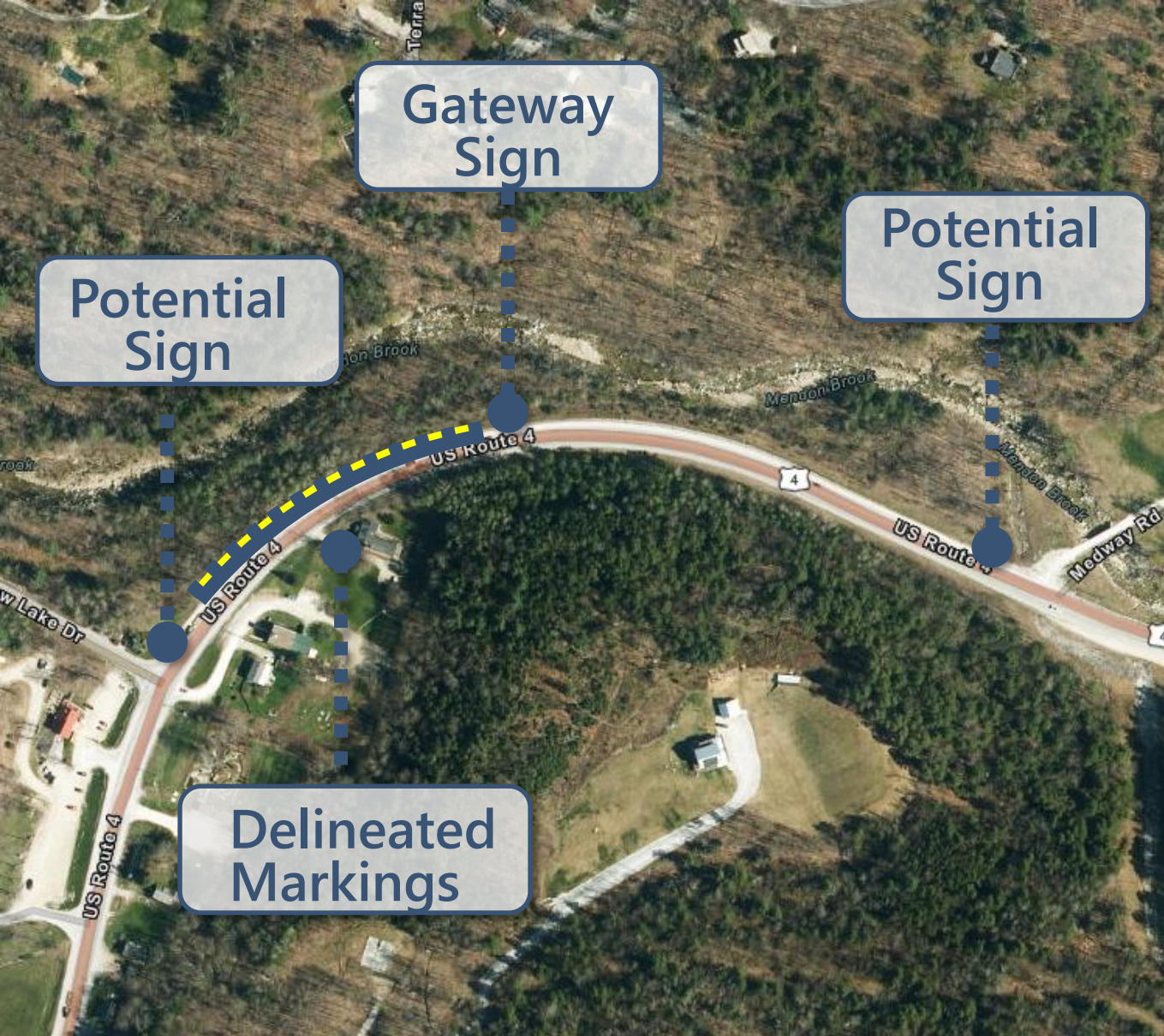
# Existing



# Proposed



Segment 2: Alternative 1



**Segment 2: Alternative 2 (Gateway Treatment & Delineated Markings)**



# Gateway Treatment Examples

- Banners
- Village Signage
- Intentional Tree Planting
- Fencing
- Curbing

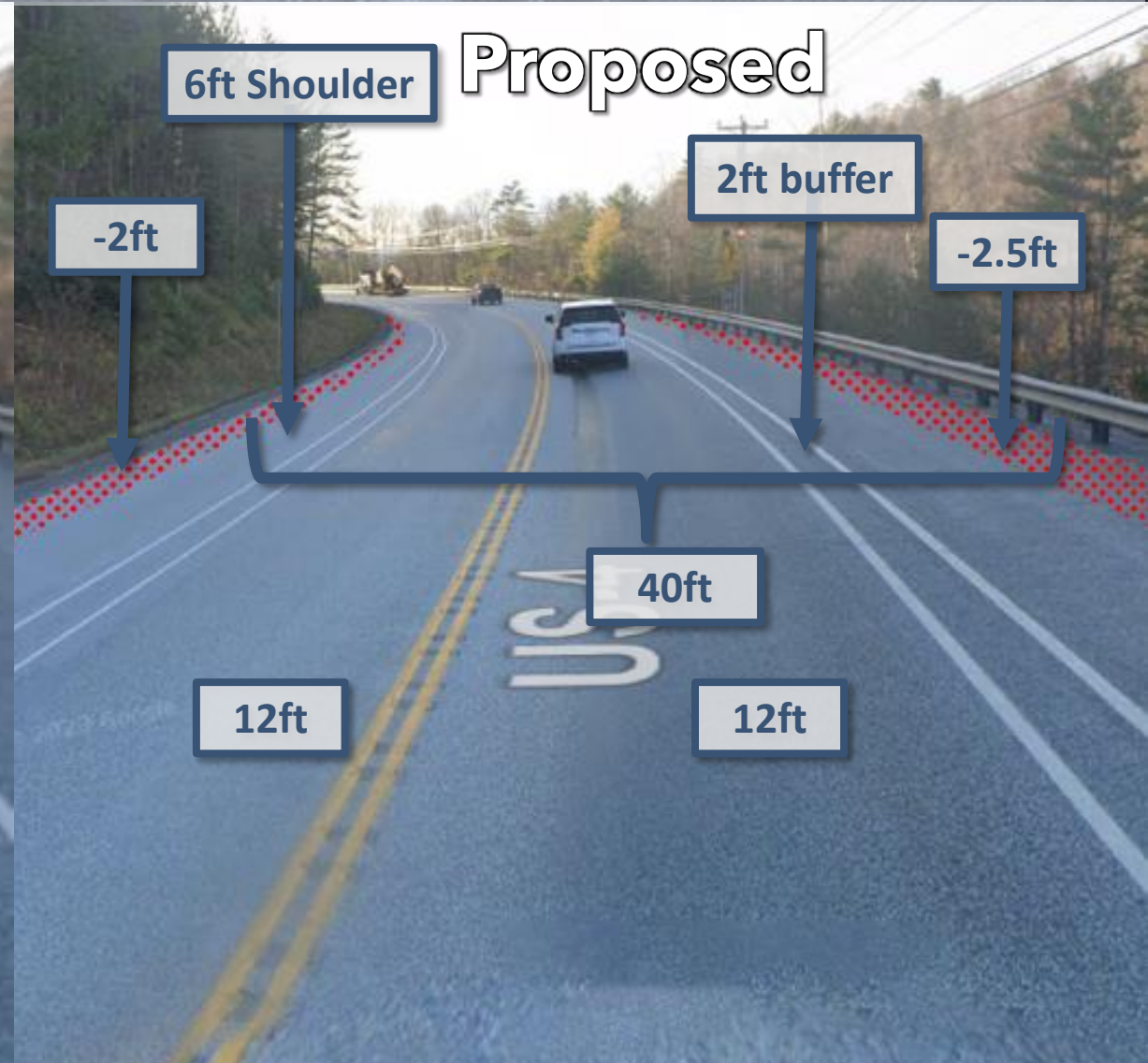


# Segment 2: Alternative 3

Existing

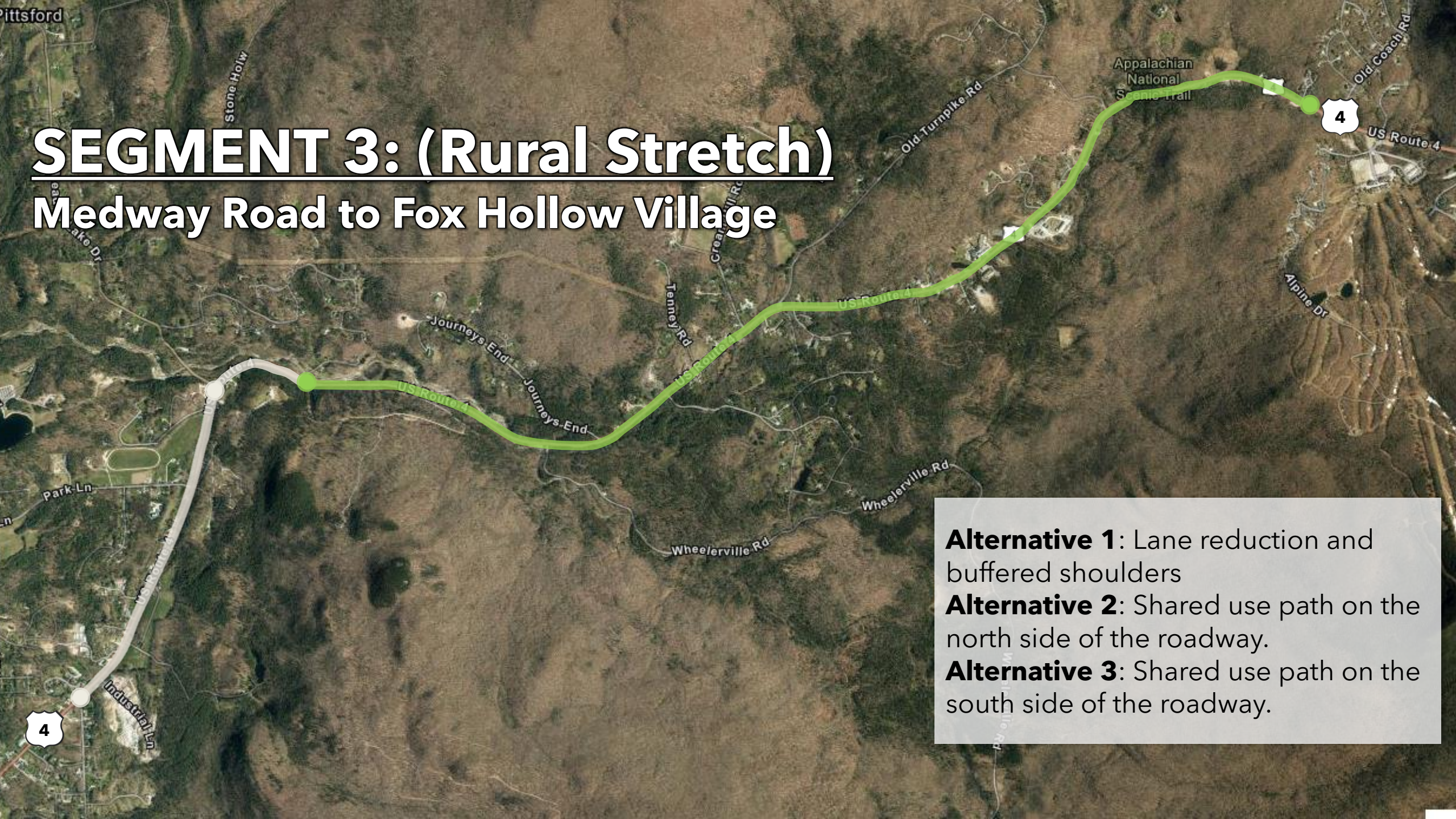


Proposed



# SEGMENT 3: (Rural Stretch)

## Medway Road to Fox Hollow Village



**Alternative 1:** Lane reduction and buffered shoulders

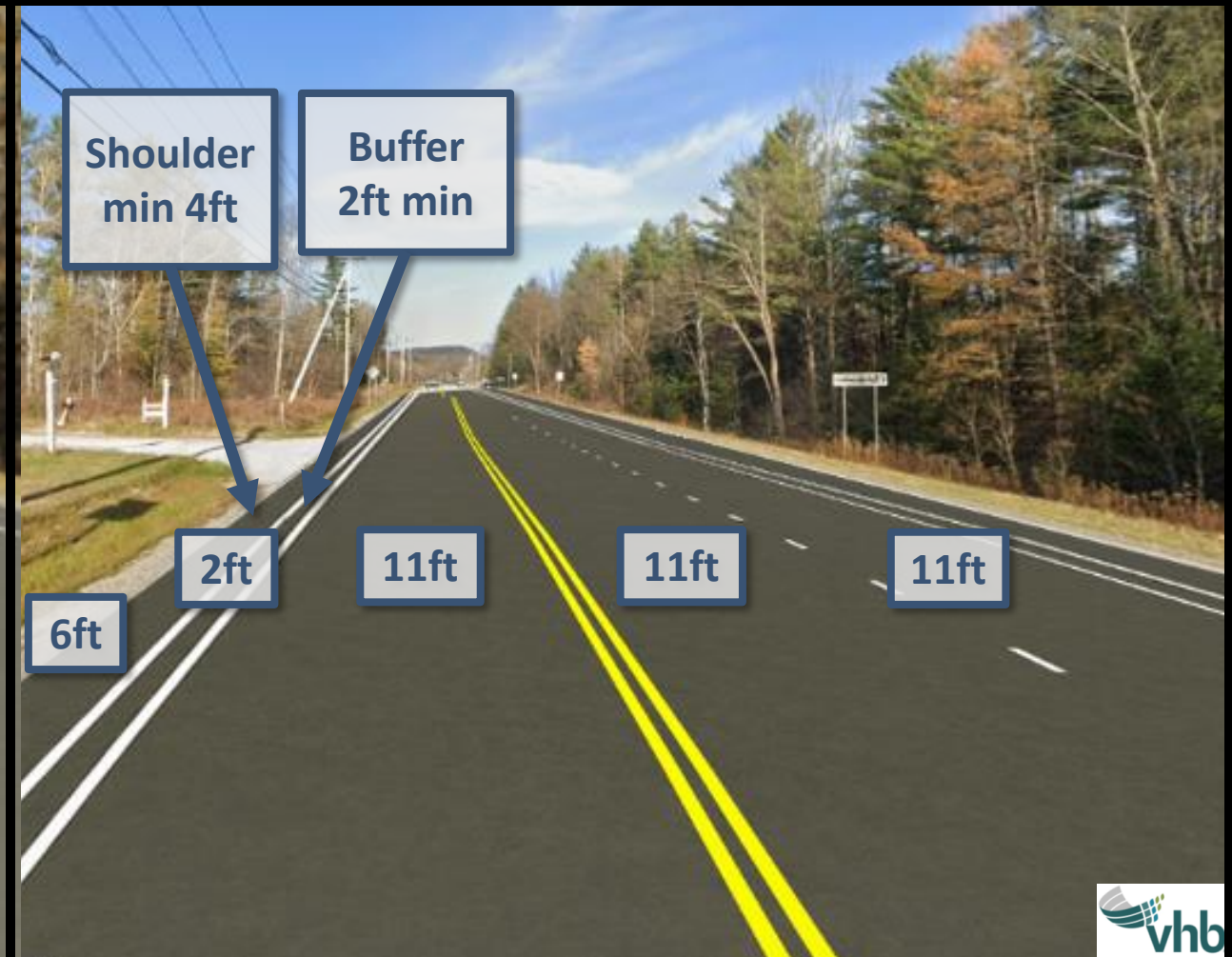
**Alternative 2:** Shared use path on the north side of the roadway.

**Alternative 3:** Shared use path on the south side of the roadway.

# Segment 3: Alternative 1

Existing

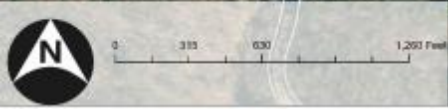
Proposed



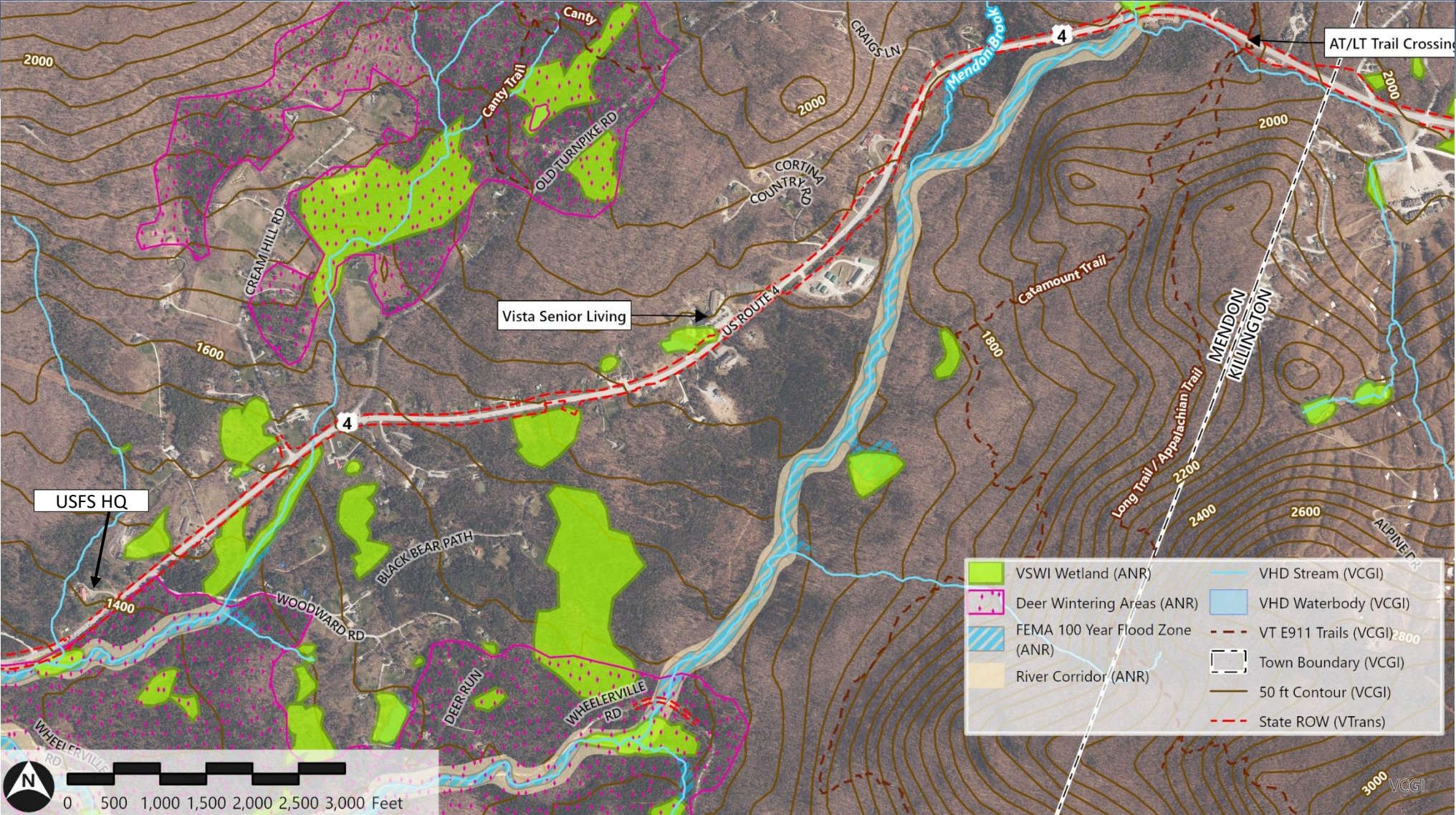
# Segment 3: Alternative 2



8 ft shared use path  
north side



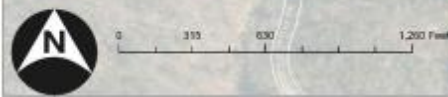
# Segment 3: Alternative 2



# Segment 3: Alternative 3

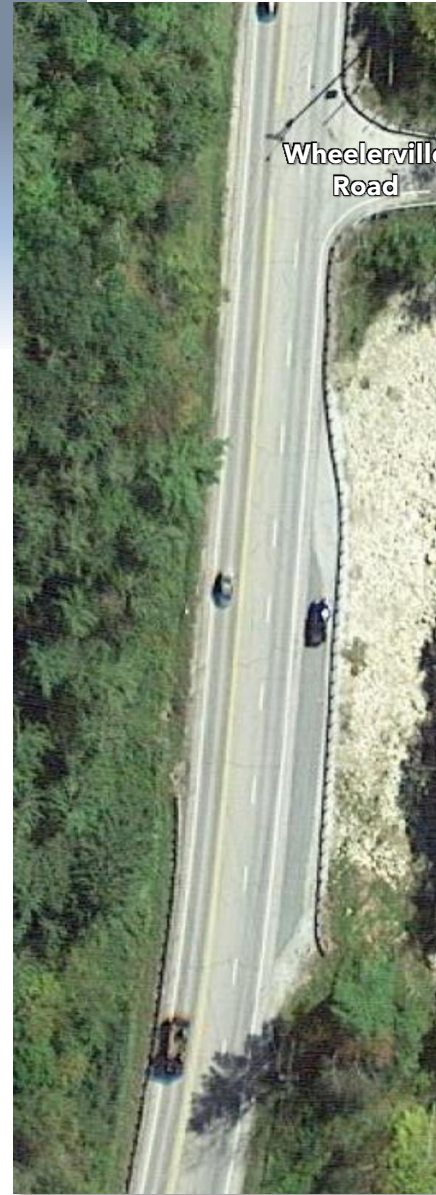


8 ft shared use path  
south side



# Bus Stop Widening Improvements

- A person was fatally killed waiting for the Bus
- Despite rural high speed nature of US Route 4, pedestrians do need to access the Bus
- Recommendation is to provide additional pavement width at locations with frequent transit usage and encourage transit trips to enter higher volume locations (such as Killington Resort housing) to reduce pedestrian crossings





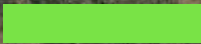


# Segment 3: Strategic Crossings

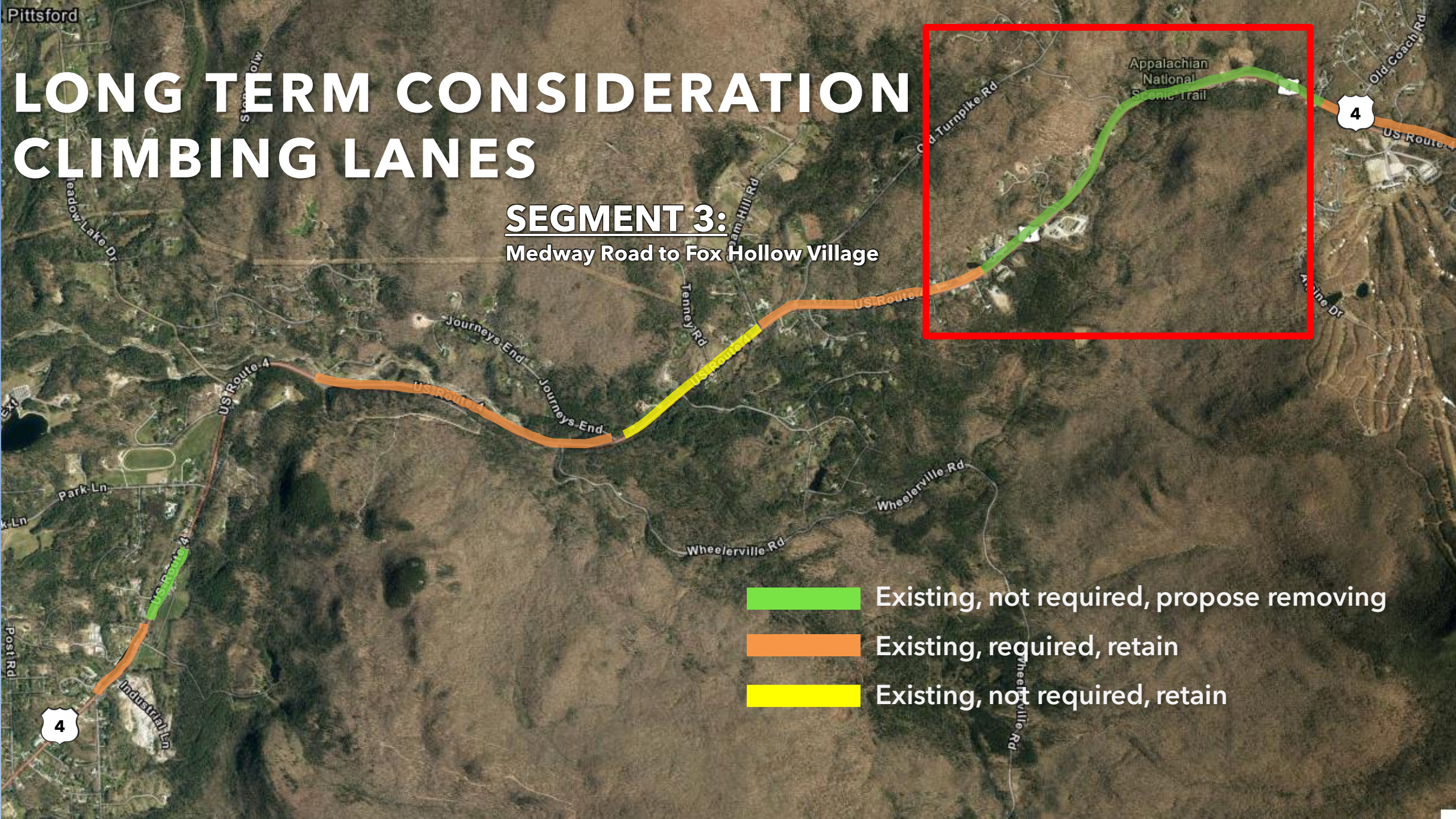


# LONG TERM CONSIDERATION CLIMBING LANES

## SEGMENT 3: Medway Road to Fox Hollow Village



-  Existing, not required, propose removing
-  Existing, required, retain
-  Existing, not required, retain



# 06 || Alternatives Evaluation



# Evaluation Matrix – Cost, Safety and Community Character



	Alternative 0	Alternative 1	Alternative 2	Alternative 3
<b>Segment 1</b> <b>Town Line to Meadow Lake</b>	<ul style="list-style-type: none"> <li>No Build</li> </ul>	<ul style="list-style-type: none"> <li>Lane reduction                             <ul style="list-style-type: none"> <li>11 ft lanes</li> </ul> </li> <li>Buffered shoulders</li> </ul>	<ul style="list-style-type: none"> <li>Lane and shoulder width reduction                             <ul style="list-style-type: none"> <li>11 ft lanes</li> <li>6 ft shoulder</li> </ul> </li> <li>Sidewalk w/ buffer</li> <li>Buffered shoulders</li> <li>Safe Crossings</li> </ul>	<ul style="list-style-type: none"> <li>Lane and shoulder width reduction</li> <li>Shared use path w/ buffer                             <ul style="list-style-type: none"> <li>Buffered shoulders</li> <li>Safe Crossings</li> </ul> </li> </ul>
<b>Cost</b>				
Relative Cost Scale	-	\$	\$\$\$	\$\$\$
<b>Safety &amp; Mobility</b>				
Pedestrian Access & Safety	No Change	Slightly Improved	Improved	Improved
Bicyclist Access & Safety	No Change	Slightly Improved	Improved	Improved
Vehicle Safety	No Change	Improved	Improved	Improved
<b>Community Character</b>				
Aesthetics	No Change	Slightly Improved	Improved	Improved
Satisfies Purpose & Need	No	Slightly	Yes	Yes

# Evaluation Matrix – Cost, Safety and Community Character



	Alternative 0	Alternative 1	Alternative 2	Alternative 3
<b>Segment 2</b> <b>Rural Transition Zone</b>		<ul style="list-style-type: none"> <li>• 12 ft lanes</li> <li>• Minimum 6 ft shoulder</li> <li>• Buffered shoulders</li> </ul>	<ul style="list-style-type: none"> <li>• 12 ft lanes</li> <li>• Minimum 6 ft shoulder</li> <li>• Buffered shoulders</li> <li>• Gateway Treatment</li> <li>• Delineated markings on curve</li> </ul>	<ul style="list-style-type: none"> <li>• Lane reduction</li> <li>• 11 ft lanes</li> <li>• 6 ft shoulders</li> <li>• Buffered shoulders</li> </ul>
Cost				
Relative Cost Scale	-	\$	\$\$	\$
Safety & Mobility				
Pedestrian Access & Safety	No Change	Slightly Improved	Slightly Improved	Slightly Improved
Bicyclist Access & Safety	No Change	Slightly Improved	Slightly Improved	Slightly Improved
Vehicle Safety	No Change	Improved	Improved	Improved
Community Character				
Aesthetics	No Change	Slightly	Improved	Slightly
Satisfies Purpose & Need	No	Yes	Yes	Yes

# Evaluation Matrix – Cost, Safety and Community Character



	Alternative 0	Alternative 1	Alternative 2	Alternative 3
<b>Segment 3</b> Rural Segment		<ul style="list-style-type: none"> <li>• 11 ft lanes</li> <li>• Wide buffered shoulders</li> </ul>	<ul style="list-style-type: none"> <li>• 12 ft lanes</li> <li>• 6 ft min shoulders</li> <li>• Shared use path on north side of road</li> </ul>	<ul style="list-style-type: none"> <li>• 12 ft lanes</li> <li>• 6 ft min shoulders</li> <li>• Shared use path south side of road</li> </ul>
	• No Build			
Cost				
Relative Cost Scale	-	\$	\$\$\$	\$\$\$
Safety & Mobility				
Pedestrian Access & Safety	No Change	Slightly Improved	Improved	Improved
Bicyclist Access & Safety	No Change	Slightly Improved	Improved	Improved
Vehicle Safety	No Change	Improved	Improved	Improved
Community Character				
Aesthetics	No Change	Slightly	Slightly	Slightly
Satisfies Purpose & Need	No	Slightly	Yes	Yes

# Evaluation Matrix – Anticipated Impacts



<p style="text-align: center;"><b>Segment 1</b> Town Line to Meadow Lake</p>	Alternative 0	Alternative 1	Alternative 2	Alternative 3
		<ul style="list-style-type: none"> <li>No Build</li> </ul>	<ul style="list-style-type: none"> <li>Lane reduction                             <ul style="list-style-type: none"> <li>11 ft lanes</li> </ul> </li> <li>Wide shoulders</li> <li>Buffered shoulders</li> </ul>	<ul style="list-style-type: none"> <li>Lane and shoulder width reduction                             <ul style="list-style-type: none"> <li>11 ft lanes</li> <li>6 ft shoulder</li> </ul> </li> <li>Sidewalk w/ buffer</li> <li>Buffered shoulders</li> <li>Safe Crossings</li> </ul>
<b>Impacts</b>				
ROW Impacts	None	None	None	None
Utility Impacts	None	None	Potential	Potential
Agricultural Lands	None	None	Potential	Potential
Archaeological	None	None	Potential	Potential
Historic	None	None	Potential	Potential
Fish & Wildlife	None	None	None	None
Rare Threatened & Endangered Species	None	None	None	None
Public Lands - Sect. 4(f)	None	None	None	None
Wetlands	None	None	Potential	Potential
New Impervious Surfaces	None	None	None	None

# Evaluation Matrix – Anticipated Impacts



	Alternative 0	Alternative 1	Alternative 2	Alternative 3
<b>Segment 2</b> <b>Rural Transition Zone</b>	<ul style="list-style-type: none"> <li>No Build</li> </ul>	<ul style="list-style-type: none"> <li>12 ft lanes</li> <li>Minimum 6 ft shoulder</li> <li>Buffered shoulders</li> </ul>	<ul style="list-style-type: none"> <li>12 ft lanes</li> <li>Minimum 6 ft shoulder</li> <li>Buffered shoulders                             <ul style="list-style-type: none"> <li>Gateway Treatment</li> <li>Delineated markings on curve</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Lane reduction                             <ul style="list-style-type: none"> <li>11 ft lanes</li> <li>6 ft shoulders</li> </ul> </li> <li>Buffered shoulders</li> </ul>
<b>Impacts</b>				
ROW Impacts	None	None	None	None
Utility Impacts	None	None	None	None
Agricultural Lands	None	None	None	None
Archaeological	None	None	None	None
Historic	None	None	None	None
Fish & Wildlife	None	None	None	None
Rare Threatened & Endangered Species	None	None	None	None
Public Lands - Sect. 4(f)	None	None	None	None
Wetlands	None	None	None	None
New Impervious Surfaces	None	None	None	None



# Evaluation Matrix – Anticipated Impacts



<b>Segment 3</b> <b>Rural Segment</b>	Alternative 0	Alternative 1	Alternative 2	Alternative 3
	<ul style="list-style-type: none"> <li>• No Build</li> </ul>	<ul style="list-style-type: none"> <li>• 11 ft lanes</li> <li>• Buffered shoulders</li> </ul>	<ul style="list-style-type: none"> <li>• 12 ft lanes</li> <li>• 6 ft min shoulders</li> <li>• Shared use path on north side of road</li> </ul>	<ul style="list-style-type: none"> <li>• 12 ft lanes</li> <li>• 6 ft min shoulders</li> <li>• Shared use path south side of road</li> </ul>
<b>Impacts</b>				
ROW Impacts	None	None	None	None
Utility Impacts	None	None	None	None
Agricultural Lands	None	None	Potential	Potential
Archaeological	None	None	None	None
Historic	None	None	None	None
Fish & Wildlife	None	None	None	None
Rare Threatened & Endangered Species	None	None	None	None
Public Lands - Sect. 4(f)	None	None	None	None
Wetlands	None	None	Minor	Minor
New Impervious Surfaces	None	None	Significant	Significant

# Evaluation Matrix – Anticipated Permitting



<p style="text-align: center;"><b>Segment 1</b> Town Line to Meadow Lake</p>	Alternative 0	Alternative 1	Alternative 2	Alternative 3
		<ul style="list-style-type: none"> <li>No Build</li> </ul>	<ul style="list-style-type: none"> <li>Lane reduction                             <ul style="list-style-type: none"> <li>11 ft lanes</li> </ul> </li> <li>Wide shoulders</li> <li>Buffered shoulders</li> </ul>	<ul style="list-style-type: none"> <li>Lane and shoulder width reduction                             <ul style="list-style-type: none"> <li>11 ft lanes</li> <li>6 ft shoulder</li> </ul> </li> <li>Sidewalk w/ buffer</li> <li>Buffered shoulders</li> <li>Safe Crossings</li> </ul>
Permitting				
Act 250	None	Not Anticipated	Not Anticipated	Not Anticipated
Section 404 - Wetlands (USACOE)	None	Not Applicable	Not Applicable	Not Applicable
Section 401 Water Quality Certification	None	Not Applicable	Not Applicable	Not Applicable
State Wetlands Permit	None	Not Applicable	Not Applicable	Not Applicable
Stream Alteration Permit	None	Not Anticipated	Not Anticipated	Not Anticipated
Construction Phase Storm Water Discharge Permit (General Permit 3-9020)	None	Not Anticipated	Not Anticipated	Not Anticipated
Operational Phase Storm Water Discharge Permit (General Permit 3-9015)	None	Not Anticipated	Not Anticipated	Not Anticipated
Flood Plains & River Corridor	None	Not Anticipated	Not Anticipated	Not Anticipated
Rare, Threatened, and Endangered Species	None	Not Anticipated	Not Anticipated	Not Anticipated
Section 1111 Permit	None	Not Applicable	Not Applicable	Not Applicable

# Evaluation Matrix – Anticipated Permitting



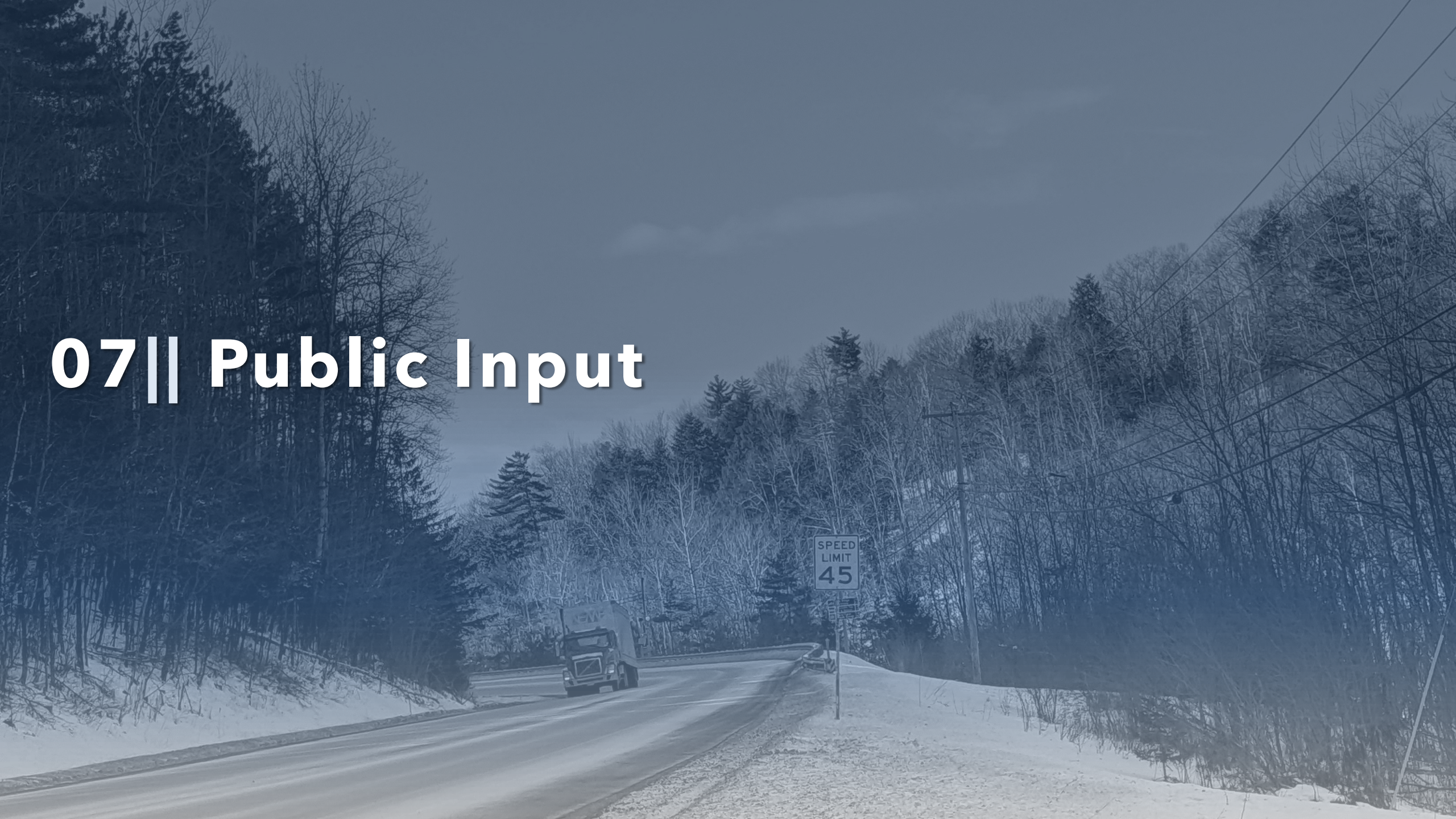
	Alternative 0	Alternative 1	Alternative 2	Alternative 3
<h2>Segment 2</h2> <h3>Rural Transition Zone</h3>	<ul style="list-style-type: none"> <li>No Build</li> </ul>	<ul style="list-style-type: none"> <li>12 ft lanes</li> <li>Minimum 6 ft shoulder</li> <li>Bike Striping</li> </ul>	<ul style="list-style-type: none"> <li>12 ft lanes</li> <li>Minimum 6 ft shoulder</li> <li>Bike Striping</li> <li>Gateway Treatment</li> <li>Delineated markings on curve</li> </ul>	<ul style="list-style-type: none"> <li>Lane reduction</li> <li>11 ft lanes</li> <li>6 ft shoulders</li> <li>Bike Striping</li> </ul>
Permitting				
Act 250	None	Not Anticipated	Not Anticipated	Not Anticipated
Section 404 - Wetlands (USACOE)	None	Not Applicable	Not Applicable	Not Applicable
Section 401 Water Quality Certification	None	Not Applicable	Not Applicable	Not Applicable
State Wetlands Permit	None	Not Applicable	Not Applicable	Not Applicable
Stream Alteration Permit	None	Not Anticipated	Not Anticipated	Not Anticipated
Construction Phase Storm Water Discharge Permit (General Permit 3-9020)	None	Not Anticipated	Not Anticipated	Not Anticipated
Operational Phase Storm Water Discharge Permit (General Permit 3-9015)	None	Not Anticipated	Not Anticipated	Not Anticipated
Flood Plains & River Corridor	None	Not Applicable	Not Applicable	Not Applicable
Rare, Threatened, and Endangered Species	None	Not Anticipated	Not Anticipated	Not Anticipated
Section 1111 Permit	None	Not Anticipated	Not Anticipated	Not Anticipated

# Evaluation Matrix – Anticipated Permitting



<p style="text-align: center;"><b>Segment 3</b> Rural Segment</p>	Alternative 0	Alternative 1	Alternative 2	Alternative 3
		<ul style="list-style-type: none"> <li>No Build</li> </ul>	<ul style="list-style-type: none"> <li>11 ft lanes</li> <li>Buffered shoulders</li> </ul>	<ul style="list-style-type: none"> <li>12 ft lanes</li> <li>6 ft min shoulders</li> <li>Shared use path on north side of road</li> </ul>
Permitting				
Act 250	None	Not Anticipated	Not Anticipated	Not Anticipated
Section 404 - Wetlands (USACOE)	None	Not Applicable	Yes	Yes
Section 401 Water Quality Certification	None	Not Applicable	Potential	Potential
State Wetlands Permit	None	Not Applicable	Yes	Yes
Stream Alteration Permit	None	Not Anticipated	Not Anticipated	Not Anticipated
Construction Phase Storm Water Discharge Permit (General Permit 3-9020)	None	Not Anticipated	Not Anticipated	Not Anticipated
Operational Phase Storm Water Discharge Permit (General Permit 3-9015)	None	Not Anticipated	Yes	Yes
Flood Plains & River Corridor	None	Not Applicable	Potential	Potential
Rare, Threatened, and Endangered Species	None	Not Anticipated	Not Anticipated	Not Anticipated
Section 1111 Permit	None	Not Applicable	Potential	Potential

# 07|| Public Input



# 08 || Next Steps



# Next Steps

- Draft Report Preparation October 2023
- Final Public Meeting January 2024
- Final Report Preparation February 2024

# Stay Connected!



**Steffanie Bourque**  
Project Manager

[sbourque@rutlandrpc.org](mailto:sbourque@rutlandrpc.org)



**Jenn Conley**  
Project Manager

[jconley@vhb.com](mailto:jconley@vhb.com)





# Meeting Notes

Date: October 5, 2023

Notes Taken By: E. Sundberg

Place: Microsoft Teams

Re: Enter regarding text here

Project No.: 58963.00

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## ATTENDEES:

Jenn Conley, VHB  
Rose O'Brien, VHB  
Steffanie Bourque, RRPC  
Sara Tully, Town of Mendon  
Fred Bagley, Mend on the Move  
Larry Courcelle, selectboard  
Patti Lancaster, Mendon on the Move  
Ian Accurso  
Ethan Pepin  
Jamie Belchak  
Mary Beth Poli  
Shelley  
Susan Schreibman  
Bethany Yon  
Senator  
Jim Harris  
Ely  
Lacey  
Leslie  
Arnold Kirbach  
Alex C Johnson  
Jessica Posch  
Dennis

Jenn went over the agenda and then continued with introductions.

Jenn went over the local concerns meeting and what was heard at the first public meeting. Speeding, access management issues, lack of road markings, unsafe pedestrian crossing, etc.

Jenn went over the purpose and needs of the corridor.

Project purpose:

Project Needs

Overarching Teams

Jenn went over the overarching themes from the first public meeting. Grass island to tighten up the access and ingress into the stores along the corridor. Tightening up the access management will make the driver slow down and make pedestrians feel safer.

## Safe crossings and transit stops

Incorporate safe crossings along the corridor.

Long-term considerations removal of some of the climbing lanes. VHB did an analysis on the climbing lanes to determine if the

Jenn went over the three segments the project area was broken out in into.

### Segment 1 alternative 1

- Someone asked if 11 ft lanes causes more head on collisions
- Someone suggested adding grooves next to the bike lanes

### Segment 1 alternative 2

- Does have an impact and is outside of the paved width and is still within the ROW.
- Someone asked if there is a lot of pedestrian traffic
- Jenn responded that there currently isn't much due to the un hospitable nature of the corridor for pedestrians.

Grant process- scoping study to help the town apply for grants in the future.

### Segment 1 alternative 3

- Does that extend outside the row?
- It does not

Climbing lane in some areas can go away in the more northern segment of climbing lanes

Strategic crossings at sugar and spice and down by allen pools

Slow traffic with design when the traffic slower it makes it safer for pedestrian to cross.

- Someone suggested RRFB
- Lighting could be a potential consideration to improve for pedestrian safety.

Something like lighting and aesthetic improvement can be added to any alternative.

### Segment 2 Alternative 1

- Lighter alternative
- Can you cross hatch an area?
- Yes, that is something that could be considered

Jenn went over the gateway treatment possibilities. Help the drivers to feel like they arrived somewhere.

### Segment 2: Alternative 3

- If we make the road narrower to make it feel tighter for drivers to slow down.
- It was asked for the shared use path when it ends where would pedestrians go?
- Safe access to get off of Forest Road to access recreational area. Not the only town looking at this type of study. Rutland town is potentially
- It was noted that park lane is narrow for
- It was asked if the guardrail would have to be moved.
- It would not but pavement could be removed.
- It was asked if creating a walking/biking path along the river away from the road I suppose is cost prohibited in segment 2? I don't feel people would feel safe sharing the road with cars. It would be more appealing and recreational with the speed and exhaust of cars.

#### Segment 3 alternative 1

- 8 ft shared use path on the north side of the road
- There is 30 feet of right of way on either side of the paved area of road
- USFS HQ and AT/LT between those areas

Jenn went over potential impacts to wetlands and other environmental constraints.

Someone asked about the bikers going the opposite way.

- Still have bike striping on the roadway to manage the shoulder.

#### Bus stop widening improvements

- Jenn recommended a bump out for safe place for people to stand

It was asked about turn arounds for when people miss their turns

Jenn went over the strategic crossings for segment

- AT/LT
- Mendon Mountain View/ Vista Senior Living
- Forest Headquarters/ Woodard

Climbing lane jenn showed the one area would in the long term we would recommend removing the climbing lane to slow traffic down.

Jenn went over the evaluation matrix for segment 1

Can phase improvements

## Increase storm water permit

### Public input

- New resident- where does mendon see themselves as town. That should guide star for the town.
  - o Mendon on the move is document that you should review.
- Two priorities, boosting outdoor recreation and reinvention and safety of route 4.
  - o There has been a decline in business over the years along the corridor
  - o Vista senior living thinking outside the box
  - o Have a town plan and zoning that will be updated.
  - o Want to broaden the development of route 4.
- Town applied for a grant to decide what we could do with our downtown sections, but they did not have a downtown so they did not qualify.
- Looking at first and third section have shared use pathway, would it not make sense to promote it all the way through the corridor.
  - o Impervious surfaces standpoint- could it be a gravel or pea trail?
  - o Safety standpoint- what could be down and journeys end and us 4, NW corner coming out and turning right onto 4. Visibility is dangerous
- Jenn- safety for drivers is outside scope of project. There is power in contacting VTrans to look at sight lines.
- Bike path along the road width, doesn't that have to be done in conjunction with Killington and Rutland?
  - o Make changes to the road- journeys end has been an issue for awhile
- Killington is looking at there own connections similar to what is being done here.
- If that is something preferred from the town to have a full shared use path the full length that could be brought forward to the final alternative.
- It was noted that they feel the path ideally should be slightly away from the road so you are not next to the exhaust, speeding traffic, snow plows, spraying water with some attractive areas for resting along the way otherwise walking and biking along the road isn't going to change much.
- It was mentioned that in the past her
- It was asked to lower the speed limit.
  - o Rarely makes a difference in driver behavior
- Set the speed limit based on how density or 85 speed hour

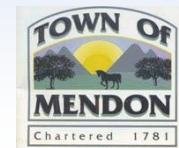
- If the road is designed to accommodate fast speed that is how it is set
- Entrance opposite forest across – turning onto route 4 concerned once things are open.
- Why bollard any time of barriers haven't been proposed? Gives drivers more fear
- Curbing used in urban setting. Maintenance issues and make a challenge for paving. Can reduce life cycle of pavement. Plowing issues.
- Road of continuity through mendon so that surface be clean and smooth for cyclist that have to bike for mode of transportation. Recreational cyclist
- Jenn added that there wont be any crosswalks at speeds of 50pmh
  - o Maximum speed is 40 mph
- Northwood park in Rutland and would be a good opportunity if it was on the northside of the corridor.
- It was asked where the Velomont trail would go.
  - o Will connect to the north side of the corridor.
- It was asked about lighting.
- Will be evaluated in final design
- It was asked if a certain incline deter use of a multiuse path? If so how conducive is this corridor for actual real world use?
- Bike ped grants are competitive working with other communities, or forest it does help the grant process.
- Need matching grants.
- Want connection to other towns. Don't see a lot of resources in mendon
- Shared use path from Townline to forest headquarters
- It was asked how long it would to take for this to progress.
- Depends on how successful the grant process goes.
- Swanton scoping study 3 years ago, now undergoing design.
- Bike ped grant from very small to multi million.
- Limit for TAP 600,000
- VTrans owner but town is maintaining it.
- Phased approach, shared use path from townline to forest, maybe phased.
- Love the banner idea
- Signage to slow people down

# US ROUTE 4 CORRIDOR

Preferred Alternative & Final Public Meeting  
MAY 1, 2024



RUTLAND REGIONAL PLANNING COMMISSION



# Agenda

- Welcome + Project Team Introductions
- Project Schedule
- Project Purpose & Need
- Preferred Alternative
- Next Steps



# 01 || Project Team



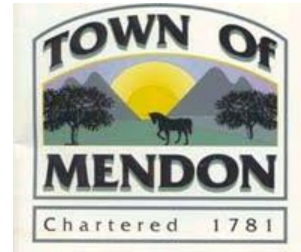
# Project Team



- Jenn Conley
- Elisabeth Sundberg
- Rose O'Brien
- Joe Vanacore



- Steffanie Bourque



- Sara Tully
- Larry Courcelle
- Patti Lancaster
- Fred Bagley
- Seth Bridge



- Ashley Andrews
- Ross Gouin



# 02|| Project Schedule



# Project Scope and Schedule

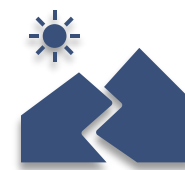
- **Project Kick-off Meeting**  May 2023
- **Document Existing Conditions** June 2023
- **Identify Resource Constraints** June 2023
- **Local Concerns Meeting**  **June 21<sup>st</sup>, 2023**
- **Develop Conceptual Alternatives** July – September 2023
- **Alternatives Presentation Meeting**  **October 5<sup>th</sup>, 2023**
- **Draft Report Preparation** October 2023 - April 2024
- **Final Public Meeting**  **May 1<sup>st</sup>, 2024**
- **Final Report** May 2024

# 03 || Project Purpose & Need



# Project Purpose

The purpose of the Town of Mendon US Route 4 Corridor Scoping Study is to identify improvements to enhance **safety for all users** along and across the US Route 4 corridor through the Town of Mendon while enhancing access and aesthetics to the **Village District** and **recreational resources**.



# Project Needs

The need for this project is driven by the deficiencies in the current transportation infrastructure and a need for comprehensive corridor planning. These needs are articulated below:

- **No Pedestrian and Bicycle Accommodations:** The corridor lacks safe crossings, sidewalks, and bike lanes. There are many commercial and recreational resources along the corridor with no designated places to safely cross.
- **Vehicular Traffic Calming:** There are ongoing speeding issues along the corridor (85<sup>th</sup> percentile 55-64 mph) that create an inhospitable environment for cyclists and pedestrians.
- **Access Management & Intersection Operations:** Frequent vehicular access points create additional conflicts for cyclists and pedestrians traveling along the corridor.
- **Transit Improvements:** The corridor is served by Marble Valley Regional Transit System, however, stops along the corridor lack formal accommodations.



# Project Area

The project area includes US Route 4 in the Town of Mendon from the Rutland Town to Killington town lines.



# 04|| Preferred Alternative





# Preferred Alternative

## Segment 1: Village Center Zone



- Narrower lanes (11 feet), with striped buffer (2 feet) and (4 to 9 ft) shoulders
- Shortened climbing lane between the Casella facility to 800 feet and end in front of Chalet Heights.
- Bus shelter in front of Mendon Mountain Orchard.
- Ped crossings: Mountain Son, Park Lane, and Sugar & Spice/Mendon Mini Golf
- Narrow extremely wide driveways
  - From Mendon Mountain Orchard to T-E-D Associates.
  - High Altitude Ski and Snowboard and Depalo Coffee.
- Radar feedback signs, banners on poles, and pedestrian lighting for safe crossings.
- Long term - 8-foot shared use path on the north side from Town Line Road to Meadow Lake Drive.

# Segment 2: Transition Zone

- Strives to lower vehicle speeds approaching the Village Center Zone.
- Narrower lanes (11 feet), with striped buffer (2 feet) and (4 to 9 ft) shoulders
- Banner signs on utility poles to enhance the area's identity and arrival into Village.
- Radar feedback signs between Meadow Lake Drive and Medway Drive

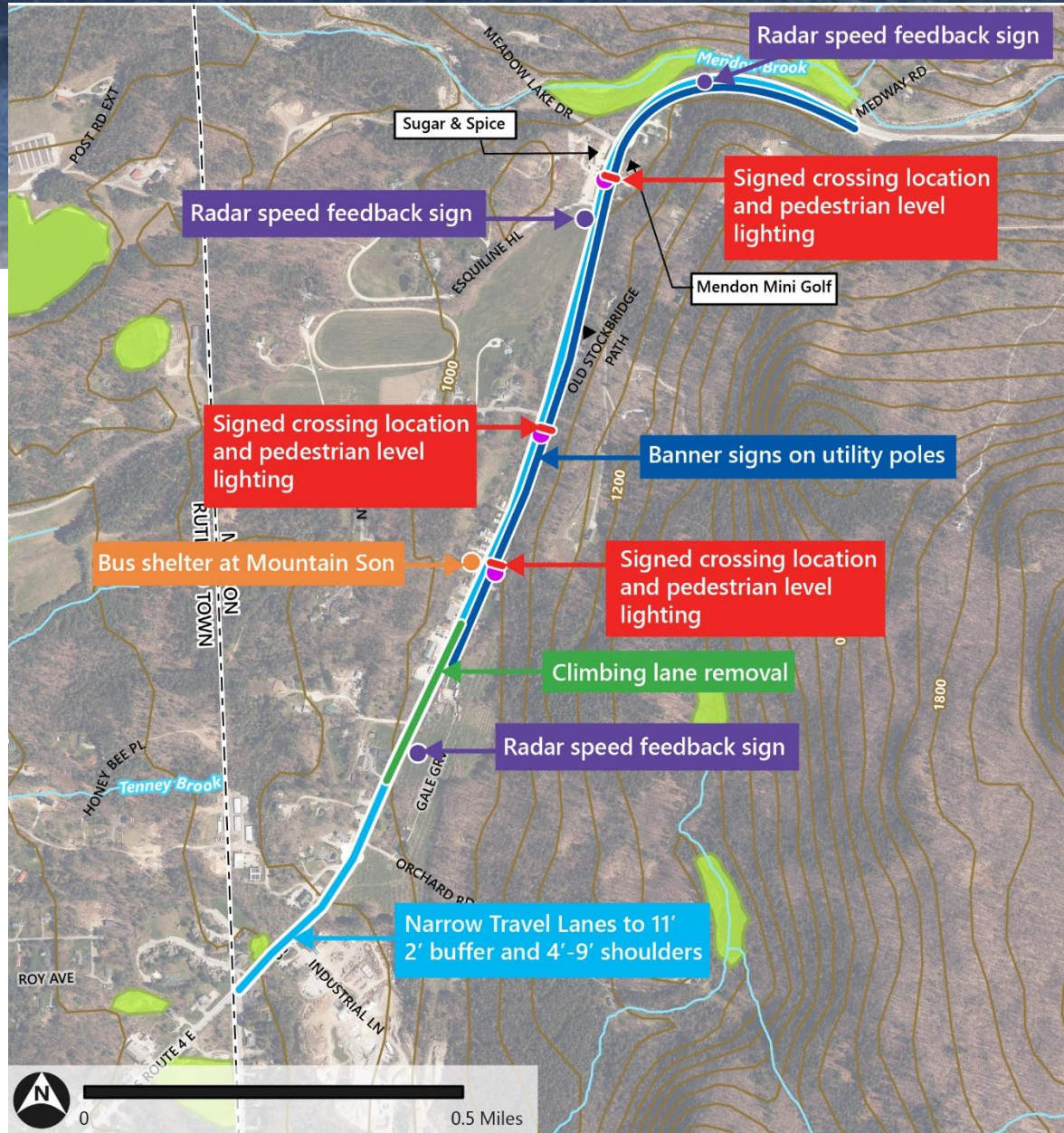


# Segment 3: Rural Zone

- Narrower lanes (11 feet), with striped buffer (2 feet) and (4 to 9 ft) shoulders
- Removal of climbing lane from Cabin Row to be resumed after Fox Hollow.
- Narrowing Old Turnpike Road entrance, bus shelter, lighting, and pedestrian crossing signage.
- Pedestrian crossing signage at Old Turnpike Lane, National Forest Service building, and Mendon Mountain View
- Crossing signage for snowmobiles between Cortina Country Road and Barbers Loop.
- Lighting at the Wheelerville Road, Journeys End, and Old Turnpike Road intersections
- A bus shelter is also proposed at Mendon Mountain View





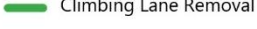


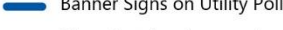




# Phase 1: Segment 1 and 2



- Narrow travel lanes to 11 feet
- 2-foot buffer
- 4-to-9-foot buffers
- Bus Shelter at Mountain Son
- Signed crossing and lighting improvements
  - Sugar and Spice to Mendon Mini Golf
  - West of Park Lane
  - Mountain Son
- Radar Speed Feedback signs
- Climbing lane shortened to 800 ft
- Banner signs on utility poles

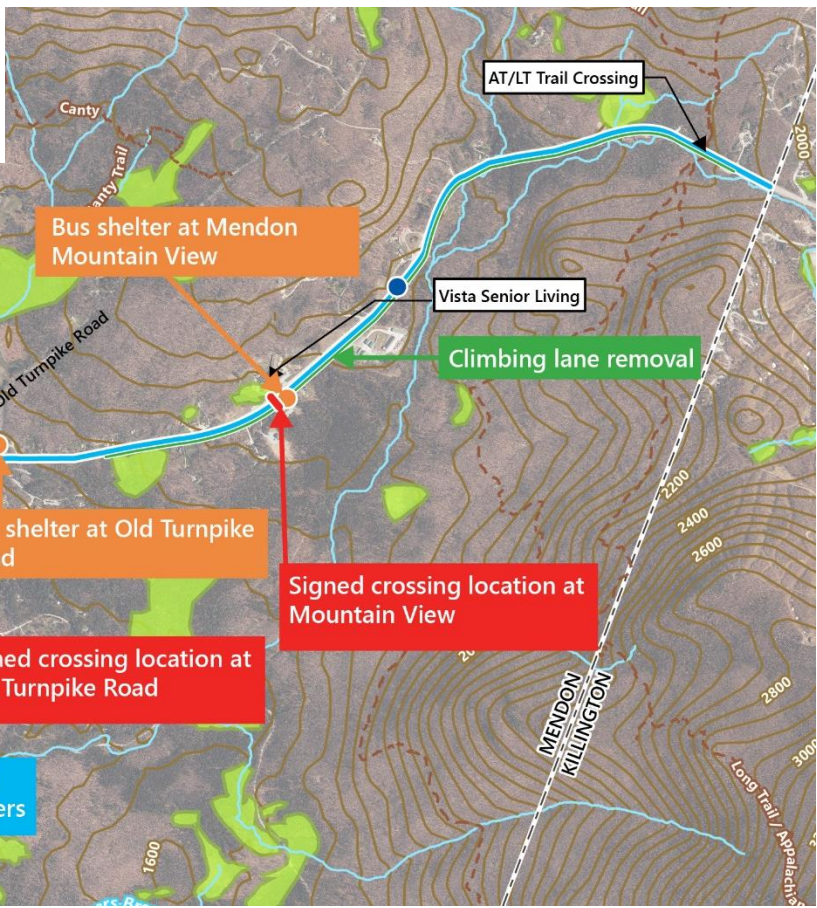
## LEGEND

- |  |   |   |
|--|---|---|
|  VSWI Wetland (ANR)   |  Narrow Travel Lanes           |  Radar Speed Feedback Sign   |
|  VHD Stream (VCGI)    |  Climbing Lane Removal         |  Bus Shelter at Mountain Son |
|  Town Boundary (VCGI) |  Banner Signs on Utility Poles |  Lighting Improvements       |
|  50 ft Contour (VCGI) |  Signed pedestrian crossings   |   |

# Phase 2: Segment 3

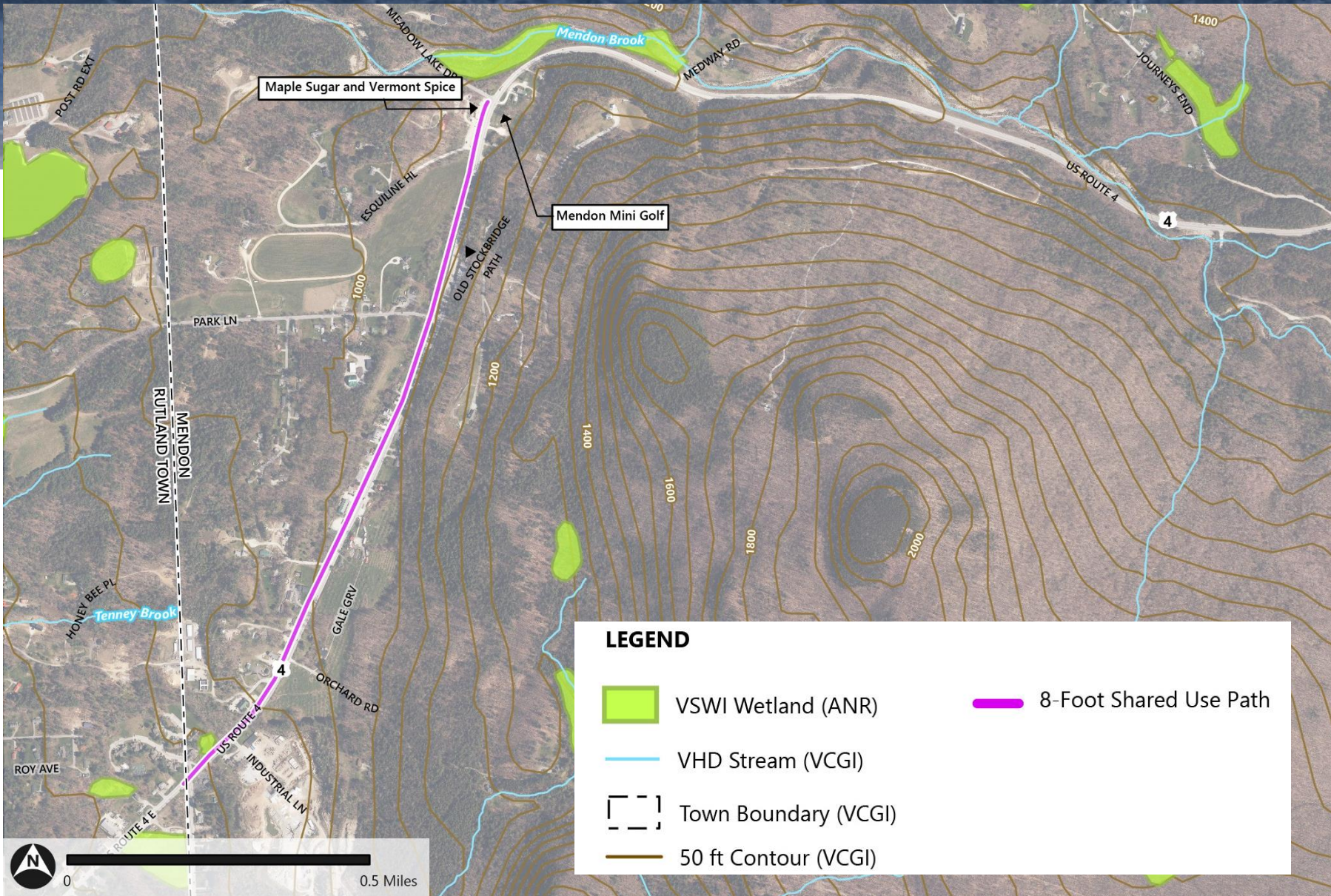
## LEGEND

- VSWI Wetland (ANR)
- VHD Stream (VCGI)
- VT E911 Trails (VCGI)
- Town Boundary (VCGI)
- 50 ft Contour (VCGI)
- Narrow Travel Lanes
- Climbing Lane Removal
- Signed pedestrian crossings
- Snowmobile crossing
- Bus Shelter
- Lighting Improvements



- Narrow travel lanes to 11 feet
- 2-foot buffer
- 4-to-9-foot buffers
- Climbing lane removal
- Bus Shelters
  - Mendon Mountain View
  - Old Turnpike Road
- Signed crossing and lighting improvements
  - Forest Headquarters
  - Old Turnpike Road
  - Mountain View
- Lighting improvements
  - Wheelerville Road
  - Journeys End
- Snowmobile crossing signs

# Phase 3: Segment 1



- 8-foot shared use path from Town Line Road to Meadow Lake Drive

# Phases Summary

Phase	Segment	Treatment	Estimated Cost
Phase 1	Segment 1: Town Line Road to Meadow Lake Drive Lake	<ul style="list-style-type: none"> <li>- Narrow lanes to 11 ft</li> <li>- 4-9 ft shoulders</li> <li>- Bicycle striping</li> <li>- Access management</li> <li>- Climbing lane reductions</li> <li>- Pedestrian crossing signage</li> <li>- Gateway Treatments</li> <li>- Public transit improvements</li> <li>- Lighting Improvements</li> </ul>	\$730,000
	Segment 2: Meadow Lake Drive to Medway Road	<ul style="list-style-type: none"> <li>- Narrow lanes to 11 ft</li> <li>- 4-9 ft shoulders</li> <li>- Bicycle striping</li> <li>- Access management</li> <li>- Banner Signage</li> <li>- Radar Speed Feedback</li> <li>- Lighting Improvements</li> </ul>	
Phase 2	Segment 3: Medway Road to Killington Town Line	<ul style="list-style-type: none"> <li>- Narrow lanes to 11 ft</li> <li>- 4-9 ft shoulders</li> <li>- Bicycle striping</li> <li>- Climbing lane reductions</li> <li>- Pedestrian crossing signage</li> <li>- Snowmobile crossing signage</li> <li>- Public transit improvements</li> <li>- Lighting Improvements</li> </ul>	\$1,430,000
Phase 3	Segment 1: Town Line Road to Meadow Lake Drive Lake	-8 ft shared use path northside of US Route 4	\$1,950,000

# 05 || Next Steps





# Next Steps

- Collect Final Comments
- Final Report

Today, Early May 2024

May 2024

# Stay Connected!



**Steffanie Bourque**  
Project Manager

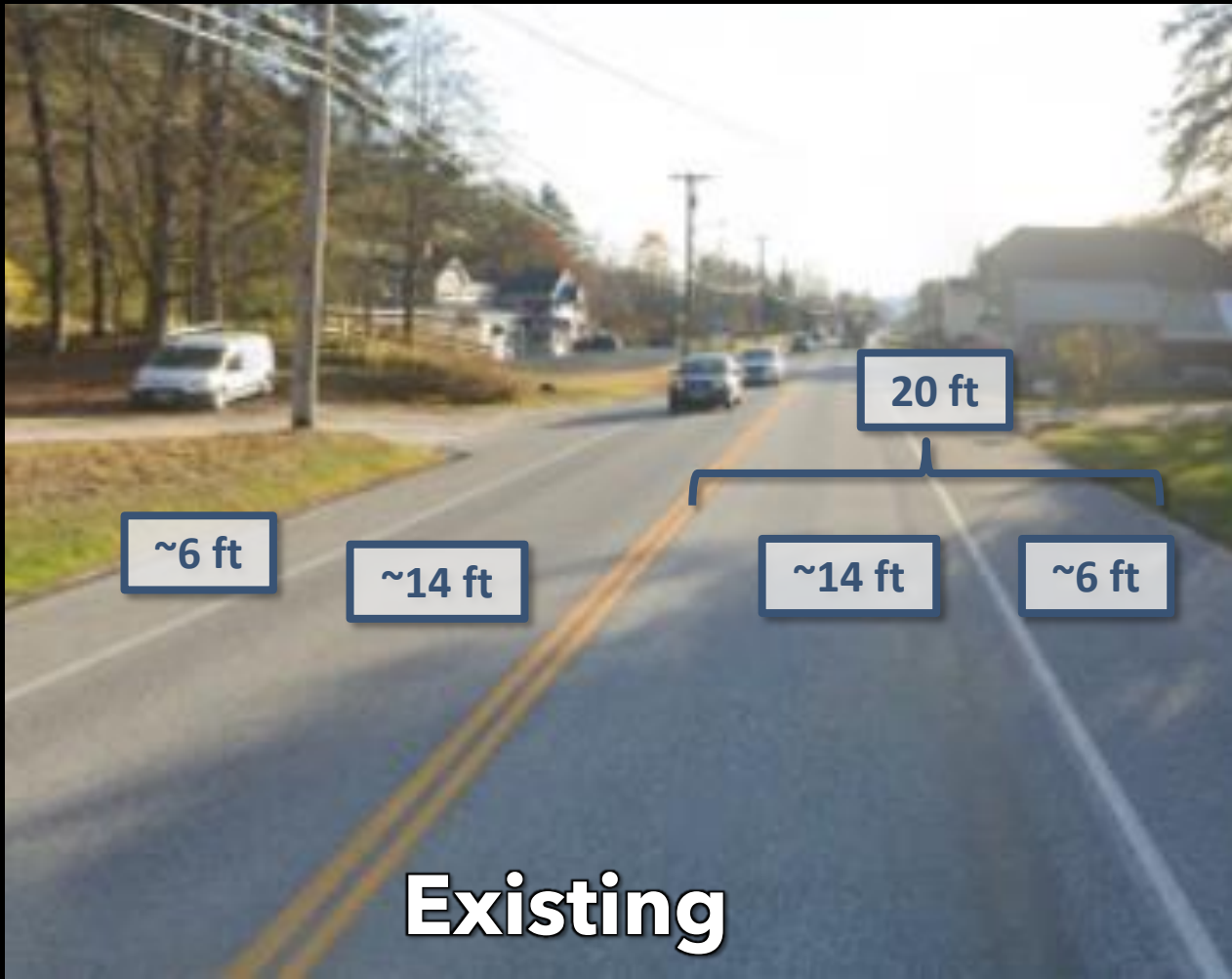
[sbourque@rutlandrpc.org](mailto:sbourque@rutlandrpc.org)



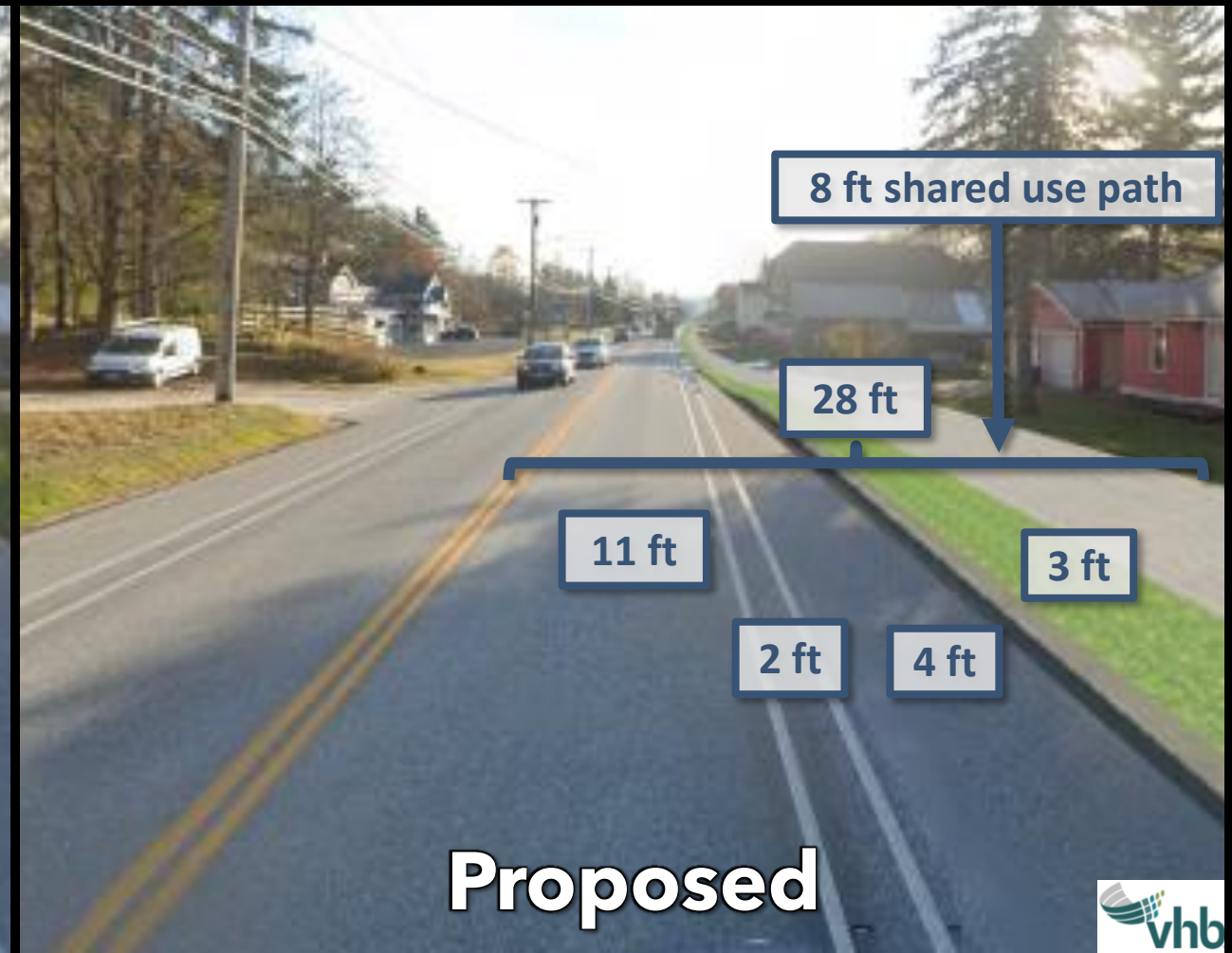
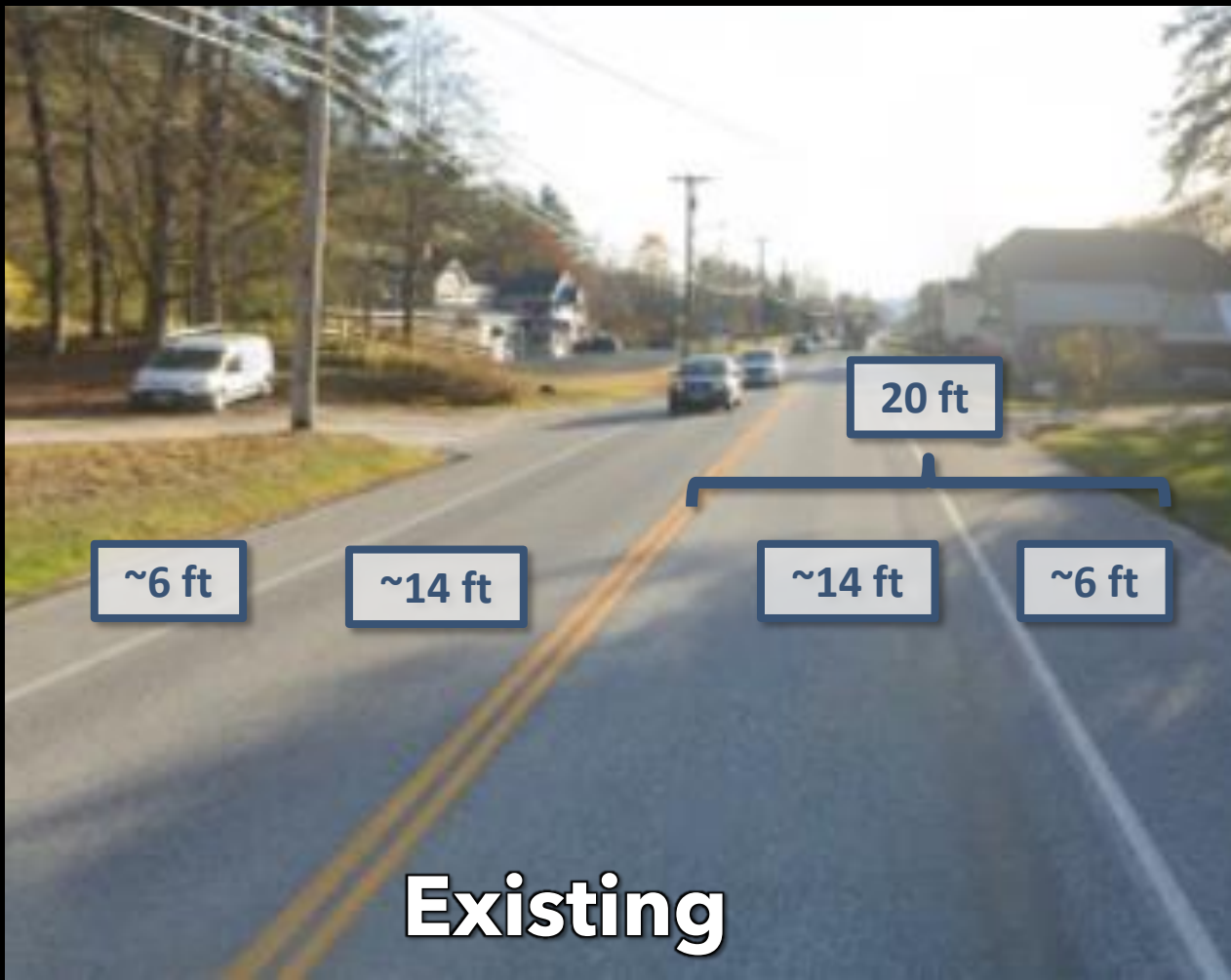
**Jenn Conley**  
Project Manager

[jconley@vhb.com](mailto:jconley@vhb.com)

# Cross Section Example



# Cross Section Example: Shared Use Path



Date: May 1, 2024

Notes Taken By: VHB

Place: Hybrid

Re: Mendon Scoping Study  
Final Public Meeting

Project No.: 58963.00

---

ATTENDEES:

Jenn Conley, VHB  
Elisabeth Sundberg, VHB  
Steffanie Bourque, Rutland Regional Planning Commission  
Lisa and David Brooks

Jenn introduced the project and went over the meeting agenda.

Jenn introduced herself and Elisabeth Sundberg.

Steffanie Bourque RRPC is the municipal manager.

Sarah Tully Steering Committee

Taylor

Missed a person

Fred Bagley

Patty Lancaster

Jenn went over the project scope and schedule.

Jenn went over the project purpose and need which was drafted in the beginning of the project process.

Jenn went over the project area and the various segments for the corridor. Segment 1 Town Line Road to Meadow Lake Drive, Segment 2 Meadow Lake Drive to Medway and m

Preferred Alternative

Segment 1: Village Center Zone

- Narrow lane width to 11 feet and shoulder 2 feet and 4 to 9 foot shoulders
- Shortening climbing lane
  - o Certain locations that there was not a requirement for the climbing lane

- Transit shelter in front of mendon mountain orchard
- Pedestrian crossings
- Access management
  - o Narrowing driveways to improve safety along the corridor
- To create radar feedback signs and pedestrian lighting for safe crossings
- Lighting was added at the end and that was because we wanted to be strategic about the lighting location
- In long term 8 foot shared use path on the north side of the roadway

#### Segment 2

- Lower speed coming into the village center zone
- Narrow lanes to 11 feet
- Place radar speed feedback sign so they are aware they are coming into a village area
- Banners on utility poles to recognize change

#### Segment 3

- Narrowing lanes to 11 feet
- Removal of a climbing lane
- Old turnpike road suggesting narrowing entrance and enhancing transit
- Crossing locations
- Snowmobile signage
- Intersection lighting that are dark and the sightlines are not good
- Bus shelter proposed at mendon mountain view

Phase 1- village and transition zone

Phase 2- segment 3

Phase 3- 1 shared use path

- Could take longer to implement and get funding
- ca

Fred- flipping back to radar feedback signs coming into town from the town from the east

Midway between meadow lake and midway

We can change which direction

Place: Hybrid  
Date: May 1, 2024  
Ref: 58963.00  
Page 3

Fred- would something closer to Medway drive before down way drivers enter and existing power already  
Speed and entering a new area- combine the sign.

Fred- radar feedback signs, does vtrans have an opinion on if they are effective in general

Jenn- heard from industry they add awareness. Some people try to race it so only let it go up to a certain number.

Fred- seems logical and effective – rrpc transportation conference. UVM was skeptical about their effectiveness

Jenn- may be looking at turning some villages over to municipalities

Lisa Brooks- Old Turnpike Road narrowing the entrance, have you tried turned right

Mendon Mountain Orchard, two entrances- expressed concerns about keeping it larger.

Jenn explained that this is just conceptual and it would be required more consideration in design phase.

Fred- coming in segment 1 where truck lane psychology of drivers in passing lane entering that area knowing that truck are responsible for merging over

Jenn- it is a common topic in the industry. How do you communicate that to people. It should be the passing vehicle ends up merging in and that would be a design detail. Makes sense for the person who is doing the passing to phase in.

Steffanie- improvements for phase 2 was surprised the cost. Roadway markings is so expensive. The maintenance does become a significant cost.

Next steps

Final comments

Steffanie- vtrans review closes May 15

Final comments by end of May

Jenn-

Action for selectboard is to accept or reject the scoping study

June 10<sup>th</sup> and June 24<sup>th</sup> for selectboard meetings

# Appendix G

## Preferred Concept Cost Estimate





# Computations

Project: Mendon Scoping Study  
 Location: Mendon, VT  
 Calculated by: RMO  
 Checked by: \_\_\_\_\_  
 Title: Conceptual Cost Estimate Calculations

Project #: 58963.00  
 Sheet: \_\_\_\_\_  
 Date: 4/8/24  
 Date: \_\_\_\_\_

Phase 1					
	Quantity	Unit	Cost/Unit	Total Cost	
<b>Roadway</b>					
Crosswalk Marking	162	LF	\$30.00	\$4,860	
4" Yellow Line	17600	LF	\$4.00	\$70,400	
4" White Line	36617	LF	\$4.00	\$146,467	
Stop Bar	75	LF	\$15.00	\$1,125	
Letter or Symbol	12	EACH	\$150.00	\$1,800	
Delinated Marking	17600	LF	\$4.00	\$70,400	
<b>Landscaping</b>					
Turf Establishment	1692	SY	\$15.00	\$25,380	
Topsoil	188	CY	\$55.00	\$10,340	4" depth
<b>Bus Shelter</b>					
Bus Shelter	1	EACH	\$10,000.00	\$10,000	
<b>Signing</b>					
Banner Sign	28	EACH	\$200.00	\$5,600	
Speed Reduction Radar Sign	2	EACH	\$500.00	\$1,000	
Traffic Sign, Type A	80	SF	\$25.00	\$2,000	assume 5 SF per sign
Square Tube Sign Post and Anchor	240	LF	\$15.00	\$3,600	assume 15 LF per post
<b>Lighting*</b>					
Light Fixture (Ornamental)	6	EA	\$6,900.00	\$41,400	
Light Pole Foundation	6	EA	\$1,050.00	\$6,300	
Wired Conduit	725	LF	\$20.00	\$14,500	assume 2" PVC
<b>Subtotal</b>				\$415,172	
15% Contingency				\$62,276	
15% Mobilization & Traffic Control				\$62,276	
<b>Subtotal</b>				\$539,723	
8% Local Project Manager				\$43,178	
12% Engineering and Design				\$64,767	
15% Construction Inspection				\$80,958	
<b>Total</b>				\$728,626	
<b>Round</b>				\$1,374	
<b>Rounded Total</b>				<b>\$730,000</b>	

**Assumptions**

\*Lighting costs do not include power drops and electric meters at each crossing. VHB assumes a photo-cell control will be utilized to control each individual light fixture and that the Town will enter into a payment agreement with the utility provider to supply power.



# Computations

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 Location: Mendon, VT  
 Calculated by: RMO  
 Checked by: \_\_\_\_\_  
 Title: Conceptual Cost Estimate Calculations

Project #: 58963.00  
 Sheet: \_\_\_\_\_  
 Date: 4/8/24  
 Date: \_\_\_\_\_

Phase 2					
	Quantity	Unit	Cost/Unit	Total Cost	
<b>Roadway</b>					
4" Yellow Line	44800	LF	\$4.00	\$179,200	
4" White Line	92646	LF	\$4.00	\$370,585	
Delinated Marking	44800	LF	\$4.00	\$179,200	
<b>Bus Shelter</b>					
Bus Shelter	2	EACH	\$10,000.00	\$20,000	
<b>Signing</b>					
Traffic Sign, Type A	80	SF	\$25.00	\$2,000	assume 5 SF per sign
Square Tube Sign Post and Anchor	240	LF	\$15.00	\$3,600	assume 15 LF per post
<b>Lighting*</b>					
Light Fixture (Ornamental)	5	EA	\$6,900.00	\$34,500	
Light Pole Foundation	5	EA	\$1,050.00	\$5,250	
Wired Conduit	850	LF	\$20.00	\$17,000	assume 2" PVC
<b>Subtotal</b>				\$811,335	
15% Contingency				\$121,700	
15% Mobilization & Traffic Control				\$121,700	
<b>Subtotal</b>				\$1,054,736	
8% Local Project Manager				\$84,379	
12% Engineering and Design				\$126,568	
15% Construction Inspection				\$158,210	
<b>Total</b>				\$1,423,893	
<b>Round</b>				\$6,107	
<b>Rounded Total</b>				<b>\$1,430,000</b>	

## Assumptions

\*Lighting costs do not include power drops and electric meters at each crossing. VHB assumes a photo-cell control will be utilized to control each individual light fixture and that the Town will enter into a payment agreement with the utility provider to supply power.



# Computations

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Project #: 58963.00  
 Sheet: \_\_\_\_\_  
 Date: 4/8/24  
 Date: \_\_\_\_\_

Phase 3					
	Quantity	Unit	Cost/Unit	Total Cost	
<b>Shared-Use Path</b>					
Common Excavation	1963	CY	\$30.00	\$58,889	
Sidewalk, 5"	5889	SY	\$125.00	\$736,111	
Subbase	1963	CY	\$60.00	\$117,778	12" depth
Detectable Warning Surface	48	SF	\$60.00	\$2,880	assume 8 SF per DWS
Top Soil	654	CY	\$70.00	\$45,802	4" depth
Turf Establishment	5889	SY	\$15.00	\$88,333	
			<b>Subtotal</b>	\$1,049,794	
15% Contingency				\$157,469	
15% Mobilization & Traffic Control				\$157,469	
			<b>Subtotal</b>	\$1,364,732	
ROW		LS		\$100,000	
8% Local Project Manager				\$109,179	
12% Engineering and Design				\$163,768	
15% Construction Inspection				\$204,710	
			<b>Total</b>	\$1,942,388	
			<b>Round</b>	\$7,612	
			<b>Rounded Total</b>	<b>\$1,950,000</b>	