TOWN OF HARTFORD SELECTBOARD AGENDA
Tuesday, July 8, 2025, 6:00pm
Hartford Town Hall, 171 Bridge Street,
White River Junction, VT 05001

This meeting will be conducted in person at Town Hall

The meeting will also be available on Zoom: https://zoom.us/j/91619901314
Live stream the meeting on YouTube: https://www.youtube.com/@junctionartsandmedia

I. Call to Order the Selectboard Meeting (6:00)
II. Pledge of Allegiance (6:01)
III. Local Liquor Control Board
RENEWAL:
1. Consider the Renewal for Northern Stage at 76 Gates Street, White River Junction, VT 05001 for an Outside Consumption License.

IV. Local Cannabis Control Board: None
V. Order of Agenda (6:02)
VI. Selectboard
1. Public Comment (6:03)
Public comment is an opportunity for the public to comment. It is not the place for dialogue.
2. Selectboard Comments and Announcements
3. Appointments (6:20)
NEW:
   a. Consider the Appointment of James Donahey to the Conservation Commission for a four year term beginning July 8, 2025 and ending July 7, 2029
   b. Consider the Appointment of Rob Hebert II to the Housing and Homelessness Committee for a two year term beginning July 8, 2025 and ending July 7, 2027
4. Town Manager Report (6:30)
Significant Activity Reports: https://www.hartford-vt.org/Archive.aspx?ADID=514
5. Board Report, Motions & Ordinances
   a. Update from the Hartford Community Coalition (6:40)
   b. Update from the Resilient Hartford Committee (6:50)
   c. Public Hearing: Review and Consider Traffic and Parking Ordinance Updates Including Metered Parking (7:00)
   d. Waiver of Purchasing Policy for Interchange Areas Sidewalk Design (7:20)
   e. Consider Request to Seek Bike/Ped Grant Funding for Quechee Main Street Sidewalk Project (7:30)
   f. Review Bids on Aggregate and Award Contract (7:40)
   g. Review Bids on Sludge Hauling and Award Contract (7:45)
   h. Review and Approve Roof Repair on Wilder Pump Station (7:50)
   i. Consider Proposal to Update Public Safety IT Infrastructure (8:00)
   j. Review Proposal to Waive Purchasing Policy and Award Contract for Installation of Level 2 EV Chargers (8:15)
   k. Consider Local Group's Request that Town Serve as it's Fiscal Agent (8:25)
   l. Consider and Approve Flyer to Accompany Tax Bills (8:30)
   m. Ratification of Fiscal Year-End Payroll and AP Approvals (8:35)
   n. Set Municipal Tax Rates (8:40)

VII. Commission Reports (9:00)
VIII. Consent Agenda (9:05)

Approve Payroll Ending: 7/5/2025
Approve A/P Manifest: 7/3/2025 & 7/10/2025
Approve Meeting Minutes of: 6/24/2025 and 6/29/2025
Future Meetings Approved: 7/22/2025; 8/5/2025; 8/19/2025

IX. Executive Session: None
X. Adjourn the Selectboard Meeting (9:10)

All Meetings of the Hartford Selectboard are open to the public. Persons who are seeking action by the Selectboard are asked to submit their request and/or materials to the Selectboard Chair or the Town Manager's office no later than 5pm on Tuesday

two weeks prior to the meeting date. Requests received after that date will be addressed at the discretion of the Chair. Individuals wishing to address the board should do so during the Public Comment period. Please Note: The Hartford Selectboard offers public viewing of meetings live at Town Hall, and additionally as a courtesy generally on YouTube, Channel 1085, and Zoom. If a member of the public has technical difficulties accessing this meeting remotely, please alert us by emailing Selectboard@hartford-vt.org.

TOWN OF HARTFORD
MUNICIPAL OFFICES
171 Bridge Street
White River Junction, Vermont 05001

Telephone: 802/295-9353 • Fax: 802/295-6382
website: www.hartford-vt.org

Serving the Villages of Hartford ◇ West Hartford ◇ White River Junction ◇ Wilder ◇ Quechee



HARTFORD LIQUOR/TOBACCO LICENSE-ADDITIONAL INFORMATION

All information must be completed (use a separate sheet, if needed)

Incomplete applications will cause delays in processing

Date: 6/12/25 Applicant(s): Northern Stage Company

Doing Business As: Northern Stage

Business Address: 76 gates St. WRJ, VT 05001

Telephone Number(s): 802-296-7000 E-mail: jsmoller@northernstage.org

Other Contact Name(s), if applicable: _____

Please list below ALL licensees, managers, directors, owners, stockholders name & dates of birth (DOB):

Name: Jason Smoller DOB: 5/16/1987

Name: _____ DOB: _____

Name: _____ DOB: _____

Name: _____ DOB: _____

Name: _____ DOB: _____

Name: _____ DOB: _____

Liquor/Tobacco License Violations for the past THREE Years (*See Hartford Liquor Policy for Details*) **including violations taking place on licensee's premises and/or charges against employee, etc.: If unsure of violations, contact DLL and obtain your records of violations.** ***If no violations, please answer "None".***

None

Please list any other violations for the past THREE years any licensee, director, owner, stockholder has been charged with(*See Hartford Liquor Policy for Details*). ***If no violations, please answer "None".***

None

I/We certify, under pains and penalties of perjury, that the above information is true and complete, and that if after execution of this record any such violations do occur, the Town of Hartford will be duly notified. We acknowledge receipt of *Hartford Liquor & Tobacco Control Policies & Procedures*.

	Jason Smoller	6/12/25
Licensee's Signature	Printed Name	Date
Licensee's Signature	Printed Name	Date
Licensee's Signature	Printed Name	Date
Licensee's Signature	Printed Name	Date

Outlook

Re: Outside Consumption Permit for one-night event

From Jason Smoller <jsmoller@northernstage.org>
Date Thu 6/12/2025 12:22 PM
To Lisa O'Neil <loneil@hartford-vt.org>

1 attachment (591 KB)
northern stage liquor app.pdf;

[**EXTERNAL EMAIL: DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hi Lisa,

Attached! Thank you for following up, and sorry for the delay.

The blue pen lines on the map indicate stanchions.

On Thu, Jun 12, 2025 at 9:26 AM Lisa O'Neil <loneil@hartford-vt.org> wrote:

> Hi, Jason,
>
> The application would still need to go before the Hartford Liquor Control Board/Select Board for approval-you would fill out the additional information sheet and provide a sketch of the outside area indicating the serving area, how it is defined, location of bathrooms, & exits (I have attached it here for your convenience), then we would send it to the State for their final review & approval. There is a State fee for the OCP (payable through the portal after approval-I believe it is $20); there is not a local/Hartford fee for the OCP.
>
> If you do plan to move forward, please submit everything asap (you can e-mail the Additional Info sheet & sketch directly to me).
>
> Lisa
>
> Lisa M. O'Neil, CVC
> Hartford Town Clerk
> 171 Bridge St.
> White River Jct., VT 05001
> 802-295-2785
> loneil@hartford-vt.org
>
> **PLEASE NOTE: HARTFORD does not bear any responsibility or liability for missing or incorrect information or documents.**
> **Please note that any response or reply to this electronic message may be subject to disclosure as a public record under the Vermont Public Records Act.**

From: Jason Smoller <jsmoller@northernstage.org>
Sent: Thursday, June 12, 2025 9:05 AM
To: Lisa O'Neil <loneil@hartford-vt.org>
Subject: Fwd: Outside Consumption Permit for one-night event

[**EXTERNAL EMAIL: DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hi Lisa,

Given that this is an extension of our existing permit, Tom Peltier says he does not charge a fee for this inspection.

Would there be a town fee? And does this go to the liquor board?

Thanks

---------- Forwarded message ---------
From: **Prevost, Martin** <Martin.Prevost@vermont.gov>
Date: Thu, Jun 12, 2025 at 8:44 AM
Subject: RE: Outside Consumption Permit for one-night event
To: Jason Smoller <jsmoller@northernstage.org>

Jason,

It is an extension of your already issued license. This decision is at the discretion of the town and the DLL has no say.

Hope this helps.

Martin

From: Jason Smoller <jsmoller@northernstage.org>
Sent: Wednesday, June 11, 2025 4:14 PM
To: Prevost, Martin <Martin.Prevost@vermont.gov>
Subject: Outside Consumption Permit for one-night event

EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.

Hi Martin,

I hope you are well. I've submitted an application for a one-night-only event, to be held on our patio, for an OCP. I have been in touch with our town fire marshal who indicated he would want to walk through the space with me, but I asked if we owe a fee, and he indicated "If a new liquor license is being applied for then a permit inspection fee would be required. If this is part of your existing license then no inspection fee is required. "

I guess I'm not sure whether we are applying for a new license or if this is part of our existing license. Can you help me to clarify?

Thank you!

Jason

--

Jason Smoller (he/him) | Managing Director | Northern Stage

(802) 296-7000 x126 | northernstage.org

Mailing | Admin/Production | 76 Gates St, White River Junction, VT 05001

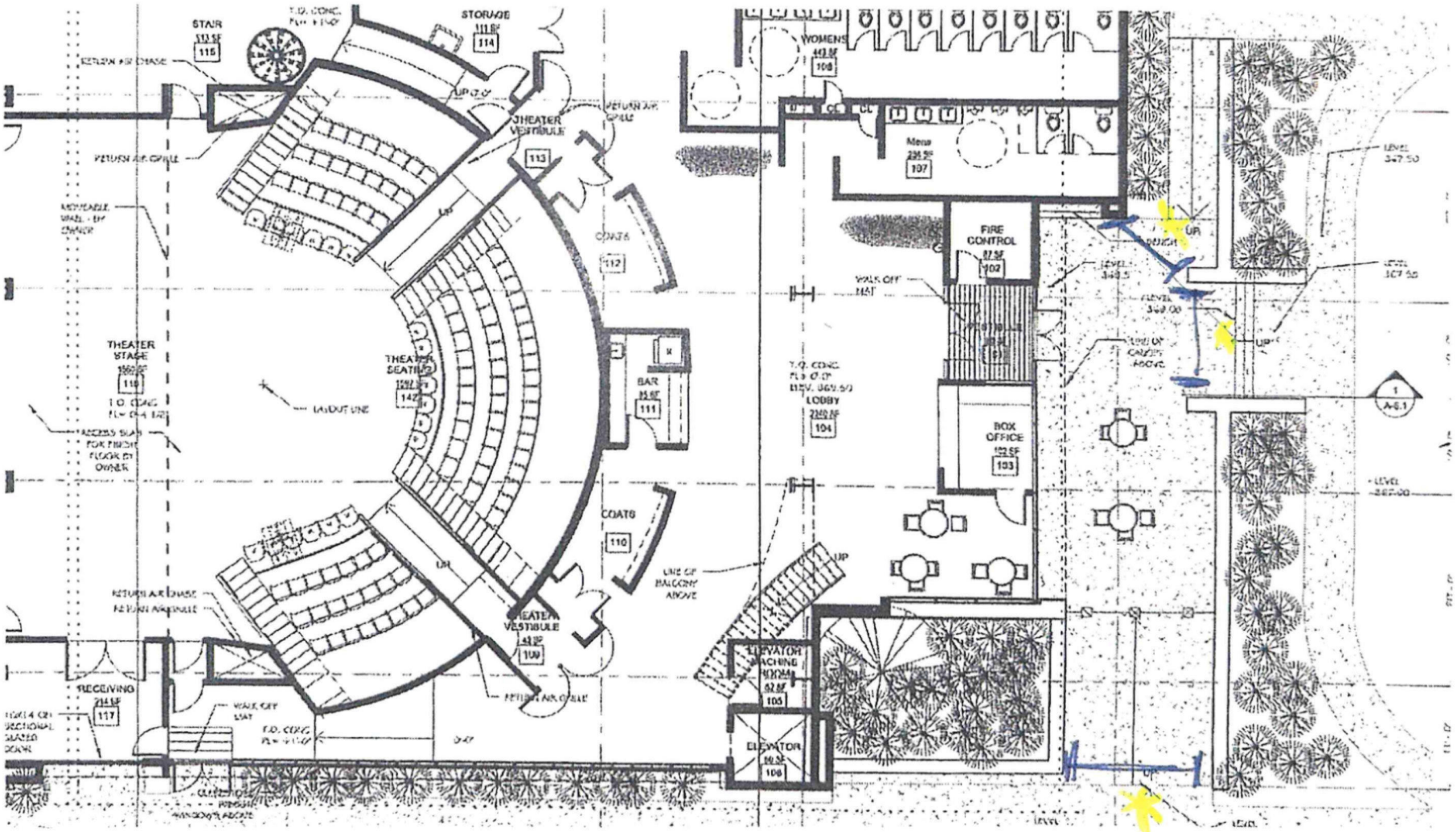
Barrette Center for the Arts | 74 Gates St, White River Junction, VT 05001



2025–2026 Season

Come From Away by Irene Sankoff & David Hein | Sept 26 - Oct 24, 2025
Peter & Wendy by Eric Love | Dec 4, 2025 – Jan 1, 2026
The World is Not Silent by Don Nguyen | Feb 4-22, 2026
The Children by Lucy Kirkwood | Mar 25 – Apr 12, 2026
Wonder! A Woman Keeps a Secret by Talene Monahon | May 13–31, 2026

Click here for season details


STAIR
115
STORAGE
114
THEATER VESTIBULE
113
COATS
112
THEATER STAGE
THEATER SEATING
142
BAR
111
COATS
110
THEATER VESTIBULE
109
RECEIVING
117
WOMENS
108
Mens
107
FIRE CONTROL
102
LOBBY
104
BOX OFFICE
103
ELEVATOR MACHINE ROOM
105
ELEVATOR
106
LAYOUT LINE
LINE OF BALCONY ABOVE
RETURN AIR CHASE
RETURN AIR GRILLE
WALK OFF MAT
UP
LEVEL 347.50
LEVEL 367.50
LEVEL 367.00
A-6.1

VERMONT

DEPARTMENT OF LIQUOR AND LOTTERY

CERTIFICATE OF ACHIEVEMENT

AWARDED TO

Jason Smoller

FOR COMPLETING

1st Class Server Training 2025 (Final Exam)

COMPLETION DATE	SCORE
June 23, 2025	95%

Hartford Police Department

Memo

To: Lisa O'Neil, Miranda Brooks

From: Chief Connie Kelley

CC:

Date: 6/16/2025

Re: Liquor Licenses

The following establishment and subsequent person(s) listed on the application have been checked through the Hartford Spillman RMS system as well as the Vermont Spillman RMS system. This check did not reveal any recent activity that would negatively impact their respective application.

Northern Stage
76 Gates Street White River JCt

Jason Smoller

Choose an item.

Outlook

Re: Outside Consumption Permit for one-night event

From Tom Peltier <tpeltier@hartford-vt.org>
Date Wed 7/2/2025 11:40 AM
To Lisa O'Neil <loneil@hartford-vt.org>; Amy Jerome <ajerome@hartford-vt.org>
Cc Jason Smoller <jsmoller@northernstage.org>

1 attachment (129 KB)
Liquor License Inspection - 74 Gates Street.pdf;

Good Morning,

Please see the attached report - This is the original inspection report with added comment approving the outdoor consumption area.

See pg 4 of attached Inspection Report

Thank you,

Thomas Peltier
Fire Marshal
Hartford Fire Department
812 VA Cut Off Road,
White River Junction, VT. 05001
Phone (802)-295-3232
Cell (802)-299-7013

"Excellence in Service"

"WORKING Smoke Alarms, Carbon Monoxide Alarms and Sprinkler Systems Saves Lives"

Schedule Fire Inspections

From: Lisa O'Neil <loneil@hartford-vt.org>
Sent: Wednesday, July 2, 2025 8:49 AM
To: Amy Jerome <ajerome@hartford-vt.org>; Tom Peltier <tpeltier@hartford-vt.org>
Cc: Jason Smoller <jsmoller@northernstage.org>
Subject: Fw: Outside Consumption Permit for one-night event

Fire Inspection Report

Hartford Fire Department

inspection 11901

Inspection

Type	Liquor License Inspection
Status	Completed/Closed
Inspector	Alan Beebe
Unit Number	HFM3
Shift	DFM

Scheduled	01/20/2025 12:00	Scheduled	Beebe
Inspected On	01/27/2025 10:00		
Finished At	01/27/2025 10:45	Inspection Length	0.75
Next Inspection			

Occupant

Occupant Name	Northern Stage Theater
Building Name	
Contact Name	Jason Smoller
Address	74 GATES ST
City, State and Zip	White River Junction, VT 05001-
Phone	917-602-4537

Owner

Owner / Company	Northern Stage Company
Contact Name	
Address	76 Gates Street
City, State and Zip	White River Junction, VT 05001-
Phone	802-291-9009

Comments

Liquor License Fire And Life Safety Inspection:
Initial Inspection: 01/27/2025
Final Inspection: (Pending Violations)
Occupancy Type: Assembly
Occupancy Status: (Pending Violations)

Initial Inspection Notes:
All noted violations shall be properly addressed and completed within a limited but reasonable time. Immediate life safety hazards shall be addressed and corrected IMMEDIATELY. A response with a plan of action is REQUIRED within 30 days of receipt of this fire inspection report - A final inspection shall be completed before a clear fire inspection report can be obtained. Please contact me by phone 603-359-6418 or by email at abeebe@hartford-vt.org when violations are completed and or a plan of corrective action is ready for review.

Violation Summary

Status	Violation	Location

Closed	4.5 - Flexible Cords and Cables Flexible cords and cables shall not be used as follows: (1) As a substitute for the fixed wiring of a structure (2) Where run through holes in walls, ceilings, or floors (3) Where run through doorways or windows, under carpets, and so forth (4) Where attached to building surfaces Flexible cords or cables used as a substitute for fixed wiring to supply outlets in rooms or areas shall be removed and, where required, shall be replaced with permanently installed receptacles using an approved wiring method. Comments: Extension cord noted to he sound system Required Action:Remove all extension cords	Rehearsal Studio
Closed	11.5.1.11 - Clothes Dryers Clothes dryers shall be cleaned to maintain the lint trap and keep the mechanical and heating components free from excessive accumulations of lint. Comments: Clothes dryer noted to be operational Required Action:Please provide documentation of annual cleaning that has been done within the past 12 months.	Laundry
Closed	10.11.1 - Premises Identification New and existing buildings shall have approved address numbers placed in a position to be plainly legible and visible from the street or road fronting the property. 10.11.1.1 * New and existing buildings shall have approved address numbers placed in a position to be plainly legible and visible from the street or road fronting the property. 10.11.1.2 Address numbers shall contrast with their background. 10.11.1.3 Address numbers shall be arabic numerals or alphabet letters. Comments: Address identification noted as not visible from road. Required Action: Building shall have approved address numbers placed in a position to be plainly legible and visible from the street or road fronting the property. Address number SHALL NOT be less than 4" in size.	Street side of building
Closed	34.4.2.4 - Commodity Clearance (Heating Appliances) The clearance between stored materials and unit heaters, radiant space heaters, duct furnaces, and flues shall not be less than 3 ft (0.9 m) in all directions or shall be in accordance with the clearances shown on the approval agency label. Comments: Combustibles noted stored in close proximity of heater Required Action:Remove combustibles from storage room and have 36" o space from any other storage.	Hot Water Heater
Closed	55:7.1.9.4 - Securing Compressed Gas Cylinders, Containers, and Tanks Compressed gas cylinders, containers, and tanks in use or in storage shall be secured to prevent them from falling or being knocked over by corralling them and securing them to a cart, framework, or fixed object by use of a restraint, unless otherwise permitted by 7.1.9.4.1 and 7.1.9.4.2. Comments: Pressurized Helium tank noted to be stored without safety cap and without securing device to prevent falling over. Required Action:Add safety cap when not in use. Secure tank to a wall	Crew Room
Closed	210.8(B) - GFCI Outlets All 125-volt, single-phase, 15- and 20-ampere receptacles installed in the locations specified in 210.8(A)(1) through (10) shall have ground-fault circuit interrupter protection for personnel. ie (Bathroom,Garage,Outdoors,Crawl spaces,Unfinished basements,Kitchen,Sinks,Boathouses,Bathrooms,Laundry Areas) 210.8(B) Other Than Dwelling Units.	Paint room

All single-phase receptacles rated 150 volts to ground or less, 50 amperes or less and three-phase receptacles rated 150 volts to ground or less, 100 amperes or less installed in the following locations shall have ground-fault circuit-interrupter protection for personnel.

(1)
Bathrooms

(2)
Kitchens

(3)
Rooftops

Exception: Receptacles on rooftops shall not be required to be readily accessible other than from the rooftop.

(4)
Outdoors

Exception No. 1 to (3) and (4): Receptacles that are not readily accessible and are supplied by a branch circuit dedicated to electric snow-melting, deicing, or pipeline and vessel heating equipment shall be permitted to be installed in accordance with 426.28 or 427.22, as applicable.

Exception No. 2 to (4): In industrial establishments only, where the conditions of maintenance and supervision ensure that only qualified personnel are involved, an assured equipment grounding conductor program as specified in 590.6(B)(3) shall be permitted for only those receptacle outlets used to supply equipment that would create a greater hazard if power is interrupted or having a design that is not compatible with GFCI protection.

(5)
Sinks — where receptacles are installed within 1.8 m (6 ft) from the top inside edge of the bowl of the sink

Exception No. 1 to (5): In industrial laboratories, receptacles used to supply equipment where removal of power would introduce a greater hazard shall be permitted to be installed without GFCI protection.

Exception No. 2 to (5): For receptacles located in patient bed locations of general care (Category 2) or critical care (Category 1) spaces of health care facilities other than those covered under 210.8(B)(1), GFCI protection shall not be required.

(6)
Indoor wet locations

(7)
Locker rooms with associated showering facilities

(8)
Garages, service bays, and similar areas other than vehicle exhibition halls and showrooms

(9)
Crawl spaces — at or below grade level

(10)
Unfinished portions or areas of the basement not intended as habitable rooms

Comments: GFCI outlets NOT noted in these areas:

- Sinks (wall across from sink)

Required Action:All 125-volt, single-phase, 15- and 20- ampere receptacles installed in the

locations specified above shall have ground-fault circuit interrupter protection. Replace outlets with GFCI outlets in all noted applicable areas.

Closed	11.1.8 - Covers (Electrical) All panelboard and switchboards, pull boxes, junction boxes, switches, receptacles, and conduit bodies shall be provided with covers compatible with the box or conduit body construction and suitable for the conditions of use. Comments: Outlet cover noted as missing Required Action:Add outlet cover	Upper Lobby

Tickler History

Date	Type	Inspector	Narrative
01/27/2025	Emailed Notice	Beebe, Alan	An email was sent to jsmoller@northernstage.org Message: Good afternoon Thank you for allowing me to conduct the Fire and Life Safety inspection this morning as part of your liquor license renewal Attached is the report from that inspection. Please let me know if you have any questions. Also, please let me know when you would be ready for a quick follow up inspection in order to close the inspection out. Thank you Alan Beebe, Deputy Fire Marshal Hartford Fire Dept 603-359-6418
02/26/2025	Emailed Notice	Beebe, Alan	An email was sent to jsmoller@northernstage.org Message: Good afternoon Jason Attached is your CLOSED report. I will also send this along to the Town. Thank you for your hard work.. Alan Beebe, Deputy FIre Marshal Hartford Fie Dept 603-359-6418
06/27/2025	Inspection	Peltier, Thomas	Outdoor Consumption Area Occupancy Status: GRANTED Final Inspection Notes: - No violations were noted at the time of the final inspection. All previously noted violations have been corrected. Any change of use or alteration to this building will require an additional permit through the Hartford Fire Prevention Division.

VERMONT

DEPARTMENT OF LIQUOR AND LOTTERY
DIVISION OF LIQUOR CONTROL

Application ID: DLL - Application - 61395
Application for: Outside Consumption Limited Permit
Category of Business: OCP

Business/ Entity Information

Business/ Entity Name:
Northern Stage Company

Business Address:
76 Gates Street,
Hartford, Vermont 05001

Phone:
802-296-7000

Email:
finance@northernstage.org

Business ID:
0054459

Entity Type:
Nonprofit Corporation

Management Type if LLC:

Foundational License (if applicable)

License Type:
First Class

Licensee Name:
Barrette Center for the Arts

Licensee Address:
76 Gates Street ,
Hartford, Vermont 05001

License Number:
LP-028320

License Status:
License issued-new application

License Start Date:
2025-04-07

License End Date:
2026-04-06

Event Contact/s

Person:

Business Role:

Business Address:
,
, ,

Phone:

Email:

Violations:

Violation ID	Court/Traffic Bureau	Offense	Date of Offense

Event Premises Details

Location Name:
Barrette Center for the Arts

Location Address:
76 Gates Street,
Hartford, Vermont 05001

Local Jurisdiction/ Town Clerk:
Hartford

Start date and time of event July 22 2025 17:00

End date and time of event July 22 2025 20:00

Approximate Number of Persons Expected

Describe the type of event/ OCP Area:
Front patio of Barrette Center for the Arts, stanchioned with "no alcohol beyond this point" signs

Documents Attached

Name	Document Type	Assosicated With
D-01614	Map/Area Sketch	LN-024078
D-01615	Other	LN-024078
D-01983	Other	LN-024078
D-03884	Map/Area Sketch	LN-024078
D-03886	Map/Area Sketch	LN-024078
D-04405	Articles of Organization	Northern Stage Company
D-04406	Operating Agreement	Northern Stage Company
D-04407	Health License	Northern Stage Company
D-04408	Proof of Worker Compensation Insurance	Northern Stage Company
D-04409	Federal Employee Identification #	Northern Stage Company
D-04709	Sales and Use tax documents	Northern Stage Company
D-05083	Meals & Rooms Tax Certificate	Northern Stage Company
D-07650	Map/Area Sketch	Northern Stage Company
D-10842	Other	Northern Stage Company
D-11558	Other	Northern Stage Company
D-11563	Map/Area Sketch	LN-024078
D-21764	Other	Northern Stage Company
D-21765	Other	Northern Stage Company
D-21766	Other	Northern Stage Company
D-01029	501(c)3	LN-024078
D-01031	Lease or proof of ownership	LN-024078
D-01032	W-9 tax form	LN-024078
D-01614	Map/Area Sketch	LN-024078
D-01615	Other	LN-024078
D-01983	Other	LN-024078

D-03884	Map/Area Sketch	LN-024078
D-03886	Map/Area Sketch	LN-024078
D-07526	Map/Area Sketch	LN-024078
D-11563	Map/Area Sketch	LN-024078
D-01029	501(c)3	LN-024078
D-01031	Lease or proof of ownership	LN-024078
D-01032	W-9 tax form	LN-024078

Payment and Acknowledgement

Signed by:

Date and time of Submission:
2025-06-03 20:41:53

Local Application Fee:
0

State of Vermont / DLL Application Fee:
20.00

State of Vermont / DLL Payment Status:

Local Control Payment Status:
false

STATE OF VERMONT - VERMONT DEPARTMENT OF HEALTH
COMMISSIONER OF HEALTH
License to Operate

I.D.# 13722
LICENSE TYPE: RESTAURANT - SEATING 0-25

CAPACITY : 24 FEE: $103.00

EFFECTIVE DATE: 02/22/2015

EXPIRATION DATE: 02/22/2016

ESTABLISHMENT NAME & LOCATION:
NORTHERN STAGE
76 GATES ST
WHITE RIVER JUNCTION, VT 05001

THIS IS TO CERTIFY THAT ABOVE ESTABLISHMENT IS LICENSED TO OPERATE UNDER THE PROVISIONS OF TITLE 18, SECTIONS 4301-4354 VERMONT STATUTES ANNOTATED.

LICENSEE NAME & ADDRESS:
NORTHERN STAGE COMPANY
76 GATES ST
WHITE RIVER JUNCTION, VT 05001

THIS LICENSE IS NOT TRANSFERRABLE AND IS VALID ONLY FOR THE LICENSEE LISTED.
THIS LICENSE SHALL BE CONSPICUOUSLY POSTED.

TOWN OF HARTFORD
171 BRIDGE STREET
White River Jct., VT 05001
802-295-9353 (Tel.) 802-295-6382 (Fax)
PLEASE PRINT LEGIBLY OR TYPE

ADVISORY BOARD/COMMISSION APPLICATION

Application for X appointment(s) or ___re-appointment to: Conservation Commission

I. APPLICANT DATA:

Name: James Donahey

Address: [redacted] White River Junction, VT

Telephone: (Home) [redacted] (Work) [redacted] (Other) _____

Email Address: [redacted]

How long have you been a Hartford resident? August, 2020

Are you a registered voter? Yes

II. EDUCATION:

High School: Valley High School, West Des Moines Iowa Year Graduated: 2004

College 1: Iowa State University Degree Earned: B.S.

Course of Study: Forestry and Environmental Science Year: 2008

College 2: _____ Degree Earned: _____

Course of Study: _____ Year: _____

III. WORK HISTORY:

Please list Employer name & address (most recent first)	Dates of Employment	Position held	Job duties
USDA Forest Service, 99 Ranger Rd, Rochester, VT 05767	August 2020 to Present	District Silviculturist	
USDA Forest Service, 10024 US Hwy 12, Randle, WA 98377	February 2016 to August 2020	Zone Silviculturist	
US Fish and Wildlife Service, 8110 Edgerton Dr, Air Force Academy, CO 80840	November 2015 to February 2016	Forester	
USDA Natural Resources Conservation Service, 215 Executive Ct, Yreka, CA 96097	June 2013 to October 2015	Forester	
USDA Forest Service, 10025 Elk Mountain Rd, Upper Lake, CA 95485	June 2008 to June 2013	Planning Forester	

IV. PROFESSIONAL EXPERIENCE:

a. If you were appointed to a board or commission which meet in the evenings, how many nights a month could you serve? Please provide days of the week which you are generally available. Would you be available for evening meetings? I am available for the conservation commission's schedule of 11 meetings a year. I also have availability to serve on weekend events and complete tasks throughout the week in evenings and on Fridays.

b. Why do you desire to serve on this advisory board/commission, and what skills/training can you contribute? As a resident of Hartford and a neighbor/frequent visitor to the Town Forest I have a desire to contribute my nearly 20 years of knowledge and experience managing natural resources to the conservation and stewardship of our community's natural environment. My training as a forester is interdisciplinary, and I would contribute my skills in forest dynamics, forest health, hydrology, soils, climate change, and cartography.

c. What are your past experiences in Municipal, State or Federal Government? I have been a federal employee (forester, forestry technician) since 2005.

d. What civic or social organizations have belonged to and what positions did you hold? From 2005-2008 I was a member and treasurer of two organizations: ISU's Society of American Foresters chapter, Forestry Club. I was also the editor of the Ames Forester, a student-produced publication. Between 2013 and 2015 I was a member of the Siskiyou Running Club and volunteered at area running events.

e. What do you perceive as areas of need in the municipality which could be addressed by either the administration or one of the advisory boards/commissions? Consistent with the Bylaws, I think the Commission could play an active role planning/educating to improving flood resilience to municipal infrastructure. I also believe that there's a role for the commission with conserving biodiversity and reducing the spread of invasive species from municipal activities like road maintenance. Additionally, continuing the work of updating

f. What might some solutions be? and implementing management activities for the Town's natural spaces. Solutions to flood resilience could be mapping locations of flood damage and educating residents on methods to increase water storage in the headwaters. Solutions to invasive species spread could be changing timing of municipal road mowing, and educating residents on invasive species they can pull/treat.

g. Other hobbies/interests: Gardening, orchard cultivation, trail running.

V. REFERENCES: (Please list three)

Name: Chris Mattrick Telephone: [redacted]

Name: Luke Gran Telephone: [redacted]

Name: Jim Patterson Telephone: [redacted]

APPLICANTS SIGNATURE

6/8/2025
DATE

Lana Livingston

From: JD Hawks
Sent: Tuesday, June 24, 2025 8:16 AM
To: John Haverstock; Lana Livingston
Subject: FW: Online Form Submittal: Boards, Committees & Commissions Application

Here's his application.

Thanks,

JD Hawks
Communications and Media Specialist
Town of Hartford
171 Bridge Street, WRJ VT 05001
(802)-281-2840

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, June 9, 2025 7:16 AM
To: Lana Livingston <llivingston@hartford-vt.org>; JD Hawks <jhawks@hartford-vt.org>
Subject: Online Form Submittal: Boards, Committees & Commissions Application

[**EXTERNAL EMAIL: DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Boards, Committees & Commissions Application

Name of the board, committee, or commission	Housing and Homelessness (1)
Application for	*Field not completed.*
Date of application	6/9/2025
First Name	Rob
Last Name	Hebert II
Address1	[redacted]
Address2	*Field not completed.*
City	W.R.J
State	Vermont

Zip	05001
Phone Number	[redacted]
Email Address	[redacted]
How long have you been a Hartford resident?	Life long res.
Are you a registered voter?	Yes
Education	
High School	Hartford
Year Graduated	98
College 1	Lyndon St.
Degree Earned	No
Course of Study	Social Science
Year	*Field not completed.*
College 2	*Field not completed.*
Degree Earned	*Field not completed.*
Course of Study	*Field not completed.*
Year	*Field not completed.*
Work History	
Most recent employer name and address	Hyperthem, USA Etna rd. Lebanon n.h.
Dates of employment	3-15-15 3-2-17
Position held	Order fulfillment
Job duties	*Field not completed.*
Employer name and address	*Field not completed.*
Dates of employment	*Field not completed.*

Position held	*Field not completed.*
Job duties	*Field not completed.*
Employer name and address	*Field not completed.*
Dates of employment	*Field not completed.*
Position held	*Field not completed.*
Job duties	*Field not completed.*
Professional Experience	
If you were appointed to a board or commission which meet in the evenings, how many nights a month could you serve? Please provide days of the week which you are generally available. Would you be available for evening meetings?	Avaliable almost anytime
Why do you desire to serve on this advisory board/commission, and what skills/training can you contribute?	Hartford is my town.
What are your past experiences in Municipal, State or Federal Government?	I've worked for the school district and the recreation department in the past.
What civic or social organizations have belonged to and what positions did you hold?	*Field not completed.*
What do you perceive as areas of need in the municipality which could be addressed by either the	*Field not completed.*

administration or one of the advisory boards/commissions?	
What might some solutions be?	*Field not completed.*
Other hobbies/interests:	*Field not completed.*

References (Please list three)

Name	Ashley Andreas
Phone number	Select board member
Name	*Field not completed.*
Phone number	*Field not completed.*
Name	*Field not completed.*
Phone number	*Field not completed.*

Email not displaying correctly? View it in your browser.

Town Manager's Report

July 8, 2025

Clerical Worker's Union

Negotiations on the terms of a contract continued with a session on Friday, June 26. There will be another session on July 10.

HCC Block Party

Thanks to all involved, especially the Hartford Community Coalition, for making the June 25 Block Party such a smashing success. It is truly inspiring to meet so many people dedicating their efforts to helping others.

Hartford High Alumni Parade

Thanks also to all those involved in organizing this year's Hartford High Alumni parade on Saturday, June 28.

Curbside Recycling Program Discontinuance

The Town's residential curbside recycling program ended on **June 30.** The Town went to great lengths to alert residents of the impending change over the past two months. The Town communicated the change to residents via E-Newsletters, social media announcements and a dedicated page on the Town's website, all of which noted the alternatives residents have for recycling: the Transfer Station, local garbage haulers (which by law must offer recycling services) and the Lebanon Transfer Station. A postcard was sent out to the home of every Town resident on Monday, June 2. The Town has separately reached out to condominium association presidents and landlords with the information.

In-House Recycling Collection Feasibility Study

As requested by the Selectboard, the Town Manager has done a great deal of research on the feasibility of establishing an "in house" recycling collection program. However, given that any implementation of such a program would have to be funded in the FY27 budgeting process, I recommend that the Board consider this proposal within the context of that budgeting cycle. That way, the current transition away from the Town-funded contracted curbside recycling program can be evaluated and the in-house proposal's importance can be measured against other worthy proposals for the investment of taxpayer dollars.

Local Option Sales Tax

On July 1, 2025, the Town's voter-approved local option sales tax took effect. If there any retailers in Hartford (all 5 Villages) who have not heard from the State about the requirement to collect and report this tax revenue, please contact the Vermont Department of Taxes right away.

Thanks to the Vermont legislature (and Hartford's hard-working legislative delegation), the Town share of local option taxes all across the board (rooms, meals, alcohol and retail sales) has been increased from 70% to 75%.

AGENDA MEMORANDUM
July 8, 2025
Town Selectboard Meeting Item: 5.c.

Submitted by: William Furnari, Sergeant, Hartford Police Department
Lori Hirshfield, Director, Department of Planning & Development

Subject: Public Hearing, Review and Consider - Update Traffic and Parking Ordinance Chapter 220

Background: The Town is adding parking meters to various locations in the Village of White River Junction. This necessitated an addition to the Traffic and Parking Ordinance. Given that the original ordinance was adopted in October 1990 and several amendments were added since, this needed addition is an opportunity to update the existing ordinance to add the prior amendments into the body of the main document, remove information that was no longer accurate and some reformatting. The Ordinance was created through a resolution passed by the Selectboard. Any changes not provided for within the Ordinance require the Selectboard to pass a new Ordinance.

On June 10, 2025, the Selectboard opened the Public Hearing regarding the proposed Ordinance changes and received public comment. Following closing of the Public Hearing, the Selectboard approved a motion to instruct the Town Manager and staff to come back with language for an $11 fine, and exempting meters on Saturday, Sunday and public holidays. On June 24, 2025, the Selectboard continued public comment and discussion on the changes, and tabled action on the proposed Ordinance until its July 8, 2025 meeting.

Discussion: The current updated draft of Chapter 220 of the Hartford Town Ordinance (see attached) for this meeting includes additional information and changes reflective of the two previous Selectboard meetings, and some additional formatting. The following is a brief summary of the proposed changes to the existing Ordinance:

1. Reorganization of ordinances to add needed sections.
2. Addition of Definitions.
3. Addition of language related to installation of parking kiosks.
4. Incorporation of all amendments to original ordinance.
5. Addition of prohibition of use of slugs as coins.
6. Rewriting parking near curbs section for clarity.
7. Addition of numbers for stop signs and addition of new proposed stop sign for Green Heights Development.
8. Removal of handicapped stops which are not ADA compliant.
9. Updating speed limits to incorporate current limits.

Adoption Process: Once adopted by the Selectboard, the action and a copy of the proposed Ordinance must be entered into the minutes of the meeting. In addition, a copy of the Ordinance must be posted in five conspicuous places within the municipality and a full text or concise summary of it must be published in a newspaper of general circulation. Voters have until (and including) the 44th day following the Selectboard adoption to petition for a vote to disapprove the Ordinance. If no petition is filed, the Ordinance becomes effective 60 days after adoption by the legislative body. As an Ordinance, a minimum of one public hearing is required for the Selectboard which has been met. The Ordinance must be adopted by a majority of the members of the Board.

Financial Impact: Increased revenue from parking enforcement and paid parking anticipated to cover expenditures.

Recommendation: Open and close Public Hearing. Pass and sign the attached updated Ordinance as presented with any additional modifications made by the Selectboard, and with the authority given to staff to make any grammatical and formatting changes that do not alter the substance of the Ordinance.

Attachment: Proposed Updated Hartford Ordinance Chapter 220
Current Hartford Ordinance Chapter 220

Addition of new material Incorporation of amendments

PROPOSED

Chapter 220

VEHICLES AND TRAFFIC

ARTICLE I
General Provisions

§ 220-1. Statutory authority.
§ 220-2. Inclusion in Code.

ARTICLE II
General Parking Provisions ~~Prohibitions~~

§ 220-3. ~~Parking near curbs.~~ Definitions
§ 220-4. ~~Parking near fire hydrants~~ Parking near curbs
§ 220-5. Fire lanes and parking near fire hydrants and parking near fire hydrants
§ 220-6. Driveways.
§ 220-7. Double parking.
§ 220-8. No parking in designated areas.
§ 220-9. Limited parking.
§ 220-10. ~~Parking on highway~~ Municipal Parking Lots and Park and Rides
§ 220-11. All-night parking during winter hours.
§ 220-12. Handicapped parking.
§ 220-13. ~~Town of Hartford~~ Use of slugs as coins
§ 220-14. ~~Hartford Village.~~ Parking Rates
§ 220-15. ~~Village of Quechee.~~ RESERVED PARKING FOR THE RECHARGING OF ELECTRIC VEHICLES
§ 220-16. ~~White River Junction.~~ One-Way Traffic

ARTICLE ~~IV~~ III
Stop Intersections

ARTICLE ~~V~~ IV
Immobilization of Parked Vehicles

§ 220-17. Authorization.
§ 220-18. Stop required.
§ 220-19. Stop sign locations.

Addition of new material Incorporation of amendments

§ 220-20. Immobilization of vehicle.
§ 220-21. Notice to owner.
§ 220-22. Release of vehicle.
§ 220-23. Failure to remove immobilized vehicle.
§ 220-24. Tampering with immobilization.
§ 220-25. Post-immobilization hearings.
§ 220-26. Conduct of hearing.
§ 220-27. Decision of hearing officer and its effect.
§ 220-28. Grievance procedure.
§ 220-29. Fine for parking violations.

ARTICLE ~~IV~~V
Speed Limits

§ 220-30. Town of Hartford.

ARTICLE ~~VII~~ VI
Traffic Lights

§ 220-31. Colors and arrow indications.
§ 220-32. Green.
§ 220-33. Right, left and vertical green arrows.
§ 220-34. Yellow.
§ 220-35. Red.
§ 220-36. Red and yellow.
§ 220-37. Flashing red.
§ 220-38. Flashing yellow.

ARTICLE VII
Vehicles Hauling Waste Matter

§ 220-39. Covering of contents required.
§ 220-40. Violations and penalties.

ARTICLE VIII
Bicycles

§ 220-41. Riding after dark.
§ 220-42. Bicycle Lanes.

ARTICLE ~~X~~ IX
Fines and Penalties.

§ 220-43. Review of fine structure.
§ 220-44. Violations and penalties.

Addition of new material Incorporation of amendments

ARTICLE I
General Provisions

§ 220-1. Statutory authority.

This chapter is adopted under the authority of 19 V.S.A. § 304(a), 23 V.S.A. Chapter 13 and 24 V.S.A. § 2291.

§ 220-2. Inclusion in Code.

Notwithstanding the provisions of§§ 1-12 and 1-13 of the Code of the Town of Hartford, the inclusion of this chapter in the Code shall not be deemed a repeal and reenactment of the same but an amendment thereto.

ARTICLE II
General Parking ~~Prohibitions~~ Provisions

§ 220-3. Definitions.

The definitions of Title 23, Vermont Statutes Annotated, Section 4 are incorporated by reference. Except as may be otherwise provided herein, and unless the context otherwise requires, the following additional definitions shall apply in the interpretation in this Traffic Ordinance:

Abandoned motor vehicle - a vehicle that has a valid registration plate or public vehicle identification number (which has not been removed, destroyed, or altered) and has remained on either public or private property (or on/along a highway), without the permission of the property owner (or the person in control of the property) for more than 48 hours, **or** a motor vehicle that does NOT have a valid registration plate (or the public vehicle identification number has been removed, destroyed, or altered) and has remained on either public or private property (or on/along a highway) without the consent of the property owner (or person in control of the property) for any period of time.

Day - any 24-hour consecutive period.

Electric vehicle - any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. This includes a battery electric vehicle or a plug-in hybrid electric vehicle (PHEV)

Motor vehicle - includes all vehicles propelled or drawn by power other than muscular power, except farm tractors, vehicles running only upon stationary rails or tracks, motorized highway building equipment, road making appliances, snowmobiles, tracked vehicles, motor-assisted bicycles, electric bicycles, or electric personal assistive mobility devices.

Municipal parking lot - means any property of the Town of Hartford that Is maintained through the Public Works Director as a municipal parking lot; and bears signs identifying the lot as “Public Parking” which may include the hours of operation of the lot, and the rates for parking motor vehicles (if any).

Oversized vehicle - any vehicle or recreational vehicle that requires more than one parking lot space as defined in "parking lot space".

Parking - The stopping or standing on a street of any vehicle whether occupied or unoccupied.

Parking space - means a portion of the surface of a street or parking lot normally designated by lines painted or marked on the surface.

Parking meter- means any mechanical device or meter which is placed or erected for the regulation

of parking within the parking meter zone by authority of the selectboard. Each parking meter shall indicate by proper legend the legal parking time established for the parking spaces.
Parking meter zone-means an area with parking meters.
Park and ride - an area designated and controlled by the Town of Hartford for the purpose of parking a motor vehicle and thereafter utilizing a different mode of transport.
Recreational vehicle - any design to be self-propelled or permanently towable by another vehicle; and designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

§ **220-4.** ~~Parking near fire hydrants.~~ **Parking near curbs**

~~No person shall stop, stand or park any vehicle within six feet of a fire hydrant.~~ Every vehicle stopped or parked upon a two-way roadway shall be stopped or parked with the right-hand wheels parallel to and within 12 inches of the right-hand curb or if there is no curb, within 12 inches of the edge of the roadway.

§ **220-5.** Fire lanes and Parking near fire hydrants.

No person shall stop, stand, or park any vehicle on or in a fire lane, clearly marked as such.

No person shall stop, stand, or park any vehicle within six feet of a fire hydrant.

§ 220-6. Driveways.
No motor vehicle shall be parked on any street in front of a driveway or on any crosswalk.

§ 220-7. Double parking.
There shall be no double parking on any street within the Town of Hartford.

§ 220-8. No parking in designated areas.
There shall be no parking in all areas so designated by signs or otherwise. There shall be no parking on the travel portion of any highway so as to interfere with traffic on said highway.
Parking is prohibited at all times on the following streets or parts of streets in the Town of Hartford:

Name of Street	Side	Location
Fairview Terrace	South	From the intersection with Gates Street to a point 60 feet west of Forest Hills
Fairview Terrace	South	Avenue For a distance of 400 feet east of Hillcrest
Gate Street Hill	Both	From Church Street to Fairview Terrace Leading from the intersection of Church Street and Gates Street to Airport Road, including Gates Street, Fairview Terrace and continuing along Hyde Park Avenue to Airport Road

Maple Street	East	First 30 feet just west of the intersection of Park Street and Maple Street First
Maple Street	East	30 feet just easterly of the intersection of Park Street and Maple Street
Maple Street	East	From the intersection of Park Street and Maple Street to the Greater Hartford Church driveway
Park Street	Both	Entire Length
Quechee Main Street	South	On the southerly side of Main Street beginning from the north side of the covered bridge to the intersection of School Street and Main Street, a distance of 460 feet
Bridge Street	Both	North Main Street across the White River
Church Street	South	From North Main Street to Gates Street, except Sundays
Gates Street	West	From Church Street to Currier Street
North Main Street	East	From Church Street to Currier Street
Hollow Drive	Both	Entire Length

§ 220-9. Limited parking.
There shall be limited parking only in all areas so designated by signs or otherwise and specifying the time limit.

Two Hour Parking:
All designated parking areas on the streets of the historic downtown Village of White River Junction, on Prospect Street, the parking spaces located on the northerly side of Maple Street five plus or minus feet east of the intersection of Elk Street and Maple Street in Hartford Village, and the parking spaces located on the northerly side of the Quechee Main Street Between High Street and Bluff Road in the Village of Quechee. shall be limited to two-hour parking between the hours of 9:00 a.m. and 5:00 p.m., Monday through Friday or as otherwise posted.

Exceptions: All-day parking is allowed in the following Town-owned parking lots:
The South Main Street parking lot. The South Main Street parking lot is located primarily behind 129 South Main Street and extends south.

The Maple Street parking lot. The Maple Street town parking lot is located adjacent to 209 Maple Street and extends from the side of the building to Pine Street.

The North Main Street parking lot. The North Main Street parking lot is located west of 211 North Main

Street and across the street from 262 North Main Street.

The Quechee Historic Mill District parking lot. The Quechee Historic Mill District parking lot is located on the south side of Quechee Main Street at its intersection with Waterman Hill Road.

Paid parking zones - Designated, rates.
Parking meter zones all over the Town shall consist of those areas designated by the Selectboard. These zones shall include, but are not limited to:
North Main Street from the intersection with Currier Street to the intersection with Joe Reed Drive.
South Main Street from the intersection with Joe Reed Drive to 241 South Main Street.
Gates Street for its entire length.
Church Street.
Currier Street for its entire length.
Town Square Parking Lot
Railroad Row
Prospect Street
Any other parking locations as specified by the Selectboard and clearly identified by signage.

Parking shall be free all day on Saturday, Sunday, and all town holidays.

§ 220-10. ~~Parking on highway~~. **MUNICIPAL PARKING LOTS and PARK AND RIDE(S)**

A. Municipal parking lots:
1) In municipal parking areas not otherwise controlled by hourly-limited parking, no vehicle shall remain parked in the same parking space for a period of more than seven (7) days.
2) The municipal parking area shall not be utilized as a base of operations for any commercial business such as taxi or rideshare operation, or otherwise used for commercial purposes or enterprise.
3)No unregistered or otherwise abandoned vehicles shall be allowed to be parked in any municipal parking areas.
4) Camping or overnight sleeping is not permitted in municipal parking areas.
5) Vehicles parked in violation of these restrictions shall be towed at the vehicle owner's expense.

B. All Hartford Town Park and Rides:
1) No vehicles shall be parked in any Park and Ride within the town of Hartford longer than seven (7) days.
2) The Park and Ride facility shall not be utilized as a base of operations for any commercial business such as taxi or rideshare operation, or otherwise used for commercial purposes or enterprise.
3) No unregistered or otherwise abandoned vehicles shall be allowed to be parked in the Park and Rides.
4) Camping or overnight sleeping is not permitted in the Park and Rides.
5) Vehicles parked in violation of these restrictions shall be towed at the vehicle owner's expense.

Only motor vehicles as defined in Vermont Title 23 shall be allowed to park in parking lots and park and rides within the Town of Hartford.

§ 220-11. All-night parking during winter hours.

Parking is prohibited on the streets and/or highways in the Town of Hartford from 12:01 a.m. to 7:00 a.m. during the months of December, January, February, March and April, when such streets are properly marked indicating NO PARKING during the hours of 12:01 a.m. to 7:00 a.m., pursuant to 23 V.S.A. § 1008.

§ 220-12. Handicapped parking.

~~Two parking spaces on the easterly side of South Main Street, directly in front of the building known as the "Colodny Building" shall be reserved exclusively for handicap parking. These spaces will be prominently marked as handicap spaces by the Town of Hartford.~~

Only vehicles displaying valid handicap parking placards or registrations shall be allowed to park in spaces designated as handicap. Parking enforcement related to these parking spaces will be conducted in accordance with Vermont law. The chief of police or the director of public works, or their designees, shall have the discretion to designated parking spots as handicapped as they see fit and in compliance with any state or federal requirements.

§ **220-13. USE OF SLUGS AS COINS** ~~**Town of Hartford.** Parking is prohibited at all times on the following streets or parts of streets in the Town of Hartford:~~

~~Name of Street~~	~~Side~~	~~Location~~
~~Fairview Terrace~~	~~South~~	~~From the intersection with Gates Street to a point 60 feet west of Forest Hills Avenue~~
~~Fairview Terrace~~	~~South~~	~~For a distance of 400 feet east of Hillcrest Terrace~~
~~Gate Street Hill~~	~~Both~~	~~From Church Street to Fairview Terrace~~
~~Public highway~~	~~North~~	~~Leading from the intersection of Church Street and Gates Street to Airport Road, including Gates Street, Fairview Terrace and continuing along Hyde Park Avenue to Airport Road~~

~~B. Ten minute parking. No person, partnership or corporation shall park in the two parking spaces located on the westerly side of South Main Street in front of the U.S. Post Office in excess of 10 minutes.~~

It shall be unlawful and a violation of the provisions of this ordinance to deposit or cause to be deposited in any parking kiosk, any slugs, device or metallic substance, or any other substitute for the coin or coins indicated on said kiosk.

§ **220-14 Parking rates** ~~**Hartford Village A.** Parking is prohibited at all times on the following streets or parts of streets in the Hartford Village:~~

Addition of new material Incorporation of amendments

~~Name of Street~~	~~Side~~	~~Location~~
~~Main Street~~	~~North~~	~~First 30 feet just west of the intersection of Park Street and Main Street~~
~~Main Street~~	~~North~~	~~First 30 feet just easterly of the intersection of Park Street and Main Street~~
~~Main Street~~	~~North~~	~~First 50 feet just east of the intersection of Pleasant Street and Main Street~~
~~Main Street~~	~~North~~	~~From the intersection of Pleasant Street and North Main Street to the Congregational Church driveway~~
~~Main Street~~	~~South~~	~~First 100 feet just east of the intersection of Albert Drive and Main Street~~
~~Park Street~~	~~Both~~	~~Entire length~~
~~Pleasant Street~~	~~Both~~	~~Entire length~~

~~B. Ten minute parking. No person, partnership or corporation shall park in the single parking space located on the northerly side of Main Street five plus or minus feet east of the intersection of Pleasant Street and Main Street in Hartford Village for a period of time in excess of 10 minutes.~~

shall be set by the Selectboard, and upon adoption of the rates the Town shall publish in the local newspaper the rate change thirty (30) days prior to the effective date of the rate change. The rates will be posted on the town website.

§ 220-15. ~~Village of Quechee~~. RESERVED PARKING FOR THE RECHARGING OF ELECTRIC VEHICLES

Addition of new material Incorporation of amendments

~~A. Parking is prohibited at all times on the following streets or parts of streets in the Village of Quechee:~~

~~Name of Street~~	~~Side~~	~~Location~~
~~Main Street~~	~~South~~	~~On the southerly side of Main Street beginning from the north side of the covered bridge to the intersection of School Street and Main Street, a distance of 460 feet~~

~~B. Ten minute parking. Parking shall be limited to ten minutes per vehicle in the following areas in the Village of Quechee:~~

~~Name of Street~~	~~Side~~	~~Location~~
~~Main Street~~	~~North~~	~~Between High Street and School Street~~

Any parking space designated by the Town, and identified by appropriate signage, for the recharging of an Electric Vehicle shall be reserved exclusively for the use of Electric Vehicles. Parking of non-Electric Vehicles is prohibited in those designated spaces, unless otherwise directed by the Chief of Police or the Director of Public Works, or designee and posted with signage. No person shall park or leave standing a vehicle in a marked space designated for the recharging of electric vehicles unless the vehicle is connected to the supplied power source for electric charging purposes.

§ 220-16- ~~White River Junction~~ One-way Traffic

Addition of new material Incorporation of amendments

~~A. Parking is prohibited at all times on the following streets or parts of streets in the Village of White River Junction:~~

~~Name of Street~~	~~Side~~	~~Location~~
~~Bridge Street~~	~~Both~~	~~From North Street across the White River~~
~~Church Street~~	~~West~~	~~From North Main Street to Gates Street, except Sundays~~
~~Gates Street~~	~~North~~	~~From Church Street to Currier Street~~
~~North Main Street~~	~~South~~	~~From Church Street to Currier Street~~

~~B. Two hour parking.~~

~~(1) All designated parking areas on the streets of the Village of White River Junction shall be limited to two hour parking between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday or as otherwise posted.~~

~~(2) Exceptions. All day parking is allowed in the following Town owned parking lots:~~

~~(a) The South Main Street parking lot.~~

~~(b) The Maple Street parking lot.~~

~~C. Four hour parking. Parking is limited to four hours along the fence separating the Village square parking area and the railroad track area, between Briggs Park and Vermont Salvage.~~

The traffic on the following sections of the Town highway system in the Town of Hartford, Village of White River Junction, shall be in the following directions only: on North Main Street from its intersection with Currier Street to its intersection with South Main Street in an easterly direction; thence on South Main Street to its intersection with Gates Street in a southerly direction; thence on Gates Street to its intersection with Currier Street in a westerly direction; and thence on Currier Street to its intersection with North Main Street in a northerly direction. On Gates Street from its intersection with Fairview Terrace to its intersection with Maplewood Terrace in an easterly direction.

ARTICLE ~~IV~~ III
Stop Intersections

§ 220-17. Authorization.
The Police Chief is hereby authorized to erect stop signs with the approval of the Selectboard.

§ 220-18. Stop required.
When stop signs are erected as herein provided at or near the entrance to any intersection, every driver of a vehicle shall stop such vehicle at such sign or at a clearly marked stop line before entering the intersection except when directed to proceed by a police officer or traffic-control signals.

§ 220-19. Stop sign locations.
All vehicles shall stop at the following locations:

Addition of new material Incorporation of amendments

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
1. Blake Drive	Jct.	North Hartland Road
2. Recycling Exit	Jct.	North Hartland Road
3. Rustic Road	Jct.	North Hartland Road
4. Rustic Road	Jct.	North Hartland Road
5. Neal Road	Jct.	North Hartland Road
6. Kline Drive	Jct.	North Hartland Road
7. Drew Road	Jct.	North Hartland Road
8. Remick Road	Jct.	North Hartland Road
9. Melisi Road	Jct.	North Hartland Road
10. Wrights Reservoir Road	Jct.	North Hartland Road
11. V.A. Cutoff Road	Jct.	North Hartland Road
12. Ballardvale Drive	Jct.	North Hartland Road
13. Windsor Drive	Jct.	North Hartland Road
14. Arboretum Lane	Jct.	North Hartland Road
15. Lesle Drive	Jct.	North Hartland Road
16. Balsam Lane	Jct.	North Hartland Road
17. Quarry Road	Jct.	North Hartland Road
18. North Main Street	Jct.	South Main Street
19. South Main Street	Jct.	Gates Street
20. Beswick Drive	Jct.	Sykes Avenue
21. Dewitt Drive East	Jct.	Holiday Drive
22. Dewitt Drive West	Jct.	Holiday Drive
23. Farm Vu Drive	Jct.	Holiday Drive
24. Mascoma Parking Lot	Jct.	Holiday Drive
25. Gilman Office Complex	Jct.	Holiday Drive
26. Holiday Drive	Jct.	Sykes Mountain Avenue
27. Lower Hyde Park	Jct.	Sykes Mountain Avenue
28. Bowling Lane	Jct.	Sykes Mountain Avenue
29. Lilly Pond Road	Jct.	Sykes Mountain Avenue
30. Butternut Road East	Jct.	Sykes Mountain Avenue
31. Butternut Road West	Jct.	Sykes Mountain Avenue
32. Walsh Avenue	Jct.	Sykes Mountain Avenue
33. Sykes Mountain Avenue	Jct.	South Main Street
34. Airport Road	Jct.	U.S. Route 5
35. Beech Street	Jct.	Airport Road
36. Airport Road	Jct.	Lower Hyde Park
37. Talbert Street	Jct.	Lower Hyde Park
38. Templeton Avenue	Jct.	Charles Street
39. Lower Hyde Park	Jct.	Fairview Terrace
40. Lower Hype Park	Jct.	Hickory Ridge
41. Third Avenue	Jct.	Lilly Pond Road
42. Birchwood Drive	Jct.	Lilly Pond Road
43. Lilly Pond Road	Jct.	Bullard Street
44. Forest Hills	Jct.	Fairview Terrace

45.	Maplewood Terrace West	Jct.	Gates Street
46.	Church Street	Jct.	Gates Street
47.	Church Street	Jct.	North Main Street
48.	North Main Street	Jct.	Currier Street
49.	Currier Street Extension Parking Lot	Jct.	South Main Street Municipal
50.	Northern Stage Alley Parking Lot	Jct.	South Main Street Municipal
51.	North Main Street	Jct.	Bridge Street
52.	Latham Works Lane	Jct.	Nutt Lane
53.	Nutt Lane	Jct.	South Main Street
54.	Currier Street Extension	Jct.	Gates Street
55.	Mill Road	Jct.	Woodstock Road
56.	TH132	Jct.	Woodstock Road
57.	Smith Road	Jct.	Woodstock Road
58.	Center of Town Road East	Jct.	Woodstock Road
59.	Costello Road	Jct.	Woodstock Road
60.	Center of Town Road West	Jct.	Woodstock Road
61.	Kings Highway West	Jct.	Center Of Town Road
62.	Joe Reed Drive	Jct.	South Main Street
63.	Joe Reed Drive	Jct.	Rail Road Row
64.	Municipal Parking Lot	Jct.	Bridge Street
65.	Municipal parking lot	Jct.	Maple Street
66.	Reservoir Road	Jct.	Kings Highway West
67.	Bliss Road	Jct.	Kings Highway West
68.	Round House Road	Jct.	Mill Road
69.	Mill Road	Jct.	V.A. Cut Off Road
70.	Overlook Drive	Jct.	V.A. Cut Off Road
71.	Old River Road	Jct.	V.A. Cut Off Road
72.	Smith Road	Jct.	Old River Road
73.	Old Quechee Road	Jct.	Costello Road
74.	Old River Road	Jct.	Costello Road
75.	Atwood Road	Jct.	Costello Road
76.	TH132	Jct.	V.A. CutOff Road
77.	Verna Court	Jct.	V.A. CutOff Road
78.	Allison Run	Jct.	V.A. CutOff Road
79.	Woodlawn Drive	Jct.	V.A. Cutoff Road
80.	Credit Court	Jct.	Maple Street
81.	Barrell Street	Jct.	Maple Street
82.	Cascadnac Avenue	Jct.	Maple Street
83.	Union Street	Jct.	Maple Street
84.	Hartford High School	Jct.	Highland Avenue
85.	Hebard Street	Jct.	Hartford Avenue
86.	Worcester Avenue North	Jct.	Highland Avenue Juggle handle
87.	Worcester Avenue South	Jct.	Highland Avenue Juggle handle
88.	Hanover Street Ext.	Jct.	Saunders Avenue
89.	Hanover Street Ext. Avenue	Jct.	School Exit To Highland
90.	Middle School Exit	Jct.	Highland Avenue
91.	Hanover Street	Jct.	Saunders Avenue
92.	Saunders Avenue	Jct.	Hartford Avenue

93.	Pierce Street	Jct.	Hartford Avenue
94.	Pierce Street	Jct.	Wilder Street
95.	Wilder Street	Jct	Saunders Avenue
96.	Goodreau Street	Jct.	Hartford Avenue
97.	Devin Street	Jct.	Hartford Avenue
98.	Hewitt Street	Jct.	Hartford Avenue
99.	Bugbee Street	Jct.	Hartford Avenue
100.	Abbott Street	Jct.	Lower Hyde Park
101.	Abbott Street	Jct.	Fairview Terrace
102.	Hillcrest Terrace	Jct.	Fairview Terrace
103.	Manning Drive	Jct.	Hartford Avenue
104.	Chandler Road	Jct.	Hartford Avenue
105.	A Street	Jct.	Hartford Avenue
106.	Frost Park	Jct.	Hartford Avenue
107.	Horseshoe Avenue South	Jct.	Hartford Avenue
108.	Horseshoe Avenue North	Jct.	Hartford Avenue
109.	Ravenswood Terrace	Jct.	Hartford Avenue
110.	Depot Street	Jct.	Hartford Avenue
111.	Fern Street East	Jct.	Hartford Avenue
112.	Fern Street West	Jct.	Hartford Avenue
113.	Division Street East	Jct.	Hartford Avenue
114.	Division Street West	Jct.	Hartford Avenue
115.	Locust Street East	Jct.	Hartford Avenue
116.	Locust Street West	Jct.	Hartford Avenue
117.	Hawthorn Street	Jct.	Hartford Avenue
118.	Gillette Street	Jct.	Hartford Avenue
119.	Chestnut Street	Jct.	Hartford Avenue
120.	Pleasant View Terrace	Jct.	Hartford Avenue
121.	Candlelight Terrace	Jct.	Hartford Avenue
122.	Christian Street	Jct.	Hartford Avenue
123.	South Street North	Jct.	A Street
124.	South Street South	Jct.	A Street
125.	Frost Park	Jct.	A Street
126.	South Street	Jct.	Frost Park
127.	Walnut Street	Jct.	Chestnut Street
128.	Chestnut Street	Jct.	Gillette Street
129.	Norwich Avenue	Jct.	Gillette Street
130.	Gillette Street East	Jct.	The Dry Bridge
131.	Gillette Street West	Jct.	The Dry Bridge
132.	Passumpsic Avenue South	Jct.	Gillette Street
133.	Passumpsic Avenue North	Jct.	Gillette Street
134.	Maple Street	Jct.	Christian Street
135.	Maple Street	Jct.	V.A. Cutoff Road Bridge
136.	Harvest Lane	Jct.	Christian Street
137.	Brookside Drive North	Jct.	Christian Street
138.	Bugbee Street	Jct.	Christian Street
139.	Brookside Drive South	Jct.	Christian Street
140.	Apple Lane	Jct.	Brookside Drive

Addition of new material Incorporation of amendments

141. Brookmeade Circle	Jct.	Chandler Road
142. Stonecrest Avenue	Jct.	Chandler Road
143. Grovner Street	Jct.	Chandler Road
144. Albert Street	Jct.	Chandler Road
145. Ravenswood Terrace North	Jct.	Chandler Road
146. Ravenswood Terrace South	Jct.	Chandler Road
147. Perkins Place	Jct.	Colonial Drive
148. Kinsman Drive	Jct.	Colonial Drive
149. Ridge View Road	Jct.	Chandler Road
150. Half Penny Lane	Jct.	Chandler Road
151. Woodhaven Condo Drive	Jct.	Christian Street
152. Billings Farm Road	Jct.	Christian Street
153. Jericho Street	Jct.	Christian Street
154. Olcott Drive	Jct.	Christian Street
155. Palmer Court	Jct.	Christian Street
156. Hemlock Ridge Drive	Jct.	Christian Street
157. Barrister Drive	Jct.	Hemlock Ridge Drive
158. Dothan Brook School South	Jct.	Christian Street
159. Dothan Brook School North	Jct.	Christian Street
160. Runnals Road	Jct.	Vermont Route 14
161. Byron Hill	Jct.	Vermont Route 14
162. Cope Lane	Jct.	Vermont Route 14
163. Jericho Road East	Jct.	Vermont Route 14
164. Jericho Road West	Jct.	Vermont Route 14
165. Dothan Road	Jct.	Vermont Route 14
166. Elk Street	Jct.	Maple Street
167. Park Street	Jct.	Maple Street
168. Ferry Boat Crossing	Jct.	Maple Street
169. Christian Street	Jct.	Maple Street
170. Elmwood Court	Jct.	Christian Street
171. Summer Street	Jct.	Christian Street
172. Orchard Hill	Jct.	Summer Street
173. Campbell Street	Jct.	Harry Gibbs Street
174. Harry Gibbs Street	Jct.	Christian Street
175. School Street	Jct.	Christian Street
176. Paula Street	Jct.	Christian Street
177. Truell Road	Jct.	Christian Street
178. Aldrich Lane	Jct.	Christian Street
179. Billings Farm Road	Jct.	Christian Street
180. Jericho Road	Jct.	Jericho Street
181. Dothan Road	Jct.	Jericho Street
182. Newton Lane	Jct.	Jericho Street
183. Wallace Road	Jct.	Jericho Street
184. Sugar Top Road	Jct.	Jericho Street
185. Wood Road	Jct.	Woodstock Road
186. Chester Arthur Road	Jct.	Woodstock Road
187. West Gilson Avenue	Jct.	Woodstock Road
188. River Street	Jct.	Woodstock Road
189. Cross Street	Jct.	Woodstock Road
190. Waterman Hill	Jct.	Woodstock Road
191. Quechee Hartland Road	Jct.	Woodstock Road

Addition of new material Incorporation of amendments

192. Deweys Mill Road	Jct.	Woodstock Road
193. Hathaway Road	Jct.	Woodstock Road
194. Quechee Main Street	Jct.	Woodstock Road
195. Chester Arthur Road	Jct.	Woodstock Road
196. Hard Road	Jct.	Quechee Main Street
197. Tichenor Road	Jct.	Quechee Main Street
198. Henri Hill Road	Jct.	Quechee Main Street
199. Deweys Mill Road	Jct.	Quechee Main Street
200. Waterman Hill	Jct.	Quechee Main Street
201. High Street	Jct.	Quechee Main Street
202. Bluff Road	Jct.	Quechee Main Street
203. Willard Road	Jct.	Quechee Main Street
204. Village Green	Jct.	Quechee Main Street
205. Quechee Main Street East	Jct.	Old Quechee Road
206. Quechee Main Street West	Jct.	Old Quechee Road
207. Quechee Main Street	Jct.	Quechee West Hartford Road
208. Old Quechee Road	Jct.	Quechee Main Street
209. Wells Road	Jct.	Willard Road
210. Bently Road	Jct.	Willard Road
211. Noyes Lane	Jct.	Red Barn Road
212. Noyes Lane	Jct.	Old Town Farm Road
213. Red Barn Road	Jct.	Quechee Main Street
214. Wheelock Road	Jct.	Quechee Main Street
215. Hillside Road East	Jct.	Quechee Main Street
216. Hillside Road West	Jct.	Quechee Main Street
217. Fairbanks Turn	Jct.	Hillside Road
218. Murphy Road	Jct.	River Street
219. River Street	Jct.	Waterman Hill
220. Luce Meadow Road	Jct.	Quechee/Hartland Road
221. West Gilson Avenue	Jct.	Quechee/Hartland Road
222. East Gilson Avenue	Jct.	Quechee/Hartland Road
223. Marsh Family Road	Jct.	Quechee/Hartland Road
224. Sugar House Road	Jct.	Quechee/Hartland Road
225. Marsh Family Road	Jct.	West Gilson Avenue
226. Cross Street	Jct.	West Gilson Avenue
227. Cross Street	Jct.	Quechee/Hartland Road
228. Longview Lane	Jct.	Cross Street
229. Sunrise Cricle North	Jct.	Cross Street
230. Sunrise Cricle South	Jct.	Cross Street
231. Dody Road	Jct.	Morgan Road
232. Jay Hill Road	Jct.	Old Quechee Road
233. Jay Hill Road	Jct.	Hard Road
234. Morrill Bend	Jct.	Hard Road
235. Hard Road	Jct.	Old Quechee Road
236. Morgan Road North	Jct.	Old Quechee Road
237. Morgan Road South	Jct.	Old Quechee Road
238. Noyes Lane	Jct.	Quechee West Hartford Road
239. Safford Road	Jct.	Quechee West Hartford Road
240. Joe Ranger Road	Jct.	Quechee West Hartford Road
241. Johnny Brook Road	Jct.	Quechee West Hartford Road
242. Clay Road	Jct.	Quechee West Hartford Road

243. Old Town Farm Road	Jct.	Quechee West Hartford Road
244. Kenison Road	Jct.	Quechee West Hartford Road
245. Howard Road	Jct.	Quechee West Hartford Road
246. Old River Road	Jct.	Quechee West Hartford Road
247. Westfield Drive South	Jct.	Quechee West Hartford Road
248. Recreation Drive	Jct.	Westfield Drive
249. Westfield Drive North	Jct.	Quechee West Hartford Road
250. Handy Road	Jct.	Quechee West Hartford Road
251. Pomfret Road	Jct.	Quechee West Hartford Road
252. Quechee West Hartford Road	Jct.	Vermont Route 14
253. Tiger Town Road	Jct.	Vermont Route 14
254. Harper Savage Lane	Jct.	Vermont Route 14
255. Jericho Street West	Jct.	Vermont Route 14
256. Jericho Street East	Jct.	Vermont Route 14
257. Podunk Road	Jct.	Tiger Town Road
258. Stetson Road	Jct.	Tiger Town Road
259. Wildlife Road	Jct.	Podunk Road
260. Wildlife Road	Jct.	Jericho Street
261. Green Heights Drive	Jct.	Sykes Mountain Avenue

ARTICLE IV
Immobilization of Parked Vehicles

§ 220-20. Immobilization of vehicle.

Any unattended motor vehicle found parked at any time upon any public highway or parking areas of the Town of Hartford, the owner of which has accumulated four or more unpaid parking tickets and has failed to respond may be immobilized by the Hartford Police Department in such a manner as to prevent its operation, providing notice that the vehicle in question is subject to immobilization is sent to the registered owner by first-class mail at least 15 days prior to immobilization. No such vehicle shall be immobilized by any means other than by the use of a device which will cause no damage to such vehicle unless the vehicle is moved while the device is in place. In addition to any outstanding fines, the owner of such immobilized vehicle shall be assessed a $35 immobilization fee.

§ 220-21. Notice to owner.

At the time of immobilization, the Hartford Police Department shall cause to be placed on such vehicle, in a conspicuous manner, notice that the vehicle has been immobilized and that any attempt to move such vehicle might result in damage to such vehicle.

The owner of any vehicle that has accumulated four or more parking tickets, and has failed to respond, shall be notified by first-class mail that if all tickets are not paid within 15 days the vehicle will be immobilized if found in any Town parking area or on Town property and may face additional financial penalties.

§ 220-22. Release of vehicle.

The owner of such immobilized vehicle, or other duly authorized person, shall be permitted to secure the release of the vehicle upon the payment to the Hartford Police Department of all outstanding fines, plus the immobilization fee of $35.

§ 220-23. Failure to remove immobilized vehicle.

Any vehicle which is immobilized and is not removed from its public parking location after 24 hours shall be subject to towing by the Hartford Police Department. Any vehicle towed will be inventoried, and wrecker fees shall be the responsibility of the registered owner.

§ 220-24. Tampering with immobilization.

It shall be unlawful for any unauthorized person to remove or damage or attempt to remove or damage any immobilization device. The fine for such an offense shall be $500, plus the cost of repairs or replacement of any damaged device.

§ 220-25. Post-immobilization hearings.

As to any vehicle immobilized pursuant to this article, a person who has a legal entitlement to possession of the vehicle shall be entitled to a post-immobilization administrative hearing to determine whether or not there is sufficient cause to immobilize the vehicle. In order to exercise that right, the person must, within IO days after such person learns of the immobilization, serve written demand for a hearing upon the Hartford Police Department, 812 VA Cutoff Road, either in person or by first-class mail. Such demand shall state the name, address, and telephone number, if any, of the person making the demand and the vehicle registration number on the immobilized vehicle.

§ 220-26. Conduct of hearing.

A hearing shall be conducted before a hearing officer within 48 hours of receipt of a written demand therefor for the person seeking the hearing, unless such person waives the right to a speedy hearing. Saturdays, Sundays and Town holidays shall be excluded from the calculation of the forty-eight-hour period. The sole issue before the hearing officer shall be whether or not there is sufficient cause to immobilize the vehicle in question. The hearing officer shall be the Town Manager or a Town grand juror designated by the Town Manager to act in his stead. "Sufficient cause to immobilize" shall mean such a state of facts as would lead a person of ordinary care and prudence to believe that there was sufficient breach of the local ordinance to grant legal authority to immobilize the vehicle. The hearing officer shall conduct the hearing in an informal manner and shall not be bound by technical rules of evidence. The person demanding the hearing shall carry the burden of establishing that such person has the right to possession of the vehicle. The Hartford Police Department shall carry the burden of establishing that there is sufficient cause to immobilize the vehicle in question. At the conclusion of the hearing, the hearing officer shall prepare a written decision. A copy of such decision shall be provided to the person demanding the hearing and the registered owner of the vehicle (if not the person requesting the hearing). The hearing officer shall be the Town Manager or a Town grand juror designated by the Town Manager to act in his stead. "Sufficient cause to immobilize" shall mean such a state of facts as would lead a person of ordinary care and prudence to believe that there was sufficient breach of the local ordinance to grant legal authority to immobilize the vehicle. The hearing officer shall conduct the hearing in an informal manner and shall not be bound by technical rules of evidence. The person demanding the hearing shall carry the burden of establishing that such person has the right to possession of the vehicle. The Hartford Police Department shall carry the burden of establishing that there is sufficient cause to immobilize the vehicle in question. At the conclusion of the hearing, the hearing officer shall prepare a written decision. A copy of such decision shall be provided to the person demanding the hearing and the registered owner of the vehicle (if not the person requesting the hearing).

§ 220-27. Decision of hearing officer and its effect.

The hearing officer's decision in no way affects any criminal proceedings in connection with the immobilization in question; any criminal charges involved in such proceedings may only be challenged in the appropriate court. The decision of the hearing officer is final. Failure of the registered or legal owner or his/her agent to request or attend a scheduled post-immobilization hearing shall be deemed to

be a waiver of the right of such hearing.
In the event that the hearing officer finds no sufficient cause, the hearing officer shall so inform the Hartford Police Department; the Hartford Police Department shall release the vehicle if it has not already done so, and no immobilization fee shall be charged.

§ 220-28. Grievance procedure.
If a citizen believes that he/she has unfairly received a parking violation ticket, he/she may appeal in writing to the Parking Enforcement Officer, supplying name, address, telephone number and appropriate times in which to be contacted, as well as an explanation of the appeal. If the citizen is not satisfied with the disposition rendered by the Parking Enforcement Officer, he/she may appeal in writing to the Chief of Police. The decision of the Chief of Police will be final.

§ 220-29. Fine for parking violations.

~~The penalty for all parking violations shall be $7 for each offense if paid or postmarked within 72 hours of the violation. After 72 hours the fine shall be $14.~~

Fines for applicable parking violations will be as follows:
Timed and metered parking spots -$11
Handicapped Spots- $50
Winter Parking Ban- $11
All other parking violations- $11

All fines will automatically be doubled if not paid within fourteen (14) days of issuance of the ticket.

Article V
Speed Limits

§ 220-30. Town of Hartford.
The ~~maximum~~ speed limit for motor vehicles in ~~the Villages of~~ the Town of Hartford shall be 25 miles per hour on all the streets ~~within the Village,~~ with the following exceptions:

1. The ~~maximum~~ speed limit on North Main Street in White River Junction south of Lantern Lane for .5 miles shall be 40 miles per hour. The speed limit for the remaining southernmost portion of North Main to the rotary shall be 35 miles per hour. ~~leading in a westerly direction from the intersection of Bridge Street shall be 25 miles per hour except where the speed limit is indicated otherwise on the signs posted on said street.~~
2. The ~~maximum~~ speed limit on Maple Street from the New Hampshire state line to the intersection with Cascadnac Avenue sha11 be 30 miles per hour; beyond the intersection of Cascadnac Avenue to the Village of Hartford it shall be 35 miles per hour. The speed limit on Maple Street within the Village of Hartford shall be 30 miles per hour.
3. ~~On Hartford Avenue and Christian Street (all Route 5) the speed shall be as designated by the signs posted on said highways.~~ The speed limit on Hartford Avenue south of, and including, the intersection with Colonial Drive shall be 30 miles per hour. The speed limit on Hartford Avenue north of the intersection with Colonial Drive shall be 35 miles per hour.
4. On ~~Maple Street (~~ Vermont Route 14~~)~~ the speed limit shall be 45 miles per hour except for a 1.1 mile portion beginning .2 miles west of John Haven Lane. ~~as designated by the signs thereon.~~
5. The ~~maximum~~ speed limit on Christian Street shall be 35 miles per hour ~~or as otherwise posted~~ Except for the southernmost .4 miles which shall be 25 miles per hour.
6. The ~~maximum~~ speed limit on the Quechee-Hartland Road is 25 miles per hour commencing at U.S. Route 4 ~~and the Quechee-Hartland Road~~ for a distance of 0.3 mile then the speed limit shall

be 35 miles per hour to the border with Hartland.

7. The speed limit on Mill Road ~~will~~ shall be 35 miles per hour.
8. The speed limit on VA Cutoff Road shall be 35 miles per hour.
9. The speed limit on Quechee West Hartford Road shall be 35 miles per hour, except the southernmost .1 miles which shall be 25 miles per hour.
10. The speed limit on Woodstock Road shall be 45 miles per hour from the intersection with North Main Street to .4 miles east of Severance Drive. From the intersection with Severance Drive to 5817 Woodstock Road the speed limit shall be 40 miles per hour. The speed limit from 5817 Woodstock Road to River Street shall be 35 miles per hour. The speed limit west of River Street to the border with Hartland on Woodstock Road shall be 45 miles per hour.
11. The speed limit on Quechee Main Street from Woodstock Road to the intersection with Old Quechee Road shall be 35 miles per hour. The speed limit from the intersection with Old Quechee Road to .1 miles west of the intersection with Quechee West Hartford shall be 25 miles per hour. The speed limit for the following .6 miles shall be 35 miles per hour. The speed limit will then be 25 miles per hour until .1 miles west of Hillside Drive. The speed limit from .1 miles west of Hillside Drive to the end of Quechee Main Street shall be 35 miles per hour.
12. The speed limit on Jericho Street shall be 35 miles per hour from the intersection with VT Route 14 to .1 miles east of Jericho Road. The speed limit shall be 25 miles per hour from .1 miles east of Jericho Road until .2 miles east of Dothan Road. The speed limit will then be 35 miles per hour until the westernmost .8 miles of Jericho Street where the speed limit shall be 25 miles per hour.
13. The speed limit on Jericho Road shall be 35 miles per hour except the northernmost 250 feet, which shall be 25 miles per hour.
14. The speed limit on Costello Road shall be 35 miles per hour.
15. The speed limit on Old River Road shall be 35 miles per hour.
16. The speed limit on Old Quechee Road shall be 35 miles per hour from the intersection with Costello Road to the intersection with Hard road, at which point the speed limit shall be 25 miles per hour.
17. The speed limit on Dothan Road shall be 35 miles per hour.
18. The speed limit on North Hartland Road shall be 35 miles per hour from the rotary to .1 miles south of Wright Reservoir Road where it shall be 45 miles per hour until the border with Hartland.
19. The speed limit on Center of Town Road shall be 35 miles per hour.

ARTICLE VI
Traffic Lights

§ 220-31. Colors and arrow indications.

Colors and arrow indications in traffic control signals shall have the commands ascribed to them in this article, and no other meanings, and every driver of a vehicle or other conveyance shall comply therewith, except when otherwise directed by a police officer or by lawful regulating sign, signal or device.

In no case shall a driver enter or proceed through an intersection without due regard to the safety of other persons within the intersection regardless of what indications may be given by traffic control signals.

§ 220-32. Green.

While the green lens is illuminated, drivers facing the signal may proceed through the intersection, but shall yield the right-of-way to pedestrians and vehicles lawfully within a crosswalk or the intersection at the time such signal was exhibited. Drivers of vehicles making a right or left turn shall yield the right-of-way to pedestrians crossing with the flow of traffic.

§ 220-33. Right, left and vertical green arrows.
When a right green arrow is illuminated, drivers facing said signal may turn right. When a left green arrow is illuminated, drivers facing said signal may turn left. When a green arrow is exhibited together with a red or a yellow lens, drivers may enter the intersection to make the movement permitted by the arrow, but shall yield the right-of-way to vehicles and pedestrians proceeding from another direction on a green indication.

§ 220-34. Yellow.
While the yellow lens is illuminated, waiting drivers shall not proceed, and any driver approaching the intersection or a marked stop line shall stop at such point unless so close to the intersection that a stop cannot be made in safety; provided, however, that if a green arrow is illuminated at the same time, drivers may enter the intersection to make the movement permitted by such arrow.

§ 220-35. Red.
While the red lens is illuminated, drivers facing the signal shall stop outside of the intersection or at such point as may be clearly marked by a sign or line; provided, however, that there is a green arrow illuminated at the same time, drivers may enter the intersection to make the movement permitted by such arrow.

§ 220-36. Red and yellow.
While the red and yellow lenses are illuminated together, drivers shall not enter the intersection, and during such time the intersection shall be reserved for the exclusive use of pedestrians.

§ 220-37. Flashing red.
A flashing red lens shall indicate those intersections at which a driver is required by law to stop before entering.

§ 220-38. Flashing yellow.
A flashing yellow lens shall indicate the presence of a hazard, and drivers may proceed only with caution.

ARTICLE VII
Vehicles Hauling Waste Matter

§ 220-39. Covering of contents required.
Every commercial or industrial vehicle which shall be used for the conveyance of sand, gravel, ashes, cinders, loose paper, cartons, boxes, cases, slabs, stickings, construction waste, rubbish, or of any other substance or material, or any other article which may be blown or may fall therefrom, and traveling at a rate of speed in excess of 30 miles per hours or the lower posted speed limit, shall be entirely enclosed or have a tarpaulin or cover securely attached to such article and to be of sufficient size and form as shall entirely cover the contents of such vehicle and prevent such contents from being blown or falling therefrom, irrespective of whether such vehicle is licensed for the conveyance of such contents or not.

§ 220-40. Violations and penalties.
Any person who violates a provision of this Article VIII shall be punished as provided in § 220-44.

ARTICLE VIII
Bicycles

§ 220-41. Riding after dark.

Bicycle riding after dark shall be prohibited on the streets of the Town of Hartford except when the bicycle is properly equipped with lights, reflectors and proper equipment designated by the Vermont Statutes.

§ 220-42. Bicycle Lanes.

All Bicycles shall be operated in designated bicycle lanes where available. No motor vehicle shall be operated in bicycle lanes except in clearly marked zones denoted by a broken green line.

ARTICLE I X
Fines and Penalties.

§ 220-43. Review of fine structure.

The Chief of Police shall periodically review the fine structure for violations of this chapter and make suggestions to the Selectboard which shall make all final decisions as to fines for violations.

§ 220-44. Violations and penalties.

Except as may be provided in 23 V.S.A. § 1 et seq., a person who violates this chapter shall be subject to the penalties provided in § 1-16 of the Code of the Town of Hartford. An enforcement action for violation of any parking regulations may be prosecuted as provided in 4 V.S.A. § 437(11)

Chapter 220

VEHICLES AND TRAFFIC

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§ 220-41. Riding after dark.
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[HISTORY: Adopted by the Selectboard of the Town of Hartford 10-30-1990; amended in its entirety at time of adoption of Code (see Ch. 1, General Provisions, Art. I). Subsequent amendments noted where applicable.]

ARTICLE I
General Provisions

§ 220-1. Statutory authority.

This chapter is adopted under the authority of 19 V.S.A. § 304(a), 23 V.S.A. Chapter 13 and 24 V.S.A. § 2291.

§ 220-2. Inclusion in Code.

Notwithstanding the provisions of §§ 1-12 and 1-13 of the Code of the Town of Hartford, the inclusion of this chapter in the Code shall not be deemed a repeal and reenactment of the same but an amendment thereto.

ARTICLE II
General Parking Prohibitions

§ 220-3. Parking near curbs.

All motor vehicles when parked shall be parked by the operator as close to the curb or sidewalk as possible.

§ 220-4. Parking near fire hydrants.

No person shall stop, stand or park any vehicle within six feet of a fire hydrant.

§ 220-5. Fire lanes.

No person shall stop, stand or park any vehicle on or in a fire lane, clearly marked as such.

§ 220-6. Driveways.

No motor vehicle shall be parked on any street in front of a driveway or on any crosswalk.

§ 220-7. Double parking.

There shall be no double parking on any street within the Town of Hartford.

§ 220-8. No parking in designated areas.

There shall be no parking in all areas so designated by signs or otherwise.

§ 220-9. Limited parking.

There shall be limited parking only in all areas so designated by signs or otherwise and specifying the time limit.

§ 220-10. Parking on highway.

There shall be no parking on the traveled portion of any highway so as to interfere with traffic on said highway.

§ 220-11. All-night parking during winter hours.

Parking is prohibited on the streets and/or highways in the Town of Hartford from 12:01 a.m. to 7:00 a.m. during the months of December, January, February, March and April, when such streets are properly marked indicating NO PARKING during the hours of 12:01 a.m. to 7:00 a.m., pursuant to 23 V.S.A. § 1008.

§ 220-12. Handicapped parking.

Two parking spaces on the easterly side of South Main Street, directly in front of the building known as the "Colodny Building" shall be reserved exclusively for handicap parking. These spaces will be prominently marked as handicap spaces by the Town of Hartford.

ARTICLE III
Specific Parking and Traffic Restrictions

§ 220-13. Town of Hartford.

A. Parking is prohibited at all times on the following streets or parts of streets in the Town of Hartford:

Name of Street	Side	Location
Fairview Terrace	South	From the intersection with Gates Street to a point 60 feet west of Forest Hills Avenue
Fairview Terrace	South	For a distance of 400 feet east of Hillcrest Terrace
Gate Street Hill	Both	From Church Street to Fairview Terrace
Public highway	North	Leading from the intersection of Church Street and Gates Street to Airport Road, including Gates Street, Fairview Terrace and continuing along Hyde Park Avenue to Airport Road

B. Ten-minute parking. No person, partnership or corporation shall park in the two parking spaces located on the westerly side of South Main Street in front of the U.S. Post Office in excess of 10 minutes.

§ 220-14. Hartford Village.

A. Parking is prohibited at all times on the following streets or parts of streets in the Hartford Village:

Name of Street	Side	Location
Main Street	North	First 30 feet just west of the intersection of Park Street and Main Street
Main Street	North	First 30 feet just easterly of the intersection of Park Street and Main Street
Main Street	North	First 50 feet just east of the intersection of Pleasant Street and Main Street
Main Street	North	From the intersection of Pleasant Street and North Main Street to the Congregational Church driveway
Main Street	South	First 100 feet just east of the intersection of Albert Drive and Main Street
Park Street	Both	Entire length
Pleasant Street	Both	Entire length

B. Ten-minute parking. No person, partnership or corporation shall park in the single parking space located on the northerly side of Main Street five plus or minus feet east of the intersection of Pleasant Street and Main Street in Hartford Village for a period of time in excess of 10 minutes.

§ 220-15. Village of Quechee.

A. Parking is prohibited at all times on the following streets or parts of streets in the Village of Quechee:

Name of Street	Side	Location
Main Street	South	On the southerly side of Main Street beginning from the north side of the covered bridge to the intersection of School Street and Main Street, a distance of 460 feet

B. Ten-minute parking. Parking shall be limited to ten minutes per vehicle in the following areas in the Village of Quechee:

Name of Street	Side	Location
Main Street	North	Between High Street and School Street

§ 220-16. White River Junction.

A. Parking is prohibited at all times on the following streets or parts of streets in the Village of White River Junction:

Name of Street	Side	Location
Bridge Street	Both	From North Street across the White River
Church Street	West	From North Main Street to Gates Street, except Sundays
Gates Street	North	From Church Street to Currier Street
North Main Street	South	From Church Street to Currier Street

B. Two-hour parking.

(1) All designated parking areas on the streets of the Village of White River Junction shall be limited to two-hour parking between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday or as otherwise posted.

(2) Exceptions. All-day parking is allowed in the following Town-owned parking lots:

(a) The South Main Street parking lot.

(b) The Maple Street parking lot.

C. Four-hour parking. Parking is limited to four hours along the fence separating the Village square parking area and the railroad track area, between Briggs Park and Vermont Salvage.

D. One-way traffic. The traffic on the following sections of the Town highway system in the Town of Hartford, Village of White River Junction, shall be in the following directions only: on North Main Street from its intersection with Currier Street to its intersection with South Main Street in an easterly direction; thence on South Main Street to its intersection with Gates Street in a southerly direction; thence on Gates Street to its intersection with Currier Street in a westerly direction; and thence on Currier Street to its intersection with North Main Street in a northerly direction.

ARTICLE IV
Stop Intersections

§ 220-17. Authorization.

The Police Chief is hereby authorized to erect stop signs with the approval of the Board of Selectmen.

§ 220-18. Stop required.

When stop signs are erected as herein provided at or near the entrance to any intersection, every driver of a vehicle shall stop such vehicle at such sign or at a clearly marked stop line before entering the intersection except when directed to proceed by a police officer or traffic-control signals.

§ 220-19. Stop sign locations.

All vehicles shall stop at the following locations:

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
White River Junction		
Blake Drive	Jct.	North Hartland Road
Recycling Exit	Jct.	North Hartland Road
Rustic Road	Jct.	North Hartland Road
Neal Road	Jct.	North Hartland Road
Kline Drive	Jct.	North Hartland Road
Drew Road	Jct.	North Hartland Road
Remick Road	Jct.	North Hartland Road
Melisi Road	Jct.	North Hartland Road
Wrights Reservoir Road	Jct.	North Hartland Road
V.A. Cutoff Road	Jct.	North Hartland Road
Ballardvale Drive	Jct.	North Hartland Road

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
Windsor Drive	Jct.	North Hartland Road
Beswick Drive	Jct.	Sykes Avenue
Dewitt Drive East	Jct.	Holiday Drive
Dewitt Drive West	Jct.	Holiday Drive
Farm Vu Drive	Jct.	Holiday Drive
Holiday Drive	Jct.	Sykes Mountain Avenue
Hyde Park	Jct.	Sykes Mountain Avenue
Upper Hyde Park	Jct.	Sykes Mountain Avenue
Bowling Lane	Jct.	Sykes Mountain Avenue
Lilly Pond Road	Jct.	Sykes Mountain Avenue
Acorn Street	Jct.	Sykes Mountain Avenue
Walsh Avenue	Jct.	Sykes Mountain Avenue
Sykes Mountain Avenue	Jct.	South Main Street
Airport Road	Jct.	U.S. Route 5
Beech Street	Jct.	Airport Road
Airport Road	Jct.	Lower Hyde Park
Talbert Street	Jct.	Lower Hyde Park
Templeton Avenue	Jct.	Charles Street
Fairview Terrace	Jct.	Lower Hyde Park
Fairview Terrace	Jct.	Hickory Ridge
Third Avenue	Jct.	Lilly Pond Road
Birchwood Drive	Jct.	Lilly Pond Road
Lilly Pond Road	Jct.	Bullard Street
Forest Hills	Jct.	Fairview Terrace
Maplewood Terrace West	Jct.	U.S. Route 5
Church Street	Jct.	Gates Street
Church Street	Jct.	North Main Street
North Main Street	Jct.	Currier Street
Currier Street	Jct.	Bridge Street
Latham Works Lane	Jct.	Nutt Lane
Nutt Lane	Jct.	South Main Street
Currier Street Extension	Jct.	Gates Street
Mill Road	Jct.	Woodstock Road
V.A. Cutoff Road	Jct.	Woodstock Road
Smith Road	Jct.	Woodstock Road

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
Center of Town Road/East	Jct.	Woodstock Road
Costello Road	Jct.	Woodstock Road
Center of Town Road/West	Jct.	Woodstock Road
Old Kings Highway West	Jct.	Center Of Town Road
Joe Reed Drive	Jct.	South Main Street
Joe Reed Drive	Jct.	Rail Road Row
Municipal Parking Lot	Jct.	Bridge Street
Municipal parking lot	Jct.	Maple Street
Reservoir Road	Jct.	Kings Highway West
Bliss Road	Jct.	Kings Highway West
Round House Road	Jct.	Mill Road
Mill Road	Jct.	V.A. Cut Off Road
Overlook Drive	Jct.	V.A. Cut Off Road
Old River Road	Jct.	V.A. Cut Off Road
Smith Road	Jct.	Old River Road
Old Quechee Road	Jct.	Costello Road
Woodstock Road	Jct.	V.A. Cut Off Road
Verna Court	Jct.	V.A. Cut Off Road
Allison Run	Jct.	V.A. Cut Off Road
Credit Court	Jct.	Maple Street
Barrell Street	Jct.	Maple Street
Cascadnac Avenue	Jct.	Maple Street
Union Street	Jct.	Maple Street
Prospect Street	Jct.	Maple Street
Hartford High School	Jct.	Highland Avenue
Hebard Street	Jct.	Hartford Avenue
Worcester Avenue	Jct.	Hartford Avenue
Hanover Street Ext.	Jct.	Saunders Avenue
Hanover Street Ext.	Jct.	School Exit To Highland Avenue
High School Rotary	Jct.	High School Entrance Drive
Middle School Exit	Jct.	Highland Avenue
Hanover Street	Jct.	Saunders Avenue
Saunders Avenue	Jct.	Hartford Avenue
Pierce Street	Jct.	Hartford Avenue
Pierce Street	Jct.	Wilder Street

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
Goodreau Street	Jct.	Hartford Avenue
Devin Street	Jct.	Hartford Avenue
Hewitt Street	Jct.	Hartford Avenue
Bugbee Street	Jct.	Hartford Avenue
Abbott Street	Jct.	Lower Hyde Park
Abbott Street	Jct.	Fairview Terrace
Hillcrest Terrace	Jct.	Fairview Terrace
Wilder Village		
Manning Drive	Jct.	Hartford Avenue
Chandler Road	Jct.	Hartford Avenue
A Street	Jct.	Hartford Avenue
South Street	Jct.	Hartford Avenue
Horseshoe Avenue South	Jct.	Hartford Avenue
Horseshoe Avenue North	Jct.	Hartford Avenue
Ravenswood Terrace	Jct.	Hartford Avenue
Depot Street	Jct.	Hartford Avenue
Fern Street East	Jct.	Hartford Avenue
Fern Street West	Jct.	Hartford Avenue
Division Street East	Jct.	Hartford Avenue
Division Street West	Jct.	Hartford Avenue
Locust Street East	Jct.	Hartford Avenue
Locust Street West	Jct.	Hartford Avenue
Hawthorn Street	Jct.	Hartford Avenue
Gillette Street	Jct.	Hartford Avenue
Chestnut Street	Jct.	Hartford Avenue
Chandler Farms Road	Jct.	Hartford Avenue
Pleasant View Terrace	Jct.	Hartford Avenue
Candlelight Terrace	Jct.	Hartford Avenue
Christian Street	Jct.	Hartford Avenue
South Street (North)	Jct.	A Street
South Street (South)	Jct.	A Street
Frost Park	Jct.	A Street
Walnut Street	Jct.	Chestnut Street
Chestnut Street	Jct.	Gillette Street
Norwich Avenue	Jct.	Gillette Street

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
Gillette Street East	Jct.	The Dry Bridge
Gillette Street West	Jct.	The Dry Bridge
Passumpsic Avenue South	Jct.	Gillette Street
Passumpsic Avenue North	Jct.	Gillette Street
Harvest Lane	Jct.	Christian Street
Brookside Drive	Jct.	Christian Street
Bugbee Street	Jct.	Christian Street
Brookside Drive	Jct.	Bugbee Street
Apple Lane	Jct.	Brookside Drive
Brookmead Circle	Jct.	Chandler Road
Stonecrest Avenue	Jct.	Chandler Road
Chandler Farms Road	Jct.	Chandler Road
Grovner Street	Jct.	Chandler Road
Albert Street	Jct.	Chandler Road
Ravenswood Terrace (North)	Jct.	Chandler Road
Ravenswood Terrace (South)	Jct.	Chandler Road
Perkins Place	Jct.	Colonial Drive
Kinsman Drive	Jct.	Colonial Drive
Ridge View Road	Jct.	Chandler Road
Half Penny Lane	Jct.	Chandler Road
Woodhaven Condo Drive	Jct.	Christian Street
Billings Farm Road	Jct.	Christian Street
Jericho Street	Jct.	Christian Street
Olcott Drive	Jct.	Christian Street
Palmer Court	Jct.	Christian Street
Hemlock Ridge Drive	Jct.	Christian Street
Barrister Drive	Jct.	Hemlock Ridge Drive
Dothan Brook School South	Jct.	Christian Street
Dothan Brook School North	Jct.	Christian Street
Hartford Village		
Runnals Road	Jct.	Vermont Route 14
Byron Hill	Jct.	Vermont Route 14
Cope Lane	Jct.	Vermont Route 14
Jericho Road	Jct.	Vermont Route 14
Dothan Road	Jct.	Vermont Route 14

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
Elk Street	Jct.	Maple Street
Park Street	Jct.	Maple Street
Ferry Boat Crossing	Jct.	Maple Street
Christian Street	Jct.	Maple Street
Elmwood Court	Jct.	Christian Street
Summer Street	Jct.	Christian Street
Orchard Hill	Jct.	Summer Street
Campbell Street	Jct.	Harry Gibbs Street
Harry Gibbs Street	Jct.	Christian Street
School Street	Jct.	Christian Street
Paula Street	Jct.	Christian Street
Truell Road	Jct.	Christian Street
Aldrich Lane	Jct.	Christian Street
Hartford Village Bridge	Jct.	Maple Street
Jericho Road	Jct.	Jericho Street
Dothan Road	Jct.	Jericho Street
Newton Lane	Jct.	Jericho Street
Wallace Road	Jct.	Jericho Street
Sugar Top Road	Jct.	Jericho Street
Quechee Village		
Wood Road	Jct.	Woodstock Road
Chester Arthur Road	Jct.	Woodstock Road
Lakeland Drive	Jct.	Woodstock Road
West Gilson Avenue	Jct.	Woodstock Road
River Street	Jct.	Woodstock Road
Cross Street	Jct.	Woodstock Road
Waterman Hill	Jct.	Woodstock Road
Quechee Hartland Road	Jct.	Woodstock Road
Deweys Mill Road	Jct.	Woodstock Road
Hathaway Road	Jct.	Woodstock Road
Quechee Main Street	Jct.	Woodstock Road
Hard Road	Jct.	Quechee Main Street
Tichenor Road	Jct.	Quechee Main Street
Henri Hill Road	Jct.	Quechee Main Street
Deweys Mill Road	Jct.	Quechee Main Street

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
Waterman Hill	Jct.	Quechee Main Street
High Street	Jct.	Quechee Main Street
Bluff Road	Jct.	Quechee Main Street
Willard Road	Jct.	Quechee Main Street
Quechee Main Street East	Jct.	Old Quechee Road
Quechee Main Street West	Jct.	Old Quechee Road
Quechee Main Street	Jct.	Quechee/W. Hartford Road
Old Quechee Road	Jct.	Quechee Main Street
Wells Road	Jct.	Willard Road
Noyes Lane	Jct.	Red Barn Road
Noyes Lane	Jct.	Old Town Farm Road
Red Barn Road	Jct.	Quechee Main Street
Wheelock Road	Jct.	Quechee Main Street
Hillside Road East	Jct.	Quechee Main Street
Coach Road	Jct.	Quechee Main Street
Hillside Road West	Jct.	Quechee Main Street
Murphy Road	Jct.	River Street
River Street	Jct.	Waterman Hill
Luce Meadow Road	Jct.	Quechee/Hartland Road
West Gilson Avenue	Jct.	Quechee/Hartland Road
East Gilson Avenue	Jct.	Quechee/Hartland Road
Marsh Family Road	Jct.	Quechee/Hartland Road
Sugar House Road	Jct.	Quechee/Hartland Road
Marsh Family Road	Jct.	West Gilson Avenue
Cross Street	Jct.	West Gilson Avenue
Cross Street	Jct.	Quechee/Hartland Road
Dody Road	Jct.	Morgan Road
Hard Road	Jct.	Jay Hill Road
Hard Road	Jct.	Morrill Bend
Dewey Family Road	Jct.	Old Quechee Road
Hard Road	Jct.	Old Quechee Road
Morgan Road North	Jct.	Old Quechee Road
Morgan Road South	Jct.	Old Quechee Road
Noyes Lane	Jct.	Quechee/W. Hartford Road
Safford Road	Jct.	Quechee/W. Hartford Road

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
Joe Ranger Road	Jct.	Quechee/W. Hartford Road
Johnny Brook Road	Jct.	Quechee/W. Hartford Road
Clay Road	Jct.	Quechee/W. Hartford Road
Town Farm Road	Jct.	Quechee/W. Hartford Road
West Hartford Village		
Kenison Road	Jct.	Quechee/W. Hartford Road
Howard Road	Jct.	Quechee/W. Hartford Road
Clifford Road	Jct.	Quechee/W. Hartford Road
Old River Road	Jct.	Quechee/W. Hartford Road
Westfield Drive South	Jct.	Quechee/W. Hartford Road
Recreation Drive	Jct.	Westfield Drive
Westfield Drive North	Jct.	Quechee/W. Hartford Road
Handy Road	Jct.	Quechee/W. Hartford Road
Pomfret Road	Jct.	Quechee/W. Hartford Road
Quechee/W. Hartford Road	Jct.	Vermont Route 14
Tiger Town Road	Jct.	Vermont Route 14
Harper Savage Lane	Jct.	Vermont Route 14
Jericho Street West	Jct.	Vermont Route 14
Jericho Street East	Jct.	Vermont Route 14
Podunk Road	Jct.	Tiger Town Road
Wildlife Road	Jct.	Podunk Road
Wildlife Road	Jct.	Jericho Street

ARTICLE V
Immobilization of Parked Vehicles

§ 220-20. Immobilization of vehicle.

Any unattended motor vehicle found parked at any time upon any public highway or parking areas of the Town of Hartford, the owner of which has accumulated four or more unpaid parking tickets and has failed to respond may be immobilized by the Hartford Police Department in such a manner as to prevent its operation, providing notice that the vehicle in question is subject to immobilization is sent to the registered owner by first-class mail at least 15 days prior to immobilization. No such vehicle shall be immobilized by any means other than by the use of a device which will cause no damage to such vehicle unless the vehicle is moved while the device is in place. In addition to any outstanding fines, the owner of such immobilized vehicle shall be assessed a $35 immobilization fee.

§ 220-21. Notice to owner.

A. At the time of immobilization, the Hartford Police Department shall cause to be placed on such vehicle, in a conspicuous manner, notice that the vehicle has been immobilized and that any attempt to move such vehicle might result in damage to such vehicle.

B. The owner of any vehicle that has accumulated four or more parking tickets, and has failed to respond, shall be notified by first-class mail that if all tickets are not paid within 15 days the vehicle will be immobilized if found in any Town parking area or on Town property and may face additional financial penalties.

§ 220-22. Release of vehicle.

The owner of such immobilized vehicle, or other duly authorized person, shall be permitted to secure the release of the vehicle upon the payment to the Hartford Police Department of all outstanding fines, plus the immobilization fee of $35.

§ 220-23. Failure to remove immobilized vehicle.

Any vehicle which is immobilized and is not removed from its public parking location after 24 hours shall be subject to towing by the Hartford Police Department. Any vehicle towed will be inventoried, and wrecker fees shall be the responsibility of the registered owner.

§ 220-24. Tampering with immobilization.

It shall be unlawful for any unauthorized person to remove or damage or attempt to remove or damage any immobilization device. The fine for such an offense shall be $500, plus the cost of repairs or replacement of any damaged device.

§ 220-25. Post-immobilization hearings.

As to any vehicle immobilized pursuant to this article, a person who has a legal entitlement to possession of the vehicle shall be entitled to a post-immobilization administrative hearing to determine whether or not there is sufficient cause to immobilize the vehicle. In order to exercise that right, the person must, within 10 days after such person learns of the immobilization, serve written demand for a hearing upon the Hartford Police Department, 66 VA Cutoff Road, either in person or by first-class mail. Such demand shall state the name, address, and telephone number, if any, of the person making the demand and the vehicle registration number on the immobilized vehicle.

§ 220-26. Conduct of hearing.

A. A hearing shall be conducted before a hearing officer within 48 hours of receipt of a written demand therefor for the person seeking the hearing, unless such person waives the right to a speedy hearing. Saturdays, Sundays and Town holidays shall be excluded from the calculation of the forty-eight-hour period. The sole issue before the hearing

officer shall be whether or not there is sufficient cause to immobilize the vehicle in question.

B. The hearing officer shall be the Town Manager or a Town grand juror designated by the Town Manager to act in his stead.

C. "Sufficient cause to immobilize" shall mean such a state of facts as would lead a person of ordinary care and prudence to believe that there was sufficient breach of the local ordinance to grant legal authority to immobilize the vehicle.

D. The hearing officer shall conduct the hearing in an informal manner and shall not be bound by technical rules of evidence. The person demanding the hearing shall carry the burden of establishing that such person has the right to possession of the vehicle. The Hartford Police Department shall carry the burden of establishing that there is sufficient cause to immobilize the vehicle in question. At the conclusion of the hearing, the hearing officer shall prepare a written decision. A copy of such decision shall be provided to the person demanding the hearing and the registered owner of the vehicle (if not the person requesting the hearing).

§ 220-27. Decision of hearing officer and its effect.

A. The hearing officer's decision in no way affects any criminal proceedings in connection with the immobilization in question; any criminal charges involved in such proceedings may only be challenged in the appropriate court. The decision of the hearing officer is final. Failure of the registered or legal owner or his/her agent to request or attend a scheduled post-immobilization hearing shall be deemed to be a waiver of the right of such hearing.

B. In the event that the hearing officer finds no sufficient cause, the hearing officer shall so inform the Hartford Police Department; the Hartford Police Department shall release the vehicle if it has not already done so, and no immobilization fee shall be charged.

§ 220-28. Grievance procedure.

If a citizen believes that he/she has unfairly received a parking violation ticket, he/she may appeal in writing to the Parking Enforcement Officer, supplying name, address, telephone number and appropriate times in which to be contacted, as well as an explanation of the appeal. If the citizen is not satisfied with the disposition rendered by the Parking Enforcement Officer, he/she may appeal in writing to the Chief of Police. The decision of the Chief of Police will be final.

§ 220-29. Fine for parking violations.

The penalty for all parking violations shall be $7 for each offense if paid or postmarked within 72 hours of the violation. After 72 hours the fine shall be $14.

ARTICLE VI
Speed Limits

§ 220-30. Town of Hartford.

The maximum speed limit for motor vehicles in the Villages of the Town of Hartford shall be 25 miles per hour on all the streets within the Village, with the following exceptions:

A. The maximum speed limit on North Main Street in White River Junction leading in a westerly direction from the intersection of Bridge Street shall be 25 miles per hour except where the speed limit is indicated otherwise on the signs posted on said street.

B. The maximum speed limit on Maple Street from the New Hampshire state line to the intersection with Cascadnac Avenue shall be 30 miles per hour; beyond the intersection of Cascadnac Avenue to the Village of Hartford it shall be 35 miles per hour.

C. On Hartford Avenue, Taft Avenue and Christian Street (all Route 5) the speed shall be as designated by the signs posted on said highways.

D. On Maple Street (Route 14) the speed limit shall be as designated by the signs thereon.

E. The maximum speed limit on Christian Street shall be 35 miles per hour or as otherwise posted.

F. The maximum speed limit on the Quechee-Hartland Road is 25 miles per hour commencing at U.S. Route 4 and the Quechee-Hartland Road for a distance of 0.3 mile.

ARTICLE VII
Traffic Lights

§ 220-31. Colors and arrow indications.

A. Colors and arrow indications in traffic control signals shall have the commands ascribed to them in this article, and no other meanings, and every driver of a vehicle or other conveyance shall comply therewith, except when otherwise directed by a police officer or by lawful regulating sign, signal or device.

B. In no case shall a driver enter or proceed through an intersection without due regard to the safety of other persons within the intersection regardless of what indications may be given by traffic control signals.

§ 220-32. Green.

While the green lens is illuminated, drivers facing the signal may proceed through the intersection, but shall yield the right-of-way to pedestrians and vehicles lawfully within a crosswalk or the intersection at the time such signal was exhibited. Drivers of vehicles making a right or left turn shall yield the right-of-way to pedestrians crossing with the flow of traffic.

§ 220-33. Right, left and vertical green arrows.

When a right green arrow is illuminated, drivers facing said signal may turn right. When a left green arrow is illuminated, drivers facing said signal may turn left. When a green arrow is exhibited together with a red or a yellow lens, drivers may enter the intersection to make the movement permitted by the arrow, but shall yield the right-of-way to vehicles and pedestrians proceeding from another direction on a green indication.

§ 220-34. Yellow.

While the yellow lens is illuminated, waiting drivers shall not proceed, and any driver approaching the intersection or a marked stop line shall stop at such point unless so close to the intersection that a stop cannot be made in safety; provided, however, that if a green arrow is illuminated at the same time, drivers may enter the intersection to make the movement permitted by such arrow.

§ 220-35. Red.

While the red lens is illuminated, drivers facing the signal shall stop outside of the intersection or at such point as may be clearly marked by a sign or line; provided, however, that there is a green arrow illuminated at the same time, drivers may enter the intersection to make the movement permitted by such arrow.

§ 220-36. Red and yellow.

While the red and yellow lenses are illuminated together, drivers shall not enter the intersection, and during such time the intersection shall be reserved for the exclusive use of pedestrians.

§ 220-37. Flashing red.

A flashing red lens shall indicate those intersections at which a driver is required by law to stop before entering.

§ 220-38. Flashing yellow.

A flashing yellow lens shall indicate the presence of a hazard, and drivers may proceed only with caution.

ARTICLE VIII
Vehicles Hauling Waste Matter

§ 220-39. Covering of contents required.

Every commercial or industrial vehicle which shall be used for the conveyance of sand, gravel, ashes, cinders, loose paper, cartons, boxes, cases, slabs, stickings, construction waste,

rubbish, or of any other substance or material, or any other article which may be blown or may fall therefrom, and traveling at a rate of speed in excess of 30 miles per hours or the lower posted speed limit, shall be entirely enclosed or have a tarpaulin or cover securely attached to such article and to be of sufficient size and form as shall entirely cover the contents of such vehicle and prevent such contents from being blown or falling therefrom, irrespective of whether such vehicle is licensed for the conveyance of such contents or not.

§ 220-40. Violations and penalties.

Any person who violates a provision of this Article VIII shall be punished as provided in § 220-44.

ARTICLE IX
Bicycles

§ 220-41. Riding after dark.

Bicycle riding after dark shall be prohibited on the streets of the Town of Hartford except when the bicycle is properly equipped with lights, reflectors and proper equipment designated by the Vermont Statutes.

§ 220-42. More than one person riding.

Not more than one person at a time shall ride on a bicycle on the streets of the Town unless said bicycle is properly constructed for such purposes.

ARTICLE X
Fines and Penalties.

§ 220-43. Review of fine structure.

The Chief of Police shall periodically review the fine structure for violations of this chapter and make suggestions to the Selectboard which shall make all final decisions as to fines for violations.

§ 220-44. Violations and penalties.

Except as may be provided in 23 V.S.A. § 1 et seq., a person who violates this chapter shall be subject to the penalties provided in § 1-16 of the Code of the Town of Hartford. An enforcement action for violation of any parking regulations may be prosecuted as provided in 4 V.S.A. § 437(11).

§ 220-30. Town of Hartford.
The maximum speed limit for motor vehicles in the Villages of the Town of Hartford shall be 25 miles per hour on all the streets within the Village, with the following exceptions:

A. The maximum speed limit on North Main Street in White River Junction leading in a westerly direction from the intersection of Bridge Street shall be 25 miles per hour except where the speed limit is indicated otherwise on the signs posted on said street.

B. The maximum speed limit on Maple Street from the New Hampshire state line to the intersection with Cascadnac Avenue shall be 30 miles per hour; beyond the intersection of Cascadnac Avenue to the Village of Hartford it shall be 35 miles per hour.

C. On Hartford Avenue, Taft Avenue and Christian Street (all Route 5) the speed shall be as designated by the signs posted on said highways.

D. On Maple Street (Route 14) the speed limit shall be as designated by the signs thereon.

E. The maximum speed limit on Christian Street shall be 35 miles per hour or as otherwise posted.

F. The maximum speed limit on the Quechee-Hartland Road is 25 miles per hour commencing at U.S. Route 4 and the Quechee-Hartland Road for a distance of 0.3 mile.

G. The maximum speed limit on Mill Road is 35 miles per hour.

AMENDMENT TO TOWN OF HARTFORD
MUNICIPAL CODE CHAPTER 220-30 (Speed Limits)

The Board of Selectmen of the Town of Hartford, at a meeting held on May 31, 2011, amended the Hartford Municipal Code Chapter 220-30 (Speed Limits) by unanimous vote of the members present. The ordinance contains the following changes:

Change the Speed Limit on Mill Road to 35 MPH

Purpose

The purpose of the Amendment to the Town Speed Limits Ordinance is to change the speed limit on Mill Road.

Summary of Changes:

Item G was added to list the maximum speed limit on Mill Road to 35 miles per hour.

The Hartford Municipal Code Chapter 220-30 (Speed Limits) as amended was adopted the 31st Day, May, 2011.

Signed by Board of Selectmen, this 3rd Day, August 2011 (approved the 31st Day, May 2011)

Alex DeFelice

Sonia O. Knight

Jeff Libbey

Sabino "Sam" Romano

Kenneth Parker

Bonnie Latham

Mark Donka

A full text of the language of the proposed Amendments is available for inspection at the Town of Hartford, Town Manager's Office (8 AM - 5 PM M-F) at 171 Bridge Street, White River Jct., VT. 05001. Any person desiring further information about the changes to the Town of Hartford Speed Limit Ordinance as codified in the Town of Hartford Municipal Code at Chapter 220 may contact the Town Manager's Office at 802-295-9353 at 171 Bridge Street, White River Jct., VT 05001.

This amendment will become effective 60 days after the date of its adoption.

Citizens of the Town of Hartford are further hereby notified that they have forty-four (44) days from the date of its adoption to petition for a vote on the above ordinance amendment at annual or special meeting as provided in the Town Charter.

Chapter 220. VEHICLES AND TRAFFIC

Article III. Specific Parking and Traffic Restrictions

§ 220-16. White River Junction.

A. Parking is prohibited at all times on the following streets or parts of streets in the Village of White River Junction:

Name of Street	Side	Location
Bridge Street	Both	From North Street across the White River
Church Street	West	From North Main Street to Gates Street, except Sundays
Gates Street	North	From Church Street to Currier Street
North Main Street	South	From Church Street to Currier Street
Hollow Drive	Both	Entire Length

B. Two-hour parking.

(1) All designated parking areas on the streets of the Village of White River Junction shall be limited to two-hour parking between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday or as otherwise posted.

(2) Exceptions. All-day parking is allowed in the following Town-owned parking lots:

(a) The South Main Street parking lot.

(b) The Maple Street parking lot.

C. Four-hour parking. Parking is limited to four hours along the fence separating the Village square parking area and the railroad track area, between Briggs Park and Vermont Salvage.

D. One-way traffic. The traffic on the following sections of the Town highway system in the Town of Hartford, Village of White River Junction, shall be in the following directions only: on North Main Street from its intersection with Currier Street to its intersection with South Main Street in an easterly direction; thence on South Main Street to its intersection with Gates Street in a southerly direction; thence on Gates Street to its intersection with Currier Street in a westerly direction; and thence on Currier Street to its intersection with North Main Street in a northerly direction.

*Hartford Selectboard Updated Tuesday, February 17, 2015

HARTFORD TOWN CLERK'S OFFICE
This 24th day of April 2015
at 10:45 AM PM
Recorded in Bk 29 Pg 386
Mary E. Hill Town Clerk

Town of Hartford, Vermont

Notice of Vehicles & Traffic Ordinance Adoption

On February 17, 2015 the Hartford Selectboard adopted the "Town of Hartford, Parking Ordinance" under the authority granted by 24 V.S.A. §1971 and 19 V.S.A. §304. The purpose of this Ordinance is as follows:

Proposed edits/changes to the Vehicles & Traffic Ordinance are highlighted in red relating to the following:

1. Article III, Specific Parking and Traffic Restrictions
2. §220-16. White River Junction
    A. Parking is prohibited at all times on the following streets or parts of streets in the Village of White River Junction:

Name of Street	Side	Location
Bridge Street	Both	From North Street across the White River
Church Street	West	From North Main Street to Gates Street, except Sundays.
Gates Street	North	From Church Street to Currier Street
North Main Street	South	From Church Street to Currier Street
Hollow Drive	Both	Entire Length

The full text of the Ordinance may be viewed at the Town Manager's Office and the Town Clerk's Office at Temporary Town Offices, 35 Railroad Row, WRJ, 171 Bridge Street in WRJ, the Department of Public Safety at 812 VA Cutoff Road in WRJ, the Department of Public Works at Airport Road in WRJ, and the Bugbee Senior Center at 262 North Main St. in WRJ and on the Town's Website at www.hartford-vt.org. Copies of the full text may be obtained in the Town Manager's Office and the Parks & Recreation Department.

The Ordinance will become effective on April 17, 2015. A petition for a vote on the question of disapproving the ordinance must be signed by not less than five per cent of the qualified voters of the municipality, and presented to the legislative body or the clerk of the municipality by April 1, 2015.

Please contact Eliza LeBrun, Executive Assistant at 802-295-9353 or elebrun@hartford-vt.org with any questions or comments.

RECEIVED

OCT 27 2021

TOWN OF HARTFORD
A.M. 4:30 P.M.

AMENDMENT TO TOWN OF HARTFORD

MUNICIPAL CODE CHAPTER 220

HARTFORD TOWN CLERK'S OFFICE
This 27 day of October 2021
at 4:20 AM PM
Rec'd in Bk TR 30 Pg 278-280
Sherry A West Asst Town Clerk

Article III, Specific Parking and Traffic Restrictions

§ 220-13 **Town of Hartford**

C. Municipal parking lots.

1) In municipal parking areas not otherwise controlled by hourly-limited parking, no vehicle shall remain parked in the same parking space for a period of more than seven (7) days.

2) No unregistered or otherwise abandoned vehicles shall be allowed to be parked in any municipal parking areas.

3) Camping or overnight sleeping is not permitted in municipal parking areas.

4) Vehicles parked in violation of these restrictions shall be towed at the vehicle owner's expense.

D. Wilder Park and Ride.

1) No vehicles shall be parked at the Wilder Park and Ride longer than seven (7) days.

2) The Park and Ride facility shall not be utilized as a base of operations for any commercial business such as taxi or rideshare operation, or otherwise used for commercial purposes or enterprise.

3) Camping or overnight sleeping is not permitted in the Park and Ride facility.

4) No unregistered or otherwise abandoned vehicles shall be allowed to be parked in the Park and Ride facility.

5) Vehicles parked in violation of these restrictions shall be towed at the vehicle owner's expense.

E. Reserved Parking for the Recharging of Electric Vehicles

1) For the purpose of this chapter, Electric Vehicle is defined as any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. "Electric vehicle" includes a battery electric vehicle or a plug-in hybrid electric vehicle (PHEV).

2) *Any parking space designated by the Town, and identified by appropriate signage, for the recharging of an Electric Vehicle shall be reserved exclusively for the use of Electric Vehicles. Parking of non-Electric Vehicles is prohibited in those designated spaces.*
3) *No person shall park or leave standing a vehicle in a marked space designated for the recharging of electric vehicles unless the vehicle is connected to the supplied power source for electric charging purposes.*

4) *Vehicles parked in violation of these restrictions shall be towed at the vehicle owner's expense.*

§ 220-16 **White River Junction**

D. One-way traffic. The traffic on the following sections of the Town highway system in the Town of Hartford, Village of White River Junction, shall be in the following directions only: on North Main Street from its intersection with Currier Street to its intersection with South Main Street in an easterly direction; thence on South Main Street to its intersection with Gates Street in a southerly direction; thence on Gates Street to its intersection with Currier Street in a westerly direction; and thence on Currier Street to its intersection with North Main Street in a northerly direction. ***On Gates Street from its intersection with Fairview Terrace to its intersection with Maplewood Terrace in an easterly direction.***

AMENDMENT TO TOWN OF HARTFORD

MUNICIPAL CODE CHAPTER 220-13 (Specific Parking and Traffic Restrictions)

The Selectboard of the Town of Hartford, at a meeting held on August 24, 2021, amended the Hartford Municipal Code Chapter 220-13 (Specific Parking and Traffic Restrictions) by unanimous vote of the members present. This ordinance was amended in accordance with the authority vested in the Selectboard by Chapters 59, 97, 101, and 131 of Title 24 of the Vermont Statutes Annotated, as amended.

Dated on this 26th day of October, 2021
Town of Hartford
County of Windsor
State of Vermont

Dan Fraser

Joseph Major

Kim Souza

Dennis Brown

Lannie Collins

Michael Hoyt

Ally Tufenkjian

Chapter 220

VEHICLES AND TRAFFIC

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§ 220-2. Inclusion in Code.

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ARTICLE I
General Provisions

§ 220-1. Statutory authority.

This chapter is adopted under the authority of 19 V.S.A. § 304(a), 23 V.S.A. Chapter 13 and 24 V.S.A. § 2291.

§ 220-2. Inclusion in Code.

Notwithstanding the provisions of§§ 1-12 and 1-13 of the Code of the Town of Hartford, the inclusion of this chapter in the Code shall not be deemed a repeal and reenactment of the same but an amendment thereto.

ARTICLE II
General Parking Provisions

§ 220-3. Definitions.

The definitions of Title 23, Vermont Statutes Annotated, Section 4 are incorporated by reference. Except as may be otherwise provided herein, and unless the context otherwise requires, the following additional definitions shall apply in the interpretation in this Traffic Ordinance:

Abandoned motor vehicle - a vehicle that has a valid registration plate or public vehicle identification number (which has not been removed, destroyed, or altered) and has remained on either public or private property (or on/along a highway), without the permission of the property owner (or the person in control of the property) for more than 48 hours, **or** a motor vehicle that does NOT have a valid registration plate (or the public vehicle identification number has been removed, destroyed, or altered) and has remained on either public or private property (or on/along a highway) without the consent of the property owner (or person in control of the property) for any period of time.

Day - any 24-hour consecutive period.

Electric vehicle - any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. This includes a battery electric vehicle or a plug-in hybrid electric vehicle (PHEV)

Motor vehicle - includes all vehicles propelled or drawn by power other than muscular power, except farm tractors, vehicles running only upon stationary rails or tracks, motorized highway building equipment, road making appliances, snowmobiles, tracked vehicles, motor-assisted bicycles, electric bicycles, or electric personal assistive mobility devices.

Municipal parking lot - means any property of the Town of Hartford that Is maintained through the Public Works Director as a municipal parking lot; and bears signs identifying the lot as “Public Parking” which may include the hours of operation of the lot, and the rates for parking motor vehicles (if any).

Oversized vehicle - any vehicle or recreational vehicle that requires more than one parking lot space as defined in "parking lot space".

Parking - The stopping or standing on a street of any vehicle whether occupied or unoccupied.

Parking space - means a portion of the surface of a street or parking lot normally designated by lines painted or marked on the surface.

Parking meter- means any mechanical device or meter which is placed or erected for the regulation

of parking within the parking meter zone by authority of the selectboard. Each parking meter shall indicate by proper legend the legal parking time established for the parking spaces.
Parking meter zone-means an area with parking meters.
Park and ride - an area designated and controlled by the Town of Hartford for the purpose of parking a motor vehicle and thereafter utilizing a different mode of transport.
Recreational vehicle - any design to be self-propelled or permanently towable by another vehicle; and designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

§ **220-4. Parking near curbs**

Every vehicle stopped or parked upon a two-way roadway shall be stopped or parked with the right-hand wheels parallel to and within 12 inches of the right-hand curb or if there is no curb, within 12 inches of the edge of the roadway.

§ **220-5.** Fire lanes and Parking near fire hydrants

No person shall stop, stand, or park any vehicle on or in a fire lane, clearly marked as such.

No person shall stop, stand, or park any vehicle within six feet of a fire hydrant.

§ 220-6. Driveways.
No motor vehicle shall be parked on any street in front of a driveway or on any crosswalk.

§ 220-7. Double parking.
There shall be no double parking on any street within the Town of Hartford.

§ 220-8. No parking in designated areas.
There shall be no parking in all areas so designated by signs or otherwise. There shall be no parking on the travel portion of any highway so as to interfere with traffic on said highway.
Parking is prohibited at all times on the following streets or parts of streets in the Town of Hartford:

Name of Street	**Side**	**Location**
Fairview Terrace	South	From the intersection with Gates Street to a point 60 feet west of Forest Hills
Fairview Terrace	South	Avenue For a distance of 400 feet east of Hillcrest
Gate Street Hill	Both	From Church Street to Fairview Terrace Leading from the intersection of Church Street and Gates Street to Airport Road, including Gates Street, Fairview Terrace and continuing along Hyde Park Avenue to Airport Road

Maple Street	East	First 30 feet just west of the intersection of Park Street and Maple Street First
Maple Street	East	30 feet just easterly of the intersection of Park Street and Maple Street
Maple Street	East	From the intersection of Park Street and Maple Street to the Greater Hartford Church driveway
Park Street	Both	Entire Length
Quechee Main Street	South	On the southerly side of Main Street beginning from the north side of the covered bridge to the intersection of School Street and Main Street, a distance of 460 feet
Bridge Street	Both	North Main Street across the White River
Church Street	South	From North Main Street to Gates Street, except Sundays
Gates Street	West	From Church Street to Currier Street
North Main Street	East	From Church Street to Currier Street
Hollow Drive	Both	Entire Length

§ 220-9. Limited parking.
There shall be limited parking only in all areas so designated by signs or otherwise and specifying the time limit.

Two Hour Parking:
All designated parking areas on the streets of the historic downtown Village of White River Junction, on Prospect Street, the parking spaces located on the northerly side of Maple Street five plus or minus feet east of the intersection of Elk Street and Maple Street in Hartford Village, and the parking spaces located on the northerly side of the Quechee Main Street Between High Street and Bluff Road in the Village of Quechee. shall be limited to two-hour parking between the hours of 9:00 a.m. and 5:00 p.m., Monday through Friday or as otherwise posted.

Exceptions: All-day parking is allowed in the following Town-owned parking lots:
The South Main Street parking lot. The South Main Street parking lot is located primarily behind 129 South Main Street and extends south.

The Maple Street parking lot. The Maple Street town parking lot is located adjacent to 209 Maple Street and extends from the side of the building to Pine Street.

The North Main Street parking lot. The North Main Street parking lot is located west of 211 North Main

Street and across the street from 262 North Main Street.

The Quechee Historic Mill District parking lot. The Quechee Historic Mill District parking lot is located on the south side of Quechee Main Street at its intersection with Waterman Hill Road.

Paid parking zones - Designated, rates.
Parking meter zones all over the Town shall consist of those areas designated by the Selectboard. These zones shall include, but are not limited to:
North Main Street from the intersection with Currier Street to the intersection with Joe Reed Drive.
South Main Street from the intersection with Joe Reed Drive to 241 South Main Street.
Gates Street for its entire length.
Church Street.
Currier Street for its entire length.
Town Square Parking Lot
Railroad Row
Prospect Street
Any other parking locations as specified by the Selectboard and clearly identified by signage.

Parking shall be free all day on Saturday, Sunday, and all town holidays.

§ 220-10. MUNICIPAL PARKING LOTS and PARK AND RIDE(S)

A. Municipal parking lots:
1) In municipal parking areas not otherwise controlled by hourly-limited parking, no vehicle shall remain parked in the same parking space for a period of more than seven (7) days.
2) The municipal parking area shall not be utilized as a base of operations for any commercial business such as taxi or rideshare operation, or otherwise used for commercial purposes or enterprise.
3) No unregistered or otherwise abandoned vehicles shall be allowed to be parked in any municipal parking areas.
4) Camping or overnight sleeping is not permitted in municipal parking areas.
5) Vehicles parked in violation of these restrictions shall be towed at the vehicle owner's expense.

B. All Hartford Town Park and Rides:
1) No vehicles shall be parked in any Park and Ride within the town of Hartford longer than seven (7) days.
2) The Park and Ride facility shall not be utilized as a base of operations for any commercial business such as taxi or rideshare operation, or otherwise used for commercial purposes or enterprise.
3) No unregistered or otherwise abandoned vehicles shall be allowed to be parked in the Park and Rides.
4) Camping or overnight sleeping is not permitted in the Park and Rides.
5) Vehicles parked in violation of these restrictions shall be towed at the vehicle owner's expense.

Only motor vehicles as defined in Vermont Title 23 shall be allowed to park in parking lots and park and rides within the Town of Hartford.

§ 220-11. All-night parking during winter hours

Parking is prohibited on the streets and/or highways in the Town of Hartford from 12:01 a.m. to 7:00 a.m. during the months of December, January, February, March and April, when such streets are properly marked indicating NO PARKING during the hours of 12:01 a.m. to 7:00 a.m., pursuant to 23 V.S.A. § 1008.

§ 220-12. Handicapped parking

Only vehicles displaying valid handicap parking placards or registrations shall be allowed to park in spaces designated as handicap. Parking enforcement related to these parking spaces will be conducted in accordance with Vermont law. The chief of police or the director of public works, or their designees, shall have the discretion to designated parking spots as handicapped as they see fit and in compliance with any state or federal requirements.

§ **220-13. Use of slugs as coins**

It shall be unlawful and a violation of the provisions of this ordinance to deposit or cause to be deposited in any parking kiosk, any slugs, device or metallic substance, or any other substitute for the coin or coins indicated on said kiosk.

§ **220-14 Parking rate**

Shall be set by the Selectboard, and upon adoption of the rates the Town shall publish in the local newspaper the rate change thirty (30) days prior to the effective date of the rate change. The rates will be posted on the town website.

§ 220-15. Reserved parking for the recharging of electric vehicles

Any parking space designated by the Town, and identified by appropriate signage, for the recharging of an Electric Vehicle shall be reserved exclusively for the use of Electric Vehicles. Parking of non-Electric Vehicles is prohibited in those designated spaces, unless otherwise directed by the Chief of Police or the Director of Public Works, or designee and posted with signage. No person shall park or leave standing a vehicle in a marked space designated for the recharging of electric vehicles unless the vehicle is connected to the supplied power source for electric charging purposes.

§ 220-16- One-way Traffic

The traffic on the following sections of the Town highway system in the Town of Hartford, Village of White River Junction, shall be in the following directions only: on North Main Street from its intersection with Currier Street to its intersection with South Main Street in an easterly direction; thence on South Main Street to its intersection with Gates Street in a southerly direction; thence on Gates Street to its intersection with Currier Street in a westerly direction; and thence on Currier Street to its intersection with North Main Street in a northerly direction. On Gates Street from its intersection with Fairview Terrace to its intersection with Maplewood Terrace in an easterly direction.

ARTICLE III
Stop Intersections

§ **220-17. Authorization.**
The Police Chief is hereby authorized to erect stop signs with the approval of the Selectboard.

§ 220-18. Stop required.
When stop signs are erected as herein provided at or near the entrance to any intersection, every driver of a vehicle shall stop such vehicle at such sign or at a clearly marked stop line before entering the intersection except when directed to proceed by a police officer or traffic-control signals.

§ 220-19. Stop sign locations.
All vehicles shall stop at the following locations:

Schedule 1
Town of Hartford
Stop Sign Locations

Name of Street	Jct.	Intersecting Street
1. Blake Drive	Jct.	North Hartland Road
2. Recycling Exit	Jct.	North Hartland Road
3. Rustic Road	Jct.	North Hartland Road
4. Rustic Road	Jct.	North Hartland Road
5. Neal Road	Jct.	North Hartland Road
6. Kline Drive	Jct.	North Hartland Road
7. Drew Road	Jct.	North Hartland Road
8. Remick Road	Jct.	North Hartland Road
9. Melisi Road	Jct.	North Hartland Road
10. Wrights Reservoir Road	Jct.	North Hartland Road
11. V.A. Cutoff Road	Jct.	North Hartland Road
12. Ballardvale Drive	Jct.	North Hartland Road
13. Windsor Drive	Jct.	North Hartland Road
14. Arboretum Lane	Jct.	North Hartland Road
15. Lesle Drive	Jct.	North Hartland Road
16. Balsam Lane	Jct.	North Hartland Road
17. Quarry Road	Jct.	North Hartland Road
18. North Main Street	Jct.	South Main Street
19. South Main Street	Jct.	Gates Street
20. Beswick Drive	Jct.	Sykes Avenue
21. Dewitt Drive East	Jct.	Holiday Drive
22. Dewitt Drive West	Jct.	Holiday Drive
23. Farm Vu Drive	Jct.	Holiday Drive
24. Mascoma Parking Lot	Jct.	Holiday Drive
25. Gilman Office Complex	Jct.	Holiday Drive
26. Holiday Drive	Jct.	Sykes Mountain Avenue
27. Lower Hyde Park	Jct.	Sykes Mountain Avenue
28. Bowling Lane	Jct.	Sykes Mountain Avenue
29. Lilly Pond Road	Jct.	Sykes Mountain Avenue
30. Butternut Road East	Jct.	Sykes Mountain Avenue

31. Butternut Road West	Jct.	Sykes Mountain Avenue
32. Walsh Avenue	Jct.	Sykes Mountain Avenue
33. Sykes Mountain Avenue	Jct.	South Main Street
34. Airport Road	Jct.	U.S. Route 5
35. Beech Street	Jct.	Airport Road
36. Airport Road	Jct.	Lower Hyde Park
37. Talbert Street	Jct.	Lower Hyde Park
38. Templeton Avenue	Jct.	Charles Street
39. Lower Hyde Park	Jct.	Fairview Terrace
40. Lower Hype Park	Jct.	Hickory Ridge
41. Third Avenue	Jct.	Lilly Pond Road
42. Birchwood Drive	Jct.	Lilly Pond Road
43. Lilly Pond Road	Jct.	Bullard Street
44. Forest Hills	Jct.	Fairview Terrace
45. Maplewood Terrace West	Jct.	Gates Street
46. Church Street	Jct.	Gates Street
47. Church Street	Jct.	North Main Street
48. North Main Street	Jct.	Currier Street
49. Currier Street Extension	Jct.	South Main Street Municipal Parking Lot
50. Northern Stage Alley	Jct.	South Main Street Municipal Parking Lot
51. North Main Street	Jct.	Bridge Street
52. Latham Works Lane	Jct.	Nutt Lane
53. Nutt Lane	Jct.	South Main Street
54. Currier Street Extension	Jct.	Gates Street
55. Mill Road	Jct.	Woodstock Road
56. TH132	Jct.	Woodstock Road
57. Smith Road	Jct.	Woodstock Road
58. Center of Town Road East	Jct.	Woodstock Road
59. Costello Road	Jct.	Woodstock Road
60. Center of Town Road West	Jct.	Woodstock Road
61. Kings Highway West	Jct.	Center Of Town Road
62. Joe Reed Drive	Jct.	South Main Street
63. Joe Reed Dri ve	Jct.	Rail Road Row
64. Municipal Parking Lot	Jct.	Bridge Street
65. Municipal parking lot	Jct.	Maple Street
66. Reservoir Road	Jct.	Kings Highway West
67. Bliss Road	Jct.	Kings Highway West
68. Round House Road	Jct.	Mill Road
69. Mill Road	Jct.	V.A. Cut Off Road
70. Overlook Drive	Jct.	V.A. Cut Off Road
71. Old River Road	Jct.	V.A. Cut Off Road
72. Smith Road	Jct.	Old River Road
73. Old Quechee Road	Jct.	Costello Road
74. Old River Road	Jct.	Costello Road
75. Atwood Road	Jct.	Costello Road
76. TH132	Jct.	V.A. CutOff Road
77. Verna Court	Jct.	V.A. CutOff Road
78. Allison Run	Jct.	V.A. CutOff Road
79. Woodlawn Drive	Jct.	V.A. Cutoff Road
80. Credit Court	Jct.	Maple Street
81. Barrell Street	Jct.	Maple Street
82. Cascadnac Avenue	Jct.	Maple Street
83. Union Street	Jct.	Maple Street
84. Hartford High School	Jct.	Highland Avenue
85. Hebard Street	Jct.	Hartford Avenue

86. Worcester Avenue North	Jct.	Highland Avenue Juggle handle
87. Worcester Avenue South	Jct.	Highland Avenue Juggle handle
88. Hanover Street Ext.	Jct.	Saunders Avenue
89. Hanover Street Ext.	Jct.	School Exit To Highland Avenue
90. Middle School Exit	Jct.	Highland Avenue
91. Hanover Street	Jct.	Saunders Avenue
93. Pierce Street	Jct.	Hartford Avenue
94. Pierce Street	Jct.	Wilder Street
95. Wilder Street	Jct	Saunders Avenue
96. Goodreau Street	Jct.	Hartford Avenue
97. Devin Street	Jct.	Hartford Avenue
98. Hewitt Street	Jct.	Hartford Avenue
99. Bugbee Street	Jct.	Hartford Avenue
100. Abbott Street	Jct.	Lower Hyde Park
101. Abbott Street	Jct.	Fairview Terrace
102. Hillcrest Terrace	Jct.	Fairview Terrace
103. Manning Drive	Jct.	Hartford Avenue
104. Chandler Road	Jct.	Hartford Avenue
105.A Street	Jct.	Hartford Avenue
106. Frost Park	Jct.	Hartford Avenue
107. Horseshoe Avenue South	Jct.	Hartford Avenue
108. Horseshoe Avenue North	Jct.	Hartford Avenue
109. Ravenswood Terrace	Jct.	Hartford Avenue
110. Depot Street	Jct.	Hartford Avenue
111. Fern Street East	Jct.	Hartford Avenue
112. Fern Street West	Jct.	Hartford Avenue
113. Division Street East	Jct.	Hartford Avenue
114. Division Street West	Jct.	Hartford Avenue
115. Locust Street East	Jct.	Hartford Avenue
116. Locust Street West	Jct.	Hartford Avenue
117. Hawthorn Street	Jct.	Hartford Avenue
118. Gillette Street	Jct.	Hartford Avenue
119. Chestnut Street	Jct.	Hartford Avenue
120. Pleasant View Terrace	Jct.	Hartford Avenue
121. Candlelight Terrace	Jct.	Hartford Avenue
122. Christian Street	Jct.	Hartford Avenue
123. South Street North	Jct.	A Street
124. South Street South	Jct.	A Street
125. Frost Park	Jct.	A Street
126. South Street	Jct.	Frost Park
127. Walnut Street	Jct.	Chestnut Street
128. Chestnut Street	Jct.	Gillette Street
129. Norwich Avenue	Jct.	Gillette Street
130. Gillette Street East	Jct.	The Dry Bridge
131. Gillette Street West	Jct.	The Dry Bridge
132. Passumpsic Avenue South	Jct.	Gillette Street
133. Passumpsic Avenue North	Jct.	Gillette Street
134. Maple Street	Jct.	Christian Street
135. Maple Street	Jct.	V.A. Cutoff Road Bridge
136. Harvest Lane	Jct.	Christian Street
137. Brookside Drive North	Jct.	Christian Street
138. Bugbee Street	Jct.	Christian Street
139. Brookside Drive South	Jct.	Christian Street
140. Apple Lane	Jct.	Brookside Drive

141. Brookmeade Circle	Jct.	Chandler Road
142. Stonecrest Avenue	Jct.	Chandler Road
143. Grovner Street	Jct.	Chandler Road
144. Albert Street	Jct.	Chandler Road
145. Ravenswood Terrace North	Jct.	Chandler Road
146. Ravenswood Terrace South	Jct.	Chandler Road
147. Perkins Place	Jct.	Colonial Drive
148. Kinsman Drive	Jct.	Colonial Drive
149. Ridge View Road	Jct.	Chandler Road
150. Half Penny Lane	Jct.	Chandler Road
151. Woodhaven Condo Drive	Jct.	Christian Street
152. Billings Farm Road	Jct.	Christian Street
153. Jericho Street	Jct.	Christian Street
154. Olcott Drive	Jct.	Christian Street
155. Palmer Court	Jct.	Christian Street
156. Hemlock Ridge Drive	Jct.	Christian Street
157. Barrister Drive	Jct.	Hemlock Ridge Drive
158. Dothan Brook School South	Jct.	Christian Street
159. Dothan Brook School North	Jct.	Christian Street
160. Runnals Road	Jct.	Vermont Route 14
161. Byron Hill	Jct.	Vermont Route 14
162. Cope Lane	Jct.	Vermont Route 14
163. Jericho Road East	Jct.	Vermont Route 14
164. Jericho Road West	Jct.	Vermont Route 14
165. Dothan Road	Jct.	Vermont Route 14
166. Elk Street	Jct.	Maple Street
167. Park Street	Jct.	Maple Street
168. Ferry Boat Crossing	Jct.	Maple Street
169. Christian Street	Jct.	Maple Street
170. Elmwood Court	Jct.	Christian Street
171. Summer Street	Jct.	Christian Street
172. Orchard Hill	Jct.	Summer Street
173. Campbell Street	Jct.	Harry Gibbs Street
174. Harry Gibbs Street	Jct.	Christian Street
175. School Street	Jct.	Christian Street
176. Paula Street	Jct.	Christian Street
177. Truell Road	Jct.	Christian Street
178. Aldrich Lane	Jct.	Christian Street
179. Billings Farm Road	Jct.	Christian Street
180. Jericho Road	Jct.	Jericho Street
181. Dothan Road	Jct.	Jericho Street
182. Newton Lane	Jct.	Jericho Street
183. Wallace Road	Jct.	Jericho Street
184. Sugar Top Road	Jct.	Jericho Street
185. Wood Road	Jct.	Woodstock Road
186. Chester Arthur Road	Jct.	Woodstock Road
187. West Gilson Avenue	Jct.	Woodstock Road
188. River Street	Jct.	Woodstock Road
189. Cross Street	Jct.	Woodstock Road
190. Waterman Hill	Jct.	Woodstock Road
191. Quechee Hartland Road	Jct.	Woodstock Road

192. Deweys Mill Road	Jct.	Woodstock Road
193. Hathaway Road	Jct.	Woodstock Road
194. Quechee Main Street	Jct.	Woodstock Road
195. Chester Arthur Road	Jct.	Woodstock Road
196. Hard Road	Jct.	Quechee Main Street
197. Tichenor Road	Jct.	Quechee Main Street
198. Henri Hill Road	Jct.	Quechee Main Street
199. Deweys Mill Road	Jct.	Quechee Main Street
200. Waterman Hill	Jct.	Quechee Main Street
201. High Street	Jct.	Quechee Main Street
202. Bluff Road	Jct.	Quechee Main Street
203. Willard Road	Jct.	Quechee Main Street
204. Village Green	Jct.	Quechee Main Street
205. Quechee Main Street East	Jct.	Old Quechee Road
206. Quechee Main Street West	Jct.	Old Quechee Road
207. Quechee Main Street	Jct.	Quechee West Hartford Road
208. Old Quechee Road	Jct.	Quechee Main Street
209. Wells Road	Jct.	Willard Road
210. Bently Road	Jct.	Willard Road
211. Noyes Lane	Jct.	Red Barn Road
212. Noyes Lane	Jct.	Old Town Farm Road
213. Red Barn Road	Jct.	Quechee Main Street
214. Wheelock Road	Jct.	Quechee Main Street
215. Hillside Road East	Jct.	Quechee Main Street
216. Hillside Road West	Jct.	Quechee Main Street
217. Fairbanks Turn	Jct.	Hillside Road
218. Murphy Road	Jct.	River Street
219. River Street	Jct.	Waterman Hill
220. Luce Meadow Road	Jct.	Quechee/Hartland Road
221. West Gilson Avenue	Jct.	Quechee/Hartland Road
222. East Gilson Avenue	Jct.	Quechee/Hartland Road
223. Marsh Family Road	Jct.	Quechee/Hartland Road
224. Sugar House Road	Jct.	Quechee/Hartland Road
225. Marsh Family Road	Jct.	West Gilson Avenue
226. Cross Street	Jct.	West Gilson Avenue
227. Cross Street	Jct.	Quechee/Hartland Road
228. Longview Lane	Jct.	Cross Street
229. Sunrise Cricle North	Jct.	Cross Street
230. Sunrise Cricle South	Jct.	Cross Street
231. Dody Road	Jct.	Morgan Road
232. Jay Hill Road	Jct.	Old Quechee Road
233. Jay Hill Road	Jct.	Hard Road
234. Morrill Bend	Jct.	Hard Road
235. Hard Road	Jct.	Old Quechee Road
236. Morgan Road North	Jct.	Old Quechee Road
237. Morgan Road South	Jct.	Old Quechee Road
238. Noyes Lane	Jct.	Quechee West Hartford Road
239. Safford Road	Jct.	Quechee West Hartford Road
240. Joe Ranger Road	Jct.	Quechee West Hartford Road
241. Johnny Brook Road	Jct.	Quechee West Hartford Road
242. Clay Road	Jct.	Quechee West Hartford Road

243. Old Town Farm Road	Jct.	Quechee West Hartford Road
244. Kenison Road	Jct.	Quechee West Hartford Road
245. Howard Road	Jct.	Quechee West Hartford Road
246. Old River Road	Jct.	Quechee West Hartford Road
247. Westfield Drive South	Jct.	Quechee West Hartford Road
248. Recreation Drive	Jct.	Westfield Drive
249. Westfield Drive North	Jct.	Quechee West Hartford Road
250. Handy Road	Jct.	Quechee West Hartford Road
251. Pomfret Road	Jct.	Quechee West Hartford Road
252. Quechee West Hartford Road	Jct.	Vermont Route 14
253. Tiger Town Road	Jct.	Vermont Route 14
254. Harper Savage Lane	Jct.	Vermont Route 14
255. Jericho Street West	Jct.	Vermont Route 14
256. Jericho Street East	Jct.	Vermont Route 14
257. Podunk Road	Jct.	Tiger Town Road
258. Stetson Road	Jct.	Tiger Town Road
259. Wildlife Road	Jct.	Podunk Road
260. Wildlife Road	Jct.	Jericho Street
261. Green Heights Drive	Jct.	Sykes Mountain Avenue

ARTICLE IV
Immobilization of Parked Vehicles

§ 220-20. Immobilization of vehicle

Any unattended motor vehicle found parked at any time upon any public highway or parking areas of the Town of Hartford, the owner of which has accumulated four or more unpaid parking tickets and has failed to respond may be immobilized by the Hartford Police Department in such a manner as to prevent its operation, providing notice that the vehicle in question is subject to immobilization is sent to the registered owner by first-class mail at least 15 days prior to immobilization. No such vehicle shall be immobilized by any means other than by the use of a device which will cause no damage to such vehicle unless the vehicle is moved while the device is in place. In addition to any outstanding fines, the owner of such immobilized vehicle shall be assessed a $35 immobilization fee.

§ 220-21. Notice to owner

At the time of immobilization, the Hartford Police Department shall cause to be placed on such vehicle, in a conspicuous manner, notice that the vehicle has been immobilized and that any attempt to move such vehicle might result in damage to such vehicle.

The owner of any vehicle that has accumulated four or more parking tickets, and has failed to respond, shall be notified by first-class mail that if all tickets are not paid within 15 days the vehicle will be immobilized if found in any Town parking area or on Town property and may face additional financial penalties.

§ 220-22. Release of vehicle

The owner of such immobilized vehicle, or other duly authorized person, shall be permitted to secure the release of the vehicle upon the payment to the Hartford Police Department of all outstanding fines, plus the immobilization fee of $35.

§ 220-23. Failure to remove immobilized vehicle

Any vehicle which is immobilized and is not removed from its public parking location after 24 hours shall be subject to towing by the Hartford Police Department. Any vehicle towed will be inventoried, and wrecker fees shall be the responsibility of the registered owner.

§ 220-24. Tampering with immobilization.
It shall be unlawful for any unauthorized person to remove or damage or attempt to remove or damage any immobilization device. The fine for such an offense shall be $500, plus the cost of repairs or replacement of any damaged device.

§ 220-25. Post-immobilization hearings.
As to any vehicle immobilized pursuant to this article, a person who has a legal entitlement to possession of the vehicle shall be entitled to a post-immobilization administrative hearing to determine whether or not there is sufficient cause to immobilize the vehicle. In order to exercise that right, the person must, within IO days after such person learns of the immobilization, serve written demand for a hearing upon the Hartford Police Department, 812 VA Cutoff Road, either in person or by first-class mail. Such demand shall state the name, address, and telephone number, if any, of the person making the demand and the vehicle registration number on the immobilized vehicle.

§ 220-26. Conduct of hearing.
A hearing shall be conducted before a hearing officer within 48 hours of receipt of a written demand therefor for the person seeking the hearing, unless such person waives the right to a speedy hearing. Saturdays, Sundays and Town holidays shall be excluded from the calculation of the forty-eight-hour period. The sole issue before the hearing officer shall be whether or not there is sufficient cause to immobilize the vehicle in question. The hearing officer shall be the Town Manager or a Town grand juror designated by the Town Manager to act in his stead. "Sufficient cause to immobilize" shall mean such a state of facts as would lead a person of ordinary care and prudence to believe that there was sufficient breach of the local ordinance to grant legal authority to immobilize the vehicle. The hearing officer shall conduct the hearing in an informal manner and shall not be bound by technical rules of evidence. The person demanding the hearing shall carry the burden of establishing that such person has the right to possession of the vehicle. The Hartford Police Department shall carry the burden of establishing that there is sufficient cause to immobilize the vehicle in question. At the conclusion of the hearing, the hearing officer shall prepare a written decision. A copy of such decision shall be provided to the person demanding the hearing and the registered owner of the vehicle (if not the person requesting the hearing). The hearing officer shall be the Town Manager or a Town grand juror designated by the Town Manager to act in his stead. "Sufficient cause to immobilize" shall mean such a state of facts as would lead a person of ordinary care and prudence to believe that there was sufficient breach of the local ordinance to grant legal authority to immobilize the vehicle. The hearing officer shall conduct the hearing in an informal manner and shall not be bound by technical rules of evidence. The person demanding the hearing shall carry the burden of establishing that such person has the right to possession of the vehicle. The Hartford Police Department shall carry the burden of establishing that there is sufficient cause to immobilize the vehicle in question. At the conclusion of the hearing, the hearing officer shall prepare a written decision. A copy of such decision shall be provided to the person demanding the hearing and the registered owner of the vehicle (if not the person requesting the hearing).

§ 220-27. Decision of hearing officer and its effect.
The hearing officer's decision in no way affects any criminal proceedings in connection with the immobilization in question; any criminal charges involved in such proceedings may only be challenged in the appropriate court. The decision of the hearing officer is final. Failure of the registered or legal owner or his/her agent to request or attend a scheduled post-immobilization hearing shall be deemed to

be a waiver of the right of such hearing.
In the event that the hearing officer finds no sufficient cause, the hearing officer shall so inform the Hartford Police Department; the Hartford Police Department shall release the vehicle if it has not already done so, and no immobilization fee shall be charged.

§ 220-28. Grievance procedure.
If a citizen believes that he/she has unfairly received a parking violation ticket, he/she may appeal in writing to the Parking Enforcement Officer, supplying name, address, telephone number and appropriate times in which to be contacted, as well as an explanation of the appeal. If the citizen is not satisfied with the disposition rendered by the Parking Enforcement Officer, he/she may appeal in writing to the Chief of Police. The decision of the Chief of Police will be final.

§ 220-29. Fine for parking violations.

Fines for applicable parking violations will be as follows:
Timed and metered parking spots -$11
Handicapped Spots- $50
Winter Parking Ban- $11
All other parking violations- $11

All fines will automatically be doubled if not paid within fourteen (14) days of issuance of the ticket.

Article V
Speed Limits

§ 220-30. Town of Hartford
The speed limit for motor vehicles in the Town of Hartford shall be 25 miles per hour on all the streets with the following exceptions:

1. The speed limit on North Main Street in White River Junction south of Lantern Lane for .5 miles shall be 40 miles per hour. The speed limit for the remaining southernmost portion of North Main to the rotary shall be 35 miles per hour.
2. The speed limit on Maple Street from the New Hampshire state line to the intersection with Cascadnac Avenue sha11 be 30 miles per hour; beyond the intersection of Cascadnac Avenue to the Village of Hartford it shall be 35 miles per hour. The speed limit on Maple Street within the Village of Hartford shall be 30 miles per hour.
3. The speed limit on Hartford Avenue south of, and including, the intersection with Colonial Drive shall be 30 miles per hour. The speed limit on Hartford Avenue north of the intersection with Colonial Drive shall be 35 miles per hour.
4. On Vermont Route 14 the speed limit shall be 45 miles per hour except for a 1.1 mile portion beginning .2 miles west of John Haven Lane.-
5. The speed limit on Christian Street shall be 35 miles per hour Except for the southernmost .4 miles which shall be 25 miles per hour.
6. The speed limit on the Quechee-Hartland Road is 25 miles per hour commencing at U.S. Route 4 for a distance of 0.3 mile then the speed limit shall be 35 miles per hour to the border with Hartland.
7. The speed limit on Mill Road shall be 35 miles per hour.
8. The speed limit on VA Cutoff Road shall be 35 miles per hour.

9. The speed limit on Quechee West Hartford Road shall be 35 miles per hour, except the southernmost .1 miles which shall be 25 miles per hour.
10. The speed limit on Woodstock Road shall be 45 miles per hour from the intersection with North Main Street to .4 miles east of Severance Drive. From the intersection with Severance Drive to 5817 Woodstock Road the speed limit shall be 40 miles per hour. The speed limit from 5817 Woodstock Road to River Street shall be 35 miles per hour. The speed limit west of River Street to the border with Hartland on Woodstock Road shall be 45 miles per hour.
11. The speed limit on Quechee Main Street from Woodstock Road to the intersection with Old Quechee Road shall be 35 miles per hour. The speed limit from the intersection with Old Quechee Road to .1 miles west of the intersection with Quechee West Hartford shall be 25 miles per hour. The speed limit for the following .6 miles shall be 35 miles per hour. The speed limit will then be 25 miles per hour until .1 miles west of Hillside Drive. The speed limit from .1 miles west of Hillside Drive to the end of Quechee Main Street shall be 35 miles per hour.
12. The speed limit on Jericho Street shall be 35 miles per hour from the intersection with VT Route 14 to .1 miles east of Jericho Road. The speed limit shall be 25 miles per hour from .1 miles east of Jericho Road until .2 miles east of Dothan Road. The speed limit will then be 35 miles per hour until the westernmost .8 miles of Jericho Street where the speed limit shall be 25 miles per hour.
13. The speed limit on Jericho Road shall be 35 miles per hour except the northernmost 250 feet, which shall be 25 miles per hour.
14. The speed limit on Costello Road shall be 35 miles per hour.
15. The speed limit on Old River Road shall be 35 miles per hour.
16. The speed limit on Old Quechee Road shall be 35 miles per hour from the intersection with Costello Road to the intersection with Hard road, at which point the speed limit shall be 25 miles per hour.
17. The speed limit on Dothan Road shall be 35 miles per hour.
18. The speed limit on North Hartland Road shall be 35 miles per hour from the rotary to .1 miles south of Wright Reservoir Road where it shall be 45 miles per hour until the border with Hartland.
19. The speed limit on Center of Town Road shall be 35 miles per hour.

ARTICLE VI
Traffic Lights

§ 220-31. Colors and arrow indications

Colors and arrow indications in traffic control signals shall have the commands ascribed to them in this article, and no other meanings, and every driver of a vehicle or other conveyance shall comply therewith, except when otherwise directed by a police officer or by lawful regulating sign, signal or device.
In no case shall a driver enter or proceed through an intersection without due regard to the safety of other persons within the intersection regardless of what indications may be given by traffic control signals.

§ 220-32. Green.
While the green lens is illuminated, drivers facing the signal may proceed through the intersection, but shall yield the right-of-way to pedestrians and vehicles lawfully within a crosswalk or the intersection at the time such signal was exhibited. Drivers of vehicles making a right or left turn shall yield the right-of-way to pedestrians crossing with the flow of traffic.

§ 220-33. Right, left and vertical green arrows.
When a right green arrow is illuminated, drivers facing said signal may turn right. When a left green arrow is illuminated, drivers facing said signal may turn left. When a green arrow is exhibited together with a red or a yellow lens, drivers may enter the intersection to make the movement permitted by the arrow, but shall yield the right-of-way to vehicles and pedestrians proceeding from another direction on a green indication.

§ 220-34. Yellow.
While the yellow lens is illuminated, waiting drivers shall not proceed, and any driver approaching the intersection or a marked stop line shall stop at such point unless so close to the intersection that a stop cannot be made in safety; provided, however, that if a green arrow is illuminated at the same time, drivers may enter the intersection to make the movement permitted by such arrow.

§ 220-35. Red.
While the red lens is illuminated, drivers facing the signal shall stop outside of the intersection or at such point as may be clearly marked by a sign or line; provided, however, that there is a green arrow illuminated at the same time, drivers may enter the intersection to make the movement permitted by such arrow.

§ 220-36. Red and yellow.
While the red and yellow lenses are illuminated together, drivers shall not enter the intersection, and during such time the intersection shall be reserved for the exclusive use of pedestrians.

§ 220-37. Flashing red.
A flashing red lens shall indicate those intersections at which a driver is required by law to stop before entering.

§ 220-38. Flashing yellow.
A flashing yellow lens shall indicate the presence of a hazard, and drivers may proceed only with caution.

ARTICLE VII
Vehicles Hauling Waste Matter

§ 220-39. Covering of contents required.

Every commercial or industrial vehicle which shall be used for the conveyance of sand, gravel, ashes, cinders, loose paper, cartons, boxes, cases, slabs, stickings, construction waste, rubbish, or of any other substance or material, or any other article which may be blown or may fall therefrom, and traveling at a rate of speed in excess of 30 miles per hours or the lower posted speed limit, shall be entirely enclosed or have a tarpaulin or cover securely attached to such article and to be of sufficient size and form as shall entirely cover the contents of such vehicle and prevent such contents from being blown or falling therefrom, irrespective of whether such vehicle is licensed for the conveyance of such contents or not.

§ 220-40. Violations and penalties.

Any person who violates a provision of this Article VIII shall be punished as provided in § 220-44.

ARTICLE VIII
Bicycles

§ 220-41. Riding after dark

Bicycle riding after dark shall be prohibited on the streets of the Town of Hartford except when the bicycle is properly equipped with lights, reflectors and proper equipment designated by the Vermont Statutes.

§ 220-42. Bicycle Lanes.

All Bicycles shall be operated in designated bicycle lanes where available. No motor vehicle shall be operated in bicycle lanes except in clearly marked zones denoted by a broken green line.

ARTICLE I X
Fines and Penalties

§ 220-43. Review of fine structure

The Chief of Police shall periodically review the fine structure for violations of this chapter and make suggestions to the Selectboard which shall make all final decisions as to fines for violations.

§ 220-44. Violations and penalties.

Except as may be provided in 23 V.S.A. § 1 et seq., a person who violates this chapter shall be subject to the penalties provided in § 1-16 of the Code of the Town of Hartford. An enforcement action for violation of any parking regulations may be prosecuted as provided in 4 V.S.A. § 437(11)

AMENDMENT TO TOWN OF HARTFORD

MUNICIPAL CODE CHAPTER 220-13 (Specific Parking and Traffic Restrictions)

The Selectboard of the Town of Hartford, at a meeting held on July 14, 2025, amended the Hartford Municipal Code Chapter 220-13 (Specific Parking and Traffic Restrictions) by unanimous vote of the members present. This ordinance was amended in accordance with the authority vested in the Selectboard by Chapters 59, 97, 101, and 131 of Title 24 of the Vermont Statutes Annotated, as amended.

Dated on this 14th day of July, 2025
Town of Hartford
County of Windsor
State of Vermont

_____
Mary Erdei

_____
Michael Hoyt

_____
Ashley Andreas

_____
Ida Griesemer

_____
Brandon Smith

_____
Miranda Dupre

_____
Erik Krauss

A full text of the language of the proposed Amendments is available for inspection at the Town of Hartford, Town Manager's Office (8 AM - *5* PM M-F) at 171 Bridge Street, White River Jct., VT. 05001. Any person desiring further information about the changes to the Town of Hartford Speed Limit Ordinance as codified in the Town of Hartford Municipal Code at Chapter 220 may contact the Town Manager's Office at 802-295-9353 at 171 Bridge Street, White River Jct., VT 05001.
This amendment will become effective 60 days after the date of its adoption.
Citizens of the Town of Hartford are further hereby notified that they have forty-four (44) days from the date of its adoption to petition for a vote on the above ordinance amendment at annual or special meeting as provided in the Town Charter.

AGENDA MEMORANDUM

July 8, 2025
Town Selectboard Meeting Item: 5.d.
Submitted By: Matt Osborn, Town Planner, Department of Planning & Development
Lori Hirshfield, Director, Department of Planning & Development

Subject: Waiver of Purchasing Policy to Award Contract to Provide Engineering Design Services for the I-91, Exit 11 Interchange Sidewalk Project, Ballardvale Drive to Sykes Mountain Avenue

Background: This sidewalk project dates back to 2004 including two Town bicycle/pedestrian scoping studies (2004 & 2013) and the award of a bicycle/pedestrian grant for design and construction of a sidewalk in 2014. Design work started, then the project was put on hold by VTrans because they determined a proposed crosswalk across the straight Exit 11 northbound off-ramp was unsafe and required a realigned off-ramp. Since design and construction of an interstate off-ramp is not a Town undertaking, we had to wait for the State to plan and design the off-ramp. In 2020, VTrans commissioned Stantec to undertake a Route 5 Corridor Study. The study recommended a realigned off-ramp which was included in Route 5 repaving project plans and constructed last year. The project delay also necessitates VTrans going through a process to restart the project since 10 years have expired since last active even though the grant period has not expired. VTrans anticipates the request being approved shortly since the delay was not caused by the Town and the issue has been resolved.

Due to the long delay in moving forward with the project, the contract with Stantec has expired. As a result, the Town must go through a procurement process to hire the engineer. As recommended by VTrans, the Town is utilizing the VTrans *At-the-Ready* process to hire a consultant to provide engineering design services. The *At-the-Ready* is a prequalification process established in the 2010s where firms apply every three years to VTrans to be on their pre-qualified list of engineering consultants. Only six firms are selected. In VTrans' experience, these are the best, most qualified and competent engineering firms which have an excellent record of completing projects without problems.

Use of the State's pre-qualified list is an alternative to a Town bidding process as allowed under Section 3.8 of the Town's Purchasing Policy.

> "Anything to the contrary herein notwithstanding, Town Departments may purchase through Federal, State of Vermont, neighboring State, VLCT or other municipal competitive sealed bid contracts or competitive proposals where allowed and honored by the vendor in which case all of the above in-house purchasing requirements for Competitive Sealed Bidding or Competitive Sealed Proposals are waived."

Discussion: As required by VTrans, a subcommittee was formed to review the *At-the-Ready* Statements of Qualifications. The subcommittee, comprised of Housing and Development Specialist Lexi Webster and Town Planner and Municipal Project Manager Matt Osborn, reviewed three firm's statements of

qualifications and selected Stantec as the most qualified engineering firm. Stantec submitted a scope and fee proposal. The submittal was reviewed by Town staff and VTrans. The VTrans project manager commented that the Stantec fee proposal "was right where he expected it to be." Staff recommend awarding the contract to Stantec for the following reasons:

- VTrans selected Stantec as one of six pre-qualified engineering firms for local projects administered by VTrans Municipal Assistance Bureau.
- Stantec submitted a well-written Statement of Qualifications demonstrating their extensive bicycle and pedestrian engineering design expertise and experience.
- Stantec submitted a well-written scope of work.
- Stantec has worked on dozens of VTrans Municipal Assistance Bureau projects.
- Stantec also was the engineering firm for the Town's 2004 and 2013 scoping studies as well as the first Town design of the sidewalk through the interchange area, the State Route 5 Corridor Study, and the State Route 5 repaving project.
- Stantec has extensive engineering design experience along Route 5 and Sykes Mountain Avenue corridors.
- Stantec has an excellent working relationship with the Town.

Staff and VTrans recognize that another grant will be necessary to complete the project. The proposed engineering services are needed to prepare information for the grant application. Given the fact that this is the last segment to complete a continuous sidewalk connection with many destinations in the area, staff believe the likelihood of additional grant funding is high. Staff plans to apply for additional funding in 2026 with construction expected in 2027.

Financial Impact: As noted previously, the Town received a $369,000 VTrans Bicycle/Pedestrian grant to design and construct a sidewalk. Anticipating the need for additional grant funds and local match, the Town put additional funds in reserve in Fiscal Years 2024, 2025 and 2026. Based on expenditures to date there are $346,124 in grant funds and $118,458 in Town matching funds. Stantec's scope and fee proposal to finish the design, engineering and construction bid documents for the project is $75,000. The remaining grant and Town matching funds are sufficient to cover the engineering fee.

Recommendation:

- Waive the requirement of Section 3.6 of the Town Purchasing Policy and Procedure for competitive sealed proposals for contracts over $20,001 as authorized by Section 3.8 of the Town Purchasing Policy and Procedure to utilize the VTrans At-the-Ready process to hire a consultant.

- Award the contract to Stantec in the amount of $75,000.00 to provide engineering design services for the I-91 Exit 11 Interchange sidewalk project and authorize the Town Manager to execute the contract and other actions necessary to complete the project, with the understanding that VTrans authorizes the grant restart.

Attachments: Stantec Statement of Qualifications
Stantec Scope & Fee Proposal
Map of Interchange Concept Design 2020 Route 5 Improvement Study

RESPONSE TO REQUEST FOR QUALIFICATIONS FOR

At-The-Ready Consultant Engineering Services for Municipalities 2023

Design Services

Vermont Agency of Transportation
Municipal Assistance Bureau

February 9, 2023









Stantec

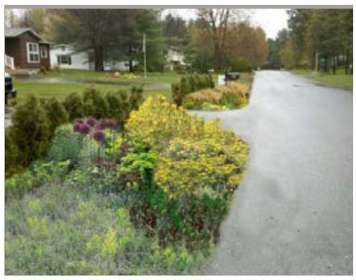




Stantec has been providing an array of planning, design, engineering, construction inspection, and project management services to VTrans and the municipalities and communities of Vermont for over 65 years.

















What's inside

A. Cover Letter
B. General Firm Information
C. Organizational Chart
D. Availability Chart
E. Design Services
F. Resumes

A. COVER LETTER

Burlington Great Streets, Burlington, Vermont



A. COVER LETTER

Stantec Consulting Services Inc.
193 Tilley Drive, Suite 101
South Burlington, Vermont 05403

February 9, 2023

Nydia Lugo
Civil Engineer
Vermont Agency of Transportation
Highway Division - Municipal Assistance
219 North Main Street
Barre, VT 05641

RE: RFQ for At-The-Ready Consultant Engineering Services for Municipalities, Design Services, 2023

Dear Ms. Lugo:

We're active members of the communities we serve. That's why at Stantec, we always design with community in mind. When we take on a project, we see more than a highway, road, bridge, or pond. At Stantec, we look at every challenge as an opportunity to bring communities together. In the face of ever-increasing budget constraints and the need for an expanding range of services, having a trusted team, such as Stantec makes sense for your high priority projects requiring multi-disciplined consultation. Our proposed team, of engineers and environmental scientists is broadly skilled and has extensive experience with the design, project management, and construction inspection services typically required for projects administered through the VTrans Municipal Assistance Section (MAS).

Our staff are recognized regional leaders in transportation and stormwater projects and have worked hand-in-hand with Vermont communities for many years. We have the experience and capacity to provide the highest level of service to our communities for the following reasons:

We Know the VTrans Project Development Process: The results speak for themselves. Our team members have provided design, project management, and construction inspection services for over 40 MAS funded transportation and stormwater projects over the last 10 years. Our team knows what it takes to move a project from concept to 100% design and into construction. It is one reason why Stantec has been repeatedly selected by our existing clients.

We understand Financial Constraints Facing Vermont Municipalities: Vermonters deserve high-quality services delivered in a reasonable amount of time to avoid unnecessary schedule delays and change orders during construction. First-rate work from a firm that is experienced with state and federally funded projects can result in tens or even hundreds of thousands of dollars saved during construction. Our team has a successful record of doing this for Vermont municipalities. It is our primary goal for every project we work on.

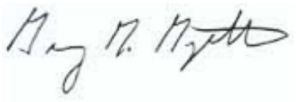
We Know State and Federal Regulations: We have knowledge of state and federal regulations. Over 95% of the work done by this team is state and federally funded, meaning these projects meet their requirements and follow their processes. Unique requirements typically include NEPA documentation, state and federal permitting and clearances, and Right-of-Way acquisition procedures.

We Are Committed to Vermont: Living and working in Vermont, and having worked with VTrans and many Vermont municipalities for over 65 years, we are passionate about helping our communities. We believe the best way to do this is to provide quality, innovative, and responsive service. That is our commitment.

We emphasize the depth of our in-house resources, our specific knowledge of MAS projects and processes, and our ability to respond both timely and in sufficient detail to sustain progress and maintain the project schedules. We look forward to continuing to contribute our enthusiasm and skills to improve Vermont's infrastructure and environmental footprint. Thank you for your consideration.

Sincerely,

Stantec Consulting Services Inc.





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B.

GENERAL FIRM INFORMATION

University Place, Burlington, Vermont



B. GENERAL FIRM INFORMATION

Introduction to Consultant

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We care about the communities we serve—because they're our communities too. This allows us to assess what's needed and connect our expertise, to appreciate nuances and envision what's never been considered, to bring together diverse perspectives so we can collaborate toward a shared success.

We're designers, engineers, construction inspectors, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe. Projects that we're proud to be a part of and stand behind.

Company Information

Projects will be completed out of our South Burlington, Vermont office as Stantec Consulting Services Inc., a division of the Stantec group of companies.

FIRM NAME

Stantec Consulting Services Inc.

BUSINESS ADDRESS/PHONE/EMAIL

193 Tilley Drive, Suite 101
South Burlington, Vermont 05403
P: (802) 864-0223 | F: (802) 864-0165
E: Greg.Goyette@stantec.com |
Israel.Maynard@stantec.com

YEAR FIRM WAS ESTABLISHED/ FORMER FIRM NAMES

Stantec Inc. was formed in 1954 in Canada. Stantec Consulting Services Inc., however, was originally incorporated in 1929 as Manhasset Civil Engineers and was eventually acquired by Stantec Consulting Group Inc. in 2004 (later renamed to Stantec Consulting Services Inc. that year). Stantec Consulting Services Inc. established the South Burlington, Vermont office in 2006 following the acquisition of Dufresne-Henry.

Stantec & Vermont

For 65+ years Vermont municipalities have been, and continue to be, very important clients to our team. We have a strong desire to be involved in our communities and are prepared to commit the necessary resources to help you succeed. Our deep and talented team offers Vermont municipalities the support of our many local staff who have established relationships with various local, regional, and state officials. As local and experienced staff, we can readily provide the closeness, accessibility, responsiveness, project area familiarity, and local contact to streamline the work and provide successful projects on your schedule.

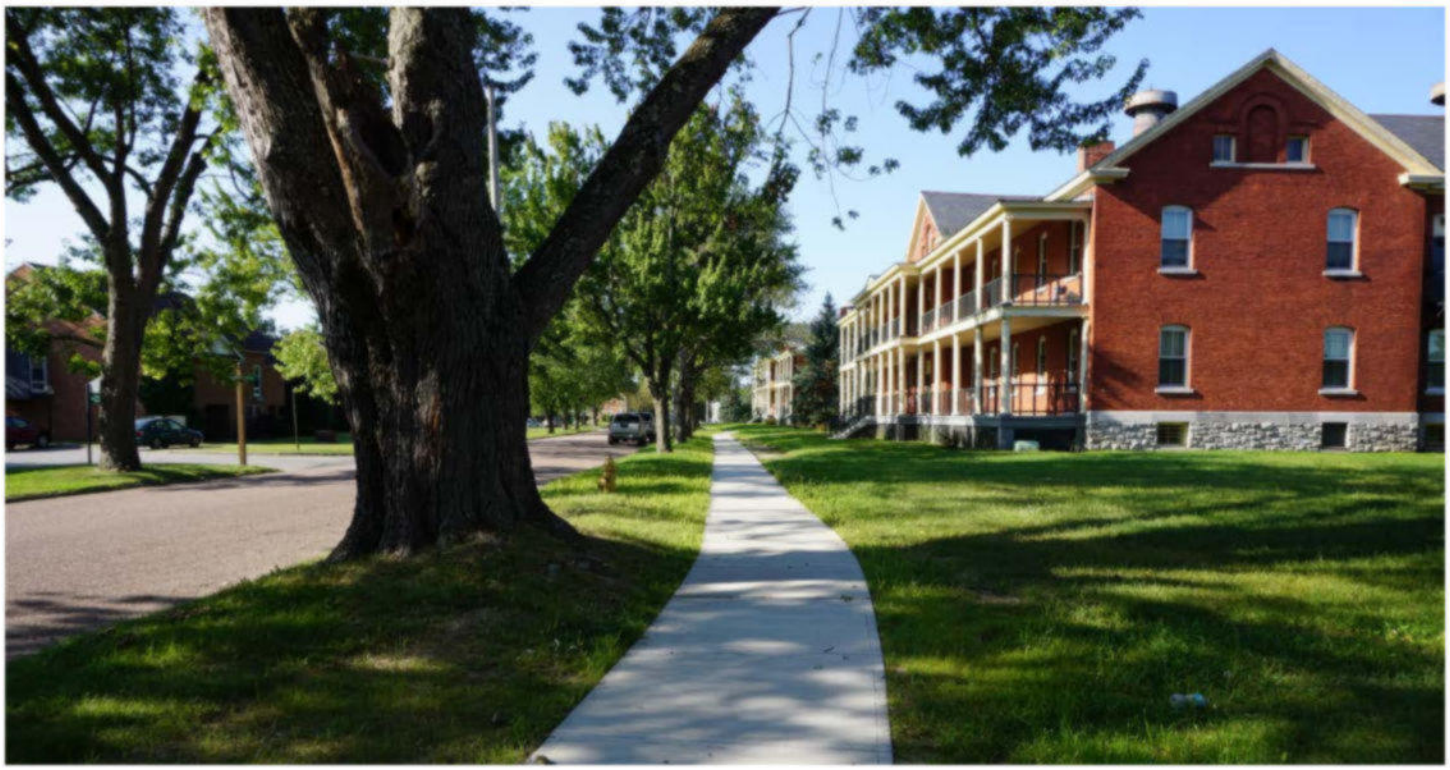
Firm's Capabilities to Perform the Work

Our local team of planning, design, and engineering professionals has decades of first-hand experience in Vermont. The South Burlington office staff will lead these services. When needed, support from other regional offices can be readily solicited. These regional offices have over 2,000 staff members who can handle virtually any assignment. The result of this connected team's resources, knowledge, and experience is an unmatched commitment to meet your project's needs.

Understanding of the Work Required

Through our involvement with the Municipal Assistance Section (MAS) over the last 20+ years and working with VTrans on over 15 retainer type contracts that date back to 1992, Stantec team members understand what it takes to successfully plan, design, and construct projects that receive funding through the MAS program. We have worked with MAS and municipal staff to move over 40 projects into construction over the last 10 years, and are currently working on over 10 projects that are in varying stages of project development.

A successful project is the result of identifying project issues and working together to find solutions. This includes the ability to anticipate issues and methods to expedite the project development process. Stantec team members have done this consistently for MAS projects. They understand that team work with municipal representatives and VTrans are paramount to successfully delivering projects. Our team members have a great understanding of not only how



Fort Ethan Allen Sidewalk, Colchester, Vermont

to find solutions for design and construction challenges, but also of issues that require early coordination such as utility relocations, environmental permitting, and Right-of-Way acquisition. The team members shown on the organization chart include specialists in ROW plan and document development, utility coordination and relocation design, and environmental permitting including stormwater, wetlands, Act 250, and local review. Stormwater permitting is a complex issue in Vermont. Team members are very knowledgeable on how requirements apply to transportation projects. We have helped VTrans and ANR develop the Transportation chapter for the recently released and revised Vermont Stormwater Management Manual and are at the forefront of innovative stormwater practices that help municipalities not only meet their regulatory obligations but also improve water quality for our communities.

Team members are also familiar with the "Municipal Assistance Bureau Local Project Guidebook for Locally Managed Projects". This document is used by Stantec as a framework for developing a detailed scope of work for each assignment and for helping municipalities navigate requirements associated with state and federally funded projects.

Past experience has also proven that having knowledge of the local area and established local relationships are a great benefit. Having worked in Vermont for over 65 years, our team has these qualities and resources. From our experience with working with the VTrans MAS program, we also understand the value of having a team with a wide range of capabilities, experience, and resources. For instance, when the Town of Waterbury requested graphics to help the community better understand the upcoming construction of Main Street, Stantec's graphic artists were available to assist and quickly produce these graphics that were positively received by the community.

Having worked on numerous projects administered through the Municipal Assistance Section, our project team understands the constraints our communities are often working with. Project funding is often based on cost estimates prepared during the scoping phase. This project funding is typically capped and any design and construction costs over the budgeted amount often become the responsibility of the municipality. Our team has had numerous successes working with Vermont communities to move these types of projects into construction and within their allotted budgets.

How to Work with Stantec

The organization chart on page 15 includes Stantec's personnel that are available to support your projects. If a municipality elects to work with Stantec on their project, they can notify Stantec's Program Manager, **Greg Goyette**. Greg will then discuss the project with Assignment Managers and assemble the team that has the qualifications and availability to complete the work. The Assignment Manager will then work closely with the appropriate municipal staff to develop a scope of work and fee that fits expectations and budget.

Subconsultants

Vermont Survey & Engineering (VSE) | Survey Services

FIRM NAME
Vermont Survey and Engineering, Inc.

BUSINESS ADDRESS/PHONE/EMAIL
79 River Street, Suite 201
Montpelier, Vermont 05602
P: (802) 229-9138
E: info@vermontsurvey.com

YEAR FIRM WAS ESTABLISHED/ FORMER FIRM NAMES
Vermont Survey and Engineering, Inc. (1982)

Vermont Survey and Engineering, Inc. (VSE) is a New England-based Land Surveying firm, first incorporated in 1982. VSE's client base encompasses Federal, State, and Municipal agencies as well as commercial, industrial, and residential developers. They provide survey services to engineering firms, architectural firms, environmental firms, utility companies and construction companies. Their professional staff includes land surveyors licensed in Vermont, New Hampshire, and New York. Right-of-Way services primarily focus on highway design and related activities for State and Municipal agencies, including the preparation of Right-of-Way plans and associated title abstracting. Surveying services include geodetic control and topographic, hydrographic, boundary retracement, ALTA/ ACSM, and construction layout surveys.

Their extensive experience working on all types of VTrans projects have included projects for highway, bridges, aviation, rail, and Right-of-Way. Their services cover topographic survey, establishing, and setting control, creating Right-of-Way plans, and boundary retracement plats. VSE has provided boundary surveys for Vermont Department Buildings & General Services and Right-of-Way plans for the New Hampshire Department of Transportation. They have consistently delivered skilled personnel and expertise to the many VTrans projects, and are committed to continuing this relationship and quality product during this contract.

Hartgen Archaeological Associates | Archaeological/Historical Services

FIRM NAME
Hartgen Archaeological Associates, Inc.

BUSINESS ADDRESS/PHONE/EMAIL
1744 Washington Ave.
Rensselaer, NY 12144
P: (518) 283-0534
E: bvenables@hartgen.com

YEAR FIRM WAS ESTABLISHED/ FORMER FIRM NAMES
Hartgen Archaeological Associates, Inc. (1973)

Hartgen Archaeological Associates, Inc., founded in 1973, has grown to become the largest privately-owned cultural resource management firm in the northeast and a recognized leader in the field. The company provides a full range of services which help clients to comply with the requirements of Section 106 of the National Historic Preservation Act, the National Environmental Policy Act, Vermont Act 250 processes and with the Vermont Agency of Transportation (VTrans) and the Federal Highway Administration (FHWA) regulations. Hartgen has extensive experience conducting cultural resource projects for federal, state, municipal, and private clients.

Hartgen has completed over 1,000 archaeological studies, historic preservation reviews, and architectural studies throughout Vermont including over 430 for VTrans. Their experience in Vermont includes all phases of cultural resource management including ARAs, Phase IA, IB, II and III archaeological investigations; National Register eligibility synopses, architectural history; HABS/HAER documentation; historical deed and document research; historical map research; development of archaeological research designs and master plans; artifact cataloging, design and presentation of public educational signs, pamphlets, and exhibits; and writing and publication of research reports including presentation of results at scholarly and public meetings where appropriate. Our experience encompasses the range of projects typically undertaken by VTrans, such as highway, bridge, airport projects. Our clients include engineering firms, private organizations, museums, municipal state governments and federal agencies.

Hartgen is composed of a staff of over 30 well-qualified, experienced professionals, including archaeologists, an architectural historian, laboratory staff, documentary researchers, CAD/GIS designers, editorial and administrative personnel, many of whom have worked together as a team for years. The staff's individual professional backgrounds and their shared experiences in the field are the foundation of Hartgen's growth and success. Their staff is well versed in cultural resource regulations including Section 106 of the National Historic Preservation Act (NHPA). Project oversight is provided by their 36 CFR 61 qualified Principal Investigators. They have staff certified in health and safety operations at hazardous materials (HAZMAT) sites, and in the Native American Graves Protection and Repatriation Act (NAGPRA). Their diligent staff, their flexible corporate organization and their ability to interact effectively with our clientele, state, and federal agencies ensure that each project proceeds through the review process successfully and that all phases of the project are completed in a timely and efficient manner.

C. ORGANIZATIONAL CHART

Guilford Welcome Center Resurfacing, Guilford Vermont



Stantec Consulting Services Inc.
55 Green Mountain Drive
South Burlington, Vermont 05403

Organizational Chart

Program Manager

Greg Goyette, PE *	802.497.6403	greg.goyette@stantec.com

Design Services

Assignment Managers

DESIGN SERVICES

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Lead Engineers

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Subconsultant Support

SURVEY

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ARCHEOLOGY / HISTORIC

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Municipal Project Management Services

Assignment Managers

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Construction Inspection Services

Assignment Managers

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Subconsultant Support

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SURVEY

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STRUCTURES

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LIGHTING DESIGN

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LANDSCAPE DESIGN

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STORMWATER DESIGN / ANALYSIS

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UTILITIES (WATER / SEWER, TUNNELING / TRENCHLESS, RELOCATION)

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GRANT WRITING

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ENGINEERING/TECHNICAL SUPPORT

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** Resume included for key staff in Section F*

D.

AVAILABILITY CHART

Mansfield Avenue, Burlington, Vermont



Availability Chart

The following chart details availability of key staff members to devote to municipal projects over the next 6 months and an estimate of how much time each staff member has historically worked on municipal projects. It's important to note that, no matter the firm, staff availability will likely change over the life of the prequalification due to new assignments, staff turnover, promotions, and other factors. Stantec's unique depth, breadth, and quality of design professionals in Vermont uniquely positions us to absorb these changes without sacrificing the quality of design services that our clients have come to expect from us. In addition, we have had a very low turnover rate of key staff over the last 10 years, which leads to our clients receiving quality service on a consistent basis.

6 - Month Outlook

Team Member	Project Role	Estimated Hours Available Over the Next 6 Months	% Time Typically Spent on Municipal Projects
Greg Goyette, PE	Program Manager, Assignment Manager – Design, MPM	300	50%
Greg Edwards, PE	Assignment Manager – Design, MPM, Construction Inspection, Grant Writing	200	20%
Mike Fowler, PE	Assignment Manager – Design, Pavement Design, Rail	1000	30%
Israel Maynard, PE	Assignment Manager – Design, Hydraulics/Culvert Design	500	30%
Marc Foisy, PE	Assignment Manager - Design	300	50%
Erik Alling, PE	Assignment Manager – Design, Bike/Ped/ Complete Streets	500	85%
Amanda Ludlow	Assignment Manager – Design, Stormwater Design/Analysis	500	50%
Tom Knight, PE	Assignment Manager - Design, Bridges	500	50%
Thad Luther, PE	Assignment Manager – MPM, Lead Engineer, Traffic Signal Design	300	50%
Rick Bryant, PE	Assignment Manager – MPM	300	50%
John Little, CPESC	Assignment Manager – MPM, Construction Inspection	500	50%
Justin Rabidoux	Assignment Manager – MPM	500	50%
Gary Santy, PE	Assignment Manager – MPM	200	50%
Karl Richardson, PE	Lead Engineer	500	50%
Todd Duguay, PE	Lead Engineer, Construction Inspection	500	50%
Dave Youlen, PE	Lead Engineer	500	50%
Glenn Burgmeier, PE	Lead Engineer	500	50%
Chris Gendron, PE	Lead Engineer, Stormwater Design/ Analysis	500	70%
Walt Woo, PE	Lead Engineer, Traffic Signal Design	500	40%

6 - Month Outlook - Continued

Team Member	Project Role	Estimated Hours Available Over the Next 6 Months	% Time Typically Spent on Municipal Projects
Jared Grigas, PE	Lead Engineer	500	50%
Caela Peterson	Lead Engineer	500	40%
Sean Neely	Lead Engineer	500	50%
Bernie Gagnon, PE	Construction Inspection, Traffic Management/Constructability	500	50%
Doug Campbell, PE	Construction Inspection, Utilities	500	75%
Deron Barnes	Construction Inspection, Engineer/ Technical Support	500	50%
Justin Laperle, EIT	Construction Inspection	500	50%
Rachel Galus	Construction Inspection	500	50%
Andrew McQueeney	Vermont Survey & Engineering	500	50%
Stephen Fraser, LS	Vermont Survey & Engineering	500	50%
Jason Riley	Vermont Survey & Engineering	500	50%
Dr. Brent Venables	Hartgen Archaeological Associates	150	30%
Walter Wheeler	Hartgen Archaeological Associates	100	20%
Alan Brown	S.W. Cole Engineering	550	10%
Scott Harmon	S.W. Cole Engineering	500	10%
Thomas Morgan, PE	S.W. Cole Engineering	500	15%

E. DESIGN SERVICES

Manchester Roundabout, Manchester, Vermont



E. DESIGN SERVICES

Qualifications and Experience of Firm

The Stantec team has successfully moved over 20 projects through the VTrans MAS program and into construction over the last 10 years. These projects include shared-use paths, sidewalks, roundabouts, rail crossings, bridges, roadways, streetscapes, traffic signals, and stormwater treatment systems. Most of the projects involved utility relocations, Right-of-Way acquisitions, and environmental permitting and demonstrate the breadth and depth of our local capabilities. All of these projects were completed by closely following the framework provided by the "Municipal Assistance Bureau Local Project Guidebook for Locally Managed Projects". A listing of these projects, including construction completion year, is below. Project examples either completed through the MAS or relevant to these types of projects are included in the following pages.

- Norwich Tigertown Culvert | 2022
- South Burlington Bartlett Brook Stormwater Treatment System Expansion | In Progress
- Essex Cul-De-Sacs Stormwater Retrofits | 2022
- South Burlington Lindenwood Drive Stormwater Detention Pond | In Progress
- Colchester Prim Road | In Construction
- Essex Phosphorous Control Plan | In Progress
- Essex Pinecrest Drive Sidewalk | 2021
- Hartford Sykes Mountain Avenue Sidewalk | 2022
- South Burlington Dorset Street Signalization Improvements | In Construction
- West Lakeshore Drive Shared-Use Path | 2019
- Lamplite Acres Stormwater Improvements | 2019
- Essex Towers Road Sidewalk | 2019
- Vergennes Gateway Sidewalk | 2018
- Colchester Fort Ethan Allen Sidewalk | 2018
- Essex Route 2A Shared-Use Path | 2015
- Waterbury Roundabout | 2015
- South Burlington US 2/I-89 Exit 14 Widening | 2015
- Waitsfield Village West Sidewalk Project | 2014
- Waitsfield Old County Road Intersection Realignment | 2014
- Waterbury Stowe Street Sidewalk | 2014
- Vergennes Train Depot Relocation | 2013
- Waterbury Farr Road Extension & Bridge Removal | 2013
- Statewide Safe Routes to School Radar Speed Feedback Signs | 2013
- Manchester Roundabouts | 2013
- Dorset Street Shared-Use Path | In ROW
- Moretown Route 100B Sidewalk | In ROW
- Hinesburg Sidewalk Realignment | In progress
- Montpelier Barre Street Shared-Use Path | In progress
- Williston Route 2A Shared-Use Path | In progress
- Jericho Route 15 Sidewalk | In progress
- Springfield Riverwalk Scoping Study | In progress
- East Burke Pedestrian Improvements Scoping Study | In progress
- Burlington Lake Street Shared-Use Path and Rail Crossing | In progress

Knowledge of Federal & State Requirements

Working on state and federal funded transportation projects is primarily what we do. As a result, we are very knowledgeable of current standards and policies. The following is a list of some of the Design Standards Criteria and Guidelines we regularly apply to projects:

- VTrans Municipal Assistance Bureau Local Projects Guidebook for Locally Managed Projects - August 2014 (Revised September 2021)
- VTrans Local Transportation Facilities Guide to the Right-of-Way Phase
- VTrans Local Projects Bid Documents and Appendix
- Vermont Pedestrian and Bicycle Facility Planning and Design Manual
- VTrans Procedure for "Public Interest Funding"
- VTrans Work Zone Safety and Mobility Guidance Document
- VTrans Project Development Process
- VTrans Project Scoping Manual
- 2017 Vermont Stormwater Management Manual Rule and Design Guidance
- VTrans Traffic Signal Installation Policy
- VTrans Road Design Manual
- VTrans Structures Manual
- VTrans Level of Service Policy
- AASHTO Guide for Design of Pavement Structures
- VTrans CADD Policies and Standards
- VTrans Route Survey Manual
- VTrans Hydrologic and Hydraulic Design Guidelines and Criteria
- VTrans Hydraulic Evaluation of Bridges Waiver valuation process
- VTrans Policy on Design Exceptions
- VTrans Guardrail Policy
- Americans with Disabilities Act (Uniform Federal Accessibility Standards)

- NACTO Urban Street Design Guide
- NACTO Urban Bikeway Design Guide
- AASHTO A Policy on Geometric Design of Highways and Streets
- AASHTO Standard Specifications for Highway Bridges
- AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.
- AASHTO Roadside Design Guide
  Highway Capacity Manual (TRB Special Report 209)
- FHWA Uniform Relocation Act
  Section 23 of CFR
- National Environmental Policy Act of 1969 (NEPA)

One of the most important aspects to assure your project is eligible for FHWA funding is that any acquisitions of Right-of-Way meet the federal Uniform Act regulations. There is a relatively new guide to assist with this. It is the Real Estate Acquisition Guide For Local Public Agencies (2018 Edition). This guide includes the ability to reduce the local match by using Right-of-Way donations by property owners and describes the use of waiver valuations to minimizing costs and time for the Right-of-Way acquisition process. We are very familiar with this process and have utilized these techniques on numerous VTrans and MAS projects to minimize costs and time for the Right-of-Way acquisition process.

Project Examples

Stantec's local experience is a perfect fit for any municipal project from planning to scoping to design. Our team has experience with survey, engineering and permitting on a long list of projects for Vermont communities. Our resume of projects includes designs that involve stormwater treatment and management, ROW plan and document development, utility relocations, traffic management during construction, categorical exclusion documentation, floodplain permitting, historic/archaeological resource assessments, and construction bid documents following the Municipal Assistance Section template to name a few. Our team understands federal and state requirements that need to be followed for MAS funded projects. Team members have experience with requirements such as acquiring temporary and permanent easements in accordance with the Uniform Act, applying VTrans Roadway and Structural Engineering Instructions to projects that fall within the State Highway System, and developing traffic management plans using the VTrans Work Zone Safety and Mobility Guidance Document. We recently applied the Work Zone Safety and Mobility Guidance Document to develop a traffic management plan for the construction of a new roundabout and interstate bridges in Waterbury, Vermont. The result was a traffic management plan that has resulted in minimal disruption to the traveling public and the community during construction of these major infrastructure projects.

Roadway Reconstruction & Rehabilitation



WATERBURY MAIN STREET RECONSTRUCTION , WATERBURY, VERMONT

Waterbury's Main Street was crumbling, and the water and sewer infrastructure had aged to the point of being unreliable. Both needed repair so VTrans turned to Stantec to help the community. Stantec provided preliminary and final engineering services, as well as Right-of-Way plan development for the reconstruction of this one mile of roadway in the historic village of Waterbury. Enhancing the Vermont village feel of the business district while being responsive to community concerns and minimizing impacts on day-to-day life, was a challenge that required a highly skilled team. Stantec carefully considered these challenges and developed a project that met the community's long-term needs, minimized risk to VTrans and the contractor, and could be built with minimal disruption to all involved.

The location of the new water and sewer mains were thoughtfully sited so that the existing mains could remain active while the new mains were constructed. The design also maintained minimum separation distances required by regulation with minimal disruption to traffic mobility through the Village. By carefully considering the location of the new water and sewer infrastructure, Stantec's efforts allowed the contractor to methodically construct the project in segments with enough room to maneuver their equipment safely. The design considered work zone safety not only for the community and traveling public but also for the workers. To keep the community informed throughout the project, Stantec developed visualizations in the form of maps, photo simulations, and storyboards. These visualizations greatly supported the Town's and VTrans' public relations efforts during construction.

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BURLINGTON SOUTH WINOOSKI AVENUE REHABILITATION, BURLINGTON, VERMONT

Creating safer complete streets and more livable spaces has long been a mission for the City of Burlington. Routinely this has been commonly accomplished by integrating more pedestrian and bicycle facilities along existing street corridors. Their South Winooski Avenue corridor was a four-lane arterial focused on moving traffic at higher speeds. It provided little traffic calming and no dedicated bicycle facility and was a prime candidate to transform a roadway focused on moving vehicles to a major north-south bicycle corridor.

This was readily accomplished within the existing roadway width by reconfiguring this arterial roadway from a four-lane undivided highway to a three-lane section with two through lanes, a center, two-way left-turn lanes, and two bicycle lanes. This reconfiguration, known as a "Road Diet," was a low-cost improvement since it involved simply adjusting the pavement markings and signage along this ½-mile corridor. The proven benefits of a Road Diet include crash reductions, reduced vehicle speeds, and a safer operation for all users.

Working closely with the City of Burlington, Stantec developed the contract plans, details, specifications, and estimates, for implementing the complete street concept. We utilized the City's Quick Build Guidelines and included features such as buffered bike lanes with protecting delineators, crossbike markings at drives and side streets, a bike box and two-stage left-turn queue box at a major intersection, curbside bus stop markings, and painted curb extensions with removable planters and barriers. To provide bike lanes on each side of the road, on-street parking was reduced to one side on one block, and another converted to one-way traffic. Our design considered the impact on turning vehicles and adjusted the pavement markings to accommodate turning transit busses without encroachment on adjacent lanes.

Pedestrians now have fewer traffic lanes to cross, bicycles have dedicated two-way facilities often buffered from traffic, and turning vehicles have fewer conflicts with one-lane to cross. The result was a project accomplished in a 4-month timeframe from start of design to installation.

CONTACT

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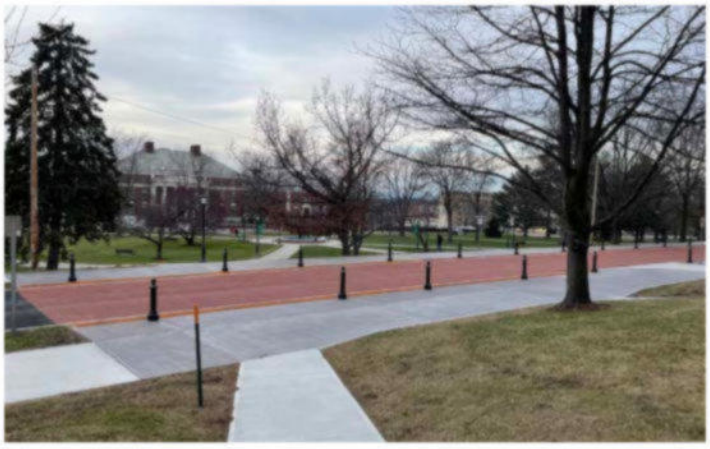

UNIVERSITY PLACE, BURLINGTON, VERMONT

University Place is the heart of the University of Vermont's (UVM) historic core which includes some of its most iconic buildings and open spaces, including University Row and the University Historic Green. This area is oriented towards academic and administrative uses, and is also UVM's primary interface with visitors and the local community. It forms a signature image of the University which helps UVM continue to attract top students and faculty. However, University Place has great potential to create a better sense of place and contribute to UVM's and the City of Burlington's commitment of becoming more walkable and bikeable.

The City and UVM turned to Stantec to help tap into this potential. Rather than focusing solely on accommodating vehicles—be they cars, bicycles, or buses—the team instead focused on the people who rely on this street to conduct their daily lives. We considered how people engaged with the surroundings, accessed the multiple destinations of campus, and interacted with other people essential to campus operations, recreation, and vitality. We accomplished this by conducting a series of online surveys. The online surveys allowed us to connect with more stakeholders. It was more accessible than a traditional in-person meeting and allowed people to think about the project on their own timeline. We received over 500 responses and many of them were very insightful into existing issues for the design team to consider.

Stantec then completed planning, design, and engineering for converting University Place into a semi-shared street. The street was narrowed and converted to one-way for motor vehicles. Buffered-bike lanes and pull-off area for food trucks/unloading were added. Pedestrian pathways adjacent to the road were widened and made accessible, and a curbless plaza was incorporated at the main pedestrian desire line. Water mains over 100 years old under the roadway were relined. Construction was substantially completed in December 2022.

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MILTON TOWN HIGHWAY RESURFACING, MILTON, VERMONT

The Town of Milton turned to Stantec to assist them with making paving improvements to the following roads: Ellison Street, Upper and Lower Lamoille Terrace, Arrowhead Ave., Brandy Lane, Haydenberry Drive, Whisper Lane, Duck Court, Winter Lane, Andrea Lane, a one-mile portion of Westford Road, and Mears Road. These roads connect various communities within the Town and its central district and school system.

Stantec performed a site visit to better understand the varying need of repairs on these roads. We then developed plans, details, quantity calculations and a construction cost estimate for the Town's review, followed by finalizing these documents in preparation for bidding. The Town anticipates advertising for the construction of this project in early 2023, and Stantec will provide Construction Oversight Services during construction.

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Bicycle & Pedestrian Infrastructure



WEST LAKESHORE DRIVE SHARED USE PATH, COLCHESTER, VERMONT

The Town of Colchester has long recognized the value of developing a network of pedestrian and bicycle facilities to complement their transportation and recreation system. Over the years they have developed more than 5 miles of shared-use paths to promote active transportation and link their various neighborhoods to surrounding communities. The result has been strong support to expand their well-used shared use system and fill-in important links. One of the needed links was a 4,400-foot section along West Lakeshore Drive between Church Road and Prim Road.

Initially, we worked with Town staff to develop and evaluate alternatives, complete a public outreach process and gain concurrence on a preferred alternative – a 10-foot wide asphalt shared-use path along the south side of West Lake Shore Drive. We then completed the design plans, permit applications, and Right-of-Way plans and coordinated utility relocations. Some of the greatest constraints on the design were the proximity of residences to West Lakeshore Drive, the existing landscaping in their front yards, and the limited existing highway Right-of-Way width. A 10-foot shared-use path required the path be within 45 feet of residences and required obtaining permanent rights from more than 20 property owners. While our design avoided or minimized impacts, the project did include mitigation measures such as replacement landscaping.

Project features also included the construction of a grass channel for stormwater treatment, a new closed drainage system, utility relocation, driveway reconstruction, and landscaping.

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VERMONT ROUTE 15 SHARED-USE PATH, COLCHESTER & ESSEX, VERMONT

Stantec provided preliminary and final engineering plans for a 1.5 miles of shared-use path along VT Route 15 – a busy four-lane highway that serves a college campus, a medical center, student housing, and businesses, and is an important regional connection between Winooski and Essex Junction.

Stantec's design takes advantage of existing green spaces to treat stormwater runoff through disconnection or infiltration into the surrounding soils. The stormwater design minimized the need to pay for additional land acquisition, and will be easy to maintain by Town staff without the need to purchase additional equipment. Project construction was completed in 2022.

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BURLINGTON MANSFIELD AVENUE SHARED-USE PATH AND TRAFFIC CALMING, VERMONT

The City of Burlington has long recognized the value of developing a network of pedestrian and bicycle facilities to complement their transportation and recreation system. Over the years they have enhanced their network with on and off-road facilities to promote active transportation and link their various neighborhoods to surrounding communities. The result has been strong support to expand an existing 1600-foot-long sidewalk along Mansfield Avenue to a full 10-foot-wide side path. Additionally, curb extensions and raised crosswalks were installed as traffic calming measures for the roadway.

Initially, we worked with City staff to develop and evaluate alternatives, complete a public outreach process and gain concurrence on a preferred alternative. The preferred alternatives a 10-foot wide asphalt shared-use path along the existing sidewalk alignment on the east side of Mansfield Avenue with curb extensions at Loomis Street and raised crosswalks across Mansfield Avenue placed at strategic locations to encourage the design speed of 25 mph. We then completed the design plans and permit applications. Some of the greatest constraints on the design were the proximity of existing street trees along Mansfield Avenue and an existing stormwater treatment facility immediately adjacent to the roadway that was to remain in-place after construction. The final design allowed for all trees and the stormwater treatment facility to remain.

Project features also included the construction of a grass channel for stormwater management, improvements to the existing closed drainage system, driveway reconstruction, and landscaping. Construction was completed in 2022.

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Rail Trails

QUEQUECHAN RIVER RAIL TRAIL, FALL RIVER, MASSACHUSETTS

The City of Fall River has been working towards its goal of converting a former railroad corridor along the Quequechan River into a shared-use trail for bikes and pedestrians. Phase 1 of the Quequechan River Rail Trail was constructed in 2008. Stantec completed design of Phases 2 and 3 of the project. The total length of Phases 2 and 3 is approximately 8,300 linear feet including the spur trail. The trail consists of a 10-foot wide paved surface with 2 to 3 foot soft surface shoulders.

The six timber trestle bridges along the corridor were replaced with timber boardwalks due to the advanced deterioration of the structural elements. The boardwalks were designed for vehicular access for both maintenance and emergency vehicles. Helical pile foundations were selected due to the difficulty in accessing the site with heavy equipment to construct wooden piles and because of the environmental constraints/impacts driving wooden piles would cause. Seven boardwalks totaling 1,260 feet were included in this project.

Other enhancements included site furnishings, informational and directional signage, and landscaping. The trail had been designed to minimize impacts to adjacent environmental resource areas. Environmental approvals required for this project include an Environmental Notification Form under the Massachusetts Environmental Policy Act (MEPA), Water Dependent Chapter 91 License with the Massachusetts Department of Environmental Protection, and Notice of Intent/Order of Conditions with the Fall River Conservation Commission.

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NORTHERN STRAND RAIL TRAIL, SAUGUS, MASSACHUSETTS

Sweeping through five communities—Saugus, Malden, Revere, Everett and Lynn—the Northern Strand Community Trail stands as a key recreational fixture in these neighborhoods. Stantec provided complete design and construction phase services along the final route for this 9-mile trail. We evaluated wetlands, flood prone areas, utilities, land uses, property ownership, user safety, and construction costs of alternative alignments. Our team met with area residents and abutters to achieve consensus and develop a facility responsive to peoples' needs. Among design issues were various aspects of stormwater management including maintaining existing swales and drainage patterns, allowing rainwater to percolate into the soil, avoiding point source discharges, and meeting Stormwater Management Guidelines.

"The money being committed to create the Northern Strand Community Trail is money well spent," said Transportation Secretary and CEO Stephanie Pollack. "This ten-mile corridor will be a pathway connecting neighborhoods, linking residents to business districts and, in general, improving the quality of life for people in several communities."

With several at-grade crossings, user safety remained a top priority with signs, pavement markings, access gates, removable bollards and flashing warning beacons to define the interaction at road crossings and ensure ample trail visibility for motor vehicles. Signage and pavement markings were important in defining access points, trail destinations, and rest areas. The railroad structures along the route were retained and relocated along the trail to preserve a sense of history.

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CAPE COD RAIL TRAIL, DENNIS-WELLFLEET, MASSACHUSETTS

Stantec has a long relationship with the Massachusetts Department of Conservation and Recreation (DCR) and the Cape Cod Rail Trail (CCRT). It started with the design of two bridges over US Route 6 in Orleans and Harwich to connect missing sections of the trail. It continued with the reconstruction of the entire 22-mile trail with overlooks, safety improvements, signals, parking lots and amenities. To keep the trail open during the busy tourist seasons, we constructed half of the trail at a time to keep 11 miles available for the public. Frommer's Travel Guide named the CCRT one of the top ten family friendly biking vacations in the country!

We are currently the designers of the extension of the CCRT north through the town of Wellfleet. This section of the trail extension starts at the existing trailhead at LeCount Hollow Road in south Wellfleet and runs north approximately two miles, ending at a new trailhead at Route 6, just south of Wellfleet Center. In addition to extending the trail and bringing it closer to the commercial center of Wellfleet, the additional trailhead was anticipated to ease the demand at the LeCount Hollow trailhead, where parking demand often exceeds parking capacity. This section of the trail is particularly environmentally sensitive.

Environmental permitting requirements are being coordinated throughout design and consist of filing a Notice of Intent with the Wellfleet Conservation Commission, an Environmental Notification Form with the EEA and MEPA, and coordination with the MassWildlife's Natural Heritage & Endangered Species Program.

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Intersections & Safety



WATERBURY ROUNDABOUT, WATERBURY, VERMONT

Putting the needs of the community and our client front and center, we tackled the traffic and safety issues at this existing unsignalized "T" intersection by designing a new roundabout with a number of features requested by the residents and business owners. The US Route 2 and VT Route 100 intersection, built in 1960, was experiencing increasing traffic with over 12,000 vehicles per day and 600-foot queues during peak travel hours. Further, while Route 2 is a village road with children and residents making up a large pedestrian component, Route 100 has higher speeds and large trucks heading to Green Mountain Coffee Roasters and affecting pedestrian safety.

Managing the traffic flow and providing a safer pedestrian environment were major goals of the town, as well as creating a northern gateway for Waterbury. We provided preliminary and final design services, permit coordination, and construction related engineering to meet our client's goals. This was not without challenges. Among the most complex was the need to provide access to businesses adjacent to the roundabout during construction. To address this, we built into the construction documents the requirement for the contractor to place signs guiding drivers to parking lots for the businesses, to provide parking attendants to help drivers find spaces, and to station flaggers at business driveways to allow traffic flow.

The roundabout operation resulted in drivers having to slow down, and splitter islands in the middle of the roads provided shorter crossings, increasing pedestrian safety. We designed an ADA compliant path to the town Recreation Center, a major destination. Landscaping, lighting, and patterned concrete give the roundabout an aesthetic significance worthy of a gateway into town. We also provided stormwater management, utility coordination and updates, and traffic control during construction.

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DORSET STREET SIGNALIZATION IMPROVEMENTS, VERMONT

Dorset Street in South Burlington is a major thoroughfare for the many of the City's existing retail, commercial, hospitality, and restaurant locations. The recent development of Market and Garden Streets has increased demand on the 9 signals between US Route 2 and Kennedy Drive/I-189. The project is significant to the city and the poor existing signal timings were a source of many complaints from the roadways users. Additionally, several of the intersections were missing key pedestrian safety components which this project was able to address.

We were responsible for bringing all 9 intersections up to current standards including the ability to coordinate and add Signal Performance Measures which eased congestion. Elements of the design included intersection layout, traffic capacity analysis, and pedestrian equipment and ramp improvements. New traffic signal phasing and timing schemes are expected to be a future design for the project's team.

Project constraints included coordination with 2 other overlapping projects and impacts to State and Federal highways. These were overcome by effective communication during design.

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VT 116/NORTH STREET/SOUTH STREET IMPROVEMENTS, BRISTOL, VERMONT

Stantec provided final design services for the improvements to the VT116/North Street/South Street intersection in the center of Bristol, Vermont. This intersection was identified as a high-crash location, and was ranked #66 statewide with 20 crashes over five years. The existing signal equipment was also outdated and in need of replacement.

Stantec worked with the Town and VTrans to design a actuated traffic signal system, improved intersection geometry with bulb-outs, decorative intersection street lighting and landscaping. This project was coordinated with the existing streetscape on Main Street and also with concurrent design for a public park adjacent to the intersection. The project improved safety for motorists, pedestrians and bicyclists and enhanced the aesthetics of downtown Bristol. Construction was completed in the summer of 2015.

CONTACT

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Replacement, Rehabilitation or Maintenance of Bridges & Culverts

REPLACEMENT OF CULVERT #24 AND #25 ON TIGERTOWN ROAD, NORWICH, VERMONT

We provided design, permitting and construction services for the replacement of two culverts on Tigertown Road in Norwich, Vermont. The first location replaced the existing corrugated metal pipe with a 10'x6' precast concrete box culvert, the second location replaced the existing corrugated metal arch with a 13'x6' precast concrete box culvert. Both locations were embedded to create a natural stream bottom for aquatic organism passage. Both locations also featured flared wingwalls and cutoff walls to protect from scour. Roadway closures with temporary detours were utilized to control traffic during construction. Both locations were completed within the 5-day windows allotted.

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OAK CREEK VILLAGE CULVERT REPLACEMENT, SOUTH BURLINGTON, VERMONT

The City of South Burlington hired Stantec to design, permit and provide construction assistance for two large box culverts in the Oak Creek Village Neighborhood where there has been a long history of flooding issues. Avoiding and relocating several utilities added to the complexity of this project. Stantec optimized the box culvert size to provide sufficient hydraulic opening and aquatic organism passage. The project was funded through the VTrans Municipal Assistance Bureau. Stantec developed plans and contract documents in accordance with VTrans MAS requirements and designed the project to eliminate Right-of-Way impacts. This approach along with Stantec's experience had the benefit of accelerating the project schedule. Both culverts have been constructed within the budget available to the City.

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REPAIRS AND MAINTENANCE CHARLOTTE BRIDGE 31 DORSET STREET OVER THE LAPLATTE RIVER, CHAROLETTE, VERMONT

The Town of Charlotte had a problem- one of their bridges had a severe load restriction due to a deteriorated pier. The pier needed to be fixed before winter so Town's snow plows could maintain the roads for winter travel. Stantec led the design and permitting process, which included strengthening of the pier and resource identification and permitting. They discovered that the anticipated repair work was likely to disturb a threatened and endangered fish (stonecat/ channel darter) fish which resides in the Laplatte River. Stantec worked with the permitting agencies to develop a strategy for protecting the fish while making the repairs to the pier. Stantec helped the town obtain the Threatened and Endangered Species permit to conduct the work. In this case, Stantec's team of wildlife biologist performed the preconstruction electrofishing survey and relocation of the fish in the vicinity of construction. The project was successfully completed before winter set in.

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Stormwater

BARTLETT BROOK STORMWATER TREATMENT SYSTEM EXPANSION, SOUTH BURLINGTON, VERMONT

The existing wetland treatment area will be expanded to treat an additional 9.34 acres of impervious surface to aid in compliance with the Bartlett Brook Flow Restoration Plan. The expanded system will not only meet the flow mitigation required by the flow restoration plan but will also provide water quality treatment for the impervious surfaces routed to the system. The project includes combining the closed drainage system along Harbor View Road with the closed drainage system along U.S. Route 7 to route the flow to the expanded system. Stantec is providing engineering, permitting and Right-of-Way services for the project.

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LAMPLITE ACRES GREEN STREETS IMPROVEMENTS, WILLISTON, VERMONT

The Lamplite Acres development in Williston, Vermont was constructed in the 1960s with no storm sewer system or ditching along the roads. The sandy soils within the development allowed storm runoff to infiltrate for much of the year; however, flooding on the roads was common when the ground was frozen, during the spring melt and large rain events creating headaches for residents of the neighborhood. Stantec worked with a local steering committee to evaluate numerous alternatives and make recommendations for mitigating existing stormwater issues through low-impact development and green infrastructure improvements. Alternatives considered included roadside infiltration trenches, rain gardens, stormwater curb extensions, and previous pavements. The recommended improvements consisted of a combination system of roadside rain gardens with a secondary underground infiltration system to handle larger storm events. Stantec prepared cost estimates and care/maintenance recommendations for the improvements. The recommended improvements were unanimously accepted by the Town.

The Town constructed improvements for one area of the neighborhood as a pilot project with their own forces using engineering plans developed by Stantec. The pilot project succeeded, and as a result, the Town pursued and received VTrans Transportation Alternatives Grant funding to construct the remaining improvements in the neighborhood. The remaining improvements, designed by Stantec, were constructed by the Town in 2019.

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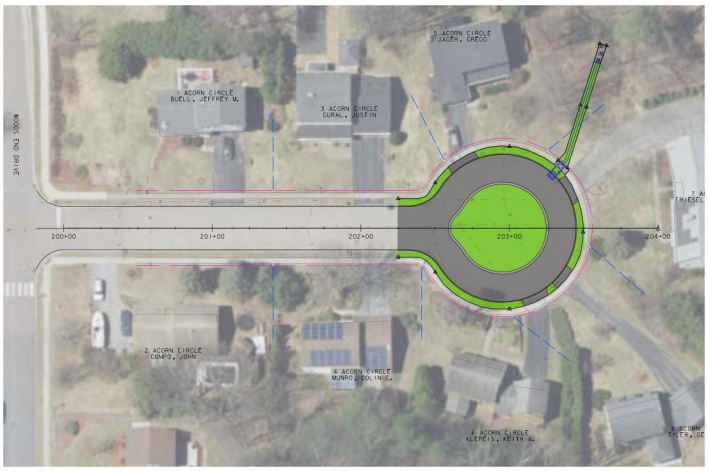

ESSEX CUL-DE-SAC STORMWATER IMPROVEMENTS (TA), ESSEX, VERMONT

To help the Town with meeting the requirements of the Lake Champlain Phosphorus Total Maximum Daily Load (TMDL), Stantec designed stormwater retrofits for three cul-de-sacs. The project consisted of three sites Acorn Circle, Sage Circle and Oakwood Lane. For each site the cul-de-sacs were redesigned to remove unnecessary pavement from the center and added stormwater treatment. At Sage Circle the soils were appropriate for infiltration and a sub-surface infiltration field was constructed in the center. Acorn Circle and Oakwood Lane were not suitable for infiltration so were designed as sub-surface media filters. The media in the filters were amended with water treatment residuals to increase the amount of phosphorus removal. Construction was completed in 2022 and all three sites will be monitored for performance over the coming years.

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Key Personnel

Stantec has a resource pool of highly talented and skilled people who have much to offer. We strongly believe that the assignment of a small core group where decisions are made, clearly understood, and carried out, is a key element to quality service. For this reason, we have identified a group of design services Project Managers that would take the lead on an assignment depending on expertise, relationships, workload, and client needs. These Project Managers were selected based on their experience working with Vermont municipalities.

Our Project Managers have the luxury of working with a deep bench of engineering technical support staff as identified in the organizational chart from Section C. The Project Manager would select a Project Engineer from the support staff available, and these two team members would collaborate through the development process to work with the client, make decisions, and successfully deliver the project. This

team would pull in other technical support staff as necessary to address challenges that require skills outside of the range of the Project Manager/Project Engineer team.

As shown in the organizational chart, our Project Managers and Engineers have expertise in many specialty services often required for a VTrans MAS funded project. Specialties include highways, bicycle/pedestrian facilities, complete streets/urban design, traffic signals, roundabouts, street lighting, stormwater systems, bridges, culverts, utility relocations, water and wastewater systems, Right-of-Way plan and document development, traffic management, constructability review, and park-and-rides. Stantec team members available for these assignments are primarily Vermonters based out of our South Burlington office. The following is a brief description of each key staff member and their role along with a listing of relevant MAS experience.



VTrans - Waterbury Main Street Reconstruction, Waterbury, Vermont

Assignment Managers

GREGORY GOYETTE, PE | PROGRAM MANAGER, ASSIGNMENT MANAGER: Greg will be the point person for municipalities to call upon as new assignments come up. If called, Greg will identify a Project Manager/Project Engineer team for each assignment, and work with them to develop a suitable scope and fee. He will also be available to serve as Project Manager depending on project needs and current workload. Greg has worked with the Municipal Assistance Section for the last 21 years, and has familiarity with many of the current project supervisors. His technical experience and proven managerial skills make him a great fit for this role.

GREG EDWARDS, PE | ASSIGNMENT MANAGE:
Greg has over 35 years of engineering experience, with a focus on highway and traffic engineering. Over these years, he has been involved with hundreds of transportation projects with over 50 in Vermont alone. His experience includes the planning, scoping, permitting, design, and construction of a wide range of transportation projects from the Bennington Bypass new construction to the reconstruction of Church and St. Paul Street in Burlington. Through this experience, he is very familiar with the VTrans project development process, specifications, and methods to expedite the process while meeting VTrans procedures, standards and specifications.

MIKE FOWLER, PE | ASSIGNMENT MANAGER:
Mike is a Senior Project Manager and is responsible for managing projects and the preparation of preliminary, final and contract design plans for various transportation projects. This work includes field reviews, developing horizontal and vertical alignments, structural pavement design, drainage design, quantity computations and cost estimating. Spending nearly three decades at the Vermont Agency of Transportation (VTrans), Mike has engineered hundreds of highway infrastructure assets to improve mobility and connectivity for communities throughout the Green Mountain State.

ISRAEL MAYNARD, PE |ASSIGNMENT MANAGER:
Israel has worked as a Project Engineer for the last 16 years on numerous Roadway, Bridge, Resurfacing, Park-and-Ride and shared use path projects. He has utilized his proficiency in Highway and Stormwater design to produce high quality designs in conformance with VTrans standards that meet regulatory obligations.

MARC FOISY, PE | ASSIGNMENT MANAGER:
Marc has 30 years of experience in Transportation Design. He is responsible for managing projects and the preparation of preliminary, final and contract design plans for various transportation projects. This work includes field reviews, design layout, drainage design, quantity computations and estimating. Marc also has extensive experience and formal training with CADD software including MicroStation and InRoads.

ERIK ALLING, PE | ASSIGNMENT MANAGER:
Erik has worked as a Project Engineer for the last 10 years on numerous path, sidewalk, and complete street projects funded through the MAS. He has a thorough knowledge of VTrans Standard Construction Specifications and developing project manuals including Special Provisions using the MAS template. He has utilized his proficiency in CAD platforms to produce high quality buildable plans that are in conformance with VTrans CADD Standards.

AMANDA LUDLOW | ASSIGNMENT MANAGER:
Amanda is a Principal in Stantec's South Burlington, Vermont office. Specializing in green infrastructure practices and sustainable stormwater management design, she has more than 20 years of environmental consulting experience. Amanda has spent her career focusing on the development of innovative sustainable solutions to solve environmental problems including constructed treatment wetlands, phytoremediation, natural media filtration, green infrastructure, green and sustainable remediation, and life cycle analysis. She has applied these alternatives to a diverse range of impacted environments including groundwater and surface water contamination, stormwater

runoff, landfill leachate, contaminated soils and sediments, and industrial/municipal wastewaters. Additionally, Amanda has extensive experience in the assessment, investigation and restoration of sensitive habitats from freshwater wetlands and tidal wetlands to riparian ecosystems—including sustainable shoreline stabilization design—to grassland and woodland habitats.

TOM KNIGHT, PE | RAIL, SAFETY: Tom has 24 years of structural design experience with Stantec. His structural experience includes various aspects of structural bridge design, rating, rehabilitation, inspection and construction administration for both highway and railroad structures throughout New England. Tom's structural design experience is complimented by his experience in the analysis and assessment of the structures for scour and hydraulic considerations. Tom's approach to bridge improvements includes considering traffic impacts, environmental/stream impacts, and adjacent property impacts. With a thorough understanding of the design and regulatory process, he strives to offer solutions that are cost effective, quick to construct, while minimizing impacts to resources.

Design Support Staff

KARL RICHARDSON, PE | LEAD ENGINEER:
For the last 14 years, Karl has worked on numerous roadway and sidewalk projects funded through the MAS. Karl is well versed in the MAS process for the development of construction plans, estimates, specifications and project manuals. Karl was the lead engineer for complex MAS complete street projects in South Burlington on US Route 2 and the Waterbury roundabout.

TODD DUGUAY, PE | LEAD ENGINEER, CONSTRUCTION INSPECTION:
Since beginning his career in 2003, Todd has designed roadways and interchanges, stormwater management and drainage systems. As a Transportation Engineer, he is responsible for the preparation of preliminary, final and contract design plans and documents for various transportation projects. This work includes field reviews, design layout, drainage design, quantity computations, estimating and specifications. Todd has extensive experience and formal training with CADD software including MicroStation and InRoads.

DAVE YOULEN, PE | LEAD ENGINEER:
Dave is a Professional Engineer and has over 20 years of experience with an emphasis on traffic management, quality control and quality assurance, construction administration and inspection. His technical background includes highway and bridge design, utility and signal design, traffic management plans, and construction. With his construction experience, he plays an important role in the quality of constructability review of projects. Prior to joining Stantec, Dave worked for the State of New Hampshire Department of Transportation as a Civil Engineer in the Bureau of Construction. His responsibilities have included resident inspection; daily reporting; shop drawing processing and review; change orders; payment requests; project closeouts; claims resolutions; and coordination between owner, contractor, and designer.

GLENN BURGMEIER, PE | LEAD ENGINEER:
Glenn has worked as a Project Engineer for the last seven years on multiple long roadway rehabilitation projects and several park-and-ride facilities constructed by state and/or federal funding. He has knowledge of state and federal roadway design standards for roadway and parking facility geometry, signage and pavement markings, and safety measures. He has used his knowledge of lighting design standards and software to help develop multiple park-and-ride lighting layouts as well as isolated roadway lighting augmentation. He has applied his aptitude in CADD, roadway modeling, and programming to generate project documents in accordance with federal guidelines and VTrans standards with a high degree of accuracy and quality.

THAD LUTHER, PE | LEAD ENGINEER:
Thad has served as a Project Engineer and manager for various transportation-related projects for over 24 years. His current focus is on integrating Bentley OpenRoads Designer (ORD) into Stantec's workflow for transportation project designs. Thad is also on the Vermont Agency of Transportation (VTrans) ORD workspace development team. VTrans retained Stantec to complete a "functional" ORD workspace. This functional workspace is being used across Vermont by VTrans and their consultants on all new design projects. Thad's roadway experience in traffic engineering, signal design, highway geometrics, site work, and aviation services allows him to creatively apply OpenRoads technology to varied aspects of the design process. His roadway experience includes updating existing intersections, the final design of limited access facilities, award-winning rural highway upgrades, and the completion of planning studies for future roadway expansions. His experience includes neighborhood enhancement projects that utilize context-sensitive design to satisfy multiple stakeholders.

CHRIS GENDRON, PE | LEAD ENGINEER:
Chris has worked as a Project Engineer for the last 12 years on numerous stormwater, roadway, path and sidewalk projects funded through the MAS. He specializes in stormwater design and analysis. He has a thorough understanding of Vermont permitting requirements. He consistently works with utility companies on utility relocations. He is an expert user of Inroads and Microstation. He has produced high quality buildable plans that are in conformance with VTrans CADD Standards.

CAELA PETERSON | LEAD ENGINEER:
Caela has over 6 years of experience working on engineering projects in Maine and Vermont, including over three years of roadway reconstruction inspection. She has served as Lead Designer on multiple state highway resurfacing and reconstruction projects. These have included upgrading all crosswalks to meet ADA and PROWAG requirements. Her responsibilities have included plan design and review, quantity calculation and review, financial estimates and review, and assembling special provision documents. Caela is a resident of St. Albans and a member of the Vermont chapter of Women's Transportation Seminar (WTS) and the Burlington Young Professionals in Transportation.

SEAN NEELY | LEAD ENGINEER:
Sean provides planning, analysis, design, CADD, and GIS support on a range of transportation projects, including bicycle and pedestrian facilities, Complete Streets, urban design, and traffic management. Sean recently completed a master's degree at the University of Vermont (UVM) in civil engineering for transportation, and a certificate of graduate studies in sustainable transportation systems and planning. He worked as a research assistant at the UVM Transportation Research Center (TRC) both before and during graduate school. Prior to working at the TRC, Sean practiced consulting for planning and engineering projects across the country. He holds a bachelor's degree from the University of Southern Maine in environmental science and policy, with a focus in community planning and geographic information systems (GIS).

WALT WOO, PE, PTOE | LEAD ENGINEER:
Walt has extensive practical experience as a Transportation Engineer, having participated in the analysis and design of dozens of signalized intersections on municipal and state roadways. He also possesses strong skills and experience in other aspects of transportation engineering, including traffic signing, pavement markings, traffic management and highway design. He also has extensive experience in traffic capacity analysis and traffic simulation modeling and has prepared numerous transportation planning studies that evaluated future traffic operations based upon anticipated future land use and travel patterns, among many factors.

Other Support Staff
In addition to the above team members, Stantec has extensive technical support staff and equipment that are provided and utilized on an as-needed basis. Within the region, we offer a complete range of surveying, CADD design, and project management staff, all of whom will be called upon, as required, to satisfactorily complete those components of the project.



F.

RESUMES

University Place, Burlington, Vermont



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F. RESUMES

Key Staff Resumes

On the following pages we've included resumes for our key staff and our subconsultants key staff. Our local team of transportation planning, design, and engineering professionals has decades of first-hand experience in Vermont with design, project management and construction inspection services. Our South Burlington office staff will lead these services and when needed, support from other regional offices can be readily solicited. These regional offices have over 2,000 staff members, many with transportation engineering and traffic management expertise, and environmental specialists who can handle virtually any assignment. The result of this connected team's resources, knowledge, and experience is an unmatched commitment to meet your project's needs.



Greg Goyette, PE

Program Manager, Assignment Manager

YEARS WITH STANTEC
21

EDUCATION
Master of Science,Civil Engineering, Clarkson University, Potsdam, New York

Bachelor of Science, Civil Engineering, Clarkson University, Potsdam, New York

REGISTRATIONS
Professional Engineer #8834, State of Vermont

Certified Professional in Erosion and Sediment Control #3116, CPESC, Inc.

MEMBERSHIPS
President (2009-2011), Vermont Society of Professional Engineers

President (2011-2012), Vermont Society of Engineers

Greg has managed and developed numerous transportation and stormwater projects for state, municipal, and private clients. He also has co-managed Burlington International Airport's Stormwater Compliance efforts over the last five years. Greg primarily focuses on urban/village roadway reconstruction projects and specializes in roundabout, bicycle / pedestrian, and low impact development (LID) stormwater designs. Greg's projects have been recognized in Vermont and New England for innovative design approaches.

RELEVANT EXPERIENCE

Vergennes Train Depot Relocation | Vergennes, Vermont

Project Manager responsible for oversight of civil/site, MEP, structural and landscape architecture design services for the move and rehabilitation of the historic Vergennes train station. Stantec developed specifications for moving the existing building 1000 feet to the current park-and-ride facility, worked with the VT State Historic Preservation Officer for the historic elements of the project, and designed the site to accommodate a future platform for rail service.

Montpelier Taylor Street to Main Street Multi-Use Path | Montpelier, Vermont

Project Manager responsible for engineering and permitting services for the design of a 968-foot shared-use path including a bridge beginning at Taylor Street crossing Carr Lot and the Central Vermont railroad, spanning the North Branch of the Winooski River and ending at Main Street in Montpelier, VT. The project involved reconstruction of a historic granite block wall, rehabilitation of a railroad crossing, mitigation of contaminated soils, decorative path lighting, landscaping, and was coordinated with the adjacent transit center building and site plan.

Burlington University Place | Burlington, Vermont

Project Manager for the planning and design of improvements to University Place, a multimodal street serving the needs of people travelling through the University of Vermont's historic core. This area is oriented towards academic and administrative uses and is also UVM's primary interface with visitors and local community. Rather than focusing solely on accommodating vehicles—be they cars, bicycles, or buses—the team instead focused on the people who rely on this street to conduct their daily lives. Stantec considered how people engaged with the surroundings, accessed the multiple destinations of campus, and interacted with other people essential to campus operations, recreation, and vitality. We wanted to understand the needs of the people who use the street. Stantec conducted a series of online surveys, allowing us to connect with more stakeholders given the circumstances of the COVID-19 pandemic. Using this approach saved Stantec, the City, and UVM time associated with an in-person public meeting and allowed us to spend more time where it mattered most by reviewing and summarizing community feedback.

Main Street Revitalization | Waterbury, Vermont

This one-mile crumbling roadway required reconstruction, and the community considered this an ideal time to make transformative improvements, especially after being devastated by Tropical Storm Irene in 2011. Stantec's team was up for the challenge. Greg's team was called upon to work closely with VTrans staff and the Waterbury community to complete this project's engineering. Our team conducted significant public outreach, including multiple public meetings and one-on-one meetings with property owners to understand community needs and discuss project impacts. Multiple project stakeholders were engaged in addressing project logistics such as utility relocation routing, water, and sewer infrastructure impacts, historic resource constraints, hazardous materials mitigation, streetscape design including pedestrian scale lighting, landscaping, wayfinding, parking and business district impacts, and traffic maintenance during construction. A constructability review was completed to identify and communicate potential risks to the community during construction. This community outreach effort allowed Stantec to carefully craft plans and bid documents that prioritize minimizing construction impact to businesses, residents, pedestrians, motorists, and the community. The result of this effort will be a transformative project with the support of the community and project stakeholders.



Greg Edwards,

PE, ENV SP

Assignment Manager

YEARS WITH STANTEC
34

EDUCATION
Bachelor of Science, Civil Engineering, University of Vermont, Burlington, Vermont

REGISTRATIONS
Envision™ Sustainability Professional (ENV SP), Institute for Sustainable Infrastructure, 01/03/2016

Professional Engineer #5842, State of Vermont

Professional Engineer #7247, State of Maine

Professional Engineer #6765, State of New Hampshire

MEMBERSHIPS
Past Board Member and Past President, American Council of Engineering Companies (Vermont)

Past President & Board Member, Society of Engineers, State of Vermont

Member, Institute of Transportation Engineers

Greg has over 36 years of engineering experience including the planning, design, permitting, quality control, construction and rehabilitation of transportation facilities. Mr. Edwards is an effective project manager and excellent facilitator, promoting the expediency of successful projects. He has managed multi-disciplined teams for projects up to $60 million construction cost.

Over the course of his career, Mr. Edwards has managed hundreds of transportation planning, design and construction projects ranging from resurfacing, roadway, bridge, and roundabout designs to traffic studies and alternatives analyses. He and his staff have also designed a number of unique projects including a series of "park-and-ride" facilities, several recreation paths, a river restoration, and town and city Main Street reconstructions. His technical expertise includes transportation planning, public facilitation, traffic engineering, alignment studies, highway design, drainage design, and cost estimating.

RELEVANT EXPERIENCE

CCRPC VT 15 Pedestrian and Bicycle Scoping Study | Essex, Vermont
Project Manager responsible for the scoping study of a 0.7-mile section of VT Route 15. This section of VT 15 has remained largely unimproved since its reconstruction in 1934 as the surrounding land and area has seen significant development. Some pedestrian and bicycle facilities have been constructed with this development but they remain unconnected in this section of VT 15. Short term and long term improvements to calm traffic and to better connect and accommodate pedestrian and bicycle movements will be considered. Services will include traffic and safety analysis, alternatives development and evaluation, facilitation and coordination of public input process and project advisory committee.

CCRPC VT 15 Susie Wilson Road to West Street Extension Scoping Study | Essex Junction, Vermont
Project Manager responsible for the scoping study of a 0.8-mile section of VT Route 15. Reconstructed in 1964, as a four-lane median divided highway, it lacks bicycle facilities and forms the western gateway to the Village of Essex Junction. Short-term and long-term improvements to calm traffic and to better accommodate pedestrian and bicycle movements will be considered. Services will include traffic and safety analysis, alternatives development and evaluation, facilitation and coordination of public input process and project advisory committee.

Side Streets to Church Street Improvements | Burlington, Vermont
Project Manager responsible for preparing a feasibility study to enhance side streets along the Church Street Marketplace in Burlington, Vermont. Services included facilitating a public process, evaluating alternatives and developing a preferred alternative. The result included up to $6 million in improvements with a focus on pedestrians, bicycles, and economic development. Improvements consisted of sidewalk expansions / replacements, intersection bulb-outs, traffic signal upgrades, street lighting, and gateway treatments using recycled materials.

CCRPC Riverside Avenue/Colchester Avenue Scoping Study | Burlington, Vermont
Project Manager responsible for the scoping study for the redesign of a "High Crash Location" intersection in Burlington, Vermont. Improvements were proposed to calm traffic and to better accommodate pedestrian and bicycle movements. Short term and long term improvements were provided and included wider sidewalks, bike lanes, pedestrian signal phasing and intersection reconfiguration. Services included traffic and safety analysis, alternatives development and evaluation, facilitation and coordination of public input process and project advisory committee.



Michael Fowler,

PE

Assignment Manager

YEARS WITH STANTEC
5

EDUCATION
Associate in Civil Engineering Technology, Vermont Technical College, Randolph Center, Vermont

Bachelor of Science, Civil Engineering, University of Vermont, Burlington, Vermont

REGISTRATIONS
Professional Engineer #018-0007892, State of Vermont

Michael is a senior project manager and is responsible for managing projects and preparing preliminary, final, and contract design plans for various transportation projects. This work includes field reviews, developing horizontal and vertical alignment, structural pavement design, drainage design, quantity computations, and cost estimating. He has an excellent working knowledge of CADD software, including MicroStation and InRoads, and extensive experience with project scheduling and cost estimation software.

Spending nearly three decades at the Vermont Agency of Transportation (VTrans), Mr. Fowler has engineered hundreds of highway infrastructure assets to improve mobility and connectivity for communities throughout the Green Mountain State. For the last 13 years, he utilized modern asset management techniques and principles to determine project selection and scheduling for the VTrans' 3-year paving program. In that capacity, he performed, guided, and approved all designs involving various treatments. He also had to plan—and prepare—budgets for the paving program, helping to manage over $500 million in value from start to finish.

Mr. Fowler's years in roadway and bridge design have given him a broad knowledge of the various components of the highway system network. This well-rounded experience generated a strong understanding of the philosophy behind sound infrastructure asset management. It resulted in Mr. Fowler becoming the lead on project cost estimation support for VTrans.

RELEVANT EXPERIENCE

Waterbury VT 100 Water Main | Waterbury, Vermont
Project Manager for the design of a 3600 ft. extension to the municipal water distribution line along VT route 100. Project demands significant coordination among numerous State agencies and multiple property owners. The length of the project falls also within the limits of a major VTrans roadway rehabilitation adding further complexity. Potential alignments for the watermain are complicated by the broad existence of bedrock, a leachfield sewer system in the path, Class II wetlands through much of the corridor, and petroleum underground storage tanks in an area adjacent to the VT route 100 highway ROW. Permits are required from the Vermont Agency of Transportation, the Vermont Agency of Natural Resources, and the U.S. Army Corps of Engineers. Project is planned for construction in the Fall of 2018 and is currently on schedule and within budget.

Chester-Springfield-Rockingham-Windsor STP 2952(1) | Chester-Springfield-Rockingham-Windsor , Vermont
Project Manager and lead VTrans design engineer for this multi-town $10 million project funded through the VTrans Paving Program and developed to treat 11.2 miles of Class 1 town highways within the respective municipalities. Project involved grinding/milling of the existing pavement, resurfacing, new pavement markings, guardrail, signs, sidewalk and cross walk upgrades for ADA compliance, drainage improvements, traffic signal upgrades, and the reconstruction of a significant at grade railroad/highway crossing in Chester. While the focus of the scope centered on the highway, much initiative involved the assessment of pedestrian facilities and their interaction with the highway, all as a means of seeking improvements where possible within the boundaries of a VTrans paving project. Project demanded rigorous coordination amongst the exceptional number of stakeholders throughout project development. The project spanned 2 construction seasons and was completed in 2016 on time and within budget.

Waterbury Elm Street Sewer Main | Waterbury, Vermont
Project Manager for the design of a new 375 ft. sewer main line along the length of Elm Street. The strategic replacement of an existing line provides the opportunity for a late stage design improvement on a more significant upcoming large-scale replacement of the municipal sewer main along Main Street. The Elm Street segment alignment had to fit precisely within a matrix of various other existing and proposed underground utilities demanding multiple different required offset/shy distances.



Israel Maynard,

PE

Assignment Manager

YEARS WITH STANTEC
16

EDUCATION
Bachelor of Science, Civil Engineering, University of Vermont, Burlington, Vermont,

REGISTRATIONS
Professional Engineer #69573, State of Vermont

MEMBERSHIPS
Member, Chi Epsilon National Civil Engineering Honor Society

Israel has 16 years of experience in designing transportation projects. He has experience designing projects in both the traditional design-bid-build delivery as well as alternative delivery, including Design-Build and Public Private Partnership (P3). Technical skills include highway design, traffic control, stormwater management, plan production, and cost estimating.

One of Mr. Maynard's greatest assets is his proficiency in a variety of design software, including Microstation, InRoads, OpenRoads, Storm and Sanitary, Geopak Drainage, HydroCAD, HY8, and AutoTurn. This proficiency makes him a constantly sought-after and valuable team member.

RELEVANT EXPERIENCE

Bartlett Brook Stormwater Treatment System Expansion | South Burlington, Vermont
Project Manager for the expansion of an existing stormwater treatment wetland. The project is one of several projects being done by the City of South Burlington, VT as part of the Bartlett Brook Flow restoration plan. The project involves rerouting flow currently discharging directly to Bartlett Brook through roughly 1200' of new closed drainage to the expanded wetland. The goal of the project is to manage the stormwater runoff from an additional 9 acres of impervious surface.

West Lakeshore Road/Prim Road Intersection | Colchester, Vermont
Project Manager for this intersection realignment project that involves adding two turning lanes and a signal to the intersection of West Lakeshore Drive and Prim Road. The re-alignment of the intersection requires a new closed drainage system, and bio-retention stormwater treatment area. The new roadway also features new sidewalk, and shared use paths. The project will allow for more efficient travel for people travelling from Malletts bay area to Downtown Burlington as well as improve safety at this busy intersection.

West Lakeshore Drive Shared Use Path | Colchester, Vermont
Senior Engineer for the design, specifications, estimate, and permitting efforts for this shared use path construction project. The shared use path is a 4,400 LF ten-foot wide path along West Lakeshore Drive in Colchester. Project features also included the construction of a grass channel, stormwater, drainage, driveway reconstruction and other incidentals.

Church Street and St. Paul Street Improvements | Burlington, Vermont
Project Engineer for the final design of improvements to Church Street and St. Paul Streets in Burlington, Vermont. Improvements for this project focused on pedestrians and economic vitality through efficient lighting, textured walkways, public art, benches, wider sidewalks at corners, roadway improvements, accessibility modification and improvements, trees and plants, gateway features and drainage improvements, signage and other pedestrian amenities to those areas bordering Church Street.

Norwich Tigertown Road Culvert Replacement | Norwich, Vermont
Project Manager for the design and replacement of two culverts on Tigertown Road in Norwich, Vermont. Both existing culverts suffered extraordinary damage during a rain event in 2017, when they were overtopped and washed out the roadway. Both existing culverts are steel corrugated metal pipe culverts that will be replaced with concrete box culverts with headwalls and wingwalls.

VTrans Culvert Design | Various Locations, Vermont
Roadway Engineer for the design of 11 culverts throughout the state. Project involved screening the sites, field survey, development traffic control plans, project impact data, and providing aquatic organism passage where applicable. The project is a fast-track design and utilities-accelerated bridge construction methods to minimize the disruption to the traveling public.



Marc Foisy, PE

Assignment Manager

YEARS WITH STANTEC
26

EDUCATION
Associate of Science, Architectural Engineering and Building Technology, Vermont Technical College, Randolph, Vermont

Bachelor of Science, Civil Engineering, Norwich University, Northfield, Vermont

REGISTRATIONS
Professional Engineer #8436, State of Vermont

Marc has 30 years of experience in Transportation Design. He is responsible for managing projects and the preparation of preliminary, final and contract bid design plans for various transportation projects. This work includes field reviews, geometric design layout, drainage design, quantity computations and estimating. Mr. Foisy has extensive experience and formal training with CADD software including MicroStation and InRoads.

RELEVANT EXPERIENCE

VTrans Benson STP 017-1(17) | Benson, Vermont
Project Manager for this 5-mile project along VT Route 22A in the town of Benson, VT. This project corrects horizontal and vertical alignment deficiencies along the corridor to meet AASHTO standards. The roadway width has been widened to meet current standards, and the use of geogrid has been included to increase the structural capacity of the subbase. This project was also a pilot project in the development of an OpenRoads software workspace for VTrans. Other unique features include stormwater practices, ROW plan development, and the development of Plans, Estimate and Specifications construction bid documents.

VTrans Hartford STP PS24(2) and NH PS24(3) | Hartford, Vermont
Project Manager of this 5-mile project along US 5 in the Town of Hartford, Vermont. Unique features include the removal of subsurface concrete slabs. The scope of work included the complete removal of the existing concrete roadway, approximately eight inches below the bituminous roadway surface. The scope also included horizontal and vertical alignment improvements, superelevation improvements, shoulder widening, and a complete digital 3D model of the proposed surface utilizing InRoads design software.

VTrans Richmond-Bolton STP 2924(1) | Richmond, Vermont
Project Manager for this 9-mile resurfacing project along US Route 2 in the towns of Richmond and Bolton, Vermont. The scope of work included the complete removal of the existing concrete roadway, approximately eight inches below the bituminous roadway surface. The scope also included horizontal and vertical alignment improvements, superelevation improvements, shoulder widening, and a complete digital 3D model of the proposed surface utilizing InRoads design software. The scope of work also included the upgrade of three traffic signals, including a full re-design at the River Road intersection.

Roadway Resurfacing Design | Statewide, Vermont
Project Engineer on the fast track design of over 15 VTrans 3R/STP highway projects totaling over 30 miles. Projects consisted of upgrading facilities to current FHWA and VTrans Standards; designing signs and pavement markings meeting the MUTCD; designing for ADA compliance; upgrading signal installations; resolving high accident locations.

US Route 7 Signalization | Middlebury, Vermont
Project Engineer for a corridor signal study and design involving the upgrade of six signalized intersections. Services included corridor traffic capacity analysis, geometric and signal improvement recommendations, corsin simulation, signal timing, phasing and coordination, public participation process, signal designs, and Right-of-Way services. Design was in compliance with VTrans Guidelines and the MUTCD.



Erik Alling, PE

Assignment Manager

YEARS WITH STANTEC
14

EDUCATION
Bachelor of Science, Civil Engineering, University of Vermont, Burlington, Vermont

REGISTRATIONS
Professional Engineer #89153, State of Vermont

MEMBERSHIPS
Board of Directors, Vermont Society of Engineers

Board of Directors, Past-President - Vermont Section, American Society of Civil Engineers

Erik has designed and developed numerous transportation projects for state and municipal clients. Erik primarily focuses on bicycle/pedestrian and complete streets projects and projects administered through the VTrans Municipal Assistance Bureau program. Erik's interest in bicycle/pedestrian projects has him on a trajectory to be a regional expert.

RELEVANT EXPERIENCE

Lamplite Acres Green Streets Improvements | Williston, Vermont

Project Engineer responsible for finalizing design plans, specifications and estimate and submitting contract documents in preparation for project advertisement for green infrastructure improvements in the Lamplite Acres neighborhood. Stantec worked with a local steering committee to evaluate alternativs and make recommendations for mitigating existing stormwater issues through low-impact development and green infrastructure improvements. Stantec prepared cost estimates and care/maintenance recommendations for the improvements. The Town unanimously accepted the recommended improvements and constructed a small scale pilot project with their own forces using engineering plans developed by Stantec. The Town selected Stantec to design the remaining improvements and help advance the project into construction.

Burlington University Place | Burlington, Vermont

Project Engineer for the planning and design of improvements to University Place, a multimodal street serving the needs of people travelling through the University of Vermont's historic core. This area is oriented towards academic and administrative uses and is also UVM's primary interface with visitors and local community. Rather than focusing solely on accommodating vehicles—be they cars, bicycles, or buses—the team instead focused on the people who rely on this street to conduct their daily lives. Stantec considered how people engaged with the surroundings, accessed the multiple destinations of campus, and interacted with other people essential to campus operations, recreation, and vitality. We wanted to understand the needs of the people who use the street. Stantec conducted a series of online surveys, allowing us to connect with more stakeholders given the circumstances of the COVID-19 pandemic. Using this approach saved Stantec, the City, and UVM time associated with an in-person public meeting and allowed us to spend more time where it mattered most by reviewing and summarizing community feedback.

Dorset Street Signals | South Burlington, Vermont

Project Manager responsible for the design of upgrades to the existing traffic signals at 9 intersections along Dorset Street and along Williston Road in the vicinity of I-89 Exit 14 in South Burlington.

Mansfield Avenue Shared Use Path And Traffic Calming | Burlington, Vermont

Project Manager for the evaluation and design of a 10-foot-wide, 1,600-foot-long, asphalt shared use path along the east side of Mansfield Avenue in Burlington, VT. Stantec worked with City staff to develop and evaluate alternatives, complete a public outreach process and gain concurrence on a preferred alternative. Traffic calming features were evaluated such as raised crosswalks, raised intersections, and mini-roundabout, due to cost and impact these features were postponed to a future phase. We completed the alternative evaluation process in just 2 months, submitted conceptual plans 2 months later, and now are developing final plans with the goal to bid the project within just 8 months of starting it.

Essex Towers Road Sidewalk | Essex, Vermont

Project Engineer responsible for the design of horizontal and vertical alignments, stormwater system, and stormwater treatment. Mr. Alling developed the conceptual plans and estimate for this project consisting of 1,000 linear feet of 5-foot wide concrete sidewalk along the northern side of Towers Road from the intersection of VT Route 15 and VT Route 128 to Clover Drive.



Amanda Ludlow

Assignment Manager

YEARS WITH STANTEC
4

EDUCATION
Winter Vegetation Identification, Rutgers University, Cook College, New Brunswick, New Jersey

Hydric Soils, Rutgers University, Cook College, New Brunswick, New Jersey

Methodology for Delineating Wetlands, Rutgers University, Cook College, New Brunswick, New Jersey

Bachelor of Science in Bioengineering, Syracuse University, Syracuse, New York

Master of Arts in Marine Biology, Boston University, Woods Hole & Boston, Massachusetts

Master of Science in Civil and Environmental Engineering, Utah State University, Logan, Utah,

Amanda specializes in nature-based solutions for the treatment of municipal wastewater, industrial process wastewater, stormwater runoff, groundwater and surface water contamination, mine drainage, and landfill leachate. Amanda has spent her 24-plus year career focused on developing innovative sustainable solutions to solve environmental problems, including engineered wetlands, phytoremediation, natural media filtration, and sustainable stormwater management. Amanda is also a Subject Matter Expert for environmental permitting and ecosystems restoration at Stantec. She has extensive experience in assessing, investigating, and restoring sensitive habitats, from freshwater wetlands and tidal wetlands to riparian ecosystems—including sustainable slope stabilization design—to grassland and woodland habitats.

RELEVANT EXPERIENCE

Industrial Green Infrastructure, Smelter* | Iceland
Developed and led the design and implementation of a natural system for the treatment and management of stormwater runoff from an active 200-acre smelter. A major objective of the project and commitment to the community was to change the facilities footprint from a typical 75% "brown" to 75% "green". The design targeted the use of GI techniques (with engineering enhancements) throughout the site to lower the rates and volumes of stormwater runoff and remove contaminants prior to discharge to the fjord.

Ocean Breeze Park* | Staten Island , New York
Developed sustainable stormwater design of a 110-acre park facility located within the 100-year floodplain. Major project elements included design and permitting of green infrastructure practices (stormwater wetlands and bioretention) to manage runoff from a LEED certified 70,000 ft2 indoor track field house.

BTV Phosphorus Control Plan | South Burlington, Vermont
As part of our ongoing management of Burlington International Airport's (BTV) stormwater permit compliance program, Stantec is currently evaluating existing and assessing proposed stormwater management practices for potential credit towards the phosphorus reduction goals as per the 2018 MS4 General Permit. The goal of the PCP is to achieve a level of phosphorus reduction equivalent to the percent reduction target for developed lands in the Main Lake (20.2%) and Shelburne Bay (20.2%) segments, consistent with requirements of the Lake Champlain Phosphorus TMDL and the ANR Phase I Implementation Plan. Amanda is leading the evaluation of credits towards the phosphorus reduction goals and the development of the phosphorus control plan.

Essex Phosphorus Control Plan | Village of Essex Junction and Town of Essex, Vermont
Worked with Stone Environmental to develop a Phosphorus Control Plan for developed land consistent with the Lake Champlain Phosphorus Total Maximum Daily Load for two communities. Reviewed existing permitted systems and identified potential retrofits to improve phosphorus capture and retention credit.

St. Albans Stormwater Utility Planning | Saint Albans City, Vermont
Worked with the Town of St. Albans to develop a draft Stormwater Ordinance that established the creation of a stormwater utility to address illicit discharge detection and elimination, construction site runoff, stormwater management for existing and new development, stream channel disruption and promote pollution prevention. The primary purpose of stormwater ordinance was to establish an equitable fee collection system for all properties in Town, including public and private systems, to manage and fund the expanded program and infrastructure investments. Evaluated existing expenditures to develop a forecast of the Town's annual revenue requirements and ultimately a multi-year rate adjustment plan to generate sufficient revenues to meet the costs of the future stormwater system.



Thomas Knight,

PE

Assignment Manager

YEARS WITH STANTEC
24

EDUCATION
Certificate, Trained in the Design of Stream/Road Crossing for Passage of Aquatic Organisms, VT Department of Fish and Wildlife, Vermont

Certificate, Trained in Railway Bridge Engineering, University of Wisconsin Ext., Philadelphia, PA

Bridge Inspection Seminar, AREMA, Northlake, Illinois

Trained in Stream Stability and Scour at Highway Bridges, National Highway Institute, Orlando, Florida

Bachelor of Science, Civil Engineering, University of Vermont, Burlington, Vermont

REGISTRATIONS
Professional Engineer #8277, State of Vermont

Thomas has 24 years of structural design experience with Stantec. His structural experience includes various aspects of structural bridge design, rating, rehabilitation, inspection, and construction administration for highway and railroad structures throughout New England. Mr. Knight's structural design experience is complimented by his experience in analyzing and assessing structures for scour and hydraulic considerations.

Mr. Knight's approach to bridge improvements includes considering traffic impacts, environmental / stream impacts, and adjacent property impacts. With a thorough understanding of the design and regulatory process, Mr. Knight strives to offer cost-effective and quick-to-construct solutions while minimizing impacts on resources.

RELEVANT EXPERIENCE

Montpelier-Siboinebi (river water) Path Bridge | Montpelier, Vermont
Tom managed the of the bridge substructure and the layout and specification of the bridge superstructure which carries the Siboinebi Path over the North Branch of the Winooski River. The structure includes aesthetic lighting and a robust and durable design that compliments the surrounding natural and historic features. The project (designed by Stantec) includes a connection from the east side of the City at Dog River Road, passing through the newly opened Taylor Street Transit Center and across a new bridge over the North Branch River to Main Street.

Town of Waterbury – Farr Road over the Little River | Waterbury, Vermont
Project Engineer for the inspection, rating, and design of repairs to this 100-foot single-span steel warren pony truss bridge that carries traffic over the Little River. Mr. Knight was responsible for inspecting the structure, performing a load rating of the structure under both two-lane and single lane traffic, developing a posting recommendation for the structure under its current condition, designing interim repairs to the structure. Inspection access included climbing and ladders.

VT 22A (Main Street) over Otter Creek Pedestrian / Sidewalk Improvements | Vergennes, Vermont
Project Engineer responsible for evaluating alternatives and developing a report for adding a sidewalk to the VT22A Bridge over Otter Creek and the roadway approaches.

Queen City Park Road Bridge over Vermont Railway | Burlington, Vermont
Project Engineer responsible for the scoping process for the rehabilitation of this 79 foot long bridge. The bridge was constructed in 1966 and has ongoing structural deterioration and functional deficiencies. The scoping process included soliciting public input, developing and evaluating alternatives, seeking endorsement of a preferred alternative, and providing a scoping report.

Town of Richmond - Bridge Street over the Winooski River | Richmond, Vermont
Project Engineer for the inspection, rating, and design of repairs to this 229-foot single-span steel camel-back thru-truss bridge that carries two lanes of traffic over the Winooski River. The structure, built in 1929, has severely deteriorated bottom chord members. Mr. Knight was responsible for inspecting the structure, performing a load rating of the structure under both two-lane and single lane traffic, developing a posting recommendation for the structure under its current condition, and designing bolted field repairs to the structure that add internal redundancy to fracture critical members and drastically increase the load rating of the structure.



Karl Richardson,

PE

Lead Engineer

YEARS WITH STANTEC
14

EDUCATION
Associate in Applied Science, Civil Engineering, Vermont Technical College, Randolph, Vermont

REGISTRATIONS
Professional Engineer #59609, State of Vermont, 7/31/201

Karl has over 32 years of experience in civil engineering on a wide variety of private and public projects in the areas of transportation and land development. He has prepared designs, improvement plans, final maps, and transportation improvements for state agencies, municipalities, schools, and private developments. Karl is passionate about utilizing technology to create successful designs. His passion includes using his proficiency in CADD platforms to produce high-quality buildable plans. His expertise includes highway design, bicycle/pedestrian design, drainage design, stormwater treatment, and permitting, and he is sought after by many internal teams and clients.

RELEVANT EXPERIENCE

Burlington Great Streets | Burlington, Vermont | Senior Project Engineer
Senior project engineer responsible for this redesign of two streets, Bank and Cherry, in downtown Burlington. The redesign prioritized pedestrian safety and movement and maintained the on-street parking needed for the small business. The design incorporated raised intersections, bicycle racks, parklets, seating areas outside popular business and restaurants, green stormwater infrastructure, and public art. Stantec also assisted the City in identifying areas of private parcels needed to support the construction of the plan. Cost: $20 Million (Construction). This project is estimated to be completed in 2024.

VTrans - Waterbury Main Street Reconstruction | Waterbury, Vermont
Senior Project Engineer for the reconstruction of Main Street in Waterbury, Vermont. Stantec provided preliminary and final engineering services, as well as Right-of-Way plan development for the reconstruction of this one mile of roadway in the historic village of Waterbury. The location of the new water and sewer mains were thoughtfully sited so that the existing mains could remain active while the new mains were constructed. By carefully considering the location of the new water and sewer infrastructure, Stantec's efforts allowed the contractor to methodically construct the project in segments with enough room to maneuver their equipment safely. Stantec developed visualizations in the form of maps, photo simulations, and storyboards to keep the community informed throughout the project. These visualizations greatly supported the Town's and VTrans' public relations efforts during construction.

VTrans I-89 Exit 12 Signal Upgrades | Williston, Vermont
Project Engineer responsible for the shared-use path design portion of the improvements at the Exit 12 interchange in Williston, Vermont. Improvements consisted of constructing a new southbound auxiliary lane on VT 2A from Marshall Avenue to the I-89 Exit 12 northbound on-ramp, optimize signal timings and extend the existing shared-use path on the east side of VT 2A from the State Police Barracks to Hurricane Lane.

US Route 2/VT Route 100 Roundabout | Waterbury, Vermont
Preparing final contract plans and permits for the replacement of a stop-controlled T-intersection with a roundabout that will serve as the gateway to downtown Waterbury, Vermont. Stantec worked effectively with the client, adjacent property owners, and a nationally recognized expert on roundabout design to develop a project that results in a context-sensitive, safe and efficient intersection design. New drive access and parking layouts for a gas station, post office, and restaurant were designed to ensure that a positive impact to these neighboring businesses will occur as a result of the project.

Vergennes Train Depot | Vergennes, Vermont
Project Engineer responsible for the plan development for the relocation of a historic train depot in the City of Vergennes. This unique project moves the unused building approximately 1/4 mile to its final destination adjacent to a state park and ride facility in the town of Ferrisburgh. The building will go through a rehabilitation process to change its current use into office space, while planning on its future use as a commuter rail station. Project includes an ADA accessible site, utility extensions, landscaping and geothermal heating system.



Todd Duguay, PE

Lead Engineer

YEARS WITH STANTEC
16

EDUCATION
Bachelor of Science, Civil Engineering, University of Hartford, West Hartford, Connecticut

REGISTRATIONS
Professional Engineer #59592, State of Vermont, 7/31/2012

MEMBERSHIPS
Member, Vermont Society of Engineers

Member, American Society of Civil Engineers

Since beginning his career in 2003, Todd has designed roadways and interchanges, stormwater management, and drainage systems. As a Senior Transportation Engineer, he is responsible for preparing conceptual, preliminary, final, and contract design plans and documents for various transportation projects. This work includes field reviews, design layout, drainage design, quantity computations, estimating, and specifications. Mr. Duguay has extensive experience and formal training with CADD software, including OpenRoads, MicroStation, InRoads, and Civil 3D. His proficiency with software and his knowledge of various client standards make him a great asset to any team. He has also worked as a construction inspector on highway and aviation projects.

RELEVANT EXPERIENCE

Waterbury Route 100 Watermain | Waterbury, Vermont
Senior Transportation Engineer responsible for 3D modeling of the waterline. Project included design of 1,800 linear feet of new waterline to be installed within close proximity of VT Route 100, in Waterbury. Potential alignments for the watermain were complicated by the broad existence of bedrock, a leachfield sewer system in the path, Class II wetlands through much of the corridor, and petroleum underground storage tanks in an area adjacent to the VT route 100 highway ROW.

VTrans Winooski Circulator Improvements | Winooski, Vermont
Project Engineer responsible for roadway, curbing and raised island layout and grading and design of the drainage improvements due to the roadway reconstruction. Stantec provided engineering and design services to VTrans to address safety concerns at Vermont's #1 ranked High Crash Location, the Winooski Circulator. Stantec evaluated the safety improvements identified by the Chittenden County Regional Planning Commission (CCRPC) and the City of Winooski. We analyzed additional improvements utilizing VISSIM, recommended design modifications. and developed final construction plans. The selected improvements included, improving visibility between pedestrians and drivers, reducing weaving within the Circulator, relocating signalized pedestrian crossings to a safer location with refuge islands, and improving bicycle facilities.

Manchester Roundabout | Manchester, Vermont
Project Engineer responsible for taking the project from the Preliminary Design through Construction of the project. Work included responding to client comments, revising the signing design to complying with the latest version of the MUTCD, revising the quantity computations to comply with the current version of the VTrans Construction Specifications. Completing Contract Plans and Construction documents. Assisted project manager during construction engineering services phase of the project with any roadway or drainage questions or issues.

Waterbury Roundabout | Waterbury, Vermont
Staff Engineer responsible for complete horizontal and vertical design of Routes 100 and 2, and a newly designed parking lot for the US Route 2 and VT Route 100 intersection. Other responsibilities included cross sectional design, drainage design, construction phasing, a complete quantity computation and estimate as well as building InRoads templates and roadway model for this intricate roundabout design. The proposed improvement will be a single lane roundabout. Services provided included preliminary and final design through contract plans and bid services. This project included an extensive public participation and training program on the education of roundabouts



Dave Youlen, PE

Lead Engineer

YEARS WITH STANTEC
18

EDUCATION
Bachelor of Science, Civil Engineering, Clarkson University, Potsdam, New York

REGISTRATIONS
Professional Engineer #8831, State of Vermont

MEMBERSHIPS
ACEC Representative , VTrans Work Zone Safety and Mobility Steering Committee, American Council of Engineering Companies (Vermont)

Dave is a professional engineer with over 23 years of experience with an emphasis on traffic management, quality control, quality assurance, construction administration, and inspection. His technical background includes highway and bridge design, utility and signal design, traffic management plans, and construction. With his construction experience, he plays an essential role in the quality of constructability reviews of projects. Prior to joining Stantec, Dave worked for the State of New Hampshire Department of Transportation as a Civil Engineer in the Bureau of Construction. His responsibilities have included resident inspection; daily reporting; shop drawing processing and review; change orders; payment requests; project closeouts; claims resolutions; and coordination between owner, contractor, and designer.
Dave has completed over ten construction inspection assignments for VTrans bridge, roadway, and paving projects under a retainer contract. He has several certifications, including NETTCP (Paving Inspector and Driven Pile Foundation) and ACI.

RELEVANT EXPERIENCE

Burlington Great Streets | Burlington, Vermont
Project Engineer responsible for the roadway reconstruction design of two streets, Bank and Cherry, in downtown Burlington. The redesign prioritized pedestrian safety and movement and maintained the on-street parking needed for the small businesses. The design incorporated new underground electric, communications, water and sewer utilities, stormwater system upgrades, raised intersections, bicycle racks, parklets, seating areas outside popular business and restaurants, green stormwater infrastructure, and public art.

US Route 2, Main Street Project | Waterbury, Vermont
Transportation Engineer responsible for Constructability and Traffic Management for the development of final and contract plans and documents. Responsibilities include constructability plan review, erosion prevention and sediment control design, quality control plan reviews and quantity calculations and review for this $20+ million construction of US Route 2 through Downtown Waterbury. This 1 mile long, 2-lane roadway included full depth of urban street reconstruction and street scape work, new water and sewer mains and services, new stormwater systems, and the undergrounding of utilities. Services included design for highway, stormwater treatment, traffic signals, Right-of-Way, utilities and lighting.

US 2 / VT 100 Roundabout | Waterbury, Vermont
Project Engineer for replacement of a stop-controlled T-intersection with a roundabout that will serve as the gateway to downtown Waterbury, Vermont. Responsibilities include assisting with development of project plans and specifications. Also investigated various traffic control options, constructability review, and quantity calculations. New drive access and parking layouts for a gas station, post office, and restaurant were designed to ensure that a positive impact to these neighboring businesses will occur as a result of the project.

University Place | Burlington, Vermont
Project Engineer responsible for the roadway reconstruction design of University Place, on the campus of the University of Vermont in Burlington. The redesign prioritized pedestrian safety and movement through narrowing the street to shorten pedestrian crossing distances and reducing the number of roadway crossing locations. The design incorporated narrowing of the street and changing from a two-way street to a one-way street configuration, new wider sidewalks, new water and sewer utilities, stormwater system upgrades, raised pedestrian crossing plaza.



Glenn Burgmeier, PE

Lead Engineer

YEARS WITH STANTEC
14

EDUCATION
Associate of Science Architectural and Building Technology, Vermont Technical College, Randolph, Vermont

Bachelor of Science in Civil Engineering, University of Vermont, Burlington, Vermont

REGISTRATIONS
Professional Engineer #018.0092702, State of Vermont

MEMBERSHIPS
Member, Chi Epsilon National Civil Engineering Honor Society

Member, American Society of Civil Engineers

Member, Tau Beta Pi Engineering Honor Society

Since joining Stantec in December 2008, Glenn has provided design and CADD support on a variety of transportation design projects. Glenn's primary responsibilities include assisting in the design and plan preparation for various transportation projects. He has experience working in Microstation, In-Roads, AutoCAD, Synchro, and SimTraffic. Throughout his career, Mr. Burgmeier has also provided electrical design and assisted in developing Electrical, mechanical, and plumbing construction documents for numerous residential, commercial, and industrial projects in the New England area.

RELEVANT EXPERIENCE

Waterbury-Stowe STP 2945(1) | Waterbury-Stowe, Vermont
Staff Engineer aided in site survey, development of project plans, three dimensional modeling in Microstation and inroads formats using the current VTrans CADD guidelines, superelevation calculations and diagrams, superelevation modeling per AASHTO, ditching design, underdrain design and earthworks quantity takeoffs. VTrans required 2'-0" maximum deviation from existing roadway alignment, and included stringent side slope requirements in environmentally sensitive areas.

Colchester Park and Ride Design | Colchester, Vermont
Staff Engineer providing external lighting design, modelling for calculations for park and ride lot per VTrans and local ordinance. Assisted with lighting and electrical plan assets, survey, drainage, and ditching design, project plan and alignment development, sign and pavement marking layout, bus turning movement analysis, and coordination with VTrans and the Town of Colchester. Attended DRB meetings to address abutter concerns.

Williston Park and Ride Design | Williston, Vermont
Staff Engineer providing external lighting design and modeling for park and ride lot calculations per VTrans and local ordinance. He assisted with lighting and electrical plan assets.

Burlington Great Streets | Burlington, Vermont
Staff Engineer responsible for sign and pavement marking design, project phasing plan development, aided in project plan development, quantity takeoff and estimate for this redesign of two streets, Bank and Cherry, in downtown Burlington. The redesign prioritized pedestrian safety and movement and maintained the on-street parking needed for the small business. The design incorporated raised intersections, bicycle racks, parklets, seating areas outside popular business and restaurants, green stormwater infrastructure, and public art. Stantec also assisted the City in identifying areas of private parcels needed to support the construction of the plan.

VT Route 116 Resurfacing | Starksboro-Hinesburg, Vermont
Staff Engineer aided in GPS survey, and was responsible for town ordinance study, sign design and layout, sign post design, guard rail and bridge rail design, ADA compliant sidewalk ramp design, assessment of drainage and utility structures within the roadway, and traffic control plans. This 12.2 mile cold planing and resurfacing project includes rural and urban sections.

VTrans Charlotte FEGC 019-4(20) Culvert Replacement | Charlotte, Vermont
Staff Engineer responsible for inroads site terrain modeling, including a site visit and assisting in the design of the new culvert in Charlotte, Vermont.



Thad Luther, PE

Lead Engineer

YEARS WITH STANTEC
22

EDUCATION
Florida Advanced Work Zone Traffic Control Course, ATSSA, Brandon, Florida

AS - Civil Engineering, Vermont Technical College, Randolph, Vermont

BS - Civil Engineering, University of Vermont, Burlington, Vermont

REGISTRATIONS
Professional Engineer #8281, State of Vermont, 7/31/2010

Thad has served as a project engineer and manager for various transportation-related projects for over 24 years. His current focus is on integrating Bentley OpenRoads Designer (ORD) into Stantec's workflow for transportation project designs. Thad is also on the Vermont Agency of Transportation (VTrans) ORD workspace development team. VTrans retained Stantec to complete a "functional" ORD workspace. VTrans and its consultants are using this functional workspace across Vermont on all new design projects. Thad's roadway experience in traffic engineering, signal design, highway geometrics, site work, and aviation services allows him to creatively apply OpenRoads technology to varied aspects of the design process. His roadway experience includes updating existing intersections, the final design of limited access facilities, award-winning rural highway upgrades, and the completion of planning studies for future roadway expansions. His experience includes neighborhood enhancement projects that utilize context-sensitive design to satisfy multiple stakeholders. Elements of these enhancement projects include roundabouts, traffic calming, sidewalks, and new drainage facilities. Thad combines technical know-how with the ability to facilitate communication between clients, co-workers, and the public to complete projects.

RELEVANT EXPERIENCE

VTrans Colchester Diverging Diamond Interchange Renderings | Colchester, Vermont
Project Engineer on this project addressing traffic congestion and safety concerns at the I-89 Exit 16 interchange in Colchester, Vermont. Stantec created realistic renderings and created multiple drive-through and flyover videos for the new interchange as well as created a video game-like driving simulator. VTrans was able to use these simulations and renderings in their public outreach educational program that will provide a level of comfort to the public by allowing them to "see" and "use" the DDI.

Manchester Roundabout | Manchester, Vermont,
Project Engineer responsible for geometric layout, final grading, coordination between design disciplines and quality control for this highway/bridge project located in Manchester Center, Vermont. The project involves construction of two roundabouts, roadway reconstruction, widening of an existing stone arch bridge, and sidewalk/curb reconstruction. The project also includes replacement of storm drains, water lines, and sewer lines. Services included design, permitting, utility coordination, ROW, and assistance during bidding/construction.

Burlington Edmunds School Mid-Block Crossing | Burlington, Vermont
Project Manager responsible for overseeing design of this mid-block crossing. Design included bulb-outs, signing, striping and the addition of Rectangular Rapid Flashing Beacons. Presented project at public alternatives presentation meeting and worked directly with client's project manager.

VTrans - Bristol 116 Intersection Upgrade | Bristol, Vermont
Project Manager responsible for design services for the improvements to the VT116 / North Street / South Street intersection in the center of Bristol, Vermont. Stantec worked with the Town and VTrans to design an actuated traffic signal system, improved intersection geometry with bulb-outs, decorative intersection street lighting and landscaping. The project improved safety for motorists, pedestrians and bicyclists and enhanced the aesthetics of downtown Bristol.

Lamplite Acres Green Streets Improvements | Williston, Vermont
Project Engineer for green infrastructure improvements in the Lamplite Acres neighborhood. Stantec worked with a local steering committee to evaluate alternativs and make recommendations for mitigating existing stormwater issues through low-impact development and green infrastructure improvements. Stantec prepared cost estimates and care/maintenance recommendations for the improvements. The Town unanimously accepted the recommended improvements and constructed a small scale pilot project with their own forces using engineering plans developed by Stantec.



Chris Gendron,

PE

Lead Engineer

YEARS WITH STANTEC
12

EDUCATION
Bachelor of Science, Civil Engineering, Norwich University, Vermont

REGISTRATIONS
Professional Engineer #104146, State of Vermont

Engineering Intern #53952, State of Vermont

MEMBERSHIPS
President, American Society of Civil Engineers

Chris is passionate about working on projects that grow and enhance our communities. Since joining Stantec in 2010, he has worked on high-profile projects ranging from the Waterbury Main Street Revitalization, the BTV Hotel, and BETA Technology's assembly facility. Chris takes pride in working cooperatively with the design team, owners, and regulators to ensure projects are delivered to the client's satisfaction. While his focus is on land development projects, he has a broad depth of experience across many disciplines, including aviation, transportation, bike/ped, and stormwater treatment. He has also developed close relationships with scientists, landscape architects, and engineers across the region to support clients across multiple facets of project development.

RELEVANT EXPERIENCE

VTrans - Waterbury Main Street Reconstruction | Waterbury, Vermont
Drainage Stormwater Engineer responsible for plan development and design for the reconstruction of Main Street in Waterbury, Vermont. Stantec provided preliminary and final engineering services, as well as Right-of-Way plan development for the reconstruction of this one mile of roadway in the historic village of Waterbury. The location of the new water and sewer mains were thoughtfully sited so that the existing mains could remain active while the new mains were constructed. By carefully considering the location of the new water and sewer infrastructure, Stantec's efforts allowed the contractor to methodically construct the project in segments with enough room to maneuver their equipment safely. Stantec developed visualizations in the form of maps, photo simulations, and storyboards to keep the community informed throughout the project. These visualizations greatly supported the Town's and VTrans' public relations efforts during construction. This project is currently in construction and is expected to be completed in the Spring of 2021.

VT Route 15 Shared Use Path | Essex Junction, Vermont
Responsible for generating cross sections and project limits for the proposed path. Responsibilities extended into sign and signal design.

Montpelier Taylor Street to Main Street Multi-use Path | Montpelier, Vermont
Project Engineer responsible for engineering and permitting services for the design of a 968-foot shared-use path including a bridge beginning at Taylor Street crossing Carr Lot and the Central Vermont Railroad, spanning the North Branch of the Winooski River and ending at Main Street in Montpelier, VT. The project involved the reconstruction of a historic granite block wall, rehabilitation of a railroad crossing, mitigation of contaminated soils, decorative path lighting, and landscaping, and was coordinated with the adjacent transit center building and site plan.

CCRPC Lake Street Scoping | Burlington, Vermont
Project Manager responsible for studying various improvements to Burlington's popular Lake Street along Waterfront Park related to stormwater treatment, pedestrians, and cyclists.

Butler Farms/Oak Creek Village Culvert Replacement Drainage Study | South Burlington, Vermont
Responsible for sizing and designing four box culverts to relieve flooding issues. Project requires meetings with several permitting agencies and various utilities. Stormwater modeling and culvert sizing was completed using HydroCad and the FHWA Nomograph software. Oversaw construction activities and provided engineering feedback throughout construction.



Caela Peterson

Lead Engineer

YEARS WITH STANTEC
6

EDUCATION
Bachelor of Science, Civil Engineering, Norwich University, Northfield, Vermont

Since joining Stantec in June 2016, Caela has provided design and CADD support on a variety of transportation design projects. Mrs. Peterson has assisted in the design process, including horizontal and vertical alignment, roadway modeling through InRoads and OpenRoads Designer, signal design and pavement markings, as well as bicycle and pedestrian facilities. She has experience with Microstation, InRoads, OpenRoads Designer, and HY8.

RELEVANT EXPERIENCE

Burlington Champlain Elementary Pedestrian Improvements | Burlington, Vermont
Construction inspector / resident engineer for improvements providing safe pedestrian access to multiple public spaces including Champlain Elementary School and Callahan Park. Other responsibilities include submittal reviews for pay requisitions and testing results. Project features include raised intersections, new sidewalk and ADA accessible ramps as well as new drainage work and a rain garden.

Fairfield Juaire Road Culvert Replacement | Fairfield, Vermont
Construction Inspector for replacement of a CMP culvert with a bridge. Inspection responsibilities include observing excavation, concrete foundation and bridge abutment placement, precast bridge deck placement, paving, as well as roadway grading and other construction activities required for completion of the project.

Mansfield Avenue Shared Use Path And Traffic Calming | Burlington, Vermont
Project Engineer for the evaluation and design of a 10-foot-wide, 1,600-foot-long, asphalt shared use path along the east side of Mansfield Avenue in Burlington, VT. Stantec worked with City staff to develop and evaluate alternatives, complete a public outreach process and gain concurrence on a preferred alternative. Traffic calming features were evaluated such as raised crosswalks, raised intersections, and mini-roundabout, due to cost and impact these features were postponed to a future phase. We completed the alternative evaluation process in just 2 months, submitted conceptual plans 2 months later, and now are developing final plans with the goal to bid the project within just 8 months of starting it.

University Place | Burlington, VT, USA
Project Engineer responsible for design of improvements to University Place, a multimodal street serving the needs of people travelling by foot, bicycle, transit, and motor vehicle.

Dorset Street Shared Use Path | South Burlington, Vermont
Project Engineer responsible for the design of a shared use path along Dorset Street in South Burlington, VT.

Moretown STP BP19(3) Sidewalk | Moretown, Vermont
Project Engineer responsible for the design of a 1,300-foot-long section of new concrete sidewalk to replace existing asphalt.

Williston Shared Use Path | Williston, Vermont
Project Engineer responsible for the design and layout of a new 10-foot-wide shared use path along VT Route 2A in Williston, VT.



Sean Neely

Lead Engineer

YEARS WITH STANTEC
6

EDUCATION
Master of Science, Civil Engineering, University of Vermont, Burlington, Vermont

Bachelor's Degree, Environmental Science, University of Southern Maine, Portland, Maine

Certificate of Graduate Studies in Sustainable Transportation Systems & Planning, University of Vermont, Burlington, Vermont

Sean provides planning, analysis, design, CADD, and GIS support on a range of transportation projects. Sean completed a master's degree at the University of Vermont (UVM) in civil engineering for transportation and a certificate of graduate studies in sustainable transportation systems and planning. He worked as a research assistant at the UVM Transportation Research Center (TRC) both before and during graduate school. Prior to working at the TRC, Sean practiced consulting for planning and engineering projects across the country. He holds a bachelor's degree from the University of Southern Maine in environmental science and policy, with foci in community planning and geographic information systems (GIS).

RELEVANT EXPERIENCE

South Burlington STP SGNL(53) | South Burlington, Vermont

Served as Lead Traffic Signal Designer. The Dorset Street Signal Improvements Project is in South Burlington, Vermont. The project includes upgrades to nine existing traffic signals along Dorset Street and along Williston Road in the vicinity of I-89 Exit 14. Work to be performed under this contract varies at each signal and includes new signal heads/backplates/reflective borders, new signal mast arms, controller cabinets, signal controllers, vehicle detection, traffic management software (Centracs Mobility Essentials), pedestrian control buttons and new countdown/audio walk indicators, pedestrian ramp upgrades, and incidental items. The upgrades comply with current VTrans standards.

Richmond-Bolton STP 2924(1) | South Burlington, Vermont

Served as Lead Traffic Signal Designer. The Bridge Street Signal in the center of Richmond had outdated signal equipment and needed to be updated as part of this pavement restoration project. Existing conditions included underground and above-ground utilities, limited Right-of-Way, and the intersection is in an urban area with sidewalks and signalized pedestrian crossings. The compact urban nature of the Bridge Street intersection necessitated reviewing multiple alternatives and evaluating their impacts on both existing infrastructure and also the operational efficiency of the intersection.

Williston NH 5500(18) | Williston, Vermont

Served as Lead Traffic Signal Designer. A new southbound right-turn lane onto the I-89 northbound on-ramp at Exit 12 was designed as part of this project. The additional lane required a new mast arm and signal heads that will work with the existing traffic signal equipment to remain, including signal interconnection. Stantec collaborated closely with VTrans on the design of the modifications. Our work included incorporating subsurface utility engineering completed separately by VTrans into the design plans and reviewing the work to minimize potential for conflicts with existing utilities and other infrastructure. Stantec also included the new Detector Channel Assignment Sheet into the plans.

VT Route 15 Traffic Signal Systems Assessment | Winooski, Colchester, and Essex, Vermont

Provided support with field inventory data collection for eleven signalized intersections, assessment of whether existing conditions meet standards, identification and prioritization of recommended action items, development of costs, and report preparation.

Burlington University Place | Burlington, Vermont

Providing project engineering support for the planning and design of improvements to University Place, a multimodal street serving the needs of people travelling by foot, bicycle, transit, and motor vehicle at the interface between City street and the historic gateway of the University of Vermont. Involved with existing conditions assessment, public input survey review, development and evaluation of alternatives, and design of the selected alternative.



Walt Woo, PE, PTOE

Lead Engineer

YEARS WITH STANTEC
12

EDUCATION
M.Eng., Civil Engineering, McGill University, Montreal, Québec

B.Eng., Civil Engineering, McGill University, Montreal, Québec

REGISTRATIONS
Professional Engineer #46083 (Civil), Commonwealth of Massachusetts, First Issued 2004

Certified Professional Traffic Operations Engineer #2781, Transportation Professional Certification Board Inc., First Issued 2009

Professional Engineer #13572, State of Maine, First Issued 2014

MEMBERSHIPS
Member, Institute of Transportation Engineers

Walt has extensive practical experience as a transportation engineer, having participated in analyzing and designing dozens of signalized intersections on municipal and state roadways. He also possesses strong skills and experience in other aspects of transportation engineering, including traffic signing, pavement markings, traffic management, and highway design. He also has extensive experience in traffic capacity analysis and traffic simulation modeling and has prepared numerous transportation planning studies that evaluated future traffic operations based on anticipated future land use and travel patterns, among many factors.

RELEVANT EXPERIENCE

Northern Strand Community Trail - Phase 2 | Lynn, Massachusetts
Senior Transportation Engineer for the design of on-road two-way separated bicycle lanes through Downtown Lynn and on the Lynnway. Work on this Complete Streets project includes a road diet to accommodate the introduction of bicycle lanes through this dense section of the City. Responsible for the planning, operations analysis, and design at signalized intersections to accommodate future growth while also accommodating the implementation of the road diet and the use of bicycle traffic signals.

Spring Street & Hayden Avenue Sidewalk Planning | Lexington, Massachusetts
Transportation Engineer for the conceptual planning and design of sidewalks along Spring Street and Hayden Avenue. A network of sidewalks connecting Marrett Road (Route 2A) and Waltham Street (via Spring Street and Hayden Avenue) was developed based upon topographic and other constraints, including the presence of stone walls and trees. Preliminary construction costs associated with the sidewalks were also identified. The work was undertaken as a part of grant funding applications prepared by the Town.

Pleasant Street (MA Route 60) Reconstruction | Belmont, Massachusetts
Traffic Engineer for the design of the reconstruction of traffic signals at three intersections along Pleasant Street in Belmont. These improvements are a part of the Pleasant Street reconstruction project, which consists of the reconstruction of 2 miles of MA Route 60 through the Town of Belmont, Massachusetts. Tasks performed on this project included the design and layout of traffic signals, detectors, signal conduit and emergency vehicle pre-emption equipment. Conducted intersection traffic capacity analyses to determine optimal traffic signal timing and phasing. Signal equipment selection, construction cost estimates were also completed. Conducted a review of traffic signal shop drawings and final inspection of the traffic signals.

Lincoln Street (Route 3A) Roadway Improvements | Hingham, Massachusetts
Traffic Engineer for the design of traffic signal and roadway improvements along Lincoln Street (Route 3A), in Hingham, Massachusetts. The project included the design and coordination of five traffic signals along the corridor. Tasks included the design and layout of traffic signals, detectors, conduit and pre-emption equipment. Completed a review of shop drawings and final inspection of the traffic signal and pavement markings.

VERMONT SURVEY and ENGINEERING, INC.

SURVEYORS and CIVIL ENGINEERS

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Stephen Fraser, LS – Principal/Project Manager
AOT Manager IV

VT LS #527
NH LS #971
NY LS #050855

Number of years with firm: 14

Mr. Fraser has been involved with engineering and surveying since 1971. Before joining Vermont Survey and Engineering, Inc. in 2005, he was employed for twenty-five years by the City of Barre as a mapping and surveying specialist. During this period, his responsibilities included maintaining water, sewer, and surface utility maps; GIS mapping using ArcInfo 8.0.3; project design and deed research; municipal surveying and construction layout; assisting all departments with their mapping needs; assisting the public regarding all aspects of property ownership; and E 911 liaison.

Since joining Vermont Survey, Mr. Fraser has served as Project Manager for survey and right-of-way efforts associated with a twenty-five mile power transmission project in western Vermont, which includes plat preparation and title research on approximately 150 properties. He is also Manager-In-Charge of deed research, property surveys, and plat preparation and is an accomplished AutoCAD operator.

Mr. Fraser has been involved with the following VTrans projects:

Bennington Bypass North NH F 019-1(5)
Bennington AV-FY 15-010
Brandon NH 019-3(496)
Burlington MEGC M 5000(1)
CULV032-CULV033 Statewide
East Montpelier-Marshfield-Plainfield HPRC(1)
Essex-Westford HPRC(2)
Hartford STP 0113(59)S
Hartford STP BIKE(62)
Hartford STP EH09(15)
Hartford STP EH10(18)
Middlebury AIR 04-3181
Morristown STP HES 030-2(28)
South-Hero STP HES 028-1(22)
South Hero STP SHST(1)
Williston STP HES 5500(12)

Professional Affiliations/Education
A.A.S. Civil Engineering Technology (Surveying Major) – VT Technical College
Vermont Society of Land Surveyors
New Hampshire Land Surveyors Association
New York State Association of Professional Land Surveyors

VERMONT SURVEY and ENGINEERING, INC.

SURVEYORS and CIVIL ENGINEERS

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Andrew McQueeney – Principal/Project Manager
AOT Manager IV

Number of years with firm: 29

Mr. McQueeney has been involved with engineering and surveying since 1985. Before joining Vermont Survey and Engineering, Inc. in 1991, he was employed by McDonald-Sharpe Surveyors and Engineers of Old Saybrook, CT. As CADD Manager, he is responsible for developing AutoCAD, MicroStation and InRoads deliverables as well as overseeing CADD work of others. He has been using AutoCAD software since 1991 and Bentley Systems and Intergraph software since 1998. A Principal of the company since 2009, Mr. McQueeney now coordinates the activities of the field crews and office staff, and acts as Project Manager for the majority of VTrans projects that VSE is involved with.

Mr. McQueeney has been VSE Project Manager for the following VTrans projects:

Structures Projects

Bennington ER BHF 010-1(45)
Bethel BHF 0241(38)
Cavendish ER BRF 0146(13)
Corinth BRO 1447(29)
CULV032-CULV033 Statewide
Fairfield BRO 1448(38)
Hyde Park STP CULV(26)
Lincoln FAS 0188(TH1)
Lunenburg NH CULV(27)
New Haven FAS 0183(TH2)
North Hero-Grand Isle BHF 028-1(26)
Plymouth ER BRS 0149(5)
Rockingham BRF 0126(12)
Ryegate IM CULV(28)
Waterbury IM 089-2(43)
Woodstock BHO 1444(52)

Roadway Projects

Andover-Chester STP 016-1(28) SC
Bakersfield STP SCRP(11)
Brandon-Rochester ER STP 0162(21)
Guilford-Rockingham IM SIGN(44)
Marlboro-Brattleboro NH 010-1(46) SC
Milton IM 089-3(66)
Morristown STP HES 030-2(28)
Randolph-Northfield STP 0187(10) SC
Rutland-Killington NH 020-2(36)
South-Hero STP HES 028-1(22)
St. Johnsbury-Lyndon IM 091-3(50)
Stockbridge-Bethel STP 2910(1)
Waterbury FEGC F 013-4(13)
Williston STP HES 5500(12)
Windsor IM 091-1(64)
Woodstock STP 0241(40)

Professional Affiliations/Education
A.A.S. Surveying and Forestry - Paul Smith's College

VERMONT SURVEY and ENGINEERING, INC.

SURVEYORS and CIVIL ENGINEERS

79 RIVER STREET, SUITE 201 • MONTPELIER, VERMONT 05602
(802) 229-9138 • FAX (802) 229-9130 • E-mail: Info@VermontSurvey.com

Jason Riley, LS – CADD Operator/ROW Agent — VT LS #59686

AOT Technician VI

Number of years with firm: 16

Mr. Riley has been involved in the surveying field for the past 14 years. During this time his duties have ranged from Rodman to Party Chief to CADD draftsman. He has experience in highway construction layout, 3-dimensional topographic surveying, boundary survey, and as-built surveys. Mr. Riley's responsibilities have also included deed research and plat preparation, construction quantity calculation, and oversight/training of other draftsmen. A Vermont Licensed Land Surveyor since 2012, Mr. Riley's capabilities and responsibilities continue to grow at VSE.

Mr. Riley has been involved with the following VTrans projects:

Structures Projects

Bennington ER BHF 010-1(45)
Bethel BHF 0241(38)
Cavendish ER BRF 0146(13)
Corinth BRO 1447(29)
CULV032-CULV033 Statewide
Fairfield BRO 1448(38)
Hyde Park STP CULV(26)
Lincoln FAS 0188(TH1)
Lunenburg NH CULV(27)
New Haven FAS 0183(TH2)
North Hero-Grand Isle BHF 028-1(26)
Plymouth ER BRS 0149(5)
Rockingham BRF 0126(12)
Ryegate IM CULV(28)
Waterbury IM 089-2(43)
Woodstock BHO 1444(52)

Roadway Projects

Andover-Chester STP 016-1(28) SC
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Randolph-Northfield STP 0187(10) SC
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South-Hero STP HES 028-1(22)
St. Johnsbury-Lyndon IM 091-3(50)
Stockbridge-Bethel STP 2910(1)
Waterbury FEGC F 013-4(13)
Williston STP HES 5500(12)
Windsor IM 091-1(64)
Woodstock STP 0241(40)

Professional Affiliations/Education
A.A.S. Surveying and Forestry - Paul Smith's College
Vermont Society of Land Surveyors

HARTGEN archeological associates inc

ELISE MANNING-STERLING, M.A.
Principal Investigator
Years with Hartgen: 25

EDUCATION:

The College of William and Mary
Masters of Arts, Historical Archeology, 1994

State University of New York at Binghamton
Bachelor of Arts, Anthropology, 1983

EXPERIENCE:

Phase I archeological survey — 2011 — Lebanon Airport Improvements, Lebanon, Grafton County, New Hampshire
Conducted Phase IA research and Phase IB testing for the proposed runway improvement project at Lebanon Airport in Lebanon, New Hampshire.

Phase II archeological site evaluation — 2011-12 — Swanzey 15697, Swanzey Factory Road, Swanzey, Cheshire County, NH
Conducted Phase IB and II archeological field investigations on two historic sites (one dating to the early 19th century, and one dating to the mid-18th century) as part of the initial planning process for the construction of a traffic circle.

Phase III archeological data recovery — 1996-2006 — Fort Ticonderoga, Town of Ticonderoga, Essex County, New York
Directed intensive archeological data recovery investigation at the 18th-century Fort Ticonderoga site in Ticonderoga, New York. Revealed 18th-century occupation deposits, ground surfaces, middens, masonry walls, an elaborate drainage system, and other structural features that broadened the knowledge of the 1755 Lake Champlain landscape, the original fort configuration, and 18th-century military construction techniques.

Archeological reconnaissance survey — 2014 — Middlebury State Airport, Middlebury, VT
Conducted historic research and archeological reconnaissance survey for five archeologically sensitive areas within the airport property.

Literature/Archival research — 2008 — Samuel Harrison House Project, Town of Pittsfield, Berkshire County, MA
Prepared a historical context report for the National Register of Historic Places-listed Reverend Samuel Harrison house and conducted Phase IB excavations to provide the background necessary for a comprehensive interpretation of the site.

Cultural landscape studies — 2004 — Rogers Island Cultural Historic Park Management Plan, Fort Edward, Washington County, NY
Prepared a Cultural Resources Management Plan for a proposed Cultural Historic Park at Rogers Island. Recorded the 18th-century military structures on Rogers Island based on historical research and previous archeological excavations on the island.

EXPERIENCE WITH OTHER FIRMS:

1999 — Archeologist, Principal Investigator URS Greiner Woodward-Clyde, Inc.
Supervised archeological investigations, laboratory analysis and report production

1998 — Archeologist, University of Kansas, U.S. Fish and Wildlife, Museum of Natural History Paris
Survey and excavation of precontact Aleut sites on Attu Island in the Aleutian Island chain

1996 — Archeologist, Smithsonian Institute, Aleutian Islands, Alaska
Excavation of precontact and contact period Aleut village and midden site located on Agattu Island in the Aleutian Islands.

1994 — Archeological Faunal Analyst Department of Archeological Research, Colonial Williamsburg
Faunal Analysis of 17th, 18th, and 19th-century assemblages.

PUBLICATIONS:

2010 — Ticonderoga: French Fort Construction on the Eighteenth-Century Frontier. In *Soldiers, Cities, and Landscapes, Papers in Honor of Charles L. Fisher.* Edited by Penelope Ballard Drooker and John P. Hart. New York State Museum.

2000 — Antietam: The Cultural Impact of Battle on an Agrarian Landscape. In *Archaeological Perspectives on the America Civil War.* Edited by Clarence R. Geier and Stephen R. Potter. University Press of Florida

1999 — *Battle on an Agrarian Landscape.* URS Greiner, Inc. Draft report. Submitted to National Capital Area National Park Service.

HARTGEN archeological associates inc

THOMAS R. JAMISON, PH.D., RPA
P.O. Box 81, Putney, VT 05346
P +1 802 387 6020
tjamison@hartgen.com
Years with Hartgen: 25

EDUCATION:

The State University of New York at Albany
Ph.D., Anthropology, 1993

The State University of New York at Albany
Master of Arts, Anthropology, 1986

Hamilton College, Clinton, NY,
Bachelor of Arts, Anthropology, 1980

QUALIFICATIONS:

36 CFR Part 61 Qualified Archeologist

SPECIAL TRAINING:

Best Practices in Working with American Indian Tribes
Workshop on effective consultation and interaction with and what issues to expect when working with American Indian Tribes. Presented by FHWA, sponsored by VAOT, Montpelier, December 2004

Developing a Vermont Archeological Predictive Model Workshop
Workshop on GIS in archeological compliance in Vermont, sponsored by the VAOT, VDHP, Montpelier, February 1999.

NAGPRA's Evolving Legacy Seminar
Training in Native American Graves Protection and Repatriation Act compliance, sponsored by the University of Nevada at Reno, Philadelphia, December 1998.

Section 106
Trained in Section 106 - National Historic Preservation Act, the Advisory Council on Historic Preservation and the University of Vermont at Burlington, April 1997.

PROFESSIONAL EXPERIENCE:

August 1997 - Present **Project Manager and Office Director**
Hartgen Archeological Associates, Inc.
Management of branch office in Putney, Vermont. Directs research for cultural resources surveys throughout New England. Coordinates projects with hiring of field crew and completion of fieldwork, laboratory analysis, and reports. Recent contracts have included many VTrans projects for airports, bike paths, bridges, highway reconstruction, park and ride lots and repaving.

June 1994 - August 1997 **Project Director**
Hartgen Archeological Associates, Inc.
Directed archeological research for cultural resources surveys throughout New York State and in Vermont and New Jersey. This work included all phases of archeological research from Phase I literature reviews and surveys to Phase III site mitigations. Prepared reports reviewed by NYSOPRHP, NYSDOT, VDHP and FERC. Special tasks included transit survey and CAD mapping. Training in historic preservation law, collections curation and management, and underwater resource protection.

HARTGEN archeological associates inc

WALTER R. WHEELER
1744 Washington Ave. Ext., Rensselaer, NY 12144
P +1 518 283 0534
wwheeler@hartgen.com
Years with Hartgen: 21

EDUCATION:

Rensselaer Polytechnic Institute

Bachelor of Architecture May 1987

Bachelor of Science, Building Science, May 1986

QUALIFICATIONS:

36 CFR Part 61 Qualified Architectural Historian

SPECIAL TRAINING:

Section 106

Trained in Section 106 - National Historic Preservation Act

Digital Recording Strategies for Historic Structures Seminar
Brooklyn Polytechnic, Brooklyn, NY, June 2002

Evaluating Significance of Historic and Archeological Resources Workshop
Vermont College, Montpelier, VT, May 2001

PROFESSIONAL EXPERIENCE:

June 1999 – Present **Senior Architectural Historian**
Hartgen Archeological Associates, Inc.
Oversee and prepare architectural resource surveys, including pre-assessments, literature reviews and historical documentation; field reconnaissance; report and proposal preparation. Responsible for preparing documents to be reviewed by NYSDOT, NYSOPRHP, VAOT, VDHP, NHDES, USACOE, and other agencies in accordance with SEQR, Section 106, NEPA and other regulations.

November 1992 – June 1999 **Architectural History Consultant**
Provided consulting services for private and public clients including architectural firms, municipalities, museums and historical societies. Clients included the Metropolitan Museum of Art, the Albany Institute of History and Art, the New York Public Library and John G. Waite Associates. Projects included surveys, historic structure reports, national register listings, and preservation consultations.

PRINCIPAL PUBLICATIONS:

In preparation *Building Albany: Studies in the Vernacular Architecture of the Upper Hudson and Lower Mohawk Valleys*. Albany, NY: SUNY Press.

2010 "*Once adorned with quaint Dutch tiles*...: A Preliminary Analysis of Delft Tiles Found in Archaeological Contexts and Historical Collections in the Upper Hudson Valley," in Penelope Ballard Drooker and John P. Hart, eds., *Soldiers, Cities and Landscapes: Papers in Honor of Charles L. Fisher. New York State Museum Bulletin 513*, 107-150. Albany, NY: New York State Museum.

2009 *Albany Architects*. Diana S. Waite, editor. Albany, NY: Mt Ida Press/ Historic Albany Foundation. Contributed two biographical essays.

2005 *The Encyclopedia of New York State*, Peter Eisenstadt, editor. Syracuse, NY: Syracuse University Press. Author of several architectural entries.

2000 *The Marble House in Second Street: Biography of a Town House and its Occupants, 1825-2000*. Troy, NY: Rensselaer County Historical Society.

1993 *A Neat Plain Modern Stile: The Architecture of Philip Hooker and His Contemporaries, 1796-1836*. Amherst, MA: University of Massachusetts Press.

Stantec Consulting Services Inc.
55 Green Mountain Drive
South Burlington VT 05403
Tel: (802) 864-0223
Fax: (802) 864-0165

June 2, 2025

Attention: Matt Osborn
Town of Hartford
171 Bridge Street
White River Junction, Vermont 05001

Reference: Route 5/I-91 Exit 11 Interchange Sidewalk/Bike Lane Improvements – Scope of Work and Fee Estimate

Dear Matt,

The Town of Hartford awarded the subject project to Stantec and an agreement between the Town and Stantec was executed on February 5th, 2016. Stantec developed Conceptual Plans for the proposed improvements and submitted to VTrans for review. The project was then put on-hold given VTrans' concerns about adding a crosswalk across the I-91 Exit 11 ramp onto North Hartland Road. Since the project was put on-hold, several projects have been completed in and adjacent to the project area including the resurfacing of Route 5 and realignment of the I-91 Exit 11 ramp, the construction of the roundabout at Sykes Mountain Avenue, and the replacement of the I-91 bridges over Route 5.

With the realignment of the off-ramp, the project can now be advanced. The scope of the project has changed and the contract between the Town and Stantec has expired. Per conversations with the Town, we are submitting this proposal to complete the project. It is assumed that this proposal will be completed under a new contract between the Town and Stantec.

The scope of work will include engineering services for a new sidewalk and green belt on the south side of Route 5 with safer more visible crossings of the I-91 Exit 11 ramp. Our work tasks are summarized below and in the attached task list.

SCOPE OF WORK

Task A - Project Re-Start Meeting

Stantec will attend a project re-start meeting to review scope, schedule, and determine next steps. Meeting notes with actions items will be documented by Stantec and provided to all in attendance.

Task B – Field Survey and Data Collection

Given the number of projects completed in the project area since the project was originally surveyed, a survey update will be required. The update can be limited and will begin at the edge of pavement on the south side of the road and include area necessary to construct the sidewalk. The base map generated from the field survey will be completed in Microstation format meeting VTrans CADD standards. Our subconsultant, Vermont Survey and Engineering (VSE), will perform the field survey. It is assumed that topographic survey will not be required on Route 5 given the recent resurfacing project. VSE's scope of work is attached.

Task C – Right-of-Way and Deed Research

Our subconsultant VSE will compile right-of-way information as it relates to the US Route 5 and I-91 corridors within the project area. No right-of-way impacts are anticipated for this project. VSE will provide existing right-of-way acquisition documents to the Town attorney. The Town attorney will certify that no right-of-way will be required to construct the project.

Reference: Route 5/I-91 Exit 11 Interchange Sidewalk/Bike Lane Improvements – Scope of Work and Fee Estimate

Task D – Utility Locations

Existing utilities have been located by VTrans or McFarland-Johnson for the corridor. It is assumed that Stantec will receive Microstation .dgn files from VTrans and McFarland-Johnson. It is assumed that no additional utility location work is necessary.

Task E – Conceptual Plans Development

Stantec will perform the following tasks during the Conceptual Design Phase:

- *Develop Revised Conceptual Plans and estimate.* Plan sheets assumed to be required are listed on the attached Task/Labor Hour Schedule.

- *Review existing geotechnical information from bridge project to estimate ledge locations.* Stantec will review borings completed as part of the I-91 bridge reconstruction to estimate ledge location and quantity of ledge to be removed to construct the sidewalk and bike lanes. It is assumed that no further geotechnical investigation will be required for this project.

- *Present the draft Conceptual Design to the Town during a Public Information Meeting*. This task was previously completed, and it is assumed a brief update to the Town will be required. Stantec will provide a graphic and some key talking points to the Town's MPM so that they can provide the brief update on project status. Stantec's attendance at the project update meeting will not be required.

- *Conduct a historic resource impact analysis of the proposed project.* This work was completed as part of the scoping study. Historic and archeological resources are not present in the project area

- *Provide supporting information for NEPA documentation.* Stantec will provide supporting documentation to VTrans required for NEPA approval including Project Impact Data forms and Categorical Exclusion analysis sheets and cover letter. It is assumed that a Programmatic Categorical Exclusion (PACE) will be pursued for the project.

- *Address plan review comments and update plans.* Stantec will submit the Conceptual Plans and NEPA documentation to VTrans and the Town for review and approval. VTrans will generate plan comments through the "shared-review" process. Stantec will update the plans as necessary based on the comments received from VTrans and the Town.

Task F – Utility relocations and clearances

Impacts to utilities are expected to be minor and consist of elevation adjustments of catch basins, sewer manholes, water valves and other utility appurtenances and minor adjustments of drainage pipes and catch basin locations. Relocation of aerial utility lines and poles are not anticipated.

Task G –Permitting

There are no sensitive environmental resources currently identified in the project area. Some minimal clearing may be required alongside the road which will require consideration of the northern long eared bat. Clearing areas will be identified on the plans and it is assumed that VTrans Environmental section will

Reference: Route 5/I-91 Exit 11 Interchange Sidewalk/Bike Lane Improvements – Scope of Work and Fee Estimate

investigate these areas for habitat. Any special provisions for tree clearing will be incorporated into the project manual.

A Section 1111 permit will be required for the project since construction will be completed within State highway ROW. Stantec will prepare the application and submit to VTrans for approval.

To our knowledge, there are no existing stormwater permits that will be impacted by the proposed project. In addition, the project impervious area and construction impact area will not trigger the need for a state operational or construction stormwater permit. If project scope or regulatory requirements change during development of the project, and these permits are required, Stantec will work with the Town to determine a scope and fee to complete these permit applications through a contract change order.

Task H – Right-of-Way Plans and Documents

Even though it is assumed that no temporary or permanent easements will be needed to construct the project, the project is located within the State highway ROW and the Town will need to execute a finance and maintenance agreement with the State for the new sidewalk. It is assumed that the agreement will be prepared based on Final Plans (completed in Task I), and ROW plans will not be required. The Town attorney will certify that no ROW is required to construct the project. Stantec will provide Final Plans to the Town attorney.

Task I – Final Plans, Specifications, and Estimate

Stantec will begin development of Final Plans upon receiving authorization to do so from the Town. Stantec will submit Final Plans and a draft Project Manual including any necessary Special Specifications for Town and VTrans "shared review". For estimating purposes, it is assumed that one (1) Special Specification will be required for the project. The 2024 VTrans Standard Specifications for Construction will be used for the project.

Task J – Contract Plans, Specifications, and Estimate

Stantec will prepare Contract Plans based on comments received from the Final Plans submission. Stantec will submit the Contract Plans and Project Manual as well as the Designer's Certification to the Town and VTrans. Once Contract Plans have been completed and accepted by VTrans, Stantec, on behalf of the Town, will request that construction funds be authorized. Once construction funding has been authorized, the Town will advertise the project for bidding.

Task K – Bid Phase Services

The Town will advertise the project for bid. Stantec will address questions during bidding, analyze bids and recommend bid award to the Town. The Town will award the bid and then proceed to construction. It is assumed that a pre-bid meeting is not required.

Task L – Construction Support Services

Stantec will perform the following services during construction of the project:

- Attend preconstruction conference (Stantec to attend virtually and the Resident Engineer will schedule this meeting)

Reference: Route 5/I-91 Exit 11 Interchange Sidewalk/Bike Lane Improvements – Scope of Work and Fee Estimate

- Review contractor submittals (assume five (5) submittals will be reviewed)
- Answer questions during construction (assume four (4) RFI's)
- Participate in final inspection

Services required during construction may require additional effort if unanticipated field conditions are encountered. The hours included in this proposal for these services are estimated and may need to be adjusted during construction if warranted and agreed upon between the Town and Stantec.

FEE & SCHEDULE

Estimated fee for the services described above is $75,000. A detailed task and labor hour schedule, cost schedule and direct expense schedule is attached.

We will begin work upon receiving an executed contract from the Town. If you have any questions or require additional information regarding the scope of work, please don't hesitate to contact me. We look forward to working with the Town to move this project to construction.

Regards,

STANTEC CONSULTING SERVICES, INC.

Israel Maynard, P.E.
Senior Associate
Phone: (802) 497-6403
israel.maynard@stantec.com

Greg Goyette, P.E.
Senior Principal, Transportation
Phone: (802) 497-6403
greg.goyette@stantec.com

Attachment: Cost Schedule, Task-Labor Hour Schedule, VSE Scope and Fee
c. Lynn Smiley, File

COSTS SCHEDULE

Route 5, I-91 Exit 11 Interchange Sidewalk/Bike Lane Improvements

Town of Hartford, Vermont

June 2, 2025

ITEM	Principal	Project Manager	Project Engineer	Technician	TOTAL
Total Labor Hours	14	48	217	234	513
Average Hourly Rate	$95.00	$68.00	$47.00	$40.00	
Direct Labor Costs	$1,330	$3,264	$10,199	$9,360	$24,153
Overhead @ 154.924%					$37,419
Fixed Fee					$6,158
Stantec Labor Total					**$67,730**
Direct Expenses					$488
Subconsultants					
Vermont Survey (see attached)					$6,782
Direct Expenses and Subconsultant Total					**$7,270**
Project Total					**$75,000**

TASK-LABOR HOUR SCHEDULE

Route 5, I-91 Exit 11 Interchange Sidewalk/Bike Lane Improvements

Town of Hartford, Vermont

June 2, 2025

TASK				Principal	Project Manager	Project Engineer	Technician	TOTAL
Phase B - Project Definition								
	A		Project Re-Start Meeting		2		2	4
	B		Ground Survey and Base Plan Preparation					0
		1	Develop survey request		2		2	4
		2	Notify property owners	Not required				0
		3	Perform 3-D survey	By Subconsultant				0
		4	Develop base-mapping	By Subconsultant				0
	C		Right-of Way and Deed Information					0
		1	Add approximate ex. property lines and owner names	By Subconsultant				0
		2	Research Town's records to obtain latest property deeds	Assume completed				0
	D		Utility Location					0
		1	Survey data to include utilities present within project limits	By Subconsultant				0
		2	Request drawings from utility owners and incorporate into base map	Assume completed				0
	E		Conceptual Plans Development					0
		1	Develop conceptual plans (title, typ. sects, layouts and X-sects.):					0
		a	Title Sheet			2	2	4
		b	Typical Sections			4	4	8
		c	Tie Sheet				2	2
		d	General Notes			4	2	6
		e	Quantity Sheets			2	2	4
		f	Layout Sheets			8	8	16
		g	Pavement Marking and Signing Plans	Assume not required				0
		h	Traffic Control Plans and Notes			8	4	12
		i	Grading, Drainage, and Erosion Control Plans			8	8	16
		j	Erosion Control Details			2	2	4
		k	Culvert Improvement Plans (if needed)	Assume not required				0
		l	Miscellaneous Details			2	4	6
		m	Cross Section Sheets			8	16	24
		3	Prepare construction cost estimate		1	8	8	17
		4	Request and review existing boring logs		1	2		3
		5	Public Information Meeting		4	6	6	16
		6	Historic/archeologic review	Completed				0
		7	Submit Conceptual Plans and NEPA documentation	2	4	8	2	16
		8	Address review comments and update plans	2	2	8	8	20
	F		Utility Coordination	Assume not required				0
	G		Permitting		4	14	40	58
	H		Right-of-Way Plans and Documents					0
		1	Prepare draft right-of-way plans	Assume not required				0
		2	Prepare waiver valuations	Assume not required				0
		3	Provide Final Plans to Town Attorney		3	3		6
		4	Prepare final right-of-way plans	Assume not required				0
	I		Prepare Final Plans					0
		1	Develop Final Plans	2	4	24	40	70
		2	Prepare draft contract documents		2	8	16	26
		3	Update construction cost estimate	2	4	8	8	22
	J		Contract Plans					0
		1	Address final design review comments and develop contract plans	2	2	12	20	36
		2	Finalize contract documents including design certification	2	2	8	8	20
	K		Bid Phase Services					0
		1	Draft a Bid Advertisement		1	2		3
		2	Publish and distribute bid packages to contractors		1	2		3

TASK				Principal	Project Manager	Project Engineer	Technician	TOTAL
		3	Lead a pre-bid meeting and site visit	Assume not required				0
		4	Answer questions during bidding		2	4		6
		5	Facilitate the public bid opening	Assume not required				0
		6	Prepare bid tabulation, analysis and award recommendation		1	8	4	13
			Subtotal Hours	12	42	173	218	445
Phase C - Construction Services								
	A		Attend preconstruction conference			4		4
	B		Site visits (assume two)		2	16	8	26
	C		Submittal Review (assume 5 required)		2	8	8	18
	D		Answer questions during construction (assume four RFI's)	2	2	8		12
	E		Participate in final inspection			8		8
			Subtotal Hours	2	6	44	16	68
TOTAL STANTEC HOURS				**14**	**48**	**217**	**234**	**513**

Vermont Survey and Engineering, Inc.

Surveyors and Civil Engineers

79 River Street, Suite 201, Montpelier, Vermont 05602
(802) 229-9138, info@vermontsurvey.com

May 8, 2025

Hartford BP14(4)
Proposed sidewalk along U.S. Route 5
Hartford, Vermont

VSE will perform a detailed topographic survey for this project within the area outlined on the attached sketch, from the centerline of Ballardvale Road to the west, to the end of the existing sidewalk near the Sykes Avenue roundabout to the east. The northerly limits of the survey will be the fog line of U.S. Route 5, and the southerly limits will extend 30 feet from the edge of pavement.

The field survey will be performed in accordance with VTrans standard practices, and all surveying activities will be conducted under the direction and supervision of a Vermont Licensed Land Surveyor. The survey and mapping will accurately show all existing topographic features, visible utilities, and drainage. Rim, top of grate/cover, invert elevations and pipe size/type will be obtained as well as location of other underground utilities if marked by their respective owners. Utilities outside of the survey limits that connect to the project area will also be located. Using the information obtained, VSE will develop base mapping and a three-dimensional model in MicroStation and InRoads formats in accordance with current VTrans specifications. The mapping will be expressed in U.S. Survey Feet, referenced vertically to NAVD 88, and horizontally to NAD 83 SPC(4400 VT).

VSE will compile right-of-way information as it relates to the U.S. Route 5 and I-91 corridors within the project area. The existing right-of-way acquisition documents will be provided for the Town attorney, and right-of-way limits will be shown on the mapping deliverable.

Cost Estimate

Labor

Classification	Hours	Rate	Total	
Survey Party Chief	20	$106.00	$2,120.00	
Instrument Operator	20	$92.00	$1,840.00	
Senior CAD Operator	10	$126.00	$1,260.00	
Senior ROW Researcher	10	$126.00	$1,260.00	
			Total Labor	$6,480.00

Expenses

Expense	Amount	Rate	Total	
Mileage	360 miles	$0.70 per mile	$252.00	
Hartford Research Fees			$50.00	
			Total Expenses	$302.00
			Total Estimate	**$6,782.00**

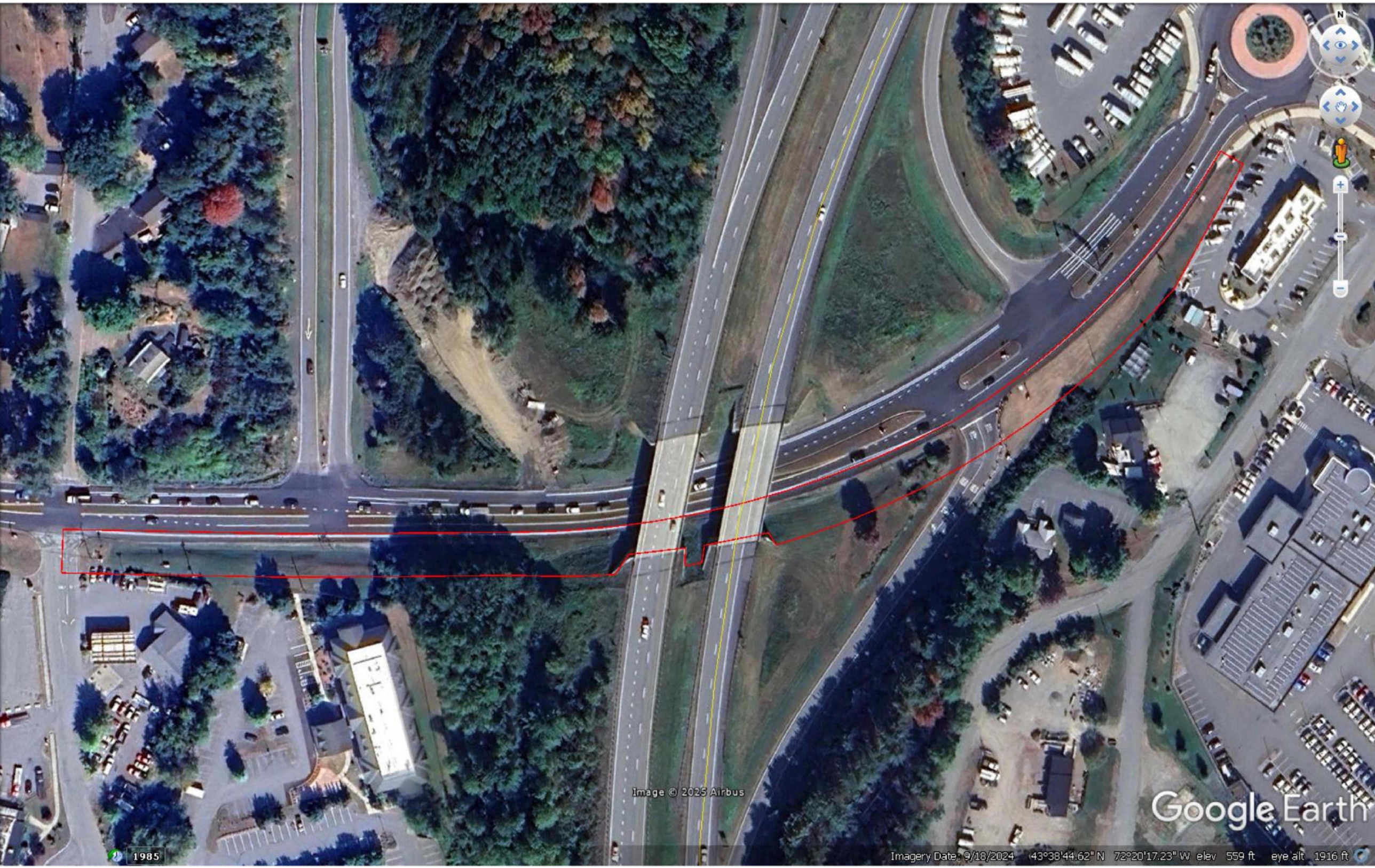

N
Image © 2025 Airbus
Google Earth
1985
Imagery Date: 9/18/2024 43°38'44.62" N 72°20'17.23" W elev 559 ft eye alt 1916 ft

Figure 21 - Alternative LT 3 – US 5/I-91 SB Ramp Signal

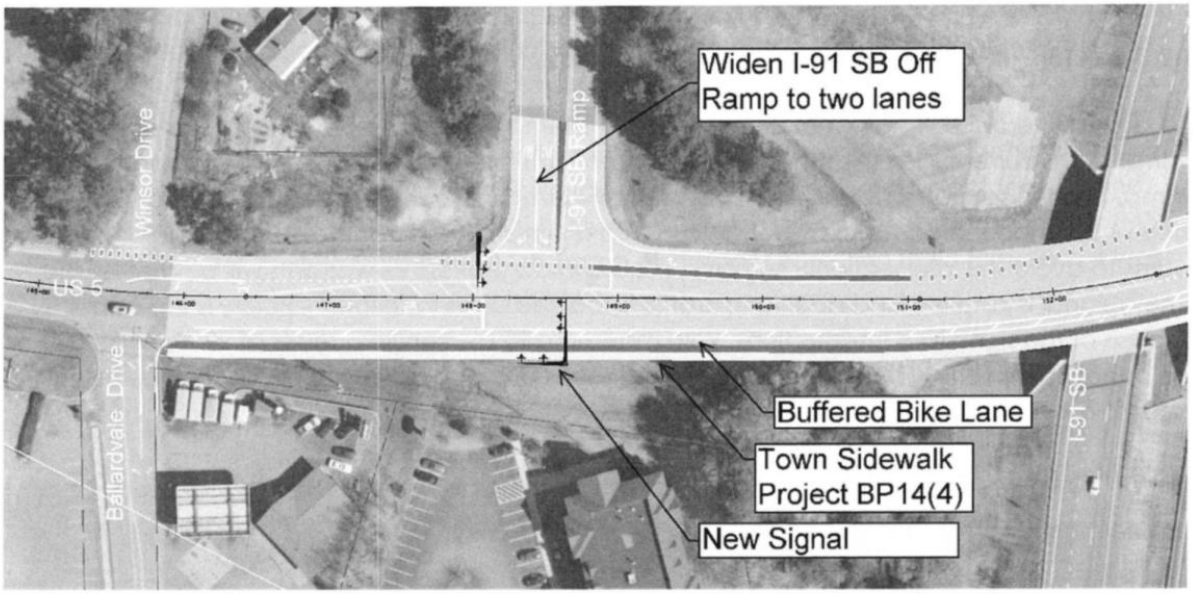
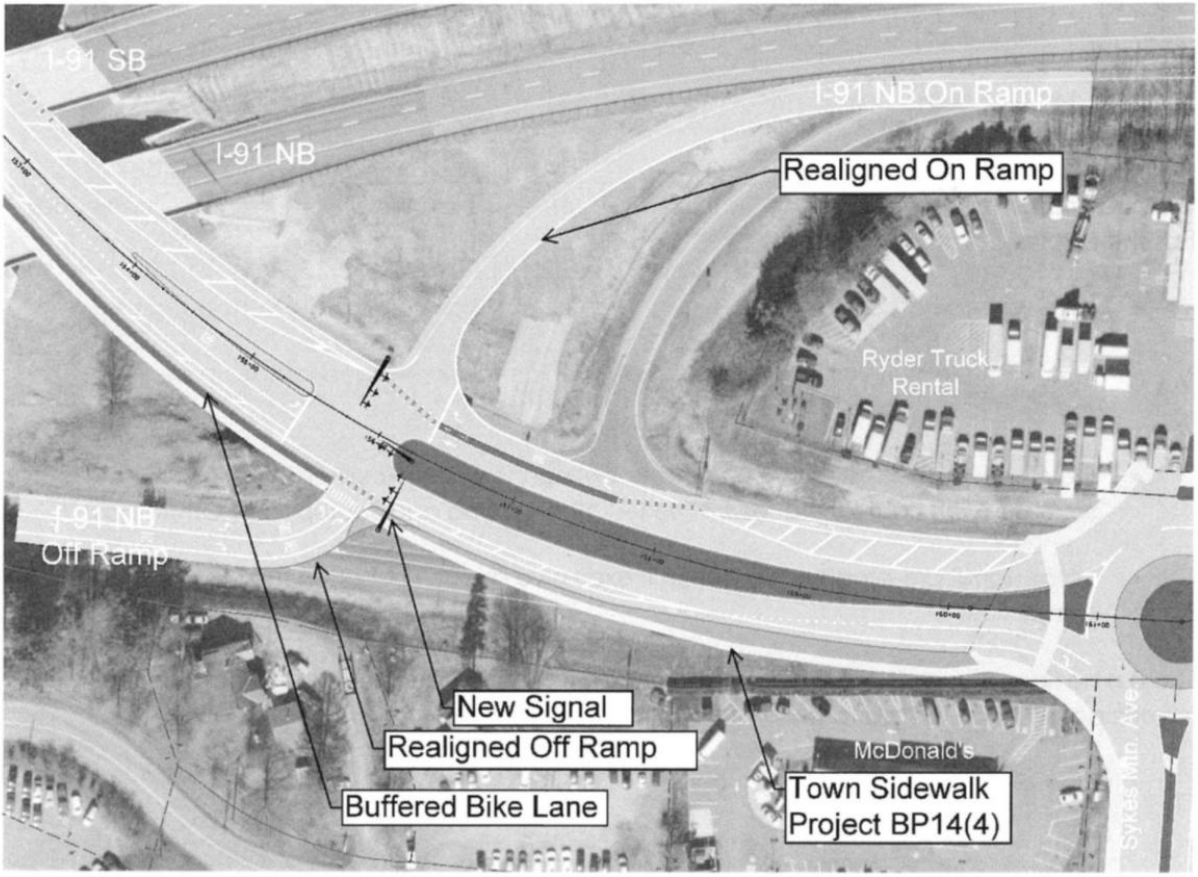


Figure 22 - Alternative LT 3 – US 5/I-91 NB Ramp Signal



Stantec

AGENDA MEMORANDUM
July 8, 2025
Town Selectboard Meeting Item: 5.e

Submitted by: **Matt Osborn, Planner, Department of Planning & Development**
Lori Hirshfield, Director, Department of Planning & Development

Subject: **2025 Vermont Bicycle and Pedestrian Program Grant Application for the Design and Construction of a Sidewalk from the Town Parking Lot East of the Covered Bridge to Willard Road**

Background: We are requesting review and approval of a grant application for submittal to the Vermont Agency of Transportation (VTrans) 2025 Vermont Bicycle and Pedestrian Program (VBP). The VBP Program provides grant funding opportunities each year for bicycle/pedestrian improvements. The purpose of this proposed grant application is to implement the 2015 Quechee Bicycle & Pedestrian Scoping Study to design and construct a sidewalk on Quechee Main Street from the Town Parking Lot east of the Quechee Covered Bridge to Willard Road and along the Village Green access road.

Since the Hartford Pedestrian and Bicycle Plan (2009), a sidewalk along Quechee Main Street has been a high priority. In 2013, the Town was awarded a Bicycle and Pedestrian Program grant to prepare a Bicycle & Pedestrian Scoping Study for Quechee Village as well as Route 4 and areas south of Route 4 including West Gilson Avenue and a section of the Quechee/Hartland Road. The Quechee Bicycle and Pedestrian Scoping Study ranked the Quechee Main Street sidewalk segment between the Town parking lot east of the Quechee Covered Bridge to Willard Road as the highest priority. Now that the Sykes Mountain Avenue and Route 5 sidewalk projects are winding down, it is time to focus on the Quechee sidewalk improvements. The project is a priority in the Town's Capital Improvement Program

Financial Impact: Last week, engineering consultant David Saladino of VHB, formally Project Manager for RSG for the Quechee Bicycle & Pedestrian Scoping Study, updated the construction cost estimate for the 2015 Bicycle/Pedestrian Scoping Study. We propose applying for a VBP grant to design and construct a sidewalk for Quechee Main Street and the Village Green. The grant program requires a 20% local match. The following is the proposed project budget and includes a 25% contingency:

Grant Request	**$1,593,960**
Required 20% Local Match (cash)	**$ 398,490**
Total Project Cost	**$1,992,450**

The Town Capital Improvements Program (CIP) has set aside $261,000 of Town funds for this project over the last three fiscal years. To meet the 20% match requirement, an additional $68,800 would be needed in the approved FY 2027 and in the FY 2028 CIP.

The grant application and a letter committing to the 20% local match and local maintenance of the improvements after construction are due to VTrans. Notification of grant awards will be in August.

We are requesting the Selectboard approve the grant application submittal, recognizing that additional Town matching funds will be needed in FY 2027 and FY 2028 CIP budget.

Action Requested: Approve submittal of a grant application to the 2025 Vermont Bicycle and Pedestrian Program for $1,593,960 for the Quechee Main Street and Village Green sidewalk project and $398,490 of Town matching funds with $68,800 to be identified in the Town FY 2027 and in the FY 2028 CIP. The Selectboard also accepts maintenance responsibility for the improvements after construction and authorizes the Selectboard Chair or the Town Manager to sign all necessary grant documents on behalf of the Selectboard.

Attachments: Quechee Bicycle & Pedestrian Scoping Study
Selectboard Letter of Support

QUECHEE VILLAGE

BICYCLE AND PEDESTRIAN SCOPING STUDY

QUECHEE, VERMONT

APRIL 2015





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PREPARED FOR:
TOWN OF HARTFORD

SUBMITTED BY:
RSG & ALTA

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1 INTRODUCTION

Situated along the scenic Ottauquechee River, Quechee Village is an attractive rural community that brings together housing, office, retail, and recreational uses all within a serene Vermont setting. These qualities put Quechee Village and the surrounding area in a unique position to be an attractive place for walking and cycling.

In recognizing the need to plan for and implement a comprehensive pedestrian and bicycle network in the heart of Quechee Village, the Town of Hartford, applied for and received funding through the Vermont Agency of Transportation's (VTrans) Transportation Alternatives Grant Program for this Quechee Village Bicycle and Pedestrian Scoping Study.

Within the context of a transportation project's development lifecycle, a Scoping Study provides a critical and necessary initial step, where public input and an assessment of existing conditions leads to an evaluation of alternatives and ultimately the identification of a preferred alternative. Subsequent phases then move the preferred alternative through final design, permitting, and construction.

RSG lead the Scoping Study effort in association with Alta Planning + Design (Alta), and worked closely with staff and residents from the Town of Hartford to identify issues and potential improvements to pedestrian and bicycle infrastructure in Quechee Village.

Methodology

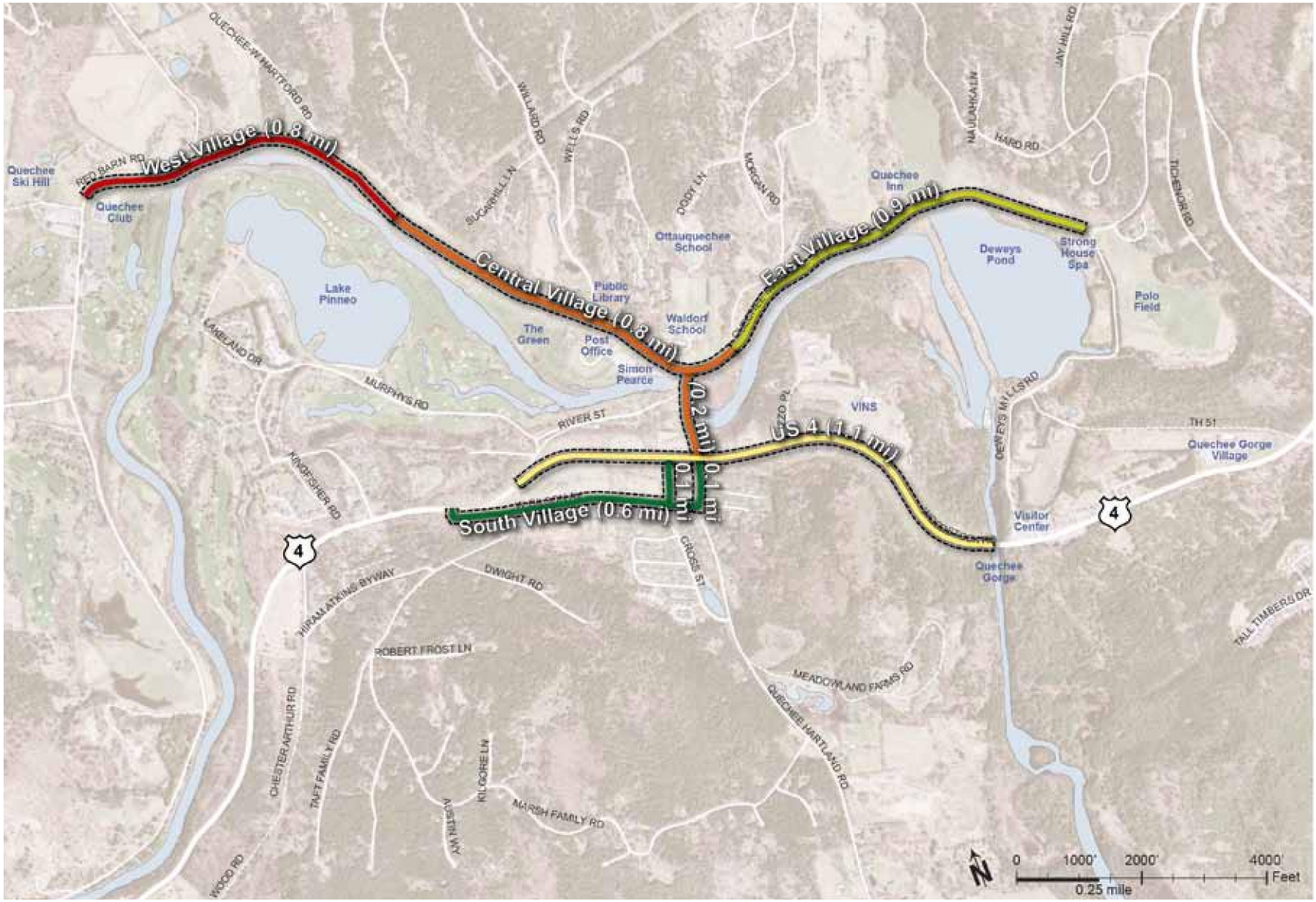
Throughout the scoping process, the consultant team followed a methodical approach in gathering existing conditions information, eliciting feedback from the community, identifying constraints, and developing alternative planning concepts. The team checked in regularly with Town staff as well as Steering Committee members during the course of the project to ensure that the project was progressing in a direction consistent with stakeholder expectations.

Report Layout

The Scoping Report includes the following sections:

- Existing Conditions Assessment: An overview of the project study area including an identification of primary bicycle and pedestrian origins and destinations, natural and cultural resources, and existing transportation resources.
- Purpose & Need: A concise statement of the overall purpose and need for improvements in the project area.
- Alternatives Assessment: A description of the various alternatives identified for the study area and a comprehensive investigation of the merits of each alternative.
- Preferred Alternative: A detailed description of the preferred alternative.
- Implementation Plan: A plan for implementing the preferred package of improvements, including phasing priority, potential funding sources, and responsible parties.
- Summary of Public Engagement: A summary of the outreach and feedback from two public meetings, an online crowdsourced map, and an online survey.
- Archeological Site Inspection: A description of the Archaeological Resources Assessment (ARA) conducted by the University of Vermont Consulting Archaeology Program (UVM-CAP).

FIGURE 1.1: STUDY AREA





2

EXISTING CONDITIONS

The Quechee Village Bicycle and Pedestrian Scoping Study spans a range of land uses, with a focus on the historic commercial core centered around the Quechee covered bridge at Main Street, US 4, and Waterman Hill Road. To address the unique conditions throughout the project area, the study corridors are shown in Figure 1.1 and are organized into five segments:

CENTRAL VILLAGE (1.15 MILES)

The Central Village segment runs along Main Street from Pheasant Terrace to Old Quechee Road, and along Waterman Hill Road from East Gilson Avenue to Main Street. The Main Street portion is 0.8 miles in length, with an additional 0.3 miles on Waterman Hill Road. With a mix of retail, dining, residential, schools, open space, and office uses, the Central Village segment includes the historic village and is a key destination for tourists and residents alike. For these reasons, the Central Village segment is a high priority piece of the Quechee pedestrian and bicycle network.

US 4 (1.08 MILES)

The US 4 segment stretches from the Quechee Gorge Bridge on the east end, to River Street on the west. The road is dotted with many unique and important recreational, tourist, and commercial activities. A major east-west route through Central Vermont, US 4 experiences close to 9,000 vehicles on an average day. The existing sidewalk along the north side of Route 4 ends immediately on the west side of the Quechee Gorge Bridge and abruptly transitions into a roadway shoulder. A trail connects the Quechee Gorge parking lot on the northwest side of the Gorge with the Vermont Institute of Natural Sciences (VINS).

WEST VILLAGE (0.77 MILES)

The West Village segment begins just west of where the Central Village segment ends and runs along Quechee Main Street from Pheasant Terrace to Red Barn Road near the entrance of the Quechee Club. This segment provides an important connection from Quechee Village west to Quechee West Hartford Road and the Quechee Club. A popular bicycle and run/walk route for residents and visitors, the West Village segment links between the commercial core with the activities and club amenities at the west end of the village.

EAST VILLAGE (0.91 MILES)

The East Village segment begins just east of where Central Village ends along Quechee Main Street, and runs from Old Quechee Road at its western end, to Deweys Mills Road in the east. There is currently a path established by volunteer members of the Friends of the Ottauquechee Trail (FOOT) that runs along the north side of Quechee Main Street the entire length of the East Village segment from Deweys Mills Road to Old Quechee Road. Midway along this trail at the Quechee Inn, there is a trail connection to the south along the Quechee Gorge Trail that travels south along Deweys Mill Pond to the Quechee Gorge Bridge and trails in the Quechee Gorge State Park.

SOUTH VILLAGE (0.66 MILES)

The South Village segment is comprised of a 0.6 mile stretch of West Gilson Avenue from Quechee Hartland Road to US 4, 545 feet block of Quechee Hartland Road between US 4 and West Gilson Avenue, and an additional 540 feet on Cross Street, connecting West Gilson Avenue and US 4.

The South Village segment is predominantly single-family residential in character, with narrow roadways with one travel lane in each direction. The Mid-Vermont Christian School anchors the western end of this segment. West Gilson Avenue currently experiences relatively low traffic volumes and few significant trip generators, making it a safe pedestrian and cyclist road parallel to US 4.

Zoning Districts

The project study area spans six different zoning districts[1]:

- Highway Commercial (HC): Commercial facilities and services along major transportation corridors that can be integrated with existing village and/or scenic character.
- Residential-Commercial 2(RC2): Mixed use area in predominantly residential neighborhood, with low to medium density residential, office, and retail units.
- Village Residential-Commercial (VRC): Mixed residential-commercial uses in or near village centers, where commercial facilities generate little traffic and are compatible with a residential environment.
- Residential 3 (R-3): Low density, single family residential developments in established neighborhoods separated from village centers.
- Village Residential 1 (VR-1): Single family and multifamily residential areas in a village setting.
- Rural Lands 1 (RL-1): Residential development in a rural setting, with a residential density of one dwelling unit per acre.

The Central Village segment is primarily within the Village Residential-Commercial (VRC) District along Quechee Main Street, and in Village Residential 1 (VR-1) on the east side of the covered bridge. Waterman Hill Road traverses several zoning districts, transitioning from village residential-commercial just south of the covered bridge, to Highway Commercial (HC) in the area fronting US 4, to Residential-Commercial (RC-2) and Residential (R-3) on the south side of US 4.

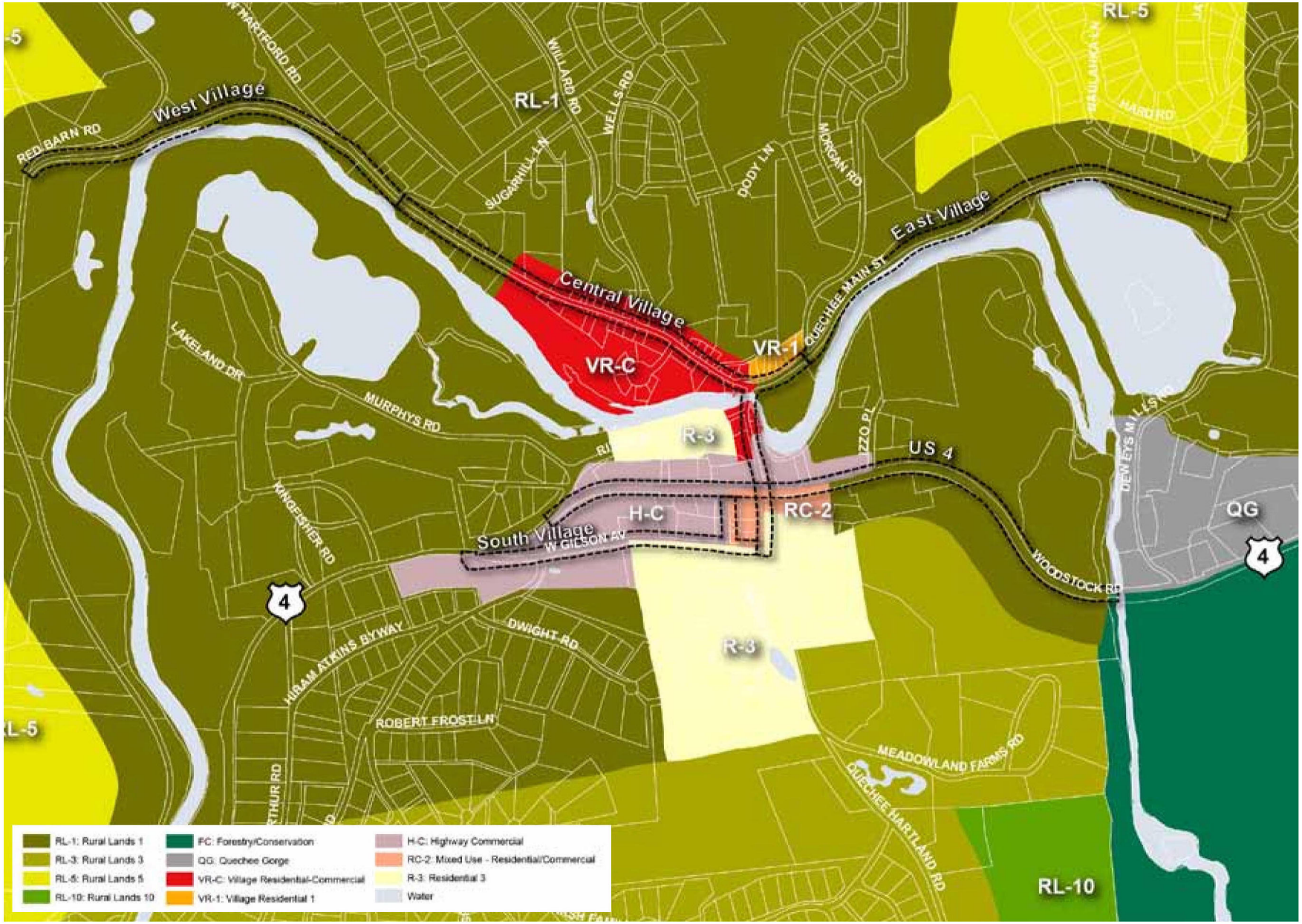
The US 4 segment transitions from predominantly Highway Commercial (HC) west of Cross Street, to Residential-Commercial (RC-2) at the intersection of Waterman Hill Road, to Rural Lands (RL1) between Izzo Place and the Quechee Gorge.

The West Village segment sits entirely in the Rural Lands 1 (RL1) zoning, which encourages single-family residential development within a rural agricultural setting, with one dwelling unit per acre lots and 35-foot setbacks from the front of the property line.

East Village, like the West Village segment, also falls entirely within the Rural Lanes 1 zoning, with residential and agricultural uses situated on large lots with substantial setbacks. Other non-intensive institutional uses, such as a school, church, or recreational facility, may also be allowed upon issuance of a conditional permit.

The South Village segment is primarily a mix of Residential (R-3) and Residential-Commercial (RC-2), although the western portion becomes Highway Commercial (HC) zoning as the block narrows toward US 4 at the Mid-Vermont Christian School.

FIGURE 2.1: EXISTING ZONING



Traffic Volumes & Roadway Context

US 4/Woodstock Road is a primary east-west connection across Central Vermont and receives the highest amount of daily traffic within the project study area, by far, with nearly three times more traffic along the state route than along the parallel – but meandering – Quechee Main Street. The historic commercial core centering around Quechee Main Street and the covered bridge has the second highest traffic volumes, with an average of 3,200 vehicles per day. South Village, along West Gilson Avenue, has a significantly lower daily traffic volume, with an average of just 290 vehicles per day.

TABLE 2.1: AVERAGE ANNUAL DAILY TRAFFIC (AADT) BY ROAD SEGMENT

Central Village	Quechee Main Street	3,200	2012
Central Village	Waterman Hill, north of US 4	2,400	2011[2]
US 4 Segment	US 4/Woodstock Road	8,700	2013
West Village	Quechee Main Street	1,700	2009
East Village	Quechee Main Street	2,600	2007
South Village	W Gilson Avenue	290	2010

CENTRAL VILLAGE

Quechee Main Street through Central Village is a two-lane roadway, with travel lanes typically ranging between 10 feet and 12 feet, with little to no shoulders beyond the fog line. The speed limit through this area is 25 mph along both Main Street and Waterman Hill Road in the commercial core area and 35 mph between Quechee West Hartford Road and Willard Road.

There is an existing but limited sidewalk on both the north and south sides of Quechee Main Street, west of the covered bridge. A narrow and uneven sidewalk extends for 300 feet along the north side, while a five-foot curbed sidewalk exists between the covered bridge and ends at the Simon Pierce entrance on the south side.

There are overhead utilities with poles set off the edge of pavement by approximately one and a half feet running along the south side of Quechee Main Street from the covered bridge to the entrance of the Village Green. The utility line crosses over to the north side of the street just past the Quechee Community Church and then crosses back to the south side approximately 700 feet to the east of Pheasant Terrace and continues to zig zag between north and south sides of the street until Quechee West Hartford Road.

On Waterman Hill Road, there is a line of utility poles on the west side of the road, set back approximately five feet from the edge of pavement, which switch to the east side approximately 90 feet south of the covered bridge.

In researching the public right-of-way for Quechee Main Street and Waterman Hill Road, Pathways Consulting was able to confirm that both roads were laid out with a 3 rod (49.5 feet) right-of-way. Pathways referenced the Hartford Records Book 3, dated September 26, 1826 that documents the survey of a road located on the north side of the "Quechee River" with a one and one-half rod (24.75 feet) right-of-way from and parallel to the centerline of the present location of the road. The point of beginning is "in the center of the road against the bridge over said river". There are several courses and distances that describe the centerline that ends at a point on the "east line of Pomfret." The last line of the document describes the survey "to be three rods wide and is surveyed in the center." (see Figure 2.4)

FIGURE 2.2: QUECHEE MAIN STREET IN CENTRAL VILLAGE, LOOKING WEST



FIGURE 2.3: WATERMAN HILL ROAD, LOOKING NORTH



FIGURE 2.4: QUECHEE MAIN STREET LAYOUT DESCRIPTION

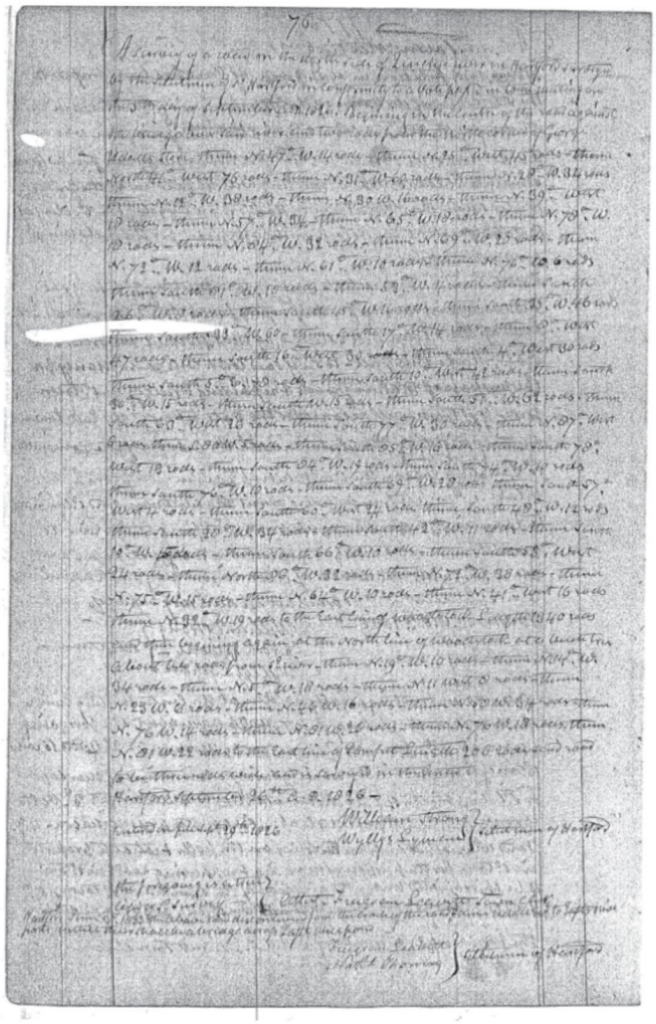


FIGURE 2.5: US 4/WOODSTOCK ROAD, LOOKING EAST



US 4

US 4/Woodstock Road through the study area is a two-lane arterial roadway, with travel lanes approximately 12 feet in width and seven feet to 10 foot shoulders on each side at and near the intersection of Waterman Hill Road. The speed limit along this section of US 4 is 40 mph, although it slows to 30 mph within 500 feet of the westbound approach towards the intersection of Waterman Hill Road and US 4.

FIGURE 2.6: QUECHEE MAIN STREET THROUGH WEST VILLAGE, LOOKING EAST



WEST VILLAGE

The speed limit for Quechee Main Street through the West Village segment is 35 mph, but slows down to 25 mph as the road curves heading west toward the Quechee Club. This segment carries the similar roadway and travel lane dimensions as the Central Village, with 10 feet to 11 feet travel lanes and little to no shoulders. There are no utility poles along this segment of the corridor. There are modest topographical changes across the road section, with guard rails along the south side for a portion of its extent, and steep slopes towards the river bank on the south side.

FIGURE 2.7: QUECHEE MAIN STREET THROUGH EAST VILLAGE, LOOKING EAST



EAST VILLAGE

Similar to Central and West Village, Quechee Main Street through the East Village has one travel lane in each direction, with narrow 10- to 11-foot travel lanes and little to no shoulders. The speed limit through this section of road is 35 mph, with a winding rural character particularly given the views of the Ottauquechee River which runs alongside the south side of the road in this portion of the study area.

FIGURE 2.8: W GILSON AVENUE IN SOUTH VILLAGE, LOOKING EAST



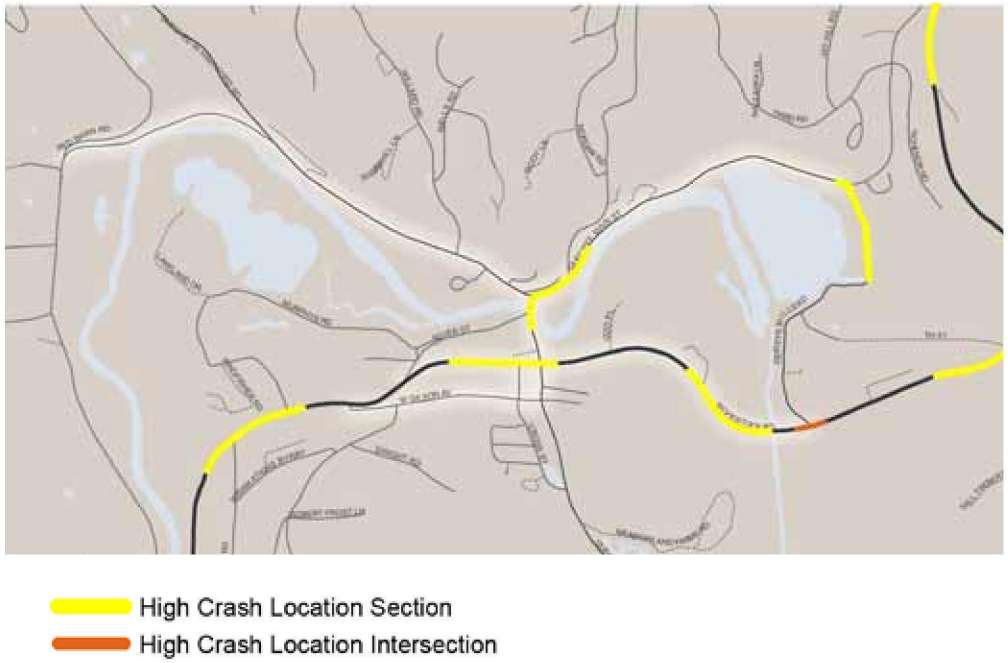
SOUTH VILLAGE

West Gilson Avenue has one travel lane in each direction and approximately 11 to 12 foot travel lane widths. Cross Street, which is approximately 350 feet to the west and parallel to Quechee Hartland Road, serves as a side connector street between West Gilson Avenue and US 4, with several duplex residential units and surface parking fronting directly on the street. The road itself is narrow and unstriped, with a roadway width of approximately 24 feet.

Safety

There are three designated High Crash Location (HCL) sections within the study area, as shown in Figure 2.9. One section is located along US 4 from Waterman Hill Road towards River Street and a second section can be found on US 4 just west of the Quechee Gorge. The third HCL section runs along Waterman Hill Road from River Street north through the covered bridge and east on Quechee Main Street, ending just past Old Quechee Road.[3] There are also three additional HCL sections and one HCL intersection within one mile of the study area along US 4 and Quechee Main Street.

FIGURE 2.9: HIGH CRASH LOCATIONS (2008-2012)



CRASH HISTORY

The highest number of crashes in the study area occurred in the area at and around the Quechee Gorge along Route 4, as shown in Figure 2.10. A significant number of these crashes are due to inattention, distracted drivers, and insufficient spacing between vehicles as cars speed around the bend along US 4 and conflicts with the heavy tourist and pedestrian traffic on the Quechee Gorge Bridge. The second highest crash location is at the intersection of US 4 and Waterman Hill Road. Similarly, many of the crashes here are due to inattention and following too closely, along with failure to yield at a busy and unsignalized intersection. There is also a small cluster of crashes along Quechee Main Street northeast of the covered bridge, predominantly due to inattention.

Crashes along US 4 (away from the Gorge and Waterman Hill Road) seem to cluster around road bends and are caused by a mixture of inattention and failure to yield. Crashes along Quechee Main Street are more spread out along the entire corridor within the study area, with more vehicles speeding and failure to yield right of way on the East Village segment, and more incidents caused by inattention in the segments west of Waterman Hill Road.

FIGURE 2.10: NUMBER OF CRASHES (2008-2012)

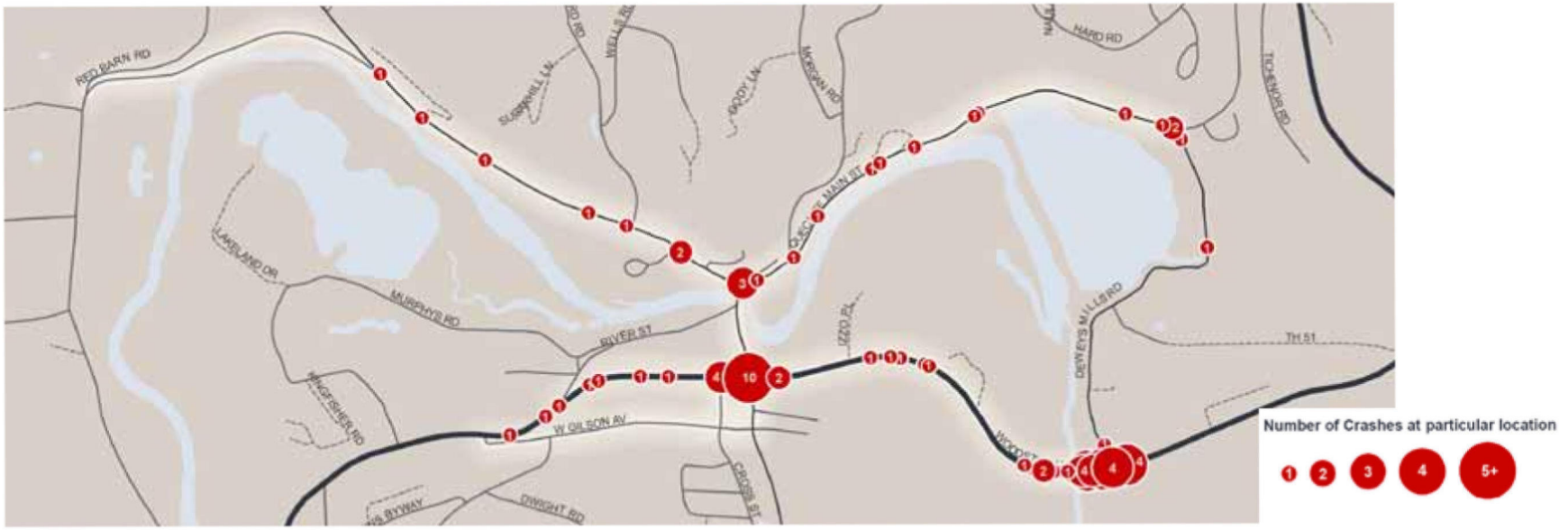
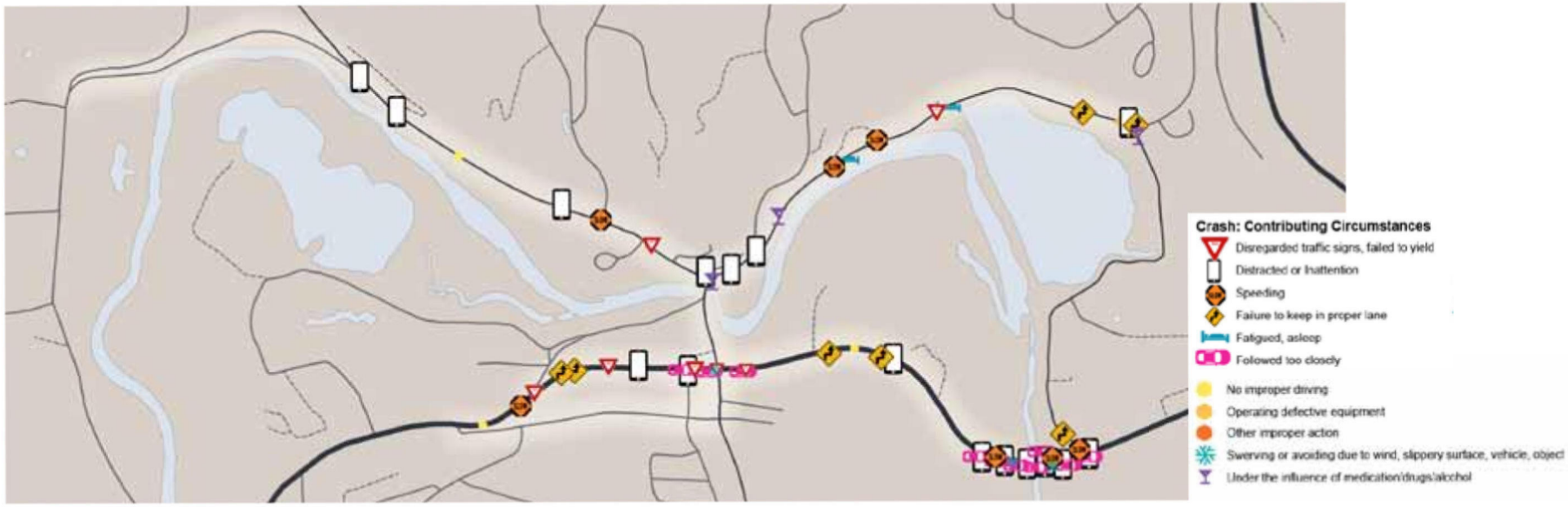


FIGURE 2.11: CRASH CIRCUMSTANCES (2008-2012)



Trail Network

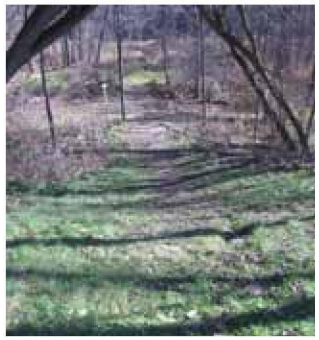
There are over five miles of trails within and adjacent to the study area, as shown in Figure 2.12. A significant portion of the Quechee Main Street corridor is walkable by foot, although not directly adjacent to the street itself. Within the study area, the Quechee Green Trail is 0.6 miles in length runs along the entire perimeter of the Quechee Green, bordered by the Ottaquchee River to the south and the rear yards of residences to the north.

The Ottaquechee Trail is a 1.25 mile footpath that follows the tree line along the edge of the Quechee Polo Field to Quechee Main Street where it crosses to the north side of the street and heads west towards Marshland Farm. It continues to parallel Quechee Main Street along the north side and then crosses to the south side at Old Quechee Road, where there is a stop sign for vehicles, and continues along the river's edge and with a steep ascent up to the existing gravel parking lot on the east side of the covered bridge. Both trails are suitable for pedestrians but not cyclists. The Quechee Gorge trail connects to the Ottauquechee Trail and extends 2.5 miles south along the Ottauquechee River and is available by foot and bicycle, with a crossing midway over the Quechee Dam and waterfall.

FIGURE 2.12: EXISTING TRAILS







Ottauquechee Trail entrance next to the existing parking lot on the east side of the covered bridge.

Natural and Environmental Resources

WATERWAYS/STREAMS/ FLOODPLAIN

At the heart of Quechee Village is the Ottauquechee River, which is a 41-mile long tributary that generally flows eastwardly until it joins the Connecticut River near North Hartland village. The area also contains several smaller streams and lakes, including Lake Pinneo on the west side of the covered bridge and Deweys Pond on the eastern side.

In the aftermath of Hurricane Irene in 2011, the area has experienced a heightened awareness of the flood zones in and around the study area. Particularly on the western – and upper side – of the Quechee dam, the area adjacent to Lake Pinneo fall into the AE FEMA flood zone, where the areas are subject to a 1% chance of inundation.



The Ottauquechee River and the Quechee Dam

FIGURE 2.13: FLOODZONES



A - Areas subject to inundation by the 1% annual chance flood event.
AE - Areas subject to inundation by the 1% annual chance flood event deteremined by detailed methods.
0.2% chance flood hazard
X - Minimal risk areas outside the 1% and 2% annual chance floodplains. No BFEs or base flood depths are shown within these zones.
Wetland

WETLANDS

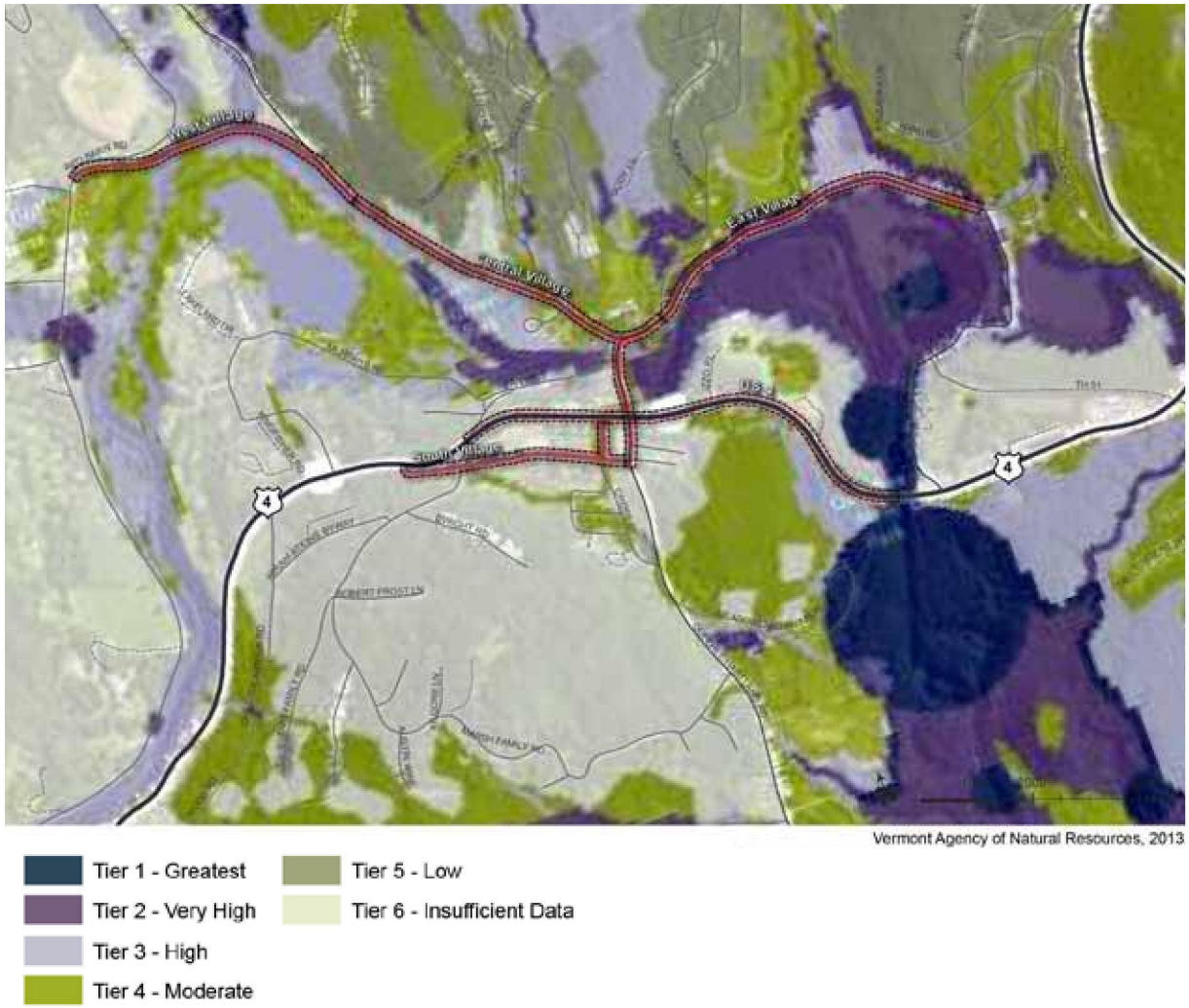
Also shown in Figure 2.13, there are several Class II wetlands adjacent to the study area, including one 24-acre continuous wetland complex that overlays on the western portion of the Ottauquechee River to the west of the covered bridge. The study area is largely over 100' away from the nearest wetland, with the exception of a one-acre wetland located on the south side of West Gilson Avenue, just east of Taft Family Road.

A Class II wetland is protected by the State of Vermont and must generally remain in their natural vegetation, though they may be crossed by roads, trails, or utility lines where there is no feasible alternative to such a crossing. In such cases, all work is conducted in compliance with an approved Runoff and Erosion Control Plan and a Conditional Use Permit approved by the Vermont Agency of Natural Resources (VT ANR)

WILDLIFE AND WILDLIFE HABITAT

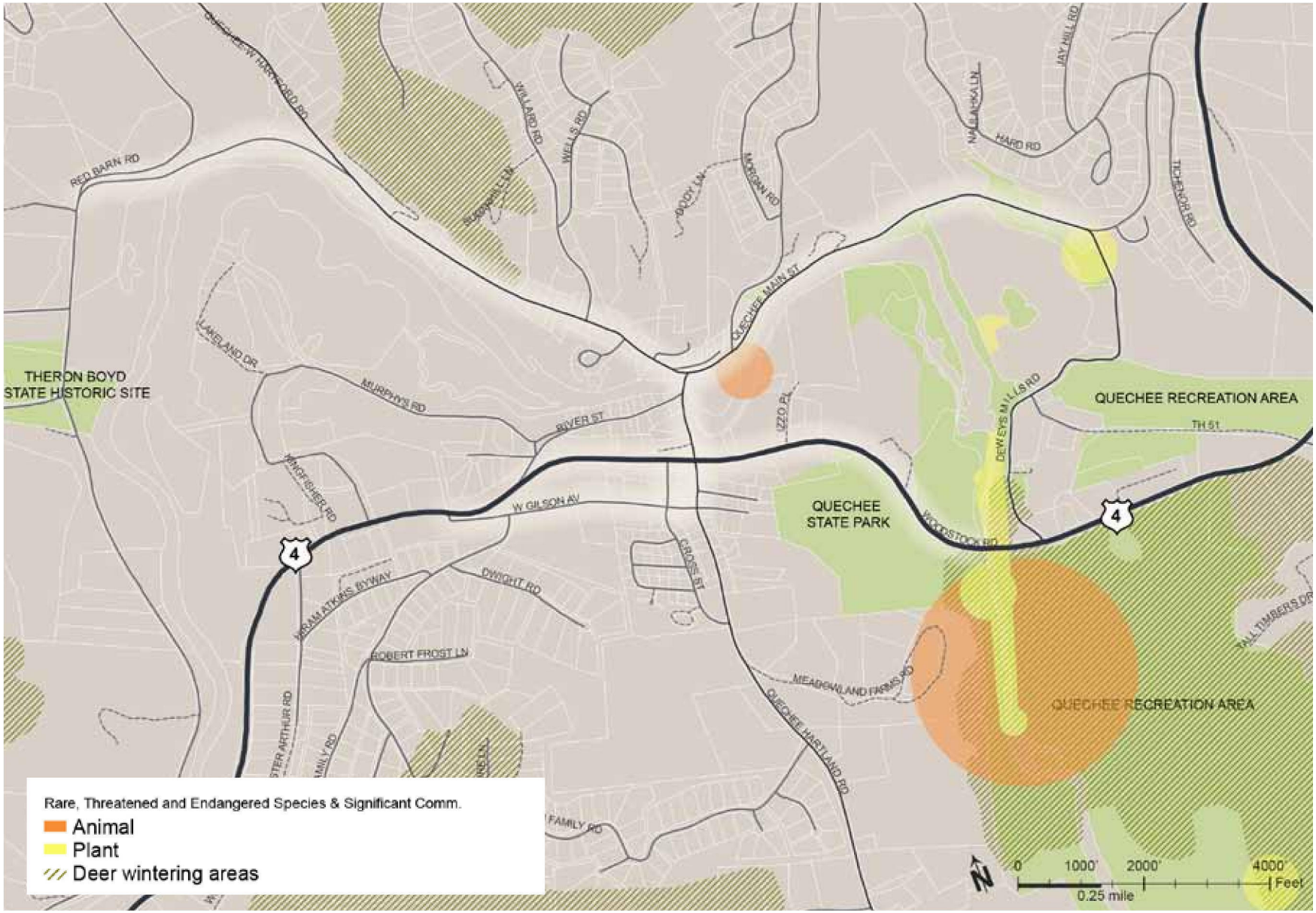
The consultant team referred to the VT ANR BioFinder map to identify high biodiversity areas near the study area, shown in Figure 2.14. The areas identified with the greatest contribution to biodiversity are generally around the Quechee Gorge and along Deweys Pond and the eastern side of the covered bridge.

FIGURE 2.14: TIERED CONTRIBUTION TO BIODIVERSITY



Vermont Agency of Natural Resources, 2013

FIGURE 2.15: WILDLIFE AND HABITAT



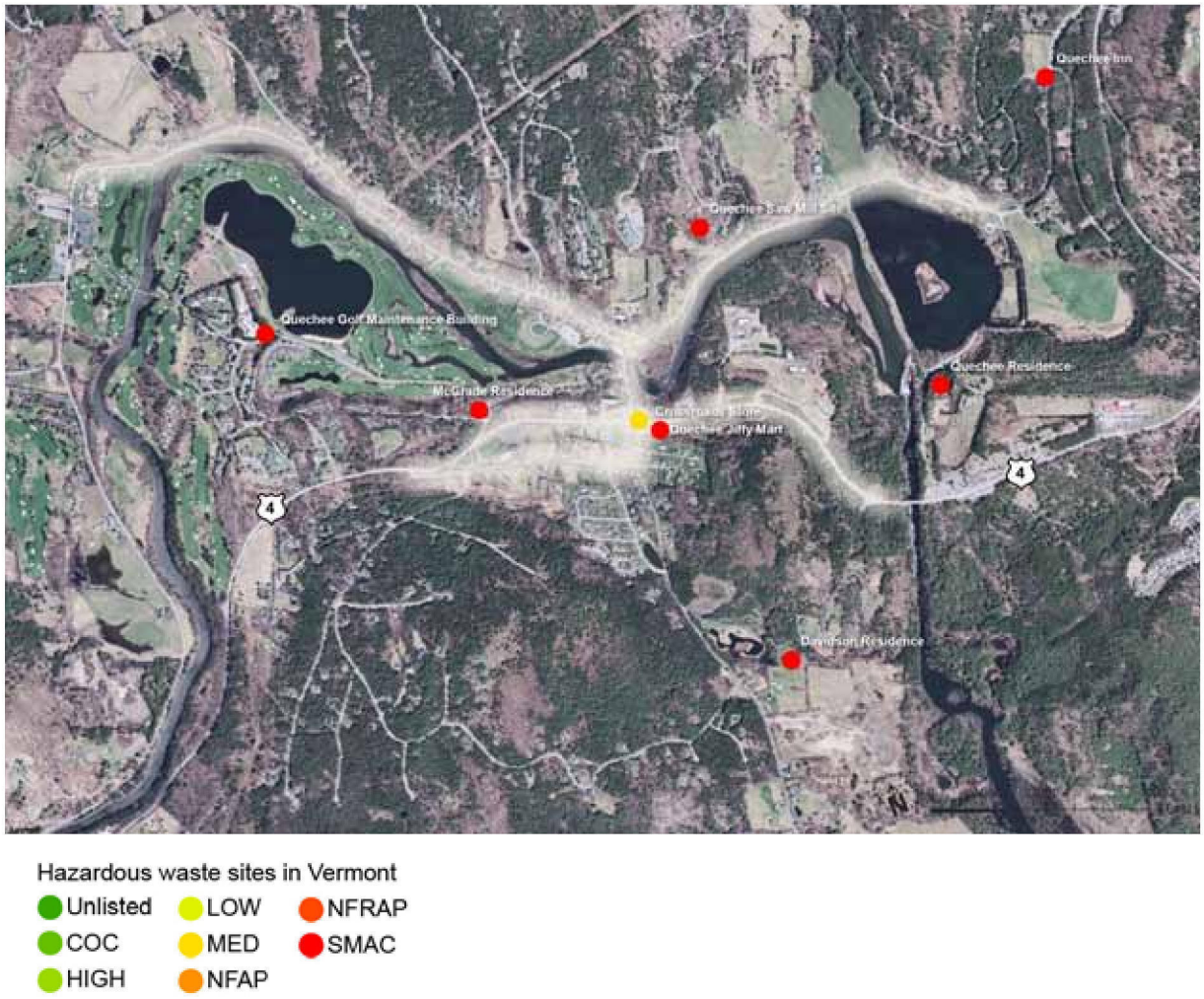
Hazardous Materials Sites

The large majority of identified hazardous waste sites in Quechee are inactive or closed, having had all site management activities completed. The sole exception is the Crossroads Store located at Route 4 and Waterman Hill Road.

According to the Vermont Department of Environmental Conservation (VT DEC), this site contains:

Petroleum contamination is present in groundwater. Semi-annual monitoring is ongoing. Several remediation efforts have occurred at the site. The catch basins located downgradient from the site which discharge to the Ottaquechee River have shown elevated levels of contaminants. An investigation into the source of this contamination has been ongoing, as well as the evaluation of corrective action measures to address the contamination in the catch basins. A work plan to do additional investigation of the source of the contamination was approved on 6/1/2011. There are no land use restrictions on this site and the record was last updated on February 28, 2014.[4]

FIGURE 2.16: HAZARDOUS WASTE SITES



Archeological Sites

The University of Vermont Consulting Archaeology Program (UVM CAP) conducted an Archaeological Resources Assessment of the proposed multi-use path and identified two small portions of the proposed alignment as archaeologically sensitive for precontact period Native American sites. Although the study area borders the Ottauquechee River for much of its length, the vast majority is located in areas that have been disturbed by either road cuts, or are located in areas that have been extensively filled-in, are on slope, or are in areas that are not archaeologically sensitive due to their location away from water (such as along Gilson Avenue).

Only a small section along the north side of US 4 on either side of Izzo Place and a section of Quechee Main Street along the northern shore of Dewey's Pond were identified as archaeologically sensitive and will require additional archaeological study if impacted by the preferred alternative.

The full documentation and findings from UVM CAP can be found in Appendix 2: Archeological Site Inspection, dated May 13, 2014.

(Endnotes)

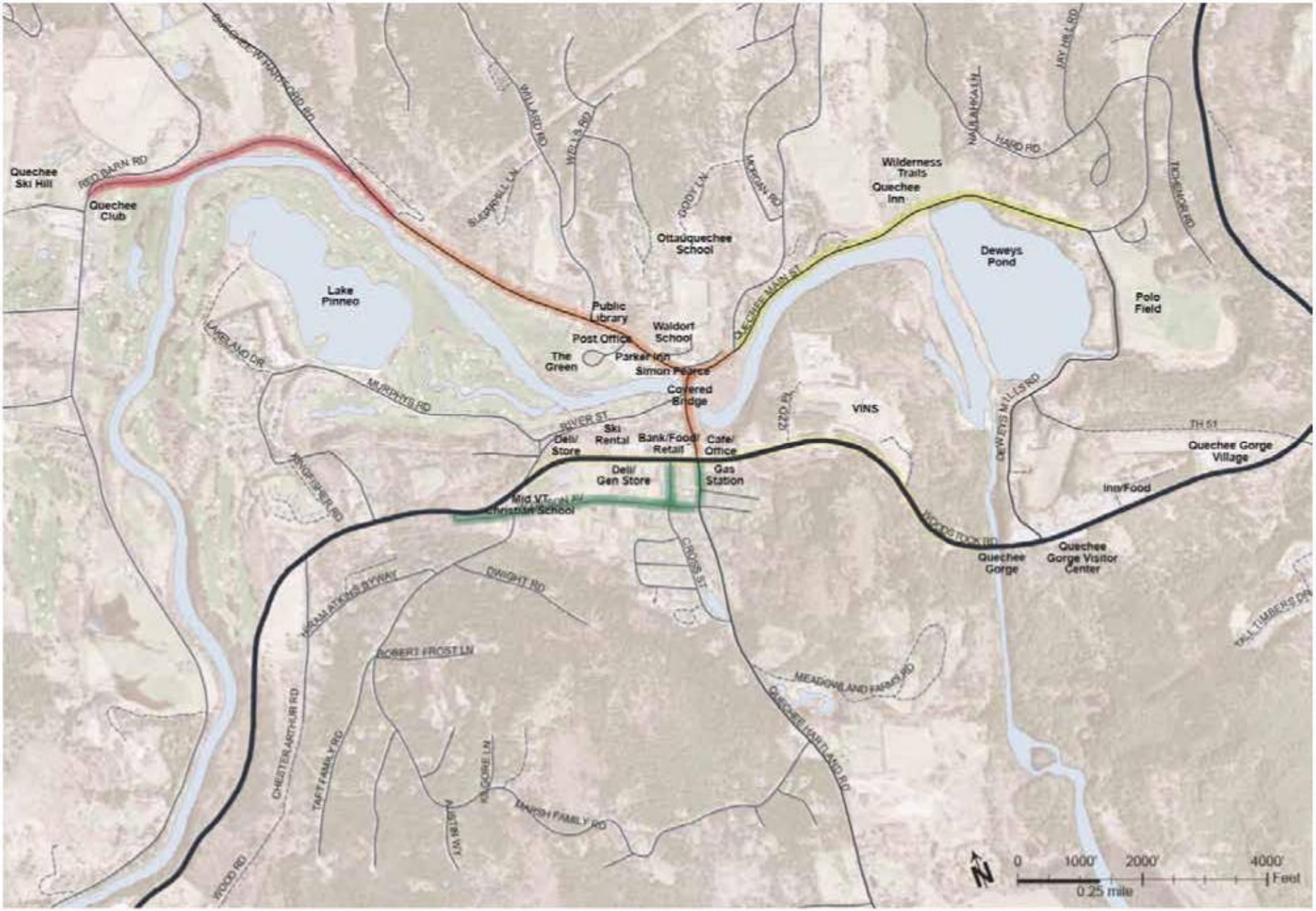
1 Town of Hartford Chapter 260: Zoning. Last adopted by the Selectboard of the Town of Hartford on 10-14-2008. <Ecode360.com/13455767>

2 Counted prior to Hurricane Irene, which was on August 29, 2011.

3 For a Section or Intersection to be identified as an High Crash Location (HCL) by VTrans, two criteria must be satisfied: 1. The location must have experienced five (5) or more crashes in a five year period, or the average of one (1) crash per year, and; 2. The Actual/Critical ratio must be 1.000 or higher. Critical Rate = Average crash rate for highway category + a probability constant * SQRT (Avg crash rate/vehicle exposure in million vehicle miles) – 1/ (2*vehicle exposure in million vehicle miles) Actual Rate = (Total crashes in section * 1,000,000) / (AADT * Section length* 365 * Number of years analyzed

4 Vermont Department of Environmental Conservation, Hazardous Site List, Site number: 931412. <http://www.anr.state.vt.us/wmid/HazSites.aspx>

FIGURE 3.1: KEY DESTINATIONS IN QUECHEE



3

PURPOSE AND NEED OF THE PROJECT

The growing desire for greater walking and bicycling facilities has been a focus within Quechee Village. The area currently has a few fragmented sections of sidewalks and trails but is lacking a comprehensive bicycle and walking network connecting the various origins and destinations throughout the village.

Through this Scoping Study, the Town of Hartford is looking to better understand and develop this comprehensive network of bicycling and walking facilities to create a unified set of recommendations for future improvements. The upgrades will include ways to make it easier for a range of users and travel modes, including residents and visitors.

Purpose

The purpose of the Quechee Village Bicycle and Pedestrian Scoping Study is to identify feasible, prioritized, and phased improvement projects for pedestrians and cyclists. The presence of pedestrian and bicycle facilities can encourage a healthier lifestyle by encouraging people to walk and bike. Safety is a key priority and the conceptual plans and recommendations support a sound traveling environment for all modes of transportation.

Needs

The project needs vary by segment but the overarching desire to provide safe and comfortable connections for pedestrian and bicycle facilities throughout Quechee Village remains. The primary project needs include:

- Continuous pedestrian links: The existing pedestrian network consists of limited sidewalks and abrupt transitions, with few connections between popular destinations and community-serving uses.
- Safe bicycle routes and facilities: While portions of the project area are currently designated bike routes, there are no bicycle pavement markings on the roadway or separated facilities for bicyclists.
- Traffic calming: Presently, the roadway shoulders are not compatible for walking and bicycling, with either too little space for pedestrians, or large undefined pavement that encourages greater vehicle speeds. The current flow of traffic along Quechee Main Street and US 4 often exceed the posted speeds.



4

ALTERNATIVES

To address the purpose and needs of the project area, the following section describes the alternatives studied for each of the five village segments in the project area. Each segment contains two action alternatives in addition to a no build or no change option for comparison.

The division into five segments makes it easier to focus the discussion on specific areas and ensures the possibility of phasing and combining the ideas to create the most appropriate set of recommendations for the overall Quechee project area. The preferred package of solutions in the Quechee Village study area may ultimately include a mix of elements from several alternatives.

West Village

The Quechee West Village focus area extends from the Lakeland Golf Course Clubhouse to the west and continues past the intersection of Quechee Main Street and Quechee West Hartford Road to the east. The primary road running through the focus area is Quechee Main Street, which connects the golf course and other points west & north to Quechee's Central Village. There are no sidewalks and only intermittent sections of fog-line striping along the side of this road. The road's posted speed limit is 35 mph. Due to the rural character, moderate bicycling and low walking demand of the corridor, recommended improvements are focused upon enhancing motorists' awareness of bicyclists and pedestrians through a strategic signage and pavement marking plan, and traffic calming the corridor through the use of radar feedback signs. Two alternatives are proposed to improve walking and biking conditions in the West Village.

WEST VILLAGE NO BUILD

The no build alternative would leave conditions as they are today. Without any additional transportation improvements, safety and awareness of non-motorists would remain an issue along Quechee Main Street.

WEST VILLAGE ALTERNATIVE 1: BIKE SIGNAGE

Alternative 1 seeks to make the interactions between motorists and non-motorized roadway users safer. "Share the Road" plaques (MUTCD W16-1) placed below the standard bicycle sign (MUTCD W11-1) are proposed at key points in the corridor to enhance the visibility of bicyclists.

Share the Road signage alerts passing motorists that bicyclists are using the roadway, and reinforces the fact that bicyclists have a legal right to use the public right-of-way (ROW). Signs should be installed at least 50 feet, preferably further, prior to the condition that warrants the additional alert to drivers. In this focus area, two share the road signs should be installed, one 50 feet to the west of the intersection of Quechee Main Street and Quechee West Hartford Road, and the other 50 feet past the northernmost Quechee Clubhouse driveway (Figure 4.1).[1] Existing "bike route" signs should also be removed.

Additionally, the safety of pedestrians will be enhanced through the proposed installation of "Walk Facing Traffic" signage (MUTCD R9-1). This signage encourages safe walking habits, letting pedestrians know that they should walk on the left side of the roadway facing traffic. Signage should be installed on the right side of the road where pedestrians walk on the pavement or shoulder due to the absence of a formal path or sidewalk. Lastly, a permanent Radar Speed Feedback Sign (RSFS) should be installed on the south side of Quechee Main Street, east of the intersection of Quechee Main Street and Quechee West Hartford Road. The RSFS will help to reinforce compliance of the 35 mph posted speed limit as motorists approach Quechee Center (Figure 4.3).[2] RSFS have been shown to moderate speeds in areas where speeding is an issue, especially when combined with other speed enforcement measures (ie: ticketing).[3]

FIGURE 4.1: SHARE THE ROAD SIGN



FIGURE 4.2: WALK ON LEFT FACING TRAFFIC SIGN



FIGURE 4.3: RSFS PLACEMENT[4]



FIGURE 4.4: WEST VILLAGE ALTERNATIVE 1



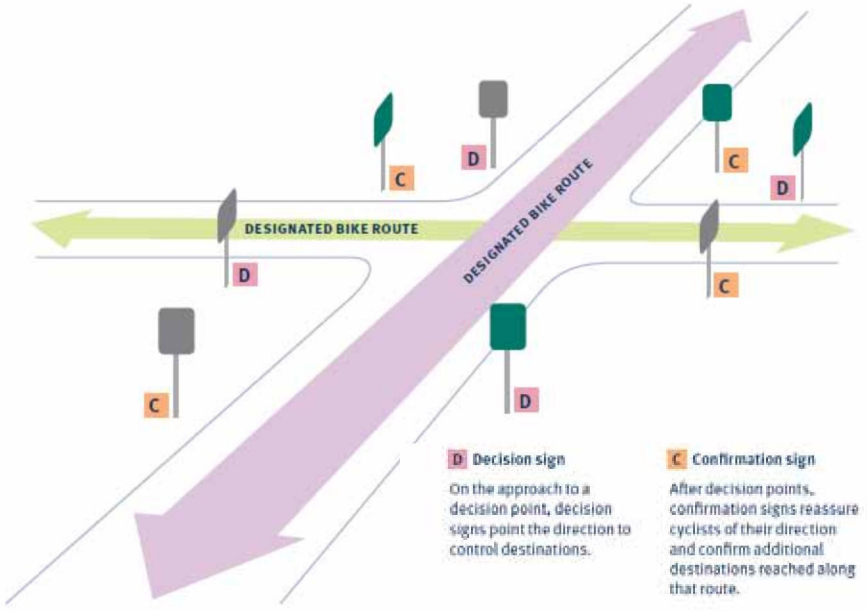
WEST VILLAGE ALTERNATIVE 2: ENHANCED BIKE SIGNAGE

Alternative 2 proposes the same measures to increase safety between motorists and non-motorized roadway users as Alternative 1, and additionally proposes the installation of bicycle wayfinding signage and shared lane markings. Bicycle wayfinding signage falls into two categories: Confirmation Signage and Decision Signage. The purpose of confirmation signage is to indicate to cyclists and drivers that the roadway is a designated bikeway. Directional arrows should not be included on this type of signage. Placement should be every ¼ to ½ mile on off-street accommodations and every 2 to 3 blocks (about every 600 feet to 900 feet) along on-street bicycle routes. The purpose of Decision Signs is to mark the junction of two or more bikeways and to inform bicyclists of correct designated bike routes to access key destinations. It is recommended that decision signs include destinations, arrows, distances, and travel times. Placement of decision signs should be located on the near-side of intersections in advance of a junction with another bicycle route and along a route to indicate a nearby destination. Due to current bicycle use of Quechee Main Street, it is recommended that signage be installed throughout the designated bike route corridor. Key destinations and distances to these locations, such as the Quechee Covered Bridge and the Library, should be indicated on decision signs. Figure 4.6 illustrates the appropriate placement of bicycle wayfinding signage at intersections.

FIGURE 4.5: DECISION SIGN AND CONFIRMATION SIGN



FIGURE 4.6: DECISION SIGN AND CONFIRMATION SIGN PLACEMENT



Shared Lane Markings (SLMs) are also proposed in the West Village focus area along Quechee Main Street. Shared lane markings (SLM) are used to encourage bicycle travel and proper positioning within the lane. Like signage, pavement markings can also act to confirm that bicyclists are on a preferred route and alert motorists to the position bicyclist will occupy in the roadway. Minimum placement of SLM marking centerline is 11 feet from edge of curb where on-street parking is present, and 4 feet from edge of curb with no parking. Placing SLMs between vehicle tire tracks will increase the life of the markings and minimize the long-term cost of the treatment; however they will need to be maintained regularly and an annual cost to repaint would need to be accounted for. Shared Lane Markings should be placed immediately after intersections and spaced at most 250 feet apart thereafter.[5] (Figure 4.7)

FIGURE 4.7: SHARED LANE MARKING DIMENSIONS

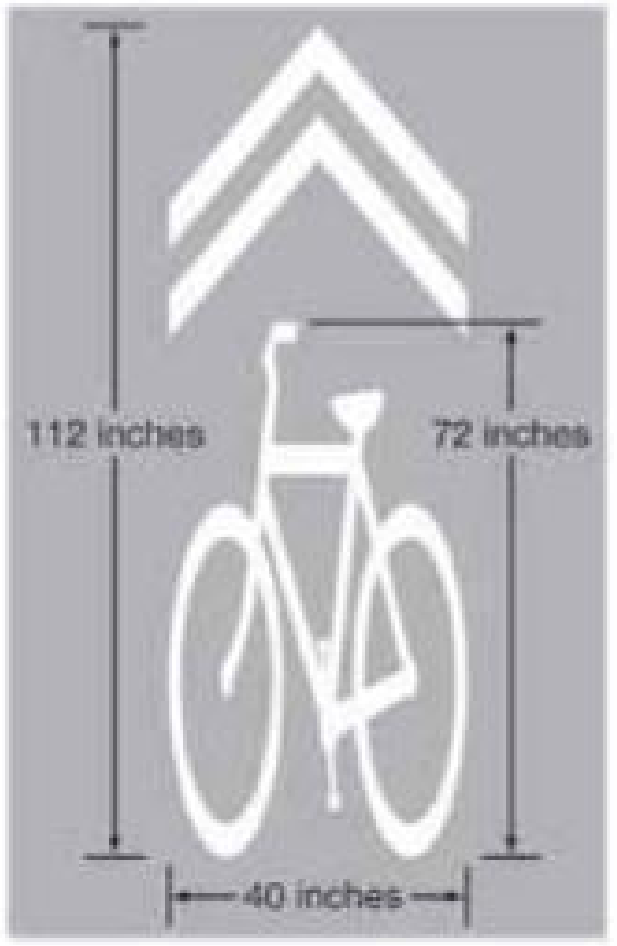


FIGURE 4.8: WEST VILLAGE ALTERNATIVE 2




SHARE THE ROAD
WALK ON LEFT FACING TRAFFIC
Quechee BIKE ROUTE
Quechee Club
Taftsville
Woodstock
C
D
Quechee BIKE ROUTE
Library
Simon Pearce
School
D
YOUR SPEED
32
WALK ON LEFT FACING TRAFFIC
0
200'
400'
800'
Feet

Central Village

The Quechee Central Village focus area extends along Main Street from Pheasant Terrace to Old Quechee Road to the east. It also includes Waterman Hill Road from Main Street south to US 4. Currently, a sidewalk starts along the west side at River Street, over the covered bridge, and connects directly to the entrance of Simon Pearce on the south side of Main Street. There is also a 190-foot length of narrow sidewalk along the north side of Main Street across from the Parker Inn that is currently uneven and in poor condition. Due to the retail, commercial, and recreational activity in this area, as well as the relatively low traffic speeds (posted 25 mph), the two proposed alternatives both recommend extending the sidewalk westward to connect to the Quechee Library, and enhancing the awareness of bicyclists and pedestrians through strategic signage placement and pavement markings. Additionally, both alternatives propose creating a T-intersection at Waterman Hill Road and River Street to increase usable green space, improve sight distances, and reduce travel speeds. This adds 2,320 SF of landscaped space on the corners and reduces the amount of pavement at the intersection by approximately 3,500 SF. The impacts would include removing the existing stone planter and sign, and relocating the sign to the additional landscaped corner space.

CENTRAL VILLAGE NO BUILD

The No Build Alternative would leave the road conditions as they are today. Without any additional planned transportation and streetscape improvements programmed that would retrofit and extend bicycle and pedestrian ways through this village corridor, it will be difficult for non-motorists to find the space to navigate safely through the corridor or across the street on either side of the corridor.

CENTRAL VILLAGE ALTERNATIVE 1

Main Street

At the heart of the village center, Alternative 1 proposes a continuous pedestrian path that safely connects from the Quechee Library to the Village Green to the covered bridge and future pocket parks, and on to the Ottauquechee Trail. This alternative recommends extending a five-foot curbed concrete sidewalk a quarter mile west along the south side from Simon Pearce to the residences just west of the Quechee Public Library. The existing walkways on the north side would remain in their current configuration, with on-street parking. Where the new sidewalk meets a driveway, the concrete material would carry through, as shown in the example in Figure 4.10. The plan also proposes additional pedestrian crossings located in front of the library, between the Quechee Green entrance and the Quechee Community Church, and across Waterman Hill Road along the south side of Main Street. This allows pedestrians to have the opportunity to cross Main Street at approximately 500-foot intervals in the Central Village along a Town road.

An all-way stop controlled intersection at Main Street and Waterman Hill Road is recommended, given the level of tourists, pedestrian, and bicycle activity at this important iconic junction. On the east side of Waterman Hill Road, the sidewalk picks up across the street and links to the proposed pocket park, connecting from there to the Ottauquechee Trail entrance on the south side of Main Street.

Waterman Hill Road

Along Waterman Hill Road, the sidewalk continues on the west side, using the existing path on the covered bridge and continuing south towards River Street. The sidewalk then continues along the edge of the road on the west side until it meets US 4. This alternative proposes a T- intersection at River Street and Waterman Hill to allow for more usable green spaces on the two corners and having a narrower roadway for a shorter and safer pedestrian crossing at River Street.

Bicycle Facilities

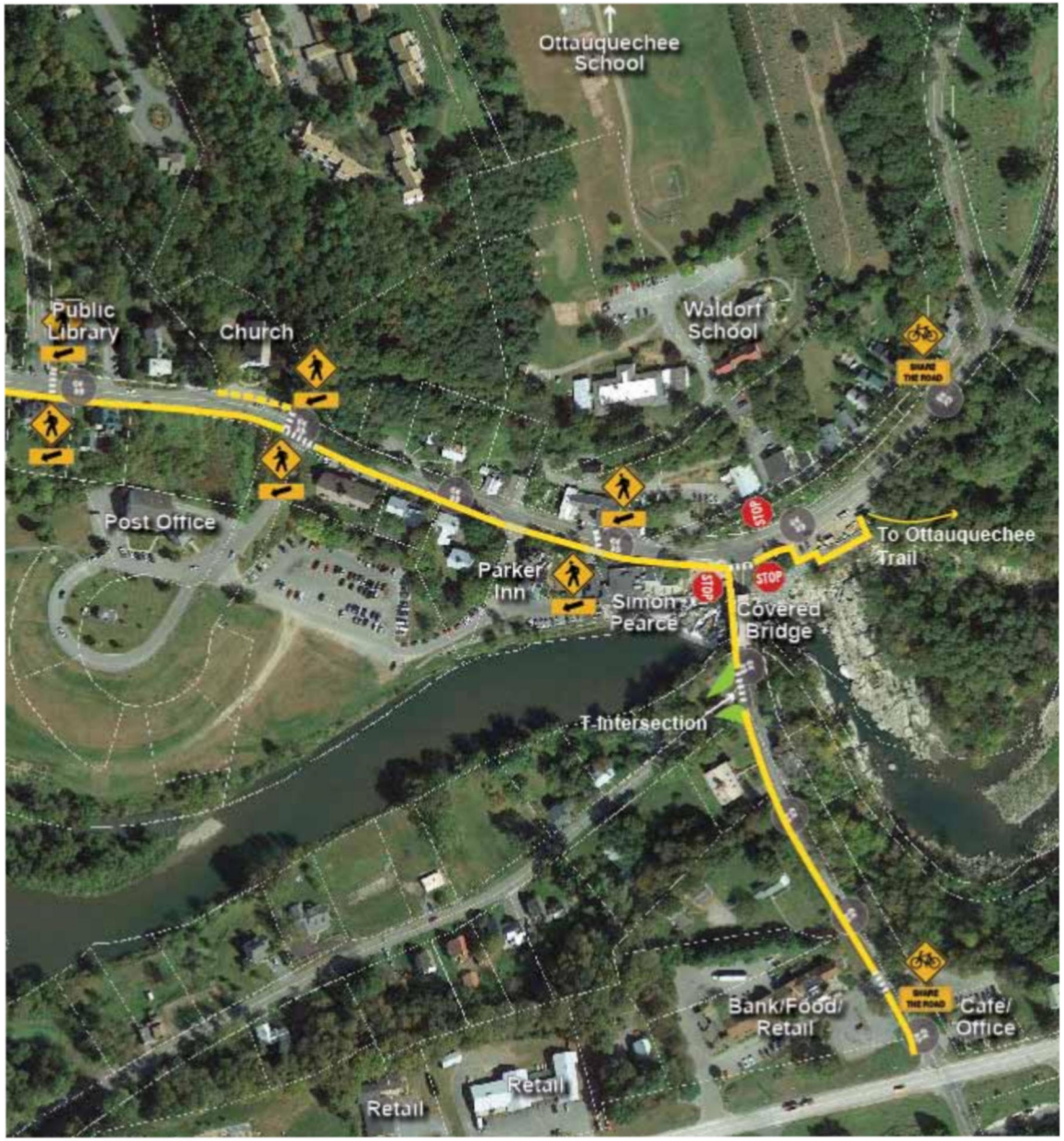
To accommodate cyclists while maintaining sensitivity to the narrow road width through this section, the travel lanes throughout Central Village would be marked with Shared Lane Markings and road signs to indicate that the travel lanes are to be used by both bicyclists and motorists. The Shared Lane Markings would be spaced at no more than 250 feet apart along Main Street and Waterman Hill Road. The Shared Lane Markings would serve the many experienced cyclists who use Quechee Main Street, but does not address the needs of children or less confident cyclists.

Roadway

The travel lanes would remain 11 feet, with two-foot shoulders where there are proposed granite curbed sidewalks. The 13’ centerline to curb width allows for town snow plows to be able to clear the travel lanes effectively. Catch basins would be added to the new sidewalks and feed into the existing closed drainage system along Main Street and Waterman Hill Road.

FIGURE 4.9: CENTRAL VILLAGE ALTERNATIVE 1 – SIDEWALK ON SOUTH SIDE





5' Concrete Sidewalk
Walkway Striping
Pedestrian Crossing
Shared Lane Marking
Widened Shoulder

FIGURE 4.10: PHOTOSIMULATION OF SIDEWALK ACROSS DRIVEWAY



CENTRAL VILLAGE ALTERNATIVE 2

Main Street

Alternative 2 recommends extending the sidewalk along the north side, creating an uninterrupted pedestrian facility between the Quechee Library, the Quechee Community Church, and the shops across from the Parker Inn, before crossing back to the south side at Simon Pearce and rejoining the existing sidewalk at the southwest corner of Waterman Hill Road and Main Street. As in Alternative 1, a striped crosswalk on the south side of the intersection and an all-way stop controlled intersection would help pedestrians safely cross Waterman Hill Road, touching down on the proposed pocket park site and ultimately linking up to the Ottauquechee Trail to the east. No additional new pedestrian crossings across Main Street are proposed in this alternative; the existing crosswalk in front of Simon Pearce would remain.

Across from the Parker Inn, the sidewalk would follow the alignment of the existing path, widening to five feet west of the pedestrian crossing to accommodate ADA accessibility. The existing walkway in front of the antique store would remain, as would the three on-street parking spaces in front of it. The plan proposes carrying the concrete sidewalk across the church's front lot, but allowing for the surface to be mountable by cars.

Waterman Hill Road

Similar to Alternative 1, the sidewalk continues on the west side, using the existing path on the covered bridge and continuing south towards River Street. The sidewalk then crosses to the east side of Waterman Hill Road just south of River Street and follows along the edge of the road until it meets US 4. This alternative also proposes a T- intersection at River Street and Waterman Hill to allow for more usable green spaces on the two corners and having a narrower roadway for a shorter and safer pedestrian crossing at River Street. Pedestrian crossing signs and crosswalk striping would be added at River Street and between the east and west side of Waterman Hill Road.

Bicycle Facilities

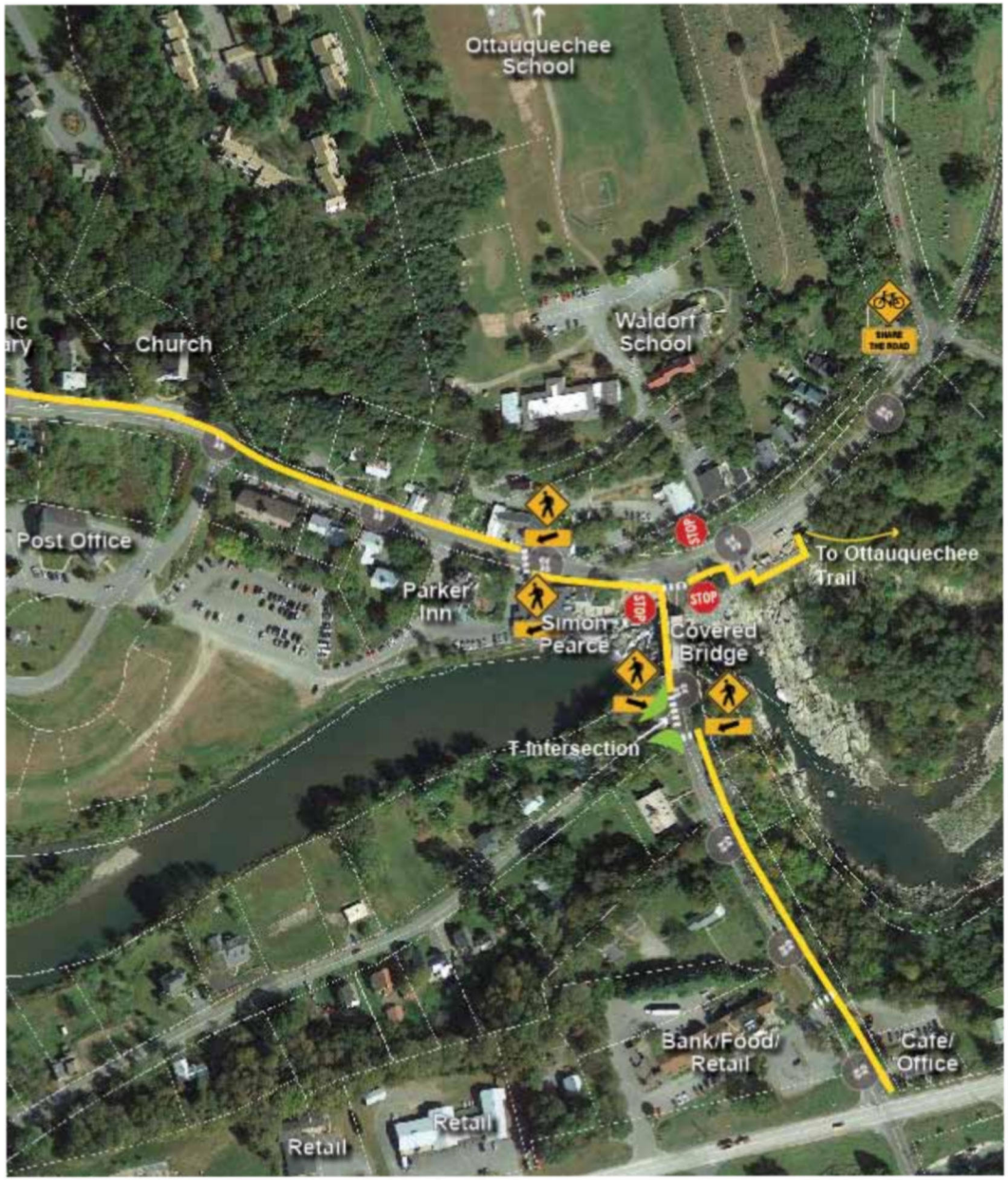
The travel lanes throughout Central Village would be marked with Shared Lane Markings and road signs to indicate that the travel lanes are to be shared by both bicyclists and motorists. The pavement markings would be spaced at no more than 250 feet apart along Main Street and Waterman Hill Road.

Roadway

The travel lanes would remain 11 feet, with two-foot shoulders where there are proposed granite curbed sidewalks. Catch basins would be added to the new sidewalks and feed into the existing closed drainage system along Main Street and Waterman Hill Road.

FIGURE 4.11: CENTRAL VILLAGE ALTERNATIVE 2 – SIDEWALK ON NORTH SIDE





- 5' Concrete Sidewalk
- Walkway Striping
- Pedestrian Crossing
- Shared Lane Marking
- Widened Shoulder

FIGURE 4.12: CROSS-SECTION OF WATERMAN HILL, LOOKING NORTH



ALTERNATIVE CONSIDERED AND DISMISSED

A third alternative that was considered was an off-road alignment through the public lands along the Ottauquechee River and crossing through the Village Green, connecting from the playground to the Quechee Library and the Post Office, as well as extending on the river side to Simon Pearce. In meeting with representatives of Simon Pearce, the team learned that the proposed path along the river would traverse land owned by multiple property owners, including the Parker Inn. In addition, there are drainage and topographic issues in connecting between the Post Office and the Public Library. While this off-road alternative may be revisited in a future phase, it was dismissed from further analysis in this bike and pedestrian scoping study due to the lack of substantial change to the greater Quechee bike and pedestrian network, as well as challenges associated with necessary easement acquisition.

East Village

The Quechee East Village focus area extends from the Polo fields to the west and to the covered bridge in Quechee Central Village to the east. The primary road running through the focus area is Quechee Main Street, which connects points east to Quechee's Central Village. There are no sidewalks and only intermittent sections of fog-line striping along the side of the road. The road's posted speed limit is 35 mph. The Ottauquechee Trail extends through the study area from the polo field/corn field in the east to the covered bridge to the west. Improvements in this section are focused on improving the trail and making stronger connections to the Central Village. For this section, trail surface improvements are recommended and enhanced signage and crossings are proposed, as well as the creation of formalized trailheads. Alternative 1 can be implemented in the short term, while Alternative 2 is a longer range plan that will help to ensure safe interactions between motorists and Ottauquechee trail users, and a more enjoyable trail user experience.

EAST VILLAGE NO BUILD

The No Build Alternative would leave the Ottauquchee Trail conditions as they are today, with little signage, portions of narrow trail, and poor drainage in several areas. Without any additional planned improvements to the trail, this precious resource that connects the polo fields and Quechee Gorge Trail to Central Village would remain underutilized, with no other facilities to serve pedestrians safely, nor amenities for cyclists.

EAST VILLAGE ALTERNATIVE 1: NATURAL TRAIL AND SIGNAGE

Much progress has been made in recent years through local advocacy to establish the Ottauquechee Trail as a formal foot path that invites people to walk and enjoy scenic vistas and quaint forests in Quechee. The recommendations identified in Alternative 1 seek to continue the progress made by local advocates to formalize the trail and make it a more enjoyable walking experience. Beginning in the eastern section of the trail, a trail-head is proposed in the Corn Field. Here, parking spaces should be provided for motorists and bicyclists. Picnic tables should also be installed, as well as orientation signage with maps, trail maps, and trash receptacles. The existing boat launch should be formalized and signed. A high visibility crosswalk should then be striped along Deweys Mill Road, connecting the Corn Field trailhead to the Polo field. Pedestrian Crossing signage should be installed at both approaches to the crosswalk (MUTCD W11-2 combined with the W16-7P plaque). This signage indicates to motorists that pedestrians will be crossing the roadway in advance of reaching the crosswalk. Advanced stop or yield bars can also be painted before the crosswalk so that motorists know where to stop when pedestrians cross the road.

The trail (section 1) will then continue north as a natural surface, mowed trail along the western edge of the Polo Field to Quechee Main Street. On the east side of Deweys Mill Road, picnic benches should be placed, providing a resting area for trail users. The trail then continues west across Deweys Mill Road and travels briefly west in front of The Strong House. Wayfinding signage should be installed to guide users across the street at this location. Again, high-visibility crosswalks should be painted to provide safe crossings east/west across Deweys Mill Road and north/south across Quechee

Main Street. Advanced stop bars should be painted on the northbound approach to the Deweys Mill Road crosswalk, and painted on both approaches to the Quechee Main Street crosswalk. Pedestrian Crossing signage should be installed at both approaches to the Quechee Main Street crosswalk. Additional bicycle parking should be provided at the Strong House. A Share the Road sign should be located just west of the intersection of Quechee Main Street and Deweys Mill Road. See the West Village summary for guidance on Share the Road signage. The trail then continues west from the Quechee Main Street crosswalk as a mowed, natural surface trail. This trail surface typology continues to the farm house along Quechee Main Street.

A stronger connection should be made between the Quechee Gorge Trail and the Ottauquechee Trail in front of the farmhouse due to the potential volume of trail users crossing at this point. A high-visibility crosswalk is proposed at this location running north/south to provide a safe crossing between the two trails. The crossing should be signed with a Rectangular Rapid Flash Beacon (RRFB) on both the east and west approach to the crosswalk. RRFBs are user actuated illuminated devices designed to increase motor vehicle yielding compliance at crossings. The beacons are only actuated when a crossing pedestrian is crossing, and cease operation at a predetermined time after the pedestrian clears the crosswalks. Signage should be installed per Figure 4.13 and Figure 4.14 to guide trail users along the Ottauquechee Trail and to the Quechee Gorge Trail. At the northern terminus of the Quechee Gorge Trail, south of Quechee Main Street, a trailhead should be formalized with motorist and bicycle parking, orientation map signage, trail maps, and trash receptacles. Share the Road signage should be installed just west of the Quechee Gorge Trail connection.

The Ottauquechee Trail then continues west in front of the farmhouse as a natural surface, mowed trail, and then crosses a small driveway. This portion of the trail (section 2) tends to be wet and has been mulched. A recently installed boardwalk segment (section 3) of trail then extends to the west, and continues as a natural surface trail. This segment of the trail (section 4), which can tend to be wet as well, should also be mulched to reduce the occurrence of mud forming. The trail then winds upwards along a relatively steep slope and then returns downhill to Quechee Main Street. This segment of the trail (section 5) should be bench-cut and widened to a consistent 3 feet. As the trail reaches Quechee Main Street, wayfinding signage should be installed to guide users across the street. At the road crossing, a high-visibility crosswalk and advanced stop bars should be painted, and pedestrian

FIGURE 4.13: PEDESTRIAN CROSSING SIGN



crossing signage should be installed. Share the Road signage should be installed just west of Old Quechee Road, one in the west bound and the other in the east bound direction. Across Quechee Main Street, the trail should be mulched (section 6) until the new utility access road. After this road, the trail will wind along the peninsula, remaining a natural surface trail (section 7), and continue up the hill towards the covered bridge. A switchback trail should be cut into the hill going up to the Quechee Covered Bridge to help make a safer connection to the top of the hill. In the short term, it is acceptable if the switch back remains a natural surface.

At the western terminus of the trail, a formalized trailhead should be created, complete with motorist and bicycle parking, orientation map signage, trail maps, and trash receptacles.

FIGURE 4.14: SIGNAGE PLACEMENT

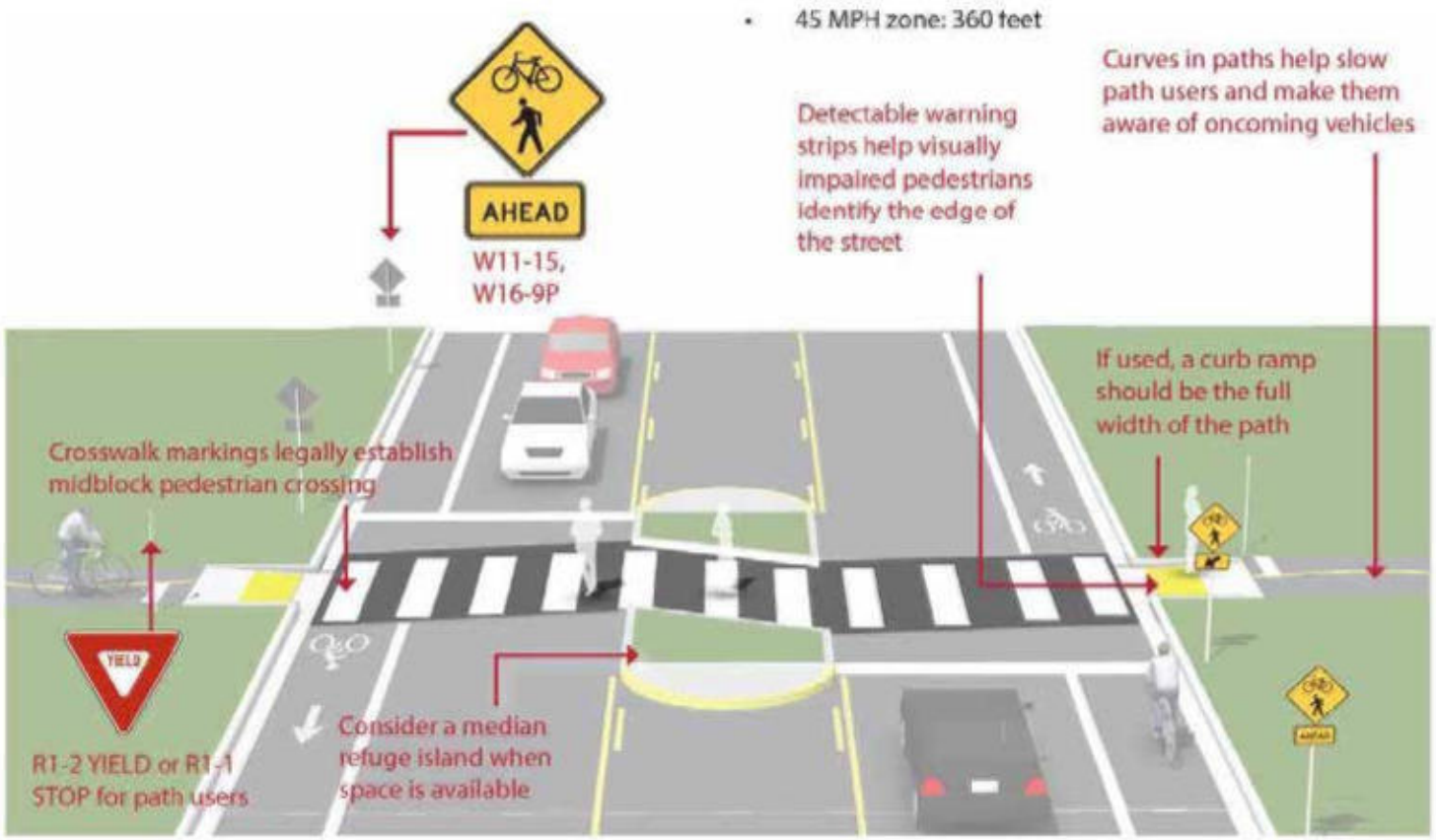
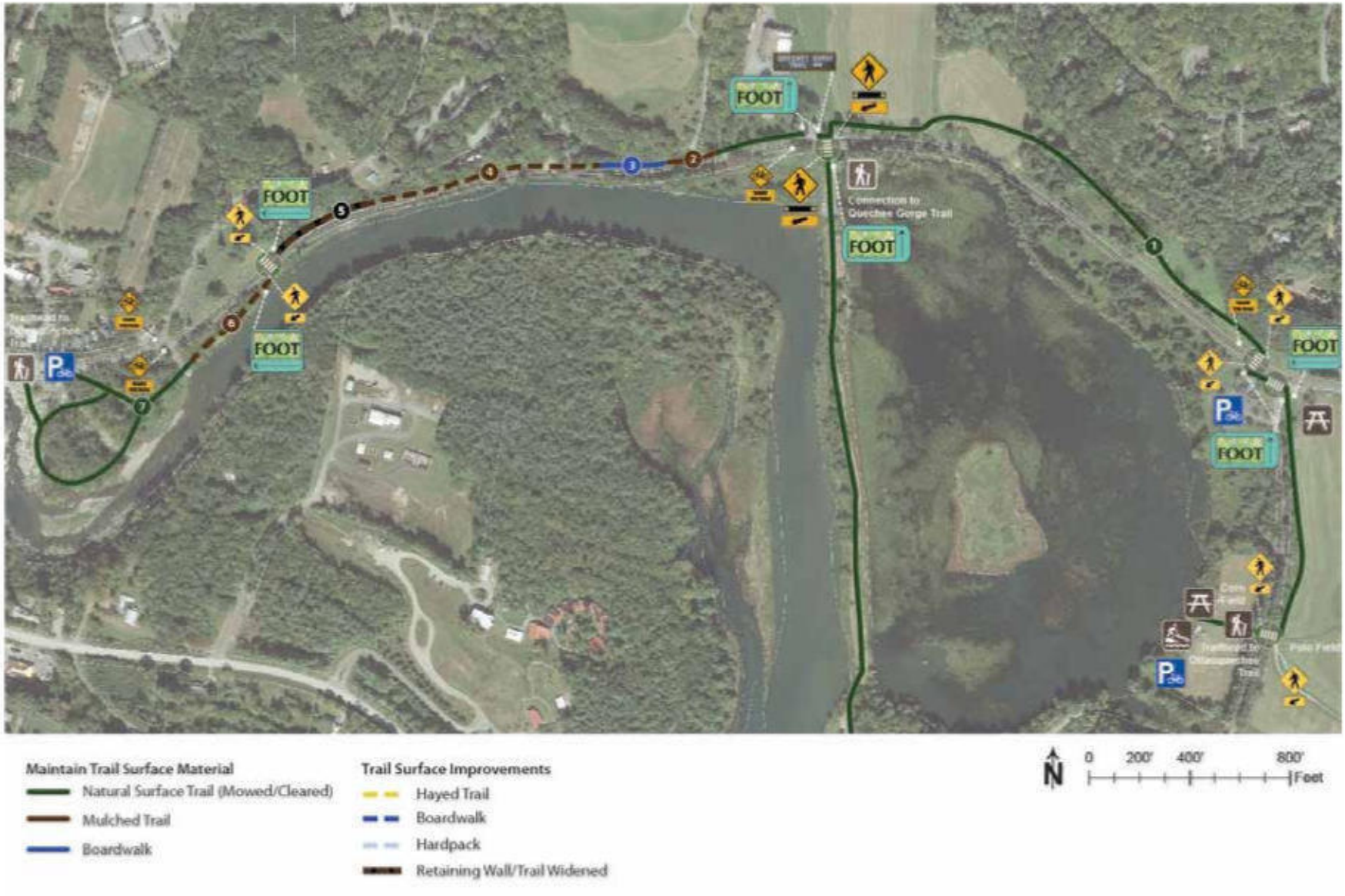


FIGURE 4.15: EAST VILLAGE ALTERNATIVE 1



EAST VILLAGE ALTERNATIVE 2: ENHANCED TRAIL AND SIGNAGE

Alternative 2 builds upon the recommendations suggested in Alternative 1. Alternative 2 presents improvements to increase the user experience of the Ottauquechee Trail. Beginning in the Corn Field in the east (section 1), the trail should be re-routed along the western side of the road (section 2) rather than along the west edge of the Polo Field. This alignment will eliminate a road crossing, and provide scenic vistas through the Marsh Area. Due to the wetness of this section of trail, this segment should become a boardwalk. The trail continues northwest in front of the Strong House (section 3), and then across Quechee Main Street. Advanced Pedestrian Crossing warning signage should be installed at the crossing to further emphasize the trail crossing (MUTCD W11-2 with W16-9P plaque).

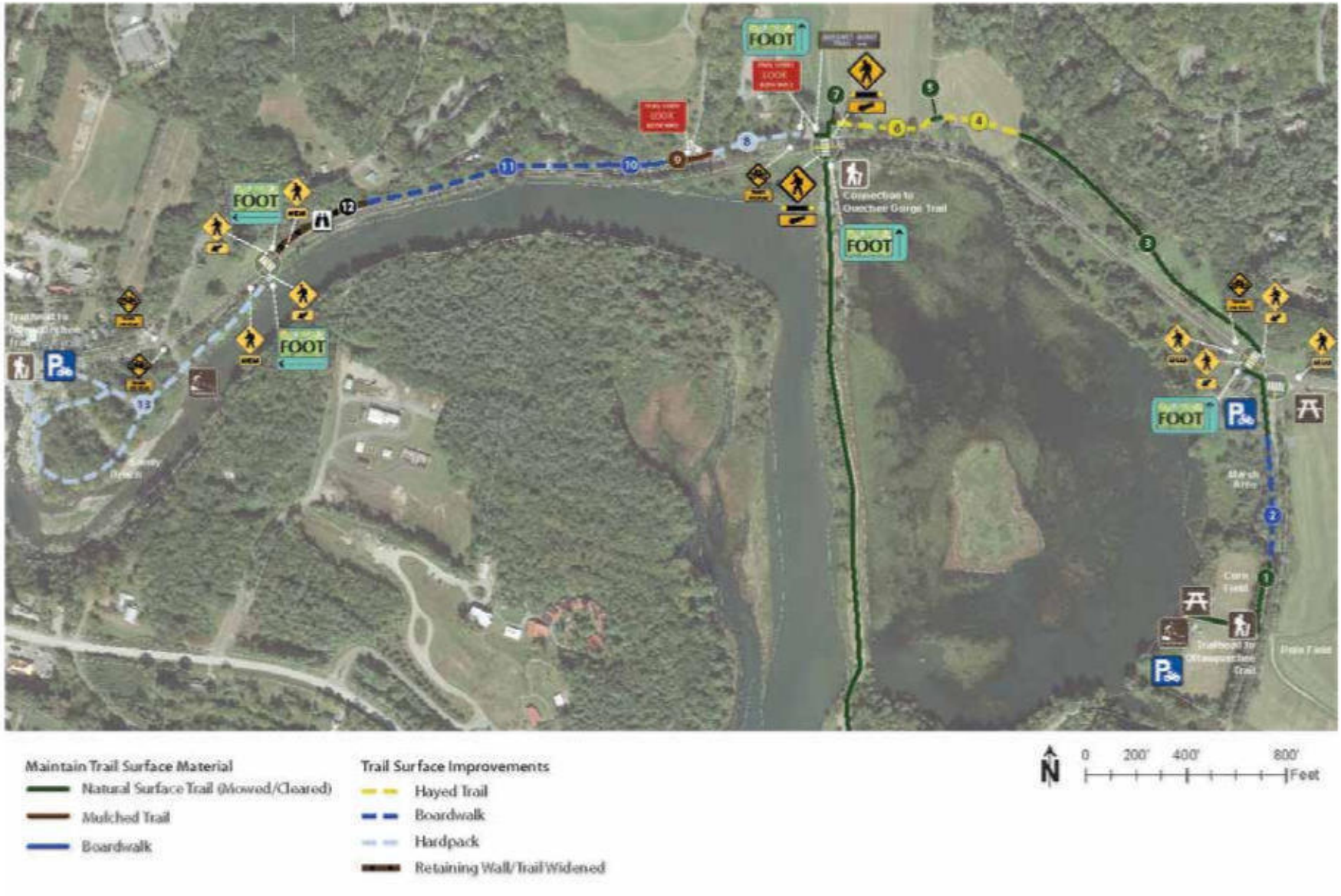
The trail will then continue as a natural surface trail to the farm house (section 3 & 5), with two exceptions. The portions of the trail that go through the fields should be hayed (sections 4 & 6) to differentiate the trail from the surrounding field. The trail continues west in front of the farm house (section 7) and crosses the farm house driveway. The trail continues in front of the farmhouse. This segment of trail (section 8) should be set back 10 feet from the road shoulder, and formalized by cutting a 10' portion of the sod, lining the dirt with fabric, and then placing hardpack on top of the fabric. Where the trail crosses driveways, the existing caution signs should be replaced with "Trail Users LOOK Both Way Signs." The trail then reverts back to a short mulched segment (section 9). From the existing boardwalk section (section 10), a longer boardwalk segment should be built (section 11) from the existing boardwalk to the beginning of the bench-cut trail. Where the trail was bench-cut, a formal retaining wall should be installed and the trail should be widened to 5 feet (section 12). This construction should be coordinated with Hartford's Department of Public Works to ensure that runoff caused by the retaining wall is controlled appropriately. In the middle of this section of trail a lookout could be built. Some tree branches may need to be trimmed to improve the view of the river.

The trail then crosses Quechee Main Street. At this crossing Advanced Pedestrian Crossing warning signs should be installed. The remainder of the trail up to the Quechee covered bridge should become hardpack (section 13). Some natural amenities could be installed at the sandy beach to allow a place for trail users to picnic along the river. Permanent, fixed amenities cannot be installed here due to flood concerns, but decorative rocks and rock benches could be made that are consistent with the context of the beach. The final hill up to the western terminus trailhead should become a formalized switchback. If the conditions are appropriate, this section of trail could be graded to acceptable degree and paved to allow safer travel up and down the hill.

FIGURE 4.16: PEDESTRIAN CROSSING AHEAD SIGNAGE



FIGURE 4.17: EAST VILLAGE ALTERNATIVE 2



US 4

The US 4 focus area extends from River Street to the Quechee Gorge on the east. There are currently no sidewalks or designated bike facilities on this mixed-use commercial and retail corridor. The US 4 right-of-way follows the alignment of a former railway line and is fairly wide to the west of Waterman Hill Road, ranging from 100' to 200'. The ROW then narrows significantly along the two parcels just east of the Waterman Hill Road intersection on the north side, before widening again to a consistent approximately 90-foot ROW until the Quechee Gorge.

The improvements in this section are focused on adding a separated bike and pedestrian facility that allows non-motorists of all abilities to travel along the 1.1 mile corridor safely and comfortably. In both alternatives, on the segment west of Waterman Hill Road, pedestrian facilities are proposed on the north side of US 4 due to the higher number of businesses and retail activity on the north side. The first alternative explores a continuous path that extends along the north side. The second alternative looks at the option to add a shared use path along the south side between Waterman Hill Road and Quechee Gorge.

US 4 NO BUILD

The US 4 No Build Alternative would leave the road conditions as they are today, without any facilities for cyclists or pedestrians. This corridor will continue to be difficult for non-motorists to traverse through safely given the relatively high speed of traffic, poor sight distances, and narrow shoulders to the east of Waterman Hill Road.

US 4 ALTERNATIVE 1: CONTINUOUS NORTHSIDE PATH

Alternative 1 proposes a continuous path that stretches along the north side of US 4 between Jake's Quechee Market and the Quechee Gorge. To the west of Waterman Hill Road, the plan recommends a 10-foot asphalt shared use path that follows the alignment of the road, with a sizeable 12-foot landscaped buffer between the roadway and the path to allow for plantings and snow storage. The path narrows to a five foot sidewalk along the north edge of the road where the ROW constricts on US 4 for approximately 350 feet at the two parcels just east of Waterman Hill Road. The path then widens again into a full 10-foot shared use path with a 12-foot landscaped buffer until the edge of the road. The centerline remains unchanged and the travel lanes would continue to be a consistent 12 feet in width throughout this project corridor, with a minimum 3-foot shoulder on both sides.

FIGURE 4.18: US 4 ALTERNATIVE 1



FIGURE 4.19: US 4 ALTERNATIVE 1 – TYPICAL CROSS SECTION, LOOKING WEST





Wilder Multi-Use Path in Hartford, VT



Mount Vernon Multi-Use Trail, Arlington, VA

US 4 ALTERNATIVE 2: MIXED NORTH AND SOUTHSIDE PATHS

To the west of Waterman Hill, Alternative 2 recommends a 5-foot sidewalk on the north side between Jake's Quechee Market and Waterman Hill Road, with a 15-foot landscaped buffer and a 5-foot shoulder on both sides to accommodate experienced cyclists. On the east side of Waterman Hill Road, the path moves across to the south side of US 4 and widens into a 10-foot shared use path that parallels the road alignment, with a 10-foot landscaped buffer between the roadway and the path. In this alternative, the centerline does not change and the travel lanes remain at 12 feet throughout the project corridor, with a minimum 3-foot shoulder on both sides.

FIGURE 4.20: US 4 ALTERNATIVE 2



FIGURE 4.21: US 4 ALTERNATIVE 2 – WEST OF WATERMAN HILL ROAD, LOOKING WEST



FIGURE 4.22: US 4 ALTERNATIVE 2 – EAST OF WATERMAN HILL ROAD, LOOKING WEST



South Village

The Quechee South Village focus area extends from West Gilson Avenue between Quechee/Hartland Road and US 4, and includes Quechee/Hartland Road and Cross Street between US 4 and West Gilson Avenue. West Gilson Avenue connects residential areas to US 4 and the Mid Vermont Christian School. There are no sidewalks and fog-line striping exists only at the very edge of the roadway on Quechee/Hartland Road. Due to the rural residential character and relatively low traffic volume, the two alternatives recommend enhancing the pedestrian experience by adding a curbed sidewalk, and continuing to serve cyclists on-road in shared lanes. This allows the roadway to remain narrow and for all improvements to remain within the public ROW.

SOUTH VILLAGE NO BUILD

The no build alternative would leave conditions as they are today. Without any additional transportation improvements, pedestrian and bicycle activity on West Gilson Road and Quechee/Hartland Road would continue to be shared with vehicles on the roadway.

SOUTH VILLAGE ALTERNATIVE 1: NORTH SIDE SIDEWALK

Alternative 1 proposes an uninterrupted sidewalk on the west side of Quechee/Hartland Road, which continues around the corner and onto the north side of West Gilson Avenue. No additional pedestrian facilities are proposed for Cross Street due to the relatively low demand of cyclists and pedestrians on this segment. In this option, pedestrians would only have one crossing located at Cross Street. The plan recommends a 5-foot concrete sidewalk with granite curbing that follows the alignment of the existing road. The centerline would remain unchanged, with one 10-foot travel lane in each direction and a 3-foot shoulder between the travel lane and the curbed sidewalk to accommodate snowplows. The sidewalk would extend to the westernmost driveway of the Mid Vermont Christian School, which would also serve any future development that may occur on the south side of West Gilson Avenue.

SOUTH VILLAGE ALTERNATIVE 2: SOUTH SIDE SIDEWALK

Alternative 2 proposes a 5-foot concrete sidewalk along the east side of Quechee/Hartland Road, which then crosses over to the south side of West Gilson Avenue and continues along the southern edge of the road until just west of Marsh Family Road, which would serve future development on that parcel. This plan also proposes a cul-de-sac at the north end of Cross Street to deter cut-through traffic heading to and from US 4 from using this road. Pedestrian crossings would be striped at two locations on Quechee/Hartland Road and two locations on West Gilson Avenue: At the driveway into the gas station, at Luce Meadow Road, at Cross Street, and at Marsh Family Road. The centerline would remain in its exiting alignment, with one 10-foot travel lane in each direction and a 3-foot shoulder between the fog-line and the curbed sidewalk on the south side to allow for sufficient plowing width.

FIGURE 4.23: SOUTH VILLAGE ALTERNATIVE 1



FIGURE 4.24: SOUTH VILLAGE ALTERNATIVE 2



Impacts and Issues

Table 4.1 through Table 4.5 provide a comparison of the potential impacts and issues associated with each alternative proposed in each of the focus areas.

TABLE 4.1: WEST VILLAGE COMPARISON MATRIX

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
COST	Preliminary Cost Estimate (final design, construction, inspection, contingency)	$0	$16,000	$30,000
CONST.	Pedestrian Signage / Bicycle Signage / Bicycle Wayfinding / Shared lane markings	-	3 / 2 / 0 / 0	3 / 2 / 10 / 32
	Radar Speed Feedback Sign	-	1	1
PURPOSE & NEED	Continuous Pedestrian Links	No	Potential - Pedestrians would be more aware of the safer way to walk on Main Street and drivers would be more aware of pedestrian activity. However, there is no physical barrier that sets pedestrians apart from the roadway.	Potential - Pedestrians would be more aware of the safer way to walk on Main Street and drivers would be more aware of pedestrian activity. However, there is no physical barrier that sets pedestrians apart from the roadway.
	Bicycle Routes and Facilities	No	Potential - Experienced bicyclists would be more comfortable riding on Main Street. However, not all cyclists would be comfortable sharing a lane with vehicles.	Potential - Experienced bicyclists would be more comfortable riding on Main Street. However, not all cyclists would be comfortable sharing a lane with vehicles.
	Traffic Calming	No	Yes, the presence of bicycle signage and radar feedback signals would typically lower overall vehicle speeds.	Yes, the presence of bicycle signage, directional signs, and radar feedback signals would typically lower overall vehicle speeds.
IMPACTS	Agricultural Lands	No	No	No
	Archaeological	No	No	No
	Historic Structures/Sites	No	No	No
	Floodplain	No	No	No
	Rare, Threatened & Endangered	No	No	No
	Public Lands	No	No	No
	Utilities	No	No	No
	Wetlands	No	No	No

TABLE 4.1: WEST VILLAGE COMPARISON MATRIX, CONTINUED

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
PERMITS	Act 250	No	No	No
	401 Water Quality	No	No	No
	404 Corps of Engineers Permit	No	No	No
	Stream Alteration	No	No	No
	Conditional Use Determination	No	No	No
	Storm Water Discharge	No	No	No
	Shoreland Encroachment	No	No	No
	Endangered & Threatened Species	No	No	No
	VTrans ROW Permit	No	No	No
	State Historic Preservation Office Clearance	No	No	No
	NEPA Category	No	No	No

TABLE 4.2: CENTRAL VILLAGE COMPARISON MATRIX

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
COST	Preliminary Cost Estimate (final design, construction, inspection, contingency)	$0	$1,397,000	$936,000
CONSTRUCTION	New Sidewalk Length / Width	-	2,317 LF / 5 ft	2,177 LF / 5 ft
	Surface	-	Bituminous Concrete	Bituminous Concrete
	Pedestrian Signage / Bicycle Signage / Stop Signs / Shared lane markings	-	6 / 4 / 2 / 32	4 / 4 / 2 / 32
	Number of Roadway / Driveway Crossings	-	6 / 9	7 / 9
	Retaining Wall Added	-	425 ft	180 ft

TABLE 4.2: CENTRAL VILLAGE COMPARISON MATRIX, CONTINUED

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
PURPOSE & NEED	Continuous Pedestrian Links	No	Yes - Pedestrians would have a delineated curbed sidewalk along Main Street and Waterman Hill Road, with additional crosswalks to better access across Main Street.	Yes - Pedestrians would have a delineated curbed sidewalk along Main Street and Waterman Hill Road, forming a continuous link between the Quechee Library, the covered bridge, and US 4.
	Bicycle Routes and Facilities	No	Partially - Experienced bicyclists would be more comfortable riding on Main Street and Waterman Hill Road given increased signage and addition of pavement markings. However, not all cyclists would be comfortable sharing a lane with vehicles.	Partially - Experienced bicyclists would be more comfortable riding on Main Street and Waterman Hill Road given increased signage and addition of pavement markings. However, not all cyclists would be comfortable sharing a lane with vehicles.
	Traffic Calming	No	Yes, the presence of shared lane markings and curbed sidewalks on one side of the street would typically lower overall vehicle speeds.	Yes, the presence of shared lane markings and curbed sidewalks on one side of the street would typically lower overall vehicle speeds.
IMPACTS	Agricultural Lands	No	No	No
	Archaeological	No	Potential	Potential
	Historic Structures/Sites	No	Potential – Stone wall, fencing impacts	Potential – Retaining wall and front steps impacts.
	Floodplain	No	No	No
	Rare, Threatened & Endangered	No	Potential – VT Fish & Wildlife has identified a 0.72 ac site at the intersection of Waterman Hill Road and Main Street as containing Uncommon Species of Animals. Further investigation would be needed to ensure that the level of these species is not negatively impacted by proposed developments	Potential – VT Fish & Wildlife has identified a 0.72 ac site at the intersection of Waterman Hill Road and Main Street as containing Uncommon Species of Animals. Further investigation would be needed to ensure that the level of these species is not negatively impacted by proposed developments
	Public Lands	No	No	No
	Utilities	No	Yes – 10 poles	Yes – 2 poles
	Wetlands	No	No	No

TABLE 4.2: CENTRAL VILLAGE COMPARISON MATRIX, CONTINUED

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
PERMITS	Act 250	No	No	No
	401 Water Quality	No	No	No
	404 Corps of Engineers Permit	No	No	No
	Stream Alteration	No	No	No
	Conditional Use Determination	No	No	No
	Storm Water Discharge	No	No	No
	Shoreland Encroachment	No	No	No
	Endangered & Threatened Species	No	No	No
	VTrans ROW Permit	No	Potential – At the intersection of Waterman Hill Road and US4	Potential – At the intersection of Waterman Hill Road and US4
	State Historic Preservation Office Clearance	No	No	No
	NEPA Category	No	No	No

TABLE 4.3: EAST VILLAGE COMPARISON MATRIX

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
COST	Preliminary Cost Estimate (final design, construction, inspection, contingency)	$0	$443,000	$1,279,000
CONSTRUCTION	Natural (mowed), Mulched, Hayed Surface	-	7,870 ft (1.5 mi)	3830 ft (0.73 mi)
	Hardpack Surface	-	0	2,670 ft (0.5 mi)
	Boardwalk	-	230 ft	1,540 ft (0.3 mi)
	Number of Roadway / Driveway Crossings	-	2 / 3	2 / 3
	Retaining Wall Added	-	0 ft	390 ft

TABLE 4.3: EAST VILLAGE COMPARISON MATRIX, CONTINUED

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
PURPOSE & NEED	Continuous Pedestrian Links	No	Yes - Pedestrians would be separated from the road either by landscaping, topography, or both, between Dewey Mills Road and the covered bridge. A signed and striped pedestrian crossing would be added where the trail crosses from the north side to the south.	Yes - Pedestrians would be separated from the road either by landscaping, topography, or both, between Dewey Mills Road and the covered bridge. A signed and striped pedestrian crossing would be added where the trail crosses from the north side to the south.
	Bicycle Routes and Facilities	No	Partially – There would be bike racks and bike information located at the trailheads. The trail itself is intended for use by foot. Cyclists would continue to share the road with motorists on Main Street.	Partially – There would be bike racks and bike information located at the trailheads. The trail itself is intended for use by foot. Cyclists would continue to share the road with motorists on Main Street.
	Traffic Calming	No	No	No
IMPACTS	Agricultural Lands	No	No	No
	Archaeological	No	Potential	Potential
	Historic Structures/Sites	No	No	No
	Floodplain	No	No	No
	Rare, Threatened & Endangered	No	No	No
	Public Lands	No	No	No
	Utilities	No	No	No
	Wetlands	No	No	No
PERMITS	Act 250	No	No	No
	401 Water Quality	No	No	No
	404 Corps of Engineers Permit	No	No	No
	Stream Alteration	No	No	No
	Conditional Use Determination	No	No	No
	Storm Water Discharge	No	No	No
	Shoreland Encroachment	No	No	No
	Endangered & Threatened Species	No	No	No
	VTrans ROW Permit	No	No	No
	State Historic Preservation Office Clearance	No	No	No
	NEPA Category	No	No	No

TABLE 4.4: US 4 COMPARISON MATRIX

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
COST	Preliminary Cost Estimate (final design, construction, inspection, contingency)	$0	$1,880,000	$710,000
CONSTRUCTION	New Sidewalk Length – 5’	-	650 ft	1,670 ft (0.3 mi)
	New Shared Use Path Length – 10’	-	4,678 ft (0.88 mi)	3792 ft (0.7 mi)
	Surface	-	Asphalt	Asphalt
	Number of Roadway / Driveway Crossings	-	1 / 10	2 / 12
	Retaining Wall Added	-	512 ft	0 ft
PURPOSE & NEED	Continuous Pedestrian Links	No	Yes – There is a continuous pedestrian path along the north side of US 4 between Jake’s Quechee Market and the Quechee Gorge.	Yes – There pedestrians can safely walk on a separated path between Jake’s Quechee Market and the Quechee Gorge. Pedestrian crossings would be needed at the intersection of Waterman Hill Road and US 4 where the path switches from the north to the south side of US 4.
	Bicycle Routes and Facilities	No	Mostly – Bicyclists of all abilities may safely ride on the shared use path. For a short segment, the path transitions into a sidewalk, whereby cyclists would have to walk their bikes.	Partially – Experienced bicyclists will be able to ride in a striped bike lane between Jake’s Quechee Market and Waterman Hill Road. Bicyclists of all abilities may safely ride on the separated shared use path that connects on the south side between Waterman Hill Road and the Quechee Gorge.
	Traffic Calming	No	Yes – New signalized intersection at Waterman Hill Road and US 4	Yes – New signalized intersection at Waterman Hill Road and US 4

TABLE 4.4: US 4 COMPARISON MATRIX, CONTINUED

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
IMPACTS	Agricultural Lands	No	No	No
	Archaeological	No	Potential – A small section along the north side of US 4 at Izzo Ln was identified as archeologically sensitive	Potential – A small section along the north side of US 4 at Izzo Ln was identified as archeologically sensitive
	Historic Structures/Sites	No	No	No
	Floodplain	No	No	No
	Rare, Threatened & Endangered	No	Potential – The area immediately adjacent to the Quechee Gorge is identified by VT Fish & Wildlife as containing rare, threatened, and endangered plant species. Further investigation would be necessary to ensure no impacts are made.	Potential – The area immediately adjacent to the Quechee Gorge is identified by VT Fish & Wildlife as containing rare, threatened, and endangered plant species. Further investigation would be necessary to ensure no impacts are made.
	Public Lands	No	No	No
	Utilities	No	Yes – 4 utility poles	Yes – 4 utility poles
	Wetlands	No	No	No
PERMITS	Act 250	No	No	No
	401 Water Quality	No	No	No
	404 Corps of Engineers Permit	No	No	No
	Stream Alteration	No	No	No
	Conditional Use Determination	No	No	No
	Storm Water Discharge	No	Potential – 1.15 ac of new impervious surface added	Potential – 1.06 ac of new impervious surface added
	Shoreland Encroachment	No	No	No
	Endangered & Threatened Species	No	No	No
	VTrans ROW Permit	No	Yes – Work conducted in state ROW	Yes – Work conducted in state ROW
	State Historic Preservation Office Clearance	No	Potential	Potential
	NEPA Category	No	No	No

TABLE 4.5: SOUTH VILLAGE COMPARISON MATRIX

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
COST	Preliminary Cost Estimate (final design, construction, inspection, contingency)	$0	$218,000	$216,000
CONSTRUC-TION	New Sidewalk Length – 5' width	-	2,850 ft (0.54 mi)	2,874 ft (0.54 mi)
	Surface	-	Bituminous Concrete	Bituminous Concrete
	Number of Roadway / Driveway Crossings	-	1 / 8	5 / 8
	Retaining Wall Added	-	None	None
PURPOSE & NEED	Continuous Pedestrian Links	No	Yes – There is a continuous sidewalk along the west side of Waterman Hill Road, which then continues onto the north side of West Gilson Avenue.	Yes – Pedestrians can safely walk on a curbed sidewalk along the east side of Quechee/Hartland Road and then crosses to the south side of West Gilson Ave. Pedestrian crossings would be needed at the intersection of Quechee/ Hartland Road and West Gilson Ave.
	Bicycle Routes and Facilities	No	No – No additional bicycle facilities are proposed because this is a low traffic area.	No – No additional bicycle facilities are proposed because this is a low traffic area.
	Traffic Calming	No	Yes - The presence of a curbed sidewalk typically lower overall vehicle speeds.	Yes – The presence of a curbed sidewalk typically lower overall vehicle speeds. In addition, a cul-de-sac at the end of Cross Street would prevent cut-through traffic from US 4.

TABLE 4.5: SOUTH VILLAGE COMPARISON MATRIX, CONTINUED

		NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
IMPACTS	Agricultural Lands	No	No	No
	Archaeological	No	No	No
	Historic Structures/Sites	No	No	No
	Floodplain	No	No	No
	Rare, Threatened & Endangered	No	No	No
	Public Lands	No	No	No
	Utilities	No	Yes – 12 utility poles	Yes – 5 utility poles
	Wetlands	No	Yes – A 3,238 sf Class 2 wetland located mostly to the south and east of Marsh Family Road and W Gilson Ave.	Yes – A 3,238 sf Class 2 wetland located mostly to the south and east of Marsh Family Road and W Gilson Ave.
PERMITS	Act 250	No	No	No
	401 Water Quality	No	No	No
	404 Corps of Engineers Permit	No	No	No
	Stream Alteration	No	No	No
	Conditional Use Determination	No	No	No
	Storm Water Discharge	No	No	No
	Shoreland Encroachment	No	No	No
	Endangered & Threatened Species	No	No	No
	VTrans ROW Permit	No	No	No
	State Historic Preservation Office Clearance	No	No	No
	NEPA Category	No	No	No

Order of Magnitude Cost Estimates

The construction cost estimate in Table 4.6 demonstrates the preliminary summary of the costs associated with the two alternatives for each of the five project segments. This estimate includes construction costs, design engineering, resident engineer and inspection services, and permitting. Costs associated with right-of-way acquisition typically cannot be estimated, and they are not included here.

Alternative 1 is approximately $3.35 million while Alternative 2 is approximately $3.3 million. With the exception of the East Village segment, the alternatives for each segment are generally comparable. The additional costs in East Village Alternative 2 are associated with a retaining wall and substantially more boardwalk. The most costly segment is US 4 due to the long shared use path(s) and the new signals at the intersection of US 4 and Waterman Hill Road. Alternative 1 for US 4 East is more expensive along US 4 due to a new paved parking area and the need for a retaining wall.

TABLE 4.6: ALTERNATIVES COST ESTIMATE

				WEST VILLAGE				
				Alternative 1 Sign Package			Alternative 2 Enhanced Signs & Striping	
		Unit	Price	Quantity		Total	Quantity	Total
1	Clearing and Grubbing	LS	VAR	0	$	-	0	$ -
2	Common Excavation	CY	$ 10.00	0	$	-	0	$ -
3	Trench Excavation	CY	$ 15.00	0	$	-	0	$ -
4	Cold Planing Asphalt	SY	$ 2.50	0	$	-	0	$ -
5	Subbase of Dense Graded Crushed Stone	CY	$ 35.00	0	$	-	0	$ -
6	Bituminous Concrete	TON	$ 135.00	0	$	-	0	$ -
7	New Granite Curb	LF	$ 35.00	0	$	-	0	$ -
8	Remove & Reset Granite Curb	LF	$ 20.00	0	$	-	0	$ -
9	5" Concrete Sidewalk	SY	$ 70.00	0	$	-	0	$ -
10	8" Concrete Sidewalk	SY	$ 80.00	0	$	-	0	$ -
11	Off Road Trail - Bench Cut, Mulched Trail	LF	$ 100.00	0	$	-	0	$ -
12	Off Road Trail - Boardwalk	LF	$ 300.00	0	$	-	0	$ -
13	Off Road Trail - Crushed Gravel Surface	LF	$ 30.00	0	$	-	0	$ -
14	Off Road Trail - Hayed Trail Surface	LF	$ 15.00	0	$	-	0	$ -
15	Off Road Trail - Mulched Trail Surface	LF	$ 15.00	0	$	-	0	$ -
16	Off Road Trail - Natural Surface (mowed/cleared)	LF	$ 15.00	0	$	-	0	$ -
17	New Catch Basin	EA	$ 3,000.00	0	$	-	0	$ -
18	Rehab Existing Catch Bsin	EA	$ 2,000.00	0	$	-	0	$ -
19	18" Corregated Polyethelyne Pipe (CPEP)	LF	$ 45.00	0	$	-	0	$ -
20	Remove & Reset Fence	LF	$ 15.00	0	$	-	0	$ -
21	Concrete Block Gravity Retaining Wall	SF	$ 50.00	0	$	-	0	$ -
22	Hand Rail	LF	$ 100.00					
23	Pavement Markings	LF	$ 1.00	0	$	-	5000	$ 5,000
24	Traffic Signs	EA	$ 250.00	5	$	1,250	15	$ 3,750
25	Radar Speed Feedback Signs/RFB Crosswalk Signs	EA	$ 3,500.00	2	$	7,000	2	$ 7,000
26	Bicycle Parking Racks	EA	$ 1,000.00	0	$	-	0	$ -
27	Landscaping	LS	VAR	0	$	-	0	$ -
28	Mobilization / Demobilization	LS	8%	0	$	660	0	$ 1,260
29	Traffic Control	LS	10%	0	$	900	0	$ 1,710
			Subtotal		$	9,900		$ 18,800
			Contingency (25%)		$	2,500		$ 4,700
			Total Estimated Construction Cost		**$**	**12,400**		**$ 23,500**
			Engineering (15%)		$	1,500		$ 2,900
			Permitting (5%)		$	700		$ 1,200
			Resident Engineering + Inspection (10%)		$	1,300		$ 2,400
			Right of Way (var)	0%	$	-	0%	$ -
			Total Cost for Design & Construction		**$**	**16,000**		**$ 30,000**

CENTRAL VILLAGE (Quechee Main Street)						CENTRAL VILLAGE (Waterman Hill Road)				EAST VILLAGE			
Alternative 1 South Side Sidewalk		Alternative 2 North Side Sidewalk				Alternative 1 West Side Sidewalk		Alternative 2 East Side Sidewalk		Alternative 1 Natural Trail + Signage		Alternative 2 Enhanced Trail + Signage	
Quantity	Total	Quantity	Total			Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
0	$ -	0	$ -			0	$ -	5000	$ 5,000	0	$ -	0	$ -
870	$ 8,697	373	$ 3,727			870	$ 8,696	822	$ 8,220	0	$ -	0	$ -
948	$ 14,222	859	$ 12,889			710	$ 10,650	735	$ 11,025	0	$ -	0	$ -
0	$ -	0	$ -			0	$ -	0	$ -	0	$ -	0	$ -
383	$ 13,389	240	$ 8,399			353	$ 12,367	363	$ 12,702	0	$ -	0	$ -
188	$ 25,313	177	$ 23,828			162	$ 21,870	164	$ 22,123	0	$ -	0	$ -
1600	$ 56,000	1450	$ 50,750			710	$ 24,850	735	$ 25,725	0	$ -	0	$ -
0	$ -	0	$ -			0	$ -	0	$ -	0	$ -	0	$ -
860	$ 60,200	638	$ 44,644			361	$ 25,278	356	$ 24,889	0	$ -	0	$ -
183	$ 14,667	17	$ 1,333			17	$ 1,333	48	$ 3,867	0	$ -	0	$ -
0	$ -	0	$ -			0	$ -	0	$ -	355	$ 35,550	0	$ -
0	$ -	0	$ -			0	$ -	0	$ -	286	$ 85,666	1686	$ 505,675
0	$ -	0	$ -			0	$ -	0	$ -	0	$ -	2881	$ 86,428
0	$ -	0	$ -			0	$ -	0	$ -	0	$ -	686	$ 10,285
0	$ -	0	$ -			0	$ -	0	$ -	1701	$ 25,519	204	$ 3,065
0	$ -	0	$ -			0	$ -	0	$ -	5863	$ 87,938	2269	$ 34,033
4	$ 12,000	4	$ 12,000			2	$ 6,000	3	$ 9,000	0	$ -	0	$ -
3	$ 6,000	3	$ 6,000			1	$ 2,000	0	$ -	0	$ -	0	$ -
2250	$ 101,250	1800	$ 81,000			700	$ 31,500	700	$ 31,500	0	$ -	0	$ -
130	$ 1,950	0	$ -			200	$ 3,000	0	$ -	0	$ -	0	$ -
2400	$ 120,000	1510	$ 75,500			2500	$ 125,000	0	$ -	0	$ -	1422	$ 71,107
100	$ 10,000												
1600	$ 1,600	1400	$ 1,400			700	$ 700	700	$ 700	500	$ 500	250	$ 250
10	$ 2,500	8	$ 2,000			4	$ 1,000	4	$ 1,000	26	$ 6,500	29	$ 7,250
0	$ -	0	$ -			0	$ -	0	$ -	2	$ 7,000	2	$ 7,000
0	$ -	0	$ -			0	$ -	0	$ -	3	$ 3,000	3	$ 3,000
5000	$ 5,000	5000	$ 5,000			5000	$ 5,000	5000	$ 5,000	500	$ 500	500	$ 500
	$ 36,230		$ 26,280				$ 22,340		$ 12,870	0	$ 20,180	0	$ 58,290
	$ 48,910		$ 35,480				$ 30,160		$ 17,370	0	$ -	0	$ -
	$ 538,000		$ 390,300				$ 331,800		$ 191,000		$ 272,400		$ 786,900
	$ 134,500		$ 97,600				$ 83,000		$ 47,800		$ 68,100		$ 196,800
	$ 672,500		**$ 487,900**				**$ 414,800**		**$ 238,800**		**$ 340,500**		**$ 983,700**
	$ 80,700		$ 58,600				$ 49,800		$ 28,700		$ 40,900		$ 118,100
	$ 33,700		$ 24,395				$ 20,800		$ 11,940		$ 17,100		$ 49,200
	$ 67,300		$ 48,790				$ 41,500		$ 23,880		$ 34,100		$ 98,400
1%	$ 6,800	2%	$ 9,800			2%	$ 8,300	1%	$ 2,400	3%	$ 10,300	3%	$ 29,600
	$ 861,000		**$ 630,000**				**$ 536,000**		**$ 306,000**		**$ 443,000**		**$ 1,279,000**

TABLE 4.6: ALTERNATIVES COST ESTIMATE, CONTINUED

				US 4 WEST (Waterman Hill to Jakes)				
				Alternative 1 North Side Sidewalk			Alternative 2 North Side Shared Use Path	
		Unit	Price	Quantity		Total	Quantity	Total
1	Clearing and Grubbing	LS	VAR	0	$	-	0	$ -
2	Common Excavation	CY	$ 10.00	324	$	3,244	649	$ 6,489
3	Trench Excavation	CY	$ 15.00	0	$	-	0	$ -
4	Cold Planing Asphalt	SY	$ 2.50	0	$	-	0	$ -
5	Subbase of Dense Graded Crushed Stone	CY	$ 35.00	297	$	10,409	595	$ 20,819
6	Bituminous Concrete	TON	$ 135.00	274	$	36,956	548	$ 73,913
7	New Granite Curb	LF	$ 35.00	0	$	-	0	$ -
8	Remove & Reset Granite Curb	LF	$ 20.00	0	$	-	0	$ -
9	5" Concrete Sidewalk	SY	$ 70.00	0	$	-	0	$ -
10	8" Concrete Sidewalk	SY	$ 80.00	0	$	-	0	$ -
11	Off Road Trail - Bench Cut, Mulched Trail	LF	$ 100.00	0	$	-	0	$ -
12	Off Road Trail - Boardwalk	LF	$ 300.00	0	$	-	0	$ -
13	Off Road Trail - Crushed Gravel Surface	LF	$ 30.00	0	$	-	0	$ -
14	Off Road Trail - Hayed Trail Surface	LF	$ 15.00	0	$	-	0	$ -
15	Off Road Trail - Mulched Trail Surface	LF	$ 15.00	0	$	-	0	$ -
16	Off Road Trail - Natural Surface (mowed/cleared)	LF	$ 15.00	0	$	-	0	$ -
17	New Catch Basin	EA	$ 3,000.00	3	$	9,000	3	$ 9,000
18	Rehab Existing Catch Bsin	EA	$ 2,000.00	0	$	-	0	$ -
19	18" Corregated Polyethelyne Pipe (CPEP)	LF	$ 45.00	200	$	9,000	200	$ 9,000
20	Remove & Reset Fence	LF	$ 15.00	0	$	-	0	$ -
21	Concrete Block Gravity Retaining Wall	SF	$ 50.00	0	$	-	0	$ -
22	Hand Rail	LF	$ 100.00					
23	Pavement Markings	LF	$ 1.00	1600	$	1,600	1000	$ 1,000
24	Traffic Signs	EA	$ 250.00	4	$	1,000	4	$ 1,000
25	Radar Speed Feedback Signs/RFB Crosswalk Signs	EA	$ 3,500.00	0	$	-	0	$ -
26	Bicycle Parking Racks	EA	$ 1,000.00	0	$	-	0	$ -
27	Landscaping	LS	VAR	5000	$	5,000	5000	$ 5,000
28	Mobilization / Demobilization	LS	8%		$	6,100		$ 10,100
29	Traffic Control	LS	10%		$	8,240		$ 13,640
			Subtotal		$	90,600		$ 150,000
			Contingency (25%)		$	22,700		$ 37,500
			Total Estimated Construction Cost		**$**	**113,300**		**$ 187,500**
			Engineering (15%)		$	13,600		$ 22,500
			Permitting (5%)		$	5,700		$ 9,375
			Resident Engineering + Inspection (10%)		$	11,400		$ 18,750
			Right of Way (var)	0%	$	-	0%	$ -
			Total Cost for Design & Construction		**$**	**144,000**		**$ 239,000**

US 4 EAST (Waterman Hill to Gorge)						SOUTH VILLAGE					
Alternative 1			**Alternative 2**			**Alternative 1**			**Alternative 2**		
North Side Sidewalk			**South Side Shared Use Path**			**North Side Sidewalk**			**South Side Sidewalk**		
Quantity		Total	Quantity		Total	Quantity		Total	Quantity		Total
0	$	-	0	$	-	0	$	-	0	$	-
2111	$	21,111	3259	$	32,593	1074	$	10,741	1074	$	10,741
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
741	$	25,926	1481	$	51,852	537	$	18,796	537	$	18,796
986	$	133,144	1500	$	202,500	544	$	73,406	544	$	73,406
330	$	11,550	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
3	$	9,000	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
400	$	18,000	0	$	-	0	$	-	0	$	-
200	$	3,000	0	$	-	200	$	3,000	150	$	2,250
6200	$	310,000	0	$	-	0	$	-	0	$	-
2000	$	2,000	2000	$	2,000	500	$	500	500	$	500
4	$	1,000	4	$	1,000	4	$	1,000	4	$	1,000
0	$	-	0	$	-	0	$	-	0	$	-
0	$	-	0	$	-	0	$	-	0	$	-
10000	$	10,000	10000	$	10,000	5000	$	5,000	5000	$	5,000
	$	43,580		$	24,000		$	9,000		$	8,940
	$	58,840		$	32,400		$	12,150		$	12,070
	$	647,200		$	356,400		$	133,600		$	132,800
	$	161,800		$	89,100		$	33,400		$	33,200
	$	**809,000**		**$**	**445,500**		**$**	**167,000**		**$**	**166,000**
	$	97,100		$	53,500		$	20,100		$	20,000
	$	40,500		$	22,275		$	8,400		$	8,300
	$	80,900		$	44,550		$	16,700		$	16,600
0%	$	-	0%	$	-	3%	$	5,100	3%	$	5,000
	$	**1,028,000**		**$**	**566,000**		**$**	**218,000**		**$**	**216,000**

Preferred Alternative

A second public meeting was held on September 23, 2014 to solicit feedback from the community on the alternative options proposed for each of the five study area segments. The meeting was attended by approximately 20 people. It was advertised broadly via flyers and on the town's website. In addition, an online survey was made available for a little over a month to solicit feedback from those who could not attend the meeting or had additional thoughts. The web survey generated 91 responses in the month between September 8, 2014 and October 12, 2014. The results of the public outreach portions are detailed in Appendix 1: Public Involvement. A third Steering Committee Meeting—held on October 23, 2014 and attended by the Steering Committee Members, Town staff, and the consultant team—reached an agreement on the preferred alternative for each segment, based on feedback from the public meeting and online survey.

The preferred alternative was presented at the Selectboard Meeting on January 6, 2015 and the board voted unanimously to accept and endorse the plan, with the understanding that future detailed design and engineering is needed for implementation.

WEST VILLAGE

Alternative 1 is the preferred alternative for West Village, with limited signage at key locations along Quechee Main Street, including a "Share the Road" sign (MUTCD W16-1) and "Walk Facing Traffic" sign (MUTCD R9-1) in front of the Quechee Club and on the approach towards the Quechee Main Street and Quechee West Hartford Road intersection. In addition, a permanent Radar Speed Feedback Sign (RSFS) is proposed on the south side of Quechee Main Street, east of the intersection of Quechee Main Street and Quechee West Hartford Road, to reinforce the 35 mph posted speed limit as motorists approach the village center.

FIGURE 4.25: WEST VILLAGE—PREFERRED ALTERNATIVE

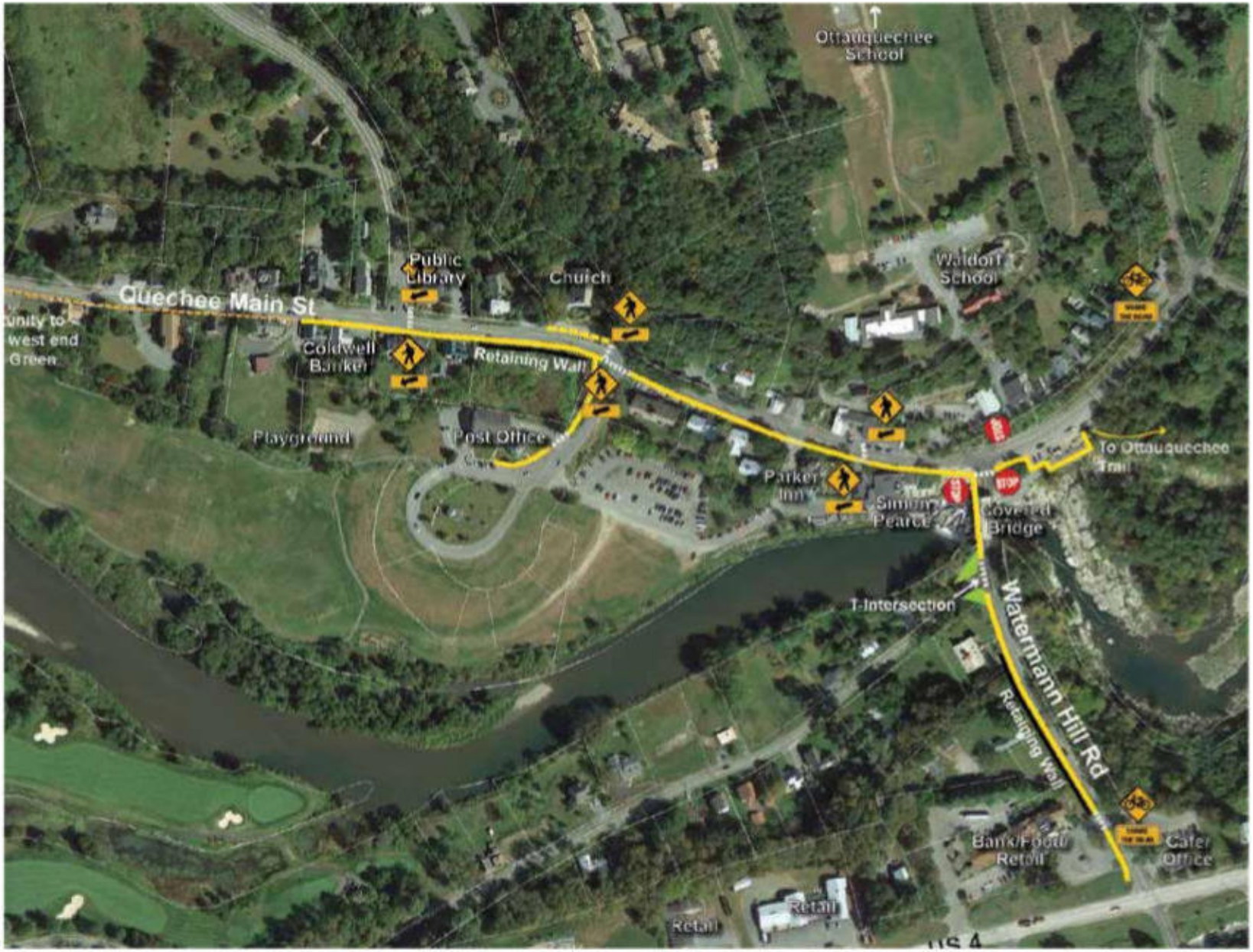


CENTRAL VILLAGE

A modified version of Alternative 1 is the preferred alternative for Central Village, with sidewalks along the south side of Quechee Main Street and west side of Waterman Hill Road. The sidewalk on the south side was preferable over the north side because many community members, as well as the steering committee members, felt that the south side had more activities and that the north side was perceived to have wider shoulders. The preferred alternative also extends the sidewalk path to the Coldwell Banker location to hold for future potential connections to the Quechee Green Park. On Waterman Hill Road, the sidewalk connects from the existing path along the covered bridge to the intersection with US 4. The preferred alternative also proposes to remove the planted island at River Street and instead, "T" the intersection in order to create more landscaped space on the corners and reduce the pedestrian crossing distance. To reduce the burden of maintenance, the steering committee also agreed to remove shared lane pavement markings in the preferred alternative.

FIGURE 4.26: CENTRAL VILLAGE—PREFERRED ALTERNATIVE

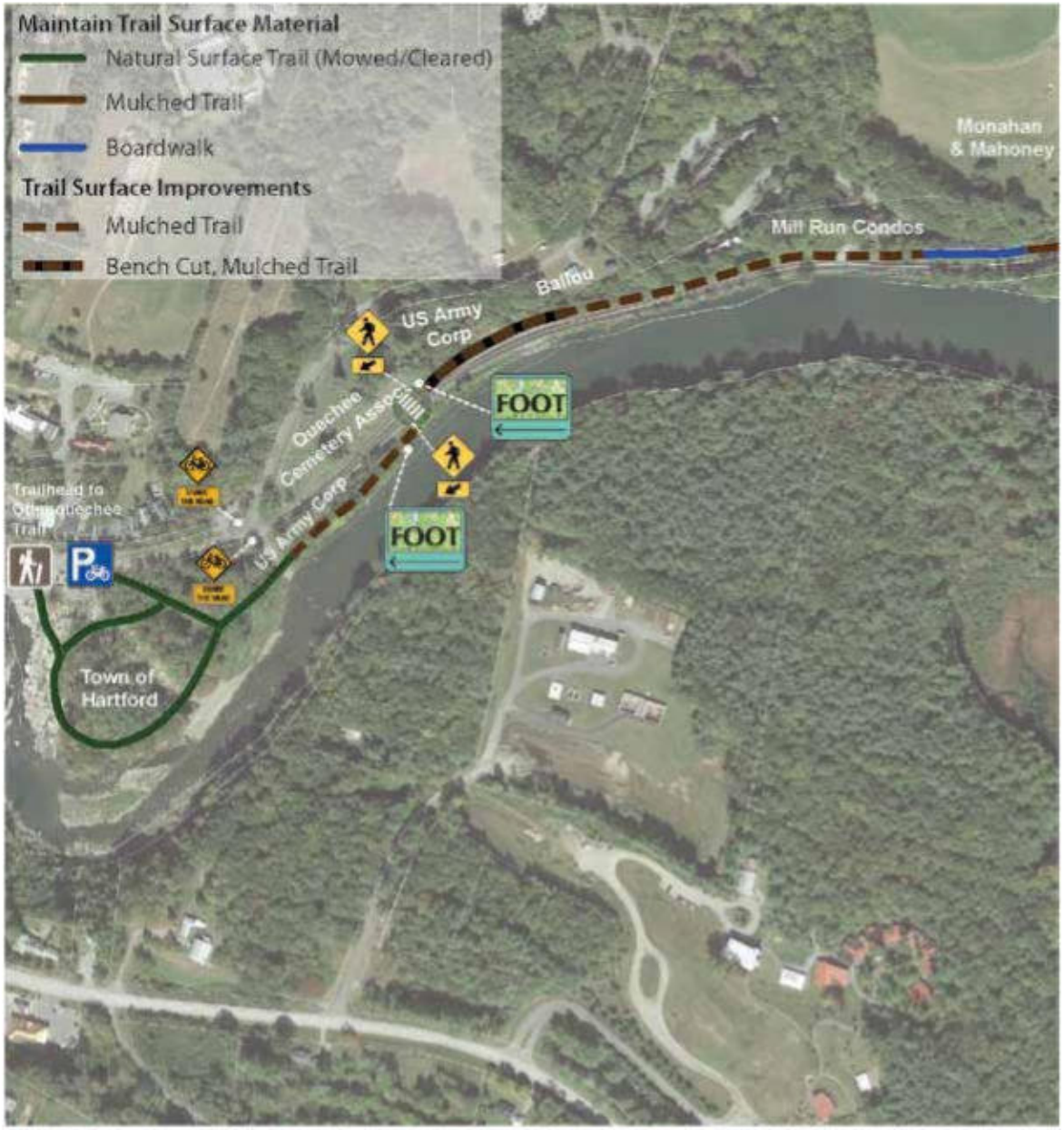



Ottauquechee School
Public Library
Church
Waldorf School
Quechee Main St
Coldwell Banker
Retaining Wall
Playground
Post Office
To Ottauquechee Trail
Parker Inn
Simon Pearce
Covered Bridge
T-Intersection
Watermann Hill Rd
Retaining Wall
Bank/Food/Retail
Cafe/Office
Retail
Retail

EAST VILLAGE

A modified version of Alternative 1 is the preferred alternative for East Village. Community members, as well as the steering committee, preferred to keep the trail simple and low cost, while adding key amenities such as signage and bicycle racks at trailhead locations. Many public meeting participants and the steering committee members felt that the main priorities were to widen the narrowest portions of the existing trail and to add a boardwalk over the marsh areas. The preferred alternative also proposes shifting the crossing at Dewey's Mills to the east side of the road, reducing the number of road crossings. Participants also felt that there was no need to include flashing pedestrian crossing lights in this location.

FIGURE 4.27: EAST VILLAGE—PREFERRED ALTERNATIVE



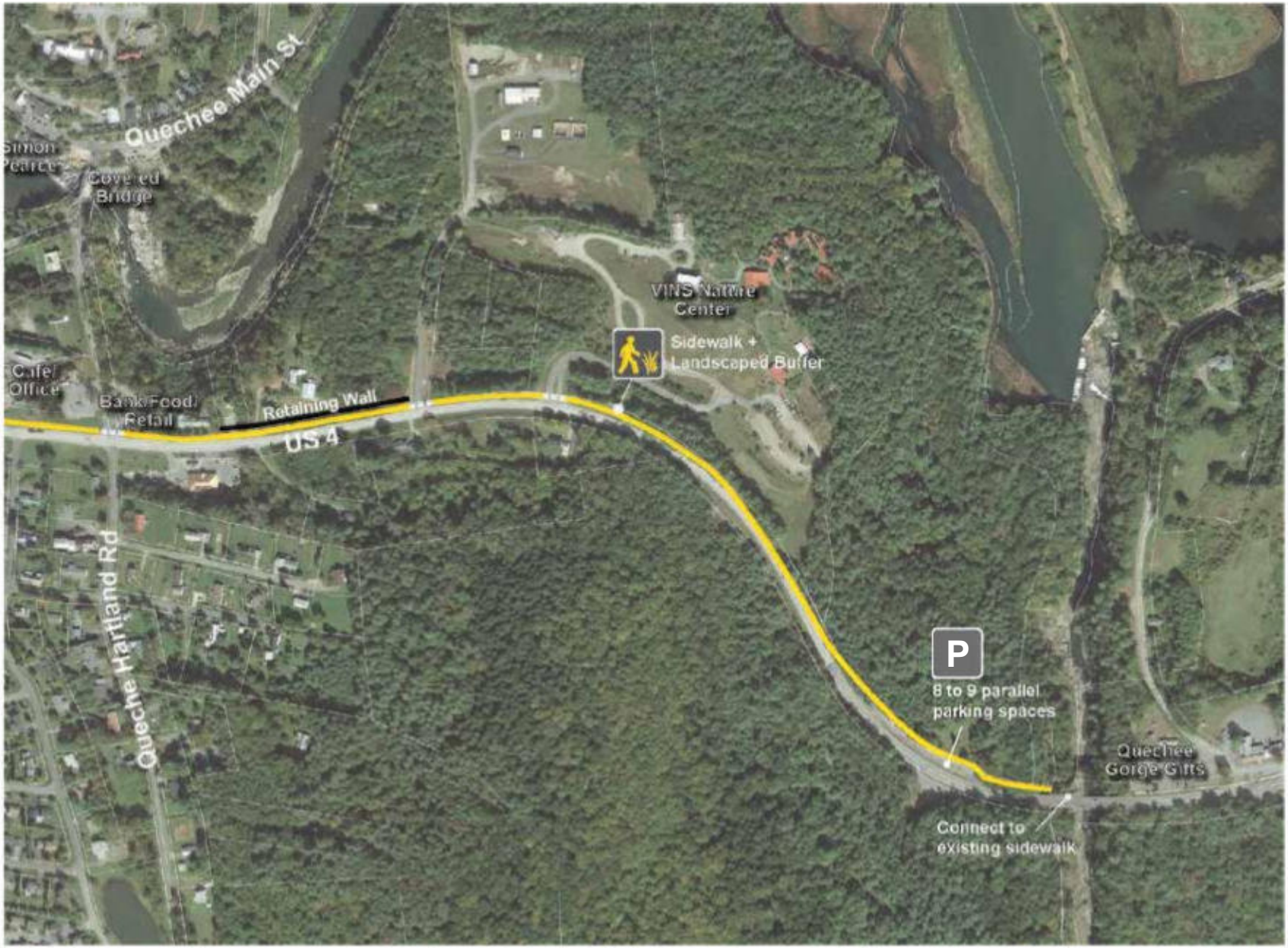

Quechee Lakes
Landowners Assoc
Monahan
& Mahoney
FOOT
Quechee Inn at
Marshland Farm
Quechee Lakes
Landowners Assoc
US Army Corp
Connection to
Quechee Gorge Trail
FOOT
Quechee Lakes
Landowners Assoc
US Army Corp
Porter
Jedediah
Strong House
FOOT
Quechee Lakes
Landowners Assoc
Town of
Hartford
Corn
Field
Trailhead to
Ottauquechee
Trail
Polo Field

US 4

A modified version of Alternative 1B is the preferred alternative for US 4, with a continuous five-foot buffered asphalt sidewalk along the north side so that pedestrians may walk safely between Jake's Quechee Market, VINS, and the Quechee Gorge. The sidewalk would be wide enough to meet ADA accessibility, with a 10-foot landscaped buffer between the path and the roadway to create a comfortable walking environment, as well as allow space for snow storage. Steering committee members felt that a multiuse path was unnecessary for this segment; although, a retaining wall to the west of VINS is recommended to be constructed so that a multiuse path may be accommodated at a future time. The cost estimates reflect the setback needed for the retaining wall to accommodate a 10-foot multiuse path.

FIGURE 4.28: US 4—PREFERRED ALTERNATIVE




Quechee Main St
Covered Bridge
VINS Nature Center
Sidewalk + Landscaped Buffer
Retaining Wall
US 4
Quechee Hartland Rd
P
8 to 9 parallel parking spaces
Quechee Gorge Gifts
Connect to existing sidewalk

SOUTH VILLAGE

Alternative 1 is the preferred alternative for South Village, with a sidewalk proposed on the north side of West Gilson Road and west side of Quechee-Hartland Road. While most residents who participated at the public meeting and online felt that this segment was the lowest in priority, the recommendation for sidewalks is in place for potential development that may help the Town direct future developers.

FIGURE 4.29: SOUTH VILLAGE—PREFERRED ALTERNATIVE



(Endnotes)

1 Additional guidance on Share the Road signage can be found in Chapter 8.3.1 of the VTrans Pedestrian and Bicycle Facility Planning and Design Manual

2 Additional guidance on Radar Speed Feedback Signs can be found in the VTrans publication Guidelines for the Use of Radar Speed Feedback Signs on the State Highway System

3 Federal Highway Administration. Publication Number: FHWA-RD-98-154, Synthesis of Safety Research Related to Speed and Speed Management. July 1998.

4 Reference for types of RSFS's allowed under the MUTCD: http://www.mutcd.fhwa.dot.gov/resources/interpretations/pdf/2_09_79.pdf

5 Additional guidance on Shared Lane Markings can be found in Section 9C.07 of the 2009 MUTCD



5

IMPLEMENTATION

Phasing Strategy

Recognizing that that the Town will not undertake implementation of all the project segments at one time, the Selectboard approved a prioritization strategy that was recommended by the Steering Committee, with input from the community participants, Town staff, and the consultant team. Central Village and US 4 were further subdivided to distinguish priorities within those segments, and also to create sections that would be more feasible in applying for state and federal funding grants.

1. Central Village
    a. Quechee Main Street: A sidewalk along the south side of Quechee Main Street.
    b. Waterman Hill Road: A sidewalk along the west side of Waterman Hill Road, connecting from the existing path on the covered bridge down to the intersection with US 4.
2. West Village – Add signage and a radar feedback sign on Quechee Main Street between the Quechee Club and Central Village.
3. US 4
    a. Waterman Hill to Jake's Quechee Market: A sidewalk with landscaped buffer connecting between Jake's Quechee Market and the sidewalk on the west side of Waterman Hill Road.
    b. Waterman Hill to Quechee Gorge: A sidewalk and landscaped buffer, with the exception of the parcel at the northeast corner with Waterman Hill Road, that connects from Waterman Hill Road to VINS and ultimately connecting to the existing sidewalk at the Quechee Gorge bridge.
4. East Village: Trail and signage improvements to the existing Ottauquechee Trail alignment, as well as added bicycle racks at key access points to the trail.
5. South Village: A sidewalk along the north side of West Gilson Road and the west side of Quechee Hartland Road, connecting to US 4.

The implementation of the recommended improvements in West Village, Central Village, US 4, and South Village occur wholly within the Town's right-of-way. For the East Village segment, the consultant team had several conversations with staff from the Friends of the Ottauquechee Trail (FOOT). The alignment of the preferred alternative overlaps with property owned by Quechee Lakes Landowners Association (QLLA), Army Corp, and the Quechee Inn. In order to receive federal grant funding, FOOT will need to obtain formal easements from those parties in addition to the Memorandums of Understanding (MOU) from private owners.

Procedures

As a first step towards implementing the recommendations from this study, the Town Selectboard has accepted and endorsed this report and its preferred alternatives. The next steps following the approval of this scoping step are (and not necessarily in this order):

- Begin seeking and applying for funding opportunities through grants, bonds, or other sources that the Town considers appropriate.
- Hire a consultant, if needed, to assist with the design of the recommended sidewalks and other improvements.
- Keep Town residents, particularly those who live in Quechee Village, up to date on the process of implementing the recommendations.

Cost Estimates

The construction cost estimate in Table 5.1 shows an overall order of magnitude estimate of the costs associated with improvements throughout the project area. The estimate contains realistic costs, as of 2014, for construction, surveying, engineering, and permitting services where applicable. With the exception of the Ottaquechee Trail, the recommended plans fall within the Town right-of-way with no need to acquire properties outside this limit. There are areas that will require a temporary construction easement from adjacent abutters, however, due to the narrow nature in portions of the study area.

Funding Sources

Funding for the recommendations may be secured from a variety of sources. Below is a list of various funding sources that could be used to help with the implementation of the recommended preferred alternatives.

- Transportation Alternatives Program (TA Funds): TA funds can be used to increase bicycle and pedestrian mobility. These funds will cover a maximum of 80 percent of the project, with a 20 percent match from the Town. TA funds are distributed every year in Vermont through a competitive grant program.
- Bicycle and Pedestrian Program: These Vermont state funds cover bicycle and pedestrian improvement projects specifically and are provided via a competitive grant program. These funds will cover a maximum of 90 percent of the project, with the remaining portion likely coming from the project-sponsoring organization.
- Town Capital Improvement Plan: The Town could opt to use funds from its Capital Improvement Plan to undertake one or several of the phases at once. There may be efficiencies by having a larger portion of a sidewalk constructed at one time.
- Developer Mitigation or Impact Fees: As new development projects are built, the Town may impose a mitigation or impact fee that will help finance capital improvements needed as a result of added traffic or population growth.
- Community Sponsorship or Private Fundraising: The Town could work to raise private funds for the new sidewalks or other pedestrian improvements, at least in part, possibly with some memorial that acknowledges the contributions.

TABLE 5.1: OVERALL APPROXIMATE COST ESTIMATE

				WEST VILLAGE		CENTRAL VILLAGE (Quechee Main Street)		CENTRAL VILLAGE (Waterman Hill Road)		EAST VILLAGE		US 4 WEST (Waterman Hill to Jakes)		US 4 EAST (Waterman Hill to Gorge)		SOUTH VILLAGE	
				Sign Package		South Side Sidewalk		West Side Sidewalk		Natural Trail + Signage		North Side Sidewalk		North Side Sidewalk		North Side Sidewalk	
		Unit	Price	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Clearing and Grubbing	LS	VAR	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
2	Common Excavation	CY	$ 10.00	0	$ -	870	$ 8,697	870	$ 8,696	0	$ -	324	$ 3,244	2111	$ 21,111	1074	$ 10,741
3	Trench Excavation	CY	$ 15.00	0	$ -	948	$ 14,222	710	$ 10,650	0	$ -	0	$ -	0	$ -	0	$ -
4	Cold Planing Asphalt	SY	$ 2.50	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
5	Subbase of Dense Graded Crushed Stone	CY	$ 35.00	0	$ -	383	$ 13,389	353	$ 12,367	0	$ -	297	$ 10,409	741	$ 25,926	537	$ 18,796
6	Bituminous Concrete	TON	$ 135.00	0	$ -	188	$ 25,313	162	$ 21,870	0	$ -	274	$ 36,956	986	$ 133,144	544	$ 73,406
7	New Granite Curb	LF	$ 35.00	0	$ -	1600	$ 56,000	710	$ 24,850	0	$ -	0	$ -	330	$ 11,550	0	$ -
8	Remove & Reset Granite Curb	LF	$ 20.00	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
9	5" Concrete Sidewalk	SY	$ 70.00	0	$ -	860	$ 60,200	361	$ 25,278	0	$ -	0	$ -	0	$ -	0	$ -
10	8" Concrete Sidewalk	SY	$ 80.00	0	$ -	183	$ 14,667	17	$ 1,333	0	$ -	0	$ -	0	$ -	0	$ -
11	Off Road Trail - Bench Cut, Mulched Trail	LF	$ 100.00	0	$ -	0	$ -	0	$ -	355	$ 35,550	0	$ -	0	$ -	0	$ -
12	Off Road Trail - Boardwalk	LF	$ 300.00	0	$ -	0	$ -	0	$ -	286	$ 85,666	0	$ -	0	$ -	0	$ -
13	Off Road Trail - Crushed Gravel Surface	LF	$ 30.00	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
14	Off Road Trail - Hayed Trail Surface	LF	$ 15.00	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
15	Off Road Trail - Mulched Trail Surface	LF	$ 15.00	0	$ -	0	$ -	0	$ -	1701	$ 25,519	0	$ -	0	$ -	0	$ -
16	Off Road Trail - Natural Surface (mowed/cleared)	LF	$ 15.00	0	$ -	0	$ -	0	$ -	5863	$ 87,938	0	$ -	0	$ -	0	$ -
17	New Catch Basin	EA	$ 3,000.00	0	$ -	4	$ 12,000	2	$ 6,000	0	$ -	3	$ 9,000	3	$ 9,000	0	$ -
18	Rehab Existing Catch Bsin	EA	$ 2,000.00	0	$ -	3	$ 6,000	1	$ 2,000	0	$ -	0	$ -	0	$ -	0	$ -
19	18" Corregated Polyethelyne Pipe (CPEP)	LF	$ 45.00	0	$ -	2250	$ 101,250	700	$ 31,500	0	$ -	200	$ 9,000	400	$ 18,000	0	$ -
20	Remove & Reset Fence	LF	$ 15.00	0	$ -	130	$ 1,950	200	$ 3,000	0	$ -	0	$ -	200	$ 3,000	200	$ 3,000
21	Concrete Block Gravity Retaining Wall	SF	$ 50.00	0	$ -	2400	$ 120,000	2500	$ 125,000	0	$ -	0	$ -	6200	$ 310,000	0	$ -
22	Hand Rail	LF	$ 100.00	0	$ -	100	$ 10,000	0	$ -	0	$ -	0	$ -	0	$ -	0	$ -
23	Pavement Markings	LF	$ 1.00	0	$ -	1600	$ 1,600	700	$ 700	500	$ 500	1600	$ 1,600	2000	$ 2,000	500	$ 500
24	Traffic Signs	EA	$ 250.00	5	$ 1,250	10	$ 2,500	4	$ 1,000	26	$ 6,500	4	$ 1,000	4	$ 1,000	4	$ 1,000
25	Radar Speed Feedback Signs/RFB Crosswalk Signs	EA	$ 3,500.00	2	$ 7,000	0	$ -	0	$ -	2	$ 7,000	0	$ -	0	$ -	0	$ -
26	Bicycle Parking Racks	EA	$ 1,000.00	0	$ -	0	$ -	0	$ -	3	$ 3,000	0	$ -	0	$ -	0	$ -
27	Landscaping	LS	VAR	0	$ -	5000	$ 5,000	5000	$ 5,000	500	$ 500	5000	$ 5,000	10000	$ 10,000	5000	$ 5,000
28	Mobilization / Demobilization	LS	8%	0	$ 660		$ 36,230		$ 22,340	0	$ 20,180		$ 6,100		$ 43,580		$ 9,000
29	Traffic Control	LS	10%	0	$ 900		$ 48,910		$ 30,160	0	$ -		$ 8,240		$ 58,840		$ 12,150
			Subtotal		$ 9,900		$ 538,000		$ 331,800		$ 272,400		$ 90,600		$ 647,200		$ 133,600
			Contingency (25%)		$ 2,500		$ 134,500		$ 83,000		$ 68,100		$ 22,700		$ 161,800		$ 33,400
			Total Estimated Construction Cost		**$ 12,400**		**$ 672,500**		**$ 414,800**		**$ 340,500**		**$ 113,300**		**$ 809,000**		**$ 167,000**
			Engineering (15%)		$ 1,500		$ 80,700		$ 49,800		$ 40,900		$ 13,600		$ 97,100		$ 20,100
			Permitting (5%)		$ 700		$ 33,700		$ 20,800		$ 17,100		$ 5,700		$ 40,500		$ 8,400
			Resident Engineering + Inspection (10%)		$ 1,300		$ 67,300		$ 41,500		$ 34,100		$ 11,400		$ 80,900		$ 16,700
			Right of Way (var)	0%	$ -	1%	$ 6,800	2%	$ 8,300	3%	$ 10,300	0%	$ -	0%	$ -	3%	$ 5,100
			Total Cost for Design & Construction		**$ 16,000**		**$ 861,000**		**$ 536,000**		**$ 443,000**		**$ 144,000**		**$ 1,028,000**		**$ 218,000**

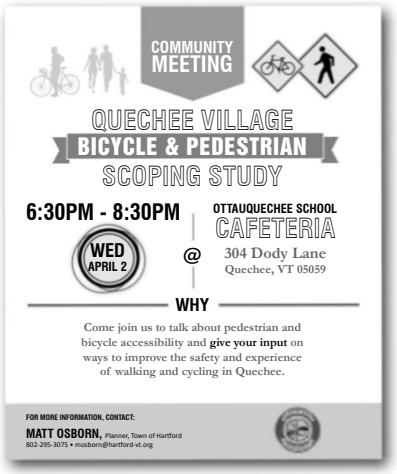

Existing Trails

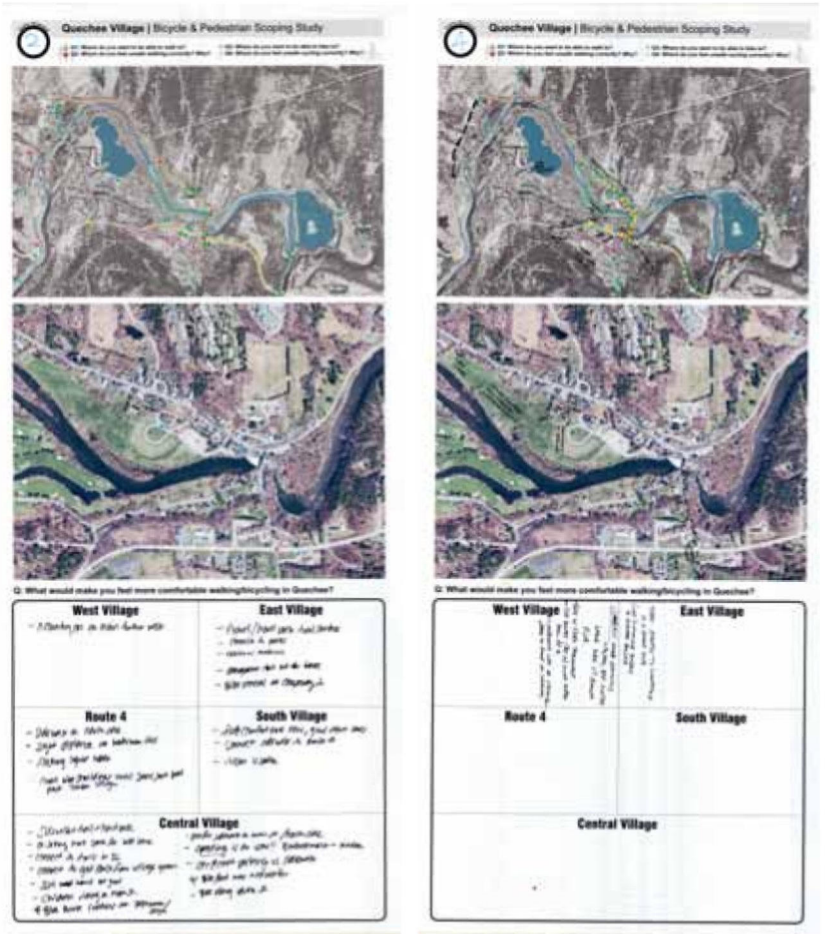
A1

PUBLIC INVOLVEMENT

Local Concerns Meeting – April 2, 2014

A Local Concerns Meeting was held on Wednesday, April 2, 2014 to solicit comments from the public on pedestrian and bicycle accessibility in Quechee. The meeting was advertised broadly and attended by over 30 members of the community. Staff from the Town of Hartford and members of the Consultant team presented on existing conditions, right of way considerations, and best practices for streetscapes and trail design. Following the brief presentation, the bulk of the public meeting was devoted to an interactive and facilitated discussion session with participants, who were organized in table groups and reported back their group's discussion to the wider audience at the end of the meeting.

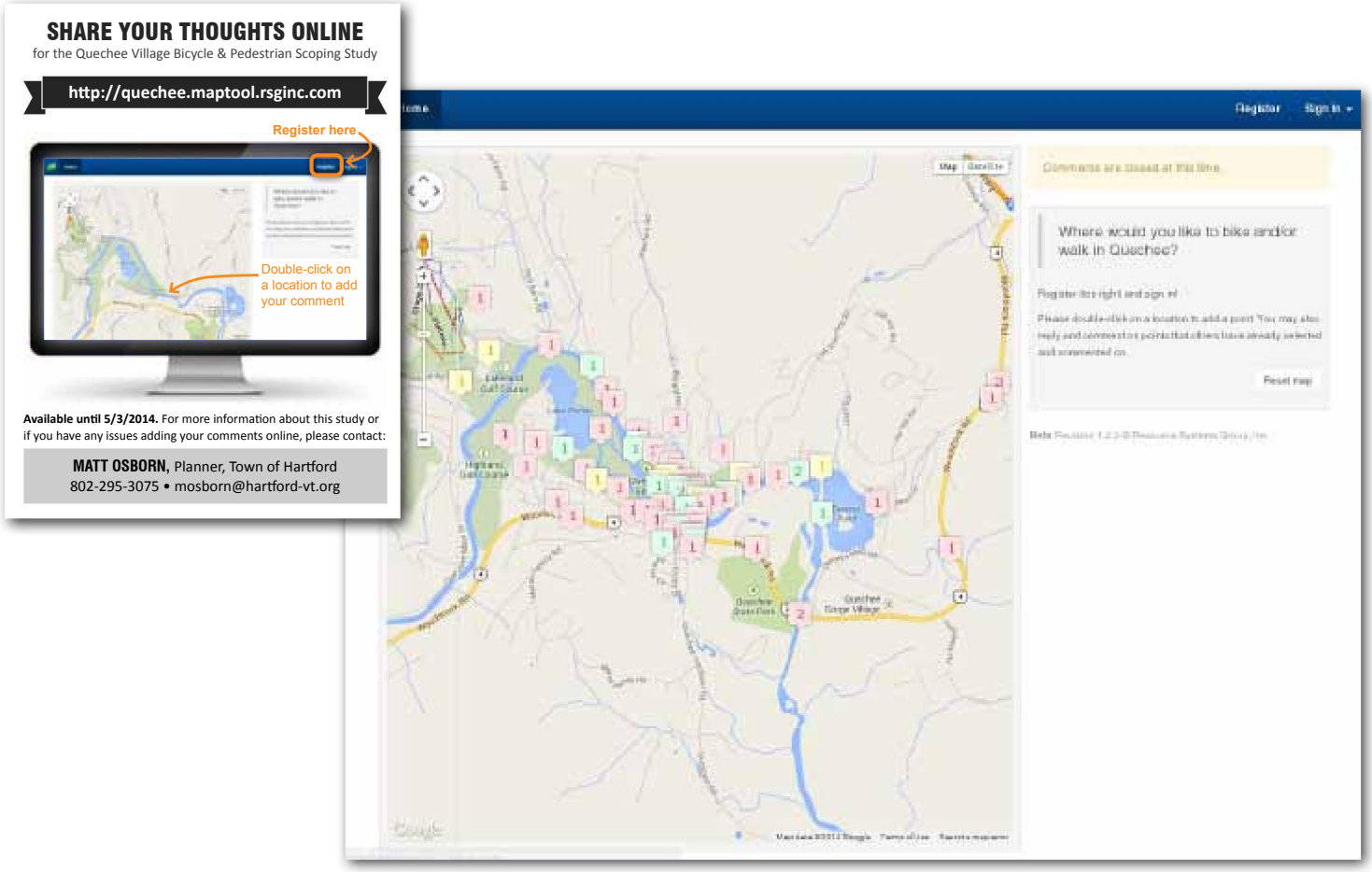




rTownTM Online feedback

Following the Local Concerns Meeting, RSG created rTownTM, an online interactive map to crowdsource geo-located comments from community members to help continue the conversation online. Participants were able to add their comments on where they would like to bike and walk by placing markers on specific locations, as well as view others' comments and reply and/or vote on them.

From April 3rd through May 3rd, the online interactive mapping tool was available to any user that registered. The Town posted the web link (http://quechee.maptool.rsginc.com) on its website and distributed flyers at the various community events to encourage greater public participation and ease of access.



OUTREACH FEEDBACK

In total, rTownTM generated 58 direct responses and four responses submitted via e-mail that were added to the website by the consultant team. The consultant team added 36 comments summarizing what was said at the Local Concerns Meeting to elicit additional feedback from online participants.

Figure A1 shows the words that appeared more frequently in the comments. The most prominent words were "Quechee", "Main Street", "sidewalk", "along", "road". Unsurprisingly, the segments that generated the most number of comments were along Quechee Main Street, Waterman Hill Road, and at the intersection of Waterman Hill Road and US 4.

Figure A2 organizes all the comments by topic and location, showing that the majority of respondents focused their feedback on pedestrian facilities, with safety being the second most popular topic. While the comments on walking are distributed throughout the entire study area, safety and bicycle comments are concentrated along Quechee Main Street near the village center and green, and along Waterman Hill, particularly at the intersection with US 4.

Figure A3 summarizes the comments by location and general sense of comfort while walking and/or bicycling at each location. The majority of the comments focused on Quechee Main Street, with the bulk of respondents wanting traffic calming enhancements, sidewalks, shared lane markings, or other ways to improve walking and bicycling in this corridor. A few respondents commented that they would rather bike and pedestrian facilities be off of Quechee Main Street and focus on improving the roadway and maintain the rural character and privacy for residents that live on the street. However, no one feels comfortable walking, bicycling, or crossing along Quechee Main Street today.

The areas where people currently do feel comfortable walking and bicycling are off of the main roads, such as on West Gilson Avenue or the loop along the south side of the golf course (River St/Murphy's Rd/Lakeland Dr).

FIGURE A1: RTOWNTM RESPONSE WORDLE

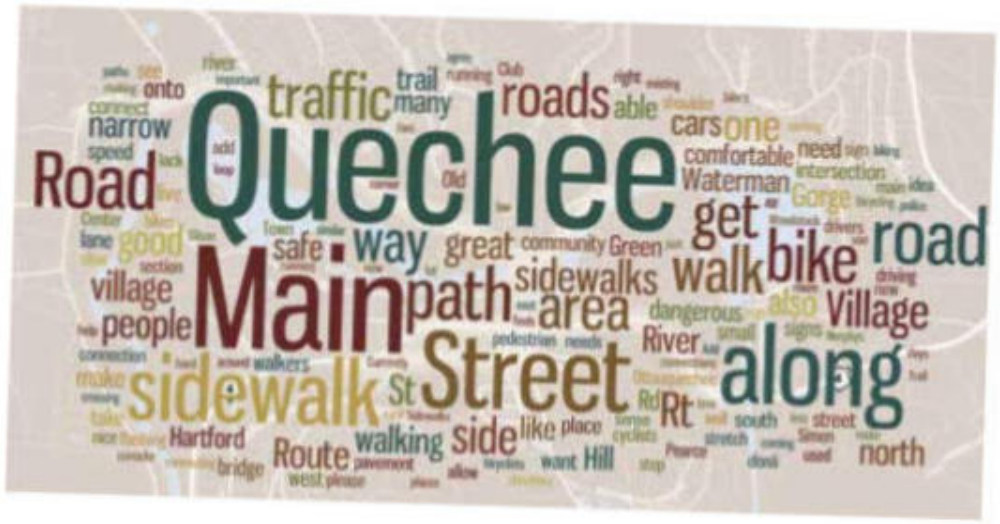


FIGURE A2: RTOWNTM RESPONSES BY TOPIC

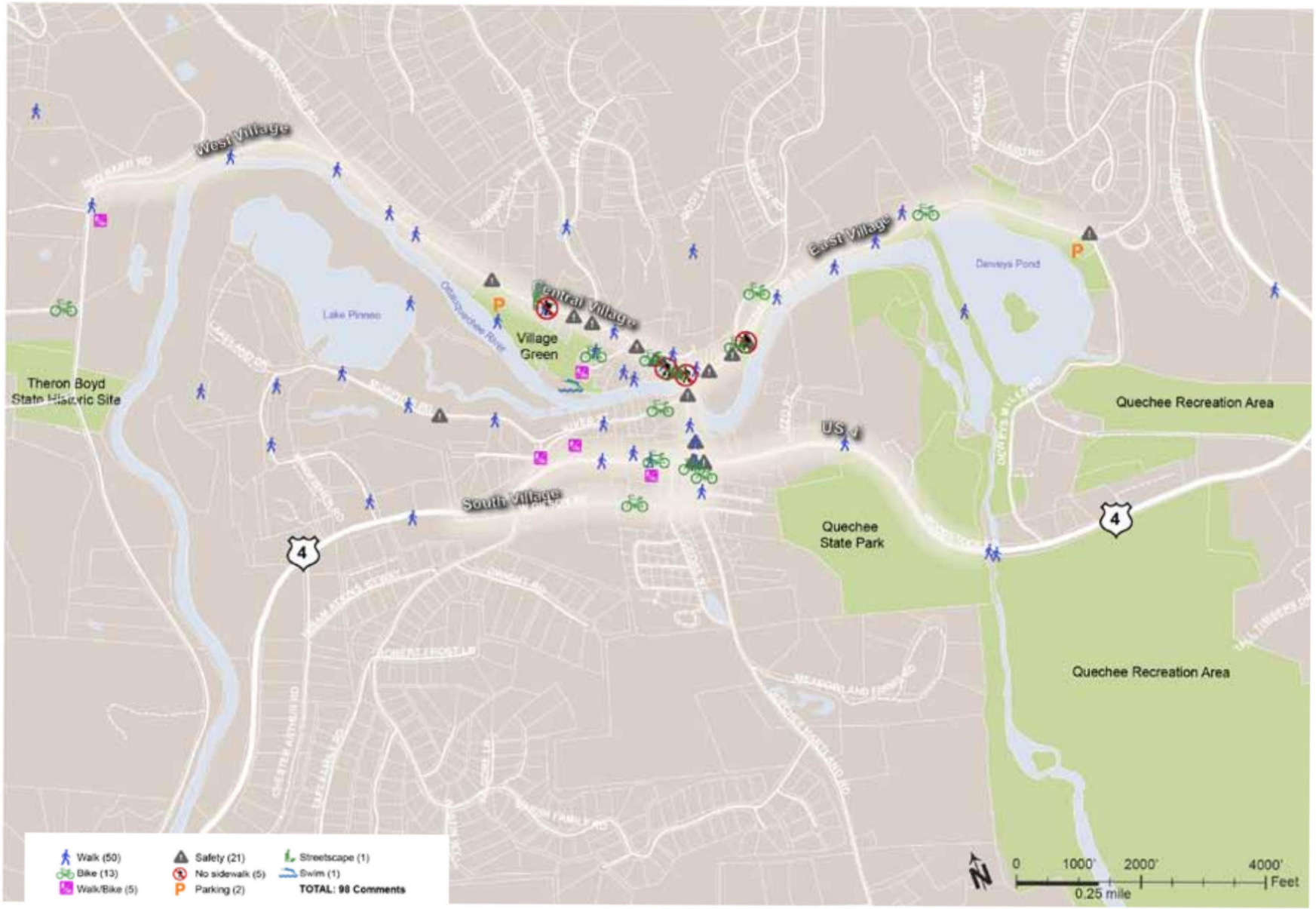


FIGURE A3: RTOWNTM RESPONSES SUMMARY

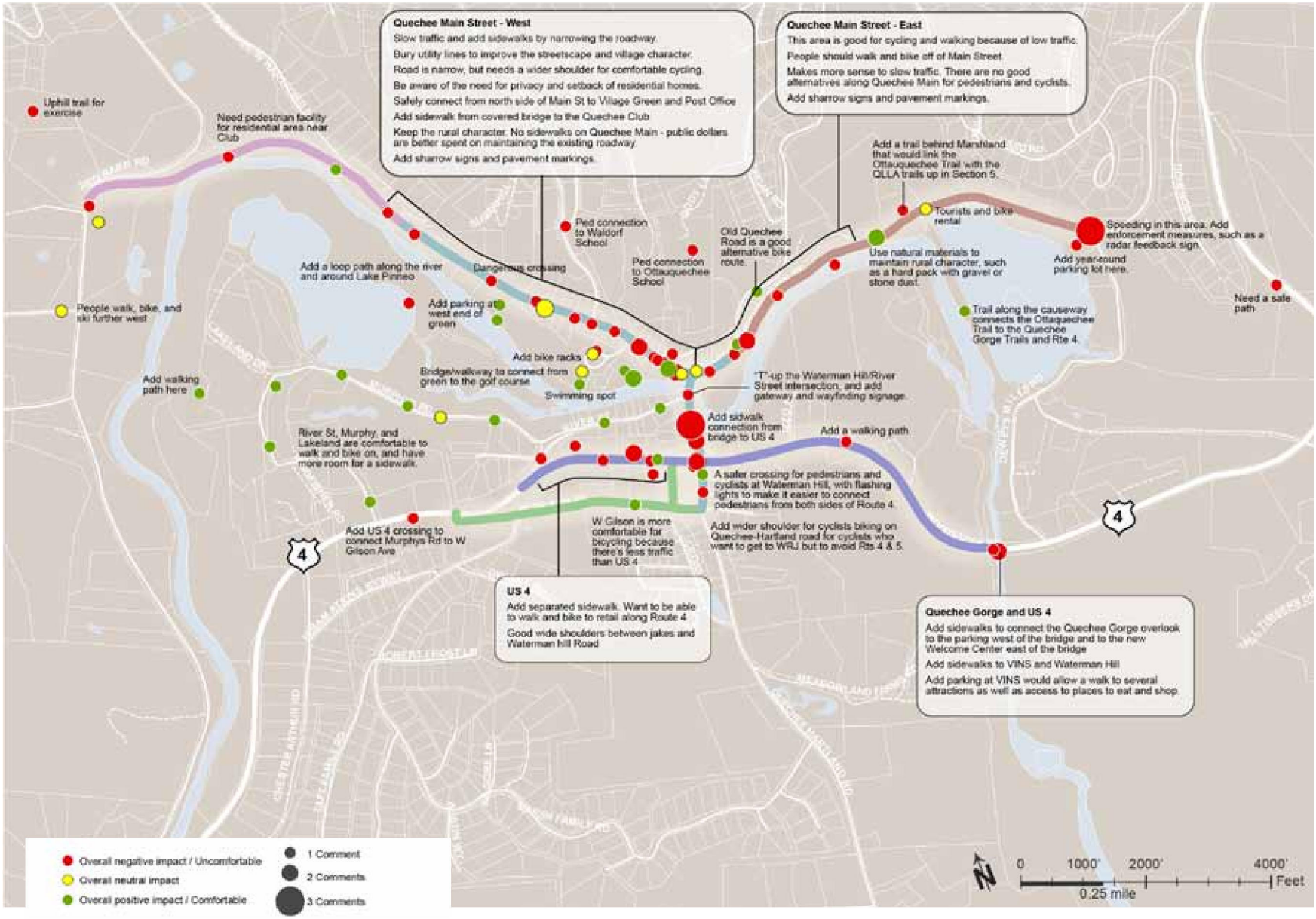
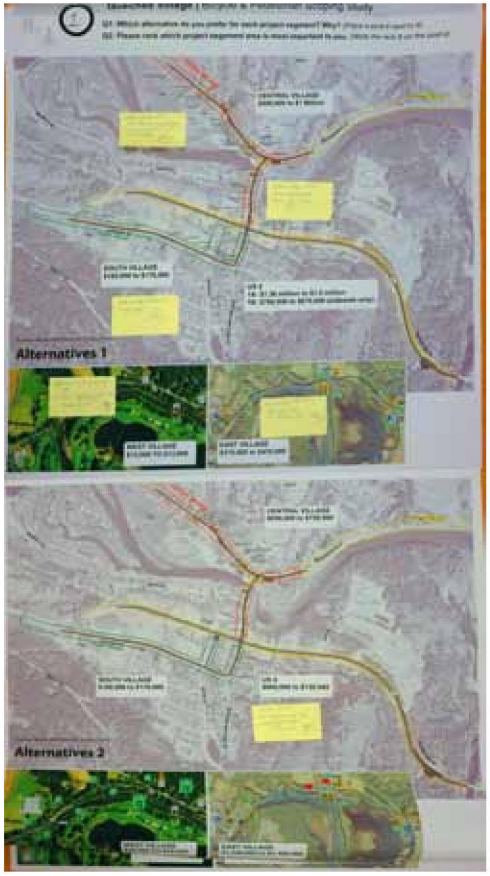


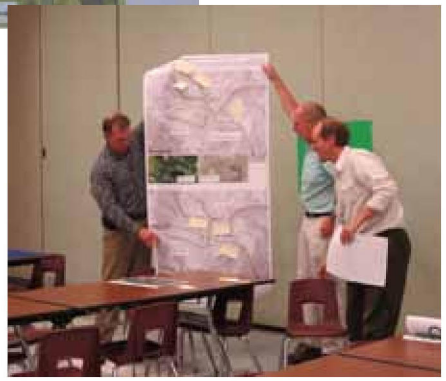
FIGURE A4: PUBLIC MEETING RESULTS











Public Meeting 2 – September, 23, 2014

The second public meeting was held on Tuesday, September 23, 2014 to present and gather feedback on alternative plans for improving the safety and experience of walking and bicycling in Quechee. The meeting was attended by 18 community members. Staff from the Town and members of the Consultant team presented on the project overview, the results of the previous public outreach efforts, the proposed alternatives for each of the five project segment areas, and preliminary cost estimates for each. Following a half hour presentation, participants divided into three groups to discuss their preferred alternative approach, the reason for their selection, and a priority rank for which project segments they felt were most important. At the end of the evening, each group reported on their discussion outcome to all public meeting participants.

OUTREACH FEEDBACK

There was overall agreement that Central Village was the highest priority area and that a sidewalk on the west side of Waterman Hill Road and along the south side of Main Street were the preferred options. There was also general agreement that a sidewalk in South Village was lower priority. The groups all favored a less intensive and lower cost option for West and East Village. The group varied most on their preferences for US 4. While all groups agreed that it should be a continuous 10' shared use path, two groups felt it was higher priority and were fine with it crossing to the south side east of Waterman Hill to better serve the residential community on the south side, reduce cost, and bypass ROW constraints. One group felt it was the lowest priority, but that an eventual connection to River Street would create a nice walking loop.

Table A1 lists each group's alternative preference and how they ranked it in order of priority and importance. Group 2 was split between prioritizing East Village and West Village.

TABLE A1: PUBLIC MEETING RESULTS (RANK)

GROUP	WEST VILLAGE	CENTRAL VILLAGE	EAST VILLAGE	US 4	SOUTH VILLAGE
1	Alt 1 modified (#4)	Alt 1 (#1)	Alt 1 modified (#3)	Alt 2 modified (#2)	No Build (#5)
2	Alt 1 modified (#3B)	Alt 1 (#1)	Alt 1 modified (#3A)	Alt 2 modified (#2)	Alt 1 (#5)
3	Alt 1 (#2)	Alt 1 (#1)	Alt 1 modified (#3)	Alt 1 modified (#5)	Alt 1 (#4)

Below details the notes from each group, by project segment.

West Village

- Alt 1 modified: Add the shared lane pavement markings to make cyclists and drivers (many of whom are visitors) aware of sharing the road. No radar feedback sign needed.
- Alt 1 modified: A hybrid version of Alt 1 and 2, with fewer wayfinding signs and no sharrows because they are unnecessary and a maintenance headache. Signs should not be so bike-focused.
- Alt 1: Less signs

Central Village

- Alt 1: South side of Quechee Main Street has more activities, whereas north side already has wider shoulders. Continue along Waterman Hill on same side as bridge.
- Alt 1: Preferred South sidewalk at least to library but ideally to west end of park to form a recreation loop for walkers without the need to cross Main St (unless going to library or a business)West side on Waterman Hill to connect with covered bridge path is priority.
- Alt 1: South side sidewalk is where most businesses are, including the post office. Create path from sidewalk to Coldwell-Banker down to the post office.

East Village

- Alt 1 modified: Prefer the lower cost option, keep the trail simple. No need to add pedestrian crossing lights.
- Alt 1 modified: Leaned more toward less expensive option but a few strong opinions from folks that did not think a boardwalk far east end was necessary at all (mowed path was fine)
- Alt 1 modified: Prioritize the trailhead and boardwalks along the marsh area. Then the retaining wall by Mill Run and hard pack by the river.

US 4

- Alt 2 modified: Prefer to have continuous shared use path from Jake's Quechee Market all the way to Quechee Gorge to provide a safe connection for kids to ride their bike from destination to destination. Liked the south side SUP east of Waterman Hill because it provided good access to Quechee Gorge Village for the residential community south of US 4.
- Alt 2 modified: Liked 10' SUP on north side of road west of Waterman; east of Waterman, could go either way (didn't want to cross Route 4 twice but didn't like the pinchpoints at each end)
- Alt 1 modified: North side 10' multiuse path and bring it as a sidewalk connection from Jake's Quechee Market to River Street.

South Village

- No Build: This area is not heavily trafficked.
- No Build: Lowest priority. found improvement entirely unnecessary. W Gilson is low volume and easily walkable; nearly all kids are dropped off at the Christian Academy School; liked cul de sac idea as long as bikes could get through - seen as a VTrans decision though.
- North side on W Gilson to connect to the school.

Online Alternatives Web Survey

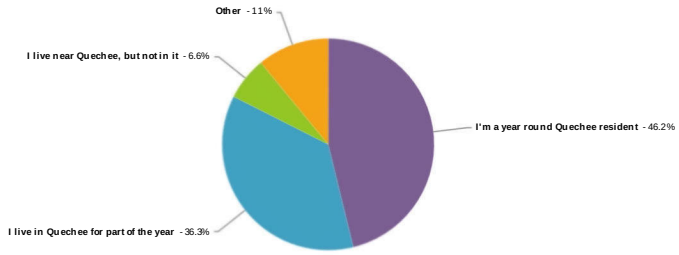
An online survey was made available for a little over a month to solicit feedback from those who could not attend the meeting or had additional thoughts. The web survey generated 91 responses in the month between September 8, 2014 and October 12, 2014.

FIGURE A5: ONLINE ALTERNATIVES WEB SURVEY RESULTS

New Summary Report - 13 October 2014

Survey: Quechee Bike and Pedestrian Survey

1. Tell us about yourself.

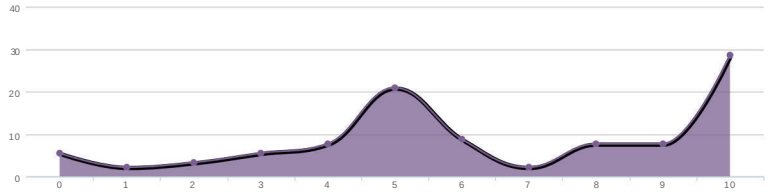


I'm a year round Quechee resident	46.2%		42
I live in Quechee for part of the year	36.3%		33
I live near Quechee, but not in it	6.6%		6
Other	11.0%		10
		Total	91

Responses "Other"	Count
Left Blank	82
Hartford resident	1
I have an office in Quechee & live nearby	1
I live on the quechee-west hartford road	1
I own a second home in Quechee and come on weekends.	1
I work in Quechee	1
Lebanon,N.H. resident	1
We use our home in Quechee often	1
Weekends	1
vacation home in Quechee	1
Quechee Covered Bridge beside Simon Pearce was over done. Drivers and passengers expect to enter a place like Greenwich Connecticut. The right hand side of main street, entering Quechee, requires marketing and commercial	1

development.

2. How often do you walk or hike around Quechee? If never, why not?

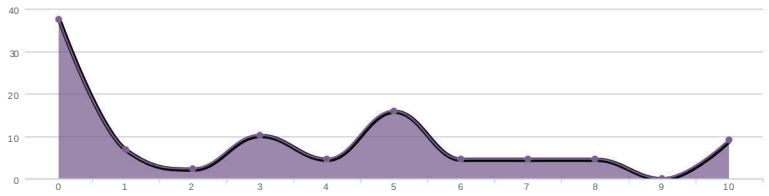


Statistics	
Sum	587.0
Average	6.5
StdDev	3.1
Max	10.0
Total	91

Comments

Count	Response
1	Also bike and xc ski around Quechee
1	And I would walk much more with safer roads.
1	I avoid roadways which leaves limited choice for walking areas.
1	I do wish that there were better walking paths, especially sidewalks
1	I live in the village and walk to the green with my dogs.
1	I stay off the roads where there are no sidewalks because there often is no shoulder.
1	I walk around Q all the time!
1	I walk around Quechee, and bike around Quechee all the time.
1	It's sometimes very scary. I don't understand why nobody has been hit.
1	Just around Main Street. Not much to walk to.
1	Last of safe sidewalks- I go to hanover instead!!
1	Mainly from 3755 Quechee Main Street to Club House and towards Taftsville Bridge
1	No path to do so!
1	No sidewalks. We've had our home in Quechee for 18 years.
1	Particularly after golf and tennis are over.
1	TOO MUCH TRAFFIC. UNSAFE
1	Walk and run.
1	Walk my dog
1	We have a dog and walk around all the time.
1	mostly River Street to Lake Pinneo, or across the bridge to the Post Office
1	usually around the green and onto the bridge. Walk around the gorge
1	I often walk/run to the Quechee Green from Lakeland Village. I would like safer access (sidewalks) to Rt. 4 shops, the Quechee Club and Dewey's Pond/the Quechee Inn. For exercise and to cut down on vehicle usage.
1	Recently we wanted to walk from River Stone's to Quechee Main Street but quickly bagged that idea because it didn't look particularly safe or inviting.
1	My family and I walk and or run almost everywhere. My wife and kids run a loop from Lakeland Village to the bridge, down to the club and over the cart path back to Lakeland every day in the summer. My son also runs down toward the Quechee Inn and into Dewey's landing. Sidewalks in these areas would be much safer for them.
1	I have lived here for over 25 years and am never tired of the vistas or paths and often am discovering new ones. It's excellent for both biking and walking.
1	We walk and spend time near the bridge but don't walk on Main Street where there are no sidewalks
1	we live up the hill from the town and walk down the hill to Simon Pearce, the falls and the green almost every day we are there. Other than walking near the river between Simon Pearce and the green there is no good walking in Quechee, particularly between the road down to the circle on the green and Willard Rd. There should be sidewalks at a minimum there, and between the old library and the road to the circle on the green.
1	Extremely dangerous for pedestrians. Around Simon Pierce especially. People are not looking and going fast and combine that with pedestrians and it's a wonder more accidents don't happen
1	I walk/hike/jog around Quechee most days, but it is restricted by time and location due to traffic and lack of sufficient sidewalks and pathways. I tend to go very early in the morning before traffic increases, but it is now getting darker with shorter days, which is a problem. I wear a headlamp, which helps, but there are days when walking/jogging is very nerve-wracking, and other days when it is totally not safe.
1	Would walk more if it were not so dangerous. Main Street and Old Quechee Road are racetracks with no sidewalks.
1	If there was a side walk down the hill, (near Riverstones), we would walk to the Post Office, and playing fields more often.
1	I walk around Quechee frequently with my dog. This is my principle way to exercise and to visit the library and collect my mail
1	The Village is not pedestrian friendly. It should be a pleasure to walk from the post office to the library or the covered bridge.
1	I don't walk because there are no sidewalks! I sometimes hazard a run but it feels risky. I don't let my kids walk except on the golf courses.

3. How often do you bike around Quechee? If never, why not?

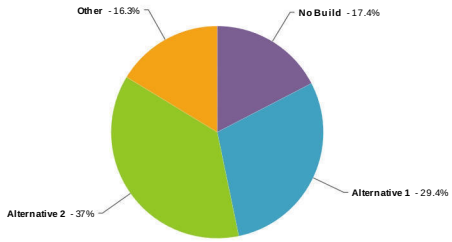


Statistics	
Sum	287.0
Average	3.3
StdDev	3.3
Max	10.0
Total	88

Comments

Count	Response
1	Biking around Quechee is too dangerous for me. The roads are barely wide enough for cars.
1	Don't have a bicycle.
1	Don't have a bike.
1	Don't own a bike but there are many that ride along Main Street.
1	Don't own a bike. Live on a hill.
1	From 3755 QMS to Post Office and Stores on RT 4.
1	I bike to thePost Office, out Quechee Main Street, and to work.
1	I do not bike in Quechee very often as there are no bike lanes or sidewalks
1	I don't enjoy bike riding so I never bike. I always walk.
1	I don't live in Quechee, and I drive to work.
1	I dont have a bike
1	I feel it can be dangerous at certain times of the year due to the lack of a bike lane.
1	I never have a problem, I ride single file, the car speed limit is 25mph
1	I walk the dog.
1	I would bike more if there were bike lanes/trails
1	Main Street is dangerous for bike riding especially where there is guard rail
1	Never learned to bike and sure wouldn't want to try on these traveled roads
1	No biking for years. Too hilly here. No bike rack.
1	No path to do so!
1	Not as bad as walking but still, there is no shoulder and cars go way over the speed limit.
1	Road too narrow for cars and bicycles
1	Roads too narrow
1	Same comments as above
1	Same reasons as above except here there are no cycle lanes.
1	TRAFFIC
1	There is no bike lane so the River Road area is the only moderately safe area
1	Too dangerous to bike on Quechee Main St and Rt. 4
1	Too scary with no shoulder
1	biking is not my thing
1	find it too dangerous
1	not interested in bike riding
1	not safe
1	prefer to walk, snowshoe
1	would more often with better roads, especially Waterman Hill and Rte. 4.
1	We need safe bicycle paths- there are no shoulders. A dedicated bike/walk lane would do great things for our community!
1	I like to go biking on the weekends and to go on Quechee Main Street since it is relatively flat and not terribly hilly like other streets in Quechee. As with walking, it can be nerve-wracking and not safe when traffic is heavy. I use lights on my bike, but I still have cars passing me when there are oncoming cars at the same time.
1	My children are still young and I don't feel it is safe for them on the narrow road of central village. We would like to be able to bike from Wheelock Rd. over to Lake Pineo.
1	The roads are not conducive to biking. Very dangerous in my opinion. I would love to bike, but my wife is not comfortable doing it on those roads.
1	I would bike if I didn't have a dog to walk or if I thought it were a safe means of transportation
1	I would love to bike more with my daughter but am afraid of the traffic on the roads where there isn't a bike path or pedestrian walk way.
1	Ideally there would be a designated bike lane, with clearly marked boundaries for bicyclists and cars alike.
1	the only problem is the traffic in summer but that can't be avoided and it's really only an issue on Main St.

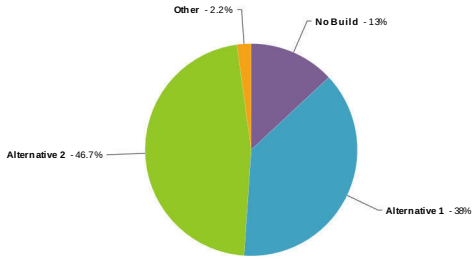
4. Which alternative do you prefer for West Village?



No Build	17.4%		16
Alternative 1	29.4%		27
Alternative 2	37.0%		34
Other	16.3%		15
	Total		92

Responses "Other"	Count
Left Blank	77
Alt. 2 plus sidewalks	1
Alternative 1 would be better with a shared lane marking for the cyclists.	1
Alternative 2 plus a bike lane.	1
Cannot understand maps	1
I would like more sidewalks installed.	1
Just putting up signs will do nothing. Widen the shoulder.	1
No radar sign - useless	1
build paths	1
mix of 1 and 2 (more 1 than 2)	1
sidewalk in downtown area where there is the most foot traffic plus alt 1	1
speed limit is 25 on Main Street and 35 after fork	1
too expensive for just signs	1
Alt 2 has too many signs. Bike lane markings have to be repainted after a couple winters. SIgns alerting motorists that this is a bike corridor and the signs at each end for bike info seem to be enough to me	1
Option 1 is ridiculous and would be a waste of money. At a minimum, we need to have dedicated lanes for pedestrians/cyclists.	1
Don't waste money on signs. Cars do not obey speed limit sighns today and new signs will not make a difference. Waste of money	1

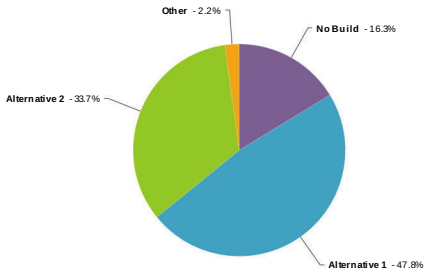
5. Which alternative do you like more for Central Village?



No Build	13.0%		12
Alternative 1	38.0%		35
Alternative 2	46.7%		43
Other	2.2%		2
	Total		92

Responses "Other"	Count
Left Blank	90
too costly for such a short area for walking	1
alt 1 expensive but sidewalks on south side of Main Street walks people through residents living room!	1

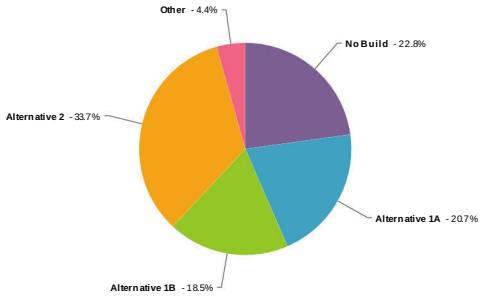
6. Which alternative do you prefer for East Village?



No Build	16.3%		15
Alternative 1	47.8%		44
Alternative 2	33.7%		31
Other	2.2%		2
	Total		92

Responses "Other"	Count
Left Blank	90
too costly	1
no parking parks etc. just some signage and road markings would be enough. I think we're getting a bit carried away.	1

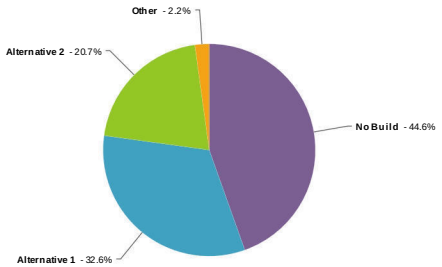
7. Which alternative do you prefer for US 4?



No Build	22.8%		21
Alternative 1A	20.7%		19
Alternative 1B	18.5%		17
Alternative 2	33.7%		31
Other	4.4%		4
	Total		92

Responses "Other"	Count
Left Blank	88
No Bike Lane on Rt4. Too much heavy traffic. Bike on Q Main St and Old Rt 4.	1
not an area where people will want to walk due to all the traffic on Rt 4	1
Support AASHTO bike lanes on Vt. 4 and off road path f along south bank of Ottaquechee from covered bridge to Quchee Gorge	1
A pedestrian sidewalk on River St. up the back of Jake's to Rt. 4. Much safer walk from Bridge and Murphy's Farm.	1

8. Which alternative do you prefer for South Village?



No Build	44.6%		41
Alternative 1	32.6%		30
Alternative 2	20.7%		19
Other	2.2%		2
	Total		92

Responses "Other"	Count

Left Blank	90
Either	1
Add the cul-de-sac to this plan and add a side walk on the south side of Rt 4 from Waterman intersection to the donut shop	1

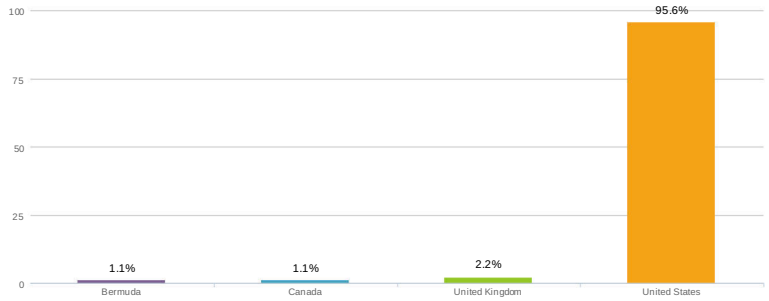
9. Please order in importance which project segment area is most important to you.

	Score*	Overall Rank
Central Village	402	1
West Village	303	2
East Village	264	3
US 4	226	4
South Village	139	5

Total Respondents 90

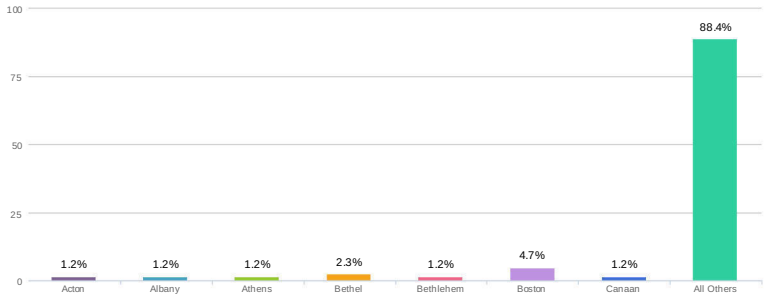
*Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

Source Countries



Bermuda	1.1%		1
Canada	1.1%		1
United Kingdom	2.2%		2
United States	95.6%		86
	Total		90

Source Cities



Acton	1.2%		1
Albany	1.2%		1
Athens	1.2%		1
Bethel	2.3%		2
Bethlehem	1.2%		1
Boston	4.7%		4
Canaan	1.2%		1
Claremont	1.2%		1
Cordova	1.2%		1
Dudley	1.2%		1
Elkridge	1.2%		1
Enfield	1.2%		1
Essex Junction	1.2%		1
Friendship	1.2%		1
Greenwich	1.2%		1
Hamilton	1.2%		1
Hanover	5.8%		5
Irvington	1.2%		1
Laguna Niguel	1.2%		1
Lebanon	16.3%		14
Lee	1.2%		1

Manchester	1.2%		1
Marlborough	1.2%		1
Medway	1.2%		1
Montpelier	2.3%		2
Mount Laurel	5.8%		5
Nelson	1.2%		1
New York	3.5%		3
Norristown	1.2%		1
North Grafton	1.2%		1
Oakland	1.2%		1
Ottawa	1.2%		1
Raynham	1.2%		1
Redhill	1.2%		1
Rindge	1.2%		1
River Forest	1.2%		1
Rockville Centre	1.2%		1
Saint Albans	1.2%		1
Shelley	1.2%		1
Southborough	1.2%		1
Walpole	1.2%		1
Waterbury	2.3%		2
West Chester	1.2%		1
West Lebanon	8.1%		7
West Newton	1.2%		1
White River Junction	4.7%		4
Woodside	1.2%		1
Worksop	1.2%		1
		Total	86

A2

ARCHAEOLOGICAL SITE INSPECTION

Archaeological Site Inspection for the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont

Project Description

The Town of Hartford, with the assistance of Resource Systems Group, proposes the Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont (Figure 1). The proposed project will construct sidewalks along several stretches or roadway in and adjacent to Quechee, Vermont (Figure 2). Sidewalks currently exist on Route 4 between Quechee Gorge Village and Quechee Gorge and short sections of sidewalks exist on Quechee Main Street from the Quechee Covered Bridge west to Bluff Road and on Waterman Hill from Quechee Main Street to the south end of the Quechee Covered Bridge. However, the sidewalks exist in isolation. One of the goals for Quechee Village is to create a network of sidewalks to link the many community facilities, residences and businesses. Some of the road segments have design challenges due to steep slopes, retaining walls, landscaping, driveways, etc., particularly Quechee Main Street and Waterman Hill Road. Given limited right-of-way and close proximity to structures and retaining walls, alternatives to sidewalks need to be considered.

The University of Vermont Consulting Archaeology Program (UVM CAP) conducted an Archaeological Resources Assessment (ARA) of the APE for the proposed Quecheee Village Bicycle and pedestrian Path project as part of the Section 106 permitting process and several stretches of the proposed alignments were identified as archaeologically sensitive.

Study Goal

The goal of an ARA (or "review") is to identify portions of a specific project's APE that have the potential for containing precontact and/or historic sites. An ARA is to be accomplished through a "background search" and a "field inspection" of the project area. For this study, reference materials were reviewed following established guidelines. Resources examined included the National Register of Historic Places (NRHP) files; the Historic Sites and Structures Survey; and the USGS master archaeological maps that accompany the Vermont Archaeological Inventory (VAI). Relevant town histories and nineteenth-century maps also were consulted. Based on the background research, general contexts were derived for precontact and historic resources in the study area.

Archaeological Site Potential

No known archaeological sites exist within, or immediately adjacent to the proposed project alignment. However, two precontact Native American sites have been located adjacent to the Ottauquechee River down river from the center of town and in the vicinity of the Dewey Mill complex. Site VT-WN-57 represents a short term campsite along the western banks of the Ottauquechee River. A low density of materials were recovered that included fire-cracked rock, flakes made from chert, quartzite, siltstone, rhyolite, and felsite, a chert projectile point and a fire hearth feature. These artifacts were recovered during extensive archaeological study of the Dewey Mill complex itself (Hasenstab et al. 1985). Site VT-WN-60 is located along the eastern side of the Ottauquechee River and was identified from the recovery of a single chert flake from 8 archaeological test pits (VAI site form). Considering that the Ottauquechee River would have

been a major thoroughfare inland from the Connecticut River before the arrival of the Europeans, and that the Quechee Gorge would have required a considerable portage around it, there is high likelihood that a high concentration of archaeological sites may exist along the banks of this major river.

In regard to historic period resources, both the historic 1858 Wallings map (Figure 2) and the 1869 Beers map (Figure 3) depict considerable development along portions of the proposed alignment. Many of the historic structures depicted likely still exist there today. Noticeably absent in both historic period maps is Dewey's Pond, which is artificial, created in the Twentieth Century. Nonetheless, Dewey's Pond is fed by at least two tributaries of the Ottauquechee River and therefore the modern banks of Dewey's Pond may align with portions of the banks of these tributaries. In general however, none of the properties that are depicted on the historic period maps will be impacted by the proposed path alignment, since it will be so close to the existing roads.

Desk Review

As part of the desk review, the UVM CAP utilized the Vermont Division of Historic Preservation's (VDHP) predictive model for identifying precontact Native American archaeological sites. The Quechee Village Bicycle and Pedestrian Path Project scores 36 on the Predictive Model, due to its location within 90 m of the Ottauquechee River (12), within 90 m of the confluence of several streams and the Ottaquechee River (12), and adjacent to a major travel corridor (12). In addition to the paper-based predictive model, the desk review uses a Geographical Information System (GIS) developed jointly by the UVM CAP, and its consultant Earth Analytic, Inc., which operationalizes the paper-based model. It does this by applying the VDHP's sensitivity criteria to all lands within the State of Vermont. In these maps, archaeological sensitivity is depicted by the presence of one or more overlapping factors, or types of archaeological sensitivity (i.e. proximity to water, etc.). The Quechee Village Bicycle and Pedestrian Path Project crosses areas that exhibit 7 overlapping sensitivity factors, which are Drainage, Waterbody, Wetland, Stream-water confluence, Paleosol, Kame Terrace and Level Terrain (see Figure 1).

Field Inspection

A field inspection of the project area was carried out on May 7, 2014 by Charles Knight, Assistant Director of the UVM CAP. Knight walked or car inspected the entire project alignment. Two small areas along the proposed alignment were identified as archaeologically sensitive (Figure 5). The portion of Quechee Main Street from the intersection with Waterman Hill Rd northwest has either been disturbed by existing residences or is not sensitive due to sloping that continues right to the shore of the Ottaquechee River (Figure 6). As a result, the road was cut into the slope. Portions of Quechee Main Street east of Waterman Hill Rd were identified as archaeologically sensitive, specifically the portion north of Dewey's Pond (Figure 7). At that point the landform is level with the terrace of the pond extending south. No noticeable leveling or cutting into the landform was visible along this stretch and so soils appear intact. No part of Waterman Hill Rd was sensitive due to its north trending slope and overall degree of historic disturbance. West Gilson Ave is level in portions, but it is not located near anything that would make it considered archaeologically sensitive (Figure 8). The portion of Woodstock Road west of Waterman Hill Rd is not sensitive, since it was cut into the toe-of-slope of Baron Hill, which rises to the south (Figure 9). This also applies to Cross Street and Quechee Hartland Rd, both of which are marked by relatively steep north trending slope. Finally, the portion of Woodstock Road (Rte 4) east of the intersection with Waterman Hill Rd does contain one small portion of archaeological sensitivity along the north side. This sensitive area is on either side of Izzo Pl, but limited to the level north side of the road (Figure 10). The sensitive area extends approximately 30 m west and east of Izzo Pl. Beyond this, the portion of the Woodstock Rd close to the entrance to VINS and near the Quechee Gorge is not archaeologically sensitive due to extensive ditching, leveling and road prism build-up undertaken during the construction of Woodstock Road (Figure 11).

Conclusions

The Town of Hartford proposes the Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont. The UVM CAP conducted an Archaeological Resources Assessment of the proposed multi-use path and identified two small portions of the proposed alignment as archaeologically sensitive for precontact period Native American sites. Although the proposed alignment borders the Ottauquechee River for much of its length, the vast majority of the proposed alignment is located in areas that have been disturbed by either road cuts, or are located in areas that have been extensively filled-in, are on slope, or are in areas that are not archaeologically sensitive due to their location away from water (such as along Gilson Ave). Therefore, only the small section along the north side of VT Rte 4 (Woodstock Rd) on either side of Izzo Pl and the section that includes both north and south side of Quechee Main Street along the northern shore of Dewey's Pond were identified as archaeologically sensitive and will require additional archaeological study. As a result, a Phase I site identification survey is recommended in these two sensitive areas before the proposed project is constructed as part of the Section 106 permitting review, unless they can be avoided.

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

Charles Knight, Ph.D.
Assistant Director

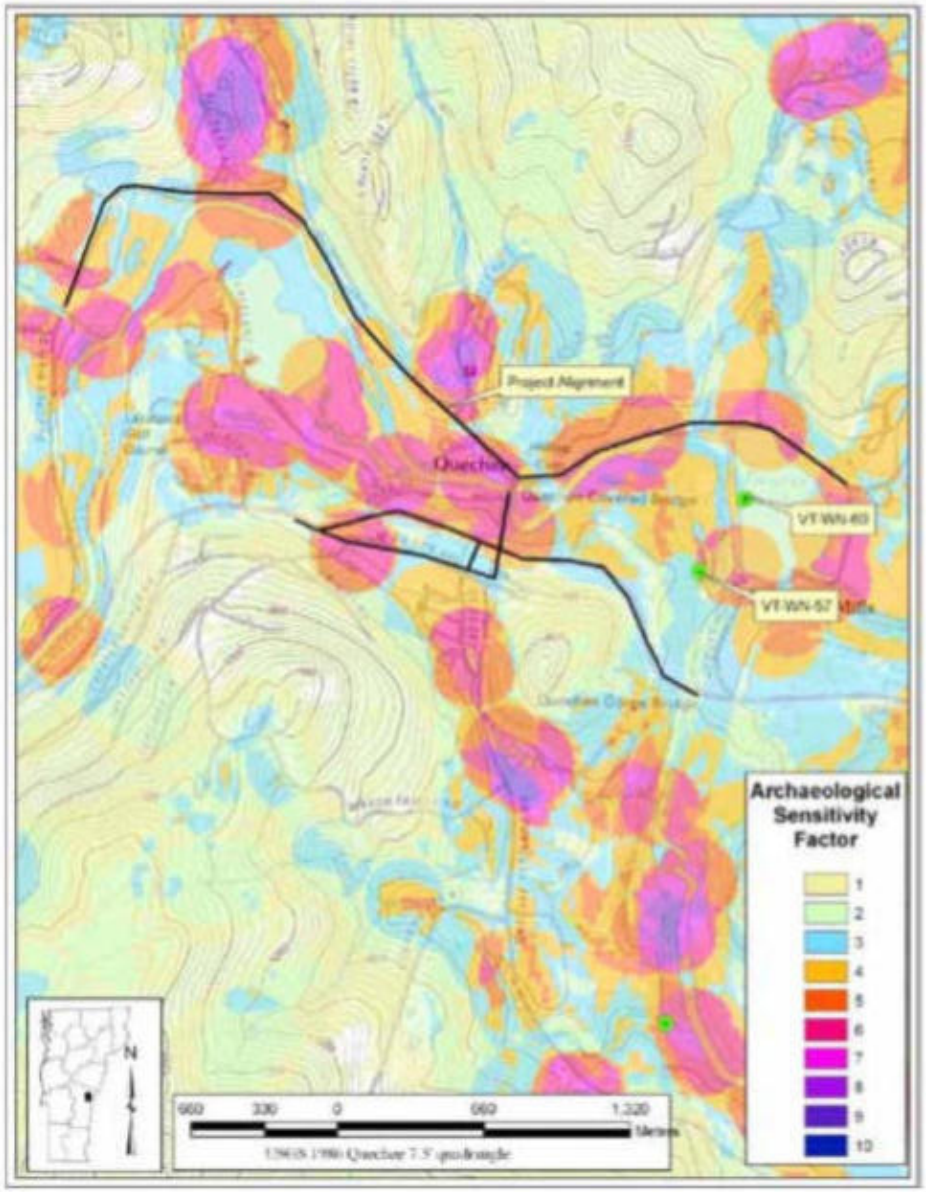


Figure 1. Map showing the location of the proposed Quechee Village Bicycle and Pedestrian Path Project, in relation to archaeological sensitivity factors, Hartford, Windsor County, Vermont.

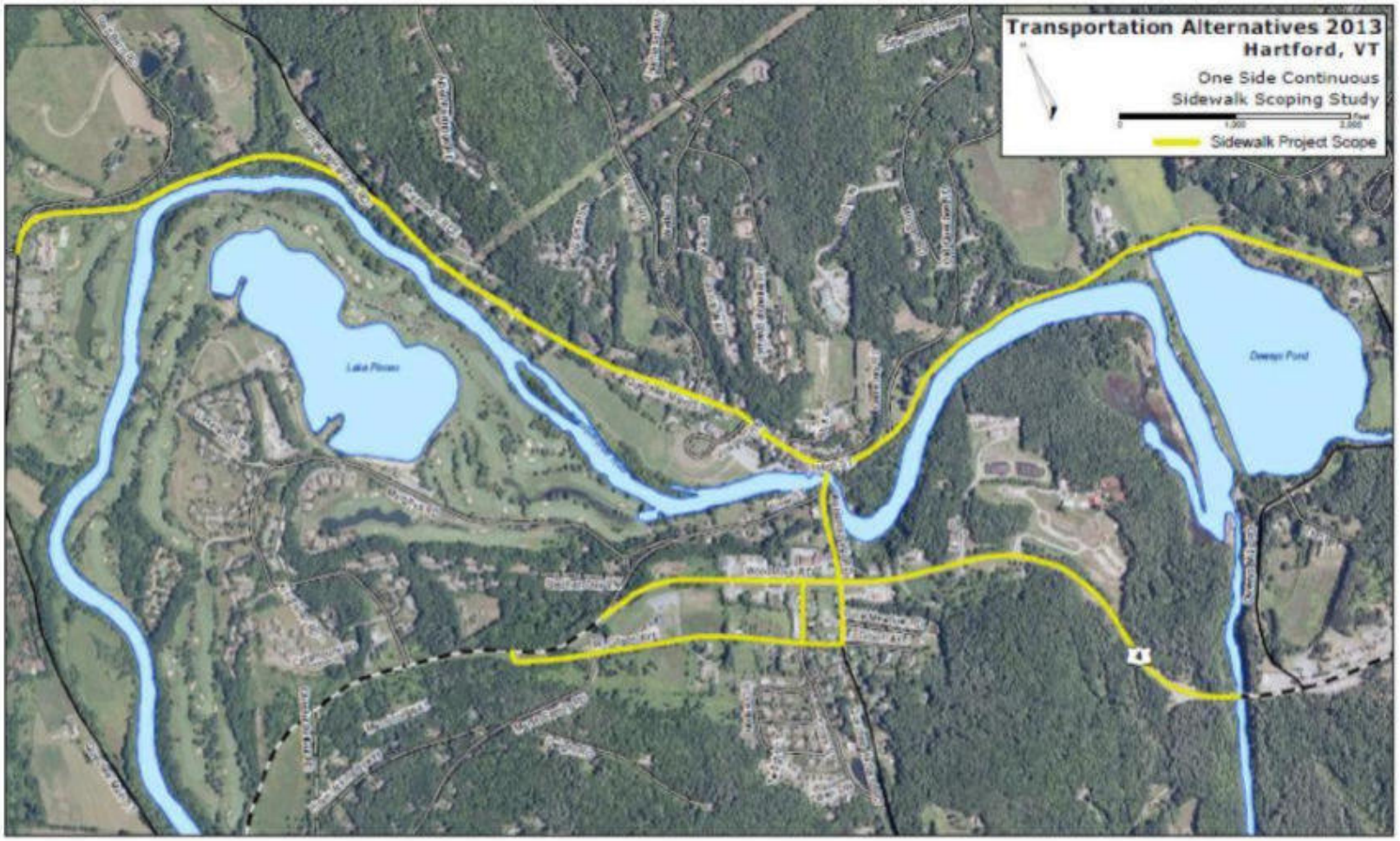


Figure 2. Project map showing the location of the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.

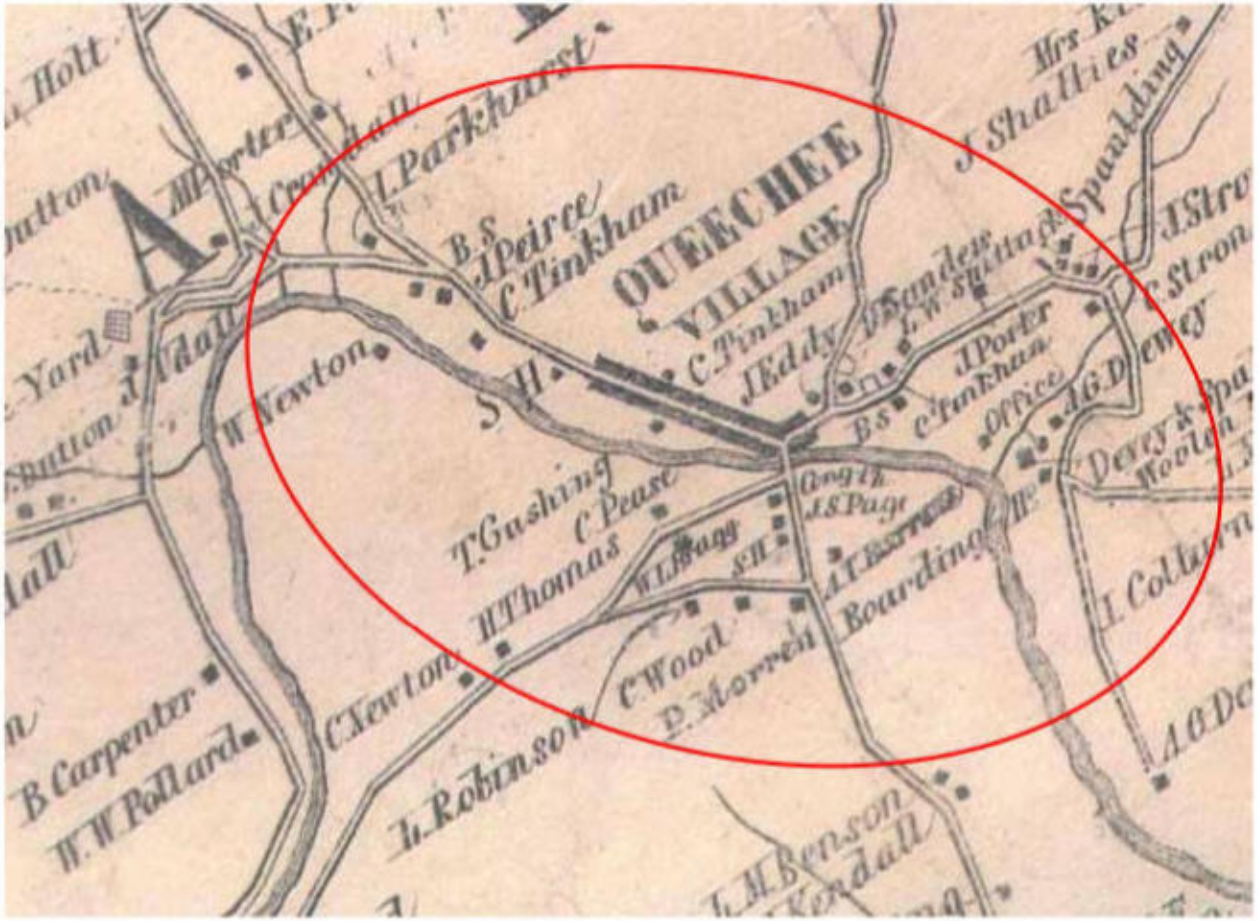


Figure 3. Historic 1858 Wallings Map showing the approximate location of the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.

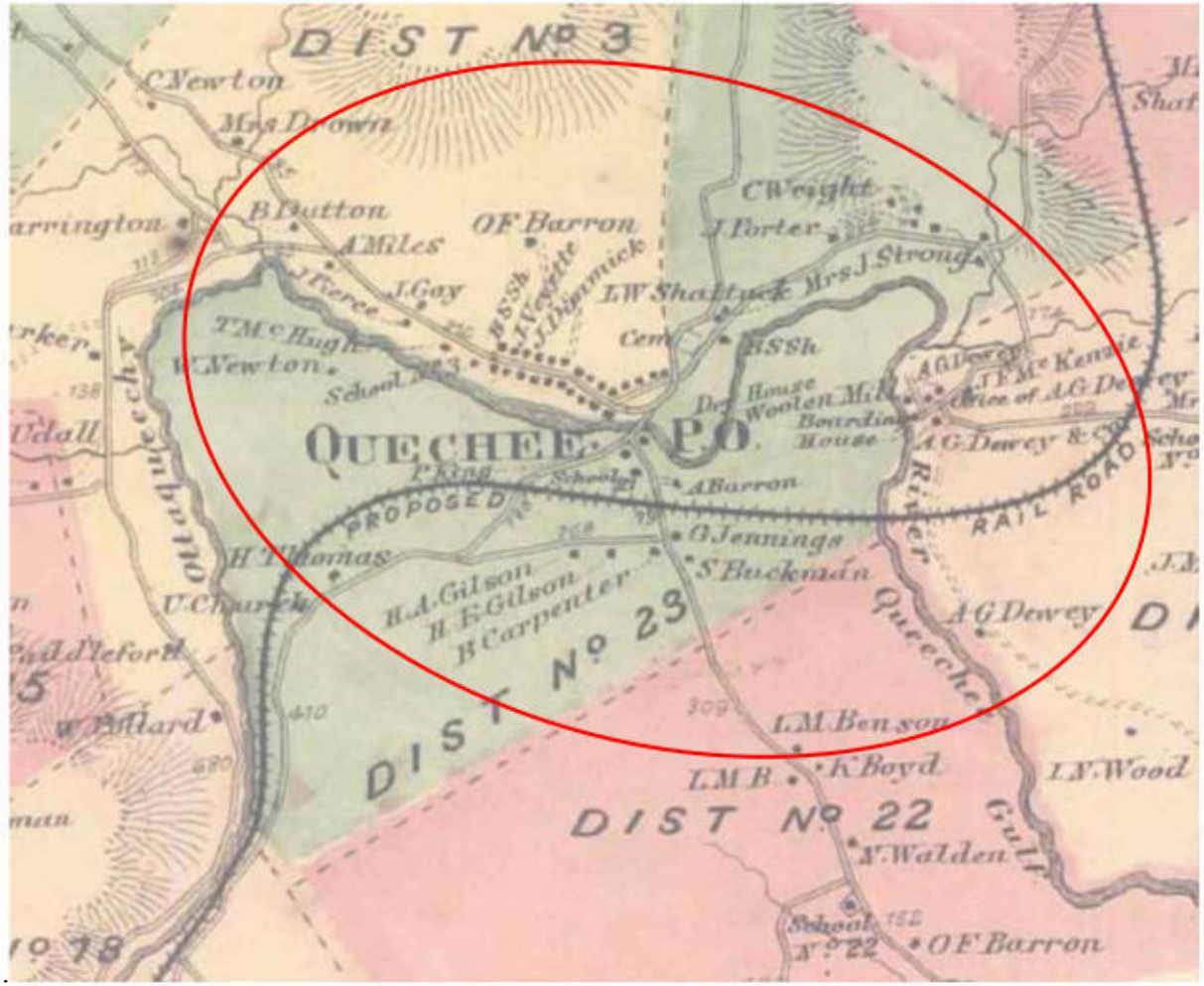


Figure 4. Historic 1869 Beers Map showing the approximate location of the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.

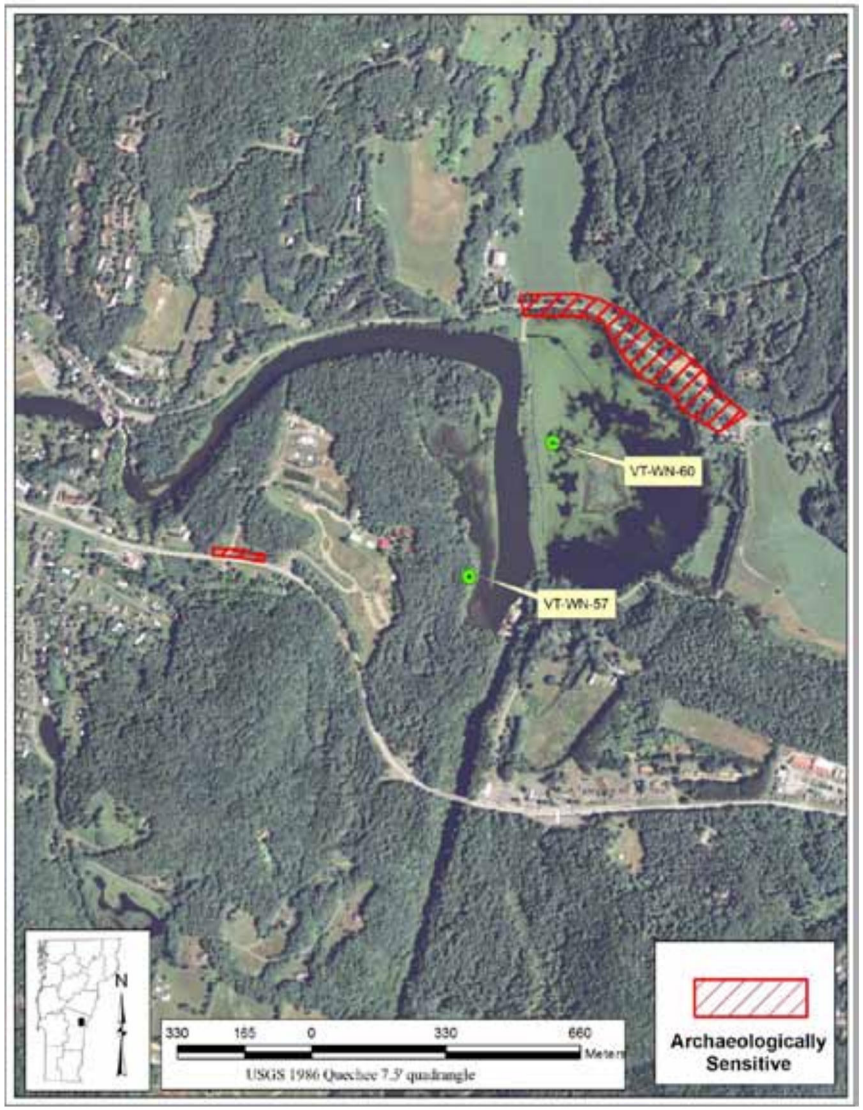


Figure 5. Map showing the location of archaeologically sensitive portions of the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.



a



b

Figure 6. Photographs looking south (a) and north (b) along the Quechee Main Street west of its intersection with Waterman Hill Rd for the Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.



a



b

Figure 7. Photographs looking northeast (a) and southwest (b) along a stretch of Quechee Main Street north of Dewey's Pond for the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.



a



b

Figure 8. Photographs looking west (a) and east (b) along West Gilson Ave for the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.



a



b

Figure 9. Photographs looking west (a) and east (b) along Woodstock Rd (VT Rte 4) west of the intersection with Waterman Hill Rd for the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.



a



b

Figure 10. Photographs looking west (a) and east (b) along the northern side of Woodstock Road (VT Rte 4) and the intersection with Izzo Pl for the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.



a



b

Figure 11. Photographs looking north (a) and east (b) along VT Rte 4 in the vicinity of VINS and the Quechee Gorge for the proposed Quechee Village Bicycle and Pedestrian Path Project, Hartford, Windsor County, Vermont.

A3

STEERING COMMITTEE MEETING NOTES

MEETING NOTES

DATE: March 18, 2014

SUBJECT: Quechee Village Steering Committee Meeting #1

ATTENDEES:
- Steering Committee Members: Linda Labriola, F.X. Flinn, Sheila Armen, Jonathan Schechtman
- Town of Hartford: Lori Hirshfield, Matt Osborn
- RSG: David Saladino, Grace Wu

ITEM 1: Introductions

ITEM 2: Project Background & Goals

- Matt Osborn presented on the history of bike/ped programs and grant funding for Hartford.
  - VTrans Bike/Ped scoping studies are conducted as part of the planning process before towns can apply for design/construction of bike/ped facilities.
  - Hartford has conducted six scoping studies.
  - Started in 2007, Town and VTrans wants to emphasize multimodal mobility
  - Map showing the priority project areas for bike/ped facilities: Quechee is represented in two of the priority areas.
- Sheila Armen spoke about FOOT and the integrated trail system in Quechee
  - Developing the master plan of trails, including 5c and 5d trails.
  - The trails are a part of Quechee Lakes (QL) and are open to the public. The trails include recreational trails and the Ottauquechee Trail as a key connector
  - The trails are envisioned to be used for 5k event trail (e.g., biathlons), single and double track mountain bike, snow shoe, skiing.
  - Providing areas where spectators could come and see it.
  - The missing link is the sidewalk piece that is a part of this project, because not sure what is possible.
  - Need commitment from the developer along with money to back up the trail work/maintenance.
  - FOOT is working with the Upper Valley Trails Alliance to lead trails into Hartford and Woodstock. Trails are posted on Trailfinder.
  - Link from Aquatic Center to Quechee State Park: There is a class 4 road that connects to a Class 3 road.

- Matt has a draft trails map for Hartford. The QLLA board initially did not want the Quechee Trails mapped, but perhaps now we can map it. Matt will also share bike/ped map.

ITEM 3: Discuss role of the Steering Committee

- Quechee Community:
  - 672 registered voters who live in QLLA properties and list it as their primary residence, some may be renters.
  - 1400 QLLA memberships
  - Club list has over 10,000 names, includes members, their parents, children, and grandchildren.
  - 600 condos, 600 single family, 200 lot memberships.
- Demographic of Quechee:
  - Intention is to have more younger families, year round residence.
  - There is no option for senior housing in QL. The vision was for half and half of senior and young families.
  - The lots used to be cheaper in QL than in Wilder, but now it has flipped.
- Goal of the Steering Committee:
  - Present a preferred alternative for each of the segments of the project to the Selectboard
  - Ultimately, the final package of the project should be a set of preferred alternative.
- Are there other stakeholder members that are missing?
  - Jenny Allison and Terri Russell (Chairman), Ann Clemmons, Mary Lynn, Rich Lisinski (was on board at QLLA), Waldof School, and Mid-Christian School, Amos Cornfeld (Ottaquchee School), Sunrise Circle, Joanne from Garden Club (Amalia)
  - Balance the number of QLLA people because there is a sense of exclusivity.
- Discussed project schedule
- Need to have a sidewalk plan in place ready for future development – where we know where we want sidewalks, we ask developer to put it in.
- Building sidewalks
  - Highlighting winter and general maintenance – Town of Hartford is responsible for maintaining ROW sidewalks.
  - FOOT has Miranda's of Understanding for public access. Lets homeowner off the hook for maintenance. Sidewalk adds to property value.

ITEM 4: Local Concerns Meeting Logistics

- How to get the word out: Stick flyers on Main Street, the library, door to door, EDDM postcard to everyone $220+ cost of printing
  - Will send out a flyer that is uniform for e-mail and posting.
  - 40 to 60 people turnout anticipated

  - Outreach lists: F.X. has a list, Sheila has a list from FOOT, Quechee Club list, Library postings, Quechee newsletter
- Add brief education piece in the public meeting presentation:
  - "Bike facilities and Sidewalks 101"
  - Access easement, clear zone
  - ROW, Public vs. private land
  - Maintenance, winter maintenance
  - Trees
  - Economic benefits of bike/ped facilities
  - How do bike/ped facilities get paid for? What is the timeline for many of these projects?
  - Utility poles (Woodstock buried them)
  - Drainage - curbs
  - Pedestrian Ways – you can have "reasonable alternative" , you don't need identical accessibility
  - Traffic Calming
- Alternatives presentation: Before/after Labor Day
  - Golf club championship is week of August 18, so community will be at peak attendance
  - Poll at the Local Concerns meeting/web survey to understand when people would be most likely to attend.

MEETING AGENDA

DATE: June 3, 2014

SUBJECT: Quechee Village Steering Committee Meeting #2

ITEM 1: Progress Report

- Updated Project Schedule – RSG distributed the updated project schedule, showing that the next steps are to develop the conceptual alternatives based on feedback from tonight and then gather public input through a web survey in August.
- Existing Conditions Report – RSG completed the existing conditions report, including updates based on comments from Matt Osborn.
- Site visit with project team and Friends of the Ottauquechee Trail (FOOT) – RSG reported back on the site hike and bike visit with Sheila Armen, Rich Menge, and Matt Osborn on May 27th.

ITEM 2: Public Outreach Feedback

- Local Concerns (LC) Meeting – April 2 – RSG reported back on the outcome of the LC Meeting, well-attended by approx. 30 people.
- Online Map Tool – April 2 to May 3 – RSG distributed two maps showing the responses to the online map tool and reported on the highlights. While there were some issues with the Captcha, the online tool still generated 58 responses.

ITEM 3: Preliminary Alternative Ideas

RSG distributed a package of maps, highlighting the conceptual ideas of each alternative. These notes reflect comments from the steering committee:

- West Village – Like having the wayfinding signage, although reduce them to a minimum to avoid too many and signage fatigue. Want to add radar feedback signs to this area, as well as signs instructing pedestrians to "Walk on Left Facing Traffic".
- East Village – Add crossing at Marshland Farm, with bench cut near Mill Run housing. Like adding bike signage and wayfinding, such as trailheads at key locations to the Foot Trail. Add Crossing at Strong House Spa and Crossing to Dewey's Mills Pond. Trail material differences between the two alternatives can be viewed as a phasing opportunity, not necessarily one or the other.
- Central Village – Matt to send ORW plans and RSG to meet with Simon Pearce. People were generally in favor of what was proposed and wanted to keep all three alternatives, especially Alternative 3, off-road paths. People were fine with exploring the idea of having flush concrete stamped sidewalk.
  - Alternative 1: Sidewalk on south side, with crosswalk at the Village Green intersection and at the library. Continues to end of connection to the green.
  - Alternative 2: Sidewalk on the north side, with crosswalk behind Sheila Armen's property and crosswalk at the library, ending at the library.
  - Alternative 3: Off road path, leading to a crossing at the library.
- Waterman Hill
  - Committee liked the idea of "T"-ing off the intersection of River Street and Waterman Hill to create more room for gardens on the corners and reduce traffic speeds around the turn.
- US 4 – Committee was fine with both shared-use path and sidewalk ideas. Want to emulate what is happening in front of Shepard's Pie, with a grass buffer between the sidewalk and roadway.
- South Village – Add a cul-de-sac option at the end of Cross Street to Alternative 2, with the sidewalk on the south side.

ITEM 4: Next Steps

- Refine alternative concepts, identify issues and constraints, cost estimates
- Web survey of preliminary alternatives – July to August
- Steering Committee #3 meeting date - late August/early September date
- Alternatives Public Meeting – late September date

RSG 55 Railroad Row, White River Junction, Vermont 05001 www.rsginc.com

MEETING AGENDA

DATE: October 23, 2014

SUBJECT: Quechee Village Steering Committee Meeting #3

ITEM 1: Progress Report

- Project Schedule
- Report Update

ITEM 2: Public Outreach Feedback

- Public Meeting – 9/23
- Online Survey (92 responses) – 9/8 to 10/12

ITEM 3: Preferred Alternative to present to Selectboard

West Village

- Alternative 1.
- Keep radar feedback sign.
- Keep Share the Road signs at Quechee Club and the Quechee West Hartford Road fork.
- No sharrow (bike) markings at this time.
- Side note: Add a legend for all the signs shown in Alternative 2 of West Village.

Central Village

- Alternative 1 Modified
- Sidewalk on the south side, note in the text for potential future opportunity to extend the sidewalk on Quechee Main Street to the west end of the Quechee Green Park
- Add sidewalk connection on Quechee Main Street to Coldwell-Banker.
- Add sidewalk connection to the Post Office from the Quechee Main Street sidewalk along west side of the entrance road to the Village Green.
- No sharrow (bike) markings at this time.
- Separate Waterman Hill Road costs from Quechee Main costs for ease of applying for a grant.

East Village:

- Alternative 1 Modified.

- Overlay parcels and ownership information to understand property ownership along the trail.
- Contact Sheila Armen and Chuck Wooster to understand whether the improvements are on private property or within the road right-of-way and what sort of landowner agreements or easements have been obtained for the FOOT trail alignment.
- Priority is the retaining wall and the boardwalk over the marsh area.
- Keep in trailheads and bike racks.
- No flashing pedestrian crossing lights.
- Shift the crossing on the eastern end to the east so that it only involves one crossing instead of two.

US 4:

- Alternative 1B Modified.
- Sidewalk only, along north side – but cost the retaining wall to have enough depth/width to the back side of a 10' multiuse path in case if it is decided in the future to expand the path.
- Extend a sidewalk connection from Jake's to River Street.
- Separate cost estimates west of Waterman Hill from east of Waterman Hill for ease of applying for a grant.
- One of the significant pros of this plan is so that the people can walk to Jake's and families can walk to VINS and the Gorge.
- This is ranked higher than East Village because the current conditions for pedestrians on Route 4 is more dangerous than the east segment of Quechee Main Street since there is a safe alternative in the current FOOT trail.

South Village

- Alternative 1
- Sidewalk on the north side of West Gilson and west side of Quechee-Hartland Road.
- Though the lowest priority, there is potential for future development on West Gilson and the Town would like a sidewalk plan in place to direct future developers.

ITEM 4: Prioritization of Project Area Segments

In order of priority:

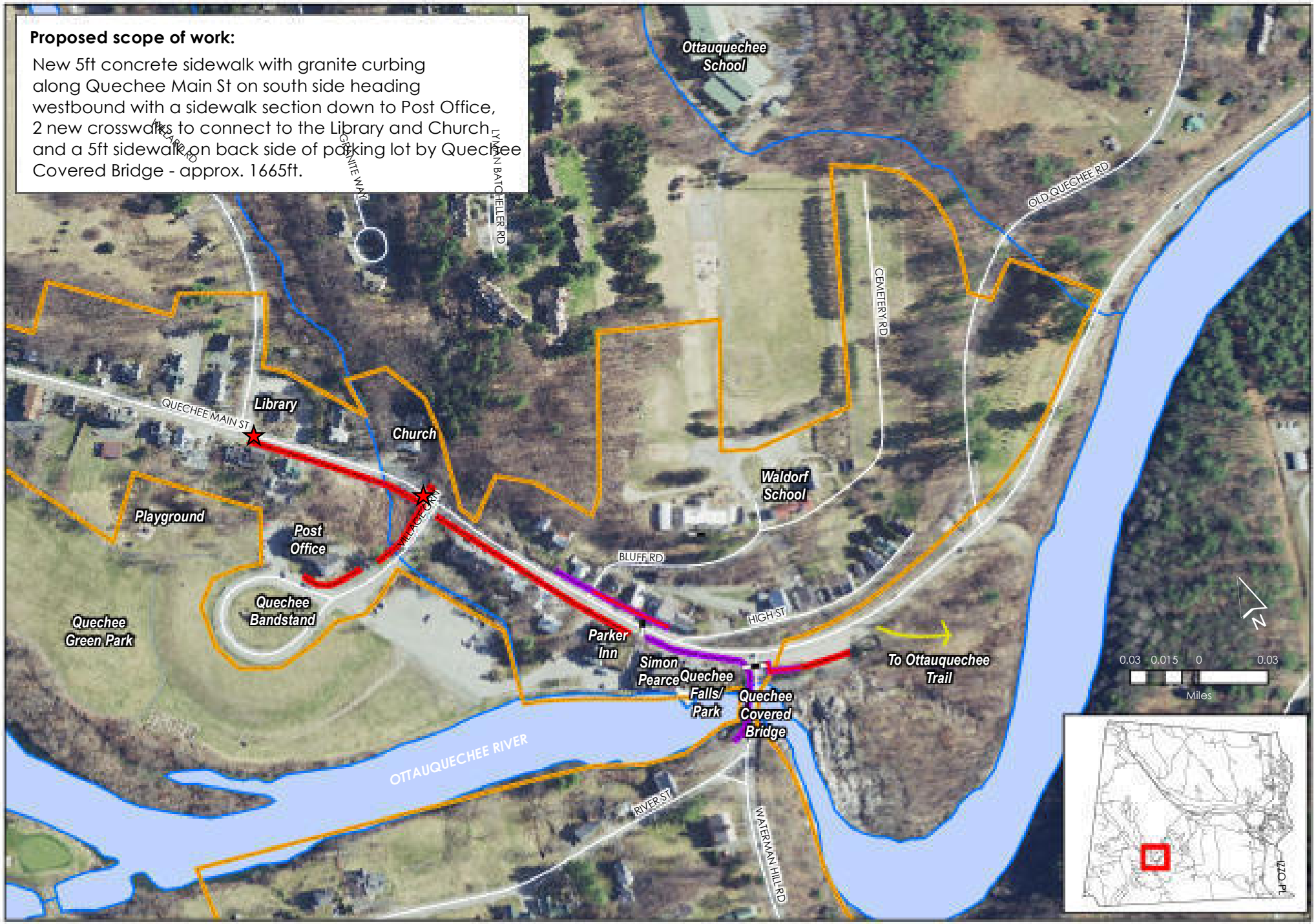
1. Central Village
    a. Quechee Main Street
    b. Waterman Hill
2. West Village
3. US 4
    a. Waterman Hill to River Street
    b. Waterman Hill to Quechee Gorge
4. East Village
5. South Village

ITEM 5: Next Steps

- Preferred alternative & cost estimates
- Selectboard Meeting to present preferred alternative and prioritization
  - RSG to send Matt date when the preferred alternatives packet will be ready and potential dates available for presentation to the Selectboard

RSG

alta
PLANNING + DESIGN


Proposed scope of work:
New 5ft concrete sidewalk with granite curbing along Quechee Main St on south side heading westbound with a sidewalk section down to Post Office, 2 new crosswalks to connect to the Library and Church and a 5ft sidewalk on back side of parking lot by Quechee Covered Bridge - approx. 1665ft.
Ottauquechee School
PLEASANT RD
GRANITE WAY
LYMAN BATCHELLER RD
OLD QUECHEE RD
CEMETERY RD
QUECHEE MAIN ST
Library
Church
Waldorf School
Playground
Post Office
MILLAGE DRIVE
BLUFF RD
Quechee Bandstand
Quechee Green Park
Parker Inn
HIGH ST
Simon Pearce
Quechee Falls/ Park
Quechee Covered Bridge
To Ottauquechee Trail
OTTAUQUECHEE RIVER
RIVER ST
WATERMAN HILL RD
N
0.03 0.015 0 0.03
Miles
VZO PL
2025 VTrans Bike Ped Grant
Town of Hartford
Quechee Main Street
Historic District
Existing sidewalk network
Proposed 5ft sidewalk
Proposed ADA sidewalk upgrade
Existing crosswalks
Proposed crosswalks
TRORC
Two Rivers-Ottauquechee

July 8, 2025

Peter Pochop, Project Manager
Vermont Agency of Transportation
219 North Main Street
Barre, VT 05641

Hartford Letter of Support from the Municipal Governing Body

Dear Mr. Pochop:

On behalf of the Hartford Selectboard, please accept this as the Letter of Support for the 2025 VTrans Bicycle and Pedestrian Program for design and construction of a sidewalk on Quechee Main Street in the heart of Quechee Village. This segment was a priority project identified in the 2009 Hartford Pedestrian and Bicycle Plan. It was followed by a bicycle/pedestrian scoping study in 2015 which identified Quechee Main Street as the top priority segment for all of Quechee. Quechee Main Street is a traditional historic village that has many destinations including the Simon Pearce glass-blowing studio, restaurant and retail store next to the Quechee Falls, Quechee Falls Park and the Quechee Covered Bridge. There also is the Upper Valley Waldorf School (private elementary), the Ottauquechee School (public elementary), the Quechee Library, Quechee Post Office, the Quechee Church, Quechee Bandstand and Quechee Green Park, site of the Quechee Balloon Festival summer concert series.

For many years, the Town has consistently appropriated municipal funds for pedestrian and bicycle facilities. The Town continues this commitment with this project and will provide the 20% cash match of $398,490. The Town accepts future maintenance responsibility for the sidewalk.

We are very excited about this project and urge your support for the Town of Hartford's 2025 VTrans Bicycle and Pedestrian Program grant application.

Sincerely,

Mary Erdei
Selectboard Chair

AGENDA MEMORANDUM
July 8, 2025
Town Selectboard Meeting Item: 5
Submitted by: Bryan Gazda, Director of Public Works

Subject: **FY 26 Aggregate Materials Pricing**

Background: The Town of Hartford requested bids for the procurement of aggregates for the 2026 Fiscal Year. This request utilized assumed quantities to gather unit pricing for aggregates to be picked up by the town and to be delivered to the town by the vendor. Aggregates requested included but were not limited to winter sand, bank run gravel, hard packs, rip rap and other products on a per ton unit cost.

Discussion: The Town received bids from Twin State Sand & Gravel Co, Inc., West Lebanon, NH; Pike Industries, West Lebanon, NH; and D & D Excavating, Inc., Hartland, VT.

Twin State Sand & Gravel provided pricing for all materials and Pike Industries provided pricing for all materials, except Winter Sand and D & D Excavating provided pricing only for Winter Sand.

Impact: The total cost for products will be determined by actual volumes utilized with funding coming from accounts 10-311-323-000, Summer Materials and Supplies, and 10-312-323-0000, Winter Materials and Supplies.

Recommendation: I recommend the following motion:
Authorize the Department of Public Works to utilize:

1. Twin State Sand and Gravel, as the primary vendor for aggregates, with the exception of Winter Sand based upon their overall competitive bid pricing, with Pike Industries Inc., being utilized in the event of a product shortage at Pike Industries or when deemed operationally expedient.
2. D & D Excavating, Inc., as primary vendor for Winter Sand based on their overall competitive bid pricing, with Twin State Sand & Gravel Co., Inc., being utilized in the event of a product shortage at D & D Excavating, Inc., or when deemed operationally expedient.

TOWN OF HARTFORD

The Town of Hartford is requesting bids for the provision of aggregate products. This bid should address the period from July, 1, 2025 through June 30, 2026.

Scope of Services

The bids shall include the supply of the noted aggregate products. The Town of Hartford reserves the right to request sieve analysis of the materials. Bids must also include a commitment to provide up to 120% of the estimate tonnage. Other than for winter sand, bid shall include a cost for provision of aggregate material at the supplier's site.

- Winter Sand - Supply and delivery in the fall and winter of 2025- 2026 of approximately 5,800 cubic yards of winter sand/super grit to two stockpile areas, one to the Town of Hartford Public Works Facility and the other at Quechee Wastewater Facility. The winter sand will comply with the following VAOT / AASHTO specification:

Sieve Designation	% by weight passing square mesh sieve
1/2	100
No. 4	60 - 100
No. 100	0 - 20
No. 200	0 - 8

- 3/4" Stone - Supply, at supplier's site, of approximately 500 tons of material complying with VAOT Standard Specification 704.06A.
- 1 1/2 " Stone - Supply, at supplier's site, of approximately 500tons of material complying with VAOT Standard Specification 704.06A.
- Bank Run Gravel - Supply, at supplier's site, of approximately 200 tons of material complying with VAOT Standard Specification 704.04.
- Rip-rap - Supply, at supplier's site, of approximately 1,000 tons of material complying with VAOT Standard Specification 706.03 (Light Type).
- Supply, at supplier's site, of approximately 16,000 tons of material commonly known as "Hard Pack" or "Twin Pak".

Basis of Award

The contract shall be awarded to a responsible and responsive proposer as determined by the Town and review will include the following considerations:

- Ability to perform successfully under the terms of the scope of services.
- Prior experience and past record of performance.
- Availability of work force and equipment.
- Financial and technical resources.
- Compliance with public policy.
- Any of other criteria considered relevant by the Town.

Insurance

Contractor must maintain and provide proof of Workers Compensation, Comprehensive General Liability Insurance, Automobile Liability Insurance and Property Damage Insurance (minimum of $2,000,000 aggregate, $1,000,000 per occurrence). The Town of Hartford is to be named as certificate holder. The contractor agrees to hold harmless, indemnify and defend the Town of Hartford for all liability arising out of the project, except that arising out of the sole negligence of the Town of Hartford.

Instructions

Bids must be submitted in a sealed envelope clearly labeled "2025-2026 Aggregate Bid" and will be received at the Town of Hartford, Town Managers Office, 171 Bridge Street, White River Junction, Vermont, 05001, no later than 1:00 p.m. on Friday, June 27, 2025. Bids received after the noted time and date will not be accepted. Faxed bids will not be accepted.

Rejection of Bids

The Town of Hartford reserves the right to reject any of all bids or to award contracts in whole or in part if it is deemed in the best interest of the Town.

Revision to the Request for Bids

The Town of Hartford reserves the right to modify any technical and submission requirements associated with this bid and the scope of work.

Limitations of Liability

The Town of Hartford assumes no responsibility and no liability for costs incurred by the proposer in responding to the Request for Bid or in responding to any further request for interviews, additional data, etc. prior to issuance of a contract.

Any questions regarding this request may be directed to Jeremy Delisle, Assistant Public Works Director, at 802-295-3622.

Request for Aggregate Bids

The Town of Hartford is requesting bids for the provision of aggregate products.

Bids must be submitted in a sealed envelope clearly mark "2025-2026 Aggregate Bid" and will be received at Town Managers Office, 171 Bridge Street, White River Jct., VT, no later than 1:00 PM on Friday, June 27, 2025. Bid documents are available at https://www.hartford-vt.org/Bids.aspx .

Town of Hartford

2025-2026 Aggregate Bid Form

The undersigned, having become familiar with the conditions as set forth in the request for bids, hereby proposes to furnish all supervision, personnel, labor, materials, equipment services and incidentals required to supply the following aggregate products, all for the unit price per ton for the estimated quantities:

Material	Approximate Quantity (Tons)	Approximate Quantity (C.Y.)	Bid Price/ton	Bid Price/C.Y.
			* See delivery options	
Winter Sand	Delivered	5,800		
	Picked up on site	5,800	14.00	
Super grit	2,000		13.15	
Manufactured sand	2,000		14.00	
3/4 " Stone	500		12.25	
1 1/2" Stone	500		11.70	
Bank Run Gravel	200		15.50	
Rip - Rap	1,000		10.25	
"Hard Pack" ¾"	6,000		11.45	
1 ½"	10,000		9.10	
Delivery Cost / Ton	* Public works * Quechee		$3.77 / ton $7.06 / ton	

Date: June 27, 2025 **Bidder:** Twin State Sand & Gravel

Authorized Signature: Sherri Friend (Sonia) **Printed Signature** Sherri Friend (Sonia)

Address: 73 Elm street W / P.O. Box 5243

West Lebanon NH 03784

Phone Number: 603-858-4997

E-Mail Address: S.Sonia@blktop.com

Town of Hartford

2025-2026 Aggregate Bid Form

The undersigned, having become familiar with the conditions as set forth in the request for bids, hereby proposes to furnish all supervision, personnel, labor, materials, equipment services and incidentals required to supply the following aggregate products, all for the unit price per ton for the estimated quantities:

Material	Approximate Quantity (Tons)	Approximate Quantity (C.Y.)	Bid Price/ton	Bid Price/C.Y.
Winter Sand	Delivered	5,800	_____	$12/yd @ pit $20/yd delivered
	Picked up on site	5,800	_____	_____
Super grit	2,000		_____	_____
Manufactured sand	2,000		_____	_____
3/4 " Stone	500		_____	
1 1/2" Stone	500		_____	
Bank Run Gravel	200		_____	
Rip - Rap	1,000		_____	
"Hard Pack" ¾"	6,000		_____	
1 ½"	10,000		----------	
Delivery Cost / Ton			_____	

Date: 6-20-25 **Bidder:** D & D Excavating, Inc.

Authorized Signature: Tricia Cornelius **Printed Signature** Tricia Cornelius

Address: PO Box 179
Hartland, VT 05048

Phone Number: 802-436-1899

E-Mail Address: tricia.cornelius@ddexcavating.com

Town of Hartford

2025-2026 Aggregate Bid Form

The undersigned, having become familiar with the conditions as set forth in the request for bids, hereby proposes to furnish all supervision, personnel, labor, materials, equipment services and incidentals required to supply the following aggregate products, all for the unit price per ton for the estimated quantities:

Material	Approximate Quantity (Tons)	Approximate Quantity (C.Y.)	Bid Price/ton	Bid Price/C.Y.
Winter Sand	Delivered	5,800	_____	_____
	Picked up on site	5,800	_____	_____
Super grit	2,000		$12.50	_____
Manufactured sand	2,000		$17.50	_____
3/4 " Stone	500		$15.00	
1 1/2" Stone	500		$15.75	
Bank Run Gravel	200		$11.95	
Rip - Rap	1,000		$13.95	
"Hard Pack" ¾"	6,000		$11.50	
1 ½"	10,000		$11.50	
Delivery Cost / Ton			$6.10 / Highway Dept. $7.60 / Water Dept.	

Date: 6/26/25 Bidder: Pike Industries

Authorized Signature: [signature] Printed Signature Jackson M. Mitchell

Address: 3 Eastgate Park Rd
Belmont, NH 03220

Phone Number: (603) - 630 - 1455

E-Mail Address: jackson.mitchell@pikeindustries.com

TOWN OF HARTFORD
171 BRIDGE STREET
WRJ, VT 05001

BID TABULATION SUMMARY
Bids Taken at the Town Manager's Office

Bid For: Aggregate Highway DPW
DEPARTMENT:
DATE: 6/27/25
Tabulated BY: Jeremy Delisle

	Name & Address of Bidder	Bid			
1	D&D excavating Hartland Vermont 05048	$12.00 per Yard Sand	will total on Spreadsheet		
2	Pike Industries	~~$21 yard~~ No Bid for Sand			
3	Twin State Sand and Gravel west leb N.H. 03784	$21.00 per yards	will total on Spreadsheet		
4					
5					
6					
7					
8					
9					

ATTENDANCE SHEET

BID/DATE: Aggregate 6/27/25

	Printed Name	Company	Signature
1	Kimberly Nardine Brown	TOH	Kimberly Nardine Brown
2	[illegible]	T.O.H	[illegible]
3			
4			
5			
6			
7			
8			
9			
10			

FY 2026 AGGREGATE BID RESULTS

Price Per Ton

Material	Pike Industries		Twin State Sand & Gravel		D&D Excavation	
Winter Sand	Did not bid	Per ton	$14.00	Per ton	$12.00	Per CY - See note below.
Super Grit	$12.50	Per ton	$13.15	Per ton		
Manufactured sand	$17.50	Per ton	$14.00	Per ton		
3/4 stone	$15.00	Per ton	$12.25	Per ton		
1.5" stone	$15.75	Per ton	$11.70	Per ton	Did not bid	
Bank run gravel	$11.95	Per ton	$15.50	Per ton		
Rip- Rap	$13.95	Per ton	$10.25	Per ton		
3/4" hardpack	$11.50	Per ton	$11.45	Per ton		
1.5" hardpack	$11.50	Per ton	$9.10	Per ton		
Total All Materials	**$109.65**		**$111.40**		**$12.00**	

NOTE: Denotes Low Bidder

Price - DPW picked up at Quarry

Pike Industries Material	Est. Tonnage	Price per Ton	Total
Winter Sand	5,800	N/A	Did not bid
Super Grit	2,000	$12.50	$25,000
Manufactured sand	2,000	$17.50	$35,000
3/4 Stone	500	$15.00	$7,500
1.5" Stone	500	$15.75	$7,875
Bank run gravel	200	$11.95	$2,390
Rip- Rap	1,000	$13.95	$13,950
3/4" hardpack	6,000	$11.50	$69,000
1.5" hardpack	10,000	$11.50	$115,000
Total			$275,715.00

Twin State Material	Est. Tonnage	Price per Ton	Total
Winter Sand	5,800	$14.00	$81,200
Super Grit	2,000	$13.15	$26,300
Manufactured sand	2,000	$14.00	$28,000
3/4 Stone	500	$12.25	$6,125
1.5" Stone	500	$11.70	$5,850
Bank run gravel	200	$15.50	$3,100
Rip- Rap	1,000	$10.25	$10,250
3/4" hardpack	6,000	$11.45	$68,700
1.5" hardpack	10,000	$9.10	$91,000
Subtotal			$320,525.00
		Minus Winter Sand	$81,200.00
		Total	$239,325.00

D&D Excavation Material	Est. Tonnage	Price per Ton	Total
Winter Sand	5,800	$8.89	$51,562.0
Super Grit	2,000		
Manufactured sand	2,000		
3/4 Stone	500		
1.5" Stone	500	Did not bid	
Bank run gravel	200		
Rip- Rap	1,000		
3/4" hardpack	6,000		
1.5" hardpack	10,000		
Total			$51,570.89

Delivered Price

Pike Industries Material	Est. Tonnage	Price per Ton	DPW Garage	Total	Quechee Shed	Total
Winter Sand	5,800			Did not bid		
Super Grit	2,000	$12.50	$6.10	$37,200.00	$7.60	$40,200
Manufactured sand	2,000	$17.50	$6.10	$47,200.00	$7.60	$50,200
3/4 Stone	500	$15.00	$6.10	$10,550.00	$7.60	$11,300
1.5" Stone	500	$15.75	$6.10	$10,925.00	$7.60	$11,675
Bank run gravel	200	$11.95	$6.10	$3,610.00	$7.60	$3,910
Rip- Rap	1,000	$13.95	$6.10	$20,050.00	$7.60	$21,550
3/4" hardpack	6,000	$11.50	$6.10	$105,600.00	$7.60	$114,600
1.5" hardpack	10,000	$11.50	$6.10	$176,000.00	$7.60	$191,000
Total				$411,135.00		$444,435.00

Twin State Material	Est. Tonnage	Price per Ton	DPW Garage	Total	Quechee Shed	Total
Winter Sand	5,800	$14.00	$3.77	$103,066.00	$7.06	$122,148.00
Super Grit	2,000	$13.15	$3.77	$33,840.00	$7.06	$40,420.00
Manufactured sand	2,000	$14.00	3.77	$35,540.00	$7.06	$42,120.00
3/4 Stone	500	$12.25	$3.77	$8,010.00	$7.06	$9,655.00
1.5" Stone	500	$11.70	$3.77	$7,735.00	$7.06	$9,380.00
Bank run gravel	200	$15.50	$3.77	$3,854.00	$7.06	$4,512.00
Rip- Rap	1,000	$10.25	$3.77	$14,020.00	$7.06	$17,310.00
3/4" hardpack	6,000	$11.45	$3.77	$91,320.00	$7.06	$111,060.00
1.5" hardpack	10,000	$9.10	$3.77	$128,700.00	$7.06	$161,600.00
			Subtotal	$426,085.00		$518,205.00
			Minus Winter Sand	$103,066.00		$122,148.00
			Total	$323,019.00		$396,057.00

D&D Excavation Material	Est. Tonnage	Converted Price per Ton	Converted DPW & Quechee	Total
Winter Sand	5,800	$8.89	$5.93	$85,956.00
Super Grit	2,000			
Manufactured sand	2,000			
3/4 Stone	500			
1.5" Stone	500	Did not bid		
Bank run gravel	200			
Rip- Rap	1,000			
3/4" hardpack	6,000			
1.5" hardpack	10,000			
			Total	$85,956.00

Delivery Rates

	DPW Garage	Quechee Shed	
Pike	$6.10	$7.60	Per ton
Twin State	$3.77	$7.06	Per ton
D&D	$8.00	$8.00	Per C/Y

D&D Excavating	Winter Sand	Delivery
Conversion Rate	$12 / 1.35	$8 / 1.35
CY = 1.35 ton	$8.89	$5.93
	Price per Ton	

AGENDA MEMORANDUM
July 8, 2025
Town Selectboard Meeting Item: 5
Submitted by: Bryan Gazda, Director of Public Works

Subject: **Sludge Hauling & Grease Removal, Staff Recommendation**

Background: The Town requires sludge hauling from the Quechee Wastewater Treatment Facility to the White River Wastewater Facility two times per month at an average of 24,000/gallons each day of hauling or 48,000 gallons per month. There may be 3 months out of the year that an additional hauling of 24,000 gallons is necessary. The total estimated yearly hauling of sludge is estimated as follows: 8 months x 48,000 gallons + 3 months x 72,000 gallons = 600,000 gallons per year. The selected contractor shall load the sludge with their equipment and deliver it to the sludge holding tank at the WRJ Wastewater Plant.

The town also seeks grease removal of the main collection system pump station near the Quechee Covered Bridge once a month.

Discussion: The Town received two timely and complete bids, one from Stearns Septic Service, LLC of Grantham, NH and the second from N.A. Manosh, Inc. of Morrisville, VT.

The total cost for Stearns is $51,660 and the total cost for Manosh is $52,500.

Impact: Sludge hauling is to be paid for by GL #65-963-318-0000 and grease removal is to be paid for by GL #65-964-318-0000.

Recommendation: I recommend the following motion: The Selectboard accept the bid from Stearns Septic Service, LLC, Grantham, NH in the amount of $51,660 with any change orders to follow the Town's purchasing policy and authorize the Town Manager to execute a contract with Stearns Septic Services.

STEARNS Septic

Request for Bid HVT RFP 2025-S2
Quechee Wastewater System

SLUDGE HAULING & GREASE REMOVAL

Contact: Christopher D. Holzwarth: Assistant Director,
Planning & Permitting
Town of Hartford
173 Airport Road
White River Junction, Vermont 05001
802-295-3622
E-mail: cholzwarth@hartford-vt.org

RFP Issuance: June 6, 2025
Question Deadline: June 13, 2025 @ 5:00 PM
Response Deadline: June 20, 2025 @ 12:15 PM

1. SCOPE OF SERVICES

The Town of Hartford is requesting bid proposals for:

(1.a) Hauling sludge from the Quechee Wastewater Department to the White River Wastewater Plant for up to two times per month at an average of 24,000/gallons each day of hauling or 48,000 gallons per month. There may be 3 months out of the year that an additional hauling of 24,000 gallons is necessary. The total maximum estimated yearly hauling of sludge is estimated as follows: 8 months x 48,000 gallons + 3 months x 72,000 gallons = 600,000 gallons per year. The selected contractor shall load the sludge with their equipment beginning between 6:30 AM and 7:30 AM and deliver it to the sludge holding tank at the WR Wastewater Plant which accepts deliveries until 2:30 PM.

(1.b) Grease removal at the main Quechee pump station once a month. The pump station is located near the Quechee Covered Bridge.

2. SCHEDULE OF WORK

The sludge hauling shall be completed from July 1st, 2025, thru June 30th, 2026. The contractor shall coordinate the hauling of sludge with the Quechee Wastewater Plant operators. The time in between hauling shall be as uniform as possible.

3. INSURANCE REQUIREMENTS

Workers Compensation: Contractor must maintain and provide proof of workers compensation.
General Liability, Automotive and Property Damage: Minimum $2,000,000 Aggregate, $1,000,000 per occurrence.

4. PROPOSAL FORMAT and SELECTION:

Proposals are to be submitted in a sealed envelope, clearly marked **"Sludge Hauling/ Grease Removal FY26"** with the consultant's name, address, and phone number. Proposals received after the stated deadline shall not be accepted. Proposal packages are to be delivered to:

Hartford Department of Public Works
c/o Hartford Town Manager's Office
Attn: Christopher Holzwarth, Assistant Director, Planning & Permitting
Hartford Town Hall
171 Bridge Street
White River, Junction, VT 05001

Clearly mark sealed envelopes **"Sludge Hauling/ Grease Removal FY26"**

All proposals become the property of the Town of Hartford upon submission. The expense of preparing and submitting a proposal is the sole responsibility of the Consultant. The Town reserves the right to reject any or all proposals received, to negotiate with any qualified source, or to cancel in part or in its entirety this Request For Bids as in the best interest of Town of Hartford. This solicitation in no way obligates the Town to award a contract. Further, the Town reserves the right to cancel in part or in entirety any contract awarded through this Request For Bids if in the best interest of Town of Hartford.

5. BASIS OF AWARD:

The Contract shall be awarded to a responsible and responsive bidder as determined by the Town; review will include the following considerations:

- Ability to perform successfully under the terms of the scope of services
- Prior experience and past record of performance
- Availability of workforce and equipment
- Financial and technical resources
- Compliance with public policy
- Pricing
- Any or other criteria considered relevant by the Town

6. QUESTION TO PROPOSAL/ADDENDUM:

All questions shall be submitted in writing by email to Christopher Holzwarth, project manager at cholzwarth@hartford-vt.org. An addendum, if necessary, will be posted to the Town website by 5:00 PM, Monday June 16, 2025.

7. SLUDGE HAULING & GREASE REMOVAL BID:

Quechee Sludge Hauling and Grease Removal (July 1st. 2025 thru June 31st, 2026)					
ITEM	**Description**	**Quantity**	**Unit**	**Unit Cost**	**Total**
1.a	Hauling Sludge (per gallon)	600,000	Gallons	$ 0.0785 /Gal.	$ 47,100
1.b	Grease Removal & Disposal	Trip (1,000 Gal.)	Trip	$ 380 /Trip	$ 4,560

Company: Stearns Septic Service, LLC

Authorized Signature: [signature]

Address: PO Box 1167, Grantham, NH 03753

Phone: 603-442-9500

Date: 6/9/2025

References: 1) Town of Hanover - Jim Cray - 603-727-6045

2) Town of Sunapee - Aaron Cartier - 603-504-4987

3) City of Lebanon - Jay Cairelli - 802-735-3846

N.A. Manosh

Request for Bid HVT RFP 2025-S2
Quechee Wastewater System

SLUDGE HAULING & GREASE REMOVAL

Contact: Christopher D. Holzwarth: Assistant Director,
Planning & Permitting
Town of Hartford
173 Airport Road
White River Junction, Vermont 05001
802-295-3622
E-mail: cholzwarth@hartford-vt.org

RFP Issuance:	**June 6, 2025**
Question Deadline:	**June 13, 2025 @ 5:00 PM**
Response Deadline:	**June 20, 2025 @ 12:15 PM**

1. SCOPE OF SERVICES

The Town of Hartford is requesting bid proposals for:

(1.a) Hauling sludge from the Quechee Wastewater Department to the White River Wastewater Plant for up to two times per month at an average of 24,000/gallons each day of hauling or 48,000 gallons per month. There may be 3 months out of the year that an additional hauling of 24,000 gallons is necessary. The total maximum estimated yearly hauling of sludge is estimated as follows: 8 months x 48,000 gallons + 3 months x 72,000 gallons = 600,000 gallons per year. The selected contractor shall load the sludge with their equipment beginning between 6:30 AM and 7:30 AM and deliver it to the sludge holding tank at the WR Wastewater Plant which accepts deliveries until 2:30 PM.

(1.b) Grease removal at the main Quechee pump station once a month. The pump station is located near the Quechee Covered Bridge.

2. SCHEDULE OF WORK

The sludge hauling shall be completed from July 1st, 2025, thru June 30th, 2026. The contractor shall coordinate the hauling of sludge with the Quechee Wastewater Plant operators. The time in between hauling shall be as uniform as possible.

3. INSURANCE REQUIREMENTS

Workers Compensation: Contractor must maintain and provide proof of workers compensation.
General Liability, Automotive and Property Damage: Minimum $2,000,000 Aggregate, $1,000,000 per occurrence.

4. PROPOSAL FORMAT and SELECTION:

Proposals are to be submitted in a sealed envelope, clearly marked **"Sludge Hauling/ Grease Removal FY26"** with the consultant's name, address, and phone number. Proposals received after the stated deadline shall not be accepted. Proposal packages are to be delivered to:

Hartford Department of Public Works
c/o Hartford Town Manager's Office
Attn: Christopher Holzwarth, Assistant Director, Planning & Permitting
Hartford Town Hall
171 Bridge Street
White River, Junction, VT 05001

Clearly mark sealed envelopes **"Sludge Hauling/ Grease Removal FY26"**

All proposals become the property of the Town of Hartford upon submission. The expense of preparing and submitting a proposal is the sole responsibility of the Consultant. The Town reserves the right to reject any or all proposals received, to negotiate with any qualified source, or to cancel in part or in its entirety this Request For Bids as in the best interest of Town of Hartford. This solicitation in no way obligates the Town to award a contract. Further, the Town reserves the right to cancel in part or in entirety any contract awarded through this Request For Bids if in the best interest of Town of Hartford.

5. BASIS OF AWARD:

The Contract shall be awarded to a responsible and responsive bidder as determined by the Town; review will include the following considerations:

- Ability to perform successfully under the terms of the scope of services
- Prior experience and past record of performance
- Availability of workforce and equipment
- Financial and technical resources
- Compliance with public policy
- Pricing
- Any or other criteria considered relevant by the Town

6. QUESTION TO PROPOSAL/ADDENDUM:

All questions shall be submitted in writing by email to Christopher Holzwarth, project manager at cholzwarth@hartford-vt.org. An addendum, if necessary, will be posted to the Town website by 5:00 PM, Monday June 16, 2025.

7. SLUDGE HAULING & GREASE REMOVAL BID:

Quechee Sludge Hauling and Grease Removal (July 1st. 2025 thru June 31st, 2026)

ITEM	Description	Quantity	Unit	Unit Cost	Total
1.a	Hauling Sludge (per gallon)	600,000	Gallons	$ .08 /Gal.	$ 48,000.00
1.b	Grease Removal & Disposal	Trip (1,000 Gal.)	Trip	$ 375.00 /Trip	$ 4,500.00

Company: N. A. Manosh Inc.

Authorized Signature: _____

Address: 120 Northgate Plaza Morrisville, VT 05661

Phone: 802-888-5722 Mike Melanson 802-585-9916

Date: June 17, 2025

References:

1) Harry Shepard jshepard@stowevt.gov 802-253-8770

2) Matt Jones mjones@waterburyvt.com 802-244-7792

3) Rob Wheeler bfsewer@rockbf.org 802-463-3044

TOWN OF HARTFORD
171 BRIDGE STREET
WRJ, VT 05001

BID TABULATION SUMMARY
Bids Taken at the Town Manager's Office

Bid For: DPW
DEPARTMENT: Wastewater
DATE: 6/20/25
Tabulated BY: Jeremy

	Name & Address of Bidder	1A Bid	1B		
1	Stearns 03748 67 Grantham LN Enfield NH	$47,100	$4,560	= $51,660 TOTAL	
2	Marsh 120 North Gate Plaza Morrisville VT 05661	$48,000	$4,500	= $52,500 TOTAL	
3					
4					
5					
6					
7					
8					
9					

ATTENDANCE SHEET

BID/DATE: 6/20/25

	Printed Name	Company	Signature
1	Jeremy Delisle	T.O.H.	
2	CHRISTOPHER HOLZWARTH	T.O.H.	
3			
4			
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AGENDA MEMORANDUM
July 8, 2025
Town Selectboard Meeting Item: 5
Submitted by: Bryan Gazda, Director of Public Works

Subject: **Wilder Pump Station Roof Replacement Exception of Competitive Bidding Process (Post Completion)**

Background: The roof at the pump station is over 30 years old and developed a leak in the Spring of 2024 near the main electric control panel that potentially could have been a life safety hazard. Price quotes were obtained in May 2024 from three contractors with the price quotes from two of the contractors over the threshold for when competitive sealed bids are required. Over the next several months, WWTF staff and I discussed the best method for developing a scope of work given the limited knowledge of the actual damage to the roof system and whether the services of an engineering firm would be required to design the project. I met with WWTF staff again in May 2025 to discuss how best to move this project forward by the end of the fiscal year or if funds needed to be encumbered to complete the project in the next fiscal year.

Discussion: As a result of a misunderstanding regarding how to proceed at the May 2025 meeting, WWTF staff contacted Dayco Inc., for an updated price quoted and authorized the replacement of the roof, which is not in compliance with Section 5 – Competitive Sealed Bidding of Town Purchasing Policy. Their rationale in choosing Dayco, Inc., was their scope of work provides for a complete replacement of the roof system to include subsurface concrete, insulation, and new drain inserts compared to the other contractors' scope of work, which lessened the need to engage an engineering firm. I was made aware of the project after it started the week of June 28, 2025, and by then it was too late to stop the project as the old membrane roof had already been torn off.

Impact: Non-compliance of Section 5 of the Town Purchasing Policy regarding when Seal Competitive Bids are required.

The recommended funding for the completed project will be Fund 60 Wastewater Capital Reserves, in the amount of $38,533.00.

Recommendation: I recommend the following motion: In accordance with Section 3.7 of the Town Purchasing Policy, the Selectboard waive the requirements of Section 5 – Competitive Sealed Bidding and award the replacement of the Wilder Pump Station roof to Dayco Inc., Sharon, VT in the amount of $38,533, and authorize the expenditure or transfer of funds as determined by the Finance Director in the amount of $38,533.00 from Fund 60 Wastewater Capital Reserve.

DAYCO INC.

INSULATION · ROOFING Residential • Commercial Contractor

SIKA-SARNAFIL PVC ROOFING SYSTEM PROPOSAL

Town of Hartford Wastewater Dept.
171 Bridge Street
White River Junction, VT 05001

Phone: 802-295-6563
Job: 275 Depot St.
Wilder, VT

Date: 5/22/2025
WO#: 24041R
Revised

We propose hereby to furnish material and labor – complete in accordance with specifications below, for the sum: $38,533.00

Payment to be made as follows: IN FULL UPON COMPLETION-

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from specifications below involving extra costs will be executed only upon written orders and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delay beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Authorized Signature: Dana Geno

Note: This proposal may be withdrawn by us if not accepted within 30 days.

Main Roof

- Remove the existing roofing system and the lightweight concrete down to the structural concrete deck.
- Install a 31-mil thick self-adhered vapor retarder onto the concrete deck.
- Install a ¼" per foot tapered polyisocyanurate insulation system with a 2-inch base layer. Crickets will be pitched towards drains as necessary. All products will be adhered using a low-rise spray foam adhesive.
- Install fully adhered Sarnafil G-410 60 mil reinforced, PVC membrane. Color: "Reflective Gray". Seams to be hot air welded as per Sarnafil specifications.
- Flash all perimeters, walls, and penetrations as per Sarnafil specifications.
- Install Sarnaclad edge metal. Color: Bronze. A portion of the existing metal fascia will remain in place and our new metal will come down over it.
- Provide and install 2 new retrofit RAC drain inserts.
- Install a 3'x5' piece of walkmat over the new membrane at the top of the access ladder.
- Surrounding building & grounds will be left free of all roof associated debris.
- Furnish the owner with a 20-year system warranty from Sika-Sarnafil and a 2-year contractor's warranty from Dayco, Inc.
- All work to be performed in accordance with Sika-Sarnafil specifications and requirements.

Acceptance of Proposal – The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature:

Date: 5/22/25

Please sign and return one copy of this proposal

P.O. Box 128 • Commerce Park • Sharon, VT 05065 • 802-295-3604 • Fax: 802-295-1534
www.dayco-inc.com

DAYCO INC.

INSULATION • ROOFING Residential • Commercial Contractor

SIKA-SARNAFIL PVC ROOFING SYSTEM PROPOSAL

Town of Hartford Wastewater Dept.
171 Bridge Street
White River Junction, VT 05001

Phone: 802-295-6563
Job: 275 Depot St.
Wilder, VT

Date: 5/22/2024
WO#: 24041R

We propose hereby to furnish material and labor – complete in accordance with specifications below, for the sum: $36,000.00

Payment to be made as follows: IN FULL UPON COMPLETION-

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from specifications below involving extra costs will be executed only upon written orders and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delay beyond our control. Owner to carry fire, tornado, and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Authorized Signature: Dana Geno

Note: This proposal may be withdrawn by us if not accepted within 30 days.

Main Roof

- Remove the existing roofing system and the lightweight concrete down to the structural concrete deck.
- Install a 31-mil thick self-adhered vapor retarder onto the concrete deck.
- Install a ¼" per foot tapered polyisocyanurate insulation system with a 2-inch base layer. Crickets will be pitched towards drains as necessary. All products will be adhered using a low-rise spray foam adhesive.
- Install fully adhered Sarnafil G-410 60 mil reinforced, PVC membrane. Color: "Reflective Gray". Seams to be hot air welded as per Sarnafil specifications.
- Flash all perimeters, walls, and penetrations as per Sarnafil specifications.
- Install Sarnaclad edge metal. Color: Bronze. A portion of the existing metal fascia will remain in place and our new metal will come down over it.
- Provide and install 2 new retrofit RAC drain inserts.
- Install a 3'x5' piece of walkmat over the new membrane at the top of the access ladder
- Surrounding building & grounds will be left free of all roof associated debris.
- Furnish the owner with a 20-year system warranty from Sika-Sarnafil and a 2-year contractor's warranty from Dayco, Inc.
- All work to be performed in accordance with Sika-Sarnafil specifications and requirements.

Acceptance of Proposal – The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature: _____

Date: _____

Please sign and return one copy of this proposal.

P.O. Box 128 • Commerce Park • Sharon, VT 05065 • 802-295-5604 • Fax: 802-295-1534
www.dayco-inc.com

Acker Contracting, LLC
d/b/a HP Roofing

240 South Main St
White River Junction, VT 05001
603-359-4700

Apr 19, 2024

Randy Herrin
Town of Hartford
275 Depot St
Hartford, VT

Dear Randy,

Thanks for the opportunity to look at your roofing project in Hartford. I have prepared a proposal for re-roofing the building with a Duro-Last PVC roofing system. The decking and insulation condition is unknown, thus is not included.

Please keep in mind when comparing proposals that it is very difficult to get an exact "apples to apples" comparison, and ours will almost never be the cheapest. Our mission is to provide the right roof at the right price - I just don't think folks want "Cheap" for their roof.

DuroLast PVC membrane roofing scope of work

Remove existing roofing and dispose (1 layers assumed)
Install new Duro-Last PVC roofing in accordance with manufacturer's instructions, over 3/8" underlayment
Install 1.25" face galvanized drip edge to perimeter
Entire installation to be covered by DuroLast 15 year non-prorated warranty, the strongest warranty in the roofing industry.

Total investment for DuroLast roofing =$20,500

More info at www.duro-last.com

NOTES:

1. Payment terms - 10% down, 30% prior to start of job, balance due upon completion.
2. Except as noted above, price assumes that that roof deck is sound and sufficient for new roof to be installed. If any decking needs to be replaced or other carpentry work beyond what is spelled out above, it will be billed time and materials at a rate of $95 per

Acker Contracting, LLC
d/b/a HP Roofing

240 South Main St
White River Junction, VT 05001
603-359-4700

manhour + materials.
3. Price assumes layers of roofing currently existing as specified above. If additional layers are discovered, additional charges for extra labor and disposal costs will apply. We will keep you informed as the job progresses.
4. Base job covered by 20 year workmanship warranty from HP Roofing, + applicable manufacturer's warranty.
5. Prices will be held for 15 days from date of proposal.
6. Owner is responsible for all local permits necessary.
7. Contractor will make every effort to protect all lawn and landscape areas but will not be liable for minor damage that occurs during the course of routine activities.
8. Unless otherwise noted above, all prices are fixed prices for scope of work described. 2% per month finance charge will accrue on all balances 5 days past due.
9. Owner is responsible for realignment of satellite dishes if any after roof is installed.

Thanks for the opportunity, and feel free to email or give me a call on my cell phone at 603-678-0976 if you have any questions.

Sincerely,
Gordie

_____ Date:_____
Gordie Brown

_____ Date:_____
Agreed:

wilder pump station roof

03/29/2024

Vermont Construction Company: Roofing Division
182 Hegeman Ave. Suite 1
Colchester, VT 05446
Phone: (802) 900-9595

Company Representative
Scott Hoffman
Phone: (802) 777-5297
scott@vermontconstructioncompany.com

Strip existing membrane, and roof over with new membrane and recovery board.

Peter Stiebris
O.N.C. Construction
38 North Main Street
Saint Albans City, VT 05478-1665
(802) 881-4565

Job: Peter Stiebris

Rubber Section

Remove and dispose of existing membrane roofing

1/2" recovery board

Mechanically fastened

60-mil Carlisle's Mule Hide EPDM membrane

Fully adhered installation

Drip edge and flashing as necessary

Protection of landscaping and siding during removal of existing roofing

Final cleaning and magnet sweep of the work area

Estimate Details

Estimated material required:

Available start date: 4-6 Weeks

$18,400.00

TOTAL $18,400.00

Starting at **$290/month** with Acorn FINANCE • APPLY

Common Additional Services: (unless included in above total)

- Rotted plywood decking to be replaced at a rate of $95.00 per sheet.
- Installation of lead flashing $600.00 per chimney, up to one 50# roll.
- Removal of additional layers of shingles or metal (more than 1 layer) is an additional $60/square.
- Removal of slate is an additional $120/square per layer.
- Removal of cedar or wood shakes is an additional $145/square per layer.
- Removal of rubber membrane instead of shingles or metal is an additional $350/square per layer.
- Installing 1/2" CDX over existing barn board sheathing if gaps in boards exceed 1/4 at a rate of $85.00 per sheet.

Chimney Counter-Flashing: This proposal does not include replacement of any chimney counter-flashing, unless specifically stated.

Siding: This proposal does not include replacement of unworkable siding or trim. Damage to rotten or soft siding and trim is not the responsibility of VTCC.

Skylights: VTCC is not responsible for skylights leaking if homeowner chooses not to replace them during roof replacement.

Gutters: Does not include replacement of gutters unless specifically stated.

Gutter Guards: All attempts to reuse gutter guards will be made. In the event that they cannot be reused or get damaged in removal they will be disposed of.

Extra materials: Any extra materials are the property of VTCC. Additional materials are ordered to account for waste and any unforeseen circumstances. Homeowner may request additional materials be left on site; Approval of requests of this nature will be at the full discretion of VTCC

Roof Assemblies: When the roof decking material is the same as the finished ceiling material, especially on outdoor porches, or when the overall thickness of the roof structure is less than 1-1/4" there may be exposed nails penetrating finished surfaces. VTCC is not responsible for damage to these finished surfaces.

Rotten Wood: All wood blocking, fascia, etc. will be repaired on a time and materials basis at a cost extra to this proposal. Decking will be replaced at the rate per sheet stated under Common Additional Services.

Structural: This proposal does not include any inspection of, or upgrade to, the structural integrity of the building and VTCC are not responsible for any damage existing before or arising after work has been completed.

Building Permit: Building permits are to be arranged by the owner of the building unless otherwise stated in contract. Contact VTCC if assistance is needed.

This proposal does not include performance and payment bonding.

Asbestos: VTCC is not responsible for any asbestos in the existing roofing. It is the owners responsibility to test for and identify any asbestos prior to removal. The cost of asbestos testing or removal is not included in this proposal.

Hand Sealing Shingles: Does not include hand sealing shingles unless specifically stated

Heating or Tenting: This proposal assumes that conditions for the application of adhesives will be within allowable ranges for curing per manufacturer recommendations.

Satellite Dishes: Owner to coordinate re-calibration of any satellite cishes or antennas with their service provider.

Photography and Filming: We reserve the right to take photos and videos of the exterior of your property during the time of service for the purposes of marketing internally and externally in perpetuity. If you don't want this please let us know.

Power Lines: Owner to coordinate with their utility company for installation of insulated sleeves on power lines, if required. Contact VTCC if assistance is needed.

Oil Canning: Our proposal does not guarantee against oil canning. Oil Canning is a normal part of a metal roof's appearance.

Flashing: Does not include removal or replacement of siding for replacement of step or head-wall flashing. Step and head-wall flashing will be inspected and reused when appropriate.

Landscaping: Does not warranty landscaping from damage.

Solar Panels: Does not include removal or re-installation of solar panels.

Attic Cleaning: Any cleaning of attic spaces to be performed on a time and material basis.

Payment Terms: 100% payment due upon completion - Unless otherwise noted. Ask us about our financing options.

Major Credit Cards accepted with 3.4% Fee.

Deposits by check can be written out to:

Vermont Construction Company and mailed to 182 Hegeman Ave Suite 1 Colchester, VT 05446

Any Warrantles/Guarantees will take in effect on the date of substantial completion but will not be honored/issued until payment is made in full.

Pricing is good for 30 days from delivery of the estimate.

Price includes all applicable taxes.

Thank you,

Vermont Construction Company

Company Authorized Signature	Date
Customer Signature	Date
Customer Signature	Date

You don't often get email from silas@roddroofing.com. Learn why this is important

[**EXTERNAL EMAIL: DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

To Whom it May Concern,

Rodd Roofing has chosen to NOT bid the wastewater treatment roof project.

Thanks for the opportunity.

Silas

--

Silas Ratico
49 Perkins St.
St. Johnsbury, VT 05819
silas@roddroofing.com
C 802.535.2113
O 802.748 4555

AGENDA MEMORANDUM
July 2, 2025
Submitted by: Dillon Walsh, IT Director

Subject: **FY26 Public Safety IT Infrastructure Upgrade**

Background: The Police, Fire, and Dispatch departments are scheduled for a major IT infrastructure upgrade in FY26, originally presented during last fall's budget. Since that time, project costs have increased primarily due to:

- **Record-breaking price increases** from our virtualization software VMware, rolled out by their parent company Broadcom.
- **A mandatory migration fee** from Motorola for our 911 server

To address this, the IT department recommends switching to Microsoft Hyper-V, which is fully compatible with our applications, has a one-time (perpetual) licensing cost, and avoids future price spikes. We also recommend adding a third server to the two scheduled for replacement.

Discussion: We plan to replace our two main servers and our shared storage system at Public Safety. These systems have a 5-7 year lifespan and directly support mission-critical operations like:

- 911 dispatch (Motorola Flex CAD)
- Fire alarm system
- Secure VPN access for emergency vehicles
- Storage of digitized police evidence

Project Scope & Cost

Total: $192,810

Includes:

- 3 servers, shared storage, 5-year licensing for RedHat OS (Flex), backup software (Veeam), perpetual licensing for Hyper-V virtualization software ($185,000)
- $8,103 migration fee to Motorola for 911 server migration

Current Funding in FY26:

- PD/FD/Dispatch allocation: $81,000
- IT FY26: $24,997
- IT FY26 reserves: $20,723.80

FY26 Total: $126,720.80

Funding Gap: $66,089.20

Proposed Additional Contributions:

- IT Department savings (Arctic Wolf deployment): $27,400.74
- Additional IT FY26 contribution: $8,688.46
- Additional PD FY26 contribution: $10,000
- Additional FD FY26 contribution: $10,000
- Additional Dispatch FY26 contribution: $10,000

Key Benefits:

- **Unified refresh cycle** - reduces future budget spikes and simplifies maintenance
- **Improved system uptime** - faster and more reliable storage (upgrading from hybrid to 100% flash storage) – help ensure critical systems remain online.
- **Regional collaboration** – other Vermont public safety agencies are interested in joining our system, which can create new revenue streams, stronger mutual aid partnerships, and robust data sharing opportunities.
- **Future-proofing** – positions Hartford Public Safety as a leader in regional public safety IT infrastructure**.**

Financial Impact: **$**192,810

Recommendation: Approve the additional funds from FY26 between the four departments (IT, PD, FD, and Dispatch) to cover the difference in IT infrastructure upgrades for the upcoming year.



_____

IT Director

AGENDA MEMORANDUM
July 8th, 2025
Town Selectboard Meeting Item: 5J
Submitted by: Dana Clawson, Environmental Sustainability Coordinator

Subject: Waiving of the Purchasing Policy and awarding contract for Level 2 EV chargers.

Background: As part of the South Main St. Parking Lot renovation project in 2023-2024 the infrastructure for 7 additional Level 2 EV chargers was installed. This includes a "power tower" for the breakers, conduit underground, bases, and bollards. The installation of Charge Point Chargers was originally part of the contract with Notts Excavation. Around the time that the chargers were going to be installed the Environmental Sustainability Coordinator (ESC) got involved in the project. After reviewing the contract with Charge Point the ESC asked that the Planning Department and the DPW consider alternatives to Charge Point as these chargers require the use of Charge Points software that would have cost $5,110 annually. This is far more than the revenue that the chargers are going to bring in in in the near future. Around the same time Green Mountain Power had released the Electric Vehicle Supply Equipment (EVSE) grant.

The ESC submitted an application for the EVSE grant using chargers from Norwich Technology and Hartford was awarded $42,126.60 for the installation of 6 chargers each with 2 ports for a total of 12 charging spots. In addition Green Mountain Power is offering a $750 incentive for each port for a total of $9,000. Because these chargers were part of the larger parking lot renovation the Planning Department and the ESC were going to ask Notts Excavation to do a change order to the original plans and swap the Charge Point chargers for Norwich Technology chargers. The parking lot renovation project continued and Notts Excavation wrapped up most of their work before the chargers were installed.

Discussion: Notts Excavation has a very short punch list of parking lot items to address and they were not compensated for project managing the installation of the Level 2 chargers. It is still possible to have them move forward with overseeing the installation of the chargers as a change order, but there would be an additional cost for project management. The other option is for the Selectboard to waive the requirement for issuing and RFP that would be required if this was a stand alone project and authorize the Town Manager to sign the contract with Norwich Technologies for 6 Level 2 Chargers with two ports each. Given that Norwich Technologies was accepted by Green Mountain Power to install these Level 2 Chargers and that they were awarded the NEVI contract from the State to install Level 3 chargers in the parking lot as well moving forward with them will make managing the chargers in the parking lot easier as there will only be a single vendor involved.

Recommended Motion: Waive the requirement of Section 3.6 of the Town Purchasing Policy and Procedure for competitive sealed proposals for contracts over $20,001 as authorized by Section 3.8 of the Town Purchasing Policy and Procedure to utilize Norwich Technologies as the installers of 6 Level 2 chargers in the South Main St Parking Lot.

Award the contract to Norwich Technologies in the amount of $76,505.52 to provide the installation of six dual port chargers in the South Main St. Parking Lot.

NORWICHEV

Turnkey EVSE Proposal

Turnkey EV Charging Solutions for New England Businesses and Nonprofits

July 3, 2025



Norwich EV is a division of Norwich Technologies, Inc. which was founded in 2011 with a vision of developing and commercializing leading-edge innovations in Clean Technology. Norwich EV continues this mission by providing business, non-profits, and municipalities with integrated EV charging solutions

vermont MAIN STREET alliance

VECAN VERMONT ENERGY & CLIMATE ACTION NETWORK

MREA Maine Renewable Energy Association

VBSR Vermont Businesses for Social Responsibility

UPPER VALLEY Business Alliance

Proposed Site Plan



Map Key

Chargers

Existing Panels

Installation Notes and Scope of Work

- Wire will be connected to the customer provided breakers that are installed in the (2) existing panels
- Wire will be pulled through the existing conduit and connected to the EV chargers
- The chargers will be mounted and energized

- Pricing is contingent upon(12) breakers being installed by the customer in the two (2) existing panels
- Installation scope work includes pulling wire, mounting, and energizing, the charging stations

Networked EV Charging Station Proposal

	Price	Notes
Equipment	$62,678.36	Dual-port, pedestal mount, Autel Chargers, NTEP, OCCP
Electrical Install	$5,880.00	Electrical installation materials
Labor	$12,057.50	Installation labor
Total	$80,615.86	Turnkey price
Rebates	$9,000.00	Collected from GMP after installation, $750 per port
Net Price after Rebate	$71,615.86	
Red E Software	$0.05/kWh	Collected directly through the software
VT Weights & Measures Retail License	$300.00	Annual retail charger fee, $25 per charging port



AUTEL

MAXICHARGER ACULTRA

19.2kW*2



MAXICHARGER ACULTRA

The Fastest AC Charger for Two Vehicles



FAST AND EFFICIENT

CREATE AN EXCEPTIONAL CHARGING EXPERIENCE

- At 19.2kW per port this charger leads the industry by fast charging 2 vehicles simultaneously, and generates 75 miles of range within 60 min
- Designed with ISO 15118 Plug & Charge, for a hassle-free charging experience

BEST-VALUE DESIGN

TAILORED FOR COMMERCIAL DEPLOYMENT

- Rugged design allows it to be wall-mounted or floor-mounted to support your application needs
- One-piece construction makes it easy to install resulting in lower costs and a faster ROI

SMART CHARGING

FUTURE-PROOF, FLEXIBLE AND IMPROVES YOUR BOTTOM-LINE

- Smart functionality with OCPP 1.6 and 2.0.1 compliant, can adapt its power usage and provide optimal charging today and into the future
- Reduce capital investment in power capacity

THE BIG VALUE BEHIND THE MAXICHARGER ACULTRA

- Cable Management
- One-piece Pedestal Housing Combination
- WiFi Hotspot Sharing
- Power Sharing
- 8-inch HD Advertising Screen
- APP, RFID Card, Credit Card, Mobile Payment
- One-Stop Cloud Network Management
- OCPP1.6 / 2.0.1
- Weather Resistant



TECHNICAL SPECIFICATIONS

PRODUCT INFORMATION

Input/output power rating and current	2*19.2kW (240V AC*80A) Output amperage adjustable via mobile app, from 6A to 80A
Input/output voltage	208V±15%; 240V±15%, 60Hz
Input wiring	L1/L2/PE
Input cord	Hardwired
Connector type	SAE J1772, 7.5m (25') or 5m
Ground fault detection	20mA CCID
Protection	Overcurrent, overvoltage, undervoltage, integrated surge protection
Card reader	Optional: ISO 15693, ISO 14443, NFC
Power measurement accuracy	+/- 1.0% from 1% to full scale

GENERAL CHARACTERISTICS

Enclosure rating	NEMA 3R
Operating altitude	2000m
Operating temperature range	- 40℃ ~ + 50℃
Storage temperature range	- 40℃ ~ + 85℃
Mounting	Wall or floor using a pedestal
Dimensions (H*W*D)	625 × 320 × 170mm

USER INTERFACE

Status indication	LED / APP / LCD (8 inch,1280*720 touch screen)
User interface	Autel Charge APP; Autel Charge Cloud
Connectivity	Bluetooth, Wi-Fi, Ethernet, 4G, RS485
Communication protocols	OCPP 1.6J (Can be upgraded to OCPP 2.0.1 later)
User authentication	APP, RFID card, Credit Cards (Optional)

SOFTWARE UPDATE

OTA updates via web portal

CERTIFICATION AND STANDARDS

Safety and compliance	UL 2231-1, UL 2231-2, UL2594, NEC Article 625, CSA C22.2, UL 916
EMC compliance	FCC 15 Class B
Certification	Energy Star, OpenADR 2.0b
Warranty	36 months, warranty extension possible

AUTEL®

Autel Intelligent Technology Corp., Ltd
Phone: (844) 765-0150
E-mail: evsupport@autel.com
Website: autelenergy.com

Autel Energy

RED E /

RED E Enterprise Administrator Features

Charging Station Management

- Assign devices and settings to locations and sub locations

Control Charging Time

- Set charging station hours of operation
- Set separate availability schedules for weekdays and weekends

Access Control

- Grant charging station access to authorized users and manage access at location level

Reports

- Daily and monthly consumption reports by user, charging station, location, company
- Review active charging sessions
- Run session history reports by station and user
- Review real-time consumption for each location
- Export reports in PDF, XLSX, CSV customizable usage reports
- Map of sites
- Charger uptime
- Parking/idle time and buffer time management
- Tax Management
- First come first serve and equal distribution load management
- Dashboard with quick view
- Petroleum displacement report
- Greenhouse gas savings report

Pricing and Payments

- Set pricing by kWh, session, hour or any combination thereof
- Integrated pay for parking collection
- Payment collection in app
- Generate custom usage reports & export data for invoicing

Administrator Dashboard Access

- Grant users access to specific locations and devices
- Administrator access level control

Reseller Dashboard and Whitelabeling

- Resellers can manage stations on behalf of their customers
- Brand dashboard with any company logo and email
- Create a unique company URL (e.g. https:// company. juice.net) for each end customer

Automated Load Balancing

- Limit maximum power load for each location or group of charging stations
- Monitor current load
- Review maximum load per location and per day

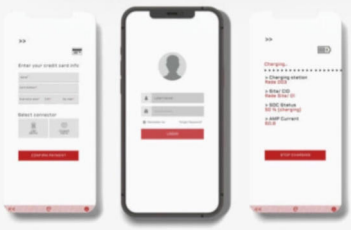
Troubleshooting Tools

- Review state of the charging station: status, temperature, voltage, kW, amperage
- View logs and events for each charging station

Driver Features

- Start charging using mobile app
- Review current session status
- Review history and cost of sessions
- Charging start and stop notifications
- App available for iOS and Android
- Payment via app or direct through web-page





RED E is a registered trademark of Red E Charging, a HAGE Automotive Group company. Other product and company names mentioned herein may be trademarks or trade names of their respective owners.
*Certifications and registrations are anticipated and subject to change.

redecharge.com
Customer Support (313) 262-6722
redecharge
info@redecharge.com

READY. AN EV CHARGING NETWORK THAT'S ALWAYS READY. AN EV CHARGING NETWORK THAT'S ALWAYS READY.

Docusign Envelope ID: 7E44FF21-2C7F-4137-8A22-681AE1C26985

Vermont Community EVSE Grant Program Agreement

Section 1: Parties and Project Description

This Agreement ("Agreement") is between Green Mountain Power ("GMP" or "Administrator"), the Applicant listed below, and if applicable, the Installer ("Installer") listed below of Electric Vehicle Supply Equipment ("EVSE"). This Agreement articulates the terms and incentive amount ("Grant Award") for installation of EVSE at Applicant's workplace, multiunit property, or public attraction (the "Project"). The Vermont Community EVSE Grant Program is made possible by funding from the Vermont Department of Housing and Community Development ("DHCD"). In this Agreement, the Applicant and/or Installer is referred to as "Applicant" and "You" or "Your".

The Agreement is for the project scope described in Exhibit B ("Project Scope").

Section 2: Applicant Acknowledgments

1. The Applicant acknowledges and agrees that:
    a. Applicant will install EVSE at your establishment to aid in the reduction of fossil fuel consumed by combustion engine vehicles for use by your employees, residents and/or the public.
    b. The Grant Award is material to the Project and Applicant's decision to install EVSE resulting in reduced greenhouse gas emissions.
    c. The Grant Award will cover in whole or in part hardware, utility and civil make-ready, and labor costs associated with the Project.
    d. The Grant Award will not cover software, extended warranty beyond the required 3-year warranty, or any other costs that are not included and are not required for the Project to be completed.
    e. Applicant acknowledges that any EVSE funded by this Grant Award is not mandated under federal, state, or local requirements at this location.
    f. Applicant will fully cooperate in answering questions, providing documentation, or accommodating site visits as requested by the Administrator or DHCD to confirm Project progress and compliance with this Agreement throughout the Grant Award Term and the Applicant Program Requirements in Exhibit A.
    g. Applicant will provide the Administrator with photos of the EVSE once installed and operational.
    h. Applicant is responsible for meeting the Applicant Program Obligations outlined in Exhibit A.
    i. If Applicant is not the landowner, the Applicant shall obtain Landowner consent through signature authorizing installation of the EVSE project and Applicant's participation under the terms of this Agreement, including assumption of Applicant obligations in the event that Applicant's tenancy ends prior to the five-year period outlined in Exhibit A.

Section 3: Grant Award Term

1. The Grant Award is valid for one year from the execution of this Agreement ("Term").
2. Applicant's obligations as outlined in Exhibit A shall extend for five years post-installation.

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3. GMP and the Applicant may agree to extend the Term by mutual written agreement made prior to the end of the Term if the Applicant or Installer provides reasonable assurance of their ability and commitment to complete the project satisfactory to the Administrator.

Section 4: Changes to Project Scope and Grant Award

1. The Applicant acknowledges and agrees that:
    a. Changes to the Project Scope will be communicated to the Administrator in writing as soon as the Applicant identifies them. Any changes in Project Scope are subject to eligibility review by the Administrator.
        i. Changes may include a change in the number and location of ports installed, procurement of EVSE not originally approved in the grant application, actual installation costs, and state, federal, utility, or other incentives.
    b. The Administrator will review any changes to project Scope to determine whether the total Grant Award payable through Project completion will be modified and will inform the Applicant of that determination in writing.
    c. If an Applicant match is applicable (See Section 5), you understand that if there are changes to the Project Scope and final Grant Award amount, the Applicant match amount may decrease or increase.

Section 5: Grant Award Amount and Applicant Match Requirements

1. The Grant Award amount is determined by the applicable program cap or the final Project cost, whichever is lower, the Applicant match level, available program funds, and any other available or anticipated incentives. The Grant Award amount cannot exceed the applicable program cap or the final Project cost, inclusive of the Applicant match and other available incentives. The Administrator may issue a Grant Award that is less than the eligible Award amount based on available program funds. If the funds supporting this Agreement become unavailable or are reduced, the Administrator may terminate or amend this Agreement and shall not be obligated to pay the Applicant from any other source of funds.
2. The Applicant is responsible for applying for and receiving other incentives.
3. The Applicant match level is determined by Applicant status (for profit, non-profit or government agency, and women and/or minority ownership, percent of housing designated for low-income housing) and is calculated based on the applicable program cap or the final project cost, whichever is lower. See Exhibit B.
4. The Applicant has received a Grant Award and the Applicant will cover the Applicant match listed above, plus any remaining project costs. See Exhibit B

Section 6: Grant Award Payment Process

1. This Project is managed by either the Applicant or Installer, see Exhibit B.
    a. The Award will be issued by GMP to the Project Manager (either the Applicant or the Installer). The Applicant remains responsible for any other vendor payments required to complete the project; this Agreement and the Grant Award paid to the Project Manager do not create a third-party beneficiary relationship between GMP and any parties involved in the project that are not listed under this Agreement.

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2. This Grant Award will be paid in two installments via check:
    a. The first installment will be issued to the Project Manager within 30 days of this Agreement being signed by all applicable parties and can cover costs up to 100% of the hardware estimate and/or grant funding cap and up to 75% of the make-ready and labor estimates and/or grant funding caps.
    b. The second installment will be issued to the Project Manager for the remaining 25% of make-ready and labor grant funding and will be issued within 30 business days of confirmation of the equipment being installed and operational and submission of copies of final invoices, receipts, and proof of payment for all Project expenditures to date.

Section 7: Termination and Recapture of Grant Award

1. The Administrator may terminate this Agreement, in whole or in part, at any time during the term hereof, after 30 days written notice and a reasonable opportunity for comment from the Applicant, when it is determined that the Applicant has failed to substantially comply with the conditions of this Agreement. Notice to the Applicant shall include the reasons for the proposed termination, together with the proposed effective date, and the date by which the Applicant's comment must be received. The Applicant shall be prohibited from incurring additional obligations related to the Project following receipt of such notice. A final determination shall be provided in writing to the Applicant, including the reasons for the termination and the actual effective date thereof.
2. In any event the Project is suspended, terminated, or not fully completed as described in this Agreement within the Term, including any mutual extension of the deadline as referenced herein, GMP shall have no obligation to provide any remaining portions of the Grant Award and a portion or all of the Grant Award already advanced shall be repaid to GMP by the Applicant.
    a. If the payment is made to the Installer and the Applicant decides to not move forward with the project after payment was issued, the Installer will return funds to GMP and the Applicant will be responsible for refunding the Installer any costs that were incurred.
3. See Exhibit A for Applicant's authority to alter the project and program obligations. Failure to comply with Exhibit A may result in recapture of funds in accordance with Section 6 of this Agreement. If such failure occurs within one year of completion, 100% of the grant shall be recaptured. If it occurs within one and four years after completion, the amount to be repaid shall be reduced by 20%, per year. If it occurs within five and seven years after completion, the amount to be repaid shall be reduced by 10%, per year.

Year	Percentage
0 – 1	100%
1 – 2	80%
2 – 3	60%
3 – 4	40%
4 – 5	20%

Section 8: Taxes

Docusign Envelope ID: 7E44FF21-2C7F-4137-8A22-681AE1C26985

1. It is the responsibility of the Project Manager to understand and assume any liability for taxes associated with the Grant Award received.
2. The Administrator will issue a 1099 form to the Project Manager that receives a Grant Award payment. The Project Manager will provide GMP with a completed W9 for this purpose.

Section 9: Miscellaneous

1. The undersigned represent and warrant they are duly authorized and have legal capacity to execute and deliver this Agreement. Each party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such party's obligations hereunder have been duly authorized and that the Agreement is a valid and legal agreement binding on such party and enforceable in accordance with its terms.
2. The parties agree to comply with the Standard State Provisions for Contracts and Grants outlined in Exhibit D.
3. The parties agree that Vermont is the choice of law and forum governing this Agreement.
4. The Applicant shall remain fully liable and obligated with respect to the use of the Grant Award provided, notwithstanding the contracting with any third party(s). The Applicant shall require any third party to comply with all lawful requirements necessary to ensure that the Grant is used in accordance with this Agreement.
5. Applicant acknowledges that nothing herein shall be construed as creating liability on the part of the Administrator for the installation of the EVSE or the Project completion. GMP's sole role is to administer the program in accordance with the DHDC's requirements.

Applicant:

Name of Entity: Town of Hartford (Town Square Parking Lot)

Full Name: John Haverstock

Title: Town Manager

Signature: DocuSigned by: John Haverstock 3DA73115B6384C7...

Date Signed: 10/28/2024

Installer:

Name of Business: _____

Full Name: _____

Title: _____

Signature: _____

Date Signed: _____

Grant Administrator:

Docusign Envelope ID: 7E44FF21-2C7F-4137-8A22-681AE1C26985

Full Name: Madeline Murray-Clasen

Signature: DocuSigned by: Madeline Murray-Clasen F1FB2F6F130242E...

Date Signed: 10/28/2024

Property Owner Authorization (if applicable):

Full Name: Same as applicant

Signature: _____

Date Signed: _____

Docusign Envelope ID: 7E44FF21-2C7F-4137-8A22-681AE1C26985

Exhibit A: Applicant Authority to Alter and Program Obligations

1. For five years following the completion of any construction activities funded by this Agreement, the Applicant shall not, without the express written permission of the Administrator:
    a. sell or transfer ownership of all or a portion of the property or (if a tenant, vacate the property) which is the subject of the Project;
    b. discontinue operation of all or a portion of the Project;
    c. change or increase in the fee structure for use of the equipment must align with the change or increase in utility rates;
    d. materially alter or expand the Project's purpose or function; or
    e. make any physical, structural, or visual alterations to the Project.
2. Applicants ensure:
    a. Projects comply with site and equipment requirements outlined in Exhibit C.
    b. Projects must obtain all necessary State and local permits required to complete the project.
    c. Equipment must be maintained and kept in good repair for 5 years.
    d. Snow removal must be provided to ensure access during/after inclement weather.
    e. Equipment must operate with a maximum downtime of 10% in any 30-day period.
    f. All signage, notices and instructions posted at the site regarding EVSE use are legible in both daytime and nighttime conditions.
    g. Any fees that are charged for use of the EVSE are fully disclosed prior to charging the consumer.
    h. Fees for use of the equipment must be consistent with the State's Method of sale regulations.
    i. Register equipment that is available to the general public on Plugshare and the Alt. Fuels Database.

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Exhibit B: Project Scope, Schedule, Budget

1. Applicant Site Name: Town of Hartford (Town Square Parking Lot)
2. Applicant Primary Contact Name: John Haverstock
3. Applicant Phone: (802) 295-9353
4. Applicant Email: jhaverstock@hartford-vt.org
5. Install Name:
6. Installer Primary Contact Name
7. Installer Phone:
8. Installer Email:
9. Property Owner Name (if different than Applicant):
10. Property Owner Phone (if different than Applicant):
11. Property Owner Email (if different than Applicant):
12. Site Address: Town Square Parking Lot
13. Site City: White River Junction
14. Site State: Vermont
15. Site Zip: 05001
16. Project Type: Public Attraction
17. Grant Funding Level Percentage: 95%
18. Number of Charging Ports in Project
    a. Level 1:
    b. Level 2: 12
    c. Level 3:
19. Project Costs, Funding, and Incentive Summary:
    a. Total Estimated Project Cost: 51126.60
    b. Total Estimated Grant Incentive: 42126.60
    c. Total Estimated Utility Incentives: 9000.00
    d. Total Estimated Applicant Out of Pocket: .00

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Exhibit C: Site and Equipment Requirements

1. Site Requirements:
    a. The proposed project must be located in parking that serves workplaces, multiunit dwellings, or public attractions.
    b. Sites must provide employees, residents, or the general public sufficient and priority access to the charging station to meet their charging needs.
    c. Be designed to account for reasonable proximity to existing infrastructure, while balancing users' needs.
    d. Provide sufficient daytime and nighttime illumination to operate the charging equipment.
    e. Have a level and well-maintained surface with parking striping preferred.
    f. Meet ADA or HUD (Housing and Urban Development) accessibility requirements, whichever applies, unless otherwise approved by the EVSE Inter- Agency Workgroup to address site-specific constraints. It is not necessary to designate the accessible EVSE exclusively for disabled users.
    g. Allow vehicles to safely park front-to-back or back-to-front to accommodate charging port variations across different vehicles.
    h. Be designed to prevent physical damage to the charging equipment (e.g., bollards and curbing).
    i. Be located and designed so charging cords do not create blockages, tripping hazards, or barriers to pedestrian flow.
    j. Be located and designed to prevent water from accumulating around the site during conditions of flooding.
2. Equipment Requirements:
    a. Be either pedestal or wall mounted. Pedestal: hard-wired to a permanent pole or box. Wall: hardwired to a wall and typically includes a mounting plate.
    b. Be ADA-compliant with accessible buttons and components.
    c. Equipment that will be available to the general public for a fee must be network capable, and Level 1 and 2 equipment must be certified by the California Type Evaluation Program (CTEP): https://www.cdfa.ca.gov/dms/ctep.html
    d. Network capable equipment must:
        i. Use an open standard protocol to ensure EVSE hardware is not "locked" to a single service provider in perpetuity.
        ii. Not require payment of a subscription fee or membership to use the EVSE.
        iii. Accept credit card, debit card, or other common forms of payment.
        iv. Have customer service assistance available during hours of operation.
        v. Adhere to cyber security standards for transmission of financial information.
    e. Level 2 equipment must meet Society of Automotive Engineers (SAE) J1772 standard for EV charging plug connector and operational requirements.
    f. DCFC equipment must be dual protocol with both CHAdeMO and SAE Combined Charging System (CCS) ports.

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g. Be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriters Labs, UL) for outdoor use as well as able to operate in extreme temperatures (-20 to +100 degrees F).
h. Meet NEMA (National Emergency Managers Association) Type 3R or 4 certifications for outdoor electrical enclosures.
i. Not have advertising visible from a public road, except as permissible by Vermont's sign law and local regulation.
j. If corded, have a minimum cord length of 18 feet and comply with National Electric Code (NEC) article 625.
k. Have a minimum 3-year warranty.
l. Be installed by a licensed electrician in accordance with all current National Electric Codes and Vermont Electrical Safety Rules.

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Exhibit D: Standard State Provisions for Contracts and Grants

1. **False Claims Act:** The Party acknowledges that it is subject to the Vermont False Claims Act as set forth in 32 V.S.A. § 630 et seq. If the Party violates the Vermont False Claims Act it shall be liable to the State for civil penalties, treble damages and the costs of the investigation and prosecution of such violation, including attorney's fees, except as the same may be reduced by a court of competent jurisdiction. The Party's liability to the State under the False Claims Act shall not be limited notwithstanding any agreement of the State to otherwise limit Party's liability.

2. **Whistleblower Protections:** The Party shall not discriminate or retaliate against one of its employees or agents for disclosing information concerning a violation of law, fraud, waste, abuse of authority or acts threatening health or safety, including but not limited to allegations concerning the False Claims Act. Further, the Party shall not require such employees or agents to forego monetary awards as a result of such disclosures, nor should they be required to report misconduct to the Party or its agents prior to reporting to any governmental entity and/or the public.

3. **Location of State Data:** No State data received, obtained, or generated by the Party in connection with performance under this Agreement shall be processed, transmitted, stored, or transferred by any means outside the continental United States, except with the express written permission of the State.

4. **Fair Employment Practices and Americans with Disabilities Act:** Party agrees to comply with the requirement of 21 V.S.A. Chapter 5, Subchapter 6, relating to fair employment practices, to the full extent applicable. Party shall also ensure, to the full extent required by the Americans with Disabilities Act of 1990, as amended, that qualified individuals with disabilities receive equitable access to the services, programs, and activities provided by the Party under this Agreement.

5. **Taxes Due to the State:**
   - **a.** Party understands and acknowledges responsibility, if applicable, for compliance with State tax laws, including income tax withholding for employees performing services within the State, payment of use tax on property used within the State, corporate and/or personal income tax on income earned within the State.
   - **b.** Party certifies under the pains and penalties of perjury that, as of the date this Agreement is signed, the Party is in good standing with respect to, or in full compliance with, a plan to pay any and all taxes due the State of Vermont.
   - **c.** Party understands that final payment under this Agreement may be withheld if the Commissioner of Taxes determines that the Party is not in good standing with respect to or in full compliance with a plan to pay any and all taxes due to the State of Vermont.
   - **d.** Party also understands the State may set off taxes (and related penalties, interest and fees) due to the State of Vermont, but only if the Party has failed to make an appeal within the time allowed by law, or an appeal has been taken and finally determined and the Party has no further legal recourse to contest the amounts due.

6. **Child Support:** (Only applicable if the Party is a natural person, not a corporation or partnership.) Party states that, as of the date this Agreement is signed, he/she:

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a. is not under any obligation to pay child support; or
b. is under such an obligation and is in good standing with respect to that obligation; or
c. has agreed to a payment plan with the Vermont Office of Child Support Services and is in full compliance with that plan.

Party makes this statement with regard to support owed to any and all children residing in Vermont. In addition, if the Party is a resident of Vermont, Party makes this statement with regard to support owed to any and all children residing in any other state or territory of the United States.

7. **No Gifts or Gratuities:** Party shall not give title or possession of anything of substantial value (including property, currency, travel and/or education programs) to any officer or employee of the State during the term of this Agreement.

8. **Certification Regarding Debarment:** Party certifies under pains and penalties of perjury that, as of the date that this Agreement is signed, neither Party nor Party's principals (officers, directors, owners, or partners) are presently debarred, suspended, proposed for debarment, declared ineligible or excluded from participation in Federal programs, or programs supported in whole or in part by Federal funds.
Party further certifies under pains and penalties of perjury that, as of the date that this Agreement is signed, Party is not presently debarred, suspended, nor named on the State's debarment list at: http://bgs.vermont.gov/purchasing/debarment

9. **State Facilities:** If the State makes space available to the Party in any State facility during the term of this Agreement for purposes of the Party's performance under this Agreement, the Party shall only use the space in accordance with all policies and procedures governing access to and use of State facilities which shall be made available upon request. State facilities will be made available to Party on an "AS IS, WHERE IS" basis, with no warranties whatsoever.

10. **Certification Regarding Use of State Funds:** If Party is an employer and this Agreement is a State-funded grant in excess of $1,001, Party certifies that none of these State funds will be used to interfere with or restrain the exercise of Party's employee's rights with respect to unionization.

5. k.

To: Members of the Hartford, VT Select Board

From: John Haverstock, Town Manager

Re: Proposal to Have the Town Serve as Fiscal Agent for the Wilder Historic Marker Fund

Date: July 8, 2025

An ad hoc committee consisting of three Wilder Village residents have been working with Scott Hausler, Matt Osborn and the Historic Preservation Commission toward the goal of erecting a historic marker at the Kilowatt South pocket park, including raising funds.

According to the Finance Director, Selectboard action is required to designate the Town as Fiscal Agent for this committee, as requested by Harry Kendrick, to collect and distribute funds raised for this purpose in keeping with the Tow's Purchasing Policy.

Thank you.

Attachments

John Haverstock

From: Harry Kendrick <kendrickharry@gmail.com>
Sent: Monday, June 16, 2025 11:26 AM
To: John Haverstock
Subject: Re: Request for town to be fiscal agent.....

[**EXTERNAL EMAIL: DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Thank you John. I will see if one or all of us can attend.

Harry

Sent from my iPhone

> On Jun 16, 2025, at 11:17 AM, John Haverstock <jhaverstock@hartford-vt.org> wrote:
>
> Hello, Mr. Kendrick.
>
> It appears that we will need the Selectboard will need to approve this request. I will place the matter on the July 8 Selectboard meeting agenda. You may wish to attend in order to address any questions or concerns that arise.
>
> Thanks.
>
> John Haverstock
> Town Manager, Hartford, VT
> 802/295-9353 x216
>
> **From:** Gail Ostrout <gostrout@hartford-vt.org>
> **Sent:** Friday, June 13, 2025 10:22 AM
> **To:** John Haverstock <jhaverstock@hartford-vt.org>
> **Cc:** Scott Hausler <shausler@hartford-vt.org>; Matt Osborn <mosborn@hartford-vt.org>
> **Subject:** RE: Request for town to be fiscal agent.....
>
> John
>
> No initial concerns, but the board will need to approve being a fiscal agent before this can move forward then a new bank account will need to be set up.
>
> Gail Ostrout
> Finance Director
> Town of Hartford
> 171 Bridge Street
> White River Jct., VT 05001
> P (802) 295-3002

From: John Haverstock <jhaverstock@hartford-vt.org>
Sent: Thursday, June 12, 2025 11:41 AM
To: Gail Ostrout <gostrout@hartford-vt.org>
Cc: Scott Hausler <shausler@hartford-vt.org>; Matt Osborn <mosborn@hartford-vt.org>
Subject: FW: Request for town to be fiscal agent.....

Any concerns, Gail?

I believe that the Town serves this role already for several other organizations....

Thanks.

John Haverstock
Town Manager, Hartford, VT
802/295-9353 x216

From: Harry Kendrick <kendrickharry@comcast.net>
Sent: Thursday, June 12, 2025 10:37 AM
To: John Haverstock <jhaverstock@hartford-vt.org>
Cc: Matt Osborn <mosborn@hartford-vt.org>; Scott Hausler <shausler@hartford-vt.org>; sargphoto@aol.com; bonnie@redhouserocks.com
Subject: Request for town to be fiscal agent.....

You don't often get email from kendrickharry@comcast.net. Learn why this is important

[**EXTERNAL EMAIL: DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Scott Hausler has recommended that I contact you about the town becoming the fiscal agent for a community project that we have been working on for the last two years. It involves the pocket park at Kilowatt South near the entrance to the boat launch and fields. We will be putting a historical marker sign in that area with information and pictures about the Village of Wilder and the Wilder Paper Mill.

An ad hoc committee comprised of three Wilder Village residents have been working on this project in consultation with Scott Hausler, Matt Osborn, and the Historic Preservation Commission. The Commission has approved this project and pledged $500 toward the fund raising. We are now moving forward with the fund-raising.

I have attached copies of the Fund-Raising Appeal information, which includes a donation form and information about the location and content of the historical marker sign. Scott has agreed that the donations may be sent to the Hartford Parks and Recreation Department with the checks made out to the Wilder Historic Marker Fund.

The cost of the sign is estimated to be about $5,000, so that is what we are trying to raise. If we do not use all the money raised for this project, we would like to have the balance set aside for future historic signage use at Kilowatt or in the village of Wilder. In

fact, it might be good to have a small sign on the paper mill grinding wheel that is being moved from Kilowatt North to the pocket park. That sign would probably need to be a cast sign which could be costly.

So, I am requesting that the funds raised be sent to the Town of Hartford for this cause and that the funds be restricted for the purchase and installation of the marker/sign at Kilowatt South. I also understand that any funds spent must comply with the Town of Hartford's Purchasing Policy.

If you have any questions, please contact me. I look forward to hearing from you.

Thank you.

Harry Kendrick

PO Box 524
243 Passumpsic Avenue
Wilder, VT 05088

Phone: 802-299-6102
Email: Kendrickharry@comcast.net

Please note that any response or reply to this electronic message may be subject to disclosure as a public record under the Vermont Public Records Act.

Wilder Village & Paper Mill Historic Sign Marker

Fund Raising Appeal

For the past two years, an ad hoc committee comprised of three Wilder Village residents has been pursuing the creation and fabrication of a Wilder Village and Paper Mill Historic Sign Marker at Kilowatt South on Passumpic Avenue in Wilder. The committee gathered information and pictures from the Hartford Historical Association and others. Further, they worked with town officials and the Hartford Historic Preservation Commission in identifying a site and worked on the refinement of the sign's design. There has been positive support during all steps of the project. At the April 2025 meeting of the Commission, they voted to endorse the project so fundraising and design can proceed.

The sign will be situated at Kilowatt Park South by the small pocket park at the entrance to the park. This is a highly visible location which overlooks the area where the Wilder Paper Mill was located.

Wilder Village, one of five villages in Hartford, is a Historic District. This historic sign marker will inform people about some of the history that took place in this area. This Historic District was one of Vermont's first planned communities and was listed on the National Register of Historic Places on November 22, 1999. The marker will inform visitors and residents and help to preserve the history of the village.

Hopefully you feel the importance of this project and will consider donating to support its completion. The attached sheet has information about the project and how you may donate. The project will cost $5,000.

Thank you for your consideration and support.

Bonnie Arnold	Harry Kendrick	Phil Sargent
(802) 299-7593	(802) 299-6102	(603) 252-3794

Wilder Village & Paper Mill Historic Marker

Donation Response Form

__ Yes, I would like to donate to this project.

___ $25 ___ $50

___ $100.00 ___ $250

___ $500.00 ___ $1000

___ Other $ _____

Name _____ Phone: _____

Address: _____ Town _____State ___ Zip _____

Email: _____

Make check payable to: **Hartford Parks and Recreation** and include a note on the check that it is for the Wilder Historic Marker.

Mail this form with check to:

Wilder Historic Marker Fund

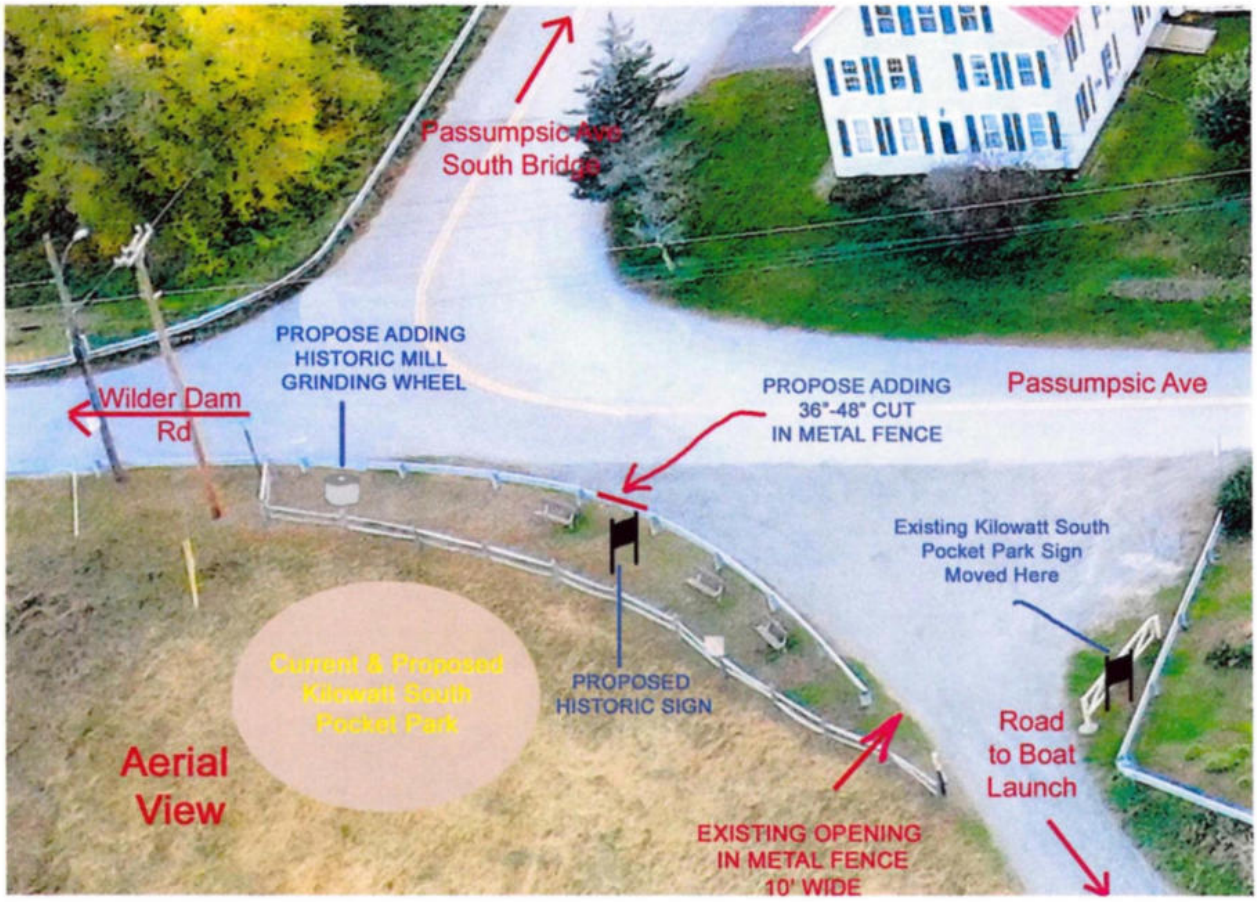
C/O Hartford Parks & Recreation

171 Bridge Street

White River Junction, VT 05001

(802) 295-5036

SITE LOCATION FOR THE HISTORICAL MARKER



KEY POINTS:

A) The current welcome sign about Kilowatt Park will be moved nearer the road entrance to the boat launch and fields.

B) The new Historical Marker Sign will go in the current welcome sign location.

C) Each laminated photo sign will be 2 X 3 feet, and they will be mounted back-to-back on a durable metal frame.

D) The Grinding Wheel from the paper mill which is currently in the Kilowatt Picnic area will be relocated to this Pocket Park as noted on the diagram.

E) There will be a cut in the metal fence so that people (including handicapped) will be able to access the area to look at the historical market, grinding wheel, or to just sit and enjoy the view.

F) The next two pages depict the pictures and information that will be on the sign.

THE HISTORY OF

WILDER VILLAGE

Wilder, Vermont



Wilder, Vermont
1902



Wilder Vermont
2024

Wilder Village History

Originally, the village was named "Olcott" after Miles Olcott.

As early as 1785 the two village waterfalls were being used to power both corn and sawmills. These falls would play a major role in the growth and development of the village. Around 1810, canals were built around the falls to transport barges and supplies up the river to developing communities on both sides of the river by the White River Falls Company. Miles Olcott of Hanover, NH, after whom the village was originally named, organized this.

In 1865 the Chandler Paper Company was started by Israel Gillette. This mill washed out in the flood of 1872. The "Olcott Falls Company" mill was rebuilt in 1882 but was known locally as the Wilder Paper Mill.

Charles T. Wilder and his brother were partners in "Wilder and Company" of Boston, MA. They were paper dealers established in 1840 by their father Charles B. Wilder.

Charles T. married Mary E. Ware of Wellesley, MA where they continued to live. After the Civil War, the company was poised to expand greatly, becoming major manufacturers of newsprint for Boston and other urban areas, already owning a large mill in Ashland, NH.

By 1880 the Wilder Brothers had acquired all assets including water rights from the former White River Falls Company on the Connecticut River. By 1882, a new corporation called The Olcott Falls Company was transferred to the brothers and they began the large-scale redevelopment of the site. The mill was in operation until 1927.



Pre 1900
Log Drives



Wilder Canal
1810



Wilder Train Depot
1898

The Wilder Legacy

Upon Mr. Wilder's death the town continued to benefit from his foresight and planning.

In 1898, the mills were taken over by the International Paper Company. After the devastating floods of 1927, the paper mill ceased operations, with only the power generators still in use. By 1936, all buildings except the office and power plants were taken down. The two power plants, with five generators and capacity of 5,000 kilowatts, continued to operate as the Olcott Falls Power Company. This power was used to power lights in the village of Wilder which claims the title of Vermont's first "Planned Community" with streetlights.

In 1942, the mill and water rights were sold to the Bellows Falls Hydroelectric Company, which was part of the New England Electric System, with the intent to redevelop the site after World War II ended. Much public controversy resulted from this project, mostly driven by fears of the amount of agricultural land to be flooded north of the dam. The new, and current, Wilder Dam Pond was 46 miles long, which is 27 miles longer than the old pond, extending to Newbury, Vermont. The new Wilder Dam site is three-quarters of a mile below the old paper mill. The old dam and remaining mill structures were destroyed. During construction of the new dam, a glass enclosed, heated grandstand was built, known as the roadside superintendent's observation platform, to accommodate the number of spectators that came to observe the activities. At a cost of $16 million the new dam is 2,900 feet long and 59 feet high with a capacity of 41,200 kilowatts. It was completed in 1950 and remains in operation today.



The Wilder
Church



The Wilder
School



The Wilder
Library

Wilder Bridge & Village Name

As the village grew, the need for a bridge across the river became very important to Mr. Wilder. In August 1896, a petition signed by New Hampshire and Vermont citizens was given to Grafton County for a bridge. In March 1897, $3,000 was appropriated at the Hartford Town Meeting for their portion of this project, but a similar article was defeated in Lebanon. In April, the Grafton County Commission rejected the idea defeating the project.

In August 1897, Charles Wilder died. In September, the executors of his estate made known the benefits the Village of Olcott would receive in accordance with his last wishes. He offered to build the bridge for $12,000, if the village, post office, and railroad station changed their name from Olcott to Wilder. This change was completed by the post office in December of 1897, and at the 1898 Town Meeting, the name change was unanimously approved.

The bridge was completed despite the lack of interest by Lebanon in maintaining the eastern approach. Gillette Street was the access on the Vermont side. It was removed in 1950 with the construction of the new Wilder Dam.



Charles Wilder's
Bridge



Charles Wilder

SAMPLE
QR ONLY

Scan to see more historic photos of Wilder Village
Courtesy of The Hartford Historical Society

SAMPLE
QR ONLY

Scan for a map of the Wilder Village Historic District with more info and photos on the history of Wilder, and the Wilder Paper Mill
Courtesy of The Hartford Historical Society

SITE OF THE

WILDER PAPER MILL

Wilder, Vermont



Photo of the Wilder Mill from river level



Suspension Bridge



Rail cars carried paper to Boston daily



Workers inside the paper mill



Early turbines to generate electricity in the old mill.



Wilder Paper Mill

1882 – The first dam (808 feet long) and a footbridge across the river were completed. The lower falls were blasted out of existence and the large pulp and paper mill capable of turning out 18 tons of newsprint paper every day was constructed. The pulp mill was on the New Hampshire side, with the newspaper mill on the Vermont side and a suspension bridge connected both. This mill was the primary employer in Wilder for almost fifty years, employing 300 people to keep the operation going 24 hours per day. Its workers were an international mix – descendants of the Cornish miners at the Ely mines in Vershire, including French, Irish, Polish and Scottish people – all living in the neatly planned village.

Charles Wilder, one of the mill owners, took an active interest in the area, and as the community grew, he contributed time and money to civic, social, and educational projects. Some of his endeavors included hiring Eli Hazen to create a planned survey of the village, planting trees along the streets and helping to establish the library, school, and Congregational Church. As mill owner, he also provided housing for the workers. The house at the corner of Depot Street and Passumpsic Avenue was a boarding house, probably built by the Wilders in 1883. A fee of $3.50/week for room and board was charged and wages were $1.50/day. Good working conditions, gifts, and bonuses from Mr. Wilder rewarded good work. Many millhouses can be seen around the village – Passumpsic Avenue, Gillette Street, and Hartford Avenue have several good examples of those homes.

In 1892, the Wilders built a splendid summer home on a bluff in East Wilder, New Hampshire, overlooking the Connecticut River and the Mill Complex. In January of 1897, Charles' wife Mary died at home in Wellesley, Massachusetts. On August 15 the same year, Charles died at his summer home in East Wilder. In 1899, the International Paper Company purchased the mill which remained Wilder's largest employer until 1927 when it closed.

The Olcott Falls Power Company purchased the dam and mill and converted it to a hydro-electric plant. This power plant ran until 1942. The existing Wilder Dam and Power Station was built in 1950, at a cost of $16 million, and still operates today.



Detailed blueprint of the entire "Wilder Mill"



Wilder Dam - 2024

Scan to watch a video with more info and photos on the history of Wilder and the Wilder Paper Mill from F.X. Flinn on YouTube

5.1.

To: Members of the Hartford, VT Select Board

From: John Haverstock, Town Manager

Re: Proposed Tax Bill Flyer Highlighting Assistance to those in Financial Difficulty

Date: July 8, 2025

Selectboard member Ida Griesemer has proposed that the Town take advantage of the opportunity to add a flyer with its annual tax bill mailings. Her goal is to highlight available resources for those experiencing financial hardship.

The Communications & Media Specialist and I have drafted the attached flyer, for the Selectboard's review and approval. The plan is to insert this flyer with every property tax bill.

Thank you.

Attachment

TOWN OF HARTFORD

MUNICIPAL OFFICES
171 Bridge Street
White River Junction, Vermont 05001
(802)295-9353 www.hartford-vt.org

Hartford Community Resources

Are you facing financial hardship? How about someone you know? The Town has compiled the following list of State, Town, and community resources to help residents facing financial difficulties.

Utility Assistance

If you're struggling to pay for heat, electricity, water, or other essential services, help is available:

- Vermont 2-1-1 can connect you to local resources, including crisis fuel aid and utility disconnection prevention.
- The Vermont Department for Children and Families (DCF) offers utility assistance and other benefits for income-eligible households. Visit dcf.vermont.gov/benefits for more information.
- A list of local community resources that offer utility assistance is available on the Town of Hartford's website: hartford-vt.org/3849/Community-Resources

Home Repair and Weatherization Resources

Several programs are available to assist Vermont residents make their homes safer, warmer, or more energy-efficient:

- Efficiency Vermont offers rebates, financing, and expert advice on home energy upgrades and weatherization.
- COVER Home Repair provides critical home repairs and accessibility improvements for low-income homeowners in the Upper Valley, using volunteer labor.
- SEVCA (Southeastern Vermont Community Action) helps eligible residents with home weatherization, heating assistance, and emergency repairs.

Learn more about eligibility and how to apply on each organization's website.

Homestead Declaration

If you own and occupy a home as your primary residence in Vermont, you must file a Homestead Declaration (Form HS-122) each year with the Vermont Department of Taxes. Filing is free and ensures your property is taxed at the lower residential (homestead) rate rather than the higher non-residential rate. You may also qualify for a state Property Tax Credit based on your household income. File by April 15 each year to avoid penalties and receive the full benefits.

Visit the State's website for more information:
tax.vermont.gov/property-owners/homestead-declaration

Property Tax and Utility Assistance Options

Struggling with property taxes or utility charges? The Town of Hartford offers several options to support residents:

- Payment Plans for delinquent/late taxes may be available if you have never utilized a payment plan or if a past payment plan was fully satisfied. For more information on tax payment plans, please contact the Delinquent Tax Clerk at llivingston@hartford-vt.org or (802) 295-9353 X217.
- Payment Plans for water and wastewater charges are also available. Contact the Finance Department at (802) 295-3002 for more information.
- Property tax and/or a utility charge (water/ wastewater) abatement requests can be submitted to the Board of Abatement if one has experienced financial hardship, property damage, or other qualifying circumstances. More information is provided on delinquent tax bills. Please contact the Town Clerk for more details at loneil@hartford-vt.org or (802) 295-9353 X225.
- Tax Sales are a last resort used to recover unpaid taxes or utility charges. Proactive communication can help avoid this.

Other Assistance

For help with legal services, housing support, medical care, social services, and more, visit the Town of Hartford's website to access a list of local community resources: hartford-vt.org/3849/Community-Resources

Disclaimer:

The organizations listed above are provided for informational purposes only. Their inclusion does not constitute an endorsement or recommendation by the Town of Hartford.

5.m

To: Members of the Hartford, VT Select Board

From: John Haverstock, Town Manager

Re: Ratification of Selectboard Leadership's Approval of FYE Accounts Payable and Payroll

Date: July 8, 2025

Every year toward the end of the fiscal year, the Finance Department needs to have a member of Selectboard leadership available to approve time-sensitive Accounts Payable and Payroll reports tied to the end of one fiscal year (FY2025) and the beginning of another (FY2026). Attached is a recommended motion to ratify Selectboard Chair Mary Erdei's actions in this regard.

Thank you.

Attachment

July 8, 2025 Ratification of SB Payroll and AP Approval

I move that the full Selectboard ratify the actions of Selectboard Chair Mary Erdei on July 1, 2025 to provisionally approve the Payment Manifest dated July 1, 2025 (as previously authorized by the Selectboard).

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name	Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt / Disc. Amt	Net Amt.
	Desc: LEASE COPIER - JUL'25 - WABA	Acct: 10-530-318-0000	PR -CONTRACTED SERVICES	
060111	NATIONAL - LEASES	NATIONAL BUSINESS TECHNOLOGIES	7/01/2025	95465
590596228	LEASE KOICERA COPIERS - JUL'25	285.96	$1,119.02 / 0.00	1,119.02
	Desc: LEASE COPIER - JUL'25 DPW 13420152	Acct: 50-955-320-0000	EQUIP OPERATION/MAINT-OFFICE	
	Desc: LEASE COPIER - JUL'25 DPW 13420152	Acct: 55-955-320-0000	EQUIP OPERATION/MAINT - OFFICE	
	Desc: LEASE COPIER - JUL'25 DPW 13420152	Acct: 60-965-320-0000	EQUIP OPERATION/MAINT-OFFICE	
	Desc: LEASE COPIER - JUL'25 DPW 13420152	Acct: 65-965-320-0000	EQUIP OPERATION/MAINT - OFFICE	
	Desc: LEASE COPIER - JUL'25 PD W9T2Y13735	Acct: 10-211-318-0000	HPD -CONTRACTED SERVICES	
	Desc: LEASE COPIER - JUL'25 PLAN H552X158	Acct: 10-622-320-0000	PDZ -EQUIP OPERATION/MAINT-OFFI	
	Desc: LEASE COPIER - JUL'25 VAL H552X1588	Acct: 10-174-320-0000	ASE -EQUIP OPERATION/MAINT-OFFI	
	Desc: LEASE COPIER - JUL'25 REC H55332063	Acct: 10-511-318-0000	PR -CONTRACTED SERVICES	
	Desc: LEASE COPIER - JUL'25 FD#H553320726	Acct: 10-221-320-0000	HFD -EQUIP OPERATION/MAINT-OFFI	
	Desc: LEASE COPIER - JUL'25 FIN W9S2Z1415	Acct: 10-171-318-0000	FIN -CONTRACTED SERVICES	
	Desc: LEASE COPIER - JUL'25 TM W9S2Z14336	Acct: 10-121-318-0000	TM -CONTRACT SERVICES	
	Vendor Total:		1,924.29 / 0.00	1,924.29
061582	M & T BANK / WILMINGTON TRUST		7/01/2025	95529
RF3-329 - AUG'25	TH16 RF3-329 BOND PAYMENT 5/17	110,835.51	$110,835.51 / 0.00	110,835.51
	Desc: RF3-329 BOND PAYMEN-PRINCIPAL 5/17	Acct: 55-954-542-0101	DEBT PRINCIPAL - RF3-329	
	Desc: RF3-329 BOND PAYMEN-INTREST 5/17	Acct: 55-954-542-0100	DEBT INTEREST - RF3-329	
	Desc: RF3-329 BOND PAYMEN-ADMIN FEE 5/17	Acct: 55-954-542-0102	DEBT ADMIN FEE - RF3-329	
	Vendor Total:		110,835.51 / 0.00	110,835.51
500387	EXECUSUITE, LLC		7/01/2025	95527
38176	RENT - JUL'25	0.00	$400.00 / 0.00	400.00
	Desc: RENT - JUL'25	Acct: 10-121-318-0600	TM -CONTRACT SERVICES - PARKINC	
	Vendor Total:		400.00 / 0.00	400.00
500828	MCELWAIN, GLENN	GLENN T MCELWAIN	7/01/2025	95528
2025	2025 SUMMER CONCERT SERIES	0.00	$600.00 / 0.00	600.00
	Desc: 2025 SUMMER CONCERT SERIES	Acct: 10-516-318-0000	PR -CONTRACTED SERVICES	
	Vendor Total:		600.00 / 0.00	600.00
500887	POWER DMS, INC	POWER DMS, INC	7/01/2025	95466
INV-134284	POWER DMS - CONTRACT 2025-2026	0.00	$6,634.14 / 0.00	6,634.14
	Desc: POWER DMS - CONTRACT 2025-2026	Acct: 10-221-318-0000	HFD -CONTRACTED SERVICES	
	Desc: POWER DMS - CONTRACT 2025-2026	Acct: 10-211-314-0000	HPD -BOOKS & PERIODICALS	
	Desc: POWER DMS - CONTRACT 2025-2026	Acct: 10-271-318-0000	DISP -CONTRACTED SERVICES	
	Vendor Total:		6,634.14 / 0.00	6,634.14
FUND 1 0			**Bank Total:**	**586,739.99**
	Holdback Total			630,921.23
	Batch Totals:	0.00 / 168,256.76	0.00	799,177.99

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name	Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt / Disc. Amt	Net Amt.
2025/2026	FY'26 WINDSOR COUNTY TAX & BONC	0.00	$116,026.97 / 0.00	116,026.97
Desc: FY'26 WINDSOR COUNTY TAX & BOND	Acct: 10-831-318-0000	FIN -CONTRACTED SERVICES		
	Vendor Total:		116,026.97 / 0.00	116,026.97
060110	NATIONAL - METER	NATIONAL BUSINESS TECHNOLOGIES LLC	7/01/2025	95525
IN678001	METER - COPIER - JUL'25	186.08	$1,209.44 / 0.00	1,209.44
Desc: METER - COPIER - JUL'25 V1320	Acct: 50-955-320-0000	EQUIP OPERATION/MAINT-OFFICE		
Desc: METER - COPIER - JUL'25 V1320	Acct: 55-955-320-0000	EQUIP OPERATION/MAINT - OFFICE		
Desc: METER - COPIER - JUL'25 V1320	Acct: 60-965-320-0000	EQUIP OPERATION/MAINT-OFFICE		
Desc: METER - COPIER - JUL'25 V1320	Acct: 65-965-320-0000	EQUIP OPERATION/MAINT - OFFICE		
Desc: METER - COPIER - JUL'25 V1232	Acct: 10-211-318-0000	HPD -CONTRACTED SERVICES		
Desc: METER - COPIER - JUL'25 V1183	Acct: 10-211-318-0000	HPD -CONTRACTED SERVICES		
Desc: METER - COPIER - JUL'25 V1418	Acct: 10-211-318-0000	HPD -CONTRACTED SERVICES		
Desc: METER - COPIER - JUL'25 V1419	Acct: 10-271-320-0000	DISP -EQUIP OPERATION/MAINT-OFF		
Desc: METER - COPIER - JUL'25 V0970	Acct: 10-622-323-0000	PDZ -MATERIAL & SUPPLIES		
Desc: METER - COPIER - JUL'25 V0970	Acct: 10-174-323-0000	ASE -MATERIAL & SUPPLIES		
Desc: METER - COPIER - JUL'25 V0971	Acct: 10-221-318-0000	HFD -CONTRACTED SERVICES		
Desc: METER - COPIER - JUL'25 V0972	Acct: 10-511-318-0000	PR -CONTRACTED SERVICES		
Desc: METER - COPIER - JUL'25 V1178	Acct: 50-955-320-0000	EQUIP OPERATION/MAINT-OFFICE		
Desc: METER - COPIER - JUL'25 V1178	Acct: 55-955-320-0000	EQUIP OPERATION/MAINT - OFFICE		
Desc: METER - COPIER - JUL'25 V1178	Acct: 60-965-320-0000	EQUIP OPERATION/MAINT-OFFICE		
Desc: METER - COPIER - JUL'25 V1178	Acct: 65-965-320-0000	EQUIP OPERATION/MAINT - OFFICE		
Desc: METER - COPIER - JUL'25 V1179	Acct: 10-151-318-0000	TC -CONTRACTED SERVICES		
Desc: METER - COPIER - JUL'25 V0973	Acct: 10-211-318-0000	HPD -CONTRACTED SERVICES		
Desc: METER - COPIER - JUL'25 V0958	Acct: 10-171-318-0000	FIN -CONTRACTED SERVICES		
Desc: METER - COPIER - JUL'25 V0959	Acct: 10-121-318-0000	TM -CONTRACT SERVICES		
	Vendor Total:		1,209.44 / 0.00	1,209.44
060111	NATIONAL - LEASES	NATIONAL BUSINESS TECHNOLOGIES	7/01/2025	95526
590653083	PRINTER LEASE JUL'25 CID	0.00	$18.64 / 0.00	18.64
Desc: PRINTER LEASE JUL'25 CID	Acct: 10-211-318-0000	HPD -CONTRACTED SERVICES		
590652704	PRINTER LEASE JUL'25	0.00	$102.58 / 0.00	102.58
Desc: PRINTER LEASE JUL'25 - DIS	Acct: 10-271-320-0000	DISP -EQUIP OPERATION/MAINT-OFF		
Desc: PRINTER LEASE JUL'25 - PD ADMIN	Acct: 10-211-318-0000	HPD -CONTRACTED SERVICES		
060111	NATIONAL - LEASES	NATIONAL BUSINESS TECHNOLOGIES	7/01/2025	95465
590595951	LEASE KOICERA COPIERS - JUL'25	378.06	$597.93 / 0.00	597.93
Desc: LEASE KOICERA - JUL'25 DIS V1183	Acct: 10-271-320-0000	DISP -EQUIP OPERATION/MAINT-OFF		
Desc: LEASE KOICERA - JUL'25 TC V1179	Acct: 10-151-318-0000	TC -CONTRACTED SERVICES		
Desc: LEASE FOLDING MACHINE - JUL'25	Acct: 10-171-318-0000	FIN -CONTRACTED SERVICES		
Desc: LEASE FOLDING MACHINE - JUL'25	Acct: 50-955-320-0000	EQUIP OPERATION/MAINT-OFFICE		
Desc: LEASE FOLDING MACHINE - JUL'25	Acct: 55-955-320-0000	EQUIP OPERATION/MAINT - OFFICE		
Desc: LEASE FOLDING MACHINE - JUL'25	Acct: 60-965-320-0000	EQUIP OPERATION/MAINT-OFFICE		
Desc: LEASE FOLDING MACHINE - JUL'25	Acct: 65-965-320-0000	EQUIP OPERATION/MAINT - OFFICE		
Desc: LEASE KOICERA - JUL'25 DPW V1178	Acct: 50-955-320-0000	EQUIP OPERATION/MAINT-OFFICE		
Desc: LEASE KOICERA - JUL'25 DPW V1178	Acct: 55-955-320-0000	EQUIP OPERATION/MAINT - OFFICE		
Desc: LEASE KOICERA - JUL'25 DPW V1178	Acct: 60-965-320-0000	EQUIP OPERATION/MAINT-OFFICE		
Desc: LEASE KOICERA - JUL'25 DPW V1178	Acct: 65-965-320-0000	EQUIP OPERATION/MAINT - OFFICE		
060111	NATIONAL - LEASES	NATIONAL BUSINESS TECHNOLOGIES	7/01/2025	95526
5034846226	LEASE COPIER - JUL'25 - WABA	0.00	$86.12 / 0.00	86.12

Bank ID	Bank Name					
Vendor ID	Vendor Name	Payee Name			Check Date	Check No.
Detail: Invoice No.	Invoice Description		Cross Fund	Invoice Amt	Disc. Amt	Net Amt.
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-175-250-0000	DEL -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-181-250-0000	IT -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-211-250-0000	HPD -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-221-250-0000	HFD -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-271-250-0000	DISP -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-311-250-0000	DPW -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-312-250-0000	DPW -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-325-250-0000	DPW -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-341-250-0000	CEM -Work Comp			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-411-250-0000	HEA -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-511-250-0000	PR -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-512-250-0000	PR -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-514-250-0000	PR -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-515-250-0000	PR -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-516-250-0000	PR -Work Comp			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-521-250-0000	PR -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-527-250-0000	PR -Work Comp			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-530-250-0000	PR -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-621-250-0000	PDZ -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-622-250-0000	PDZ -WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 30-971-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 30-975-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 50-954-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 50-955-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 55-954-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 55-955-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 60-961-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 60-965-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 65-963-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 65-965-250-0000	WORKERS COMP			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-811-418-0000	FIN -PROPERTY & LIABILITY INSURAI			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 10-013-100-0000	EXCHANGES PAYABLE			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 30-975-418-0000	PROPERTY & LIABILITY INS			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 50-955-418-0000	PROPERTY & LIABILITY INS			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 55-955-418-0000	PROPERTY & LIABILITY INS			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 60-961-418-0000	PROPERTY & LIABILITY INSURANCE			
Desc: P&L Insurance 1st Qtr of FYE 2026		Acct: 65-963-418-0000	PROPERTY & LIABILITY INSURANCE			
Desc: PROPERTY AND CASUALTY INS Q1 FY26		Acct: 10-811-418-0000	FIN -PROPERTY & LIABILITY INSURAI			
Desc: PROPERTY AND CASUALTY INS Q1 FY26		Acct: 30-975-418-0000	PROPERTY & LIABILITY INS			
Desc: PROPERTY AND CASUALTY INS Q1 FY26		Acct: 50-955-418-0000	PROPERTY & LIABILITY INS			
PACIF 1285-25-E02	VEHICLE CHANGES JAN-JUN 2025		-885.33	$-1,116.88	0.00	-1,116.88
Desc: V#0159 2014 FORD EXPLORER 01.01.25		Acct: 10-211-418-0000	HPD -PROPERTY & LIABILITY INSURA			
Desc: V#0160 2009 KOMATSU WA250-6 02.05.2		Acct: 30-975-418-0000	PROPERTY & LIABILITY INS			
Desc: V#58 2012 FREIGHTLINER 01.06.25		Acct: 10-325-418-0000	DPW -PROPERTY & LIABILITY INSURA			
Desc: V#99 2012 FORD F250 PICKUP 01.06.25		Acct: 50-955-418-0000	PROPERTY & LIABILITY INS			
Desc: V#65 2008 CATERPILLAR LOADER 01.06.		Acct: 30-975-418-0000	PROPERTY & LIABILITY INS			
Desc: V#92 2008 FORD W332 01.06.25		Acct: 10-325-418-0000	DPW -PROPERTY & LIABILITY INSURA			
Desc: V#161 2024 FORD F550 AMBULANCE 04.2		Acct: 10-221-418-0000	HFD -PROPERTY & LIABILITY INSURA			
	Vendor Total:			270,976.23	0.00	270,976.23
053950	WINDSOR COUNTY TREASURER				7/01/2025	95464

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name	Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt / Disc. Amt	Net Amt.
031875	MOTOROLA SOLUTIONS, INC		7/01/2025	95459
8230522016	FLEX ALARM+CAD2CAD CONTR 2025-2	0.00	$1,560.32 / 0.00	1,560.32
Desc: FLEX ALARM+CAD2CAD CONTR 2025-2026	Acct: 10-271-320-0200	DISP -EQUIPMENT MAINT - COMPUTE		
8230522018	FLEX CAD CONTRACT 2025-2026	0.00	$25,237.81 / 0.00	25,237.81
Desc: FLEX CAD CONTRACT 2025-2026	Acct: 10-271-320-0200	DISP -EQUIPMENT MAINT - COMPUTE		
8230522552	WINDSOR PD NIBRS+MOBILE CONTR	0.00	$1,759.63 / 0.00	1,759.63
Desc: WINDSOR PD NIBRS+MOBILE CONTR 25-26	Acct: 10-271-320-0200	DISP -EQUIPMENT MAINT - COMPUTE		
8230523014	NORWICH PD NIBRS+MOBILE CONTR	0.00	$754.13 / 0.00	754.13
Desc: NORWICH PD NIBRS+MOBILE CONTR 25-26	Acct: 10-271-320-0200	DISP -EQUIPMENT MAINT - COMPUTE		
	Vendor Total:		29,311.89 / 0.00	29,311.89
035301	NORTHSTAR FIREWORK DISPLAY		7/01/2025	95522
2025	2025 JULY 4TH FIREWORKS DISPLAY	0.00	$9,000.00 / 0.00	9,000.00
Desc: 2025 JULY 4TH FIREWORKS DISPLAY	Acct: 10-516-318-0000	PR -CONTRACTED SERVICES		
	Vendor Total:		9,000.00 / 0.00	9,000.00
041857	PITNEY BOWES GLOBAL FINANCIAL	PITNEY BOWES GLOBAL FINANCIAL	7/01/2025	95460
3320865638B	POSTAGE MACHINE LEASE JULY 2025	0.00	$199.00 / 0.00	199.00
Desc: POSTAGE MACHINE LEASE JULY 2025	Acct: 10-121-320-0000	TM -EQUIP OPERATION/MAINT-OFFIC		
	Vendor Total:		199.00 / 0.00	199.00
044220	STERICYCLE, INC		7/01/2025	95523
8011239632	MED DISPOSAL JUL'25	0.00	$35.37 / 0.00	35.37
Desc: MED DISPOSAL JUL'25	Acct: 10-221-331-0500	HFD -MEDICAL EQUIPMENT & SUPPL		
	Vendor Total:		35.37 / 0.00	35.37
045280	JASON TARDY PRODUCTIONS	JASON J TARDY	7/01/2025	95461
07.01.2025	JULY 4TH PERFORMANCE	0.00	$1,000.00 / 0.00	1,000.00
Desc: JULY 4TH PERFORMANCE	Acct: 10-514-318-0000	PR -CONTRACTED SERVICES		
	Vendor Total:		1,000.00 / 0.00	1,000.00
048185	VALLEY IMAGING & AWARDS		7/01/2025	95524
21206	1,500 TOH+1,500 GUV FY2026 Permit	1,375.00	$1,375.00 / 0.00	1,375.00
Desc: 1,500 TOH+1,500 GUV FY2026 Permit	Acct: 30-971-323-0000	MATERIAL & SUPPLIES		
	Vendor Total:		1,375.00 / 0.00	1,375.00
050100	VERMONT LEAGUE OF CITIES AND TOWNS		7/01/2025	95462
15920	FY'26 REG MEMBERSHIP DUES	0.00	$16,009.00 / 0.00	16,009.00
Desc: FY'26 REG MEMBERSHIP DUES	Acct: 10-121-313-0000	TM -MEMBERSHIP DUES		
	Vendor Total:		16,009.00 / 0.00	16,009.00
050251	VERMONT LEAGUE OF CITIES AND TOWNS	VLCT PROPERTY & CASUALTY	7/01/2025	95463
13215	PROPERTY AND CASUALTY INS Q1 FY	51,676.98	$272,093.11 / 0.00	272,093.11
Desc: P&L Insurance 1st Qtr of FYE 2026	Acct: 10-121-250-0000	TM -WORKERS COMP		
Desc: P&L Insurance 1st Qtr of FYE 2026	Acct: 10-151-250-0000	TC -WORKERS COMP		
Desc: P&L Insurance 1st Qtr of FYE 2026	Acct: 10-171-250-0000	FIN -WORKERS COMP		
Desc: P&L Insurance 1st Qtr of FYE 2026	Acct: 10-174-250-0000	ASE -WORKERS COMP		

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name			Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt	Disc. Amt		Net Amt.
	Vendor Total:		1,183.00	0.00		1,183.00
012868	SBA TOWERS II, LLC				7/01/2025	95516
IN13893897	TOWER RENTAL JUL'25	0.00	$1,102.50	0.00		1,102.50
Desc:	TOWER RENTAL JUL'25	Acct: 10-271-320-0100	DISP -EQUIP OPERATION-COMMUNIC			
	Vendor Total:		1,102.50	0.00		1,102.50
013200	DEAN, DAVID	DAVID DEAN			7/01/2025	95517
JUL'25	RETIREE HEALTH INS JUL'25 D.D.	0.00	$419.77	0.00		419.77
Desc:	RETIREE HEALTH INS JUL'25 D.D.	Acct: 10-521-418-0100	PR -RETIREE HEALTH INSURANCE			
	Vendor Total:		419.77	0.00		419.77
015150	EASTERN SYSTEMS GROUP	EASTERN SALES, INC.			7/01/2025	95456
16471	FYE 2026 TAX BILL ENVELOPES	0.00	$775.00	0.00		775.00
Desc:	FYE 2026 TAX BILL ENVELOPES	Acct: 10-171-318-0100	FIN -TREASURER'S EXPENSE			
	Vendor Total:		775.00	0.00		775.00
022703	HILL, MARY	MARY HILL			7/01/2025	95518
JUL'25	RETIREE HEALTH INS JUL'25 M.H.	0.00	$396.45	0.00		396.45
Desc:	RETIREE HEALTH INS JUL'25 M.H.	Acct: 10-151-418-0100	TC -Retirees			
	Vendor Total:		396.45	0.00		396.45
023951	INTERNATIONAL ASSOCIATION OF				7/01/2025	95457
0418224	IACPNET DEPT SUBSCRIPTION 2025-2	0.00	$875.00	0.00		875.00
Desc:	IACPNET DEPT SUBSCRIPTION 2025-2026	Acct: 10-211-313-0000	HPD -MEMBERSHIP DUES			
	Vendor Total:		875.00	0.00		875.00
025258	KELLER, DAVID	DAVID S KELLER			7/01/2025	95519
2025	2025 SUMMER CONCERT SERIES	0.00	$600.00	0.00		600.00
Desc:	2025 SUMMER CONCERT SERIES	Acct: 10-516-318-0000	PR -CONTRACTED SERVICES			
	Vendor Total:		600.00	0.00		600.00
027849	LEWIS, WILLIAM J.	WILLIAM J. LEWIS			7/01/2025	95520
JUL'25	RETIREE HEALTH INS JUL'25 W.L.	0.00	$932.82	0.00		932.82
Desc:	RETIREE HEALTH INS JUL'25 W.L.	Acct: 10-221-418-0100	HFD -RETIREE HEALTH INSURANCE			
	Vendor Total:		932.82	0.00		932.82
028345	LOVEJOY, JOHN	JOHN LOVEJOY			7/01/2025	95521
2025	2025 SUMMER CONCERT SERIES	0.00	$600.00	0.00		600.00
Desc:	2025 SUMMER CONCERT SERIES	Acct: 10-516-318-0000	PR -CONTRACTED SERVICES			
	Vendor Total:		600.00	0.00		600.00
028500	LUNDRIGAN, SHAWN	SHAWN LUNDRIGAN			7/01/2025	95458
JUL'25	RETIREE HEALTH INS JUL'25 L.S.	0.00	$452.22	0.00		452.22
Desc:	RETIREE HEALTH INS JUL'25 L.S.	Acct: 10-211-418-0100	HPD -RETIREE HEALTH INSURANCE			
	Vendor Total:		452.22	0.00		452.22

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name	Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt	Disc. Amt	Net Amt.
13-0200	**TIF TAX REVENUE**				
061582	M & T BANK / WILMINGTON TRUST		7/01/2025		1036
RF1-222 4/20	RF1-222 - AUG'25 BOND PAYMENT	0.00	$40,181.24	0.00	40,181.24
Desc:	RF1-222 BOND PAYMENT-PRINCIPAL 4/20	Acct: 13-921-544-0020	Transfer Out - RF1-222-3.0 (Fund 60)		
Desc:	RF1-222 BOND PAYMENT-ADMIN FEE 4/20	Acct: 13-921-544-0020	Transfer Out - RF1-222-3.0 (Fund 60)		
	Vendor Total:		40,181.24	0.00	40,181.24
13-0200	**PARKS - REC RESTRICTED**		**Bank Total:**		**40,181.24**
25-8055	**PARKS - REC RESTRICTED**				
035301	NORTHSTAR FIREWORK DISPLAY		7/01/2025		2027
2025	2025 JULY 4TH FIREWORKS DISPLAY	0.00	$4,000.00	0.00	4,000.00
Desc:	2025 JULY 4TH FIREWORKS DISPLAY	Acct: 25-985-511-0004	P & R Restricted - Members Advantage		
Desc:	2025 JULY 4TH FIREWORKS DISPLAY	Acct: 25-985-511-0006	P & R Restricted - Community Events		
	Vendor Total:		4,000.00	0.00	4,000.00
25-8055	**GENERAL FUND - MASCOMA**		**Bank Total:**		**4,000.00**
FUND 1 0	**GENERAL FUND - MASCOMA**				
004854	BENISTAR/HARTFORD	BESTCO HARTFORD	7/01/2025		95454
JUN'25 credit	REFUND HEALTH INS LINDA GALLO	0.00	$-954.64	0.00	-954.64
Desc:	REFUND HEALTH INS LINDA GALLO	Acct: 10-171-418-0100	FIN -RETIREE HEALTH INSURANCE		
JUL'25	RETIREE HEALTH INS JUL'25	3,221.50	$13,260.98	0.00	13,260.98
Desc:	RETIREE HEALTH INS JUL'25	Acct: 10-121-418-0100	TM -RETIREE HEALTH INSURANCE		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 10-171-418-0100	FIN -RETIREE HEALTH INSURANCE		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 10-174-418-0100	ASE -RETIREE HEALTH INSURANCE		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 10-211-418-0100	HPD -RETIREE HEALTH INSURANCE		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 10-221-418-0100	HFD -RETIREE HEALTH INSURANCE		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 10-271-418-0100	DISP -RETIREE HEALTH INSURANCE		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 10-325-418-0100	DPW -RETIREE HEALTH INSURANCE		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 10-622-418-0100	PDZ -Retiree Health Insurance		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 50-954-418-0100	RETIREE HEALTH INSURANCE		
Desc:	RETIREE HEALTH INS JUL'25	Acct: 60-961-418-0100	RETIREE HEALTH INSURANCE		
	Vendor Total:		12,306.34	0.00	12,306.34
005825	BLANCHARD, STEVENS	THE CONNIPTION FITS	7/01/2025		95455
2025	LIVE ENTERTAINMENT JULY 4TH, 202	0.00	$1,500.00	0.00	1,500.00
Desc:	LIVE ENTERTAINMENT JULY 4TH, 2025	Acct: 10-516-318-0000	PR -CONTRACTED SERVICES		
	Vendor Total:		1,500.00	0.00	1,500.00
010832	COMCAST		7/01/2025		95514
0042221JUL'25	INTERNET - JUL'25 LIB	0.00	$60.05	0.00	60.05
Desc:	INTERNET - JUL'25 LIB	Acct: 10-712-316-0500	LIB -APPROP - W. HARTFORD LIBRAF		
	Vendor Total:		60.05	0.00	60.05
011905	CREATIVE INFORMATION SYSTEMS INC		7/01/2025		95515
INV-017262	S-SAAS-SW SUBSCRIPTION AUG-OCT	1,183.00	$1,183.00	0.00	1,183.00
Desc:	S-SAAS-SW SUBSCRIPTION AUG-OCT'25	Acct: 30-974-318-0000	CONTRACTED SERVICES		

Bank ID	Bank Name					
Vendor ID	Vendor Name	Payee Name			Check Date	Check No.
Detail: Invoice No.	Invoice Description		Cross Fund	Invoice Amt	Disc. Amt	Net Amt.

MARY M. ERDEI

MICHAEL HOYT

ASHLEY ANDREAS

MIRANDA DUPRE

IDA GRIESEMER

ERIK KRAUSS

BRANDON SMITH

JOHN HAVERSTOCK

GAIL OSTROUT

JOSEPH MAJOR

Tax Rates

This item was placed on the July 8, 2025 Selectboard meeting Agenda as a placeholder. However, the State has since informed the Town that it will generate the education tax rate on July 9. Therefore, no action to set municipal tax rates will occur during the July 8 meeting. A special Selectboard meeting will have to be scheduled and convened for approval of tax rates—most likely at 5:00 pm on Thursday, July 10 (with a backup date of Friday, July 11). Stay tuned.

John Haverstock
Hartford Town Manager
7/3/2025

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name	Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt / Disc. Amt	Net Amt.
25-0121	**AMERICAN RECOVERY FUNDS**			
020140	GREENWOOD EMERGENCY VEHICLES, INC	GREENWOOD EMERGENCY VEHICLES, INC	7/03/2025	2057
75865-1	ENGINE 1 REPAIRS	0.00	$77,874.68 / 0.00	77,874.68
Desc:	2016 REPAIRS ENGINE 1	Acct: 25-985-121-0124	ARPA -Fire - 2016 EONE Refurbishment	
	Vendor Total:		77,874.68 / 0.00	77,874.68
25-0121	**K-9**	**Bank Total:**		**77,874.68**
25-0126	**K-9**			
018900	GOSLIN, MICHAEL	MICHAEL GOSLIN	7/03/2025	115
06.26.2025	K9 E-COLLAR	0.00	$269.98 / 0.00	269.98
Desc:	K9 E-COLLAR	Acct: 25-985-211-0127	HPD K-9 Stanton Foundation	
	Vendor Total:		269.98 / 0.00	269.98
052650	WEST LEBANON FEED & SUPPLY		7/03/2025	116
769387	K9 FOOD MAY'25	0.00	$15.99 / 0.00	15.99
Desc:	K9 FOOD	Acct: 25-985-211-0127	HPD K-9 Stanton Foundation	
	Vendor Total:		15.99 / 0.00	15.99
25-0126	**Revaluation Reserve**	**Bank Total:**		**285.97**
25-0174	**Revaluation Reserve**			
007035	BRIAN D. FOGG LLC		7/03/2025	1093
1595	2025 DAM REVALUATION CONTRACT 2/2	0.00	$13,500.00 / 0.00	13,500.00
Desc:	2025 DAM REVALUATION CONTRACT 2/2	Acct: 25-985-100-0174	Revaluation Exp	
	Vendor Total:		13,500.00 / 0.00	13,500.00
029815	MASON, W.B. COMPANY, INC	W.B. MASON COMPANY, INC	7/03/2025	1094
254292901	TONERS	0.00	$286.68 / 0.00	286.68
Desc:	TONERS	Acct: 25-985-100-0174	Revaluation Exp	
	Vendor Total:		286.68 / 0.00	286.68
037551	PITNEY BOWES BANK INC	PITNEY BOWES BANK INC	7/03/2025	1095
JUN'25	POSTAGE JUN'25	0.00	$416.76 / 0.00	416.76
Desc:	POSTAGE JUNE 2025	Acct: 25-985-100-0174	Revaluation Exp	
	Vendor Total:		416.76 / 0.00	416.76
051926	VINCENT, RICHARD A	RICHARD A VINCENT	7/03/2025	1096
06.27.2025	POSTAGE	0.00	$162.50 / 0.00	162.50
Desc:	POSTAGE	Acct: 25-985-100-0174	Revaluation Exp	
	Vendor Total:		162.50 / 0.00	162.50
25-0174	**PARKS - REC RESTRICTED**	**Bank Total:**		**14,365.94**
25-8055	**PARKS - REC RESTRICTED**			
032239	NARDONE, BRYCEN	BRYCEN NARDONE	7/03/2025	2028
06.24.2025	BROADWAY VENTURES REIMBURSEMENT	0.00	$712.37 / 0.00	712.37

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name	Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt / Disc. Amt	Net Amt.
	Desc: BROADWAY VENTURES SUPPLIES	Acct: 25-985-514-0002	P & R Restricted - Broadway Ventures (H	
	Desc: BROADWAY VENTURES SUPPLIES	Acct: 25-985-514-0002	P & R Restricted - Broadway Ventures (H	
	Vendor Total:		712.37 / 0.00	712.37
046950	TWIN STATE SAND AND GRAVEL CO		7/03/2025	2029
118395	TWIN PACK	0.00	$136.14 / 0.00	136.14
	Desc: TWIN PACK	Acct: 25-985-511-0001	P & R Restricted - Covered Bridge	
	Vendor Total:		136.14 / 0.00	136.14
25-8055	**Water Capital Reserve**		**Bank Total:**	**848.51**
50-0100	**Water Capital Reserve**			
003629	AZURIA WATER SOLUTIONS INC		7/03/2025	1030
4628856	SERVICE CALL	0.00	$3,200.00 / 0.00	3,200.00
	Desc: Locate buried manhole on Nutt Lane	Acct: 50-954-331-0100	DEPT EQUIP-CAPITAL RESERVE	
	Vendor Total:		3,200.00 / 0.00	3,200.00
50-0100	**Dog Park**		**Bank Total:**	**3,200.00**
73-7302	**Dog Park**			
035002	CASELLA WASTE SYSTEMS, INC	CASELLA WASTE SYSTEMS, INC	7/03/2025	1142
9600044482JUN'25	TRASH REMOVAL - JUN'25 DOG PARK	0.00	$99.48 / 0.00	99.48
	Desc: TRASH REMOVAL - JUN'25 DOG PARK	Acct: 73-511-318-7302	CONTRACTED SERVICES(DOG PARK	
	Vendor Total:		99.48 / 0.00	99.48
502910	FADDEN, LINDA L.	LINDA L. FADDEN	7/03/2025	1143
06.28.2025	VISA PREPAID GIFT CARDS	0.00	$317.54 / 0.00	317.54
	Desc: VISA PREPAID GIFT CARDS	Acct: 73-511-318-7302	CONTRACTED SERVICES(DOG PARK	
	Vendor Total:		317.54 / 0.00	317.54
502936	LEAVITT, JAMES	JAMES LEAVITT	7/03/2025	1144
DOG WASTE DEPOT	DOG WASTE BAGS	0.00	$159.99 / 0.00	159.99
	Desc: DOG WASTE BAGS	Acct: 73-511-318-7302	CONTRACTED SERVICES(DOG PARK	
	Vendor Total:		159.99 / 0.00	159.99
73-7302	**Trees Matter**		**Bank Total:**	**577.01**
73-7304	**Trees Matter**			
015075	EAST HILL TREE FARM NURSERY, LLC		7/03/2025	1043
2036	21 TREES	0.00	$909.70 / 0.00	909.70
	Desc: 21 TREES	Acct: 73-511-318-7304	CONTRACTED SERVICES(TREES MA	
	Vendor Total:		909.70 / 0.00	909.70
73-7304	**GENERAL FUND - MASCOMA**		**Bank Total:**	**909.70**
FUND 1 0	**GENERAL FUND - MASCOMA**			
000100	DEPARTMENT OF THE TREASURY	UNITED STATES TREASURY	7/03/2025	95530
2025 Q2 941 FORM	FICA+MEDICARE DUE Q2 2025	0.00	$436.55 / 0.00	436.55

Bank ID	Bank Name					
Vendor ID	Vendor Name	Payee Name			Check Date	Check No.
Detail: Invoice No.	Invoice Description		Cross Fund	Invoice Amt	Disc. Amt	Net Amt.
	Desc: MEDICARE TAX DUE F941 Q2 2025		Acct: 10-012-200-0120	FICA/MEDICARE TAXES PAYABLE		
	Desc: FICA TAX DUE F941 Q2 2025		Acct: 10-012-200-0120	FICA/MEDICARE TAXES PAYABLE		
		Vendor Total:		436.55	0.00	436.55
000870	ADVANCE AUTO PARTS	ADVANCED AUTO PARTS			7/03/2025	95531
6084516965701	BRAKE PADS AND ROTORS		0.00	$270.46	0.00	270.46
	Desc: BRAKE PADS AND ROTORS		Acct: 10-211-321-0000	HPD -REPAIRS & MAINT-VEHICLES		
		Vendor Total:		270.46	0.00	270.46
001356	A&D KLUMB ENVIRONMENTAL, LLC				7/03/2025	95532
4029	MAXFIELD FIELD WETLAND REVIEW		0.00	$1,000.00	0.00	1,000.00
	Desc: MAXFIELD FIELD WETLAND REVIEW		Acct: 10-527-318-0000	PR -CONTRACTED SERVICES		
		Vendor Total:		1,000.00	0.00	1,000.00
001642	ALLARD'S PORTABLE TOILETS LLC				7/03/2025	95533
11996	PORTABLE TOILETS JUNETEENTH		0.00	$200.00	0.00	200.00
	Desc: PORTABLE TOILETS JUNETEENTH		Acct: 10-516-318-0000	PR -CONTRACTED SERVICES		
		Vendor Total:		200.00	0.00	200.00
001645	ALLIANCE MECHANICAL	ALLIANCE GROUP INC.			7/03/2025	95534
85586	Service Agreement_Quechee WW Treatm		1,190.00	$1,190.00	0.00	1,190.00
	Desc: Service Agreement_Quechee WW Treatm		Acct: 65-963-318-0000	CONTRACTED SERVICES		
		Vendor Total:		1,190.00	0.00	1,190.00
001650	ALLEN ENGINEERING POOLS AND SPAS				7/03/2025	95535
112-506305-01	POLYMER		7,086.50	$7,086.50	0.00	7,086.50
	Desc: 2300LB BIN SF 8837		Acct: 60-961-340-0000	CHEMICALS		
220-121295	LIQUID CHLORINE		0.00	$212.94	0.00	212.94
	Desc: LIQUID CHLORINE		Acct: 10-512-323-0000	PR -MATERIAL & SUPPLIES		
		Vendor Total:		7,299.44	0.00	7,299.44
003192	ATIS ELEVATOR INSPECTIONS, LLC				7/03/2025	95536
IN404802	ANNUAL INSPECTION LIFT-HYDRO		0.00	$150.00	0.00	150.00
	Desc: ANNUAL INSPECTION LIFT-HYDRO		Acct: 10-524-318-0000	PR -CONTRACTED SERVICES		
		Vendor Total:		150.00	0.00	150.00
003230	ATLAS COPCO USA HOLDING, INC	ATLAS COPCO COMPRESSORS LLC			7/03/2025	95537
1125063577	BELTS+FILTERS AERATION BLOWER		986.58	$986.58	0.00	986.58
	Desc: BELTS+FILTERS AERATION BLOWER		Acct: 60-961-331-0000	DEPARTMENT EQUIPMENT		
		Vendor Total:		986.58	0.00	986.58
003860	BAILEY, KEITH	KEITH BAILEY			7/03/2025	95538
06.28.2025	HI-VIS PANTS/JACKET REIMB		0.00	$434.05	0.00	434.05
	Desc: Hi-Vis pants		Acct: 10-325-326-0000	DPW -UNIFORMS		
	Desc: Hi-vis jacket		Acct: 10-325-326-0000	DPW -UNIFORMS		
		Vendor Total:		434.05	0.00	434.05

Bank ID	Bank Name						
Vendor ID	Vendor Name	Payee Name				Check Date	Check No.
Detail: Invoice No.	Invoice Description		Cross Fund	Invoice Amt		Disc. Amt	Net Amt.
004850	BEN'S UNIFORMS INC.					7/03/2025	95539
213408	UNIFORMS		0.00	$160.00		0.00	160.00
Desc: BIKE JACKET		Acct: 10-211-326-0000		HPD -PURCHASE UNIFORMS & CLEAI			
213410	UNIFORMS		0.00	$78.99		0.00	78.99
Desc: LS UNIFORM SHIRT		Acct: 10-211-326-0000		HPD -PURCHASE UNIFORMS & CLEAI			
213411	UNIFORMS		0.00	$50.99		0.00	50.99
Desc: UNIFORM POLO		Acct: 10-211-326-0000		HPD -PURCHASE UNIFORMS & CLEAI			
	Vendor Total:			289.98		0.00	289.98
005900	BLOOD'S CATERING & PARTY RENTALS					7/03/2025	95540
108154	TENT SET-UP @ CAMP VENTURES		0.00	$750.00		0.00	750.00
Desc: TENT SET-UP @ CAMP VENTURES		Acct: 10-514-318-0000		PR -CONTRACTED SERVICES			
	Vendor Total:			750.00		0.00	750.00
006100	BMO FINANCIAL GROUP					7/03/2025	95541
Czora 06/13-30/25	Czora, Jason - FD		0.00	$99.51		0.00	99.51
Desc: CITGO - Fuel		Acct: 10-221-319-0000		HFD -EQUIPMENT OPERATION-GAS			
Desc: USPS - Postage		Acct: 10-221-322-0000		HFD -POSTAGE			
Gazda 06/13-30/25	Gazda, Bryan - DPW		1,641.51	$1,650.50		0.00	1,650.50
Desc: BJs - Thermal Paper		Acct: 30-971-323-0000		MATERIAL & SUPPLIES			
Desc: BJs - Correction Tape		Acct: 10-325-323-0000		DPW -MATERIAL & SUPPLIES			
Desc: Onset - Service Data Logger		Acct: 65-964-318-0000		CONTRACTED SERVICES			
Desc: Uprinting - A-Frame Signs for LF		Acct: 30-974-323-0000		MATERIAL & SUPPLIES			
Hedges 06/13-30/25	Hedges, C - FD		0.00	$552.98		0.00	552.98
Desc: VFW - Hall for annual Banquet		Acct: 10-221-318-0000		HFD -CONTRACTED SERVICES			
Desc: Paramedic Training		Acct: 10-221-315-0000		HFD -RECRUITMENT & TRAINING			
Jay 06/13-30/25	McDonough, Jay - REC		237.46	$1,797.27		0.00	1,797.27
Desc: Amazon - POOL SUPPLIES		Acct: 10-512-323-0000		PR -MATERIAL & SUPPLIES			
Desc: HD - AFTERSCHOOL SPORTS+ACTIVITES		Acct: 10-512-323-0000		PR -MATERIAL & SUPPLIES			
Desc: AMAZON - THEATRE SUPPLIES		Acct: 25-985-514-0002		P & R Restricted - Broadway Ventures (H			
Desc: CATORES-FOOD STAFF QUECHEE BALOON F		Acct: 10-511-315-0000		PR -RECRUITMENT & TRAINING			
Desc: CATORES-FOOD STAFF QUECHEE BALOON F		Acct: 10-516-323-0000		PR -MATERIAL & SUPPLIES			
Desc: BJ'S-SMAF SNACK / QUECHEE BALOON FE		Acct: 10-512-323-0000		PR -MATERIAL & SUPPLIES			
Desc: BJ'S-SMAF SNACK / QUECHEE BALOON FE		Acct: 10-516-323-0000		PR -MATERIAL & SUPPLIES			
Desc: AMAZON - THEATRE UNIFORMS		Acct: 25-985-514-0002		P & R Restricted - Broadway Ventures (H			
Kelley 06/13-30/25	Kelley, Connie - PD		0.00	$15.00		0.00	15.00
Desc: IACA - Data Crime Training		Acct: 10-211-315-0000		HPD -RECRUITMENT & TRAINING			
Kenison 06/13-30/25	Kenison, Corey - REC		0.00	$164.91		0.00	164.91
Desc: HD - Parks Supplies		Acct: 10-528-323-0000		PR -MATERIAL & SUPPLIES			
Lori 06/13-30/25	Hirshfield, Lori - Planning		0.00	$60.75		0.00	60.75
Desc: CoOp - Snacks Homeshare Event		Acct: 10-115-101-0106		BC -HARTFORD COMMITTE HOUSING			
Nulty 06/13-30/25	Nulty, Paula - Admin		0.00	$427.26		0.00	427.26
Desc: Pocket Prep - Training		Acct: 10-121-315-0000		TM -RECRUITMENT & TRAINING			
Desc: EMPLOYEE APPRECIATION		Acct: 10-121-340-0000		TM -EMPLOYEEAPPRECIATION			
Quillia 06/13-30/25	Quillia, Brett - FD		0.00	$245.14		0.00	245.14
Desc: VFW - Hall Rent Annual Banquet		Acct: 10-221-318-0000		HFD -CONTRACTED SERVICES			
Tatum 06/13-30/25	Barnes, Tatum - REC		0.00	$992.57		0.00	992.57
Desc: Swim Instructor Certification		Acct: 10-511-315-0000		PR -RECRUITMENT & TRAINING			
Desc: CAMP SUPPLIES		Acct: 10-514-323-0000		PR -MATERIAL & SUPPLIES			

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	Desc: AFTERSCHOOL SNACKS	Acct: 10-514-323-0000		PR -MATERIAL & SUPPLIES		
Walsh 06/13-30/25	Walsh, Dillon - IT		0.00	$10.44	0.00	10.44
	Desc: SMTP2GO	Acct: 10-181-318-0000		IT -CONTRACTED SERVICES		
Clarke 06/13-30/25	Clarke, T a- PD		0.00	$23.67	0.00	23.67
	Desc: Target - Purchase with wrong card R	Acct: 10-003-100-0000		CURRENT TAXES RECEIVABLE		
Clawson 06/13-30/25	Clawson, Dana - Energy		0.00	$355.20	0.00	355.20
	Desc: Fairfield Inn - Loddging	Acct: 10-626-311-0100		TM -Travel & Meetings		
Cooney 06/13-30/25	Cooney, Scott - FD		0.00	$2,299.14	0.00	2,299.14
	Desc: Amazon - Hose	Acct: 10-221-321-0000		HFD -REPAIRS & MAINT-VEHICLES		
	Desc: HD - Hose Reel	Acct: 10-221-321-0000		HFD -REPAIRS & MAINT-VEHICLES		
	Desc: Amazon - Cleaning Supplies	Acct: 10-221-323-0000		HFD -MATERIAL & SUPPLIES		
	Desc: HD- WASHER + DYER	Acct: 10-221-331-0020		HFD -EQUIPMENT STATION 2		
	Vendor Total:			8,694.34	0.00	8,694.34
006700	BOUND TREE MEDICAL, LLC	BOUND TREE MEDICAL, LLC			7/03/2025	95542
85782214	MED SUPPLIES		0.00	$1,257.39	0.00	1,257.39
	Desc: MED SUPPLIES	Acct: 10-221-331-0500		HFD -MEDICAL EQUIPMENT & SUPPL		
85809585	MED SUPPLIES		0.00	$630.87	0.00	630.87
	Desc: MED SUPPLIES	Acct: 10-221-331-0500		HFD -MEDICAL EQUIPMENT & SUPPL		
85811559	MED SUPPLIES		0.00	$119.20	0.00	119.20
	Desc: MED SUPPLIES	Acct: 10-221-331-0500		HFD -MEDICAL EQUIPMENT & SUPPL		
	Vendor Total:			2,007.46	0.00	2,007.46
006965	BRADYPLUS OF VERMONT	BRADY INDUSTRIES			7/03/2025	95543
10273718	CLEANING SUPPLIES		0.00	$346.84	0.00	346.84
	Desc: CLEANING SUPPLIES	Acct: 10-528-323-0000		PR -MATERIAL & SUPPLIES		
	Vendor Total:			346.84	0.00	346.84
008650	CARGILL, INCORPORATED				7/03/2025	95544
2911174922	239.35 TONS SALT		0.00	$20,763.63	0.00	20,763.63
	Desc: 239.35 TONS SALT	Acct: 10-312-323-0000		DPW -MATERIAL & SUPPLIES		
	Vendor Total:			20,763.63	0.00	20,763.63
009470	CHAMPLIN ASSOCIATES INC				7/03/2025	95545
5597	SERVICE CALL MILL RUN		8,931.00	$8,931.00	0.00	8,931.00
	Desc: SERVICE CALL MILL RUN	Acct: 65-964-321-0200		REPAIRS & MAINT-MAINS & APPUR		
	Vendor Total:			8,931.00	0.00	8,931.00
009792	CHOICE ENVIRONMENTAL				7/03/2025	95546
5065	Sampling & Analysis of Groundwater		3,200.00	$3,200.00	0.00	3,200.00
	Desc: Sampling & Analysis of Groundwater	Acct: 60-961-318-0000		CONTRACTED SERVICES		
	Vendor Total:			3,200.00	0.00	3,200.00
009818	CINTAS CORPORATION NO. 2	CINTAS LOC. #68M, 71M			7/03/2025	95547
4234109976	SHOP TOWELS		0.00	$52.44	0.00	52.44
	Desc: SHOP TOWELS	Acct: 10-325-326-0000		DPW -UNIFORMS		
4234110144	UNIFORM LAUNDRY		0.00	$35.76	0.00	35.76
	Desc: UNIFORM LAUNDRY	Acct: 10-221-326-0000		HFD -PURCHASE/RENTAL UNIFORMS		

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4234831711	SHOP TOWELS		0.00	$52.44	0.00	52.44
Desc: SHOP TOWELS		Acct: 10-325-326-0000		DPW -UNIFORMS		
4234831933	UNIFORM LAUNDRY		0.00	$35.76	0.00	35.76
Desc: LAUNDRY		Acct: 10-221-326-0000		HFD -PURCHASE/RENTAL UNIFORMS		
	Vendor Total:			176.40	0.00	176.40
011400	COONEY, SCOTT	SCOTT COONEY			7/03/2025	95548
JAN-JUN'25 B	GYM MEMBERSHIP S.C. JAN-JUN'25		0.00	$66.00	0.00	66.00
Desc: GYM MEMBERSHIP S.C. JAN-JUN'25		Acct: 10-221-318-0000		HFD -CONTRACTED SERVICES		
	Vendor Total:			66.00	0.00	66.00
013045	DAVIS, MONICA S.	MONICA S. DAVIS			7/03/2025	95549
MAY-JUN'25	YOUTH SOFTBALL GAMES		0.00	$360.00	0.00	360.00
Desc: YOUTH SOFTBALL GAMES		Acct: 10-514-318-0000		PR -CONTRACTED SERVICES		
	Vendor Total:			360.00	0.00	360.00
013390	DEGANGE SOUND SOLUTIONS, LLC				7/03/2025	95550
2412	BUDGET + CANDIDATE NIGHT SOUND		0.00	$1,975.00	0.00	1,975.00
Desc: BUDGET + CANDIDATE NIGHT SOUND		Acct: 10-115-101-0600		BC -TOWN MEETING COMMITTEE		
	Vendor Total:			1,975.00	0.00	1,975.00
013550	DELISLE, JEREMY	JEREMY DELISLE			7/03/2025	95551
06.22.2025	RAIN COAT REIMB		0.00	$137.99	0.00	137.99
Desc: Rain Coat		Acct: 10-325-326-0000		DPW -UNIFORMS		
	Vendor Total:			137.99	0.00	137.99
013551	DELISLE, TERRY M	TERRY M DELISLE			7/03/2025	95552
JUN'25	RETIREE HEALTH INS		0.00	$381.95	0.00	381.95
Desc: RETIREE HEALTH INS JUN'25 T.D.		Acct: 10-325-418-0100		DPW -RETIREE HEALTH INSURANCE		
	Vendor Total:			381.95	0.00	381.95
013821	DEYO, BRADLEY	BRADLEY DEYO			7/03/2025	95553
APR-MAY'25	GYM MEMBERSHIP REIMBURSEMENT		0.00	$40.06	0.00	40.06
Desc: GYM MEMBERSHIP REIMBURSEMENT B.D.		Acct: 10-171-318-0000		FIN -CONTRACTED SERVICES		
JUN'25	GYM MEMBERSHIP REIMBURSEMENT		0.00	$20.03	0.00	20.03
Desc: GYM MEMBERSHIP REIMBURSEMENT B.D.		Acct: 10-171-318-0000		FIN -CONTRACTED SERVICES		
	Vendor Total:			60.09	0.00	60.09
015375	ELECTRICAL INSTALLATIONS, INC				7/03/2025	95554
S2508201	AERATION SBR - QUE WWTP		1,496.50	$1,496.50	0.00	1,496.50
Desc: AERATION SBR - QUE WWTP		Acct: 65-963-320-0100		EQUIP OPERATION/MAINT-GENERAL		
	Vendor Total:			1,496.50	0.00	1,496.50
015500	ENDYNE, INC				7/03/2025	95555
535033	TESTING		25.00	$25.00	0.00	25.00
Desc: TESTING		Acct: 65-963-318-0000		CONTRACTED SERVICES		
535170	TESTING		50.00	$50.00	0.00	50.00

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Desc: TESTING		Acct: 55-954-318-0000		CONTRACTED SERVICES		
535745	TESTING		90.00	$90.00	0.00	90.00
Desc: TESTING		Acct: 60-961-318-0000		CONTRACTED SERVICES		
535929	QUE TESTING		25.00	$25.00	0.00	25.00
Desc: QUE TESTING		Acct: 65-963-318-0000		CONTRACTED SERVICES		
536457	TESTING		90.00	$90.00	0.00	90.00
Desc: TESTING		Acct: 60-961-318-0000		CONTRACTED SERVICES		
536458	TESTING		25.00	$25.00	0.00	25.00
Desc: TESTING		Acct: 55-954-318-0000		CONTRACTED SERVICES		
536459	TESTING		50.00	$50.00	0.00	50.00
Desc: TESTING		Acct: 55-954-318-0000		CONTRACTED SERVICES		
536460	TESTING		25.00	$25.00	0.00	25.00
Desc: TESTING		Acct: 55-954-318-0000		CONTRACTED SERVICES		
536461	TESTING		50.00	$50.00	0.00	50.00
Desc: TESTING		Acct: 55-954-318-0000		CONTRACTED SERVICES		
536564	TESTING		55.00	$55.00	0.00	55.00
Desc: TESTING		Acct: 50-954-318-0000		CONTRACTED SERVICES		
536766	TESTING		36.00	$36.00	0.00	36.00
Desc: TESTING		Acct: 50-954-318-0000		CONTRACTED SERVICES		
536946	TESTING		25.00	$25.00	0.00	25.00
Desc: TESTING		Acct: 65-964-318-0000		CONTRACTED SERVICES		
533968	TESTING		72.00	$72.00	0.00	72.00
Desc: TESTING		Acct: 50-954-318-0000		CONTRACTED SERVICES		
534899	TESTING		220.00	$220.00	0.00	220.00
Desc: TESTING		Acct: 60-961-318-0000		CONTRACTED SERVICES		
	Vendor Total:			838.00	0.00	838.00
015750	ESTEY, JOSEPH	JOSEPH ESTEY			7/03/2025	95556
APR-JUN'25	RETIREE HEALTH INS		0.00	$1,399.23	0.00	1,399.23
Desc: RETIREE HEALTH INS APR-JUN'25 J.E.		Acct: 10-211-418-0100		HPD -RETIREE HEALTH INSURANCE		
	Vendor Total:			1,399.23	0.00	1,399.23
015805	EUROFINS ENVIRONMENT TESTING				7/03/2025	95557
4750005142	QUE WW TESTING		29.40	$29.40	0.00	29.40
Desc: QUE WW TESTING		Acct: 65-963-318-0000		CONTRACTED SERVICES		
	Vendor Total:			29.40	0.00	29.40
015815	EVANS GROUP INC	EVANS GROUP INC.			7/03/2025	95558
10302148	FUEL JUN'25		0.00	$1,236.96	0.00	1,236.96
Desc: Maxfield mowers and trimmer fuel		Acct: 10-527-319-0000		PR -EQUIPMENT OPERATION-GAS		
Desc: Parks fuel for mowers and trucks		Acct: 10-521-319-0000		PR -EQUIPMENT OPERATION-GAS		
	Vendor Total:			1,236.96	0.00	1,236.96
016080	CONSOLIDATED COMMUNICATIONS				7/03/2025	95559
11833807752JUN'25	WRJ WATER TANKS		401.81	$401.81	0.00	401.81
Desc: WRJ WATER TANKS		Acct: 50-952-324-0000		TELEPHONE		
122569096956JUN'25	INTERNET-LF		64.24	$64.24	0.00	64.24
Desc: INTERNET-LF		Acct: 30-971-324-0000		TELEPHONE		

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13444320594JUN'25	RADIO CIRCUITS		0.00	$921.60	0.00	921.60
Desc: RADIO CIRCUITS		Acct: 10-271-320-0100		DISP -EQUIP OPERATION-COMMUNIC		
	Vendor Total:			1,387.65	0.00	1,387.65
016390	FASTENAL COMPANY				7/03/2025	95560
NHCLA145515	MATERIALS		0.00	$127.82	0.00	127.82
Desc: MATERIALS		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
	Vendor Total:			127.82	0.00	127.82
016540	FERGUSON ENTERPRISES, INC	FERGUSON WATERWORKS #591 #576			7/03/2025	95561
1286285	SUPPLIES		66.75	$66.75	0.00	66.75
Desc: SUPPLIES		Acct: 65-964-320-0100		EQUIP OPERATION/MAINT-GENERAL		
	Vendor Total:			66.75	0.00	66.75
017110	FISHER AUTO PARTS, INC				7/03/2025	95562
301-235094	PARTS		0.00	$125.60	0.00	125.60
Desc: PARTS		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-237086	TRICO FLEX BEAM BLADE		17.24	$17.24	0.00	17.24
Desc: TRICO FLEX BEAM BLADE		Acct: 60-961-323-0000		MATERIAL & SUPPLIES		
301-237453	LAWN MOWER BATTERIES		151.54	$151.54	0.00	151.54
Desc: LAWN MOWER BATTERIES		Acct: 60-964-320-0100		EQUIP OPERATION/MAINT-GENERAL		
301-238775	BAR & CHAIN OIL		0.00	$26.44	0.00	26.44
Desc: BAR & CHAIN OIL		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-238805	PARTS - E3		0.00	$39.80	0.00	39.80
Desc: E3		Acct: 10-221-321-0000		HFD -REPAIRS & MAINT-VEHICLES		
301-239054	CONCRETE CLEANER		0.00	$79.99	0.00	79.99
Desc: CONCRETE CLEANER		Acct: 10-321-323-0000		DPW -MATERIAL & SUPPLIES		
301-239784	PARTS		0.00	$84.85	0.00	84.85
Desc: PARTS		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-239883	FILTERS		0.00	$83.06	0.00	83.06
Desc: FILTERS		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-239891	BATTERIES		0.00	$171.06	0.00	171.06
Desc: BATTERIES		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-239914	SUPPLIES		20.35	$20.35	0.00	20.35
Desc: SUPPLIES		Acct: 65-963-320-0100		EQUIP OPERATION/MAINT-GENERAL		
301-240702	PARTS		0.00	$28.74	0.00	28.74
Desc: PARTS		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-240734	FREON		0.00	$304.93	0.00	304.93
Desc: FREON		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-240897	BATTERY		97.29	$97.29	0.00	97.29
Desc: BATTERY		Acct: 50-954-321-0000		REPAIRS & MAINT-VEHICLES		
301-241137	PARTS		0.00	$10.47	0.00	10.47
Desc: PARTS		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-329373	HEADLIGHT BULB		0.00	$16.16	0.00	16.16
Desc: HEADLIGHT BULB		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-329777	PARTS		0.00	$13.42	0.00	13.42
Desc: PARTS		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
301-360835	PARTS - FORESTRY		0.00	$186.01	0.00	186.01

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	Desc: FORESTRY	Acct: 10-221-321-0000	HFD -REPAIRS & MAINT-VEHICLES		
301-360919	PARTS - FORESTRY	0.00	$15.24	0.00	15.24
	Desc: PARTS - FORESTRY	Acct: 10-221-321-0000	HFD -REPAIRS & MAINT-VEHICLES		
301-361341	PARTS - AMB 24	0.00	$13.83	0.00	13.83
	Desc: AMB 24	Acct: 10-221-321-0200	HFD -REPAIRS & MAINT EMS VEHICLI		
	Vendor Total:		1,486.02	0.00	1,486.02
017301	FOGG'S LUMBER AND HARDWARE		7/03/2025		95563
346371/6	11 CARR BOLT Z	0.00	$7.59	0.00	7.59
	Desc: 11 CARR BOLT Z	Acct: 10-527-323-0000	PR -MATERIAL & SUPPLIES		
350345/6	MATERIALS	0.00	$12.71	0.00	12.71
	Desc: MATERIALS	Acct: 10-521-323-0000	PR -MATERIAL & SUPPLIES		
L46641	FIELD LINE MARKER	0.00	$339.80	0.00	339.80
	Desc: FIELD LINE MARKER	Acct: 10-527-323-0000	PR -MATERIAL & SUPPLIES		
	Vendor Total:		360.10	0.00	360.10
017316	FOLLENSBEE, DAVID	DAVID FOLLENSBEE	7/03/2025		95564
06.30.2025	HIGH VIS JACKET REIMB	0.00	$104.97	0.00	104.97
	Desc: High Vis jacket	Acct: 10-325-326-0000	DPW -UNIFORMS		
	Vendor Total:		104.97	0.00	104.97
017469	FRECHETTE AND SONS TURF CARE		7/03/2025		95565
680	WEED CONTROL @ MAXFIELD	0.00	$3,918.00	0.00	3,918.00
	Desc: WEED CONTROL @ MAXFIELD	Acct: 10-527-318-0000	PR -CONTRACTED SERVICES		
	Vendor Total:		3,918.00	0.00	3,918.00
017840	GALLAGHER TREE SERVICE LLC		7/03/2025		95566
4258A	HAZARD TREE REMOVALS BLISS RD+CAMPB	0.00	$9,900.00	0.00	9,900.00
	Desc: HAZARD TREE REMOVALS BLISS RD+CAMPB	Acct: 10-115-101-0201	BC -TREE WARDEN		
	Vendor Total:		9,900.00	0.00	9,900.00
019390	GRAINGER		7/03/2025		95567
9539970864	SUPPLIES	79.52	$79.52	0.00	79.52
	Desc: SUPPLIES	Acct: 65-963-320-0000	EQUIP OPERATION/MAINT-OFFICE		
	Vendor Total:		79.52	0.00	79.52
019392	GRANDSTAND APPAREL	GRANDSTAND APPAREL	7/03/2025		95568
INV-7393	TRACK UNIFORMS	0.00	$489.48	0.00	489.48
	Desc: TRACK UNIFORMS	Acct: 10-514-323-0000	PR -MATERIAL & SUPPLIES		
INV-7392	POOL UNIFORMS	0.00	$890.47	0.00	890.47
	Desc: POOL UNIFORMS	Acct: 10-512-323-0000	PR -MATERIAL & SUPPLIES		
INV-7394	SUMMER BASEBALL UNIFORMS	0.00	$1,034.25	0.00	1,034.25
	Desc: SUMMER BASEBALL UNIFORMS	Acct: 10-514-323-0000	PR -MATERIAL & SUPPLIES		
	Vendor Total:		2,414.20	0.00	2,414.20
019850	GREEN MOUNTAIN POWER CORP	GREEN MOUNTAIN POWER CORP	7/03/2025		95569
38035000009JUN'25	OLCOTT COMMERCE PARK	272.64	$272.64	0.00	272.64

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	Desc: OLCOTT COMMERCE PARK	Acct: 60-964-329-0000	ELECTRICITY	
39424000006JUN'25	PUBLIC SAFETY BLDG	0.00	$438.90 / 0.00	438.90
	Desc: PUBLIC SAFETY BLDG	Acct: 10-221-329-0000	HFD -ELECTRICITY	
	Desc: PUBLIC SAFETY BLDG	Acct: 10-211-329-0000	HPD -ELECTRICITY	
	Desc: PUBLIC SAFETY BLDG	Acct: 10-271-329-0000	DISP -ELECTRICITY	
	Vendor Total:		711.54 / 0.00	711.54
020140	GREENWOOD EMERGENCY VEHICLES, INC	GREENWOOD EMERGENCY VEHICLES, INC	7/03/2025	95570
75865-1	ENGINE 1 REPAIRS	0.00	$4,435.32 / 0.00	4,435.32
	Desc: 2016 ENGINE 1 REPAIRS	Acct: 10-221-321-0000	HFD -REPAIRS & MAINT-VEHICLES	
020140	GREENWOOD EMERGENCY VEHICLES, INC	GREENWOOD EMERGENCY VEHICLES, INC	7/03/2025	95571
DA-25-1-2-AON	E1 REPAIRS - INSURANCE CLAIM RELATE	0.00	$25,890.00 / 0.00	25,890.00
	Desc: E1 REPAIRS - INSURANCE CLAIM RELATE	Acct: 10-221-418-0503	HFD -Insurance Related Expenses REI	
	Vendor Total:		30,325.32 / 0.00	30,325.32
020185	GRIMO, GERALD	GERALD GRIMO	7/03/2025	95572
06.25.2025	2025 SUMMER CONCERT SERIES	0.00	$600.00 / 0.00	600.00
	Desc: 2025 SUMMER CONCERT SERIES	Acct: 10-516-318-0000	PR -CONTRACTED SERVICES	
	Vendor Total:		600.00 / 0.00	600.00
020701	HANOVER, TOWN OF	TOWN OF HANOVER	7/03/2025	95573
02614	ELAN TOWER RENTAL MAY'25	0.00	$562.61 / 0.00	562.61
	Desc: ELAN TOWER RENTAL	Acct: 10-271-320-0100	DISP -EQUIP OPERATION-COMMUNIC	
	Vendor Total:		562.61 / 0.00	562.61
021251	HARTFORD, TOWN OF	TOWN OF HARTFORD	7/03/2025	95574
06.30.2025A	RESERVE DEPOSIT FOR EQUIPMENT PURCH	0.00	$71,500.00 / 0.00	71,500.00
	Desc: RESERVE DEPOSIT FOR EQUIPMENT PURCH	Acct: 10-321-331-0000	DPW -DEPARTMENT EQUIPMENT	
06.30.2025B	RESERVE DEPOSIT FOR EQUIPMENT PURCH	0.00	$50,000.00 / 0.00	50,000.00
	Desc: RESERVE DEPOSIT FOR EQUIPMENT PURCH	Acct: 10-921-544-0325	RES -TRANSFER - HIGHWAY CONST	
	Vendor Total:		121,500.00 / 0.00	121,500.00
021783	HAVERSTOCK, JOHN S	JOHN S HAVERSTOCK	7/03/2025	95575
J HAVERSTOCK	SB WORKSHOP REFRESHMENTS	0.00	$234.38 / 0.00	234.38
	Desc: SB WORKSHOP REFRESHMENTS	Acct: 10-111-315-0000	SB -RECRUITMENT & TRAINING	
	Vendor Total:		234.38 / 0.00	234.38
023122	HORIZON BUSINESS GROUP, LLC		7/03/2025	95576
2213893	MED SUPPLIES	0.00	$113.75 / 0.00	113.75
	Desc: MED SUPPLIES	Acct: 10-221-331-0500	HFD -MEDICAL EQUIPMENT & SUPPL	
2213807	MED SUPPLIES	0.00	$76.90 / 0.00	76.90
	Desc: MED SUPPLIES	Acct: 10-221-331-0500	HFD -MEDICAL EQUIPMENT & SUPPL	
	Vendor Total:		190.65 / 0.00	190.65
023473	INGRAM LIBRARY SERVICES LLC		7/03/2025	95577
88888086	BOOKS	0.00	$34.78 / 0.00	34.78
	Desc: BOOKS	Acct: 10-712-316-0500	LIB -APPROP - W. HARTFORD LIBRAF	

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88902036	BOOKS		0.00	$22.36	0.00	22.36
Desc: BOOKS		Acct: 10-712-316-0500		LIB -APPROP - W. HARTFORD LIBRAF		
88902037	BOOKS		0.00	$13.90	0.00	13.90
Desc: BOOKS		Acct: 10-712-316-0500		LIB -APPROP - W. HARTFORD LIBRAF		
88888085	BOOKS		0.00	$13.29	0.00	13.29
Desc: BOOKS		Acct: 10-712-316-0500		LIB -APPROP - W. HARTFORD LIBRAF		
88818883	BOOKS		0.00	$13.87	0.00	13.87
Desc: BOOKS		Acct: 10-712-316-0500		LIB -APPROP - W. HARTFORD LIBRAF		
88818884	BOOKS		0.00	$13.29	0.00	13.29
Desc: BOOKS		Acct: 10-712-316-0500		LIB -APPROP - W. HARTFORD LIBRAF		
88818885	BOOKS		0.00	$26.12	0.00	26.12
Desc: BOOKS		Acct: 10-712-316-0500		LIB -APPROP - W. HARTFORD LIBRAF		
	Vendor Total:			137.61	0.00	137.61
024185	INTERSTATE FIRE PROTECTION, LLC				7/03/2025	95578
12479000	INSPECTION		0.00	$500.00	0.00	500.00
Desc: INSPECTION		Acct: 10-321-318-0000		DPW -CONTRACTED SERVICES		
	Vendor Total:			500.00	0.00	500.00
025600	KENNEY, RICHARD	RICHARD KENNEY			7/03/2025	95579
MAY-JUN'25	RETIREE HEALTH INS		1,549.72	$1,549.72	0.00	1,549.72
Desc: RETIREE HEALTH INS MAY-JUN'25 R.K.		Acct: 50-954-418-0100		RETIREE HEALTH INSURANCE		
	Vendor Total:			1,549.72	0.00	1,549.72
026046	KOLLMAN, MICHAEL A	MICHAEL A KOLLMAN			7/03/2025	95580
06.16.2025	UNIFORM REIMBURSEMENT		0.00	$175.00	0.00	175.00
Desc: UNIFORM REIMBURSEMENT		Acct: 10-325-326-0000		DPW -UNIFORMS		
	Vendor Total:			175.00	0.00	175.00
026778	LAMONTAGNE, JAMES LANDSCAPING CO,II	JAMES LAMONTAGNE LANDSCAPING CO,INC			7/03/2025	95581
3368	NEW PLANS+MULCH+LABOUR QUE POCKET		0.00	$3,800.00	0.00	3,800.00
Desc: PLANTS + NEW MULCH		Acct: 10-521-323-0000		PR -MATERIAL & SUPPLIES		
Desc: LABOUR PLANTERS		Acct: 10-521-318-0000		PR -CONTRACTED SERVICES		
	Vendor Total:			3,800.00	0.00	3,800.00
027850	WILLIAM LEWIS ELECTRICAL, LLC	WILLIAM LEWIS ELECTRICAL LLC			7/03/2025	95582
INV-2025-101	INSTALL OUTLET @ MAXFIELD		0.00	$155.50	0.00	155.50
Desc: INSTALL OUTLET @ MAXFIELD LABOUR		Acct: 10-528-318-0000		PR -CONTRACTED SERVICES		
Desc: INSTALL OUTLET @ MAXFIELD MATERIALS		Acct: 10-528-318-0000		PR -CONTRACTED SERVICES		
2025-104	ELECTRICAL @ HEAT PUMP IN KITCHEN		0.00	$442.50	0.00	442.50
Desc: ELECTRICAL @ HEAT PUMP IN KITCHEN		Acct: 10-221-321-0100		HFD -REPAIRS & MAINT-BUILDING		
	Vendor Total:			598.00	0.00	598.00
029010	MAINE OXY ACETYLENE SUPPLY CO	MAINE OXY			7/03/2025	95583
3003217589	CO2		0.00	$334.05	0.00	334.05
Desc: CO2		Acct: 10-512-323-0000		PR -MATERIAL & SUPPLIES		
	Vendor Total:			334.05	0.00	334.05

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029815	MASON, W.B. COMPANY, INC	W.B. MASON COMPANY, INC		7/03/2025			95584
255007545	OFFICE SUPPLIES	0.00	$216.31	0.00	216.31		
Desc: OFFICE SUPPLIES		Acct: 10-325-323-0000	DPW -MATERIAL & SUPPLIES				
255027115	FOLDERS	0.00	$12.49	0.00	12.49		
Desc: FOLDERS		Acct: 10-121-323-0000	TM -MATERIAL & SUPPLIES				
	Vendor Total:		228.80	0.00	228.80		
029905	MAYO, JEFFREY	JEFFREY MAYO		7/03/2025			95585
MAY-JUN'25	GYM MEMBERSHIP MAY - JUN'25	0.00	$50.10	0.00	50.10		
Desc: MAY GYM MEMBERSHIP		Acct: 10-271-313-0000	DISP -MEMBERSHIP DUES				
Desc: JUNE GYM MEMBERSHIP		Acct: 10-271-313-0000	DISP -MEMBERSHIP DUES				
	Vendor Total:		50.10	0.00	50.10		
031660	MORE WASTE SOLUTIONS LLC	MORE WASTE SOLUTIONS LLC		7/03/2025			95586
79341	TRASH PICK UP LIB	0.00	$90.00	0.00	90.00		
Desc: TRASH PICK-UP APR-JUN 2025		Acct: 10-712-316-0500	LIB -APPROP - W. HARTFORD LIBRAF				
	Vendor Total:		90.00	0.00	90.00		
031725	MORSE, KEITH	KEITH MORSE		7/03/2025			95587
06.16.2025	CPR + FIRST AID CLASS	0.00	$975.00	0.00	975.00		
Desc: CPR + FIRST AID CLASS		Acct: 10-514-315-0000	PR -RECRUITMENT & TRAINING				
	Vendor Total:		975.00	0.00	975.00		
031955	MES SERVICE COMPANY, LLC	MES SERVICE COMPANY, LLC		7/03/2025			95588
IN2278103	THERMAL IMAGER	0.00	$4,465.96	0.00	4,465.96		
Desc: THERMAL IMAGER		Acct: 10-221-331-0200	HFD -TECHNICAL/WATER EQUIPMEN				
	Vendor Total:		4,465.96	0.00	4,465.96		
033986	NEW HAMPSHIRE RECYCLES			7/03/2025			95589
143424	RECYCLE PROPANE/TRANSPORTATION	429.75	$429.75	0.00	429.75		
Desc: RECYCLE PROPANE/TRANSPORTATION		Acct: 30-971-318-0000	CONTRACTED SERVICES				
	Vendor Total:		429.75	0.00	429.75		
034785	NORTHEAST COMMUNITY SOLAR LLC			7/03/2025			95590
5222	June 2025 Solar electricity	894.83	$1,278.33	0.00	1,278.33		
Desc: June 2025 solar electricity		Acct: 60-961-329-0000	ELECTRICITY				
Desc: June 2025 Solar electricity		Acct: 10-321-329-0000	DPW -ELECTRICITY				
	Vendor Total:		1,278.33	0.00	1,278.33		
035002	CASELLA WASTE SYSTEMS, INC	CASELLA WASTE SYSTEMS, INC		7/03/2025			95591
9600004122JUN'25	TRASH REMOVAL - JUN'25 TH	0.00	$276.26	0.00	276.26		
Desc: TRASH REMOVAL - JUN'25 TH		Acct: 10-161-318-0000	TH -CONTRACTED SERVICES				
9600306162JUN'25	TRASH REMOVAL - JUN'25 MAXFIELD	0.00	$354.63	0.00	354.63		
Desc: TRASH REMOVAL - JUN'25 MAXFIELD		Acct: 10-527-318-0000	PR -CONTRACTED SERVICES				
9600291752JUN'25	TRASH REMOVAL - JUN'25 WABA	0.00	$145.60	0.00	145.60		
Desc: TRASH REMOVAL - JUN'25 WABA		Acct: 10-521-318-0000	PR -CONTRACTED SERVICES				
9600004155JUN'25	TRASH REMOVAL - JUN'25 PUBLIC SAFET	0.00	$219.06	0.00	219.06		

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	Desc: TRASH REMOVAL - JUN'25 PUBLIC SAFET	Acct: 10-211-318-0000		HPD -CONTRACTED SERVICES		
	Desc: TRASH REMOVAL - JUN'25 PUBLIC SAFET	Acct: 10-221-318-0000		HFD -CONTRACTED SERVICES		
	Desc: TRASH REMOVAL - JUN'25 PUBLIC SAFET	Acct: 10-271-320-0000		DISP -EQUIP OPERATION/MAINT-OFF		
	Vendor Total:			995.55	0.00	995.55
035735	O'NEIL, LISA	LISA O'NEIL			7/03/2025	95592
USPS	POSTAGE REIMBURSEMENT		0.00	$120.19	0.00	120.19
	Desc: POSTAGE	Acct: 10-151-322-0000		TC -POSTAGE		
	Vendor Total:			120.19	0.00	120.19
036695	PARRO'S GUN SHOP & POLICE				7/03/2025	95593
140771	SPEED PLATE INSERT		0.00	$177.99	0.00	177.99
	Desc: SPEED PLATE INSERT	Acct: 10-211-326-0000		HPD -PURCHASE UNIFORMS & CLEAI		
123679	GLOCK MAGAZINES		0.00	$84.00	0.00	84.00
	Desc: GLOCK MAGAZINES	Acct: 10-211-326-0000		HPD -PURCHASE UNIFORMS & CLEAI		
	Vendor Total:			261.99	0.00	261.99
037276	PETE'S TIRE BARNS, INC				7/03/2025	95594
286522	TIRE/MOUNT		0.00	$365.90	0.00	365.90
	Desc: TIRE/MOUNT	Acct: 10-321-318-0000		DPW -CONTRACTED SERVICES		
286346	O-RINGS, TIRE MOUNT LOADER/GRADER		240.50	$240.50	0.00	240.50
	Desc: O-RINGS, TIRE MOUNT LOADER/GRADER	Acct: 30-971-321-0000		REPAIRS & MAINT-VEHICLES		
	Vendor Total:			606.40	0.00	606.40
037450	PIKE INDUSTRIES INC				7/03/2025	95595
1328025	STONE		0.00	$539.37	0.00	539.37
	Desc: 3/4" Crushed Stone Base	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1329154	STONE		0.00	$777.27	0.00	777.27
	Desc: 4 - 6" Erosion Stone	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
	Desc: 1-1/2" Crushed Stone Base	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1329883	CRUSHED STONE OLD TOWN FARM RD		0.00	$1,533.15	0.00	1,533.15
	Desc: 3/4" Crushed Stone Base_Old Town Fa	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1329891	EROSION STONE RUNNALS RD		0.00	$508.95	0.00	508.95
	Desc: 4 - 6" Erosion Stone_Runnals Road	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1330651	EROSION STONE		0.00	$381.29	0.00	381.29
	Desc: 4 - 6" Erosion Stone	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1330953	CRUSHED STONE ASTER RD		0.00	$104.90	0.00	104.90
	Desc: 1-1/2" Crushed Stone Base_Aster Roa	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1328402	STONE		0.00	$243.08	0.00	243.08
	Desc: 4-6" Erosion Stone	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1330159	EROSION STONE FOREST HILL		0.00	$363.77	0.00	363.77
	Desc: 4 - 6" Erosion Stone_Forest Hill	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1328755	STONE		0.00	$130.30	0.00	130.30
	Desc: 4 - 6" Erosion Stone	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1328927	STONE		0.00	$2,352.42	0.00	2,352.42
	Desc: 4 - 6" Erosion Stone	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1330324	CRUSHED STONE CHRISTIAN ST		0.00	$107.02	0.00	107.02
	Desc: 1-1/2" Crushed Stone Base_Christian	Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		

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1327812	STONE		0.00	$103.79	0.00	103.79
Desc: 1-1/2" Crushed Stone Base		Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
1330662	EROSION STONE SUGAR HOUSE RD		0.00	$1,514.26	0.00	1,514.26
Desc: 4 - 6" Erosion Stone_Sugar House Rd		Acct: 10-311-323-0000		DPW -MATERIAL & SUPPLIES		
	Vendor Total:			8,659.57	0.00	8,659.57
037551	PITNEY BOWES BANK INC	PITNEY BOWES BANK INC			7/03/2025	95596
JUN'25	POSTAGE JUN'25		910.80	$1,412.86	0.00	1,412.86
Desc: POSTAGE JUNE 2025		Acct: 10-121-322-0000		TM -POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 10-171-322-0000		FIN -POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 10-151-322-0000		TC -POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 10-511-322-0000		PR -POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 10-622-322-0000		PDZ -POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 10-175-322-0000		DEL -POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 50-955-322-0000		POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 55-955-322-0000		POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 60-965-322-0000		POSTAGE		
Desc: POSTAGE JUNE 2025		Acct: 65-965-322-0000		POSTAGE		
	Vendor Total:			1,412.86	0.00	1,412.86
037602	POLICE GRANT WRITING LLC				7/03/2025	95597
C72B7766-0001	GRANT WRITING CLASS		0.00	$499.00	0.00	499.00
Desc: GRANT WRITING CLASS		Acct: 10-211-315-0000		HPD -RECRUITMENT & TRAINING		
	Vendor Total:			499.00	0.00	499.00
037751	PONZONI, JOAN	JOAN M. PONZONI			7/03/2025	95598
JUN'25	RETIREE HEALTH INS		317.16	$396.45	0.00	396.45
Desc: Ret reimb Jun 25 FY25		Acct: 50-955-418-0100		RETIREE HEALTH INSURANCE		
Desc: Ret reimb Jun 25 FY25		Acct: 60-965-418-0100		RETIREE HEALTH INSURANCE		
Desc: Ret reimb Jun 25 FY25		Acct: 55-955-418-0100		RETIREE HEALTH INSURANCE		
Desc: Ret reimb Jun 25 FY25		Acct: 65-965-418-0100		RETIREE HEALTH INSURANCE		
Desc: Ret reimb Jun 25 FY25		Acct: 10-325-418-0100		DPW -RETIREE HEALTH INSURANCE		
	Vendor Total:			396.45	0.00	396.45
038495	PRIORITY EXPRESS, INC.				7/03/2025	95599
81722527	INTERLIBRARY PROG JUN'25		0.00	$105.20	0.00	105.20
Desc: INTERLIBRARY PROG JUN'25		Acct: 10-712-316-0500		LIB -APPROP - W. HARTFORD LIBRAF		
	Vendor Total:			105.20	0.00	105.20
039710	REED TRUCK SERVICES INC	SG REED TRUCK SERVICES INC,			7/03/2025	95600
29942	HEADLIGHT PIGTAIL		0.00	$3.45	0.00	3.45
Desc: HEADLIGHT PIGTAIL		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
30025	FUEL FILTER		0.00	$95.45	0.00	95.45
Desc: FUEL FILTER		Acct: 10-321-321-0000		DPW -REPAIRS & MAINT-VEHICLES		
	Vendor Total:			98.90	0.00	98.90
040490	RITLAND, THOMAS	THOMAS RITLAND			7/03/2025	95601
JUN'25	RETIREE HEALTH INS		0.00	$792.90	0.00	792.90

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	Desc: RETIREE HEALTH INS JUN'25 T.R.	Acct: 10-221-418-0100	HFD -RETIREE HEALTH INSURANCE			
	Vendor Total:		792.90	0.00		792.90
041450	SABIL & SONS, INC	SABIL & SONS, INC			7/03/2025	95602
48331	PARTS	0.00	$68.28	0.00		68.28
	Desc: PARTS	Acct: 10-321-321-0000	DPW -REPAIRS & MAINT-VEHICLES			
	Vendor Total:		68.28	0.00		68.28
041687	SCHERBON CONSOLIDATED, INC				7/03/2025	95603
21522	FLYGT PUMP INSTALATION	5,748.88	$5,748.88	0.00		5,748.88
	Desc: FLYGT PUMP INSTALATION	Acct: 60-964-318-0000	CONTRACTED SERVICES			
	Vendor Total:		5,748.88	0.00		5,748.88
042460	SHIPLEY, WESLEY	WESLEY SHIPLEY			7/03/2025	95604
06.27.2025	CLOTHING/BOOTS REIMB	0.00	$570.51	0.00		570.51
	Desc: Uniform Allowance per CBA	Acct: 10-325-326-0000	DPW -UNIFORMS			
	Vendor Total:		570.51	0.00		570.51
044100	STATELINE SPORTS,LLC				7/03/2025	95605
7476	BASEBALLS 3 DZN	0.00	$165.00	0.00		165.00
	Desc: BASEBALLS 3 DZN	Acct: 10-514-323-0000	PR -MATERIAL & SUPPLIES			
	Vendor Total:		165.00	0.00		165.00
044204	STEARNS SEPTIC SERVICE, LLC				7/03/2025	95606
11470061125	VAC TRUCK	1,580.00	$1,580.00	0.00		1,580.00
	Desc: VAC TRUCK w/Tech	Acct: 60-964-318-0000	CONTRACTED SERVICES			
	Vendor Total:		1,580.00	0.00		1,580.00
045500	TESSIER, JEAN	JEAN TESSIER			7/03/2025	95607
06.24.2025	PANTS AND JACKET REIMB	0.00	$269.98	0.00		269.98
	Desc: Pants & Jacket	Acct: 10-325-326-0000	DPW -UNIFORMS			
	Vendor Total:		269.98	0.00		269.98
046000	TI-SALES, LLC				7/03/2025	95608
INV0186165	VALVE ASSEMBLY C2/C3 PUMP	133.08	$133.08	0.00		133.08
	Desc: VALVE ASSEMBLY C2/C3 PUMP	Acct: 50-952-323-0000	MATERIAL & SUPPLIES			
	Vendor Total:		133.08	0.00		133.08
046200	TOWNLINE EQUIPMENT SALES INC				7/03/2025	95609
IA25770	PARTS	72.09	$72.09	0.00		72.09
	Desc: PARTS	Acct: 65-963-321-0100	REPAIRS & MAINT - BUILDING			
IA26025	PARTS	236.12	$236.12	0.00		236.12
	Desc: PARTS	Acct: 65-963-321-0000	REPAIRS & MAINT-VEHICLES			
IA25912	PARTS RETURN	-4.91	$-4.91	0.00		-4.91
	Desc: PARTS RETURN	Acct: 65-963-321-0100	REPAIRS & MAINT - BUILDING			
	Vendor Total:		303.30	0.00		303.30

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046549	TROJAN TECHNOLOGIES GROUP ULC	FIFTH THIRD BANK			7/03/2025	95610
200/50003458	PRIMARY LOGIC CONTROL SHIPPING		125.83	$125.83	0.00	125.83
Desc:	PRIMARY LOGIC CONTROL SHIPPING	Acct:	60-961-322-0000	POSTAGE		
	Vendor Total:			125.83	0.00	125.83
047190	USABLUEBOOK	USABLUEBOOK			7/03/2025	95611
INV00740890	HONEYWELL MOTOR ASSEMBLY		699.95	$699.95	0.00	699.95
Desc:	HONEYWELL MOTOR ASSEMBLY	Acct:	65-963-320-0100	EQUIP OPERATION/MAINT-GENERAL		
INV00737386	ROOTS EQUIVALENT SYNTHETIC BLOWER		268.14	$268.14	0.00	268.14
Desc:	ROOTS EQUIVALENT SYNTHETIC BLOWER	Acct:	65-963-323-0000	MATERIALS & SUPPLIES		
INV00732092	PEN ARM KIT @ HONEYWELL		618.57	$618.57	0.00	618.57
Desc:	PEN ARM KIT @ HONEYWELL	Acct:	65-963-323-0000	MATERIALS & SUPPLIES		
	Vendor Total:			1,586.66	0.00	1,586.66
047797	HARTFORD AUTO				7/03/2025	95612
1439	20220 FORD TRANSIT VAN - VT STATE I		0.00	$60.00	0.00	60.00
Desc:	20220 FORD TRANSIT VAN - VT STATE I	Acct:	10-521-321-0000	PR -REPAIRS & MAINT - VEHICLES		
1991	DOOR CABLE @ TRAILER		0.00	$60.00	0.00	60.00
Desc:	DOOR CABLE @ TRAILER	Acct:	10-521-321-0000	PR -REPAIRS & MAINT - VEHICLES		
	Vendor Total:			120.00	0.00	120.00
048185	VALLEY IMAGING & AWARDS				7/03/2025	95613
21205	1000 CN HANDOUT		0.00	$317.00	0.00	317.00
Desc:	1000 CN HANDOUT	Acct:	10-221-323-0000	HFD -MATERIAL & SUPPLIES		
	Vendor Total:			317.00	0.00	317.00
048300	VALLEY NEWS	VALLEY NEWS			7/03/2025	95614
125911,4446409	SB AGENDA 06.24.25		0.00	$313.20	0.00	313.20
Desc:	SB AGENDA 06.24.25	Acct:	10-111-312-0000	SB -ADVERTISING		
	Vendor Total:			313.20	0.00	313.20
048531	VELOCITY SYSTEMS				7/03/2025	95615
78396	LEO PLATE CARRIER		0.00	$470.67	0.00	470.67
Desc:	LEO PLATE CARRIER	Acct:	10-211-326-0000	HPD -PURCHASE UNIFORMS & CLEAI		
	Vendor Total:			470.67	0.00	470.67
049701	VERMONT DEPARTMENT OF TAXES				7/03/2025	95616
TN CCC TAX Q2 2025	2025 TN CCC VT TAX RECONCILIATION		0.00	$11.22	0.00	11.22
Desc:	2025 TN CCC VT TAX RECONCILIATION	Acct:	10-012-200-0215	VT CHILD CARE TAX		
	Vendor Total:			11.22	0.00	11.22
050515	VMERS - DB	VMERS - DB			7/03/2025	95618
VMERS B APR-JUN 2025	VMERS B QUARTER RECONCILIATION		0.00	$72.02	0.00	72.02
Desc:	VMERSB 5.375% EMP APR-JUN 2025	Acct:	10-012-200-0310	PENSION CONTRIBUTIONS PAYABLE		
Desc:	VMERSB 1.000% TOWN/EMP APR-JUN 2025	Acct:	10-012-200-0310	PENSION CONTRIBUTIONS PAYABLE		
Desc:	VMERSB 7.000% TOWN APR-JUN 2025	Acct:	10-012-300-0260	ACCRUED RETIREMENT PAYABLE		
050515	VMERS - DB	VMERS - DB			7/03/2025	95617

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name	Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt / Disc. Amt	Net Amt.
	VMERS D APR-JUN 2025	VMERS D QUARTER RECONCILIATION	0.00	$349.48 / 0.00	349.48
	Desc: VMERS D 12.850% EMP APR-JUN 2025	Acct: 10-012-200-0310	PENSION CONTRIBUTIONS PAYABLE	
	Desc: VMERS D 11.350% TOWN APR-JUN 2025	Acct: 10-012-300-0260	ACCRUED RETIREMENT PAYABLE	
050515	VMERS - DB	VMERS - DB	7/03/2025	95619
	VMERS C APR-JUN 2025	VMERS C QUARTER RECONCILIATION	0.00	$146.05 / 0.00	146.05
	Desc: VMERS C 11.50% EMP APR-JUN 2025	Acct: 10-012-200-0310	PENSION CONTRIBUTIONS PAYABLE	
	Desc: VMERS C 8.750% TOWN APR-JUN 2025	Acct: 10-012-300-0260	ACCRUED RETIREMENT PAYABLE	
		Vendor Total:	567.55 / 0.00	567.55
052300	WEBB, F W COMPANY	F.W. WEBB COMPANY	7/03/2025	95620
	90895893	HEAT PUMP UNIT	0.00	$3,231.29 / 0.00	3,231.29
	Desc: HEAT PUMP UNIT	Acct: 10-221-321-0100	HFD -REPAIRS & MAINT-BUILDING	
		Vendor Total:	3,231.29 / 0.00	3,231.29
052326	WEED PRECAST, LLC		7/03/2025	95621
	INV29926	4 MANWHOLE FRAME+COVER	2,305.16	$2,305.16 / 0.00	2,305.16
	Desc: 3 MANWHOLE FRAME+COVER	Acct: 65-964-321-0200	REPAIRS & MAINT-MAINS & APPUR	
	Desc: 1 MANWHOLE FRAME+COVER	Acct: 60-964-321-0200	REPAIRS & MAINT-MAINS	
	INV29926A	5 MANWHOLE FRAME+COVER	0.00	$389.85 / 0.00	389.85
	Desc: 1 MANWHOLE FRAME+COVER	Acct: 10-311-318-0000	DPW -CONTRACTED SERVICES	
		Vendor Total:	2,695.01 / 0.00	2,695.01
053040	WHITE RIVER CAR WASH		7/03/2025	95622
	MAY'25	FLEET CAR WASHES MAY'25	0.00	$341.01 / 0.00	341.01
	Desc: FLEET CAR WASHES	Acct: 10-211-321-0000	HPD -REPAIRS & MAINT-VEHICLES	
		Vendor Total:	341.01 / 0.00	341.01
053650	WILSON TIRE INC		7/03/2025	95623
	549724	TIRE MOUNT BALANCE	0.00	$790.50 / 0.00	790.50
	Desc: TIRE MOUNT BALANCE	Acct: 10-211-321-0000	HPD -REPAIRS & MAINT-VEHICLES	
		Vendor Total:	790.50 / 0.00	790.50
059868	CARTER, WAYNE	WAYNE CARTER	7/03/2025	95624
	06.30.2025	AFTERSCHOOL PROG - CARTOONING	0.00	$324.00 / 0.00	324.00
	Desc: AFTERSCHOOL PROG - CARTOONING	Acct: 10-514-318-0000	PR -CONTRACTED SERVICES	
		Vendor Total:	324.00 / 0.00	324.00
059941	ROY REFRIGERATION, LLC		7/03/2025	95625
	12189	BOILER ROOM REPAIRS	3,033.50	$3,033.50 / 0.00	3,033.50
	Desc: BOILER ROOM REPAIRS	Acct: 65-963-318-0000	CONTRACTED SERVICES	
		Vendor Total:	3,033.50 / 0.00	3,033.50
500660	JP PEST SERVICE		7/03/2025	95626
	4138828	PEST SERVICES JUN'25	0.00	$88.00 / 0.00	88.00
	Desc: PEST SERVICES JUN'25	Acct: 10-161-318-0000	TH -CONTRACTED SERVICES	
		Vendor Total:	88.00 / 0.00	88.00

Bank ID / Vendor ID	Bank Name / Vendor Name	Payee Name	Check Date	Check No.
Detail: Invoice No.	Invoice Description	Cross Fund	Invoice Amt / Disc. Amt / Net Amt.	
500894	SECURSHRED	SECURSHRED	7/03/2025	95627
491819	SHRED SERVICE PD 06.02.2025	0.00	$30.00 / 0.00 / 30.00	
Desc: SHRED SERVICE		Acct: 10-211-318-0000	HPD -CONTRACTED SERVICES	
	Vendor Total:		30.00 / 0.00 / 30.00	
502367	FALL MOUNTAIN BASEBALL LEAGUE	FALL MOUNTAIN BASEBALL LEAGUE	7/03/2025	95628
001-008	FMBL - FEE PLAYOFF UMPIRES	0.00	$140.00 / 0.00 / 140.00	
Desc: FMBL - FEE PLAYOFF UMPIRES		Acct: 10-514-318-0000	PR -CONTRACTED SERVICES	
	Vendor Total:		140.00 / 0.00 / 140.00	
502868	SCHAAL, MARCY	MARCY SCHAAL	7/03/2025	95629
06.26.2025	RECEIPT BOOK	0.00	$8.97 / 0.00 / 8.97	
Desc: RECEIPT BOOK		Acct: 10-211-323-0000	HPD -MATERIAL & SUPPLIES	
	Vendor Total:		8.97 / 0.00 / 8.97	
502885	MAJOR, JOSEPH	JOSEPH MAJOR	7/03/2025	95630
06.19.2025	JUNETEENTH REIMBURSEMENT	0.00	$960.00 / 0.00 / 960.00	
Desc: Juneteenth DJ		Acct: 10-516-318-0000	PR -CONTRACTED SERVICES	
Desc: JUneteenth obstacle course		Acct: 10-516-318-0000	PR -CONTRACTED SERVICES	
	Vendor Total:		960.00 / 0.00 / 960.00	
503017	SHATTUCK, KARIE	KARIE SHATTUCK	7/03/2025	95631
878692	REFUND-TEEN VENTURES GETAWAY	0.00	$45.00 / 0.00 / 45.00	
Desc: REFUND-TEEN VENTURES GETAWAY		Acct: 10-514-325-0000	PR -REFUNDS	
	Vendor Total:		45.00 / 0.00 / 45.00	

FUND 1 0 **Bank Total:** **291,677.15**

	Holdback Total				
					389,738.96
Batch Totals:	0.00	45,967.50		0.00	435,706.46

Bank ID	Bank Name						
Vendor ID	Vendor Name	Payee Name				Check Date	Check No.
Detail: Invoice No.	Invoice Description		Cross Fund	Invoice Amt	Disc. Amt		Net Amt.

_____ MARY M. ERDEI

_____ MICHAEL HOYT

_____ ASHLEY ANDREAS

_____ MIRANDA DUPRE

_____ IDA GRIESEMER

_____ ERIK KRAUSS

_____ BRANDON SMITH

_____ JOHN HAVERSTOCK

_____ GAIL OSTROUT

_____ JOSEPH MAJOR

TOWN OF HARTFORD SELECTBOARD AGENDA **DRAFT**
Tuesday, June 24, 2025, 6:00pm
Hartford Town Hall, 171 Bridge Street,
White River Junction, VT 05001
This meeting was conducted in person at Town Hall

Present: Chair, Mary Erdei; Erik Krauss; Brandon Smith; Ida Griesemer; Ashley Andreas; Miranda Dupre; John Haverstock; Connie Kelley; Will Furnari, Lori Hirshfield; Scott Hausler; Diane Leigh; Tim Fariel; Marie Alvin; Solange Saxby; Peter Zendron; David Crocco; Emma Roth-Wells

Absent: Selectboard Vice Chair, Mike Hoyt

Present on Zoom: Bryan Gazda; Wade Masure, Heidi Duto, Michelle Boleski, Kim Souza

JAM LINK:
https://www.youtube.com/watch?v=E30kxwXCqWE&list=PLAdkf9ugxof7FGsvb7b8PHLFaNfKZbq-g

I. Call to Order the Selectboard Meeting at 6:00 pm by Chair, Mary Erdei.
II. Pledge of Allegiance was recited and led by John Haverstock.
III. Local Liquor Control Board
Selectboard Chair, Mary Erdei recessed the Selectboard Meeting and opened the Local Liquor Control Board.
Renewals:
a. Selectboard Member Brandon Smith made the motion to approve Hanover Consumer Cooperative Society, Inc. d/b/a White River Junction Co-op at 209 Maple Street, White River Junction, VT 05001 for a 2nd Class Liquor License
b. To Approve Northern Hospitality LTD Partnership d/b/a Hotel Coolidge at 39 South Main Street, White River Junction, VT 05001 for a 1st Class and 3rd Class Liquor License
c. To Approve Wicked Awesome BBQ at 93 Beswick Drive, White River Junction, VT 05001 for a 1st Class License and an Outside Consumption Permit. Selectboard Member Erik Krauss seconded the motion. All were in favor and the motion passed.
d. Selectboard Member Ida Griesemer made the motion to approve KB Ventures, Inc d/b/a Jake's Market & Deli at 1477 Maple Street, Hartford, VT 05047 for a Second Class Liquor License, a Tobacco Substitute Endorsement; and a Tobacco License

e. To Approve Hua Teng Restaurant d/b/a China Moon at 96 Sykes Avenue, White River Junction, VT 05001 for a 1st Class Liquor License

f. To Approve Vermont Spirits Distilling Company d/b/a Harry's Lounge, 5573 Woodstock Road, White River Junction, VT 05001 for a 1st Class Liquor License and an Outside Consumption Permit. Selectboard Member Miranda Dupre seconded the motion. All were in favor and the motion passed.

Selectboard Chair, Mary Erdei closed the Liquor Control Board at 6:03 p.m. and opened the Cannabis Control Board.

IV. Local Cannabis Control Board Renewal:

a. Selectboard Member Brandon Smith made the motion to approve a Cannabis License Renewal for Cloudy Day Farm LLC #S-000012498. Selectboard Clerk Ashley Andreas seconded the motion. All were in favor and the motion passed.

Selectboard Chair, Mary Erdei closed the Cannabis Control Board and reopened the Selectboard meeting at 6:07 p.m.

V. Order of Agenda- there were no changes to the Order of Agenda.

VI. Selectboard

1. Public Comment

a. Peter Zendron listed several complaints regarding the Hartford Police Department.

b. Tim Fariel suggested that Town leadership do more to engage in a dialog and outreach with residents

c. Solange Saxby complained about the impact of water line construction in her neighborhood and posed several questions about the project.

d. Kim Souza expressed disappointment in the formatting of the Selectboard packet.

e. Marie Alvin congratulated the Police Department on their big recent drug bust.

f. Heidi Duto complained about storm-related damage to infrastructure in her neighborhood.

g. Mike Morris suggested an exemption on the Transfer Station access charge for those wishing only to recycle.

2. Selectboard Comments and Announcements

a. Miranda Dupre expressed her pleasure regarding the recent Juneteenth celebration.

b. Ida Griesemer noted the upcoming annual HCC Block Party event.

c. Ashley Andreas expressed appreciation for recent Selectboard tours of the DPW facility and Public Safety Complex.

d. Mary Erdei expressed pleasure regarding the recent Juneteenth celebration and noted the recent untimely passing of Sarah Campbell's husband.

3. Appointments

NEW: Selectboard Member Erik Krauss made the motion to appoint Solange Saxby to the Resilient Hartford Committee for a Three Year Term Beginning June 24, 2025 and ending June 23, 2028. Selectboard Member Mirand Dupre seconded the motion. All were in favor and the motion passed.

Renewal: Selectboard Member Miranda Dupre made the motion to re-appoint Brandon Smith to the Hartford Housing and Homelessness Committee for a Term Beginning June 24, 2025 and ending March 1, 2026. Selectboard Member Erik Krauss seconded the motion. The motion passed 5-0-1, with Brandon Smith abstaining.

4. Town Manager Report

- Clerical Workers Union contract negotiations are ongoing
- Curbside Recycling Program ends on June 30
- Recent Selectboard tours of Town facilities
- Reminders re HCC Block Party and Hartford High Alumni Parade
- Town Offices closed on Friday, July 4 for Independence Day

Significant Activity Reports Link: https://www.hartford-vt.org/Archive.aspx?ADID=513

5. Board Report, Motions & Ordinances

a. Parks & Recreation Commission Update presented by David Rocco.

b. Public Hearing: Continued Consideration and Adoption of Amended Parking Ordinance. Selectboard Member Erik Krauss made the motion to table the proposed ordinance until the next meeting. Selectboard Clerk Ashley Andreas seconded the motion. The motion passed by a vote of 4-1-1, with Mary Erdei opposed and Brandon Smith abstaining..

c. Review, Consider and Adopt a FY2026 Fee Schedule. Selectboard Member Erik Krauss made the motion to approve the proposed FY26 Fee Schedule as amended to recite a Bugbee annual rental charge of $5,730. Selectboard Clerk Ashley Andreas seconded the motion. All were in favor and the motion passed.

d. Consider Adoption of Commercial Motor Vehicle Drug and Alcohol Testing Policy

Selectboard Member Brandon Smith made the motion to approve the proposed Commercial Motor Vehicle Drug & Alcohol Policy, with the change to have the Town bear the split sample charge should the second test be negative. Selectboard Member Erik Krauss seconded the motion. All were in favor and the motion passed.

e. Review and Approve Updated Proposed Ad Hoc Bugbee Building Committee Slate and Bylaws Selectboard Clerk Ashley Andreas made the motion to approve the proposed slate of members of an ad hoc committee to serve on a building committee, with the exceptions and to approve a draft set of by-laws, with the exceptions that (a) The By-Laws provide that members can consider all options for renovation, (b) the Selectboard member serve as a liaison, (c) Dana Clawson serve as a non-voting member, (d) Shawn Lacey be a voting member and (e) two additional residents be recruited to join the committee. Selectboard Member Miranda Dupre seconded the motion. All were in favor and the motion passed.

f. Consider Applying for Grant Funding for Lights and Cameras at Wilder Park & Ride

Selectboard Member Erik Krauss made the motion to authorize the Town Manager to seek VTrans grant funding for the installation of lighting at the Park N Ride. Selectboard Member Ida Griesemer seconded the motion. All were in favor and the motion passed.

g. Authorize Chair and Vice Chair to Sign FYE Accounts Payable and Payroll Selectboard Member Miranda Dupre made the motion to authorize the Chair and/or Vice Chair to approve and sign fiscal year-end Accounts Payable and Payroll subject to later ratification by the full Board. Select Member Brandon Smith seconded the motion. All were in favor and the motion passed.

VII. Commission Reports None

VIII. Consent Agenda Selectboard Clerk Ashley Andreas made the motion to approve the Consent Agenda. Selectboard Member Miranda Dupre seconded the motion. All were in favor and the motion passed.

Approve Payroll Ending: 6/21/2025

Approve A/P Manifest: 6/20/2025 & 6/26/2025

Approve Meeting Minutes of: 6/10/2025

Future Meetings Approved: 6/29/2025 (Work Planning Session); 7/8/2025 & 7/22/2025

IX. Executive Session: Update on Clerical Workers Union Contract Negotiations Selectboard Erik Krauss moved to find that there are legal matters involving the Town and premature general public knowledge would clearly place the Town and/or persons at a substantial disadvantage. Selectboard Member Ida Griesemer seconded the motion. All were in favor and the motion passed. Selectboard Member Ida Griesemer moved that the Selectboard go into executive session to discuss contractual, personnel and legal matters, pursuant to 1 V.S.A. Section 313, subsections (a)(1)(A); (a)(1)(B); (a)(1)(E) and (a)(1)(F). Selectboard Member Miranda Dupre seconded the motion. All were in favor and the motion passed. Selectboard

Clerk Ashley Andreas made the motion to come out of executive session at 10:15 pm. Selectboard Member Miranda Dupre seconded the motion. All were in favor and the motion passed.

X. Adjourn the Selectboard Meeting

Selectboard Member Erik Krauss made the motion to adjourn the meeting at 10:17 p.m. Selectboard Member Miranda Dupre seconded the motion. All were in favor and the motion passed.

TOWN OF HARTFORD SELECTBOARD MINUTES

Sunday, June 29, 2025, 9:00 a.m.

Hartford Town Hall, 171 Bridge Street, White River Junction, VT 05001

This meeting was conducted in person at Town Hall Present: Chair, Mary Erdei; Clerk, Ashley Andreas; Miranda Dupre; Ida Griesemer; Erik Krauss; Brandon Smith; John Haverstock. Alex Torpey, Rethink Local. Kathleen Ramsay, Vermont League of Cities & Towns. Nick Arvizu, JAM.

Absent: Vice Chair, Mike Hoyt

JAM LINK: https://youtu.be/tlC9Bq9t7zU

I. Call to Order the Selectboard Meeting by Chair, Mary Erdei at 9:00PM.

II. Public Comment: No Public Comment

III. Welcome & Introductions

After a brief round of introductions, Alex Torpey, Founder of ReThink Local, opened with kudos to the board for taking the time to prioritize the work of looking ahead at the coming months and years. This session is an early, high-level look at what the Board has on its plate. The outcome of this session will serve as a basis for detailed planning in the future, noting, a quote of Dwight D. Eisenhower, "*Plans are worthless, but planning is essential.*"

Torpey and the Board reviewed the agenda and decided to start with a review and discussion of Selectboard Member Erik Kraus's spreadsheet on projects/discussion matters that are ready for consideration for the Selectboard, which was built off the circulated project list and project worksheets distributed in advance of the meeting, after the Efficient & Effective Board Meetings item.

IV. Efficient & Effective Meetings

Town Manager John Haverstock reviewed Hartford Selectboard's Rules of Procedure and Code of Conduct. Based on this background information, the Board discussed ways to make its meetings more efficient, including:

- After initial discussion by the Board, followed by public input on an agenda item, once a motion has been made and seconded, there would be an opportunity for final discussion by Selectboard members, with each member having the opportunity to comment on the motion one more time before the vote.

- Clearly communicating that the Board meeting is a public meeting, not a meeting of the public.
- Increasing public outreach so that the public feels heard.
- Polling the public on different topics using a Google form for yes/no vote. Ashley Andreas will take the lead on preparing a proposal on public polling for the Board's consideration.
- Consistent enforcement of time limits, particularly the strategy of making the timer visible to everyone. Ida Griesemer offered to be the timekeeper.
- Setting the expectation that presentations at the meeting will be brief (5 -10 minutes). More extensive background information can be provided to the Selectboard in its packet.
- Managing agenda time slots. If agenda items are given a total of 20 minutes, with 10 minutes for presentation and 10 minutes for discussion, if the discussion is still ongoing at 20 minutes, the Chair can check in with the Board to see if it wants to extend the time spent on the item.
- Developing a Template for Agenda Memorandums, including a bullet list of highlights of the agenda item at the top of the memo.
- Celebrating Big Wins! A template for Department Heads and Committees to share and celebrate achievements with the Selectboard and the community. The template could include a headline, brief summary and photo that is easy to share on social media, the website, etc.
- Public Comment. Some communities manage Public Comment by not commenting on any public comment until the end of the public comment period, so that those addressing the Board are not interrupted and the timing is not confusing/extended. (Also see consistent enforcement of time limits, above).
- Answering Questions. Direct/Invite Inquiries to Town Manager – no need to wait for a meeting – could this help reduce questions under public comments? FAQs, Policies, Flow Charts, Easy Next Steps on the website (with QR codes) could be useful tools as well.

V. What's on Our Plate

The Board reviewed the project list:

Planning & Development
Clifford Park Food Forest Kiosk
Hazard Mitigation Plan Update
Pedestrian/Bicycle Plan Update
Homes for Hartford: Big Little Build
Coolidge Block Redevelopment/Parking
Quechee Main Street Sidewalk
Railroad Row Kiosk Panels
Village History Signs
Historic District Signs
Village Center Designations and Economic Development
Zoning Bylaw Amendments
Hazard Mitigation Grant Programs (HGMP) Buyouts
Completion of TIF District Projects
I-91 Exit 11 Interchange Sidewalk
Town Plan Update

Environmental Sustainability Coordinator

Barwood Arena Renovation
Town Hall HVAC Overhaul
WRJ Wastewater Treatment Facility HVAC Overhaul
EV Level 2 Chargers in South Main Parking Lot
EV Level 3 Chargers in South Main Parking Lot
WRJ Geothermal Heating District

Town Manager
Reinvigorate Capital Improvement Plan (w/Municipal Planning Grant) w/Planning Department
Bugbee Senior Center Renovations

Department of Public Works

[See DPW CIP]

Parks & Recreation Department
Kilowatt Improvement Plan
Hartford Community Recreation Center
Maxfield Paving Project
Lyman Point Park Improvement Project
Playground Replacement in Parks System
Wrights Reservoir Restoration

Police & Dispatch
Relocate HPD (Needs Assessment Cost $75,000)

Add a Fourth Console for Dispatch Center (Revenue Source) Form Not Submitted

Fire Department
Purchase of a replacement for 2009 fire engine

Clerk
Records Digitization in Clerk's Office
Communications & Media Specialist
Town of Hartford Branding Refresh

VI. Prioritize What's on Our Plate: What is Coming Before the Selectboard this Year?

While reviewing the list of What's on Our Plate, the Selectboard received a brief background on the item and discussed whether the item would be coming before the Board for discussion and/or action between in the July 2025 – February 2026 timeframe. Based on discussion, a rough, draft timeline was developed:

Town of Hartford

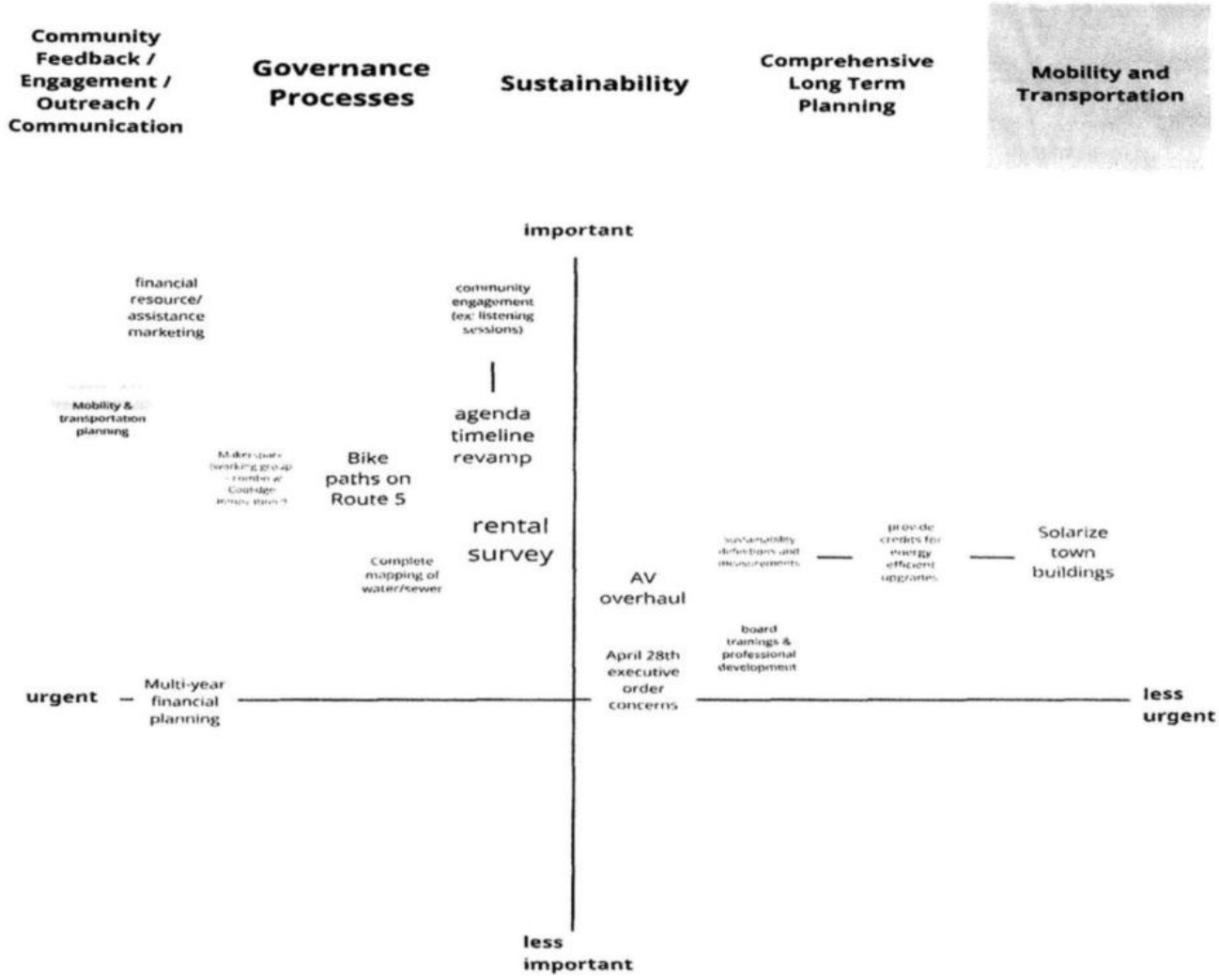
Draft SB Work Plan (Agenda Items Only from 6-29-25 Workshop Discussion)

		FY26				
		Jul/Aug	Sep/Oct	Nov/Dec	Jan/Feb	Mar/Apr
Planning & Development	**Deadline**					
Hazard Mitigation Plan Update	Feb '25		Review	Review	Adopt	
Pedestrian/Bicycle Plan Update	Winter '25		Review	Adopt		
Homes for Hartford: Big Little Build	Budget	Discuss	Discuss			
Coolidge Block Redevelopment/Parking		Discuss x 2	Discuss x 2	Discuss x 2	Discuss x 2	Discuss x 2
Village Center Designations and Economic Development	Budget	Discuss	Discuss			
Completion of TIF District Projects	March '26					
Town Plan Update						
Environmental Sustainability Coordinator						
Town Hall HVAC Overhaul			Discuss			
WRJ Wastewater Treatment Facility HVAC Overhaul				Discuss		
Town Manager						
Reinvigorate Capital Improvement Plan		Award Contract				
Bugbee Senior Center Renovations	Timeline TBD		Discuss	Discuss x2	Discuss	
Welcoming Ord / FIPP		Discuss/Approve?				
Department of Public Works						
Highway						
Discussion of Highway CIP		Highway CIP (x2)				
Future of Transfer Station		Discuss	Discuss/field trip			
Curbside Recycling Options			Discuss			
Water & Wastewater						
Discussion of Water & Wastewater CIP			W/WW CIP (x2)			
Parks & Recreation Department						
Wrights Reservoir Restoration					Discuss	
Fire Department						
Purchase replacement for 2009 fire engine			Approvals			

- Ashley Andreas suggested that hyperlinks should be added to these items to give the Board and the public easy access to background information.
- John Haverstock will follow up with Director of Planning and Development Services, Laurie Hirshfield, on the details of the completion of TIF district projects and the Town Plan update to see when Selectboard discussion and action is needed.
- John Haverstock will check with the Vermont League of Cities & Towns Property and Casualty Intermunicipal Fund (PACIF), the Town's insurer, for an update on insurance coverage for the dam.
- John Haverstock will circulate this timeline to department heads, asking them if they have anything to add before budget season.

VII. Review/Revise/Augment Work Draft Annual Workplan

With the review/revise draft workplan completed in the previous section, facilitator Alex Torpey asked the Board to write down topics/issues/projects missing from the list which should be considered for addition to the Board's workplan. The Board then reviewed each member's submission and added them to an Eisenhower Matrix:



Using the Matrix as a guide, a "Selectboard" section was added to the Workplan:

Selectboard	FY26				
	Jul/Aug	Sep/Oct	Nov/Dec	Jan/Feb	Mar/Apr
Tax Bill Insert on Social & Financial Resources	In Process				
Community Engagement Strategies & Activities	Discuss	Discuss	Discuss	Discuss	Discuss
Working Group on Makers Space	Discuss				
Working Group on Mobility/Sidewalks	Discuss				
Task Force to Review Downtown Parking	Discuss				
Add Multi-year Forecast to Budget	Discuss				
Executive Order on Immigration. Report on VLCT & State Research. Contingency Planning.	Discuss				
Sustainability Definition, Goals & Metrics		Discuss			
Solarize Current, Renovated and Future Town Buildings		Discuss			
Town Financing of Residential Energy Efficiency Improvements		Discuss			

- The discussion of multi-year budget planning included ideas such as adding charts and graphs to the budget presentation, and a short video overview of the budget process. John Haverstock added that after the difficult budget year last year, it would be helpful for the Board to consider adding a budget target to the instructions to department heads this year.
- John Haverstock will follow up with Environmental Sustainability Coordinator Dana Clawson for background on the definition, goals and metrics (if any) for Hartford's Sustainability Program, as well as the results of any previous studies on solarizing town properties.
- It was suggested that a new microphone for the public to use may help with the AV for the meeting room, and that AV improvements could be considered as part of the budget process.
- Executive Order: John Haverstock will contact Chief Kelly and VLCT PACIF to inquire further about any developments/trends/things to look out for with the enforcement of the President's Executive Order on Immigration, including embedding federal agents in municipal departments and/or federal agents directing municipal staff.
- The need for holistic planning on transportation and parking was discussed.

VIII. Next Steps

- The work plan will be added to an upcoming agenda, once Department Heads have had an opportunity to review it.
- There should be check-ins a couple of times per year.
- The work plan should be updated in January/February as it could be a useful tool for onboarding new members.

IX. Adjourn: At 2:05 p.m., Ida Griesemer moved that the Board adjourn. Ashley Andreas seconded the motion, which was approved unanimously by the Board.

_____

Ashley Andreas, Selectboard Clerk
June 29, 2025 Work Session

Potential Additional Matter to add to the Agenda.

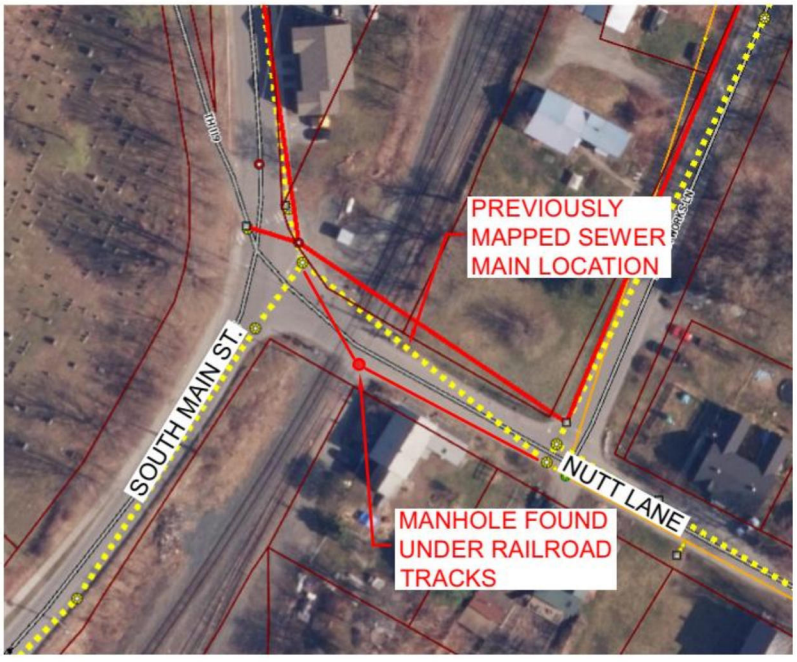
AGENDA MEMORANDUM
July 14, 2025
Town Selectboard Meeting Item: 5.o
Submitted by: Christopher Holzwarth, Assistant Director, Planning and Permitting

Subject: **Recommendation to Utilize Wastewater Capital Reserves for Emergency Repairs**

Background: The Town recently had a water main installed along Nutt Lane as the first phase of a larger improvement project which will replace the aging water system infrastructure along Nutt Lane, Latham Works Lane, and Harrison Avenue. The first phase is funded utilizing ARPA funds and reserves for a contingency.

The new water main is installed through a 24" steel casing pipe that was bored under the tracks. During the clean-out of the steel casing, bricks were found leading to an investigation. Through video work and excavation, a sewer manhole directly below the railroad tracks was found to be encountered, Further, through additional exploratory excavation the manhole was found to have been disturbed. See the approximate location below.

Approximate Manhole Location



The sidewall of the brick manhole was bored through by approximately ½ the width of the casing pipe. While the bore hole is relatively clean and currently appears stable, the manhole is considered compromised, likely structurally weakened, out of compliance with sewer/water separation standards, not structurally compliant with railroad loading standards whether compromised or not, not accessible, and represents a liability to the sewer system and the railroad.

The railroads, comprising of New England Central Railroad, Inc. (Genesee & Wyoming Railroad Services, Inc.) and the Canadian National Railway Co. (CV Properties, Inc.) along with the State of Vermont Agency of Transportation, are requiring us to immediately restore the railroad bed to the Cooper E-80 loading specification.

Engineers for the project have proposed abandoning the sewer manhole as it has served no useful purpose by slip lining the old vitrified clay pipe (VCP) with a cured in place pipe lining (CIPP), placing a structural concrete material to a height of one foot over the lining to create a bridge over it, and completing the abandonment by completely filling the remaining manhole depth with ultra-light weight concrete which will restore the integrity and load rating of the railroad bed and extend the longevity of the VCP pipe by 50 design years.

To perform these additional construction services, a change order to Isaac's Excavation & Construction (Isaac's) contract in the amount of $28,640.00 is required. The lump sum amount is for excavating, manhole filling, surface restoration, and railroad flaggers.

A contract is also needed with a specialty firm to perform the slip lining and temporary sewer bypassing services. The engineers have identified two qualified firms with the capabilities to perform the slip lining and sewer bypass services. To provide an accurate estimate the firms must first be contracted to perform independent video inspections of the lines and manholes involved.

Insituform Technologies LLC (Insituform) (formerly Green Mountain Pipeline) was contracted under existing budgets to perform the initial inspection. Eastern Pipe Service LLC (Eastern Pipe) (a division of Wind River, Environmental), is being contracted to perform an inspection and provide a second opinion and proposal for the services. A third firm with the capabilities and availability to perform the services in a reasonable amount of time was not found.

The current estimated working budget required to ensure that adequate funds are available for the slip lining and sewer bypass services is projected at between $43,500 and $82,775 including a contingency.

The existing budget set for construction includes $305,000.00 of ARPA funding for Isaac's base contract and $61,000.00 for contingencies for a total of $366,000.00.

The current expenditures total to date is $350,580.59, leaving a balance of $15,419.41 available for construction.

The contract with Isaac's is a negotiated lump sum and has been determined to be fair and reasonable by the engineers and the Department of Public Works.

A contract with either slip lining company will have variables affecting the total cost. If approved to move forward, we will continue work through the engineers to attempt to coordinate and lower potential risk/cost while also selecting the firm deemed to be the most responsive, timely, and qualified.

A total construction budget of $111,415 is recommended to ensure that adequate funding is available for the additional construction services leaving an unfunded balance of $95,995.59.

Wastewater Capital Reserves within Fund 60 currently has a balance of $1,328,950.78 with an available balance of $817,950.78 not currently dedicated to upcoming projects or improvements.

Discussion: The proposed change order for Isaac's exceeds the previously approved contingency granted by the selectboard. Isaac's was awarded the contract through a lengthy publicly advertised bid process. Holding the permit along with the Town to work in the railroad right of way and being insured to work in the railroad right of way makes them uniquely qualified to perform these additional services in a timely and efficient manner. Executing a change order for more than the previously approved contingency requires Selectboard approval.

Slip-lining services are a specialized service with Insituform and Eastern Pipe being the only firms found with the availability to perform the services in a timely manner. Insituform is a uniquely qualified firm who performed the initial inspection of the line and has worked with the engineers in good faith to develop a slip lining and necessary bypass plan to implement the project. Eastern Pipe Services will be performing their own inspection in the coming week, and their findings, opinion, recommendation, and proposal will be evaluated by the engineers.

Implementing a contract directly with Insituform or Eastern Pipe Services is the most cost-effective way to implement the services. However, doing so outside of the existing contract with Isaac's requires Selectboard approval utilizing Section 3.7 of the Purchasing Policy to waive Section 3.6 of the Purchasing Policy.

Impact: The net financial impact on Wastewater Capital Reserves in Fund 60 from the proposed construction is up to $95,995.59. The non-financial impact results in a renewed sewer main and the removal of an aging, unserviceable brick sewer manhole from below railroad tracks (which represents a liability to the Town of Hartford).

Recommendation: The Selectboard authorizes the Town Manager to execute Change Order #6 with Isaac's Construction & Excavation in the amount of $28,640.00 utilizing remaining ARPA funds dedicated to the construction of the Nutt Lane Water Main and Wastewater Capital Reserves from Fund 60 to complete the abandonment of the manhole under the railroad tracks.

Further, the board authorizes the Town Manager to execute a contract with Insituform Technologies, LLC, or Eastern Pipe Services for up to $82,775.00 waiving Section 3.6 (Competitive Sealed Bidding) of the purchasing policy, recognizing the urgency of the project and unique capabilities and availability of the firms as allowed under Section 3.7 (Waivers) of the Purchasing Policy.