

Utilities/Transportation Meeting 11/7/18

10:00AM - Utilities Discussion

Doug Weber - Summit Engineering

Rod Rodjenski

Brickett Bailey

Jon Ashley D&K

Jim Pease - DEC

Roger Barry - Hyde PArk SB

Jim Fontaine

Dan Young - Village BC

Rob Moore LCPC

Ken McPherson

Bob Whalen - Tree Warden

Rob Moore - There are multiple grants for town and vilage partnerships for transportation improvements and streetscape improvements.

Investment questions -

Lots of deferred sidewalks

There is a sinkhole

Past the point of maintenance and repair

Village Bond Vote is scheduled for spring. January 15th. Most of the project is at the treatment site. Includes CTV camera funding which will allow them to look underground. Treatment system two is the priority for immediate investement. This will increase capacity. The town is going to try to put the new lines in under Johnson St. Ext while road work is underway.

Treatment system #1 is a priority as well to improve treatment options. Pumps need to be replaced down at Johnson St. Extension.

Projects going to construction this year, including:

patchwork on sidewalks (immediate needs)

Exsiting investments being made in transportation infrastructure on West Side of Town

Doug - Summit

Realignment of West Main and Johnson St. Extension

Johnson St. Extension - widening road to 32 feet, curbing subsurface drainage and structures, if future plans are intending to use complete streets

Restoration of ravine

Down toward rail trail

Sylvan Drive

Stormwater on northwest

center west
Rail trail to Lamoille river

Stormwater investments have been made in Depot Street.

If you're going to do anything with bike/ped, the road crew prefers wide shoulder vs. sidewalks
They favor 10ft travel lane and 6ft shoulders

Summit looked at a sidewalk along Johnson St. Extension but it was cost prohibitive

Village is working with Summit and Dufresne to make sure that when the ground is clear, they can do work.

Wastewater lines on Main St. are aging and asbestos cement. The current bond vote may cover inspection.

Stormwater plan for Main St could be coordinated with the water system. Stormwater is combined sewer. Any redesign of Main St. should include piping.

Water lines are failing along Main St. in Winter

Do we have a sense of long range investments? like thinking 20 years into the future...

School could be on a separate water district. Village could tie in Lamoille Union.

Total Capacity of Wastewater will be increased to 10,000 (if investments are made). Treatment area 1 covers village. Roughly 18%.

Village is working to be able to charge impact fees, which is why they are going through their utility planning process.

Overflow metering recorded at 17,000 gallons per day

Transportation Discussion

Watershed Consulting - Stormwater Master Plan for Hyde Park has been done. There are three that are ready to go to 30% design. School parking lot, town office parking lot, Johnson St. Main St. is attractive for stormwater improvements, but WC has not been able to do design on it.

Whatever is selected in terms of Route 15, Crossing on Johnson St. Extension could bring a wide shoulder to Route 15 (which might be more interesting to VTTrans), Black Farm Rd. Cricket Hill intersection is a 50MPH zone (where rail trail crosses).

Congestion at Morrisville Roundabout results in people passing through Village.

The weight limit on the Cady's Falls bridge was increased due to deteriorating condition which resulted in decreased through truck traffic. If it is improved it would result in increased truck traffic.

Where the crossing on Route 15 happens will determine which side road to invest in.

OBDS signs for Lamoille Valley Rail Trail

Survey of High Schoolers - how often do you walk in the village, through the trail, etc. Would you if it was safer.

Signage on depot st.

Distributed drywell systems down main st would be beneficial for handling stormwater on Main st. which has small pipes and often overwhelms drains. WC recommends a comprehensive soil study all the way down Main St to determine actual infiltration rates.

David Raphael did a wayfinding study and a bike pedestrian study (mid-to late 1990's)