

# APPENDIX A

**Northwest Regional Planning  
Commission**

**VEHICLE SPOT SPEED STUDY**

# Northwest Regional Planning Commission

75 Fairfield Street, Saint Albans VT 05478

## VEHICLE SPOT SPEED STUDY

|                         |                                |
|-------------------------|--------------------------------|
| Road Name               | US-2                           |
| Location:               | US-2 at The Sand Bar and Grill |
| Town:                   | South Hero                     |
| Observer:               | Cliff Jenkins, Project Manager |
| Date Performed:         | 8/4/2025                       |
| Time Period:            | 9:50am-10:25am                 |
| Weather/Road Condition: | Hazy, 72 degrees               |
| Posted Speed (mph):     | 40 mph                         |
| 85 Percentile Speed:    | 48 mph                         |
| Remarks:                |                                |

| Observed Vehicle Number: | Northbound/<br>Eastbound<br>(mph) | Southbound/<br>Westbound<br>(mph) |
|--------------------------|-----------------------------------|-----------------------------------|
| 1                        | 53                                |                                   |
| 2                        | 51                                |                                   |
| 3                        | 47                                |                                   |
| 4                        | 46                                |                                   |
| 5                        | 42                                |                                   |
| 6                        | 45                                |                                   |
| 7                        | 46                                |                                   |
| 8                        | 41                                |                                   |
| 9                        | 43                                |                                   |
| 10                       | 42                                |                                   |
| 11                       | 46                                |                                   |
| 12                       | 44                                |                                   |
| 13                       | 48                                |                                   |
| 14                       | 48                                |                                   |
| 15                       | 44                                |                                   |
| 16                       | 44                                |                                   |
| 17                       | 43                                |                                   |
| 18                       | 42                                |                                   |
| 19                       | 45                                |                                   |
| 20                       | 43                                |                                   |
| 21                       | 45                                |                                   |
| 22                       | 45                                |                                   |
| 23                       | 46                                |                                   |
| 24                       | 45                                |                                   |

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| 25 | 49 |    |
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| 90  |  | 45 |
| 91  |  | 42 |
| 92  |  | 48 |
| 93  |  | 45 |
| 94  |  | 43 |
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| 99  |  | 42 |
| 100 |  | 44 |

|                        |    |
|------------------------|----|
| 85th Percentile Speed: | 48 |
|------------------------|----|

# Northwest Regional Planning Commission

75 Fairfield Street, Saint Albans VT 05478

## VEHICLE SPOT SPEED STUDY

|                         |   |
|-------------------------|---|
| Road Name               | US-2  |
| Location:               | Near Apple Island General Store and Featherbed Lane jct |
| Town:                   | South Hero  |
| Observer:               | Cliff Jenkins - Project Manager                         |
| Date Performed:         | 8/4/2025  |
| Time Period:            | 10:27am-10:55am   |
| Weather/Road Condition: | Hazy, 72 degrees  |
| Posted Speed (mph):     | 40 mph  |
| 85 Percentile Speed:    | 46 mph  |
| Remarks:                |   |

| Observed Vehicle Number: | Northbound/<br>Eastbound<br>(mph) | Southbound/<br>Westbound<br>(mph) |
|--------------------------|-----------------------------------|-----------------------------------|
| 1                        | 26                                |                                   |
| 2                        | 41                                |                                   |
| 3                        | 46                                |                                   |
| 4                        | 36                                |                                   |
| 5                        | 37                                |                                   |
| 6                        | 37                                |                                   |
| 7                        | 35                                |                                   |
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| 9                        | 36                                |                                   |
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| 91  | 45 |
| 92  | 40 |
| 93  | 30 |
| 94  | 30 |
| 95  | 31 |
| 96  | 42 |
| 97  | 41 |
| 98  | 40 |
| 99  | 40 |
| 100 | 48 |

|                        |    |
|------------------------|----|
| 85th Percentile Speed: | 46 |
|------------------------|----|

# APPENDIX B

**Northwest Regional Planning  
Commission**

**PEDESTRIAN CROSSING COUNT STUDY**

# Northwest Regional Planning Commission

75 Fairfield Street, Saint Albans VT 05478

## PEDESTRIAN CROSSING COUNT STUDY

### Apple Island Data

In weighted counts, children count x 2

#### Busiest Hour

| Day/Time              | Count Overall | Count kids (low) | Count Kids (high) | Weighted Count Low | Weighted Count High |
|-----------------------|---------------|------------------|-------------------|--------------------|---------------------|
| 12:28 to 13:28 on 7/5 | 18            | 3                | 7                 | 21                 | 25                  |

#### Second Busiest Hour

| Day/Time              | Count Overall | Count kids (low) | Count Kids (high) | Weighted Count Low | Weighted Count High |
|-----------------------|---------------|------------------|-------------------|--------------------|---------------------|
| 10:07 to 11:07 on 7/5 | 14            | 4                | 6                 | 18                 | 20                  |

### Sandbar Data

#### Busiest Hour

| Day/Time              | Count Overall | Count kids (low) | Count Kids (high) | Weighted Count Low | Weighted Count High |
|-----------------------|---------------|------------------|-------------------|--------------------|---------------------|
| 17:45 to 18:45 on 7/5 | 37            | 8                | 9                 | 45                 | 46                  |

#### Second Busiest Hour

| Day/Time              | Count Overall | Count kids (low) | Count Kids (high) | Weighted Count Low | Weighted Count High |
|-----------------------|---------------|------------------|-------------------|--------------------|---------------------|
| 12:42 to 13:42 on 7/5 | 32            | 3                | 4                 | 35                 | 36                  |

# APPENDIX C

## NATURAL RESOURCES DESKTOP REVIEW

A desktop review of natural resources was completed as a part of this scoping study. Stantec used the Vermont Agency of Natural Resources (ANR) Natural Resources Atlas mapping program to evaluate known natural resources within the project area.

## **Wetlands and Streams**

The Project Area is adjacent to Lake Champlain on both sides. The lake and nearby lakefront is identified as a Flood Hazard Area. Class 2 Wetlands are shown near the Project Area in the Wetland VSWI layer. The Wetlands Advisory Layer is shown on the western side of Route 2 along the lakefront. A stream is also identified north of the Vermont Fish and Wildlife parking area. There are no river corridor easements nearby.

## **Rare, Threatened, and Endangered (RTE) Species**

According to the ANR Natural Resources Atlas, there are RTE plants and animal species present in and around the southern portion of the Project Area, primarily along the lakefront.

## **Wildlife and Wildlife Habitat**

The project area includes uncommon plant and animal species as well as significant natural communities in the southern section, near Lake Champlain. No deer wintering areas, brook trout waters, or Indiana Bat are present in the ANR Natural Resources Atlas. However, all of Vermont is considered critical habitat for the state and federally threatened northern long-eared bat, and this area, along with much of the state, is also within the range of the endangered Tricolored Bat.

## **Agricultural Land**

According to the ANR Natural Resources Atlas, there are statewide, statewide (b), and prime agricultural soils within and around the Project Area. However, no agricultural operations are planned nor expected for the project area.

## **Public Land and Designated Conservation Areas**

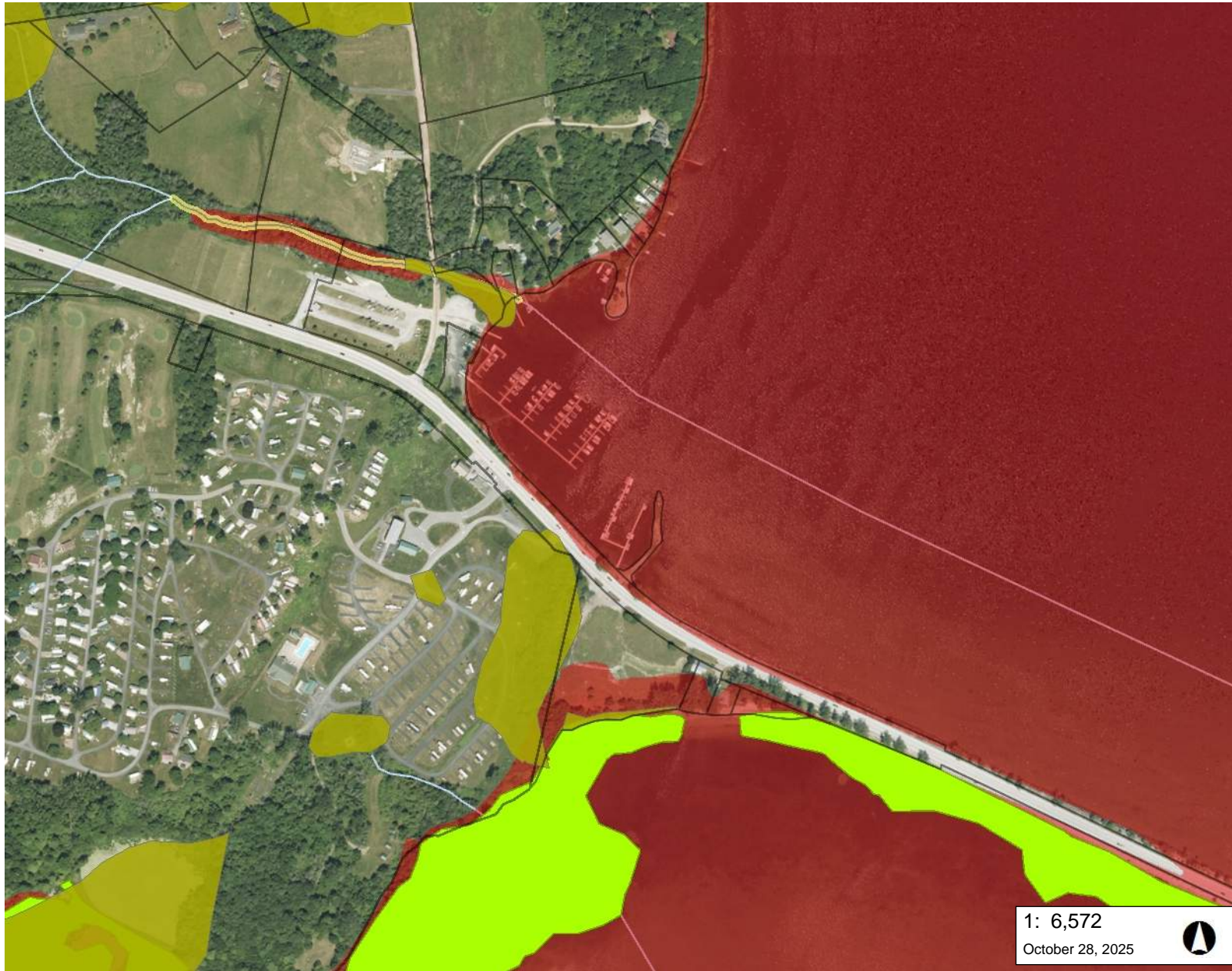
The Vermont Fish and Wildlife parking area and fishing access area in the northern part of the Project Area are publicly owned. This area supports fishing and also abuts a private marina. The ANR Natural Resources Atlas does not otherwise identify any portions of the Project Area as designated Section 4(f) public recreation land or designated Section 6(f) public land developed with Land and Water Conservation Funds.

## **Hazardous Materials**

According to the ANR Natural Resources Atlas, the Project Area is within an Architectural Waste Recycling Area. Additionally, the Atlas identifies the site of the Apple Island General Store as a Hazardous Site. Gasoline contamination was discovered at this location (Site Number 20083762) in 2008 during the removal of gasoline underground storage tanks.

## **Act 250 Permits**

According to the ANR Natural Resources Atlas, Apple Island Resort has a current Act 250 permit in place, issued on March 24<sup>th</sup>, 2008. The permit (Project Number 6G0016-3B) project participant is the "Herbert Neiman AIR Development LLC" and the description includes, "Complete reclamation and final grading for rock quarry".



### LEGEND

- Wetland - VSWI**
  - Class 1 Wetland
  - Class 2 Wetland
  - Wetland Buffer
- Wetlands Advisory Layer
- River Corridors (Aug 27, 2019)
  - .5 - 2 sqmi.
  - .25-.5 sqmi.
- River Corridor Easement
- Flood Hazard Areas Non-Official ([msc.fema.gov/fmc](https://www.fema.gov/fmc))
- Parcels (standardized)
- Stream**
  - Stream
  - Intermittent Stream

1: 6,572  
October 28, 2025

### NOTES

Map created using ANR's Natural Resources Atlas

334.0      0      167.00      334.0 Meters

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere      1" = 548 Ft.      1cm = 66 Meters

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### LEGEND

Rare Threatened and Endange

■ RTE Animal

■ RTE Plant

Parcels (standardized)

1: 6,572

October 28, 2025



### NOTES

Map created using ANR's Natural Resources Atlas

334.0 0 167.00 334.0 Meters

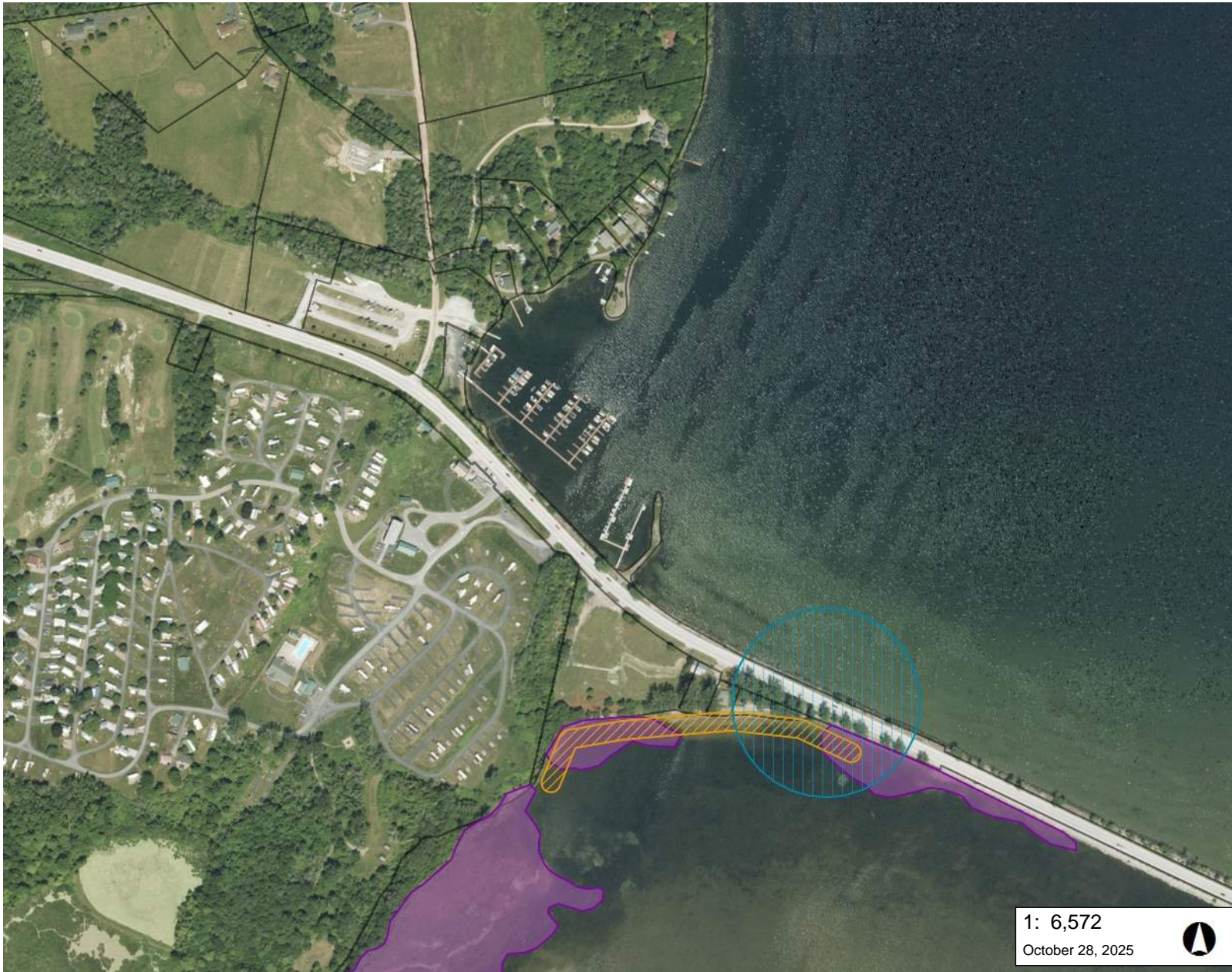
WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

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### LEGEND

- Uncommon Species and other
  - Plant
  - Animal
  - Natural Community
- Significant Natural Communities
- Deer Wintering Areas
- Indiana Bat Hibernacula
- Indiana Bat Summer Range
  - Observed
  - Potential
- Brook Trout Waters
- Parcels (standardized)

1: 6,572  
October 28, 2025

334.0 0 167.00 334.0 Meters

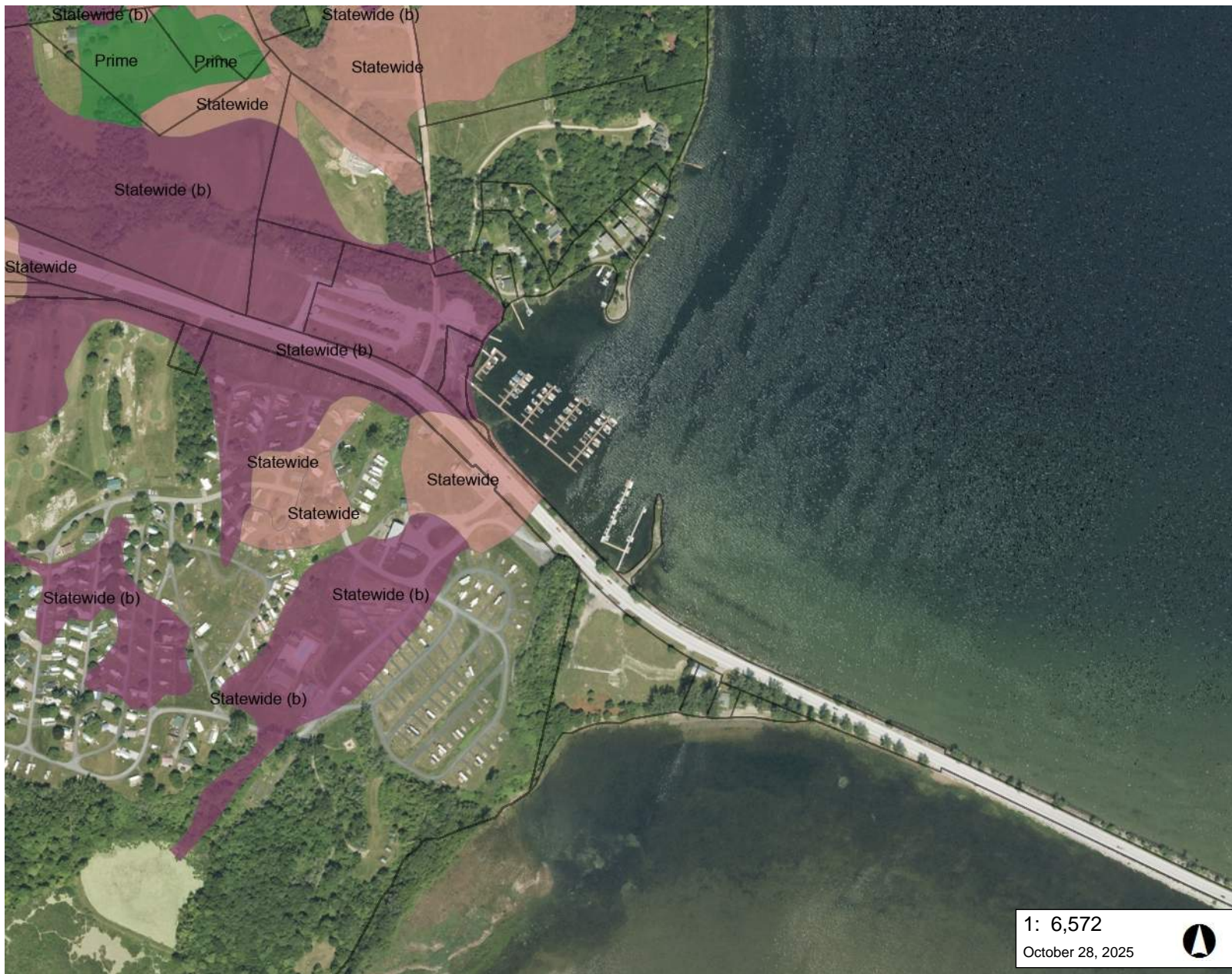
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### NOTES

Map created using ANR's Natural Resources Atlas



### LEGEND

Soils - Primary Agricultural

- Local
- Local (b)
- Not rated
- Prime
- Prime (b)
- Prime (f)
- Statewide
- Statewide (a)
- Statewide (b)
- Statewide (c)

Parcels (standardized)

1: 6,572  
October 28, 2025

334.0      0      167.00      334.0 Meters

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### NOTES

Map created using ANR's Natural Resources Atlas



### LEGEND

-  Fishing Access Areas
- Other FW Lands
  -  Fee ownership
  -  Non-fee interest
-  Parcels (standardized)

1: 6,572

October 28, 2025



### NOTES

Map created using ANR's Natural Resources Atlas

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WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

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### LEGEND

- Hazardous Site
- Architectural Waste Recycling
- Parcels (standardized)

1: 6,572

October 28, 2025



### NOTES

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**LEGEND**

-  Parcels (standardized)
-  ACT250 Permits

**NOTES**

Map created using ANR's Natural Resources Atlas

1: 6,572

October 28, 2025



334.0 0 167.00 334.0 Meters

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# APPENDIX D

## LOCAL CONCERNS MEETING

### Presentation and Notes



## TOWN OF SOUTH HERO

# Featherbed Lane / Apple Island Resort Safety Concerns Scoping Study

**Local Concerns Meeting  
August 11, 2025**

### **Agenda**

- Project Area
- Purpose and Need
- Typical Project Process
- Existing Conditions
- Public Input
- Next Steps



# Project Area

- US Route 2 in South Hero just northwest of the causeway
- From The Sand Bar restaurant to the Apple Island Marina parking lot



0 125 250 500 Feet

Prepared for: Northwest Regional Planning Commission

Town of South Hero

South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns

# DRAFT Purpose and Need

**Purpose** – The purpose of this project is to identify a preferred alternative to address safety concerns for all modes of travel (walkers, bikers, and vehicles) at the Featherbed Lane/Apple Island Resort intersection and surrounding area.

**Need** – Recognizing the importance of enhancing safety at this location, the following needs have been identified:



Provide **safe crossing opportunities** for bicyclists and pedestrians.



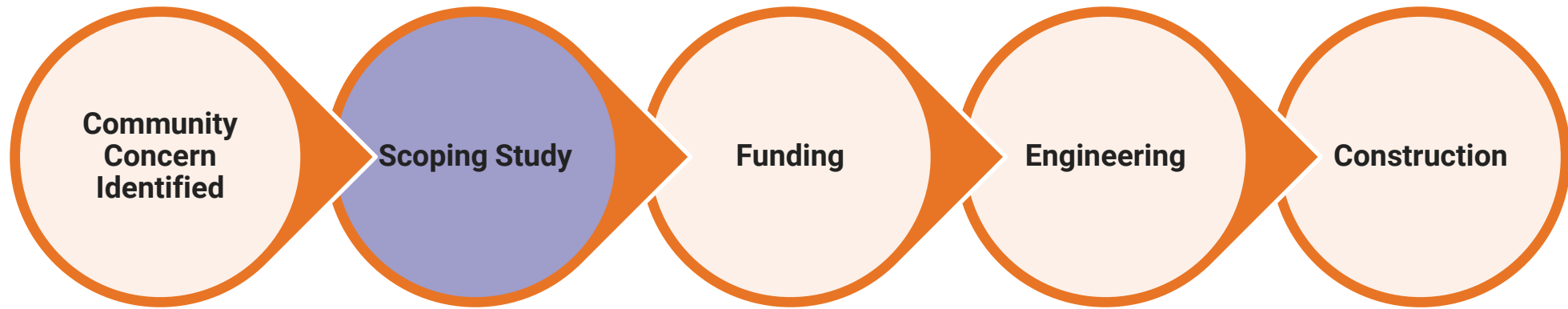
**Improve vehicular safety** while still maintaining the functionality of the corridor.



**Enhance the area** as an important recreational destination.



# Typical Project Process





# Existing Conditions

- Key Destinations
- Roadway Cross-Section
- Traffic Volumes
- Speeds
- Crashes
- Pedestrian Crossings



Prepared for: Northwest Regional Planning Commission  
Town of South Hero

South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns

# Existing Conditions

- Key Destinations
- Roadway Cross-Section
- Traffic Volumes
- Speeds
- Crashes
- Pedestrian Crossings



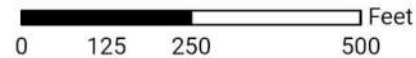
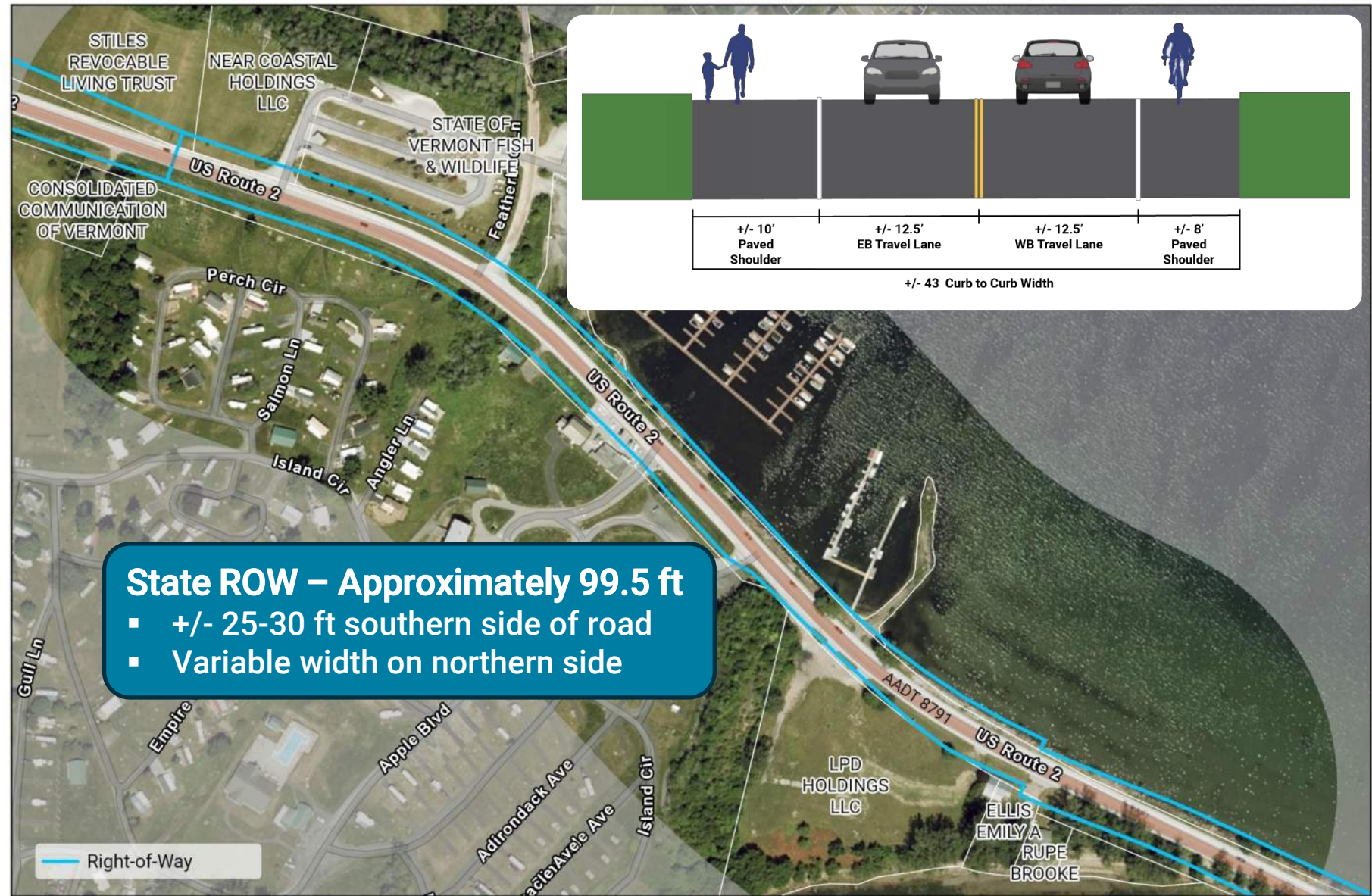
0 125 250 500 Feet

Prepared for: Northwest Regional Planning Commission  
 Town of South Hero  
 South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns



# Existing Conditions

- Key Destinations
- Roadway Cross-Section
- Traffic Volumes
- Speeds
- Crashes
- Pedestrian Crossings



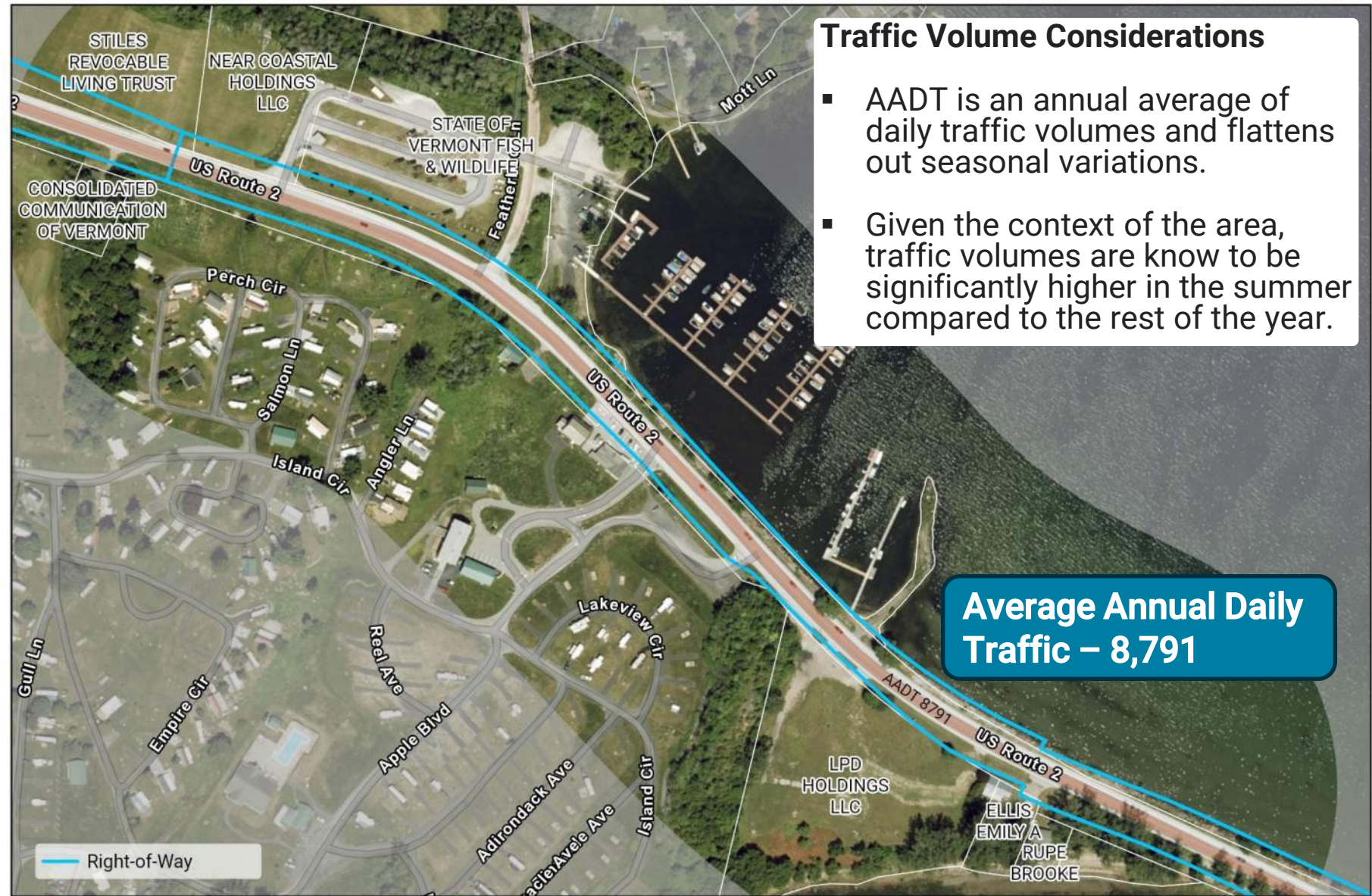
Prepared for: Northwest Regional Planning Commission  
Town of South Hero

South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns



# Existing Conditions

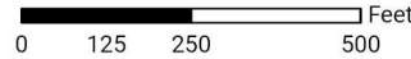
- Key Destinations
- Roadway Cross-Section
- **Traffic Volumes**
- Speeds
- Crashes
- Pedestrian Crossings



**Traffic Volume Considerations**

- AADT is an annual average of daily traffic volumes and flattens out seasonal variations.
- Given the context of the area, traffic volumes are known to be significantly higher in the summer compared to the rest of the year.

**Average Annual Daily Traffic – 8,791**

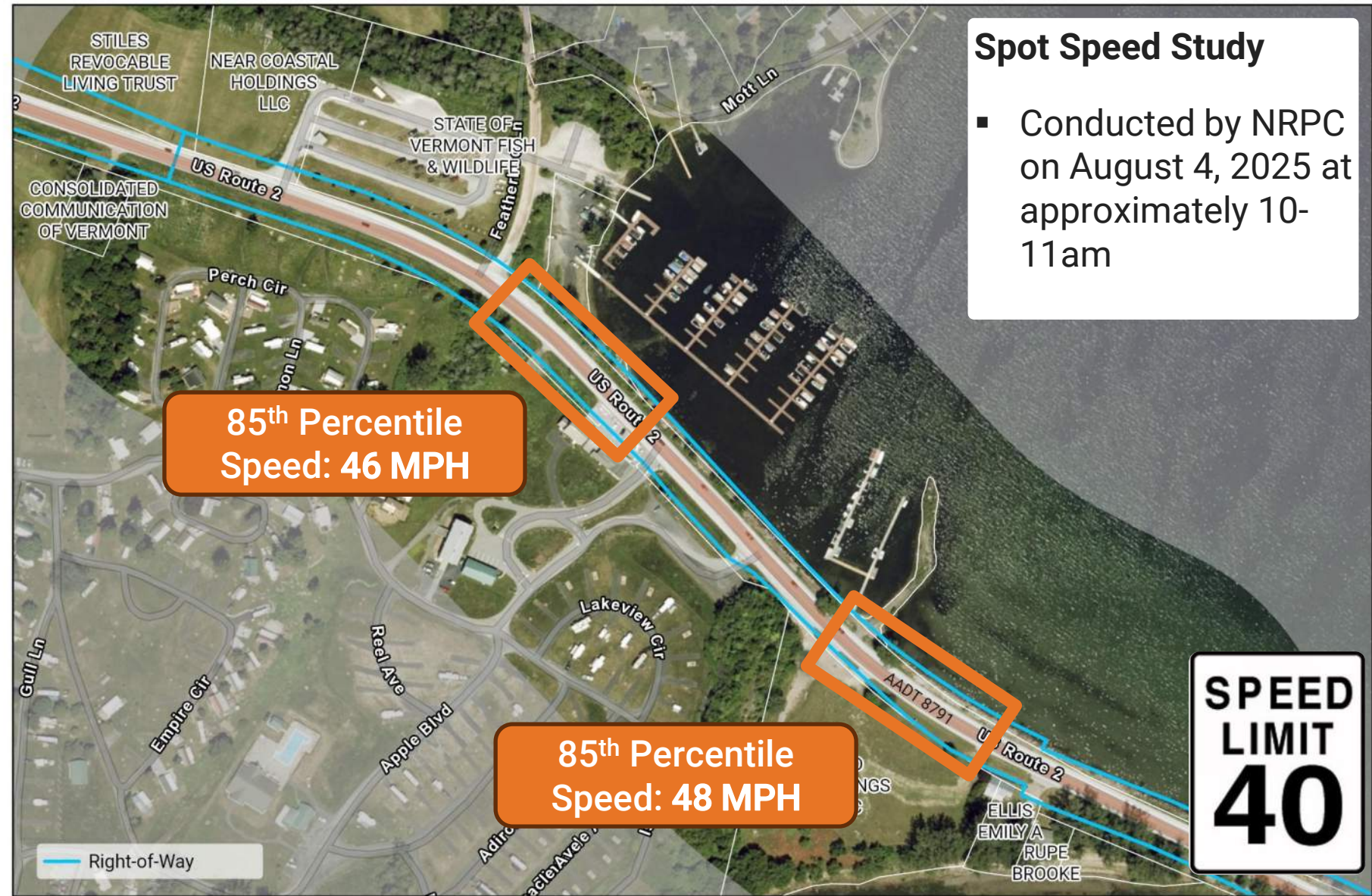


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 Town of South Hero  
 South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns



# Existing Conditions

- Key Destinations
- Roadway Cross-Section
- Traffic Volumes
- **Speeds**
- Crashes
- Pedestrian Crossings

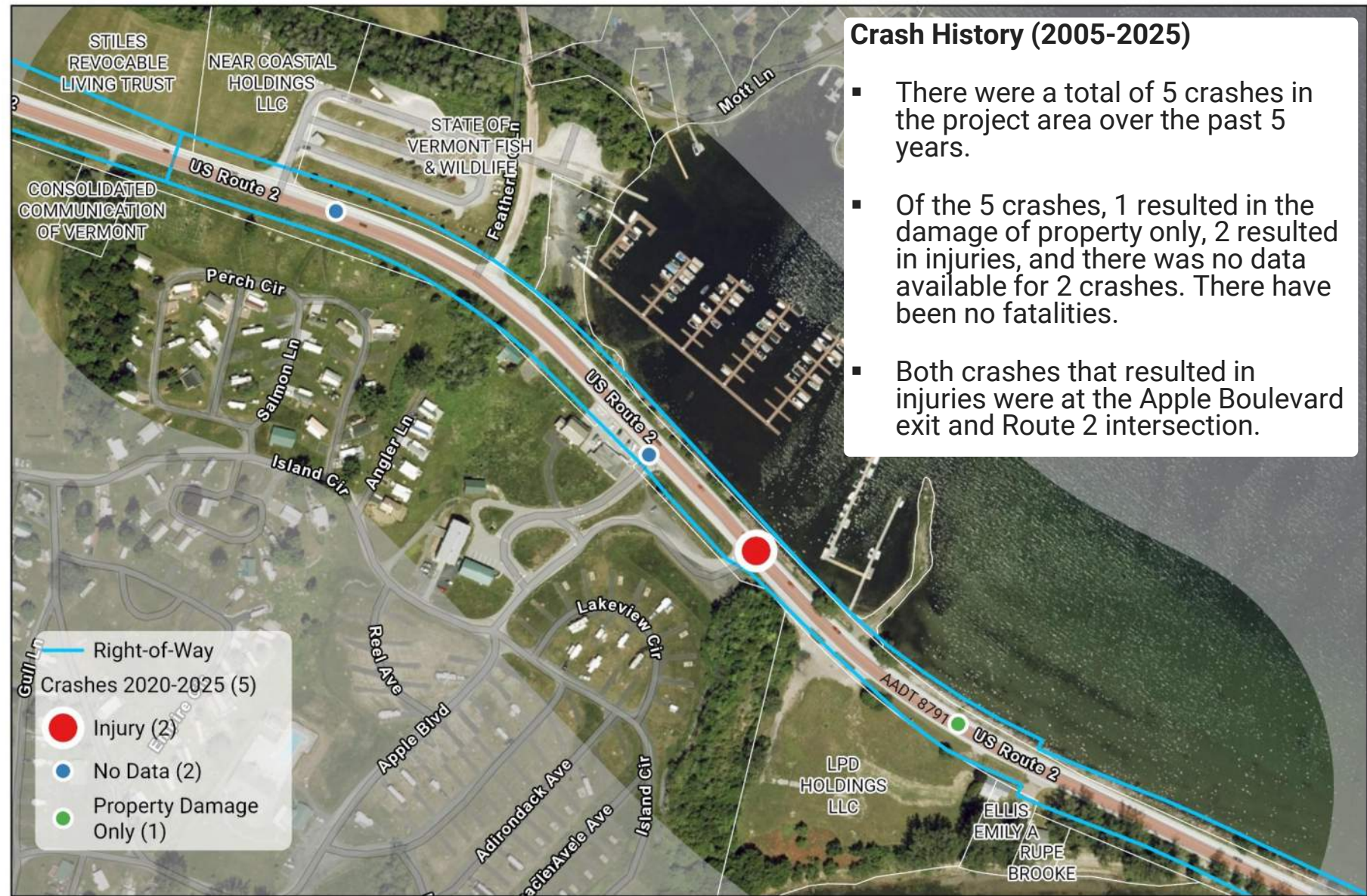


Prepared for: Northwest Regional Planning Commission  
Town of South Hero  
South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns



# Existing Conditions

- Key Destinations
- Roadway Cross-Section
- Traffic Volumes
- Speeds
- **Crashes**
- Pedestrian Crossings



Prepared for: Northwest Regional Planning Commission

Town of South Hero

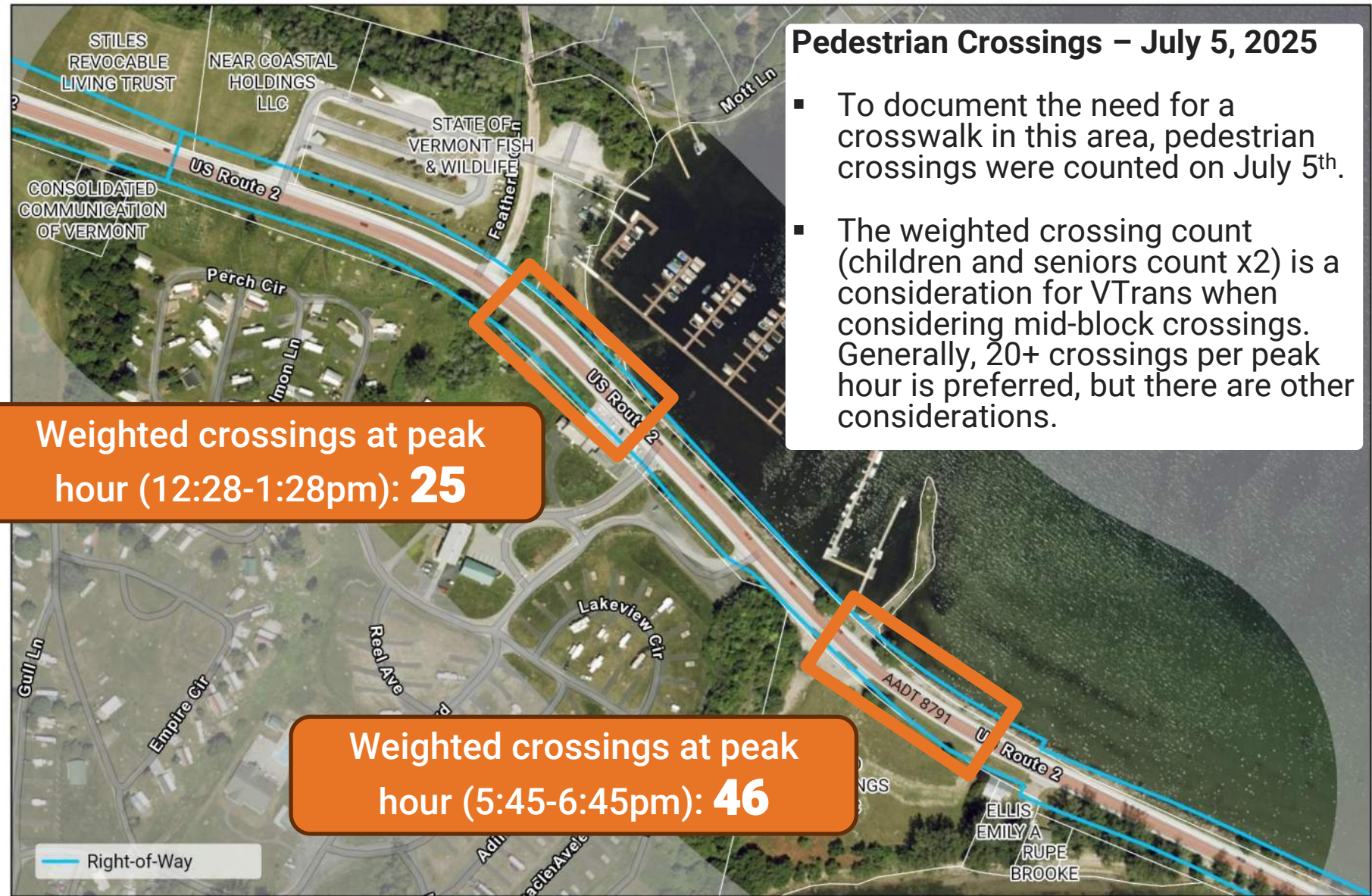
South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns





# Existing Conditions

- Key Destinations
- Roadway Cross-Section
- Traffic Volumes
- Speeds
- Crashes
- **Pedestrian Crossings**



## Pedestrian Crossings – July 5, 2025

- To document the need for a crosswalk in this area, pedestrian crossings were counted on July 5<sup>th</sup>.
- The weighted crossing count (children and seniors count x2) is a consideration for VTrans when considering mid-block crossings. Generally, 20+ crossings per peak hour is preferred, but there are other considerations.



Prepared for: Northwest Regional Planning Commission

Town of South Hero

South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns





# Public Input – We want to hear from you!

What are your concerns?

Where would you prefer to cross the road?

Do you ever feel unsafe in this area?

How do you access the Marina?

What facilities or amenities would you like to see?



# Next Steps





# Thank You!

## **Town of South Hero**

Sue Arguin, Town Administrator  
townadmin@southherovt.org, 802-372-5552

## **Northwest Regional Planning Commission**

Dean Pierce, Senior Planner  
dpierce@nrpcvt.com, 802-524-5958 x124

## **Stantec**

Jessa Berna, Project Manager  
Jessa.Berna@Stantec.com, 207-887-3464



## Notes from Local Concerns Meeting, Monday August 11

### As part of Contract #CA0834 (South Hero Project STP BP23(23))

Attending: Selectboard members David Carter/Chairman, David Lane/Vice Chairman, Skip Brown/Board Secretary, Steve Robinson, and Anne Zolotas; Town Administrator Sue Arguin; Attendees Mark Naud; Doug Patterson; Ron Phelps; Donna LeBlanc; Pierre LeBlanc; Joan Falcao; and Renee Naud.

From the Project: Jessa Berna, Stantec; Dean Pierce, MPM/Northwest Regional Planning Commission (notes-preparer).

Following a presentation by Jessa Berna of Stantec, the following comments were offered.

#### • **Mark Naud (Property Owner/Manager):**

- He has managed properties in the study area for nearly 30 years and clarified the project area to include the Fish and Wildlife and Sandbar Marina parking, in addition to Apple Island Marina parking east of Featherbed Lane.
- He reported **three fatalities before 2005** due to auto accidents, one of which involved a pickup truck striking another vehicle.
- He has personally witnessed **crashes** directly in front of the marina's road cut.
- He emphasized that official crash data doesn't capture "near misses," which are important indicators of high-risk areas.
- A primary concern is that "**people drive too fast**". He recalled previous traffic calming efforts in the late 1990s and early 2000s that did not include crosswalks.
- **Crossing the parking lot between the Sandbar and the marina is problematic.** He noted that people often walk with their backs to traffic to reach their boats, which is dangerous.
- He described inconsistent speed limits along Route 2, dropping from 50 mph to 40 mph at the Sandbar curve, then quickly accelerating. He suggested a consistent **35 mph limit** from the curve until leaving town would be more sensible.

- He highlighted the need to **maximize visibility** on the inside of the eastbound curve by clearing rocks and cedars.

- He called for **more signage for Featherbed Lane**, as it is a private road frequently used as if it were public.

- He questioned if there is **sufficient room for turning lanes** into the marina parking lot from the west or into the restaurant from the east.

- **Joan Falcao (Station Road Resident):**

- She agreed with the need to address speed limits.

- From her personal observation, **Featherbed Lane offers the best visibility for a pedestrian crossing**, allowing both pedestrians and drivers to easily see each other.

- She inquired about the feasibility of a **variable speed limit** for different times of day or seasons, similar to school zones, given lower winter traffic volumes.

- She noted that a 40 mph limit on Route 2 seems high compared to 25 mph limits in Milton.

- She confirmed that the Sandbar restaurant is part of the study area.

- She suggested that there might be **room for a sidewalk on the southern side** of the road.

- She later suggested the need for more signage.

- **Justin Myers (Kibbe Point Resident):**

- He categorized the issues into three main areas: **speed, crossing the road, and blind spots/pulling out from driveways**.

- He emphasized that **decreasing speeds would reduce accident likelihood**.

- He advocated for a **crosswalk**, calling it a "huge advantage" for pedestrians.

- He cited **poor visibility** when exiting the Apple Island parking lot and blind spots near Apple Island due to camper traffic.

- He suggested **turning lanes** to manage traffic flow for vehicles entering and exiting Route 2.

- He supported a consistent speed reduction from the state park through the town.

- **Doug LeBlanc (Sandbar Restaurant Owner):**

- He stressed the importance of **slowing down and enforcing the speed limit**, estimating cars often exceed the 40 mph limit, going 55-60 mph.
- He expressed a desire for the **speed limit to be reduced to 35 mph**.
- He noted a lack of sheriff presence for speed enforcement in the area.
- He suggested that even if a full crosswalk isn't warranted, **signage or other measures are needed to alert drivers to pedestrians**.

• **Ron Phelps (South Hero):**

- He seconded the idea of **two crosswalks**, one at the Sandbar restaurant and one at Featherbed Lane.
- He proposed a **walkway connecting the Apple Island Resort to the Featherbed Lane crosswalk**.
- He supported the idea of adjusting the speed limit.

• **Renee Naud (South Street Resident):**

- She emphasized the **unique challenges posed by the type of traffic**, including RVs towing boats and trucks with wide mirrors, leading to "near misses" for pedestrians.
- She supported the implementation of **turning lanes or improved walking and biking facilities**.
- She noted that the current two-lane setup exacerbates congestion, as drivers often impatiently pass slowing RVs.

• **Selectboard Members:**

- One member inquired about delivery schedules for the Sandbar restaurant, noting that current food deliveries happen frequently but early in the morning, avoiding peak traffic.
- Another member observed significant commuter traffic from New York to Vermont.
- They noted that road construction, with its stop-and-go traffic, contributes to driver "anxiety" and "road rage," expecting improvements once construction season ends.
- They supported the idea of crosswalks and, given the current 12.5-foot wide lanes, suggested **narrowing the lanes to help slow traffic**.
- Another expressed concern about the **"terrible view lines"** when exiting the Apple Island General Store's one-way driveway.

- Another who is a Featherbed Lane resident stated that the current Featherbed Lane entrance, realigned 11 years ago, is at the apex of the curve, making it the **best spot for a pedestrian crossing** for those coming from the Apple Island Resort and store.
- He suggested redirecting pedestrians to cross at Featherbed Lane due to the extremely short (4-second) view distance to the west when crossing at the store.
- He recounted a **fatality 25 years prior** (Mrs. Miller) in front of the restaurant, emphasizing the danger of crossing there.
- He stated that "**two pedestrian crossings are really essential at the very minimum**".
- He asked about the possibility of a **solar-powered flashing yellow light** for pedestrian crossings, similar to the one at the Route 2/South Street intersection.
- He advocated for "very minimal markings for pedestrian crossing".

- **Taylor Lawrence (Assistant General Manager, Apple Island):**

- He agreed with the need for two crosswalk locations.
- He observed a "**pinch point**" created by fast traffic from the south colliding with RVs slowing down to make left turns, forcing other drivers to "slam on their brakes" due to lack of space to go around.
- He supported a **speed reduction coming from the south**.
- He wondered about the logistics of a Featherbed Lane crosswalk connecting to the resort, noting a state-mowed ditch, and asked if a sidewalk would be proposed.
- He noted a **significant increase in overall traffic volume in 2025** compared to previous years, suggesting quantifying this change could strengthen arguments to the state.

Additionally, other individuals were unable to attend the public meeting held on August 11, 2025 and expressed their concerns via email.

- **Barbara O'Reilly:**

- Expressed concerns about the **State-owned boat launch**.
- Noted that on recent weekends, **multiple trucks with trailers were parked along Route 2**, likely due to a full parking area.

- Viewed this parking as a **hazard to all**, particularly to **bikers who are forced into traffic** because of the obstruction.
- **Bob Buermann:**
  - Recalled **other instances of people being rear-ended** in that area, potentially outside the recent traffic data timeframe.
- **Wendy Aydinyan:**
  - Lives on Featherbed Lane with her family, including two children, and has **concerns for the safety of pedestrians crossing Route 2** from Featherbed Lane.
  - Highlighted that the **40 mph speed limit** combined with a downhill curve and scenic view (which can be distracting) creates a hazard for drivers.
  - Observed that **drivers tend to pass in the breakdown lane on the right** when other cars are turning onto Featherbed Lane.
  - Believes that proposed changes will facilitate a **safe and pedestrian-accessible connection** between the entryway to the islands and the rest of South Hero, including Apple Island Resort and the new Sandbar Restaurant.
- **Jamie Rainville:**
  - Wished to share **ongoing safety concerns** regarding the stretch of Route 2 from Apple Island Marina/Featherbed Lane past the new Sandbar Restaurant.

# APPENDIX E

## ALTERNATIVES MEETING

### Presentation and Notes



## TOWN OF SOUTH HERO

# Featherbed Lane / Apple Island Resort Safety Concerns Scoping Study

**Alternatives Meeting  
October 27, 2025**

### Agenda

- Project Area
- Purpose and Need
- Typical Project Process
- Existing Conditions
- What We've Heard (Local Concerns Meeting)
- Proposed Alternatives and Evaluation Matrix
- Public Input
- Next Steps



# Project Area

- US Route 2 in South Hero just northwest of the causeway
- From The Sand Bar restaurant to the Vermont Fish & Wildlife parking lot



0 125 250 500 Feet

Prepared for: Northwest Regional Planning Commission

Town of South Hero

South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns



# Purpose and Need Statement

**Purpose** – The purpose of this project is to improve the safety of US Route 2 in South Hero near the Featherbed Lane/Apple Island Resort intersection and surrounding area for all users (walkers, bikers, and vehicles).

**Need** – Recognizing the importance of enhancing safety at this location, the following needs have been identified:



- **Provide safe facilities for bicyclists and pedestrians.** With the proximity of the Apple Island Resort, Apple Island Marina, a restaurant, and public marina in the study area, there is a large demand for bikers and pedestrians to travel along and cross the road at convenient locations to reach key destinations, particularly during the summer months. Currently, there are no crossings, designated pedestrian areas along the road, or bicycle lanes in an area where vehicles often exceed the 40MPH speed limit.



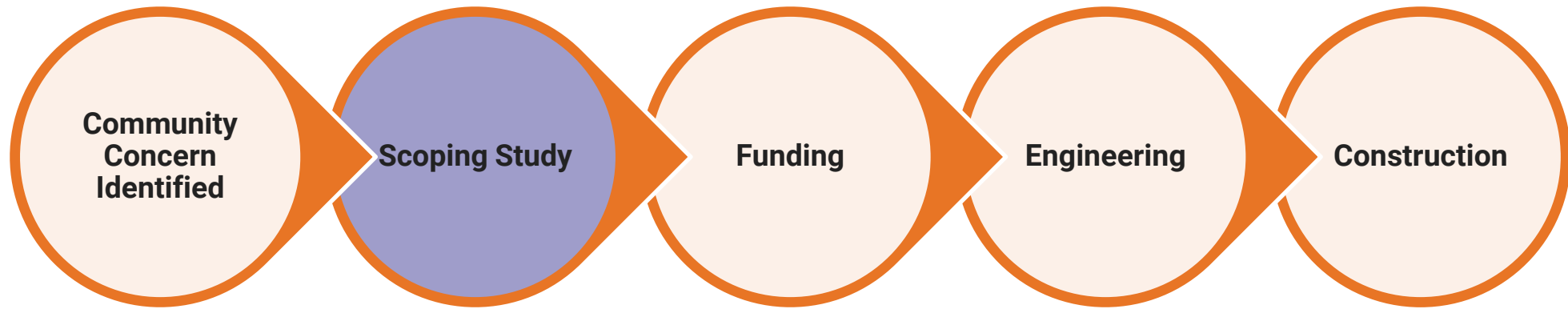
- **Improve vehicular safety while still maintaining the functionality of the corridor.** US Route 2 is an important corridor and the gateway to South Hero and a key route to New York State. This area also has a history of crashes attributed to high speeds and a wide range of uses, including bikers and pedestrians, as well as trucks and RVs.



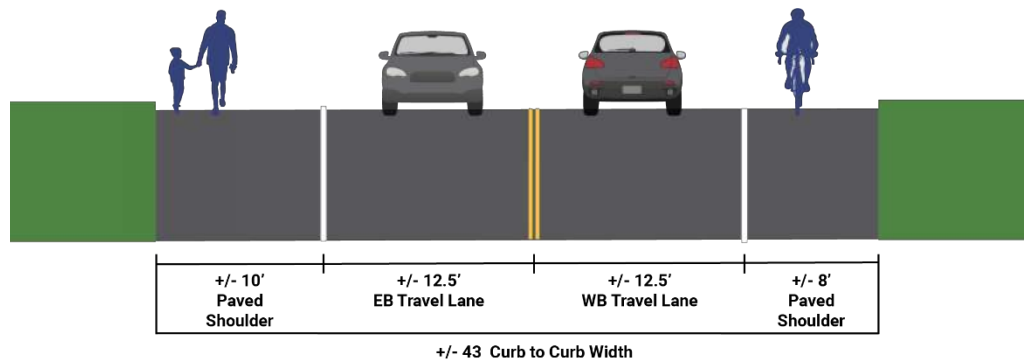
- **Enhance the area as an important recreational destination.** The Apple Island Resort is a major summer destination and an important recreational destination for the community. Making it safe and comfortable for people to get to nearby amenities is essential for supporting this community resource and the local economy.



# Typical Project Process



# Existing Conditions



Prepared for: Northwest Regional Planning Commission  
 Town of South Hero  
 South Hero STP BP23(23) / Featherbed Lane/Apple Island Resort Safety Concerns

# Public Input – Local Concerns Meeting (August 11<sup>th</sup>, 2025)

What are your concerns?

Where would you prefer to cross the road?

Do you ever feel unsafe in this area?

How do you access the Marina?

What facilities or amenities would you like to see?

# Local Concerns Meeting Feedback

## 1. Corridor Speeds

- Broad support for **slower speeds**
- Concerns about **limited enforcement** and the need for **stronger design cues** (lane width, gateway/transition signs, and speed-feedback displays)
- **Crash history and near-misses** were shared

## 2. Pedestrian Safety (Crossings and Sidewalk)

- **Two marked crossings** drew strong support—near the Sandbar Restaurant and at Featherbed Lane
- Interest in **flashing beacons** (e.g., RRFBs), **high-visibility** markings, and **lighting**.
- Placement should prioritize **adequate sight distance**; Featherbed Lane was suggested.
- A **sidewalk** would create a safer, continuous walking connection

## 3. Parking and Bicycle Safety

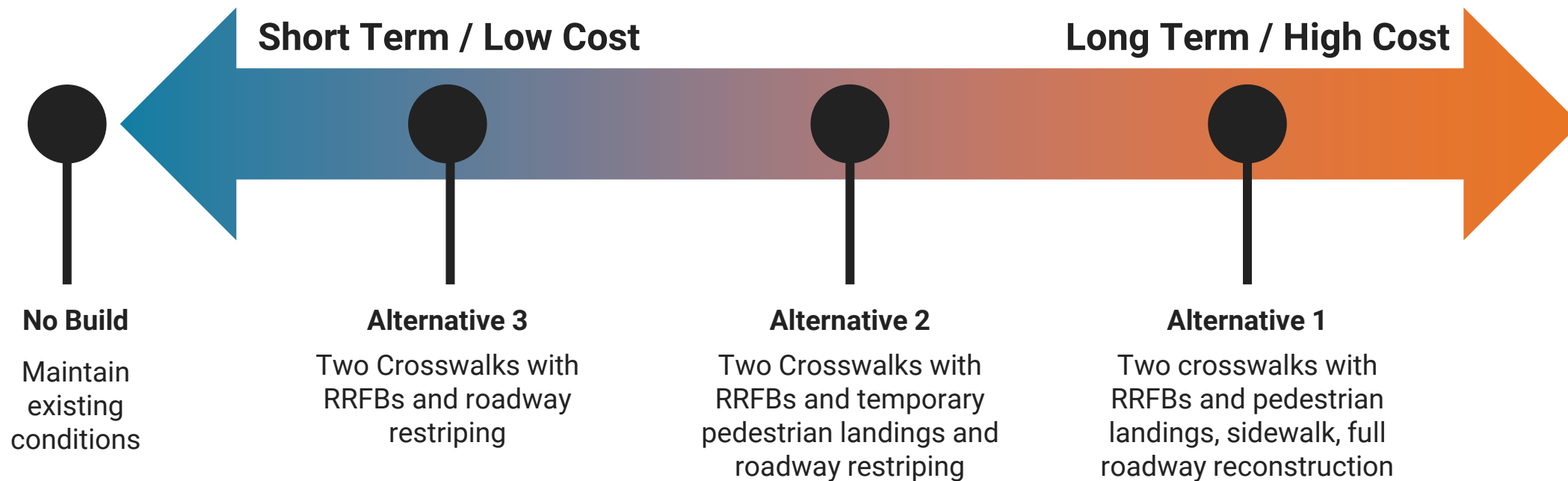
- **Boat-launch overflow parking** (trucks with trailers) encroaches on Route 2 shoulders, forcing cyclists into traffic—a peak-season safety concern.
- **Passing in the breakdown lane** is also a concern for bikers.

## 4. Turning Movements & Sight Distance

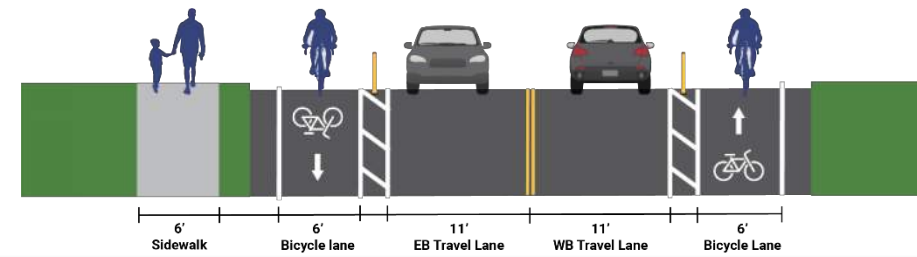
- Visibility constraints at **Apple Island driveways**
- The **mix of users** in this area leads to conflicts (biker, walkers, boats, trailers, etc)



# Proposed Alternatives



# Alternative 1



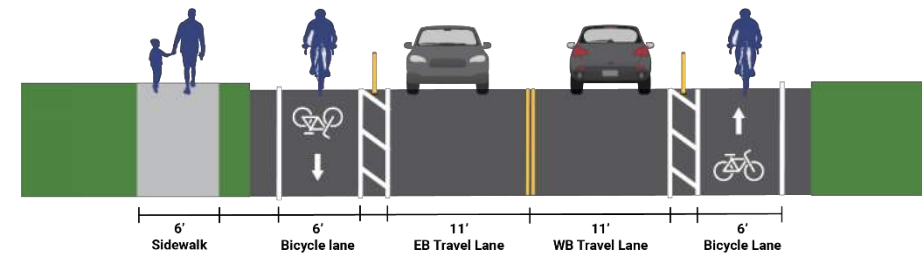
## Alternative 1 Components –

- **Two Crosswalks** with RRFBs and pedestrian refuge islands
- Roadway narrowed
  - **11ft travel lanes**
  - **6ft bicycle lanes** in each direction
- **Sidewalk** on western side of the road
- **Seasonal flex posts** between travel lanes and bicycle lanes
- **Speed feedback signage** on either end of project area
- Reduce **speed limit to 35MPH**
- Coordinate with **Apple Island Resort** to improve driveway visibility





# Alternative 1



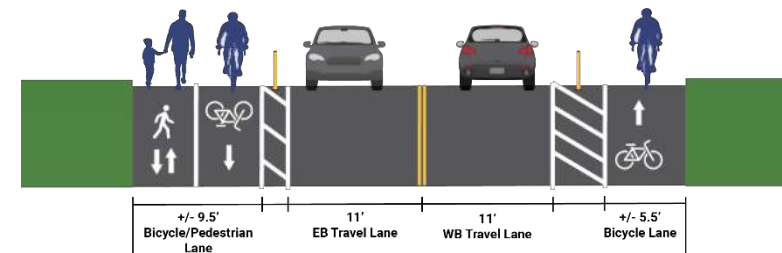
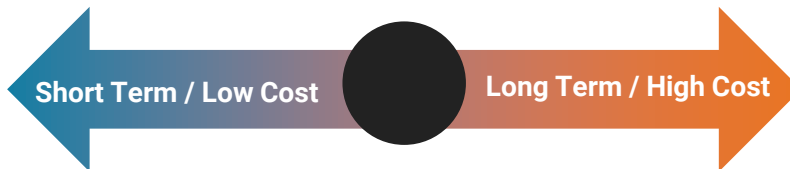
**PHYSICALLY SEPARATED BIKE LANE IN ONTARIO**



**CROSSWALK WITH PEDESTRIAN REFUGE ISLAND AND RRFB IN PORTLAND, ME**



# Alternative 2



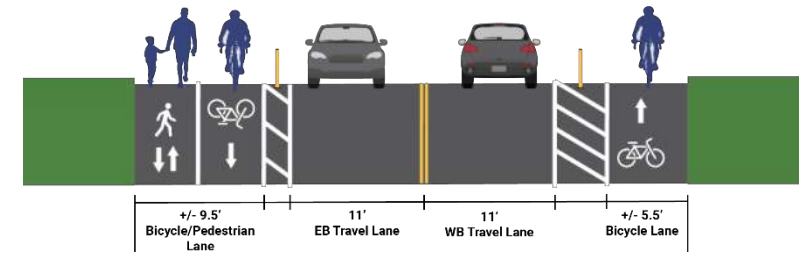
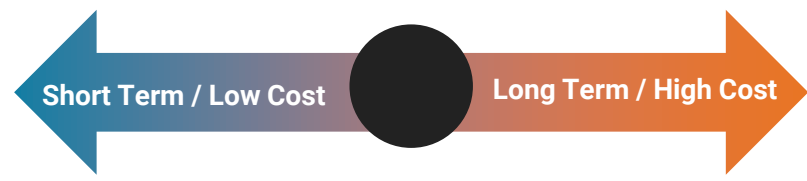
## Alternative 2 Components –

- **Two Crosswalks** with RRFBs and seasonal pedestrian refuge islands
- **Roadway restriped**
  - 11ft travel lanes
  - 5ft bicycle lane on east side
  - 9.5ft bicycle/pedestrian lane on west side
- **No Sidewalk**
- **Seasonal flex posts** between travel lanes and bicycle lanes
- **Speed feedback signage** on either end of project area
- Reduce **speed limit to 35MPH**
- Coordinate with **Apple Island Resort** to improve driveway visibility





# Alternative 2

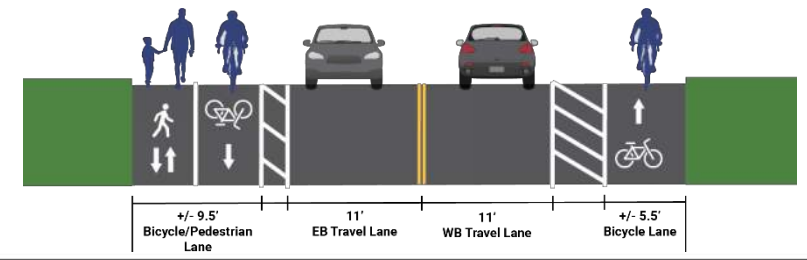


**REDIPAVE MODULAR MEDIAN  
EXAMPLE PROJECT**

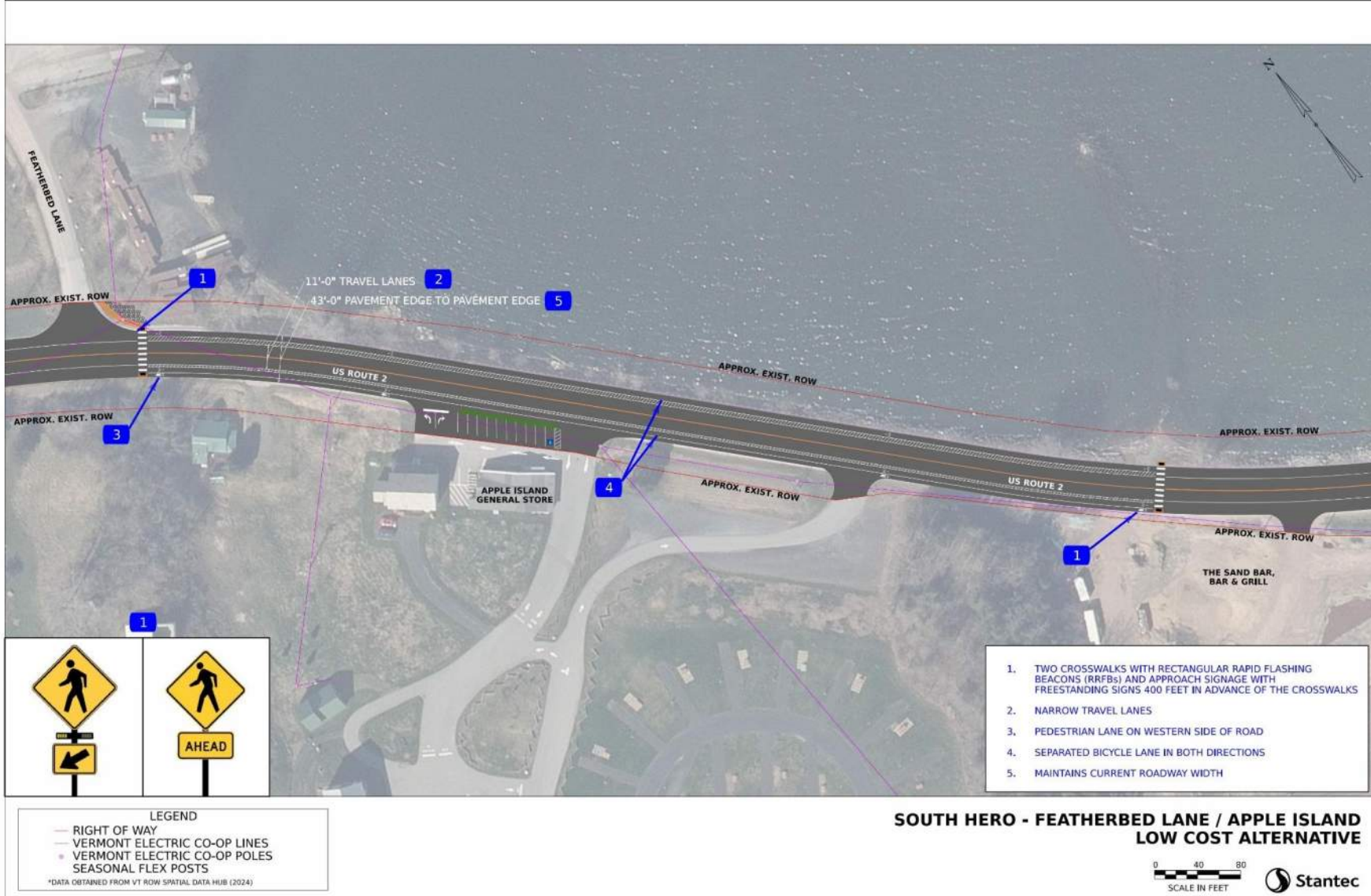


**SEPARATED BICYCLE AND PEDESTRIAN  
SHOULDER IN RHODE ISLAND**

# Alternative 3

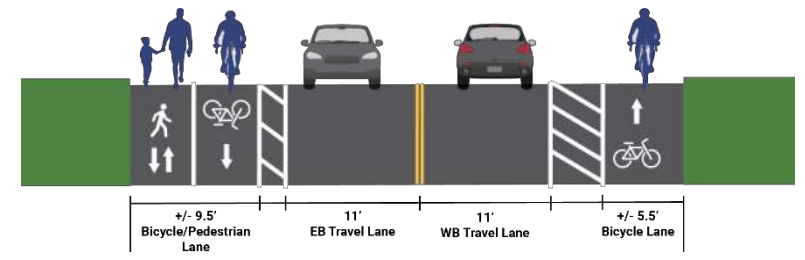


- Alternative 3 Components –**
- **Two Crosswalks** with RRFBs and **no pedestrian refuge islands**
  - **Roadway restriped**
    - 11ft travel lanes
    - 5ft bicycle lane on east side
    - 9.5ft bicycle/pedestrian lane on west side
  - **No Sidewalk**
  - **No Seasonal flex posts**
  - **No Speed feedback**
  - Reduce **speed limit to 35MPH**
  - Coordinate with **Apple Island Resort** to improve driveway **visibility**





# Alternative 3



**CROSSWALK WITH RRFB IN HANOVER, NH**



**CROSSWALK WITH RRFB IN CALIFORNIA**



# Alternatives Matrix

|  | No Build                     | Alternative 1  | Alternative 2  | Alternative 3                                    |
|--|------------------------------|--|--|--|
|  | Maintain existing conditions | Two crosswalks with RRFBs and pedestrian landings, sidewalk, full roadway reconstruction | Two Crosswalks with RRFBs and temporary pedestrian landings and roadway restriping | Two Crosswalks with RRFBs and roadway restriping |
| <b>Preliminary Cost Estimate</b>       |                              |  |  |  |
| Construction                           | \$0                          | \$750,000  | \$450,000  | \$300,000  |
| Total Project Cost                     | \$0                          | \$977,000  | \$585,000  | \$390,000  |
| <b>Purpose and Need</b>                |                              |  |  |  |
| Safe bicycle and pedestrian facilities | No Improvement               | Very High  | High   | Medium   |
| Vehicular safety                       | No Improvement               | Very High  | High   | High   |
| Economic vitality                      | No Improvement               | Very High  | High   | High   |
| <b>Impacts</b>                         |                              |  |  |  |
| Right-of-Way                           | None                         | Medium   | None   | None   |
| Utilities                              | None                         | Low  | None   | None   |
| Natural Resources                      | None                         | Low  | None   | None   |



# We want to hear from you!

Do you need more information about any alternative?

Are your concerns being addressed?

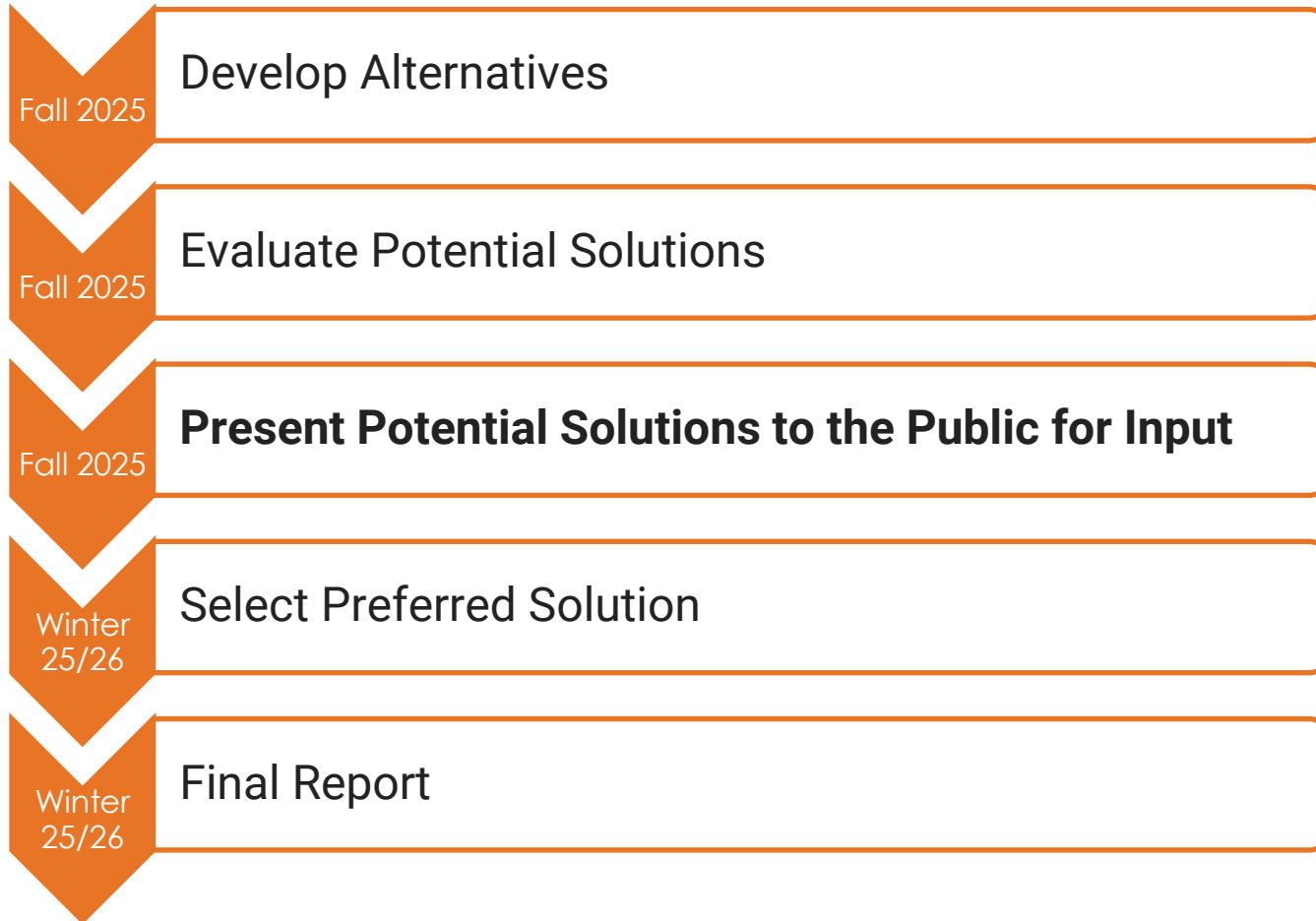
What would you change?

Which alternative do you prefer?

Is anything missing from the alternatives?



# Next Steps





# Thank You!

## **Town of South Hero**

Sue Arguin, Town Administrator  
townadmin@southherovt.org, 802-372-5552

## **Northwest Regional Planning Commission**

Dean Pierce, Senior Planner  
dpierce@nrpcvt.com, 802-524-5958 x124

## **Stantec**

Jessa Berna, Project Manager  
Jessa.Berna@Stantec.com, 207-887-3464





# Additional Cost Details

| Item   | Quantity | Planning level cost |
|--|----------|---------------------|
| Solar Speed Feedback Signs (Alternatives 1 + 2)    | 1        | \$21,000            |
| Flex Post Delineators (Alternatives 1 + 2)         | 110      | \$33,000            |
| Solar RRFBs (Alternatives 1, 2, + 3)               | 4        | \$64,000            |
| Permanent Pedestrian Refuge Island (Alternative 1) | 2        | \$60,000            |
| Seasonal Pedestrian Refuge Island (Alternative 2)  | 2        | \$45,000            |

## Northwest Regional Planning Commission

75 Fairfield Street, Saint Albans VT 05478

### ALTERNATIVES MEETING NOTES

**Pierre LeBlanc** (Contractor and local restaurant owner, attending with Donna LeBlanc)

- **Crosswalks and Speed Monitoring:** He supports the idea of crosswalks and believes having a sign that displays the driver's speed (speed feedback signs) is a great idea, as it seems to calm traffic down.
- **Speed Reduction:** He emphasized the necessity of slowing traffic down to relieve pressure on the roadway.
- **Concerns about stanchions and what people have been calling bollards:** He expressed concern that these would not survive in the winter. (But you clarified that they are seasonal and would be removed in the winter).

**Jan Stiles** (Resident)

- **Past Accident:** She lives on Featherbed Lane and was rear-ended while waiting to turn left onto the lane (going south toward the Sandbar).
- **Passing on the Right:** She questioned whether any of the alternatives, except for the bollards, would prevent cars from passing illegally on the right shoulder.
- **Near-Miss Incident:** She described a recent near-miss accident where a pickup truck coming south, attempting to turn left onto Featherbed Lane, cut the corner sharply while hurrying to beat traffic and nearly ran into her, highlighting the danger of the intersection. (You responded that Alternatives 1 and 2, which include a pedestrian refuge island or seasonal median, would decrease the shoulder width at the crosswalk, making it difficult to pass on the right when approaching the intersection.)

**Michael Stiles** (Resident)

- **Winter Shoulder Closure:** He suggested that the shoulders should be closed in the wintertime.
- **Dangerous Turning:** He described as dangerous the situation when drivers waiting to make a left turn onto Featherbed Lane and are vulnerable to other cars passing illegally on the right shoulder and running into the waiting vehicle. He noted this has happened more than once, not just to Jan.
- **Motorcycle Hazard:** When riding his motorcycle, he avoids stopping there to make a left turn, opting instead to keep going, turn around, and approach from the opposite direction due to the extreme danger.

## Justin Myers

- **Signage Scope:** He asked two specific questions regarding the proposed signage for restricting passing on the shoulders:
  - Would the signage extend to restrict **parking**?
  - Would the restriction extend **outside of the project area** (like up the hill where the road widens to two lanes) or stop at the project boundary?
- **Scope Limitation:** He acknowledged that the study was only looking at the project area for the current scope, but suggested the town should consider extending the signage, especially if it is successful. You noted that although not shown on the slides the treatments being considered would extend westward to the westerly entrance to the Fishing access parking lot.

## Mark Naud

- **Study Area Concerns:** He noted that the study area extends to the Fish and Wildlife access north/west of Featherbed Lane, but he heard no discussion on addressing issues in that stretch.
- **Deceleration and Parking:** He stressed that people coming down the hill from the west need to decelerate before the curve. He mentioned that in the peak summer season, the shoulder on the Fish and Wildlife side can be filled with parked vehicles, which affects sight lines.
- **Future Development:** He noted that a proposed six-unit Planned Unit Development (PUD) just north/west of the area could complicate sight lines further and asked if the scoping study considered this new project.
- **VTrans Involvement:** He expressed skepticism about VTrans approving the project, noting that past attempts to get VTrans support for minor changes had been unsuccessful. He asked whether VTrans or Fish and Wildlife had actively participated in the development of the alternatives. You confirmed VTrans has been an active partner and resource. We believe recommendations so far comply with VTrans policy regarding crossings and refuge islands.
- **Follow-Up Plea:** He urged the town to extend the treatment further north beyond the current study boundary. He argued that focusing traffic calming measures only on the intersection area (the current study area) without addressing deceleration behavior from either direction would just create a "bigger bullseye" for dangerous maneuvers (like sudden passing on the right, as Jan and Pierre described).

### **Rich Monterosso** (School Board/Folsom)

- **Electronic Speed Signs:** He asked if consideration was given to using electronic signs for monitoring traffic speed (like those used in the village), stating they have been very useful in getting people to slow down to around 35 mph. You confirmed these "your speed" signs are included in Alternative 1 and Alternative 2, but not Alternative 3, on both ends of the study area.

### **Bob Buermann**

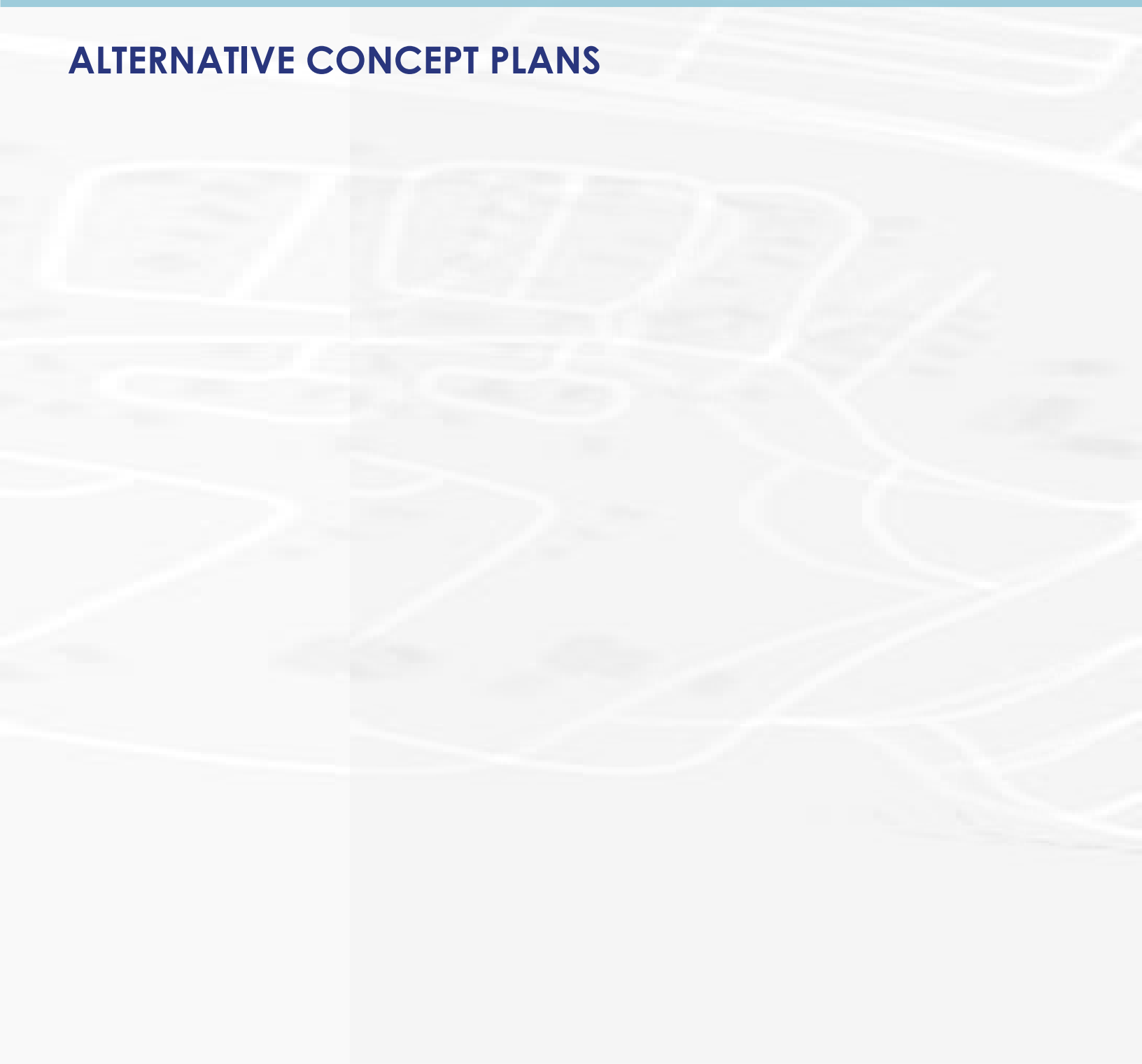
- **Seasonal Behavior Change:** He followed up on Mark Naud's point regarding human nature and driving habits, especially during the non-summer season and winter.
- **Habits:** He noted that people driving from the north, knowing the campground and launches are closed, speed through the area. When spring arrives and traffic increases, these dangerous habits are already in place.
- **Need for Direct Seasonal Concepts:** He requested a form of concept that can be applied seasonally—not just the seasonal bollards—but something more direct that helps people "relearn" safer habits again when the season changes.

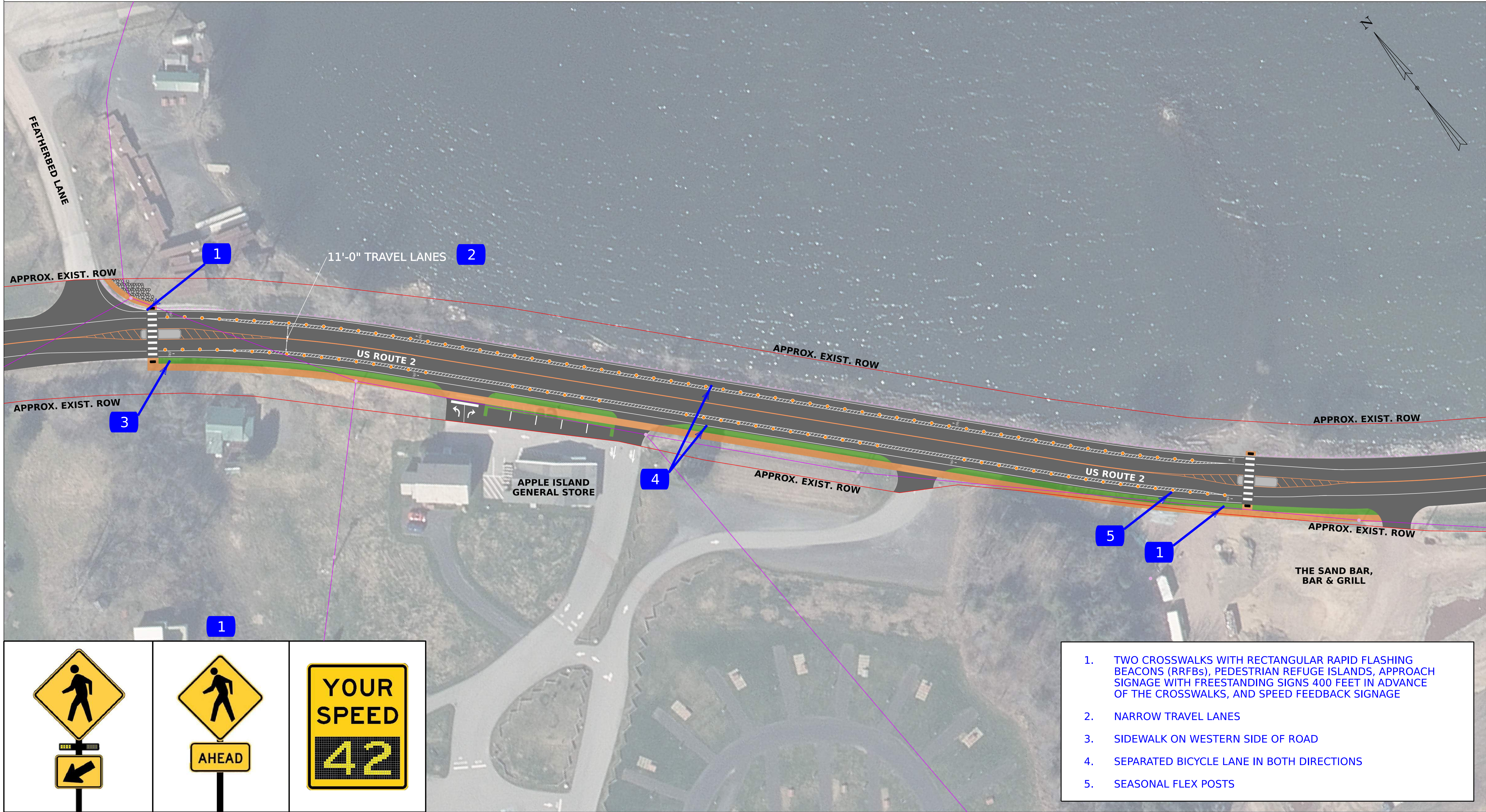
### **Selectboard member comments**

- **Left-Hand Turn Lane Exclusion:** A Selectboard member noted that left-hand turn lanes were suggested in the very early stages of the project but were not included in the alternatives asked for the reason for their exclusion. You explained that turn lanes contradict the goal of slowing traffic and improving bicycle/pedestrian safety by creating longer crossing distances and making pedestrians vulnerable to cars in the second lane.

# APPENDIX F

## ALTERNATIVE CONCEPT PLANS





|  |  |  |
|--|--|--|
|  |  |  |
|--|--|--|

1. TWO CROSSWALKS WITH RECTANGULAR RAPID FLASHING BEACONS (RRFBs), PEDESTRIAN REFUGE ISLANDS, APPROACH SIGNAGE WITH FREESTANDING SIGNS 400 FEET IN ADVANCE OF THE CROSSWALKS, AND SPEED FEEDBACK SIGNAGE
2. NARROW TRAVEL LANES
3. SIDEWALK ON WESTERN SIDE OF ROAD
4. SEPARATED BICYCLE LANE IN BOTH DIRECTIONS
5. SEASONAL FLEX POSTS

**LEGEND**

- RIGHT OF WAY
- VERMONT ELECTRIC CO-OP LINES
- VERMONT ELECTRIC CO-OP POLES
- SEASONAL FLEX POSTS

\*DATA OBTAINED FROM VT ROW SPATIAL DATA HUB (2024)

**SOUTH HERO - FEATHERBED LANE / APPLE ISLAND  
HIGH COST ALTERNATIVE**

0 40 80  
SCALE IN FEET



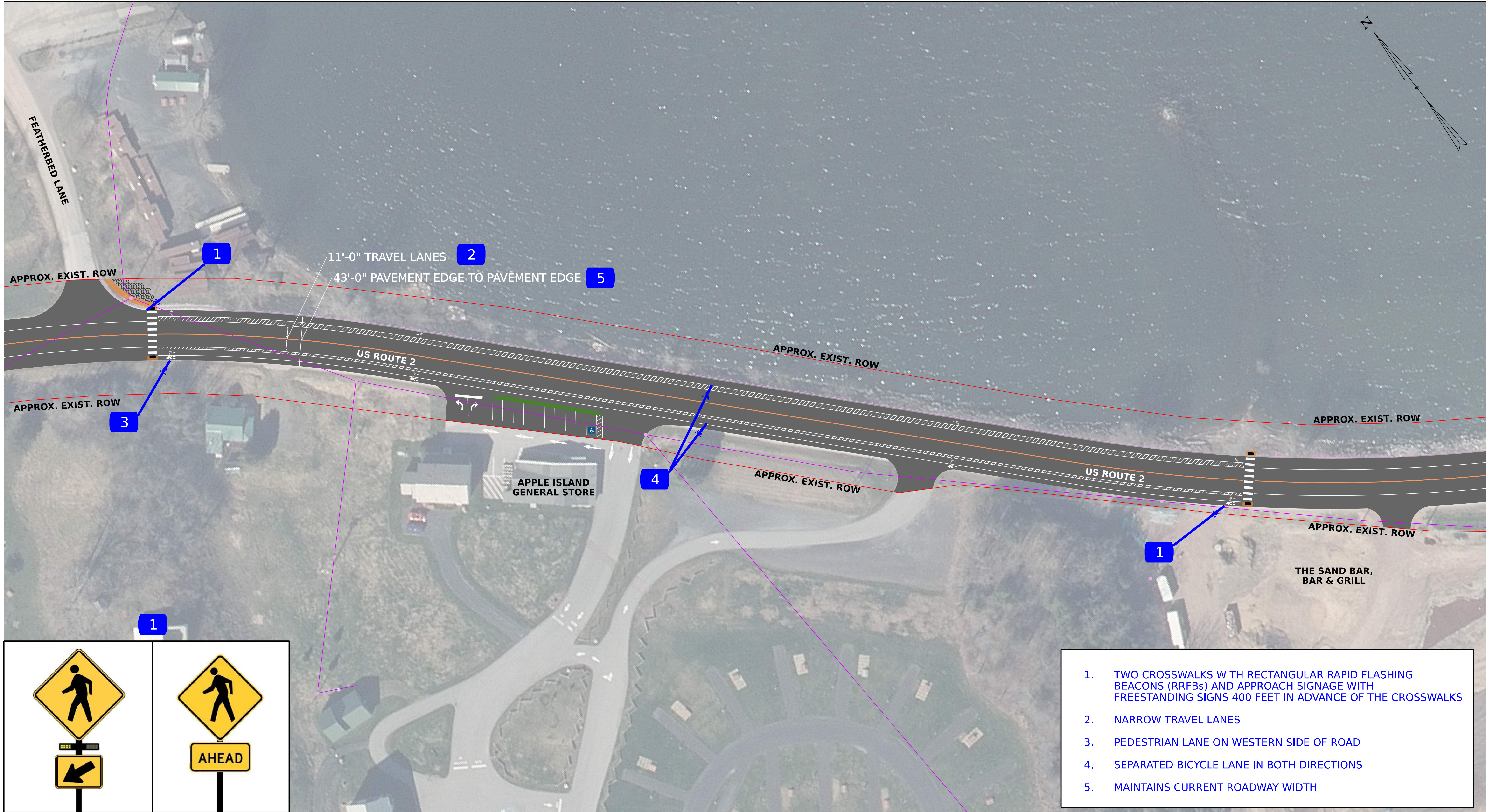
1. TWO CROSSWALKS WITH RECTANGULAR RAPID FLASHING BEACONS (RRFBs), SEASONAL PEDESTRIAN REFUGE ISLANDS, APPROACH SIGNAGE WITH FREESTANDING SIGNS 400 FEET IN ADVANCE OF THE CROSSWALKS, AND SPEED FEEDBACK SIGNAGE
2. NARROW TRAVEL LANES
3. PEDESTRIAN LANE ON WESTERN SIDE OF ROAD
4. SEPARATED BICYCLE LANE IN BOTH DIRECTIONS
5. SEASONAL FLEX POSTS
6. MAINTAINS CURRENT ROADWAY WIDTH

**LEGEND**

- RIGHT OF WAY
- VERMONT ELECTRIC CO-OP LINES
- VERMONT ELECTRIC CO-OP POLES
- SEASONAL FLEX POSTS

\*DATA OBTAINED FROM VT ROW SPATIAL DATA HUB (2024)

**SOUTH HERO - FEATHERBED LANE / APPLE ISLAND  
MEDIUM COST ALTERNATIVE**



1. TWO CROSSWALKS WITH RECTANGULAR RAPID FLASHING BEACONS (RRFBs) AND APPROACH SIGNAGE WITH FREESTANDING SIGNS 400 FEET IN ADVANCE OF THE CROSSWALKS
2. NARROW TRAVEL LANES
3. PEDESTRIAN LANE ON WESTERN SIDE OF ROAD
4. SEPARATED BICYCLE LANE IN BOTH DIRECTIONS
5. MAINTAINS CURRENT ROADWAY WIDTH

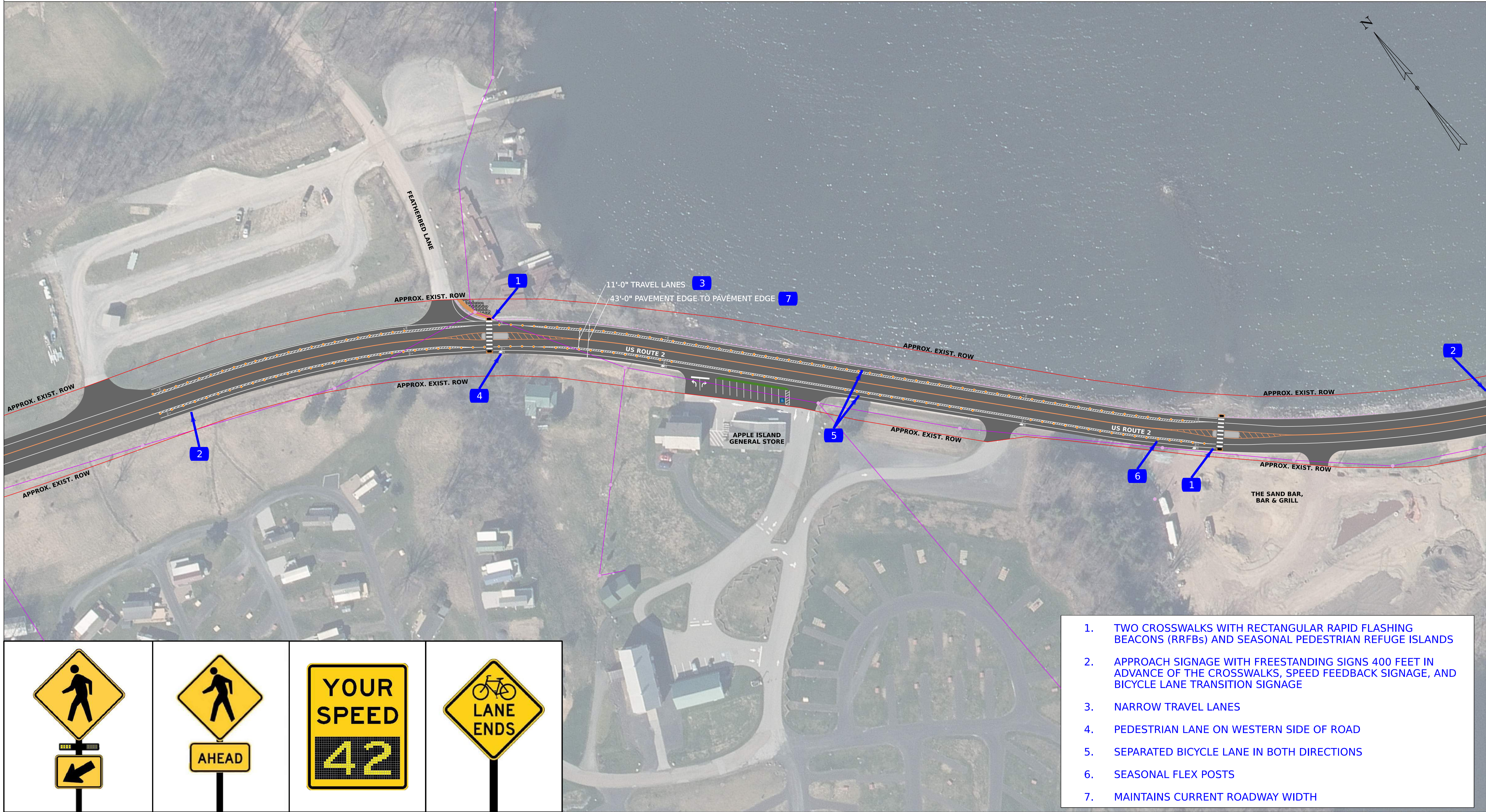
**LEGEND**

- RIGHT OF WAY
- VERMONT ELECTRIC CO-OP LINES
- VERMONT ELECTRIC CO-OP POLES
- SEASONAL FLEX POSTS

\*DATA OBTAINED FROM VT ROW SPATIAL DATA HUB (2024)

**SOUTH HERO - FEATHERBED LANE / APPLE ISLAND  
LOW COST ALTERNATIVE**

0 40 80  
SCALE IN FEET



1. TWO CROSSWALKS WITH RECTANGULAR RAPID FLASHING BEACONS (RRFBs) AND SEASONAL PEDESTRIAN REFUGE ISLANDS
2. APPROACH SIGNAGE WITH FREESTANDING SIGNS 400 FEET IN ADVANCE OF THE CROSSWALKS, SPEED FEEDBACK SIGNAGE, AND BICYCLE LANE TRANSITION SIGNAGE
3. NARROW TRAVEL LANES
4. PEDESTRIAN LANE ON WESTERN SIDE OF ROAD
5. SEPARATED BICYCLE LANE IN BOTH DIRECTIONS
6. SEASONAL FLEX POSTS
7. MAINTAINS CURRENT ROADWAY WIDTH



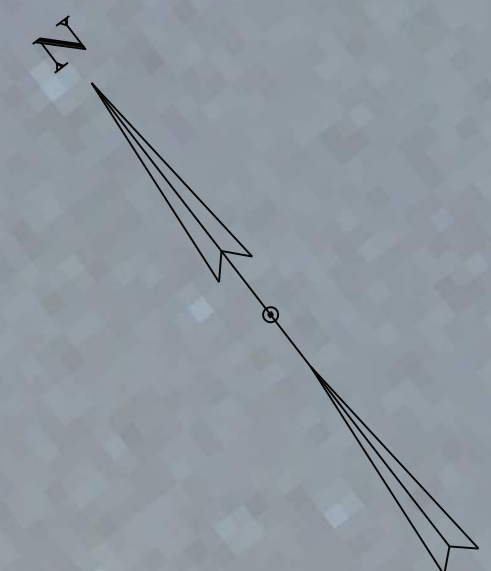
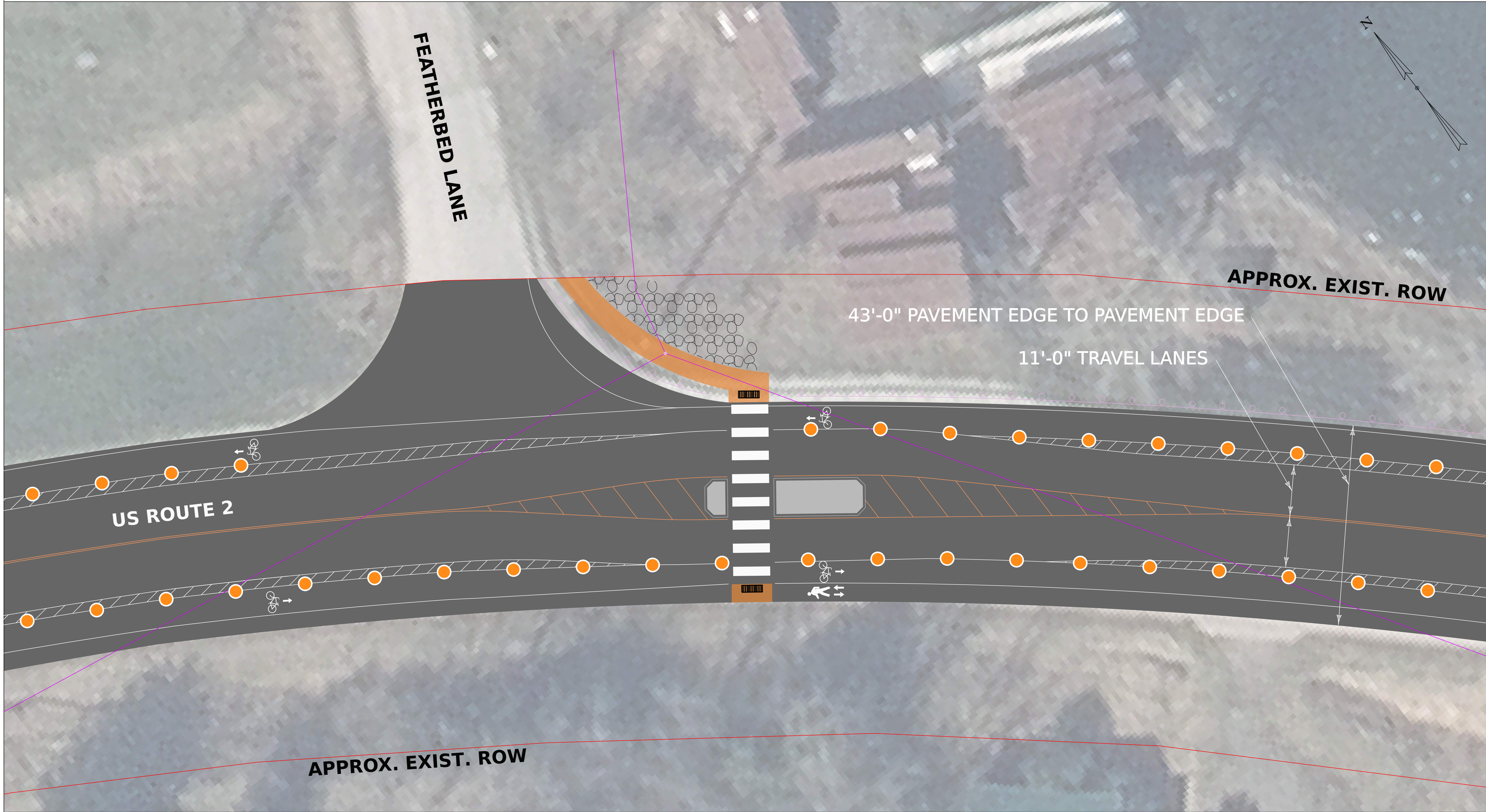
**LEGEND**

- RIGHT OF WAY
- VERMONT ELECTRIC CO-OP LINES
- VERMONT ELECTRIC CO-OP POLES
- SEASONAL FLEX POSTS

\*DATA OBTAINED FROM VT ROW SPATIAL DATA HUB (2024)

**SOUTH HERO - FEATHERBED LANE / APPLE ISLAND  
PREFERRED ALTERNATIVE**





**LEGEND**

- RIGHT OF WAY
- VERMONT ELECTRIC CO-OP LINES
- VERMONT ELECTRIC CO-OP POLES
- SEASONAL FLEX POSTS

\*DATA OBTAINED FROM VT ROW SPATIAL DATA HUB (2024)

**SOUTH HERO - FEATHERBED LANE / APPLE ISLAND  
PREFERRED ALTERNATIVE - INSET**



# APPENDIX G

## ALTERNATIVE COST ESTIMATES



193 Tilley Drive, Suite 101  
 South Burlington, VT 05403  
 Tel: (802) 864-0223

**Quantity Summary**  
**Featherbed Lane/Apple**  
**Island**  
**179450985**

**High Cost Alternative**

|             | Initials | Date       |
|-------------|----------|------------|
| Calc'd By:  | MTC      | 10/8/2025  |
| Checked By: | DMY      | 10/14/2025 |
| Revised By: |          |            |
| Checked By: |          |            |

| Item No.  | Item Description   | Unit        | Unit Price   | Quantity | \$            |
|-----------|--|-------------|--------------|----------|---------------|
| 201.1000  | Clearing and Grubbing, Including Individual Trees and Stumps | Lump Sum    | \$ 5,000.00  | 1        | \$ 5,000.00   |
| 203.1500  | Common Excavation  | Cubic Yard  | \$ 40.00     | 475      | \$ 19,000.00  |
| 613.1002  | Stone Fill, Type II  | Cubic Yard  | \$ 100.00    | 50       | \$ 5,000.00   |
| 616.2100  | Vertical Granite Curb  | Linear Foot | \$ 100.00    | 375      | \$ 37,500.00  |
| 616.4100  | Removal of Existing Curb                                     | Linear Foot | \$ 15.00     | 100      | \$ 1,500.00   |
| 618.1005  | Portland Cement Concrete Sidewalk, 5 Inch                    | Square Yard | \$ 165.00    | 770      | \$ 127,050.00 |
| 618.3000  | Detectable Warning Surface                                   | Square Foot | \$ 40.00     | 65       | \$ 2,600.00   |
| 630.1000  | Uniformed Traffic Officers                                   | Hour        | \$ 100.00    | 150      | \$ 15,000.00  |
| 630.1500  | Flaggers   | Hour        | \$ 60.00     | 600      | \$ 36,000.00  |
| 635.1100  | Mobilization/Demobilization                                  | Lump Sum    | \$ 70,000.00 | 1        | \$ 70,000.00  |
| 641.1100  | Traffic Control, All-Inclusive                               | Lump Sum    | \$ 50,000.00 | 1        | \$ 50,000.00  |
| 646.4030  | Durable 4 Inch White Line, Epoxy Paint                       | Linear Foot | \$ 2.00      | 6800     | \$ 13,600.00  |
| 646.4130  | Durable 4 Inch Yellow Line, Epoxy Paint                      | Linear Foot | \$ 2.00      | 2700     | \$ 5,400.00   |
| 646.4930  | Durable Letter or Symbol, Epoxy Paint                        | Each        | \$ 205.00    | 18       | \$ 3,690.00   |
| 646.5030  | Durable Crosswalk Marking, Epoxy Paint                       | Linear Foot | \$ 35.00     | 80       | \$ 2,800.00   |
| 646.8500  | Removal of Existing Pavement Markings                        | Square Foot | \$ 8.00      | 50       | \$ 400.00     |
| 649.3100  | Geotextile Under Stone Fill                                  | Square Yard | \$ 6.50      | 50       | \$ 325.00     |
| 651.1500  | Turf Establishment, General Seed                             | Square Yard | \$ 6.00      | 570      | \$ 3,420.00   |
| 651.3500  | Topsoil  | Cubic Yard  | \$ 90.00     | 70       | \$ 6,300.00   |
| 653.5500  | Project Demarcation Fence                                    | Linear Foot | \$ 3.00      | 1000     | \$ 3,000.00   |
| 675.20000 | Vehicle Speed Feedback Sign Assembly, Solar-Powered          | Each        | \$ 10,450.00 | 2        | \$ 20,900.00  |
| 676.2000  | Delineator with Flexible Post                                | Each        | \$ 300.00    | 110      | \$ 33,000.00  |
| 678.20200 | RRFB, Solar-Powered, Double Sided                            | Each        | \$ 16,000.00 | 4        | \$ 64,000.00  |

|                                     |              |
|-------------------------------------|--------------|
| Permanent Pedestrian Refuge Islands | \$ 60,000.00 |
| ROW Impact                          | \$ 2,000.00  |
| Drainage                            | \$ 30,000.00 |

|                     |               |
|---------------------|---------------|
| Sub Total           | \$ 612,485.00 |
| Contingencies (20%) | \$ 122,497.00 |

**Total Opinion of Probable Construction Cost \$ 750,000**



193 Tilley Drive, Suite 101  
 South Burlington, VT 05403  
 Tel: (802) 864-0223

**Quantity Summary**  
**Featherbed Lane/Apple**  
**Island**  
**179450985**

**Med Cost Alternative**

|             | Initials | Date      |
|-------------|----------|-----------|
| Calc'd By:  | MTC      | 10/8/2025 |
| Checked By: |          |           |
| Revised By: |          |           |
| Checked By: |          |           |

| Item No.  | Item Description   | Unit        | Unit Price   | Quantity | \$           |
|-----------|--|-------------|--------------|----------|--------------|
| 201.1000  | Clearing and Grubbing, Including Individual Trees and Stumps | Lump Sum    | \$ 5,000.00  | 1        | \$ 5,000.00  |
| 203.1500  | Common Excavation  | Cubic Yard  | \$ 40.00     | 25       | \$ 1,000.00  |
| 613.1002  | Stone Fill, Type II  | Cubic Yard  | \$ 100.00    | 35       | \$ 3,500.00  |
| 616.2100  | Vertical Granite Curb  | Linear Foot | \$ 100.00    | 200      | \$ 20,000.00 |
| 616.4100  | Removal of Existing Curb                                     | Linear Foot | \$ 15.00     | 100      | \$ 1,500.00  |
| 618.1005  | Portland Cement Concrete Sidewalk, 5 Inch                    | Square Yard | \$ 165.00    | 45       | \$ 7,425.00  |
| 618.3000  | Detectable Warning Surface                                   | Square Foot | \$ 40.00     | 50       | \$ 2,000.00  |
| 630.1000  | Uniformed Traffic Officers                                   | Hour        | \$ 100.00    | 100      | \$ 10,000.00 |
| 630.1500  | Flaggers   | Hour        | \$ 60.00     | 450      | \$ 27,000.00 |
| 635.1100  | Mobilization/Demobilization                                  | Lump Sum    | \$ 40,000.00 | 1        | \$ 40,000.00 |
| 641.1100  | Traffic Control, All-Inclusive                               | Lump Sum    | \$ 30,000.00 | 1        | \$ 30,000.00 |
| 646.4030  | Durable 4 Inch White Line, Epoxy Paint                       | Linear Foot | \$ 2.00      | 6850     | \$ 13,700.00 |
| 646.4130  | Durable 4 Inch Yellow Line, Epoxy Paint                      | Linear Foot | \$ 2.00      | 2575     | \$ 5,150.00  |
| 646.4930  | Durable Letter or Symbol, Epoxy Paint                        | Each        | \$ 205.00    | 31       | \$ 6,355.00  |
| 646.5030  | Durable Crosswalk Marking, Epoxy Paint                       | Linear Foot | \$ 35.00     | 80       | \$ 2,800.00  |
| 646.8500  | Removal of Existing Pavement Markings                        | Square Foot | \$ 8.00      | 20       | \$ 160.00    |
| 649.3100  | Geotextile Under Stone Fill                                  | Square Yard | \$ 6.50      | 50       | \$ 325.00    |
| 651.1500  | Turf Establishment, General Seed                             | Square Yard | \$ 6.00      | 55       | \$ 330.00    |
| 651.3500  | Topsoil  | Cubic Yard  | \$ 90.00     | 6        | \$ 540.00    |
| 653.5500  | Project Demarcation Fence                                    | Linear Foot | \$ 3.00      | 200      | \$ 600.00    |
| 675.20000 | Vehicle Speed Feedback Sign Assembly, Solar-Powered          | Each        | \$ 10,450.00 | 2        | \$ 20,900.00 |
| 676.2000  | Delineator with Flexible Post                                | Each        | \$ 300.00    | 110      | \$ 33,000.00 |
| 678.20200 | RRFB, Solar-Powered, Double Sided                            | Each        | \$ 16,000.00 | 4        | \$ 64,000.00 |

|  |                   |
|--|-------------------|
| Seasonal Modular Medians                           | \$ 45,000.00      |
| <br>   |                   |
| Sub Total  | \$ 335,285.00     |
| Contingencies (20%)                                | \$ 67,057.00      |
| <br>   |                   |
| <b>Total Opinion of Probable Construction Cost</b> | <b>\$ 450,000</b> |



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**Quantity Summary**  
**Featherbed Lane/Apple**  
**Island**  
**179450985**

**Low Cost Alternative**

|             | Initials | Date      |
|-------------|----------|-----------|
| Calc'd By:  | MTC      | 10/8/2025 |
| Checked By: |          |           |
| Revised By: |          |           |
| Checked By: |          |           |

| Item No.  | Item Description   | Unit        | Unit Price   | Quantity | \$           |
|-----------|--|-------------|--------------|----------|--------------|
| 201.1000  | Clearing and Grubbing, Including Individual Trees and Stumps | Lump Sum    | \$ 5,000.00  | 1        | \$ 5,000.00  |
| 203.1500  | Common Excavation  | Cubic Yard  | \$ 40.00     | 25       | \$ 1,000.00  |
| 613.1002  | Stone Fill, Type II  | Cubic Yard  | \$ 100.00    | 35       | \$ 3,500.00  |
| 616.2100  | Vertical Granite Curb  | Linear Foot | \$ 100.00    | 200      | \$ 20,000.00 |
| 616.4100  | Removal of Existing Curb                                     | Linear Foot | \$ 15.00     | 100      | \$ 1,500.00  |
| 618.1005  | Portland Cement Concrete Sidewalk, 5 Inch                    | Square Yard | \$ 165.00    | 45       | \$ 7,425.00  |
| 618.3000  | Detectable Warning Surface                                   | Square Foot | \$ 40.00     | 50       | \$ 2,000.00  |
| 630.1000  | Uniformed Traffic Officers                                   | Hour        | \$ 100.00    | 100      | \$ 10,000.00 |
| 630.1500  | Flaggers   | Hour        | \$ 60.00     | 450      | \$ 27,000.00 |
| 635.1100  | Mobilization/Demobilization                                  | Lump Sum    | \$ 30,000.00 | 1        | \$ 30,000.00 |
| 641.1100  | Traffic Control, All-Inclusive                               | Lump Sum    | \$ 30,000.00 | 1        | \$ 30,000.00 |
| 646.4030  | Durable 4 Inch White Line, Epoxy Paint                       | Linear Foot | \$ 2.00      | 6850     | \$ 13,700.00 |
| 646.4130  | Durable 4 Inch Yellow Line, Epoxy Paint                      | Linear Foot | \$ 2.00      | 2575     | \$ 5,150.00  |
| 646.4930  | Durable Letter or Symbol, Epoxy Paint                        | Each        | \$ 205.00    | 31       | \$ 6,355.00  |
| 646.5030  | Durable Crosswalk Marking, Epoxy Paint                       | Linear Foot | \$ 35.00     | 80       | \$ 2,800.00  |
| 646.8500  | Removal of Existing Pavement Markings                        | Square Foot | \$ 8.00      | 20       | \$ 160.00    |
| 649.3100  | Geotextile Under Stone Fill                                  | Square Yard | \$ 6.50      | 50       | \$ 325.00    |
| 651.1500  | Turf Establishment, General Seed                             | Square Yard | \$ 6.00      | 55       | \$ 330.00    |
| 651.3500  | Topsoil  | Cubic Yard  | \$ 90.00     | 6        | \$ 540.00    |
| 653.5500  | Project Demarcation Fence                                    | Linear Foot | \$ 3.00      | 200      | \$ 600.00    |
| 678.20200 | RRFB, Solar-Powered, Double Sided                            | Each        | \$ 16,000.00 | 4        | \$ 64,000.00 |

|  |                   |
|--|-------------------|
| Sub Total  | \$ 226,385.00     |
| Contingencies (20%)                                | \$ 45,277.00      |
| <b>Total Opinion of Probable Construction Cost</b> | <b>\$ 300,000</b> |



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**Quantity Summary**  
**Featherbed Lane/Apple**  
**Island**  
**179450985**

**Preferred Alternative**

|             | Initials | Date       |
|-------------|----------|------------|
| Calc'd By:  | MTC      | 12/23/2025 |
| Checked By: |          |            |
| Revised By: |          |            |
| Checked By: |          |            |

| Item No.  | Item Description   | Unit        | Unit Price   | Quantity | \$           |
|-----------|--|-------------|--------------|----------|--------------|
| 201.1000  | Clearing and Grubbing, Including Individual Trees and Stumps | Lump Sum    | \$ 5,000.00  | 1        | \$ 5,000.00  |
| 203.1500  | Common Excavation  | Cubic Yard  | \$ 40.00     | 25       | \$ 1,000.00  |
| 613.1002  | Stone Fill, Type II  | Cubic Yard  | \$ 100.00    | 35       | \$ 3,500.00  |
| 616.2100  | Vertical Granite Curb  | Linear Foot | \$ 100.00    | 200      | \$ 20,000.00 |
| 616.4100  | Removal of Existing Curb                                     | Linear Foot | \$ 15.00     | 100      | \$ 1,500.00  |
| 618.1005  | Portland Cement Concrete Sidewalk, 5 Inch                    | Square Yard | \$ 165.00    | 45       | \$ 7,425.00  |
| 618.3000  | Detectable Warning Surface                                   | Square Foot | \$ 40.00     | 50       | \$ 2,000.00  |
| 630.1000  | Uniformed Traffic Officers                                   | Hour        | \$ 100.00    | 100      | \$ 10,000.00 |
| 630.1500  | Flaggers   | Hour        | \$ 60.00     | 450      | \$ 27,000.00 |
| 635.1100  | Mobilization/Demobilization                                  | Lump Sum    | \$ 50,000.00 | 1        | \$ 50,000.00 |
| 641.1100  | Traffic Control, All-Inclusive                               | Lump Sum    | \$ 30,000.00 | 1        | \$ 30,000.00 |
| 646.4030  | Durable 4 Inch White Line, Epoxy Paint                       | Linear Foot | \$ 2.00      | 13700    | \$ 27,400.00 |
| 646.4130  | Durable 4 Inch Yellow Line, Epoxy Paint                      | Linear Foot | \$ 2.00      | 2575     | \$ 5,150.00  |
| 646.4930  | Durable Letter or Symbol, Epoxy Paint                        | Each        | \$ 205.00    | 35       | \$ 7,175.00  |
| 646.5030  | Durable Crosswalk Marking, Epoxy Paint                       | Linear Foot | \$ 35.00     | 80       | \$ 2,800.00  |
| 646.8500  | Removal of Existing Pavement Markings                        | Square Foot | \$ 8.00      | 20       | \$ 160.00    |
| 649.3100  | Geotextile Under Stone Fill                                  | Square Yard | \$ 6.50      | 50       | \$ 325.00    |
| 651.1500  | Turf Establishment, General Seed                             | Square Yard | \$ 6.00      | 55       | \$ 330.00    |
| 651.3500  | Topsoil  | Cubic Yard  | \$ 90.00     | 6        | \$ 540.00    |
| 653.5500  | Project Demarcation Fence                                    | Linear Foot | \$ 3.00      | 200      | \$ 600.00    |
| 675.20000 | Vehicle Speed Feedback Sign Assembly, Solar-Powered          | Each        | \$ 10,450.00 | 2        | \$ 20,900.00 |
| 676.2000  | Delineator with Flexible Post                                | Each        | \$ 300.00    | 165      | \$ 49,500.00 |
| 678.20200 | RRFB, Solar-Powered, Double Sided                            | Each        | \$ 16,000.00 | 4        | \$ 64,000.00 |

|  |                   |
|--|-------------------|
| Seasonal Modular Medians                           | \$ 45,000.00      |
| Sub Total  | \$ 376,305.00     |
| Contingencies (20%)                                | \$ 75,261.00      |
| <b>Total Opinion of Probable Construction Cost</b> | <b>\$ 500,000</b> |