

APPENDIX B
ALTERNATIVES

**Town of Warren
Sugarbush Access Road Path Scoping Study
Warren STP BP15(13)**

Alternatives



Submitted by:

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In conjunction with

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This report has been formatted for double-sided printing.
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A. ALTERNATIVES DEVELOPMENT PROCESS

Following an examination of the updated existing conditions, the BRPD team, Town staff, and advisory committee conducted a work session to identify as many as possible alternative ways of providing a path for walking and bicycling in the Sugarbush Access Road corridor. The group also worked together to do an initial analysis of alternatives to refine or eliminate those that did not meet the purpose and need or were otherwise unsuitable. The BRPD Team then refined the descriptions, added a few links or additional segments as appropriate, did further analysis, and developed a concise viable set of alternatives. Wanting landowners whose property would be affected to have a chance to review and comment on the alternatives prior to a general public review and discussion, the Selectboard held a special meeting with them at their regularly scheduled meeting of September 27, 2016. The BRPD Team made additional refinements to the alternatives based on the landowners' comments, and prepared a final set of alternatives for public review.

Table B-1 shows all of the alternatives that BRPD Team and the advisory committee initially developed; it also highlights whether these initial alternatives were kept or eliminated prior to the public work session. **Figures B-1** and **B-2** show the location of the initial alternatives. If the BRPD Team and advisory committee decided to eliminate an alternative, **Table B-1** explains the basis for the elimination. Illustrations in the text show typical cross sections for the alternatives. **Figures B-3** and **B-4** show the plans and main elements of most of the alternatives. **Tables B-2** and **B-3** provide an analysis of the remaining Sugarbush Access Road and Inferno Road alternatives.

After the Selectboard authorized the inclusion of Inferno Road, the BRPD Team expanded the Existing Conditions summary to include information on Inferno Road and developed a set of alternatives for the Advisory Committee's consideration. The Advisory Committee reviewed the alternatives during their meeting to review the draft of the Alternatives Report. After adding a few other alternatives, the Advisory Committee provided comments, information, and analysis on the various alternatives as the first step towards refining the list for presentation to the public.

The BRPD Team completed the analysis and prepared the Inferno Road portion of the Alternatives report for public review. **Figure B-5** provides an overview of the initial Inferno Road alternatives; **Figure B-6** shows the final set of alternatives being considered for Inferno Road. **Table B-3** provides an analysis of the Inferno Road alternatives.

Even though the initial paths might be more like trails, the descriptions, analyses, and ballpark cost of the paths in the alternatives assume a full ten-foot-wide, ADA accessible path, so that the feasibility and potential impacts

of such a path can be evaluated now, unless specifically noted otherwise for a particular alternative.

B. SUGARBUSH ACCESS ROAD ALTERNATIVES

1. OVERVIEW

The BRPD Team divided the Sugarbush Access Road alternatives into three types:

- Alignment alternatives along the entire length of the road,
- Alignment alternatives for shorter segments of the road, and
- Intersection alternatives.

They further divided the alternatives along the entire length of the road into two pieces. The first extends from Inferno Road to Eurich Pond Road. The second lies between Eurich Pond Road and Route 100. The alternatives fall both inside and outside of the right-of-way (ROW), and close to and far from the road itself. The segment alternatives provide a variation that could be applied to part of the full-length alternative in the eastern portion of the path, altering the alignment of a short piece of the eastern portion of the full-length alternatives.

The report includes separate sections for each type of alternative. Figures and Illustrations help describe each alternative. The first section of the Sugarbush Access Road alternative descriptions focuses on the full-length alternatives and segments between Inferno and Eurich Pond Roads. The second section of the descriptions covers the full and segment alternatives for the piece of the path from Eurich Pond Road to Route 100.

The descriptions of the alternatives and segments typically go from the west to the east.

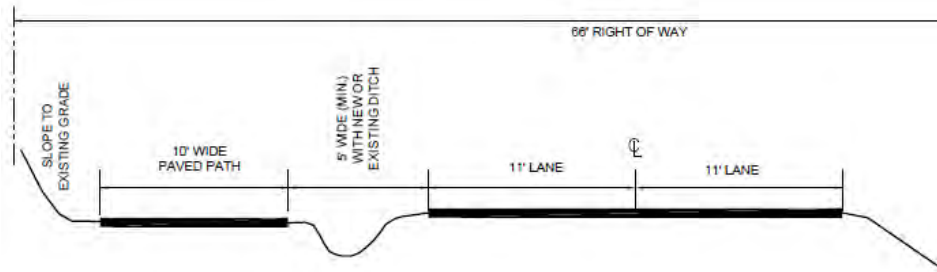
2. SUGARBUSH ACCESS ROAD ALTERNATIVES - INFERNO ROAD TO EURICH POND ROAD

a. Alternative A West: North Side Shared Use Path

This alternative would create a shared use path, mostly within the ROW, on the north side of Sugarbush Access Road between Inferno Road and Eurich Pond Road. The exact location within the ROW would depend on specific grade, vegetative, and development conditions, but would generally be near the outer edges of the ROW. The path would be at or close to the level of the road, with greater variation as needed to minimize grading and impacts to adjacent land uses.

Figure B-3 shows the potential location of the path within the ROW along with the various issues associated with the potential development of this path. **Illustration B-1** provides a generalized cross section for this alternative.

Illustration B-1: Typical Cross Section of Alternative A Next to the Road



Alternative A would begin by heading north from the Sugarbush Access Road/Sugarbush Village Road intersection along the west side of Sugarbush Village Road. The path would follow the west side of the road north to the intersection with Sports Center Drive. The path would then turn east and run along the north side of Sports Center Drive, staying on the northern edge of the sports and maintenance facilities along the road. At the end of Sports Center Drive, the path would continue across a second Sugarbush Resort property, probably staying close to a proposed subdivision road until it reaches Sugarbush Access Road. Once next to the road, the path would turn east at the outer edge of the ROW.

In front of the Sugartree Bed & Breakfast, the path would require the relocation of an existing retaining wall within the ROW. The path would also need to accommodate an existing nearby well and other utilities. The photo on the right shows the retaining wall and its proximity to the road. Alternately, the path could be narrowed to fit between the retaining wall and the edge of the pavement. The mailbox would need to be moved, and a barrier provided between the road and the path.



The path would continue eastward in a similar manner past the intersection with Golf Course Road. As the photo on the right shows,

east of the intersection, the existing drainage ditch gets larger and deeper,. The path would likely be closer to the road in this location to avoid significant changes to the drainage ditch. It would be necessary to create a small retaining wall, most likely of precast concrete blocks or gabions, along the edge of the ditch to minimize reducing the carrying capacity of the ditch.



As the path approaches the western end of Club Sugarbush Road South, the path would gradually ascend to the rise on the north side of the road, seen on the left side of the road in the picture on the left. This would put the utility poles between the path and the road. The path would descend the rise on the east side, keeping to the outside of the utility poles, at the outer edges of

the ROW. The path would rise and fall with the grade adjacent to the road when the change is less than five feet, but if the slope drops down significantly, such as near the intersection with Club Sugarbush Road North, a retaining wall would be used to keep the path relatively level with the road while minimizing the fill needed to do so. At German Flats Road, the path would shift slightly closer to the road to be between the utility poles and the pavement. At the intersection, the path would cross German Flats Road via a new crosswalk at the stop sign.



East of German Flats Road, the path would again lie outside of the utility poles at the edge of the ROW. Between the poles in front of the secondary building close to the road, shown on the left in the photo, the path would shift toward the road to maximize the separation from the building. The alignment would require the relocation or replacement of the existing hedge in front of the building as part of the

project.

Further east, the path would continue to lie adjacent to the road, crossing the Sugarbush Inn driveway close to its intersection with the Access Road. The fire hydrant and sign on the north side of the driveway, seen in the photo on the right, would need to be relocated further away from the road as part of the project.



On the south side of the Sugarbush Inn driveway, also seen in the photo above, the path would stay very close to the road to minimize impacts on the historic house east of the Sugarbush Inn Driveway. The historic maple tree to the right of the house in the picture above, already disfigured due to pruning around the overhead utility lines, would need to be removed. The white picket fence, seen in the photo on the right, would be relocated closer to the house at the edge of the ROW as part of the project.



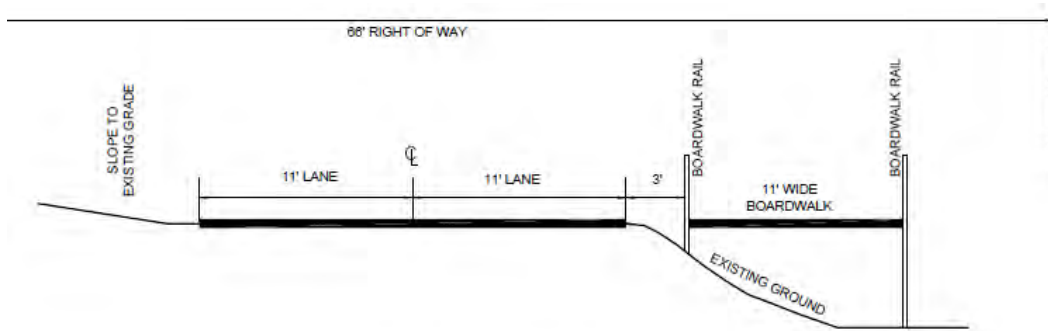
South of the historic house, the path would again move away from the road to maintain a small drainage swale between the road and the path. This section of the path would end at Eurich Pond Road.

As an alternate to the road shift, the road could be left in its current alignment and the path could be located on the south side of Sugarbush Access Road on a boardwalk close to the edge of the pavement. The northern end of the boardwalk would be lie close to the edge of the road. The southern side would be supported by piers. The boardwalk would end close to the stair seen in the picture on the right,



but the stairs would also need to be reconstructed, most likely leading down directly from the boardwalk. **Illustration 7** provides a schematic cross section of the boardwalk recommended for this section.

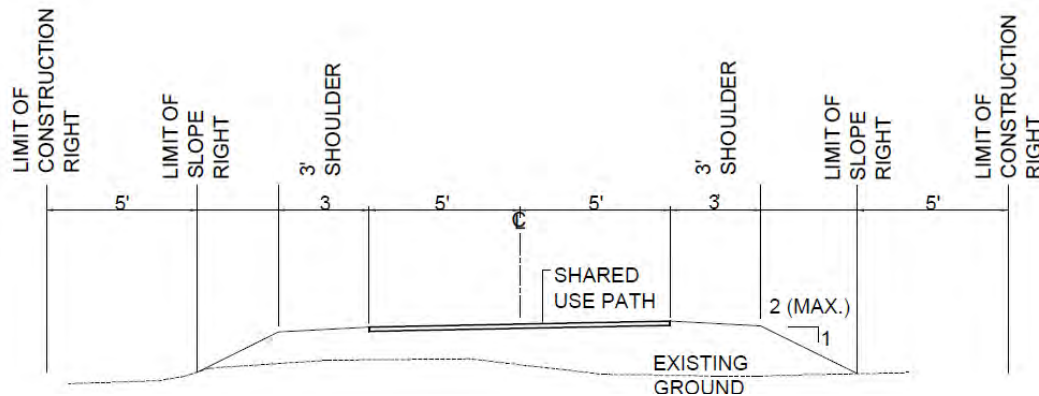
Illustration 7: Boardwalk South of Road



b. Alternative B: South Side Shared Use Path

This alternative would create a shared use path along the south side of Sugarbush Access Road, in and out of the ROW between Inferno Road and Eurich Pond Road. **Figure B-3** shows the alignment of this alternative. The path would start on the southeast corner of Sugarbush Access Road and Inferno Road and head east using the existing path on the south side of the road. It would be slightly regraded and the surface improved to meet ADA requirements. **Illustration B-2** shows what an ideal cross section of the path would look like, both the existing trail when upgraded and new sections of path, although the relationship of the path to existing grade could change.

Illustration B-2: Ideal Cross Section of the Off-Road Alternatives



The western end of the existing Sugarbush Resort trail would be extended so that it clearly brings walkers and bicyclists to the intersection, where they could use the crosswalks to access the Resort. The eastern end of the existing trail would be extended as well to bring users to Sugarbush Access Road.

The trees along the Sugarbush Road ROW east of the existing path are, for the most part, located further from the road. The path would head east in the ROW to Bridges Circle. There would be some tree clearing for this section; trees that would need to be removed can be seen on the right side of the photo to the right. The path would cross Rice Brook via a new prefabricated bridge or extension of the existing culvert.



At Bridges Circle, the path would head away from Sugarbush Access Road, following the south side of Bridges Circle, with a path just off the edge of the pavement. The steep slope along that side of the road would require either a boardwalk or the placement of a culvert for the existing drainage way parallel to the road, with fill over it to create room for the path. The path would also need to have at least one level area because the rise would be about eight percent and over 200 feet in length. The path would cross Bridges Circle at the top of the hill at the intersection with the road into the first cluster of units on the south side of the road. Alternately, bicyclists and walkers could use the road itself as they head up the hill, which would avoid disturbing the forest and slopes adjacent to the road. This option would require walkers and bicyclists to cross Bridges Circle either at the bottom or the top of the hill to travel on the proper side of the road in relation to the auto traffic.

After crossing Bridges Circle at the top of the hill, the path would head east going behind the existing Sugarbush Resort offices. From there, the path would loop around the southeast side of the self-storage facility, staying on The Bridges property, if possible, to avoid the need for an additional easement. At The Maples property east of The Bridges, the path would weave around the buildings, balancing the separation from buildings with the need to maintain ADA accessible grades, the desire to leave as many trees as possible, and the need to separate the path from the wetlands near Sugarbush Access Road. The Maples property has granted a path easement to the Town, with the specific location of the path to be determined.

The path would cross Golf Course Road approximately 225 feet south of the intersection with Sugarbush Access Road. A Rectangular Rapid Flashing Beacon might be used at the crossing; the decision would be made after more detailed traffic counts are made on Golf Course Road as part of the design process. Northeast of Golf Course Road, the path would continue to head northeast behind the small cottages and the Sugar Lodge at Sugarbush parcels. It would enter the Club Sugarbush property and ideally pass between the two westernmost condos to reach Club Sugarbush Road. The path would use the road itself for bicycling and walking to its eastern intersection with Sugarbush Access Road.

Once back in the Sugarbush Access Road, the path would head east at the outer edge of the ROW. It would continue south to Sterling Ridge Road. Just west of the road, the path would cross Sugarbush Access Road via a crosswalk. This crossing would include a Rectangular Rapid Flashing Beacon to assist those using the crosswalk. The crossing is placed at this location to provide adequate sight distances for motorists coming from the east. On the north side of the road, the path would follow the alignment of the Alternative A: North Side Shared Use Path for the short distance south to Eurich Pond Road.

c. Alternative Segment A-1: North Side Path

Alternative Segment A-1 would create an alternate alignment for the path on both sides of German Flats Road. This alternative segment would avoid being close to the road on the slope west of German Flats Road and the impacts to the historic house, tree, and fence along Sugarbush Access Road. **Figure B-3** shows the alignment of this segment. **Illustration B-2** on page 6 provides a typical cross section of Segment A-1 path.

The segment would start as an on-road path, using the Class 4 portion of Club Sugarbush North Road. At the end of the public road, the path would turn east, to use the alignment of an existing path passing by the north side of the small pond on the east side of the road. It would continue to follow the alignment of the path as it heads east to the German Flats Road intersection with Sugarbush Access Road.



widen into the parking area.

The path would cross German Flats Road at the intersection, using the existing stop sign as a means of safely interacting with motor vehicles. On the Sugarbush Inn parcel, the path would pass south of the main building and north of the auxiliary building along Sugarbush Access Road, adjacent to the parking area, as shown on the sketch to the left. The path would most likely go along the bottom of the small rise at the south end of the parking area. The path would cross the Inn driveway where it begins to

On the east side of the Sugarbush Inn driveway, the Alternative Segment A-1 path would angle across the slope down to the lower area. The grade for the path as it traverses the slope would be approximately seven to eight percent. At the bottom of

the hill, the path would follow the alignment of the existing mowed grass path; the existing bridges would be adequate for some time into the future, until the wood needs to be replaced. At that point in time, the Town could update the bridges with new wood, or replace them with more permanent prefabricated bridges.

The path would end by diverging from the mowed path to curve around the open lawn west of Eurich Pond Road. This would avoid the slight rise and fall needed to follow the existing mowed grass path up to its end at Eurich Pond Road and then down the road towards the stream. The path would cross the stream draining from the pond to the west via a new prefabricated bridge. The path would end at Sugarbush Access Road.

d. Alternative Segment A-2: Historic House Bypass

This alternative segment would create a short bypass that goes behind the historic house, fence, and tree east of the Sugarbush Inn driveway. Figure B-3 shows the alignment of this segment alternative. **Illustration B-2** on page 6 shows a typical cross section of this alternative when it is located on level ground. Retaining walls would be included in the cross section where the path crosses steep slopes.

The segment would move away from Sugarbush Access Road on the east side of the Sugarbush Inn drive. At approximately the location where the drive enters the parking area, the path would turn east, running behind the historic house on the Sugarbush Inn property. The path would traverse the slope on a level area created by cutting into the upper bank and filling on the low side, using a retaining wall to keep the fill from extending far down the slope towards the stream. The grade of the path along the steep slope would remain roughly level. The path would run parallel to the stream, crossing over the northeast corner of the parcel with the historic house, eventually returning to the Sugarbush Access Road ROW.

e. Alternative Segment A-3: North Side Trails

This segment would create trails along the north side of Sugarbush Access Road north of the ROW. These would be narrower footpaths and not full ten-foot-wide shared use paths. **Figure B-3** shows the alignment of this alternative.

At the driveway heading north just east of the Sugar Lodge at Sugarbush on the opposite side of the road, the path would head up the driveway to the northern edge of the parcel to the east, which has also granted a path easement to the Town. The path would run along the northern edge of this parcel until it reaches the Club Sugarbush parcel.

The path would continue east along the northern edge of the Club Sugarbush parcel, eventually following an existing path towards Club Sugarbush Road North. It would cross the road at the intersection with Club Sugarbush Extension, and join with Alternative Segment A-1 alignment.

f. Alternative Segment B-1: Sugarbush Administration & Paradise Deli Route

This segment would shift the alignment of Alternative B near Paradise Deli. **Figure B-3** shows the alignment of Segment B-1; **Illustration B-2** on page 6 shows a typical cross section of this segment. It would begin at the top of the rise of Bridges Circle as it enters the property, where it would head away from the road directly east towards the Sugarbush Resort Office property. It would run through the center of the parking lot of the Resort Administrative buildings and then cross the driveway to the storage units. It would pass onto the Paradise Deli property on the building side of the existing fence. It would cross the parking area close to the road, requiring the removal of at least two parking spaces. North of the Paradise Deli parking, the path could either connect with the crosswalk proposed as part of Alternative A, or move onto The Maples property to rejoin the rest of the alignment of Alternative B.

g. Alternative Segment B-2: Golf Course Road Path

Segment B-2 would create a link along Golf Course Road from the west side of the road crossing of Alternative B to the intersection with Sugarbush Access Road. The path would lie at the outer edges of the Golf Course Road ROW. A crosswalk on the west side of the intersection would bring path users to the northern side of the road to link with the alignment of Alternative A. **Figure B-3** shows the alignment of Segment B-2 and **Illustration B-2** on page 6 shows a typical cross section.

h. Intersection Alternatives

i. Overview

Modifying the intersections to make them easier for walkers and bicyclists to navigate requires studying how the modifications will also affect traffic movements through the intersections, especially in the winter during periods of high traffic volume. Existing traffic studies for this intersection should initially be reexamined with this additional viewpoint, to see if any modifications can be easily made based on traffic data currently available. If insufficient data exists, new traffic counts that include bicycle and pedestrian movements should be done. These counts can then be used to update or redo an intersection study to see what types of modifications would benefit all users that will travel through the intersection.

ii. Alternative IN1: Sugarbush Access Road/Inferno Road/Village Road Intersection Upgrade

This alternative would modify the intersection to add a clear route for bicyclists, a noticeable crosswalk for pedestrians and easily understood movements for motorists. At a minimum, this would include adding a stop sign for the western movement of Sugarbush Access Road into the intersection, at least during the summer months. At

a maximum, it could involve adding a center median on the eastern approach, which would create a refuge island for pedestrians crossing Sugarbush Access Road as well as change the alignment of the westbound lane and the eastbound left turn lanes, so that driving directly west into the parking lot would no longer be the easy movement for motor vehicles that it is now.

3. SUGARBUSH ACCESS ROAD ALTERNATIVES - EURICH POND ROAD TO ROUTE 100

a. Overview

Due to the steepness of the side slopes of Sugarbush Access Road east of Eurich Pond Road, it would be almost impossible to create a continuous shared use path within the ROW south of the pavement. Consequently, all but one of the initial full-length alternatives for a shared use path within the Sugarbush Access Road corridor between Eurich Pond Road and Route 100 were considered to be infeasible due to grades and slopes. This left only one option for a full-length alternative in this piece of the path, Alternative A East, the North Side Shared Use Path in the ROW. It is described along with the one viable segment alternative east of Eurich Pond Road. **Figures B-3 and B-4** show the alignment of the alternatives.

b. Alternative A East: North Side Shared Use Path in ROW

The eastern portion of Alternative A would start at Eurich Pond Road. The path would cross Eurich Pond Road close to the intersection with Sugarbush Access Road. The Southface sign would need to be relocated outside of the ROW. South of the road crossing, the path would remain relatively close to the road until after the crossing of the Alpine Options driveway. South of the driveway, the path would be benched into the slope leading down to the stream crossing. The lone old maple tree on the slope would be removed.

As the path moves into the curve in the road, it would shift away and slightly up from the road, lying close to the edge of the trees at the outer edge of the ROW. As it begins to descend the hill, the edge of the forest moves closer to the road, as the photo on the right shows. To create enough room for the path and maintain the required clear zone between the road and the path, the edge of the forest would need to be moved back approximately ten to twelve feet. As the road, straightens, the edge of the forest again recedes from the road, creating an open area for the path on the outside edge of the ROW. The utility poles would be located between the path and the road.





At the intersection with Collins Road, shown in the photo to the left, the path would lie on the left, the path would lie on the outside of the drainage ditch. The single tree on the north side of the road would need to be removed. The path would require a redesign of the rip rap drainage way leading towards the stream crossing to keep the path within the ROW. Alternately, the path could go

outside of the ROW along the edge of the rip rap. The redesign, completed as part of this project, could include the extension of the culvert downhill and the addition of a small constructed wetland area to receive and treat the runoff prior to discharge into the stream. The stream itself would be crossed via a boardwalk adjacent to the roadway in the ROW. On the east side of the stream, the path would move uphill still relatively close to the edge of pavement, with the drainage swale and utility poles on the outside, close to the outer edges of the ROW. At the top of the hill near Fortna Road, the old red maple tree would need to be removed and the fire hydrant relocated.

East of Fortna Road, the path would remain close to the road. As it reaches the temporarily located barn and historic house, several options could be considered since they, and a historic maple tree, lie close to the road, as the two photos below show.



- The barn could be shifted out of the ROW, the slope cut, and the old maple trees removed to make room for the path;
- The path could remain in front of the barn and at the bottom of the slope at a minimum of six feet wide, the road would narrow and shift as far as possible to the south without disturbing the steep banks, and a guard rail would separate the road from the path;

- The path could run behind the barn and historic house through the woods; or
- The path could narrow to a four-foot section in front of the barn and the house and a guardrail would separate the path and the roadway.

No matter which option is considered for the house, the path would continue close to the edge of the pavement around the next curve, beyond the next residential driveway to the south. After the driveway, the path would move away from the road

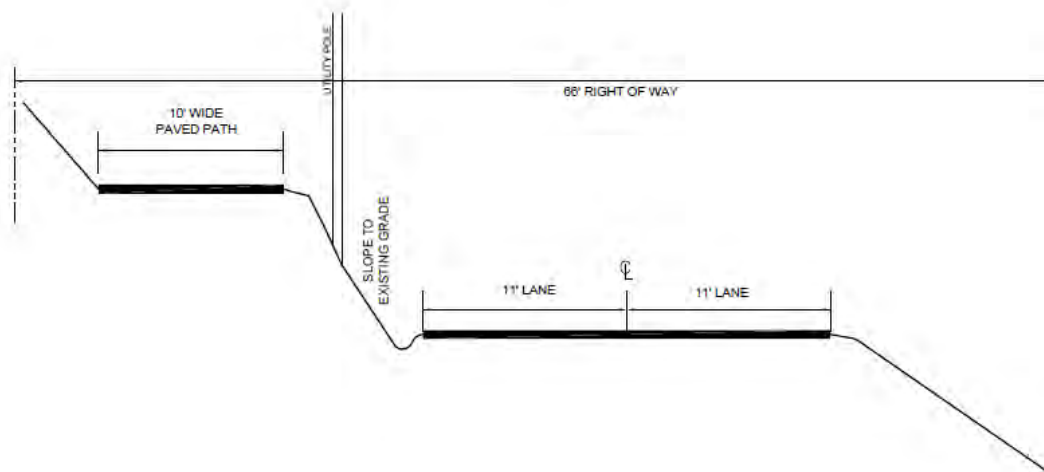
and onto a small terrace initially only a few feet above the road, which can be seen in the photo to the right. The path would be at the outside edge of the ROW with the utility poles between it and the road. The path would continue to be located above the roadway by 10 to 20 feet at the outside edge of the ROW. It would remain in this position as it travels east downhill to



approximately across from the Terra Rossa parking lot entrance, where it would once more come down to the level of the roadway. The push braces for the utility poles along the elevated section may need to be reconfigured to allow the path to pass between the actual utility pole and the outside edge of the ROW. **Illustration B-3** shows a typical section of the trail located above the roadway

The path would lie just inside the ROW for the remainder of the route down the hill, close to or possibly in the edge of the trees along the side of the road. The path would end at the intersection of Sugarbush Access Road with Route 100.

Illustration B-3: Typical Cross Section of Alternative A above the Road



c. Alternative Segment A-4: Water Line Route

Alternative Segment A-4 would create a new path adjacent to Upper Pines Road and then over the alignment of the snowmaking water line heading northeast and downhill to the snowmaking pond. The path would extend southward to the nearby Mad River Path parking area. **Figure B-4** shows the alignment of this alternative.

This path would stay within the existing cleared space over and near the existing opening over the water line. The grades along the line would exceed those allowed by ADA, so this segment alternative would need to be considered a trail that would not meet ADA standards.

C. SUGARBUSH ACCESS ROAD ALTERNATIVES ISSUES

1. GRADING

There are portions of the route where there are steep slopes near or at the edges of the Sugarbush Access Road pavement, some going up and some going down. For those areas where the slope goes up, a shallow roadside ditch would be created between the road and the path, and then either a retaining wall would be constructed on the outside of the path, or the bank would be sloped back at a 2:1 slope (two feet horizontal to one foot vertical). For those portions where the ground drops away from the road, such as near the intersection with Club Sugarbush Road North, the path would either be supported by a retaining wall, or constructed on a boardwalk or steel structure. **Illustrations B-4** and **B-5** show typical cross sections of both of these situations.

Illustration B-4: Typical Cross Section of the Path on a Boardwalk

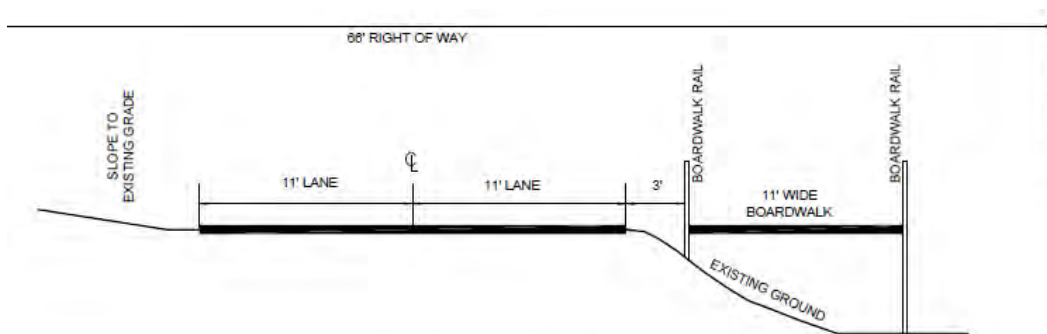
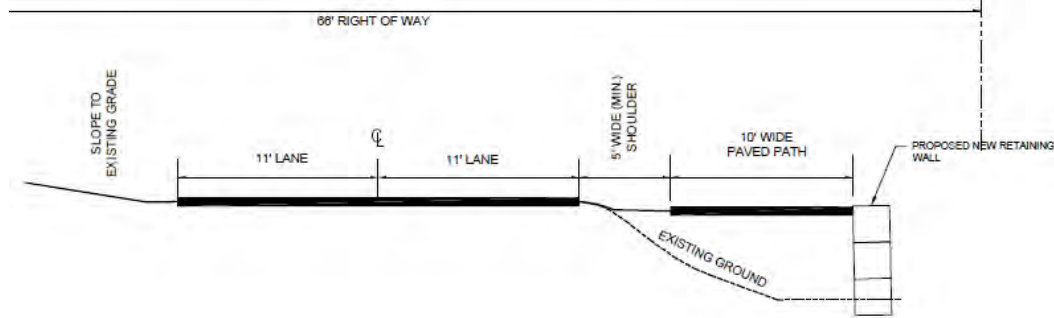


Illustration B-5: Typical Cross Section of the Path with a Retaining Wall



2. ADA COMPLIANCE

Compliance with ADA requirements is a significant consideration for this project. Ultimately, the goal is the creation of an ADA accessible shared use path that is at least eight feet wide. This would include a surface treatment that meets ADA standards for firmness and suitability for wheelchairs and other walking aids. The initial facility, however, could be a trail that might only be four or feet wide without a surface that meets ADA standards for shared use paths.

The analysis done on these alternatives focuses on meeting the maximum running grade requirements of the ADA regulations, even if only for a four-foot-wide trail. The maximum running grade requirements stipulate how steep a trail can be. Focusing on meeting this requirement would allow the eventual upgrading of the trail to a shared use path over time without the need to realign the path.

A significant provision of the ADA maximum running grade allows construction of a new facility adjacent to an existing roadway to follow the grade of the existing roadway, even if the existing roadway exceeds the allowable running grade. In all cases, the ADA mandated cross-slope of the new facility must be met. Any other new facility constructed must meet the running grade requirements of ADA.

3. NEW CROSSWALKS

No matter which alternative(s) are selected for future implementation, walking and bicycling across Sugarbush Access Road would be necessary. The 40 MPH speed limit along the Sugarbush Access Road requires a stopping sight distance of approximately 250 feet.

The Town should consider the use of a Rectangular Rapid Flashing Beacon at the some or all of the crosswalks on Sugarbush Access Road, due to the traffic levels, speed, and curves in the road. The Town can decide on whether these features would be beneficial during the design phase of the project, after updated traffic and speed counts are completed.

Table B-1 Initial Alternatives

Initial Alternative Designation	Description	Disposition	Final Alternative Designation
FULL LENGTH ALTERNATIVES			
Alternative 1	Wider Shoulders - Add wider paved shoulders to either side of Sugarbush Access Road to create room for walkers and bicyclist.	Deleted - Did not provide facilities that would be usable by many walkers and bicyclists.	
Alternative 2	South Side Shared Use Path in Right of Way 1 - Create a shared use path at the outer edge of the south side of the existing Sugarbush Access Road right-of-way.	Deleted - had significant grading issues and forest impacts and a crosswalk on Sugarbush Access Road at the eastern end of the existing trail does not make this alignment a prerequisite of using the existing trail.	
Alternative 3	South Side Shared Use Path in Right of Way 2 - Create a shared use path adjacent to the road at the outer edge of the south side of the existing Sugarbush Access Road right-of-way.	Deleted - had significant grading issues and forest impacts and a crosswalk on Sugarbush Access Road at the eastern end of the existing trail does not make this alignment a prerequisite of using the existing trail.	
Alternative 4	South Side Shared Use Path outside Right-of-Way - Create a shared use path outside of but close to the south side of the existing Sugarbush Access Road right-of-way.	Deleted - Required the acquisition of numerous easements or rights-of-ways and faced grading challenges in meeting ADA compliance.	
Alternative 5	North Side Shared Use Path in Right of Way 1 - Create a shared use path at the outer edge on the north side of the existing Sugarbush Access Road right-of-way.	Combined with Alternative 6 and kept as a single alternative that lies as far away from the road as viable.	Alternative A - Figure B-3 & Figure B-4
Alternative 6	North Side Shared Use Path in Right of Way 2 - Create a shared use path next to the road on the north side of the existing Sugarbush Access Road right-of-way.	Combined with Alternative 5 and kept as a single alternative that lies as far away from the road as viable.	Alternative A - Figure B-3 & Figure B-4
Alternative 7	North Side Shared Use Path outside Right-of-Way - Create a shared use path outside of but close to the north side of the existing Sugarbush Access Road right-of-way.	Deleted - Required the acquisition of numerous easements or rights-of-ways and faced grading challenges in meeting ADA compliance.	
SECTION ALTERNATIVES			
Alternative Sa	Shift Existing Trail Access - Move eastern access point of the existing Sugarbush trail so that it links directly with the Sugarbush Access Road rather than the driveway into the Sugarbush Resort parking area.	Kept as alternative but combined with Alternative Sg to make Alternative B	Alternative B - Figure B-3
Alternative Sb	South Side Shared Use Path Cross Country - Create a shared use path across the parcels on the south side of the Sugarbush Access Road.	Deleted - Did not provide access to numerous businesses along the road; required the acquisition of numerous easements or rights-of-ways; and faced grading challenges in meeting ADA compliance.	
Alternative Sc	Use the roads within the Bridges and other condominiums to create a path off a portion of Sugarbush Access Road.	Kept as an alternative but slightly modified and combined Alternative Sg and small portions of Alternative 2.	Alternative B - Figure B-3
Alternative Sd	Use the existing informal path from the north side of the Sugarbush Access Road to the eastern end of Sports Center Drive and then create a new path westward to the northeast corner of the Sugarbush Resort Parking Lot.	Kept as alternative but combined with Alternative Se to create Alternative C	Alternative A - Figure B-3
Alternative Se	Create a path along Upper Pines Road and over the alignment of the snow making water line to the snow making pond and the nearby Mad River Path parking area.	Kept as alternative	Alternative A-4 - Figure B-4
Alternative Sf	North Side Shared Use Path Cross Country - Create a shared use path across the parcels on the north side of the Sugarbush Access Road from Eurich Pond Road to Suagertree Bed & Breakfast.	Kept as alternative but split between Alternative Segments A-1 and A-4	Alternative Segments A-1 and A-3 - Figure B-3
Alternative Sg	Existing Sugarbush Trail - Use the existing trail to the south of Sugarbush Access Road east of Inferno Road as the route of the larger path.	Kept as alternative but combined with Alternatives Sa and Sg to create Alternative B	Alternative B - Figure B-3
INTERSECTION ALTERNATIVES			
Alternative IN1	Sugarbush Access Road/Inferno Road/Village Road Intersection Upgrade - Modify the intersection to add a clear route for bicyclists, a noticeable crosswalk for pedestrians and easily understood movements for motorists.	Kept as alternative	Alternative IN-1 Figure B-3
Alternative IN2	Village Road/Resort Access Drive Intersection Upgrade - Modify the intersection to add a clear route for bicyclists, a noticeable crosswalk for pedestrians and easily understood movements for motorists.	Deleted - Intersection could work well with just the addition of a crosswalk, which is included in Alternative Sd/Sf	
INFERNO ROAD ALTERNATIVES			
Inferno Alternative A	Restripe the existing road to create ten-foot travel lanes and paved shoulders at least one-foot wide.	Kept as alternative	Alternative I-1 - Figure B-6
Inferno Alternative B	Pave existing gravel shoulders and restripe the road to create ten-foot travel lanes and paved shoulders at least two feet wide.	Deleted - Impacts to the trees and rural nature of the road would be to great.	
Inferno Alternative C	Widen the road enough to create four-foot wide paved shoulders	Deleted - The number of potential users does not justify the high cost of widening; the visual impact of the widening would be significant	
Inferno Alternative D	Create a shared use path along the east side of the road within the right-of-way	Kept partially as an alternative; the southern portion of the alignment has been combined with Inferno Alternative E.	Alternative I-2 - Figure B-6
Inferno Alternative E	Create a shared use path along the west side of the road within the right-of-way	Kept partially as an alternative; the northern portion of the alignment has been combined with Inferno Alternative D	Alternative I-2 - Figure B-6
Inferno Alternative F	Create a path by using private roads on the west side of Inferno Road, linked with short sections of shared use path	Kept as alternative	Alternative I-3 - Figure B-6
Inferno Alternative G	Create a path by using the South Village access drive to the pool and septic area	Deleted - The grades on the existing roads are very steep for long sections	
Inferno Alternative H	Create a path by using the South Village access drive to the pool and septic area, linked by shared use path with Rumble Road	Kept as an alternative	Alternative I-4

Table B-1 Initial Alternatives

