

Montpelier – Berlin Bike Path

Project Summary

July 2008

Central Vermont Regional Path

The Montpelier-Berlin Bike Path, which is currently in development is part of the Central Vermont Regional Path, a proposed 14.5-mile regional bicycle/pedestrian facility which will extend from the State Capital - Montpelier through Berlin, Barre City to Barre Town utilizing a former railroad bed and paralleling the Winooski River. When completed, the Central Vermont Regional Path will connect numerous residential areas commercial & employment areas such as tourist attractions, schools, recreation facilities, and other paths. Citizen Steering Committees in each town along the route have formed a coalition to plan the route in a coordinated fashion. Western sections of the Path in Montpelier have been completed, as well as the Mill Stone West section in the Town of Barre. Since 1999 the City of Montpelier and Town of Berlin have jointly managed the development of the Montpelier-Berlin section under an Inter-local Agreement.

The primary purpose of the Central Vermont Regional Path is to provide a safe, convenient and inviting way for all ages and abilities of bicyclists and pedestrians to traverse the central portion of State between Barre Town and Montpelier. The completed Central Vermont Regional will support efforts to encourage motorists to leave their vehicles at home and walk or bicycle to work, shopping and cultural attractions. The Central Vermont Regional Path is also a recreational opportunity for residents and visitors to the area, which promotes tourism and economic development.

Routes 2, 302, & 14, that serve as the main vehicular transportation corridor between the communities, experience high traffic volume, high operating speeds, frequent number of turning vehicles, congested travel lanes, lack of sidewalks, and inadequate shoulders presenting hazardous conditions for both bicyclists and pedestrians along the roadway corridor. This project is meant to create an alternative, safe, convenient and direct transportation route for pedestrians and bicyclists in this corridor.

Montpelier – Berlin Bike Path

Beginning at Granite Street in Montpelier, the Path extends along the embankment of the former Montpelier-Wells River Railroad. Upgrades to the public parking area/trailhead on Barre Street are also planned. The Path crosses Barre Street onto Sabins Pasture and then along the north side of the Winooski River to where it crosses Route 2 onto the former Barre Railroad bed just east the intersection of Routes 2 and 302. A spur section of the Path will continue to Gallison Hill Road to the Civic Center, where it will connect to the future Cross Vermont Trail. The main Path runs between Agway and the active Washington County Railroad line and continues east to a crossing of the Winooski River and enters the Town of Berlin. The Path's bridge will be the restored historic truss bridge formerly at Pioneer Street. The Montpelier section is 2.1 miles in length. The Path continues easterly on the former railroad embankment to Ames Plaza. Part of this section is being upgraded by adding a 5-foot gravel path to accommodate the VAST trail. At the plaza, the Path crosses Plaza Drive and extends parallel along the east side to the intersection at route 302. A future crosswalk is planned, which will connect to a bus shelter opposite the

Plaza, connecting two important alternative transportation modes. The Berlin portion of the Path is 1.4 miles in length making the total length of the Montpelier-Berlin Bike Path 3.5 miles. The Berlin Bike Path committee is working cooperatively with the Montpelier Path Committee to complete the section of the Central Vermont Regional path and intends to continue to advocate for the future Barre City connection.

Berlin's Path Project Timeline

- 1992: Berlin Bike Path Committee is established
- 1996: Pre-Scoping report completes analysis
- 1999: Berlin votes to pay \$40,000 (10% of total project cost at the time)
- 1999: Montpelier – Berlin Path project accepted in State Bicycle and Pedestrian Program
- 1999: Cooperative Agreement between State and Municipalities signed
- 1999: Inter-municipal Agreement signed between Montpelier and Berlin assigns a funding ratio of 65% City and 35% Town through scoping. Thereafter the cost will be split in proportion to the eligible costs incurred within the respective municipality.
- 2002: Path committee raises \$33,600 in donations and grants
- 2008/9: Reevaluation of permits, completion of appraisals, property owner agreements and obtain right-of-way clearance
- 2010: Preparation of final plans, bid documents, and begin construction
- 2011: Completion of project.

Project Cost Summary – July 2008

Montpelier-Berlin Bike Path

The project is part of State of Vermont Agency of Transportation (VTrans), Bicycle and Pedestrian Program.

Funding source: 80% Federal, 10% State, 10% Local

The current budget according to the Cooperative Agreement between the State and local municipalities (Berlin and Montpelier):

Phase	Federal	State	Local	Total
Preliminary Engineer	\$336,482	\$37,018	\$41,500	\$415,000
Right of Way/Reversionary Rights	\$567,560	\$92,440	\$40,000	\$700,000
Construction	\$1,844,570	\$202,930	\$227,500	\$2,275,000
Total cost	\$2,748,612	\$332,388	\$309,000	\$3,390,000

The 1999, the Inter-local Agreement between Montpelier and Berlin established a cost share percentage for each municipality of 65% Montpelier and 35% Berlin during Preliminary Engineering and project development these percentages were amended to 68% 32% respectively. The costs for final design, alignment changes, right-of-way and construction will be split in direct proportion to the eligible costs incurred within the respective community. In 2006, the State of Vermont made an additional contribution of \$300,000 to the project budget to provide clarity of the railroad rights-of-way and to establish clear titles to the railroad properties. The historic Winooski River bridge has been designed and will be restored and constructed with 100% State funding (not included in the budget above).

Cost incurred to date as of June 11, 2008

Preliminary Engineering - \$376,077

Right-of-way - \$153,715

Total to date - \$529,792

Local share paid to date:

Montpelier - \$28,530

Berlin - \$15,377

Anticipated balance of local share needed to complete the project:

Montpelier - \$196,470

Berlin - \$95,600

It is important to note that the local share may include the value of donated property rights, in-kind services and private contributions. With anticipated donated property rights and a savings account balance of \$53,000 from private contributions, the Town will not need to ask voters for additional funds beyond the \$40,000 that was authorized in 1999.