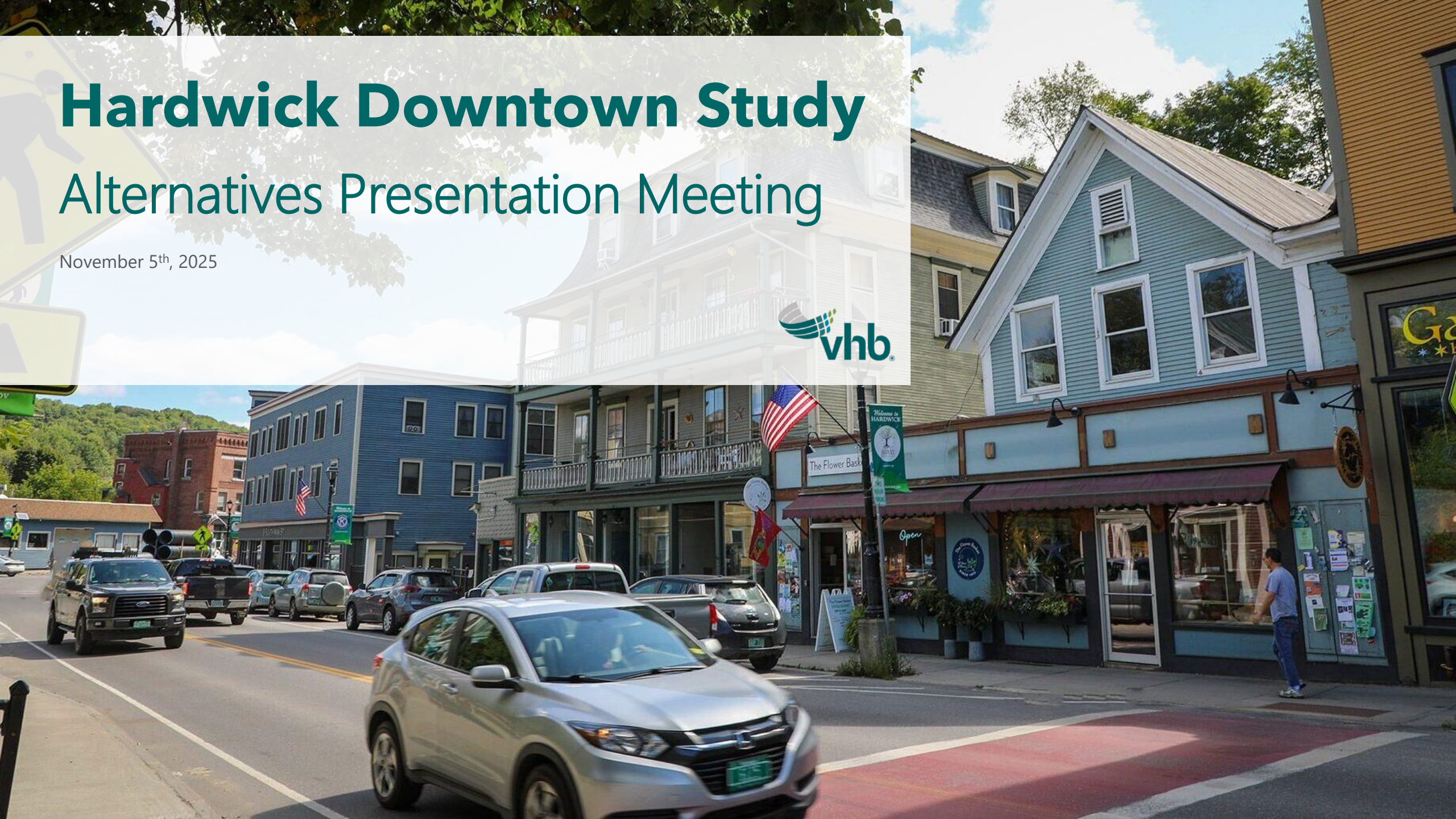


Hardwick Downtown Study

Alternatives Presentation Meeting

November 5th, 2025



Agenda

- **Welcome + Introductions**
- **Project Schedule**
- **Overview + Background**
- **Project Purpose & Need**
- **Conceptual Alternatives Review and Evaluation**
- **Open Discussion**
- **Next Steps**

Project Team



- Karen Sentoff
- Joe Vanacore

Town of Hardwick

- Kristen Leahy
- David Upson
- Tracy Martin



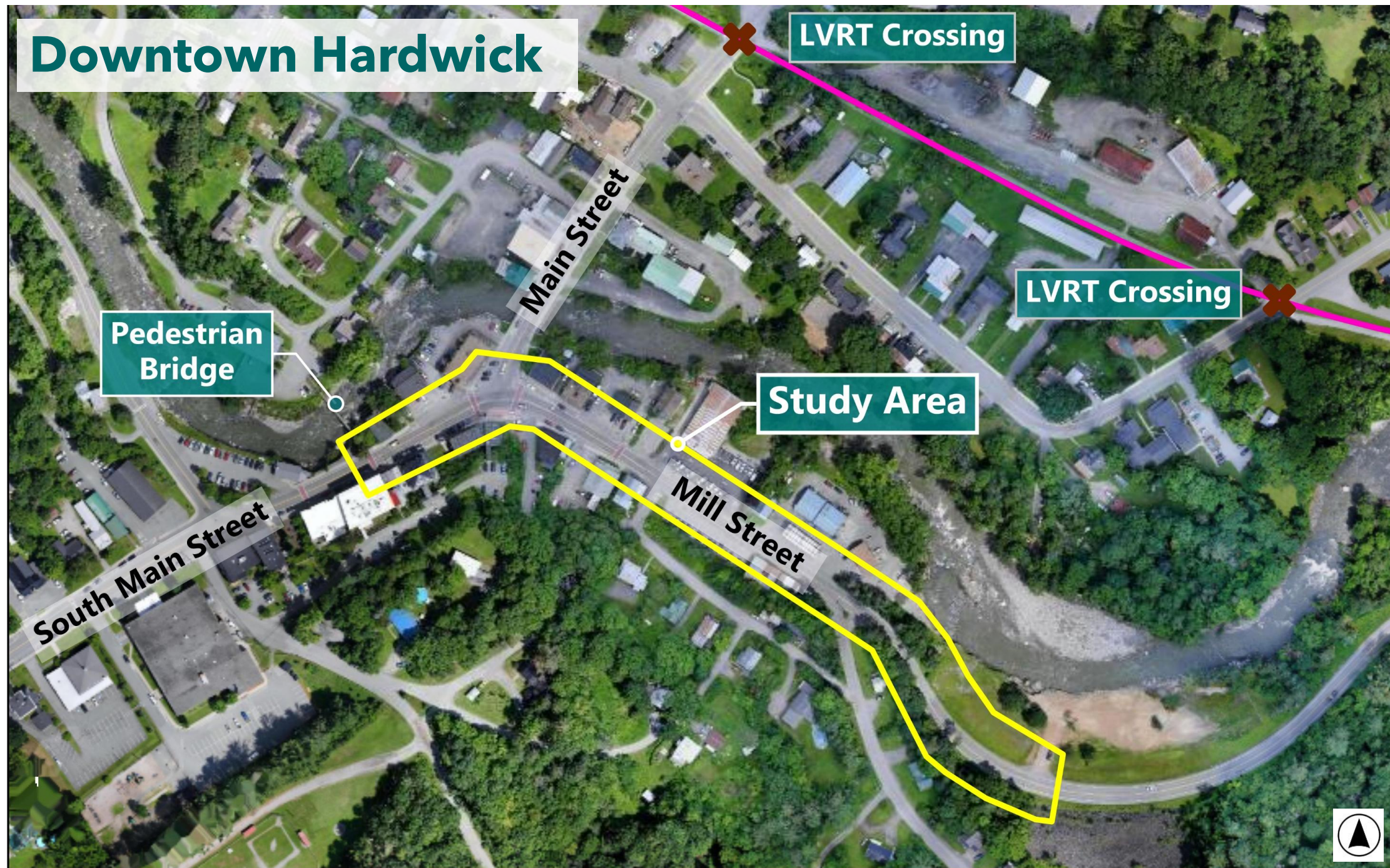
Project Schedule

- Existing Conditions Review May – July 2025
- Local Concerns Meeting July 2025
- Alternatives Development August – October 2025
- Alternatives Presentation **Today!**
- Preferred Alternative Refinements November 2025
- Presentation to Select Board February 2026
- Final Scoping Report February 2026

|| Overview & Background



Downtown Hardwick



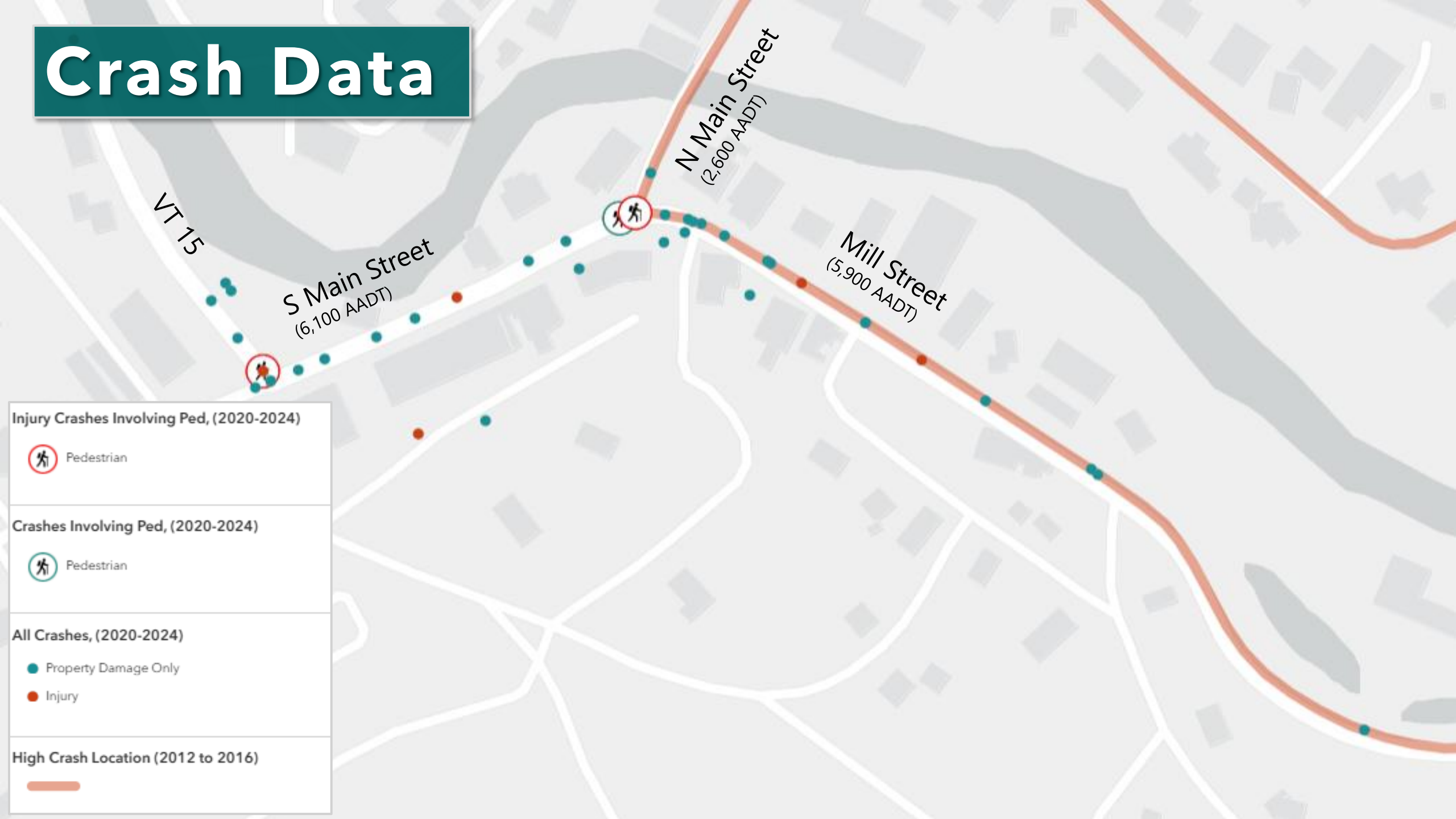
Key Takeaways from Site Walk



Key Takeaways from LC Meeting

- Vehicle speeds through the corridor
- Desire to better establish transition zones, especially exploring potential improvements for the eastern gateway
- Glenside Avenue / Mill Street intersection concerns
- Pedestrian facilities, especially crosswalk & sidewalk safety and connectivity
- Mill Street / Main Street intersection, especially safety, traffic patterns, crossing desire lines
- Town Parcel opportunities to the east
- Post Office access and driveway

Crash Data



|| Project Purpose & Need



Project Purpose

The purpose of the Hardwick Downtown Study is to:

- Create a safe, comfortable environment in the Village core and establish a clear transition to the multimodal core area
- Improve connectivity of the pedestrian network to support access to community destinations including businesses and recreational resources
- Improve multimodal transportation connectivity and infrastructure

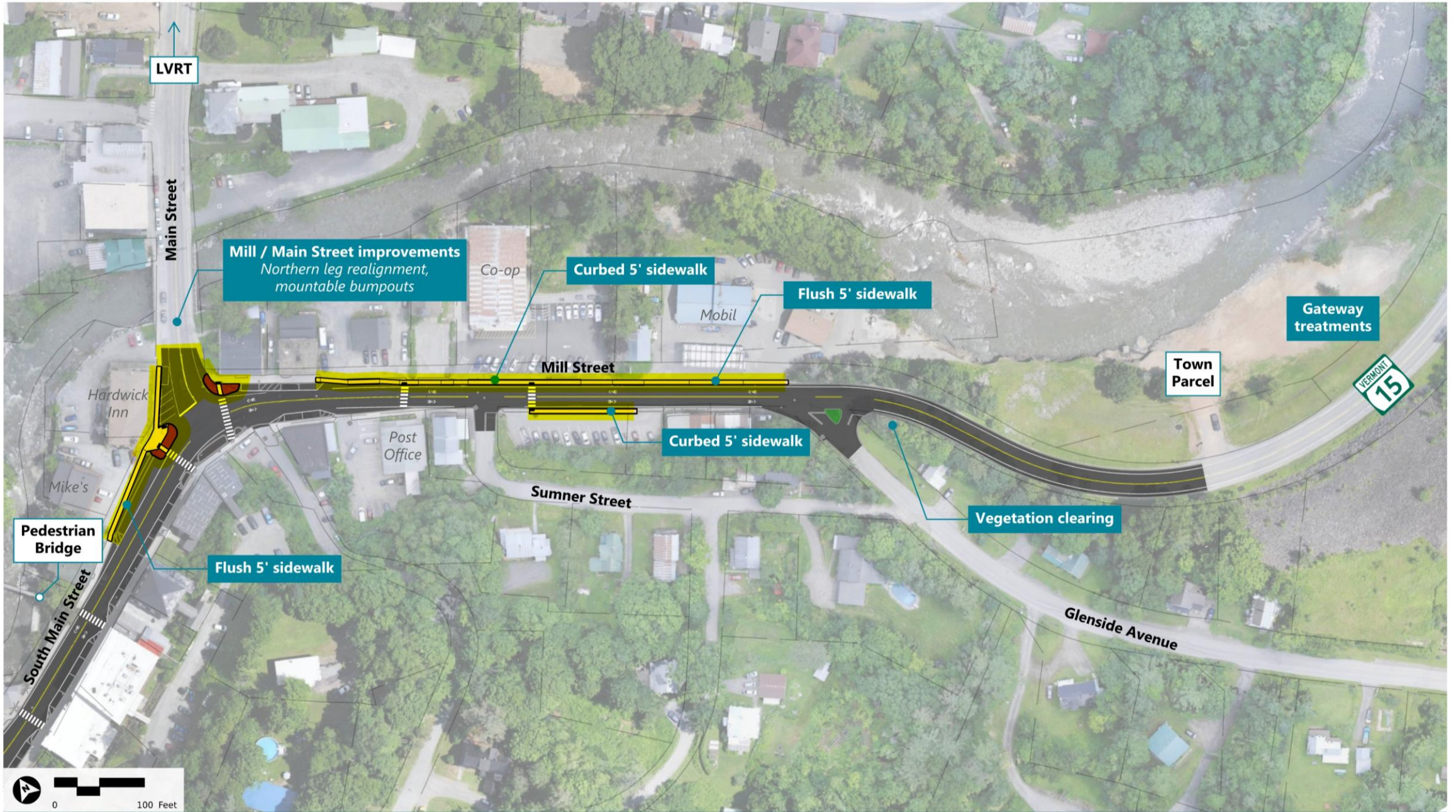
Project Need

The following deficiencies highlight the needs of the Study Area:

- Lack of an effective transition zone from a high-speed rural highway to village center
- Non continuous pedestrian network
- Capacity to handle increased multimodal activity from LVRT
- Additional infrastructure deficiencies including vehicle turning movement issues, missing or inadequate crosswalks, and impaired stormwater drainage

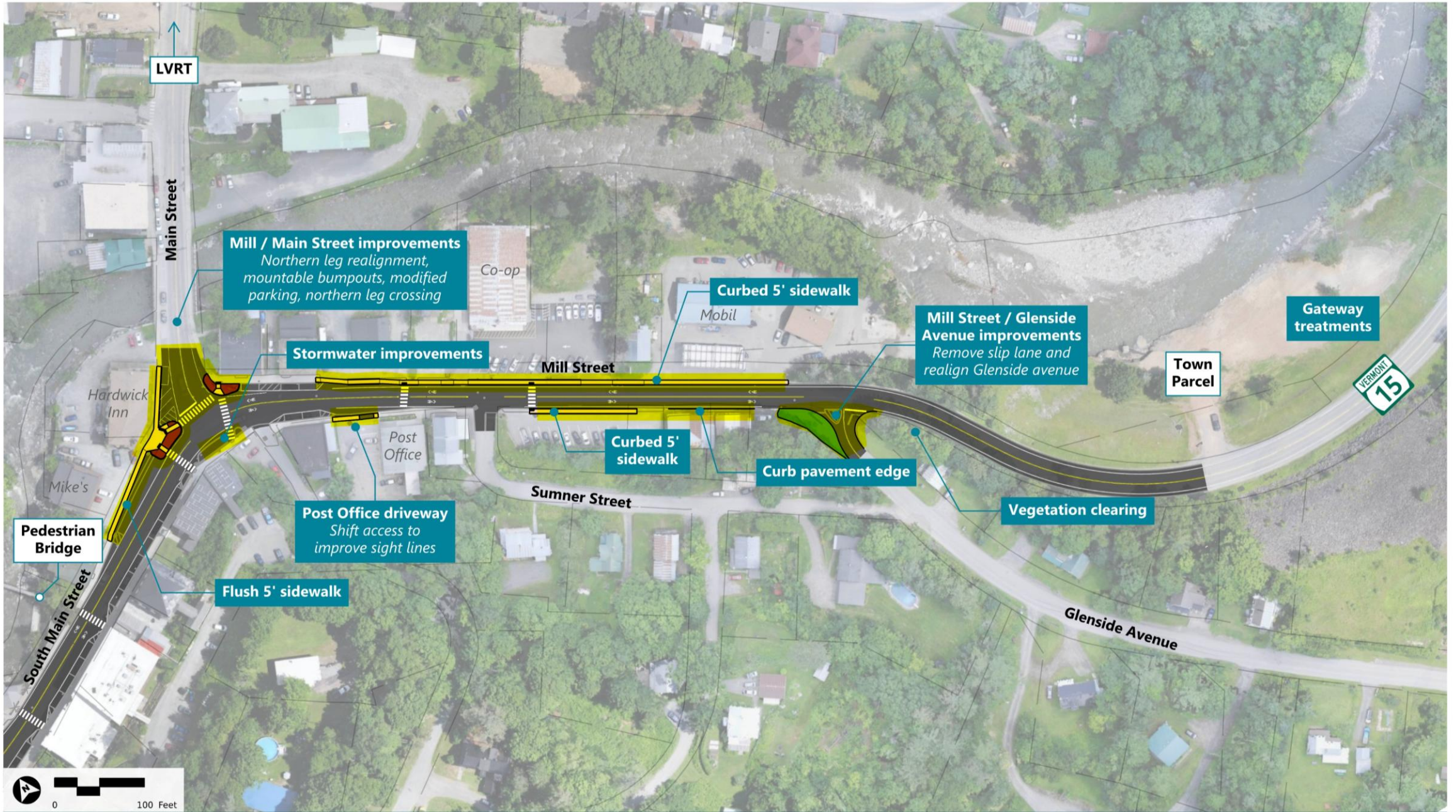
|| Conceptual Alternatives





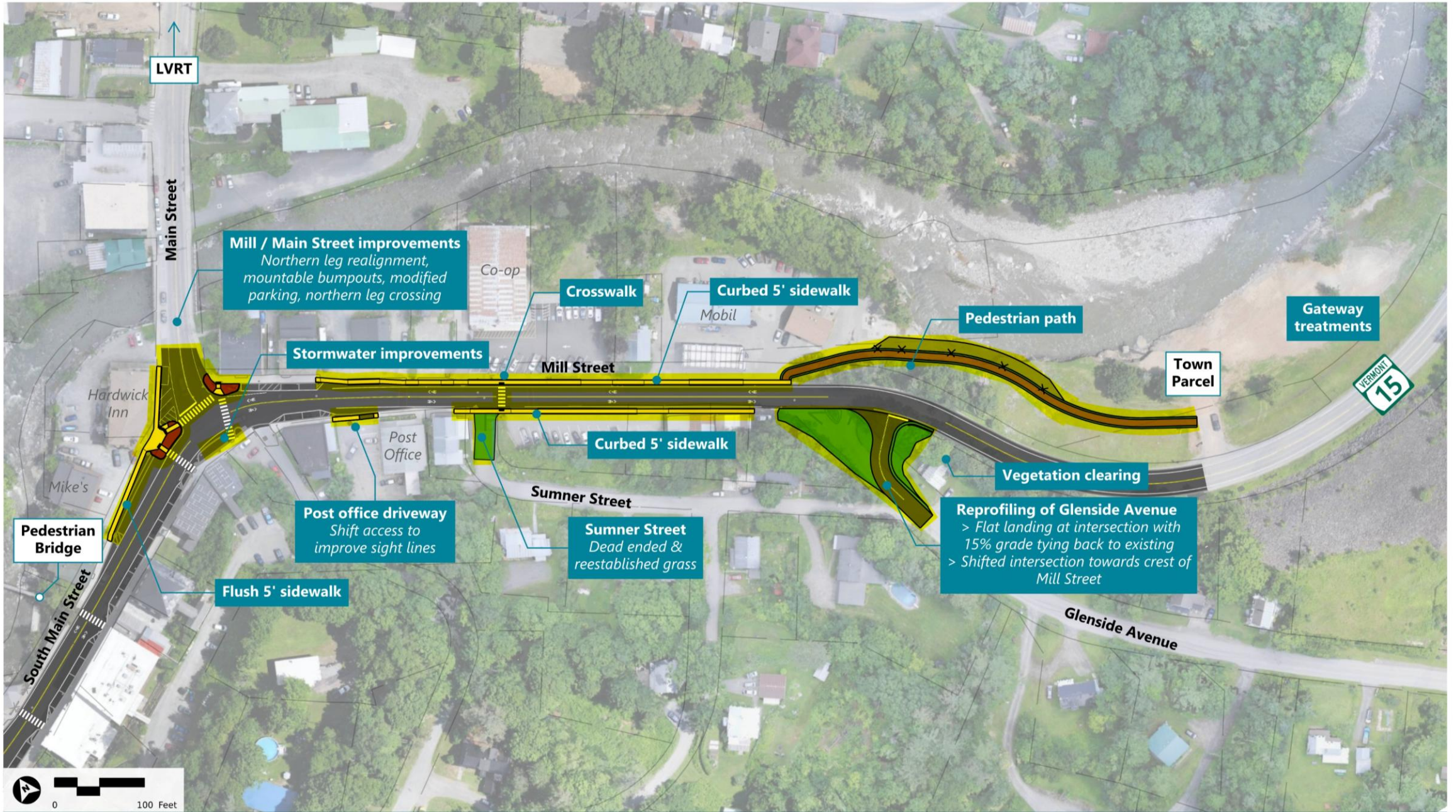
Hardwick Downtown Scoping Study

Alternative 1: Baseline Treatments



Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments

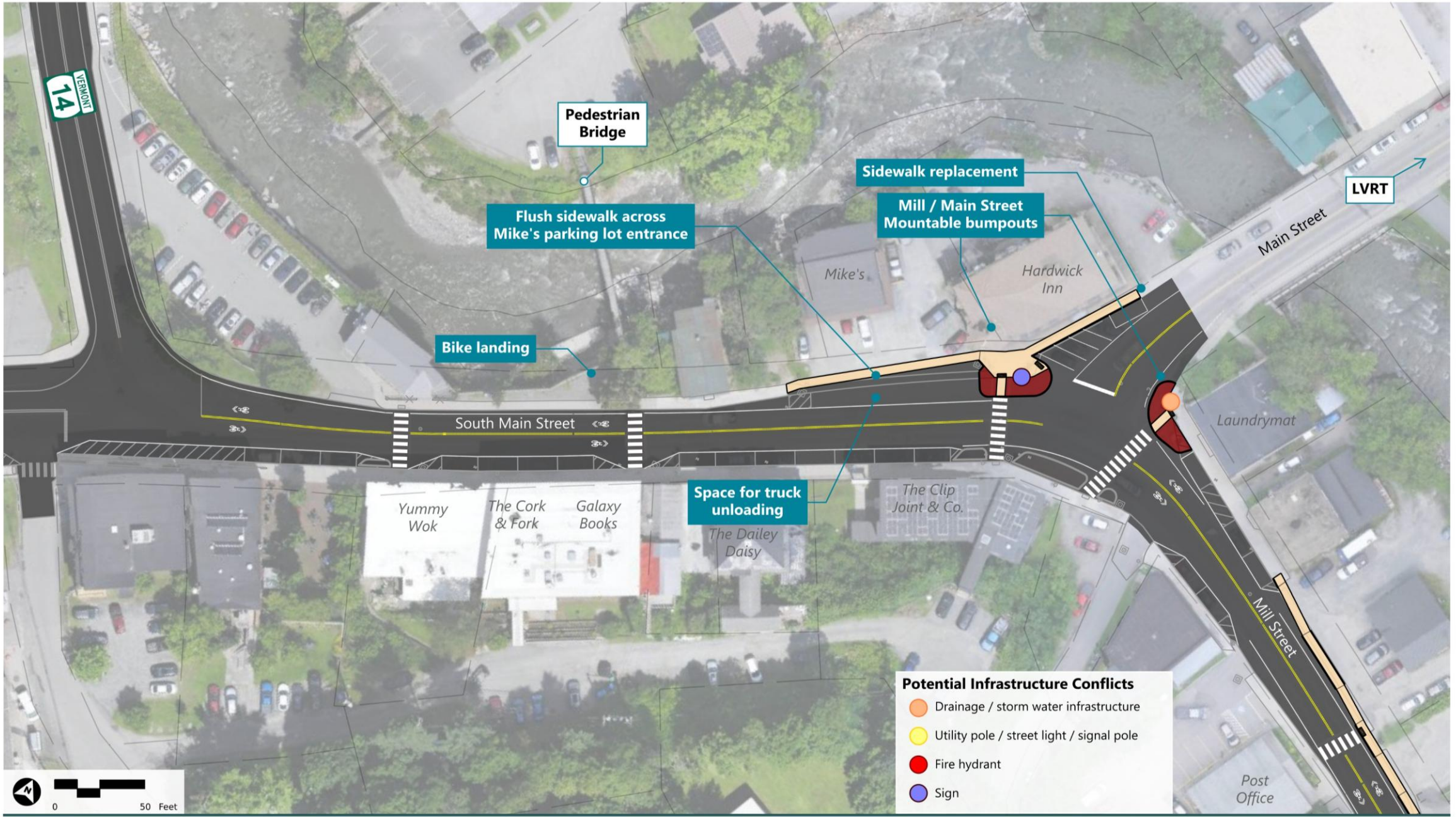


Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments

A street scene in a small town. In the foreground, a silver SUV is driving towards the camera. To the left, a black pickup truck is also driving. The street is lined with historic buildings. On the right, there's a light blue building with a gabled roof and a storefront with large windows and a red awning. A person is standing near the entrance. Next to it is a taller, multi-story blue building. In the background, more buildings and a hill are visible under a blue sky with some clouds. A large green pedestrian crossing sign is on the far left. A dark green banner with white text is overlaid in the center.

Alternative 1



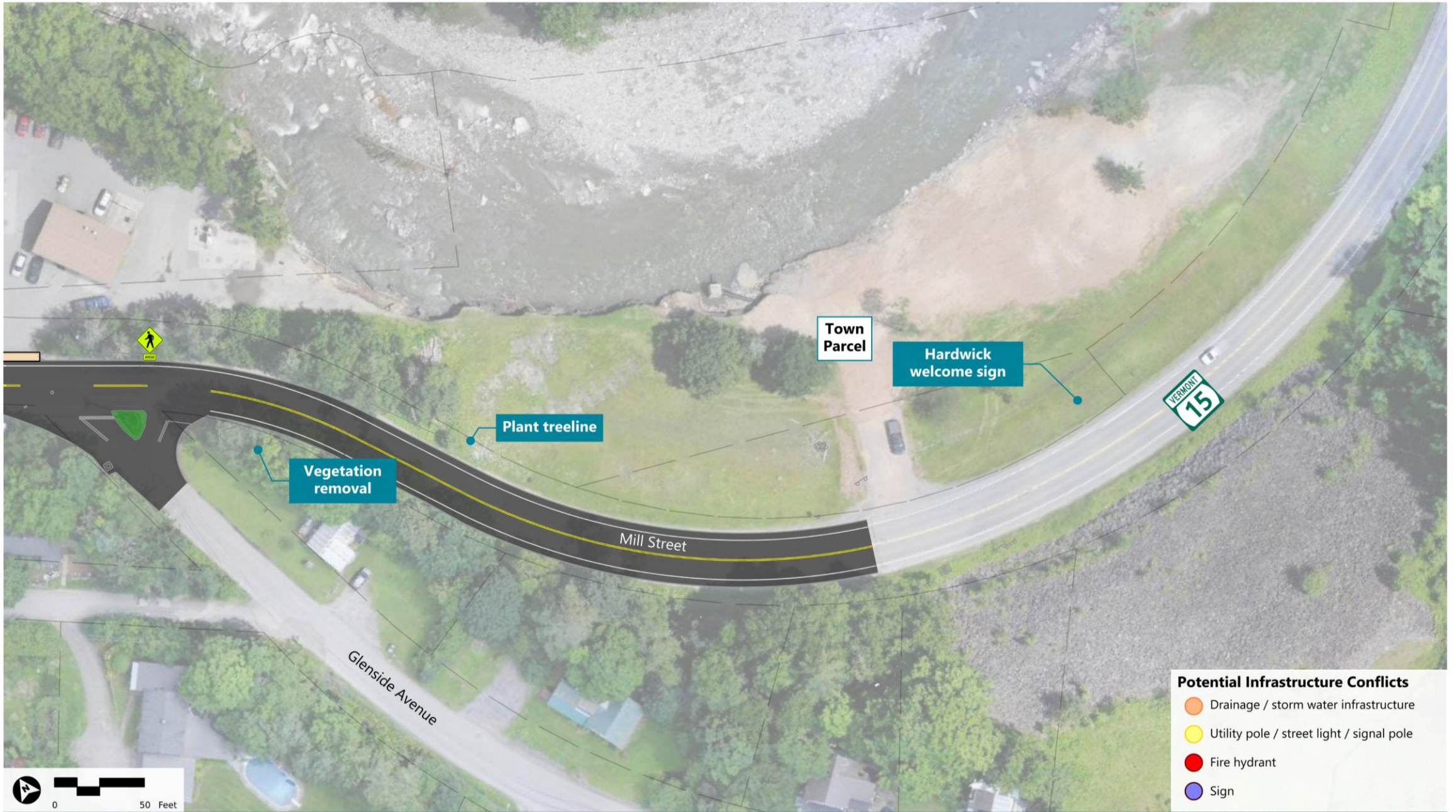
Hardwick Downtown Scoping Study

Alternative 1 Baseline Treatments (Sheet 1 of 3)



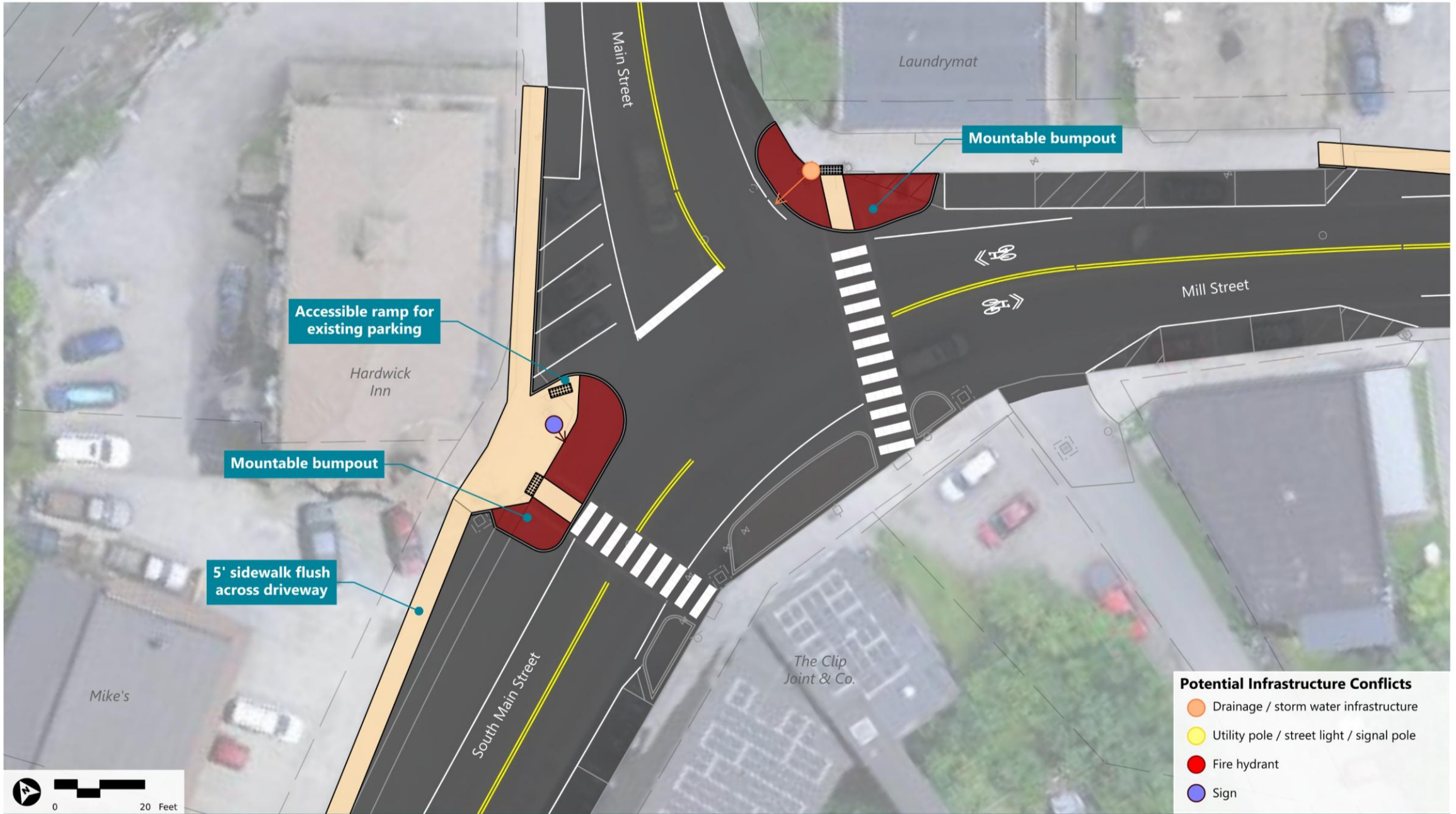
Hardwick Downtown Scoping Study

Alternative 1 Baseline Treatments (Sheet 2 of 3)



Hardwick Downtown Scoping Study

Alternative 1 Baseline Treatments (Sheet 3 of 3)

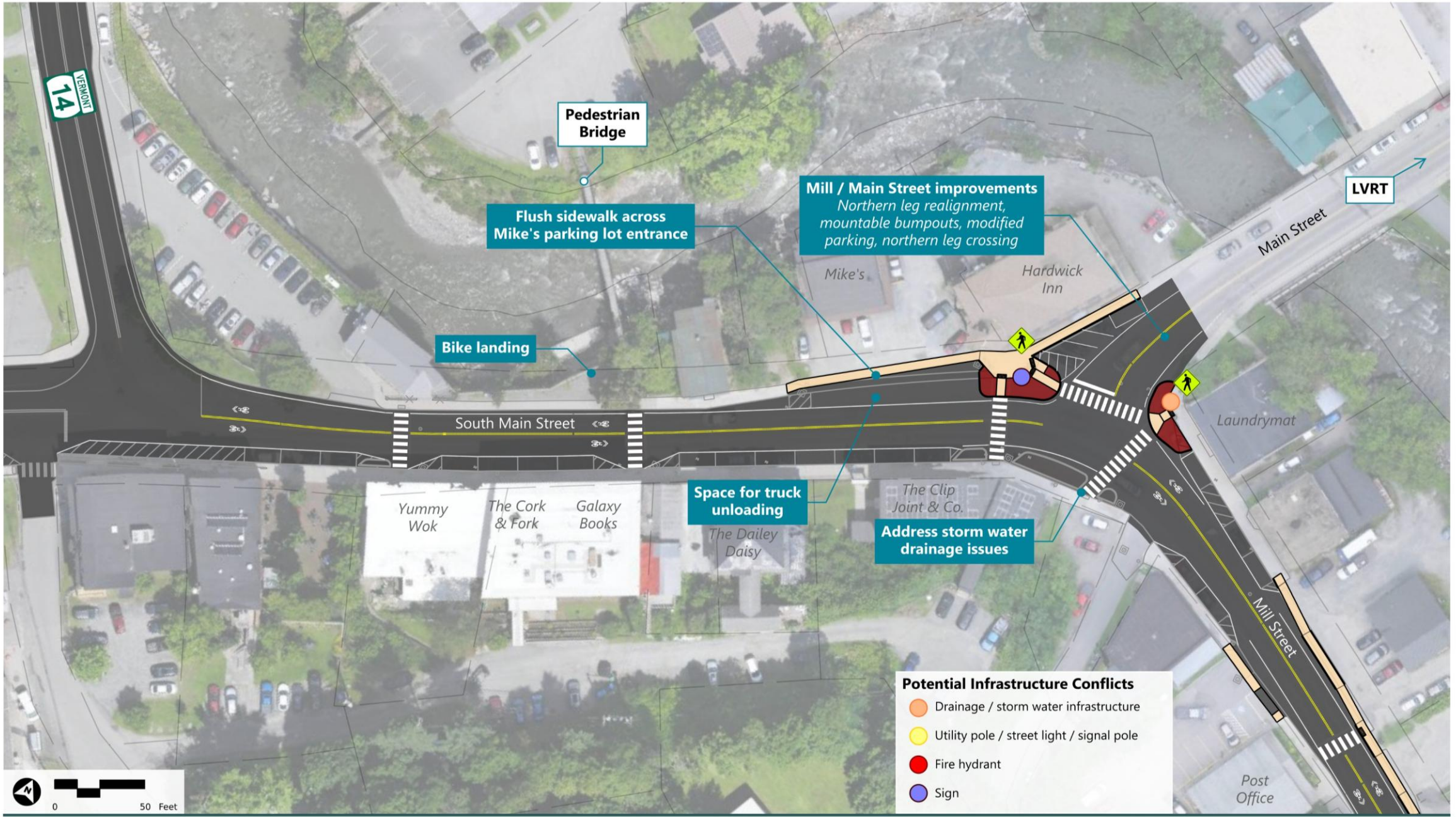


Hardwick Downtown Scoping Study

Alternative 1: Baseline Treatments (Emphasis Area - Mill Street / Main Street)

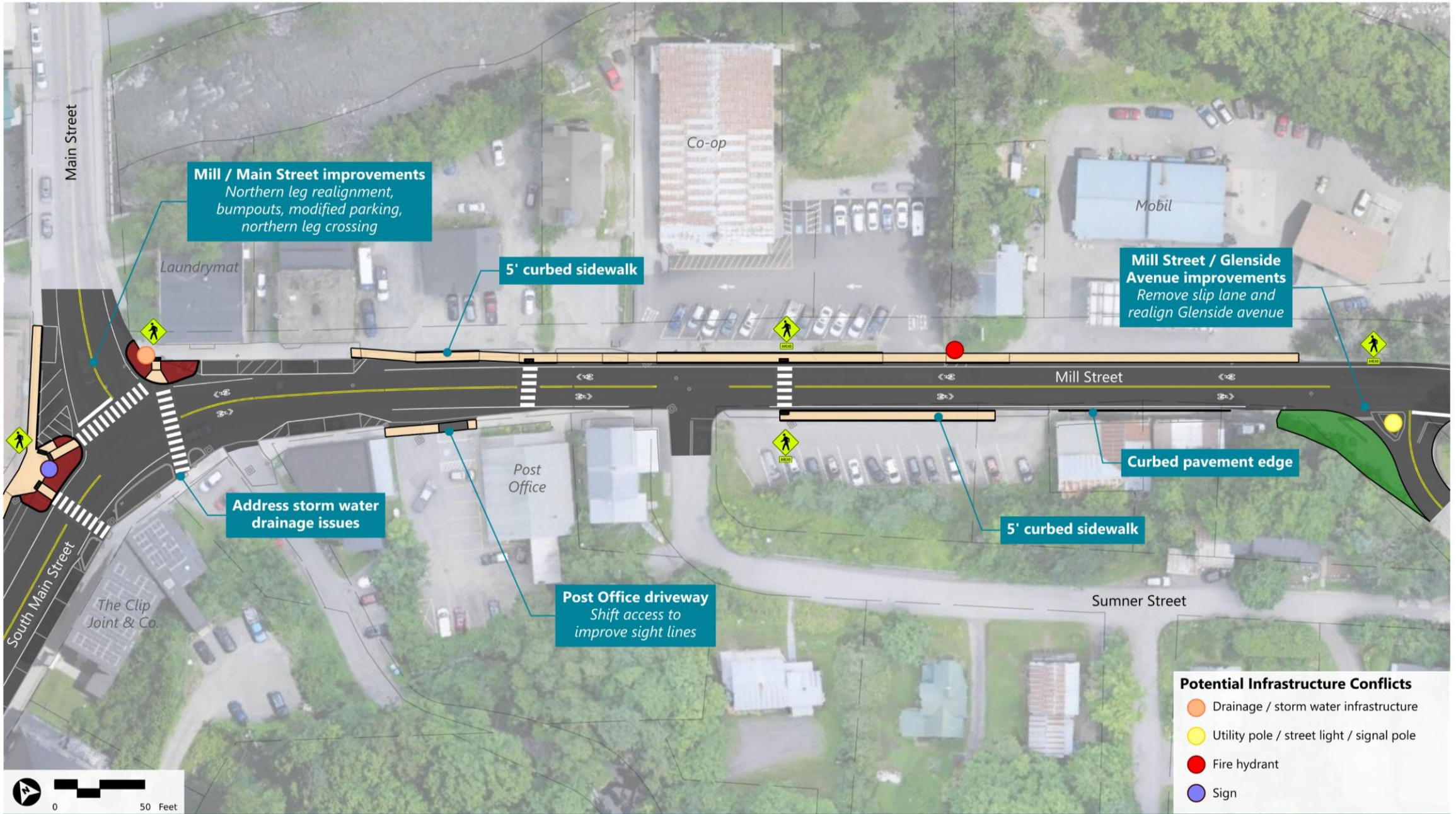
A street scene in a small town. In the foreground, a silver SUV is driving towards the camera. To the left, a black pickup truck is also driving. The street is lined with historic buildings. On the right, there's a light blue building with a gabled roof and a storefront with large windows and a red awning. A person is standing near the entrance. Next to it is a taller, multi-story blue building. In the background, more buildings and a hill are visible under a blue sky with some clouds. A large green pedestrian crossing sign is on the far left. A dark green banner with white text is overlaid in the center.

Alternative 2



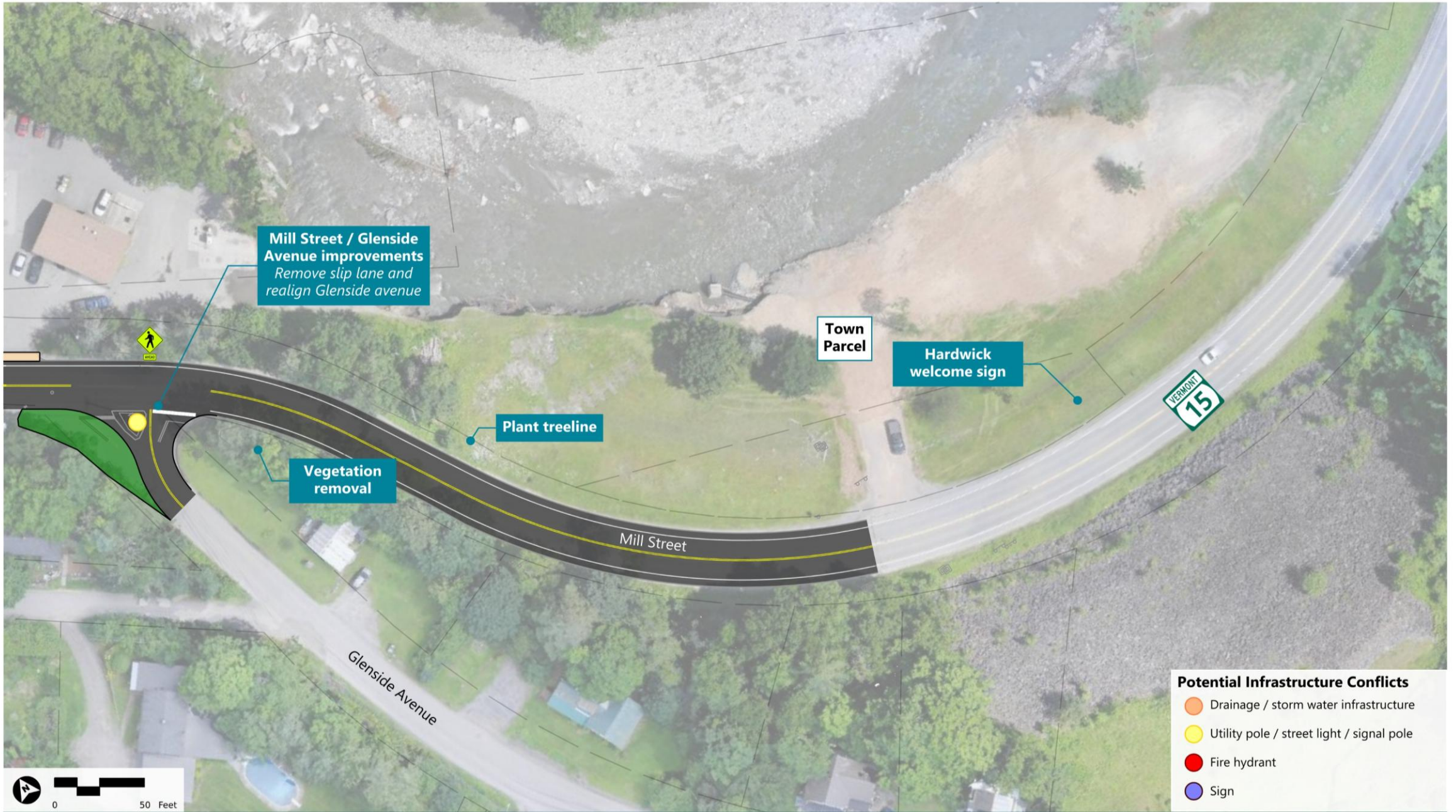
Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments (Sheet 1 of 3)



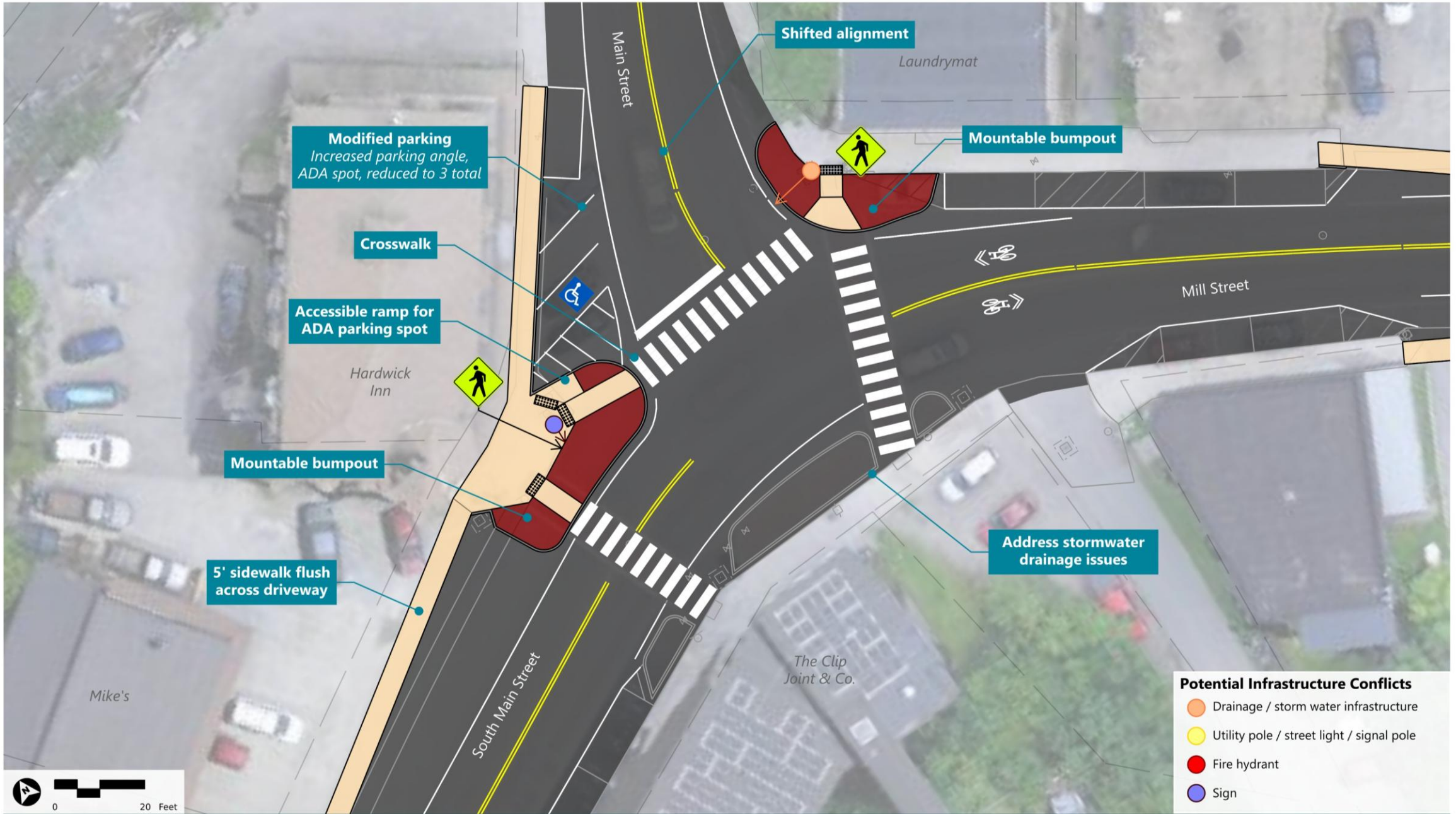
Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments (Sheet 2 of 3)



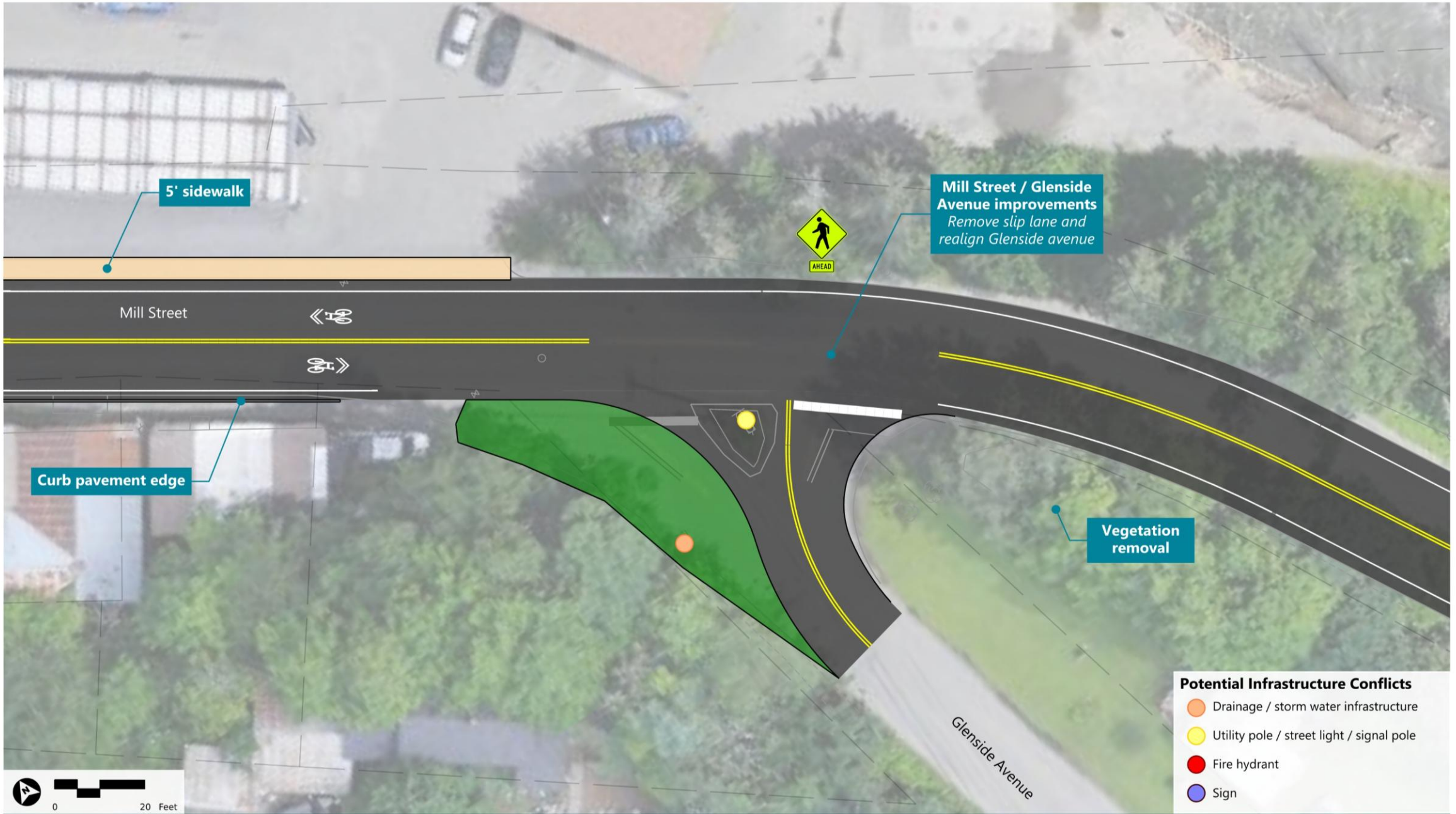
Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments (Sheet 3 of 3)



Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments (Emphasis Area - Main / Mill Street)

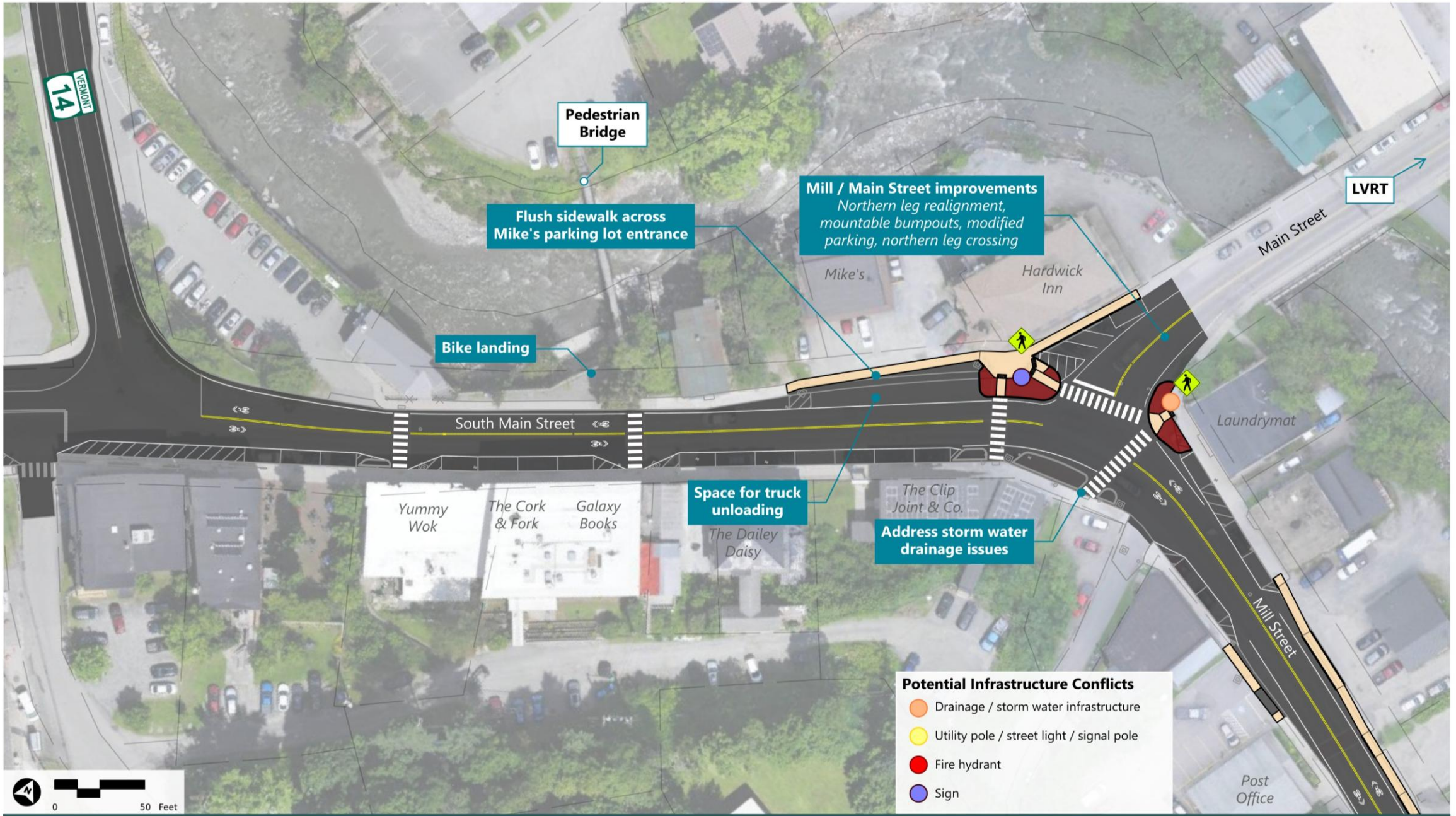


Hardwick Downtown Scoping Study

Alternative 2: Moderate Treatments (Emphasis Area - Mill Street / Glenside Avenue)

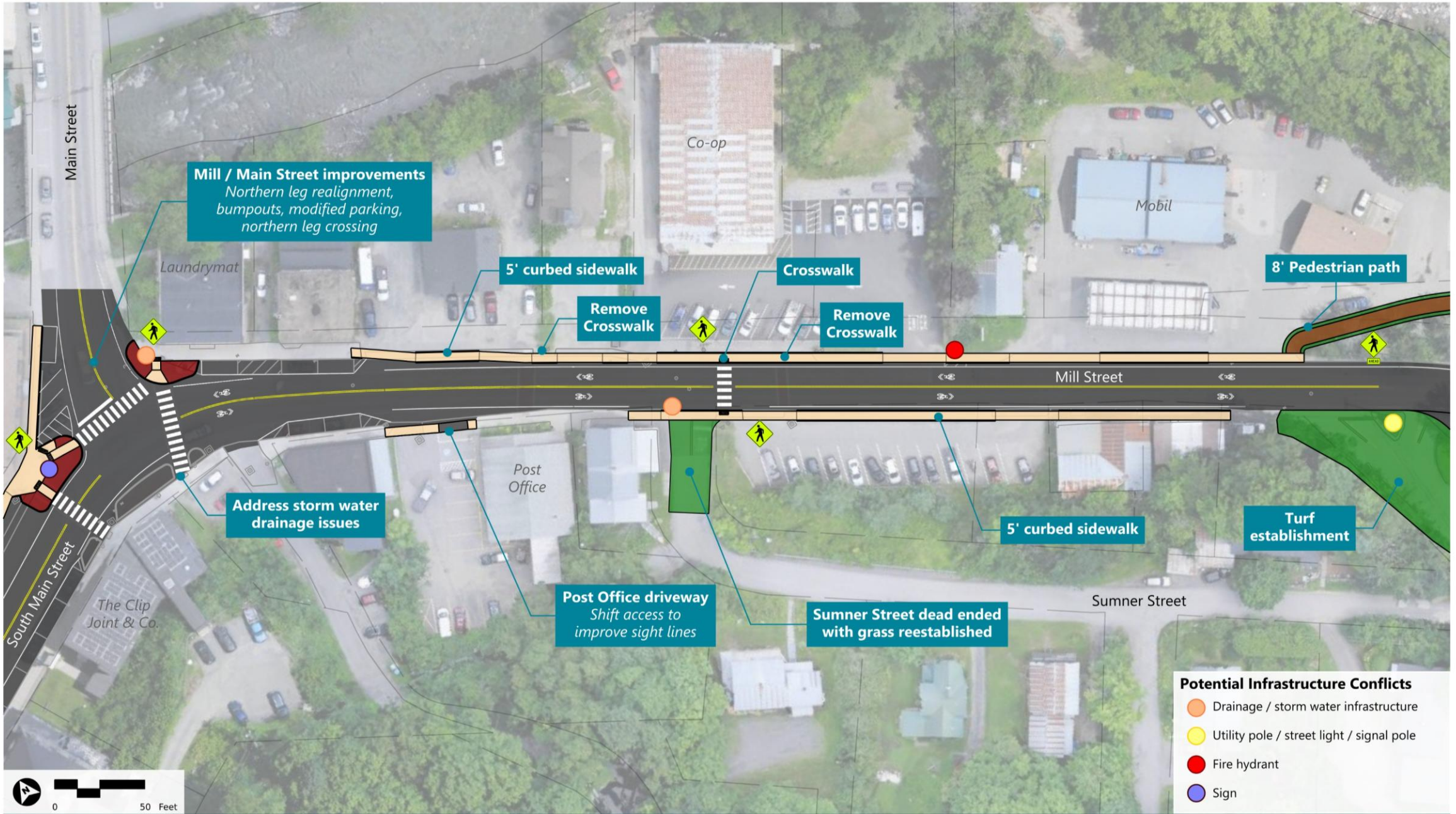
A street scene in a small town. In the foreground, a silver SUV is driving towards the camera. To the left, a black pickup truck is parked. In the background, there are several historic buildings. A large, light blue building with a gabled roof and multiple windows is prominent. To its left is a blue building with many windows. Further left, a red brick building is visible. The street is lined with trees, and a yellow pedestrian crossing sign is visible on the left. A person is standing on the sidewalk near the blue building. The sky is blue with some clouds.

Alternative 3



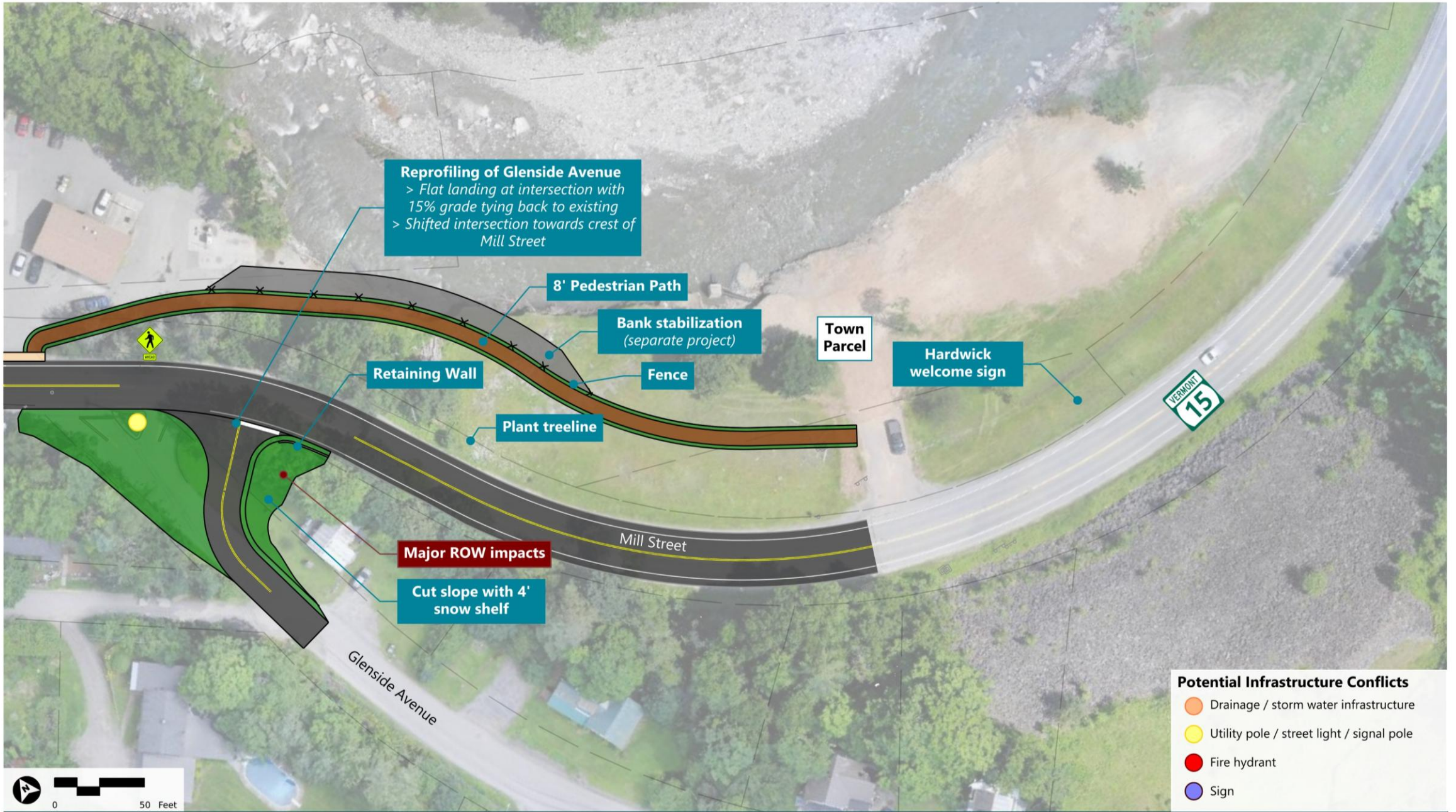
Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments (Sheet 1 of 3)



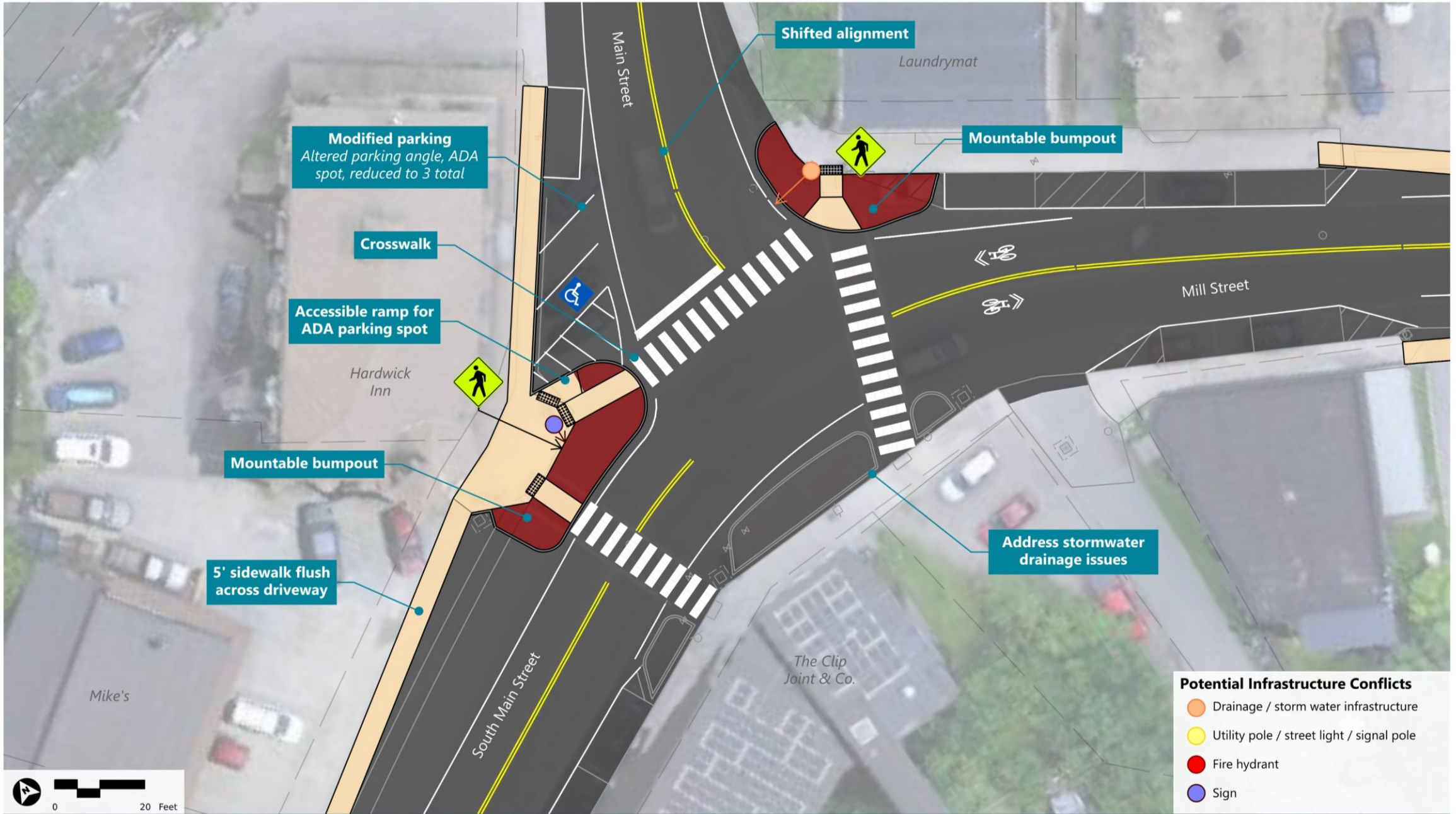
Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments (Sheet 2 of 3)



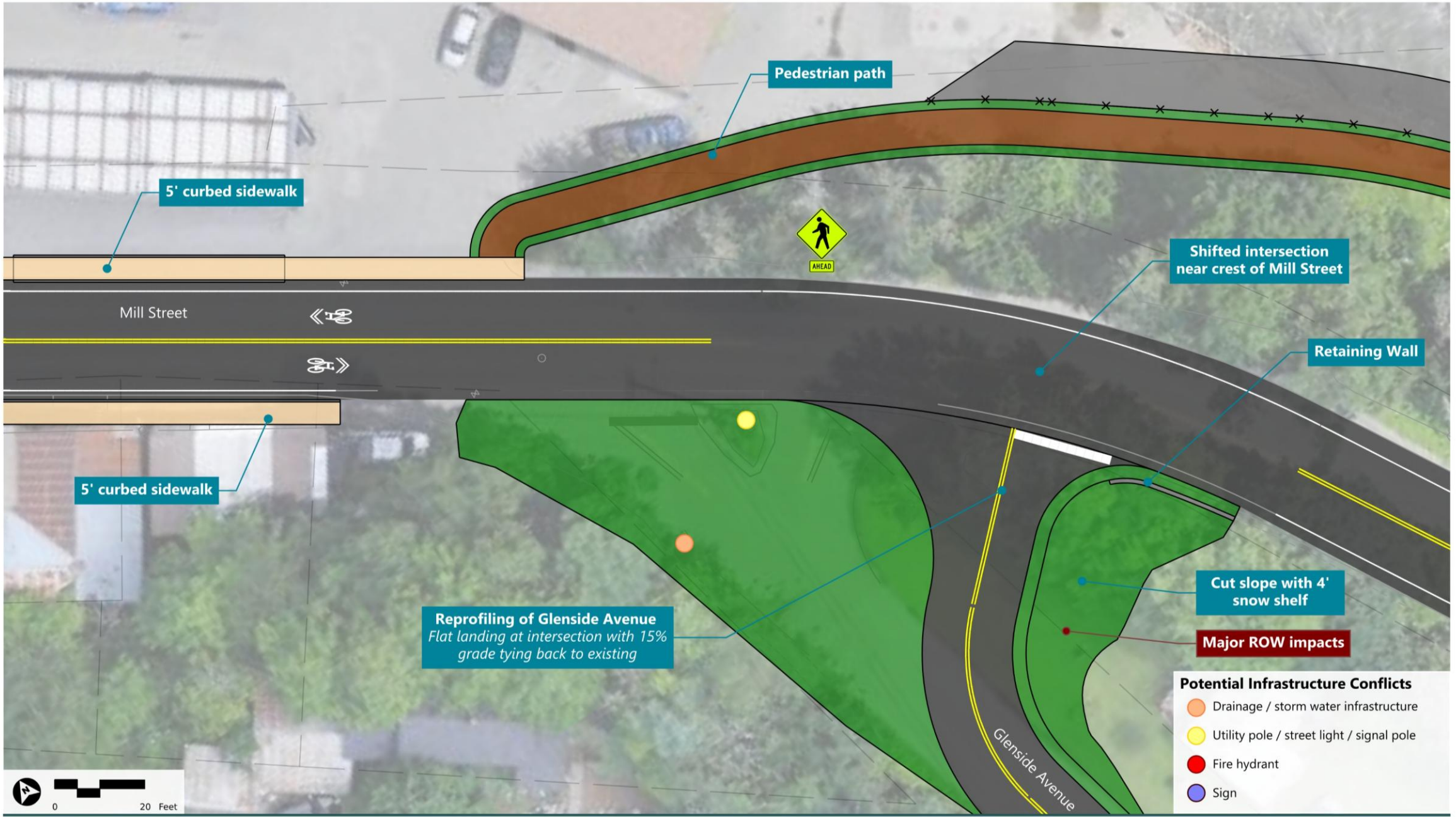
Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments (Sheet 3 of 3)



Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments (Emphasis Area - Mill Street / Main Street)



Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments (Emphasis Area - Mill Street / Glenside Avenue)

|| Alternatives Evaluation Matrix



Evaluation

		No Build	Alternative 1 Baseline Treatment Package	Alternative 2 Moderate Treatment Package	Alternative 3 Comprehensive Treatment Package
Engineering & Safety	Typical Facility Dimensions	11' lanes, variable shoulder and inconsistent sidewalk	11' lanes, 2' shoulder, curbed 5' sidewalk	11' lanes, 2' shoulder, curbed 5' sidewalk	11' lanes, 2' shoulder, curbed 5' sidewalk
	Bicycle Safety and Mobility	-	Somewhat Improved <i>Bike landing areas, repainted sharrows</i>	Somewhat Improved <i>Bike landing areas, repainted sharrows</i>	Somewhat Improved <i>Bike landing areas, repainted sharrows</i>
	Pedestrian Safety and Mobility	-	Improved <i>Traffic calming effects, northern sidewalk continuity, formalize existing Co-op crosswalk</i>	Improved <i>Traffic calming effects, northern sidewalk continuity, formalize existing Co-op crosswalk, Main St crossing</i>	Improved <i>Traffic calming effects, northern and southern sidewalk continuity, crossings centralized</i>
	Driver Safety and Mobility	-	Somewhat Improved <i>Traffic calming effect, Main St realignment, bumpouts, gateway treatments</i>	Improved <i>Traffic calming effect, Main St realignment, bumpouts, gateway treatments, Glenside Ave moderate layout change</i>	Improved <i>Traffic calming effect, Main St realignment, bumpouts, gateway treatments, Glenside Ave significant layout change</i>

Evaluation

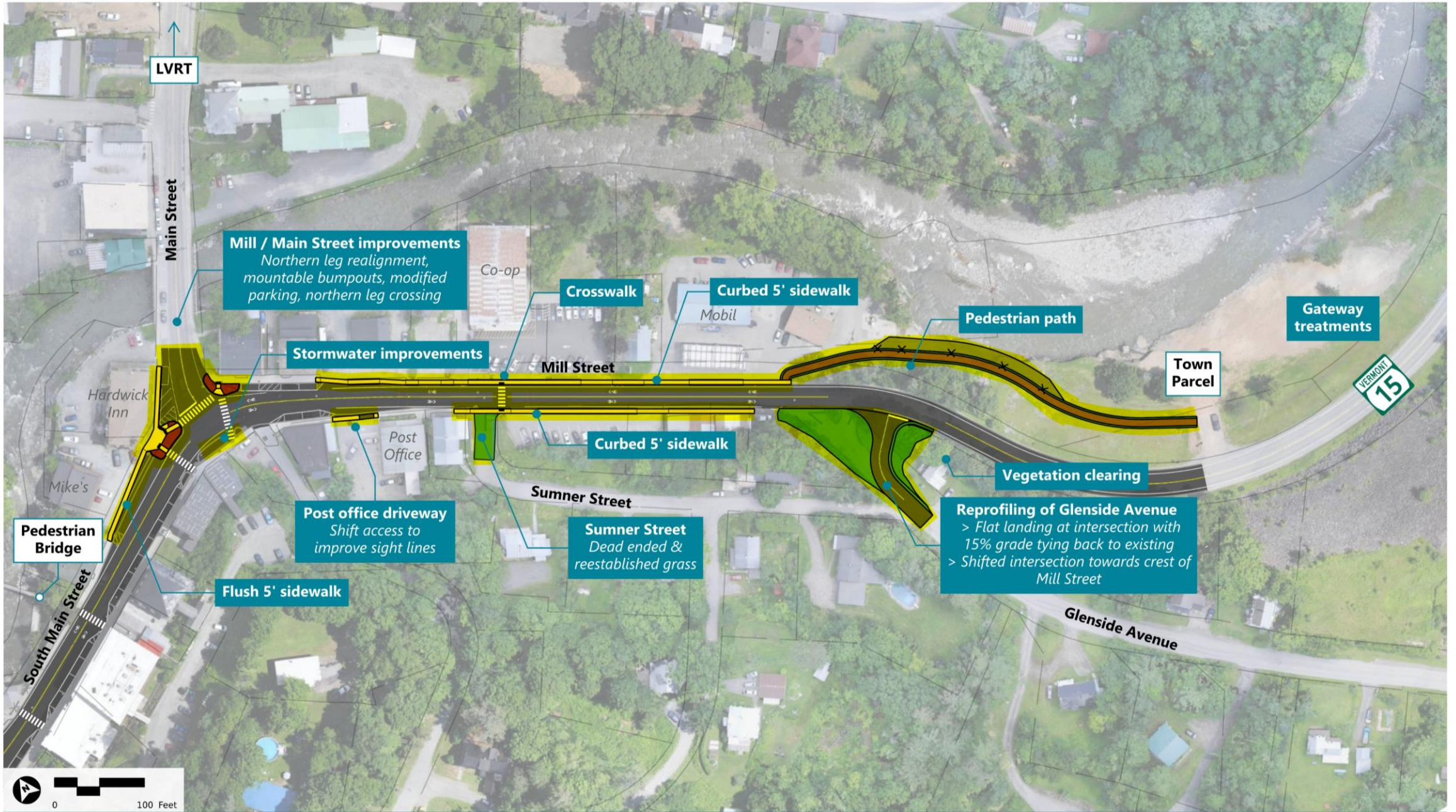
		No Build	Alternative 1 Baseline Treatment Package	Alternative 2 Moderate Treatment Package	Alternative 3 Comprehensive Treatment Package
Impacts	Right-of-Way (ROW)	-	None Expected	Potential Temporary Easements	Significant
	Historic Resources	-	None Expected	Potential	Potential
	Archaeological	-	No	No	Yes
	Agricultural Lands	-	No	No	No
	Floodplains	-	No	No	Yes
	Hazardous Materials	-	Potential	Potential	Potential
	Fish & Wildlife	-	No	No	No
	Rare, Threatened & Endangered	-	No	No	No
	Public Lands - Sect. 4(f)	-	Maybe - Likely de minimis determination	Maybe - Likely de minimis determination	Yes - Likely de minimis determination
	LWCF - Sect. 6(f)	-	No	No	No
	Managed Lands	-	No	No	No
	Utilities	-	1 stormwater structure, potential hydrant, potential light pole	1 stormwater structure, potential hydrant, potential light pole, utility pole relocation	2 stormwater structures, potential hydrant, potential light pole
	Wetlands	-	No	No	No
	Impervious Surfaces	-	No Change	Minor Change	Minor Change

Evaluation

		No Build	Alternative 1 Baseline Treatment Package	Alternative 2 Moderate Treatment Package	Alternative 3 Comprehensive Treatment Package
Costs	Anticipated Project Costs	\$0	\$	\$\$	\$\$\$
Local & Regional Considerations	Aesthetics	No change	Improved	Improved	Improved
	Community Character	No change	Improved	Improved	Significantly Improved
	Economic Impacts	No change	Minor	Minor	Minor
	Conformance to Regional Plan	No change	Yes	Yes	Yes
	Satisfies Purpose & Need	No	Yes	Yes	Yes

|| Open Discussion





Hardwick Downtown Scoping Study

Alternative 3: Comprehensive Treatments

Next Steps



- **Select and Refine Preferred Alternative**
- **Develop Draft Scoping Report**
- **Selectboard Approval**
- **Final Scoping Report**

Stay in Touch!

Karen Sentoff

ksentoff@vhb.com

