



Lamoille County Planning Commission

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ROAD EROSION INVENTORY, 2017

HYDE PARK, VERMONT

Project Synopsis

In the course of the 2016 and 2017 field work seasons, the Lamoille County Planning Commission (LCPC) conducted a road erosion inventory (REI) to evaluate “hydrologically-connected” road segments in the town of Hyde Park. This report highlights those sites with the most significant hydrological impact due to erosion within the municipality. It is important to note this report represents a snapshot in time, and is based on a combination of desktop geographic analysis of specific parameters plus field observations made by LCPC staff. It is known that some site-specific conditions have changed since the field work was conducted.

The Road Erosion Inventory and Implementation Schedule (REI) is instrumental to both grant funding and permit compliance. The purpose of the REI is to identify locations with circumstances conducive to road erosion. These are usually the places that require regular attention by town road crews to maintain safe travel or repeatedly fix erosion problems. Only hydrologically-connected road segments are assessed in the REI, plus segments identified by the Town as possibly hydrologically-connected and in need of field verification.

The Department of Environmental Conservation (DEC) identified hydrologically-connected municipal road segments (all surface types and all classes of roads) based on proximity to water. The hydrologically-connected roads were divided into approximately 100 meter segments (~328 feet) and assigned an identification number by DEC. All hydrologically-connected segments were assessed via field inspection by LCPC staff and given a score of Fully Meets, Partially Meets, or Does Not Meet based on the MRGP interim guidance.

The town of Hyde Park is nearly 39 square miles of mountains and rivers, with approximately 84 miles of public roads. As of September 15, 2016, DEC identified through GIS methods 418 road segments as hydrologically-connected, or approximately 25.9 miles. Upon field inspections, 79 of the GIS-identified hydrologically-connected segments were determined incorrect in terms of connectivity status and/or spatial location and/or status as a municipal road, or approximately 4.9 miles. There were 154 segments identified during field inspections to be in full compliance with the MRGP, or approximately 9.6 miles. Four (4) segments were identified as “unknown” in terms of compliance with the MRGP; for calculation purposes these segments were counted as “not fully compliant”. Another 32 segments were identified as requiring a permit from a different ANR Division or other regulatory agency and therefore exempt from the MRGP, however some of these locations do have road erosion issues the Town is expected to mitigate when working on the “other permit” projects.

The resulting estimated quantity of hydrologically-connected, municipally owned, not fully MRGP compliant road segments in need of work over the 20 years of the MRGP jurisdiction is **185 segments, or approximately 11.5 miles.**

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