

**RECOMMENDED PHASE I (Blue Phase) SECTIONS AND ASSOCIATED COSTS
THAT ARE PROPOSED FOR THE
VERMONT BIKE AND PEDESTRIAN GRANT APPLICATION
DUE JULY 14, 2017**

1. STOWE STREET SIDEWALK - \$79,996
 - Repair sidewalk on bridge with mountable curb
 - Includes crosswalk north of bridge to northeast corner of intersection with signal
 - Includes southeastern crosswalk connecting with Lincoln Street sidewalk
2. STOWE STREET LINK TO CROSSWALK SIGNAL - \$126,437
 - This expense includes a retaining wall for a short segment
3. ROUTE 100 WEST SIDE SIDEWALK - \$35,480
 - From Blush Hill intersection to the Shell gas station
 - Includes crosswalk across Route 100
4. BLUSH HILL ROAD SIDEWALK - possible alternate addition - \$194,308
 - Would extend from the intersection to Best Western driveway on north side of Blush Hill
 - This expense includes a retaining wall on the right side of Blush Hill to the Best Western
 - Includes crosswalk across to Best Western

Estimated cost including final engineering and implementation:

- Blue Phase: Stowe Street and Section 1 Route 100 west side, the alternate additional first section of the Blush Hill Road sidewalk and crosswalk to the Best Western
 - a) Without alternate to Best Western - \$241,913. 20% local match = \$48,383
 - b) With alternate to Best Western - \$436,211. 20% local match = \$87,242

Steering Committee and Public Recommendations: Based on the input from the Steering Committee and the public, the Red Phase (see site plan) would be a high priority to build (estimated cost = \$600,276) and would therefore be appropriate to consider as the first step, along with the Stowe Street portion of the Blue Phase. **However, because of the high cost retaining wall,** it might not be possible to pursue development of the Red Phase immediately. In that case, the Blue Phase would be the most appropriate first step, because it completes the Stowe Street sidewalk, provides crosswalks for Stowe Street and Route 100, and ends at one or possibly two of the destinations noted in the need for the project.

Grant Requirements: The Vermont Bike and Pedestrian Grant provides grants up to the \$300,000-\$400,000 level and requires a 20% local match of the total project.

Questions to answer:

1. Will the Waterbury Select Board consider supporting this project and an application to the Vermont Bike and Ped program for 80% funding? If so, is there support to include the Best Western alternate?
2. Will the Select Board authorize Bill to sign a letter of support and commitment of the 20% local match for the portion of the Blue Phase that is recommended?

