

# 2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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1. Project Title:

2. Applicant Name(s):

3. Project Contact Info:

a. Name:

b. Mailing Address:

c. Town:

d. Zip Code:

e. Email Address:

f. Phone Number:

4. Fiscal Information:

a. Accounting System                      Automated              Manual              Combination

b. Unique Entity Identifier #

c. Fiscal Year End Month

5. RPC(s)

6. Primary Facility Type:              Sidewalk              Bike Lane              Shared-use Path

Shoulder

Other (Please describe)

7. Approximate project length in feet :

## 2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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8. Project Description: Please give a brief description of the project (100 words or less.) Detailed information should be submitted as part of addressing the selection criteria. Be sure to include identifying streets or landmarks that the proposed project links at either end (e.g. New concrete sidewalk with granite curbing on Main St. from Elm St. to Maple St.).

# 2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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## 9. Estimated Project Costs:

**Engineering/Administration/Project Manager:** Costs associated with survey, design, plans development, permitting, development of bid documents, bid analysis and Municipal Project Manager - typically around 25% of construction.

Engineering/  
Admin/MPM Cost

**Right of Way:** Cost of appraisals, property owner compensation and associated legal fees (Minimum of \$5000 recommended).

ROW Cost

**Construction:** Cost of paying contractors to build projects, including a reasonable contingency. Please attach as much detail/ backup information as available to support the construction estimate.

Construction Cost

**Construction Inspection :** Cost to provide oversight of contractor during construction - typically around 15% of construction.

Const. Insp.Cost

**TOTAL DESIGN/CONSTRUCTION AMOUNT APPLIED FOR :**  
(including 20% local share)

10. **Have you received any other grant funding for this project? Please describe and include the source of funding:**

# 2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

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11. Will you accept an award less than you applied for?                      YES                      NO

**IF YES**, please indicate below whether local funds will be used to make up the shortfall or if the project scope will be reduced:

Keep Scope of project the same and make up shortfall with other funds

Reduce project scope – Describe and provide cost breakdown (attach backup with supporting materials, if necessary)

Note: If the project scope is to be reduced, document what part of the project you would accept partial funding for and break out the costs associated with that part or segment. Attach additional pages if necessary. If adequate information is not provided, partial funding will not be considered. **Use Partial Funding Template provided by VTrans.**

## 2023 VTrans Bicycle/Pedestrian Program - Design/Construction Criteria Template

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**Applicant Name: Town of Pomfret**

**Project Title--Design/Construction: South Pomfret Village Scoping Study Preferred Alternative Implementation - Stage 1**

### **Application Checklist – If any elements are missing, application may not be considered.**

Make sure everything is included and pages numbered.

(1) Project Application Form (separate PDF file)

All other materials noted below to be provided in the same order as below.

(2) Project Evaluation Criteria Documentation for the project (completed BELOW)

(3) Project Map(s) **Page 10**

(4) Budget support information (e.g. detailed cost estimate) **Pages 12-15**

(5) RPC review confirmation letter **Page 16**

(6) Current letter of support from the municipal governing body acknowledging their willingness to provide the local match and future maintenance responsibility  
**Page 17**

(7) Documentation of contact with VTrans District office if project is on the state system **N/A**

(8) Supporting Documentation (scoping study or equivalent report, maps, and drawings) Note: If the scoping study is in a publicly accessible location online, applicants may provide a link with reference to relevant pages as appropriate.  
**Pages 8-11**

## DESIGN/CONSTRUCTION PROJECTS

1. **Community Need—25 Points:** How does the proposed project contribute to an existing or planned bicycle and/or pedestrian network? If the proposed project is a sidewalk along a street that already has a sidewalk, explain why the redundant facility is needed. What destinations or populations are served? What walking and/or bicycling access or safety problem are you trying to solve?

South Pomfret village is at the crossroads of Pomfret Road, Stage Road, and Library Street, and experiences a high demand for bicycling and walking. Today there are essentially no cyclist or pedestrian facilities in this area, despite the presence of many landmarks that generate bicycle and foot traffic.

In 2023, Pomfret completed a Village of South Pomfret Scoping Study, linked on page 8. The Scoping Study process reviewed existing site conditions, solicited public input, and determined a preferred alternative to address the significant safety and mobility concerns for non-motorized users that were identified during the study process.

Pomfret now would like to begin implementing the Scoping Study's preferred alternative without delay. Due to the large anticipated cost of doing so (relative to Pomfret's annual municipal budget), we are seeking to implement Stage 1 of the preferred alternative, referenced on page 11, Fig. 3, and with additional assistance from the Bicycle and Pedestrian Program.

As further described below, this Stage 1 will include improvements to Library Street, to include road striping, new sidewalks, drainage, parking area improvements, and changes to the intersections with Stage Road and Pomfret Road as mapped out on page 10.

Populations to be served include local residents (a predominantly older population), visitors to the several high-volume amenities discussed in Question 2 below, and those passing through by bicycle and on foot. South Pomfret is a frequent destination for bicyclists because of the area's scenic beauty and moderate grades. The Appalachian Trail has multiple trailheads within a mile of the village, from which hikers access the Teago General Store for provisions and the South Pomfret post office for mail drops.

The existing roadway configuration in South Pomfret presents several safety hazards to these populations. There are few roadway markings to alert vehicular traffic to the presence of non-motorized users, or to guide these users toward roadway shoulders to decrease conflicts. The intersection of Pomfret Road and Library Street is aligned such that southbound traffic on Pomfret Road enters Library Street at high speeds (where pedestrians are often present), and northbound traffic on Library Street enters Pomfret Road without stopping. And the absence of defined parking and sidewalks on Library Street causes cars to back unpredictably into through traffic, pedestrians and bicyclists.

**16-25 Points** – Project is an important part of a pedestrian or bicycling network and serves obvious bike/ped generators and/or the project includes measures identified in the [FHWA STEP](#) initiative.

**6-15 Points** – Project is in an area of low land use density or not clearly contributing to a local network.

**0-5 Points** – Unclear how proposed facility contributes to a network or solves a safety problem

2. **Economic Development—10 Points:** How does the project contribute to broad local community and economic development goals? How does the project contribute to ongoing local placemaking or economic development initiatives?

South Pomfret village includes numerous facilities that generate bicycle and foot traffic including the Abbott Memorial Library, Teago General Store, South Pomfret Post Office, Artistree Community Arts Center, Grange Theater, and Saskadena Six (f/k/a Suicide Six) Ski Area, which also hosts summertime events including concerts and farmers' markets. These local and cultural institutions are described in more detail on pages 16-23 of the Scoping Study, linked on page 8 of supporting documentation. In addition, many drive to this area to park and take advantage of Stage Road's level grades and scenic views.

South Pomfret Village has been identified as a community center in Pomfret's Town Plan, and as such is critical to the Town's future viability and sense of community. See the attached excerpt from the Town Plan, describing the Town's long-standing goal of maintaining the Village as a rural community center supporting mixed land uses [page 9].

The Village is an especially important area of Town for pedestrians and bicyclists. The Scoping Study identified critical improvements needed to develop a safer, more efficient, and pleasing community bicycling and pedestrian network for the Village. These improvements will help the town implement the vision for South Pomfret outlined in the Town Plan by significantly improving the safety and mobility of non-motorized uses.

**6-10 Points** – Specific references to community planning or economic development documents that support the project.

**0-5 Points** – Vague or non-existent references to community planning or economic development documents that support the project

3. **Well-supported budget —20 points:** How were the project costs developed? Are all required project elements (admin, engineering, construction, inspection) adequately budgeted for? Be sure to include backup documentation for project costs. Include reasonable contingency for inflation over the life of the project.

Project costs were developed through the Scoping Study process. Stage 1 cost estimates were provided in two parts by the engineers who performed the scoping study [pages 12-13]. The Town has adjusted the estimated costs of the project as listed in the application to account for 5% inflation into FY 24 when the project would likely be implemented. Additionally, MPM costs were calculated as 5% of the Calculations for project costs are found on pages 14-15 in the supplemental materials.

In 2021 Pomfret voters created a reserve fund “to improve pedestrian and vehicular traffic flow in the village area of South Pomfret.” The proceeds of this fund are available to pay for the local match or out of pocket expenses incurred by the Town while completing the activities described in this application. The reserve fund receives an annual appropriation of about \$10,000 and is anticipated to have a balance of about \$30,600 as of June 30, 2023, and a balance of up to about \$55,000 as of June 30, 2024. Pomfret also has substantial uncommitted ARPA funds (more than \$150,000 as of June 2023) that can be utilized if the reserve fund proves insufficient.

**11-20 Points** – Cost is well documented/detailed and consistent with bid history on similar projects.

**0-10 Points** – Cost is significantly less than similar projects, no detail provided or missing costs.

4. **Complexity—10 points:** What complexities does your proposed project have and how do you plan to address them? Response must address need for right of way, anticipated permitting, natural resource constraints or identified cultural resource (historic or archaeological) impacts anticipated for the project. If a scoping or planning report is attached, please highlight or reference the applicable sections.

While later stages of the Preferred Alternative may entail utility impacts and trigger a need for historic resources and/or stream alteration permitting, none are relevant to the work to be completed in Stage 1. The contemplated road striping, new sidewalks, drainage, parking area improvements, and changes to the intersections with Stage Road and Pomfret Road can be achieved without these complexities or constraints.

Moreover, the community, economic, safety and equity value of this work does not depend on completion of later stages of the Preferred Alternative. The value created by Stage 1 can stand alone and would not be diminished should these complexities or constraints be encountered later.

While the Scoping Study report indicates the Town does not have a right-of-way over Library Street, subsequent research has shown this to be incorrect. The early 1900s deeds to the Abbott Memorial Library expressly acknowledge the Town’s right-of-way, and Library Street has been included in the Town’s highway



inventory since at least the early 1980s. The Abbott Memorial Library trustees concur in this view. The Town has asked to have statements to the contrary removed from the final Scoping Study report.

**6-10 Points** – Fewer complexities, or thorough identification of multiple complexities and specific efforts taken to address them.

**0-5 Points** – Complexities include ROW acquisition, significant permitting challenges, design constraints, significant structural components such as bridges or retaining walls, etc.

5. **Project coordination – 5 points:** To your knowledge, are there other state or local projects in the same area that might impact the project timeline and schedule for completion? Is the project on a state-maintained route? Is the funding being used for elements of a larger project funded through other sources?

Pomfret anticipates repaving portions of Stage Road that are adjacent to (but not in conflict with) the project area. The Abbott Memorial Library trustees may install temporary safety facilities to address immediate safety issues, but these will be done in coordination with the Town and with a view toward compatibility with the project. There are no other anticipated projects in the project area, nor are any of the affected roadways state-maintained. No other funding sources (other than local taxpayer funds) are being sought for this project.

**3-5 Points** – No conflicting projects.

**0-2 Points** – Several conflicts or coordination needs.

6. **Equity—10 Points:** How does your project directly address the needs of more vulnerable populations, specifically the needs of children, older persons, people with mobility challenges and low- or moderate-income households? What outreach was performed to include disadvantaged communities, especially low income, BIPOC, people with disabilities and others, in the planning of this project.

The project improvements will directly benefit local residents, a predominantly older population, including several with mobility challenges. Children and their families also will benefit, as Artistree's year-round educational and artistic performance programming, the Abbott Library, and Teago General Store's deli and ice cream window generate considerable youth foot traffic across all three roadways in the project area. In addition, Artistree offers means-based

scholarships and subsidies for much of its programming, drawing low- and moderate-income community members to the area.

During the South Pomfret Village Scoping Study, a comprehensive public outreach process was conducted to gather community input. Several public meetings were held to help guide the focus of the study, identify a preferred alternative plan, and present the recommended Preferred Concept Plan to the Town of Pomfret with opportunity for public comment. These meetings were well warned with in-person and virtual attendance available to community members in addition to a period of public comment. Additional stakeholders were engaged, specifically the Abbott Library and Artistree, who generate significant traffic in the village and have a vested interest in pedestrian safety, especially.

**6-10 Points** – Project that provides direct access to a vulnerable population e.g. a sidewalk from an underserved community, a senior center, or community center to a downtown or clear documentation of outreach to disadvantaged populations.

**1-5 Points** – Equity is only addressed in broad terms.

**0 Points** – Equity not addressed.

7. **Multi-modal potential —5 points:** How does your proposed project coordinate with other modes of transportation? Will it improve walking or bicycling access to transit, rail service or park and ride facilities?

The proposed project improvements will significantly enhance pedestrian and bicycle connections between amenities within South Pomfret, and connections to the nearby communities of Woodstock, Barnard, Hartford, and Sharon. As Stage 1 of a 3-part plan outlined in the South Pomfret Village Scoping Study, the project establishes safe entry and exit from a well-used parking area across from the Abbott Library. It is part of a larger plan to create safer pedestrian and cyclist travel through the village area to a larger parking lot across from Teago General Store and to Saskadena Six Ski Area further down Stage Road where significant year-round bicyclist and pedestrian activity originates.

**5 Points** – Project provides direct access to another transportation mode e.g. a sidewalk that connects directly to a transit stop or park and ride

**0-4 Points** – Project is part of a larger plan to connect to another transportation mode in the near future

8. **State designated centers —5 points:** Is the proposed project within a state designated center?

The proposed project is not within a state designated center, although Pomfret has designated the South Pomfret Village as the center of Pomfret in its Town Plan, which is now being updated. The Town intends to explore state designation once the Town Plan is finalized.

**5 Points** – Project is contained primarily within a state designated center (such as downtowns, villages, or neighborhood growth centers recognized by the Vermont Department of Housing and Community Development).

**0-4 Points** – Project leads to, but is not primarily within, a state designated center.

*Designated centers can be confirmed on the state Planning Atlas -*

<http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>

9. **Project Management—10 Points:** Describe your plan for keeping this project moving forward. What management practices do you now have, or plan to put in place, to successfully administer the project from design through construction? Who will manage the project (municipal staff, RPC, consultant, or other)?

Pomfret has a long history of managing local projects to completion on time and on budget. We anticipate hiring a local engineer to serve as municipal project manager (MPM) for this project. The project contact (anticipated to be a Selectboard member) will monitor progress closely as the project is implemented and will require regular updates from the MPM ahead of bimonthly Selectboard meetings during the project. Any significant updates will be reported by the MPM at Selectboard meetings for review and approval if necessary.

**6-10 Points** – Plan outlined for managing the project, including adequate or additional staffing.

**0-5 Points** – Vague or ill-defined management plan.

## SUPPORTING DOCUMENTATION

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[South Pomfret Village Scoping Study](#) - Preferred Alternative Conceptual Plan – pp. 45-52

[South Pomfret Village Scoping Study Appendices](#)

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SCOPING STUDY



# South Pomfret Village Scoping Study

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PREPARED FOR

**Town of Pomfret**  
5218 Pomfret Road  
North Pomfret, VT 05053  
802.457.3861

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PREPARED BY



**VHB**  
40 IDX Drive  
Building 100, Suite 200  
South Burlington, VT 05403  
802.497.6100

February 2023

- 
- A weakening of the Current Use program, resulting in higher taxes on undeveloped land, and thereby forcing the sale of what is today open space
  - Continued improvements in internet availability and technology that will allow more people to work from home
  - A return of people who grew up in or near Pomfret and have achieved at least some degree of financial independence after having lived elsewhere in the country
  - Improved, more efficient modes of transportation improving access to this area for people seeking to escape urban areas

While some of this growth will continue to be for second homes, the expectation is that the bulk of growth will be for housing demands resulting from increased economic opportunities, both job opportunities in nearby cities and towns, as well as increases in local small-scale agricultural and forestry activities. Even by 2030 at the highest estimate, the intensity of development is not expected to be more than 39% of Pomfret's most developable land (up from 31% in 2010). Thus, Pomfret should be able to retain its rural character while making room for new residents.

### **South Pomfret Village Area**

The Pomfret Planning Commission has collected input from members of the community and has used this guidance to create a framework through which the citizens' vision can be implemented. This vision includes changes to land use areas that support the goals of the community while remaining consistent with state law. The **South Pomfret Village Area** will be established to implement this vision.

The South Pomfret Village area is the one area that has developed into a small community center with mixed land uses at higher densities as compared to the more rural areas of Pomfret. South Pomfret has the most densely clustered mixed-use pattern of development in Pomfret and is home to a general store with a Post Office, the Abbott Memorial Library, a fire station, the local grade school, and a new arts center. Adjacent to the South Pomfret Village Area is the Suicide Six ski area, a small historic privately owned ski area. Having this Village Area is consistent with historical settlement patterns, but it also accomplishes a modern goal by reducing the impact of growth on the more rural areas of the town, thereby helping to retain the important rural character of the town.

The South Pomfret Village Area may support housing types at densities that are higher than the surrounding areas. However, because South Pomfret has neither public water nor sewer, all development should be at a density that can be supported by the ability of the soils to support on-site wastewater systems. In the future, community wastewater, water supply, or both could facilitate a more typical village pattern.

### **Pomfret Town Plan (2016)**



Figure 1: Map of the South Pomfret Village area from Scoping Study, including the project area on Library Street, intersections at Pomfret Road and Stage Road, and sidewalk along Stage Road; elements not included in Stage 1 are crossed out for clarity



Figure 2: Map of South Pomfret Village area with more detail as outlined in the Scoping Study; for the purposes of this application, refer to notes on Library Street and the sidewalk that continues around the corner of Library Street onto Stage Road only

## Preferred Implementation Plan

The successful completion of the full vision of the project is contingent on proper funding acquisition, permitting, design, and construction phases.

Ideally, the preferred alternative could be constructed as one complete project, however this would involve the greatest effort as well as a need to secure all funding at the onset of the project. As such, work has been divided to stages for the preferred alternative. This way, work can be completed in components over longer periods of time as funding allows. The implementation plan and components are discussed in greater detail in the subsequent section.

Prior to implementation during or before the engineering and design phase, VHB recommends the Town complete a demonstration project to monitor the impact of the proposed design on truck movements, deliveries, overall circulation, and parking. VHB recommends that the designer coordinate with the Town snow maintenance crews to discuss how these modifications will impact plowing and snow removal.

The total project cost was estimated at approximately \$1,131,344. This estimate is comparable to the estimates presented for the alternatives as the preferred alternative incorporates components of these alternatives. Additionally, striping and strategic sliver widening to extend the shoulder delineation along Pomfret Road from the intersection with Stage Road to the elementary school were added to the project based on feedback at the alternatives presentation meeting and following.

**Table 5: Preferred Implementation Plan**

|                              | <i>Location and Description of Improvements</i>   | <i>Estimated Cost*</i> |
|------------------------------|---|------------------------|
| <i>Staged Implementation</i> |   |                        |
| 1                            | Library Street Improvements including sidewalks, parking area, intersection with Stage Road, and intersection with Pomfret Road | \$365,000              |
| 2                            | Widening and Striping Stage Road – Pomfret Road from Saskadena Six to Elementary School   | \$715,000              |
| 3                            | Pomfret Road Improvements from Stage Road Intersection north  | \$120,000              |

*\*Costs include construction, contingency, engineering and design, traffic control and mobilization/demobilization. Does not include Right-of-Way or property acquisition costs*

Figure 3: Project Stages from South Pomfret Village Scoping Study draft (disregard estimated costs)

# BUDGET SUPPORT INFORMATION


| Computations  |          |   |             |                            |                                    |
|---|----------|---|-------------|----------------------------|------------------------------------|
|  |          | Project: <u>Pomfret Village Scoping Study</u> |             | Project #: <u>58786.00</u> |                                    |
|   |          | Location: <u>South Pomfret, VT</u>            |             | Sheet: <u>3 of 5</u>       |                                    |
|   |          | Calculated by: <u>SL</u>                      |             | Date: <u>2/22/23</u>       |                                    |
|   |          | Checked by: _____                             |             | Date: _____                |                                    |
| Title: <u>Library Street Improvements</u>   |          |   |             |                            |                                    |
|   |          |   |             |                            |                                    |
|   |          |   |             |                            |                                    |
|   | Quantity | Unit  | Cost/Unit   | Total Cost                 |                                    |
| <b>Roadway</b>  |          |   |             |                            |                                    |
| Excavation of Pavement  | 67       | CY  | \$68.95     | \$4,620                    | 6" depth                           |
| Coarse-Milling  | 865      | SY  | \$23.69     | \$20,489                   |                                    |
| Pavement  | 173      | TON   | \$128.47    | \$22,228                   | 3" depth                           |
| Crushed Gravel, Fine Graded   | 27       | CY  | \$84.58     | \$2,261                    | 1' depth                           |
| Dense Graded Crushed Stone  | 27       | CY  | \$70.10     | \$1,874                    | 1' depth                           |
| <b>Sidewalk</b>   |          |   |             |                            |                                    |
| Vertical Granite Curb, Mountable  | 438      | LF  | \$95.00     | \$41,588                   |                                    |
| Sidewalk, 5"  | 208      | SY  | \$135.31    | \$28,108                   |                                    |
| Detectable Warning Surface  | 30       | SF  | \$56.27     | \$1,688                    |                                    |
| <b>Line Striping</b>  |          |   |             |                            |                                    |
| 4" White Line   | 838      | LF  | \$2.54      | \$2,130                    |                                    |
| 4" Yellow Line  | 210      | LF  | \$2.49      | \$523                      |                                    |
| Stop Bars   | 40       | LF  | \$14.56     | \$575                      |                                    |
| Letters and Symbols   | 9        | EACH  | \$188.42    | \$1,696                    |                                    |
| Crosswalks  | 120      | LF  | \$27.97     | \$3,356                    |                                    |
| <b>Landscaping</b>  |          |   |             |                            |                                    |
| Remove and Reset Utility Pole   | 2        | EACH  |             |                            | Work to be done by Utility Company |
| Seed  | 4        | LB  | \$20.75     | \$83                       | application rate of 120 lb/acre    |
| Topsoil   | 18       | CY  | \$66.73     | \$1,195                    | 4" depth                           |
| Street Light Assembly   | 1        | EACH  | \$12,035.23 | \$12,035                   |                                    |
| <b>Signing</b>  |          |   |             |                            |                                    |
| Traffic Sign, Type A  | 20       | SF  | \$30.39     | \$608                      | est 5 SF/EACH avg                  |
| Square Tube Sign Post and Anchor  | 30       | LF  | \$20.96     | \$629                      | est 15 LF/EACH                     |
| Removing Signs  | 3        | EACH  | \$31.64     | \$95                       |                                    |
| Resetting Signs   | 3        | EACH  | \$69.66     | \$209                      |                                    |
|   |          |   |             | <b>Subtotal</b>            | \$145,989                          |
| 25% Contingency   |          |   |             |                            | \$36,497                           |
| 15% Mobilization & Traffic Control  |          |   |             |                            | \$21,898                           |
|   |          |   |             | <b>Subtotal</b>            | \$204,385                          |
| ROW   |          | LS  |             | \$30,000                   |                                    |
| 8% Local Project Manager  |          |   |             | \$16,351                   |                                    |
| 12% Engineering and Design  |          |   |             | \$24,526                   |                                    |
| 15% Construction Inspection   |          |   |             | \$30,658                   |                                    |
|   |          |   |             | <b>Total</b>               | \$305,920                          |
|   |          |   |             | <b>Round</b>               | \$80                               |
|   |          |   |             | <b>Rounded Total</b>       | <b>\$306,000</b>                   |

Figure 4: Stage 1 - Library Street Improvements Cost Estimate from Pomfret Village Scoping Study





# Computations

Project: omfret Village Scoping Stud      Project #: 58786.00  
 Location: South Pomfret, VT                      Sheet: 5 of 5  
 Calculated by: SL                                      Date: 3/16/23  
 Checked by: \_\_\_\_\_                                  Date: \_\_\_\_\_  
 Title: Drainage at Library and Stage

|                                    | Quantity | Unit | Cost/Unit            | Total Cost       |          |
|------------------------------------|----------|------|----------------------|------------------|----------|
| <b>Drainage</b>                    |          |      |                      |                  |          |
| Trench Excavation of Earth         | 181      | CY   | \$20.00              | \$3,622          | 6' depth |
| Granular Backfill for Structures   | 125      | CY   | \$58.50              | \$7,313          |          |
| Catch Basin                        | 5        | EACH | \$5,900.00           | \$29,500         |          |
| Manhole                            | 2        | EACH | \$6,500.00           | \$13,000         |          |
| Stormwater Pipe                    | 160      | LF   | \$185.00             | \$29,600         | 15" RCP  |
|                                    |          |      | <b>Subtotal</b>      | \$83,035         |          |
| 25% Contingency                    |          |      |                      | \$20,759         |          |
| 15% Mobilization & Traffic Control |          |      |                      | \$12,455         |          |
|                                    |          |      | <b>Subtotal</b>      | \$116,249        |          |
| ROW                                |          | LS   |                      | \$30,000         |          |
| 8% Local Project Manager           |          |      |                      | \$9,300          |          |
| 12% Engineering and Design         |          |      |                      | \$13,950         |          |
| 15% Construction Inspection        |          |      |                      | \$17,437         |          |
|                                    |          |      | <b>Total</b>         | \$186,936        |          |
|                                    |          |      | <b>Round</b>         | \$64             |          |
|                                    |          |      | <b>Rounded Total</b> | <b>\$187,000</b> |          |

Figure 5: Stage 1 Drainage at Library and Stage Cost Estimate from Pomfret Village Scoping Study

**POMFRET TOWN BIKE PED PROJECT COST ESTIMATE**

**LARGE SCALE**

based on VTrans formula

**South Pomfret Village Scoping Study - Stage 1: Library Street Improvements**

|   |                     |
|---|---------------------|
| Design / Engineering (20% of construction)        | \$42,920.85         |
| Construction                                      | \$204,385.00        |
| 5% contingency/inflation                          | \$10,219.25         |
| <b>Construction Total:</b>                        | <b>\$214,604.25</b> |
| Permits (Right of Way, legal fees) *              | \$5,000.00          |
| Construction Inspection Engineering (15%)         | \$32,190.64         |
| Municipal Project Management (5%) **              | \$14,735.79         |
| <b>Total Library Street Improvements Project:</b> | <b>\$309,451.52</b> |

Figure 6: Stage 1: Library Street Improvements Cost Estimate

**POMFRET TOWN BIKE PED PROJECT COST ESTIMATE**

**LARGE SCALE**

based on VTrans formula

**South Pomfret Village Scoping Study - Stage 1: Drainage at Library and Stage**

|   |                     |
|---|---------------------|
| Design / Engineering (20% of construction)                | \$24,412.29         |
| Construction  | \$116,249.00        |
| 5% contingency/inflation                                  | \$5,812.45          |
| <b>Construction Total:</b>                                | <b>\$122,061.45</b> |
| Permits (Right of Way, legal fees) *                      | \$5,000.00          |
| Construction Inspection Engineering (15% of construction) | \$18,309.22         |
| Municipal Project Management (5%) **                      | \$8,489.15          |
| <b>Total Drainage at Library and Stage Project:</b>       | <b>\$178,272.11</b> |

Figure 7: Stage 1: Drainage at Library and Stage Cost Estimate

\* No permitting anticipated; a small amount entered as a precaution

\*\* MPM calculated as 5% of engineering, construction, ROW, and inspection costs as recommended by TRORC

**POMFRET TOWN BIKE PED PROJECT COST ESTIMATE**

**LARGE SCALE**

based on VTrans formula

**South Pomfret Village Scoping Study – Total Project - Stage 1: Library Street Improvements & Drainage at Library and Stage**

|   |                       |                     |
|---|-----------------------|---------------------|
| Design/Engineering (20%)                  |                       | <b>\$67,333.14</b>  |
| Construction                              |                       | <b>\$336,665.70</b> |
| Permits (Right of Way, legal fees)        |                       | <b>\$10,000.00</b>  |
| Construction Inspection Engineering (15%) |                       | <b>\$50,499.86</b>  |
| Municipal Project Management (5%)         |                       | <b>\$23,351.98</b>  |
| <hr/>                                     |                       |                     |
|   | <b>Total Project:</b> | \$487,850.68        |
|   | <b>USE:</b>           | <b>\$488,000.00</b> |
|   | 80% Grant Request:    | \$390,400.00        |
|   | 20% Town Match:       | <b>\$97,600.00</b>  |

Figure 8: Stage 1: Total Cost Estimate - Library Street Improvements & Drainage at Library and Stage

John Peters Jr., Selectboard Chair  
Town of Pomfret  
5218 Pomfret Road  
North Pomfret, VT 05053

June 6, 2023

Dear Mr. Peters,

I am pleased to provide a letter of support for the 2023 Vermont Bicycle and Pedestrian Program application for construction of the preferred alternative with modifications to the Teago intersection as recommended from the 2023 South Pomfret Teago Village Scoping Study. This would be an improvement to a challenging intersection for vehicles and increasing pedestrians in this area.

The project is also in line with the Transportation Pedestrian and Bicycle goals in the Two Rivers-Ottauquechee Regional Plan which are to “expand opportunities for walking and bicycling in the region” and “promote walking and bicycling as a viable means of transportation in the region” (p.78).

I have reviewed the grant application and deemed it complete for submission.

Please contact me if you have any questions.

Sincerely,



Rita Seto, AICP  
Senior Planner

128 King Farm Rd.  
Woodstock, VT 05091  
802-457-3188  
trorc.org

Gerald Fredrickson, Chair  
Peter G. Gregory, AICP, Executive Director



**TOWN OF POMFRET, VERMONT**  
SELECTBOARD

**Town of Pomfret**  
Selectboard  
5218 Pomfret Road  
North Pomfret, VT 05053  
(802) 457-3861  
[meg.emmons@pomfretvt.us](mailto:meg.emmons@pomfretvt.us)  
[www.pomfretvt.us](http://www.pomfretvt.us)

June 8, 2023

Peter Pochop,  
Bicycle and Pedestrian Program Manager  
VTrans Municipal Assistance Bureau  
219 North Main Street, Suite 201  
Barre, VT 05641

RE: 2023 VTrans Bicycle and Pedestrian Program Grant Application

Dear Mr. Pochop,

The Town of Pomfret would like to express its support of the development of bicycle and pedestrian infrastructure in South Pomfret Village to improve safety and access to several important destinations within this community center. As an important cultural area, the Village area provides great opportunity as a hub for community connection and shared experience. The Village has seen significant growth in both cyclist and pedestrian activity with the increase of community events and cycling popularity, especially as part of a beautiful scenic area.

The Pomfret Selectboard confirms its support of the Town of Pomfret in applying for funds that would initiate the implementation of Stage 1 of the Preferred Alternative identified in a South Pomfret Village Scoping Study that was concluded earlier this year. The project will address bicycle and pedestrian safety as part of a larger plan to improve safety

The Town is budgeted in the FY 24 budget to provide the local match, which is anticipated to be a sum of up to \$97,600. The Pomfret Selectboard is willing to provide this amount, which was approved at the last Selectboard meeting on Wednesday June 7, 2023.

We look forward to the opportunity to work with VTrans to improve bike and pedestrian infrastructure in South Pomfret Village. Please reach out with any questions.

Sincerely,

Meg Emmons

Town of Pomfret | Selectboard Member