

# 2023 VTrans Large-scale Bicycle and Pedestrian Grant Application

---

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

---

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

---

## 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

---

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.**

**Attachment F:**  
**2023 Example Partial Funding Documentation**

**Applicant Name:** Town of Danville  
Destination Downtown  
**Project Title:** Danville

**Full Project Funding**

2,000 ft of 8' wide curbed  
shared pathway on  
Peacham Road; 5 ft wide  
stamped sidewalk Hill  
Street business block;  
1,400 ft. of 5' wide curbed  
sidewalk on Hill Street,  
drainage rehabilitation on

**Description:** Hill Street business block

Municipal Project Management	\$361,500
Engineering	\$410,280
ROW estimate	\$6,000
Construction	\$1,790,760
Construction Inspection	\$189,000

Note: Construction estimate should have adequate backup documentation

---

<b>Total for Full Project</b>	<b>\$2,757,540</b>
-------------------------------	--------------------

including match

**Partial Project Funding**

1,400 ft. of 5' wide curbed  
sidewalk on Hill Street; 5'  
wide stamped sidewalk  
Hill Street business block;  
drainage rehabilitation on

**Description:** Hill Street business block

Municipal Project Management	\$207,900
Engineering	\$232,680
ROW estimate	\$3,000
Construction	\$1,031,160
Construction Inspection	\$109,800

Note: Construction estimate should have adequate backup documentation

---

<b>Total for Partial Funding Project</b>	<b>\$1,584,540</b>
------------------------------------------	--------------------

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

---

**Applicant Name: Town of Danville**

**Project Title--Design/Construction Destination Downtown Danville**

### **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)

☐ (4) Budget support information (e.g. detailed cost estimate)

☐ (5) RPC review confirmation letter

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

☐ (7) Documentation of contact with VTrans District office if project is on the state system

☐ (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.

## B. 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?

Ten years ago, the town of Danville commissioned a bicycle and pedestrian pathway scoping study with a VTrans Bicycle and Pedestrian grant. As part of the study, done by the Dufresne Group, the town held a Local Concerns Meeting of Danville residents, from which the following purpose and need statement was developed:

“The purpose of the project is to create a safe route for recreational users from the intersection of Hill Street and Highland Avenue to the Danville recreational fields located off Peacham Road and to bring users of the Lamoille Valley Rail Trail into Danville Village.

“The need for the project is to improve and expand safe routes for recreational users in the town of Danville.”

The study resulted in preferred alternatives, based on community input, right of way, and environmental and archeological considerations. The preferred alternative along Peacham Road is an 8 ft. wide curbside shared use path from the athletic fields to the Danville Green. The preferred alternative for Hill Street is a 5 ft. wide stamped sidewalk on the west side of the business block, leading to a 5 ft. wide curbside sidewalk running from the business block to Grandview Avenue. This section will replace an existing 470 ft. off road, narrow, dilapidated sidewalk that is not ADA accessible. At Grandview, which houses 10 age restricted apartments, the sidewalk will transition to the east side of Hill Street to Highland Avenue. When complete, the project will serve the purpose and need identified in the scoping study. To rectify a drainage problem in the business block section of Hill Street, the project will also contain a rehab of the existing drainage to mitigate damage from flooding to businesses and homes in the area, and to protect the sustainability of our new capital asset.

In the interim years, the town was the recipient of a Better Connections grant from ACCD and VTrans to complete an economic study and master plan to connect the LVRT to the community's villages. Following the recommendations of the master plan, the Planning Commission organized a Train Station Sub-Committee, for the purpose of restoration of the 1871 train station on Peacham Road where the LVRT crosses the road. This fall will see the restoration of the station as a transportation hub and gateway to the designated village center. Also following the recommendation of the Better Connections Master Plan, the community tried an experimental advisory lane on the Peacham Road. The advisory lane was an additional alternative not explored in the 2014 Scoping Study. The Town conducted

extensive community outreach and education, but the selectboard received too much negative feedback to consider this a viable option.

Peacham Road remains an unsafe route for both bicycles and pedestrians and a shared use pathway from the recreational fields to the Danville Green will be a much safer means to bring rail trail users to the village center. Combined with the sidewalk planned for Hill Street, the total project will encourage recreation, tourism, and multi modal transportation in our village center.

This project will address the purpose and need statement from the scoping study in our community and additionally make connections to available transportation alternatives. It is well supported as evidenced by the letters that we have included in the supporting documentation.

**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?

One stated purpose of the 2014 scoping study was to bring users of the LVRT to the Danville village center. NVDA's Regional Transportation Plan goals supports this purpose, stating "it makes sense not only from a quality-of-life perspective but from an economic development perspective to support the development of bicycle and pedestrian facilities and the activities they attract". Two subsequent regional studies have identified the potential for economic growth in towns and villages along the LVRT.

In 2018 the town of Danville hired Camoin Associates, as part of the Village-to-Village Project, to prepare a market analysis of the potential impact of the LVRT. Key takeaways from the Camoin report were that Danville's population growth is static and an influx of visitors from the rail trail is necessary for existing businesses to remain viable; businesses located on or near the LVRT report high levels of visitation when use of the trail is greatest; and that potential for a connection to Danville's town center exists on Peacham Road but would require infrastructure investment to maximize the economic potential.



In 2022, the NVDA enlisted the SE Group to prepare a regional analysis of the potential for economic growth along the segment of the LVRT from St. Johnsbury to Hardwick. The SE Group used a modeling tool, partially driven by data acquired from the original 15.4-mile segment from St. Johnsbury to Joe's Pond in West Danville. Poised for significant economic growth, the tool projects generation of \$4,707,092 in sales, creation of 75.7 jobs, and \$1,542,00 in labor income gained in the region. Through construction of the shared use pathway from the LVRT, Danville stands to reap the benefits of this economic growth. The village core already contains a vibrant mix of goods, services, and businesses that can attract LVRT users. We need safe infrastructure to get cyclists and walkers from the LVRT to the Village.

**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.

The total project budget was developed using the scoping study as a basis for the shared pathway and sidewalk costs. In March of 2022 the Dufresne Group updated their original estimates projecting estimated costs of construction in 2022 and 2025. These worksheets and the total project cost summary can be found in the supporting documentation. Additionally, in preparation for grant applications, we consulted with the Dufresne group in April to confirm that the 2025 estimated costs would still be valid. The total estimated project cost for the shared pathway and sidewalk improvements is \$1,742,000.

The original estimate for the drainage rehab on Hill Street was prepared by Ruggles Engineering in January 2022, and included costs for the sidewalk in the rehab area only. We have prepared a worksheet that filters out the sidewalk costs and have updated it with the percentages used by Dufresne Group for inflation, contingency, engineering costs, local project management, and legal and fiscal costs, resulting in an estimated 2025 construction cost for the drainage rehabilitation of \$550,950. This worksheet is included in the supporting documentation.

After adding the suggested minimum of \$5,000 for right of way considerations, the total budget for the Destination Downtown Danville infrastructure project is \$2,297,950.

**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 archaeologic) impacts anticipated for the project. If a scoping or planning report is attached, please highlight or reference the applicable sections.

The 2014 Bicycle and Pedestrian Pathway Scoping Study details complexities of the proposed project, including right of way, permitting, utilities, natural and cultural resource constraints, and impacts. A link to the study can be found here:

<https://danvillevt.gov/wp-content/uploads/2023/06/Danville-STP-BP-13-19-Final-Report-2-1.pdf>

Page 2-11 of the scoping study discusses right of way and easements. Truline Land Surveyors researched right of way widths, which were found to be 4-rods or 66 ft along the entire project route and that routes are generally within the public right of way. Further, permanent easements will likely not be required for the pathway or sidewalk, however, utility relocations may require permanent easements which will need to be verified during final design. Temporary construction easements may be necessary and should be obtained during the design and construction phase. Some property surveys in the area assumed a 3-rod right of way width, requiring additional right of way work during design phase.

Page 2-8 of the scoping study discusses Natural and Cultural Resources, citing features of interest within the study area being class II wetlands and underground storage tanks. The study identified two class II wetland areas, one on Hill Street and one on Peacham Roads. The preferred routes chosen for the shared pathway and sidewalks will avoid these wetland areas. Two hazardous waste sites exist on properties adjacent to the proposed routes that formerly had underground storage tanks and have been identified as “Site Management Activities Completed” by the State of Vermont. It is not anticipated that contamination will be encountered due to the limited excavation depth of two feet. Several Archaeological Resource

and Historical Preservation Assessments have been completed along and near the project site. The scoping study recommends consulting these studies prior to additional research but recommended that no further archaeological investigation should be necessary if disturbance is limited to within 15 ft of the edge of the pavement.

Section 4 of the scoping study discusses evaluation of all pathway and sidewalk alternatives and identifies the recommended, preferred alternatives. The environmental concerns discussed on page 4-8 should not be an issue as the preferred alternatives identified there do not include construction or bike lanes adjacent to the wetlands.

Section 5, page 5-1, and 5-2, discusses permitting. The permit summary indicates anticipated, required permits to be Stormwater General Permit to Construct, Stormwater General Discharge Permit, Wetlands General Permit, and NEPA Categorical Exclusion.

**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?

Construction of the shared pathway and sidewalks will be on Peacham Road and Hill Street, which both intersect Route 2. We have reached out to Michael Booth, our VTrans District Transportation Administrator to make him aware of the project and to also inquire about any future projects that could impact construction of our project. The email correspondence is included in supporting documentation.

We are aware of the current Route 2 construction from the Plainfield/Marshfield line through West Danville that will be ongoing through the 2025 construction season and attended the informational meeting held on May 22<sup>nd</sup> in Danville. It appears, from the information provided, that there will be no impact on the village center where our construction will occur. Through outreach to our VTrans District Office, we are aware that Route 2 paving beginning at MM 1.885 in Danville to St. Johnsbury, which will go through our project area, is anticipated for the 2026 construction season. We have contacted Brandon Kipp, who doesn't envision our work interfering with the state project. His full response is included in supporting documentation.

The town has applied for a Catalyst Grant through Northern Borders Regional Commission which would fund a larger project also including a shared use parking lot with a solar canopy and EV charging infrastructure adjacent to our town hall. The Catalyst Grant is highly competitive, and should we secure that grant, some coordination will be necessary. Grant administration would then be handled by NVDA, our local RPC.

**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 town of Danville has a densely settled village core with a variety of housing options, including multi-family, subsidized and affordable, and senior housing. According to 2020 census data, Danville village, (a Census Designated Place), contains a higher percentage of both elderly residents and residents without access to a vehicle. The CDP contains some of the community's lowest income households; 8.5% of households in the CDP have incomes of less than \$10,000 a year, compared to 2.9% townwide. Completion of the ADA compliant Hill Street sidewalk will make our downtown a walkable village, allowing access to village businesses and services, including the post office, library, churches, senior meal site, bank, and food shelf. Danville Senior Citizens Housing, Inc. is very excited about the possibility of project completion and the valuable benefit it will provide their residents. In addition to access to the downtown, the project will allow access to public transportation and carpooling opportunities and provide children with safe walking and biking routes to the school. The Danville Energy Committee has hosted and promoted Walk to School events, and the creation of safe and accessible sidewalks will enhance future efforts.

**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?

In addition to providing safe cycling and walking access, this project will be coordinated with shared use parking and transit access. The town of Danville has submitted a grant application to the Northern Borders Regional Commission to fund a larger infrastructure project that adds a municipal shared use parking lot with a solar canopy and EV charging infrastructure to the construction of the shared use path, sidewalks, and drainage rehab. Realizing the highly competitive nature of the NBRC grant, the town will also pursue a Municipal Park and Ride grant through VTrans to secure bicycle and pedestrian access to public transportation and carpooling opportunities. We are pursuing all possible avenues to ensure construction of this critical infrastructure that will secure multi modal transportation alternatives.

**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 Destination Downtown Danville project construction will occur primarily within our designated village center, which was recently expanded to include the soon to be refurbished 1871 train depot alongside the LVRT. A small section of the shared used pathway will be constructed from the train station to the athletic fields complex, lying outside the village center, providing safe bicycle and pedestrian access to the fields used by the school for practice and competition.

**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)?

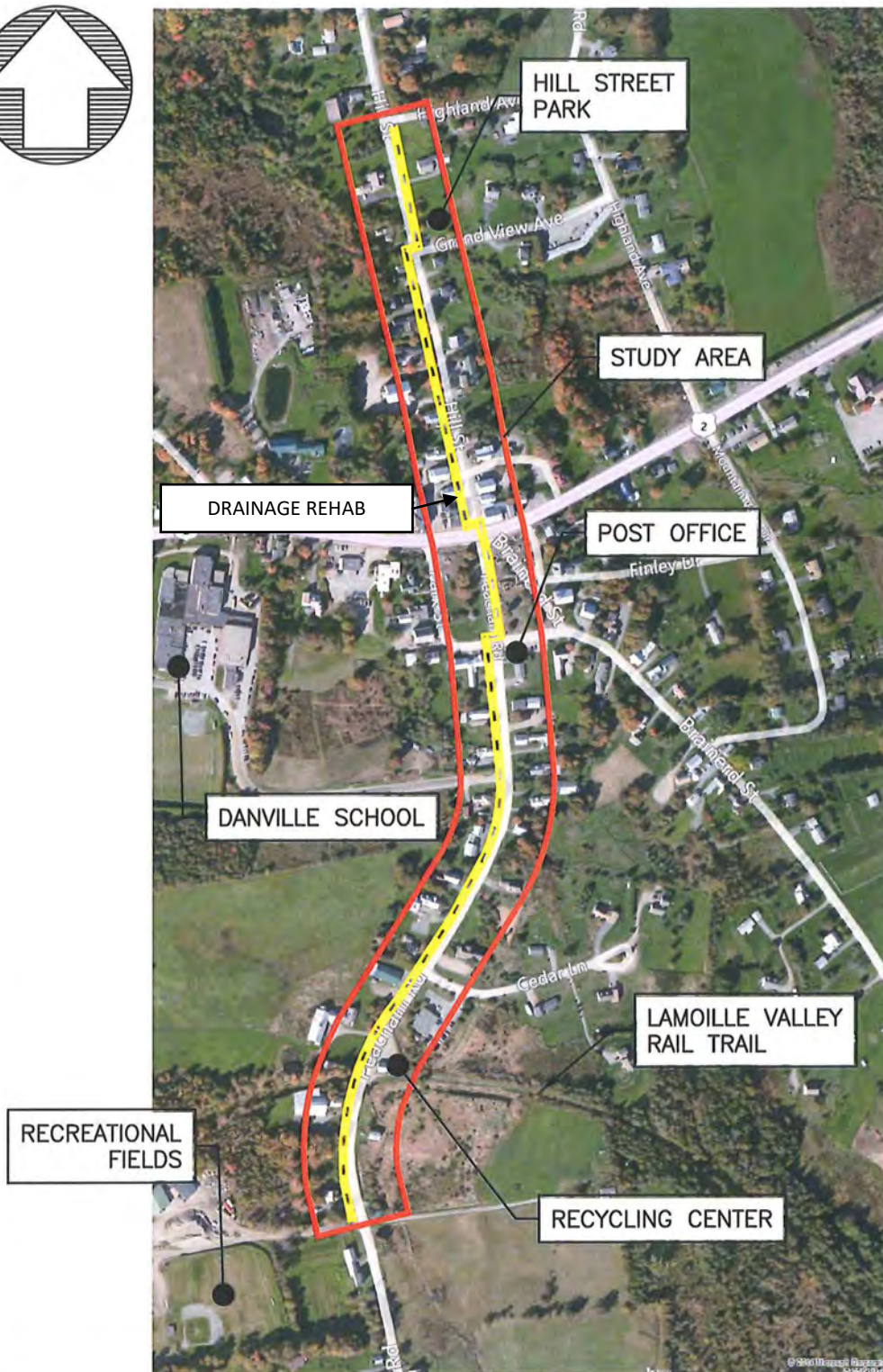
When Danville received the Better Connections grant, the town quickly assembled a project team of representatives from the municipality, including the planning commission, selectboard, and road foreman, as well as community and business representatives. If our project is funded, we will implement the same project team approach for a successful outcome of the Destination Downtown Danville project, which leverages similar interests from the Train Station Initiative. The selectboard, who is well supported by a dedicated Assistant to the Selectboard, will establish a similar team approach that represents expertise in engineering, transportation, and road maintenance, while relying heavily on NVDA's transportation planning staff for administrative support. With the addition of a Local Project Manager, we are confident that we can keep this project moving forward, ultimately completing this critical project.

Click or tap here to enter text.

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

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

FILE: J:\Danville VT\Town Projects\71400010 - STP BP13(19) SCOPING STUDY\CAD\fig 2-1.dwg Nov 03, 2014 - 8:36am



**DUFRESNE GROUP  
CONSULTING ENGINEERS**

459 Portland Street, Suite 106  
St. Johnsbury, Vermont 05819  
Tel: (802) 748-8605 Fax: (802) 748-4512  
E-mail: [dufresne@vermontel.net](mailto:dufresne@vermontel.net)  
Home page: <http://www.dufresnegroup.com>

**FIGURE 2-1**

**BICYCLE AND PEDESTRIAN STUDY  
STUDY AREA AND  
PROPOSED ROUTE**

**DANVILLE, VERMONT**

PROJECT NO. 7140010  
PROJECT MGR. AJD  
SCALE 1" = 500'  
DATE JULY 2014  
DRAWING NO. fig 2-1.dwg



TABLE 4-2  
PRELIMINARY CONSTRUCTION COST ESTIMATE  
SIDEWALK  
Danville, Vermont  
March 8, 2022

DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL COST
<b>2,000 ft Shared Path from Danville Green to Recreational Fields</b>				
Earth stripping and stockpile	3,110	SY	\$ 11.00	\$ 34,210.00
Subbase gravel	1,450	CY	\$ 40.00	\$ 58,000.00
Aggregate shoulders, in place	45	CY	\$ 65.00	\$ 2,925.00
18" Corrugated Polyethylene Smooth Lined Storm Drain	80	LF	\$ 80.00	\$ 6,400.00
Precast Reinforced Concrete Catch Basin with Cast Iron Grate	4	EA	\$ 4,200.00	\$ 16,800.00
Adjust Existing Catch Basin, Manhole Rims	6	EA	\$ 850.00	\$ 5,100.00
Signs - No Motor Vehicles	16	SF	\$ 15.00	\$ 240.00
Square tube sign post and anchor	32	LF	\$ 13.00	\$ 416.00
Remove and Reset existing signs	1	EA	\$ 33.00	\$ 33.00
Relocate Mailbox Single Support	9	EA	\$ 165.00	\$ 1,485.00
Block Retaining Wall (<4' High)	75	LF	\$ 240.00	\$ 18,000.00
Granite Curb	1,500	LF	\$ 50.00	\$ 75,000.00
Detectable Warning Surface	50	SF	\$ 50.00	\$ 2,500.00
Remove Existing Curb	320	LF	\$ 7.00	\$ 2,240.00
Remove Existing Sidewalk	30	CY	\$ 30.00	\$ 900.00
Topsoil	150	CY	\$ 50.00	\$ 7,500.00
Seed, Winter Rye	25	LB	\$ 15.00	\$ 375.00
Uniform Traffic Officer	200	MHR	\$ 70.00	\$ 14,000.00
Mobilization/demobilization	1	LS	\$ 38,876.00	\$ 38,876.00
<b>Subtotal</b>				<b>\$ 285,000.00</b>

**Surfacing Alternatives:**

**Alternative 1: Bituminous Asphalt Pavement Surface**

Common Excavation	1,600	CY	\$ 24.00	\$ 38,400.00
2" Thick Bituminous Asphalt Pavement	200	TON	\$ 350.00	\$ 70,000.00
<b>Total</b>				<b>\$ 108,400.00</b>

**Alternative 2: Concrete**

Common Excavation	1,850	CY	\$ 24.00	\$ 44,400.00
5" Thick Portland Cement Concrete	1,780	SY	\$ 75.00	\$ 134,000.00
<b>Total</b>				<b>\$ 178,400.00</b>

Surface Alternative 1: Total Construction Cost shared pathway with pavement surface	\$ 393,400.00
Surface Alternative 2: Total Construction Cost shared path with Concrete	\$ 463,400.00

<b>Subtotal Construction Cost (Alternative 1 - paved pathway)</b>	<b>\$ 393,400.00</b>
Contingency 25%	\$ 98,000.00
<b>Total Construction Cost 2022</b>	<b>\$ 491,400.00</b>
<b>Total Construction Cost 2025</b>	<b>\$ 537,000.00</b>
<b>Subtotal Construction Cost (Alternative 2 - concrete pathway)</b>	<b>\$ 463,400.00</b>
Contingency 25%	\$ 116,000.00
<b>Total Construction Cost 2022</b>	<b>\$ 579,400.00</b>
<b>Total Construction Cost 2025</b>	<b>\$ 633,000.00</b>

**Notes:**

- Costs for the shared pathway are for a 2,000 lf, 8 ft wide shared-use pathway.
- Construction costs are preliminary and are not based on detailed plans and specifications. Actual costs may vary substantially from these estimates.
- The Engineering News Record Construction Cost Indices (CCI) was 12,791 when the cost estimate was completed in March 2022. The 2025 construction cost estimate is projected based on an assumed inflation rate of 3% per year.
- Contingencies are based on 25% of the construction cost at the preliminary planning stage.
- Italicized unit prices are based on 2020 VTrans Bicycle and Pedestrian Program Unit Cost Database.
- Bold unit prices are based on VTrans 2 Year Averaged Price List for Aug 2018-June 2020



TABLE 4-3  
PRELIMINARY CONSTRUCTION COST ESTIMATE  
SIDEWALK  
Danville, Vermont  
March 8, 2022

DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL COST
<b>1,400 ft Concrete Sidewalk from Highland Avenue to Hill Street Business Block</b>				
Earth stripping and stockpile	1,245	SY	\$ 11.00	\$ 13,695.00
Common Excavation	590	CY	\$ 24.00	\$ 14,160.00
5" Thick Portland Cement Concrete	780	SY	\$ 75.00	\$ 58,500.00
Subbase gravel	625	CY	\$ 40.00	\$ 25,000.00
Aggregate shoulders, in place	30	CY	\$ 65.00	\$ 1,950.00
18" Corrogated Polyethylene Smooth Lined Storm Drain	430	LF	\$ 80.00	\$ 34,400.00
Precast Reinforced Concrete Catch Basin with Cast Iron Grate	5	EA	\$ 4,200.00	\$ 21,000.00
Adjust Existing Catch Basin Rims	5	EA	\$ 850.00	\$ 4,250.00
Relocate Mailbox Single Support	4	EA	\$ 165.00	\$ 660.00
Granite Curb	900	LF	\$ 50.00	\$ 45,000.00
Detectable Warning Surface	32	SF	\$ 50.00	\$ 1,600.00
Remove Existing Sidewalk	35	CY	\$ 30.00	\$ 1,050.00
Crosswalk Marking	50	LF	\$ 11.00	\$ 550.00
Signs - Crosswalk	39	SF	\$ 15.00	\$ 585.00
Square tube sign post and anchor	16	LF	\$ 13.00	\$ 208.00
Topsoil	180	CY	\$ 50.00	\$ 9,000.00
Seed, Winter Rye	30	LB	\$ 15.00	\$ 450.00
Uniform Traffic Officer	150	MHR	\$ 70.00	\$ 10,500.00
Easement Acquisition for Utility Relocation	1	EA	\$ 20,000.00	\$ 20,000.00
Mobilization/demobilization	1	LS	\$ 42,442.00	\$ 42,442.00
<b>Subtotal</b>				<b>\$ 305,000.00</b>
Contingency 25%				\$ 76,250.00
<b>Total Construction Cost 2022</b>				<b>\$ 381,250.00</b>
<b>Total Construction Cost 2025</b>				<b>\$ 417,000.00</b>

Notes:

- Costs for the shared pathway are for a 1,400 lf, 5 ft wide concrete sidewalk.
- Construction costs are preliminary and are not based on detailed plans and specifications. Actual costs may vary substantially from these estimates.
- The Engineering News Record Construction Cost Indices (CCI) was 12,791 when the cost estimate was completed in March 2022. The 2025 construction cost estimate is projected based on an assumed inflation rate of 3% per year.
- Contingencies are based on 25% of the construction cost at the preliminary planning stage.
- Italicized unit prices are based on 2020 VTrans Bicycle and Pedestrian Program Unit Cost Database.
- Bold unit prices are based on VTrans 2 Year Averaged Price List for Aug 2018-June 2020.

TABLE 4-4  
PRELIMINARY CONSTRUCTION COST ESTIMATE  
SIDEWALK  
Danville, Vermont  
March 8, 2022

DESCRIPTION	ESTIMATED QUANTITY	UNITS	UNIT PRICE	TOTAL COST
<b>Hill Street Business Block</b>				
Common Excavation	75	CY	\$ 24.00	\$ 1,800.00
Excavation of Surfaces and Pavements	16	CY	\$ 30.00	\$ 480.00
5" Thick Portland Cement Stamped Concrete	120	SY	\$ 150.00	\$ 18,000.00
Subbase gravel	60	CY	\$ 40.00	\$ 2,400.00
Granite Curb	350	LF	\$ 50.00	\$ 17,500.00
2' Wide Landscape Median	175	LF	\$ 50.00	\$ 8,750.00
Detectable Warning Surface	8	SF	\$ 50.00	\$ 400.00
4" Striping	40	LF	\$ 2.50	\$ 100.00
Mobilization/demobilization	1	LS	\$ 10,570.00	\$ 10,570.00
<b>Subtotal</b>				<b>\$ 60,000.00</b>
Contingency 25%				\$ 15,000.00
<b>Total Construction Cost 2022</b>				<b>\$ 75,000.00</b>
<b>Total Construction Cost 2025</b>				<b>\$ 82,000.00</b>

Notes:

1. Construction costs are preliminary and are not based on detailed plans and specifications. Actual costs may vary substantially from these estimates.
2. The Engineering News Record Construction Cost Indices (CCI) was 12,791 when the cost estimate was completed in March 2022. The 2025 construction cost estimate is projected based on an assumed inflation rate of 3% per year.
3. Contingencies are based on 25% of the construction cost at the preliminary planning stage.
4. Italicized unit prices are based on 2020 VTrans Bicycle and Pedestrian Program Unit Cost Database.
5. Bold unit prices are based on VTrans 2 Year Averaged Price List for Aug 2018-June 2020

TABLE 5-1  
TOTAL PROJECT COST  
SHARED PATHWAY AND SIDEWALK IMPROVEMENTS  
Danville, Vermont  
March 8, 2022

DESCRIPTION	TOTAL COST
Peacham Road Pathway Construction Cost in 2022 with 25% contingency	\$633,000
Engineering:	
Design Phase Engineering	\$128,000
Construction Phase Engineering	\$128,000
Local Project Management	\$66,000
Legal and Fiscal	\$20,000
<b>Total Project Cost Pathway</b>	<b>\$975,000</b>

DESCRIPTION	TOTAL COST
Hill Street Sidewalk Construction Cost in 2022 with 25% contingency	\$417,000
Engineering:	
Design Phase Engineering	\$84,000
Construction Phase Engineering	\$84,000
Local Project Management	\$44,000
Legal and Fiscal	\$10,000
<b>Total Project Cost Sidewalk</b>	<b>\$639,000</b>

DESCRIPTION	TOTAL COST
Business Block Sidewalk Construction Cost in 2022 with 25% contingency	\$82,000
Engineering:	
Design Phase Engineering	\$17,000
Construction Phase Engineering	\$17,000
Local Project Management	\$10,000
Legal and Fiscal	\$2,000
<b>Total Project Cost Business Block Sidewalk</b>	<b>\$128,000</b>

**Total Project Cost** **\$1,742,000**

**Notes:**

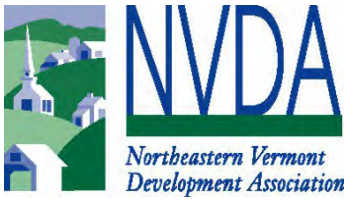
1. Construction costs are preliminary and are not based on detailed plans and specifications. Actual costs may vary substantially from these estimates.
2. The 2025 construction cost estimate is projected based on an assumed inflation rate of 3% per year.
3. Contingencies are based on 25% of the construction cost at the preliminary planning stage.
4. Engineering costs are estimated based on guidance from VTrans Report on Shared-Use Path and Sidewalk Unit Costs, August 2020 and VTrans 2 Year Averaged Price List for Aug 2018-June 2020.
5. Legal, Admin, and Fiscal costs are estimated at approximately 3% of the Construction Cost.

Preliminary Construction Cost Estimate Hill Street Drainage  
Danville, Vermont

1/19/2022

Description	Estimated Quantity	Units	Unit Price	Total Cost
Excavation	1725	CY	14.00	24,150.00
Subbase of Dense Graded Crushed Stone	1725	CY	40.00	69,000.00
Subbase of Crushed Gravel, Fine Graded	160	CY	40.00	6,400.00
Changing Elevation of Drop Inlets, Catch Basins, or Manholes	3	EACH	800.00	2,400.00
Adjust Elevation of Valve Box	10	EACH	200.00	2,000.00
				-
Drainage Work:				-
Precast Reinforced Concrete Catch Basin with Cast Iron Grate	8	EACH	3,500.00	28,000.00
Precast Reinforced Concrete Manhole with Cast Iron Cover	3	EACH	3,500.00	10,500.00
Tie Into Existing Drainage Structures	2	EACH	1,500.00	3,000.00
12" SDR-35 Drainage Pipe	105	FT	100.00	10,500.00
18" SDR-35 Drainage Pipe	681	FT	125.00	85,125.00
18" x 12" SDR-35 Tee	6	EACH	2,500.00	15,000.00
				-
Seed	50	LB	10.00	500.00
Fertilizer	200	LB	5.00	1,000.00
Agricultural Limestone	1	TON	750.00	750.00
Hay Mulch	1	TON	1,000.00	1,000.00
Topsoil	100	CY	45.00	4,500.00
				-
Subtotal Construction 2022				263,825.00
Inflation Factor 3% per year - Estimated 2025 Construction Cost				288,300.00
				-
25% Contingency				72,000.00
Engineering				-
Design Phase				72,250.00
Construction Phase				72,250.00
Local Project Management				37,500.00
Legal, Fiscal, Admin				8,650.00
Total Estimated Project Cost			\$	550,950.00

Project cost estimated by Ruggles Engineering and updated with input from Dufresne Group



June 9, 2023

Peter Pochop  
Bicycle and Pedestrian Program Manager  
Municipal Assistance Bureau, Highway Division  
VT Agency of Transportation  
219 North Main St  
Barre, VT 05641

*RE: Danville Sidewalk Improvement Project*

Dear Peter,

I am writing in support of an application for a Bicycle and Pedestrian Grant to design and construct both new and upgraded sidewalks and stormwater infrastructure improving safety for all users of the transportation network in the Village of Danville in the Town of Danville. The project will seek to implement sidewalk and intersection improvements and upgrades on Hill St and Peacham Rd and is a continuation of a multi-year planning effort by the Town of Danville that will connect the business district with in the village to the LVRT and the municipal sports fields. This application flows directly from recommendations of previous studies including a Bike Ped funded Scoping study and a Better Connections Grant

The project is supported by the regional plan in numerous ways. Among them;

- **Ensure Availability of Alternative Transportation Modes to Address Residents' Needs**
- **Promote transportation in growth centers, downtowns, and village centers that feature bicycle, pedestrian and other non-motorized forms of transportation.**

NVDA strongly supports the selection of this project for funding through the Bicycle and Pedestrian Program.

Sincerely,

--

Douglas C. Morton  
Senior Transportation Planner  
Northeastern Vermont Development Association  
P.O. Box 630  
36 Eastern Ave  
St Johnsbury VT 05819  
802-748-1221  
[dmorton@nvda.net](mailto:dmorton@nvda.net)



**Town of Danville**  
**Office of Selectboard**  
**PO Box 183 - 36 Route 2 West**  
**Danville, VT 05828**  
**Tel: 802-684-3426**  
**Fax: 802-684-9606**

June 8, 2023

VT Agency of Transportation  
Bicycle Pedestrian Grant Program  
219 North Main Street  
Barre, VT 05641

To Whom It May Concern:

The Selectboard of the Town of Danville unanimously supports this application to fund the project Destination Downtown Danville through the Bicycle Pedestrian Grant Program. Ten years ago, the town used funds from the same program for a Bicycle and Pedestrian Pathway Scoping Study. With the completion of the LVRT and all the opportunities it affords communities located on the trail, it is well past time to complete the project conceived of in the study. This fall will also see the refurbishment of the 1872 train depot as a transportation hub and gateway to our village center. It is crucial to have a safe pathway from the depot to our village center and to provide a walkable village with connection to the trail and other transportation alternatives.

The total project, including a necessary rehab of drainage on Hill Street is estimated to cost \$2,297,950, with a local match of \$459,590. This year the selectboard approved using our ARPA funds as revenue replacement for budgeted salaries and benefits. This action will result in surplus funds, with the intention of creating a capital projects fund to be used for grant matches. This will be voted on at the March 2024 Town Meeting. The reserve fund will have more than the match amount required for the Bicycle Pedestrian Grant.

The town of Danville is committed to the long-term sustainability of the project infrastructure, assured through future budgets and maintenance. At the completion of the Route 2 construction project, the town purchased a snowplow to maintain the sidewalks that were installed along Route 2 and around Danville green. The highway department has successfully maintained those sidewalks during the winter months and can expand the maintenance program to include the shared pathway and sidewalks proposed for this project. In addition, this year the town increased the department workforce to seven employees, a six-man crew and foreman, thus assuring that the department will have the capacity for maintenance of the new infrastructure.

There is a great deal of support in the town for the Destination Downtown Danville project and we look forward to all the improvements and opportunities that project completion will bring to our community.

Sincerely,

Eric Bach  
Danville Selectboard Chair

**Re: Town of Danville VTrans Bike Peds Project**

Janice Ouellette &lt;jouellette@DANVILLEVT.GOV&gt;

Mon 6/5/2023 9:06 AM

To: Booth, Michael &lt;Michael.Booth@vermont.gov&gt;

Good Morning Michael,

Thanks so much for your reply. After learning from Peter Pochop that there is not a funding limit to the Bike Peds Grant program, the board has decided to move forward and is completing a grant application for the whole project that was outlined in our 2014 Scoping Study.

This will add the Peacham Road portion of the project that will include an 8 ft. wide shared pathway running from the town athletic field complex to the Danville Green. The project does not plan for replacement of the sidewalk beside the Green that was constructed as part of the Route 2 project.

This is indeed a great opportunity for the Town of Danville resulting in many positive outcomes for businesses, residents, and visitors. Thank you so much for your support of this project.

Best,

Janice

---

**From:** Booth, Michael <Michael.Booth@vermont.gov>**Sent:** Tuesday, May 30, 2023 12:22 PM**To:** Janice Ouellette <jouellette@DANVILLEVT.GOV>**Subject:** RE: Town of Danville VTrans Bike Peds Project

Janice,

Thank you for reaching out. That sounds like a great opportunity for the town. We will help support where we can. I have copied Logan Perron on this email as he is the District 7 Project Manager. If you need anything, please do not hesitate to reach out.

Thanks,

-Mike

**Michael Booth** | District Transportation Administrator

District Maintenance and Fleet

District 7 – St. Johnsbury

District 9 - Derby

Vermont Agency of Transportation

(802) 498-8419 [Michael.Booth@vermont.gov](mailto:Michael.Booth@vermont.gov)[vtrans.vermont.gov](http://vtrans.vermont.gov)

---

**From:** Janice Ouellette <jouellette@DANVILLEVT.GOV>**Sent:** Tuesday, May 30, 2023 11:32 AM**To:** Booth, Michael <Michael.Booth@vermont.gov>**Subject:** Town of Danville VTrans Bike Peds Project

**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.**

Good Morning Michael,

My name is Janice Ouellette, the Vice Chair of the Danville Selectboard. We are in the process of submitting an application for a VTrans Bike Peds Grant. I am reaching out to you because the application directions stipulate that we should make contact with our Agency of Transportation District contact if we might be undertaking a construction project within the right of way of a state highway.

In 2014 the town had a scoping study done for a shared use path and sidewalk project that would go from the town athletic fields on Peacham Road to the intersection of Hill Street and Highland Avenue. This year we are finally submitting an application to build a portion of the project, namely the sidewalk section on Hill Street. I have attached a pdf of that section of the project. What it will entail is a stamped sidewalk in the business block section of Hill Street and a 1,400 linear foot, 5-foot-wide on street concrete sidewalk with curb from the business block to Highland Ave. The majority of the sidewalk will lie on the west side of Hill Street going to Grandview Ave., where it will cross to the east side.

As part of the Route 2 project, a small section of concrete sidewalk was installed at the intersection of Route 2 and Hill Street on the west side of the street. This section will remain in tact.

I wanted to make you aware of this possibility in the event that we are awarded a grant and to ask for your comments to be included in our application. Thank you for your assistance with our grant application.

Sincerely,

Janice Ouellette

Vice Chair, Danville Selectboard



**RE: Bike Peds Grant**

Perron, Logan <Logan.Perron@vermont.gov>

Wed 6/7/2023 12:20 PM

To: Booth, Michael <Michael.Booth@vermont.gov>; Janice Ouellette <jouellette@DANVILLEVT.GOV>

Hi Janice,

The only other project that I am aware of is another paving project that will begin at MM 1.855 in Danville and go through to St. Johnsbury. This will go through your project area.

The anticipated construction season is 2026, but I would reach out to Brandon Kipp ([brandon.kipp@vermont.gov](mailto:brandon.kipp@vermont.gov)) for more information. It may still be too early to tell due to funding, but he would have the best current status.

Thank you,

Logan

Logan A. Perron  
AOT - District 7 Project Manager  
Cell: 802.279.0818

---

**From:** Booth, Michael <Michael.Booth@vermont.gov>  
**Sent:** Wednesday, June 7, 2023 11:38 AM  
**To:** Janice Ouellette <jouellette@DANVILLEVT.GOV>  
**Cc:** Perron, Logan <Logan.Perron@vermont.gov>  
**Subject:** RE: Bike Peds Grant

Janice,  
I am not aware of any at this point. I have copied the District 7 project manager on this response in case he knows of any in that area during that time frame. Logan, do you?

Thanks,  
-Mike

**Michael Booth** | District Transportation Administrator  
District Maintenance and Fleet  
District 7 – St. Johnsbury  
District 9 - Derby  
Vermont Agency of Transportation  
(802) 498-8419 [Michael.Booth@vermont.gov](mailto:Michael.Booth@vermont.gov)

[vtrans.vermont.gov](http://vtrans.vermont.gov)



---

**From:** Janice Ouellette <[jouellette@DANVILLEVT.GOV](mailto:jouellette@DANVILLEVT.GOV)>  
**Sent:** Tuesday, June 6, 2023 10:59 AM  
**To:** Booth, Michael <[Michael.Booth@vermont.gov](mailto:Michael.Booth@vermont.gov)>  
**Subject:** Bike Peds Grant

**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.**

You don't often get email from [jouellette@danvillevt.gov](mailto:jouellette@danvillevt.gov). [Learn why this is important](#)

Good Morning Michael,

There is a question on the Bike Peds Grant application relating to any other possible state or local projects that might impact our project. If funded, construction will likely begin in 2025. I attended the presentation in Danville on the current Route 2 project that will be wrapping up in 2025. The information from the presentation indicates that all of the Danville work will be taking place in the West Danville area, so the Route 2 project would have no impact on our project. Are you aware of any other state or local projects that might impact our work on Peacham Road and Hill Street?

Thanks so much for your assistance.

Best,

Janice Ouellette

## RE: Info Request on Route 2 Paving

Kipp, Brandon <Brandon.Kipp@vermont.gov>

Thu 6/8/2023 2:03 PM

To: Janice Ouellette <jouellette@DANVILLEVT.GOV>

Hi Janice,

Thank you for reaching out. The project which you are referring to is most likely the Danville-St. Johnsbury NH PS23(2) resurfacing project on US Route 2. This project begins near the rail trail crossing on the east side of the West Danville park & ride and it progresses easterly 9.5 miles to a point near the Exit 21 interchange with I-91 in St. Johnsbury.

The project is currently planned to be constructed during the spring and summer months of 2026. It is anticipated that paved treatment will be 2"-4" of new pavement with some milling. We don't have solid idea of what the treatment will be until we obtain some geotechnical information of the corridor. We're also trying to get some existing ground survey. The hope is that the survey will be completed at the end of this summer.

To answer your question specifically, I don't envision your work interfering with the state project. It will just take some coordination in 2026. We could also insert some requirements in our contract which would speak to areas of the project which overlap with municipal work.

Brandon

**Brandon W. Kipp, P.E.** | Project Manager  
Project Delivery Bureau – Highway Safety & Design Section  
Pavement Design Unit  
Vermont Agency of Transportation  
219 North Main Street | Barre, VT 05641  
802-224-6110 phone [Brandon.Kipp@vermont.gov](mailto:Brandon.Kipp@vermont.gov)  
<http://vtrans.vermont.gov>

---

**From:** Janice Ouellette <jouellette@DANVILLEVT.GOV>

**Sent:** Wednesday, June 7, 2023 2:26 PM

**To:** Kipp, Brandon <Brandon.Kipp@vermont.gov>

**Subject:** Info Request on Route 2 Paving

You don't often get email from [jouellette@danvillevt.gov](mailto:jouellette@danvillevt.gov). [Learn why this is important](#)

**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.**

Good Afternoon Brandon,

Logan Perron suggested that I reach out to you regarding future paving project on Route 2 from Danville to St. Johnsbury. I have been in touch with Logan Perron and Michael Booth from District 7 about the Town of Danville's application to the Bicycle and Pedestrian Grant Program. We are applying for funding to construct sidewalks on Hill Street in Danville, rehab the Hill Street drainage in the business block area, and construct a shared use pathway from the LVRT to the Danville green. Part of the application criteria is to determine whether there might be future state or local projects in the area that might affect the construction of our project.

If funded through the Bike Peds Grant program, construction on our project would likely begin in 2025 and continue into the 2026 construction season. Logan has indicated that the Route 2 paving project is planned for 2026. As our project construction will take place on streets that intersect with Route 2, do

you foresee any issues that might arise if the two projects coincide? Any information that you can provide will be helpful. Thank you for your assistance.

Best Regards,  
Janice Ouellette  
Danville Selectboard



**Town of Danville**

**PO Box 183 - 36 Route 2 West**

**Danville, VT 05828**

**Tel: 802-684-3426**

**Fax: 802-684-9606**

VT Agency of Transportation  
Bicycle and Pedestrian Grant Program  
219 North Main Street  
Barre, VT 05641

June 7, 2023

To whom it May Concern:

Please accept this letter in support of the Destination Downtown Danville Initiative. The Danville Train Station Committee strongly supports the Town's efforts to build a shared use path from the Peacham Road to the Village Core to create a safe connection from the Lamoille Valley Rail Trail. Additionally we believe that completing the sidewalk infrastructure in Town will benefit the community as we prepare for increased foot and bike traffic from the trail. Past planning efforts including the Better Connections planning process completed in 2019 and the 2014 Bike and Pedestrian scoping study recommend improving walking and biking conditions for safety and accessibility along the Peacham Rd. and Hill St. corridor.

As the Danville Train Station Committee works to renovate, refurbish and identify an adaptive reuse for the station we recognize that the ecosystem and built environment surrounding the building will play a significant role in its success. Leveraging the Lamoille Valley Rail Trail and the Train Station to increase economic activity in Town and supporting local businesses by drawing trail users off the trail into our Village Centers is an important goal of the project. To accomplish this goal, the Train Station will act in part as a visitor center and gateway from the trail, but without funding to build the shared use path connector to town it will be difficult and unsafe to recommend or promote the Peacham road route to visitors.

Thank you for your considering our project and the positive impact this funding will have for our community.

Sincerely,

Michael E. Hogue

DTSC, Chair





June 8, 2023

VT Agency of Transportation  
Bicycle Pedestrian Program  
219 North Main Street  
Barre, VT 05641

To Whom it May Concern,

The Danville Chamber of Commerce is writing in support of the Town of Danville's application for the infrastructure project Destination Downtown Danville. As a small town in rural Vermont, we often find it difficult to connect our small business to the volume of consumers they need to remain stable and provide the opportunity for growth. There have been many years of improvements made by the State to US Route 2 and more recently to the Lamoille Valley Rail Trail (LVRT) which both cross through our town's Designated Village Center. We are excited for the opportunity to develop the infrastructure needed in our town to capitalize on the projected revenues from the combination of these two major transportation routes.

The Danville Chamber of Commerce has been working with stakeholders in the village core for the past several years collaboratively developing opportunities and access to resources for them to support, and grow, their businesses. We have found the primary concerns and limiting factors for businesses in our village center and the immediate surrounding areas to have fallen into one primary category which is extremely well addressed in the proposed plan the Town of Danville has submitted for funding. The fundamental needs of the Designated Village Center can be addressed by the Town of Danville's plan to provide safe access to the village and immediate surrounding areas. Correcting damaging drainage that limits access to all the business and creating designated pathways for our bicyclists and pedestrians to safely navigate our village resolves what our businesses feel is the most prominent barrier to their success.

The project proposed for the Town of Danville will promote access to our community in a safe and effective way. We, as the Chamber of Commerce, feel it is essential that these infrastructure improvements be made in order to maintain economic stability and allow for growth.

Sincerely,

A handwritten signature in black ink that reads "Chelsea Hewitt".

Chelsea Hewitt, Vice President

Danville, Vermont Chamber of Commerce  
PO Box 253, Danville VT 05828-0253

[www.danvillecvtchamber.org](http://www.danvillecvtchamber.org)  
[email:autumnonthegreen@gmail.com](mailto:autumnonthegreen@gmail.com)

Danville Senior Citizen Housing, Inc.

PO Box 55

Danville, VT 05828

June 6, 2023

VT Agency of Transportation  
Bicycle Pedestrian Grant Program  
219 North Main Street  
Barre, VT 05641

Re: Destination Downtown Danville

Dear Sir or Madam:

Danville Senior Citizens Housing, Inc., was incorporated as a not-for-profit, volunteer managed business almost sixty years ago to promote the welfare of senior citizens (62 years and older) from rural areas by providing housing suited to the economic and other special living requirements of the elderly. We manage a ten-unit residential complex on Grand View Avenue in Danville Village.

At a special meeting of the governing board May 30, we discussed the Destination Downtown Danville project, specifically the plan to construct ADA compliant sidewalks for the west side of Hill Street in Danville Village which would meet Grand View Avenue.

We believe this will provide extremely valuable benefit for our residents, improving the ease and safety of their path on foot from the apartments to various sites in Danville Village, including the post office, library, churches, senior meal site, bank, food shelf, among others. Therefore, we are strongly in favor of this project being fully funded.

Sincerely yours,

Thomas F. Ziobrowski, President for the trustees of Danville Senior Citizens Housing, Inc.

802-748-3642

pziotz@gmail.com