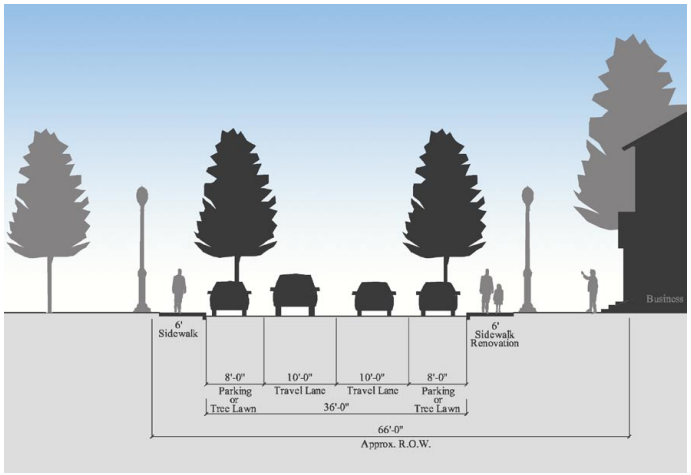

Update of the Shelburne Village Plan

June, 2006

Acknowledgements
shelburne Village Plan May 2006

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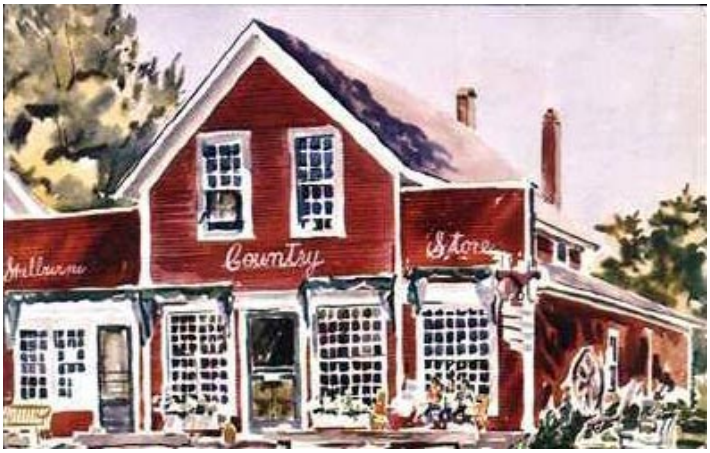
Aerial view of Shelburne Village (May 2004).



Introduction

The following report has been developed as an update to the Shelburne Village Plan. The original Village Plan, adopted in 1988, is regarded as an exemplary plan for an historic Vermont village to address its future for historic preservation and economic development. A number of local efforts have resulted from the guidance of the original plan, and from the sense of village identity the plan encouraged. Since the plan was adopted in 1988, the following projects have been implemented:

- ***Historic District***. Perhaps most significantly, the creation of the Shelburne Village historic district with a design review process was established. The historic district designation was a critical factor in preserving Route 7 as a two-lane road in the face of a regional widening program.

- ***Municipal Center and School***. Construction of a new school and the creation of the municipal center within the former Village School building on Shelburne Road in the center of the village.

- ***Sidewalks***. Sidewalk improvements have been implemented in several areas; however many of the projects envisioned in the plan have not been completed.

- ***Shelburne River Park***. The acquisition of the Shelburne River Park, a tremendous open space and visual resource at the north end of the village.

Twenty-five years later, it is appropriate to assess the plan, identify implemented projects, consider remaining projects in light of current conditions, evaluate priorities and set a blueprint for the next generation of village improvements.

How to Use this Document

This update of the Shelburne Village Plan should be used as a 'companion' to the 1988 plan, one that focuses primarily on the public improvements proposed in the 1988 plan. This plan includes a scope and cost update of these improvements based on community input. These projects primarily address improving circulation, making the village more pedestrian-friendly and adding definition to the village core mixed-use shopping area around the "Triangle" of Upper Falls Road, Church Street and Shelburne Road (Route 7).

The public improvements are described in illustrative plan and section diagrams for each road segment. A brief narrative accompanies the diagrams to convey to design concepts for the public improvements. These plans are conceptual in nature and are intended to identify a design approach for streescapes and public space in Shelburne Village. There are site specific issues along each street segment that will need to be resolved during subsequent design processes.

Costs have been estimated for each improvement by road segment. Costs are based on recent Town bidding experience, recent cost information provided by Vermont Agency of Transportation, as well as our firm's experience with landscape and construction costs.

Allowances for a 20% design fee, 15% contractors markup, and a 15% contingency has been included for each improvement reflecting the planning level of design for these projects. Costs for landscape improvements to the triangle green and the parade grounds as contemplated in the 1988 plan have been updated and are carried forward into this document. All costs are in 2006 dollars.

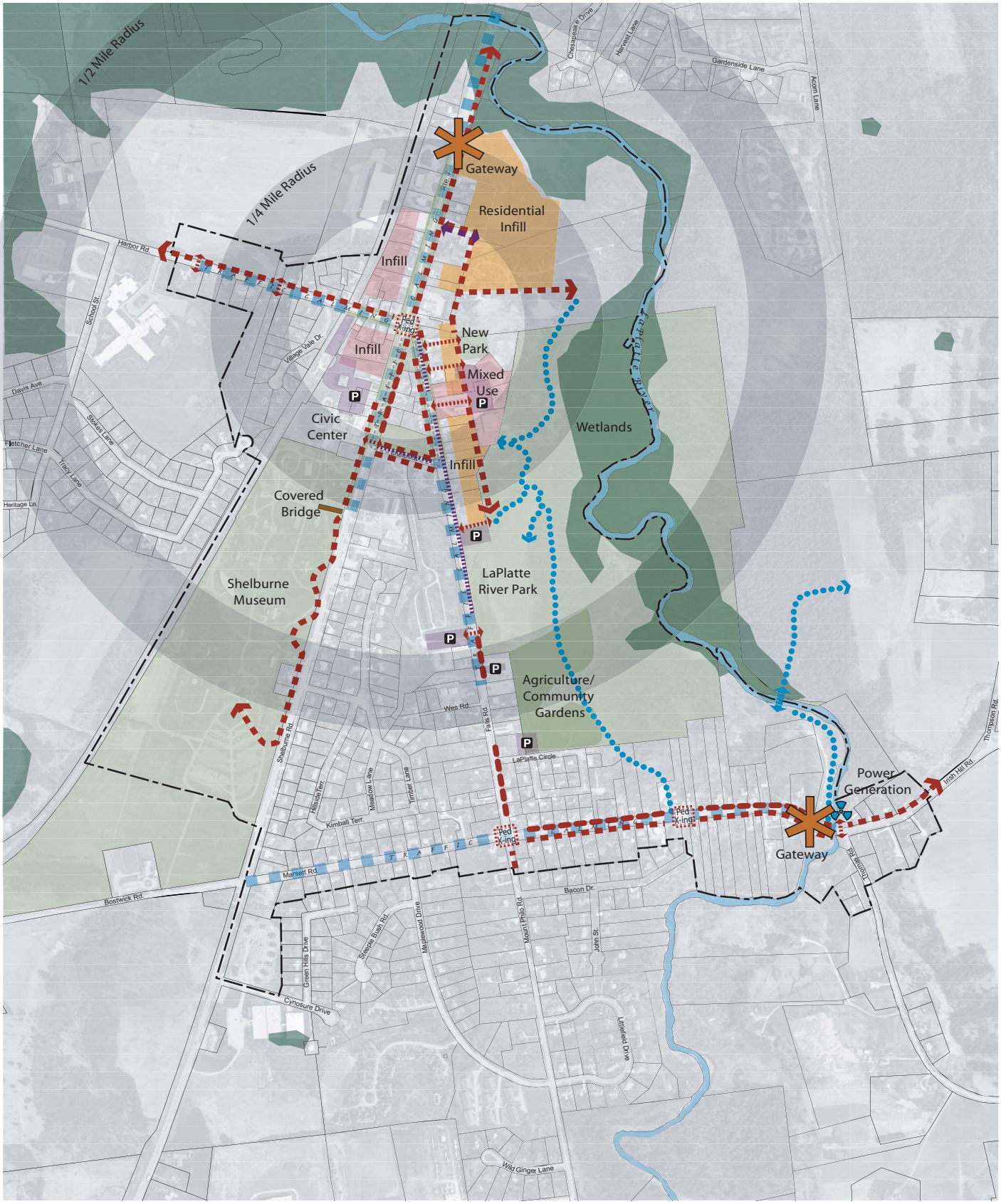
The Vermont Agency of Transportation publishes design criteria for traffic calming improvements such as medians, curb extensions ('bulbouts'), and these specifications consider the need for snow plowing and other features of Vermont's climate. These specifications should be consulted for design guidance as more refined designs are developed for Shelburne's streetscapes.

Public Participation

This plan update process included a public outreach effort that included meetings with community members through small-group sessions and larger community workshops to understand design issues, develop revised public improvement plans and develop priorities for implementation. These meetings confirmed the continued applicability of the nine objectives articulated in the Shelburne Village Plan, as follows:

- To preserve the Village's historic structures;
- To preserve the traditional residential character of the Village;
- To reinforce the visual and functional cohesiveness of the Village;
- To accommodate growth in the Village without disrupting the traditional qualities of the Village;
- To improve the pedestrian and vehicular circulation within the Village;
- To retain and enhance the pedestrian scale and character of the Village;
- To recognize and strengthen the central functions of the Village;
- To take advantage of the natural features in and near the Village; and
- To revive the Village Green as the focal point around which the Village is connected.

In considering these objectives, the most pressing issues articulated by the community during this update revolved around: (1) improving the pedestrian circulation and traffic calming; (2) accommodating growth in a manner that does not disrupt the qualities of the village; and (3) strengthening the central functions of the village. These concerns provided the basis for the design approach to the various public improvements in Shelburne. Through the public participation process a sense of priorities for these projects was also articulated by the community, and these priorities can be used in phasing the projects in the Town's Capital Improvement Plan. Summaries of public workshops are included in the appendix.



Composite of Workshop Plans

Update of Shelburne Village Plan

Town of Shelburne

May 2006

0 50 100 200 300 400 Feet

Legend

- Village Boundary
- Sidewalk Extension
- Sidewalk Improvement
- Pedestrian Connection
- Streetscape Improvements
- Trail
- New Road
- On-Street Parking
- Traffic Calming

Shelburne Village Plan Public Improvements

Overall, the public improvements presented in this plan address the desire to calm traffic and make the village more pedestrian friendly through better street design, improved connections, and definition of pedestrian zones. As described above, the public improvements identified in the 1988 plan provide a starting point for this work. We have reviewed the proposed improvements and updated costs to 2005 dollars. In some cases, we have modified the design approaches to respond to concerns expressed at the plan meetings. We have also developed illustrative plan and sections of improvements, and developed refined costs estimates for these new improvements.

The design approach to the public improvements are described as follows:

Definition of Districts. Improvements to the plan recognize a hierarchy in the village. In terms of pedestrian activity, the 'core' of the village, generally extending approximately one-quarter mile out from the intersection of Shelburne Road/Falls/Harbor Road intersection, and the Lower Falls Road neighborhood are anticipated to the be areas with the greatest volume of pedestrian traffic. The street improvements proposed in these areas include sidewalks, curbs, on-street parking, street trees and mid-block crossings. The core area of the 'triangle' includes decorative, pedestrian-scale street light fixtures, benches, and bike racks to create an attractive pedestrian zone for daytime and evening activities. The remaining areas also incorporate sidewalks, street trees and amenities, but the improvements maintain softer edges and a more rural character.

Village Entries. Entries to the village can be strengthened through street design, landscape improvements and building design. Currently, there is a strong sense of entry at the north village gateway. Upon crossing the La Platte River, visitors experience a feeling of relief associated with the large trees and open space that break the lengthy chain of commercial strip centers and visual clutter to the north. In addition to aesthetic relief, the change also signals to drivers that they are entering a new environment. The rural, open character of this gateway is visually appealing, but drivers need visual cues that they must adjust their attention and speed to be appropriate in a village environment. In this area a 'splitter' median, street trees and narrower road lanes are proposed to calm traffic and provide a better environment for the pedestrian. Similarly, other gateways to the village mark transitions from outlying areas that are more rural and typically have faster moving traffic. The other entries to the village similarly give drivers visual cues that they are entering a village environment.

Traffic Calming. There are conditions in the current roadways that encourage faster-moving traffic that, in turn, degrades the environment for pedestrians. Many of the improvements presented in this plan promote narrower travel lanes that is more in keeping with slower speeds appropriate for the village environment.

Elements that provide separation between the sidewalk and the travel lanes, specifically landscaped 'tree lawns', street trees, and on-street parking in commercial areas, are proposed as well. While street trees would be ideally placed along both sides of the street to provide pedestrian amenity and definition of the street corridor, this plan recognizes that overhead power lines and drainage swales constrain plantings. In the future, if power lines and storm drainage are accommodated underground or reconfigured, street trees should be planted in these areas.

One of the most often cited problems in the village is related to the lack of pedestrian accommodation at the Shelburne Road/Upper Falls/Harbor Road intersection. The configuration of this intersection is being studied in-depth as part of a separate study (and summarized below), but a key criterion for evaluation of the intersection configuration is the accommodation of pedestrians.

Future Roadways. Where possible, public improvements must also accommodate community plans for future development. The existing framework of roadways has served the village well, however, additional commercial/mixed use development that is contemplated for the Shelburne Shopping Center, as well as housing in the area of the mobile home park, would likely require additions to the existing framework to accommodate development on these sites. Some of these additions to the street network are shown diagrammatically on the plan, as potential access improvements. Final decisions about these roads will need to be made in concert with decisions about specific development proposals for these sites.

Above, the gracious American Elm in a streescape setting. Above right, a formal planting of Honeylocust street trees. The high branching habit of Elms and Honeylocust are ideal for street planting, as they do not obscure commercial storefronts, signs, or building entries, and create an attractive green canopy over the street.

Street Trees. The tree list contained in the 1988 plan has been updated below and to reflect current horticultural issues and opportunities. The most significant change involves the addition of American Elms to the tree list, reflecting the recent availability of disease resistant varieties. Reintroduction of the elm into Shelburne where they historically graced its streets and avenues would both reference Shelburne's history and ensure a delightful future.

Sadly, other species must be taken off the list due to diseases and infections. An exotic beetle (Emerald Ash Borer) is causing massive tree death in the mid-west. While the beetle has not yet been found in Vermont, it is moving east, and the recommended strategy is to leave Ash trees off the list until the beetle has been

Table 1
Recommended Street Trees

Botanical Name	Common Name	Habit	Typical Spacing (on center)
Street Trees			
Ulmus americana 'Valley Forge' or 'Princeton'	American Elm	High crowned	35′ to 40′ o.c.
Gleditsia triacanthos	Honeylocust	High crowned	20′ o.c.
Acer campestra	Hedge Maple	Full crowned	
Aesculus Hippcastanum albo-plena	Sterile Horse Chestnut	Full crowned	
Quercus rubra	Northern Red Oak	Full crowned	35′ to 40′ o.c.
Accent / Smaller Street Trees		Full crowned	
Color: *Malus* species	Crabapple	Full crowned	15′ to 20′ o.c.
Color: *Prunus sargentii*	Sargent Cherry	Full crowned	15′ to 20′ o.c.
Color: *Syringia reticulata*	Japanese Tree Lilac 'Ivory Silk' 'Summer Snow'	Full crowned	10′ to 15′
Parking Lots			
Gleditsia triacanthos	Honeylocust	High crowned	20′ o.c.
Celtis occidentalis	Common Hackberry	Full crowned	25′ o.c.

Above, Japanese Tree Lilac in bloom.

eradicated. Similarly, a virulent canker is attacking Butternut trees, and this tree is also recommended to be taken off the list until a disease resistant variety is found. Black Cherry and Black Locust trees, also included in the 1988 tree list, are not good street tree candidates and are generally not available in nurseries, so these trees are also deleted from the list. Finally, Norway Maples are recommended to be removed from the list as they are an invasive species that are a threat to native forest and woodlands.

Overall, the street-tree planting approach is to plant a formal row of high-crowned trees along both sides of the roadway, to create a shady 'green cathedral' along Town streets. In the wintertime, these trees provide an interesting form without leaves, and can be lit in retail areas for seasonal interest. Smaller accent trees are recommended to be substituted in those areas where above ground power lines would be incompatible with the larger trees. Full crowned trees are included for areas where screening views from the road may be desirable or for planting as shade trees within parks.

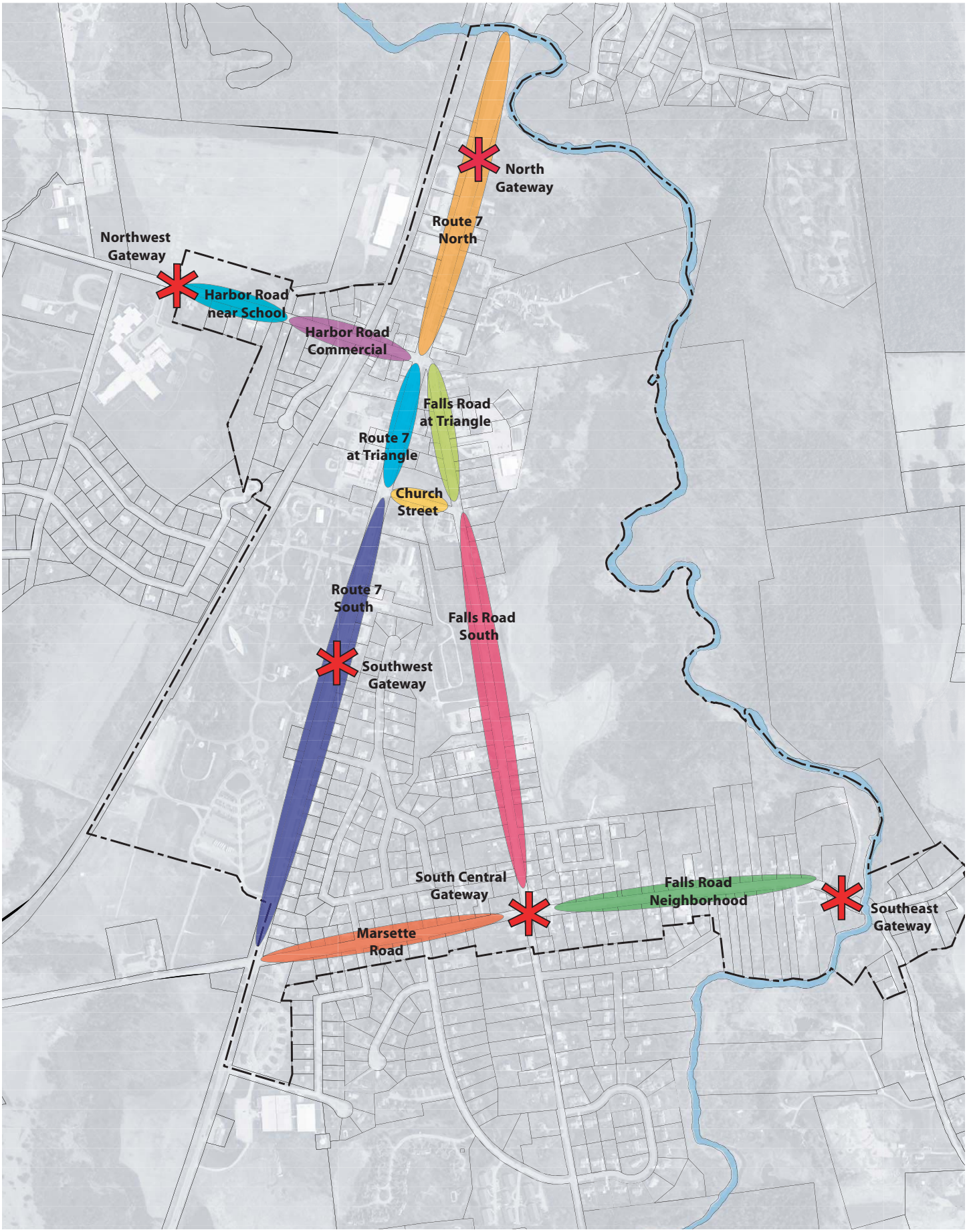
Typical Street Light Fixtures, including single and double acorn globe style luminares. Double fixtures can be used to emphasize important areas. Source: Spring City Electrical Mfg. Co.

Street Lighting. Attractive pedestrian-scale light fixtures are recommended for the village core 'triangle', where additional lighting along pedestrianways would be most advantageous. Decorative light fixtures also help to visually 'announce' and define the village center core district. Period acorn globe style fixtures that are simple, elegant and appropriate to the village historical character are recommended.

The overall specifications of the 1988 Plan are still appropriate. In general, fixtures should be pedestrian in scale, i.e., no more than 15 feet in height, and utilize a frosted lens. Spacing should be determined based on wattage levels, as well as overall ambiance. High and low pressure sodium fixtures should be avoided as they emit a yellow light that changes the color of objects they illuminate. Mercury vapor and metal halide lamps are appropriate light sources. In some products, energy efficient compact florescent lamps are now available. As these are relatively new products, some research into the quality of the light and experience from other communities should be considered prior to choosing this light source.

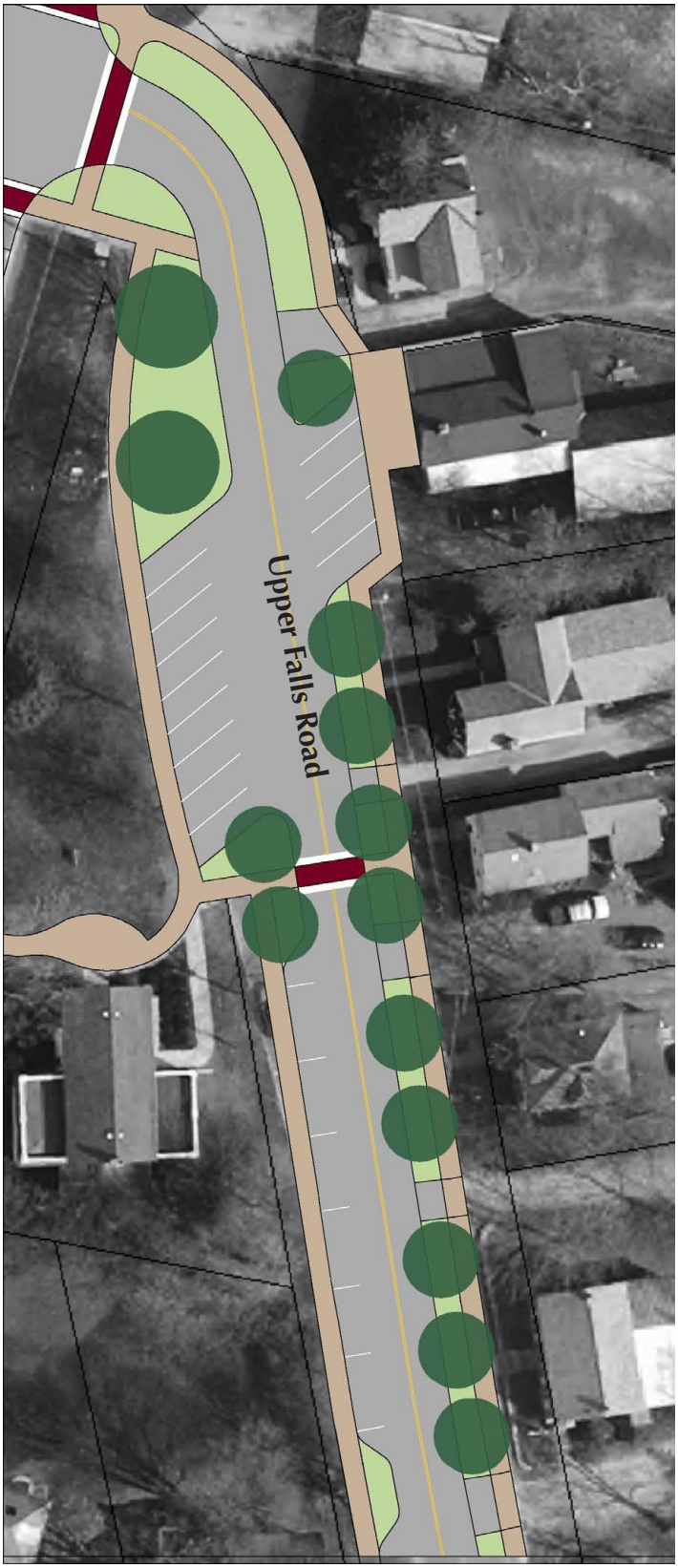
Some period fixtures are now available as low angle cut-off fixtures which direct light downward and decrease spillover light intrusion into skies and nearby sites. If cut-off fixtures are not available in the style desired by the town, wattage levels which are low level and non-glaring should be chosen.

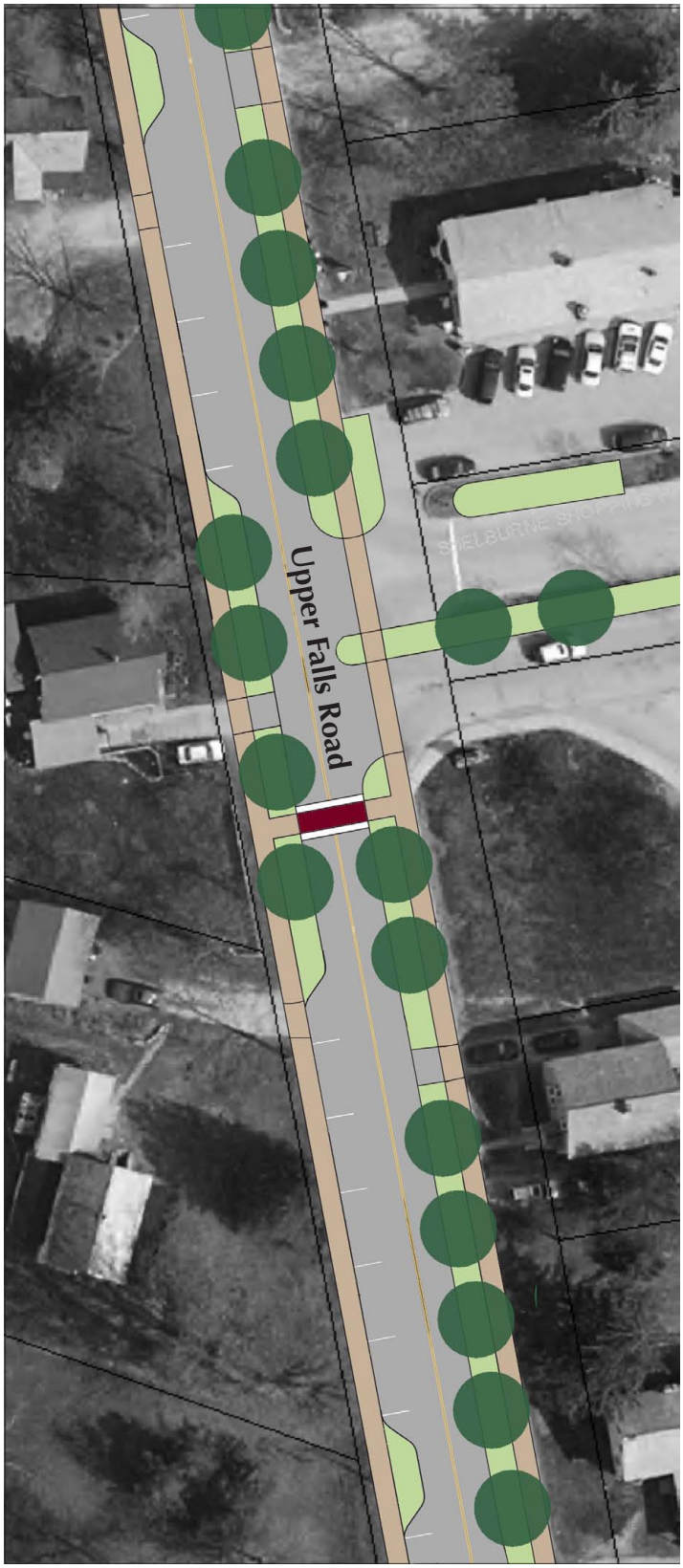
Overall key plan of streetscape improvements

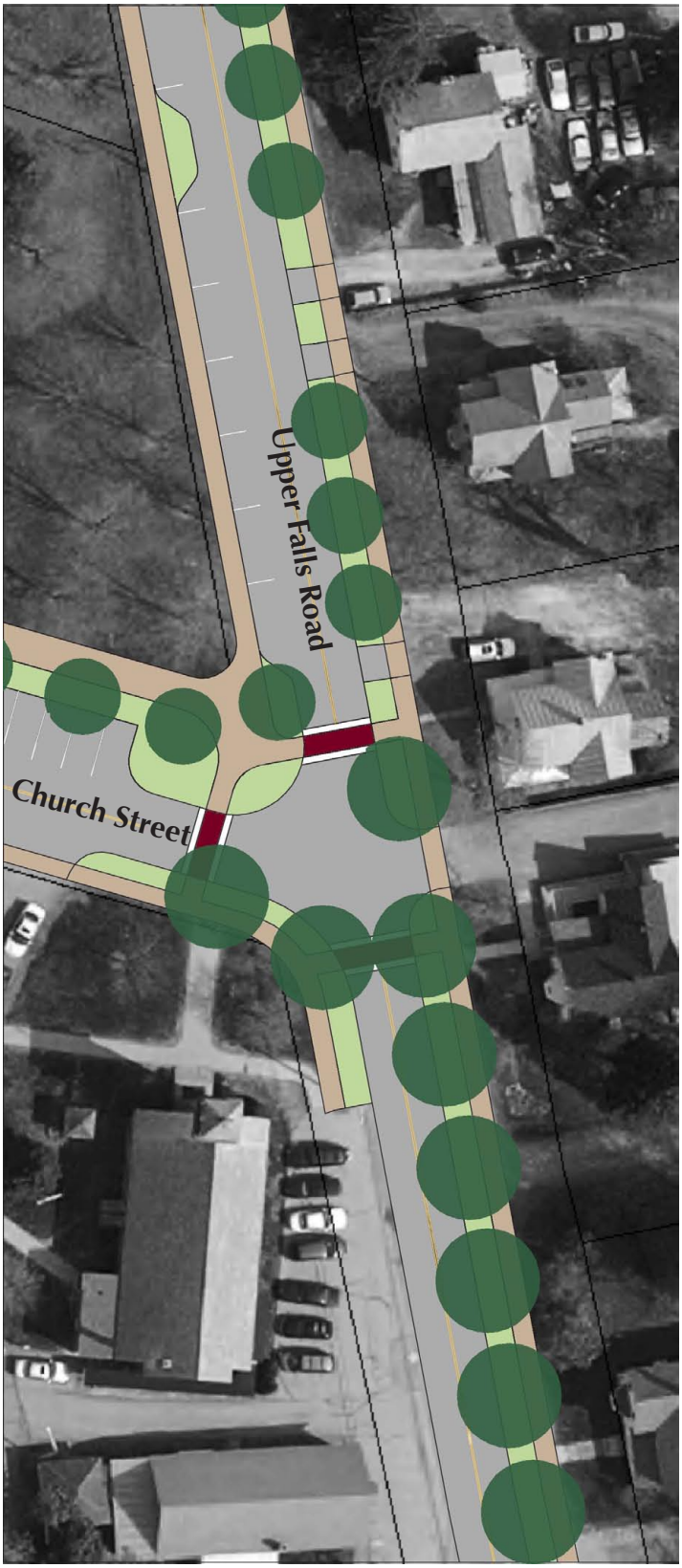


Upper Falls Road between Shelburne Road (Route 7) and Church Street:

This segment is a prominent shopping street and the 'heart' of Shelburne village. With Route 7 running roughly parallel to this street, the emphasis here is to create a slow shopping street that is comfortable for pedestrians. This means convenient street crossings (e.g., both mid-block and intersection crossings), an attractive streetscape with sidewalks, trees and other amenities and on-street parking. The streetscape plan incorporates sidewalks on both sides of the street, clarifies existing on-street parking arrangements, and expands on-street parking, along the length of the block to allow shoppers to 'park and walk' to shops. Honey Locust trees which are characterized by an open, feathery habit, and can be pruned to be high branching trees, are recommended along this street. Decorative 'acorn' shaped light fixtures at a pedestrian scale (e.g. 15 feet) are recommended for sidewalk lighting along this street. Due to the desire to calm and slow traffic, travel lanes can be as narrow as 10 feet wide along this segment of the street.

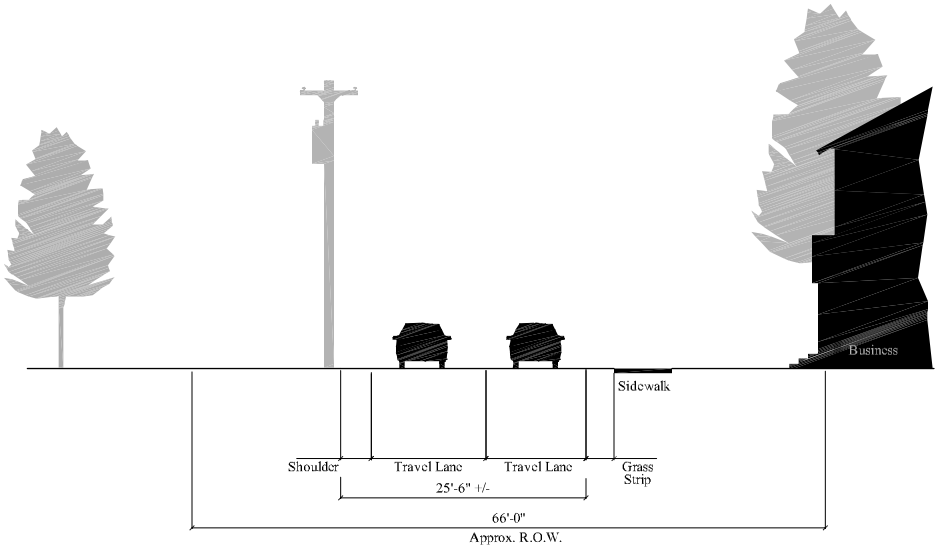




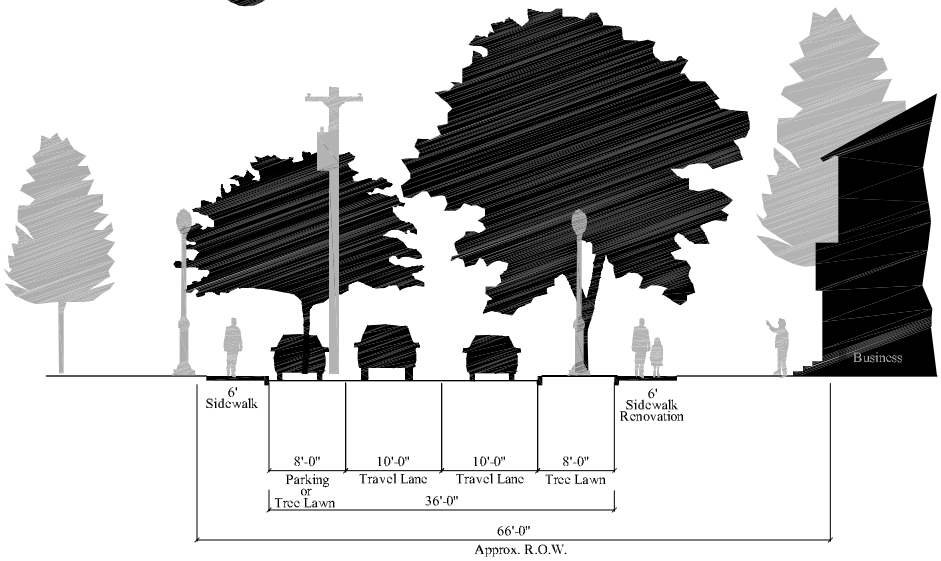


Plan of streetscape improvements **for Upper Falls Road between Route 7 and** ***Church Street.***

Above, Upper Falls Road streetscape as it appears today looking south (left) and north (right). Below, cross section of improved roadway.



Existing Section on Upper Falls Road

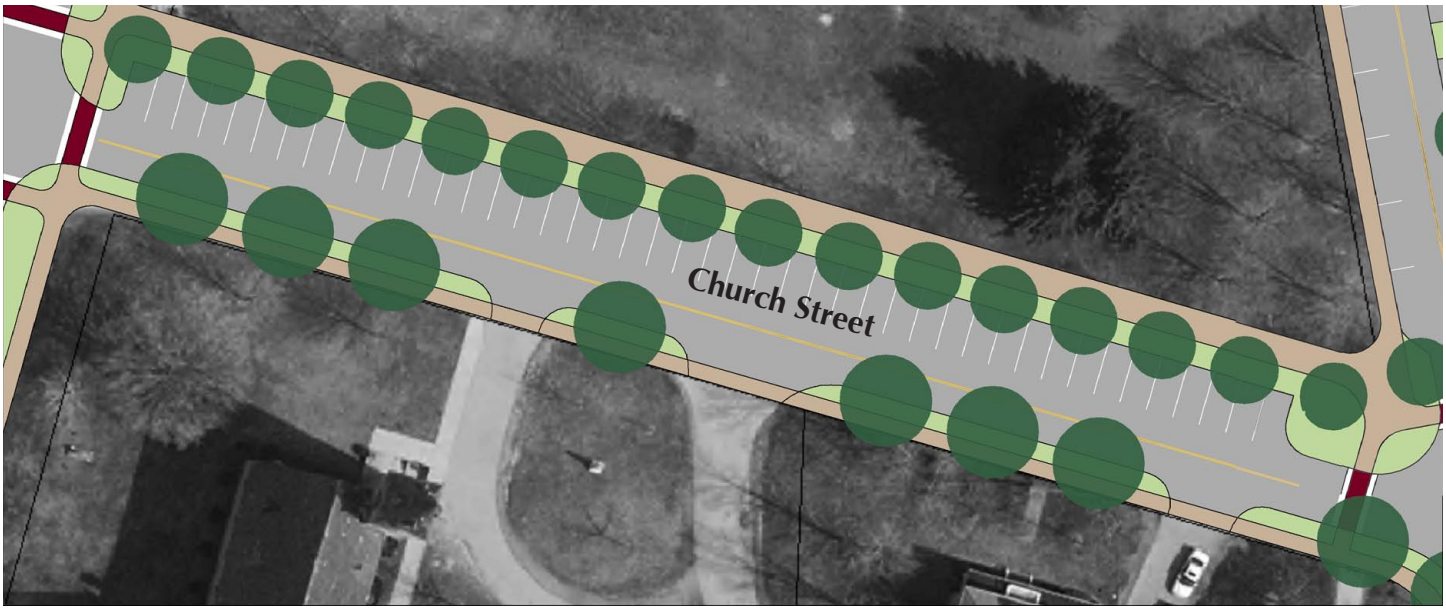


Proposed Section on Upper Falls Road

Church Street

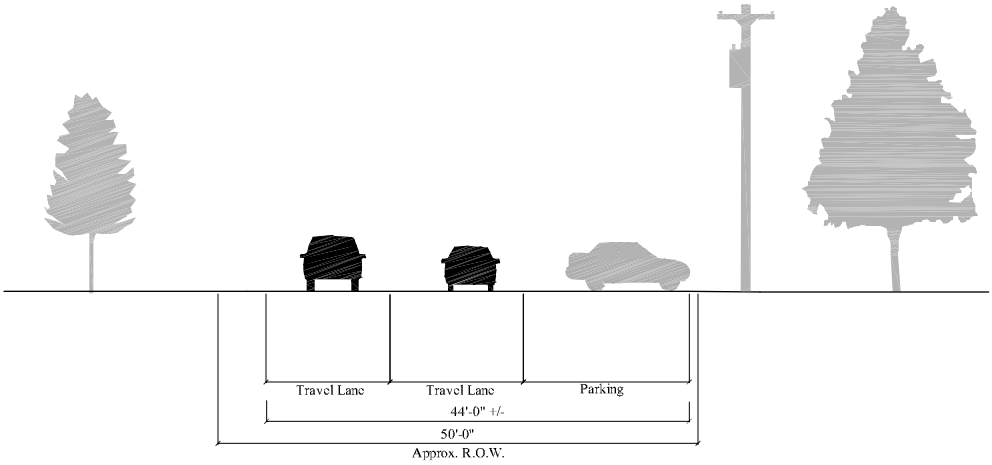
The approach on this segment is to provide better definition for pedestrians, cars and the green. Sidewalks are recommended on both sides of the street, as well as street trees and pedestrian-scale light fixtures. The nature of Church Street will be affected by the decision regarding the configuration of the Shelburne Road/Upper Falls/Harbor Road intersection (discussed on page 27). Specifically, the 'Jughandle' and one way on Falls Road alternatives would direct more traffic, including delivery trucks, along Church Street to alleviate the Shelburne Road/Upper Falls/Harbor Road intersection. This would primarily affect roadway design considerations such as curb radii, lane width and intersection treatment. The curb extensions shown below, for example, would be precluded by those alternatives.

Current street conditions on Church Street, looking west.

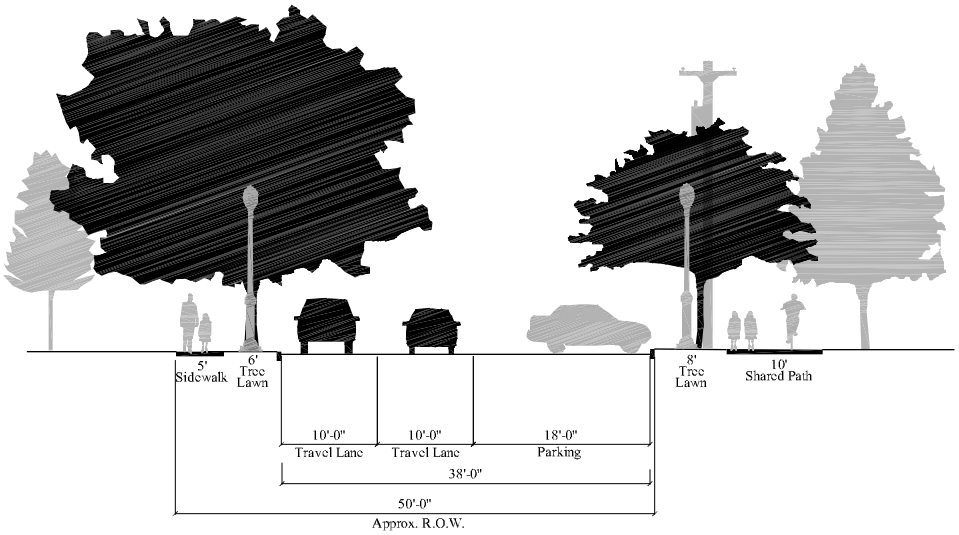


Plan of conceptual improvements to Church Street.

Above, Church Street and the Parade Ground today (looking east). Below, cross section of conceptual improvements to Church Street.



Existing Section on Church Street

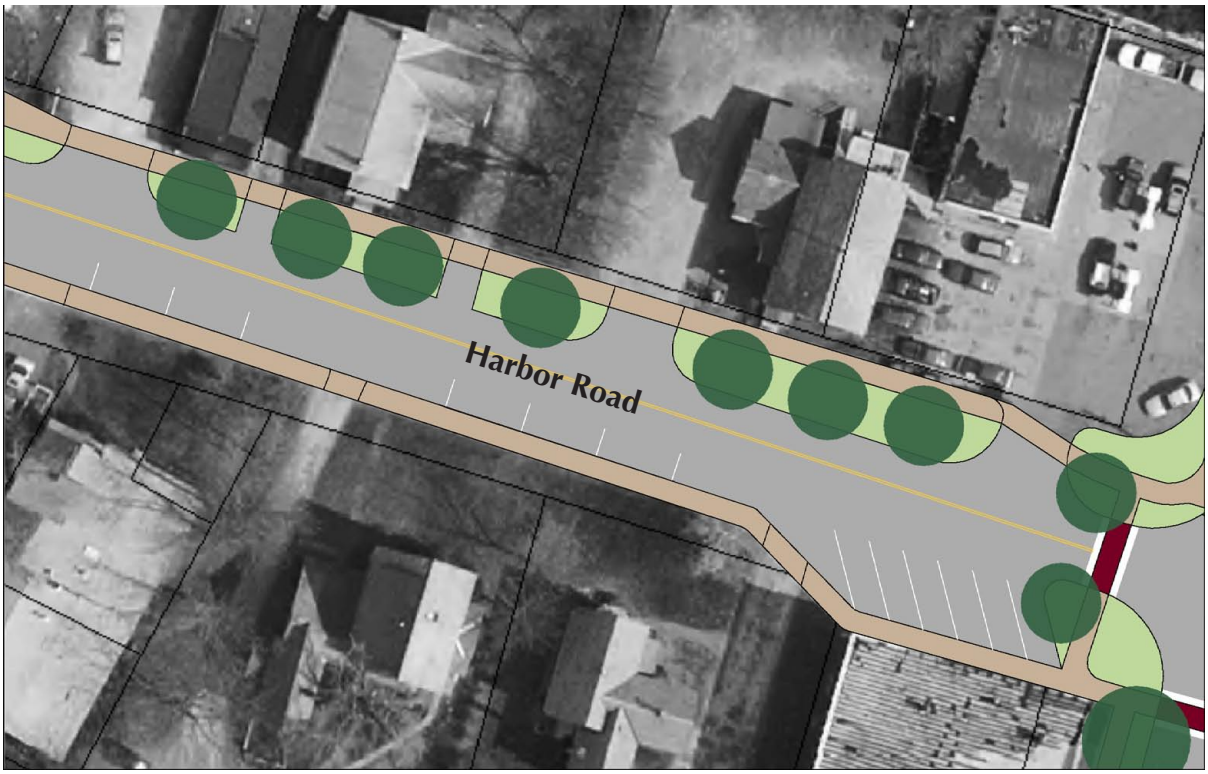


Proposed Section on Church Street

Harbor Road Commercial

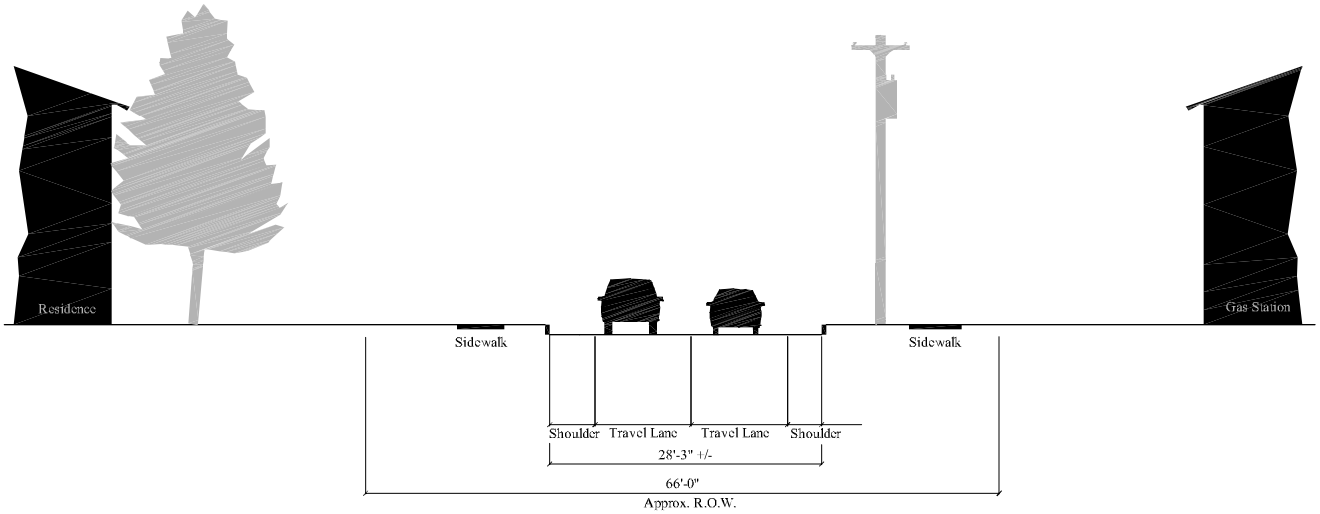
Harbor Road falls within two distinct segments: Route 7 to the railroad tracks has the 'in-town' feel of the village core with buildings built close to the street and a mix of uses while the segment from the railroad tracks west has a more open, residential character. From the railroad tracks to Route 7, the conceptual approach for streetscape design is to link this area with the retail streetscape of Upper Falls Road. Features including pedestrian scale lighting, on-street parking, sidewalks on both sides of the street, and street trees should be included on this segment. For pedestrian safety, the curbcut of the gas station should be narrowed.

However, the configuration of the Route 7/Upper Falls/Harbor Road intersection and this road segment will be influenced by two studies: a local assistance traffic study underway by the CCMPO and the Town and a bicycle path study. Decisions regarding the traffic control at the intersection and the location of the bicycle path will influence how this segment is configured, and this plan is therefore subject to change.

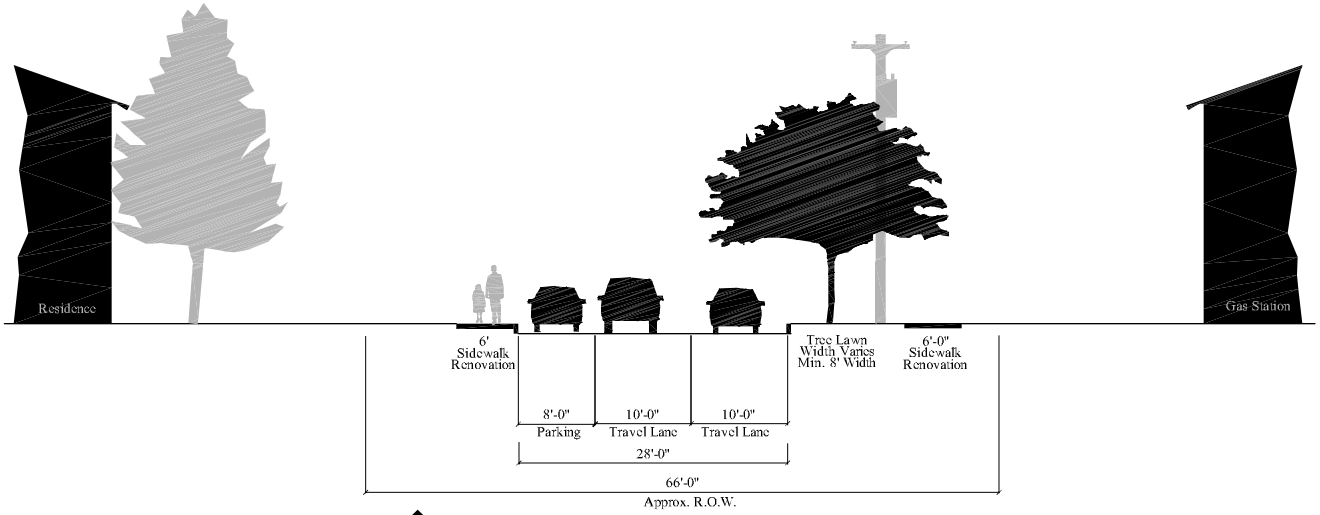


Conceptual plan for improvements to Harbor Road.

Above, Harbor Road between Route 7 and the railroad tracks looking west. Below, conceptual improvements in cross section.



Existing Section on Harbor Road - Commercial Area



Proposed Section on Harbor Road - Commercial Area

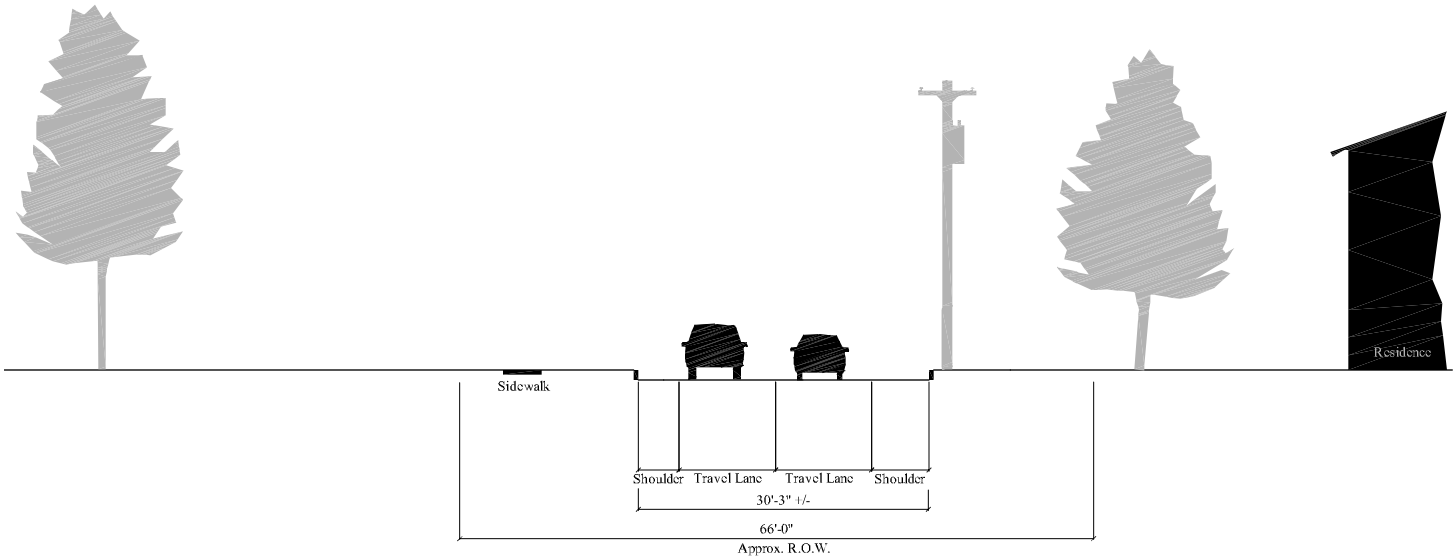
Harbor Road to School

From the railroad tracks west to the school, the street takes a more open and residential character with sidewalks on both sides, tree lawns, and street trees. At the entry to the elementary school, splitter-islands are inserted to provide additional traffic calming and a refuge for pedestrians crossing the street.

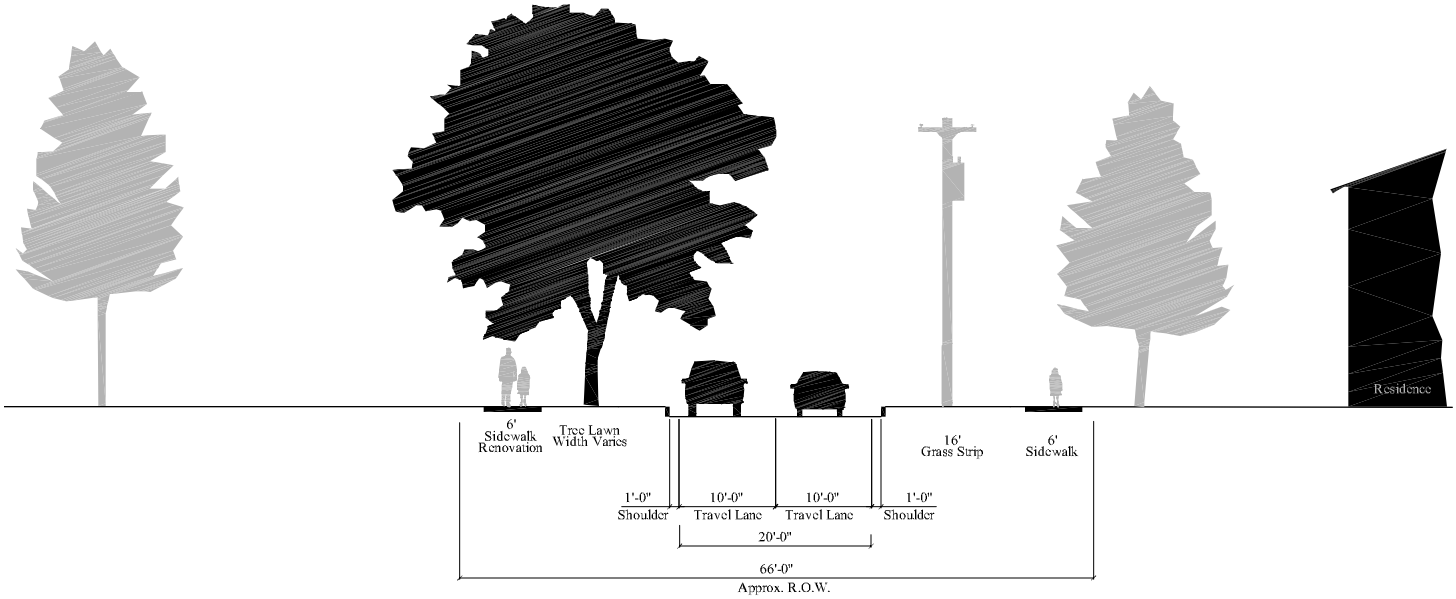
Harbor Road west of the railroad tracks looking east.

Plan for the traffic calming splitter median at the school.

Left, Harbor Road at the School looking west. Below, conceptual improvements depicted in cross-section.



Existing Section on Harbor Road near the School

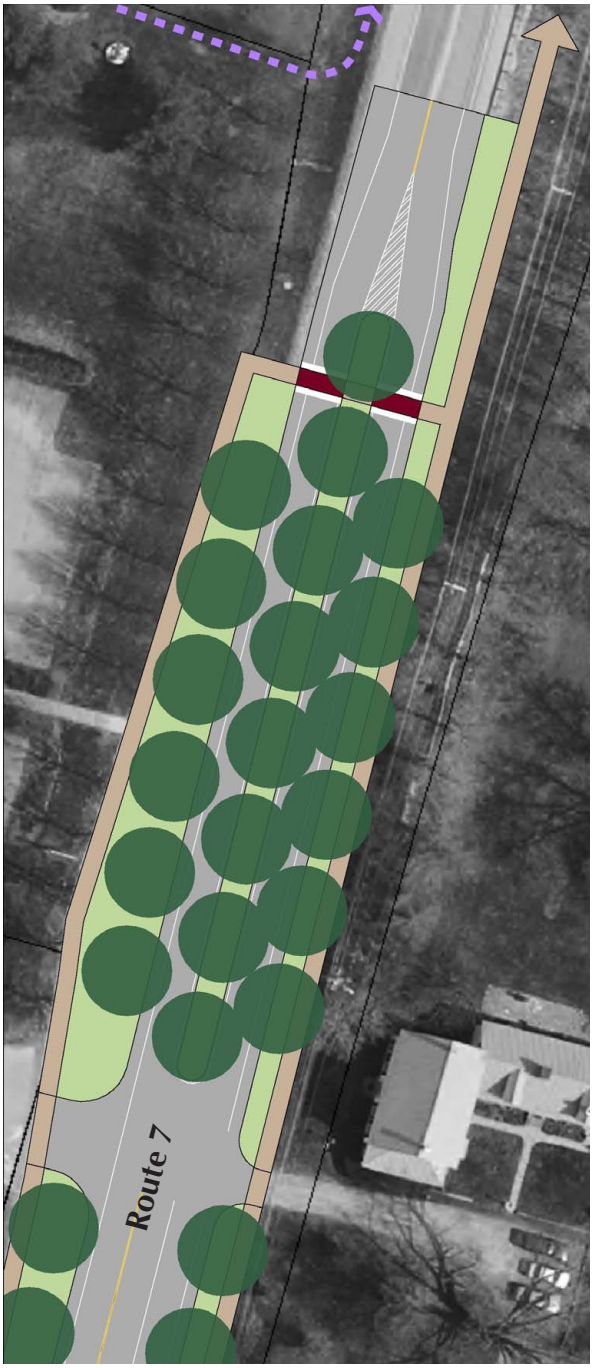


Proposed Section on Harbor Road near the School

Route 7

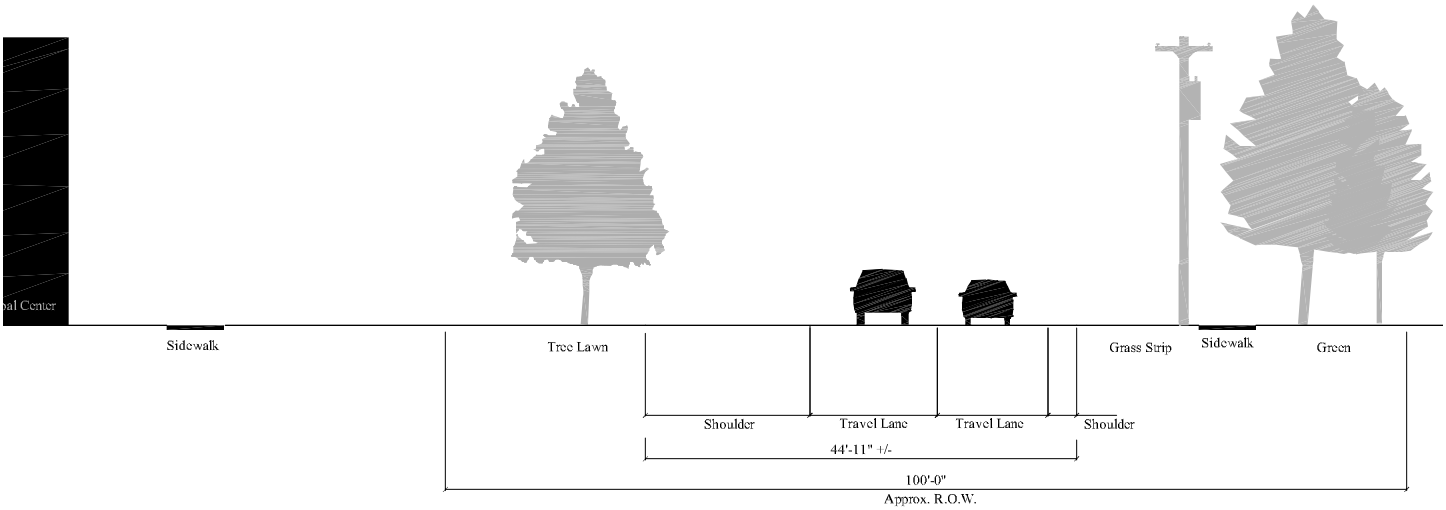
Route 7 falls into three segments based on adjoining land use and roadway characteristics: (1) the north segment from Harbor/Falls Road intersection to the village gateway; (2) the central or 'triangle' segment from Harbor/Falls intersection to Church Street; and (3) the south segment including the Shelburne Museum frontage on the west side. Issues along the north end include the entry to the village, access management of uses fronting along Route 7, and connectivity between neighborhoods to the north and the village center. This segment has quite a few mature trees that give this segment a more wooded character, in contrast to the retail strip centers north of the bridge. The central segment includes a mix of retail, civic and residential uses, with several landmarks, including the village green, civic center, library, park and rail station. The south segment includes the Shelburne Museum main campus along the west side, and administrative and maintenance functions on the west side, as well as a mixture of commercial, service and residential uses along the east side. A large drainage swale and power lines along the west side is a constraint, particularly for tree planting. Mature trees are established along the length of the roadway. The wide road carries fast moving traffic through the village along its length.

The overall concept for Route 7 is to create a gracious two-lane roadway with a "boulevard" character created by rows of stately trees (e.g., elms, oaks), sidewalks on both sides of the road, narrowing and better defining the roadway and pedestrian zones with the addition of curbs, and street trees planted within tree lawns. A central splitter island with trees is recommended at the north and south gateways to slow traffic entering the village. Crosswalks are clearly defined at each intersection. At the museum, as suggested at the workshop, a sidewalk connection is made to the covered bridge for better connection between the museum and Shelburne village. Beyond the covered bridge, a curvilinear sidewalk and landscaping to the main museum entrance is provided.

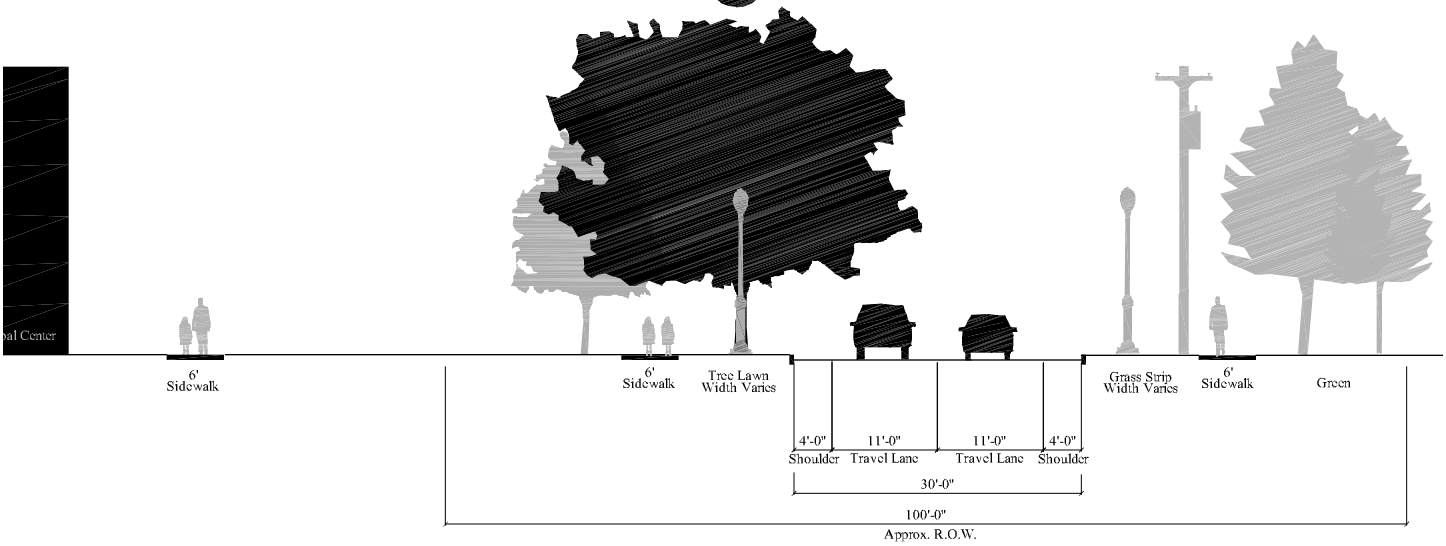


Conceptual plan for the North Gateway and streetscape improvements to Route 7.

Existing view of Route 7 north section looking south. Below, conceptual improvements in cross-section.



Existing Section on Route 7



Proposed Section on Route 7

Route 7, looking southwest, at the museum.

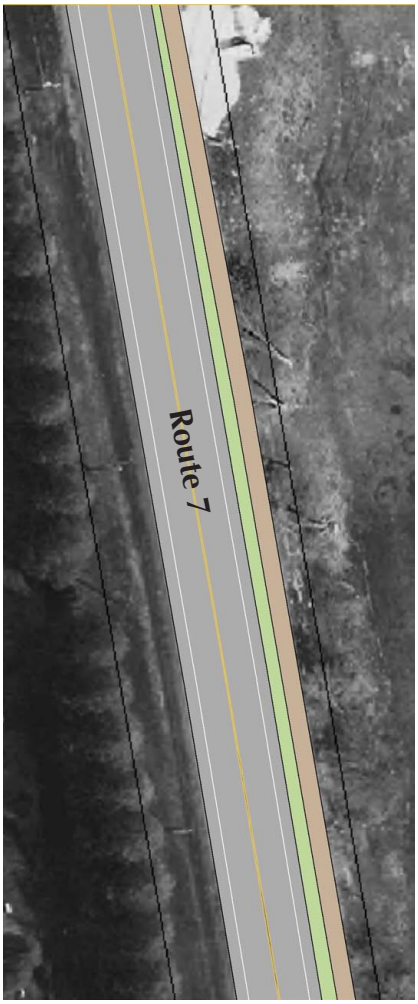
Route 7, looking south, at the triangle.

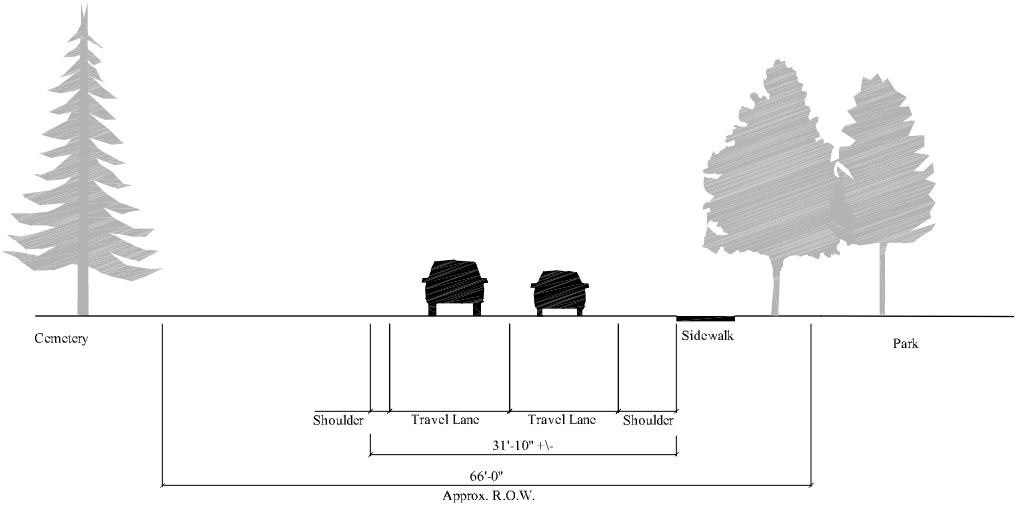
Plan of streetscape improvements at Route 7 across from the Shleburne Museum and South Gateway.

Falls Road below Church Street

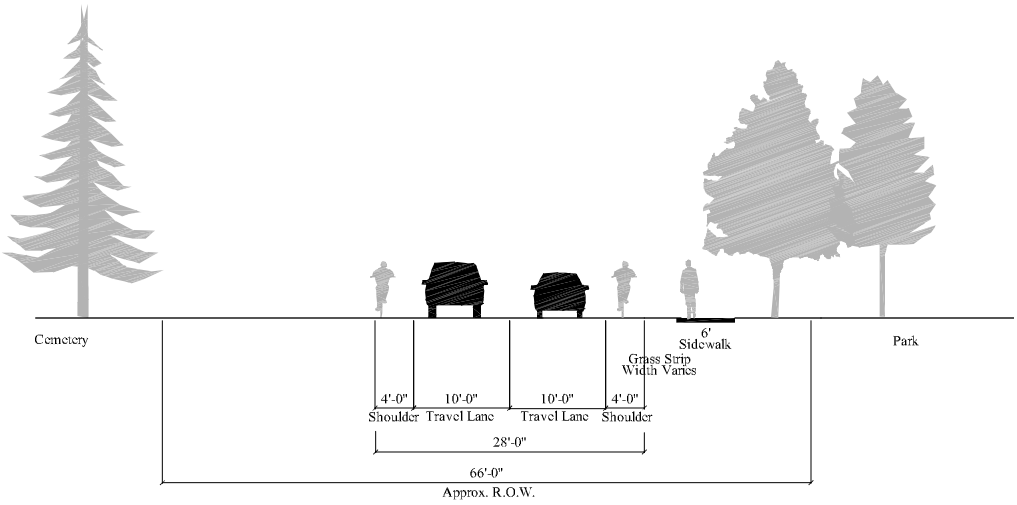
This roadway is constrained by the power lines and drainage swales along the roadway which limit the planting of street trees. The Falls Road segment along La Platte River Nature Park includes striped bike lanes and a sidewalk along the east side of the road. Along this segment of road, children could ride bikes along the sidewalk/multi-use path, and adult rider could ride within the bike lanes.

Looking south on Falls Road (below Church Street).





Existing Section on Falls Road at LaPlatte Park



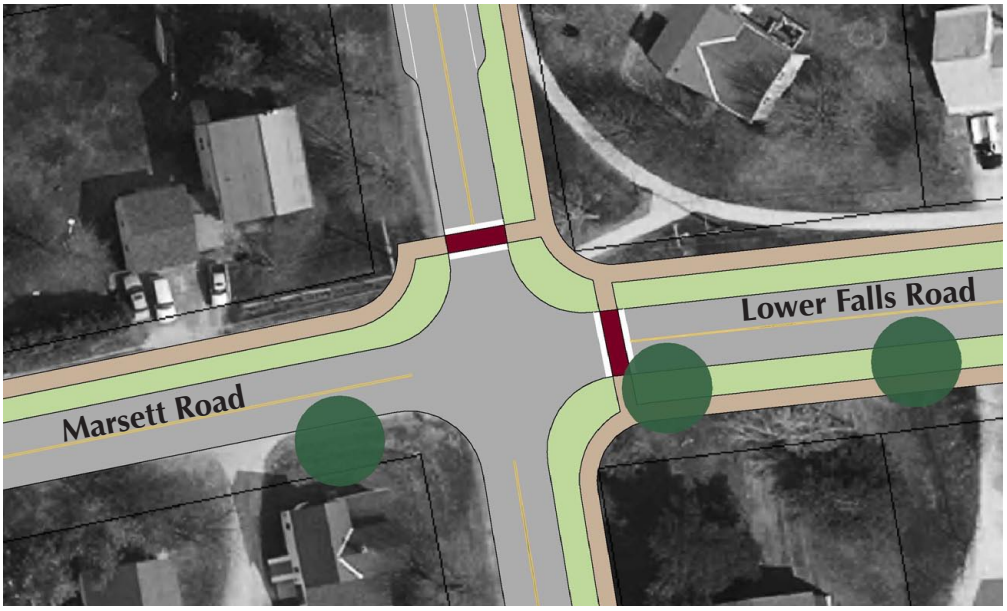
Proposed Section on Falls Road at LaPlatte Park

Above, Falls Road plan and, right, sections.

Lower Falls Road and Marsett Neighborhood

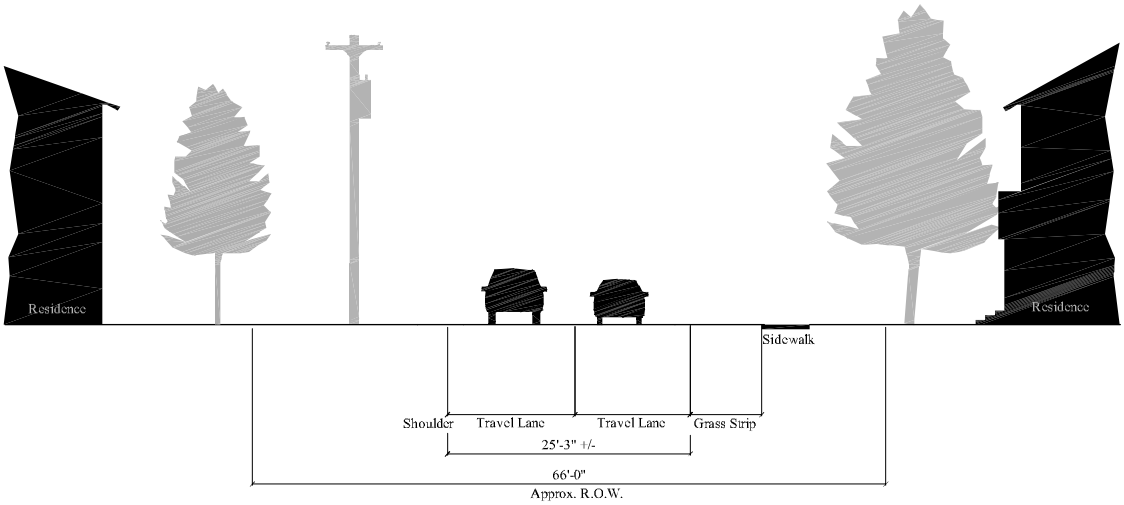
In this neighborhood, the approach is to slow traffic entering this neighborhood, and make it more pedestrian friendly. A splitter island/median is placed at the entry to the neighborhood just over the bridge to slow incoming traffic from Irish Hill Road. Sidewalks are extended along both sides of the road, with street trees planted in tree lawns adjacent to the road. These improvements would narrow the travel lanes to 10 feet, in keeping with encouraging slow traffic through this neighborhood. Three parallel on-street parking spaces in front of the store is suggested to clarify parking and circulation at this neighborhood activity node. A similar approach is employed along Marsett Road, with sidewalks constructed along the north side of the road and tree lawns and street trees planted to better define the roadway. Elm trees and period light fixtures would reinforce the historic nature and desired pedestrian orientation of this neighborhood.

Conceptual plan for Lower Falls Road at the proposed Gateway.

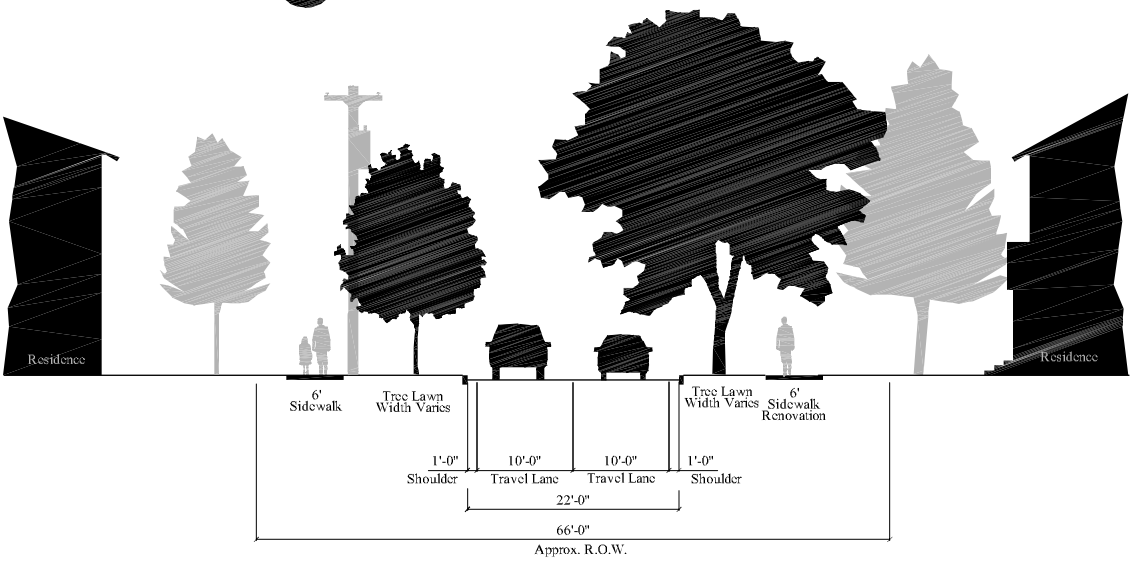


Lower Falls and Marsett intersection.

Above, entry to Lower Falls Village at the bridge looking east, and a street view looking east. Below, conceptual improvements in section.

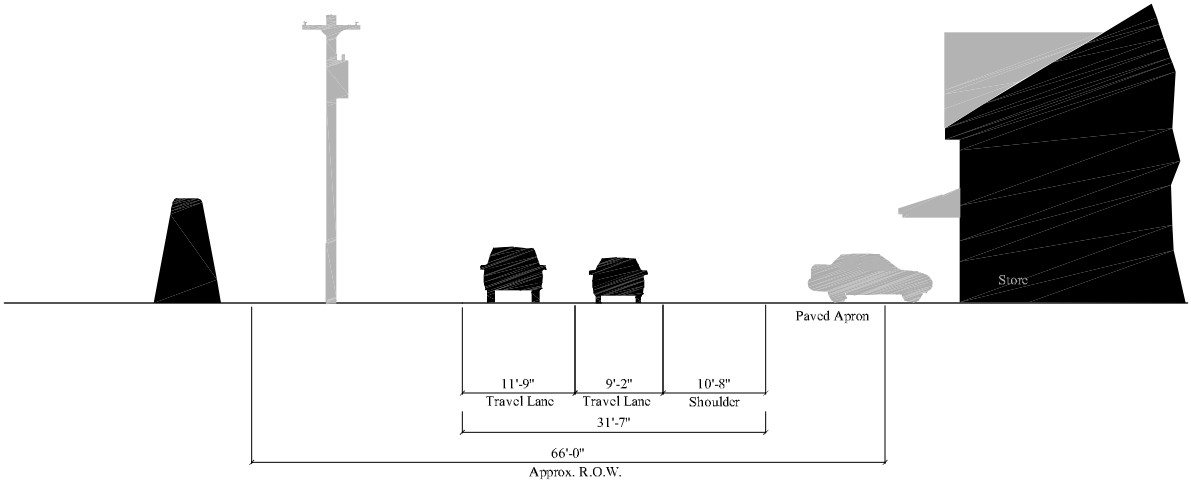


Existing Typical Section on Lower Falls Road

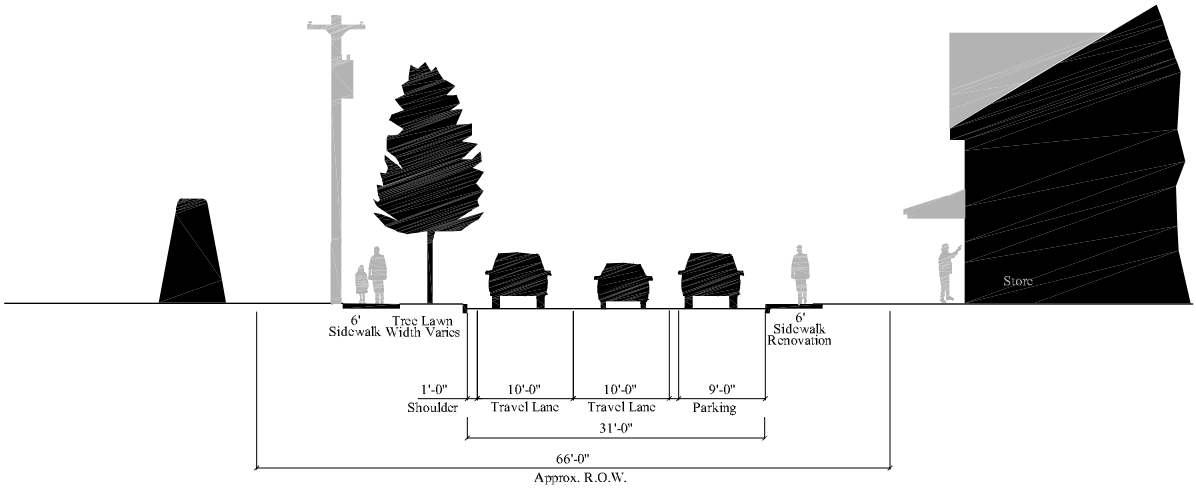


Proposed Typical Section on Lower Falls Road

Above right, existing conditions at the store. Above left and below, conceptual improvements to clarify parking and sidewalks in this area.

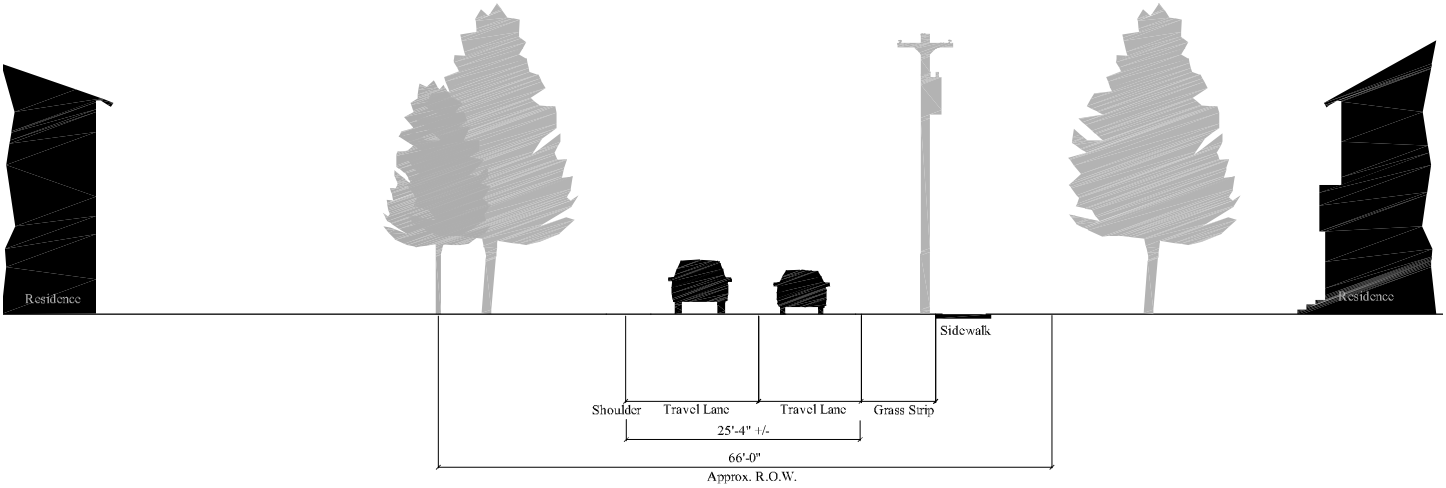


Existing Section on Lower Falls Road at Store

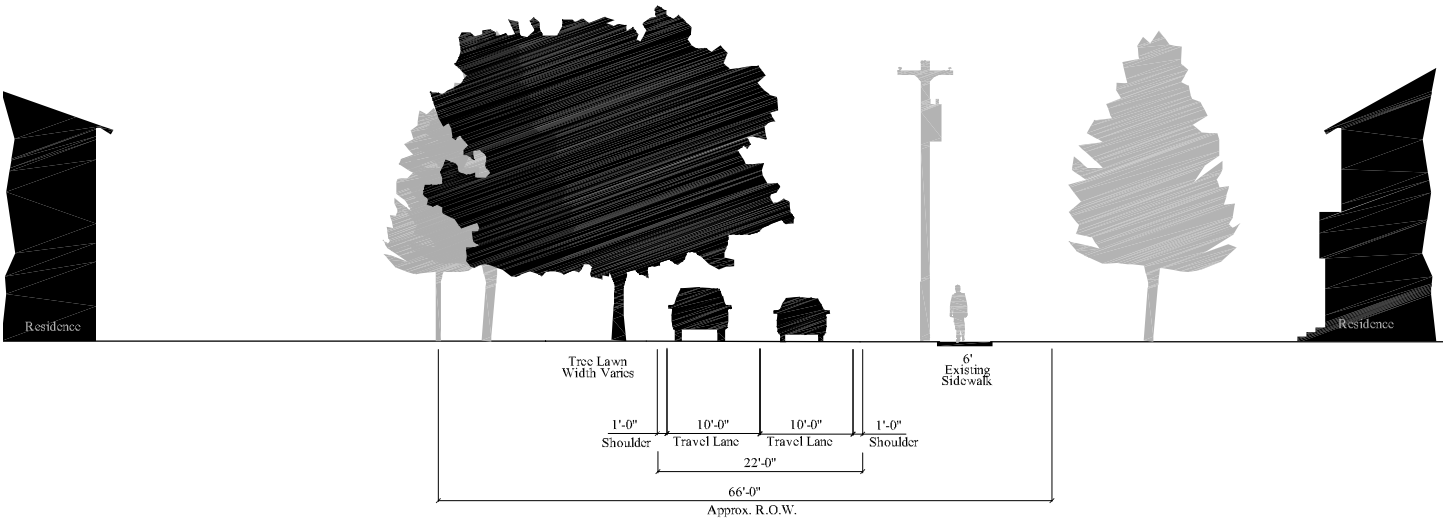


Proposed Section on Lower Falls Road at Store

Above left, view of Marsett Lower Falls intersection, looking west. Conceptual plan and section of street improvements to Marsett Road.



Existing Section on Marsett Road



Proposed Section on Marsett Road

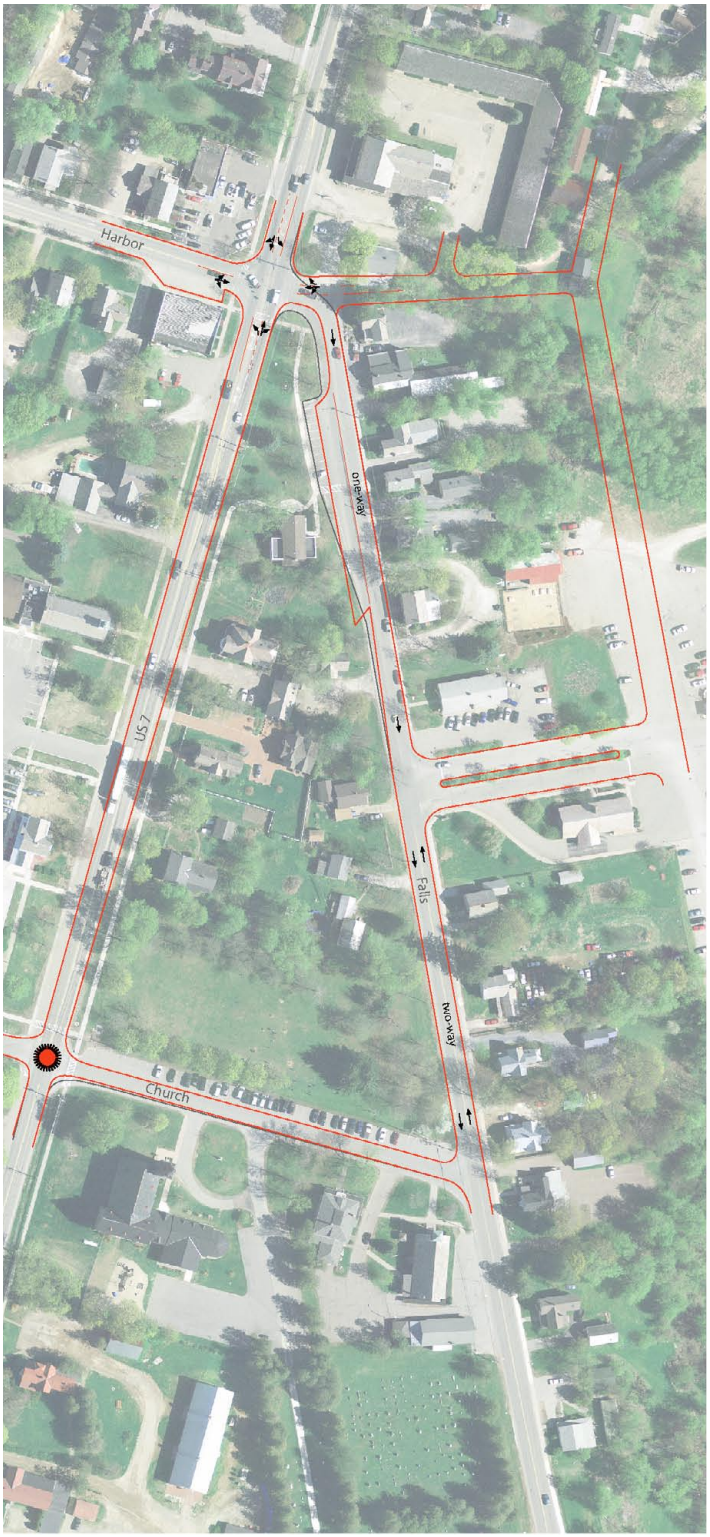
Shelburne Road/Falls Road/Harbor Road Intersection Alternatives

Alternatives to improve the Shelburne Road/Harbor Road/Falls Road intersection have been prepared as part of a separate traffic planning effort. At this time four alternatives have been defined and evaluated for this intersection as follows:

Falls Road One Way

In this alternative, Falls Road would be reconfigured as a one-way road conveying southbound traffic. This configuration allows for an additional leg to be added to the intersection (i.e., the Loop Road). This concept was defined in the 1988 Shelburne Village Plan, and involves narrowing the right of way along Falls Road, and construction of broader sidewalks and tree lawns in its place.

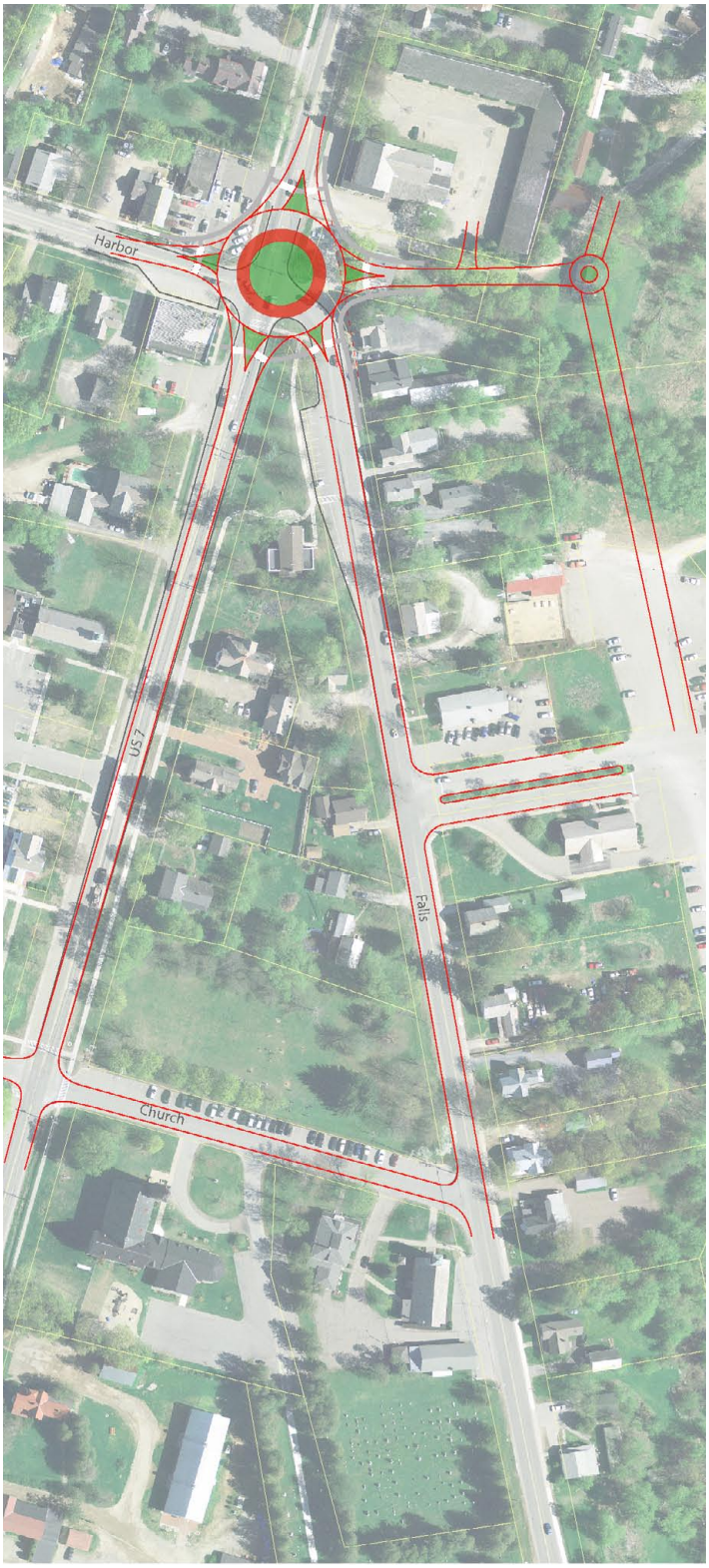
Estimated Cost: $550,000



Five Leg Roundabout

A single lane modern roundabout would be installed at the intersection with five legs, which would accommodate the Loop Road as well as Falls Road as a two-way street. In the conceptual drawing shown, the diameter is 145 feet, which is relatively large for a single lane roundabout. The large size is conservative, and a somewhat smaller design may result from a more detailed analysis. Because of the high truck traffic volumes on US 7 and the need to accommodate the five approaches to the roundabout, this larger size is recommended. Crosswalks would be provided at each approach. Roundabouts show improved capacity and level of service at most typical signalized intersections, but show particularly strong advantages for five way intersections.

Estimated Cost: $1,000,000



Jughandle

The Jughandle alternative would incorporate restrictions on left turns from Shelburne Road (in the northbound and southbound directions) and redirect the turning traffic to the intersection of Shelburne Road and Church Street, thus using the 'triangle' as a jughandle. This alternative improves the efficiency and capacity of the intersection, and also allows a shorter crossing distance for pedestrians crossing Shelburne Road. This alternative can be combined with the split phasing option (discussed below), but cannot accommodate the Loop Road.

Estimated Cost: $150,000

Split Phasing

One solution to safety concerns regarding sight distance for left turns from Harbor Road is to establish separate signal phases for the eastbound and westbound approach, so that each can have permitted left turns. This alternative would require that the intersection approach at Harbor Road and Upper Falls Road be widened, and would result in the loss of on-street parking on Harbor Road.

Estimated Cost: $ 250,000

Implementation Priorities

Based on public input from the Village Plan workshops, the following implementation priorities were set by the Historic Preservation and Design Review Commission for streetscape improvements.

High Priority

- Falls Road at Triangle
- Route 7 at Triangle
- Church Street
- Shopping Center
- Falls Road Neighborhood
- Southeast Gateway
- Marsett Road
- Falls Road South

Medium Priority

- Route 7 North Segment
- Route 7 North Gateway
- Route 7 South
- Route 7 South Gateway

Low Priority

- Harbor Road Commercial
- Harbor Road West

Summary of Cost Estimates

shelburne Village Plan Improvements

Streetscape Improvements

1 Upper Falls from Route 7 to Church Street

On street parking, tree lawn, street trees, amenities.

Item	Quantity	Cost	Extension
New sidewalks (s.f.)	7,194	$8.00	$57,550
Renovated sidewalks (s.f.)	5,763	$6.00	$34,578
Street lights (ea.)	30	$3,000	$90,000
Paint crosswalks (l.f.)	90	$20.00	$1,800
Paint parking spaces (l.f.)	551	$0.75	$413
Restriping (l.f.)	2,158	$0.75	$1,619
Tree Lawns			
Pavement excavation (c.y.)	940	$5.80	$5,452
Topsoil (c.y.)	2,000	$19.80	$39,600
Curb, cast in place concrete (l.f.)	2,287	$32.00	$73,184
Seeding (lb.)	24	$3.10	$74
Trees (e.a.)	34	$400	$13,600
Street Furniture			
Benches (e.a.)	4	$800	$3,200
Trash receptacles (e.a.)	2	$900	$1,800
Bike racks (e.a.)	2	$450	$900
Subtotal			**$323,770**
Design Fees (20%)			$64,753.98
Contractor's Overhead and Profit (15%)			$48,565.49
Subtotal			**$437,089.37**
Contingency (15%)			$65,563.40
TOTAL			**$502,652.77**

2 Route 7 North

6' sidewalks, splitter island, trees, lighting.

Item	Quantity	Cost	Extension
New sidewalks (s.f.)	9,468	$8.00	$75,744
Renovated sidewalks (s.f.)	1,326	$6.00	$7,956
Paint crosswalks (l.f.)	73	$20.00	$1,460
Restriping (l.f.)	4,192	$0.75	$3,144
Tree Lawns and Median			
Pavement excavation (c.y.)	1,493	$5.80	$8,659
Topsoil (c.y.)	1,741	$19.80	$34,472
Curb, cast in place concrete (l.f.)	2,040	$32.00	$65,280
Seeding (lb.)	40	$3.10	$124
Trees (e.a.)	47	$400	$18,800
Subtotal			**$215,639**
Design Fees (20%)			$43,127.84
Contractor's Overhead and Profit (15%)			$32,345.88
Subtotal			**$291,112.92**
Contingency (15%)			$43,666.94
TOTAL			**$334,779.86**

3 Route 7 Central

Street trees, sidewalks, crosswalks, lighting.

Item	Quantity	Cost	Extension
New sidewalks (s.f.)	2,070	$8.00	$16,560
Renovated sidewalks (s.f.)	3,300	$6.00	$19,800
Paint crosswalks (l.f.)	74	$20.00	$1,480
Restriping (l.f.)	4,014	$0.75	$3,011
Street lights (ea.)	28	$3,000	$84,000
Tree Lawns			
Pavement excavation (c.y.)	478	$5.80	$2,772
Topsoil (c.y.)	650	$19.80	$12,870
Curb, cast in place concrete (l.f.)	1,789	$32.00	$57,248
Seeding (lb.)	45	$3.10	$140
Trees (e.a.)	22	$400	$8,800
Street Furniture			
Benches (e.a.)	4	$800	$3,200
Trash Receptacles (e.a.)	1	$900	$900
Subtotal			**$210,780**
Design Fees (20%)			$42,156.08
Contractor's Overhead and Profit (15%)			$31,617.06
Subtotal			**$284,553.54**
Contingency (15%)			$42,683.03
TOTAL			**$327,236.57**

4 Route 7 South

Street trees, sidewalks, crosswalks, splitter island, restriping.

Item	Quantity	Cost	Extension
New sidewalks (s.f.)	14,862	$8.00	$118,896
Paint crosswalks (l.f.)	112	$20.00	$2,240
Restriping (l.f.)	1,427	$0.75	$1,070
Tree Lawns and Median			
Pavement excavation (c.y.)	2,065	$5.80	$11,977
Topsoil (c.y.)	2,500	$19.80	$49,500
Curb, cast in place concrete (l.f.)	464	$32.00	$14,848
Seeding (lb.)	70	$3.10	$217
Trees (e.a.)	72	$400	$28,800
Subtotal			**$227,548**
Design Fees (20%)			$45,509.65
Contractor's Overhead and Profit (15%)			$34,132.24
Subtotal			**$307,190.14**
Contingency (15%)			$46,078.52
TOTAL			**$353,268.66**

5 Harbor Road Commercial

On-street parking, street trees, sidewalks.

Item	Quantity	Cost	Extension
New sidewalks (s.f.)	4,680	$8.00	$37,440
Street lights (ea.)	12	$3,000	$36,000
Paint crosswalks (l.f.)	20	$20.00	$400
Restriping (l.f.)	736	$0.75	$552
Paint parking spaces (l.f.)	717	$0.75	$538
Tree Lawns			
Pavement excavation (c.y.)	282	$5.80	$1,636
Topsoil (c.y.)	329	$19.80	$6,514
Curb, cast in place concrete (l.f.)	785	$32.00	$25,120
Seeding (lb.)	22	$3.10	
Trees (e.a.)	9	$400	$3,600
Street Furniture			
Bike racks (e.a.)	1	$450	$450
Subtotal			**$112,250**
Design Fees (20%)			$22,449.91
Contractor's Overhead and Profit (15%)			$16,837.43
Subtotal			**$151,536.89**
Contingency (15%)			$22,730.53
TOTAL			**$174,267.43**

6 Harbor Road to School

Sidewalks, street trees, splitter island, crosswalk.

Item	Quantity	Cost	Extension
New sidewalks (s.f.)	11,360	$8.00	$90,880
Renovated sidewalks (s.f.)	4,960	$6.00	$29,760
Paint crosswalks (l.f.)	22	$20.00	$440
Restriping (l.f.)	5,832	$0.75	$4,374
Tree Lawns and Splitter Island			
Pavement excavation (c.y.)	1,733	$5.80	$10,051
Topsoil (c.y.)	2,022	$19.80	$40,036
Curb, cast in place concrete (l.f.)	2,932	$32.00	$93,824
Seeding (lb.)	45	$3.10	$140
Trees (e.a.)	30	$400	$12,000
Subtotal			**$281,505**
Design Fees (20%)			$56,300.90
Contractor's Overhead and Profit (15%)			$42,225.68
Subtotal			**$380,031.08**
Contingency (15%)			$57,004.66
TOTAL			**$437,035.74**

7 Falls Road near La Platte Park

Sidewalks, street trees, splitter island, crosswalk.

Item	Quantity	Cost	Extension
Renovated sidewalks (s.f.)	4,428	$6.00	$26,568
Paint crosswalks (l.f.)	68	$20.00	$1,360
Restriping (l.f.)	9,970	$0.75	$7,478
Tree Lawns and Splitter Island			
Pavement excavation (c.y.)	1,572	$5.80	$9,118
Topsoil (c.y.)	1,572	$19.80	$31,126
Seeding (lb.)	41	$3.10	$127
Trees (e.a.)	11	$400	$4,400
Subtotal			**$80,176**
Design Fees (20%)			$16,035.16
Contractor's Overhead and Profit (15%)			$12,026.37
Subtotal			**$108,237.33**
Contingency (15%)			$16,235.60
TOTAL			**$124,472.93**

8 Lower Falls Road

Tree lawn, splitter island, street trees, restriping, crosswalks.

Item	Quantity	Cost	Extension
New sidewalks (s.f.)	18,312	$8.00	$146,496
Renovated sidewalks (s.f.)	10,032	$6.00	$60,192
Paint crosswalks (l.f.)	48	$20.00	$960
Paint parking spaces (l.f.)	288	$0.75	$216
Restriping (l.f.)	10,608	$0.75	$7,956
Tree Lawns			
Pavement excavation (c.y.)	1,606	$5.80	$9,315
Topsoil (c.y.)	2,316	$19.80	$45,857
Curb, cast in place concrete (l.f.)	4,764	$32.00	$152,448
Seeding (lb.)	110	$3.10	$341
Trees (e.a.)	43	$400	$17,200
Street Furniture			
Benches (e.a.)	2	$800	$1,600
Trash receptacles (e.a.)	1	$900	$900
Subtotal			**$443,481**
Design Fees (20%)			$88,696.12
Contractor's Overhead and Profit (15%)			$66,522.09
Subtotal			**$598,698.81**
Contingency (15%)			$89,804.82
TOTAL			**$688,503.63**

9 Marsett Road

Tree lawn, sidewalk, street trees.

Item	Quantity	Cost	Extension
Restriping (l.f.)	3,664	$0.75	$2,748
Pavement excavation (c.y.)	814	$5.80	$4,721
Topsoil (c.y.)	814	$19.80	$16,117
Seeding (lb.)	21	$3.10	$65
Trees (e.a.)	25	$400	$10,000
Subtotal			**$33,652**
Design Fees (20%)			$6,730.30
Contractor's Overhead and Profit (15%)			$5,047.73
Subtotal			**$45,429.53**
Contingency (15%)			$6,814.43
TOTAL			**$52,243.95**

10 Church Street

On street parking, tree lawn, street trees, amenities.

Item	Quantity	Cost	Extension
New sidewalks (s.f.)	7,385	$8.00	$59,080
Street lights (ea.)	14	$3,000	$42,000
Paint crosswalks (l.f.)	45	$20.00	$900
Paint parking spaces (l.f.)	774	$0.75	$581
Restriping (l.f.)	820	$0.75	$615
Tree Lawns			
Pavement excavation (c.y.)	572	$5.80	$3,318
Topsoil (c.y.)	667	$19.80	$13,207
Curb, cast in place concrete (l.f.)	1,050	$32.00	$33,600
Seeding (lb.)	15	$3.10	$47
Trees (e.a.)	24	$400	$9,600
Street Furniture			
Trash receptacles (e.a.)	1	$900	$900
Subtotal			**$163,846**
Design Fees (20%)			$32,769.24
Contractor's Overhead and Profit (15%)			$24,576.93
Subtotal			**$221,192.37**
Contingency (15%)			$33,178.86
TOTAL			**$254,371.23**

11 Village Green Improvements

Selective removal of existing vegetation, regrading, new sidewalks, plaza at north end, plaza in front of Library (granite) and a small plaza wall.

Item	**Quantity**	**Cost**	**Extension**
Clearing and Grubbing (ac.)	0.40	$6,500	$2,600
Regrading (s.m.)	1,618	$0.85	$1,375
Sidewalks (s.f.)	2,000	$4	$8,500
North Plaza (s.f.)	2,000	$8.00	$16,000
Library Plaza (s.f.)	650	$28	$18,200
Plaza Retaining Wall (l.f.)	40	$218	$8,720
Relocate Flagpole (l.s.)			$1,150
Light Fixtures (e.a.)	3	$3,000	$9,000
Topsoil and seeding (s.f.)	18,800	$0.40	$7,520
Plantings (e.a.)	50	$40	$2,000
Street Furniture			
Benches (e.a.)	3	$800	$2,400
Trash receptacles (e.a.)	1	$900	$900
Total			**$78,365**
Design Fees (15%)			$11,754.80
Contractor's Overhead and Profit (15%)			$11,754.80
Subtotal			**$101,874.89**
Contingency (10%)			$10,187.49
TOTAL			**$112,062.38**

Appendix

workshop Notes

Update of 1988 costs

SHELBURNE VILLAGE PLAN UPDATE

SUMMARY OF WORKSHOP COMMENTS
November 2, 2005

The following is a summary of comments from the four working groups of the November 2nd Shelburne Village Plan Update workshop. A composite map of the workshop comments can be found on the last page.

Group #1: Circulation on Route 7 and Upper Falls Road

Route 7 / Upper Falls Road Intersection
The group briefly discussed the "Loop Road" (a project in the existing Shelburne Village Plan), but set aside the topic as a discussion/planning topic by the group as too complex an issue and with several unresolved aspects in the area—the future development of the trailer park, development of the commercial (Clayton) area, the Inn and its parking, access and egress. Are there other ways to access the trailer park? Several ideas were discussed regarding alternative configurations of this intersection. These include:

- Roundabout
- One way streets around the central triangle

The group concluded that this intersection is the biggest problem for pedestriansvehicle congestion only for about 30 minutes twice a day.
Focus on improving pedestrian flow particularly within the 1/2 mile radius around the intersection.

Sidewalks and Pedestrian Crossings
The group agreed on the following suggestions for improved pedestrian flow:

- Add pedestrian phase (button) to the Route 7/ Falls/Harbor intersection.
- Find pedestrian space within road rights of way, narrow roadway.
- Extend sidewalks on both sides of Route 7, Harbor Road, Falls Road.
- Consider a meandering sidewalk along the museum frontage and a more attractive fence.
- Priority should be more frequent pedestrian crossings, particularly along Harbor. Road for children, add marked crossing at Church Street, better marked, zebra painting and markers.

Parking
The group briefly discussed the need to find ways to increase parking. Parking at the train station should be clarified.

Village Appearance
The group discussed the question of where does the village begin. The group agreed that the area between the bridge and Harrington House was a transitional area. The Harrington House marks the 1/2 mile radius spot on the north side. It was decided that the 1/2 mile radius area would be what we should first attempt in our planning to improve and emphasize. With plantings, sidewalks, bump outs, traffic calming measures and other amenities. Improve appearance of village friendliness overall:

- Plantings
- Directional signage, shops, parking
- Welcome / information kiosk

La Platte River Park
The group agreed that the La Platte River area was sacred and should not be compromised.

Group #2: Small Scale Infill Development

Retaining the village in its present form/planning to keep balance. How to make infill possible in micro-scale?

- Incentives to keep residential component
- Develop place for more businesses—shopping center is pivotal site
- Expanding determination of good design
- Restriction on teardowns as accompaniment to encouraging infill

Look at converting houses and barns other than as auxiliary structures as they are currently approached under zoning. This would allow increased density without changing the appearance.

Incremental small-scale growth while maintaining existing fabric.
Falls Road—north side has potential. Difficult without looking at individual properties.

- Equal or smaller with similar look.
- Mixture of duplex, cottage housing.
- New housing should share the scale with its immediate neighborhood.
- Localized by proximity to neighboring buildings (micro-style).

Three story buildings within the village?
Parking garage?

Limited amount of infill is possible.

- Back of lots.
- Must be sensitive when located within existing village pattern.

Route 7 more pedestrian friendly:

- Sidewalks/pedestrian crossings better marked (flashing lights).
- Village access to museum from train station (weekend now). Pedestrian gate to museum.
- Sidewalk on west side of route 7 on museum side to lessen linear impact.

Group #3: Lower Falls Road Village

Principal Issue: Traffic and Pedestrian Safety

- "Traffic calming" measures, especially along Falls Road between the Marsett/Mt. Philo intersection running to the Falls Bridge at Thomas Road, is a priority.
- Suggestions to control vehicle speed included "bulbouts," reducing speed limit (recently considered and not adopted by Selectboard), signage reminding drivers of pedestrians, and narrowing the width of the driving lanes (reduction in pavement width or through use of lining narrower lanes).
- Suggestions to promote pedestrian safety were to raise the existing sidewalk on the northerly side of Falls Road above street level (as well as everywhere else sidewalks are at street level); extend that sidewalk across the Falls Bridge to enable a connection to the sidewalk that will hopefully come down Irish Hill Road from the new O'Brien development and Thompson Road neighborhood, construct a new elevated sidewalk along the entire length of the southerly side of Falls Road; construct crosswalks near the Bridge, at Bacon Drive and at the Mt. Philo Road/Marsett Road intersection; and, at least while sidewalks remain at street level, install "posts" (bollards or hitching-type posts) to discourage vehicular intrusion onto pedestrian walkways.

Infill

- The group felt that residential infill is reasonably possible in the area behind existing homes on the north side of Falls Road. There was not consensus that a similar infill pattern is appropriate on the southerly side of Falls Road just north of the Laplatte River which was viewed by some as being more appropriately left "open" for natural resource and agricultural potential reasons.
- The infill pattern northerly of Falls Road would include vehicular access from Laplatte Circle and a new road opposite Bacon Drive (the owner of a portion of the land which would have to be taken for this new road was in our group and she is on board with this concept!).
- Pedestrian amenability for this new neighborhood would be important and it would provide the opportunity for a link between the existing Lower Falls Village and the Village proper to the north.

Pedestrian/Recreation Paths

- The group felt that creating non-vehicular transport alternatives from the Lower Falls Village to the Village proper should be a priority – not just recreational paths in the Laplatte Nature Park – but functional walking/biking alternatives to driving into the Village. The map we marked up depicts suggested locations of paths consistent with some routes known to presently exist.

- 'Primitive" paths should remain for recreational use in and around the Laplatte Nature Park. A bridge over the Laplatte River was suggested and a possible location is shown on the map. This bridge would link the land on the easterly side of the River which is about to come into town ownership for open space/passive recreational uses – very compatible with the current use of the Laplatte Nature Park.
- Paths that "hug" the River were discouraged as being potentially disruptive of wildlife habitat. Paths that run further from the River but occasionally reach it at interesting visual points were deemed appropriate.

Agriculture

- Realizing that the future may support the concept of local "neighborhood" agricultural activity, there was discussion about designating the area behind existing homes on the south side of Falls Road, just north of the Laplatte River, as an agricultural area. Some felt this may run a bit contrary to the "high density" development intended generally for the Village District and that protecting agricultural resources in the Rural District was a greater town priority.
- There was agreement that the community gardens now in place at the Laplatte Nature Park ought to be considered for expansion.

Energy Production

- Historically, the Lower Falls Village was settled because of the availability of hydro-power (in the old sense) at the Shelburne Falls. The group liked the idea of pursuing modern hydro power possibilities at the Falls.

Parking

- Since the Laplatte Nature Park is a town-wide recreational resource, it was recognized that some effort ought to be made to create a parking area for those who do not live within easy walking distance from the Park. Ideas included locations off of Laplatte Circle in the area where there is now winter parking for sledding, maybe near the Cemetary, or perhaps where it presently exists in the pull-off north of the Post Office.

Group #4: Redevelopment Opportunities

This group struggled with a higher expectation for greater levels of development in the village and felt strongly that overall a smaller scale incremental pattern of development would be better and fit the scale and character of the historic village. The residential character was important to a number of group members who were village residents and business owners. There was strong concern that the previously planned "loop road" cause considerable disturbance to village residents without a clear benefit and at considerable public costs.

There was movement on several opportunity fronts for new neighborhood development:

- Redevelopment of the shopping center as a mixed use village/commercial center to provide services for local residents and village visitors. (mostly museum related). While the center is presently in a legal conflict when that is resolved the property should be encouraged to redevelop as an attractive center where goods and services, mixed housing and offices could be well integrated.
- A second new neighborhood areas was defined on the north area of the village where higher density housing integrated with openspace preservation along the LaPlatte river could be designed. Linked trails along the open spaces and tying together the neighborhood with other pedestrian linkages. The group generally accepted the notion that this undeveloped area could become a new neighborhood that could include a range of housing types and could also be a location for affordable housing. Also discussed was the potential that if the trailer park deal wasn't resolved in the favor of the park residents, or that if the residents needed additional development to make the economies of the property purchase work – this would be a place where higher density development could occur. Unresolved but of concern was the narrow ROW into the area.

Other issues this group discussed were:

1) Get more people into town in the future – tapping more into the potentials for the museum to contribute more to the local economy.
2) Enhance people's ability to park and walk around was strongly connected to the above point, and a strong sense that parking was available but that walking was not.
3) Enhance interconnectedness for pedestrians in particular. Lesser sense that vehicular connectedness would add much value to the village.

4) Route 7 —the imminent creation of a four-lane throughway just north of the bridge to two-lane "Main Street transition was of considerable concern and there was a strong concern that ever higher traffic speeds would cripple the villages sense of comfort and safety for both residents of the village and for pedestrians. The potential to pursue a plan for traffic calming for the RT 7 corridor was discussed at some length.
5) Improve existing parking lots to make them more village friendly and better connected for pedestrians was discussed and one way to improve upon that was to expand on-street parking. Need parking directional signs "P" to promote better utilization.

Pedestrian/Bike Circulation

- New or improved sidewalks are really needed all around the village green, Church Street – Upper Falls Road – and along both sides of Route 7.
- Provide pedestrian access across points Route 7 – in the context of a traffic calming plan for all the above roads.
- Four way crosswalks at Falls Road / Route 7 / Harbor Road.
- Create designated bike shoulders and /or other bike connection options from neighborhoods to the village center and the school.

Green Space

- Make LaPlatte River Nature Park a living asset of the village not just a postcard picture: promote better access with a better - defined trailhead across from the cemetery. Add signage and improve trail connections.
- Preserve the parade grounds as a village green space and where possible, when adding sidewalks, narrow the street and build sidewalk on paved areas.
- Break up large areas of pavement with tree plantings, and put wide streets on "a diet"

Redevelopment Opportunities

- Redevelopment of shopping center – more uses / density. Mixed uses. Emphasize pedestrian connections with paths from Falls road to the shopping center.
- Intermingle businesses without Loop Road.
- Potential neighborhood development behind businesses on Route 7. Orient more to Route 7.
- Limited infill opportunity for accessory housing or "back house or cottage development for lots facing Falls Road.

Feedback

The following comments were submitted after the workshop presentations.

Greatest Concerns:

- Traffic Speed
- Pedestrian access
- Vital life retail and residential
- Use of LaPlatte Nature Park for anything other than open space and trails
- Cost of improvements
- Loop Road
- Developing open space (i.e, the trailer park) rather than intensifying the village core
- Parking, particularly on-site parking requirements
- Off-street parking at LePlatte Nature Park

Best Ideas:

- Slow traffic (2)
- Trail network to nature park
- Dense development in Shelburne Supermarket area
- More pedestrian crossings
- Maintain green buffer beween the village and strip shopping centers to the north
- A series of paths through the village (not 10 feet wide)
- Flowers and planting at the village entries

Other comments and suggestions:

- Get people down Shelburne Road toward the Shelburne Museum
- Invite the Paths Committee and the Lake Champlain Byways Committee to the next meeting

SHELBURNE VILLAGE PLAN UPDATE

SUMMARY OF WORKSHOP COMMENTS

February 15, 2006

The following is a summary of comments from the February 15th workshop on the Shelburne Village Plan Update. comments from the community participants are summarized by street segment.

Falls Road Triangle

- Visibility for diagonal parking/safety.
- Has parking been studied?
- Additional parking to Church Street.
- Landscaping should not screen view of buildings from Route 7.
- Sidewalk along triangle-concern for sidewalk in front yard—no business on west side of road.
- Traffic study—lower speed from 35 mph to 30 mph.

Church Street

- People park on sidewalks
- Need sidewalks/crosswalks. Connections to churches—getting family to church is dangerous.

Harbor Road

- Speed concerns
- Alternative link for traffic from north to school, avoiding Route 7 / Harbor Road intersection

Route 7

- What will speed limit be?
- Reduce to 35 mph
- Slow traffic on other side of the bridge north of the village
- Has petitioned to lower speed limit to 25 mph
- What is growth projection for traffic on Route 7?
- South Gateway: Move to Marsette? Or add another splitter island?
- Would lower speeds south of Marsette/ Bostwick intersection induce more commercial development south /out of cove?

Lower Falls Road

- Sidewalk on both sides
- Rotary replacing 4-way stop
- Move splitter to other side of the bridge
- Speed is more of a problem At the straight section at the top of the hill.

Falls Road South

- Extend parking south from Falls Road triangle.
- Parking on sidewalks.
- Add bulb-outs and parking along this stretch.
- Parking at community gardens and post office.
- Splitter island here instead of near bridge?

Falls Road Neighborhood

- Speed Study?
- Streetscape improvements: Yes
- Mini-roundabout: maybe not.
- Crosswalks at intersection to permit N-S crossing, E-W crossing.

Land Use/Infill

- Shopping Center needs to be able to draw people in.
- Relationship between land use and street plans?
- Shelburne Woods has inadequate access for additional density.
- Road to infill area would disrupt existing residences.
- Accessory units in Lower Falls neighborhood may need zoning changes
- Changes in lot usage would take time.
- Route 7 south has potential for more development.
- Train station in village.
- Historic preservation protection in zoning.

Shelburne Village Plan Cost Update
-2005

Project	Amount	Cost per Unit	Cost	Notes:
1. North East Loop Road				
New roadway 30' curb to curb, with drainage, sidewalks on both sides, starting from 200 feet west of Shelburne Road,continuing 200 feet towards the trailer park, continuing south to the shopping park and returning to Falls Road.				
Road Construction (l.f.)	1,800	$400	$720,000	30' curb to curb with drainage
Special Grading and Fill (l.s.)			$71,275	Assume increase of 42.55%
Sidewalks (s.f.)	9,200	$4.25	$39,100	48" wide (both sides)
Topsoil and seeding (s.f.)	18,400	$0.40	$7,360	
Trees (ea.)	20	$300	$6,000	40' on center
Street lights (ea.)	30	$3,000	$90,000	30' on center
Nature Park Overlook (l.s.)			$21,383	Assume increase of 42.55%
Paint Crosswalks (l.f.)	60	$35	$2,123	Durable crosswalk
Subtotal			**$957,240**	
Water Lines			$51,817	Assume increase of 42.55%
Sewer lines			$46,685	Assume increase of 42.55%
Total			**$1,055,742**	
Note: Cost estimates do not include acquisition of right-of-way.				
2. Upper Falls Road Reconstruction				
20' roadway with parking bays and sidewalks on both sides.				
Road Construction (l.f.)	550	$400	$220,000	20' roadway
Sidewalks (s.f.)	6,600	$4.25	$28,050	6' wide (both sides)
Topsoil and seeding (s.f.)	8,800	$0.40	$3,520	
Trees (e.a.)	24	$400	$9,600	
Street lights (ea.)	14	$3,000	$42,000	
Street Furniture				
Benches (e.a.)	6	$800	$4,800	
Trash Receptacles (e.a.)	4	$900	$3,600	
Bike racks (e.a.)	2	$450	$900	
Total			**$312,470**	

3. Shelburne Road Promenade

8' walk from Harbor Road to the south edge of Church Street.

Walkway (s.f.)	8,400	$8	$67,200	8' walk with interlocking pavers
Topsoil and seeding (s.f.)	8,400	$0.40	$3,360	from Harbor to Church
Trees (e.a.)	27	$400	$10,800	
Street lights (e.a.)	20	$3,000	$60,000	
Street Furniture				
Benches (e.a.)	6	$800	$4,800	
Trash receptacles (e.a.)	3	$900	$2,700	
Total			**$148,860**	

Note: Cost estimates do not include relocation of overhead utility lines.

4. Church Street Improvements

4' sidewalk, plus curbing parking areas between Shelburne Road and Falls Road.

Sidewalks (s.f.)	1,900	$8	$15,200	4' wide with brick pavers plus pre-cast
Topsoil and seeding (s.f.)	2,400	$0.40	$960	concrete curbing between Shelburne and
Curbs (l.f.)	550	$18	$9,900	Falls Roads
Trees (e.a.)	14	$400	$5,600	
Paint two crosswalks (l.f.)	95	$35	$3,325	
Total			**$34,985**	

5. Village Green Improvements

Selective removal of existing vegetation, regrading, new sidewalks, plaza at north end, plaza in front of Library (granite) and a small plaza wall.

Clearing and Grubbing (ac.)	0.40	$6,500	$2,600	
Regrading (s.m.)	1,618	$0.85	$1,375	
Sidewalks (s.f.)	2,000	$4	$8,500	assume 4' wide
North Plaza (s.f.)	2,000	$8.00	$16,000	assume brick
Library Plaza (s.f.)	650	$28	$18,200	granite
Plaza Retaining Wall (l.f.)	40	$218	$8,720	
Relocate Flagpole (l.s.)			$1,150	
Light Fixtures (e.a.)	3	$3,000	$9,000	
Topsoil and seeding (s.f.)	18,800	$0.40	$7,520	
Plantings (e.a.)	50	$40	$2,000	
Street Furniture				
Benches (e.a.)	3	$800	$2,400	
Trash receptacles (e.a.)	1	$900	$900	
Total			**$78,365**	

6. Other Sidewalk Improvements

Construction or reconstruction to a width of 4', even though most walks are 42".

A.	**W. Side of Shelburne Road (s.f.)**	1,800	$4.25	$7,650	From the school south to covered bridge
	Paint Crosswalk (l.f.)	48	$35	$1,680	
	Subtotal			**$9,330**	
B.	**W. Side of Shelburne Road (s.f.)**	4,800	$4.25	$20,400	North of Harbor Road
	Subtotal			**$20,400**	
C.	**E. Side of Shelburne Road (s.f.)**	2,800	$4.25	$11,900	Harbor Road to church
	Subtotal			**$11,900**	
D.	**E. Side of Shelburne Road (l.f.)**	1,200	$8.50	$10,200	Assume materials increase of 42.55%
	Subtotal			**$10,200**	
E.	**N. Side of Harbor Road (s.f.)**	2,200	$4.25	$9,350	Shelburne Road to flower shop
	Subtotal			**$9,350**	
F.	**E. Side of Shelburne Road (s.f.)**	800	$4.25	$3,400	Between Church St. and Meadow Lane
	Paint lines on asphalt apron (ea.)			$360	
	Subtotal			**$3,760**	
G.	**E. Side of Shelburne Road (s.f.)**	4,400	$4.25	$18,700	Between Meadow Lane and Marsette Rd.
	Subtotal			**$18,700**	42" reconstruction
	Option: E.Side of Shelburne Rd (s.f.)	5,600	$4.25	$23,800	Between Meadow Lane and Marsette Rd.
	Subtotal			**$23,800**	48" reconstruction
H.	**N. Side of Marsette Rd. (s.f.)**	2,600	$4.25	$11,050	Reconstruct deteriorated portions
	Subtotal			**$11,050**	
I.	**E. Side of Falls Rd. (s.f.)**	14,600	$4.25	$62,050	New Loop Road to begnning of curve
	Paint crosswalk (l.f.)	35	$35	$1,225	
	Subtotal			**$63,275**	
J.	**W. Side of Falls Rd. (s.f.)**	2,000	$4.25	$8,500	From end of one-way st to Church St.
	Paint two crosswalks (l.s.)	70	$35	$2,450	
	Subtotal			**$10,950**	

K.	**N.Side of Falls Road (s.f.)**	2,400	$4.25	$10,200	East of Marsette Rd.
	N. Side of Falls Road (s.f.)	1,400	$4.25	$5,950	Reconstruct deteriorated portion @ 42" width
	Subtotal			**$16,150**	Reconstruct east 100' and extend 250'
					at 42"
L.	**Walkway from Shopping to Falls (l.f.)**	1,400	$8.50	$11,900	Assume materials increase of 42.55%
	Subtotal			**$11,900**	

GRAND TOTAL ALL PROJECTS	**$1,832,488**