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TO: TOWN OF RICHMOND

FROM: MATT BOGACZYK, P.E., VTRANS PROJECT MANAGER

DATE: JANUARY 25, 2022

SUBJECT: RE: COMMENTS AND QUESTIONS ON ENGINEERING PLANS FOR RICHMOND-BOLTON STP 2924(1)

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Dear Mr. Arneson,

Thank you for providing input on the Final Plan review of the Richmond-Bolton STP 2924(1) project. We are working to finish the contract plan set in the coming weeks with the intent to advertise the project in mid-March, 2022. Please see the responses to your comments below:

- *Page 59: The westbound shoulder becomes narrow (3-4 feet) as traffic approaches the onramp. This should be widened to facilitate potential bike/ped usage.*
  - VTrans has met to discuss the facilities in the area of the on and off ramps. After review of the required ramp widths, the intent is to maintain a four-foot shoulder minimum through the interchange.
- *For the entire segment, but for pages 59-74 specifically: Could “Bikes May Use Full Lane” signage be installed? This does make vehicle drivers more alert to bicycle traffic and help encourage safe bicycle passage within the Route 2 Corridor.*
  - The use of this sign, R4-11, is dictated by the Manual on Uniform Traffic Control Devices (MUTCD). Specifically, the use of the sign is detailed in Section 9B.06 which states it “... may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicyclists are present and where travel lanes are too narrow for bicyclists and motor vehicles to operate side by side.” As the project is planning for five-foot shoulders from the Park and Ride to Richmond Village, and four-foot minimum elsewhere, there is an adequate bicycle facility and the use of this sign would be inappropriate. There is one location where we are proposing the R4-11 sign in conjunction with the “sharrow” marking, which is near the intersection of US-2 and VT-117 for bicycles heading westbound on US-2. In this location, there is not enough room to add a separated bike lane and maintain an acceptable shoulder width, thus requiring a sharing of the through travel lane.
- *Page 154: Signage should be added to alert users going south on Jericho Road that oncoming traffic may have an extended green light. The left-turn signal should be adjusted to include a flashing yellow light with signage indicating left turn yield on flashing, similar to the intersection at the Park and Ride (page 152).*
  - The project will be installing a W25-2 sign, which states “oncoming traffic may have extended green.” Because the left turn phase of the signal is operating out of the single approach lane to the intersection, a flashing yellow arrow configuration is not appropriate. To summarize, the single approach lane requires two signal heads for the traffic heading north from bridge street. In this case, there needs to be two green ball faces for the operation where Bridge Street and Jericho Road are green. To add the protected left turn movement, the five-section “doghouse”

has been added which will show a green arrow when Bridge Street has a protected left movement and a green ball when both directions are green.

- *The Town intends to reconstruct the sidewalks on East Main St. concurrent with the project. We would like to review the plans that we have for the sidewalks with you to help coordinate the work. Also, we would like to review the stormwater plans on East Main St. to ensure that the curbing installed with the sidewalks works to channel water to storm drains. I have included the plans we have from Green Mountain Engineering in the email reply. Please let us know when we could meet with you for a review.*
  - We are open to holding a call to discuss the plans we have and information that could be beneficial for the sidewalk plans. It should be noted that we are in the process of developing the contract for advertisement and are not in a place to reasonably make major design changes. As discussed previously, the project will be replacing the one cross culvert and structures near Papa McKee's Pizzeria. The project is planning to replace the structures in their existing locations to remain applicable with the existing infrastructure. These structures and cross culvert are geolocated in the design plans and could be used as a reference for the sidewalk work. I will follow up with an email to work on scheduling the meeting.

Thank you,

**Matthew E. Bogaczyk, P.E.** | Project Manager  
Vermont Agency of Transportation, Pavement Design  
219 N. Main Street | Barre, VT 05641  
802-793-5321

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**TOWN OF RICHMOND**  
**RICHMOND TOWN CENTER**  
203 Bridge Street, P.O. Box 285  
Richmond, Vermont 05477



January 21, 2022

Marc Foisy  
Senior Associate  
Stantec  
193 Tilley Dr. Suite 101  
South Burlington, VT 05403

RE: Comments and Questions on Engineering Plans for Richmond-Bolton STP  
2924(1)

Dear Mr. Foisy,

Thank you for sending the plans for the Rt. 2 repaving project. We have reviewed the plans and have the following comments and questions:

- Page 59: The westbound shoulder becomes narrow (3-4 feet) as traffic approaches the onramp. This should be widened to facilitate potential bike/ped usage.
- For the entire segment, but for pages 59-74 specifically: Could "Bikes May Use Full Lane" signage be installed? This does make vehicle drivers more alert to bicycle traffic and help encourage safe bicycle passage within the Route 2 corridor.
- Page 154: Signage should be added to alert users going south on Jericho Road that oncoming traffic may have an extended green light. The left-turn signal should be adjusted to include a flashing yellow light with signage indicating left turn yield on flashing, similar to the intersection at the Park and Ride (page 152).
- The Town intends to reconstruct the sidewalks on East Main St. concurrent with the project. We would like to review the plans that we have for the sidewalks with you to help coordinate the work. Also, we would like to review the stormwater plans on East Main St. to ensure that the curbing installed with the sidewalks works to channel water to storm drains. I have included the plans we have from Green Mountain Engineering in the email reply. Please let us know when we could meet with you for a review.

Thank you,

A handwritten signature in black ink, appearing to read "Josh Arneson".

Josh Arneson  
Richmond Town Manager

CC:

Richmond Selectboard Chair Christine Werneke  
Richmond Road Foreman Pete Gosselin  
Richmond Town Planner Ravi Venkataraman  
VTrans Project Manager Matthew Bogaczyk  
Nicholas Pappas, VTrans  
Glenn Burgmeier, Stantec