

TO: TOWN OF RICHMOND

FROM: MATT BOGACZYK, P.E., PAVEMENT DESIGN PROJECT MANAGER

DATE: SEPTEMBER 2, 2021

SUBJECT: RE: FOLLOW UP ON JULY 20, 2021 MEETING REGARDING THE ROUTE 2 REPAVING PROJECT
IN RICHMOND

Dear Chairperson Werneke,

Thank you for the follow up letter sent to the Agency, dated August 13, 2021. We have reviewed the notes from the meeting held on July 20, 2021 and find them accurate, and appreciate the time and conversation held during the meeting. As requested, I would like to confirm the following elements are being designed and will be included as part of the Richmond-Bolton STP 2924(1) project:

- Five-foot shoulders from the Richmond Park and Ride to the Village Limits.
 - As noted in the meeting and reflected in your letter, there are pinch points within these limits that contain work which would extend beyond what can be incorporated with this project's scope. With the exception of these very short pinch points, the project is proposing five-foot shoulders from the intersection of the Park and Ride to the western terminus of the concrete sidewalk within Richmond's village setting. Please note that the pinch points will be as short as reasonably possible and will transition back to the five-foot shoulder width abruptly.
 - A left turn arrow at the Bridge Street Intersection for left turning vehicles off from Bridge Street onto US-2 Westbound.
 - The signal at this intersection will be fully reconstructed and upgraded to meet current standards. Included in this upgrade will be a five section "doghouse" signal containing a left turn arrow/phase as requested. The inclusion of the left turn arrow will not be coupled with a left turn lane on Bridge Street.
 - ADA Compliant Intersection Features at Bridge Street
 - The project will evaluate and upgrade any existing cross walk facilities within the project limits to meet current ADA guidelines. Specific to the Bridge Street intersection, the full signal rebuild will incorporate new, compliant crossing infrastructure. Existing pedestrian ramps will be reconstructed as necessary and will be ADA compliant. Please note that this work is bound to the ramp area only.
 - Traffic Signal Preemption for Emergency Services
 - The new signal will include signal preemption as part of the system functionality.
 - Culvert Maintenance Replacement
 - There is a current project taking place, lead through the local District Office (District 5), which will be replacing culverts throughout the project limits that have failed or are in generally poor condition. As discussed on July 20, 2021, the project is working to include a cross pipe and a parallel run in the village area. The parallel run, east of Bridge Street, is being called for replacement. The cross culvert is connected to two drop inlets and is deeper (~10 feet) than what can typically be covered under the project scope. I am working with our design consultant to see
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if the culvert can be incorporated with the project and will likely be reaching out in the coming weeks to discuss some of the options. Otherwise, any other culverts which fall within the five feet of cover or less, are contained within the existing State Right of Way (ROW), and are in need of replacement will be addressed either through the District's project or the paving project.

Regarding the requested follow up meeting, the project's plan development is continuing and we expect to achieve the "Final Plans" milestone in Mid-October of 2021. We will coordinate and schedule a meeting with you once the elements described above are incorporated into the plans and analysis of the culverts described above is complete. I will also note that while the project does not include all of the elements initially noted and identified by the Town, it does not preclude future projects or work along this corridor. The Vermont Agency of Transportation (VTrans) is currently implementing a new project selection and prioritization process. This process allows communities to identify needs and work with their Regional Planning Commission (RPC) to understand and evaluate those needs and ultimately work with VTrans to consider that work in future Capital Programs.

Thank you again for your time and interest in the project, and please do not hesitate to contact me with any further questions.

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

vtrans.vermont.gov





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Richmond, Vermont 05477



August 13, 2021

Secretary Joe Flynn
Vermont Agency of Transportation
219 North Main St.
Barre, VT 05641

RE: Follow-up on July 20, 2021 Meeting Regarding the Route 2 Repaving Project in
Richmond

Dear Secretary Flynn,

Thank you for the opportunity to meet with VTrans Project Delivery Bureau Director, Robert White, VTrans Project Manager, Matthew Bogaczyk, and VTrans Highway Safety & Design Program Manager, Jesse Devlin on July 20, 2021 to discuss the Route 2 Repaving Project in Richmond. While it is unfortunate that you were unable to attend due to a scheduling conflict, I appreciate that you took the time to call Town Manager Josh Arneson directly to apologize for your absence and briefly discuss the project. Selectboard Vice Chair, David Sander, Town Manager, Josh Arneson, Road Foreman, Pete Gosselin and I attended the meeting for Richmond.

In this letter I outline the July 20, 2021 conversation. My goal with this letter is to document commitments made by VTrans regarding this project and highlight areas where the Town will continue to work with VTrans toward solutions that will benefit all Vermonters who utilize this State highway.

Construction and reconstruction of sidewalks and curbing:

VTrans representatives stated sidewalks and curbing are outside of the project scope. We discussed that the Town has applied for a bicycle and pedestrian grant for sidewalk construction on East Main St. which is to mostly replace existing sidewalks. (On August 4, 2021 we were notified that we did not receive this grant.)

The Town is disappointed that sidewalks and curbing will not be included in the scope of this project, especially considering that proper curbing is key to addressing the storm water issues in this section of Rt. 2.

The Town was pleased to hear VTrans representatives state that all existing ADA ramps will be upgraded to current standards.



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The Restriping of Parking and Crosswalks:

The Town had asked for parking stalls to be striped in the village sections of Rt. 2. VTrans representatives discussed how striping parking stalls could actually reduce the amount of parking available as each stall would have to be set back a certain distance from intersections with roads and driveways. Allowing parking to occur between the fog line and the sidewalk, as currently happens, actually allows for more cars to be parked in this area.

For now the Town is satisfied with this result for the section of Rt. 2 located to the west of the Bridge St. intersection. However, there is an issue on the section of Rt. 2 located to the west of the Bridge St. intersection with cars parking on the temporary asphalt sidewalks. When these sidewalks are upgraded the Town would like to see parking addressed between the sidewalks and the travelled portion of the road.

Six-foot shoulders for the entirety of the project scope:

VTrans representatives stated they will provide five foot shoulders on both sides of the road with 11 foot travel lanes from the village to the park and ride, with the exception of two box culvert and bridge locations, one located in front of Black Fork Towing and another at a location just east of Black Fork Towing. Areas of the project not between the Village and the Park and Ride will have four foot shoulders.

The Town appreciates that VTrans has been responsive to this request. Being able to provide a safe route for bicyclists and pedestrians to travel from the village to the park and ride helps to support use of public transportation and reduce the use of personal vehicles. The Town is encouraged to see that the shoulders will be set at five feet, but also asks that VTrans increase the shoulders to six feet where feasible.

The installation of left-turn signal at the Route 2-Bridge Street intersection:

VTrans representatives confirmed that there will be a left turn arrow provided with the traffic signal for turns from Bridge St. to Rt. 2. They also confirmed that a left turn lane will not be required. VTrans representatives confirmed that the traffic signal will meet current ADA standards for pedestrian crossing. VTrans representatives confirmed that the new traffic signal will have the capability of having a signal override added so first responders can override the signal.

The Town is very pleased to hear that the left turn arrow, a modern pedestrian crossing, and signal override for first responders will be included with the traffic signal. Incorporating the



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most modern features in a new traffic signal is fantastic planning. The left turn arrow will greatly improve the flow of traffic on Bridge St., the volume of which continues to increase.

Storm water Improvements under Route 2 within Richmond Village:

VTrans representatives stated this is a paving project and thus they were limited in the amount of storm water infrastructure that they could address with this project. They noted that addressing certain storm water infrastructure would require the use of non-paving funds. They also noted that working on the storm water system would involve permitting and potentially require work outside of the Right of Way (ROW).

The Town communicated our intent is to address potential failure points of the storm water system that will be accessible during the repaving project in order to prevent the occurrence of digging up new pavement and subsurface in the near future. The Town is only asking for storm drains to be replaced in the ROW. The Town provided a document which summarizes over \$300,000 in work that the Town has put into the municipal storm water system that connects to the Rt. 2 system.

VTrans representatives stated they will look at pipes that are within five feet of the surface and replace poor or failing pipes. They noted this project cannot address any pipes that are more than five feet down. VTrans also indicated they may be able to replace failing catch basins on East Main St.

The Town appreciated that VTrans representatives at the meeting were able to address select storm water improvements within the current project scope and that the representatives at the meeting could only promise to address items in select locations due to the funding source for this project. However, the Town would like to see VTrans conduct a study of the existing storm water infrastructure that exists under Rt. 2 in the Richmond village. Based on the results of this study it is the opinion of the Town that VTrans should replace all storm water infrastructure that is found to be in poor shape, regardless of the depth of that infrastructure. This project will cause the road to be completely excavated, so not addressing all infrastructure below the road at this time would be short sighted. If accomplishing this goal means that VTrans will need to look for other funding sources for this portion of the project we feel that it is prudent to do so at this time. Not addressing the storm water during this project will cost the citizens of Vermont more money to address in the future as the cost savings that can be realized by combining these improvements with this project will be gone. In addition to addressing the storm water system below the surface, the storm drains and curbing on the surface need to be addressed to insure that storm water is flowing into the system and not onto the properties of Vermont residents that live on the state highway.



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The following topic was not discussed at this meeting but was addressed in the letter to you dated May 3, 2021. Currently, the storm water systems for the developments north of Rt. 2 within Richmond Village (East Main Street) are connected to the Town's wastewater system. This configuration is out of compliance with the Town's Wastewater Policy and fails to support Vermont efforts to disconnect storm water from wastewater treatment. The Town would like to confirm with VTrans that the Town will be able to resolve the noncompliant interconnections between the sewer and storm water systems under Route 2, and that the Town would be able to daylight storm water so that storm water runoff can sheet across Route 2.

In summary the Town is asking for the following:

- Written Confirmation from VTrans that the agency is committing to the following with the project:
 - Five foot shoulders on both sides of the road with 11 foot travel lanes from the village to the park and ride, with the exception of two box culvert and bridge locations, one being located in front of Black Fork Towing and another at a location just east of Black Fork Towing. Areas of the project not between the Village and the Park and Ride will have four foot shoulders.
 - A left turn arrow provided with the traffic signal at the Bridge St. intersection for turns from Bridge St. to West Main St. without the requirement for a left turn lane.
 - A traffic signal at the Bridge St. intersection that will meet current ADA standards for pedestrian crossing.
 - A traffic signal at the Bridge ST. intersection that will have the capability of having a signal override added so first responders can override the signal.
 - Replacing all culverts and storm water structures that are in poor condition and that are located within five feet of the surface.
- The Town would like to have a follow up meeting with you within two weeks of the date of this letter to discuss the following goals for the project:
 - A plan for assistance with construction of sidewalks
 - A plan to address parking on East Main St. in conjunction with the construction of sidewalks
 - Expanding the shoulders from the Richmond village to the park and ride to six feet.
 - Conducting a study of and replacing all storm water infrastructure which is in poor shape regardless of the depth of this infrastructure.
 - Confirmation that the Town will be able to resolve the noncompliant interconnections between the sewer and storm water systems under Rt. 2, and that the Town would be able to daylight storm water so that storm water runoff can sheet across Route 2.



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Thank you for your time in addressing the concerns of the Town of Richmond with this project
We look forward to continuing a discussion of improvements which will serve the citizens of
Vermont by providing better infrastructure and realizing cost savings by combining projects.

Thank you for your consideration,

Christine Werneke

Christine Werneke, Richmond Selectboard Chair

CC:

Representative Jana Brown

Senator Philip Baruth

Senator Thomas Chittenden

Senator Virginia "Ginny" Lyons

Senator Christopher A. Pearson

Senator Kesha Ram

Senator Michael Sirotkin

Richmond Selectboard Vice Chair David Sander

Richmond Town Manager Josh Arneson

Richmond Road Foreman Pete Gosselin

VTrans Project Delivery Bureau Director Robert White

VTrans Project Manager Matthew Bogaczyk

VTrans Highway Safety & Design Program Manager Jesse Devlin