

**State of Vermont**  
**Office of the Secretary**  
219 North Main Street, Suite 101  
Barre, VT 05641  
[vtrans.vermont.gov](http://vtrans.vermont.gov)

[phone] 802-476-2690  
[fax] 802-479-2210  
[ttd] 802-253-0191

*Agency of Transportation*

April 5, 2022

Senator Thomas I. Chittenden  
Vermont State Senator – Chittenden District  
115 State Street  
Montpelier, VT 05633-5201

Re: Richmond-Bolton STP 2924(1) Final Plans

Dear Senator Chittenden,

Thank you for reaching out regarding the Richmond-Bolton STP 2924(1) Final Plans. As you may be aware, the contract was advertised for construction on March 16, 2022, and is planned for a bid opening on April 8, 2022. Over the course of this project's development, The Vermont Agency of Transportation (VTrans) worked closely with the Town of Richmond to identify areas of concern and to implement improvements that would fit within the bounds of the scope. For this rehabilitation project, certain limitations were defined to ensure that the project's intent could be met, which was to address the surface condition and longevity of the roadway's structure at the right time. This meant that elements requiring large expansions and stormwater permitting, or improvements which would require permanent or temporary Right-of-Way (ROW) acquisitions were determined to be outside of scope as they would delay the delivery of the project.

Many elements discussed with the Town were included as components of this project, including a new signal system with left turn phase for the Bridge Street intersection, ADA compliant ramps and signal crossing infrastructure at the Bridge Street intersection, culvert replacements under and adjacent to US-2 in the village area, and widened shoulders from the village to the park and ride. The original request from the Town was to install 6-foot shoulders for the mentioned location, and ultimately the design team determined that the width that could be consistently constructed within the scope was 5 feet, which was communicated to the Town. As you have noted, there were multiple locations with pinch points where the shoulders could not be expanded to 5 feet due to existing infrastructure or site conditions/characteristics that would result in delays to the overall project. VTrans was able to achieve 5-foot shoulders for approximately 73% of the 1.6-mile stretch, and approximately 26% fell into a 3-4 foot paved shoulder range. Necessary shoulder width transitions were designed to be safe and to minimize lengths of reduced shoulder width to the extent possible.



The Contract Plans for this project include green pavement markings in the vicinity of the I-89 interchange to draw attention to the potential presence of bicyclists. In addition to the pavement markings shown in the Contract Plans, VTrans intends to install additional green pavement markings at intersections east of the interchange. It is recognized that while the village area does provide facilities for pedestrians, there is a limited amount of space for bicyclists. As such, the project will also plan to install “sharrows” within the 30 MPH Speed Limit section in the village to alert drivers of the potential presence of cyclists in or very near the vehicular travel lane.

As you noted VTrans is also currently designing a culvert replacement project that in addition to replacing the asset, will also remove a pinch point along the corridor. This work is advancing independently from the Richmond-Bolton STP 2924(1) project as the scope and complexity result in the need for more extensive environmental permitting and Right-of-Way acquisition. Opportunities for coordination between the projects will continue to be evaluated as the design of the culvert project and construction of the rehabilitation project advance.

VTrans recognizes the importance of this corridor as a connection from Richmond to the rest of Chittenden County. While not all elements requested by the Town can be incorporated into the rehabilitation project, we will continue to look for opportunities to further address these “pinch points” in future projects. This coming year, we will be implementing the second year of our project selection and prioritization process (VPSP2) that will include future roadway improvement projects. As part of this process, we will be working closely with CCRPC, through their Transportation Advisory Committee, to identify and prioritize roadway improvement projects within the County. We would encourage the Town of Richmond to work closely with CCRPC on this process.

Please rest assured that these remaining improvements are on our radar, and we will look to find ways to fund future improvements along this corridor. I am hopeful that we would all agree that the improvements included with the upcoming project will significantly improve the corridor. VTrans is committed to continued collaboration with the Town to implement further improvements.

Sincerely,

A handwritten signature in blue ink that reads "Joe Flynn".

Joe Flynn, Secretary  
Agency of Transportation

