

Project Kick-off Meeting

Project/File:	Richmond US-2 Pinch Points
Date/Time:	May 19, 2023 / 9:30 am – 12:30 pm
Location:	Site Visit
Next Meeting:	TBD
Attendees:	Jason Charest, Josh Arneson, Michael Fowler, Justin LaPerle, Cathleen Gent, Allen Knowles, Jim Cota, Keith Osborne
Absentees:	Chris Cole, Alysha Kane, Ashley Atkins, Ian Degutis, Joe Kelly, Lynn Smiley
Distribution:	Attendees and Absentees

With assistance from Green Mountain Flagging, the group met at the Richmond Park and Ride and proceeded eastward along US Route 2 to the Richmond Village. Observations and potential improvement options are detailed by location below.

Location 1 STA 79+20 – 81+00, LT. (westbound)

There is an older retaining wall in this section. It is unclear why it's necessary as the slope on top/behind it is minimal. The wall could potentially be removed and converted to a hillside/embankment. District plow trucks are 14 feet wide and would prefer to push snow onto a hill or into a swale versus up against a retaining wall. Another option would be to move the retaining wall back. It would be worth looking into why the wall is there to begin with as, again, it was unclear from field observations.

Looking westbound (left) and eastbound (right) along Location 1



Location 2 & 3

The group passed over this location as it will be addressed through a VTrans culvert project (Richmond STP CULV (58)) that is currently scheduled for summer 2026.

Location 4 & 5 STA 100+33 – 102+58, LT. (westbound) STA 101+46 – 102+03, RT. (eastbound)

There is a concrete box culvert (Bridge #28) at this location with piping across it on both sides of the roadway that is assumed to be carrying a fiber optic line. To accommodate 5' shoulders, the culvert would either need to be widened or replaced. It was thought that widening of the culvert, if feasible, would only be able to happen on the downstream side (eastbound) as the upstream side's wingwalls exhibited signs of deterioration, e.g. spalling. Based on erosion observations, the culvert also appeared to be undersized. US-2 would also need to be widened to accommodate a wider culvert.

Upstream (left) and downstream (right) of culvert



Looking westbound on US-2 towards the culvert.



Location 6 & 7 STA 106+18 – 107+08, LT. (westbound) STA 105+95 – 107+05, RT. (eastbound)

Similar to location 4&5, the ability to provide 5' shoulders is also inhibited by a box culvert at this location. The box culvert is much smaller here, roughly 2' by 3', and can be seen below. The thinking of the group was that this culvert is undersized as well. Depending on a hydraulic evaluation, the culvert might be able to be replaced by a pipe or, if required, a larger box. The culvert appeared to be in good shape and the possibility of extending it was discussed as well.

Upstream (left) and downstream (right) of culvert



Location 8 STA 115+25 – 117+50, RT. (eastbound)

There are steep slopes on this side of US-2 that drop down 20-30 feet into the nearby floodplain/farm field. The most feasible option to widen the road in the section was sheet piling. A gravity wall was an option but much more expensive/complex with a much larger footprint. The other option would be to widen on the inside of the curve (westbound) by cutting into the hillside. This might encroach into the cemetery property and impact the large trees along the property line.

There was also a discussion about the guardrail. It is planned to be replaced as part of the paving project. It's unclear what type it will be replaced with. It was mentioned that the existing "offset block", as they've been determined to be unnecessary, could be removed to gain 6" of width. A box beam could be an option as well but more of a maintenance burden.

US-2 looking westward



Location 9 STA 120+00 – 121+03, RT. (eastbound)

The steep bank continues at this location but not as far down in elevation. As seen in the photo at right, the railroad tracks are close by and would require close coordination with them. Sheet piling was seen as the most practical alternative to widen the roadway.



Locat. 10 & 11 STA 130+94 – 133+75, LT (westbound)

STA 129+99 – 133+75, RT. (eastbound)

Steep hillsides come down to the roadway on both sides of US-2 at this location. This is the entrance to Richmond Village where dense development begins to line each side of the road. Options to widen the road include retaining walls and sheet piling on either side.

Both photos below are looking easterly on US-2



The site visit concluded at approximately 12:30 pm.