
DATE/TIME: November 13, 2018

PLACE: National Life Building, Catamount Room

ATTENDEES: Bram Towbin (Plainfield Road Commissioner), Dave Strong (Plainfield Representative), Dan Currier (Central Vermont Regional Planning Commission), Rob White (VTrans), Jesse Devlin (VTrans), Erin Parizo (VTrans)

SUBJECT: Plainfield NH 028-3(41) Project Update – Meeting Notes

1. History

- a. Scoping study completed in 2005 by D&K for the CVRPC.
 - i. Included 13 alternatives, recommended alternative 11B, Town endorsed the scoping report in 2012.
- b. Meeting held between Town and VTrans in 2014 with discussion about concerns in the area and next steps to program a project for the intersection.
- c. Project programmed in 2014 to develop the preferred alternative from the scoping report to define a scope of work and construct improvements.

2. Current Status

- a. Review of additional alternatives that were being investigated by Stantec as design consultant
 - i. Alternative 1 – Signalized T-Intersection with adjusted horizontal alignment, 3.5’ vertical curve cut, and relocated hotel building
 - ii. Alternative 2A – Signalized T-Intersection on existing horizontal alignment and 5’ vertical curve cut (US Route 2 grade – 9.3% Main Street grade – 9.5%)
 - iii. Alternative 2B – Signalized T-Intersection on existing horizontal alignment, 2’ vertical curve cut (US Route 2 grade – 5% Main Street grade – 15%)
 - iv. Alternative 3 – Signalized intersection on existing horizontal alignment, 2’ vertical curve cut, reconstructed island, one-way School Street
 - v. Signal Alternative 1 – Minimal reconstruction with 4-phase signal, one-way School Street
 - vi. Signal Alternative 2 – Minimal reconstruction with 4-phase signal, two-way School Street
 - vii. Historic Hotel Relocation 2 – 4-way signalized intersection including Harvey Hill, relocate hotel building, adjusted horizontal alignment, vertical curve cut, acceptable approach grades
 - viii. Historic Hotel Removal – 4-way signalized intersection including Harvey Hill, remove hotel building, adjusted horizontal alignment, vertical curve cut, acceptable approach grades
 - ix. Island Rehabilitation – Reconstruction of central island for removal of guardrail and utilities to improve sight distance on existing geometry
 - x. Hardware Store Removal/Bridge Re-alignment – Signalized T-Intersection including, new bridge, removal of hardware store, existing horizontal geometry
- b. After detailed review of many concepts with internal staff, VTrans determined that all these alternatives have substantial concerns, whether related to sub-standard designs, historic impacts, traffic control during construction, or constructability and phasing concerns.

3. Discussion

a. Historic Impacts

- i. Circulated 4(f) process was explained briefly to clarify that any impacts (temporary or permanent) to a historic building will require review and approval by the State Historic Preservation Office and then review and approval by varying federal agencies in Washington, D.C.
 1. Project would need to justify adverse effects to the historic property by way of proving there was no other alternative that would minimize or avoid impacts.
 2. Process would add additional time (1 year +/-) and cost to the project.
- ii. The Town expressed support of removing the hardware store property if that would be of benefit to the project.
 1. Suggestion to remove just the porch from the hotel temporarily if it will help with additional room for traffic during construction, and then replace it in kind after construction is completed.
- iii. Town mentioned that the historic preservation office had suggested that the old fire building be relocated to be preserved, which would provide additional room if we were to remove the hardware store as well.

b. Constructability/Traffic Impacts

- i. After discussing detour routes and constructability issues, the Town agreed that it would be acceptable to close the Main Street approach for a construction season if needed.
- ii. Discussion of the park and ride and rail trail and whether that could be converted to a one-way detour for traffic heading north.

c. Utility Impacts

- i. Any alternative discussed will have significant impacts to aerial utilities, and most of the substantial alternatives will impact underground utilities as well.
- ii. Any impacts to municipal utilities will require the Town to fund the engineering and construction of new municipal infrastructure.
- iii. The Town currently has no utility projects in the area planned.
 1. As part of pedestrian bridge project there is slight sewer reconstruction on south side of Main Street.

d. Right-of-Way (ROW)

- i. There was discussion of the ROW in front of the hardware store building. VTrans and Town will go back through files to see if a consensus was reached about ownership.
- ii. The Town has a paper on file stating that the building is allowed seven parking spaces along their frontage, so this ROW question is likely to come up no matter what the alternative.

e. General

- i. The new guardrail is making it even more difficult to have enough sight distance, especially with snow removal/storage in winter. The Town would like the District to be sure they are giving this area attention with that in mind.
- ii. Town would prefer a full improvement project moving forward as opposed to an interim solution being proposed in the meantime.
 1. There was concern that the Island Rehabilitation concept may not allow enough width for two-way traffic on School Street.

4. Next Steps

- a. VTrans and Town to send any information on status of School Street ROW
- b. Town will provide any existing utility information to design team
- c. VTrans will investigate concept of developing a one-way bypass on existing rail trail
- d. Stantec will develop further detail related to constructability and traffic control for Alternative 2B
- e. Once more information is developed, VTrans will set up another meeting with this project team (including Leon Cookson and Rich Christiansen (owners of old hotel and old hardware store respectively)) and discuss with the intent to hold a public meeting soon.



If you have any questions, feel free to reach out to me at the below contact information.

Sincerely,

A handwritten signature in black ink that reads "Erin Parizo". The signature is fluid and cursive, with the first name "Erin" and last name "Parizo" clearly distinguishable.

Erin Parizo, P.E.
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