

From: Parizo, Erin <Erin.Parizo@vermont.gov>  
Date: Thu, Jan 9, 2020 at 8:00 AM  
Subject: US 2/Main Street Intersection Follow Up  
To: selectboard11@gmail.com <selectboard11@gmail.com>  
Cc: Devlin, Jesse <Jesse.Devlin@vermont.gov>, White, Rob  
<Rob.White@vermont.gov>, Goyette, Gregory <greg.goyette@stantec.com>

Sasha, Thanks again for coming in to meet with us this week to discuss the project at US 2 and Main Street. We understand that the Town has some concerns with the preferred alternative, but we would like to hear from you and the rest of the Selectboard/community what your stance is on the below and it will help inform us on whether or not this alternative will be possible to move forward with. Feel free to distribute this to the Selectboard and others as you see fit. First, to clarify a few things from the meeting that you requested a little more background on, here are some thoughts: New Road/Bridge in a New Location – VTrans/FHWA would not fund this construction under the current project, and in addition, any new roadway or bridge that could be constructed in a different location would be owned and maintained by the Town as a Town Highway in the future. A road to connect US 2 to the lower village would not be classified as a State Route. If a new road, new bridge, or a new intersection in a different location were to be pursued by the Town, AOT would have to prioritize the project with other similar projects. Our projects typically focus on safety and asset needs as a priority, and frankly, as we discussed, a project of this sort of request and magnitude would likely not rank very highly in the system and take much longer to program and move through the process. Utility Relocation Process When FHWA and/or State pays for an improvement project on the National Highway System or a State Route, and municipal utilities are located within the limits of the work and will be impacted by the construction, the municipality is responsible for relocating the utilities. See our utility reimbursement details here: <https://vtrans.vermont.gov/sites/aot/files/highway/documents/rightofway/UandPRelocationandReimbursement.pdf> If Town's infrastructure is aging and will need to be replaced in the near future, combining the work with this project would create a lot of efficiencies for the Town and be a cost savings in the long run.

i. The project would be paying for excavation in the areas of the roadway work anyway, so you would save construction costs (mobilization, excavation, etc.) and the cost on the Town's end would likely be limited to the engineering design cost and the material cost. Funding – Waterbury has worked with us on a couple projects recently that may have received assistance on the municipal utility relocations so feel free to reach out to them too if you'd like: Bill Shepeluk (Town Manager) 802-244-7033 or [orwshepeluk@waterburyvt.com](mailto:orwshepeluk@waterburyvt.com) ANR's website has a lot of information about loans, but here's a couple places to start: <https://dec.vermont.gov/water-investment/water-financing/dwsrf-water-planning-loan> or <https://dec.vermont.gov/water-investment/water-financing/dwsrf> Town Point of Contact VTrans understands the Town may have an interest in establishing an advisory

committee to assist with this project. We agree that there will need to be a lot of stakeholders from the Town involved throughout the process as there will consistently be a need to provide input and assistance in working together on many fronts. The request that we would make is that the Town assign one person to be our main point of contact and that person work with all other Town stakeholders and to work with us to move the project forward. If the Town would like to form a committee to regularly be involved in the process you are more than welcome, as long as the information passing to and from the committee is channeled through our one contact. Our understanding is that the whoever is the current Selectboard chair throughout the life of the process, will be the point of contact unless they designate otherwise. Second, the issues we're hoping to hear back from the Town on are as follows: Would the Town be open to the idea of nightwork? This would not eliminate a closure of Main Street, or reduce the impact on US 2 with one-way alternating traffic, but allowing a contractor to work within Main Street 24/7 could reduce the duration of the Main Street closure. Is there a duration of closing Main Street that the community would be able to tolerate? We will not be able to construct this alternative without closing Main Street. We anticipate pedestrian traffic would be able to walk to/from the lower village, but no vehicular travel. Related to emergency services during the closure, on other projects we have been able to rent other equipment/trucks from elsewhere and stage vehicles such that personnel can access them from either side of the bridge during construction. That's definitely an option we can explore with you. Is the Town willing to work with us to understand what level of utility replacements would be needed to construct this alternative and procure appropriate funding (loans, grants, etc.) to complete the work? We will help you identify existing utilities through subsurface utility exploration, and work with you to provide guidance on funding sources/lessons learned from past projects. Please let me know if you need any other information from us prior to your meeting on the 13th.

Thanks!

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