Appendix A – Railroad Agreement, Alternatives, and Support Documents

Association of American Railroads Plates F, H, J, and K.

Railroad Clearance Variance Agreement

Alternatives Presentation Meeting Results

Tunnel Option Support Letter

Emergency Declaration, Middlebury, VT, Project: MIDDLEBURY EWP3(1)

Association of American Railroads
Plates F, H, J and K

Plate F

credit:
http://www.icrr.net/plates.htm

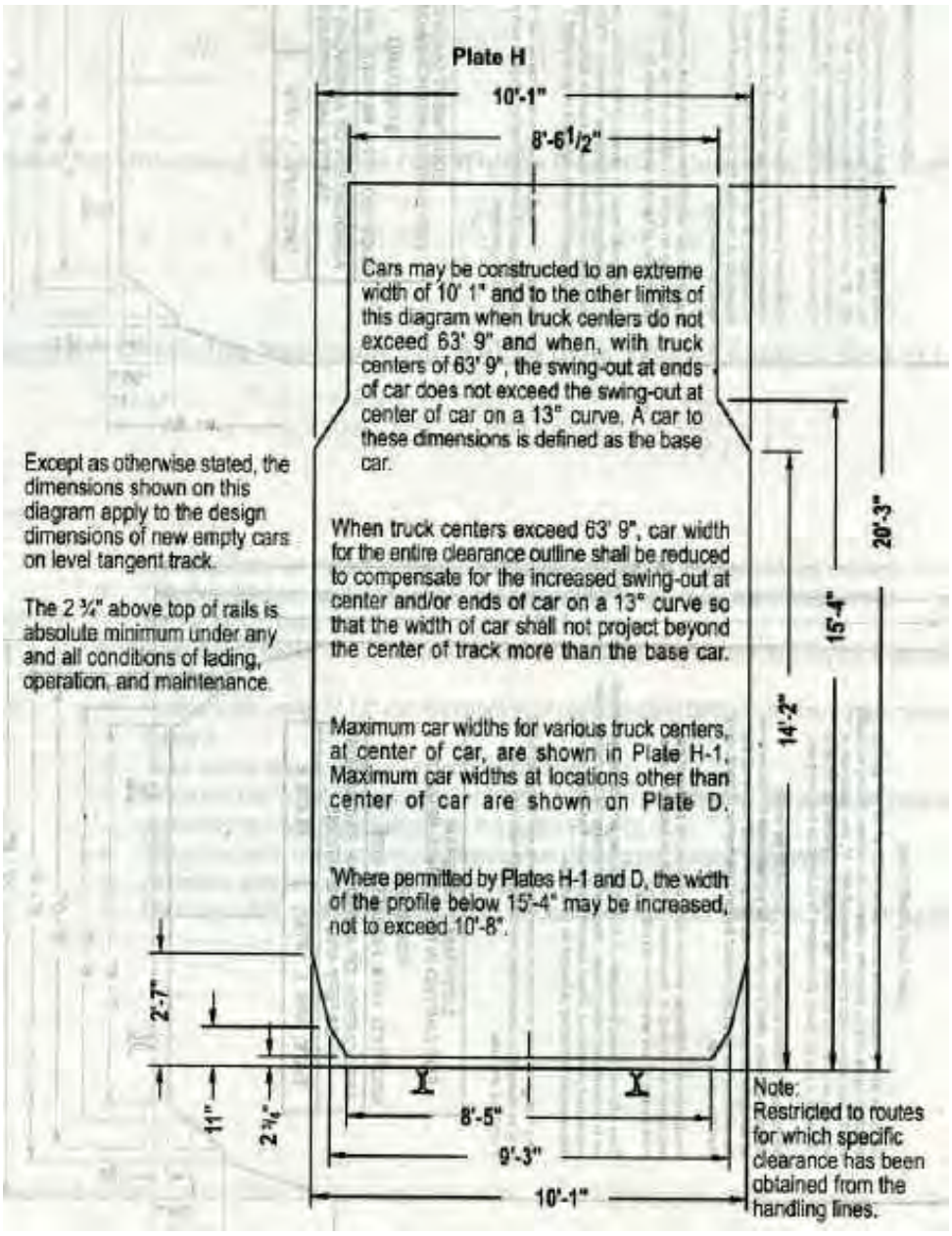

Plate H

credit:
http://www.icrr.net/plates.htm

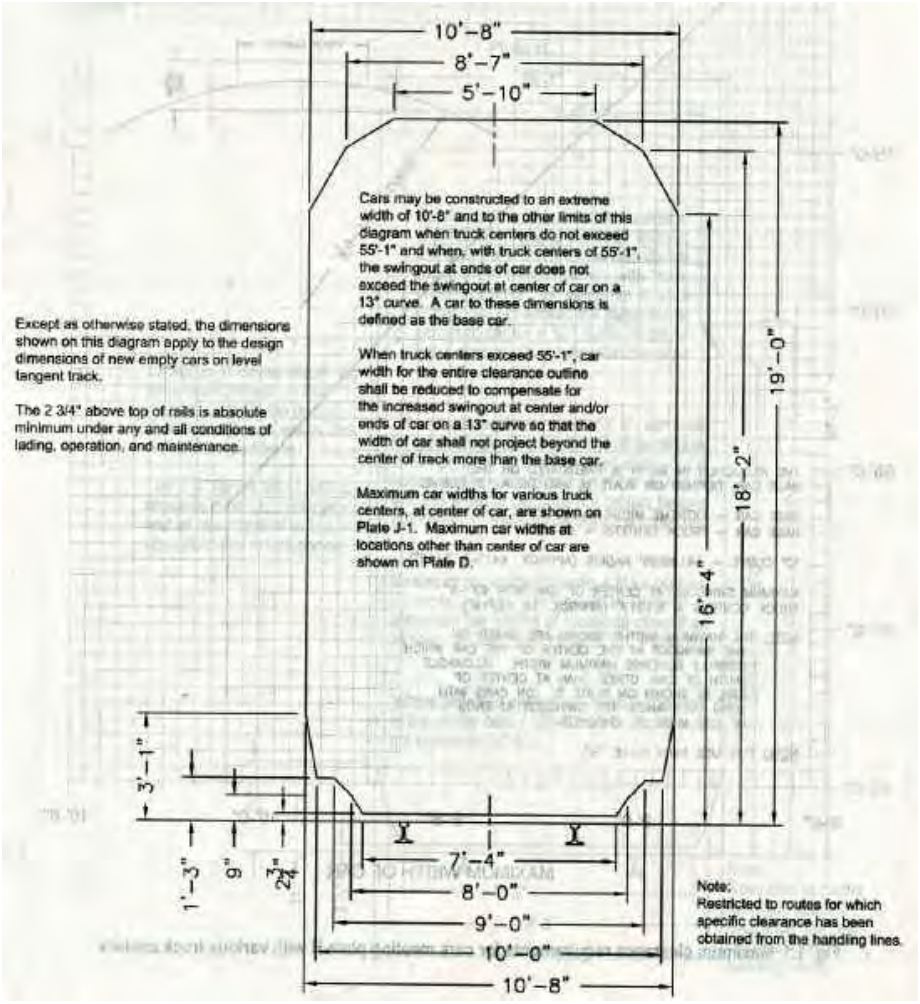

Plate J

credit:
http://www.icrr.net/plates.htm

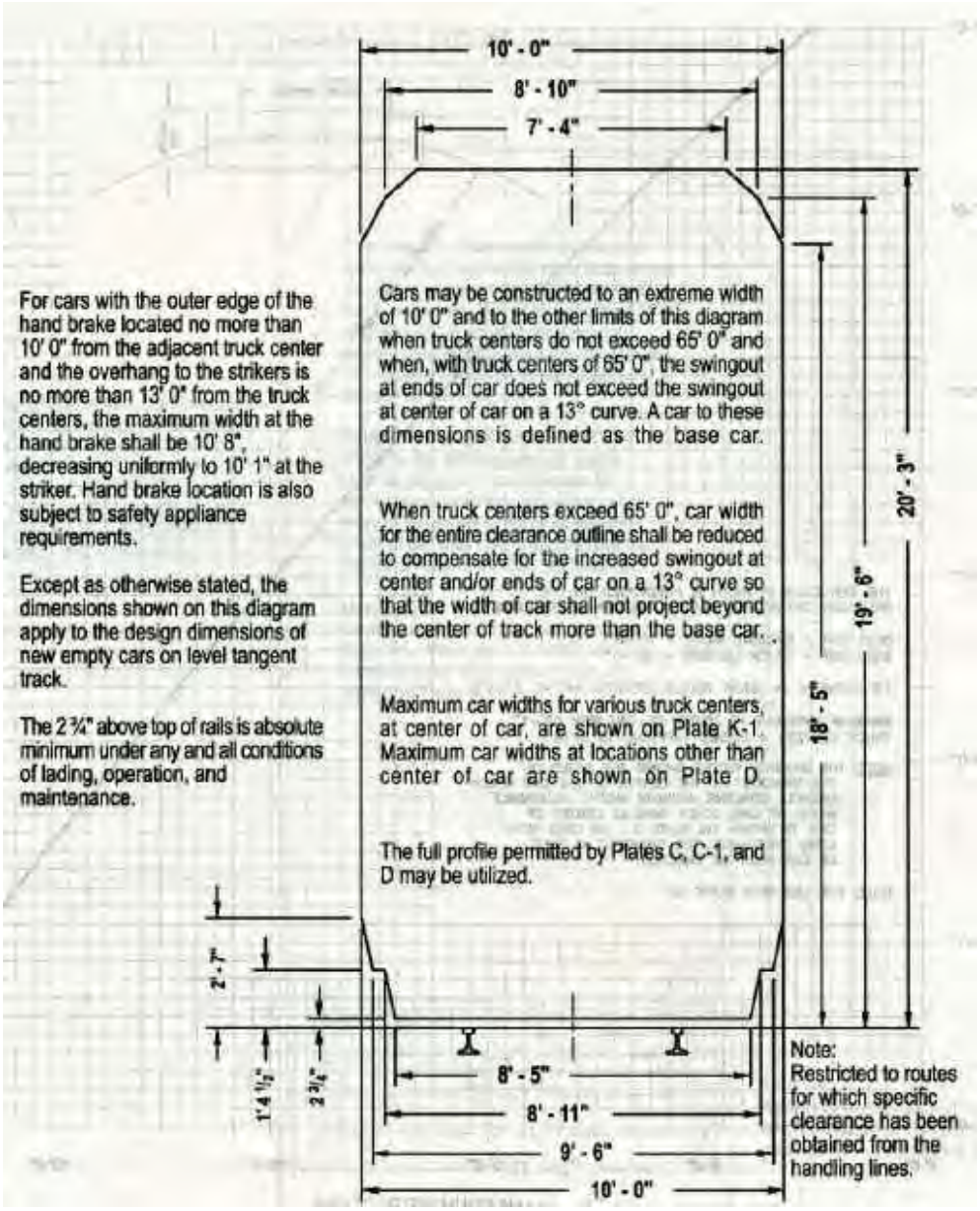

Plate K

credit:
http://www.icrr.net/plates.htm

Railroad Clearance Variance Agreement

RAILROAD CLEARANCE VARIANCE AGREEMENT
AMONG
STATE OF VERMONT,
AGENCY OF TRANSPORTATION,
VERMONT RAILWAY, INC.
AND
TOWN OF MIDDLEBURY

THIS AGREEMENT, made and entered into this 2 day of March, 2016, by and among the State of Vermont, a sovereign state, acting through its Agency of Transportation, with its principal office at National Life Building, Montpelier, Vermont 05633 ("STATE" or "VTrans"), Vermont Railway, Inc., a Vermont corporation with its principal office at One Railway Lane, Burlington, Vermont 05401-5290 ("RAILWAY" or "VTR"), and the Town of Middlebury, a municipal corporation with its principal office at 94 Main Street, Middlebury, Vermont 05753 ("TOWN").

W I T N E S S E T H :

WHEREAS, RAILWAY is the operator of a line of railroad extending through the Town of Middlebury; and

WHEREAS, the parties are cooperating to replace the following grade separation structures with a continuous tunnel structure ("the Project"):

Project Name	*Highway*	*R.R. Bridge No.*	*R.R. Milepost*
Middlebury BRF 5900(4)	Merchants Row (TH #8)	240	87.39
Middlebury BRF 0161(9)SC	Main Street (VT 30) (TH #2)	241	87.42

and

WHEREAS, 5 V.S.A. § 3670(a) establishes certain clearance standards for structures in proximity to railroad tracks, including minimum vertical clearance of 23'- 0" feet above the top of rails; and

WHEREAS, Sec. 17 of Act No. 40 of 2015 authorizes VTrans, the railroad, and any affected municipality, notwithstanding 5 V.S.A. § 3670(a) and (b), to enter into a written variance agreement for the new tunnel to be constructed by the STATE as part of federal-aid Highway Project Middlebury WCRS(23) to be constructed with a minimum vertical clearance of 21'- 0" over the highest track elevation; and

WHEREAS, the parties, after reviewing the criteria of 5 V.S.A. § 3670(c)(2), are in agreement that at this particular location the public interest would be served by a variance from the vertical clearance standard established by Section 3670(a);

NOW, THEREFORE, in consideration of the premises, the parties hereby agree as follows:

1. Reduced Vertical Clearance. In accordance with Sec. 17 of Act No. 40 of 2015, a variance from the vertical clearance established by Section 3670(a) would be in the public interest. Accordingly, the new tunnel to be constructed by the STATE as part of federal-aid Highway Project Middlebury WCRS(23) may be constructed with minimum vertical clearance of 21'- 0" over the highest track elevation, assuming construction on standard 7" wood ties with adequate ballast under ties for proper drainage.

2. Separate Agreement. It is agreed and understood by the parties that the parties will be entering into separate agreements dealing with other aspects of federal-aid Highway Project Middlebury WCRS(23).

* * * [Signature pages follow] * * *

IN WITNESS WHEREOF, the **STATE OF VERMONT** has caused this instrument to be subscribed, this 2 day of March, 2016 by Christopher J. Cole/Richard M. Tetreault, its [Deputy] Secretary of Transportation and duly authorized agent.

STATE OF VERMONT
("STATE" or "VTrans")

By: Richard Tetreault
Christopher J. Cole/Richard M. Tetreault, Its
[Deputy] Secretary of Transportation and
Duly Authorized Agent

STATE OF VERMONT)
WASHINGTON COUNTY, ss.)

At Montpelier, this 2 day of March, 2016, personally appeared Christopher J. Cole/Richard M. Tetreault and acknowledged the foregoing instrument, by him/her as [Deputy] Secretary of Transportation and duly authorized agent of the **STATE OF VERMONT** subscribed, to be his/her free act and deed and the free act and deed of the **STATE OF VERMONT.**

Before me,

Eileen Blake-Sayers
Notary Public
(My commission expires Feb. 10, 2019)

APPROVED AS TO FORM:

DATED: 2/24/2016

ASSISTANT ATTORNEY GENERAL

IN WITNESS WHEREOF, VERMONT RAILWAY, INC. has caused its name to be hereunto subscribed this 22 day February of 2016, by David W. Wulfson, its President and duly authorized agent.

VERMONT RAILWAY, INC.
("RAILWAY" or "VTR")

By: _____
David W. Wulfson, its President and duly authorized agent

STATE OF VERMONT

CHITTENDEN COUNTY, ss.

At Burlington, this 22 day of February, 2016, personally appeared David W. Wulfson and acknowledged the foregoing instrument, by him/her as President and duly authorized agent of **VERMONT RAILWAY, INC.** subscribed, to be his/her free act and deed, and the free act and deed of **VERMONT RAILWAY, INC.**

Before me,

_____
Notary Public
(My commission expires Feb. 10, 2019)

IN WITNESS WHEREOF, the **TOWN OF MIDDLEBURY** has caused its name to be hereunto subscribed this 23rd day of February, 2016; by the hand of Kathleen Ramsay, its Town Manager and duly authorized agent.

TOWN OF MIDDLEBURY
("TOWN")

By: Kathleen Ramsay
Kathleen Ramsay, Its Town Manager and
Duly Authorized Agent

STATE OF VERMONT
ADDISON COUNTY, ss.

At Middlebury, this 23 day of February, 2016, personally appeared Kathleen Ramsay and acknowledged the foregoing instrument, by him/her as Town Manager and duly authorized agent of the **TOWN OF MIDDLEBURY** subscribed, to be his/her free act and deed, and the free act and deed of the **TOWN OF MIDDLEBURY**.

Before me,

Elizabeth J Dow
Notary Public
(My commission expires Feb. 10, 2019)

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Alternatives Presentation Meeting Results

Alternatives Presentation Meeting

Middlebury WCRS(23)

Main Street (VT 30/TH 2 Bridge 102) and
Merchants Row (TH 8 Bridge 2) over Vermont Railway

June 4, 2013
Twilight Hall Auditorium, Middlebury College

Introductions

Kathleen Ramsay

Town Manager

Bill Finger

Local Project Manager

Mark Colgan

VHB Engineering

Purpose of Meeting

- Project Overview
- Goals of Improvements
- Project Development Process
- Alternatives Analysis
- Schedule Update
- Q&A and Interactive Survey
- Public Input

Presentation Handout

- Meeting Agenda
- Alternatives 1-6 for Bridge/Tunnel
- Aerial Map
- Tri-Fold Mailer for Public Comments
- Town Website: http://www.MiddleburyBridges.org
- Questions via Email: Info@MiddleburyBridges.org

Comments Due Friday, June 14, 2013

Merchants Row Looking North

Merchants Row Looking South

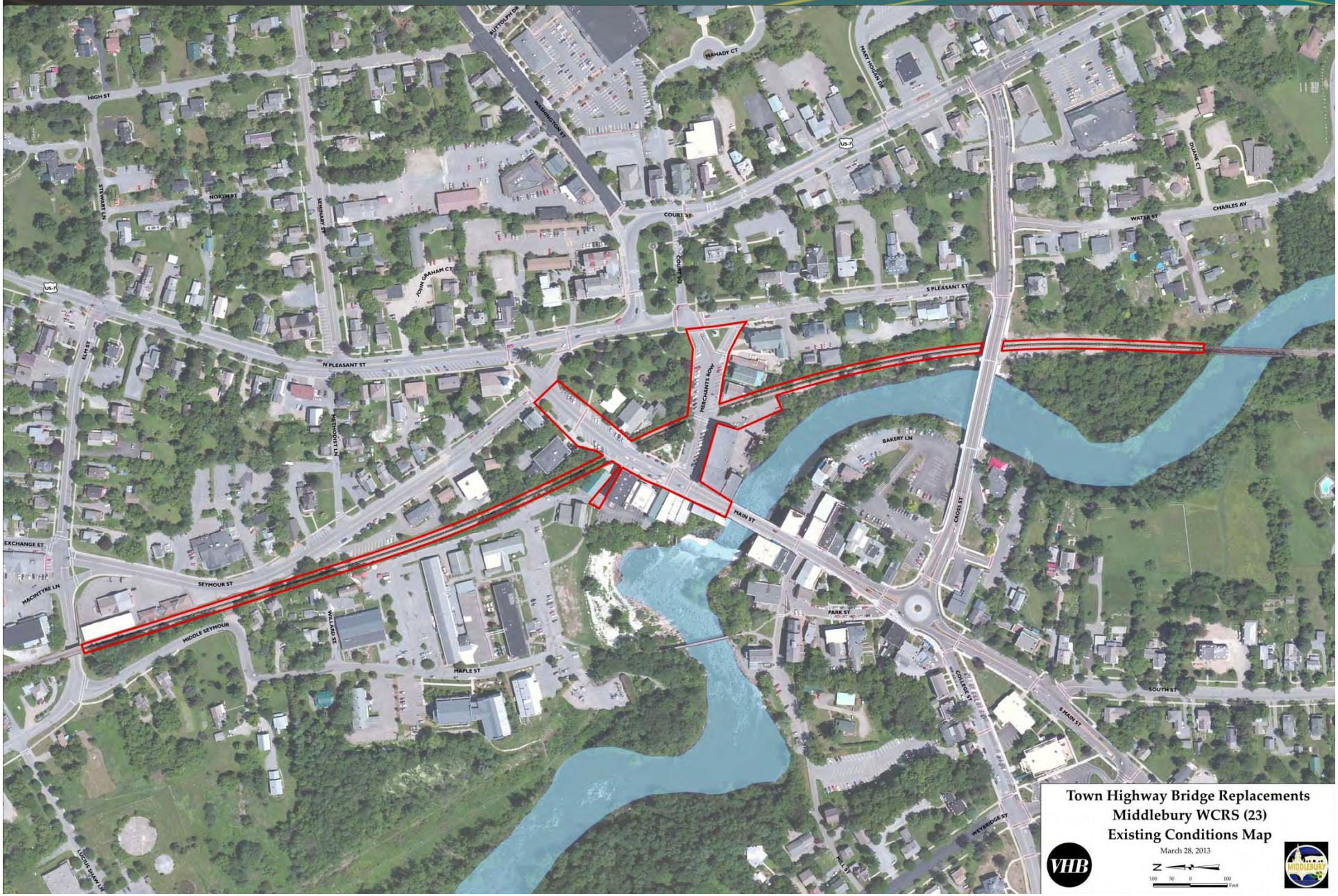
Main Street Bridge Looking North

Merchants Row

Looking West

Looking South

Project Limits



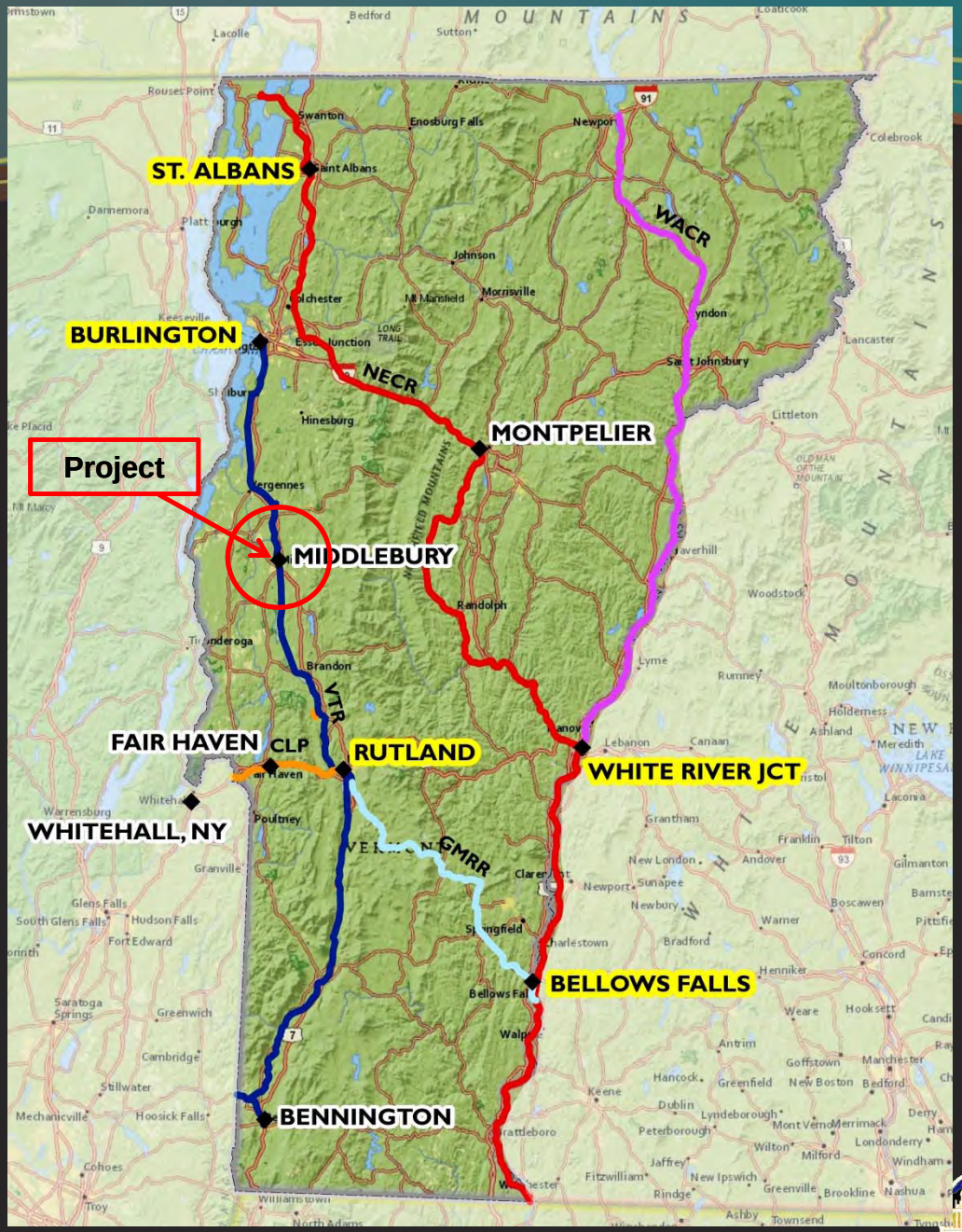
Main Street

Looking North

Looking South

Rail Corridors

- 5 Major Lines
  - WACR
  - NECR
  - GMRC
  - CLP
  - VTR
- VTR Freight Routes



Existing Bridge Conditions

Deteriorated Concrete

Exposed Rebar

Buildings Close to Retaining Walls

Railroad Conditions

Poor Horizontal & Vertical Clearance

Curved Alignment

Poor Drainage

Goals of Improvements

- Rehabilitate or Replace Deficient Bridges
- Increase Vertical Clearance
- Improve Drainage
- Complete Project Under Accelerated Schedule
- Minimize Temporary & Permanent Impacts

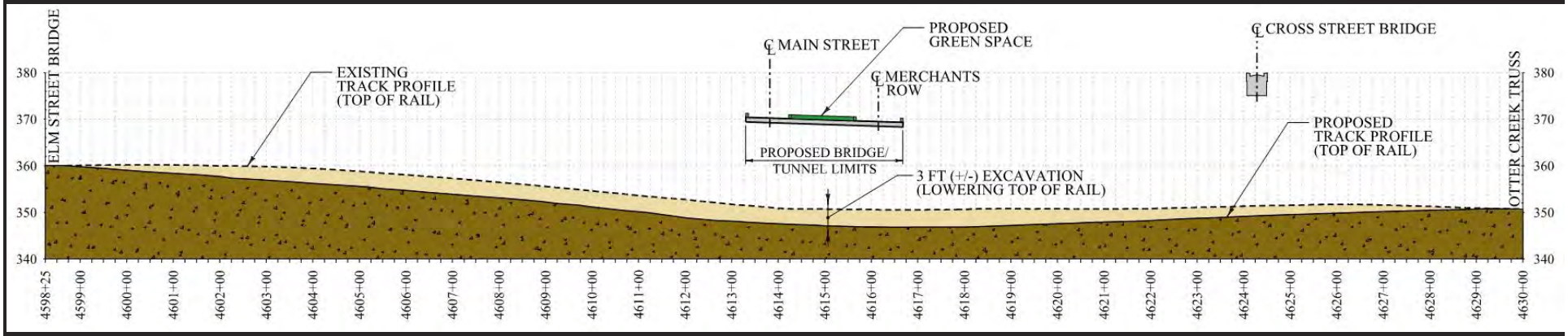
Double Stack Rail Cars

Vertical Clearance

- Existing Vertical Clearance 17’-10”
- Vermont State Design Standards
- 23’-0” Vertical Clearance Required
- Variance Required if less than 23’-0”
- For Double-Stack Cars, Need 20’-9” Minimum
- Summary:

  23’-0” Goal with 21’-0” minimum

Track Profile Change



Key Issues

- Municipally Managed Project
- 100% State and Federal Funding
  - Defined Scope of Work to Replace Bridges
  - Federal Permitting Requirements
  - Historic District Considerations
  - State and Federal Oversight

- Newsletter during construction…. Impacts… moving forward

- Midd RFP – Next steps
- Dan doesn't want pump station

Key Issues

- Aggressive Schedule
  - Typically 2-4 Years Before Construction
  - Targeting 12 Months, Construction April 2014
- Traffic Management
- Open for Business!
  - Public Outreach Officer during Construction
- Public Involvement
  - Public Meetings, Website, Email, Newsletter

Key Issues

- Two Deteriorated Bridges
- Major Track Profile Adjustments Required
- Minimize Impacts to Abutters & Businesses
- Temporary and Permanent Parking Impacts
- ACTR Bus System Impacts
- Drainage Improvements & Impacts

Project Constraints

- Rail Work Windows
  - Maintain Railroad Traffic
  - Typically Two Trains per Day
- Road Work
  - Construction in the Center Downtown
  - Vertical Profile & Driveway Access
- Mitigation of Impacts to Historic Stone Walls

Stone Retaining Walls

Key Issues:

- Identified Historic Resource
- Includes Both Walls and Abutments
- Contribute to Historic District
- Walls in Poor Condition
- Limiting Horizontal Clearance for RR
- Unknown Foundation Type or Depths
- Poor Drainage

Stone Retaining Walls

Constraints:

- Retain Walls in Existing Location
- Replace Walls with New Abutments
- Replace Walls with Tunnel
- Adaptive Re-Use of Walls
  - Relocate Blocks or Portions of Walls
  - Permitting Process

**Disposition of stone walls will guide schedule and effort for completion of Phase A*

Project Constraints

- Limited ROW Along Rail Corridor
- Limited Drainage Options to Otter Creek
- Tunnel vs. Two Bridges
- Track Lowering 3-5 Ft
- Limited Horizontal Rail Clearance
- Accelerated Construction

Construction Manager/General Contractor (CMGC)

- Federal Highway Initiative
  - Pilot Program – First CMGC in Vermont
- Based On Building Industry Construction Model
- Contractor involved with Design and Construction
- Early Contractor Input for Constructability

Construction Manager/General Contractor (CMGC)

- Best Value Selection of Contractor
  - Based on Qualifications and Cost
- Similar to Design-Build Projects
  - Parallels Cross Street Bridge Project
  - Designer and Contractor Work Closely with Town

What the Town Gets with CMGC

- Pre-Construction Services
  - Cost Estimating During Design
  - Constructability Reviews
  - Construction Sequencing Analysis
  - Value Engineering
  - Schedule Reviews
  - Public Involvement
- Construction Services
  - Manage Construction Phase and Build Project

Project Development Process

- Municipally Managed Project
- VTrans Local Transportation Facilities (LTF) Process
  - Phase A – Project Definition
  - Phase B – Project Design
  - Phase C – Construction

Phase A – Project Definition

- Data Collection
- Environmental Resource Identification
- Local Concerns Meeting
- Alternatives Evaluation
  - No Build
  - Rehabilitation of Existing Bridges
  - Bridge Replacement
  - New Tunnel
  - Vertical Clearance Options

Phase A – Project Definition

- State & Federal Permitting
  - Additional Criteria beyond Locally Funded Projects
- Preferred Alternative Selection
  - Concept Design, Develop Details in Phase B
- Conceptual Plans (~25%)
- Environmental Impacts Document

Phase B – Project Design

- Preliminary Design Plans (~60%)
- Public Involvement
- Utility Relocations
- Property Owner Meetings
- Right-of-Way Easements & Acquisitions
- Final Design Plans (85%)
- Construction Plans (100%)

Phase C – Construction

- Administrative Period
  - Traffic Control Plan, Construction Phasing, Access Plans
- Public Outreach Officer
- Mobilization
  - Setup On Site
  - Identify Staging Areas
- Pre-Fabricate Bridge/Tunnel Components
- Field Construction

Phase A Project Definition Tasks Completed

- ✓ Data Collection
  - ✓ Survey, ROW Research
  - ✓ Subsurface Exploration
- ✓ Local Concerns Meeting 3/28/13
- ✓ Environmental Resource Identification
  - ✓ Natural and Cultural Resources
- ✓ Act 250 Jurisdictional Opinion
- ✓ Historic Letter of Eligibility – Buildings & Walls

Phase A Project Definition Tasks Completed

- ✓ Alternatives Analysis
  - ✓ Rail Profile and Alignments
  - ✓ Bridge/Tunnel Options
- ✓ Construction Sequencing
  - ✓ Railroad Coordination
  - ✓ Bridge/Tunnel Components
- ✓ Drainage Analysis
  - ✓ Gravity Flow
  - ✓ Pumping Options

Project Tasks to Be Completed

- Phase A
  - Alternatives Evaluation *(using input from tonight)*
  - State & Federal Permitting
  - Preferred Alternative Selection
    - Design team provides recommendations
    - Town selects preferred alternative with VTrans/FHWA input
  - Town, VTrans, FHWA Final Approval
  - Public Presentation

Survey and Utilities

- Survey and ROW Identification is Complete
- Utility Identification:
  - Fiber Lines Along Railroad Track
  - Water Line Across Main Street Bridge
  - Multiple Sewer Lines
  - Water Mains along Railroad Corridor

Environmental Documentation

- Letter of Historic Eligibility
  - Walls, Buildings, Railroad Corridor
  - Preliminary Approval 6/4/13
- Section 4(f) Permitting (for historic resources)
- Jurisdictional Opinion for Act 250
- Categorical Exclusion (NEPA Federal Process)
- Drainage/Stormwater Permitting

Alternatives Evaluation

- Bridge Rehabilitation/Replacement Alternatives
- Railroad/Vertical Clearance Alternatives
- Drainage Alternatives
- Roadway Alternatives
- Transit Temporary Relocation Alternatives
- Recommendations

Bridge Rehabilitation/Replacement

Vertical Clearance = V.C. in Alternatives

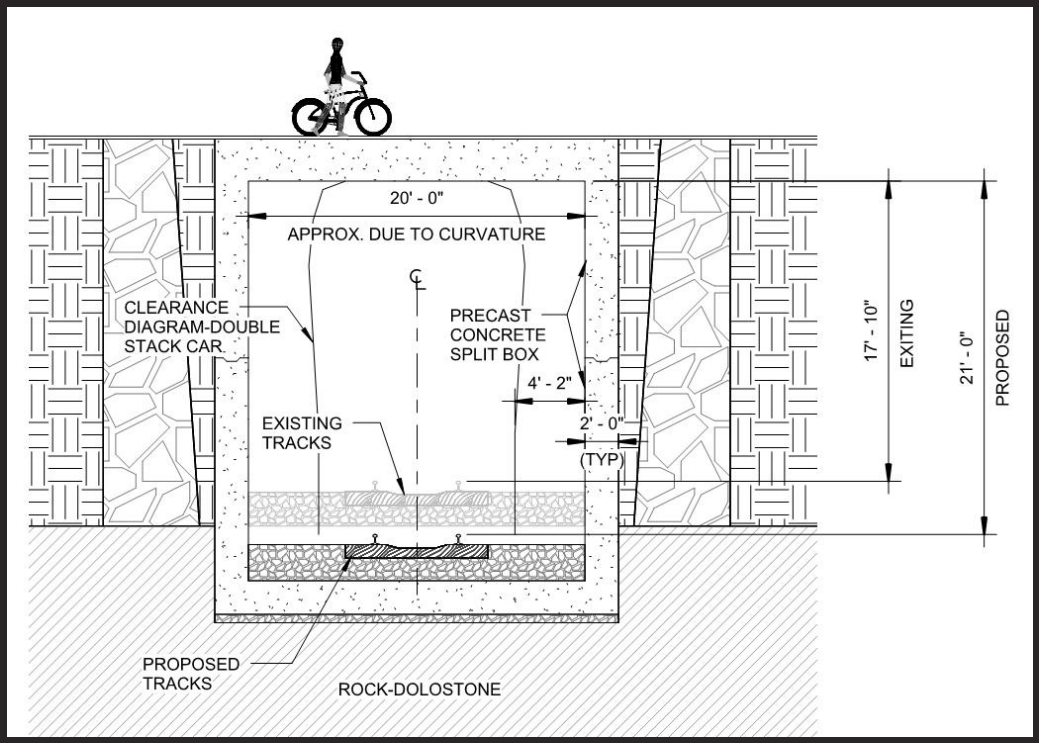
- Alternative 1:
  - Do Nothing/Continue Regular Maintenance (Existing V.C.)
- Alternative 2:
  - Rehabilitate Bridges (Existing V.C.)
- Alternative 3:
  - Replace with Tunnel (20'-9" V.C.)

Bridge Rehabilitation/Replacement

- Alternative 4:
  - Replace with Two Bridges (20' - 9" V.C.)
- Alternative 5:
  - Replace with Tunnel (23' - 0" V.C.)
- Alternative 6:
  - Replace with Two Bridges (23' - 0" V.C.)

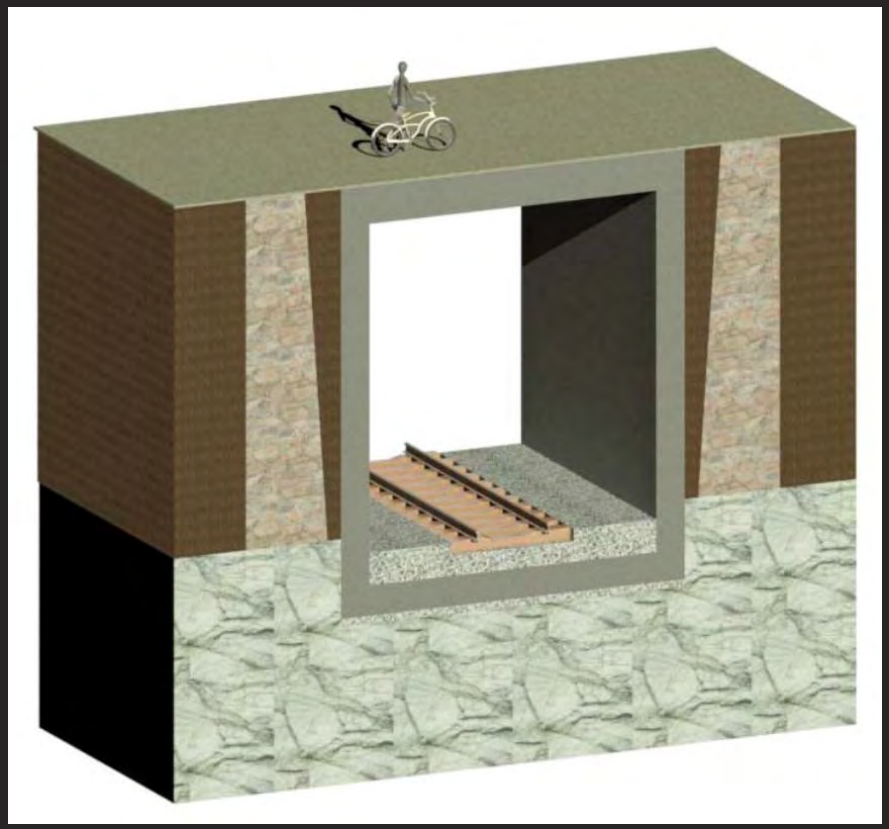
Tunnel or Bridge Typical Section

- 2-Piece Concrete Box
- Minimize Top Slab Depth
- Build in 6 ft. Segments
- Existing Top of Rail
- Double-Stack Clearance
- Width/Height Based on 21’ V.C. (23’ Similar)
- Excavation 7-8 ft. Below Top of Existing Rail



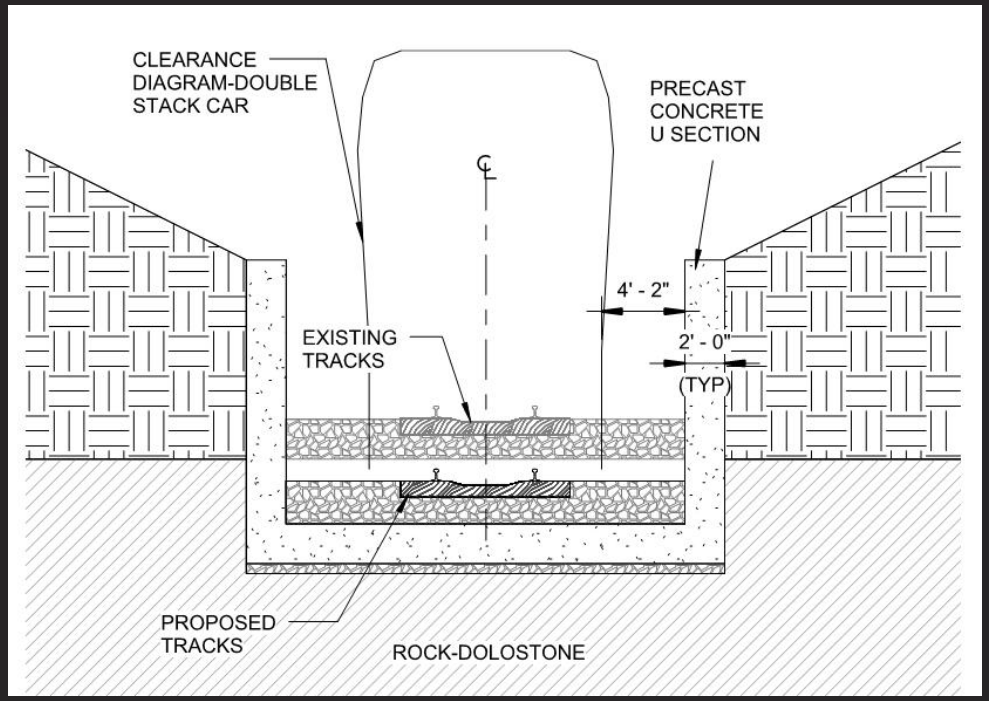
Tunnel or Bridge Typical Section

- Bedrock Locations
- Minimize Excavation
- Drainage Elevations
- Existing Wall Locations
- Track Structure Options

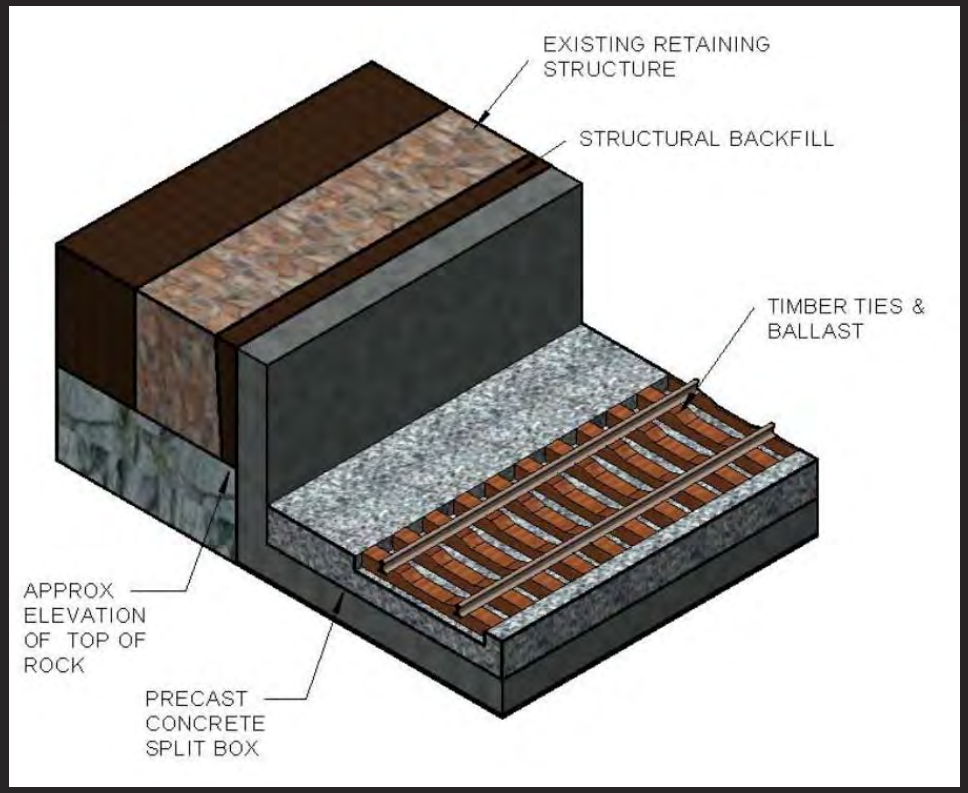


Retaining Wall Typical Sections (Bridge)

- Between Bridges
- Excavation 7-8 ft. Below Top of Existing Rail
- 1-Piece U-Sections
- Same Geometry as Box
- Build in 6 ft. Segments



Retaining Wall Typical Sections (Bridge)



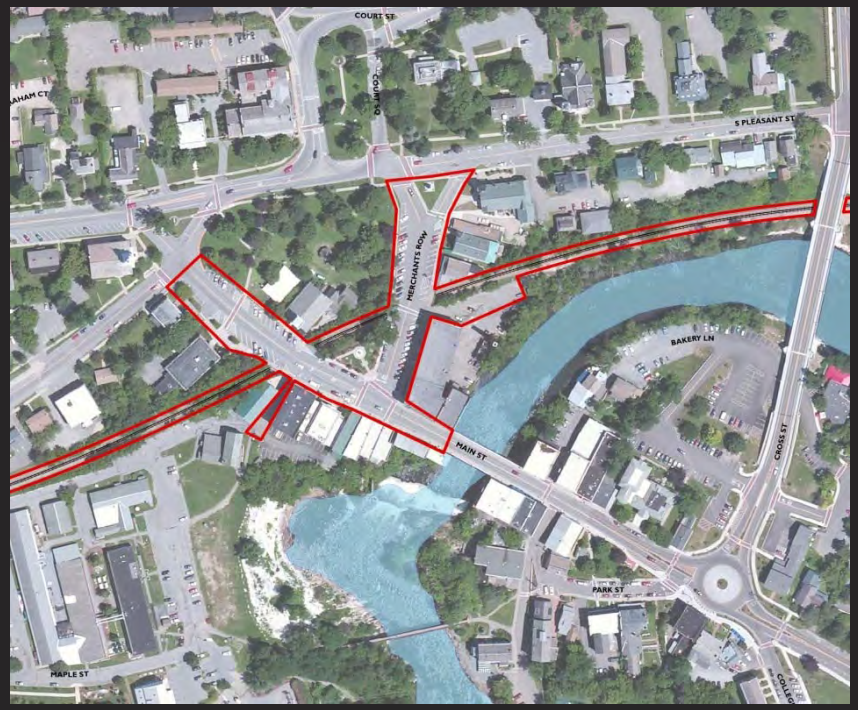
Bridge Rehabilitation/Replacement Alternatives Summary

Alternative	Clearance	Cost *	Advantages	Disadvantages
1. Do Nothing	Existing	N/A	None	Does not meet P&N Statement
2. Rehab Bridges	Existing	$2.0M	None	Does not meet P&N Statement
3. Replace with Tunnel	20’ – 9”	$14.6M	Reconnects Triangle Park and Town Green, allows double-stack rail cars, separates railroad from downtown	Does not allow for 23-0” clearance, higher cost than bridge option with Alternative 4
4. Replace with 2 Bridges	20’ – 9”	$13.1M	Lower cost than Alt. 3, provides 20’-9” V.C. for double-stack rail cars	Does not allow for 23-0” clearance, does not reconnect Town Green
5. Replace with Tunnel	23’ – 0”	$17.4M	Reconnects Triangle Park and Town Green, allows double-stack rail cars, provides 23-0” V.C.	Higher cost than bridge option with Alternative 6, top of rail below flood elevations, will require pumping system, may require Elm Street railroad bridge modifications
6. Replace with 2 Bridges	23’ – 0”	$15.9M	Lower cost than Alt. 5, allows double-stack rail cars, provides 23-0” V.C.	Does not reconnect Town Green, top of rail below flood elevations, will require pumping system, may require Elm Street railroad bridge modifications

*These costs are order-of-magnitude estimates for engineering and construction rounded up to the nearest $0.1M

Drainage Alternatives

- Calculate Drainage Areas
- Analyze Existing Systems
- Otter Creek Elevations
- Lowering of Track Impacts
- Bedrock Locations
- Pumping and Gravity Flow



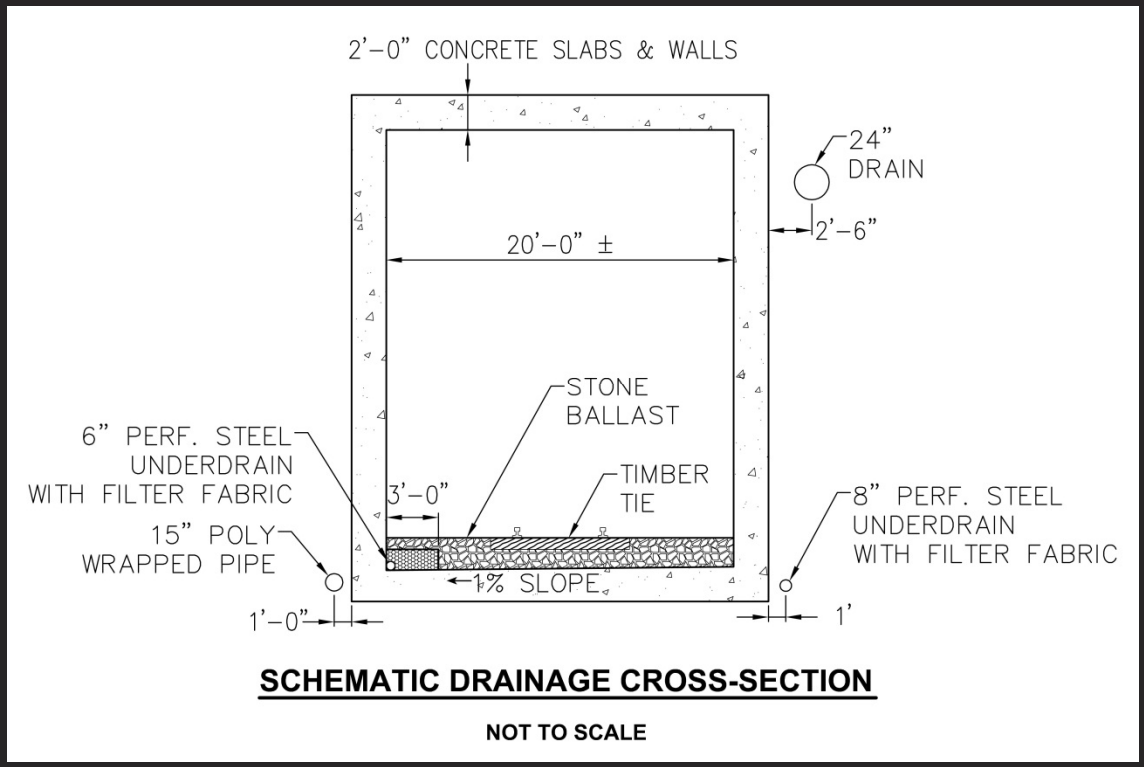
Drainage Areas

- Municipal Flows
- Rail Corridor Flows
- Infrastructure Conditions
- Varied Collection Systems
- Otter Creek Outlet

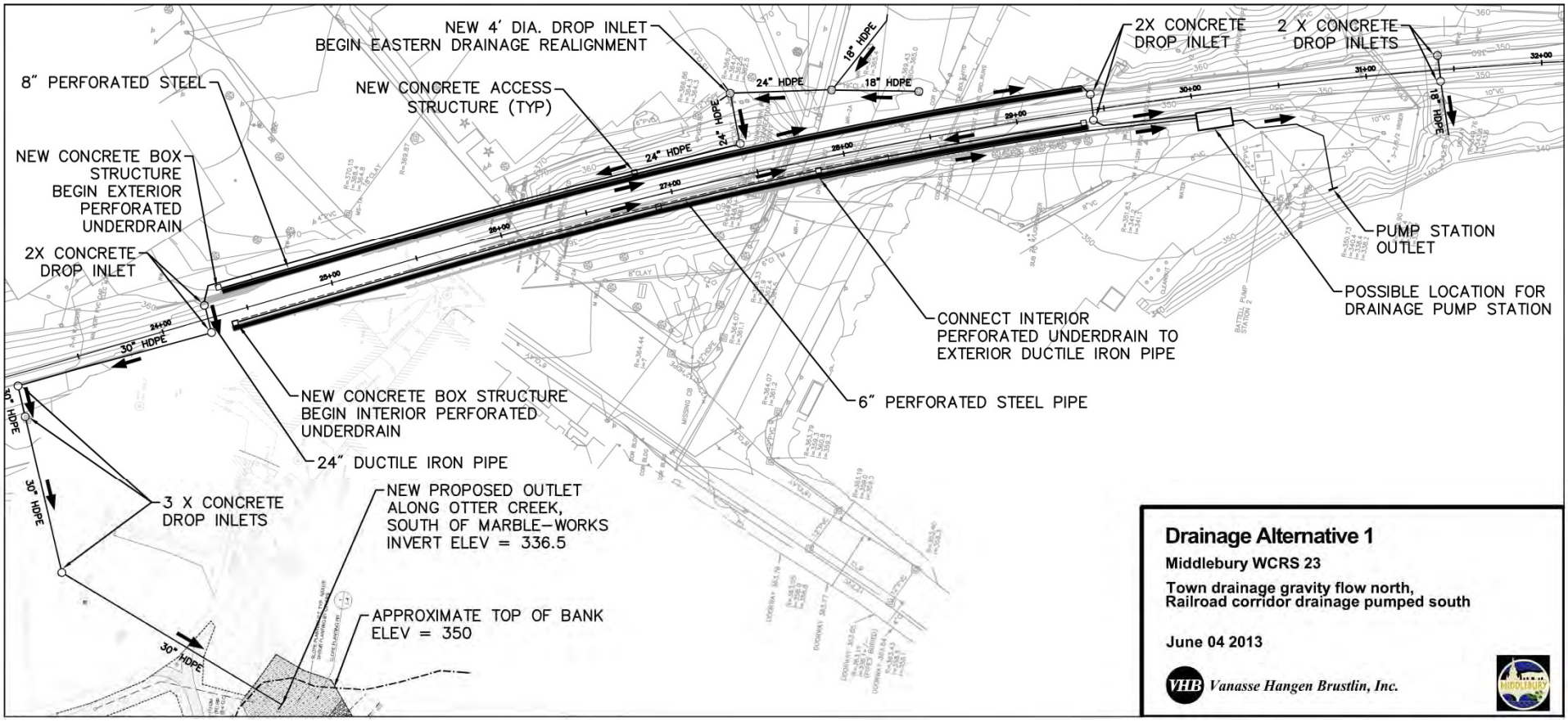
Drainage Alternatives

1. Town Drainage Gravity Flow North, Railroad Drainage Pumped South
2. Town Drainage Gravity Flow South, Railroad Drainage Pumped South
3. Town and Railroad Drainage Gravity Flow North

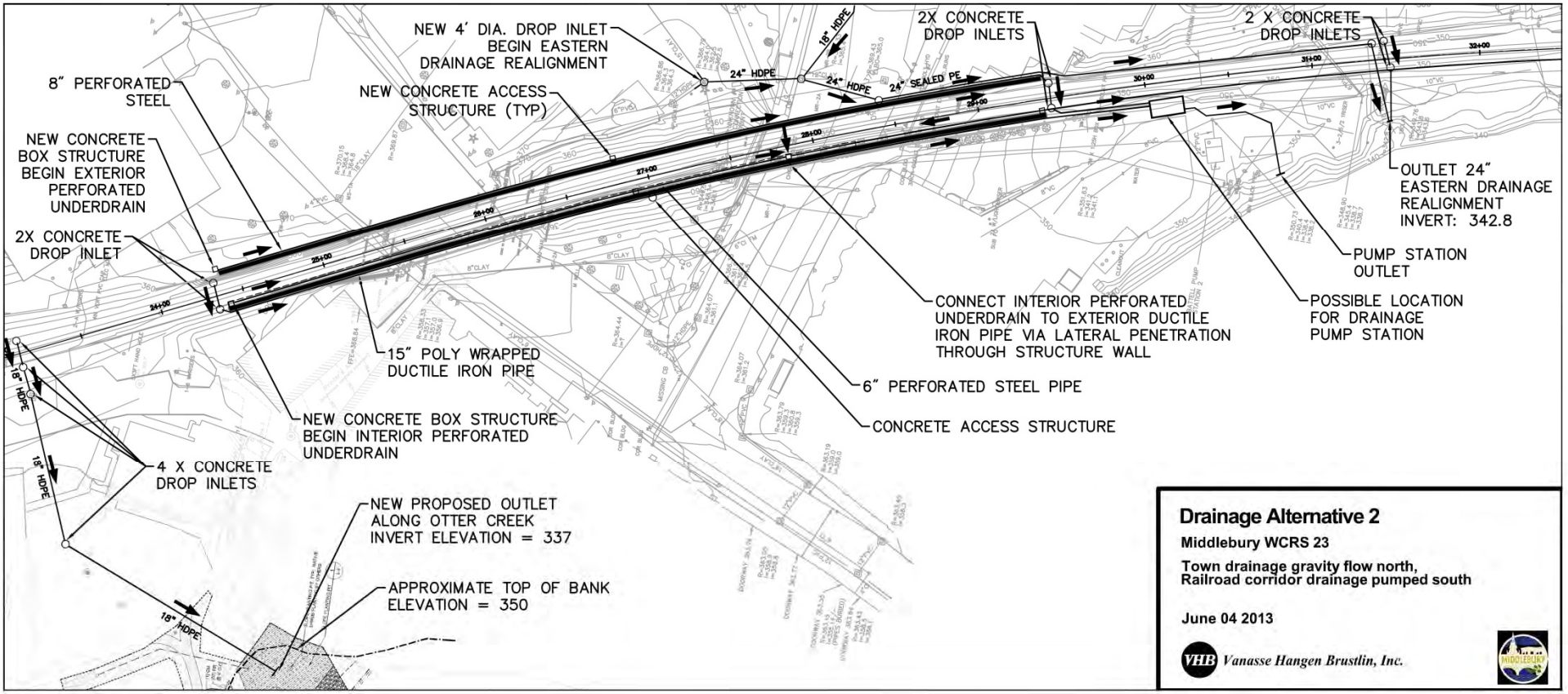
Drainage Around Box Sections



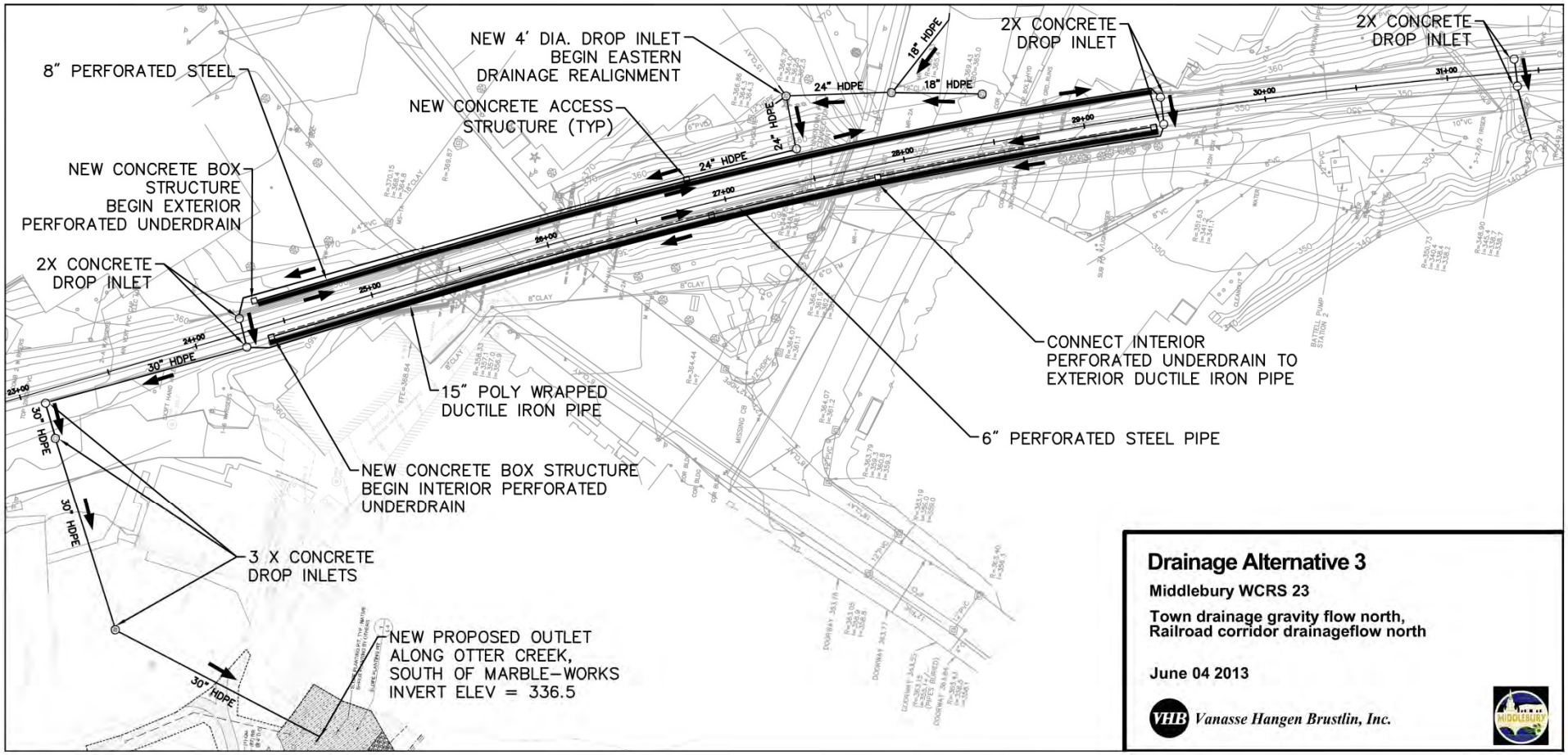
Drainage Alternative 1



Drainage Alternative 2



Drainage Alternative 3



Proposed Railroad Alignment

- Improved Horizontal Curves
- Realign Center of Tracks to West
- Tangent Length of 143 ft. Between Curves
- 30 MPH Design Speed
- Stone Ballast with Timber Ties Supporting Rails

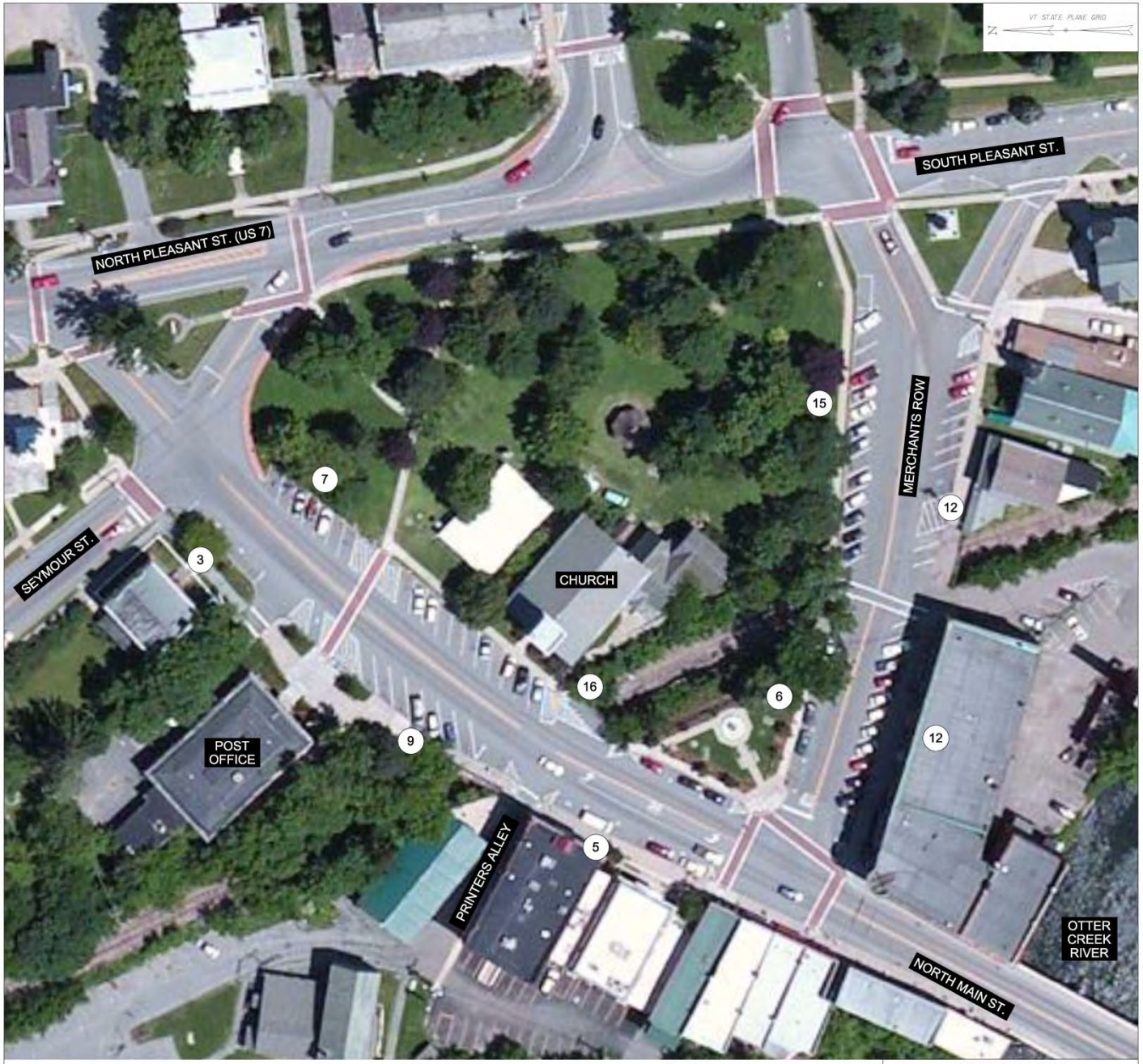
Proposed Railroad Profile

- Existing profile grade of 1% (+/-) North Approach
- Goal to Not Impact Railroad Bridges
- North Approach 20’-9” Vertical Clearance:
  - Max profile grade of 1.05%
  - Within Acceptable Railroad Design Parameters
- North Approach 23’-0” Vertical Clearance:
  - Max profile grade of 1.30% - 23’–0” V.C.
  - Will Need to Seek Railroad Acceptance
  - Alternative is to Impact Elm Street Bridge

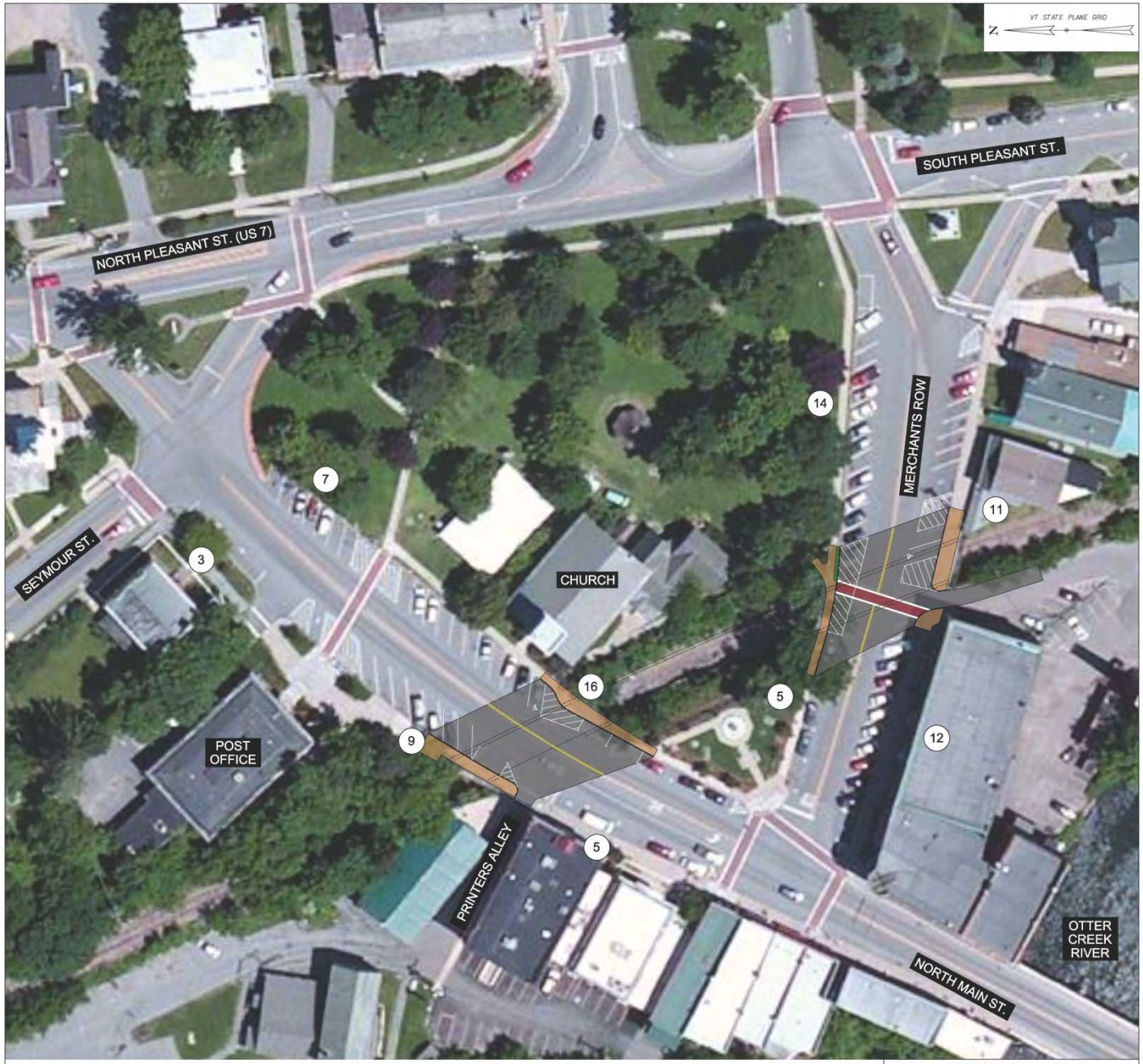
Roadway Alternative

- Concepts for tunnel or bridge option
- Maintains existing pavement widths
- Full depth reconstruction at bridge/tunnel
- Cold planing/overlay transitions
- New curb and sidewalk within impact areas
- Quantify parking space impacts

Roadway No Build Alternative



Roadway Build Alternative



Transit

- ACTR Bus Transfer Point on Merchants Row
- Temporary Alternatives During Construction
  - 1 or 2 Construction Seasons
- Design Team Meetings with ACTR:
  - Allow Space for Sufficient Buses
  - Minimize Impacts to Bus Routes
  - Provide Temporary Shelter
  - Provide Handicap Access

Schedule to Date

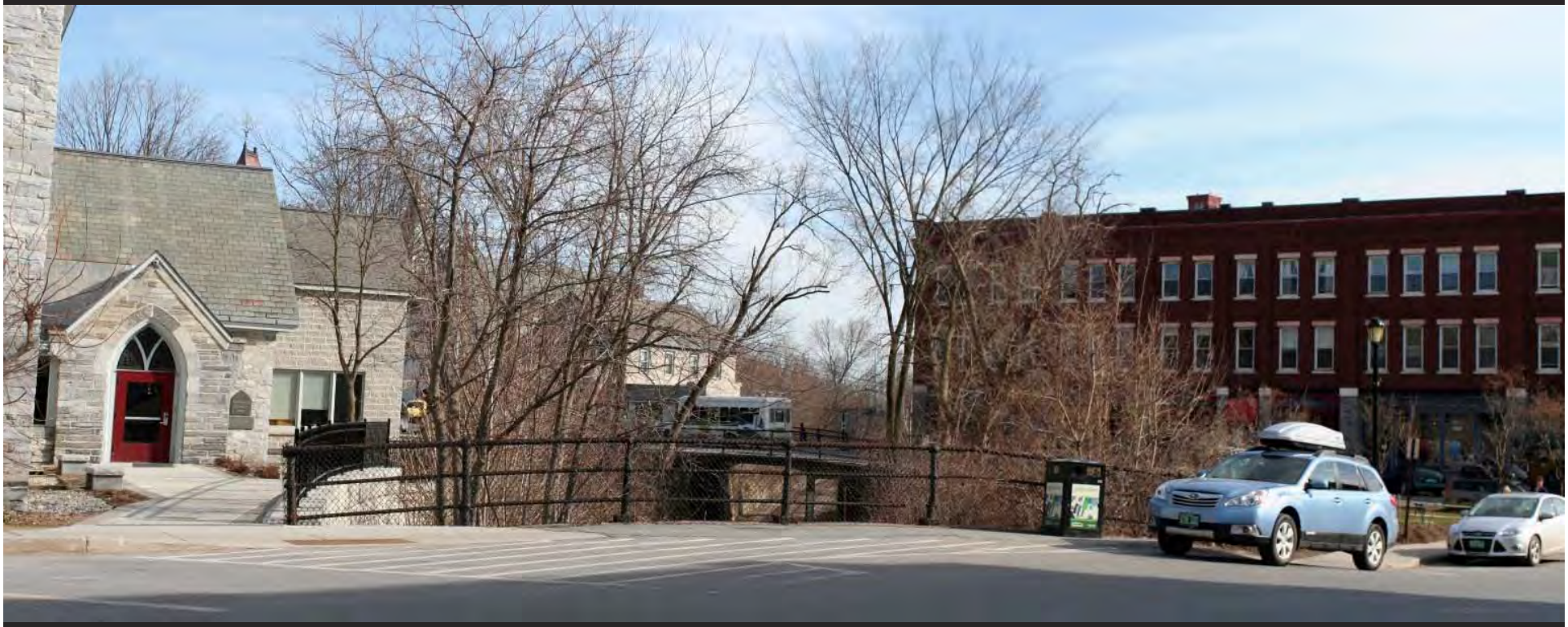
- Selected Design Team – February 2013
- Survey Data Collection – March 2013
- Geotechnical Exploration – March-April 2013
- Local Concerns Meeting – March 2013
- Alternatives Analysis – April-May 2013
- Alternatives Presentation Meeting – June 4, 2013

Anticipated Schedule

- Selection of Preferred Alternative – June 2013
- Conceptual Plans – June 2013
- Public Informational Meeting – July 2013
- CMGC Procurement – Fall 2013
- Phase B – Project Design – Start July 2013

Video Rendering

Tunnel Concept Before Photo



Tunnel Concept After Photo

Tunnel Concept Before Photo

Tunnel Concept After Photo

Tunnel Concept Before Photo

Tunnel Concept After Photo

Questions and Comments

- Info on Town Website:
  - http://www.MiddleburyBridges.org
  - Project Updates
  - Sign up for Newsletters
- Comments via US Mail:
  - Self-Address Mailer in Handout
- Questions via Email:
  - Info@MiddleburyBridges.org

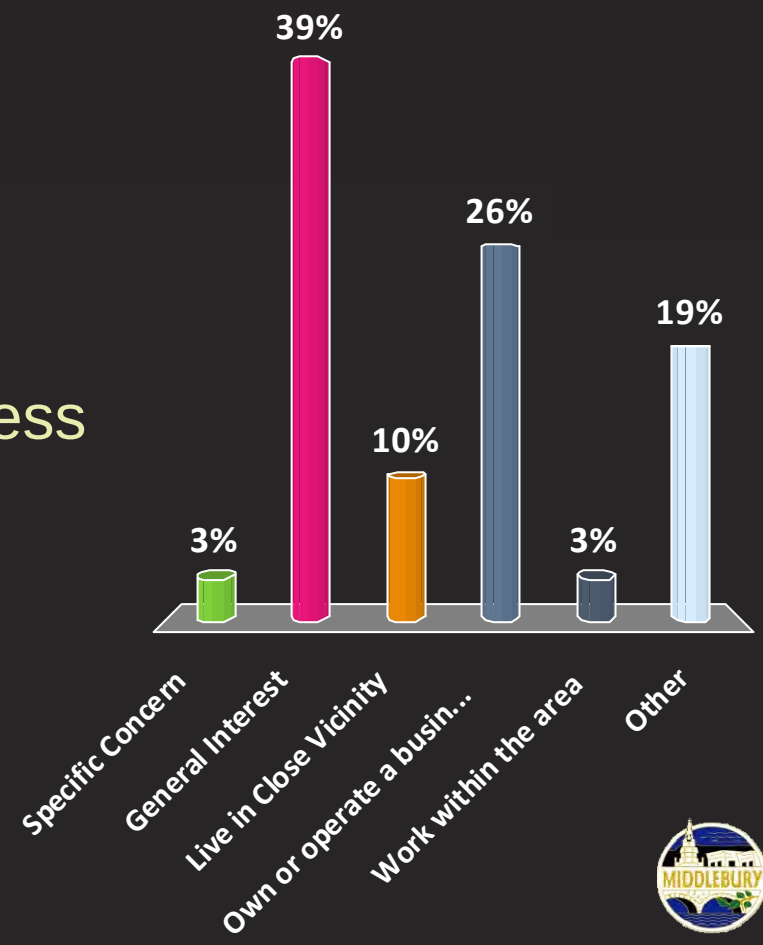
Comments Due by Friday, June 14, 2013

Turning Point Interactive Polling

- Attendees Survey
- Feedback using Handheld Cards
- One Response per User (Best Suited Answer)
- Incorporated to receive generic feedback and review majority responses

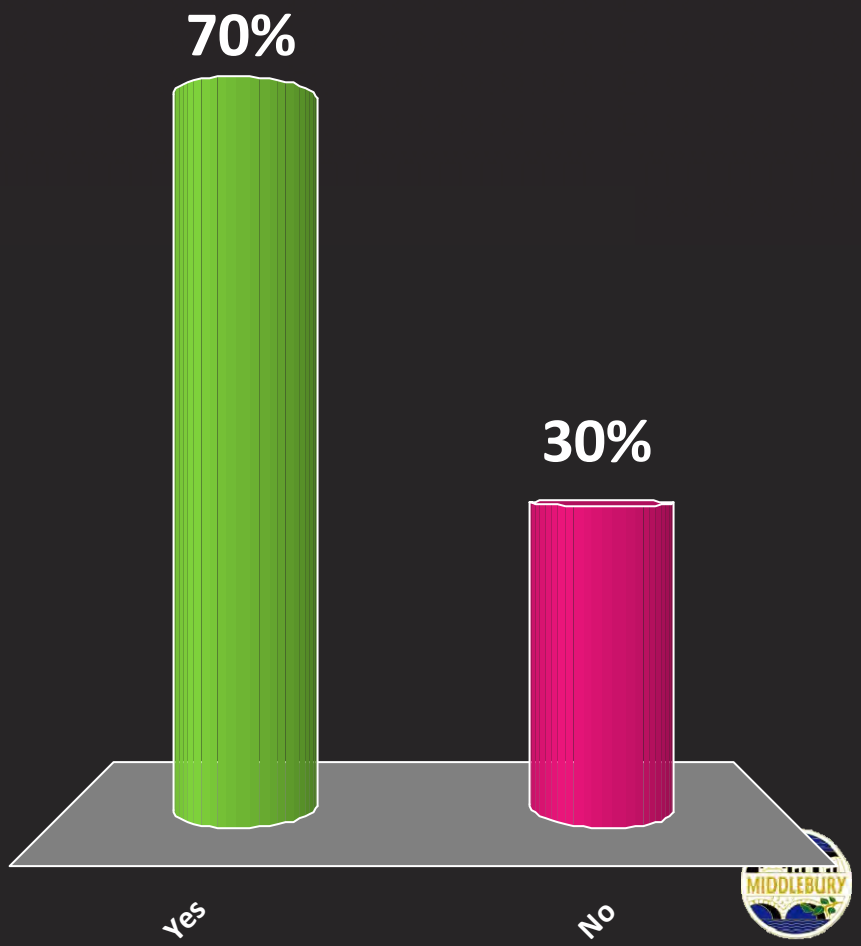
What is your primary reason for attending this meeting?

A. Specific Concern
B. General Interest
C. Live in Close Vicinity
D. Own or operate a business within area
E. Work within the area
F. Other



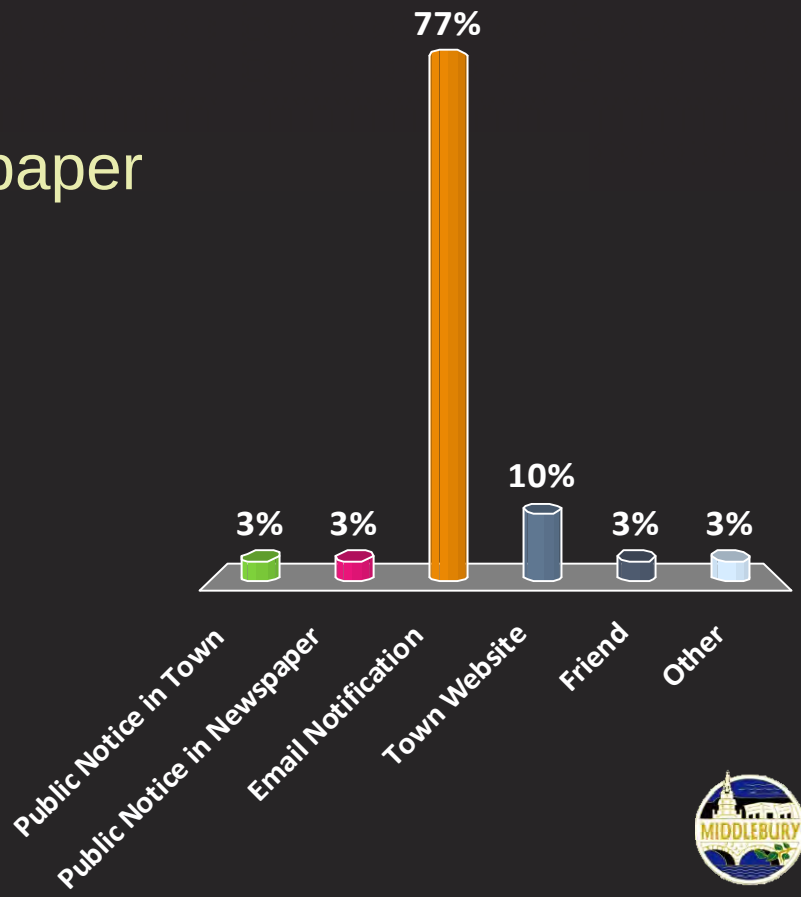
Did you attend March 28, 2013 Local Concerns Public Meeting?

A. Yes
B. No



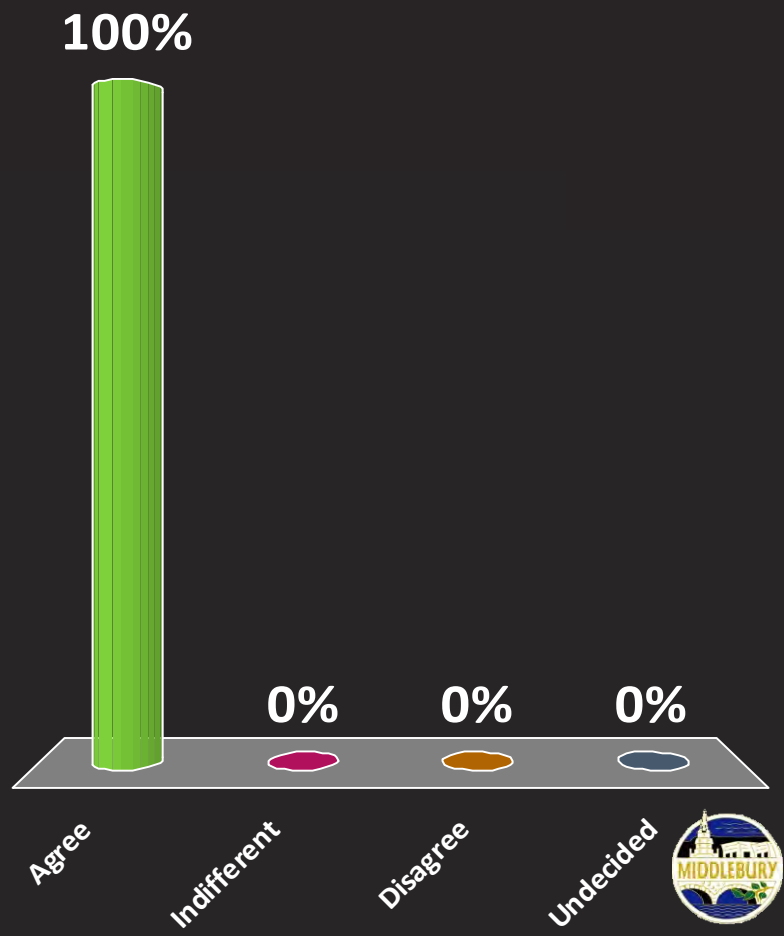
How did you hear about this meeting?

A. Public Notice in Town
B. Public Notice in Newspaper
C. Email Notification
D. Town Website
E. Friend
F. Other



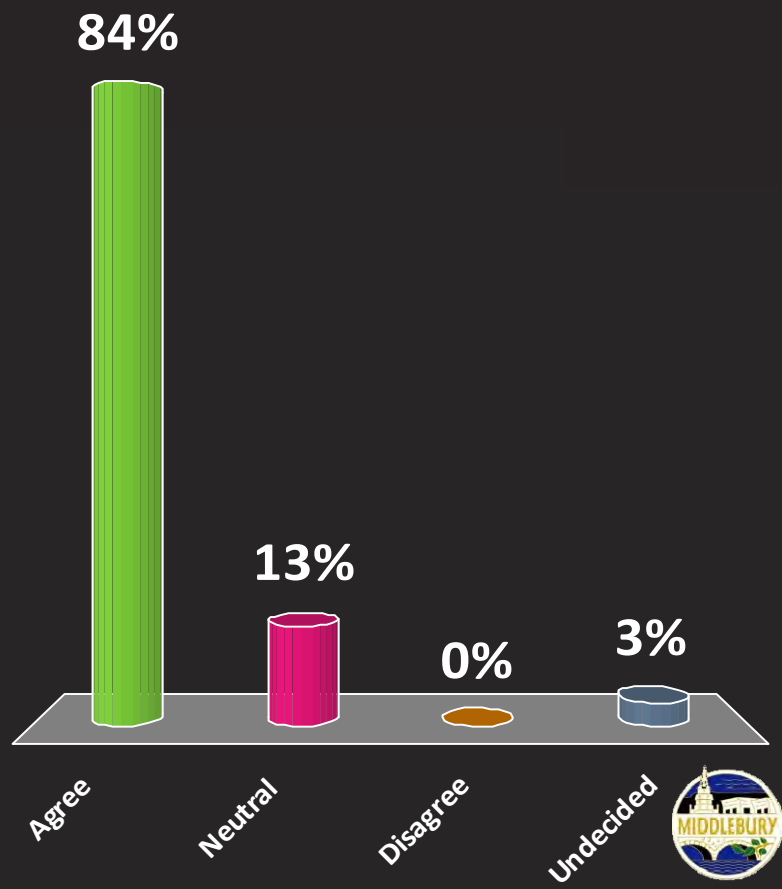
The aesthetics of Downtown Middlebury are important to me.

A. Agree
B. Indifferent
C. Disagree
D. Undecided



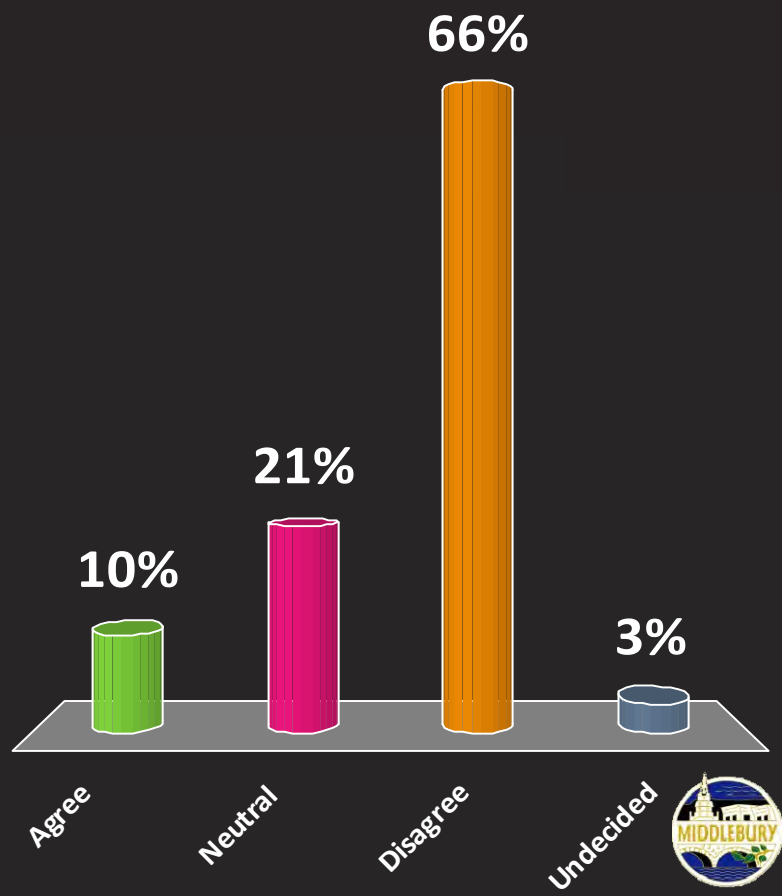
I feel Triangle Park is an important historic feature of Downtown Middlebury.

A. Agree
B. Neutral
C. Disagree
D. Undecided



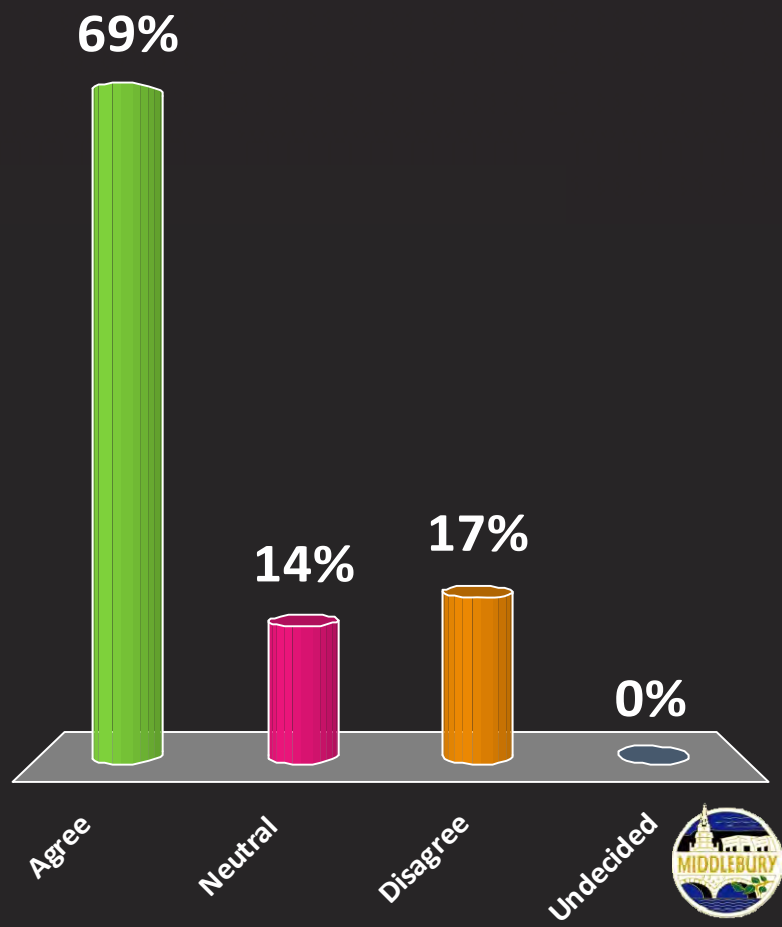
I feel the noise from passing trains between the bridges detracts from the historic nature of Downtown Middlebury.

A. Agree
B. Neutral
C. Disagree
D. Undecided



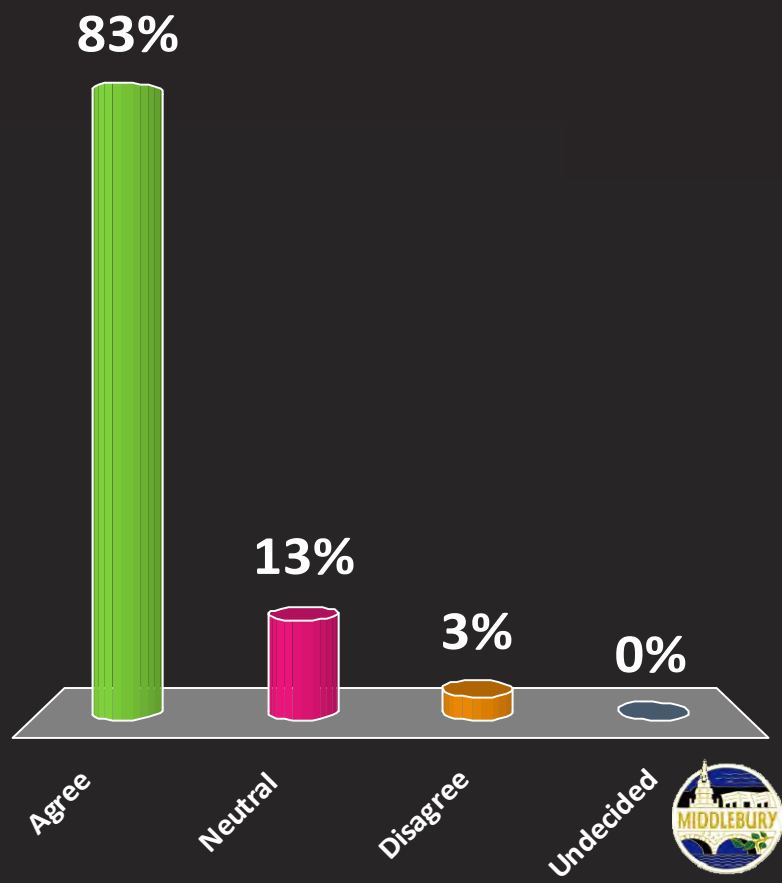
I feel minimizing impacts to the Downtown area should be a primary concern of this project.

A. Agree
B. Neutral
C. Disagree
D. Undecided



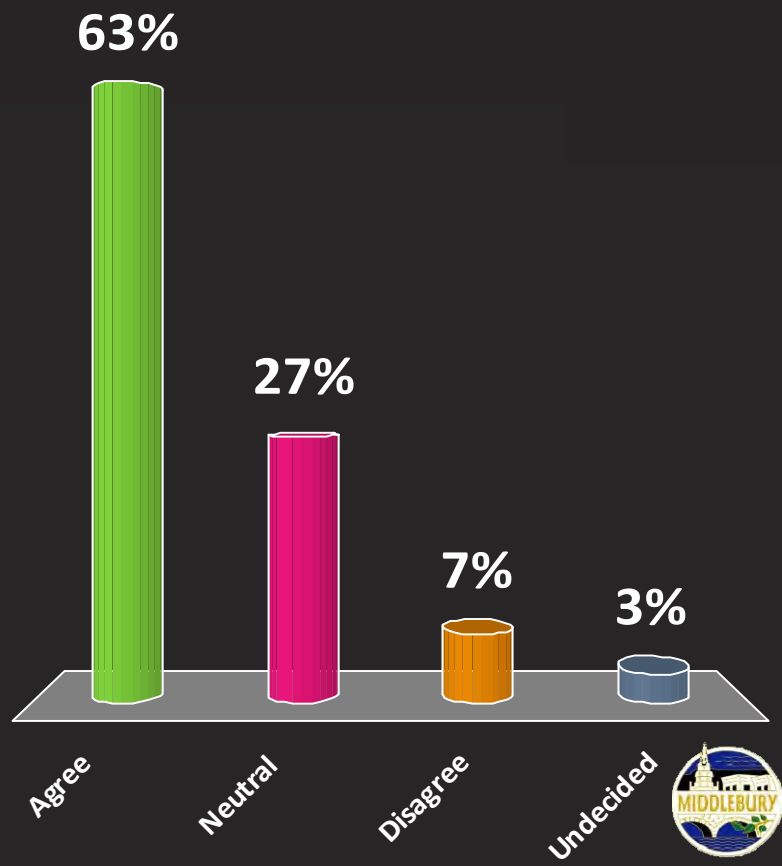
I feel unifying Triangle Park with the Town Green will increase the use of the space.

A. Agree
B. Neutral
C. Disagree
D. Undecided



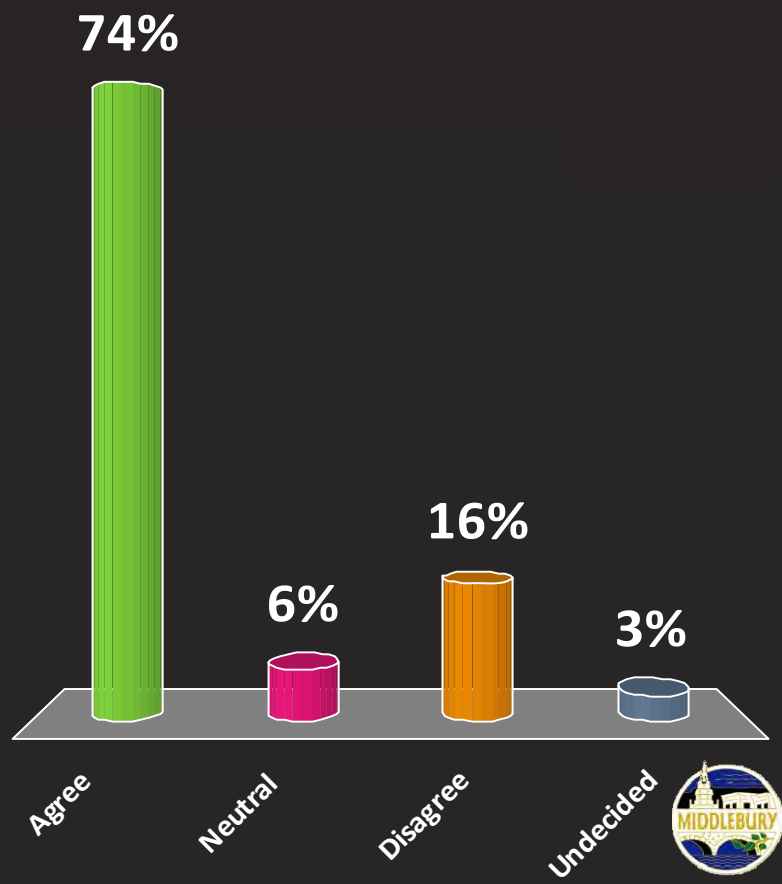
I feel connecting Triangle Park and the Town Green will improve the events that are held there, such as Festival on the Green.

A. Agree
B. Neutral
C. Disagree
D. Undecided



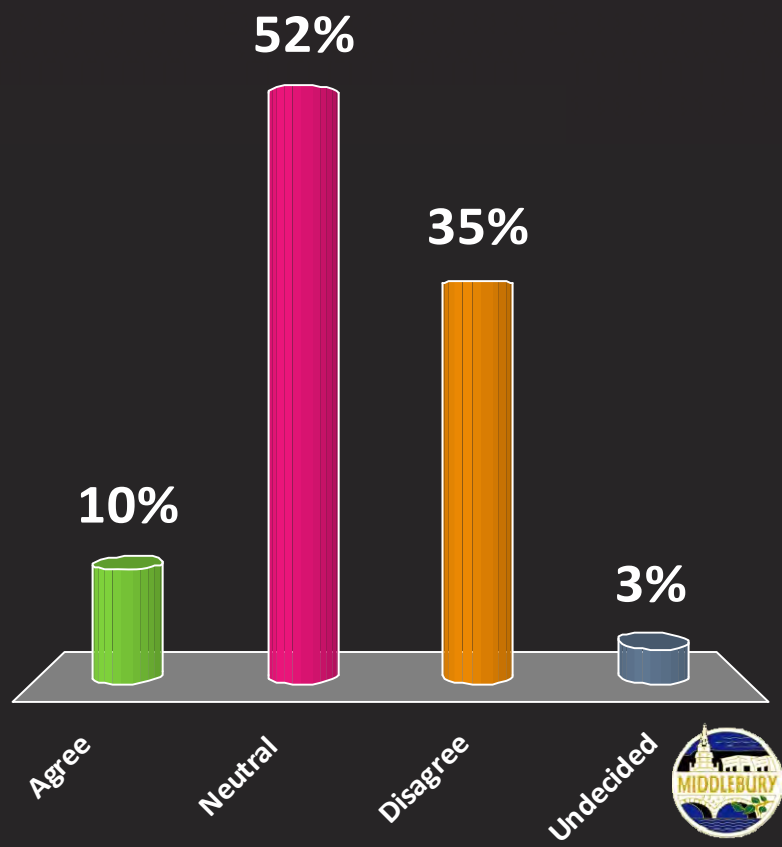
I feel the tunnel alternative will have a positive impact on the publics spaces in historic Downtown Middlebury.

A. Agree
B. Neutral
C. Disagree
D. Undecided



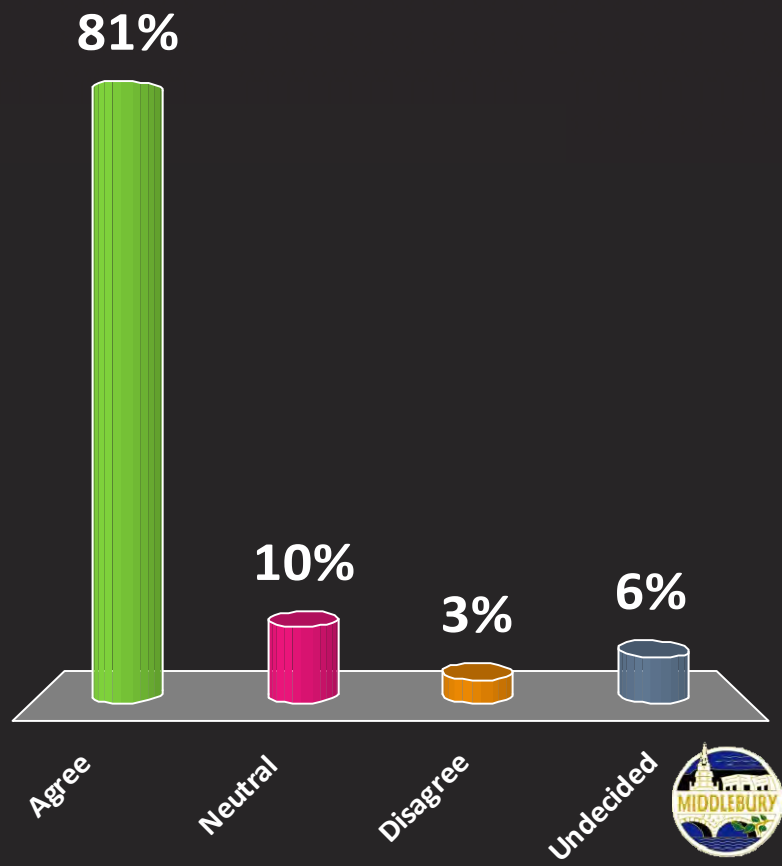
I feel the two bridges alternative will have a positive impact on the publics spaces in historic Downtown Middlebury.

A. Agree
B. Neutral
C. Disagree
D. Undecided



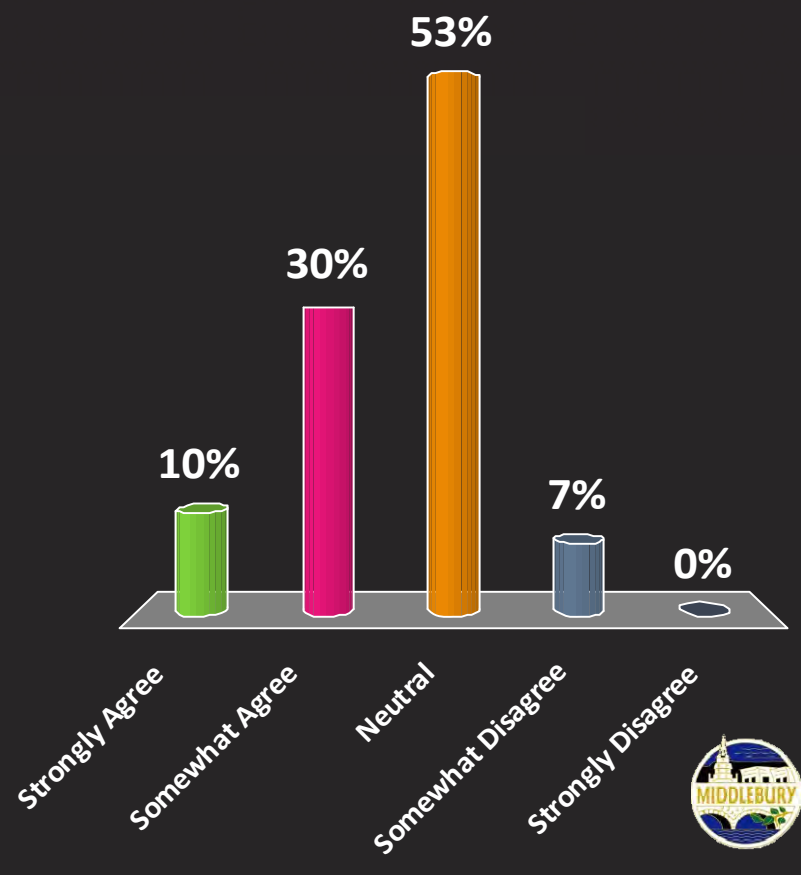
I support the tunnel alternative.

A. Agree
B. Neutral
C. Disagree
D. Undecided



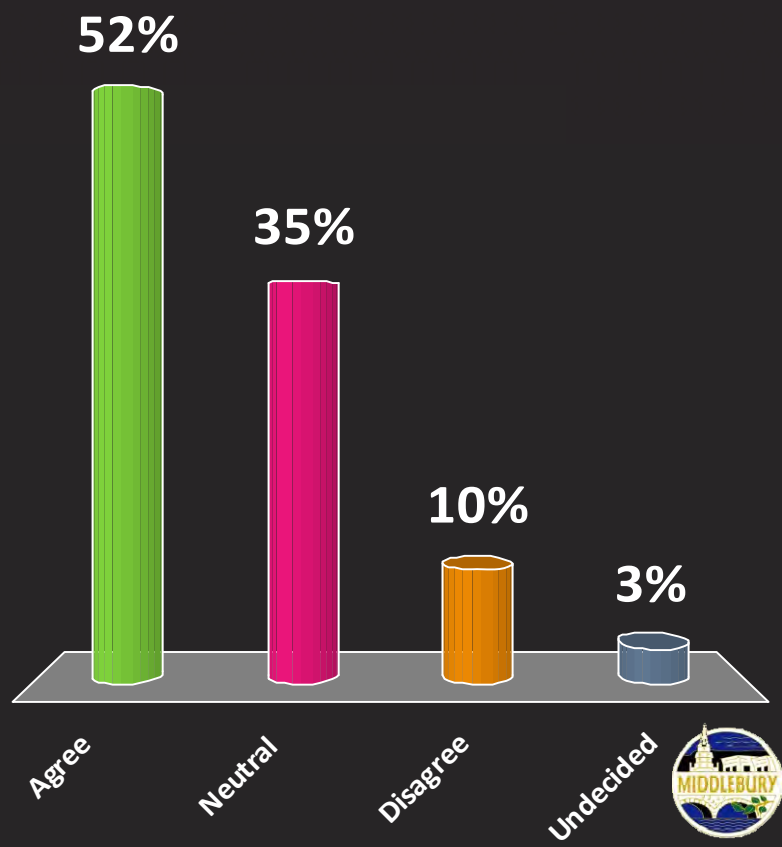
I support the two bridges alternative.

A. Agree
B. Neutral
C. Disagree
D. Undecided



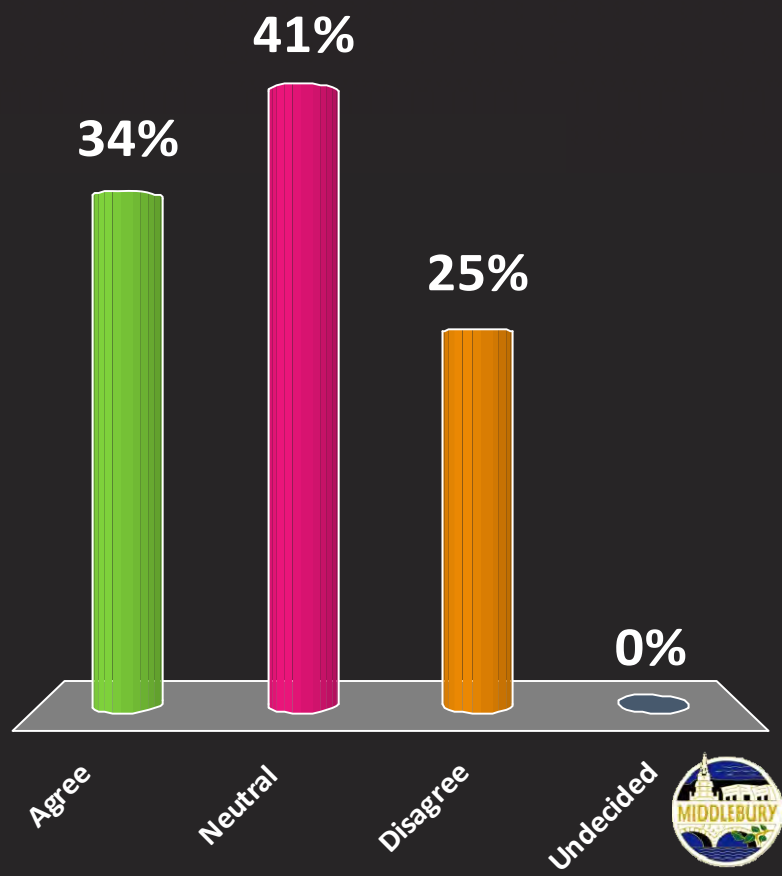
I support the 20’-9” vertical clearance goal.

A. Agree
B. Neutral
C. Disagree
D. Undecided



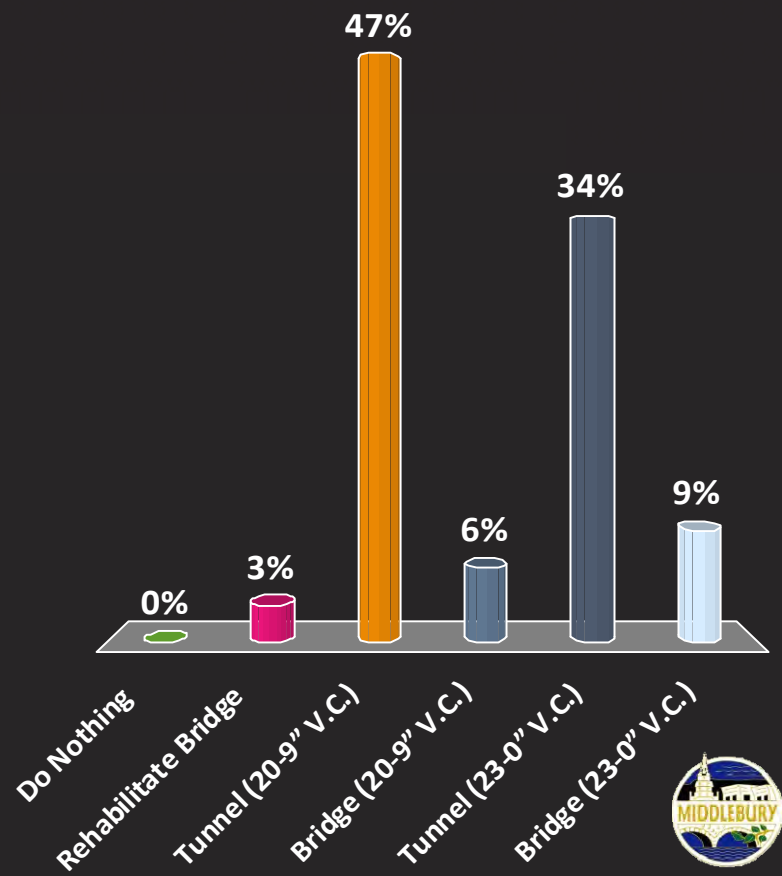
I support the 23’-0” vertical clearance goal.

A. Agree
B. Neutral
C. Disagree
D. Undecided



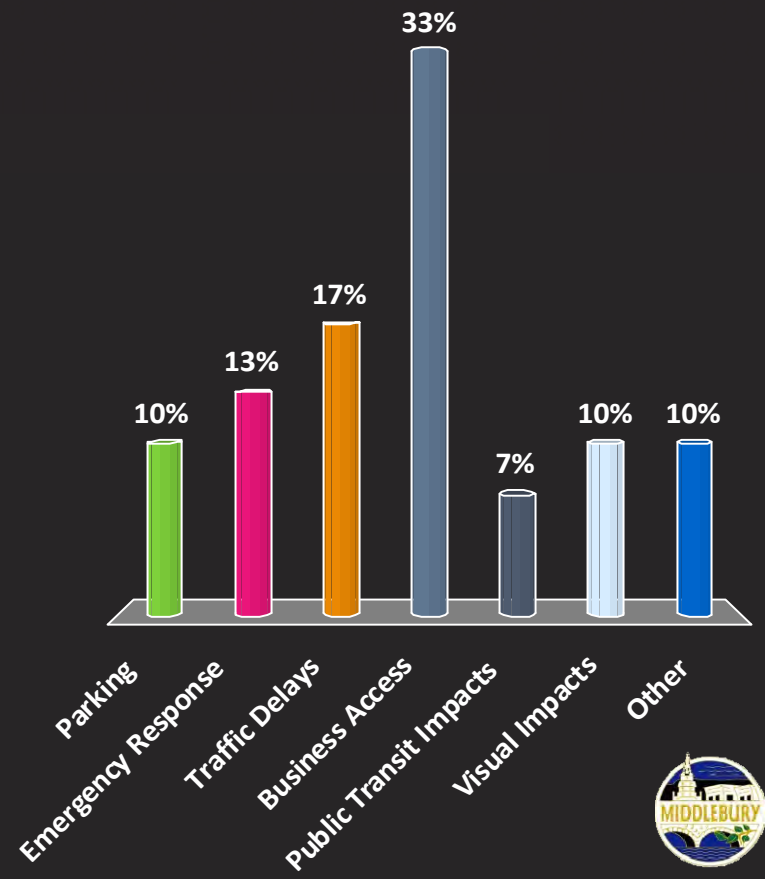
I support the following alternative.

1. Do Nothing
2. Rehabilitate Bridge
3. Tunnel (20-9” V.C.)
4. Bridge (20-9” V.C.)
5. Tunnel (23-0” V.C.)
6. Bridge (23-0” V.C.)



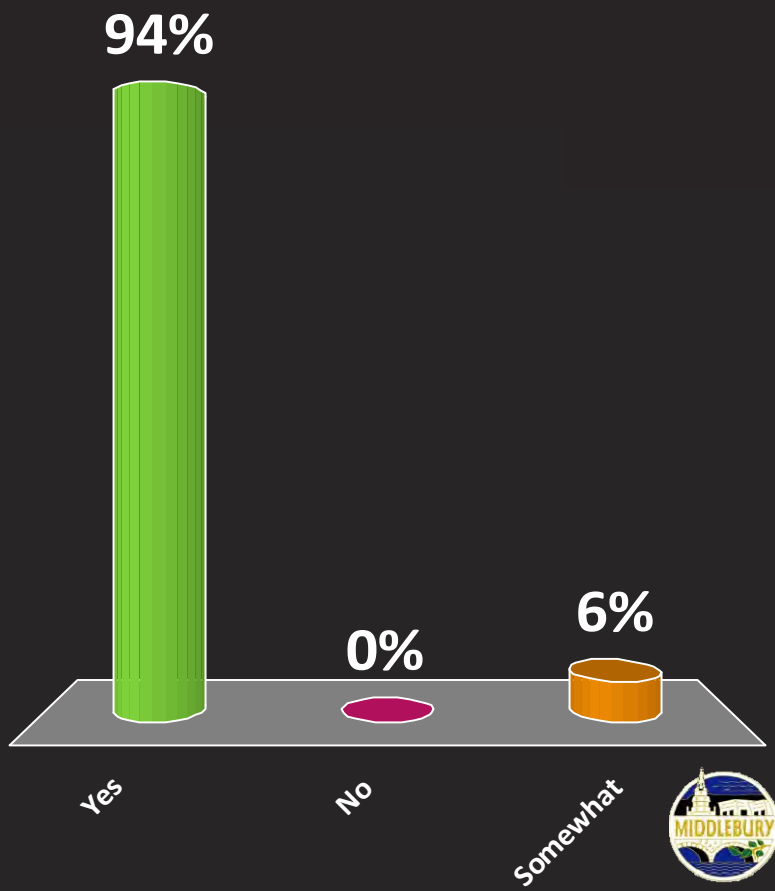
Which are you most concerned about during construction?

A. Parking
B. Emergency Response
C. Traffic Delays
D. Business Access
E. Public Transit Impacts
F. Visual Impacts
G. Other



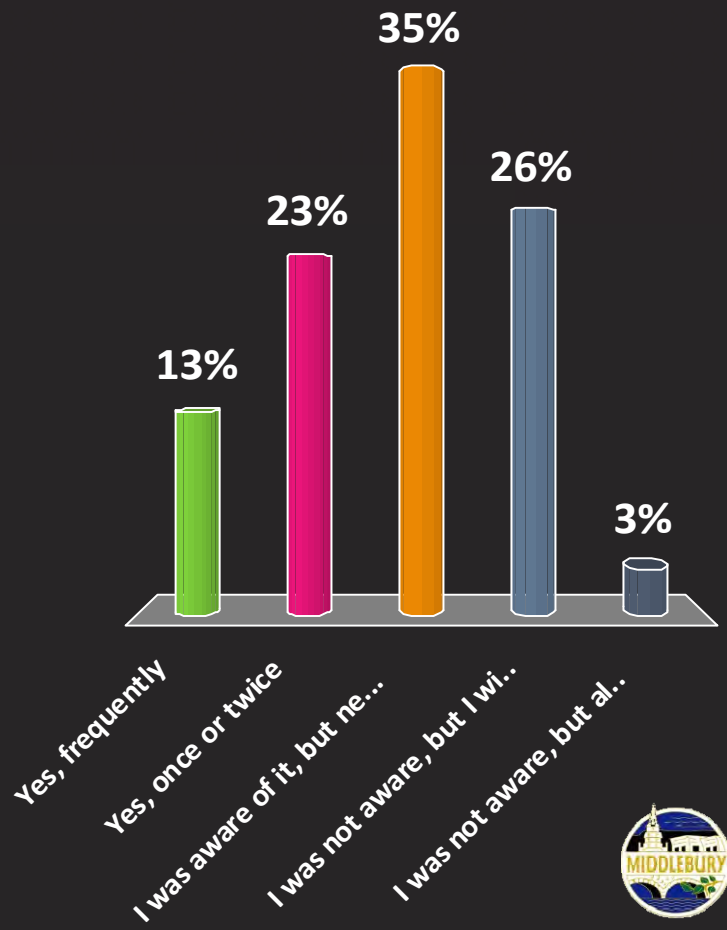
Was this meeting helpful to you?

A. Yes
B. No
C. Somewhat



Have you looked at MiddleburyBridges.org for project updates?

A. Yes, frequently
B. Yes, once or twice
C. I was aware of it, but never check it.
D. I was not aware, but I will check it now.
E. I was not aware, but also would not look at it.



Meeting Summary

- Alternatives Analysis Complete
- Seeking Public Comment
- Hardcopy or Email
- Preferred Alternative Selection Next

Tunnel Option Support Letter

TOWN of MIDDLEBURY
94 Main Street
Middlebury, Vermont 05753

June 25, 2013

Brian Searles, Secretary
Vermont Agency of Transportation
1 National Life Drive
Montpelier, VT 05633-5001

Re: WCRS(23) Middlebury – Highway Bridge Replacements over Vermont Railway

Dear Secretary Searles,

We are pleased and impressed at the rapid progress being made on this critical project. The highway bridges spanning Vermont Railway on Merchants Row and Main Street in downtown Middlebury have long passed their useful life. The bridges' deterioration is well documented in VTrans safety inspection reports for many years. The challenge now is to accelerate the planning, design and construction process to foreclose the potential for bridge failure and the potential ensuing public safety and economic cataclysm.

The public presentation of alternatives on June 4 showed clearly how innovative engineering, design and construction can ameliorate the short-term challenges of maintaining rail traffic and commercial access throughout a relatively short construction period. More importantly the option of constructing a tunnel, rather than two separate bridges with a very short distance between them, could reduce the state's long-term operation and maintenance cost. At the same time, the tunnel will restore the Town Green to its original form by removing the unsightly gash of the railroad cut and replacing it with usable public space.

This project is the first VTrans Construction Manager/General Contractor (CMGC) in the state and provides a great opportunity to demonstrate how highly complex and sometimes daunting projects can be effectively managed for creative solutions in record time. We appreciate the trust VTrans has placed in the Town of Middlebury to move this project to completion next year. We strongly endorse the tunnel option as the best and most efficient solution to address the VTrans, VT Railway and Town of Middlebury needs.

We look forward to continued cooperation to make this project an exemplary success.

Sincerely,

Middlebury Selectboard

Nick Artim | Dean George, Chair | Victor Nuovo

Craig Bingham | Travis Forbes | Gary Baker | Susan Shashok

Cc: Patti Coburn, VTrans Local Transportation Facilities Program Manager
Dan Delabruere, VTrans Rail Program Director
Mark Richter, Federal Highway Administration

Main Street and Merchants Row Bridges
Middlebury WCRS(23)
Tunnel Simulations

Before
(View from Main Street)

After

Main Street and Merchants Row Bridges
Middlebury WCRS(23)
Tunnel Simulations

Before
(Fountain View from West)

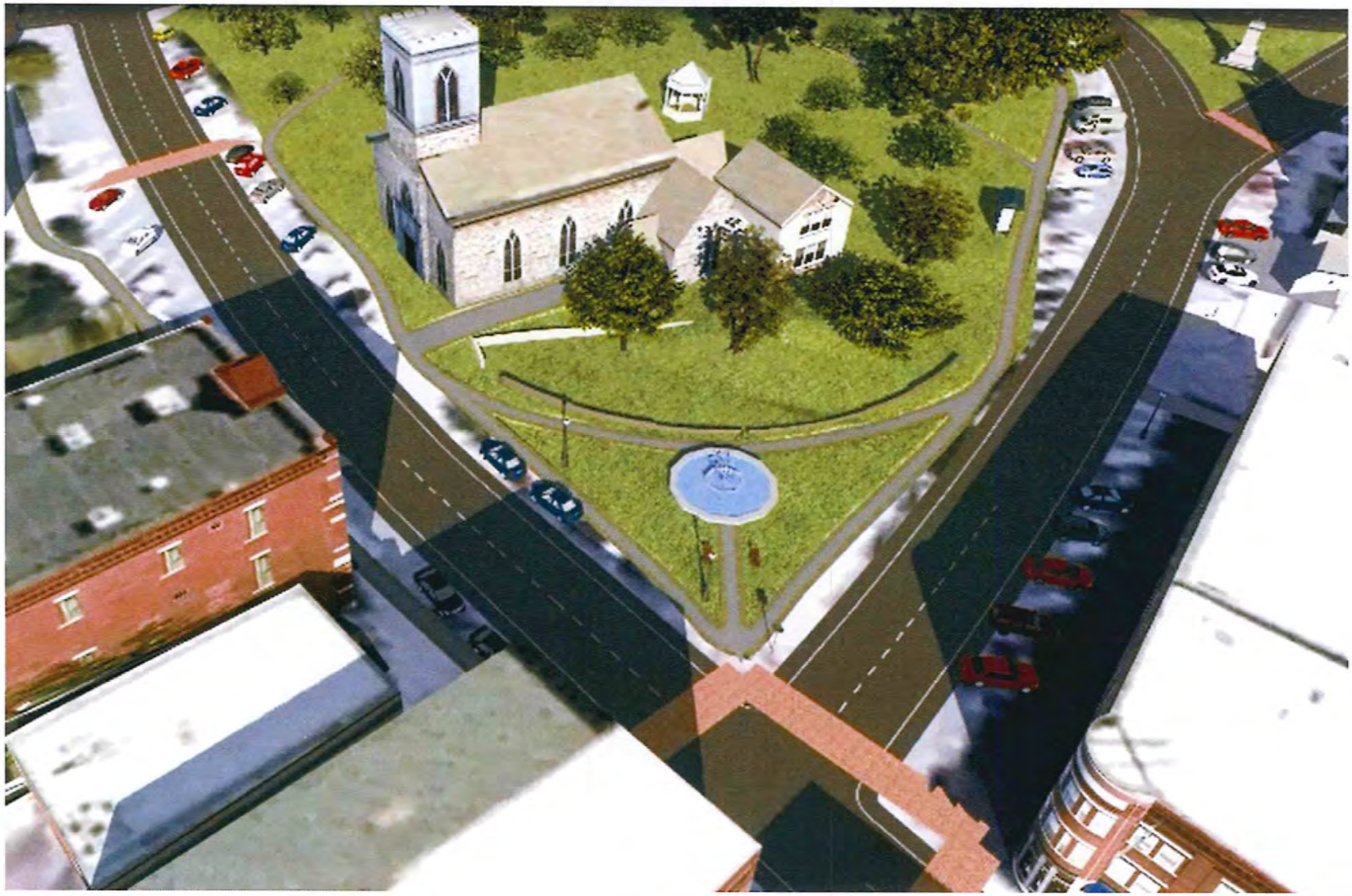
After

Main Street and Merchants Row Bridges
Middlebury WCRS(23)
Tunnel Simulations

Before
(View from Merchants Row)

After

Main Street and Merchants Row Bridges
Middlebury WCRS(23)
Tunnel Simulations



Tunnel Simulated View

Emergency Declaration, Middlebury, VT, Project MIDDLEBURY EWP3(1)

VERMONT

VTrans *OFFICE MEMORANDUM*

Highway Division Project Delivery Bureau - Structures Design Section

TO: **Joe Flynn, Secretary of Transportation**

FROM: **Wayne Symonds, P.E., Structures Section Program Manager via Ken Robie, P.E., Director Project Delivery Bureau**

DATE: **March 23, 2017**

SUBJECT: **Emergency Declaration Middlebury VT**
VT 30 (Main Street/TH-2) Br #102 and Merchants Row (TH-8) Br #2
Project: MIDDLEBURY EWP3(1)

This memo is to request your concurrence on an Emergency Declaration in accordance with 19 V.S.A. § 10g(h) and (k) for the above referenced project. VTrans is working on the programmed project to replace the two concrete structures Br #102 on VT 30/Main Street/TH-2 and Br #2 on Merchants Row/TH-8. The Rutland Railroad constructed both bridges circa 1920 and they became the State's responsibility with its 1964 purchase of the railroad. Both bridges are structurally deficient with the concrete decks rated as a "3" Serious. Because of the serious condition of the decks, VTrans bridge inspectors have been inspecting the bridges on a three-month frequency.

There has been noted acceleration of deterioration of the decks during the early part of 2017. Full depth holes have appeared in sidewalks on both structures which has resulted in temporary repairs to the sidewalk on the Merchants Row bridge and the sidewalk on the Main Street bridge barricaded indefinitely. Additionally, Vermont Railway has notified VTrans of an increase in the amount of concrete debris falling onto trains and the trackbed.

The immediate safety concerns for the use of these bridges has been only temporarily addressed with the sidewalk repairs and barricades and the continued close monitoring of the structure. But the accelerated deterioration increases the risk that these bridges will experience more significant holes in the deck and will lead to unplanned bridge closures. There is no practical way to address the safety concerns posed by the spalling concrete debris falling on the rail line due to the location and lack of vertical clearance of the bridge. The installation of temporary bridges is necessary to reduce the risk to life and property until the permanent replacement is constructed.

Considering the escalating risks to safety of the traveling public and to mobility on VT 30 and Merchants Row and Vermont Railway and in further consideration that the programmed project will permanently replace the bridges in 2020, I hereby request your concurrence with the need to declare this situation an emergency to facilitate the rapid replacement of the superstructures for Br #102 and Br. #2 with temporary bridges by signing below.

Joe Flynn, Secretary of Transportation — Date 03/23/2017

Cc: Kevin Marshia, P.E., Chief Engineer