

Colchester NH 028-1(31) Section 502 Public Hearing



November 12, 2020

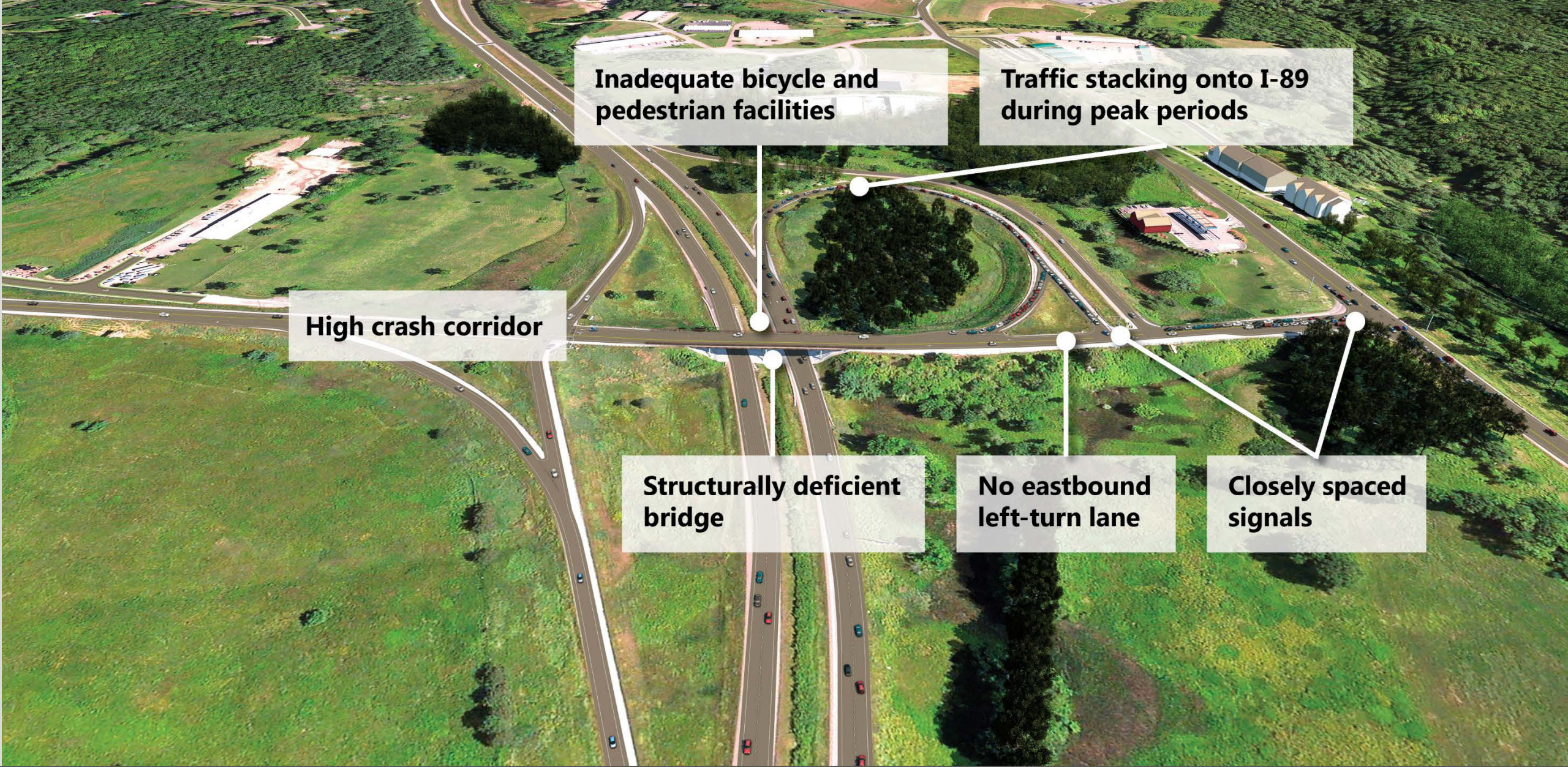
Meeting with you Today



Hearing Handouts

<https://outside.vermont.gov/agency/VTRANS/external/Projects/Structures/14T213>

- 502 Hearing Information Handout
- VTrans ROW Acquisitions Procedures Brochure
- 502 Hearing Advertisement
- 502 Hearing Roll Plan
- Revised Preliminary Plans
- Scoping Report
- 502 Hearing Presentation



Inadequate bicycle and pedestrian facilities

Traffic stacking onto I-89 during peak periods

High crash corridor

Structurally deficient bridge

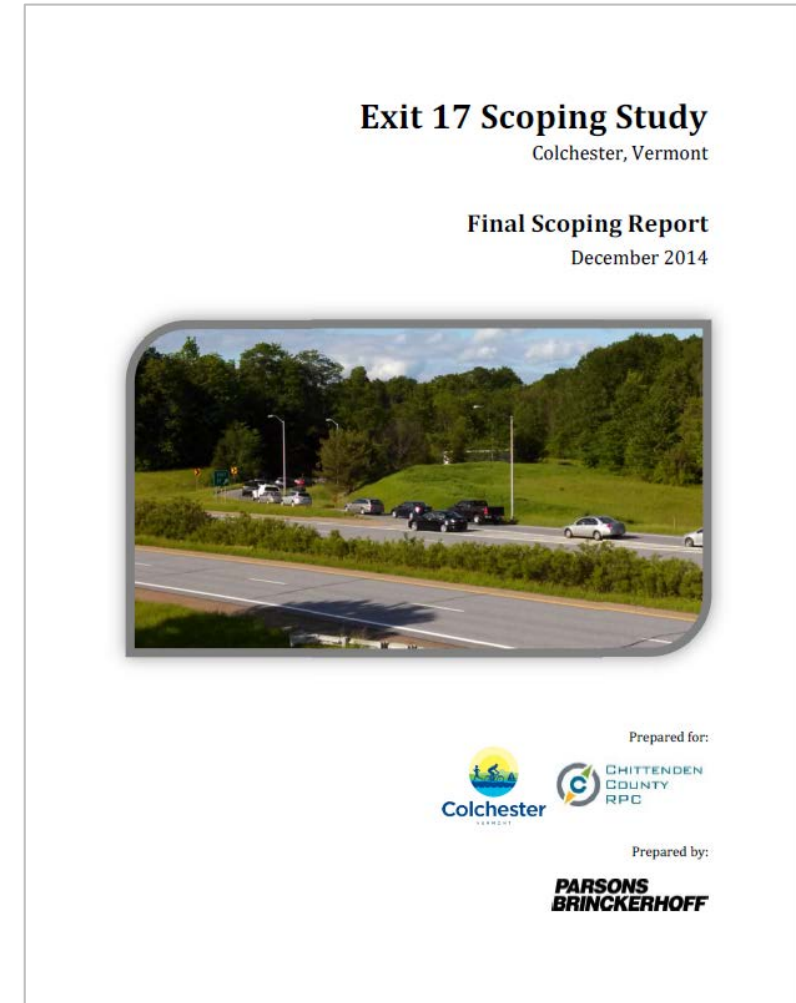
No eastbound left-turn lane

Closely spaced signals

Existing Conditions and Identified Issues

Purpose & Need

- **Improve safety for all users**
 - Queuing onto I-89 northbound during PM peak
 - Designated High Crash Location segments along US 2
 - Inadequate bicycle facilities (part of Lake Champlain Bikeway)
 - Lack of pedestrian accommodations
- **Reduce traffic congestion and enhance mobility for all users**
 - Existing congestion issues to get worse with future growth
 - Closely spaced intersections; inadequate stacking space
- **Provide access from the Interstate**
 - Continue to provide important connection to Colchester, Milton, Franklin, and Grand Isle Counties
 - US 2 bridge over I-89 constructed in 1964 and rated as structurally deficient



VTrans Project Development Process

- ✓ Scoping – Completed 2014
- ✓ Conceptual Design
- ***Preliminary Design - In Progress***
- Final Design
- Construction







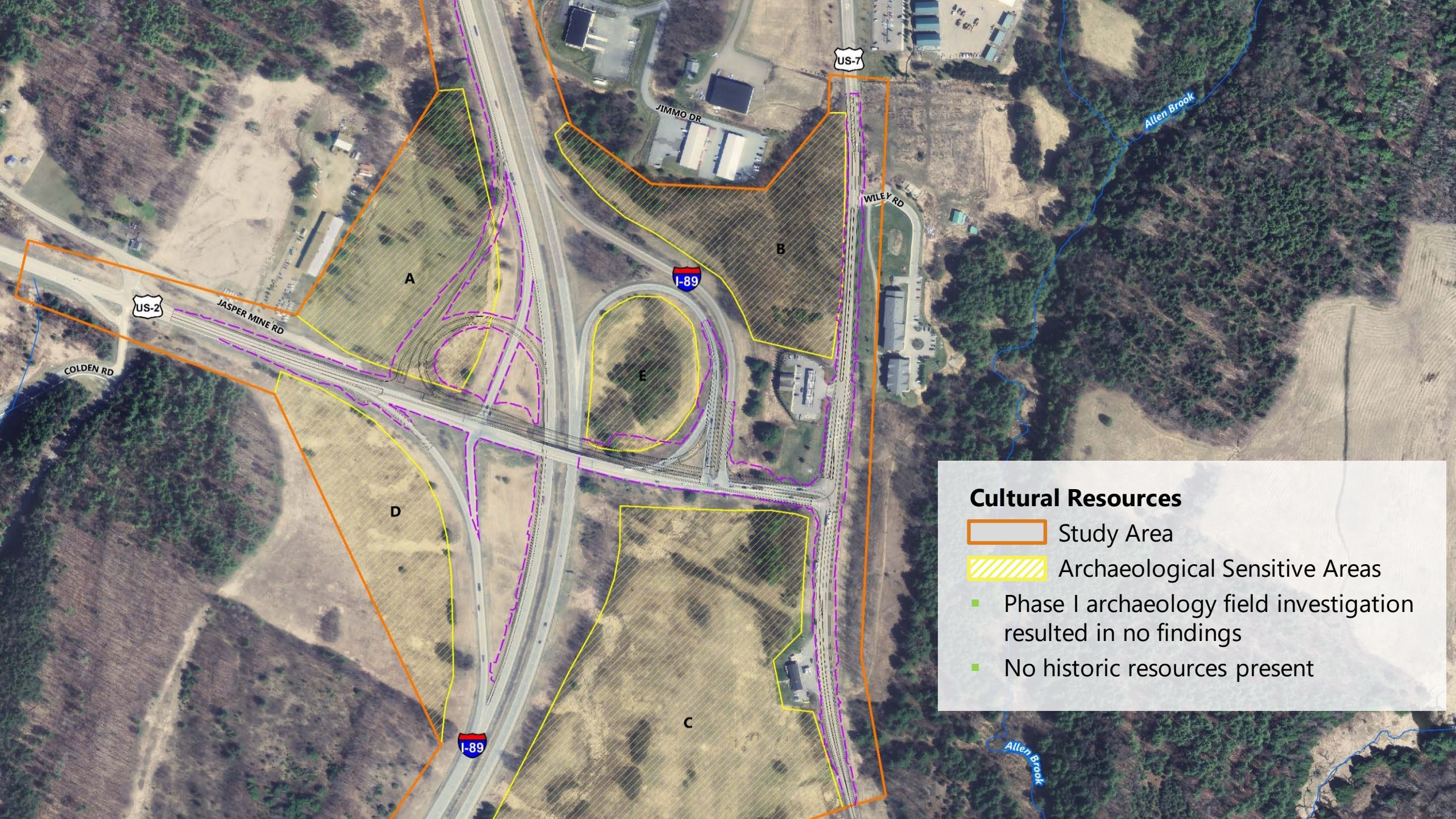
Design – Information Collection

- Field survey
- Existing ROW and property lines
- Existing utility locations
- Resource identification
- Traffic data







Environmental Resources

-  Streams
-  Wetlands
-  Agricultural soils
-  Endangered bat habitat

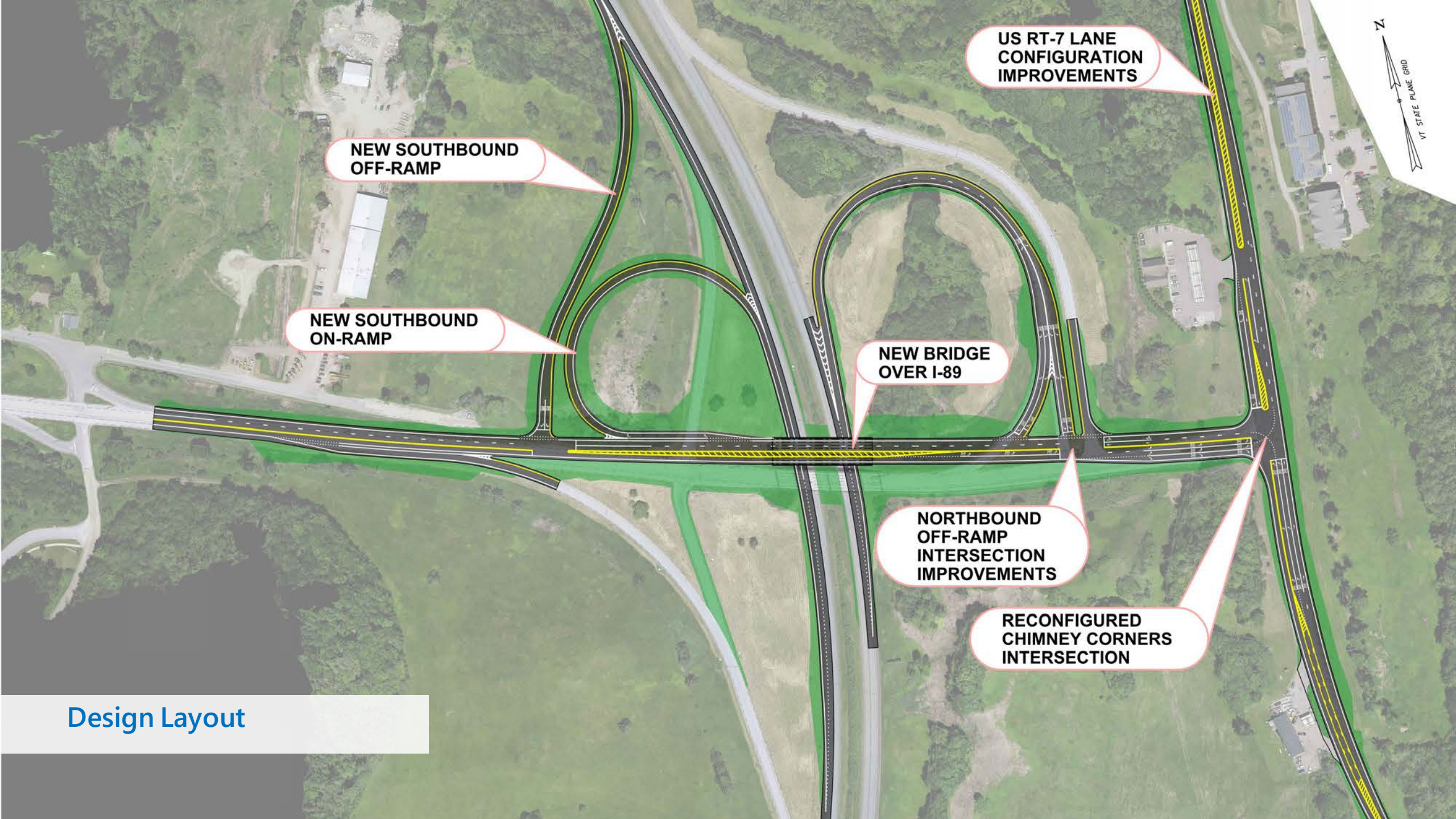


Cultural Resources

-  Study Area
-  Archaeological Sensitive Areas
 -  Phase I archaeology field investigation resulted in no findings
 -  No historic resources present

Design – Evaluation

- Traffic modeling
- Geometric layout
- Bridge configuration
- Bicycle and pedestrian considerations



US RT-7 LANE CONFIGURATION IMPROVEMENTS

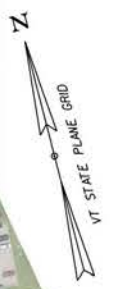
NEW SOUTHBOUND OFF-RAMP

NEW SOUTHBOUND ON-RAMP

NEW BRIDGE OVER I-89

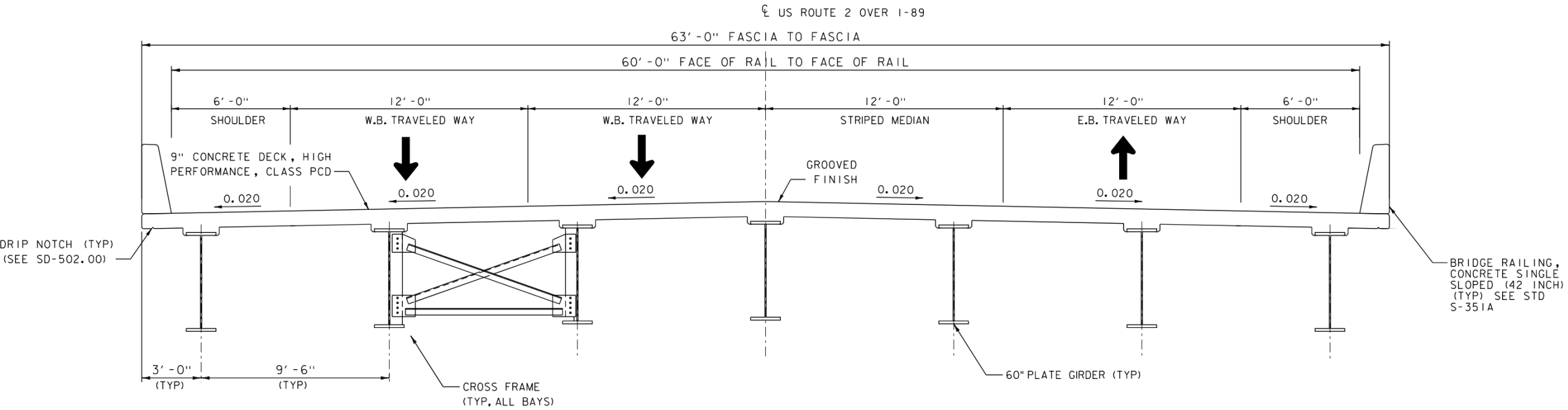
NORTHBOUND OFF-RAMP INTERSECTION IMPROVEMENTS

RECONFIGURED CHIMNEY CORNERS INTERSECTION



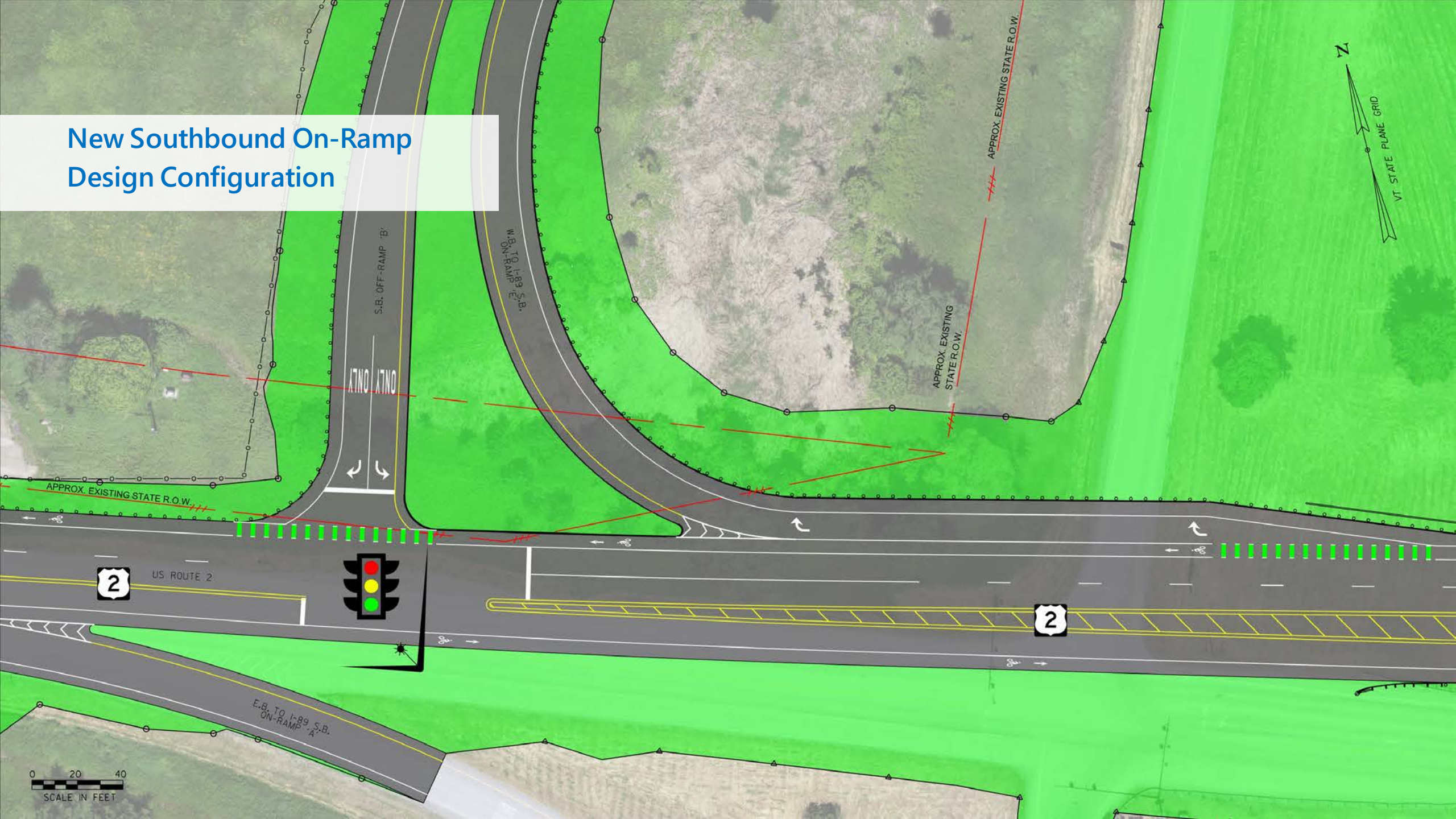
Design Layout

Bridge Typical Section



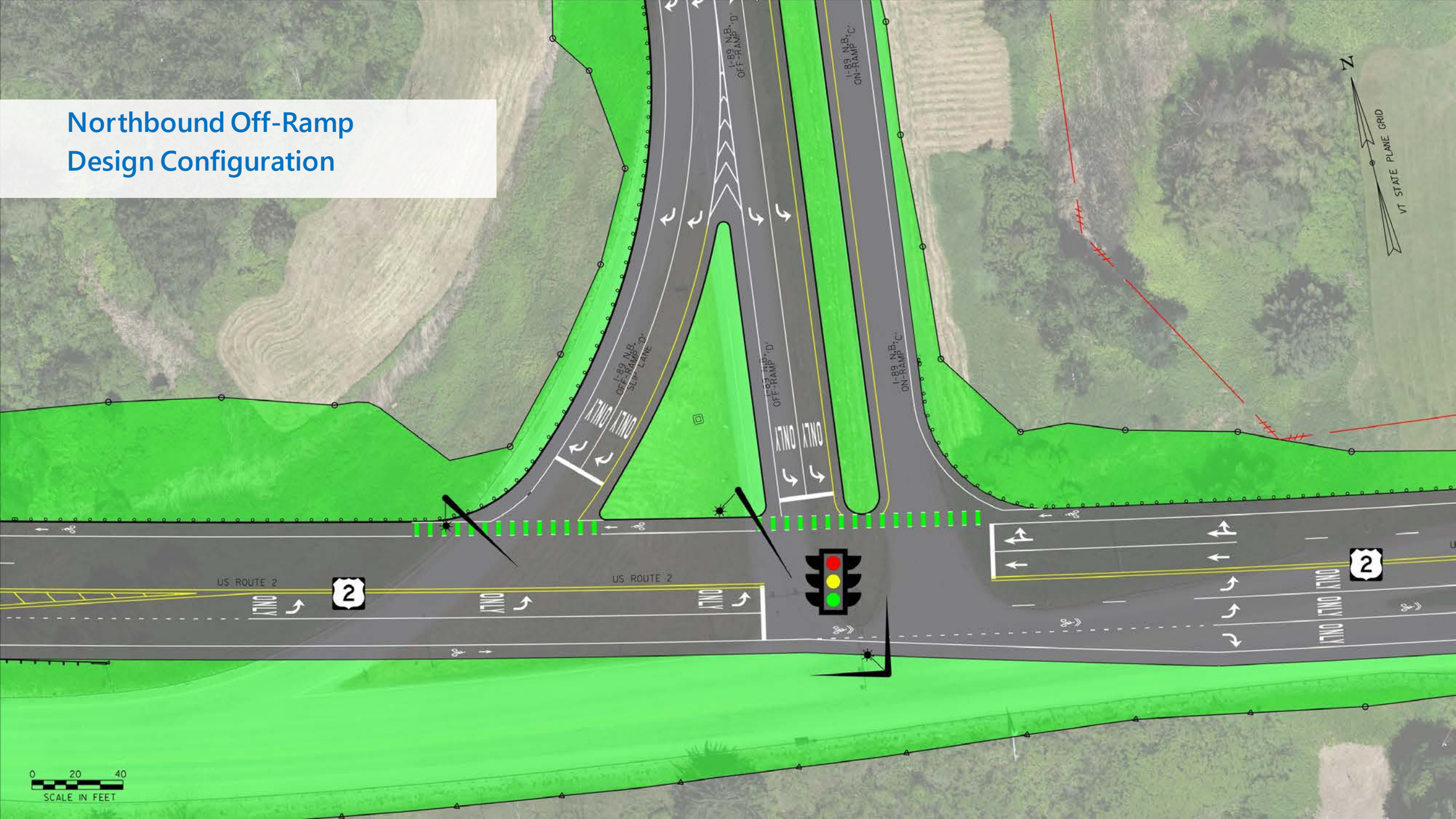
Looking East

New Southbound On-Ramp Design Configuration



0 20 40
SCALE IN FEET

Northbound Off-Ramp Design Configuration



0 20 40
SCALE IN FEET

Chimney Corners Design Configuration



Next Steps – Anticipated Milestone Timeline

	2018	2019	2020	2021	2022	2023
Conceptual Design	■					
Preliminary Design		■	■			
ROW Process			■	■		
Final Design				■		
Construction					■	■

Project Risks

- Project permitting
- Right-of-way acquisition
- Subsurface conditions
- Traffic control impacts
- Material cost escalation





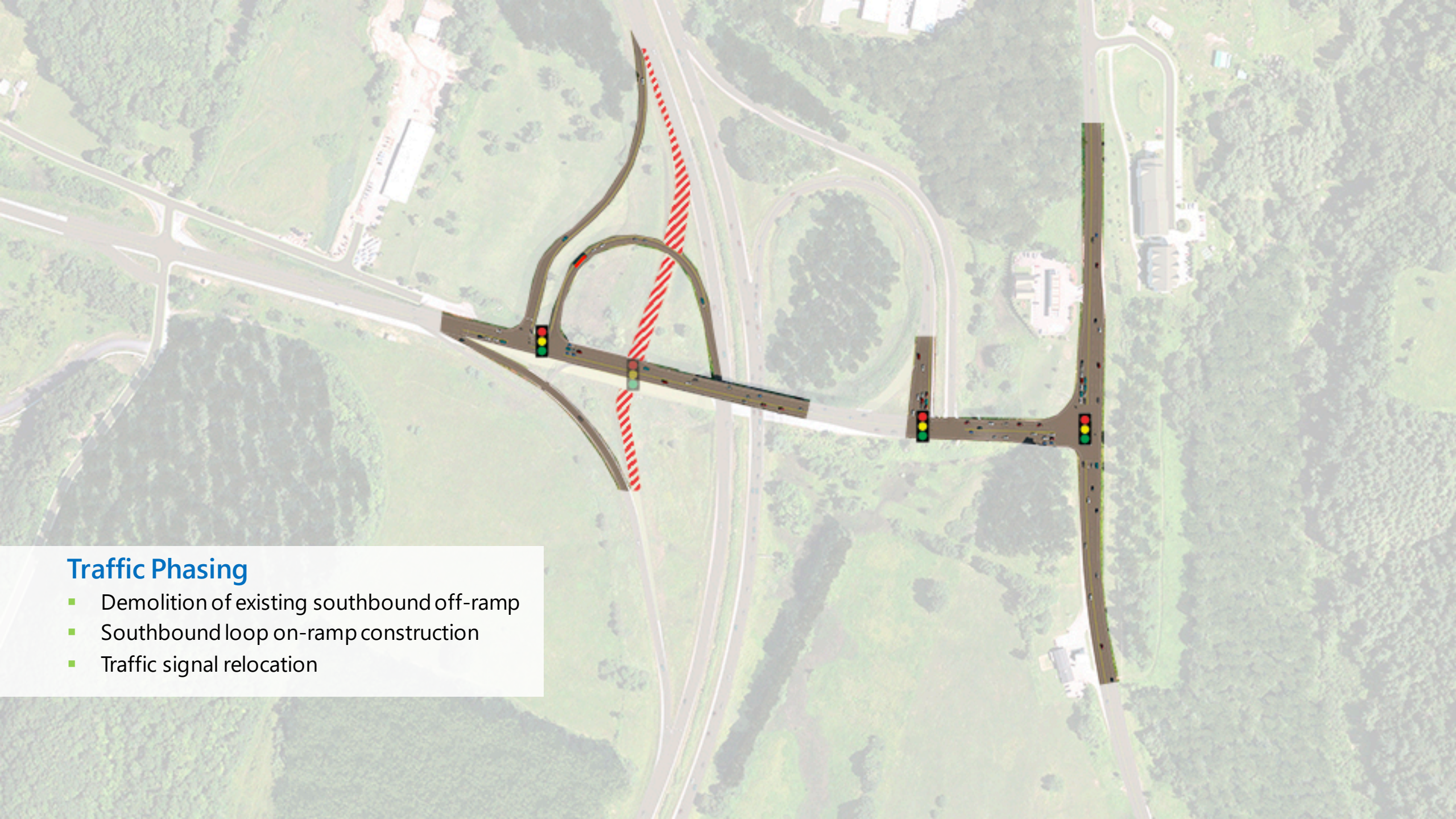
Traffic Phasing

- Route 2 lane reconfiguration
- Route 7 widening and lane reconfiguration
- Northbound off-ramp reconstruction



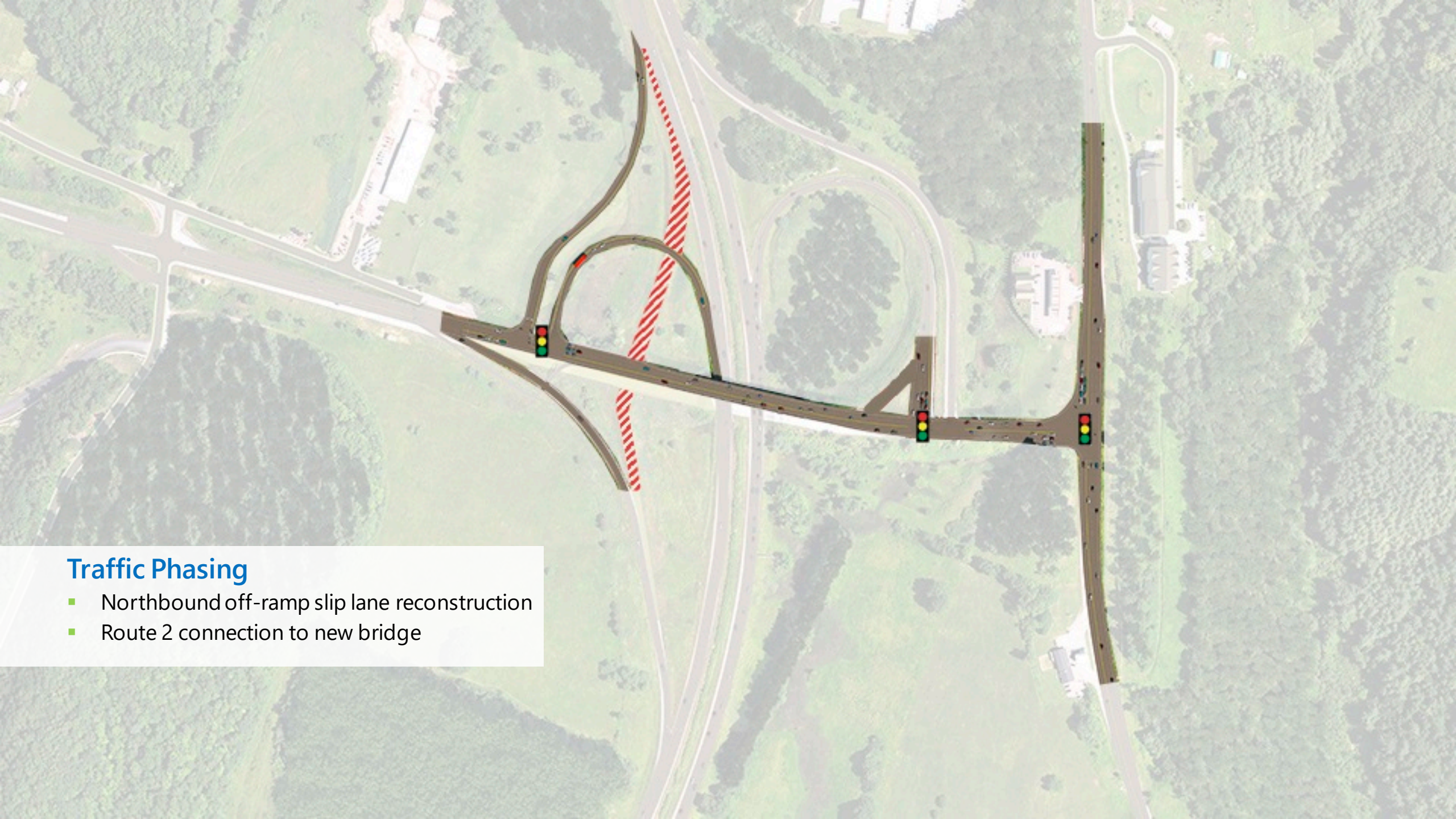
Traffic Phasing

- Off-line bridge construction
- Southbound off-ramp relocation
- Southbound on-ramp reconstruction



Traffic Phasing

- Demolition of existing southbound off-ramp
- Southbound loop on-ramp construction
- Traffic signal relocation



Traffic Phasing

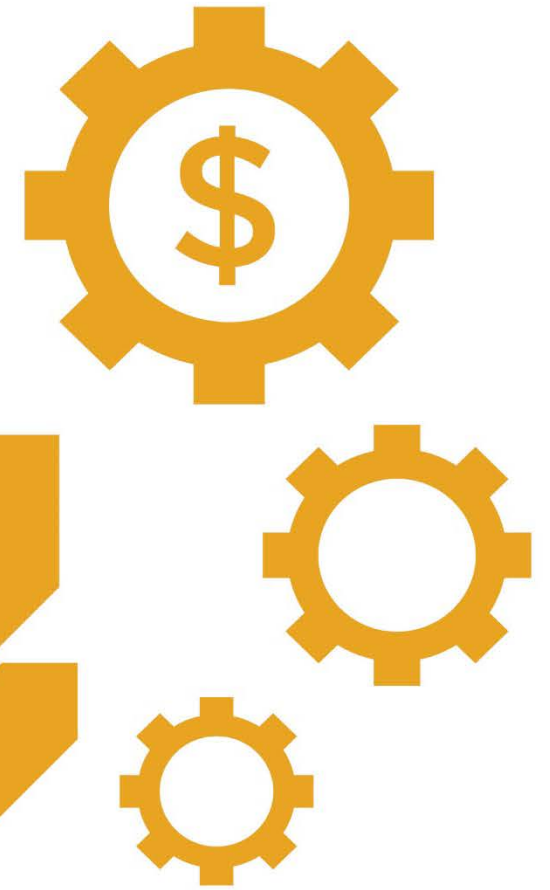
- Northbound off-ramp slip lane reconstruction
- Route 2 connection to new bridge

Conceptual Construction Costs

- Highway \$10,000,000
- Traffic \$3,500,000
- Bridge \$10,000,000
- Miscellaneous Items \$1,500,000

- Total Conceptual Construction Cost Estimate
\$25,000,000

Costs are estimated in present day dollars (2020)



Public Outreach Moving Forward

- Public Meetings
- Project Website
- Email Updates – Sign up for the stakeholder list

Questions & Answers

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