



Springfield IM 091-1(83)

Presentation to the Town of Springfield

Interstate 91 – Bridges #25 N&S over US Route 5

Interstate 91 – Bridges #26 N&S over Black River

Interstate 91 – Bridges #27 N&S over Toonerville Rail Trail

Interstate 91 – Bridges #28 N&S over US Route 5

April 25, 2022



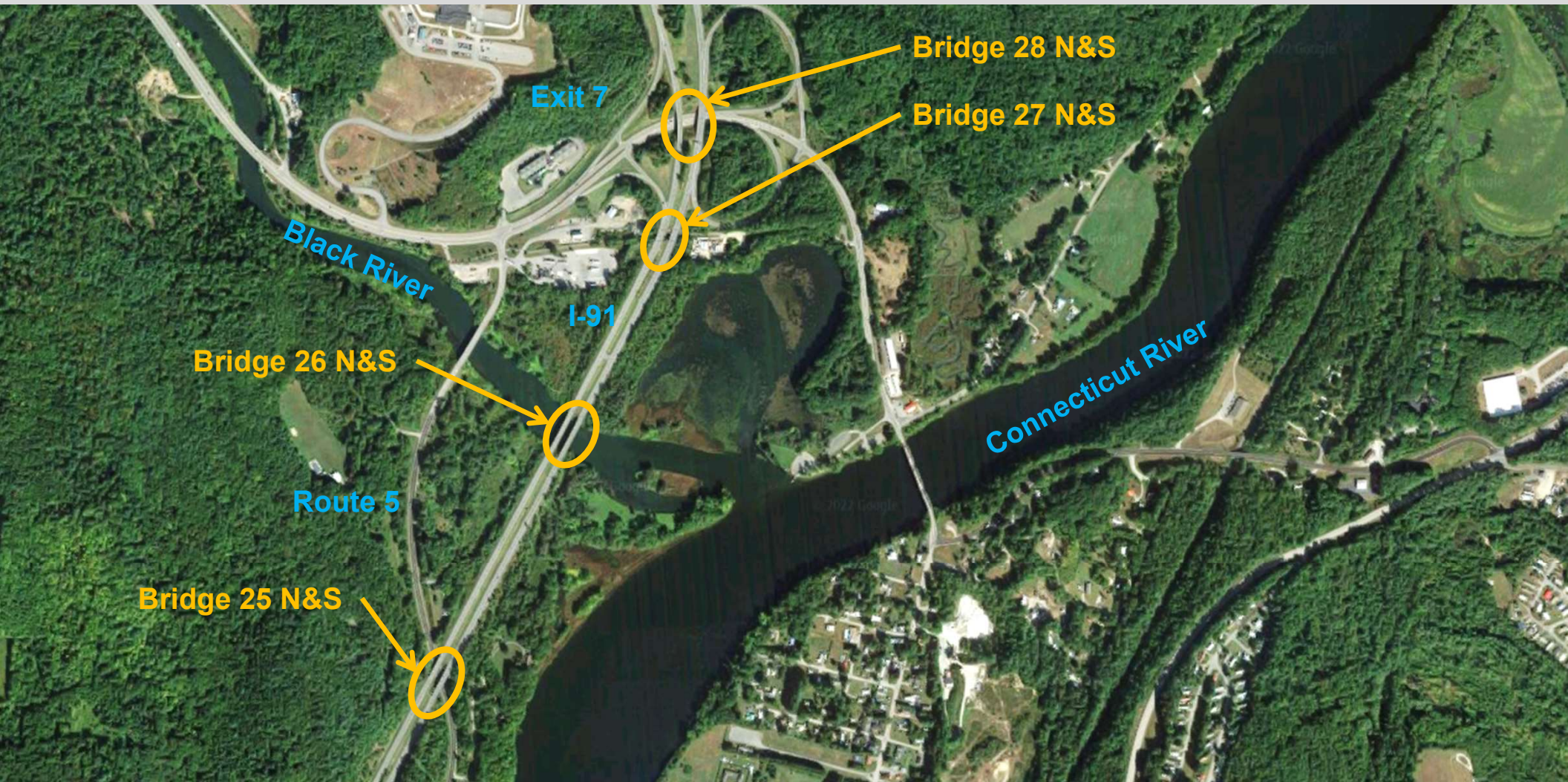
Meeting Agenda

- Meeting Purpose
- Project Overview and Location
- Bridge 25 N&S Evaluation
- Bridge 26 N&S Evaluation
- Exit 7 Evaluations
 - Exit 7 Conditions and Considerations
 - Bridges #28 N&S
 - Bridges #27 N&S
 - Exit 7 Recommendations
- Toonerville Rail Trail Discussion
- Maintenance of Traffic Discussion
- Project Recommendations Summary

Meeting Purpose

- Overview of Project
- Convey evaluations and recommendations
- Discuss maintenance of traffic
- Identify schedule and estimated costs
- Collect input from the community

Project Location



Bridges 25 N&S Evaluation



Bridge 25 N&S

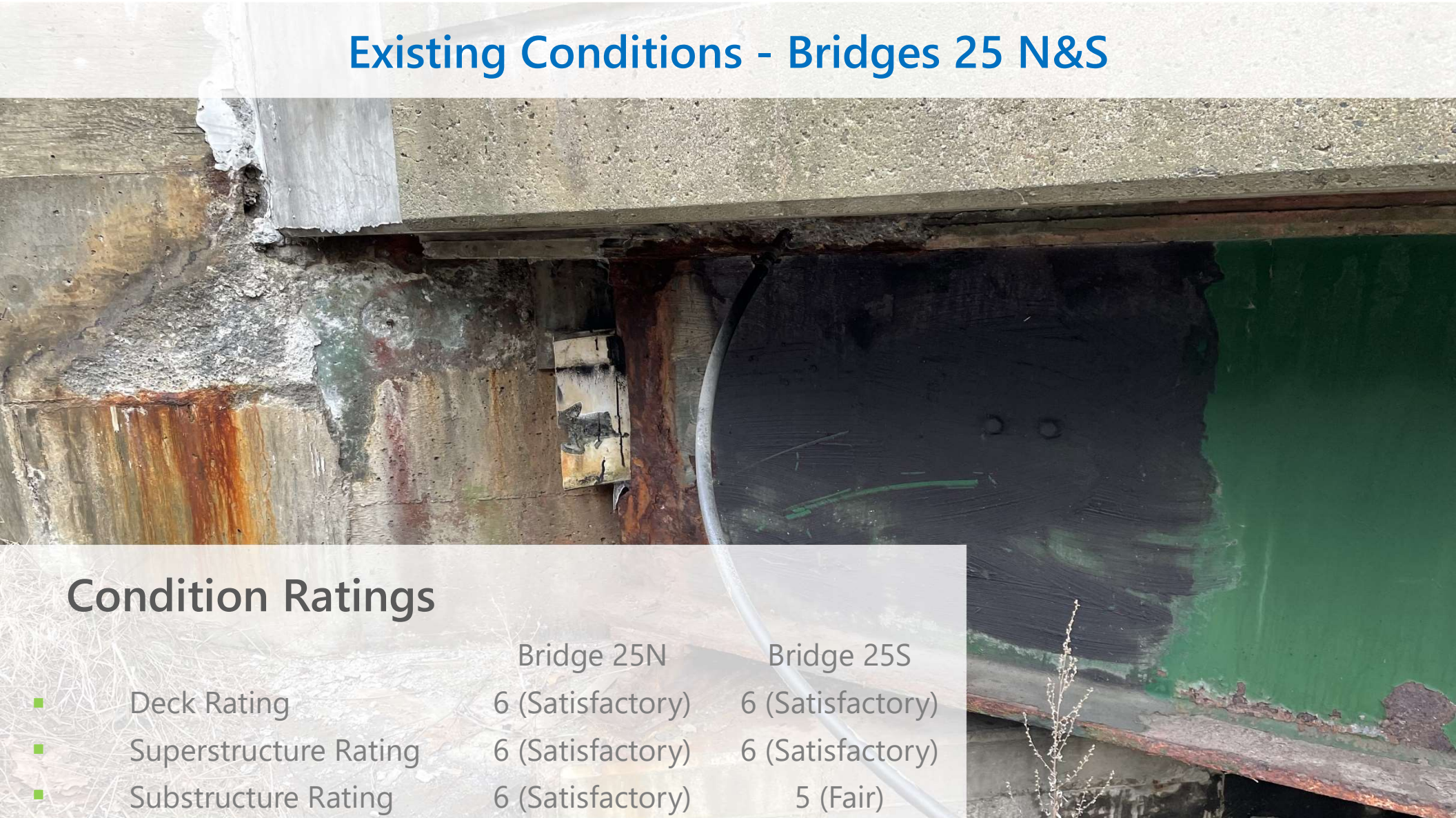
Route 5

Looking North over Bridge 25N

Existing Conditions

- Roadway Classification – Principal Arterial – Interstate, NHS
- Bridge Type – 211' and 231' Long, 3 Span Rolled Beam
- Ownership – State of Vermont
- Constructed in 1965
- Narrow Shoulders

Existing Conditions - Bridges 25 N&S



Condition Ratings

	Bridge 25N	Bridge 25S
■ Deck Rating	6 (Satisfactory)	6 (Satisfactory)
■ Superstructure Rating	6 (Satisfactory)	6 (Satisfactory)
■ Substructure Rating	6 (Satisfactory)	5 (Fair)

Existing Conditions - Bridges 25 N&S



Deck Condition - Patches, cracks, and efflorescence

Alternatives Considered - Bridges #25 N&S

- No Action
 - Additional maintenance required within 10 years
- Rehabilitation
 - Deck patching/repair existing patches, replace wearing surface and membrane, replace joints (APJ and strip seal), replace abutment bearings, patch abutment backwalls and bridge seats, replace bridge railings and overhangs
 - 20-year design life
- Deck Replacement
 - New deck and joints, new abutment bearings, patch bridge seats, consider integral backwall, wider shoulders
 - 40-year design life
- Deck Replacement with Widening
 - New deck and joints, new abutment bearings, patch bridge seats, additional girder added to the exterior, consider integral backwall
 - Widens shoulders to the current standards
 - 40-year design life
- Full Bridge Replacement On Alignment
 - Maintain existing alignment
 - Route 5 Profile adjustments for vertical clearance
 - 100-year design life

Alternatives Considered - Bridges #25 N&S

Alternative	Bridge Removal	Bridge Cost	Service Life	Annualized Cost
No Action	\$0	\$0	N/A	N/A
Rehabilitation	\$120,000	\$1,012,000	20 yrs	\$56,600
Deck Replacement	\$609,000	\$1,853,000	40 yrs	\$61,550
Widening	\$609,000	\$2,928,000	40 yrs	\$70,740
Replacement	\$1,008,000	\$7,656,000	100 yrs	\$86,640

Alternatives Considered - Bridges #25 N&S

Alternative	Bridge Removal	Bridge Cost	Service Life	Annualized Cost
No Action	\$0	\$0	N/A	N/A
Rehabilitation	\$120,000	\$1,012,000	20 yrs	\$56,600
Deck Replacement	\$609,000	\$1,853,000	40 yrs	\$61,550
Widening	\$609,000	\$2,928,000	40 yrs	\$70,740
Replacement	\$1,008,000	\$7,656,000	100 yrs	\$86,640

Bridges 26 N&S Evaluation



Alternatives Considered - Bridges #26 N&S

- Scoped in 2016
- Re-Evaluated Report vs MAOS Recommendation
 - Deck Replacement with Field Splices
 - New deck, replace pin and link system in central span with field splices, wider shoulders
 - 40-year design life
 - Deck Replacement with Central Span Replacement
 - New deck, replace pin and link system and central girder segments with continuous field splices, wider shoulders
 - 40-year design life
 - Superstructure Replacement
 - New deck, replace superstructure with similar girders to utilize the existing substructure, wider shoulders
 - 50-year design life
- Also need to consider seismic resiliency/bearing replacement, stone fill sloughing, abutment undermining, construction schedule, access

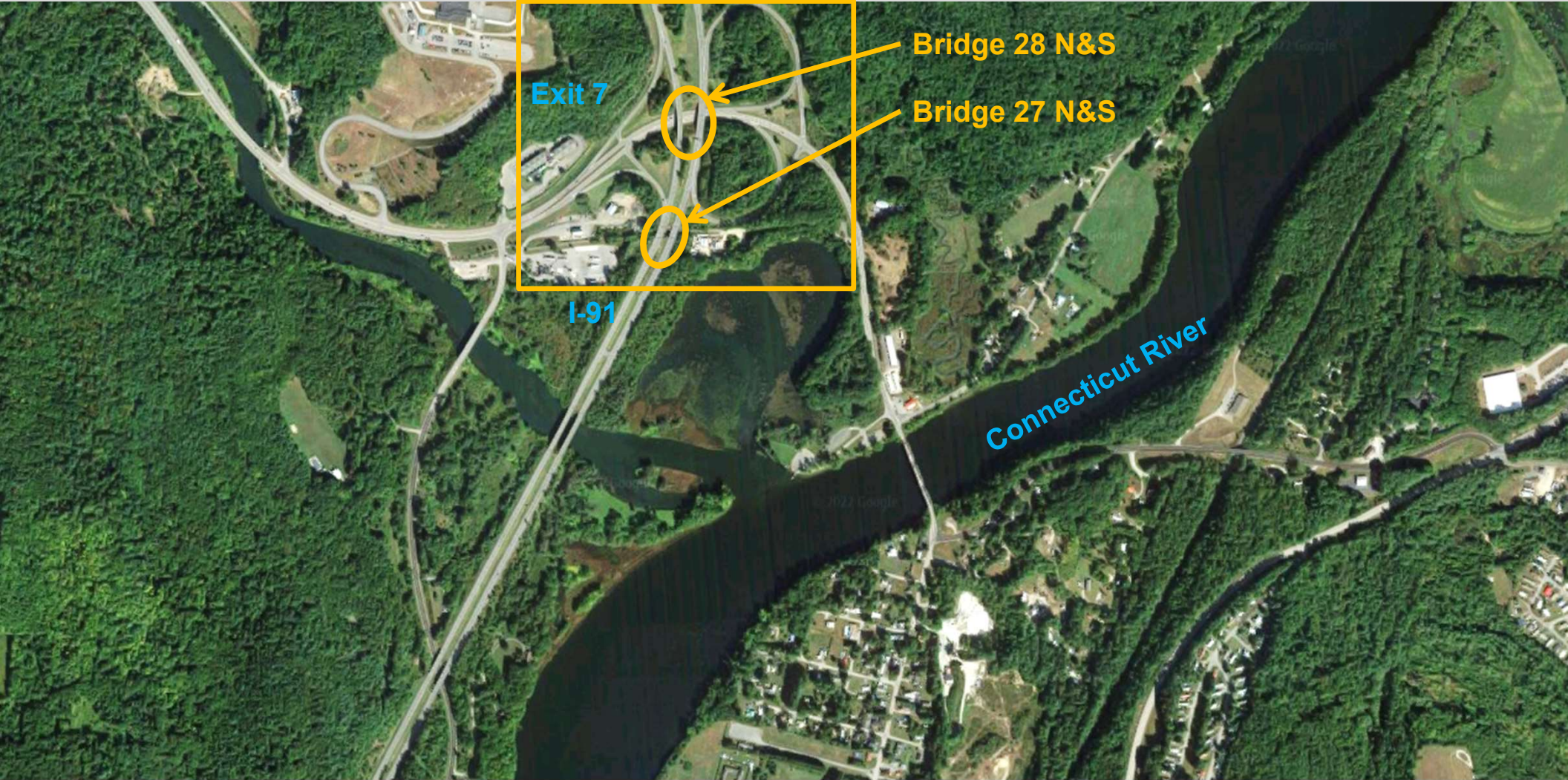
Alternatives Considered - Bridges #26 N&S

Alternative	Bridge Removal	Bridge Cost	Service Life	Annualized Cost
Deck w/ Field Splices	\$507,800	\$5,024,800	40 yrs	\$138,315
Deck w/ Central Span	\$507,800	\$5,349,400	40 yrs	\$146,430
Super. Replacement	\$1,085,000	\$5,039,600	50 yrs	\$122,490

Alternatives Considered - Bridges #26 N&S

Alternative	Bridge Removal	Bridge Cost	Service Life	Annualized Cost
Deck w/ Field Splices	\$507,800	\$5,024,800	40 yrs	\$138,315
Deck w/ Central Span	\$507,800	\$5,349,400	40 yrs	\$146,430
Super. Replacement	\$1,085,000	\$5,039,600	50 yrs	\$122,490

Exit 7 Evaluations



Exit 7 Conditions and Considerations

- Weave on I-91 Northbound



Exit 7 Conditions and Considerations

- Southbound on ramp

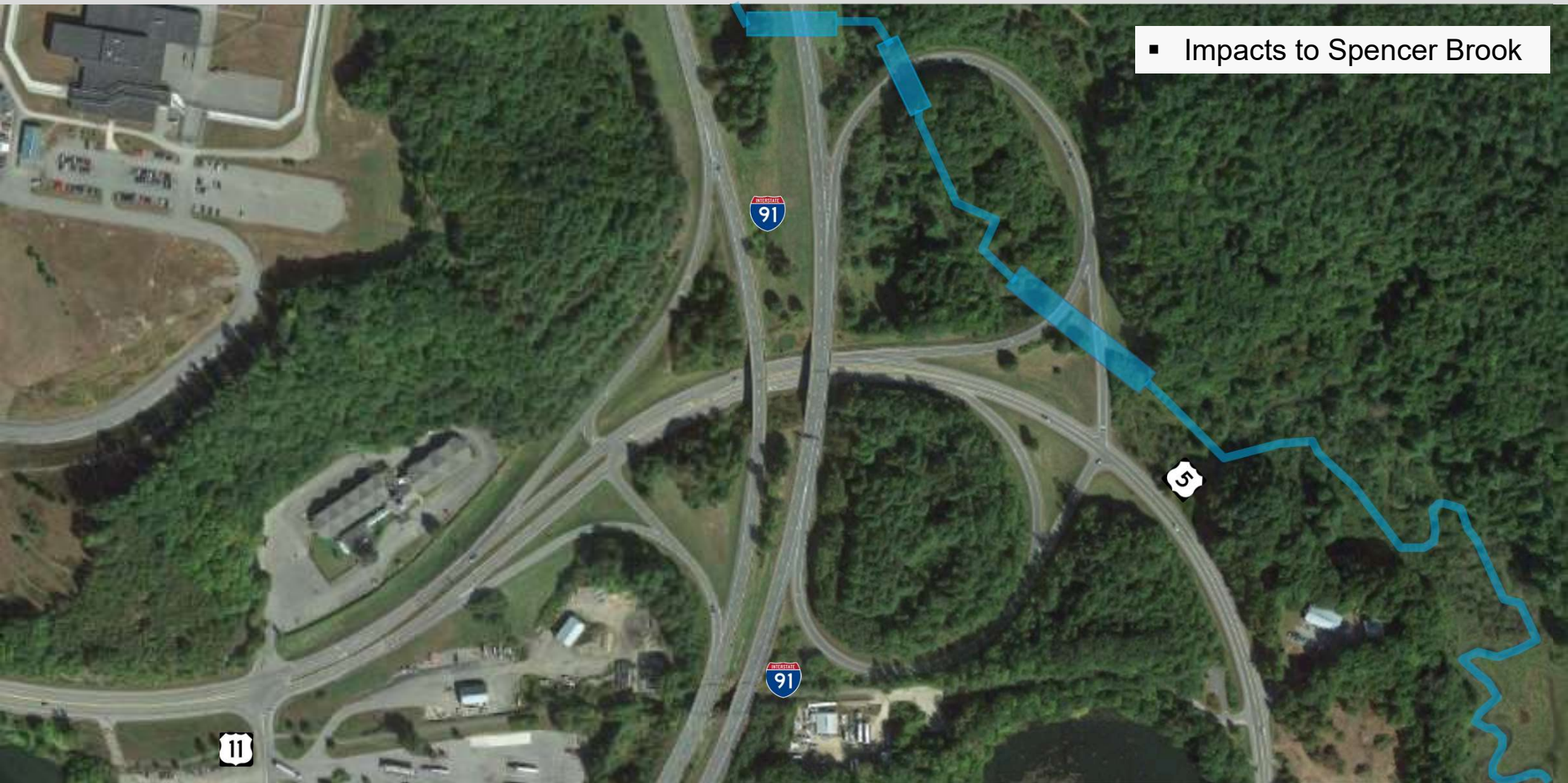


Exit 7 Conditions and Considerations

- NB slip lanes on Route 5 - High speed merges/conflicts



Exit 7 Conditions and Considerations



- Impacts to Spencer Brook

Bridges 28 N&S Evaluation



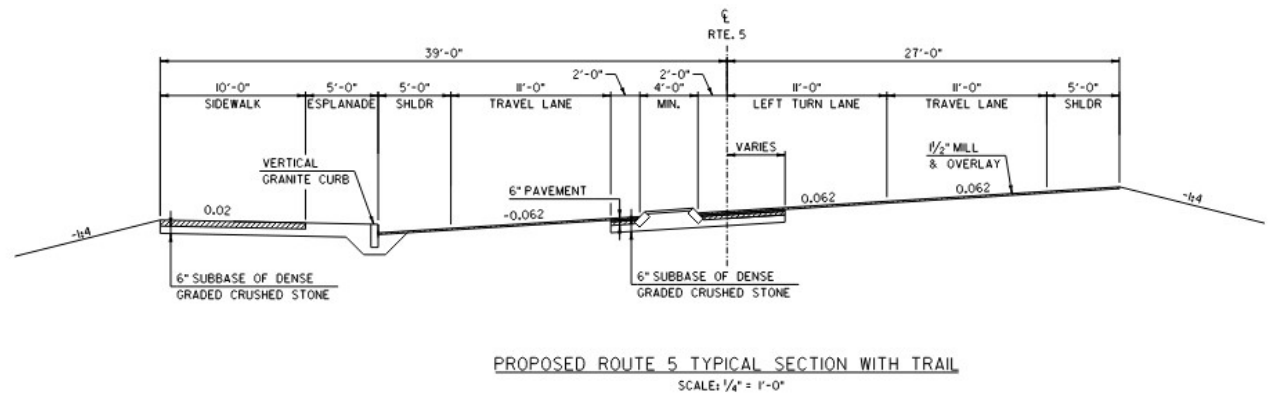
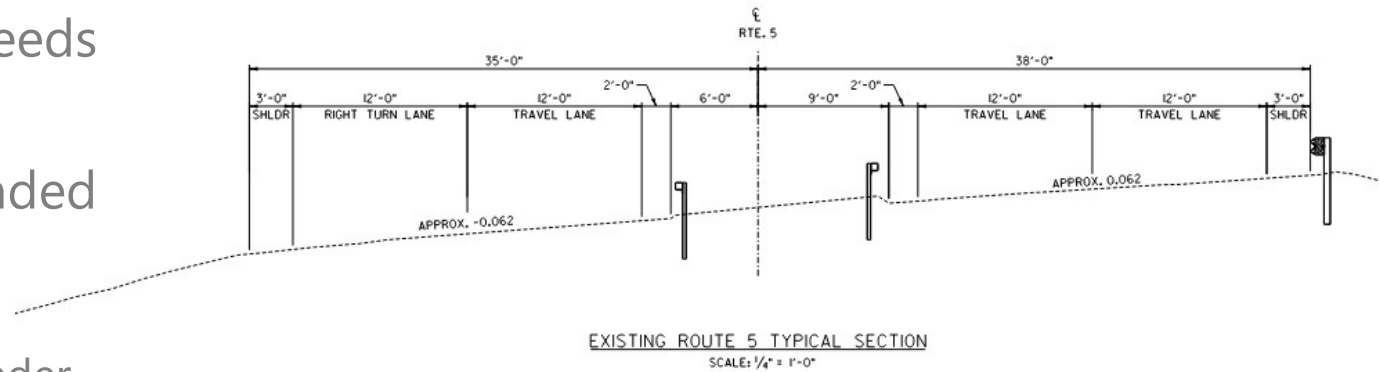
Looking North over Bridge 28S

Existing Conditions – Bridges #28N&S

- Roadway Classification – Principal Arterial – Interstate, NHS
- Bridge Type – 202' & 207' Long, Three-Span Rolled Beam
- Ownership – State of Vermont
- Constructed in 1965
- Interchange weave lane located on Bridge 28N

Recommended Alternative- Bridges #28 N&S

- Bridges have Multiple Needs
- Substandard Widths
- Replacement Recommended
 - Span Configuration to be Determined
 - Route 5 Reconfiguration Under Bridge



Bridges 27 N&S Evaluation



Bridge 27 N&S

Looking North over Bridge 27S



Existing Conditions – Bridges #27N&S

- Roadway Classification – Principal Arterial – Interstate, NHS
- Bridge Type – 74' Long, Single Span Rolled Beam
- Ownership – State of Vermont
- Constructed in 1965
- Highway On-ramp lane located on Bridge 27S

Existing Conditions - Bridges #27 N&S



Metal Bin Walls - Failure and Deterioration

Alternatives Considered - Bridges #27 N&S

- No Action
 - Additional maintenance required within 10 years
- Rehabilitation
 - Replace wearing surface, replace deck overhangs and bridge railings, patch concrete deck, replace joints, patch abutments and wingwalls, clean bridge seats and correct backfill fines, address failing metal bin walls with strengthening the walls or raising trail grade
 - 20-year design life
- Deck Replacement
 - New deck and joints, new integral backwalls, new abutment bearings, patch abutments and wingwalls, clean bridge seats and correct backfill fines, address failing metal bin walls with strengthening the walls or raising trail grade
 - 40-year design life
- Bridge Replacement with a Buried Structure
 - Alignment adjustments to accommodate Bridge 28 N&S
 - 100-year design life
- Bridge Removal
 - Relocate Toonerville Rail Trail, fill in existing sections, replace with at grade roadway
 - Alignment adjustments to accommodate Bridge 28 N&S

Alternatives Considered - Bridges #27 N&S

■ No Action

- Additional maintenance required within 10 years

■ Rehabilitation

- Replace wearing surface, replace deck overhangs and bridge railings, patch concrete deck, replace joints, patch abutments and wingwalls, clean bridge seats and correct backfill fines, address failing metal bin walls with strengthening the walls or raising trail grade
- 20-year design life

■ Deck Replacement

- New deck and joints, new integral backwalls, new abutment bearings, patch abutments and wingwalls, clean bridge seats and correct backfill fines, address failing metal bin walls with strengthening the walls or raising trail grade
- 40-year design life

■ Bridge Replacement with a Buried Structure

- Alignment adjustments to accommodate Bridge 28 N&S
- 100-year design life

■ Bridge Removal

- Relocate Toonerville Rail Trail, fill in existing sections, replace with at grade roadway
- Alignment adjustments to accommodate Bridge 28 N&S

Alternatives Considered - Bridges #27 N&S

Alternative	Bridge Removal	Bridge Cost	Service Life	Annualized Cost
No Action	\$0	\$0	N/A	N/A
Rehabilitation	\$45,000	\$657,800	20 yrs	\$35,130
Deck Replacement	\$240,000	\$906,600	40 yrs	\$28,665
Widening	\$288,000	\$1,054,600	40 yrs	\$33,565
At-Grade Replacement	\$407,000	\$3,290,400	100 yrs	\$36,975
Buried Structure	\$360,000	\$2,133,000	100 yrs	\$24,930
Disinvestment	\$360,000	\$760,000	>100 yrs	Approaches \$0

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Exit 7 Final Conditions



Toonerville Rail Trail Examples



Toonerville Rail Trail Examples

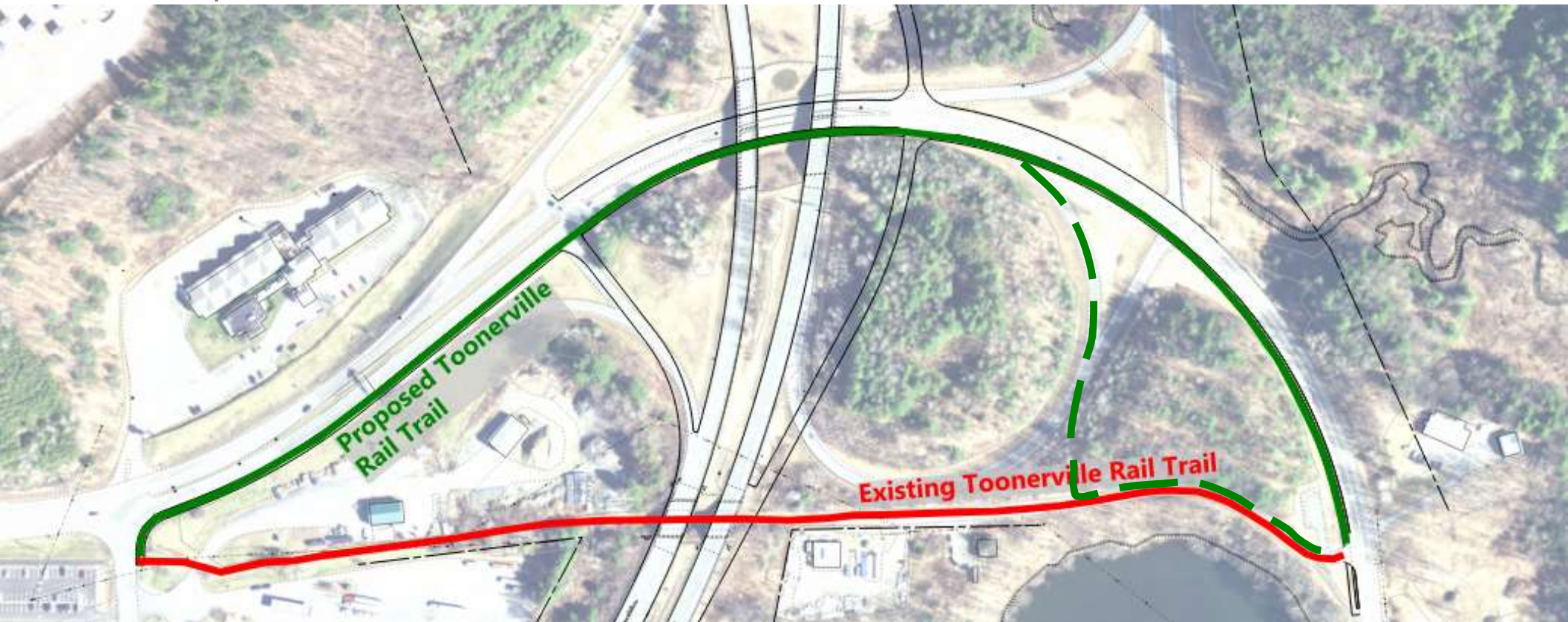


Toonerville Rail Trail Examples



Trail Alternatives Considered - Bridges #27 N&S

- Relocate Toonerville Rail Trail to Route 5 below Bridges #28 N&S
 - Approximately 0.1-mile trail length increase with same trail connection points
- Incorporate a Buried Structure



Toonerville Rail Trail Example Alternatives



Toonerville Rail Trail Example Alternatives



Toonerville Rail Trail Example Alternatives



Toonerville Rail Trail Example Alternatives



Toonerville Rail Trail Example Alternatives

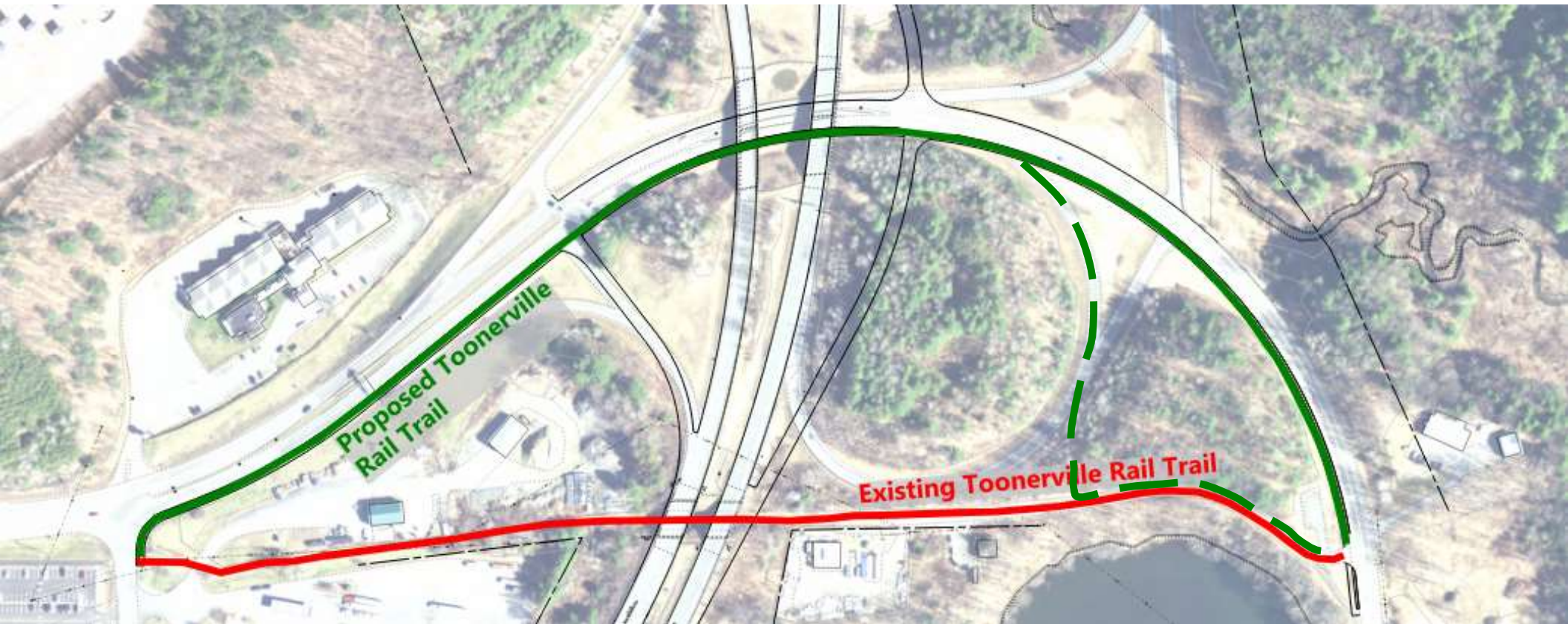


Toonerville Rail Trail Example Alternatives



Rail Trail Recommendation

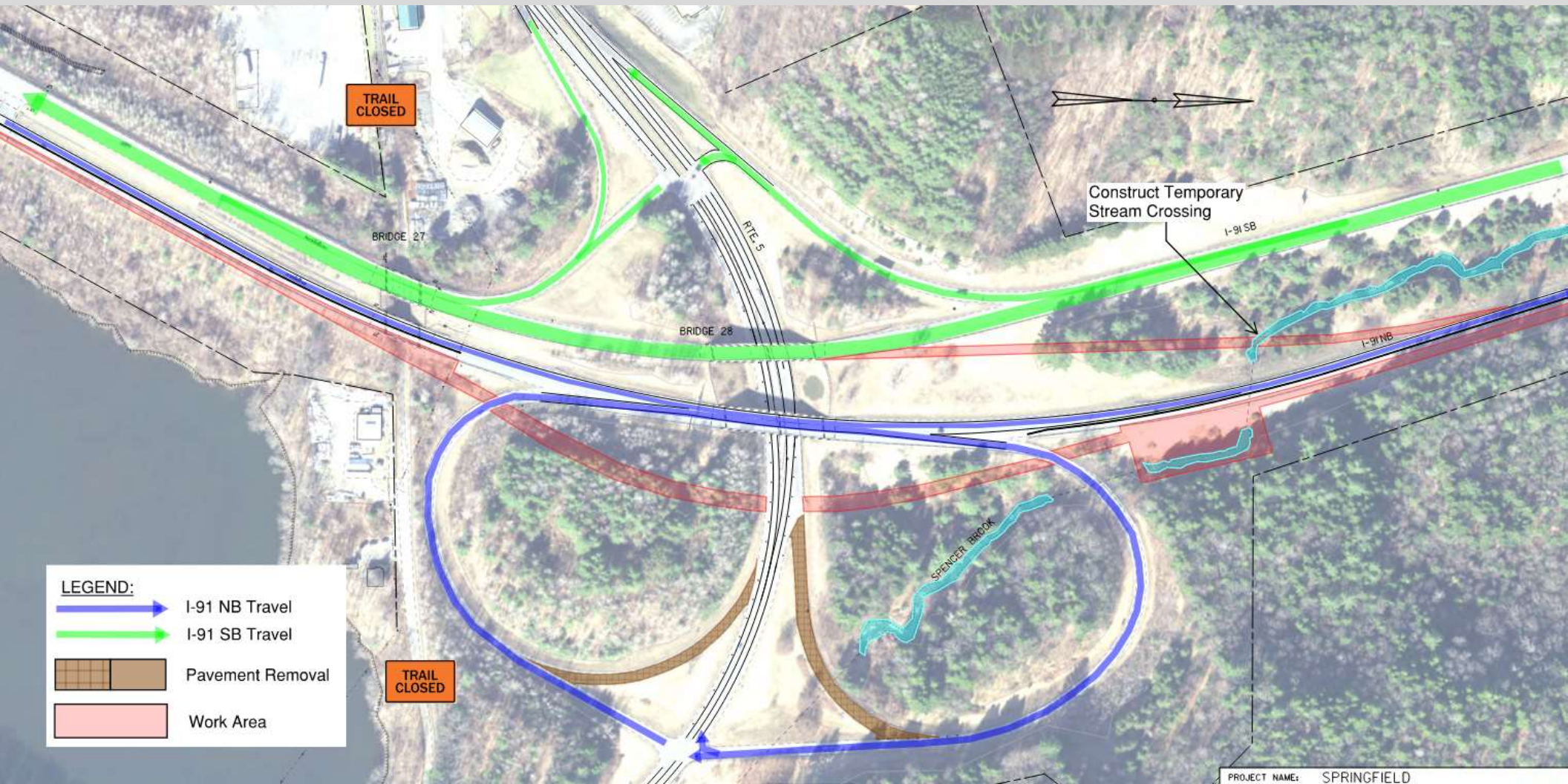
- Relocate Toonerville Rail Trail to Route 5 below Bridges #28 N&S
 - Reduced Initial and Long-Term Costs
 - Increased Visibility



Maintenance of Traffic

- Crossovers for Bridges 25 and 26
- Options Evaluated for Bridges 27 and 28 (Exit 7)
 1. Temporary Bridge
 2. Phased Construction
 3. Off-Alignment Construction
 4. Median Crossovers
- Did not consider Accelerated Bridge Construction
- Pedestrian traffic along Toonerville Rail Trail may be closed for prolonged durations throughout construction.

Alt 4B - Phase 1



Alt 4B - Phase 2A



Alt 4B - Phase 2B



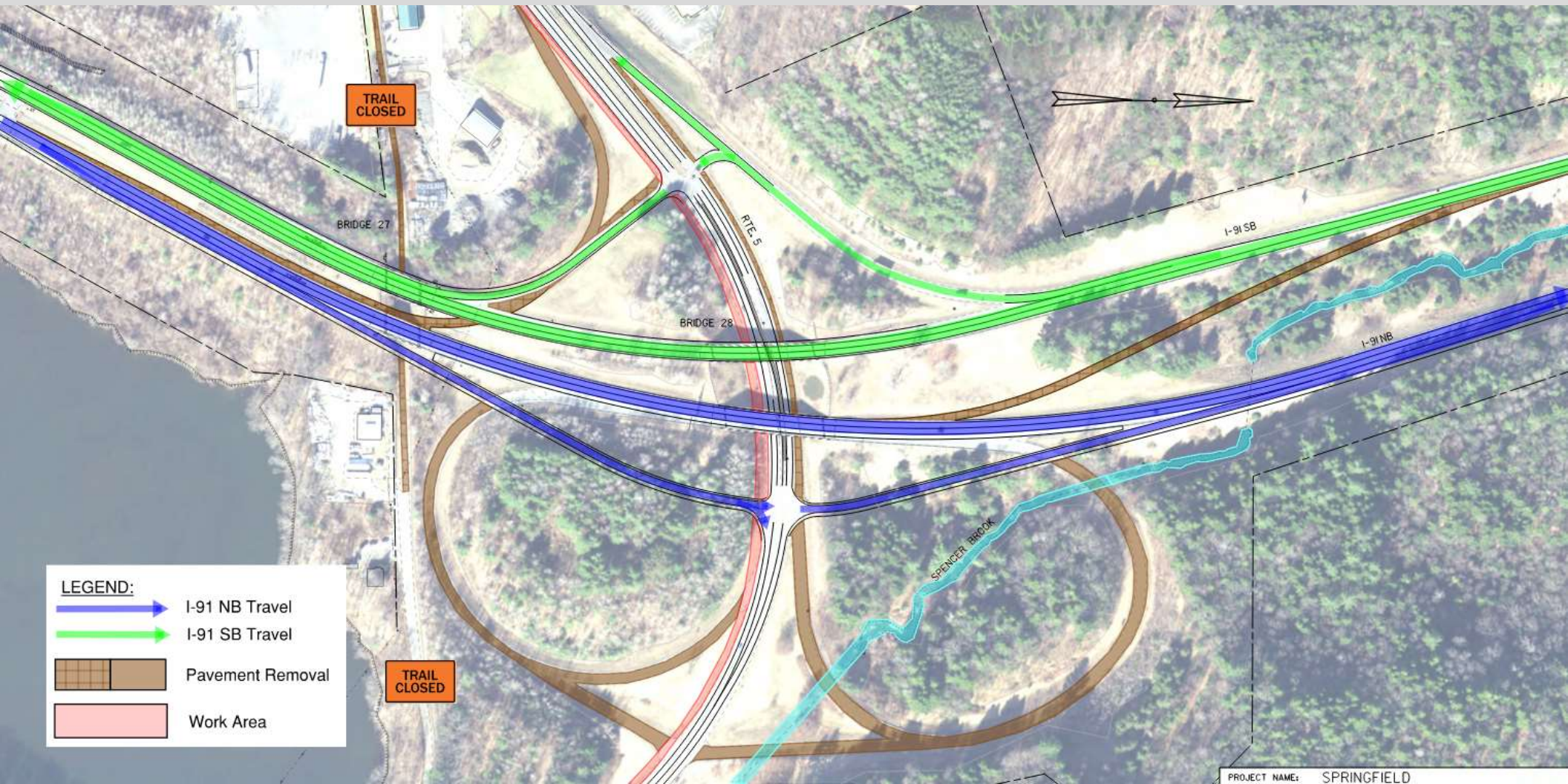
Alt 4B - Phase 3A



Alt 4B - Phase 3B



Alt 4B - Phase 4



Alt 4B – Final Condition



Multi-Modal Accommodations During Construction

- Trail closures likely during:
 - Certain demolition phases
 - Certain construction phases
 - Until the slip lanes are removed/closed

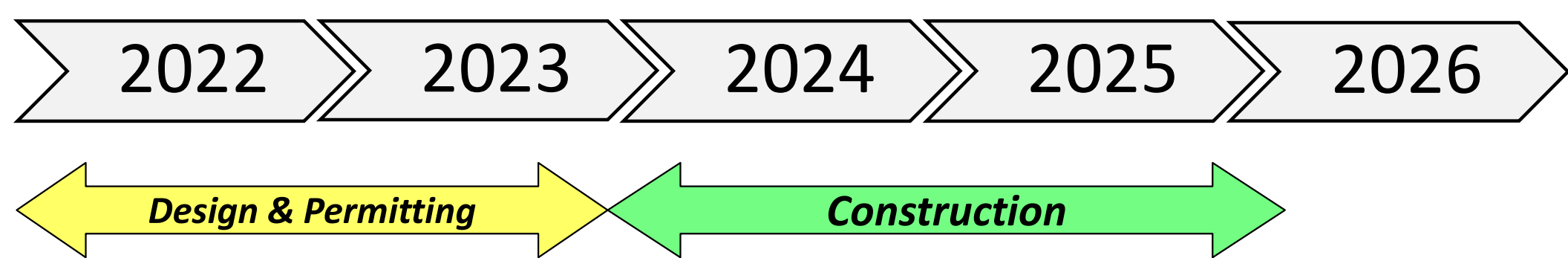


Project Recommendations

- Bridges:
 - Bridges #25 N&S – Deck Replacement
 - Bridges #26 N&S – Superstructure Replacement
 - Bridges #27 N&S – Disinvestment and Relocation of Trail
 - Bridges #28 N&S – Full Replacement
- Maintenance of Traffic – Alternative 4B, Crossovers
- Removal of:
 - Two Bridges (27 N&S)
 - Removes need of future maintenance
 - One lane of Bridge 28N
 - 665-ft of 11ft x 11ft Box Culvert over Spencer Brook (28-1G and 28-1C)
 - 12,000-sf Impervious surfaces (net)
- Improvements to:
 - Traffic Safety
 - Southbound On-Ramp

Project Schedule and Cost Estimate

- Construction anticipated to last 2½ -3 years



- Estimated Project Cost: \$46-million

*** All costs and dates are estimates and will be refined as the design progresses.*



Springfield IM 091-1(83)

Questions, Comments, and Open Discussion

Interstate 91 – Bridges #25 N&S over US Route 5

Interstate 91 – Bridges #26 N&S over Black River

Interstate 91 – Bridges #27 N&S over Toonerville Rail Trail

Interstate 91 – Bridges #28 N&S over US Route 5



Project Name
Springfield IM 091-1(83)
Bridges 25, 26, 27, 28 N&S

Date of Meeting
April 25, 2022



Project #
12A574

Location
Springfield VT, Town office

Purpose of Meeting
Presentation to the Springfield
Selectboard

Time
6:00 PM – 7:00 PM

MEETING SUMMARY

1. **Attendance** – *The following were in attendance to discuss Toonerville Rail Trail relocation associated with the overall project:*

VTrans

Jon Griffin

Carolyn Cota

HNTB

Josh Olund

TJ Poulin

Town of Springfield

Kristi Morris – Town Chairman

Crissy Webster – Springfield Selectboard

Everett Hammond - Springfield Selectboard member

Jeff Mobus (Town Manager)

West Marshall (Resident)

Jules O’Guin (Resident)

Doug Johnson (Resident)

Susan Chelmski (Resident)

Additional attendees via Zoom and in person

2. Meeting Overview

- a. This meeting was a presentation by Jon Griffin (VTrans) and Josh Olund (HNTB) on the upcoming Springfield Corridor Project including the anticipated improvements to Bridges 25, 26, 27 and 28 both North and South Structures. The project also includes updates of the exit 8 Interchange, including removing the Northbound clovers and weave for the on and off ramps, to a diamond interchange.
- b. These are notes taken by TJ Poulin (HNTB) on the major highlights of the meeting and discussions. Full meeting minutes are anticipated to be provided by the Springfield Selectboard on the Town of Springfield’s website here:
<https://springfieldvt.gov/index.asp?SEC=B5197B3B-5027-4A9E-A101-878E00977BC6>
- c. PowerPoint presentation of the meeting was provided to Jeff Mobus after the meeting.

3. Discussions and Comments on Options Presented

- a. Everett Hammond (Selectboard Member)– Noted he thought the removal of the slip lanes was a bad idea as it would cause more congestion along Route 5. Does not like how similar change that occurred in Hartford, VT. Did note he thought it was working in Burlington

VT.

- i. Josh Olund noted that the interchange could include a dedicated lane that would be a right turn for traffic turning from Route 5 onto the On-ramps. Also noted that due to realigned on-ramps, and removal of merges along the ramps, and increased ramp lengths would lead to vehicles, including trucks, would be able to get to speed prior to merge with I-91 traffic.
 - ii. Carolyn Cota also noted that traffic data being used is based on anticipated traffic 20 years from now, therefore increased traffic volumes would not change the design.
- b. Jules O'Guin (Resident) – Noted that options of tunnels for walking trail may be narrow and long and feel unsafe and may lead to a lot of vandalism and graffiti.
 - i. Josh Olund noted that the tunnel is not the recommended solution, and the anticipation at this point is to relocate the trail to Route 5.
- c. Doug Johnson (Resident) – Asked if anyone has reached out to Truckers about their thoughts on the new ramp configurations, along was wondering what crash data was showing at the interchange.
 - i. Josh Olund noted that information was still being collected. The weave at the Northbound on and off ramps causes along to collisions due to people merging onto and off of I-91 at the same time.
 - ii. Jon Griffin noted that reaching out to trucks is an action item to get their input.
- d. Jeff Mobus (Town Manager) – Noted the project was presented to the Trails and Rural Economy Advisory Committee, and they also did not like the buried structure of the trail. Also noted another aspect the trail committee liked was the removal of the buried structures along Spencer Brook, by reconfiguring the Northbound off ramp.
- e. Jeff Mobus (Town manager) – Asked if any further investigation was given to relocating the trail beneath Bridge 26 south of the existing trail.
 - i. Jon Griffin noted that relocating the trail that direction would have a lot more impacts and would go outside of the State right-of-way and cost significantly more.
- f. Doug Johnson (Resident) – Followed up on the removal of the SB slip lane for the on-ramp, and if the new configuration would lead to slower traffic for trucks merging
 - i. Josh Olund noted that the removal of the slip lanes leads to faster speeds at the merger due to longer acceleration lengths
 - ii. Carolyn Cota also noted that the ramp length due to the removal of bridge 27 would be about 800-900' longer.
- g. Kristi Morris (Chairman) – Expressed safety concerns about additional crossings for the trail compared to existing trail through that area.
 - i. Josh Olund noted that one crossing would happen at a stop sign, and the other is at a 90 degree turn from route 5. So traffic should be either stopping at the crossing, or would be moving at slower speeds.
 - ii. Jon Griffin added that the trail would be offset 5-10 feet from the edge of route 5. Offsets beyond that may decrease safety, as vehicular traffic may not see pedestrians walking through the corridor until the crossings.
- h. Kristi Morris – (Chairman) – Asked if there are any examples of this walkway and crossing

in close proximity to Springfield.

- i. Jon Griffin noted one in Burlington, but will try to find something closer and get back to the town.
- i. Everett Hammond (Selectboard Member)– Noted his displeasure with ABC construction, as he feels it pushes workers to rush and will lead someone getting significantly hurt.
- j. Susan Chelmski (Resident) – Asked about the closure of the path during construction and when and if that will happen
 - i. Josh Olund noted that investigation will occur to keep the path open as much as possible without putting the public in danger of construction activities. This will be dependent on final location of the path and roadways.
 - ii. Carolyn Cota also added that the Concept Plans and Preliminary Plans for the project have yet to be developed, but those will be the phases that set the final path and roadway alignments and configurations.
 - iii. Jon Griffin also added that durations and construction activities are hard to predict as a lot of the timing and durations will be set by the contractors means and methods.
- k. Susan Chelmski (Resident) – Asked about if the existing park and ride just west of the project could be a start / end point for the path during construction.
 - i. Jon Griffin noted that it would be the easiest solution to just have that point be the end of the trail during construction.
- l. West Marshall (Resident) – Noted he thought the stop conditions over the slip lanes may cause for more accidents as some people will treat it with a rolling stop and not fully stop and treat the intersection how it functions now.
 - i. Jon Griffin noted that the VTrans traffic group was very happy with the proposed alternatives due to the increased safety of the stopped conditions vs. the weave on and off ramps and the slip lanes which lead to a lot of accidents currently.



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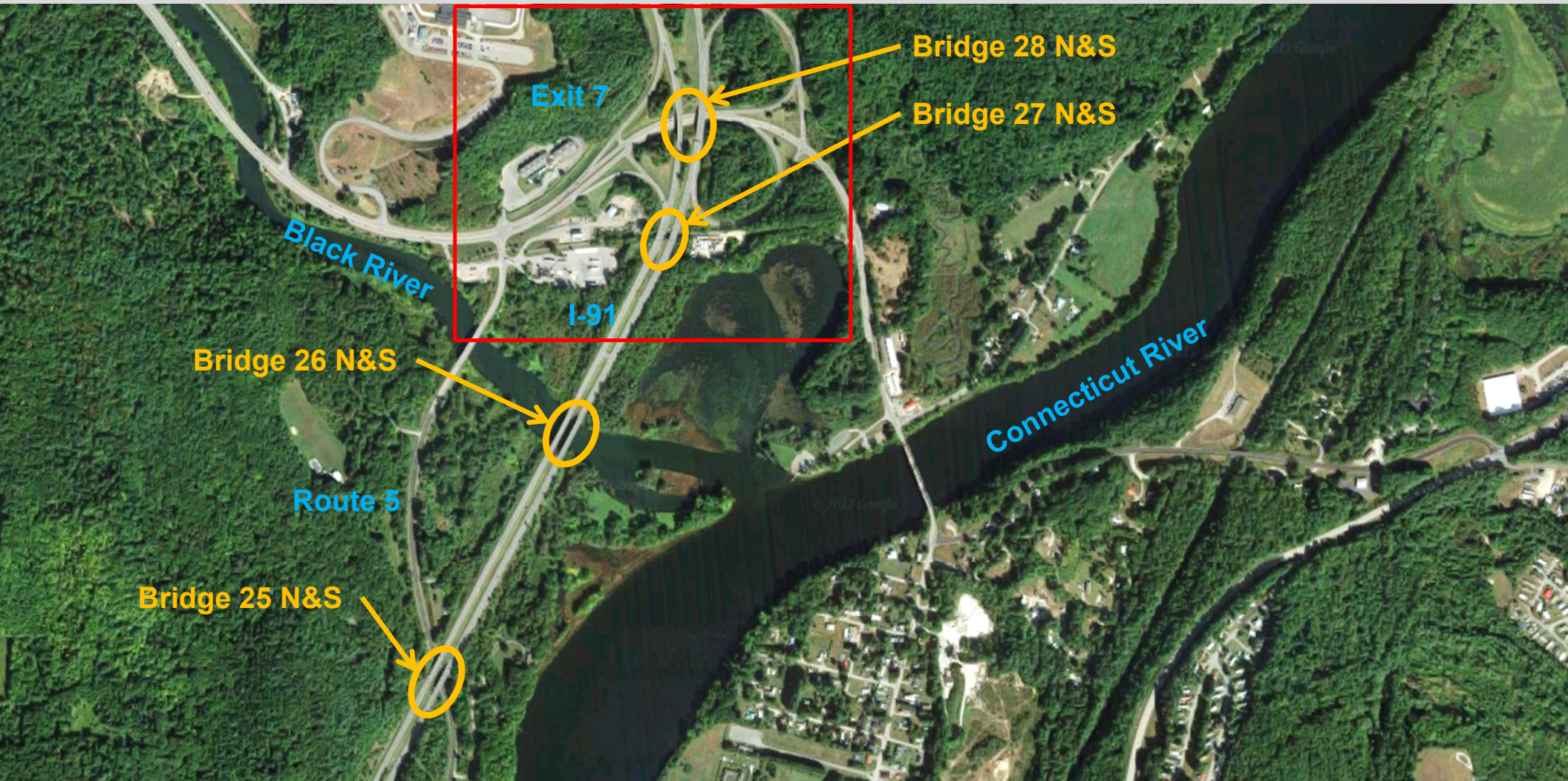
May 22, 2023



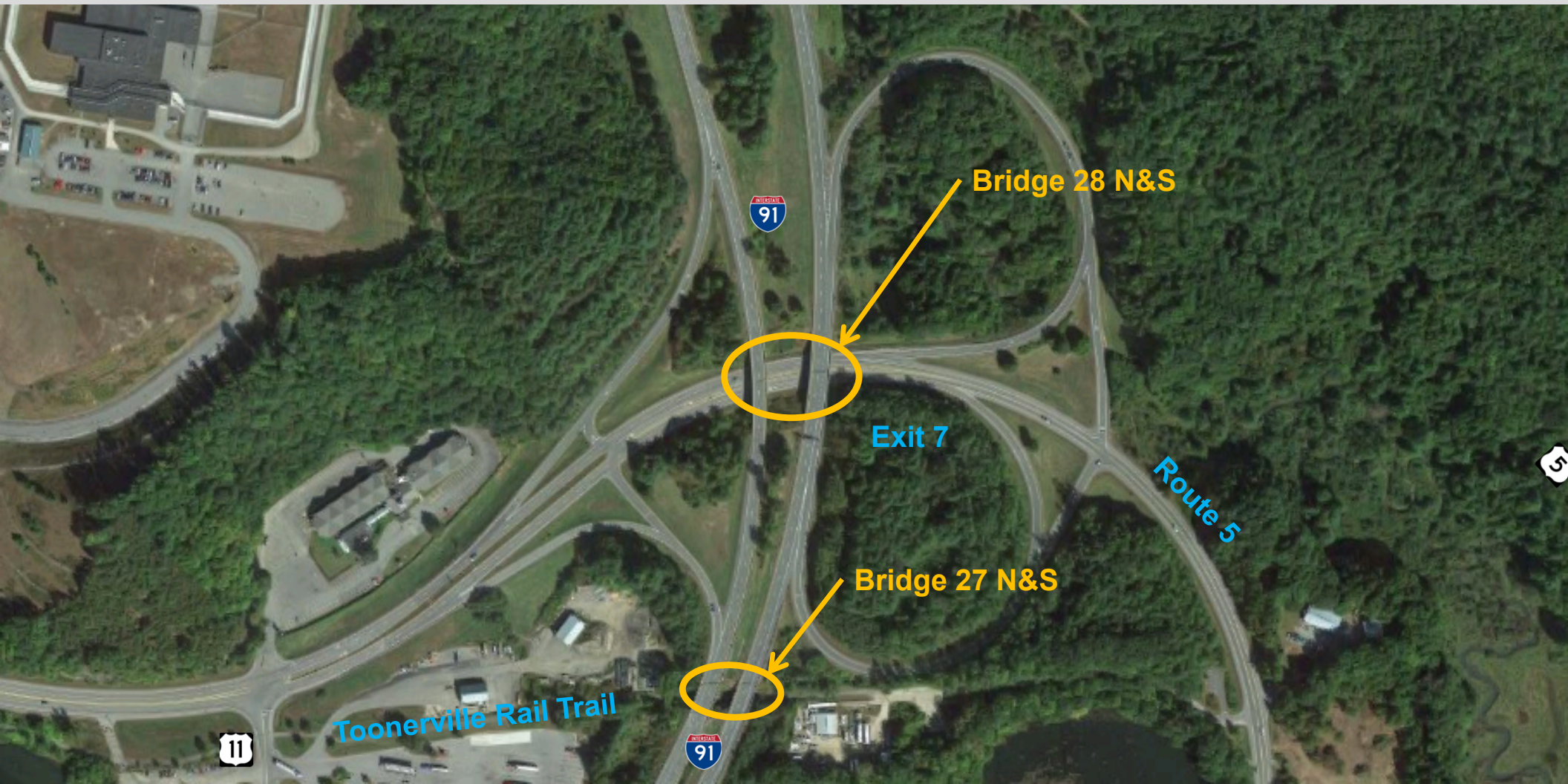
Meeting Agenda

- Project Overview
- Overview of Toonerville Rail Trail Relocation
- I-91 Southbound Off-Ramp Alternatives

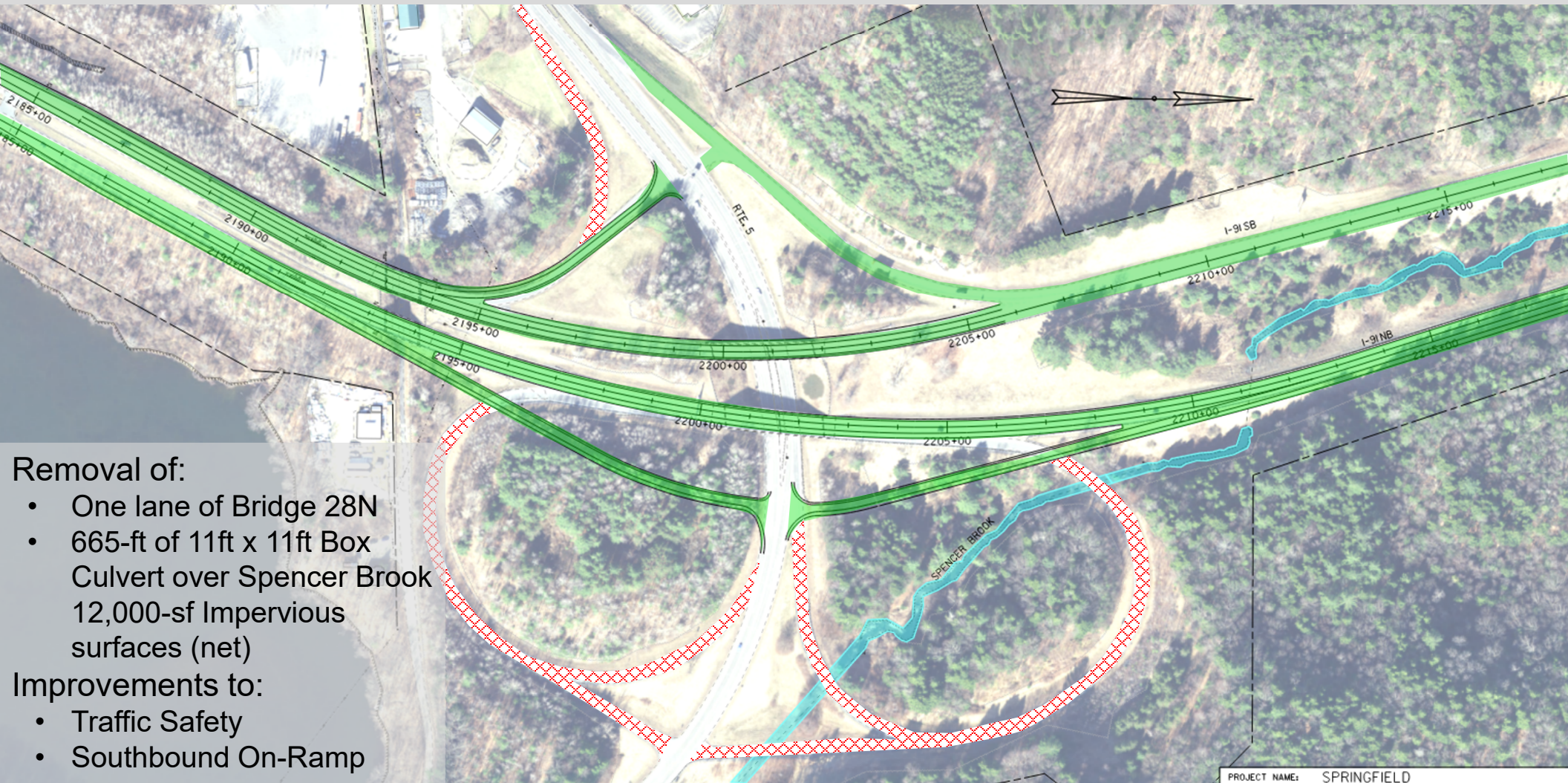
Project Location



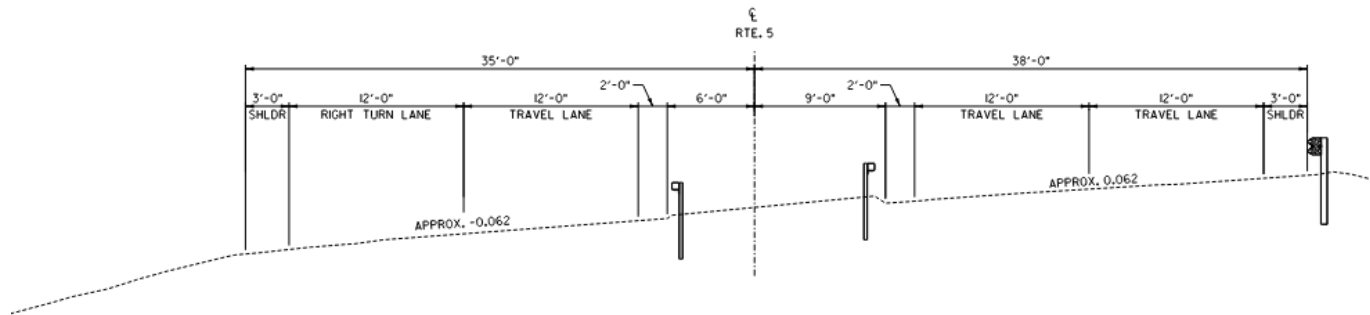
Project Location



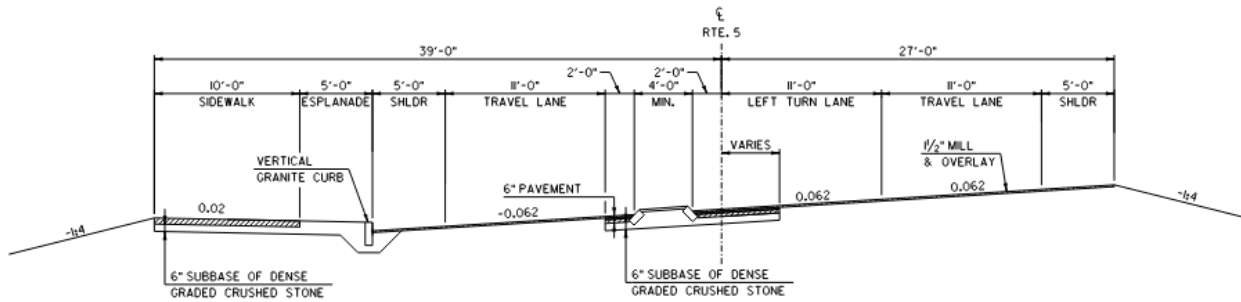
Exit 7 Final Conditions



Replacement Alternative- Bridges #28 N&S



EXISTING ROUTE 5 TYPICAL SECTION
SCALE: 1/4" = 1'-0"



PROPOSED ROUTE 5 TYPICAL SECTION WITH TRAIL
SCALE: 1/4" = 1'-0"

Alternatives Considered - Bridges #27 N&S

- No Action

- Additional maintenance required within 10 years

- Rehabilitation

- Replace wearing surface, replace deck overhangs and bridge railings, patch concrete deck, replace joints, patch abutments and wingwalls, clean bridge seats and correct backfill fines, address failing metal bin walls with strengthening the walls or raising trail grade
- 20-year design life

- Deck Replacement

- New deck and joints, new integral backwalls, new abutment bearings, patch abutments and wingwalls, clean bridge seats and correct backfill fines, address failing metal bin walls with strengthening the walls or raising trail grade
- 40-year design life

- Bridge Replacement with a Buried Structure

- Alignment adjustments to accommodate Bridge 28 N&S
- 100-year design life

- Bridge Removal

- Relocate Toonerville Rail Trail, fill in existing sections, replace with at grade roadway
- Alignment adjustments to accommodate Bridge 28 N&S

Alternatives Considered - Bridges #27 N&S Removal

- Relocate Toonerville Rail Trail to Route 5 below Bridges #28 N&S
 - Approximately 0.1-mile trail length increase with same trail connection points
 - Bridges #28 N&S to increase 10-15 ft in length
- Maintain Existing Toonerville Rail Trail Location
 - Require the use of a Buried Structure



Toonerville Rail Trail Examples



Toonerville Rail Trail Example Alternatives



Toonerville Rail Trail Example Alternatives



Toonerville Rail Trail Example Alternatives

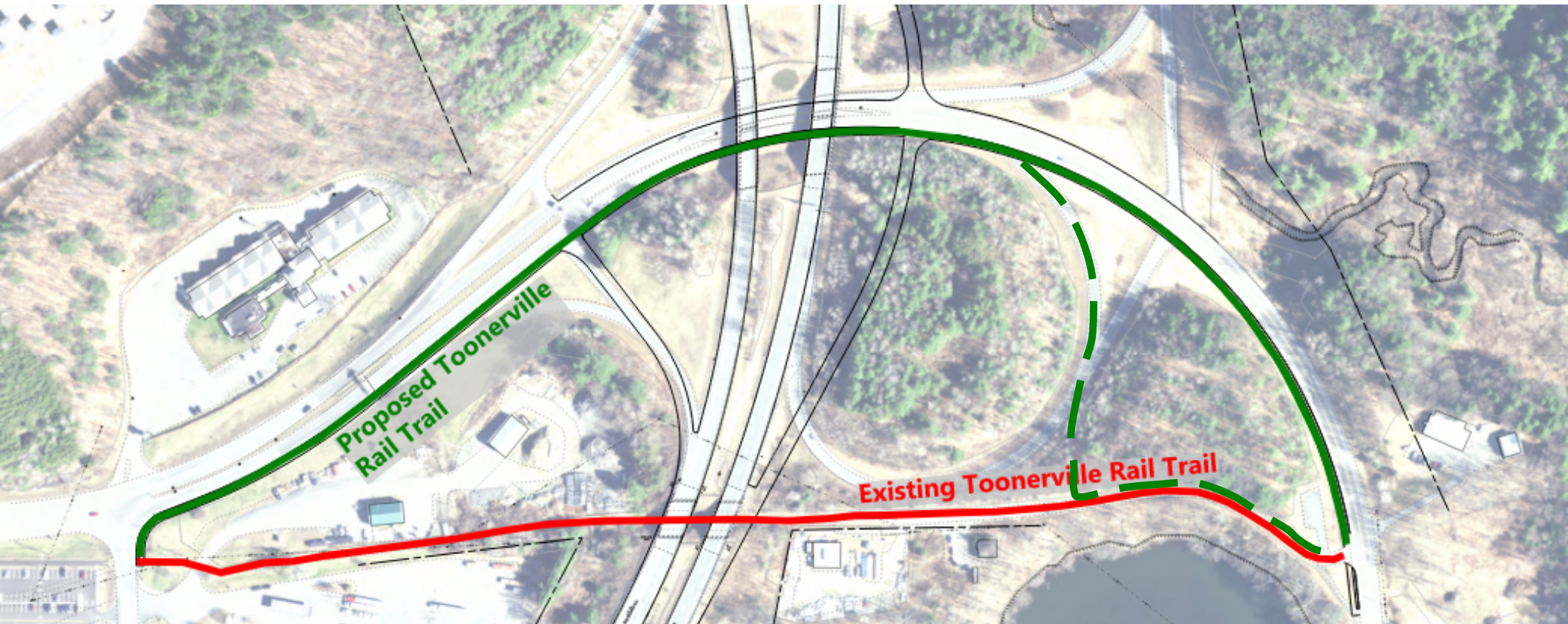


Toonerville Rail Trail Example Alternatives



Alternatives Selected - Bridges #27 N&S Removal

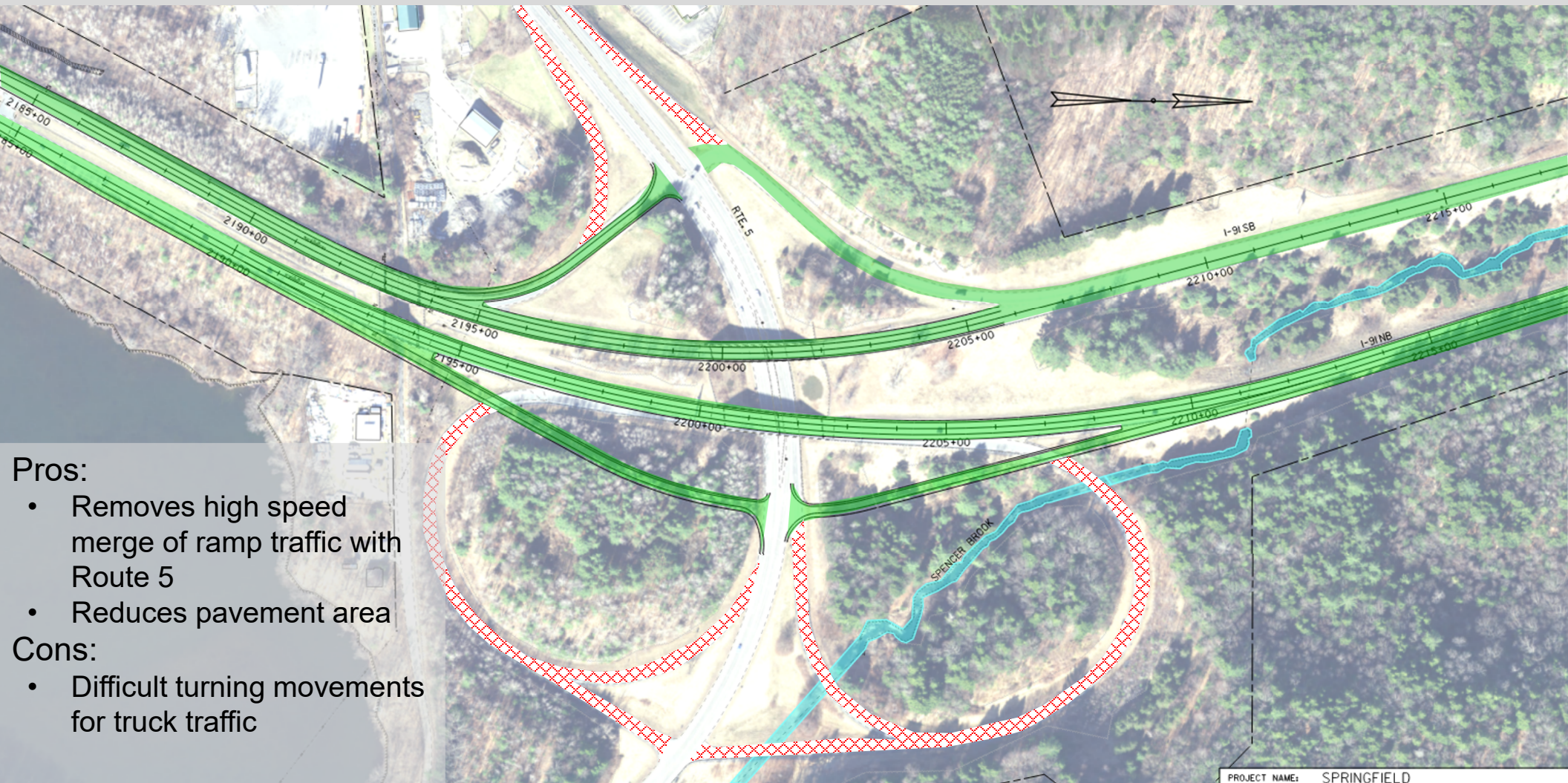
- Relocate Toonerville Rail Trail to Route 5 below Bridges #28 N&S
 - Maintain the current feel of the trail being open instead of limiting sunlight in a tunnel
 - Town to be involved with landscaping



Southbound Off Ramp Alternatives

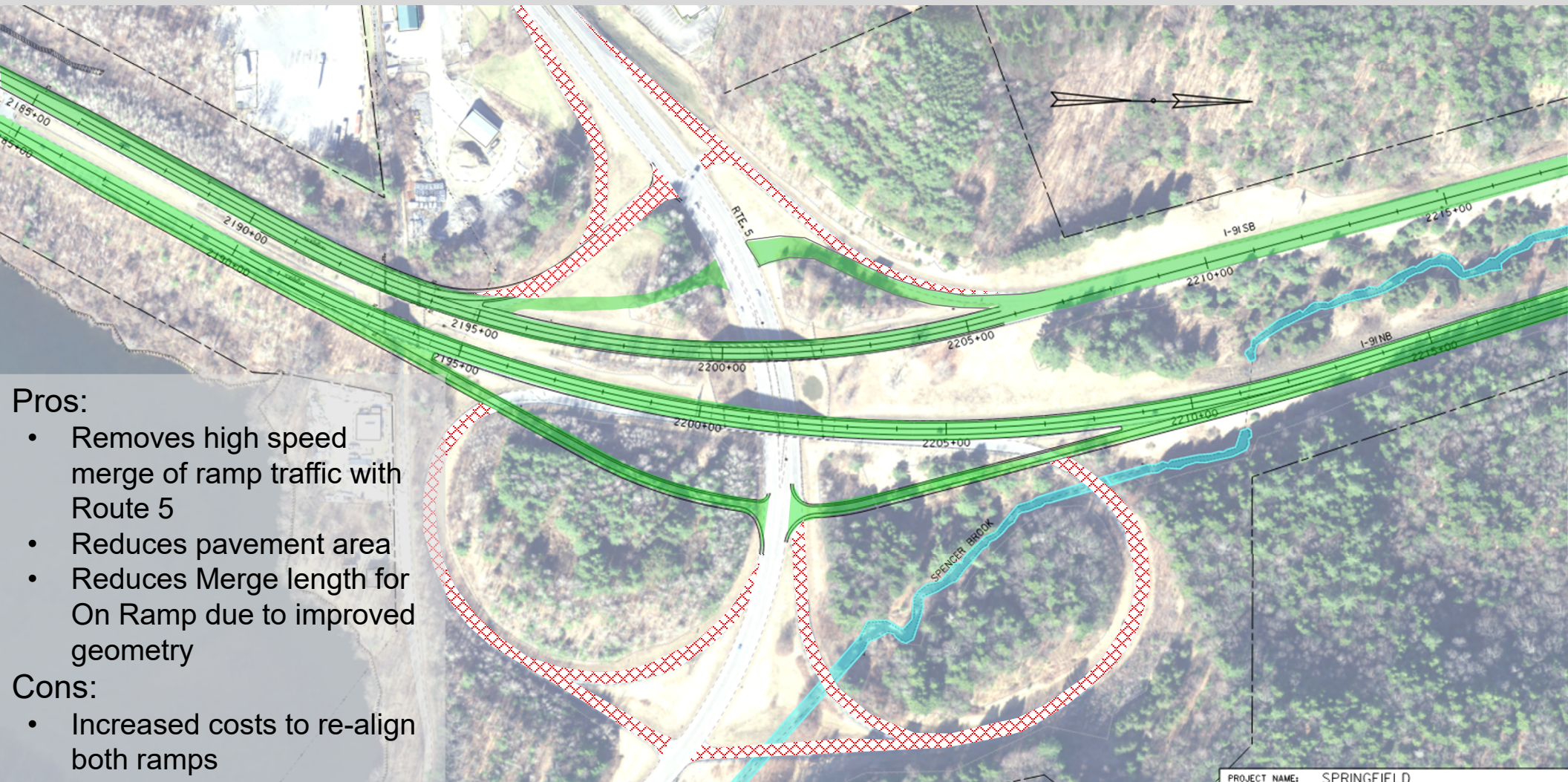


Southbound Off Ramp – Removal of Slip Ramp



- Pros:
- Removes high speed merge of ramp traffic with Route 5
 - Reduces pavement area
- Cons:
- Difficult turning movements for truck traffic

Southbound Off Ramp – Re-alignment of Ramps





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Questions, Comments, and Open Discussion

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Interstate 91 – Bridges #28 N&S over US Route 5



Project Name
Springfield IM 091-1(83)
Bridges 25, 26, 27, 28 N&S

Date of Meeting
May 22, 2023



Project #
12A574

Location
Springfield VT, Town office

Purpose of Meeting
Presentation to the Springfield
Selectboard

Time
6:30 PM – 7:30 PM

MEETING SUMMARY

1. **Attendance** – *The following were in attendance to discuss Toonerville Rail Trail relocation associated with the overall project and the Southbound off-ramp alternatives:*

<u>VTrans</u>	<u>HNTB</u>	<u>Town of Springfield</u>
Adam Goudreau (Zoom)	TJ Poulin (Zoom) Cory Helmick (Zoom)	Kristi Morris – Town Chairman Crissy Webster – Springfield Selectboard Everett Hammond - Springfield Selectboard member Walter Martone - Springfield Selectboard member Jeff Mobus (Town Manager) Doug Johnson (Resident) Additional attendees via Zoom and in person

2. Meeting Overview

- a. This meeting was a presentation by Adam Goudreau (VTrans) and TJ Poulin (HNTB) on the upcoming Springfield Corridor Project including the anticipated improvements to Bridges 25, 26, 27 and 28 both North and South Structures. The project also includes updates of the exit 7 Interchange, including removing the Northbound clovers and weave for the on and off ramps, to a diamond interchange. Meeting focus was on the relocation of the Toonerville Rail Trail and Alternatives for the Southbound Off Ramps.
- b. These are notes taken by TJ Poulin (HNTB) on the major highlights of the meeting and discussions. Full meeting minutes are anticipated to be provided by the Springfield Selectboard on the Town of Springfield's website here:
<https://springfieldvt.gov/index.asp?SEC=B5197B3B-5027-4A9E-A101-878E00977BC6>
- c. PowerPoint presentation of the meeting was provided to the Selectboard Prior to the meeting

3. Discussions and Comments on Options Presented

- a. Toonerville Rail Trail Alternatives:
 - i. HNTB noted the two feasible alternatives for the trail. Either the existing trail alignment with the use of a 250' tunnel that travels beneath I-91 or relocate to

Route 5 under Bridge 28, with a 5' esplanade buffer between the roadway and the trail.

- ii. Some selectboard members expressed dislike for the tunnel and thought it could appear to be unsafe, it also could be open to a lot of vandalism (graffiti).
- iii. Some selectboard members also expressed the unfavorable safety conditions for people using the path as they would have to cross traffic and asked what accommodations would be provided.
 - 1. HNTB noted that lighting would be provided at the intersections. Details of the lighting are not yet determined but the intent is to make sure pedestrians can be seen safely.
 - 2. HNTB also noted the adjustments to the interchange would also provide additional safety as the slip ramps would be removed and there would be only 2 traffic crossings, instead of the existing 4.
- iv. Member of the community asked about the possible relocation of the trail to go South on Route 5 at the Park and Ride, then follow along the Black River beneath Bridge 26, then back North to connect back with the existing trail on the East side of I-91.
 - 1. VTrans PM noted that the alternative is not feasible for this project as that alignment would require right-of-way acquisitions and environmental impacts that would not be required otherwise for this project.
 - 2. The alignments that were presented, along Route 5 or existing Trail, both do not require any right-of-way or additional environmental permitting.
- v. Community members asked which of the alternatives shown on the proposed Route 5 alignment would be used, the one that goes along Route 5 until Youngs Gas Plant Rd, or the one that would follow the existing Exit 7 NB on-ramp and tie back into the existing trail alignment sooner.
 - 1. HNTB noted that the final alignment of those two alignments has not been final, and both are still under consideration.
 - 2. Community members noted that the path following the existing Northbound on-ramp would be the preferred alternative.
- vi. A community member asked who owns the right of way within the existing Toonerville Trail Corridor within the project.
 - 1. Adam (VTrans) noted he will follow up on this with the Right-of-way group at VTrans and get back to the Town.
 - 2. The Selectboard also noted they will follow up with their attorney as well.
- vii. It was asked whose responsibility it was to maintain the structure over the trail and mowing responsibilities.
 - 1. Adam (VTrans) noted he was unsure and would follow up with the Selectboard once he determines.
- viii. Member for the community asked if the town would receive any compensations for the loss in the economic trail value.
 - 1. Adam (VTrans) noted he was unaware of any funding mechanism and asked for clarification on assertion that there was any loss in value with the trail options proposed.

b. Exit 7 Interchange

- i. Member of the public asked for the reason behind the new Northbound interchange configuration and if the existing one was a safety concern.
 - 1. HNTB noted that the traffic data showed the existing interchange was a location for numerous crashes due to the traffic merging on and off I-91 at the same location.
 - a. The diamond interchange separates the entering and exiting traffic to improve this condition.
 - 2. HNTB also noted that the acceleration lanes will also be increased along the Interstate merging areas to ensure traffic can match the I-91 traffic speed easier prior to merging.
 - ii. Member of the public expressed concerns that removal of the southbound on-ramp would cause truck to not be able to reach speed prior to merging with I-91.
 - 1. HNTB noted that the new configuration provides more favorable movements due to trucks not trying to merge in with the traffic already on the on-ramp, so trucks can accelerate as soon as they enter the ramp without having to slow down. Also, the acceleration lane is extended along I-91 200-300 ft to allow vehicles match speed prior to merging.
- c. Southbound off-ramp alternate alignments
- i. HNTB presented 3 alternatives for the SB off-ramp including keeping the ramp as is, removing the slip ramp, and a new alignment tightening the intersection closer to Bridge 28S.
 - 1. Selectboard member asked how many lanes of traffic would be traveling towards the gas station that the slip lane would have to merge into.
 - a. HNTB followed up with it would only be one lane of traffic.
 - b. Select member noted they thought that would be better than the existing conditions that has the off-ramp merging with two lanes of traffic.
 - 2. Select member noted that the S corner required of trucks for the configuration without the slip ramp would be difficult.
 - 3. No other concerns were expressed for keeping the off-ramp slip lane.