

## MEMORANDUM

**TO:** File

**FROM:** Christopher R. Bean, P.E.

**DATE:** March 19, 2001

**RE:** VTrans  
Pittsford-Brandon NH 019-3(49)SC  
CLD Reference No. 00-0219, 00-0248

**SUBJECT:** US Route 7 Upgrade Steering Committee Meeting

**LOCATION:** Pittsford Municipal Building

**ATTENDEES:**

*Peg Flory	Town of Pittsford
*James O’Gorman	Town of Pittsford
*Hank Pelkey	Town of Pittsford
*Mike Balch	Town of Brandon
Roy M. Newton	<i>Brandon-Pittsford Reporter</i>
Mark Germanowski	Rutland Regional Planning Commission
Al Neveau	VTrans, LTF Program Manager
*Chris Bean	CLD
Wayne Husband	CLD
Jason Stone	CLD

**UNABLE TO ATTEND:** Richard Baker, Town of Brandon, \*Lynn Saunders, Town of Brandon and \*Dan Peterson, VTrans Project Manager were invited, but unable to attend.

\*Route 7 Upgrade Steering Committee Member

### MEETING NOTES

#### 1. Senate Transportation Committee Review Meeting

Chris Bean updated the Steering Committee Members on this meeting, at which Dan Peterson gave a presentation on the US Route 7 Upgrade Projects and Chris gave a presentation on the US Route 7 Bypass Projects. Lynn Saunders, Peg Flory, and Mike Balch also attended that meeting. Chris characterized the input received as being generally favorable. Peg stated that the projects should not be referred to as individual projects. Her concern was related to funding. She felt that rather than Project 1, 2, 3, etc., they should be referred to as Project Segment 1 of 6, 2 of 6, etc. Chris asked Al Neveau whether this would cause any problems. Al did not foresee any problems. Chris asked whether there would be any associated environmental process or permitting problems. Jason Stone responded that since the projects will be handled under an "umbrella Act 250 permit," there should

not be any problems with the suggested naming convention. (CLD awaits formal approval from Dan Peterson before the revised naming convention is adopted.)

Peg Flory mentioned that Senator Mazza suggested that in an effort to facilitate the acquisition of the Bloodworth Property located on VT Route 3, he will investigate the possibility of obtaining funds to reimburse the Town of Pittsford, so the Town can acquire the property in advance of the project. This property would be impacted by the Upgrade Project. The Town's acquisition of the property would allow the current owners to better plan for relocation. Chris asked whether this would pose any particular problems. Al Neveau did not object to this idea. Jason Stone added that it should cause no problems from an environmental standpoint, as long as the appropriate regulations, including the provisions of Section 4(f) and Section 106 were followed, in the eventual disposition of the property.

## 2. Conceptual Plans Submission Schedule/Comments Review Meeting

Chris Bean explained that due to global comments received at the Comments Review Meeting in Montpelier, the schedule for submitting the Conceptual Plans for Project Segments 1, 2, 3 and 5 has been adjusted. It is anticipated that plans for these segments will be submitted in April.

Wayne briefed the Committee on the nature of the comments made by VTrans Staff, with regard to Project Segments 4 and 6. Of greatest concern are changes to the roadway ditch typical and eliminating the two-foot offset from the edge of pavement (shoulder) to the proposed face of guardrail. Both suggested revisions would minimize the overall project impact footprint. VTrans's justification for these suggestions was that during the permitting processes, the Natural Resource Agencies are routinely and consistently requiring the same minimization efforts in similar situations elsewhere. Chris and Wayne explained the design and safety implications associated with each suggested change. The revised ditch would not materially compromise the design or safety, but would result in increased maintenance responsibility for the VTrans Highway District. Eliminating the guardrail offset is a safety issue, however, as it reduces the ability for disabled vehicles to pull over sufficiently away from the travelway and also the ability of through traffic to bypass stopped vehicles waiting to make a left turn. After some discussion, the Committee unanimously agreed to proceed with the Conceptual Plans and to prepare the CE documents with no changes to the proposed ditch or guardrail treatments. The Committee feels strongly that the proposed design elements, especially those that contribute to safety, should not be compromised further, except where extraordinary circumstances and/or natural and cultural resources require doing so.

Wayne provided the Committee with memoranda that detail issues discussed at the Comments Review Meeting (see the attached memoranda). Other issues, such as the extension vs. replacement of box culverts, right-of-way limits, and the proposed northbound truck climbing lane were also discussed. Refer to the attachments. Chris noted that once comments are incorporated into the plans, sets will be provided to VT ANR.

## 3. Surplus Material Disposal

Wayne explained that the overall Upgrade Projects will produce approximately 500,000m<sup>3</sup> (650,000 yd<sup>3</sup>) of waste material, including surplus fill material and the concrete slabs under the existing

highway. He asked if the Committee was aware of potential disposal areas. A gravel pit in Brandon on Corona Street was suggested. The Committee also suggested that OMYA be contacted, as this company would be aware of many potential disposal locations. Steering Committee members will follow up on this issue. Wayne explained that CLD will investigate ways to use some of the material on-site, such as to flatten slopes adjacent to proposed guardrail runs, thereby eliminating the need for guardrail which is a hazard in and of itself. The question of the proper time to identify and obtain environmental clearances for disposal sites arose. CLD will identify several potential disposal sites during the Conceptual Plans/CE Documentation Phase. Other tasks may be undertaken during later work phases as directed by VTrans.

It has been determined that there is steel reinforcing material in the concrete slabs under US Route 7. Jason Stone explained the disposal requirements relative to concrete with steel reinforcing material that protrudes from the concrete. In general, concrete is a solid waste, rather than a hazardous waste. Concrete with external steel must be disposed of in accordance with VT ANR regulations. Any protruding steel must be removed. The steel could be cut off, or the concrete could be crushed and the steel removed completely.

4. **Jiffy Mart/Proposed McDonald's Access**

The addition of a small McDonald's is being proposed at the Jiffy Mart Property. CLD reviewed the developer's plans for redesign of the access to this property and noted some concerns. The width of the turning lane was 10 feet, as opposed to 11 feet. The tapers for storage and deceleration were too abrupt for the posted speed. CLD sketched and presented a similar design with appropriate lane width, tapers, and storage length. CLD will coordinate with the VTrans Drive Permit Section (Don Gilman) and request that the modifications made by the developer would match CLD's proposal in the area.

5. **Northerly Project Extension**

At the Comment Review Meeting, VTrans suggested the reconfiguration of the access to the used car business, just north of the overall northerly project limit, on the west side of US Route 7. CLD presented a plan to formalize the access. Two curbed drives to the property were presented. Chris Bean suggested that the owner may be more receptive to altering the access if the Jiffy Mart/McDonald's turning lane were extended to serve the used car business as well. Any changes at the used car business would require extending the project to the north, as this property is outside the project area. The Steering Committee favored including this work under the Downtown Brandon US Route 7 Upgrade project and extending the project area northerly, as long as no new right-of-way is required. The Committee did not object to lengthening the turning lane to serve the used car business if this is something the owner requests.

6. **Brandon Parking Issue**

CLD developed two concepts to provide parking, between Stations 22+50 and 22+90. The Steering Committee favored the parallel parking design for safety reasons.

7. **Crosswalks in Brandon Village**

Concern was expressed over the length of crosswalks, and the need to have curb cuts where the proposed crosswalks met curbed islands. CLD developed a concept to shorten the crosswalks by pulling them back, away from intersections and islands, eliminating the need for curb cuts. The Steering Committee approved the concept.

Mike Balch made the Committee aware of a property owner at the corner of Union and Carver Streets, who today has head-in parking. This property owner wishes to retain the parking, and is willing to donate the right-of-way needed to leave the existing sidewalk in place, as it is currently on private property, if doing so will allow the parking to remain. CLD will investigate this further.

8. **Mailbox Locations in Pittsford Village - Act 250 Legislation**

Peg Flory reported there is nothing new on these topics, but they will be left on as an agenda items for the next meeting.

9. **Next Meeting**

**US 7 Upgrade Steering Committee Meeting**

Monday, May 21, 2001, from 4:00 to 7:00 PM, at the Pittsford Municipal Building.

CRB:cww

Attachments

cc: Lynn Saunders	Dan Peterson	Mark Blucher	Roy Newton
Michael Balch	Greg Riley	Mark Germanowski	Frank Farnsworth
Richard Baker	Dennis Benjamin	Susie Leonard	Virginia Russell
Dolores Furnari	Duncan Wilkie	Judith Kmileck	Sen. Gerry Gossens
Peg Flory	John Narowski	Chris Borstel	Harry McKinlay
James O’Gorman	Scott Newman	Gary Klinefelter	
Hank Pelkey	Alan Neveau	Kathleen Ryan	
C. Baird Morgan	Paul Tober	Ed Barna	