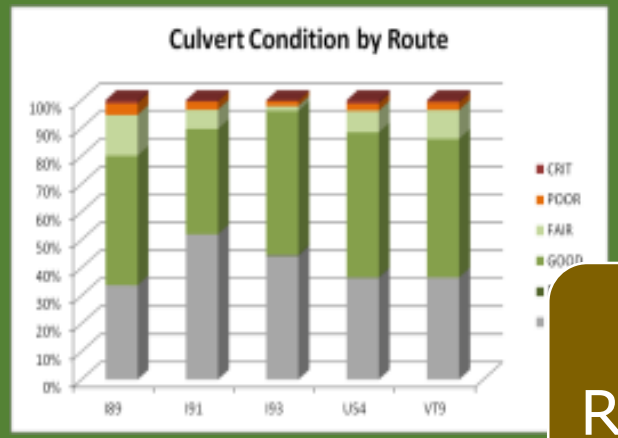
VTrans Working to Get You There
Vermont Agency of Transportation

VTrans Spotlight

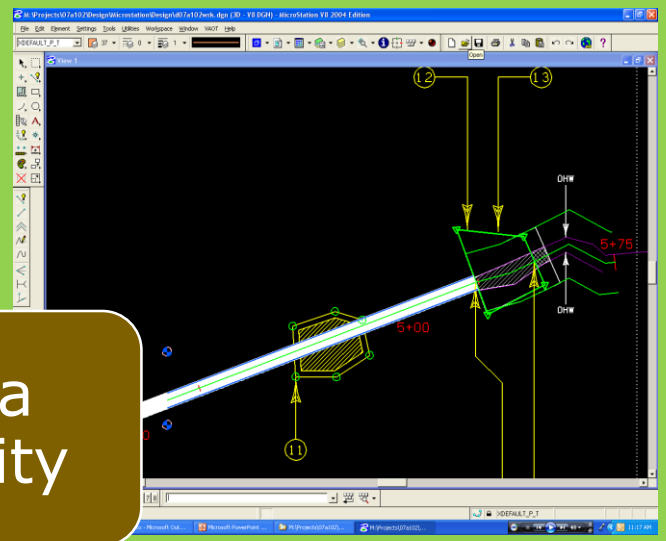
Jonathan Griffin, P.E.
Civil Engineer - Asset Management

Planning & Programing



Data Inventory

Design



Data Quality

Asset Lifecycle

Data Reporting

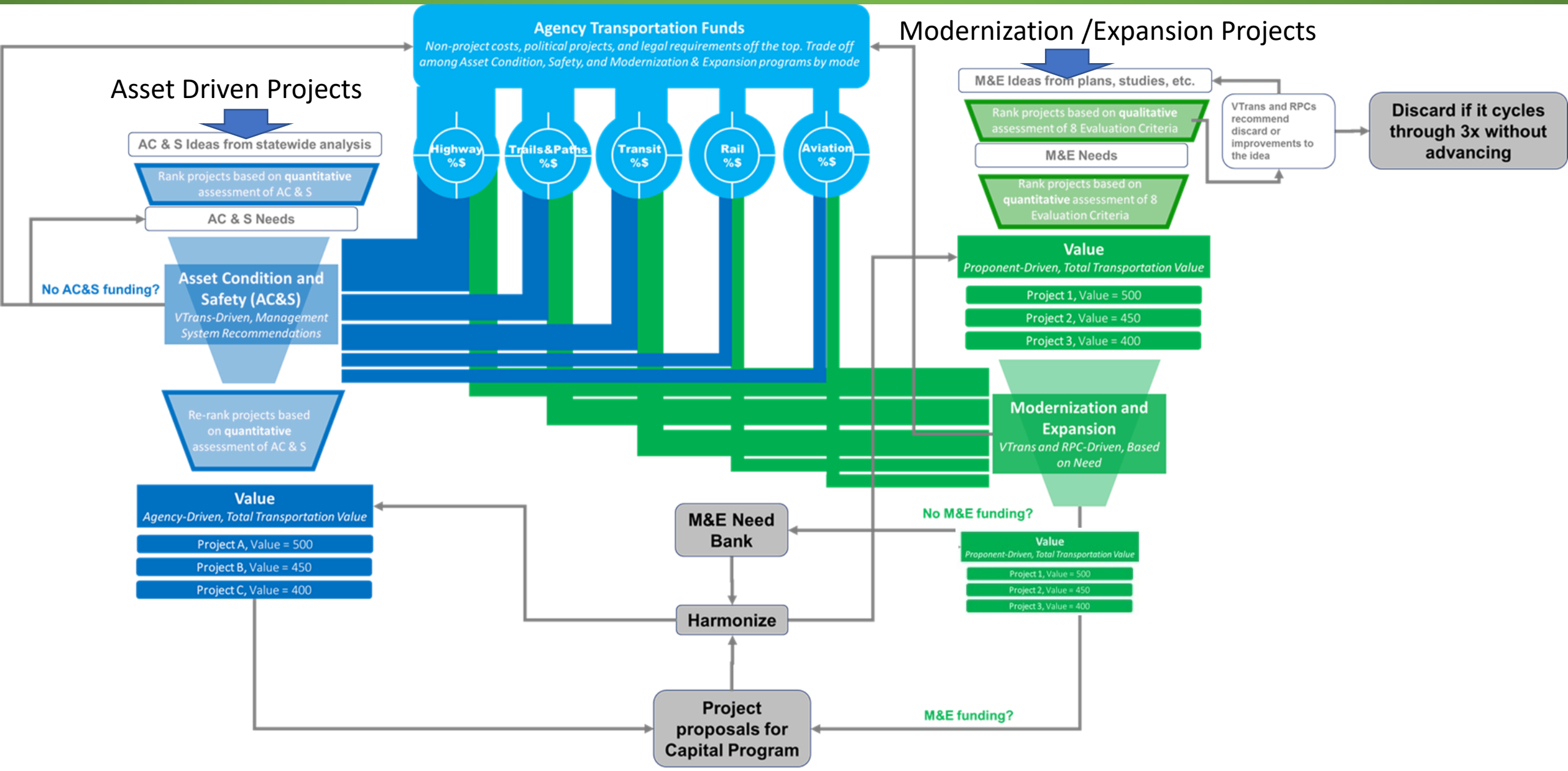
Data Systems

Maintenance

Data Efficiency

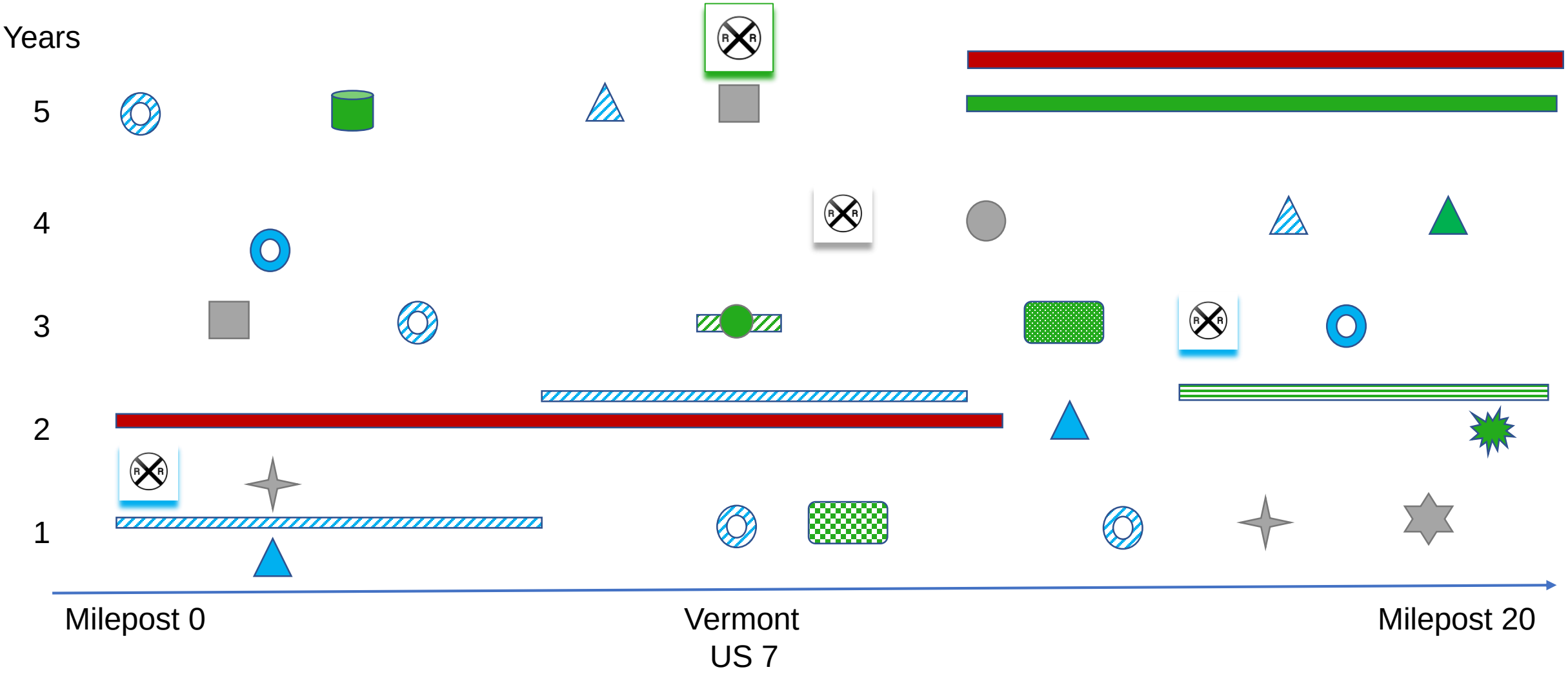
Construction

Planning and Programing



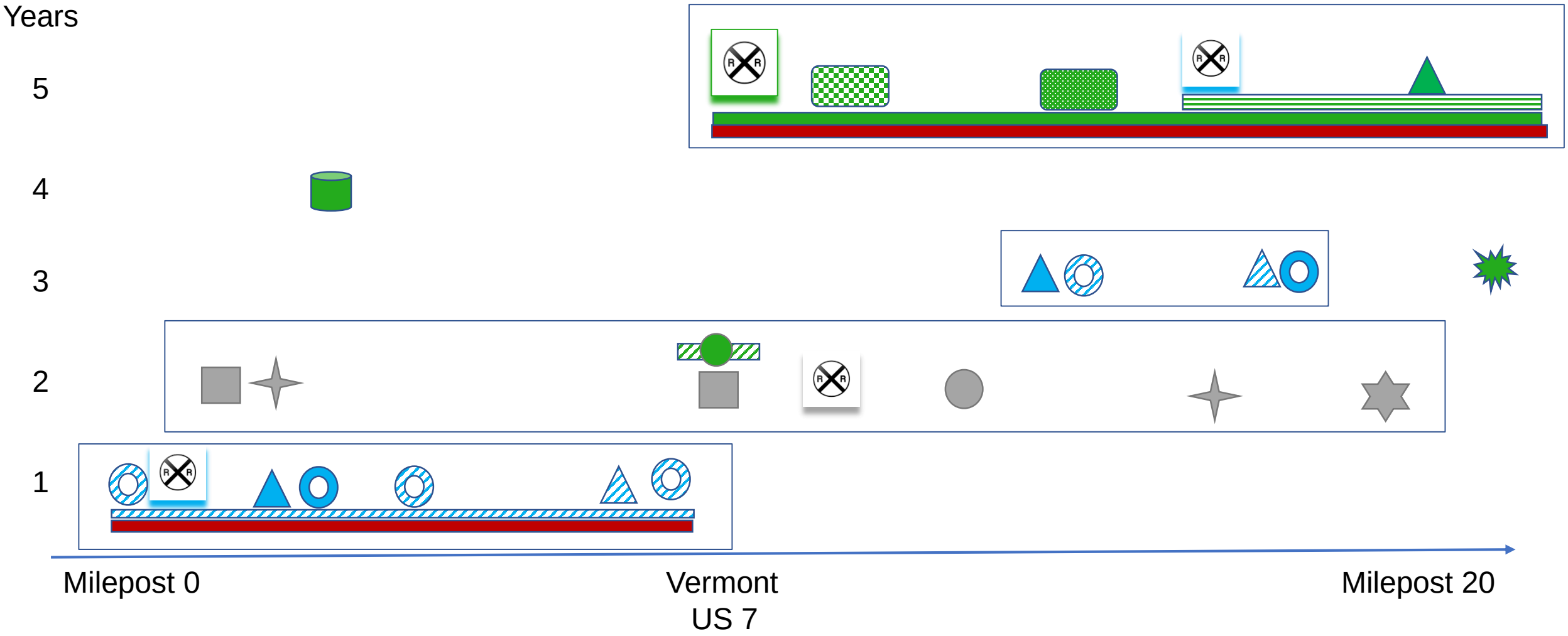
Harmonizing Process

Before Harmony



Harmonizing Process

After Harmony



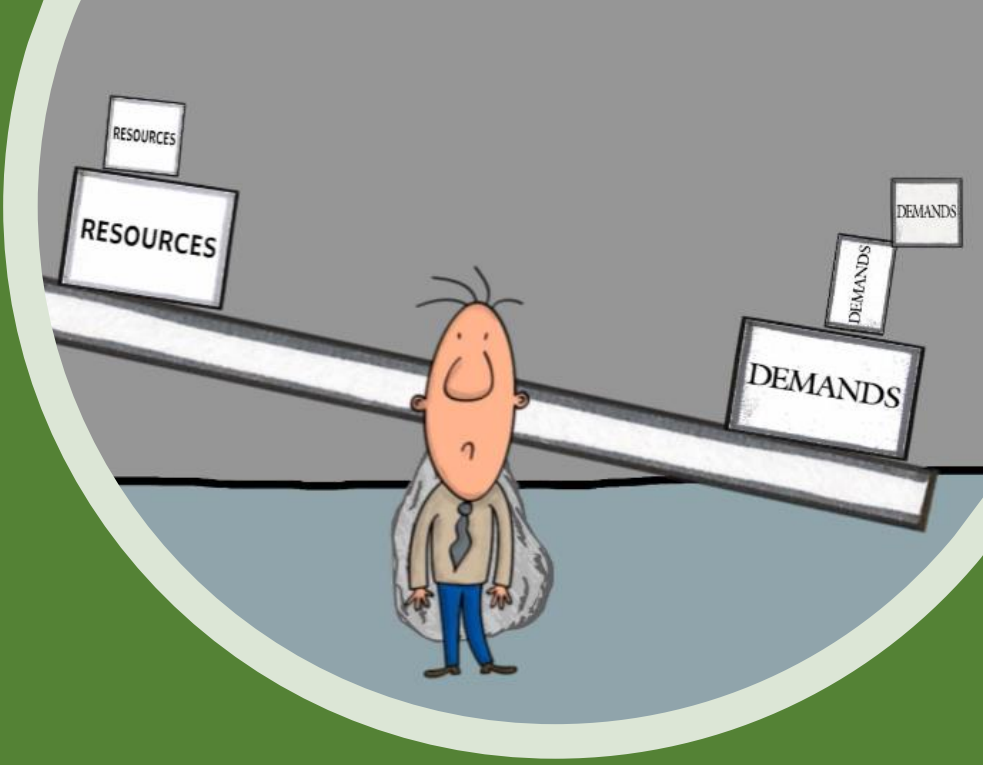

NSB
NORTHFIELD SAVINGS BANK
24 Hour ATM

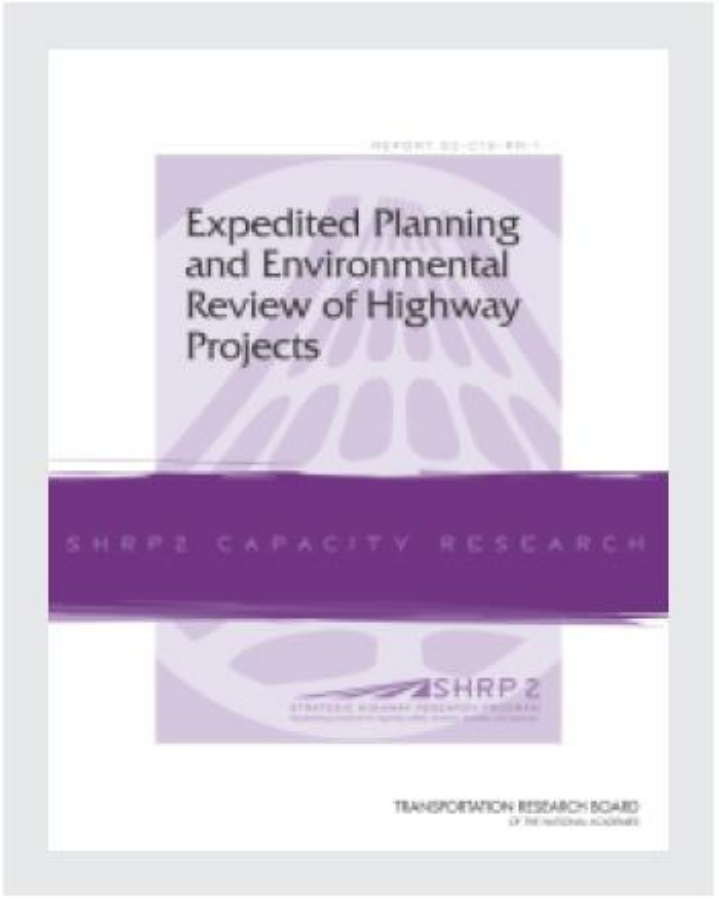
Background

- **2012:** SHRP2 published a report entitled, "*Expedited Planning and Environmental Review of Highway Projects*."
  - 16 constraints
  - 24 strategies
- **October 2013:** VTrans was selected as a recipient of the SHRP2 C19 grant.
- Funds were used to develop an action plan

C19 Desired Outcome

- **Evaluate risks to timely project delivery**
- **Identify opportunities to expedite projects**
- Identify resource demands
- Analyze organizational structure for efficiencies
- Identify potential process improvements
- **Build partnerships**





5 Key Strategies for Expediting Project Delivery

- **Strategy 3:** Context Sensitive Design/Solutions
- **Strategy 8:** Expediting Internal Review and Decision-Making
- ***Strategy 10:** Highly Responsive Public Engagement*
- **Strategy 21:** Strategic Oversight and Readiness Assessment
- **Strategy 22:** Team Co-Location

Public Outreach

- Public Involvement Plan
- Website Development
- Early Coordination with Stakeholders
- Outreach Products
- Tools to Engage the Public

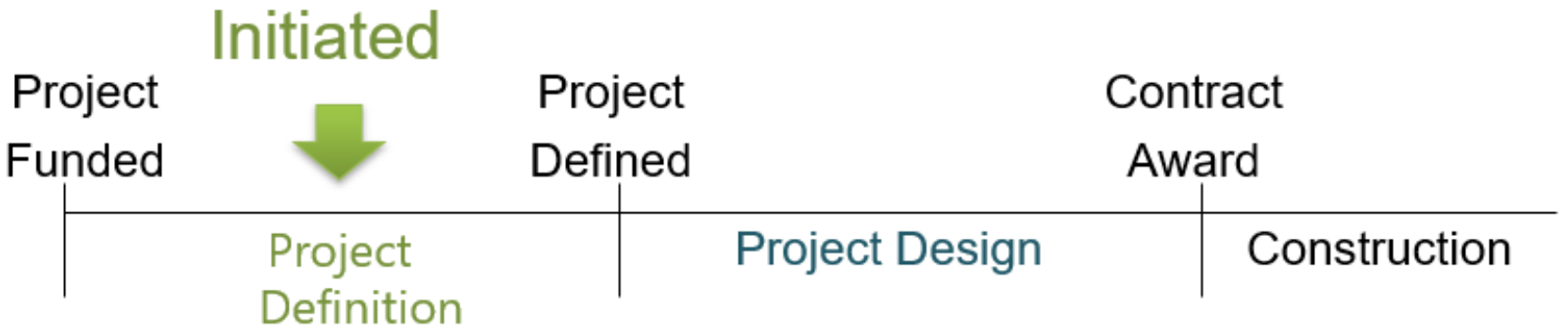
Meaningful Public Engagement

Forming community partnerships to garner support, expedite project delivery and increase public satisfaction

C19 - Successful strategies for effective and meaningful public engagement

- Use a standardized but customizable approach for all communities (harmonization)
- Identify key stakeholders and customers
- Seek valuable input early during the project development process
- Use tools to engage the public during meetings
- Create and maintain community partnerships
- Outreach regularly during construction
- Seek feedback

VTrans Project Development Process



- Identify resources & constraints
- Evaluate alternatives
- Public participation
- Build Consensus

- Quantify areas of impact
- Environmental permits
- Develop plans, estimate and specifications

Accelerated Bridge Program
VTRANS

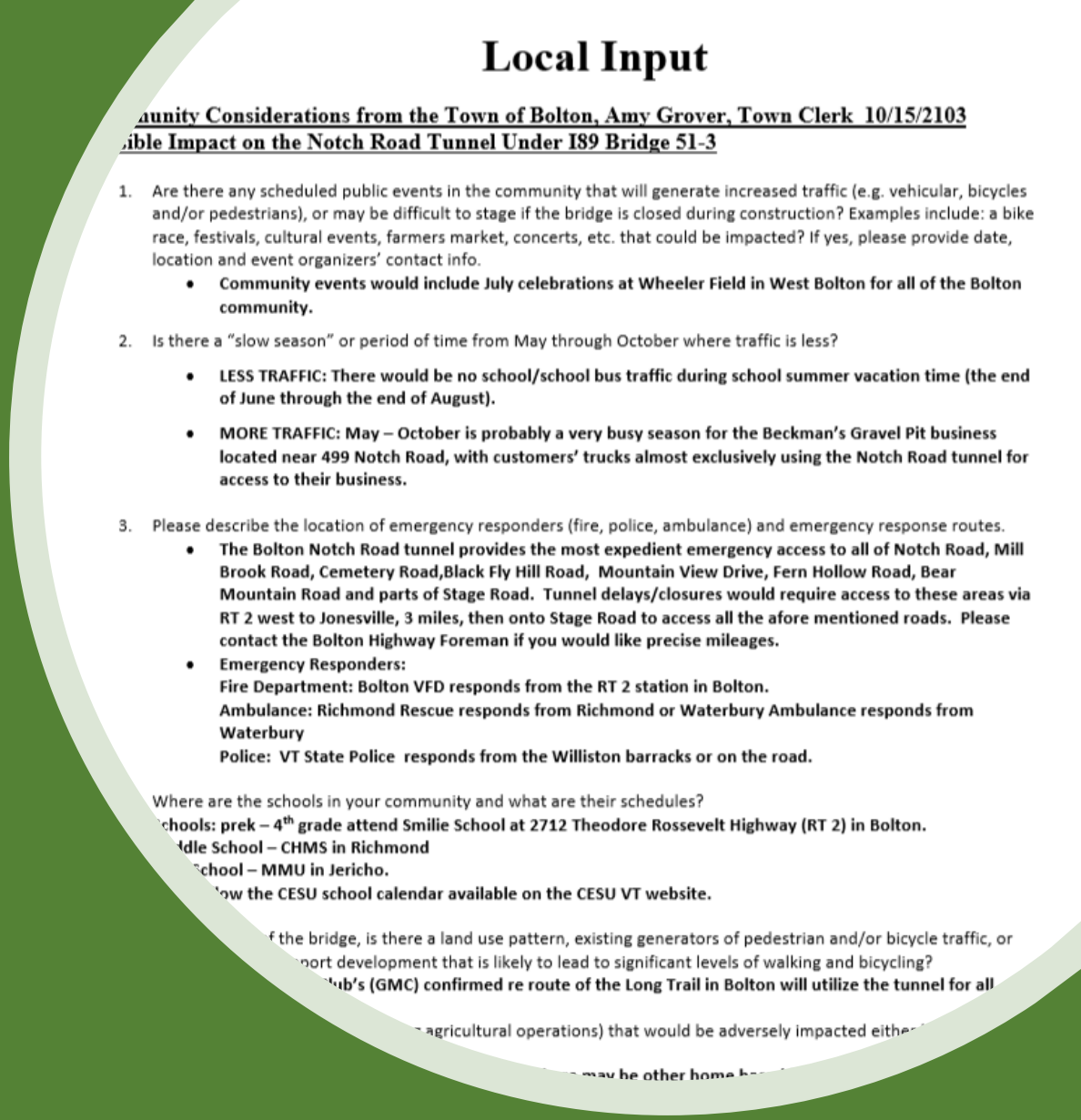
Design – Project Definition – The "PIIT"

- PIIT (Project Initiation and Innovation Team) consists of a Team leader, two engineers and one technician
- The team leader get the distinguished title of "PIIT Boss"
- Team coordinates all resources including

- Purpose and Need
- Safety
- Traffic
- ROW
- Environmental Review
- Survey
- Geotechnical
- Hydraulics
- Utilities
- Operations
- Community/Regional Considerations

PIIT

- Send out community questionnaire (start with template and modify)
- Send out operations questionnaire
- Reach out to the RPC
- Start generating a list of potential stakeholders
- Make a site visit



Local Input

unity Considerations from the Town of Bolton, Amy Grover, Town Clerk 10/15/2103
ible Impact on the Notch Road Tunnel Under I89 Bridge 51-3

1. Are there any scheduled public events in the community that will generate increased traffic (e.g. vehicular, bicycles and/or pedestrians), or may be difficult to stage if the bridge is closed during construction? Examples include: a bike race, festivals, cultural events, farmers market, concerts, etc. that could be impacted? If yes, please provide date, location and event organizers' contact info.
   - **Community events would include July celebrations at Wheeler Field in West Bolton for all of the Bolton community.**
2. Is there a "slow season" or period of time from May through October where traffic is less?
   - **LESS TRAFFIC: There would be no school/school bus traffic during school summer vacation time (the end of June through the end of August).**
   - **MORE TRAFFIC: May – October is probably a very busy season for the Beckman's Gravel Pit business located near 499 Notch Road, with customers' trucks almost exclusively using the Notch Road tunnel for access to their business.**
3. Please describe the location of emergency responders (fire, police, ambulance) and emergency response routes.
   - **The Bolton Notch Road tunnel provides the most expedient emergency access to all of Notch Road, Mill Brook Road, Cemetery Road,Black Fly Hill Road, Mountain View Drive, Fern Hollow Road, Bear Mountain Road and parts of Stage Road. Tunnel delays/closures would require access to these areas via RT 2 west to Jonesville, 3 miles, then onto Stage Road to access all the afore mentioned roads. Please contact the Bolton Highway Foreman if you would like precise mileages.**
   - **Emergency Responders:**
     Fire Department: Bolton VFD responds from the RT 2 station in Bolton.
     Ambulance: Richmond Rescue responds from Richmond or Waterbury Ambulance responds from Waterbury
     Police: VT State Police responds from the Williston barracks or on the road.

Where are the schools in your community and what are their schedules?
chools: prek – 4th grade attend Smilie School at 2712 Theodore Rossevelt Highway (RT 2) in Bolton.
ddle School – CHMS in Richmond
School – MMU in Jericho.
ow the CESU school calendar available on the CESU VT website.

f the bridge, is there a land use pattern, existing generators of pedestrian and/or bicycle traffic, or
port development that is likely to lead to significant levels of walking and bicycling?
ub's (GMC) confirmed re route of the Long Trail in Bolton will utilize the tunnel for all

agricultural operations) that would be adversely impacted eithe

may be other home b

V. Cost Matrix[3]

Bolton IM 089-2(45)		Alt 1 Rehabilitation	Alt 2 Rehabilitation With designated PED Access	Alt 3 Full Bridge Replacement	Alt 4 Two Separate Steel Beam
				a. Cro	*Temporary Bri*
COST	Bridge Cost	$72,377	$109,571	$1,6	$ 110,300
	Removal of Structure	$0	$0		
	Roadway	$132,692	$134,837		
	Maintenance of Traffic	$75,490	$90,588		
	Construction Costs	$280,559	$334,996		
	Construction Engineering	$84,200	101,000		
	Contingencies	$56,241	$67,004		
	Preliminary Engineering[4]	$110,000	$110,000		
	Right of Way	$0	$0		
	Total Project Costs	**$531,000**	**$613,**		
	Annualized Costs	$26,550	$30		
SCHEDULING	[illegible]	1 year	1		
	Construction Duration	1 year	1		
	Closure Duration (If Applicable)	2 days	2		
ENGINEERING	[illegible]	38’	3		
	Typical Section – TH 4 Roadway (feet)	22’ (20’ in culvert)	2’-11’-2’ (S		
	Typical Section – Bridge (feet)	4’-12’-12’-10’ (38’)	4’-12’-12’		
	Geometric Design Criteria	Substandard vertical curve on TH 4	Substandard v on TH		
	Traffic Safety	No Change	Improve		
	Alignment Change	No	No		
	Bicycle Access	No Change	No Change		
	Vertical Clearance	Substandard	Substandard		
	Pedestrian Access	No Change	Improved		
	Utility	No Change	No Change		
OTHER	ROW Acquisition	No	No		
	Road Closure	No	No		
	Design Life	20+ years	20+ years		0 years

Develop Alternatives

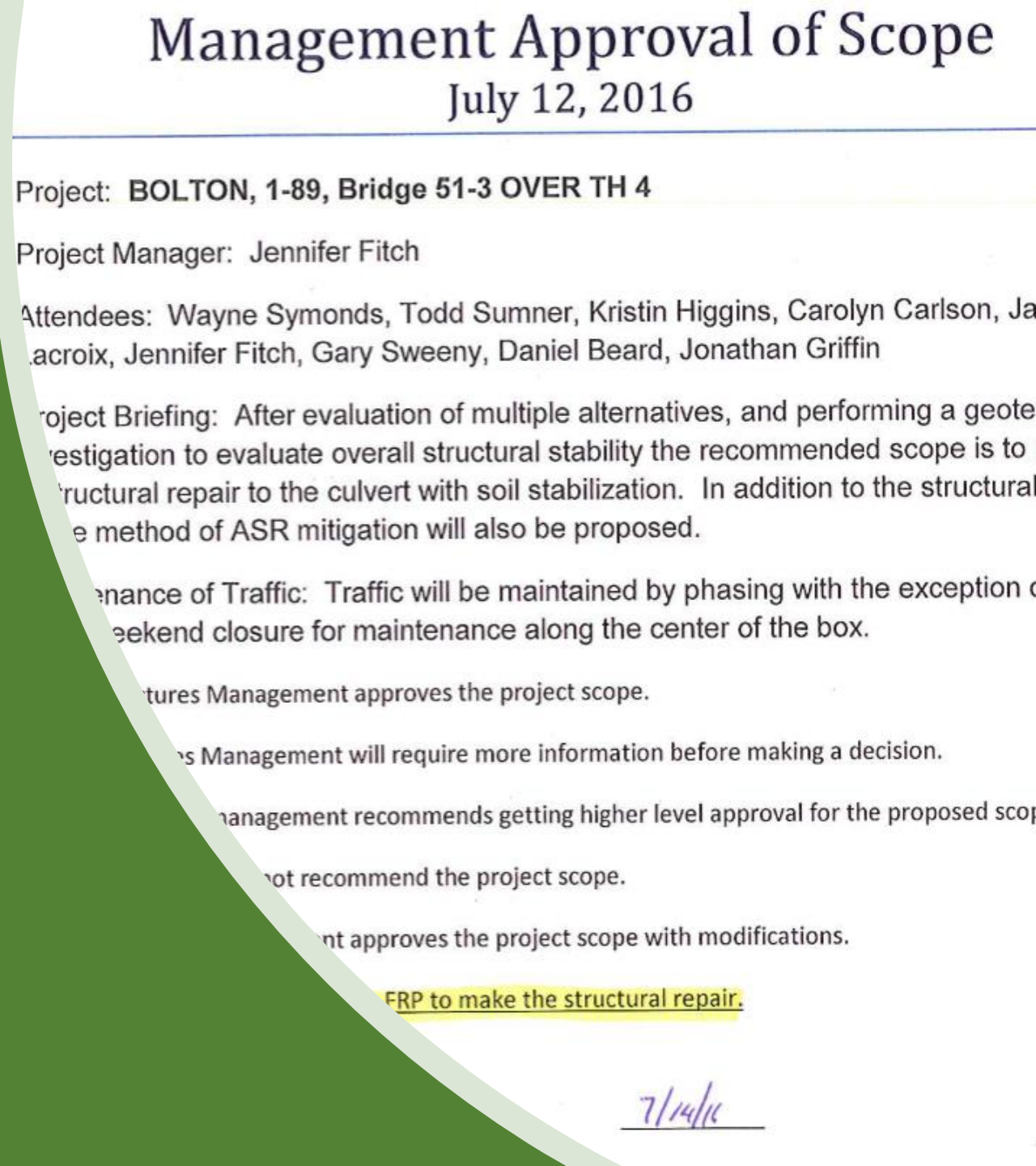
Bolton IM 089-2(45)

TERSTATE 89, BRIDGE 51-3 OVER TOWN HIGHWAY 4

June 12, 2018

Next Steps

- Internal Scoping Review
- OLSR – Agency
- Scope Collaboration Meeting Resource Groups
- Interim MAOS
- Public Presentation
- Revised Scope
- Final MAOS



Management Approval of Scope
July 12, 2016

Project: **BOLTON, 1-89, Bridge 51-3 OVER TH 4**

Project Manager: Jennifer Fitch

Attendees: Wayne Symonds, Todd Sumner, Kristin Higgins, Carolyn Carlson, Ja
Lacroix, Jennifer Fitch, Gary Sweeny, Daniel Beard, Jonathan Griffin

roject Briefing: After evaluation of multiple alternatives, and performing a geote
vestigation to evaluate overall structural stability the recommended scope is to
tructural repair to the culvert with soil stabilization. In addition to the structural
e method of ASR mitigation will also be proposed.

enance of Traffic: Traffic will be maintained by phasing with the exception o
eekend closure for maintenance along the center of the box.

tures Management approves the project scope.

s Management will require more information before making a decision.

anagement recommends getting higher level approval for the proposed scop

ot recommend the project scope.

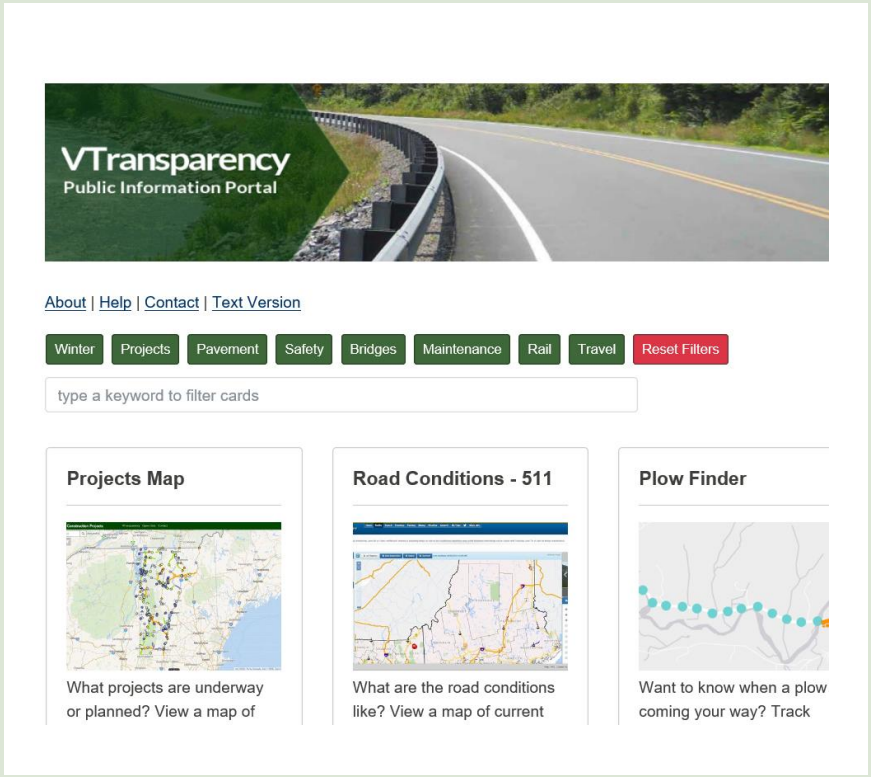
nt approves the project scope with modifications.

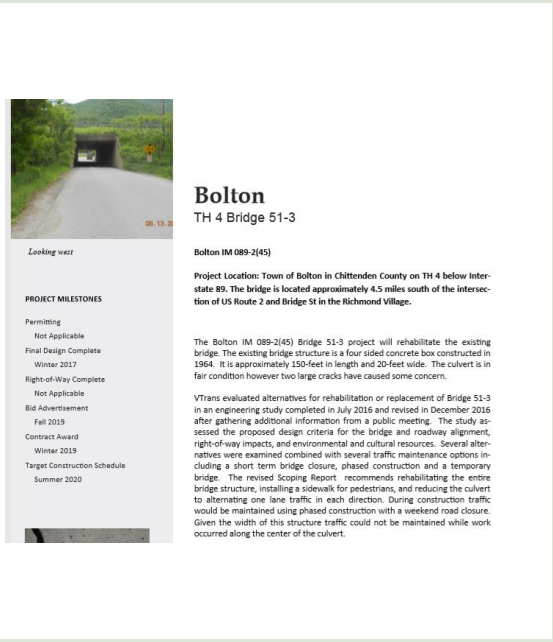
FRP to make the structural repair.

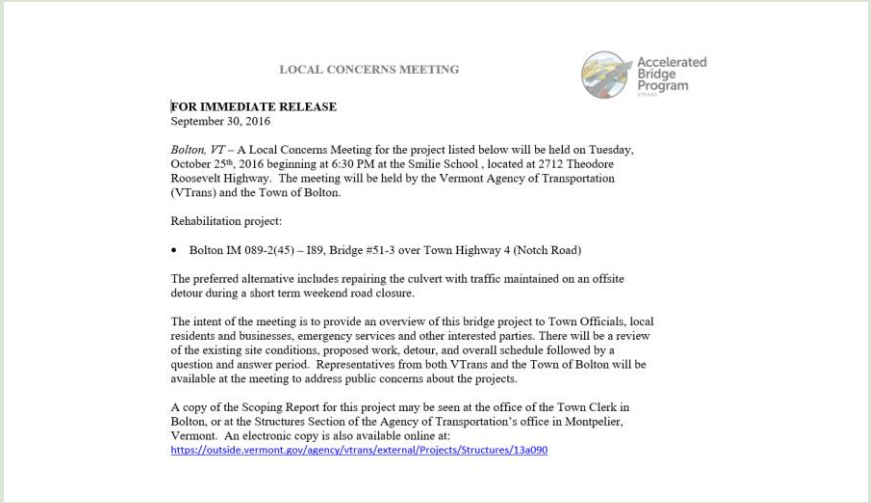
7/14/16

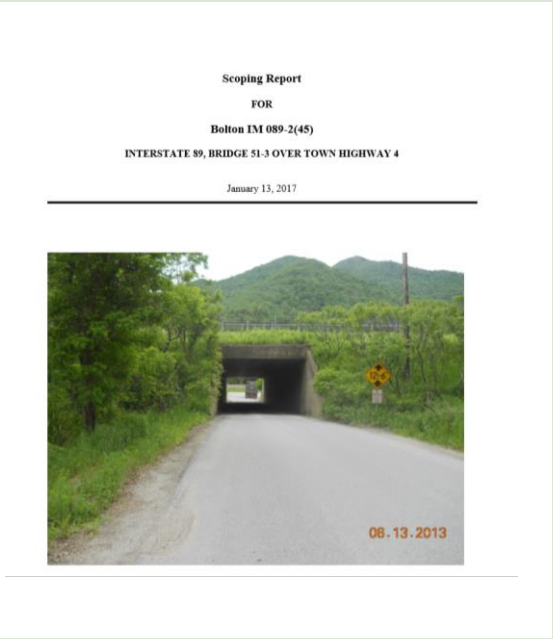
Public Involvment

- Scoping Report
- Factsheet
- Project Website
- VTransparency
- E-mail
- Local Community Forums
- Local Elected Officials
- Make phone calls







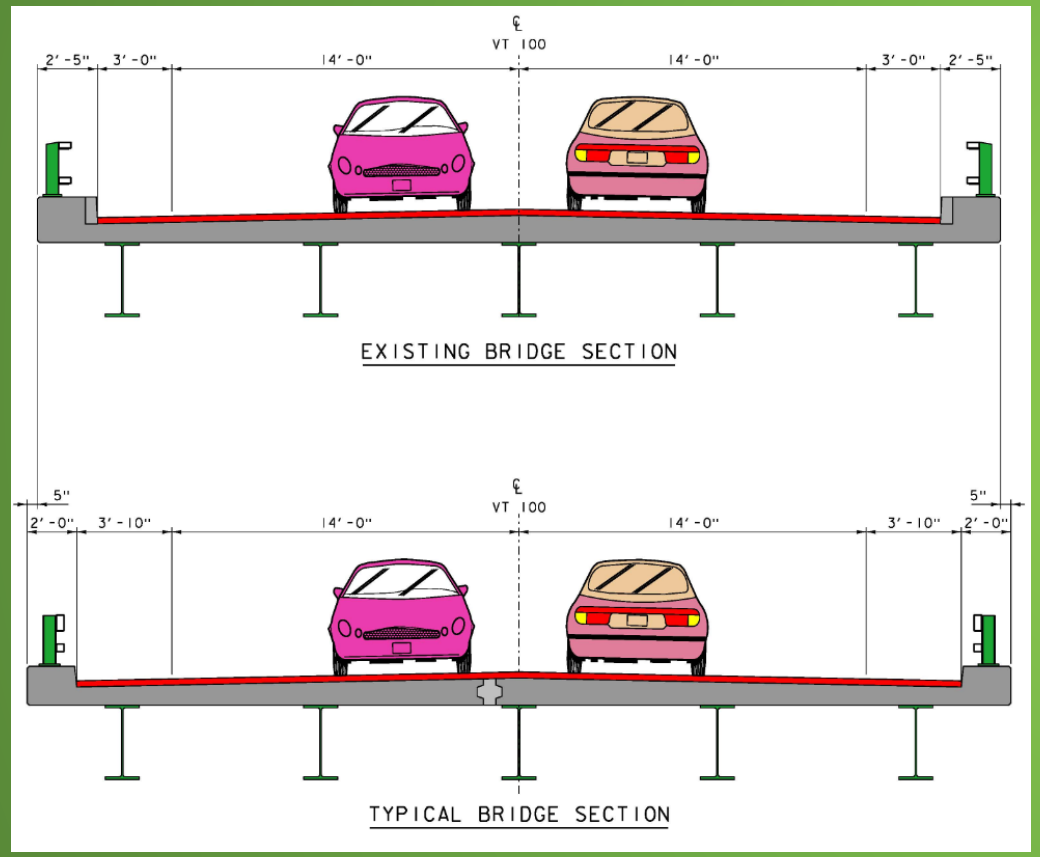


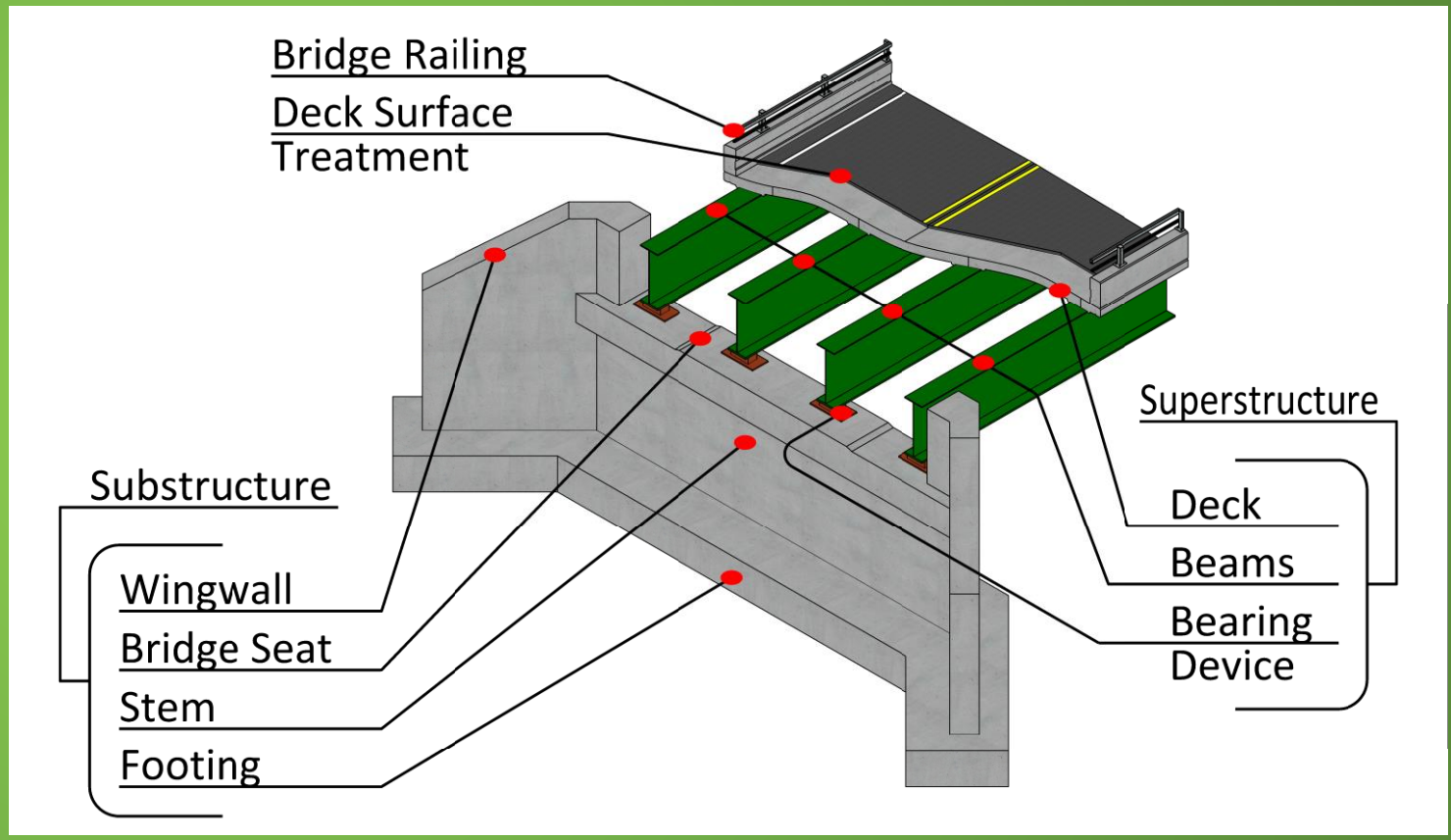
Public Informational Meeting

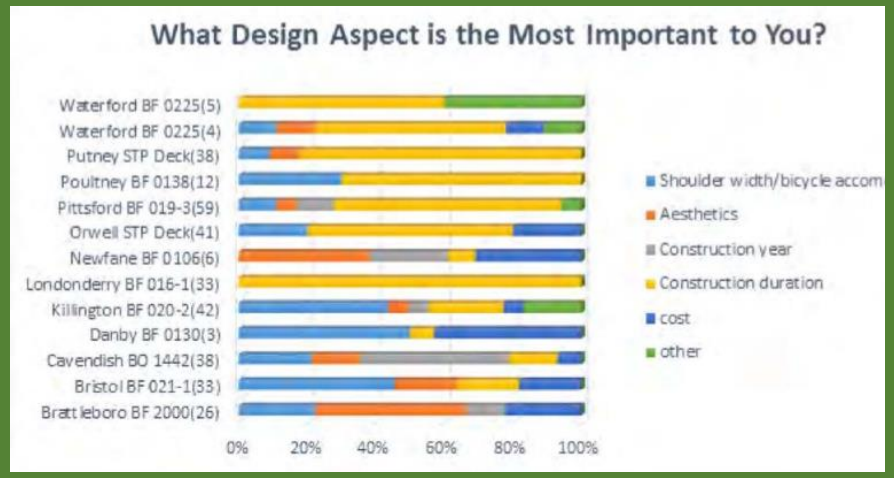
Meeting Kick off Questions

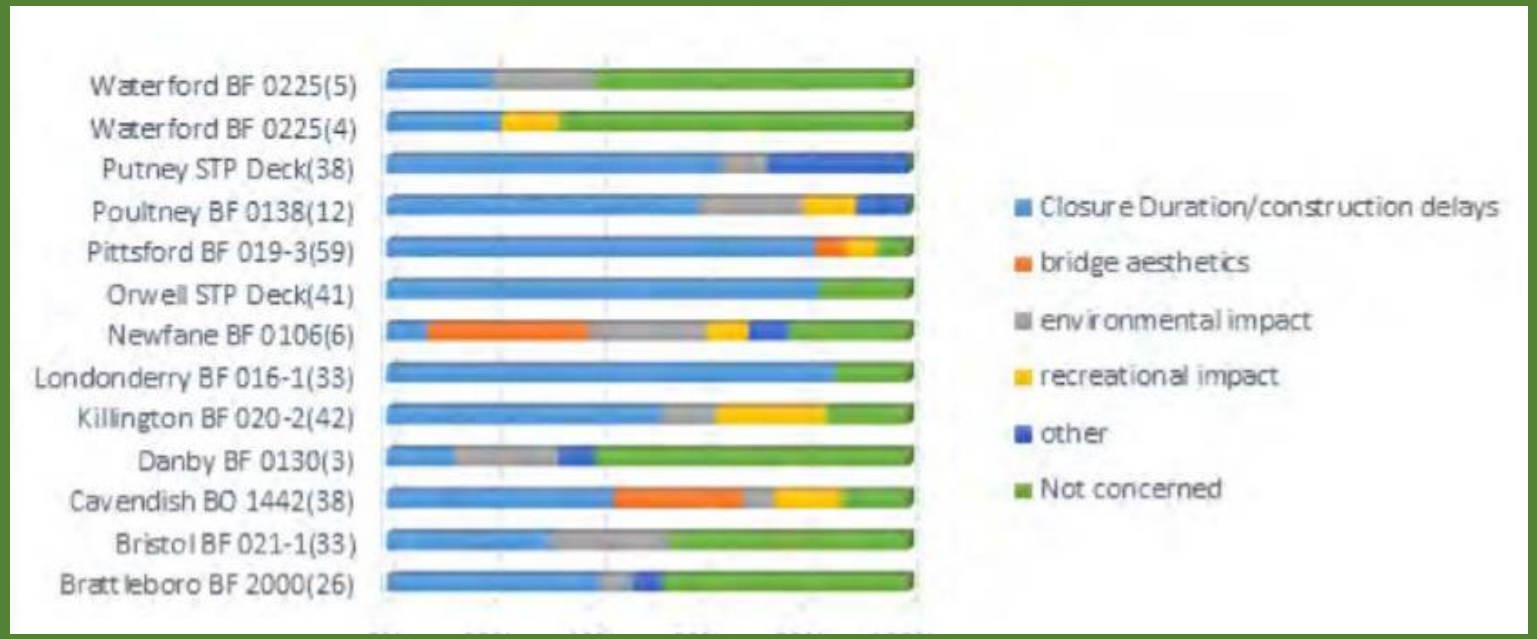
- Who are you representing? (Local official, business, resident, independent organization, emergency services, or other.)
- How frequently do you use this segment of infrastructure? (Daily, weekly, monthly, rarely, or never.)
- How often do you walk over this segment of infrastructure?
- How often do you bike over this segment of infrastructure?
- Why are you attending this meeting? I have a specific concern, general interest, I live in close proximity, or other.

Educate About the Project





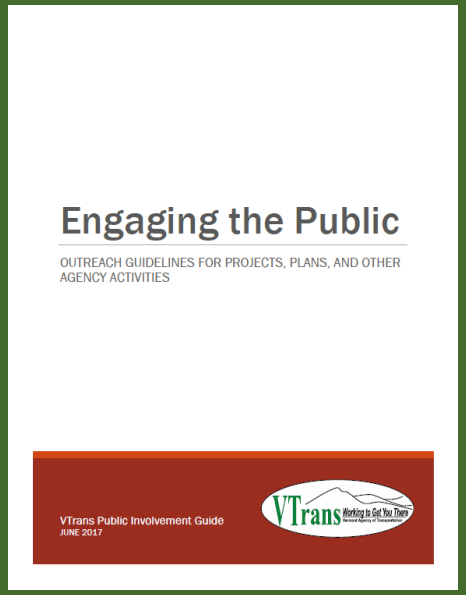


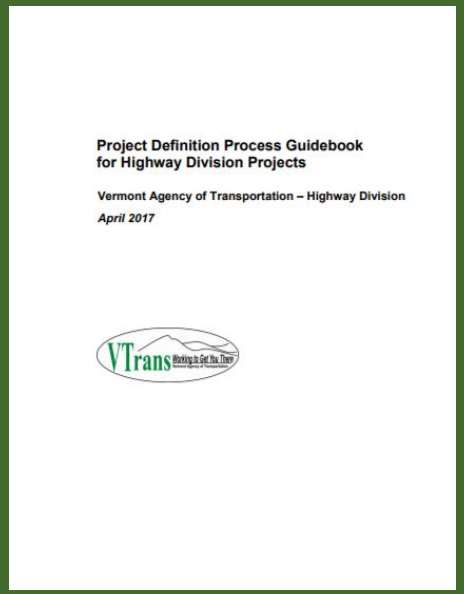


Information that Matters

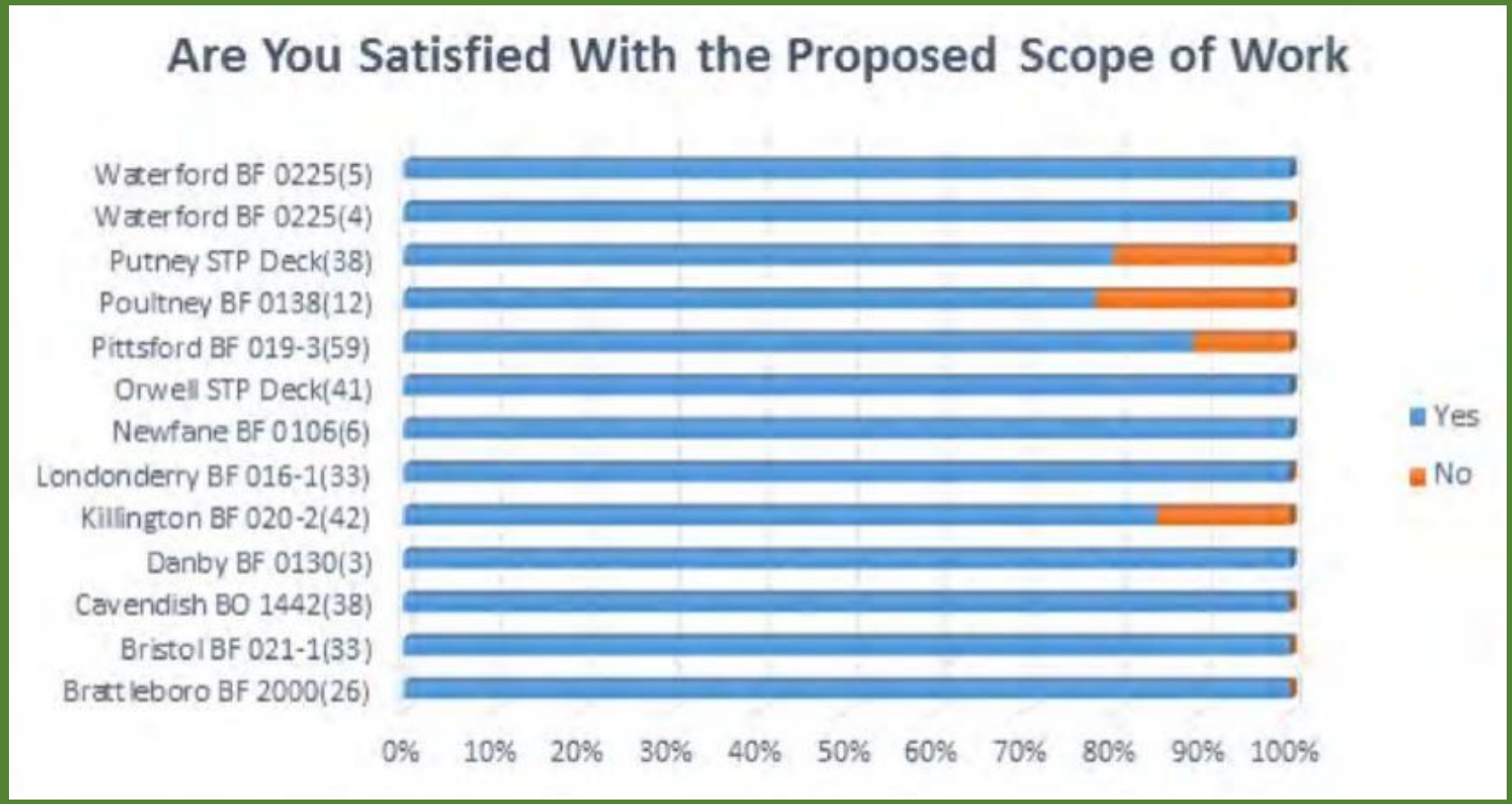
Public Engagement

- Helps identify key issues early so they can be mitigated
- Helps develop projects that fit the community's needs
- Helps us to better serve our customers
- Lets effectively communicate what our customers can expect from us.
- It's a work in progress
  - Engaging the Public Guidebook created in 2017
  - Project Definition Process Guidebook created in 2017





Does it work?


Are You Satisfied With the Proposed Scope of Work
Waterford BF 0225(5)
Waterford BF 0225(4)
Putney STP Deck(38)
Poultney BF 0138(12)
Pittsford BF 019-3(59)
Orwell STP Deck(41)
Newfane BF 0106(6)
Londonderry BF 016-1(33)
Killington BF 020-2(42)
Danby BF 0130(3)
Cavendish BO 1442(38)
Bristol BF 021-1(33)
Brattleboro BF 2000(26)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Yes
No


12'-6"
NO PARKING
06.13.2013


06.13.2013

So what makes us different?

Have you heard of Simon Sinek?
Its not what we communicate its how we communicate.

http://vtrans.vermont.gov/vtransparency