REGIONAL PRIORITY PROJECT PRIORITIZATION PROCESS

PROJECT INFORMATION FORM

IF ADDITIONAL SPACE IS REQUIRED FOR ANY RESPONSE OR YOU WANT TO SUBMIT ADDITION DOCUMENTS , CLEARLY IDENTIFY THE DOCUMENTS WITH THE PROJECT NAME AND EMAIL THEM TO FKENNEY@ADDISONCOUNTYEDC.ORG.

DOWNLOAD AND SAVE THIS DOCUMENT TO YOUR COMPUTER, COMPLETE THE FORM, THEN CLICK THE SUBMIT BUTTON.

PROJECT NAME:

Charles Avenue/ Monroe Street Intersection Improvements

TYPE OF PROJECT:

- [x] Infrastructure:
  - [ ] Water
  - [ ] Wastewater
  - [ ] Broadband
  - [x] Transportation
  - [ ] Public Facility
  - [ ] Other
- [ ] General Development:
  - [ ] Industrial
  - [ ] Commercial
  - [ ] Residential
  - [ ] Mixed
- [ ] Site/Facility Development for Specific Business
- [ ] Workforce Development
- [ ] Business Development
- [ ] Other:

PROJECT SPONSOR:

Organization Name	Town of Middlebury
Organization Mailing Address	77 Main Street, Middlebury, Vermont 05753
Organization Email	kramsay@townofmiddlebury.org
Organization Phone	(802) 458-8001

Contact info for the person submitting project information:

Name	Emmalee Cherington
Title	DPW- Director of Planning
Mailing Address	77 Main Street, Middlebury, VT 05753
Email	echerington@townofmiddlebury.org
Phone	(802) 388-4045

PROJECT PRINCIPAL(S) (if different than above):

Person 1:

Name	
Title	
Organization	
Mailing Address	
Email	
Phone	

Person 2:

Name	
Title	
Organization	
Mailing Address	
Email	
Phone	

PROJECT DESCRIPTION (5000 Characters):

The Town of Middlebury is proposing to make improvements to the intersection of Court Street (TH #1), Monroe Street (TH #21) and Charles Avenue (TH #46). The improvements involve the re-alignment of the Charles Avenue approach to Court Street to create a new four-way signalized intersection with Monroe Street. The new configuration would better support pedestrians and bicyclists and improve traffic flow.

In addition to the transportation component of the project, the Charles Avenue realignment will require a new roadway crossing of a perennial stream that flows through the project site. The Town has hired Vanasse Hangen Brustlin, Inc. (VHB) to complete preliminary engineering which will include conducting a hydrologic study of the stream to properly size the new Charles Avenue culvert, researching potential permitting needs and investigating the potentiality for contaminated soils within the project limits.

PROJECT LOCATION (3000 characters):

Provide the physical location of the project and/or the area to be served by the project

The proposed project would realign the intersections of Court Street (TH #1), Monroe Street (TH #21) and Charles Avenue (TH #46) in Middlebury, VT.

PROJECT PURPOSE AND BENEFITS (3000 Characters):

Describe the purpose and benefits to the region of the project. Describe if/how the project builds capacity within the region for improved regional development/economic development/ community development, including: advancing workforce development; expanding entrepreneurship efforts; supporting or enhancing existing business clusters, or other economic impacts within the region.

The intersection of Court Street, Monroe Street and Charles Avenue has the highest traffic volume in Middlebury. Unfortunately, the signals cannot be well-coordinated due to the configuration of the streets. The intersection received an "F" rating for its Level of Service (LOS), an accepted measure of congestion. A scoping study was performed, which involved extensive public comment. Through the process, it was determined that the preferred configuration would be a single traffic signal, 4-cross intersection, aligning Charles Avenue with Monroe Street.

The goals of the project are to; improve mobility and safety for all modes of travel, enhance connectivity between surrounding land uses (*e.g., school, neighborhoods, etc.)*, balance the needs of all stakeholders, and ensure that transportation infrastructure is complementary to community character.

PROJECT TIMELINE, MILESTONES, AND STATUS (3000 Characters):
Describe the project timeline, the current status of the project, and impediments to proceeding. Include factors such as site control, engineering and design, financing/funding identification and commitment, and permitting. Clearly identify where the project is in the timeline and what work remains.

The Town has hired VHB to complete a preliminary design (25% plan) for the project -- with an anticipated completion of fall 2022. As part of the preliminary engineering, VHB will conduct: a hydrologic study of the mapped stream to properly size the new Charles Avenue culvert, identify permitting requirements, and will investigate whether contaminated material would be encountered during construction. The permitting work will help to pro-actively develop avoidance and/or mitigation strategies during final design and construction.

After completing the preliminary engineering. The Town is prepared to move the project to Final Design and Construction if funding allows.

PROJECT PRINCIPAL EXPERIENCE/PARTNERSHIPS (3000 Characters):
Describe project principal(s) experience, ability to complete the project, and describe any projects partnership(s) and how the partnership(s) will help ensure success.

The intersection realignment project will be managed by the Department of Public Works (DPW) Director of Planning. The Director is responsible for managing all Capital Improvement Projects (CIP) for the town including water, wastewater, stormwater, and highway improvements. The work is generally funded through a variety of revenue sources in addition to the annual CIP budget. For example, funding sources have included: Clean Water and Drinking Water State Revolving Loan funds (CWSRF/DWSRF), Vermont Agency of Transportation Environmental Mitigation Grants, Clean Water Block grants, Transportation Alternatives grants, Northern Borders Regional Commission grants. The Director works closely with the Project Engineer to oversee the proposed construction.

PROJECT SUPPORT AND REGIONAL NEED (4000 Characters):

Describe how the project is consistent with identified local and regional goals, advances regional needs identified in plans, reports or public forums, and describe the community support and engagement. Include reference and link to the municipal and/or regional plan, report, or forum identified. Also describe how the project leverages regional human, social, financial, cultural, and/or physical capital, and supports, compliments, or enhances existing efforts.

The proposed project has been thoroughly vetted in numerous public meetings to receive community support. Beginning in 1997, a signal improvement plan was created for Court St. and US Route 7 by Webster-Martin Consulting Engineers. In 2000, Dufresne-Henry further developed the concept and created a cost proposal for the intersection, signal, and pedestrian improvements. The concept was introduced again in 2015 when VHB completed a scoping study for the proposed improvement. The scoping phase of the project presented a range of alternatives, discussed at length by members of the community in a series of public meetings.

PROJECT COST, IDENTIFIED AND COMMITED FUNDS/FINANCING, AND FUNDING GAP:

Provide the total project cost and complete the simple sources and uses chart.

Total Project Cost: $ 2,575,000

Sources:

Source	Amount
Engineering	$ 75,000
Construction	$ 2,500,000
Total Sources:	$ 2,575,000

Uses:

Use	Amount
Engineering	$ 75,000
Construction	$ 2,500,000
Total Uses:	$ 2,575,000

Funding Gap: $ 0

Note: Uses must exceed sources or there is no funding gap

Budget Narrative (3000 Characters):

Describe the amount of funds/financing that have been identified and include a clear status of the funds (Received, committed, applied for, identified, etc.) including the dates of receipt, commitment, application, expected distribution, etc. Clearly identify any funding gap.

Because the project involves numerous sectors (transportation, bike/ pedestrian improvements, bridge improvements) it will qualify for a variety of funding sources. The Town will seek funding from several sources such as: Transportation Alternatives Grant Program (TAP), VT Bicycle and Pedestrian Program, and the VTrans District Structures Grant. Being on a state highway will also potentially leverage additional funds.

JOB CREATION (4000 Characters):

Provide the number of full-time jobs to be created and/or retained by the project, a description of the benefits package to be offered to the majority of the new/retained jobs, and the average wage of the jobs to be created/retained.

The project will create jobs during both the design and construction phase, as it will employ both engineers and construction workers alike. Depending on the funding source, Davis Bacon rates will likely apply to the construction phase. On a larger scale, the improved intersection will provide increased mobility to a wide number of employees that either commute through or work within the Town of Middlebury.

CLEAR FORM

PRINT FORM

SUBMIT PROJECT