

**CENTRAL VERMONT REGIONAL PLANNING COMMISSION**  
**Transportation Advisory Committee (TAC)**

**DRAFT Minutes**

**December 6, 2016**

Central Vermont Regional Planning Commission Office

**Attendees:**

X	Barre City: Scott Bascom
	Barre Town: Harry Hinrichsen
	Berlin: Bob Wernecke
	Cabot: Kevin Lehoe
X	Calais: David Ellenbogen
	Duxbury: Vacant
	East Montpelier: Frank Pratt
X	Fayston: Kevin Russell
	Marshfield: Vacant
X	Middlesex: Ronald Krauth
Called	Montpelier: Dona Bate
X	Moretown: Joyce Manchester

	Northfield: Jeff Schultz
X	Orange: Lee Cattaneo
X	Plainfield: Bob Atchinson
	Roxbury: Gerry D'Amico
Called	Waitsfield: Don La Haye
	Warren: Vacant
	Washington: Ray McCormack
X	Waterbury: Steve Lotspeich, Chair
X	Williamstown: Larry Hebert
	Woodbury: Vacant
	Worcester: Bill Arrand
X	Staff: Bonnie Waninger

Guests: JB McCarthy & Amy Bell (VTrans)

Chair S. Lotspeich called the meeting to order at 7:05pm. Introductions were completed.

**Adjustments to the Agenda**

None.

**Public Comments**

None.

**Approve September TAC Minutes**

Corrections included: Bonnie attended the meeting, and the meeting location of CVMC Conference Room 1 should be added. *L. Hebert moved to approve the minutes with changes; K. Russell seconded. Motion carried.*

**Moretown BF 0167(16) Alternatives Review**

JB McCarthy provided background on the project and reviewed the proposed alternative for the bridge replacement. The current bridge is 90 years old.

Alternative 1: widen the existing bridge within its current foundations, adding two feet to the surface width.

Alternative 2A: smooth the angle of curvature into and out of the bridge slightly to allow for vehicle speeds of 25 mph. Bridge length would increase from 60 feet to 90 feet.

Alternative 2B: lessen the angle of curvature more to 30 mph

Alternative 3: place a new bridge further south and maintain traffic during construction.

VTrans proposes to close the road during construction – likely from mid-June to end of August. The full detour, end-to-end for the bridge would be 25 minutes. Vehicles from the south will detour on Rt. 100, Rt. 2, and then Rt. 100B. The local bypass will likely be Meadow and Pony Farm Roads. The route won't be signed because it isn't suitable for truck traffic.

Scoping costs for construction:

- Rehabilitate = \$1 million for widening bridges and approaches, change rock wall. Not much gain in road surface width for the investment.
- 25 mph streamlined approach = \$2.4 million (preferred alternative)
- 30 mph streamlined approach = \$2.7 million with more impacts and longer construction period; infringes on an archeologically sensitive area so time intensive to permit.
- Offset alignment and maintaining traffic = \$3.5 million with hillside cut and significant archeological resource impacts.

McCarthy said the river hydraulics cannot be improved due to substantial ledge. The road closure will last 2½ to 3 months; full construction will be longer. McCarthy explained that there will be a public meeting in Moretown in January. The Town is currently aware of the project, but unaware of the potential road closure. He will call the Town this week to schedule a meeting. The design process will begin this winter, followed by permitting. The project is anticipated to be in the 2020 Capital Program for construction. The abutments are likely to be a precast. The deck will need to be poured concrete because the angle of slope from side to side changes as the road moves through the bridge.

The TAC recommended McCarthy contact Waitsfield for input because of the potential impact to local roads. McCarthy said VTrans provides limited payments to towns to assist with covering extra maintenance costs on local detours.

### **TAC Rules of Procedure**

The TAC was in consensus that:

- Membership: Adding seats to the TAC should require a supermajority of 67% of seats.
- Officers/Elections: Term limit language should be removed.
- Conflict of Interest: Participation, but not voting, will be allowed by members with conflicts.
- Adoption of Organizational Procedures: Modifying the Rules of Procedure should require a supermajority of 67% of seats.

TAC members clarified that, in accordance with VT Open Meeting Law (1 VSA §312(a)(2)(B)), members may participate by electronic or other means.

## **Systemic Local Road Safety (SLRS) Implementation Review**

Tabled to next meeting.

## **Class I Town Highway White Paper**

Amy Bell discussed VTrans guidance for reclassifying State highways as Class 1 Town Highways. VTrans developed the document to:

- Identify costs and benefits of Class I Town Highway ownership,
- Determine if existing Town Highway Aid formula adequately reimburses municipalities for Class I Town Highway mileage, and
- Develop a cost estimation tool and Frequently Asked Questions for the “Orange Book” to assist towns with weighing costs and benefits of Class I Town Highway takeover.

She reviewed the benefits of takeover, discussed survey results from existing Class I Town Highway communities, maintenance responsibilities and costs, and potential areas in Central Vermont that might qualify for Class I Town Highway takeover.

## **VTrans Street Tree Policy**

Bell discussed VTrans’ policy for proposals by municipalities to plant and maintain public street trees in state highway rights of way. She described why the policy was developed, tree maintenance considerations, the policy, and its three municipal categories. Bell summarized by saying the policy is about choosing the right trees for the right location. For roadside areas, trees must be salt tolerant, work in constrained environment, and have a mature crown that works for the roadway use.

## **Transportation Updates**

TAC members had no questions.

## **TAC Member Concerns**

No concerns expressed.

## **Set Agenda for the Future TAC Meeting**

The Systemic Local Road Safety (SLRS) Implementation Review will be added to the January agenda. The Chair will work with staff to insure the agenda is still manageable.

## **Adjourn**

The meeting adjourned at 9 pm.