Central Vermont Regional Planning Commission

TRANSPORTATION ADVISORY COMMITTEE

Tuesday March 22, 2022, 6:30 p.m.
This meeting will be held virtually

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Agenda

6:30 1) Meeting Commencement
   a) Roll Call
   b) Adjustments to the Agenda
   c) Public Comment

6:35 2) Approval of February 2022 TAC Meeting Minutes (*Enclosed*)

6:40 3) TPI Study Prioritization *(Christian, Enclosed)*

7:25 4) TPI Budget Amendment *(Christian, Enclosed)*

7:40 5) Going over VPSP2 Bridge Tables (*Christian, Enclosed*)

7:55 6) TAC Member Round Table
   a) Local concerns including project updates and other issues

8:00 7) Adjourn

Next Meeting March 22, 2022

Persons with disabilities who require assistance or special arrangements to participate in programs or activities are encouraged to contact Nancy Chartrand at 802-229-0389 or chartrand@cvregion.com at least 3 business days prior to the meeting for which services are requested.

29 Main Street Suite 4 Montpelier Vermont 05602
802-229-0389 E Mail: CVRPC@CVRegion.com

Central Vermont Regional Planning Commission

Transportation Advisory Committee (TAC)
Minutes
Tuesday, February 22, 2022

	Attendees:					
	Barre City	Vacant		X	Moretown	Joyce Manchester
X	Barre Town	Stephanie Magnan				Dara Torre, Alt
		Sebastian Arduengo, Alt			Northfield	Jon Ignatowski
X	Berlin	Robert Wernecke				Patrick Demasi, Alt
	Cabot	John Cookson		X	Orange	Lee Cattaneo
	Calais	David Ellenbogen		X	Plainfield	Bob Atchinson
X		Karin McNeill, Alt		X	Roxbury	Gerry D'Amico
	Duxbury	Alan Quackenbush		X	Waitsfield	Don LaHaye
		David Wendt, Alt.				Harrison Snapp, Alt
	E. Montpelier	Frank Pratt			Warren	Camilla Behn
	Fayston	Donald Simonini		X	Washington	Peter Carbee
	Marshfield	Robin Schunk		X	Waterbury	Steve Lotspeich
X	Middlesex	Ronald Krauth		X	Williamstown	Richard Turner
	Montpelier	Dona Bate			Woodbury	Chris Koteas
		Harold Garabedian, Alt		X	Worcester	Bill Arrand
	Staff:	Christian Meyer, Sam Lash				
	Guests:	Amanda Holland (VAOT)				

Chair Steve Lotspeich called the meeting to order at 6:35 pm.

Roll Call

- Roll was called and a quorum was present

Adjustments to the Agenda

- No adjustments to the agenda.

Public Comments

- No comments made.

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New Staff Introductions

- Sam Lash, the CVRPC Climate and Energy Planner, introduced herself to the committee. Sam will provide assistance for addressing climate change and Vermont's clean energy goals.

Review of Draft November Meeting Minutes

- Steve Lotspeich asked that several small corrections be made to the minutes for October and January. Staff updated the minutes. Richard Turner *moved that the minutes from January 25, 2022 be accepted as revised*. Don LaHaye seconded the motion. The motion passed unanimously. Robert Wernecke *moved that the minutes from October, 21 2021 be accepted as revised.* Joyce Manchester seconded the motion. The Motion passed unanimously.

Transportation demand management

- Staff gave a little background on transportation demand management, and how it is the process of providing a greater diversity of choice to all users of transportation infrastructure to provide greater flexibility to all users while reducing congestion and emissions. Staff continued that under the TPI work plan, staff are encouraged to complete a certain number of activities to support state goals. In the past this work has followed VTrans guidance. Staff wanted to open the subject to the greater TAC to explore opportunities for to broaden this work.
- Committee members shared their past experiences with TDM, focusing on how the work has often revolved around teaming up with larger employers to created ride share opportunities or encouraging the use of the Park and Ride lots.
- Robert Wernecke then pointed out that the pandemic has really brought remote working and meetings to the forefront as a viable alternative to driving, but the infrastructure is still lagging to provide equal service in remote areas where low bandwidth can be a restricting factor. Robert Wernecke continued that we also need to work on how we use the technologies at hand, as he has been in some meetings where the message is failing to be transmitted to the participants because of poor audio or other technical factors. Further musing on how can we improve on this process? Bob Atchinson voiced support for these points further underlining the need for the infrastructure in rural communities. Karin McNeill further questioned how the region perhaps could support improved hybrid meeting formats.
- Joyce Manchester brought up the generous subsidies that the state offers its employees for ride sharing or for using transit, adding that it might be a good idea to advertise those programs again once the impact of Covid begins to recede. Joyce Manchester then shifted the conversation to funding a regional level electric vehicle car sharing program, perhaps with grants, similar to the Local Motion E-bike Library. Karin McNeill brought up

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the Hitching Post concept that was getting underway in 2019 to encourage ride sharing. Based on a post with flags placed adjacent to the road at local hubs, individuals could flag a ride from a rural community into Montpelier and back again. Karin McNeill wondered how this could be reactivated.

- Karin McNeill then wondered what role cyclist safety improvements, particularly at rural intersections, could play in making biking a more attractive alternative to driving.
- Bob Atchinson asked about the MyRide ride hailing program in Montpelier and Berlin and staff gave a brief report on the current status of service and some its strengths, weaknesses and how it is being tweaked to improve service.

TAC Member Round Table

- Staff gave some updates and reminders on the Municipal Road General Permit, the forthcoming state solicitation for bridge projects, and the TPI planning study solicitation that will continue until March 8.
- Richard Turner reported that the new Park and Ride lot in Williamstown has been really well received. Discussions continued on Park and Ride Lots, touching on the new design of the Berlin lot.

Adjourn

- Robert Wernecke made the motion, seconded by Don LaHaye, *to adjourn*. By unanimous consent, the motion carried.

The Chair adjourned the meeting at 7:25 PM.

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Central Vermont Regional Planning Commission

MEMORANDUM

Date: March 22, 2022
To: Transportation Advisory Committee
From: Christian Meyer, Senior Planner
Re: TPI Transportation Study Selection

⌦ **ACTION REQUESTED:** Prioritize projects for study through CVRPC's Transportation Planning Initiative work program.

In February, CVRPC issued a Request for Proposals for transportation planning studies to be completed in spring and summer 2022. The solicitation letter is enclosed. It highlights the range of potential project eligible for study.

CVRPC received the following project ideas:

- Barre City - Berlin Street Traffic Calming Study and Implementation Plan
- Montpelier - State Street/Recreational Path Connection
- Waitsfield - Engineering Study to Identify/Develop Pedestrian Accommodation Options along Tremblay Road

We've encouraged representatives of the project to be available at the TAC meeting to briefly discuss their ideas and answer any questions the TAC may have. The TAC's role is to prioritize the projects for funding.

Enclosed please find the completed project submission forms from each municipality and a template scoring matrix with the criteria identified in the solicitation. The scoring matrix is for individual use but will not directly play into the project selection process.

Based on TAC prioritization, staff will work with the sponsor of the highest priority project to refine/define the scope. Staff will then solicit proposals from consultants.

29 Main Street Suite 4 Montpelier Vermont 05602
802-229-0389 E Mail: CVRPC@CVRegion.com

Central Vermont Regional Planning Commission

Date: February 1, 2022

To: Municipal Officials and Interested Parties

From: Christian Meyer, Senior Planner

Re: Request for Project Proposals for Transportation Planning and Studies

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The Central Vermont Regional Planning Commission (CVRPC) is requesting proposals for transportation planning studies to be completed during the spring and summer of 2022. Help us make getting around easier, safer, and more convenient for everyone by contributing your ideas. Proposals are due **March 8, 2022.**

CVRPC will complete transportation special projects and studies using funding from the Vermont Agency of Transportation's Transportation Planning Initiative. Project work will need to be completed between May and September 30, 2022, therefore limiting the scope of work that can be completed in this short time. Project estimates should not exceed $30,000 without prior staff coordination. Inter-municipal and regional projects will be prioritized. These funds are meant to facilitate planning that will help shape future capital improvements; however, we are unable to fund construction directly. Potential projects might include, but are not be limited to:

- rail, transit, park & ride, airport and bicycle/pedestrian/trail studies,
- road surface, sign, culvert/bridge, road, erosion, & sidewalk inventories,
- intersection improvements,
- infrastructure resilience improvements,
- roadway corridor or freight studies,
- traffic calming planning,
- traffic circulation analysis,
- transportation asset management planning,
- transportation capital planning,
- applying green infrastructure to streets,
- multi-town road improvement plans,
- active transportation plans,
- streetlight or traffic signal analysis,
- Complete Streets practices,
- transportation user surveys,
- Safe Routes to School planning,
- transportation-related energy audits,

Project ideas should be submitted in writing to Christian Meyer, senior planner, meyer@cvregion.com by **March 8, 2022** using the project idea form. Each submission will be reviewed and prioritized by CVRPC's Transportation Advisory Committee (TAC) at its March 22, 2022 meeting. Project work begins May 2022.

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Projects will be reviewed based on the following criteria:

- impact on the region at large,
- impact on public health and safety,
- support of regional and state energy and climate goals,
- positive impact on efficiency or reducing operating and maintenance expenses,
- consideration of minority and/or low-income populations,
- support of economic develop goals,
- continuity with adopted plans, studies, or an ongoing phased project,
- suitability for TPI funding.

The CVRPC provides planning and technical assistance in the areas of community development, transportation, natural resources, housing, economic development, and emergency management to 23 municipalities in Central Vermont, including all of Washington County and Orange, Washington, and Williamstown in Orange County. The collaboration between CVRPC, Central Vermont municipalities, and other related resource agencies results in the development and implementation of plans that support sustainable development and improve the region's environment and quality of life. For more information about the CVRPC, please visit www.centralvtplanning.org.

TPI Funded Transportation Planning Project/Study Idea Form
Due: March 8, 2022

The purpose of this form is to help interested parties provide the CVRPC staff and members of the TAC with the needed information to prioritize proposals for regional funding. Each proposal shall be described in a separate form. Prospective applicants are encouraged to contact Christian Meyer to discuss any questions regarding the completion of this form or funding opportunity (802-229-0389; meyer@cvregion.com).

Person or committee submitting:	Transportation Advisory Committee, Chair Michael Hellein
Municipality/Organization	Barre City
Contact Email:	barre@helle.in
Contact Phone #:	802-503-1199
Date:	03/02/2022

1. Project Name:
   Berlin Street traffic calming study and implementation plan

2. Project Location
   Berlin Street in Barre City, between Stevens Branch and Smith Street

3. Please describe the proposed planning work and what it will accomplish:
   The study will involve community outreach, including a series of site visits, to determine the needs of residents and businesses. The planning process will seek to lessen the negative impact of the more than 5000 vehicles that travel this neighborhood street daily. The planning work will deliver a design for low-cost permanent and temporary interventions to serve as a demonstration project to guide future investment in pedestrian safety and neighborhood quality of life.

4. Why is the proposed planning work needed?
   As noted in 3 above, this street receives a high volume of traffic for its scale. Residents of this densely settled neighborhood have advocated for changes to this street for some time, and are frustrated by the lack of action. Providing this planning work will address the primary barrier to action by our Public Works department, as our staff doesn't have available resources to undertake the necessary planning, but have been quick to make physical changes when the requirements are clarified by design.

5. Estimated Cost

$20,000

6. Projects will be reviewed based on, but not limited to, the following criteria. Please explain how your proposal fits into this framework.

    a. How will the study benefit the region at large?
    This pilot project will benefit regional municipalities by serving as an example of incremental traffic calming in an urban context.

    b. Will the study impact public health and safety? If so, how?
    Traffic calming on Berlin Street will increase safety of drivers and pedestrians by reducing vehicle speeds. Pedestrians will be safer at the several crossings present on these blocks due to reduced vehicle speeds and designs that draw driver attention to pedestrian areas. Residents of the affected neighborhood will be safer and more comfortable walking and biking to local recreation sites, encouraging increased use of active modes of transportation.

    c. How will the proposed study support regional and state energy and climate goals?
    This traffic calming demonstration project is restores a crucial link in Barre City's pedestrian network, and the more we are able to provide safe and accessible walking infrastructure, the fewer vehicle trips are required to take advantage of local amenities.

    d. What impact will the study have on improving efficiency or reducing operating and maintenance expenses?
    A street that is safe by design puts less of a burden on ambulance and police services. If stormwater management is part of the final permanent implementation, traffic calming landscape elements can also reduce runoff and flooding in this low-lying area adjacent to Stevens Branch.

    e. How will the study support the inclusion of minority and/or low-income populations?
    Residential development in this neighborhood is primarily on the North side of Berlin Street. Residents of this Census Block, FIPS 500239552006, are 71% low income (98th percentile for Vermont) and 24% age 65 or older (78th percentile for Vermont) according to the EPA's Environmental Justice Screening and Mapping Tool. People spend more time walking or congregating on a safe street, and everyone who uses the street or lives nearby benefits from this public activity.

    f. How will this project support economic develop goals?
    Current vehicle traffic creates significant negative consequences for Berlin Street, depressing property values and investment in the neighborhood. Traffic

calming and creating a more inviting walking environment will have a transformative impact on the perception of the neighborhood.

g. Does the study contribute to the implementation of an adopted plan or study, or an ongoing phased project? If so, how?
Barre City's 2020 Municipal Plan says of this neighborhood: "Given the residential density of this neighborhood, improved access to parks and pedestrian/bicycle routes is important." This planning is an important step toward that goal, and these blocks of Berlin Street connects to a completed section of bike path on Smith Street.

h. Why is this project best suited for funding under the TPI?
This project is well suited for TPI funding because it seeks to address problems residents have raised directly to Barre City's Transportation Advisory Committee, and our barrier to addressing resident concerns is available planning resources.

7. Is the completed work needed by a certain date? If so when?
It would be ideal to schedule work for improvements to Berlin Street during this construction season, but no date is a clear cut-off.

8. How will the findings of the study be implemented? What types of funding or grant programs might be available for implementation?
Currently, funding is expected to come from Barre City's capital budget for streets and sidewalks.

TPI Funded Transportation Planning Project/Study Idea Form
Due: March 8, 2022

The purpose of this form is to help interested parties provide the CVRPC staff and members of the TAC with the needed information to prioritize proposals for regional funding. Each proposal shall be described in a separate form. Prospective applicants are encouraged to contact Christian Meyer to discuss any questions regarding the completion of this form or funding opportunity (802-229-0389; meyer@cvregion.com).

Person or committee submitting:	Corey Line, Montpelier Department of Public Works
Municipality/Organization	City of Montpelier
Contact Email:	Cline@montpelier-vt.org
Contact Phone #:	802-262-6272
Date:	3/7/2022

1. Project Name: Montpelier State Street/Recreational Path Connection

2. Project Location: In the area of #52 - #64 State Street in Montpelier.

3. Please describe the proposed planning work and what it will accomplish:
   This project will study the potential for a pedestrian connection between State Street and the Montpelier Recreation Path. The proposed planning work will include compiling existing conditions data, collecting public input, and developing conceptual alternatives with preliminary cost estimates.

4. Why is the proposed planning work needed?
   This project, if constructed will improve access between the Montpelier downtown and the Central Vermont Region. This study will take into account existing conditions and potential constraints while providing the City's governing body and staff options for how to proceed with this connection. Currently there is no connection between State Street and the recreation path. The City planned to make this connection as part of a parking garage/hotel project however that project will not be constructed and we are interested in making the connection as a standalone project.

5. Estimated Cost: $30,000

6. Projects will be reviewed based on, but not limited to, the following criteria. Please explain how your proposal fits into this framework.

    a. How will the study benefit the region at large?
    The Montpelier Recreation Path is also considered part of the Central Vermont Regional Path and the Cross Vermont Trail. This project would improve connectivity from the downtown to a regional multi-use path.

    b. Will the study impact public health and safety? If so, how?
    This connection would promote recreational activity by connecting the Montpelier downtown with a regional path. By creating an off-street facility cyclists can also bypass Main Street, for direct access to Barre Street and Shaws, thereby eliminating the need to travel along this busy arterial and encouraging more trips by modes of active transportation. Furthermore, providing an off-street facility would eliminate the need for pedestrians or cyclists to use sidewalks which intersect with numerous driveways and alleys, eliminating potential conflicts with vehicles and creating a safer route.

    c. How will the proposed study support regional and state energy and climate goals?
    This study will help provide a more complete, interconnected pedestrian and cycling network which improves walking and bike access and helps eliminate the number of motor vehicle trips. This reduces the amount of greenhouse gas emissions which is a focus of Vermont's energy and climate goals.

    d. What impact will the study have on improving efficiency or reducing operating and maintenance expenses?
    The study will not impact efficiency or operating and maintenance costs.

    e. How will the study support the inclusion of minority and/or low-income populations?
    The project aims to improve non-vehicular infrastructure in the designated downtown which benefits all users, particularly those with limited access to a car. The location of the proposed connection would be located a few hundred feet from an affordable housing development at #1 Taylor Street as well as affordable housing units at #40 Main Street. Both developments are managed by Downstreet Housing and Community Development.

    f. How will this project support economic develop goals?
    Montpelier's Economic Strategic Plan references the need to compete as a "Superior Quality Location" in Central Vermont and identifies providing adequate infrastructure for development as a critical factor. This includes infrastructure related to foot, bike, and auto transportation, which is a focus of this project.

g. Does the study contribute to the implementation of an adopted plan or study, or an ongoing phased project? If so, how?
The project would be part of a phased redevelopment taking place in this area. The City completed construction of a transit center/affordable housing complex in the immediate area approximately 2 years ago and completed the recreation path approximately 1 year ago. The City now plans to construct a new park with river access on the eastern portion of the same parcel, which this project would directly serve.

h. Why is this project best suited for funding under the TPI?
This study would be directly related to the construction of a new pedestrian amenity in the immediate vicinity of multiple affordable housing developments. This project also includes connectivity to a regional multi-use path. Also funding the project under the TPI and having the RPC manage the work would allow for this project to be completed when available City staff time is limited.

7. Is the completed work needed by a certain date? If so when?
The City would like to construct this connection in coordination with the construction of the new park which is scheduled to begin in 2023. Completing this study before October '22' would give the City time to select a preferred alternative and address any outstanding items necessary to construct the project. Also this timing would allow the City to program any necessary local funding as part of our fiscal year '24' budget.

8. How will the findings of the study be implemented? What types of funding or grant programs might be available for implementation?
The study will be used to select and alternative and advance toward construction of the project. It is not known yet what funding sources would be used. The City may elect to use local capital funding or pursue grant funding through the Transportation Alternative Program or VTrans Bike/Ped Program.

TPI Funded Transportation Planning Project/Study Idea Form
Due: March 8, 2022

The purpose of this form is to help interested parties provide the CVRPC staff and members of the TAC with the needed information to prioritize proposals for regional funding. Each proposal shall be described in a separate form. Prospective applicants are encouraged to contact Christian Meyer to discuss any questions regarding the completion of this form or funding opportunity (802-229-0389; meyer@cvregion.com).

Person or committee submitting:	Annie Decker-Dell'Isola, Town Administrator
Municipality/Organization	Town of Waitsfield
Contact Email:	townadmin@gmavt.net
Contact Phone #:	(802) 496-2218 ext. 5
Date:	March 8, 2022

1. Project Name:
    a. Engineering study to identify/develop pedestrian accommodation options along Tremblay Road

2. Project Location:
    a. Tremblay Rd, Waitsfield

3. Please describe the proposed planning work and what it will accomplish:
    a. Engineering study to identify/develop pedestrian accommodation options along the length of Tremblay Rd (.81 mile, paved, AADT: 700-800). Tremblay Rd. is overdue for striping. As such, the timing is appropriate to evaluate pedestrian safety options, such as fog lines with tightened travel lanes or creation of an advisory shoulder, prior to striping taking place.
    b. This project could serve as a pilot for how Waitsfield (and other municipalities) can accommodate pedestrians on minor paved roads.

4. Why is the proposed planning work needed?
    a. Tremblay Rd serves as a connector for the north end of Waitsfield. It also provides direct access to approximately 75 single family residences, including Verdmont Mobile Home Park. As such, it serves the needs of vehicles as well as pedestrians and bicycles. While there's a long-standing history of pedestrian traffic on this road, an off-road walking path is proposed along the far edge of the adjacent Spaulding Farm (2022-23), incorporating trailheads on each end of Tremblay Rd. As such, Tremblay Rd. will serve as a key connector for the proposed walking route. This will likely increase pedestrian load along Tremblay Rd.

5. Estimated Cost
    a. $15k - 25k (based on consultation with Christian Meyer, CVRPC & Pat Travers, GPI).

6. Projects will be reviewed based on, but not limited to, the following criteria. Please explain how your proposal fits into this framework.
    a. How will the study benefit the region at large?
        i. Pedestrian/bicycle accommodation on municipal roads is a perennial challenge. Addressing high rates of vehicle speeds and accommodating active transportation is a regular discussion point in the MRV (detailed in numerous Valley Reporter articles in recent years). This project could serve as a pilot for how municipalities can accommodate pedestrians on minor paved roads.
        ii. The development of a "Minor On-Road Connection" along Tremblay Rd. will implement a key piece of the MRV Moves Active Transportation Plan.

    b. Will the study impact public health and safety? If so, how?
        i. Yes. The proposed engineering study will identify pedestrian accommodations for this popular municipal road. The Town of Waitsfield is poised to implement solutions to this long-standing conflict between vehicles and pedestrians; this study will provide the findings necessary to enable their implementation.

    c. How will the proposed study support regional and state energy and climate goals?
        i. The proposed study will provide the guidance necessary for the Town of Waitsfield to better accommodate pedestrians and bicycles along the length of Tremblay Rd. In doing so, the resultant enhanced infrastructure will support pedestrian and bicycle travel, reducing reliance on transportation energy and single occupancy vehicles trips.

    d. What impact will the study have on improving efficiency or reducing operating and maintenance expenses?
        i. The proposed project will support bicycle and pedestrian activity, reducing reliance on single occupancy vehicles and their related operating and maintenance expenses.

    e. How will the study support the inclusion of minority and/or low-income populations?
        i. The project directly serves Verdmont Mobile Home Park, accessed from Tremblay Rd, which hosts 29 mobile homes in a development managed by Downstreet Housing & Community Development. The proposed Spaulding Farm path loop, which will intersect with Tremblay Rd., directly serves Verdmont Mobile Home Park.

f. How will this project support economic develop goals?
    i. This project supports pedestrian and bicycle activity, key components of the local economy (as established in the 2014 MRV Economic Study).

g. Does the study contribute to the implementation of an adopted plan or study, or an ongoing phased project? If so, how?
    i. The project implements a “Minor On-Road Connection” identified for the length of Tremblay Rd detailed in the MRV Moves Active Transportation Plan’s Future Opportunities Map.

h. Why is this project best suited for funding under the TPI?
    i. TPI is a great fit for this project’s limited scope (.81 mile municipal road), short-duration (poised for municipal implementation of study results in 2022-23), and replicability of result (there are many paved municipal roads with similar challenges). In addition, the Town of Waitsfield sees the TPI as filling the important information and engineering gap that lies between municipal desires (as laid out in the MRV Moves Plan) and implementation.

7. Is the completed work needed by a certain date? If so when?
    a. The Town of Waitsfield is looking to re-stripe Tremblay Rd. either in 2022 or 2023. As such, having results of the engineering study before the end of this construction season is ideal.

8. How will the findings of the study be implemented? What types of funding or grant programs might be available for implementation?
    a. The Town of Waitsfield has budgeted and planned to re-stripe Tremblay Rd. in 2022, as it is already overdue (was planned for 2021, but delayed due to nationwide paint shortage). Previously secured municipal funds will cover future striping efforts. If the study identifies larger and more costly implementation strategies, the Town would consider budgeting for such and/or explore applying to the VT Bicycle & Pedestrian Program.

TPI Study Scoring Matrix

Criteria	**Project 1 (Rating 0-2)**	**Project 2 (Rating 0-2)**	**Project 3 (Rating 0-2)**
Regional Impact			
Public Health and Safety			
Energy and Climate Goals			
Efficiency and Maintenance			
Environmental Justice and Equity			
Economic Development Goals			
Relation to Adopted Plans and Phased Projects			
Availability of Other Funding			
Total Score			

Central Vermont Regional Planning Commission

MEMORANDUM

Date: March 22, 2022
To: Transportation Advisory Committee
From: Christian Meyer, Senior Planner
Re: CVRPC FFY 2022 TPI Adjustment 1

⌦ **ACTION REQUESTED:** Approve the proposed FFY22 Transportation Planning Initiative (TPI) budget adjustment.

Summary

CVRPC is proposing to adjust its Federal Fiscal Year 2022 Transportation Planning Initiative (TPI) Work Program budget tables. While the work program will remain largely unchanged, CVRPC is revising its proposed budget to better incorporate consultant led studies and the addition of planning technicians for summer field work. Other adjustments to the distribution of hours among staff have been made to account for each staff member's current workload.

Staff would like to point out potential vulnerability in this budget to future revision. CVRPC, as well as other RPC's across the state, have encountered difficulty procuring consultant services to undertake the kind of small planning studies CVRPC is able to fund under the TPI. If CVRPC is unable to procure a qualified consultant to execute the proposed studies, the work may be shifted back onto staff or toward other initiatives in order to fully utilize the region's transportation planning resources. In these scenarios, a follow-up budget adjustment will be required for review by this committee.

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The following is a summary of budget adjustments by task:

Task	Task Description	Approved Amount	Amended	Difference
Task 1	Administration	$23,813	$24,816	$1,003
Task 2	Public Participation & Coordination	$32,552	$23,687	($8,864)
Task 3	Long Range Transportation Planning	$30,932	$19,181	($11,751)
Task 4	Short Range Transportation Planning	$122,898	$154,123	$31,226
Task 5	Project Development Planning	$25,390	$15,575	($9,815)
Task 6	Municipal Roads General Permit (MRGP) Support	$3,416	$1,617	($1,799)
Task 7	Other Planning Activities	$0	$0	$0

CENTRAL VERMONT REGIONAL PLANNING COMMISSION
FFY 2022 Transportation Planning Initiative

Federal Fiscal Year: October 1, 2021 to September 30, 2022

Approved by: TAC __/__/__; Executive Committee _____/__/
Note: Changes are depicted in **bold** text.

EXHIBIT 1: WORK PROGRAM

Purpose and Summary

This document describes the Central Vermont Regional Planning Commission (CVRPC) Transportation Planning Initiative (TPI), Federal Fiscal Year 2022 Work Program. The transportation program is continually adapted to meet the needs of our 23 municipalities, the region at large, and the work tasks developed cooperatively with the Vermont Agency of Transportation. This work program is a summary of work tasks with more specific work scope and schedule guidance being provided by VTrans and/or our member communities. Implicit in this agreement is that CVRPC staff will hold themselves to a professional standard and seek training opportunities in all relevant transportation and planning related topics. The regional transportation planning program is intended to achieve the following goals:

1. Enhance cooperative decision-making among state, regional, and local partners about the transportation system.
2. Better connect federal, regional, and statewide transportation planning.
3. Provide technical assistance to municipalities and expand their ability to implement transportation planning best practices.
4. Deliver results that advance VTrans strategic and long range transportation plans.

Under the CVRPC TPI Work Program, regional staff create of the Transportation Element of the Regional Plan, facilitate the prioritization of VTrans projects, engage municipalities in the VTrans planning processes, provide transportation planning services to municipalities, transmit local input into state planning processes, and study transportation problems.

The current Work Program continues the above activities. In addition, activities have been added to strengthen the transportation/land use linkage, assist municipalities to plan for a resilient transportation system, and plan for Clean Water initiatives.

This work program is presented under seven tasks, each corresponding to the VTrans FFY 2022 TPI guidance materials and direction from VTrans. The narrative for each task includes a description of the proposed goals, objectives, and activities to be undertaken the resulting products.

TASK 1. PROGRAM ADMINISTRATION

Objective:

To administer the TPI, funded by the U.S. Department of Transportation Federal Highway Administration, transportation funds appropriated by the Vermont Legislature, Vermont Agency of Commerce and Community Development Municipal & Regional Planning Fund, and CVRPC's member municipalities, and conform to all applicable federal and state laws, regulations and guidance.

Included are the following activities:

1. hire, train, and supervise staff, and hire, supervise, and evaluate consultants as necessary to undertake the work program.
2. prepare and update policies and procedures to maintain compliance with state and federal laws, procedures, and requirements.
3. work cooperatively with VTrans in an evaluation of the overall program to define strengths and deficiencies in meeting the objectives as defined in the VTrans/CVRPC agreement for services.
4. participate in a commission-wide audit, in conjunction with other CVRPC programs and in conformance with federal standards.
5. develop work plans and budgets and participate in the mid-year review process.
6. conduct financial and progress reporting to meet federal and VTrans requirements, such as preparation of monthly billings, monthly progress reports, and weekly status reports regarding work accomplishments and financial status.
7. develop an indirect cost proposal.
8. purchase supplies, equipment (traffic counter), and software directly related to TPI activities and necessary to complete the work program; repair and maintain equipment as necessary.
9. complete annual TPI and VAPDA performance reporting.
10. attend monthly TPI meeting.
11. complete training to enhance knowledge and skills specific to transportation planning best practices.

Personnel: Executive Director, Office Manager, Senior Planners, Planners

Products: Administrative activities will be ongoing throughout the agreement period. Specific products will include procurement documentation, monthly invoices, progress reports, an annual audit report, indirect cost proposal, related proposals, subcontracts, work programs, budgets, updated policies, and the CVRPC FY22 Annual Report and VAPDA SFY2022 Annual Report that includes transportation performance measures.

TASK 2. PUBLIC PARTICIPATION AND COORDINATION

Objective:

To ensure that the public, business owners, and other stakeholders have the opportunity to participate in the regional transportation planning process both individually and through their locally elected officials. Additionally, this task shall support a regional approach to transportation planning, promoting cooperation, coordination and the exchange of information across modes, providers and jurisdictional boundaries.

Included are the following activities:

1. coordinate transportation planning activities with adjacent regional commissions, public transit providers, economic development agencies, human service providers and advocates, housing organizations, VTrans, and other organizations.
2. publish and advertise informational materials regarding activities of the Regional Transportation Planning Program and related VTrans planning efforts. Media can include newsletters, website and social media content, and other materials to enhance understanding of the planning process, evaluation of needs, and development of transportation solutions.
3. meet regularly with VTrans staff to discuss the development, implementation and progress of programs and activities of interest to the region's member municipalities.
4. monitor the development of legislation affecting local and regional transportation; communicate information as appropriate.
5. coordinate and facilitate the Central Vermont Transportation Advisory Committee (TAC) and coordinate its activities with local officials, groups, and other regional TACs and its involvement in statewide modal and policy plans.
6. coordinate, facilitate, and provide technical support for quarterly road foreman roundtables.
7. solicit public participation in the planning process, including sponsor and convene informational meetings and public hearings (such as annual STIP/Capital Program hearings) and coordinate and participate in VTrans-sponsored events.
8. engage the public in the identification of transportation problems and solutions.
9. participate in the update and implementation of current VTrans plans by facilitating public input through forums, public meetings, and other engagement tools as appropriate.
10. serve on various transportation-related task forces and study committees.
11. attend meetings of local boards and commissions on transportation related topics including safety improvements, capital planning, infrastructure planning, etc.
12. provide outreach and assistance to municipalities in integrating good access management practices into local plans, regulations, and ordinances.
13. conduct outreach to municipalities on adoption and use of Town Road and Bridge Standards and how they relate to the Emergency Relief Assistance fund reimbursement.

14. engage the public in the Regional Plan update as it pertains to various modes of transportation, goals for transportation planning, and future transportation needs.
15. participate in emergency management training and activities to support a resilient transportation system.
16. monitor current transportation projects by reviewing the five year VTrans Capital Program and Project Development Plan, and the STIP.
17. obtain in-house reference materials, such as periodicals, manuals and textbooks, on transportation planning, engineering, and related topics, for use by staff, local officials and the public.
18. participate and coordinate Travel Demand Management initiatives to meet the needs of Central Vermont, including participating, coordination and outreach as part of the Way to Go! Challenge.
19. coordinate with Vermont Local Roads to support training opportunities and technical assistance to town.
20. assist VTrans in their analysis of equity in the existing transportation programs and development of the Transportation Equity Framework Legislative Report.
21. participate in the update of the 2021-2025 Strategic Highway Safety Program
22. coordinate the region's participation in the VTrans Aviation Program, including participation in State Aviation Council meetings and exploration of a State Airport Committee for the Edward F. Knapp Airport.

Personnel: Executive Director, Office Manager, Senior Planners, Planners, Assistant Planner, Planning Technician

Products: Public participation and outreach activities will be ongoing throughout the agreement period. Specific products will include meeting announcements and minutes, written recommendations and correspondence as appropriate, the newsletter, a written report regarding the Way to Go! Challenge planning efforts.

TASK 3. LONG RANGE TRANSPORTATION PLANNING

Objective:

Integrate regionally identified multi-modal transportation needs identified by existing and future land use patterns, socioeconomic characteristics and trends, environmental challenges and other driving factors into regional and local plans and solutions. Furthermore, under this task CVRPC shall integrate the goals identified in the 2040 Vermont Long Range Transportation Plan in regional long range planning. Pursuant 24 V.S.A. § 4302, state agencies are responsible for supporting and reinforcing Vermont's historic settlement pattern of compact village and urban centers separated by rural countryside, under this task transportation planning activities should be considered through this lens.

Included are the following activities:

1. maintain, distribute, and verify through local officials and business/community leaders future land use, demographic, and transportation network characteristics.
2. continue to incorporate transportation planning into the Regional Plan with expected completion in FFY23.
3. conduct outreach to local officials and the public on, and participate in, State modal and other transportation planning.
4. participate in working groups, steering committees, and/or advisory committees of VTrans-managed planning projects, such as acting as a technical advisor.
5. participate in work groups and committees and conduct outreach to local officials and the public on environmental policy and planning items.
6. participate in Corridor Management Planning efforts to integrate local and regional perspectives.
7. coordinate intermodal, multimodal, and freight transportation planning activities, including bike/pedestrian systems planning.
8. coordinate inter-regional efforts, such as clean water planning for inter-regional roads.
9. Coordinate inter-regional efforts, such as the Scenic Byways Program, public transit, and others.
10. integrate, and assist municipalities to integrate, the results of the statewide analysis and Transportation Resilience Planning Tool (TRPT) into regional and local plans and planning efforts.
11. provide technical support to assist municipalities with municipal plan updates, zoning ordinances, subdivision regulations, highway ordinances, and other transportation-related documents or ordinances.
12. provide planning, technical assistance, and grant management support as needed for communities participating in the Better Connections program.
13. develop and implement analytical methods to identify gaps in the connectively of the transportation system.
14. identify transportation opportunities and challenges in meeting State land use planning goals.
15. develop and maintain statistics and GIS data and analyses used to support transportation planning and project development, such as 2020 Census data.
16. identify wildlife corridors, roadway barriers and crossings, and other environmental transportation connections.
17. update the transportation element of the Central Vermont Regional Plan, including a program for the implementation of the Regional Plan's transportation objectives.
18. work with municipalities to improve bicycle and walking conditions through planning, zoning and the use of ‘complete streets’ concepts.

Personnel: Executive Director, Office Manager, Senior Planners, Planners, Assistant Planner

Products: Updates to the Regional Plan; GIS coverages/maps (updated base, land use, transportation network, associated transportation data, GIS updates of long-range plan maps); Project related products as applicable.

TASK 4. SHORT RANGE TRANSPORTATION PLANNING

Objective:

Address specific needs in smaller areas such as downtowns, commercial areas or schools and develop recommendations in greater detail than typically provided in long range planning work.

1. review and provide recommendations on transportation elements of municipal plans and assist municipalities to develop transportation capital improvement plans.
2. assist communities participating in the planning aspects of Transportation Alternatives, Byway, Bicycle/Pedestrian, Better Connections, discretionary, and other grant programs and in regional bicycle and pedestrian initiatives, such as the Cross Vermont Trail, Central Vermont Path, and Mad River Path.
3. assess transportation problems on regional corridors, conduct feasibility studies, cost-effectiveness studies, origin/destination and capacity studies and evaluate specific transportation problems including safety inventories and audits.
4. review transportation issues and impacts of proposed development projects with impacts to the regional transportation system, and provide technical assistance to municipalities for transportation impact review of local development projects as necessary to strengthen local transportation planning.
5. provide technical assistance for resiliency planning and implementation.
6. conduct traffic monitoring by maintaining current data for major roads and problem areas, and by responding to local requests.
7. conduct traffic, parking space, bicycle and pedestrian, turning movement, and park and ride counts.
8. update information on dedicated On-Road Bicycle Facilities
9. assist municipalities to plan for Complete Streets, and conduct a municipal complete streets implementation inventory.
10. assist municipalities to inventory, assess, plan for, and manage local transportation systems by conducting municipal road, culvert, bridge, ditch, roadway sign, and bicycle and pedestrian infrastructure inventories and assessments, road erosion assessments, tree inventories, and by supporting development and maintenance of road surface management systems, municipal road stormwater management plans, and capital improvement plans. This work will, in part, assist towns in applying for Municipal Road General Permits and complying with the Vermont

Clean Water Act.

11. participate in public transit planning, including collaboration on the Montpelier micro-transit project, MyRide, and the assessment of an expanded on demand service into Barre City, update of Transit Development Plans, coordination of human service needs with transportation options, monitoring changes of transit systems in the region, updating transit mapping, and maintaining an inventory of public transit bus stops.
12. support enhancement of Human Services Transportation Coordination, including enhancement of the Regional Elders and Persons with Disabilities Advisory Committee, serving on the Public Transit Advisory Committee (PTAC) and public transit boards (serve as Chair of the Green Mountain Transit Board), continuing to provide technical support to regional public transit providers, advisory groups, and groups working to identify and fill transportation gaps for the public and underserved populations (Green Mountain Transit, Rural Community Transportation, Mad River TAC, THRIVE Transportation Collaborative Action Network), and participating in activities as necessary; continue to serve on Boards and committees to act as a liaison between providers and local needs.
13. participate and coordinate efforts with VTrans, GMT, and communities to develop travel demand management measures.
14. support Safe Routes to School efforts as needed by increasing awareness and participation of schools and municipalities with the program, assisting with updating School Travel Plans, collecting traffic data to support school travel plans, and serving as a member of regional expert panels available to help schools with their local programs.
15. participate in the Systemic Local Road Safety Program and Road Safety Audit Reviews.
16. participate in and support the VTrans Town Road Surface Data Verification. This task is to include using existing data to identify surface types on Class 2, 3 and 4 town highways.
17. participate in the pilot Intermodal Rail Access Planning by gathering existing data, coordinating with municipalities and other rail stakeholders to identify priority rail supportive locations, and transmit priority locations to partner organization for further promotion.
18. assist interested municipalities apply demonstration project in the roadway to evaluate their effectiveness in at improving walking, bicycling, transit access, public spaces, and traffic flow
19. Assist municipalities and non-profits with transportation planning grant programs and initiatives. Assist municipality to manage a transportation-related planning grant only if the RPC is not being paid through that grant.
20. Northfield Town Forest Access and Route 12 Crosswalks Feasibility Study: Implement the recommendations from the Northfield Ridge, River and Routes Study by studying new crosswalks along Route 12 and how to best improve access to the trail network within the town forest. This feasibility study will assess alternatives for each piece of the study and will deliver concept plans for the preferred alternatives to the town. The study is to be undertaken using consultant services and is budgeted for $20,000 in FFY21 TPI funds. The study is expected to begin in FY21 but will continue into FY22.
21. **Acquire qualified consulting services to undertake transportation feasibility studies within the region as prioritized by the CVRPC TAC.**

Personnel: Executive Director, Senior Planners, Planners, Assistant Planner, Planning Technician, Consultant/Contract staff as needed

Products: Municipal Plan updates; Traffic, parking space, bicycle and pedestrian, and turning movement counts; Sufficiency rating data on VTrans identified miles of municipal highway major collectors; Complete Streets implementation inventory; Municipal transportation system inventories, assessments, and capital plans; Nominations and mapping of high hazard locations and programmatic corridors to the HRRR Program; Updated school area infrastructure maps and/or School Travel Plans developed for SRTS Program as needed; at least four quarterly E&D Committee meetings held in accordance with Vermont Open Meeting Law; E&D Committee work plan; FFY20 E&D Rider Survey respondents follow up; attendance at E&D Summit; Welcome packet for new E&D riders/clients; Northfield Town Forest Access and Route 12 Crosswalks Feasibility Study; Other products as applicable.

TASK 5. PROJECT DEVELOPMENT PLANNING

Objective:

Evaluate recommendations for capital projects identified through the long and short-term planning processes in greater detail. Project development activities provide continuity between planning and implementation and provide a framework for on-going public participation as specific design alternatives, costs and impacts are explored. Establishing regional priorities for transportation projects is also a critical step because it ensures that regional goals are incorporated into project funding decisions and the implementation schedule.

Included are the following activities:

1. identify local issues that relate to scoping analysis, and conduct feasibility and location studies.
2. facilitate public participation during scoping analysis and the project development process, and participate in public meetings.
3. prioritize VTrans projects and evaluate conformance with the Regional Plan; implement the Vermont Project Selection Prioritization Process (VPSP2), including the development of regional priorities, as directed by VTrans and adapt CVRPC's regional process as needed. Provide input into the VPSP2 as needed.
4. work with Central Vermont municipalities to identify regional priorities for inclusion in the VPSP2 and assist with the completion of qualification sheets for new projects.
5. assist and review transportation projects that can be funded outside the statewide prioritization system, such as Transportation Alternatives, Bicycle and Pedestrian, and other locally or regionally managed projects.
6. provide input on draft New Project Summaries and provide regional and local context and supplemental plans.
7. provide outreach, assistance, and coordination for accelerated and high impact projects,

participate in meetings, and provide assistance to municipalities as needed.

8. provide outreach to identify road diet projects and coordinate municipal education and participation.

Personnel: Executive Director, Senior Planners, Planners, Assistant Planner, Consultant/Contract staff as needed

Products: Regional project prioritization list and map; scoping and feasibility studies as applicable; New Project Summaries input; Project assistance as applicable.

TASK 6. MUNICIPAL ROADS GENERAL PERMIT (MRGP) SUPPORT

Objective:

Support municipal partners implement their Road Stormwater Management Plan

1. Engage in outreach and education efforts in coordination with DEC and VTrans staff and assist municipalities undertaking roadway erosion inventories, prioritization of needs and developing capital plans
2. Track and report all funds spent related to this task
3. Assist in making ANR guidance available to municipalities

Personnel: Executive Director, Senior Planners, Planners.

Products: Report of funds spent related to this task.

TASK 7. OTHER PLANNING ACTIVITIES

None.

CENTRAL VERMONT REGIONAL PLANNING COMMISSION
FFY 2022 Transportation Planning Initiative
March 2022

Exhibit 2: Budget Detail by Task Category

Task	Task Description	Agreement Amount
Task 1	Program Administration	$24,816
Task 2	Public Participation and Coordination	$23,687
Task 3	Long Range Transportation Planning	$19,181
Task 4	Short Range Transportation Planning	$154,123
Task 5	Project Development Planning	$15,575
Task 6	Municipal Roads General Permit (MRGP) Support	$1,617
Task 7	Other Planning Activities	$0
Total		**$238,999**

Exhibit 3: Budget Detail by Expense Category

RPC Staff Position	Rate SFY22	Total Hours	Total Cost
Executive Director	$61.04	273	$16,664
Senior Planner (TR)	$40.90	970	$39,673
Senior Planner (GIS)	$43.87	10	$450
Senior Planner (LU)	$38.34	49	$1,879
Senior Planner (NR)	$39.33	2	$79
Planner (CC)	$28.47	2	$57
Planner (GIS)	$39.87	537	$21,410
Planner (EM)	$30.53	36	$1,084
Assistant Planner (LU)	$26.90	4	$108
Office Manager	$35.33	25	$883
Planning Technician	$19.22	293	$5,624
Total		**2,200**	**$87,909**

Indirect Costs	**106.97%**		
RPC Staff Position	**of Hourly Rate**	**Total Hours**	**Total Cost**
Executive Director	$65.29	273	$17,825
Senior Planner (TR)	$43.75	970	$42,438
Senior Planner (GIS)	$46.93	10	$481
Senior Planner (LU)	$41.01	49	$2,010
Senior Planner (NR)	$42.07	2	$84
Planner (CC)	$30.45	2	$61
Planner (GIS)	$42.65	537	$22,902
Planner (EM)	$32.66	36	$1,159
Assistant Planner (LU)	$28.77	4	$115
Office Manager	$37.79	25	$945
Planning Technician	$20.56	293	$6,015
Total		**2,200**	**$94,036**

CENTRAL VERMONT REGIONAL PLANNING COMMISSION
FFY 2022 Transportation Planning Initiative
March 2022

Direct Costs	Total Cost
Contract	$50,000
Travel	$3,000
Supplies	$300
Data/Ref	$0
Postage	$800
Phone	$0
Copy/Print	$0
Meetings	$2,953
Equipment	$0
Total	**$57,053**

Fund Allocation			
Task	**Task Description**	**CVRPC Share[1]**	**VTrans Share[2]**
Task 1	Program Administration	$2,482	$22,334
Task 2	Public Participation and Coordination	$2,369	$21,319
Task 3	Long Range Transportation Planning	$1,918	$17,263
Task 4	Short Range Transportation Planning	$15,412	$138,711
Task 5	Project Development Planning	$1,557	$14,017
Task 6	Municipal Roads General Permit (MRGP) Support	$162	$1,455
Task 7	Other Planning Activities	$0	$0
Subtotal by Share		**$23,900**	**$215,099**
Agreement Total			**$238,999**

Notes:

[1] CVRPC share comes from annual appropriations from the Vermont Agency of Commerce and Community Development (Municipal & Regional Planning Fund) and CVRPC's member municipalities.

[2] VTrans share comes from federal transportation funds provided by the U.S. Department of Transportation Federal Highway Administration and state transportation funds appropriated by the Vermont Legislature.

CENTRAL VERMONT REGIONAL PLANNING COMMISSION
FFY 2022 Transportation Planning Initiative
March 2022

Exhibit 4: Time-Task-Cost Summary

A. Personnel (Hours)

Task #	Task Description	Bonnie Exec Director	Christian Transportation Sr Planner	Pam GIS Sr Planner	Clare Land Use Sr Planner	Brian Nat. Resources Sr Planner	Sam Climate/Energy Planner	Ashley GIS Planner	Grace Emerg Mngmt Planner	Blaine Land Use Asst Plan	Nancy Office Manager	Vacant Planning Technician	**Total Hours**
1	Administration	20	160	2	2	0	0	10	2	2	5	0	**202**
2	Public Participation & Coordination	10	180	0	2	2	2	60	0	0	15	18	**289**
3	Long Range Transportation Planning	20	130	2	10	0	0	20	1	0	0	75	**258**
4	Short Range Transportation Planning	210	400	7	15	0	0	407	0	0	5	200	**1,244**
5	Project Development Planning	10	100	0	20	0	0	25	33	2	0	0	**190**
6	Municipal Roads General Permit (MRGP)	3	0	0	0	0	0	15	0	0	0	0	**18**
7	Other Planning Activities	0	0	0	0	0	0	0	0	0	0	0	**0**
	Total	**273**	**970**	**10**	**49**	**2**	**2**	**537**	**36**	**4**	**25**	**293**	**2,200**
		14%	49%	1%	3%	0%	0%	27%	2%	0%	1%	15%	
B. Direct Costs ($)[1]		12%	44%	0%	2%	0%	0%	24%	2%	0%	1%	13%	

Task #	Task Description	Contract	Travel	Supplies	Data/Ref	Postage	Phone	Copy/Print	Meetings	Equipment	**Total**
1	Administration		$3,000	$300	$0	$800	$0	$0	$2,953	$0	**$7,053**
2	Public Participation & Coordination										**$0**
3	Long Range Transportation Planning										**$0**
4	Short Range Transportation Planning	$50,000									**$50,000**
5	Project Development Planning										**$0**
6	Municipal Roads General Permit (MRGP)										**$0**
7	Other Planning Activities										**$0**
	Total	**$50,000**	**$3,000**	**$300**	**$0**	**$800**	**$0**	**$0**	**$2,953**	**$0**	**$57,053**

C. Cost Proposal Summary ($)

Task #	Task Description	Exec Director	Transportation Sr Planner	GIS Sr Planner	Land Use Sr Planner	Nat. Resources Sr Planner	Climate/Energy Planner	GIS Planner	Emerg Mngmt Planner	Land Use Asst Plan	Office Manager	Planning Technician	**Total Personnel**	**Indirect**	**Direct**	**Total Costs**
	Hourly Rate	$61.04	$40.90	$43.87	$38.34	$39.33	$28.47	$39.87	$30.53	$26.90	$35.33	$19.22				
1	Administration	$1,221	$6,544	$66	$77	$0	$0	$399	$46	$54	$177	$0	**$8,582**	**$9,180**	**$7,053**	$24,816
2	Public Participation & Coordination	$610	$7,362	$0	$77	$79	$57	$2,392	$0	$0	$530	$338	**$11,445**	**$12,243**	**$0**	$23,687
3	Long Range Transportation Planning	$1,221	$5,317	$77	$383	$0	$0	$797	$31	$0	$0	$1,442	**$9,267**	**$9,913**	**$0**	$19,181
4	Short Range Transportation Planning	$12,818	$16,360	$307	$575	$0	$0	$16,227	$0	$0	$177	$3,844	**$50,308**	**$53,815**	**$50,000**	$154,123
5	Project Development Planning	$610	$4,090	$0	$767	$0	$0	$997	$1,007	$54	$0	$0	**$7,525**	**$8,050**	**$0**	$15,575
6	Municipal Roads General Permit (MRGP)	$183	$0	$0	$0	$0	$0	$598	$0	$0	$0	$0	**$781**	**$836**	**$0**	$1,617
7	Other Planning Activities	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	**$0**	**$0**	**$0**	$0
	Total	**$16,664**	**$39,673**	**$450**	**$1,879**	**$79**	**$57**	**$21,410**	**$1,084**	**$108**		**$5,624**	**$87,909**	**$94,036**	**$57,053**	**$238,999**

106.97%	**Indirect Rate**												**Total Employee Indirect**
	Indirect per employee	$17,825	$42,438	$481	$2,010	$84	$61	$22,902	$1,159	$115	$0	$6,015	**$93,092**

Notes

[1] Contract : Audit; design and planning services as needed (problem evaluation); design / layout for transportation program materials
Travel: Mileage, non-mileage transportation, rooms, meals, conference / workshop fees
Supplies: Office, mapping and traffic counting supplies used specifically for the transportation program
Data / Ref: Reference materials, portion of cost of new data
Postage: for materials specific to the transportation program
Phone: for calls or data plans specific to transportation program activities
Copies / Printing: Reproduction costs, including photocopies
Meetings: Meeting room space, legal notices, other associated costs
Equipment: Any eligible equipment purchased during the implementation of the grant agreement e.g. traffic counters and computer equipment.

Central Vermont Regional Planning Commission

MEMORANDUM

Date: March 22, 2022
To: Transportation Advisory Committee
From: Christian Meyer, Senior Planner
Re: 2022 VTrans Project Selection Process (VPSP2) - Bridges

⌦ **ACTIONS REQUESTED:** Review timeline; review list of potential *asset driven bridge projects* for local input; review list of *committed bridge projects* for accuracy; consult locally for town needs for bridge projects.

Annually, the Vermont Agency of Transportation (VTrans) submits a transportation capital program to the state legislature for consideration and approval. Only those projects included in the capital program will proceed to construction. To facilitate the prioritized of projects for inclusion in the capital program each year, VTrans, in collaboration with the regional planning commissions and stakeholders across the State, has developed the VTrans Project Selection and Prioritization Process (VPSP2). This process is meant to improve transparency while promoting a performance based, data driven project selection process. In this second year of the VPSP2 pilot (2022), VTrans and the RPCs are considering bridge rehabilitation and reconstruction projects. In 2021, the first pilot year of this process, roadway and intersection projects were considered and scored, and it is expected that in 2023 roadway projects will again be eligible for consideration.

To begin the process, VTrans provides an initial list of bridge projects developed using the state asset management system, which considers safety, asset condition, resiliency, environmental factors, and value. The region reviews these *asset driven projects* for conformance to regional goals and for community support. To these ends, the RPC and the TAC are asked to complete a portion of the project evaluation worksheet and approve the final project scoring, or the 'transportation value' (TV). Among the factors under review by the TAC are project connectivity, economic access, regional planning, and health access.

Included in the meeting materials is the VPSP2 White paper, which provides a comprehensive review of the process.

Timeline:
March 22 – TAC selection process kickoff review of asset driven projects
April 26 – Reviewing scoring of asset driven projects
April 26 – Deadline for submitting regional priorities to CVRPC
May 24 – TAC endorsement of the final list of scored projects for VTrans

Asset Driven Potential Projects:
Please review the Table of 'Asset Driven Potential Projects' in the included spreadsheet. For greater detail on the condition of any structure under consideration please consult the bridge inspection reports available through the VTransparency web map at: https://vtransparency.vermont.gov/pages/bridges2. The RPC will be contributing information to the scoring of these projects and the TAC will endorse a final scoring for each of these projects.

Committed Projects:
The projects included in the list of 'Committed Projects' are for regional review only. We will not be scoring these projects. However, if the TAC is aware of some piece of information that might not be reflected in the associated data for each structure, please inform CVRPC staff to submit updates to VTrans.

RPC Potential projects:
With each round of selection, municipalities have the opportunity to have local projects considered and scored alongside the state projects. Included in the meeting materials are both the scoring table and the outline for how local projects will be considered and refined. And, to help drive the local conversation on which bridges should be considered, enclosed is a list of all town owned bridges over 20'. This table includes the condition ratings from the bridge inspection reports. While there may be many reasons why a bridge should be considered for inclusion in the capital plan, generally, a score below 4 begins to indicate a need for repair.

VTrans Project Selection & Prioritization Processes (VPSP2): How to get a project on to the VTrans Capital Program

~ Highway Mode ~

Last revised February 2, 2022

Introduction

Prior to 2005, VTrans' major capital programs had become overcommitted through a variety of processes that lacked structure, transparency, and predictability. To address those concerns, VTrans began a collaboration with the Legislature and Regional Planning Commissions (RPCs) to develop a new project prioritization system.

The result was a system, implemented in 2006, that provided a numerical prioritization system based on asset condition, safety, remaining service life, project status, and regional prioritization. This prioritization system led to the "Road to Affordability" in which VTrans realigned project schedules with available resources and placed a significant emphasis on the preservation of the existing network.

Since 2006, VTrans has made significant changes in process improvement, asset management, and performance management which have led to improvements in the reliability of project delivery, the condition of network assets, and our relationships with RPCs and communities.

With process improvements in place, and with the project backlog diminished, by 2016 it was recognized that it was time to modernize and expand the focus of prioritization, to include additional areas such as resiliency and health, and to give RPCs and municipalities a more structured and consistent way to propose adding projects into the VTrans project delivery pipeline.

The **VTrans Project Selection and Prioritization Process (VPSP2)** is the culmination of those efforts. Led by an Executive Committee composed of two VTrans Division Directors and one Regional Planning Commission Executive Director, the process is being implemented by a multidisciplinary team of internal and external stakeholders. The group has reviewed the processes, solicited input, and is now helping to guide the Agency towards a new optimized capital program. The VPSP2 process will be implemented in the winter of calendar year 2021 and will impact the FY 2023 project selection and prioritization cycle and beyond.

VPSP2 Objectives

VPSP2 is a further step towards making VTrans' a more transparent and accountable organization focused on making performance based, data driven decisions that manage, modernize, and upgrade our assets, support the economy, and enhance Vermonters' quality of life.

The VPSP2 project has developed and documented a project selection and prioritization processes that:

1) Identifies and weighs a broad spectrum of transportation benefits associated with potential and planned VTrans infrastructure projects
2) Allows VTrans' partners and customers to have meaningful input in the identification and prioritization of transportation projects, including providing clear guidance on how municipalities, through their Regional Planning Commissions, can address regionally identified transportation needs
3) Provides a defined, consistent, and transparent process for selecting and prioritizing the projects that ultimately make up VTrans' Capital Program

In the short-term, VPSP2 is focused on the highway mode; the process will eventually expand to incorporate walkways/paths & trails, rail, aviation, and transit. Going forward, VTrans will look to further incorporate the principles of VPSP2 process whenever possible.

VPSP2 Evaluation Criteria

Beginning in 2017, VTrans, along with its transportation and community partners and consultant Cambridge Systematics, held four workshops attended by a wide spectrum of transportation users. The initial purpose of the workshops was to identify the best criteria by which to judge the overall benefits of transportation projects. During those workshops, consensus grew around eight (8) criteria identified and defined as follows:

1) **Safety:** A transportation project enhances safety by reducing the risk of crashes of any type and user.

2) **Asset Condition:** A transportation project enhances the condition of multimodal infrastructure by maintaining it to preserve its current condition, by rehabilitating it to improve the condition and extend service life, and/or replacing it to improve its condition and service.

3) **Mobility & Connectivity:** A transportation project enhances mobility by increasing the reliable connectivity to jobs and other destinations and/or increasing the number of mode choices available for people and goods.

4) **Economic Access:** A transportation project enhances economic access by increasing the ability of a region to attract and retain businesses and the workforce by providing better access to jobs.

5) **Resiliency:** A transportation project enhances the resiliency of the system by minimizing the impacts of planned and unplanned events (e.g., work zones, floods, and extreme weather).

6) **Regional:** A transportation project enhances the community by conforming to the goals and objectives defined in local and regional plans, and by supporting the outcomes of a robust public process.

7) **Environment:** A transportation project enhances the natural environment by reducing the negative impacts of travel (e.g., reducing greenhouse gas [GHG] emissions, improving air quality, enhancing safe wildlife passage, and/or improving water quality).

8) **Health Access:** A transportation project enhances public health by increasing the opportunity for physical activity and increases access to destinations that improve health (i.e., healthcare, education, and healthy food).

VPSP2 Transportation Value Scoring

With the criteria identified, the workshop participants set out to weigh the criteria so they could be combined into a single "Transportation Value" score for each project and potential project.

Using established decision making and prioritization techniques, including the "1000minds" decision-making and prioritization software and systematic pairwise comparisons, the group evaluated and weighed the relative importance of the eight criteria. Based on that process, the criteria were weighted as follows in the calculation of a Transportation Value score for each project and potential project:

Table 1 Criteria Weighting

Evaluation Criteria	Recommended Weight
Safety	20%
Asset Condition	20%
Mobility & Connectivity	15%
Economic Access	10%
Resiliency	10%
Regional	10%
Environment	10%
Health Access	5%

VTrans' Asset Management Bureau (AMB) Data Management Unit is currently developing an online tool to provide a user-friendly interface to collect data and score projects and potential projects using the VPSP2 criteria. The tool will calculate a single Transportation Value for each project and potential project and facilitate communication among stakeholders, with the goal of shaping VTrans' Capital Program.

Use of the VPSP2 Transportation Value in Project Selection and Prioritization

VTrans' Capital Program is developed every year and consists of the current year project estimates plus the future three (3) years of estimated expenditures for project scoping, design, and construction. The Capital Program is the basis on which VTrans annual budget is approved and funded.

The capacity of the Capital Program for new projects is based on the projected program budgets not yet allocated to specific projects. Funds are also set aside to maintain current funding levels for established grant programs, preventive maintenance and emergent needs. The remaining funds are available to identify new potential projects through the VPSP2 process. Potential new projects can be proposed by both VTrans and RPCs.

VTrans identifies potential new projects by one of three means:

1) VTrans' asset management systems
2) Identified safety needs
3) Projects funded through our various grant processes

VTrans will work with RPCs to calculate a Transportation Value score for the projects they propose, as well as projects already in the Capital Program. RPCs will have the opportunity to comment on suitability and priority of these projects. Those projects already in the design pipeline will be typically evaluated at the selection stage, preliminary plan stage, and final plan stage. Transportation Value updates will be required if there are significant changes to cost, scope, or schedule.

In addition to providing the opportunity to comment on VTrans' current and newly identified projects, VPSP2 provides RPCs with the opportunity to propose and help score new projects.

The process of calculating Transportation Value scores and developing the Capital Program, including its approximate annual timing, is outlined in **Appendix 1** **(VPSP2 Highway Mode – Project Selection Process Summary)**.

Note that for several asset classes and programs -- those illustrated with orange boxes in Table 2 below -- VTrans will propose and provide to the RPCs asset driven potential projects that, in sum, are expected to cost 150% of the anticipated available budget. RPCs will be asked to provide scores for the economic access, health access and regional/community criteria, and input in identifying those potential projects that will ultimately be funded.

Other asset classes and programs are less suitable for the full VPSP2 scoring process. For those programs -- illustrated with blue boxes in Table 2 below -- VTrans will propose projects that, in sum, are expected to cost 100% of the anticipated available budget. As they are likely to have comparatively similar local impacts, VTrans will provide default scores for economic access, health access and regional/community. RPCs are encouraged to comment on those proposals as well.

Table 2: VPSP2 Process – Program Implementation Matrix

	Interstate	State	Town Highway	Preservation	Maintenance	Emergent Needs	Ledge/Slope	Small Culverts	Large Culverts	Safety - HSIP
Paving							N/A	N/A	N/A	N/A
Roadway									N/A	N/A
Traffic & Safety	1	1	1				N/A	N/A	N/A	
Interstate Bridge		N/A	N/A				N/A	N/A		N/A
State Bridge	N/A		N/A				N/A	N/A		N/A
Town Highway Bridge	N/A	N/A					N/A	N/A		N/A

Key (on next page)

Key	
	150% available funding list to RPCs; RPCs to score 3 regional criteria
	100% available funding list to RPCs; VTrans to supply default 3 regional criteria
N/A	Not applicable to program
1	RPC input sought on new capacity or modernization intersections projects; those not identified through HSIP process.

The last step of the VPSP2 process as it helps build the Capital Program is that of "Harmonization". Harmonization is the opportunity for VTrans staff to look for synergies, equities, conflicts, and common-sense opportunities to:

- Consider and balance inputs from all the State's RPCs
- Adjust project investment levels to remain within fiscal constraints
- Include projects driven by Federal requirements
- Look for opportunities to combine or coordinate projects, thereby providing a more cost-effective solution within a corridor that may minimize the impact to the community and the travelling public
- Incorporate relatively minor unmet needs into other already-planned projects

Questions & Concerns

Questions and concerns about the overall VPSP2 process should be directed to Kevin Marshia at kevin.marshia@vermont.gov.

Questions and concerns about RPC involvement in the VPSP2 process should be directed to Katharine Otto at katharine.otto@vermont.gov

Members of the VPSP2 Core Team include:

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- Christine Forde: cforde@ccrpcvt.org
- Jennifer Royer: jennifer.royer@vermont.gov
- Joe Segale: joe.segale@vermont.gov
- Rita Seto: rseto@trorc.org
- Rob White: rob.white@vermont.gov
- Chad Allen (before leaving VTrans)

Members of VPSP2 Executive Team include:

- Michele Boomhower, VTrans
- Wayne Symonds, VTrans
- Chris Campany, Windham Regional Commission

Appendix 1 – VPSP2 Highway Mode Project Selection Process Summary

Asset Driven projects are identified by VTrans' asset management systems based on asset condition, performance criteria, available funding levels and cost-benefit analysis that provide the most benefit to the highway network.

Regionally Driven projects consider asset management concepts but also include community needs, proposed development, harmonization, modernization and expansion.

The following steps provide guidance on how a project goes from an idea to becoming a capital project through VTrans and RPC inputs on the eight VPSP2 criteria.

Step 1: Programmatic Budget Targets (September 1 -October 30):

VTrans' Budget Committee determines the spending levels for the various transportation programs in the Capital Program. Based on the financial commitments to current projects, VTrans will determine available funding for new projects. For this example, we'll focus on the Paving Program and assume that there is $100M available for new projects over a 4-year fiscal time horizon (current year plus 3 future years).

Step 2: Asset Driven Potential Projects (November 1 – February 28):

VTrans' asset management systems perform data driven analyses to assist VTrans subject matter experts (SMEs) in identifying potential projects to meet established state and federal performance goals. The asset management system calculates a cost-benefit ratio that is used in developing the potential projects. A list of potential projects representing 150% of the $100M of available funding, or $150M, are identified. This 150% list will be used by VTrans and RPC's to calculate a preliminary Transportation Value (TV) for each potential project.

Step 3: VTrans to RPC Communication (March 1):

VTrans provides each Regional Planning Commission with the 150% list of potential projects and VPSP2 scoring data for five criteria: asset, safety, mobility, resiliency and environment by program, in their respective region. In addition, VTrans will provide each RPC with a list of existing projects along with each projects transportation value for informational purposes in the following steps.

Step 4: RPC Scoring (March 1 – May 31):

Each RPC will review the list of potential projects and scoring data provided by VTrans. The RPC will also provide VPSP2 scoring data for three criteria: economic access, health access and regional/community. This will be combined with the VTrans data identified in Step 3 and will complete the preliminary transportation value for all potential projects identified by the VTrans asset management systems.

Step 5: Regionally Driven Potential Projects (March 1 - May 31):

After an RPC has scored the Asset Driven potential projects and reviewed the list of existing projects, there will be an opportunity for RPC's to identify projects that they would like to propose

for consideration as Regionally Driven Potential Projects. As an RPC identifies these projects, they will work with VTrans to provide data and scoring for each of the eight criteria so that this grouping of projects also has a preliminary transportation value.

Step 6: RPC to VTrans Communication (June 1):
Each RPC provides VTrans with the preliminary transportation value for both Asset Driven and Regionally Driven potential projects. This submittal will also include any additional information that the RPC would like VTrans to consider for these potential projects.

Step 7: Project Selection (July 1 – July 31):
Based on preliminary transportation values, VTrans will create a statewide list of potential projects for each program. Based on available funding, additional input from RPC's, geographic equity, corridor management and harmonization opportunities, VTrans will then select the draft list of projects that will advanced to consume 100% of the additional funding ($100M from the example in Step 2) to be advanced to programming for the upcoming Capital Program. This list, along with any backup documentation will then be provided to each RPC for review and comment.

Step 8: RPC Review (August 1 – September 30):
RPC's will review the draft list of projects and documentation provided by VTrans and provide any additional comments for consideration.

Step 9: Project Programming (October 1 – November 30):
VTrans will then finalize the projects that will be advanced to the next phase. Selected projects will be programmed within the Capital Program based on their project spending profile, fiscal constraints, and anticipated project schedule. These projects will be included in the next fiscal year Capital Program. Projects not selected will then need to compete in the next round of prioritization for the applicable program.

Prioritization Cycle:
VTrans has various inventory cycles for the various assets on the interstate, state and town (bridges) highway network. Every two years, data is collected on the entire pavement network and the following year, data is collected on the entire bridge network. This cycle of inventory and inspection provides for an opportunity to synchronize these assets with the VPSP2 project selection process utilizing the most current network data. Based on this, the following schedule will be implemented for the following VTrans Capital Programs:

- Year 1 (2021) – Pavement, Roadway, Traffic & Safety
- Year 2 (2022) – Interstate, State & Town Highway Bridges
- This cycle will repeat every two years

Notes:

1. The VPSP2 team continues to work on the process for other modes; Bike/Ped, Rail, Aviation, Public Transit as Year 1 is being considered a pilot for this new process.
2. Safety and Grant programs will continue under the pilot and will be evaluated for harmonization with the VPSP2 process at a later date.

WARNING: Please refrain from adding/removing/changing columns and column headers. You may edit cells within pink columns, and sort/filter the table using the dropdown menu in the black row (#7)

2022 VTrans Project Selection and Prioritization (VPSP2) - Asset Driven Project Input Sheet

Asset Driven Potential Bridge Projects

Project Background							Preliminary Transportation Value					
Potential Project Name	Program	Route	Town	Structure Number	Bridge Number	RPC	Safety	Asset	Mobility/Connectivity	Economic Access	Resiliency	Environmental
Project Name	Program	Route Descript	Towns	StructureNumber	Bridge Number	RPC	Safety	Asset Conditior	MobilityConne	Economic Acce	Resiliency	Environmental
Berlin	State Highway Bridges	VT12	Berlin	200241006712032	67	CVRPC	0	12	4	8	4	10
Berlin	Town Highway Bridges	C3061	Berlin	101203002712031	27	CVRPC	0	12	4	8	1	10
Northfield	Town Highway Bridges	C2003	Northfield	101213001012131	10	CVRPC	0	12	4	8	8	10
Moretown	Town Highway Bridges	C3039	Moretown	101212004212121	42	CVRPC	2	12	4	8	4	10
Northfield	Town Highway Bridges	C2003	Northfield	101213001112131	11	CVRPC	0	12	4	8	4	10
Northfield	Town Highway Bridges	C2003	Northfield	101213001512131	15	CVRPC	0	12	4	8	4	10
Northfield	Town Highway Bridges	C3057	Northfield	101213006512131	65	CVRPC	0	12	2	1	6	10
Montpelier	Town Highway Bridges	USBR2	Montpelier	206400B2-112112	0B2-1	CVRPC	20	12	4	10	6	0
Northfield	Town Highway Bridges	C3093	Northfield	101213006712131	67	CVRPC	0	12	4	1	8	0
Duxbury	Town Highway Bridges	C3037	Duxbury	101206000712061	7	CVRPC	0	12	4	10	2	0
Duxbury	Town Highway Bridges	C3012	Duxbury	101206003712061	37	CVRPC	0	9	2	1	5	0
Fayston	Town Highway Bridges	C2001	Fayston	101208000612081	6	CVRPC	0	12	2	1	6	0
Moretown	State Highway Bridges	VT-100B	Moretown	200167000712122	7	CVRPC	0	12	4	8	6	0
Middlesex	State Highway Bridges	VT-936	Middlesex	201284000112102	1	CVRPC	4	12	8	9	3	0
Orange	State Highway Bridges	US-302	Orange	200026001509082	15	CVRPC	0	15	2	8	4	0
Cabot	Town Highway Bridges	Maj-0249	Cabot	200249000712042	7	CVRPC	5	9	2	8	6	0

			Project Geometry			Safety Data				Asset Condition				
			S3	S4	S5	S8	S9	S10	S15	A1	A2	A3	A4	A5a
Regional	Health Access	Transportation value	Weighted Avg AADT	Existing shoulder width	Proposed shoulder width	Segment Fatal	Segment Injury	Segment Property Damage Only	Is shoulder to be widened?	Customer Service Level	Is this a new asset or a new capacity project?	Right time: <=5 yrs.	Right time >= 5 yrs.	Does this project replace?
Regional	Health Access	Total TV Score	SAF Weighted A	SAF Existing Sh	SAF Proposed S	SAF Crashes Fa	SAF Crashes Inj	SAF Crashes Pr	SAF Crash Redu	COND Project C	COND New Ass	COND Right Tin	COND Right Tin	COND Replace
0	0	38	3700	0	0	0	0	2	None	4	No	Yes	Not Applicable	No
0	0	35	277	0	0	0	0	0	None	4	No	Yes	Not Applicable	No
0	0	42	1200	0	0	0	0	0	None	4	No	Yes	Not Applicable	No
0	0	40	20	0	0	0	1	0	None	4	No	Yes	Not Applicable	No
0	0	38	1200	0	0	0	0	1	None	4	No	Yes	Not Applicable	No
0	0	38	1500	0	0	0	0	0	None	4	No	Yes	Not Applicable	No
0	0	31	150	0	0	0	0	1	None	4	No	Yes	Not Applicable	No
0	5	57	5000	4	6	0	4	5	Increase Shoulc	4	No	Yes	Not Applicable	No
0	0	25	10	0	0	0	0	0	None	4	No	Yes	Not Applicable	No
0	0	28	10	0	0	0	0	0	None	4	No	Yes	Not Applicable	No
0	5	22	200	0	2	0	0	0	Increase Shoulc	4	No	Yes	Not Applicable	Yes
0	5	26	500	0	2	0	0	0	Increase Shoulc	4	No	Yes	Not Applicable	No
0	5	35	2700	6	8	0	0	0	Increase Shoulc	4	No	Yes	Not Applicable	No
0	0	36	5800	8	8	0	3	3	None	4	No	Yes	Not Applicable	No
0	0	29	3600	8	8	0	0	0	None	3	No	Yes	Not Applicable	No
0	5	35	1600	0	2	0	0	2	Increase Shoulc	4	No	Yes	Not Applicable	Yes

		Mobility and Connectivity												
A5b	A5c	M3a	M4a	M4b	M3b	M4c	M5c	M5b	M5d	M5e	M5a	EA1	EA1	EA1
Does this project rehabilitate?	Does this project preserve?	Does the project enhance or improve connectivity for bicyclist/pedestrian?	Does project enhance or improve connectivity for transit users?	If yes does the project incorporate transit improvements?	If yes is it on a high priority bike corridor?	Does project connect or is on transit route?	If yes does the project connect to a train station?	if yes connect to a park and ride?	If yes connect to a airport?	if yes connect to a bus station/intermodal center?	Does the project enhance or improve intermodal connections?	Designated Growth Center	Designated Downtown	Town Center
COND Primary	COND Primary	MOB BikePed (	MOB Transit Cc	MOB Transit In	MOB High Bike	MOB Transit Rc	MOB Rail Static	MOB Park And	MOB Airports (	MOB Transit Ce	MOB Intermod	ECON Growth (	ECON Downtov	ECON Village Cc
Yes	No	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes
Yes	No	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes
Yes	No	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes
Yes	No	Yes	No	No	Yes	No	No	No	No	No	No	No	No	Yes
Yes	No	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes
Yes	No	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	Yes
Yes	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No
Yes	No	Yes	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	No
Yes	No	Yes	No	No	Yes	Yes	No	No	No	No	No	No	No	No
Yes	No	Yes	No	No	Yes	No	No	No	No	No	No	No	Yes	No
No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	No
Yes	No	Yes	No	No	No	No	No	Yes	No	No	Yes	No	No	No
Yes	No	Yes	No	No	Yes	No	No	No	No	No	No	No	No	Yes
Yes	No	Yes	Yes	No	Yes	Yes	No	Yes	No	No	Yes	No	No	Yes
Yes	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes
No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes

Economic Access					Resiliency		Environment							
EA2	EA3	EA4	EA6	EA5	R1	R2	E1	E2	E3	E4	E5	E6	E7	E8
Village Center	Are there other Growth Areas in Regional Plans or CEDS?	Other areas not included above that are important to the existing or future local or regional economy?	AADT scoring	Annual average truck trip scoring	Vulnerability score	Mitigations	Dual benefit for wildlife or aquatic organism passage?	Primary benefit for wildlife or aquatic organism passage?	Design incorporate potential for EV charging stations?	Design supports operational efficiency?	Design features address Transportation Demand Management (TDM)?	Include installation of stormwater features beyond required by permit?	Eliminate direct discharge?	Prevent future or existing erosion?
ECON New Tow	ECON Regional	ECON Other Ar	ECON AADT	ECON Truck AA	RES Resiliency S	RES Mitigations	ENV 1 Wild Dua	ENV 2 Wild Prir	ENV 3 AQ EV Cl	ENV 4 AQ Op E	ENV 5 AQ TMD	ENV 6 WQ Stor	ENV 7 WQ Dire	ENV 8 WQ Eros
No	No	No	0	1	4	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	0	1	1	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	0	1	8	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	0	1	4	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	0	1	4	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	0	1	4	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	0	1	6	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	2	0	6	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	1	0	8	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	1	0	2	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	1	0	5	4	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	1	0	6	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	1	0	6	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	2	0	3	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	1	0	4	2	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
No	No	No	1	0	6	4	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE

				Regional				Health Access		
E9	E10	E11	E12	R1	R2	R3	R4	H1	H2	H3
Project design gains credit towards TMDL load allocations?	Greater than 10% reduction in impervious footprint?	Project preserve a cultural resource (i.e. historic bridge)?	Project mitigate impacts to cultural resources?	Project identified in regional plan?	Municipality engagement in project planning?	Will project improve sense of community?	Key community features	Is project enhancing the opportunity for physical activity?	Is project enhancing or improving health access to healthy food destinations?	Is project increasing the opportunity for physical activity?
ENV 9 WQ TMI	ENV 10 WQ Im	ENV 11 CR Pres	ENV 12 CR Miti	REG Regional P	REG Mun. Invo	REG Sense Of C	REG Key Comm	Health 1	Health2	Health 3
FALSE	FALSE	TRUE	TRUE	No	No	No	No	None	None	None
FALSE	FALSE	TRUE	TRUE	No	No	No	No	None	None	None
FALSE	FALSE	TRUE	TRUE	No	No	No	No	None	None	None
FALSE	FALSE	TRUE	TRUE	No	No	No	No	None	None	None
FALSE	FALSE	TRUE	TRUE	No	No	No	No	None	None	None
FALSE	FALSE	TRUE	TRUE	No	No	No	No	None	None	None
FALSE	FALSE	TRUE	TRUE	No	No	No	No	None	None	None
FALSE	FALSE	FALSE	FALSE	No	No	No	No	Low	Low	Low
FALSE	FALSE	FALSE	FALSE	No	No	No	No	None	None	None
FALSE	FALSE	FALSE	FALSE	No	No	No	No	None	None	None
FALSE	FALSE	FALSE	FALSE	No	No	No	No	Low	Low	Low
FALSE	FALSE	FALSE	FALSE	No	No	No	No	Low	Low	Low
FALSE	FALSE	FALSE	FALSE	No	No	No	No	Low	Low	Low
FALSE	FALSE	FALSE	FALSE	No	No	No	No	None	None	None
FALSE	FALSE	FALSE	FALSE	No	No	No	No	None	None	None
FALSE	FALSE	FALSE	FALSE	No	No	No	No	Low	Low	Low

WARNING: Please refrain from adding/removing/changing columns and column headers. You may edit cells within pink columns, and sort/filter the table using the dropdown menu in the black row (#7)

2022 VTrans Project Selection and Prioritization (VPSP2) - Committed Project Input Sheet

Committed Bridge Projects (For Reference)

Project Background							Preliminar			
Potential Project Name	Program	Route	Town	Structure Number	Bridge Number	RPC	Safety	Asset	Mobility/Connectivity	Economic Access
Project Name	Program	Route Descript	Towns	StructureNumber	Bridge Number	RPC	Safety	Asset Conditior	MobilityConne	Economic Acce
Waterbury	Town Highway Bridges	C2002	Waterbury	101218003612181	36	CVRPC	0	12	4	10
Worcester	State Highway Bridges	VT-12	Worcester	200241008412202	84	CVRPC	5	9	2	1
Barre Town	State Highway Bridges	VT-110	Barre Town	200169002112022	21	CVRPC	4	9	2	1
Berlin	State Highway Bridges	US-302	Berlin	206200000312032	3	CVRPC	4	15	4	4
Worcester	State Highway Bridges	VT-12	Worcester	300241008912201	89	CVRPC	0	9	2	1
Montpelier-Berlin	Town Highway Bridges	US-2	Montpelier-Berlin	200028006412112	64	CVRPC	0	17	4	10
Northfield	Town Highway Bridges	VT-12	Northfield	200241006012132	60	CVRPC	0	9	4	8

ry Transportation Value					Project Geometry			Safety Data				
					S3	S4	S5	S8	S9	S10	S15	A1
Resiliency	Environmental	Regional	Health Access	Transportation value	Weighted Avg AADT	Existing shoulder width	Proposed shoulder width	Segment Fatal	Segment Injury	Segment Property Damage Only	Is shoulder to be widened?	Customer Service Level
Resiliency	Environmental	Regional	Health Access	Total TV Score	SAF Weighted	SAF Existing Sh	SAF Proposed S	SAF Crashes Fa	SAF Crashes Inj	SAF Crashes Pr	SAF Crash Redu	COND Project C
4	0	3	0	33	2830	8	8	0	0	5		4
6	5	3	5	36	1100	0	2	0	0	2		4
6	5	3	0	30	4600	8	8	0	5	1		4
8	5	3	0	43	13500	8	8	1	1	2		2
8	5	3	5	33	1000	0	2	0	0	0		4
4	0	3	5	43	10000	2	4	0	0	0		2
4	0	3	0	28	4200	8	8	0	0	1		4

Asset Condition						Mobility and Connectivity						
A2	A3	A4	A5a	A5b	A5c	M3a	M4a	M4b	M3b	M4c	M5c	M5b
Is this a new asset or a new capacity project?	Right time: <=5 yrs.	Right time >= 5 yrs.	Does this project replace?	Does this project rehabilitate?	Does this project preserve?	Does the project enhance or improve connectivity for bicyclist/pedestrian?	Does project enhance or improve connectivity for transit users?	If yes does the project incorporate transit improvements?	If yes is it on a high priority bike corridor?	Does project connect or is on transit route?	If yes does the project connect to a train station?	if yes connect to a park and ride?
COND New Ass	COND Right Tin	COND Right Tin	COND Replace	COND Primary	COND Primary	MOB BikePed (	MOB Transit Co	MOB Transit In	MOB High Bike	MOB Transit Ro	MOB Rail Static	MOB Park And
No	Yes	Not Applicable	No	Yes	No	Yes	No	No	Yes	Yes	No	Yes
No	Yes	Not Applicable	Yes	No	No	Yes	No	No	No	No	No	No
No	Yes	Not Applicable	Yes	No	No	Yes	No	No	No	No	No	Yes
No	Yes	Not Applicable	Yes	No	No	Yes	No	No	Yes	Yes	No	No
No	Yes	Not Applicable	Yes	No	No	Yes	No	No	No	No	No	No
No	Yes	Not Applicable	No	Yes	No	Yes	No	No	Yes	Yes	No	No
No	Yes	Not Applicable	Yes	No	No	Yes	No	No	Yes	Yes	No	No

			Economic Access								Resiliency	
M5d	M5e	M5a	EA1	EA1	EA1	EA2	EA3	EA4	EA6	EA5	R1	R2
If yes connect to a airport?	if yes connect to a bus station/intermodal center?	Does the project enhance or improve intermodal connections?	Designated Growth Center	Designated Downtown	Town Center	Village Center	Are there other Growth Areas in Regional Plans or CEDS?	Other areas not included above that are important to the existing or future local or regional economy?	AADT scoring	Annual average truck trip scoring	Vulnerability score	Mitigations
MOB Airports (	MOB Transit Ce	MOB Intermod	ECON Growth (	ECON Downtov	ECON Village C	ECON New Tow	ECON Regional	ECON Other Ar	ECON AADT	ECON Truck AA	RES Resiliency	RES Mitigations
No	No	Yes	No	Yes	No	No	No	No	1	0	4	2
No	No	No	No	No	No	No	No	No	1	0	6	4
No	No	Yes	No	No	No	No	No	No	1	0	6	4
No	No	No	No	No	No	No	No	No	3	1	8	4
No	No	No	No	No	No	No	No	No	1	0	8	4
No	No	No	Yes	No	No	No	No	No	3	1	4	2
No	No	No	No	No	Yes	No	No	No	1	0	4	4

Environment												
E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	R1
Dual benefit for wildlife or aquatic organism passage?	Primary benefit for wildlife or aquatic organism passage?	Design incorporate potential for EV charging stations?	Design supports operational efficiency?	Design features address Transportation Demand Management (TDM)?	Include installation of stormwater features beyond required by permit?	Eliminate direct discharge?	Prevent future or existing erosion?	Project design gains credit towards TMDL load allocations?	Greater than 10% reduction in impervious footprint?	Project preserve a cultural resource (i.e. historic bridge)?	Project mitigate impacts to cultural resources?	Project identified in regional plan?
ENV 1 Wild Du	ENV 2 Wild Pri	ENV 3 AQ EV Cl	ENV 4 AQ Op E	ENV 5 AQ TMD	ENV 6 WQ Stor	ENV 7 WQ Dire	ENV 8 WQ Eros	ENV 9 WQ TMI	ENV 10 WQ Im	ENV 11 CR Pres	ENV 12 CR Miti	REG Regional P
FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	No
TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	No
TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	No
TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	No
TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	No
FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	No
FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	No

Regional			Health Access		
R2	R3	R4	H1	H2	H3
Municipality engagement in project planning?	Will project improve sense of community?	Key community features	Is project enhancing the opportunity for physical activity?	Is project enhancing or improving health access to healthy food destinations?	Is project increasing the opportunity for physical activity?
REG Mun. Invo	REG Sense Of C	REG Key Comm	Health 1	Health2	Health 3
Yes	No	No	None	None	None
Yes	No	No	Low	Low	Low
Yes	No	No	None	None	None
Yes	No	No	None	None	None
Yes	No	No	Low	Low	Low
Yes	No	No	Low	Low	Low
Yes	No	No	None	None	None

WARNING: Please refrain from adding/removing/changing columns and column headers. You may edit cells within pink columns, and sort/filter the table using the dropdown menu in the black row (#7)

2022 VTrans Project Selection and Prioritization (VPSP2) - RPC Potential Project Input Sheet

RPC Potential Bridge Projects

Project Background				Mobility and Connectivity								
				M3a	M4a	M4b	M3b	M4c	M5c	M5b	M5d	M5e
Route	Town	Bridge Number	RPC	Does the project enhance or improve connectivity for bicyclist/pedestrian?	Does project enhance or improve connectivity for transit users?	If yes does the project incorporate transit improvements?	If yes is it on a high priority bike corridor?	Does project connect or is on transit route?	If yes does the project connect to a train station?	if yes connect to a park and ride?	If yes connect to a airport?	if yes connect to a bus station/intermodal center?
Route Descripti	Towns	Bridge Number	RPC	MOB BikePed (	MOB Transit Cc	MOB Transit In	MOB High Bike	MOB Transit Rc	MOB Rail Static	MOB Park And	MOB Airports (	MOB Transit Ce

	Economic Access		Regional				Health Access		
M5a	EA3	EA4	R1	R2	R3	R4	H1	H2	H3
Does the project enhance or improve intermodal connections?	Are there other Growth Areas in Regional Plans or CEDS?	Other areas not included above that are important to the existing or future local or regional economy?	Project identified in regional plan?	Municipality engagement in project planning?	Will project improve sense of community?	Key community features	Is project enhancing the opportunity for physical activity?	Is project enhancing or improving health access to healthy food destinations?	Is project increasing the opportunity for physical activity?
MOB Intermod	ECON Regional	ECON Other Ar	REG Regional P	REG Mun. Invo	REG Sense Of C	REG Key Comm	Health 1	Health2	Health 3

VPSP2 REGIONAL POTENTIAL PROJECTS INFORMATION

This outline is for the RPC to use when proposing a project. The intent is for AOT to better understand the vision and need of the proposed project. Not all questions will be applicable to the project being proposed, please use N/A.

1. **Municipality:**
2. **Route(s):**
3. **Project Location:**
    a. Include clear description of route(s) included within project
    b. Include mile markers for project limits
    c. Include an annotated project location map depicting project limits, route number(s) and intersecting roadway name(s)
4. **Community/Municipal Involvement:**
    a. Describe how the Community/Municipality were involved in, or participated in the identification and submittal of project
    b. Identify how the project contributes to the community
    c. Identify how the project contributes to ongoing and/or future local initiatives/priorities
    d. Identify how the project contributes to local community and economic development goals
    e. Include a current letter of support for the project, from the Municipality
        i. Include acknowledgement and support of the project (or the identified need)
        ii. Include **acknowledgement** that projects will require a finance and maintenance agreement and may require Municipal funding and maintenance responsibilities for projects located in a Class I Town Highway environment or for non-participating project elements (such as utilities or maintenance of sidewalks).
5. **Planning and Construction Documents:**
    a. Identify any studies that have been completed to inform the need of this project and/or further understand alternatives
    b. Identify whether a preferred alternative was selected
        i. Provide reference information such as appropriate documents and corresponding page numbers
    c. Corridor Planning and Adjacent Projects
6. **Purpose and Need:**
    a. Identify what problems or challenges the project is intending to fix/improve
7. **Project Scope:**
    a. Describe intended project scope and key project elements focused on the purpose and need
        i. Roadway surface treatment
        ii. Geometry modifications
        iii. Shoulder treatment/modifications
        iv. Intersection identification/treatment
        v. Bicyclist considerations/improvements
        vi. Pedestrian considerations/improvements
        vii. Transit access considerations/improvements

viii. Access management considerations/modifications
ix. Asset(s) condition/improvements
x. Resiliency considerations/improvements
xi. Environmental considerations/improvements

b. Describe how the project elements satisfy and/or meet the project's Purpose and Need

8. Project Estimate:

a. Describe any assumptions, risks, and items/elements with high variability

9. Project Challenges:

a. Describe any anticipated and/or potential challenges to the development and delivery of this project.
    i. Identify potential impacts on environmental resources
    ii. Identify potential Right-of-Way impacts/needs
    iii. Identify potential utility relocation routing needs/challenges.
    iv. Brown fields and contaminated soils

Bridge Information - Local

DISTRICT	COUNTY	STRUCTURE NUMBER	TOWN NAME	ROUTE NAME	BRIDGE NO.	FEATURE(S) INTERSECTED	LOCATION	BRIDGE TYPE	DECK RATING	SUPERSTRUCTURE RATING	SUBSTRUCTURE RATING	CULVERT RATING	BYPASS, DETOUR LENGTH	OWNER	AVERAGE DAILY TRAFFIC	OPEN, POSTED, CLOSED STATUS
7	023 - WASHINGTON	206000006612012	BARRE CITY	VT14	00066	JAIL BRANCH	0.5 MI S JCT. U.S.302 E	TWO SPAN STONE ARCH	N	n	N	7	10	04 - CITY	011000	A - OPEN
7	023 - WASHINGTON	206003000212012	BARRE CITY	BROOK	00002	GUNNERS BROOK	BROOK STREET	CONCRETE SLAB	5	5	7	N	00	04 - CITY	001100	A - OPEN
7	023 - WASHINGTON	206026000412012	BARRE CITY	SEMNY	00004	GUNNERS BROOK	SEMINARY STREET	CONCRETE SLAB	7	7	7	N	01	04 - CITY	002800	A - OPEN
7	023 - WASHINGTON	206003000512012	BARRE CITY	BROOK	00005	GUNNERS BROOK	BROOK STREET	CONCRETE T-BEAM	5	5	7	N	00	04 - CITY	001600	A - OPEN
7	023 - WASHINGTON	206022000712012	BARRE CITY	PROSP	00007	STEVENS BRANCH	PROSPECT STREET	ROLLED BEAM	8	8	7	N	02	04 - CITY	004700	A - OPEN
7	023 - WASHINGTON	206002000812012	BARRE CITY	AYERS	00008	JAIL BRANCH	AYERS STREET	ROLLED BEAM	7	6	6	N	00	04 - CITY	001000	A - OPEN
7	023 - WASHINGTON	206006000912012	BARRE CITY	BERLN	00009	STVNS BR WINOOSKI R	BERLIN STREET	ROLLED BEAM	7	6	6	N	00	04 - CITY	005200	A - OPEN
7	023 - WASHINGTON	206001001012012	BARRE CITY	BLACKWELL	00010	STEVENS BRANCH	BLACKWELL STREET	WELDED PLATE GIRDER	8	8	8	N	00	04 - CITY	001600	A - OPEN
7	023 - WASHINGTON	101201000612011	BARRE CITY	C30MI	00006	STEVENS BRANCH	0.1 MI TO JCT W CL1 TH2	ROLLED BEAM	5	7	6	N	99	04 - CITY	000200	A - OPEN
7	023 - WASHINGTON	101201001112011	BARRE CITY	C30GR	00011	STEVENS BRANCH	0.15 MI TO JCT W CL1 TH1	GALV PONY TRUSS	8	8	8	N	01	04 - CITY	002100	A - OPEN
7	023 - WASHINGTON	101201001212011	BARRE CITY	C30WI	00012	STEVENS BRANCH	@ JCT W1 US302	ROLLED BEAM	8	8	7	N	99	04 - CITY	001380	A - OPEN
7	023 - WASHINGTON	101201001312011	BARRE CITY	C30PA	00013	STEVENS BRANCH	0.1 MI TO JCT W CL1 TH2	WELDED PLATE GIRDER	8	8	7	N	99	04 - CITY	001100	A - OPEN
7	023 - WASHINGTON	200214001112022	BARRE TOWN	FAS 0214	00011	STEVENS BRANCH	0.1 MI W JCT VT 14	CURVED WELDED GIRDER	7	8	8	N	02	03 - TOWN	003400	A - OPEN
7	023 - WASHINGTON	101202001012021	BARRE TOWN	C3059	00010	STEVENS BRANCH	0.2 MI TO JCT W VT14	STEEL BEAM	8	8	8	N	06	03 - TOWN	000100	A - OPEN
7	023 - WASHINGTON	101203000412031	BERLIN	C2002	00004	JONES BROOK	0.4 MI TO JCT W CL2 TH7	CONCRETE T-BEAM	6	7	7	N	07	03 - TOWN	000710	A - OPEN
7	023 - WASHINGTON	101203000512031	BERLIN	C2002	00005	DOG RIVER	@ MONT-BERLIN T/L	WELDED PLATE GIRDER	8	8	7	N	03	03 - TOWN	001110	A - OPEN
7	023 - WASHINGTON	101203002412031	BERLIN	C3060	00024	COX BROOK	0.02 MI TO JCT W CL2 TH3	STEEL BM W TIMBER DK	7	5	7	N	99	03 - TOWN	000050	A - OPEN
7	023 - WASHINGTON	101203002512031	BERLIN	C3051	00025	DOG RIVER	0.02 MI TO JCT W CL2 TH8	WELDED PLATE GIRDER	8	8	7	N	99	26 - PRIVATE	000010	A - OPEN
7	023 - WASHINGTON	101203002612031	BERLIN	C3027	00026	STEVENS BRANCH	0.08 MI TO JCT W US302	ROLLED BEAM	8	7	7	N	99	03 - TOWN	000400	A - OPEN
7	023 - WASHINGTON	101203002712031	BERLIN	C3061	00027	DOG RIVER	0.1 MI TO JCT W VT12	STEEL PONY TRUSS	5	6	6	N	02	03 - TOWN	000277	K - CLOSED TO TRAFFIC
7	023 - WASHINGTON	101203002812031	BERLIN	C3039	00028	DOG RIVER	0.04 MI TO JCT W VT12	3 SPAN CONT STL BM	8	8	8	N	05	03 - TOWN	000100	A - OPEN
7	023 - WASHINGTON	101203002912031	BERLIN	C2007	00029	WINOOSKI RIVER	0.01 MI TO JCT W CL2 TH2	STEEL THRU TRUSS	7	6	6	N	03	03 - TOWN	000666	A - OPEN
7	023 - WASHINGTON	101203003012031	BERLIN	C3016	00030	DOG RIVER	0.1 MI TO JCT W VT12	PRESTRESSED CONC BOX	8	8	7	N	99	03 - TOWN	000030	A - OPEN
7	023 - WASHINGTON	200249000712042	CABOT	FAS 0249	00007	WINOOSKI RIVER	3.9 MI E JCT. U.S.2	CONCRETE T-BEAM	6	6	6	N	15	03 - TOWN	001600	A - OPEN
7	023 - WASHINGTON	101204003512041	CABOT	C3048	00035	MOLLY'S BROOK	0.02 MI TO JCT W TH65	PC SEG ARCH CULVERT	N	N	N	8	99	03 - TOWN	000020	A - OPEN
7	023 - WASHINGTON	101204003612041	CABOT	C3058	00036	MOLLYS BROOK	.06 MI OF JCT WITH US-2	ALUM BOX CULVERT	N	N	N	8	99	03 - TOWN	000020	A - OPEN
7	023 - WASHINGTON	101204003712041	CABOT	C3041	00037	WINOOSKI RIVER	0.1 MI TO JCT W CL2 TH1	CONCRETE SLAB	8	8	8	N	99	03 - TOWN	000060	A - OPEN
7	023 - WASHINGTON	101205002812051	CALAIS	C3038	00028	KINGSBURY BRANCH	0.42 MI TO JCT W VT14	ROLLED THRU BEAM	7	6	7	N	08	03 - TOWN	000350	A - OPEN
5	023 - WASHINGTON	101206000612061	DUXBURY	C2001	00006	RIDLEY BROOK	0.2 MI TO JCT W CL3 TH12	STEEL BEAM	8	8	7	N	20	03 - TOWN	000370	A - OPEN
5	023 - WASHINGTON	101206000712061	DUXBURY	C3037	00007	CROSSETT BROOK	0.1 MI TO JCT W CL3 TH7	ROLLED BM W TIM DK	4	7	8	N	99	03 - TOWN	000010	A - OPEN
5	023 - WASHINGTON	101206003512061	DUXBURY	C3004	00035	CROSSETT BROOK	0.1 MI S JCT TH14	MULTI PLATE ARCH	N	N	N	8	05	03 - TOWN	000130	A - OPEN
5	023 - WASHINGTON	101206003712061	DUXBURY	C3012	00037	RIDLEY BROOK	0.5 MI TO JCT W CL3 TH5	ROLLED BEAM	6	6	4	N	99	03 - TOWN	000200	A - OPEN
5	023 - WASHINGTON	101206003912061	DUXBURY	C3012	00039	RIDLEY BROOK	0.01 MI TO JCT W CL3 TH6	ROLLED BEAM	6	7	5	N	99	03 - TOWN	000150	A - OPEN
5	023 - WASHINGTON	101206004012061	DUXBURY	C3012	00040	RIDLEY BROOK	0.18 MI TO JCT W CL3 TH6	ROLLED BEAM	7	7	5	N	99	03 - TOWN	000200	A - OPEN
5	023 - WASHINGTON	101206004112061	DUXBURY	C3012	00041	RIDLEY BROOK	0.02 MI TO JCT W CL3 TH5	RIVETED THRU GIRDER	6	5	6	N	99	03 - TOWN	000200	A - OPEN
7	023 - WASHINGTON	101207002112071	E. MONTPELIER	C3031	00021	KINGSBURY BR WINOOSKI R	0.01 MI TO JCT W C3 TH30	PRESTRESS DOUBLE TEE	8	8	6	N	99	03 - TOWN	000030	A - OPEN
7	023 - WASHINGTON	101207002212071	E. MONTPELIER	C3030	00022	WINOOSKI RIVER	0.6 MI TO JCT W US2	RLD BM/QUEEN POST CB	8	8	7	N	06	03 - TOWN	000150	A - OPEN
5	023 - WASHINGTON	101208000612081	FAYSTON	C2001	00006	SHEPARD BROOK	1.0 MI TO JCT W CL3 TH9	CONCRETE T-BEAM	5	5	5	N	04	03 - TOWN	000500	A - OPEN
5	023 - WASHINGTON	101208001812081	FAYSTON	C3004	00018	SHEPARD BROOK	0.25 MI TO JCT W CL2 TH1	CONCRETE SLAB	7	7	7	N	10	03 - TOWN	000100	A - OPEN
5	023 - WASHINGTON	101208001912081	FAYSTON	C3010	00019	SHEPARD BROOK	0.25 MI TO JCT W CL2 TH1	ROLLED BEAM	7	8	6	N	99	03 - TOWN	000050	A - OPEN
5	023 - WASHINGTON	101208002012081	FAYSTON	C3011	00020	SHEPARD BROOK	0.15 MI TO JCT W CL2 TH1	ROLLED BEAM	8	7	6	N	04	03 - TOWN	000100	A - OPEN
7	023 - WASHINGTON	101209000212091	MARSHFIELD	C3009	00002	WINOOSKI RIVER	0.1 MI TO JCT W US2	CONCRETE T-BEAM	6	6	7	N	01	03 - TOWN	000100	A - OPEN
7	023 - WASHINGTON	101209000312091	MARSHFIELD	C3009	00003	MARSHFIELD BROOK	0.2 MI TO JCT W CL3 TH27	CONCRETE T-BEAM	7	7	7	N	02	03 - TOWN	000050	A - OPEN
7	023 - WASHINGTON	101209001012091	MARSHFIELD	C3027	00010	WINOOSKI RIVER	0.07 MI TO JCT W US2	ROLLED BEAM	7	6	7	N	01	03 - TOWN	000100	A - OPEN
7	023 - WASHINGTON	101209001112091	MARSHFIELD	C3029	00011	MARSHFIELD BROOK	0.12 MI TO JCT W CL3 TH9	ROLLED BEAM	7	6	7	N	02	03 - TOWN	000050	A - OPEN
7	023 - WASHINGTON	101209001212091	MARSHFIELD	C3030	00012	MARSHFIELD BROOK	0.25 MI TO JCT W CL3 TH9	GLULAM TIMBER BEAM	7	8	8	N	99	03 - TOWN	000020	A - OPEN
7	023 - WASHINGTON	101209001712091	MARSHFIELD	C3035	00017	WINOOSKI RIVER	0.01 MI TO JCT W US2	ROLLED BEAM	7	6	6	N	99	03 - TOWN	000010	A - OPEN
7	023 - WASHINGTON	101209001812091	MARSHFIELD	C3038	00018	WINOOSKI RIVER	0.08 MI TO JCT W US2	ROLLED THRU BEAM	7	7	6	N	99	03 - TOWN	000050	A - OPEN
7	023 - WASHINGTON	101209002212091	MARSHFIELD	C4048	00022	WINOOSKI RIVER	0.1 MI TO JCT W US2	RLD BM W/ TIMBER DK	6	6	6	N	99	03 - TOWN	000010	A - OPEN

DISTRICT	COUNTY	STRUCTURE NUMBER	TOWN NAME	ROUTE NAME	BRIDGE NO.	FEATURE(S) INTERSECTED	LOCATION	BRIDGE TYPE	DECK RATING	SUPERSTRUCTURE RATING	SUBSTRUCTURE RATING	CULVERT RATING	BYPASS, DETOUR LENGTH	OWNER	AVERAGE DAILY TRAFFIC	OPEN, POSTED, CLOSED STATUS
7	023 - WASHINGTON	101209002312091	MARSHFIELD	C2003	00023	WINOOSKI RIVER	0.04 MI TO JCT W US2	ROLLED BEAM	6	7	7	N	06	03 - TOWN	000400	A - OPEN
7	023 - WASHINGTON	101209002412091	MARSHFIELD	C3049	00024	NASMITH BROOK	0.6 MI TO JCT W US2	ROLLED BEAM	6	7	8	N	06	03 - TOWN	000050	A - OPEN
7	023 - WASHINGTON	101209002712091	MARSHFIELD	C3057	00027	WINOOSKI RIVER	0.03 MI TO JCT W US2	ROLLED BEAM	5	5	6	N	99	03 - TOWN	000100	A - OPEN
7	023 - WASHINGTON	101209002812091	MARSHFIELD	C3060	00028	WINOOSKI RIVER	0.2 MI TO JCT W US2	ROLLED BEAM	7	8	8	N	04	03 - TOWN	000130	A - OPEN
5	023 - WASHINGTON	101210000712101	MIDDLESEX	C3045	00007	GREAT BROOK	0.07 MI TO JCT W CL2 TH2	PRESTRESS CONC SLAB	8	8	7	N	99	03 - TOWN	000250	A - OPEN
5	023 - WASHINGTON	101210003412101	MIDDLESEX	C3009	00034	MARTINS BROOK	0.01 MI TO JCT W CL2 TH2	ROLLED BEAM	6	7	7	N	05	03 - TOWN	000100	A - OPEN
5	023 - WASHINGTON	101210003612101	MIDDLESEX	C3010	00036	N. BR. WINOOSKI RIVER	0.01 MI TO JCT W VT12	ROLLED BEAM	7	7	7	N	06	03 - TOWN	000200	A - OPEN
5	023 - WASHINGTON	206400006012112	MONTPELIER	US2	00060	WINOOSKI RIVER	0.5 MI W JCT VT.12 S	3 SPAN ROLLED BEAM	7	7	6	N	01	04 - CITY	006800	A - OPEN
5	023 - WASHINGTON	200028006212112	MONTPELIER	US2	00062	WINOOSKI RIVER	0.1 MI E JCT U.S.302	3 SP CONT ROLLED BM	6	6	6	N	06	04 - CITY	011800	A - OPEN
5	023 - WASHINGTON	200028006412112	MONTPELIER	US2	00064	WINOOSKI RIVER	0.5 MI E JCT U.S.302	ROLLED BEAM	5	6	5	N	06	04 - CITY	010000	A - OPEN
5	023 - WASHINGTON	206400B2-112112	MONTPELIER	USBR2	0B2-1	NORTH BRANCH	0.1 MI W JCT VT 12	CONC ENCASED RIV GIR	5	5	5	N	01	04 - CITY	005000	A - OPEN
5	023 - WASHINGTON	206400B2-212112	MONTPELIER	USBR2	0B2-2	WINOOSKI RIVER	0.1 MI N JCT. U.S.2	2 SP CONT ROLLED BM	7	7	6	N	01	04 - CITY	010700	A - OPEN
5	023 - WASHINGTON	206400007312112	MONTPELIER	VT12	00073	NORTH BRANCH	0.5 MI N JCT. U.S.2	ROLLED BEAM	6	7	7	N	04	03 - TOWN	006500	A - OPEN
5	023 - WASHINGTON	206426000512112	MONTPELIER	TAYLR	00005	WINOOSKI RIVER	TAYLOR STREET	CAMELBACKTHRUTRUSS	8	5	8	N	01	04 - CITY	003500	A - OPEN
5	023 - WASHINGTON	206422000612112	MONTPELIER	PIONR	00006	WINOOSKI RIVER	PIONEER STREET	CONT CURVED GIRDER	8	8	8	N	02	04 - CITY	004300	A - OPEN
5	023 - WASHINGTON	206424001012112	MONTPELIER	SCHOL	00010	N BR WINOOSKI RIVER	SCHOOL STREET	WELDED PLATE GIRDER	8	8	7	N	01	04 - CITY	001800	A - OPEN
5	023 - WASHINGTON	206418001112112	MONTPELIER	LANGD	00011	N BR WINOOSKI R	LANGDON STREET	INVERSET ROLLED BEAM	8	8	7	N	01	04 - CITY	000450	A - OPEN
5	023 - WASHINGTON	206416001712112	MONTPELIER	GRNIT	00017	WINOOSKI RIVER	GRANITE STREET	STEEL THRU TRUSS	5	5	6	N	02	04 - CITY	004200	P - POSTED FOR LOAD
5	023 - WASHINGTON	101211001312111	MONTPELIER	C30CU	00013	N. BR. WINOOSKI RIVER	0.1 MI TO JCT W CL1 TH5	GALV WELDED GIRDER	8	8	8	N	99	04 - CITY	000220	A - OPEN
5	023 - WASHINGTON	101211001412111	MONTPELIER	C30GO	00014	N. BR. WINOOSKI RIVER	@ JCT W CL1 TH5	ROLLED BEAM	8	7	7	N	08	04 - CITY	000530	A - OPEN
5	023 - WASHINGTON	101211001512111	MONTPELIER	C30GR	00015	N. BR. WINOOSKI RIVER	0.03 MI TO JCT W CL1 TH5	RLD BM W TIMBER DK	6	5	5	N	99	04 - CITY	000050	A - OPEN
5	023 - WASHINGTON	101211001612111	MONTPELIER	C30HA	00016	N. BR. WINOOSKI RIVER	0.01 MI TO JCT W CL1 TH5	RLD BM W TIMBER DK	7	7	7	N	99	04 - CITY	000020	A - OPEN
5	023 - WASHINGTON	101212002112121	MORETOWN	C2001	00021	COX BROOK	@ JCT W CL4 TH47	ROLLED BEAM	6	7	5	N	27	03 - TOWN	000250	A - OPEN
5	023 - WASHINGTON	101212003612121	MORETOWN	C2001	00036	COX BROOK	0.57 MI TO JCT W C3 TH50	ROLLED BEAM	6	6	6	N	27	03 - TOWN	000175	A - OPEN
5	023 - WASHINGTON	101212004112121	MORETOWN	C3024	00041	MAD RIVER	0.1 MI TO JCT W VT100B	GALV PONY TRUSS	8	8	8	N	99	03 - TOWN	000010	A - OPEN
5	023 - WASHINGTON	101212004212121	MORETOWN	C3039	00042	MAD RIVER	0.05 MI TO JCT W VT100B	STEEL PONY TRUSS	8	5	8	N	99	03 - TOWN	000020	A - OPEN
4	023 - WASHINGTON	101213000912131	NORTHFIELD	C2003	00009	COX BROOK	0.05 MI TO JCT W C3 TH88	CONCRETE SLAB	6	6	7	N	06	03 - TOWN	000750	A - OPEN
4	023 - WASHINGTON	101213001012131	NORTHFIELD	C2003	00010	COX BROOK	0.4 MI TO JCT W VT12	STL BM/QUEEN POST CB	6	5	7	N	06	03 - TOWN	001200	A - OPEN
4	023 - WASHINGTON	101213001112131	NORTHFIELD	C2003	00011	COX BROOK	0.03 MI TO JCT W VT12	STL BM/QUEEN POST CB	6	5	6	N	06	03 - TOWN	001200	A - OPEN
4	023 - WASHINGTON	101213001512131	NORTHFIELD	C2003	00015	DOG RIVER	0.02 MI TO JCT W VT12	STLBM/LATTICE COV BR	6	6	5	N	03	03 - TOWN	001500	A - OPEN
4	023 - WASHINGTON	101213004512131	NORTHFIELD	C3025	00045	UNION BROOK	0.15 MI TO JCT W CL3 TH8	CONCRETE SLAB	7	7	7	N	09	03 - TOWN	000200	A - OPEN
4	023 - WASHINGTON	101213004612131	NORTHFIELD	C3029	00046	UNION BROOK	0.13 MI TO JCT W CL3 TH8	PRECAST CONC ARCH	N	N	N	8	99	03 - TOWN	000070	A - OPEN
4	023 - WASHINGTON	101213004712131	NORTHFIELD	C3008	00047	DOG RIVER	@ JCT W VT12A	ROLLED BEAM	5	6	5	N	05	03 - TOWN	000400	A - OPEN
4	023 - WASHINGTON	101213005212131	NORTHFIELD	C3028	00052	UNION BROOK	0.12 MI TO JCT W CL3 TH8	STEEL BM W TIMBER DK	7	6	7	N	99	03 - TOWN	000030	A - OPEN
4	023 - WASHINGTON	101213005312131	NORTHFIELD	C3073	00053	BULL RUN BROOK	0.5 MI TO JCT W VT12A	ROLLED BM W TIM DK	7	6	7	N	06	03 - TOWN	000250	A - OPEN
4	023 - WASHINGTON	101213005412131	NORTHFIELD	C3012	00054	COX BROOK	0.05 MI TO JCT W CL2 TH3	PRESTRESS CONC SLAB	8	8	7	N	99	03 - TOWN	000010	A - OPEN
4	023 - WASHINGTON	101213005512131	NORTHFIELD	C3068	00055	DOG RIVER	0.1 MI TO JCT W VT12A	I BEAM W TIM DK	7	6	7	N	99	03 - TOWN	000010	A - OPEN
4	023 - WASHINGTON	101213005612131	NORTHFIELD	C3054	00056	SUNNY BROOK	@ JCT W VT12	ROLLED BM W TIM DK	7	5	6	N	99	03 - TOWN	000010	A - OPEN
4	023 - WASHINGTON	101213005912131	NORTHFIELD	C3060	00059	STONY BROOK	@ JCT W CL3 TH8	ROLLED BM W TIM DK	7	7	7	N	99	03 - TOWN	000010	A - OPEN
4	023 - WASHINGTON	101213006012131	NORTHFIELD	C2005	00060	SUNNY BROOK	0.05 MI TO JCT W VT12	ROLLED BEAM	6	6	6	N	03	03 - TOWN	001000	A - OPEN
4	023 - WASHINGTON	101213006312131	NORTHFIELD	C3008	00063	STONY BROOK	0.4 MI TO JCT W CL3 TH51	RLD BM/KING POST CB	7	6	8	N	03	03 - TOWN	000400	A - OPEN
4	023 - WASHINGTON	101213006412131	NORTHFIELD	C3014	00064	DOG RIVER	0.07 MI TO JCT W VT12	QUEEN POST COV BR	5	6	7	N	99	03 - TOWN	000035	P - POSTED FOR LOAD
4	023 - WASHINGTON	101213006512131	NORTHFIELD	C3057	00065	N.E.C.R.R. & DOG RIVER	0.1 MI TO JCT W VT12A	STEEL PONY TRUSS	6	4	5	N	05	27 - RAILROAD	000150	A - OPEN
4	023 - WASHINGTON	101213006712131	NORTHFIELD	C3093	00067	SUNNY BROOK	0.02 MI TO JCT W VT12	ROLLED BM W TIM DK	8	4	6	N	99	03 - TOWN	000010	A - OPEN
4	023 - WASHINGTON	101213006812131	NORTHFIELD	C3096	00068	DOG RIVER	0.01 MI TO JCT W VT12A	PRESTRESS SLAB	8	8	7	N	99	03 - TOWN	000250	A - OPEN
4	023 - WASHINGTON	200241006012132	NORTHFIELD VILLAGE	VT12	00060	DOG RIVER	1.1 MI N JCT. VT.12A S	3 SP CONCRETE T-BEAM	5	4	5	N	04	03 - TOWN	004200	A - OPEN
4	023 - WASHINGTON	101213008112131	NORTHFIELD VILLAGE	C30PL	00081	UNION BROOK	0.02 MI TO JCT W UNION S	STL BM W/ TIMBER DK	6	5	5	N	00	03 - TOWN	000150	A - OPEN
4	023 - WASHINGTON	101213008212131	NORTHFIELD VILLAGE	C30WA	00082	UNION BROOK	0.02 MI TO JCT W WALL ST	PRESTRESS CONC SLAB	8	8	7	N	00	03 - TOWN	000750	A - OPEN
4	023 - WASHINGTON	101213008312131	NORTHFIELD VILLAGE	C3WAL	00083	DOG RIVER	0.01 MI TO JCT W WATER ST	3 SPAN CONT STEEL BM	7	8	8	N	01	03 - TOWN	001500	A - OPEN

DISTRICT	COUNTY	STRUCTURE NUMBER	TOWN NAME	ROUTE NAME	BRIDGE NO.	FEATURE(S) INTERSECTED	LOCATION	BRIDGE TYPE	DECK RATING	SUPERSTRUCTURE RATING	SUBSTRUCTURE RATING	CULVERT RATING	BYPASS, DETOUR LENGTH	OWNER	AVERAGE DAILY TRAFFIC	OPEN, POSTED, CLOSED STATUS
4	023 - WASHINGTON	101213008412131	NORTHFIELD VILLAGE	C30VI	00084	NEW ENGLAND CENTRAL RR	0.1 MI TO JCT NO.MAIN ST	WELDED PLATE GIRDER	8	8	8	N	00	03 - TOWN	001830	A - OPEN
7	017 - ORANGE	100908000509081	ORANGE	C2002	00005	JAIL BRANCH	0.4 MI TO JCT W VT110	ROLLED BEAM	6	7	7	N	07	03 - TOWN	000300	A - OPEN
7	017 - ORANGE	100908001709081	ORANGE	C2003	00017	EAST ORANGE BROOK	1.4 MI TO JCT W VT25	PRECAST CONC ARCH	N	N	N	8	14	03 - TOWN	000200	A - OPEN
7	017 - ORANGE	100908002009081	ORANGE	C3024	00020	BAKER BROOK	0.65 MI W JCT TH12	PC SEG BOX CULVERT	N	N	N	7	04	03 - TOWN	000100	A - OPEN
7	017 - ORANGE	100908002409081	ORANGE	C3013	00024	ORANGE BROOK	0.1 MI TO JCT W CL2 TH1	ROLLED BM W TIM DK	5	6	6	N	99	03 - TOWN	000030	A - OPEN
7	023 - WASHINGTON	101214001212141	PLAINFIELD	C2002	00012	GREAT BROOK	1.8 MI S TO OF TH1	CONCRETE SLAB	8	8	7	N	04	03 - TOWN	000362	A - OPEN
7	023 - WASHINGTON	101214002012141	PLAINFIELD	C2001	00020	GREAT BROOK	0.1 MI TO JCT W CL2 TH3	CONCRETE T-BEAM	6	6	7	N	00	03 - TOWN	000500	A - OPEN
7	023 - WASHINGTON	101214002112141	PLAINFIELD	C2002	00021	GREAT BROOK	0.3 MI S OF TH1	CONCRETE T-BEAM	7	7	6	N	00	03 - TOWN	000270	A - OPEN
7	023 - WASHINGTON	101214002212141	PLAINFIELD	C2002	00022	GREAT BROOK	.3 MI S OF TH1	CONCRETE T-BEAM	6	7	5	N	03	03 - TOWN	000270	A - OPEN
7	023 - WASHINGTON	101214002312141	PLAINFIELD	C2002	00023	GREAT BROOK	0.8 MI S OF TH1	PRESTRESS CONC SLAB	7	7	6	N	07	03 - TOWN	000270	A - OPEN
7	023 - WASHINGTON	101214002412141	PLAINFIELD	C2002	00024	GREAT BROOK	1.6 MI S OF TH1	CONCRETE T-BEAM	7	7	6	N	04	03 - TOWN	000362	A - OPEN
7	023 - WASHINGTON	101214002512141	PLAINFIELD	C2002	00025	GREAT BROOK	3.4 MI S OF TH1	CONCRETE T-BEAM	7	7	6	N	04	03 - TOWN	000270	A - OPEN
7	023 - WASHINGTON	101214002612141	PLAINFIELD	C3029	00026	GREAT BROOK	3.4 miles south of TH1	CONCRETE SLAB	8	8	8	N	99	03 - TOWN	000020	A - OPEN
7	023 - WASHINGTON	101214002712141	PLAINFIELD	C2001	00027	WINOOSKI RIVER	0.01 MI TO JCT W US2	CONCRETE T-BEAM	6	6	6	N	04	03 - TOWN	001500	A - OPEN
4	023 - WASHINGTON	101215003712151	ROXBURY	C3011	00037	BULL RUN BROOK	0.10 MI N JCT TH12	ALUM CGMPPA	N	N	N	8	07	03 - TOWN	000100	A - OPEN
4	023 - WASHINGTON	101215004512151	ROXBURY	C3035	00045	FLINT BROOK	0.15 MI TO JCT W C3 TH26	STEEL BM W TIMBER DK	7	6	6	N	99	03 - TOWN	000060	A - OPEN
4	023 - WASHINGTON	101215004912151	ROXBURY	C3011	00049	BULL RUN BROOK	0.01 MI TO JCT W C3 TH14	CONCRETE SLAB	7	7	8	N	99	03 - TOWN	000020	A - OPEN
4	023 - WASHINGTON	101215005012151	ROXBURY	C3027	00050	BROOK	0.35 MI TO JCT W VT12A	STEEL BM W TIMBER DK	6	6	6	N	07	03 - TOWN	000050	A - OPEN
4	023 - WASHINGTON	101215005112151	ROXBURY	C3011	00051	BULL RUN BROOK	0.7 MI TO JCT W CL3 TH12	STEEL BEAM	7	6	5	N	06	03 - TOWN	000100	A - OPEN
4	023 - WASHINGTON	101215005212151	ROXBURY	C3011	00052	BULL RUN BROOK	0.6 MI TO JCT W CL3 TH12	2 SPN CONC SLAB	8	8	6	N	06	03 - TOWN	000100	A - OPEN
5	023 - WASHINGTON	101216000412161	WAITSFIELD	C2001	00004	MAD RIVER	0.08 MI TO JCT W VT100	MULTI KG PST/ARCH CB	7	6	6	N	05	03 - TOWN	001900	P - POSTED FOR LOAD
5	023 - WASHINGTON	101216002012161	WAITSFIELD	C2003	00020	PINE BROOK	0.15 MI TO JCT W C3 TH15	STL BM/KING POST CB	6	6	6	N	04	03 - TOWN	000250	P - POSTED FOR LOAD
5	023 - WASHINGTON	101216002112161	WAITSFIELD	C3010	00021	PINE BROOK	0.10 MI E TO JCT W TH16	ROLLED BM W/TIMB DK	8	7	7	N	99	03 - TOWN	000010	P - POSTED FOR LOAD
5	023 - WASHINGTON	101216002212161	WAITSFIELD	C3029	00022	MAD RIVER	0.1 MI TO JCT W VT100	WELDED PONY TRUSS	8	8	8	N	99	03 - TOWN	000180	A - OPEN
5	023 - WASHINGTON	101216002412161	WAITSFIELD	C3008	00024	MAD RIVER	0.1 MI TO JCT W VT100	ROLLED THRU BEAM	6	5	6	N	04	03 - TOWN	000300	A - OPEN
5	023 - WASHINGTON	101216002512161	WAITSFIELD	C3015	00025	MAD RIVER	0.1 MI TO JCT W VT100	3 SPN CONT. STL BM	8	8	8	N	04	03 - TOWN	000800	A - OPEN
5	023 - WASHINGTON	200188000512172	WARREN	FAS 0188	00005	FREEMANS BROOK	0.3 MI E JCT. VT.100 N	CONCRETE SLAB	7	7	6	N	12	03 - TOWN	001100	A - OPEN
5	023 - WASHINGTON	200188000612172	WARREN	FAS 0188	00006	MAD RIVER	0.5 MI E JCT. VT.100 S	QUEEN POST COV BR	6	6	6	N	01	03 - TOWN	000770	P - POSTED FOR LOAD
5	023 - WASHINGTON	200188000712172	WARREN	FAS 0188	00007	FREEMANS BROOK	0.4 MI E JCT. VT.100 N	ROLLED BEAM	8	8	7	N	12	03 - TOWN	001100	A - OPEN
5	023 - WASHINGTON	200188003212172	WARREN	FAS 0188	00032	FREEMANS BROOK	0.8 MI E JCT. VT.100 S	CONCRETE T-BEAM	5	6	6	N	01	03 - TOWN	000770	A - OPEN
5	023 - WASHINGTON	101217001512171	WARREN	C3007	00015	FREEMAN BROOK	0.25 MI S JCT TH 1	PC SEG FRAME CULVERT	N	N	N	8	03	03 - TOWN	000500	A - OPEN
5	023 - WASHINGTON	101217003012171	WARREN	C2004	00030	MAD RIVER	0.08 MI TO JCT W VT100	CONCRETE T-BEAM	5	6	6	N	02	03 - TOWN	002000	A - OPEN
7	017 - ORANGE	100915002709151	WASHINGTON	C3067	00027	FLINT BROOK	0.02 MI TO JCT W VT110	CONCRETE SLAB	6	6	6	N	01	03 - TOWN	000500	A - OPEN
5	023 - WASHINGTON	101218000212181	WATERBURY	C2001	00002	THATCHER BROOK	0.5 MI TO JCT W CL2 TH3	STEEL BEAM	7	7	7	N	04	03 - TOWN	001060	A - OPEN
5	023 - WASHINGTON	101218000312181	WATERBURY	C2001	00003	THATCHER BROOK	0.3 MI TO JCT W VT100	CONCRETE T-BEAM	7	6	7	N	04	03 - TOWN	001060	A - OPEN
5	023 - WASHINGTON	101218000412181	WATERBURY	C2001	00004	THATCHER BROOK	0.05 MI TO JCT W CL3 TH6	ROLLED BEAM	7	6	7	N	04	03 - TOWN	001060	A - OPEN
5	023 - WASHINGTON	101218000512181	WATERBURY	C2001	00005	THATCHER BROOK	0.01 MI TO JCT W VT100	ROLLED BEAM	6	6	7	N	04	03 - TOWN	001060	A - OPEN
5	023 - WASHINGTON	101218001412181	WATERBURY	C3006	00014	THATCHER BROOK	0.4 MI TO JCT W CL2 TH3	PRESTRESS CONC SLAB	8	8	7	N	06	03 - TOWN	000649	A - OPEN
5	023 - WASHINGTON	101218001612181	WATERBURY	C3021	00016	THATCHER BROOK	0.02 MI TO JCT W VT100	ROLLED BEAM	6	6	6	N	99	03 - TOWN	000150	A - OPEN
5	023 - WASHINGTON	200013004712182	WATERBURY VILLAGE	US2	00047	THATCHER BROOK	0.1 MI E JCT VT.100 N	ROLLED BEAM	6	6	6	N	01	03 - TOWN	009200	A - OPEN
5	023 - WASHINGTON	200013004812182	WATERBURY VILLAGE	US2	00048	WINOOSKI RIVER	0.2 M1 W JCT VT.100S	2 SP CONT CURVED GIR	7	8	8	N	01	03 - TOWN	008200	A - OPEN
5	023 - WASHINGTON	101218003112181	WATERBURY VILLAGE	C2004	00031	WINOOSKI RIVER	0.01 MI TO JCT W CL2 TH1	STEEL THRU TRUSS	8	7	8	N	03	03 - TOWN	000850	A - OPEN
5	023 - WASHINGTON	101218003212181	WATERBURY VILLAGE	C2003	00032	THATCHER BROOK	@ INTERS.OF US2	CONCRETE SLAB	8	8	8	N	01	03 - TOWN	001090	A - OPEN
5	023 - WASHINGTON	101218003312181	WATERBURY VILLAGE	C3ARM	00033	THATCHER BROOK	0.04 MI TO JCT W UNION	ROLLED BEAM	6	6	6	N	99	03 - TOWN	000300	A - OPEN
5	023 - WASHINGTON	101218003512181	WATERBURY VILLAGE	C2002	00035	NEW ENGLAND CENTRAL RR	0.07 MI TO JCT W CL1 TH1	R.C. RIDGID FRAME	7	7	7	N	01	27 - RAILROAD	003300	A - OPEN
5	023 - WASHINGTON	101218003612181	WATERBURY VILLAGE	C2002	00036	THATCHER BROOK	0.02 MI TO JCT W VT100	CONCRETE T-BEAM	5	5	5	N	02	03 - TOWN	002830	A - OPEN
4	017 - ORANGE	200205000909172	WILLIAMSTOWN	FAS 0205	00009	STEVENS BRANCH	0.2 MI E JCT VT 14	TWIN CELL RC BOX	N	N	N	7	01	03 - TOWN	002200	A - OPEN
4	017 - ORANGE	100917002209171	WILLIAMSTOWN	C3012	00022	STEVENS BRANCH	0.03 MI TO JCT W VT 14	CONCRETE SLAB	8	8	7	N	01	03 - TOWN	000310	A - OPEN
4	017 - ORANGE	100917002509171	WILLIAMSTOWN	C3025	00025	STEVENS BRANCH	AT THE JCT OF CL3 TH12	CONCRETE SLAB	7	7	7	N	01	03 - TOWN	000218	A - OPEN

DISTRICT	COUNTY	STRUCTURE NUMBER	TOWN NAME	ROUTE NAME	BRIDGE NO.	FEATURE(S) INTERSECTED	LOCATION	BRIDGE TYPE	DECK RATING	SUPERSTRUCTURE RATING	SUBSTRUCTURE RATING	CULVERT RATING	BYPASS, DETOUR LENGTH	OWNER	AVERAGE DAILY TRAFFIC	OPEN, POSTED, CLOSED STATUS
4	017 - ORANGE	100917002609171	WILLIAMSTOWN	C2008	00026	MARTIN BROOK	0.3 MI TO JCT W VT14	CONCRETE SLAB	8	8	7	N	06	03 - TOWN	000250	A - OPEN
8	023 - WASHINGTON	200242000412202	WORCESTER	FAS 0242	00004	WORCESTER BROOK	1.3 MI E JCT. VT12	CONCRETE SLAB	8	8	8	N	16	03 - TOWN	000490	A - OPEN
8	023 - WASHINGTON	200242000612202	WORCESTER	FAS 0242	00006	WORCESTER BROOK	1.0 MI E JCT. VT.12	CONCRETE SLAB	7	7	7	N	16	03 - TOWN	000490	A - OPEN
8	023 - WASHINGTON	200242000912202	WORCESTER	FAS 0242	00009	N. BRANCH WINOOSKI RIVER	0.2 MI E JCT. VT.12	ROLLED BEAM	6	6	7	N	16	03 - TOWN	000490	A - OPEN
8	023 - WASHINGTON	101220002612201	WORCESTER	C2002	00026	MINISTER BROOK	@ JCT. W CL3 TH3	CONCRETE SLAB	8	8	8	N	11	03 - TOWN	000260	A - OPEN
8	023 - WASHINGTON	101220002812201	WORCESTER	C3020	00028	MINISTER BROOK	0.1 MI TO JCT W CL3 TH3	RLD BM W TIMBER DK	7	6	8	N	99	03 - TOWN	000030	A - OPEN
8	023 - WASHINGTON	101220002912201	WORCESTER	C3004	00029	HANCOCK BROOK	0.35 MI TO JCT W CL3 TH8	CONCRETE SLAB	8	8	8	N	99	03 - TOWN	000010	A - OPEN
8	023 - WASHINGTON	101220003012201	WORCESTER	C2002	00030	MINISTER BROOK	0.18 MI TO JCT W VT12	ROLLED THRU BEAM	7	6	7	N	11	03 - TOWN	000350	A - OPEN