

## Two Rivers-Ottauquechee RPC Transportation Advisory Committee Meeting

Thursday March 4, 2010  
Tracy Hall, Norwich, 9:30am – 11am

### Meeting Summary

**Attended:** Nelson Lee, Jr., Bridgewater; Bob Stacey, Hartland; Eric Benson, Bethel; Pete Webster and Phil Dechert, Norwich; Nate Cleveland, Royalton; Rich Menge and Matt Osborn, Hartford; Susan Clark, VTrans; and Rita Seto, TRORC.

**Regrets:** Mardee Sanchez, Randolph; Michael Brands, Woodstock; Genie Robbins, Braintree; Rod Maclay, Strafford; Frank Roderick, Corinth; Miriam Rubin-Crump, Sharon; David Palmer, Stagecoach; Van Chesnut, Advance Transit; Jim Lanctot, Thetford; Bobette Scribner, Bradford; and Frank Barrett, Jr., Fairlee

### Transportation Capital Projects Prioritization

Rita distributed a current capital projects prioritization list. The only change from the Feb.12 mailing was the re-adding of Town Highway Bridge 51 in Woodstock, US4 in front of the post office and the bump off of Town Highway Bridge 26 in Bridgewater. Rita went over the changes (highlighted in red/green) to clarify any questions.

With no further comment on the existing list, Rita passed out the FY'12 Capital Project Prioritization – Town Input Summary (attached) that addressed Adding New Projects and the strict circumstances that VTrans is willing to add new projects.

- Hartford - Rich and Matt proposed 2 projects. First is a sidewalk construction from VA Cutoff Rd to Sykes Mtn Ave, both discussed the safety hazards of bike/ped traffic crossing the I-91 exit and that the Town has applied for a Transportation Enhancement grant last round. Second is the rail bridge over US4 immediately coming off the US4 bridge to Lebanon that is requesting to be expanded.
- Woodstock\* – requested US4 to be repaved from Woodstock village to US5 in WRJ. This would not be just a Woodstock project but a joint Woodstock-Hartland-Hartford project. Should this not be a State priority seeing that US4 is a major east-west corridor? Sue will inquire to VTrans.
- Randolph\* – requested Main St (Class 1) in the village to be repaved from the Main St bridge to the Justin Morgan Plaza (Shaw's). In an email from the Town Manager, "Our Main Street is in poor shape and our merchants feel this road in the current condition is adding to their difficulties. We are noticing the locals that know the roads to avoid Main Street taking Beanville Road and South Pleasant St. Our Main St merchants have requested Main St paving because they most likely feel this Project is essential for an important economic development effort may be considered."

\* Rita did inquire to VTrans Paving Division about these two projects and found that neither of these highway sections have projects programmed for them. VTrans recognized both of these roads are in need but at this point have not created actual projects.

The group had an interesting discussion about Class 1 paving. Some towns have taken over their Class 1's to gain control over design elements and speed limits. Most Class 1 paving still resides as VTrans' responsibility but paving projects are based on VTrans schedule. Bethel ran into a dilemma where their Pleasant St desperately required paving but on the VTrans schedule, it would be a long time before getting to it. Bethel went ahead and paid for the paving themselves. There was some discussion of whether the Class 1 within the village would be the town's onus to maintain if the State could not provide it in the time the Town desired.

The group decided for now to add the Hartford, Woodstock and Randolph projects to the bottom of the project list but their permanency will be dependent upon working with VTrans to go through the process to have it approved. Sue noted that by just adding a new project to the list, VTrans will ignore it. The Towns must work with VTrans to get these projects officially approved and at this time, none of the proposed projects have met with VTrans. **It is also noted that any new project officially added to the list will require a deletion of an existing project(s) on the list in order balance the fiscally constrained budget.**

- Royalton – requested to add the retaining wall to the scope of BR27 listed on the capital projects list. Rita noted that if the retaining wall was indeed a significant part of the bridge structure, that during the D&E phase, the Town can discuss with VTrans to extend scope of construction to include retaining wall. It was agreed that the retaining wall will not be added to the list as a separate project.

Nate then realized that the State Highway BR27/BR28 off VT14 project listed was different from the Town Highway BR27 on Mill Rd off VT110 that the Town had been referring to for the retaining wall. Nate confirmed that the current State Highway BR27/BR28 project is still of great need. Nate asked Rita to substitute Town Highway BR30 (existing on the list and was selected last round as a Candidate) with Town Highway BR27 on Mill Rd. Rita will inquire with VTrans on TH BR27.

The group all agreed and approved the existing capital projects list with the addition of the town requests pending VTrans approval. Rita will inquire further about the proposed projects and will present the final project list to the TRORC Board of Commissioners at the end of March for approval and will submit to VTrans April 1<sup>st</sup>.

#### High Risk Rural Roads (HRRR) Program

Rita discussed the 2010 HRRR Program where high crash locations/corridors are identified along eligible rural roads. Rita noted changes to the program which include reducing the number of

location and corridor projects submitted from 10 to 3 each and that VTrans will take charge over the road audit, contract bids, installation work, review and paperwork to make things easier and more beneficial for Towns to participate. Selected towns will be included throughout the project.

Rita processed crash data from 2005 to 2009, identified and prioritized the top 3 selected high crash locations and high crash corridors. Crash locations are: Hartford – Christian St (between School St and Paula St), Bethel – Camp Brook Rd/Sugar Hill Rd, and Hartford – Bridge St/Maple St. Crash corridors are: Chelsea – East Randolph Rd (from VT110 to Brookfield line), Newbury – Leighton Hill Rd (Scotch Hollow Rd to US302) and Thetford – Sawnee Bean Rd (entire length).

Rich and Matt on behalf of Hartford commented that the crash location at Bridge St and Maple St is at a signalized intersection and would further signage actually help? Rita will recheck crash data. If it doesn't look feasible, Rita will select the next location based on the next highest EPDON (Equivalent Property Damage Only Number) score. Rita will also touch base with the 3 selected corridor Towns for their input as well as gather input at the next Local Emergency Planning Commission (LEPC12) meeting in April. This group includes reps from state police, county sheriffs of Orange and Windsor and local law enforcement. Rita will submit final list to VTrans in mid-April.