

CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
AGENDA

DATE: **Wednesday, March 6, 2019**
TIME: **9:00 a.m.**
PLACE: **CCRPC Office, 110 West Canal St. Winooski**

DELIBERATIVE AGENDA:

1. Action on Consent agenda – 9:00 – 9:05
See attached memo on TIP amendments.
2. Minutes of January 8, 2019 – (Action Item) 9:05 - 9:10
See attached.
3. Public Comment Period (Information item) 9:10 - 9:15
Members of the public are invited to raise issues of interest or concern to the TAC on items not on the agenda.
4. Champlain Parkway and other Burlington Projects (Information Item) 9:15 – 10:00
Burlington Public Works staff will brief the TAC on the various transportation projects advancing in the City.
5. Water Quality Update (Information Item) 10:00 – 10:15
Staff will provide the latest information and updates regarding water quality/stormwater issues and programs.
6. Project Prioritization (Action Item) 10:15 – 10:30
See attached memo documenting this annual process and a staff recommendation.
7. Future TAC Agenda Items 10:30 – 10:40
Staff seeks TAC member ideas for future potential agenda items. Let us know of any topics or projects that you feel the group has an interest in hearing more about.
8. Status of Projects and Subcommittee Reports (Information Item) 10:40 – 10:45
See bulleted list on the reverse for current CCRPC projects. TAC members are encouraged to ask staff for more information on the status of any of these on-going or recently completed projects.
9. CCRPC January and February Board Meetings Report (Information Item) 10:45 – 10:50
The Board met on 1/16 and 2/20, approving the FY19 UPWP mid-year budget adjustment and hearing updates on Burlington's transportation projects.
10. Chairman's/Members' Items (Information Item) 10:50 – 11:00

Next Meeting: Tuesday, April 2, 2019

In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the CCRPC will ensure public meeting sites are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested accommodations, should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext. *21 or evaughn@ccrpcvt.org, no later than 3 business days prior to the meeting for which services are requested.

Project List:

- Title VI program participation and Public Participation Plan implementation
- Participation in the Vermont Highway Safety Alliance
- Participation in the State's Rail Council
- Coordination with United Way on Neighbor Rides and Elders & Disabled program analysis
- Advanced Traffic Monitoring System through FHWA AID grant – Maintenance and Monitoring
- LPM services for Underhill sidewalk construction on VT 15 – Right of Way Plans and CE
- LPM services for Hinesburg – Village South Area Sidewalk on VT 116 – Right of way plans
- Allen Brook Watershed Culverts Assessment Study, Williston – Existing Conditions analysis
- Dorset Street and Williston Road Intersection lane assignment Analysis – Traffic simulation models
- Winooski Avenue Corridor Study (Burlington)
- Amtrak Train Overnight Storage Study (Burlington)
- Coordination with GMT on ADA, NextGEN and Elders & Disabled advisory committees
- Railyard Enterprise Supplemental Scoping (Burlington)
- Winooski River Bridge Scoping Study (Burlington/Winooski)
- South Burlington Bike Ped Gaps scoping
- South Burlington Ped. Crossing and Bike Access
- Intervale Ave. Scoping (Burlington)
- Essex Junction Design 5 Corners/Village Transportation Plan update
- Essex Junction Parking Study
- Colchester Ave/Riverside Ave/Barrett St Intersection Scoping (Burlington)
- So. Burlington VT116-Kimball-Tilley Land Use and Transportation Plan
- Williston Transportation Impact Fees
- Williston Shared Use and Multi-Modal Parking Requirements
- I-89 Exit 14 Bike/Pedestrian Crossing Study, Phase II (South Burlington)
- Overhaul of South Burlington's Traffic Overlay District
- Update to South Burlington's Transportation Impact Fee Ordinance
- Regional Transportation Energy Planning
- Transportation Hazard Mitigation Planning
- Municipal Road General Permit (MRGP) Work
- Grants-In-Aid Coordination with Municipalities.
- 2018/2019 Way to Go! to School
- Greenride Bikeshare
- Regional Shared Mobility Analysis and Recommendations
- City Center Parking & Movement Plan, South Burlington
- Chittenden County I-89 2015 Study
- East Allen Street Gateway Enhancements Scoping Study (Winooski)

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CCRPC Transportation Advisory Committee

March 5, 2019

Agenda Item 1a: Consent Item

FY2019 Transportation Improvement Program (TIP) Amendments

Issues

Make the following amendments to the FY19-22 TIP.

The projects listed below are grant funded projects (Municipal Highway and Stormwater Mitigation Program awards, Transportation Alternative awards, and Bike & Ped program awards) that had funds in FY18 (last year) that were not obligated. Advance funds from FY18 to FY19 (current year).

- ▶ **Phosphorus Control Plan, Colchester** (Project OT033, Amendment FY19-10) (STP MM18(1)) - Advance \$40,000 in Municipal Highway and Stormwater Mitigation Program award funds from FY18 to FY19.
- ▶ **Phosphorus Control Plan, Essex Junction** (Project OT034, Amendment FY19-11) (STP MM18(2)) - Advance \$18,784 in Municipal Highway and Stormwater Mitigation Program funds from FY18 to FY19. \$40,000 was in the TIP in FY18 and \$21,216 was obligated.
- ▶ **Town Hall/Parade US7 Crosswalk Upgrade, Shelburne** (Project BP104, Amendment FY19-12) - Advance \$3,850 in 2017 Bike & Ped award funds from FY18 to FY19.
- ▶ **Kimball/Marshall Avenue Culvert, South Burlington-Williston** (Project BR058, Amendment FY19-13) (STP MM18(3)) - Advance \$29,607 in Municipal Highway and Stormwater Mitigation Program funds from FY18 to FY19. \$66,240 was in the TIP in FY18 and \$36,633 was obligated.
- ▶ **Allen Brook Watershed Culvert Scoping, Williston** (Project OT045, Amendment FY19-14) (TAP TA18(8)) - Advance \$15,000 in 2018 Transportation Alternatives funds from FY18 to FY19.
- ▶ **Williston Road Cycle Track and Pedestrian Improvements, South Burlington** (Project BP102, Amendment FY19-15) (STP BP 17(9)) - Advance \$145,007 in 2017 Bike & Ped award funds from FY18 to FY19. \$203,115 was in the TIP in FY18 and \$58,108 was obligated.
- ▶ **Stormwater Detention Pond Design and Construction at LDS Church, Essex** (Project OT036, Amendment FY19-16) (STP MM18(9)) - Advance \$61,268 in Municipal Highway and Stormwater Mitigation program funds from FY18 to FY19. \$86,765 was in the TIP in FY18 and \$25,497 was obligated.
- ▶ **Picard Circle Stormwater Improvements, South Burlington** (Project OT029, Amendment FY19-17) (TAP TA17(6)) - Advance \$1,600 for right-of-way from FY18 to FY19 and move \$233,547 for construction from FY21 to FY19.

The following CIRC Alternative projects had funds in FY18 (last year) that were not obligated. Advance the funds from FY18 to FY19 (current year).

- **VT15/Sand Hill Road, Essex** (Project HP082, Amendment FY19-18) (STPG 030-1(22)) - Advance \$75,000 in right-of-way funds from FY18 to FY19.
- **VT2A/James Brown Drive, Williston** (Project HP090, Amendment FY19-19) (STP HES 5500(12)) - Advance \$350,000 in construction funds from FY18 to FY19. \$1,200,000 was in the TIP in FY18 and \$850,000 was obligated.
- **Crescent Connector, Essex Junction** (Project HC014, Amendment FY19-20) – Advance \$900,000 from FY18 to FY19 and allocate to right-of-way.

Staff
Recommendation:

Recommend that the TAC approve the proposed TIP amendments.

**For more
information,
contact:**

Christine Forde
cforde@ccrpcvt.org or 846-4490 ext. *13

CCRPC Transportation Advisory Committee

March 5, 2019

Agenda Item 1b: Consent Item

FY2019 Transportation Improvement Program Amendments

Issues

Make the following changes to the FY2019-2022 TIP.

Champlain Parkway, Burlington (Project HC001, Amendment FY19-20).

- ▶ **TIP Change:** Update the TIP construction funding amounts for Champlain Parkway as follows – FY20 - \$13,222,501 (federal); FY21 -- \$10,386,361 (federal), FY22 - \$4,885,102 (federal). Total federal funds - \$28,475,964.
- ▶ **Reason for Change:** The adopted FY2019-2022 TIP programs \$28,923,763 in federal funds for construction of Champlain Parkway. However, the schedule does not match the current construction schedule. Burlington is working towards advertising the project in the spring of 2019 and the TIP must reflect the revised funding schedule.

The TIP is a fiscally constrained document so funds must be made available from other projects to accommodate this TIP amendment. Therefore, the following changes are also proposed.

Shelburne Street Roundabout, Burlington (Project HP085, Amendment FY19-21)

- ▶ **TIP Change:** Move \$4,959,284 in construction funds from FY21 to FY22. \$982,000 remains in FY21.
- ▶ **Reason for Change:** This change matches the current construction schedule for this project which is for two construction seasons in 2021 and 2022.

Exit 17, Colchester (Project BR050, Amendment FY19-22)

- ▶ **TIP Change:** Move \$9,844,386 from FY22 to FY23. \$924,520 remains in FY22.
- ▶ **Reason for Change:** The current schedule for this project has construction taking place in 2022, 2023 and 2024.

Staff

Recommendation:

Recommend that the TAC approve the proposed TIP amendments.

For more information, contact:

Christine Forde
cforde@ccrpcvt.org or 846-4490 ext. *13

1
2 CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
3 TRANSPORTATION ADVISORY COMMITTEE - MINUTES
4

5 DATE: Tuesday, January 8, 2019
6 TIME: 9:00 a.m.
7 PLACE: CCRPC Offices, 110 West Canal St. Winooski, VT
8

9 **Members Present**

10 Bruce Hoar, Williston
11 Brian Bigelow, Underhill
12 Jon Rauscher, Winooski
13 Amy Bell, VTrans
14 Nicole Losch, Burlington
15 Allegra Williams, Local Motion
16 Joss Besse, Bolton
17 Ashley Bishop, VTrans
18 Chris Jolly, FHWA
19 David Allerton, Milton
20 Dennis Lutz, Essex
21 Barbara Elliot, Huntington
22 Sandy Thibault, CATMA
23 Dean Pierce, Shelburne
24 Larry Lackey, Burlington Airport
25
26
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Staff Present

Eleni Churchill, Transportation Project Manager
Sai Sarepalli, Transportation Planning Engineer
Bryan Davis, Senior Transportation Planner
Charlie Baker, Executive Director
Chris Dubin, Transportation Planner
Jason Charest, Senior Transportation Planning Engineer

30
31
32
33
34 Eleni Churchill called the meeting to order at 9:00AM. She first called for a round of introductions, then
35 asked for any changes to the agenda, which there were none.
36

37 **1. Consent Agenda**

38 DENNIS LUTZ MADE A MOTION, SECONDED BY NICOLE LOSCH, TO APPROVE THE TWO
39 TIP AMENDMENT ITEMS DESCRIBED IN THE CONSENT AGENDA MEMO. THE MOTION
40 PASSED UNANIMOUSLY.
41

42 **2. Approval of Minutes**

43 AMY BELL MADE A MOTION, SECONDED BY DENNIS LUTZ, TO APPROVE THE MINUTES
44 OF THE NOVEMBER 6, 2018 TAC MEETING. THE MOTION CARRIED.
45

46 **3. Public Comments**

47 None.
48

49 **4. I-89 Corridor Project**

50 This multiyear planning effort will comprehensively look at the entire Interstate corridor in Chittenden
51 County. This project is one of the 2050 MTP investments but there is a need to take a closer look at
52 Interstate improvements. Eleni Churchill gave a brief presentation on the study goals and consultant
53 procurement process. Day-to-day project management will be overseen by CCRPC and the project will
54 include a technical committee, an advisory committee, focus groups and other public involvement efforts.

1 Procurement followed a two-step process with a letter of intent followed by invitations for full proposals,
2 with VHB selected by the review committee as the preferred consultant. CCRPC staff requests that the
3 TAC approve the consultant team recommended by the selection committee (VTrans, TAC, and CCRPC).
4 Discussion: Does the Exit 12 Scoping Study fit into this study? The project team will assume that the Exit
5 12 project will be complete and is included as part of this study, as will other Interstate exit scoping
6 studies like Exit 16. What did the RFP say about the analytical framework for land use impacts, and how
7 will those get weighted in selecting a preferred alternative? It's too early to fully answer this question.
8 The CCRPC used to have a land use framework model but will work with the consultant team to develop
9 a new land use model as one method of evaluation, but various other methodologies will be presented to
10 the TAC when appropriate. Who else is on the VHB's consultant team? They are partnering with RSG
11 and UVM Transportation Research Center, as well as Third Sector Associates and Dr. Austin Troy.
12 Will the project and traffic model evaluate whether interstate congestion would be reduced if the Circ
13 Highway, or elements of it, were built? This could be one of the alternatives examined if it addresses the
14 project purpose. Some of the early 2050 MTP evaluations looked at a few alternatives locally but not yet
15 at the regional scale. This project will also look at potential impacts to arterials as well as other I-89
16 interchanges to get traffic off the interstate. DENNIS LUTZ MADE A MOTION, SECONDED BY
17 DEAN PIERCE, TO APPROVE VHB AS THE CONSULTANT FOR THE CHITTENDEN COUNTY I-
18 89 2050 STUDY. THE MOTION PASSED UNANIMOUSLY.

19 20 **5. Legislative Priorities this Session**

21 Charlie Baker noted that about 60-70 people attended the CCRPC Legislative Breakfast in December.
22 They were provided background information on the ECOS Plan, impact of Chittenden County on state tax
23 contributions, grand list growth, update on Chittenden County Public Safety Authority, CCRPC resources
24 and some current projects. He then reviewed the legislative priorities for this coming session which
25 include: bolstering the state's workforce, mental health and substance abuse issues, smart growth
26 (focusing growth where we want it), housing stock and affordability, MTP projects, water quality, Act
27 250 and permit system changes, and increased funding for regional and municipal funding.

28 29 **6. 2019 UPWP Budget Adjustment**

30 Halfway through each fiscal year the CCRPC adjusts the work program budget and task schedule. Eleni
31 highlighted mid-year changes to the current UPWP, which will be voted on by the CCRPC Board on
32 January 16. The adopted version will be posted at: [https://www.ccrpcvt.org/about-us/commission/annual-
33 work-plan-budget-finances/](https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/).

34 35 **7. 2020 Draft UPWP**

36 Bryan Davis provided a brief update on the FY20 UPWP development schedule. Project requests are due
37 January 18, and UPWP Committee meetings are scheduled for January, February and March. A draft
38 FY20 UPWP will be available in April with Board action anticipated in May.

39 40 **8. Status of Projects and Subcommittee Reports**

41 Eleni referred members to the project list on the reverse side of the meeting agenda. There was a brief
42 discussion of NHS updates, which were approved by FHWA. The ECOS Map Viewer will include the
43 updated NHS layer: <http://map.ccrpcvt.org/ChittendenCountyVT/>

44 45 **9. CCRPC November Board Meeting Report**

46 Eleni noted that there was no Board meeting in December. The Board met on 11/28 and heard a
47 presentation on Greenride Bikeshare and the upcoming I-89 Corridor Study. The meeting began with a
48 45-minute presentation on Board responsibilities as an MPO.

49 50 **10. Chairman's/Members' Items**

51 Sandy Thibault informed members that CATMA is preparing a Strategic Business Plan and is seeking
52 input from stakeholders, include municipalities. CATMA staff will send out a survey link in the coming
53 weeks and asks for member input.

1 AMY BELL MADE A MOTION, SECONDED BY DEAN PIERCE, TO ADJOURN THE MEETING.
2 THE MOTION CARRIED.

3

4 The meeting adjourned at 10:00AM.

5

6 Respectfully submitted, Bryan Davis

DRAFT



Chittenden County Regional Planning Commission

March 6, 2019

Agenda Item 7: Action Item

2021 Transportation Project Prioritization and Town Highway Bridge Pre-Candidate Prioritization

TAC/Staff Recommendation: Approve the 2021 Regional Project Scores and Town Highway Bridge Pre-Candidate Regional Project Scores, with changes if any, and forward to VTrans.

Issues: Each year the Vermont Legislature requires that projects in the Transportation Capital Program be prioritized. Specifically, they directed VTrans to develop a numerical grading system to assign a priority ranking to all paving, roadway, safety and traffic operations, state bridge, interstate bridge, and town highway bridge projects. The rating system was to consist of two separate, additive components as follows:

1. One component shall be an asset management-based factor which is objective and quantifiable and shall consider, without limitation, the following:
 - the existing safety conditions in the project area and the impact of the project on improving safety conditions;
 - the average, seasonal, peak, and nonpeak volume of traffic in the project area, including the proportion of traffic volume relative to total volume in the region, and the impact of the project on congestion and mobility conditions in the region;
 - the availability, accessibility, and usability of alternative routes;
 - the impact of the project on future maintenance and reconstruction costs.
2. The second component of the priority rating system was to consider the following factors:
 - the functional importance of the highway or bridge as a link in the local, regional, or state economy; and
 - the functional importance of the highway or bridge in the social and cultural life of the surrounding communities.

A prioritization methodology was developed as a collaborative effort between VTrans and the regional planning commissions (RPCs). VTrans provides technical input on projects to determine the first part of the project score and the RPCs provide input on the second part of the score.

VTrans Methodology Overview

Prioritization methodologies were developed for each program category listed in the Transportation Capital Program. The methodologies are summarized below.

Paving

- Pavement Condition Index – 20 points (more points are given for higher levels of pavement deterioration)

- Benefit/Cost – 60 points (output comes from a Pavement Management System software which considers the type of pavement treatment, traffic volumes and percentage of trucks)
- Regional Priority – 20 points

Bridge

- Bridge Condition – 30 points (considers the condition of components of the bridge such as the deck, superstructure and substructure)
- Remaining Life – 10 points (considers the rate at which the bridge is deteriorating)
- Functionality – 5 points (adequacy of the alignment and the width)
- Load Capacity and Use – 15 points (considers if there is a weight restriction and the traffic volumes)
- Waterway Adequacy and Scour Susceptibility – 10 points (characteristics of the waterway the bridge crosses, if applicable)
- Project Momentum – 5 points (considers right-of-way and permit issues)
- Benefit Cost Factor – 10 points (considers the benefit to the traveling public of keeping the bridge open)
- Regional Priority – 15 points

Roadway

- Highway System – 40 points (looks at highway sufficiency rating and network designation)
- Cost per vehicle mile – 20 points
- Project Momentum – 20 points (considers right-of-way and permitting issues)
- Designated Downtown project – 10 bonus points
- Regional Priority – 20 points

Traffic Operations

- Intersection Capacity – 40 points (based on level of service)
- Accident Rate – 20 points
- Cost per Intersection Volume – 20 points
- Project Momentum – 10 points (considers right-of-way and permitting issues)
- Regional Input – 20 points

CCRPC Priority Methodology

CCRPC developed a methodology for regional priority scores in 2005. The methodology is based on planning factors MPOs are required to consider in their planning process, as stated in ISTEA and reiterated in subsequent Federal legislation. The methodology scores projects in each of the following categories: Economic Vitality; Safety and Security; Accessibility, Mobility and Connectivity; Environment, Energy and Quality of Life; Preservation of Existing System; and, Efficient System Management.

The methodology uses a project scoring sheet that identifies project characteristics that result in a score of High, Medium-High, Medium, Low or No Impact for each of the six scoring criteria. Each project receives one score for each planning factor. The score is determined by finding the highest scoring project characteristic that applies

to each project. Necessary information for scoring projects is derived from existing studies and data collected/processed by CCRPC, VTrans, consultants or towns. Only one score is applied to the project for each planning factor even though multiple characteristics may apply to the project.

In addition to the six scoring categories, projects receive points if the project is in the current TIP according to the following schedule:

- 10 points for construction funds in the TIP
- 8 points for right-of-way in the TIP
- 6 points for engineering in the TIP

Projects receive only one score for the TIP Status item corresponding to the highest scoring project phase even if there are multiple phases listed in the TIP for the project.

The list of projects to be scored comes from the annual Transportation Capital Program and is supplied by VTrans. The list includes all projects in the Capital Program except rail projects, aviation projects, interstate projects, bridge maintenance projects, projects funded with federal safety funds, bike/ped and Transportation Alternatives awards and projects expected to be under construction in the near future

Preliminary project scoring sheets were sent to TAC members having projects in their towns for review and comment.

The attached table lists projects in rank order by program category, from high score to low score. Ties between projects are broken in the following way: higher functional classes are placed before lower functional classes. Functional class order is: Interstate, Principal Arterial, Minor Arterial, Major Collector. If ties still remain higher traffic volumes are placed before lower traffic volumes.

2021 Town Highway Bridge Pre-Candidate Prioritization

VTrans also requests that all Regional Planning Commissions prioritize up to 10 town highway bridges as pre-candidate projects. This list queues projects to be added to the VTrans Town Highway Bridge Program in the future.

CCRPC scored town highway bridges using our Project Prioritization methodology described above. The prioritization methodology was applied to the 20 worst-condition town highway bridges, as ranked by VTrans, in the county. The prioritized list is attached.

Additional Information

All transportation projects funded by VTrans, with state or federal funds, must be included in the Transportation Capital Program. This program is developed by VTrans and approved by the Vermont Legislature.

Chittenden County projects funded with Federal transportation funds must also be included in the Transportation Improvement Program (TIP). However, inclusion in the TIP does not replace inclusion in the Capital Program – Chittenden County projects funded with federal transportation funds must be included in the Capital Program and the TIP.

The Capital Program includes three categories of projects, Candidate projects, Development & Evaluation project and Front of the Book Projects. These project types are defined below.

- **Candidate** - A project gets on the *Candidate* list after it has completed the planning process. Candidate projects are not anticipated to have significant expenditures for preliminary engineering and/or right-of-way during the budget year, and funding for construction is not anticipated within a predictable time-frame.
- **Development & Evaluation** - A project moves from the *Candidate* list to the *Development and Evaluation* list when the Project manager anticipates the project will proceed to preliminary plans within 12 to 24 months. Development and Evaluation projects are anticipated to have preliminary engineering and/or right-of-way expenditures during the budget year.
- **Front of the Book** - A project moves from the *Development and Evaluation* list to the *front of the book* when it has completed preliminary plan development. Front of the book projects are anticipated to have construction expenditures during the budget year and/or the following three years.

TAC Recommendation: Approve the 2021 Regional Project Scores and Town Highway Bridge Pre-Candidate Regional Project Scores, with changes if any, and forward to VTrans

Staff Recommendation: Approve the 2021 Regional Project Scores and Town Highway Bridge Pre-Candidate Regional Project Scores, with changes if any, and forward to CCRPC Commission

For more information contact: Christine Forde
cforde@ccrpcvt.org or 846-4490 ext. *13

Attachments:

- CCRPC Prioritized Project Lists – 2021
- CCRPC Project Scoring Sheet
- Supplemental Project Information

CCRPC 2021 Prioritized Project Lists

2021 CCRPC Prioritized Project List - Project Ranks

Roadway

	Rank	CCRPC Score	Economic Vitality	Safety and Security	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life	Preservation of Existing System	Efficient System Management	TIP Status
<u>Roadway</u>									
US2/Industrial Avenue, Williston	1	61	High	High	Medium-High	Medium-High	High	Medium-High	CON
Susie Wilson Road Improvements, Essex -- CIRC PHASE III	2	59	High	High	Medium-High	High	High	High	Scoping
Exit 12 Stage 1, Williston - Shared Use Path Under I-89 and New VT2A Lane from Marshall to I-89 Ramp -- CIRC PHASE III	3	58	High	High	High	Medium-High	Medium	Medium-High	CON
Prim/West Lakeshore Drive Intersection, Colchester - CIRC PHASE III	4	55	Medium-High	High	Medium-High	Medium-High	Medium-High	Medium-High	CON
Exit 12 Stage 3, Williston - Diverging Diamond Interchange -- CIRC PHASE III	5	51	High	High	High	Medium-High	Medium	Medium-High	No funds programmed
Exit 12 Stage 2, Williston - New Grid Streets and at grade intersection -- CIRC PHASE III	6	51	High	High	High	Medium-High	Medium	Medium-High	No funds programmed
VT2A Reconstruction, Colchester - CIRC PHASE III	7	50	Medium-High	High	Medium-High	High	Medium-High	Medium-High	No funds programmed
VT2A Culvert Rehab	8	46	Medium-High	Medium	Medium-High	Medium	Medium-High	Medium	CON
Exit 12 Stage 4, Williston - VT2A Boulevard from grid street to US2 -- CIRC PHASE III	9	44	Medium	High	High	Medium-High	Medium	Medium	No funds programmed
VT117/North Williston Road Hazard Mitigation, Essex CIRC PHASE III	10	42	Medium-High	Medium-High	Medium-High	Medium-High	Medium-High	Medium	No funds programmed
<u>New Capacity</u>									
Crescent Connector	1	60	High	High	High	High	Low	Medium-High	CON
Champlain Parkway, Burlington	2	52	High	Medium	High	Medium-High	Low	Medium-High	CON

2021 CCRPC Prioritized Project List - Project Ranks

Traffic Operations & Safety

	Rank	CCRPC Score	Economic Vitality	Safety and Security	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life	Preservation of Existing System	Efficient System Management	TIP Status
Traffic Operations & Safety									
Exit 16 Improvements, Colchester - CIRC PHASE I	1	61	High	High	Medium-High	Medium-High	Medium-High	High	CON
Severance Corners, Colchester - CIRC PHASE II	2	61	High	High	High	High	Medium	Medium-High	CON
VT116/CVU Road, Hinesburg	3	61	High	High	Medium-High	Medium-High	Medium-High	High	CON
Shelburne Road Roundabout, Burlington	4	58	High	High	Medium-High	Medium-High	Medium-High	Medium-High	CON
US7/Middle Road/Railroad Street, Milton	5	57	High	High	Medium-High	Medium-High	Medium-High	Medium-High	CON
US2/Trader Lane, Williston	6	57	High	Medium	High	High	Medium	Medium-High	CON
VT2A/Industrial Avenue, Willston - CIRC PHASE III	7	57	High	High	Medium-High	Medium-High	Medium-High	Medium-High	CON
US7/Ferry Road, Charlotte	8	54	High	High	Medium-High	Medium	Medium	Medium-High	CON
VT15/Sand Hill, CIRC PHASE II	9	52	High	Medium-High	Medium-High	Medium	Medium-High	Medium-High	CON
VT117/North Williston Road, Essex - CIRC PHASE III	10	52	High	Medium-High	Medium-High	Medium	Medium-High	Medium-High	CON
US7/Harbor Road/Falls Road, Shelburne	*	49	High	High	High	Medium-High	Medium	Medium-High	Illustrative
Blakely Road/Laker Lane, Colchester - CIRC PHASE III	11	48	Medium-High	Medium	Medium-High	Medium-High	Medium	Medium-High	CON
US7 Signal Upgrades, Shelburne-South Burlington	12	46	Medium-High	High	Medium-High	Medium-High	Medium	High	Scoping
Bayside Intersection Roundabout, Colchester	13	46	Medium-High	High	Medium-High	High	Medium	Medium-High	New
VT116/VT2A Intersection Improvements, St. Geroge	14	43	Medium-High	High	Medium-High	Medium-High	Medium	Medium-High	Scoping

* US7/Harbor Road/Falls Road has recently completed scoping and CCRPC seeks to have this project added to the Capital Program. The project has been scored, but not ranked because it is not currently part of the transportation program.

2021 CCRPC Prioritized Project List - Project Ranks

Paving and Town Highway Bridge

	Rank	CCRPC Score	Economic Vitality	Safety and Security	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life	Preservation of Existing System	Efficient System Management	TIP Status
<u>Paving</u>									
VT15, Essex-Underhill	1	50	High	Low	Medium-High	Medium	High	Medium	CON
VT15, Underhill-Cambridge	2	39	Low	Low	Medium	Low	High	Medium	CON
US2, Richmond-Bolton	3	26	Medium	Low	Medium	Low	Medium	Medium	New
<u>Town Highway Bridge</u>									
Huntington Bridge 32 on Camels Hump Road (TH22) - west of Fielder Road	1	47	Medium	High	High	Low	High	Low	PE
Huntington Bridge 10 on Main Road - south of Beane Road	2	33	Medium	Medium	High	Low	Medium	Medium	Not listed
Underhill Bridge 7 on Pleasant Valley Road - near Deane Road	3	30	Medium	Medium	Medium-High	Low	Medium	Medium	Not listed
Jericho Bridge 15 on Brown's Trace - near Fitzsimonds Road	4	28	Medium-High	Low	Medium-High	Low	Low	Medium	Not listed
Charlotte Bridge 31 on Dorset Street - south of Carpenter Road	5	26	Medium	Medium	Medium	Low	Medium	Low	Not listed

CCRPC 2021 Project Prioritization
Project Scoring Sheet

CCRPC Project Prioritization Scoring Criteria

		Planning Factors	
		Economic Vitality <i>Support the economic vitality especially by enabling global competitiveness, productivity, and efficiency</i>	Safety and Security <i>Increase the safety and security of the transportation system for motorized and nonmotorized users</i>
Project Characteristics	High Impact (10 points)	<input type="checkbox"/> Project provides new or improved access, including transit and pedestrian/bike access, to or within a Vermont designated Growth Center, Downtown, New Town Center or Village Center or a CCRPC designated Enterprise Planning Area <input type="checkbox"/> Project on an interstate or principal arterial that improves access for freight <input type="checkbox"/> Project improves airport access <input type="checkbox"/> Project improves access, including transit and pedestrian/bike access, to tourism facility <input type="checkbox"/> Project that improves access to the rail network	<input type="checkbox"/> Safety improvement in a VTrans identified High Crash Location – intersection or section of roadway <input type="checkbox"/> Bridge improvement for a bridge with critical safety deficiencies (sufficiency rating up to 25) <input type="checkbox"/> Dedicated pedestrian/bike facility making intermodal linkages or regional connections in a location with a documented existing safety problem
	Medium-High Impact (7 points)	<input type="checkbox"/> Project provides new or improved access, including transit and pedestrian/bike access, to or within a CCRPC designated Center, Metro or Village Planning area, or a municipal designated growth area <input type="checkbox"/> Project on a minor arterial or major collector that improves access for freight <input type="checkbox"/> Project addresses environmental issues that could impact economic development (stormwater, flood resiliency) <input type="checkbox"/> New/expanded Park and Ride Lot	<input type="checkbox"/> Bridge improvement for a bridge with serious safety issues (sufficiency rating of 25.1 to 50) <input type="checkbox"/> New median barriers, guardrails or shoulders <input type="checkbox"/> Intersection/roadway safety improvement in a location with a documented safety problem <input type="checkbox"/> Rail grade crossing improvement or warning signs <input type="checkbox"/> Dedicated pedestrian/bike facility with a documented safety problem on a Principal or Minor Arterial roadway
	Medium Impact (5 points)	<input type="checkbox"/> Project that provides new or improved access, including transit and pedestrian/bike access, to or within a future activity area identified in a municipal plan or study <input type="checkbox"/> Bus station/stop amenities and shelters <input type="checkbox"/> Project maintains or improves an access facility important to rural community including town highway bridges <input type="checkbox"/> Repave interstate or principal arterial	<input type="checkbox"/> Bridge safety improvement for a bridge with a sufficiency rating from 50.1–80 <input type="checkbox"/> Repave interstate or principal arterial <input type="checkbox"/> Dedicated pedestrian/bike facility in a location with a documented safety problem on a Major Collector roadway <input type="checkbox"/> Safety related transportation project identified in a study/report
	Low Impact (3 points)	<input type="checkbox"/> Other transportation improvement that supports economic development <input type="checkbox"/> Repave a minor arterial or major collector	<input type="checkbox"/> Repave a minor arterial or major collector <input type="checkbox"/> Dedicated pedestrian/bike facility in a location with a documented safety problem on a local road <input type="checkbox"/> Other safety related improvement identified in a study/report
	No Impact (0 Points)	<input type="checkbox"/> No discernible benefit	<input type="checkbox"/> No discernible benefits

* Improved access is defined as increase in capacity or reduced delay

		Planning Factors	
		Accessibility, Mobility and Connectivity <i>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</i>	Environment, Energy and Quality of Life <i>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns</i>
Project Characteristics	High Impact (10 points)	<input type="checkbox"/> Bicycle /pedestrian facility making intermodal linkages or regional connections to or within a Vermont designated Growth Center, Downtown, New Town Center or Village Center <input type="checkbox"/> Project that facilitates movement of goods or improves intermodal connectivity to or within a Vermont designated Growth Center, Downtown, New Town Center or Village Center <input type="checkbox"/> Project that benefits areas where 10% or more of the households are below the poverty level <input type="checkbox"/> Bridge or other project that maintains connectivity or reduces flood vulnerability in a location with no alternative route for residents or businesses	<input type="checkbox"/> Pedestrian/bike facility making intermodal linkages or regional connections resulting in the potential for reducing VMT <input type="checkbox"/> Clean fuel buses/vehicles and alternative fuel infrastructure <input type="checkbox"/> VMT reduction program including transportation demand management and park and ride lots <input type="checkbox"/> Transportation project that encourages compact land use or transit oriented development <input type="checkbox"/> Transportation project that reduces stormwater runoff or improves water quality or other stream ecological conditions for impaired waterways
	Medium-High Impact (7 points)	<input type="checkbox"/> Bicycle/pedestrian facility making intermodal linkages or regional connections to or within a CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Project that facilitates movement of goods or intermodal connectivity to or within a CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Project maintains or improve connectivity on interstate or principal arterial <input type="checkbox"/> Bridge or other project that maintains connectivity or reduces flood vulnerability in a location with limited alternative routes for residents or businesses (detour greater than 10 miles)	<input type="checkbox"/> Transportation project that reduces delay at an existing high volume intersection or group of intersections within a Vermont designated Growth Center, Downtown, New Town Center, Village Center, CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Traffic calming/streetscape project within a Vermont designated Growth Center, Downtown, New Town Center, Village Center, CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Projects that remove traffic from a neighborhood within a Vermont designated Growth Center, Downtown, New Town Center, Village Center, CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Pedestrian/bike facility making local connections resulting in the potential for reduced VMT <input type="checkbox"/> Transportation project that reduces stormwater runoff or improves water quality or other stream ecological conditions for non-impaired waterways
	Medium Impact (5 points)	<input type="checkbox"/> Bicycle/pedestrian facility making intermodal linkages or regional connections to or within a locally important activity center <input type="checkbox"/> Project that facilitates freight movement or intermodal connectivity to or within a locally important activity center <input type="checkbox"/> Project maintains or improves connectivity on minor arterial or major collector <input type="checkbox"/> Project that maintains connectivity and mobility for a rural community including town highway bridges	<input type="checkbox"/> Transportation project that reduces delay at an existing high volume intersection or group of intersections <input type="checkbox"/> Necessary bridge or roadway improvements within a Vermont designated Growth Center, Downtown, New Town Center, Village Center, CCRPC designated Center, Metro, Enterprise or Village Planning area or municipal designated growth area <input type="checkbox"/> Necessary bridge or roadway improvements on interstate or principal arterial
	Low Impact (3 points)	<input type="checkbox"/> Project that maintain or improve connectivity on minor arterials or major collectors	<input type="checkbox"/> Necessary bridge or roadway improvements on minor arterial or major collector <input type="checkbox"/> Other project that has a positive effect on the environment, energy use or quality of life in the region <input type="checkbox"/> Other bridge improvements
	No Impact (0 Points)	<input type="checkbox"/> No discernible benefits	<input type="checkbox"/> No discernible benefits

		Planning Factors	
		Preservation of Existing System <i>Emphasize the preservation of the existing transportation system</i>	Efficient System Management <i>To encourage and promote the safe and efficient management and operation of integrated, intermodal transportation systems to serve the mobility needs of people and freight and foster economic growth and development.</i>
Project Characteristics	High Impact (10 points)	<input type="checkbox"/> Reconstruction, resurfacing or intersection improvement for a project with a documented critical need <input type="checkbox"/> Bridge structural improvement for a bridge documented to be in danger of being closed or weight restricted (sufficiency rating of less than 25) <input type="checkbox"/> Reconstruction or resurfacing of an existing pedestrian/bike facility making intermodal linkages or regional connections with a documented signification need	<input type="checkbox"/> TDM strategies, programs and incentives including new or expanded park and ride lot that would reduce VMT <input type="checkbox"/> Traffic signal interconnect or other ITS improvement to reduce congestion <input type="checkbox"/> Improvement that reduces congestion to roadway, corridors or intersection with significant congestion (V/C over 1.5) <input type="checkbox"/> Pedestrian/bike facility making intermodal linkages or regional connections resulting in the potential to reduce congestions
	Medium-High Impact (7 points)	<input type="checkbox"/> Reconstruction, resurfacing or intersection improvement for a project with a documented significant need <input type="checkbox"/> Bridge structural improvement for a bridge with documented significant structural deficiencies (sufficiency rating of 25 – 50) <input type="checkbox"/> Reconstruction or resurfacing of an existing pedestrian/bike facility with a documented significant need <input type="checkbox"/> Necessary improvement to an existing park and ride lot	<input type="checkbox"/> Improvements that reduces congestion to roadway, corridor or intersection (V/C over 1) <input type="checkbox"/> New interchange on limited access highway, in a location with significant congestion, to relieve congestion <input type="checkbox"/> New signals or roundabout where warranted <input type="checkbox"/> New connections between existing streets to facilitate the use of alternative routes and reduce congestion <input type="checkbox"/> Necessary improvements to operate existing bridges and roadways on interstate or principal arterial
	Medium Impact (5 points)	<input type="checkbox"/> Reconstruction, resurfacing or intersection improvement for a project with a documented moderate need <input type="checkbox"/> Bridge structural improvement for a bridge with documented moderate structural deficiencies (sufficiency rating of 50.1-75) <input type="checkbox"/> Reconstruction or resurfacing of an existing pedestrian/bike facility	<input type="checkbox"/> Improvement that reduces congestion to roadway, corridor or intersection (V/C less than 1) <input type="checkbox"/> Median treatment or access management <input type="checkbox"/> Bicycle/pedestrian facility making locally important connections resulting in the potential for reducing congestion <input type="checkbox"/> Improvements that reduce travel time <input type="checkbox"/> Necessary improvements to operate existing bridges and roadways on minor arterial or major collector
	Low Impact (3 points)	<input type="checkbox"/> Other improvement to the existing transportation system <input type="checkbox"/> Transportation improvement that has an indirect benefit to the existing transportation system	<input type="checkbox"/> Necessary improvements to operate town highway bridges on minor collectors and local roads <input type="checkbox"/> Other improvements that benefit the transportation system.
	No Impact (0 Points)	<input type="checkbox"/> No discernible benefits	<input type="checkbox"/> No discernible benefits

CCRPC 2021 Project Prioritization
Supplemental Project Information

Supplemental Project Information

Roadway, Traffic Operations & Safety, Paving

	Rank	VTrans Priority		TIP Status	Capital Program Status	Planning Designation	Functional Class	High Crash
		Rank	Out of					
<u>Roadway</u>								
US2/Industrial Avenue, Williston	1	1	52	CON	Front of Book	Enterprise	Principal Arterial	Yes
Susie Wilson Road Improvements, Essex -- CIRC PHASE III	2	37	52	Scoping	Development & Evaluation	Metro	Major Collector	Yes
Exit 12 Stage 1, Williston - Shared Use Path Under I-89 and New VT2A Lane from Marshall to I-89 Ramp -- CIRC PHASE III	3	10	52	CON	Development & Evaluation	State Growth Center	Interstate/ Principal Arterial	Yes
Prim/West Lakeshore Drive Intersection, Colchester - CIRC PHASE III	4	36	52	CON	Front of Book	CCRPC Village	Minor Arterial	Yes
Exit 12 Stage 3, Williston - Diverging Diamond Interchange -- CIRC PHASE III	5	11	52	No funds programmed	Development & Evaluation	State Growth Center	Interstate/ Principal Arterial	Yes
Exit 12 Stage 2, Williston - New Grid Streets and at grade intersection -- CIRC PHASE III	6	12	52	No funds programmed	Development & Evaluation	State Growth Center	Interstate/ Principal Arterial	Yes
VT2A Improvements, Colchester - CIRC PHASE III	7	18	52	No funds programmed	Development & Evaluation	CCRPC Village	Minor Arterial	Yes
VT2A Culvert Rehab, Williston	8	35	52	CON	Front of Book	State Growth Center	Principal Arterial	No
Exit 12 Stage 4, Williston - VT2A Boulevard from grid street to US2 -- CIRC PHASE III	9	19	52	No funds programmed	Development & Evaluation	State Growth Center	Principal Arterial	Yes
VT117/North Williston Road Hazard Mitigation, Essex - CIRC PHASE III	10	50	52	No funds programmed	Candidate	Rural	Major Collector	No
<u>New Capacity</u>								
Crescent Connector	1	4	6	CON	Front of Book	State Village	Major Collector	Yes
Champlain Parkway, Burlington	2	2	6	CON	Front of Book	Enterprise/ Metro	Principal Arterial	No
<u>Traffic Operations & Safety</u>								
Exit 16, Colchester - CIRC PHASE I	1	1	21	CON	Front of Book	Enterprise/ Metro	Principal Arterial	Yes
Severance Corners, Colchester - CIRC PHASE II	2	9	21	CON	Front of Book	State Growth Center	Principal Arterial	Yes
VT116/CVU Road, Hinesburg	3	Safety - Not ranked		CON	Front of Book	CCRPC Village	Minor Arterial	Yes
Shelburne Road Roundabout, Burlington	4	Safety - Not ranked		CON	Front of Book	Metro	Principal Arterial	Yes
US7/Middle Road/Railroad Street, Milton	5	7	21	CON	Front of Book	Center	Principal Arterial	Yes
US2/Trader Lane, Williston	6	10	21	CON	Front of Book	State Growth Center	Principal Arterial/ Local	No
VT2A/Industrial Avenue, Williston - CIRC PHASE III	7	5	21	CON	Front of Book	Suburban	Principal Arterial	Yes
US7/Ferry Road, Charlotte	8	11	21	CON	Front of Book	CCRPC Village	Principal Arterial	Yes
VT15/Sand Hill, CIRC PHASE II	9	13	21	CON	Front of Book	Suburban	Principal Arterial	No
VT117/North Williston Road, Essex - CIRC PHASE III	10	14	21	CON	Front of Book	Rural	Principal Arterial	No
US7/Harbor Road/Falls Road, Shelburne	*	Illustrative		Illustrative	Illustrative	State Village	Principal Arterial	Yes

Supplemental Project Information

Roadway, Traffic Operations & Safety, Paving

	Rank	VTrans Priority		TIP Status	Capital Program Status	Planning Designation	Functional Class	High Crash
		Rank	Out of					
Blakely Road/Laker Lane, Colchester - CIRC PHASE III	11	12	21	CON	Front of Book	CCRPC Village	Minor Arterial	No
US7 Signal Upgrades, Shelburne-South Burlington	12	16	21	Scoping	Front of Book	Center/Suburban	Principal Arterial	Yes
Bayside Intersection Roundabout, Colchester	13	New - not yet ranked		New	Candidate	CCRPC Village	Minor Arterial/Major	Yes
VT116/VT2A Intersection, St. Geroge	14	New - not yet ranked		Scoping	Front of Book	CCRPC Village	Principal Arterial/Minor	Yes
<u>Paving</u>								
VT15, Essex-Underhill	1			CON	Front of Book	Metro/Suburban/ Rural	Principal/ Minor Arterial	No
VT15, Underhill-Cambridge	2			CON	Front of Book	Rural	Minor Arterial	No
US2, Richmond-Bolton	3			New	Front of Book	Village/ Rural	Minor Arterial	Yes

Supplemental Project Information

Town Highway Bridges

	Rank	TIP Status	Capital Program Status	CCRPC Planning Designation	Functional Class	High Crash (Y or N)	Detour Length (Miles)	Average Daily Traffic	Condition - Deck/ Superstructure/ Substructure (out of 10)	Bridge Sufficiency Rating (out of 100)	Channel Condition
Town Highway Bridge											
Huntington Bridge 32 on Camels Hump Road (TH22) - west of Fielder Road	1	PE	Development & Evaluation	Rural	Town Road	No	No Alt Route	100	Fair - Fair - Fair	22.6	Fair
Huntington Bridge 10 on Main Road - south of Beane Road	2	Not listed	Candidate	CCRPC Village	Major Collector	No	25	440	Fair- Satisfactory - Good	57.5	Good
Underhill Bridge 7 on Pleasant Valley Road - near Deane Road	3	Not listed	Candidate	Rural	Major Collector	No	20	980	Good - Satisfactory - Fair	62.2	Good
Jericho Bridge 15 on Brown's Trace - near Fitzsimonds Road	4	Not listed	Candidate	Rural	Minor Arterial	No	13	1530	Satisfactory - Fair - Fair	82.2	Satisfactory
Charlotte Bridge 31 on Dorset Street - south of Carpenter Road	5	Not listed	Candidate	Rural	Town Road	No	5	200	Satisfactory	67.8	Good

CCRPC 2021 Project Prioritization
Town Highway Bridge Pre-Candidate List

2021 CCRPC Prioritized Project List - Project Ranks
Town Highway Bridge Pre-Candidates

		CCRPC Rank	CCRPC Score	Economic Vitality	Safety and Security	Accessibility, Mobility and Connectivity	Environment, Energy and Quality of Life	Preservation of Existing System	Efficient System Management	VTrans Rank
SHELBURNE	BR7 on Bay Road over the LaPlatte River	1	41	Medium-High	Medium-High	Medium-High	Medium	High	Medium	99
HUNTINGTON	BR9H on Main Road over Texas Hill Brook - north of Texas Hill Road	2	41	Medium	Medium-High	Medium-High	Medium-High	High	Medium	153
HUNTINGTON	B14 on Main Road over Huntington River	3	36	Medium	Medium-High	Medium-High	Medium	Medium-High	Medium	218
HINESBURG	BR6 on Charlotte Road over the LaPlatte River	4	34	Medium-High	Medium	Medium-High	Medium	Medium	Medium	115
HINESBURG	BR9 on Hollow Road over Hollow Brook - south of Hinesburg Hollow Road	5	34	Medium-High	Medium	Medium-High	Medium	Medium	Medium	119
UNDERHILL	BR31 on Green Street	6	33	Low	Medium-High	High	Low	Medium-High	Low	240
HINESBURG	BR26 on Leavensworth Road over the LaPlatte River	7	33	Low	Medium-High	High	Low	Medium-High	Low	294
BURLINGTON	BR2 on Queen City Park Road	8	32	Medium-High	Medium	Medium-High	Medium	Medium	Low	698
RICHMOND	BR9R on Huntington Road over the Huntington River - north of Mayo Road	9	32	Medium-High	Medium	Medium-High	Low	Medium	Medium	110
HINESBURG	BR11 on Silver Street over Lewis Creek - near Monkton Town Line	10	31	Medium-High	Low	High	Low	Low	Medium	411
UNDERHILL	BR8 on Pleasant Valley Road over Browns River - north of Beartown Road	11	30	Medium-High	Low	Medium-High	Medium	Low	Medium	343
JERICHO	BR13 on Nashville Road over Mill Brook - near Bentley Lane	12	30	Medium	Medium	Medium-High	Low	Medium	Medium	179
BOLTON	BR8 on Duxbury Road over Preston Brook	13	30	Medium	Medium	Medium-High	Low	Medium	Medium	352
COLCHESTER	BR14 on Colchester Pond Road	14	29	Low	Medium	High	Low	Medium	Low	337
BOLTON	BR7 on Cemetery Road over Mill Brook	15	29	Low	Medium	High	Low	Medium	Low	355
HUNTINGTON	B7H on Main Road over Cobb Brook - south of Charlie Smith Road	16	28	Medium-High	Low	Medium-High	Low	Low	Medium	189
JERICHO	BR 17 on Browns Trace over Lee River - north of Lee River Road	17	26	Medium-High	Low	Medium	Low	Low	Medium	267
BOLTON	BR15 on Joiner Lane over Joiner Brook	18	25	Low	Low	High	Low	Low	Low	131
JERICHO	BR38 on Macomber Place over Lee River	19	25	Low	Low	High	Low	Low	Low	106
HUNTINGTON	BR29 on Charlie Smith Road over Cobb Brook	20	25	Low	Low	High	Low	Low	Low	258

Supplemental Project Information

Town Highway Bridge Pre-Candidates

		CCRPC Rank	CCRPC Planning Designation	Roadway Functional Class	Condition - Deck/ Superstructure/ Substructure (out of 10)	Detour Length (Miles)	Average Daily Traffic	Federal Sufficiency Rating (out of 100)
SHELBURNE	BR7 on Bay Road over the LaPlatte River	1	Suburban	Major Collector	5/6/5	5	2300	40.6
HUNTINGTON	BR9H on Main Road over Texas Hill Brook north of Texas Hill Road	2	CCRPC Village	Major Collector	6/6/7	15	2140	44.5
HUNTINGTON	B14 on Main Road over Huntington River	3	Rural	Major Collector	8/6/6	23	1740	63.4
HINESBURG	BR6 on Charlotte Road over the LaPlatte River	4	CCRPC Village	Major Collector	Culvert - 5	11	2010	64
HINESBURG	BR9 on Hollow Road over Hollow Brook - south of Hinesburg Hollow Road	5	Enterprise	Major Collector	6/6/6	17	1560	51
UNDERHILL	BR31 on Green Street	6	CCRPC Village	Town Road	6/6/7	No alt route	10	37.6
HINESBURG	BR26 on Leavensworth Road over the LaPlatte River	7	Rural	Town Road	6/5/8	No alt route	10	42.6
BURLINGTON	BR2 on Queen City Park Road	8	Enterprise	Town Road	5/7/7	1	1890	53
RICHMOND	BR9R on Huntington Road over the Huntington River - north of Mayo Road	9	Rural	Major Collector	7/7/5	15	2170	66.2
HINESBURG	BR11 on Silver Street over Lewis Creek - near Monkton Town Line	10	Rural	Major Collector	7/7/7	30	3330	73.6
UNDERHILL	BR8 on Pleasant Valley Road over Browns River - north of Beartown Road	11	CCRPC Village	Major Collector	6/7/7	20	1550	87
JERICHO	BR13 on Nashville Road over Mill Brook - near Bentley Lane	12	Rural	Rural Minor Collector	6/7/6	16	850	68.3
BOLTON	BR8 on Duxbury Road over Preston Brook	13	Rural	Rural Minor Collector	6/7/7	20	500	66.1
COLCHESTER	BR14 on Colchester Pond Road	14	Rural	Town Road	7/8/5	No alt route	75	63.2
BOLTON	BR7 on Cemetery Road over Mill Brook	15	Rural	Town Road	7/5/7	No alt route	10	50.8
HUNTINGTON	B7H on Main Road over Cobb Brook - south of Charlie Smith Road	16	Rural	Major Collector	8/8/7	23	890	86.5
JERICHO	BR 17 on Browns Trace over Lee River - north of Lee River Road	17	Rural	Major Collector	6/7/6	6	2820	79.3
BOLTON	BR15 on Joiner Lane over Joiner Brook	18	Rural	Town Road	5/6/7	No alt route	20	81
JERICHO	BR38 on Macomber Place over Lee River	19	Rural	Town Road	7/6/5	No alt route	10	61.7
HUNTINGTON	BR29 on Charlie Smith Road over Cobb Brook	20	Rural	Town Road	6/7/7	No alt route	10	75.9