

Bennington Region TAC mtg
5/25/2022 at 3pm

Present:

Anders, Mark	BCRC Staff	✓
Black, Gordon	Town of Manchester staff and BCRC Commissioner	✓
Bryars, Catharine	BCRC Staff	✓
Cuenca, Fredericka	N. Bennington	✓
Dzialo, Karen	Sandgate	
Faley, Rob	VTrans District 1	✓
Hand, Jim	Dorset BCRC Rep	✓
Herrington, Megan	VT DOH	
Klinger, Walter	Pownal BCRC rep	
Lierman, Bruce	North Bennington BCRC Commissioner	✓
Monks, Dan	Bennington Assistant Town Manager	✓
Otto, Katharine	VTrans, Policy & Planning	✓
Rockwell, Charlie	Rupert BCRC Commissioner	
Wallace, Beth	Bennington County Headstart	
Ware, Jim	GMCN	✓
White, Terence	GMCN	
Zaiac, Nick	Arlington Town Administrator, TAC Chair	✓

Minutes:

Bridges – Vermont Project Selection and Prioritization Process (VPSP2)

Mark: BCRC sent a request to all Towns in the region for bridge projects to accept into the Capital Program that are not on the Asset Driven Project list and received two potential bridge projects: Bridge #43 on Mt. Anthony Rd. In Bennington and Bridge #53 on Bonnet St. In Manchester. It was noted that the Bennington Bridge may not qualify because it is a short structure (20' or less), and the program is for long structures, although the proposal is to construct a 55' long bridge.

Katharine: Candidate Projects are going away. Projects are now accepted into the budget, so they to move straight into D&E. Projects are only accepted that there is money to fulfill. D&E can take different amounts of time depending on ROW and other factors.

Mark: Manchester bridge #53 is on Bonnet St. 1/3 mile north of downtown roundabout. The project involves rehabilitation of the bridge to bring it to current standards including widening the deck and installing adequate guardrails, and a new 5-foot-wide sidewalk. The bridge offers a gateway into downtown Manchester for southbound traffic on Route 30 and the town plans to add light posts to highlight it as a gateway. The upstream side of the bridge is improperly aligned with improper wind walls. These aspects would be corrected along with the pedestrian enhancements and other improvements. The bridge hosts a 12-inch municipal water main and a municipal sewer line. The water line would be retained, and the sewer line would be upgraded to a sewer main in conjunction with the bridge improvements.

Project not in a High Crash Location. Asset condition is "Good." It will improve pedestrian and cycling connectivity, especially to the Rec Park. Resiliency vulnerability score is 4/10 and criticality score is 9/10.

Gordon: The sidewalk is in bad condition, and it ends at the bridge. One of the points is to make it more walkable to the recreation park. Flooding water floods around the bridge into the field by the church. Road is an important gateway into town.

Jim: Sidewalk ends and is beat up the bridge is narrow and uncomfortable for pedestrians.

Rob: The plan was moving the sidewalk to the opposite side (east) and if the field house got approved the idea was to separate bikes and peds all the to the rec park entrance.

Jim: sidewalk should be on the east side not west side as speed increases north of bridge.

Nick: Any improvement to this bridge will be a positive improvement and they would have to consider bike/ped improvements as part of that process – we should support this project for inclusion on the list, resiliency factor is if the bridge went out it would be a disaster. This is an elite level project.

Bruce: project should go forward even as designed here. Critical for resiliency.

Nick moved to include bridge and Bruce seconded. TAC voted unanimously to approve bridge project.

Mark: Bennington Mt. Anthony Rd. bridge. Bridge may not qualify because it is a short structure (20' or less), and the program is for long structures, although the proposal is to construct a 55' long bridge but it is a little ambiguous so we can at least approve it with the understanding that VTrans may disqualify it.

The proposed project it to remove existing 24 inch culvert and replace with a bridge to span the entire area. This will allow the road to straighten and cars to pass in each direction safely. The unnamed stream is very unique. One side of the road drops 6 feet from the gravel shoulder, the other side drops 18 feet. The area does not allow for any lengthening of the culvert to widen the road. This causes lane restrictions on an 8% sloped curve. This section of road is very dangerous: sight distance, slope, and traction are severely compromised. It is very difficult to maintain and therefore extremely hazardous to travel. Additionally, the existing structure is hydraulically inadequate. Cost estimate is

Dan: this is a long-time problem that the town has struggled with for 20 years. Also, the culvert restricts water and ANR would like it addressed. If the culvert failed a lot of houses would be cut off from Bennington.

Bruce: it is a resiliency issue – lots of houses back there.

Mark: would the structures grant be a better fit given the long timeline with VPSP2.

Katherine: consider what the local match will be with structures grant which will require building at a higher standard compared as a smaller town funded project.

Motion made to include the bridge and TAC voted unanimously to include it.

Mark: next TAC topics could include new infrastructure funding.

Jim Hand: what is the status of the Manchester Park and Ride?

Rob: thought construction will be in 2023

Katherine: VTransparency has project info: construction estimated for 2024 – no info about if it will have charging infrastructure.

Jim: A good site for charging infrastructure.

Mark: we can add this as an agenda item for the next meeting.

Next meeting July 20th.