

State of Vermont
Office of Highway Safety
National Life Building
Montpelier, VT 05633-5001
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Agency of Transportation

October 2015

Town of East Montpelier

RE: High Risk Rural Road Projects

Dear Town Official,

Thank you for participating in the High Risk Rural Roads (HRRR) program and for recently meeting with Jonathan Kaiser and me to discuss the rural road selected within your Community.

Per this safety review, we identified some traffic sign and marking enhancements to improve safety in the area selected. These suggested enhancements are shown on the enclosed sketch and narrative. We would like to know if you agree with our suggestions and if you want VTrans to incorporate these low cost solutions into our next statewide design project.

If you want us to continue with this project, please review the report and note any comments or changes that you would like us to make. Then, sign the cover sheet and return it to the address below by no later than November 15th 2015. There will be additional opportunities for the Town to provide comments during the design stage.

Attention: Mario Dupigny-Giroux P.E.
Office of Highway Safety
One National Life Drive
Montpelier, Vermont 05633-5001

Again, thank you very much for participating in the High Risk Rural Road program.

Sincerely,



Mario Dupigny-Giroux, P.E.
Traffic Safety Engineer

ATTACHMENTS

High Risk Rural Roads Program

Report & Sketch of Proposed Enhancements

Presented to

The Town of East Montpelier

By

Vermont Agency of Transportation (VTrans)

I have reviewed the attached report & sketch and want VTrans to continue with the project.

Approved by: _____

Date: _____

Authorized Town Agent

High Risk Rural Road Program Safety Assessment Report

This safety review primarily involved the assessment of County Road in East Montpelier from the intersection of Center Road to the Calais Townline.

This safety review was conducted as part of the Agency of Transportation's Transportation Planning Initiative (TPI) in conjunction with the High Risk Rural Roads Program. The Central Vermont Regional Planning Commission (CVRPC) selected the location pursuant to the prioritization process established by the TPI planning effort with the intent of identifying locations on rural local roads that could benefit from low cost safety enhancements.

The next section of this summary report contains observations and guidance determined from the review of County Road.

General Comments about the Curves on this Road

Using a ball bank indicator and travelling at the 40 mph speed limit, we determined that 40 mph was appropriate as the safe speed through all of the curves along County Road.

Curve near Templeton Rd

Although the 40 mph speed limit is appropriate for this curve, we do feel that the curve near Templeton Road when traveling in the northbound direction could be enhanced. We also anticipate that this curve could be hard to see at night. We suggest that a curve sign be installed along with two 6" x 8" delineators as shown on the sketch.

Nordic Ski Trail Crossing

There are currently standard pedestrian signs to warn of this field-to-field crossing. This crossing is active during the winter and is part of the Morse Farm Ski Touring Center.

Because this crossing is only used during the winter months, we first suggest the use of folding signs. The signs would be unfolded during the winter and folded back when the trail is no longer in use. We propose that the wording "winter trail crossing" be used.

Cummings Road

This intersection is a "Y" type intersection. The intersection corner sight distance is poor when looking to the left from either leg of the "Y" due to the uphill incline. Stopping sight distance on County Road is also limited when traveling southbound.

There is currently no advanced warning sign north of the intersection warning of the presence of the intersection. Installing an advanced sign with a street name plaque would warn motorists that they are approaching Cummings Road.

Using a form of vehicle detection, it would be possible to implement a dynamic solution to warn Cummings traffic that vehicles on County Road are approaching from the left. If the Town is interested in this type warning system, please make sure that this is reported in your comments.

High Risk Rural Road Program Safety Assessment Report

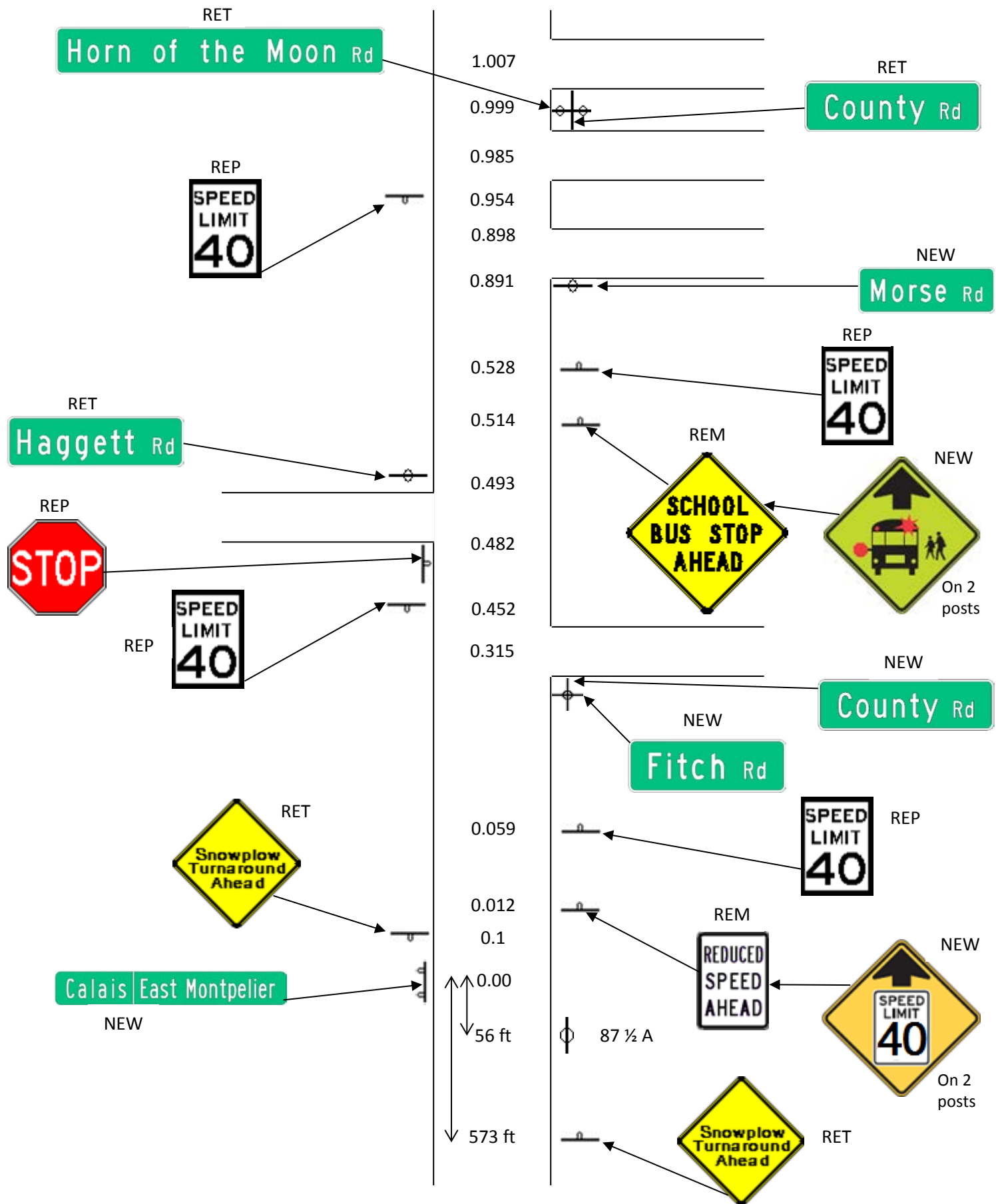
Center Road

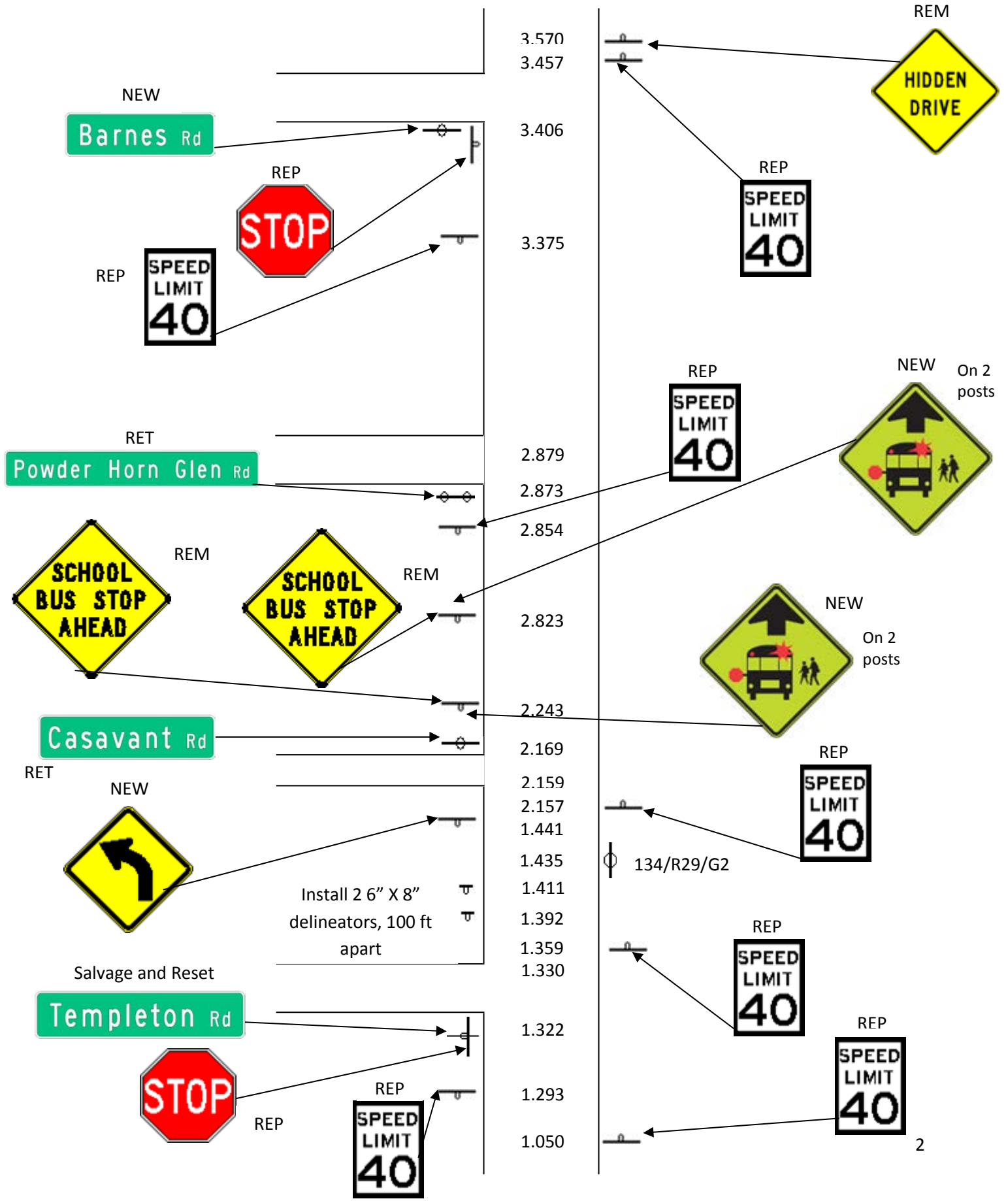
This is a “Y” intersection. At this intersection, we suggest better controlling traffic flow by installing a yield sign that would be applicable for traffic entering from the north. This traffic would be yielding to traffic that is entering Center Road from the south.

Other Considerations

The intersection of County Road and Horn of the Moon as well as the intersection of County Road and Cummings are two “Y” intersections that could possibly be improved by making them into “T” intersections. However, because of the existing geometry, the assessment of the feasibility of converting these intersections is beyond the scope of this review.

Center Road is another “Y” intersection. This intersection could be improved by converting it to a 90-degree intersection. Because of the implementation cost, this is a project that would be out of the scope of this program. However, this type of improvement could be incorporated into a paving project.





NEW

Barnes Rd

REP



REP



RET

Powder Horn Glen Rd

REM



REM



Casavant Rd

RET

NEW



Install 2 6" X 8" delineators, 100 ft apart

Salvage and Reset

Templeton Rd



REP

REP



REM



REP



REP



NEW

On 2 posts



NEW

On 2 posts



REP



134/R29/G2

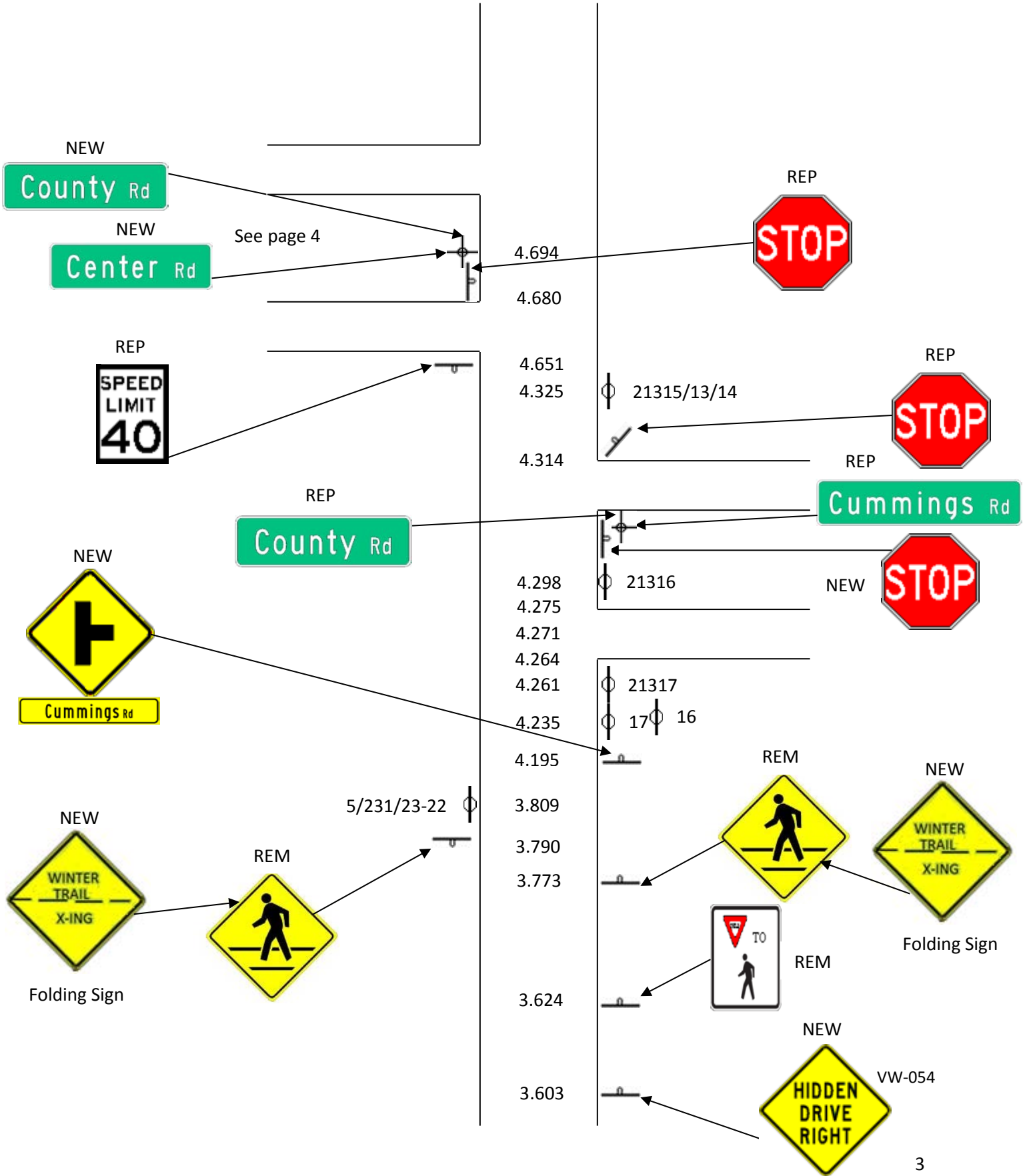
REP



REP



2



County Road

