

High Risk Rural Roads

TH # 20 Plank Rd
Town of Bristol

Location

This site visit primarily involved the review of the Intersection of TH # 20 Plank Rd Town of Waltham.

Highway	TH # 20 Plank Rd	
AADT	590	
DHV	83	
Posted Speed Limit	35 MPH	
Class of Road	Class 9	

Purpose of the Site Visit

This site visit was conducted as part of the Agency of Transportation's Transportation Planning Initiative in conjunction with the High Risk Rural Roads Program (HRRR). The Addison County regional Planning Commission (ACRPC) selected the location pursuant to the prioritization process established by ACRPC with the intent of identifying hazardous location on rural local roads

Meeting Attendees

The site visit included the following representatives from the Vermont Agency of Transportation (VTrans).

Dan Newhall	Traffic Design & Safety (VAOT)
Harold Francis	Waltham Selectboard
Loretta Lawrence	Ferrisburgh Selectboard
Roger Boise	New Haven Road Commissioner/Selectboard
Katie Reilley	New Haven Highway Dept
Amy Brons	Ferrisburgh Resident
Bill Bryant	Bristol Town Administrator
Richard Kehne,	ACRPC

Commencement Meeting

The meeting was held at the Bristol Town office on Tuesday June 14, 2011 at approximately 9:00 am. Following introductions, Dan Newhall described the HRRR program, reviewed the key steps in conducting the site visit, and explained what the expectations of the day's site visit.

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After the overview, the Town Representatives provided the following information for the site review.

- The Town Representatives provided the following concerns:
 - At the Westerly end of the Bristol portion is a long sharp curve.
 - No advance intersection warning signs .
 - No pavement markings.
 - Most signs on the Bristol section of Plank Rd do not follow the MUTCD guidelines.

- Accident Data from 2006-2010 indicated there were fourteen crashes on or adjacent to Plank Rd. Four were non-incapacitating injuries, two were possible injuries and nine were Property Damage Only. The remaining is unknown.

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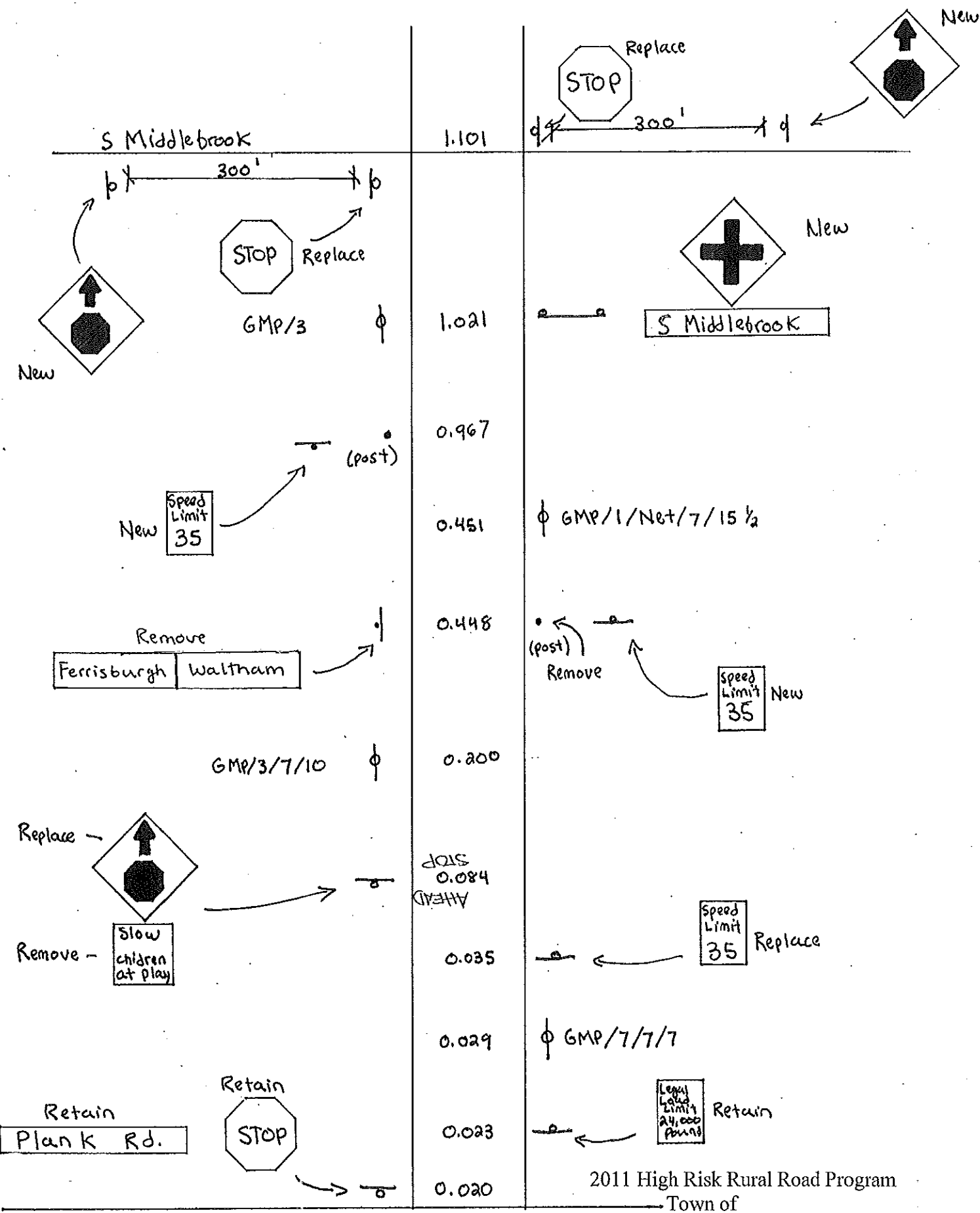
Instructions

The next section of this report contains a table that displays observations, and guidance determined from the Traffic Safety Section's site review. The first column indicated the location where the concern is located. The second column identifies the concerns and observations recorded during the safety review of the site. For each observation, the review team suggests the guidance listed in the column titled "strategy" as a possible remedial solution. Note that these concerns listed in no particular order of importance. Each strategy that eligible for funding through the High Risk Rural Road Program is identified with an X in its appropriate column. The next three columns are for the town to indicate if you agree with the recommended measures or not. Please support your decision by writing a reason in the comments column. The town is not obliged to follow the findings of the HRRR report. However, the reasons for not implementing a finding are to be documented (e.g. physical constraints, environmental constraints, etc.). A written response should be submitted to the audit coordinator as soon as possible.

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Written Response for the Town of Bristol						
Location mm	Concerns	Strategies	Eligible for Program Funding	Agree	Reject	Comments
Plank Rd						
MP 1.101	At the Westerly end of the Bristol portion is a long sharp curve	Install new advance curve warning signs. Install new				
Varies	No advance intersection warning signs .	Install new advance intersection warning signs as needed.				
Varies	No pavement markings.	Install pavement markings where needed.				
Varies	Most signs on the Bristol section of Plank Rd do not follow the MUTCD guidelines.	Replace signs that do not meet the standards, and install new signs only where necessary.				



S Middlebrook

1.101

Replace
STOP

300'

New

300'

STOP
Replace

GMP/3

1.021

New

S Middlebrook

New

0.967

New
Speed
Limit
35

0.451

φ GMP/1/Net/7/15 1/2

Remove

Ferrisburgh Waltham

0.448

(post)
Remove

New
Speed
Limit
35

GMP/3/7/10

0.200

Replace

↑
○

STOP
0.084
AHEAD

Remove

Slow
children
at play

0.035

Speed
Limit
35
Replace

0.029

φ GMP/7/7/7

Retain

Plank Rd.

Retain

STOP

0.023

Legal
Load
Limit
24,000
Pounds
Retain

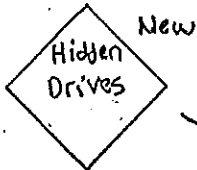
0.020

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US - Route 7

(0.00)

Plank Road
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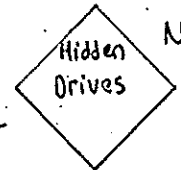
New

2.143

Driveway

2.140

2.032



New



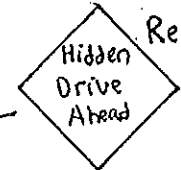
1.974

GMP/2/7/55

Replace



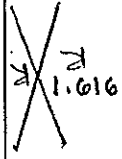
1.965



Remove



New sign and pavement markings



1.616

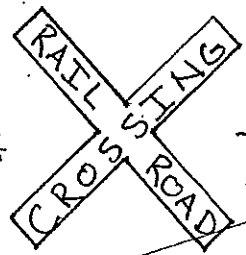
GMP/15

1.610

Signs within * Dynamic envelope of the railroad are the responsibility of the railroad *



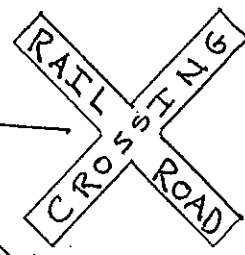
1.508



1.504

1.503

1.498



GMP/10

1.445

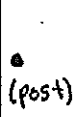


1.430



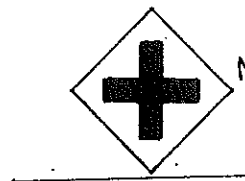
New and pavement markings

1.200



(post)

New



New

S Middlebrook

New Haven | Waltham

GMP/2/NET/14

1.160

GMP/50/NET/3

1.111

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Speed Limit 35 Replace

Speed Limit 40 Replace

3.149

3.135

3.125

3.12

3.108

3.09

3.077

AHEAD 3.04 STOP

2.63

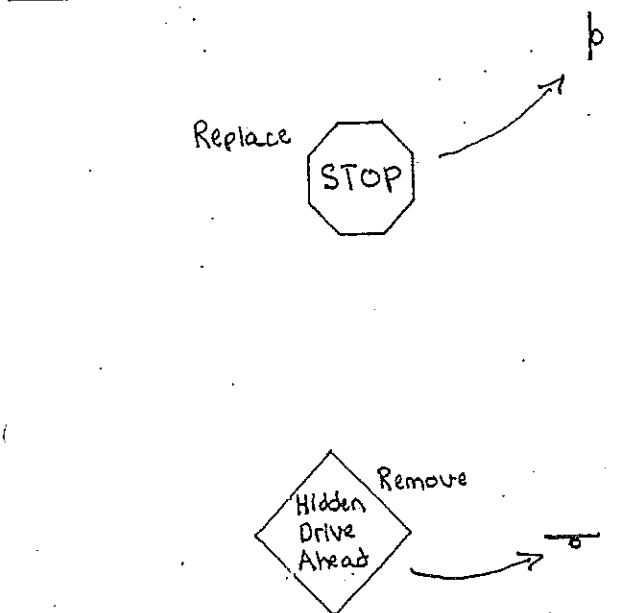
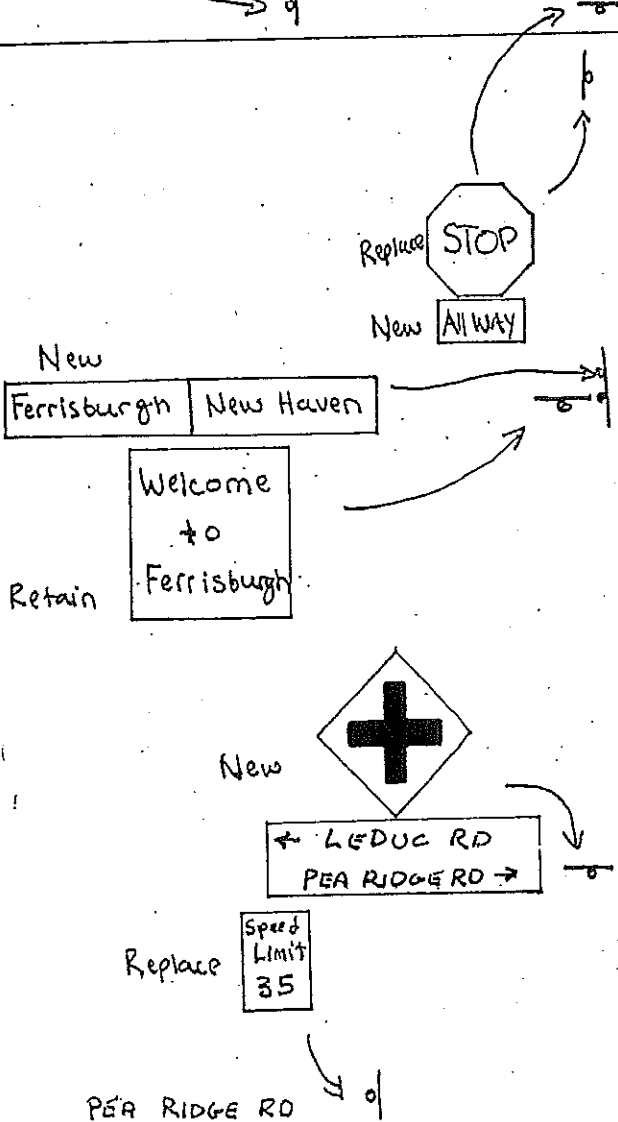
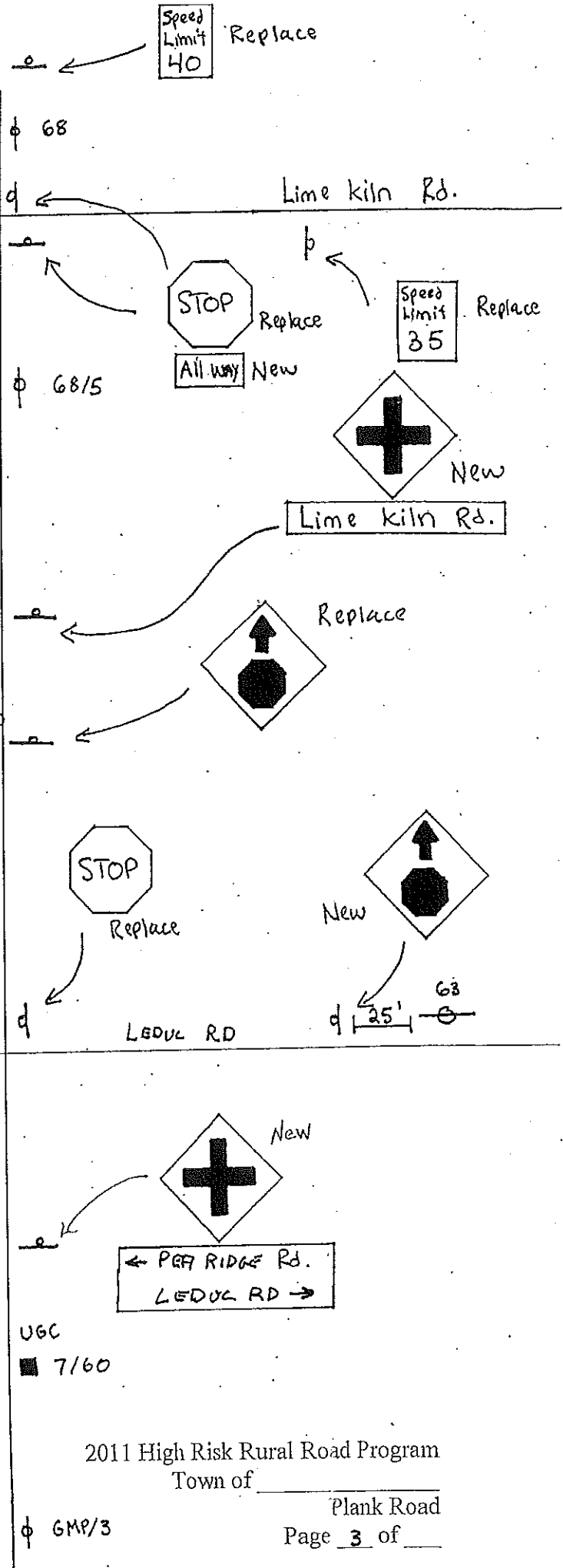
2.542

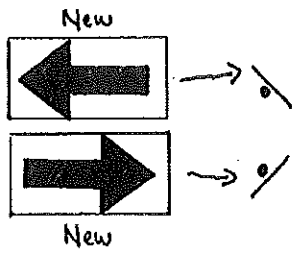
2.37

2.35

2.208

2.19

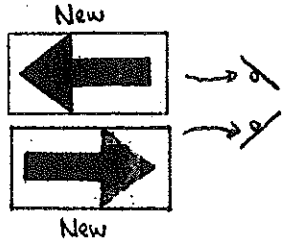




4.78

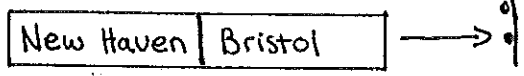
Trail Head Parking

4.776



4.755

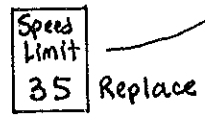
Replace



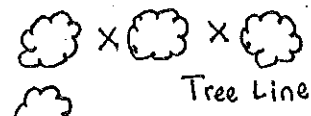
4.73

Install 8 Delineators Start Back to spaced at 50 feet. Back white Delineators

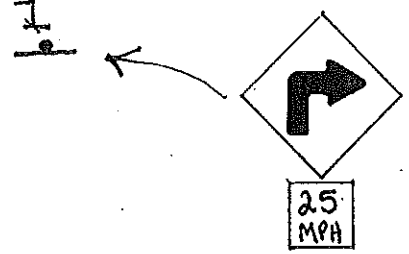
4.727



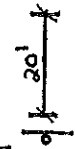
4.71



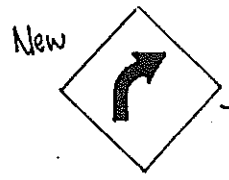
4.69



Field Drive



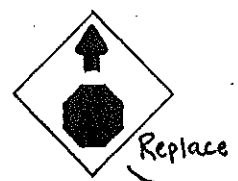
4.48



4.459

End White Delineators
INSTALL BACK TO BACK
60' APART (14)
7 POSTS
Begin White Delineators

4.378



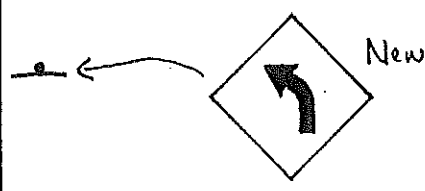
4.35

STOP
4.02
AHEAD

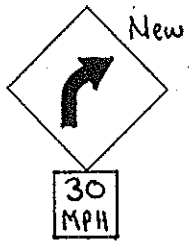
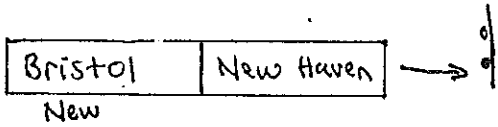


3.975

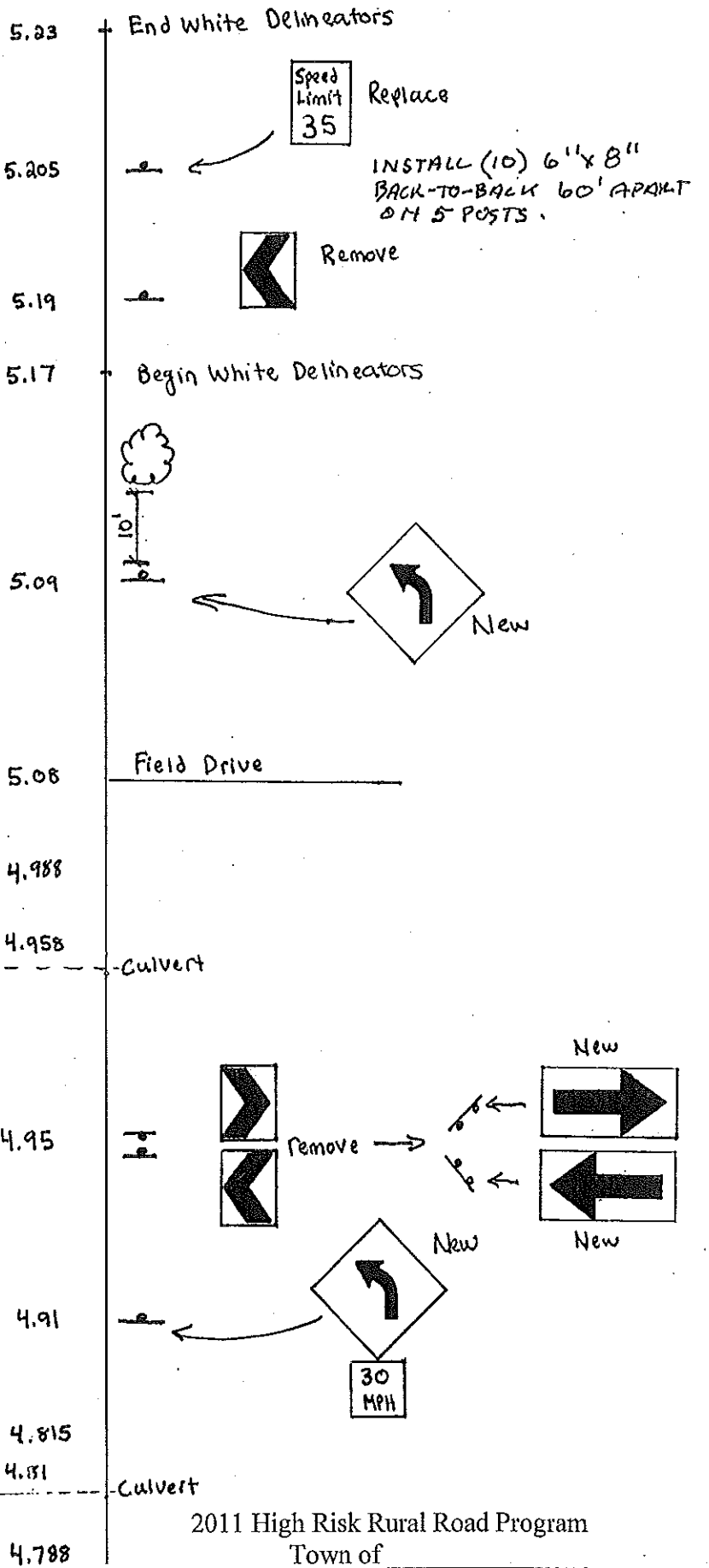
North St.



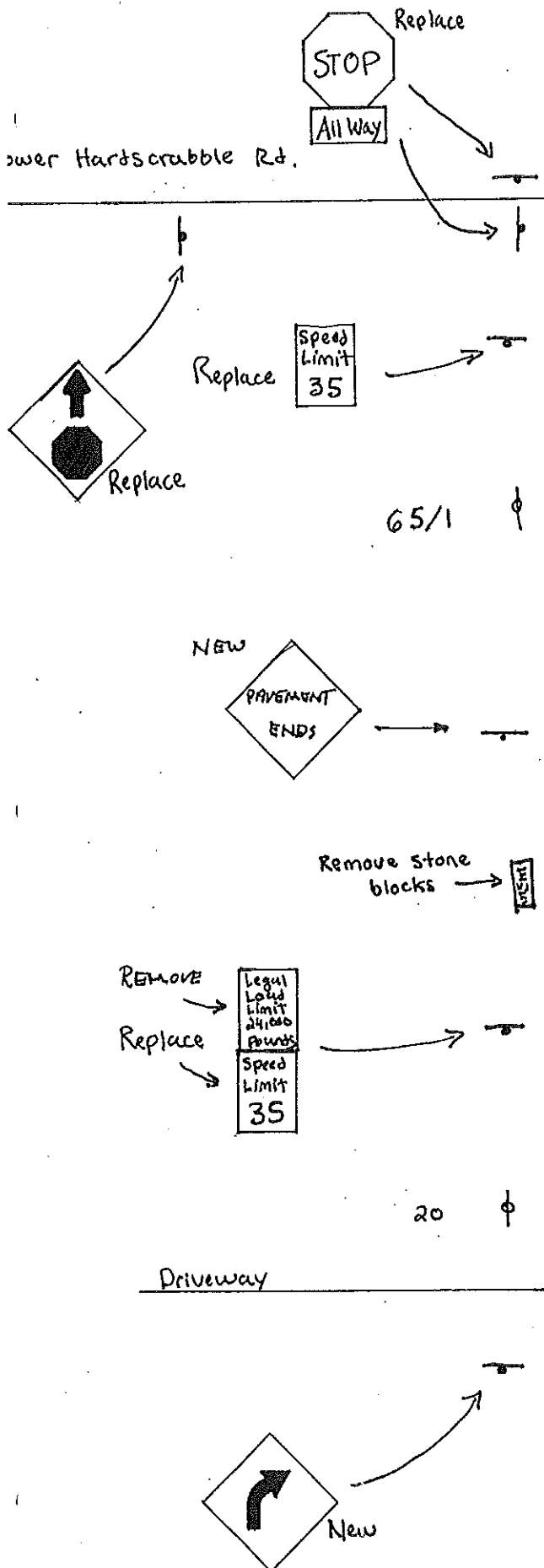
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End back to back white delineators



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6.38

6.376

6.327

6.32

6.28

5.97

5.85

5.788

5.785

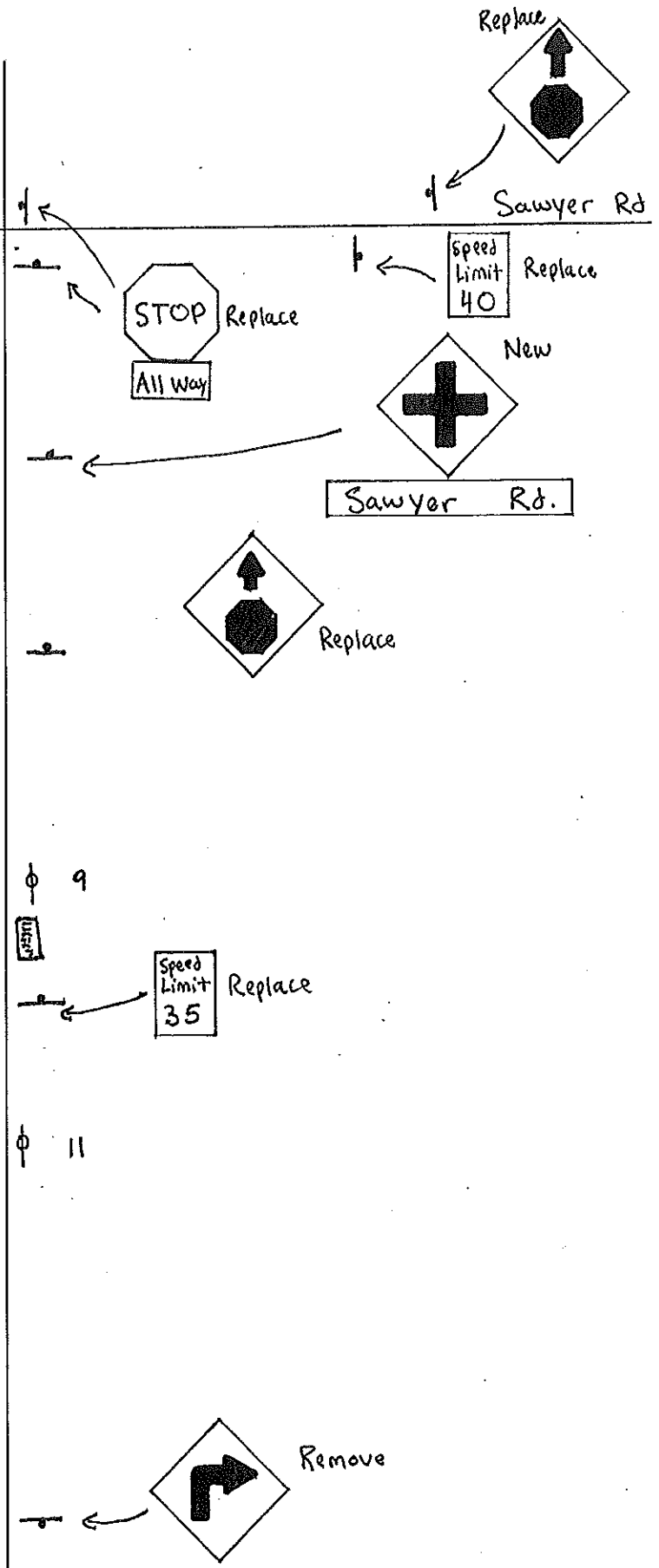
5.764

5.275

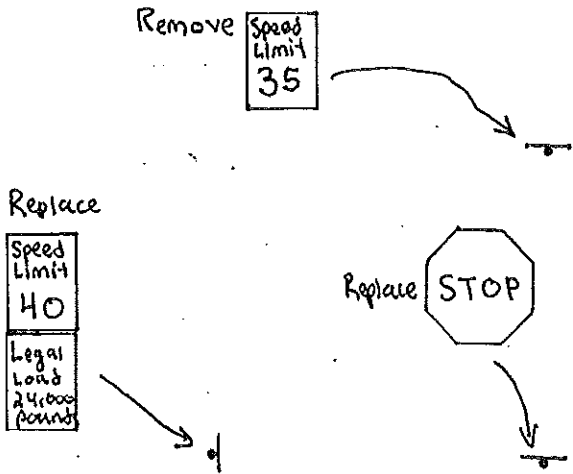
5.267

5.26

5.25



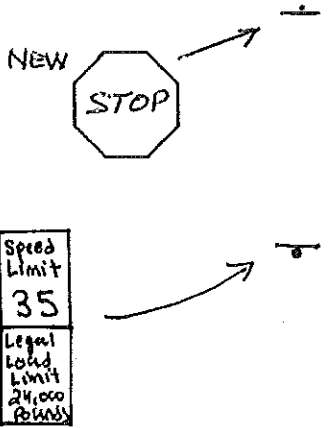
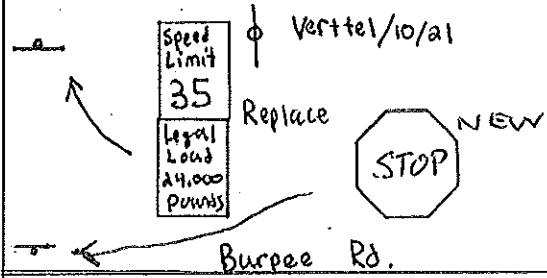
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7.846

7.353

7.318

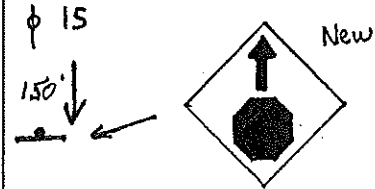
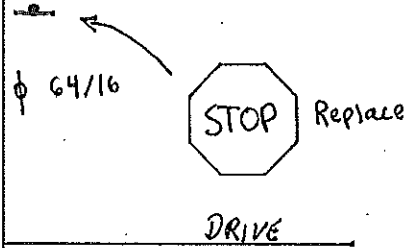


7.284

7.245

7.234

7.21



6.739

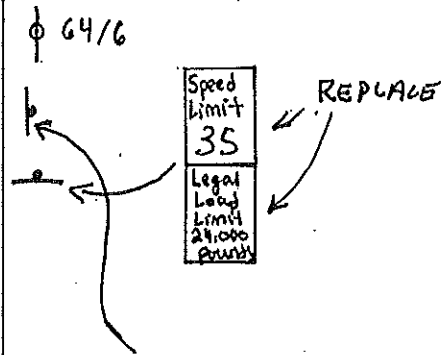
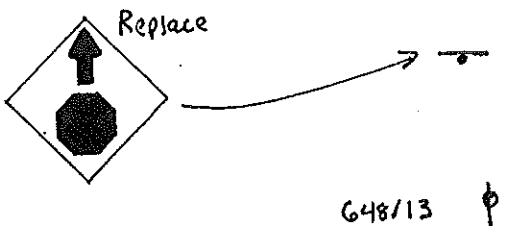
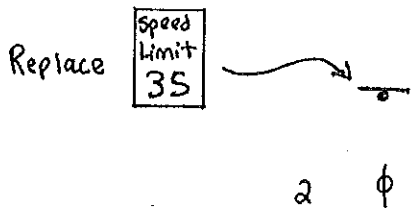
6.738

6.503

6.481

6.43

6.42

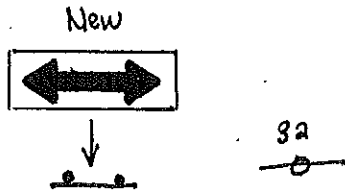


RGP4A05

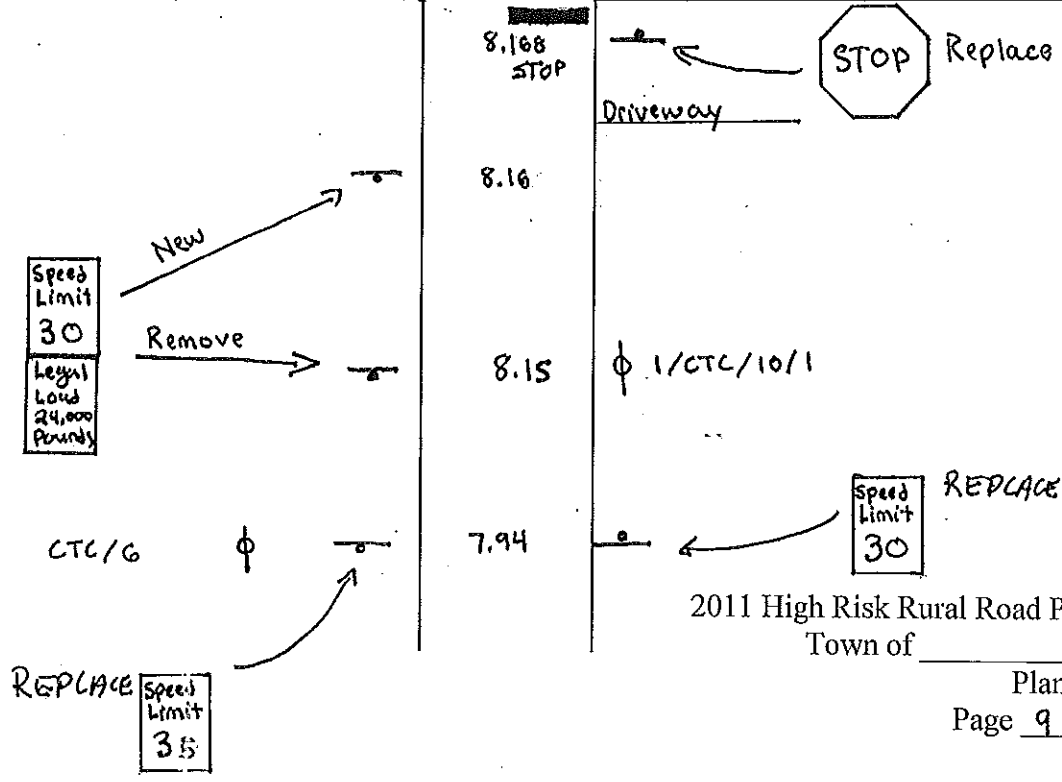
Bristol | New Haven



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North Street



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