

## **ATTACHMENT A**

### **CONCEPT PLANS**

#### Dickinson Street Alternatives

- Sheet 1: VT 15-Dickinson Street Traffic Signal and Steam Mill Road Simple “T”
- Sheet 2: VT 15-Dickinson Street Traffic Signal and Steam Mill Road Re-Aligned “T”
- Sheet 3: VT 15-Dickinson Street Roundabout and Steam Mill Road Simple “T”

#### Dickinson Street-Raceway Road Alignment Alternatives

- Sheet 4: VT 15-Dickinson Street Traffic Signal and Steam Mill Road Simple “T”
- Sheet 5: VT 15-Dickinson Street Roundabout and Steam Mill Road Re-Aligned “T”



## **APPENDIX B**

### **TRAFFIC VOLUMES AND FORECASTS**



# DHV Adjustment

CCMPO AADT Count - JER16

Located on VT 15 Between Brown's Trace and River Road

2003 AADT                    12000

Poll Group 2 - Primary and Secondary Highways

2003 DHV per Formula                    1330.8

2003 DHV using K Factor                    1352.4

Lower of Two                    1331

2003-2006 Growth Factor                    1.01 From 2005 Red Book for Rural Primary and Secondary Highways

2006 DHV                    1344.108

Corresponding PM Count                    1259 From Oct 11, 2006 River Rd/VT 15 Traffic Count PM Peak

DHV Adjustment Factor for PM                    1.067599682

Corresponding AM Count                    1228

DHV Adjustment for AM                    1.094550489

**Raw Count Data**  
As collected in Field

VT 15 - River Road  
Jericho, Vermont  
10/12/2006  
2nd Thursday

	EB	WB	NB	SB	
LT	0	227	0	38	
TH	0	18	156	667	
RT	2	6	176	25	1315
Enter	2	251	332	730	1315
Exit	214	43	162	896	1315
% Trucks	0.0%	0.4%	4.2%	0.8%	
Peds	0	0	0	0	PHF
Peak Hour	7:00 AM - 8:00 AM Peak				0.89

VT 15 - Raceway Road/Dickinson S  
Jericho, Vermont  
10/12/2006  
2nd Thursday

	EB	WB	NB	SB	
LT	4	0	11	8	
TH	11	0	0	0	
RT	41	0	2	21	613
Enter	0	123	209	281	613
Exit	250	0	99	264	613
% Trucks	0.0%	0.0%	0.0%	0.0%	
Peds	0	0	0	0	PHF
Peak Hour	7:15 AM - 8:15 AM Peak				0.72

River Road - Browns River Middle-E  
Jericho, Vermont  
10/12/2006  
2nd Thursday

	EB	WB	NB	SB	
LT	4	0	11	8	
TH	0	0	54	186	
RT	0	45	155	0	613
Enter	0	123	209	281	613
Exit	250	0	99	264	613
% Trucks	0.0%	0.0%	0.0%	0.0%	
Peds	0	1	0	0	PHF
Peak Hour	7:00 AM - 8:00 AM Peak				0.80

**Unadjusted Counts for Study Intersections Derived from Ground Counts**

VT 15 - River Road

	EB	WB	NB	SB	
LT	0	227	0	38	
TH	0	18	156	667	
RT	2	6	176	25	1315
Enter	2	251	332	730	1315
Exit	214	43	162	896	1315

VT 15-Dickinson

	EB	WB	NB	SB	
LT	0	0	0	19	
TH	0	0	160	730	
RT	0	0	2	0	911
Enter	0	0	162	749	911
Exit	21	0	160	730	911

VT 15-Raceway

	EB	WB	NB	SB	
LT	4	0	11	0	
TH	0	0	149	697	
RT	52	0	0	21	934
Enter	56	0	160	718	934
Exit	0	32	153	749	934

River Road-Middle Schoo

	EB	WB	NB	SB	
LT	0	78	0	95	
TH	0	0	59	173	
RT	0	45	155	0	605
Enter	0	123	214	268	605
Exit	250	0	104	251	605

River Road-Dickinson Stree

	EB	WB	NB	SB	
LT	2	0	0	0	
TH	0	0	104	249	
RT	19	0	0	0	374
Enter	21	0	104	249	374
Exit	0	0	106	268	374

**AM Peak Design Hour Volume 2006**

DHV Adjustment 1.095

VT 15 - River Road

	EB	WB	NB	SB	
LT	0	248	0	42	
TH	0	20	171	730	
RT	2	7	193	27	1439
Enter	2	275	363	799	1439
Exit	234	47	177	981	1439

VT 15-Dickinson

	EB	WB	NB	SB	
LT	0	0	0	21	
TH	0	0	175	799	
RT	0	0	2	0	997
Enter	0	0	177	820	997
Exit	23	0	175	799	997

VT 15-Raceway

	EB	WB	NB	SB	
LT	4	0	12	0	
TH	0	0	163	763	
RT	57	0	0	23	1022
Enter	61	0	175	786	1022
Exit	0	35	167	820	1022

River Road-Middle Schoo

	EB	WB	NB	SB	
LT	0	85	0	104	
TH	0	0	65	189	
RT	0	49	170	0	662
Enter	0	135	234	293	662
Exit	274	0	114	275	662

River Road-Dickinson Stree

	EB	WB	NB	SB	
LT	2	0	0	0	
TH	0	0	114	273	
RT	21	0	0	0	409
Enter	23	0	114	273	409
Exit	0	0	116	293	409

**Balancing 2006**

VT 15 - River Road

	EB	WB	NB	SB	
LT					
TH					
RT					0
Enter	0	0	0	0	0
Exit	0	0	0	0	0

VT 15-Dickinson

	EB	WB	NB	SB	
LT					
TH					
RT					0
Enter	0	0	0	0	0
Exit	0	0	0	0	0

VT 15-Raceway

	EB	WB	NB	SB	
LT					
TH					
RT					0
Enter	0	0	0	0	0
Exit	0	0	0	0	0

River Road-Middle Schoo

	EB	WB	NB	SB	
LT					
TH					
RT					0
Enter	0	0	0	0	0
Exit	0	0	0	0	0

River Road-Dickinson Stree

	EB	WB	NB	SB	
LT					
TH					
RT					0
Enter	0	0	0	0	0
Exit	0	0	0	0	0

**Final AM DHV 2006**

VT 15 - River Road

	EB	WB	NB	SB	
LT	0	248	0	42	
TH	0	20	171	730	
RT	2	7	193	27	1439
Enter	2	275	363	799	1439
Exit	234	47	177	981	1439

VT 15-Dickinson

	EB	WB	NB	SB	
LT	0	0	0	21	
TH	0	0	175	799	
RT	0	0	2	0	997
Enter	0	0	177	820	997
Exit	23	0	175	799	997

VT 15-Raceway

	EB	WB	NB	SB	
LT	4	0	12	0	
TH	0	0	163	763	
RT	57	0	0	23	1022
Enter	61	0	175	786	1022
Exit	0	35	167	820	1022

River Road-Middle Schoo

	EB	WB	NB	SB	
LT	0	85	0	104	
TH	0	0	65	189	
RT	0	49	170	0	662
Enter	0	135	234	293	662
Exit	274	0	114	275	662

River Road-Dickinson Stree

	EB	WB	NB	SB	
LT	2	0	0	0	
TH	0	0	114	273	
RT	21	0	0	0	409
Enter	23	0	114	273	409
Exit	0	0	116	293	409

**Background Growth Only 2021**

Growth Factor  
2006 to 2021 1.19  
Rural Primary & Secondary

VT 15 - River Road

	EB	WB	NB	SB	
LT	0	296	0	49	
TH	0	23	203	869	
RT	3	8	229	33	1713
Enter	3	327	432	951	1713
Exit	279	56	211	1167	1713

VT 15-Dickinson

	EB	WB	NB	SB	
LT	0	0	0	25	
TH	0	0	208	951	
RT	0	0	3	0	1187
Enter	0	0	211	976	1187
Exit	27	0	208	951	1187

VT 15-Raceway

	EB	WB	NB	SB	
LT	5	0	14	0	
TH	0	0	194	908	
RT	68	0	0	27	1217
Enter	73	0	208	935	1217
Exit	0	42	199	976	1217

River Road-Middle Schoo

	EB	WB	NB	SB	
LT	0	102	0	124	
TH	0	0	77	225	
RT	0	59	202	0	788
Enter	0	160	279	349	788
Exit	326	0	135	327	788

River Road-Dickinson Stree

	EB	WB	NB	SB	
LT	3	0	0	0	
TH	0	0	135	324	
RT	25	0	0	0	487
Enter	27	0	135	324	487
Exit	0	0	138	349	487

**Traffic from Other Town Developments**

Per 2004 Jericho Transportation Plan not including traffic from Underhill Flat

VT 15 - River Road

	EB	WB	NB	SB	
LT	10	0	0	0	
TH	0	0	17	29	
RT	0	0	8	0	64
Enter	10	0	25	29	64
Exit	8	0	27	29	64

VT 15-Dickinson

	EB	WB	NB	SB	
LT					
TH					
RT					56
Enter	0	0	27	29	56
Exit	0	0	27	29	56

VT 15-Raceway

	EB	WB	NB	SB	
LT					
TH					
RT					

**Final AM Peak Traffic**  
**2021**

With Existing Roadway Alignment

VT 15- River Road				
	EB	WB	NB	SB
LT	10	296	0	49
TH	0	23	220	898
RT	3	8	237	33
Enter	13	327	457	980
Exit	287	56	238	1196

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	0	0	25
TH	0	0	235	980
RT	0	0	3	0
Enter	0	0	238	1005
Exit	27	0	235	1243

VT 15-Raceway				
	EB	WB	NB	SB
LT	5	0	14	0
TH	0	0	221	937
RT	68	0	0	27
Enter	73	0	235	964
Exit	0	42	226	1005

River Road-Middle School				
	EB	WB	NB	SB
LT	0	102	0	124
TH	0	0	85	235
RT	0	59	202	0
Enter	0	160	287	359
Exit	326	0	143	337

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	3	0	0	0
TH	0	0	143	334
RT	25	0	0	0
Enter	27	0	143	334
Exit	0	0	146	359

**Traffic Change with**  
**2021**

Due to Alignment Alt 1

VT 15- River Road				
	EB	WB	NB	SB
LT		-235		
TH			85	235
RT		-4	-85	
Enter	0	-239	0	235
Exit	-85	0	81	0

VT 15-Dickinson				
	EB	WB	NB	SB
LT		235		
TH			-4	
RT		4	85	
Enter	0	239	81	0
Exit	85	0	0	235

VT 15-Raceway				
	EB	WB	NB	SB
LT				
TH				
RT				
Enter	0	0	0	0
Exit	0	0	0	0

River Road-Middle School				
	EB	WB	NB	SB
LT		-4		
TH			-85	-235
RT		4		
Enter	0	0	-85	-235
Exit	0	0	-81	-239

River Road-Dickinson Street				
	EB	WB	NB	SB
LT		-3	124	4
TH		87	235	-143
RT			59	
Enter	85	359	-81	-334
Exit	146	239	-146	-211

**AM Peak Traffic Volumes**  
**2021**

With Alignment Alt 1  
No Traffic from Villeneuve

VT 15- River Road				
	EB	WB	NB	SB
LT	10	60	0	49
TH	0	23	305	1133
RT	3	4	152	33
Enter	13	88	457	1215
Exit	202	56	319	1196

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	235	0	25
TH	0	0	231	980
RT	0	4	87	0
Enter	0	239	319	1005
Exit	112	0	235	1215

VT 15-Raceway				
	EB	WB	NB	SB
LT	5	0	14	0
TH	0	0	221	937
RT	68	0	0	27
Enter	73	0	235	964
Exit	0	42	226	1005

River Road-Middle School				
	EB	WB	NB	SB
LT	0	98	0	124
TH	0	0	0	0
RT	0	63	202	0
Enter	0	160	202	124
Exit	326	0	63	98

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	0	124	4	0
TH	87	235	0	0
RT	25	0	59	0
Enter	112	359	63	0
Exit	146	239	0	148

**Villeneuve Traffic**  
**2021**

VT 15- River Road				
	EB	WB	NB	SB
LT	0	0	0	0
TH	0	0	38	129
RT	0	0	0	0
Enter	0	0	38	129
Exit	0	0	38	129

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	84	0	3
TH	0	0	16	45
RT	0	7	22	0
Enter	0	91	38	49
Exit	26	0	23	129

VT 15-Raceway				
	EB	WB	NB	SB
LT	0	19	0	54
TH	0	0	16	29
RT	0	13	6	0
Enter	0	32	23	83
Exit	61	0	29	49

River Road-Middle School				
	EB	WB	NB	SB
LT	0	0	0	0
TH	0	0	0	0
RT	0	0	0	0
Enter	0	0	0	0
Exit	0	0	0	0

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	0	0	0	0
TH	12	26	0	0
RT	0	0	0	0
Enter	12	26	0	0
Exit	12	26	0	0

**AM Peak Traffic Volumes**  
**2021**

With Alignment Alt 1 & Villeneuve T

VT 15- River Road				
	EB	WB	NB	SB
LT	10	60	0	49
TH	0	23	343	1262
RT	3	4	152	33
Enter	13	88	495	1344
Exit	202	56	357	1325

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	319	0	28
TH	0	0	247	1025
RT	0	11	110	0
Enter	0	330	357	1053
Exit	138	0	258	1344

VT 15-Raceway				
	EB	WB	NB	SB
LT	5	19	14	54
TH	0	0	237	966
RT	68	13	6	27
Enter	73	32	258	1048
Exit	61	42	255	1053

River Road-Middle School				
	EB	WB	NB	SB
LT	0	98	0	124
TH	0	0	0	0
RT	0	63	202	0
Enter	0	160	202	124
Exit	326	0	63	98

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	0	124	4	0
TH	99	261	0	0
RT	25	0	59	0
Enter	124	385	63	0
Exit	158	265	0	148

**AM Peak Traffic Volumes**  
**2021**

With Raceway and Dickinson Street Aligned

VT 15- River Road				
	EB	WB	NB	SB
LT	10	60	0	49
TH	0	23	343	1262
RT	3	4	152	33
Enter	13	88	495	1344
Exit	202	56	357	1325

VT 15-Dickinson				
	EB	WB	NB	SB
LT	5	338	14	82
TH	3	0	227	966
RT	65	24	116	27
Enter	73	362	357	1076
Exit	201	42	255	1370

VT 15-Raceway				
	EB	WB	NB	SB
LT		19		54
TH			255	1370
RT		13	6	
Enter	0	32	262	1424
Exit	61	0	268	1389

River Road-Middle School				
	EB	WB	NB	SB
LT	0	98	0	124
TH	0	0	0	0
RT	0	63	202	0
Enter	0	160	202	124
Exit	326	0	63	98

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	0	124	4	0
TH	99	261	0	0
RT	25	0	59	0
Enter	124	385	63	0
Exit	158	265	0	148

**MAP**  
**2021**

2021 AM Traffic with Villeneuve Development, Dicl

VT 15- River Road				
	EB	WB	NB	SB
LT	10	60	0	49
TH	0	23	343	1262
RT	3	4	152	33
Enter	13	88	495	1344
Exit	202	56	357	1325

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	319	0	28
TH	0	0	247	1025
RT	0	11	110	0
Enter	0	330	357	1053
Exit	138	0	258	1344

VT 15-Raceway				
	EB	WB	NB	SB
LT	5	19	14	54
TH	0	0	237	966
RT	68	13	6	27
Enter	73	32	258	1048
Exit	61	42	255	1053

River Road-Middle School				
	EB	WB	NB	SB
LT	0	98	0	124
TH	0	0	0	0
RT	0	63	202	0
Enter	0	160	202	124
Exit	326	0	63	98

River Road-Dickinson Street				

06/29/07 05:02 PM

Synchro  
Node

**Raw Count Data**  
As collected in Field

		EB	WB	NB	SB	
1	VT 15- River Road Jericho, Vermont 10/11/2006 2nd Wednesday	LT	3	170	0	14
		TH	0	7	550	234
		RT	0	9	305	9
	Enter	3	186	855	257	1301
	Exit	319	16	562	404	1301
	% Trucks	0.0%	2.2%	0.6%	1.6%	
	Peds	0	0	3	0	PHF
	Peak Hour	4:30 PM - 5:30 PM Peak	0.93			
	2	VT 15 - Raceway Road/Dickinson S Jericho, Vermont 10/11/2006 2nd Wednesday	LT	9	0	41
		TH	2	0	0	0
		RT	17	0	4	13
Enter		28	0	45	14	87
Exit		7	54	9	17	87
% Trucks		0.0%	0.0%	0.0%	0.0%	
Peds		0	0	0	0	PHF
Peak Hour		5:00 PM - 6:00 PM Peak	0.75			
3		River Road - Browns River Middle- Jericho, Vermont 10/11/2006 2nd Wednesday	LT	0	94	0
		TH	0	0	183	87
		RT	0	25	109	0
	Enter	0	119	292	107	518
	Exit	129	0	208	181	518
	% Trucks	0.0%	0.0%	0.0%	0.0%	
	Peds	0	2	0	0	PHF
	Peak Hour	4:30 PM - 5:30 PM Peak	0.81			

**Unadjusted Counts for  
Study Intersections  
Derived from Ground  
Counts**

		EB	WB	NB	SB		
VT 15- River Road		LT	3	170	0	14	
		TH	0	7	550	234	
		RT	0	9	305	9	
	Enter	3	186	855	257	1301	
	Exit	319	16	562	404	1301	
	VT 15-Dickinson		LT	0	0	0	3
			TH	0	0	558	257
			RT	0	0	4	0
		Enter	0	0	562	260	822
Exit		7	0	558	257	822	
VT 15-Raceway			LT	9	0	41	0
			TH	0	0	517	241
			RT	19	0	0	13
		Enter	28	0	558	254	840
	Exit	0	54	526	260	840	
	River Road-Middle Schoo		LT	0	100	0	21
			TH	0	0	224	98
			RT	0	27	116	0
		Enter	0	127	341	120	587
Exit		138	0	251	199	587	
River Road-Dickinson Stree			LT	4	0	0	0
			TH	0	0	235	109
			RT	3	0	0	0
		Enter	7	0	239	112	351
	Exit	0	0	239	112	351	

**PM Peak Design Hour  
Volume**  
**2006**

DHV Adjustment 1.068

		EB	WB	NB	SB		
VT 15- River Road		LT	3	181	0	15	
		TH	0	7	587	250	
		RT	0	10	326	10	
	Enter	3	199	913	274	1389	
	Exit	341	17	600	431	1389	
	VT 15-Dickinson		LT	0	0	0	3
			TH	0	0	596	274
			RT	0	0	4	0
		Enter	0	0	600	278	878
Exit		7	0	596	274	878	
VT 15-Raceway			LT	10	0	44	0
			TH	0	0	552	257
			RT	20	0	0	14
		Enter	30	0	596	271	897
	Exit	0	58	562	278	897	
	River Road-Middle Schooc		LT	0	119	0	25
			TH	0	0	267	117
			RT	0	32	138	0
		Enter	0	151	405	142	689
Exit		164	0	299	236	689	
River Road-Dickinson Stree			LT	5	0	0	0
			TH	0	0	299	138
			RT	4	0	0	0
		Enter	9	0	299	138	446
	Exit	0	0	304	142	446	

**Background Growth Only**  
**2021**

Growth Factor  
2006 to 2021 1.19  
Rural Primary & Secondary

		EB	WB	NB	SB		
VT 15- River Road		LT	4	216	0	18	
		TH	0	9	699	297	
		RT	0	11	357	11	
	Enter	4	236	1086	327	1653	
	Exit	405	20	714	513	1653	
	VT 15-Dickinson		LT	0	0	0	4
			TH	0	0	709	327
			RT	0	0	5	0
		Enter	0	0	714	330	1044
Exit		9	0	709	327	1044	
VT 15-Raceway			LT	11	0	52	0
			TH	0	0	657	306
			RT	24	0	0	17
		Enter	36	0	709	323	1067
	Exit	0	69	668	330	1067	
	River Road-Middle Schooc		LT	0	119	0	25
			TH	0	0	267	117
			RT	0	32	138	0
		Enter	0	151	405	142	689
Exit		164	0	299	236	689	
River Road-Dickinson Stree			LT	5	0	0	0
			TH	0	0	299	138
			RT	4	0	0	0
		Enter	9	0	299	138	446
	Exit	0	0	304	142	446	

**Traffic from Other Town  
Developments**

Per 2004 Jericho Transportation Plan not  
including traffic from Underhill Flat

		EB	WB	NB	SB		
VT 15- River Road		LT	9	0	0	0	
		TH	0	0	49	38	
		RT	0	0	24	0	
	Enter	9	0	73	38	120	
	Exit	24	0	58	38	120	
	VT 15-Dickinson		LT	0	0	0	0
			TH	0	0	58	38
			RT	0	0	0	0
		Enter	0	0	58	38	96
Exit		0	0	58	38	96	
VT 15-Raceway			LT	0	0	0	0
			TH	0	0	58	38
			RT	0	0	0	0
		Enter	0	0	58	38	96
	Exit	0	0	58	38	96	

**Traffic from Villeneuve  
Property**

		EB	WB	NB	SB		
VT 15- River Road		LT	0	0	0	0	
		TH	0	0	0	0	
		RT	0	0	0	0	
	Enter	0	0	0	0	0	
	Exit	0	0	0	0	0	
	VT 15-Dickinson		LT	0	0	0	0
			TH	0	0	0	0
			RT	0	0	0	0
		Enter	0	0	0	0	0
Exit		0	0	0	0	0	
VT 15-Raceway			LT	0	0	0	0
			TH	0	0	0	0
			RT	0	0	0	0
		Enter	0	0	0	0	0
	Exit	0	0	0	0	0	

**Final PM Peak Traffic  
Volumes**  
**2021**

DICKINSON STREET  
EXISTING CONFIGURATION

		EB	WB	NB	SB		
VT 15- River Road		LT	13	216	0	18	
		TH	0	9	748	335	
		RT	0	11	411	11	
	Enter	13	236	1159	365	1773	
	Exit	429	20	772	551	1773	
	VT 15-Dickinson		LT	0	0	0	4
			TH	0	0	767	365
			RT	0	0	5	0
		Enter	0	0	772	368	1140
Exit		9	0	767	365	1140	
VT 15-Raceway			LT	11	0	52	0
			TH	0	0	715	344
			RT	24	0	0	17
		Enter	36	0	767	361	1163
	Exit	0	69	726	368	1163	
	River Road-Middle Schooc		LT	0	119	0	25
			TH	0	0	291	126
			RT	0	32	138	0
		Enter	0	151	429	151	732
Exit		164	0	323	245	732	
River Road-Dickinson Stree			LT	5	0	0	0
			TH	0	0	323	147
			RT	4	0	0	0
		Enter	9	0	323	147	479
	Exit	0	0	328	151	479	

**Final PM Peak Traffic**  
**2021**

With Existing Roadway Alignment

VT 15- River Road				
	EB	WB	NB	SB
LT	13	216	0	18
TH	0	9	748	335
RT	0	11	411	11
Enter	13	236	1159	365
Exit	429	20	772	551

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	0	0	4
TH	0	0	767	365
RT	0	0	5	0
Enter	0	0	772	368
Exit	9	0	767	365

VT 15-Raceway				
	EB	WB	NB	SB
LT	11	0	52	0
TH	0	0	715	344
RT	24	0	0	17
Enter	36	0	767	361
Exit	0	69	726	368

River Road-Middle School				
	EB	WB	NB	SB
LT	0	119	0	25
TH	0	0	291	126
RT	0	32	138	0
Enter	0	151	429	151
Exit	164	0	323	245

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	5	0	0	0
TH	0	0	323	147
RT	4	0	0	0
Enter	9	0	323	147
Exit	0	0	328	151

**Traffic Change with**  
**2021**

Due to Alignment Alt 1

VT 15- River Road				
	EB	WB	NB	SB
LT	-126	0	0	0
TH	0	0	291	126
RT	0	-6	-291	0
Enter	0	-132	0	126
Exit	-291	0	285	0

VT 15-Dickinson				
	EB	WB	NB	SB
LT	126	0	0	0
TH	0	0	-6	0
RT	6	291	0	0
Enter	0	132	285	0
Exit	291	0	0	126

VT 15-Raceway				
	EB	WB	NB	SB
LT	0	0	0	0
TH	0	0	0	0
RT	0	0	0	0
Enter	0	0	0	0
Exit	0	0	0	0

River Road-Middle School				
	EB	WB	NB	SB
LT	-6	0	0	0
TH	0	0	-291	-126
RT	6	291	0	0
Enter	0	0	-291	-126
Exit	0	0	-285	-132

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	-5	25	6	0
TH	296	126	-323	-147
RT	4	0	32	0
Enter	291	151	-285	-147
Exit	328	132	-328	-122

**PM Peak Traffic Volumes**  
**2021**

With Alignment Alt 1  
No Traffic from Villeneuve

VT 15- River Road				
	EB	WB	NB	SB
LT	13	90	0	18
TH	0	9	1039	461
RT	0	6	121	11
Enter	13	105	1159	490
Exit	138	20	1057	551

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	126	0	4
TH	0	0	761	365
RT	0	6	296	0
Enter	0	132	1057	368
Exit	300	0	767	490

VT 15-Raceway				
	EB	WB	NB	SB
LT	11	0	52	0
TH	0	0	715	344
RT	24	0	0	17
Enter	36	0	767	361
Exit	0	69	726	368

River Road-Middle School				
	EB	WB	NB	SB
LT	0	114	0	25
TH	0	0	0	0
RT	0	38	138	0
Enter	0	152	138	25
Exit	164	0	38	114

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	0	25	6	0
TH	296	126	0	0
RT	4	0	32	0
Enter	300	151	37	0
Exit	328	132	0	29

**Villeneuve Traffic**  
**2021**

VT 15- River Road				
	EB	WB	NB	SB
LT	0	0	0	0
TH	0	0	161	71
RT	0	0	0	0
Enter	0	0	161	71
Exit	0	0	161	71

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	49	0	5
TH	0	0	55	23
RT	0	4	106	0
Enter	0	52	161	28
Exit	111	0	58	71

VT 15-Raceway				
	EB	WB	NB	SB
LT	0	14	0	32
TH	0	0	32	14
RT	0	70	27	0
Enter	0	84	58	46
Exit	58	0	102	28

River Road-Middle School				
	EB	WB	NB	SB
LT	0	0	0	0
TH	0	0	0	0
RT	0	0	0	0
Enter	0	0	0	0
Exit	0	0	0	0

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	0	0	0	0
TH	36	17	0	0
RT	0	0	0	0
Enter	36	17	0	0
Exit	36	17	0	0

**PM Peak Traffic Volumes**  
**2021**

With Alignment Alt 1

VT 15- River Road				
	EB	WB	NB	SB
LT	13	90	0	18
TH	0	9	1199	532
RT	0	6	121	11
Enter	13	105	1320	562
Exit	138	20	1218	623

VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	175	0	9
TH	0	0	816	387
RT	0	9	402	0
Enter	0	184	1218	396
Exit	411	0	825	562

VT 15-Raceway				
	EB	WB	NB	SB
LT	11	14	52	32
TH	0	0	746	358
RT	24	70	27	17
Enter	36	84	825	407
Exit	58	69	828	396

River Road-Middle School				
	EB	WB	NB	SB
LT	0	114	0	25
TH	0	0	0	0
RT	0	38	138	0
Enter	0	152	138	25
Exit	164	0	38	114

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	0	25	6	0
TH	332	143	0	0
RT	4	0	32	0
Enter	336	169	37	0
Exit	364	149	0	29

**PM Peak Traffic Volumes**  
**2021**

With Raceway and Dickinson Street Aligned

VT 15- River Road				
	EB	WB	NB	SB
LT	13	90	0	18
TH	0	9	1199	532
RT	0	6	121	11
Enter	13	105	1320	562
Exit	138	20	1218	623

VT 15-Dickinson				
	EB	WB	NB	SB
LT	11	188	52	41
TH	3	0	737	358
RT	22	79	429	17
Enter	36	268	1218	416
Exit	472	69	828	568

VT 15-Raceway				
	EB	WB	NB	SB
LT	14	0	0	32
TH	0	0	828	568
RT	70	27	0	0
Enter	0	84	854	600
Exit	58	0	898	582

River Road-Middle School				
	EB	WB	NB	SB
LT	0	114	0	25
TH	0	0	0	0
RT	0	38	138	0
Enter	0	152	138	25
Exit	164	0	38	114

River Road-Dickinson Street				
	EB	WB	NB	SB
LT	0	25	6	0
TH	332	143	0	0
RT	4	0	32	0
Enter	336	169	37	0
Exit	364	149	0	29

**MAP**  
**2021**

#REF!

1 VT 15- River Road				
	EB	WB	NB	SB
LT	13	90	0	18
TH	0	9	1199	532
RT	0	6	121	11
Enter	13	105	1320	562
Exit	138	20	1218	623

2 VT 15-Dickinson				
	EB	WB	NB	SB
LT	0	175	0	9
TH	0	0	816	387
RT	0	9	402	0
Enter	0	184	1218	396
Exit	411	0	825	562

3 VT 15-Raceway				
	EB	WB	NB	SB
LT	11	14	52	32
TH	0	0	746	358
RT	24	70	27	17
Enter	36	84	825	407
Exit	58	69	828	396

4 River Road-Middle School				
	EB	WB	NB	SB
LT	0	114	0	25
TH	0	0	0	0
RT	0	38	138	0
Enter	0	152	138	25
Exit	164	0	38	114

**APPENDIX C**

**PUBLIC MEETING NOTES**



When is traffic signal warranted? Do the intersections need it now?

*A: The traffic signals seem to be warranted by the 2021 analysis year based on our traffic growth projections and assumptions on the development north of Dickinson Street.*

What happens at the intersection of VT 15 and Steam Mill Road?

*A: nothing. The changes would encourage more people to remain on Dickinson Street*

Supports a traffic signal on VT 15.

What are the changes that are anticipated with the conversion of Big John's store? What additional traffic impact is due to that.

*A: Driveways would be improved, but unlikely to see further improvements.*

Is there enough disincentive to use Steam Mill Road if there is a signal on Dickinson Street

*A: The delay on Steam Mill Road is assumed to be high enough to shift people over to Dickinson Street. The Town should pursue traffic calming and other ways to slow traffic and make it less attractive for through traffic on Steam Mill Road.*

Did the traffic piece include enough data to know what is school traffic and what isn't?

*A: The traffic counts included counts at the school driveways. It was shown that about half of the traffic on Steam Mill Road was due to school/library functions.*

Why doesn't the study split the traffic 50-50 along Dickinson Street & Steam Mill Road? Dickinson Street cannot handle all that additional traffic - two roads are better than one.

Any study of traffic on Park Street?

*A: No. The study was undertaken to evaluate the improvement alternatives to Dickinson Street*

Why no review of using Park Street more? What can be done to lower vehicle speeds on VT 15?

*A: It was logical to improve Dickinson Street. The line of sight of vehicles along River Road is along Dickinson Street. Traffic speeds along VT 15 should be part of a larger study and traffic plan to change land use and other indicators to vehicles that they are in a village setting.*

How would people living in the new (Villeneuve) development enter VT 15?



*A: The design charrette provided an example of potential new streets and connections would be made to VT 15 as well as the other side roads.*

If improvements are made to Dickinson Street, does a signal become warranted sooner? What makes the signal warranted?

*A: The signal warrants as defined by national standards are typically based on traffic volumes. The signal shows that it would be warranted by 2021 based on adjacent development and growth projections. Additional warrants such as safety, and network connections to favor certain routes over others are also considered.*

It can be assumed that the other warrants are driven by traffic volumes as well. What are the chances of the State willing to put in a traffic signal there?

*A: The public can begin to use studies like this to begin that discussion with the State.*

Can there be a traffic signal controlled roundabout?

*A: No, it would then not operate like a roundabout. Roundabouts are their own control.*

Is there a bypass for the area?

*A: no discussion of building a bypass in the area.*

Any Right of Way acquisition costs included in the cost estimates?

*A: No*

What about AM traffic coming out of Raceway? How is that affected? Any bottleneck due to close proximity of Dickinson Street?

*A: There will be traffic on VT 15 that could cause delay on Raceway. There are ways to improve conditions there and assist vehicles entering/exiting Raceway.*

Traffic delays on Raceway is a concern. Have they thought about slip lanes and a one-way system of Steam Mill Road, and others?

*A: The one-way system wasn't evaluated. It was critical to maintain adequate access to the school and library. Speed is also a concern with creating a one-way system.*

Do the traffic projections include estimates for growth of school traffic?

*A: The school traffic was also assumed to grow at the background growth that totaled 19% over the study period.*

How is pedestrian safety at a roundabout versus a traffic signal?

*A: The pedestrian safety will be improved over the existing condition. Both are very safe for pedestrians and both still have their situations where they poor.*



What length is the stopped queue along VT 15 from the Dickinson Street signal to either Big Johns or to Raceway Road

*A: The SB queue in the morning would extend past Raceway Road. There are ways to reduce the impact of that queue. The NB queue wouldn't extend that far down to Big Johns.*

What is the length of effect for a roundabout having a 'traffic calming' benefit away from a roundabout?

*A: Typically sight distance to the roundabout would have the effect of calming the traffic and slowing entering speeds. That varies on the speed, but it could be assumed that about 200-300 feet approaching a roundabout would have the vehicles slow.*

Traffic currently backs up along VT 15 at Browns Trace for a long distance in the AM. The intersection needs a left-turn lane. Has the scenario of turning Steam Mill Road into a one-way eastbound been evaluated?

*A: A larger question. Convenience for local neighbors on the street as well as access to the school and library.*

Roundabout is a frightening idea. How big is this? Does it accommodate trucks?

*A: It would accommodate the trucks that are on VT 15.*

How would Krista's access work if it was a roundabout?

*A: The roundabout would have to be evaluated further to assess individual property owners access. Other routing are options as well as moving the roundabout.*

What about Library traffic? How was library traffic considered?

*A: The library traffic was included in the school traffic. All assumptions are similar to that as the school traffic.*

How well can the roundabout accommodate truck traffic?

*A: The roundabout is designed to accommodate trucks. It is a standard design process. It is anticipated that certain movements may utilize the truck apron.*

It seems that the roundabout would fit better in the big space north east of the VT 15 - Dickinson Street intersection as shown in the 'realigned option'. Why was this discounted?

*A: There was no desire from the steering committee to require taking the building on the parcel. The Right of Way seemed like a large impact for the benefit. The steering committee decided that the impacts were not worth the costs.*



Who makes the final decisions and who will pay for the improvements? Suggests that the quicker way is to re-open Dickinson Street to 2-way and to install a traffic signal at the Big Johns- Steam Mill Road intersection.

*A: The final decision rests with the local selectboards of Jericho and Underhill. The process depends largely on the source of funds. The source of funds choice depends a lot on the alternatives selected.*

The roundabout would need to address maintenance issues and plowing issues?

*A: The roundabout would be designed to accommodate plowing and minimize issues that would increase maintenance costs.*

Is willing to work with the Town and cooperate with funding and design choices.

Need to consider Park Street, Villeneuve Development, and all this together. Maybe do a roundabout at Park Street at the Green in Underhill Center.

Include school/library traffic flow

Clarified that the existing pedestrian crossing on Steam Mill Road/River Road isn't safe. Is at a location of high vehicle speeds and potential conflicts. Needs to be improved.

