



Richmond, North, and Texas Hill Road Intersection Scoping Study

Alternatives Review

Existing Conditions



Richmond Rd.

Texas Hill Rd.

North Rd.

SPEED
LIMIT
35

SPEED
LIMIT
35

SPEED
LIMIT
30

SPEED
LIMIT
40

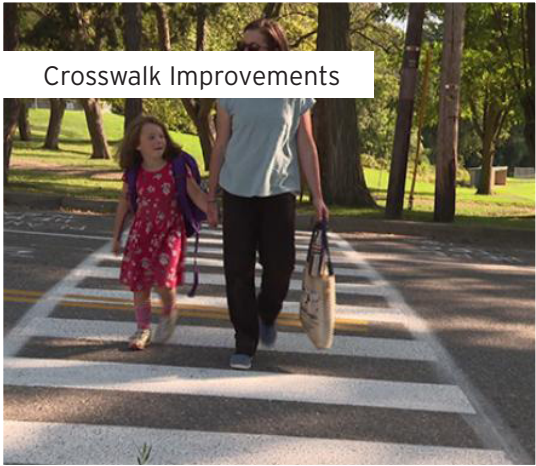
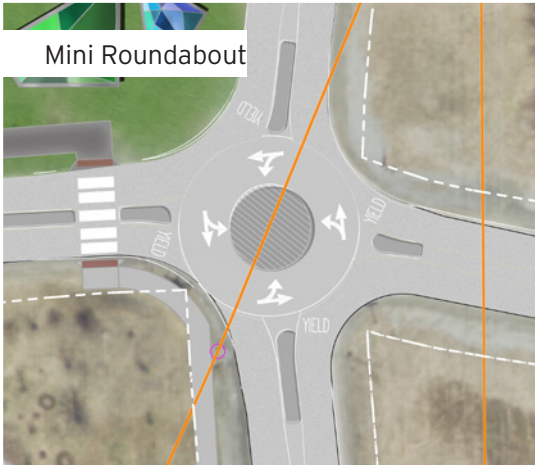
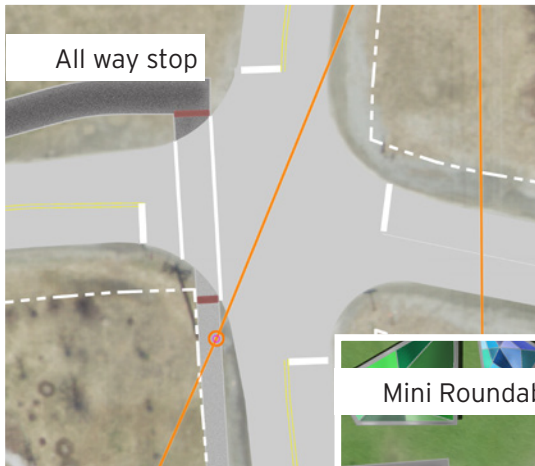
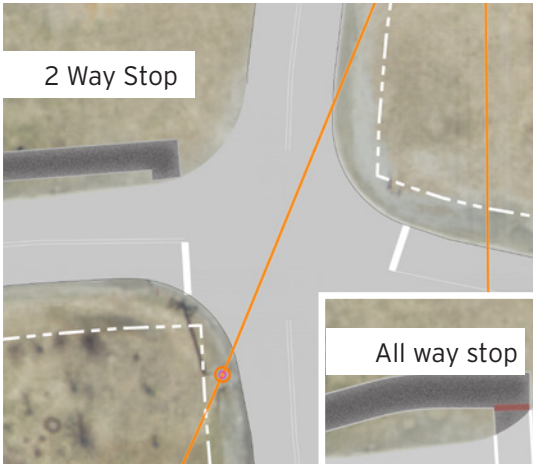
STOP

STOP

STOP

YIELD

3 Alternatives, Many Components



Alternative 0: No Build

Clear vegetation to improve sight lines

No change to informal parking area

Change yield to stop

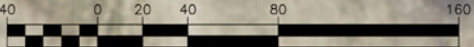
Legend

Powerline

Utility Pole

Property Bounds





Notes

The slip lane is removed in all alternatives except for no build for the following reasons:

- Many community members expressed speed concerns in this area. The slip lane's chief function is allowing vehicles to move through this intersection at higher speeds.
- This eliminates two peripheral intersections that are creating confusion.
- This change does not have a large impact on peak hour traffic performance at this intersection.

Speed Management

- For all alternatives, we recommend a speed limit reduction on North Road, from 40 to 35 MPH, just south of the Triple L development, due to the change in housing density and increased pedestrian use in the project area.
- We also recommend the Town station a portable speed radar feedback sign at different approaches to this intersection throughout the year.

Alternative 1: Remove Sliplane & 2 Way Stop

Clear vegetation for sight lines

Parking Area

Proposed bike/ped pathway

Maintain two way stop

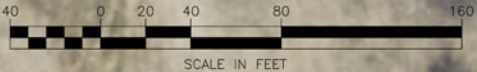
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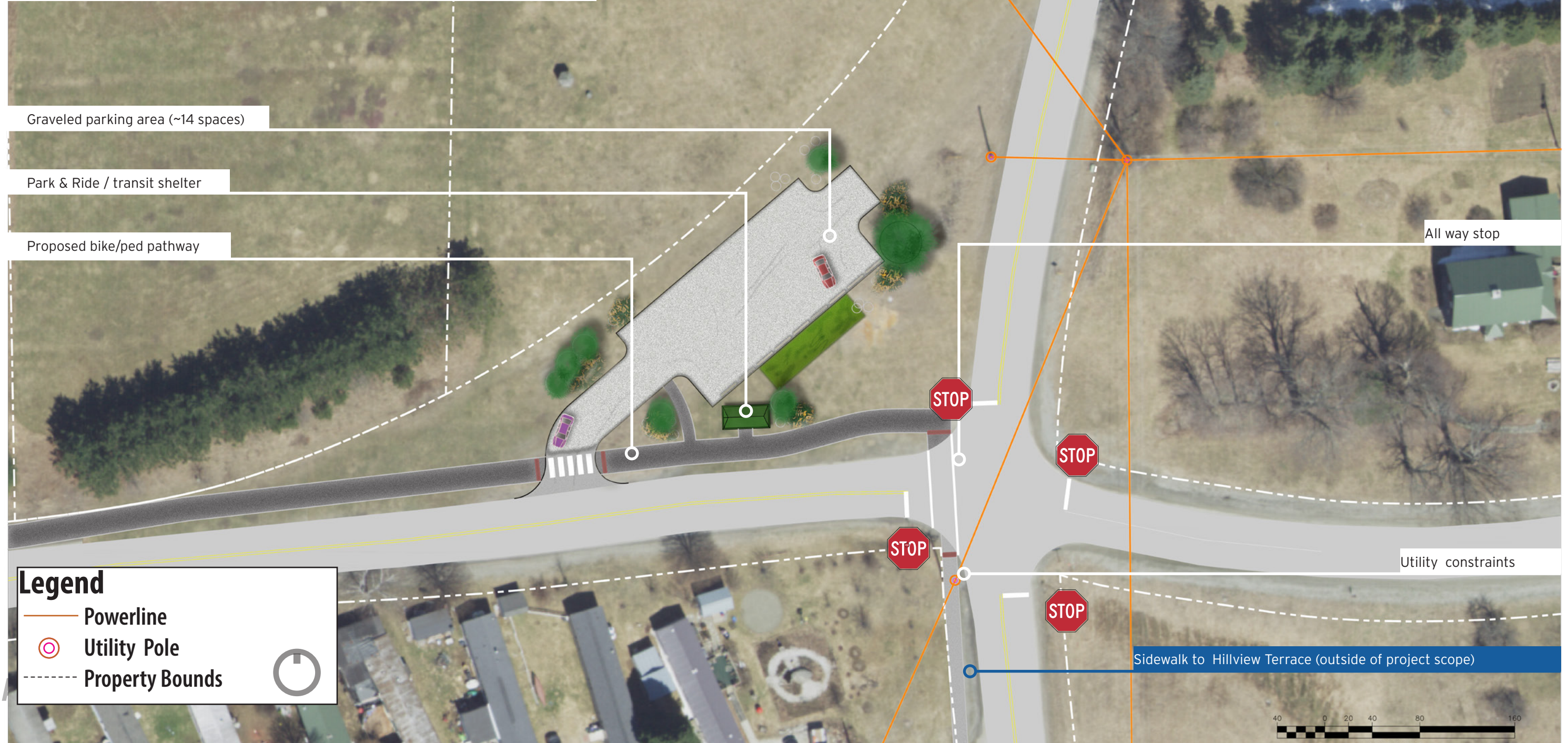
Powerline

Utility Pole

Property Bounds



Alternative 2: Remove Sliplane & All Way Stop



Alternative 2: Remove Sliplane & All Way Stop

Dark Sky Compliant Lighting



Alternative 3: Placemaking + Mini Roundabout

Green Stormwater Treatment

Interactive Artwork

Parking Area Improvements

Split Rail Fence

Proposed Bike/Ped Pathway

Mini Roundabout

ROW & Utility Constraints

Sidewalk to Hillview Terrace (outside of project scope)

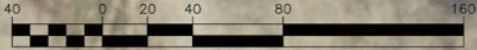
Legend

Powerline

Utility Pole

Property Bounds





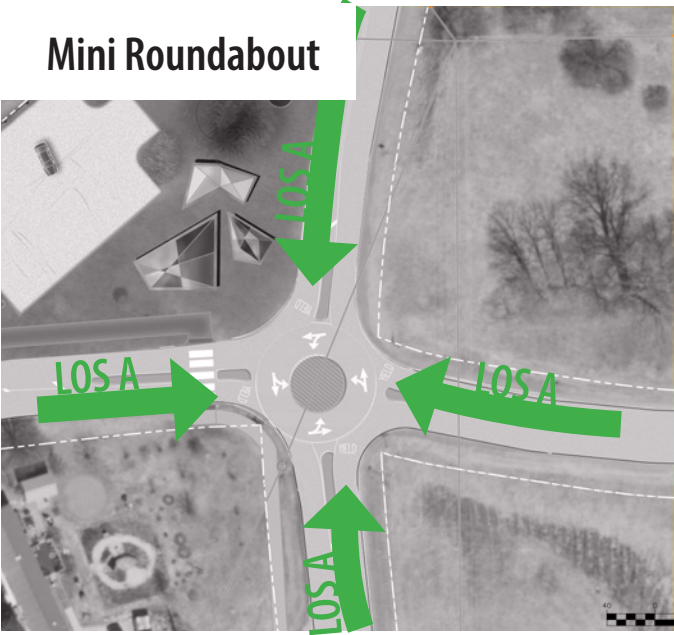
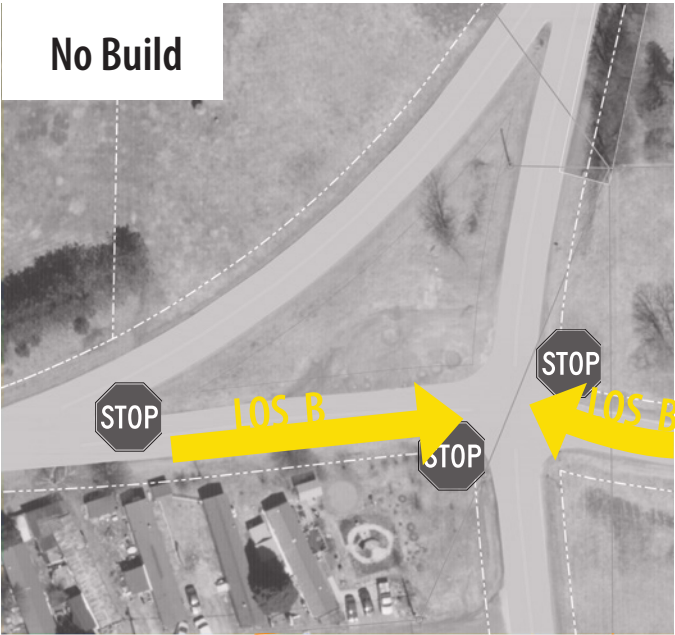
Intersection Analysis

Level of Service (LOS)

95th Percentile Queue



Intersection Analysis - Level of Service (LOS)



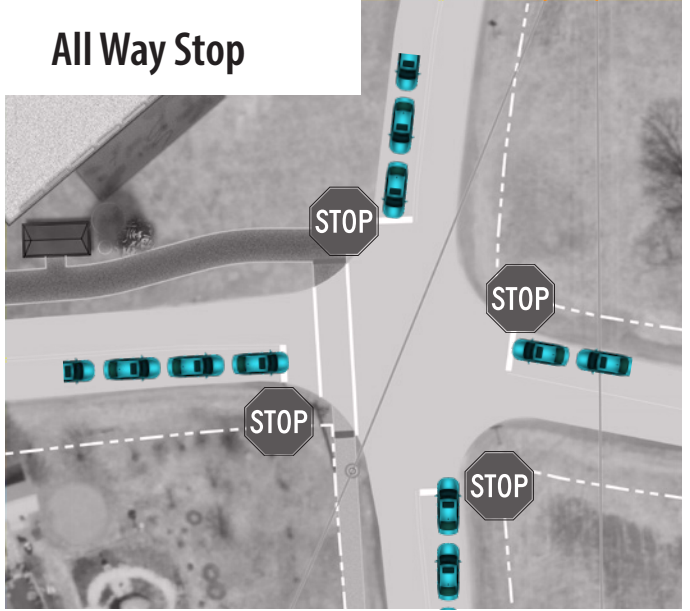
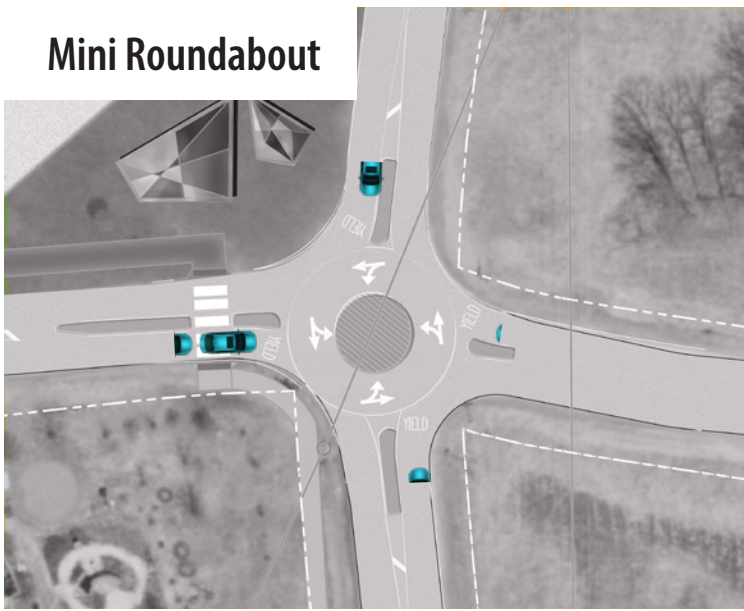
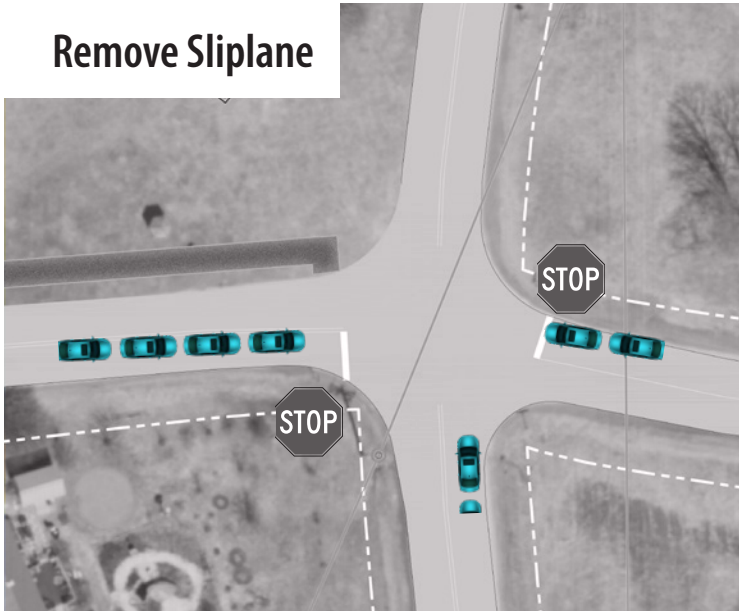
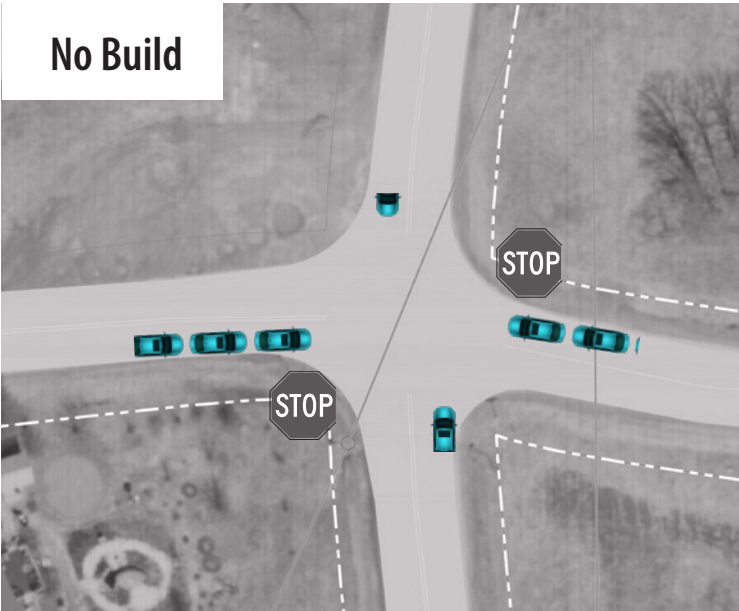
Level of Service

Level of service measures the seconds of delay experienced by a motorist traveling through an intersection. These diagrams illustrate how each alternative is anticipated to effect travel times in the year 2030. Travel routes without a need to stop are not measured.

LOS	Delay (sec)
A	10
B	>10 to 20
C	>20 to 35
D	>35 to 55
E	>55 to 80
F	>80



Intersection Analysis - 95th percentile queue



Approach	95th percentile Queue (ft)
No Build worst case, 2030 PM peak	
Richmond Rd N	8
Richmond Rd W	65
North Road	18
Texas Hill Rd	51

Approach	95th percentile Queue (ft)
Two-way Stop worst case, 2030 AM peak	
Richmond Rd N	0
Richmond Rd W	96
North Road	35
Texas Hill Rd	48

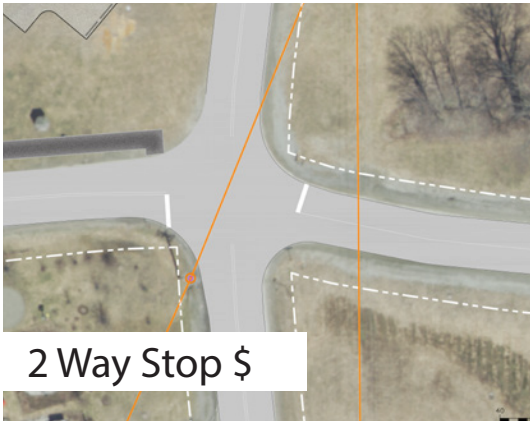
Approach	95th percentile Queue (ft)
Mini Roundabout, 2030 PM Peak	
Richmond Rd N	12
Richmond Rd W	31
North Road	7
Texas Hill Rd	2

Approach	95th percentile Queue (ft)
All-way Stop worst case, 2030 AM peak	
Richmond Rd N	66
Richmond Rd W	85
North Road	54
Texas Hill Rd	45

95th Percentile Queue

This analysis looks at the worst case traffic load for each intersection type, during rush hour in an anticipated 2030 scenario. The measurement includes car lengths and spaces between them. The renderings assume each car length & buffer is 25 feet long.

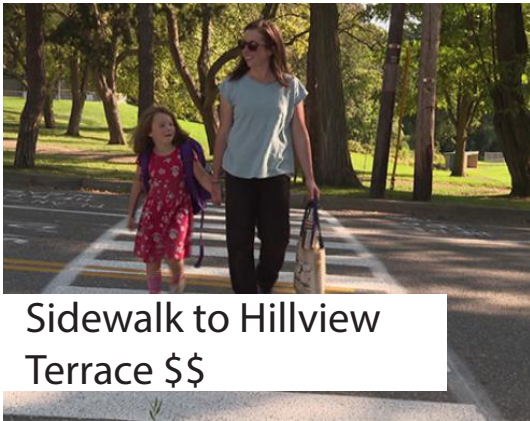
Preferred Components Exercise



2 Way Stop \$



Vegetation Clearing \$



Sidewalk to Hillview Terrace \$\$



Lighting \$\$\$\$



Transit Shelter \$\$



4 Way Stop \$



Parking Area \$\$\$



Landscaping \$\$



Park Elements \$\$



Fencing \$\$\$



Roundabout \$\$\$\$



Green Stormwater Treatment \$\$



Proposed Pathway \$\$\$



Artwork \$\$

Vote for your preferred elements:

<http://bit.ly/hinesburgxing>

THANK YOU!

Take the Survey:

<http://bit.ly/hinesburgxing>

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Project Website:

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