

# **East Randolph Village Transportation Plan**

## **Village Overview, Planning Process and Recommended Improvements**

**Town of Randolph**

Prepared by:

East Randolph Village Steering Committee  
Two Rivers-Ottauquechee Regional Commission  
Resource Systems Group, Inc.

June 2006

# EAST RANDOLPH VILLAGE TRANSPORTATION PLAN

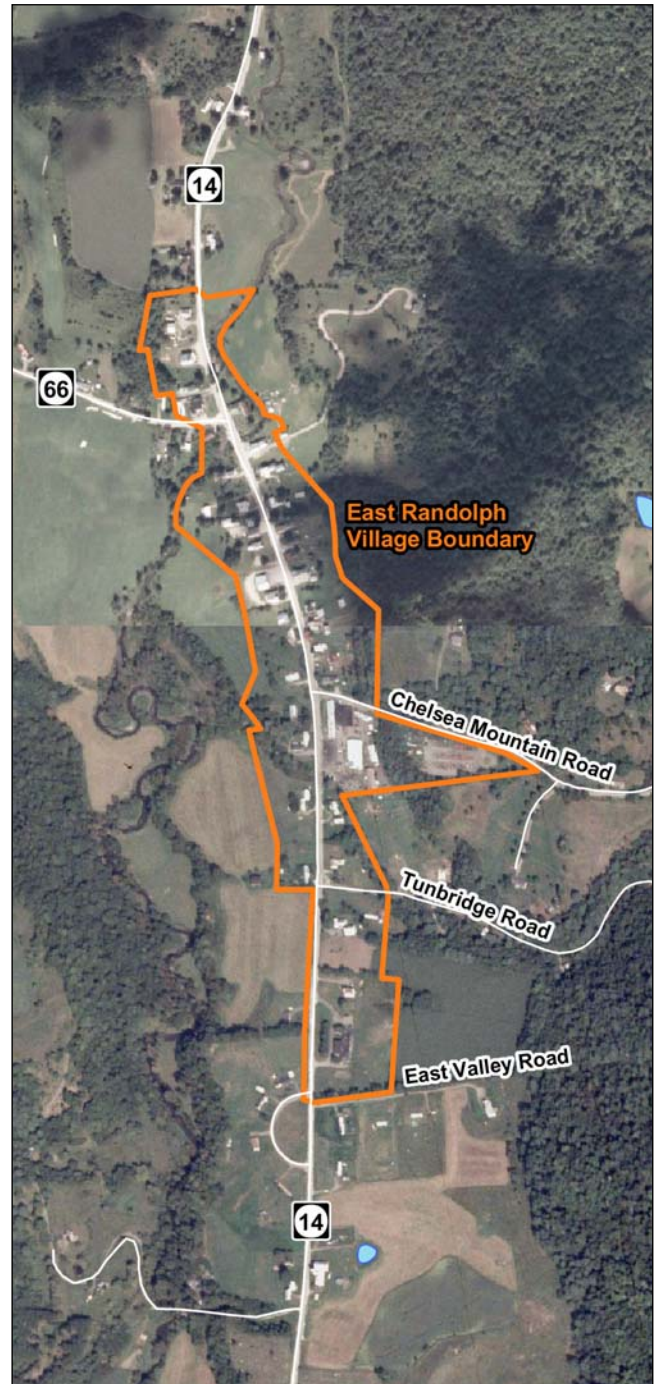
## INTRODUCTION

In the spring of 2004, the Town of Randolph and the Two Rivers-Ottawquechee Regional Commission formed a committee to apply for village designation status for East Randolph Village. One significant outcome of this effort was the realization that many residents of East Randolph village share common interests in revitalizing their village. Some of the elements identified for improvement included constructing sidewalks through the village, renovating the Community Hall, planting trees, and reducing traffic speeds in the village. A second outcome of this effort was a focus on developing a Village Master Plan.

In 2005, the Town and TRORC applied for a Municipal Planning Grant to begin to address some of the issues identified for improvement in the village – specifically, an assessment of needs, including new sidewalks, crosswalks, recreational areas, and village services.

The Municipal Planning Grant was awarded to East Randolph in 2006 and was used to hire a consulting firm, Resource Systems Group, to develop conceptual designs for new pedestrian facilities, streetscaping, access management improvements, and parking enhancements throughout the village.

This report summarizes the transportation system in and around East Randolph, and provides an overview of the village conceptual design plan elements and products.



## EAST RANDOLPH VILLAGE

East Randolph is a village within the Town of Randolph with a population of approximately 90 people<sup>1</sup>. The designated village area begins approximately 700 feet north of the VT 14/VT 66 intersection and straddles VT 14 south for approximately 8/10 mile to East Valley Road.

Approximately 36 homes as well as service and community facilities are located within the village boundary. These facilities include Messier's General Store, Messier's Farm and Yard, Greenwoods Tractor Sales, the Clara Martin School, a post office, a community building, a fire house, and a church.

Over the years, the public school and a number of services have moved out of the village, forcing residents to travel into Randolph, Berlin, or Lebanon, NH for certain goods. However, the recent purchase and renovation of Messier's General Store reverses this trend and provides the community with an important meeting spot as well as a location to purchase food and necessary items.

Currently, the only formal recreational facilities are located at the southern end of the village at the Clara Martin School. The residents have expressed a desire to expand the recreational facilities available in the village. A vacant parcel proximate to the Community Building could be developed for formal and informal recreational uses.



## EAST RANDOLPH'S TRANSPORTATION SYSTEM

VT 14, which runs through the center of East Randolph Village, is classified as a rural major collector and carries approximately 1,600 vehicles per day. VT 14 begins in White River Junction and winds its way north through South Royalton, East Randolph, Barre, Hardwick and ultimately ends outside of Newport. A recent traffic speed count identified average travel speeds of 27 miles per hour near Messier's Store and 44 miles per hour near the Clara Martin School. The posted speed throughout the village is 35 miles per hour. The same vehicle count found that about 4% of the vehicles traveling through the village are either a truck or a bus.

Between 2000 and 2004 three crashes were reported along VT 14 in the village. A reported crash is one that involves property damage in excess of \$1,000, personal injury or fatality. Two of the crashes

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<sup>1</sup> Population was calculated by multiplying the total number of homes in the village [36] (based on orthophotograph observations) by the average household size for the Town of Randolph [2.45] (2000 US Census data).

occurred at the Tunbridge Road intersection – both resulting in injuries. The third crash occurred at the VT 66 intersection and also resulted in an injury. In order to be classified as a High Crash Location by the state an intersection or road segment must have had at least 5 reported crashes over a five year period. No location in the village is classified as a High Crash Location.

VT 66 connects East Randolph Village with Randolph Center, I-89, and Randolph. VT 66 is also classified as a rural minor collector and carries approximately 1,100 vehicles per day.

Chelsea Mountain Road travels east out of East Randolph into the Town of Chelsea. Chelsea Mountain Road is also classified as a rural major collector and carries approximately 950 cars per day.

A Vermont Association of Snow Travelers (VAST) snowmobile trail travels through the village on varying sides of VT 14, primarily on private lands. A number of snowmobile users currently park their cars behind the fire house to access this trail.

## VILLAGE CONCEPTUAL DESIGN PLAN

During the spring and summer of 2006, a conceptual design plan was developed for East Randolph Village with input from community members, elected officials, and representatives from the regional planning commission. The primary goals of this planning process were to further refine the ideas developed during the initial Municipal Planning Grant application, prepare conceptual designs and cost estimates, and determine the feasibility for implementation.

The conceptual design plans are included in the back of this transportation plan and include the following components:

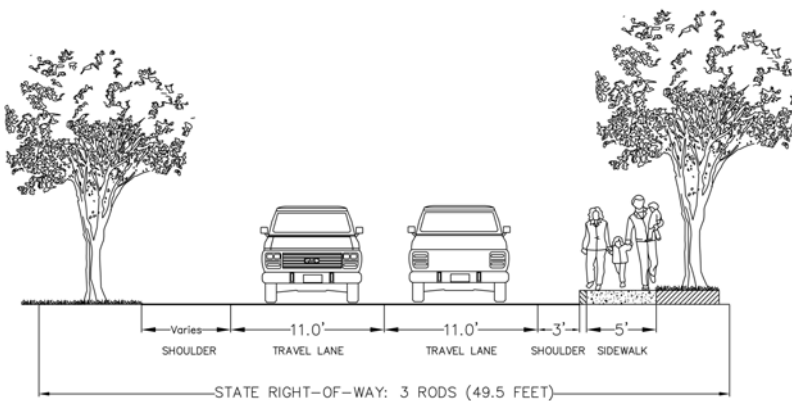
- A new 5-foot concrete sidewalk with granite curb running from the village church south to the Clara Martin School with crosswalks north of VT 66, at the post office, at the community building, across Chelsea Mountain Road and across Tunbridge Road.
- An identification of structures impacted as a result of this sidewalk construction including utility poles, catch basins, culverts, street signs, and mailboxes.
- A relocated school bus stop proximate to Messier's General Store to improve safety for the school children.
- An expanded raised island and narrowed driveways at the access to Messier's General Store.
- New street trees and historic lighting throughout the village.



- A new curbed entrance and narrowed driveway at Messier's Farm and Yard.
- Improvements to the Community Building parking lot including re-grading, paving, and striping to better accommodate Community Building functions, VAST users, the potential playground and recreational area behind the Community Building, and overflow village parking.

The wide shoulders along VT 14 between Messier's General Store and Chelsea Mountain Road will allow the new sidewalks to be constructed with little or no impact to front yards in this section. The figure below shows a typical cross-section of the new sidewalk.

**Figure 1: Typical Cross-Section Along VT 14**



Cost estimates were developed for the various components of the conceptual plan and are shown in Table 1. Although the costs for all of the identified elements are shown in the table it may make sense to break out some elements for implementation before other elements.

The unit costs for the sidewalk, curbing and accompanying signage and minor drainage work are based on the VTrans Bicycle and Pedestrian Program Unit Cost Database (2/06). The remaining unit costs are based on the VTrans Average Bid Price Listing. These cost estimates are preliminary and should be revised once a topographic survey and a more detailed site investigation has been completed.

**Table 1: Preliminary Cost Estimate**

<b>Pedestrian Features</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>\$/UNIT</b>	<b>TOTAL</b>
Concrete Sidewalk w/ Granite Curb	2,700	feet	\$140	\$378,000
Crosswalk Striping	410	feet	\$20	\$8,200
Relocate Catch Basins	7	each	\$1,700	\$11,900
Pedestal Lighting	20	each	\$2,000	\$40,000
<b>Expanded Island at Messier's Store</b>				
Excavate Existing Island	4	cy	\$11	\$42
Sub Base for New Island	10	cy	\$28	\$292
Topsoil	10	cy	\$17	\$180
Grass Seed & Fertilizer	1	lb	\$6	\$4
Bituminous Asphalt to Fill Gaps	5	cy	\$34	\$171
<b>Expanded Island at Messier's Farm &amp; Yard</b>				
Sub Base for Expanded Island	15	cy	\$28	\$428
Bituminous Asphalt to Fill Grade	15	cy	\$34	\$519
<b>Grade, Pave &amp; Stripe Community Building/Fire Station Parking Area</b>				
Common Excavation	630	cy	\$11	\$6,796
Sub Base	630	cy	\$28	\$17,757
Bituminous Asphalt to Fill Gaps	630	cy	\$34	\$21,499
			Construction:	\$485,789
			Engineering:	\$97,158
			Municipal Project Management:	\$48,579
			Construction Inspection:	\$72,868
			Contingency:	\$105,659
			<b>TOTAL:</b>	<b>\$810,000</b>

Three main funding sources can advance the improvements identified for the village. The Transportation Enhancement grant program is administered by VTrans and funds, among other things, new sidewalk construction. The Transportation Enhancement program requires a 20% local match and has a \$300,000 grant limit per year. Applications for the Transportation Enhancement program are reviewed by VTrans annually, with a letter of intent due in June and applications due in August. The VTrans contact for the Transportation Enhancement program is Curtis Johnson (802-828-0583).

The new Safe Routes to School grant program funds educational programs and pedestrian facilities to improve safety for school children. The grant program does not require any local match. To be eligible, the proposed sidewalk facility must be within ½ mile of a school. It is unclear at this point whether the Clara Martin School would qualify. The first round of applications for the Safe Routes to School infrastructure grants is anticipated to be issued in early 2007. The VTrans contact for this program is Jon Kaplan (802-828-0059).

The third primary funding option is through local funding sources. The improvements to the Community Building parking lot and the driveway enhancements at the general store and farm and garden could be funded through the municipal budget, private contributions, or through fundraising efforts.

## ITEMS TO BE ADDRESSED IN FUTURE PLANNING EFFORTS

The following items were identified during either the conceptual design planning process or during previous planning efforts but were not specifically included in the conceptual design plan. These items should be addressed during the next stage of village planning efforts.

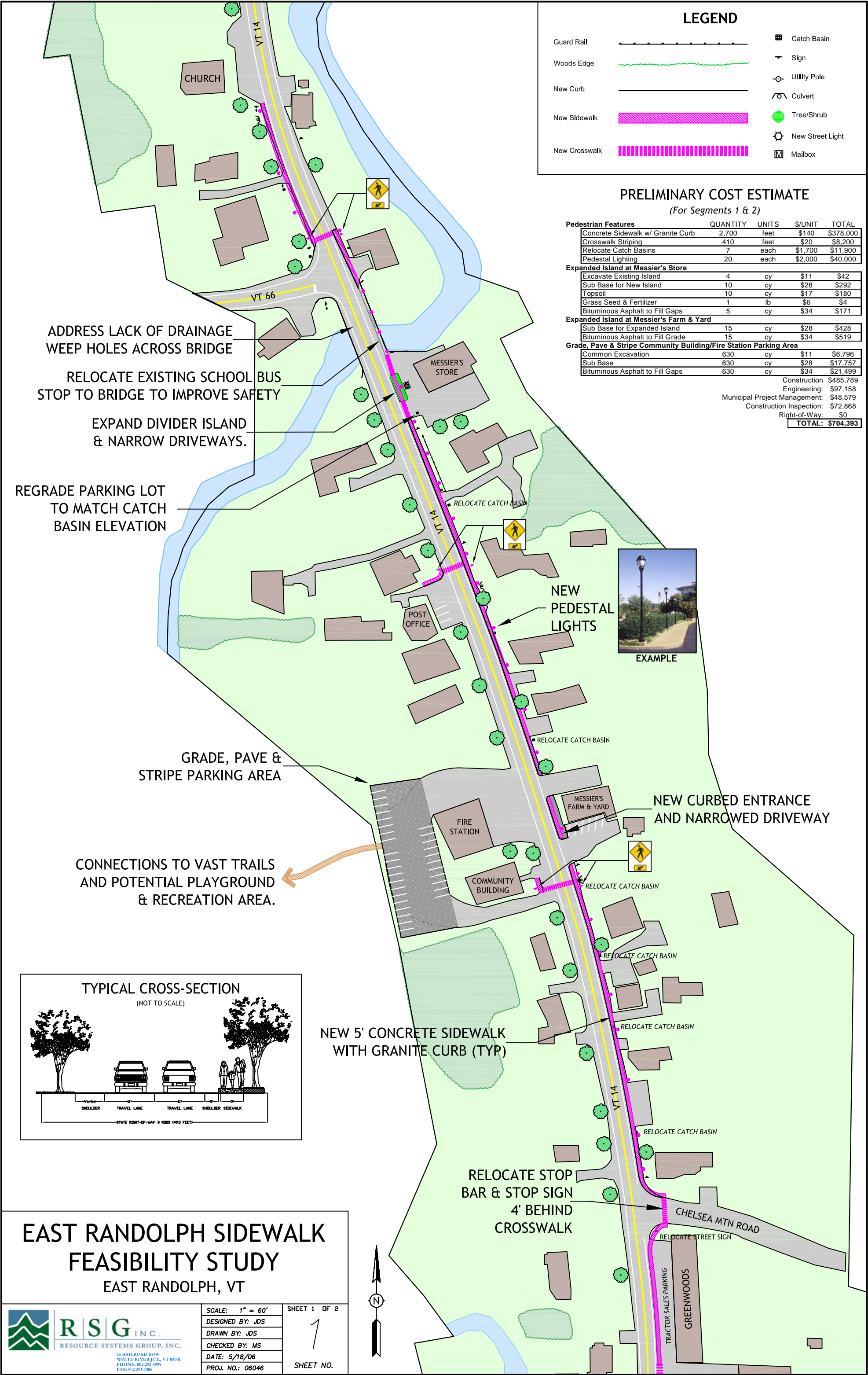
- The improvement of community facilities such as the Community Hall and playgrounds;
- Expanding economic development in the area to be designated as a Village Center;
- Potential village beautification projects;
- Expanding community involvement in the future of the East Randolph Village; and
- Increasing recreation opportunities in East Randolph through public transit and/or building new recreation facilities in the Village.

## NEXT STEPS

To sustain the momentum built in the community through the recent planning efforts, the following steps should be pursued:

- Work to get a budget item on 2007 Town Meeting warrant to allocate local matching funds for Transportation Enhancement grant;
- Submit Transportation Enhancement letter of intent by June 2007;
- Submit Transportation Enhancement application by August 2007;
- Determine if the Safe Routes to School funding can be used for sidewalk facilities to access the Clara Martin School; and
- Pursue additional planning funds to further refine the items not addressed in the conceptual planning process.





LEGEND

- Guard Rail

Woods Edge

New Curb

New Sidewalk

New Crosswalk
- Catch Basin

Sign

Utility Pole

Culvert

Tree/Shrub

New Street Light

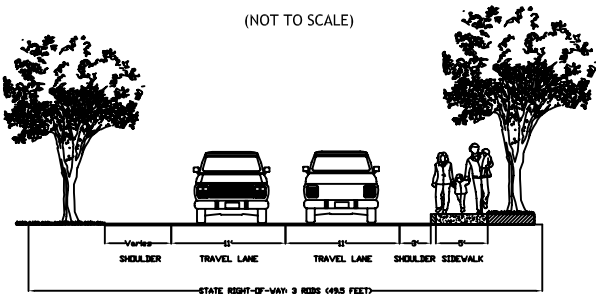
Mailbox

PRELIMINARY COST ESTIMATE  
(For Segments 1 & 2)

Pedestrian Features	QUANTITY	UNITS	\$/UNIT	TOTAL
Concrete Sidewalk w/ Granite Curb	2,700	feet	\$140	\$378,000
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Construction	\$485,789
Engineering	\$97,158
Municipal Project Management	\$48,579
Construction Inspection	\$72,868
Right-of-Way	\$0
<b>TOTAL</b>	<b>\$704,393</b>

TYPICAL CROSS-SECTION  
(NOT TO SCALE)



EAST RANDOLPH SIDEWALK  
FEASIBILITY STUDY  
EAST RANDOLPH, VT



SCALE: 1" = 60'	SHEET 1 OF 2
DESIGNED BY: JDS	1
DRAWN BY: JDS	
CHECKED BY: MS	
DATE: 5/18/06	
PROJ. NO.: 06046	SHEET NO.



