

No improvements beyond existing policies and planned projects proposed for all modes of transportation through year 2045.

PLANNED VT-22A CORRIDOR PROJECT EXAMPLES

FAIR HAVEN to ORWELL - Construction expected 2022

- This project begins at the North end of the Fair Haven Village limits and extends approximately 15 miles to VT-73 in Orwell.
- It includes pavement course-milling and replacement to improve the condition of the riding surface as well as centerline rumble strips in accordance with AOT policies, where appropriate. There will be no additional widening or other treatments included at this time.

WEST HAVEN to BENSON - Construction expected 2025 onwards

- This project starts approximately $\frac{3}{4}$ of a mile north of the VT-22A intersection with Main Road in West Haven near where the existing road transitions from a section with wider shoulders to a section with narrower shoulders. This project extends 2.988 miles north ending in Benson, just over one mile south of the VT-22A intersection with Mill Pond Road.
- The project will include partial reconstruction, roadway reclaim, and shoulder reconstruction and widening.

BENSON - Construction expected 2025 onwards

- This project starts in Benson where WEST HAVEN-BENSON ends, just over one mile south of the VT-22A intersection with Mill Pond Road and extends 4.950 miles North ending at the Benson/Orwell town line.
- Project will include partial reconstruction, roadway reclaim, and shoulder reconstruction and widening.

ORWELL - Construction expected 2025 onwards

- This project begins at the Benson/Orwell town line, where the BENSON project ends and extends 3.220 miles north ending at the intersection of VT-22A with VT-73.
- Project will include partial reconstruction, roadway reclaim, and shoulder reconstruction and widening.

ORWELL - ADDISON - Construction expected 2025/2026

- This project begins at VT-73 in Orwell and extends approximately 20 miles to Addison.
- This reclamation project will include rehabilitation of a portion of the subbase and will provide longer-term benefits within the existing footprint.

Continue to operate Vermont Route 22A as the primary truck route, but incorporate roadway improvements such as roadway reconstruction, widening, bicycle and pedestrian improvements, traffic calming, traffic signal and other infrastructure improvements to improve the safety and functionality of the roadway for all users, minimizing conflict points between non-motorized transportation options and freight traffic.



Speed Hump and Sharrow Markings

TYPES OF IMPROVEMENTS

Several types of roadway improvements can help minimize conflicts between road users and create a safer environment. These treatments relate to the design and configuration of roadway elements such as travel lanes, sidewalks, curbs, and signage to accommodate all road users including pedestrians, bicyclists, and heavy vehicles such as trucks and buses.

Many of these treatments can be categorized into one of the following improvement types:

Vertical Speed Control

Vertical speed control measures are composed of wide, slight pavement elevations that self-enforce a slower speed for motorists. These measures include treatments such as speed humps, speed cushions, speed tables, and raised crosswalks.

Horizontal Speed Control

Horizontal speed control measures cause motorists to slow down in response to either a visually narrower roadway or a need to navigate a curving travel lane. Examples of these treatments include curb extensions, neighborhood traffic circles, chicanes, neckdowns, and short center islands.

Many of these treatments can be implemented using a range of materials including temporary and low-cost materials such as paint and bollards.

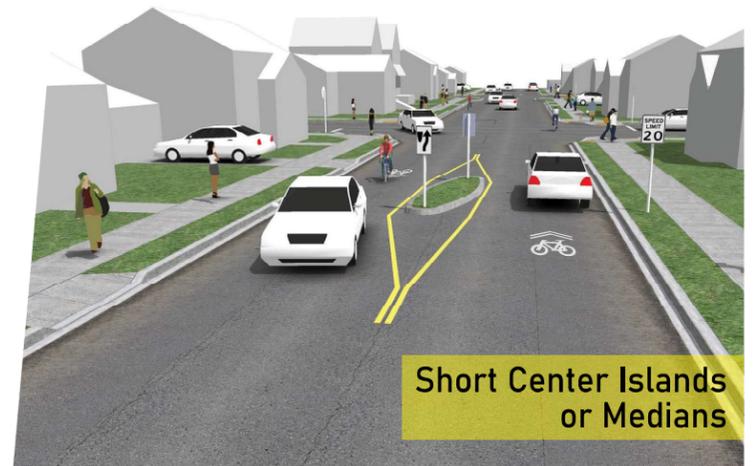
Note that the improvements under this alternative could include a continuation of the types of projects listed under the “Current Projects and Policies Alternative.”



Curb Extensions and Sharrow Markings



Speed Cushion and Sharrow Markings



Short Center Islands or Medians

Source - NACTO

IMPLEMENTATION EXAMPLES - VERGENNES, VT



Pavement Markings
Main Street near S Water Street



Curb Extensions
Main Street at Green Street



Rectangular Rapid Flashing Beacon
Main Street at Elm Street

VT-22A ALTERNATIVE

VT-17 NORTHBOUND/VT-22A SOUTHBOUND ALTERNATIVE
VERGENNES PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDY

BRIEF DESCRIPTION

Permit trucks utilizing VT-22A southbound through Vergennes, while all northbound truck traffic would be required to use Vermont Route 17. This would split the total volume and decrease mobility issues stemming from the steep grade change in southern Vergennes.

