



Regarding a four –way intersection/crosswalk at the intersection of North Main and Church Street:

- Stop signs would be difficult to navigate due to the incline of North Main Street.
- The existing crosswalk between the Town Offices and the Memorial Park should be more visible (paint has disintegrated).
- A crosswalk between Hardwick Electric and the Memorial Park does not meet the criteria for 2.4.

*2.4 Unsignalized Intersections – Uncontrolled Approaches:*

*2.4.1 Criteria for installation:*

*A crosswalk should not be installed at an intersection on a roadway approach that is not regulated by a traffic signal, stop sign, or a yield sign unless all of the following criteria are met (unless supported by other factors using engineering judgment):*

1. *The speed limit is 40 mph or less; (Yes)*

2. *There are 20 or more pedestrians using the crossing per hour during the highest pedestrian volume hour (elementary school age and elderly pedestrians count as 2 each); **(Does not appear to match this factor)***
  3. *The AADT (annual average daily traffic) for the roadway (both directions combined) exceeds 3000 vehicles per day; **(Unknown but highly unlikely)**.*
  4. *There is a sidewalk or adequate shoulder for use by pedestrians **(Yes)***
  5. *There is not another crosswalk across the same roadway within 200 feet of the intersection. **(Yes – 200 feet to the next crosswalk)***
  6. *Adequate sight distance (equal to or exceeding the stopping sight distance for the posted speed) is available in both directions. **(Appears to be a Yes but would need to be verified)**.*
- A crosswalk between Jeudevine Library and Hardwick Electric would not be visible to cars turning right from North Main Street and would require the removal of more parking on Church Street. Currently, more pedestrians move across outside of the intersection (closer to the parking lot of Hardwick Electric).
  - A crosswalk between Town Offices and Jeudevine Library would need to be outside of the intersection flow – lower on North Main Street. An existing crosswalk is close to that location.
- 2.4 Unsignalized Intersections – Uncontrolled Approaches:**
- 2.4.1 Criteria for installation:**
- A crosswalk should not be installed at an intersection on a roadway approach that is not regulated by a traffic signal, stop sign, or a yield sign unless all of the following criteria are met (unless supported by other factors using engineering judgment):*
7. *The speed limit is 40 mph or less; **(Yes)***
  8. *There are 20 or more pedestrians using the crossing per hour during the highest pedestrian volume hour (elementary school age and elderly pedestrians count as 2 each); **(Does not appear to match this factor)***
  9. *The AADT (annual average daily traffic) for the roadway (both directions combined) exceeds 3000 vehicles per day; **(Unknown but highly unlikely)**.*
  10. *There is a sidewalk or adequate shoulder for use by pedestrians **(Yes)***
  11. *There is not another crosswalk across the same roadway within 200 feet of the intersection. **(Does not match this factor – 130 feet to the next crosswalk)***
  12. *Adequate sight distance (equal to or exceeding the stopping sight distance for the posted speed) is available in both directions. **(Appears to be a Yes but would need to be verified)**.*
- Snow banks in the winter prohibit safe visuals if all four roads had crosswalks.
  - Current crosswalk placement encourages the students from Hazen and Hardwick Elementary to remain on one side of the road. Easier visibility of the youth pedestrians. Creates an established route to the school.





53.1

52'

TO BE REMOVED.

34.8'

55.7'

55.4

55.2

3.1'

49.1'

2.21

1062

99.2'

