



June 29, 2021
626909F6

Mr. Matthew Bogaczyk, P.E.
Vermont Agency of Transportation
Highway Safety & Design
219 North Main Street
Barre, VT 05641

RE: Parking Space Evaluation
Hardwick STP PC23(1)

Dear Mr. Bogaczyk:

Within the project limits for Hardwick STP PC23(1) all existing marked parking spaces were evaluated for compliance with the MUTCD, Vermont Statute and Hardwick town ordinances. A total of 44 marked spaces currently exist within the project limits. Sixteen spots have been identified as noncompliant with town ordinances, the MUTCD or Vermont Statute and cannot be restriped as part of the project. Sixteen additional spots may be able to be added in unstriped locations at the consideration of the town. A summary of our analysis follows.

Lower Cherry St to the northern intersection with Terrace Hill (Southbound VT 14)

Six (6) parallel parking spaces are currently striped in this area. There are two handicapped spots, one in front of the church and one in front of the building just north of the church. In both locations there is less than 8' of available shoulder width but there is some extra width currently on the other side of the roadway, so these spots could remain if a centerline shift is approved in this area, though the second spot would only have 1ft of clearance from the driveway due to the hydrant. There are 4 Remaining spots near the auto parts store, which are all compliant. Three (3) additional spaces could be added just south of Southern intersection of Terrace Hill Rd.

Upper Cherry St to Halton Hill (Northbound VT 30)

Eight (8) parallel parking spaces are currently striped in this area. 3 of these spots are within the intersections of Halton Hill and Terrace Hill and are considered non-compliant. This leaves five (5) compliant spaces. Thirteen (13) additional spaces could be added between Upper Cherry and the school unless you shift the centerline to regain the spots on the other side of the road then this reduces the new spots to nine (9).

Halton Hill to Parking lot Crossing (Northbound VT 14/Eastbound VT 15)

In this area there are nine (9) parking spots currently striped. One of these spots is located too close to the crosswalk and 5 are located within the intersection of Route 14 and 15. This leaves three (3) compliant spaces that can be restriped. Removing parking spaces within the Route 14 and 15 intersection was also a recommendation from the traffic safety task force and the Hardwick planning commission in the summer of 2020.

Parking lot Crossing to Bridge Crossing (Eastbound VT 15)

Six (6) parallel parking spaces are currently striped in this area. 2 of the spots in this area are not compliant due to being too close to the crosswalks. As a result, four (4) compliant spaces can be striped here. This was also included in the summer 2020 recommendations from the traffic safety task force and the Hardwick planning commission.

Bridge Crossing to Sumner St (Eastbound VT 15)

This area has Three (3) sections of Parallel parking that separated by crosswalks. The first section Currently has nine (9) spots. Two of these spots are too close to the crosswalk and will be eliminated. The next section is between the two crosswalks on either side of the North Main St intersection, there used to be two spots here but the town recently removed these. Both spots would have been considered non-compliant as they are in the intersection, so we would keep these spots removed. Lastly there are another two spots between this last crosswalk and Sumner St. These two spots are compliant and can remain.

North Main

Four (4) angle parking spots and 1 parallel handicap spot currently exist on the left side of the apron along with 1 parallel spot on the right. These spots currently reside in the intersection and cannot be restriped with the project. The town should be aware that the addition of bulb outs that are being considered will potentially reduce the number of spots the town could restripe if they so wish after the project has been completed.

North Main St to Sumner St (Westbound VT 15)

Four (4) parallel parking spaces are currently striped in this area. One of these spots is located too close to the Crosswalk, the remaining three are compliant.

No additional striped parking spaces exist within the project limits.

D&K will provide this information including a graphic depicting the existing versus proposed parking stall layout for the town to discuss and evaluate.

If you have any questions or comments, please do not hesitate to contact me at (802) 878-7661. DuBois & King, Inc. appreciates the opportunity to assist the Pavement Management Section and we look forward to working with you on this project.

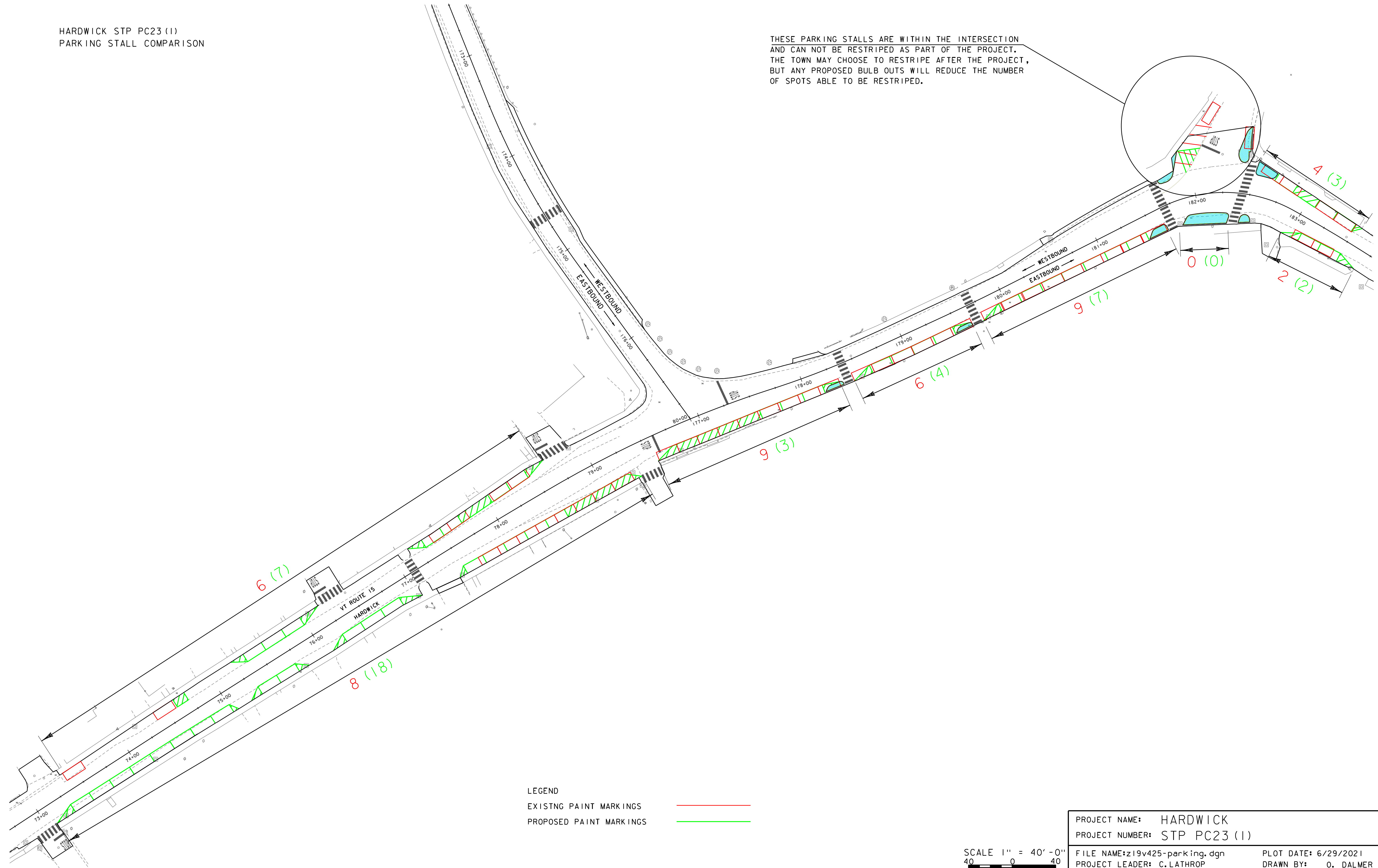
Regards,

Stephanie Solla, P.E.

A handwritten signature in blue ink that reads "Stephanie Solla". The signature is written in a cursive style.

HARDWICK STP PC23 (1)
PARKING STALL COMPARISON

THESE PARKING STALLS ARE WITHIN THE INTERSECTION AND CAN NOT BE RESTRIPE AS PART OF THE PROJECT. THE TOWN MAY CHOOSE TO RESTRIPE AFTER THE PROJECT, BUT ANY PROPOSED BULB OUTS WILL REDUCE THE NUMBER OF SPOTS ABLE TO BE RESTRIPE.



LEGEND
 EXISTING PAINT MARKINGS ————
 PROPOSED PAINT MARKINGS ————

SCALE 1" = 40'-0"
 40 0 40
 SCALE IN FEET

PROJECT NAME: HARDWICK	PLOT DATE: 6/29/2021
PROJECT NUMBER: STP PC23 (1)	DRAWN BY: O. DALMER
FILE NAME: z19v425-parking.dgn	CHECKED BY: C. LATHROP
PROJECT LEADER: C. LATHROP	SHEET 1 OF 1
DESIGNED BY: S. SOLLA	
PARKING STALL COMPARISON	