

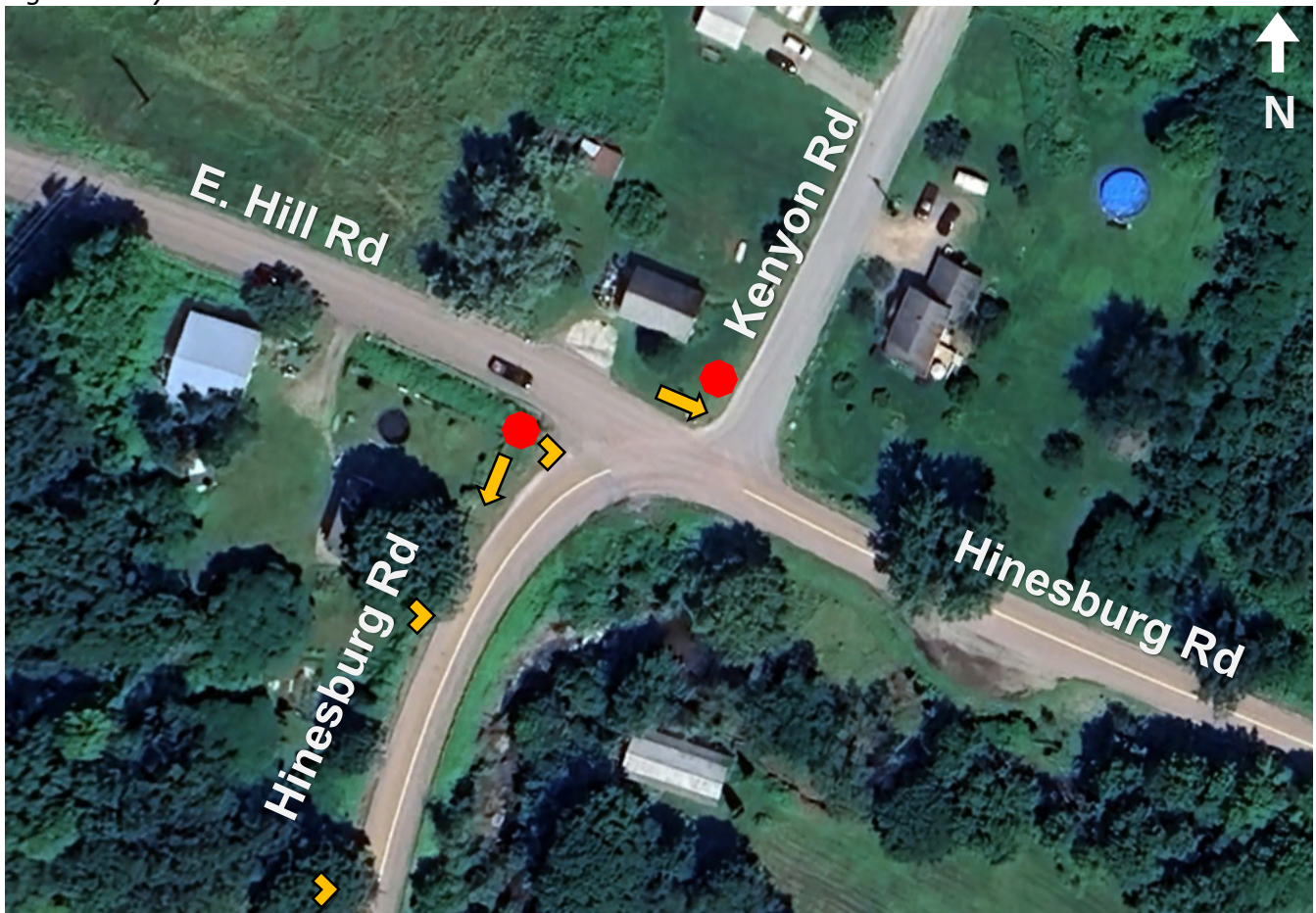
MEMORANDUM

To: Josh Arneson; Town of Richmond
From: Jason Charest, PE, PTP; CCRPC
Date: September 24, 2025
Re: Fay's Corner Safety Audit

Introduction:

Following a crash involving a motorist leaving the roadway and striking a nearby house, the Town of Richmond reached out to the CCRPC about the safety of the Fay's Corner intersection (see Figure 1 below). CCRPC offered to conduct a safety audit of the intersection. This took place on September 24, 2024, and involved various representatives from Richmond Fire, Police, Public Works, and Rescue. The group discussed issues with the intersection and then conducted a field visit to gather observations and brainstorm potential improvements. This memo captures the findings of the safety audit and outlines possible improvements for consideration.

Figure 1: Fay's Corner



Background:

Fay's Corner consists of the intersection of East Hill, Kenyon, and Hinesburg Roads in Richmond, VT. Hinesburg Road is functionally classified as a major collector that comes from the south and rounds a ninety-degree corner to proceed eastward toward Richmond Village. East Hill and Kenyon Roads are controlled by STOP signs. Hinesburg Road approaches are uncontrolled and curve signage is present to aid vehicles in navigating the corner. The curve signage consists of chevrons for northbound vehicles approaching the intersection and large arrow plaques for both Hinesburg Road approaches. There is also advanced curve warning signage in both directions with advisory speed plaques of 15 mph (See Figure 1 above, and 2 and 3 below). The posted speed limit on Hinesburg Road is 40 mph.

A previous safety audit was conducted in 2004 that resulted in changes to signage around the intersection along with a realignment of the Kenyon Road approach. The Kenyon Road realignment eliminated a triangular island that split the end of Kenyon Road into a "Y" where it intersected Hinesburg Road.

Figure 2: Hinesburg Road westbound approach to Fay's Corner



Figure 3: Hinesburg Road northbound approach at Fay's Corner



Crash History:

VTrans staff provided crash data from 2010 through August 2024. There were four reported crashes during this timeframe. All were single vehicle crashes that lost control while navigating the curve. Two were driving above the safe speed for the curve, one slid out due to inclement weather, and the other went off the road to avoid an oncoming vehicle.

Safety Audit Discussion:

The safety audit team met at the town offices on the morning of September 24, 2024, to discuss the intersection before heading out into the field. The bulleted list below summarizes key points from the discussion.

- There were general concerns about speeding in the area
 - Radar feedback signs were raised as a possible countermeasure, but the town has had issues with the solar-powered models and lack of sunlight
- Cars going off the road in both directions while navigating the curve is a common occurrence and likely underreported

- Ledge in the area makes it difficult to install signage
- There was interest in possibly realigning the intersection and making it a four-way stop
- Northbound vehicles on Hinesburg Road looking to make a left onto East Hill Road exhibit conflicts with people making a right off Kenyon Road.

Safety Audit Observations & Recommendations:

Following the roundtable discussion at the town offices, the team headed into the field to observe the intersection and take pictures. The following photos and associated observations were made.

- The Hinesburg Road turn signage should be combined with the advance street name plaques on the westbound and northbound approaches to the intersection. For the westbound approach, the advance street name plaque should be relocated to the turn signage location to avoid being obstructed by the bridge object marker signage. For the northbound approach, the turn signage should be relocated to the street name plaque location as the turn signage is placed too far from the actual turn. (See Figures 4, 5, and 6)

Figure 4: Hinesburg Road westbound approach to Fay's Corner

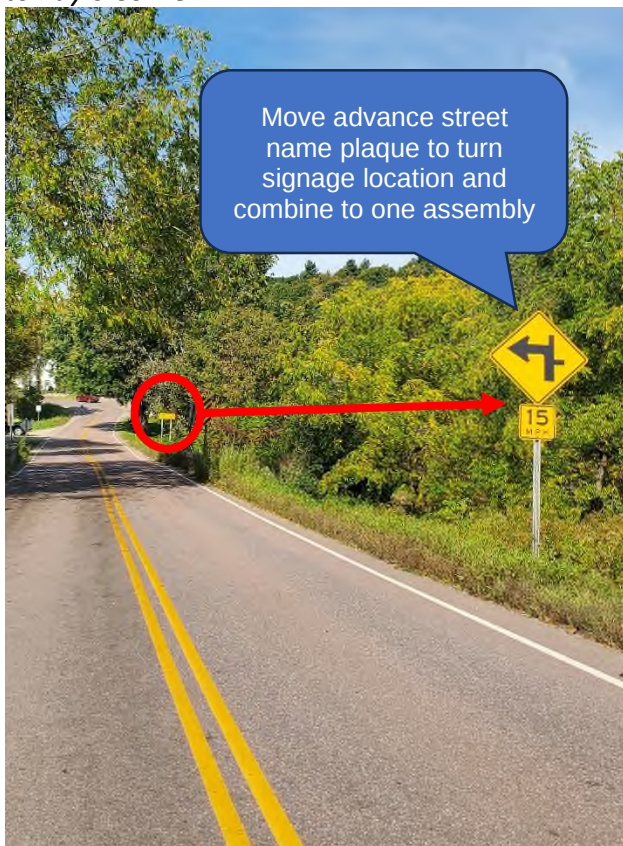


Figure 5: Hinesburg Road northbound approach to Fay's Corner



Figure 6: Revised turn signage assembly example



Figure 7: Chevron bracket example



- There are no chevrons in the westbound/southbound direction on Hinesburg Road. Brackets should be installed on the two existing southernmost chevron posts to allow for dual-direction assembly. (See Figure 7 above and 8 below) The post nearest the large arrow (northernmost) at the end of East Hill Road can remain as is given its proximity to the large arrow. Signing for the opposite direction in this location would be redundant.

Figure 8: Hinesburg Road southbound just south of East Hill Road



- The Hinesburg Road northbound chevrons are blocked by vegetation. Vegetation should be cut back and consideration to upsizing the chevrons could be given. They appear to be 18 x 24 inches and could go up a size to 24 x 30. (See Figure 9 below)
- There is overgrown vegetation that obstructs the inside of the Hinesburg Road curve on the northbound approach. This should be cut back and maintained to ensure a safe stopping sight distance (305 ft for 40 mph) around the curve should a vehicle be stopped to turn left onto East Hill Rd or Kenyon Rd. (See Figures 9 and 10)
 - o Once the vegetation has been cut back, the northbound “Be Prepared to Stop” and “Crossing Traffic Yield to Right” signs can be removed and replaced with a new “YIELD” sign placed in line with the break in the centerline. The Yield Ahead sign may also be able to be removed depending on the “YIELD” sign’s visibility. The “YIELD” sign should be visible 305 feet in advance. If not, a new Yield Ahead sign should be placed around 300 feet in advance of the “YIELD” sign.

Figure 9: Hinesburg Road northbound approach to Fay’s Corner

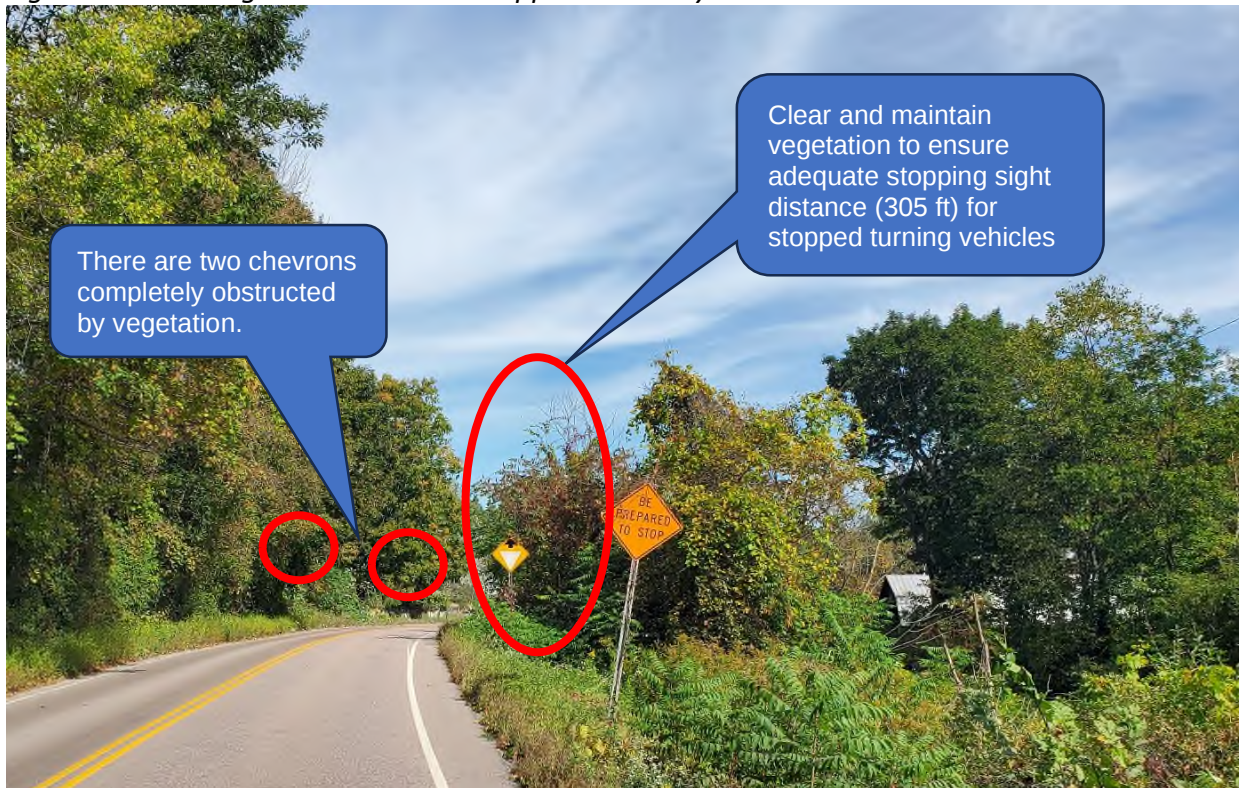
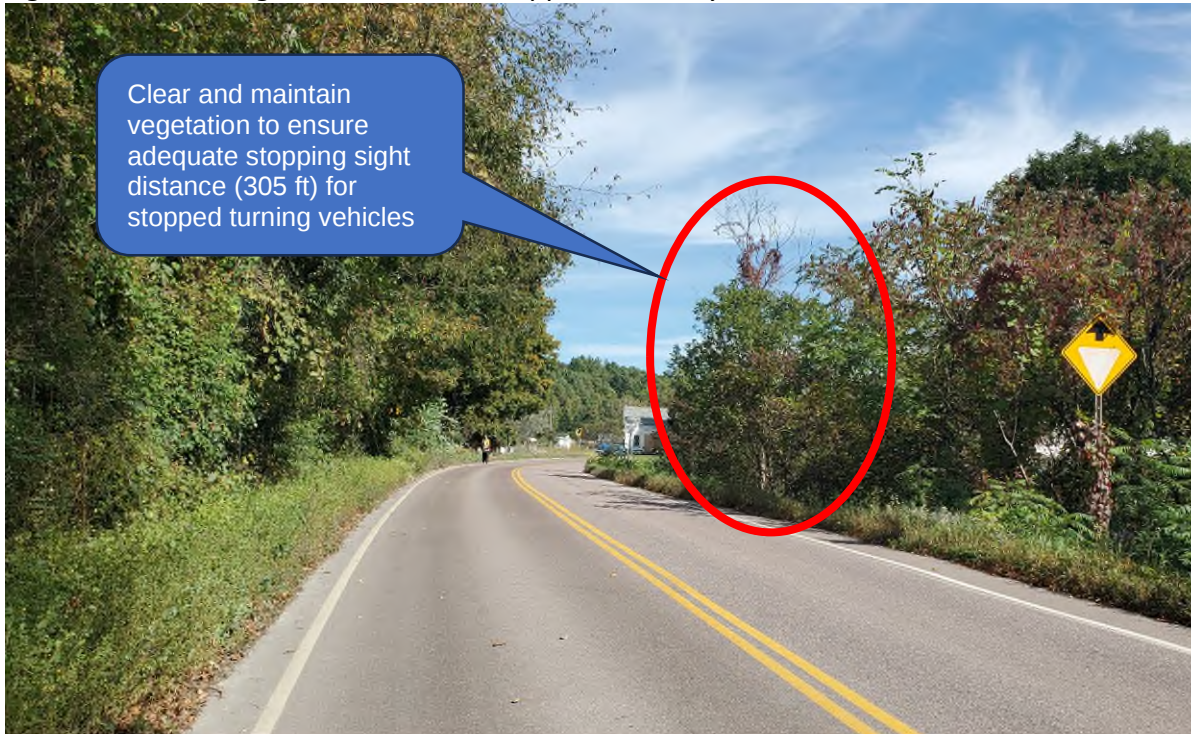


Figure 10: Hinesburg Road northbound approach to Fay's Corner

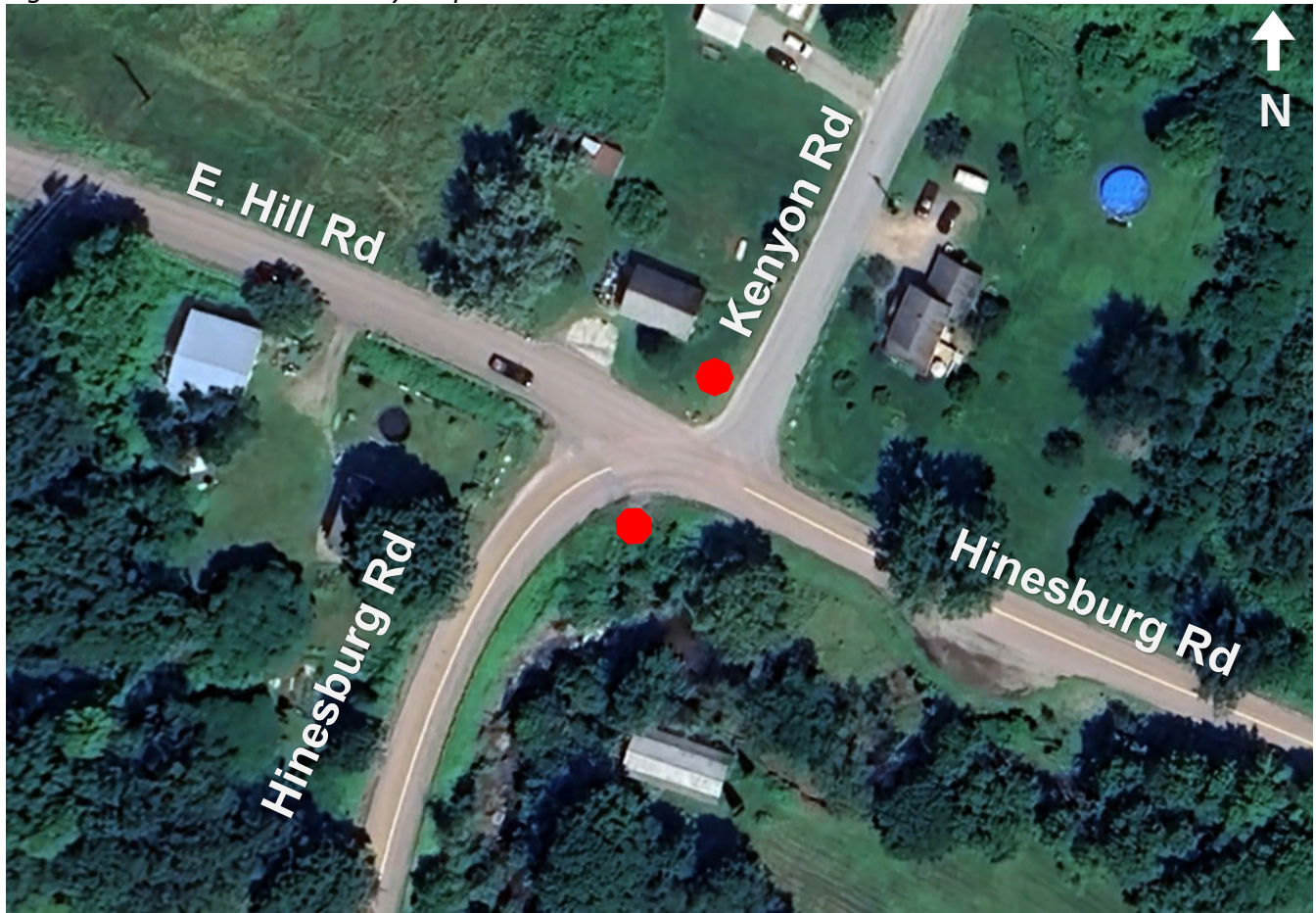


Intersection Reconfiguration Options

The existing intersection is an unconventional two-way stop controlled intersection with two adjacent approaches (East Hill Road and Kenyon Road) controlled by STOP signs and the major route (Hinesburg Rd) being uncontrolled around a corner. During the field visit, a discussion took place regarding other ways of signing and controlling the intersection to increase safety and driver expectancy. A traditional two-way stop and all-way stop controlled intersection were raised as possible reconfiguration options and further discussed in the following pages.

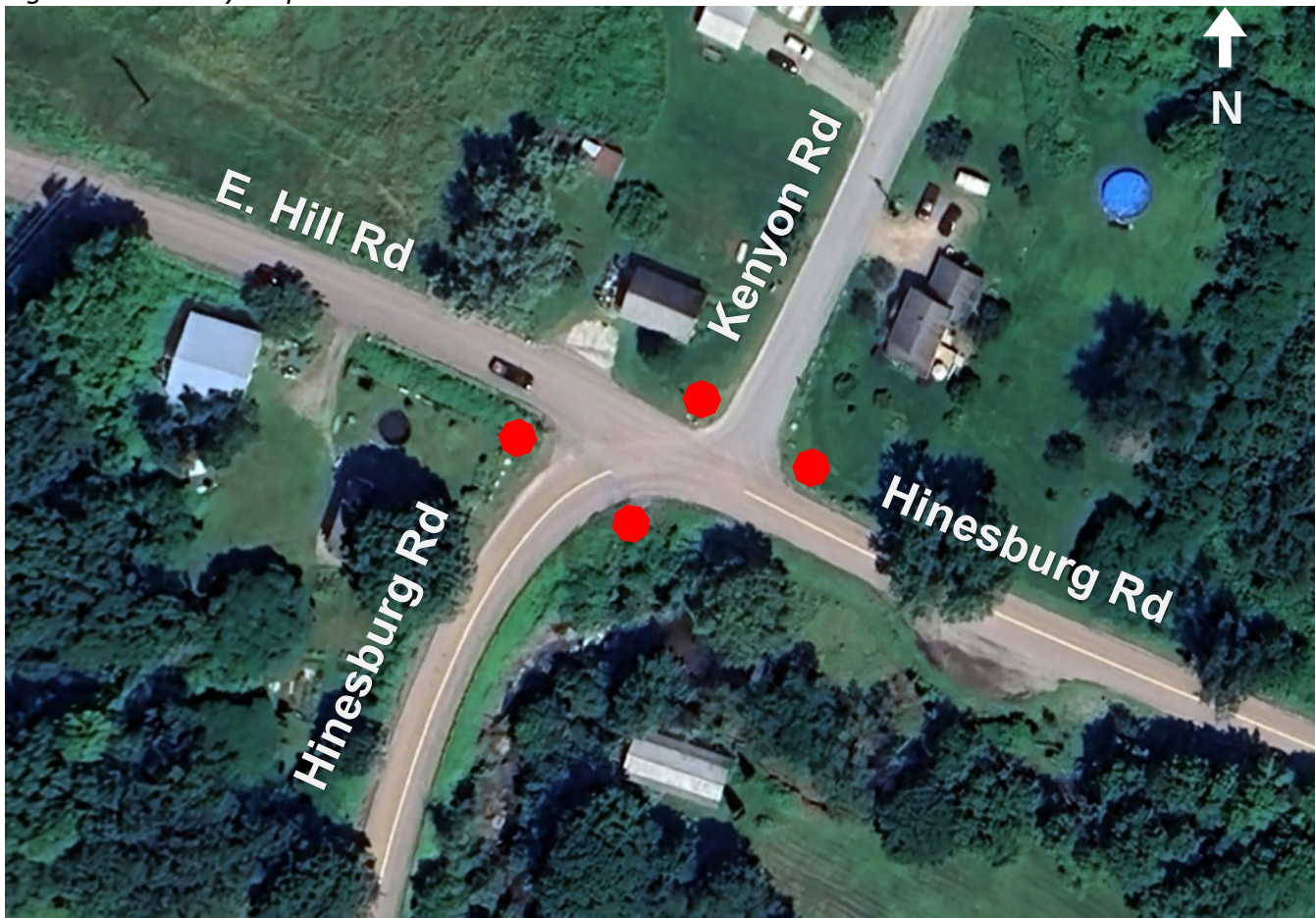
A traditional two-way stop control would move the STOP sign on East Hill Road to the northbound Hinesburg Road approach shown below in Figure 11. This would make East Hill Road and the westbound Hinesburg Road approach the uncontrolled through movement. The northbound Hinesburg Road approach would need to be realigned to square up with East Hill Road. Even then, it's unclear if vehicles newly stopped northbound on Hinesburg Road would be able to see an adequate distance up East Hill Road to make a safe maneuver. This could also create an additional hazard of East Hill Road traffic speeding through the intersection eastbound to Hinesburg Road given its steep downhill approach to the intersection. Interestingly, existing speeding through the intersection was observed in the opposite (westbound) direction during a follow-up site visit.

Figure 11: Traditional Two-Way Stop Controlled Intersection



In an all-way stop control configuration, STOP signs would be added to the existing uncontrolled Hinesburg Road approaches shown in Figure 12 below along with accompanying supplemental signage and striping. Realigning the northbound Hinesburg and Kenyon Road approaches to a more traditional four-way intersection would be preferred in the longer term but not required in the immediate. Stop ahead signs would be recommended for the Hinesburg Road approaches along with an additional left-side STOP sign on the northbound Hinesburg Road approach to ensure visibility (unless the corner brush is sufficiently cleared out and maintained). Painting of stop lines would also be recommended. The other existing various signage could largely be removed.

Figure 12: All-Way Stop Controlled Intersection



Of these two reconfiguration options, a traditional two-way stop controlled intersection is not recommended due to the safety concerns noted above. An all-way stop controlled intersection is, however, a viable option. It would not meet any traditional volume or crash experience warrants as outlined in the Manual on Uniform Traffic Control Devices (MUTCD), but the MUTCD allows for other factors to be considered in the installation of all-way stop control. Conflicting turning movements between northbound Hinesburg Road and Kenyon Road, and the intersection's unconventional stop control nature, could both be considered justifiable reasons for an all-way stop installation.

End of Memo