



State of Vermont

Agency of Transportation

For: House Transportation Committee

March 11, 2020

By: Susan Scribner, Municipal Assistance Bureau Director, VTrans

H.420 proposes to authorize municipalities that have no State highway or Class 1 town highways within their borders to use grants received under the Class 2 TH Roadway Program for both Class 2 and 3 THs.

Municipalities that would be impacted by H.420:

County	Town	Sum of Class 2	Sum of Class 3	Sum of Class 2 and 3	% Class 2 of Sum
WINDHAM	ATHENS	6.75	11.14	17.89	38%
WINDSOR	BALTIMORE	4.36	2.81	7.17	61%
WINDHAM	BROOKLINE	4.95	11.91	16.86	29%
WINDHAM	GRAFTON	18.3	30.6	48.9	37%
ESSEX	GRANBY	5.27	5.49	18.76	28%
CHITTENDEN	HUNTINGTON	11.18	31.97	43.15	26%
ADDISON	LINCOLN	16.98	35.13	52.11	33%
ADDISON	MONKTON	25.52	27.33	52.85	48%
BENNINGTON	SANDGATE	7.58	20.82	28.4	27%
CALEDONIA	STANNARD	4.43	11.5	15.58	28%
ORANGE	STRAFFORD	15.74	51.85	67.59	23%
ESSEX	VICTORY	13.23	5.9	19.13	69%

Guideline for Selection of Class 2 Town Highways:

1. Serves Region – from town to town
2. 3-rod ROW (49.5 ft) – certified by Selectboard
3. 70 points needed (see next page for detail)
4. Total Mileage of Class 2 THs as a % of total mileage of Class 2 and 3 should not exceed 25%
5. Gravel typical of 20' shoulder to shoulder – Paved typical of 22' shoulder to shoulder

Transfers from Class 3 to Class 2 if approved effective next fiscal year. Town work through Districts.

STATE OF VERMONT  
CLASS 3 TO CLASS 2 TOWN HIGHWAY TRANSFERS  
RATING FORM

9/97

District \_\_\_\_\_ Town \_\_\_\_\_

Town \_\_\_\_\_

Town Highway No. \_\_\_\_\_

Miles \_\_\_\_\_

ADT \_\_\_\_\_

Average ADT \_\_\_\_\_ Increasing \_\_\_\_\_ Decreasing \_\_\_\_\_

One Terminal \_\_\_\_\_

Other Terminal \_\_\_\_\_

Special Considerations: Less than 2nd Class Gravel (2G) \_\_\_\_\_

Dead End-No Place (DE)(NP) \_\_\_\_\_ Parallel (PR) \_\_\_\_\_ Local (LH) \_\_\_\_\_ Residential (RS) \_\_\_\_\_

Land Access (LA) \_\_\_\_\_ Imp. Place (IP) (RRS) \_\_\_\_\_ Paved (PH) \_\_\_\_\_

Rating By \_\_\_\_\_ DTA \_\_\_\_\_ Rec. \_\_\_\_\_ (Over) \_\_\_\_\_

**1. Traffic AADT**

**(Max. 40)**

- 400 - Over 40 | |
- a. 270 - 399 30 | |
- b. 160 - 269 20 | |
- c. 100 - 159 10 | |
- d. 10 - 99 0 | |

**2. Geographic Features**

**(Max. 20)**

- a. Town to Town 10 | |
- Pl. To Pl. 5 | |
- b. Land Access (LA) 5 | |
- c. Integration (Int.) 5 | |
- d. Terminals | |
- SH to SH 5 | |
- SH to Cl. 2 TH or Pl. 3 | |
- Cl. 2 TH to Cl. 2 TH or Pl. 2 | |

**3. Economic Features**

**(Max. 20)**

- a. County Seat & FAU St. Minor Coll. (Any 1) 5 | |
- Community Need (Part ) 3 | |
- b. VO-REC-IND-TG (Any 1) 5 | |
- (Part ) 3 | |
- c. SB-MR-RFD-FM (Each one) 3 | |
- (Part ) 1 | |

**4. Traffic Classification and**

**(Max 10)**

- State of Improvement
- a. Gravel (20' typical, shld. to shld.) 5 | |
- Paved (22' typical, shld. to shld.) 10 | |
- b. Foreign or Through 5 | |

**5. National Defense and**

**(Max. 10)**

- Public Service
- a. Conn. Interstate (Dir.) 5 | |
- (5 mi.) 2 | |
- b. Alternate Route (3-10 mi.) 5 | |
- Floods, etc. | |
- c. Def. Ind. or Strat. Mat. 5 | |
- or National Forest

Total H.P.V. \_\_\_\_\_

Recommendation \_\_\_\_\_