



# I-89 Exit 12 Scoping Project

## Advisory Committee Meeting #2

*July 11, 2013*

- **Welcome & Introductions**
- **Project Timeline**
- **June Public Meeting Recap**
- **Draft Purpose & Need Statement**
- **Develop/Refine Alternatives**
- **Next Steps**

# Project Timeline

- Project Start-Up, Data Gathering April - May
- Public Meeting, Purpose & Need Statement June
- **Alternatives Development & Evaluation** **July - September**
- Public Meeting – Review of Alternatives September
- Selection of Preferred Alternative October/November
- Draft & Final Scoping Report December/January

# June Local Concerns Public Meeting

- Held jointly with the Williston Planning Commission – June 4, 2013
- Attendance: 5 Planning Commissioners, 6 audience members
- Comments/Questions:
  - Concern that new signal on VT 2A would cause traffic to stack into interchange
  - Can Exit 12 bridge be widened?
  - Minimize construction-related traffic disruptions through use of night construction
  - Consider VT 2A passing *over* I-89?
  - What is the structural integrity of the Exit 12 interstate bridges?
  - Park and ride location(s) – south of interchange; closer to Taft's Corners
  - Lack of Pedestrian facilities on VT 2A through the Exit 12 Interchange

# Draft Purpose & Need Statement

## PURPOSE

The purpose of this project is to provide transportation system improvements that increases mobility for people and goods, enhances safety for all users, and accommodates economic growth in the project area.

## NEEDS

### Mobility:

- Congested traffic conditions during peak hours of travel at the VT 2A/Exit 12 ramp intersections and VT 2A corridor through the Marshall Avenue intersection.
- Lack of formal sidewalks on VT 2A to facilitate pedestrian travel through the Exit 12 interchange area and connect pedestrians to the various uses located along Hurricane Lane.
- Lack of bicycle facilities on VT 2A through the Exit 12 interchange

### Safety:

- Two identified High Crash Locations (VTrans HCL Report) segments within the project area.
- Pedestrian and bicycle travel through the Exit 12 interchange

### Economic Development:

Provide the infrastructure to support Williston's Designated Growth Center plan for dense mixed-use development in the project area

# Existing Transportation Issues at Exit 12

## ■ Congestion

- Convergence of commuters and shoppers
- Missing NB left lane onto I-89
- Stacking on SB I-89 off-ramp
- Traffic west of 2A currently funneled through Marshall Ave



## PM Level of Service 2015 / 2035





# Existing Transportation Issues at Exit 12

- Congestion

- Safety

- High Crash Intersections
  - Exit 12 SB Ramps
  - VT 2A/Marshall Ave
- Downhill grade to intersection, long “dilemma zone”

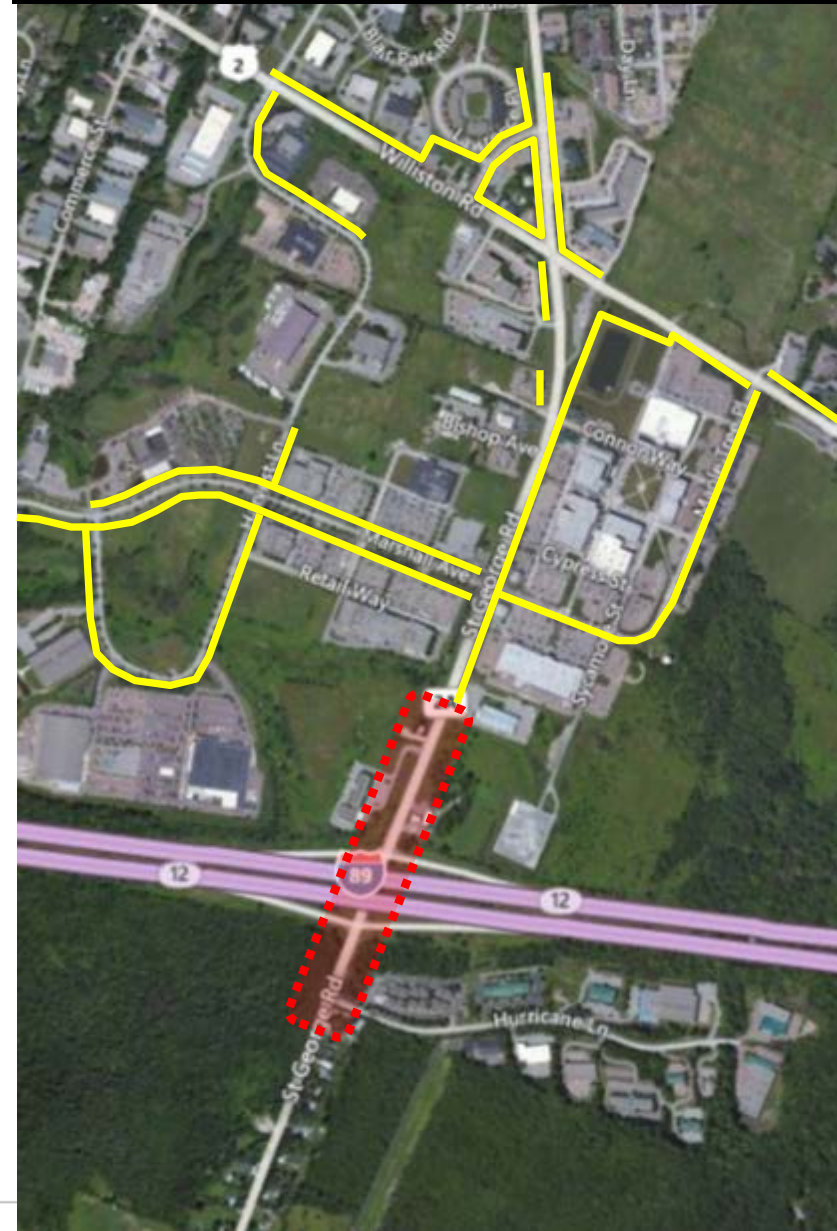


# Existing Transportation Issues at Exit 12

- Congestion
- Safety
- **Bike/Ped Connectivity**
  - Missing connection from Police Barracks to Hurricane Lane



## Existing Bike/Ped Network





# Existing Transportation Issues at Exit 12

- Congestion
- Safety
- Bike/Ped Connectivity
- Economic Growth/Placemaking
  - “Design conscious, pedestrian-friendly, mixed-use development pattern”
  - 1,900 additional peak hour trips
  - Grid street network
  - VT 2A cross-section

## Grid Street Build-out



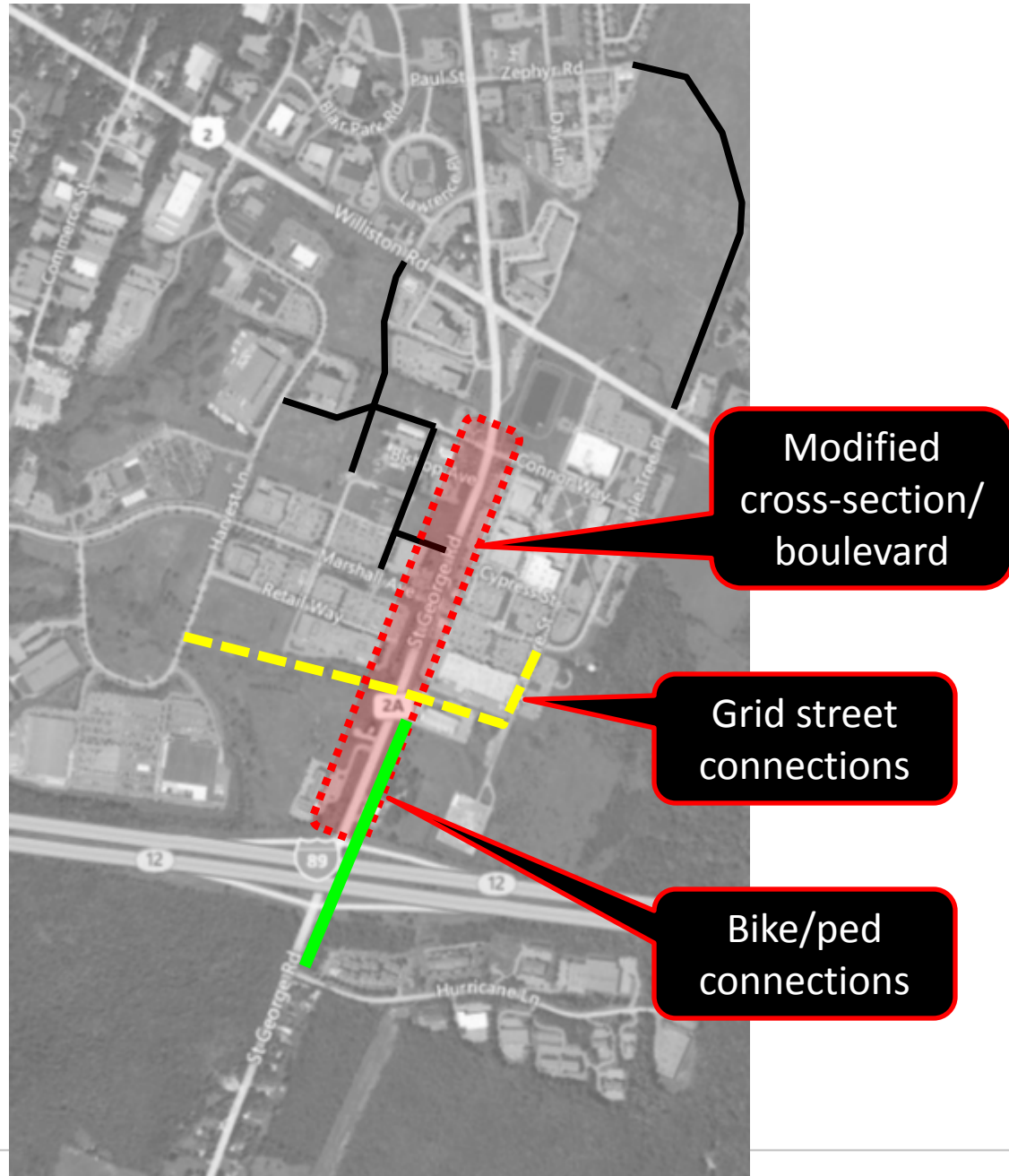
# Existing Transportation Issues at Exit 12

## VT 2A Cross-Section: *Rural vs. Center*





# Alternatives Development - Fundamental Components



# Interchange Options: Traditional Expansion





# Interchange Options: Double Crossover Diamond



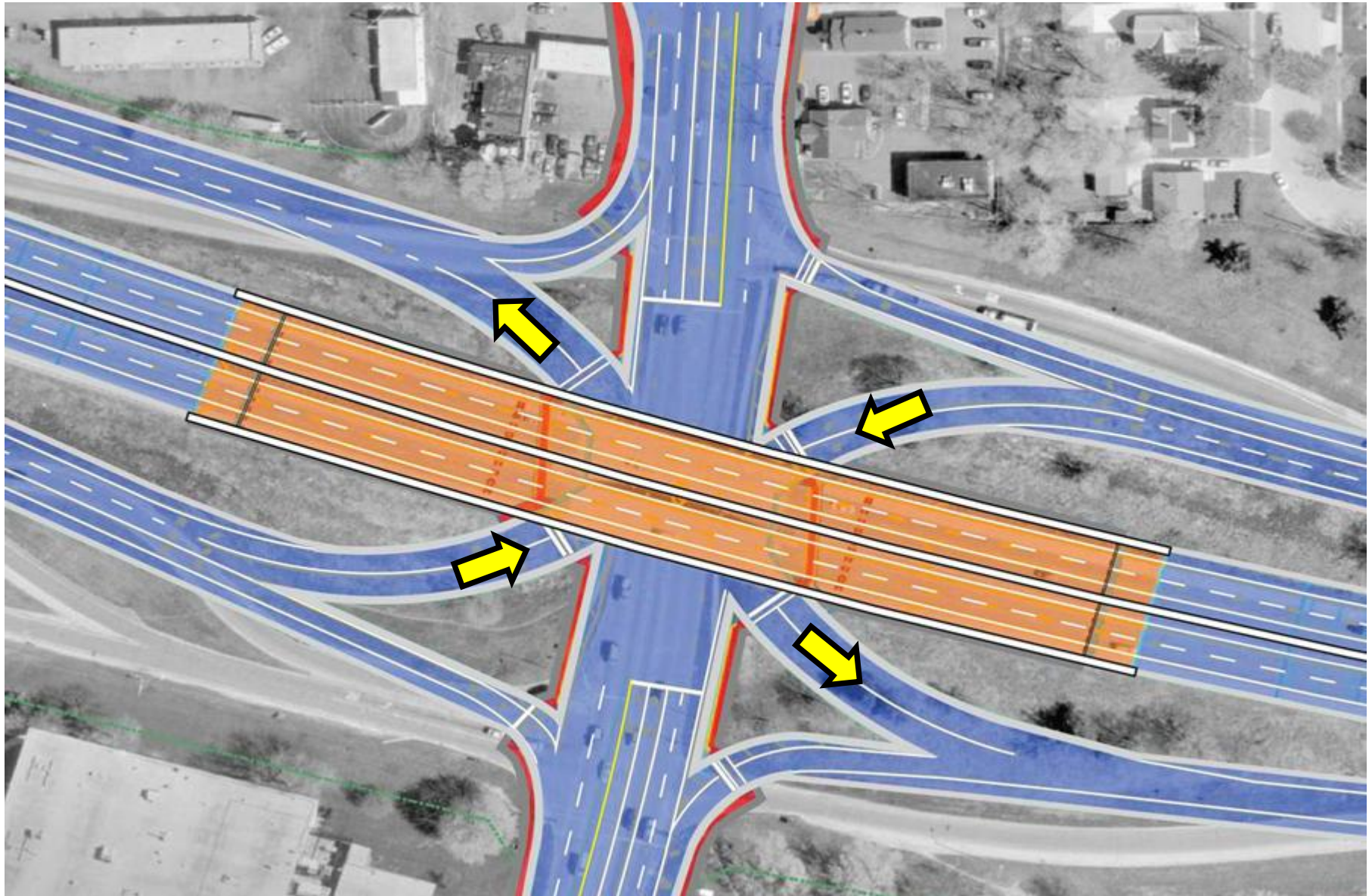


# Interchange Options: Roundabouts





# Interchange Options: Single Point Urban Interchange

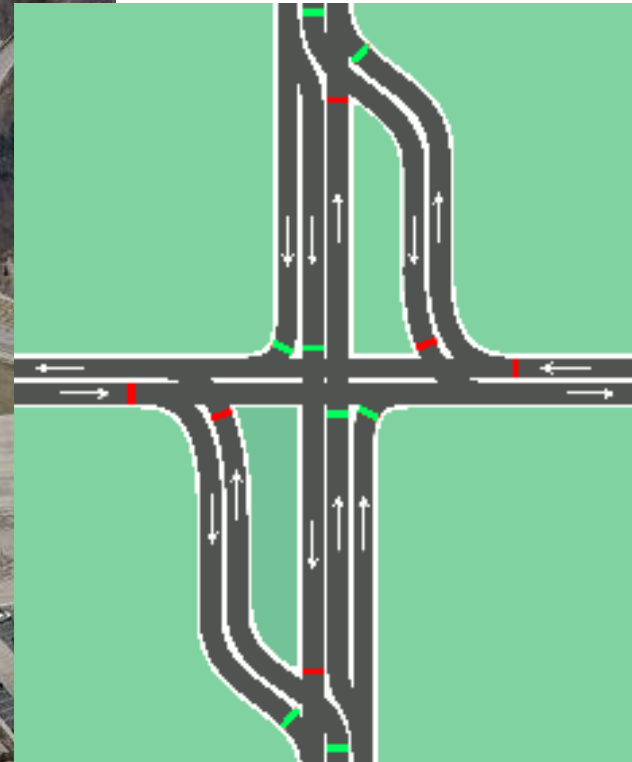


# Intersection/Corridor Options: ThrU-Turn

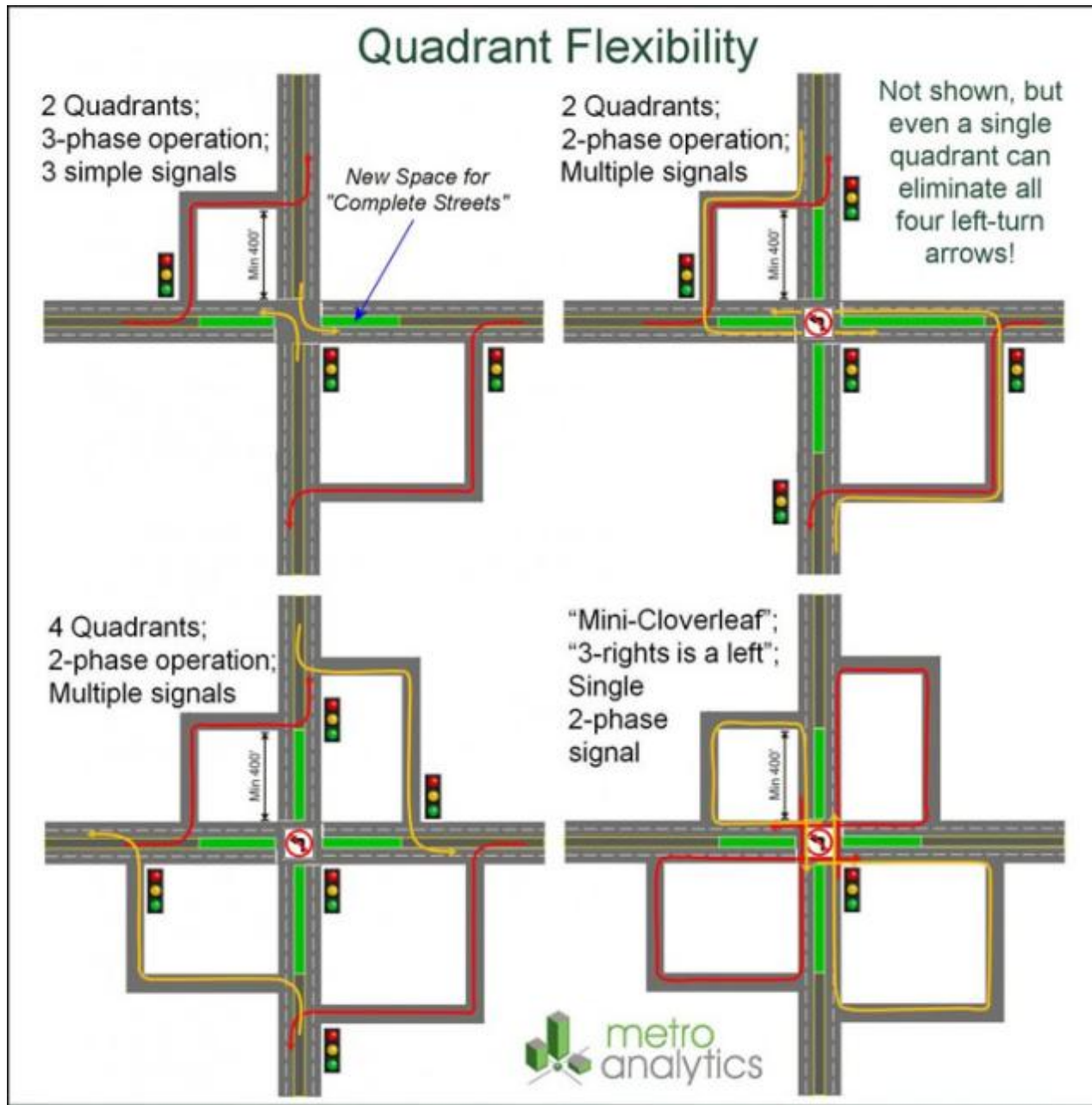




# Intersection/Corridor Options: Continuous Flow



# Intersection/Corridor Options: Quadrant Intersections

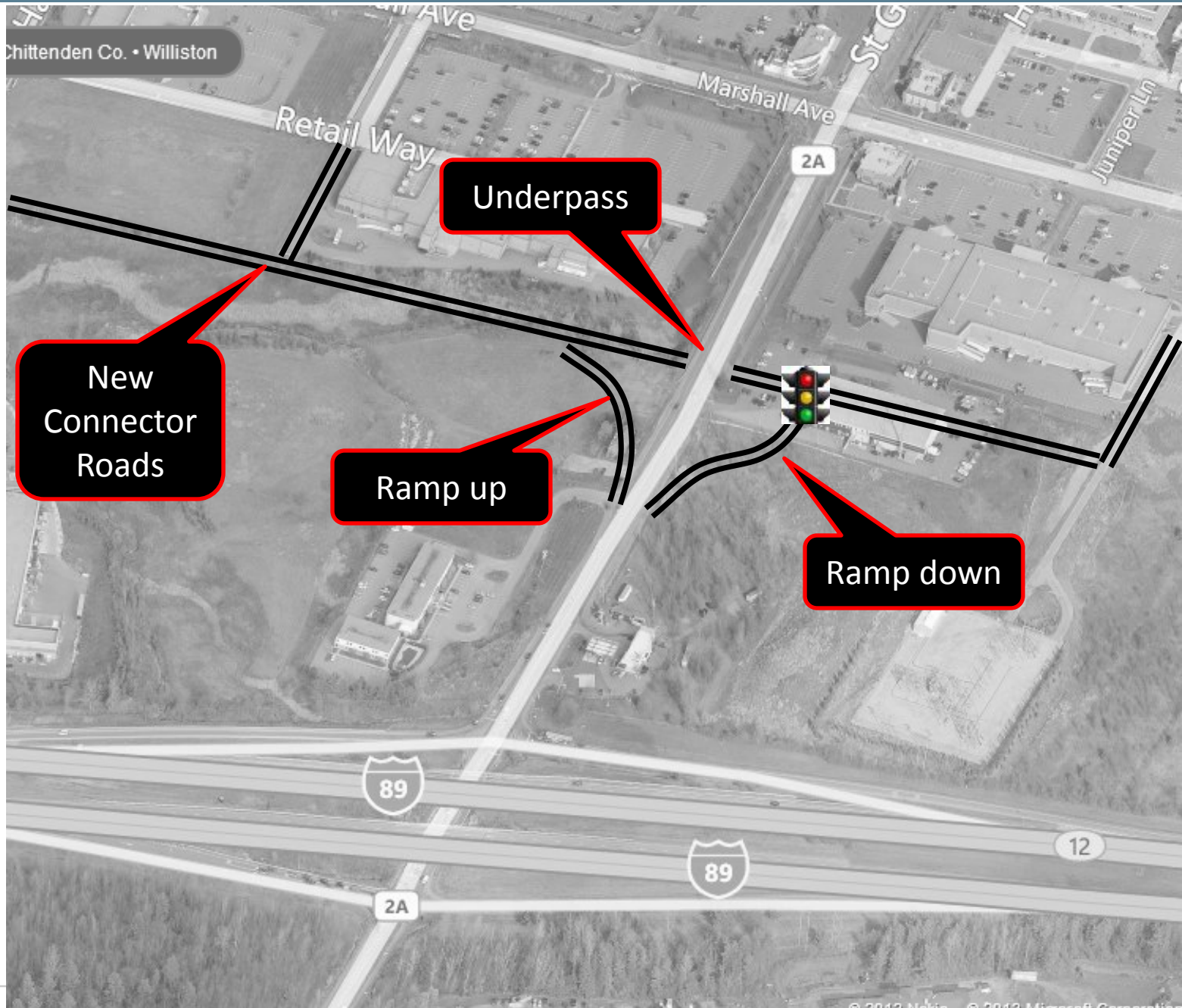


# Preliminary Alternatives

Alternative	Interchange	Intersection with Proposed Connector Streets	VT 2A Corridor - Exit 12 to North of Marshall Ave
<b>Medium Term Solution</b> - In Conjunction with One of the Long Term Solutions	Restrict VT 2A Northbound Left & Westbound Left	New Signal w/ U-Turn	Boulevard Section
<b>Conventional Expansion</b>	Expanded VT 2A Cross-Section (6-lanes)	New Signal	Boulevard Section
<b>Double Crossover Diamond</b>	DCD - Requires Reconstruction of Interchange	Signal or Underpass	Boulevard Section



# Intersection with Connector Road Option: Underpass





# Next Steps

- Project Start-Up, Data Gathering April - May
- Public Meeting, Purpose & Need Statement June
- **Alternatives Development & Evaluation July – September**
- Advisory Committee Meeting #3 – Alts Review September
- Public Meeting – Review of Alternatives October
- Selection of Preferred Alternative October/November
- Final Scoping Report December-January 2014