



**Interstate 89 Exit 17 Scoping Study
Study Team Meeting #5 Notes**

DATE: Wednesday, December 18, 2013
TIME: 1:00 -2:30 PM
PLACE: CCRPC, 110 W. Canal Street, #202, Winooski, VT
PRESENT: Joe Barr, Parsons Brinckerhoff Roger Hunt, Town of Milton
Meredith Birkett, CCTA Michael LaCroix, VTrans
Michele Boomhower, CCRPC Diane Meyerhoff, Third Sector Associates
Katelin Brewer-Colie, Local Motion Bryan Osborne, Town of Colchester
Jason Charest, CCRPC Steve Rolle, Parsons Brinckerhoff
Eleni Churchill, CCRPC Katherine Sonnick, Town of Milton
Dick Hosking, VTrans Chris Williams, VTrans

1) Welcome

Jason Charest of the CCRPC welcomed everyone and introductions were made. Steve Rolle of PB announced that this would be his last meeting as he is leaving consulting. Chris Williams of VTrans recently discovered the Exit 17 scoping study in preparation for his work to scope the Interstate bridge. He is hoping to coordinate the two projects.

2) Study Status

Steve explained that the study is now in Task 8 (Refine Alternatives) of 10 tasks.

3) Issues Needing Resolution

Steve outlined six issues for which he needs direction from the Study Team and they were discussed in turn.

3A) Confirm 6-Lane Bridge Alternatives

Steve described the 5-versus 6-lane configuration for the Interstate bridge in terms of construction issues and traffic. Michele Boomhower of the CCRPC recommended moving forward with a 6-lane configuration due to the long-term nature of taking on a project of this scale. The group agreed to study the 6-lane configuration as one alternative.

3B) “Loop Ramp” Alternative

The traffic analysis of a loop ramp in the northwest quadrant that facilitates access from US-2 westbound to Interstate 89 southbound exhibits exceptional capacity results. This is because US 2 westbound traffic would no longer need to cross US-2 eastbound traffic to access I-89 southbound. The group agreed to carry this alternative forward for further study.

3C) Approach for Eastbound US 2 to Southbound Interstate 89

There are two options here for this approach: 1) to retain the high speed slip ramp or 2) accommodate the right turn at the intersection. The latter eliminates the merge, is more compatible with dual left turns from westbound US2, provides a different bicycle accommodation, and is less convenient for motorists. It was decided to move the first option forward with the loop ramp alternative and the second option forward with the 6-lane bridge alternative. It was noted that for the loop ramp alternative option it will need to be determined how best to direct bicyclists across the slip ramp.

3D) Bike Accommodations

The group reviewed two different options to accommodate bicyclists – the 90 degree right turn with bike lanes and the ramp crossing with special pavement treatment. In general, the group preferred the first option.

3E) Roundabout at Northbound Ramps

This option was considered to alleviate the closeness of the two signals at the US2/7 intersection. However, further analysis showed no operational advantage, additional wetland impacts, similar costs, potential loss of future flexibility, and maintenance challenges. Due to these issues, the group agreed not to move this alternative forward.

3F) New Southeast Quadrant Ramp

Analysis showed that there are more extensive permitting and wetland issues with this alternative and few benefits since the signalized intersection needs to be retained. The level of service is not significantly improved with this new ramp. Since the ramp could be added in the future, the group agreed not to move forward with this alternative.

4) Next Steps

The group will not meet prior to the Colchester Selectboard presentation on February 11th. However, PB will distribute the draft presentation by February 4th for Study Team review. The Selectboard will be asked if they endorse one or both of the alternatives, but it is not considered a “preferred alternative”.

The meeting was adjourned at 2:25 PM.