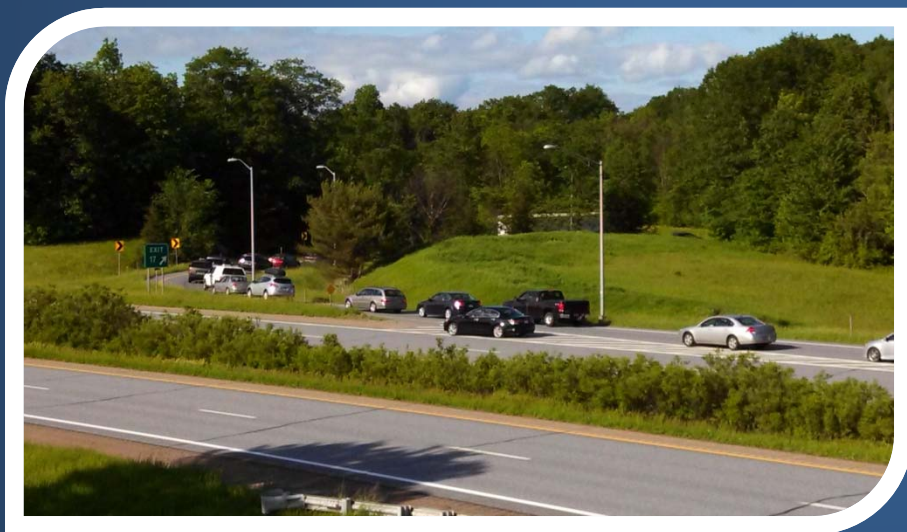


Exit 17 Scoping Study

Presentation to the Colchester Selectboard *Public Meeting #1 - Local Concerns*



September 10, 2013

Colchester Meeting House
Colchester, Vermont

Agenda

- Study Background
 - Existing and Projected Future Conditions
 - Identified Issues (to date)
 - ***Your*** Input
 - Next Steps
-

Study Background – Team

CCRPC Project Manager

- Jason Charest
CCRPC
JCharest@ccrpcvt.org

Consultant Team

- Steve Rolle
Parsons Brinckerhoff
rolle@pbworld.com
- Diane Meyerhoff
Third Sector Associates
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Website <http://www.ccrpcvt.org/exit17>

Study Background - Purpose



Advance the development and evaluation of improvements to the Exit 17 interchange and US 2/US 7 intersection that are intended to:

- Reduce congestion and improve traffic flow
- Accommodate future travel demands
- Improve safety
- Accommodate all travel modes

Study Background –Prior Work

A Prior study was conducted in 2006. The study recommended further consideration of alternatives that replace the existing bridge and provide additional travel lanes on US 2 at the existing interchange:

- All would include a new overpass with additional lanes.
- Various combinations of signalized intersections and roundabouts should be considered.



Roundabout
source: WSDOT

The study also recommended expansion of the US 2/US 7 intersection to include additional turn lanes and pedestrian accommodations

Study Background - Process



Existing Highway Network



US 2/US 7 at Chimney Corner



Existing Highway Network



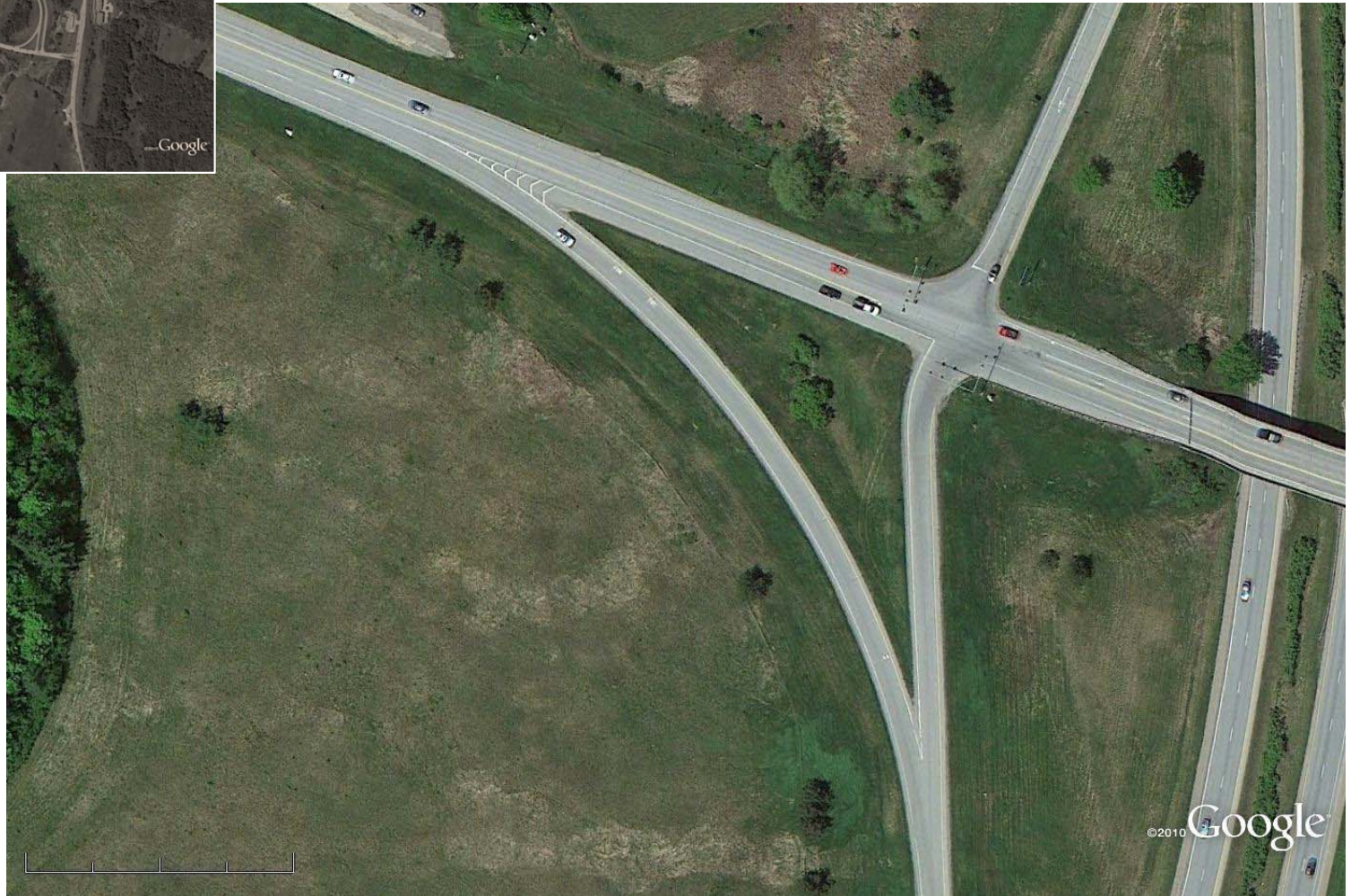
US 2/Northbound I-89 ramps



Existing Highway Network



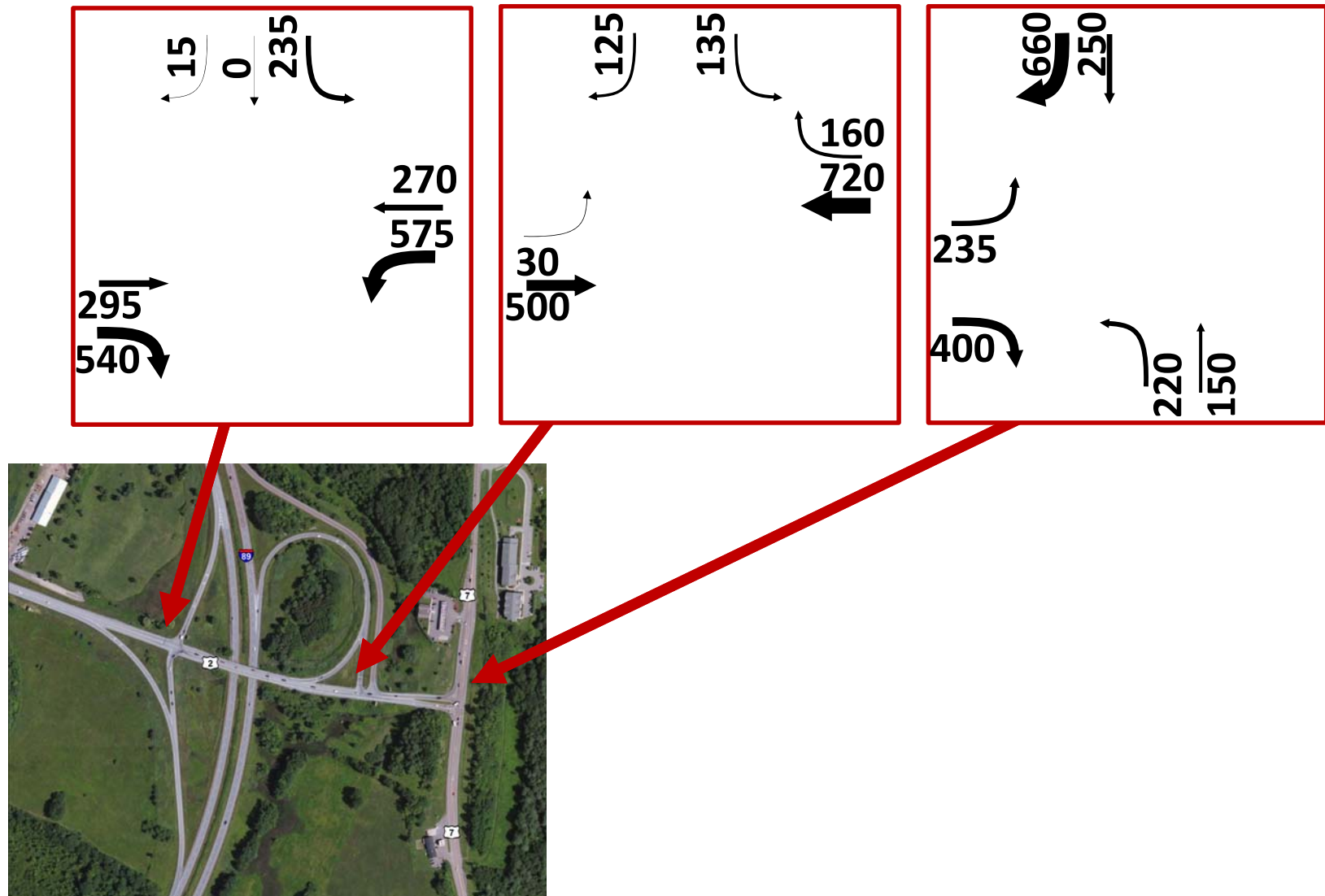
US 2/Southbound I-89 ramps



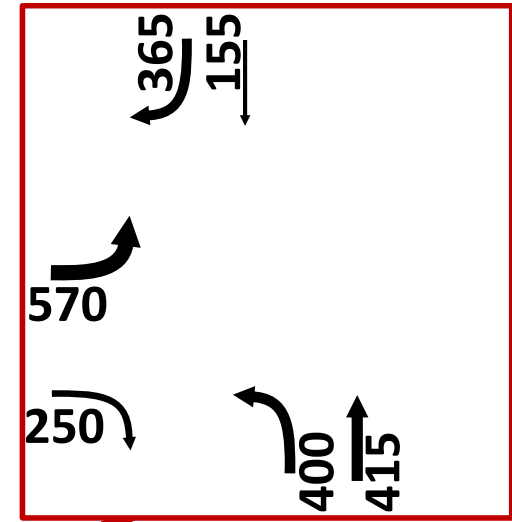
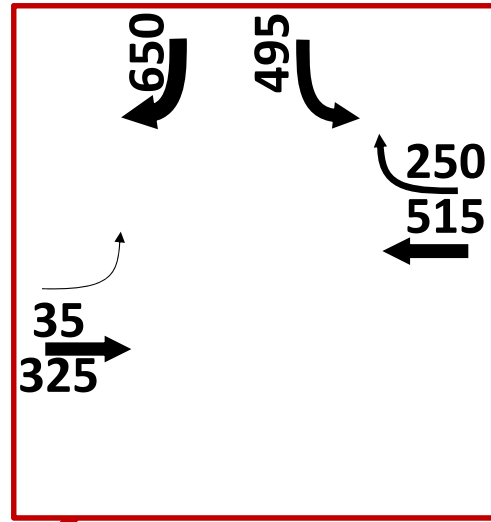
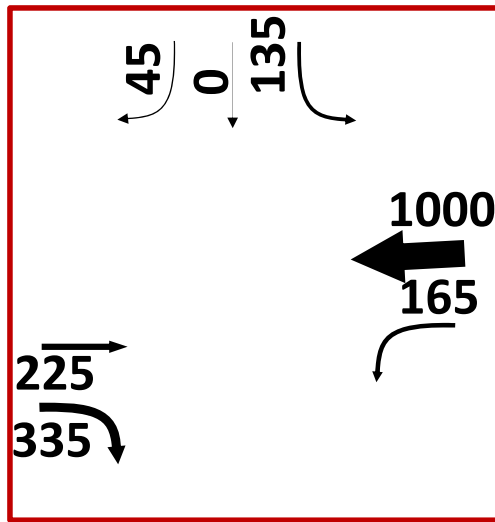
Existing Average Daily Traffic



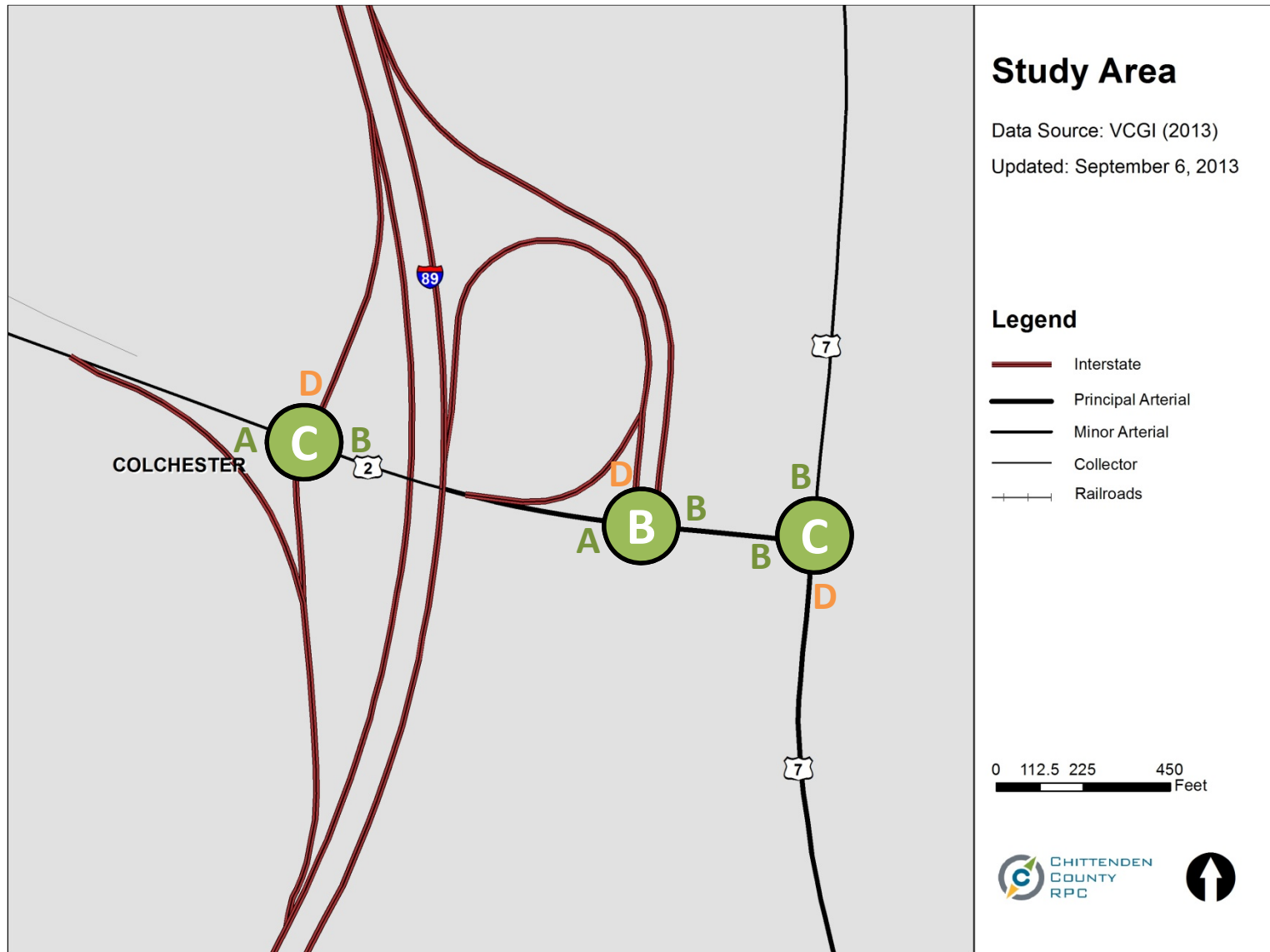
Existing Traffic Volumes – AM Peak



Existing Traffic Volumes –PM Peak

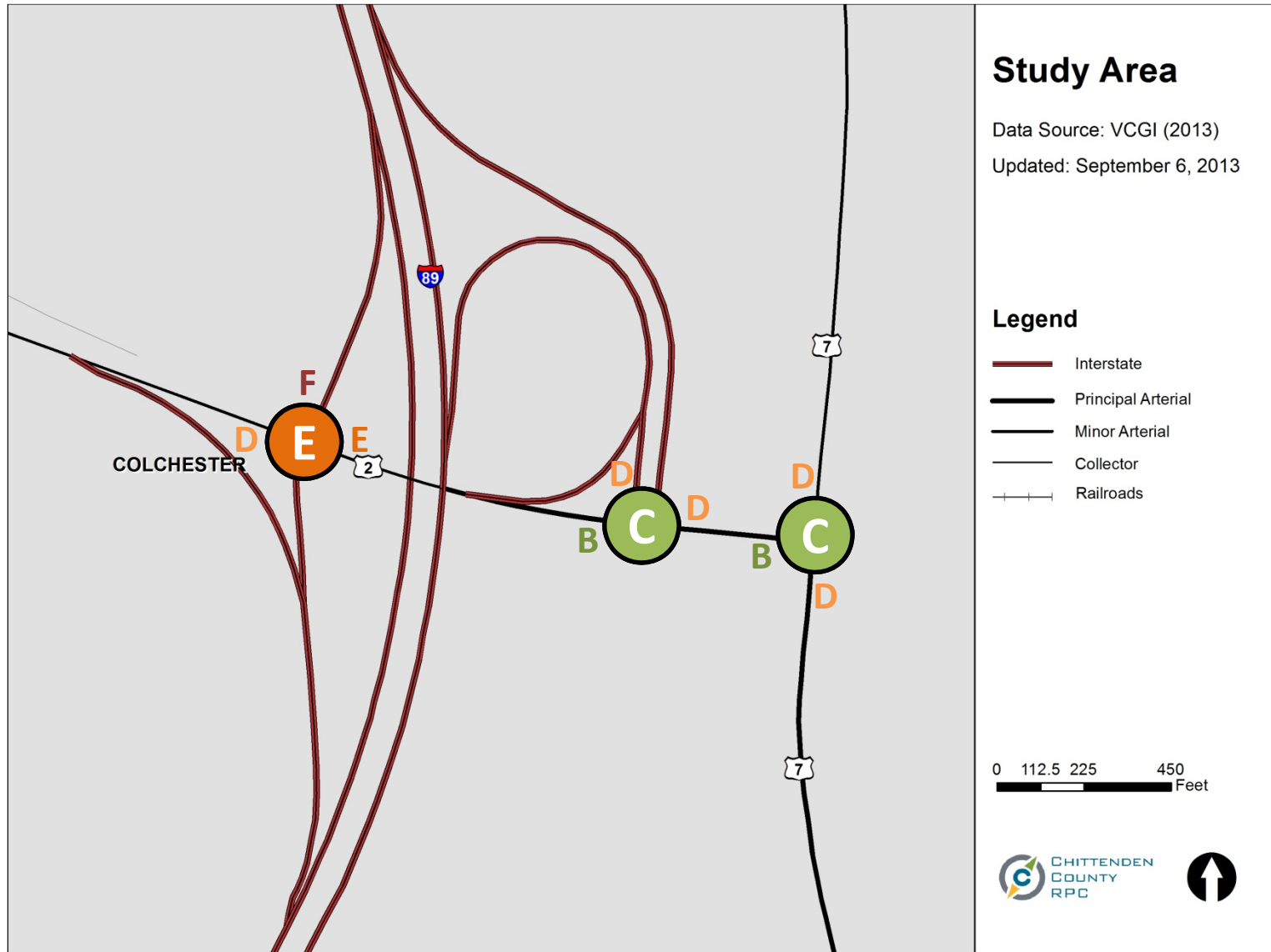


Existing AM Peak Traffic Operations

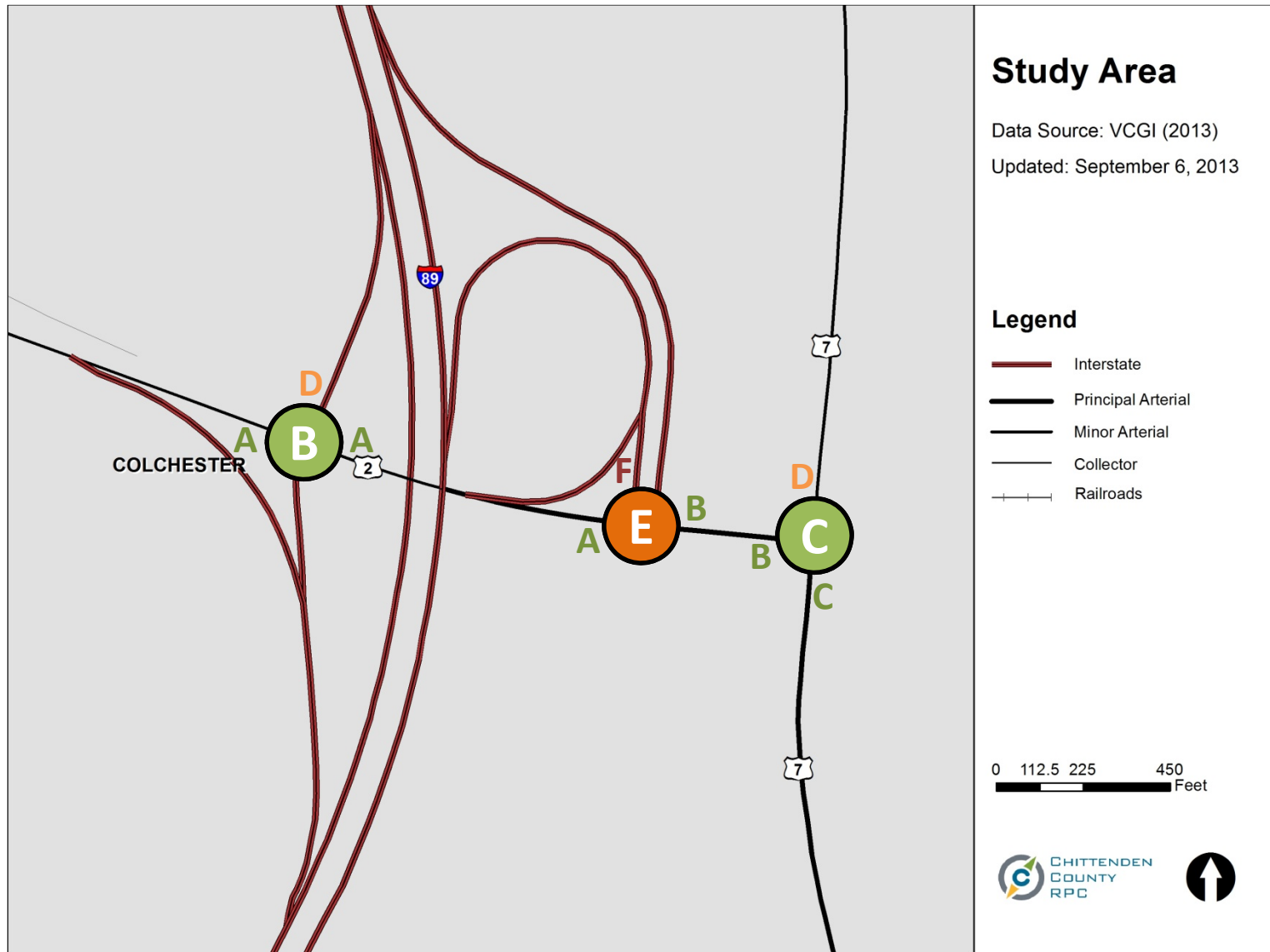


Future (2035) AM Peak Traffic Operations

By 2035, traffic volumes are forecast to increase by 25% to 35%

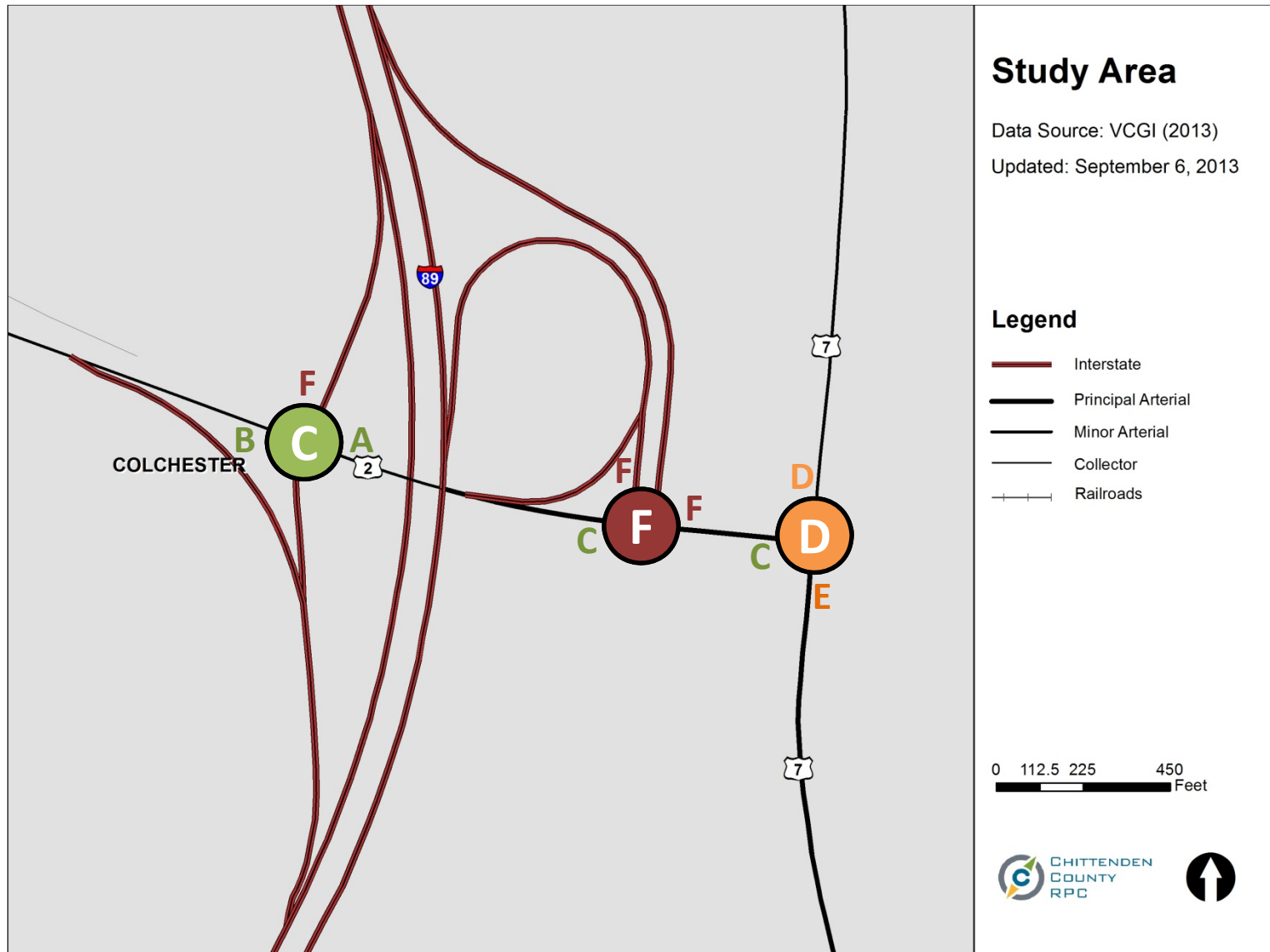


Existing PM Peak Traffic Operations



Future PM Peak Traffic Operations

By 2035, traffic volumes are forecast to increase by 25% to 35%



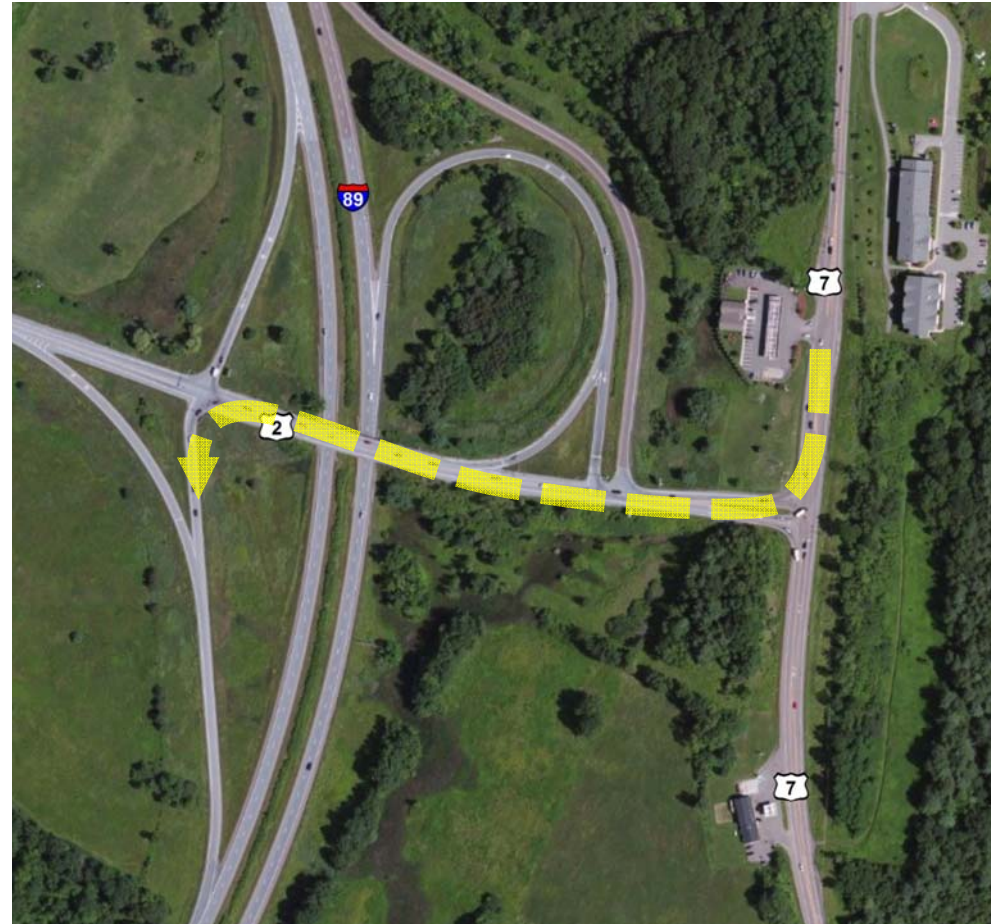
Summary of Congestion Issues

Current

- **Heavy SB US 7 to SB I-89 traffic pattern during AM**
- Significant PM Peak queuing on northbound off-ramp
- SB through and NB left turn movements compete for green time at US 2/US 7 intersection
- EB left turns onto NB I-89 onramp block through movements on US 2

Future Potential Issues

- Worsening of current issues



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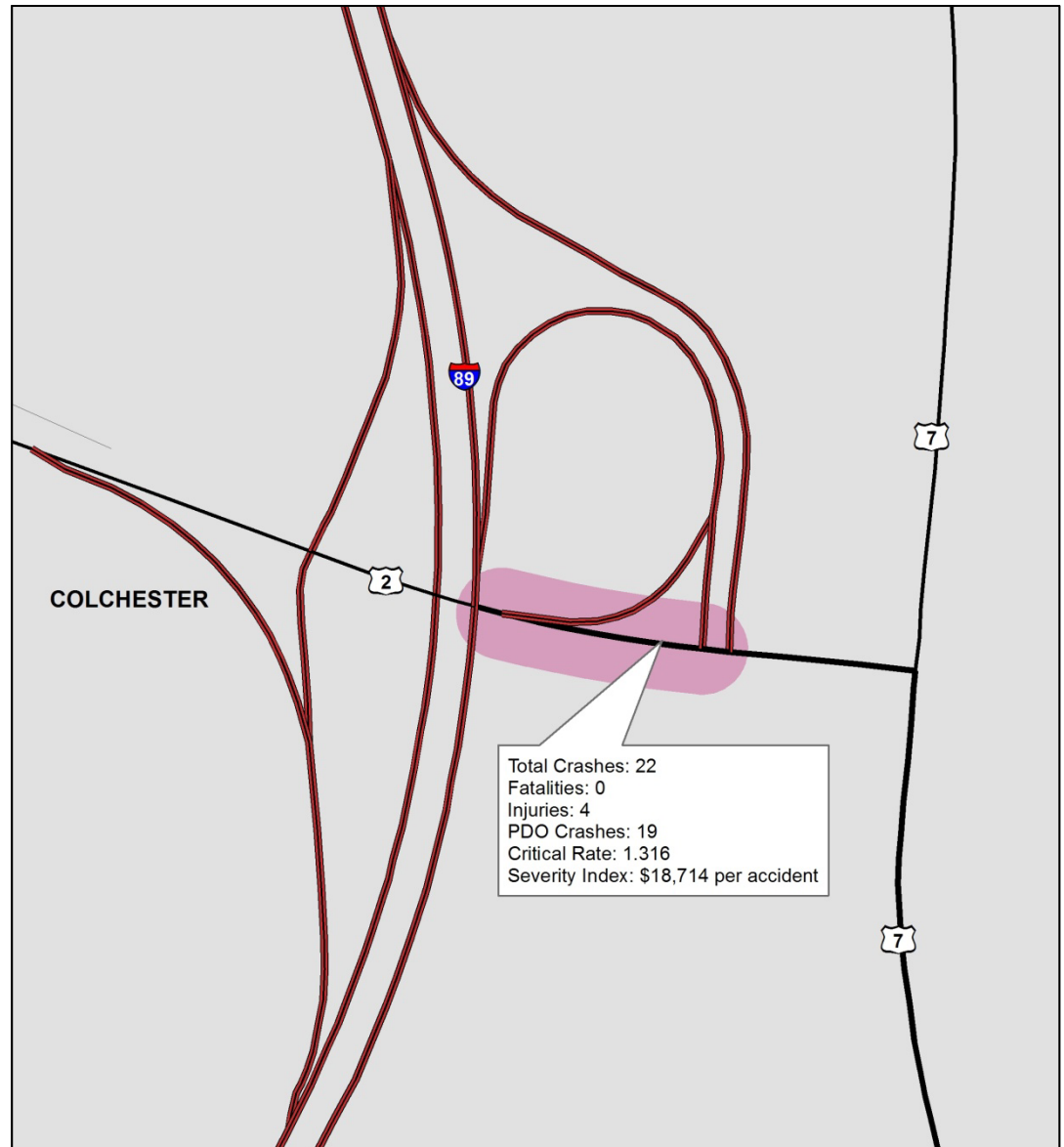
Future Potential Issues

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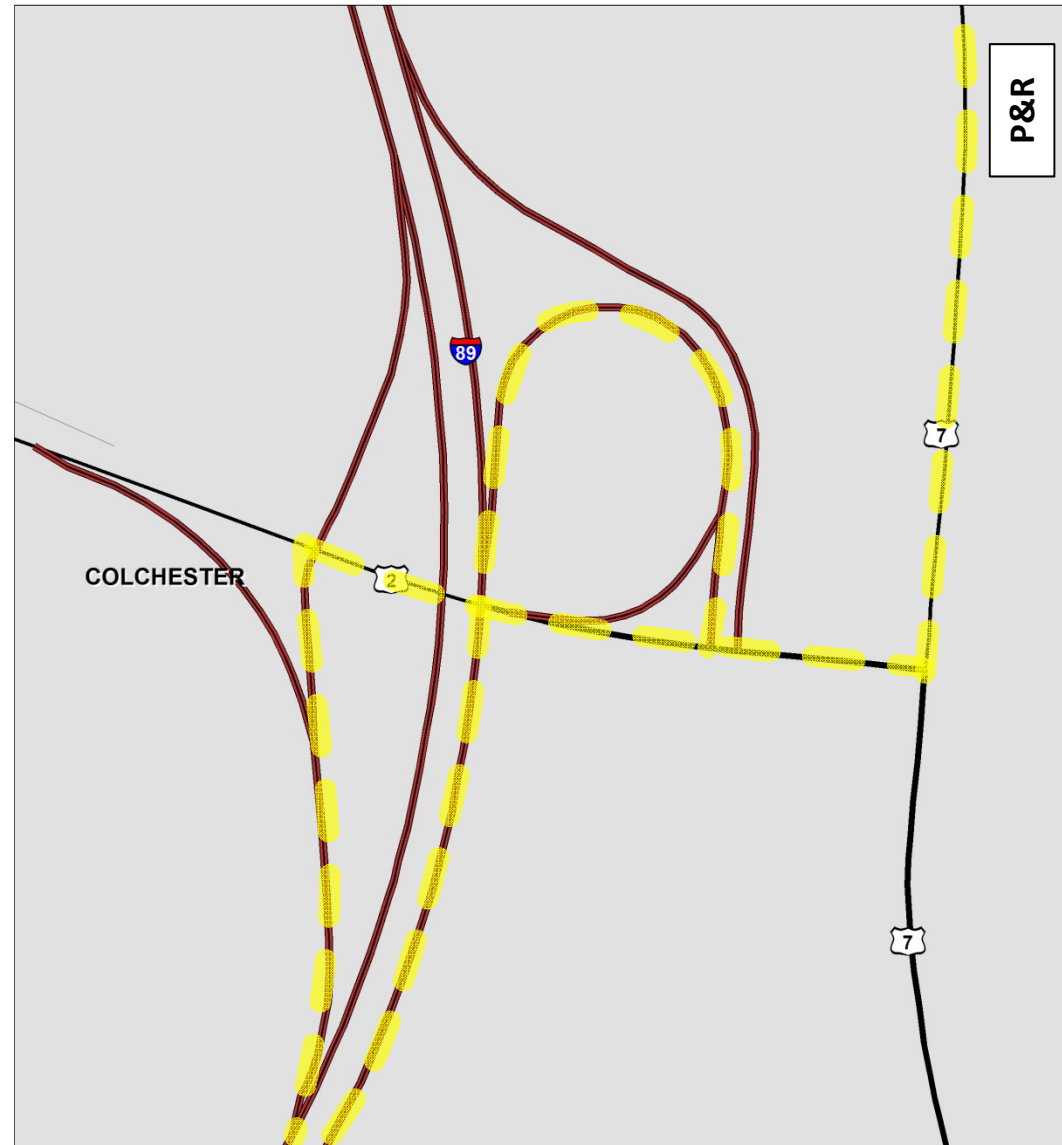
Safety Issues

- High Crash Location (HCL) at US 2/I-89 northbound ramp
- Queuing onto northbound onramp
- Weaving movement on westbound US 2
- High speed limits (50 mph)
- No pedestrian or bike accommodation



Other Modes

- CCTA Route 56 routing through interchange
- Access to Chimney Corner Park and Ride
- Pedestrian and bicycle accommodation
 - Interchange is an identified “Critical Crossing”
 - US 2 and US 7 are identified Bicycle Routes and part of the Champlain Bikeway



Options to be Considered

- **Near-term**

- Intersection widening/reconfiguration
- Traffic signal modifications
- Modifications to the northbound off-ramp connection to US 2

- **Long-term**

- Additional lanes on US 2 (replace overpass)
 - Roundabouts or signalized intersections?
 - Modify northbound ramp connection
 - New northbound off-ramp south of US 2 (for trips to US 7)
 - Intersection widening/reconfiguration at US 2/US 7
-

Your Thoughts

- Have we missed any important issues?
 - Are there other options that should be explored?
 - Do you have any specific concerns about potential impacts?
-

Study Schedule/Next Steps

- **September 10, 2013**
Local concerns meeting
- **October 22, 2013**
Alternatives presentation meeting
- **November 2013**
Recommendations to Circ Alternatives Task Force
- **Early 2014**
Final report

Website <http://www.ccrpcvt.org/exit17>
