

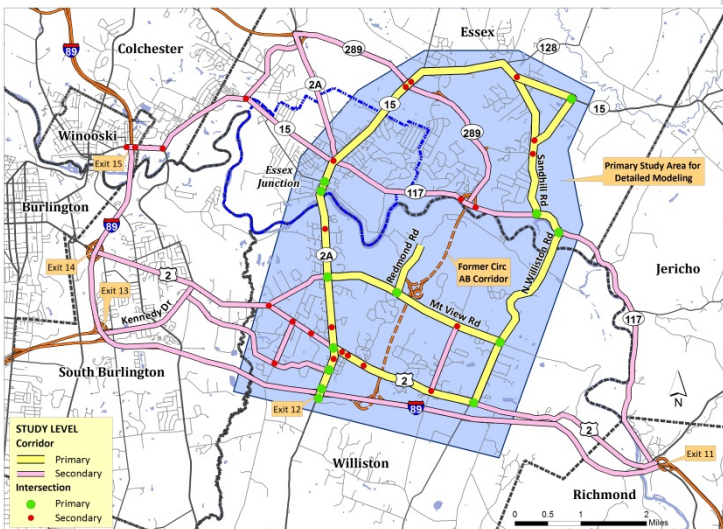


RS&G INC.
RESOURCE SYSTEMS GROUP, INC.

Williston-Essex Network Transportation Study

Steering Committee Meeting #7

Presentation of 2035 Results Recommended Scoping Projects



January 23, 2013

Presentation Overview

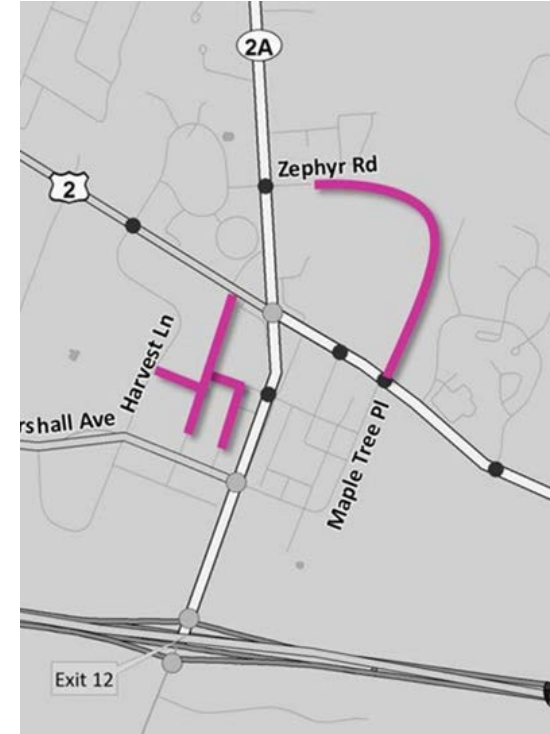
- Meeting Objectives
- Review of Core Improvements and Hybrid Strategy Packages
- Hybrid Strategy Package 2035 Results
 - Network-Wide
 - Corridor Travel Times
 - Environmental (Resource Impacts), Transportation, Costs
- Project Team's Recommendations
 - Preferred Strategy Package
 - Recommended Scoping Studies
- Discussion and Steering Committee Action

Meeting Objectives

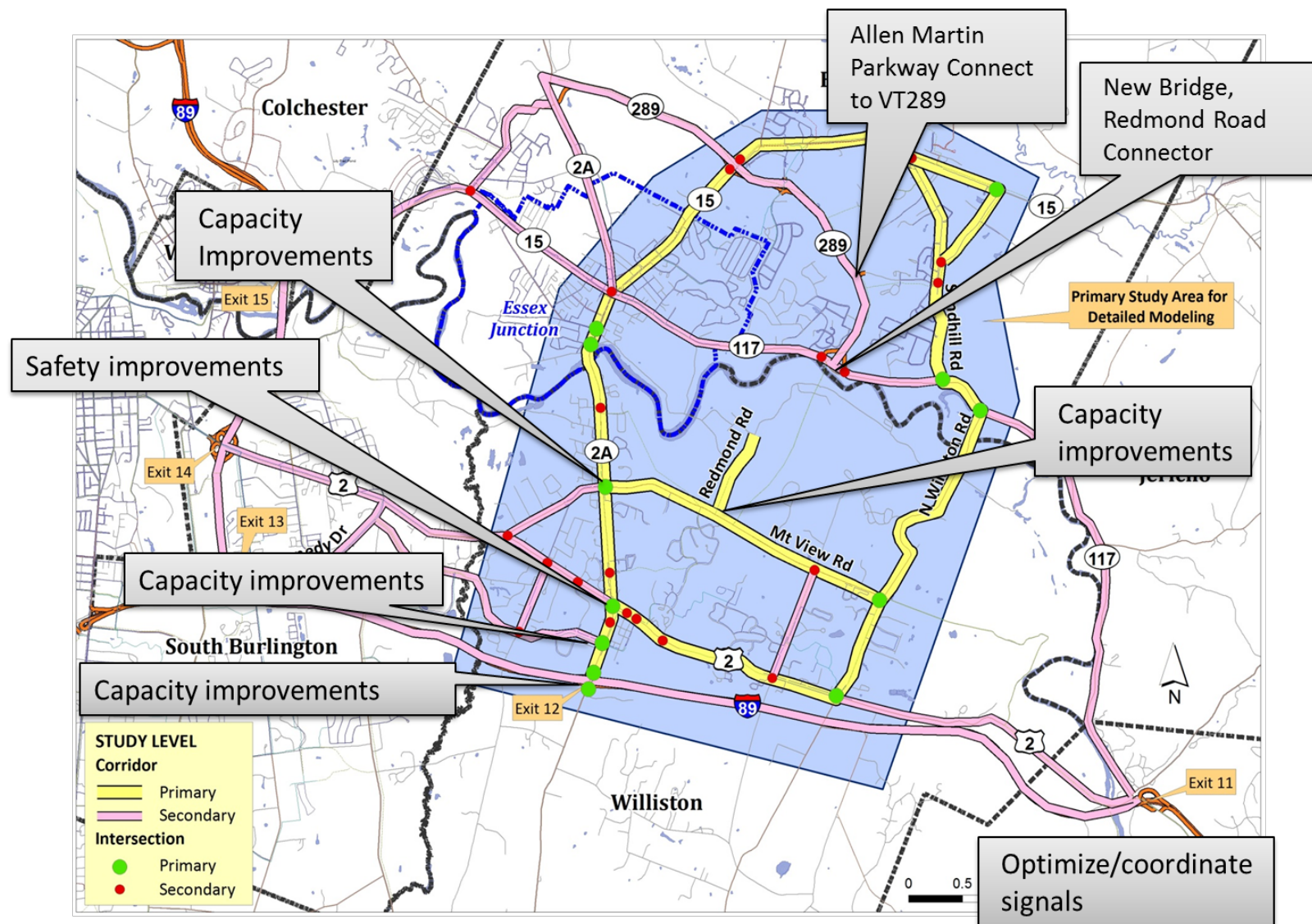
1. To review the 2035 Results: Network-wide, Capacity Performance, Environmental Impacts, and Estimated Costs
2. To discuss the project team's recommendations for *Future Scoping Studies*
3. To take action on a *Preferred Strategy Package* for the WENTS area
4. To take action on *Recommend Future Scoping Studies* for the CIRC Alts Task Force consideration

Core Improvements (included in all scenarios)

- Smart Corridor Applications/Traffic Operations Center
- Williston Grid Streets
- Essex Town Center Connections
- CIRC Alternatives Phase 1 Implementation Projects
 - Crescent Connector in Essex Junction
 - VT2A/James Brown Drive Improvements
- CIRC Alternatives Phase 2 Implementation Projects
 - VT15/Sand Hill Road Improvements
 - VT15 Improvements, Post Office Square to 5 Corners
 - VT15 Multiuse Path
- Addressing discontinuities and deficiencies to sidewalks, multiuse paths, shoulders and adding transit service
 - Add weekday mid-day trip on the Williston Route
 - Weekday peak hour Jeffersonville to Burlington commuter route

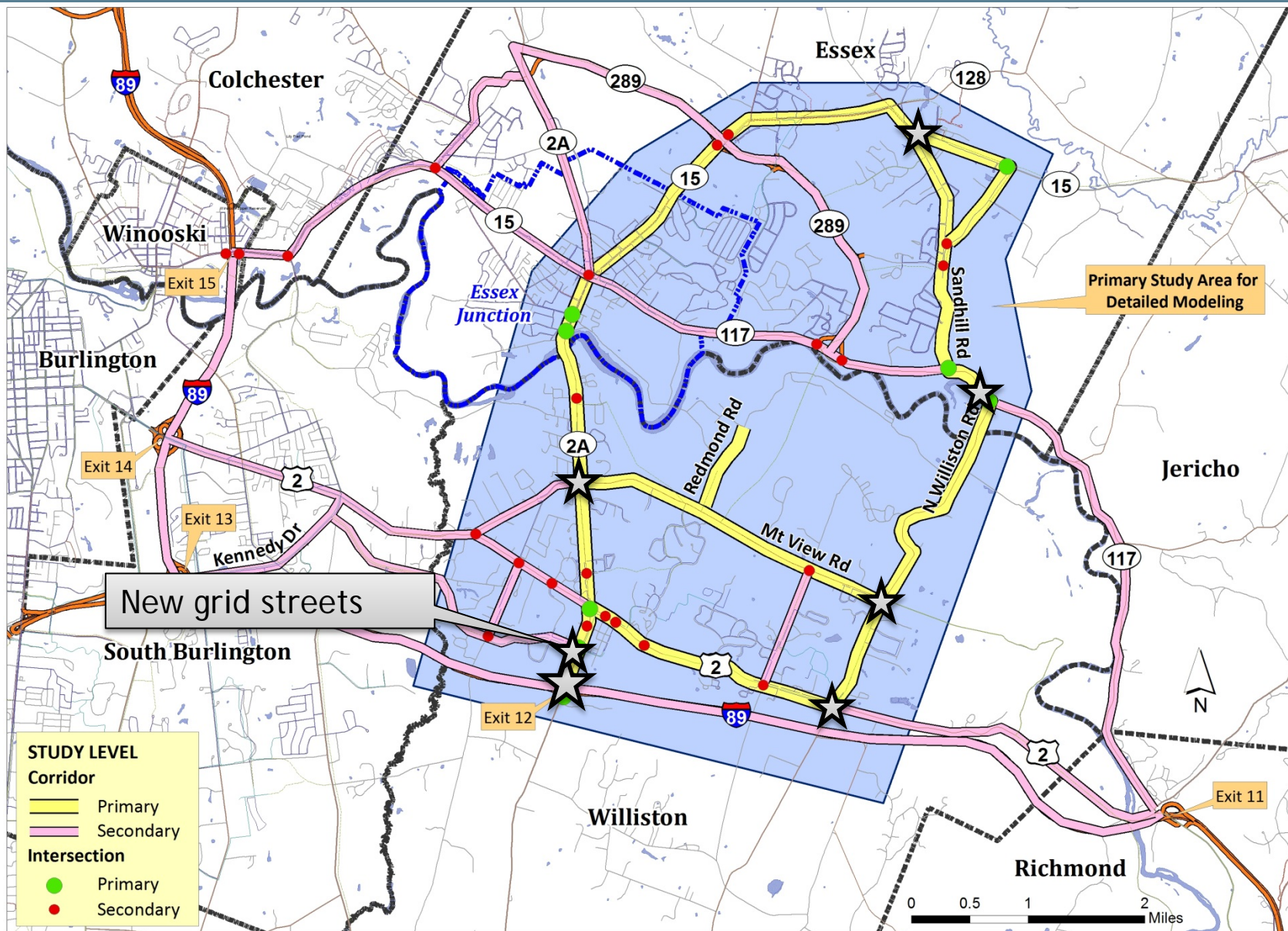


HSP1 - New Bridge and Related Improvements



Estimated Cost: \$47-66 million.

HSP2- Reconfigured Exit 12 and Related Improvements

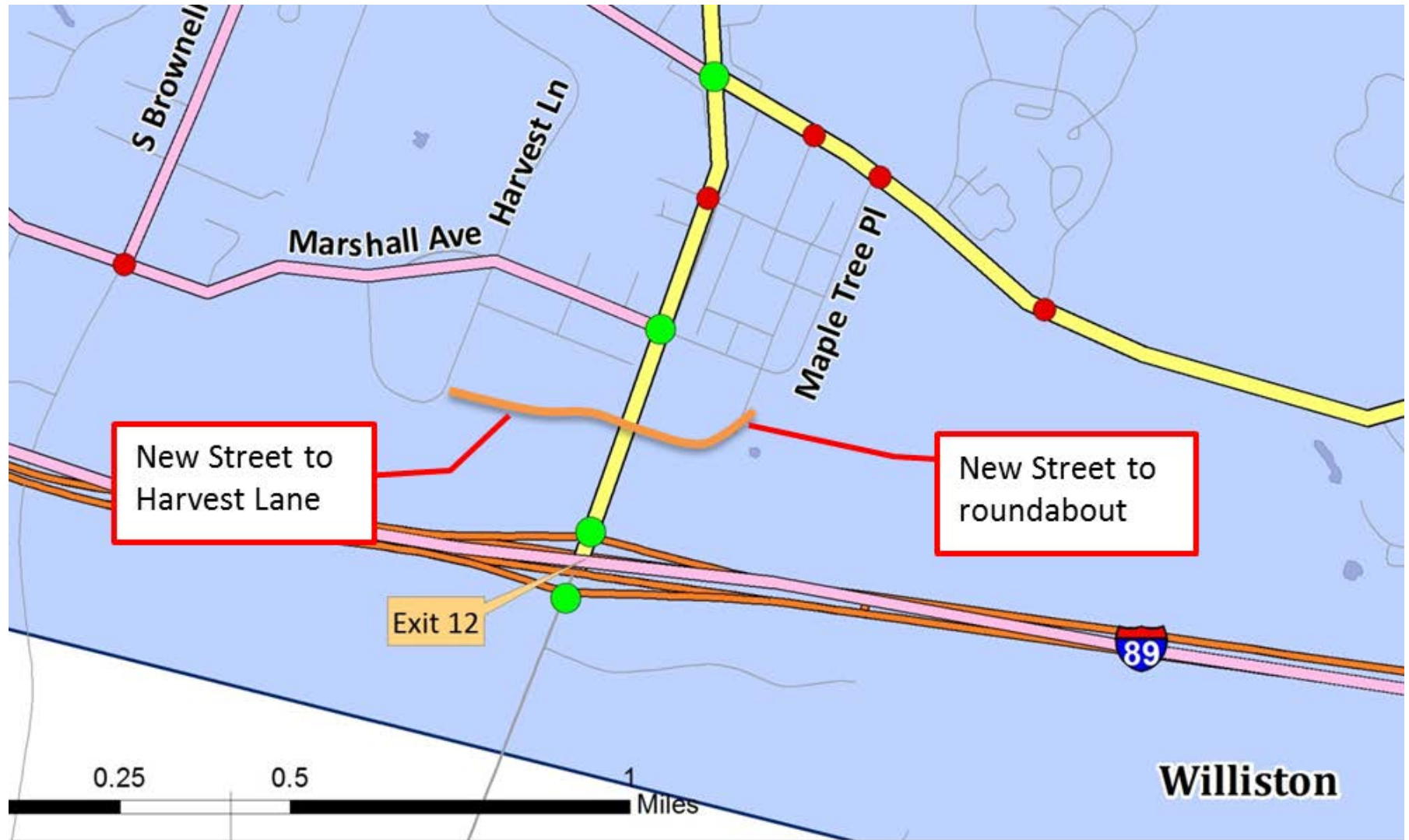


Estimated Cost: \$30-48 million.



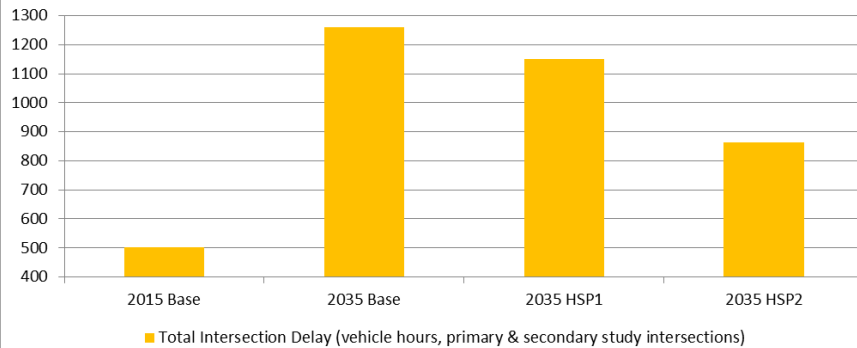
Capacity improvements

New Streets in HSP2 (combined with Exit 12 reconfiguration)

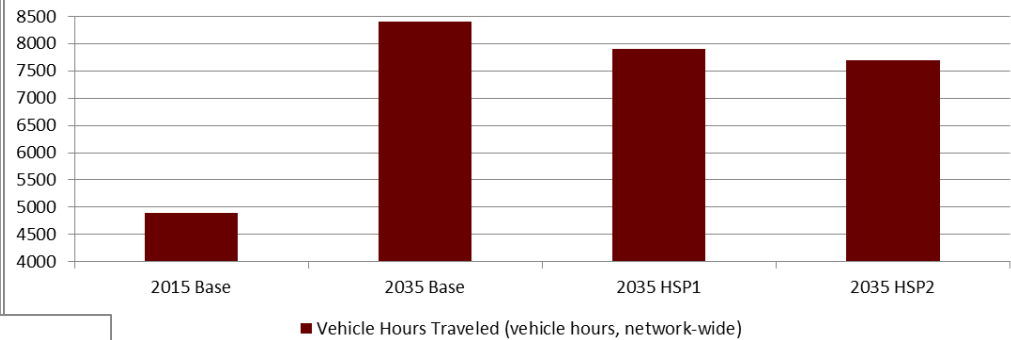


Network-Wide Performance Measures

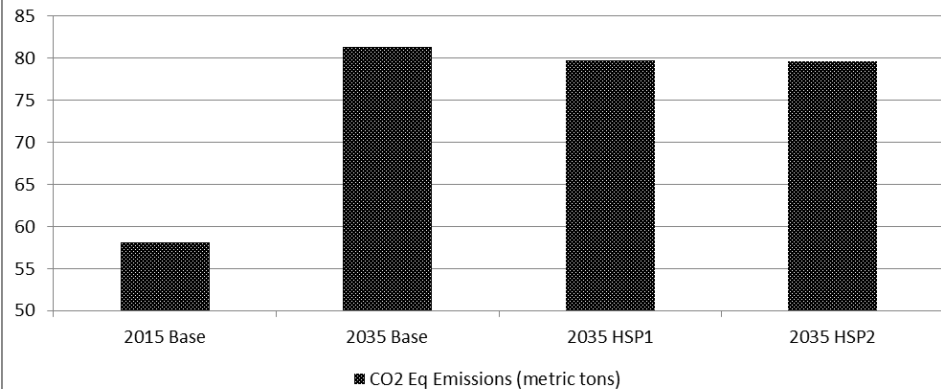
Total Intersection Delay
(vehicle hours, study area intersections)



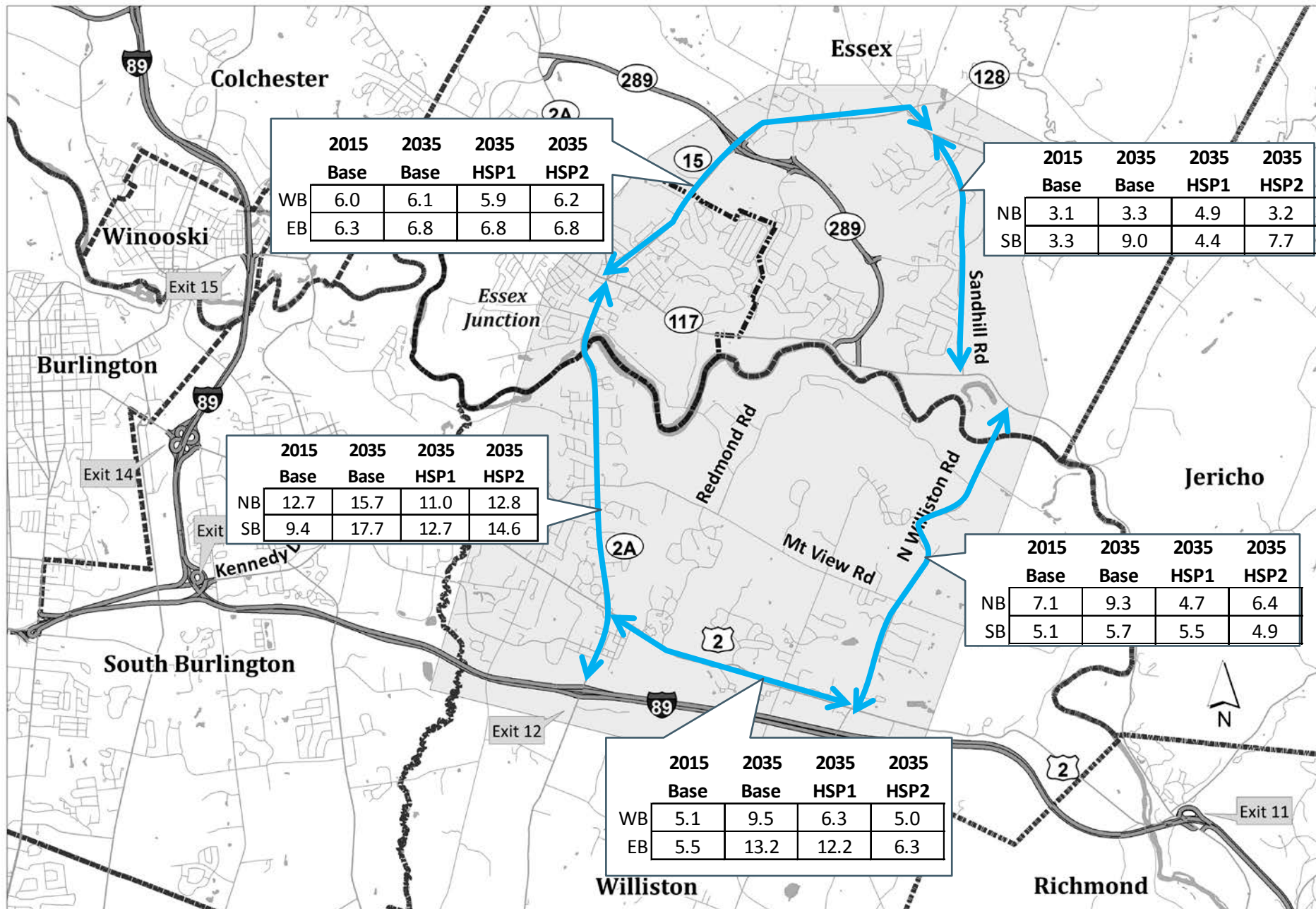
Vehicle Hours Traveled (vehicle hours, network-wide)



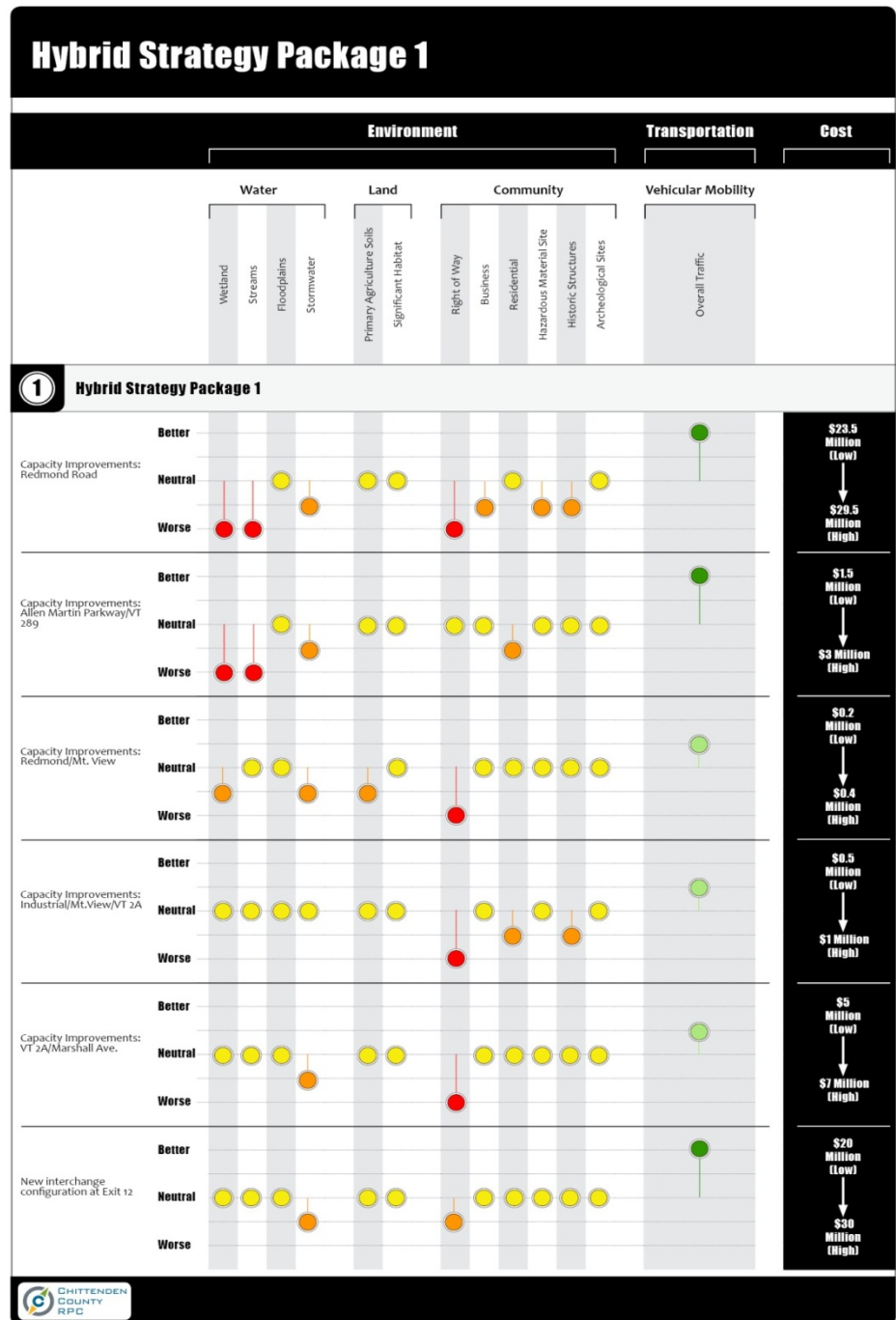
CO2 Eq Emissions (metric tons)



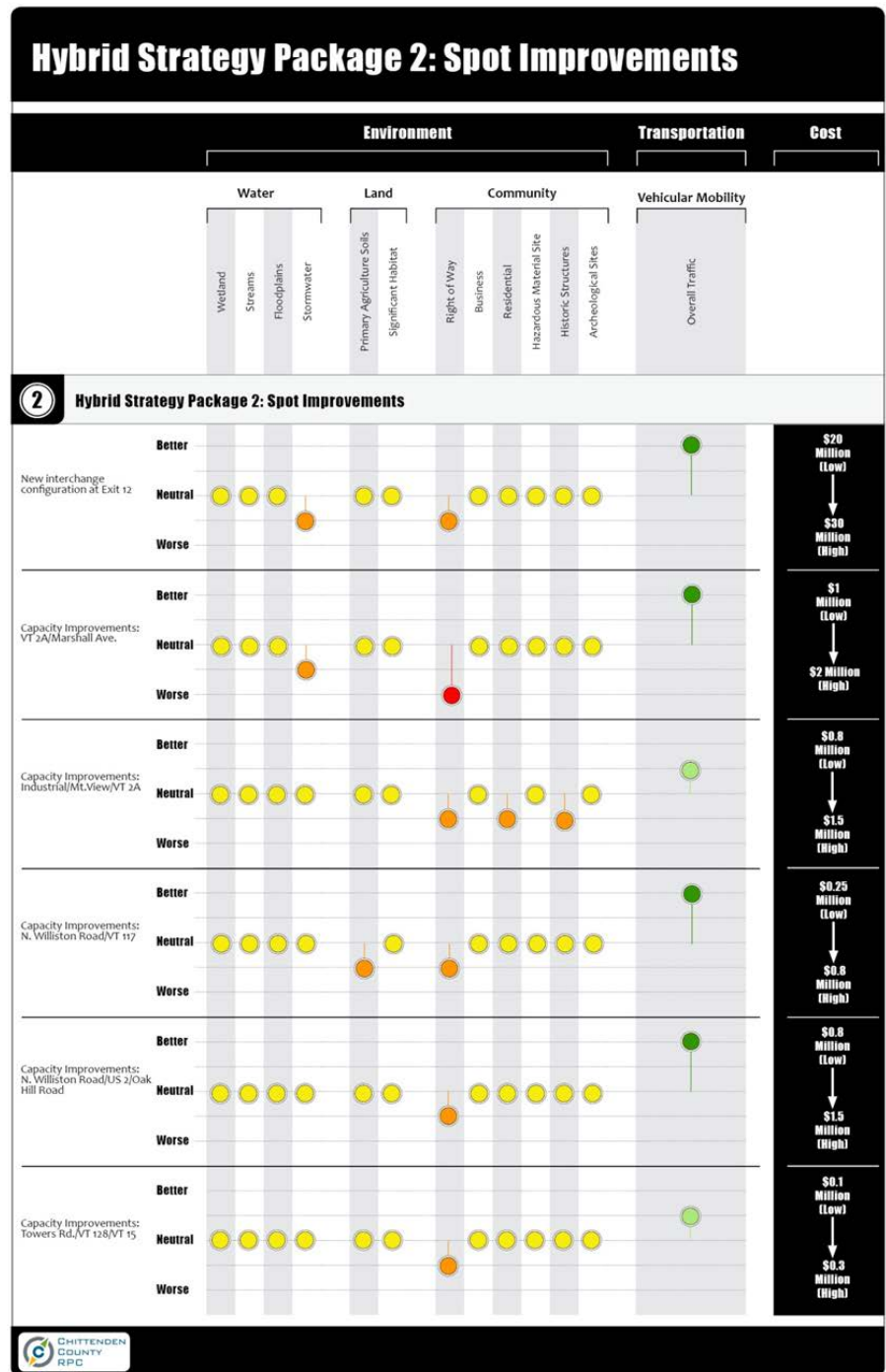
CORRIDOR TRAVEL TIMES (minutes)



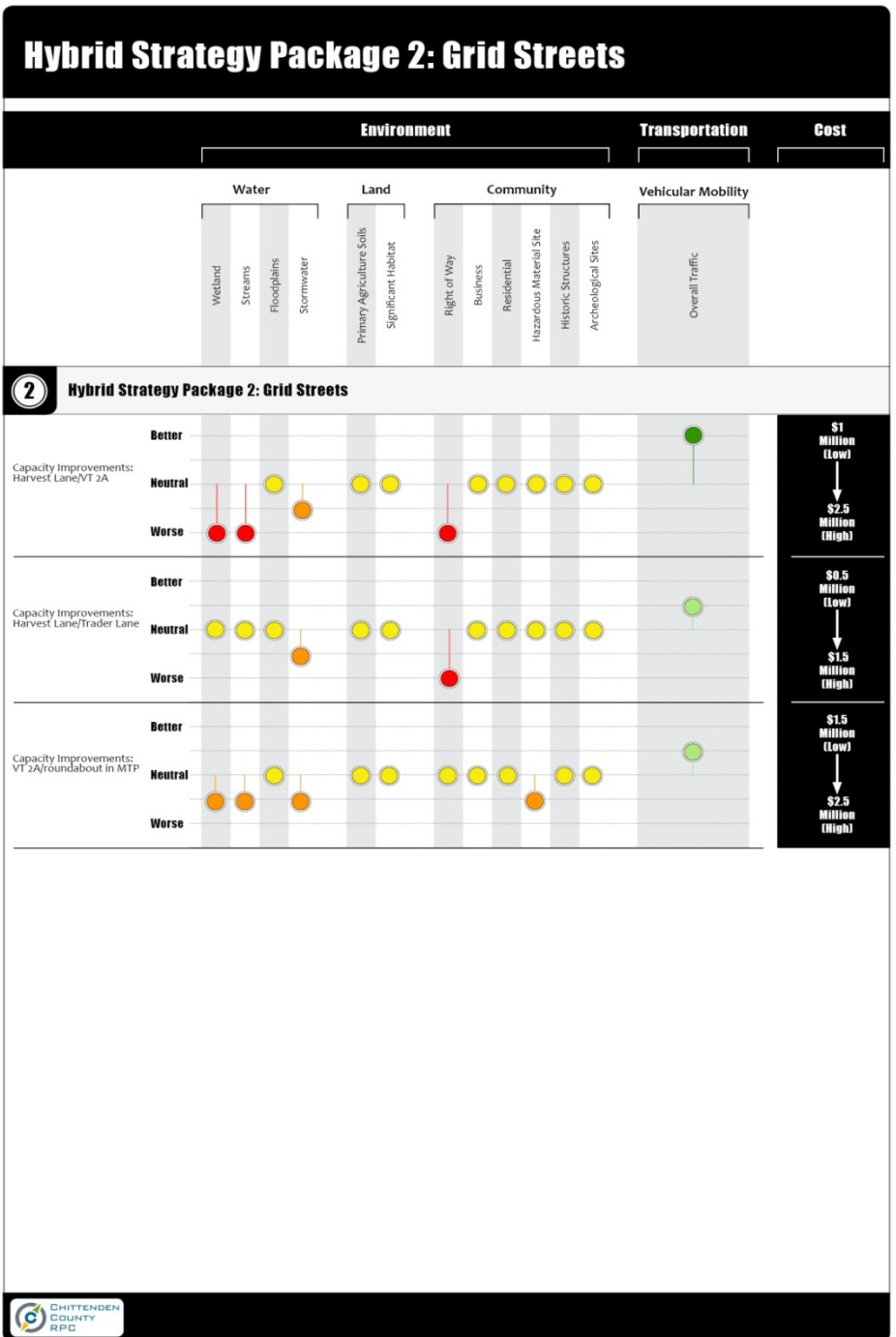
Summary Results for HSP1: Environmental- Transportation-Costs



Summary Results for HSP2a: Environmental- Transportation-Costs



Summary Results for HSP2b: Environmental- Transportation-Costs



Review of Cost Estimates

Phase 1 Circ Alternative Projects	\$11.5 million
Phase 2 Circ Alternative Projects	\$13.9 million
WENTS Core Improvements	\$15.6 million

Hybrid Strategy Package 1	\$47-66 million
Hybrid Strategy Package 2	\$30-48 million

Project Team's Recommendations

- Endorse HSP2 as the preferred strategy package for the WENTS area
- Scoping Recommendations for the CIRC Alternatives Task Force consideration - *January 31st, 2013*
 - Exit 12/Grid Streets (HSP2)
 - VT2A/Mountain View/Industrial Ave & VT2A mainline north to James Brown Drive (HSP2)
 - US 2 - Taft Corners to Williston Village Multimodal Improvements (Core)
 - VT 117/North Williston Road, Winooski River Bridge (HSP2)

- Shared Path Scoping Studies (Core)
 - Mountain View Road, Old Stage to VT2A
 - VT2A, Industrial Ave. to Blair Park
 - VT2A across Allen Brook
 - VT15, VT289 to Essex Way

1. Take action on a Preferred Strategy Package for the WENTS area
2. Take action on Recommended Scoping Studies for the CIRC Alternatives Task Force consideration - *January 31st, 2013*

Do we need another Steering Committee meeting?

Next Steps

- Public Meeting #2 (February 5, 2013)
- Development of Network Implementation Plan (Feb 2013)
 - Additional Investigations
 - Permit Requirements
 - Refinement of Cost Estimates and Timeline
 - Definition of Scoping Study Elements
- Draft Final Report & Final Report (Feb/March 2013)

Thank you
Questions and Comments