



Bennington STP 1000(23)
Selectboard Presentation
Intersection of VT Route 67A (North
Bennington Road) at Matteson Road, Silk
Road and College Drive

January 27, 2020



Introductions

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Agenda

- Provide an update to project development
- Project overview and existing conditions
- Proposed conceptual alternatives plans
- Discuss alternatives impacts
- Alternatives Evaluation Matrix
- Provide an opportunity to ask questions and voice any concerns
- Identify Town Preferred Alternative

Location Map

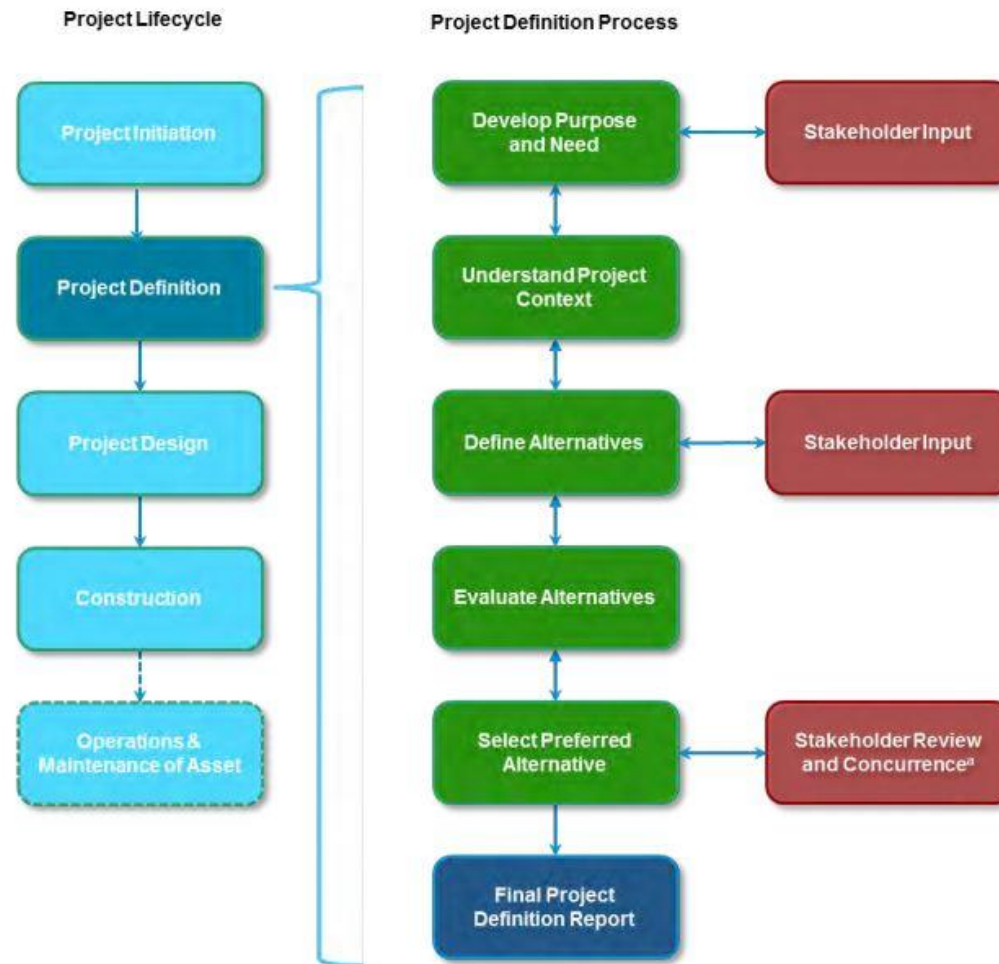


Project Development

Michael LaCroix, P.E. – VTrans Project Manager



Project Development



^a "Stakeholder review and concurrence" means that stakeholders have been presented with a description of the preferred alternative and why it was selected; have been provided the opportunity to comment on the selection; and that VTrans has considered any stakeholder concerns and addressed them to the extent practical. The final determination of the preferred alternative is made by VTrans considering all stakeholder input.

Project Overview

Timothy Higginson, P.E. – WSP Project Manager



Project Overview

- The purpose of the VT Route 67A at Silk Road and Matteson Road/Rice Lane scoping project is to examine the feasibility and approximate costs of improvements to the intersection of VT Route 67A at Silk Road and Matteson Road/Rice Lane and the adjacent intersection of VT Route 67A at Bennington College Road in North Bennington to enhance safety, mobility, and access for all users. Historically, the intersections have experienced a high number of crashes. Vehicles exiting Silk Road experience difficulty accessing VT Route 67A due to speeding and limited sight lines.
- This high accident location was first assessed in 1985 and revisited again in 1989 and 1992. A Local Concerns Meeting was held on October 13, 1994. A Final Scoping Report was prepared by Vermont Agency of Transportation Planning Division in February 1996.
- This high accident location is now being revisited again and assessed. A Local Concerns Meeting was held on February 7, 2019.

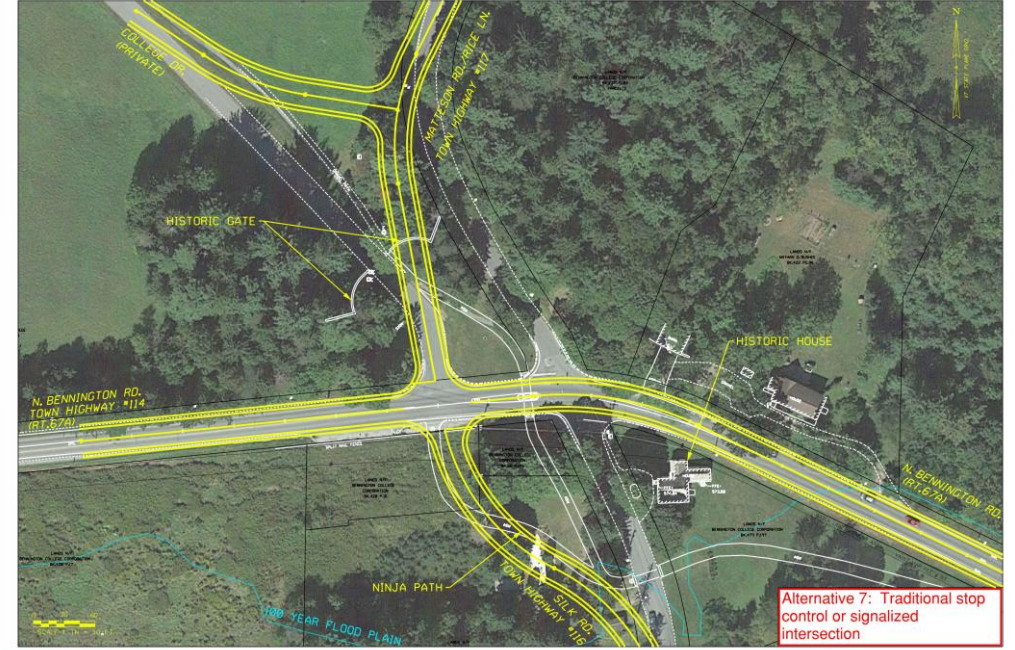
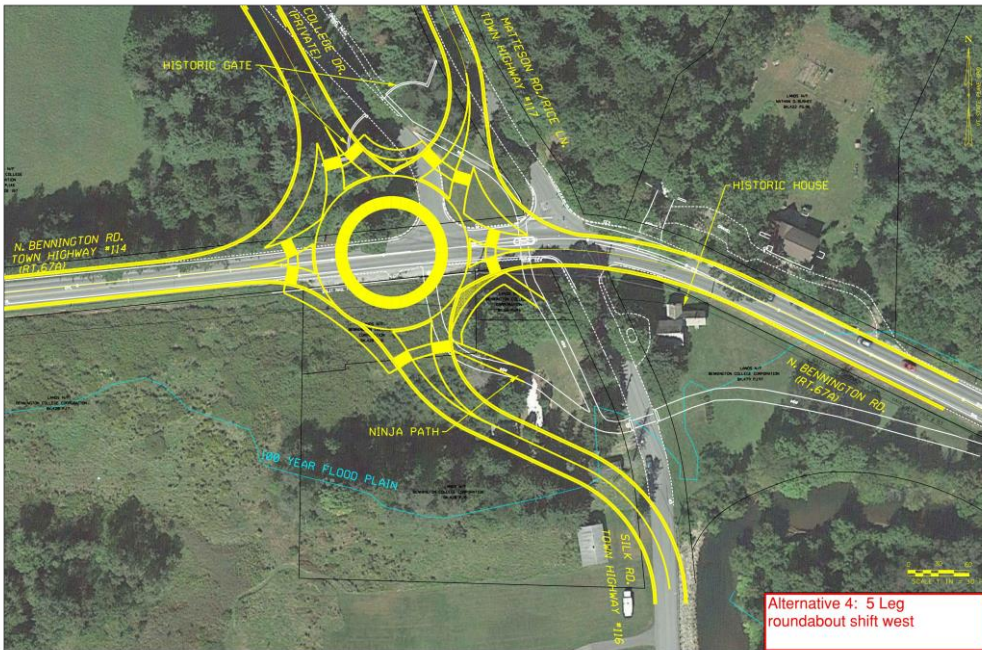
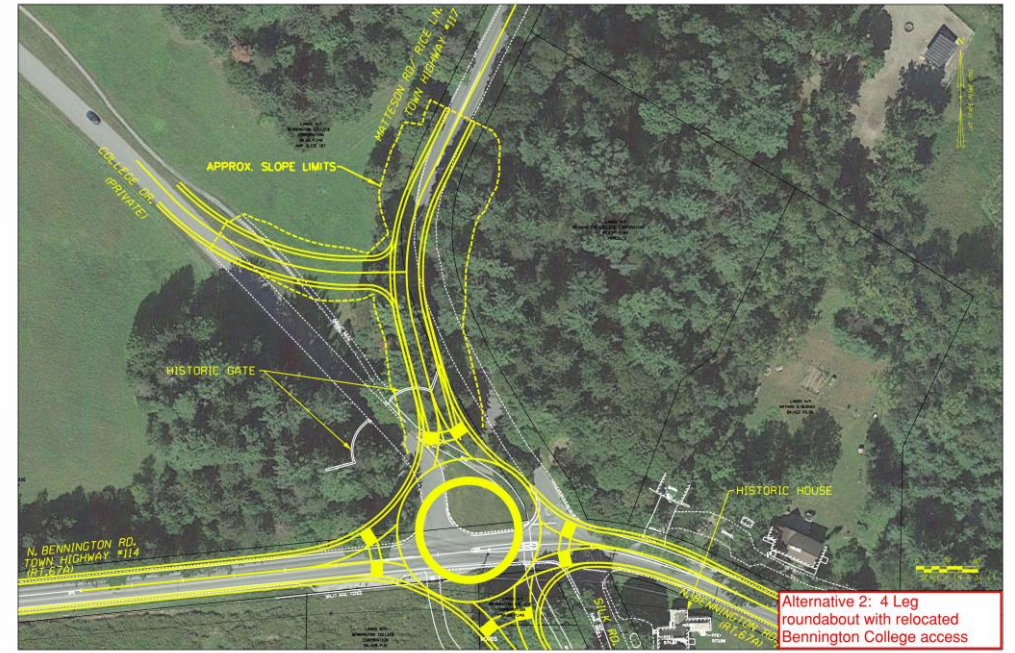
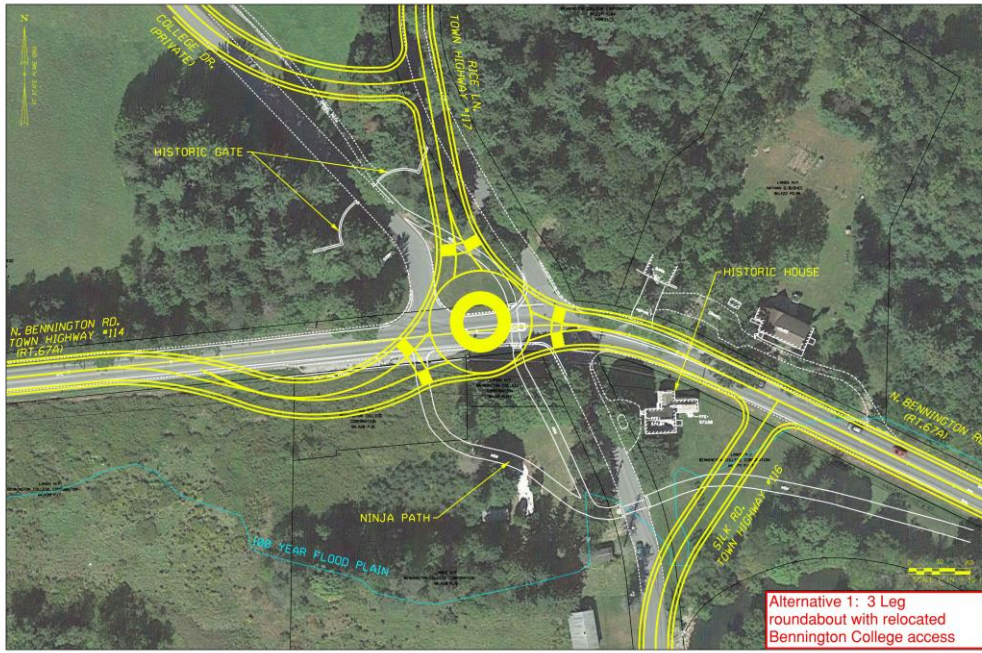
Conceptual Alternatives

Timothy Higginson, P.E. – WSP Project Engineer



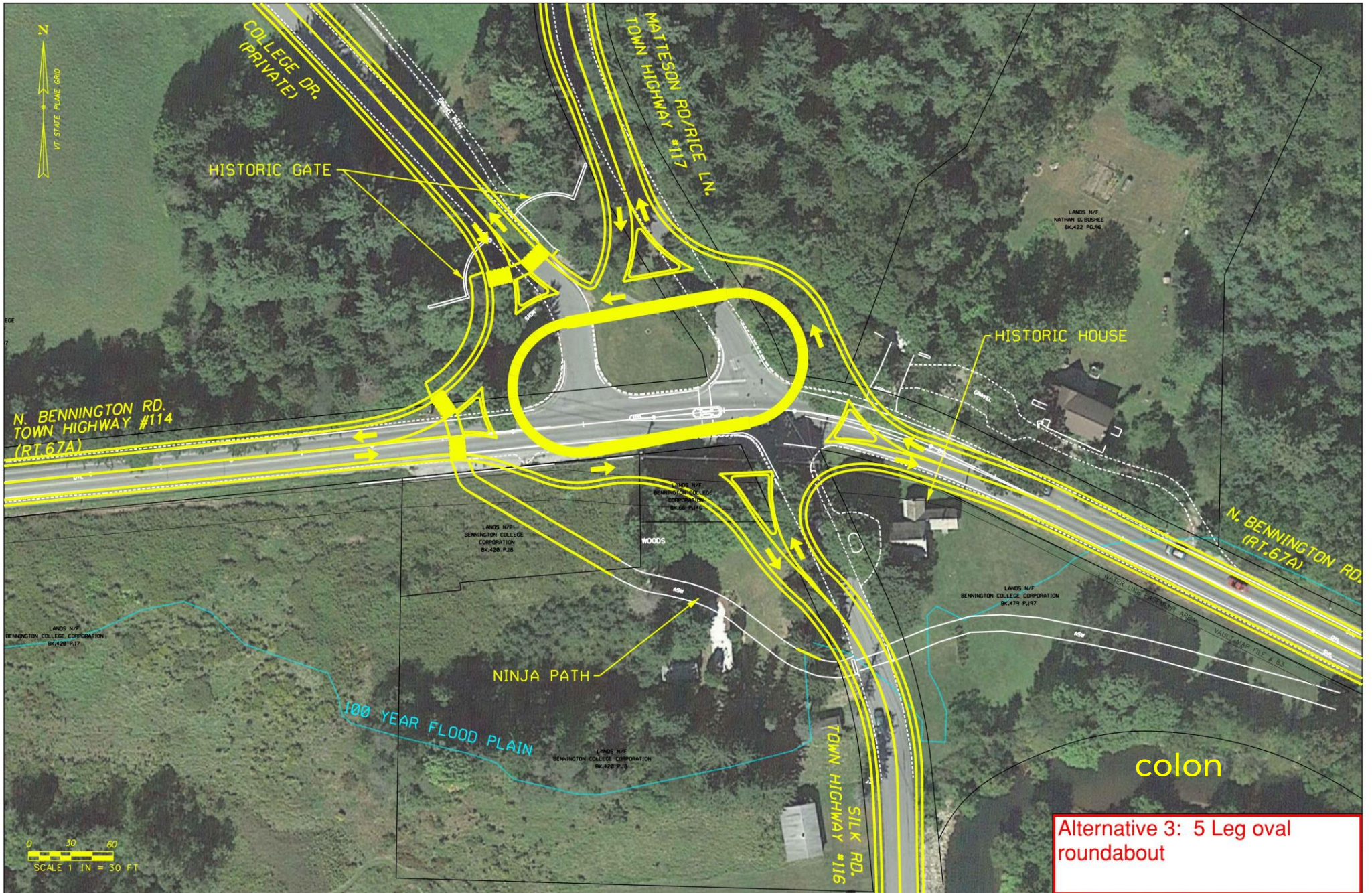
Non-Preferred Alternatives

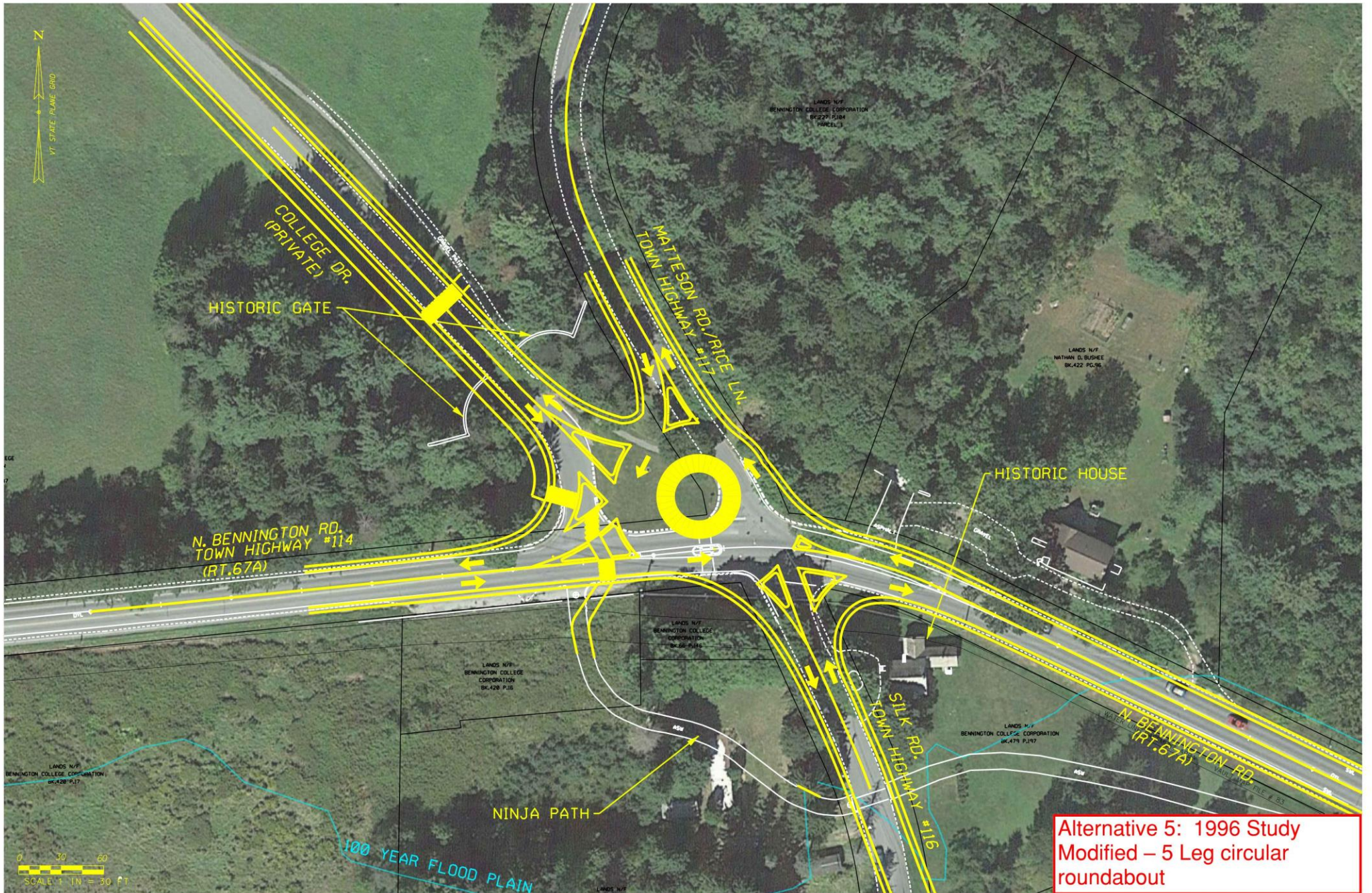
- Alternative 1 : 3 Leg roundabout with relocated Bennington College access
- Alternative 2 : 4 Leg roundabout with relocated Bennington College access
- Alternative 4 : 5 Leg roundabout shift west
- Alternative 7 : Traditional stop control or signalized intersection



Shortlisted Alternatives

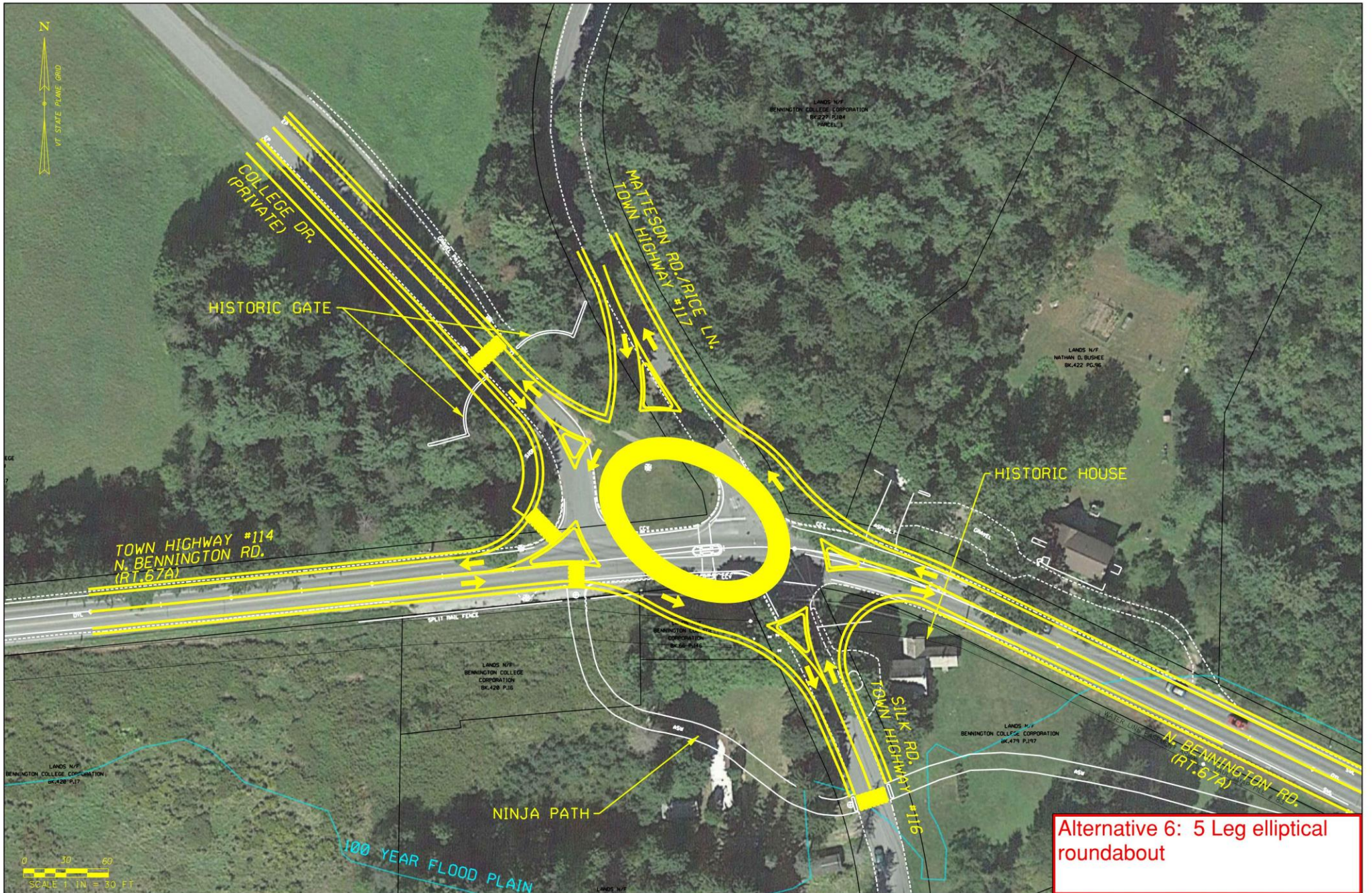
- Alternative 3 : 5 Leg oval roundabout
- Alternative 5 : 1996 Study Modified – 5 Leg circular roundabout
- Alternative 6 : 5 Leg elliptical roundabout





Alternative 5: 1996 Study Modified - 5 Leg circular roundabout





Alternative 6: 5 Leg elliptical roundabout



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EVALUATION MATRIX

VT ROUTE 67A AT SILK ROAD AND RICE LANE PROJECT # 52741 TSK 03	No-Build	Alternative 3	Alternative 5	Alternative 6	Weight Multiplier
		5 Leg Oval	1996 Study Modified 5 Leg Circular	5 Leg Elliptical	
CONSTRUCTION COST ¹	\$0	\$ 1,135,000	\$ 1,160,000	\$ 1,205,000	1
LOS / QUEUE LENGTH (feet) ²	A / 95	B / 310	C / 405	A / 265	1
POTENTIAL ROW IMPACTS	None	Greatest	Lowest	Moderate	1
SIGHT DISTANCE IMPROVEMENT	None	Moderate	Lowest	Greatest	1
CONSTRUCTION DURATION	None	18 months	18 months	18 months	1
SAFETY / CRASH REDUCTION:					
APPROACH ROADWAY DEFLECTION	None	Yes	Yes	Yes	2
ROUNDBOUT CIRCULATING SPEED	None	Greatest	Lowest	Moderate	1
TRAFFIC CONFLICT POINTS	High	Lowest	Greatest	Lowest	2
ENVIRONMENTAL IMPACTS:					
HISTORICAL/CULTURAL RESOURCES	No Impact	Moderate	Moderate	Moderate	1
WETLANDS	No Impact	No Impact	No Impact	No Impact	1
FLOOD PLAIN	No Impact	Moderate	Moderate	Moderate	1
IMPERVIOUS AREA	No Impact	Lowest	Greatest	Lowest	1
BENEFIT COST RATIO ³	0	1.3	0.9	1.5	2
EVALUATION RATING ⁴	9	7	3	10	

¹ Costs are estimates only, used for comparison purposes.

² Level of Service and Queue Length are based on year 2040 forecast.

Level of Service for an unsignalized intersection is defined as: "A" ≤ 10 sec delay; "B" > 10 sec delay ≤ 15 sec; "C" > 15 sec delay ≤ 25 sec.

³ Benefit Cost Ratio is based on roundabout vs two-way stop control.

⁴ Evaluation rating is based on total number of positive impacts (Highlighted in Green) multiplied by weight multiplier.

Legend

Good	Positive Impact
Neutral	
Poor	Negative Impact

Next Steps

- Accept Town Preferred Alternative
- VTrans Review and Final Decision
- Scoping Report Finalized
- Project Programming



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Questions and Comments
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Thank you!

wsp.com



Map

