

# Franklin Lane Scoping Study

BENNINGTON TAP TA13(12)



Bennington County Regional Commission



MSK Engineering & Design



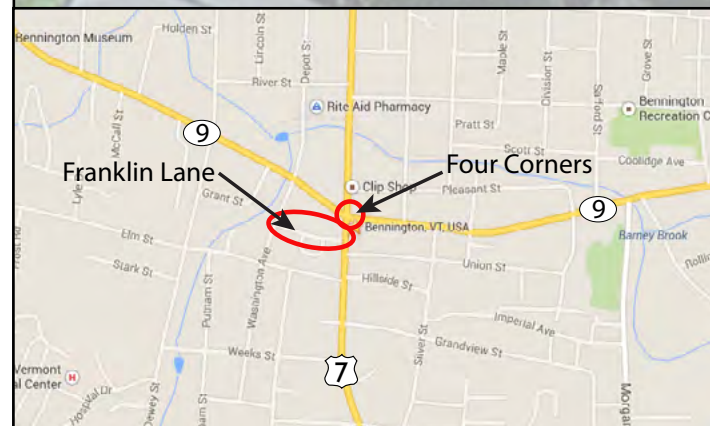
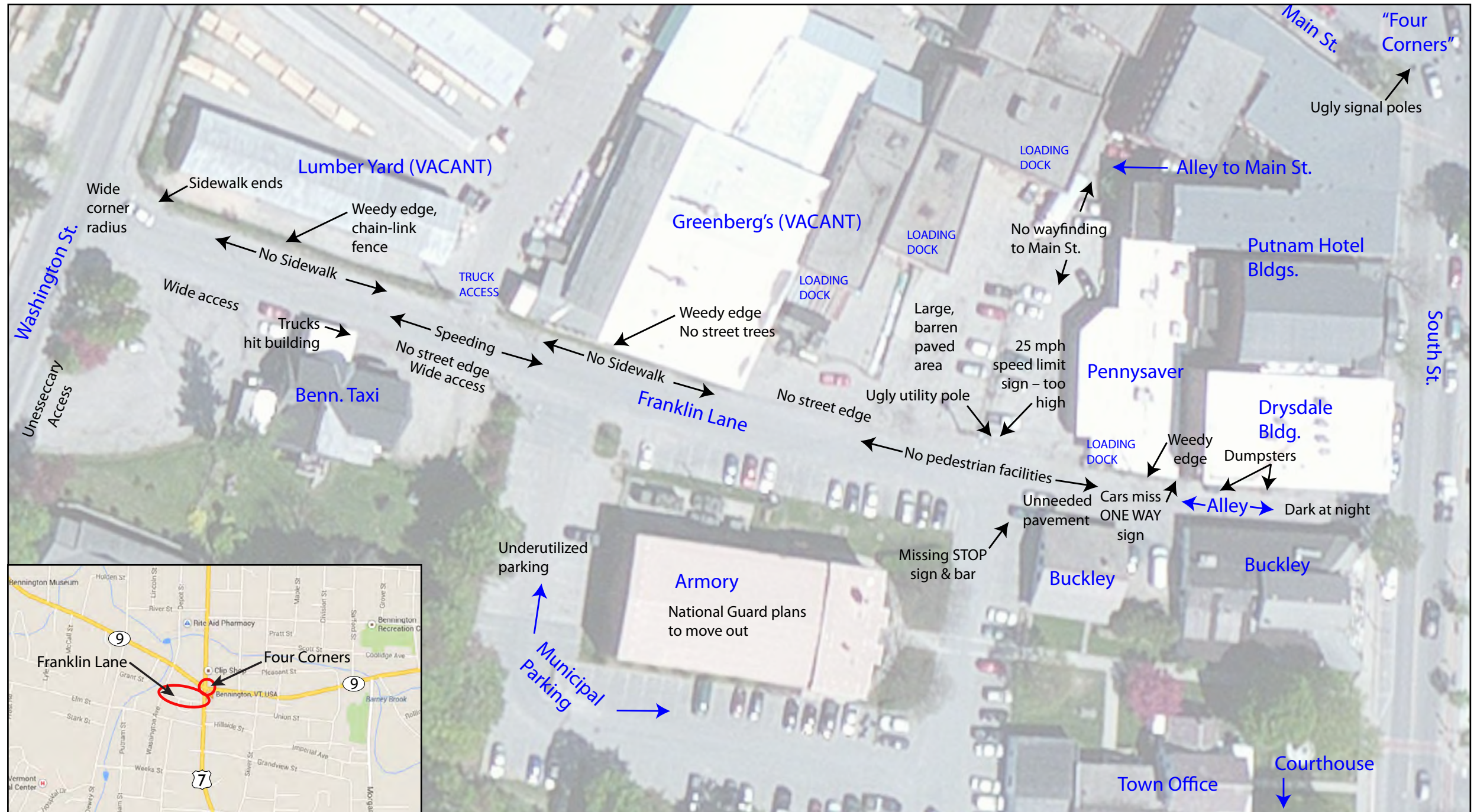
Goldstone Architecture

Funded by a grant from the Vermont Agency of Transportation

Bennington, Vermont

Draft 2-5-15

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*Franklin Lane's backdrop of historic buildings and central location in downtown Bennington make it a promising urban space.*

## SUMMARY

Franklin Lane and the surrounding paved area occupy 3.4 acres and is a major land use in downtown Bennington. The lane is also an important pedestrian link connecting the municipal parking lot to South Street and Main Street.

The municipal parking lot, particularly its eastern end, is underutilized. The lot has 124 public parking spaces. The average use during business hours is 55.5%. The highest one-time peak use (based on 40 periods of data collection throughout the year) was 78% (98 spaces used). [See Appendix for more information.]

Franklin Lane is not an inviting pedestrian environment. Speeding, poor lighting, lack of sidewalks and barren expanses of pavement make it an uninviting place to walk. The alley leading out to South Street is especially unpleasant. It is lined with dumpsters. At night it is almost completely dark. Cars sometimes use it to avoid the traffic light at the Four Corners and drive through at excessive speed pushing pedestrians to the side. Improving the alley and the rest of Franklin Lane

will make downtown Bennington more walkable and may increase utilization of the municipal parking lot.

This study identifies problems and offers recommendations to make the lane safer and more inviting for pedestrians. We recommend:

- Improving the pedestrian connection between the municipal parking lot and the “Four Corners” (the intersection of routes 7&9).
- Transforming the alley section of Franklin Lane into a shared street and adding a new sidewalk along the lane’s western end.
- Lowering the lane’s design speed and improving aesthetics by replacing unnecessary pavement with landscaping and street trees.
- Narrowing driveway accesses and shortening turning radiuses with curbed grass areas will define the street’s edge and will calm traffic.

We focus on improvements within the public right-of-way. Ambitious, long-term, recommendations that fulfil the project area’s potential as a vibrant, urban square in the heart of downtown Bennington are not



*The sidewalk leading into Franklin Lane from Washington Avenue ends abruptly.*

practical at this time because much of the project area is outside of the public right-of-way and many of the abutting properties are vacant or in transition. In particular, we recommend that any work along Franklin Lane directly adjacent to the former Greenberg's store site be coordinated with redevelopment of the property.

The public right of way is narrow along Franklin Lane and some of our proposed improvements extend onto private property. We believe that all adjacent property owners will benefit from an improved Franklin Lane, but it will be necessary for the Town to get formal approval from property owners before constructing improvements on their property. So far, property owners have had mixed reactions to the proposals.



*The new sidewalk will go approximately where this man is walking.*

## PURPOSE & NEED STATEMENT

### Project Purpose

The project's purpose is to make Franklin Lane safer and more appealing for pedestrians and cyclists, to improve pedestrian access between the municipal parking lot and downtown businesses, to improve utilization of the municipal parking lot and surrounding spaces, and to improve the aesthetics of the signal hardware at the intersection of VT7 & VT9.

### Project Need

Franklin Lane is an important pedestrian and bicycle route and urban space in the heart of downtown Bennington. The historic and attractive



*The 25 mph speed limit is too high for a shared space and parking lot alley. A 15 mph speed limit would be safer.*



*Drivers often miss the DO NOT ENTER sign.*

*Dumpsters and trash bins dominate Franklin Lane's alley.*

*Pedestrians and vehicles mix in the alley, but it is not designed as a "Shared Space."*

buildings that surround it contain residences, business and government offices, including the Bennington Town Office and a unit of the Vermont National Guard. The lane provides pedestrian access to these buildings, and connects the municipal parking lot to Main Street and South Street. The Four Corners intersection, which Franklin Lane leads to, is the crossroads of Bennington and the region's busiest pedestrian crossing.

Despite the project area's importance as a pedestrian and bicycle route, it has deficiencies that make it unsafe and unwelcoming to walk and bike. The project area has the following deficiencies:



*Vehicles often fail to stop before turning left onto Franklin Lane. A STOP sign would improve safety.*



*Turning trucks have damaged this corner of the Bennington Taxi office (painted white) three times in the past year.*



*This driveway entrance is poorly defined and too wide. The street's edge is lost here.*





*The alley is poorly lit and very dark at night.*

### Lack of Pedestrian Facilities

- Franklin Lane has no sidewalks or other facilities to protect pedestrians from vehicles, and walking can be uncomfortable and unsafe. Because there are no sidewalks, pedestrians walk in the street, but the street is not designed as a “shared street.”
- The sidewalk leading into Franklin Lane from Washington Avenue abruptly ends after only a few feet.

### Speeding

- Some vehicles travel on Franklin Lane at speeds that make walking dangerous and unappealing. The posted speed limit is 25 mph is excessive for a street that functions as a shared street and parking lot alley where vehicles risk backing into unseen oncoming traffic.

- The street’s excessive paved area invites speeding. There is no curb or other separation between the public street and the surrounding paved areas.

### Lack of Traffic Controls

- Many drivers fail to see (or ignore) the one-way sign at the alley entrance (see photo on previous page).
- Much of the street lacks curbs, bollards or street trees to protect people or buildings from the large tractor-trailers that frequently maneuver to access adjacent loading docks. An example of the danger this poses – trucks have damaged the Bennington Taxi building at the western end of Franklin lane three times in the past year.
- There is no stop sign or stop bar in front of the armory building. Many vehicles fail to stop before turning left onto Franklin Lane.
- Driveway entrances at the western end of Franklin Lane are undefined and excessively wide.

### Lack of Lighting

- There are no lights in the alley at the eastern end of Franklin Lane. At night it is hard for pedestrians to see where they are going – or be seen by drivers.

### Aesthetic Problems

- Along the project area’s northern side, the unbroken expanse of blacktop is visually oppressive.
- Much of the project area lacks trees or other plantings – particularly along the northern edge.

The National Safety Council’s Journal of Safety Research reported 2,057 work-related deaths on company parking lots between 1993 and 2003.



*The project area's unbroken expanse of blacktop is visually oppressive. The street lacks definition along its northern edge.*



- There are two large, unscreened dumpsters in the alley. Broken pavement prevents them from being pushed to the edge, out of the travelled way.
- There is a prominent and visually obtrusive utility pole near the center of the project area.
- There are many un-landscaped, scruffy, weedy patches of ground along Franklin Lane’s periphery.
- At the Four Corners, the unpainted metallic traffic signal poles clash with the historical style of the surrounding streetlights and buildings.

**Underutilization**

- The 124-space municipal parking lot, particularly the western end, is underutilized. Parking counts show the lot averages 55.5% occupancy during business hours. The lot averages 58.6% occupancy when the Bennington County Courthouse is in session.
- The project area and the surrounding paved area is a major land-use in downtown Bennington, but few activities take place there despite its proximity to Main Street’s storefronts, restaurants, bars and commercial offices. Much of the project area is used only to store vehicles or to provide access to unused loading docks of vacant buildings. There are no benches, food trucks, play-areas, picnic tables, café tables, or other traditional urban street amenities.

**Lack of Way Finding Signs**

- There are no way-finding signs. For people unfamiliar with the area, it is not clear how to walk to downtown businesses.



*The southwestern end of the municipal parking lot is underutilized.*

**EXISTING CONDITIONS**

**Project Study Area**

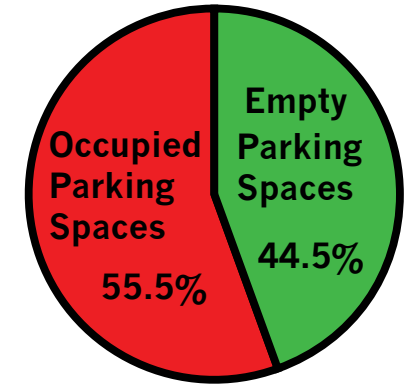
The project area is the entire length of Franklin Lane, plus adjacent spaces, including the parking area between Franklin Lane and the armory, and the large paved area next to Franklin Lane to the north. The project area also includes the traffic signal hardware at the “Four Corners” intersection (the intersection of VT7 and VT9).

**Right-of-Way**

- Length 0.13 miles (686 feet)
- Width: varies, 16-50 feet wide.

**Traffic Volume**

The estimated average weekday traffic volume is 700 vehicles per day.



**Average Weekday Municipal Parking Lot Occupancy (weekdays 9am to 4pm)**

*An average of 44.5% of the municipal parking lot’s spaces are empty during business hours.*



### Crash History 2008 – 2012

Three crashes were reported in the project area between 2008 and 2012. None of the crashes caused injuries. It is likely there have been other minor crashes that were not reported.

- Broadside collision at the Franklin Lane/South St. intersection due to a “technology related distraction.” 08/15/2009
- Rear-end collision at the Franklin Lane/Washington Ave. intersection due to a “technology related distraction.” 02/11/2011
- Head on collision due to “no improper driving.” 12/14/2011

*Source: VTrans General Yearly Summaries – Town Highway Crash Listing: Non-Federal Aid Highways – Local*



*Trucks used the loading docks behind Greenberg’s before it went out of business. It is not known if loading dock access will be needed in the future.*

*Empty lumber storage sheds along Franklin Lane. Most of the key properties in the project area are in transition including Greenberg’s, the Putnam Hotel, the armory, and the Pennysaver Press offices.*

### Road Classification

Class 3 Town Highway (#424)

### SITE CONSTRAINTS

The project area has constraints that limit options for addressing the project’s Purpose & Need.

#### Limited ROW

The project area’s public and private spaces form a continuous urban space, but along most of Franklin Lane, the public right-of-way is only 16-feet wide. In the alley, more than 10 feet of width is not within the public ROW. Near the Bennington Taxi building, the public right-of-way widens out to about fifty feet. The Town will need formal approval from property owners before constructing improvements outside of the public right of way.

### Adjacent Properties Are In Transition

Some of the property along Franklin Lane is vacant, or will soon be vacant. Because the buildings' future use is unknown, it is difficult to create a vision for the project area beyond the limited public right-of-way.

- Greenberg's Home Center recently closed. It's not clear what will happen to the property, or if loading dock access will be needed in the future.
- The National Guard plans to move out of the armory.
- The Hotel Putnam building's upper floors are unoccupied and in need of major renovation.
- The Pennysaver Press will close at the end of 2014.

### Loading Dock Access

Several loading docks are accessed from Franklin Lane, although none will be active by the end of 2014 due to businesses closing.

The preferred alternative preserves access to all four of the loading docks behind the Greenberg property and the loading dock at the Pennysaver Press. If the buildings' future use does not require loading dock access, property owners and the Town should consider installing a large green space with trees.

### Private Use Within the Public Right-of-way

Some public right-of-way on the northwestern end of Franklin Lane is now used for private purposes. The building that houses Bennington Taxi and Paula's Weaving Shop was once Bennington's bus station, and the right-of-way goes through the building, its front yard, and

parking area. The property owners are aware of this and have given their initial support for the proposed conceptual alternatives.

### Historic Resources

The project area is within Bennington's Downtown Historic District and has several buildings listed on the Vermont State Historic Registry.

The Downtown Bennington Historic District along US Route 7 and VT 9 was added to the National Register of Historic Places in 1979. The district includes many buildings, which are historically, architecturally and functionally related to the commercial activities of the town. Historic buildings adjacent to or near Franklin Lane include: 215 South St., the Old Blacksmith Shop, built in 1833, now the Better Bennington Corporation; 207 South St., the Bennington County Superior Court, built in 1936; 205 South St., the Bennington Town Office, a 19th century home given to the Town to be used as its office in the 1920s; 201 and 203 South St., a 19th century home converted to commercial spaces, and another home built behind it in the early 1900s; and the Drysdale building and the Putnam Hotel building, built between the 1860s and 1870s, now serve multiple uses

None of the conceptual alternatives presented in this study will directly impact any of these historic structures.

### Natural Resources

The project area is almost entirely paved. There are no significant natural resources.

### Utilities

The proposed alternatives will not impact existing utility poles in the project area.



*A new at-grade path will make it easier to find the alley to Main Street.*



*Palmer Street and Winthrop Street in Cambridge, MA were transformed from unappealing alleys into shared streets.*

## RECOMMENDATIONS

### Improve Pedestrian Connections to South St. & Main St.

A safer and more appealing walk between the municipal parking lot and downtown may increase the parking lot's utilization.

### Reduce Unnecessary Pavement

Minimizing paved areas will calm traffic and will provide space for pedestrians, street trees and plantings.

### Create a Shared Street

A shared street is a street that prioritizes pedestrians, but is open to



### *What is a Shared Space?*

*Shared Space is more a way of thinking than it is a design concept. It is most readily recognized as a street space where all traffic control devices such as signals and stop signs, all markings such as crosswalks, and all signing have been removed. Curbing is removed to blur the lines between sidewalks and motorized travel way. The philosophy is that absence of all of those features forces all users of the space — from pedestrians to drivers — to negotiate passage through the space via eye contact and person to person negotiation.*

*This is all premised on the idea that traditional streets allocate distinct spaces to the different modes, and in doing so create a false sense of security to each user leading them to behave as if they have no responsibility to look out for other users in “their” space.*

*—Project For Public Spaces*

<http://www.pps.org/reference/shared-space/>



vehicle traffic. There is no grade separation between pedestrians and vehicles. We recommend transforming the alley section of Franklin Lane into a shared street. Pavers, bollards, plantings and street trees will calm traffic and reinforce pedestrian priority.

### **Install a Curbed Sidewalk**

We recommend installing a new curbed sidewalk along the western end of the project area along the former Greenberg's store and lumber sheds. The work directly adjacent to the former Greenberg's store should be coordinated with the property's redevelopment.

### **Create At-grade Paths**

An at-grade path will provide a transition between the shared street in



*(Left image) Shared space outside the Purple Pub in Williamstown, MA.*

*This bent, yellow post will be replaced with a historic-style streetlight.*

the alley and a new, curbed sidewalk at the western end of Franklin Lane. Another path will highlight the walking route through the northern alley to Main Street. The paths could be delineated with pavers, tinted concrete, thermoplastic imprinting, or other materials. The paths will not impede vehicle traffic.

### **Street Trees and Landscaping**

New street trees and landscaping will break up the large, barren expanses of pavement, and will provide shade and visual relief.

### **Reduce Driveway Entrance Widths**

We recommend narrowing the driveway entrances near the Bennington Taxi building to better define the street's edge.

### Improve lighting

The alley is now very dark at night. New lights will make the alley safe and inviting for pedestrians. A historic streetlight, similar to the nearby lights on South Street, will replace the bent, yellow bollard at the alley's entrance. The light will be shielded to prevent unwanted light flooding nearby residences. Surface mounted lights attached to adjacent buildings will light the rest of the alley.

### Provide Space for Dumpsters and Trash Bins

Pavement in the alley will be repaired so the dumpsters can be pushed to the edge, out of the travelled way.

### Relocate “DO NOT ENTER” Sign

We recommend moving the sign to the opposite side of the alley and closer to its entrance so it is more noticeable to drivers (see proposed improvement drawings).

### Reduce the Speed Limit

Lower the speed limit to 15 mph.

Vermont 23 V.S.A. § 1007 allows municipalities to set speed limits less than 25mph in downtown development districts. The project area is within Bennington's downtown development district.

### Calm Traffic

- The street design strategies outlined above will lower the street's design speed and will calm traffic.

### Paint Four Corner's Traffic Signal Poles

Painting the signal poles black will make them less visually prominent



*This herringbone paver pattern used in front of the South Street Cafe will be carried into Franklin Lane.*

and better match the other street hardware that is painted black (see photo rendering on the next page).

## ALTERNATIVES

### Alternative: NO BUILD

Does not address the project's Purpose and Need Statement.

### Alternative IMPROVEMENTS

This includes improvements that can be accomplished mostly within the public right-of-way, without significant impacts to abutting property (see Concept Drawing).



*Painting the traffic signal poles would be much cheaper than replacing them.*

*This photo rendering shows what the traffic signal pole would look like if it were painted black.*

*The existing Four Corners traffic signal pole is now unpainted.*

### **Cost estimate**

The total project is estimated to cost \$229,739. This assumes the use of federal funding, which requires a design engineer and construction inspector.

### **Compatibility With Town and Regional Plans**

Bicycle and pedestrian improvements along Franklin Lane are consistent with town and regional plans. Bennington's Town Plan policies and recommendations state "the safety of all users of the transportation system, including pedestrians, bicyclists... and motor vehicle drivers shall be accommodated and balanced in all transportation and developments projects." The Bennington Town Plan strongly emphasizes the importance of multimodal transportation and the need to maintain and enhance these facilities as well as the aesthetic quality of the historic character of downtown Bennington. In accordance with that goal, parking lots are to be landscaped and include "sidewalk linkages that provide for safe pedestrian movements to and through these areas." Much of the area around Franklin Lane is used for vehicular parking. According to the Regional Plan, special attention should be given to the "provision of safe and efficient pedestrian routes within large parking lots and between parking lots and pedestrian destinations." Likewise, the Town Plan states that parking lots with excessive spaces are considered inappropriate and undesirable as they are aesthetically unpleasant and a poor use of space. Improvements along Franklin Lane would reduce vehicle speeds, enhance safety for all users and provide better use of an important downtown location.

### **Maintenance**

- If properly designed, the recommended features will not impede snow plowing.
- Pavement markings will require periodic replacement.
- Street trees and plantings will require maintenance.

### **Public Outreach**

Significant efforts were made to get input from stakeholders, abutting property owners and the public. Two public meetings were held. Invitations to the meetings were sent to all abutting property owners, businesses, residents and stakeholders. Flyers advertising the meetings were posted at the Town Office and around the project area. Several key stakeholders were also interviewed. Comments made at the public concerns meeting shaped the Purpose & Need Statement.

### **Public Meetings**

- May 27, 2014 – Public concerns meeting.
- October 2, 2014 – Public open house to review conceptual alternatives.
- Affected property owners were also interviewed.



ALTERNATIVES MATRIX		FRANKLIN LANE				FOUR CORNERS SIGNAL POLE HARDWARE	
		Do Nothing	Alternative A	Alternative B	Alternative C	Do Nothing	Alternative A
			Improvements	Non-Plaza Section Only	Plaza Only		Paint Existing Poles Black
<b>COST</b>		\$0	\$229,739	\$70,770	\$158,969	\$0	N/A
<b>LOCAL ISSUES</b>	Satisfies Purpose & Need	No	Yes	Partially	Partially	No	Yes
	Conformance to Regional & Town Plan	No	Yes	Yes	Yes	No	N/A
<b>SAFETY &amp; COMFORT</b>	Pedestrian Safety & Comfort	No	Improved	Improved	Improved	No	Minor Improvement
	Bicycle Safety & Comfort	No	Improved	Improved	Improved	No	No
	Calm Traffic	No	Improved	Improved	Improved	No	No
<b>AESTHETICS</b>		No	Improved	Improved	Improved	No	Improved
<b>IMPACTS</b>	ROW acquisition or property owner permission	No	Minor	Minor	Minor	No	No
	Number of Parking Spaces Lost *	0	3	1	2		
	Utilities	No	Minor	Minor	Minor	No	No
	Truck Loading Dock Access	No	No	No	No	No	No
	Wetlands	No	No	No	No	No	No
	Lakes/Ponds/Streams	No	No	No	No	No	No
	Floodplains	No	No	No	No	No	No
	Storm water	No	Minor Improvement	Minor Improvement	Minor Improvement	No	No
	Hazardous Wastes	No	No	No	No	No	No
	Forest Land	No	No	No	No	No	No
	Historic	No	No	No	No	No	No
	Archaeological	No	No	No	No	No	No
	Architectural	No	No	No	No	No	No
	Public Lands	No	No	No	No	No	No
	Agricultural Lands	No	No	No	No	No	No

\* One public space along the armory building, one private space in the alley, and one private space next to the Buckley property.

PRELIMINARY COST ESTIMATE FOR:					
FRANKLIN LANE SCOPING STUDY - TOTAL PROJECT					
BENNINGTON, VERMONT 05201					
ITEM	DESCRIPTION	EST. QTY	UNIT	UNIT PRICE	TOTAL
203.15	COMMON EXCAVATION	392.0	CY	15.00	\$5,880.73
203.16	SOLID ROCK EXCAVATION	1.0	CY	75.00	\$75.00
203.28	EXCAVATION OF SURFACES AND PAVEMENTS	109.0	CY	50.00	\$5,452.19
203.30	EARTH BORROW	112.5	CY	15.00	\$1,687.64
204.20	TRENCH EXCAVATION OF EARTH (3 CY PER CATCH BASIN)	9.0	CY	45.00	\$405.00
204.21	TRENCH EXCAVATION OF ROCK	1.0	CY	75.00	\$75.00
204.30	GRANULAR BACKFILL FOR STRUCTURES (6 CY PER CATCH BASIN)	18.0	CY	33.42	\$601.56
301.25	SUBBASE OF CRUSHED GRAVEL (COARSE GRADED)	140.9	CY	40.00	\$5,636.21
404.65	EMULSIFIED ASPHALT	0.5	CWT	120.00	\$60.00
406.25	BITUMINOUS CONCRETE PAVEMENT	13.9	TON	200.00	\$2,789.81
601.261	12" CPEP (5 LF PER CATCH BASIN)	15.0	LF	40.00	\$600.00
604.20	PRECAST CONCRETE CATCH BASIN WITH CAST IRON GRATE, TYPE B	3	EA	2,500.00	\$7,500.00
616.21	VERTICAL GRANITE CURB	42.0	LF	30.00	\$1,260.00
616.28	CAST-IN-PLACE CONCRETE CURB, TYPE B	725.4	LF	25.00	\$18,134.25
618.10	PORTLAND CEMENT CONCRETE SIDEWALKS (5" THICK)	25.3	CY	57.00	\$1,444.34
618.30	DETECTABLE WARNING SURFACE	16.0	SF	44.10	\$705.60
635.11	MOBILIZATION/DEMOBILIZATION	1	LS	10,600.00	\$10,600.00
641.10	TRAFFIC CONTROL	1	LS	2,500.00	\$2,500.00
646.480	DURABLE 24 INCH STOP BAR	15.0	LF	15.00	\$225.00
649.11	GEOTEXTILE FOR ROADBED SEPARATOR	350.4	SY	2.00	\$700.77
651.15	SEED (80 LBS/ACRE)	11.3	LB	11.15	\$126.50
651.18	FERTILIZER (28 LBS/1000 SF)	173.0	LB	2.52	\$435.90
651.25	HAY MULCH (2 TON/ACRE)	0.3	TON	882.00	\$250.17
651.35	TOPSOIL	72.1	CY	50.00	\$3,606.94
653.40	INLET PROTECTION, TYPE 1	3	EA	177.75	\$533.25
656.30	DECIDUOUS TREES	14	EA	300.00	\$4,200.00
656.35	DECIDUOUS SHRUBS	4	EA	100.00	\$400.00
675.20	TRAFFIC SIGNS, TYPE A	5.25	SF	22.00	\$115.50
675.50	REMOVAL OF EXISTING SIGN(S)	1	EA	500.00	\$500.00
675.60	ERECTION OF SALVAGED SIGN(S)	1	EA	500.00	\$500.00
679.21	LIGHT POLE BASE	2	EA	1,000.00	\$2,000.00
900.6081	3/4" CRUSHED STONE SUBBASE	58	CY	40.00	\$2,335.90
900.61	1-1/2" CRUSHED STONE SUBBASE	117	CY	40.00	\$4,671.79
900.6201	DECORATIVE, GROUND-MOUNTED LIGHT POLE FIXTURE	2	EA	2,500.00	\$5,000.00
900.6202	WALL-MOUNTED LIGHT FIXTURE	1	EA	1,500.00	\$1,500.00
900.6203	BENCHES	2	EA	2,000.00	\$4,000.00
900.6701	PAVERS	3153.5	SF	15.00	\$47,301.90
900.6702	PAVERS, GRANITE	425.0	SF	45.00	\$19,125.00
Total Construction					\$162,935.96
Contingency					15% \$24,440.39
Design Engineering					15% \$24,440.39
Construction Admin					11% \$17,922.96
November 2014					<b>Total Cost \$229,739.71</b>

PRELIMINARY COST ESTIMATE FOR:					
FRANKLIN LANE SCOPING STUDY - PLAZA DETAIL ONLY					
BENNINGTON, VERMONT 05201					
ITEM	DESCRIPTION	EST. QTY	UNIT	UNIT PRICE	TOTAL
203.15	COMMON EXCAVATION	256.4	CY	15.00	\$3,845.48
203.16	SOLID ROCK EXCAVATION	1.0	CY	75.00	\$75.00
203.28	EXCAVATION OF SURFACES AND PAVEMENTS	46.4	CY	50.00	\$2,317.92
203.30	EARTH BORROW	19.3	CY	15.00	\$289.16
204.21	TRENCH EXCAVATION OF ROCK	1.0	CY	75.00	\$75.00
301.25	SUBBASE OF CRUSHED GRAVEL (COARSE GRADED)	2.3	CY	40.00	\$93.33
404.65	EMULSIFIED ASPHALT	0.5	CWT	120.00	\$60.00
406.25	BITUMINOUS CONCRETE PAVEMENT	4.6	TON	200.00	\$916.85
616.21	VERTICAL GRANITE CURB	42.0	LF	30.00	\$1,260.00
635.11	MOBILIZATION/DEMOBILIZATION	1	LS	7,800.00	\$7,800.00
641.10	TRAFFIC CONTROL	1	LS	2,500.00	\$2,500.00
646.480	DURABLE 24 INCH STOP BAR	15.0	LF	15.00	\$225.00
649.110	GEOTEXTILE FOR ROADBED SEPARATOR	350.4	SY	2.00	\$700.77
651.15	SEED (80 LBS/ACRE)	2.1	LB	11.15	\$23.23
651.18	FERTILIZER (28 LBS/1000 SF)	31.8	LB	2.52	\$80.05
651.25	HAY MULCH (2 TON/ACRE)	0.1	TON	882.00	\$45.94
651.35	TOPSOIL	10.5	CY	50.00	\$525.21
656.30	DECIDUOUS TREES	2	EA	300.00	\$600.00
656.35	DECIDUOUS SHRUBS	4	EA	100.00	\$400.00
675.20	TRAFFIC SIGNS, TYPE A	5.25	SF	22.00	\$115.50
675.50	REMOVAL OF EXISTING SIGN(S)	1	EA	500.00	\$500.00
675.60	ERECTION OF SALVAGED SIGN(S)	1	EA	500.00	\$500.00
679.21	LIGHT POLE BASE	2	EA	1,000.00	\$2,000.00
900.6081	3/4" CRUSHED STONE SUBBASE	58	CY	40.00	\$2,335.90
900.6082	1-1/2" CRUSHED STONE SUBBASE	117	CY	40.00	\$4,671.79
900.6201	DECORATIVE, GROUND-MOUNTED LIGHT POLE FIXTURE	2	EA	2,500.00	\$5,000.00
900.6202	WALL-MOUNTED LIGHT FIXTURE	1	EA	1,500.00	\$1,500.00
900.6203	BENCHES	2	EA	2,000.00	\$4,000.00
900.6701	PAVERS	3153.5	SF	15.00	\$47,301.90
900.6702	PAVERS, GRANITE	425.0	SF	45.00	\$19,125.00
Total Construction					\$108,883.04
Contingency					15% \$16,332.46
Design Engineering					20% \$21,776.61
Construction Admin					11% \$11,977.13
November 2014					<b>Total Cost \$158,969.23</b>



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**MSK ENGINEERING AND DESIGN, INC.**  
 P.O. BOX 10, 150 DEPOT STREET  
 BENNINGTON, VERMONT 05201  
 PH: (802) 447-1402 FAX: (802) 445-1291

# FRANKLIN LANE SCOPING STUDY

## BENNINGTON, VERMONT 05201



PROPOSED SITE IMPROVEMENTS



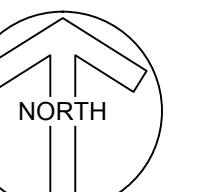
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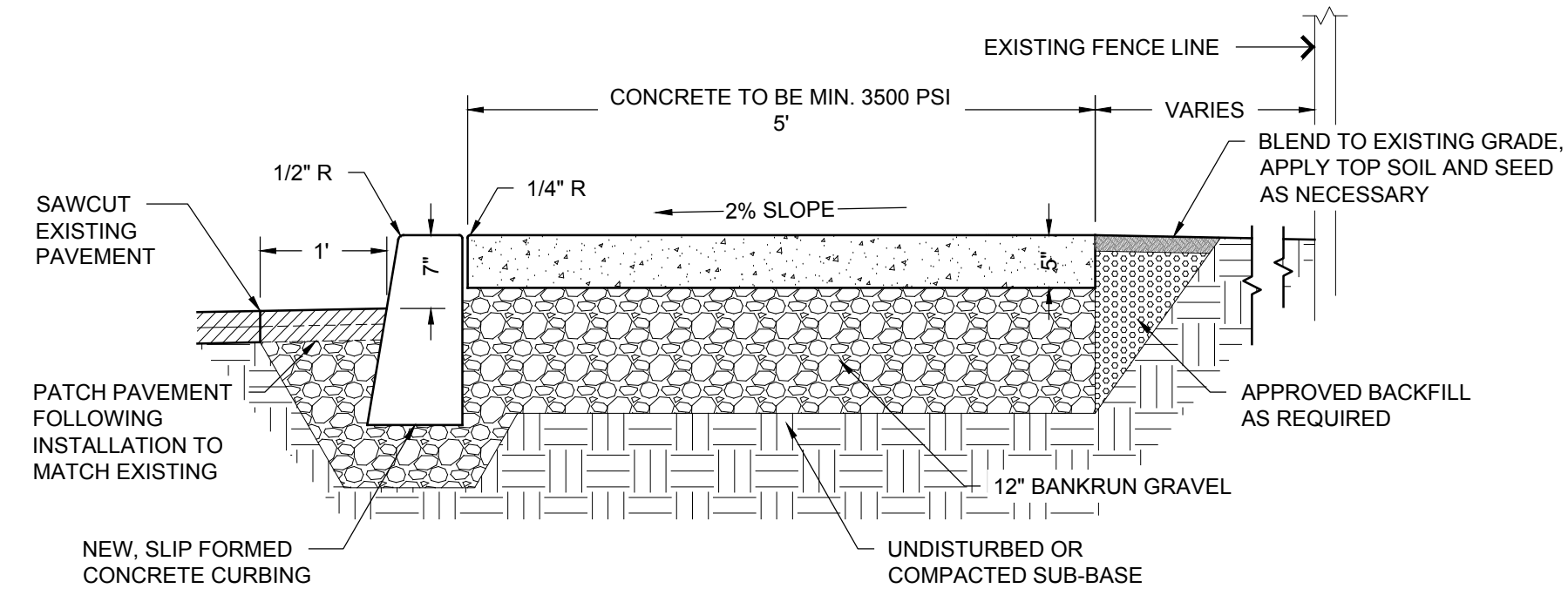
**MSK ENGINEERING AND DESIGN, INC.**  
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 BENNINGTON, VERMONT 05201  
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# FRANKLIN LANE SCOPING STUDY

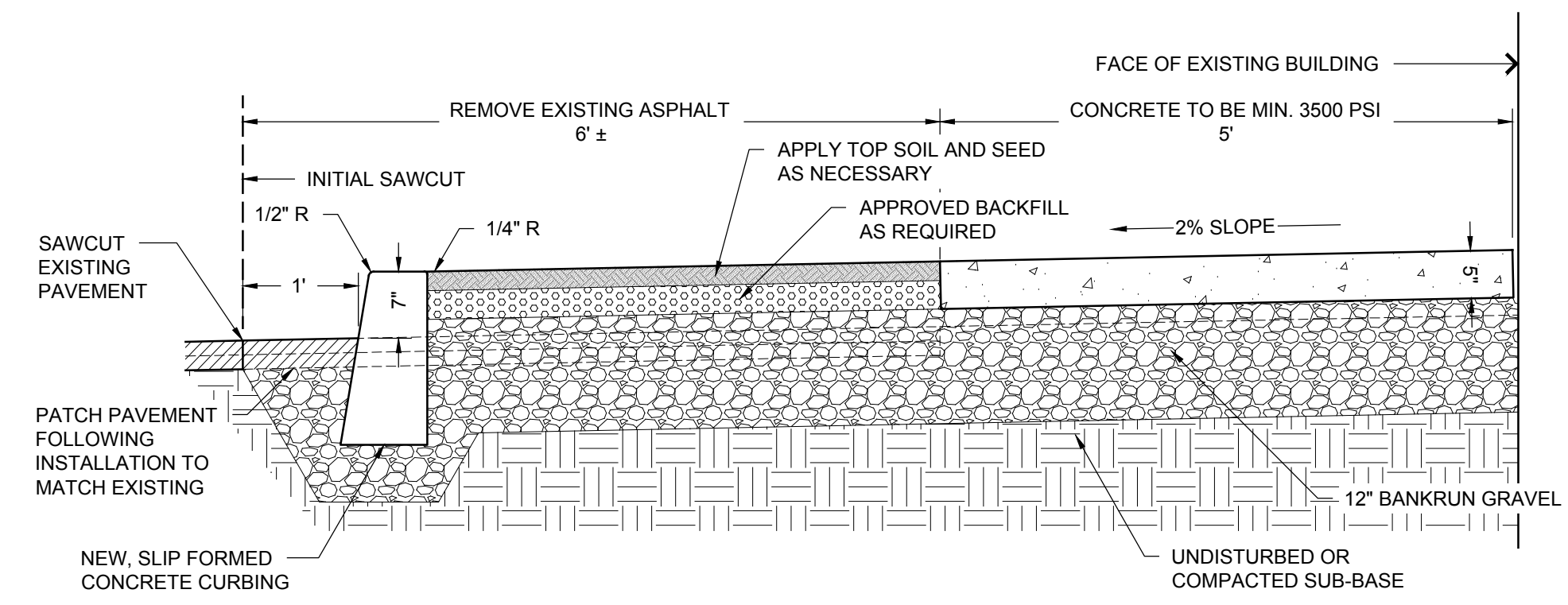
## BENNINGTON, VERMONT 05201



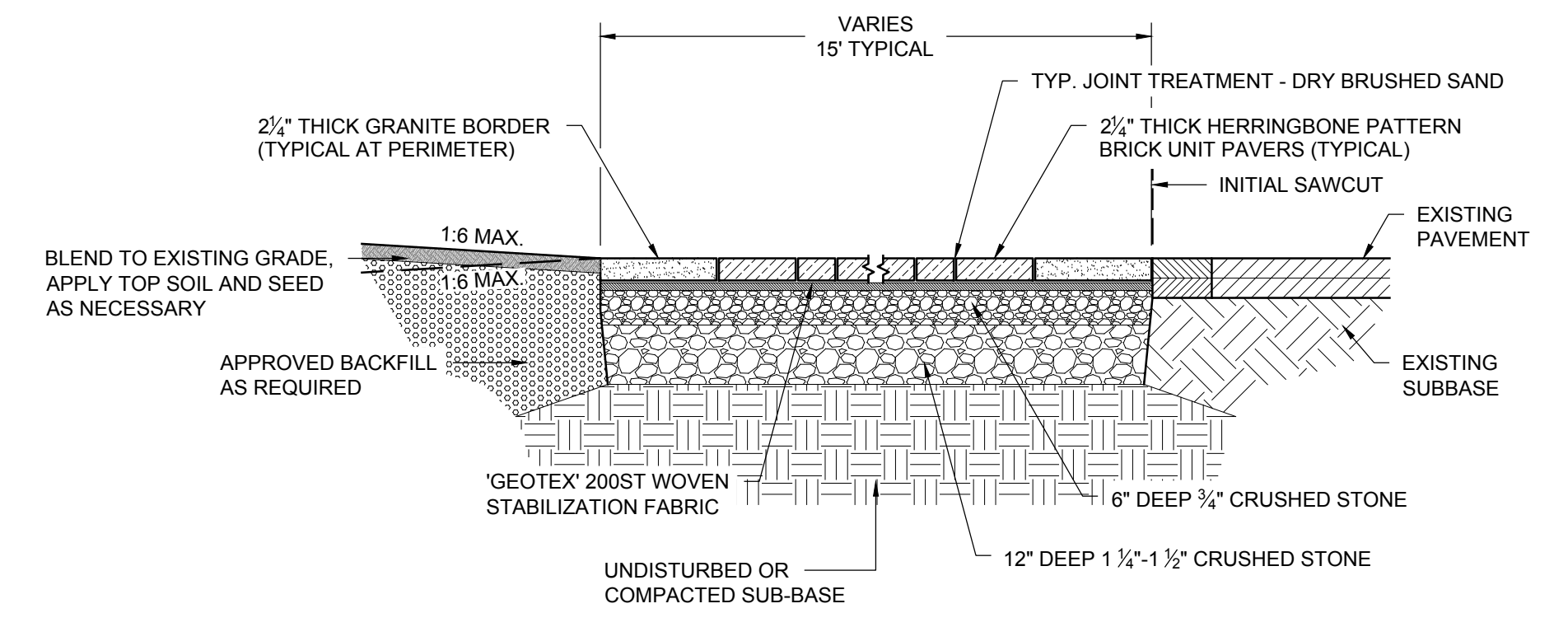
PLAZA DETAIL PLAN



1 **SIDEWALK DETAIL**  
Scale: NTS



2 **SIDEWALK DETAIL**  
Scale: NTS

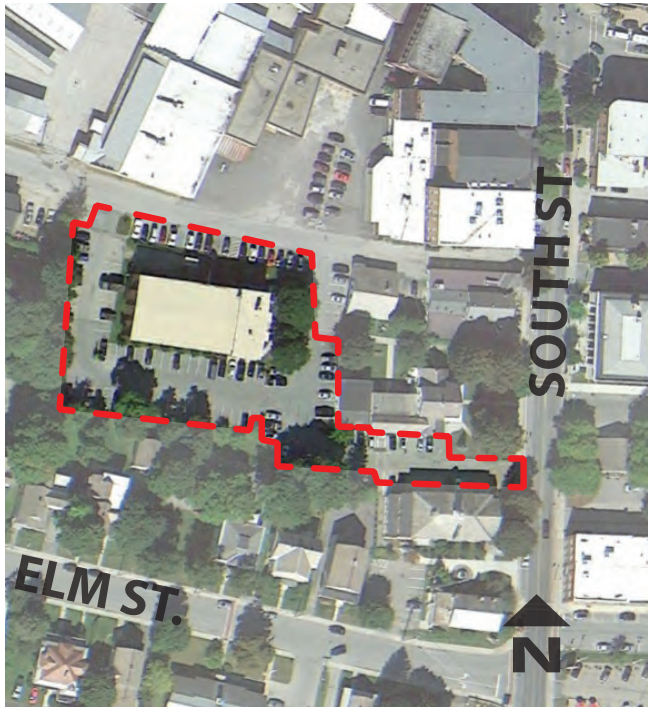


3 **PLAZA TYPICAL**  
Scale: NTS

FRANKLIN LANE SCOPING STUDY - FRANKLIN LANE CONSTRUCTION DETAILS.DWG  
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# LOT INFORMATION

## SOUTHWEST MUNICIPAL LOT



### LOT CAPACITY/ TOTAL SPACES

This is the total number of available parking spaces within the SW Muni lot.

**124 SPACES**



### PERCENTAGE OF TOTAL DOWNTOWN PUBLIC PARKING

This is the percentage of all the public parking spaces in and near the downtown that are located within the 124-space SW Muni Lot.

SW MUNI:  
**19.5%**









The Southwest Municipal Lot (SW Muni) is a large parking lot in the Southwest Quadrant of downtown Bennington that is owned and maintained by the Town of Bennington. The SW Muni lot regularly serves several nearby functions, including the town offices and courthouse, a few offices and apartments, and the Army National Guard Armory. Several spaces within the lot are reserved for National Guard use.

# PARKING USE

Below is a table of parking lot occupancy data for the SW Muni Lot. This data was collected throughout 2014, during 40 separate counts, which have been organized into four quarters. Counts were conducted during business hours (9:00am - 4:00pm; M - F) on varying times and days. Because the SW Muni Lot is immediately adjacent to the Bennington County Courthouse, which is only in session on certain business days, BCRC staff also correlated usage data with court days. All of this is organized in the following table. The percentages refer to the percentage of spaces occupied on average.

TABLE: AVERAGE LOT OCCUPANCY • SW MUNICIPAL LOT • 2014

	ALL YEAR	 JAN - MAR	 APR - JUN	 JUL - SEP	 OCT - DEC
ALL DAYS	55.5%	55.0%	49.4%	58.1%	59.4%
 COURT OPEN	58.6%	58.9%	52.4%	61.7%	61.3%
 COURT CLOSED	53.9%	54.3%	47.5%	56.3%	57.9%