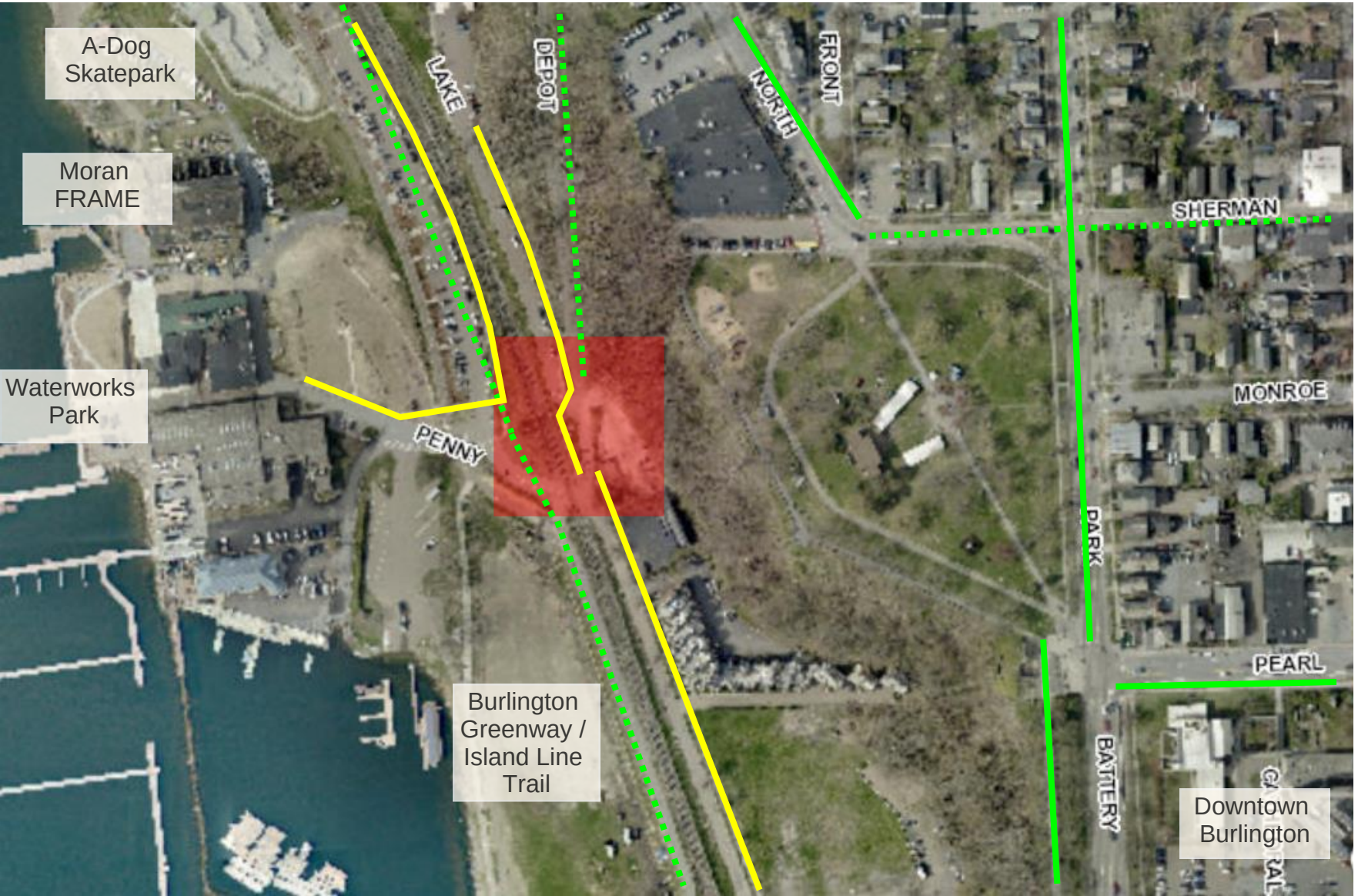
Project Area Maps

Existing bicycle & path network

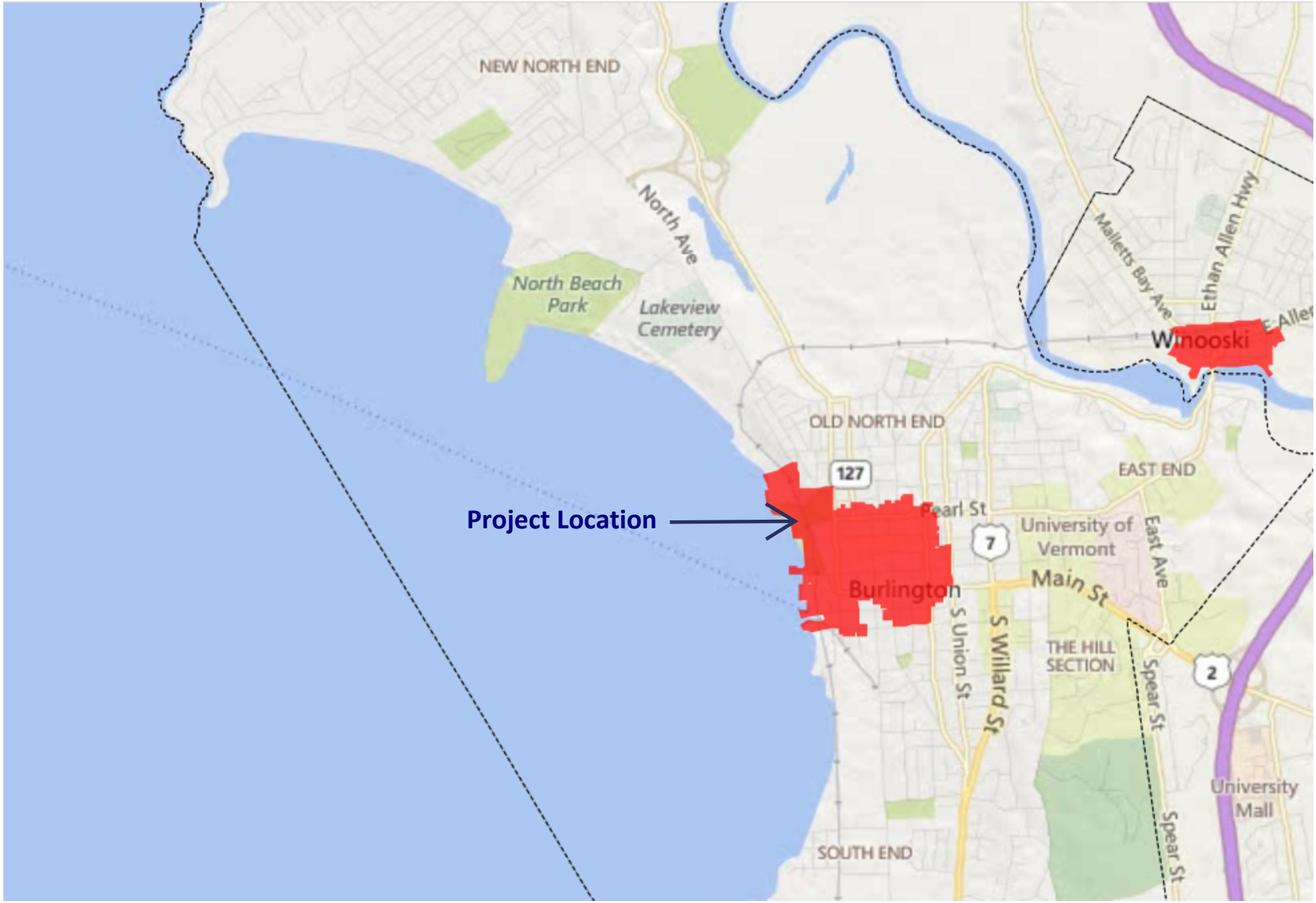
Existing sidewalk network



Project Area Maps

Existing bicycle & path network
Existing sidewalk network
Project location

State Designated Downtowns



BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER III

STA. 100+38 - STA. 100+61, CL
STA. 101+09 - STA. 101+85, CL
STA. 102+00 - STA. 102+00, RT

BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS

STA. 100+38, CL - STA. 100+64, CL
STA. 101+09, CL - STA. 101+85, CL
STA. 102+00, RT - STA. 102+00, RT

VERTICAL GRANITE CURB

STA. 100+36, LT - STA. 100+71, RT

CAST-IN-PLACE CONCRETE CURB, TYPE B

STA. 102+27, RT - STA. 102+37, LT

REMOVING AND RESETTING CURB

STA. 100+97, RT - STA. 100+99, LT
STA. 101+84, RT - STA. 101+98, RT

REMOVAL OF EXISTING CURB

STA. 102+27, RT - STA. 102+37, LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

STA. 100+61 - STA. 100+67
STA. 100+97 - STA. 101+09
STA. 101+85 - STA. 102+00
STA. 101+94 - STA. 102+09, RT
STA. 102+20 - STA. 102+41

DETECTABLE WARNING SURFACE

STA. 100+64
STA. 101+92
STA. 101+95
STA. 101+99
STA. 102+24
STA. 102+30
STA. 102+85

REMOVAL OF EXISTING FENCE

STA. 101+84, LT - STA. 101+94, LT
STA. 102+18, LT - STA. 102+23, RT

ROLLED EROSION CONTROL PRODUCT, TYPE I

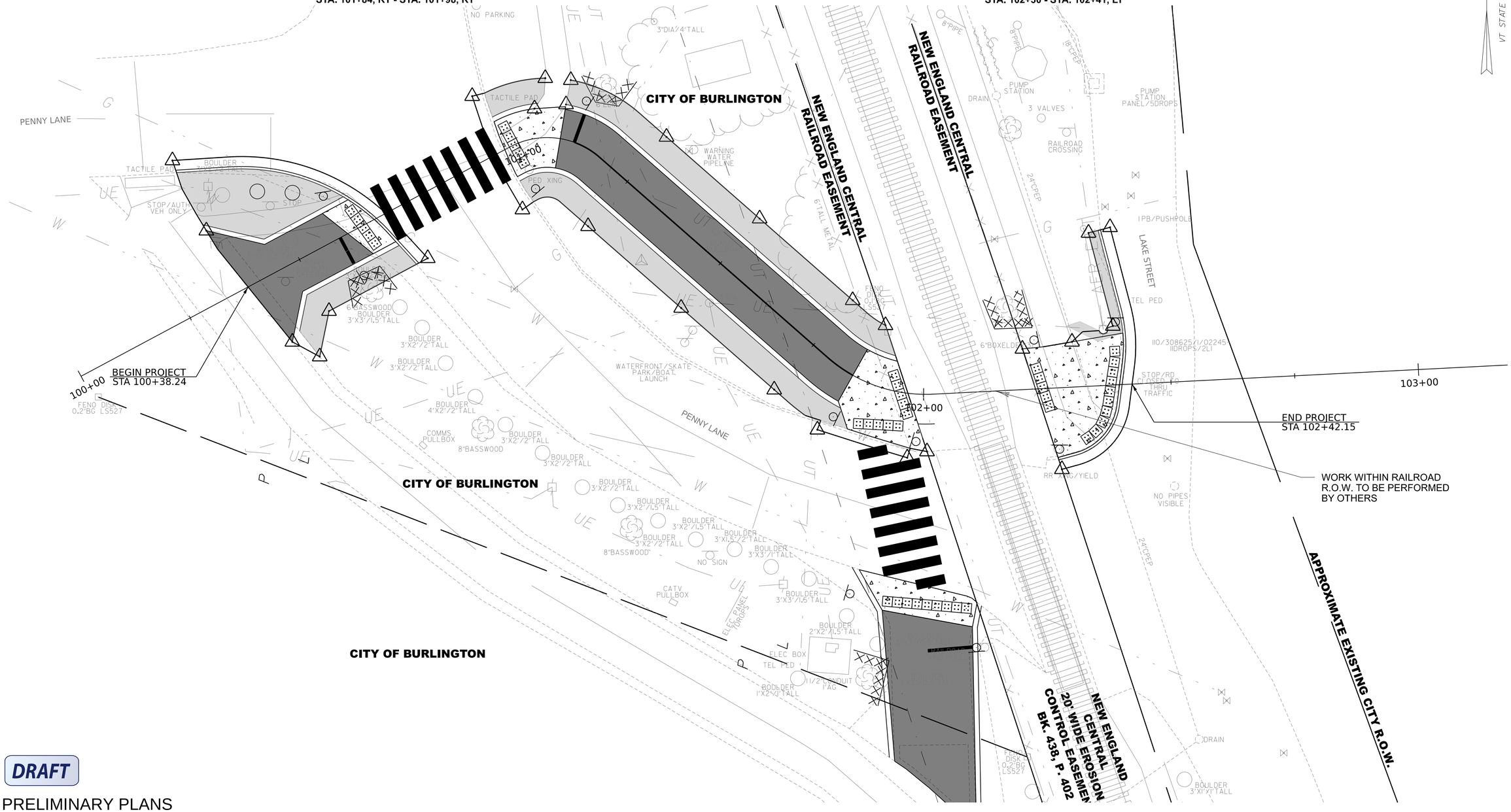
STA. 100+36 - STA. 100+64, LT
STA. 100+44 - STA. 100+70, RT
STA. 100+97 - STA. 101+88, RT
STA. 100+99 - STA. 101+06, LT
STA. 101+09 - STA. 101+82, LT
STA. 102+30 - STA. 102+41, LT

TREE PROTECTION

STA. 100+60, RT
STA. 101+13, LT
STA. 101+96, RT
STA. 102+18, LT

REMOVE AND RELOCATE LANDSCAPE ITEMS

STA. 100+50, LT
STA. 100+58, RT



DRAFT

PRELIMINARY PLANS

DATUM	
VERTICAL:	NAVD88
HORIZONTAL:	NAD83(2011)

0 10 20
SCALE IN FEET

Stantec

PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	TAP TA21(1)

FILE NAME:	z21f105_bdr.dgn	PLOT DATE:	9/29/2023
PROJECT LEADER:	E. ALLING	DRAWN BY:	C. PETERSON
DESIGNED BY:	C. PETERSON	CHECKED BY:	E. ALLING
PLAN SHEET		SHEET	10 OF 16

Feasibility Study Excerpts

Along the project corridor there are two mid-block pedestrian crossings. Both crosswalks are painted brick crossings that have seen considerable weathering. One crossing leads to the Waterfront Park and the other to the City of Burlington parking area. There is limited site distance for both mid-block crossings due to the close vicinity of on-street parking. The existing mid-block railroad crossing to the Waterfront Park also does not have the required detectable warning surfaces as shown in Figure 8 below. At the intersection with Penny Lane and Depot Street, there is no formal ADA compliant pedestrian crossing to get people from Lake Street over the railroad tracks and to the Waterfront North as shown in Figure 9.

Not included in the 2020 Transportation Alternatives Grant request

Figure 8: Mid-block pedestrian crossing over railroad to Waterfront Park.

Figure 9: Railroad crossing on Penny Lane with no formal pedestrian crossing.

4.6.2 Shared Use Path

For the Shared Use Path alternative, a 12' wide shared use path is proposed on top of a concrete railroad crossing platform, shown below. This would allow pedestrians and cyclists coming from both Depot Street and Lake Street to safely access the Waterfront Park and Island Line Trail.

Field observations of this intersection showed that both pedestrians and cyclists were crossing through the intersection in an unsafe manner via the designated vehicle access, indicating that infrastructure connecting Depot Street and Lake Street to the Waterfront Park and Island Line Trail is highly desirable. Pursuing this alternative would require a formal railroad crossing which offers a long-term solution for this intersection and is depicted in Figure 20, and the same intersection can be found in greater detail in Figure 4b of Appendix E.

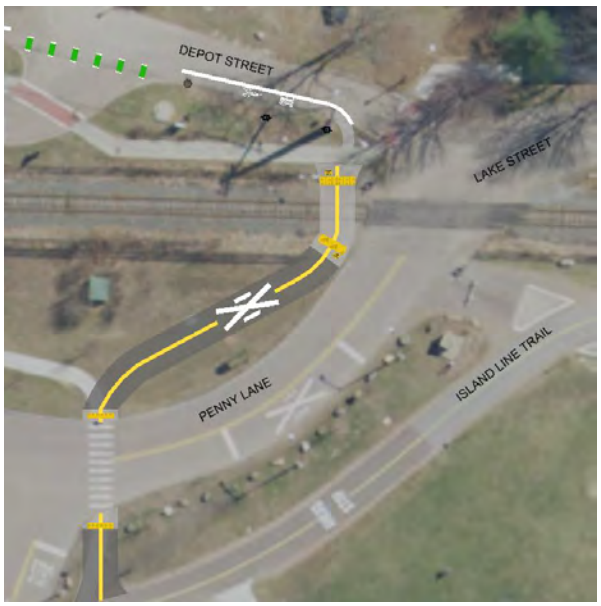


Figure 20: Railroad line with shared use path alternative.

Figure 21: Shared Use Path Rendering.

FIGURE #4b - RAILROAD CROSSI
Alternative 2 - Shared Use Path

VT STATE PLANE GRID

0 10 20
SCALE IN FEET

Stante

DEPOT STREET

LAKE STREET

LAKE STREET

ISLAND LINE TRAIL

PENNY LANE

Bike lane width: 4 ft

Existing utility pole

75'

Proposed concrete bike lane connection

6'

Remove one fence panel

Detectable warning surface (typ.)

Concrete railroad crossing platform

"STOP FOR TRAINS" warning

Rail crossing reconstruction to add shared use path in compliance with NECR

Proposed Railroad Crossing Sign

Remove one fence panel

35'

Adjust elevation of existing manholes and add slip-resistant covers

Existing sidewalk width: 5 ft

Shared use path width: 12 ft

90'

Existing crosswalk width: 8.5 ft

Remove existing boulder for path

Relocate sign east of path

31'

BEFORE

AFTER

Photographs