

3. ALTERNATIVES

3.1 Introduction

The Build Alternative being evaluated in this 2020 LS DSEIS was described in the 2009 FSEIS as Build Alternative 2 and identified in the 2010 ROD as the Selected Alternative.

Many of the alternatives considered were eliminated from detailed study during the development of the 2009 FSEIS because they did not meet the Project's purpose and need or resulted in substantial environmental or socio-economic impacts.

The Selected Alternative evaluated in this 2020 LS DSEIS continues to satisfy the purpose and need of the Project, while avoiding or minimizing, to the maximum extent feasible, impacts to environmentally and historically sensitive areas such as, the Pine Street Barge Canal (PSBC) Superfund Site and other areas contaminated with hazardous materials, natural resources, Section 4(f) resources and historic properties, and business and community interests. The Selected Alternative evaluated in this 2020 LS DSEIS is consistent with the 2009 FSEIS.

3.2 Selected Alternative

The Selected Alternative consists of the C-1 Section, the C-2 Section, and the C-6 Section. This alternative will be constructed as a two-lane roadway with turn lanes as needed. The Selected Alternative will connect I-189/U.S. Route 7 (Shelburne Street) to the CCD. The three sections of the final design of the Selected Alternative, including design refinements that have been implemented since the 2009 FSEIS, are described below.

C-1 Section: I-189/Shelburne Street to Home Avenue

The C-1 Section is generally unchanged from the description included in the 2009 FSEIS for Build Alternative 2. This section consists of the reconstruction of the I-189/U.S. Route 7 (Shelburne Street) interchange, and the construction of the Champlain Parkway to Home Avenue. This portion of the Champlain Parkway was previously constructed as a four-lane facility. Within the limits of this previously built section, the roadway will be reconfigured to taper the cross section to one lane in each direction. Excess pavement will be removed or replaced by a widened, raised grass center median along with lighting and landscaping. This section of the Project will provide a transition between the interstate and the City street system; the speed limit will be stepped down to 40 miles per hour (mph) near the Burlington City limit and to 25 mph at a point immediately south of the Home Avenue intersection. The City of Burlington established a citywide speed limit of 25 mph effective November 30, 2011.

C-2 Section: Home Avenue to Lakeside Avenue

The C-2 Section is generally unchanged from the description provided in the 2009 FSEIS. The C-2 Section will commence at the northern terminus of the C-1 Section, near Home

Avenue, and extend northerly on a new alignment for approximately 0.7 mile to a point immediately south of Lakeside Avenue. The C-2 Section would still be a two-lane facility with dedicated turn lanes at the intersections. Subsequent to the 2009 FSEIS, minor design refinements have been incorporated. Intersection corner radii have been reduced at certain locations to shorten pedestrian crossing distances and reduce vehicle turning speeds. The plans shown in the 2009 FSEIS included a new at-grade highway rail crossing where the Champlain Parkway would intersect the so-called “Grocery Spur” near Sears Lane. An agreement has been reached with the affected landowners and Vermont Railway, Inc. (VTR) to remove the tracks and eliminate the at-grade crossing associated with a portion of the Grocery Spur within the Project limits.

C-6 Section: Lakeside Avenue to Main Street

The C-6 Section is generally unchanged from the description provided in the 2009 FSEIS. As described in the 2009 FSEIS, C-6 Section will utilize Lakeside Avenue and Pine Street to connect C-2 Section of the Project to the Burlington CCD at the intersection of Pine Street and Main Street.

Lakeside Avenue:

The proposed improvements to Lakeside Avenue are generally the same as those described in the 2009 FSEIS. The proposed shared-use path has been relocated from the southern side to the northern side of Lakeside Avenue to connect to the proposed shared-use path on Pine Street. The City of Burlington received VTrans’ approval in 2017 to underground overhead utilities on Lakeside Avenue.

Pine Street:

The proposed design for Pine Street consists of cold planing and resurfacing the existing pavement, drainage improvements, new curbing, new concrete sidewalk, and construction of a new shared-use path between Lakeside Avenue and Kilburn Street on the western side. Between Lakeside Avenue and Locust Street, the design will accommodate a 13-foot southbound combined bike/turn lane, one 11-foot travel lane in each direction, and a five-foot bike lane in the northbound direction. Between Locust Street and Kilburn Street, and between Maple Street and Main Street, the design will feature a two-foot shoulder and 11-foot shared lane in the southbound direction while the northbound direction will consist of an 11-foot shared lane, a four-foot painted parking lane buffer and a seven-foot parking lane. Between Kilburn Street and Maple Street, the design consists of an 11-foot travel lane, 1.5-foot bike lane buffer and 5-foot bike lane in both directions. The Project will extend along Pine Street up to and including the Main Street intersection. Traffic calming features including curb bump-outs; raised intersections at Howard Street, Marble Avenue and Kilburn Street have also been incorporated into the design based on public input from various outreach meetings since the 2009 FSEIS. The focus of this LS DSEIS is on the Maple and King Street Neighborhood which is located along Pine Street for approximately 800 feet immediately south of the intersection of Pine Street and Main Street.