

Champlain Parkway Project Burlington, Vermont

Project Update

Burlington City Council

Monday, May 11, 2020



Project Goals

- Improve access from the I-189/U.S. Route 7 interchange to the Burlington City Center District and the downtown waterfront area
- Improve circulation, improve mobility, improve safety on local streets in the project study area
- Provide traffic relief in the southwestern quadrant of the City of Burlington
- Reduce disruption to local neighborhoods and separate the local and through-traffic
- Reduce truck traffic from the local street network

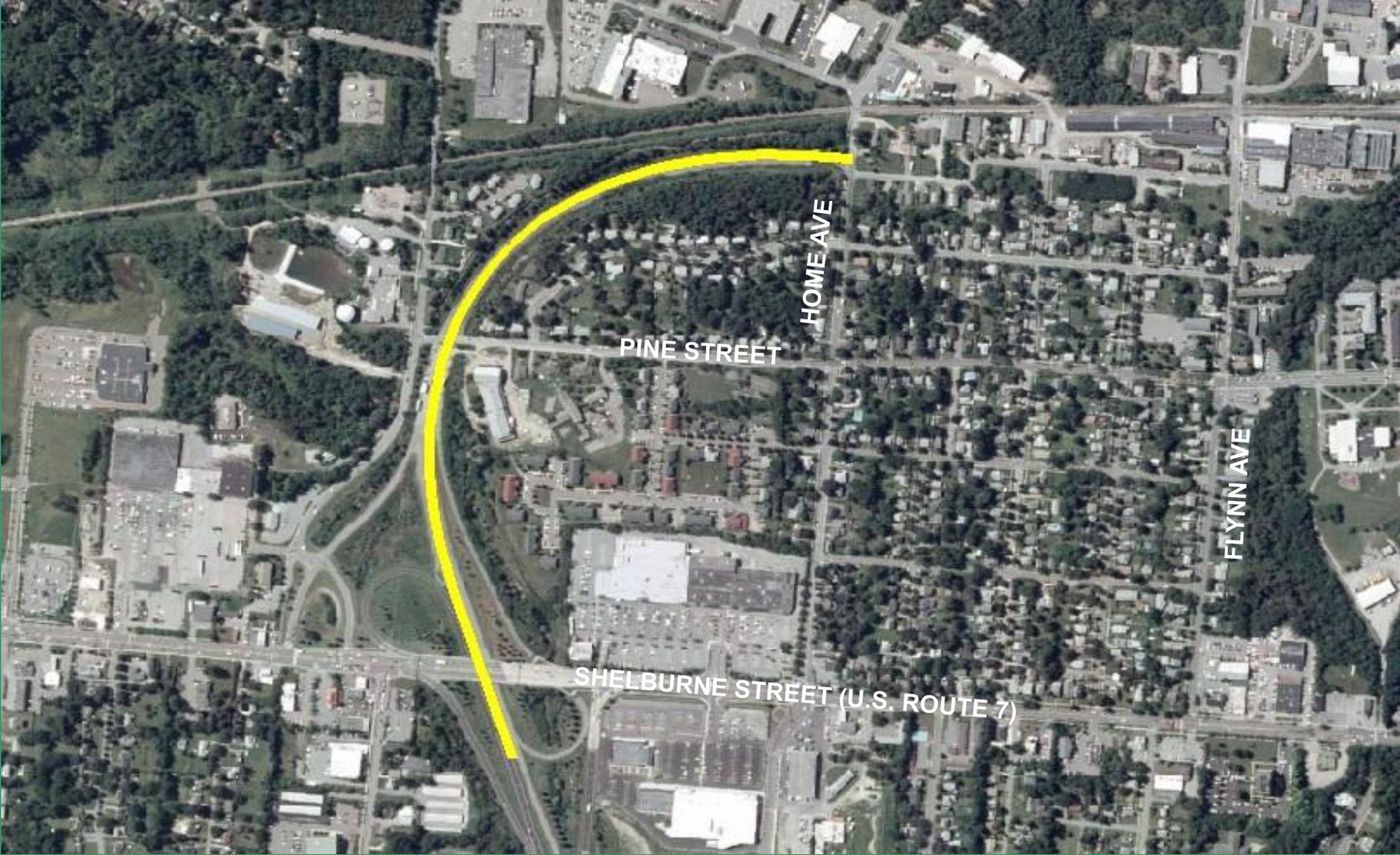
Project History

- In 1998 City Council agreed to manage project locally and entered into a Cooperative Agreement with Vermont Agency of Transportation
- Since that time, City Council has voted over 20 times on measures to continue to advance this project
- Through continued efforts and cooperation with Federal Highway Administration and Vermont Agency of Transportation, the project has become an improved, multi-modal design
- In July 2019, City Council approved an Amendment to the Cooperative Agreement which secures funding for the construction phase of this project
- This Cooperative Agreement includes repayment provisions should any of the parties choose to discontinue this project

Project Area



Interchange Area



Interchange Area Proposed Condition



Home Avenue to Lakeside Avenue



Project Description

- Home Avenue to Lakeside Avenue:
 - New 25 mph City street
 - 2-lanes with left-turn lanes at intersections
 - Traffic signals at Home Avenue, Flynn Avenue and Sears Lane with four quadrant sidewalk ramps
 - New granite curb on both sides of Parkway protecting shared-use path or sidewalk
 - 10 ft wide separated bituminous concrete bicycle/pedestrian shared-use path
 - Lighting and landscaping
 - On-street bicycle accommodations

Home Avenue to Lakeside Avenue Proposed Condition



South of Flynn Avenue Proposed Condition



Between Flynn Avenue and Sears Lane Proposed Condition



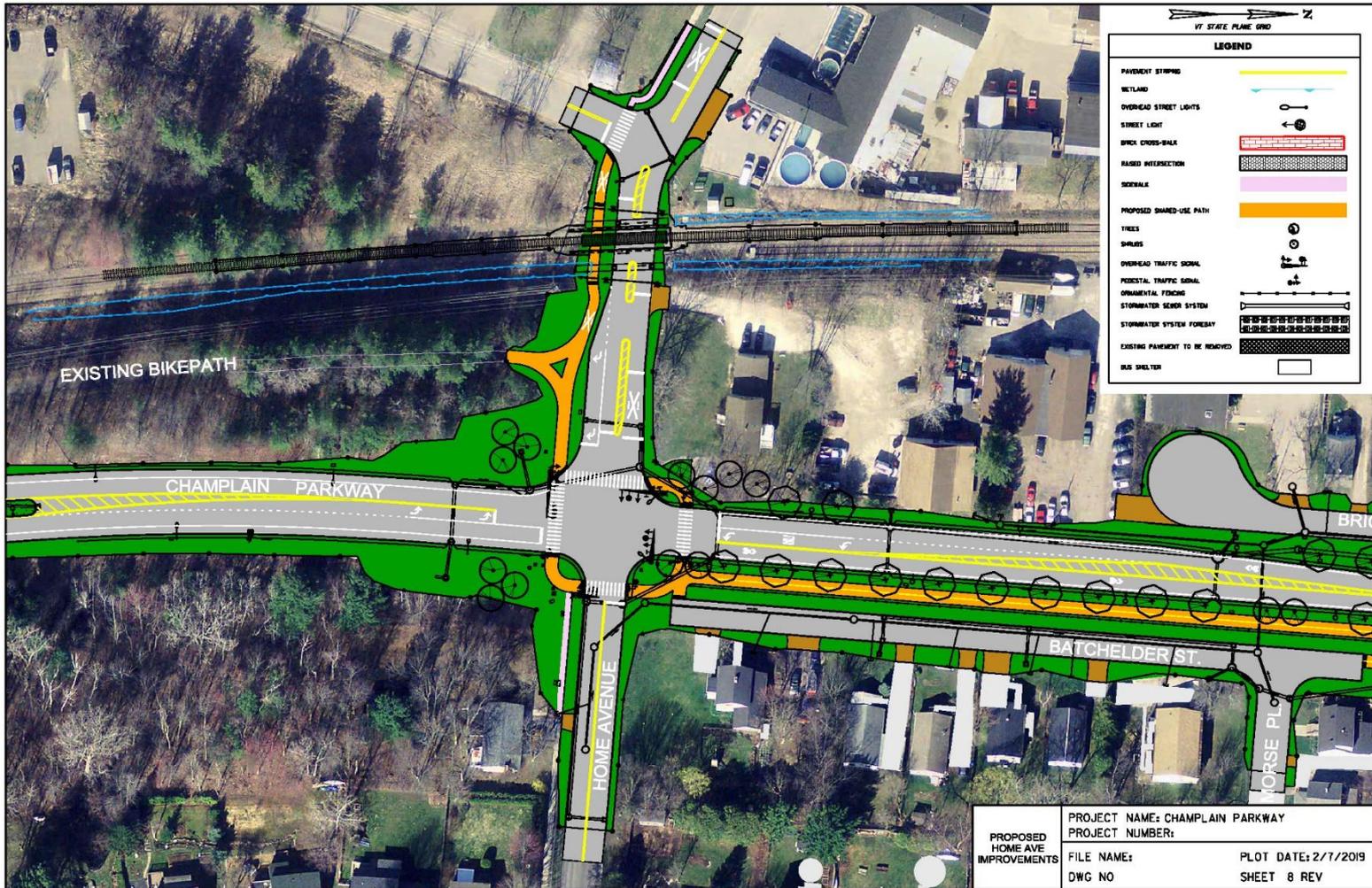
Design Elements

- **Improvements to stormwater**
 - **Englesby Brook Sediment Load Reduction**
 - **Reduction of stormwater flow directed to City's Treatment Plant**
- **Highway-rail grade crossing improvements at Home Avenue, Flynn Avenue, Sears Lane, Maple Street and King Street crossings**

Rail Crossing - Home Avenue



Rail Crossing - Home Avenue



Rail Crossing - Flynn Avenue



Rail Crossing - Flynn Avenue



Lakeside Avenue & Pine Street



Project Description

- **Lakeside Avenue and Pine Street:**
 - Utilizes existing City streets
 - Lakeside Avenue reconstruction and drainage improvements
 - New granite curb on both sides of Lakeside Avenue protecting shared-use path or sidewalk
 - New 10 ft wide separated asphalt bicycle/pedestrian shared-use path along the northern side of Lakeside Avenue from the Parkway to Pine Street
 - Continuous 5 ft (minimum width) concrete sidewalk along the southern side of Lakeside Avenue

Project Description

- **Lakeside Avenue and Pine Street (continued):**
 - **Repaving Pine Street**
 - **New 7” tall granite curb on both sides of Pine Street protecting shared-use path or sidewalk**
 - **Continuous 5 ft (typical width) concrete sidewalk along the eastern side of Pine Street (exception of 40 ft near large ash tree protected with curb extensions)**
 - **New 10 ft wide separated asphalt bicycle/pedestrian along the western side of Pine Street from Lakeside Avenue to Kilburn Street**
 - **Continuous 5 ft (minimum width) concrete sidewalk along the western side of Pine Street from Kilburn Street to Main Street**
 - **Raised intersections at Howard Street, Marble Avenue and Kilburn Street**

Pine Street and Howard Street



Pine Street Shared-Use Path



On-Street Bicycle Accommodations



On-Street Bicycle Accommodations



Create Continuous Pedestrian Facilities



Replace Existing Sidewalk & Ramps



Rectangular Rapid Flashing Beacons



King Street and Maple Street Neighborhood



Design Elements

- Synchronized traffic signals to optimize traffic flow
- All turning movements accommodated at all Parkway intersections (there are no prohibited turning movements)
- New continuous pedestrian facilities along Pine Street
- Brick colored crosswalks at the Pine Street and Maple Street intersection as well as the Pine Street and King Street intersection
- On-road bicycle accommodations
- Maintain on-street parking in accordance with City ordinances.

Design Elements

- All turning movements accommodated at all Parkway intersections including the Pine Street and Maple Street and Pine Street and King Street
- Pedestal style traffic signals at the Pine Street and Maple Street intersection as well as the Pine Street and King Street
- Exclusive pedestrian crossing phases
- Provided curb extensions to minimize the pedestrian crossing distance
- Emergency Vehicle Preemption (EVP) and Transit Signal Prioritization (TSP)

Traffic Signals and Pedestrian Signals Pine Street and Maple Street – Proposed Condition



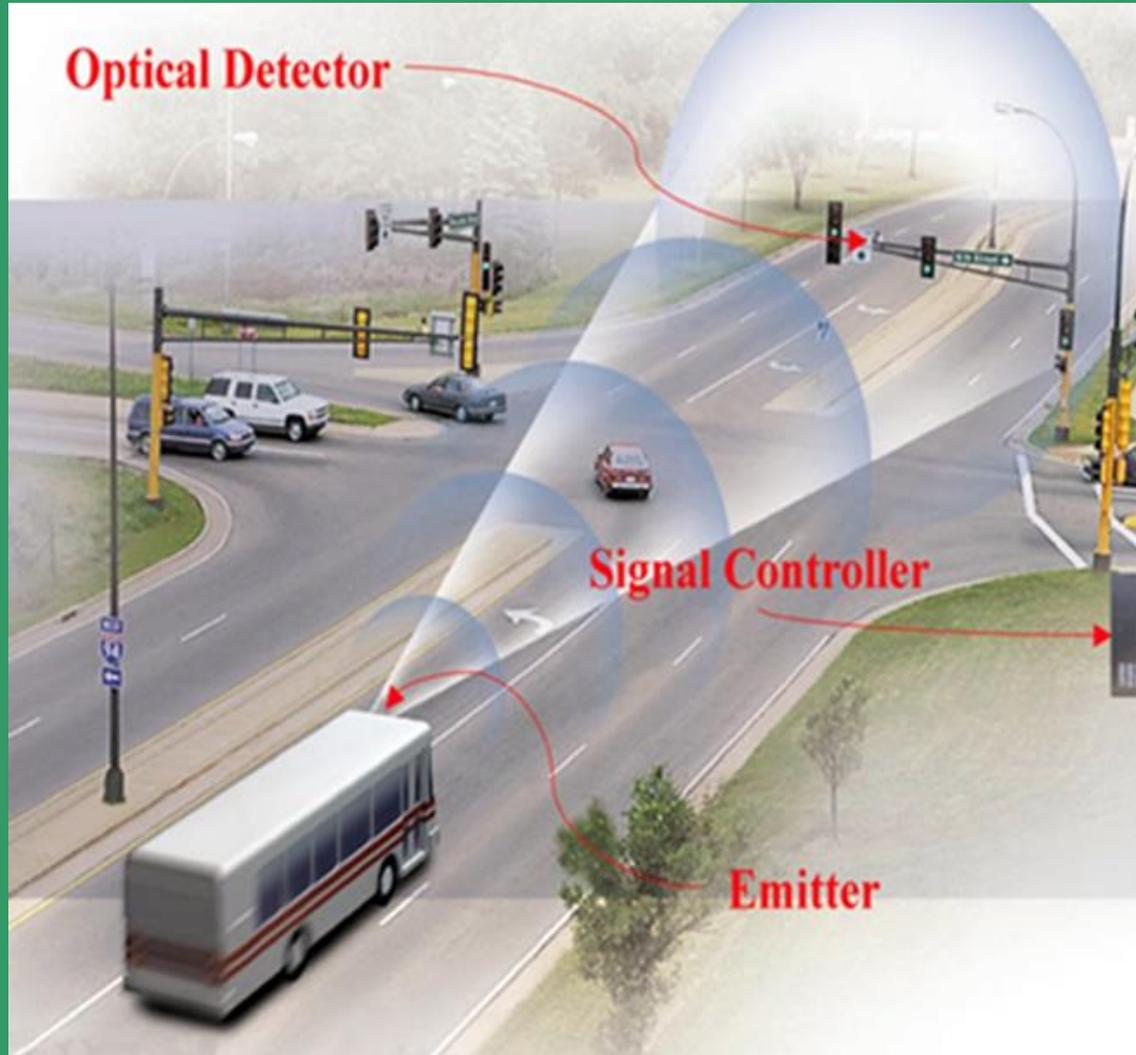
Traffic Signals and Pedestrian Signals Pine Street and King Street – Proposed Condition



Emergency Vehicle Preemption



Transit Signal Priority



Recent Milestones

- **May 2019: Final Utility Agreements Executed**
- **May 2019: Right-of-Way Certification**
- **June 2019: Corrective Action Plan Approved by DEC**
- **July 2019: Cooperative Agreement Amendment Executed for Final Construction**
- **September 2019: Maple Street/King Street Neighborhood Meeting**
- **November 2019: Construction Inspection Contract Executed**

Project Funding

- **Economic Growth Center (EGC) Funding Program**
 - 95% Federal
 - 3% State
 - 2% Local Match (Street Capital and Sustainable Infrastructure Bond Revenues)
- **Cooperative Agreement Amendment #7 committed funding for construction costs**
- **\$2.5M Construction Costs not Eligible for Grant**
 - Includes: Disposal of Contaminated Soil from the Pine St corridor, differential costs for decorative street lighting, utility undergrounding, landscaping, amenities for pocket parks, and cobblestone paving, bricking and stamping for pedestrian crossing treatments

Legal Challenges

- **Project has successfully defended multiple legal challenges to Act 250/environmental permits. Issues outstanding are:**
 - **Stormwater Permit Appeal (prevailed at Environmental Court, appeal to Vermont Supreme Court pending)**
 - **Appeals of the Necessity Decision (prevailed at Superior Court, appeals to Vermont Supreme Court pending)**
 - **National Environmental Policy Act (NEPA) Challenge – currently stayed pending further NEPA review by Federal Highway Administration**

Next Steps

- **Finalizing Contract Plans and Bid Documents**
- **Resolution of ongoing litigation**
- **Issue Limited Scope Draft Supplemental Environmental Impact Statement (LS DSEIS) for public comment – Anticipated June/July 2020**
- **Public Engagement – Anticipated June/July 2020**
- **Host LS SEIS Public Hearing – Anticipated June/July 2020**
- **Finalize LS SEIS – Anticipated October 2020**
- **Advertise for Construction Bids – Anticipated Fall 2020**
- **Begin Construction – Anticipated Spring 2021**

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