CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
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www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

DPW COMMISSION MEETING AGENDA
December 15, 2021
6:30 – 9:00 p.m.
Masks Recommended

To attend the meeting in person:
DPW Front Conference Room, 645 Pine St, Burlington, VT 05401
To join or watch the meeting remotely, including to submit public comment:
Join via Zoom, https://us02web.zoom.us/j/83495330508
To call into the meeting, including to speak during public comment:
301-715-8592 Webinar ID: 834 9533 0508
Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date. Note that comments on YouTube are not monitored.

1 Call to Order – Welcome – Chair Comments

2 5 Min Agenda

3 10 Min Public Forum (3 minute per person time limit)

4 5 Min Consent Agenda
- A Approval of Draft Minutes of 11-17-21
- B Parking Removal Request – Lakeside Avenue

5 10 Min Shelburne St Roundabout – Locust St Regulations
- A Communication, O. Darisse & P. Peterson
- B Commissioner Discussion
- C Public Comment
- D Action Requested – Vote

6 20 Min University Place Parking Regulations
- A Communication, P. Peterson & L. Wheelock
- B Commissioner Discussion
- C Public Comment
- D Action Requested – Vote

7 20 Min North Champlain St Protected Bike Lane – Regulatory Changes

A Communication, E. Ross & N. Losch

B Commissioner Discussion

C Public Comment

D Action Requested – Vote

8 10 Min Director's Report

9 10 Min Commissioner Communications

10 **Adjournment & Next Meeting Date – January 19, 2022**

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10 **Adjournment & Next Meeting Date – January 19, 2022**

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING November 17,2021
DRAFT MINUTES

Commissioners Present: Commissioner Barr, Commissioner Hogan (Chair), Commissioner Munteanu, Commissioner O'Neill-Vivanco (Vice-Chair), Commissioner Overby

Commissioners Absent: Commissioner Bose and Commissioner Kennedy

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:34 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Commissioner Munteanu seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

Maureen Frye was at the October meeting. She in for some follow up and supporting documentation in reference to the parking issue on Lakeside Avenue near her residence. She stated it is not as bad now that the weather has cooled off. I have a copy of a memorandum from John Caulo parking issue. He provided me with a letter that I can provide to you and to the Director so that you know his position on the seven spots on the south side of the street.
Commissioner Hogan stated that we would put this on file with our records. Is there anything else that you want to call out on item?
Mrs. Frye stated there was not she just wanted to give us a little bit of supporting documentation letting you know that I'm in communication with my neighbors and we're looking to put together a group so that we can speak to you together if you would like that otherwise I know that Director Spencer is working on getting something done.

ITEM 4 – CONSENT AGENDA

A. Approval of Draft Minutes 10-20-21
B. Queen City Park Road Yield Sign
C. N. Willard St at Brookes Ave Parking Removal – 1 space

Commissioner Munteanu made a motion to accept consent agenda
Commissioner Barr seconded

Director Spencer stated there was some suggested modifications to the minutes, so either the consent agenda should be adopted with Commissioner Overby's modifications or we should remove it from consent and discuss.
Commissioner Hogan asked Commissioner Munteanu if he received the communication
Commissioner Munteanu stated he received the communion and made a motion to accept with the edited minutes of October meeting.
Commissioner Barr seconded with the changes to the minutes
Unanimous approval.

ITEM 5 – Narrow Street – Catherine St and Charlotte St Parking Restrictions

Associate Engineer Madeline Suender stated that at last month's Commissioner meeting with an overview and primed what we were going to do. We had a lot of feedback from the neighborhood as well as communications from you as commissioners speaking on their behalf and a lot of them had to do with traffic calming, concerns with taking parking away, and potentially allowing there to be speeding conditions that could come from that. We edited the recommendation to switch Caroline Street so it will flip from one side of the street to the other. We have vetted with our plow and maintenance operations Director as well as the fire department and we have heard some feedback. People concerned with parking being removed.

City Engineer Norm Baldwin stated that we have had quite a bit of internal conversation in the team about this particular street. There is a balance between trying to rest the issues of safety on a narrow street and then nonce we remove parking what does it do in terms of speed conditions. This street is 26 feet wide providing 8 feet for parking and 18 feet for travel, two direction travel. We do not believe it will cause a speed condition. We thought it would be reasonable to take control to take the approach of stopped controlled intersection, flip parking so there is room for people to transition with in that space under a controlled condition as opposed to no stop control. We are proposing something a little different than what staff put together.

Commissioner Barr I always ten to side with the side of safety and public services. If it's too narrow, you know who knows what we're going to get for snow. I feel we need to consider this for public safety. I support staff's recommendation.

Vice Chair O'Neill-Vivanco just to clarify so I understood correctly. I think this modification will at least begin to alleviate some concerns. The plowing works better for the plow to be able to access down the hill.

Assistant Director Perry stated all the plows make right hand turns. We would be coming off from Hayward, taking a right onto Catherine, going down Charlotte go back around up Catherine. Our plows are 13 to15 feet wide. Going around the corner at that width at that angle extends,, even though there is 18 feet of travel there is still a chance that we're going to have to pick a wing up just to make it around a parked car. If we can

get it with a big truck then we do not have to call our ne ton that plows all the dead-end roads and if we cannot fit through we have to call that truck off his route to clear the snow that we cannot clear. Commissioner O'Neill-Vivanco stated that when that one-ton truck is called it could not come right down. Assistant Director Perry stated no not at all and it extends his plow route. Commissioner O'Neill-Vivanco stated that in the correspondence that came today this is not a pilot this is a narrow streets policy and it will be enacted as such. What is the communication going to be like from the residents to Public Works as people go through the growing pains of this shift?
Commissioner O'Neill-Vivanco asked about the communication that came today this is not a pilot this is a narrow streets policy and it will be enacted as such. What is the communication going to be like from the residents to Public Works as folks go through the growing pains of this shift?
Associate Engineer Suender communicated with the public and each of those times I have left my information, the front desk and customer service would push them to the tech services team. It will be case by case because we historically have not any complaints from the residents of streets that this one sides parking has been on but if we hear a lot we can certainly reevaluate and discuss as needed.
Commissioner Overby knows that we already worked on a policy for narrow streets throughout the city. I will support this proposed plan did I hear that there was going to be an additional stop control at the intersection there? I'm supporting this the way it is.
Commissioner Hogan can you walk me through the plow route?
Assistant Director Perry goes up to the map and shows the plow route. I appreciate the flexibility. This is a nice balance in the middle.
Director Spencer stated that we are pleased to have on the zoom call Chief Locke from the Burlington Fire Department and Deputy Chief as well. If there is any interest in hearing from them, they are available to you.
Chief Locke wants to thank the team for working on this. Obviously narrow streets at times are challenges for us so we appreciate the slow and methodical effort to address this and still work with the citizens.
Thank you very much it's Trina Bech I live at 77 Charlotte and we appreciate the work to limit parking on one side of the street because if there is a lot of snow and parking on both sides of the street the plow could not get through and we did not get our street plowed. Last year I could not get out of my driveway because of the number of cars parked on each side.
Commissioner Hogan will bring it back to the commission.
Commissioner Barr made a motion to accept.
Commissioner O'Neill-Vivanco seconded
Unanimous approval

ITEM 6 – Resident Permit Parking – 5 year review

Director Spencer stated that we were pleased to embark on this process and gave you a briefing at last month's meeting. This was a challenged process five years ago and the

number of changes that were significant and caused some concern. From what we have heard, especially from City Councilors who used to have to help residents with tickets say that there are fewer complaints and that is supported by our experience here. It doesn't mean that there aren't improvements that are needed and what you have in front of you tonight are revisions to a program that appears to be working.

Associate Engineer Maddie Suender explained that two changes that are coming out of this are the tweaks to the contractor permits and the other change is allowing language so that we can continue to look to a digital permit program.

City Engineer Philip Peterson stated that these changes are no functional changes they are more administrative changes than anything else. We are not changing the system we are streamlining the system and making the contractor system fairer for all contractors.

Commissioner Barr so when we use the term digital thought that could also be switched with virtual so is it a virtual permit? It is not something that is physically hung or put on a dashboard. Assistant Director Padgett stated the idea is that your credential is a computer somewhere, which is the same thing that happens when you park downtown somewhere, use a parking meter, and use park mobile. Commissioner Barr stated he thinks this is great and making it more convenient is great.

Commissioner O'Neill-Vivanco asked if this was a potential, we are not there yet but can you communicate when we might be there yet.
Assistant Director Padgett stated yes right now this is enable says that we can go from using a hard copy permitting process to a digital version. What that opens the door to using something like Park Mobile – we can actually use Park Mobile to manage this process. We can create a virtual permit in Park Mobile that the customer can manage their guests' permits on line. We have much tighter control; there are many benefits to having that digital platform. If we use something like Park Mobile, which is a vendor that we use already for downtown, now we start heading towards a single platform for managing all of our parking. Having this enabling language allows us to explore what it really means to expand our use of Park Mobile. Right now, we cannot use Park Mobile according to ordinance. We have to use a sticker and hang tag.
Commissioner O'Neill-Vivanco questioned if this would happen overnight. What would be the processes for this to happen?
Assistant Director Padgett stated yes we would have to communicate with our entire resident parking people. There is front-end work that needs to happen.
Commissioner O'Neill-Vivanco in section k streets designated for resident parking at all times except between the hours between eight and five which non-residents shall not park a vehicle for a period longer than four hours. Does that mean I can park my car on that street for our hours and then I can move it half a block down on the same street for another four hours?

City Engineer Philip Peterson stated according to parking enforcement in order to park in a new spot, yes. I do not think we are making any proposals to change that. If we were going to make that change, we would be going from that administrative change that we're making tonight to a functional change.

Commissioner Overby had e-mail communications with questions. You send me information but I am still not persuaded that the proposal for the contractor permits I do not understand how it is going to work.
Assistant Director Padgett question is about a contractor gets a permit and that contractor drives in a resident only parking zone but they're not working on somebody's house. Is there an opportunity for abuse by the contractor who has a permit to just park anywhere in any resident zone. The reality is that is the way that the ordinance is set up right now. Two ways a contract can park in a resident only parking zone; put a logo on the side of their truck or they can come down here and buy permits. This is part of the reason that we revamped this is the likelihood of someone who does not have logos on it is going to be a startup contractor. Part of this program is creating a scenario where all contractors are created equal and you can go and park in resident parking only whenever and wherever you like. We are trying to create a little more structure to this and make it a little more fair across the board
Director Spencer stated to make it clear we have recommended change language the revised language here adds the permit shall only be used when the contractor is providing service to a resident on the street with resident only parking.
Commissioner Overby stated the current thing we are getting rid of is a resident may request up to eight contractor permits valid for 30-day increments for construction purposes.
Assistant Director Padgett said in the first paragraph it says no one shall park in a neighborhood unless they have a permit or they are identifiable while conducting delivery or performing a scheduled or requested service. That langue screws up this whole thing.
Commissioner Overby stated so this has been abused, that's what's being abused and that's what you're getting around.
Assistant Director Padgett stated it creates an uncomfortable position for everybody, creates confusion. So we caught this today as we were reviewing this is we forgot to strike this; we were going to ask in your motion to include striking in that sentence or service vehicles
Commissioner Overby stated that she was on the Public Works Commission when this was implemented and no way was that intended to be used for contractors. We very specifically wanted the contractors to use the one that they're proposing to change. I didn't understand that was being abused by contractors. Let me read what the proposal is which to me is not going to work. The language instead of the homeowner getting permit and give to the contractor. The new language is that a contractor providing services to a resident located on the street with resident only parking may request a permit valid for any and all designated resident parking street throughout the city. The cost shall be fiver dollars for one, one month permit, thirty dollars for a six

month permit or fifty dollars for a one year permit and then you're statement of when the contractor is providing service to a residence on a street with resident only parking. The question that I had relating to that was what documentation does a contractor need to provide to establish entitlement to a contractor residential permit. Right now we have requirement for a homeowner to get a permit. You know your answer was there isn't really isn't any eligibility criteria in the ordinance. How is it anticipated that the contractor permits will be enforced to ensure that permits are only used when a contractor is providing service to a residence on a particular street. Your answer was this was going to be administered by Park Mobile.
Assistant Director Padgett stated Park Mobile is enforcing the parking we have no way of knowing if someone is there doing legitimate business. If our team starts to see like Summit Street is contractor row all day and every day we've got a problem. The bigger problem we have now is our process is a barrier for contractors on how hard it is for them to park legally in resident only parking and dealing with the permitting process.
Commissioner Overby stated no license plate numbers will be used via Park Mobile so the enforcement, it sounds like there will not be enforcement except if there was abuse over the whole city. Is there a limit of contractor permits issued per firm? Your answer was no. I am just the answer I am hearing is the contractors are frustrated with dealing with the method that we have.
Assistant Director Padgett we are streamlining the process for them. If the contractor has a trailer they do not just get a $75 ticket they get $150 ticket.
Commissioner Overby this to me is a concern where a contractor can park anywhere in a resident only parking. The Park Mobile thing I think the added future digital permitting without us actually knowing the contractual arrangements for the Park Mobile and the way they handle the license plate. I do have a concern as was communicated to all of us I cannot support that generic language in this proposed change.
Assistant Director Padgett stated we are going into this eyes wide open. We understand that we are maybe making things a little looser and there may be some unforeseen consequences. Digital permitting does not enable license plate reader technology. We take someone physical hang tag permit and put it in the computer. All we are asking for is the ability to do in the computer what we are now doing in hard copy.
When we write someone a citation we are reading whether they comply whether they have paid through park mobile and tie into T2 and we figure out who the person is by connecting into the DMV. We are certified b the Criminal Justice Information system through the FBI. We are asking to take the digital permitting concept put it in RPP.

Commissioner Munteanu in five years do you visualize a medallion or are you looking to phase into the digital parking for the residents?
Assistant Director Padgett stated a digital process. We can do a hybrid approach in the meantime. If this is enabled, we could do the contractor parking in a digital permitting format and keep the current hangtag method going for the residents until the bugs are worked out. End goal to have a continuous platform across all of our parking.

Commissioner Hogan had a question about the institution of fees have those fees have the desired impact over subscription in some places?

City Engineer Philip Peterson stated the permits would just be handed out so that's why we had the restrictions and that's why we instituted a very modest fee.
There is only 2 RPP streets where four hour parking to the public is allowed. No 4 hours parking allowed on every single RPP street; only two streets South Prospect and the south side of Bradley.

Barbara Hedrick Park Mobile being used downtown is a pay by app system isn't enforcement still done by the parking enforcement personnel. The driver can pay remotely to extend their parking there. It was explained to me that this is going to replace the stickers and tags so when you buy a new car you don't have the hassle of taking the old sticker off the car and putting it on your new car. The vision is that this is going to replace the stickers but it's going to license plate readers there are so many issues with the license plate reader technology this is engagement issue not just an information issue I think the language on digital parking permit system should be removed from the text that you want to approve tonight but back up and start engage the public. Explain what you're going to do and how you're going to be responsible before asking us for authority and approval before going forward with something that we don't know how you're going to use it. The other thing I want to mention is the easier you make it for people to park on the street the more SOB driving you're going to have, Commuter will come in and park on the street for free rather than taking a bus or using a park and ride from their remote town into Burlington. You should make parking on the street very difficult for commuters for residential area. Downtown yeah we want them to park on the street to shop.
City Engineer Philip Peter stated there is no functional change to the RPP.
AD Padgett stated when you do Park Mobile you choose to forfeit your name and your license plate number. We have a strong contract with them that ensures their data security. Park Mobile enforcement in RPP does not expose those people to, their personal data does not get exposed unless they are in violation.

Director Spencer what we're prepared to do is if you all would like more time to discuss the mobile pay platform staff is fine to cut that out and do advance with just the contractors only permits.

Commissioner Barr we use it now on campus and have to a completely virtual permit system. Benefits we've saved a lot of money purchasing plastic and saved a long of angst from our customers because if they forget to put up their hang tag they get a citation for that after a certain period of time. We have everything in our system as far as someone who is authorized to park on our campus, visitors who come to campus we have access to their vehicles because they are authorized to park on campus because they are paying so it puts everything in one place and it tells us if they are allowed to park there or not.

AD Padgett we do have a mobile pace concept that we are fleshing out and we see as enabling language to give us the confidence to move forward and we would certainly come to you. If we need to take it out tonight to move forward with the contractor that's fine.

Commissioner Barr is making a motion to accept staff's recommendation.
Commissioner O'Neill-Vivanco seconds

Commissioner Overby when you're dealing with a private company who basically has other reasons for doing things besides just providing the service it's a bit more of a challenge. Park Mobile is a private company and yes we are supposedly voluntarily giving their license plate in order to use it because there is no other choice. I would like to have this better explained to the city residents or if the commissioners are fine with it then that's the vote. I do not think it's a good idea without educating the people in this community about what's happening with privatizing of services that the city wants to provide.

AD Padgett quick point of clarification. You mentioned that Park Mobile is the only way to pay in Burlington right now you can pay with coin, credit card or the app at all of our parking that we manage.

Commissioner Hogan stated this is an administrative change to allow some flexibility in how things are managed.

Commissioner Munteanu before any kind of digital permitting program is implemented for residential parking will that come back to the Commission or is this our only chance to give consent to this in our roles as commissioners.

Director Spencer with an expansion of either the existing mobile pay vendor or a new contract with another mobile pay vendor would need to go to the Board of Finance and City Council because it's a contract. If approved with the language here my understanding is that the authorizing language is would then be an ordinance and then it is merely a contracting issue that would go to Board of Financing.

AD Padgett we need to also amend your motion to include the modification of the text in the clearly identifiable service vehicles strike the service and strike the schedule or required service so basically that sentence says delivery vehicles are allowed to come onto residential parking and park while they are doing their deliveries

Commissioner Barr so if I'm reading it correctly and listening to you and since I made the motion what you're suggesting is under appendix C Section 27a a clearly identification service or delivery vehicle while conducting a delivery or performing a scheduled or

requested service and what you're suggesting is to just strike the second half of that sentence.
AD Padgett strike the references to service
Commissioner Barr I'm ok with that strike
Commissioner Hogan item 3 a clearly identifiable service or delivery vehicle while conducting a delivery or performing a scheduled or requested service. And if I could restate what I am hearing as the suggested medication for this to read a clearly identifiable delivery vehicle while conducting a delivery.
AD Padgett correct. We made a lot of changes with this one.

Commissioner Barr my motion still stands with the amended language and item like up there.
Commissioner Hogan is the amended language friendly with the seconder
Commissioner O'Neill-Vivanco it is
Commissioner Hogan this is an administrative change and I feel like if my car is parked illegally blocking a fire hydrant I would hope that vehicle would get a ticket and it would somehow eventually be traced back to me through digital means.
Commissioner Munteanu aye – Commissioner Barr – aye- Commissioner O'Neill-Vivanco "aye" – Commissioner Overby "nay" – Commissioner Hogan "aye"

ITEM 7 – DIRECTOR'S REPORT

Director Spencer stated that we have 30 open position, 17 of which are for crossing guards, 13 seasonal and full time position as well. Part of the incentives are we have a hiring bonus, we are expanding on call program, and recycling drivers were reclassified to a Grade 14, which is the same grade as the street personnel. We have full support of AFSCME for this. This fundamentally is much stronger that currently exists in the ordinance.
We have an executed contract with our design engineering firm Stantec and we've already had a kick off meeting. We'll be engaging the public in the coming weeks.
City Engineer Baldwin stated I don't think people really understand now and are fearful of making use of that space but I hope now people understand that it's available.

ITEM 8 – COMMISSIONER COMMUNICATIONS

Commissioner Overby sent document in relation to the shortage of jobs but there is a very interesting book by a guy Robert Ford Why Jobs Die and What To Do About It. There some ideas in there really worth considering.

Also WCAX did a story on the crossing guards and I am not aware if people know that they can do just morning or just afternoon shifts.

Commissioner Munteanu Main Street and University Heights was a great meeting on November 1st. It is clear at class changes how congested the intersection gets is at pedestrian capacity. What direction can the city go in to help this problem.

Commissioner O'Neill –Vivanco Recruiting crossing guards retired folks. How do we recruit for these positions. We have had some crossing guards that parents have known and trusted for years.

Commissioner Hogan – some crossing guards receive Valentines from the children. Leaf pick up why early?
Information Officer Goulding stated the last few years have been a challenge of snow and ice. We have had snow the last couple years during this time. For water quality purpose want to get the leaves when they fall to help protect water systems. Leddy Park and Oakledge Park have been open for citizens to bring leaves to.

ITEM 9 – ADJOURNMENT AND NEXT MEETING DATE – DECEMBER 15, 2021

Commissioner Barr made a motion to adjourn
Commissioner O'Neill-Vivanco seconded
Unanimous approval

City of Burlington
Department of Public Works

Technical Services Engineering Division
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Burlington, VT 05402
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Memo

Date: December 15, 2021

To: Public Works Commission

From: Phillip Peterson E.I., Public Works Engineer PCP

CC: Chapin Spencer, Director of Public Works
Norm Baldwin P.E., City Engineer

Subject: Parking Request on Lakeside Avenue

Recommendations to the DPW Commission:
Staff do not recommend any changes to traffic regulations on Lakeside Avenue at this time.

Background:
At the October and November Commission meetings, Maureen Fry a resident of Lakeside Avenue, approached the Commission and requested parking to be removed on the south side of Lakeside Avenue between Conger Avenue and Central Avenue. Ms. Fry lives on Lakeside Avenue, across from the Hula campus; this resident believes the commercial activity in the area is a safety problem, as well as a nuisance for all residents on Lakeside Avenue, see Attachment-1. Ms. Fry claims the vehicular parking in front of her home on the south side of Lakeside Avenue makes it difficult to see moving traffic when exiting their driveway.

DPW Staff have analyzed the parking in this area for other projects, and brought parking removal recommendations to the Commission in July 2021. The issue of curb parking restrictions concerning pedestrian and vehicle safety is related to the level of congestion within an urban area, the type of roadway, and the land use. Low volume areas are usually not considered due to the low number of parked cars and the low number of pedestrians present in such areas. The increased volume of vehicles and traffic on Lakeside Avenue has increased the need for parking; especially in proximity of the new Hula Building at 50 Lakeside Avenue. Given this increased parking need, some vehicles were parking on Lakeside Avenue adjacent to the rail bridge; however this cross-section of the street was not designed to allow for parking. Due to the limited roadway space and grade challenges of accessing the adjacent sidewalk, at the July Public Works Commission Meeting DPW Staff recommended the Public Works Commission approve a parking restriction underneath the rail bridge on Lakeside Avenue. Additionally, to facilitate safe crossing and meet required standards, parking restrictions were approved adjacent to the crosswalk at the

Conger Avenue and the Hula parking lot driveway. This has increased sight distance at the crosswalk.

Summary and Conclusion:

In preparation for the 12/15/21 DPW Commission Meeting, Staff researched possible resolutions for Ms. Fry's concerns.

1. Painted brackets near driveways. Lakeside Avenue does not meet the standards for this treatment. There are three requirements in order to paint brackets; a high rate of parking occupancy during peak times, at or above 90%, a street travel width of 18 feet or less, and a documented history of multiple violations at a specific location. Lakeside Avenue does not meet the street width requirement.
2. Residential permit parking. This is a larger conversation with the neighborhood; however any new request requires three hours of public parking during daytime hours, so this would not eliminate the public parking use Ms. Fry is seeking.
3. Total parking removal. DPW Staff have not found a demonstrable safety condition which should have us remove parking. Since 2018 there has been one vehicle related accident in this area of Lakeside Avenue, which was a minor property damage only accident occurring on January 5, 2020 adjacent to Conger Avenue.

Given all of this data, and in parallel with other data collection efforts; Staff do not recommend any changes to traffic regulations on Lakeside Avenue at this time.

Attachments:

1. Public Correspondence.

FROM:
Maureen Fry
57-59 Lakeside Ave
Burlington, VT 05401
512-417-6346

25 Oct 2021

TO:
Mr. Chapin Spencer
Director, DPW, BVT
645 Pine St. Suite A
802-863-9094
CF:
DPW Commission Chair, and all DPW Commissioners
DPW Public Works Engineers; N. Baldwin, and P. Peterson
DPW IAD, Parking and Traffic; J. Padgett

SUBJECT: Lakeside Ave Parking

Director Spencer, thank you for meeting me on 14 October 2021. I feel It was important to meet in person, since we both live in the Lakeside neighborhood, and I intend to be actively engaged in building strong relationships with community leaders, local and governmental organizations, so thanks for taking the time to do that. Additionally, thank you and Public Works Commission Members for allowing me to address our community issue at the DPW meeting on the 20th. After attending the meeting, it's obvious that your Department is operating on all cylinders, with significant projects on multiple fronts throughout the city. I recognize the complexity of the work you, and your people do to improve the public services essential to the welfare and quality of life of the citizens of Burlington. I also applaud your willingness to explore options for a solution to the chaotic parking and unsafe traffic situation that occurs daily on Lakeside Ave, across from the Hula campus, and around the corner from the St. Johns Club.

Prior to the DPW Commission meeting, I had also reached out to Hula, on behalf of my neighbors requesting an audience with their Community Outreach Coordinator. In the spirit of transparency, we wanted to address our concerns with the leadership of Hula, for ideas on possible solutions, and identify that we are in communication with the policy makers, DPW. For the most part, the vehicles associated with the Hula community are the biggest contributing factors to the ongoing parking and safety problems on the street. As mentioned, the vehicular parking in front of our homes makes it really hard to see the moving traffic coming up or down our road, so backing out of our driveways, into the street is awful. The other concerns are the disturbances and interference to our residences that starts at about 0730, and are present most of the day. It's like a shell game of vehicles, in and out all day,

blocking our driveways, incessant use of our driveways for turn arounds, and the congestion present when larger delivery, and service vehicles have to navigate both parked and moving vehicles. It has become a battleground between “us” and “them”, with Parking Enforcement contacted regularly, tickets issued, and vehicles towed away. It is absolutely a lose-lose situation, and nobody wants that.

Subsequently, I spoke with Mr. John Caulo, Project Manager of Hula, who also lives in the Lakeside neighborhood. He acknowledged that the parking out front was chaotic, and that “they needed to do a better job of informing their tenants and guest about impacting the residential homes on Lakeside”. John also acknowledged that **“Hula has plenty of designated parking, and doesn't need those 6-7 spots out in front of the homes on Lakeside, but people are going to do whatever is easiest on them at the time, unless it’s posted no parking”.** I told him that my neighbors and I are “in communication with DPW, and we are working on finding the safest solution to the parking situation”. He agreed that something should be done. I’m hoping that we can work together to find the middle ground, where we can enjoy the Hula campus across the street, and still enjoy our homes on Lakeside.

On a personal note, although I have not been here long, I’m enjoying the city of Burlington, and have fallen in “Like” with my Lakeside neighborhood. This is my retirement home, having purchased it after serving 25+ years in the U.S Military. I want to “Love” my new residence, and enjoy the surroundings. I also want to be an active participant of creating solutions to local challenges, and be a good neighbor…….

In my world, right now, the challenge is reducing stress and increasing safety, on Lakeside Ave. I hope that you and the DPW Commissioners will lend an empathetic ear, and give favorable consideration to eliminating the parking in front of the residences on the south side of the street, and institute single side of the street parking on **ALL** of Lakeside Ave, versus just part of it. Thank You.

Respectfully Submitted,

Maureen Fry
LTC, USA (Ret)

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memo

Date: December 15, 2021

To: Public Works Commission

From: Phillip Peterson E.I., Public Works Engineer PCP
Olivia Darisse P.E., Public Works Engineer

CC: Norm Baldwin P.E., City Engineer
Laura Wheelock P.E., Senior Public Works Engineer

Subject: Locust Street Parking Adjustments for Shelburne Roundabout

---

Recommendations to the DPW Commission:
Approve
7 No-parking area.
No person shall park any vehicle at any time in the following locations:

- Locust Street beginning at Shelburne Street and extending west 150 feet.

Remove
8 No parking 7:30 a.m. to 4:30 p.m. weekdays.
No person shall park any vehicle between the hours of 7:30 a.m. and 4:30 p.m., Mondays through Fridays inclusive, in any of the following locations:

- On the north side of Locust Street from Shelburne Street to Caroline Street.

Purpose & Need:
The purpose of these recommended traffic regulation amendments is to be in compliance with federal, state, and local guidelines. The parking prohibition adjacent to the new roundabout will help maintain access for emergency vehicles and winter maintenance operations. Additionally, this need will improve sight lines between pedestrians and motorists, which will increase safety for all road users adjacent to the roundabout. The reallocation of the existing No Parking zone on the north side of Locust Street from Shelburne Street to Caroline Street to unrestricted parking will provide a parking resource need for residents in the area.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Vermont Agency of Transportation "Guidelines for Pedestrian Crossing Treatments"
Aligns with City plans?		X		PlanBTV Walk Bike, DPW Narrow Streets
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Summary and Conclusion:

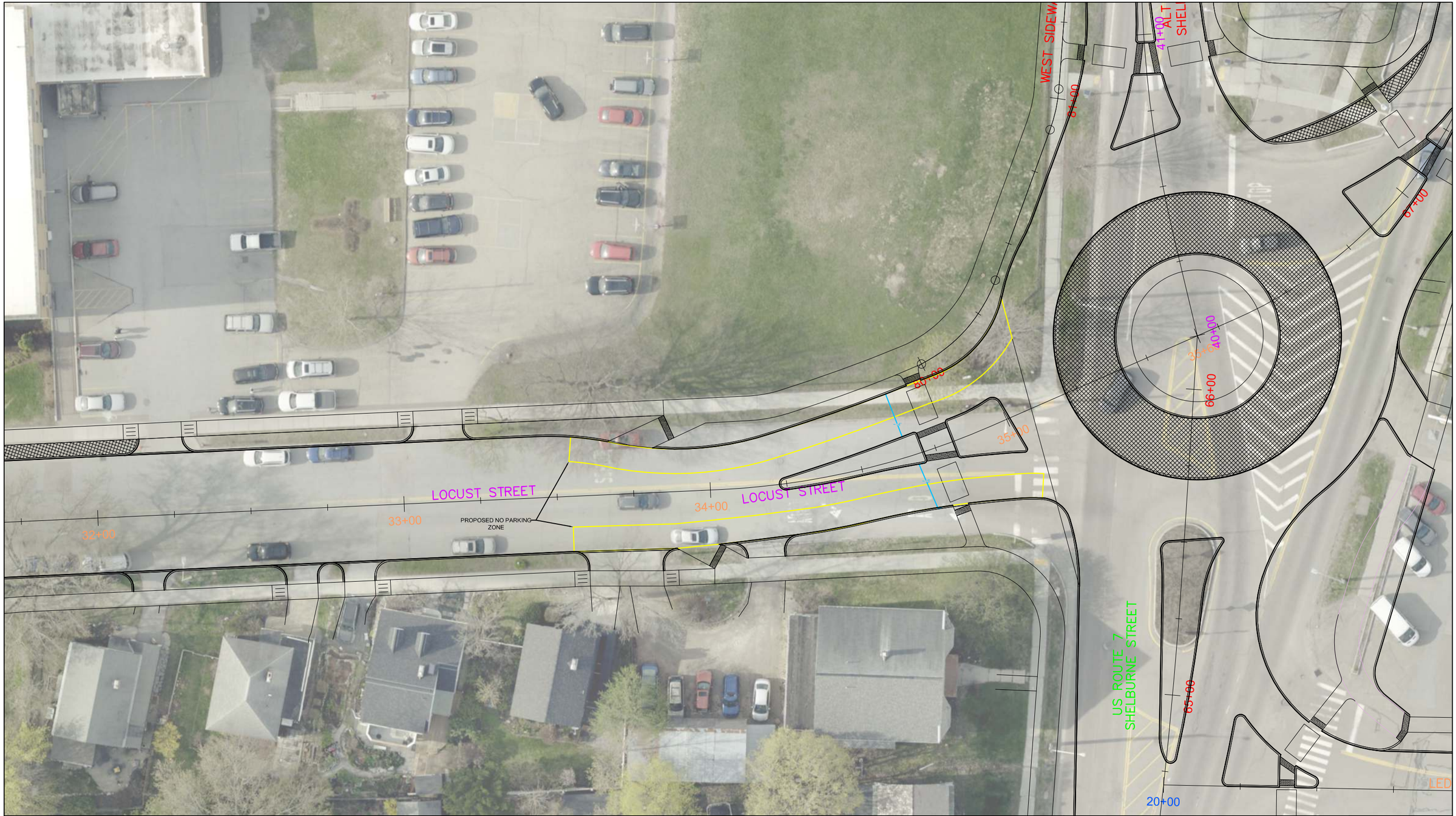
Due to the change in geometry from the Shelburne Roundabout project Department of Public Works (DPW) Staff have developed a parking management plan where access for emergency vehicles and winter maintenance operations need to be maintained. Consistent with this plan, DPW Staff is recommending the Public Works Commission approve a parking restriction on both sides of Locust Street beginning at the Shelburne roundabout and extending west 150 feet (see Attachment-1). The proposed parking restriction will increase parking needs in the area; consequently, DPW Staff propose the reallocation of the existing No Parking zone on the north side of Locust Street from Shelburne Street to Caroline Street to unrestricted parking. The time limited No Parking Zone was implemented in the past to help facilitate school drop off and pick up for Christ the King School, this is no longer necessary due to changes in how the school manages this operation.

Public Engagement:

In preparation for the 12/15/21 DPW Commission Meeting, Staff mailed flyers to each property along the block adjacent to the proposed parking changes, which includes property owners as well as residents. Staff did not receive any communication in regards to this matter. Additonally, DPW Staff met with leadership from Christ the King school and local residents separately (see Attachment-2). During discussions with Christ the King Staff the school asserted they want parents to utilize their parking lot, and not Locust Street for drop off and pick up. Reallocating the no-parking zone to unrestricted on-street parking will hopefully prevent parents dropping off and picking up students along Locust Street. Local residents are supportive of the reallocation of the no-parking spaces on Locust Street to unrestricted parking.

Attachments:

1. Site map.
2. Public correspondence.



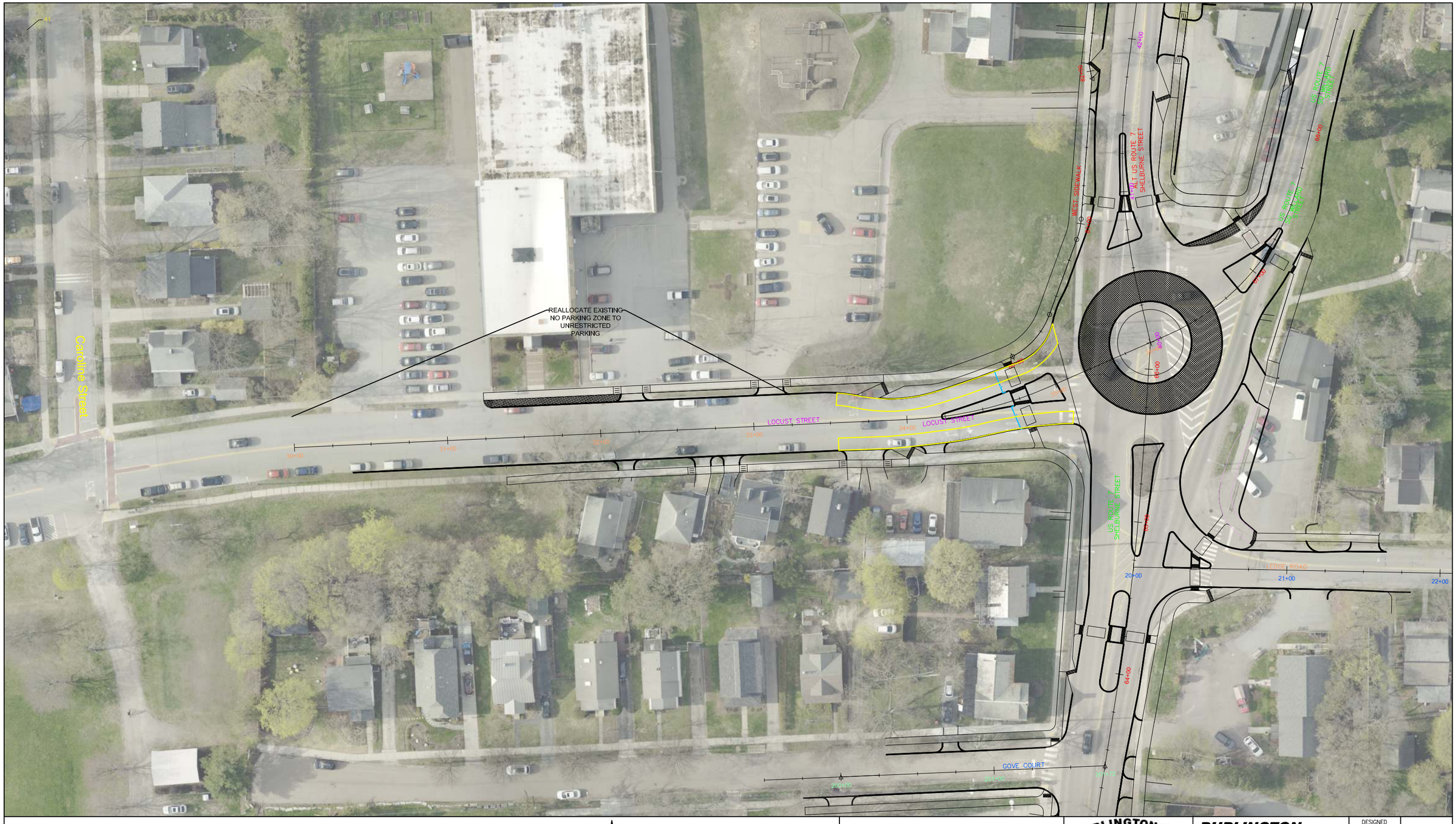
0 30' 60'

SCALE: 1" = 30'

SHELBURNE ROUNDABOUT
LOCUST STREET
PROPOSED PARKING
CHANGES

BURLINGTON PUBLIC WORKS ENGINEERING DIV.
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED PMP	
DRAWN PMP	SCALE 1"=30'
CHECKED OD	DRAWING NO.
DATE 12/15/2021	SHEET 1 OF 2



0 60' 120'

SCALE: 1" = 60'

SHELBURNE ROUNDABOUT LOCUST STREET PROPOSED PARKING CHANGES

BURLINGTON PUBLIC WORKS ENGINEERING DIV.
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED PMP	
DRAWN PMP	SCALE 1"=60'
CHECKED OD	DRAWING NO.
DATE 12/15/2021	SHEET 2 OF 2

Attachment 2

Public input correspondence

12.1.21 Christ the King School (CTK) Meeting

Wednesday, December 1, 2021
10:03 AM

In attendance DPW Olivia Darisse and Phillip Peterson, one Staff member from CTK.

Notes pertinent to parking regulation changes:
Due to the reconfiguration, there will be a loss of parking on Locust Street. DPW goal is to increase available parking for the neighborhood. Consequently, DPW Staff believe removal of the time limited No Parking Zone will accomplish this task. This is a good proposal for the school. The long-term strategic plan school drop off and pick-up is to keep parents off Locust; CTK want parents to utilize the schools parking lot for drop off and pick up.

12.1.21 Locust Street Neighborhood Meeting

Wednesday, December 1, 2021
6:04 PM

In attendance DPW Olivia Darisse and Phillip Peterson, three (3) residents from Locust Street.

Notes pertinent to parking regulation changes:
Due to the reconfiguration, there will be a loss of parking on Locust Street. DPW goal is to increase available parking for the neighborhood. Consequently, DPW Staff believe removal of the time limited No Parking Zone will accomplish this task. The three residents feel this is a positive solution and support Staff recommendation to remove the time limited No Parking zone on the north side of Locust Street.

City of Burlington
Department of Public Works

Technical Services Engineering Division
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www.burlingtonvt.gov/DPW

Memo

Date: December 15, 2021

To: Public Works Commission

From: Phillip Peterson E.I., Public Works Engineer PCP

CC: Chapin Spencer, Director of Public Works
Norm Baldwin, P.E., City Engineer
Laura Wheelock P.E., Senior Public Works Engineer

Subject: University Place Street Improvements Parking Regulations

---

Recommendations to the Commission:
Approve
Possible DPW Commission approvals:
5 One-way streets designated.
The following streets are hereby designated as one-way streets, and all traffic and travel thereon, except pedestrians, shall pass in the directions indicated and not otherwise:

- University Place in a northerly direction, with the exception of bicycles traveling southbound in the designated contra-flow lane.

7 No parking areas.
No person shall park any vehicle at any time in the following locations:

- On the east side of University Place with the exception of the vehicle loading zone in front of Ira Allen Chapel and the food truck parking in front of the Royal Tyler Theatre.

12-1 No parking except vehicles loading or unloading.
No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

- On the east side of University Place in front of Ira Allen Chapel.

***(New Regulation)* No parking except for the use of food truck vending.**
Spaces designated as no parking at all times except for the use of food truck vendor vehicles only:

- On the east side of University Place in front of the Royal Tyler Theatre.

Valid food truck vendors shall utilize the existing process through the Clerk Treasurers office to obtain food truck parking permit.

Purpose & Need:
These traffic regulation amendments are necessary to facilitate parking and traffic along University Place, see Attachment-1.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Vermont Agency of Transportation "Guidelines for Pedestrian Crossing Treatments"
Aligns with City plans?		X		PlanBTV Walk Bike
Followed Public Engagement Plan?		X		These Traffic Regulation changes are defined as an INVOLVE project in the Public Engagement Plan (PEP).

Background:
The Department of Public Works (DPW) in partnership with the University of Vermont and State Agricultural College (UVM), is working with consultants on finalizing engineering and construction documents for the project area that includes University Place, a City of Burlington accessible public street, and the associated right of way. The Campus Master Plan reads, "University Place is pre-eminent amongst the priority projects for the historic and iconic nature of the buildings involved, its visual prominence, and location at the heart of the campus." University Place is also identified in UVM's Active Transportation Plan UVMoves as a signature project recommendation, specifically stating "University Place Conversion into a multi-modal street." Both UVM and the City are interested in improving safety on the street for pedestrians, bicyclists, and other active transportation users.

The University Place Street Improvements project is broken into three (3) phases; currently we are in Phase Two. The phase has developed design, engineering and construction documents for University Place. This phase of work has followed Phase One and has taken the TEUC (approved on 11/24/20) and City Council (approved on 12/7/20) "Enhanced Design" concept and is moving it through design drawings for bidding in early 2022. The engineering and construction documents are in accordance with standards adopted by the City of Burlington as well as planning documents adopted by both UVM and the City of Burlington. Recently, the TEUC approved the engineering and construction documents at their 11/23/21 meeting; which will allow the design team to proceed with approvals from the Board of Finance and City Council to proceed with construction activities.

Public Input:
During Phase One the University Place design team presented the University Place concepts to the TEUC, DPW Commission, local NPA, and held a standalone meeting. During these meetings input was taken from local Burlington businesses, residents, and the broader UVM community. Additionally, the University Place design team collected feedback through an online survey for both concepts. The general consensus from all of these stakeholders, is they would like the City and UVM to advance the enhanced concept as the preferred alternative; which is what the design and construction documents are based on.

In preparation for the 12/15/21 DPW Commission Meeting, Staff shared flyers to local residents and businesses adjacent to the University Place project. Additionally, the flyer was shared with the following stakeholders:

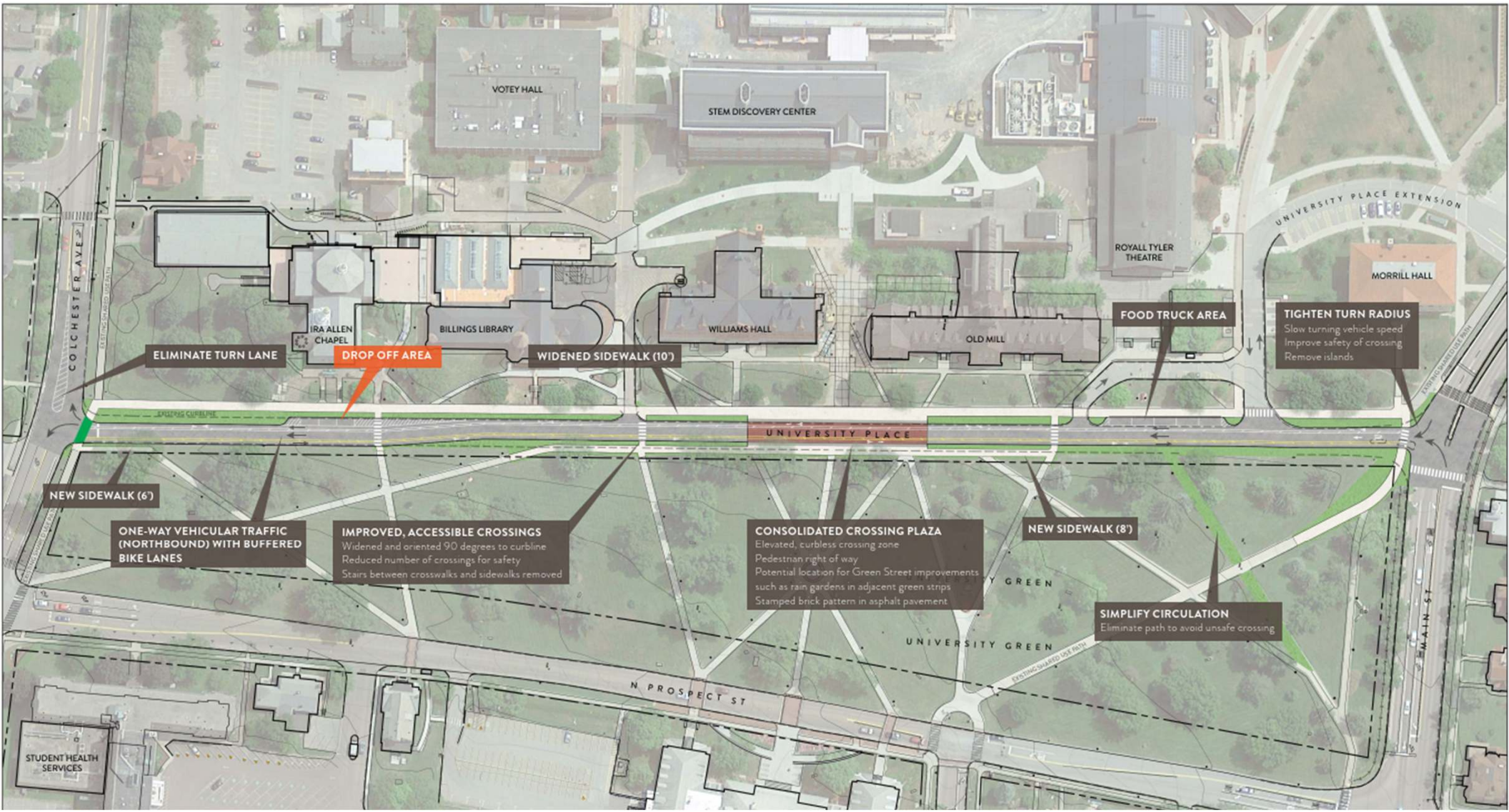
1. Local City Council members.
2. Burlington Bike Walk Council.
3. Students and staff from the UVM community.
4. The TEUC.
5. Local NPA leadership.
6. UVM Medical Center Staff.
7. Front Porch Forum.

Next Steps:

1. Seek approval for Ammendment-5 from Board of Finance and City Council, early January 2022; which will increase the University Place Project allowable spending for the City and UVM.
2. Seek approval for the Design and Construction Documents from Board of Finance and City Council, early January 2022.
3. Seek approval by the UVM Board for the Design and Construction Documents.
4. Phase Three – Construction: The third phase will be for construction of the proposed improvements. The current schedule has this work occurring in 2022.

Attachments:

1. Parking site plan.
2. University Place Presentation.


VOTEY HALL
STEM DISCOVERY CENTER
ROYALL TYLER THEATRE
UNIVERSITY PLACE EXTENSION
MORRILL HALL
COLCHESTER AVE
IRA ALLEN CHAPEL
BILLINGS LIBRARY
WILLIAMS HALL
OLD MILL
ELIMINATE TURN LANE
DROP OFF AREA
WIDENED SIDEWALK (10')
FOOD TRUCK AREA
TIGHTEN TURN RADIUS
Slow turning vehicle speed
Improve safety of crossing
Remove islands
UNIVERSITY PLACE
NEW SIDEWALK (6')
ONE-WAY VEHICULAR TRAFFIC (NORTHBOUND) WITH BUFFERED BIKE LANES
IMPROVED, ACCESSIBLE CROSSINGS
Widened and oriented 90 degrees to curbline
Reduced number of crossings for safety
Stairs between crosswalks and sidewalks removed
CONSOLIDATED CROSSING PLAZA
Elevated, curbless crossing zone
Pedestrian right of way
Potential location for Green Street improvements such as rain gardens in adjacent green strips
Stamped brick pattern in asphalt pavement
NEW SIDEWALK (8')
SIMPLIFY CIRCULATION
Eliminate path to avoid unsafe crossing
UNIVERSITY GREEN
N PROSPECT ST
MAIN ST
STUDENT HEALTH SERVICES

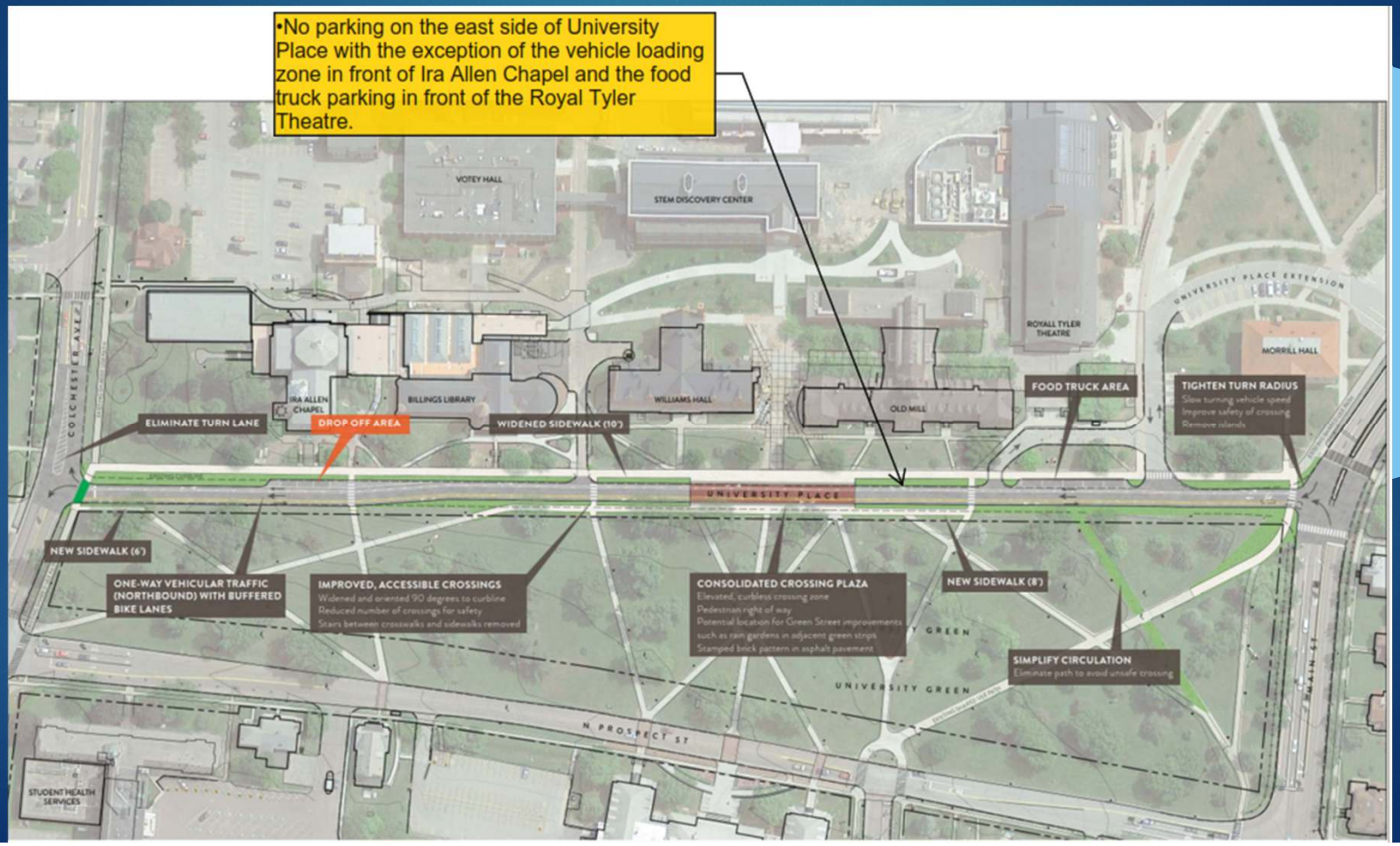
University Place Street Improvements

TRAFFIC REGULATION APPROVALS

PUBLIC WORKS COMMISSION

DECEMBER 15, 2021

Traffic Regulations



Preferred Alternative

Traffic Regulation Changes

1. One-way designation
2. No parking areas
3. Vehicle loading
4. Food truck vending spaces

University Place Timeline

1. ~~TEUC, 11.23.21; TEUC sponsorship for the University Place Design Plans, sponsorship of current estimate and change in line and grade.~~
2. DPW Commission approval of Design Plan traffic regulation changes at the 12.15.21 meeting.
3. Board of Finance and City Council; approval Design Plans and change in line and grade, January 2022.
4. UVM boards and/or committees TBD.

Questions?

Contact:

Phillip Peterson E.I., Public Works Engineer
Desk: 802.598.8356
Email: ppeterson@burlingtonvt.gov

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Department of Public Works

Technical Services Engineering Division
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www.burlingtonvt.gov/DPW

Memo

Date: *December 15, 2021*

To: *Public Works Commission*

From: *Elizabeth Ross, Planner*

Subject: *North Champlain St Protected Bike Lane – Regulatory Changes*

Recommendations:

Staff recommend the DPW Commission amend Appendix C as follows:

- Section 3 Stop Sign Locations.
  Stop signs are authorized at the following locations:
  - (320) At the intersection of North Champlain Street and Pearl Street, causing southbound bicycle traffic on North Champlain Street to stop.

- Section 7 No Parking Areas.
  No person shall park any vehicle at any time in the following locations:
  ~~(161) On the west side of North Champlain Street between Pearl Street and Monroe Street.~~
  ~~(238) On the east side of North Champlain Street between Sherman Street and Peru Street.~~

- Section 9 Fifteen Minute Parking.

  (a) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 am and 10:00 pm, Sundays and holidays excepted, in the following areas:
  ~~(56) In the parking space in front of 31 North Champlain Street.~~
  ~~(78) In the parking space northerly to Monroe Street on the east side of North Champlain Street.~~
  ~~(82) On the east side of North Champlain Street in the single space beginning 300 feet north of Peru Street.~~

~~(88) In the parking space southerly to Peru Street on the west side of North Champlain Street.~~

(b) No person shall park a vehicle, at any time, longer than fifteen (15) minutes at the following locations:

~~(2) In the space in front of 44 North Champlain Street.~~
~~(29) On the east side of North Champlain Street in the first two (2) spaces north of Peru Street between the hours of 8:00 am and 8:00 pm.~~

(c) No person shall park a vehicle longer than fifteen (15) minutes, between the hours of 8:00 am and 6:00 pm, Sundays and holidays excepted, in the following areas:

~~(1) On the north side of North Street starting forty (40) feet west of North Champlain Street extending twenty (20) feet.~~
~~(2) On the north side of North Street starting sixty (60) feet west of North Champlain Street extending twenty (20) feet.~~
(11) On the east side of North Champlain Street in the first two (2) spaces north of Peru Street.

- Section 21-1 No Parking Except Vehicles Loading and Unloading.
  No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:
  (53) On the north side of North Street starting forty (40) feet west of North Champlain Street extending forty (40) feet, between the hours of 8:00 am and 6:00 pm, Sundays and holidays excepted.
  (54) On the east side of North Champlain Street starting in the parking space immediately south of the driveway to 100 North Champlain Street extending fifty (50) feet south, between the hours of 8:00 am and 5:00 pm, Monday through Friday, holidays excepted.

- Section 23 Designation of Fire Lanes.
  The following locations are hereby designated as fire lanes in which vehicles are prohibited from parking or obstructing:
  (8) On the east side of North Champlain Street beginning at the intersection of Pearl Street extending northerly for 100 feet.

Purpose & Need:

The purpose of this request is to ensure traffic regulations support the construction of a 2-way protected bike lane on N Champlain St. The need for these regulations is to provide adequate vehicle loading zones for truck deliveries and customers, fine-tune the hours and designation of certain spaces to better accommodate more users, and repeal unnecessary regulations.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?		X		Manual on Uniform Traffic Control Devices (MUTCD)
Aligns with City Plans?		X		planBTV WalkBike
Followed Public Engagement Plan?		X		This Traffic Regulation change is defined as an INVOLVE project in the Public Engagement Plan (PEP).

Background:

In 2017, planBTV Walk Bike recommended North Champlain Street as a top-priority for a protected bike lane after the community identified North Champlain St as priority routes for safer walking and biking. The existing 5' bike lane adjacent to two lanes of traffic only accommodates people who are comfortable bicycling next to vehicles.

In 2018, the city hired VHB to develop a concept plan and facilitate public engagement to vet the concept. Various options were considered for what type of protected bike lane to pursue. That work culminated in a 2-way protected bike lane demonstration as a pop-up event during Open Streets 2018. In 2020, the city hired VHB to complete construction drawings, prepare final traffic analysis, and facilitate more public engagement. In March 2021, a public meeting and online survey was launched to update the neighborhood and review design alternatives. The 2-way protected bike lane was ultimately chosen with unanimous support. Outreach to finalize the 2-way protected bike lane design included direct mailings to residents, businesses, and property owners; social media posts; and Front Porch Forum posts.

Over the past several months, DPW staff worked with CEDO staff and neighborhood leaders to identify parking changes that will continue to support adjacent businesses after bikeway construction. After several conversations with business owners, the proposed regulatory changes are based on their requests for loading access during their business hours and the size of their typical delivery vehicles. The Vermont Paint Company, near 100 North Champlain Street, is strongly opposed to the protected bike lane project due to the need for the delivery drivers to now cross North Champlain Street rather than double-park on the eastern curb line as they do now. Mailings were sent to addresses near the proposed parking changes. Public feedback received before the Commission meeting will be shared as it becomes available, and people are encouraged to attend the meeting to speak during public forum as well.

Summary and Conclusion:

The proposed traffic regulations will:

1. *Repeal* redundant parking regulations or non-existent signs. These include:
    - No parking anytime on the west side of North Champlain Street between Pearl Street and Monroe Street (7-161); this is controlled under 7-222.
    - No parking anytime on the east on the east side of North Champlain Street between Sherman Street and Peru Street (7-238); this parking will be available after this section of the 2-way protected bike lane is moved from the east side to the west side of North Champlain Street.
    - 15-minute parking between 8 am and 10 pm,
        - Where signs do not exist, signs have not been available for many years, and land uses have likely changed since regulations were passed for:
            - The parking space in front of 31 North Champlain Street.
            - The parking space northerly to Monroe Street on the east side of North Champlain Street.
            - On the east side of North Champlain Street in the single space beginning 300 feet north of Peru Street.
        - Where parking is already restricted by Section 7-222, No parking:
            - In the parking space southerly to Peru Street on the west side of North Champlain Street.
    - 15-minute parking at any time, where signs do not exist, signs have not been available for many years, and land uses have likely changed since regulations were passed for:
        - The space in front of 44 North Champlain Street.

2. Allow traffic regulations for a STOP sign for southbound bicycle traffic as it approaches Pearl Street; Monroe Street stop sign regulations are already in effect.

3. Create vehicle loading zones during business hours.
    a. On North Street, this loading zone replaces 15-minute parking and supports Nunyuns and Thai Phat.
    b. Near 100 North Champlain Street, this loading zone supports Vermont Paint.

4. 15-minute parking north of Peru Street is adjusted to match existing business hours.

5. A Fire Lane is designated at 10 North Champlain Street, which receives an average of 5 BFD calls per month. The block of North Champlain Street between Pearl Street and Monroe Street is designated as Resident Parking and parking utilization is much lower than the northern blocks. As a result, a designated Fire Lane should provide adequate emergency services to 10 North Champlain Street without excessive parking impacts to adjacent residents.

6. Allow one-way except bicycles through existing regulations for North Champlain Street where contra-flow lanes are designated (Section 5-3).

The planned protected bike lane will transform North Champlain Street into a one-lane street with a protected bike lane in place of the western travel lane and the existing 5’ western bike lane. This protected bike lane will extend the full length of North Champlain Street, providing a dedicated, separate space for people of all ages, all abilities, and all backgrounds to travel by bike to work, to school, to shops, and their homes. This will provide safer access and more transportation options for neighbors and people visiting the Sustainability Academy, the Integrated Arts Academy (just 3 blocks east), North St neighborhood businesses, and connecting to east/west bikeways along Pearl Street, the Old North End Neighborhood Greenway, and planned bike lanes on Manhattan Drive. The proposed traffic regulations will support neighbors and businesses as the roadway narrows from two vehicle lanes to one.

Public Engagement:

In preparation for the 12/15/21 DPW Commission Meeting, staff mailed letters to the residents and businesses adjacent to the North Champlain St project area, as well as to property owners adjacent to the area of the proposed Fire Lane. Staff also notified area-Councilors regarding the parking changes.

Attachments:

1. Mailings
2. N Champlain St Preliminary Plans

City of Burlington
Department of Public Works

Technical Services Engineering Division
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Burlington, VT 05402
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www.burlingtonvt.gov/DPW

Dear North Champlain St Residents,

The Department of Public Works (DPW) is working on making biking safer and more accessible on North Champlain St by installing a two-way protected bike lane in 2022. To support the Burlington Fire Department and public safety through this change, DPW is proposing to remove 5 parking spaces at the southern end of N Champlain St, just north of Pearl St (see map on back). These spaces would be replaced by a designated fire lane, a dedicated area for fire and emergency response vehicles to park. This section of N Champlain St gets a high level of emergency calls and this change would allow emergency vehicles to park without blocking traffic or the bike lane.

DPW is asking for your feedback regarding the possibility of this change. Please respond via email or phone by December 15, 2021 so that your feedback may be considered during our evaluation.

This change will be considered by the Public Works Commission at their December 15, 2021 meeting. You may submit feedback ahead of the meeting or share feedback at the meeting. All meeting information, including time, location, and how to join virtually, will be posted here in the coming days: https://www.burlingtonvt.gov/DPW/Commission/Agendas.

Thank you!

Elizabeth Ross
Cell: 802-391-6808
Email: eross@burlingtonvt.gov

11/9/21

15
127
Parking spaces to be removed
Beauty by limii
N Champlain St
Pearl St
Pearl St

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Dear North Champlain St Residents and Business Owners,

The Department of Public Works (DPW) is working on making biking safer and more accessible on North Champlain St by adding a two-way protected bike lane in 2022. In an effort to support neighborhood businesses through this change, DPW is proposing changes to parking spaces on North Champlain St, opposite the Vermont Paint store, directly in front of 98 & 100 North Champlain St (see map on back). This 50' stretch of undesignated parking would be replaced by VEHICLE LOADING for local businesses on weekdays from 8am to 5pm. This will provide trucks with designated spaces to park when making deliveries, rather than parking in the vehicle lane or bike lane. When the loading zone hours are not in effect, the parking spaces would be available to residents.

DPW is asking for your feedback regarding the possibility of this change. Please respond via email or phone by December 15, 2021 so that your feedback may be considered during our evaluation.

This change will be considered by the Public Works Commission at their December 15, 2021 meeting. You may submit feedback ahead of the meeting or share feedback at the meeting. All meeting information, including time, location, and how to join virtually, will be posted here in the coming days:
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Thank you!

Elizabeth Ross
Cell: 802-391-6808
Email: eross@burlingtonvt.gov
11/9/21

111
109
109a
107
105
103
N Champlain St
Brookes Ave
104
Parking spaces to be removed
100
98
Vermont Paint
Paint store
96
94
127
89e
89
88
86
Google

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Dear North Champlain St and North St Residents and Business Owners,

The Department of Public Works (DPW) is working on making biking safer and more accessible on North Champlain St by adding a two-way protected bike lane in 2022. In an effort to support neighborhood businesses through this change, DPW is proposing changes to parking spaces on North Street immediately west of North Champlain St (see map on back). The 15-minute parking 8am to 6pm in front of Thai Phat would be replaced by VEHICLE LOADING for local businesses from 8am to 6pm. This will provide trucks with designated spaces to park when making deliveries, rather than parking in the vehicle lane or bike lane. When the loading zone hours are not in effect, the parking spaces would be available to residents.

DPW is asking for your feedback regarding the possibility of this change. Please respond via email or phone by December 15, 2021 so that your feedback may be considered during our evaluation.

This change will be considered by the Public Works Commission at their December 15, 2021 meeting. You may submit feedback ahead of the meeting or share feedback at the meeting. All meeting information, including time, location, and how to join virtually, will be posted here in the coming days:
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Thank you!
Elizabeth Ross
Cell: 802-391-6808
Email: eross@burlingtonvt.gov

11/9/21

Parking spaces to be removed
Thai Phat
riental goods store
Saigon
Vietnam
127
148
North St
North St
144
Vantage Pr
NEW Place
Everest market
Nunyuns Bakery & Cafe
101
135
N Champlain St
138

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Dear North Champlain St / Pearl St Property Owners,

The Department of Public Works (DPW) is working on making biking safer and more accessible on North Champlain St by installing a two-way protected bike lane in 2022. To support the Burlington Fire Department and public safety through this change, DPW is proposing to remove 5 parking spaces at the southern end of N Champlain St, just north of Pearl St (see map on back). These spaces would be replaced by a designated fire lane, a dedicated area for fire and emergency response vehicles to park. This section of N Champlain St gets a high level of emergency calls and this change would allow emergency vehicles to park without blocking traffic or the bike lane.

DPW is asking for your feedback regarding the possibility of this change. Please respond via email or phone by December 15, 2021 so that your feedback may be considered during our evaluation.

This change will be considered by the Public Works Commission at their December 15, 2021 meeting. You may submit feedback ahead of the meeting or share feedback at the meeting. All meeting information, including time, location, and how to join virtually, will be posted here in the coming days: https://www.burlingtonvt.gov/DPW/Commission/Agendas.

Thank you!

Elizabeth Ross
Cell: 802-391-6808
Email: eross@burlingtonvt.gov

11/9/21

15
127
Parking spaces to be removed
Beauty by limii
N Champlain St
Pearl St
Pearl St

INDEX OF SHEETS

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VAOT STANDARDS

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B-71b	STANDARD FOR COMMERCIAL DRIVES	04-07-2020
C-10	CURBING	02-11-2008
C-3A	SIDEWALK RAMPS	04-07-2020
C-3B	SIDEWALK RAMPS AND MEDIAN ISLANDS	04-07-2020
E-10	ROLLED EROSION CONTROL PRODUCT, TYPE I	04-07-2020
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08-08-1995
E-131B	BICYCLE GUIDE SIGN DETAILS	05-30-2003
E-145A	REGULATORY SIGN DETAILS - LANE USE CONTROL SIGNS	12-23-1994
E-191	PAVEMENT MARKING DETAILS	02-01-1999
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G-1	STEEL BEAM GUARDRAIL DETAILS (POST, DELINEATOR, TYPICALS)	03-10-2017
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T-1	TRAFFIC CONTROL GENERAL NOTES	04-25-2016
T-2	TRAFFIC SIGN GENERAL NOTES	04-07-2020
T-30	CONSTRUCTION SIGN DETAILS	08-06-2012
T-45	SQUARE TUBE SIGN POST AND ANCHOR	01-02-2013
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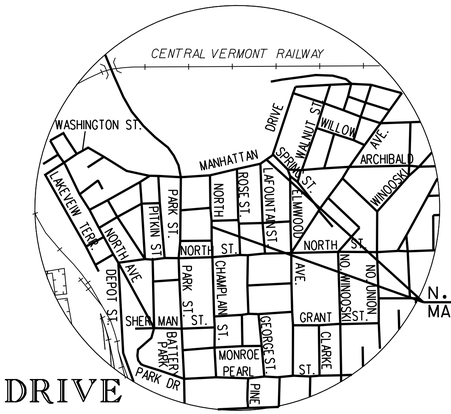
CITY OF BURLINGTON

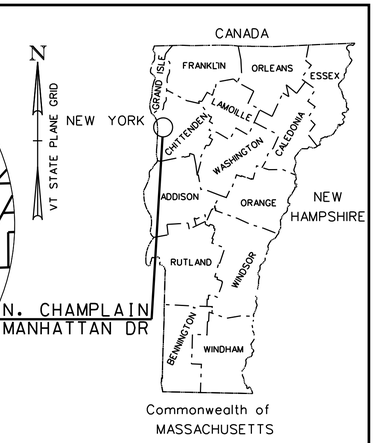
BURLINGTON, VT PUBLIC WORKS

COUNTY OF CHITTENDEN

PROPOSED IMPROVEMENTS

NORTH CHAMPLAIN STREET AND MANHATTAN DRIVE





PROJECT LOCATION: THE PROJECT INVOLVES WORK ON MANHATTAN DRIVE BETWEEN WASHINGTON STREET AND SPRING STREET AND ON NORTH CHAMPLAIN STREET BETWEEN MANHATTAN DRIVE AND PEARL STREET.

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE CONSTRUCTION OF A TWO WAY CYCLE TRACK ON THE WEST SIDE OF NORTH CHAMPLAIN STREET, SHARED USE AND BICYCLE LANE PAVEMENT MARKINGS ON MANHATTAN DRIVE, SIGNAL IMPROVEMENTS, PAVEMENT MARKINGS AND SIGNAGE, AND OTHER INCIDENTAL ITEMS.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

SURVEYED BY : VHB
SURVEYED DATE : 2020

DATUM
VERTICAL: NAVD 1988
HORIZONTAL: NAD 1983

PRELIMINARY PLANS
JULY 2021

vhb

PROJECT MANAGER : J.A. CONLEY

PROJECT NAME : N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER : 58169.05

SHEET 1 OF 21 SHEETS

GENERAL INFORMATION

SYMBOLOGY LEGEND NOTE

THE SYMBOLOGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLOGY. THE SYMBOLOGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLOGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

R.O.W. ABBREVIATIONS (CODES) & SYMBOLS

POINT	CODE	DESCRIPTION
	CH	CHANNEL EASEMENT
	CONST	CONSTRUCTION EASEMENT
	CUL	CULVERT EASEMENT
	D&C	DISCONNECT & CONNECT
	DIT	DITCH EASEMENT
	DR	DRAINAGE EASEMENT
	DRIVE	DRIVEWAY EASEMENT
	EC	EROSION CONTROL
	HWY	HIGHWAY EASEMENT
	I&M	INSTALL & MAINTAIN EASEMENT
	LAND	LANDSCAPE EASEMENT
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⧈	BNDNS	BOUND TO BE SET
◎	IPNF	IRON PIN FOUND
●	IPNS	IRON PIN TO BE SET
⊠	CALC	EXISTING ROW POINT
○	PROW	PROPOSED ROW POINT
[LENGTH]		LENGTH CARRIED ON NEXT SHEET

COMMON TOPOGRAPHIC POINT SYMBOLS

POINT	CODE	DESCRIPTION
	APL	BOUND APPARENT LOCATION
	BM	BENCHMARK
	BND	BOUND
	CB	CATCH BASIN
	COMB	COMBINATION POLE
	DITHR	DROP INLET THROATED DNC
	EL	ELECTRIC POWER POLE
	FPOLE	FLAGPOLE
	GASFIL	GAS FILLER
	GP	GUIDE POST
	GSO	GAS SHUT OFF
	GUY	GUY POLE
	GUYW	GUY WIRE
	GV	GATE VALVE
	H	TREE HARDWOOD
	HCTRL	CONTROL HORIZONTAL
	HVCTRL	CONTROL HORIZ. & VERTICAL
	HYD	HYDRANT
	IP	IRON PIN
	IPIPE	IRON PIPE
	LI	LIGHT - STREET OR YARD
	MB	MAILBOX
	MH	MANHOLE (MH)
	MM	MILE MARKER
	PM	PARKING METER
	PMK	PROJECT MARKER
	POST	POST STONE/WOOD
	RRSIG	RAILROAD SIGNAL
	RRSL	RAILROAD SWITCH LEVER
	S	TREE SOFTWOOD
	SAT	SATELLITE DISH
	SHRUB	SHRUB
	SIGN	SIGN
	STUMP	STUMP
	TEL	TELEPHONE POLE
	TIE	TIE
	TSIGN	SIGN W/DOUBLE POST
	VCTRL	CONTROL VERTICAL
	WELL	WELL
	WSO	WATER SHUT OFF

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

PROPOSED GEOMETRY CODES

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADUIS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

- UTILITY (GENERIC-UNKNOWN)
- UT — TELEPHONE
- UE — ELECTRIC
- UC — CABLE (TV)
- UEC — ELECTRIC+CABLE
- UET — ELECTRIC+TELEPHONE
- UCT — CABLE+TELEPHONE
- UECT — ELECTRIC+CABLE+TELEP.
- G — GAS LINE
- W — WATER LINE
- S — SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

- UTILITY (GENERIC-UNKNOWN)
- T — TELEPHONE
- E — ELECTRIC
- C — CABLE (TV)
- EC — ELECTRIC+CABLE
- ET — ELECTRIC+TELEPHONE
- AER E&T — ELECTRIC+TELEPHONE
- CT — CABLE+TELEPHONE
- ECT — ELECTRIC+CABLE+TELEP.
- UTILITY POLE GUY WIRE

PROJECT CONSTRUCTION SYMBOLOGY

PROJECT DESIGN & LAYOUT SYMBOLOGY

- CLEAR ZONE
- PLAN LAYOUT MATCHLINE

PROJECT CONSTRUCTION FEATURES

- TOP OF CUT SLOPE
- TOE OF FILL SLOPE
- STONE FILL
- BOTTOM OF DITCH
- CULVERT PROPOSED
- STRUCTURE SUBSURFACE
- PROJECT DEMARCATION FENCE
- BARRIER FENCE
- TREE PROTECTION ZONE (TPZ)
- STRIPING LINE REMOVAL
- SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

- TOWN BOUNDARY LINE
- COUNTY BOUNDARY LINE
- STATE BOUNDARY LINE
- PROPOSED STATE R.O.W. (LIMITED ACCESS)
- PROPOSED STATE R.O.W.
- STATE ROW (LIMITED ACCESS)
- STATE ROW
- TOWN ROW
- PERMANENT EASEMENT LINE (P)
- TEMPORARY EASEMENT LINE (T)
- SURVEY LINE
- PROPERTY LINE (P/L)
- SLOPE RIGHTS
- 6F PROPERTY BOUNDARY
- 4F PROPERTY BOUNDARY
- HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

- FILTER CURTAIN
- SILT FENCE
- SILT FENCE WOVEN WIRE
- CHECK DAM
- DISTURBED AREAS REQUIRING RE-VEGETATION
- EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOGY

ENVIRONMENTAL RESOURCES

- WETLAND BOUNDARY
- RIPARIAN BUFFER ZONE
- WETLAND BUFFER ZONE
- SOIL TYPE BOUNDARY
- T&E — THREATENED & ENDANGERED SPECIES
- HAZ — HAZARDOUS WASTE AREA
- AG — AGRICULTURAL LAND
- HABITAT — FISH & WILDLIFE HABITAT
- FLOOD PLAIN — FLOOD PLAIN
- OHW — ORDINARY HIGH WATER (OHW)
- STORM WATER
- USDA FOREST SERVICE LANDS
- WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

- ARCH — ARCHEOLOGICAL BOUNDARY
- HISTORIC DIST — HISTORIC DISTRICT BOUNDARY
- HISTORIC — HISTORIC AREA
- (H) HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOGY

EXISTING FEATURES

- ROAD EDGE PAVEMENT
- ROAD EDGE GRAVEL
- DRIVEWAY EDGE
- DITCH
- FOUNDATION
- FENCE (EXISTING)
- FENCE WOOD POST
- FENCE STEEL POST
- GARDEN
- ROAD GUARDRAIL
- RAILROAD TRACKS
- CULVERT (EXISTING)
- STONE WALL
- WALL
- WOOD LINE
- BRUSH LINE
- HEDGE
- BODY OF WATER EDGE
- LEDGE EXPOSED

vhb

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

FILE NAME: z5816905legend.dgn
PROJECT LEADER: J.A.CONLEY
DESIGNED BY: VTRANS
CONVENTIONAL SYMBOLOGY LEGEND SHEET

PLOT DATE: 7/23/2021
DRAWN BY: VTRANS
CHECKED BY: J.A.CONLEY
SHEET 2 OF 21

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2018, AND ITS LATEST REVISIONS, AND SUCH SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THE FINAL CONTRACT DOCUMENTS.
2. PER ADA GUIDELINES, SIDEWALK CROSS SLOPES SHALL NOT EXCEED 2%.
3. ANY WASTE MATERIAL SHALL BE REMOVED AND HAULED TO A FACILITY PREVIOUSLY APPROVED BY THE VT DEC.

CONSTRUCTION NOTES

1. SAW CUTTING OF PAVEMENT AND SIDEWALK SHALL BE INCIDENTAL TO RELATED ITEM AND NO SEPARATE PAYMENT WILL BE MADE.
2. REMOVAL OF EXISTING CONCRETE SIDEWALK WILL BE PAID AS ITEM 203.16, "SOLID ROCK EXCAVATION".
3. IN THE EVENT THAT SUSPECTED CONTAMINATED SOIL, GROUNDWATER, AND OTHER MEDIA ARE ENCOUNTERED DURING EXCAVATION AND CONSTRUCTION ACTIVITIES BASED ON VISUAL, OLFACTORY, OR OTHER EVIDENCE, THE CONTRACTOR SHALL STOP WORK IN THE VICINITY OF THE SUSPECTED MATERIAL TO AVOID FURTHER SPREADING OF THE MATERIAL, AND SHALL NOTIFY THE RESIDENT ENGINEER IMMEDIATELY SO THAT THE APPROPRIATE TESTING AND SUBSEQUENT ACTION CAN BE TAKEN.
4. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION AS PER THE ANR LOW RISK HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.
5. CONTRACTOR IS RESPONSIBLE FOR DEVELOPING A DETAILED TRAFFIC CONTROL PLAN AND MAINTAINING VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL NOTES, SECTION 641.11 - TRAFFIC CONTROL, ALL INCLUSIVE IN THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION BOOK, DATED 2018, THE VTRANS WORK ZONE SAFETY AND MOBILITY GUIDANCE DOCUMENT, AND THE LATEST VERSION OF THE MUTCD.
6. ALL PROPOSED SIGNS AND PAVEMENT MARKINGS SHOWN IN THESE PLANS SHALL BE COMPLIANT WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 2009 EDITION AND SUPPLEMENTAL RESOURCES CITED WITHIN.
7. CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ALL DRIVEWAYS TO THE EXTENT POSSIBLE. IF FULL ACCESS CANNOT BE MAINTAINED, CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND PROPERTY OWNER AT LEAST 48 HOURS IN ADVANCE OF THE TEMPORARY CLOSURE. CLOSURE TIMES SHALL BE MINIMIZED TO THE GREATEST EXTENT POSSIBLE.

UTILITY NOTES

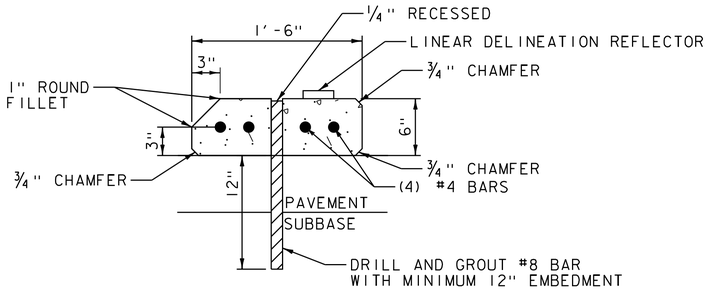
1. ALL LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR DESIGN ENGINEER HAVE NOT INDEPENDENTLY VERIFIED ALL OF THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES, AND SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED UTILITY ROUTES, INCLUDING ROUTES WITHIN THE PUBLIC RIGHTS OF WAY.
2. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED AND THE INFORMATION FURNISHED IN WRITING TO THE RESIDENT ENGINEER FOR THE RESOLUTION OF THE CONFLICT. SLIGHT ADJUSTMENTS TO PROPOSED INFRASTRUCTURE IS ALLOWED TO ENSURE THAT FUTURE MAINTENANCE OF UTILITIES IS NOT IMPEDED.
3. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND ADJUSTING ALL CURB STOPS, WATER VALVES, MANHOLES, AND DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS TO FINAL GRADE ELEVATION.
4. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED AND AERIAL UTILITIES AND POLES PRIOR TO STARTING WORK. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITY OWNERS TO CONFIRM ACTUAL LOCATIONS PRIOR TO CONSTRUCTION.
5. ACT NO. 86 OF 1987 (30 VSA CHAPTER 86) ("DIG SAFE") REQUIRES THAT NOTICE BE GIVEN PRIOR TO MAKING ANY EXCAVATION. THE CONTRACTOR SHALL CALL DIG-SAFE AT 1-888-344-7233 AT LEAST 48 HOURS BEFORE, AND NOT MORE THAN 30 DAYS BEFORE, BEGINNING ANY EXCAVATION AT ANY LOCATION. NOTE THAT CITY OF BURLINGTON WILL NOT BE NOTIFIED BY DIG SAFE AND MUST BE CONTACTED SEPARATELY.

vhb

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

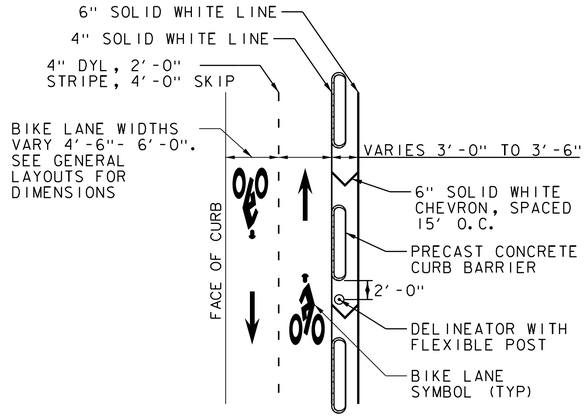
FILE NAME: z5816905notes.dgn
PROJECT LEADER: J.A.CONLEY
DESIGNED BY: C.K.FORD
PROJECT NOTES

PLOT DATE: 7/23/2021
DRAWN BY: C.K.FORD
CHECKED BY: D.A.GINGRAS



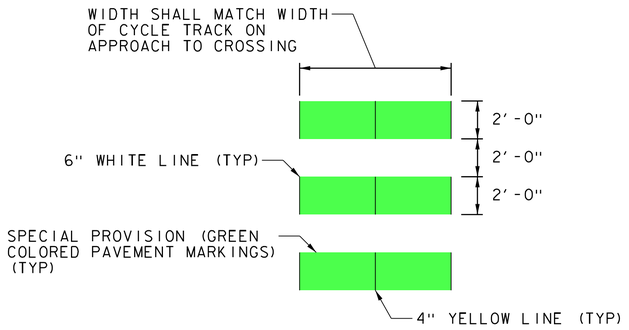
SECTION A-A

NOT TO SCALE



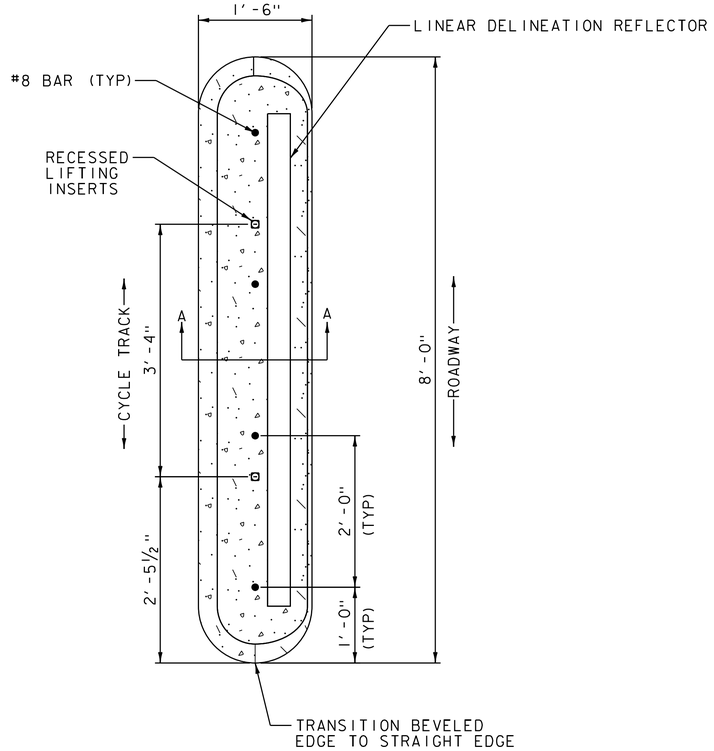
CYCLE TRACK DETAIL

NORTH CHAMPLAIN STREET
STA 200+15 - 225+79, LT
NOT TO SCALE



CYCLE TRACK CROSSING DETAIL

NOT TO SCALE



PRECAST CONCRETE CURB BARRIER DETAIL

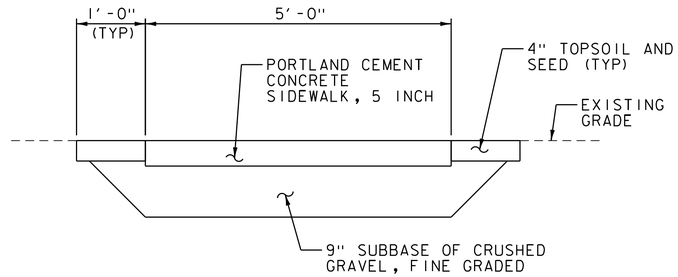
NOT TO SCALE

NOTES:

1. CURB BARRIER FABRICATION AND INSTALLATION SHALL BE PAID FOR UNDER ITEM 900.620 "SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)".

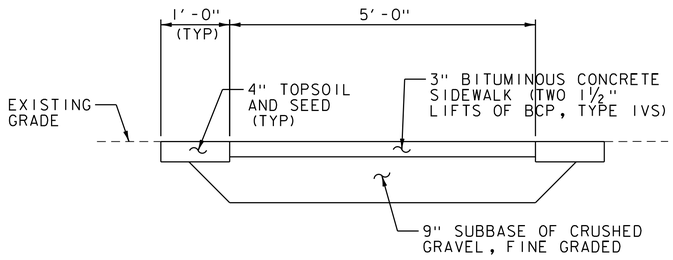
2. REINFORCING STEEL SHALL BE LEVEL 1, EPOXY COATED AND MEET THE REQUIREMENTS OF SECTION 507. ALL REINFORCING STEEL SHALL BE INCIDENTAL TO ITEM 900.620 "SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)".

3. LINEAR DELINEATION REFLECTORS SHALL BE INCIDENTAL TO ITEM 900.620 "SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)".



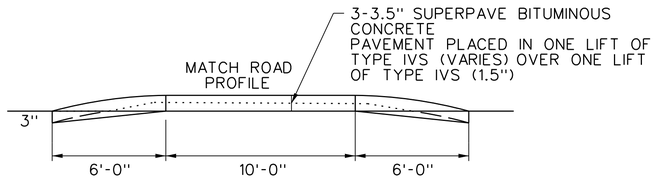
SIDEWALK RAMP TYPICAL SECTION

NOT TO SCALE

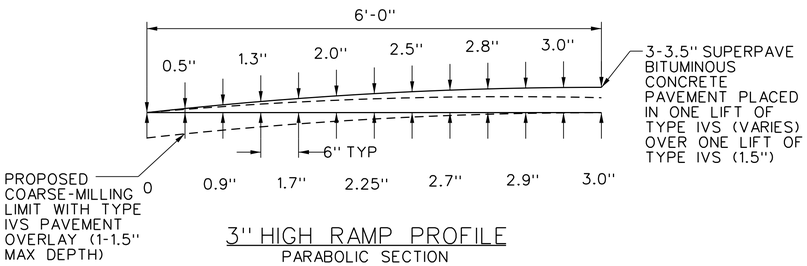


BICYCLE RAMP AND JUG HANDLE TYPICAL SECTION

NOT TO SCALE



22' SPEED TABLE PROFILE



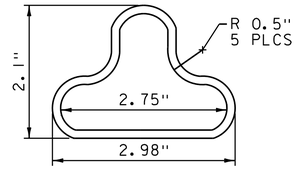
3" HIGH RAMP PROFILE

PARABOLIC SECTION

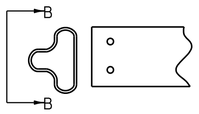
SPEED TABLE DETAILS

N.T.S.

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR	
PROJECT NUMBER: 58169.05	
FILE NAME: z5816905_det.dgn	PLOT DATE: 7/23/2021
PROJECT LEADER: J. A. CONLEY	DRAWN BY: A. KORNUTIAK
DESIGNED BY: C. K. FORD	CHECKED BY: D. A. GINGRAS
DETAILS (SHEET 1 OF 2)	SHEET 4 OF 21



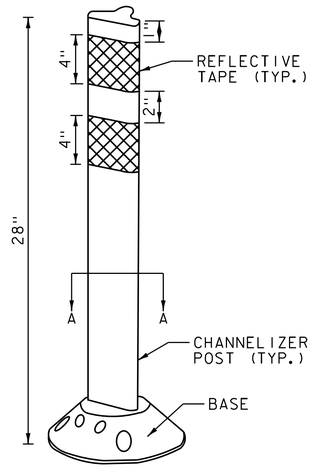
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE

HOLES FOR BASE MOUNT

POST IS RETAINED TO BASE WITH 2 PINS



SHOWN WITH TYPICAL REFLECTIVE TAPE APPLIED

28" FLEXIBLE CHANNELIZER POST DETAIL

NOT TO SCALE

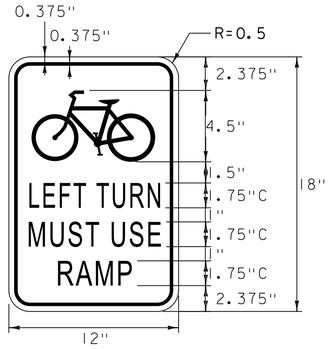
NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

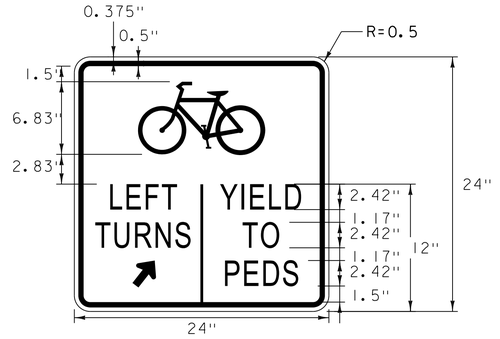
2. DIMENSIONS, MATERIALS, AND ATTACHMENTS MAY VARY BETWEEN MANUFACTURERS.

3. COLOR OF POST SHALL MATCH COLOR OF APPLICABLE EDGE LINE.

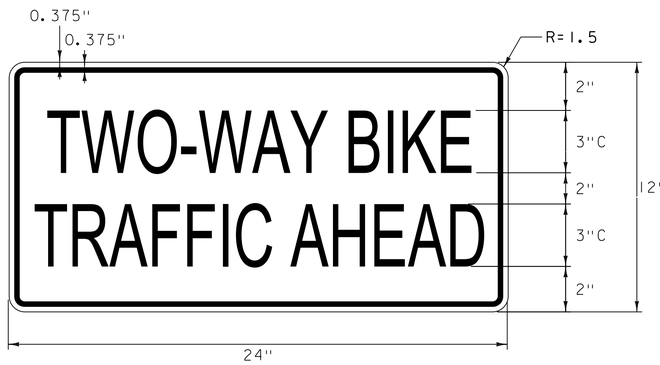
4. FLEXIBLE CHANNELIZER POST SHALL BE INSTALLED IN EACH PRECAST BLOCK GAP.



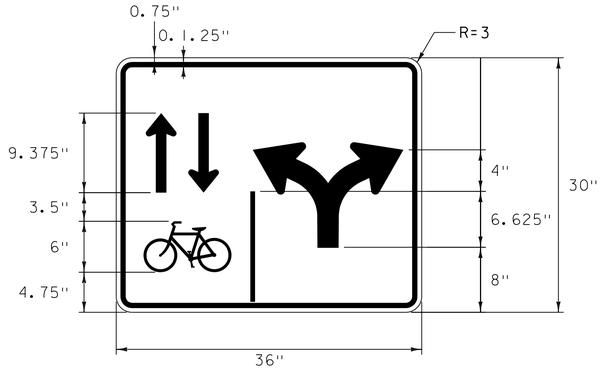
R-9 CUSTOM SIGN DETAIL



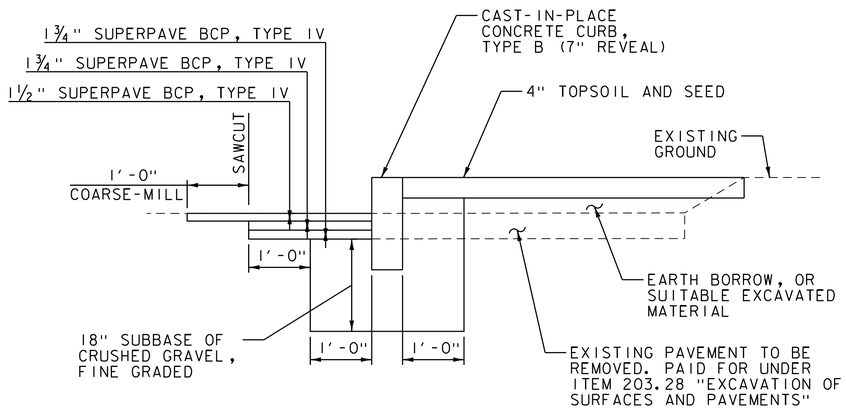
R-9 CUSTOM-1 SIGN DETAIL



W-1 CUSTOM SIGN DETAIL



R-3 CUSTOM SIGN DETAIL



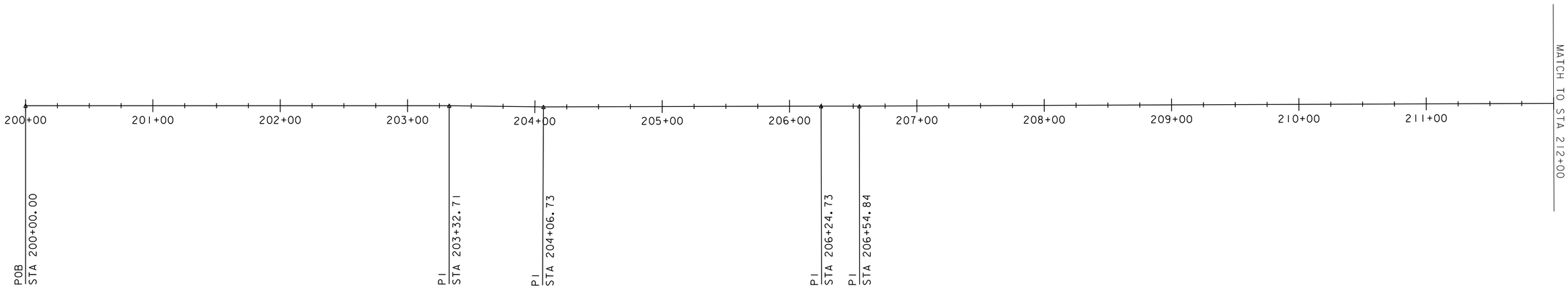
CURB DETAIL

NOT TO SCALE

PROJECT NAME:	N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER:	58169.05
FILE NAME: z5816905_det.dgn	PLOT DATE: 7/23/2021
PROJECT LEADER: J. A. CONLEY	DRAWN BY: A. KORNUTIAK
DESIGNED BY: C. K. FORD	CHECKED BY: D. A. GINGRAS
DETAILS (SHEET 2 OF 2)	SHEET 5 OF 21

HORIZONTAL ALIGNMENT NAME: NORTH CHAMPLAIN

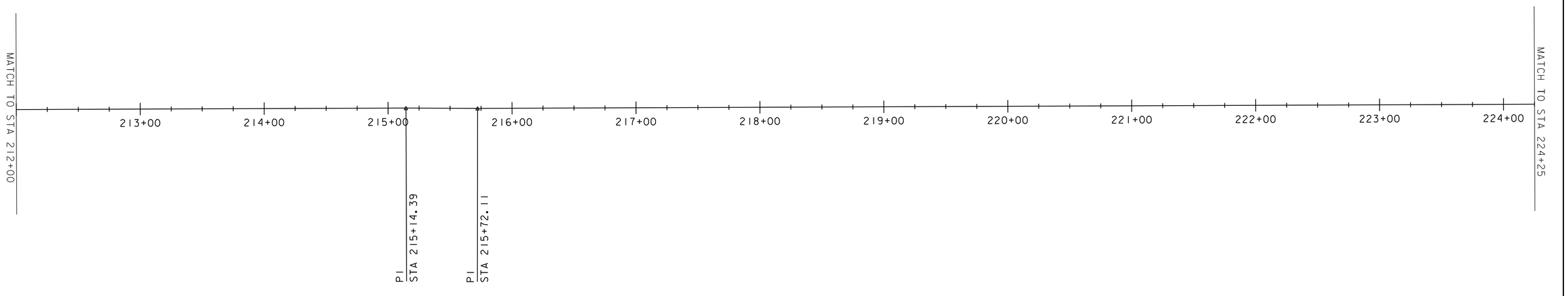
		STATION	NORTHING	EASTING
ELEMENT: LINEAR				
POB (34)		200+00.00	722652.6802	1453168.9486
PI (35)		203+32.71	722985.1066	1453155.3280
TANGENT DIRECTION:	N 2°20'46.60" W			
TANGENT LENGTH:	332.71			
ELEMENT: LINEAR				
PI (35)		203+32.71	722985.1066	1453155.3280
PI (36)		204+06.73	723059.1051	1453153.2385
TANGENT DIRECTION:	N 1°37'03.01" W			
TANGENT LENGTH:	74.03			
ELEMENT: LINEAR				
PI (36)		204+06.73	723059.1051	1453153.2385
PI (37)		206+24.73	723276.8907	1453143.6999
TANGENT DIRECTION:	N 2°30'28.21" W			
TANGENT LENGTH:	217.99			
ELEMENT: LINEAR				
PI (37)		206+24.73	723276.8907	1453143.6999
PI (38)		206+54.84	723306.9749	1453142.5085
TANGENT DIRECTION:	N 2°16'04.43" W			
TANGENT LENGTH:	30.11			
ELEMENT: LINEAR				
PI (38)		206+54.84	723306.9749	1453142.5085
PI (39)		215+14.39	724165.6635	1453103.9111
TANGENT DIRECTION:	N 2°34'25.21" W			
TANGENT LENGTH:	859.56			



PROJECT NAME:	N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER:	58169.05
FILE NAME: 5816905_bdr_ali.dgn	PLOT DATE: 7/23/2021
PROJECT LEADER: J.A.CONLEY	DRAWN BY: C.K.FORD
DESIGNED BY: C.K.FORD	CHECKED BY: D.A.GINGRAS
ALIGNMENT DATA SHEET	SHEET 6 OF 21

HORIZONTAL ALIGNMENT NAME: NORTH CHAMPLAIN

		STATION	NORTHING	EASTING
ELEMENT:	LINEAR			
	PI (39)	215+14.39	724165.6635	1453103.9111
	PI (40)	215+72.11	724223.3458	1453101.8420
	TANGENT DIRECTION:	N 2°03'15.62" W		
	TANGENT LENGTH:	57.72		
ELEMENT:	LINEAR			
	PI (40)	215+72.11	724223.3458	1453101.8420
	POE (41)	226+26.40	725276.5692	1453054.5004
	TANGENT DIRECTION:	N 2°34'25.21" W		
	TANGENT LENGTH:	1054.29		



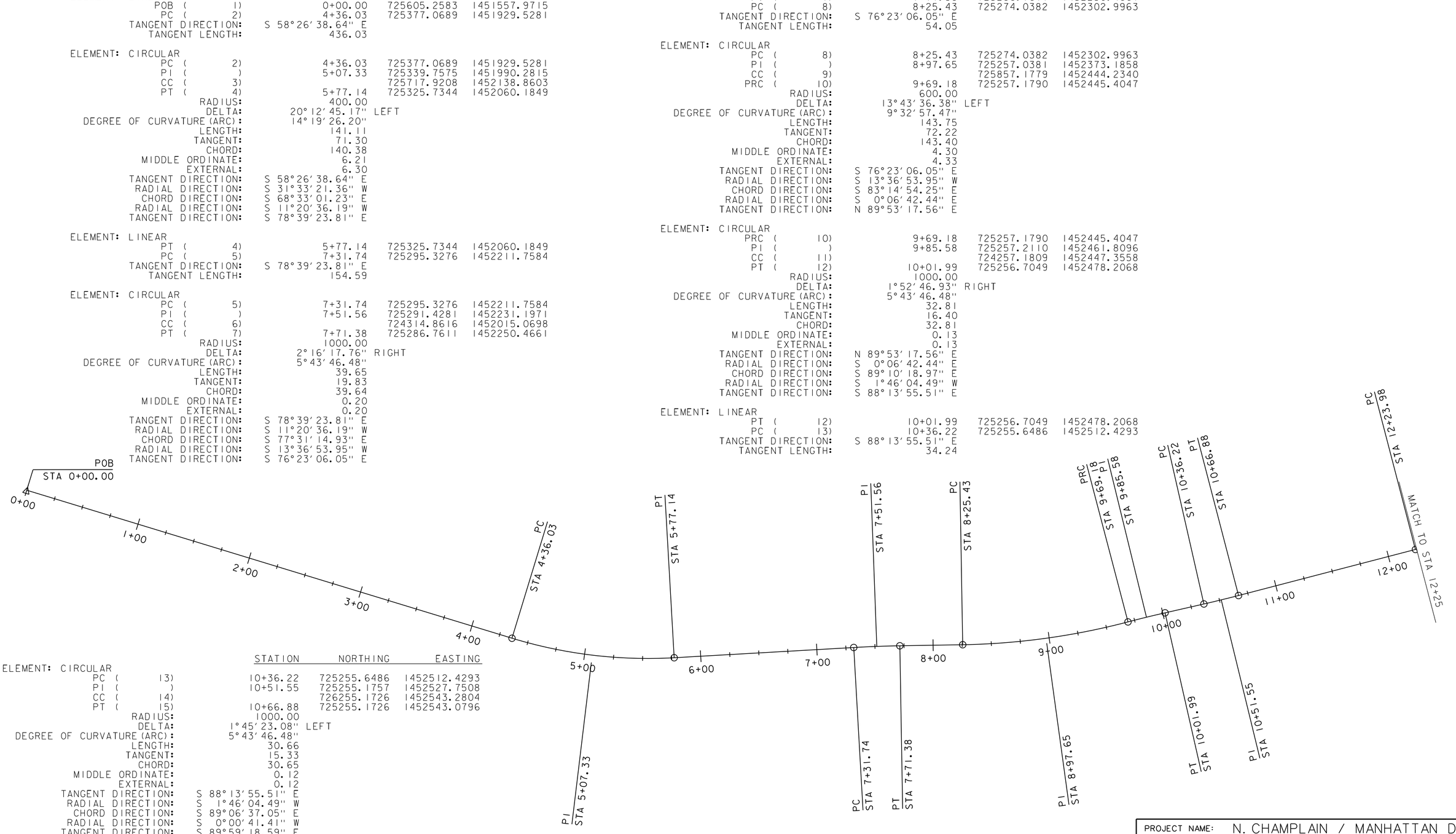
PROJECT NAME:	N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER:	58169.05
FILE NAME: 5816905_bdr_ali.dgn	PLOT DATE: 7/23/2021
PROJECT LEADER: J.A.CONLEY	DRAWN BY: C.K.FORD
DESIGNED BY: C.K.FORD	CHECKED BY: D.A.GINGRAS
ALIGNMENT DATA SHEET	SHEET 7 OF 21

HORIZONTAL ALIGNMENT NAME: MANHATTAN DRIVE

		STATION	NORTHING	EASTING
ELEMENT:	LINEAR			
	POB (1)	0+00.00	725605.2583	1451557.9715
	PC (2)	4+36.03	725377.0689	1451929.5281
	TANGENT DIRECTION:	S 58°26'38.64" E		
	TANGENT LENGTH:	436.03		
ELEMENT:	CIRCULAR			
	PC (2)	4+36.03	725377.0689	1451929.5281
	PI ( )	5+07.33	725339.7575	1451990.2815
	CC (3)		725717.9208	1452138.8603
	PT (4)	5+77.14	725325.7344	1452060.1849
	RADIUS:	400.00		
	DELTA:	20°12'45.17" LEFT		
	DEGREE OF CURVATURE(ARC):	14°19'26.20"		
	LENGTH:	141.11		
	TANGENT:	71.30		
	CHORD:	140.38		
	MIDDLE ORDINATE:	6.21		
	EXTERNAL:	6.30		
	TANGENT DIRECTION:	S 58°26'38.64" E		
	RADIAL DIRECTION:	S 31°33'21.36" W		
	CHORD DIRECTION:	S 68°33'01.23" E		
	RADIAL DIRECTION:	S 11°20'36.19" W		
	TANGENT DIRECTION:	S 78°39'23.81" E		
ELEMENT:	LINEAR			
	PT (4)	5+77.14	725325.7344	1452060.1849
	PC (5)	7+31.74	725295.3276	1452211.7584
	TANGENT DIRECTION:	S 78°39'23.81" E		
	TANGENT LENGTH:	154.59		
ELEMENT:	CIRCULAR			
	PC (5)	7+31.74	725295.3276	1452211.7584
	PI ( )	7+51.56	725291.4281	1452231.1971
	CC (6)		724314.8616	1452015.0698
	PT (7)	7+71.38	725286.7611	1452250.4661
	RADIUS:	1000.00		
	DELTA:	2°16'17.76" RIGHT		
	DEGREE OF CURVATURE(ARC):	5°43'46.48"		
	LENGTH:	39.65		
	TANGENT:	19.83		
	CHORD:	39.64		
	MIDDLE ORDINATE:	0.20		
	EXTERNAL:	0.20		
	TANGENT DIRECTION:	S 78°39'23.81" E		
	RADIAL DIRECTION:	S 11°20'36.19" W		
	CHORD DIRECTION:	S 77°31'14.93" E		
	RADIAL DIRECTION:	S 13°36'53.95" W		
	TANGENT DIRECTION:	S 76°23'06.05" E		

		STATION	NORTHING	EASTING
ELEMENT:	CIRCULAR			
	PC (13)	10+36.22	725255.6486	1452512.4293
	PI ( )	10+51.55	725255.1757	1452527.7508
	CC (14)		726255.1726	1452543.2804
	PT (15)	10+66.88	725255.1726	1452543.0796
	RADIUS:	1000.00		
	DELTA:	1°45'23.08" LEFT		
	DEGREE OF CURVATURE(ARC):	5°43'46.48"		
	LENGTH:	30.66		
	TANGENT:	15.33		
	CHORD:	30.65		
	MIDDLE ORDINATE:	0.12		
	EXTERNAL:	0.12		
	TANGENT DIRECTION:	S 88°13'55.51" E		
	RADIAL DIRECTION:	S 1°46'04.49" W		
	CHORD DIRECTION:	S 89°06'37.05" E		
	RADIAL DIRECTION:	S 0°00'41.41" W		
	TANGENT DIRECTION:	S 89°59'18.59" E		
ELEMENT:	LINEAR			
	PT (15)	10+66.88	725255.1726	1452543.0796
	PC (16)	12+23.98	725255.1411	1452700.1779
	TANGENT DIRECTION:	S 89°59'18.59" E		
	TANGENT LENGTH:	157.10		

		STATION	NORTHING	EASTING
ELEMENT:	LINEAR			
	PT (7)	7+71.38	725286.7611	1452250.4661
	PC (8)	8+25.43	725274.0382	1452302.9963
	TANGENT DIRECTION:	S 76°23'06.05" E		
	TANGENT LENGTH:	54.05		
ELEMENT:	CIRCULAR			
	PC (8)	8+25.43	725274.0382	1452302.9963
	PI ( )	8+97.65	725257.0381	1452373.1858
	CC (9)		725857.1779	1452444.2340
	PRC (10)	9+69.18	725257.1790	1452445.4047
	RADIUS:	600.00		
	DELTA:	13°43'36.38" LEFT		
	DEGREE OF CURVATURE(ARC):	9°32'57.47"		
	LENGTH:	143.75		
	TANGENT:	72.22		
	CHORD:	143.40		
	MIDDLE ORDINATE:	4.30		
	EXTERNAL:	4.33		
	TANGENT DIRECTION:	S 76°23'06.05" E		
	RADIAL DIRECTION:	S 13°36'53.95" W		
	CHORD DIRECTION:	S 83°14'54.25" E		
	RADIAL DIRECTION:	S 0°06'42.44" E		
	TANGENT DIRECTION:	N 89°53'17.56" E		
ELEMENT:	CIRCULAR			
	PRC (10)	9+69.18	725257.1790	1452445.4047
	PI ( )	9+85.58	725257.2110	1452461.8096
	CC (11)		724257.1809	1452447.3558
	PT (12)	10+01.99	725256.7049	1452478.2068
	RADIUS:	1000.00		
	DELTA:	1°52'46.93" RIGHT		
	DEGREE OF CURVATURE(ARC):	5°43'46.48"		
	LENGTH:	32.81		
	TANGENT:	16.40		
	CHORD:	32.81		
	MIDDLE ORDINATE:	0.13		
	EXTERNAL:	0.13		
	TANGENT DIRECTION:	N 89°53'17.56" E		
	RADIAL DIRECTION:	S 0°06'42.44" E		
	CHORD DIRECTION:	S 89°10'18.97" E		
	RADIAL DIRECTION:	S 1°46'04.49" W		
	TANGENT DIRECTION:	S 88°13'55.51" E		
ELEMENT:	LINEAR			
	PT (12)	10+01.99	725256.7049	1452478.2068
	PC (13)	10+36.22	725255.6486	1452512.4293
	TANGENT DIRECTION:	S 88°13'55.51" E		
	TANGENT LENGTH:	34.24		



vhb

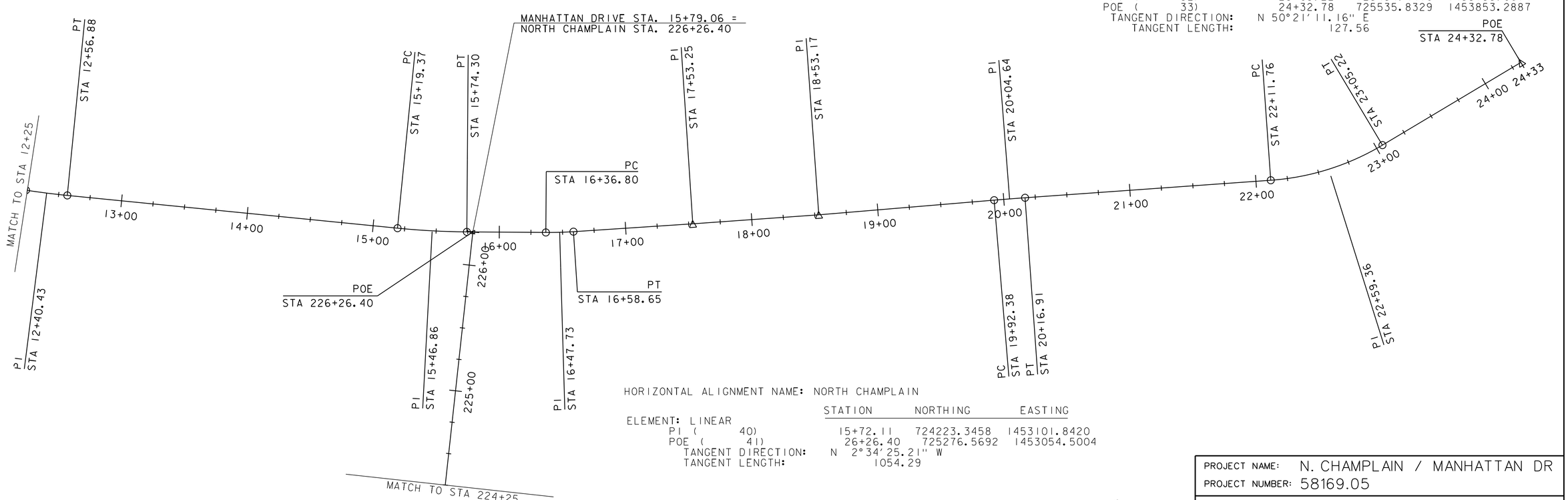
PROJECT NAME:	N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER:	58169.05
FILE NAME: 5816905_bdr_ali.dgn	PLOT DATE: 7/23/2021
PROJECT LEADER: J.A.CONLEY	DRAWN BY: C.K.FORD
DESIGNED BY: C.K.FORD	CHECKED BY: D.A.GINGRAS
ALIGNMENT DATA SHEET	SHEET 8 OF 21

HORIZONTAL ALIGNMENT NAME: MANHATTAN DRIVE

		STATION	NORTHING	EASTING
ELEMENT:	CIRCULAR			
	PC (16)	12+23.98	725255.1411	1452700.1779
	PI ( )	12+40.43	725255.1378	1452716.6348
	CC (17)		725855.1411	1452700.2983
	PT (18)	12+56.88	725256.0366	1452733.0672
	RADIUS:	600.00		
	DELTA:	3°08'32.12" LEFT		
	DEGREE OF CURVATURE(ARC):	9°32'57.47"		
	LENGTH:	32.91		
	TANGENT:	16.46		
	CHORD:	32.90		
	MIDDLE ORDINATE:	0.23		
	EXTERNAL:	0.23		
	TANGENT DIRECTION:	S 89°59'18.59" E		
	RADIAL DIRECTION:	S 0°00'41.41" W		
	CHORD DIRECTION:	N 88°26'25.35" E		
	RADIAL DIRECTION:	S 3°07'50.71" E		
	TANGENT DIRECTION:	N 86°52'09.29" E		
ELEMENT:	LINEAR			
	PT (18)	12+56.88	725256.0366	1452733.0672
	PC (19)	15+19.37	725270.3724	1452995.1657
	TANGENT DIRECTION:	N 86°52'09.29" E		
	TANGENT LENGTH:	262.49		
ELEMENT:	CIRCULAR			
	PC (19)	15+19.37	725270.3724	1452995.1657
	PI ( )	15+46.86	725271.8735	1453022.6091
	CC (20)		725869.4769	1452962.3968
	PT (21)	15+74.30	725275.8772	1453049.8005
	RADIUS:	600.00		
	DELTA:	5°14'43.75" LEFT		
	DEGREE OF CURVATURE(ARC):	9°32'57.47"		
	LENGTH:	54.93		
	TANGENT:	27.48		
	CHORD:	54.91		
	MIDDLE ORDINATE:	0.63		
	EXTERNAL:	0.63		
	TANGENT DIRECTION:	N 86°52'09.29" E		
	RADIAL DIRECTION:	S 3°07'50.71" E		
	CHORD DIRECTION:	N 84°14'47.41" E		
	RADIAL DIRECTION:	S 8°22'34.46" E		
	TANGENT DIRECTION:	N 81°37'25.54" E		

		STATION	NORTHING	EASTING
ELEMENT:	LINEAR			
	PT (21)	15+74.30	725275.8772	1453049.8005
	PC (22)	16+36.80	725284.9806	1453111.6261
	TANGENT DIRECTION:	N 81°37'25.54" E		
	TANGENT LENGTH:	62.49		
ELEMENT:	CIRCULAR			
	PC (22)	16+36.80	725284.9806	1453111.6261
	PI ( )	16+47.73	725286.5732	1453122.4419
	CC (23)		725581.7805	1453067.9243
	PT (24)	16+58.65	725288.9487	1453133.1131
	RADIUS:	300.00		
	DELTA:	4°10'26.47" LEFT		
	DEGREE OF CURVATURE(ARC):	19°05'54.94"		
	LENGTH:	21.86		
	TANGENT:	10.93		
	CHORD:	21.85		
	MIDDLE ORDINATE:	0.20		
	EXTERNAL:	0.20		
	TANGENT DIRECTION:	N 81°37'25.54" E		
	RADIAL DIRECTION:	S 8°22'34.46" E		
	CHORD DIRECTION:	N 79°32'12.30" E		
	RADIAL DIRECTION:	S 12°33'00.94" E		
	TANGENT DIRECTION:	N 77°26'59.06" E		
ELEMENT:	LINEAR			
	PT (24)	16+58.65	725288.9487	1453133.1131
	PI (25)	17+53.25	725309.5052	1453225.4539
	TANGENT DIRECTION:	N 77°26'59.06" E		
	TANGENT LENGTH:	94.60		
ELEMENT:	LINEAR			
	PI (25)	17+53.25	725309.5052	1453225.4539
	PI (26)	18+53.17	725331.7772	1453322.8610
	TANGENT DIRECTION:	N 77°07'14.97" E		
	TANGENT LENGTH:	99.92		
ELEMENT:	LINEAR			
	PI (26)	18+53.17	725331.7772	1453322.8610
	PC (27)	19+92.38	725364.4486	1453458.1749
	TANGENT DIRECTION:	N 76°25'32.78" E		
	TANGENT LENGTH:	139.20		

		STATION	NORTHING	EASTING
ELEMENT:	CIRCULAR			
	PC (27)	19+92.38	725364.4486	1453458.1749
	PI ( )	20+04.64	725367.3275	1453470.0983
	CC (28)		723420.3153	1453927.5846
	PT (29)	20+16.91	725370.0599	1453482.0561
	RADIUS:	2000.00		
	DELTA:	0°42'10.02" RIGHT		
	DEGREE OF CURVATURE(ARC):	2°51'53.24"		
	LENGTH:	24.53		
	TANGENT:	12.27		
	CHORD:	24.53		
	MIDDLE ORDINATE:	0.04		
	EXTERNAL:	0.04		
	TANGENT DIRECTION:	N 76°25'32.78" E		
	RADIAL DIRECTION:	S 13°34'27.22" E		
	CHORD DIRECTION:	N 76°46'37.79" E		
	RADIAL DIRECTION:	S 12°52'17.19" E		
	TANGENT DIRECTION:	N 77°07'42.81" E		
ELEMENT:	LINEAR			
	PT (29)	20+16.91	725370.0599	1453482.0561
	PC (30)	22+11.76	725413.4654	1453672.0093
	TANGENT DIRECTION:	N 77°07'42.81" E		
	TANGENT LENGTH:	194.85		
ELEMENT:	CIRCULAR			
	PC (30)	22+11.76	725413.4654	1453672.0093
	PI ( )	22+59.36	725424.0693	1453718.4147
	CC (31)		725608.4399	1453627.4565
	PT (32)	23+05.22	725454.4416	1453755.0674
	RADIUS:	200.00		
	DELTA:	26°46'31.64" LEFT		
	DEGREE OF CURVATURE(ARC):	28°38'52.40"		
	LENGTH:	93.46		
	TANGENT:	47.60		
	CHORD:	92.62		
	MIDDLE ORDINATE:	5.43		
	EXTERNAL:	5.59		
	TANGENT DIRECTION:	N 77°07'42.81" E		
	RADIAL DIRECTION:	S 12°52'17.19" E		
	CHORD DIRECTION:	N 63°44'26.98" E		
	RADIAL DIRECTION:	S 39°38'48.84" E		
	TANGENT DIRECTION:	N 50°21'11.16" E		
ELEMENT:	LINEAR			
	PT (32)	23+05.22	725454.4416	1453755.0674
	POE (33)	24+32.78	725535.8329	1453853.2887
	TANGENT DIRECTION:	N 50°21'11.16" E		
	TANGENT LENGTH:	127.56		



HORIZONTAL ALIGNMENT NAME: NORTH CHAMPLAIN

		STATION	NORTHING	EASTING
ELEMENT:	LINEAR			
	PI (40)	15+72.11	724223.3458	1453101.8420
	POE (41)	26+26.40	725276.5692	1453054.5004
	TANGENT DIRECTION:	N 2°34'25.21" W		
	TANGENT LENGTH:	1054.29		

vhb

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

FILE NAME: 5816905_bdr_ali.dgn
PROJECT LEADER: J.A.CONLEY
DESIGNED BY: C.K.FORD
ALIGNMENT DATA SHEET

PLOT DATE: 7/23/2021
DRAWN BY: C.K.FORD
CHECKED BY: D.A.GINGRAS
SHEET 9 OF 21

4 INCH WHITE LINE, WATERBORNE PAINT
STA 200+10 - 203+25, LT (CYCLE TRACK BUFFER)
STA 200+15 - 203+25, RT (PARKING)

6 INCH WHITE LINE, WATERBORNE PAINT
STA 200+10 - 203+25, LT (CYCLE TRACK BUFFER)

4 INCH YELLOW LINE, WATERBORNE PAINT
STA 200+10 - 200+60, LT (CYCLE TRACK CL)
STA 200+60 - 202+82, LT (CYCLE TRACK CL, DASHED)
STA 202+82 - 203+25, LT (CYCLE TRACK CL)

12 INCH STOP BAR, WATERBORNE PAINT
STA 200+14, LT

DELINEATOR WITH FLEXIBLE POST
STA 200+43, LT
STA 200+89, LT
STA 201+97, LT
STA 202+72, LT
STA 203+16, LT

REMOVAL OF EXISTING PAVEMENT MARKINGS
STA 200+13 - 203+25, RT (PARKING)
STA 200+43 - 201+50, LT (ADVANCE WARNING SPEED TABLE)
STA 200+43 - 201+40, RT (ADVANCE WARNING SPEED TABLE)
STA 200+69 - 203+25, RT (CL)

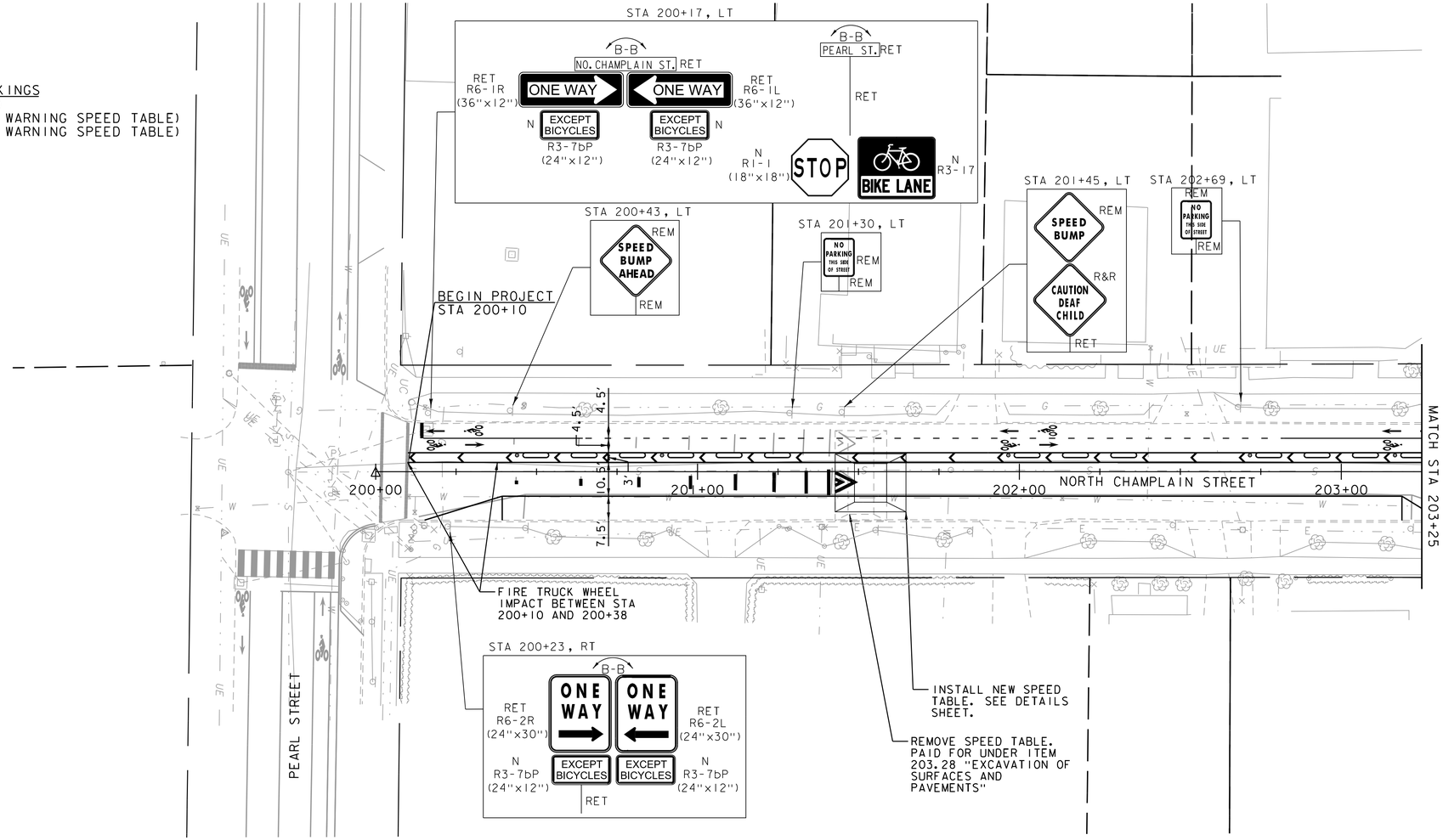
REMOVING SIGNS
STA 200+43, LT (1)
STA 201+30, LT (1)
STA 201+45, LT (1)
STA 202+69, LT (1)

RESETTING SIGNS
STA 201+45, LT (1)

12 INCH WHITE LINE, WATERBORNE PAINT
STA 200+44, RT (ADVANCE WARNING SPEED TABLE)
STA 200+64, RT (ADVANCE WARNING SPEED TABLE)
STA 200+82, RT (ADVANCE WARNING SPEED TABLE)
STA 200+98, RT (ADVANCE WARNING SPEED TABLE)
STA 201+12, RT (ADVANCE WARNING SPEED TABLE)
STA 201+24, RT (ADVANCE WARNING SPEED TABLE)
STA 201+34, RT (ADVANCE WARNING SPEED TABLE)
STA 201+41, RT (ADVANCE WARNING SPEED TABLE)

LETTER OR SYMBOL, WATERBORNE PAINT
STA 200+25, LT (BIKE LANE) (4)
STA 201+45, RT (SPEED TABLE)
STA 202+02, LT (BIKE LANE) (4)
STA 203+15, LT (BIKE LANE) (2)

SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)
STA 200+46 - 200+54, LT
STA 200+61 - 200+69, LT
STA 200+76 - 200+84, LT
STA 200+91 - 200+99, LT
STA 201+06 - 201+14, LT
STA 201+21 - 201+29, LT
STA 201+98 - 202+06, LT
STA 202+13 - 202+21, LT
STA 202+28 - 202+36, LT
STA 202+73 - 202+81, LT
STA 202+88 - 202+97, LT
STA 203+03 - 203+11, LT
STA 203+19 - 203+25, LT



VT STATE PLANE GRID
N

SIGN LEGEND
REM = REMOVE
N = NEW
RET = RETAIN
R&R = REMOVE AND RESET
RES = RESET
B-B = BACK TO BACK

PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
SDL = SINGLE DASHED WHITE LINE
DYL = DOUBLE YELLOW LINE
SYL = SINGLE YELLOW LINE
SDYL= SINGLE DASHED YELLOW LINE

0 20 40
SCALE IN FEET

PROJECT NAME: N. CHAMPLAIN/MANHATTAN DRIVE
PROJECT NUMBER: 58169.05
FILE NAME: z5816905_bdr_nu1_N_Champlain_update.dgn PLOT DATE: 7/23/2021
PROJECT LEADER: J.A.CONLEY DRAWN BY: A.N.DALLY
DESIGNED BY: C.K.FORD CHECKED BY: D.A.GINGRAS
N. CHAMPLAIN STREET LAYOUT SHEET (1 OF 5) SHEET 10 OF 21

4 INCH WHITE LINE, WATERBORNE PAINT
STA 203+25 - 203+32, LT (CYCLE TRACK BUFFER)
STA 203+53 - 203+95, LT (CYCLE TRACK CROSSING, DASHED)
STA 204+07 - 207+62, RT (PARKING)
STA 204+07 - 206+25, LT (CYCLE TRACK BUFFER)
STA 206+25 - 206+53, LT (CYCLE TRACK CROSSING, DASHED)
STA 206+55 - 208+50, LT (CYCLE TRACK BUFFER)
STA 208+00 - 208+50, RT (PARKING)

4 INCH YELLOW LINE, WATERBORNE PAINT
STA 203+25 - 203+32, LT (CYCLE TRACK CL)
STA 203+53 - 203+95, LT (CYCLE TRACK CL CROSSING, DASHED)
STA 204+10 - 204+60, LT (CYCLE TRACK CL)
STA 204+60 - 205+75, LT (CYCLE TRACK, DASHED)
STA 205+75 - 206+25, LT (CYCLE TRACK CL)
STA 206+25 - 206+53, LT (CYCLE TRACK CL CROSSING, DASHED)
STA 206+55 - 207+05, LT (CYCLE TRACK CL)
STA 207+05 - 208+50, LT (CYCLE TRACK CL, DASHED)

6 INCH WHITE LINE, WATERBORNE PAINT
STA 203+25 - 203+32, LT (CYCLE TRACK BUFFER)
STA 204+07 - 206+25, LT (CYCLE TRACK BUFFER)
STA 206+55 - 208+50, LT (CYCLE TRACK BUFFER)

12 INCH WHITE LINE, WATERBORNE PAINT
STA 206+28, RT (ADVANCE SPEED TABLE WARNING)
STA 206+48, RT (ADVANCE SPEED TABLE WARNING)
STA 206+66, RT (ADVANCE SPEED TABLE WARNING)
STA 206+82, RT (ADVANCE SPEED TABLE WARNING)
STA 206+96, RT (ADVANCE SPEED TABLE WARNING)
STA 207+08, RT (ADVANCE SPEED TABLE WARNING)
STA 207+19, RT (ADVANCE SPEED TABLE WARNING)
STA 207+25, RT (ADVANCE SPEED TABLE WARNING)

LETTER OR SYMBOL, WATERBORNE PAINT
STA 203+26, LT (BIKE LANE) (2)
STA 204+25, LT (BIKE LANE) (4)
STA 205+55, LT (BIKE LANE) (4)
STA 207+00, LT (BIKE LANE) (4)
STA 207+30, RT (SPEED TABLE
STA 208+30, LT (BIKE LANE) (4)

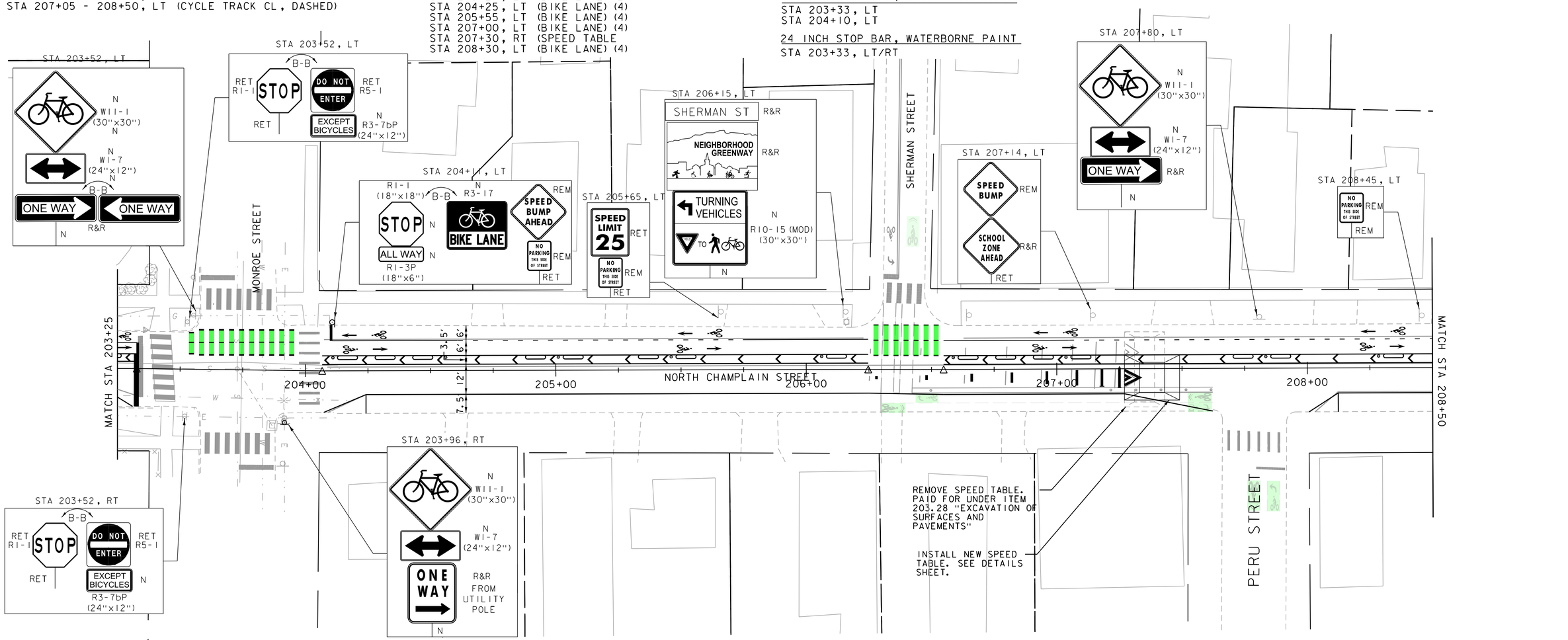
SPECIAL PROVISION (GREEN COLORED PAVEMENT MARKINGS)
STA 203+53 - 203+95, LT (CYCLE TRACK CROSSING, DASHED)
STA 206+25 - 206+53, LT (CYCLE TRACK CROSSING, DASHED)

REMOVAL OF EXISTING PAVEMENT MARKINGS
STA 203+25 - 203+33, RT (CL)
STA 203+25 - 203+33, RT (PARKING)
STA 203+33, RT (STOP BAR)
STA 204+07 - 206+23, LT (SHOULDER)
STA 204+07 - 208+50, LT (CL)
STA 206+25 - 207+30, LT/RT (ADVANCE WARNING SPEED TABLE)
STA 206+63 - 208+50, LT (SHOULDER)
STA 207+49 - 207+62, RT (BIKE LANE BUFFER)
STA 206+35, RT (GREEN BACK SHARROW)
STA 206+48, RT (GREEN BACK BIKE LANE)
STA 207+57, RT (GREEN BACK BIKE LANE/SHARROW)

12 INCH STOP BAR, WATERBORNE PAINT
STA 203+33, LT
STA 204+10, LT

24 INCH STOP BAR, WATERBORNE PAINT
STA 203+33, LT/RT

VT STATE PLANE GRID



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PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
SDL = SINGLE DASHED WHITE LINE
DYL = DOUBLE YELLOW LINE
SYL = SINGLE YELLOW LINE
SDYL= SINGLE DASHED YELLOW LINE

SPECIAL PROVISION (REMOVE FLEX POSTS)
STA 206+50, RT
STA 207+22, RT
STA 207+32, RT
STA 207+42, RT
STA 207+52, RT
STA 207+62, RT

SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)
STA 203+25 - 203+27, LT
STA 204+13 - 204+21, LT
STA 204+28 - 204+36, LT
STA 204+43 - 204+51, LT
STA 204+88 - 204+96, LT
STA 205+03 - 205+11, LT
STA 205+32 - 205+41, LT
STA 205+48 - 205+66, LT
STA 206+08 - 206+16, LT
STA 206+61 - 206+69, LT
STA 206+76 - 206+84, LT
STA 206+91 - 206+99, LT
STA 207+06 - 207+14, LT
STA 207+71 - 207+78, LT
STA 207+86 - 207+93, LT
STA 208+31 - 208+38, LT

DELINEATOR WITH FLEXIBLE POST
STA 204+11, LT
STA 204+56, LT
STA 205+01, LT
STA 205+46, LT
STA 206+06, LT
STA 206+59, LT
STA 207+03, LT
STA 207+83, LT
STA 208+28, LT

REMOVING SIGNS
STA 203+52, LT (2)
STA 203+96, RT (1)
STA 204+11, LT (2)
STA 205+65, LT (1)
STA 206+15, LT (2)
STA 207+14, LT (2)
STA 207+80, LT (1)
STA 208+45, LT (1)

RESETTING SIGNS
STA 203+52, LT (2)
STA 203+96, RT (1)
STA 206+15, LT (2)
STA 207+14, LT (1)
STA 207+80, LT (1)

0 20 40
SCALE IN FEET

PROJECT NAME: N. CHAMPLAIN/MANHATTAN DRIVE
PROJECT NUMBER: 58169.05
FILE NAME: z5816905_bdr_nu1_N_Champlain_upd.dgn PLOT DATE: 7/23/2021
PROJECT LEADER: J.A.CONLEY DRAWN BY: A.N.DALLY
DESIGNED BY: C.K.FORD CHECKED BY: D.A.GINGRAS
N. CHAMPLAIN STREET LAYOUT SHEET (2 OF 5) SHEET 11 OF 21

4 INCH WHITE LINE, WATERBORNE PAINT
STA 208+50 - 211+40, LT (CYCLE TRACK BUFFER)
STA 211+47 - 214+00, LT (CYCLE TRACK BUFFER)
STA 208+50 - 210+81, RT (PARKING)
STA 215+25 - 214+00, RT (PARKING

4 INCH YELLOW LINE, WATERBORNE PAINT
STA 208+50 - 211+39, LT (CYCLE TRACK CL, DASHED)
STA 211+48 - 214+00, LT (CYCLE TRACK CL, DASHED)

6 INCH WHITE LINE, WATERBORNE PAINT
STA 208+50 - 211+40, LT (CYCLE TRACK BUFFER)
STA 211+47 - 214+00, LT (CYCLE TRACK BUFFER)

LETTER OR SYMBOL, WATERBORNE PAINT
STA 209+63, RT (SPEED TABLE)
STA 212+64, RT (SPEED TABLE)
STA 209+70, LT (BIKE LANE) (4)
STA 211+28, LT (BIKE LANE) (4)
STA 213+17, LT (BIKE LANE) (4)

REMOVAL OF EXISTING PAVEMENT MARKINGS
STA 208+50 - 214+00, LT (SHOULDER)
STA 208+50 - 214+00, LT (CL)
STA 208+50 - 210+81, RT (PARKING)
STA 208+63 - 209+66, RT/LT (ADVANCE SPEED TABLE WARNING)
STA 211+60 - 212+65, LT (ADVANCE SPEED TABLE WARNING)
STA 215+25 - 214+00, RT (PARKING)

12 INCH WHITE LINE, WATERBORNE PAINT
STA 208+62, RT (ADVANCE SPEED TABLE WARNING)
STA 208+82, RT (ADVANCE SPEED TABLE WARNING)
STA 209+00, RT (ADVANCE SPEED TABLE WARNING)
STA 209+16, RT (ADVANCE SPEED TABLE WARNING)
STA 209+30, RT (ADVANCE SPEED TABLE WARNING)
STA 209+42, RT (ADVANCE SPEED TABLE WARNING)
STA 209+52, RT (ADVANCE SPEED TABLE WARNING)
STA 209+59, RT (ADVANCE SPEED TABLE WARNING)
STA 211+62, RT (ADVANCE SPEED TABLE WARNING)
STA 211+82, RT (ADVANCE SPEED TABLE WARNING)
STA 212+00, RT (ADVANCE SPEED TABLE WARNING)
STA 212+16, RT (ADVANCE SPEED TABLE WARNING)
STA 212+30, RT (ADVANCE SPEED TABLE WARNING)
STA 212+42, RT (ADVANCE SPEED TABLE WARNING)
STA 212+52, RT (ADVANCE SPEED TABLE WARNING)
STA 212+59, RT (ADVANCE SPEED TABLE WARNING)

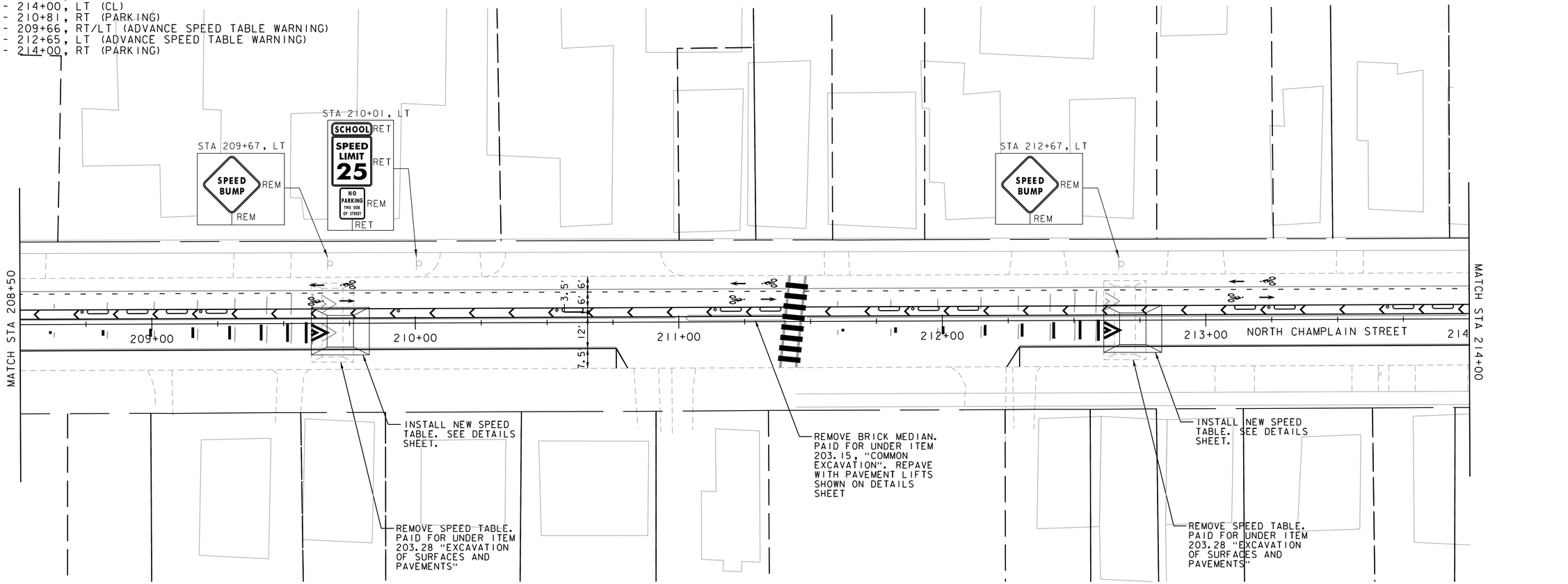
CROSSWALK MARKING, WATERBORNE PAINT
STA 211+43, LT/RT

SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)
STA 208+76 - 208+84, LT
STA 208+91 - 208+99, LT
STA 209+06 - 209+14, LT
STA 209+21 - 209+29, LT
STA 210+56 - 210+64, LT
STA 211+16 - 211+24, LT
STA 211+31 - 211+39, LT
STA 211+76 - 211+84, LT
STA 211+91 - 211+99, LT
STA 212+06 - 212+14, LT
STA 213+11 - 213+19, LT
STA 213+26 - 213+34, LT
STA 213+71 - 213+79, LT
STA 213+86 - 213+94, LT

DELINEATOR WITH FLEXIBLE POST
STA 208+74, LT
STA 209+19, LT
STA 209+93, LT
STA 210+54, LT
STA 211+14, LT
STA 211+89, LT
STA 213+24, LT
STA 213+69, LT

REMOVING SIGNS
STA 209+67, LT (1)
STA 210+01, LT (1)
STA 212+67, LT (1)

N
VT STATE PLANE GRID



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R&R = REMOVE AND RESET
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PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
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DYL = DOUBLE YELLOW LINE
SYL = SINGLE YELLOW LINE
SDYL= SINGLE DASHED YELLOW LINE

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: N. CHAMPLAIN/MANHATTAN DRIVE
PROJECT NUMBER: 58169.05
FILE NAME: z58169905_bdr_nu1_N_Champlain_upd06.dgn PLOT DATE: 7/23/2021
PROJECT LEADER: J.A.CONLEY DRAWN BY: A.N.DALLY
DESIGNED BY: C.K.FORD CHECKED BY: D.A.GINGRAS
N. CHAMPLAIN STREET LAYOUT SHEET (3 OF 5) SHEET 12 OF 21

4 INCH YELLOW LINE, WATERBORNE PAINT
STA 214+00 - 214+64, LT (CYCLE TRACK CL, DASHED)
STA 214+64 - 215+14, LT (CYCLE TRACK CL)
STA 215+29 - 215+63, LT (CYCLE TRCK CL CROSSING, DASHED)
STA 215+72 - 216+22, LT (CYCLE TRACK CL)
STA 216+22 - 216+92, LT (CYCLE TRACK CL, DASHED)
STA 216+92 - 217+42, LT (CYCLE TRACK CL)
STA 217+42 - 217+68, LT (CYCLE TRACK CL CROSSING, DASHED)
STA 217+68 - 218+18, LT (CYCLE TRACK CL)
STA 218+18 - 219+75, LT (CYCLE TRACK CL, DASHED)

4 INCH WHITE LINE, WATERBORNE PAINT
STA 214+00 - 215+14, LT (CYCLE TRACK BUFFER)
STA 214+00 - 215+07, RT (PARKING)
STA 215+29 - 215+63, LT (CYCLE TRACK CROSSING, DASHED)
STA 215+72 - 217+41, LT (CYCLE TRACK BUFFER)
STA 215+74 - 219+42, RT (PARKING)
STA 217+71 - 219+75, LT (CYCLE TRACK BUFFER)
STA 217+42 - 217+68, LT (CYCLE TRACK CROSSING, DASHED)

6 INCH WHITE LINE, WATERBORNE PAINT
STA 213+67 - 215+14, LT (CYCLE TRACK BUFFER)
STA 215+72 - 217+41, LT (CYCLE TRACK BUFFER)
STA 217+71 - 219+75, LT (CYCLE TRACK BUFFER)

12 INCH WHITE LINE, WATERBORNE PAINT
STA 215+97, RT (ADVANCE SPEED TABLE WARNING)
STA 216+16, RT (ADVANCE SPEED TABLE WARNING)
STA 216+34, RT (ADVANCE SPEED TABLE WARNING)
STA 216+50, RT (ADVANCE SPEED TABLE WARNING)
STA 216+64, RT (ADVANCE SPEED TABLE WARNING)
STA 216+76, RT (ADVANCE SPEED TABLE WARNING)
STA 216+86, RT (ADVANCE SPEED TABLE WARNING)
STA 216+93, RT (ADVANCE SPEED TABLE WARNING)
STA 219+40, RT (ADVANCE SPEED TABLE WARNING)
STA 219+60, RT (ADVANCE SPEED TABLE WARNING)

REMOVAL OF EXISTING PAVEMENT MARKINGS
STA 214+00 - 215+14, LT (SHOULDER)
STA 214+00 - 215+14, LT (CL)
STA 214+00 - 215+07, RT (PARKING)
STA 215+14, RT/LT (STOP BAR)
STA 214+22, RT/LT (ARROWS)
STA 214+97, RT/LT (ARROWS)
STA 215+72 - 219+75, LT (CL)
STA 215+72 - 219+75, RT (PARKING)
STA 215+72 - 216+22, LT (SHOULDER)
STA 216+92 - 217+42, LT (SHOULDER)
STA 217+68 - 219+75, LT (SHOULDER)
STA 215+94 - 217+01, RT/LT (ADVANCE SPEED TABLE WARNING)

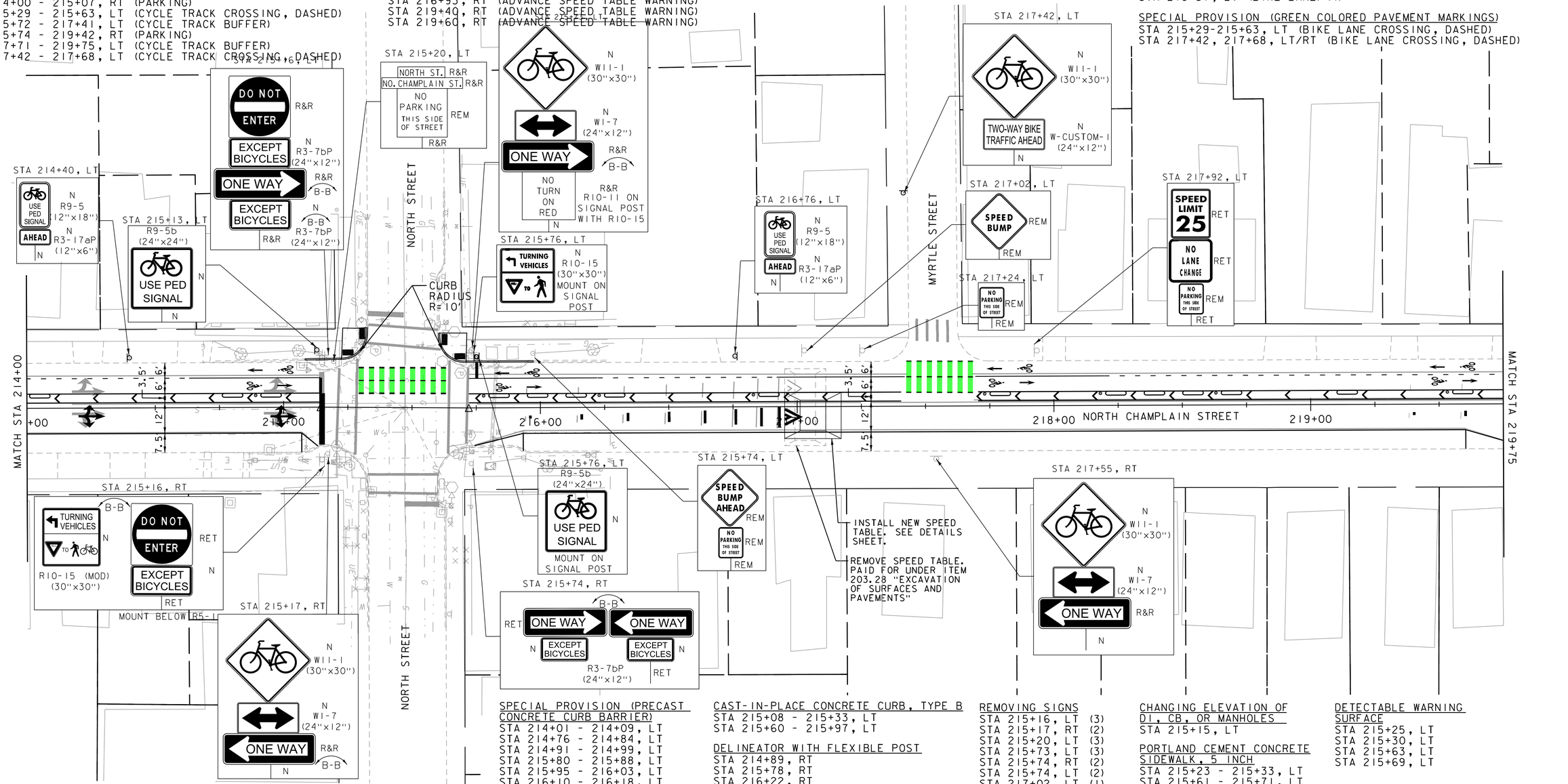
12 INCH STOP BAR, WATERBORNE PAINT
STA 215+14, LT
STA 215+75, LT

24 INCH STOP BAR, WATERBORNE PAINT
STA 215+14, LT/RT

LETTER OR SYMBOL, WATERBORNE PAINT
STA 215+90, LT (BIKE LANE) (4)
STA 216+98, RT (SPEED TABLE)
STA 217+85, LT (BIKE LANE) (4)
STA 219+57, LT (BIKE LANE) (4)

SPECIAL PROVISION (GREEN COLORED PAVEMENT MARKINGS)
STA 215+29-215+63, LT (BIKE LANE CROSSING, DASHED)
STA 217+42, 217+68, LT/RT (BIKE LANE CROSSING, DASHED)

VT STATE PLANE GRID



SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)
STA 214+01 - 214+09, LT
STA 214+76 - 214+84, LT
STA 214+91 - 214+99, LT
STA 215+80 - 215+88, LT
STA 215+95 - 216+03, LT
STA 216+10 - 216+18, LT
STA 216+25 - 216+33, LT
STA 216+85 - 216+93, LT
STA 217+75 - 217+83, LT
STA 218+20 - 218+28, LT
STA 218+35 - 218+43, LT
STA 218+50 - 218+58, LT
STA 218+65 - 218+73, LT
STA 219+10 - 219+18, LT
STA 219+55 - 219+63, LT

CAST-IN-PLACE CONCRETE CURB, TYPE B
STA 215+08 - 215+33, LT
STA 215+60 - 215+97, LT

DELINEATOR WITH FLEXIBLE POST
STA 214+89, RT
STA 215+78, RT
STA 216+22, RT
STA 216+83, RT
STA 217+74, RT
STA 218+18, RT
STA 218+63, RT
STA 219+53, RT

REMOVING SIGNS
STA 215+16, LT (3)
STA 215+17, RT (2)
STA 215+20, LT (3)
STA 215+73, LT (3)
STA 215+74, LT (2)
STA 215+74, LT (2)
STA 217+02, LT (1)
STA 217+24, LT (1)
STA 217+55, RT (1)
STA 217+92, LT (1)

RESETTING SIGNS
STA 215+16, LT (3)
STA 215+17, RT (2)
STA 215+20, LT (2)
STA 215+73, LT (3)
STA 215+74, RT (2)
STA 217+55, RT (1)

CHANGING ELEVATION OF DI, CB, OR MANHOLES
STA 215+15, LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA 215+23 - 215+33, LT
STA 215+61 - 215+71, LT

DETECTABLE WARNING SURFACE
STA 215+25, LT
STA 215+30, LT
STA 215+63, LT
STA 215+69, LT

SIGN LEGEND
REM = REMOVE
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R&R = REMOVE AND RESET
RES = RESET
B-B = BACK TO BACK

PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
SDL = SINGLE DASHED WHITE LINE
DYL = DOUBLE YELLOW LINE
SYL = SINGLE YELLOW LINE
SDYL = SINGLE DASHED YELLOW LINE

0 20 40
SCALE IN FEET

vhb

PROJECT NAME: N. CHAMPLAIN/MANHATTAN DRIVE
PROJECT NUMBER: 58169.05
FILE NAME: z5816905_bdr_nu1_N_Champlain_updated.dgn PLOT DATE: 7/23/2021
PROJECT LEADER: J.A.CONLEY DRAWN BY: A.N.DALLY
DESIGNED BY: C.K.FORD CHECKED BY: D.A.GINGRAS
N. CHAMPLAIN STREET LAYOUT SHEET (4 OF 5) SHEET 13 OF 21

4 INCH WHITE LINE, WATERBORNE PAINT
STA 219+75 - 221+72, LT (CYCLE TRACK BUFFER)
STA 219+75 - 219+86, RT (PARKING)
STA 220+35 - 225+50, RT (PARKING
STA 221+70 - 221+92, LT (CYCLE TRACK CROSSING, DASHED)
STA 221+94 - 250+50, LT (CYCLE TRACK BUFFER)

6 INCH WHITE LINE, WATERBORNE PAINT
STA 219+75 - 221+72, LT (CYCLE TRACK BUFFER)
STA 221+94 - 225+50, LT (CYCLE TRACK BUFFER)

4 INCH YELLOW LINE, WATERBORNE PAINT
STA 219+75 - 221+20, LT (CYCLE TRACK CL, DASHED)
STA 221+20 - 221+70, LT (CYCLE TRACK CL)
STA 221+70 - 221+92, LT (CYCLE TRACK CL CROSSING, DASHED)
STA 221+94 - 222+44, LT (CYCLE TRACK CL)
STA 222+44 - 225+05, LT (CYCLE TRACK CL, DASHED)
STA 225+05 - 225+50, LT (CYCLE TRACK CL)

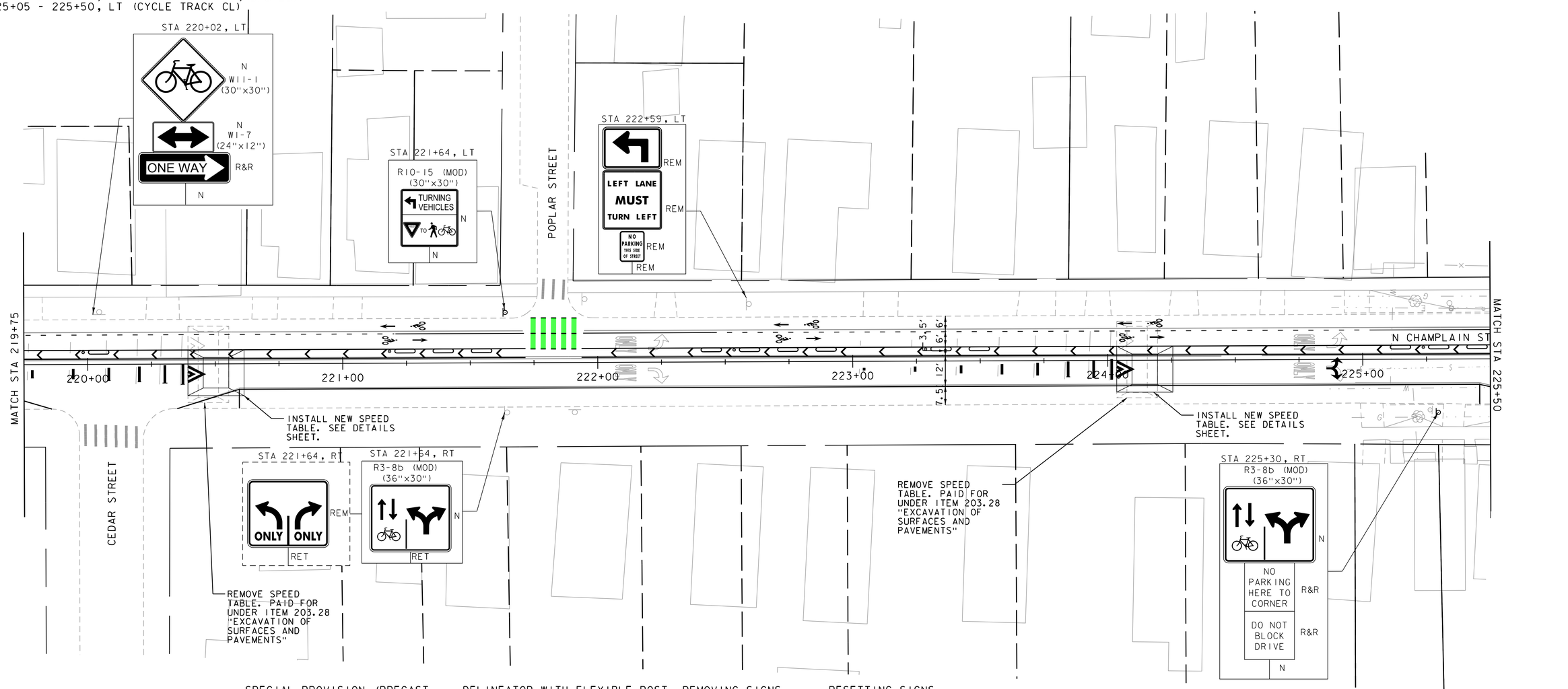
12 INCH WHITE LINE, WATERBORNE PAINT
STA 219+78, RT (ADVANCE SPEED TABLE WARNING)
STA 219+94, RT (ADVANCE SPEED TABLE WARNING)
STA 220+08, RT (ADVANCE SPEED TABLE WARNING)
STA 220+20, RT (ADVANCE SPEED TABLE WARNING)
STA 220+30, RT (ADVANCE SPEED TABLE WARNING)
STA 220+37, RT (ADVANCE SPEED TABLE WARNING)
STA 223+05, RT (ADVANCE SPEED TABLE WARNING)
STA 223+25, RT (ADVANCE SPEED TABLE WARNING)
STA 223+43, RT (ADVANCE SPEED TABLE WARNING)
STA 223+59, RT (ADVANCE SPEED TABLE WARNING)
STA 223+72, RT (ADVANCE SPEED TABLE WARNING)
STA 223+85, RT (ADVANCE SPEED TABLE WARNING)
STA 223+95, RT (ADVANCE SPEED TABLE WARNING)
STA 224+02, RT (ADVANCE SPEED TABLE WARNING)

SPECIAL PROVISION (GREEN COLORED PAVEMENT MARKINGS)
STA 221+74 - 221+92, LT (CYCLE TRACK CROSSING, DASHED)

REMOVAL OF EXISTING PAVEMENT MARKINGS
STA 219+75 - 219+86, RT (PARKING)
STA 219+75 - 225+50, LT (CL)
STA 219+75 - 221+70, LT (SHOULDER)
STA 219+95 - 220+72, LT (ADVANCE SPEED TABLE WARNING)
STA 220+35 - 225+50, RT (PARKING)
STA 221+94 - 225+50, LT (SHOULDER)
STA 222+12, LT/RT (ONLY)
STA 222+25, LT/RT (ARROWS)
STA 223+03 - 224+07, LT (ADVANCE SPEED TABLE WARNING)
STA 224+77, LT/RT (ONLY)
STA 224+90, LT/RT (ARROWS)

VT STATE PLANE GRID

LETTER OR SYMBOL, WATERBORNE PAINT
STA 220+42, RT (SPEED TABLE)
STA 221+25, LT (BIKE LANE) (4)
STA 222+78, LT (BIKE LANE) (4)
STA 224+06, RT (SPEED TABLE)
STA 224+13, LT (BIKE LANE) (4)
STA 224+90, RT (ARROW) (2)



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PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
SDL = SINGLE DASHED WHITE LINE
DYL = DOUBLE YELLOW LINE
SYL = SINGLE YELLOW LINE
SDYL= SINGLE DASHED YELLOW LINE

SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)
STA 220+00 - 220+08, LT
STA 221+20 - 221+28, LT
STA 221+35 - 221+44, LT
STA 221+50 - 221+59, LT
STA 222+41 - 222+49, LT
STA 222+56 - 222+64, LT
STA 222+71 - 222+79, LT
STA 222+86 - 222+94, LT
STA 223+31 - 223+39, LT
STA 223+46 - 223+54, LT
STA 225+11 - 225+19, LT
STA 225+26 - 225+34, LT
STA 225+41 - 225+49, LT

DELINEATOR WITH FLEXIBLE POST
STA 219+98, LT
STA 221+18, LT
STA 222+53, LT
STA 223+29, LT
STA 225+24, LT

REMOVING SIGNS
STA 222+63, RT

REMOVING SIGNS
STA 220+02, LT (1)
STA 221+64, RT (1)
STA 222+59, LT (3)
STA 225+30, RT (2)

RESETTING SIGNS
STA 220+02, LT (1)
STA 225+30, RT (2)

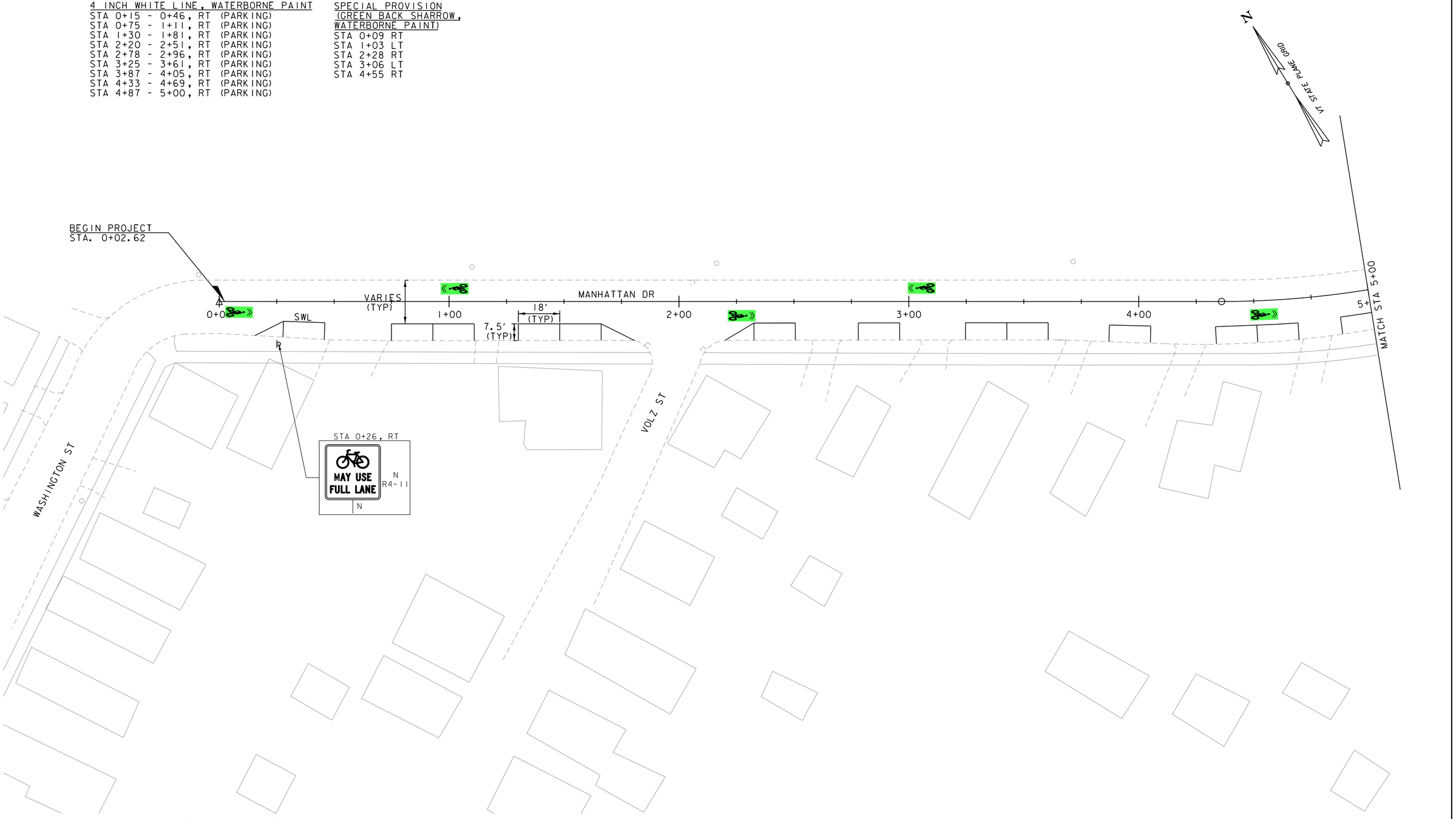
0 20 40
SCALE IN FEET

vhb

PROJECT NAME: N. CHAMPLAIN/MANHATTAN DRIVE
PROJECT NUMBER: 58169.05
FILE NAME: z5816905_bdr_nu1_N_Champlain_upd01.dgn PLOT DATE: 7/23/2021
PROJECT LEADER: J.A.CONLEY DRAWN BY: A.N.DALLY
DESIGNED BY: C.K.FORD CHECKED BY: D.A.GINGRAS
N. CHAMPLAIN STREET LAYOUT SHEET (5 OF 5) SHEET 14 OF 21

4 INCH WHITE LINE, WATERBORNE PAINT
STA 0+15 - 0+46, RT (PARKING)
STA 0+75 - 1+11, RT (PARKING)
STA 1+30 - 1+81, RT (PARKING)
STA 2+20 - 2+51, RT (PARKING)
STA 2+78 - 2+96, RT (PARKING)
STA 3+25 - 3+61, RT (PARKING)
STA 3+87 - 4+05, RT (PARKING)
STA 4+33 - 4+69, RT (PARKING)
STA 4+87 - 5+00, RT (PARKING)

SPECIAL PROVISION
(GREEN BACK SHARROW, WATERBORNE PAINT)
STA 0+09 RT
STA 1+03 LT
STA 2+28 RT
STA 3+06 LT
STA 4+55 RT



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B-B = BACK TO BACK

PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
SDL = SINGLE DASHED WHITE LINE
DYL = DOUBLE YELLOW LINE
SYL = SINGLE YELLOW LINE
SDYL= SINGLE DASHED YELLOW LINE

0 20 40
SCALE IN FEET

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

FILE NAME: z5816905_bdr_nu1_Manhattan_Dr.dgn
PROJECT LEADER: J.A. CONLEY
DESIGNED BY: J.S.GINGRAS
MANHATTAN DRIVE LAYOUT SHEET (1 OF 5)
PLOT DATE: 7/23/2021
DRAWN BY: J.S. GINGRAS
CHECKED BY: D.A. GINGRAS
SHEET 15 OF 21

4 INCH WHITE LINE, WATERBORNE PAINT
STA 5+00 - 5+39, RT (PARKING)
STA 5+55 - 7+97, RT (PARKING)
STA 8+18 - 8+67, RT (BIKE LANE EXTENSION, DASHED) (2)
STA 8+69 - 9+01, RT (BIKE BUFFER)
STA 8+69 - 9+01, RT (BIKE LANE)
STA 9+08 - 9+45, RT (BIKE LANE EXTENSION, DASHED) (2)
STA 9+51 - 11+00, RT (BIKE BUFFER)

4 INCH YELLOW LINE, WATERBORNE PAINT
STA 8+93 - 11+00, LT/RT (DYCL)

SPECIAL PROVISION (GREEN COLORED PAVEMENT MARKINGS)
STA 8+18 - 8+67, RT (BIKE LANE EXTENSION, DASHED)
STA 9+08 - 9+45, RT (BIKE LANE EXTENSION, DASHED)

6 INCH WHITE LINE, WATERBORNE PAINT
STA 10+53 - 11+00, LT (BIKE LANE)

LETTER OR SYMBOL ,WATERBORNE PAINT
STA 8+79, RT (BIKE LANE) (2)
STA 10+25, RT (BIKE LANE) (2)
STA 10+64, LT (BIKE LANE) (2)

SPECIAL PROVISION
(GREEN BACK SHARROW,
WATERBORNE PAINT)
STA 5+12, LT
STA 6+59, RT
STA 7+09, LT
STA 9+14, LT
STA 10+40, LT

N
VT STATE PLANE GRID

STA 8+70, RT
NO PARKING ANY TIME
RET
BIKE LANE
N R3-17
RET

MATCH STA 5+00
MANHATTAN DR
VARIES (TYP)
18' (TYP)
7.5' (TYP)
ON-STREET PARKING
6+00
7+00
8+00
9+00
10+00
2'
5'
10' MIN
5' BIKE LANE
11.5'
MATCH STA 11+00
WARD ST
PITKIN ST

SIGN LEGEND
REM = REMOVE
N = NEW
RET = RETAIN
R&R = REMOVE AND RESET
RES = RESET
B-B = BACK TO BACK

PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
SDL = SINGLE DASHED WHITE LINE
DYL = DOUBLE YELLOW LINE
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SDYL= SINGLE DASHED YELLOW LINE

0 20 40
SCALE IN FEET

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

FILE NAME: z5816905_bdr_nu1_Manhattan_Dr.dgn
PROJECT LEADER: J.A. CONLEY
DESIGNED BY: J.S. GINGRAS
PLOT DATE: 7/23/2021
DRAWN BY: J.S. GINGRAS
CHECKED BY: D.A.GINGRAS
MANHATTAN DRIVE LAYOUT SHEET (2 OF 5)
SHEET 16 OF 21

STEEL BEAM GUARDRAIL, GALVANIZED
STA 15+32 - 15+45, LT

REMOVAL AND DISPOSAL OF GUARDRAIL
STA 15+32 - 15+83, LT

REMOVE AND RESET GUARDRAIL
FROM STA 15+83 - 15+95 TO
STA 15+45 - 15+57, LT

CAST-IN-PLACE CONCRETE CURB, TYPE B
STA 11+87 - 12+13, RT
STA 15+58 - 15+74, LT
STA 16+13 - 16+34, LT

SPECIAL PROVISION (GREEN COLORED PAVEMENT MARKINGS)
STA 11+35 - 12+46, LT (BIKE LANE EXTENSION, DASHED)
STA 11+44 - 12+06, RT (BIKE LANE EXTENSION, DASHED)
STA 14+30 - 14+74, LT (BIKE LANE EXTENSION, DASHED)
STA 15+55 - 15+93, RT (BIKE LANE EXTENSION, DASHED)
STA 15+61 - 15+69, LT/RT (BIKE LANE EXTENSION, DASHED)
STA 15+63 - 15+99, LT (BIKE JUG HANDLE)
STA 16+08 - 16+29, LT (BIKE RAMP)
STA 225+78 - 225+88, LT (BIKE LANE)

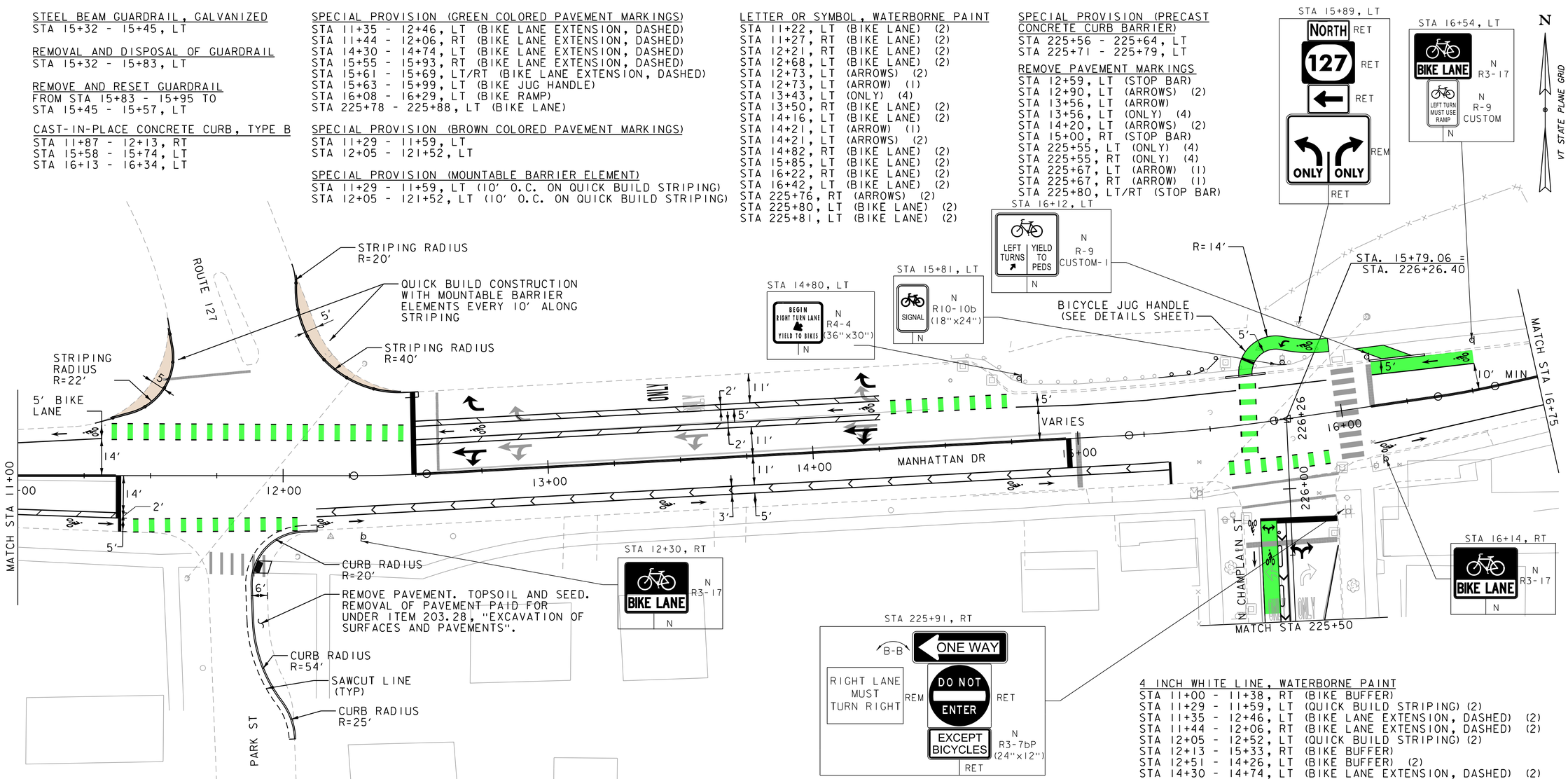
SPECIAL PROVISION (BROWN COLORED PAVEMENT MARKINGS)
STA 11+29 - 11+59, LT
STA 12+05 - 121+52, LT

SPECIAL PROVISION (MOUNTABLE BARRIER ELEMENT)
STA 11+29 - 11+59, LT (10' O.C. ON QUICK BUILD STRIPING)
STA 12+05 - 121+52, LT (10' O.C. ON QUICK BUILD STRIPING)

LETTER OR SYMBOL, WATERBORNE PAINT
STA 11+22, LT (BIKE LANE) (2)
STA 11+27, RT (BIKE LANE) (2)
STA 12+21, RT (BIKE LANE) (2)
STA 12+68, LT (BIKE LANE) (2)
STA 12+73, LT (ARROWS) (2)
STA 12+73, LT (ARROW) (1)
STA 13+43, LT (ONLY) (4)
STA 13+50, RT (BIKE LANE) (2)
STA 14+16, LT (BIKE LANE) (2)
STA 14+21, LT (ARROW) (1)
STA 14+21, LT (ARROWS) (2)
STA 14+82, RT (BIKE LANE) (2)
STA 15+85, LT (BIKE LANE) (2)
STA 16+22, RT (BIKE LANE) (2)
STA 16+42, LT (BIKE LANE) (2)
STA 225+76, RT (ARROWS) (2)
STA 225+80, LT (BIKE LANE) (2)
STA 225+81, LT (BIKE LANE) (2)

SPECIAL PROVISION (PRECAST CONCRETE CURB BARRIER)
STA 225+56 - 225+64, LT
STA 225+71 - 225+79, LT

REMOVE PAVEMENT MARKINGS
STA 12+59, LT (STOP BAR)
STA 12+90, LT (ARROWS) (2)
STA 13+56, LT (ARROW)
STA 13+56, LT (ONLY) (4)
STA 14+20, LT (ARROWS) (2)
STA 15+00, RT (STOP BAR)
STA 225+55, LT (ONLY) (4)
STA 225+55, RT (ONLY) (4)
STA 225+67, LT (ARROW) (1)
STA 225+67, RT (ARROW) (1)
STA 225+80, LT/RT (STOP BAR)



PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
STA 11+88 - 11+96, RT

DETECTABLE WARNING SURFACE
STA 11+90, RT

BITUMINOUS CONCRETE SIDEWALK
STA 15+63 - 15+99, LT
STA 16+08 - 16+29, LT

REMOVING SIGNS
STA 15+89, LT (1)
STA 225+91, RT (1)

24 INCH STOP BAR, WATERBORNE PAINT
STA 11+38, RT
STA 12+13, LT
STA 14+97, RT
STA 225+88, LT/RT

12 INCH STOP BAR, WATERBORNE PAINT
STA 11+38, RT
STA 15+34, RT
STA 15+67, LT
STA 225+88, LT

6 INCH WHITE LINE, WATERBORNE PAINT
STA 11+00 - 11+32, LT (BIKE LANE)
STA 14+77 - 15+62, LT (BIKE LANE)
STA 15+63 - 15+94, LT (BIKE LANE)
STA 15+70 - 15+96, LT (BIKE LANE)
STA 16+13 - 16+53, LT (BIKE LANE)
STA 16+10 - 16+75, RT (BIKE LANE)
STA 225+50 - 225+88, LT (BIKE BUFFER)

4 INCH WHITE LINE, WATERBORNE PAINT
STA 11+00 - 11+38, RT (BIKE BUFFER)
STA 11+29 - 11+59, LT (QUICK BUILD STRIPING) (2)
STA 11+35 - 12+46, LT (BIKE LANE EXTENSION, DASHED) (2)
STA 11+44 - 12+06, RT (BIKE LANE EXTENSION, DASHED) (2)
STA 12+05 - 12+52, LT (QUICK BUILD STRIPING) (2)
STA 12+13 - 15+33, RT (BIKE BUFFER)
STA 12+51 - 14+26, LT (BIKE BUFFER) (2)
STA 14+30 - 14+74, LT (BIKE LANE EXTENSION, DASHED) (2)
STA 15+55 - 15+93, RT (BIKE LANE EXTENSION, DASHED) (2)
STA 15+61 - 15+63, LT/RT (BIKE LANE EXTENSION, DASHED)
STA 15+67 - 15+69, LT/RT (BIKE LANE EXTENSION, DASHED)
STA 225+50 - 225+78, RT (PARKING)
STA 225+50 - 225+88, LT (BIKE BUFFER)

4 INCH YELLOW LINE, WATERBORNE PAINT
STA 11+00 - 11+37, LT/RT (DYCL)
STA 12+50 - 14+96, LT/RT (DYCL)
STA 16+11 - 16+75, LT/RT (DYCL)
STA 225+50 - 225+88, LT (CYCLE TRACK)

DELINEATOR WITH FLEXIBLE POST
STA 225+84, LT

SIGN LEGEND
REM = REMOVE
N = NEW
RET = RETAIN
R&R = REMOVE AND RESET
RES = RESET
B-B = BACK TO BACK

PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
SDL = SINGLE DASHED WHITE LINE
DYL = DOUBLE YELLOW LINE
SYL = SINGLE YELLOW LINE
SDYL = SINGLE DASHED YELLOW LINE

0 20 40
SCALE IN FEET

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

FILE NAME: z5816905_bdr_nu1_Manhattan_Dr.dgn PLOT DATE: 7/23/2021
PROJECT LEADER: J.A. CONLEY DRAWN BY: J.S. GINGRAS
DESIGNED BY: J.S. GINGRAS CHECKED BY: D.A. GINGRAS
MANHATTAN DRIVE LAYOUT SHEET (3 OF 5) SHEET 17 OF 21

4 INCH WHITE LINE, WATERBORNE PAINT
STA 19+00 - 19+50, RT (BIKE LANE EXTENSION, DASHED) (2)

4 INCH YELLOW LINE, WATERBORNE PAINT
STA 16+75 - 19+11, LT/RT (DYCL)
STA 19+39 - 21+75, LT/RT (DYCL)

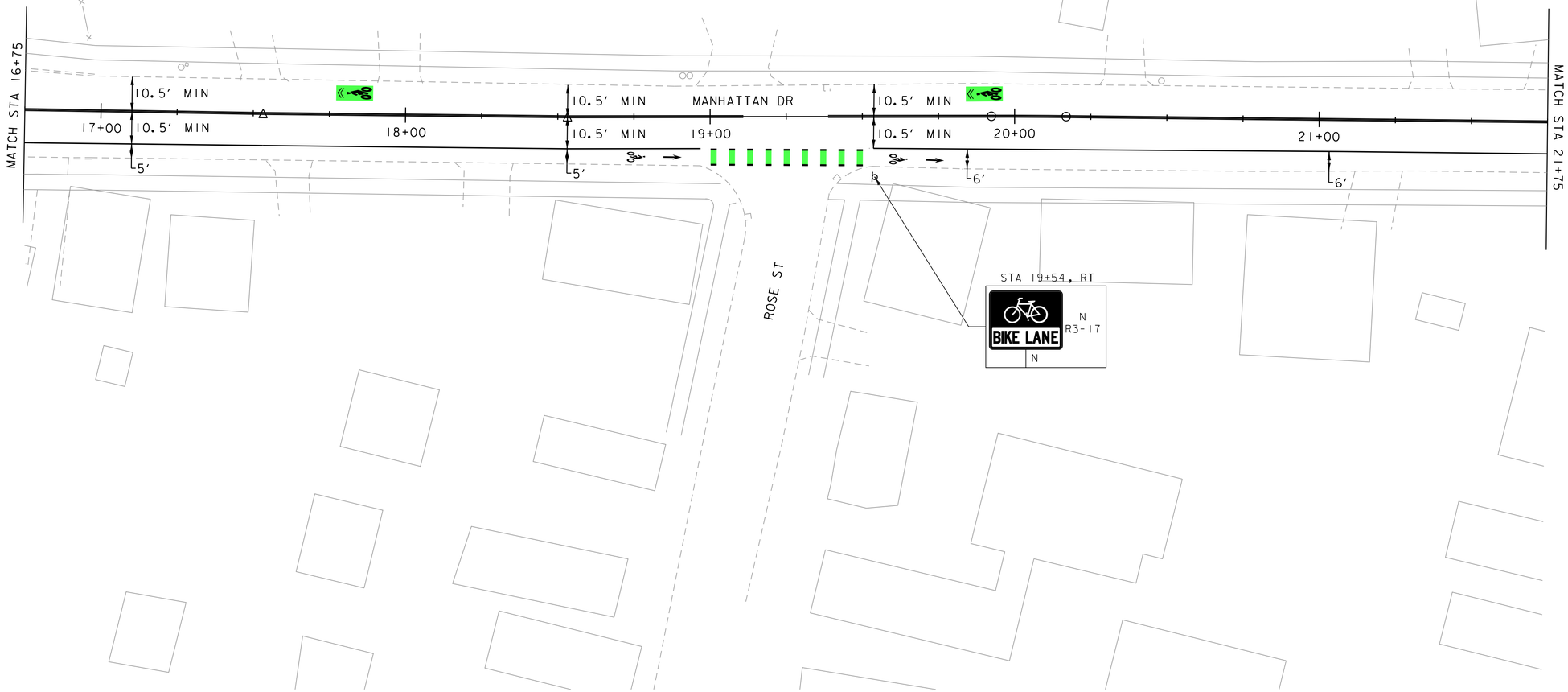
6 INCH WHITE LINE, WATERBORNE PAINT
STA 16+75 - 18+97, RT (BIKE LANE)
STA 19+54 - 21+75, RT (BIKE LANE)

SPECIAL PROVISION (GREEN COLORED PAVEMENT MARKINGS)
STA 19+00 - 19+50, RT (BIKE LANE EXTENSION, DASHED)

LETTER OR SYMBOL,WATERBORNE PAINT
STA 18+81, RT (BIKE LANE) (2)
STA 19+68, RT (BIKE LANE) (2)

SPECIAL PROVISION
(GREEN BACK SHARROW,
WATERBORNE PAINT)
STA 17+83, LT
STA 19+90, LT

N
VT STATE PLANE GRID



SIGN LEGEND
REM = REMOVE
N = NEW
RET = RETAIN
R&R = REMOVE AND RESET
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PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
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0 20 40
SCALE IN FEET

vhb

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

FILE NAME: z5816905_bdr_nu1_Manhattan_Dr.dgn
PROJECT LEADER: J.A. CONLEY
DESIGNED BY: J.S. GINGRAS
PLOT DATE: 7/23/2021
DRAWN BY: J.S. GINGRAS
CHECKED BY: D.A. GINGRAS
MANHATTAN DRIVE LAYOUT SHEET (4 OF 5) SHEET 18 OF 21

4 INCH WHITE LINE, WATERBORNE PAINT
STA 22+08 - 22+55, RT (BIKE LANE EXTENSION, DASHED)

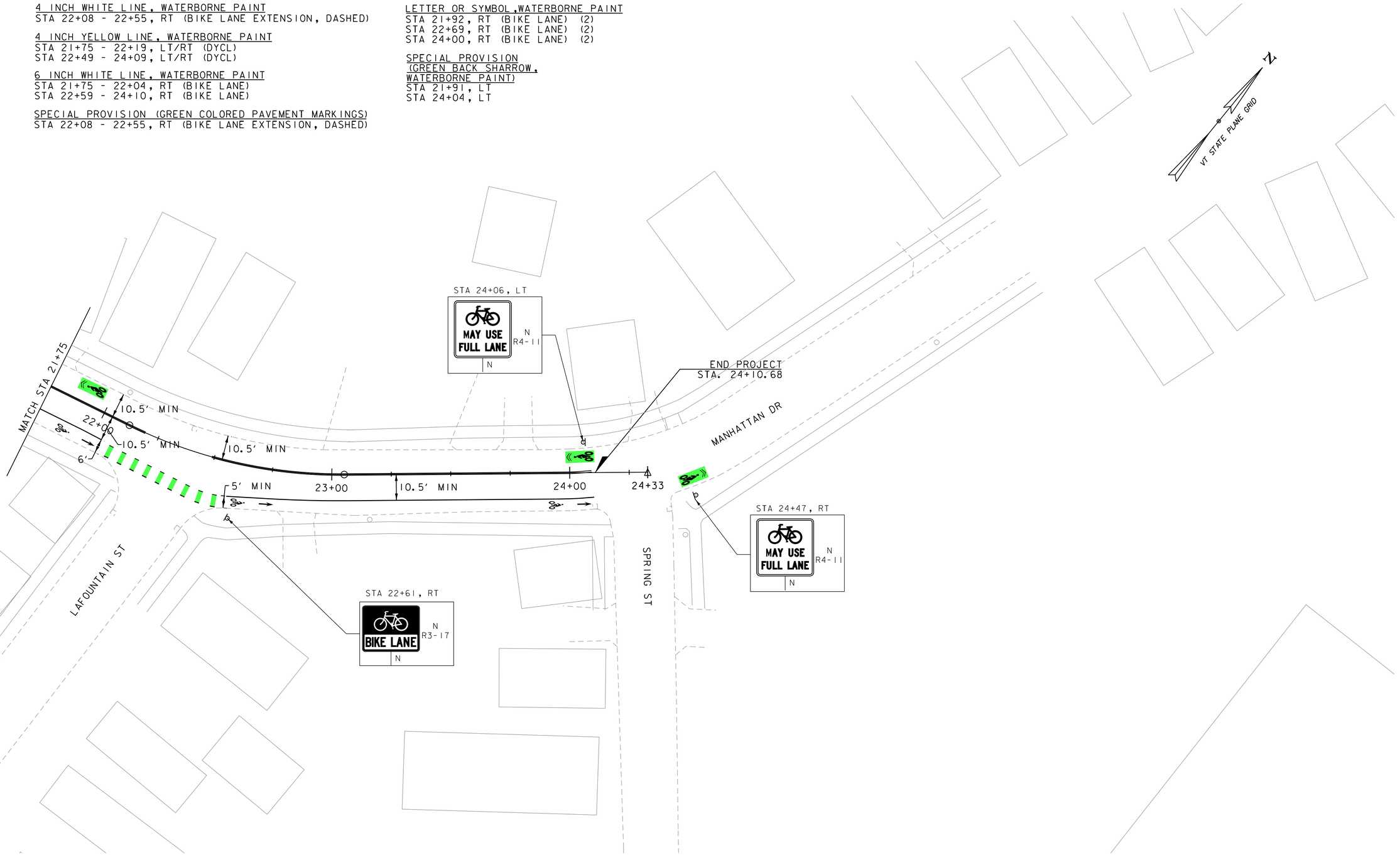
4 INCH YELLOW LINE, WATERBORNE PAINT
STA 21+75 - 22+19, LT/RT (DYCL)
STA 22+49 - 24+09, LT/RT (DYCL)

6 INCH WHITE LINE, WATERBORNE PAINT
STA 21+75 - 22+04, RT (BIKE LANE)
STA 22+59 - 24+10, RT (BIKE LANE)

SPECIAL PROVISION (GREEN COLORED PAVEMENT MARKINGS)
STA 22+08 - 22+55, RT (BIKE LANE EXTENSION, DASHED)

LETTER OR SYMBOL ,WATERBORNE PAINT
STA 21+92, RT (BIKE LANE) (2)
STA 22+69, RT (BIKE LANE) (2)
STA 24+00, RT (BIKE LANE) (2)

SPECIAL PROVISION
(GREEN BACK SHARROW,
WATERBORNE PAINT)
STA 21+91, LT
STA 24+04, LT



SIGN LEGEND
REM = REMOVE
N = NEW
RET = RETAIN
R&R = REMOVE AND RESET
RES = RESET
B-B = BACK TO BACK

PAVEMENT MARKING LEGEND
SWL = SINGLE WHITE LINE
SDL = SINGLE DASHED WHITE LINE
DYL = DOUBLE YELLOW LINE
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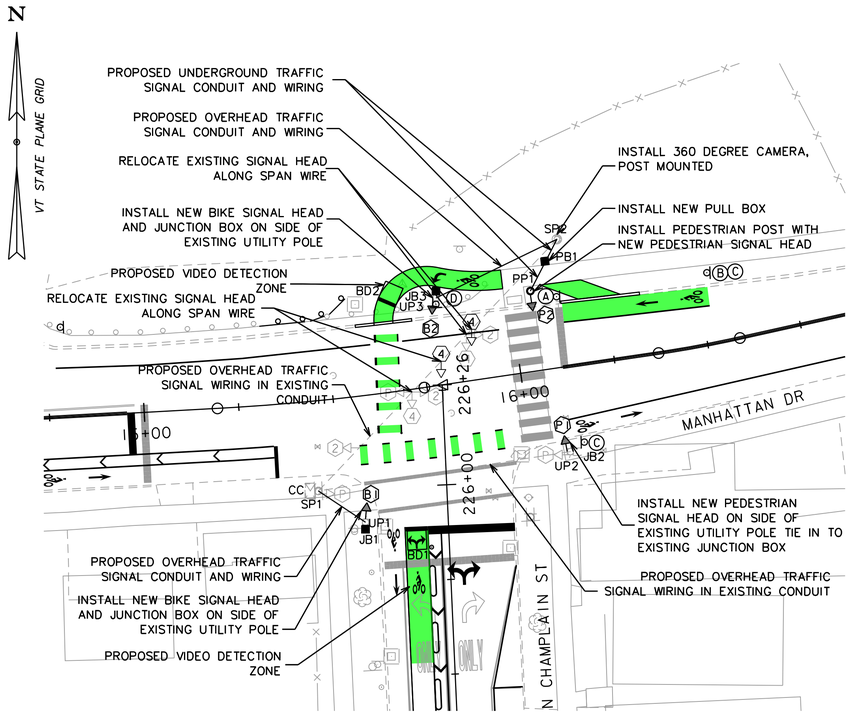
0 20 40
SCALE IN FEET

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

FILE NAME: z5816905_bdr_nu1_Manhattan_Dr.dgn PLOT DATE: 7/23/2021
PROJECT LEADER: J.A. CONLEY DRAWN BY: J.S. GINGRAS
DESIGNED BY: J.S. GINGRAS CHECKED BY: D.A. GINGRAS
MANHATTAN DRIVE LAYOUT SHEET (5 OF 5) SHEET 19 OF 21



WIRED CONDUIT (2") (PVC) (SCH 80)

SEE WIRED CONDUIT SCHEDULE

SPECIAL PROVISION (JUNCTION BOX, AERIAL)

STA. 15+55, RT 35' (JB1)
STA. 15+81, LT 25' (JB3)

PULL BOX, UNDERGROUND
STA. 16+11, LT 28' (PB1)

PEDESTRIAN PEDESTAL POST AND BASE

STA. 16+06, LT 21' (PP1)

PEDESTRIAN SIGNAL HEAD

STA. 16+09, RT 15' (PEDESTRIAN SIGNAL HEAD, P1, UP2)
STA. 16+09, LT 14' (PEDESTRIAN SIGNAL HEAD, P2, PP1)

BIKE SIGNAL HEAD

STA. 15+55, RT 33' (BIKE SIGNAL HEAD, B1, UP1)
STA. 15+80, LT 23' (BIKE SIGNAL HEAD, B2, UP3)

RELOCATION OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM

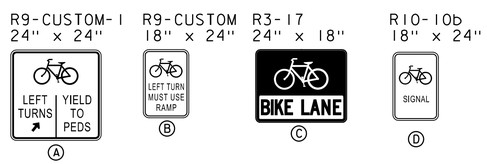
STA. 15+71, RT 1' TO STA. 15+80, LT 6' (TRAFFIC SIGNAL HEAD, 4)
STA. 15+87, LT 12' TO STA. 15+89, LT 14' (TRAFFIC SIGNAL HEAD, 4)

VIDEO DETECTOR ZONE

STA. 15+66, RT 49' (BIKE DETECTOR, BD1, 5' x 5')
STA. 15+69, LT 26' (BIKE DETECTOR, BD2, 5' x 5')

SIGNAL FACE ARRANGEMENT

(12" LED LENSES W/ 5" BACKPLATES) (16" LED)



NOTES

1. TRAFFIC ITEMS LISTED ARE APPROXIMATE LOCATIONS AND MAY BE MODIFIED BY THE ENGINEER IN THE FIELD.

LEGEND

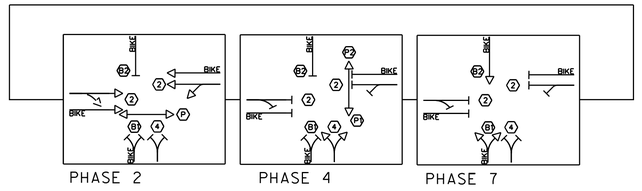
NEW	LEGEND
	EXISTING SIGNAL HEAD
	EXISTING SIGNAL HEAD RELOCATED
	PROPOSED SIGNAL HEAD
	CONDUIT AND WIRING
■	JUNCTION BOX (AERIAL)/PULLBOX (GROUND)
	PEDESTRIAN PEDESTAL POST AND BASE
	DETECTOR ZONE

WIRED CONDUIT (PVC) SCHEDULE

ITEM NUMBER	678.23	
CONDUIT	WIRED 2" PVC SCH. 80	DESCRIPTION
CC TO SP-1	25'	BIKE SIGNAL
CC TO SP-1	25'	BIKE SIGNAL
CC TO SP-1	25'	PED SIGNAL
CC TO SP-1	25'	PED SIGNAL
CC TO SP-1	25'	CAMERA
SP-1 TO SP-2	92'	BIKE SIGNAL
SP-1 TO SP-2	92'	PED SIGNAL
SP-1 TO SP-2	92'	CAMERA
SP-2 TO PB1	18'	PED SIGNAL
PB1 TO PP1	7'	PED SIGNAL
PB1 TO P2	10'	PED SIGNAL
SP-2 TO UP3	35'	BIKE SIGNAL
UP3 TO JB3	15'	BIKE SIGNAL
JB3 TO B2	5'	BIKE SIGNAL
SP-1 TO UP1	15'	BIKE SIGNAL
UP1 TO JB1	15'	BIKE SIGNAL
JB1 TO B1	5'	BIKE SIGNAL
SP-1 TO UP2	68'	PED SIGNAL
UP2 TO JB2	15'	PED SIGNAL
JB2 TO P1	5'	PED SIGNAL
SUB-TOTALS	614'	
ROUNDING	1'	
TOTALS	615'	

0 20 40
SCALE IN FEET

TRAFFIC SIGNAL PHASING DIAGRAM



CONTROLLER TIMING CHART

PHASE	1	2	3	4	5	6	7	8	9
IN USE		X		X			X		
TRAFFIC MOVEMENT		— —		|		| |		
MIN. GREEN		10		8			5		
WALK		7		7			-		
PED CLEAR		10		8			-		
DELAYED GREEN		-		-			-		
MAX 2 - GREEN (AM)		64		22			14		
MAX 1 - GREEN (OFF)		35		41			14		
MAX 3 - GREEN (PM)		35		41			14		
YELLOW CLEARANCE		4		4			4		
ALL RED CLEARANCE		1		1			1		
VEHICLE EXTENSION		3		3			3		
RECALL MODE		SOFT		SOFT			NONE		

TIME OF DAY PROGRAM

	WEEKDAY TIMINGS		
MAX 1 - OFF PEAK	12:00 AM	TO	6:00 AM
MAX 2 - AM PEAK	6:00 AM	TO	8:00 AM
MAX 1 - OFF PEAK	8:00 AM	TO	2:00 PM
MAX 3 - PM PEAK	2:00 PM	TO	6:00 PM
MAX 1 - OFF PEAK	6:00 PM	TO	12:00 AM
	WEEKEND TIMINGS		
MAX 1 - OFF PEAK	12:00 AM	TO	6:00 AM
	6:00 AM	TO	8:00 AM
	8:00 AM	TO	2:00 PM
	2:00 PM	TO	6:00 PM
	6:00 PM	TO	12:00 AM

LIST OF MAJOR EQUIPMENT

ITEM 678.15 - TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION	QUANTITY	REMARKS
ONE-WAY, 3-SECTION, 12-INCH POLYCARBONATE MAST ARM MOUNTED LED BIKE SIGNAL HEADS WITH TUNNEL VISORS AND LOUVERED BACKPLATES WITH 2" RETROREFLECTIVE TAPE WITH ALL PIECES PAINTED BLACK	2	B1 (UP1), B2 (UP3)
PEDESTRIAN PEDESTAL POST AND BASE (FLAT BLACK)	1	PP1
16-INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, POLE MOUNTED	2	P1 (UP2), P2 (PP1)
SIGNAL HEAD BRACKETS AND EQUIPMENT	4	B1 (UP1), B2 (UP3) P1 (UP2), P2 (PP1)
AERIAL MOUNTED JUNCTION BOX	2	JB1, JB3
UNDERGROUND PULLBOX	1	PB1
RELOCATE EXISTING TRAFFIC SIGNAL HEAD ON EXISTING SPAN WIRE	2	4
STOP BAR DETECTION ASSEMBLY	2	WAVETRONIX SMARTSENSOR MATRIX
VEHICLE DETECTION PROCESSOR	1	WAVETRONIX CLICK 656
360 DEGREE CAMERA, POST MOUNTED	1	

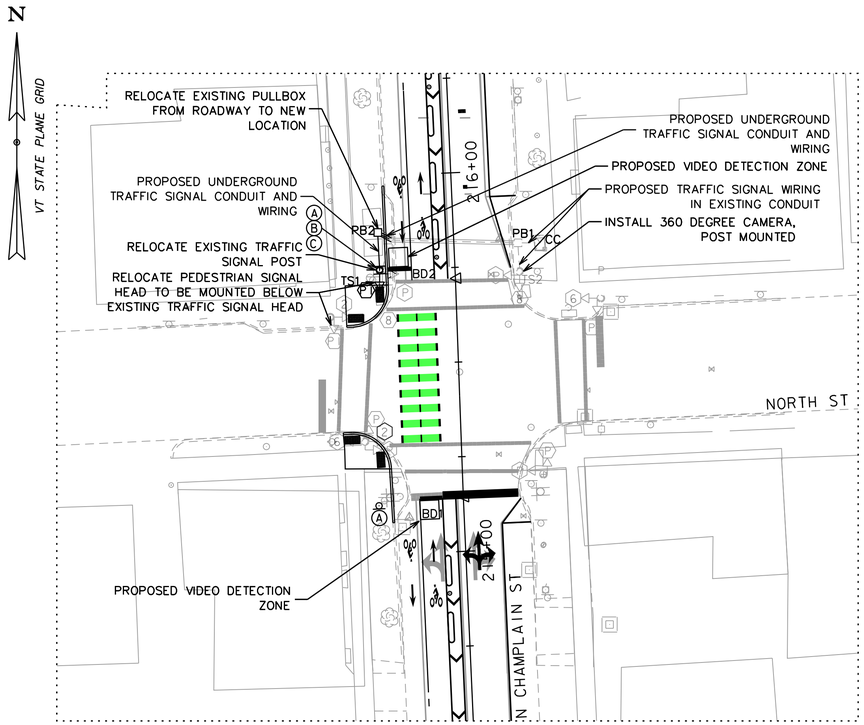
DETECTOR TABLE

DETECTION ZONE	DETECTOR TYPE	PHASE
BD1, BD2	VIDEO	7

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

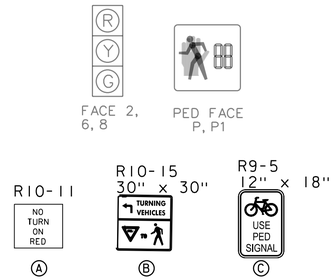
FILE NAME: z5816905_bdr_nu1_tsps.dgn
PROJECT LEADER: J.A. CONLEY
DESIGNED BY: A.N. DALLY
TRAFFIC SIGNAL SHEET

PLOT DATE: 7/23/2021
DRAWN BY: A.N. DALLY
CHECKED BY: D.A. GINGRAS
SHEET 20 OF 21



SIGNAL FACE ARRANGEMENT

(12" LED LENSES W/ 5" BACKPLATES) (16" LED)



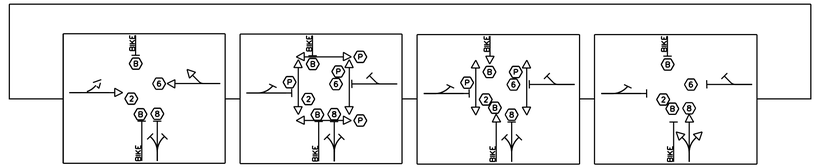
NOTES

1. TRAFFIC ITEMS LISTED ARE APPROXIMATE LOCATIONS AND MAY BE MODIFIED BY THE ENGINEER IN THE FIELD.

LEGEND

NEW	LEGEND
	EXISTING SIGNAL HEAD
	EXISTING SIGNAL HEAD RELOCATED
	CONDUIT
	DETECTOR ZONE

TRAFFIC SIGNAL PHASING DIAGRAM



CONTROLLER TIMING CHART

PHASE	1	2	3	4	5	6	7	8	9
IN USE		X				X	X	X	X
TRAFFIC MOVEMENT		—				—	|‾‾|	|	| |
MIN. GREEN		8				8	4	-	5
WALK		-				-	7	-	7
PED CLEAR		-				-	10	12	10
DELAYED GREEN		-				-	-	-	-
MAX 2 - GREEN (AM)		35				35	17	31	17
MAX 1 - GREEN (OFF)		24				24	17	32	17
MAX 3 - GREEN (PM)		24				24	17	32	17
YELLOW CLEARANCE		4				4	4	4	4
ALL RED CLEARANCE		1				1	1	1	1
VEHICLE EXTENSION		3				3	3	3	3
RECALL MODE		SOFT				SOFT	NONE	SOFT	SOFT

TIME OF DAY PROGRAM

	WEEKDAY TIMINGS		
MAX 1 - OFF PEAK	12:00 AM	TO	6:00 AM
MAX 2 - AM PEAK	6:00 AM	TO	8:00 AM
MAX 1 - OFF PEAK	8:00 AM	TO	2:00 PM
MAX 3 - PM PEAK	2:00 PM	TO	6:00 PM
MAX 1 - OFF PEAK	6:00 PM	TO	12:00 AM
	WEEKEND TIMINGS		
MAX 1 - OFF PEAK	12:00 AM	TO	6:00 AM
	6:00 AM	TO	8:00 AM
	8:00 AM	TO	2:00 PM
	2:00 PM	TO	6:00 PM
	6:00 PM	TO	12:00 AM

LIST OF MAJOR EQUIPMENT

ITEM 678.15 - TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION	QUANTITY	REMARKS
RELOCATED EXISTING PEDESTRIAN SIGNAL HEAD	1	P1
RELOCATED PULL BOX	1	PB2
RELOCATED EXISTING TRAFFIC SIGNAL POST	1	TS1
STOP BAR DETECTOR ASSEMBLY	2	WAVETRONIX SMARTSENSOR MATRIX
VEHICLE DETECTION PROCESSOR	1	WAVETRONIX CLICK 656
360 DEGREE CAMERA, POST MOUNTED	1	

WIRED CONDUIT (2") (PVC) (SCH 80)

SEE WIRED CONDUIT SCHEDULE

RELOCATION OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM

STA. 215+57, LT 32' TO STA. 215+71, LT 24' (TS1)
FROM STA. 215+58, LT 32' TO STA. 215+71, LT 24'
(PEDESTRIAN SIGNAL HEAD, P1, TS1)
STA. 215+83, LT 16' TO STA. 215+85, LT 20' PULLBOX
(UNDERGROUND)

VIDEO DETECTOR ZONE

STA. 215+12, LT 9' (BIKE DETECTOR, BD1, 5' x 5')
STA. 215+75, LT 15' (BIKE DETECTOR, BD2, 5' x 5')

WIRED CONDUIT (PVC) SCHEDULE

ITEM NUMBER	678.23	
CONDUIT	WIRED 2" PVC SCH. 80	DESCRIPTION
PB1 TO PB2	3'	PED SIGNAL
PB2 TO TS1	9'	TRAFFIC SIGNAL
PB2 TO TS1	8'	PED SIGNAL
PB2 TO TS1	8'	PED SIGNAL
TS1 TO P1	10'	PED SIGNAL
CC TO PB1	4'	CAMERA
PB1 TO TS2	6'	CAMERA
TS2 TO CAMERA	15'	CAMERA
SUB-TOTALS	63'	
ROUNDING	2'	
TOTALS	70'	

DETECTOR TABLE

DETECTION ZONE	DETECTOR TYPE	PHASE
BD1, BD2	VIDEO	9

0 20 40
SCALE IN FEET

PROJECT NAME: N. CHAMPLAIN / MANHATTAN DR
PROJECT NUMBER: 58169.05

FILE NAME: z5816905_bdr_nu1_tsps.dgn
PROJECT LEADER: J.A. CONLEY
DESIGNED BY: A.N. DALLY
TRAFFIC SIGNAL SHEET

PLOT DATE: 7/23/2021
DRAWN BY: A.N. DALLY
CHECKED BY: D.A. GINGRAS
SHEET 21 OF 21

CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
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www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: December 15, 2021

Recruitment and Retention Strategies
The City Council, at their November 15, 2021 City Council meeting, approved DPW's proposed recruitment and retention strategies:

1. Reclassify the Recycling Worker position from Grade 12 to Grade 14 and create of one new FTE Recycling Worker
2. Implement hiring bonuses for DPW positions through March 31, 2022
3. Pilot an expanded on-call payment provision

Thanks to these efforts, and a HR-coordinated Job Fair on December 3, we are making progress on filling the 30 open positions we had last month. Specifically, we have:

- Gone from 13 out of 33 Crossing Guard positions filled, to 16 full shifts and 4 half shifts filled as well as an additional 5 applications in process.
- Hired two part time Parking Ambassadors.
- Received several new applicants for Seasonal Street Maintenance positions and Regular Parking Services positions.

We will fill you in more at the upcoming Commission meeting.

Champlain Parkway Project
We are expecting Federal Highway to issue the project's Record of Decision in the next 4-8 weeks. As we are waiting for this permit to be issued, our consultant team is working to create two plan sets consistent with the Council-reviewed South End Construction Coordination Plan – and initial construction contract including work between Home Avenue and Kilburn Street and a second construction contract including the I-189 interstate connection and the northern section of Pine St (between Kilburn St and Main St). According to the South End Construction Coordination Plan, the initial construction contract would be under construction from mid-2022 through 2024 and the second construction contract from 2025 through 2027. For more info, see www.champlainparkway.com or contact Corey Mims, cmims@burlingtonvt.gov.

Additional Radar Speed Feedback Signs
We have been receiving an increased number of requests from the public for radar speed feedback signs lately. Part of this may be due to reduced traffic enforcement by BPD, DPW's extensive list of streets in queue seeking traffic calming, and changes in traffic behavior during the pandemic. As a result, the Parking & Traffic Division has ordered 3 additional pairs (in addition to the one pair we currently have) to give us the opportunity to deploy this technology in more places at the same time. We expect to have the new units in operation this coming February. For more info, contact Dan Hill, dhill@burlingtonvt.gov.

Thank you Dave Garen!
After nearly 34 years with our department, Signal Engineer David Garen has decided to move on to new opportunities. His last day was December 10. We are incredibly grateful for all the skill and dedication Dave brought to this position. For most of the 34 years, he was the City's only signal

technician so he was constantly on call to respond to knock downs, malfunctions, etc. He was truly one of those amazingly talented behind the scenes wizards who kept the City moving while never seeking attention. Thank you Dave!

Water Resources Integrated Plan Update
We are planning to come to the January 2022 Commission meeting with an update on our integrated planning and permitting efforts for the City's wastewater and stormwater utilities. For more info, contact Jenna Olson, jolson@burlingtonvt.gov.

Next Steps for General Fund Capital
As you saw, the proposed $40M bond for General Fund capital projects was not approved by voters at the December 7, 2021 special election. While 57% of voters voted yes, it required a 2/3 majority to pass. DPW leadership is working with the Administration to determine the next steps. We are of course pursuing funding opportunities from State grants, the new Federal infrastructure bill, but these sources almost always require a local match. Without additional local capital funds, our FY'23 capital budget will be significantly constrained to a limited paving and sidewalk program and to fill local match obligations for capital projects underway or in final design (Shelburne St Roundabout, Champlain Parkway, etc.). For more info, Chapin Spencer, cspencer@burlingtonvt.gov.

Holiday Hours and Operations
DPW will be closed on Friday December 24th in observance of the Christmas holiday as well as Friday December 31st in observance of New Year's Day. We will not be collecting recycling on 12/24 (Christmas is one of 5 days per year we do not collect), but will be collecting recycling on 12/31. If residents ever need to reach us after-hours, on weekends or on holidays, please visit https://www.burlingtonvt.gov/dpw/After-Hours for the ways to reach us. For more info, Rob Goulding, rgoulding@burlingtonvt.gov.

Annual Tree Pick Up
Burlington's Annual Christmas Tree pickup is scheduled for the week of January 10th this year. Trees must be set out by 7AM on your recycling day and must be bare (no tinsel, no ornaments, etc). We're doing it a little later this year as we heard from a lot of residents who wish to have their tree up for the full 12 days of Christmas. The trees we collect are either chipped on site by Parks or sent to McNeil for fuel. For more info, Lee Perry, lperry@burlingtonvt.gov.

Thank you all. Please don't hesitate to reach out with any questions.

Date: 12-15-21

NAME - (PRINTED)	ITEM #	EMAIL ADDRESS	PHONE #	WARD
GRAHAM TAYLOR	7	RANGERROBINFL@AOL.COM	8023181154	3
Wm GBT	7		533445	3

Please note that this sign-in sheet and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING November 17,2021
DRAFT MINUTES

Commissioners Present: Commissioner Barr, Commissioner Hogan (Chair), Commissioner Munteanu, Commissioner O'Neill-Vivanco (Vice-Chair), Commissioner Overby

Commissioners Absent: Commissioner Bose and Commissioner Kennedy

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:34 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Commissioner Munteanu seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

Maureen Frye was at the October meeting. She in for some follow up and supporting documentation in reference to the parking issue on Lakeside Avenue near her residence. She stated it is not as bad now that the weather has cooled off. I have a copy of a memorandum from John Caulo parking issue. He provided me with a letter that I can provide to you and to the Director so that you know his position on the seven spots on the south side of the street.
Commissioner Hogan stated that we would put this on file with our records. Is there anything else that you want to call out on item?
Mrs. Frye stated there was not she just wanted to give us a little bit of supporting documentation letting you know that I'm in communication with my neighbors and we're looking to put together a group so that we can speak to you together if you would like that otherwise I know that Director Spencer is working on getting something done.

ITEM 4 – CONSENT AGENDA

A. Approval of Draft Minutes 10-20-21
B. Queen City Park Road Yield Sign
C. N. Willard St at Brookes Ave Parking Removal – 1 space

Commissioner Munteanu made a motion to accept consent agenda
Commissioner Barr seconded

Director Spencer stated there was some suggested modifications to the minutes, so either the consent agenda should be adopted with Commissioner Overby's modifications or we should remove it from consent and discuss.
Commissioner Hogan asked Commissioner Munteanu if he received the communication
Commissioner Munteanu stated he received the communion and made a motion to accept with the edited minutes of October meeting.
Commissioner Barr seconded with the changes to the minutes
Unanimous approval.

ITEM 5 – Narrow Street – Catherine St and Charlotte St Parking Restrictions

Associate Engineer Madeline Suender stated that at last month's Commissioner meeting with an overview and primed what we were going to do. We had a lot of feedback from the neighborhood as well as communications from you as commissioners speaking on their behalf and a lot of them had to do with traffic calming, concerns with taking parking away, and potentially allowing there to be speeding conditions that could come from that. We edited the recommendation to switch Caroline Street so it will flip from one side of the street to the other. We have vetted with our plow and maintenance operations Director as well as the fire department and we have heard some feedback. People concerned with parking being removed.

City Engineer Norm Baldwin stated that we have had quite a bit of internal conversation in the team about this particular street. There is a balance between trying to rest the issues of safety on a narrow street and then nonce we remove parking what does it do in terms of speed conditions. This street is 26 feet wide providing 8 feet for parking and 18 feet for travel, two direction travel. We do not believe it will cause a speed condition. We thought it would be reasonable to take control to take the approach of stopped controlled intersection, flip parking so there is room for people to transition with in that space under a controlled condition as opposed to no stop control. We are proposing something a little different than what staff put together.

Commissioner Barr I always tend -to side with ~~the side of~~ safety and public services. If it's too narrow, ~~you know~~ _who knows what we're going to get for snow. I feel we need to consider this for public safety. I support staff's recommendation.

Vice Chair O'Neill-Vivanco just to clarify so I understood correctly. I think this modification will at least begin to alleviate some concerns. The plowing works better for the plow to be able to access down the hill.

Assistant Director Perry stated all the plows make right hand turns. We would be coming off from Hayward, taking a right onto Catherine, going down Charlotte go back around up Catherine. Our plows are 13 to15 feet wide. Going around the corner at that width at that angle extends,, even though there is 18 feet of travel there is still a chance that we're going to have to pick a wing up just to make it around a parked car. If we can

get it with a big truck then we do not have to call our ne ton that plows all the dead-end roads and if we cannot fit through we have to call that truck off his route to clear the snow that we cannot clear. Commissioner O'Neill-Vivanco stated that when that one-ton truck is called it could not come right down. Assistant Director Perry stated no not at all and it extends his plow route. Commissioner O'Neill-Vivanco stated that in the correspondence that came today this is not a pilot this is a narrow streets policy and it will be enacted as such. What is the communication going to be like from the residents to Public Works as people go through the growing pains of this shift?
Commissioner O'Neill-Vivanco asked about the communication that came today this is not a pilot this is a narrow streets policy and it will be enacted as such. What is the communication going to be like from the residents to Public Works as folks go through the growing pains of this shift?
Associate Engineer Suender communicated with the public and each of those times I have left my information, the front desk and customer service would push them to the tech services team. It will be case by case because we historically have not any complaints from the residents of streets that this one sides parking has been on but if we hear a lot we can certainly reevaluate and discuss as needed.
Commissioner Overby knows that we already worked on a policy for narrow streets throughout the city. I will support this proposed plan did I hear that there was going to be an additional stop control at the intersection there? I'm supporting this the way it is.
Commissioner Hogan can you walk me through the plow route?
Assistant Director Perry goes up to the map and shows the plow route. I appreciate the flexibility. This is a nice balance in the middle.
Director Spencer stated that we are pleased to have on the zoom call Chief Locke from the Burlington Fire Department and Deputy Chief as well. If there is any interest in hearing from them, they are available to you.
Chief Locke wants to thank the team for working on this. Obviously narrow streets at times are challenges for us so we appreciate the slow and methodical effort to address this and still work with the citizens.
Thank you very much it's Trina Bech I live at 77 Charlotte and we appreciate the work to limit parking on one side of the street because if there is a lot of snow and parking on both sides of the street the plow could not get through and we did not get our street plowed. Last year I could not get out of my driveway because of the number of cars parked on each side.
Commissioner Hogan will bring it back to the commission.
Commissioner Barr made a motion to accept.
Commissioner O'Neill-Vivanco seconded
Unanimous approval

ITEM 6 – Resident Permit Parking – 5 year review

Director Spencer stated that we were pleased to embark on this process and gave you a briefing at last month's meeting. This was a challenged process five years ago and the

number of changes that were significant and caused some concern. From what we have heard, especially from City Councilors who used to have to help residents with tickets say that there are fewer complaints and that is supported by our experience here. It doesn't mean that there aren't improvements that are needed and what you have in front of you tonight are revisions to a program that appears to be working.

Associate Engineer Maddie Suender explained that two changes that are coming out of this are the tweaks to the contractor permits and the other change is allowing language so that we can continue to look to a digital permit program.

City Engineer Philip Peterson stated that these changes are no functional changes they are more administrative changes than anything else. We are not changing the system we are streamlining the system and making the contractor system fairer for all contractors.

Commissioner Barr so when we use the term digital thought that could also be switched with virtual so is it a virtual permit? It is not something that is physically hung or put on a dashboard. Assistant Director Padgett stated the idea is that your credential is a computer somewhere, which is the same thing that happens when you park downtown somewhere, use a parking meter, and use park mobile. Commissioner Barr stated he thinks this is great and making it more convenient is great.

Commissioner O'Neill-Vivanco asked if this was a potential, we are not there yet but can you communicate when we might be there yet.
Assistant Director Padgett stated yes right now this is enable says that we can go from using a hard copy permitting process to a digital version. What that opens the door to using something like Park Mobile – we can actually use Park Mobile to manage this process. We can create a virtual permit in Park Mobile that the customer can manage their guests' permits on line. We have much tighter control; there are many benefits to having that digital platform. If we use something like Park Mobile, which is a vendor that we use already for downtown, now we start heading towards a single platform for managing all of our parking. Having this enabling language allows us to explore what it really means to expand our use of Park Mobile. Right now, we cannot use Park Mobile according to ordinance. We have to use a sticker and hang tag.
Commissioner O'Neill-Vivanco questioned if this would happen overnight. What would be the processes for this to happen?
Assistant Director Padgett stated yes we would have to communicate with our entire resident parking people. There is front-end work that needs to happen.
Commissioner O'Neill-Vivanco in section k streets designated for resident parking at all times except between the hours between eight and five which non-residents shall not park a vehicle for a period longer than four hours. Does that mean I can park my car on that street for our hours and then I can move it half a block down on the same street for another four hours?

City Engineer Philip Peterson stated according to parking enforcement in order to park in a new spot, yes. I do not think we are making any proposals to change that. If we were going to make that change, we would be going from that administrative change that we're making tonight to a functional change.

Commissioner Overby had e-mail communications with questions. You send me information but I am still not persuaded that the proposal for the contractor permits I do not understand how it is going to work.
Assistant Director Padgett question is about a contractor gets a permit and that contractor drives in a resident only parking zone but they're not working on somebody's house. Is there an opportunity for abuse by the contractor who has a permit to just park anywhere in any resident zone. The reality is that is the way that the ordinance is set up right now. Two ways a contract can park in a resident only parking zone; put a logo on the side of their truck or they can come down here and buy permits. This is part of the reason that we revamped this is the likelihood of someone who does not have logos on it is going to be a startup contractor. Part of this program is creating a scenario where all contractors are created equal and you can go and park in resident parking only whenever and wherever you like. We are trying to create a little more structure to this and make it a little more fair across the board
Director Spencer stated to make it clear we have recommended change language the revised language here adds the permit shall only be used when the contractor is providing service to a resident on the street with resident only parking.
Commissioner Overby stated the current thing we are getting rid of is a resident may request up to eight contractor permits valid for 30-day increments for construction purposes.
Assistant Director Padgett said in the first paragraph it says no one shall park in a neighborhood unless they have a permit or they are identifiable while conducting delivery or performing a scheduled or requested service. That langue screws up this whole thing.
Commissioner Overby stated so this has been abused, that's what's being abused and that's what you're getting around.
Assistant Director Padgett stated it creates an uncomfortable position for everybody, creates confusion. So we caught this today as we were reviewing this is we forgot to strike this; we were going to ask in your motion to include striking in that sentence or service vehicles
Commissioner Overby stated that she was on the Public Works Commission when this was implemented and no way was that intended to be used for contractors. We very specifically wanted the contractors to use the one that they're proposing to change. I didn't understand that was being abused by contractors. Let me read what the proposal is which to me is not going to work. The language instead of the homeowner getting permit and give to the contractor. The new language is that a contractor providing services to a resident located on the street with resident only parking may request a permit valid for any and all designated resident parking street throughout the city. The cost shall be fiver dollars for one, one month permit, thirty dollars for a six

month permit or fifty dollars for a one year permit and then you're statement of when the contractor is providing service to a residence on a street with resident only parking. The question that I had relating to that was what documentation does a contractor need to provide to establish entitlement to a contractor residential permit. Right now we have requirement for a homeowner to get a permit. You know your answer was there isn't really isn't any eligibility criteria in the ordinance. How is it anticipated that the contractor permits will be enforced to ensure that permits are only used when a contractor is providing service to a residence on a particular street. Your answer was this was going to be administered by Park Mobile.

Assistant Director Padgett stated Park Mobile is enforcing the parking we have no way of knowing if someone is there doing legitimate business. If our team starts to see like Summit Street is contractor row all day and every day we've got a problem. The bigger problem we have now is our process is a barrier for contractors on how hard it is for them to park legally in resident only parking and dealing with the permitting process.

Commissioner Overby stated no license plate numbers will be used via Park Mobile so the enforcement, it sounds like there will not be enforcement except if there was abuse over the whole city. Is there a limit of contractor permits issued per firm? Your answer was no. I am just the answer I am hearing is the contractors are frustrated with dealing with the method that we have.

Assistant Director Padgett we are streamlining the process for them. If the contractor has a trailer they do not just get a $75 ticket they get $150 ticket.

Commissioner Overby this to me is a concern where a contractor can park anywhere in a resident only parking. The Park Mobile thing I think the added future digital permitting without us actually knowing the contractual arrangements for the Park Mobile and the way they handle the license plate. I do have a concern as was communicated to all of us I cannot support that generic language in this proposed change.

Assistant Director Padgett stated we are going into this eyes wide open. We understand that we are maybe making things a little looser and there may be some unforeseen consequences. Digital permitting does not enable license plate reader technology. We take someone physical hang tag permit and put it in the computer. All we are asking for is the ability to do in the computer what we are now doing in hard copy.

When we write someone a citation we are reading whether they comply whether they have paid through park mobile and tie into T2 and we figure out who the person is by connecting into the DMV. We are certified b the Criminal Justice Information system through the FBI. We are asking to take the digital permitting concept put it in RPP.

Commissioner Munteanu in five years do you visualize a medallion or are you looking to phase into the digital parking for the residents?

Assistant Director Padgett stated a digital process. We can do a hybrid approach in the meantime. If this is enabled, we could do the contractor parking in a digital permitting format and keep the current hangtag method going for the residents until the bugs are worked out. End goal to have a continuous platform across all of our parking.

Commissioner Hogan had a question about the institution of fees have those fees have the desired impact over subscription in some places?

City Engineer Philip Peterson stated the permits would just be handed out so that's why we had the restrictions and that's why we instituted a very modest fee.
There is only 2 RPP streets where four hour parking to the public is allowed. No 4 hours parking allowed on every single RPP street; only two streets South Prospect and the south side of Bradley.

Barbara Hedrick Park Mobile being used downtown is a pay by app system isn't enforcement still done by the parking enforcement personnel. The driver can pay remotely to extend their parking there. It was explained to me that this is going to replace the stickers and tags so when you buy a new car you don't have the hassle of taking the old sticker off the car and putting it on your new car. The vision is that this is going to replace the stickers but it's going to license plate readers there are so many issues with the license plate reader technology this is engagement issue not just an information issue I think the language on digital parking permit system should be removed from the text that you want to approve tonight but back up and start engage the public. Explain what you're going to do and how you're going to be responsible before asking us for authority and approval before going forward with something that we don't know how you're going to use it. The other thing I want to mention is the easier you make it for people to park on the street the more SOB driving you're going to have, Commuter will come in and park on the street for free rather than taking a bus or using a park and ride from their remote town into Burlington. You should make parking on the street very difficult for commuters for residential area. Downtown yeah we want them to park on the street to shop.
City Engineer Philip Peter stated there is no functional change to the RPP.
AD Padgett stated when you do Park Mobile you choose to forfeit your name and your license plate number. We have a strong contract with them that ensures their data security. Park Mobile enforcement in RPP does not expose those people to, their personal data does not get exposed unless they are in violation.

Director Spencer what we're prepared to do is if you all would like more time to discuss the mobile pay platform staff is fine to cut that out and do advance with just the contractors only permits.

Commissioner Barr we use it now on campus and have changed to a completely virtual permit system. Benefits we've saved ~~a lot of~~ money in not purchasing plastic hang tags and have also saved a lot of ~~a long of~~ angst ~~from~~ for our customers ~~because~~ if they forget to put up their hang tag they get a citation for ~~for that after a certain period of time~~not displaying it. We have everything in our system as far as someone who is authorized to park on our campus, and visitors who come to campus use park mobile which notifies us that they have paid~~we have access to their vehicles because they are~~

~~authorized to park on campus because they are paying so it puts everything in one place and it tells us if they are allowed to park there~~ or not.

AD Padgett we do have a mobile pace concept that we are fleshing out and we see as enabling language to give us the confidence to move forward and we would certainly come to you. If we need to take it out tonight to move forward with the contractor that's fine.

Commissioner Barr is making a motion to accept staff's recommendation. Commissioner O'Neill-Vivanco seconds

Commissioner Overby when you're dealing with a private company who basically has other reasons for doing things besides just providing the service it's a bit more of a challenge. Park Mobile is a private company and yes we are supposedly voluntarily giving their license plate in order to use it because there is no other choice. I would like to have this better explained to the city residents or if the commissioners are fine with it then that's the vote. I do not think it's a good idea without educating the people in this community about what's happening with privatizing of services that the city wants to provide.

AD Padgett quick point of clarification. You mentioned that Park Mobile is the only way to pay in Burlington right now you can pay with coin, credit card or the app at all of our parking that we manage.

Commissioner Hogan stated this is an administrative change to allow some flexibility in how things are managed.

Commissioner Munteanu before any kind of digital permitting program is implemented for residential parking will that come back to the Commission or is this our only chance to give consent to this in our roles as commissioners.

Director Spencer with an expansion of either the existing mobile pay vendor or a new contract with another mobile pay vendor would need to go to the Board of Finance and City Council because it's a contract. If approved with the language here my understanding is that the authorizing language is would then be an ordinance and then it is merely a contracting issue that would go to Board of Financing.

AD Padgett we need to also amend your motion to include the modification of the text in the clearly identifiable service vehicles strike the service and strike the schedule or required service so basically that sentence says delivery vehicles are allowed to come onto residential parking and park while they are doing their deliveries

Commissioner Barr so if I'm reading it correctly and listening to you and since I made the motion what you're suggesting is under appendix C Section 27a a clearly identification

service or delivery vehicle while conducting a delivery or performing a scheduled or requested service and what you're suggesting is to just strike the second half of that sentence.
AD Padgett strike the references to service
Commissioner Barr I'm ok with that strike
Commissioner Hogan item 3 a clearly identifiable service or delivery vehicle while conducting a delivery or performing a scheduled or requested service. And if I could restate what I am hearing as the suggested medication for this to read a clearly identifiable delivery vehicle while conducting a delivery.
AD Padgett correct. We made a lot of changes with this one.

Commissioner Barr my motion still stands with the amended language ~~and item like up there.~~ as stated previously.
Commissioner Hogan is the amended language friendly with the seconder
Commissioner O'Neill-Vivanco it is
Commissioner Hogan this is an administrative change and I feel like if my car is parked illegally blocking a fire hydrant I would hope that vehicle would get a ticket and it would somehow eventually be traced back to me through digital means.
Commissioner Munteanu aye – Commissioner Barr – aye- Commissioner O'Neill-Vivanco "aye" – Commissioner Overby "nay" – Commissioner Hogan "aye"

ITEM 7 – DIRECTOR'S REPORT

Director Spencer stated that we have 30 open position, 17 of which are for crossing guards, 13 seasonal and full time position as well. Part of the incentives are we have a hiring bonus, we are expanding on call program, and recycling drivers were reclassified to a Grade 14, which is the same grade as the street personnel. We have full support of AFSCME for this. This fundamentally is much stronger that currently exists in the ordinance.
We have an executed contract with our design engineering firm Stantec and we've already had a kick off meeting. We'll be engaging the public in the coming weeks.
City Engineer Baldwin stated I don't think people really understand now and are fearful of making use of that space but I hope now people understand that it's available.

ITEM 8 – COMMISSIONER COMMUNICATIONS

Commissioner Overby sent document in relation to the shortage of jobs but there is a very interesting book by a guy Robert Ford Why Jobs Die and What To Do About It. There some ideas in there really worth considering.

Also WCAX did a story on the crossing guards and I am not aware if people know that they can do just morning or just afternoon shifts.

Commissioner Munteanu Main Street and University Heights was a great meeting on November 1st. It is clear at class changes how congested the intersection gets is at pedestrian capacity. What direction can the city go in to help this problem.

Commissioner O'Neill –Vivanco Recruiting crossing guards retired folks. How do we recruit for these positions. We have had some crossing guards that parents have known and trusted for years.

Commissioner Hogan – some crossing guards receive Valentines from the children. Leaf pick up why early?
Information Officer Goulding stated the last few years have been a challenge of snow and ice. We have had snow the last couple years during this time. For water quality purpose want to get the leaves when they fall to help protect water systems. Leddy Park and Oakledge Park have been open for citizens to bring leaves to.

ITEM 9 – ADJOURNMENT AND NEXT MEETING DATE – DECEMBER 15, 2021

Commissioner Barr made a motion to adjourn
Commissioner O'Neill-Vivanco seconded
Unanimous approval

Phillip Peterson

From: Maureen Fry <mofry08@gmail.com>
Sent: Wednesday, December 15, 2021 3:49 PM
To: Brendan Hogan; Chapin Spencer
Cc: James Barr; Pablo Bose; Zoe Kennedy; Daniel Munteanu; Peggy A O'Neill-Vivanco; Solveig Overby; Norm Baldwin; Jeff Padgett; Phillip Peterson; Maureen Fry
Subject: Re: Lakeside Letter attached
Attachments: Re: Hula Parking.eml; Lakeside Parking Request Commission Memo 12.15.21.pdf

Importance: High

Some people who received this message don't often get email from mofry08@gmail.com. Learn why this is important

[WARNING]: This email was sent from someone outside of the City of Burlington.

I received the written notification on Monday (12/13/21) from DPW engineer Phillip Peterson, that at tonigl DPW Commission meeting (12/15/21), the DPW staff are recommending to the you and your fellow Commissioners that there is "no action" necessary on the parking issue I brought before you in October, and November with supporting documentation from a Hula spokesperson John Caulo (see attached). As noted b Mr. Phillips, he has not found a demonstrable safety condition to remove parking in front of our houses on Lakeside Ave at this time (see attached). On any given day the seven cars that park in front of our homes an create such stress and angst in our lives, could easily park in the free Hula parking lot on the other side of th bridge, and the entire street would be so much less congested, the visibility would drastically increase, and t multitude of commercial vehicles like waste removal trucks for the residents, both Hula and SJC, as well as FEDEX, UPS, emergency vehicles, and snow plows would be able to better navigate the avenue, despite the homes and two commercial entities.

Chairman Hogan, the response from DPW (do nothing) is a completely unacceptable response to a highly charged issue that affects our lives on a daily basis. There is **no dire need for additional parking** like downtown Burlington, where it's 95% commerce driven, parking is at a premium, and people accept they m have to walk once they find a spot. Here on Lakeside Ave, it's 95% residential, and Hula has almost 300 numbered and paid for parking spots on their campus (that are often times vacant), 100+ free spots on the ot side of the bridge, 15 spots on their side of the street, and then the rest of the neighborhood has many spaces open on the single side of the street that people can park on.

A key factor that is not being considered as a valid reason for off-street parking requirements is communi appearance or the desire to keep cars out of sight and to keep the environment and our homes attractive. Sinc off-street parking requirements in residential areas are based mostly on community sentiment, the requireme often seem arbitrary to the outside observer. The fact is that no standards are universally valid, and **each community must decide for itself to what extent curb parking is acceptable and to what extent off-stre parking should be required.**

The homeowners and residents on Lakeside Ave are asking for your support to have this situation rectified. have addressed our frustration and concerns to the DPW chain of command, and we feel they have arrived at their conclusion of "no action" based on the desire to accommodate the Hula organization versus the homeowners who purchased a residence in hopes of enjoying their home and neighborhood. (four homes, se parking spots) Can we work together on this situation?

In closing, we are asking for your support on this issue. We are asking you Mr. Hogan as DPW Commissio Chairman, all of your fellow Commissioners, and DPW Director Spencer at a minimum, to consider a trial l of single side of the street parking. At the very least we ask you to defer your decision while we generate Vermont Public Records Act requests of parking citations issues, towed vehicle instances, and vehicular accidents to better support our position. If I could account for the near misses, or almost accidents I would, that would be enough to demonstrate a need for single side of the street parking.

With sincere earnest, and great respect from all of our Lakeside Ave neighbors-

Maureen Fry
57-59 Lakeside Ave
512-417-6346

Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.

DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING DECEMBER 15, 2021
FINAL MINUTES

Commissioners Present: Commissioner Barr, Commissioner Hogan (Chair), Commissioner Kennedy, Commissioner O'Neill-Vivanco (Vice-Chair), Commissioner Overby

Commissioners Absent: Commissioner Bose, Commissioner Munteanu

ITEM 1 – CALL TO ORDER

Commissioner Hogan called the meeting to order at 6:32 p.m.

ITEM 2 – AGENDA

Commissioner O'Neill-Vivanco made a motion to take the Draft Minutes of 11/17/21 and the Lakeside parking removal request off the consent agenda for some discussion.
Commissioner Barr seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

Liz Curry likes the bike plan for North Champlain Street. It is a very good plan for a populated area and to put parking on one side of the street is a good idea. This plan is sensitive to the people living on the street.

ITEM 4 – CONSENT AGENDA

ITEM 4.1 – Approval of Draft Minutes

Commissioner O'Neill-Vivanco made a motion to accept the amended draft minutes
Commissioner Barr seconded
Unanimous approval

ITEM 4.2 Parking Removal Request Lakeside Avenue

City Engineer Philip Peterson stated that staff does not recommend any changes at this time.
Commissioner Barr asked about the painted brackets on the street near the driveway asking if this did not meet the standards.

City Engineer Philip Peterson stated that we have created driveway encroachment policies. Any issues with this they need to contact parking services.
Director Spencer stated that the criteria for the driveway brackets is not met with the width of the roads. We can review the policy for putting in the brackets if needed.
Commissioner O'Neill-Vivanco stated if it feels like the driveway is being encroached to contact parking services to have vehicles towed. I assume when people call that it is tracked.
Director Spencer stated if this is a consistent problem, we could adjust the policy.
Commissioner O'Neill-Vivanco asked if there were tensions between the businesses and the residents. Engineer Peterson stated that we have not hear from any other residents.
Commissioner Overby is in support of the analysis.
Commissioner Hogan it was not clear, on what the constraint on painted brackets was and asked if this could be shared for reading.

ITEM 5 – Shelburne Street Roundabout – Locust St Regulations

City Engineer Olivia Darisse stated that Shelburne Street is progressing. We are doing installation of water and sewer lines. There is blasting of ledge since October, traffic has been detoured, and this change is traffic will continue for several more months.

We are looking at traffic regulation changes – No parking area on Locust Street beginning at Shelburne Street and extending west 150 feet.
No parking 7:30 a.m. to 4:30 p.m. weekdays on the north side of Locust Street from Shelburne Street to Caroline Street. We need to have this traffic regulation amendment to comply with federal, state and local guidelines. This will help maintain access for emergency vehicles and winter maintenance operations. This will also improve the sightlines between pedestrians and motorists that will increase safety for all road users adjacent to the roundabout. The reallocation of the existing no parking zone on the north side of Locust Street from Shelburne Street to Caroline Street to unrestricted parking will provide a parking resource need for residents in the area.

Commissioner Overby asked if we were taking parking on the east side, the north section is unrestricted. Engineer Darisse stated that at least five or six spaces would be removed.

Commissioner O'Neill-Vivanco made a motion to accept staff's recommendation
Commissioner Barr seconded
Unanimous approval

ITEM 6 – University Place Parking Regulations

City Engineer Philip Peterson stated that tonight they were looking for approvals for traffic regulations. University Place in a northerly direction, with the exception of

bicycles traveling southbound in a designated contra-flow lane. To take away seven parking spaces with the exception of vehicle loading zone in front of Ira Allen Chapel and the food truck parking in front of Royal Tyler Theater. No parking except for loading and unloading on the east side of University Place in front of the Ira Allen Chapel. No parking except for food trucks on the east side of University Place in front of the Royal Tyler Theater.
These traffic amendments are necessary to facilitate parking and traffic along University Place. The next steps are to seek approval from the Board of Finance and City Council; seek approval for design and construction document from Board of Finance and City Council; seek approval from UVM board for design and construction documents and then phase 3 construction.

Commissioner Kennedy asked about the crosswalks is that the final representation of what that would be because the crosswalk that everybody that lives around me to get to campus isn't there and was wondering if there is a possibility to change that.
City Engineer Peterson stated that no as there has been a lot of discussion around University Place and it may seem that more crosswalks is better but that's is not necessarily so there is actually too many crosswalks. We are widening the sidewalks so that will provide more opportunity to more people along the sidewalks. We do not want to have too many sidewalks there are standards around this. Will there be sidewalks on both sides? City Engineer Peterson stated yes.
Director Spencer stated that not for the entire length but for the critical sections where there can be pedestrian activity to get to a formal crossing.
Commissioner Barr question for the loading/unloading spaces is that going to be Park Mobil or is that going to be assigned 30 minutes only?
City Engineer Peterson stated that will be vehicle-loading zone, which will allow for vehicle and trucks to be able to utilize it. It will be strictly vehicle-loading zone only.
Commissioner Barr asked if someone were to park there and not move for a while was informed, they would be ticketed. City Engineer Peterson stated that if something is not working us will come back to the commission and we will make changes.
Vice Chair O'Neill-Vivanco stated the one question about the tightening turning radius from Main Street onto University Place.
City Engineer Peterson stated it tightens the turning where the island is going to go. The fire department is also reviewing these plans. The turn will be tightened but it will be easier.
Commissioner Overby stated this plan would slow down vehicle traffic. Is the area in front of Ira Allen actually a cut out so that it will be out of the way of the bike lanes?
City Engineer Peterson stated yeah. The food truck as well will be.
Commissioner Overby stated on the other side there are some of the old carriage steps and there was a question about what was going to happen to those historic stone steps.
City Engineer Laura Wheelock stated those will be removed, because this is a roadway project they are not accessible crossing so we are required by PROWAG to provide accessible crossing at every place we do designate a crosswalk. This will be documented

and photographed but ultimately removed. You do not know what they look like underneath or what they are constructed of or how durable they are going to be.
Commissioner Overby I think it is a great opportunity for someone to make use of them. What is the plan to remind people when this goes into effect that there is going to be no southbound traffic. Some kind of signage needs to be put up.
City Engineer Peterson stated we are reviewing the signage package right now with the consultants actually.

Commissioner Barr made a motion to accept staff's recommendation
Commissioner O'Neill-Vivanco seconded
Unanimous approval

ITEM 7 – North Champlain Street Protected Bike Lane – Regulatory Changes

These are the following recommendations from staff for the North Champlain Street protected bike lane
Repeal redundant parking regulations or non-existent signs – no parking anytime on west side of North Champlain Street between Pearl Street and Monroe Street. No parking any time on the east side of North Champlain Street between Sherman Street and Peru Street; 15 minute parking between 8:00 a.m. and 10:00 p.m. parking space in front of 31 North Champlain St. Parking space north to Monroe Street on the east side of North Champlain Street. On the east side of North Champlain Street in the single space beginning 300 feet north of Peru Street. Where parking is restricted no parking in the parking space southerly to Peru Street on the west side of North Champlain St.
15-minute parking space in front of 44 North Champlain Street.
Allow traffic regulations for a stop sign for southbound bicycle traffic as it approached Pearl Street.
Create loading zones during business hours – North Street replaces 15 minute parking to support Nunyuns and Thai Phat. Near 100 North Champlain to support Vermont Paint.
15 minute parking north of Peru Street is adjusted to match existing business hours.
Fire lane designated at 10 North Champlain Street.
The bike lane will transform North Champlain Street into a one-lane street with a protected bike lane in place on the western travel lane and the existing 5' western bike lane

Commissioner Barr need to keep fire lanes for safety and rest seems logical. I would like to hear comments. At this point, I am in agreement.

Commissioner O'Neill-Vivanco the space across from Vermont Paint because reading comments from people those spots will still be available for parking for residents when it is not the loading zone right.
Elizabeth Ross stated this would be designated as vehicle loading so the truck deliveries could be made for Vermont Paint and that people who need to go into Vermont Paint or run into their house, vehicle loading is very short term.

Commissioner O'Neill-Vivanco so after 5:00 p.m. it is open for residents coming home from work to park until seven o'clock in the morning.
That is correct. That is trying to accommodate the business. We did try to get more specific time frame for their deliveries and we were unable to get any more specific than that.
Commissioner O'Neill-Vivanco I guess with clear signage and waiting for feedback on how it's all working. It sounds like you've done a pretty good job of addressing the concerns about the businesses and balancing the needs of the residents.

Commissioner Overby I think you're working hard to make this happen and I'm generally supportive of any of these improvements to add bicycle lanes. I feel like it's a good thing to make these changes.

Commissioner Kennedy in support of this plan.

Commissioner Hogan can we talk about the proposed loading zone on North Street, mixed responses to that proposal from the adjacent businesses? I'm curious about the timing there. The ordinance says a loading zone, it's not immediate obvious from that read that it's acceptable to park there and run in.
Elizabeth Ross stated that through conversations with parking services we understood that they essentially treat vehicle loading and places designated as such similar to 15 minute parking. They would come back to enforce that if they are seeing someone who, the car has been parked and empty for a longer period of time or if they receive a complaint. If we sign it as vehicle loading it can accommodate both.
Commissioner Hogan clarify the current loading practices at Vermont Paint Company?
Nicole Losch stated they are parking on the bike lane and left travel lane.
On the connections southbound on a bicycle and shows up on Pearl Street can you talk me through what they do there?
Nicole Losch treat this a self-controlled stop intersection. They wouldn't have a push button or anything like that at this location.
Northbound in the bike if they get to North Street or even Manhattan and you want to turn right you'll be positioned on the left. Do you dismount and go over to the curb and push the pedestrian signal?
Nicole this one we are actually proposing to rephrase the signal, bicyclist can use the pedestrian signal but it would be on a cycle.

Director Spencer the Commission has heard over time concern about the Park and Manhattan intersection and part of this proposal does tighten that intersection.

Soran Taylor resident at 10 North Champlain Street. Has 17 parking spots. 3 visitor parking spots in the facility that are only allowed for 90 minutes. I have family in Morrisville to come visit I have a placard for parking on Pearl Street. By eliminating the parking on Pearl Street means, I cannot visit my family for any more than 90 minutes at a time. The bus company uses the parking stalls that say for police parking only. Why

we can't use some of that parking, that's for court purposes but I have never seen or very rarely seen a police car there. I'm wondering if we can't take those five stalls from Champlain and transfer them over onto Pearl so we can use our placards there to have our family visit us.
Commissioner O'Neill-Vivanco so you're suggesting moving that fire lane to Pearl Street as opposed to North Champlain.
Commissioner Barr leave the fire lane but use the displaced parking for Pearl.

William Bissonnette just need clarification on the timing of when these signs, on the corner of Rose and North there are two signs vehicle loading and unloading 7:00 to 12:00 p.m. and under that sign 15 minute parking 12 to 10. So in front of North Street where they are proposing to add the vehicle loading and unloading thee is presently 15 minute parking. I just wanted some clarification to understand what the timing might be on these signs that they are going to incorporate.

Justin Conan I do know multiple people against that decision but I don't think it's been fully relayed to them. Is there anyway to be able to have a secondary discussion on this to where can kind of be involved in it.
Commissioner Hogan for clarification is this for the loading on zone near Vermont Paint Company?
Justin exactly.

Commissioner Hogan invite staff response to clarification on Rose and North area?

Nicole Losch I'm trying to scan our traffic regulations because I don't know what is on North and Rose but at this location we aren't proposing to change the time. Right now it is signed as 15 minute parking between eight and six so we are proposing to keep that the same we're just changing it from vehicle parking to vehicle loading.

Elizabeth Ross the recommendation that we're bringing tonight was out of conversation with Nunyuns and Thai Phat. Nunyans had expressed that they do currently use bike lane for loading. Thai Phat deliveries are on North Champlain Street in the bike lane. We are trying to support them not getting deliveries in the bike lane.

Commissioner Hogan there is no mention of the residential parking ordinances. I gather the fire lanes, proposing fire lanes in what is residential parking today does there need to be a corresponding ordinance change about the residence parking and is that a conversation for another meeting where we might consider alternate locations for that?
Elizabeth Ross I know there is existing residential parking on Monroe Street, it is separated by street. Any request to share residential parking between streets has to come from residents.
Commissioner Hogan could you remind of the outreach plan and prior public meetings?
Elizabeth Ross all letters attached to packet were areas where we were making changes tonight.

Nicole Losch our most recent public meeting was in March with a mailing to let people know the meeting was happening. Had a web base survey, meeting recorded and available and front porch forum notice. We did not have the specific parking recommendations at that time.
Elizabeth Ross I also wanted to mention that the one hundred foot stretch on North Champlain in front of 10 North Champlain where the fire lane would be going in I want to clarify that it would not be removing all of the parking on that block.

Commissioner Barr removing parking for the fire lanes and if not taking all but some of the Pearl Street parking? I believe when some of the police cars that park there have court dates.
Elizabeth that is my understanding his question was to take the loss parking and put it on Pearl Street. That is not something that we've explored up to this point. I don't know how that would work but they have that to go to the courthouse.
Commissioner Barr if we could look into that and make a consideration if not all but some.

Commissioner Overby make a motion to accept staff's recommendation
Commissioner Kennedy seconds
Unanimous approval.

ITEM 8 – DIRECTOR'S REPORT

Director Spencer thanked everyone for getting the word out for the recruitment and retention strategies. We have hired some more crossing guards, parking ambassadors and have several new applicants for seasonal street maintenance position and parking services position.
Champlain Parkway we are expecting Federal Highway to issue the project's Record of Decision in the next four to eight weeks.
We have had man request from the public for radar speed feedback signs lately. We have ordered three additional pairs of signs which will give us the opportunity to deploy this technology in more places at the same time.
Planning in January 2022 commission meeting with an update on our integrated planning and permitting efforts for the city's wastewater and storm water utilities.
DPW is working on the next steps for the general fund capital. Without the additional local capital funds our budget will be significantly restrained limiting paving and sidewalk program.
Our Holiday hours will be posted. We will be closed on December 24th and December31st in observance of Christmas and New Year's.

The Christmas tree pick up is scheduled for January 10, 2022. Trees have to be out by 7:00 a.m.

ITEM 9 - COMMISSIONER COMMUNICATIONS

Commissioner O'Neill-Vivanco process for resident to know, Overlake to Cliff cannot get out of driveway, request no parking signs. City Engineer Norm Baldwin stated they should make this a traffic request.
Commissioner O'Neill-Vivanco feels Public Works should be a part of the process for the designing of BHS, especially near Institute Road and North Avenue intersection. Prioritize bus access to the school.
City Engineer Norm Baldwin stated we have reviewed the previous project and if it continue as plans, get revised the slope design to access the building.
Commissioner O'Neill-Vivanco stated there should be student engagement go to BHS once per quarter to get feedback from the kids.

Commissioner Overby stated, regarding the recent $40 M bond vote, only a small portion of the citizens voted on this. It is concerning that with low voter turnouts, just 13% of our community can authorize the City to commit to major debt load increases like this.

Commissioner Kennedy had a citizen ask about adding a stop sign to South Union and Adams Street.
City Engineer Norm Baldwin stated this should be put in the system as a traffic request.

Commissioner Hogan asked about traffic enforcement, reduction in traffic safe environment. City Engineer Norm Baldwin stated there is a lack of police enforcement people are going to run stop signs and signals. We are doing our best.

ITEM 10 – ADJOURNMENT AND NEXT MEETING DATE January 19, 2022

Commissioner Barr made a motion to adjourn
Commissioner O'Neill-Vivanco seconded

Unanimous approval

Meeting concluded at 8:20 p.m.

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