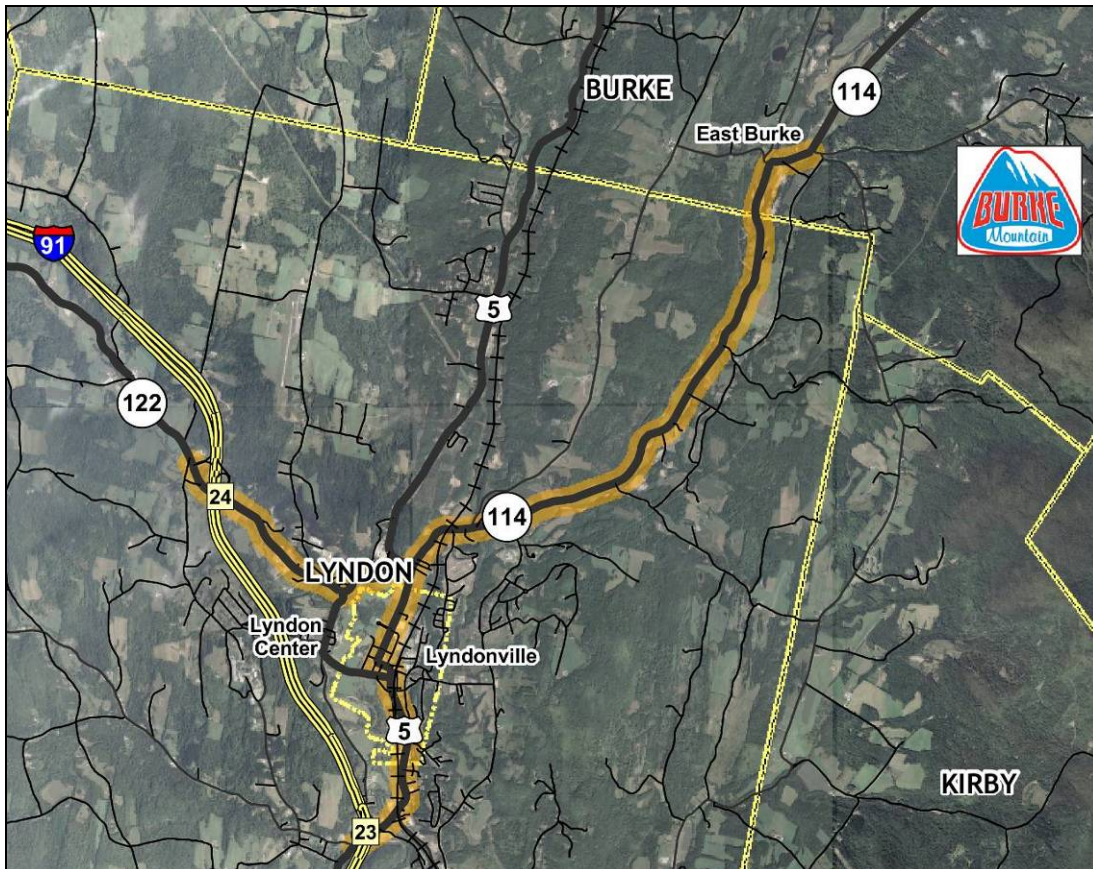


EXECUTIVE SUMMARY

The Burke Mountain Area Transportation Infrastructure Study is a joint effort of the Town of Burke, the Town of Lyndon, the Village of Lyndonville, the Burke Mountain Resort, the Northeastern Vermont Development Association (NVDA), the Vermont Agency of Transportation (VTrans), and local residents and business owners to develop a transportation improvement plan to accommodate both regional growth and the Burke Mountain Resort development plans while maintaining and enhancing the roadways, village centers, and pedestrian and bicycle facilities in the study area.

The project study area (shown below in Figure 1) focuses on the current and future transportation infrastructure needs and land use regulation recommendations in Burke and Lyndon, as well as a review of related needs in the surrounding towns. The major transportation facilities in the study area include: I-91 Exit 23 and 24, US 5, VT 114, VT 122, Back Center Road, and Stevens Loop. This plan will identify transportation improvements for all modes and recommend changes to existing land use regulations to help accommodate future growth in a sensible manner.

Figure 1: Study Area – Core Area Highlighted in Orange



This study began with a comprehensive review of recent studies and existing land use and transportation conditions. The summary of existing conditions was presented to the project Steering Committee in June 2007. Comments from the Steering Committee were incorporated into the existing conditions assessment. The summary of existing conditions and preliminary recommendations were presented at Public Meetings in both Burke and Lyndon in early August 2007. A presentation focused on Lyndonville-specific issues was made to the Lyndonville Village Trustees in late August 2007. Public sessions were held in both Burke and Lyndon were held in mid-September to present the draft findings and recommendations.

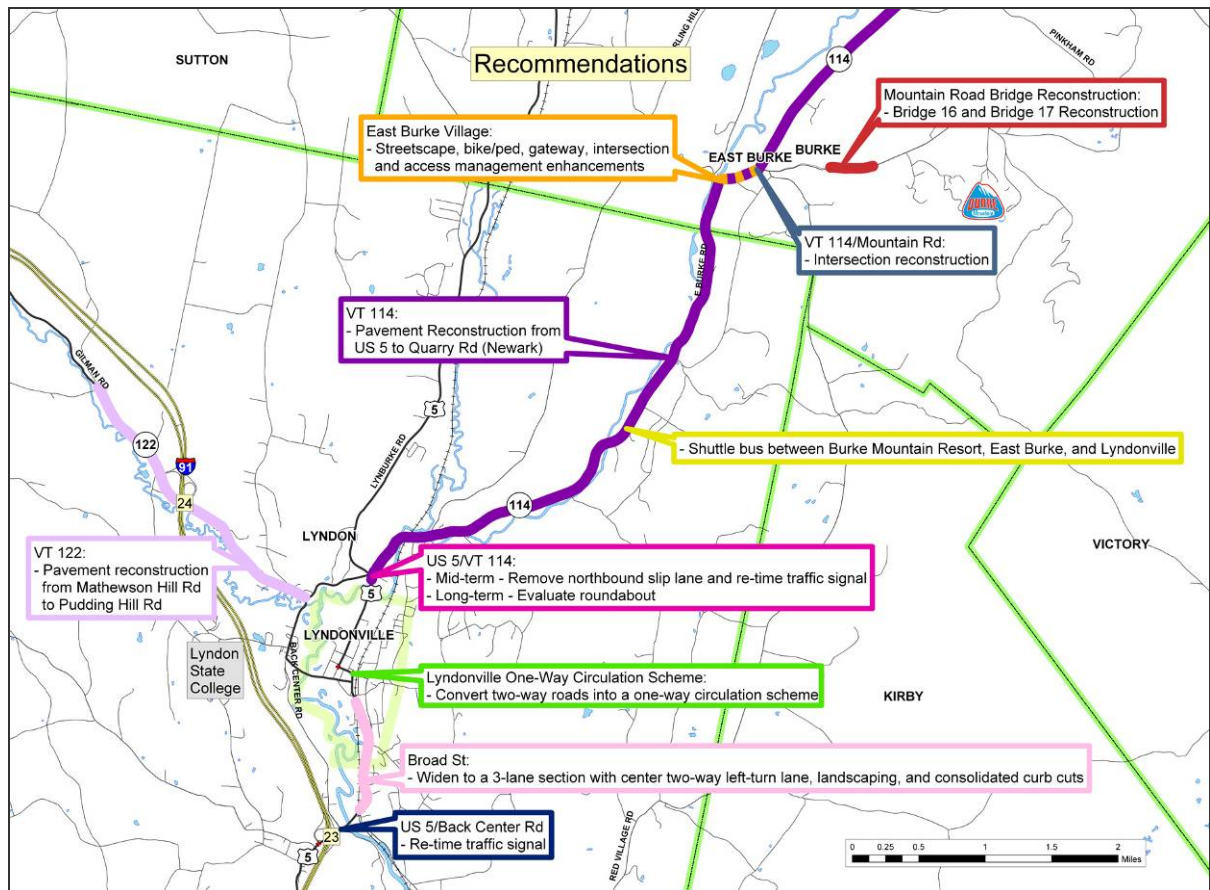
Based on our assessment of existing and future conditions, an overview of previous recommendations, and stakeholder input, we have identified the recommendations shown below in Figure 2 grouped into the following categories:

- Access Management
- Intersection Improvements
- Village Enhancements
- Transit Expansion
- Pavement and Bridge Reconstruction
- Land Use Recommendations

The recommendations are listed in Table 1, and the general location of the recommendations are shown in Figure 2. The detailed descriptions of the recommendations are available in Section 3.0.



Figure 2: Recommendations Identified in this Study



To assist each of the Towns in moving the identified recommendations forward, an implementation matrix was developed which identifies order-of-magnitude project cost estimates, implementation timeframe, potential funding sources, and implementing partners.



Table 1: Implementation Matrix

Location	Description	Timeframe	Order of Magnitude Cost Estimate*	Potential Funding Source(s)**	Implementing Partners
Access Management					
US 5 (Broad St)	Widen Broad Street to a 3-lane section with center two-way left-turn lane, landscaping, and consolidated curb cuts.	Long-Term	\$6,000,000	STP	NVDA, VTrans, Town of Lyndon
Intersection Improvements					
US 5/VT 114	Remove northbound slip lane and re-time traffic signal	Mid-Term	\$390,000	STP, PRIVATE	VTrans, NVDA
US 5/VT 114	Evaluate roundabout	Long-Term	\$700,000	STP, PRIVATE	VTrans, NVDA
US 5/Back Center Rd	Re-time traffic signal	Short-Term	\$10,000	STP	VTrans
Village Enhancements					
East Burke	Streetscape, bike/ped, gateway, intersection and access management enhancements	Mid-Term	\$475,000	TE, MUNI, PRIVATE	NVDA, VTrans, Burke Mountain Resort, Town of Burke
East Burke	VT 114 vertical curve reduction	Mid-Term	\$530,000	STP, PRIVATE	NVDA, VTrans, Burke Mountain Resort, Town of Burke
Lyndonville	Convert two-way roads into a one-way circulation scheme	Short-Term	\$5,000-10,000	TE, MUNI	NVDA, VTrans, Town of Lyndon
Transit Expansion					
Study Area	Shuttle bus between Burke Mountain Resort, East Burke & Lyndon	Short-Term	\$224,000	PTP, PRIVATE	NVDA, Burke Mountain Resort, RCT
Pavement Reconstruction					
VT 122	Matthewson Hill Road to Pudding Hill Road	Long-Term	\$4,900,000	STP	VTrans
VT 114	US 5 to Quarry Road (Newark)	Long-Term	\$19,600,000	STP	VTrans
Bridge Reconstruction					
Burke	Replacement of BR 16 and BR 17 over Dish Mill Brook	Short-Term	\$1,870,000	BR/BH	VTrans

* NOTE: Cost figures are estimates and should be used for preliminary planning purposes only.

** The following funding source abbreviations are used:

(STP) - Surface Transportation Program

(BR/BH) - Bridge Replacement/Bridge Rehabilitation

(TE) - Transportation Enhancements

(PTP) - Public Transportation Program

(MUNI) - Municipal/Local

(PRIVATE) - Private landowners, developers

