ABOUT THE PROJECT

Existing aerial view of rotary

The Vermont Agency of Transportation (VTrans) and the Burlington Department of Public Works (Burlington DPW) are working together to meet the City's changing needs. The Shelburne Street Roundabout Project will redesign the existing Shelburne Street rotary.

The existing intersection is classified as a high-crash location and presents challenges for motorists, pedestrians, and bicyclists with few opportunities for pedestrian street crossings and no dedicated bicycle accommodations.

PROJECT MILESTONES

- Permitting October 2017
- Right of Way Clearance October 2019
- Dig Safe & Environmental Sample June 2020
- Bid Advertisement February 2021
- Contract Award April 2021
- Begin Work Spring 2021
- Complete Work Spring 2023

STAY INFORMED

Join our email list to receive weekly Construction Updates and Traffic Alerts throughout construction. Sign up today; email info@shelburnestreetroundabout.com.

Visit the project website!

VTrans

Twitter: @AOTVermont

Facebook: @VTransontheroad

Instagram: @AOTVermont

YouTube: Vtrans-TV

Website: *vtrans.vermont.gov/projects/burlington-roundabout*

City of Burlington DPW

Twitter: @btvdpw

Facebook: @BTVDPW

Website: *www.burlingtonvt.gov/DPW/ShelburneStreetRoundabout*

PROJECT TEAM

VTRANS PROJECT MANAGER: Michael LaCroix

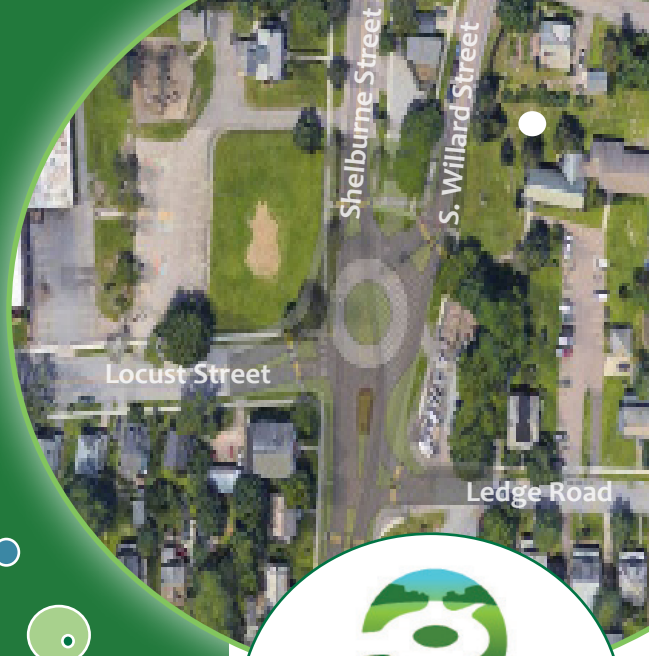
BURLINGTON DPW PROJECT MANAGER: Olivia Darisse, P.E.

DESIGNER: VTrans Traffic Design Section

CONTRACTOR: TBD

VERMONT AGENCY OF TRANSPORTATION

BURLINGTON, VT PUBLIC WORKS



Burlington's Southern Gateway

Shelburne St. Roundabout

BURLINGTON, VT.

An improvement project at the intersection of Shelburne Street, South Willard Street, Locust Street and Ledge Road

VERMONT AGENCY OF TRANSPORTATION

BURLINGTON, VT PUBLIC WORKS

AREA IMPROVEMENTS

The Shelburne Street Roundabout Project will include a new single-lane roundabout at the intersection of US Route 7 (South Willard Street), US ALT Route 7 (Shelburne Street), Ledge Road and Locust Street. The project also includes the addition of a designated left turn lane onto Ledge Road and the installation of new dedicated pedestrian facilities and shared pedestrian and bicycle facilities. The project will improve signage, street lighting, drainage, stormwater runoff treatment, and relocate and consolidate utility transmissions underground.

The roundabout design was selected because it will enhance safety and mobility issues by:

- Provide continuous traffic flow at low speeds;
- The geometry focuses user's sightlines;
- Accommodate up to 25,000 vehicles per day without needing additional lanes;
- Expected to reduce crashes by up to 72%;
- Left-turns lanes become right-turn lanes, which makes the roadway more predictable for users;
- Crosswalks will be shorter in length and will be in highly visible locations;
- Controlled area drive accesses;

The project will further enhance the intersection by:

- Relocating and consolidating buried utilities will be in duct banks for easy and safe maintenance accessibility;
- New buried sand filters and detention vaults to treat previously untreated stormwater runoff without surcharging existing accepting systems;
- The central island will create an opportunity for aesthetic treatments and serve as a city gateway.

COMPONENTS OF A MODERN ROUNDABOUT

A modern roundabout consists of four main parts. See each component on the map below.

NAVIGATING A ROUNDABOUT

For Vehicular Traffic:

1. Drivers approach the intersection and yield at the roundabout entry scanning for pedestrians and bicyclists;
2. Drivers should always give the right-of-way to approaching traffic inside the roundabout;
3. Once in the roundabout, drivers should not stop or yield to vehicles outside of the roundabout;
4. Drivers should use their directional signal to show they are exiting the roundabout as they scan for pedestrians and bicyclists at the crosswalks, and yield to anyone in the crosswalk.
5. If a motorist misses their intended exit, the vehicle can circle the roundabout until they reach it again.

For Pedestrians:

Pedestrians will use the designated crosswalks and shared-use path, adhering to the crosswalk signal. Pedestrians should look in the direction of flowing vehicles until there is a gap in traffic or a vehicle yields to the pedestrian before crossing the street.

For Bicyclists:

Bicyclists can travel the roundabout with the flow of traffic using the traffic lanes, following the same rules as a motor vehicle, or using the shared-use pedestrian path.