SOUTHEAST GREENWAY TRAILS CONNECTOR
RAILROAD CROSSING OPTIONS
OPTION A1:
ADJACENT TO COLLEGE DRIVE BRIDGE

- DIRECTS GREENWAY USERS TOWARD AN EXISTING SIGNALIZED INTERSECTION FOR A SAFER ROADWAY CROSSING.
- REQUIRES A STEEL RAMP ON BOTH THE NORTH AND SOUTH SIDES OF THE RAILROAD.

CONNECT TO EXISTING GREENWAY

CONNECT TO FUTURE GREENWAY

CONNECT TO FUTURE GREENWAY

CONNECT TO EXISTING GREENWAY

CONNECT TO EXISTING GREENWAY

CONNECT TO EXISTING GREENWAY

CONNECT TO EXISTING GREENWAY

CONNECT TO EXISTING GREENWAY
OPTION A2:
ADJACENT TO COLLEGE DRIVE BRIDGE
• UTILIZES THE EXISTING GROUND ON THE NORTH SIDE OF THE RAILROAD TRACKS SUCH THAT THE RAMP LENGTH ON THE NORTH SIDE IS MINIMIZED.
• DIRECTS GREENWAY USERS TOWARD AN EXISTING SIGNALIZED INTERSECTION FOR A SAFER ROADWAY CROSSING.

CONNECT TO FUTURE GREENWAY
CONNECT TO EXISTING GREENWAY
OPTION B:

BRIDGE TO INTERSECTION

- Directs Greenway users toward an existing signalized intersection for a safer roadway crossing.
- Requires a steel ramp on both the north and south sides of the railroad.
- Existing terrain requires taller bridge supports.

Ramp deck is 32'± above ground.

CONNECT TO FUTURE GREENWAY

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*CальнSTOOL ROAD

UNION PACIFIC TRACKS (3)

CONNECT TO FUTURE GREENWAY

**SUN VALLEY OPEN SPACE

PEDESTRIAN BRIDGE

STEEL RAMP

RAMP DECK IS 32'± ABOVE GROUND

CONNECT TO FUTURE GREENWAY

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OPTION C1:

EASTERN BRIDGE

- Utilizes the existing ground on the north side of the railroad tracks such that the ramp length on the north side is minimized.
- Directs greenway users toward Burlington Trail Road, pedestrian push-button flasher to be installed.
- Existing terrain requires tall bridge supports.

Connect to future greenway:

- Steel ramp
- Pedestrian bridge
- Ramp deck is 34' above ground

Future roadway expansion:

- Savannah Drive
- Raleigh Drive

Future greenway:

- Burlington Trail Road
- Phoenix Drive
- Sun Valley Open Space
OPTION C2
EASTERN BRIDGE

- Utilizes the existing ground on the north side of the railroad tracks such that the ramp length on the north side is minimized.
- Directs greenway users toward Burlington Trail Road, pedestrian push-button flasher to be installed.
- Existing terrain requires tall bridge supports.
- Requires an easement from the railroad for a portion of the pathway.

Ramp deck is 28' above ground.
STORM WATER WILL PUDDLE AT END OF TUNNEL. ELEVATION IS LOWER THAN EXISTING STORM SEWER FACILITIES (POND AND DITCHES). STORM WATER WILL HAVE TO BE PUMPED OR PIPED 1000' TO THE EAST, PAST LEXINGTON AVENUE.

CONNECT TO FUTURE GREENWAY

TUNNEL OPTION 1:

- DIRECTS GREENWAY USERS TOWARD AN EXISTING SIGNALIZED INTERSECTION FOR A SAFER ROADWAY CROSSING.
- SOUTH END OF TUNNEL IS LOWER THAN EXISTING GROUND. DESIGN WILL HAVE TO ACCOUNT FOR DIRECTING STORM WATER OUT OF LOW SPOT.
**TUNNEL OPTION 2:**

**EASTERN TUNNEL**

- Directs Greenway users toward Burlington Trail Road. Pedestrian push-button flasher to be installed.
- Existing terrain offers more separation between top of tunnel and railroad tracks (constructability)
- Southern end of tunnel will drain to existing ditch.

**Fenced Greenway Thru Railroad Row**

- Connect to future Greenway

**Eastern Tunnel**

- Future roadway expansion

**Future Greenway**

- Connect to future Greenway