



TRAIL AMENITIES: PEDESTRIAN BRIDGES

PEDESTRIAN BRIDGES WILL BE INCORPORATED INTO THE CONSTRUCTION OF THE LINER PARK AND TRAIL. THREE LOCATIONS HAVE BEEN IDENTIFIED AS REQUIRING A BRIDGE FOR PEDESTRIAN ACCESS: RAIL CONNECTION AT PARNELL PARK, TRAIL SPUR AT WOODS ON 19TH, AND TRAIL CONNECTION ON JOHNSON AVE. IT IS ANTICIPATED THAT THE PARNELL PARK PEDESTRIAN BRIDGE WILL BE INCLUDED IN PHASE ONE CONSTRUCTION.



TRAIL AMENITIES: WAYFINDING SIGNS

WAYFINDING SIGNAGE WILL BE LOCATED AT THE INTERSECTIONS OF 11th, 13th, 15th, 19th, AND 23rd STREETS. THESE SIGNS WILL INCLUDE A GENERAL MAP OF THE LINEAR PARK AND TRAIL AS WELL AS DIRECTIONS TO LOCAL HISTORICAL SIGHTS AND PLACES OF INTEREST.



TRAIL AMENITIES: HISTORICAL SIGNS

HISTORICAL SIGNS WILL BE LOCATED AT VARIOUS LOCATIONS ALONG THE TRAIL. THIS SIGNAGE WILL PROVIDE IMPORTANT INFORMATION REGARDING THE HISTORY OF LOCAL NEIGHBORHOODS AND THE LAWRENCE COMMUNITY.



BARTLETT & WEST

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DESIGNED BY:	DRA
DRAWN BY:	RLW
APPROVED BY:	DRA
DESIGN PROJ:	15448.D01
CONST PROJ:	
SCALE:	AS NOTED
DATE:	JUNE 18, 2007

LAYOUT AND NOTES

**NOT FOR CONSTRUCTION
SITE PLAN SUBMITTAL ONLY**

SP-4



LIGHTING TO BE PROVIDED ONLY A
TRAILHEAD LOCATION. SPECIFIC
DESIGN DETAILS TO BE SUBMITTED
WITH FIRST PHASE CONSTRUCTION.

PROPOSED LIMITS OF PHASE ONE

Proposed Zoning: N/A

2. Current User: Railroad Corridor Proposed User: Linear Park and Recreation Trail
3. Topographic information taken from field survey, prepared by Bartlett & West Engineers (TBB/AWE, 2007).
4. Proposed Parking Information: Parking to be located on Oregon St. (volunteer, 15th St. (volunteer), and 23rd St. (volunteer only). Exact parking specifications shall be determined at time of phase one construction document production.
5. Proposed trail surface is to be a "Reinforced Concrete on compacted subgrade unless otherwise shown.
6. Lighting shall be provided at 15th St. (volunteer only). All lighting shall be shielded to prevent glare off-site.
7. The City of Lawrence shall not be responsible for damage to pavement due to the weight of vehicle.
8. The site plan has been designed to comply with the provisions of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) for building and facilities. Appendix A to 28 CFR part 36.
9. Future accessible spaces are to be signed and stenciled per Sec. 20-912.
10. ADA truncated concrete brick ramps will be provided at each sidewalk portion that ends at a public street. Standard ramps will be elsewhere (such as into parking stalls).
11. Upon development of phase one, LRBO shall pursue approval for The Historic Resources Commission for the 15th St. (volunteer) segment located within the 500' environs of the General Rags House.

No.	Name	Qty.	Size	Cond.
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No.	Name	Qty.	Size	Cond.
Ornamental Trees				
1	River Birch - Betula nigra	0	2" Col. Mm.	B&B
2	Koanui (Chinese) Dogwood - Cornus Koehne	0	2" Col. Mm.	B&B
3	Redbud - Cercis canadensis	0	Col. Mm.	B&B

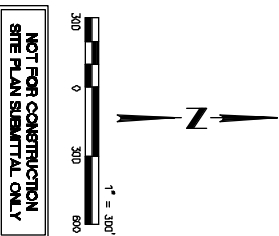
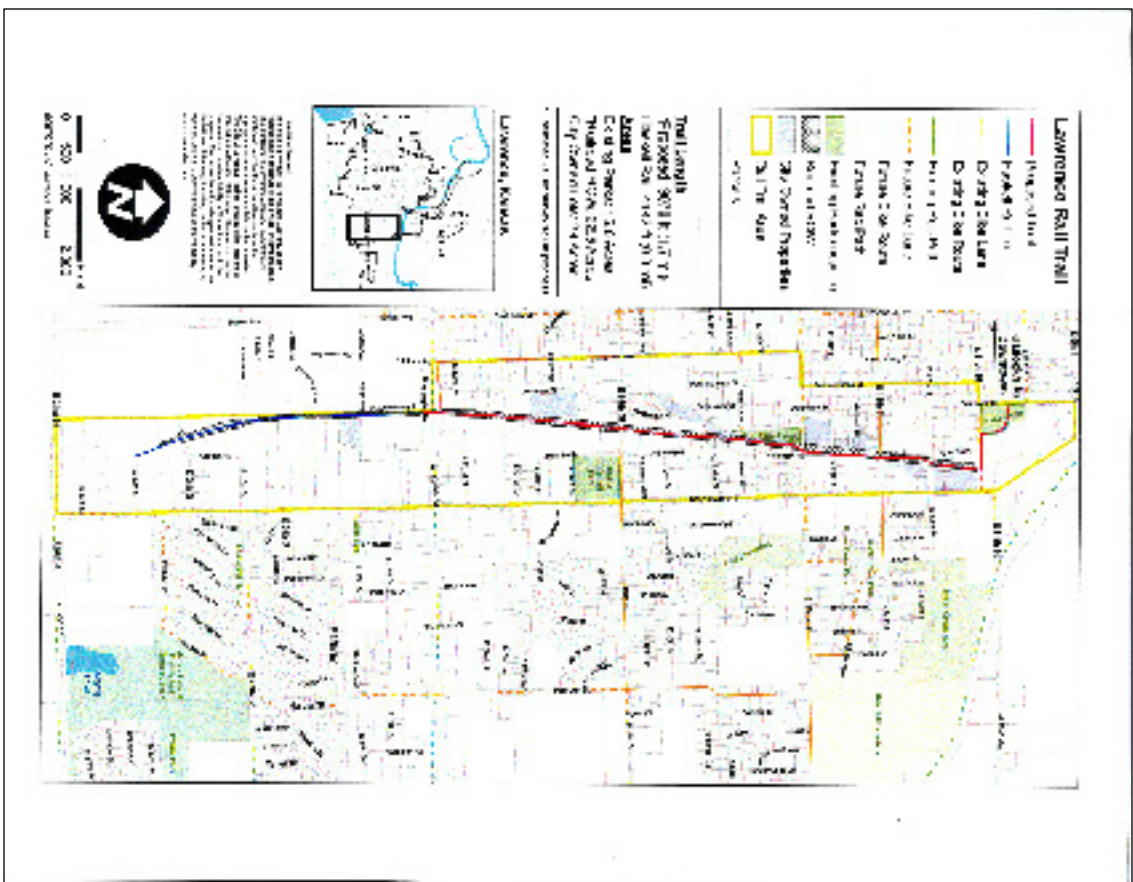
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4	Seedless Orange - Marrion pomiera "White Shield"	Q	2.5" Cal. Min.	B&B
5	Sterling Silver Under- Tilla tormentosa "Sterling"	Q	2.5" Cal. Min.	B&B
6	Sourlooth Oak - Quercus occulta	Q	2.5" Cal. Min.	B&B

7	Seban Spruce - Picea omarika	2.5" Col. Mm.	B&B
8	Keteeri Juniper Juniperus chinensis 'Keteeri'	2.5" Col. Mm.	B&B

9	Summer Wine <i>Winebark</i> – <i>Phytospora oenanthidis</i> 'Summer Wine'	0	5 Oct.	Cont.
10	Rose Glen Japanese Barberry – Berberis thunbergii 'Rose Glen'	0	2 Oct.	Cont.
11	'Tova's Scarlet' Quince – <i>Chamaecytis occidens</i> 'Tova's Scarlet'	0	2 Oct.	Cont.
12	Blue Mist Spruce – <i>Cryptomeria japonica</i>	0	2 Oct.	Cont.
13	Chinese Juniper – <i>Juniperus microblaba</i> var. 'Koreana'	0	2 Oct.	Cont.

* EXACT QUANTITIES OF PLANTING MATERIALS SHALL BE DETERMINED AT TIME OF PLANTING PLAN PRODUCTION DURING PHASE ONE



**LAWRENCE PARKS AND RECREATION DEPARTMENT
BURROUGHS CREEK CORRIDOR PARK & TRAIL PROJECT
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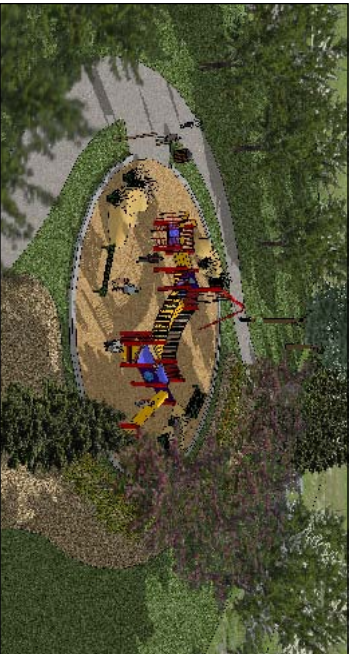
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SP-1



THE WEST SIDE OF THE PROPOSED TAILHEAVED WILL INCORPORATE THE EXISTING POLICE EVIDENCE STORAGE SHED AS RESTROOM FACILITY AND PARKS MAINTENANCE STORAGE AREA. THE SOUTH HALF OF THE EXISTING STRUCTURE WILL BE RENOVATED TO ACCOMMODATE TWO RESTROOM FACILITIES AND WILL ALSO PROVIDE SEATING AREAS AND DINING. FOUNTAINS, GARAGE DOORS WILL BE MAINTAINED ON THE NORTH HALF OF THE FACADE TO FACILITATE THE STORAGE NEEDS AND ACCESSIBILITY NEEDED BY THE PARKS MAINTENANCE DEPARTMENT.

THE 15TH STREET BAYHEAD DESIGN INCORPORATES BOTH SIDES OF THE EXISTING DAMAGE AREA AS THE TRAIL. THE TRAIL WILL BE LOCATED ON THE EAST SIDE OF THE DAMAGE, AND THE DRAINAGE DIRECTION IS DESIGNED TO ALLOW FOR THE TRAIL TO BE LOCATED ON EITHER SIDE OF THE DAMAGE. THE TRAIL WILL BE PROPOSED TO BE INCLUDED IN THE TRAILHEAD VICINITY. A BICYCLE/PEDESTRIAN GATEWAY ON THE EAST AND A SPLASH PAD WITH RECREATIONAL PLAYGROUND ON THE WEST. TWO CYCLE ROUTINAGEWAYS THAT LINK THESE TWO AREAS AND PARK. PARKING STALLS WILL BE PROVIDED AT THE TRAILHEAD LOCATION FOR THOSE WHO WOULD LIKE TO DRIVE TO THE PARK TO EXPERIENCE THESE ADVENTURES.

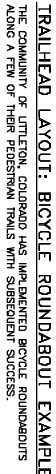


AS THE FIRST SPLASH PARK WITHIN THE COMMUNITY, IT IS ANTICIPATED THAT THE PARK AT THE 15TH STREET TRAILHEAD WILL ATTRACT MANY YOUNG FAMILIES OF ADJACENT NEIGHBORHOODS AS WELL AS OTHER LAWRENCE RESIDENTS DURING THE SUMMER MONTHS.

IN ADDITION TO THE SPLASH PARK, A TRADITIONAL PLAY AREA HAS BEEN INCORPORATED INTO THE DESIGN TO ACCOMMODATE VISITORS THROUGHOUT THE YEAR. BOTH PLAY AREAS WILL BE ADJACENT TO EACH OTHER ON THE WEST HALF OF THE TRAILHEAD TO HELP MINIMIZE CONSTANT TRAFFIC BETWEEN THE TWO LOCATIONS.



THE PROPOSED RONDABOUTS SERVE NOT ONLY AS A TRAFFIC-CALMING DEVICE FOR MULTI-MODAL USERS OF THE TRAIL, BUT ARE ALSO POTENTIAL GATEWAYS SERVING AS LANDMARKS ON THE TRAIL. THEIR PRESENCE WILL BE ENHANCED WITH LANDSCAPING AND TRAIL SIGNAGE EXPLAINING THE VARIOUS ASPECTS OF THE TRAIL AND HISTORIC AREA.

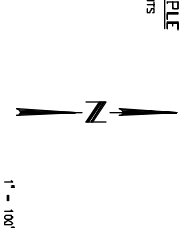


ALONG A FEW OF THEIR PEDESTRIAN TRAILS WITH SUBSEQUENT SUCCESS

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LAYOUT AND NOTES





CROSSING TYPES: RAISED CROSSINGS AT 13th AND 15th STREETS

RAISED CROSSINGS HAVE BEEN PROPOSED AT 13th AND 15th WHICH ARE CLASSIFIED AS COLLECTOR STREETS. THESE RAISED CROSSINGS WILL BE DESIGNED MUCH IN THE SAME MANNER AS THOSE NEAR THE LAWRENCE PARKS CENTER ON 13th AND 15th. THE CROSSING ITSELF WILL BE STAMPED CONCRETE WITH A RAISED CENTRAL PATHWAY THAT WILL ACT AS A TRAIL. THE CROSSING ITSELF WILL BE STAMPED CONCRETE WITH A RAISED CENTRAL PATHWAY THAT WILL ACT AS A TRAIL. THE CROSSING ITSELF WILL BE STAMPED CONCRETE WITH A RAISED CENTRAL PATHWAY THAT WILL ACT AS A TRAIL. THE CROSSING ITSELF WILL BE STAMPED CONCRETE WITH A RAISED CENTRAL PATHWAY THAT WILL ACT AS A TRAIL.

Figure 4M-3. Example of Sequence for a Pedestrian Beacon

Dark (Unit Activated)	Flashing Yellow	Steady Yellow
Steady Red during Pedestrian Walk Interval	Alternating Flashing Red during Pedestrian Clearance Interval	

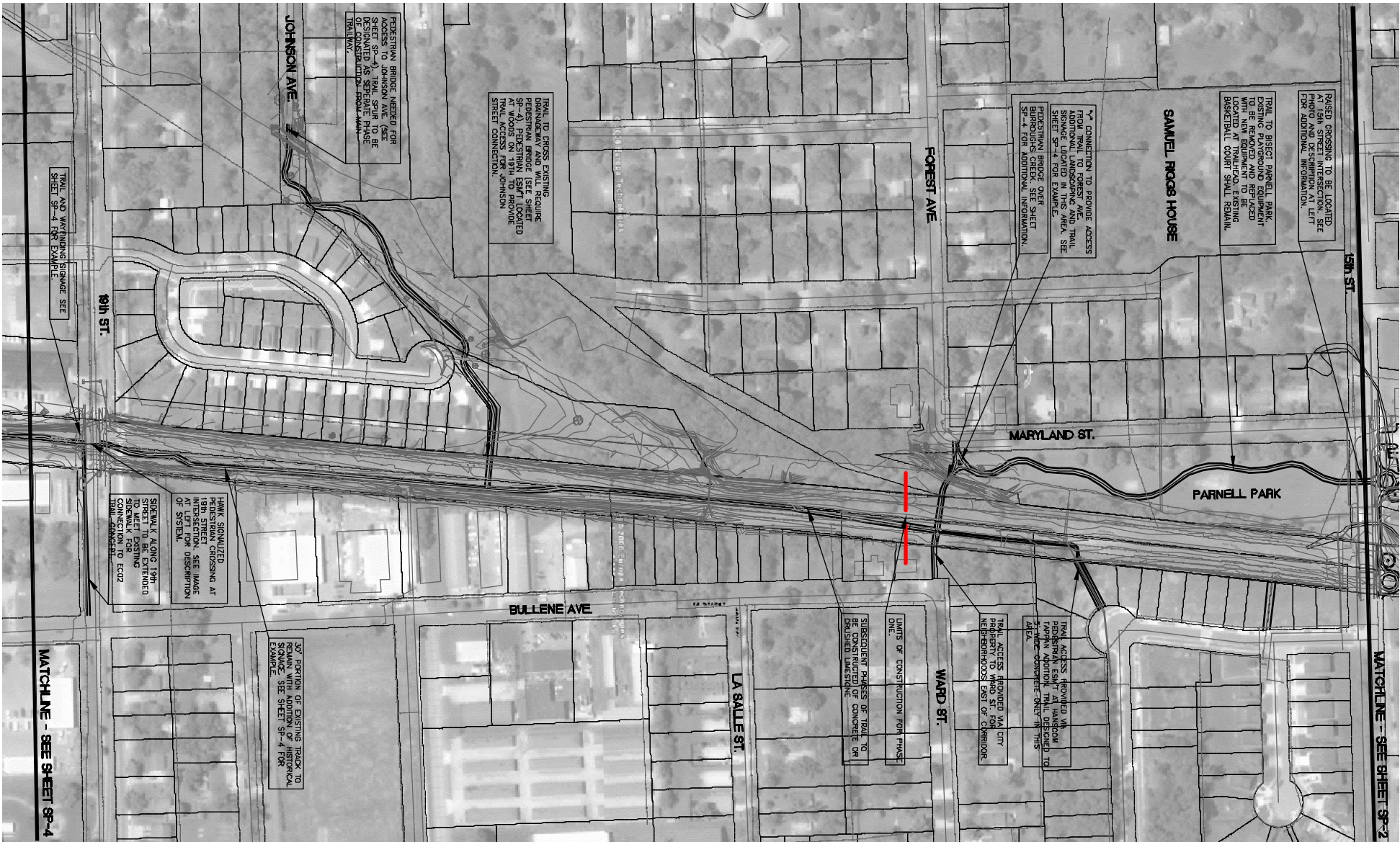
CROSSING TYPES: HAWK SIGNAL CROSSING AT 11th AND 19th STREETS

SIGNALIZED PEDESTRIAN CROSSINGS ARE PROPOSED ON 11th AND 19th WHICH ARE CLASSIFIED AS MAJOR ARTERIAL STREETS. UPON RECOMMENDATION FROM DAVID WOODS, CITY TRAFFIC ENGINEER, THE HAWK SIGNALIZED CROSSING SYSTEM WILL BE USED. THE SIGNAL WILL BE DESIGNED TO PROVIDE A FLASHING YELLOW LIGHT FOR TRAFFIC TO SLOW DOWN. THE FLASHING YELLOW LIGHT TURNS TO SOLID RED AND FLASHING RED AS THE PEDESTRIAN CROSSES THE INTERSECTION. THIS SYSTEM WILL SOON BE IN PLACE NEAR THE ELEMENTARY SCHOOL ON NEW YORK STREET.



CROSSING TYPES: HAWK SIGNAL CROSSING

APPROPRIATE SIGNAGE WILL ACCOMPANY THE SIGNALIZED CROSSING TO WARN MOTORISTS OF THE UPCOMING TRAIL INTERSECTION.



TRAIL SIGNAGE: HISTORICAL MARKERS AND WAYFINDING KIOSKS

TRAIL SIGNAGE WILL BE PLACED AT THE BEGINNING OF THE TRAIL AND AT THE END OF THE TRAIL. THE SIGNAGE WILL BE PLACED AT THE BEGINNING OF THE TRAIL AND AT THE END OF THE TRAIL. THE SIGNAGE WILL BE PLACED AT THE BEGINNING OF THE TRAIL AND AT THE END OF THE TRAIL. THE SIGNAGE WILL BE PLACED AT THE BEGINNING OF THE TRAIL AND AT THE END OF THE TRAIL. THE SIGNAGE WILL BE PLACED AT THE BEGINNING OF THE TRAIL AND AT THE END OF THE TRAIL.



TRAIL SURFACE: CONCRETE TRAIL SURFACE

A 4" THICK CONCRETE TRAIL SURFACE IS PROPOSED FOR THE FIRST PHASE OF THE LINEAR PARK AND PEDESTRIAN TRAIL. THE FIRST PHASE SHALL ENCOMPASS THE LENGTH OF TRAIL FROM 11th STREET THROUGH PARNELL PARK. PLEASE REFER TO SHEET SP-1 FOR SPECIFIC BOUNDARIES IN PHASE ONE.



TRAIL SURFACE: CRUSHED Limestone SURFACE

CRUSHED Limestone SHALL BE SPECIFIED FOR THOSE AREAS NOT ENCOMPASSED IN PHASE ONE. PORTIONS OF THE TRAIL INCLUDED IN SUBSEQUENT PHASES HAVE NOT BEEN DELINEATED AT THIS TIME.

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LAYOUT AND NOTES

1" = 100'

0 100 200

REVISIONS

DATE

DESCRIPTION

DESIGNED BY: DRA

DRAWN BY: RLW

APPROVED BY: DRA

DESIGN PROJ.: 13-449.D01

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AS NOTED

SHEET NUMBER

SP-3 OF 4