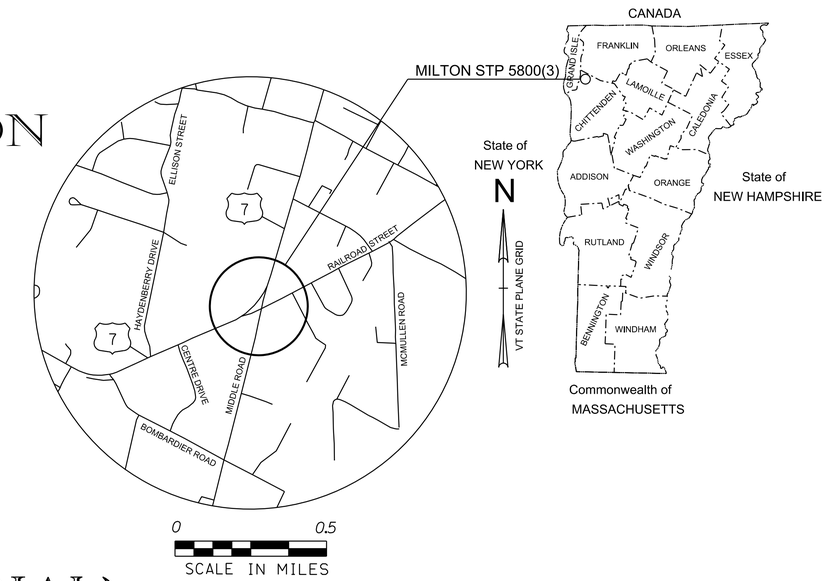
STATE OF VERMONT
AGENCY OF TRANSPORTATION

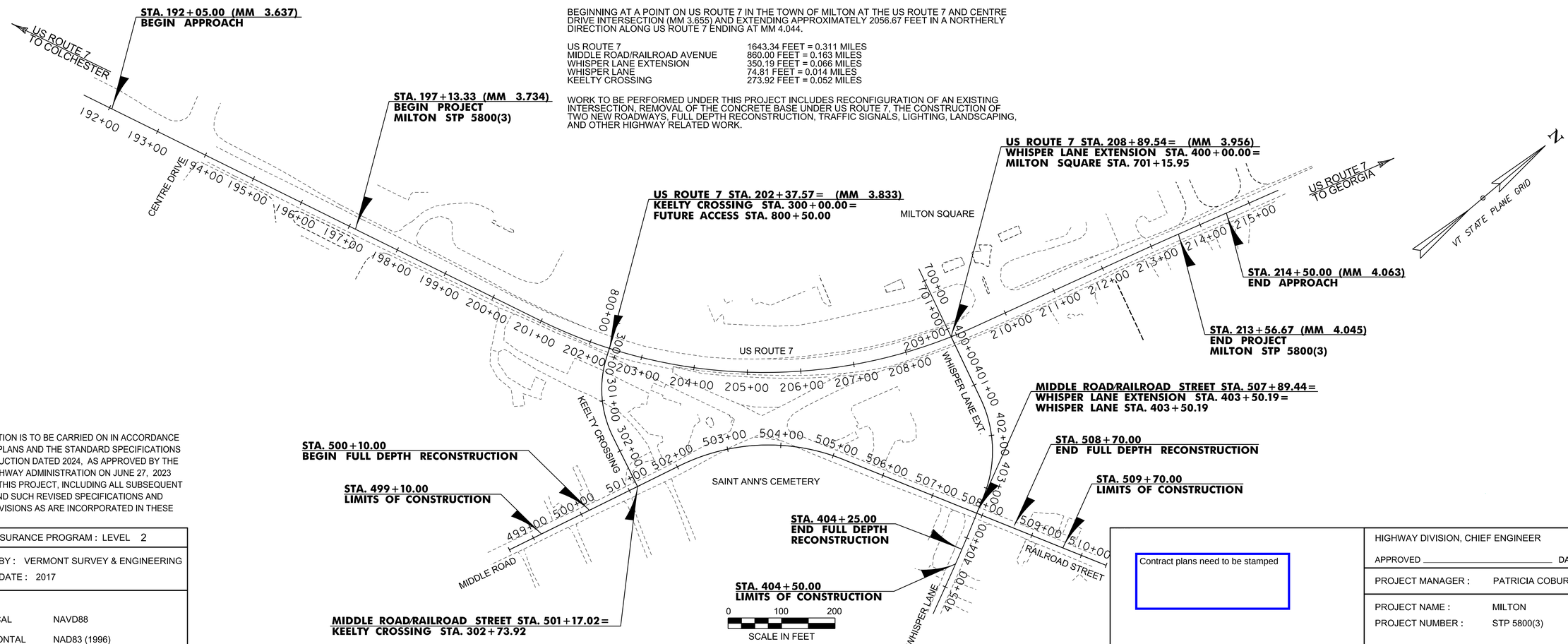


PROPOSED IMPROVEMENT
TOWN OF MILTON
COUNTY OF CHITTENDEN
US ROUTE 7 (PRINCIPAL ARTERIAL)

BEGINNING AT A POINT ON US ROUTE 7 IN THE TOWN OF MILTON AT THE US ROUTE 7 AND CENTRE DRIVE INTERSECTION (MM 3.655) AND EXTENDING APPROXIMATELY 2056.67 FEET IN A NORTHERLY DIRECTION ALONG US ROUTE 7 ENDING AT MM 4.044.

US ROUTE 7	1643.34 FEET = 0.311 MILES
MIDDLE ROAD/RAILROAD AVENUE	860.00 FEET = 0.163 MILES
WHISPER LANE EXTENSION	350.19 FEET = 0.066 MILES
WHISPER LANE	74.81 FEET = 0.014 MILES
KEELTY CROSSING	273.92 FEET = 0.052 MILES

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECONFIGURATION OF AN EXISTING INTERSECTION, REMOVAL OF THE CONCRETE BASE UNDER US ROUTE 7, THE CONSTRUCTION OF TWO NEW ROADWAYS, FULL DEPTH RECONSTRUCTION, TRAFFIC SIGNALS, LIGHTING, LANDSCAPING, AND OTHER HIGHWAY RELATED WORK.



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2024, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 27, 2023 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 2

SURVEYED BY : VERMONT SURVEY & ENGINEERING

SURVEYED DATE : 2017

DATUM

VERTICAL	NAVD88
HORIZONTAL	NAD83 (1996)

Contract plans need to be stamped

HIGHWAY DIVISION, CHIEF ENGINEER

APPROVED _____ DATE _____

PROJECT MANAGER : PATRICIA COBURN, P.E.

PROJECT NAME : MILTON

PROJECT NUMBER : STP 5800(3)

SHEET 1 OF 188 SHEETS

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38.	ITEM DETAIL AND DRAINAGE SHEET
39.	EARTHWORKS SHEET
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108-114.	LANDSCAPE PLAN SHEETS
115-121.	SIDEWALK LIGHTING PLAN SHEETS
122-123.	SIDEWALK LIGHTING DETAIL SHEETS
124-131.	TRAFFIC SIGNS AND PAVEMENT MARKINGS SHEETS
132-137.	TRAFFIC SIGN SUMMARY SHEETS
138.	TRAFFIC SIGN DETAIL SHEET
139-148.	TRAFFIC SIGNAL SHEETS
149.	STREET LIGHTING DETAIL SHEET
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152-172.	CROSS SECTIONS SHEETS
173-188.	TRAFFIC CONTROL SHEETS

HIGHWAY SAFETY DESIGN DETAILS

HSD-400.01	SAFETY EDGE DETAILS	01/05/2018
HSD-646.01	BICYCLE MARKING AT INTERSECTIONS	02/27/2017
HSD-678.01	PEDESTAL POST MOUNTED TRAFFIC CONTROL SIGNALS	12/21/2022
HSD-678.02	GROUND MOUNTED CONTROLLER CABINET	03/14/2024
HSD-678.03	HEAVY DUTY JUNCTION BOXES	02/23/2023

Copies of the HSD details need to be at the back of the plan set within the pdf file.

TRY TO KEEP THE FILE SIZE JUST A BIT SMALLER. 75 MB IS POSSIBLE, BUT SLOWS THINGS DOWN ON A LOT OF OUR SYSTEMS.

	POSTED SPEED	DESIGN SPEED
~~CENTRE DRIVE~~ - US ROUTE 7 (MM 3.665 - MM 3.833)	35 MPH	35 MPH
US ROUTE 7 (MM 3.833 - MM 4.063)	25 MPH	30 MPH
MIDDLE ROAD/RAILROAD STREET	30 MPH	30 MPH

US ROUTE 7 TRAFFIC DATA

APPROACH	AADT		DHV		%T		%D		ADTT		ESALs	
	2025	2045	2025	2045	2025	2045	2025	2045	2025	2045	(2025~2045)	(2025~2065)
US 7 & CENTRE DR, SOUTH	9,885	10,695	1,124	1,216	2.2	3.2	62	62	376	590	3,186,000	7,502,000
US 7 & CENTRE DR, EAST	2,411	2,608	330	357	2.2	3.2	59	59	29	42	128,500	277,500
US 7 & CENTRE DR, NORTH	9,425	10,197	1,105	1,200	2.3	3.4	60	60	385	603	3,236,000	7,621,000
US 7 & CENTRE DR, WEST	2,183	2,362	280	303	0.4	0.5	51	51	34	50	129,500	284,000
US 7 & RAILROAD ST, SOUTH	10,996	11,901	1,200	1,300	2.0	3.0	62	62	387	636	2,988,000	7,126,000
US 7 & RAILROAD ST, EAST	3,190	3,453	390	430	0.6	0.9	69	69	64	99	435,500	1,032,000
US 7 & RAILROAD ST, NORTH	7,810	8,452	910	980	4.1	6.2	68	68	322	524	2,522,000	6,000,000
US 7 & RIVER ST, SOUTH	7,798	8,439	910	970	1.6	2.5	79	79	369	600	2,963,000	7,038,000
US 7 & RIVER ST, EAST	2,613	2,828	320	350	0.4	0.5	52	52	62	94	438,000	1,033,000
US 7 & RIVER ST, NORTH	10,400	11,255	1,200	1,300	2.3	3.4	43	43	306	494	2,491,000	5,908,000
US 7 & MILTON SQ, SOUTH	9,139	9,888	1,052	1,138	2.8	4.0	60	60	385	600	3,269,000	7,690,000
US 7 & MILTON SQ, NORTH	9,626	10,415	1,100	1,200	2.8	4.0	61	61	388	607	3,299,000	7,764,000
US 7 & MILTON SQ, WEST	2,728	2,951	389	421	2.8	4.0	54	54	52	76	192,500	423,000

STANDARDS LIST

A-76	STANDARDS FOR TOWN & DEVELOPMENT ROADS	03/03/2003
B-5	SLOPE GRADING, EMBANKMENTS, MUCK	06/01/1994
B-71A	STANDARD FOR RESIDENTIAL DRIVES	04/07/2020
B-71B	STANDARD FOR COMMERCIAL DRIVES	04/07/2020
C-2B	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ENTRANCES WITH SIDEWALK AND GREEN STRIP	10/14/2005
C-3A	SIDEWALK RAMPS	06/24/2025
D-15	PRECAST REINF CONC. MH-GRATES, CAST IRON GRATE WITH FRAME, TYPE D & E	06/01/1994
D-20	HIGHWAY CROSSING FOR UNDERGROUND UTILITIES	03/03/2003
E-1	TREE PLANTING	06/24/2025
E-10	ROLLED EROSION CONTROL PRODUCT, TYPE I	04/07/2020
E-11	CHECK DAM, TYPE I	06/25/2024
E-12	STABILIZED CONSTRUCTION ENTRANCE	04/07/2020
E-13	INLET PROTECTION DEVICE, TYPE I	04/07/2020
E-14	INLET PROTECTION DEVICE, TYPE III	05/09/2024
E-15	SILT FENCE	04/07/2020
F-2	CHAIN LINK FENCE, TYPE I DETAILS	06/01/1994
J-1	PROJECT AND BOUNDARY MARKERS	06/01/1994
J-3	MAIL BOX SUPPORT DETAILS	08/07/1995
T-1	TRAFFIC CONTROL GENERAL NOTES	06/24/2025
T-2	TRAFFIC SIGN GENERAL NOTES	06/24/2025
T-10	CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING	06/24/2025
T-17	TRAFFIC CONTROL MISCELLANEOUS DETAILS	06/24/2025
T-28	CONSTRUCTION SIGN DETAILS	06/24/2025
T-29	CONSTRUCTION SIGN DETAILS	06/24/2025
T-30	CONSTRUCTION SIGN DETAILS	02/17/2022
T-31	CONSTRUCTION SIGN DETAILS	06/24/2025
T-35	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS	06/24/2025
T-36	CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS FOR PAVING	06/24/2025
T-40	DELINEATORS AND MILEPOSTS	06/24/2025
T-44	MILEMARKER DETAILS STATE AND TOWN HIGHWAYS	06/24/2025
T-45	SQUARE TUBE SIGN POST AND ANCHOR	06/24/2025
T-56	STANDARD SIGN PLACEMENT	06/24/2025
T-70	VERMONT REGULATORY SIGN DETAILS	06/24/2025
T-92	ROUTE MARKER FRAME DETAILS	10/26/2015
T-133	LIGHT POLE FOUNDATION DETAILS	06/25/2024
T-134	LIGHT POLE & TRANSFORMER BASE DETAILS	03/10/2017
T-141	BICYCLE PAVEMENT MARKINGS AND SIGN LAYOUT	02/17/2022
T-145	REGULATORY SIGN DETAILS LANE FOR USE CONTROL SIGNS	06/24/2025
T-146	REGULATORY SIGN DETAILS	06/24/2025
T-161	TUBULAR ALUMINUM SIGN POST	06/24/2025
T-163	TUBULAR STEEL SIGN POST	06/24/2025
T-175	POWER DROP STANCHIONS	06/24/2025
T-191	PAVEMENT MARKING DETAILS	06/24/2025
T-192	PAVEMNET MARKING DETAILS	06/24/2025
T-193	PAVEMENT MARKING DETAILS	06/24/2025
T-194	PAVEMENT MARKING DETAILS	06/24/2025
T-195	PAVEMENT MARKING FOR TURN LANES	06/24/2025

GENERAL NOTES:

1. ALL PAVEMENT MARKINGS SHALL MATCH INTO EXISTING AT THE LIMITS OF THE ROADWAY APPROACHES.
2. COST FOR TEMPORARY SUPPORT OF EXCAVATION, WHEN REQUIRED, OR WHEN DIRECTED BY THE ENGINEER WILL BE CONSIDERED INCIDENTAL TO ITEM NUMBER 203.1500 COMMON EXCAVATION OR ITEM NUMBER 204.2000 TRENCH EXCAVATION. NO PAYMENT WILL BE MADE FOR EXCAVATION OUTSIDE THE LIMITS SHOWN.
3. BORINGS INDICATED ON THE PLANS HAVE BEEN MADE FOR DESIGN PURPOSES ONLY.
4. THERE IS AN EXISTING CONCRETE BASE UNDER US ROUTE 7. THE LIMITS SHOWN ON THE PLAN ARE BASED ON PAVEMENT CORE INFORMATION AND ARE APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REMOVE THE CONCRETE BASE IN ITS ENTIRETY WITHIN THE PROJECT LIMITS. THIS WILL WE PAID FOR UNDER ITEM 203.1600 SOLID ROCK EXCAVATION.
5. ALL EXISITING UTILITIES NOTED ON THE PLANS SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THAT THE CONTRACTOR'S OPERATIONS SHALL IN NO WAY WEAKEN OR DAMAGE THE PROPERTY OF THE UTILITY. ANY DAMAGE TO THE PROPERTY OF THE UTILITY AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR TO THE FULL SATISFACTION OF THE OWNER OF THE UTILITY. SEE THE UTILITY SPECIAL PROVISIONS FOR ADDITONAL INFORMATION AND REQUIREMENTS.
7. ALL TREES WITHIN THE LIMITS OF WORK SHALL BE REMOVED, UNLESS OTHERWISE NOTED ON THE PLANS.
8. THE AREA REFERRED TO AS THE FUTURE TOWN COMMON WITHIN THE PLANS SHALL BE DEFINED AS THE ENCLOSED AREA AT THE CENTER OF THE PROJECT BETWEEN US ROUTE 7 AND MIDDLE/RAILROAD STREET AND BETWEEN KEELTY CROSSING AND WHISPER LANE EXTENSION. REFER TO THE FUTURE TOWN COMMON GRADING SHEET FOR PROPOSED WORK TO BE COMPLETED WITHIN THIS DEFINED AREA.
9. ALL ABOVE GROUND MATERIAL WITHIN THE FUTURE TOWN COMMON HAVE BEEN REMOVED BY OTHERS. THIS INCLUDES BUILDINGS, FOUNDATIONS, FENCING, MAILBOXES, AND UTILITY METERS.
10. EXISTING UTILITY SERVICES TO THE BUILDINGS WITHIN THE FUTURE TOWN COMMON WILL BE CUT AND CAPPED BY OTHERS PRIOR TO THE CONSTRUCTION OF THIS PROJECT.
11. EXISTING UNDERGROUND FACILITIES OWNED BY VERMONT GAS SYSTEMS (VGS) SHALL BE FIELD VERIFIED PRIOR TO EXCAVATION. THE CONTRACTOR SHALL ADHERE TO SECTION 10 OF THE VGS FACILITY INSTALLATION MANUAL WHEN WORKING AROUND EXISTING VGS FACILITIES AND USE AIR/VACUUM AND/OR HAND DIGGING METHODS WHEN PERFORMING EXCAVATION IN THE VICINITY OF EXISTING GAS LINES. ADDITIONAL COST ASSOCIATED WITH THIS METHOD OF EXCAVATION AND CONFORMANCE TO VGS STANDARDS SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS EXCAVATION ITEMS.

SUPERPAVE BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA	
DESIGN LIFE ESAL (DESIGN LANE)	2,012,390
DESIGN NUMBER OF GYRATIONS	65
PERFORMANCE GRADED ASPHALT BINDER - PAVER PLACED	58E-28
PERFORMANCE GRADED ASPHALT BINDER - NON-PAVER PLACED	58S-28

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94frm.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
INDEX OF SHEETS

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

CONVENTIONAL SYMBOLS

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
●	IPNS	IRON PIN SET
◎	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	BENCH MARK
	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

- UGU — 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)

- AGU — 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

- CZ — 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
- PDF — PDF — PROJECT DEMARCATION FENCE
- BF — BF — BARRIER FENCE
- TREE PROTECTION ZONE (TPZ)
- STRIPING LINE REMOVAL
- SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

- TOWN LINE — TOWN BOUNDARY LINE
- COUNTY LINE — COUNTY BOUNDARY LINE
- STATE 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
- P/L — PROPERTY LINE (P/L)
- SR SR SR — SLOPE RIGHTS
- 6f — 6f — 6F PROPERTY BOUNDARY
- 4f — 4f — 4F PROPERTY BOUNDARY
- HAZ — HAZ — 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

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94legend.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
CONVENTIONAL SYMBOLOGY LEGEND SHEET	SHEET 3 OF 188

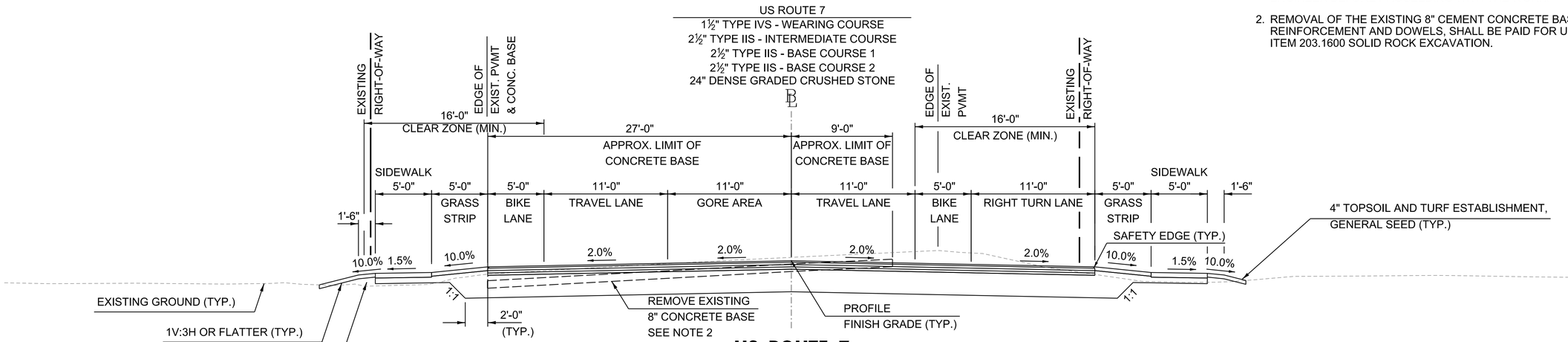
TYPICAL SECTIONS

MATERIAL TOLERANCES

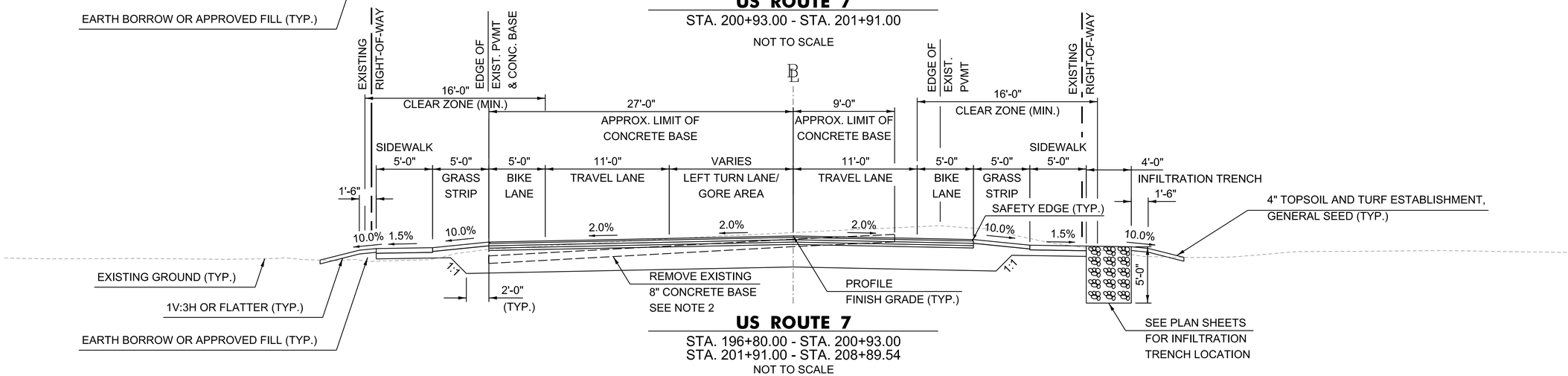
MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH ALL LAYERS)	+/- 1/4"
SUBBASE (TOTAL DEPTH ALL LAYERS)	+/- 1"

NOTES

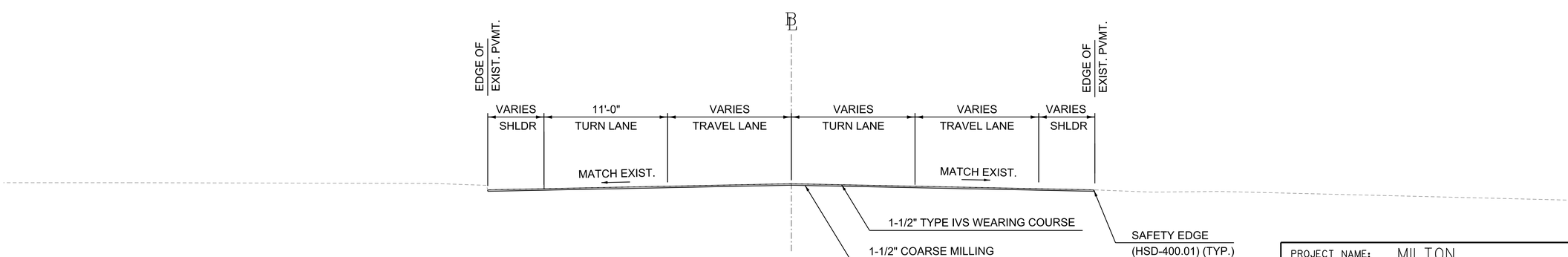
1. ANY DISCREPANCIES BETWEEN THESE DRAWINGS AND ACTUAL FIELD CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH THE WORK.
2. REMOVAL OF THE EXISTING 8" CEMENT CONCRETE BASE, INCLUDING REINFORCEMENT AND DOWELS, SHALL BE PAID FOR UNDER ITEM 203.1600 SOLID ROCK EXCAVATION.



US ROUTE 7
STA. 200+93.00 - STA. 201+91.00
NOT TO SCALE



US ROUTE 7
STA. 196+80.00 - STA. 200+93.00
STA. 201+91.00 - STA. 208+89.54
NOT TO SCALE



US ROUTE 7
STA. 192+05.00 - STA. 196+80.00
NOT TO SCALE

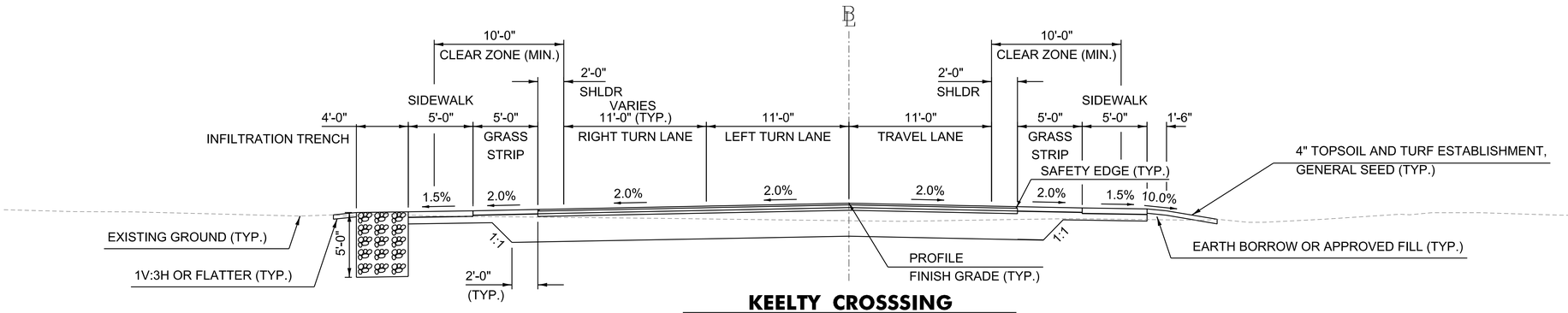
GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94typ.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
TYPICAL SECTIONS SHEET 1	SHEET 4 OF 188

TYPICAL SECTIONS

US ROUTE 7
1½" TYPE IVS - WEARING COURSE
2½" TYPE IIS - INTERMEDIATE COURSE
2½" TYPE IIS - BASE COURSE 1
2½" TYPE IIS - BASE COURSE 2
24" DENSE GRADED CRUSHED STONE

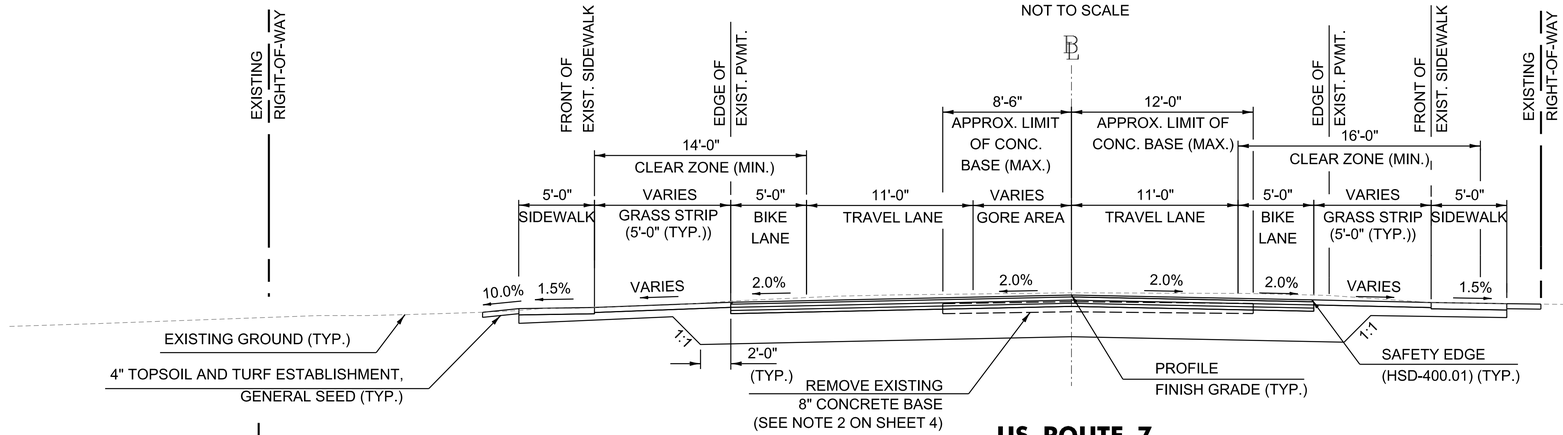
KEELTY CROSSING
1½" TYPE IVS - WEARING COURSE
2½" TYPE IIS - INTERMEDIATE COURSE
2½" TYPE IIS - BASE COURSE
24" DENSE GRADED CRUSHED STONE



KEELTY CROSSSING

STA. 300+00.00 - STA. 302+73.92

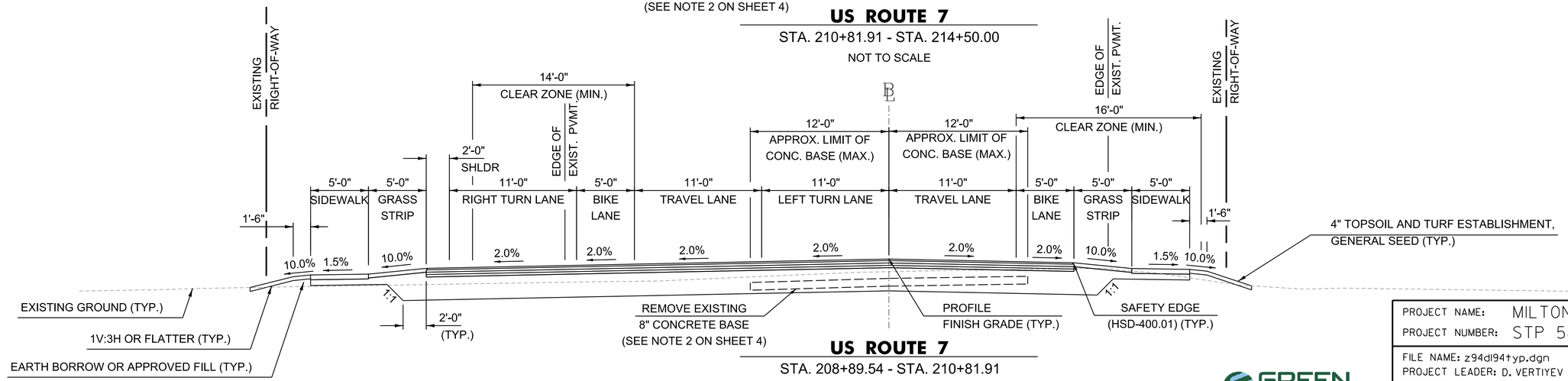
NOT TO SCALE



US ROUTE 7

STA. 210+81.91 - STA. 214+50.00

NOT TO SCALE



US ROUTE 7

STA. 208+89.54 - STA. 210+81.91

NOT TO SCALE

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

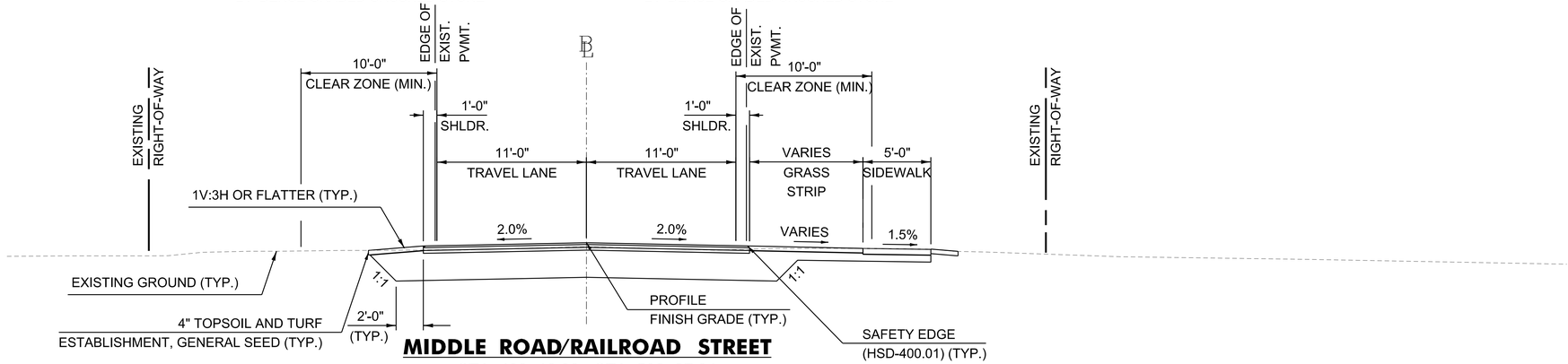
FILE NAME: z94dl94typ.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
TYPICAL SECTIONS SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 5 OF 188

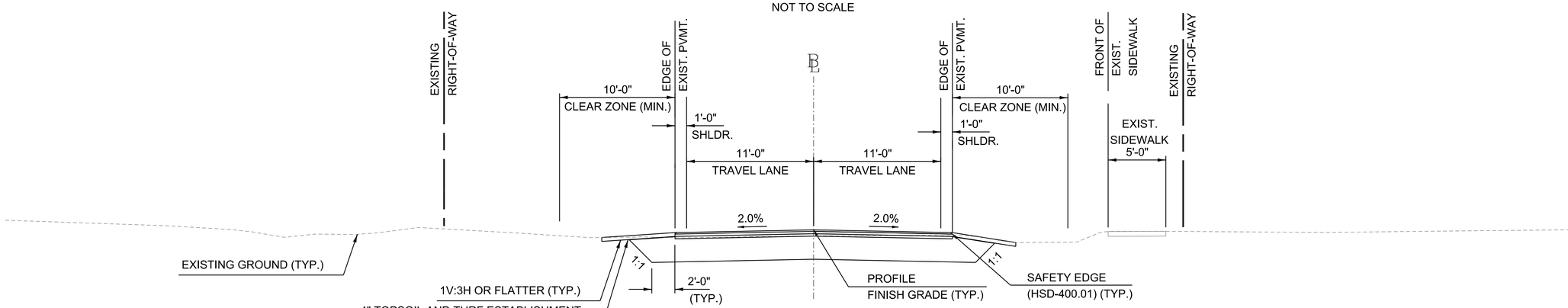
TYPICAL SECTIONS

WHISPER LANE EXTENSION AND WHISPER LANE
1½" TYPE IVS - WEARING COURSE
2½" TYPE IIS - INTERMEDIATE COURSE
2½" TYPE IIS - BASE COURSE
24" DENSE GRADED CRUSHED STONE

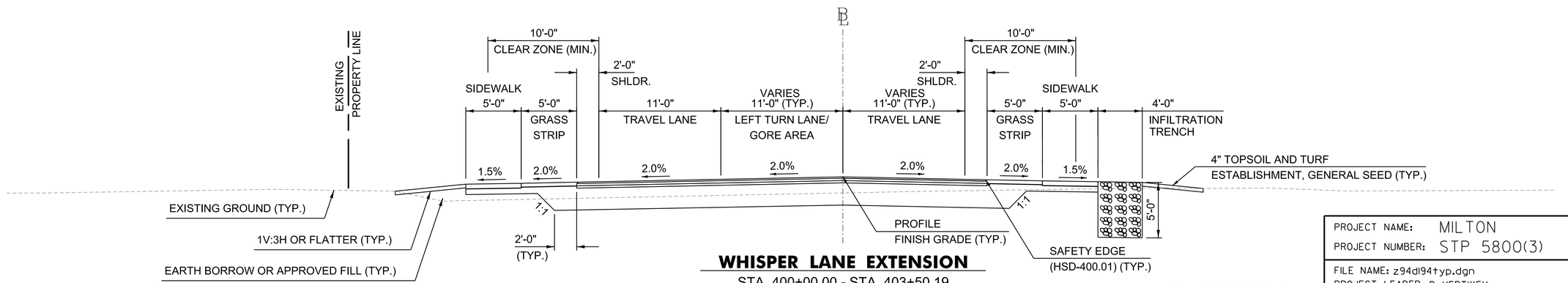
MIDDLE ROAD/RAILROAD STREET
1½" TYPE IVS - WEARING COURSE
2½" TYPE IIS - INTERMEDIATE COURSE
2½" TYPE IIS - BASE COURSE
24" DENSE GRADED CRUSHED STONE



MIDDLE ROAD/RAILROAD STREET
STA. 499+10.00 - STA. 502+27.34
NOT TO SCALE



WHISPER LANE
STA. 403+50.19 - STA. 404+50.00
NOT TO SCALE

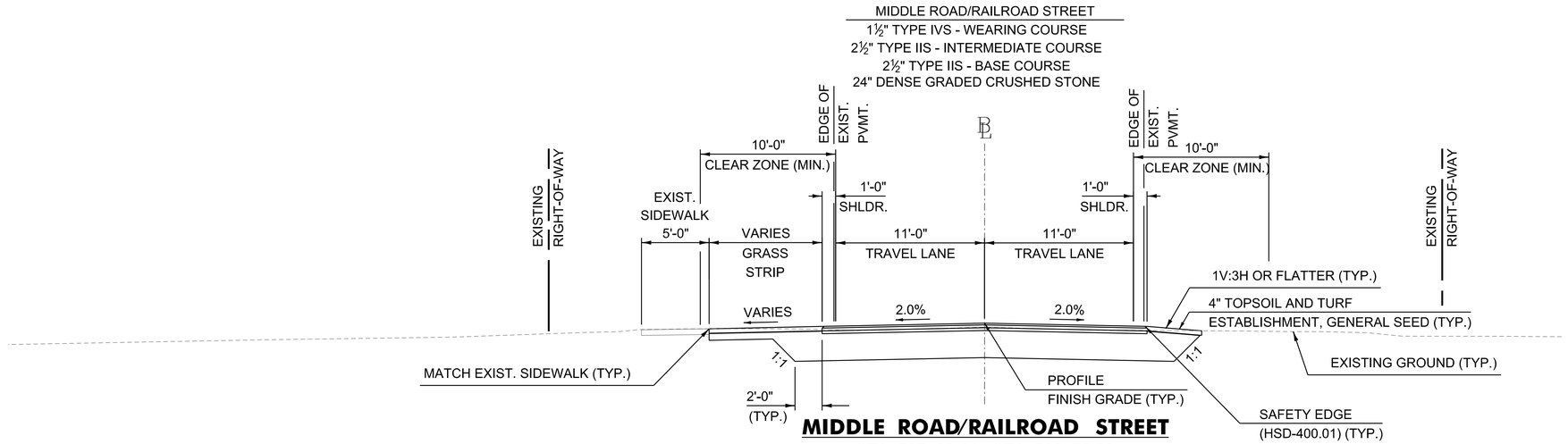


WHISPER LANE EXTENSION
STA. 400+00.00 - STA. 403+50.19
NOT TO SCALE

GREEN
A Lochner Company

PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94typ.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
TYPICAL SECTIONS SHEET 3	SHEET 6 OF 188

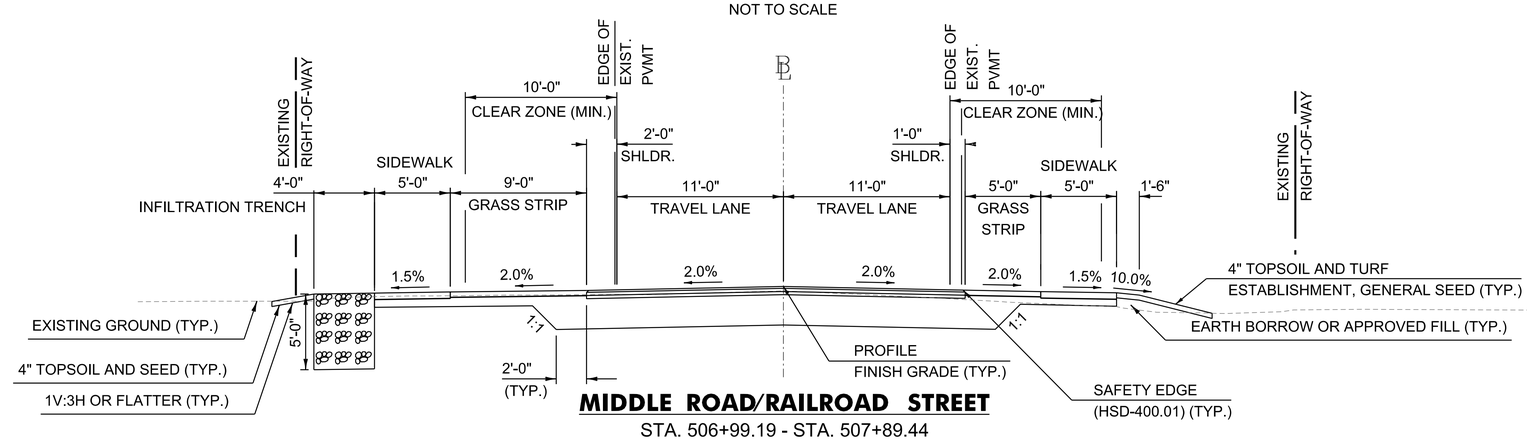
TYPICAL SECTIONS



MIDDLE ROAD/RAILROAD STREET

STA. 507+89.44 - STA. 509+70.00

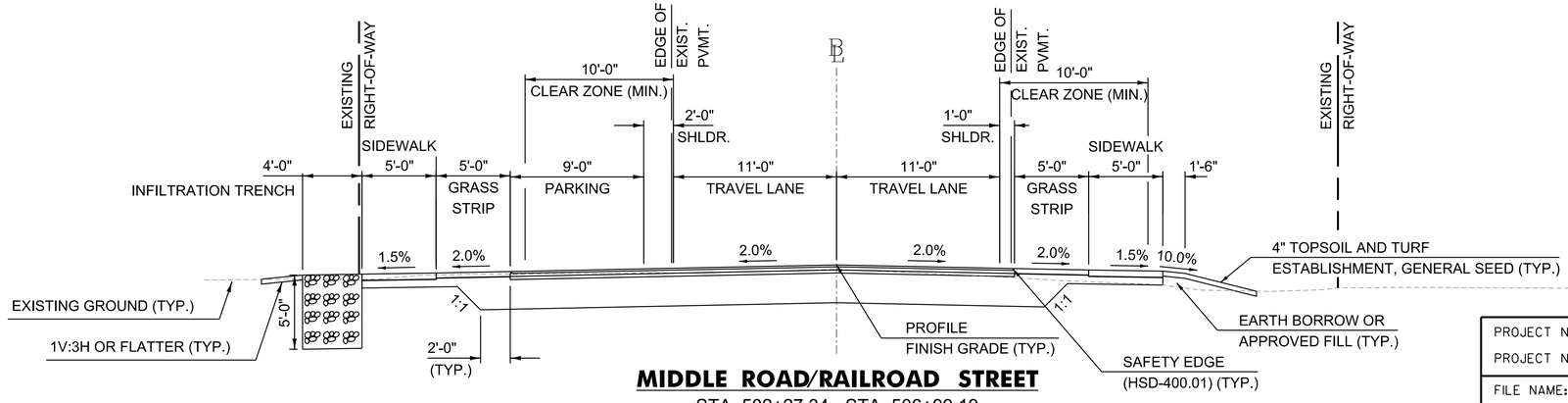
NOT TO SCALE



MIDDLE ROAD/RAILROAD STREET

STA. 506+99.19 - STA. 507+89.44

NOT TO SCALE



MIDDLE ROAD/RAILROAD STREET

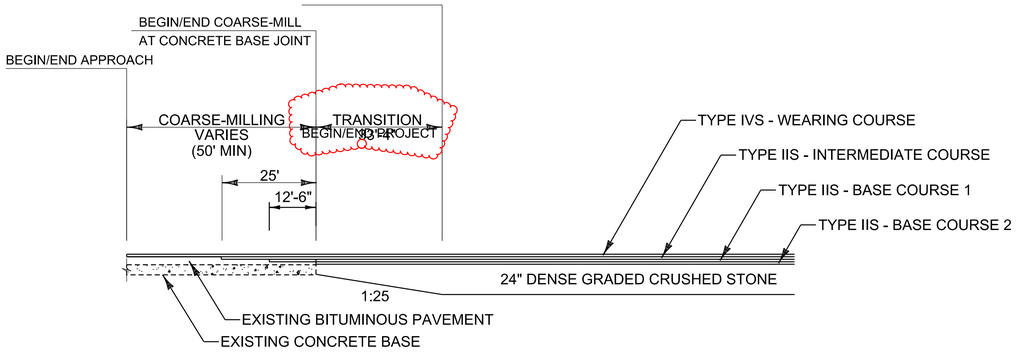
STA. 502+27.34 - STA. 506+99.19

NOT TO SCALE

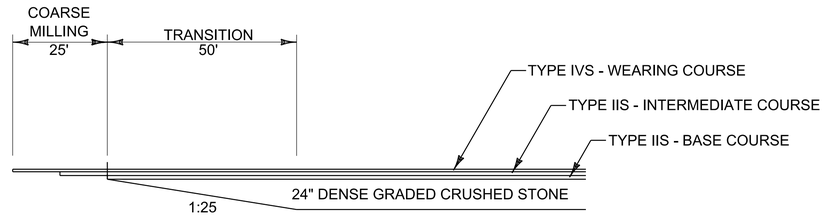
GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94typ.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
TYPICAL SECTIONS SHEET 4	SHEET 7 OF 188

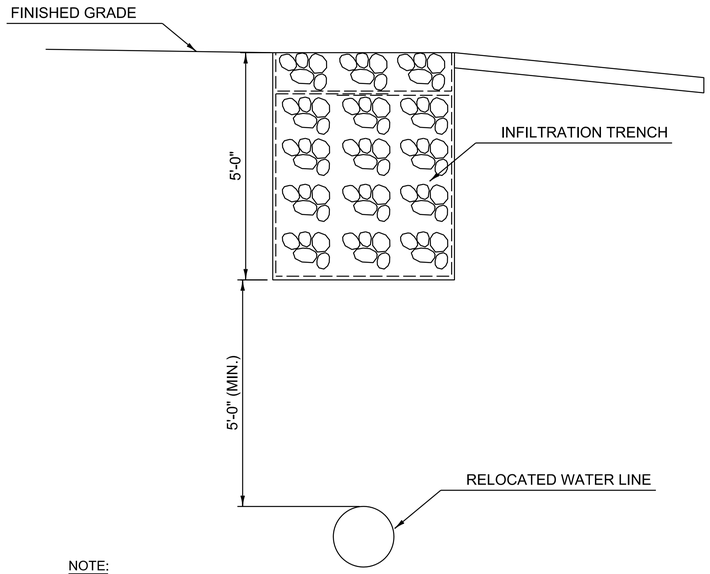
TYPICAL DETAILS



US ROUTE 7 MATERIAL TRANSITION
NOT TO SCALE

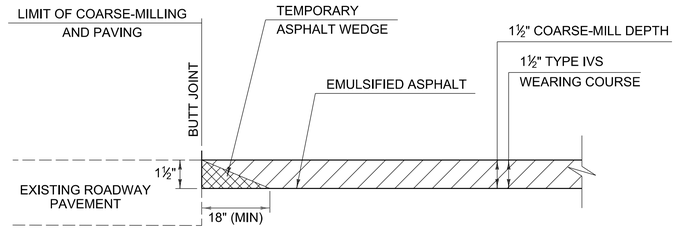


WHISPER LANE MATERIAL TRANSITION
NOT TO SCALE

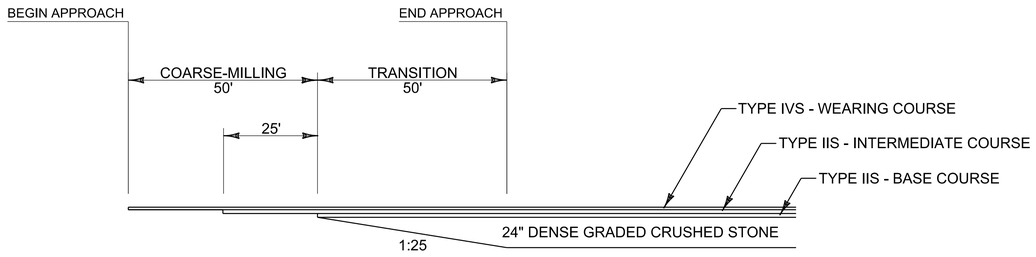


NOTE:
1. ALL COSTS ASSOCIATED WITH THE WATER LINE RELOCATIONS UNDER THE INFILTRATION TRENCH SHALL BE PAID FOR UNDER ITEM 629.4300 TRANSFER TO NEW SYSTEM, WATER, ALL-INCLUSIVE. THIS SHALL BE INCLUSIVE OF ADDITIONAL EXCAVATION AND BACKFILL REQUIRED DUE TO LOWERING OF WATER LINE GRADE, CHANGING LOCATION, AND/OR POOR FOUNDATION MATERIAL.

WATER LINE RELOCATION DETAIL
NOT TO SCALE



COARSE-MILLING BEGIN & END PROJECT AREA DETAIL
NOT TO SCALE



MIDDLE/RAILROAD MATERIAL TRANSITION
NOT TO SCALE

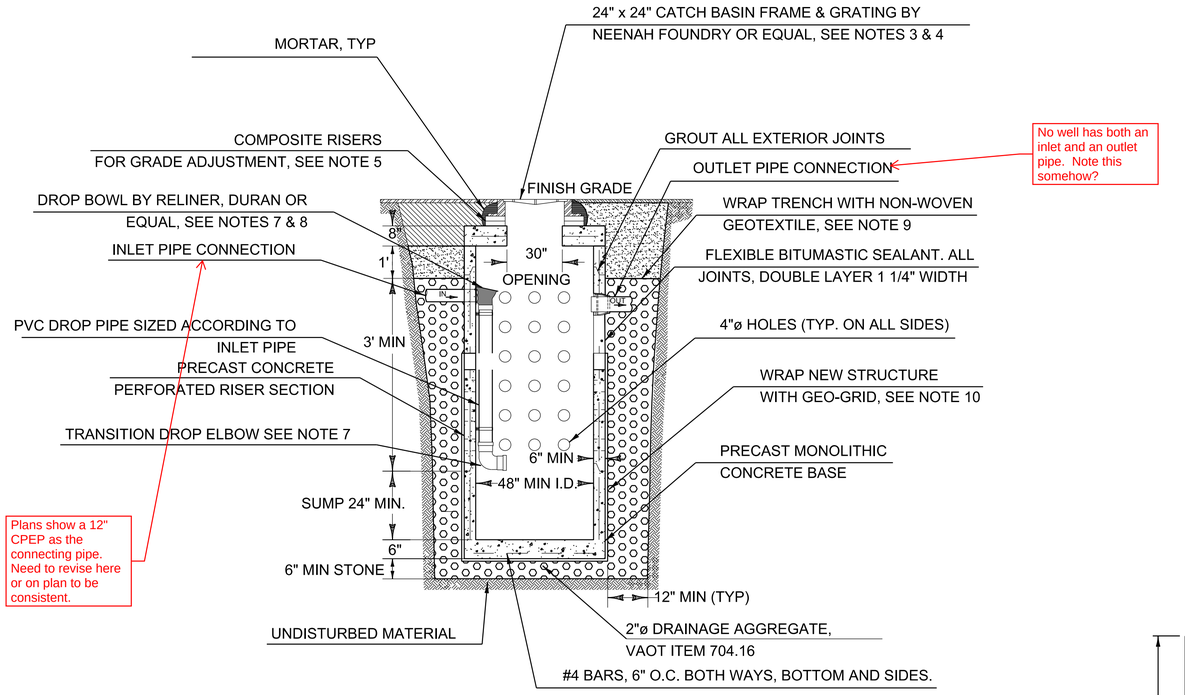
GREEN
A Lochner Company

PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94typ.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
TYPICAL DETAILS SHEET 1	SHEET 8 OF 188

TYPICAL DETAILS

I believe we'll need to eliminate all proprietary callouts and replace them with VTrans Stds or specs.

ie. frames & grates, drop bowl, geotextile, geogrid, composite risers



No well has both an inlet and an outlet pipe. Note this somehow?

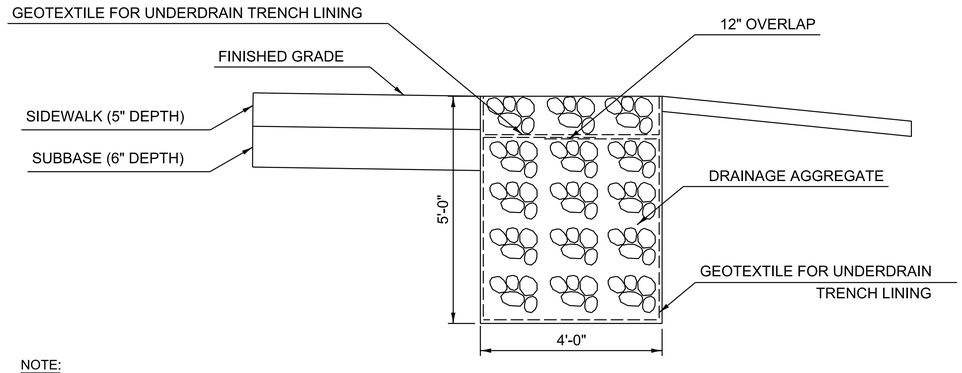
Plans show a 12" CPEP as the connecting pipe. Need to revise here or on plan to be consistent.

STRUCTURE	STATION	POSITION	RIM ELEVATION
IN3.2	301+26.3	RT	335.88
IN3.4	301+51.5	LT	335.00
IN5.1	213+78.0	LT	338.19
IN5.2	213+77.5	RT	338.35
IN7.2	402+57.5	RT	335.50
IN7.4	402+60.5	LT	336.00
IN7.5	402+74.6	LT	336.00

NOTES:
1. CONCRETE=4,000 psi; STEEL REBAR=40,000 psi.
2. STRUCTURES SHALL BE DESIGNED TO WITHSTAND H-20 LOADING.
3. 24" x 24" CATCH BASIN FRAME AND GRATES SHALL BE CAST IRON MINIMUM CLASS 30 CONFORMING TO ASTM A48. CASTINGS SHALL BE CAPABLE OF MEETING OR EXCEEDING AASHTO H-20 LOADING. CASTINGS SHALL BE MANUFACTURED BY NEENAH FOUNDRY CO., E.L. LEBARON FOUNDRY CO., OR EQUAL.
4. CATCH BASIN FRAME AND GRATES THAT ARE TO BE INSTALLED ON STREETS WITH NO SLOPES SHALL BE NEENAH FOUNDRY R-3405 TYPE "A" OR EQUAL. CATCH BASIN FRAME AND GRATES THAT ARE TO BE INSTALLED ON STREETS WITH SLOPES, SHALL BE NEENAH FOUNDRY R-3210 TYPE "L" OR EQUAL.
5. GRADE ADJUSTMENTS SHALL BE MADE USING COMPOSITE RISER SECTIONS, "PRO-RING" BY CRETE OR EQUAL. RISERS SHALL BE SIZED AND SHAPED TO THE CLEAR OPENING IN THE STRUCTURE. A MINIMUM OF 2-INCH AND A MAXIMUM OF 12-INCH ADJUSTMENT SHALL BE PROVIDED.
6. FRAMES AND GRATES SHALL BE SET IN ACCORDANCE WITH THE COMPOSITE RISER SECTIONS INSTALLATION PROCEDURE.
7. TRANSITION DROP ELBOW SHALL BE INSTALLED SO THAT THE CROWN OF THE DISCHARGE ELBOW IS A MIN 2 INCHES BUT NOT MORE THAN 6 INCHES BELOW THE INVERT OF THE LAST PERFORATED ROW.
8. DROP BOWL SHALL BE PROVIDED WHERE DRYWELL INLET PIPE IS CONNECTED TO AN EXTERNAL CATCH BASIN STRUCTURE DIRECTLY UPSTREAM OF DRYWELL. DROP BOWL SHOULD BE INSTALLED WITH ENOUGH CLEARANCE FROM UNDERSIDE OF STRUCTURE TO ENSURE MAINTENANCE ACCESS.
9. NON-WOVEN GEOTEXTILE SHALL BE AASHTO CLASS 2 NON-WOVEN GEOTEXTILE, ADS 601T, MIRAFI 160N, OR APPROVED EQUAL.
10. GEOGRID SHALL BE ADS BX1546G, MIRAFI BX6120, TENSAR BIAXIAL BX1500, OR APPROVED EQUAL.

DRY WELL DETAIL

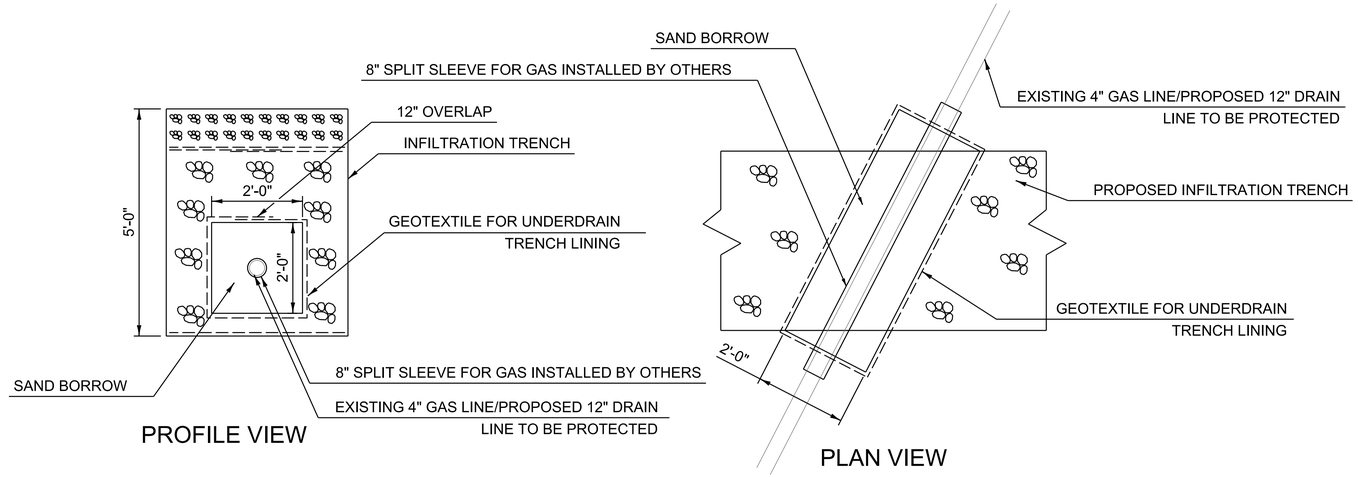
NOT TO SCALE



NOTE:
1. ALL COSTS ASSOCIATED WITH THE INFILTRATION TRENCH SHALL BE PAID FOR UNDER ITEM 654.0070 STONE DIAPHRAGM

INFILTRATION TRENCH DETAIL

NOT TO SCALE



NOTES:
1. GAS LINE PROTECTION SHALL BE INSTALLED AT ALL LOCATIONS WHERE THE EXISTING GAS LINE CROSSES THROUGH THE PROPOSED INFILTRATION TRENCH.
2. DRAIN LINE PROTECTION SHALL BE INSTALLED AT ALL LOCATIONS WHERE DRAIN LINE CROSSES THROUGH THE PROPOSED INFILTRATION TRENCH.
3. THE JOINTS FOR THE DRAIN LINE SHALL BE OUTSIDE THE LIMITS OF THE TRENCH.
4. ALL COSTS ASSOCIATED WITH SAND BORROW AND GEOTEXTILE FOR UNDERDRAIN TRENCH LINING SHALL BE PAID FOR UNDER THEIR RESPECTIVE BID ITEMS.

GAS /DRAIN LINE PROTECTION DETAIL

NOT TO SCALE

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94typ.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
TYPICAL DETAILS SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

GPS CONTROL POINTS

HVCTRL #1

DAUNAIS

NORTH = 784642.469
EAST = 1480244.192
ELEV. = 319.550

GENERAL LOCATION, MILTON, VT. OWNERSHIP, NICK DAUNAIS, 82 US ROUTE 7 NORTH, MILTON, VT 05468. TO REACH FROM THE INTERSECTION OF VT ROUTE 104A AND US ROUTE 7 IN GEORGIA, GO SOUTH ALONG US ROUTE 7 FOR 3.0 MI (4.8 KM) TO THE INTERSECTION OF LAKE ROAD RIGHT. CONTINUE STRAIGHT AHEAD AND GO SOUTH ALONG US ROUTE 7 FOR ABOUT 50 M (164.0 FT) TO THE INTERSECTION OF A GRAVEL DRIVE RIGHT LEADING TO HOUSE NO 82 AND THE SITE OF THE MARK ON THE RIGHT IN A LAWN JUST NORTH OF THE DRIVEWAY. THE MARK IS SET ABOUT 12 CM BELOW GROUND SURFACE IN THE TOP OF A 30 CM DIAMETER CONCRETE MONUMENT POURED 1.3 M (4.3 FT) DEEP. IT IS 25.8 M (84.6 FT) NORTHWEST OF AND ABOUT 1.2 M (3.9 FT) HIGHER THAN THE CENTERLINE OF US ROUTE 7, 3.7 M (12.1 FT) NORTHEAST OF THE CENTERLINE OF THE GRAVEL DRIVE,34.5 M EAST OF POLE NO 26-1/5B, 22.1 M (72.5 FT) SOUTHWEST OF THE SOUTH CORNER OF A SMALL GARAGE, AND 4.7 M (15.4 FT) SOUTH SOUTHEAST OF THE SOUTHWEST END OF A PICKET FENCE. ****NAD83 VTSPCS VIA HAND HELD GPS, 451179E, 239162N****

HVCTRL #2

DAUNAIS AZ MK

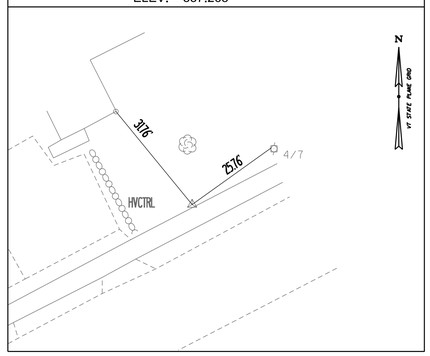
NORTH = 781132.759
EAST = 1480472.797
ELEV. = 293.600

GENERAL LOCATION, MILTON, VT. TO REACH FROM THE INTERSECTION OF VT ROUTE 104A AND US ROUTE 7 IN GEORGIA, GO SOUTH ALONG US ROUTE 7 FOR 3.0 MI (4.8 KM) TO THE INTERSECTION OF LAKE ROAD RIGHT. CONTINUE STRAIGHT AHEAD AND GO SOUTH ALONG US ROUTE 7 FOR 0.7 MI (1.1 KM) TO THE INTERSECTION OF HOWARD DRIVE RIGHT AND THE SITE OF THE MARK ON THE RIGHT. IT IS SET IN THE GRASSY TRIANGLE FORMED BY US ROUTE 7 AND HOWARD DRIVE OPPOSITE THE WEST END OF THE ARROWHEAD LAKE DAM. THE MARK IS SET ABOUT 5 CM BELOW GROUND SURFACE IN THE TOP OF A 30 CM DIAMETER CONCRETE MONUMENT. IT IS 14.7 M (48.2 FT) WEST SOUTHWEST OF AND ABOUT 1.0 M (3.3 FT) HIGHER THAN THE CENTERLINE OF US ROUTE 7, 9.3 M (30.5 FT) EAST SOUTHEAST OF THE CENTERLINE OF HOWARD DRIVE, 17.7 M (58.1 FT) SOUTHEAST OF POLE NO 11 01, 17.1 M (56.1 FT) NORTH OF THE NORTHWEST CORNER OF A STONE RETAINING WALL, AND 0.2 M (0.7 FT) EAST NORTHEAST OF A FIBERGLASS WITNESS POST. **** NAD83 VTSPCS VIA HAND HELD GPS, 451254E, 238087N****

TRAVERSE TIES

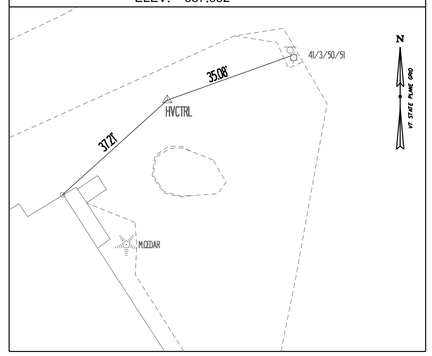
HVCTRL #20

NORTH = 775012.917
EAST = 1479982.573
ELEV. = 337.268



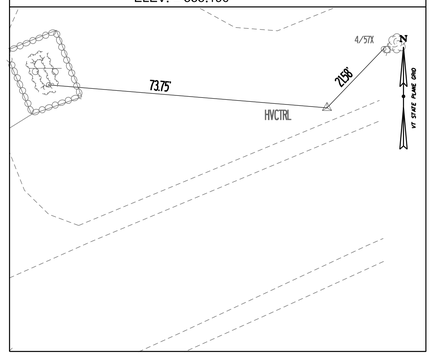
HVCTRL #8

NORTH = 774641.288
EAST = 1479349.685
ELEV. = 337.552



HVCTRL #29

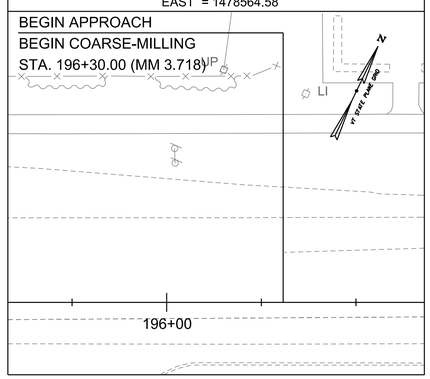
NORTH = 774449.517
EAST = 1478813.786
ELEV. = 335.190



ALIGNMENT TIES

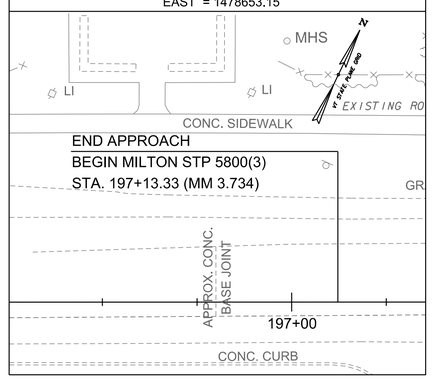
BEGIN APPROACH
BEGIN COARSE MILLING STA 196+30.00

NORTH = 774340.86
EAST = 1478564.58



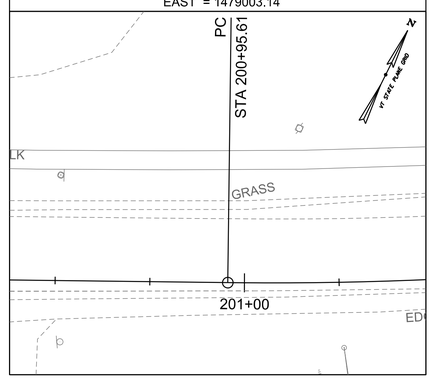
END APPROACH
BEGIN MILTON STP 5800(3) STA 197+13.33

NORTH = 774346.44
EAST = 1478653.15



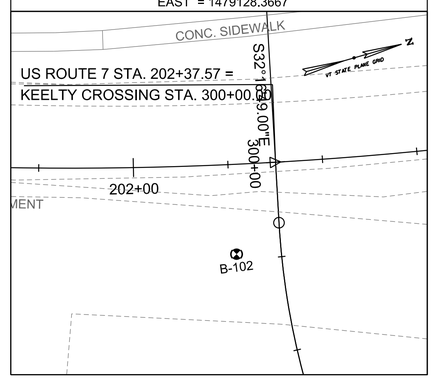
PC STA. 200+95.61

NORTH = 774500.20
EAST = 1479003.14



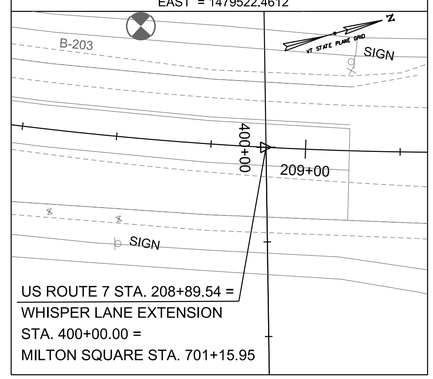
US ROUTE 7 STA. 202+37.57 = KEELTY CROSSING STA. 300+00.00= FUTURE ACCESS STA. 800+50.00

NORTH = 774566.7844
EAST = 1479128.3667



US ROUTE 7 STA. 208+89.54 = WHISPER LANE EXTENSION STA. 400+00.00 = MILTON SQUARE STA. 701+15.95

NORTH = 775070.1085
EAST = 1479522.4612



DATUM

VERTICAL NAVD 88
HORIZONTAL NAD 83 (1996)
ADJUSTMENT COMPASS

GREEN
A Lochner Company

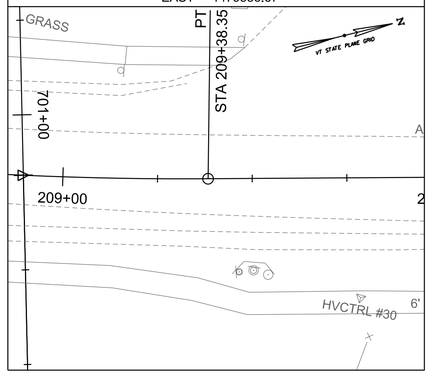
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94ti.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
TIE SHEET 1

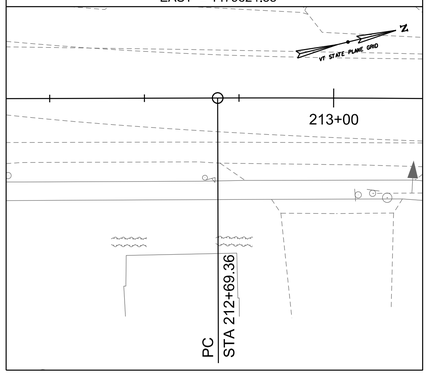
PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 10 OF 188

ALIGNMENT TIES

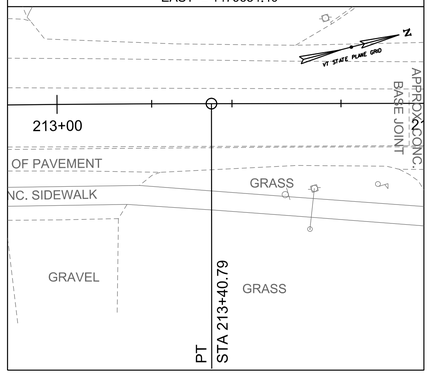
PT STA. 209+38.35
NORTH = 775116.67
EAST = 1479536.67



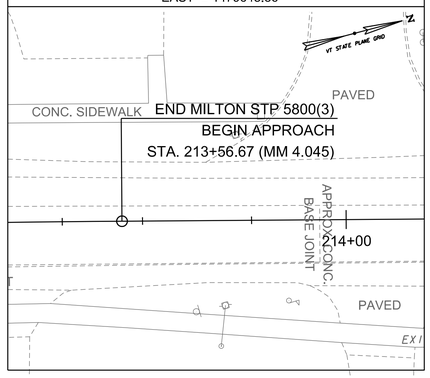
PC STA. 212+69.36
NORTH = 775435.83
EAST = 1479624.88



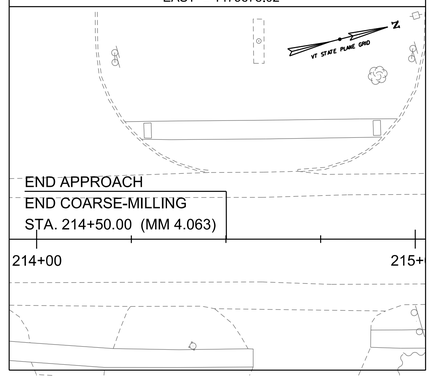
PT STA. 213+40.79
NORTH = 775470.26
EAST = 1479634.40



END MILTON STP 5800(3) BEGIN APPROACH STA 213+56.67
NORTH = 775519
EAST = 1479648.86

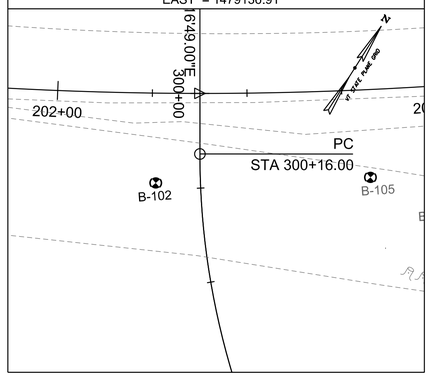


END APPROACH END COARSE MILLING STA. 214 +50.00
NORTH = 775609.38
EAST = 1479675.02



ALIGNMENT TIES

PC STA. 300+16.00
NORTH = 774553.26
EAST = 1479136.91



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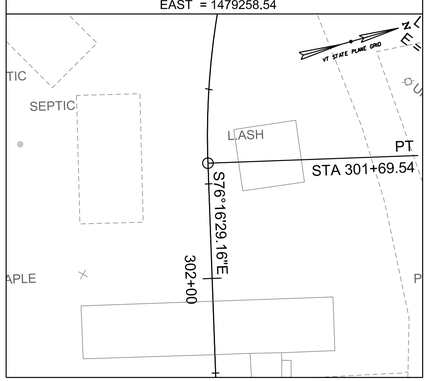
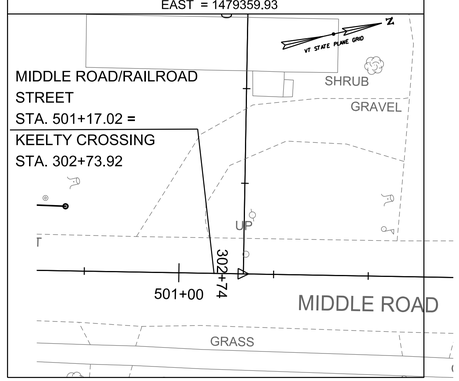


KEELTY CROSSING STA. 302+73.92 = MIDDLE ROAD/RAILROAD STREET STA. 501+17.02
NORTH = 774441.04
EAST = 1479359.93



PC STA. 401+29.38
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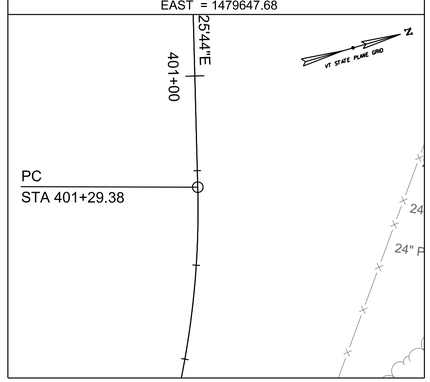

PT STA. 403+15.37
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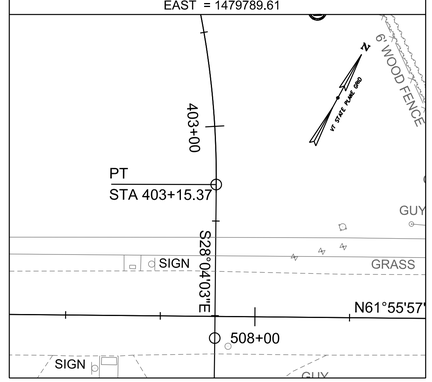
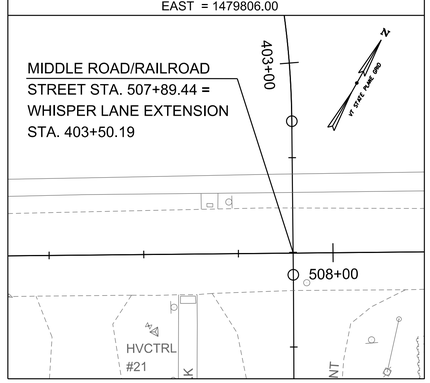
EAST = 1479789.61



ALIGNMENT TIES

WHISPER LANE EXTENSION STA. 403+50.19 = MIDDLE ROAD/RAILROAD STRET STA. 507+89.44
NORTH = 774894.93
EAST = 1479806.00



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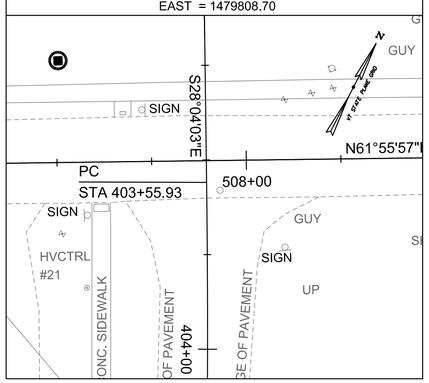
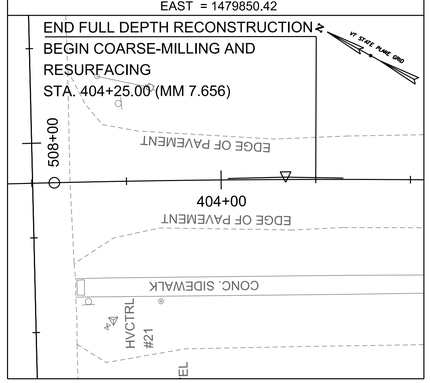
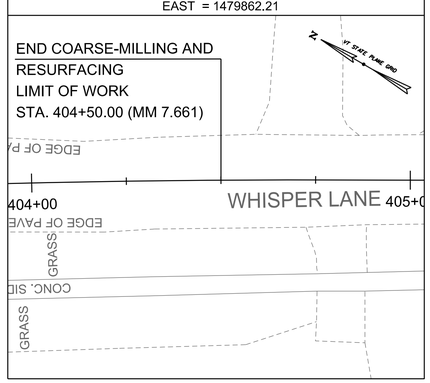
EAST = 1479808.70



END FULL DEPTH RECONSTRUCTION BEGIN COARSE MILLING AND RESURFACING STA 404+25.00
NORTH = 774833.56
EAST = 1479850.42



END COARSE MILLING AND RESURFACING LIMIT OF WORK STA 404+50.00
NORTH = 774811.50
EAST = 1479862.21



PT STA. 404+78.13
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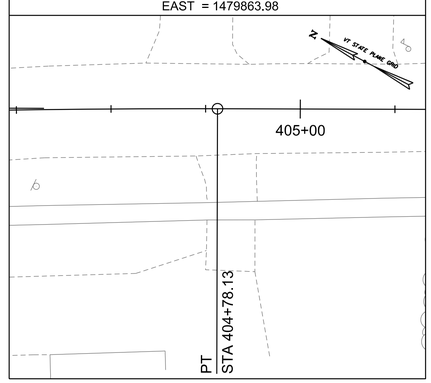


DATUM

VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (1996)
ADJUSTMENT	COMPASS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94ti.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
TIE SHEET 2

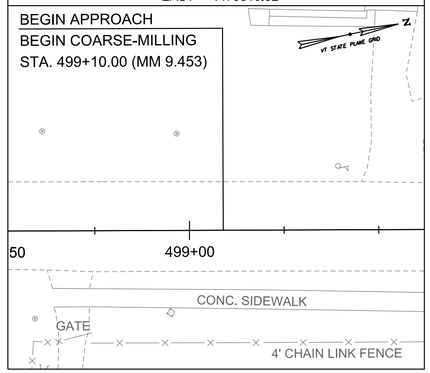
PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 11 OF 188

ALIGNMENT TIES

BEGIN APPROACH
BEGIN COARSE MILLING STA. 499+10.00

NORTH = 774239.93

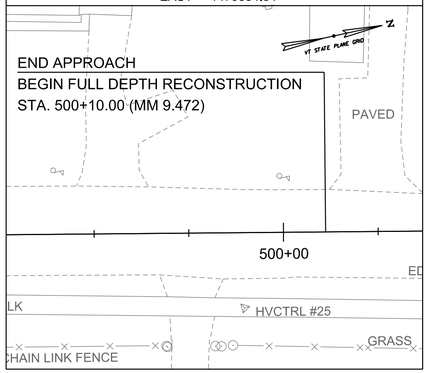
EAST = 1479310.82



END APPROACH
BEGIN FULL DEPTH RECONSTRUCTION STA 500+10.00

NORTH = 774337.07

EAST = 1479334.54



PC STA. 502+04.94

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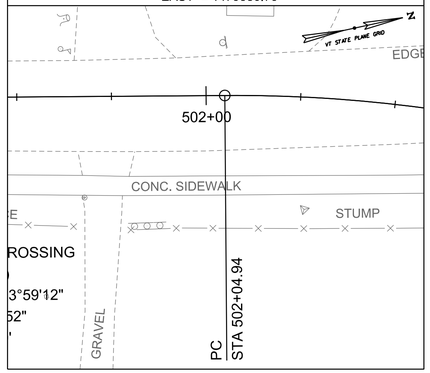
EAST = 1479380.79



PT STA. 505+20.45

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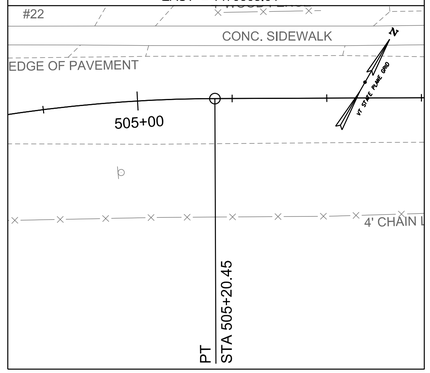
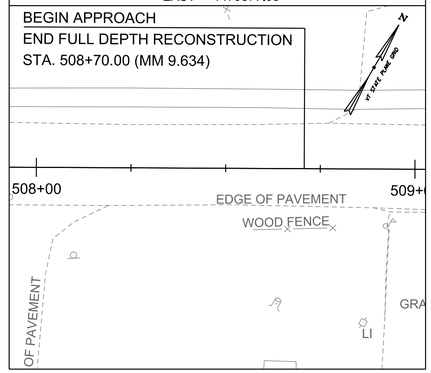
EAST = 1479568.64



BEGIN APPROACH
END FULL DEPTH RECONSTRUCTION
STA. 508+70.00

NORTH = 774932.83

EAST = 1479877.08



ALIGNMENT TIES

END APPROACH
END COARSE MILLING STA. 509+70.00

NORTH = 774979.89

EAST = 1479965.32

DATUM

VERTICAL NAVD 88

HORIZONTAL NAD 83 (1996)

ADJUSTMENT COMPASS

GREEN
A Lochner Company

PROJECT NAME: MILTON

PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94ti.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
TIE SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN P.S.F.	CONSISTENCY
<250	Very Soft
250-500	Soft
500-1000	Med. Stiff
1000-2000	Stiff
2000-4000	Very Stiff
>4000	Hard

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

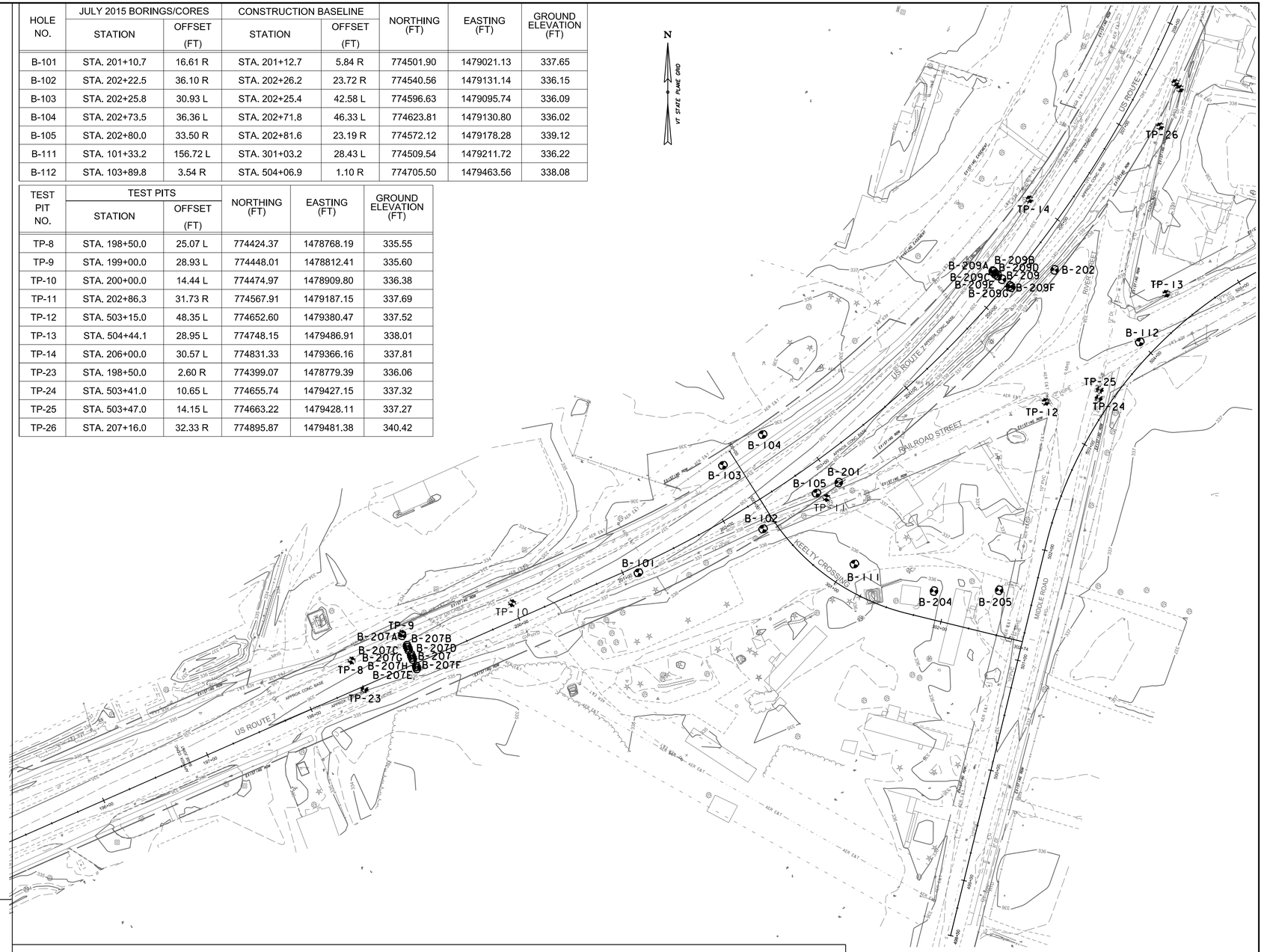
COMMONLY USED SYMBOLS

▼	Water Elevation
⊗	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per Foot For: 2" O. D. Sampler 1 3/8" I. D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 1 1/8"
BX	Core Size 1 5/8"
NX	Core Size 2 1/8"
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	Top of Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N 100) >
VTSPG	NAD83 - See Note 7

COLOR			
blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

HOLE NO.	JULY 2015 BORINGS/CORES		CONSTRUCTION BASELINE		NORTHING (FT)	EASTING (FT)	GROUND ELEVATION (FT)
	STATION	OFFSET (FT)	STATION	OFFSET (FT)			
B-101	STA. 201+10.7	16.61 R	STA. 201+12.7	5.84 R	774501.90	1479021.13	337.65
B-102	STA. 202+22.5	36.10 R	STA. 202+26.2	23.72 R	774540.56	1479131.14	336.15
B-103	STA. 202+25.8	30.93 L	STA. 202+25.4	42.58 L	774596.63	1479095.74	336.09
B-104	STA. 202+73.5	36.36 L	STA. 202+71.8	46.33 L	774623.81	1479130.80	336.02
B-105	STA. 202+80.0	33.50 R	STA. 202+81.6	23.19 R	774572.12	1479178.28	339.12
B-111	STA. 101+33.2	156.72 L	STA. 301+03.2	28.43 L	774509.54	1479211.72	336.22
B-112	STA. 103+89.8	3.54 R	STA. 504+06.9	1.10 R	774705.50	1479463.56	338.08

TEST PIT NO.	TEST PITS		NORTHING (FT)	EASTING (FT)	GROUND ELEVATION (FT)
	STATION	OFFSET (FT)			
TP-8	STA. 198+50.0	25.07 L	774424.37	1478768.19	335.55
TP-9	STA. 199+00.0	28.93 L	774448.01	1478812.41	335.60
TP-10	STA. 200+00.0	14.44 L	774474.97	1478909.80	336.38
TP-11	STA. 202+86.3	31.73 R	774567.91	1479187.15	337.69
TP-12	STA. 503+15.0	48.35 L	774652.60	1479380.47	337.52
TP-13	STA. 504+44.1	28.95 L	774748.15	1479486.91	338.01
TP-14	STA. 206+00.0	30.57 L	774831.33	1479366.16	337.81
TP-23	STA. 198+50.0	2.60 R	774399.07	1478779.39	336.06
TP-24	STA. 503+41.0	10.65 L	774655.74	1479427.15	337.32
TP-25	STA. 503+47.0	14.15 L	774663.22	1479428.11	337.27
TP-26	STA. 207+16.0	32.33 R	774895.87	1479481.38	340.42



DEFINITIONS (AASHTO)

BEDROCK (LEDGE)- Rock in its native location of indefinite thickness.

BOULDER- A rock fragment with an average dimension > 12 inches.

COBBLE- Rock fragments with an average dimension between 3 and 12 inches.

GRAVEL- Rounded particles of rock < 3" and > 0.0787" (#10 sieve).

SAND - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).

SILT - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and consider-able strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK- Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP- Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The subsurface explorations shown herein were made between 7/16/15 and 7/22/15 by the Agency.
2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.
3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.
4. Engineering judgment was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysisor judgment by the Contractor.
5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.
6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.
7. Northing and Easting coordinates are shown in Vermont State Plane Grid North American Datum 1983 in meters and survey feet.

GREEN
A Lochner Company

0 50 100
SCALE IN FEET

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING SUMMARY SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 13 OF 188

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
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BX	Core Size 1 5/8"
NX	Core Size 2 1/8"
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PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
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M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
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%Rec.	Percent Recovery
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CBR	California Bearing Ratio
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VTSPG	NAD83 - See Note 7

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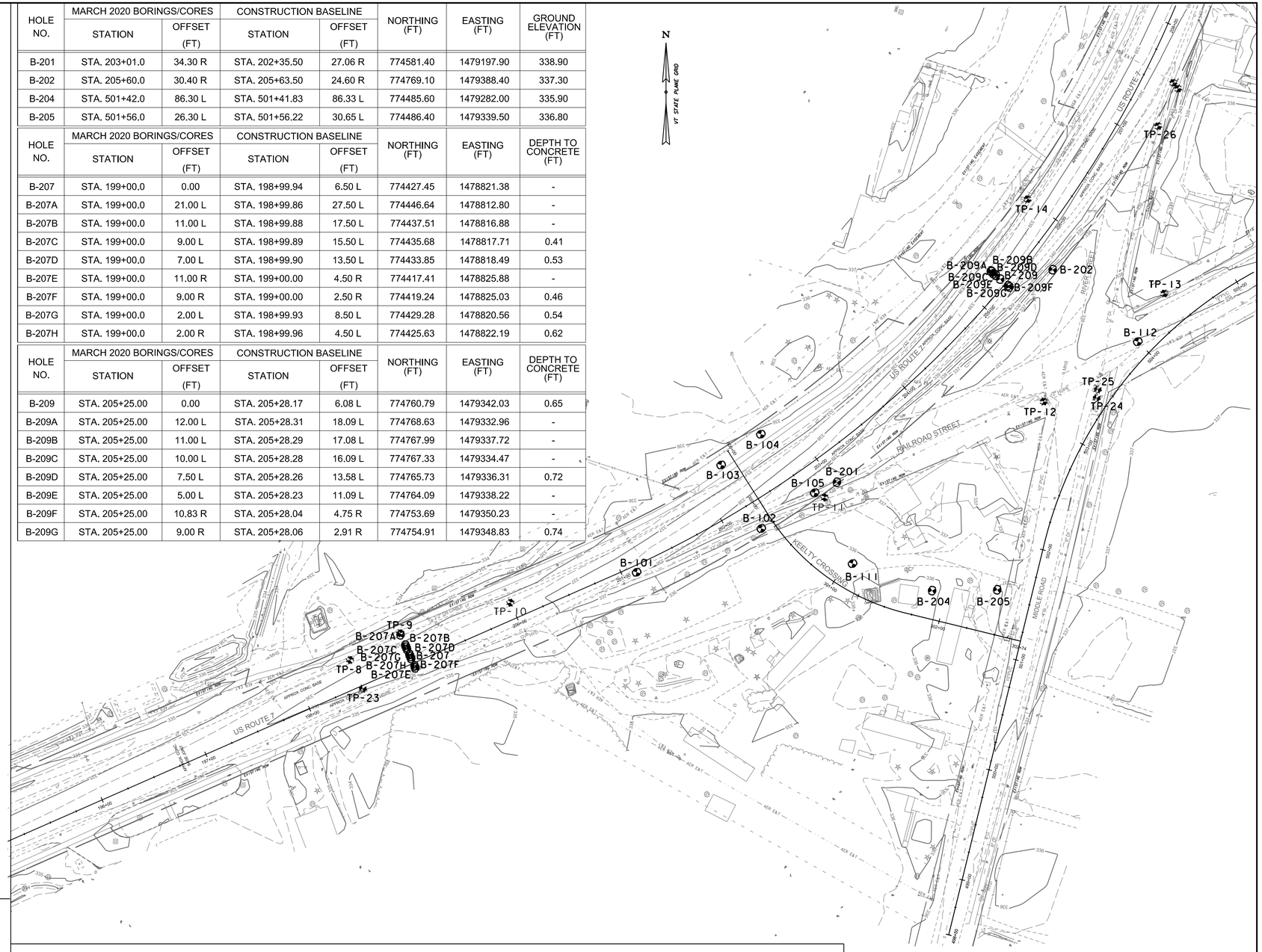
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

HOLE NO.	MARCH 2020 BORINGS/CORES STATION	OFFSET (FT)	CONSTRUCTION BASELINE STATION	OFFSET (FT)	NORTHING (FT)	EASTING (FT)	GROUND ELEVATION (FT)
B-201	STA. 203+01.0	34.30 R	STA. 202+35.50	27.06 R	774581.40	1479197.90	338.90
B-202	STA. 205+60.0	30.40 R	STA. 205+63.50	24.60 R	774769.10	1479388.40	337.30
B-204	STA. 501+42.0	86.30 L	STA. 501+41.83	86.33 L	774485.60	1479282.00	335.90
B-205	STA. 501+56.0	26.30 L	STA. 501+56.22	30.65 L	774486.40	1479339.50	336.80

HOLE NO.	MARCH 2020 BORINGS/CORES STATION	OFFSET (FT)	CONSTRUCTION BASELINE STATION	OFFSET (FT)	NORTHING (FT)	EASTING (FT)	DEPTH TO CONCRETE (FT)
B-207	STA. 199+00.0	0.00	STA. 198+99.94	6.50 L	774427.45	1478821.38	-
B-207A	STA. 199+00.0	21.00 L	STA. 198+99.86	27.50 L	774446.64	1478812.80	-
B-207B	STA. 199+00.0	11.00 L	STA. 198+99.88	17.50 L	774437.51	1478816.88	-
B-207C	STA. 199+00.0	9.00 L	STA. 198+99.89	15.50 L	774435.68	1478817.71	0.41
B-207D	STA. 199+00.0	7.00 L	STA. 198+99.90	13.50 L	774433.85	1478818.49	0.53
B-207E	STA. 199+00.0	11.00 R	STA. 199+00.00	4.50 R	774417.41	1478825.88	-
B-207F	STA. 199+00.0	9.00 R	STA. 199+00.00	2.50 R	774419.24	1478825.03	0.46
B-207G	STA. 199+00.0	2.00 L	STA. 198+99.93	8.50 L	774429.28	1478820.56	0.54
B-207H	STA. 199+00.0	2.00 R	STA. 198+99.96	4.50 L	774425.63	1478822.19	0.62

HOLE NO.	MARCH 2020 BORINGS/CORES STATION	OFFSET (FT)	CONSTRUCTION BASELINE STATION	OFFSET (FT)	NORTHING (FT)	EASTING (FT)	DEPTH TO CONCRETE (FT)
B-209	STA. 205+25.00	0.00	STA. 205+28.17	6.08 L	774760.79	1479342.03	0.65
B-209A	STA. 205+25.00	12.00 L	STA. 205+28.31	18.09 L	774768.63	1479332.96	-
B-209B	STA. 205+25.00	11.00 L	STA. 205+28.29	17.08 L	774767.99	1479337.72	-
B-209C	STA. 205+25.00	10.00 L	STA. 205+28.28	16.09 L	774767.33	1479334.47	-
B-209D	STA. 205+25.00	7.50 L	STA. 205+28.26	13.58 L	774765.73	1479336.31	0.72
B-209E	STA. 205+25.00	5.00 L	STA. 205+28.23	11.09 L	774764.09	1479338.22	-
B-209F	STA. 205+25.00	10.83 R	STA. 205+28.04	4.75 R	774753.69	1479350.23	-
B-209G	STA. 205+25.00	9.00 R	STA. 205+28.06	2.91 R	774754.91	1479348.83	0.74



0 50 100
SCALE IN FEET

DEFINITIONS (AASHTO)

BEDROCK (LEDGE)- Rock in its native location of indefinite thickness.

BOULDER- A rock fragment with an average dimension > 12 inches.

COBBLE- Rock fragments with an average dimension between 3 and 12 inches.

GRAVEL- Rounded particles of rock < 3" and > 0.0787" (#10 sieve).

SAND - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).

SILT - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

MUCK- Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP- Inclination of bed with a horizontal plane.

GENERAL NOTES

1. The subsurface explorations shown herein were made between 7/16/15 and 7/22/15 by the Agency.
2. Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions that may be encountered between individual boring or sample locations.
3. Observed water levels and/or conditions indicated are as recorded at the time of exploration and may vary according to the prevailing rainfall, methods of exploration and other factors.
4. Engineering judgment was exercised in preparing the subsurface information presented herein. Analysis and interpretation of subsurface data was performed and interpreted for Agency design and estimating purposes. Presentation of the information in the Contract is intended to provide the Contractor access to the same data available to the Agency. The subsurface information is presented in good faith and is not intended as a substitute for personal investigation, independent interpretation, independent analysisor judgment by the Contractor.
5. Pictorial structure details shown on the boring plan layout or soils profile are for illustrative purposes only and may not accurately portray final contract details.
6. Terminology used on boring logs to describe the hardness, degree of weathering, and spacing of fractures, joints and other discontinuities in the bedrock is defined in the AASHTO Manual on Subsurface Investigations, 1988.
7. Northing and Easting coordinates are shown in Vermont State Plane Grid North American Datum 1983 in meters and survey feet.

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING SUMMARY SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

SOIL CLASSIFICATION

AASHTO	
A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - Highly Compressible
A6	Clayey Soil - Low Compressibility
A7	Clayey Soil - Highly Compressible

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	Very Poor
25 to 50	Poor
51 to 75	Fair
76 to 90	Good
>90	Excellent

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN P.S.F.	CONSISTENCY
<250	Very Soft
250-500	Soft
500-1000	Med. Stiff
1000-2000	Stiff
2000-4000	Very Stiff
>4000	Hard

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	Very Loose	<2	Very Soft
5-10	Loose	2-4	Soft
11-24	Med. Dense	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

COMMONLY USED SYMBOLS

▼	Water Elevation
	Standard Penetration Boring
⊕	Auger Boring
⊙	Rod Sounding
S	Sample
N	Standard Penetration Test Blow Count Per Foot For: 2" O. D. Sampler 1 3/8" I. D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	Mud Drill
WA	Wash Ahead
HSA	Hollow Stem Auger
AX	Core Size 1 ⅛"
BX	Core Size 1 ⅝"
NX	Core Size 2 ⅛"
M	Double Tube Core Barrel Used
LL	Liquid Limit
PL	Plastic Limit
PI	Plasticity Index
NP	Non Plastic
w	Moisture Content (Dry Wgt. Basis)
D	Dry
M	Moist
MTW	Moist To Wet
W	Wet
Sat	Saturated
Bo	Boulder
Gr	Gravel
Sa	Sand
Si	Silt
Cl	Clay
HP	Hardpan
Le	Ledge
NLTD	No Ledge To Depth
CNPF	Can Not Penetrate Further
TLOB	Top of Ledge Or Boulder
NR	No Recovery
Rec.	Recovery
%Rec.	Percent Recovery
RQD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than

R Refusal (N 100) >

VTSPG NAD83 - See Note 7

COLOR			
blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gry	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

DEFINITIONS (AASHTO)

BEDROCK (LEDGE)- Rock in its native location of indefinite thickness.

BOULDER- A rock fragment with an average dimension > 12 inches.

COBBLE- Rock fragments with an average dimension between 3 and 12 inches.

GRAVEL- Rounded particles of rock < 3" and > 0.0787" (#10 sieve).

SAND - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).

SILT - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.

CLAY - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.

VARVED - Alternate layers of silt and clay.

HARDPAN - Extremely dense soil, cemented layer, not softened when wet.

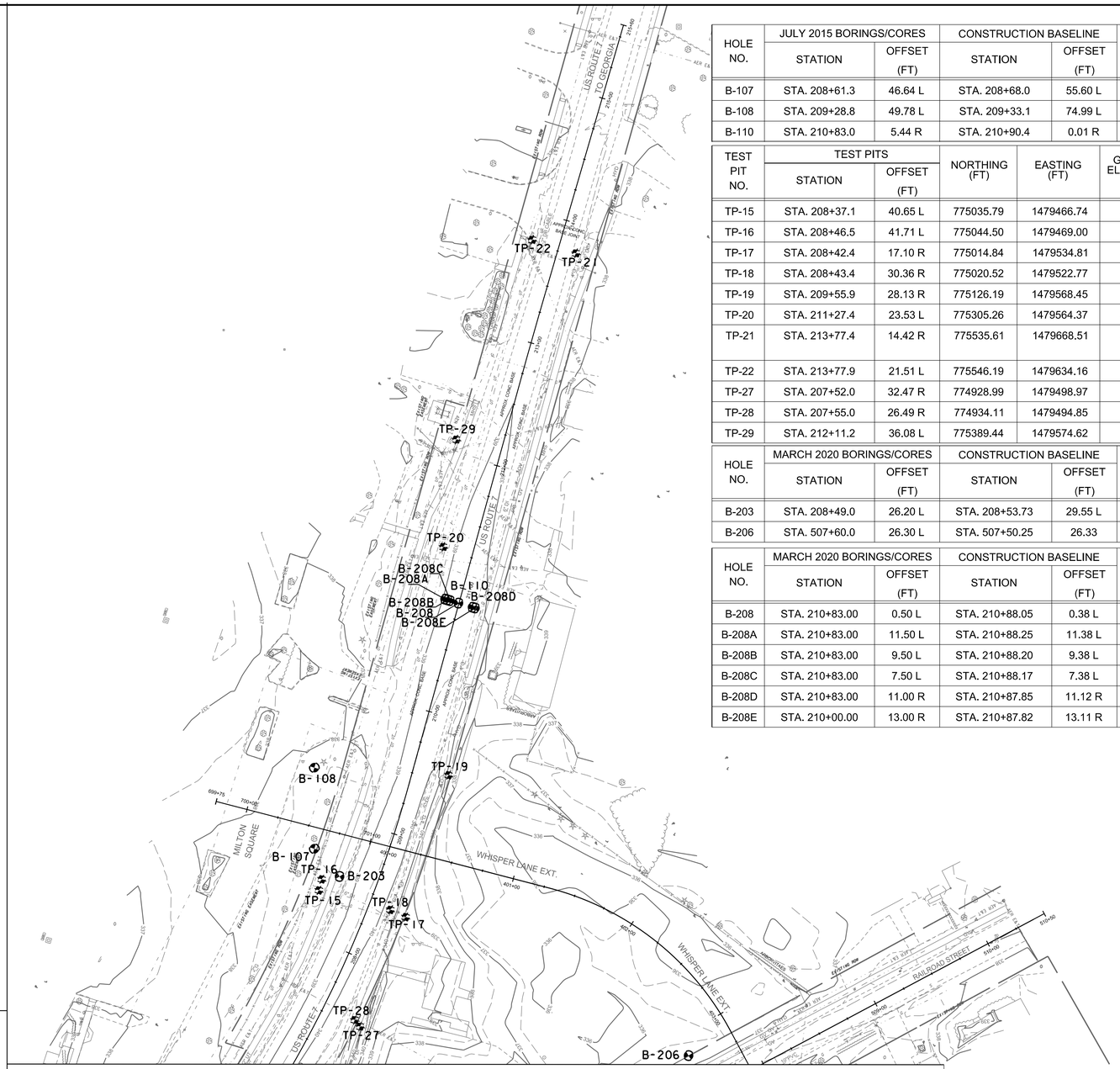
MUCK- Soft organic soil (containing > 10% organic material.

MOISTURE CONTENT - Weight of water divided by dry weight of soil.

FLOWING SAND - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.

STRIKE - Angle from magnetic north to line of intersection of bed with a horizontal plane.

DIP- Inclination of bed with a horizontal plane.



HOLE NO.	JULY 2015 BORINGS/CORES STATION	OFFSET (FT)	CONSTRUCTION BASELINE STATION	OFFSET (FT)	NORTHING (FT)	EASTING (FT)	GROUND ELEVATION (FT)
B-107	STA. 208+61.3	46.64 L	STA. 208+68.0	55.60 L	775068.47	1479463.08	338.81
B-108	STA. 209+28.8	49.78 L	STA. 209+33.1	74.99 L	775132.09	1479482.72	338.53
B-110	STA. 210+83.0	5.44 R	STA. 210+90.4	0.01 R	775263.37	1479577.21	339.36

TEST PIT NO.	TEST PITS STATION	OFFSET (FT)	NORTHING (FT)	EASTING (FT)	GROUND ELEVATION (FT)
TP-15	STA. 208+37.1	40.65 L	775035.79	1479466.74	338.54
TP-16	STA. 208+46.5	41.71 L	775044.50	1479469.00	338.53
TP-17	STA. 208+42.4	17.10 R	775014.84	1479534.81	339.43
TP-18	STA. 208+43.4	30.36 R	775020.52	1479522.77	340.11
TP-19	STA. 209+55.9	28.13 R	775126.19	1479568.45	338.65
TP-20	STA. 211+27.4	23.53 L	775305.26	1479564.37	338.74
TP-21	STA. 213+77.4	14.42 R	775535.61	1479668.51	338.66
TP-22	STA. 213+77.9	21.51 L	775546.19	1479634.16	338.35
TP-27	STA. 207+52.0	32.47 R	774928.99	1479498.97	340.22
TP-28	STA. 207+55.0	26.49 R	774934.11	1479494.85	340.41
TP-29	STA. 212+11.2	36.08 L	775389.44	1479574.62	338.82

HOLE NO.	MARCH 2020 BORINGS/CORES STATION	OFFSET (FT)	CONSTRUCTION BASELINE STATION	OFFSET (FT)	NORTHING (FT)	EASTING (FT)	GROUND ELEVATION (FT)
B-203	STA. 208+49.0	26.20 L	STA. 208+53.73	29.55 L	775046.70	1479482.80	338.40
B-206	STA. 507+60.0	26.30 L	STA. 507+50.25	26.33	774899.70	1479759.00	336.80

HOLE NO.	MARCH 2020 BORINGS/CORES STATION	OFFSET (FT)	CONSTRUCTION BASELINE STATION	OFFSET (FT)	NORTHING (FT)	EASTING (FT)	DEPTH TO CONCRETE (FT)
B-208	STA. 210+83.00	0.50 L	STA. 210+88.05	0.38 L	775261.19	1479576.19	0.63
B-208A	STA. 210+83.00	11.50 L	STA. 210+88.25	11.38 L	775264.30	1479565.63	-
B-208B	STA. 210+83.00	9.50 L	STA. 210+88.20	9.38 L	775263.74	1479567.56	-
B-208C	STA. 210+83.00	7.50 L	STA. 210+88.17	7.38 L	775263.17	1479569.47	0.63
B-208D	STA. 210+83.00	11.00 R	STA. 210+87.85	11.12 R	775257.93	1479587.22	0.59
B-208E	STA. 210+00.00	13.00 R	STA. 210+87.82	13.11 R	775257.36	1479589.14	-

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7. Subsurface Investigations, 1988.

Northing and Easting coordinates are shown in Vermont State Plane Grid North American Datum 1983 in meters and survey feet.

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING SUMMARY SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 15 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-101**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Garrow, Nieto, Hulbert
Date Started: 7/16/15 Date Finished: 7/16/15
VTSPG NAD83: N 774501.90 ft E 1479021.13 ft
Station: 201+10.69 Offset: 16.61
Ground Elevation: 337.65 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_e = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/16/15	0.3	Casing removed.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Aspahlt Pavement, 0.0 ft - 0.55 ft					
2.5		A-2-4, Sa, brn, Moist, Rec. = 1.4 ft, Lab Note: Small pieces of broken concrete were within sample. Rollercone cleaned out casing.	6-6-6-6 (12)	10.4	12.7	72.9	14.4
		A-2-4, Sa, brn, Moist, Rec. = 1.5 ft	4-5-4-5 (9)	10.6	3.5	84.1	12.4
5.0		Hole stopped @ 5.0 ft					
7.5		Remarks: Hole Collapsed at 3.8 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-102**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Garrow, Nieto, Hulbert
Date Started: 7/17/15 Date Finished: 7/17/15
VTSPG NAD83: N 774540.56 ft E 1479131.14 ft
Station: 202+22.5 Offset: 36.10
Ground Elevation: 336.15 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_e = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/17/15	12.1	After Drilling

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, Sa, Dk/brn, Moist, Rec. = 1.0 ft	1-1-2-1 (3)	15.4	2.0	81.3	16.7
5		A-3, Sa, Lt/brn, Moist, Rec. = 2.0 ft	1-2-3-4 (5)	4.5	1.2	94.0	4.8
		A-3, Sa, brn, Moist, Rec. = 1.6 ft	3-3-4-5 (7)	3.7	4.4	90.8	4.8
		A-3, Sa, Lt/brn, Moist, Rec. = 2.0 ft	3-3-4-4 (7)	4.1	2.4	91.5	6.1
10		A-3, Sa, brn, Moist, Rec. = 1.9 ft	4-4-5-6 (9)	6.6	1.9	91.0	7.1
		A-3, Sa, brn, Moist, Rec. = 2.0 ft	4-6-6-8 (12)	10.4	1.5	91.9	6.6
15		A-2-4, Sa, brn, Moist, Rec. = 1.0 ft	3-4-4-5 (8)	23.1	0.1	87.2	12.7
20		A-4, SiSa, brn, Moist, Rec. = 0.7 ft	3-2-3-3 (5)	21.1	1.9	53.7	44.4
25		A-2-4, Sa, brn, Moist, Rec. = 0.6 ft	3-2-3-3 (5)	24.9	1.0	82.3	16.7
30		A-4, SiSa, brn, Moist, Rec. = 0.3 ft	2-3-5-4 (8)	24.0	1.3	56.5	42.2
		Hole stopped @ 32.0 ft					
35		Remarks: Hole collapsed at 28.1 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94borlog.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING LOG SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 16 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-103**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Garrow, Nieto, Hulbert
Date Started: 7/17/15 Date Finished: 7/17/15
VTSPG NAD83: N 774596.63 ft E 1479095.74 ft
Station: 202+25.78 Offset: -30.93
Ground Elevation: 336.09 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_r = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/17/15	9.8	After drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, Sa, brn, Moist, Rec. = 1.6 ft	wh-1-2-3 (3)	12.4	2.5	79.8	17.7
		A-3, Sa, Lt/brn, Moist, Rec. = 1.9 ft	2-3-4-4 (7)	4.3	1.5	93.1	5.4
5		A-1-b, Sa, brn, Moist, Rec. = 1.6 ft	2-3-4-4 (7)	3.8	4.5	91.1	4.4
		A-3, Sa, brn, Moist, Rec. = 1.2 ft	4-4-4-5 (8)	4.3	4.7	89.5	5.8
		A-3, Sa, Lt/brn, Moist, Rec. = 2.0 ft	5-5-5-6 (10)	5.1	0.1	92.2	7.7
10		A-2-4, Sa, Lt/brn, Moist, Rec. = 1.9 ft	5-5-5-5 (10)	10.8	0.1	88.6	11.3
15		A-3, Sa, brn, Moist, Rec. = 0.7 ft	3-3-3-4 (6)	21.8	1.8	92.1	6.1
20		A-3, Sa, brn, Moist, Rec. = 2.0 ft	2-2-2-3 (4)	19.9	0.6	90.6	8.8
25		A-2-4, Sa, brn, Moist, Rec. = 1.7 ft	1-2-1-3 (3)	22.5	0.6	82.6	16.8
30		A-2-4, SiSa, brn, Moist, Rec. = 1.2 ft	2-2-2-2 (4)	23.3	0.7	75.0	24.3
		Hole stopped @ 32.0 ft					
35		Remarks: Hole Collapsed at 21.3 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_r is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-104**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Nieto, Garrow, Hulbert
Date Started: 7/20/15 Date Finished: 7/20/15
VTSPG NAD83: N 774623.81 ft E 1479130.80 ft
Station: 202+73.46 Offset: -36.36
Ground Elevation: 336.02 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_r = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/20/45	11.4	After drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, Sa, brn, Moist, Rec. = 1.6 ft	2-3-2-1 (5)	11.0	1.4	82.9	15.7
		A-3, Sa, brn, Moist, Rec. = 1.3 ft	1-2-2-2 (4)	5.4	2.1	93.0	4.9
5		A-3, Sa, brn, Moist, Rec. = 1.6 ft	2-3-2-4 (5)	4.9	4.5	89.1	6.4
		A-3, Sa, brn, Moist, Rec. = 1.8 ft	5-5-5-5 (10)	4.7	1.8	94.7	3.5
		A-2-4, SiSa, brn, Moist, Rec. = 2.0 ft	4-3-4-5 (7)	10.8	0.1	74.5	25.4
10		A-2-4, Sa, brn, Moist, Rec. = 2.0 ft	5-5-4-5 (9)	11.7	0.4	88.8	10.8
15		A-3, Sa, brn, Moist, Rec. = 0.5 ft	3-4-4-3 (8)	21.9	0.6	94.0	5.4
20		A-2-4, SiSa, brn, MTW, Rec. = 0.6 ft	1-4-5-3 (9)	25.8		66.1	33.9
25		A-2-4, Sa, brn, Moist, Rec. = 2.0 ft	3-3-3-4 (6)	22.9	0.2	82.0	17.8
30		A-4, SiSa, brn, Moist, Rec. = 2.0 ft	3-2-3-2 (5)	23.0	0.9	56.2	42.9
		Hole stopped @ 32.0 ft					
35		Remarks: Hole collapsed at 11.4 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_r is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94borlog.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING LOG SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 17 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-105**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Garrow, Nieto, Hulbert
Date Started: 7/16/15 Date Finished: 7/17/15
VTSPG NAD83: N 774572.12 ft E 1479178.28 ft
Station: 202+80.00 Offset: 33.50
Ground Elevation: 339.12 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_r = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/16/15	5.9	During drilling.
07/17/15	15.3	After 12 hours.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-4, GrSaSi, brn, Moist, Rec. = 0.7 ft	3-2-1-1 (3)	16.4	21.7	28.7	49.6
		A-2-4, SiSa, brn, Moist, Rec. = 0.6 ft, Lab Note: Broken Rock was within sample. Rollercone cleaned out casing.	1-2-11-6 (13)	10.6	16.4	62.9	20.7
5		A-2-4, Sa, brn, Moist, Rec. = 1.2 ft	5-3-3-4 (6)	12.2	3.7	80.7	15.6
		A-1-b, Sa, brn, Moist, Rec. = 1.7 ft	6-4-4-7 (8)	12.9	8.7	83.9	7.4
		A-3, Sa, brn, Moist, Rec. = 1.5 ft	6-6-6-6 (12)	11.7	1.4	92.5	6.1
10		A-3, Sa, brn, Moist, Rec. = 1.5 ft	6-5-7-5 (12)	15.2	4.7	89.5	5.8
15		A-2-4, SiSa, brn, Moist, Rec. = 1.4 ft	3-6-8-10 (14)	23.3	0.3	79.3	20.4
20		A-4, SiSa, brn, MTW, Rec. = 1.2 ft	1-2-1-1 (3)	25.3		60.4	39.6
25		A-2-4, Sa, brn, MTW, Rec. = 1.0 ft	1-2-3-2 (5)	25.6		80.3	19.7
30		A-2-4, SiSa, brn, MTW, Rec. = 1.1 ft	1-2-2-1 (4)	25.7	0.1	78.1	21.8
		Hole stopped @ 32.0 ft					
35		Remarks: Hole collapsed at 14.5 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_r is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-107**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Garrow, Nieto, Hulbert
Date Started: 7/22/15 Date Finished: 7/22/15
VTSPG NAD83: N 775068.47 ft E 1479463.08 ft
Station: 208+61.28 Offset: -46.64
Ground Elevation: 338.81 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_r = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/22/15	13.5	After drilling.
07/22/15	13.3	Casing removed.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, Sa, Lt/brn, Moist, Rec. = 1.5 ft	2-4-5-4 (9)	6.1	2.8	80.7	16.5
		A-2-4, Sa, Lt/brn, Moist, Rec. = 1.6 ft	3-3-3-3 (6)	4.4	3.2	84.0	12.8
5		A-3, Sa, Lt/brn, Moist, Rec. = 2.0 ft	2-3-3-3 (6)	3.4	5.2	91.2	3.6
		A-3, Sa, brn, Moist, Rec. = 1.7 ft	2-4-4-5 (8)	4.6	1.7	90.8	7.5
		A-3, Sa, brn, Moist, Rec. = 2.0 ft	4-5-5-5 (10)	5.1	0.1	92.8	7.1
10		A-3, Sa, brn, Moist, Rec. = 1.9 ft	5-4-4-4 (8)	4.4	0.4	90.5	9.1
15		A-4, SiSa, brn, Moist, Rec. = 1.5 ft	3-4-4-3 (8)	24.8		56.3	43.7
20		A-3, Sa, brn, MTW, Rec. = 2.0 ft	4-4-2-4 (6)	24.9	0.1	91.9	8.0
25		A-2-4, Sa, brn, Moist, Rec. = 2.0 ft	5-8-9-11 (17)	18.4	0.1	88.6	11.3
30		A-2-4, SiSa, brn, Moist, Rec. = 1.8 ft	1-2-1-3 (3)	20.8		78.8	21.2
		Hole stopped @ 32.0 ft					
35		Remarks: Hole Collapsed at 24.4 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_r is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94borlog.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING LOG SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 18 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-108**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Garrow, Nieto
Date Started: 7/21/15 Date Finished: 7/21/15
VTSPG NAD83: N 775132.09 ft E 1479482.72 ft
Station: 209+28.77 Offset: -49.78
Ground Elevation: 338.53 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_r = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/21/15	12.0	After drilling.
07/21/15	14.0	Casing removed.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, SiSa, brn, Moist, Rec. = 1.9 ft, Lab Note: Some grass and roots were present in sample. Removed before testing.	1-2-3-2 (5)	9.4	2.8	77.0	20.2
		A-2-4, Sa, Lt/brn, Moist, Rec. = 1.4 ft	1-3-3-3 (6)	4.9	1.7	86.6	11.7
5		A-3, Sa, Lt/brn, Moist, Rec. = 1.8 ft	2-3-4-4 (7)	3.6	2.1	94.5	3.4
		A-3, Sa, Lt/brn, Moist, Rec. = 2.0 ft	4-4-3-3 (7)	4.1	2.5	91.1	6.4
		A-3, Sa, Lt/brn, Moist, Rec. = 2.0 ft	2-3-5-6 (8)	5.2	3.4	90.2	6.4
10		A-4, SaSi, brn, Moist, Rec. = 1.7 ft	5-4-4-4 (8)	15.4	0.3	37.7	62.0
15		A-3, Sa, brn, Moist, Rec. = 1.4 ft	4-4-4-5 (8)	21.1	1.3	89.5	9.2
20		A-4, SiSa, brn, Moist, Rec. = 0.9 ft	1-4-4-4 (8)	26.6		52.0	48.0
25		A-4, SiSa, brn, Moist, Rec. = 1.7 ft	3-4-4-5 (8)	23.1	0.1	59.5	40.4
30		A-2-4, Sa, Lt/gry, Moist, Rec. = 1.7 ft	4-7-6-8 (13)	21.2	0.2	88.8	11.0
		Hole stopped @ 32.0 ft					
35		Remarks: Hole collapsed at 20.4 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-110**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Nieto, Garrow
Date Started: 7/21/15 Date Finished: 7/21/15
VTSPG NAD83: N 775263.37 ft E 1479577.21 ft
Station: 210+83.03 Offset: 5.44
Ground Elevation: 339.36 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_r = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/21/15		None observed.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Asphalt Pavement, 0.0 ft - 0.64 ft					
		Concrete, 0.64 ft - 1.23 ft					
2.5		A-2-4, Sa, brn, Moist, Rec. = 1.9 ft	13-13-10-10 (23)	9.2	14.5	66.7	18.8
		A-3, Sa, brn, Moist, Rec. = 1.7 ft	6-6-6-6 (12)	2.7	1.6	93.6	4.8
5.0		Hole stopped @ 5.0 ft					
7.5							

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 10/19/15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94borlog.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING LOG SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 19 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-111**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Nieto, Garrow, Hulbert
Date Started: 7/16/15 Date Finished: 7/16/15
VTSPG NAD83: N 774509.54 ft E 1479211.72 ft
Station: 101+33.15 Offset: -156.72
Ground Elevation: 336.22 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_r = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/16/15		No water to 11 feet.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Asphalt Pavement, 0.0 ft - 0.2 ft					
		A-3, Sa, brn, Moist, Rec. = 0.5 ft, Lab Note: Broken Rock was within the sample.	3-4-5-5 (9)	10.8	19.5	70.3	10.2
2.5		A-2-4, Sa, brn, Moist, Rec. = 1.7 ft, Rollercone cleaned out casing.	4-5-6-6 (11)	11.0	13.8	73.2	13.0
5.0		A-3, Sa, brn, Moist, Rec. = 1.6 ft	8-5-6-5 (11)	13.8	7.0	86.9	6.1
		A-3, Sa, brn, Moist, Rec. = 1.6 ft	3-3-3-4 (6)	17.3	9.9	85.8	4.3
7.5		A-3, Sa, brn, Moist, Rec. = 1.2 ft	3-4-4-5 (8)	19.9	0.5	90.8	8.7
10.0		Hole stopped @ 11.0 ft					
12.5		Remarks: Hole collapsed at 7.3 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-112**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Garrow, Nieto, Hulbert
Date Started: 7/16/15 Date Finished: 7/16/15
VTSPG NAD83: N 774705.50 ft E 1479463.56 ft
Station: 103+89.79 Offset: 3.54
Ground Elevation: 338.08 ft

	Casing	Sampler
Type:	WB	SS
I.D.:	4 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C TRACK	C_r = 1.34

Groundwater Observations

Date	Depth (ft)	Notes
07/16/15	2.2	After drilling.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Asphalt Pavement, 0.0 ft - 0.5 ft					
		A-1-b, GrSa, brn, Moist, Rec. = 0.9 ft, Rollercone cleaned out casing.	7-8-7-5 (15)	6.6	32.9	58.9	8.2
2.5		A-3, Sa, brn, Moist, Rec. = 0.8 ft	3-2-3-3 (5)	12.9	9.9	88.0	2.1
		Hole stopped @ 5.0 ft					
7.5		Remarks: Hole collapsed at 2.2 feet.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3).GPJ VERMONT AOT.GDT 8/19/15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94borlog.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING LOG SHEET 5

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 20 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-201**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Gonyaw, Emerson, Brochu
Date Started: 3/09/20 Date Finished: 3/11/20
VTSPG NAD83: N 774581.40 ft E 1479197.90 ft
Station: 203+01 Offset: 34.30
Ground Elevation: 338.90 ft

	Casing	Sampler
Type:	H.S.A.	SS
I.D.:	5 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	Diedrich D25	C_r = 1.45

Groundwater Observations

Date	Depth (ft)	Notes
03/09/20		No WT (before IT)
03/11/20		No WT (after IT)

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, GrSa, blk, Moist, Rec. = 1.4 ft, Field Note: Split Sample	2-2-1-1 (3)	14.2	23.6	61.1	15.3
		A-4, SaSi, brn, Moist, Field Note: Split Sample		19.6	19.8	31.7	48.5
2.5		A-4, SaSi, brn, Moist, Rec. = 1.0 ft	2-1-8-5 (9)	18.9	8.9	31.0	60.1
		A-2-4, SiSa, brn, Moist, Rec. = 1.6 ft	6-6-4-4 (10)	10.2	2.0	75.5	22.5
5.0		A-3, Sa, brn, Moist, Rec. = 1.5 ft	5-6-6-6 (12)	5.0	3.5	90.3	6.2
7.5		A-3, Sa, brn, Moist, Rec. = 1.7 ft	7-5-5-5 (10)	5.0	0.5	92.2	7.3
10.0		Hole stopped @ 10.0 ft					

Remarks:
1. Hole collapsed at 4.0 feet.
2. Groundwater measured after drilling before introducing water for infiltration test and the day after the test was complete.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_r is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3) - 200 IT.GPJ VERMONT AOT.GDT 8/19/15

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-202**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Gonyaw, Emerson, Brochu
Date Started: 3/05/20 Date Finished: 3/09/20
VTSPG NAD83: N 774769.10 ft E 1479338.40 ft
Station: 205+60 Offset: 34.30
Ground Elevation: 337.30 ft

	Casing	Sampler
Type:	H.S.A.	SS
I.D.:	5 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C SKID	C_r = 1.56

Groundwater Observations

Date	Depth (ft)	Notes
03/05/20		No WT (before IT)
03/09/20		No WT (after IT)

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, SiSa, brn, Moist, Rec. = 1.4 ft	2-3-5-4 (8)	10.1	5.9	82.0	12.1
2.5		A-3, Sa, brn, Moist, Rec. = 1.5 ft	3-3-4-5 (7)	6.1	2.6	92.6	4.8
5.0		A-1-b, Sa, brn, Moist, Rec. = 1.4 ft	4-4-4-5 (8)	5.7	4.9	89.4	5.7
7.5		A-2-4, Sa, brn, Moist, Rec. = 1.4 ft	4-4-5-6 (9)	9.9	1.7	87.6	10.7
10.0		Hole stopped @ 8.0 ft					

Remarks:
1. Hole collapsed at 4.0 feet.
2. Groundwater measured after drilling before introducing water for infiltration test and 3 days after the test was complete.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C_r is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3) - 200 IT.GPJ VERMONT AOT.GDT 8/19/15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94borlog.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING LOG SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 21 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-203**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Gonyaw, Emerson, Brochu
Date Started: 3/05/20 Date Finished: 3/09/20
VTSPG NAD83: N 775046.70 ft E 1479482.80 ft
Station: 208+49 Offset: -26.20
Ground Elevation: 338.40 ft

	Casing	Sampler
Type:	H.S.A.	SS
I.D.:	5 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C SKID	C_r = 1.56

Groundwater Observations

Date	Depth (ft)	Notes
03/05/20		No WT (before IT)

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, Sa, brn, Moist, Rec. = 1.7 ft	7-7-4-3 (11)	20.3	4.9	76.3	18.8
2.5		A-2-4, Sa, brn, Moist, Rec. = 1.5 ft	2-2-2-2 (4)	8.8	3.8	83.4	12.8
5.0		A-3, Sa, brn, Moist, Rec. = 1.6 ft	2-2-2-3 (4)	6.2	1.9	94.6	3.5
		A-3, Sa, brn, Moist, Rec. = 1.5 ft	3-3-4-5 (7)	5.9	2.3	94.1	3.6
7.5		Hole stopped @ 8.0 ft					
10.0		Remarks: 1. Hole collapsed at 3.2 feet. 2. Groundwater measured after drilling before introducing water for infiltration test.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3) - 200 IT.GPJ VERMONT AOT.GDT 8/19/15

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-204**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Gonyaw, Emerson, Brochu
Date Started: 3/09/20 Date Finished: 3/11/20
VTSPG NAD83: N 774485.60 ft E 1479282.00 ft
Station: 501+42 Offset: -86.30
Ground Elevation: 335.9

	Casing	Sampler
Type:	H.S.A.	SS
I.D.:	5 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	Diedrich D25	C_r = 1.45

Groundwater Observations

Date	Depth (ft)	Notes
03/09/20		No WT (before IT)
03/11/20		No WT (after IT)

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, Sa, blk, Moist, Rec. = 1.5 ft, Field Note: Split Sample	6-3-2-2 (5)	20.0	1.9	86.4	11.7
		A-3, Sa, brn, Moist, Field Note: Split Sample		5.1	1.8	93.8	4.4
2.5		A-3, Sa, brn, Moist, Rec. = 1.6 ft	2-2-2-2 (4)	5.0	4.2	92.6	3.2
5.0		A-3, Sa, brn, Moist, Rec. = 1.6 ft	3-3-4-4 (7)	5.5	2.0	94.6	3.4
		A-2-4, Sa, brn, Moist, Rec. = 1.7 ft	4-3-4-4 (7)	13.4	0.1	84.6	15.3
7.5		Hole stopped @ 8.0 ft					
10.0		Remarks: 1. Hole collapsed at 4.5 feet. 2. Groundwater measured after drilling before introducing water for infiltration test and the day after the test was complete.					

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3) - 200 IT.GPJ VERMONT AOT.GDT 8/19/15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94borlog.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING LOG SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 22 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-205**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Gonyaw, Emerson, Brochu
Date Started: 3/05/20 Date Finished: 3/09/20
VTSPG NAD83: N 774486.40 ft E 1479339.50 ft
Station: 501+56 Offset: -30.70
Ground Elevation: 337.0 ft

	Casing	Sampler
Type:	H.S.A.	SS
I.D.:	5 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C SKID	C_r = 1.56

Groundwater Observations

Date	Depth (ft)	Notes
03/05/20		No WT (before IT)
03/09/20		No WT (after IT)

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, SiSa, brn, Moist, Rec. = 1.7 ft	2-1-2-2 (3)	18.5	4.0	74.1	21.9
2.5		A-3, Sa, brn, Moist, Rec. = 1.5 ft	1-3-4-5 (7)	8.8	2.7	88.3	9.0
		A-3, Sa, brn, Moist, Rec. = 1.4 ft	3-5-5-5 (10)	7.6	3.1	92.1	4.8
5.0							
		A-3, Sa, brn, Moist, Rec. = 1.9 ft	5-5-5-5 (10)	8.0	0.7	94.0	5.3
7.5							
		Hole stopped @ 8.0 ft					
10.0							

Remarks:
1. Hole collapsed at 3.2 feet.
2. Groundwater measured after drilling before introducing water for infiltration test and 3 days after the test was complete.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3) - 200 IT.GPJ VERMONT AOT.GDT 8/19/15

STATE OF VERMONT
AGENCY OF TRANSPORTATION
CONSTRUCTION AND
MATERIALS BUREAU
CENTRAL LABORATORY

BORING LOG

MILTON
STP 5800(3)
U.S. 7

Boring No.: **B-206**
Page No.: 1 of 1
Pin No.: 94D194
Checked By: END

Boring Crew: Gonyaw, Emerson, Brochu
Date Started: 3/09/20 Date Finished: 3/10/20
VTSPG NAD83: N 774889.70 ft E 1479759.00 ft
Station: 507+60 Offset: -26.30
Ground Elevation: 336.80 ft

	Casing	Sampler
Type:	H.S.A.	SS
I.D.:	5 in	1.5 in
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	N.A.	30 in.
Hammer/Rod Type:	Auto/AWJ	
Rig:	CME 45C SKID	C_r = 1.56

Groundwater Observations

Date	Depth (ft)	Notes
03/09/20		No WT (before IT)

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		A-2-4, Sa, brn, Moist, Rec. = 1.6 ft	1-1-3-2 (4)	12.4	7.9	78.3	13.8
2.5		A-3, Sa, brn, Moist, Rec. = 1.5 ft	2-2-3-2 (5)	5.7	4.1	90.5	5.4
		A-3, Sa, brn, Moist, Rec. = 1.6 ft	2-2-3-3 (5)	5.5	2.1	95.0	2.9
5.0							
		A-3, Sa, brn, Moist, Rec. = 1.4 ft	3-4-4-5 (8)	6.4	0.6	94.5	4.9
7.5							
		Hole stopped @ 8.0 ft					
10.0							

Remarks:
1. Hole collapsed at 2.7 feet.
2. Groundwater measured after drilling before introducing water for infiltration test.

Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

BORING LOG 2 MILTON STP 5800(3) - 200 IT.GPJ VERMONT AOT.GDT 8/19/15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94borlog.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
BORING LOG SHEET 8

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 23 OF 188

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-13-19
COUNTY - STATE: MILTON, VT
LOCATION: 774446.147, 1478812.598

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

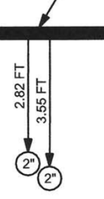
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: CA/EO
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 8
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 335.72 FT
SURFACE TYPE: NATURAL GROUND
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 2.82 FT
TOP OF UTILITY ELEVATION: 332.90 FT
CALCULATED DEPTH (TOP): 3.55 FT
TOP OF UTILITY ELEVATION: 332.17 FT

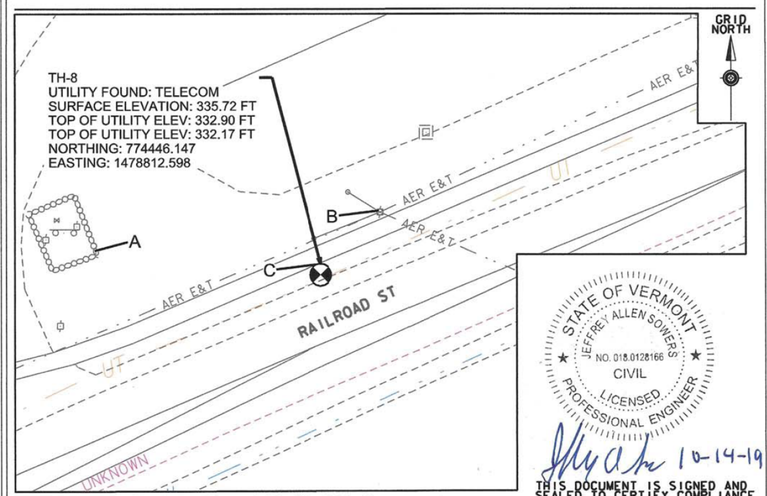
SWING TIES
A: "MINOR" SIGN = 66.3 FT
B: UTILITY POLE = 25.0 FT
C: EDGE OF SIDEWALK = 3.8 FT



UTILITY REQUESTED: TELECOM
UTILITY FOUND: TELECOM
UTILITY SIZE: 2-2 IN
UTILITY MATERIAL: DIRECT BURIED
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER
10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-13-19
COUNTY - STATE: MILTON, VT
LOCATION: 774553.668, 1479153.281

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

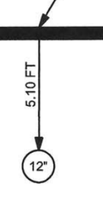
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: CA/EO
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 11
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 337.49 FT
SURFACE TYPE: NATURAL GROUND
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 5.10 FT
TOP OF UTILITY ELEVATION: 332.39 FT

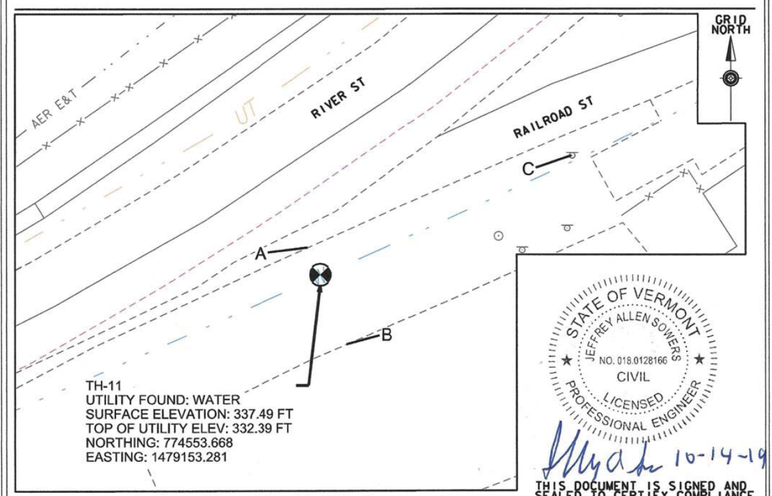
SWING TIES
A: EDGE OF ASPHALT = 9.0 FT
B: EDGE OF PARKING LOT = 22.2 FT
C: ROAD SIGN = 80.5 FT



UTILITY REQUESTED: WATER
UTILITY FOUND: WATER
UTILITY SIZE: 12 IN
UTILITY MATERIAL: PLASTIC
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER
10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-13-19
COUNTY - STATE: MILTON, VT
LOCATION: 774653.897, 1479371.207

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

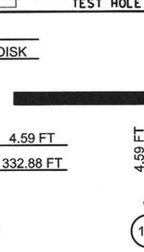
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: CA/EO
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 12
REF. POINT ID BY: PK NAIL & DISK

SURFACE ELEVATION: 337.47 FT
SURFACE TYPE: ASPHALT
SURFACE THICKNESS: 4 IN

CALCULATED DEPTH (TOP): 4.59 FT
TOP OF UTILITY ELEVATION: 332.88 FT

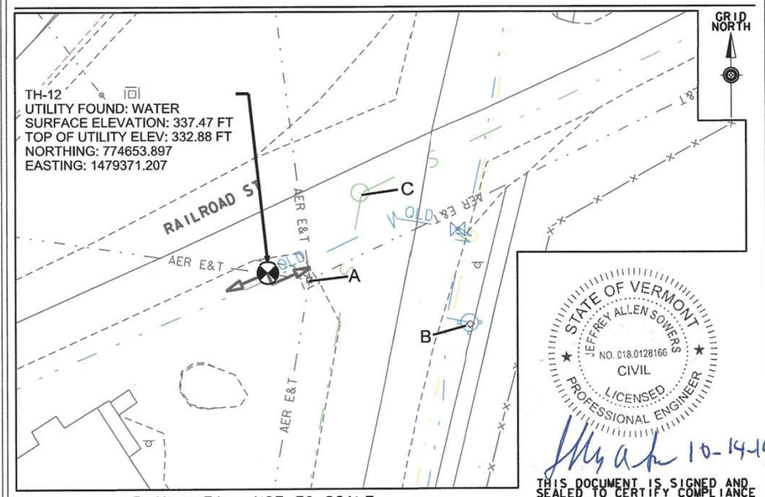
SWING TIES
A: UTILITY POLE = 11.8 FT
B: FIRE HYDRANT = 59.3 FT
C: SEWER MANHOLE = 35.6 FT



UTILITY REQUESTED: WATER
UTILITY FOUND: WATER
UTILITY SIZE: 12 IN
UTILITY MATERIAL: PLASTIC
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-15-19
COUNTY - STATE: MILTON, VT
LOCATION: 774738.664, 1479468.896

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

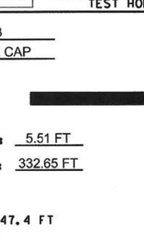
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: DP/AK/RS
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 13
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 338.16 FT
SURFACE TYPE: NATURAL
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 5.51 FT
TOP OF UTILITY ELEVATION: 332.65 FT

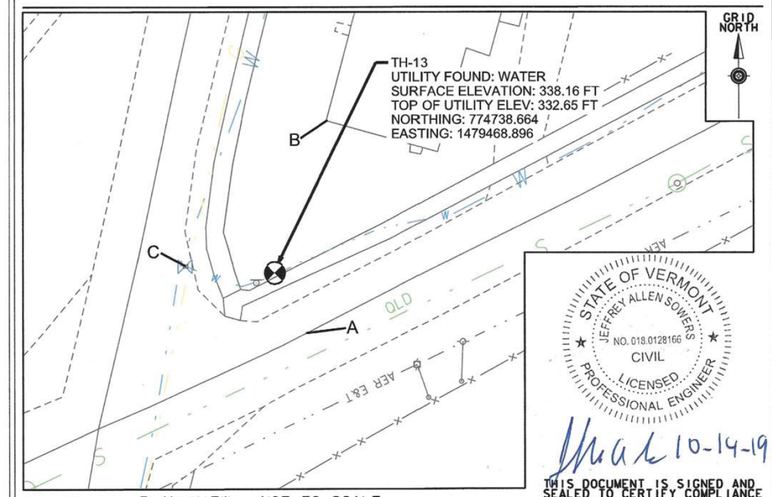
SWING TIES
A: CENTERLINE = 20.6 FT
B: CORNER OF BUILDING = 47.4 FT
C: WATER VALVE = 26.1 FT



UTILITY REQUESTED: WATER
UTILITY FOUND: WATER
UTILITY SIZE: 12 IN
UTILITY MATERIAL: METAL
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 25 OF 188

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-13-19
COUNTY - STATE: MILTON, VT
LOCATION: 774848.327, 1479376.024

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

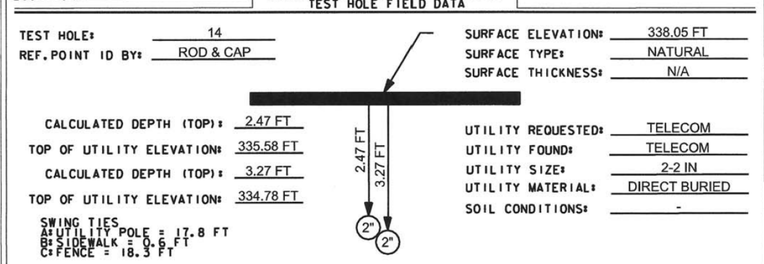
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: DP/AK/RS
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 14
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 338.05 FT
SURFACE TYPE: NATURAL
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 2.47 FT
TOP OF UTILITY ELEVATION: 335.58 FT
CALCULATED DEPTH (TOP): 3.27 FT
TOP OF UTILITY ELEVATION: 334.78 FT

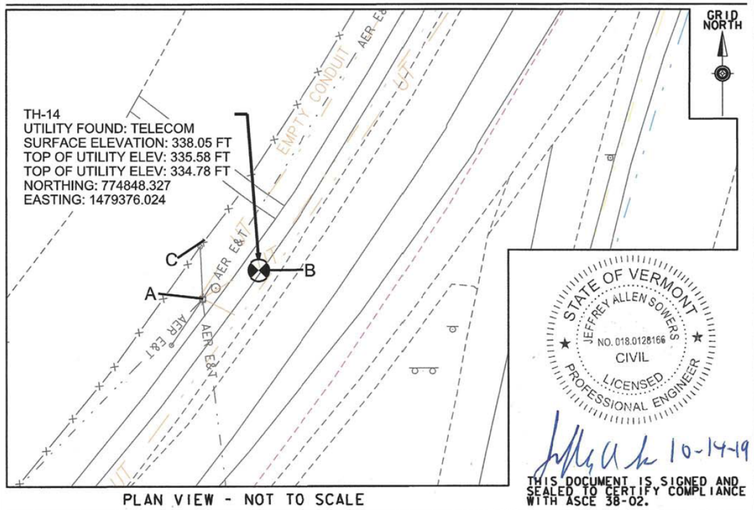
SWING TIES
A: UTILITY POLE = 17.8 FT
B: SIDEWALK = 0.6 FT
C: FENCE = 18.3 FT



UTILITY REQUESTED: TELECOM
UTILITY FOUND: TELECOM
UTILITY SIZE: 2-2 IN
UTILITY MATERIAL: DIRECT BURIED
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-13-19
COUNTY - STATE: MILTON, VT
LOCATION: 775032.416, 1479464.356

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

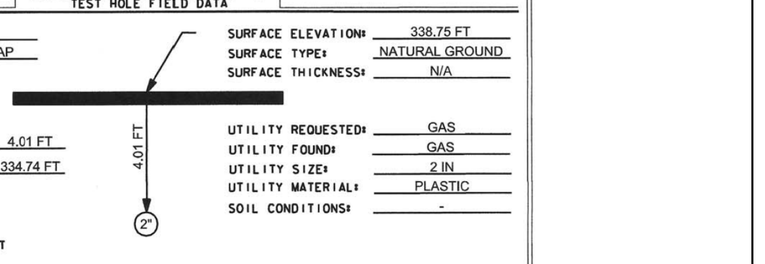
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 15
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 338.75 FT
SURFACE TYPE: NATURAL GROUND
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 4.01 FT
TOP OF UTILITY ELEVATION: 334.74 FT

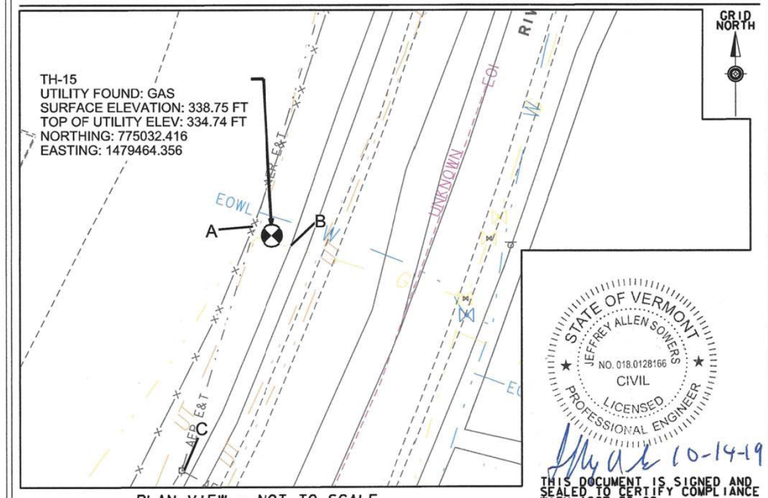
SWING TIES
A: FENCE = 6.7 FT
B: SIDEWALK = 5.5 FT
C: UTILITY POLE = 70.7 FT



UTILITY REQUESTED: GAS
UTILITY FOUND: GAS
UTILITY SIZE: 2 IN
UTILITY MATERIAL: PLASTIC
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 26 OF 188

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-14-19
COUNTY - STATE: MILTON, VT
LOCATION: 775036.870, 1479465.787

KCI TECHNOLOGIES, INC.

KCI

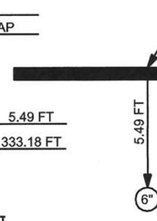
SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 16
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 338.67 FT
SURFACE TYPE: NATURAL GROUND
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 5.49 FT
TOP OF UTILITY ELEVATION: 333.18 FT

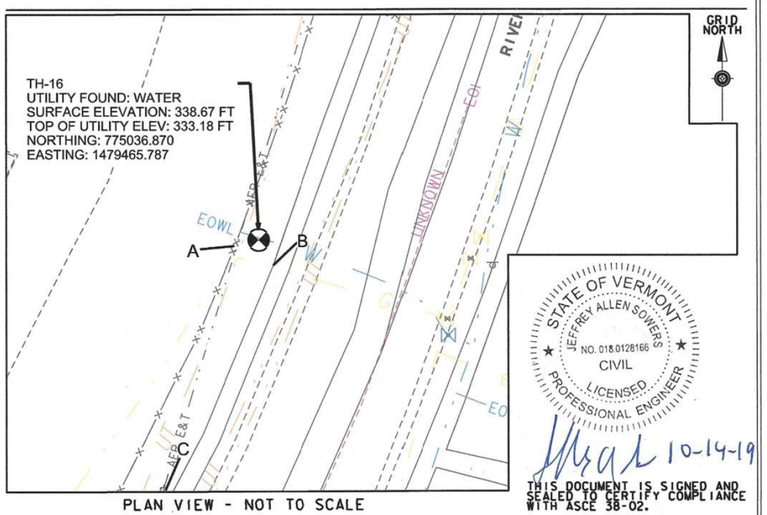


UTILITY REQUESTED: WATER
UTILITY FOUND: WATER
UTILITY SIZE: 6 IN
UTILITY MATERIAL: METAL
SOIL CONDITIONS: -

SWING TIES
A: FENCE = 6.5 FT
B: SIDEWALK = 5.7 FT
C: UTILITY POLE = 75.0 FT

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-14-19
COUNTY - STATE: MILTON, VT
LOCATION: 775013.533, 1479518.755

KCI TECHNOLOGIES, INC.

KCI

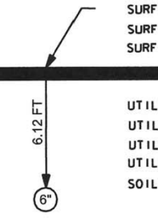
SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 17
REF. POINT ID BY: PK NAIL & DISK

SURFACE ELEVATION: 340.08 FT
SURFACE TYPE: ASPHALT
SURFACE THICKNESS: 4 IN

CALCULATED DEPTH (TOP): 6.12 FT
TOP OF UTILITY ELEVATION: 333.96 FT

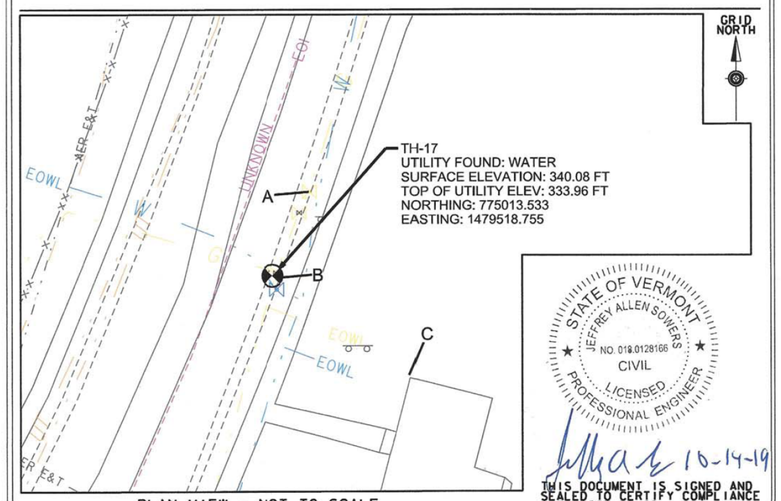


UTILITY REQUESTED: WATER
UTILITY FOUND: WATER
UTILITY SIZE: 6 IN
UTILITY MATERIAL: METAL
SOIL CONDITIONS: -

SWING TIES
A: GAS VALVE = 26.0 FT
B: EDGE OF ROAD = 2.8 FT
C: CORNER OF BUILDING = 49.0 FT

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 27 OF 188

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-14-19
COUNTY - STATE: MILTON, VT
LOCATION: 775015.477, 1479518.988

KCI TECHNOLOGIES, INC.

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 18
REF. POINT ID BY: PK NAIL & DISK

SURFACE ELEVATION: 340.05 FT
SURFACE TYPE: ASPHALT
SURFACE THICKNESS: 4 IN

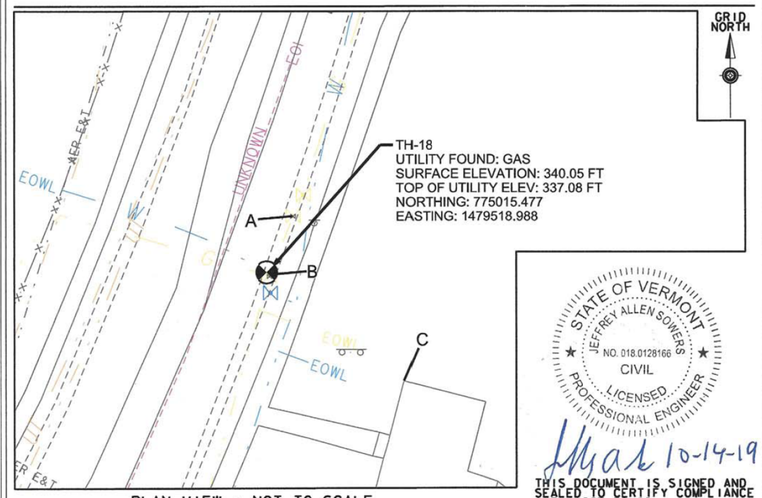
CALCULATED DEPTH (TOP): 2.97 FT
TOP OF UTILITY ELEVATION: 337.08 FT

UTILITY REQUESTED: GAS
UTILITY FOUND: GAS
UTILITY SIZE: 2 IN
UTILITY MATERIAL: PLASTIC
SOIL CONDITIONS: -

SWING TIES
A: GAS VALVE = 8.7 FT
B: EDGE OF ROAD = 3.3 FT
C: CORNER OF BUILDING = 50.0 FT

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-14-19
COUNTY - STATE: MILTON, VT
LOCATION: 775177.173, 1479570.347

KCI TECHNOLOGIES, INC.

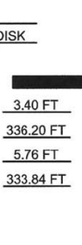
SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 19
REF. POINT ID BY: PK NAIL & DISK

SURFACE ELEVATION: 339.60 FT
SURFACE TYPE: ASPHALT
SURFACE THICKNESS: 4 IN

CALCULATED DEPTH GAS (TOP): 3.40 FT
TOP OF GAS ELEVATION: 336.20 FT
CALCULATED DEPTH WATER (TOP): 5.76 FT
TOP OF WATER ELEVATION: 333.84 FT

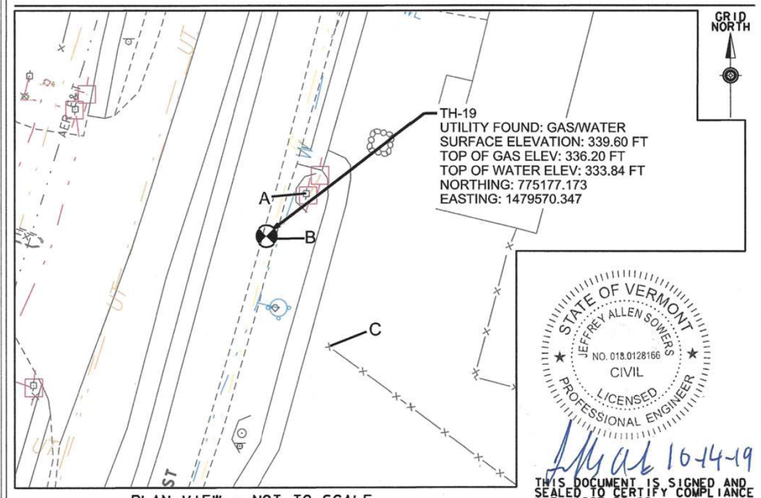


UTILITY REQUESTED: GAS/WATER
UTILITY FOUND: GAS/WATER
UTILITY SIZE: 4 IN/6 IN
UTILITY MATERIAL: PLASTIC/METAL
SOIL CONDITIONS: -

SWING TIES
A: TRAFFIC POLE = 17.4 FT
B: EDGE OF ROAD = 3.0 FT
C: FENCE POST = 30.4 FT

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

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SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 5

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 28 OF 188

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-14-19
COUNTY - STATE: MILTON, VT
LOCATION: 775304.786, 1479566.008

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

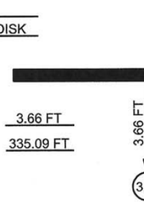
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 20
REF. POINT ID BY: PK NAIL & DISK

SURFACE ELEVATION: 338.75 FT
SURFACE TYPE: ASPHALT
SURFACE THICKNESS: 8 IN

CALCULATED DEPTH (TOP): 3.66 FT
TOP OF UTILITY ELEVATION: 335.09 FT

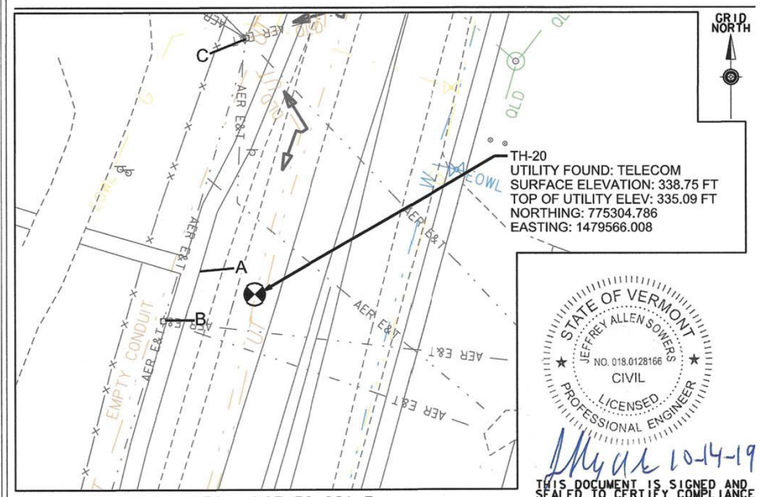
SWING TIES
A: SIDEWALK = 17.4 FT
B: UTILITY POLE = 27.0 FT
C: UTILITY POLE = 73.5 FT



UTILITY REQUESTED: TELECOM
UTILITY FOUND: TELECOM
UTILITY SIZE: 3.5 IN
UTILITY MATERIAL: DIRECT BURIED
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

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PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-14-19
COUNTY - STATE: MILTON, VT
LOCATION: 775524.041, 1479669.288

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

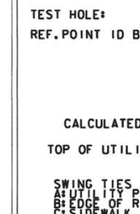
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 21
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 338.75 FT
SURFACE TYPE: NATURAL GROUND
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 3.40 FT
TOP OF UTILITY ELEVATION: 335.35 FT

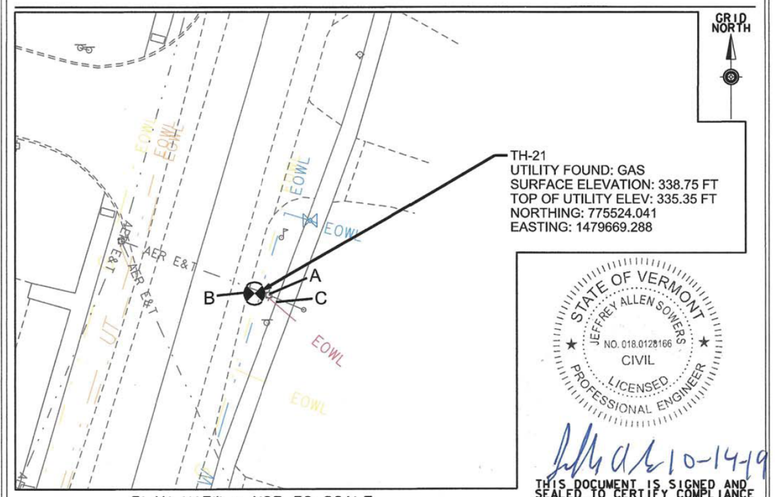
SWING TIES
A: UTILITY POLE = 23.0 FT
B: EDGE OF ROAD = 5.2 FT
C: SIDEWALK = 7.1 FT



UTILITY REQUESTED: GAS
UTILITY FOUND: GAS
UTILITY SIZE: 4 IN
UTILITY MATERIAL: PLASTIC
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

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PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 29 OF 188

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 8-14-19
COUNTY - STATE: MILTON, VT
LOCATION: 775535.458, 1479636.945

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

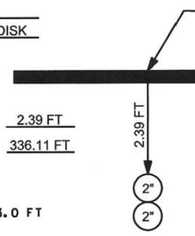
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 22
REF. POINT ID BY: PK NAIL & DISK

SURFACE ELEVATION: 338.50 FT
SURFACE TYPE: ASPHALT
SURFACE THICKNESS: 4 IN

CALCULATED DEPTH (TOP): 2.39 FT
TOP OF UTILITY ELEVATION: 336.11 FT

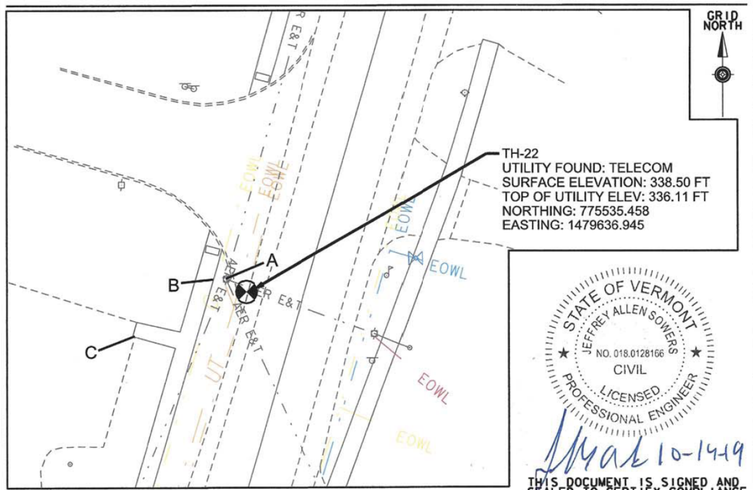
SWING TIES
A: UTILITY POLE = 6.7 FT
B: SIDEWALK = 10.4 FT
C: CORNER PARKING LOT = 33.0 FT



UTILITY REQUESTED: TELECOM
UTILITY FOUND: TELECOM
UTILITY SIZE: 2-2 IN
UTILITY MATERIAL: DIRECT BURIED
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

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PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 9-18-19
COUNTY - STATE: MILTON, VT
LOCATION: 774401.605, 1478785.217

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

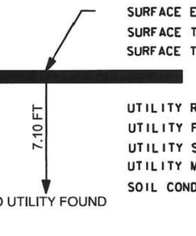
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: DP/AK/RS
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 23
REF. POINT ID BY: PK NAIL & DISK

SURFACE ELEVATION: 336.12 FT
SURFACE TYPE: ASPHALT/CONCRETE
SURFACE THICKNESS: 8 IN/10 IN

CALCULATED DEPTH (TOP): N/A
TOP OF UTILITY ELEVATION: N/A

SWING TIES
A: SIGN = 16.05 FT
B: CENTERLINE = 4.9 FT
C: BM 29 = 55.45 FT

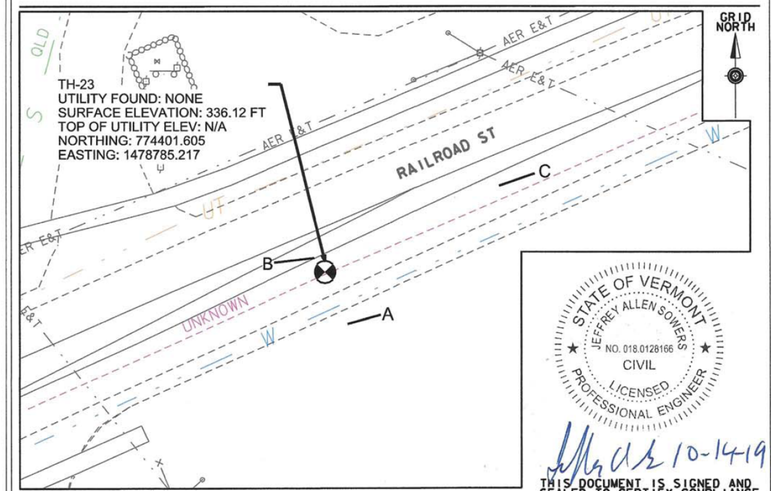


NO UTILITY FOUND

UTILITY REQUESTED: UNKNOWN
UTILITY FOUND: NONE
UTILITY SIZE: N/A
UTILITY MATERIAL: N/A
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:
DUG ON UNKNOWN. NO UTILITY FOUND. DUG TO 7.1' DEEP.
SIGNAL MAY BE REINFORCING BAR IN CONCRETE SUBBASE



STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

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PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 30 OF 188

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 9-17-19
COUNTY - STATE: MILTON, VT
LOCATION: 774630.402, 1479420.398

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

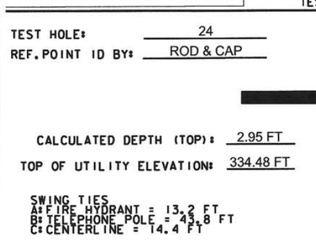
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: DP/AK/RS
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 24
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 337.43 FT
SURFACE TYPE: NATURAL
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 2.95 FT
TOP OF UTILITY ELEVATION: 334.48 FT

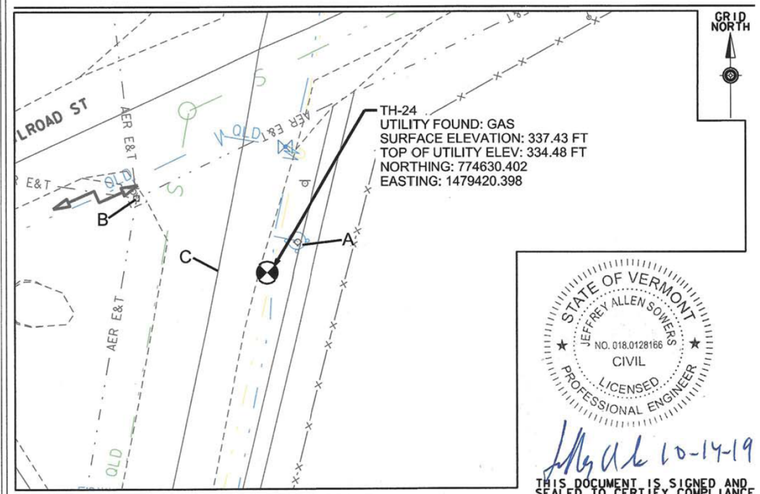
SWING TIES
A: FIRE HYDRANT = 13.2 FT
B: TELEPHONE POLE = 43.8 FT
C: CENTERLINE = 14.4 FT



UTILITY REQUESTED: GAS
UTILITY FOUND: GAS
UTILITY SIZE: 4"
UTILITY MATERIAL: METAL
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

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PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 9-17-19
COUNTY - STATE: MILTON, VT
LOCATION: 774629.901, 1479423.541

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

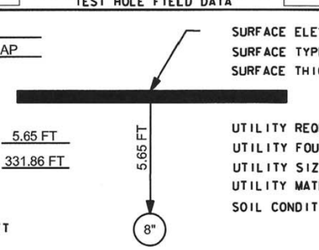
OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: DP/AK/RS
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 25
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 337.51 FT
SURFACE TYPE: NATURAL
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 5.65 FT
TOP OF UTILITY ELEVATION: 331.86 FT

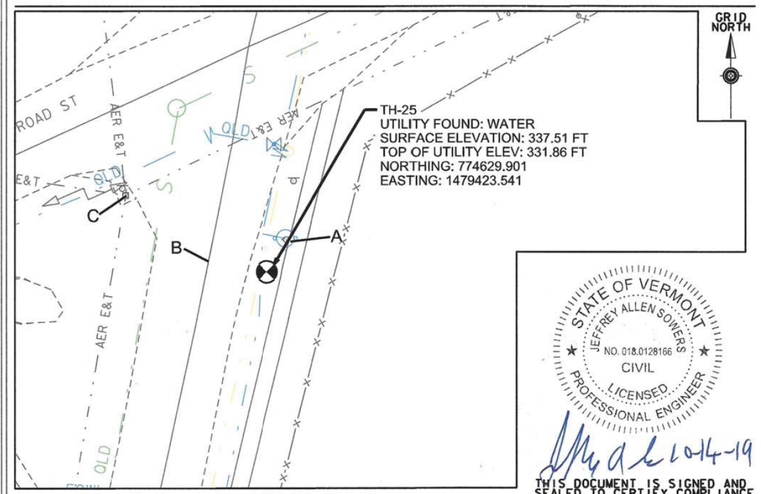
SWING TIES
A: FIRE HYDRANT = 11.9 FT
B: CENTERLINE = 17.5 FT
C: TELEPHONE POLE = 46.8 FT



UTILITY REQUESTED: WATER
UTILITY FOUND: WATER
UTILITY SIZE: 8"
UTILITY MATERIAL: METAL
SOIL CONDITIONS: -

PROFILE VIEW - NOT TO SCALE

NOTES:



STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

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PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 8

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 9-17-19
COUNTY - STATE: MILTON, VT
LOCATION: 774856.576, 1479471.661

KCI TECHNOLOGIES, INC.

KCI

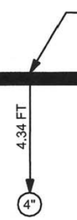
SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: DP/AK/RS
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 26
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 339.88 FT
SURFACE TYPE: NATURAL
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 4.34 FT
TOP OF UTILITY ELEVATION: 335.54 FT

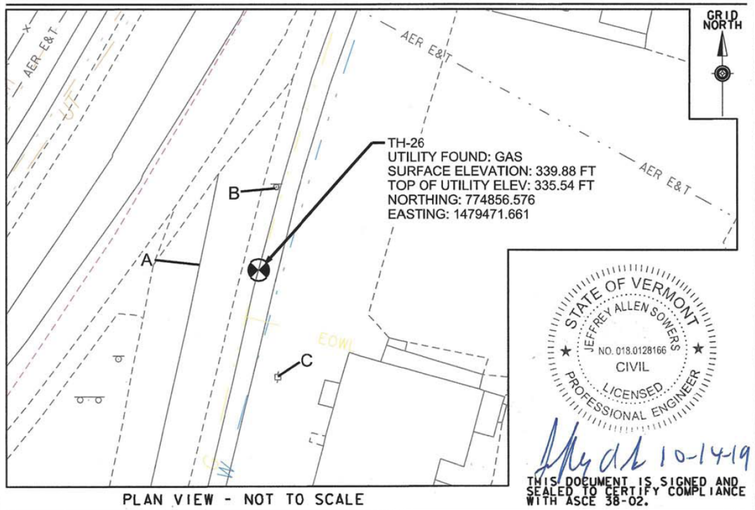


UTILITY REQUESTED: GAS
UTILITY FOUND: GAS
UTILITY SIZE: 4 IN
UTILITY MATERIAL: METAL
SOIL CONDITIONS: -

SWING TIES
A: CENTERLINE = 17.0 FT
B: STOP SIGN = 25.0 FT
C: LIGHT POLE = 30.1 FT

PROFILE VIEW - NOT TO SCALE

NOTES:



STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

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PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 9-17-19
COUNTY - STATE: MILTON, VT
LOCATION: 774926.277, 1479498.900

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: DP/AK/RS
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 27
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 340.29 FT
SURFACE TYPE: NATURAL
SURFACE THICKNESS: N/A

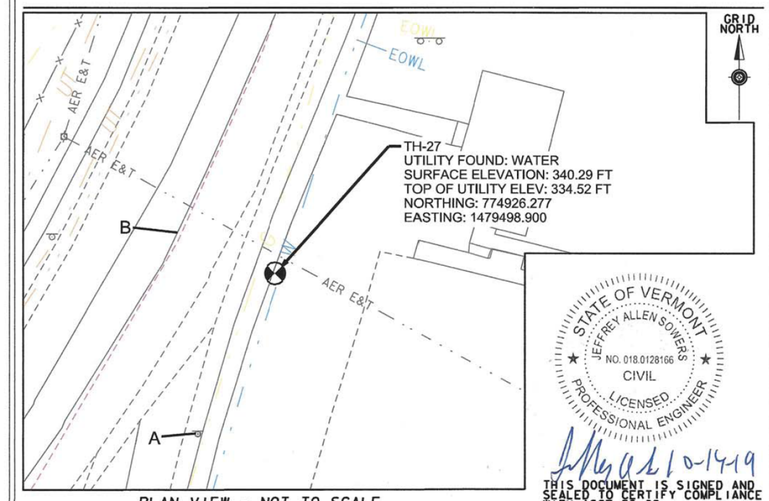
CALCULATED DEPTH (TOP): 5.77 FT
TOP OF UTILITY ELEVATION: 334.52 FT

UTILITY REQUESTED: WATER
UTILITY FOUND: WATER
UTILITY SIZE: 6 IN
UTILITY MATERIAL: METAL
SOIL CONDITIONS: -

SWING TIES
A: STOP SIGN = 50.6 FT
B: CENTERLINE = 30.3 FT

PROFILE VIEW - NOT TO SCALE

NOTES:



STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

PLAN VIEW - NOT TO SCALE

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 9

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 9-17-19
COUNTY - STATE: MILTON, VT
LOCATION: 774927.648, 1479492.950

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: DP/AK/RS
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 28
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 340.40 FT
SURFACE TYPE: NATURAL
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 3.79 FT
TOP OF UTILITY ELEVATION: 336.61 FT

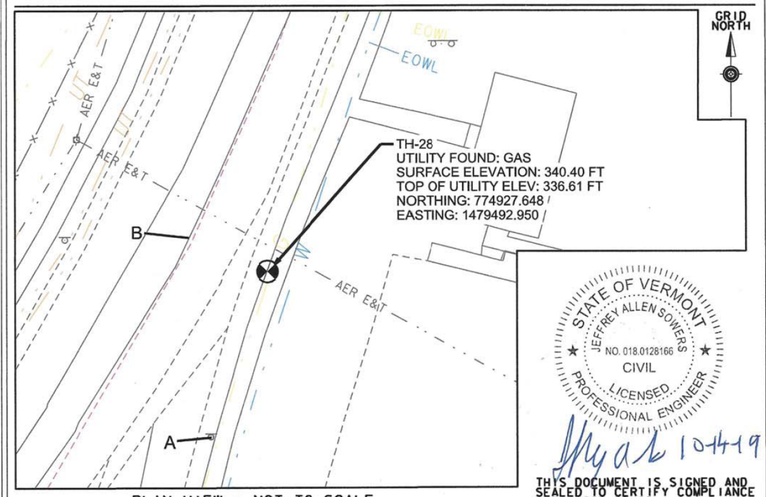
3.79 FT
4"

UTILITY REQUESTED: GAS
UTILITY FOUND: GAS
UTILITY SIZE: 4 IN
UTILITY MATERIAL: METAL
SOIL CONDITIONS: -

SWING TIES
A: STOP SIGN = 49.5 FT
B: CENTERLINE = 24.2 FT

PROFILE VIEW - NOT TO SCALE

NOTES:



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
PROFESSIONAL ENGINEER

10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

PROJECT NUMBER: 04170167308
TASK: MILTON STP 5800(3) ROUTE 7
TEST HOLE DATE: 9-17-19
COUNTY - STATE: MILTON, VT
LOCATION: 775380.772, 1479573.183

KCI TECHNOLOGIES, INC.

KCI

SUBSURFACE UTILITY ENGINEERING
TEST HOLE FIELD DATA

OFFICE: BEDFORD, NH
CREW LEADER: BB
SUE CREW: EO/CA
TRUCK NUMBER: 6417
UNITS: ☒ ENGLISH ☐ METRIC

TEST HOLE: 29
REF. POINT ID BY: ROD & CAP

SURFACE ELEVATION: 338.86 FT
SURFACE TYPE: NATURAL GROUND
SURFACE THICKNESS: N/A

CALCULATED DEPTH (TOP): 2.02 FT
TOP OF UTILITY ELEVATION: 336.84 FT

2.02 FT
0.5"

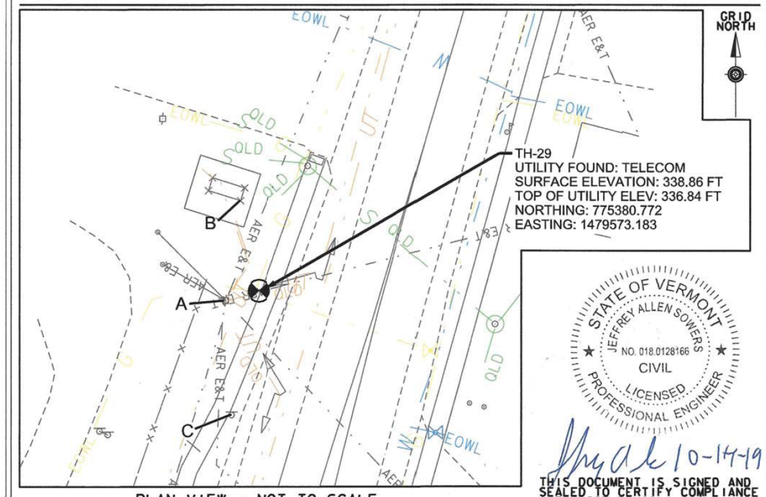
UTILITY REQUESTED: GAS
UTILITY FOUND: GAS
UTILITY SIZE: 0.5 IN
UTILITY MATERIAL: PLASTIC
SOIL CONDITIONS: -

SWING TIES
A: TELEPHONE POLE = 9.8 FT
B: CORNER OF TELEPHONE BOX = 27.2 FT
C: SIGN = 35.9 FT

PROFILE VIEW - NOT TO SCALE

NOTES:

ADDITIONAL PLASTIC 2" GAS MAIN RUNNING NORTH/SOUTH FOUND 10" WEST OF REFERENCE POINT AT 2.64' DEEP.



PLAN VIEW - NOT TO SCALE

STATE OF VERMONT
JEFFREY ALLEN SOWERS
NO. 018.0128166
CIVIL
LICENSED
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10-14-19

THIS DOCUMENT IS SIGNED AND SEALED TO CERTIFY COMPLIANCE WITH ASCE 38-02.

SURVEYOR: VERMONT SURVEY PREPARED BY: D. ENGELSEN CHECKED BY: J. SOWERS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bor.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
UTILITY TEST PIT SHEET 10

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES

TOTALS

DESCRIPTIONS

1011 - ROADWAY	1013 - ROADWAY (NO FEDERAL/STAT	1031 - TRAINING	1043 - LANDSCAPING (NO	1051 - EROSION CONTROL	1053 - EROSION CONTRO (NO	1999 - FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND
1							1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.1000	-
12747	853						13600		CY	COMMON EXCAVATION	203.1500	422
1874	26						1900		CY	SOLID ROCK EXCAVATION	203.1600	54
306							306		CY	EXCAVATION OF SURFACES AND PAVEMENTS	203.2800	8
273	2						275		CY	EARTH BORROW	203.3000	11
6	1						7		CY	SAND BORROW	203.3100	
1377	223						1600		CY	TRENCH EXCAVATION OF EARTH	204.2000	79
138	22						160		CY	TRENCH EXCAVATION OF ROCK	204.2100	8
0.5	0.5						1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.2200	
90	63						153		CY	GRANULAR BACKFILL FOR STRUCTURES	204.3000	6
4455							4455		SY	COARSE-MILLING, BITUMINOUS PAVEMENT	210.1000	131
9323	2177						11500		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.3500	170
169	7						176		CWT	TACK COAT, EMULSIFIED ASPHALT	404.1100	11
5399	201						5600		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER I	406.0210	202
1589	61						1650		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER II	406.0420	64
735							735		SY	BITUMINOUS CONCRETE PAVEMENT, NON-PAVER PLACED, TYPE IVS	406.3400	30
1							1		DL	PAY ADJUSTMENT, BCP, MIXTURE PROPERTIES (N.A.B.I.)	406.9100	-
1							1		DL	PAY ADJUSTMENT, BCP, MAT DENSITY (N.A.B.I.)	406.9200	-
1							1		DL	PAY ADJUSTMENT, BCP, LONGITUDINAL JOINT DENSITY (N.A.B.I.)	406.9300	-
1							1		DL	PAY ADJUSTMENT, BCP, PAVEMENT ROUGHNESS (N.A.B.I.)	406.9400	-
53	51						104		LF	12 INCH CPEP	601.0905	6
5	2						7		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)	604.2000	-
2	2						4		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.2000	-
3							3		EACH	CHANGING ELEVATION OF DIS, CATCH BASINS, OR MANHOLES	604.4000	-
5							5		EACH	CHANGING ELEVATION OF SEWER MANHOLES	604.4200	-
658	42						700		MGAL	DUST CONTROL WITH WATER	609.1000	20
156							156		LF	CAST-IN-PLACE CONCRETE CURB, TYPE B	616.2702	6
150							150		LF	REMOVAL OF EXISTING CURB	616.4100	9
4							4		EACH	REMOVE AND RESET MAILBOX, SINGLE SUPPORT	617.1100	-
2419	205						2624		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.1005	79
351	189						540		SY	PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH	618.1008	13
315							315		SF	DETECTABLE WARNING SURFACE	618.3000	25
7	4						11		EACH	YIELDING MARKER POSTS	619.1700	-
330							330		LF	CHAIN-LINK FENCE, 4 FOOT	620.1004	7
5							5		EACH	BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 4 FOOT	620.2004	-
440							440		LF	REMOVAL OF EXISTING FENCE	620.5500	15
30							30		LF	REMOVAL OF GUARDRAIL	621.0100	EST.
214	236						450		LF	SLEEVES FOR UTILITIES, PVC, 12 INCH	625.2012	7
1600	1360						2960		LF	WIRED CONDUIT, 2 INCH	625.6002	152
30	130						160		LF	WIRED CONDUIT, 3 INCH	625.6003	5

There's over 14,000 CY of excess excavation, so why do we need Earth Borrow?

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
COMMON EXCAVATION		
7103	CY	US ROUTE 7
794	CY	WHISPER LANE
2747	CY	MIDDLE/RAILROAD
713	CY	MILTON SQUARE
826	CY	KEELTY CROSSING
422	CY	ROUNDING
12605	CY	TOTAL
SUBBASE OF DENSE GRADED CRUSHED STONE		
5858	CY	US ROUTE 7
1019	CY	WHISPER LANE
2145	CY	MIDDLE/RAILROAD
164	CY	MILTON SQUARE
2145	CY	KEELTY CROSSING
170	CY	ROUNDING
11500	CY	TOTAL
BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER I		
2,130	TON	TYPE IIS INTERMEDIATE COURSE
3,266	TON	TYPE IIS BASE COURSE
202	TON	ROUNDING
5,600	TON	TOTAL
BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER II		
1,048	TON	US ROUTE 7
134	TON	WHISPER LANE
317	TON	MIDDLE/RAILROAD
58	TON	KEELTY CROSSING
27	TON	MILTON SQUARE
64	TON	ROUNDING
1,650	TON	TOTAL

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94qty.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
QUANTITY SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 34 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
				1011 - ROADWAY	1013 - ROADWAY (NO FEDERAL/STAT	1031 - TRAINING	1043 - LANDSCAPING (NO	1051 - EROSION CONTRO	1053 - EROSION CONTROL (NO	1999 - FULL C.E. ITEMS	GRAND TOTAL FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
				1	1						2	EACH	POWER DROP STANCHION	625.7000	-			
				4	12						16	EACH	JUNCTION BOX	625.7010	-			
				48	37						85	LF	DUCTILE IRON WATER PIPE, CEMENT-LINED, ALL-INCLUSIVE, 6 IN.	629.1724	6			
				1	1						2	EACH	GATE VALVE WITH VALVE BOX, ALL-INCLUSIVE, 6 INCH	629.2524	-			
				7	3						10	EACH	ADJUST ELEVATION OF VALVE BOX	629.2800	-			
				2	2						4	EACH	HYDRANT, ALL-INCLUSIVE	629.3500	-			
				2	2						4	EACH	REMOVE HYDRANT	629.3800	-			
				1							1	LS	TRANSFER TO NEW SYSTEM, WATER, ALL-INCLUSIVE	629.4300	-			
				3657	343						4000	HR	UNIFORMED TRAFFIC OFFICERS	630.1000	EST.			
				6763	3237						10000	HR	FLAGGERS	630.1500	EST.			
										1	1	LS	FIELD OFFICE, ENGINEER'S	631.1000	-			
										1	1	LS	TESTING EQUIPMENT, BITUMINOUS	631.1700	-			
										6000	6000	DL	FIELD OFFICE COMMUNICATIONS (N.A.B.I.)	631.2600	-			
				19							19	EACH	CPM SCHEDULE	633.1000	-			
						1040					1040	HR	EMPLOYEE TRAINEESHIP	634.1000	EST.			
				1							1	LS	MOBILIZATION/DEMOBILIZATION	635.1100	-			
				1							1	LS	TRAFFIC CONTROL, ALL-INCLUSIVE	641.1100	-			
				2							2	EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.1500	-			
				1							1	EACH	TEMPORARY TRAFFIC CONTROL SIGNAL SYSTEM, PORTABLE	641.2200	-			
				3306	494						3800	LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.4040	155			
				2340							2340	LF	DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA	646.4060	97			
				2970	390						3360	LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.4140	75			
				6100							6100	LF	DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA	646.4160	268			
				4100							4100	LF	DURABLE 6 INCH WHITE LINE, RECESSED POLYUREA	646.4260	179			
				70							70	LF	DURABLE 8 INCH YELLOW LINE, POLYUREA	646.4540	3			
				600							600	LF	DURABLE 8 INCH YELLOW LINE, RECESSED POLYUREA	646.4560	25			
				116	38						154	LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.4840	9			
				240							240	LF	DURABLE 24 INCH STOP BAR, RECESSED POLYUREA	646.4860	11			
				3	2						5	EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.4940	EST.			
				48							48	EACH	DURABLE LETTER OR SYMBOL, RECESSED POLYUREA	646.4960	EST.			
				373	77						450	LF	DURABLE CROSSWALK MARKING, POLYUREA	646.5040	10			
				260							260	LF	DURABLE CROSSWALK MARKING, RECESSED POLYUREA	646.5060	8			
				11265	985						12250	LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.6020	474			
				18215	785						19000	LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.6120	885			
				8200							8200	LF	TEMPORARY 6 INCH WHITE LINE, PAINT	646.6220	358			
				1350							1350	LF	TEMPORARY 8 INCH YELLOW LINE, PAINT	646.6520	66			
				724	76						800	LF	TEMPORARY 24 INCH STOP BAR, PAINT	646.6820	52			
				94	4						98	EACH	TEMPORARY LETTER OR SYMBOL, PAINT	646.6920	EST.			
				1337	163						1500	LF	TEMPORARY CROSSWALK MARKING, PAINT	646.7020	115			
				2066	94						2160	EACH	LINE STRIPING TARGETS	646.7600	EST.			

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94qty.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
QUANTITY SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 35 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES

1011 - ROADWAY	1013 - ROADWAY (NO FEDERAL/STAT	1031 - TRAINING	1043 - LANDSCAPING (NO	1051 - EROSION CONTROL	1053 - EROSION CONTROL (NO	1999 - FULL C.E. ITEMS
9000						
41	4					
				16343	457	
				8133	227	
				1824	51	
				1		
				300		
				4000		
				7	0.18	
				30		
				274	36	
				6	2	
				8	3	
				1950		
				4180	220	
1495	155					
			2			
			110			
			60			
			560			
1						
271	105					
270	225					
19	13					
2						
1						
2	1					
4	4					
4	3					
16	8					
4	4					
24	14					
2	1					
2	1					
2	1					
1						
	32					
	32					
2	2					
2	2					

TOTALS

GRAND TOTAL	FINAL
9000	
45	
16800	
8360	
1875	
1	
300	
4000	
7.18	
30	
310	
8	
11	
1950	
4400	
1650	
2	
110	
60	
560	
1	
376	
495	
32	
2	
1	
3	
8	
7	
24	
8	
38	
3	
3	
3	
1	
32	
32	
4	
4	

DESCRIPTIONS

UNIT	ITEMS	ITEM NUMBER	ROUND
SF	COLORED PAVEMENT MARKINGS, GREEN	646.9001	300
SY	GEOTEXTILE FOR UNDERDRAIN TRENCH LINING	649.4100	1
SY	TURF ESTABLISHMENT, GENERAL SEED	651.1500	749
SY	TURF ESTABLISHMENT, TEMPORARY SEED	651.1700	335
CY	TOPSOIL	651.3500	92
LS	EPSC PLAN	653.0100	-
HR	MONITORING EPSC PLAN	653.0200	EST.
DL	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	653.0300	-
TON	HAY MULCH	653.1000	0.37
CY	CHECK DAM, TYPE II	653.2502	-
CY	STABILIZED CONSTRUCTION ENTRANCE	653.3500	8
EACH	INLET PROTECTION DEVICE, TYPE I	653.4001	-
EACH	INLET PROTECTION DEVICE, TYPE II	653.4002	-
LF	SILT FENCE, TYPE I	653.4701	76
LF	PROJECT DEMARCATION FENCE	653.5500	206
LF	STONE DIAPHRAGM	654.0070	64
EACH	EVERGREEN TREES, MEDIUM	656.2002	-
EACH	DECIDUOUS TREES, LARGE	656.3003	-
MGAL	LANDSCAPE WATERING	656.6500	3
CY	LANDSCAPE BACKFILL, TRUCK MEASUREMENT	656.8000	20
LS	TREE PROTECTION	656.8500	-
SF	TRAFFIC SIGN, FLAT SHEET ALUMINUM	675.2000	EST.
LF	SQUARE TUBE SIGN POST AND ANCHOR	675.3410	EST.
EACH	SIGN REMOVAL, FLAT SHEET ALUMINUM	675.5000	-
EACH	RESETTING SIGNS	675.6000	-
EACH	REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM	678.1000	-
EACH	CABINET ASSEMBLY	678.2005	-
EACH	MAST ARM POLE FOUNDATION	678.2010	-
EACH	PEDESTAL POST ASSEMBLY	678.2015	-
EACH	PEDESTRIAN SIGNAL ASSEMBLY	678.2020	-
EACH	TRAFFIC SIGNAL ASSEMBLY	678.2025	-
EACH	TRAFFIC SIGNAL HEAD ASSEMBLY	678.2030	-
EACH	VEHICLE DETECTION SYSTEM	678.2040	-
EACH	PAN-TILT-ZOOM CAMERA	678.2045	-
EACH	EMERGENCY VEHICLE PREEMPTION SYSTEM	678.2050	-
EACH	STREET LIGHT ASSEMBLY	679.4600	-
EACH	ORNAMENTAL STREET LIGHT ASSEMBLY	679.4600001	-
EACH	ORNAMENTAL STREET LIGHT FOUNDATION	679.4600002	-
EACH	BRACKET ARM	679.4700	-
EACH	LUMINAIRE	679.5000	-

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194qty.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
QUANTITY SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 36 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 4

SUMMARY OF ESTIMATED QUANTITIES									TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
1011 - ROADWAY	1013 - ROADWAY (NO FEDERAL/STAT	1031 - TRAINING	1043 - LANDSCAPING (NO	1051 - EROSION CONTROL	1053 - EROSION CONTROL (NO	1999 - FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
1	2						3		EACH	STREET LIGHTING CONTROL DEVICE	679.5400	-			
1							1		EACH	REMOVE AND RELOCATE LANDSCAPE ITEMS	681.1010	-			
1							1		EACH	REMOVE LANDSCAPE ITEMS	681.1020	-			
1							1		DL	PRICE ADJUSTMENT, ASPHALT (N.A.B.I.)	690.0300	-			
1							1		DL	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.0400	-			

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)

FILE NAME: z94d194qty.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
QUANTITY SHEET 4	SHEET 37 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

ITEM DETAIL AND DRAINAGE SHEET

STATION	STATION	POS.	ASKEW	INLET/OUTLET TYPE		PIPE		ALLOWABLE OPTIONS			PIPE ELBOW	ES	CB	PROJECT	DEPTH DI	CONC CLASS B	REINF STEEL	DI GRATE	CHAN ELEV	CRM	TRENCH EXCAVATION		GRAN BKFILL STRUCT	EROS MATT	STONE FILL		MARKER POSTS		REMARKS
				INLET	OUTLET	D	L	PCCSP	RCP	CPEP											EARTH	ROCK			CY	TYPE	LT	RT	
			NO. DEG.			IN	FT	TH	TH	SL	NO. DEG.	EA	EA		FT	CY	LBS	TYPE	EA	CY	CY	CY	CY	SY	CY		EA	EA	
EXISTING DRAINAGE																													
204+81.3		RT																											REMOVE EXISTING STRUCTURE
NEW DRAINAGE																													
P3.1 301+33.6	301+26.3	RT-RT		IN3.1	IN3.2	12	13			X			1		12.0			D			42.6	4.7	22				1		604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE
301+26.3		RT		IN3.2									1		7.3			D			28.9	3.2	8				1		604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
P3.2 301+33.4	301+51.5	LT-LT		IN3.3	IN3.4	12	31			X			1		12.0			D			52.2	5.8	22					1	604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE
301+51.5		LT		IN3.4									1		7.3			D			28.9	3.2	8					1	604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
213+78.0		LT		IN5.1									1		7.3			D			28.9	3.2	8					1	604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
213+77.5		RT		IN5.2									1		7.3			D			28.9	3.2	8				1		604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
P7.1 402+59.7	402+57.5	RT-RT		IN7.1	IN7.2	12	24			X			1		12.0			D			48.4	5.4	22				1		604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE
402+57.5		RT		IN7.2									1		7.3			D			28.9	3.2	8				1		604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
P7.2 402+59.6	402+60.5	LT-LT		IN7.3	IN7.4	12	13			X			1		12.0			D			42.6	4.7	22					1	604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE
P7.3 402+60.5	402+74.6	LT-LT		IN7.4	IN7.5	12	11			X			1		7.3			D			34.9	3.9	8					1	604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
402+74.6		LT		IN7.5									1		7.3			D			28.9	3.2	8					1	604.2000 PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
TOTALS							92.0						11								394.0	43.8	144				6	4	

SIDEWALK

BEGIN STATION	END STATION	POSITION LEFT FT	POSITION RIGHT FT	THICKNESS (IN)
197+90.9	200+50.0		259.8	5
198+30.7	200+50.0	208.2		5
200+50.0	201+88.6	135.7		5
200+50.0	201+88.5		190.7	5
202+98.5	205+50.0	244.9		5
202+97.1	205+50.0		258.4	5
300+47.9	301+50.0		101.7	5
300+52.3	301+50.0	88.1		5
205+50.0	208+32.4	272.9		5
205+50.0	208+33.0		290.2	5
400+45.1	401+50.0	107.9		5
400+45.4	401+50.0		103.1	5
208+58.6	210+50.0	91.3		5
206+58.7	210+50.0		91.3	5
210+50.0	212+45.1	189.7		5
210+50.0	210+71.9		21.9	5
210+96.9	211+29.1		32.2	5
211+72.1	212+72.9		100.8	5
212+90.8	213+83.8	75.8		5
213+28.9	213+73.1		44.4	5
301+50.0	302+31.5		86.7	5
301+50.0	302+31.6	76.7		5
499+87.7	500+78.8		91.1	5
501+02.7	501+61.2		59.2	5
501+92.6	504+40.0	296.1		5
501+95.1	504+40.0		244.0	5
401+50.0	403+15.4		152.6	5
401+50.0	403+15.6	183.1		5
504+40.0	505+20.0	87.0		5
505+55.0	507+42.0	188.9		5
504+40.0	505+14.8		71.1	5
505+38.8	507+18.2		182.0	5
507+54.2	507+63.9		12.9	5
508+26.5	508+62.9	36.7		5
197+80.0	198+30.7	51.3		8
201+88.6	202+13.0	23.5		8
202+66.3	202+96.5	29		8
201+88.6	300+47.9		34.3	8
300+52.3	202+97.1	33.4		8
208+32.4	700+61.0	36.2		8
208+33.0	400+45.4		46.5	8
700+61.0	209+58.6	22.3		8
400+45.1	209+58.7	40.2		8
210+71.9	210+96.9		25.0	8
211+29.1	211+72.1		43.0	8
212+72.9	213+28.9		55.7	8
302+31.5	501+62.6		30.9	8
499+92.7	499+87.7		27.8	8
500+72.8	302+33.1	27.7		8
500+78.8	501+02.7		23.4	8
501+61.2	501+85.1		23.9	8
403+15.6	508+26.5	19.1		8
505+20.0	505+55.0	34		8
505+14.8	505+38.8		22.0	8
507+42.0	403+15.4	25.2		8
507+18.7	507+54.2		35.5	8
TOTALS		2334.3	2394.1	

CURB

BEGIN STATION	END STATION	POSITION LEFT FT	POSITION RIGHT FT	REMARKS
SEE ROADWAY LAYOUT SHEETS AND CURB TIE AND LAYOUT SHEETS FOR ADDITIONAL DETAILS				
TOTALS				

UNDERDRAIN

BEGIN STATION	END STATION	POSITION	TYPE	DIA IN.	LENGTH FT	TRENCH EARTH CY.	TRENCH ROCK CY.	GRAN BKFILL CF	FB EA	MRK. POST EA
TOTALS					0	0			0	0

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194itemdet.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
ITEM DETAIL & DRAINAGE SHEET

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 38 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

EARTHWORKS

US ROUTE 7

STATION	DIST FT.	COMMON EXCAVATION AREA S.F.	COMMON EXCAVATION VOLUME C.Y.	ROCK EXCAVATION AREA S.F.	ROCK EXCAVATION VOLUME C.Y.	EMBANKMENT AREA S.F.	EMBANKMENT VOLUME C.Y.	AREA S.F.	VOLUME C.Y.
196+00		19		0		0			
	50		30		0		0		
196+50		14		0		0		CUT	1777
	50		137		0		0	ROCK	383
197+00		133		0		0		R.FAC	.495
	50		221		22		0	FILL	7
197+50		106		24		0		F.FAC	1.15
	50		203		44		0	EX. C	1769
198+00		114		24		0			
	50		196		44		1		
198+50		99		24		1			
	50		181		44		2		
199+00		98		24		2			
	50		183		44		2		
199+50		101		24		1			
	50		185		44		1		
200+00		100		24		0			
	50		204		44		1		
200+50		121		24		0			
	50		236		44		1		
201+00		135		24		0			
	50		253		44		1		
201+50		139		24		1		CUT	2449
	50		258		44		5	ROCK	513
202+00		141		24		5		R.FAC	.495
	50		295		44		5	FILL	69
202+50		179		24		0		F.FAC	1.15
	50		294		44		5	EX. C	2370
203+00		140		24		6			
	50		254		44		8		
203+50		135		24		3			
	50		228		44		6		
204+00		112		24		3			
	50		204		44		10		
204+50		109		24		8			
	50		207		44		12		
205+00		116		24		6			
	50		221		44		9		
205+50		123		24		4			
	50		234		44		7		
206+00		130		24		3			
	50		246		44		3		
206+50		137		24		1		CUT	1756
	50		255		44		1	ROCK	492
207+00		139		24		0		R.FAC	.495
	50		236		44		0	FILL	40
207+50		117		24		0		F.FAC	1.15
	50		108		44		0	EX. C	1711
208+00		99		24		1			
	50		169		44		5		
208+50		85		24		4			
	50		145		44		3		
209+00		73		24		0			
	50		125		44		10		
209+50		63		24		11			
	50		130		44		14		
210+00		78		24		4			
	50		159		44		4		
210+50		95		24		0			
	50		182		44		0		
211+00		103		24		0			
	50		188		44		0		
211+50		101		24		0		CUT	1121
	50		184		44		0	ROCK	276
212+00		99		24		0		R.FAC	495
	50		192		44		0	FILL	0
212+50		109		24		0		F.FAC	1.15
	50		199		44		0	EX. C	1121
213+00		107		24		0			
	50		197		44		0		
213+50		107		24		0			
	50		113		22		0		
214+00		15		0		0			
	50		31		0		0		
214+50		18		0		0			
	50		17		0		0		
215+00		0		0		0			

WHISPER LANE EXTENSION

STATION	DIST FT.	COMMON EXCAVATION AREA S.F.	COMMON EXCAVATION VOLUME C.Y.	ROCK EXCAVATION AREA S.F.	ROCK EXCAVATION VOLUME C.Y.	EMBANKMENT AREA S.F.	EMBANKMENT VOLUME C.Y.	AREA S.F.	VOLUME C.Y.
400+25		179				0			
	25		90					CUT	676
400+50		15				22		ROCK	20
	50		15				48	R.FAC	.495
401+00		2				29		FILL	98
	50		25				38	F.FAC	1.15
401+50		25				11		EX. C	564
	50		96				11		
402+00		78				1			
	50		154				1		
402+50		88				0			
	50		163				0		
403+00		88				0			
	50		133				0		
403+50		56				0			

WHISPER LANE

STATION	DIST FT.	COMMON EXCAVATION AREA S.F.	COMMON EXCAVATION VOLUME C.Y.	ROCK EXCAVATION AREA S.F.	ROCK EXCAVATION VOLUME C.Y.	EMBANKMENT AREA S.F.	EMBANKMENT VOLUME C.Y.	AREA S.F.	VOLUME C.Y.
403+65		0				0			
	35		41				0	CUT	111
404+00		64				0		ROCK	3
	50		64				0	R.FAC	.495
404+50		6				0		FILL	0
	50		5				0	F.FAC	1.15
405+00		0				0		EX. C	111

MIDDLE ROAD / RAILROAD STREET

STATION	DIST FT.	COMMON EXCAVATION AREA S.F.	COMMON EXCAVATION VOLUME C.Y.	ROCK EXCAVATION AREA S.F.	ROCK EXCAVATION VOLUME C.Y.	EMBANKMENT AREA S.F.	EMBANKMENT VOLUME C.Y.	AREA S.F.	VOLUME C.Y.
499+00		0				0			
	50		6				0		
499+50		7				0		CUT	1350
	50		74				0	ROCK	40
500+00		74				0		R.FAC	.495
	50		146				0	FILL	3
500+50		85				0		F.FAC	1.15
	50		184				0	EX. C	1346
501+00		114				0			
	50		201				0		
501+50		103				0			
	50		95				0		
502+00		81				0			
	50		160				0		
502+50		92				0			
	50		166				0		
503+00		88				0			
	50		160				1		
503+50		85				1			
	50		157				2		
504+00		84				1			
	50		156				6		
504+50		84				5		CUT	1329
	50		146				8	ROCK	40
505+00		74				4		R.FAC	.495
	50		134				8	FILL	47
505+50		71				5		F.FAC	1.15
	50		133				8	EX. C	1275
506+00		73				4			
	50		134				7		
506+50		73				4			
	50		132				6		
507+00		70				2			
	50		137				3		
507+50		78				1			
	50		123				0		
508+00		55				0			
	50		124				0		
508+50		78				0			
	50		109				0		
509+00		40				0			
	50		42				0	CUT	47
509+50		6				0		ROCK	1
	50		5				0	R.FAC	.495
510+00		0				0		FILL	0
								F.FAC	1.15
								EX. C	47

KEELTY CROSSING

STATION	DIST FT.	TOTAL EXCAVATION EARTH AND ROCK AREA S.F.	TOTAL EXCAVATION EARTH AND ROCK VOLUME C.Y.	ROCK EXCAVATION AREA S.F.	ROCK EXCAVATION VOLUME C.Y.	EMBANKMENT AREA S.F.	EMBANKMENT VOLUME C.Y.	AREA S.F.	VOLUME C.Y.
300+50		91				2			
	50		168				2		
301+00		91				0		CUT	819
	50		166				0	ROCK	25
301+50		89				0		R.FAC	.495
	50		153				0	FILL	2
302+00		76				0		F.FAC	1.15
	50		201				0	EX. C	818
302+50		142				0			
	50		131				0		

SUMMARY AND BALANCES

STATION TO STATION		TOT EXC. EARTH & ROCK C.Y.	ROCK EXCAV C.Y.	EMBANK C.Y.	EXCESSES CUT	EXCESSES FILL	ACUMULATIVE EXCESSES CUT	ACUMULATIVE EXCESSES FILL
US ROUTE 7								
196+00	200+50	2160	383	8	2152		2152	
201+00	205+50	2962	513	79	2883		5035	
206+00	210+50	2249	492	45	2203		7238	
211+00	215+00	1396	276	0	1396		8635	
KEELTY CROSSING								
300+50	302+50	851	25	2	849		9484	
WHISPER LANE EXTENSION								
400+25	403+50	702	20	112	590		10074	
WHISPER LANE								
403+65	405+00	115	3	0	115		10189	
MIDDLE ROAD/RAILROAD STREET								
499+00	503+50	1401	40	3	1398		11587	
504+00	508+50	1380	40	54	1326		12912	
509+00	510+00	48	1	0	48		12960	
FUTURE TOWN COMMON								
		1026	31	918	108		13068	
MILTON SQUARE								
		735	22	0	735		13803	
	SUB-TOTAL	15025	1847	1222	13803			
	TOTAL	15025	1847	1222	13803			

REMARKS

EARTH AND ROCK EXCAVATION	15025
SOLID ROCK EXCAVATION	1847
EARTH EXCAVATION	13178
BACKFILL FOR TRENCH EXCAVATION (CB AND PIPES)	144
PLANIMETERED FILL	1222
LESS FACTORED SOLID ROCK	914
LESS DISPLACEMENT OF ANY LARGE STRUCTURES	-
NET PLANIMETERED FILL	452
FACTOR	1.15
PLANIMETERED FILL INCLUDING FACTOR	520
MATERIALS AVAILABLE FOR FILLS	
EARTH EXCAVATION	13178
CHANNEL EXCAVATION	-
UNDERDRAIN EXCAVATION	-
STRUCTURE EXCAVATION	-
TRENCH EXCAVATION FOR DRAINAGE	1521
TRENCH EXCAVATION OF ROCK	152
TOTAL MATERIAL AVAILABLE FOR FILL	14850
TOTAL FILL INCLUDING FACTOR	520
TOTAL MATERIAL FOR FILL	14850
BORROW	
EXCESS EXCAVATION	14330

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194ewqty.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EARTHWORKS SHEET

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 39 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

RIGHT - OF - WAY DETAIL SHEET

TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	ROW LAYOUT NO.	BEGINNING STATION	ENDING STATION	FEE ACQUISITION AREA±	REMAINDER AREA±	RIGHT TYPE	T / P	AREA ±	RECORDING DATA TITLE	DATE	TOWN / CITY	BOOK	PAGE	REMARKS
1	MILTON SHOPPING CENTER, LLC	1-5,8	193+40 LT	193+91 LT			DRIVE	T	543 SF						51' WIDE PAVED, MM 3.667
			207+49 LT	211+00 LT			CONSTRUCTION	T	0.37 A						RECONSTRUCTION BY STATE; 16,120 SF±
															INCL. PDF & REMOVE/RESET FENCING AS NEEDED
			207+60.82 LT	212+39± LT			UTILITY	P	0.15 A						AERIAL; 6,630 SF±
			207+88.97 LT	211+58.47 LT			INSTALL & MAINTAIN	P	0.14 A						TRAFFIC SIGNALS & CONDUITS; 5,900 SF±
			209+46.0 LT				INSTALL & MAINTAIN	P							GUY WIRE & ANCHOR
			209+71 LT	210+31 LT			LANDSCAPE	P							PLANT 4 MA (MALUS ADIRONDACK) ADIRONDACK CRABAPPLE
			211+14.2 LT	211+15.3			INSTALL & MAINTAIN	P							GUY WIRE & ANCHOR
			211+19 LT	211+41 LT			CONSTRUCTION	T	40 SF						NEW SIDEWALK CONNECTION; INCL. PDF
			211+98.9 LT	212+00.1 LT			INSTALL & MAINTAIN	P							GUY WIRE & ANCHOR
2	DAPONTE FAMILY REAL ESTATE, LLC	2,3	197+51.92 LT	198+03 LT			CONSTRUCTION	T	475 SF						INCL. PDF
			197+61 LT	198+25 LT			DRIVE	T	673 SF						23' WIDE PAVED, MM 3.752
			198+21 LT	201+79 LT			CONSTRUCTION	T	3,256 SF						INCL. PDF & EC
			198+24 LT	201+86 LT			SLOPE	T	2,779 SF						INCL. EC
			198+69 LT	199+49 LT			LANDSCAPE	P							PLANT 5 MA (MALUS ADIRONDACK) ADIRONDACK CRABAPPLE
			200+03 LT	200+83 LT			LANDSCAPE	P							PLANT 5 MRB (MALUS RED BARON) RED BARRON CRABAPPLE
			200+94.63 LT	201+86.25 LT			INSTALL & MAINTAIN	P	1,346 SF						STREET LIGHTING & CONDUITS
			201+32 LT	201+81 LT			LANDSCAPE	P							PLANT 3 MA (MALUS ADIRONDACK) ADIRONDACK CRABAPPLE
			201+80.03 LT				ALL R. T. & I.								4"X4"CONC BND 0.1'AG
3	TOWN OF MILTON	2,3,6	200+12.01 RT	202+72.04 RT			HIGHWAY	P	2,027 SF						
			201+89.60 RT	MR/RS 502+91.12 LT			HIGHWAY	P	0.30 A						TO BE RELINQUISHED TO TOWN OF MILTON; 13,095 SF±
			200+51.5 RT				INSTALL & MAINTAIN	P							SPEED LIMIT 25 SIGN
			201+20.5 RT	201+21.6 RT			INSTALL & MAINTAIN	P							GUY POLE, GUY WIRE & ANCHOR
			201+82.41 RT	202+98.26 RT			INSTALL & MAINTAIN	P	1,907 SF						TRAFFIC SIGNALS & CONDUITS
4	THE UNITED STATES POSTAL SERVICE	3,4,8	204+34.49 LT	206+94.00 LT			INSTALL & MAINTAIN	P	3,017 SF						STREET LIGHTING & CONDUITS
			204+35 LT	206+37 LT			CONSTRUCTION	T	698 SF						INCL. PDF & EC
			204+37 LT	206+94 LT			SLOPE	T	2,056 SF						INCL. EC
			204+49 LT	204+75 LT			LANDSCAPE	P							PLANT 2 GSK (GLEDITSIA TRIACANTHOS STREET KEEPER)
															STREETKEEPER HONEY LOCUST
			204+95 LT	205+47 LT			LANDSCAPE	P							PLANT 3 ARB (ACER RUBRUM BOWHALL) BOWHALL RED MAPLE
			205+78 LT	206+25 LT			LANDSCAPE	P							PLANT 2 MRB (MALUS RED BARON) RED BARRON CRABAPPLE
			206+36 LT	206+42 LT			INSTALL	T	60 SF						NEW SIDEWALK CONNECTION
			206+42 LT	206+91 LT			CONSTRUCTION	T	35 SF						INCL. PDF & EC
			206+78 LT	206+93 LT			LANDSCAPE	P							PLANT 1 MRB (MALUS RED BARON) RED BARRON CRABAPPLE
5	TOWN OF MILTON	4,6,7	207+41.74 RT	208+38.64 RT			HIGHWAY	P	101 SF						
			208+38.64 RT	MR/RS 508+56± LT			HIGHWAY	P	0.56 A						TO BE RELINQUISHED TO TOWN OF MILTON; 24,600 SF±
			MR/RS 504+70.24 LT	MR/RS 507+08.55 LT			HIGHWAY	P	902 SF						TO BE RELINQUISHED TO TOWN OF MILTON
			206+03.65 RT	MR/RS 504+64.29 LT			UTILITY	P	629 SF						20' WIDE UG COMMUNICATIONS
			207+41.74 RT	MR/RS 504+21.09 LT			UTILITY	P	393 SF						20' WIDE GAS
			207+59.8 RT	207+60.2 RT			INSTALL & MAINTAIN	P							GUY POLE, GUY WIRE & ANCHOR
			208+33.21 RT	209+60.72 RT			INSTALL & MAINTAIN	P	2,787 SF						TRAFFIC SIGNALS & CONDUITS

NOTE: MR/RS = MIDDLE ROAD/RAILROAD STREET ALIGNMENT
WLE = WHISPER LANE EXTENSION ALIGNMENT

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE
1	4,11,12	PARCEL 11, SAINT ANNE PARISH	07/02/24
		CHARITABLE TRUST: REVISE UE(P) TO	
		BE ON ROAD SIDE OF NEW FENCE;	
		REVISE SR(T), CONST(T), AND INSTALL(T)	
		EASEMENTS PER NEW FENCE DESIGN	
		REV. BY:AM C.O. 10756 APPR. BY:AP	
2	4,10	PARCEL 10, KEYBANK NATIONAL	07/02/24
		ASSOCIATION, A NATIONAL BANKING	
		ASSOCIATION, AS SUCCESSOR-IN-	
		INTEREST TO BANK OF VERMONT;	
		CHANGED NAME FROM KEYBANK	
		NATIONAL ASSOCIATION, CLEVELAND,	
		OHIO	
		REV. BY:AM C.O. 10764 APPR. BY:AP	
3	3,7,8,11	PARCEL 3, TOWN OF MILTON; CHANGED	10/10/24
		NAME FROM SOTOS PAPASERAPHIM	
		AND MARIA S. PAPASERAPHIM,	
		TRUSTEES OF THE PAPASERAPHIM	
		FAMILY REVOCABLE LIVING TRUST;	
		REVERT TO FULL HOURGLASS DESIGN	
		REV. BY:AM C.O. 10754 APPR. BY:AP	
4	9,11,12	PARCEL 5, TOWN OF MILTON;	10/10/24
		REVERT TO FULL HOURGLASS DESIGN	
		REV. BY:AM C.O. 10755 APPR. BY:AP	
5	6,8,9,11,	PARCEL 12, TOWN OF MILTON;	10/10/24
	12	REVERT TO FULL HOURGLASS DESIGN	
		REV. BY:AM C.O. 10757 APPR. BY:AP	
GENERAL		NINE (9) SHEETS ADDED TO SET	10/10/24
		REV. BY:AM APPR. BY:AP	
6	4,9,10,12	PARCEL 6, BRISSON PROPERTIES, LLC;	11/05/24
		REVISE DRIVE(T) AREA; REVISE BOTH	
		CONST(T) EASEMENTS THAT END AND	
		BEGIN AT THE DRIVE(T).	
		REV. BY:AM C.O. 10789 APPR. BY:AP	
7	5,8	PARCEL 12, TOWN OF MILTON;	08/06/25
		REMOVE INSTALL & MAINTAIN(P) FOR	
		GUY POLE, GUY WIRE & ANCHOR AT	
		STA. 203+51.1 RT TO STA. 203+51.3 RT	
		REV. BY:AM C.O. 10813 APPR. BY:AP	
GENERAL		ADDED THREE TRAFFIC SIGNAL PLAN	08/06/25
		SHEETS AND REMOVED TWO TRAFFIC	
		SIGNAL PLAN SHEETS	
		REV. BY:AM APPR. BY:AP	

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94row_detail.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W DETAIL SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 40 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

RIGHT - OF - WAY DETAIL SHEET

TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	ROW LAYOUT NO.	BEGINNING STATION	ENDING STATION	FEE ACQUISITION	REMAINDER	RIGHT			RECORDING DATA					REMARKS
					AREA±	AREA±	TYPE	T / P	AREA ±	TITLE	DATE	TOWN / CITY	BOOK	PAGE	
6	BRISSON PROPERTIES, LLC	4,5,7	209+80± RT	210+79 RT			CONSTRUCTION	T	1,062 SF						INCL. PDF & EC
			209+83± RT	212+13± RT			INSTALL & MAINTAIN	P	1,867 SF						STREET LIGHTING & CONDUITS
			209+84± RT	210+44 RT			SLOPE	T	313 SF						INCL. EC
			209+86± RT	210+03 RT			LANDSCAPE	P							PLANT 1 TC (TILIA CORDATA CORINTHIAN) CORINTHIAN LINDEN
			209+86± RT	212+13± RT			DISCONNECT & CONNECT	T							AERIAL UTILITIES
			209+87.3 RT				INSTALL & MAINTAIN	P							HYDRANT
			210+58 RT	210+75 RT			SLOPE	T	35 SF						INCL. EC
			210+75 RT	211+76 RT			DRIVE	T	2,580 SF						40' WIDE PAVED, MM 4.006
			211+69 RT	212+13± RT			CONSTRUCTION	T	375 SF						INCL. PDF
7	186-188 RIVER STREET, LLC	5	212+13± RT	213+28± RT			INSTALL & MAINTAIN	P	861 SF						STREET LIGHTING & CONDUITS
			212+13± RT	212+87 RT			CONSTRUCTION	T	681 SF						INCL. PDF
			212+55.3 RT				LANDSCAPE	P							PLANT 1 AAB (ACRE FREEMANII) AUTUMN BLAZE MAPLE
			212+65.9 RT				REMOVE & RESET	T							MAILBOX
			213+16 RT	213+28± RT			CONSTRUCTION	T	106 SF						INCL. PDF
8	186-188 RIVER STREET, LLC	5	213+26± RT	214+01 RT			CONSTRUCTION	T	793 SF						INCL. PDF
			213+27± RT	213+75.09 RT			INSTALL & MAINTAIN	P	494 SF						STREET LIGHTING & CONDUITS
			213+31 RT	213+73 RT			SLOPE	T	60 SF						INCL. EC
			213+34 RT	213+84 RT			LANDSCAPE	P							PLANT 2 GNA (GLEDITSIA TRIACANTHOS F. INERMIS)
															NORTHERN ACCLAIM HONEY LOCUST
			213+84.7 RT				REMOVE & RESET	T							MAILBOX
9	191 ROUTE 7, SOUTH, LLC	5	212+38.37 LT	213+63± LT			INSTALL & MAINTAIN	P	999 SF						STREET LIGHTING & CONDUITS
			212+38.37 LT	212+47 LT			SLOPE	T	13 SF						INCL. EC
			212+47 LT	212+91 LT			DRIVE	T	31 SF						43' WIDE PAVED, MM 4.028
			212+89 LT	213+63± LT			CONSTRUCTION	T	563 SF						INCL. PDF
			213+47 LT	213+53 LT			INSTALL	T	9 SF						NEW SIDEWALK CONNECTION
			213+53 LT	213+63± LT			SLOPE	T	13 SF						
10	KEYBANK NATIONAL ASSOCIATION,	5	213+63± LT	213+73.49 LT			INSTALL & MAINTAIN	P	81 SF						STREET LIGHTING & CONDUITS
	A NATIONAL BANKING ASSOCIATION,		213+73 LT	214+32 LT			LANDSCAPE	P							PLANT 2 MRB (MALUS RED BARON) RED BARRON CRABAPPLE
	AS SUCCESSOR-IN-INTEREST TO														
	BANK OF VERMONT														
11	SAINT ANNE PARISH CHARITABLE TRUST	6,7	MR/RS 502+27.38 RT	MR/RS 504+37.31 RT			HIGHWAY	P	2,414 SF						
			MR/RS 499+50 RT	MR/RS 499+70 RT			CONSTRUCTION	T	45 SF						INCL. PDF
			MR/RS 499+81 RT	MR/RS 500+85 RT			CONSTRUCTION	T	357 SF						INCL. PDF
			MR/RS 500+26 RT	MR/RS 504+54 RT			SLOPE	T	1,151 SF						INCL. EC
			MR/RS 500+48.16 RT	MR/RS 503+77.04 RT			UTILITY	P	1,560 SF						UG COMMUNICATIONS
			MR/RS 500+95 RT	MR/RS 501+68 RT			CONSTRUCTION	T	217 SF						INCL. PDF
			MR/RS 501+77 RT	MR/RS 505+98 RT			CONSTRUCTION	T	2,317 SF						INCL. PDF & EC
			MR/RS 502+50.0 RT	MR/RS 504+50.2 RT			REMOVE & REPLACE	T							4' CHAIN-LINK FENCE
	NOTE: MR/RS = MIDDLE ROAD/RAILROAD STREET ALIGNMENT														

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194row_detail.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W DETAIL SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 41 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

RIGHT - OF - WAY DETAIL SHEET

TABLE OF PROPERTY ACQUISITION

PARCEL NO.	PROPERTY OWNER	ROW LAYOUT NO.	BEGINNING STATION	ENDING STATION	FEE ACQUISITION	REMAINDER	RIGHT			RECORDING DATA					REMARKS
					AREA±	AREA±	TYPE	T / P	AREA ±	TITLE	DATE	TOWN / CITY	BOOK	PAGE	
12	TOWN OF MILTON	1,3,4,6,7	202+14.04 RT	207+45.96 RT			HIGHWAY	P	1,241 SF						
			193+41 RT	193+90 RT			APPROACH	T	1,093 SF						CENTRE DRIVE
			MR/RS 499+10.00	MR/RS 509+70.00			APPROACH	T	1.74 A						MIDDLE RD, RAILROAD ST & WHISPER LN; 75,765 SF±
			204+89.0 RT	204+89.7 RT			INSTALL & MAINTAIN	P							GUY POLE, GUY WIRE & ANCHOR
			205+99.79 RT	206+21.66 RT			UTILITY	P	961 SF						20' WIDE UG COMMUNICATIONS
			206+00.0 RT	206+01.1 RT			INSTALL & MAINTAIN	P							GUY POLE, GUY WIRE & ANCHOR
			206+84.37 RT	MR/RS 504+05.28 LT			UTILITY	P	3,483 SF						20' WIDE GAS
			MR/RS 504+43.52 LT	MR/RS 504+64.65 LT			UTILITY	P	63 SF						20' WIDE UG COMMUNICATIONS
13	VERMONT GAS SYSTEMS, INC.		193+40 LT	214+32 LT			ALL R.T. & I.								UTILITY EASEMENT IN EXISTING OR EXPANDED R.O.W.
14	GREEN MOUNTAIN POWER CORPORATION		193+40 LT	214+32 LT			ALL R.T. & I.								UTILITY EASEMENT IN EXISTING OR EXPANDED R.O.W.
15	CONSOLIDATED COMMUNICATIONS OF NORTHERN NEW ENGLAND COMPANY, LLC		193+40 LT	214+32 LT			ALL R.T. & I.								UTILITY EASEMENT IN EXISTING OR EXPANDED R.O.W.
16	TOWN OF MILTON		193+40 LT	214+32 LT			ALL R.T. & I.								UTILITY EASEMENT IN EXISTING OR EXPANDED R.O.W.
	COMCAST OF CONNECTICUT/GEORGIA/ MASSACHUSETTS/NEW HAMPSHIRE/ NEW YORK/NORTH CAROLINA/VIRGINIA/ VERMONT, LLC														
	AT&T TRANSMISSION														
	FIRSTLIGHT FIBER, INC.														
	CENTURYLINK COMMUNICATIONS, LLC														
	VERMONT TELEPHONE COMPANY, INC.														
	MAINTENANCE AGREEMENT ZONE #1		KC 300+21.76 CL	KC 300+39.05 CL											KEELTY CROSSING; LENGTH = 17.29'
	MAINTENANCE AGREEMENT ZONE #2		MS 700+62.17 CL	MS 700+80.73 CL											MILTON SQUARE; LENGTH = 18.56'
	MAINTENANCE AGREEMENT ZONE #3		WLE 400+14.32 CL	WLE 400+29.44 CL											WHISPER LANE EXTENSION; LENGTH = 15.12'
	RELINQUISHMENT #1		KC 300+39.05 CL	MR/RS 502+91.12 LT											KEELTY CROSSING/MIDDLE ROAD; LENGTH ALONG KEELTY CROSSING CL = 211.47'; LENGTH ALONG MIDDLE ROAD EXISTING R.O.W. = 220.13'
	RELINQUISHMENT #2		WLE 400+29.44 CL	WLE 403+17.10 CL											WHISPER LANE EXTENSION; LENGTH = 287.66'
	RELINQUISHMENT #3		MR/RS 502+27.38 RT	MR/RS 504+37.31 RT											ALONG MIDDLE ROAD & RAILROAD STREET; LENGTH ALONG NEW R.O.W. = 195.93'
	RELINQUISHMENT #4		MR/RS 504+70.24 LT	MR/RS 507+08.55 LT											ALONG RAILROAD STREET; LENGTH ALONG EXISTING R.O.W. = 242.98'
	NOTE: MR/RS = MIDDLE ROAD/RAILROAD STREET ALIGNMENT MS = MILTON SQUARE ALIGNMENT WLE = WHISPER LANE EXTENSION ALIGNMENT KC = KEELTY CROSSING														

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE

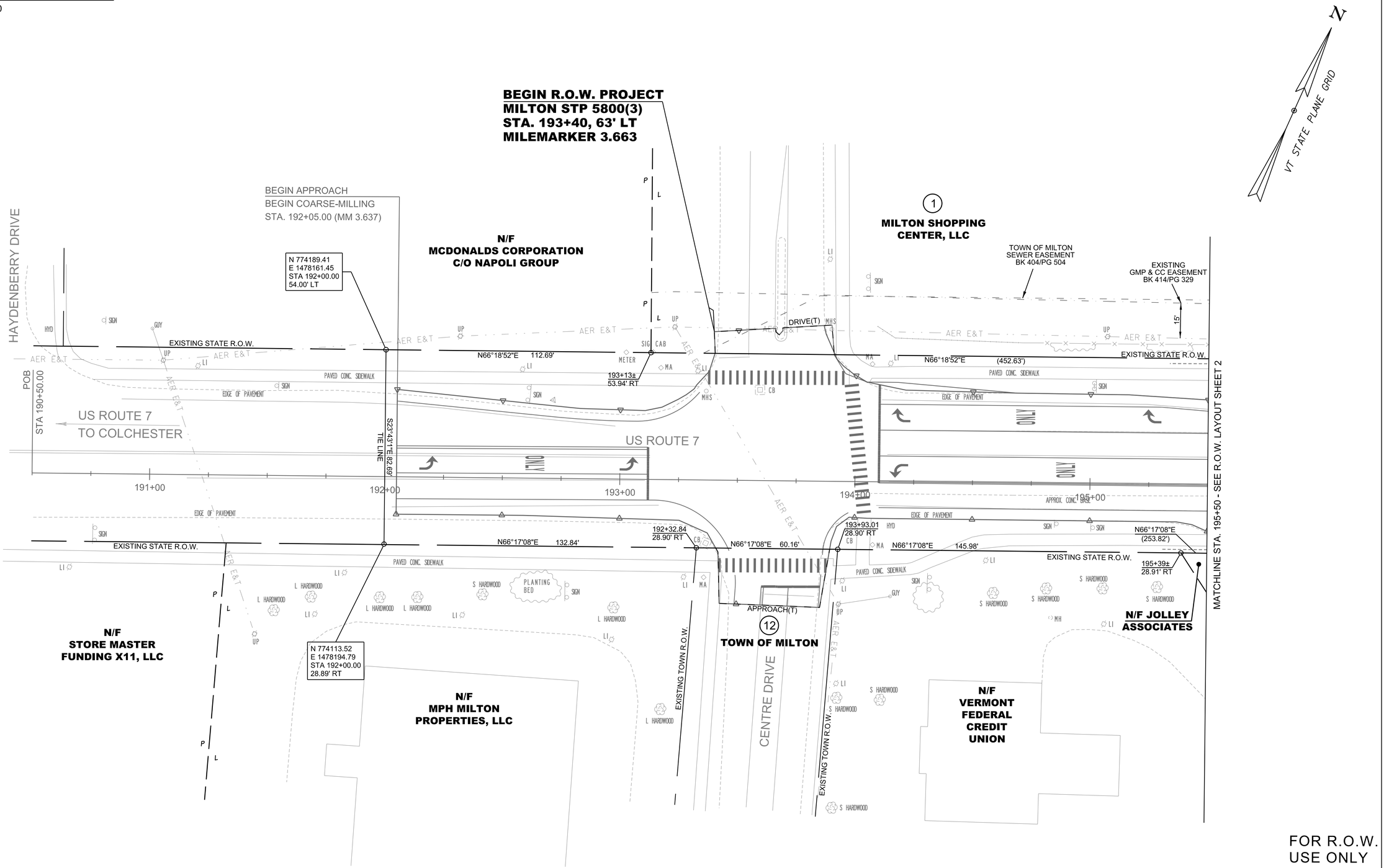
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94row_detail.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W DETAIL SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 42 OF 188

COARSE-MILLING, BITUMINOUS PAVEMENT
192+05.0 - 195+50.0



FOR R.O.W.
USE ONLY

LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE, BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

EXISTING RIGHT-OF-WAY LIMITS REFERENCED TO:
U.S. RTE 7 - VOL. 1, PG. 67, VOL. 2, PG. 193,
ROW PROJECT F 102 B, 1929
MIDDLE ROAD - 19 V.S.A.§ 32
RAILROAD STREET - VOL. 1, PG. 67

SUBJECT TO VT OPERATIONAL STORMWATER DISCHARGE PERMITS:
TOWN OWNED PORTION OF PROJECT: #9653-9050.1A
STATE OWNED PORTION OF PROJECT: #9653-9050.A

0 20 40
SCALE IN FEET

GREEN

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94row.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W. LAYOUT SHEET 1

PLOT DATE: 10/21/2024
DRAWN BY: J. RILEY
CHECKED BY: A. McQUEENEY
SHEET 6 OF 60

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
195+50.0 - 200+50.0 LT
196+5-.0 - 200+50.0 RT

COARSE-MILLING, BITUMINOUS PAVEMENT
195+50.0 - 196+80.0

CAST-IN-PLACE CONCRETE CURB, TYPE B
SEE CURB TIE PLAN SHEETS

REMOVAL OF EXISTING CURB
196+80.0 RT - 197+22.8 RT
197+72.0 RT - 197+85.0 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
197+90.9 RT - 200+50.0 RT
198+30.7 LT - 200+50.0 LT

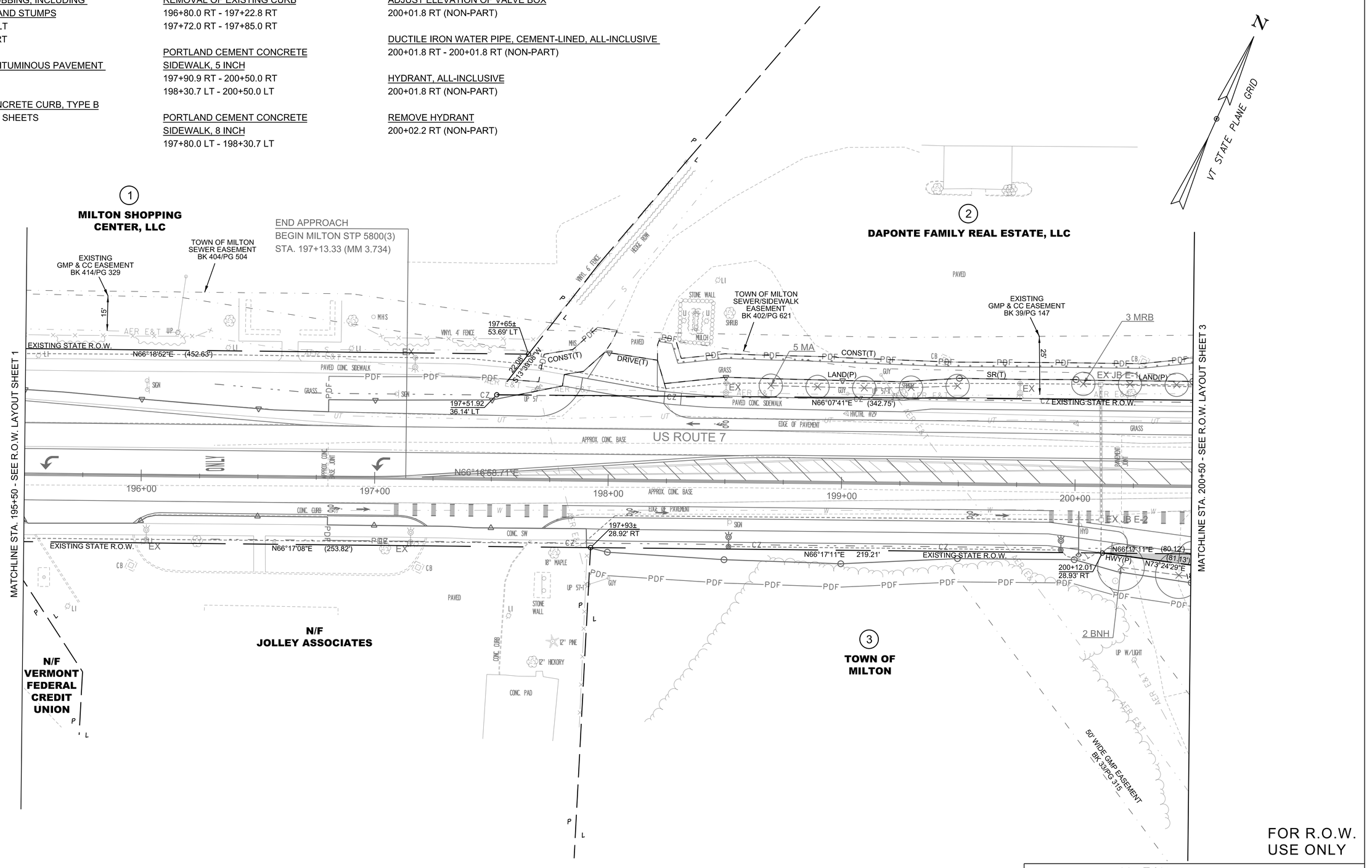
PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
197+80.0 LT - 198+30.7 LT

ADJUST ELEVATION OF VALVE BOX
200+01.8 RT (NON-PART)

DUCTILE IRON WATER PIPE, CEMENT-LINED, ALL-INCLUSIVE
200+01.8 RT - 200+01.8 RT (NON-PART)

HYDRANT, ALL-INCLUSIVE
200+01.8 RT (NON-PART)

REMOVE HYDRANT
200+02.2 RT (NON-PART)



FOR R.O.W. USE ONLY

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EXISTING RIGHT-OF-WAY LIMITS REFERENCED TO:
U.S. RTE 7 - VOL. 1, PG. 67, VOL. 2, PG. 193,
ROW PROJECT F 102 B, 1929
MIDDLE ROAD - 19 V.S.A.§ 32
RAILROAD STREET - VOL. 1, PG. 67

SUBJECT TO VT OPERATIONAL STORMWATER DISCHARGE PERMITS:
TOWN OWNED PORTION OF PROJECT: #9653-9050.1A
STATE OWNED PORTION OF PROJECT: #9653-9050.A

0 20 40
SCALE IN FEET

GREEN

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194row.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W. LAYOUT SHEET 2

PLOT DATE: 10/21/2024
DRAWN BY: J. RILEY
CHECKED BY: A. McQUEENEY
SHEET 7 OF 60

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
200+50.0 - 205+50.0 LT
200+50.0 - 203+87.9 RT
203+87.9 - 205+50.0 RT (NON-PART)
300+25.9 - 301+47.3 RT (NON-PART)
300+26.0 - 301+81.1 LT (NON-PART)

EXCAVATION OF SURFACES AND PAVEMENTS
203+06.0 RT - 205+50.0 RT (RAILROAD STREET)

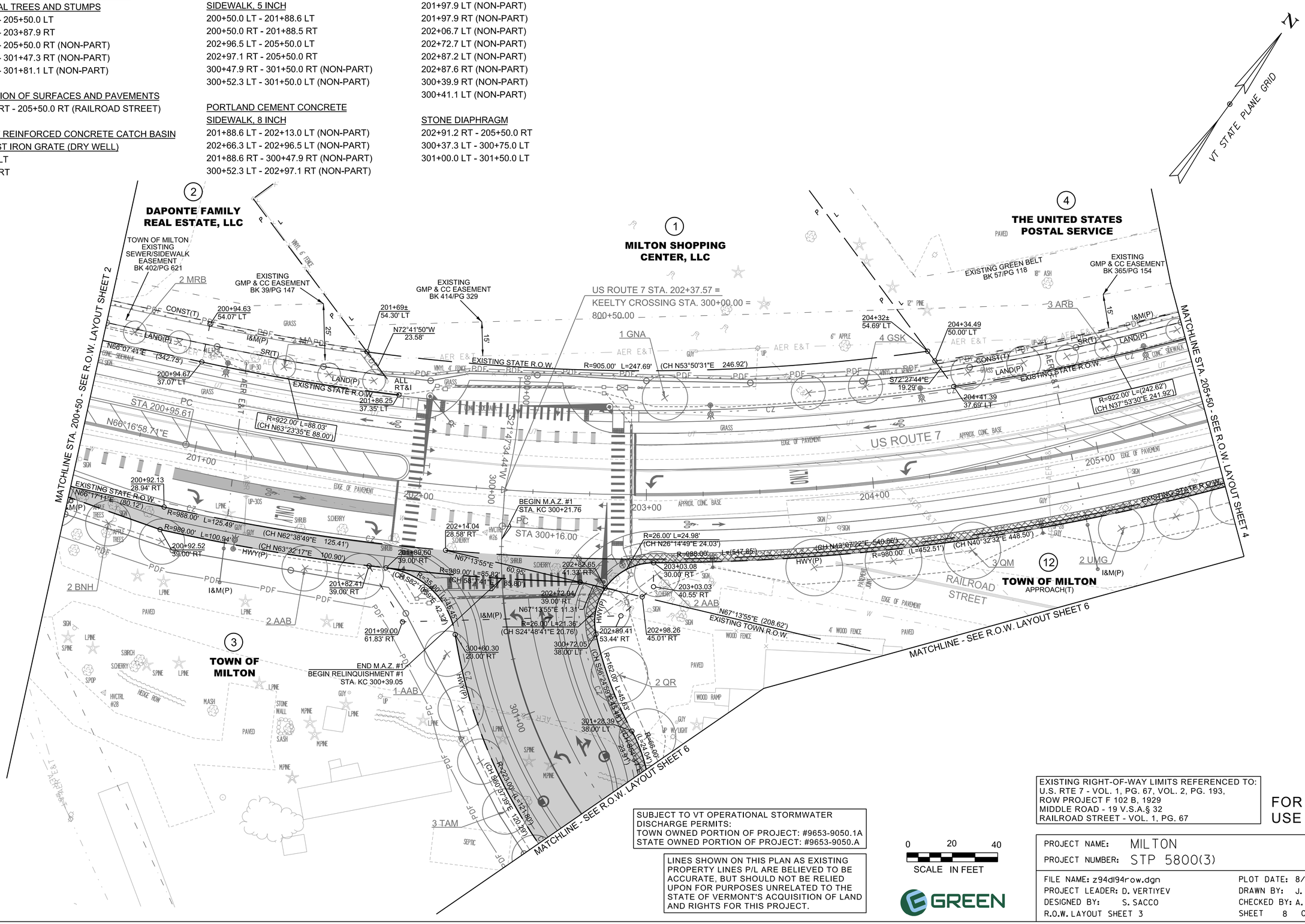
PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
301+33.4 LT
301+36.6 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
200+50.0 LT - 201+88.6 LT
200+50.0 RT - 201+88.5 RT
202+96.5 LT - 205+50.0 LT
202+97.1 RT - 205+50.0 RT
300+47.9 RT - 301+50.0 RT (NON-PART)
300+52.3 LT - 301+50.0 LT (NON-PART)

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
201+88.6 LT - 202+13.0 LT (NON-PART)
202+66.3 LT - 202+96.5 LT (NON-PART)
201+88.6 RT - 300+47.9 RT (NON-PART)
300+52.3 LT - 202+97.1 RT (NON-PART)

DETECTABLE WARNING SURFACE
201+97.9 LT (NON-PART)
201+97.9 RT (NON-PART)
202+06.7 LT (NON-PART)
202+72.7 LT (NON-PART)
202+87.2 LT (NON-PART)
202+87.6 RT (NON-PART)
300+39.9 RT (NON-PART)
300+41.1 LT (NON-PART)

STONE DIAPHRAGM
202+91.2 RT - 205+50.0 RT
300+37.3 LT - 300+75.0 LT
301+00.0 LT - 301+50.0 LT



SUBJECT TO VT OPERATIONAL STORMWATER DISCHARGE PERMITS:
TOWN OWNED PORTION OF PROJECT: #9653-9050.1A
STATE OWNED PORTION OF PROJECT: #9653-9050.A

LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE, BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

0 20 40
SCALE IN FEET

EXISTING RIGHT-OF-WAY LIMITS REFERENCED TO:
U.S. RTE 7 - VOL. 1, PG. 67, VOL. 2, PG. 193,
ROW PROJECT F 102 B, 1929
MIDDLE ROAD - 19 V.S.A.§ 32
RAILROAD STREET - VOL. 1, PG. 67

FOR R.O.W. USE ONLY

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94row.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W. LAYOUT SHEET 3
PLOT DATE: 8/6/2025
DRAWN BY: J. RILEY
CHECKED BY: A. McQUEENEY
SHEET 8 OF 60

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
205+50.0 - 210+50.0 LT
205+50.0 - 208+50.0 RT (NON-PART)
208+50.0 - 210+50.0 RT
400+16.0 - 401+50.0 LT
400+24.7 - 401+50.0 RT

EXCAVATION OF SURFACES AND PAVEMENTS
205+63.1 RT - 207+25.0 RT (MIDDLE ROAD)
209+53.5 LT - 210+19.9 LT (MILTON SQUARE ENTRANCE)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
205+50.0 LT - 208+32.4 LT
205+50.0 RT - 208+33.0 RT
209+58.6 LT - 210+50.0 LT
209+58.7 RT - 210+50.0 RT
400+45 .4RT - 401+50.0 RT
400+45.1 LT - 401+50.0 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
208+32.4 LT - 700+61.0 RT
208+33.0 RT - 400+45.4 RT
700+61.0 LT - 209+58.6 LT
400+45.1 LT - 209+58.7 RT

DETECTABLE WARNING SURFACE
208+42.6 LT
208+42.2 RT
209+49.3 LT
209+49.3 RT
400+35.9 RT
400+35.9 LT
700+63.5 RT
700+63.5 LT

REMOVING AND RESETTING FENCE
207+88.5 LT - 208+25.0 LT
208+25.0 LT - 209+37.3 LT TO
209+54.0 LT - 210+50.0 LT

REMOVAL OF EXISTING FENCE
208+25.0 LT - 209+37.3 LT
209+87.7 LT - 209+89.3 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
209+45.0 RT - 209+56.0 RT
210+16.0 RT - 210+28.0 RT

ADJUST ELEVATION OF VALVE BOX
208+33.2 RT (NON-PART)

DUCTILE IRON WATER PIPE, CEMENT-LINED (6")
206+74.3 RT - 207+67.4 RT
209+87.3 RT - 209+87.3 RT (NON-PART)

GATE VALVE WITH VALVE BOX (6")
209+87.3 RT (NON-PART)

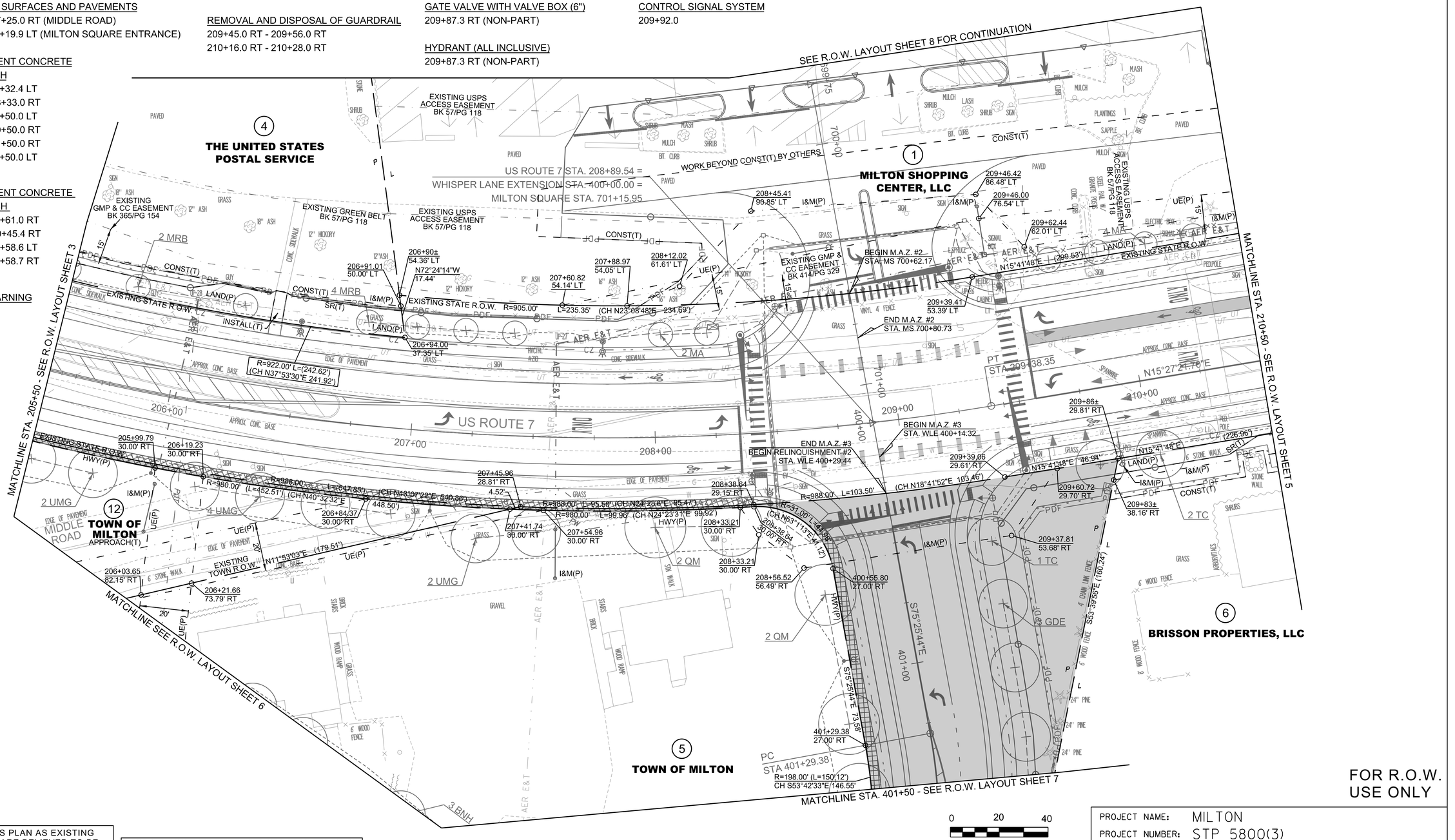
HYDRANT (ALL INCLUSIVE)
209+87.3 RT (NON-PART)

REMOVE HYDRANT
209+87.4 RT (NON-PART)

STONE DIAPHRAGM
205+50.0 RT - 208+38.6 RT
400+47.4 RT - 401+50.0 RT

REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM
209+92.0

REMOVE STREET LIGHT ASSEMBLY
209+47.3 LT
209+54.7
210+26.1 LT



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EXISTING RIGHT-OF-WAY LIMITS REFERENCED TO:
U.S. RTE 7 - VOL. 1, PG. 67, VOL. 2, PG. 193,
ROW PROJECT F 102 B, 1929
MIDDLE ROAD - 19 V.S.A.§ 32
RAILROAD STREET - VOL. 1, PG. 67

SUBJECT TO VT OPERATIONAL STORMWATER DISCHARGE PERMITS:
TOWN OWNED PORTION OF PROJECT: #9653-9050.1A
STATE OWNED PORTION OF PROJECT: #9653-9050.A

FOR R.O.W. USE ONLY

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194row.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W. LAYOUT SHEET 4
PLOT DATE: 10/21/2024
DRAWN BY: J. RILEY
CHECKED BY: A. McQUEENEY
SHEET 9 OF 60

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
210+50.0 - 214+50.0 LT
210+50.0 - 214+50.0 RT

EXCAVATION OF SURFACES AND PAVEMENTS
211+65.0 RT - 211+75.0 RT

COARSE-MILLING, BITUMINOUS PAVEMENT
213+90.0 - 214+50.0

PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
213+77.4 RT
213+77.4 LT

CHANGING ELEVATION OF SEWER MANHOLES
212+41.3 LT

CAST-IN-PLACE CONCRETE CURB, TYPE B
213+72.5 LT - 213+79.2 LT

REMOVAL OF EXISTING CURB
213+72.5 LT - 213+79.2 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
212+65.9 RT
213+84.7 RT

REMOVING AND RESETTING FENCE
210+50.0 LT - 210+89.4 LT

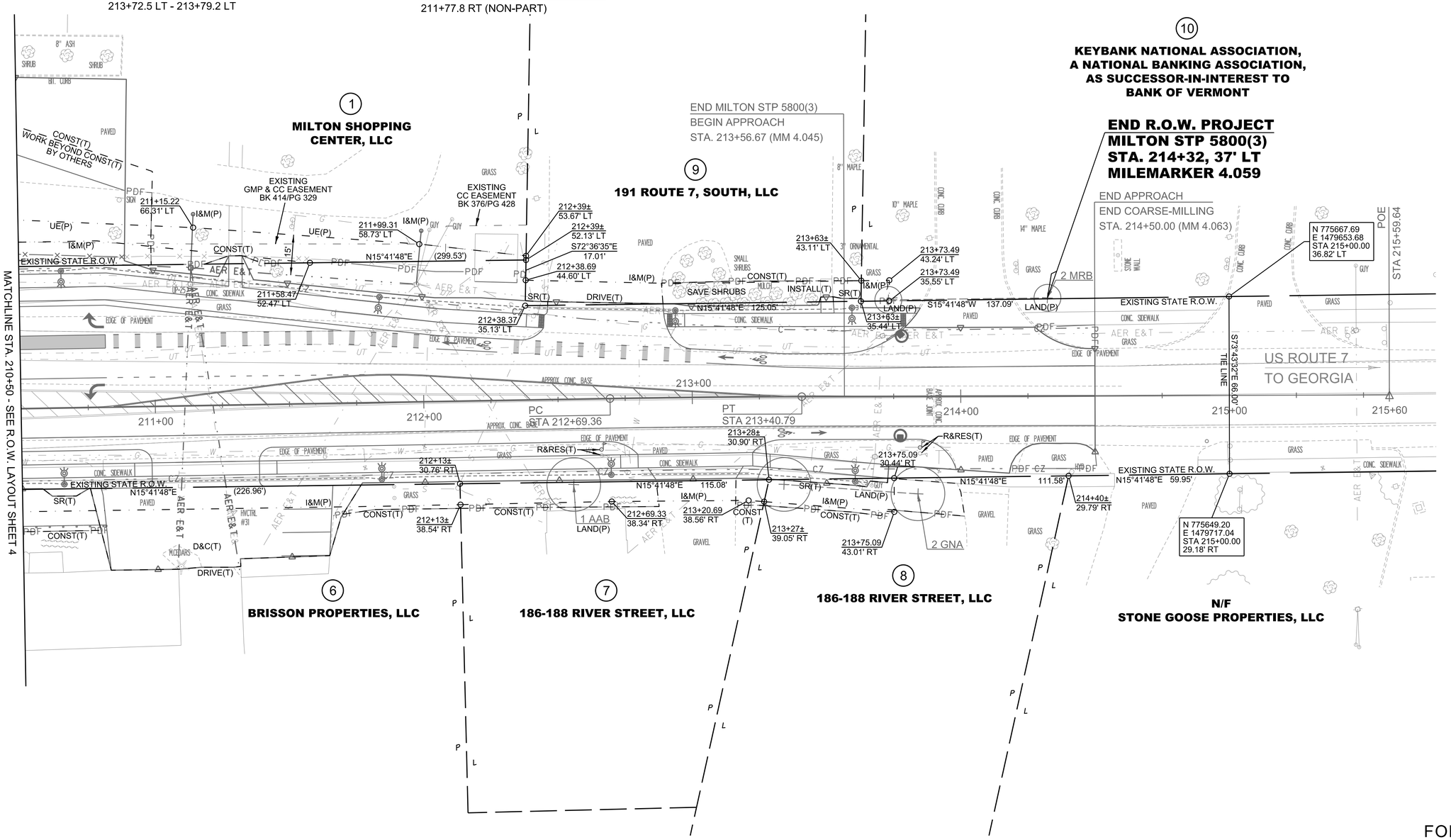
ADJUST ELEVATION OF VALVE BOX
211+77.8 RT (NON-PART)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
210+50.0 LT - 212+45.1 LT
210+50.0 RT - 210+71.9 RT
210+96.9 RT - 211+29.1RT
211+72.1 RT - 212+72.9 RT
212+90.8 LT - 213+83.8 LT
213+28.9 RT - 213+73.1 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
210+71.9 RT - 210+96.9 RT
211+29.1 RT - 211+72.1 RT
212+72.9 RT - 213+28.9 RT

DETECTABLE WARNING SURFACE
212+44.2 LT
212+91.9 LT
213+78.6 LT

VT STATE PLANE GRID



FOR R.O.W. USE ONLY

LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE, BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

EXISTING RIGHT-OF-WAY LIMITS REFERENCED TO:
U.S. RTE 7 - VOL. 1, PG. 67, VOL. 2, PG. 193,
ROW PROJECT F 102 B, 1929
MIDDLE ROAD - 19 V.S.A.§ 32
RAILROAD STREET - VOL. 1, PG. 67

SUBJECT TO VT OPERATIONAL STORMWATER DISCHARGE PERMITS:
TOWN OWNED PORTION OF PROJECT: #9653-9050.1A
STATE OWNED PORTION OF PROJECT: #9653-9050.A

0 20 40
SCALE IN FEET

GREEN

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94row.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W. LAYOUT SHEET 5

PLOT DATE: 11/5/2024
DRAWN BY: J. RILEY
CHECKED BY: A. McQUEENEY
SHEET 10 OF 60

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
301+47.3 - 301+81.1 RT (NON-PART)
301+53.2 - 301+81.1 LT (NON-PART)
499+10.0 - 503+20.9 LT
499+10.0 - 504+40.0 RT
503+20.9 - 504+40.0 LT (NON-PART)

EXCAVATION OF SURFACES AND PAVEMENTS
502+85.0 LT - 503+73.0 LT (RAILROAD STREET)
503+73.0 LT - 504+40.0 LT (MIDDLE ROAD)

COARSE-MILLING, BITUMINOUS PAVEMENT
499+10.0 - 499+60.0

CHANGING ELEVATION OF SEWER MANHOLES
501+25.3 LT
503+41.9 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
499+99.0 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
301+50.0 RT - 302+31.5 RT (NON-PART)
301+50.0 LT - 302+31.6 LT (NON-PART)
499+87.7 RT - 500+78.8 RT
501+02.7 RT - 501+61.2 RT
501+62.6 LT - 504+40.0 LT
501+85.1 RT - 504+40.0 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
302+31.5 RT - 501+62.6 LT (NON-PART)
499+82.7 RT - 499+87.7 RT
500+72.8 LT - 302+33.1 RT (NON-PART)
500+78.8 RT - 501+02.7 RT
501+61.2 RT - 501+85.1 RT

DETECTABLE WARNING SURFACE
302+42.4 RT (NON-PART)
302+42.4 LT (NON-PART)
500+75.3 RT (NON-PART)
500+75.3 LT (NON-PART)
501+52.5 RT (NON-PART)
501+52.5 LT (NON-PART)

BOLLARDS
503+28.7 RT

CHAIN-LINK FENCE, 4 FEET
502+93.6 RT - 504+40.0 RT

BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 4 FEET
502+93.6 RT
503+71.0 RT

REMOVAL OF EXISTING FENCE
502+93.6 RT - 504+40.0 RT

DUCTILE IRON WATER PIPE, CEMENT LINED, ALL-INCLUSIVE
503+27.1 LT - 503+31.5 RT

DUCTILE IRON WATER PIPE, CEMENT LINED, ALL-INCLUSIVE
503+30.3 LT - 503+48.9 LT
503+49.7 LT - 503+99.3 LT
504+10.9 LT - 504+40.0 LT

ADJUST ELEVATION OF VALVE BOX
503+48.9 LT
504+09.9 LT
504+10.9 LT

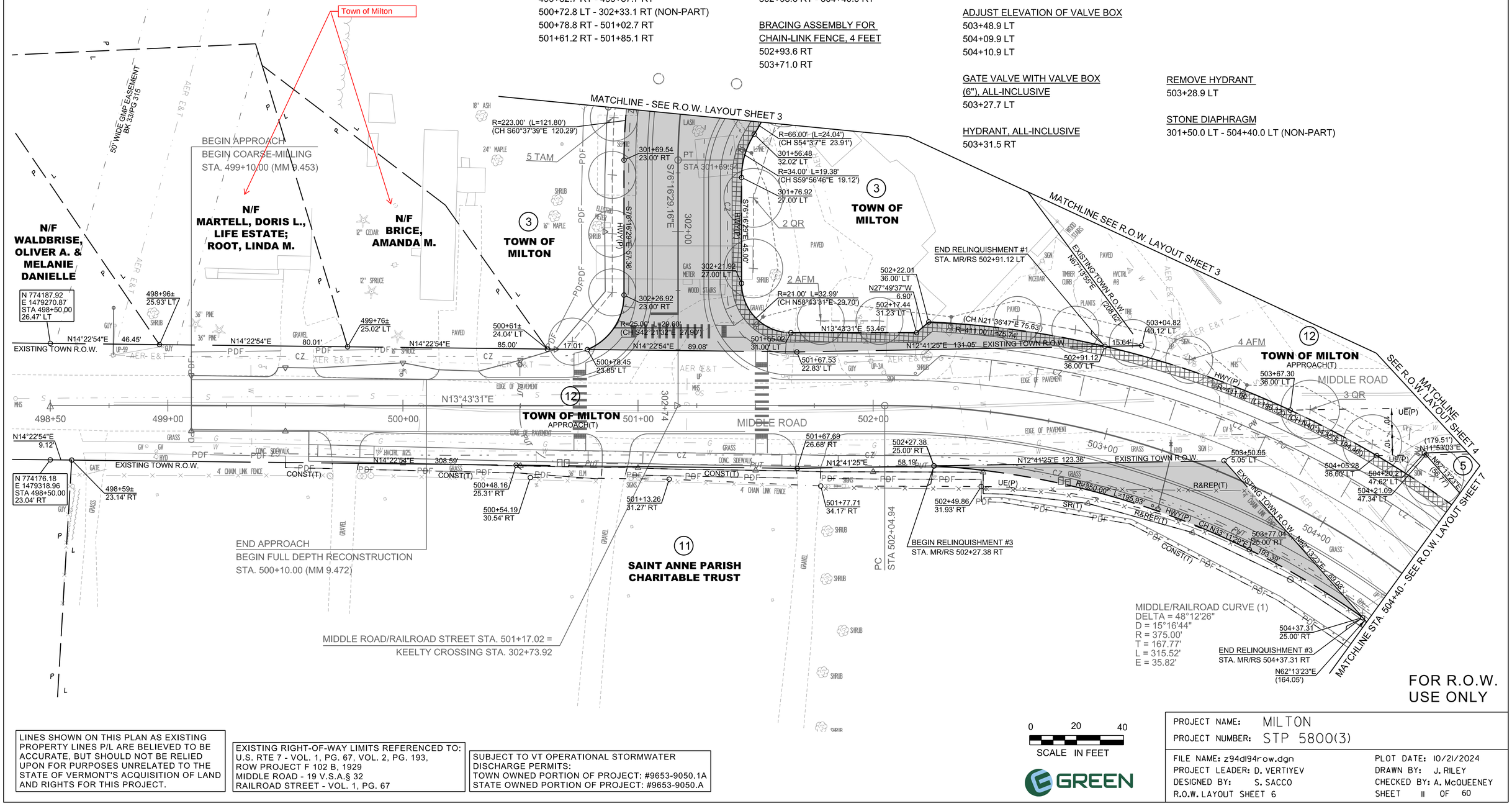
GATE VALVE WITH VALVE BOX (6"), ALL-INCLUSIVE
503+27.7 LT

HYDRANT, ALL-INCLUSIVE
503+31.5 RT

REMOVE HYDRANT
503+28.9 LT

STONE DIAPHRAGM
301+50.0 LT - 504+40.0 LT (NON-PART)

VT STATE PLANE GRID



FOR R.O.W. USE ONLY

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U.S. RTE 7 - VOL. 1, PG. 67, VOL. 2, PG. 193,
ROW PROJECT F 102 B, 1929
MIDDLE ROAD - 19 V.S.A.§ 32
RAILROAD STREET - VOL. 1, PG. 67

SUBJECT TO VT OPERATIONAL STORMWATER DISCHARGE PERMITS:
TOWN OWNED PORTION OF PROJECT: #9653-9050.1A
STATE OWNED PORTION OF PROJECT: #9653-9050.A

0 20 40
SCALE IN FEET

GREEN

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94row.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W. LAYOUT SHEET 6

PLOT DATE: 10/21/2024
DRAWN BY: J. RILEY
CHECKED BY: A. McQUEENEY
SHEET 11 OF 60

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
401+50.0 - 403+38.2 RT
401+50.0 - 403 37.2 LT
403+62.2 - 404+50.0 RT
403+60.2 - 404 50.0 LT
504+40.0 - 507+75.0 LT (NON-PART)
504+40.0 - 509+80.0 RT
507+75.0 - 509+80.0 LT

COARSE-MILLING, BITUMINOUS PAVEMENT
509+20.0 - 509+70.0
404+25.0 - 404+50.0

PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
402+59.7 RT
402+59.7 LT
402+59.7 LT

CHANGING ELEVATION OF SEWER MANHOLES
505+32.5 RT
507+93.0 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
507+12.5 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
401+50.0 RT - 403+15.4 RT
401+50.0 LT - 403+15.6 LT
504+40.0 LT - 505+20.0 LT
505+55.0 LT - 507+42.0 LT
504+40.0 RT - 505+14.8 RT
505+36.8 RT - 507+18.2 RT
507+54.2 RT - 507+63.9 RT
508+26.5 LT - 508+62.9 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
403+15.6 LT - 508+26.5 LT
505+20.0 LT - 505+55.0 LT
505+14.8 RT - 505+36.8 RT
507+42.0 LT - 403+15.4 RT
507+18.7 RT - 507+54.2 RT

DETECTABLE WARNING SURFACE
403+24.3 RT
403+24.7 LT
507+51.7 LT
507+51.7 RT

BOLLARDS
508+25.0 LT

CHAIN-LINK FENCE, 4 FEET
504+40.0 RT - 504+48.4 RT

BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 4 FEET
504+48.4 RT

REMOVAL OF EXISTING FENCE
504+40.0 RT - 504+48.4 RT

DUCTILE IRON WATER PIPE, CEMENT LINED (6"), ALL-INCLUSIVE
508+23.0 LT - 508+23.0 LT

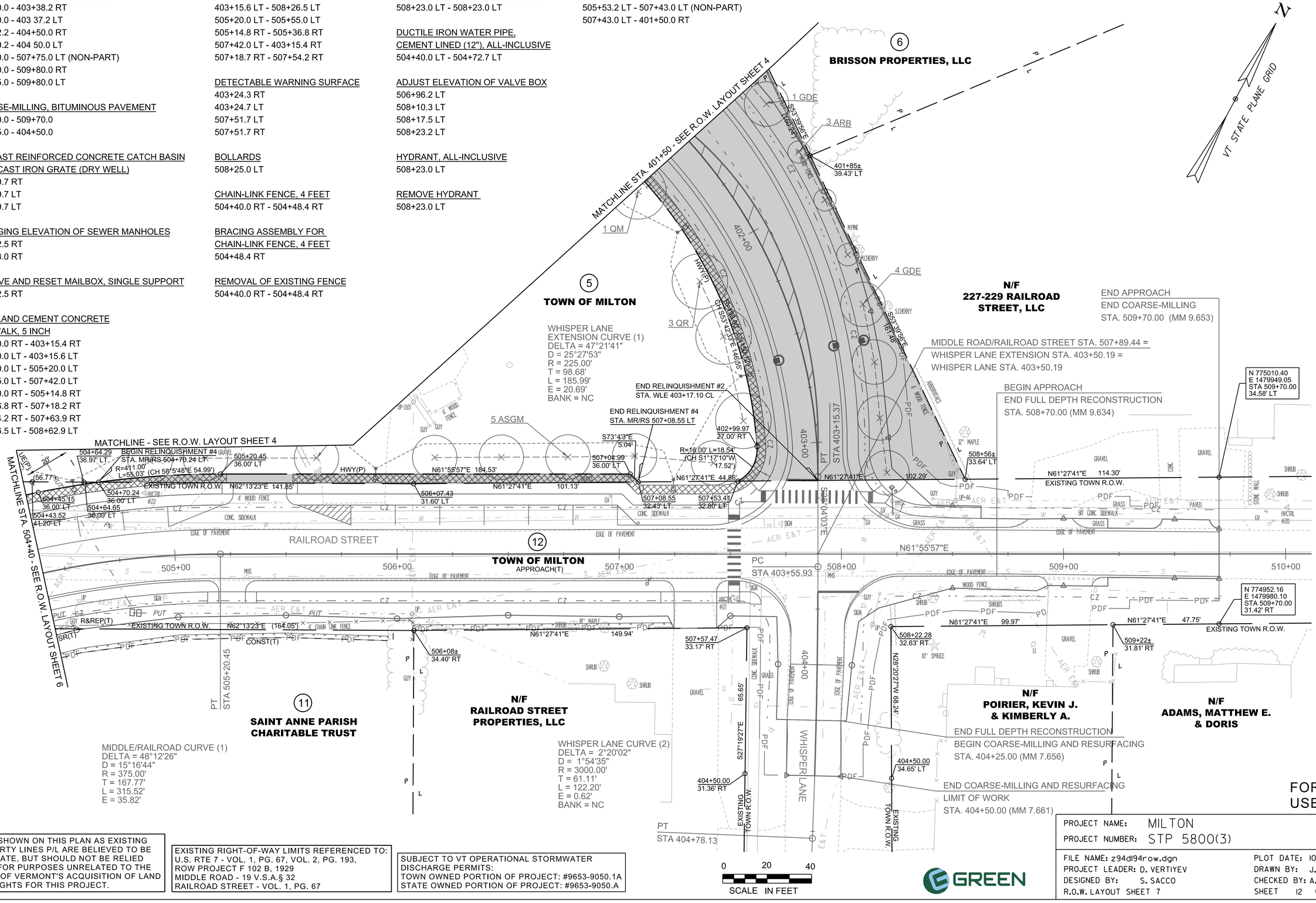
DUCTILE IRON WATER PIPE, CEMENT LINED (12"), ALL-INCLUSIVE
504+40.0 LT - 504+72.7 LT

ADJUST ELEVATION OF VALVE BOX
506+96.2 LT
508+10.3 LT
508+17.5 LT
508+23.2 LT

HYDRANT, ALL-INCLUSIVE
508+23.0 LT

REMOVE HYDRANT
508+23.0 LT

STONE DIAPHRAGM
504+40.0 LT - 505+23.0 LT (NON-PART)
505+53.2 LT - 507+43.0 LT (NON-PART)
507+43.0 LT - 401+50.0 RT



LINES SHOWN ON THIS PLAN AS EXISTING PROPERTY LINES P/L ARE BELIEVED TO BE ACCURATE, BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

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U.S. RTE 7 - VOL. 1, PG. 67, VOL. 2, PG. 193,
ROW PROJECT F 102 B, 1929
MIDDLE ROAD - 19 V.S.A.§ 32
RAILROAD STREET - VOL. 1, PG. 67

SUBJECT TO VT OPERATIONAL STORMWATER DISCHARGE PERMITS:
TOWN OWNED PORTION OF PROJECT: #9653-9050.1A
STATE OWNED PORTION OF PROJECT: #9653-9050.A

FOR R.O.W. USE ONLY

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

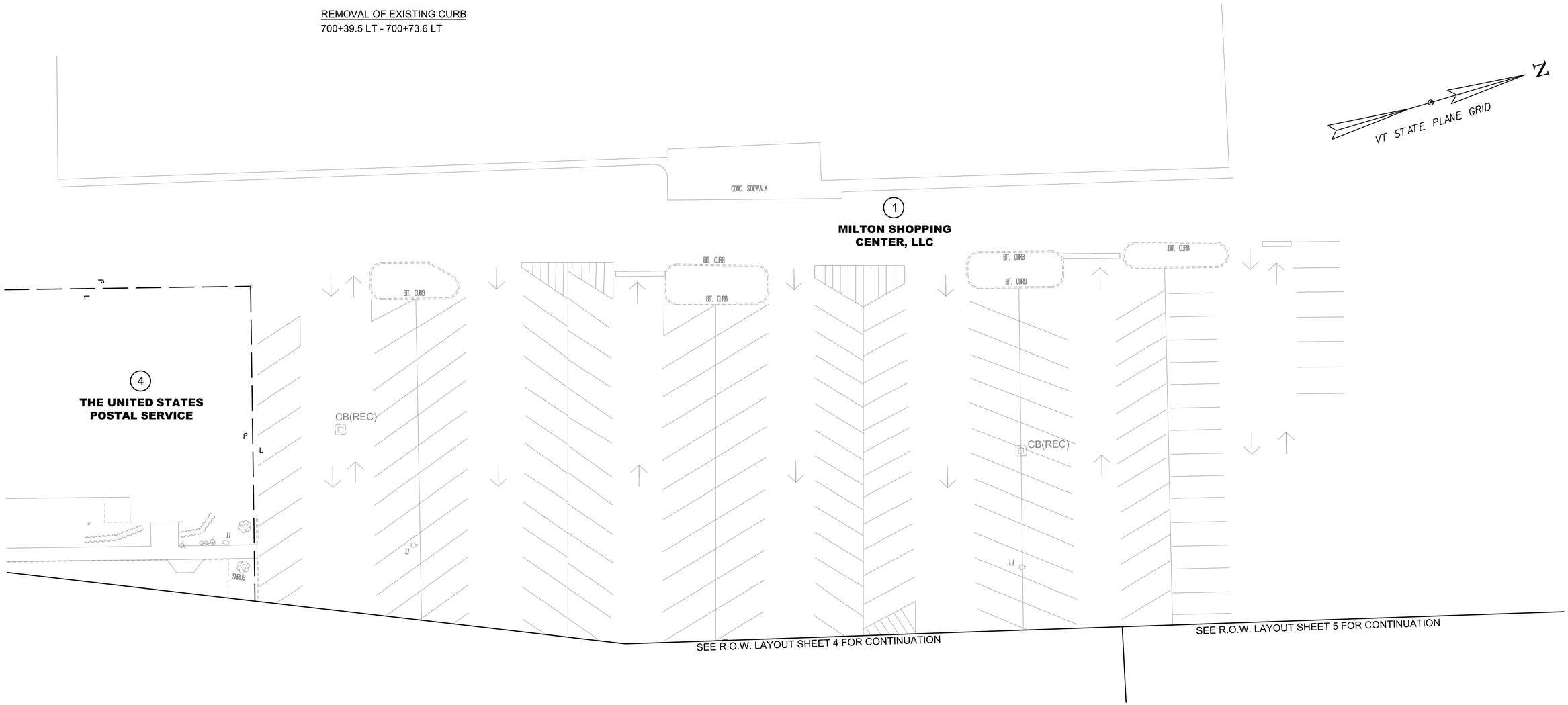
FILE NAME: z94d194row.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W. LAYOUT SHEET 7

PLOT DATE: 10/21/2024
DRAWN BY: J. RILEY
CHECKED BY: A. McQUEENEY
SHEET 12 OF 60

EXCAVATION OF SURFACES AND PAVEMENTS
209+53.5 LT - 210+19.9 LT (MILTON SQUARE ENTRANCE)

CAST-IN-PLACE CONCRETE CURB, TYPE B
SEE CURB TIE PLAN SHEETS

REMOVAL OF EXISTING CURB
700+39.5 LT - 700+73.6 LT



FOR R.O.W. USE ONLY

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EXISTING RIGHT-OF-WAY LIMITS REFERENCED TO:
U.S. RTE 7 - VOL. 1, PG. 67, VOL. 2, PG. 193,
ROW PROJECT F 102 B, 1929
MIDDLE ROAD - 19 V.S.A.§ 32
RAILROAD STREET - VOL. 1, PG. 67

SUBJECT TO VT OPERATIONAL STORMWATER DISCHARGE PERMITS:
TOWN OWNED PORTION OF PROJECT: #9653-9050.1A
STATE OWNED PORTION OF PROJECT: #9653-9050.A

0 20 40
SCALE IN FEET

GREEN

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94row.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
R.O.W. LAYOUT SHEET 8

PLOT DATE: 10/21/2024
DRAWN BY: J. RILEY
CHECKED BY: A. McQUEENEY
SHEET 13 OF 60

N

VT STATE PLANE GRID

BEGIN APPROACH
BEGIN COARSE-MILLING
STA. 192+05.00 (MM 3.637)

POB
STA 190+50.00

US ROUTE 7
TO COLCHESTER

US ROUTE 7

191+00 192+00 193+00 194+00 195+00

MATCHLINE STA. 195+50 - SEE PLAN SHEET 2

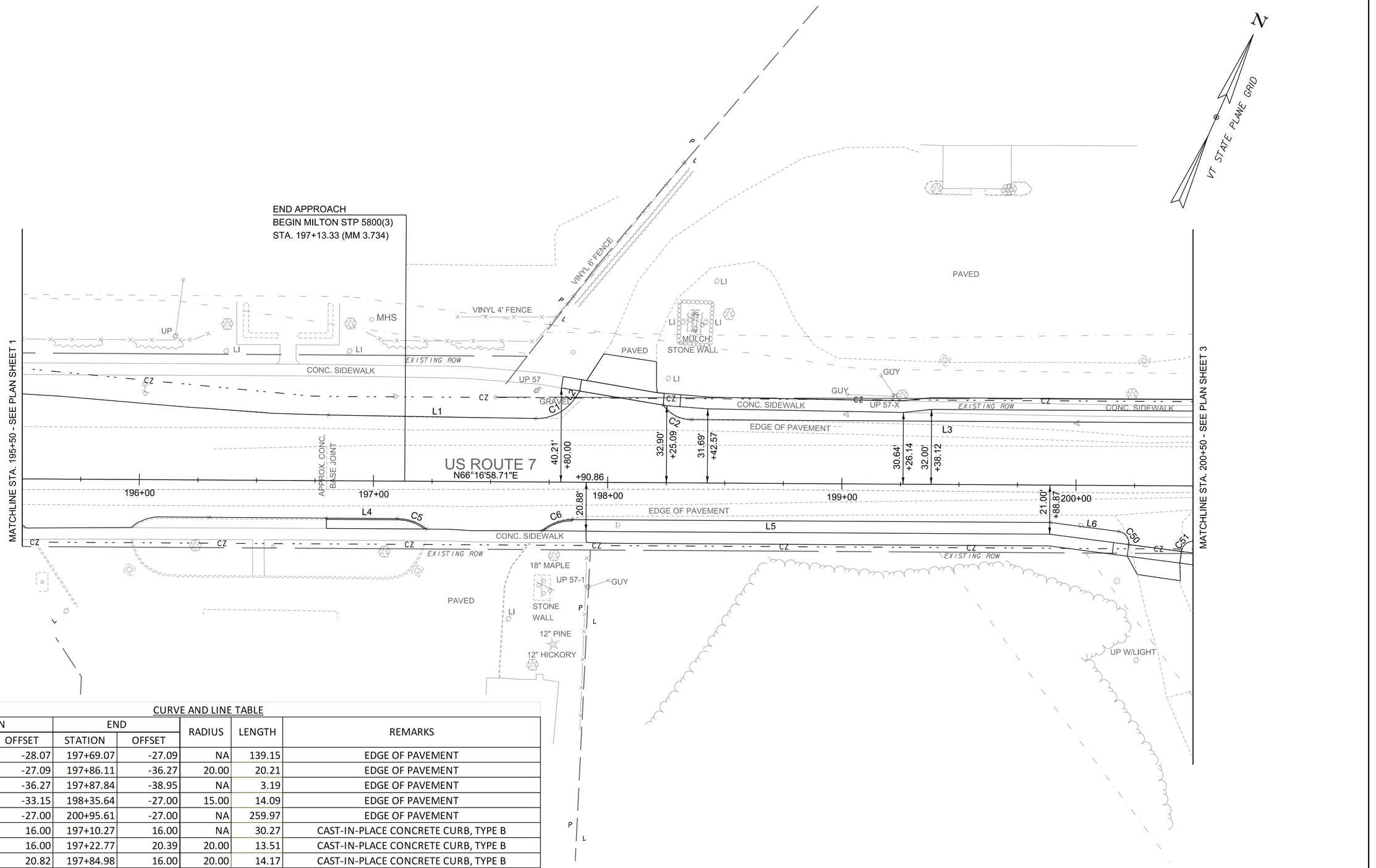
UP LI EXISTING ROW EDGE OF PAVEMENT CZ PLANTING BED SIG CAB MA CB P L MHS VINYL 4' FENCE CONC. SIDEWALK PAVED

L HARDWOOD S HARDWOOD DMH

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94curbbdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
CURB TIE AND LAYOUT SHEET 1	SHEET 51 OF 188



CURVE AND LINE TABLE

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
L1	196+30.00	-28.07	197+69.07	-27.09	NA	139.15	EDGE OF PAVEMENT
C1	197+69.07	-27.09	197+86.11	-36.27	20.00	20.21	EDGE OF PAVEMENT
L2	197+86.11	-36.27	197+87.84	-38.95	NA	3.19	EDGE OF PAVEMENT
C2	198+23.53	-33.15	198+35.64	-27.00	15.00	14.09	EDGE OF PAVEMENT
L3	198+35.64	-27.00	200+95.61	-27.00	NA	259.97	EDGE OF PAVEMENT
L4	196+80.00	16.00	197+10.27	16.00	NA	30.27	CAST-IN-PLACE CONCRETE CURB, TYPE B
C5	197+10.27	16.00	197+22.77	20.39	20.00	13.51	CAST-IN-PLACE CONCRETE CURB, TYPE B
C6	197+71.96	20.82	197+84.98	16.00	20.00	14.17	CAST-IN-PLACE CONCRETE CURB, TYPE B
L5	197+84.98	16.00	199+89.18	16.00	NA	204.20	EDGE OF PAVEMENT
L6	199+89.18	16.00	200+18.35	19.65	NA	29.40	EDGE OF PAVEMENT
C50	200+18.35	19.65	200+22.69	25.23	5.00	7.85	EDGE OF PAVEMENT
C51	200+45.17	28.03	200+50.64	23.68	5.00	7.85	EDGE OF PAVEMENT

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

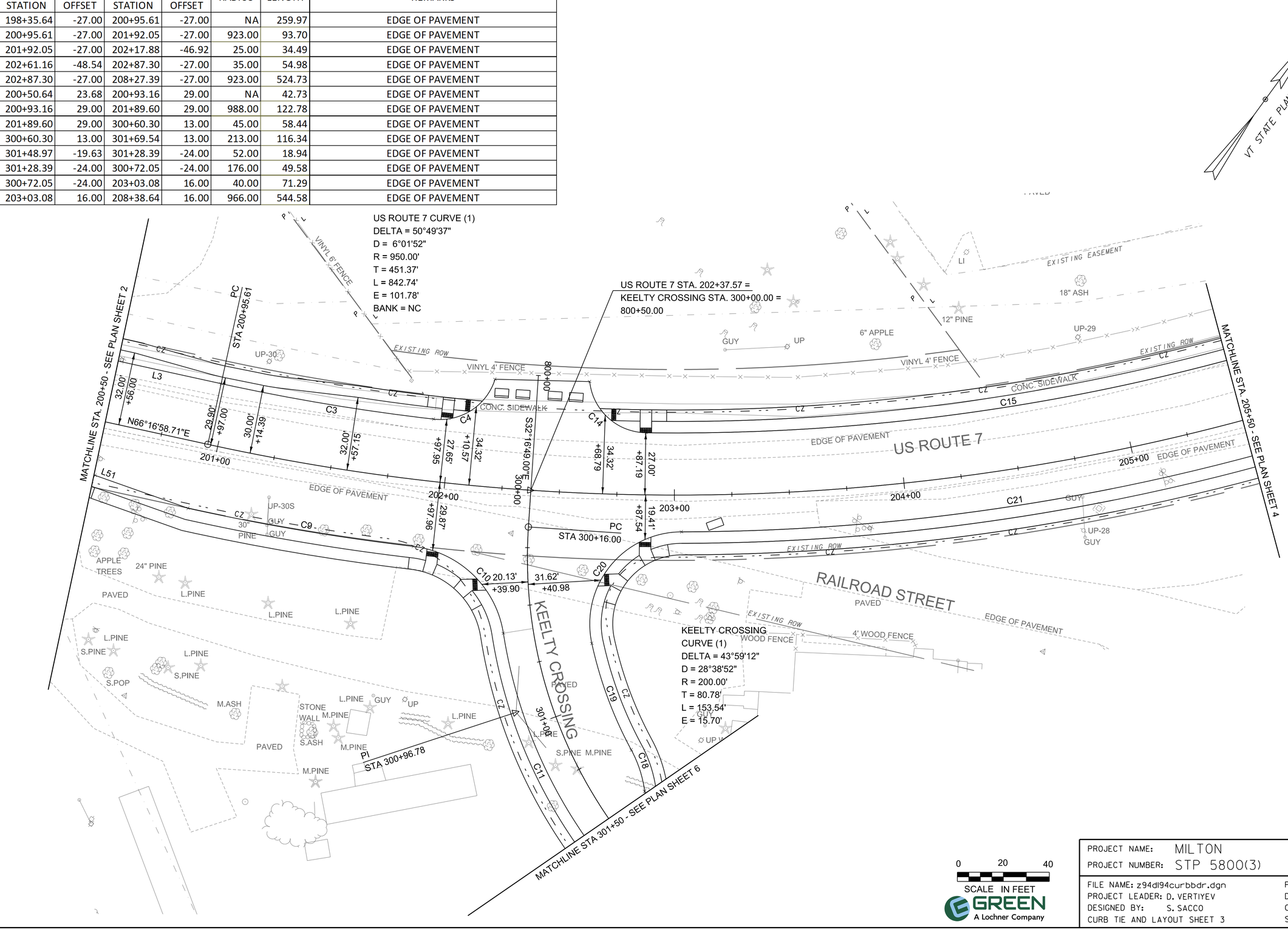
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94curbbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
CURB TIE AND LAYOUT SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

CURVE AND LINE TABLE

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
L3	198+35.64	-27.00	200+95.61	-27.00	NA	259.97	EDGE OF PAVEMENT
C3	200+95.61	-27.00	201+92.05	-27.00	923.00	93.70	EDGE OF PAVEMENT
C4	201+92.05	-27.00	202+17.88	-46.92	25.00	34.49	EDGE OF PAVEMENT
C14	202+61.16	-48.54	202+87.30	-27.00	35.00	54.98	EDGE OF PAVEMENT
C15	202+87.30	-27.00	208+27.39	-27.00	923.00	524.73	EDGE OF PAVEMENT
L51	200+50.64	23.68	200+93.16	29.00	NA	42.73	EDGE OF PAVEMENT
C9	200+93.16	29.00	201+89.60	29.00	988.00	122.78	EDGE OF PAVEMENT
C10	201+89.60	29.00	300+60.30	13.00	45.00	58.44	EDGE OF PAVEMENT
C11	300+60.30	13.00	301+69.54	13.00	213.00	116.34	EDGE OF PAVEMENT
C18	301+48.97	-19.63	301+28.39	-24.00	52.00	18.94	EDGE OF PAVEMENT
C19	301+28.39	-24.00	300+72.05	-24.00	176.00	49.58	EDGE OF PAVEMENT
C20	300+72.05	-24.00	203+03.08	16.00	40.00	71.29	EDGE OF PAVEMENT
C21	203+03.08	16.00	208+38.64	16.00	966.00	544.58	EDGE OF PAVEMENT



PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94curbbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
CURB TIE AND LAYOUT SHEET 3

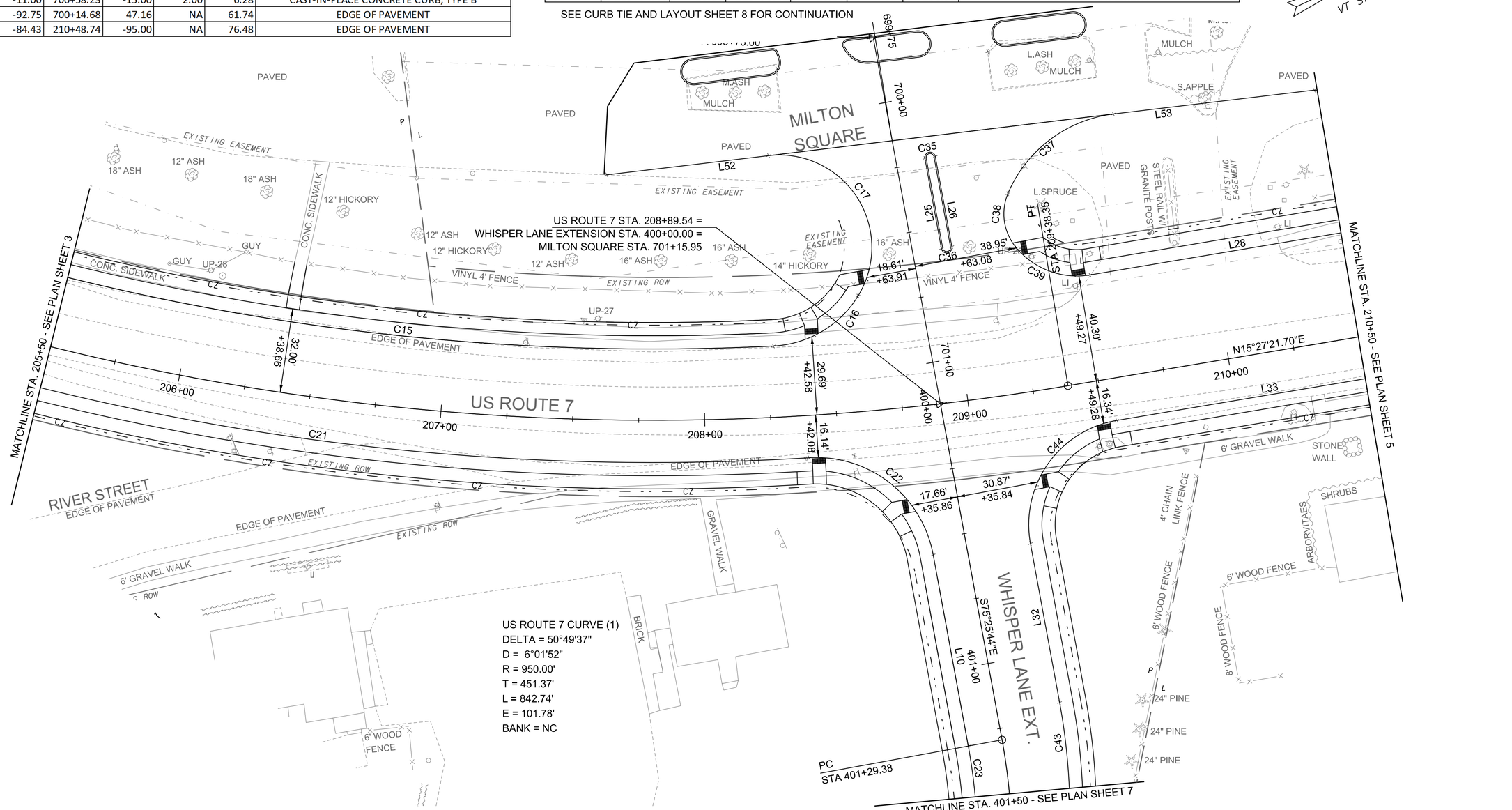
PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

CURVE AND LINE TABLE

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
C15	202+87.30	-27.00	208+27.39	-27.00	923.00	524.73	EDGE OF PAVEMENT
C16	208+27.39	-27.00	700+70.21	23.35	40.00	38.69	EDGE OF PAVEMENT
C17	700+70.21	23.35	700+14.68	47.16	35.00	78.51	EDGE OF PAVEMENT
C37	700+14.68	-84.43	700+42.07	-39.66	50.00	52.33	EDGE OF PAVEMENT
C38	700+42.07	-39.66	700+63.08	-38.95	20.00	22.10	EDGE OF PAVEMENT
C39	700+63.08	-38.95	209+53.51	-40.00	30.00	31.13	EDGE OF PAVEMENT
L25	700+23.52	-11.00	700+58.23	-11.00	NA	12.18	CAST-IN-PLACE CONCRETE CURB, TYPE B
C35	700+23.52	-11.00	700+23.52	-15.00	2.00	6.28	CAST-IN-PLACE CONCRETE CURB, TYPE B
L26	700+23.52	-15.00	700+58.23	-15.00	NA	12.18	CAST-IN-PLACE CONCRETE CURB, TYPE B
C36	700+58.23	-11.00	700+58.23	-15.00	2.00	6.28	CAST-IN-PLACE CONCRETE CURB, TYPE B
L52	207+60.98	-92.75	700+14.68	47.16	NA	61.74	EDGE OF PAVEMENT
L53	700+14.68	-84.43	210+48.74	-95.00	NA	76.48	EDGE OF PAVEMENT

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
L28	209+53.51	-40.00	210+81.91	-40.00	NA	128.40	EDGE OF PAVEMENT
C21	203+03.08	16.00	208+38.64	16.00	966.00	544.58	EDGE OF PAVEMENT
C22	208+38.64	16.00	400+55.80	13.00	45.00	65.27	EDGE OF PAVEMENT
L10	400+55.80	13.00	401+29.38	13.00	NA	73.58	EDGE OF PAVEMENT
C23	401+29.38	13.00	402+98.61	13.00	212.00	159.45	EDGE OF PAVEMENT
C43	403+03.55	-13.45	401+19.44	-24.00	238.00	199.05	EDGE OF PAVEMENT
L32	401+19.44	-24.00	400+58.25	-24.00	NA	61.19	EDGE OF PAVEMENT
C44	400+58.25	-24.00	209+54.46	16.00	40.00	63.45	EDGE OF PAVEMENT
L33	209+54.46	16.00	210+93.41	16.00	NA	138.95	EDGE OF PAVEMENT

SEE CURB TIE AND LAYOUT SHEET 8 FOR CONTINUATION



US ROUTE 7 CURVE (1)
DELTA = 50°49'37"
D = 6°01'52"
R = 950.00'
T = 451.37'
L = 842.74'
E = 101.78'
BANK = NC

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

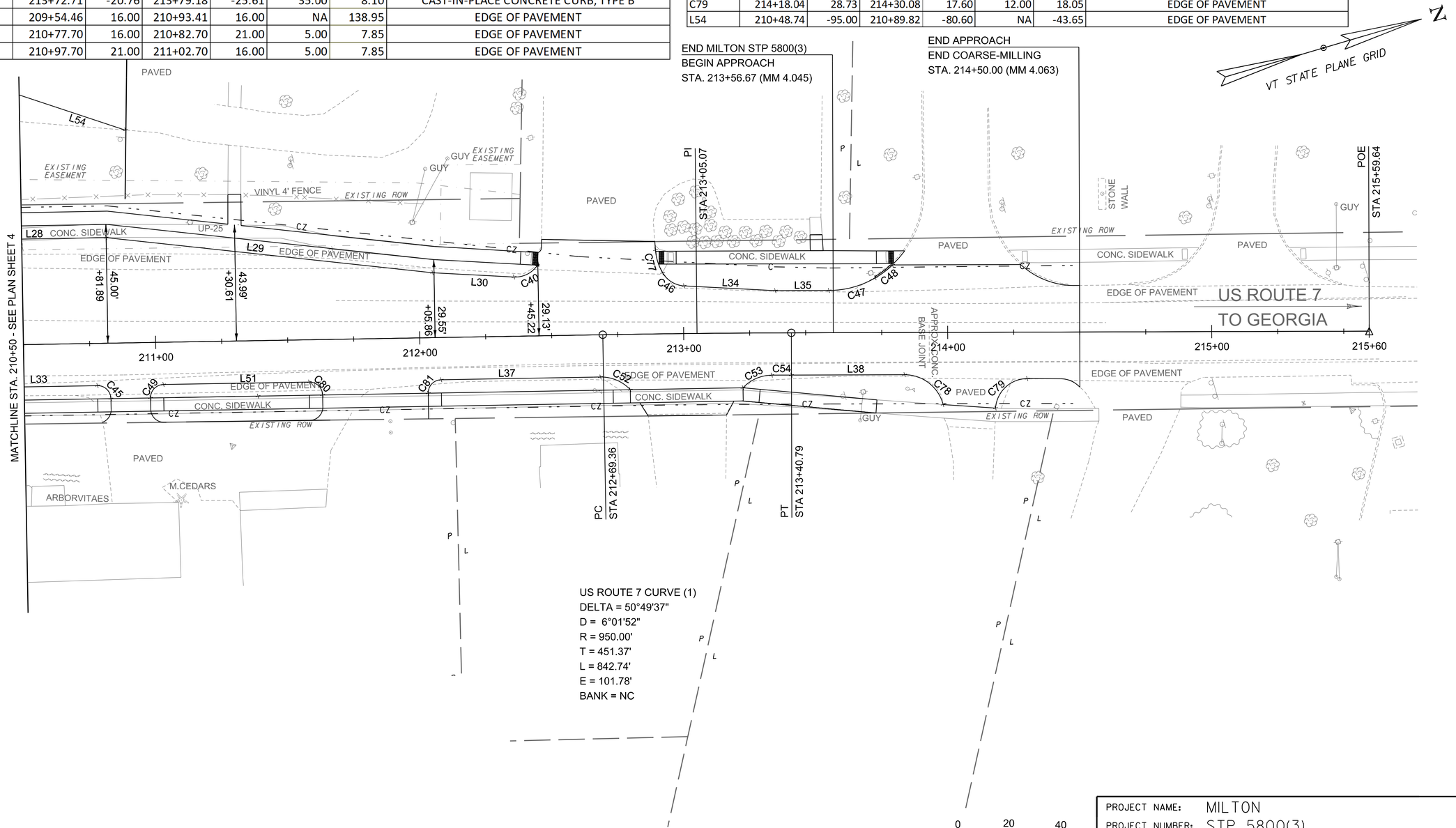
FILE NAME: z94dl94curbbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
CURB TIE AND LAYOUT SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

CURVE AND LINE TABLE

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
L28	209+53.51	-40.00	210+81.91	-40.00	NA	128.40	EDGE OF PAVEMENT
L29	210+81.91	-40.00	212+05.35	-24.57	NA	124.39	EDGE OF PAVEMENT
L30	212+05.35	-24.57	212+36.14	-22.43	NA	30.86	EDGE OF PAVEMENT
C40	212+36.14	-22.43	212+45.06	-26.74	10.00	10.37	EDGE OF PAVEMENT
C46	212+92.33	-23.11	213+00.36	-18.07	10.00	9.80	EDGE OF PAVEMENT
L34	213+00.36	-18.07	213+34.78	-16.00	NA	34.60	EDGE OF PAVEMENT
L35	213+34.78	-16.00	213+55.09	-16.00	NA	20.33	EDGE OF PAVEMENT
C47	213+55.09	-16.00	213+72.71	-20.76	35.00	18.47	EDGE OF PAVEMENT
C48	213+72.71	-20.76	213+79.18	-25.61	35.00	8.10	CAST-IN-PLACE CONCRETE CURB, TYPE B
L33	209+54.46	16.00	210+93.41	16.00	NA	138.95	EDGE OF PAVEMENT
C45	210+77.70	16.00	210+82.70	21.00	5.00	7.85	EDGE OF PAVEMENT
C49	210+97.70	21.00	211+02.70	16.00	5.00	7.85	EDGE OF PAVEMENT

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
L51	211+02.70	16.00	211+57.88	16.00	NA	55.18	EDGE OF PAVEMENT
C80	211+57.88	16.00	211+62.88	21.00	5.00	7.85	EDGE OF PAVEMENT
C81	212+02.88	21.00	212+07.88	16.00	5.00	7.85	EDGE OF PAVEMENT
L37	212+07.88	16.00	212+68.24	16.00	NA	60.36	EDGE OF PAVEMENT
C52	212+68.24	16.00	212+80.13	21.78	15.00	12.62	EDGE OF PAVEMENT
C53	213+21.60	21.56	213+33.32	16.00	15.00	12.25	EDGE OF PAVEMENT
C54	213+33.32	16.00	213+40.79	16.00	4984.00	7.45	EDGE OF PAVEMENT
L38	213+40.79	16.00	213+83.66	16.00	NA	42.87	EDGE OF PAVEMENT
C77	212+89.74	-31.78	212+92.33	-23.11	20.00	9.24	EDGE OF PAVEMENT
C78	213+83.66	16.00	213+98.20	27.34	15.00	19.86	EDGE OF PAVEMENT
C79	214+18.04	28.73	214+30.08	17.60	12.00	18.05	EDGE OF PAVEMENT
L54	210+48.74	-95.00	210+89.82	-80.60	NA	-43.65	EDGE OF PAVEMENT



GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

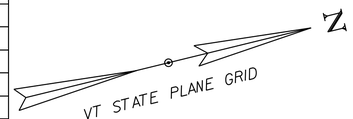
FILE NAME: z94dl94curbbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
CURB TIE AND LAYOUT SHEET 5

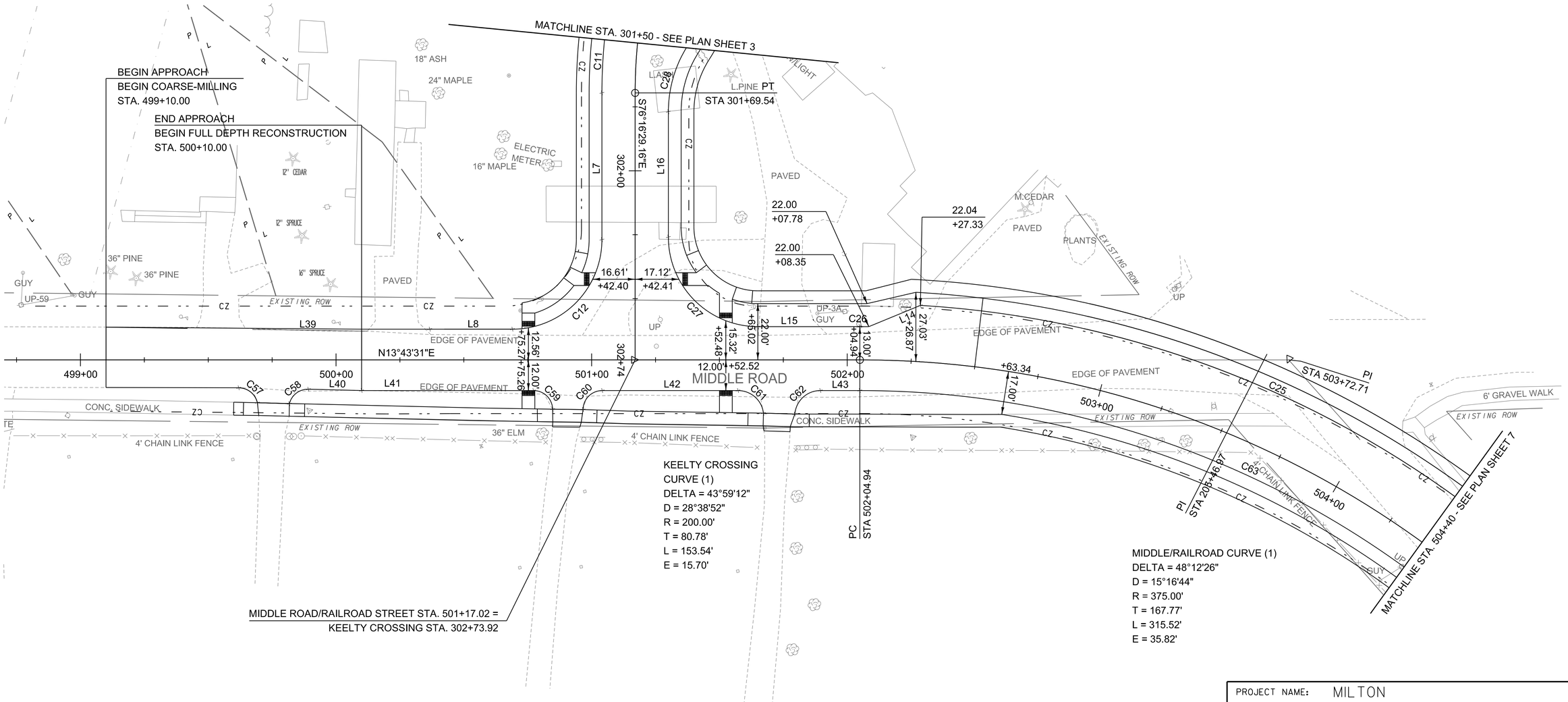
PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 55 OF 188

CURVE AND LINE TABLE

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
L39	499+10.00	-11.90	500+36.66	-11.21	NA	43.09	EDGE OF PAVEMENT
L8	500+36.66	278.75	500+69.02	257.74	NA	32.36	EDGE OF PAVEMENT
C12	203+05.09	257.74	203+08.68	208.44	35.00	54.98	EDGE OF PAVEMENT
L7	302+26.92	13.00	301+69.54	13.00	NA	57.38	EDGE OF PAVEMENT
C11	301+69.54	13.00	300+60.30	13.00	213.00	116.34	EDGE OF PAVEMENT
C28	301+48.97	-19.63	301+76.92	-13.00	48.00	27.36	EDGE OF PAVEMENT
L16	301+76.92	-13.00	302+25.92	-13.00	NA	49.00	EDGE OF PAVEMENT
C27	302+25.92	-13.00	501+65.01	-13.00	35.00	54.98	EDGE OF PAVEMENT
L15	501+65.01	-13.00	502+04.95	-13.00	NA	39.92	EDGE OF PAVEMENT
C26	502+04.95	-13.00	502+08.35	-13.00	388.00	3.53	EDGE OF PAVEMENT
L14	502+08.35	-13.00	502+27.34	-22.00	NA	21.81	EDGE OF PAVEMENT
C25	502+27.34	-22.00	505+20.45	-22.00	397.00	311.13	EDGE OF PAVEMENT

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
C57	499+61.93	10.94	499+69.22	16.75	7.50	10.06	EDGE OF PAVEMENT
C58	499+81.73	17.13	499+89.18	11.49	7.50	10.09	EDGE OF PAVEMENT
L40	499+89.18	11.49	500+10.00	12.00	NA	20.82	EDGE OF PAVEMENT
L41	500+10.00	12.00	500+77.26	12.00	NA	67.26	EDGE OF PAVEMENT
C59	500+77.26	12.00	500+84.75	19.29	7.50	11.57	EDGE OF PAVEMENT
C60	500+96.63	19.42	501+04.13	12.00	7.50	11.70	EDGE OF PAVEMENT
L42	501+04.13	12.00	501+57.28	12.00	NA	53.15	EDGE OF PAVEMENT
C61	501+57.28	12.00	501+67.21	20.83	10.00	14.54	EDGE OF PAVEMENT
C62	501+79.50	21.19	501+89.47	12.00	10.00	14.90	EDGE OF PAVEMENT
L43	501+89.47	12.00	502+04.94	12.00	NA	15.47	EDGE OF PAVEMENT
C63	502+04.94	12.00	505+14.48	12.00	363.00	299.64	EDGE OF PAVEMENT





0 20 40

SCALE IN FEET

GREEN
A Lochner Company

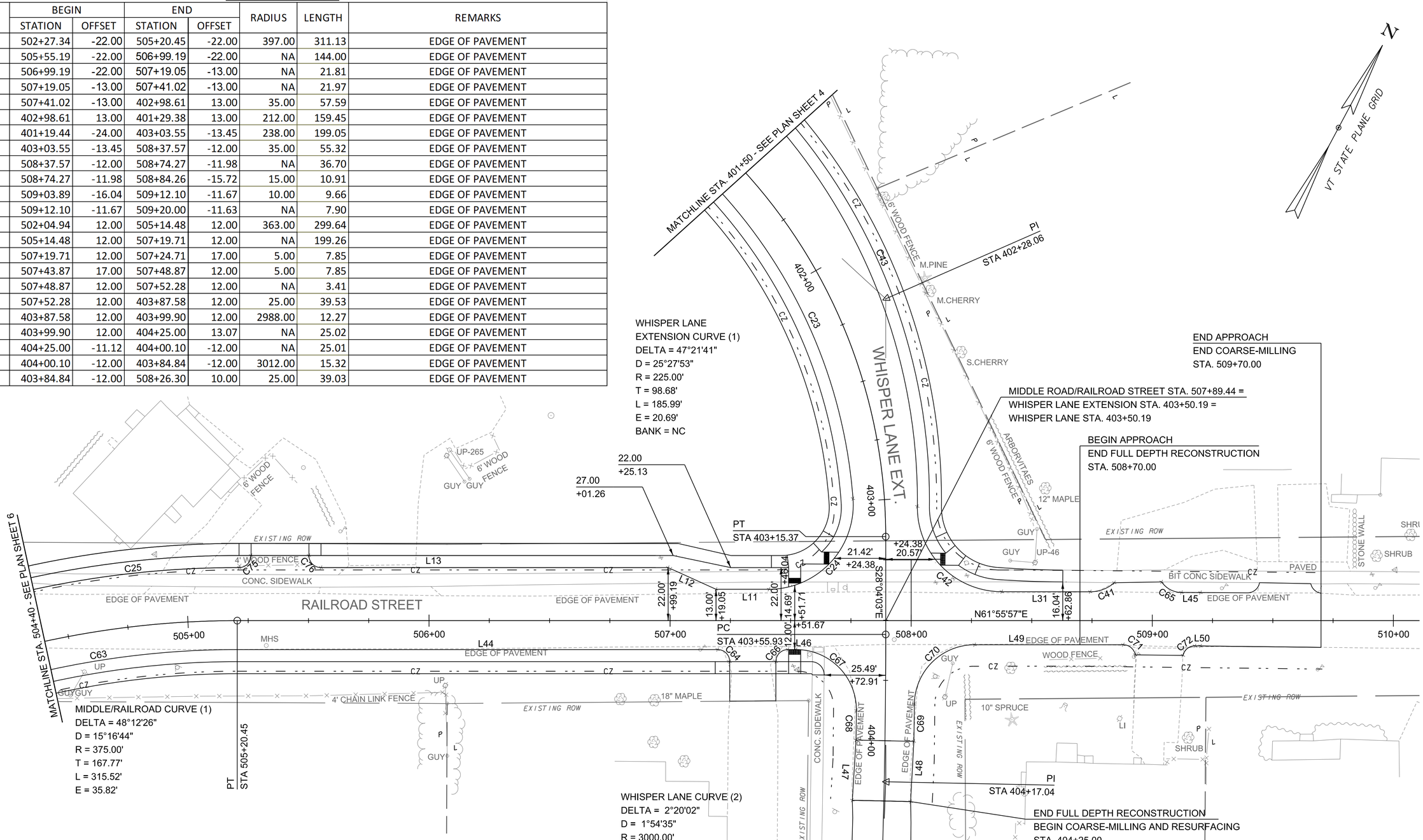
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94curbbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
CURB TIE AND LAYOUT SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

CURVE AND LINE TABLE

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
C25	502+27.34	-22.00	505+20.45	-22.00	397.00	311.13	EDGE OF PAVEMENT
L13	505+55.19	-22.00	506+99.19	-22.00	NA	144.00	EDGE OF PAVEMENT
L12	506+99.19	-22.00	507+19.05	-13.00	NA	21.81	EDGE OF PAVEMENT
L11	507+19.05	-13.00	507+41.02	-13.00	NA	21.97	EDGE OF PAVEMENT
C24	507+41.02	-13.00	402+98.61	13.00	35.00	57.59	EDGE OF PAVEMENT
C23	402+98.61	13.00	401+29.38	13.00	212.00	159.45	EDGE OF PAVEMENT
C43	401+19.44	-24.00	403+03.55	-13.45	238.00	199.05	EDGE OF PAVEMENT
C42	403+03.55	-13.45	508+37.57	-12.00	35.00	55.32	EDGE OF PAVEMENT
L31	508+37.57	-12.00	508+74.27	-11.98	NA	36.70	EDGE OF PAVEMENT
C41	508+74.27	-11.98	508+84.26	-15.72	15.00	10.91	EDGE OF PAVEMENT
C65	509+03.89	-16.04	509+12.10	-11.67	10.00	9.66	EDGE OF PAVEMENT
L45	509+12.10	-11.67	509+20.00	-11.63	NA	7.90	EDGE OF PAVEMENT
C63	502+04.94	12.00	505+14.48	12.00	363.00	299.64	EDGE OF PAVEMENT
L44	505+14.48	12.00	507+19.71	12.00	NA	199.26	EDGE OF PAVEMENT
C64	507+19.71	12.00	507+24.71	17.00	5.00	7.85	EDGE OF PAVEMENT
C66	507+43.87	17.00	507+48.87	12.00	5.00	7.85	EDGE OF PAVEMENT
L46	507+48.87	12.00	507+52.28	12.00	NA	3.41	EDGE OF PAVEMENT
C67	507+52.28	12.00	403+87.58	12.00	25.00	39.53	EDGE OF PAVEMENT
C68	403+87.58	12.00	403+99.90	12.00	2988.00	12.27	EDGE OF PAVEMENT
L47	403+99.90	12.00	404+25.00	13.07	NA	25.02	EDGE OF PAVEMENT
L48	404+25.00	-11.12	404+00.10	-12.00	NA	25.01	EDGE OF PAVEMENT
C69	404+00.10	-12.00	403+84.84	-12.00	3012.00	15.32	EDGE OF PAVEMENT
C70	403+84.84	-12.00	508+26.30	10.00	25.00	39.03	EDGE OF PAVEMENT



CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
L49	508+26.30	10.00	508+87.98	10.00	NA	61.68	EDGE OF PAVEMENT
C71	508+87.98	10.00	508+92.92	14.19	5.00	7.04	EDGE OF PAVEMENT
C72	509+12.76	14.42	509+17.70	10.48	5.00	6.85	EDGE OF PAVEMENT
L50	509+17.70	10.48	509+20.00	10.51	NA	2.30	EDGE OF PAVEMENT
C75	505+20.45	-22.00	505+26.19	-27.00	5.00	7.86	EDGE OF PAVEMENT
C76	505+50.19	-27.00	505+55.19	-22.00	5.00	7.86	EDGE OF PAVEMENT

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194curbbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
CURB TIE AND LAYOUT SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

CONC. SIDEWALK

VT STATE PLANE GRID

CURVE AND LINE TABLE

CURVE LABEL	BEGIN STATION	BEGIN OFFSET	END STATION	END OFFSET	RADIUS	LENGTH	REMARKS
L25	700+23.52	-11.00	700+58.23	-11.00	NA	12.18	CAST-IN-PLACE CONCRETE CURB, TYPE B
C35	700+23.52	-11.00	700+23.52	-15.00	2.00	6.28	CAST-IN-PLACE CONCRETE CURB, TYPE B
L26	700+23.52	-15.00	700+58.23	-15.00	NA	12.18	CAST-IN-PLACE CONCRETE CURB, TYPE B
C36	700+58.23	-11.00	700+58.23	-15.00	2.00	6.28	CAST-IN-PLACE CONCRETE CURB, TYPE B
C16	208+27.39	-27.00	700+70.21	23.35	40.00	38.69	EDGE OF PAVEMENT
C17	700+70.21	23.35	700+14.68	47.16	35.00	78.51	EDGE OF PAVEMENT
C37	700+14.68	-84.43	700+42.07	-39.66	50.00	52.33	EDGE OF PAVEMENT
C38	700+42.07	-39.66	700+63.08	-38.95	20.00	22.10	EDGE OF PAVEMENT
C39	700+63.08	-38.95	209+53.51	-40.00	30.00	31.13	EDGE OF PAVEMENT
L52	207+60.98	-92.75	700+14.68	47.16	NA	61.74	EDGE OF PAVEMENT
L53	700+14.68	-84.43	210+48.74	-95.00	NA	76.48	EDGE OF PAVEMENT
L54	210+48.74	-95.00	210+89.82	-80.60	NA	-43.65	EDGE OF PAVEMENT

END FULL DEPTH RECONSTRUCTION
STA. 700+14.68

PI
STA 699+75.00

MILTON SQUARE

US ROUTE 7 STA. 208+89.54 =
WHISPER LANE EXTENSION STA. 400+00.00 =
MILTON SQUARE STA. 701+15.95

PAVED
STONE
EXISTING EASEMENT
12" ASH
18" ASH
12" HICKORY
CONC. SIDEWALK
GUY
UP-28
CZ
VINYL 4' FENCE
EXISTING ROW
UP-27
C15
EDGE OF PAVEMENT
32.00'
+38.66
C16
C17
14" HICKORY
16" ASH
EXISTING EASEMENT
18.61'
+63.91
C36
38.95'
+63.08
VINYL 4' FENCE
C35
L25
L26
C38
C39
PT
STA 209+38.35
M.ASH
MULCH
L.ASH
S.APPLE
L.SPRUCE
GRANITE POSTS
STEEL RAIL W/
8" ASH
L52
L53
L54
C37
L28
L28 CONC. SIDEWALK
EDGE OF PAVEMENT
UP-25
L29
EDGE OF PAVEMENT
699+75
700+00
LI
P
L

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

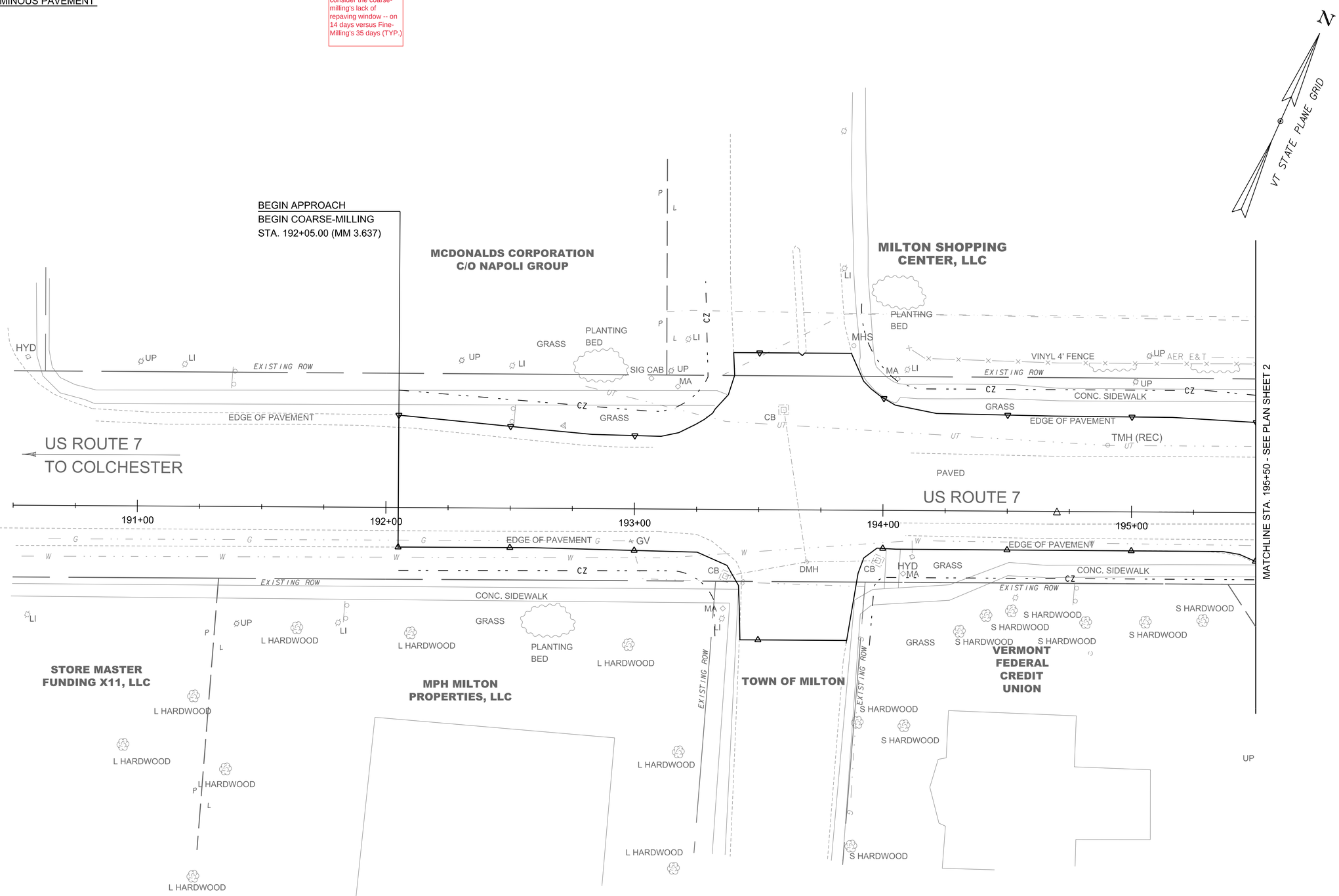
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94curbbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
CURB TIE AND LAYOUT SHEET 8

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 58 OF 188

COARSE-MILLING, BITUMINOUS PAVEMENT
192+05.0 - 195+50.0

If you haven't already, consider the coarse-milling's lack of repaving window -- on 14 days versus Fine-Milling's 35 days (TYP.)



0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94bdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
PLAN SHEET 1	SHEET 59 OF 188

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
195+50.0 - 200+50.0 LT
196+50.0 - 200+50.0 RT

COARSE-MILLING, BITUMINOUS PAVEMENT
195+50.0 - 196+80.0

CAST-IN-PLACE CONCRETE CURB, TYPE B
SEE CURB TIE PLAN SHEETS

REMOVAL OF EXISTING CURB
196+80.0 RT - 197+22.8 RT
197+72.0 RT - 197+85.0 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
197+90.9 RT - 200+16.2 RT
198+30.7 LT - 200+50.0 LT

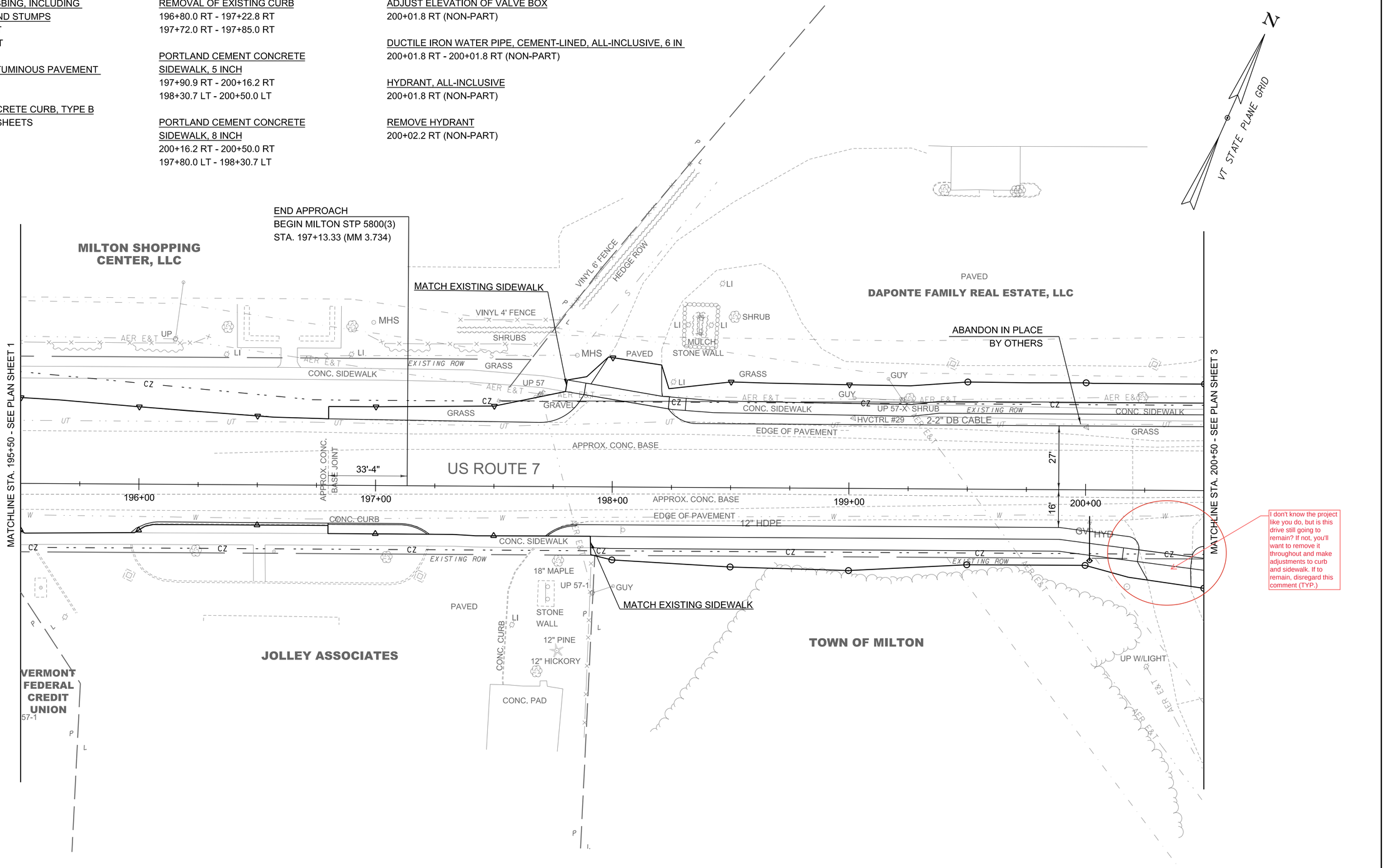
PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
200+16.2 RT - 200+50.0 RT
197+80.0 LT - 198+30.7 LT

ADJUST ELEVATION OF VALVE BOX
200+01.8 RT (NON-PART)

DUCTILE IRON WATER PIPE, CEMENT-LINED, ALL-INCLUSIVE, 6 IN
200+01.8 RT - 200+01.8 RT (NON-PART)

HYDRANT, ALL-INCLUSIVE
200+01.8 RT (NON-PART)

REMOVE HYDRANT
200+02.2 RT (NON-PART)



0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94bdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
PLAN SHEET 2	SHEET 60 OF 188

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
200+50.0 - 205+50.0 LT
200+50.0 - 203+87.9 RT
203+87.9 - 205+50.0 RT
300+25.9 - 301+47.3 RT
300+26.0 - 301+81.1 LT

EXCAVATION OF SURFACES AND PAVEMENTS
203+06.0 RT - 205+50.0 RT (RAILROAD STREET)

12 INCH CPEP
301+33.6 RT - 301+26.3 RT (NON-PART)
301+33.4 LT - 301+51.5 LT (NON-PART)

PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE
301+33.6 RT (RIM ELEV. 336.13) (NON-PART)
301+33.4 LT (RIM ELEV. 335.91) (NON-PART)

PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
301+26.3 RT (RIM ELEV. 335.88) (NON-PART)
301+51.5 LT (RIM ELEV. 335.00) (NON-PART)

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
200+50.0 LT - 201+88.6 LT
200+51.6 RT - 201+88.6 RT
202+96.5 LT - 205+50.0 LT
202+97.1 RT - 205+50.0 RT
300+47.9 RT - 301+50.0 RT (NON-PART)
300+52.3 LT - 301+50.0 LT (NON-PART)

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
200+50.0 RT - 200+51.6 RT
201+88.6 LT - 202+13.0 LT
202+66.3 LT - 202+96.5 LT
201+88.6 RT - 300+47.9 RT
300+52.3 LT - 202+97.1 RT

DETECTABLE WARNING SURFACE
201+97.9 LT
201+97.9 RT
202+06.7 LT
202+72.7 LT
202+87.2 LT
202+87.6 RT
300+39.9 RT
300+41.1 LT

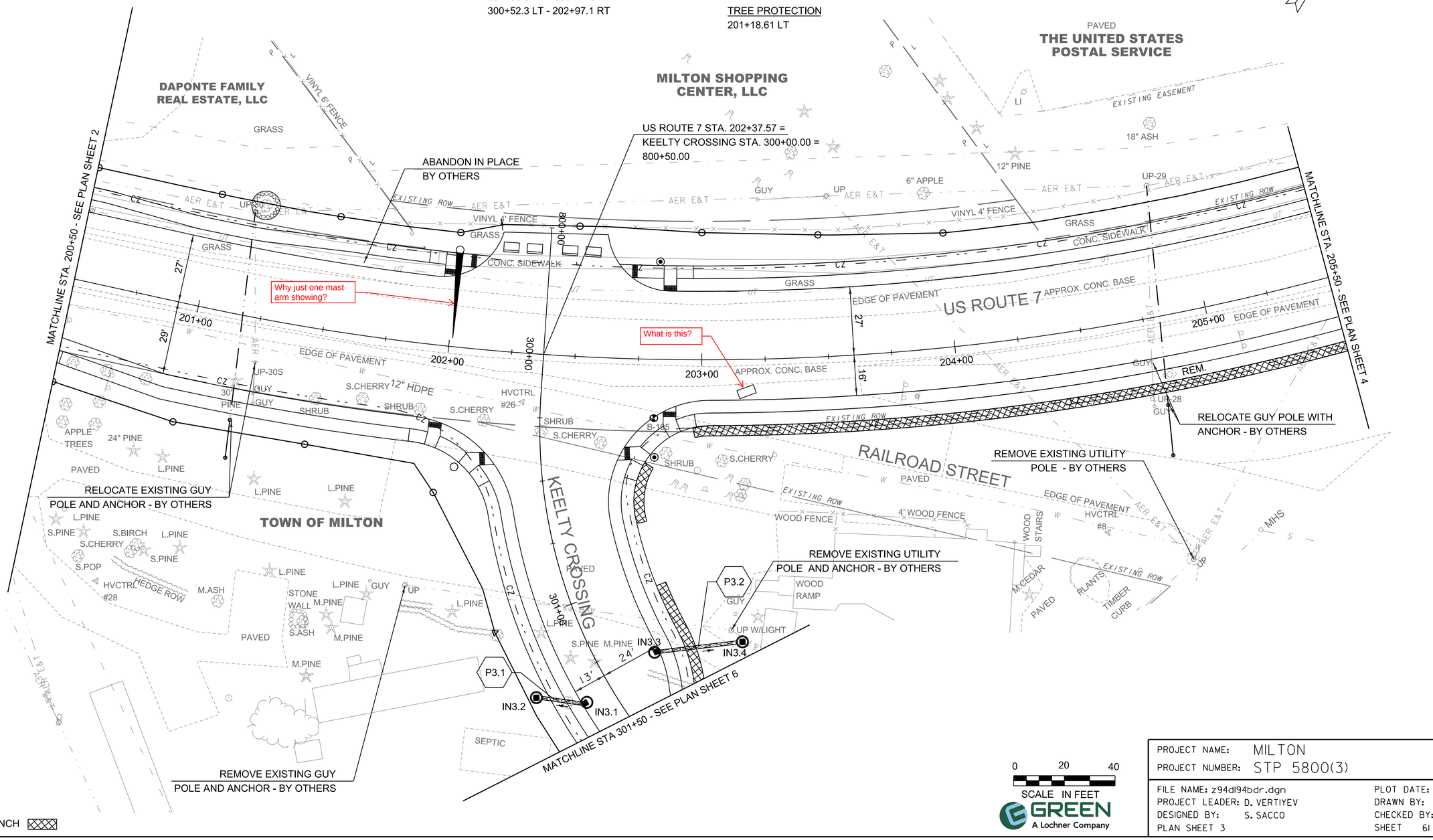
INFILTRATION TRENCH
202+91.2 RT - 205+50.0 RT
300+37.3 LT - 300+75.0 LT
301+00.0 LT - 301+50.0 LT

TREE PROTECTION
201+18.61 LT

PROPOSED DRAINAGE
P3.1 STA 301+33.6, RT TO 301+26.3, RT
NEW 12"X16', CPEP INV IN 332.13 INV OUT 331.88 (1.63%)
NEW IN3.1 RIM=336.13 TO NEW IN3.2 (DRYWELL) RIM=335.88

P3.2 STA 301+33.4, LT TO 301+51.5, LT
NEW 12"X31', CPEP INV IN 331.91 INV OUT 331.00 (3.02%)
NEW IN3.3 RIM=335.91 TO NEW IN3.4 (DRYWELL) RIM=335.00

N
VT STATE PLANE GRID



LEGEND
INFILTRATION TRENCH

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94bdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
PLAN SHEET 3	SHEET 61 OF 188

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
205+50.0 - 210+50.0 LT
205+50.0 - 208+50.0 RT
208+50.0 - 210+50.0 RT
400+16.0 - 401+50.0 LT
400+24.7 - 401+50.0 RT

EXCAVATION OF SURFACES AND PAVEMENTS
205+63.1 RT - 207+25.0 RT (MIDDLE ROAD)
207+61.2 LT - 208+59.0 LT
209+53.5 LT - 210+50.0 LT

CAST-IN-PLACE CONCRETE CURB, TYPE B
SEE CURB TIE PLAN SHEETS

REMOVAL OF EXISTING CURB
209+85.3 LT - 209+88.4

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
205+50.0 LT - 208+32.4 LT
205+50.0 RT - 208+33.0 RT
209+58.6 LT - 210+50.0 LT
209+58.7 RT - 210+50.0 RT
400+45 .4RT - 401+50.0 RT
400+45.1 LT - 401+50.0 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
208+32.4 LT - 700+61.0 RT
208+33.0 RT - 400+45.4 RT
700+61.0 LT - 209+58.6 LT
400+45.1 LT - 209+58.7 RT

DETECTABLE WARNING SURFACE
208+42.6 LT
208+42.2 RT
209+49.3 LT
209+49.3 RT
400+35.9 RT
400+35.9 LT
700+63.5 RT
700+63.5 LT

REMOVING AND RESETTING FENCE
207+88.5 LT - 208+25.0 LT
208+25.0 LT - 209+37.3 LT TO
209+54.0 LT - 210+50.0 LT

REMOVAL OF EXISTING FENCE
208+25.0 LT - 209+37.3 LT
209+87.7 LT - 209+89.3 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
209+45.0 RT - 209+56.0 RT
210+16.0 RT - 210+28.0 RT

ADJUST ELEVATION OF VALVE BOX
208+33.2 RT (NON-PART)

DUCTILE IRON WATER PIPE, CEMENT-LINED, ALL-INCLUSIVE, 6 IN
209+78.0 - 209+78.0 RT (NON-PART)

GATE VALVE WITH VALVE BOX (6")
209+87.3 RT (NON-PART)

HYDRANT (ALL INCLUSIVE)
209+87.3 RT (NON-PART)

REMOVE HYDRANT
209+87.4 RT (NON-PART)

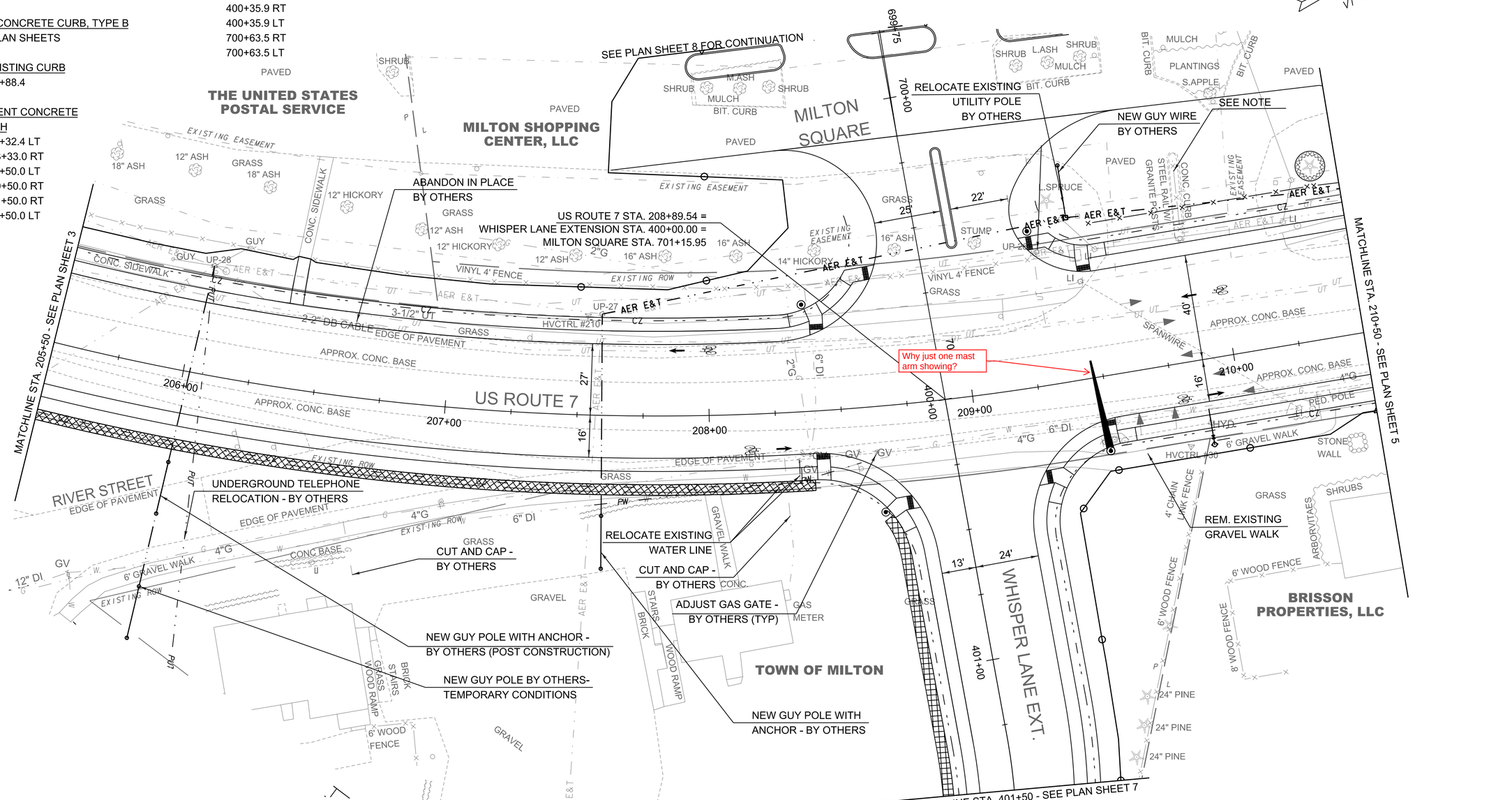
INFILTRATION TRENCH
205+50.0 RT - 208+38.6 RT
400+47.4 RT - 401+50.0 RT

TREE PROTECTION
210+39.25 LT

REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM
209+92.0

REMOVE AND RELOCATE LANDSCAPE ITEMS
700+40.0 LT - 700+73.2 LT

REMOVE LANDSCAPE ITEMS
700+40.0 LT - 700+73.2 LT



NOTE: EXISTING MEDIAN CURBING AND LANDSCAPE SHALL BE REMOVED. EXISTING GRANITE POSTS AND STEEL RAILS SHALL BE REMOVED AND RESET IN THE MEDIAN ISLAND AT THE NEWLY CONSTRUCTED MILTON SQUARE ENTRANCE. CURB REMOVAL SHALL BE PAID FOR UNDER ITEM 616.4100. REMOVAL OF LANDSCAPING AND OTHER ASSOCIATED MATERIALS SHALL BE PAID FOR UNDER ITEM 681.1020. REMOVAL AND RESETTING OF GRANITE POSTS AND STEEL RAILS SHALL BE PAID FOR UNDER ITEM 681.1010.

LEGEND
INFILTRATION TRENCH

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PLAN SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 62 OF 188

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
210+50.0 - 214+50.0 LT
210+50.0 - 214+50.0 RT

EXCAVATION OF SURFACES AND PAVEMENTS
210+50.0 LT - 212+03.3 LT
211+65.0 RT - 211+75.0 RT

COARSE-MILLING, BITUMINOUS PAVEMENT
213+90.0 - 214+50.0

PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
213+78.0 LT (RIM ELEV. 338.19)
213+77.5 RT (RIM ELEV. 338.35)

CHANGING ELEVATION OF SEWER MANHOLES
212+41.3 LT

CAST-IN-PLACE CONCRETE CURB, TYPE B
213+72.5 LT - 213+79.2 LT

REMOVAL OF EXISTING CURB
213+72.5 LT - 213+79.2 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
212+65.9 RT
213+84.7 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
210+50.0 LT - 212+45.1 LT
210+50.0 RT - 210+77.7 RT
211+02.7 RT - 211+57.9 RT
212+90.8 LT - 213+83.8 LT
212+07.9 RT - 212+72.9 RT
213+28.9 RT - 213+73.1 RT

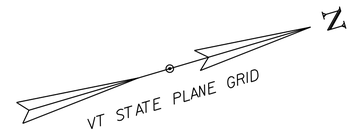
PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
210+77.7 RT - 211+02.7 RT
211+57.9 RT - 212+07.9 RT
212+72.9 RT - 213+28.9 RT

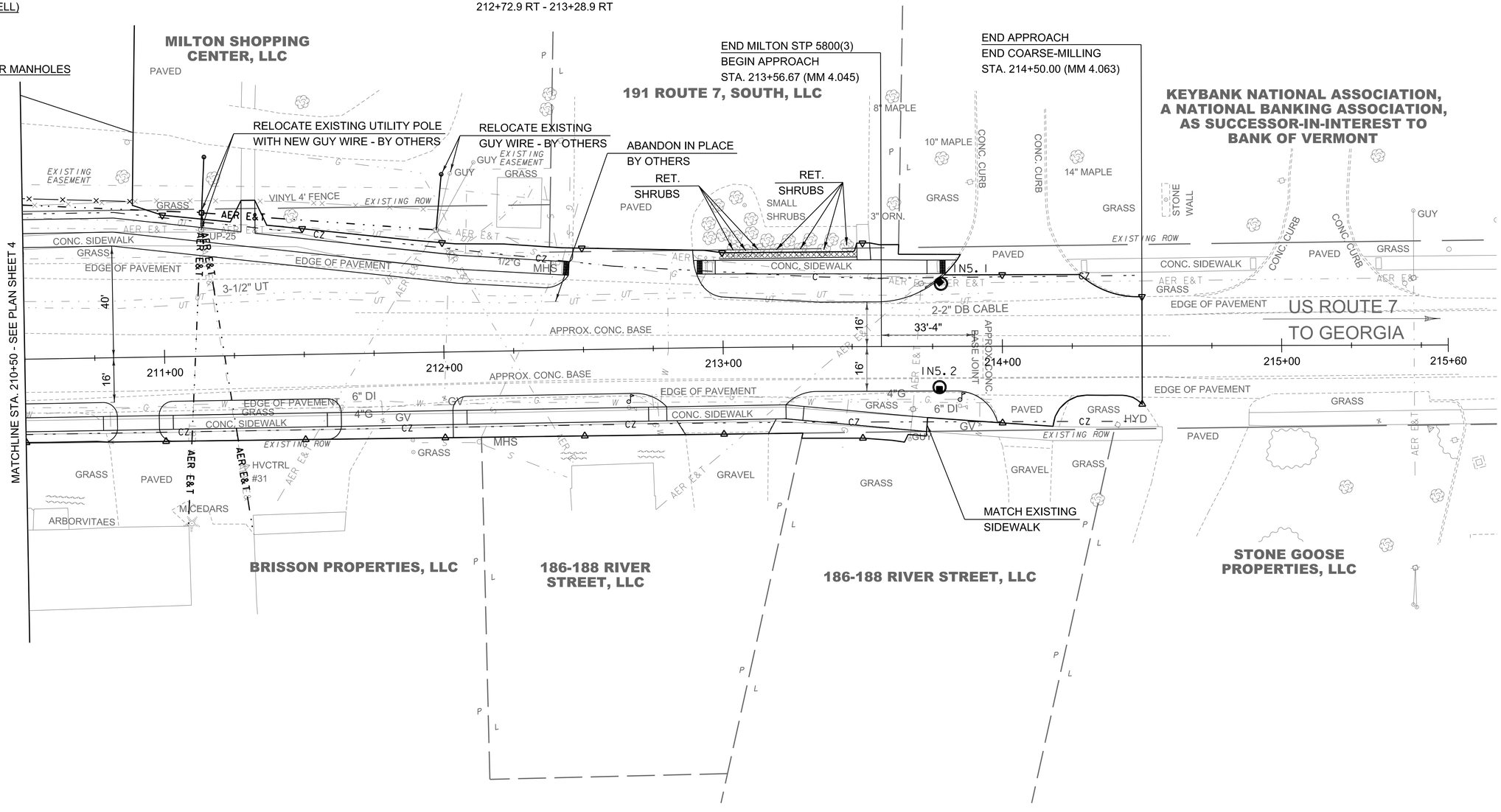
REMOVING AND RESETTING FENCE
210+50.0 LT - 210+89.4 LT

DETECTABLE WARNING SURFACE
212+44.2 LT
212+91.9 LT
213+78.6 LT

ADJUST ELEVATION OF VALVE BOX
211+77.8 RT (NON-PART)

TREE PROTECTION
212+98.93 - 213+48.02 LT





0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94bdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
PLAN SHEET 5	SHEET 63 OF 188

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
301+47.3 - 301+81.1 RT
301+53.2 - 301+81.1 LT
499+10.0 - 503+20.9 LT
499+10.0 - 504+40.0 RT
503+20.9 - 504+40.0 LT

EXCAVATION OF SURFACES AND PAVEMENTS
502+85.0 LT - 503+73.0 LT (RAILROAD STREET)
503+73.0 LT - 504+40.0 LT (MIDDLE ROAD)

COARSE-MILLING, BITUMINOUS PAVEMENT
499+10.0 - 499+60.0

CHANGING ELEVATION OF SEWER MANHOLES
501+25.3 LT
503+41.9 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
301+50.0 RT - 302+31.5 RT (NON-PART)
301+50.0 LT - 302+31.6 LT (NON-PART)
499+87.7 RT - 500+78.8 RT
501+02.7 RT - 501+61.2 RT
501+62.6 LT - 504+40.0 LT
501+85.1 RT - 504+40.0 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
302+31.5 RT - 501+62.6 LT
499+82.7 RT - 499+87.7 RT
500+72.8 LT - 302+33.1 RT
500+78.8 RT - 501+02.7 RT
501+61.2 RT - 501+85.1 RT

DETECTABLE WARNING SURFACE
302+42.4 RT
302+42.4 LT
500+75.3 RT
500+75.3 LT
501+52.5 RT
501+52.5 LT

CHAIN-LINK FENCE, 4 FEET
502+93.6 RT - 504+40.0 RT

BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 4 FEET
502+93.6 RT
503+71.0 RT

REMOVAL OF EXISTING FENCE
502+93.6 RT - 504+40.0 RT

DUCTILE IRON WATER PIPE, CEMENT LINED, ALL-INCLUSIVE, 6 IN
503+27.1 LT - 503+31.5 RT

ADJUST ELEVATION OF VALVE BOX
503+48.9 LT
504+09.1 LT
504+10.9 LT

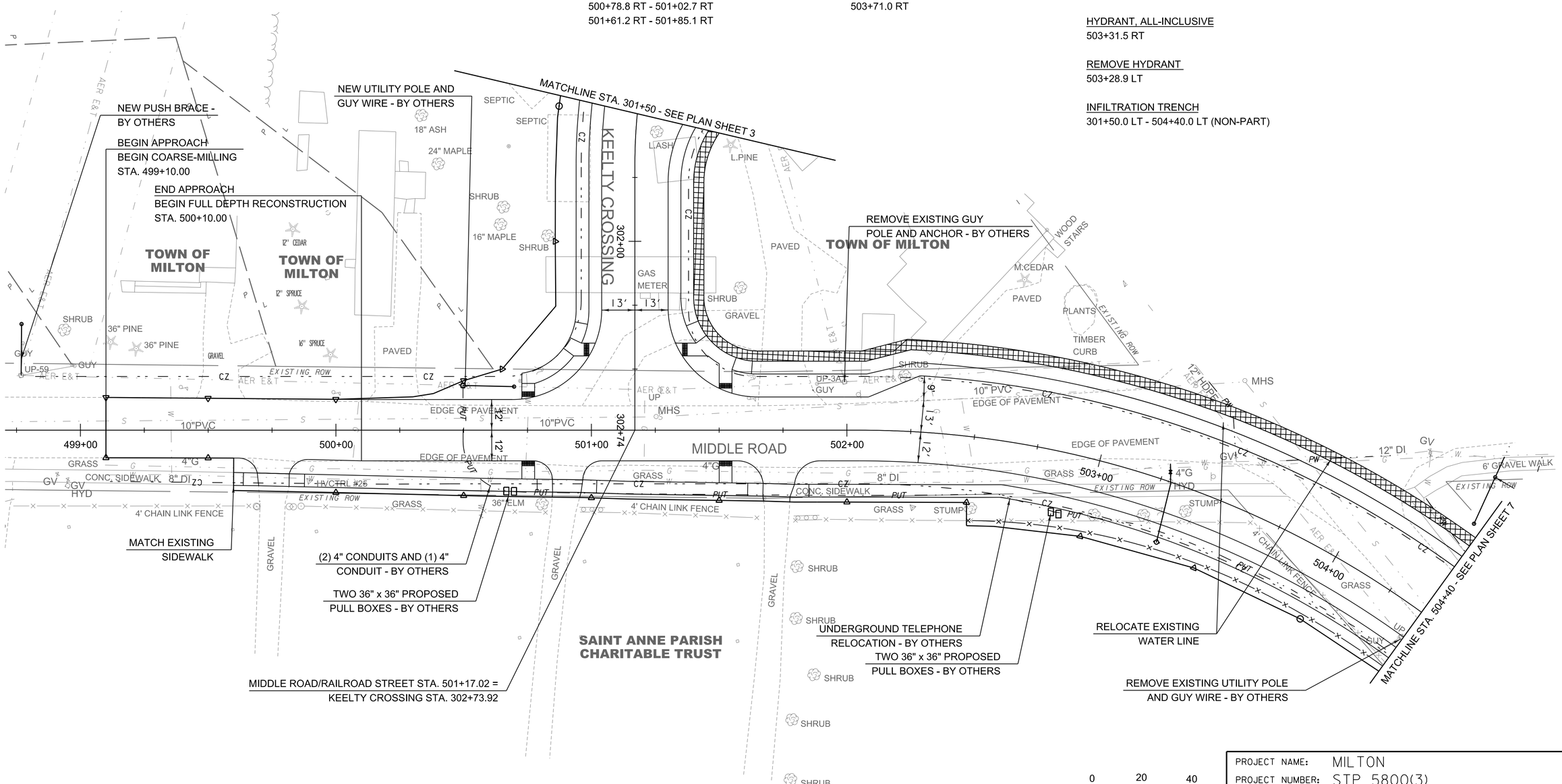
GATE VALVE WITH VALVE BOX (6"), ALL-INCLUSIVE
503+27.7 LT

HYDRANT, ALL-INCLUSIVE
503+31.5 RT

REMOVE HYDRANT
503+28.9 LT

INFILTRATION TRENCH
301+50.0 LT - 504+40.0 LT (NON-PART)

VT STATE PLANE GRID



LEGEND
INFILTRATION TRENCH

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PLAN SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 64 OF 188

CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS
401+50.0 - 403+38.2 RT
401+50.0 - 403 37.2 LT
403+62.2 - 404+50.0 RT
403+60.2 - 404 50.0 LT
504+40.0 - 507+75.0 LT
504+40.0 - 509+80.0 RT
507+75.0 - 509+80.0 LT

COARSE-MILLING, BITUMINOUS PAVEMENT
509+20.0 - 509+70.0
404+25.0 - 404+50.0

12 INCH CPEP
402+59.7 RT - 402+57.5 RT
402+59.6 LT - 402+60.5 LT
402+60.5 LT - 402+74.6 LT

PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE
402+59.7 RT (RIM ELEV. 336.33)
402+59.6 LT (RIM ELEV. 336.23)

PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE (DRY WELL)
402+57.5 RT (RIM ELEV. 335.50)
402+60.5 LT (RIM ELEV. 336.00)
402+74.6 LT (RIM ELEV. 336.00)

CHANGING ELEVATION OF SEWER MANHOLES
505+32.5 RT
507+93.0 RT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
507+12.5 RT

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
401+50.0 RT - 403+15.4 RT
401+50.0 LT - 403+15.6 LT
504+40.0 LT - 505+20.0 LT
505+55.0 LT - 507+42.0 LT
504+40.0 RT - 507+18.2 RT
507+54.2 RT - 507+63.9 RT
508+26.5 LT - 508+62.9 LT

PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH
403+15.6 LT - 508+26.5 LT
505+20.0 LT - 505+55.0 LT
507+42.0 LT - 403+15.4 RT
507+18.7 RT - 507+54.2 RT

DETECTABLE WARNING SURFACE
403+24.3 RT
403+24.7 LT
507+51.7 LT
507+51.7 RT

CHAIN-LINK FENCE, 4 FEET
504+40.0 RT - 504+48.4 RT

BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 4 FEET
504+48.4 RT

REMOVAL OF EXISTING FENCE
504+40.0 RT - 504+48.4 RT

DUCTILE IRON WATER PIPE, CEMENT LINED, ALL-INCLUSIVE, 6 IN
508+23.0 LT - 508+23.0 LT

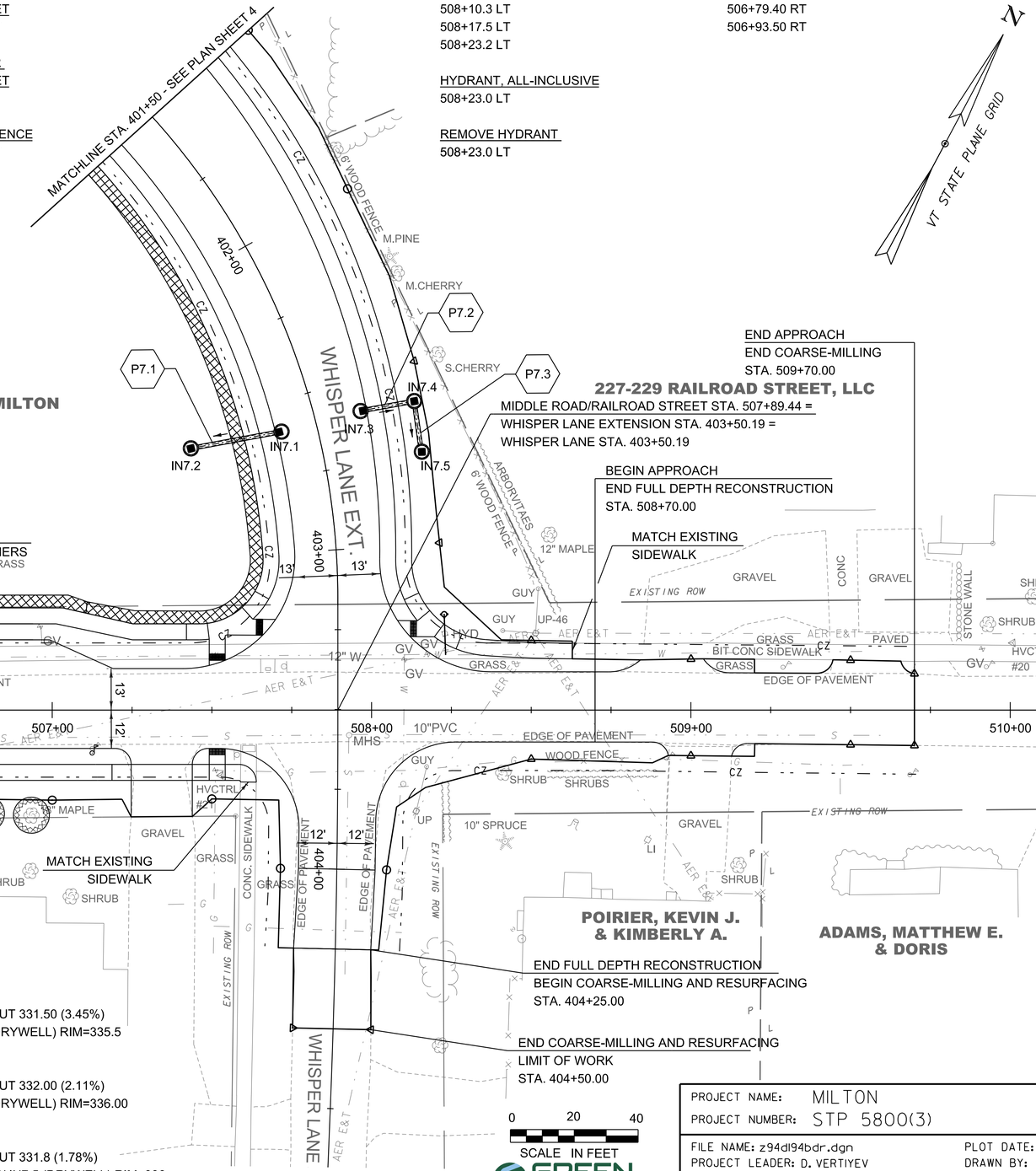
ADJUST ELEVATION OF VALVE BOX
506+96.2 LT
508+10.3 LT
508+17.5 LT
508+23.2 LT

HYDRANT, ALL-INCLUSIVE
508+23.0 LT

REMOVE HYDRANT
508+23.0 LT

INFILTRATION TRENCH
504+40.0 LT - 505+23.0 LT (NON-PART)
505+53.2 LT - 507+43.0 LT (NON-PART)
507+43.0 LT - 401+50.0 RT

TREE PROTECTION
506+79.40 RT
506+93.50 RT



PROPOSED DRAINAGE

P7.1
STA 402+59.7, RT TO 402+57.7, RT
NEW 12"X24', CPEP INV IN 332.33 INV OUT 331.50 (3.45%)
NEW IN7.1 RIM=336.33 TO NEW IN7.2 (DRYWELL) RIM=335.5

P7.2
STA 402+59.6, LT TO 402+60.5, LT
NEW 12"X13', CPEP INV IN 332.26 INV OUT 332.00 (2.11%)
NEW IN7.3 RIM=336.26 TO NEW IN7.4 (DRYWELL) RIM=336.00

P7.3
STA 402+60.5, LT TO 402+74.6, LT
NEW 12"X11', CPEP INV IN 332.00 INV OUT 331.8 (1.78%)
NEW IN7.4 (DRYWELL) RIM=336 TO NEW IN7.5 (DRYWELL) RIM=336

LEGEND
INFILTRATION TRENCH

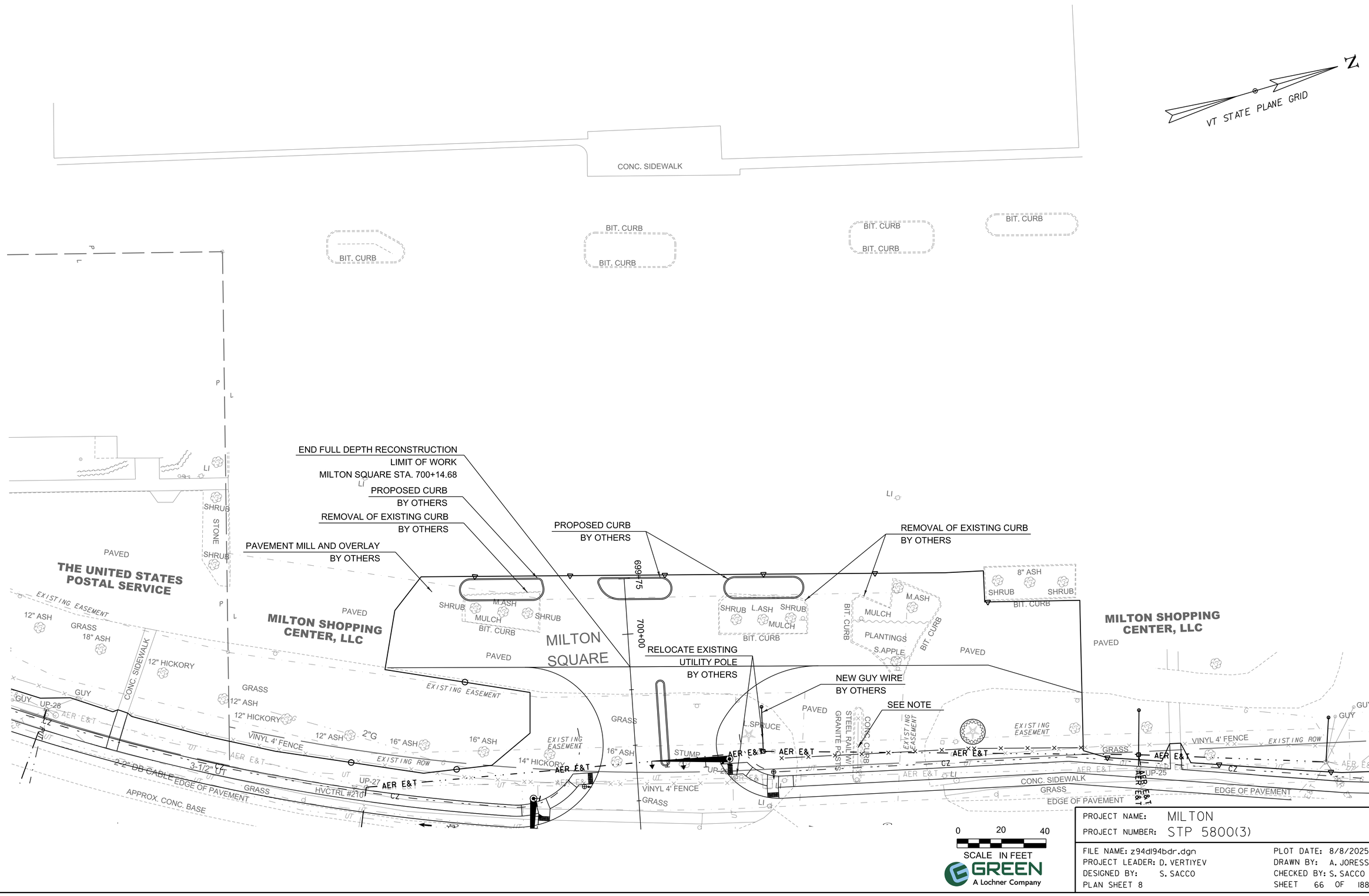
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PLAN SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 65 OF 188



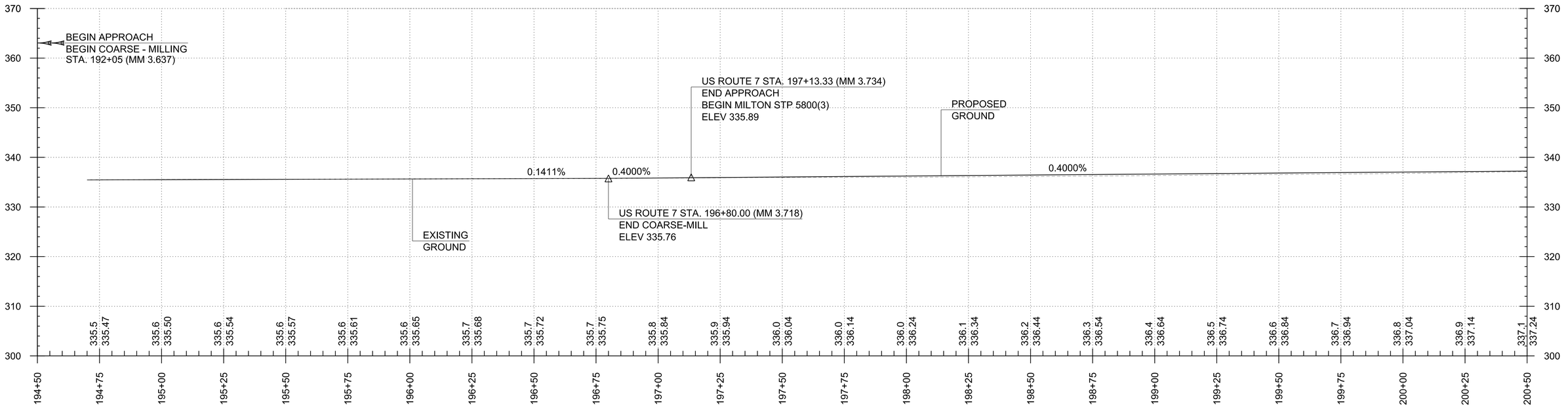
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94bdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PLAN SHEET 8

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

US ROUTE 7



THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND APPROXIMATE ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE THE PROPOSED PROFILE GRADES FOR THE NEW ALIGNMENT.

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

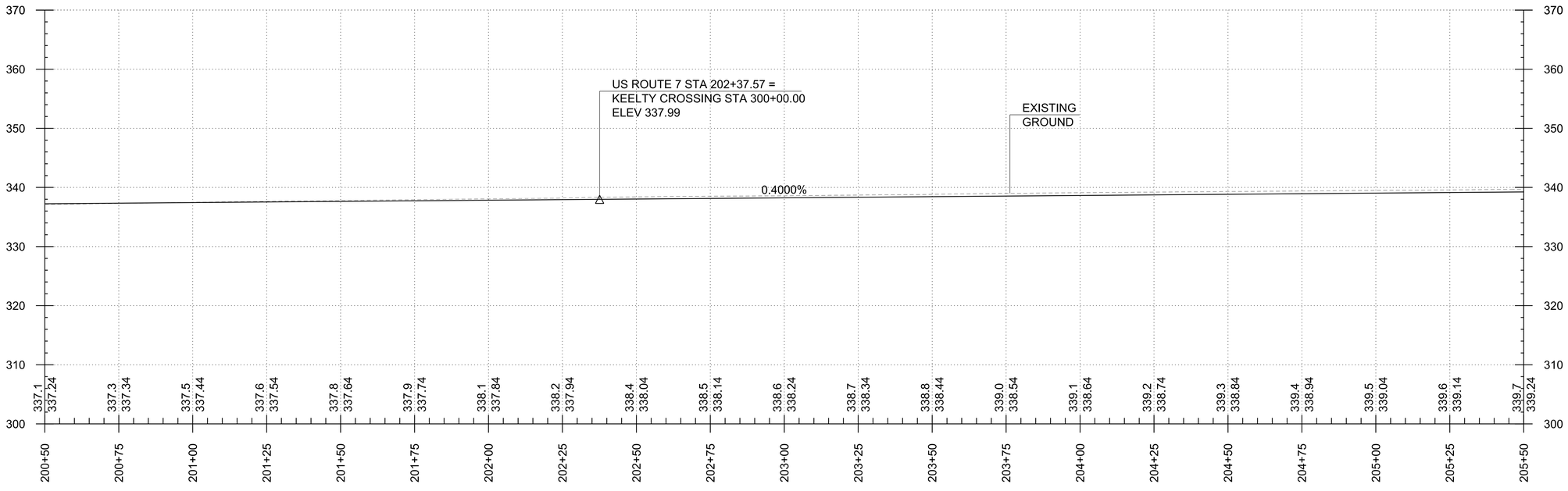
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PROFILE SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 67 OF 188

US ROUTE 7



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NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

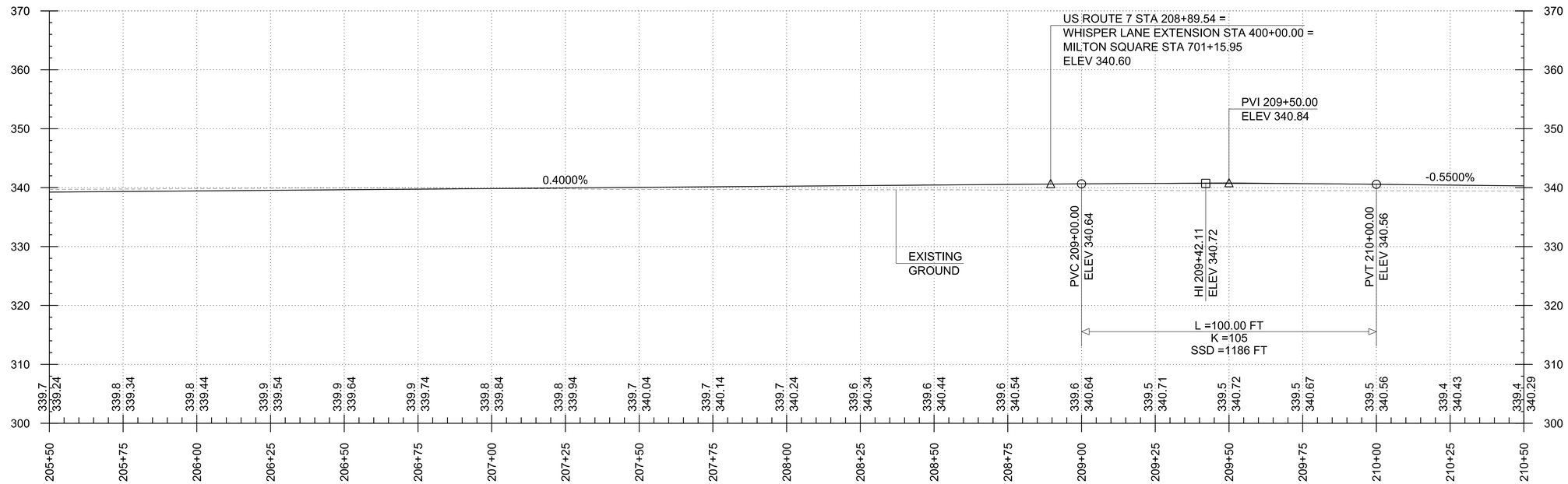
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PROFILE SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 68 OF 188

US ROUTE 7



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NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

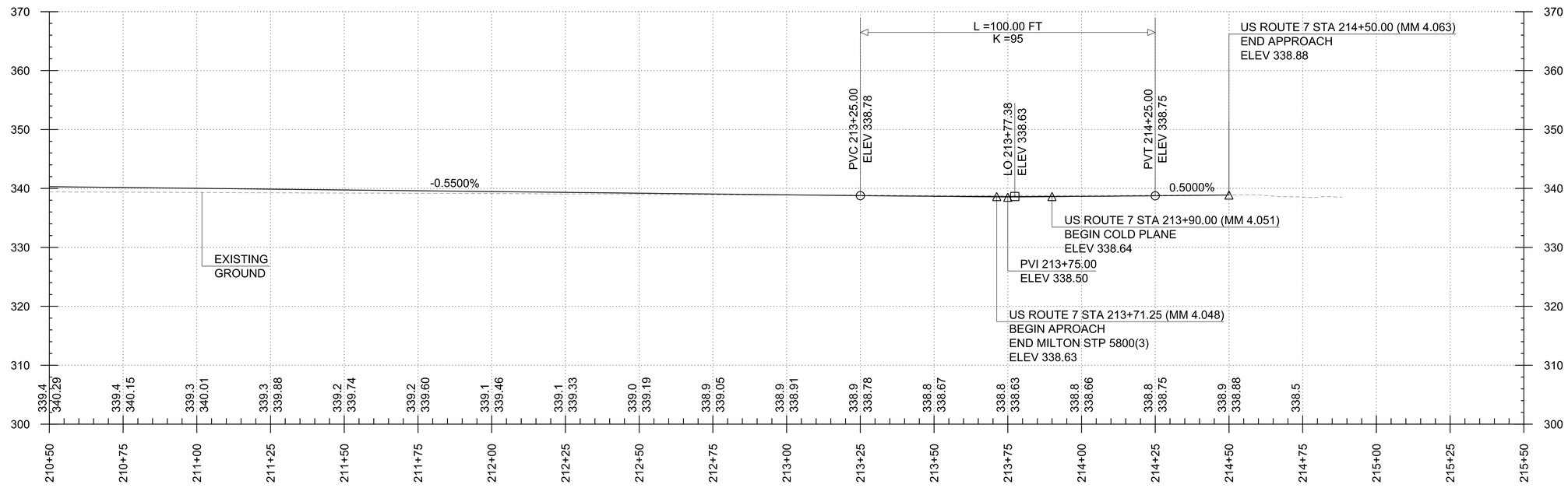
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PROFILE SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 69 OF 188

US ROUTE 7



THE GRADES SHOWN TO THE NEAREST TENTH OF A FOOT ARE THE ORIGINAL GROUND APPROXIMATE ELEVATIONS ALONG THE PROPOSED ALIGNMENT. THE GRADES SHOWN TO THE NEAREST HUNDREDTH OF A FOOT ARE THE PROPOSED PROFILE GRADES FOR THE NEW ALIGNMENT.

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

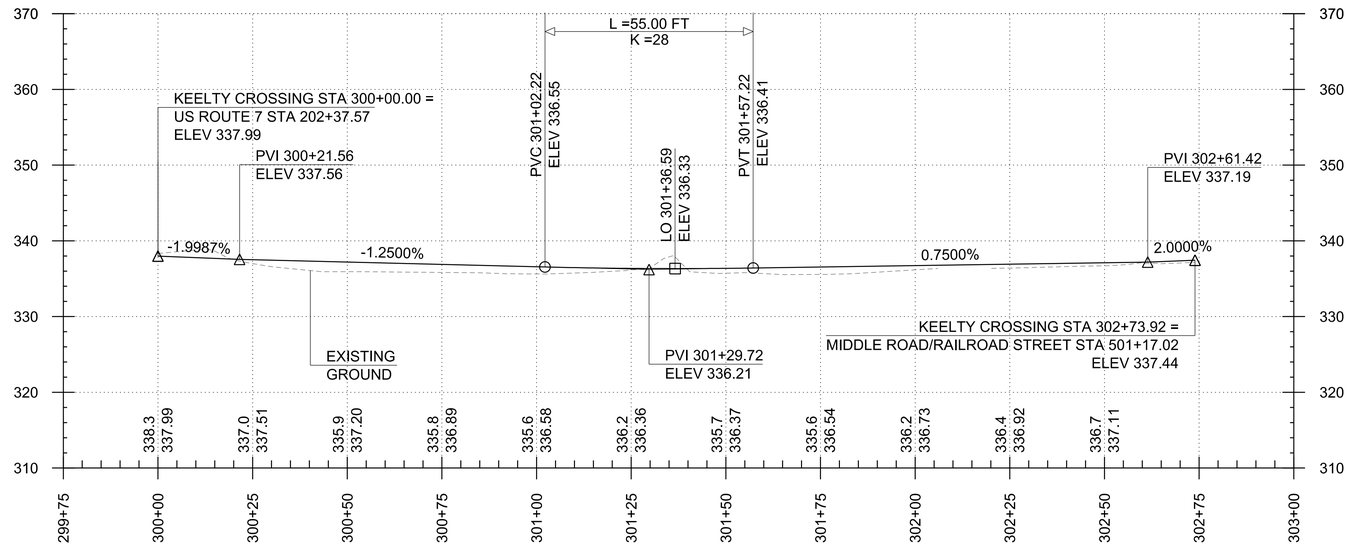
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PROFILE SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 70 OF 188

KEELTY CROSSING



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NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

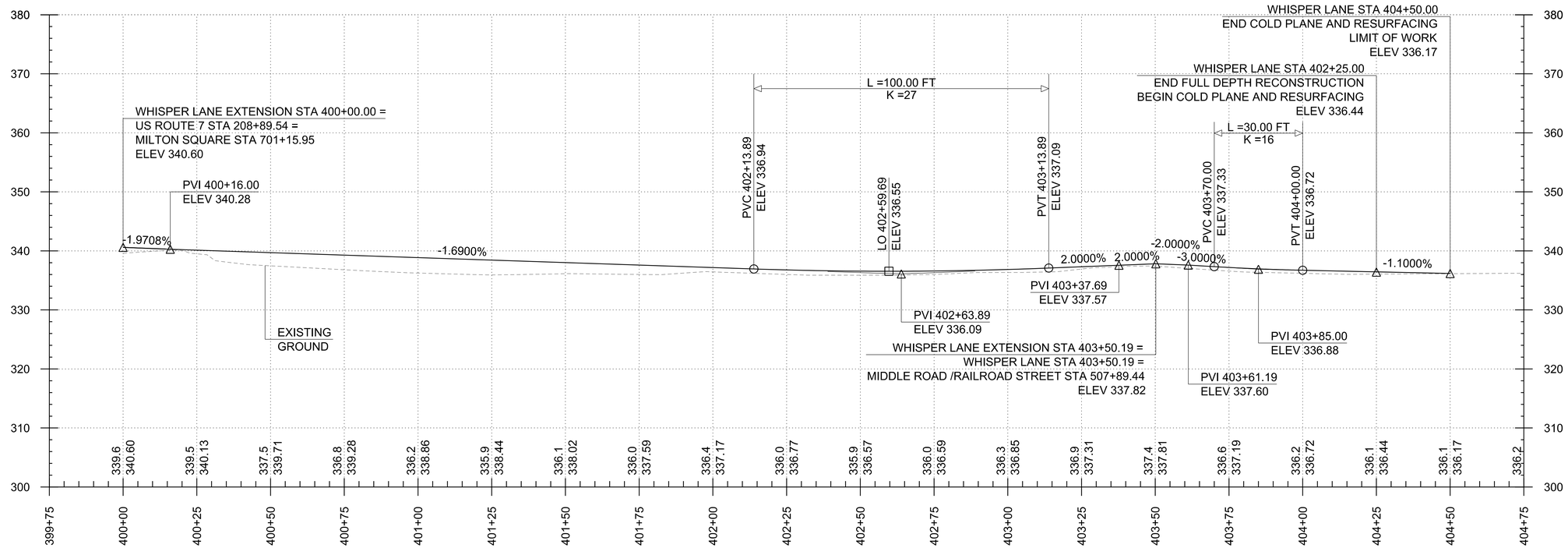
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PROFILE SHEET 5

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 71 OF 188

WHISPER LANE EXTENSION
& WHISPER LANE



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NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

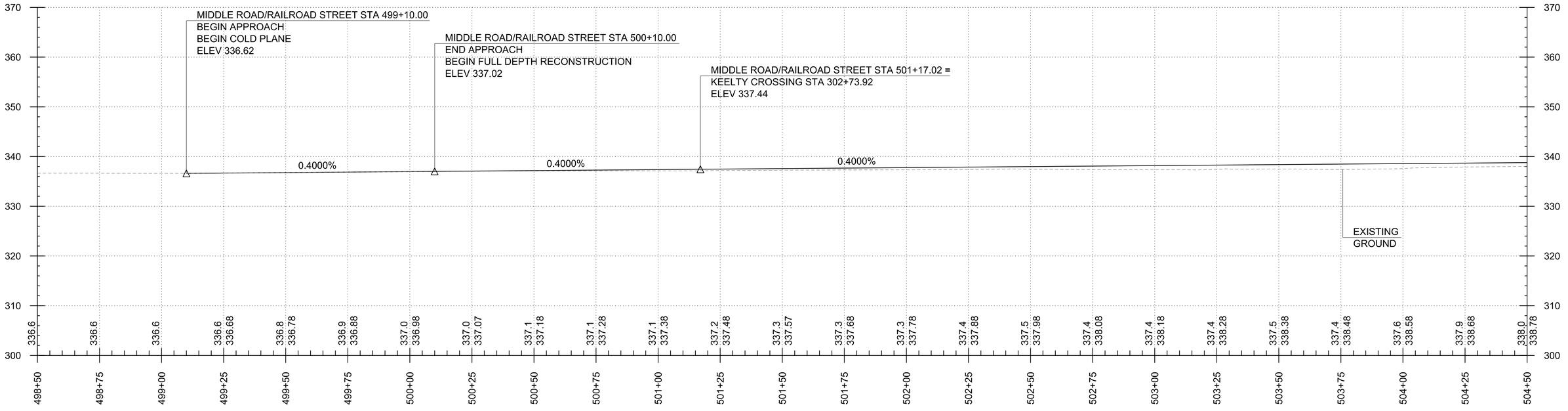
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PROFILE SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 72 OF 188

MIDDLE ROAD/RAILROAD STREET



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NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

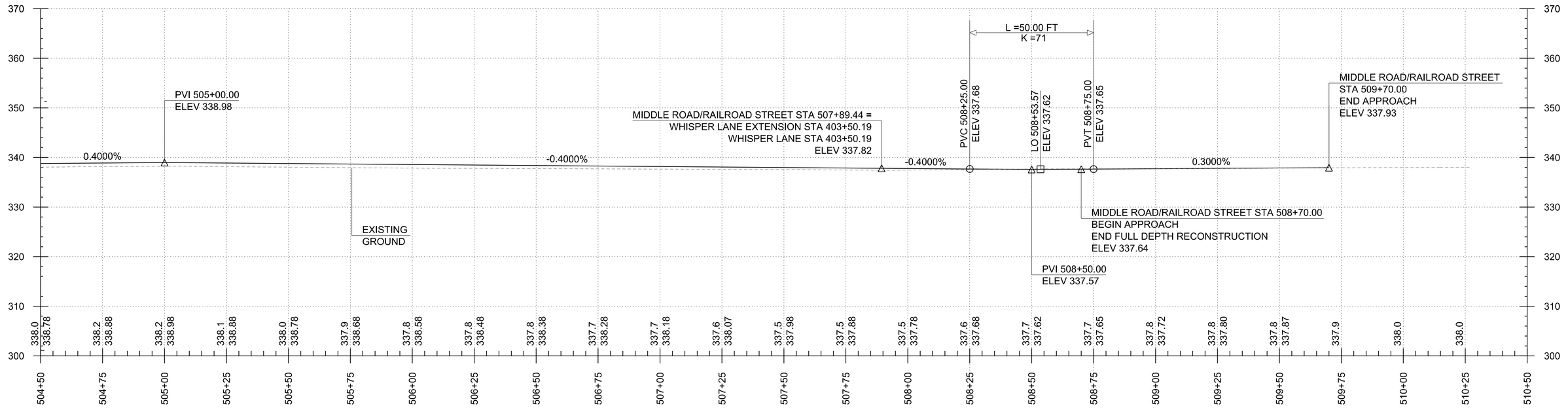
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PROFILE SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 73 OF 188

MIDDLE ROAD/RAILROAD STREET



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NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

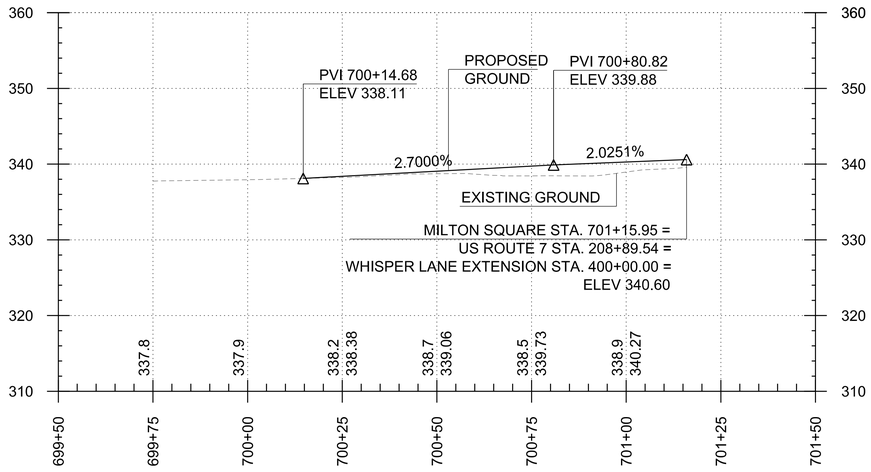
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
PROFILE SHEET 8

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 74 OF 188

MILTON SQUARE



GREEN
A Lochner Company

PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
PROFILE SHEET 9	SHEET 75 OF 188

XXX.XX / XXX.X — PROPOSED GRADE / EXISTING GRADE

N

VT STATE PLANE GRID

P L

EXISTING ROW

336 337 338

201+00 202+00 203+00 300+00 301+00

336.68 / 336.7
337.12 / 336.5
337.01 / 336.3
337.14 / 336.5
337.19 / 336.4
336.75 / 336.5
337.24 / 336.4
337.19 / 336.5
337.21 / 336.5
337.26 / 336.7
337.26 / 336.7

337.01 / 336.1
337.47 / 336.2
337.30 / 336.2
337.52 / 336.2
337.11 / 336.2
337.23 / 336.2
337.35 / 336.3
337.18 / 336.3
337.54 / 336.3
337.59 / 336.3
337.66 / 336.8
337.61 / 336.8

337.66 / 339.1
337.59 / 339.0
337.58 / 339.2
337.36 / 339.1
337.51 / 338.3
337.93 / 339.0
336.78 / 337.0
336.87 / 336.7
337.29 / 338.8
336.79 / 336.46
336.71 / 336.6
336.58 / 336.2
337.52 / 338.3
336.71 / 337.0
337.44 / 337.8
336.64 / 336.6
336.51 / 336.2
336.44 / 335.9

337.07 / 336.0
337.17 / 336.2
337.08 / 336.0
337.14 / 336.2
337.11 / 336.2
337.00 / 336.2
336.89 / 335.9
336.99 / 335.9
336.96 / 335.9
337.00 / 335.7
337.00 / 335.8
336.87 / 335.8
336.95 / 335.8
336.85 / 335.8
336.84 / 335.8
336.80 / 335.8
336.79 / 335.9
336.77 / 335.8

NOTES:
1. EXISTING SURVEY AND GRADING HAS ONLY BEEN SHOWN BEYOND THE PROPOSED WORK LIMITS TO MORE CLEARLY REPRESENT THE PROPOSED CONDITIONS.
2. CONTOURS HAVE BEEN SHOWN TO THE NEAREST 0.5 FEET.

0 10 20
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194grdbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
GRADING PLAN SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 76 OF 188

XXX.XX / XXX.X — PROPOSED GRADE / EXISTING GRADE

N

VT STATE PLANE GRID

700+00 | 701+00 | 701+15 | 208+00 | 209+00 | 210+00

EXISTING ROW

337.9 (ME) 338.4 (ME) 338.5 (ME) 338.7 (ME) 337.6 (ME) 338.0 (ME)

338.16 / 338.2 — 338.10 / 338.1 — 338.14 / 338.2 — 338.54 / 338.5

339.45 / 338.5 — 339.32 / 338.6 — 339.52 / 338.5 — 339.22 / 338.5 — 339.29 / 338.4 — 339.78 / 338.4 — 339.60 / 338.5 — 339.68 / 338.4

339.32 / 338.6 — 339.22 / 338.6 — 339.29 / 338.6 — 339.53 / 338.5 — 339.61 / 338.4 — 339.40 / 338.5

339.32 / 338.7 — 339.30 / 338.7 — 339.35 / 338.7 — 339.10 / 338.7 — 339.26 / 338.7 — 339.38 / 338.6

339.28 / 338.5 — 339.33 / 338.5 — 339.66 / 338.4 — 339.74 / 338.4 — 339.74 / 338.5 — 338.89 / 338.1 — 339.25 / 337.9 — 339.81 / 338.4 — 339.89 / 338.2 — 339.82 / 338.4

340.04 / 340.1 — 340.06 / 340.1 — 339.99 / 340.1 — 339.55 / 340.1 — 339.99 / 340.0 — 339.48 / 339.8 — 339.92 / 339.8 — 339.91 / 339.7

339.57 / 338.6 — 339.66 / 338.5 — 339.62 / 338.1 — 339.50 / 338.5 — 339.55 / 338.3 — 339.48 / 338.3 — 339.40 / 337.9 — 339.33 / 338.0 — 339.34 / 337.6

340.39 / 340.1 — 340.31 / 340.1 — 340.23 / 340.2 — 340.31 / 340.0 — 339.88 / 340.0 — 339.81 / 339.1 — 339.58 / 338.9 — 339.68 / 338.3 — 339.65 / 337.6 — 339.58 / 337.5 — 339.33 / 337.1 — 339.51 / 337.6 — 339.51 / 337.3 — 339.26 / 337.0 — 340.24 / 339.1 — 340.15 / 339.1

338 — 339 — 340

NOTES:

1. EXISTING SURVEY AND GRADING HAS ONLY BEEN SHOWN BEYOND THE PROPOSED WORK LIMITS TO MORE CLEARLY REPRESENT THE PROPOSED CONDITIONS.
2. CONTOURS HAVE BEEN SHOWN TO THE NEAREST 0.5 FEET.
3. PROPOSED ELEVATIONS ARE GIVEN AT THE BOTTOM OF CURB. TOP OF CURB ELEVATIONS TO BE SET BASED ON STANDARD DETAIL C-10 FOR THE RESPECTIVE CURB TYPE AS SPECIFIED ON THE CURB TIE AND LAYOUT SHEETS.

0 10 20
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94grdbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
GRADING PLAN SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 77 OF 188

XXX.XX / XXX.X — PROPOSED GRADE / EXISTING GRADE

VT STATE PLANE GRID

N

336 337 302+00 302+74 500+00 501+00 502+00

EXISTING ROW

336.56 / 336.0
336.64 / 336.3
336.69 / 336.5
336.78 / 336.9
336.92 / 336.7
336.85 / 336.6
337.00 / 336.9
337.00 / 337.0
336.67 / 336.1
336.63 / 336.0
336.71 / 336.3
336.79 / 336.3
336.83 / 336.5
336.76 / 336.5
336.86 / 336.9
336.68 / 336.5
336.68 / 336.5
336.96 / 336.6
336.89 / 336.5
336.97 / 336.7
337.09 / 337.5
337.23 / 337.5
337.27 / 337.5
336.59 / 336.5
336.89 / 336.6
337.07 / 336.8
337.02 / 336.8
337.06 / 337.0
337.09 / 337.0
337.16 / 337.5
337.13 / 337.1
337.40 / 337.1
337.03 / 337.1
337.05 / 337.1
337.14 / 337.1
337.16 / 337.1
337.33 / 337.2
337.36 / 337.2
337.46 / 337.1
337.49 / 337.1

NOTES:
1. EXISTING SURVEY AND GRADING HAS ONLY BEEN SHOWN BEYOND THE PROPOSED WORK LIMITS TO MORE CLEARLY REPRESENT THE PROPOSED CONDITIONS.
2. CONTOURS HAVE BEEN SHOWN TO THE NEAREST 0.5 FEET.

0 10 20
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94grdbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
GRADING PLAN SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 78 OF 188

XXX.XX / XXX.X — PROPOSED GRADE / EXISTING GRADE

N

VT STATE PLANE GRID

337.47 / 336.9
337.55 / 337.1
337.72 / 337.4
337.44 / 337.1
337.37 / 336.9
336.79 / 336.5
337.19 / 336.6
336.57 / 336.6
336.88 / 336.6
337.27 / 336.8
336.64 / 336.3
336.84 / 336.4
336.92 / 336.8
336.99 / 336.8
337.17 / 336.8
337.18 / 337.0
337.36 / 337.1
337.48 / 337.3
337.56 / 337.4
337.00 / 337.1
337.02 / 337.1
337.25 / 337.2
337.38 / 337.4
336.76 / 336.3
336.85 / 336.6
336.94 / 336.9
337.17 / 337.1
337.3(ME)
337.4(ME)
337.72 / 337.5
337.65 / 337.1
337.64 / 337.0
337.69 / 337.5
337.62 / 337.1
337.56 / 336.8
337.58 / 336.9
337.55 / 336.9

403+00
404+00
507+00
508+00
509+00

EXISTING ROW

NOTES:
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2. CONTOURS HAVE BEEN SHOWN TO THE NEAREST 0.5 FEET.

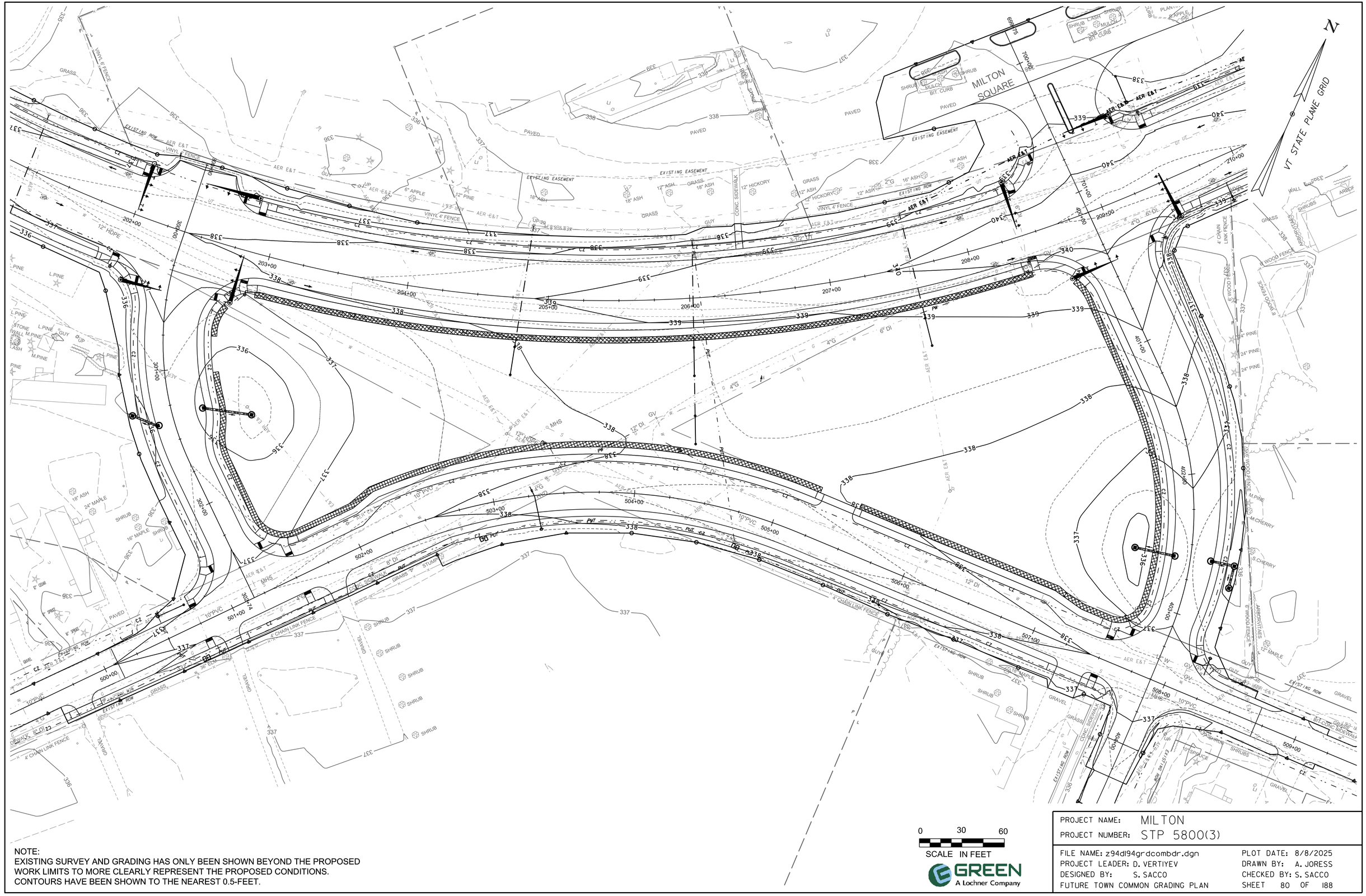
0 10 20
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94grdbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
GRADING PLAN SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 79 OF 188


N
VT STATE PLANE GRID
MILTON SQUARE
EXISTING EASEMENT
EXISTING ROW
AER E&T
VINYL 6' FENCE
VINYL 4' FENCE
4' CHAIN LINK FENCE
6' WOOD FENCE
CONC. SIDEWALK
BIT. CONC SIDEWALK
BIT. CURB
PAVED
GRASS
GRAVEL
SHRUBS
12" HDPE
10"PVC
12" DI
8" DI
4"G
6" DI
MHS
GV
PW
PUT
GUY
UP
SHRUB
16" ASH
18" ASH
12" ASH
12" HICKORY
6" APPLE
12" PINE
24" PINE
24" MAPLE
16" MAPLE
L.PINE
M.PINE
M.CHERRY
S.CHERRY
10" SPRUCE
ARBORVITAES
ARBOR VITAE
STONE WALL
WALL
SHRUBS
2"G
4' CHAIN LINK FENCE
6' WOOD FENCE
4' CHAIN LINK FENCE
200+00
201+00
202+00
203+00
204+00
205+00
206+00
207+00
208+00
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210+00
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729+00
730+00
731+00
732+00
733+00
734+00
735+00
736+00
737+00
738+00
739+00

EPSC PLAN NARRATIVE

1. PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE RECONFIGURATION OF AN EXISTING INTERSECTION, REMOVAL OF THE CONCRETE BASE UNDER US ROUTE 7, THE CONFIGURATION OF A NEW ROADWAY, FULL DEPTH RECONSTRUCTION, TRAFFIC SIGNALS, LIGHTING, LANDSCAPING, AND OTHER HIGHWAY RELATED WORK.

IT IS ANTICIPATED THAT CONSTRUCTION WILL LAST TWO CONSTRUCTION SEASONS

2. AMOUNT OF DISTURBANCE & RISK EVALUATION

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 8.23 ACRES.

THE MAXIMUM CONCURRENT EARTH DISTURBANCE USED TO SCORE THIS PROJECT IN APPENDIX A RISK ASSESSMENT IS 5 ACRES.

THIS PROJECT REQUIRES COVERAGE UNDER GENERAL PERMIT 3-9020 FOR STORMWATER RUNOF FROM CONSTRUCTION SITES FOR LOW RISK PROJECTS.

ANY MODIFICATIONS TO THE PROJECT THAT INCREASE THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

3. MAJOR COMPONENTS & SEQUENCING

THE CONTRACTOR SHALL SEQUENCE CONSTRUCTION ACTIVITIES TO MINIMIZE THE EXTENT OF DISTURBED SOILS LEFT OPEN TO EROSION AT ANY GIVEN TIME. CONCURRENT EARTH DISTURBANCE SHALL NOT EXCEED 5 ACRES.

4. SITE DESCRIPTION
4.1 VEGETATED BUFFERS

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE IMPLEMENTED WHEREVER POSSIBLE.

THIS PROJECT DOES NOT RELY ON VEGETATED BUFFERS AS A MITIGATING RISK FACTOR

4.2 STREAM CROSSINGS

THIS PROJECT DOES NOT INCLUDE ANY PROPOSED STREAM CROSSINGS.

4.3 WETLANDS

THERE ARE NO WETLANDS OR WETLAND BUFFERS IMPACTED WITHIN THE PROJECT LIMITS

4.4 TOPOGRAPHY

THE TOPOGRAPHY OF THE PROJECT AREA IS GENERALLY FLAT. US ROUTE 7, MIDDLE ROAD, RAILROAD STREET, WHISPER LANE, MILTON SQUARE, AND RESIDENTIAL AND COMMERICAL DRIVEWAYS ARE WITHIN THE PROJECT SITE.

4.5 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF HARDWOOD AND SOFTWOOD TREES AND UNDERGROWTH. THE AREA IS DEVELOPED AND THE MAJORITY OF THE LAND WITHIN THE PROJECT LIMIT IS CLEAR OF VEGETATION. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY THE PROJECT. UPON COMPLETION, THE DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES AS DESCRIBED IN THE TURF ESTABLISHMENT DETAIL, UNLESS NOTED OTHERWISE.

4.6 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE. SOILS ON THE PROJECT SITE INCLUDE: ADAMS AND WINDSOR LOAMY SANDS, 0% TO 5% SLOPES, "K FACTOR" =0.15

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:
0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

4.7 OTHER SENSITIVE RESOURCES

THERE ARE NO SENSITIVE RESOURCES WITHIN THE PROJECT LIMITS.

5. DRAINAGE
5.1 RECEIVING WATERS

THERE ARE NO WATER SOURCES WITHIN THE PROJECT AREA. THE RECEIVING WATERS ARE AN UNNAMED TRIBUTARY TO THE LOWER LAMOILLE RIVER WATERSHED TO THE NORTH AND AN UNNAMED TRIBUTARY TO THE MALLETS BAY DRAINAGE WATERSHED TO THE SOUTH.

5.2 DISCHARGE POINTS

THERE ARE FOUR EXISTING DISCHARGE POINTS DISCHARGING TO TWO DIFFERENT WATERSHEDS, THE LOWER LAMOILLE RIVER WATERSHED TO THE NORTH AND THE MALLETS BAY DRAINAGE WATERSHED TO THE SOUTH.

5.3 CONVEYANCE/FLOW PATH FROM PROJECT TO WATERS

THE MAJORITY OF THE PROJECT IS NOT CURBED AND RUNOFF DRAINS OVERLAND ACROSS ADJACENT VEGETATED SIDE SLOPES BEFORE REACHING THE RECEIVING WATERS. THERE IS CURRENTLY NO CLOSED DRAINAGE SYSTEM WITHIN THE PROJECT AREA.

6. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES

THE MEASURES INCLUDED IN THIS PLAN ARE PROVIDED AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. IT IS EXPECTED THAT THE CONTRACTOR MAY USE THIS PLAN, WITH ADJUSTMENTS AS NECESSARY, BASED ON THEIR SPECIFIC MEANS AND METHODS OF CONSTRUCTION.

APPLYING THESE MEASURES THROUGHOUT CONSTRUCTION IS CRITICAL TO THEIR SUCCESS IN MINIMIZING SEDIMENT TRANSPORT TO THE RECEIVING WATERS. REFER TO THE DETAILS INCLUDED IN THESE PLANS AND THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION'S VERMONT STANDARDS AND SPECIFICATIONS FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR SPECIFIC GUIDANCE.

6.1 IDENTIFY LIMITS OF DISTURBANCE

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BARRIER FENCE SHALL BE USED INSTEAD OF PROJECT DEMARCATION FENCE WITHIN 100 FEET OF A WATER RESOURCE (STREAM, BROOK, LAKE, POND, WETLAND, ETC).

6.2 LIMIT CONCURRENT DISTURBANCE

LIMITING THE AMOUNT OF SOIL EXPOSED AT ONE TIME REDUCES THE POTENTIAL EROSION ON SITE. CONCURRENT EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY AND EMPLOYING STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE.

6.3 STABILIZE DISTURBED AREAS
6.3.1 ACCESS POINTS/ENTRANCE/EXITS

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES ARE ANTICIPATED ON THIS PROJECT AND SHALL BE LOCATED AS SHOWN ON THIS EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXOSED SOILS TO PAVED SURFACES

6.3.2 TEMPORARY MEASURES FOR EXPOSED AREAS DURING CONSTRUCTION

ALL AREAS OF EARTH DISTURBANCE MUST HAVE STABILIZATION IN PLACE WITHIN 14 DAYS OF INITIAL DISTURBANCE. AFTER THIS TIME, DISTURBED AREAS MUST BE STABILIZED IN ADVANCE OF ANY RUNOFF PRODUCING EVENT.

SURFACE ROUGHENING OF EXPOSED SLOPES, SEEDING OF TEMPORARY SLOPES AND STOCKPILES, AND STANDARD MULCHING PRACTICES DESCRIBED IN SPECIFICATION SECTION 653.07 SHALL BE UTILIZED TO TEMPORARILY STABILIZE DISTUBED AREAS

6.3.3 PERMANENT STABILIZATION AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, ROLLED EROSION CONTROL PRODUCT, TYPE I SHALL BE USED INSTEAD OF MULCH.

IN AREAS WHERE VEGETATIVE COVER WILL PRODUCE PERMANENT STABILIZATION, SEEDING IS TO BE COMPLETED BETWEEN APRIL 15 AND SEPTEMBER 15.

6.4 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE. THERE IS NO RUNOFF ABOVE THE AREA OF CONSTRUCTION, THEREFORE IT IS NOT ANTICIPATED THAT DIVERSION MEASURES WILL BE NECESSARY

6.5 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED ON THE DOWNHILL SIDE OF CONSTRUCTION ACTIVITIES, PRIOR TO ANY UP-SLOPE WORK. SILT FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN

6.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSIVE POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS. THERE ARE NO DITCHES OR CHANNELS WITHIN THE PROJECT LIMITS; HOWEVER, THEY MAY BE USED AS DIRECTED BY THE ENGINEER

7. CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS. INFILTRATION TRENCHES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS TO ALLOW FOR THE TREATMENT OF STORMWATER.

8. DEWATERING

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS. DEWATERED STORMWATER OR GROUNDWATER MUST BE FILTERED AND ROUTED IN A MANNER THAT DOES NOT RESULT IN VISIBLY TURBID DISCHARGES TO WATERS. DEWATERING ACTIVITIES ARE NOT ANTICIPATED TO BE NECESSARY.

9. OFF-SITE AREAS

OFF-SITE WASTE AND BORROW AREAS HAVE NOT BEEN IDENTIFIED FOR THIS PROJECT. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY AND PERMIT, AS NECESSARY, ANY OFF-SITE AREAS THAT ARE NEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 105.25 - 105.28. ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES NECESSARY FOR WASTE, BORROW, AND STAGING AREAS OUTSIDE THE PROJECT LIMITS SHALL BE PAID FOR PER 105.28 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

VEHICLE AND EQUIPMENT STORAGE AREAS OR AREAS ADJACENT TO CONSTRUCTION TRAILERS OR OTHER HIGH TRAFFIC AREAS SHALL BE COVERED WITH GEOTEXTILE FABRIC AND 12" OF GRAVEL. FOLLOWING COMPLETION OF CONSTRUCTION, ALL NON-NATIVE MATERIALS SHALL BE REMOVED FROM THE STAGING AREA. COMPACTED, RUTTED, OR OTHERWISE DISTURBED SOILS SHALL BE TILLED, RAKED, SEEDED AND MULCHED.

ERODIBLE MATERIALS STOCKPILED WITHIN THE MATERIAL STORAGE AREAS SHALL BE ISOLATED WITH SILT FENCE OR OTHER ACCEPTABLE SEDIMENT BARRIER. SOIL STOCKPILED ON THE SITE SHALL BE SEEDED AND MULCHED.

EPSC PLAN NARRATIVE

10. WINTER CONSTRUCTION

IF ACTIVITIES ARE ON-GOING BETWEEN OCTOBER 15 AND APRIL 15, THE CONTRACTOR SHALL FOLLOW REQUIREMENTS FOR WINTER CONSTRUCTION, AS DEFINED IN SPECIFIC PERMIT CONDITIONS AND AS FOLLOWS:

- ENLARGED ACCESS POINTS, STABILIZED TO PROVIDE FOR SNOW STOCKPILING.
- LIMITS OF DISTURBANCE MOVED OR REPLACED TO REFLECT BOUNDARY OF WINTER WORK.
- DEVELOPMENT OF A SNOW MANAGEMENT PLAN THAT INCLUDES:
  - ADEQUATE STORAGE AND CONTROL OF MELT-WATER
  - STORAGE OF CLEARED SNOW TO BE PLACED DOWN SLOPE OF DISTURBED AREAS AND OUT OF STORMWATER TREATMENT STRUCTURES
- AREAS OF DISTURBANCE WITHIN 100 FT OF A WATERBODY MUST HAVE REINFORCED (WOVEN WIRE) SILT FENCE INSTALLED ACROSS THE SLOPE, DOWNGRADIENT OF THE EARTH DISTURBANCE. ALTERNATIVELY, REGULAR, NON-WOVEN WIRE SILT FENCE MAY BE USED IF COMBINED WITH EROSION CONTROL BERM, EROSION LOG, OR STRAW WATTLE.
- DRAINAGE STRUCTURES MUST BE KEPT OPEN AND FREE OF SNOW AND ICE DAMS.
- SILT FENCE AND OTHER PRACTICES REQUIRING EARTH DISTURBANCE MUST BE INSTALLED AHEAD OF FROZEN GROUND.
- MULCH TO BE APPLIED AT A MINIMUM OF 2 INCHES DEPTH WITH 80-90% COVERAGE.
- AREAS OF DISTURBED SOILS MUST BE STABILIZED PRIOR TO ANY RUNOFF-PRODUCING EVENT, WITH THE FOLLOWING EXCEPTION:
  - STABILIZATION IS NOT REQUIRED IF THE WORK IS OCCURRING IN A SELF-CONTAINED EXCAVATION WITH NO OUTLET AND A DEPTH OF 2 FT OR GREATER (OPEN UTILITY TRENCHES), PROVIDED THAT ANY DEWATERING, IF NECESSARY, IS CONDUCTED AS REQUIRED.
- PRIOR TO STABILIZATION, SNOW OR ICE MUST BE REMOVED TO LESS THAN 1" THICKNESS.
- USE STONE TO STABILIZE AREAS WHERE CONSTRUCTION VEHICLE TRAFFIC IS ANTICIPATED.

11. INSPECTION & MAINTENANCE

INSPECTION AND MONITORING OF THE PROJECT'S EPSC MEASURES SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD SPECIFICATION 653.04 MONITORING EROSION PREVENTION AND SEDIMENT CONTROL PLAN, ALONG WITH PERMIT SPECIFIC INSPECTION REQUIREMENTS.

THE CONTRACTOR SHALL PROVIDE A COPY OF THEIR INSPECTION FORM AS PART OF THEIR EPSC PLAN.

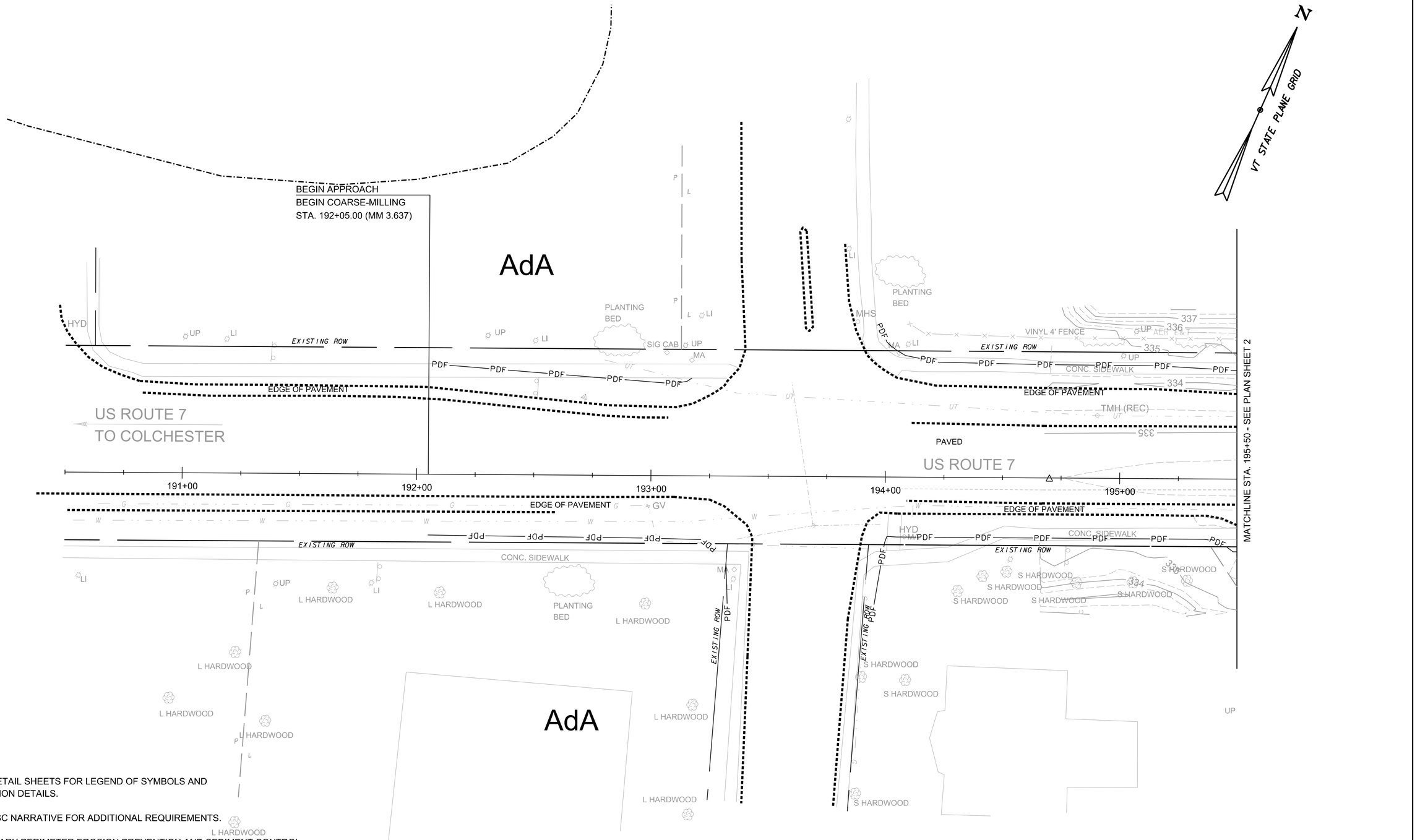
ALL EPSC MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194eronar.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC NARRATIVE

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 82 OF 188



NOTES:

1. SEE EPSC DETAIL SHEETS FOR LEGEND OF SYMBOLS AND CONSTRUCTION DETAILS.
2. SEE THE EPSC NARRATIVE FOR ADDITIONAL REQUIREMENTS.
3. ALL TEMPORARY PERIMETER EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE COMPLETED AND IN PLACE BEFORE THE BEGINNING OF WORK.

SOIL LEGEND

	SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
AdA =	ADAMS AND WINDSOR LOAMY SANDS, 0 TO 5 PERCENT SLOPES	A	0.15

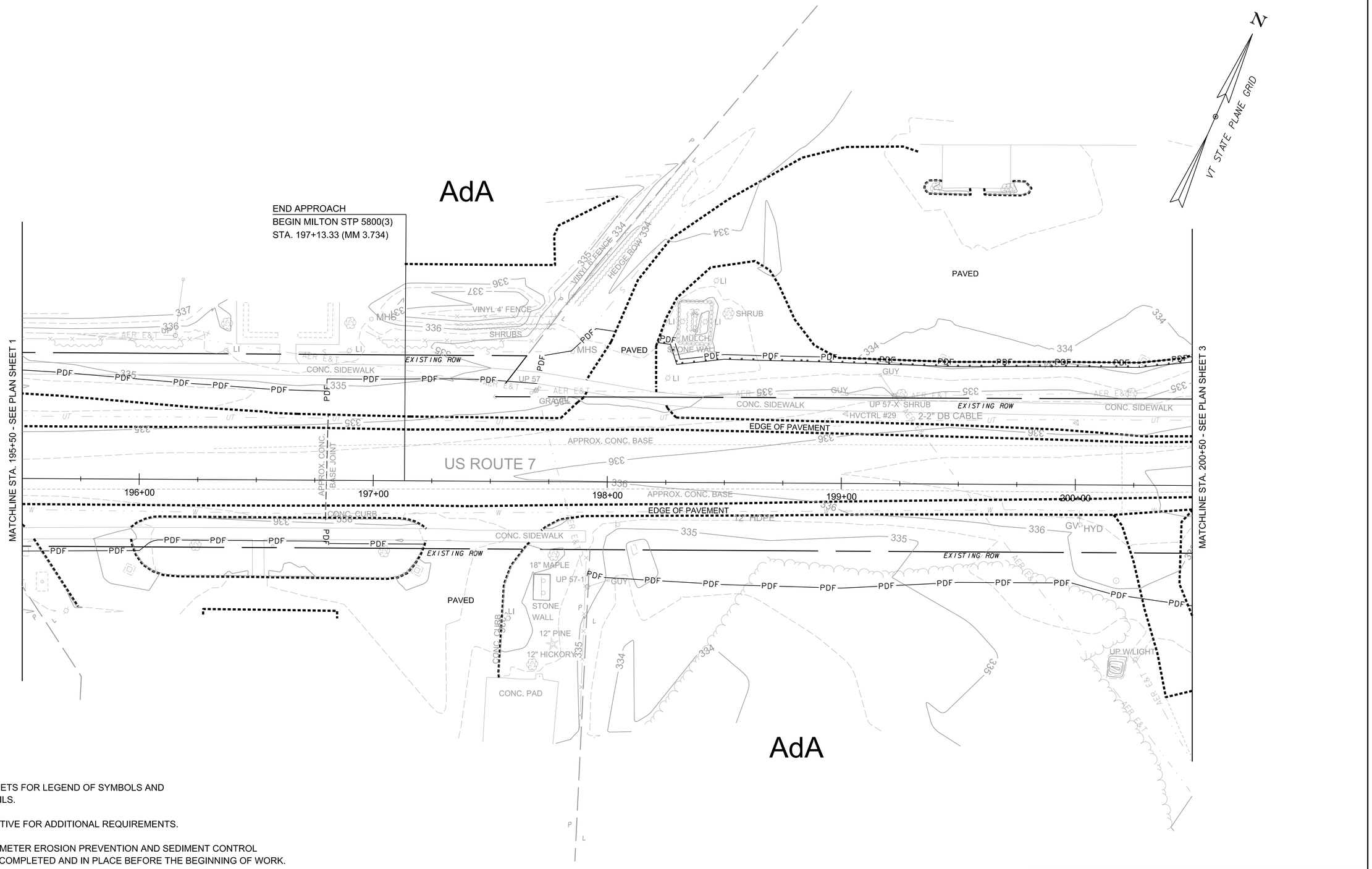
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94eroex.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC EXISTING CONDITIONS PLAN SEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE
SHEET 83 OF 188



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SOIL LEGEND

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AdA =	ADAMS AND WINDSOR LOAMY SANDS, 0 TO 5 PERCENT SLOPES	A	0.15

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SCALE IN FEET

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A Lochner Company

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DESIGNED BY: S. SACCO
EPSC EXISTING CONDITIONS PLAN SEET 2

PLOT DATE: 8/8/2025
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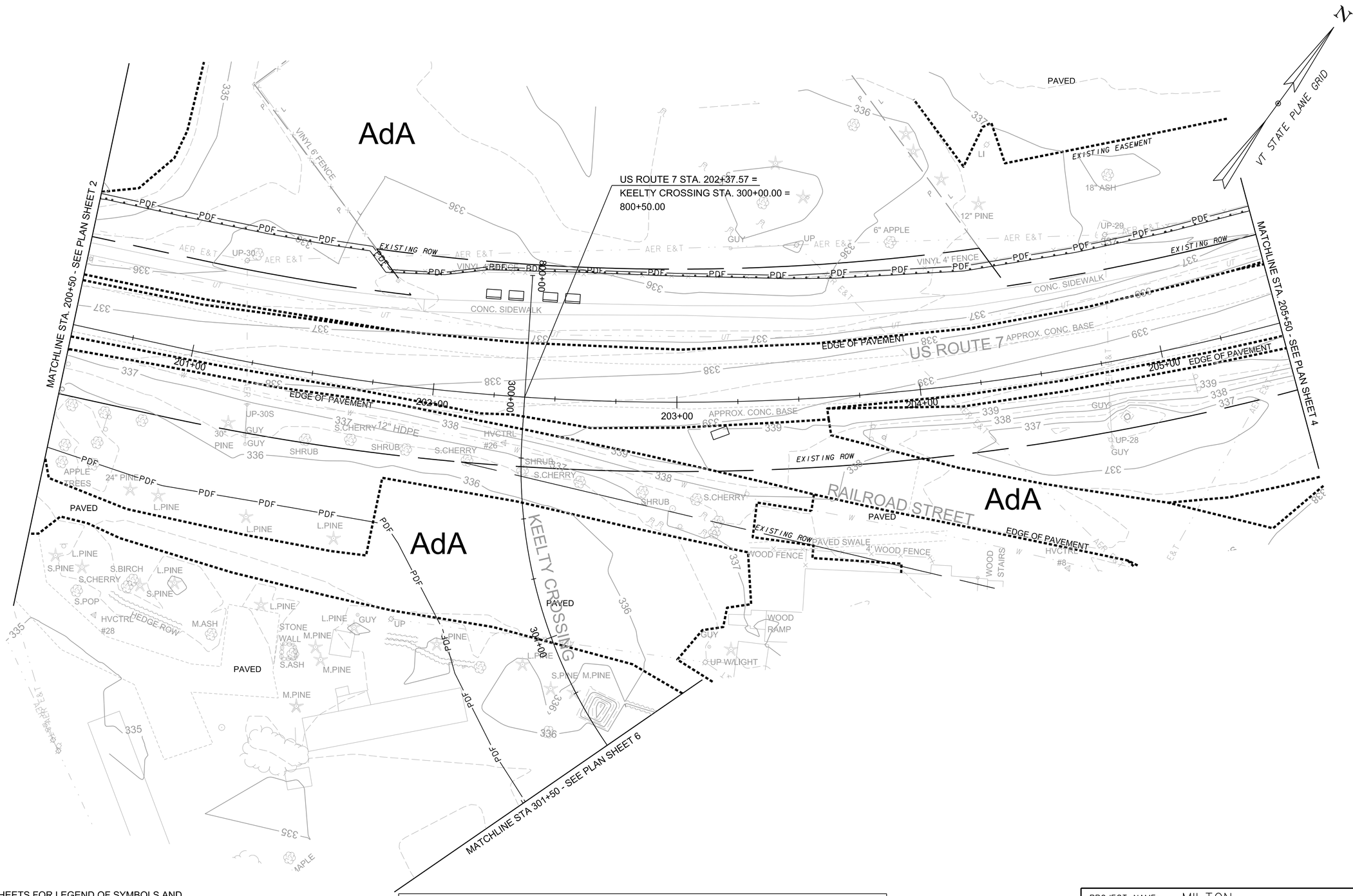

NOTES:

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AdA =	ADAMS AND WINDSOR LOAMY SANDS, 0 TO 5 PERCENT SLOPES	A	0.15

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

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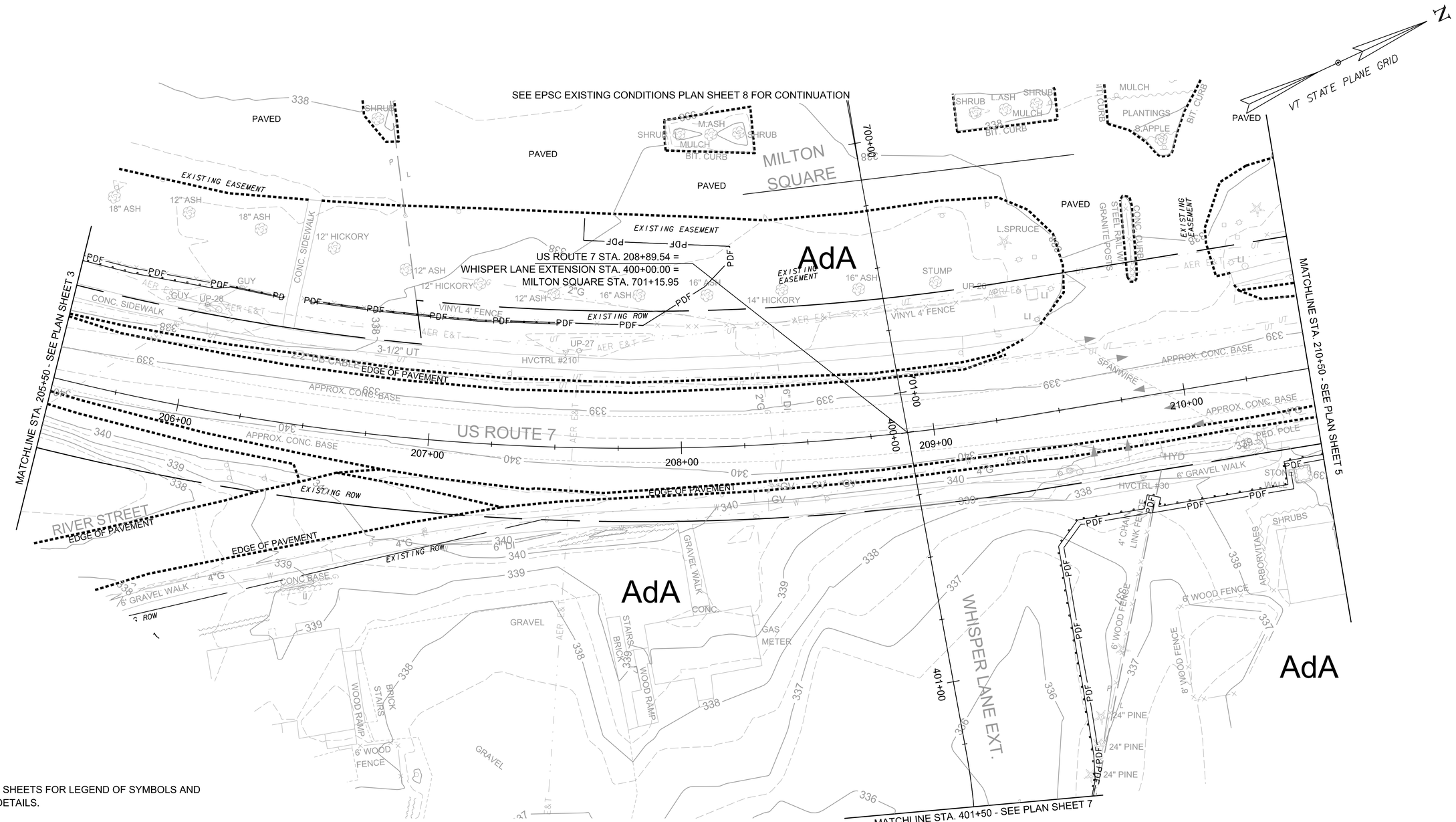
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94eroex.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC EXISTING CONDITIONS PLAN SEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE
SHEET 85 OF 188



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SOIL LEGEND

	SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
AdA =	ADAMS AND WINDSOR LOAMY SANDS, 0 TO 5 PERCENT SLOPES	A	0.15

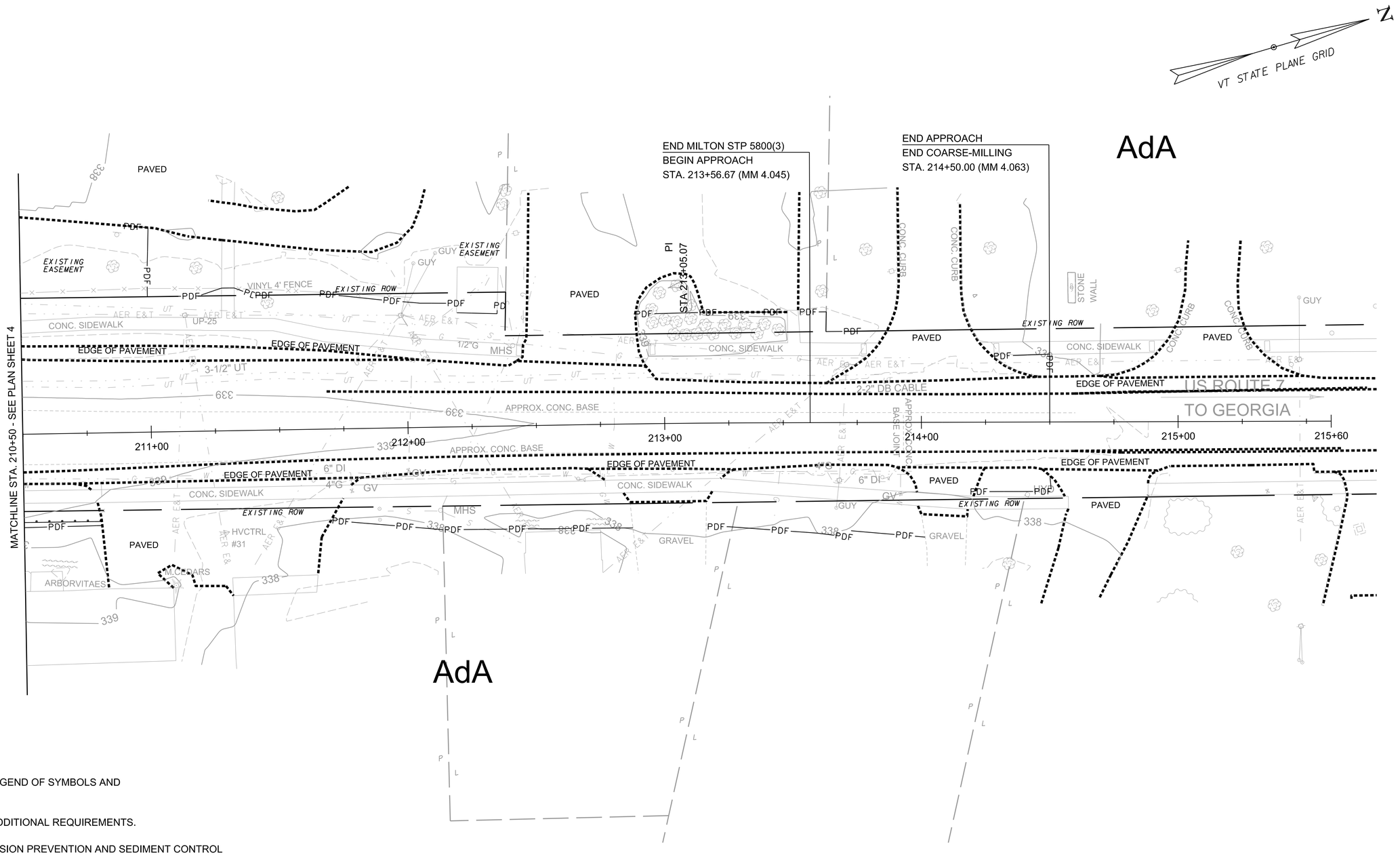
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94eroex.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC EXISTING CONDITIONS PLAN SEET 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE



NOTES:

1. SEE EPSC DETAIL SHEETS FOR LEGEND OF SYMBOLS AND CONSTRUCTION DETAILS.
2. SEE THE EPSC NARRATIVE FOR ADDITIONAL REQUIREMENTS.
3. ALL TEMPORARY PERIMETER EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE COMPLETED AND IN PLACE BEFORE THE BEGINNING OF WORK.

SOIL LEGEND

	SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
AdA =	ADAMS AND WINDSOR LOAMY SANDS, 0 TO 5 PERCENT SLOPES	A	0.15

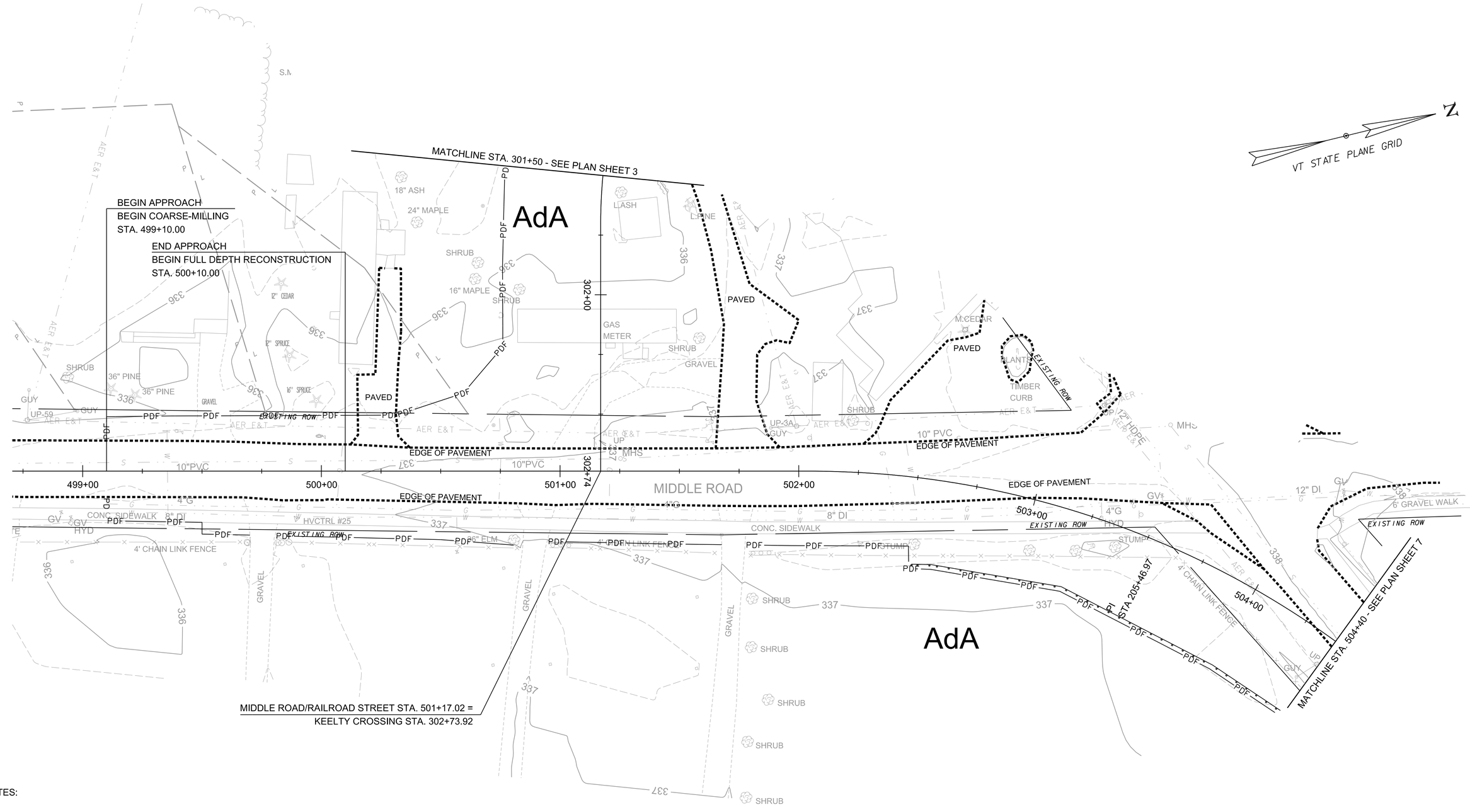
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94eroex.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC EXISTING CONDITIONS PLAN SEET 5

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE
SHEET 87 OF 188



NOTES:

1. SEE EPSC DETAIL SHEETS FOR LEGEND OF SYMBOLS AND CONSTRUCTION DETAILS.
2. SEE THE EPSC NARRATIVE FOR ADDITIONAL REQUIREMENTS.
3. ALL TEMPORARY PERIMETER EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE COMPLETED AND IN PLACE BEFORE THE BEGINNING OF WORK.

SOIL LEGEND

	SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
AdA =	ADAMS AND WINDSOR LOAMY SANDS, 0 TO 5 PERCENT SLOPES	A	0.15

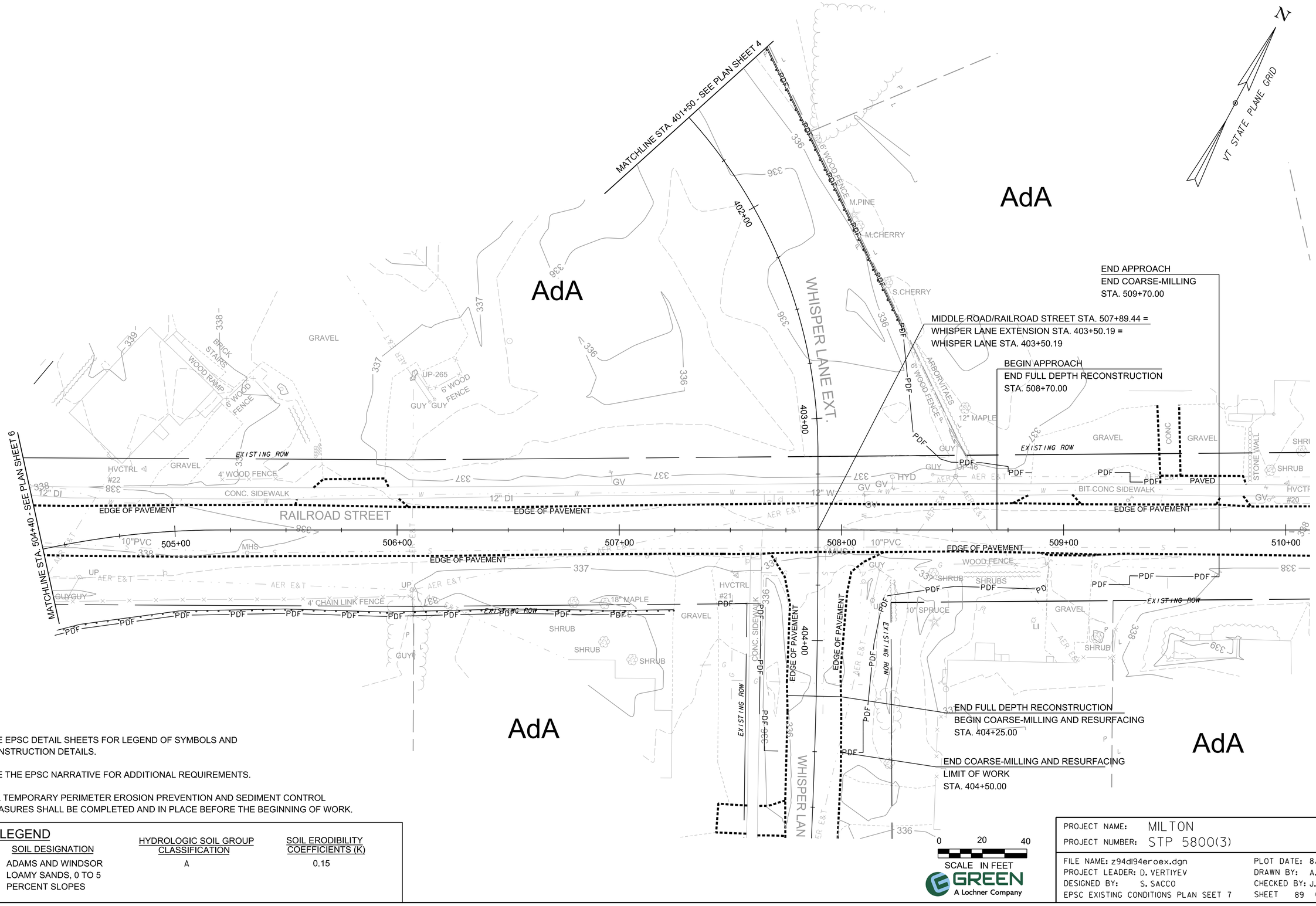
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94eroex.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC EXISTING CONDITIONS PLAN SEET 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE
SHEET 88 OF 188



NOTES:

1. SEE EPSC DETAIL SHEETS FOR LEGEND OF SYMBOLS AND CONSTRUCTION DETAILS.
2. SEE THE EPSC NARRATIVE FOR ADDITIONAL REQUIREMENTS.
3. ALL TEMPORARY PERIMETER EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE COMPLETED AND IN PLACE BEFORE THE BEGINNING OF WORK.

SOIL LEGEND

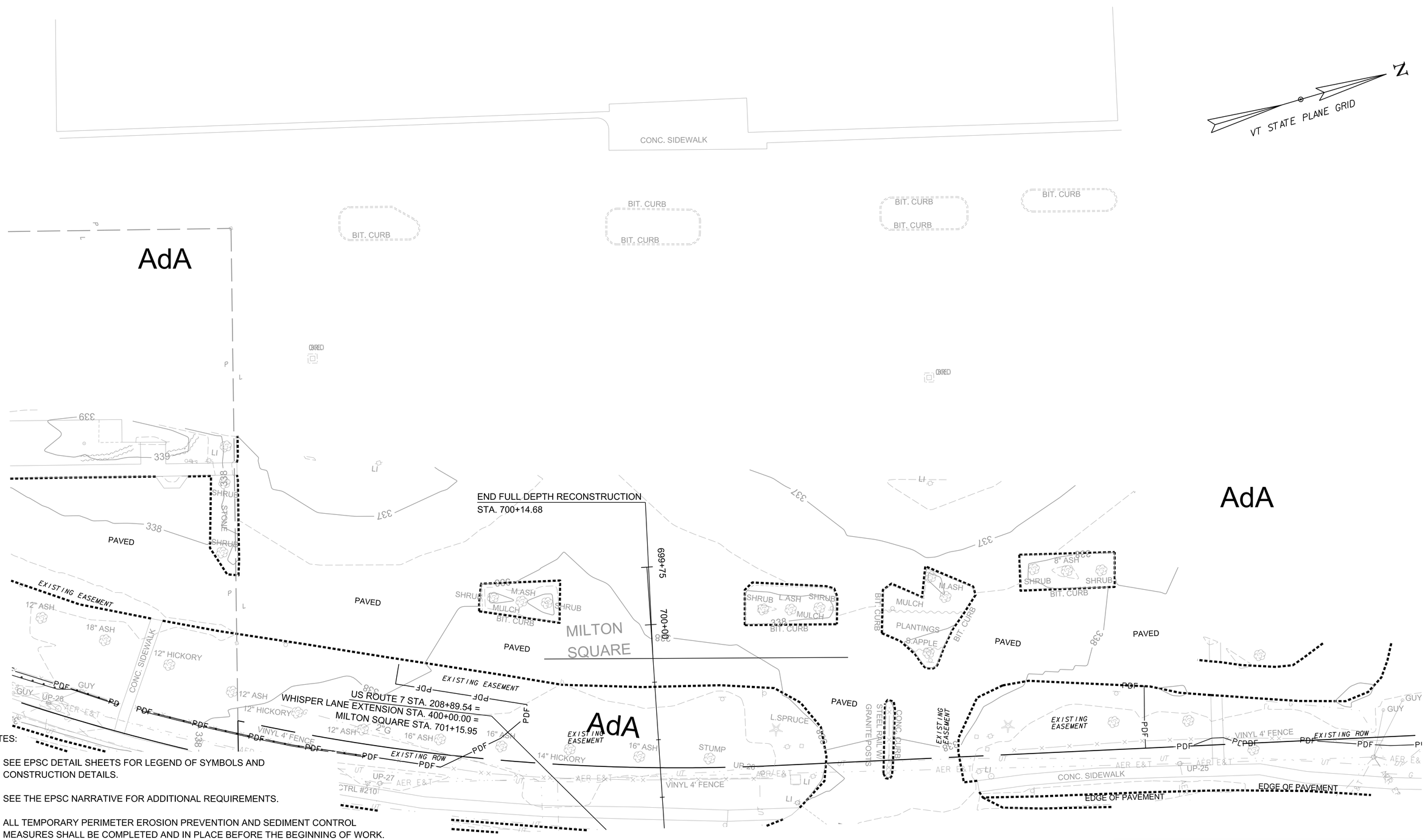
	SOIL DESIGNATION	HYDROLOGIC SOIL GROUP CLASSIFICATION	SOIL ERODIBILITY COEFFICIENTS (K)
AdA =	ADAMS AND WINDSOR LOAMY SANDS, 0 TO 5 PERCENT SLOPES	A	0.15

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

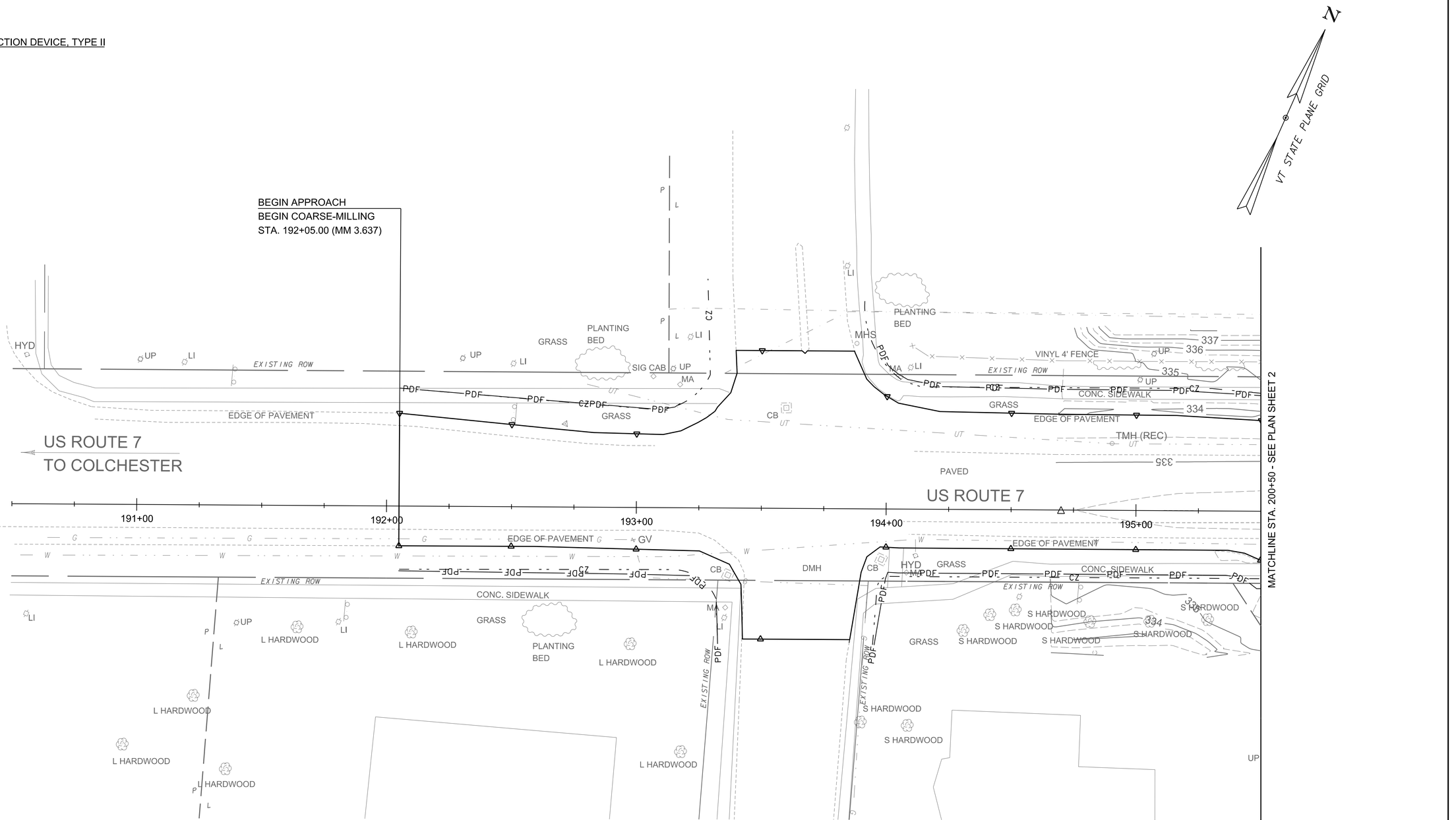
FILE NAME: z94dl94eroex.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC EXISTING CONDITIONS PLAN SEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE


CONC. SIDEWALK
BIT. CURB
BIT. CURB
BIT. CURB
BIT. CURB
BIT. CURB
N
VT STATE PLANE GRID
AdA
AdA
AdA
END FULL DEPTH RECONSTRUCTION
STA. 700+14.68
699+75
700+00
MILTON
SQUARE
PAVED
PAVED
PAVED
PAVED
PAVED
EXISTING EASEMENT
EXISTING EASEMENT
EXISTING EASEMENT
EXISTING EASEMENT
US ROUTE 7 STA. 208+89.54 =
WHISPER LANE EXTENSION STA. 400+00.00 =
MILTON SQUARE STA. 701+15.95
EXISTING ROW
EXISTING ROW
CONC. SIDEWALK
CONC. SIDEWALK
VINYL 4' FENCE
VINYL 4' FENCE
EDGE OF PAVEMENT
EDGE OF PAVEMENT
CONC. CURB
STEEL RAILING
GRANITE POSTS
BIT. CURB
BIT. CURB
BIT. CURB
BIT. CURB
BIT. CURB
MULCH
PLANTINGS
8 APPLE
M ASH
L ASH
L SPRUCE
STUMP
8" ASH
12" ASH
18" ASH
12" HICKORY
14" HICKORY
16" ASH
2"G
STONE
SHRUB
SHRUB
SHRUB
SHRUB
SHRUB
SHRUB
SHRUB
SHRUB
GUY
GUY
GUY
UP-28
UP-27
UP-26
UP-25
AER E&T
PDF
PDF
PDF

INLET PROTECTION DEVICE, TYPE I
193+36.6 RT
193+98.1 RT

INLET PROTECTION DEVICE, TYPE II
193+59.8 LT



NOTES:
1. SEE EPSC NARRATIVE FOR ADDITIONAL INFORMATION.
2. SEE EPSC DETAIL SHEETS FOR CONSTRUCTION DETAILS.
3. THE LOCATIONS OF THE STABILIZED CONSTRUCTION ENTRANCES ARE SUGGESTED ONLY. THE CONTRACTOR SHALL DETERMINE ACTUAL LOCATIONS OF STABILIZED CONSTRUCTION ENTRANCES NEEDED TO PERFORM THE WORK.
4. SEE EPSC FINAL CONDITIONS PLAN SHEET FOR PROPOSED GRADING.

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94erocons.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC CONSTRUCTION PLAN SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

TURF ESTABLISHMENT, GENERAL SEED
196+80.0 LT - 197+87.8 LT
198+23.5 LT - 200+50.0 LT
196+80.0 RT - 197+21.9 RT
197+72.7 RT - 200+50.0 RT

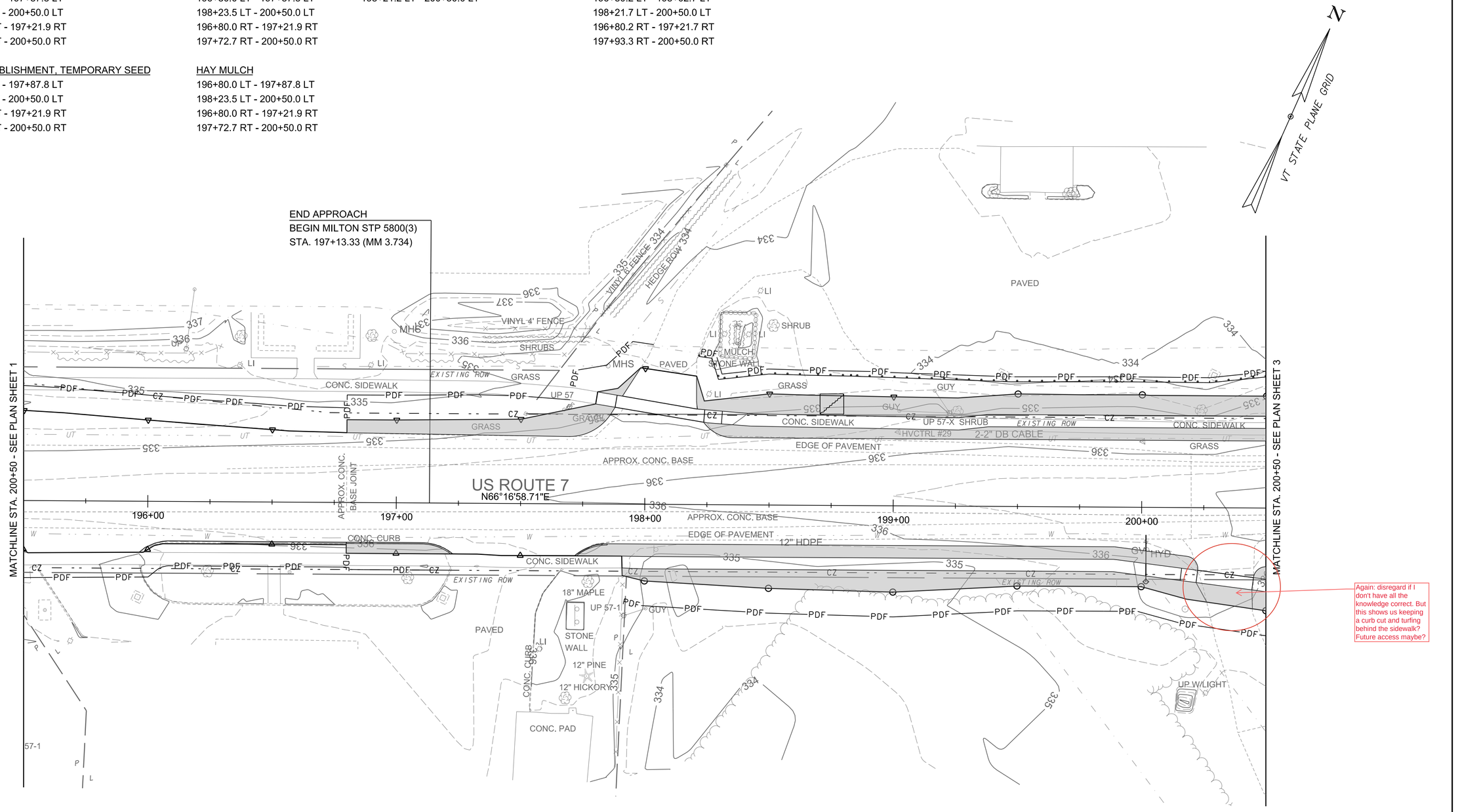
TURF ESTABLISHMENT, TEMPORARY SEED
196+80.0 LT - 197+87.8 LT
198+23.5 LT - 200+50.0 LT
196+80.0 RT - 197+21.9 RT
197+72.7 RT - 200+50.0 RT

TOPSOIL
196+80.0 LT - 197+87.8 LT
198+23.5 LT - 200+50.0 LT
196+80.0 RT - 197+21.9 RT
197+72.7 RT - 200+50.0 RT

HAY MULCH
196+80.0 LT - 197+87.8 LT
198+23.5 LT - 200+50.0 LT
196+80.0 RT - 197+21.9 RT
197+72.7 RT - 200+50.0 RT

SILT FENCE, TYPE I
198+21.2 LT - 200+50.0 LT

PROJECT DEMARCATION FENCE
196+80.2 LT - 198+02.7 LT
198+21.7 LT - 200+50.0 LT
196+80.2 RT - 197+21.7 RT
197+93.3 RT - 200+50.0 RT



0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94erocons.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC CONSTRUCTION PLAN SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 92 OF 188

TURF ESTABLISHMENT, GENERAL SEED
200+50.0 LT - 205+50.0 LT
200+50.0 RT - 301+50.0 RT
301+50.0 LT - 205+50.0 RT

TURF ESTABLISHMENT, TEMPORARY SEED
200+50.0 LT - 205+50.0 LT
200+50.0 RT - 301+50.0 RT
301+50.0 LT - 205+50.0 RT

TOPSOIL
200+50.0 LT - 205+50.0 LT
200+50.0 RT - 301+50.0 RT
301+50.0 LT - 205+50.0 RT

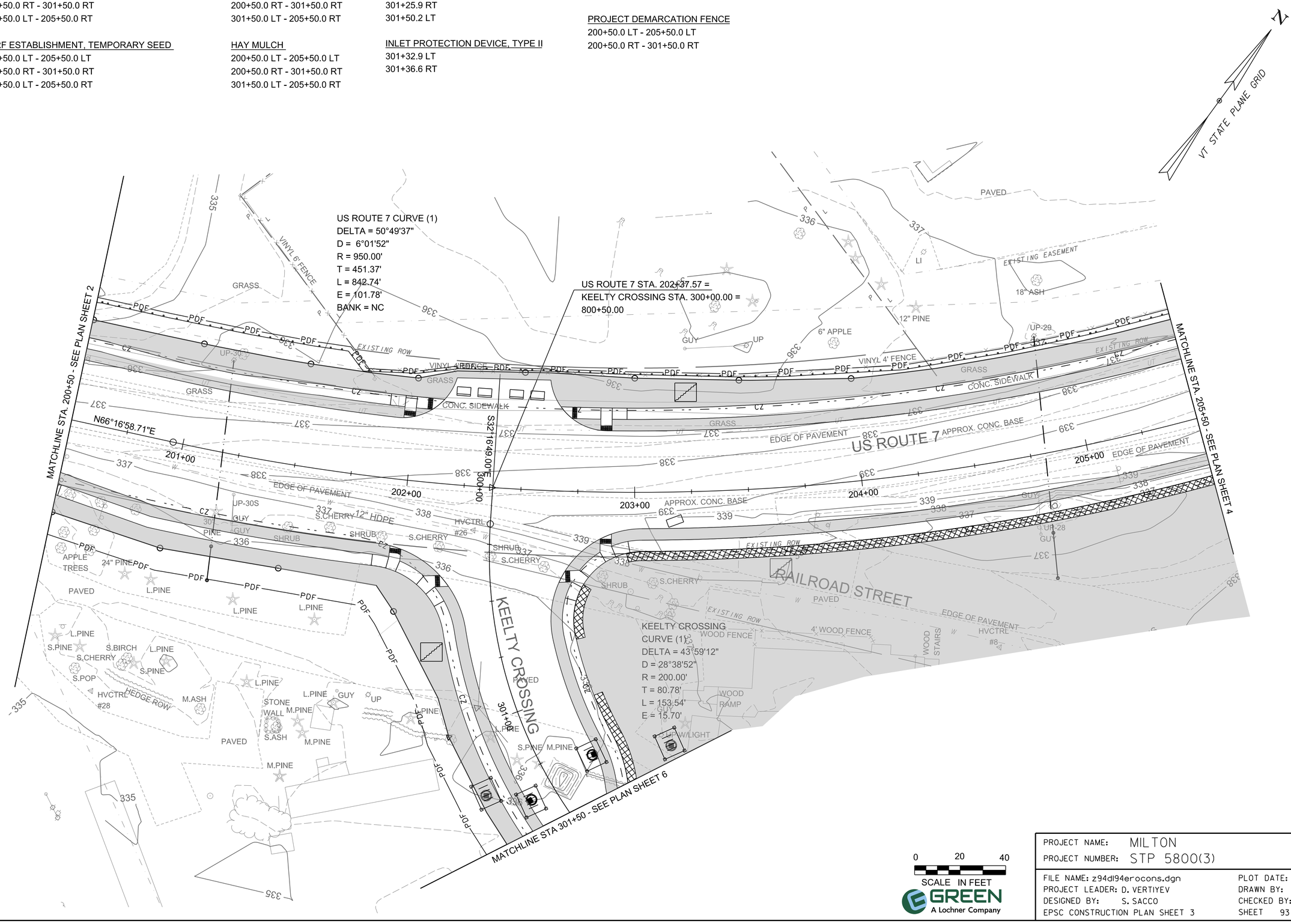
HAY MULCH
200+50.0 LT - 205+50.0 LT
200+50.0 RT - 301+50.0 RT
301+50.0 LT - 205+50.0 RT

INLET PROTECTION DEVICE, TYPE I
204+81.3 RT
301+25.9 RT
301+50.2 LT

INLET PROTECTION DEVICE, TYPE II
301+32.9 LT
301+36.6 RT

SILT FENCE, TYPE I
200+50.0 LT - 205+50.0 LT

PROJECT DEMARCATION FENCE
200+50.0 LT - 205+50.0 LT
200+50.0 RT - 301+50.0 RT



0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94erocons.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC CONSTRUCTION PLAN SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY:
SHEET 93 OF 188

TURF ESTABLISHMENT, GENERAL SEED
205+50.0 LT - 208+69.3 LT
209+23.9 LT - 210+50.0 LT
205+50.0 RT - 401+50.0 RT
401+50.0 LT - 210+50.0 RT

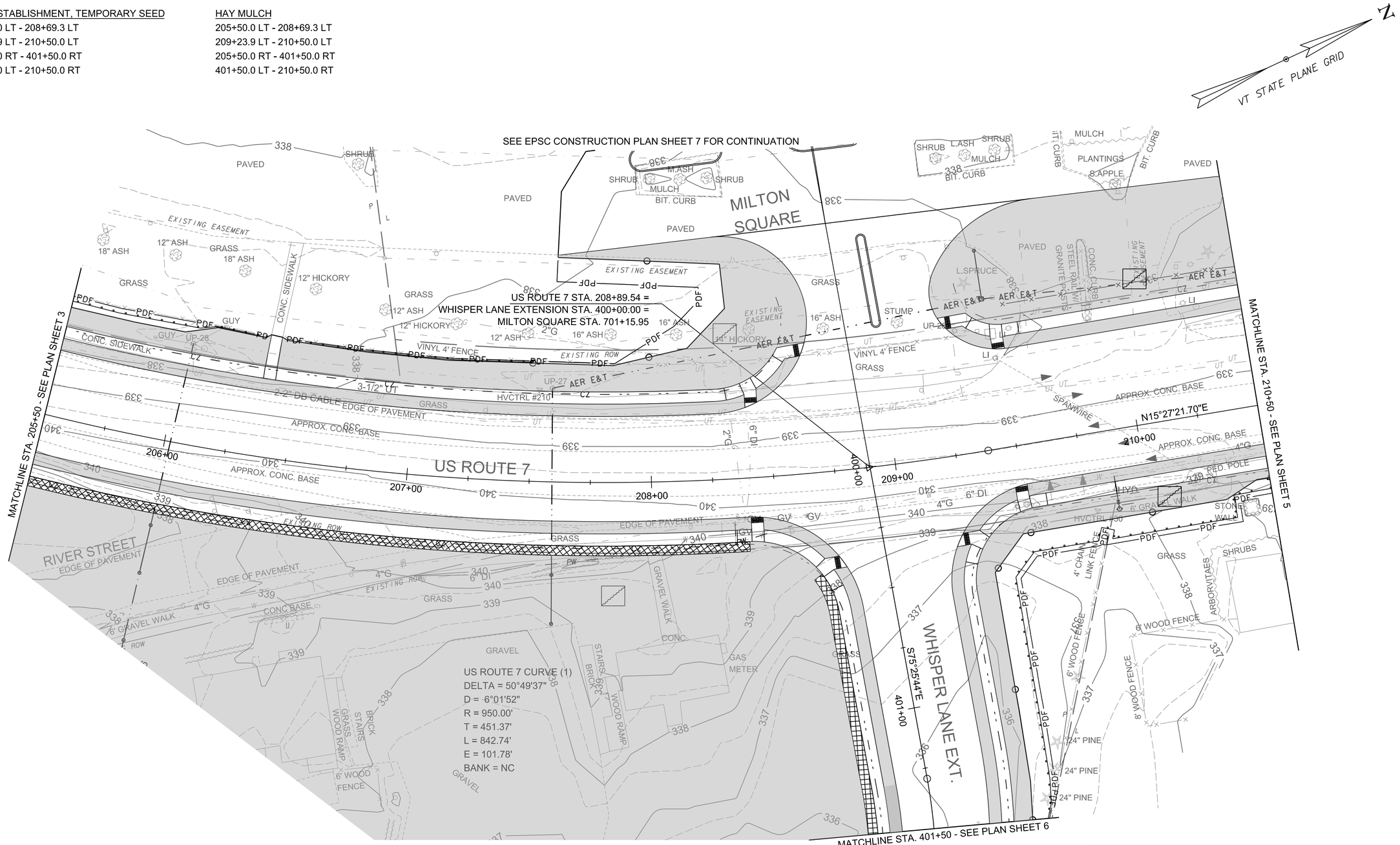
TOPSOIL
205+50.0 LT - 208+69.3 LT
209+23.9 LT - 210+50.0 LT
205+50.0 RT - 401+50.0 RT
401+50.0 LT - 210+50.0 RT

SILT FENCE, TYPE I
205+50.0 LT - 206+37.3 LT
206+42.2 LT - 207+50.0 LT
401+50.0 LT - 210+50.0 RT

PROJECT DEMARCATION FENCE
205+50.0 LT - 206+37.3 LT
206+42.2 LT - 700+17.1 RT
401+50.0 LT - 210+50.0 RT

TURF ESTABLISHMENT, TEMPORARY SEED
205+50.0 LT - 208+69.3 LT
209+23.9 LT - 210+50.0 LT
205+50.0 RT - 401+50.0 RT
401+50.0 LT - 210+50.0 RT

HAY MULCH
205+50.0 LT - 208+69.3 LT
209+23.9 LT - 210+50.0 LT
205+50.0 RT - 401+50.0 RT
401+50.0 LT - 210+50.0 RT



GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94d194erocons.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
EPSC CONSTRUCTION PLAN SHEET 4	SHEET 94 OF 188

TURF ESTABLISHMENT, GENERAL SEED
210+50.0 LT - 212+45.1 LT
212+91.9 LT - 213+84.2 LT
210+50.0 RT - 210+78.4 RT
210+90.4 RT - 211+35.6 RT
211+65.6 RT - 212+69.4 RT
213+22.3 RT - 213+98.2 RT

TURF ESTABLISHMENT, TEMPORARY SEED
210+50.0 LT - 212+45.1 LT
212+91.9 LT - 213+84.2 LT
210+50.0 RT - 210+78.4 RT
210+90.4 RT - 211+35.6 RT
211+65.6 RT - 212+69.4 RT
213+22.3 RT - 213+98.2 RT

TOPSOIL
210+50.0 LT - 212+45.1 LT
212+91.9 LT - 213+84.2 LT
210+50.0 RT - 210+78.4 RT
210+90.4 RT - 211+35.6 RT
211+65.6 RT - 212+69.4 RT
213+22.3 RT - 213+98.2 RT

HAY MULCH
210+50.0 LT - 212+45.1 LT
212+91.9 LT - 213+84.2 LT
210+50.0 RT - 210+78.4 RT
210+90.4 RT - 211+35.6 RT
211+65.6 RT - 212+69.4 RT
213+22.3 RT - 213+98.2 RT

INLET PROTECTION DEVICE, TYPE II
213+77.4 LT
213+77.4 RT

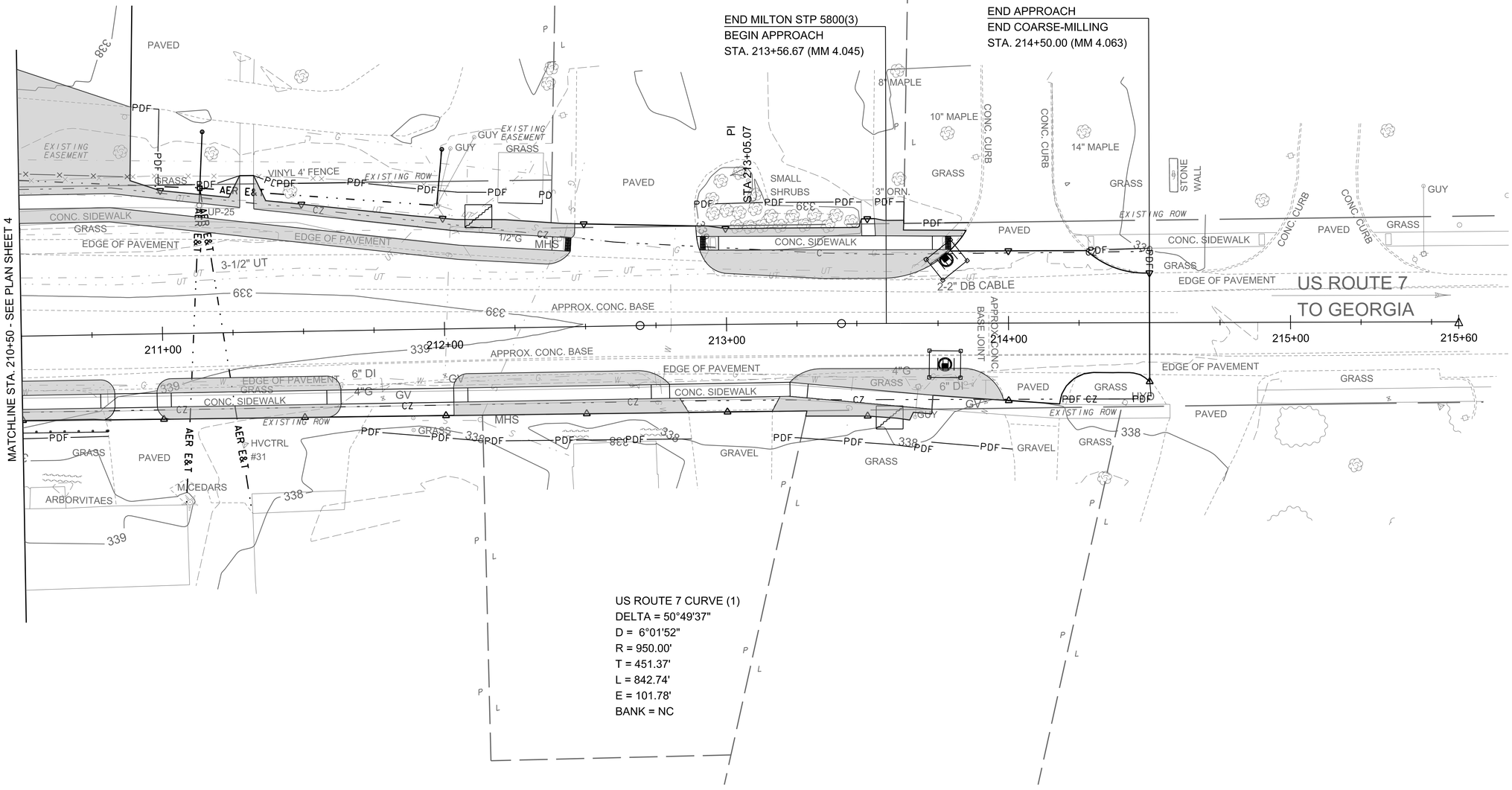
SILT FENCE, TYPE I
210+50.0 RT - 210+81.1 RT

PROJECT DEMARCATION FENCE
210+50.0 RT - 210+81.9 RT
210+88.9 LT - 212+37.9 LT
211+66.1 RT - 212+88.5 RT
212+88.3 LT - 213+85.9 LT
213+16.2 RT - 214+01.4 RT
214+17.7 RT - 214+50.0 RT
214+27.6 LT - 214+50.0 LT

N
VT STATE PLANE GRID

END MILTON STP 5800(3)
BEGIN APPROACH
STA. 213+56.67 (MM 4.045)

END APPROACH
END COARSE-MILLING
STA. 214+50.00 (MM 4.063)



US ROUTE 7 CURVE (1)
DELTA = 50°49'37"
D = 6°01'52"
R = 950.00'
T = 451.37'
L = 842.74'
E = 101.78'
BANK = NC

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94erocons.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC CONSTRUCTION PLAN SHEET 5

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

TURF ESTABLISHMENT, GENERAL SEED
499+62.4 LT - 500+15.3 LT
500+32.3 LT - 301+50.0 LT
301+50.0 LT - 504+40.0 LT
499+60.0 RT - 499+69.2 RT
499+81.8 RT - 500+84.9 RT
499+96.7 RT - 501+67.2 RT
501+79.5 RT - 504+40.0 RT

TURF ESTABLISHMENT, TEMPORARY SEED
499+62.4 LT - 500+15.3 LT
500+32.3 LT - 301+50.0 LT
301+50.0 LT - 504+40.0 LT
499+60.0 RT - 499+69.2 RT
499+81.8 RT - 500+84.9 RT
499+96.7 RT - 501+67.2 RT
501+79.5 RT - 504+40.0 RT

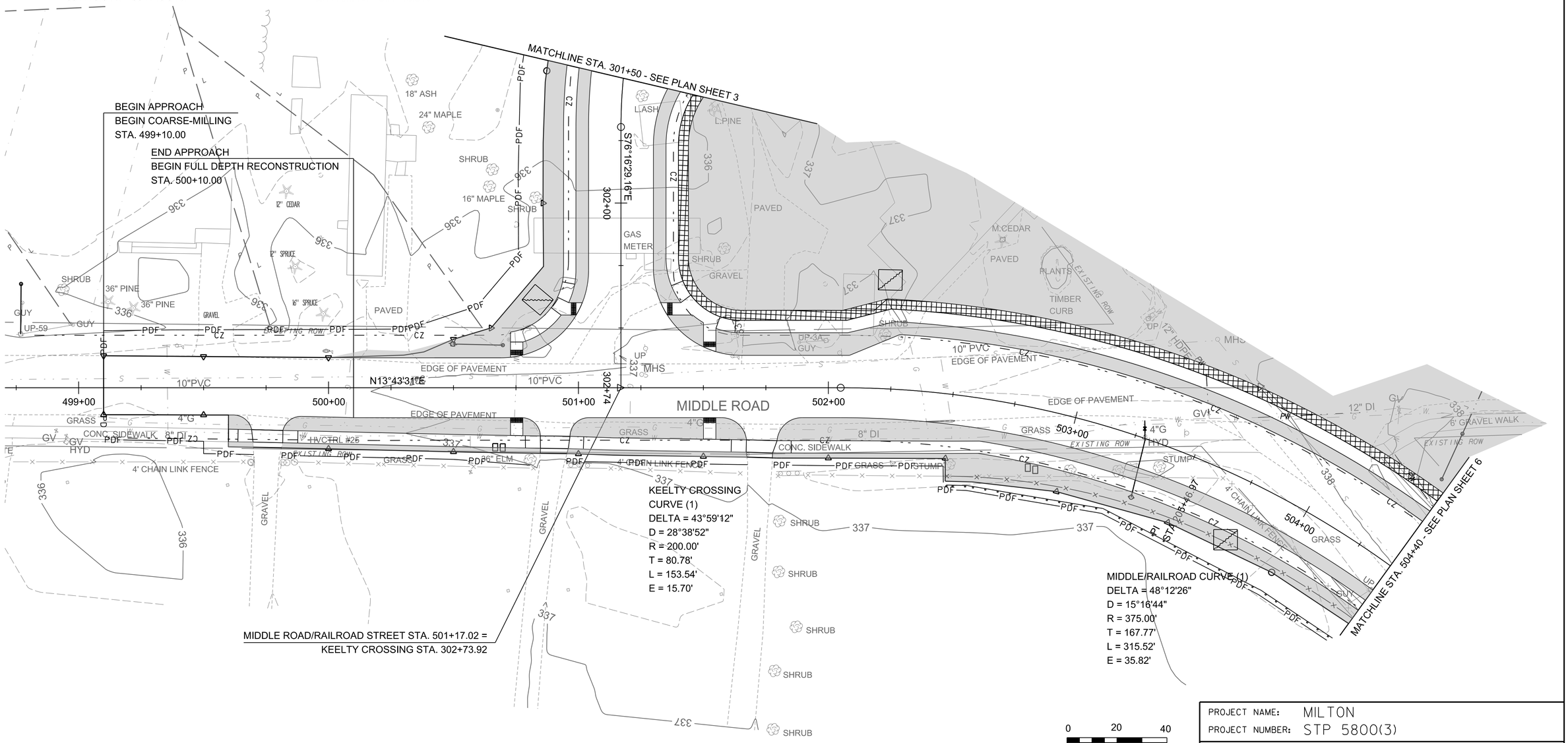
TOPSOIL
499+62.4 LT - 500+15.3 LT
500+32.3 LT - 301+50.0 LT
301+50.0 LT - 504+40.0 LT
499+60.0 RT - 499+69.2 RT
499+81.8 RT - 500+84.9 RT
499+96.7 RT - 501+67.2 RT
501+79.5 RT - 504+40.0 RT

HAY MULCH
499+62.4 LT - 500+15.3 LT
500+32.3 LT - 301+50.0 LT
301+50.0 LT - 504+40.0 LT
499+60.0 RT - 499+69.2 RT
499+81.8 RT - 500+84.9 RT
499+96.7 RT - 501+67.2 RT
501+79.5 RT - 504+40.0 RT

SILT FENCE, TYPE I
502+51.6 RT - 504+40.0 RT

PROJECT DEMARCATION FENCE
499+10.0 LT - 499+48.1 LT
499+10.0 RT - 499+70.0 RT
499+61.9 LT - 500+15.3 LT
499+80.6 RT - 500+84.4 RT
500+31.3 LT - 301+50.0 RT
500+95.4 RT - 501+67.4 RT
501+77.5 RT - 504+50.0 RT

N
VT STATE PLANE GRID



0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94erocons.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC CONSTRUCTION PLAN SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

TURF ESTABLISHMENT, GENERAL SEED
504+40.0 LT - 401+50.0 RT
401+50.0 LT - 508+84.3 LT
509+03.9 LT - 509+20.0 LT
504+40.0 RT - 505+19.7 RT
505+31.8 RT - 507+24.7 RT
507+43.9 RT - 404+25.0 RT
404+25.0 RT - 508+92.9 RT
509+12.8 RT - 509+20.0 RT

TURF ESTABLISHMENT, TEMPORARY SEED
504+40.0 LT - 401+50.0 RT
401+50.0 LT - 508+84.3 LT
509+03.9 LT - 509+20.0 LT
504+40.0 RT - 505+19.7 RT
505+31.8 RT - 507+24.7 RT
507+43.9 RT - 404+25.0 RT
404+25.0 RT - 508+92.9 RT
509+12.8 RT - 509+20.0 RT

TOPSOIL
504+40.0 LT - 401+50.0 RT
401+50.0 LT - 508+84.3 LT
509+03.9 LT - 509+20.0 LT
504+40.0 RT - 505+19.7 RT
505+31.8 RT - 507+24.7 RT
507+43.9 RT - 404+25.0 RT
404+25.0 RT - 508+92.9 RT
509+12.8 RT - 509+20.0 RT

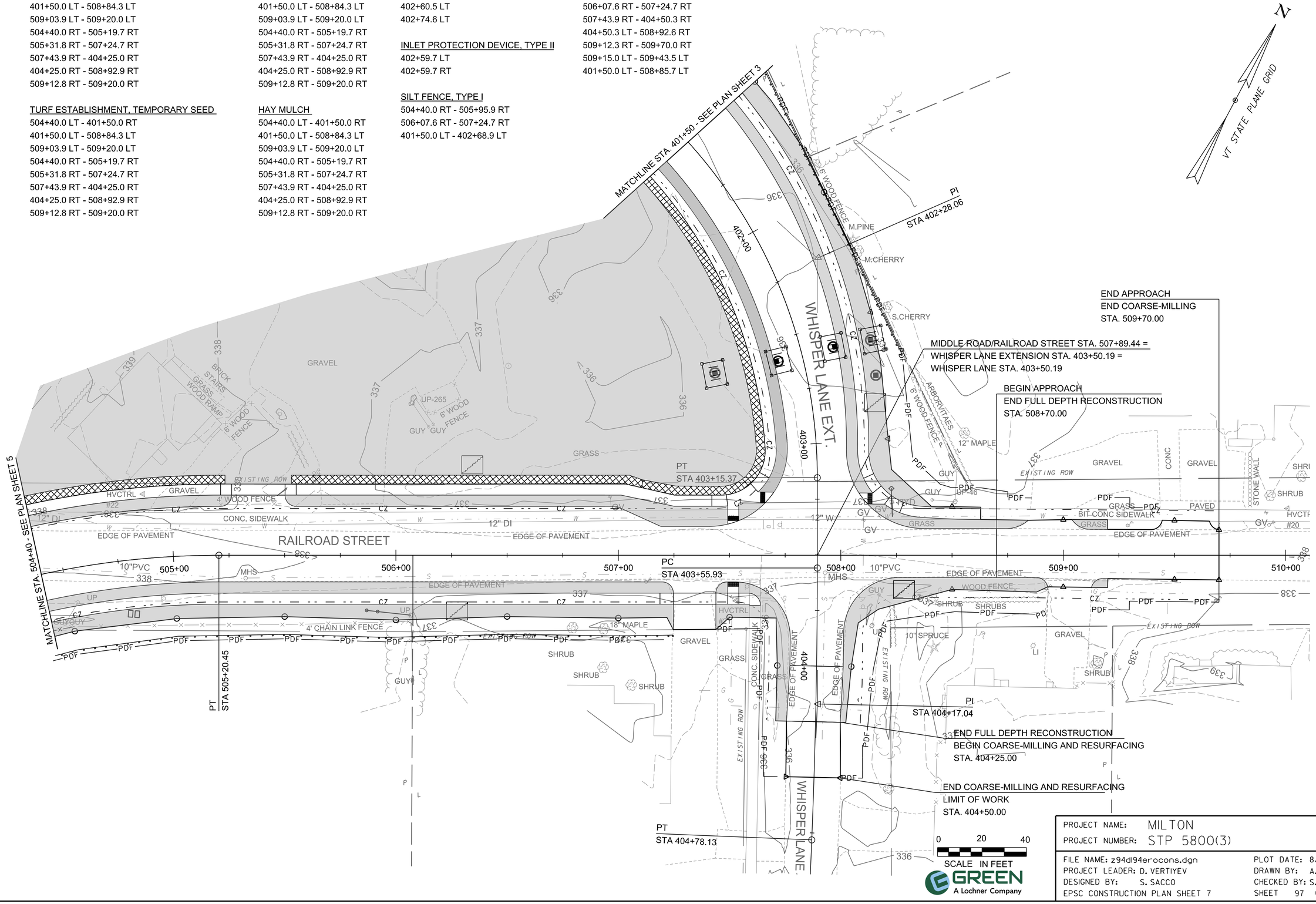
HAY MULCH
504+40.0 LT - 401+50.0 RT
401+50.0 LT - 508+84.3 LT
509+03.9 LT - 509+20.0 LT
504+40.0 RT - 505+19.7 RT
505+31.8 RT - 507+24.7 RT
507+43.9 RT - 404+25.0 RT
404+25.0 RT - 508+92.9 RT
509+12.8 RT - 509+20.0 RT

INLET PROTECTION DEVICE, TYPE I
402+57.5 LT
402+60.5 LT
402+74.6 LT

INLET PROTECTION DEVICE, TYPE II
402+59.7 LT
402+59.7 RT

SILT FENCE, TYPE I
504+40.0 RT - 505+95.9 RT
506+07.6 RT - 507+24.7 RT
401+50.0 LT - 402+68.9 LT

PROJECT DEMARCATION FENCE
504+40.0 RT - 505+95.9 RT
506+07.6 RT - 507+24.7 RT
507+43.9 RT - 404+50.3 RT
404+50.3 LT - 508+92.6 RT
509+12.3 RT - 509+70.0 RT
509+15.0 LT - 509+43.5 LT
401+50.0 LT - 508+85.7 LT



GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194erocons.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC CONSTRUCTION PLAN SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 97 OF 188

TURF ESTABLISHMENT, GENERAL SEED
206+04.3 LT - 208+69.3 LT
209+23.9 LT - 212+30.2 LT

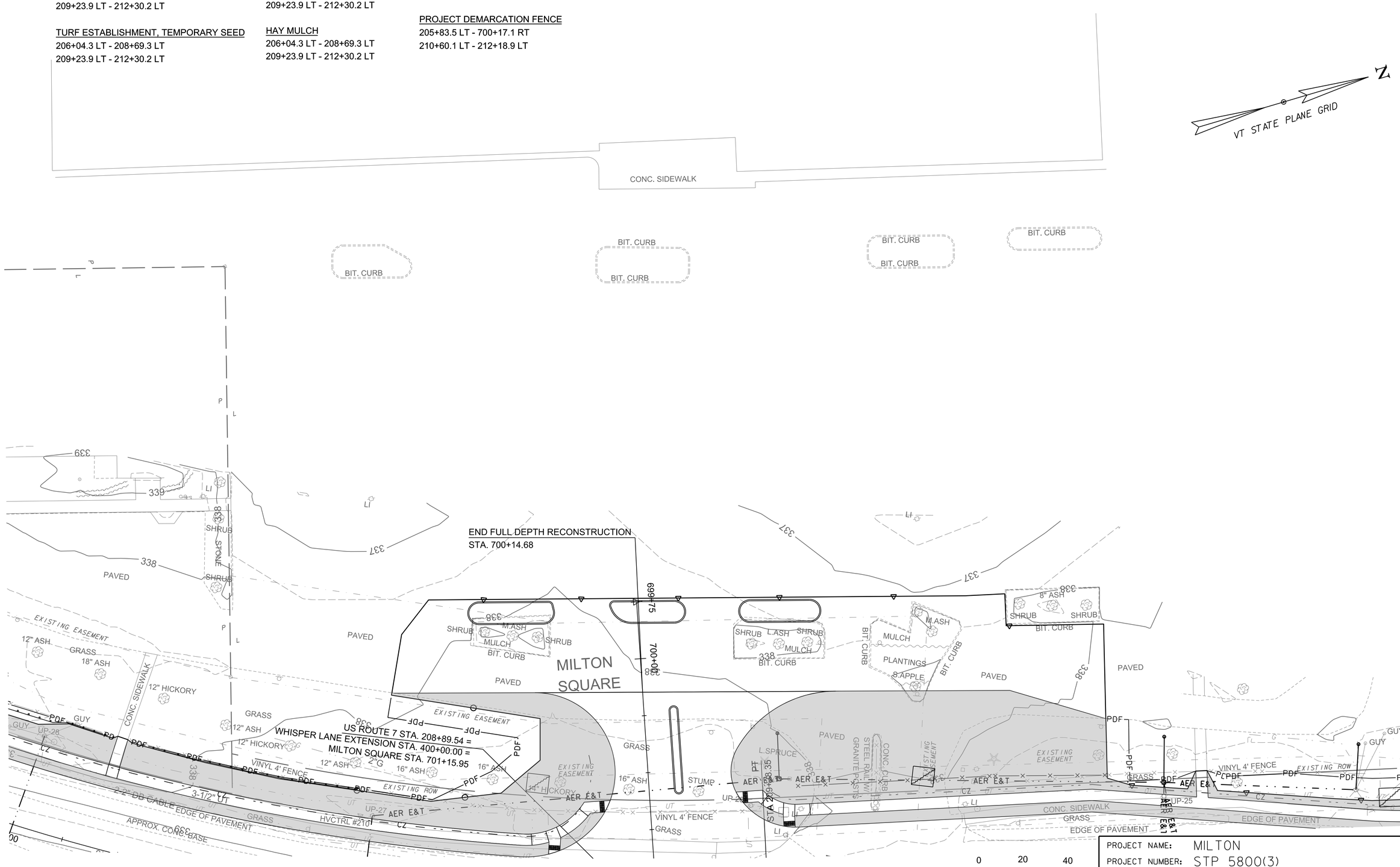
TURF ESTABLISHMENT, TEMPORARY SEED
206+04.3 LT - 208+69.3 LT
209+23.9 LT - 212+30.2 LT

TOPSOIL
206+04.3 LT - 208+69.3 LT
209+23.9 LT - 212+30.2 LT

HAY MULCH
206+04.3 LT - 208+69.3 LT
209+23.9 LT - 212+30.2 LT

SILT FENCE, TYPE I
205+83.5 LT - 207+49.1 LT

PROJECT DEMARCATION FENCE
205+83.5 LT - 700+17.1 RT
210+60.1 LT - 212+18.9 LT



0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94erocons.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC CONSTRUCTION PLAN SHEET 8

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 98 OF 188

LEGEND

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 130,398 SF

N

VT STATE PLANE GRID

BEGIN APPROACH
BEGIN COARSE-MILLING
STA. 192+05.00 (MM 3.637)

POB
STA 190+50.00

US ROUTE 7
TO COLCHESTER

US ROUTE 7

191+00 192+00 193+00 194+00 195+00

MATCHLINE STA. 200+50 - SEE PLAN SHEET 2

EXISTING ROW
EDGE OF PAVEMENT
CONC. SIDEWALK
GRASS
PAVED
PLANTING BED
VINYL 4' FENCE
SIG CAB
MHS
TMH (REC)
HYD
UT
GV
PDF
CZ
UP
LI
MA
L HARDWOOD
S HARDWOOD

337
336
335
334
333

NOTE:
SEE CROSS SECTIONS FOR PROPOSED GRADING

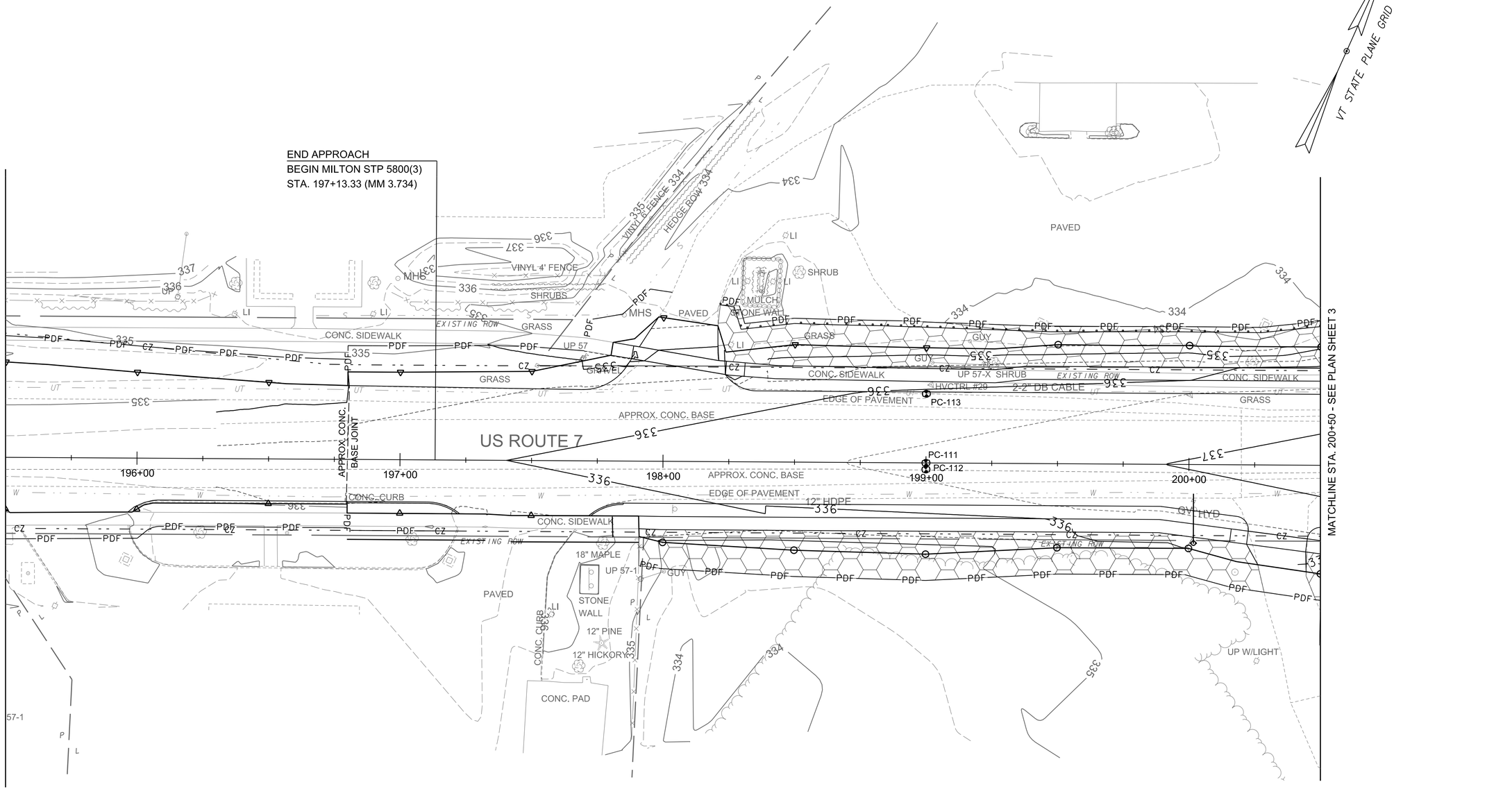
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94erofinal.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. LABRECQUE	CHECKED BY: J. LABRECQUE
EPSC FINAL CONDITIONS SHEET 1	SHEET 99 OF 188

LEGEND

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 130,398 SF



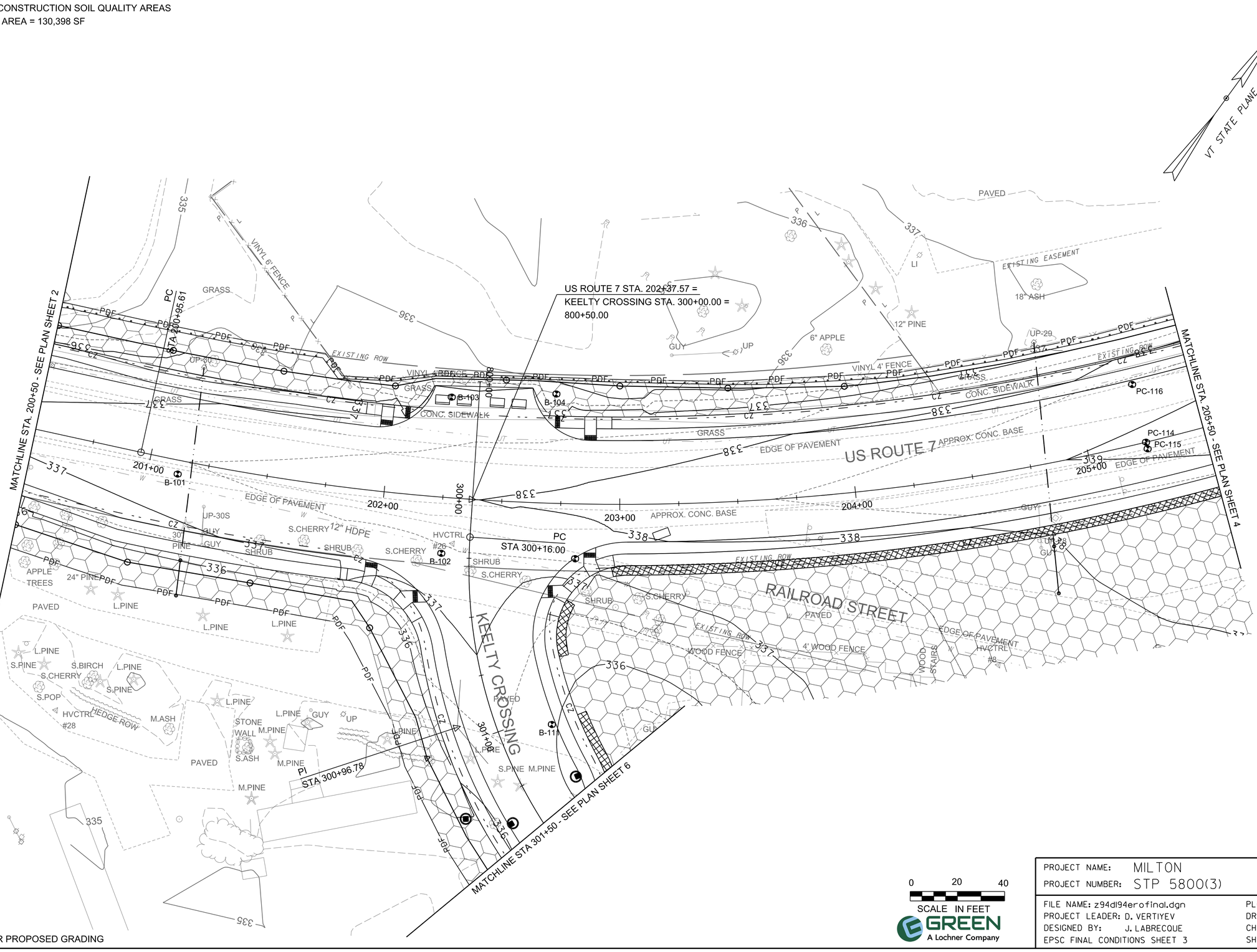
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94d194erofinal.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. LABRECQUE	CHECKED BY: J. LABRECQUE
EPSC FINAL CONDITIONS SHEET 2	SHEET 100 OF 188

LEGEND

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 130,398 SF



NOTE:
SEE CROSS SECTIONS FOR PROPOSED GRADING

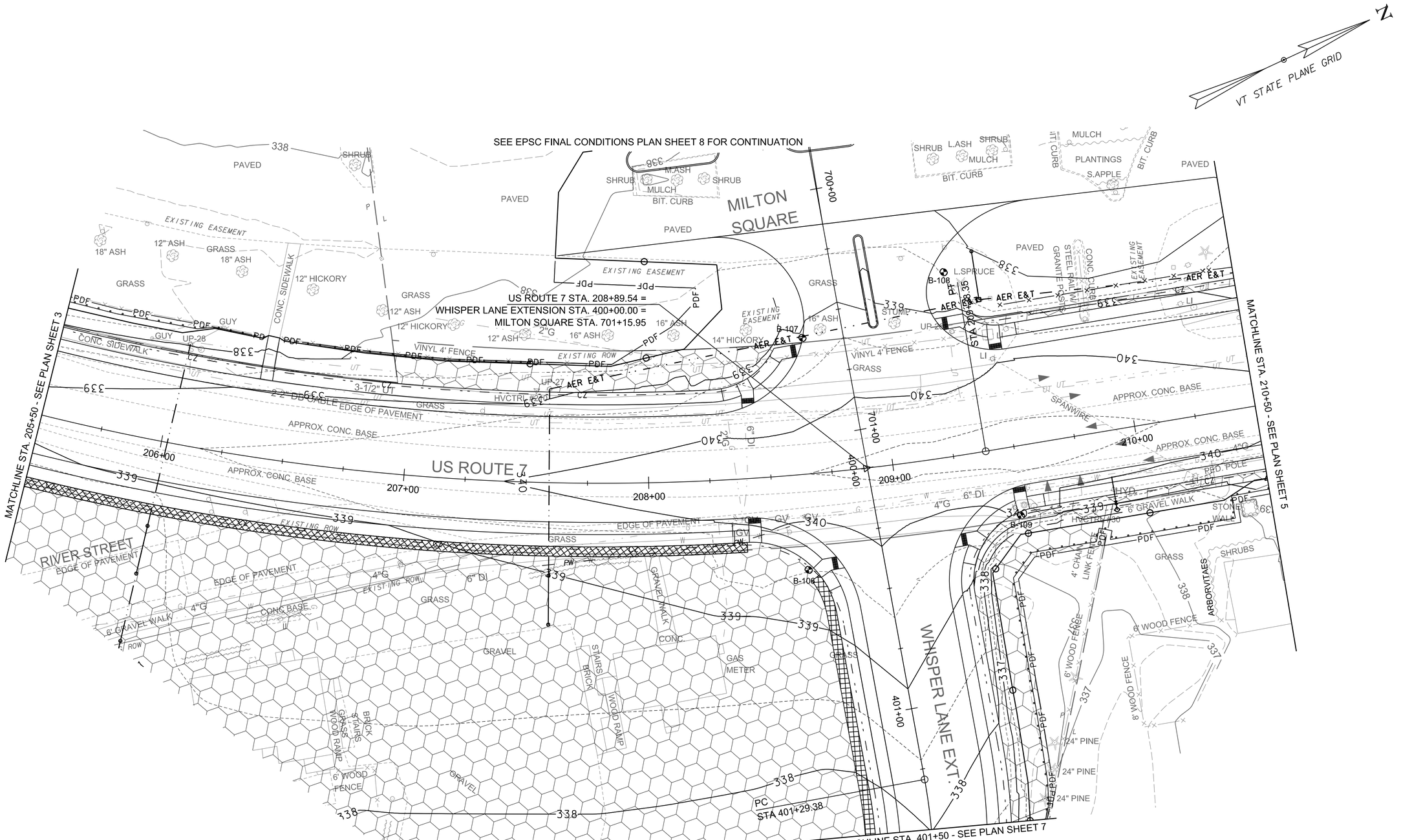
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94erofinal.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. LABRECQUE	CHECKED BY: J. LABRECQUE
EPSC FINAL CONDITIONS SHEET 3	SHEET 101 OF 188

LEGEND

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 130,398 SF



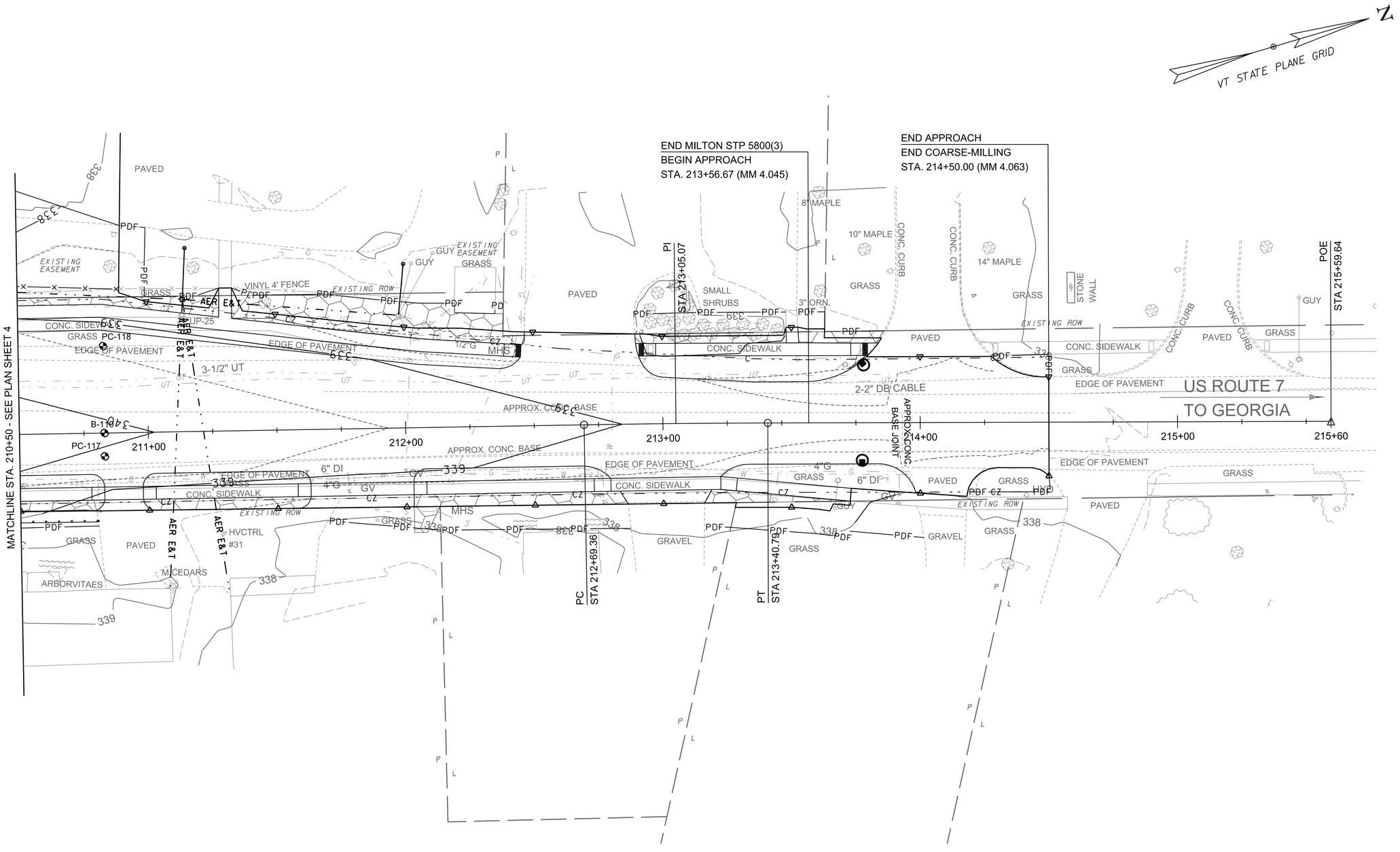
NOTE:
SEE CROSS SECTIONS FOR PROPOSED GRADING

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94erofinal.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. LABRECQUE	CHECKED BY: J. LABRECQUE
EPSC FINAL CONDITIONS SHEET 4	SHEET 102 OF 188

LEGEND

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 130,398 SF



NOTE:
SEE CROSS SECTIONS FOR PROPOSED GRADING

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94erofinal.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. LABRECQUE	CHECKED BY: J. LABRECQUE
EPSC FINAL CONDITIONS SHEET 5	SHEET 103 OF 188

LEGEND

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 130,398 SF

VT STATE PLANE GRID

MATCHLINE STA. 301+50 - SEE PLAN SHEET 3

BEGIN APPROACH
BEGIN COARSE-MILLING
STA. 499+10.00

END APPROACH
BEGIN FULL DEPTH RECONSTRUCTION
STA. 500+10.00

MIDDLE ROAD/RAILROAD STREET STA. 501+17.02 =
KEELTY CROSSING STA. 302+73.92

MIDDLE ROAD

L.PINE PT
STA 301+69.54

PC
STA 502+04.94

PT
STA 503+72.71

MATCHLINE STA. 504+40 - SEE PLAN SHEET 7

NOTE:
SEE CROSS SECTIONS FOR PROPOSED GRADING

SCALE IN FEET
0 20 40

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94erofinal.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. LABRECQUE	CHECKED BY: J. LABRECQUE
EPSC FINAL CONDITIONS SHEET 6	SHEET 104 OF 188

LEGEND

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 130,398 SF

N

VT STATE PLANE GRID

MATCHLINE STA. 401+50 - SEE PLAN SHEET 4

MATCHLINE STA. 504+40 - SEE PLAN SHEET 6

WHISPER LANE EXT.

WHISPER LANE

RAILROAD STREET

PI
STA 402+28.06

PC
STA 403+55.93

PT
STA 403+15.37

PT
STA 505+20.45

PT
STA 404+78.13

PI
STA 404+17.04

END APPROACH
END COARSE-MILLING
STA. 509+70.00

MIDDLE ROAD/RAILROAD STREET STA. 507+89.44 =
WHISPER LANE EXTENSION STA. 403+50.19 =
WHISPER LANE STA. 403+50.19

BEGIN APPROACH
END FULL DEPTH RECONSTRUCTION
STA. 508+70.00

END FULL DEPTH RECONSTRUCTION
BEGIN COARSE-MILLING AND RESURFACING
STA. 404+25.00

END COARSE-MILLING AND RESURFACING
LIMIT OF WORK
STA. 404+50.00

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

NOTE:
SEE CROSS SECTIONS FOR PROPOSED GRADING

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94erofinal.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: J. LABRECQUE
EPSC FINAL CONDITIONS SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE
SHEET 105 OF 188

LEGEND

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 130,398 SF

N

VT STATE PLANE GRID

CONC. SIDEWALK

BIT. CURB

BIT. CURB

BIT. CURB

BIT. CURB

BIT. CURB

END FULL DEPTH RECONSTRUCTION
STA. 700+14.68

699+75

700+00

MILTON SQUARE

US ROUTE 7 STA. 208+89.54 =
WHISPER LANE EXTENSION STA. 400+00.00 =
MILTON SQUARE STA. 701+15.95

STA 209+38.35

PAVED

GRASS

EXISTING EASEMENT

EXISTING ROW

CONC. SIDEWALK

VINYL 4' FENCE

STONE

SHRUB

MULCH

BIT. CURB

PLANTINGS

M.ASH

L.ASH

S.APPLE

L.SPRUCE

8" ASH

12" ASH

18" ASH

12" HICKORY

14" HICKORY

16" ASH

2"G

STUMP

B-107

B-108

PC-118

UP-25

UP-27

UP-28

GUY

PDF

AER E&T

UT

CZ

LI

3-1/2" DEBRIS

EDGE OF PAVEMENT

APPROX. CONC. BASE

HVCTRL

GRANITE POSTS

STEEL RAIL (TYP)

CONC. CURB

0 20 40

SCALE IN FEET

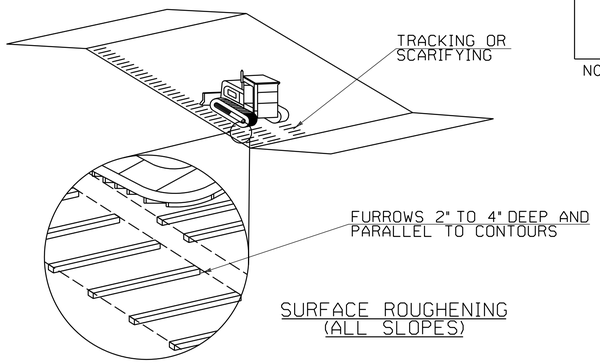
GREEN
A Lochner Company

NOTE:
SEE CROSS SECTIONS FOR PROPOSED GRADING

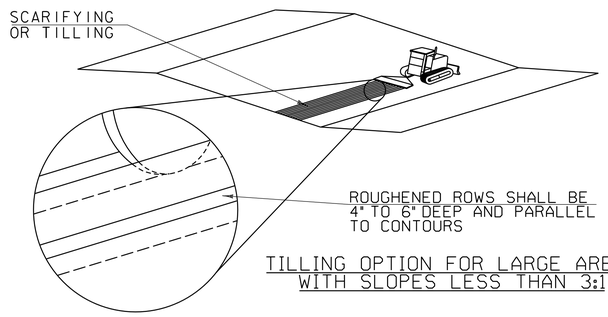
PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94erofinal.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. LABRECQUE	CHECKED BY: J. LABRECQUE
EPSC FINAL CONDITIONS SHEET 8	SHEET 106 OF 188

SYMBOL

NOT TO SCALE



SURFACE ROUGHENING
(ALL SLOPES)



TILLING OPTION FOR LARGE AREAS
WITH SLOPES LESS THAN 3:1

NOTES:

1. GROOVES MAY BE MADE WITH ANY APPROPRIATE PIECE OF EQUIPMENT THAT CAN BE SAFELY OPERATED ON, OR ADJACENT TO, THE SLOPE. SURFACE ROUGHENING SHALL BE ACCOMPLISHED IN A MANNER THAT LIMITS SOIL COMPACTION AND PROMOTES TURF ESTABLISHMENT.

2. FOR AREAS THAT WILL BE MOWED, SURFACE ROUGHENING SHOULD CONSIST OF GROOVES CREATED BY NORMAL TILLING, DISKING, HARROWING, OR USE OF A CULTIPACKER SEEDER. SURFACE ROUGHENING SHALL NOT CREATE A SURFACE THAT CAN NOT BE MOWED.

ADAPTED FROM DETAILS DEVELOPED BY:
VERMONT DEPARTMENT OF CONSERVATION

MILE HIGH FLOOD DISTRICT STORMWATER
BEST MANAGEMENT PRACTICES

SURFACE ROUGHENING

NOTES:
REFER TO LATEST EDITION OF "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ALL OTHER CONTRACT ITEMS.

REVISIONS	
APRIL 1, 2008	WHF
JANUARY 13, 2009	WHF
NOVEMBER 25, 2024	CMMJ

VAOT LAWN

WEIGHT	NAME	LATIN NAME	GERM	PURITY
42.5%	CREEPING RED FESCUE	FESTUCA RUBRA VAR. RUBRA	85%	98%
20.0%	PERENNIAL RYE GRASS	LOLIUM PERENNE	90%	95%
32.5%	KENTUCKY BLUE GRASS	POA PRATENSIS	85%	85%
5.0%	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%				

SEED RATE: BROADCAST: 75 LBS/ACRE
HYDROSEED: PER MANUFACTURER'S RECOMMENDATIONS

APPLY AMENDMENTS PER SOIL TEST RESULTS

FERTILIZER (755.06):
IF NO SOIL TEST IS PERFORMED, A SLOW OR CONTROLLED RELEASE FERTILIZER SHALL BE APPLIED AT A RATIO OF 1:1:1 (N:P:K). NITROGEN AND PHOSPHORUS SHALL BE APPLIED AT NO MORE THAN 1 LB. PER 1,000 SQ.FT.

LIMESTONE (755.08 & 755.09):
IF NO SOIL TEST IS PERFORMED, APPLY LIMESTONE PER MANUFACTURER'S RECOMMENDATIONS.

COMPOST (755.05):
COMPOST MAY BE APPLIED PER SOIL TEST RESULTS.

CONSTRUCTION GUIDANCE

1. THIS SEED MIX SHALL BE USED IN AREAS THAT WILL BE MANAGED AS TRADITIONAL LAWNS, RECEIVING FREQUENT MOWING.
2. THIS SEED MIX SHALL NOT BE USED IN WETLANDS OR ANY WATERS OF THE STATE OF VERMONT.
3. USE SEED MIX ONLY AS INDICATED IN THE PLANS. IF THE PLANS DO NOT SPECIFY A SEED TYPE, NATURALIZED AREA TYPE I OR TYPE II SHALL BE USED.
4. SEED MIX SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
5. HAY MULCH TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE. ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
6. FERTILIZER SHOULD NOT BE APPLIED WITHIN 2 WEEKS OF APPLYING LIMESTONE.
7. FOR BEST ESTABLISHMENT, REAPPLY FERTILIZER 2-3 WEEKS AFTER GERMINATION.

TURF ESTABLISHMENT

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.1500 TURF ESTABLISHMENT, GENERAL SEED)

REVISIONS	
JANUARY 12, 2015	WHF
JUNE 15, 2023	BKD

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194erodet.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
EPSC DETAIL SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO

N

VT STATE PLANE GRID

BEGIN APPROACH
BEGIN COARSE-MILLING
STA. 192+05.00 (MM 3.637)

US ROUTE 7
TO COLCHESTER

US ROUTE 7

191+00 192+00 193+00 194+00 195+00

MATCHLINE STA. 200+50 - SEE PLAN SHEET 2

HYD UP LI EXISTING ROW EDGE OF PAVEMENT CZ UT SIG CAB MA MHS AER E&T TMH (REC) PAVED GV G W P L

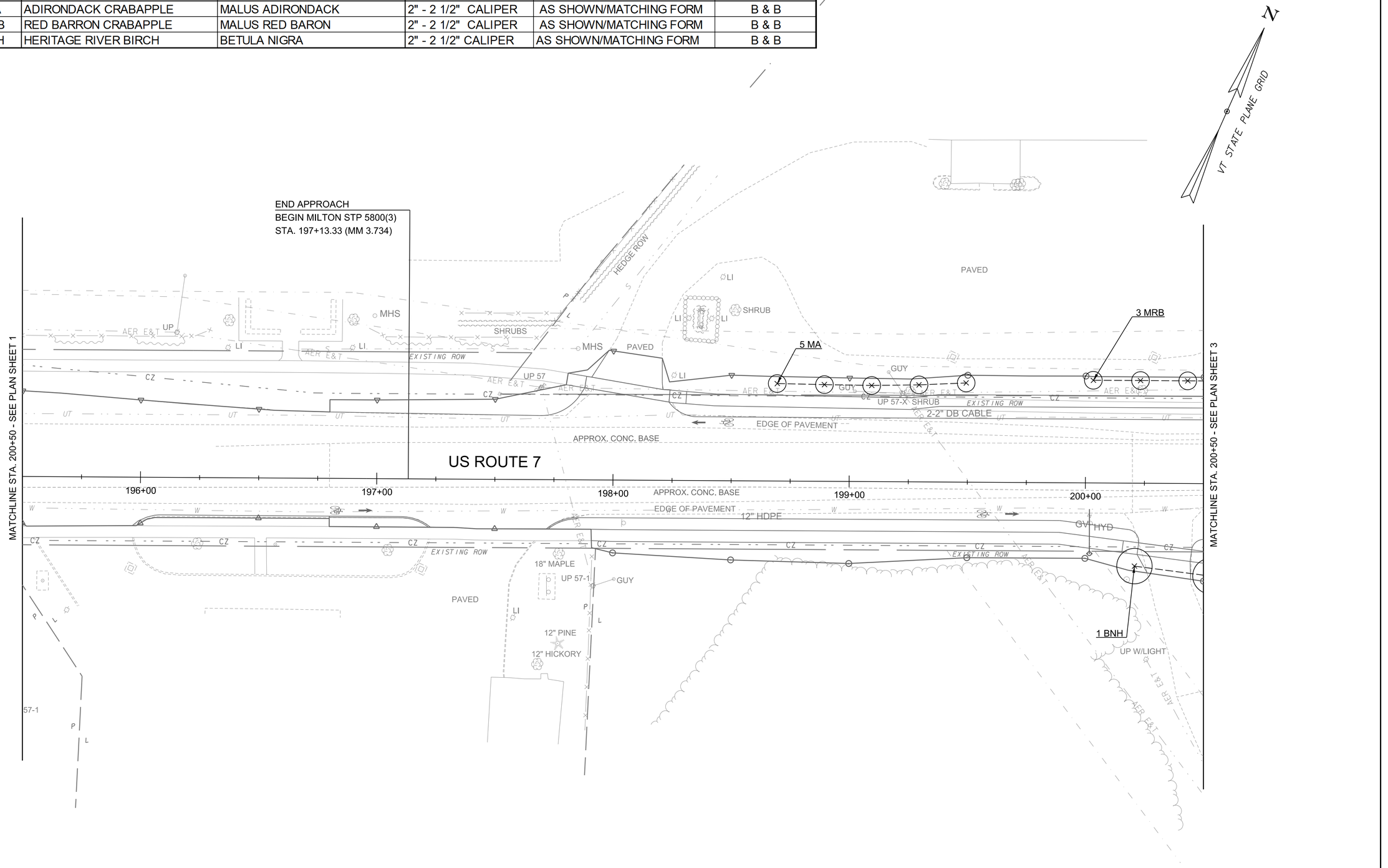
L HARDWOOD S HARDWOOD

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94landsbdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. RIEMENSCHNEIDER	CHECKED BY: J. LABRECQUE
LANDSCAPE PLAN SHEET 1	SHEET 108 OF 188

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE	SPACING/REMARKS	CONTAINER
5	MA	ADIRONDACK CRABAPPLE	MALUS ADIRONDACK	2" - 2 1/2" CALIPER	AS SHOWN/MATCHING FORM	B & B
3	MRB	RED BARRON CRABAPPLE	MALUS RED BARON	2" - 2 1/2" CALIPER	AS SHOWN/MATCHING FORM	B & B
1	BNH	HERITAGE RIVER BIRCH	BETULA NIGRA	2" - 2 1/2" CALIPER	AS SHOWN/MATCHING FORM	B & B



0 20 40
SCALE IN FEET

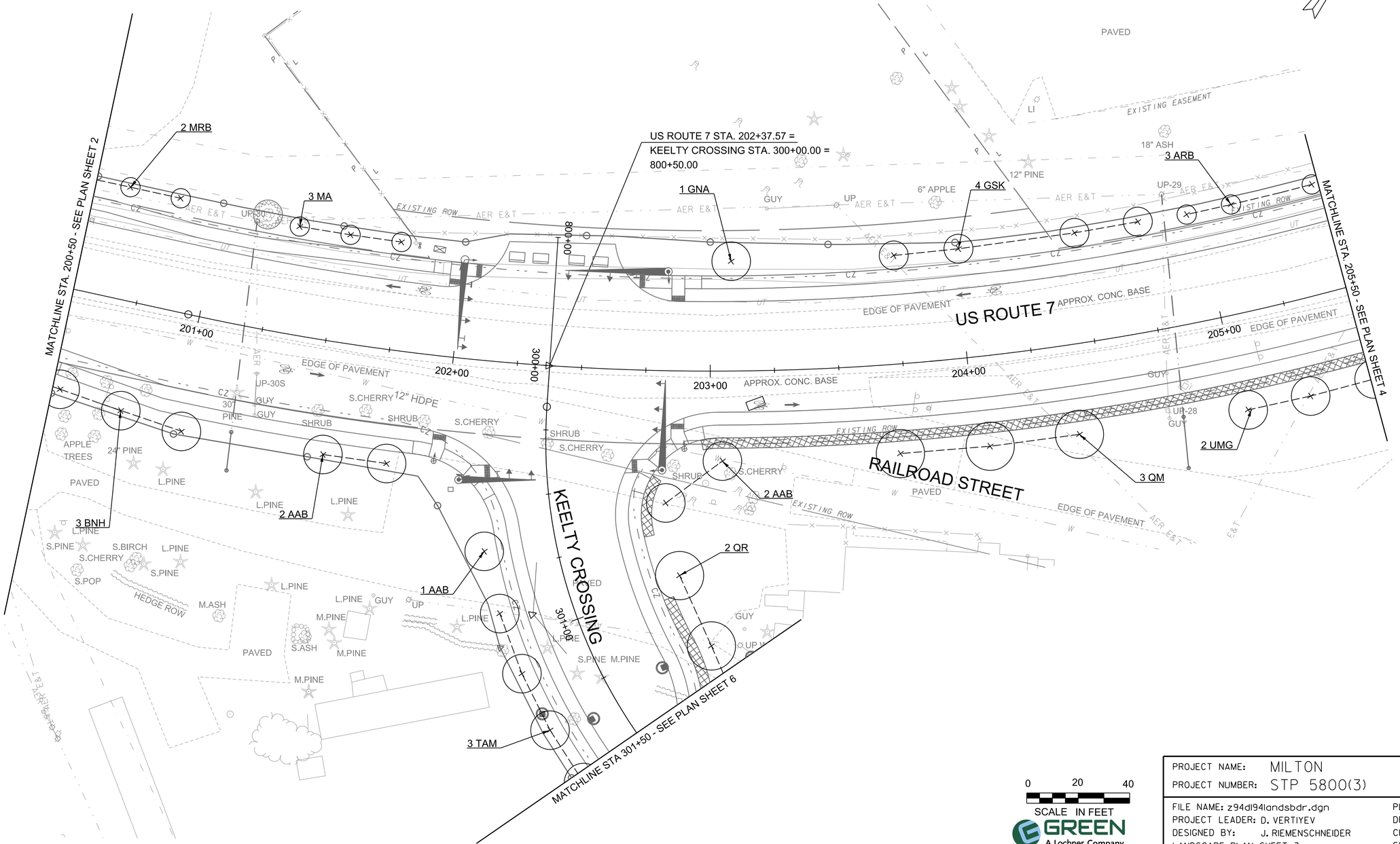
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94landsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: J. RIEMENSCHNEIDER
LANDSCAPE PLAN SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE
SHEET 109 OF 188

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE	SPACING/REMARKS	CONTAINER
5	AAB	RED SUNSET MAPLE	ACER RUBRUM 'RED SUNSET'	2" - 2 1/2" CALIPER	AS SHOWN	B & B
3	ARB	BOWHALL RED MAPLE	ACER RUBRUM BOWHALL	2" - 2 1/2" CALIPER	AS SHOWN	B & B
3	BNH	HERITAGE RIVER BIRCH	BETULA NIGRA	2" - 2 1/2" CALIPER	AS SHOWN/MATCHING FORM	B & B
1	GNA	NORTHERN ACCLAIM HONEY LOCUST	GLEDITSIA TRIACANTHOS F. INERMIS	2" - 2 1/2" CALIPER	AS SHOWN	B & B
4	GSK	STREETKEEPER HONEY LOCUST	GLEDITSIA TRIACANTHOS STREET KEEPER	2" - 2 1/2" CALIPER	AS SHOWN	B & B
3	MA	ADIRONDACK CRABAPPLE	MALUS ADIRONDACK	2" - 2 1/2" CALIPER	AS SHOWN/MATCHING FORM	B & B
2	MRB	RED BARRON CRABAPPLE	MALUS RED BARON	2" - 2 1/2" CALIPER	AS SHOWN	B & B
3	QM	BURR OAK	QUERCUS MACROCARPA	2" - 2 1/2" CALIPER	AS SHOWN/MATCHING FORM	B & B
2	QR	NORTHERN RED OAK	QUERCUS RUBRA	2" - 2 1/2" CALIPER	AS SHOWN	B & B
3	TAM	AMERICAN SENTRY LINDEN	TILIA AMERICANA	2" - 2 1/2" CALIPER	AS SHOWN	B & B
2	UMG	TRIUMPH ELM	ULMUS X TRIUMPH	2" - 2 1/2" CALIPER	AS SHOWN	B & B



0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)

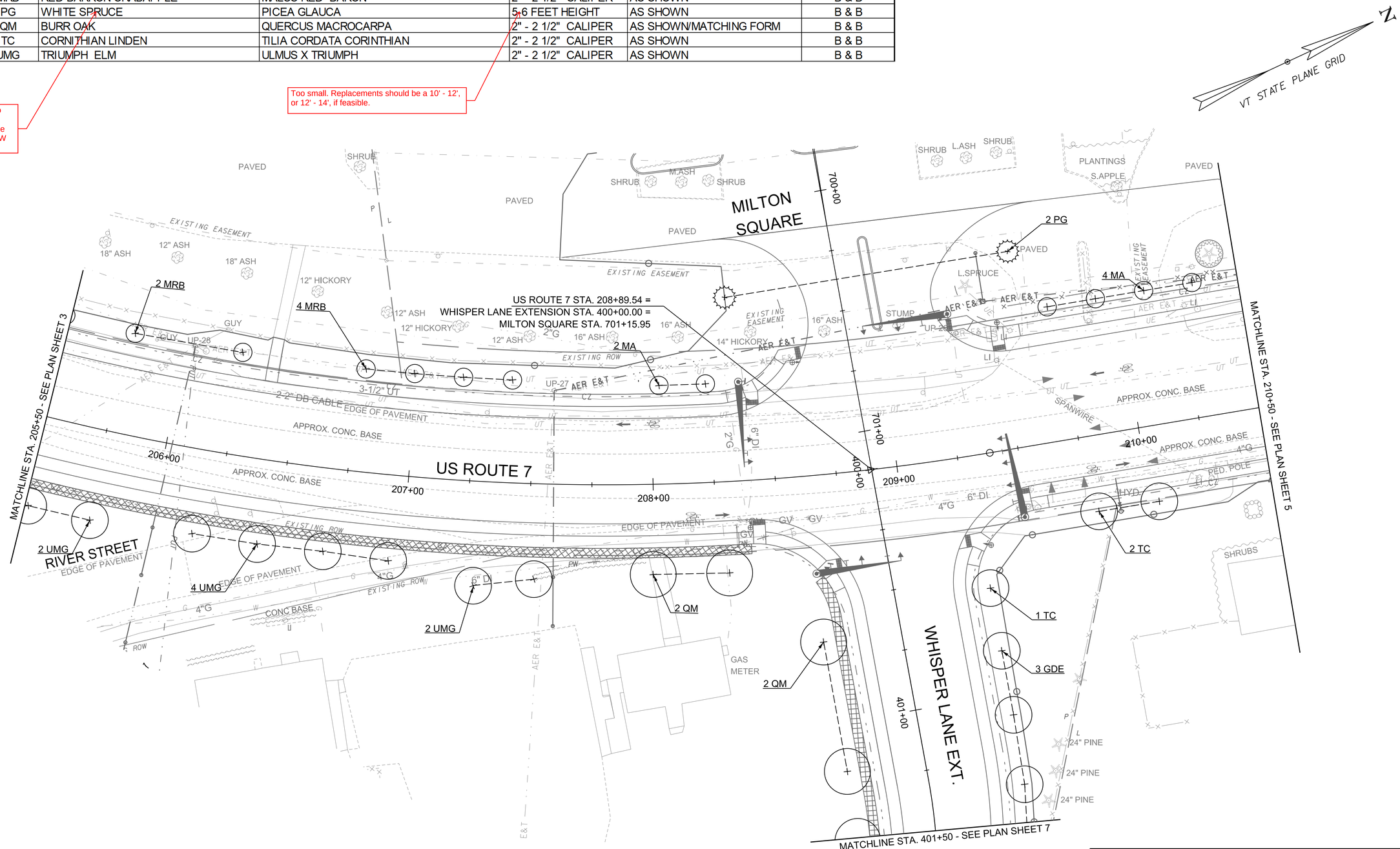
FILE NAME: z94d194landsbdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. RIEMENSCHNEIDER	CHECKED BY: J. LABRECQUE
LANDSCAPE PLAN SHEET 3	SHEET 110 OF 188

PLANT LIST - SHEET 4

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE	SPACING/REMARKS	CONTAINER
3	GDE	ESPRESSO KENTUCKY COFFEE TREE	GYMNOCLADUS DIOCUS ESPRESSO	2" - 2 1/2" CALIPER	AS SHOWN	B & B
6	MA	ADIRONDACK CRABAPPLE	MALUS ADIRONDACK	2" - 2 1/2" CALIPER	AS SHOWN/MATCHING FORM	B & B
6	MRB	RED BARRON CRABAPPLE	MALUS RED BARON	2" - 2 1/2" CALIPER	AS SHOWN	B & B
2	PG	WHITE SPRUCE	PICEA GLAUCA	5-6 FEET HEIGHT	AS SHOWN	B & B
4	QM	BURR OAK	QUERCUS MACROCARPA	2" - 2 1/2" CALIPER	AS SHOWN/MATCHING FORM	B & B
3	TC	CORNITHIAN LINDEN	TILIA CORDATA CORINTHIAN	2" - 2 1/2" CALIPER	AS SHOWN	B & B
8	UMG	TRIUMPH ELM	ULMUS X TRIUMPH	2" - 2 1/2" CALIPER	AS SHOWN	B & B

Change to Blue Spruce to match existing.
Also note that these will be Participating, being a ROW commitment.

Too small. Replacements should be a 10' - 12', or 12' - 14', if feasible.



0 20 40
SCALE IN FEET

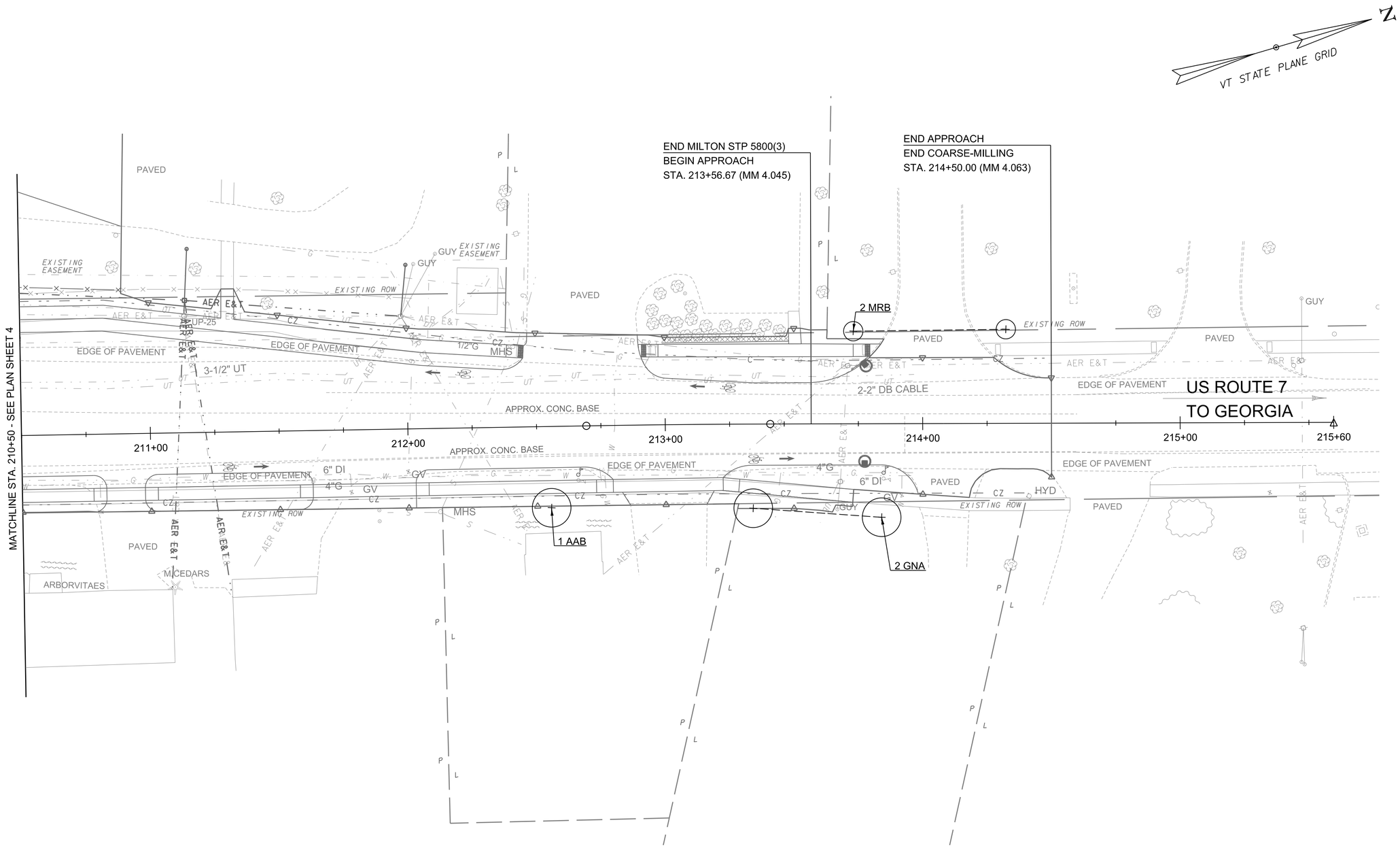
GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)

FILE NAME: z94dl94landsbdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. RIEMENSCHNEIDER	CHECKED BY: J. LABRECQUE
LANDSCAPE PLAN SHEET 4	SHEET III OF 188

PLANT LIST - SHEET 5

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE	SPACING/REMARKS	CONTAINER
1	AAB	RED SUNSET MAPLE	ACER RUBRUM 'RED SUNSET'	2" - 2 1/2" CALIPER	AS SHOWN	B & B
2	GNA	NORTHERN ACCLAIM HONEY LOCUST	GLEDITSIA TRIACANTHOS F. INERMIS	2" - 2 1/2" CALIPER	AS SHOWN	B & B
2	MRB	RED BARRON CRABAPPLE	MALUS RED BARON	2" - 2 1/2" CALIPER	AS SHOWN	B & B



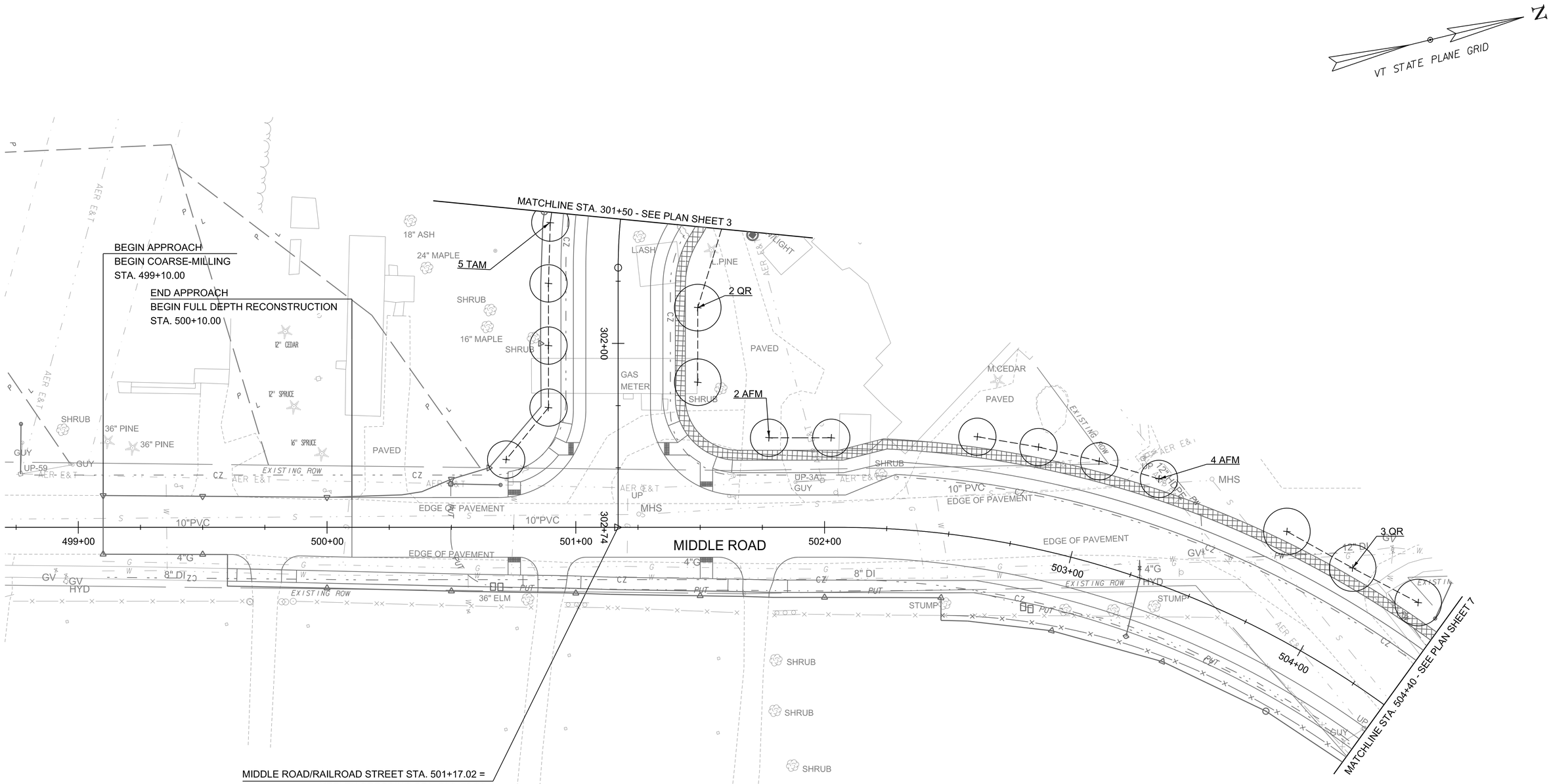
0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94landsbdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. RIEMENSCHNEIDER	CHECKED BY: J. LABRECQUE
LANDSCAPE PLAN SHEET 5	SHEET 112 OF 188

PLANT LIST - SHEET 6

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE	SPACING/REMARKS	CONTAINER
6	AFM	MARMO MAPLE	ACER FREEMANI	2" - 2 1/2" CALIPER	AS SHOWN	B & B
5	QR	NORTHERN RED OAK	QUERCUS RUBRA	2" - 2 1/2" CALIPER	AS SHOWN	B & B
5	TAM	AMERICAN SENTRY LINDEN	TILIA AMERICANA	2" - 2 1/2" CALIPER	AS SHOWN	B & B



0 20 40
SCALE IN FEET

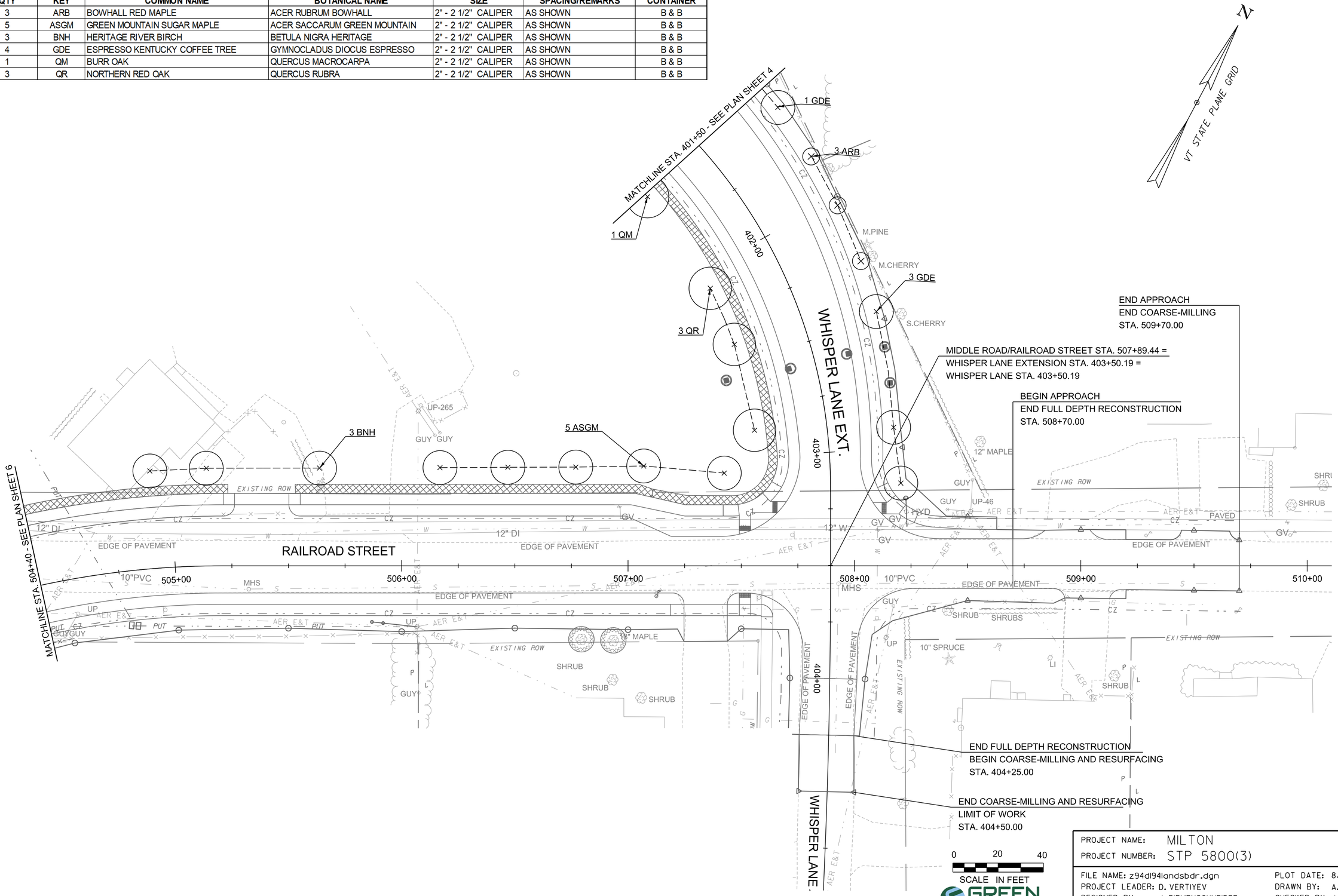
GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)

FILE NAME: z94dl94landsbdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: J. RIEMENSCHNEIDER	CHECKED BY: J. LABRECQUE
LANDSCAPE PLAN SHEET 6	SHEET 113 OF 188

PLANT LIST - SHEET 7

QTY	KEY	COMMON NAME	BOTANICAL NAME	SIZE	SPACING/REMARKS	CONTAINER
3	ARB	BOWHALL RED MAPLE	ACER RUBRUM BOWHALL	2" - 2 1/2" CALIPER	AS SHOWN	B & B
5	ASGM	GREEN MOUNTAIN SUGAR MAPLE	ACER SACCARUM GREEN MOUNTAIN	2" - 2 1/2" CALIPER	AS SHOWN	B & B
3	BNH	HERITAGE RIVER BIRCH	BETULA NIGRA HERITAGE	2" - 2 1/2" CALIPER	AS SHOWN	B & B
4	GDE	ESPRESSO KENTUCKY COFFEE TREE	GYMNOCLADUS DIOCUS ESPRESSO	2" - 2 1/2" CALIPER	AS SHOWN	B & B
1	QM	BURR OAK	QUERCUS MACROCARPA	2" - 2 1/2" CALIPER	AS SHOWN	B & B
3	QR	NORTHERN RED OAK	QUERCUS RUBRA	2" - 2 1/2" CALIPER	AS SHOWN	B & B



GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94landsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: J. RIEMENSCHNEIDER
LANDSCAPE PLAN SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: J. LABRECQUE

N

VT STATE PLANE GRID

HYD
UP
LI
EXISTING ROW
PLANTING BED
SIG CAB
MA
CZ
UT
EDGE OF PAVEMENT
CB
TMH (REC)
PAVED
MHS
VINYL 4' FENCE
AER E&T
CONC. SIDEWALK
P
L

US ROUTE 7
TO COLCHESTER

US ROUTE 7

191+00 192+00 193+00 194+00 195+00

G GV W DMH

L HARDWOOD
S HARDWOOD

MATCHLINE STA. 195+50 - SEE PLAN SHEET 2

LEGEND

PL	POLE MOUNTED
PLB	POLE MOUNTED W/ BANNER ARMS
SL	INTERSECTION STREET LIGHTING

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94lightsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. MILLER
SIDEWALK LIGHTING PLAN SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: R. KISCHKO
SHEET 115 OF 188

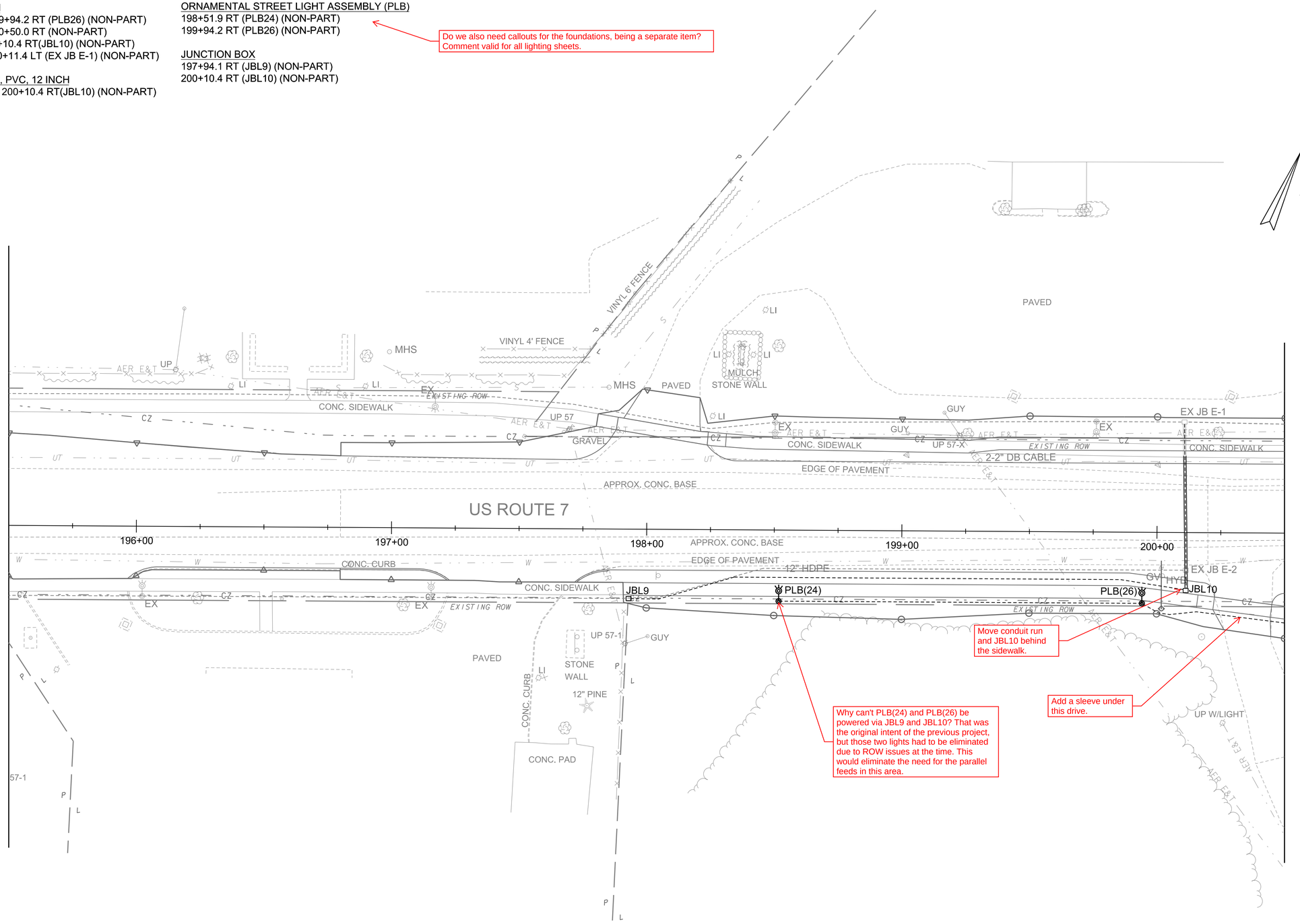
WIRED CONDUIT, 2 INCH
198+51.9 RT (PLB24) - 199+94.2 RT (PLB26) (NON-PART)
199+94.2 RT (PLB26) - 200+50.0 RT (NON-PART)
197+94.1 RT (JBL9) - 200+10.4 RT(JBL10) (NON-PART)
200+10.4 RT (JBL10) - 200+11.4 LT (EX JB E-1) (NON-PART)

SLEEVES FOR UTILITIES, PVC, 12 INCH
200+11.4 LT (EX JB E-1) - 200+10.4 RT(JBL10) (NON-PART)

ORNAMENTAL STREET LIGHT ASSEMBLY (PLB)
198+51.9 RT (PLB24) (NON-PART)
199+94.2 RT (PLB26) (NON-PART)

JUNCTION BOX
197+94.1 RT (JBL9) (NON-PART)
200+10.4 RT (JBL10) (NON-PART)

Do we also need callouts for the foundations, being a separate item? Comment valid for all lighting sheets.



LEGEND
PL POLE MOUNTED
PLB POLE MOUNTED W/ BANNER ARMS
SL INTERSECTION STREET LIGHTING LUMINAIRE

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94lightsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. MILLER
SIDEWALK LIGHTING PLAN SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: R. KISCHKO
SHEET 116 OF 188

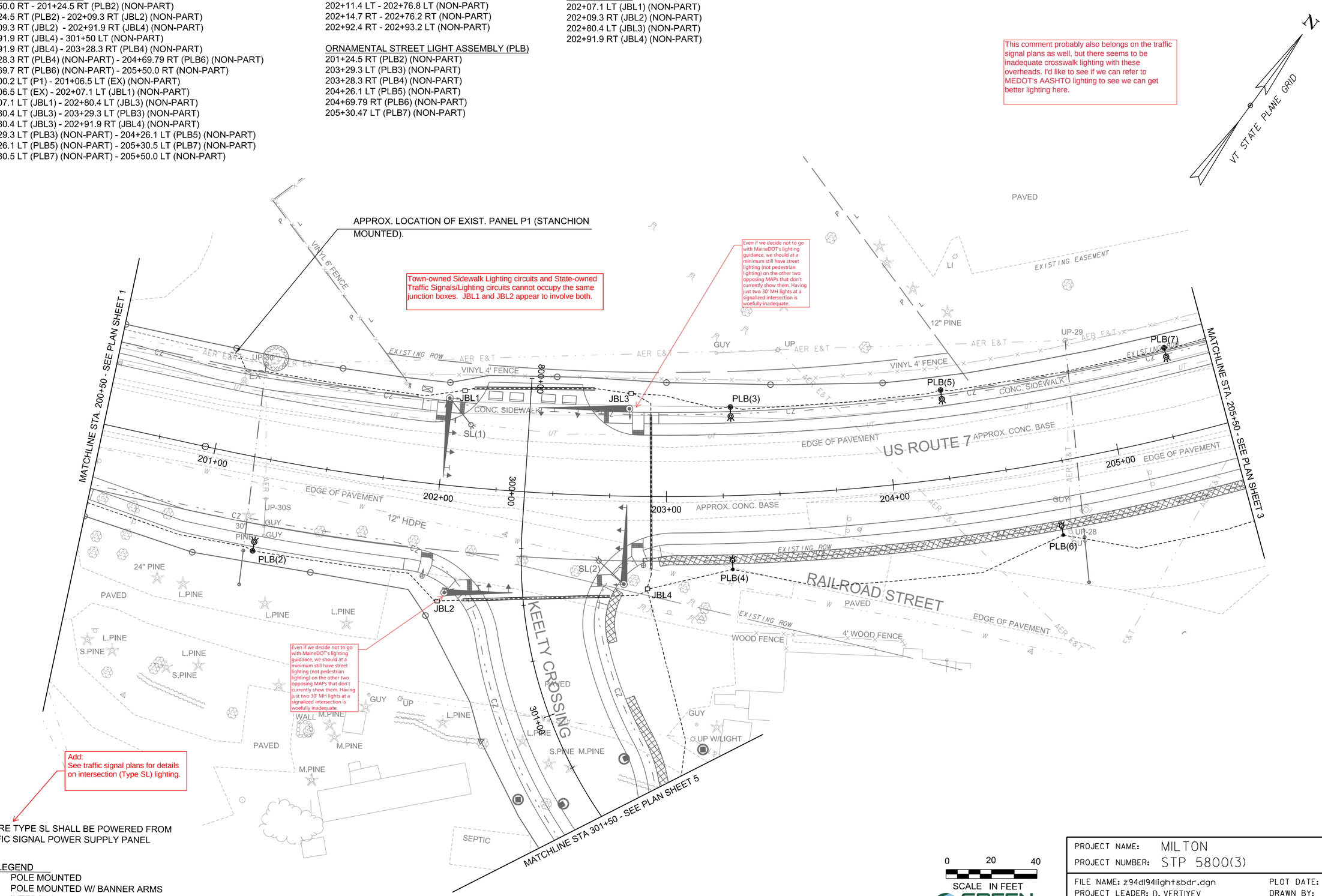
WIRED CONDUIT, 2 INCH
200+50.0 RT - 201+24.5 RT (PLB2) (NON-PART)
201+24.5 RT (PLB2) - 202+09.3 RT (JBL2) (NON-PART)
202+09.3 RT (JBL2) - 202+91.9 RT (JBL4) (NON-PART)
202+91.9 RT (JBL4) - 301+50 LT (NON-PART)
202+91.9 RT (JBL4) - 203+28.3 RT (PLB4) (NON-PART)
203+28.3 RT (PLB4) (NON-PART) - 204+69.79 RT (PLB6) (NON-PART)
204+69.7 RT (PLB6) (NON-PART) - 205+50.0 RT (NON-PART)
201+00.2 LT (P1) - 201+06.5 LT (EX) (NON-PART)
201+06.5 LT (EX) - 202+07.1 LT (JBL1) (NON-PART)
202+07.1 LT (JBL1) - 202+80.4 LT (JBL3) (NON-PART)
202+80.4 LT (JBL3) - 203+29.3 LT (PLB3) (NON-PART)
202+80.4 LT (JBL3) - 202+91.9 RT (JBL4) (NON-PART)
203+29.3 LT (PLB3) (NON-PART) - 204+26.1 LT (PLB5) (NON-PART)
204+26.1 LT (PLB5) (NON-PART) - 205+30.5 LT (PLB7) (NON-PART)
205+30.5 LT (PLB7) (NON-PART) - 205+50.0 LT (NON-PART)

SLEEVES FOR UTILITIES, PVC 12 INCH
202+11.4 LT - 202+76.8 LT (NON-PART)
202+14.7 RT - 202+76.2 RT (NON-PART)
202+92.4 RT - 202+93.2 LT (NON-PART)

ORNAMENTAL STREET LIGHT ASSEMBLY (PLB)
201+24.5 RT (PLB2) (NON-PART)
203+29.3 LT (PLB3) (NON-PART)
203+28.3 RT (PLB4) (NON-PART)
204+26.1 RT (PLB5) (NON-PART)
204+69.79 RT (PLB6) (NON-PART)
205+30.47 LT (PLB7) (NON-PART)

JUNCTION BOX
202+07.1 LT (JBL1) (NON-PART)
202+09.3 RT (JBL2) (NON-PART)
202+80.4 LT (JBL3) (NON-PART)
202+91.9 RT (JBL4) (NON-PART)

This comment probably also belongs on the traffic signal plans as well, but there seems to be inadequate crosswalk lighting with these overheads. I'd like to see if we can refer to MEDOT's AASHTO lighting to see we can get better lighting here.



NOTE:
FIXTURE TYPE SL SHALL BE POWERED FROM TRAFFIC SIGNAL POWER SUPPLY PANEL

LEGEND
PL POLE MOUNTED
PLB POLE MOUNTED W/ BANNER ARMS
SL INTERSECTION STREET LIGHTING LUMINAIRE

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94lightsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. MILLER
SIDEWALK LIGHTING PLAN SHEET 3
PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: R. KISCHKO

WIRED CONDUIT, 2 INCH
205+50.0 LT - 206+49.6 LT (PLB9) (NON-PART)
206+49.6 LT (PLB9) - 207+78.5 LT (PLB11) (NON-PART)
207+78.5 LT (PLB11) - 208+50.3 LT (JBL6) (NON-PART)
208+50.3 LT (JBL6) - 209+40.0 LT (JBL8) (NON-PART)
209+40.0 LT (JBL8) - 209+38.4 LT (PLB13) (NON-PART)
209+38.4 LT (PLB13) - 210+50.0 LT (NON-PART)
205+50.0 RT - 205+98.5 RT (PLB8) (NON-PART)
205+98.5 RT (PLB8) - 207+10.1 RT (PLB10) (NON-PART)
207+10.1 RT (PLB10) - 208+51.9 RT (JBL5) (NON-PART)
208+34.76 LT - 208+42.76 LT (JBL9) (NON-PART)
208+42.76 LT (JBL9) - 209+49.81 LT (JBL10) (NON-PART)
209+49.81 LT (JBL10)- 210+26.64 LT (NON-PART)
208+51.9 RT (JBL5) - 208+50.3 LT (JBL6) (NON-PART)
208+51.9 RT (JBL5) - 400+93.8 RT PL(10) (NON-PART)
208+51.9 RT (JBL5) - 209+32.8 RT (JBL7) (NON-PART)
400+93.8 RT PL(10) - 401+50.0 RT (NON-PART)
209+32.8 RT (JBL7) - 210+35.6 RT (PLB14) (NON-PART)
210+35.6 RT (PLB14) (NON-PART) - 210+50.0 RT (NON-PART)

SLEEVES FOR UTILITIES, PVC 12 INCH
208+27.7 LT - 208+53.3 RT (NON-PART)
208+52.6 LT - 209+38.0 LT (NON-PART)
208+61.8 RT - 209+28.0 RT (NON-PART)
208+64.6 LT - 209+31.2 LT (NON-PART)

JUNCTION BOX
208+42.7 LT (JBL9) (NON-PART)
208+51.9 RT (JBL5) (NON-PART)
208+50.3 LT (JBL6) (NON-PART)
209+32.8 RT (JBL7) (NON-PART)
209+40.0 LT (JBL8) (NON-PART)
209+49.8 LT (JBL10) (NON-PART)

REMOVE STREET LIGHT ASSEMBLY
209+47.3 LT
209+54.7 LT
210+26.1 LT

STREET LIGHT ASSEMBLY
700+42.0 RT (SL5)

ORNAMENTAL STREET LIGHT ASSEMBLY (PLB)
205+98.5 RT (PLB8) (NON-PART)
206+49.6 LT (PLB9) (NON-PART)
207+10.1 RT (PLB10) (NON-PART)
207+78.5 LT (PLB11) (NON-PART)
208+45.3 RT (PLB12) (NON-PART)
209+38.4 LT (PLB13) (NON-PART)
210+35.6 RT (PLB14) (NON-PART)

ORNAMENTAL STREET LIGHT ASSEMBLY (PL)
400+93.8 RT PL(10) (NON-PART)

There is only one existing light pole in this area. What is the second callout referring to?

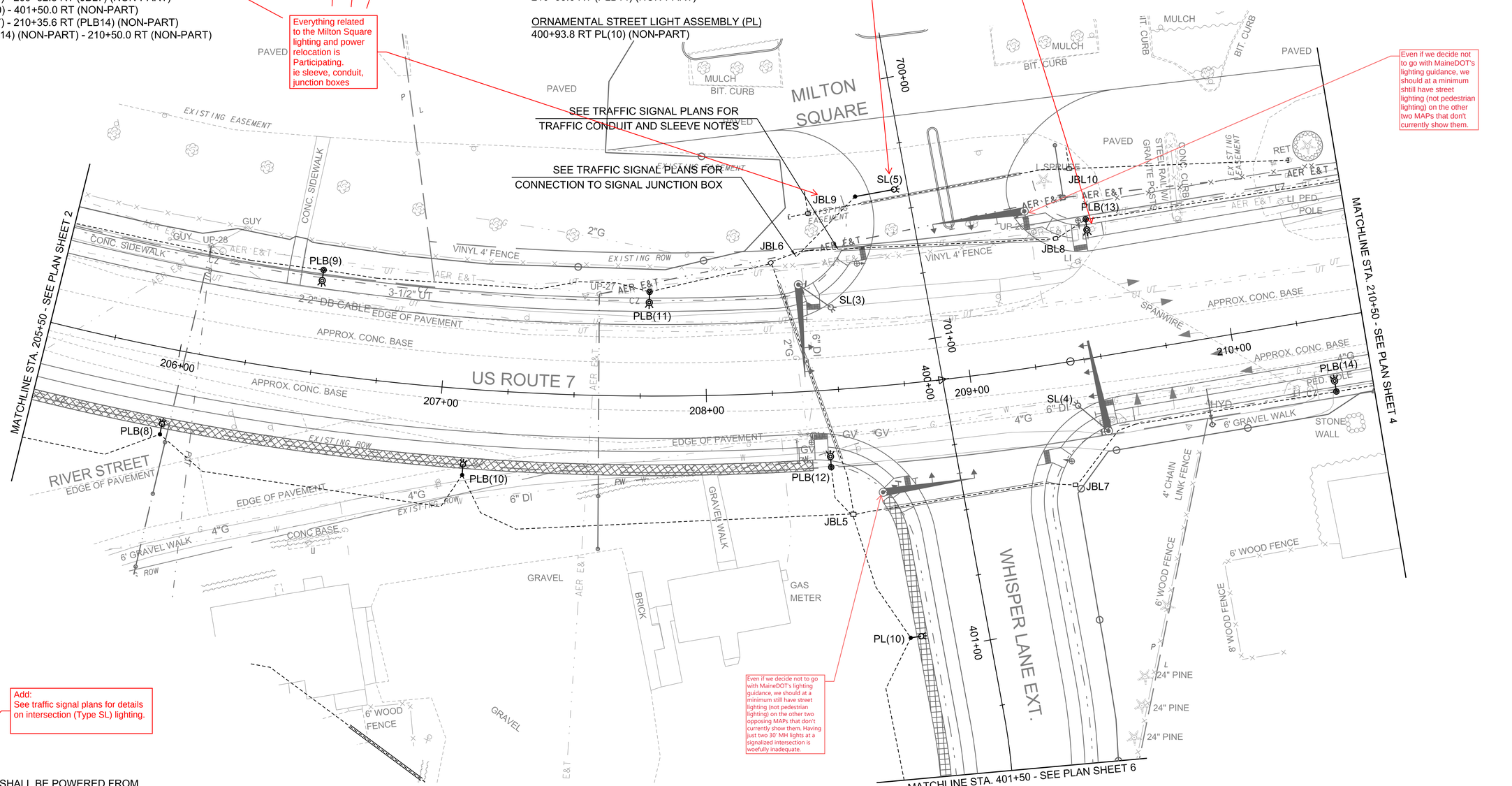
This comment probably also belongs on the traffic signal plans as well, but there seems to be inadequate crosswalk lighting with these overheads. I'd like to see if we can refer to MEDOT's AASHTO lighting to see we can get better lighting here.

Why showing SL(5) on this sheet rather than the traffic signal sheets? Other SLs are not addressed on this sheet.

Everything related to the Milton Square lighting and power relocation is Participating.
ie sleeve, conduit, junction boxes

Even if we decide not to go with MaineDOT's lighting guidance, we should at a minimum shtill have street lighting (not pedestrian lighting) on the other two MAPs that don't currently show them.

VT STATE PLANE GRID



Add:
See traffic signal plans for details on intersection (Type SL) lighting.

NOTE:
FIXTURE TYPE SL SHALL BE POWERED FROM TRAFFIC SIGNAL POWER SUPPLY PANEL

LEGEND
PL POLE MOUNTED
PLB POLE MOUNTED W/ BANNER ARMS
SL INTERSECTION STREET LIGHTING LUMINAIRE

Even if we decide not to go with MaineDOT's lighting guidance, we should at a minimum still have street lighting (not pedestrian lighting) on the other two opposing MAPs that don't currently show them. Having just two 30' MH lights at a signalized intersection is woefully inadequate.

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

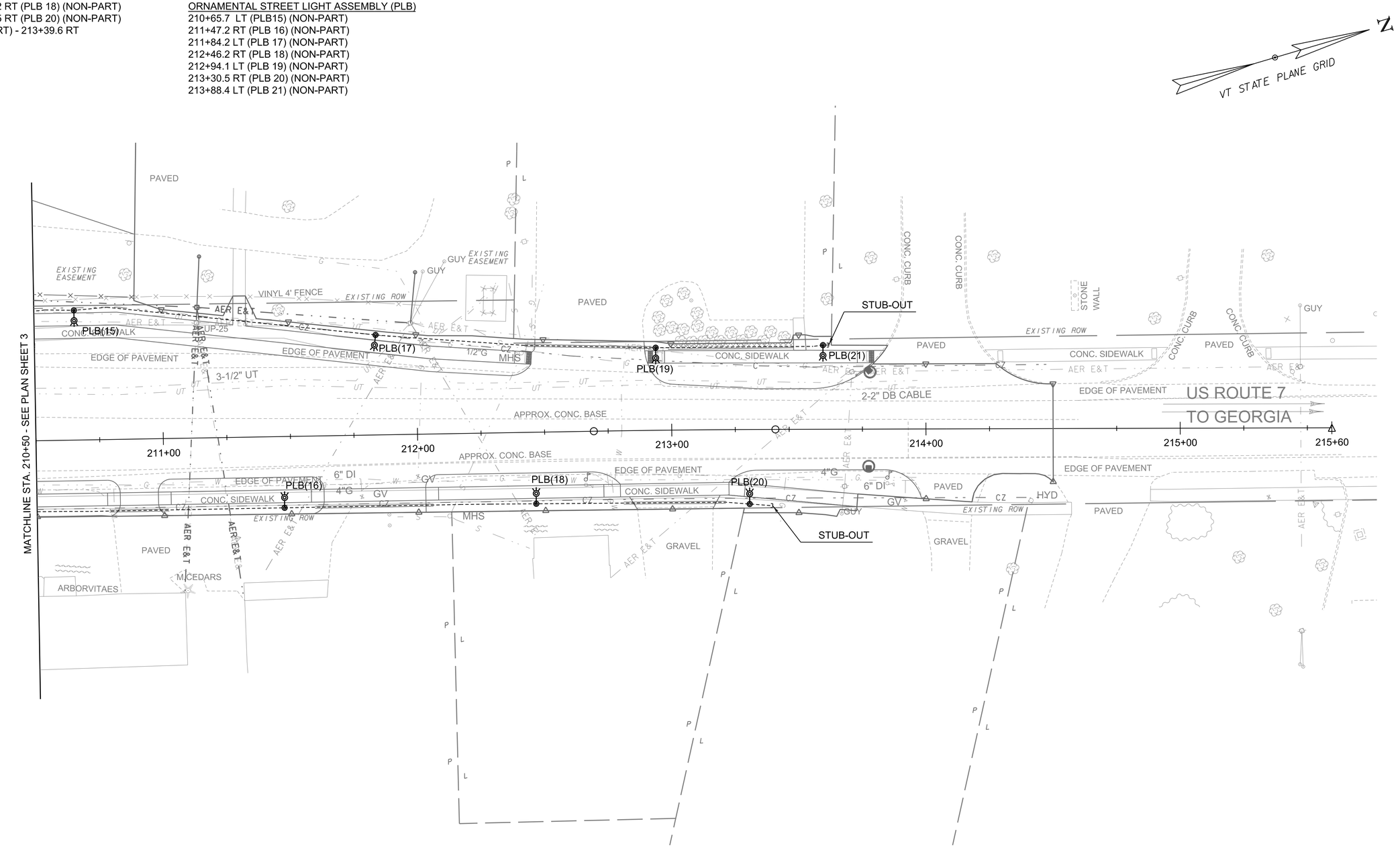
FILE NAME: z94dl94lightsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. MILLER
SIDEWALK LIGHTING PLAN SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: R. KISCHKO
SHEET 118 OF 188

WIRED CONDUIT, 2 INCH
210+50.0 LT - 210+65.7 LT (PLB15) (NON-PART)
210+65.7 LT (PLB15) - 211+84.2 LT (PLB 17) (NON-PART)
211+84.2 LT (PLB 17) - 212+94.1 LT (PLB 19) (NON-PART)
212+94.1 LT (PLB 19) - 213+88.4 LT (PLB 21) (NON-PART)
210+50.0 RT - 211+47.2 RT (PLB 16) (NON-PART)
211+47.2 RT (PLB 16) - 212+46.2 RT (PLB 18) (NON-PART)
212+46.2 RT (PLB 18) - 213+30.5 RT (PLB 20) (NON-PART)
213+30.5 RT (PLB 20) (NON-PART) - 213+39.6 RT

SLEEVES FOR UTILITIES, PVC, 12 INCH
210+78.9 RT - 211+02.4 RT (NON-PART)
211+59.7 RT - 212+06.3 RT (NON-PART)
212+42.1 LT - 212+92.5 LT (NON-PART)
212+81.1 RT - 213+21.3 RT (NON-PART)

ORNAMENTAL STREET LIGHT ASSEMBLY (PLB)
210+65.7 LT (PLB15) (NON-PART)
211+47.2 RT (PLB 16) (NON-PART)
211+84.2 LT (PLB 17) (NON-PART)
212+46.2 RT (PLB 18) (NON-PART)
212+94.1 LT (PLB 19) (NON-PART)
213+30.5 RT (PLB 20) (NON-PART)
213+88.4 LT (PLB 21) (NON-PART)



LEGEND
PL POLE MOUNTED
PLB POLE MOUNTED W/ BANNER ARMS
SL INTERSECTION STREET LIGHTING
LUMINAIRE

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

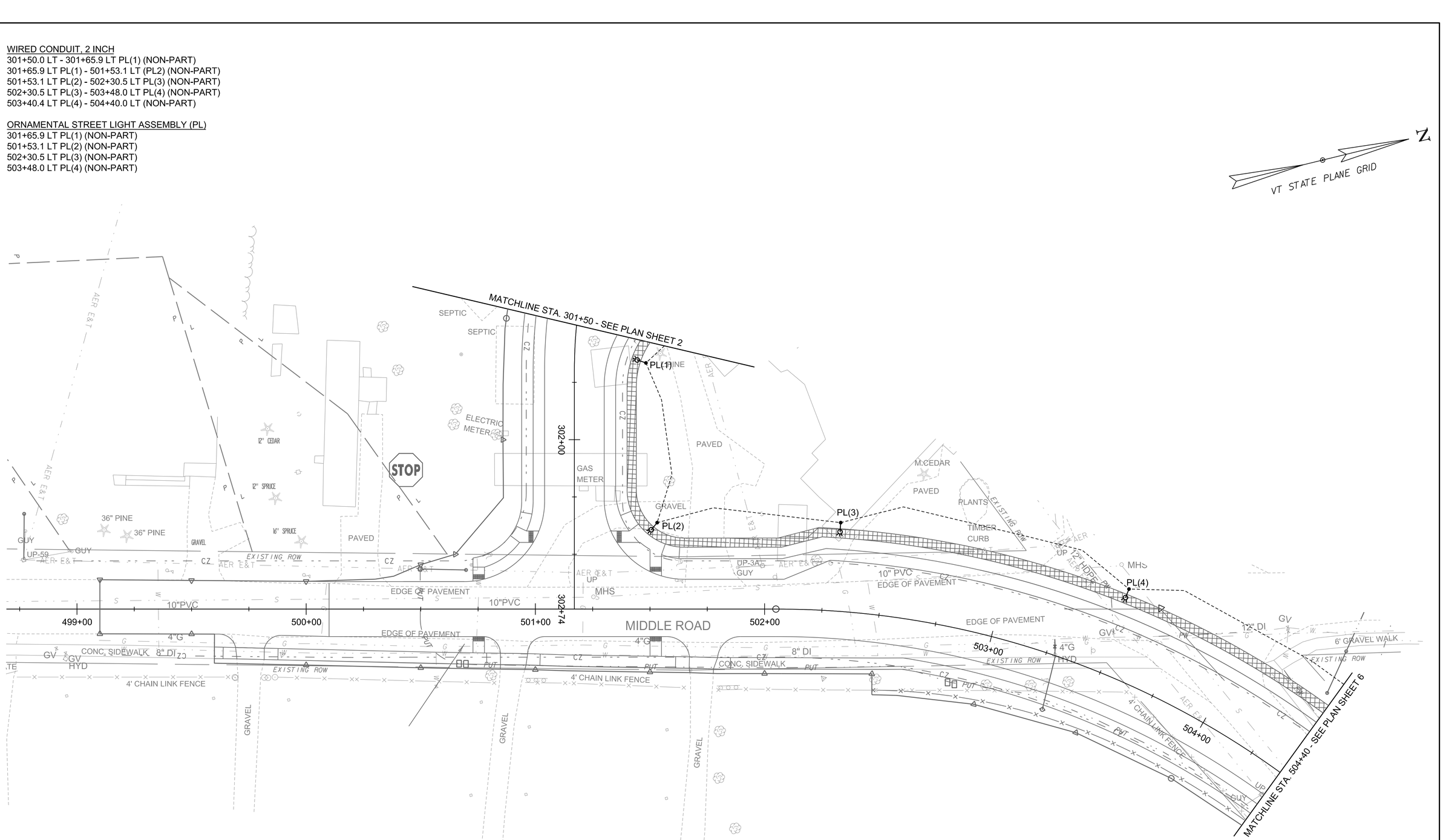
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94lightsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. MILLER
SIDEWALK LIGHTING PLAN SHEET 5

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: R. KISCHKO
SHEET 119 OF 188

WIRED CONDUIT, 2 INCH
301+50.0 LT - 301+65.9 LT PL(1) (NON-PART)
301+65.9 LT PL(1) - 501+53.1 LT (PL2) (NON-PART)
501+53.1 LT PL(2) - 502+30.5 LT PL(3) (NON-PART)
502+30.5 LT PL(3) - 503+48.0 LT PL(4) (NON-PART)
503+40.4 LT PL(4) - 504+40.0 LT (NON-PART)

ORNAMENTAL STREET LIGHT ASSEMBLY (PL)
301+65.9 LT PL(1) (NON-PART)
501+53.1 LT PL(2) (NON-PART)
502+30.5 LT PL(3) (NON-PART)
503+48.0 LT PL(4) (NON-PART)



LEGEND
PL POLE MOUNTED
PLB POLE MOUNTED W/ BANNER ARMS
SL INTERSECTION STREET LIGHTING
LUMINAIRE

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

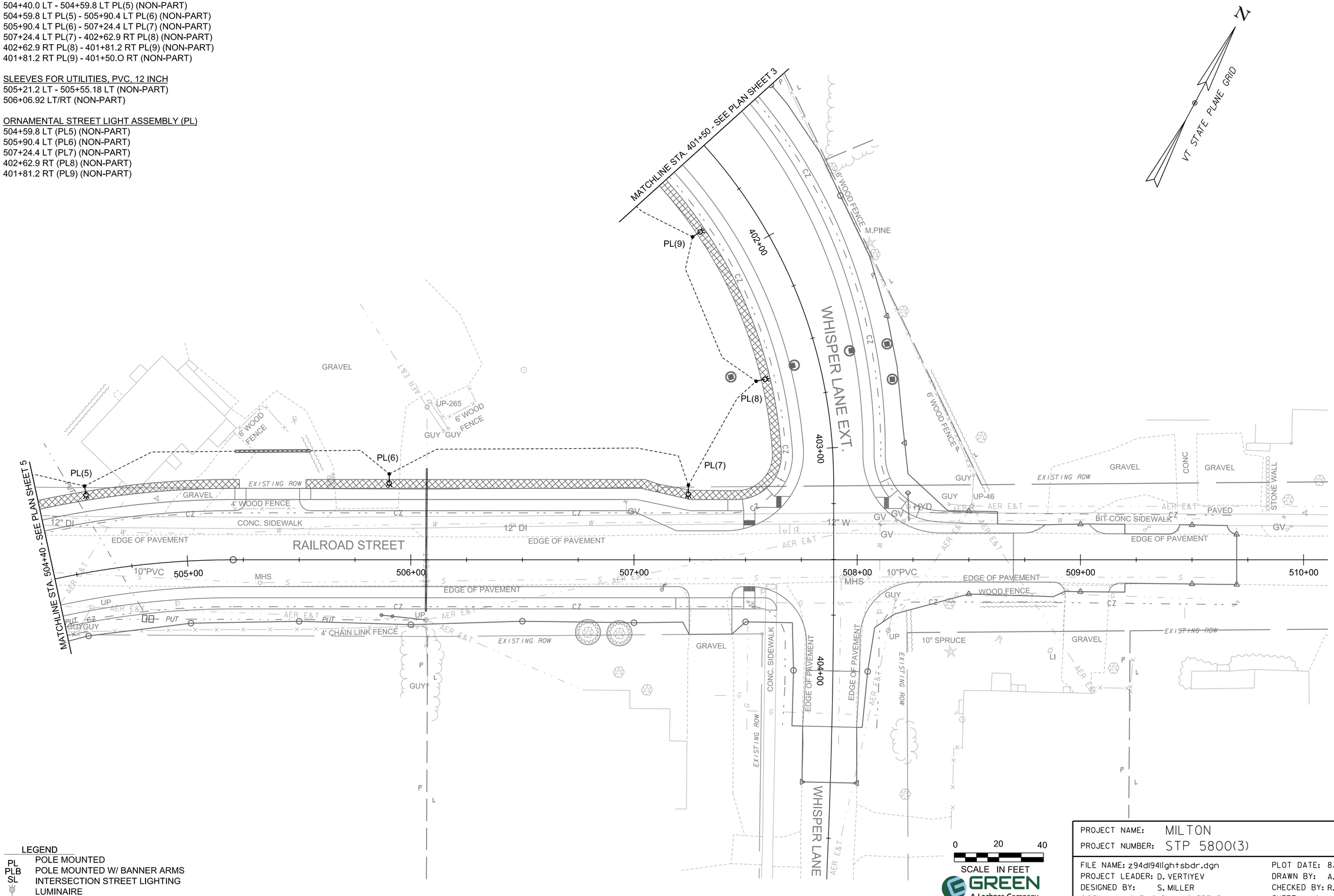
FILE NAME: z94dl94lightsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. MILLER
SIDEWALK LIGHTING PLAN SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: R. KISCHKO
SHEET 120 OF 188

WIRED CONDUIT, 2 INCH
504+40.0 LT - 504+59.8 LT PL(5) (NON-PART)
504+59.8 LT PL(5) - 505+90.4 LT PL(6) (NON-PART)
505+90.4 LT PL(6) - 507+24.4 LT PL(7) (NON-PART)
507+24.4 LT PL(7) - 402+62.9 RT PL(8) (NON-PART)
402+62.9 RT PL(8) - 401+81.2 RT PL(9) (NON-PART)
401+81.2 RT PL(9) - 401+50.O RT (NON-PART)

SLEEVES FOR UTILITIES, PVC, 12 INCH
505+21.2 LT - 505+55.18 LT (NON-PART)
506+06.92 LT/RT (NON-PART)

ORNAMENTAL STREET LIGHT ASSEMBLY (PL)
504+59.8 LT (PL5) (NON-PART)
505+90.4 LT (PL6) (NON-PART)
507+24.4 LT (PL7) (NON-PART)
402+62.9 RT (PL8) (NON-PART)
401+81.2 RT (PL9) (NON-PART)



LEGEND
PL POLE MOUNTED
PLB POLE MOUNTED W/ BANNER ARMS
SL INTERSECTION STREET LIGHTING
LUMINAIRE

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94lightsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. MILLER
SIDEWALK LIGHTING PLAN SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: R. KISCHKO

SIDEWALK LIGHTING GENERAL NOTES

1. THE FOLLOWING NOTES PERTAIN TO THE TOWN-OWNED SIDEWALK LIGHTING ONLY.

2. SIDEWALK LIGHTING ASSEMBLIES AND FOUNDATIONS SHALL BE PAID FOR UNDER ITEM 679.4600001 AND 679.4600002 RESPECTIVELY

3. SIDEWALK LIGHTING: POLE MOUNTED FIXTURE TYPE PL AND PLB, SHALL BE FED FROM EXISTING POWER PANEL P1. SEE SIDEWALK LIGHTING PLAN SHEET 3 FOR APPROXIMATE LOCATION OF EXISTING PANEL P1 (STANCHION MOUNTED). PROVIDE TWO 2-POLE, 20a BREAKERS AND UTILIZE SPARE CIRCUTS 21/23 AND 22/24 OUT OF PANEL P1. REFER TO RISER DIAGRAM SHEET.

4. STREET LIGHTING: MAST ARM POLE (MAP) MOUNTED FIXTURE AND STREET LIGHT ASSEMBLY TYPE SL SHALL BE FED FROM THE TRAFFIC CONTROL CABINET LOCATED AT EACH INTERSECTION. REFER TO TRAFFIC SIGNAL PLANS FOR POWER REQUIREMENTS AND TRAFFIC SIGNAL DETAIL SHEET FOR NOTES AND DETAILS.

5. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING, INSTALLING, TESTING, CALIBRATING, AND MAKING OPERATIONAL ALL LIGHTING AND ASSOCIATED JUNCTION BOXES AND EQUIPMENT SHOWN ON THE DRAWINGS.

6. IN GROUND JUNCTION BOXES, IDENTIFIED ON THE SIDEWALK LIGHTING PLANS AND RISER DIAGRAM AS 'JBLX' SHALL BE PAID FOR UNDER ITEM 625.7010, JUNCTION BOX AND MEET VTRANS REQUIREMENTS FOR THE SIDEWALK LIGHTING SYSTEM. 'L' DENOTES LIGHTING SYSTEM AND 'X' DENOTES IDENTIFICATION, TYPICAL. THE LOGO ON THE LIGHTING SYSTEM JUNCTION BOXES SHALL BE 'LIGHTING' ~~AS PER HAMLIN PLANS.~~

7. ALL WIRING SHALL BE IN RIGID SCHEDULE 80 PVC CONDUIT 2 INCH MINIMUM WITH A FULL SIZE INSULATED GROUNDING CONDUCTOR AND APPROVED FITTINGS. CONDUITS RUNNING UNDER ROADWAYS OR COMMERCIAL DRIVES SHALL BE SLEEVED (REFER TO TRAFFIC SIGNAL PLANS FOR SLEEVE REQUIREMENTS).

8. MAXIMUM OF BENDS PERMITTED IN SINGLE RUN OF CONDUIT SHALL NOT EXCEED 270 DEGREES.

9. ALL WIRING SHALL BE TYPE THHN/THWN, STRANDED COPPER SERVING TYPE PL & PLB LIGHTING CIRCUITS.

10. THE ENTIRE ELECTRICAL SYSTEM SHALL BE COMPLETELY AND EFFECTIVELY GROUNDED AS REQUIRED BY THE NATIONAL ELECTRIC CODE. ANY METALLIC RACEWAY SHALL BE ELECTRICALLY SECURE AT ALL JOINTS INCLUDING ALL JUNCTION BOXES, CABINETS, FITTINGS AND EQUIPMENT.

11. UTILIZE UL LISTED AND APPROVED RATED PARALLEL TAP CONNECTOR W/ INSULATED COVER FOR TAPS AT FIXTURE POLE BASES AND AT ALL IN GROUND JUNCTION BOXES FOR LIGHTING (JBL).

12. PROVIDE FUSES AT POLE BASES WITH Y-TYPE FUSE KITS. UTILIZE UL LISTED WATERPROOF APPROVED INSULATED SEALS.

13. FINAL POWER TERMINATIONS SHALL BE MADE FROM LARGE VOLTAGE DROP SIZED CONDUCTORS TO LIGHTING FIXTURES WITH A MINIMUM #10 COPPER CONDUCTOR AND, APPROPRIATE PRE-INSULATED, MULTI-TAP CONNECTORS. SPLIT BOLT CONNECTORS WILL NOT BE ACCEPTABLE.

14. MULTIPLE CIRCUITS MAY BE RUN IN THE SAME CONDUIT. HOWEVER, WIRE SIZES SHOWN SHALL BE INCREASED TO ALLOW FOR DERATED AMPACITIES PER THE NATIONAL ELECTRICAL CODE. CONDUIT SIZES SHALL ALSO BE INCREASED ACCORDINGLY.

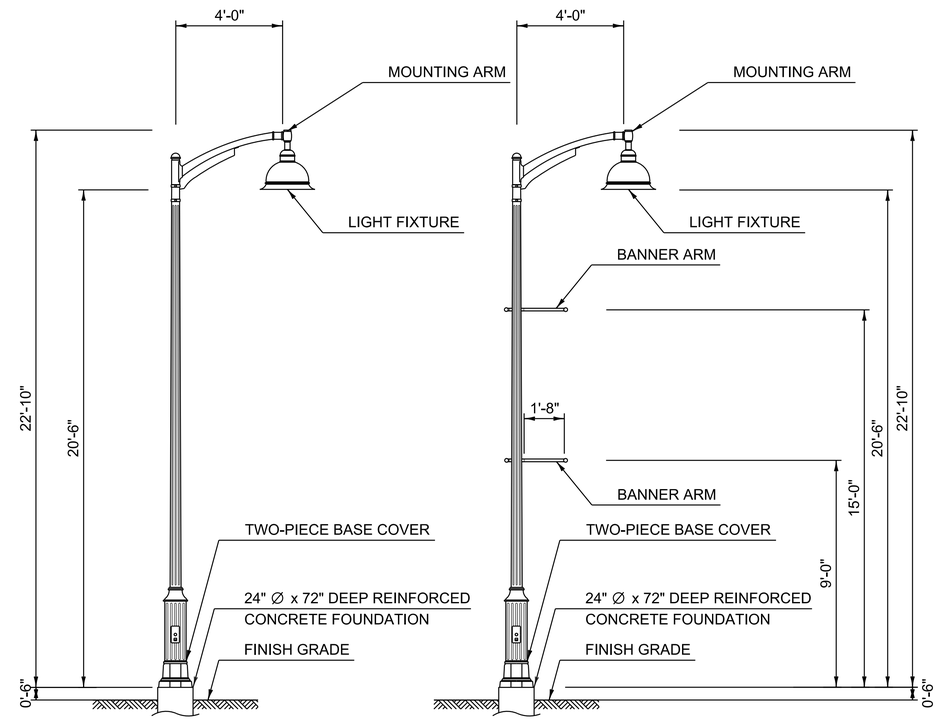
15. THE LOCAL UTILITY COMPANY FOR THIS PROJECT IS GREEN MOUNTAIN POWER (GMP).

STREET LIGHTING FIXTURE SCHEDULE

MARK	MANUFACTURER	CATALOG NUMBER	FINISH	ARM	HT	VOLTAGE	MTG HT	LUMEN OUTPUT	CCT	REMARKS	WATTS
PL	PHILIPS LUMEC	DMS50-35W35LED4K-G3-ACDR-LE3F-240-DMG-SMB-PH9-BKTX	BLACK			240V	22'	3,394L	4000K		35
PL-POLE	PHILIPS LUMEC	AMT8-V-20-BKTX + AC4 (4FT MOUNTING ARM)	BLACK	4'	20'						
PLB	PHILIPS LUMEC	DMS50-35W32LED4K-G3-ACDR-LE3F-240-DMG-SMB-PH9-BKTX	BLACK			240V	22'	2,934	4000K		35
PLB-POLE	PHILIPS LUMEC	AMT8-V-20-BA(2)20"-BKTX + AC4 (4FT MOUNTING ARM)	BLACK	4'	20'					PROVIDE W/2 BANNER ARMS	

Consider the need for a PIF for these street lights. Maybe we don't need PIFs if its Non Participating?

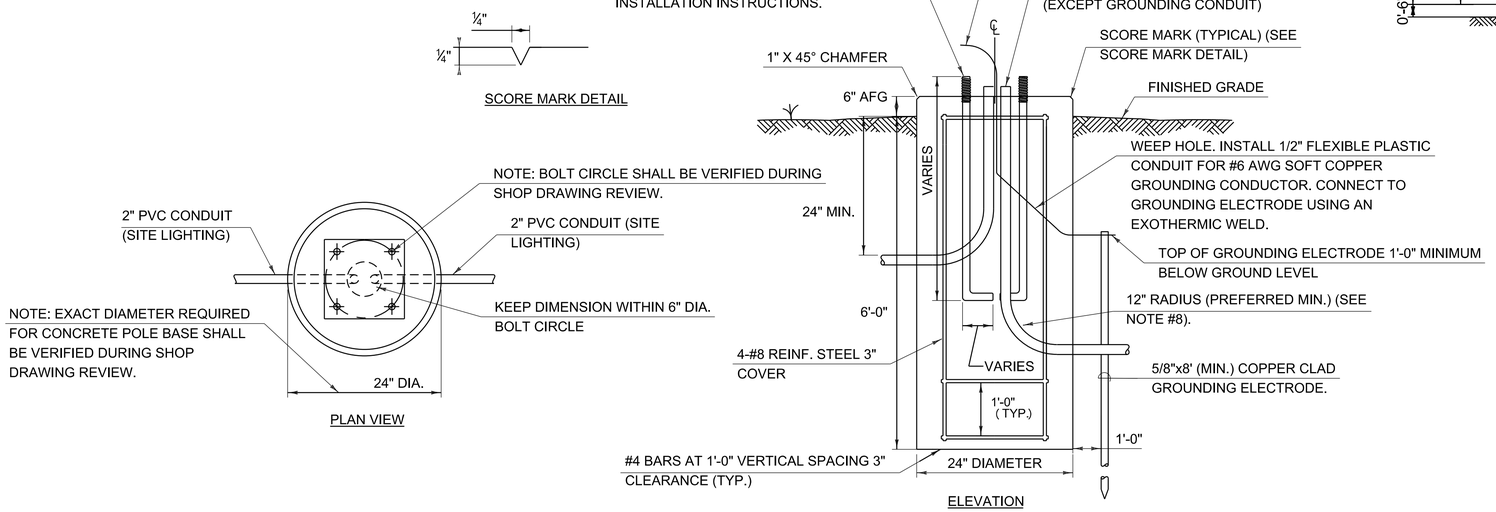
Curious why there is a difference in the lumen outputs.



PL PLB

PLB POLE MOUNTED LIGHT FIXTURE W/ BANNER ARMS
PL POLE MOUNTED LIGHT FIXTURE

NOT TO SCALE

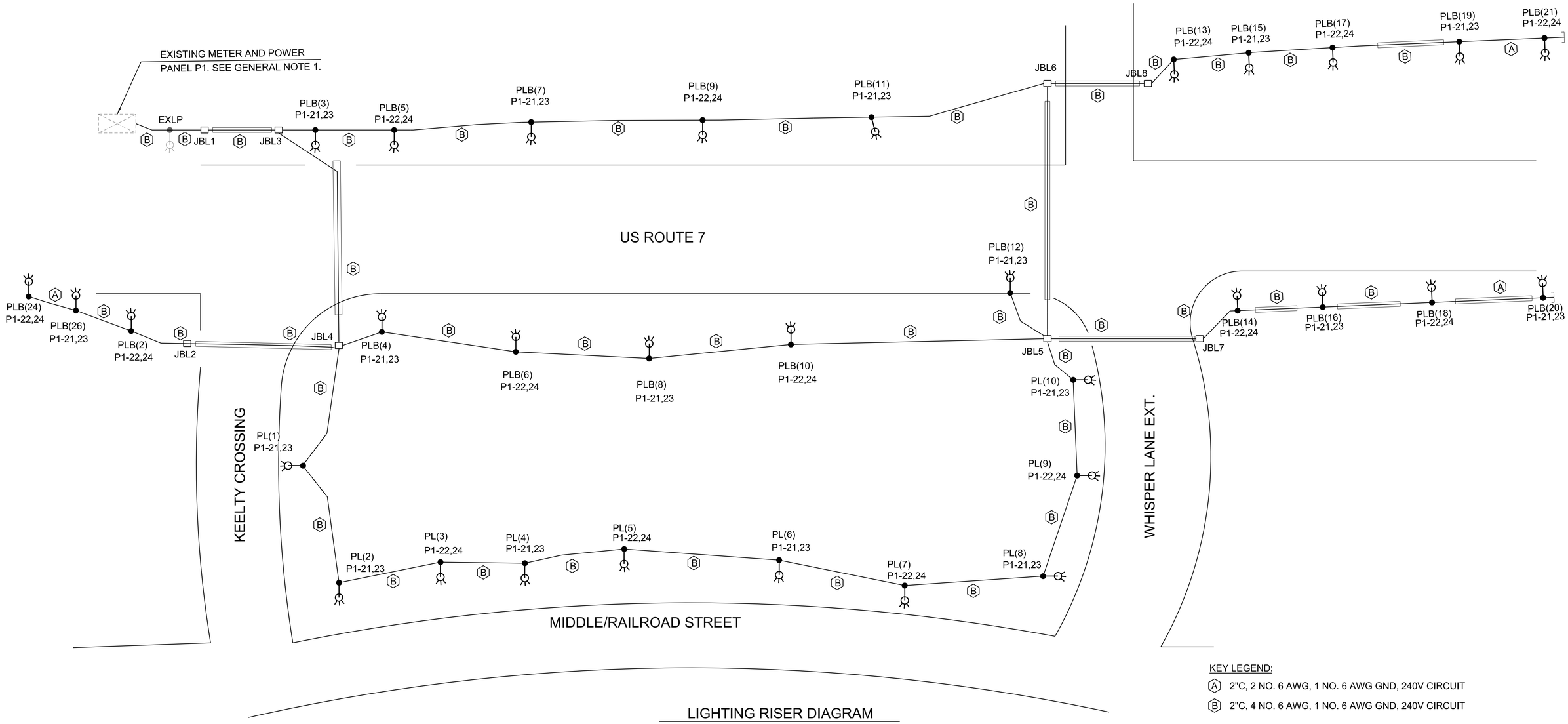


TYPE PL & PLB
TYPICAL CONCRETE POLE BASE DETAIL

NOT TO SCALE

GREEN A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94lightdet.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
SIDEWALK LIGHTING DETAIL SHEET	SHEET 122 OF 188



LIGHTING RISER DIAGRAM

NOT TO SCALE

LEGEND:

PL/PLB	LIGHT ASSEMBLY PL/PLB DENOTES POLE AND FIXTURE TYPE (REFER TO LIGHTING FIXTURE SCHEDULE) XX DENOTES STREET LIGHT IDENTIFICATION
P1-X, X	CIRCUIT IDENTIFICATION (X INDICATES CIRCUIT NUMBER)
JBLX	JUNCTION BOX # DENOTES IDENTIFICATION.
	12" STUB-OUT
	SLEEVE UNDER ROADWAY AND COMMERCIAL DRIVES

KEY LEGEND:

(A) 2"C, 2 NO. 6 AWG, 1 NO. 6 AWG GND, 240V CIRCUIT

(B) 2"C, 4 NO. 6 AWG, 1 NO. 6 AWG GND, 240V CIRCUIT

GENERAL NOTES:

1. SIDEWALK LIGHTING: POLE MOUNTED FIXTURE TYPE PL AND PLB, SHALL BE FED FROM EXISTING POWER PANEL P1 (STANCHION MOUNTED). PROVIDE TWO 2-POLE, 20A BREAKERS AND UTILIZE SPARE CIRCUITS 21/23 AND 22/24 OUT OF PANEL P1. SIDEWALK LIGHTING TO BE AUTOMATICALLY CONTROLLED VIA P1.

2.TYPE SL ARE VTRANS LIGHT FIXTURES LOCATED AT THE INTERSECTIONS. FIXTURES SHALL BE POWERED FROM TRAFFIC SIGNAL PANEL. REFER TO PLANS FOR LOCATIONS.

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94lightdet.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
RISER DIAGRAM SHEET

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 123 OF 188

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA
STA. 192+05.00 - STA. 193+33.60 LT (SOLID)
STA. 192+05.00 - STA. 193+11.96 LT (SOLID)
STA. 192+05.00 - STA. 193+46.76 RT (SOLID)
STA. 192+05.00 - STA. 192+80.00 LT (DOTTED)
STA. 194+10.20 - STA. 195+30.12 LT (SOLID)
STA. 194+10.20 - STA. 195+50.00 LT (SOLID)
STA. 195+30.20 - STA. 195+50.00 LT (DOTTED)
STA. 194+10.20 - STA. 195+50.00 RT (SOLID)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 193+49.31 (12.36' CENTRE DR)
STA. 193+75.00 (8.28' CENTRE DR)
STA. 193+84.90- STA. 193+94.32 RT (36.19' CENTRE DR)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA
STA. 192+05.00 - STA. 193+11.96 LT & RT (SOLID)
STA. 194+10.20 - STA. 195+50.00 LT & RT (SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 193+61.14 RT (DOUBLE SOLID) (7.88' CENTRE DR)

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, RECESSED POLYUREA
STA. 194+10.20 - STA. 195+50.00 LT & RT (SOLID)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR, RECESSED POLYUREA
STA. 193+11.95 LT & RT (22.5')
STA. 194+10.19 LT & RT (41.82')

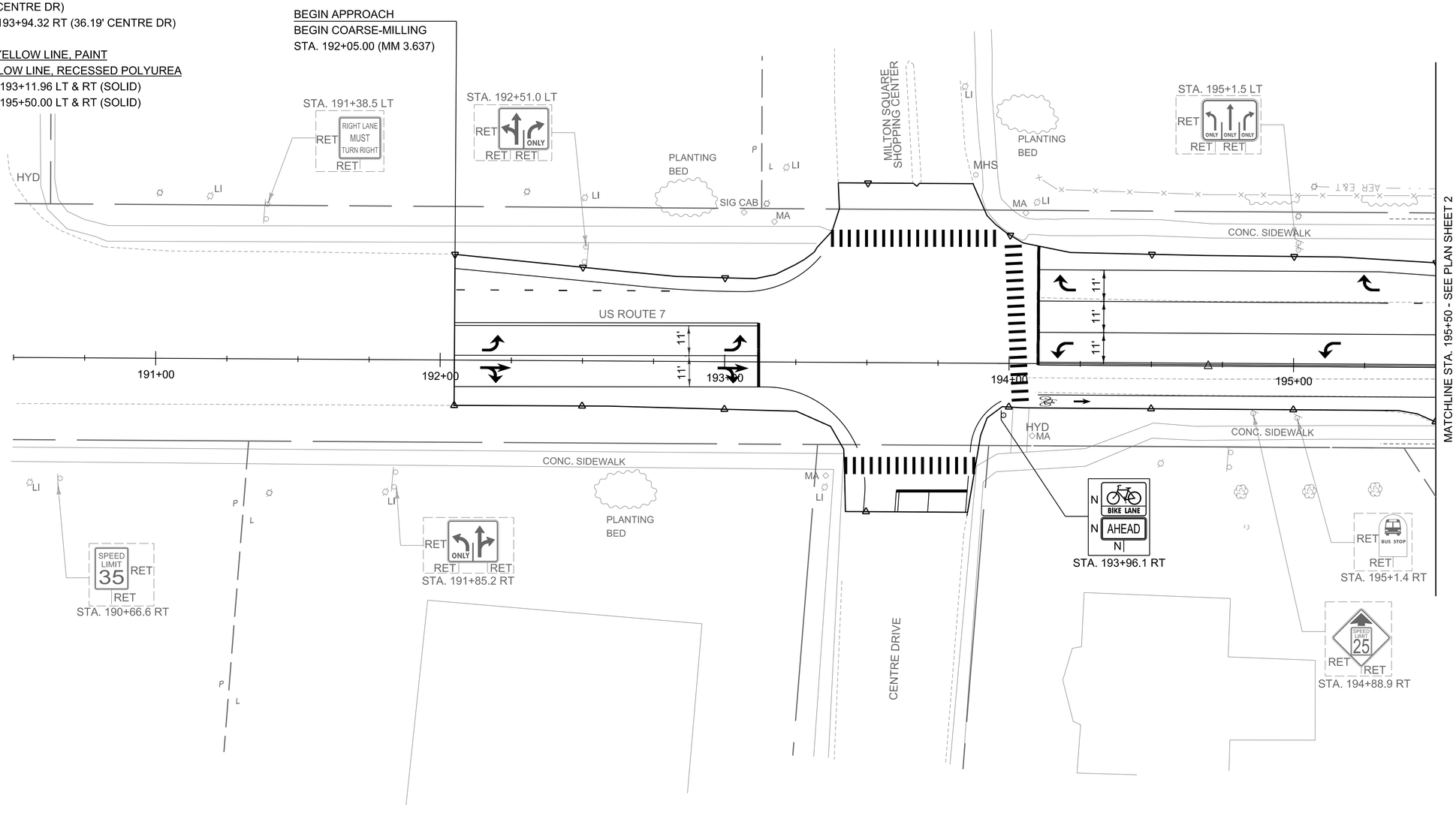
DURABLE LETTER OR SYMBOL, RECESSED POLYUREA
STA. 192+20.20 LT (↰)
STA. 192+20.20 RT (↱)
STA. 193+05.40 LT (↰)
STA. 196+05.40 RT (↱)
STA. 194+17.05 LT (↱)
STA. 194+17.05 LT (↰)
STA. 194+17.16 RT (🚲)
STA. 194+34.76 RT (↑)
STA. 195+11.05 LT (↰)
STA. 195+24.58 LT (↰)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 192+20.20 LT (↰)
STA. 192+20.20 RT (↱)
STA. 193+05.40 LT (↰)
STA. 193+05.40 LT (↱)
STA. 194+17.05 LT (↱)
STA. 194+17.05 RT (↰)
STA. 194+17.16 RT (🚲)
STA. 194+34.76 RT (↑)
STA. 195+24.58 LT (↰)
STA. 195+11.05 LT (↰)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, RECESSED POLYUREA
STA. 194+2.57 LT & RT (55.47')

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, POLYUREA
STA. 193+37.09 - STA. 193+99.17 LT (60.1')
STA. 193+42.24 - STA. 193+88.91 RT (47.15')

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR, POLYUREA
STA. 193+60.33 - STA. 193+86.67 RT (24.93' CENTRA DR)



N

VT STATE PLANE GRID

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194trfbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
SIGNS & PAVEMENT MARKINGS SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 124 OF 188

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA
STA. 195+50.00 - STA. 196+72.32 LT (DOTTED)
STA. 195+50.00 - STA. 197+06.55 LT (SOLID)
STA. 197+06.55 - STA. 198+53.67 LT (DOTTED)
STA. 200+00.00 - STA. 200+50.00 RT(SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA
STA. 195+50.00 - STA. 200+50.00 LT & RT (SOLID)
STA. 197+20.28 - STA. 200+50.00 LT (DOUBLE SOLID)

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, RECESSED POLYUREA
STA. 195+50.00 - STA. 200+50.00 LT (SOLID)
STA. 195+50.00 - STA. 197+15.87 RT (SOLID)
STA. 197+15.87 - STA. 197+82.83 RT (DOUBLE DOTTED)
STA. 197+82.83 - STA. 199+89.03 RT (SOLID)
STA. 199+89.03 - STA. 200+50.00 RT (DOUBLE DOTTED)

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, RECESSED POLYUREA
STA. 195+50.00 - STA. 200+50.00 LT (SOLID)
STA. 195+50.00 - STA. 199+89.03 RT (SOLID)
STA. 199+89.03 - STA. 200+50.00 RT (DOUBLE DOTTED)

TEMPORARY 8 INCH YELLOW LINE, PAINT
DURABLE 8 INCH YELLOW LINE, RECESSED POLYUREA
STA. 197+47.13 - STA. 200+50.00 LT (GORE)

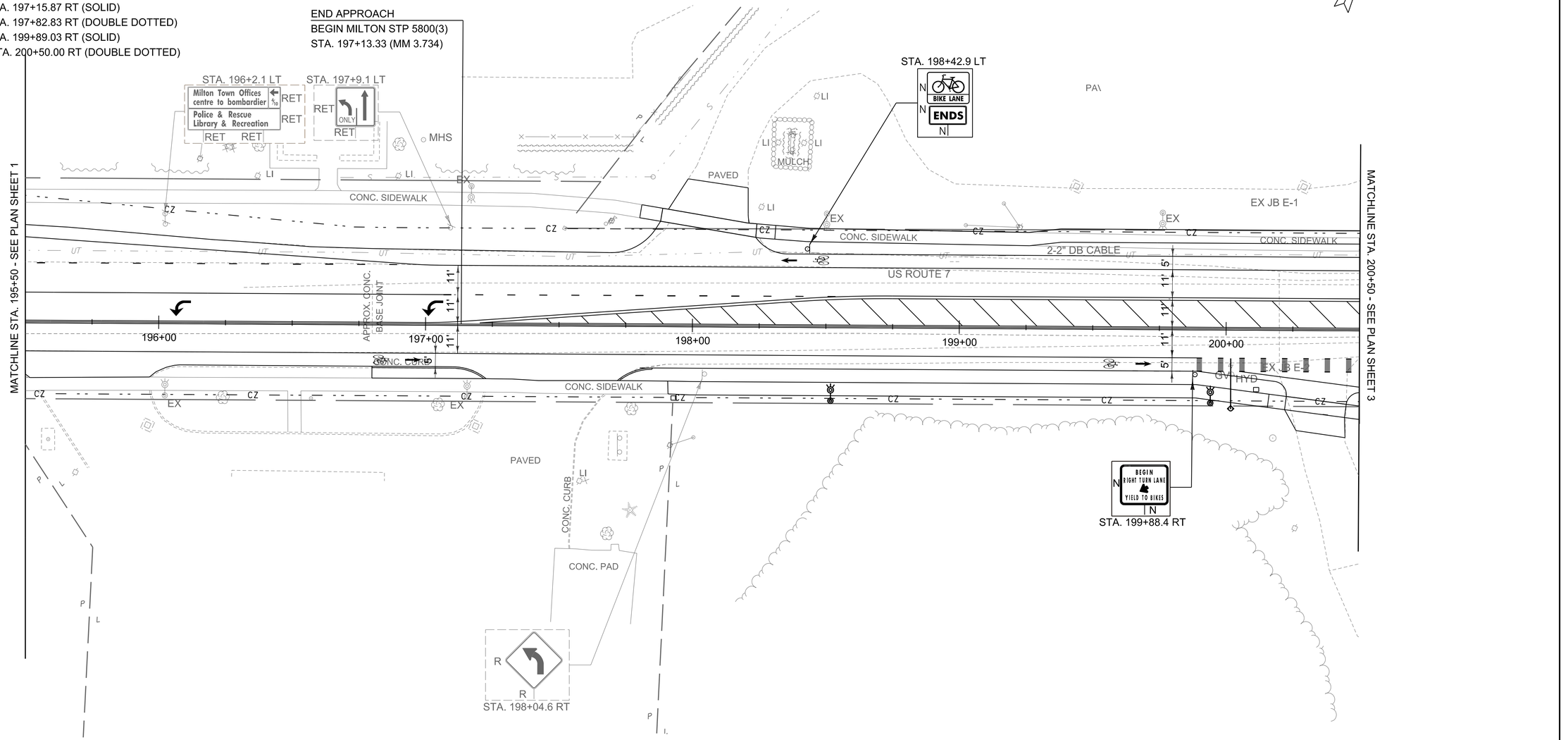
DURABLE LETTER OR SYMBOL, RECESSED POLYUREA
STA. 196+06.50 LT ( )
STA. 196+83.00 RT ( )
STA. 196+95.00 RT ( )
STA. 197+01.03 LT ( )
STA. 198+33.03 LT ( )
STA. 198+45.03 LT ( )
STA. 199+60.15 RT ( )
STA. 199+72.15 RT ( )

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 196+06.50 LT ( )
STA. 196+83.00 RT ( )
STA. 196+95.00 RT ( )
STA. 197+01.03 LT ( )
STA. 198+33.03 LT ( )
STA. 198+45.03 LT ( )
STA. 199+60.15 RT ( )
STA. 199+72.15 RT ( )

COLORED PAVEMENT MARKINGS, GREEN
STA. 199+89.03 - STA. 200+50.00 RT (BROKEN)

SIGN REMOVAL, FLAT SHEET ALUMINUM
STA. 198+04.6 RT

N
VT STATE PLANE GRID



LEGEND
R REMOVE
S SALVAGE
N NEW
RET RETAIN

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94trfbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
SIGNS & PAVEMENT MARKINGS SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 125 OF 188

TEMPORARY TRAFFIC BARRIER
STA. 202+16.18 - 202+58.46 LT

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA
STA. 200+50.00 - STA. 201+94.00 RT (SOLID)
STA. 202+94.91 - STA. 204+20.28 LT (SOLID)
STA. 204+20.28 - STA. 205+50.00 LT (DOTTED)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 300+47.53 - STA. 301+50.00 LT & RT (SOLID)
STA. 301+47.53 - STA. 301+28.39 LT (SOLID)
STA. 301+28.39 - STA. 301+50.00 LT (DOTTED)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA
STA. 200+50.00 - STA. 201+94.82 LT (DOUBLE SOLID)
STA. 200+50.00 - STA. 201+94.82 LT & RT (SOLID)
STA. 202+94.91 - STA. 205+50.00 LT & RT (SOLID)
STA. 204+34.22 - STA. 205+50.00 LT (DOUBLE SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 300+47.84 - STA. 301+50.00 LT & RT (SOLID)

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, RECESSED POLYUREA
STA. 200+50.00 - STA. 200+93.03 RT (DOUBLE DOTTED)
STA. 200+93.03 - STA. 201+90.43 RT (DOUBLE SOLID)
STA. 200+50.00 - STA. 201+90.43 LT (SOLID)
STA. 202+06.45 - STA. 202+78.83 RT (DOUBLE DOTTED)
STA. 202+09.21 - STA. 202+76.95 LT (DOUBLE DOTTED)
STA. 202+95.24 - STA. 205+50.00 LT & RT (SOLID)

TEMPORARY 8 INCH YELLOW LINE, PAINT
DURABLE 8 INCH YELLOW LINE, RECESSED POLYUREA
STA. 201+50.00 - STA. 201+77.67 LT (GORE)
STA. 204+56.65 - STA. 205+50.00 LT (GORE)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR, RECESSED POLYUREA
STA. 201+97.93 LT & RT (55.47')
STA. 202+87.40 LT & RT (43.39')

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR, POLYUREA
STA. 300+40.34 LT & RT (23.72')

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, RECESSED POLYUREA
STA. 201+97.93 LT & RT (55.47')
STA. 202+87.41 LT & RT (43.39')

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, POLYUREA
STA. 800+14.72 LT & RT (49.24')
STA. 300+40.34 LT & RT (46.48')

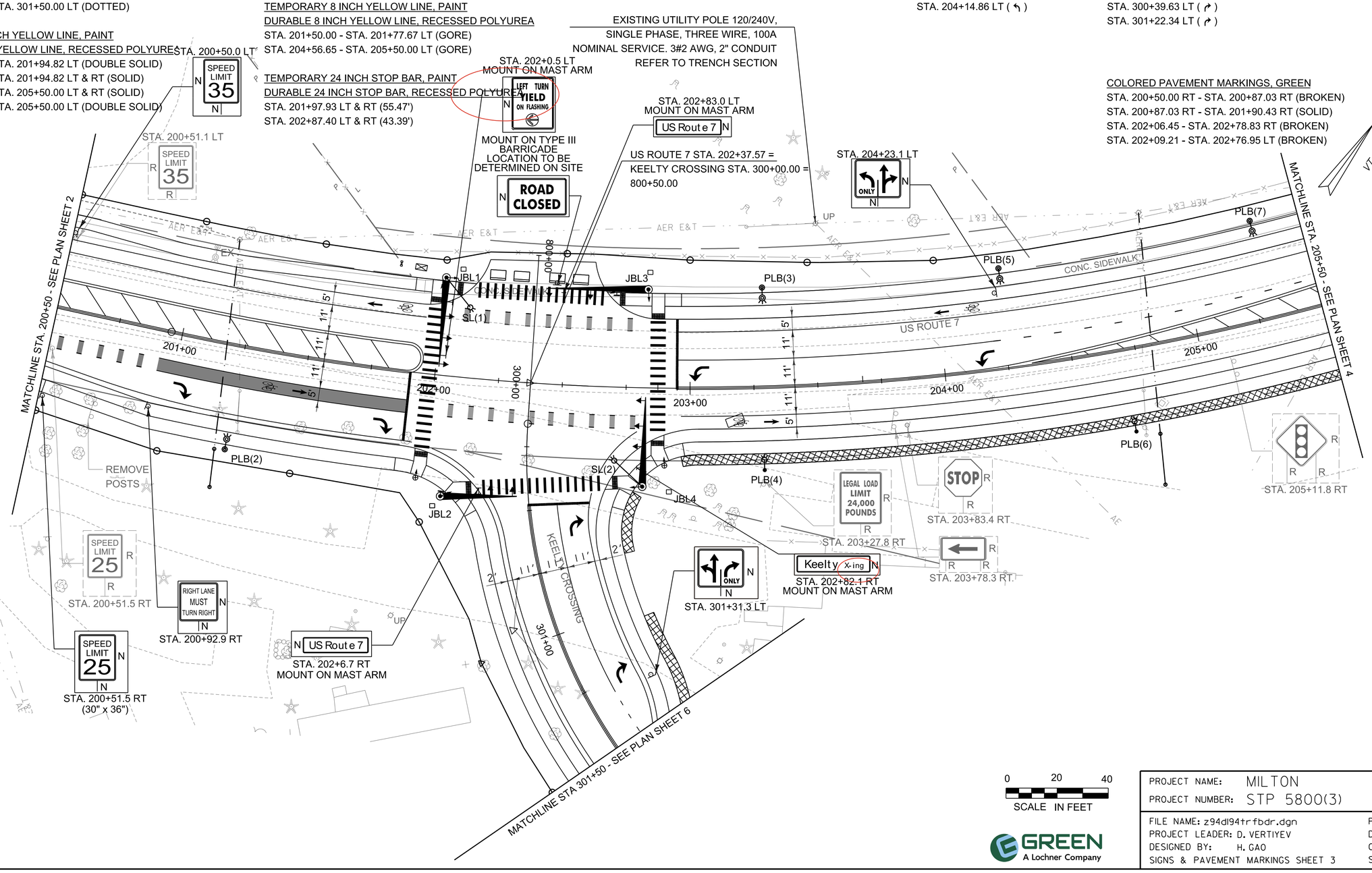
DURABLE LETTER OR SYMBOL, RECESSED POLYUREA
STA. 201+05.85 RT (↱)
STA. 201+40.10 RT (↑)
STA. 201+52.10 RT (↑)
STA. 201+69.94 LT (↑)
STA. 201+81.94 LT (↑)
STA. 201+83.77 RT (↱)
STA. 203+01.97 LT (↰)
STA. 203+16.25 RT (↑)
STA. 203+28.25 RT (↑)
STA. 203+98.00 LT (↑)
STA. 204+10.00 LT (↑)
STA. 204+14.86 LT (↰)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 201+05.85 RT (↱)
STA. 201+40.10 RT (↑)
STA. 201+52.10 RT (↑)
STA. 201+69.94 LT (↑)
STA. 201+81.94 LT (↑)
STA. 201+83.77 RT (↱)
STA. 203+01.97 LT (↰)
STA. 203+16.25 RT (↑)
STA. 203+28.25 RT (↑)
STA. 203+98.00 LT (↑)
STA. 204+10.00 LT (↑)
STA. 204+14.86 LT (↰)
STA. 300+39.63 LT (↱)
STA. 301+22.34 LT (↱)

DURABLE LETTER OR SYMBOL, POLYUREA
STA. 300+39.63 LT (↱)
STA. 301+22.34 LT (↱)

SIGN REMOVAL, FLAT SHEET ALUMINUM
AS SHOWN - 6 EA

COLORED PAVEMENT MARKINGS, GREEN
STA. 200+50.00 RT - STA. 200+87.03 RT (BROKEN)
STA. 200+87.03 RT - STA. 201+90.43 RT (SOLID)
STA. 202+06.45 - STA. 202+78.83 RT (BROKEN)
STA. 202+09.21 - STA. 202+76.95 LT (BROKEN)



LEGEND
R REMOVE
S SALVAGE
N NEW
RET RETAIN

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94trfbdr.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: H. GAO
DESIGNED BY: H. GAO	CHECKED BY: C. TOBIAS
SIGNS & PAVEMENT MARKINGS SHEET 3	SHEET 126 OF 188

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA
STA. 205+50.00 - STA. 205+93.27 LT (DOTTED)
STA. 206+11.01 - STA. 207+98.01 CL(DOTTED)
STA. 207+00.00 - STA. 208+34.80 CL (SOLID)
STA. 209+56.79 - STA. 210+50.00 LT (DOUBLE SOLID)

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 700+66.54 - STA. 700+86.36 RT (SOLID)
STA. 700+66.42 - STA. 700+79.26 LT (SOLID)
STA. 400+42.16 - STA. 401+50.00 LT & RT (SOLID)
STA. 400+43.40 - STA. 401+19.44 LT (SOLID)
STA. 401+19.44 - STA. 401+50.00 LT (DOTTED)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA
STA. 205+50.00 - STA. 208+34.80 LT (DOUBLE SOLID)
STA. 205+50.00 - STA. 207+00.00 LT (DOUBLE SOLID)
STA. 209+56.79 - STA. 210+50.00 LT& RT (SOLID)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 400+43.40 - STA. 401+50.00 LT & RT (SOLID)
STA. 401+25.00 - STA. 401+50.00 LT (DOUBLE SOLID)

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, RECESSED POLYUREA
STA. 205+50.00 - STA. 208+34.80 LT & RT (SOLID)
STA. 208+34.80 - STA. 209+38.35 LT & RT (DOUBLE DOTTED)
STA. 209+50.00 - STA. 210+50.00 RT (SOLID)
STA. 209+56.79 - STA. 210+50.00 LT (DOUBLE SOLID)

TEMPORARY 8 INCH YELLOW LINE, PAINT
DURABLE 8 INCH YELLOW LINE, RECESSED POLYUREA
STA. 205+50.00 - STA. 206+75.00 LT (GORE)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR, RECESSED POLYUREA
STA. 208+34.41 LT & RT (27.5')
STA. 209+56.78 LT (38')

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR, POLYUREA
STA. 700+53.04 LT & RT (27.5')
STA. 400+43.40 LT (24.3')

DURABLE LETTER OR SYMBOL, RECESSED POLYUREA
STA. 207+14.91 LT (↰)
STA. 207+84.83 LT (↑)
STA. 207+97.37 LT (🚲)
STA. 208+18.92 RT (🚲)
STA. 208+27.74 LT (↰)
STA. 208+30.74 RT (↑)
STA. 209+63.84 LT (↰)
STA. 209+63.84 LT (↰)
STA. 209+75.00 RT (🚲)
STA. 209+83.83 LT (↑)
STA. 209+88.32 LT (↑)
STA. 209+95.83 LT (🚲)

TEMPORARY LETTER OR SYMBOL, PAINT
STA. 207+14.91 LT (↰)
STA. 207+84.83 LT (↑)
STA. 207+97.37 LT (🚲)
STA. 208+18.92 RT (🚲)
STA. 208+27.74 LT (↰)
STA. 208+30.74 RT (↑)
STA. 209+63.84 LT (↰)
STA. 209+63.84 LT (↰)
STA. 209+75.00 RT (🚲)
STA. 209+88.32 RT (↑)
STA. 209+88.32 LT (↑)
STA. 210+95.83 LT (🚲)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, POLYUREA
STA. 400+50.45 LT (↰)
STA. 401+13.89 LT (↰)
STA. 700+49.22 LT (↰)

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, POLYUREA
STA. 700+63.54 LT & RT
STA. 400+36.00 LT & RT

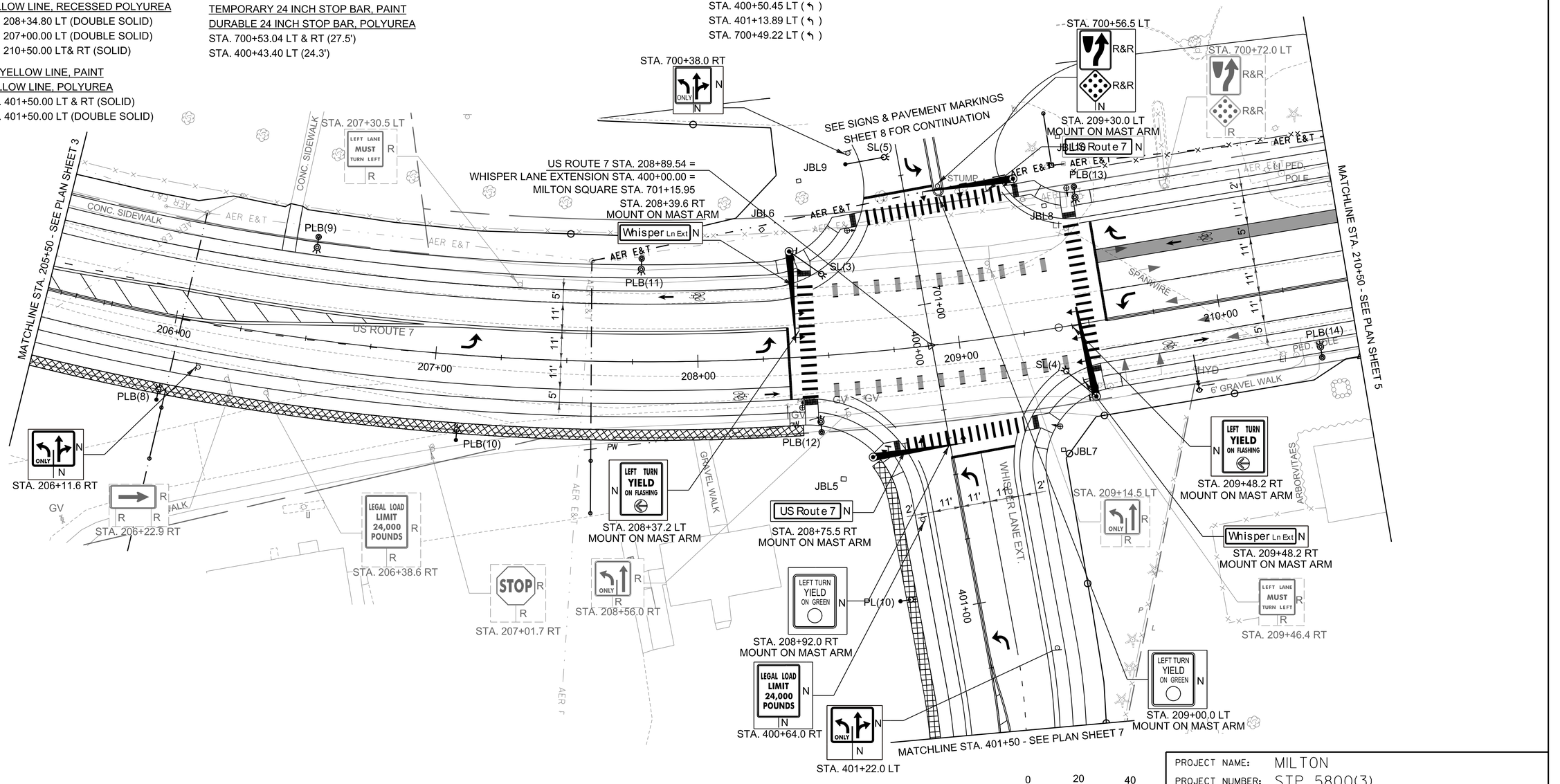
TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, RECESSED POLYUREA
STA. 208+42.22 LT & RT
STA. 209+50.00 LT & RT

COLORED PAVEMENT MARKINGS, GREEN
STA. 208+34.80 - STA. 209+38.35 LT & RT (BROKEN)
STA. 209+56.79 - STA. 210+50.00 LT (SOLID)

SIGN REMOVAL, FLAT SHEET ALUMINUM
AS SHOWN - 7 EA

RESETTING SIGNS
AS SHOWN - 2 EA

VT STATE PLANE GRID



LEGEND

R	REMOVE
S	SALVAGE
N	NEW
RET	RETAIN

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94trfbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
SIGNS & PAVEMENT MARKINGS SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 127 OF 188

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, RECESSED POLYUREA
STA. 210+50.00 LT - STA. 211+70.00 LT (SOLID)
STA. 210+50.00 LT - STA. 210+82.00 LT (SOLID)
STA. 210+82.00 LT - STA. 211+82.00 LT (DOTTED)

TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, RECESSED POLYUREA
STA. 210+50.00 - STA. 214+50.00 LT & RT (SOLID)
STA. 210+83.00 - STA. 213+34.00 LT (DOUBLE SOLID)

TEMPORARY 6 INCH WHITE LINE, PAINT
DURABLE 6 INCH WHITE LINE, RECESSED POLYUREA
STA. 210+50.00 - STA. 214+50.00 RT (SOLID)
STA. 210+50.00 - STA. 210+81.79 LT (DOUBLE SOLID)
STA. 210+81.79 - STA. 212+00.00 LT (DOUBLE DOTTED)
STA. 212+00.00 - STA. 214+50.00 LT (SOLID)

TEMPORARY 8 INCH YELLOW LINE, PAINT
DURABLE 8 INCH YELLOW LINE, RECESSED POLYUREA
STA. 210+83.00 - STA. 213+34.00 LT (GORE)

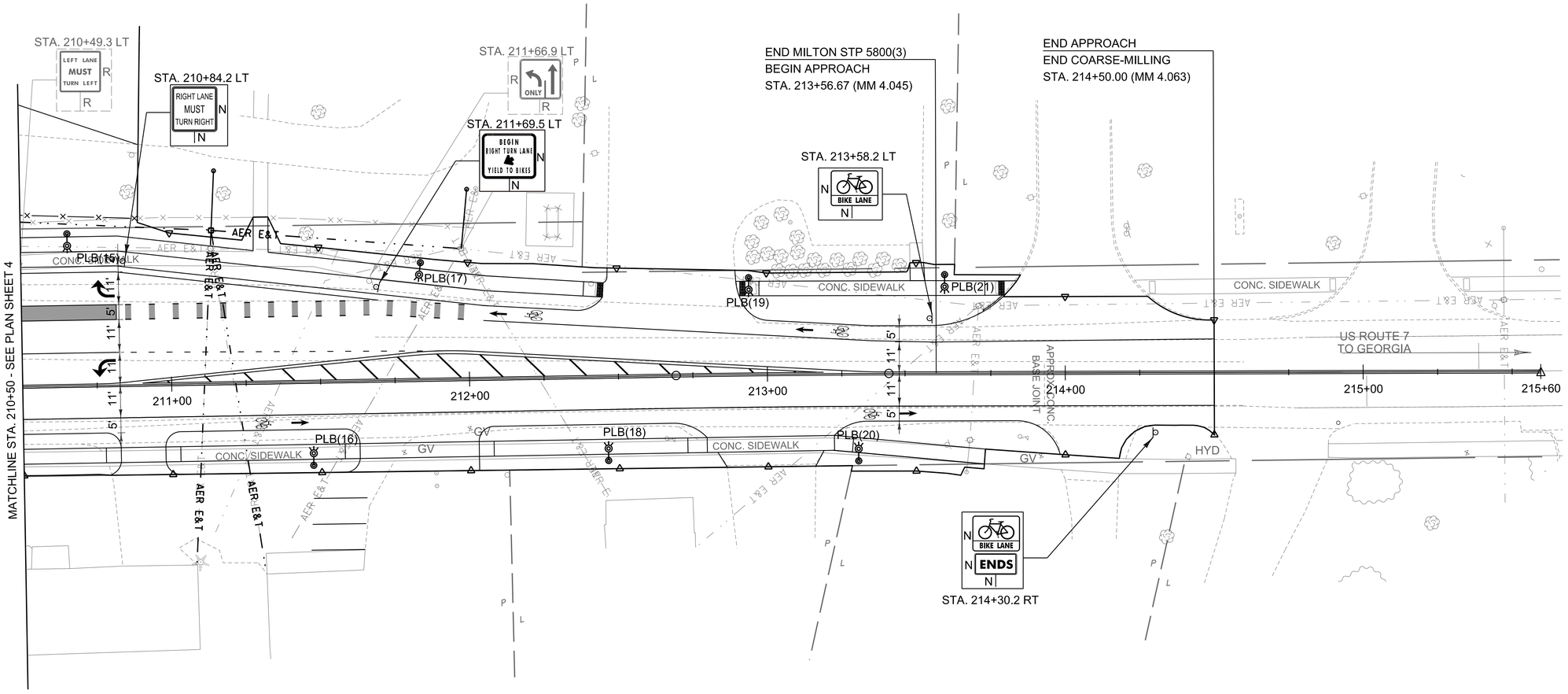
4 INCH WHITE LINE, WATERBORNE PAINT
STA. 211+47.00 - STA. 211+65.00 LT (54' PARKING)

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL, RECESSED POLYUREA
STA. 210+79.00 LT ( )
STA. 210+79.00 LT ( )
STA. 211+29.00 RT ( )
STA. 211+42.00 RT ( )
STA. 212+11.00 LT ( )
STA. 212+23.00 LT ( )
STA. 213+13.00 LT ( )
STA. 213+25.00 LT ( )
STA. 213+35.00 RT ( )
STA. 213+47.00 RT ( )

COLORED PAVEMENT MARKINGS, GREEN
STA. 210+50.00 - STA. 210+81.00 LT (SOLID)
STA. 210+81.00 - STA. 212+00.00 LT (BROKEN)

SIGN REMOVAL, FLAT SHEET ALUMINUM
AS SHOWN - 2 EA

N
VT STATE PLANE GRID



LEGEND
R REMOVE
S SALVAGE
N NEW
RET RETAIN

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94trfbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
SIGNS & PAVEMENT MARKINGS SHEET 5

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 128 OF 188

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 301+50.00 - STA. 302+38.38 LT & RT (SOLID)
STA. 301+50.00 - STA. 301+75.00 LT (DOTTED)
STA. 499+10.00 - STA. 504+50.00 LT & RT (SOLID)
STA. 502+47.98 - STA. 504+50.00 LT (99') (PARKING)

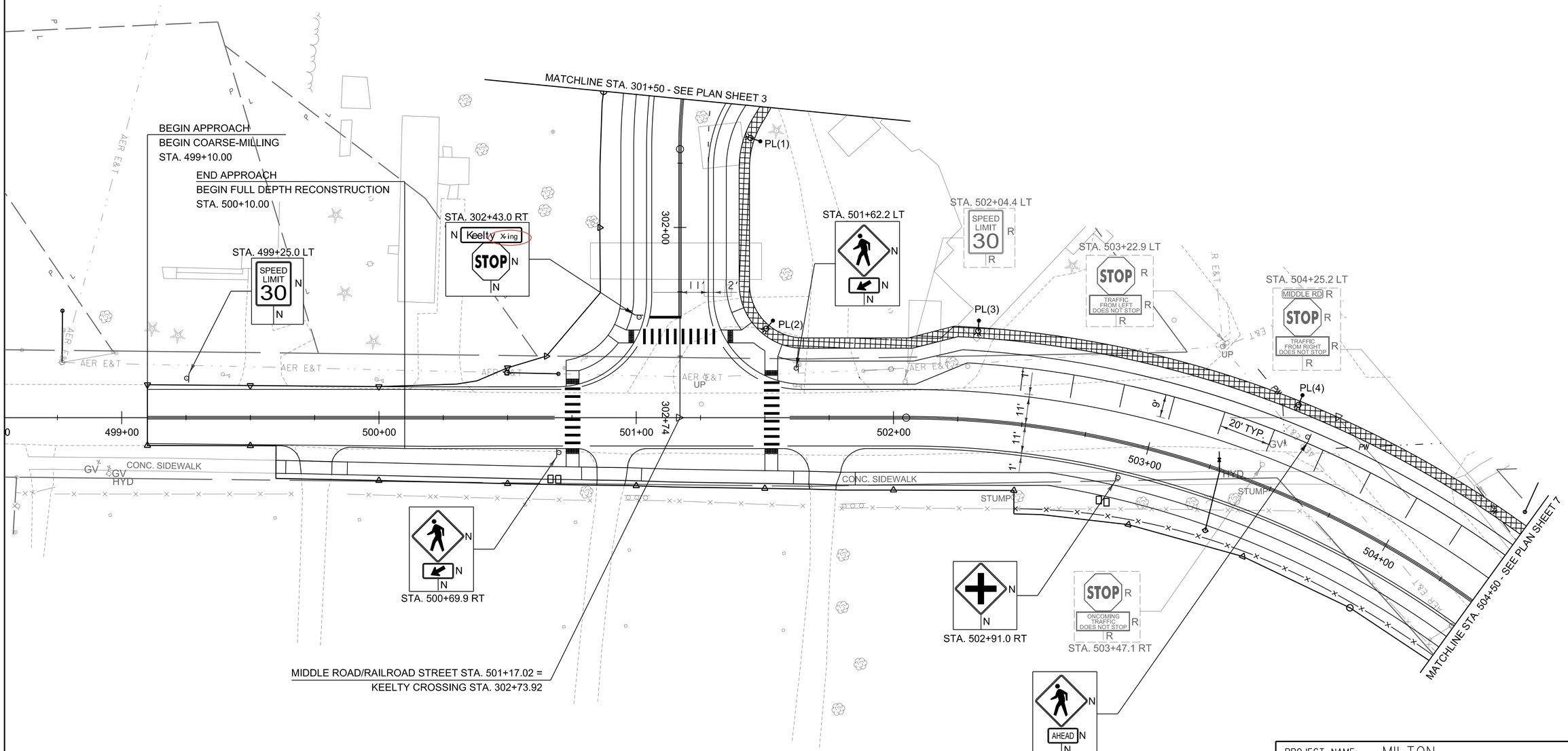
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 301+50.00 - STA. 302+34.85 LT & RT (SOLID)
STA. 499+10.00 - STA. 500+68.26 LT & RT (SOLID)
STA. 501+59.64 - STA. 504+50.00 LT & RT (SOLID)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR, POLYUREA
STA. 302+34.85 LT & RT (11.95')

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, POLYUREA
STA. 302+42.35 LT & RT (28.62')
STA. 500+75.26 LT & RT (23.58')
STA. 501+52.64 LT & RT (25.70')

SIGN REMOVAL, FLAT SHEET ALUMINUM
AS SHOWN - 8 EA

N
VT STATE PLANE GRID



LEGEND

R	REMOVE
S	SALVAGE
N	NEW
RET	RETAIN

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194trfbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
SIGNS & PAVEMENT MARKINGS SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 129 OF 188

TEMPORARY 4 INCH WHITE LINE, PAINT
DURABLE 4 INCH WHITE LINE, POLYUREA
STA. 401+50.00 - STA. 403+20.99 LT & RT (SOLID)
STA. 401+50.00 - STA. 402+19.00 LT (DOTTED)
STA. 504+50.00 - STA. 509+70.00 LT & RT (SOLID)
STA. 504+50.00 - STA. 507+8.19 LT (204') (PARKING)

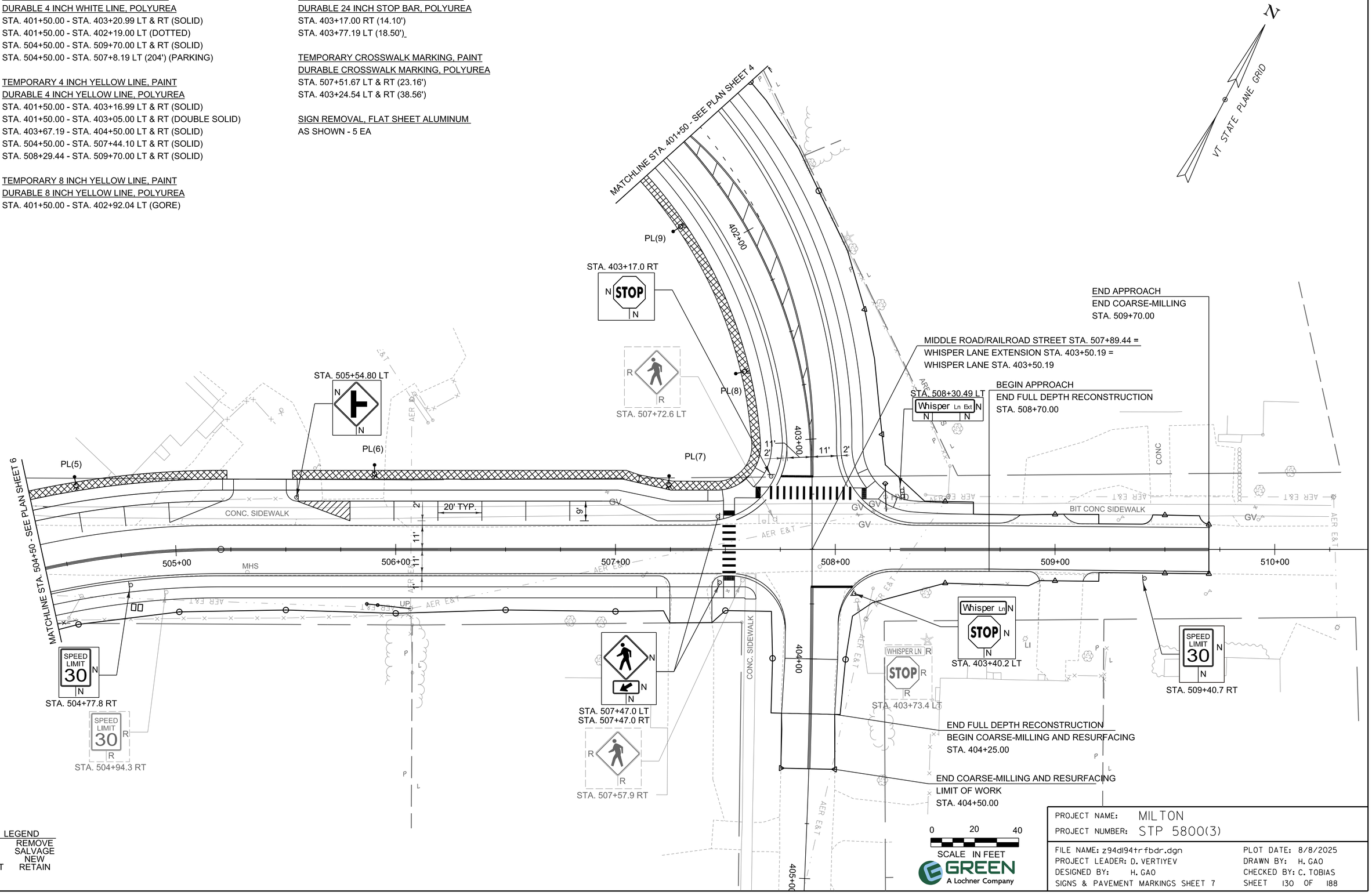
TEMPORARY 4 INCH YELLOW LINE, PAINT
DURABLE 4 INCH YELLOW LINE, POLYUREA
STA. 401+50.00 - STA. 403+16.99 LT & RT (SOLID)
STA. 401+50.00 - STA. 403+05.00 LT & RT (DOUBLE SOLID)
STA. 403+67.19 - STA. 404+50.00 LT & RT (SOLID)
STA. 504+50.00 - STA. 507+44.10 LT & RT (SOLID)
STA. 508+29.44 - STA. 509+70.00 LT & RT (SOLID)

TEMPORARY 8 INCH YELLOW LINE, PAINT
DURABLE 8 INCH YELLOW LINE, POLYUREA
STA. 401+50.00 - STA. 402+92.04 LT (GORE)

TEMPORARY 24 INCH STOP BAR, PAINT
DURABLE 24 INCH STOP BAR, POLYUREA
STA. 403+17.00 RT (14.10')
STA. 403+77.19 LT (18.50')

TEMPORARY CROSSWALK MARKING, PAINT
DURABLE CROSSWALK MARKING, POLYUREA
STA. 507+51.67 LT & RT (23.16')
STA. 403+24.54 LT & RT (38.56')

SIGN REMOVAL, FLAT SHEET ALUMINUM
AS SHOWN - 5 EA



LEGEND
R REMOVE
S SALVAGE
N NEW
RET RETAIN

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

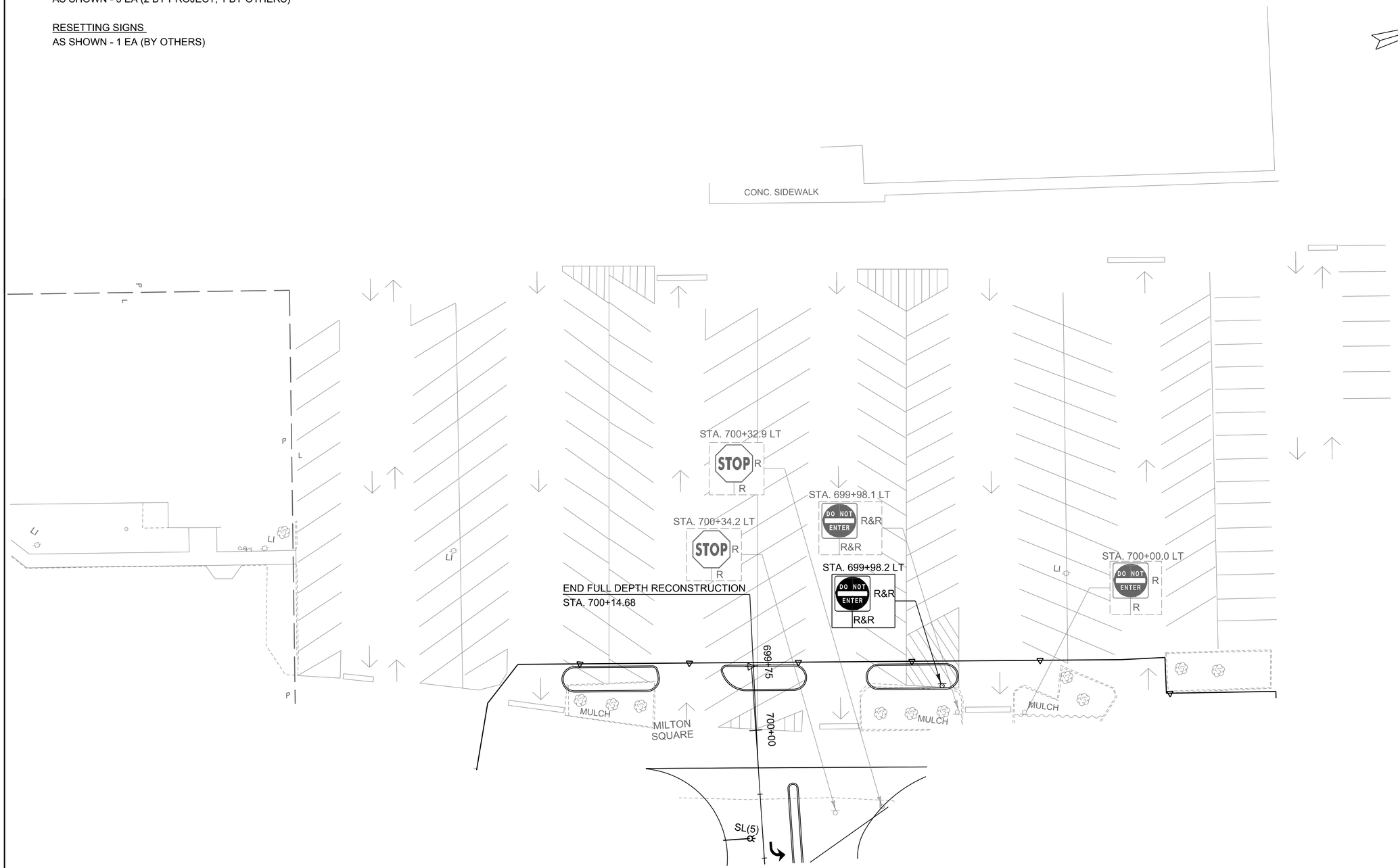
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94trfbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
SIGNS & PAVEMENT MARKINGS SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 130 OF 188

SIGN REMOVAL, FLAT SHEET ALUMINUM
AS SHOWN - 3 EA (2 BY PROJECT, 1 BY OTHERS)

RESETTING SIGNS
AS SHOWN - 1 EA (BY OTHERS)



SEE PAVEMENT MARKING AND SIGN SHEET 4 FOR CONTINUATION

LEGEND	
R	REMOVE
S	SALVAGE
N	NEW
RET	RETAIN

NOTE:
THE PARKING LOT WILL BE RESTRIPED TO ALIGN WITH THE NEW DRIVE CONFIGURATION. ALL WORK WITHIN THE INTERIOR OF THE PARKING LOT WILL BE PERFORMED BY THE OWNER, IN COORDINATION WITH THE PROJECT TEAM, AND IS NOT PART OF THIS PROJECT.

0 20 40
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194trfbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
SIGNS & PAVEMENT MARKINGS SHEET 8

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 131 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 1

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS																REMARKS	SIGN DETAIL		
		EA	WIDTH (in)	HEIGHT (in)	"FLAT ALUM."	"EXT. ALUM."	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	SQUARE STEEL (in)						TUBULAR STEEL Ø (in)					W-SHAPE STEEL								S.H.S.M.*	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												1.75	2.0	2.5	ANCHOR	SCREW		FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE	SIGN REQUIRED			
												lb/ft							lb/ft				24"	30"						
												1.88	2.42	3.35					7.6	9.0	10.8	14.6								
OPTION ITEMS																														
U.S ROUTE 7																														
192+51.0 LT			36	30					1																		RETAIN EXISTING SIGN ON EXISTING POST			
194+18.6 RT			24	18	3.00						1		X		1												INSTALL NEW SIGN ON NEW POST	R3-17		
			24	8	1.33																						INSTALL NEW SIGN ON NEW POST	R3-17aP		
194+88.9 RT			36	36					1																		RETAIN EXISTING SIGN ON EXISTING POST			
195+01.4 RT			12	18					1																		RETAIN EXISTING SIGN ON EXISTING POST			
195+01.5 LT			48	30					2																		RETAIN EXISTING SIGN ON EXISTING POST			
196+02.1 LT			72	16					2																		RETAIN EXISTING SIGN ON EXISTING POST			
			72	16																							RETAIN EXISTING SIGN ON EXISTING POST			
197+09.1 LT			36	30					1																		RETAIN EXISTING SIGN ON EXISTING POST			
198+42.9 LT			24	18	3.00						1		X		1												INSTALL NEW SIGN ON NEW POST	R3-17		
			24	8	1.33																						INSTALL NEW SIGN ON NEW POST	R3-17bP		
199+88.4 RT		1	36	30	7.50						1		X		1												INSTALL NEW SIGN ON NEW POST	R4-4		
200+50.0 LT		1	24	30	5.00						1		X		1												INSTALL NEW SIGN ON NEW POST	R2-1		
200+51.5 RT		1	30	36	7.50						1		X		1												INSTALL NEW SIGN ON NEW POST	R2-1		
												FT	FT 75.0	FT					LB	LB	LB	LB								
TOTALS		SF 28.66	SF	EA.	EA.							FT 75.0					EA.		LB				EA.	EA.	LB					

THE TOTAL LENGTH OF EACH POST HAS BEEN ASSUMED TO BE 15 FEET, WITH THE EXCEPTION OF POSTS FOR OBJECT MARKERS AND POSTS FOR BRIDGE PLAQUES AND MILE MARKERS WHICH HAVE BEEN ASSUMED TO BE 8 FEET AND 10 FEET PER POST, RESPECTIVELY FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE VAOT STANDARD SHEETS AND THE "SIGN POST DESIGN GUIDELINE".

* STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tss.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGN SUMMARY SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 132 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 2

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS															REMARKS	SIGN DETAIL		
		EA	WIDTH (in)	HEIGHT (in)	"FLAT ALUM."	"EXT. ALUM."	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	SQUARE STEEL (in)					TUBULAR STEEL Ø (in)					W-SHAPE STEEL								S.H.S.M.*	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE	SIGN REQUIRED			
	OPTION ITEMS																												
U.S ROUTE 7																													
200+92.9 RT	RIGHT LANE MUST TURN RIGHT	1	30	30	6.25						1		X		1											INSTALL NEW SIGN ON NEW POST			
202+00.5 LT	LEFT TURN YIELD ON FLASHING	1	30	36	7.50																					INSTALL NEW SIGN ON NEW MAST ARM R10-101		SIGN DETAIL SHEET 1	
202+06.7 RT	US Route 7	1	102	24	17.00																					INSTALL NEW SIGN ON NEW MAST ARM	D3-1a	SIGN DETAIL SHEET 1	
202+82.1 RT	Keelty x-ing	1	108	24	18.00																					INSTALL NEW SIGN ON NEW MAST ARM	D3-1a	SIGN DETAIL SHEET 1	
202+83.0 LT	US Route 7	1	102	24	17.00																					INSTALL NEW SIGN ON NEW MAST ARM	D3-1a	SIGN DETAIL SHEET 1	
204+23.1 LT	ONLY	1	36	30	7.50						1		X		1											INSTALL NEW SIGN ON NEW POST	R3-8		
206+11.6 RT	ONLY	1	36	30	7.50						1		X		1											INSTALL NEW SIGN ON NEW POST	R3-8		
208+37.2 LT	LEFT TURN YIELD ON FLASHING	1	30	36	7.50																					INSTALL NEW SIGN ON NEW MAST ARM R10-101		SIGN DETAIL SHEET 1	
208+39.6 RT	Whisper Ln Ext	1	108	24	18.00																					INSTALL NEW SIGN ON NEW MAST ARM	D3-1a	SIGN DETAIL SHEET 1	
208+75.5 RT	US Route 7	1	102	24	17.00																					INSTALL NEW SIGN ON NEW MAST ARM	D3-1a		
208+92.0 RT	LEFT TURN YIELD ON GREEN	1	30	36	7.50																					INSTALL NEW SIGN ON NEW MAST ARM	R10-12		
209+00.0 LT	LEFT TURN YIELD ON GREEN	1	30	36	7.50																					INSTALL NEW SIGN ON NEW MAST ARM	R10-12		
209+30.0 LT	US Route 7	1	102	24	17.00																					INSTALL NEW SIGN ON NEW MAST ARM	D3-1a	SIGN DETAIL SHEET 1	
												FT	FT 45.0	FT				LB	LB	LB	LB								
TOTALS		SF 155.25	SF	EA.	EA.							FT 45.0					EA.	LB				EA.	EA.	LB					

THE TOTAL LENGTH OF EACH POST HAS BEEN ASSUMED TO BE 15 FEET, WITH THE EXCEPTION OF POSTS FOR OBJECT MARKERS AND POSTS FOR BRIDGE PLAQUES AND MILE MARKERS WHICH HAVE BEEN ASSUMED TO BE 8 FEET AND 10 FEET PER POST, RESPECTIVELY FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE VAOT STANDARD SHEETS AND THE "SIGN POST DESIGN GUIDELINE".

*STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

GREEN A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tss.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGN SUMMARY SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 133 OF 188

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 3

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS														REMARKS	SIGN DETAIL		
		EA	WIDTH (in)	HEIGHT (in)	"FLAT ALUM."	"EXT. ALUM."	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	SQUARE STEEL (in)					TUBULAR STEEL Ø (in)					W-SHAPE STEEL						S.H.S.M.*	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE	SIGN REQUIRED			
												lb/ft						lb/ft				24"	30"						
												1.88	2.42	3.35				7.6	9.0	10.8	14.6								
OPTION ITEMS																													
U.S ROUTE 7																													
209+48.2 RT	LEFT TURN YIELD ON FLASHING	1	30	36	7.50																				INSTALL NEW SIGN ON NEW MAST ARM R10-101		SIGN DETAIL SHEET 1	
	Whisper Ln Ext	1	108	24	18.00																				INSTALL NEW SIGN ON NEW MAST ARM	D3-1a	SIGN DETAIL SHEET 1	
210+84.2 LT	RIGHT LANE MUST TURN RIGHT	1	30	30	6.25						1		X		1										INSTALL NEW SIGN ON NEW POST	R3-7		
211+69.5 LT	BEGIN RIGHT TURN LANE YIELD TO BIKES	1	36	30	7.50						1		X		1										INSTALL NEW SIGN ON NEW POST	R4-4		
213+58.2 LT	BIKE LANE		24	18	3.00						1		X		1										INSTALL NEW SIGN ON NEW POST	R3-17		
214+30.2 RT	BIKE LANE		24	18	3.00						1		X		1										INSTALL NEW SIGN ON NEW POST	R3-17		
	ENDS		24	8	1.33																				INSTALL NEW SIGN ON NEW POST	R3-17bP		
KEELTY CROSSING																													
301+31.3 LT	ONLY	1	36	30	7.50						1		X		1										INSTALL NEW SIGN ON NEW POST	R3-8		
302+43.0 RT	STOP	1	30	30	6.25						1		X		1										INSTALL NEW SIGN ON NEW POST	R1-1		
	Keelty X-ing	1	48	12	4.00																				INSTALL NEW SIGN (SUB-MOUNTED WITH PREVIOUS SIGN)	D3-1	SIGN DETAIL SHEET 1	
WHISPER LN EXT																													
400+64.0 RT	LEGAL LOAD LIMIT 24,000 POUNDS	1	24	30	3.00						1		X		1										INSTALL NEW SIGN ON NEW POST VR-017			T-70
401+22.0 LT	ONLY	1	36	30	7.50						1		X		1										INSTALL NEW SIGN ON NEW POST	R3-8		
												FT	FT 120.0	FT				LB	LB	LB	LB								
TOTALS		SF 74.83	SF	EA.	EA.							FT 120.0					EA.	LB				EA.	EA.	LB					

THE TOTAL LENGTH OF EACH POST HAS BEEN ASSUMED TO BE 15 FEET, WITH THE EXCEPTION OF POSTS FOR OBJECT MARKERS AND POSTS FOR BRIDGE PLAQUES AND MILE MARKERS WHICH HAVE BEEN ASSUMED TO BE 8 FEET AND 10 FEET PER POST, RESPECTIVELY FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE VAOT STANDARD SHEETS AND THE "SIGN POST DESIGN GUIDELINE".

* STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tss.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGN SUMMARY SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 4

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "FLAT ALUM."	"EXT. ALUM."	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NEW SIGN POSTS NO. OF POSTS	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE	SIGN REQUIRED FRAME	REMARKS	SIGN DETAIL S.H.S.M.*	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
OPTION ITEMS																														
403+17.0 RT	STOP	1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	R1-1		
WHISPER LN																														
403+40.2 LT	STOP	1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	R1-1		
	Whisper Ln	1	42	12	5.25																						INSTALL NEW SIGN (SUB-MOUNTED WITH PREVIOUS SIGN)	D3-1	SIGN DETAIL SHEET 1	
MIDDLE RD/ RAILROAD ST																														
499+25.0 LT	SPEED LIMIT 30	1	24	30	5.00						1		X		1												INSTALL NEW SIGN ON NEW POST	R2-1		
500+69.9 RT		1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	W11-2		
		1	24	12	2.00																						INSTALL NEW SIGN (SUB-MOUNTED WITH PREVIOUS SIGN)	W16-7P		
501+62.2 LT		1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	W11-2		
		1	24	12	2.00																						INSTALL NEW SIGN (SUB-MOUNTED WITH PREVIOUS SIGN)	W16-7P		
502+91.0 RT		1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	W2-1		
503+55.6 LT		1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	W11-2		
	AHEAD	1	24	12	2.00																						INSTALL NEW SIGN (SUB-MOUNTED WITH PREVIOUS SIGN)	W16-9P		
504+77.8 RT	SPEED LIMIT 30	1	24	30	5.00						1		X		1												INSTALL NEW SIGN ON NEW POST	R2-1		
505+54.8 LT		1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	W2-2		
												FT	FT 135.0	FT				LB	LB	LB	LB									
TOTALS		SF 65.0	SF	EA.	EA.		FT 135.0					EA.	LB				EA.	EA.	LB											

THE TOTAL LENGTH OF EACH POST HAS BEEN ASSUMED TO BE 15 FEET, WITH THE EXCEPTION OF POSTS FOR OBJECT MARKERS AND POSTS FOR BRIDGE PLAQUES AND MILE MARKERS WHICH HAVE BEEN ASSUMED TO BE 8 FEET AND 10 FEET PER POST, RESPECTIVELY. FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE VAOT STANDARD SHEETS AND THE "SIGN POST DESIGN GUIDELINE".

* STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

GREEN
A Lochner Company

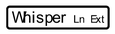
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tss.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGN SUMMARY SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 5

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "FLAT ALUM."	"EXT. ALUM."	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NEW SIGN POSTS NO. OF POSTS	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.42	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR STEEL Ø (in) FOUNDATION	3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE	SIGN REQUIRED	REMARKS	SIGN DETAIL S.H.S.M.*	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
OPTION ITEMS																														
MIDDLE RD/ RAILROAD ST																														
507+47.0 LT		1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	W11-2		
		1	24	12	2.00																						INSTALL NEW SIGN (SUB-MOUNTED WITH PREVIOUS SIGN)	W16-7P		
507+47.0 RT		1	30	30	6.25						1		X		1												INSTALL NEW SIGN ON NEW POST	W11-2		
		1	24	12	2.00																						INSTALL NEW SIGN (SUB-MOUNTED WITH PREVIOUS SIGN)	W16-7P		
508+30.5 LT		1	54	12	6.75						2		X		2												INSTALL NEW SIGN ON NEW POSTS	D3-1	SIGN DETAIL SHEET 1	
509+40.7 RT		1	24	30	5.00						1		X		1												INSTALL NEW SIGN ON NEW POST	R2-1		
MILTON SQUARE DRIVE																														
699+98.2 LT		1	30	30	6.25						1		X		1												REMOVE AND RESET SIGN ON NEW POST	R5-1		
700+38.0 RT		1	36	30	7.50						1		X		1												INSTALL NEW SIGN ON NEW POST	R3-8		
700+56.5 LT			24	30							1		X		1												REMOVE AND RESET SIGN ON NEW POST	R4-7		
			18	18																							REMOVE AND RESET SIGN (SUB-MOUNTED WITH PREVIOUS SIGN)	OM1-1		
FUTURE DRIVE																														
TBD	ROAD CLOSED	1	48	30	10.00																						MOUNT NEW SIGN ON TYPE III BARRICADE, LOCATION TO BE DETERMINED ON SITE	R11-2		
												FT	FT 105.0	FT				LB	LB	LB	LB									
TOTALS		SF 52.00	SF	EA.	EA.		FT 105.0		EA.	LB							EA.	EA.	LB											

THE TOTAL LENGTH OF EACH POST HAS BEEN ASSUMED TO BE 15 FEET, WITH THE EXCEPTION OF POSTS FOR OBJECT MARKERS AND POSTS FOR BRIDGE PLAQUES AND MILE MARKERS WHICH HAVE BEEN ASSUMED TO BE 8 FEET AND 10 FEET PER POST, RESPECTIVELY FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE VAOT STANDARD SHEETS AND THE "SIGN POST DESIGN GUIDELINE".

*STANDARD HIGHWAY SIGNS AND MARKINGS BOOK

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tss.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGN SUMMARY SHEET 5

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS

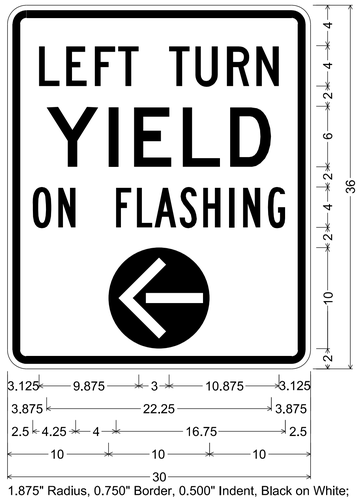
STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET 6

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST		NEW SIGN POSTS														REMARKS	SIGN DETAIL		
		EA	WIDTH (in)	HEIGHT (in)	"FLAT ALUM."	"EXT. ALUM."	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	SQUARE STEEL (in)					TUBULAR STEEL Ø (in)					W-SHAPE STEEL						S.H.S.M.*	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												1.75	2.0	2.5	ANCHOR	SLEEVE	FOUND-ATION	3.0	3.5	4.0	5.0	FTG. SIZE		WEIGHT	POST SIZE	SIGN REQUIRED			
												lb/ft						lb/ft				24"	30"						
												1.88	2.42	3.35				7.6	9.0	10.8	14.6								
OPTION ITEMS																													
	SUBTOTAL PLAN SHEET 1				28.66								75.0																
	SUBTOTAL PLAN SHEET 2				155.25								45.0																
	SUBTOTAL PLAN SHEET 3				74.83								120.0																
	SUBTOTAL PLAN SHEET 4				65.00								135.0																
	SUBTOTAL PLAN SHEET 5				52.00								105.0																
	GRAND TOTAL				375.74								480.0																

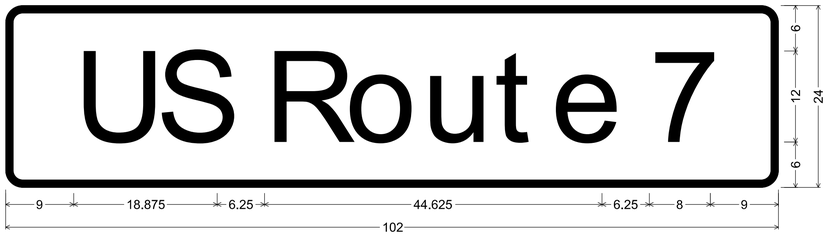
GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94d194tss.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: H. GAO
DESIGNED BY: H. GAO	CHECKED BY: C. TOBIAS
TRAFFIC SIGN SUMMARY SHEET 6	SHEET 137 OF 188



1.875" Radius, 0.750" Border, 0.500" Indent, Black on White;
[LEFT] C 2K specified length;
[TURN] C 2K specified length;
[YIELD] D 2K specified length;
[ON] B 2K specified length;
[FLASHING] B 2K specified length;
Rounded Rectangle 5.000" Radius;

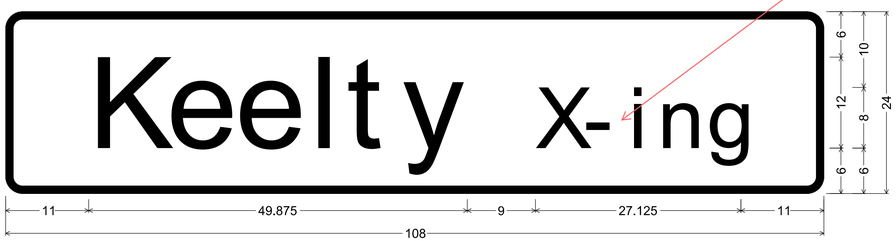
SIGN DETAIL - R10-101
NOT TO SCALE



2.250" Radius, 1.000" Border, White on Green;
"US", D; "Route", D; "7", D;
Table of letter and object lefts

U	S	R	o	u	t	e	7
9.000	19.875	34.125	44.875	55.000	64.500	72.000	85.000

SIGN DETAIL - D3-1a - OVERHEAD
NOT TO SCALE



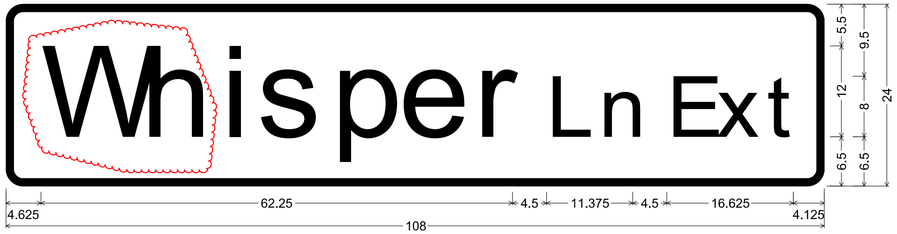
Crossing not X-Ing unless that's the Official Town Name for the street.

2.250" Radius, 1.000" Border, White on Green;
"Keelty", D; "X-ing", D;
Table of distances between letter and object lefts

	K	e	e	l	t	y	X	-	i	n	g	
11.000	10.250	9.125	9.875	4.750	7.250	17.625	6.375	5.875	3.875	6.625	4.375	11.000

SIGN DETAIL - D3-1a - OVERHEAD
NOT TO SCALE

What's causing the "W" "h" overlaps on all of the sign details?

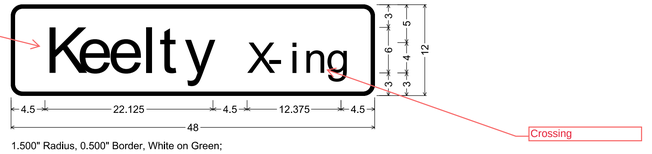


2.250" Radius, 1.000" Border, White on Green;
"Whisper", D; "Ln", D; "Ext", D;
Table of distances between letter and object lefts

	W	h	i	s	p	e	r	L	n	E	x	t	
4.625	13.125	10.625	4.750	9.875	8.875	9.875	9.625	6.875	9.000	6.500	6.625	3.500	4.125

SIGN DETAIL - D3-1a - OVERHEAD
NOT TO SCALE

I agree with Ken about the font. If we're not careful, the contractor will give us exactly this, despite the fact that we call out the Letter type in each of the details. Do you have SignCAD or GuideSign software?

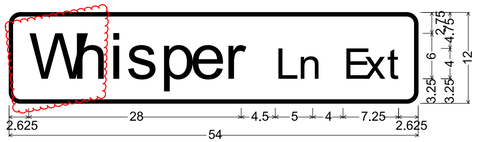


Crossing

1.500" Radius, 0.500" Border, White on Green;
"Keelty", C; "X-ing", C;
Table of distances between letter and object lefts

	K	e	e	l	t	y	X	-	i	n	g	
4.500	4.250	4.125	4.500	2.125	3.375	8.250	2.875	2.750	1.875	3.000	1.875	4.500

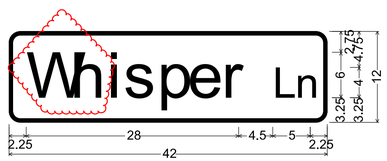
SIGN DETAIL - D3-1
NOT TO SCALE



1.500" Radius, 0.500" Border, White on Green;
"Whisper", C; "Ln Ext", C;
Table of distances between letter and object lefts

	W	h	i	s	p	e	r	L	n	E	x	t	
2.625	5.750	4.875	2.250	4.375	4.000	4.500	6.750	3.000	6.000	2.750	3.000	1.500	2.625

SIGN DETAIL - D3-1
NOT TO SCALE



1.500" Radius, 0.500" Border, White on Green;
"Whisper", C; "Ln", C;
Table of distances between letter and object lefts

	W	h	i	s	p	e	r	L	n	
2.250	5.875	4.750	2.250	4.500	4.000	4.500	6.625	3.000	2.000	2.250

SIGN DETAIL - D3-1
NOT TO SCALE

GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94tss.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: H. GAO
DESIGNED BY: H. GAO	CHECKED BY: C. TOBIAS
TRAFFIC SIGN DETAIL SHEET 1	SHEET 138 OF 188

TRAFFIC SIGNAL HEAD ASSEMBLY
AS SHOWN - 10

CABINET ASSEMBLY
STA. 202+88.9 LT

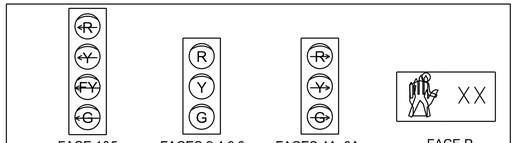
PEDESTRIAN SIGNAL ASSEMBLY
AS SHOWN - 8

6?

SIGN DETAIL

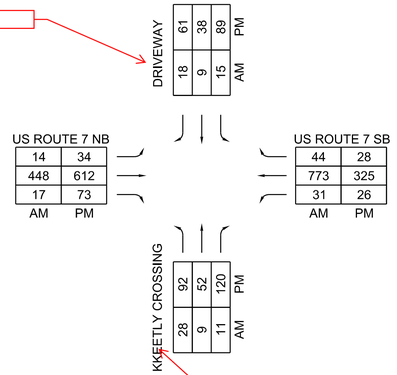
TRAFFIC SIGNAL LEGEND	
CC	CONTROLLER CABINET
2	SIGNAL HEAD WITH PHASE NO.
P	PEDESTRIAN SIGNAL HEAD WITH PED PHASE
A	MAST ARM-MOUNTED SIGN
	STOP BAR DETECTION AREA

PROPOSED SIGNAL FACE ARRANGEMENTS



12" LED LENSES
NOTE: FLASHING YELLOW ARROW SHALL NOT BE DISPLAYED WHEN OPERATING IN PROTECTED ONLY MODE.

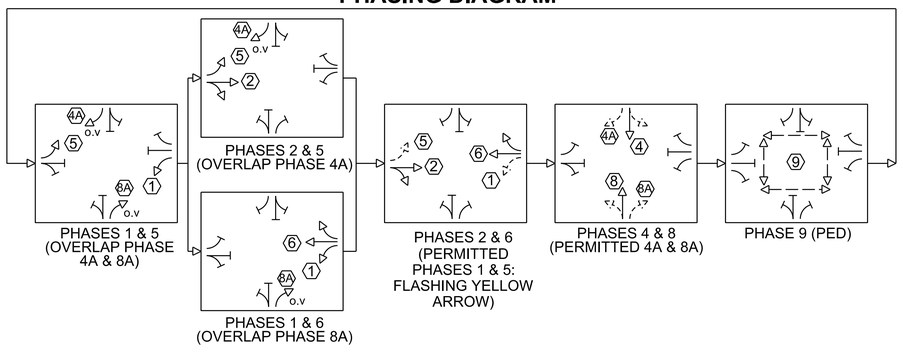
Milton Square

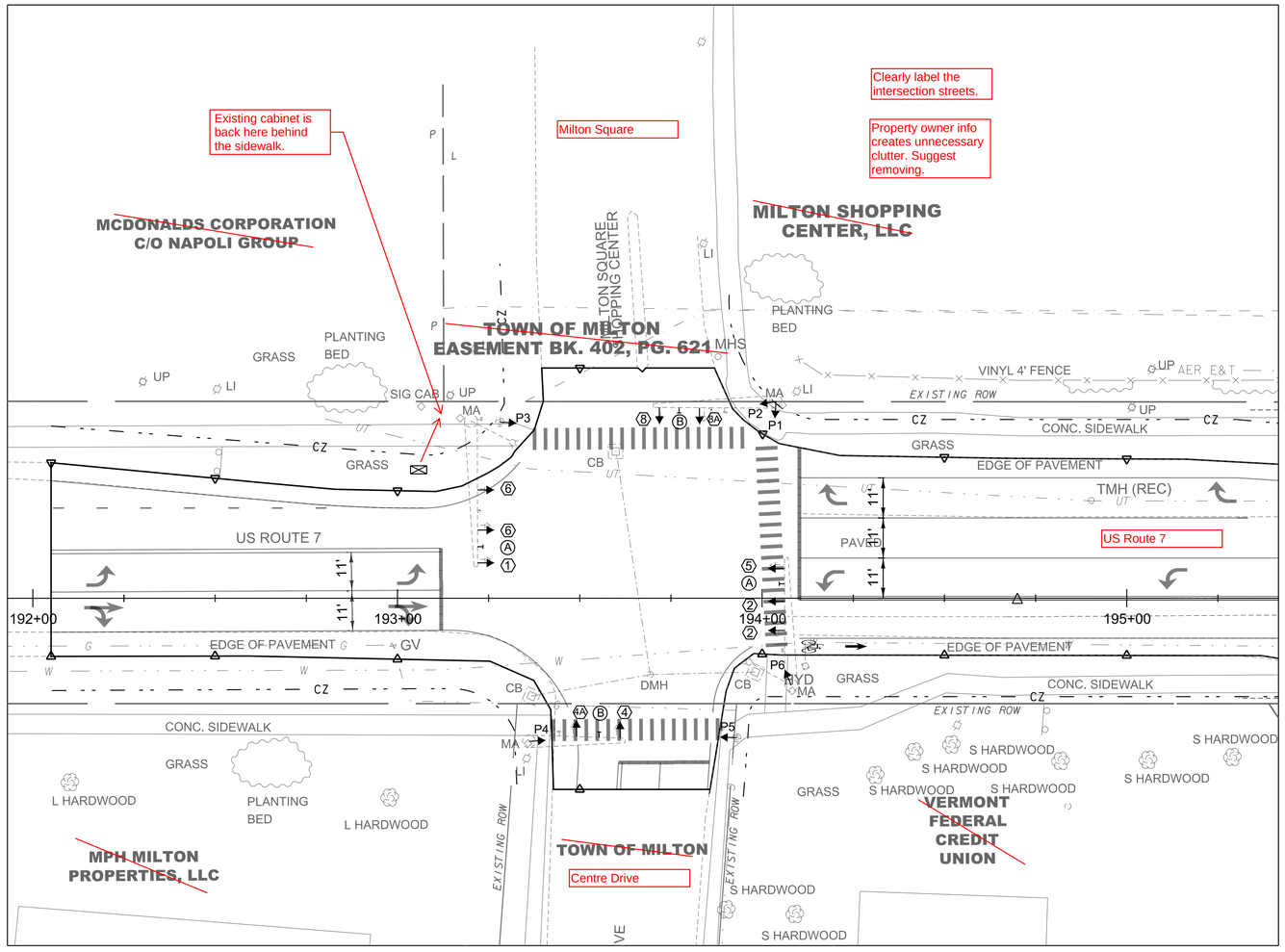


2045 PEAK HOURLY VOLUMES
US ROUTE 7 AT KEETLY CROSSING

Centre Drive

US ROUTE 7 AT CENTRE DRIVE PHASING DIAGRAM





NOTES:

1. ALL SIGNAL HEADS SHALL HAVE INDICATORS WITH A VISIBLE SPREAD OF 80 DEGREES.
2. ALL SIGNAL EQUIPMENT AND SIGNS MOUNTED ON CANTILEVERED MAST ARMS SHALL HAVE SAFETY CABLES.
3. WHERE WORK WOULD LEAVE HOLES IN EXISTING SIGNAL EQUIPMENT, INCLUDING POLES, THOSE HOLES SHALL BE PLUGGED/REPAIRED USING METHODS APPROVED BY THE ENGINEER AND SHALL BE PAID INCIDENTAL TO ALL OTHER SIGNAL ITEMS.
4. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES, WHEN THE SIGNAL IS IN FLASH OPERATION, AND WHEN THE SIGNAL IS DARK.
5. THE CONTRACTOR SHALL COORDINATE WITH THE EQUIPMENT MANUFACTURER TO DETERMINE AND VERIFY MOUNTING LOCATIONS FOR ALL PREEMPTION AND DETECTION EQUIPMENT. LOCATIONS SHALL BE TESTED TO ENSURE ITS ALL FUNCTIONAL BEFORE SIGNAL ACCEPTANCE. THE CONTRACTOR SHALL SUBMIT DETECTOR LOCATIONS FOR REVIEW AND WORK WITH THE MANUFACTURER TO SET UP AND VERIFY DETECTION ZONES ONCE THE SIGNAL CABINET AND NEW SIGNAL SYSTEM ARE INSTALLED.

MS-838: US ROUTE 7 AT CENTRE DRIVE

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL PLAN SHEET I

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 139 OF 188

GREEN A Lochner Company

LIST OF MAJOR EQUIPMENT

US ROUTE 7 @ ~~MILTON SQUARE~~/CENTRE DR	QUANTITY	REMARKS
678.2005 - NEM P44 BASE-MOUNTED CONTROLLER CABINET (NEMA TS2, TYPE 1) WITH 15-INCH EXTENDED BASE ON CONCRETE FOUNDATION INCLUDING TRAFFIC SIGNAL CONTROLLER, BIU, SMART MALFUNCTIONING MONITORING UNIT (MMU), GPS TIME CLOCK, AND CONTROLLER IDENTIFICATION PLAQUE	1	FLAT BLACK ECONOLITE CABINET ECONOLITE COBALT (NEMA T2S, TYPE 2)
678.2020- PEDESTAL SIGNAL ASSEMBLY	6	
678.2030- NEW 12" TRAFFIC SIGNAL HEADS (ONE-WAY, 4-SECTION) W/TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES WITH 2" RETROREFLECTIVE TAPE BORDER AND MOUNTING HARDWARE	2	
678.2030- NEW 12" TRAFFIC SIGNAL HEADS (ONE-WAY, 3-SECTION) W/TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES WITH 2" RETROREFLECTIVE TAPE BORDER AND MOUNTING HARDWARE	8	
678.2040- STOP BAR DETECTOR ASSEMBLY ADVANCE DETECTOR ASSEMBLY VEHICLE DETECTION PROCESSOR	1	WAVETRONIX SMART SENSOR MATRIX WAVETRONIX SMARTSENSOR ADVANCE (EXTENDED RANGE) WAVETRONIX CLICK 650
678.2045- MIOVISION SMARTVIEW 360 MIOVISION SMARTLINK COMMUNICATION DEVICE	1	
678.2050- OPTICAL PREEMPTION DETECTORS OPTICAL PREEMPTION SIGNAL PROCESS CARD & CAGE PREEMPTION AC STROBE-RED	1	OPTICOM

Same Comment about LME on Sheet 146.

CONTROLLER TIMING CHART

PHASE	1	2	3	4	5	6	7	8	9 (PED)
IN USE	X	X		X	X	X		X	-
MOVEMENT	SBL	NBTR		EB	NBL	SBTR		WB	-
MIN. GREEN	5	10		8	5	10		8	-
MAX 1 - GREEN (ALL OTHER TIMES)	5	36		16	5	36		16	-
MAX 2 - GREEN (6-10 AM)	5	44		8	5	44		8	-
MAX 3 - GREEN (3-7 PM)	5	35		17	5	35		17	-
YELLOW	4	4		4	4	4		4	-
ALL RED	2	2		2	2	2		2	2
VEHICLE EXT	3	3		3	3	3		3	-
RECALL MODE	OFF	SOFT		OFF	OFF	SOFT		OFF	OFF
WALK	-	-		-	-	-		-	7
PED CLEAR	-	-		-	-	-		-	16
FLASHING YELLOW ARROW DELAY	3	-		-	3	-		-	
DELAY GREEN (LPI)	0	0		0	0	0		0	0
COORDINATED	-	X		-	-	X		-	-

SPLIT PHASES/SPLIT TIMINGS

PATTERN	COS	CYCLE	OFFSET	1	2	3	4	5	6	7	8	9
1	111	100	0	11	42		22	11	42		22	25
2	211	100	0	11	50		14	11	50		14	25
3	311	100	0	11	41		23	11	41		23	25

TIME OF DAY PROGRAM

	WEEKDAY TIMINGS		
MAX 2 - AM PEAK	6:00 AM	TO	10:00 AM
MAX 1 - OFF PEAK	10:00 AM	TO	3:00 PM
MAX 3 - PM PEAK	3:00 PM	TO	7:00 PM
MAX 1 - OFF PEAK	7:00 PM	TO	6:00 AM

DAY PLAN 1

PLAN #	EVENT	ACTION PLAN	START TIME
1	1	1	12:00 AM
1	2	2	6:00 AM
1	3	1	10:00 AM
1	4	3	3:00 PM
1	5	1	7:00 PM

DAY PLAN 2

PLAN #	EVENT	ACTION PLAN	START TIME
2	1	99	6:00 AM
2	2	100	10:00 PM

ACTION PLAN

PLAN #	PATTERN	FLASH	MAX
1	1	NO	MAX 1
2	2	NO	MAX 2
3	3	NO	MAX 3
99	FREE	NO	FREE
100	FLASH	NO	FLASH

SCHEDULE PLAN

SCH #	DAY PLAN	DAYS	DATES
1	1	M - F	1-31
1	2	SA, SU	1-31

PREEMPTION TIMINGS

	PREEMPTOR		
	1	2	4
DIRECTION	NB	SB	WB
HOLD PHASE	2 & 5	1 & 6	8
DET. LOCK	YES	YES	YES
DURATION TIME	30	30	30
MIN. GREEN	5	5	5
HOLD GREEN	12	12	12
HOLD YELLOW	4	4	4
HOLD RED	2	2	2

TRAFFIC SIGNAL SYSTEM NOTES:

1. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATIONS AND/OR ADDITIONAL FIELD STUDIES.
2. ALL SIGNALS SHALL DWELL ON MAINLINE ROUTE UNLESS OTHERWISE NOTED.
3. THE MAINLINE ROUTE THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASH OPERATIONS.

MS-838: US ROUTE 7 AT CENTRE DRIVE

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

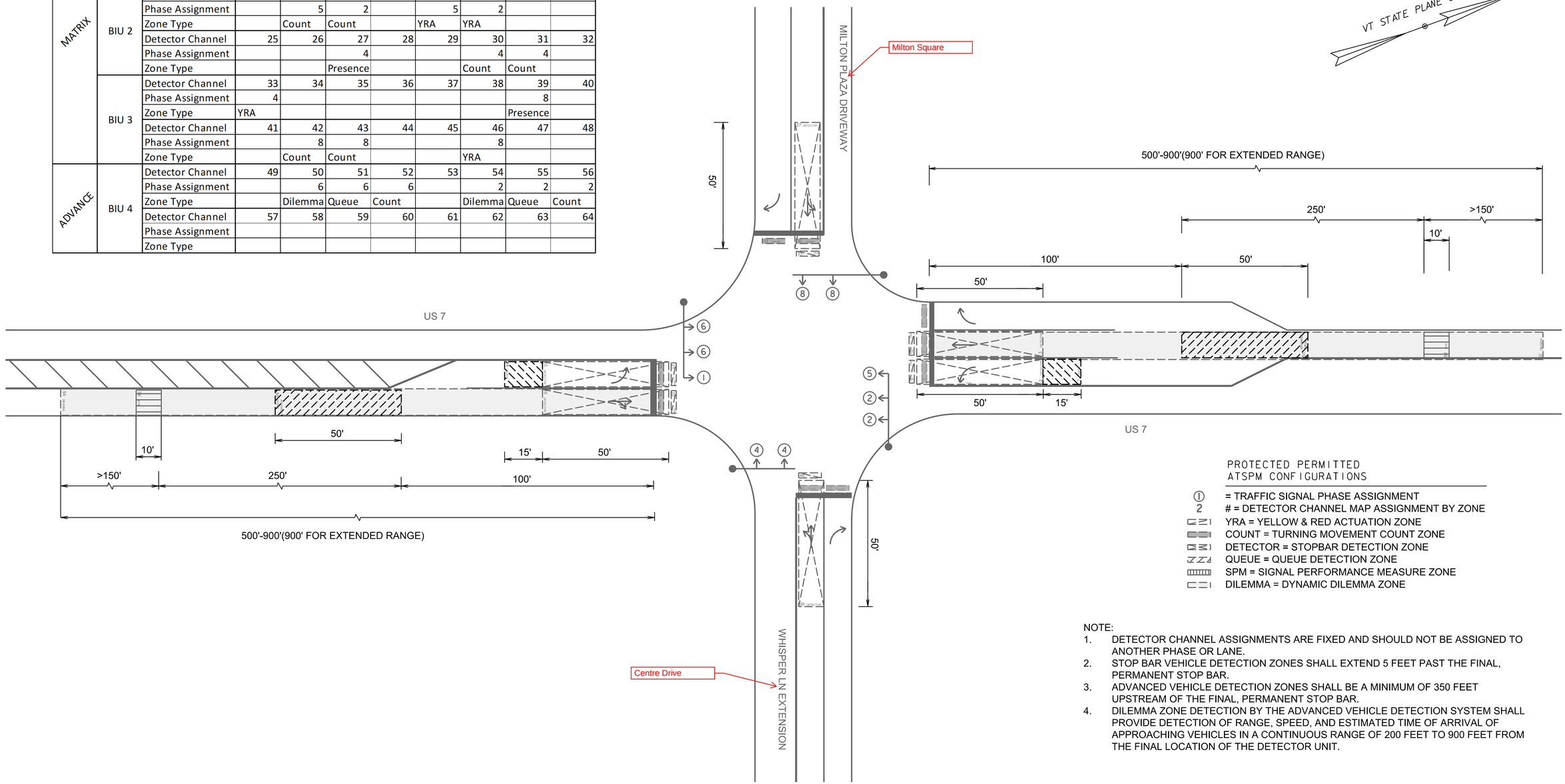
FILE NAME: z94dl94tsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL PLAN SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 140 OF 188

		Detector Channel Mapping								
MATRIX	BIU 1	Detector Channel	1	2	3	4	5	6	7	8
		Phase Assignment	1	1	6		1	6	6	
		Zone Type	Queue	Presence	Presence		Count	Count	Count	
		Detector Channel	9	10	11	12	13	14	15	16
		Phase Assignment	1	6				5	5	2
		Zone Type	YRA	YRA				Queue	Presence	Presence
	BIU 2	Detector Channel	17	18	19	20	21	22	23	24
		Phase Assignment		5	2		5	2		
		Zone Type		Count	Count		YRA	YRA		
		Detector Channel	25	26	27	28	29	30	31	32
		Phase Assignment			4			4	4	
		Zone Type			Presence			Count	Count	
	BIU 3	Detector Channel	33	34	35	36	37	38	39	40
		Phase Assignment	4						8	
		Zone Type	YRA						Presence	
		Detector Channel	41	42	43	44	45	46	47	48
		Phase Assignment		8	8			8		
		Zone Type		Count	Count			YRA		
ADVANCE	BIU 4	Detector Channel	49	50	51	52	53	54	55	56
		Phase Assignment		6	6	6		2	2	2
		Zone Type		Dilemma	Queue	Count		Dilemma	Queue	Count
		Detector Channel	57	58	59	60	61	62	63	64
		Phase Assignment								
		Zone Type								

All comments like this one are intended to be consistent with the intersection naming convention provided by VTrans (Derek Lyman).

MS-838: US ROUTE 7 AT ~~MILTON SQUARE~~/CENTRE DR



PROTECTED PERMITTED
ATSPM CONFIGURATIONS

- ① = TRAFFIC SIGNAL PHASE ASSIGNMENT
- 2 = # = DETECTOR CHANNEL MAP ASSIGNMENT BY ZONE
- YRA = YELLOW & RED ACTUATION ZONE
- COUNT = TURNING MOVEMENT COUNT ZONE
- DETECTOR = STOPBAR DETECTION ZONE
- QUEUE = QUEUE DETECTION ZONE
- SPM = SIGNAL PERFORMANCE MEASURE ZONE
- DILEMMA = DYNAMIC DILEMMA ZONE

NOTE:

1. DETECTOR CHANNEL ASSIGNMENTS ARE FIXED AND SHOULD NOT BE ASSIGNED TO ANOTHER PHASE OR LANE.
2. STOP BAR VEHICLE DETECTION ZONES SHALL EXTEND 5 FEET PAST THE FINAL, PERMANENT STOP BAR.
3. ADVANCED VEHICLE DETECTION ZONES SHALL BE A MINIMUM OF 350 FEET UPSTREAM OF THE FINAL, PERMANENT STOP BAR.
4. DILEMMA ZONE DETECTION BY THE ADVANCED VEHICLE DETECTION SYSTEM SHALL PROVIDE DETECTION OF RANGE, SPEED, AND ESTIMATED TIME OF ARRIVAL OF APPROACHING VEHICLES IN A CONTINUOUS RANGE OF 200 FEET TO 900 FEET FROM THE FINAL LOCATION OF THE DETECTOR UNIT.

MS 838: US Route 7 at Centre Drive

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tsATSPM.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL PLAN SHEET 3

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 141 OF 188

TRAFFIC SIGNAL ASSEMBLY
MAP 1 - STA. 202+0.51 LT (35')
MAP 2 - STA. 800+10.35 LT (40')
MAP 3 - STA. 202+82.77 RT (35')
MAP 4 - STA. 300+42.15 RT (30')

MAST ARM POLE FOUNDATION
MAP 1 - STA. 202+0.51 LT
MAP 2 - STA. 800+10.35 LT
MAP 3 - STA. 202+82.77 RT
MAP 4 - STA. 300+42.15 RT

TRAFFIC SIGNAL HEAD ASSEMBLY
AS SHOWN - 10

CABINET ASSEMBLY
STA. 201+89.91 LT

PEDESTRIAN SIGNAL ASSEMBLY
AS SHOWN - 8

PEDESTAL POST ASSEMBLY
STA. 201+96.7 RT (PP1)
STA. 202+72.0 LT (PP2)
STA. 202+89.9 RT (PP3)

JUNCTION BOX
STA. 202+7.2 LT (JBL1)
STA. 202+3.9 RT (JBL2)
STA. 202+83.7 LT (JBL3)
STA. 202+92.1 RT (JBL4)
STA. 202+88.7 RT (JB1)
STA. 202+81.3 LT (JB2)

Also on Sidewalk Lighting Sheet

Add two JBs to separate sidewalk lighting from traffic signals.

SLEEVES FOR UTILITIES, HDPE, 12 INCH
(S1) STA. 202+5.0 RT - 202+83.9 RT (83.4')
(S2) STA. 202+93.4 LT & RT (72.3')
(S3) STA. 202+4.2 LT - 202+83.9 RT (71.7')

WIRED CONDUIT, 3 INCH
SEE CONDUIT SCHEDULE
(SEE TRAFFIC SIGNAL PLAN SHEET 2)

WIRED CONDUIT, 2 INCH
SEE CONDUIT SCHEDULE
(SEE TRAFFIC SIGNAL PLAN SHEET 2)

POWER DROP STANCHION
STA. 201+81.86 LT

BRACKET ARM
STA. 202+0.51 LT (MAP 1)
STA. 202+82.77 RT (MAP 3)

SL(1) & SL(2)

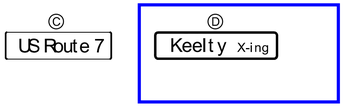
LUMINAIRE
STA. 202+0.51 LT (MAP 1)
STA. 202+82.77 RT (MAP 3)

TRAFFIC SIGNAL LEGEND	
JB	JUNCTION BOX
CC	CONTROLLER CABINET
PP	PEDESTRIAN PEDESTAL POST
→(2)	SIGNAL HEAD WITH PHASE NO.
→ P	PEDESTRIAN SIGNAL HEAD WITH PED PHASE
— —	WIRED CONDUIT
▬	WIRED CONDUIT IN ELECTRICAL CONDUIT SLEEVE
(A)	MAST ARM-MOUNTED SIGN
(A)	LED BLANK-OUT SIGN
	STOP BAR DETECTION AREA
	POWER DROP STANCHION
	LUMINAIRE WITH BRACKET ARM

SIGN DETAIL

LED BLANKOUT SIGN

LED NO TURN ON RED SIGN SHALL BE ILLUMINATED DURING THE PEDESTRIAN PHASE.



DRIVEWAY		
		PM
		AM

* DRIVEWAY VOLUME TO BE DETERMINED, FOUR-LEG INTERSECTION FOR FUTURE USE

US ROUTE 7 NB	
360	682
66	139
AM	PM

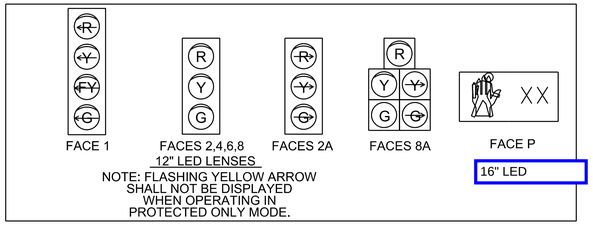
US ROUTE 7 SB	
732	313
71	92
AM	PM

KEELTY CROSSING	
66	98 PM
117	38 AM

SIGNALS SHOULD BE TIMED TO CONSTRUCTION YEAR AVERAGE WEEKDAY VOLUMES. THE 2045 VOLUMES ARE USED FOR GEOMETRY, NOT SIGNAL TIMING (TYPICAL). AT A MINIMUM - SWITCH THESE TO WHAT YOU HAVE, WHICH I'M GUESSING IS 2025 PEAK HOURLY VOLUMES

2045 PEAK HOURLY VOLUMES
US ROUTE 7 AT KEELTY CROSSING

PROPOSED SIGNAL FACE ARRANGEMENTS

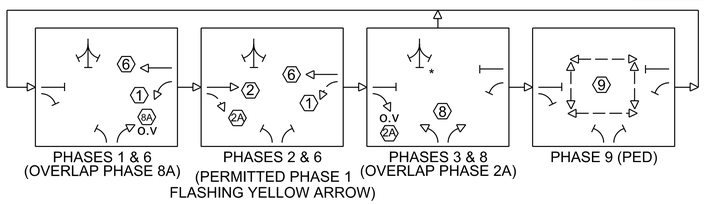


REVIEW THE CURRENT SIGNAL SYSTEM NOTES THAT GO WITH THE 2024 SPEC BOOK TO SEE IF ANY ARE MISSING.

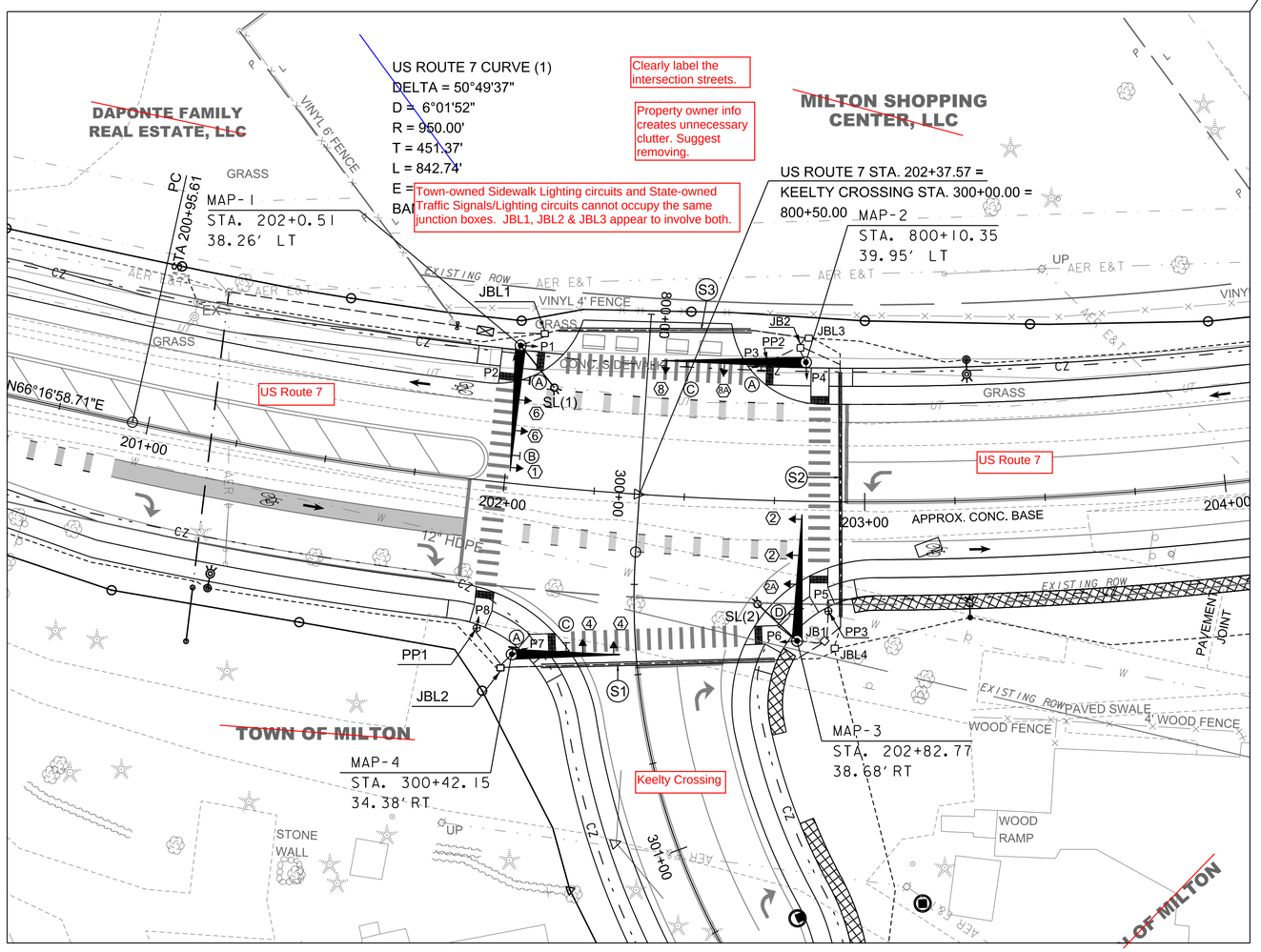
PLEASE GREY THE BACKGROUND AND KEEP THE SIGNAL LEVELS DARKER. THE SIGNAL LAYOUTS ARE HARD TO READ. TURN OFF A FEW LEVELS LIKE THE ROAD GEOMETRY AND ROW LABELS.

RENUMBER THE MAST ARM POLES ON A PROJECT BASIS. MAP-1 TO MAP-8.

US ROUTE 7 AT KEELTY CROSSING PHASING DIAGRAM



* THE SIGNAL FACING THE FUTURE MILTON SQUARE DRIVE (PHASE 4) WILL BE INSTALLED IN ACCORDANCE WITH THE PLAN. THE SIGNAL HEADS WILL REMAIN INCONSTANT SOLID RED UPON COMPLETION OF CONSTRUCTION.



NOTES:
1. WHERE A PARALLEL APPROACH TO THE PUSH BUTTON IS PROVIDED, CONTROLS SHALL BE WITHIN 10" HORIZONTAL TO THE CLEAR GROUND SPACE.
2. THE CONTROL FACE OF THE PUSH BUTTON SHALL BE PARALLEL TO THE DIRECTION OF THE CROSSWALK CONTROLLED BY THE PUSH BUTTON, AND NO CLOSER THAN 30" TO THE CURB LINE.
3. THE PEDESTRAIN PUSH BUTTON SHOULD BE MOUNTED NO FURTHER THAN 5 FEET FROM THE EXTENSION OF THE CROSSWALK LINES, AND WITHIN 10 FEET OF THE LEVEL LANDING.
4. ALL SIGNAL HEADS SHALL HAVE INDICATORS WITH A VISIBLE SPREAD OF 80 DEGREES.
5. ALL SIGNAL EQUIPMENT AND SIGNS MOUNTED ON CANTILEVERED MAST ARMS SHALL HAVE SAFETY CABLES.
6. WHERE WORK WOULD LEAVE HOLES IN EXISTING SIGNAL EQUIPMENT, INCLUDING POLES, THOSE HOLES SHALL BE PLUGGED/REPAIRED USING METHODS APPROVED BY THE ENGINEER AND SHALL BE PAID INCIDENTAL TO ALL OTHER SIGNAL ITEMS.
7. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES, WHEN THE SIGNAL IS IN FLASH OPERATION, AND WHEN THE SIGNAL IS DARK
8. THE CONTRACTOR SHALL COORDINATE WITH THE EQUIPMENT MANUFACTURER TO DETERMINE AND VERIFY MOUNTING LOCATIONS FOR ALL PREEMPTION AND DETECTION EQUIPMENT. LOCATIONS SHALL BE TESTED TO ENSURE ITS ALL FUNCTIONAL BEFORE SIGNAL ACCEPTANCE. THE CONTRACTOR SHALL SUBMIT DETECTOR LOCATIONS FOR REVIEW AND WORK WITH THE MANUFACTURER TO SET UP AND VERIFY DETECTION ZONES ONCE THE SIGNAL CABINET AND NEW SIGNAL SYSTEM ARE INSTALLED.
9. ~~THE CONSTRUCTION AT THIS INTERSECTION WILL BE PAID UNDER NON-PARTICIPATING SECTION AND IS REFLECTED AS SUCH IN THE PROJECT ESTIMATE~~

THE

RE-WORD NOTE 9 OR FIND ANOTHER WAY TO CONVEY THIS. WORK ASSOCIATED WITH THE KEELTY CROSSING TRAFFIC SIGNAL IS CATEGORIZED AS ROADWAY (NO FEDERAL/STATE PARTICIPATION).

0 20 40
SCALE IN FEET

MS-839: US ROUTE 7 AT KEELTY CROSSING

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL PLAN SHEET 4

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 142 OF 188

LIST OF MAJOR EQUIPMENT

US ROUTE 7 @ ~~MILTON SQUARE~~/KEELTY INTERSECTION	QUANTITY	REMARKS
625.7000- POWER DROP STANCHION	1	
625.7010- JUNCTION BOX, HEAVY DUTY	6	SIGNAL/ LIGHT
678.2005 - NEM P44 BASE-MOUNTED CONTROLLER CABINET (NEMA TS2, TYPE 1) WITH 15-INCH EXTENDED BASE ON CONCRETE FOUNDATION INCLUDING TRAFFIC SIGNAL CONTROLLER, BIU, SMART MALFUNCTIONING MONITORING UNIT (MMU), GPS TIME CLOCK, AND CONTROLLER IDENTIFICATION PLAQUE	1	FLAT BLACK ECONOLITE CABINET ECONOLITE COBALT (NEMA T2S, TYPE 2)
678.2010- MAST ARM POLE FOUNDATION	4	
678.2025- TRAFFIC SIGNAL ASSEMBLY MAP-1=35' MAP-2=40' MAP-3=35' MAP-4=30'	4	POWDER COAT FLAT BLACK
678.2015- PEDESTAL POST ASSEMBLY	3	
678.2020- PEDESTAL SIGNAL ASSEMBLY	8	
678.2030- NEW 12" TRAFFIC SIGNAL HEADS (ONE-WAY, 5-SECTION W/ ARROW) W/TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES WITH 2" RETROREFLECTIVE TAPE BORDER AND MOUNTING HARDWARE	1	
678.2030- NEW 12" TRAFFIC SIGNAL HEADS (ONE-WAY, 4-SECTION) W/TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES WITH 2" RETROREFLECTIVE TAPE BORDER AND MOUNTING HARDWARE	1	
678.2030- NEW 12" TRAFFIC SIGNAL HEADS (ONE-WAY, 3-SECTION) W/TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES WITH 2" RETROREFLECTIVE TAPE BORDER AND MOUNTING HARDWARE	8	
~~678.2030- LED BLANK OUT SIGNS~~	~~3~~	
678.2040- STOP BAR DETECTOR ASSEMBLY ADVANCE DETECTOR ASSEMBLY VEHICLE DETECTION PROCESSOR	1	WAVETRONIX SMART SENSOR MATRIX WAVETRONIX SMARTSENSOR ADVANCE (EXTENDED RANGE) WAVETRONIX CLICK 650
678.2045- MIOVISION SMARTVIEW 360 MIOVISION SMARTLINK COMMUNICATION DEVICE	1	
678.2050- OPTICAL PREEMPTION DETECTORS OPTICAL PREEMPTION SIGNAL PROCESS CARD & CAGE PREEMPTION AC STROBE-RED	1	OPTICOM

4

See comment on Sheet 146.

TIME OF DAY PROGRAM			
	WEEKDAY TIMINGS		
MAX 2 - AM PEAK	6:00 AM	TO	10:00 AM
MAX 1 - OFF PEAK	10:00 AM	TO	3:00 PM
MAX 3 - PM PEAK	3:00 PM	TO	7:00 PM
MAX 1 - OFF PEAK	7:00 PM	TO	6:00 AM

DAY PLAN 1			
PLAN #	EVENT	ACTION PLAN	START TIME
1	1	1	12:00 AM
1	2	2	6:00 AM
1	3	1	10:00 AM
1	4	3	3:00 PM
1	5	1	7:00 PM

DAY PLAN 2			
PLAN #	EVENT	ACTION PLAN	START TIME
2	1	99	6:00 AM
2	2	100	10:00 PM

ACTION PLAN			
PLAN #	PATTERN	FLASH	MAX
1	1	NO	MAX 1
2	2	NO	MAX 2
3	3	NO	MAX 3
99	FREE	NO	FREE
100	FLASH	NO	FLASH

				SPLIT PHASES/SPLIT TIMINGS								
PATTERN	COS	CYCLE	OFFSET	1	2	3	4	5	6	7	8	9
1	111	100	15	11	46		18		57		18	25
2	211	100	2	11	44		20		55		20	25
3	311	100	91	11	48		16		59		16	25

SCHEDULE PLAN			
SCH #	DAY PLAN	DAYS	DATES
1	1	M - F	1-31
1	2	SA, SU	1-31

CONTROLLER TIMING CHART									
PHASE	1	2	2A	4*	5	6	7	8	9 (PED)
IN USE	X	X	X			X		X	-
MOVEMENT	SBL	NB	NBR			SBTR		WB	-
MIN. GREEN	5	10	8			10		8	-
MAX 1 - GREEN (ALL OTHER TIMES)	5	40	12			51		12	-
MAX 2 - GREEN (6-10 AM)	5	38	14			49		14	-
MAX 3 - GREEN (3-7 PM)	5	42	10			53		10	-
YELLOW	4	4	4			4		4	-
ALL RED	2	2	2			2		2	2
VEHICLE EXT	3	3	3			3		3	-
RECALL MODE	OFF	SOFT	OFF			SOFT		OFF	OFF
WALK	-	-	-			-		-	7
PED CLEAR	-	-	-			-		-	16
FLASHING YELLOW ARROW DELAY	3	-	-			-		-	
DELAY GREEN (LPI)	0	0	0			0		0	0
COORDINATED	-	X	-			X		-	-

* THE SIGNAL HEAD WILL BE LEFT IN A CONSTANT STATE OF SOLID RED AFTER COMPLETION OF CONSTRUCTION.

PREEMPTION TIMINGS			
	PREEMPTOR		
	1	2	3
DIRECTION	NB	SB	WB
HOLD PHASE	2 & 5	1 & 6	8
DET. LOCK	YES	YES	YES
DURATION TIME	30	30	30
MIN. GREEN	5	5	5
HOLD GREEN	12	12	12
HOLD YELLOW	4	4	4
HOLD RED	2	2	2

CONDUIT SCHEDULE			
LOCATION	WIRED 2" PVC SCHED. 80	WIRED 3" PVC SCHED. 80	DESCRIPTION
POWER TO STANCHION		64	POWER
STANCHION TO CC		5	POWER
CC TO JBL-1		17	SIGNAL\LIGHTING
CC TO JBL-1		17	DETECTION
CC TO JBL-1		17	FUTURE USE
JBL1 TO MAP-1	12		SIGNAL\LIGHTING
JBL1 TO MAP-1	12		DETECTION
JBL1 TO MAP-1	12		FUTURE USE
JBL1 TO JBL3	75		SIGNAL\LIGHTING
JBL1 TO JBL3	75		DETECTION
JBL1 TO JBL3	75		FUTURE USE
JBL1 TO JBL3	75		FUTURE USE
JBL3 TO JB-2	6		SIGNAL\LIGHTING
JBL3 TO JB-2	6		DETECTION
JBL3 TO JB-2	6		FUTURE USE
JB-2 TO PP2	13		PEDESTRIAN
JB-2 TO PP3	13		FUTURE USE
JB-2 TO MAP-2	8		SIGNAL\LIGHTING
JB-2 TO MAP-2	8		DETECTION
JB-2 TO MAP-2	8		FUTURE USE
JB-1 TO JB-2	100		SIGNAL\LIGHTING
JB-1 TO JB-2	100		DETECTION
JB-1 TO JB-2	100		FUTURE USE
JB-1 TO JB-2	100		FUTURE USE
JB-1 TO PP3	12		PEDESTRIAN
JB-1 TO PP3	12		FUTURE USE
JB-1 TO PP3	12		FUTURE USE
JB-1 TO MAP-3	11		SIGNAL\LIGHTING
JB-1 TO MAP-3	11		DETECTION
JB-1 TO MAP-3	11		FUTURE USE
JB-1 TO JBL2	94		SIGNAL\LIGHTING
JB-1 TO JBL2	94		DETECTION
JB-1 TO JBL2	94		FUTURE USE
JB-1 TO JBL2	94		FUTURE USE
JBL2 TO MAP-4	8		SIGNAL\LIGHTING
JBL2 TO MAP-4	8		DETECTION
JBL2 TO MAP-4	8		FUTURE USE
JB-1 TO PP3	15		PEDESTRIAN
JB-1 TO PP3	15		FUTURE USE
SUBTOTAL	1291	120	
ROUNDING	69	10	
TOTAL	1360	130	

TRAFFIC SIGNAL SYSTEM NOTES:

1. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATIONS AND/OR ADDITIONAL FIELD STUDIES.
2. ALL SIGNALS SHALL DWELL ON MAINLINE ROUTE UNLESS OTHERWISE NOTED.
3. THE MAINLINE ROUTE THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASH OPERATIONS.
4. SIGNAL AT THIS INTERSECTION SHALL BE COORDINATE WITH INTERSECTION AT US 7 AND WHISPER LANE EXTENSION AND EXISTING INTERSECTION AT US 7 AND CENTRE DR. RELATED TRAFFIC SIGNAL EQUIPMENT SUCH AS THE BUS INTERFACE UNIT (BIU), THE MALFUNCTION MANAGEMENT UNIT (MMU) AND GPS CLOCK FOR SIGNAL TIMING COORDINATION SHALL BE INSTALLED AND PAID UNDER ITEM 678.2005.

0 20 40
SCALE IN FEET

MS-839: US ROUTE 7 AT KEELTY CROSSING

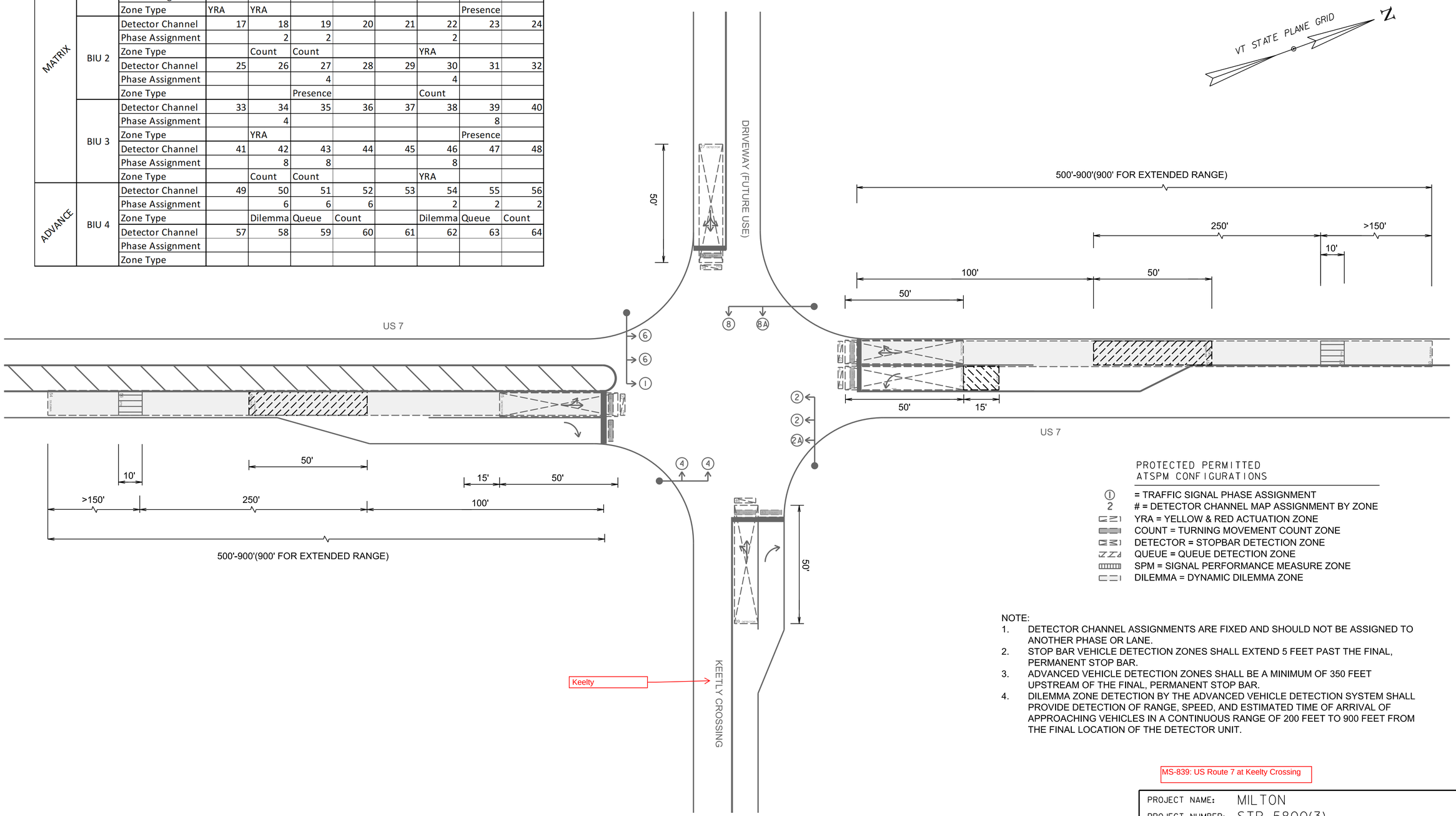
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL PLAN SHEET 5

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 143 OF 188

		Detector Channel Mapping								
MATRIX	BIU 1	Detector Channel	1	2	3	4	5	6	7	8
		Phase Assignment	1	1	6		1	6		
		Zone Type	Queue	Presence	Presence		Count	Count		
		Detector Channel	9	10	11	12	13	14	15	16
		Phase Assignment	1	6					2	
		Zone Type	YRA	YRA					Presence	
	BIU 2	Detector Channel	17	18	19	20	21	22	23	24
		Phase Assignment		2	2			2		
		Zone Type		Count	Count			YRA		
		Detector Channel	25	26	27	28	29	30	31	32
		Phase Assignment			4			4		
		Zone Type			Presence			Count		
	BIU 3	Detector Channel	33	34	35	36	37	38	39	40
		Phase Assignment		4					8	
		Zone Type		YRA					Presence	
		Detector Channel	41	42	43	44	45	46	47	48
		Phase Assignment		8	8			8		
		Zone Type		Count	Count			YRA		
ADVANCE	BIU 4	Detector Channel	49	50	51	52	53	54	55	56
		Phase Assignment		6	6	6		2	2	2
		Zone Type		Dilemma	Queue	Count		Dilemma	Queue	Count
		Detector Channel	57	58	59	60	61	62	63	64
		Phase Assignment								
		Zone Type								

MS-839: US ROUTE 7 AT KEELTY CROSSING



PROTECTED PERMITTED
ATSPM CONFIGURATIONS

- ① = TRAFFIC SIGNAL PHASE ASSIGNMENT
- 2 = # = DETECTOR CHANNEL MAP ASSIGNMENT BY ZONE
- YRA = YELLOW & RED ACTUATION ZONE
- COUNT = TURNING MOVEMENT COUNT ZONE
- DETECTOR = STOPBAR DETECTION ZONE
- QUEUE = QUEUE DETECTION ZONE
- SPM = SIGNAL PERFORMANCE MEASURE ZONE
- DILEMMA = DYNAMIC DILEMMA ZONE

NOTE:

1. DETECTOR CHANNEL ASSIGNMENTS ARE FIXED AND SHOULD NOT BE ASSIGNED TO ANOTHER PHASE OR LANE.
2. STOP BAR VEHICLE DETECTION ZONES SHALL EXTEND 5 FEET PAST THE FINAL, PERMANENT STOP BAR.
3. ADVANCED VEHICLE DETECTION ZONES SHALL BE A MINIMUM OF 350 FEET UPSTREAM OF THE FINAL, PERMANENT STOP BAR.
4. DILEMMA ZONE DETECTION BY THE ADVANCED VEHICLE DETECTION SYSTEM SHALL PROVIDE DETECTION OF RANGE, SPEED, AND ESTIMATED TIME OF ARRIVAL OF APPROACHING VEHICLES IN A CONTINUOUS RANGE OF 200 FEET TO 900 FEET FROM THE FINAL LOCATION OF THE DETECTOR UNIT.

MS-839: US Route 7 at Keelty Crossing

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tsATSPM.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL PLAN SHEET 6

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 144 OF 188

TRAFFIC SIGNAL ASSEMBLY
MAP 5 - STA. 208+37.22 LT (35')
MAP 6 - STA. 700+58.98 LT (40')
MAP 7 - STA. 209+38.35 RT (35')
MAP 8 - STA. 400+37.84 RT (35')

MAST ARM POLE FOUNDATION
MAP 5 - STA. 208+37.22 LT
MAP 6 - STA. 700+58.98 LT
MAP 7 - STA. 209+38.35 RT
MAP 8 - STA. 400+37.84 RT

TRAFFIC SIGNAL HEAD ASSEMBLY
AS SHOWN - 12

CABINET ASSEMBLY
STA. 209+38.35 LT

PEDESTRIAN SIGNAL ASSEMBLY
AS SHOWN - 8

PEDESTAL POST ASSEMBLY
STA. 208+60.95 LT (PP4)
STA. 209+49.10 LT (PP5)
STA. 209+32.89 RT (PP6)
STA. 208+38.69 RT (PP7)

POWER DROP STANCHION
STA. 209+47.61 LT

JUNCTION BOX
STA. 208+52.2 RT (JBL5)
STA. 208+27.2 LT (JBL6)
STA. 209+32.8 RT (JBL7)
STA. 209+38.4 LT (JBL8)
Also on Sidewalk Lighting Sheet
STA. 208+36.6 LT (JB3)
STA. 209+43.0 LT (JB4)
STA. 209+32.6 RT (JB5)
STA. 208+54.2 RT (JB6)

SLEEVES FOR UTILITIES, HDPE, 12 INCH
S4 STA. 208+68.4 RT - 209+21.4 RT (55.6')
S5 STA. 208+52.4 LT - 209+37.7 LT (81.1')
S6 STA. 208+29.0 LT - 209+49.8 RT (70.2')

WIRED CONDUIT, 3 INCH
SEE CONDUIT SCHEDULE
(SEE TRAFFIC SIGNAL PLAN SHEET 2)

WIRED CONDUIT, 2 INCH
SEE CONDUIT SCHEDULE
(SEE TRAFFIC SIGNAL PLAN SHEET 2)

BRACKET ARM
STA. 208+37.22 LT (MAP 5)
STA. 209+38.35 RT (MAP 7)

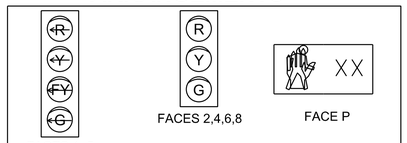
LUMINAIRE
STA. 208+37.22 LT (MAP 5)
STA. 209+38.35 RT (MAP 7)

SL(3) & SL(4)

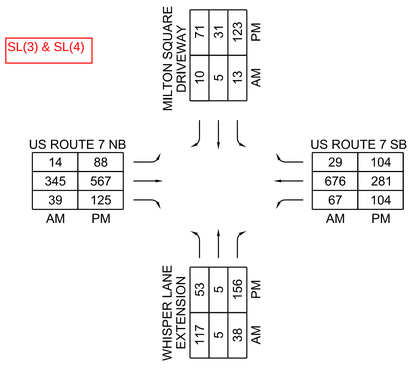
Move SL(5) item here from Sidewalk Lighting plans.

TRAFFIC SIGNAL LEGEND	
JB	JUNCTION BOX
CC	CONTROLLER CABINET
PP	PEDESTRIAN PEDESTAL POST
2	SIGNAL HEAD WITH PHASE NO.
P	PEDESTRIAN SIGNAL HEAD WITH PED PHASE
	WIRED CONDUIT
	WIRED CONDUIT IN ELECTRICAL CONDUIT SLEEVE
A	MAST ARM-MOUNTED SIGN
A	LED BLANK-OUT SIGN
	STOP BAR DETECTION AREA
	POWER DROP STANCHION
	LUMINAIRE WITH BRACKET ARM

PROPOSED SIGNAL FACE ARRANGEMENTS

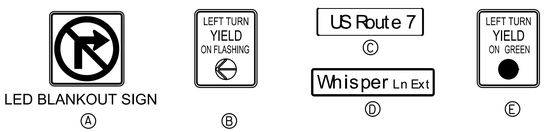


NOTE: FLASHING YELLOW ARROW SHALL NOT BE DISPLAYED WHEN OPERATING IN PROTECTED ONLY MODE.



2045 PEAK HOURLY VOLUMES
US ROUTE 7 AT ~~MILTON SQUARE~~/WHISPER LANE EXTENSION

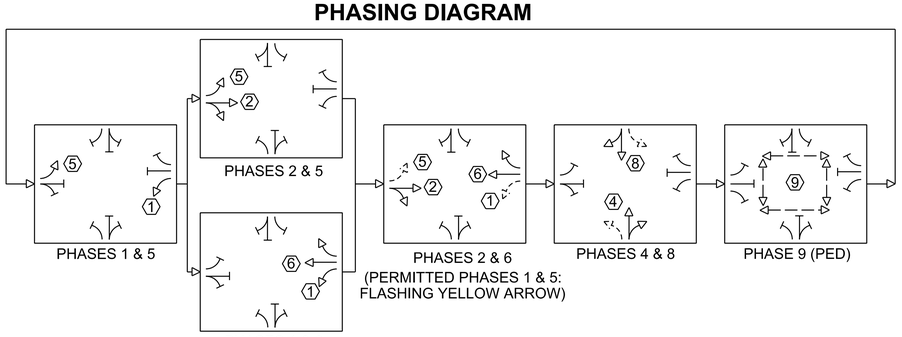
SIGN DETAIL
NOT TO SCALE

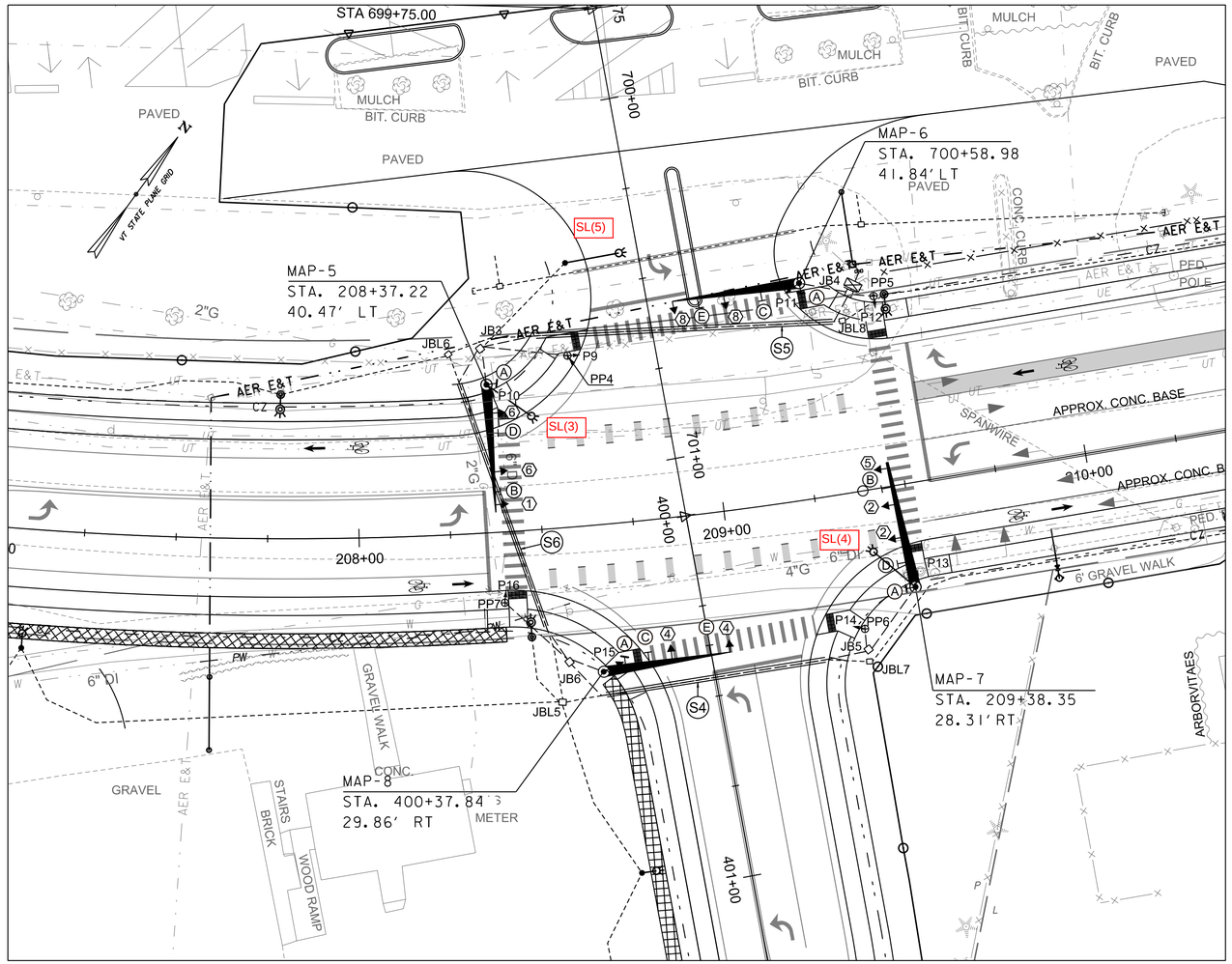


LED BLANKOUT SIGN

LED NO TURN ON RED SIGN SHALL BE ILLUMINATED DURING THE PEDESTRIAN PHASE.

US ROUTE 7 AT ~~MILTON SQUARE~~/ WHISPER LANE EXTENSION
PHASING DIAGRAM





NOTES:
1. WHERE A PARALLEL APPROACH TO THE PUSH BUTTON IS PROVIDED, CONTROLS SHALL BE WITHIN 10" HORIZONTAL TO THE CLEAR GROUND SPACE.
2. THE CONTROL FACE OF THE PUSH BUTTON SHALL BE PARALLEL TO THE DIRECTION OF THE CROSSWALK CONTROLLED BY THE PUSH BUTTON, AND NO CLOSER THAN 30" TO THE CURB LINE.
3. THE PEDESTRAIN PUSH BUTTON SHOULD BE MOUNTED NO FURTHER THAN 5 FEET FROM THE EXTENSION OF THE CROSSWALK LINES, AND WITHIN 10 FEET OF THE LEVEL LANDING.
4. ALL SIGNAL HEADS SHALL HAVE INDICATORS WITH A VISIBLE SPREAD OF 80 DEGREES.
5. ALL SIGNAL EQUIPMENT AND SIGNS MOUNTED ON CANTILEVERED MAST ARMS SHALL HAVE SAFETY CABLES.
6. WHERE WORK WOULD LEAVE HOLES IN EXISTING SIGNAL EQUIPMENT, INCLUDING POLES, THOSE HOLES SHALL BE PLUGGED/REPAIRED USING METHODS APPROVED BY THE ENGINEER AND SHALL BE PAID INCIDENTAL TO ALL OTHER SIGNAL ITEMS.
7. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES, WHEN THE SIGNAL IS IN FLASH OPERATION, AND WHEN THE SIGNAL IS DARK
8. THE CONTRACTOR SHALL COORDINATE WITH THE EQUIPMENT MANUFACTURER TO DETERMINE AND VERIFY MOUNTING LOCATIONS FOR ALL PREEMPTION AND DETECTION EQUIPMENT. LOCATIONS SHALL BE TESTED TO ENSURE ITS ALL FUNCTIONAL BEFORE SIGNAL ACCEPTANCE. THE CONTRACTOR SHALL SUBMIT DETECTOR LOCATIONS FOR REVIEW AND WORK WITH THE MANUFACTURER TO SET UP AND VERIFY DETECTION ZONES ONCE THE SIGNAL CABINET AND NEW SIGNAL SYSTEM ARE INSTALLED.
9. EXISTING SPAN POLE AND PEDESTAL POLE AND FOUNDATION SHALL BE REMOVED AND FILLED IN. CONDUIT AND CABLES FOR EXISTING SIGNAL SYSTEM SHALL BE ABANDONED IN PLACE AND CAPPED. THE WORK PERFORMED SHALL BE PAID UNDER ITEM 678.1000 REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM.

make plural

0 20 40
SCALE IN FEET

MS-840: US ROUTE 7 AT ~~MILTON SQUARE~~/WHISPER LANE EXTENSION

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL PLAN SHEET 7

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 145 OF 188

LIST OF MAJOR EQUIPMENT

US ROUTE 7 @ ~~MILTON SQUARE~~/WHISPER LANE EXTENSION INTERSECTION	QUANTITY	REMARKS
625.7000- POWER DROP STANCHION	1	
625.7010- JUNCTION BOX, HEAVY DUTY	8	SIGNAL/ LIGHT
678.2005 - NEM P44 BASE-MOUNTED CONTROLLER CABINET (NEMA TS2, TYPE 1) WITH 15-INCH EXTENDED BASE ON CONCRETE FOUNDATION INCLUDING TRAFFIC SIGNAL CONTROLLER, BIU, SMART MALFUNCTIONING MONITORING UNIT (MMU), GPS TIME CLOCK, AND CONTROLLER IDENTIFICATION PLAQUE	4 1	FLAT BLACK ECONOLITE CABINET ECONOLITE COBALT (NEMA T2S, TYPE 2)
678.2010- MAST ARM POLE FOUNDATION	4	
678.2025- TRAFFIC SIGNAL ASSEMBLY MAP-5=35' MAP-6=35' MAP-7=35' MAP-8=35'	4	POWDER COAT FLAT BLACK
678.2015- PEDESTAL POST ASSEMBLY	4	
678.2020- PEDESTAL SIGNAL ASSEMBLY	8	
678.2030- NEW 12" TRAFFIC SIGNAL HEADS (ONE-WAY, 4-SECTION) W/TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES WITH 2" RETROREFLECTIVE TAPE BORDER AND MOUNTING HARDWARE	2	
678.2030- NEW 12" TRAFFIC SIGNAL HEADS (ONE-WAY, 3-SECTION) W/TUNNEL VISORS, DISCONNECT HANGERS, BACKPLATES WITH 2" RETROREFLECTIVE TAPE BORDER AND MOUNTING HARDWARE	8	
678.2030- LED BLANK OUT SIGNS	4	
678.2040- STOP BAR DETECTOR ASSEMBLY ADVANCE DETECTOR ASSEMBLY VEHICLE DETECTION PROCESSOR	1	WAVETRONIX SMART SENSOR MATRIX WAVETRONIX SMARTSENSOR ADVANCE (EXTENDED RANGE) WAVETRONIX CLICK 650
678.2045- MIOVISION SMARTVIEW 360 MIOVISION SMARTLINK COMMUNICATION DEVICE	1	
678.2050- OPTICAL PREEMPTION DETECTORS OPTICAL PREEMPTION SIGNAL PROCESS CARD & CAGE PREEMPTION AC STROBE-RED	1	OPTICOM

Detection and Preemption have been an issue since the 2024 spec started. The LMEs need to be very specific that its one SYSTEM each. And each SYSTEM needs a number of detector, emitters, etc. required to cover each of the approaches. We haven't developed in-house examples of new LMEs, but maybe this project can lead that charge. (TYP.)

CONTROLLER TIMING CHART

PHASE	1	2	3	4	5	6	7	8	9 (PED)
IN USE	X	X		X	X	X		X	-
MOVEMENT	SBL	NBTR		EB	NBL	SBTR		WB	-
MIN. GREEN	5	10		8	5	10		8	-
MAX 1 - GREEN (ALL OTHER TIMES)	5	33		19	5	33		19	-
MAX 2 - GREEN (6-10 AM)	5	40		12	5	40		12	-
MAX 3 - GREEN (3-7 PM)	5	33		19	5	33		19	-
YELLOW	4	4		4	4	4		4	
ALL RED	2	2		2	2	2		2	2
VEHICLE EXT	3	3		3	3	3		3	-
RECALL MODE	OFF	SOFT		OFF	OFF	SOFT		OFF	OFF
WALK	-	-		-	-	-		-	7
PED CLEAR	-	-		-	-	-		-	16
FLASHING YELLOW ARROW DELAY	3	-		-	3	-		-	
DELAY GREEN (LPI)	0	0		0	0	0		0	0

TRAFFIC SIGNAL SYSTEM NOTES:

1. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATIONS AND/OR ADDITIONAL FIELD STUDIES.
2. ALL SIGNALS SHALL DWELL ON MAINLINE ROUTE UNLESS OTHERWISE NOTED.
3. THE MAINLINE ROUTE THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASH OPERATIONS.
4. SIGNAL AT THIS INTERSECTION SHALL BE COORDINATE WITH PROPOSED NEW INTERSECTION AT US 7 AND KEELTY CROSSING AND EXISTING INTERSECTION AT US 7 AND CENTRE DR. RELATED TRAFFIC SIGNAL EQUIPMENT SUCH AS THE BUS INTERFACE UNIT (BIU), THE MALFUNCTION MANAGEMENT UNIT (MMU) AND GPS CLOCK FOR SIGNAL TIMING COORDINATION SHALL BE INSTALLED AND PAID UNDER ITEM 678.2005.

TIME OF DAY PROGRAM

	WEEKDAY TIMINGS		
MAX 2 - AM PEAK	6:00 AM	TO	10:00 AM
MAX 1 - OFF PEAK	10:00 AM	TO	3:00 PM
MAX 3 - PM PEAK	3:00 PM	TO	7:00 PM
MAX 1 - OFF PEAK	7:00 PM	TO	6:00 AM

DAY PLAN 1

PLAN #	EVENT	ACTION PLAN	START TIME
1	1	1	12:00 AM
1	2	2	6:00 AM
1	3	1	10:00 AM
1	4	3	3:00 PM
1	5	1	7:00 PM

DAY PLAN 2

PLAN #	EVENT	ACTION PLAN	START TIME
2	1	99	6:00 AM
2	2	100	10:00 PM

ACTION PLAN

PLAN #	PATTERN	FLASH	MAX
1	1	NO	MAX 1
2	2	NO	MAX 2
3	3	NO	MAX 3
99	FREE	NO	FREE
100	FLASH	NO	FLASH

SPLIT PHASES/SPLIT TIMINGS

PATTERN	COS	CYCLE	OFFSET	1	2	3	4	5	6	7	8	9
1	111	100	73	11	39		25	11	39		25	25
2	211	100	17	11	46		18	11	46		18	25
3	311	100	53	11	39		25	11	39		25	25

SCHEDULE PLAN

SCH #	DAY PLAN	DAYS	DATES
1	1	M - F	1-31
1	2	SA, SU	1-31

PREEMPTION TIMINGS

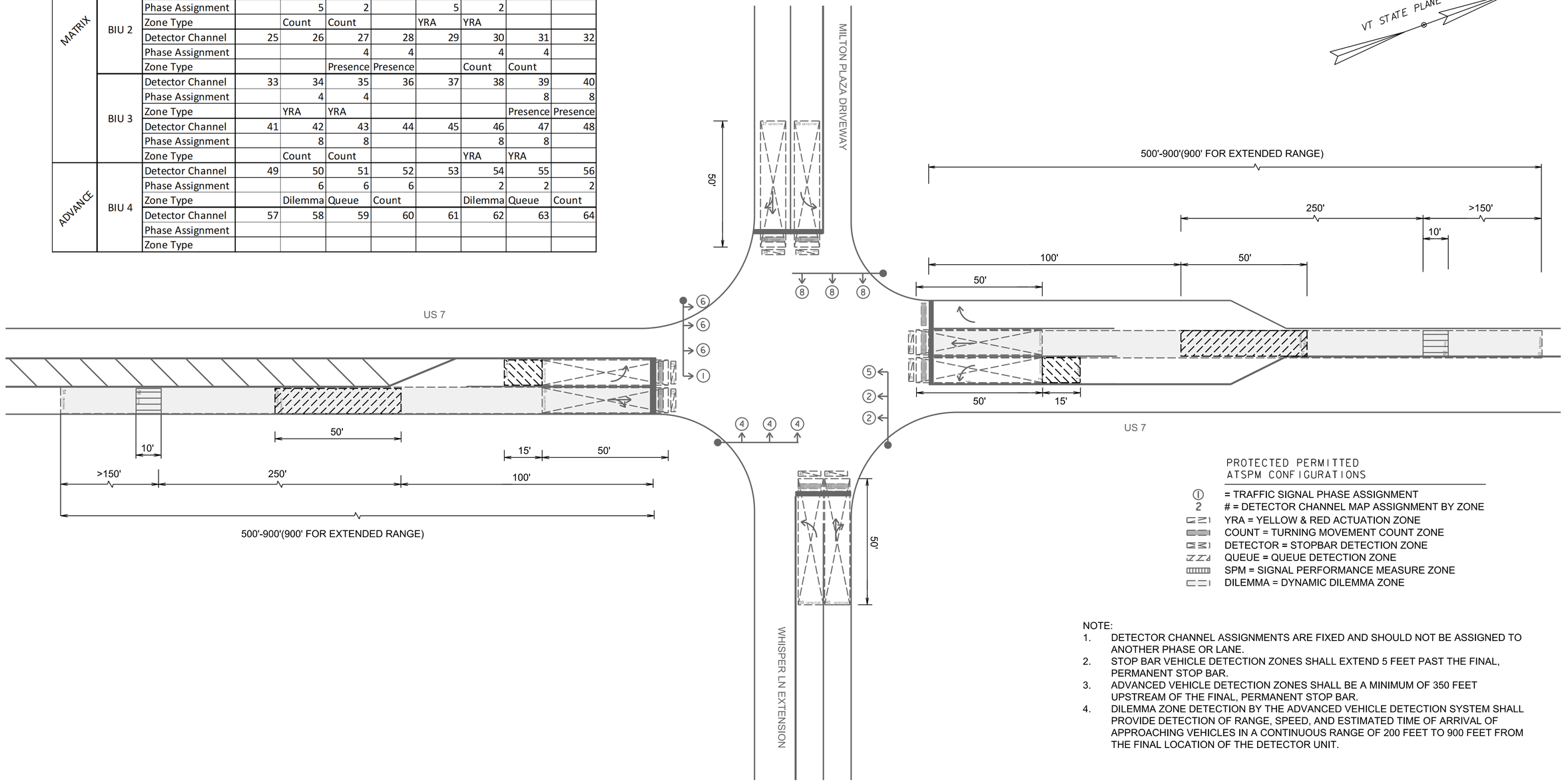
	PREEMPTOR			
	1	2	3	4
DIRECTION	NB	SB	EB	WB
HOLD PHASE	2 & 5	1 & 6	4	8
DET. LOCK	YES	YES	YES	YES
DURATION TIME	30	30	30	30
MIN. GREEN	5	5	5	5
HOLD GREEN	12	12	12	12
HOLD YELLOW	4	4	4	4
HOLD RED	2	2	2	2

CONDUIT SCHEDULE

LOCATION	WIRED 2" PVC SCHED. 80	WIRED 3" PVC SCHED. 80	DESCRIPTION
POWER TO STANCHION		6	POWER
STANCHION TO CC		4	POWER
CC TO JB-4		5	SIGNAL\LIGHTING
CC TO JB-4		5	DETECTION
CC TO JB-4		5	FUTURE USE
JB-4 TO MAP-6	17		SIGNAL\LIGHTING
JB-4 TO MAP-6	17		DETECTION
JB-4 TO MAP-6	17		FUTURE USE
JB-4 TO PP5	10		PEDESTRIAN
JB-4 TO PP5	10		FUTURE USE
JB-4 TO JB-3	108		SIGNAL\LIGHTING
JB-4 TO JB-3	108		DETECTION
JB-4 TO JB-3	108		FUTURE USE
JB-4 TO JB-3	108		FUTURE USE
JB-3 TO MAP-5	13		SIGNAL\LIGHTING
JB-3 TO MAP-5	13		DETECTION
JB-3 TO MAP-5	13		FUTURE USE
JB-3 TO PP4	27		PEDESTRIAN
JB-3 TO PP4	27		FUTURE USE
JB-3 TO JB-6	96		SIGNAL\LIGHTING
JB-3 TO JB-6	96		DETECTION
JB-3 TO JB-6	96		FUTURE USE
JB-3 TO JB-6	96		FUTURE USE
JB-6 TO PP7	27		PEDESTRIAN
JB-6 TO PP7	27		FUTURE USE
JB-6 TO MAP-8	14		SIGNAL\LIGHTING
JB-6 TO MAP-8	14		DETECTION
JB-6 TO MAP-8	14		FUTURE USE
JB-6 TO JB-5	87		SIGNAL\LIGHTING
JB-6 TO JB-5	87		DETECTION
JB-6 TO JB-5	87		FUTURE USE
JB-6 TO JB-5	87		FUTURE USE
JB-5 TO PP6	9		PEDESTRIAN
JB-5 TO PP6	9		FUTURE USE
JB-5 TO MAP-7	25		SIGNAL\LIGHTING
JB-5 TO MAP-7	25		DETECTION
JB-5 TO MAP-7	25		FUTURE USE
SUBTOTAL	1517	25	
ROUNDING	83	5	
TOTAL	1600	30	

		Detector Channel Mapping								
MATRIX	BIU 1	Detector Channel	1	2	3	4	5	6	7	8
		Phase Assignment	1	1	6		1	6	6	
		Zone Type	Queue	Presence	Presence		Count	Count	Count	
		Detector Channel	9	10	11	12	13	14	15	16
		Phase Assignment	1	6				5	5	2
		Zone Type	YRA	YRA				Queue	Presence	Presence
	BIU 2	Detector Channel	17	18	19	20	21	22	23	24
		Phase Assignment		5	2		5	2		
		Zone Type		Count	Count		YRA	YRA		
		Detector Channel	25	26	27	28	29	30	31	32
		Phase Assignment			4	4		4	4	
		Zone Type			Presence	Presence		Count	Count	
	BIU 3	Detector Channel	33	34	35	36	37	38	39	40
		Phase Assignment		4	4				8	8
		Zone Type		YRA	YRA				Presence	Presence
		Detector Channel	41	42	43	44	45	46	47	48
		Phase Assignment		8	8			8	8	
		Zone Type		Count	Count			YRA	YRA	
ADVANCE	BIU 4	Detector Channel	49	50	51	52	53	54	55	56
		Phase Assignment		6	6	6		2	2	2
		Zone Type		Dilemma	Queue	Count		Dilemma	Queue	Count
		Detector Channel	57	58	59	60	61	62	63	64
		Phase Assignment								
		Zone Type								

MS-840: US ROUTE 7 AT ~~MILTON SQUARE~~/WHISPER LANE EXTENSION



PROTECTED PERMITTED
ATSPM CONFIGURATIONS

- ⓘ = TRAFFIC SIGNAL PHASE ASSIGNMENT
- 2 = # = DETECTOR CHANNEL MAP ASSIGNMENT BY ZONE
- YRA = YELLOW & RED ACTUATION ZONE
- COUNT = TURNING MOVEMENT COUNT ZONE
- DETECTOR = STOPBAR DETECTION ZONE
- QUEUE = QUEUE DETECTION ZONE
- SPM = SIGNAL PERFORMANCE MEASURE ZONE
- DILEMMA = DYNAMIC DILEMMA ZONE

NOTE:
1. DETECTOR CHANNEL ASSIGNMENTS ARE FIXED AND SHOULD NOT BE ASSIGNED TO ANOTHER PHASE OR LANE.
2. STOP BAR VEHICLE DETECTION ZONES SHALL EXTEND 5 FEET PAST THE FINAL, PERMANENT STOP BAR.
3. ADVANCED VEHICLE DETECTION ZONES SHALL BE A MINIMUM OF 350 FEET UPSTREAM OF THE FINAL, PERMANENT STOP BAR.
4. DILEMMA ZONE DETECTION BY THE ADVANCED VEHICLE DETECTION SYSTEM SHALL PROVIDE DETECTION OF RANGE, SPEED, AND ESTIMATED TIME OF ARRIVAL OF APPROACHING VEHICLES IN A CONTINUOUS RANGE OF 200 FEET TO 900 FEET FROM THE FINAL LOCATION OF THE DETECTOR UNIT.

MS-840: US Route 7 at Whisper Lane Extension

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tsATSPM.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL PLAN SHEET 9

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 147 OF 188

Overhead Signal/Sign Support General Notes

A. DESIGN GUIDANCE

1. OVERHEAD SIGNAL SUPPORTS SHALL CONFORM TO AASHTO'S "SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", DATED 2013.

B. DESIGN CALCULATION CRITERIA

1. THE DESIGN CALCULATIONS SHALL TAKE INTO ACCOUNT THE FOLLOWING CRITERIA:
   a. STRUCTURE CRITERIA
      - DESIGN LIFE AND RECURRANCE INTERVAL: 50 YEARS
      - WIND LOAD: 90 M.P.H.; REFER TO ASCE 7-05 TO VERIFY IF THE SITE IS WITHIN THE SPECIAL WIND REGION AND IF CONFIRMED, USE A WIND LOAD OF 120 MPH

   b. FATIGUE CRITERIA
      - FATIGUE CATEGORY: 1 FOR OVERHEAD SIGN STRUCTURES, 2 FOR STRUCTURES LOCATED ON ROADWAYS WITH A SPEED LIMIT GREATER THAN 35 MPH, 3 FOR STRUCTURES LOCATED ON ROADWAYS WITH A SPEED LIMIT LESS THAN OR EQUAL TO 35 MPH.
      - VORTEX SHEDDING: NOT REQUIRED
      - NATURAL WIND GUSTS: INCLUDE
      - TRUCK INDUCED WIND GUSTS: INCLUDE FOR ROADWAYS WHERE THE POSTED SPEED LIMIT FOR THE MAINLINE APPROACHES ARE 40 M.P.H. OR GREATER
      - GALLOPING: DO NOT INCLUDE

   c. FOUNDATION CRITERIA
      - CONCRETE: CONCRETE, CLASS B, VTRANS' CURRENT "STANDARD SPECIFICATIONS FOR CONSTRUCTION", SECTION 541.
      - REINFORCING STEEL: REINFORCING STEEL, LEVEL I, VTRANS' CURRENT "STANDARD SPECIFICATIONS FOR CONSTRUCTION", SECTION 507.
      - GEOTECHNICAL SOIL RESISTANCES TO BE DETERMINED BY CONTRACTOR; GEOTECHNICAL DATA REPORT SUMMARIZING SUBSURFACE INVESTIGATION INCLUDED FOR INFORMATIONAL PURPOSES ONLY.

2. ACTUAL WEIGHTS FOR SIGNALS AND OTHER EQUIPMENT SHALL BE LISTED ON THE FABRICATION DRAWINGS. IN ADDITION TO DEFLECTION CALCULATIONS FOR THE DESIGN LOADING, THE DESIGN CALCULATIONS SHALL INCLUDE DEAD LOAD DEFLECTION FOR ACTUAL LOADS AT THE TIME THE SYSTEM IS PUT INTO SERVICE.

C. ANCHOR BOLTS

1. GALVANIZED ANCHOR BOLTS WITH TWO HEXAGON NUTS AND TWO WASHERS PER BOLT SHALL BE FURNISHED WITH EACH POLE. ANCHOR BOLT PLATES, WHEN USED, SHALL ALSO BE GALVANIZED.

D. STEEL FOR SIGN/SIGNAL STRUCTURES

1. PIPE AND TUBES SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:
   a. NON-CANTILEVERED OVERHEAD SIGN/SIGNAL STRUCTURES
      - ASTM A500, GRADE B: WELDED AND SEAMLESS STEEL PIPE (ROUNDS ONLY)
      - API 5L GRADE X42: AMERICAN PETROLIUM INSTITUE SPECIFICATION 5L.

E. DESIGN CALCULATION SUBMITTALS

1. AN EQUIVALENT ALTERNATE DESIGN MAY BE SUBSTITUTED FOR THE DETAILS AND MATERIALS SHOWN.

2. THE CONTRACTOR SHALL SUBMIT ONE DIGITAL VERSION OF THE DESIGN CALCULATIONS TO VTRANS PROJECT MANAGER SHOWING THE FOLLOWING INFORMATION FOR EACH OF THE VERTICAL AND HORIZONTAL COMPONENTS OF THE STRUCTURE AND FOUNDATION:

   a. THE DESIGN AXIAL AND SHEAR FORCES AND BENDING AND TORSIONAL MOMENTS ACTING AT THE TOP OF THE FOUNDATION.
   b. THE DESIGN AXIAL, BENDING AND SHEAR STRESSES AND THE COMBINED STRESS RATIO.
   c. VIBRATION AND FATIGUE CALCULATIONS AS SET FORTH IN SECTION 11 OF THE AASHTO STANDARD LISTED.
   d. THE ALLOWABLE AXIAL, BENDING AND SHEAR STRESSES.
   e. ITEMS a, b AND d SHALL BE SHOWN FOR EACH OF THE GROUP LOADINGS (I, II, III) AND FOR THE BASIC WIND LOAD APPLIED TO THE TOW CASES OUTLINED IN THE AASHTO STANDARD LISTED, SECTION 1.2.5(D)(4)

3. EVERY MEMBER AND CONNECTION IN A CANTILEVERED OVERHEAD TRAFFIC SIGNAL SUPPORT SHALL BE DESIGNED TO PROVIDE ADDITIONAL RESIDUAL CAPACITY FOR FUTURE MODIFICATION EQUIVALENT TO A 5-SECTION TRAFFIC SIGNAL HEAD WITH A 5-INCH LOUVERED BACKPLATE LOCATED ON THE OUTERMOST EXTENT OF THE MAST ARM. OVERHEAD SIGN STRUCTURES AND NON-CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED TO A MAXIMUM DESIGN RATIO OF 85% FOR EVERY MEMBER AND CONNECTION.

F. FABRICATION DRAWING SUBMITTALS

1. FABRICATION DRAWINGS IN A DIGITAL FORMAT SHALL BE SUBMITTED TO VTRANS PROJECT MANAGER FOR APPROVAL PRIOR TO FABRICATION. THE FABRICATION DRAWINGS SHALL INCLUDE THE FOLLOWING INFORMATION:
   a. DETAILED DRAWING OF EACH COMPONENT OF THE STRUCTURE.
   b. MATERIAL SPECIFICATION FOR EACH COMPONENT OF THE STRUCTURE, EITHER BY COMPLETE SPECIFICATION OR REFERENCE TO THE APPLICABLE ASTM STANDARDS.
   c. NOTATION OF PROJECT NAME, PROJECT NUMBER, ROUTE NUMBER AND STRUCTURE STATIONING TO BE INCLUDED ON EACH SHEET.
   d. DETAILS FOR LOCATION OF SIGNS/SIGNALS AND ATTACHMENT HARDWARE FOR THE SUPPORT STRUCTURE.
   e. ALL ELEVATION AND DIMENSIONS NECESSARY TO PROVIDE A COMPLETE SET OF RECORD PLANS.
   f. DEAD LOAD DEFLECTION AND VERTICAL RISE INFORMATION.
   g. WELDING DETAILS AND PROCEDURES ARE REQUIRED FOR ALL WELDS. PROCEDURES SHALL BE SUBMITTED FOR APPROVAL WITH REFERENCE TO EACH WELD IDENTIFIED ON THE FABRICATION DRAWINGS. SEE SUBSECTION 506.10 FOR MORE INFORMATION.
   h. BOLT TENSIONING REQUIREMENTS.

G. WELDING

- ALL WELDING SHALL BE PERFORMED PER SECTION 506.10
- ALL WELDS SHALL BE AT LEAST AS STRONG AS THE MATERIAL(S) BEING WELDED

H. GROUNDING

EACH OVERHEAD TRAFFIC SIGNAL SUPPORT SHALL BE GROUNDED. THE GROUND SHALL CONSIST OF THE FOLLOWING:

a. AN INTERNAL GROUND LUG OPPOSITE THE HAND HOLE
b. A #6 (MIN.) SOFT DRAWN COPPER GROUNDING ELECTRODE CONDUCTOR
c. A 5/8" X 8' (MIN.) COPPER CLAD GROUNDING ELECTRODE THE RESISTANCE TO GROUND SHALL BE 25 OHMS OR LESS. ADDITIONAL GROUNDING ELECTRODES MAY BE REQUIRED (MINIMUM SPACING SHALL BE 6'). WHEN A POWER SERVICE, METER AND DISCONNECT ARE ATTACHED TO A POLE, THERE SHALL BE A CONTINUOUS GROUND WIRE FROM THE METER AND DISCONNECT WITH MAY RUN INTERNAL TO THE UPRIGHT, THROUGH THE ½" FLEXIBLE TUBING IN THE CONCRETE BASE TO THE REQUIRED GROUNDING ELECTRODE(S). THE GROUND WIRE FROM THE POLE GROUNDING LUG, CONTROLLER CABINET AND/OR LUMINAIRE MAY ATTACH TO THIS CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT. THE CONTRACTOR SHALL PERFORM A RESISTANCE TO GROUND TEST ON THE CONTINUOUS GROUNDING ELECTRODE CONDUCTOR FROM THE SERVICE METER AND DISCONNECT AND PROVIDE A WRITTEN STATEMENT TO THE AREA ELECTRICAL INSPECTOR THAT THE GROUNDING ELECTRODE CONDUCTOR IS CONTINUOUS FROM THE SERVICE METER AND DISCONNECT AND THE RESISTANCE TO GROUND IS 25 OHMS OR LESS.

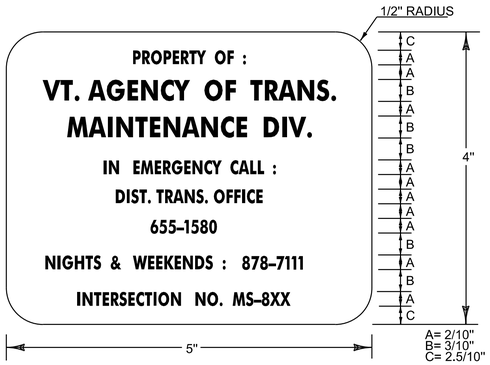
MISSING MAST ARM POLE AND FOOTING DETAIL SHEET? - MIN 8 ANCHOR BOLTS

CHECK CURRENT VERSION OF SIGNAL NOTES AND DETAILS SENT BY EMAIL

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC SIGNAL NOTES

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS



LEGEND: - BLACK (NON-REFL.) - STAMPED PRIOR TO PAINTING
BACKGROUND: NATURAL ALUMINUM OR BRASS SURFACE

NOTES:

1. THE PLAQUE SHALL BE MOUNTED ON ALL TRAFFIC SIGNAL CONTROLLER CABINETS.IT SHALL BE FASTENED TO THE CONTROLLER CABINET IN SUCH A MANNER AS TO BE NOT EASILY REMOVED, SUCH AS WELDED, RIVETED OR BOLTED WITH VANDAL PROOF BOLTS.
2. THE LETTERS SHALL BE PUNCHED OR STAMPTED, SUCH STAMPING SHALL PENETRATE AT LEAST ½ THE BASE MATERIAL THICKNESS.
3. THE BASE MATERIAL FOR THE PLAQUE SHALL BE BRASS OR ALUMINUM WITH A MINIMUM THICKNESS OF $\frac{1}{10}$".
4. THE CONTRACTOR SHALL CONTACT THE VTRANS DISTRICT 5 TRAFFIC SIGNAL TECHNICIAN TO GET THE PROPER MS NUMBERS FOR THE PLAQUES.

Can't help myself: the font is different than the rest.

CONTROLLER IDENTIFICATION PLAQUE
NOT TO SCALE

INTERSECTION IDENTIFICATION NUMBERS	
MS - 838	US 7 AT CENTRE DR
MS - 839	US 7 AT KEELTY CROSSING
MS - 840	US 7 AT WHISPER LANE EXT

Cree LEDWay is now Guideway series. Match the language on the Global PIF.

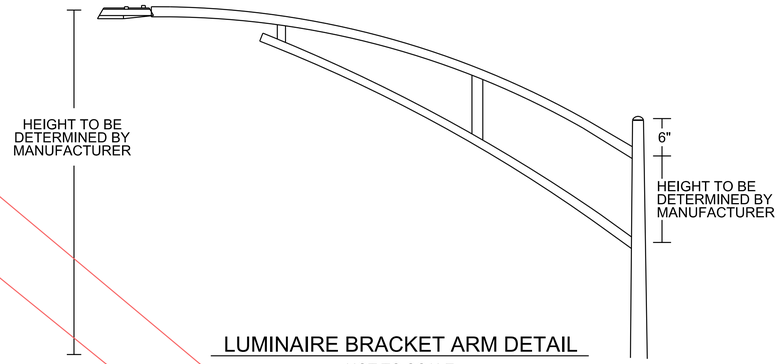
The Cree lights are for State-owned and maintain luminaires only. It appears the Town is opting for other brands. Not sure if you want to highlight that here or not.

LUMENS REQUIRED FOR LEDWAY ARE NOT A DIRECT EQUIVALENT WITH GUIDEWAY. ADJUST

WHAT SHEET CALLS OUT LUMENS FOR THE MAST ARM POLE MOUNTED LUMINAIRES?

ASSEMBLIES

Adjust formatting to indent the A-B-C, etc.



LUMINAIRE BRACKET ARM DETAIL
NOT TO SCALE

STREET LIGHTING GENERAL NOTES

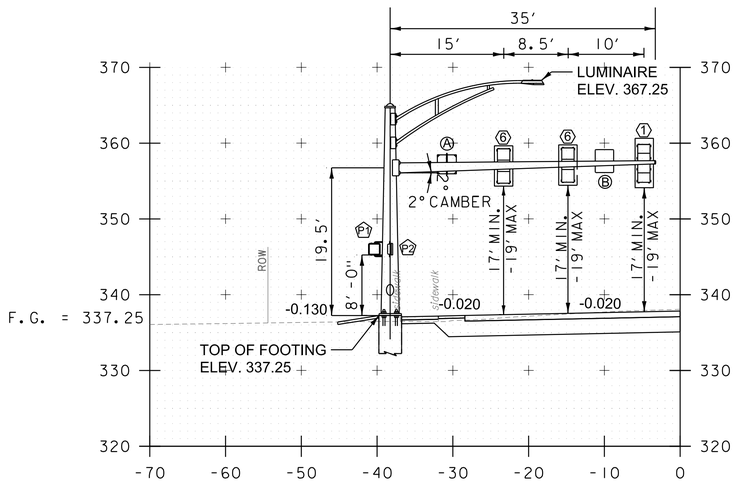
1. BRACKET ARMS SHALL BE TRUSS-STYLE TYPE AND SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.
2. STREET LIGHT ASSEMBLES SHALL BE PAINTED FLAT BLACK AND HAVE FLAT BLACK HOUSINGS, FINISHES SHALL BE PER SECTION 679 OF THE LATEST SPECIFICATIONS FOR CONSTRUCTION.
3. LUMINAIRES
   - A. LUMINAIRES SHALL BE ONE OF THE CREE LEDWAY IP-SERIES ONLY AND NO SUBSTITUTIONS FOR LUMINAIRES SHALL BE ALLOWED.
   - B. ALL LUMINAIRE HOUSINGS SHALL BE EQUIPPED WITH BIRD SPIKES.
4. ANCHOR BOLTS
   - A. THE MAXIMUM DISTANCE BETWEEN THE TOP OF THE FOUNDATION AND BOTTOM OF BASE PLATE SHALL EQUAL THE NUT HEIGHT PLUS THE DIAMATER OF THE ANCHOR BOLT.
   - B. GALVANIZED ANCHOR BOLTS WITH TWO HEXAGON NUTS AND TWO WASHERS PER BOLT SHALL BE FURNISHED WITH EACH POLE. ANCHOR BOLT PLATES, WHEN USED, SHALL ALSO BE GALVANIZED.
   - C. AFTER INSTALLATION, A MINIMUM OF TWO THREADS ON THE TOP OF THE BOLT SHALL BE EXPOSED ABOVE THE NUT.
5. WIRING AND GROUNDING
   - A. CIRCUT CONDUCTORS SHALL BE CLEARLY IDENTIFIED BY CORROSION RESISTANT TAGS INDICATING CIRCUT NUMBER AND PANEL SOURCES AT EVERY LIGHT POLE AND HANDHOLE.
   - B. ALL CONDUIT MUST INCLUDE A GROUNDING CONDUCTOR, RIGID STEEL CONDUIT SHALL BE PROPERLY CONNECTED AT THE JOINTS SO AS TO BE WATERTIGHT AND MAINTAIN ELECTRICAL CONTINUITY AND HAVE GROUNDING BUSHINGS SO AS TO ACT AS A GROUNDING CONDUCTOR.
   - C. THE GROUNDING CONDUCTOR SHALL BE CONTINUOUS.
   - D. ALUMINUM WIRE SHALL NOT BE USED FOR GROUND WIRE.
6. STREET LIGHTING CONTROL DEVICE
   - A. STREET LIGHTING CONTROL DEVICE SHALL BE A PHOTOCELL MOUNTED ON THE SIDE OF THE POWER STANCHION, FACING NORTH.
   - B. STREET LIGHTING EQUIPMENT SHALL BE WIRED SUCH THAT ONE CONTROL DEVICE COMMANDS THE FUNCTIONS ASSOCIATED WITH POWERING UP AND DOWN ALL LUMINAIRES.
   - C. THE RELAY SHALL HAVE A TIME DELAY TO AVOID OPERATION DUE TO LIGHTING AND TRANSIENT LIGHT.
   - D. IN THE EVENT OF FAILURE, THE RELAY SHALL FAIL SAFE, THAT IS, THE LIGHTS ARE LEFT ON IN THE EVENT OF ANY FAILURE IN THE ELECTRONIC CIRCUT.
   - E. A LIGHTING ARRESTER SHALL BE INCLUDED AS PART OF THE DEVICE.
7. SEE STANDARD DRAWINGS T-133 AND T-134 FOR ADDITIONAL INFOMATION.
8. SL(5) SHALL BE INSTALLED PER VTRANS STANDARD DETAIL T-133 AND T-134 AND SHALL BE PAID FOR UNDER ITEM 679.4600.

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
STREET LIGHTING DETAIL SHEET

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 149 OF 188



US ROUTE 7 202+00.51

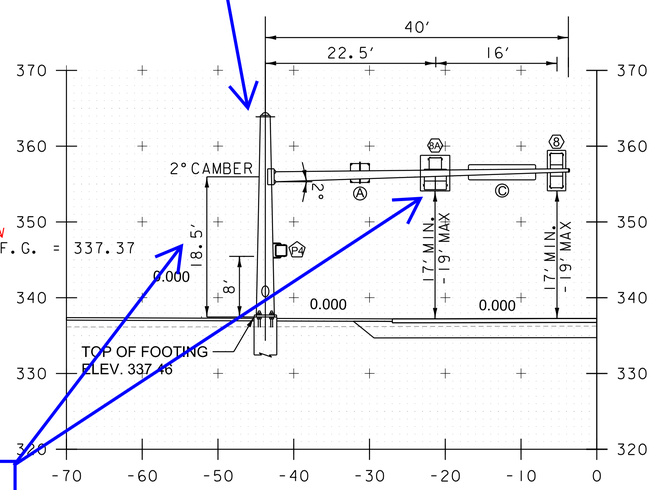
OFFSET 38.26' LT - MAST ARM POLE # MAP 1

US ROUTE 7 202+82.77

38.68' RT - MAST ARM POLE # MAP 3

This is finish grade at what location?

IF THERE IS NO LIGHT ON THE POLE, THE POLE DOES NOT NEED TO BE THIS TALL (TYPICAL).



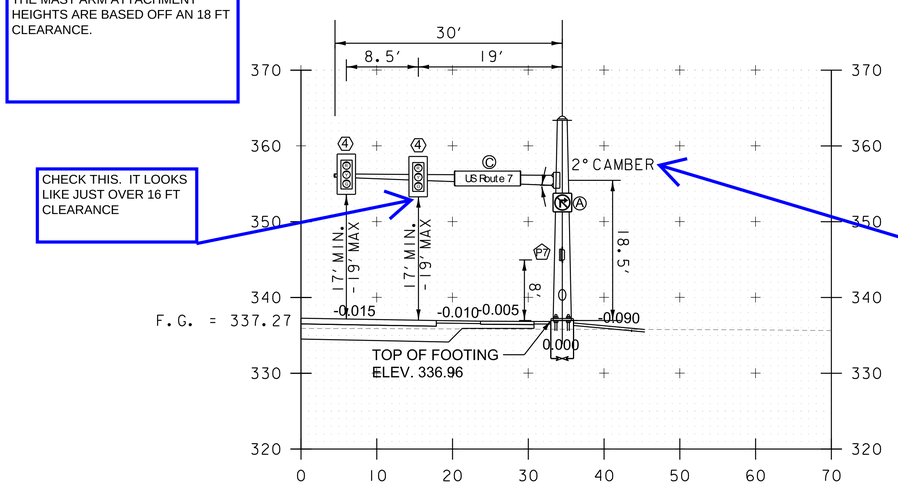
FUTURE ACCESS 800+10.40

SKEWED 356°12'26.07"

39.95' LT - MAST ARM POLE # MAP 2

TYPICAL ALL MAST ARMS!!! -

MAST ARMS SHOULD BE DRAWN TO THE MIDDLE OF THE RANGE (18 FT). THAT WILL GIVE US THE MOST FLEXIBILITY TO ADJUST THE SIGNAL HEADS TO ACHEIVE THE 17 FT TO 19 FT CLEARANCE TO THE BACKPLATE. CHECK ALL OF THE MAST ARM STRUCTURES SO THAT THE MAST ARM ATTACHMENT HEIGHTS ARE BASED OFF AN 18 FT CLEARANCE.



CHECK THIS. IT LOOKS LIKE JUST OVER 16 FT CLEARANCE

TAKE ALL OF THESE 2 DEGREE CAMBER NOTES OFF. NOTE 6 SHOWS HOW THE LOCADED CONDITION WAS APPROXIMATED. (TYPICAL)

KEELTY CROSSING 300+42.15

SKEWED 6°17'28.69"

34.38' RT - MAST ARM POLE # MAP 4

NOTES:

1. ALL MAST ARM FOOTINGS SHALL INCLUDE A FOUR-INCH REVEAL. ELEVATIONS SHOWN IN CROSS SECTIONS ARE APPROXIMATE FINAL GRADE ELEVATIONS FOR CONTRACTOR BIDDING PURPOSES ONLY. ACTUAL FOOTING ELEVATIONS SHALL BE DETERMINED BY THE CONTRACTOR.

2. MAST ARM FOOTING SIZES ARE APPROXIMATE. FOOTING DESIGNS SHALL BE DETERMINED BY THE FABRICATOR IN ACCORDANCE WITH SOIL CONDITIONS AND ACTUAL MAST ARM LOADINGS TRANSMITTED TO THE TOP OF THE FOOTINGS.

3. REFER TO BORING LOG SHEETS FOR BORING INFORMATION.

4. SIGNAL HEADS SHALL BE MOUNTED ON THE VERTICAL CENTER OF THE MAST ARM.

5. SEE NOTE E3 OF OVERHEAD SIGN/SIGNAL SUPPORT GENERAL NOTES SHEET REGARDING THE LOADING AT THE END OF THE MAST ARMS.

6. TO APPROXIMATE LOADED CONDITION DEFLECTION, MAST ARMS 40′ IN LENGTH AND SHORTER ARE DRAWN AT 2.0° CAMBER AND MAST ARMS LONGER THAN 40′ IN LENGTH ARE DRAWN AT 1.5° CAMBER. THE MAST ARM DESIGNER/MANUFACTURER IS RESPONSIBLE FOR CONFIRMING THAT UNDER LOADED CONDITIONS MAST ARM DEFLECTION DOES NOT GO BELOW 0°.

7. MAST ARM FOUNDATIONS SHALL BE 4" MIN ABOVE FINISHED GRADE

Redundant note. Reveal is addressed in Note 1.

Add this sheet to the Traffic Signal Plans for this intersection rather than separating the signal cross sections?

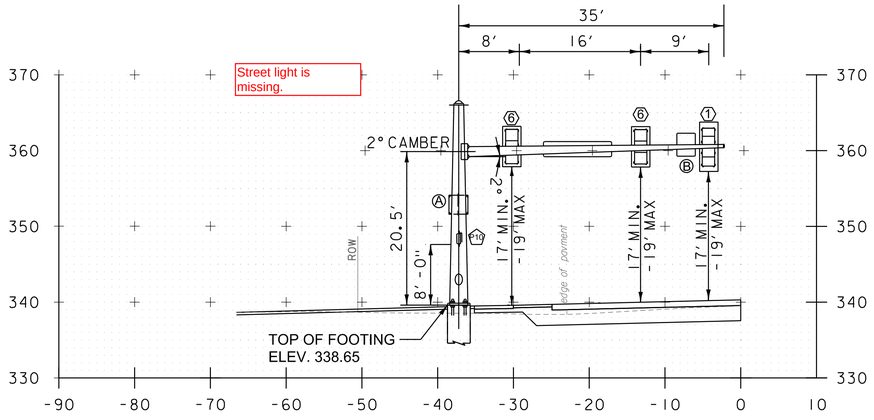
MS-839: US ROUTE 7 AT KEELTY CROSSING

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tsbdr.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
MAST ARM CROSS SECTION SHEET 1

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 150 OF 188

GREEN
A Lochner Company



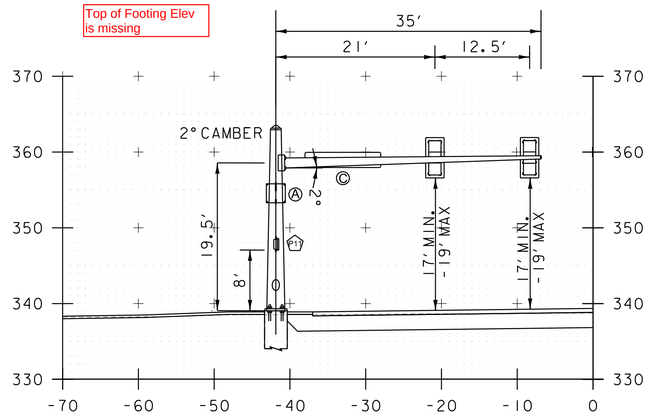
US ROUTE 7 208+37.22

SKEWED 356°34'38.74"

40.47' LT - MAST ARM POLE # MAP 5

NOT TO SCALE

F.G. elevations and surface slopes missing on this page. Were provided on previous page. ???



MILTON SQUARE 700+58.98

41.84' LT - MAST ARM POLE # MAP 6

NOT TO SCALE

NOTES:

1. ALL MAST ARM FOOTINGS SHALL INCLUDE A FOUR-INCH REVEAL. ELEVATIONS SHOWN IN CROSS SECTIONS ARE APPROXIMATE FINAL GRADE ELEVATIONS FOR CONTRACTOR BIDDING PURPOSES ONLY. ACTUAL FOOTING ELEVATIONS SHALL BE DETERMINED BY THE CONTRACTOR.

2. MAST ARM FOOTING SIZES ARE APPROXIMATE. FOOTING DESIGNS SHALL BE DETERMINED BY THE FABRICATOR IN ACCORDANCE WITH SOIL CONDITIONS AND ACTUAL MAST ARM LOADINGS TRANSMITTED TO THE TOP OF THE FOOTINGS.

3. REFER TO BORING LOG SHEETS FOR BORING INFORMATION.

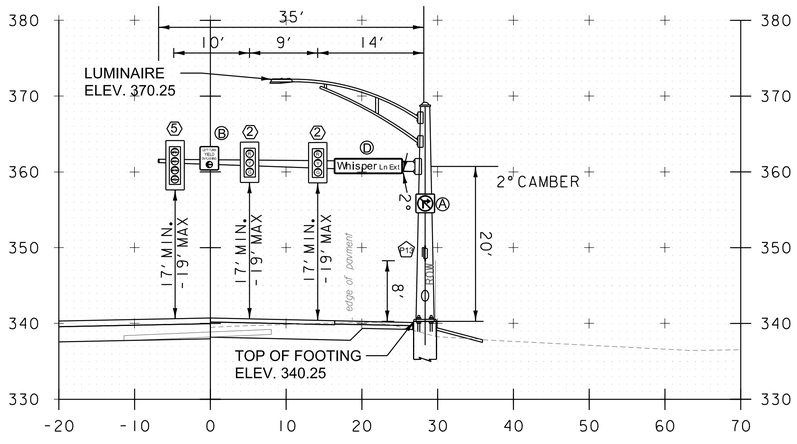
4. SIGNAL HEADS SHALL BE MOUNTED ON THE VERTICAL CENTER OF THE MAST ARM.

5. SEE NOTE E3 OF OVERHEAD SIGN/SIGNAL SUPPORT GENERAL NOTES SHEET REGARDING THE LOADING AT THE END OF THE MAST ARMS.

6. TO APPROXIMATE LOADED CONDITION DEFLECTION, MAST ARMS 40′ IN LENGTH AND SHORTER ARE DRAWN AT 2.0° CAMBER AND MAST ARMS LONGER THAN 40′ IN LENGTH ARE DRAWN AT 1.5° CAMBER. THE MAST ARM DESIGNER/MANUFACTURER IS RESPONSIBLE FOR CONFIRMING THAT UNDER LOADED CONDITIONS MAST ARM DEFLECTION DOES NOT GO BELOW 0°.

7. MAST ARM FOUNDATIONS SHALL BE 4" MIN ABOVE FINISHED GRADE

Redundant note. Reveal is addressed in Note 1.

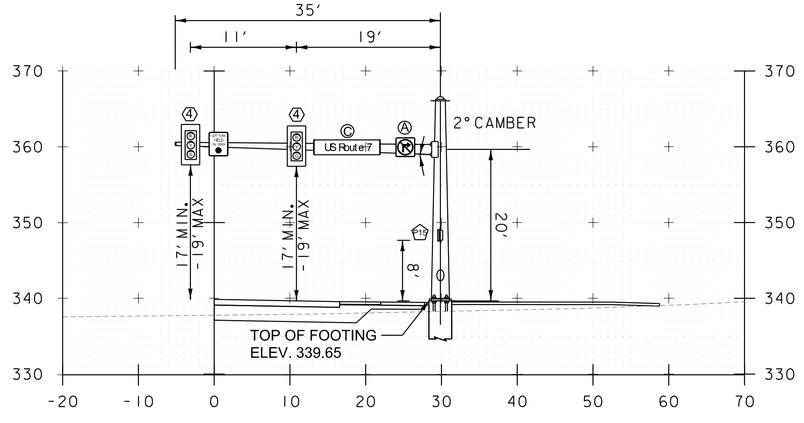


US ROUTE 7 209+38.35

SKEWED 3°47'40.93"

28.31' RT - MAST ARM POLE # MAP 7

NOT TO SCALE



WHISPER LANE EXT. 400+37.84

SKEWED 357°43'08.95"

29.86' RT - MAST ARM POLE # MAP 8

NOT TO SCALE

Add this sheet to the Traffic Signal Plans for this intersection rather than separating the signal cross sections?

MS-840: US ROUTE 7 AT ~~MILTON SQUARE~~/WHISPER LANE EXTENSION

PROJECT NAME: MILTON

PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tsbdr.dgn

PROJECT LEADER: D. VERTIYEV

DESIGNED BY: H. GAO

MAST ARM CROSS SECTION SHEET 2

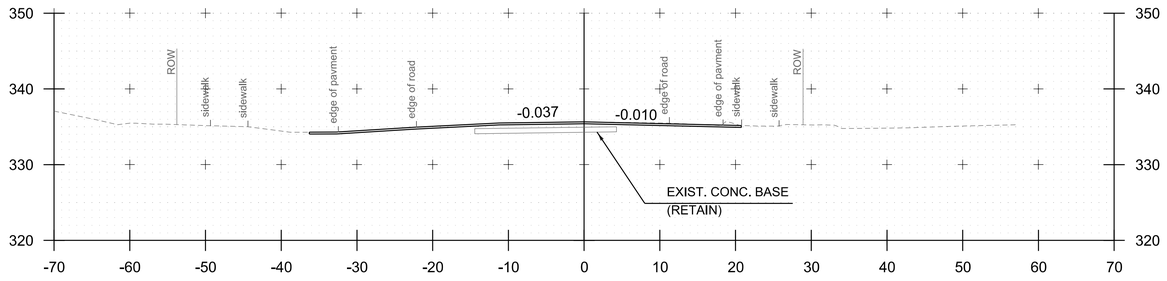
PLOT DATE: 8/8/2025

DRAWN BY: H. GAO

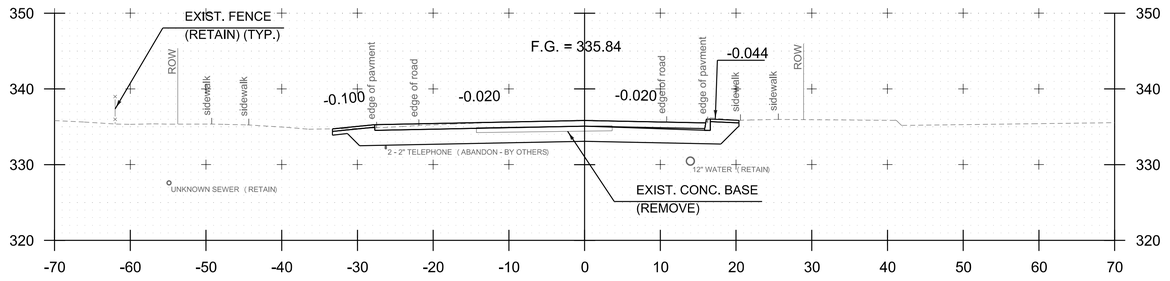
CHECKED BY: C. TOBIAS

SHEET 151 OF 188

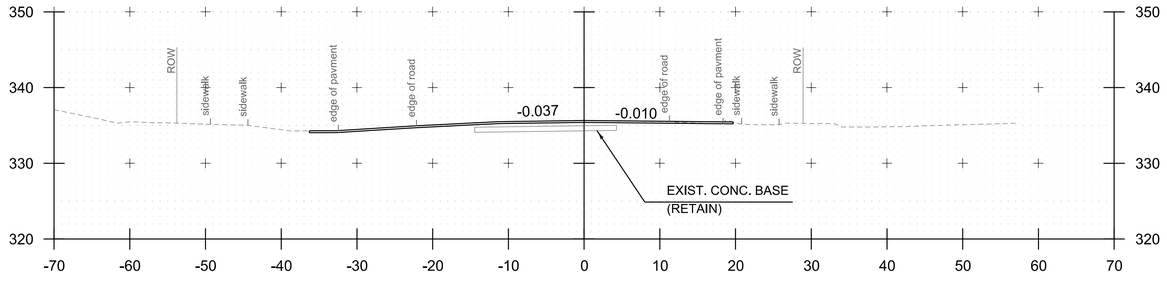
GREEN A Lochner Company



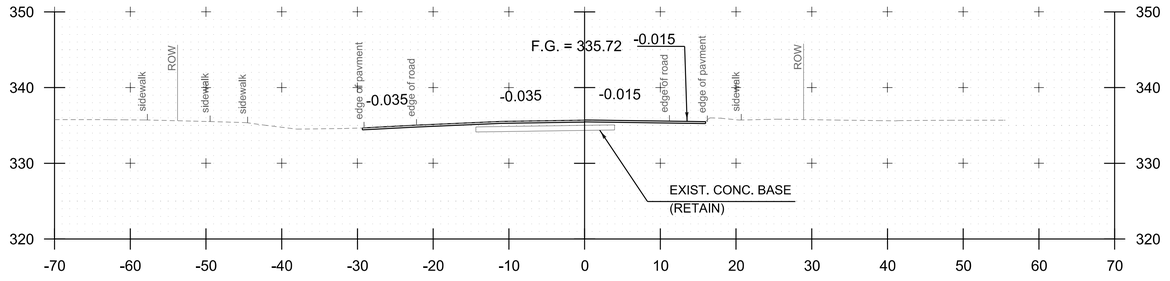
DRIVEWAY 195+74.27 RT



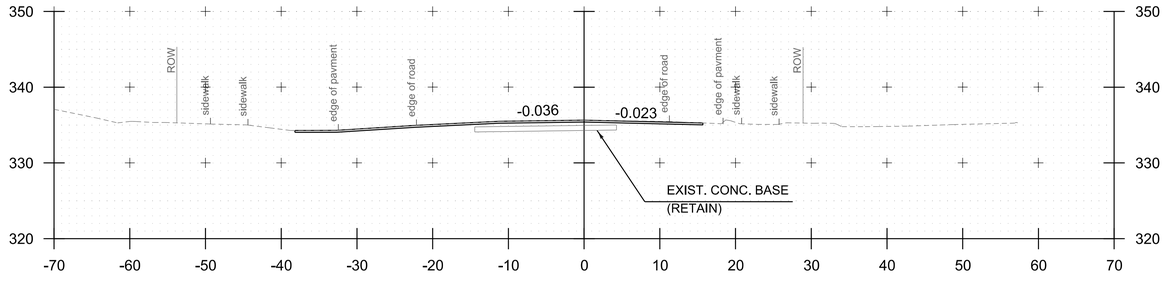
197+00



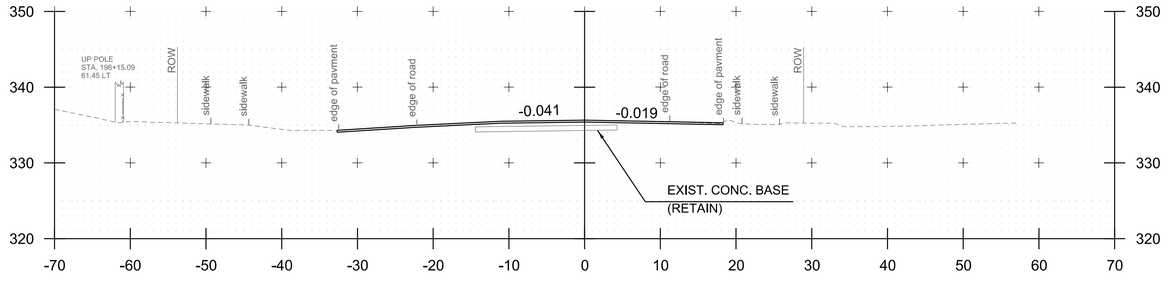
195+50



196+50



195+00
BEGIN APPROACH



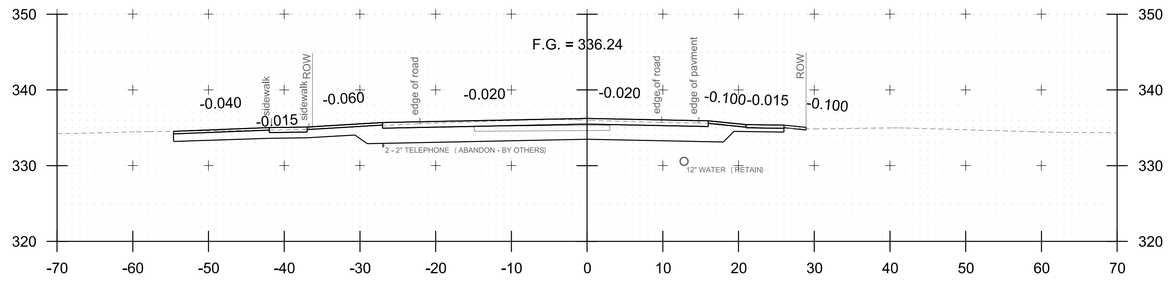
196+00

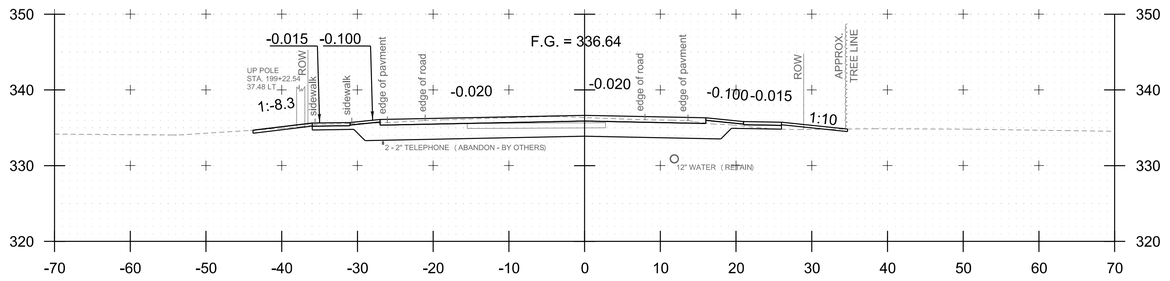
STA.195+00 TO STA.197+00

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

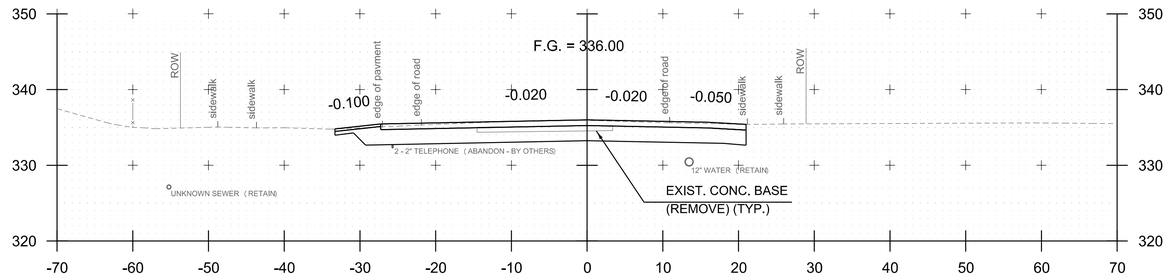
GREEN
A Lochner Company

PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 1	SHEET 152 OF 188

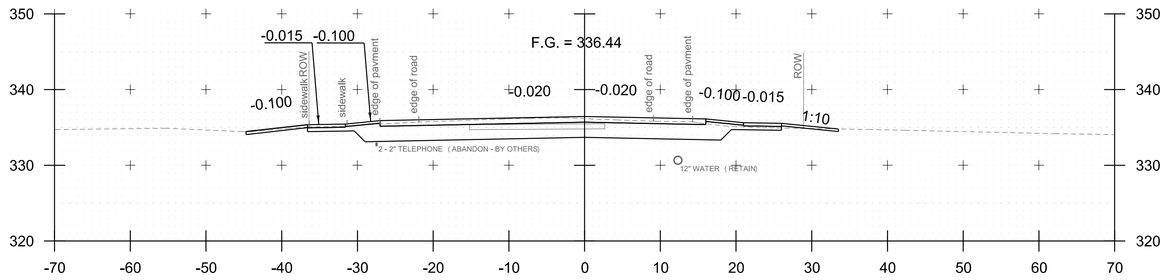




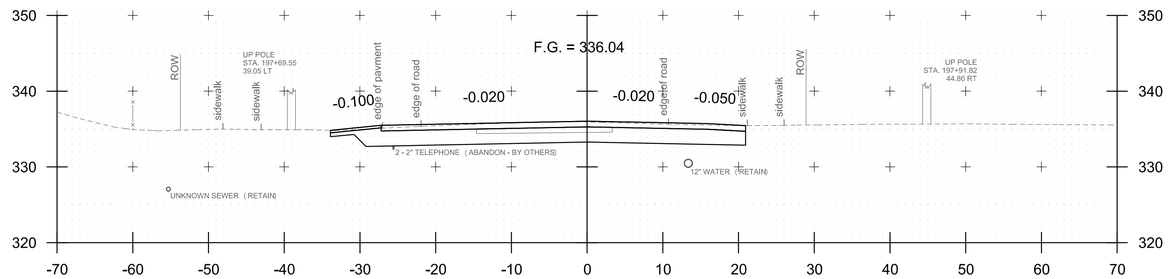
198+00



199+00



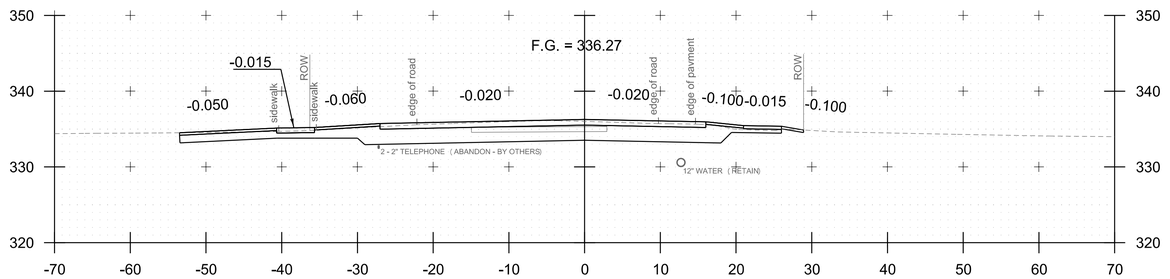
DRIVEWAY 197+41.59 RT



197+50

197+13.33 BEGIN MILTON STP 5800(3)
END APPROACH

198+50



DRIVEWAY 198+08.01 LT

STA.197+42 TO STA.199+00

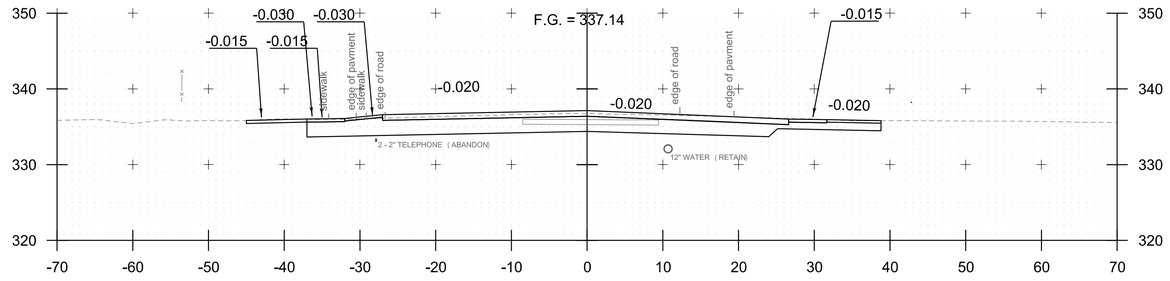
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

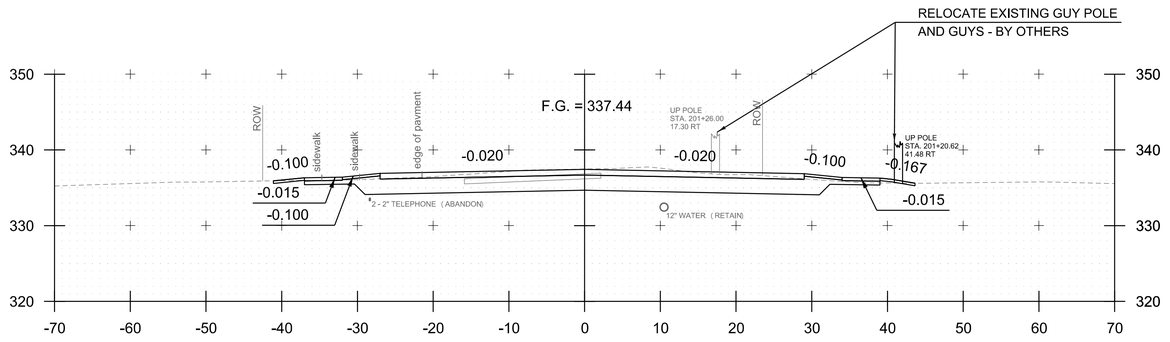
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

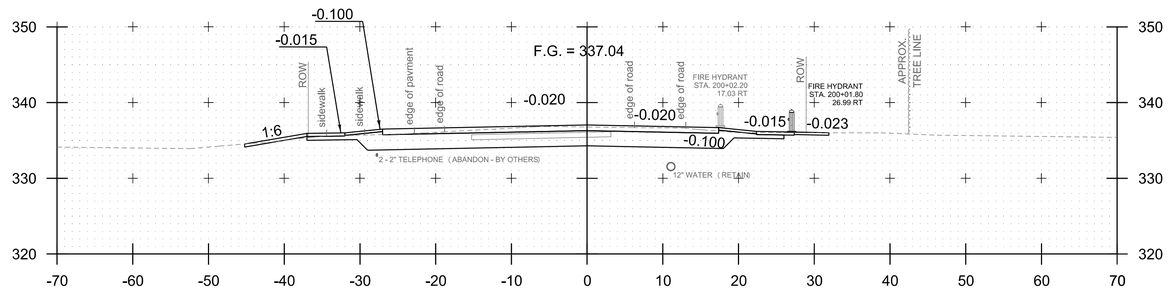
FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 153 OF 188

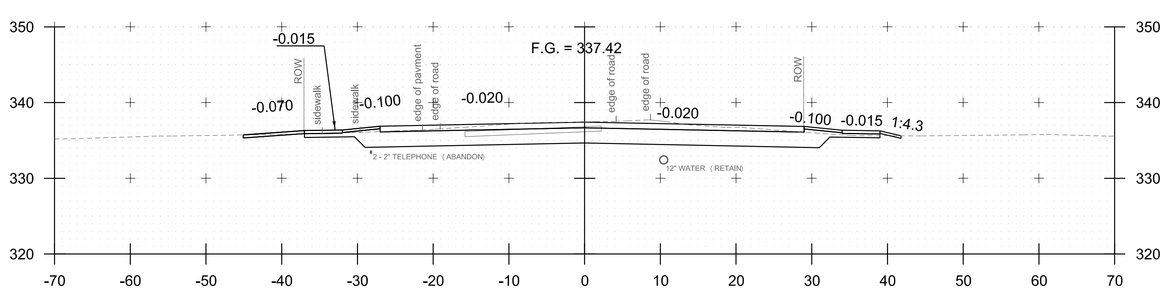




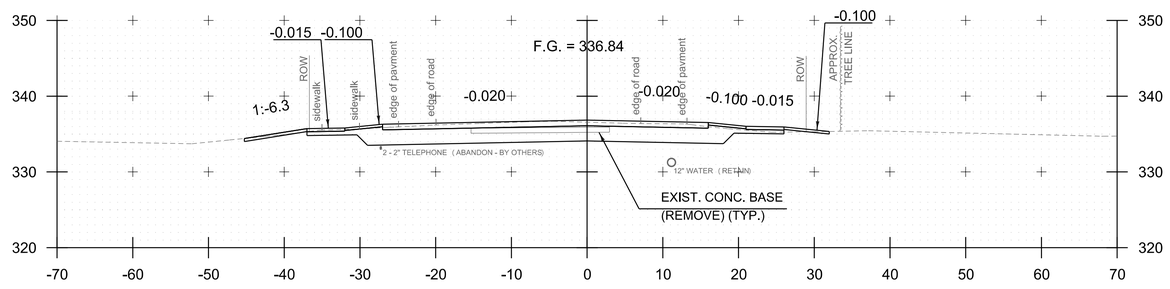
200+33.93 DRIVEWAY RT



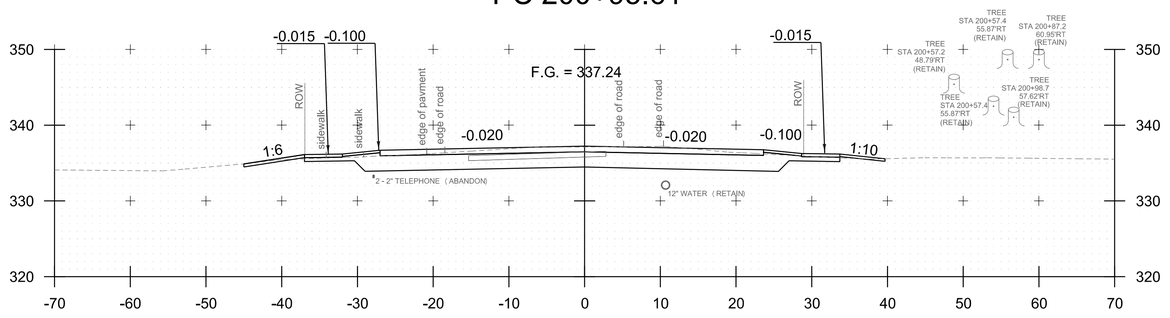
201+00



200+00



PC 200+95.61



199+50

200+50

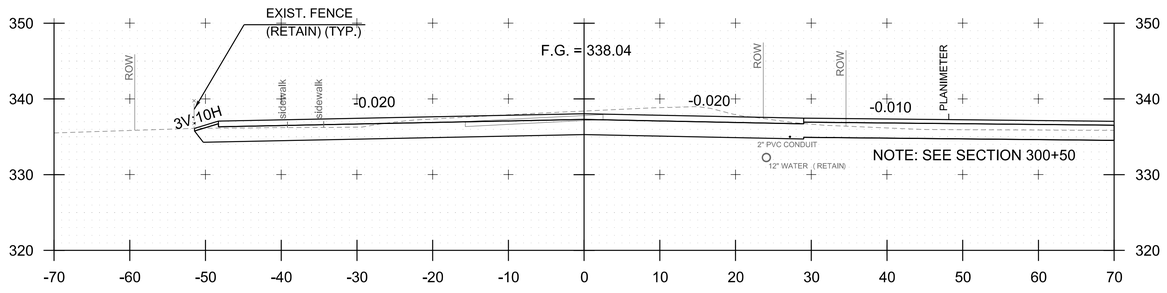
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

STA.199+50 TO STA.201+00

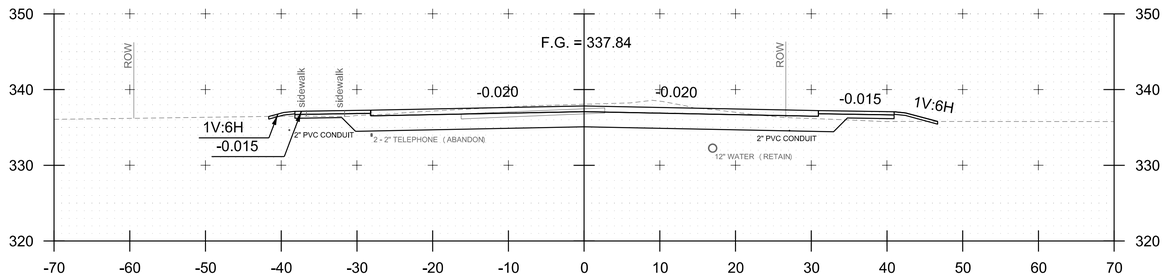
PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)

FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 3	SHEET 154 OF 188

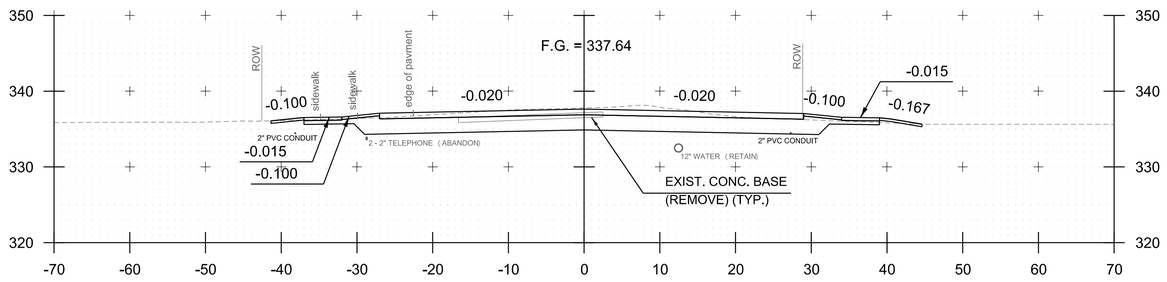
GREEN
A Lochner Company



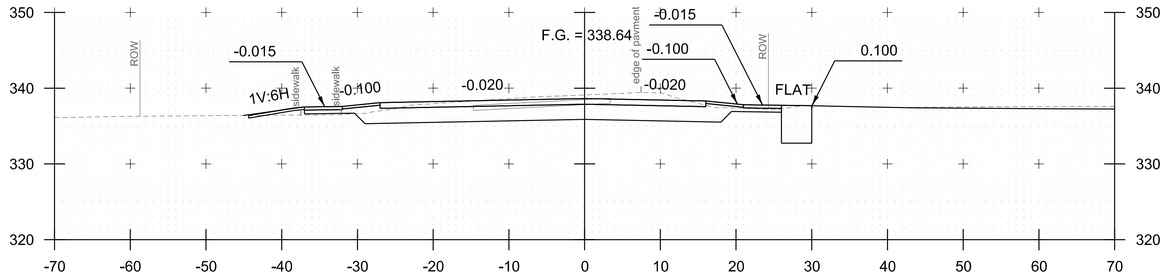
202+50



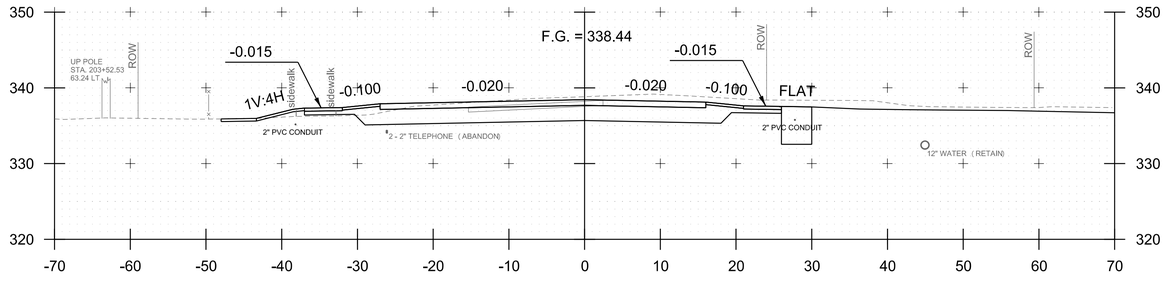
202+00



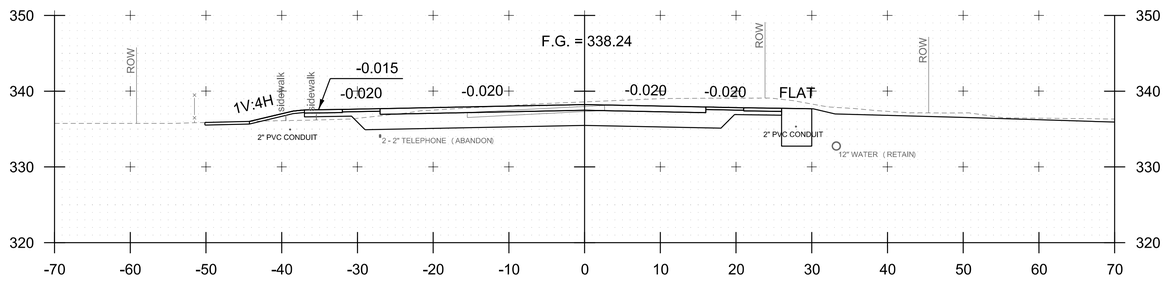
201+50



204+00



203+50



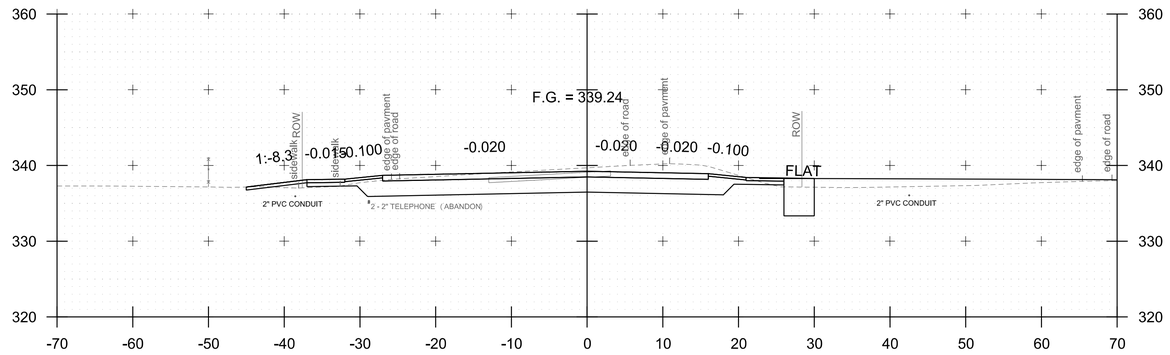
203+00

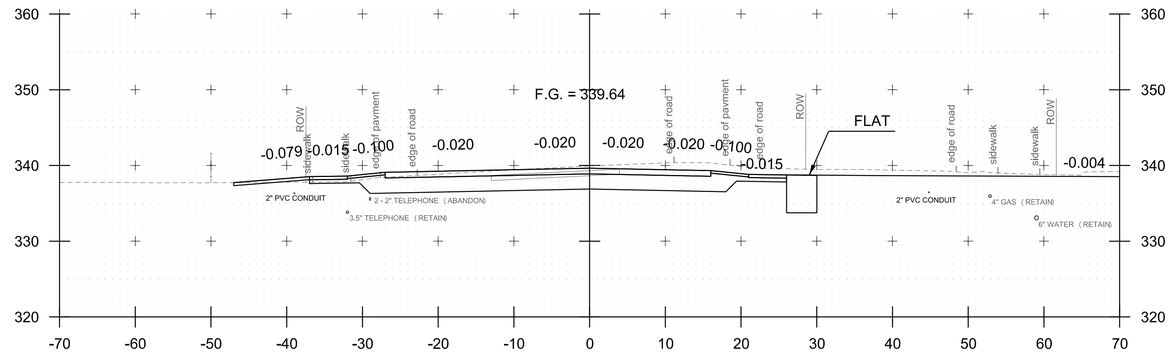
STA.201+50 TO STA.204+00

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

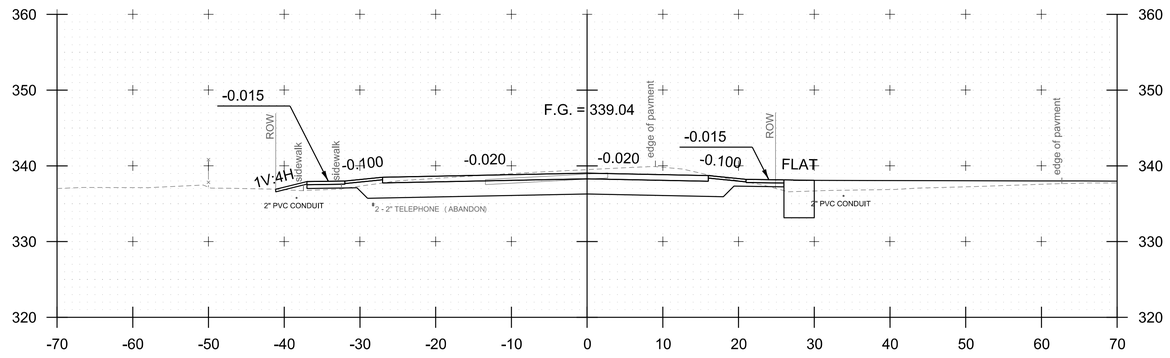
GREEN
A Lochner Company

PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 4	SHEET 155 OF 188

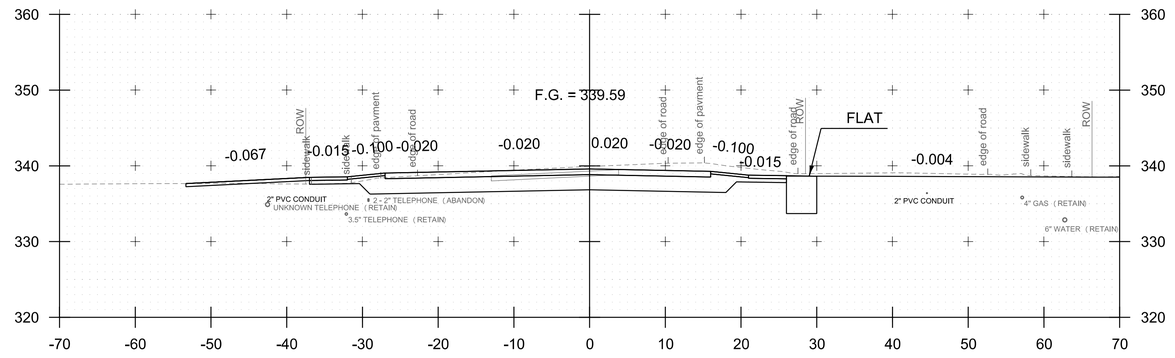




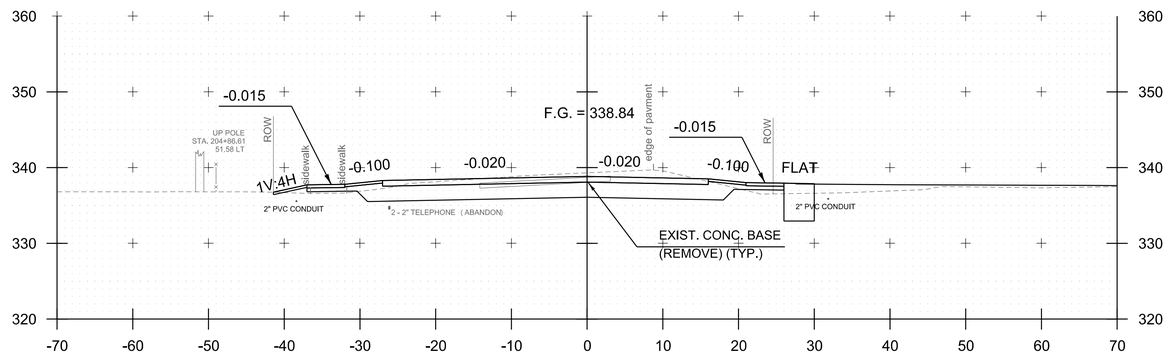
205+50



206+50

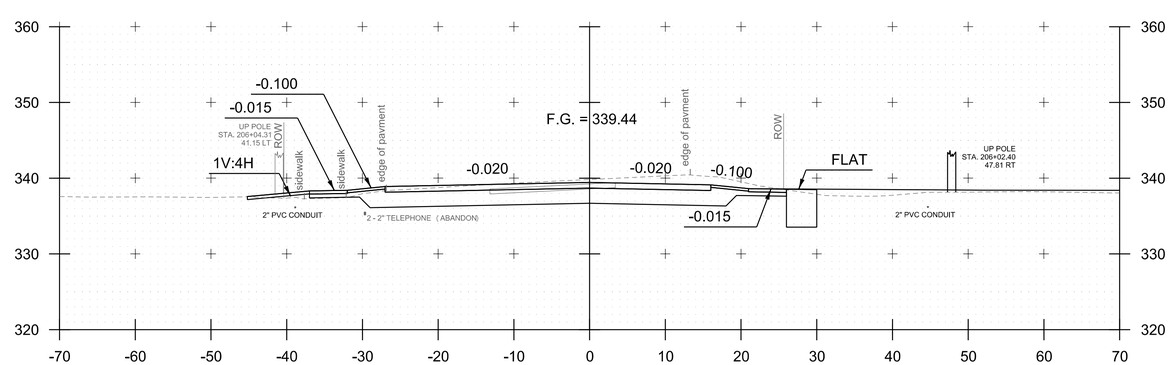


205+00



204+50

SIDEWALK 206+38.66 LT



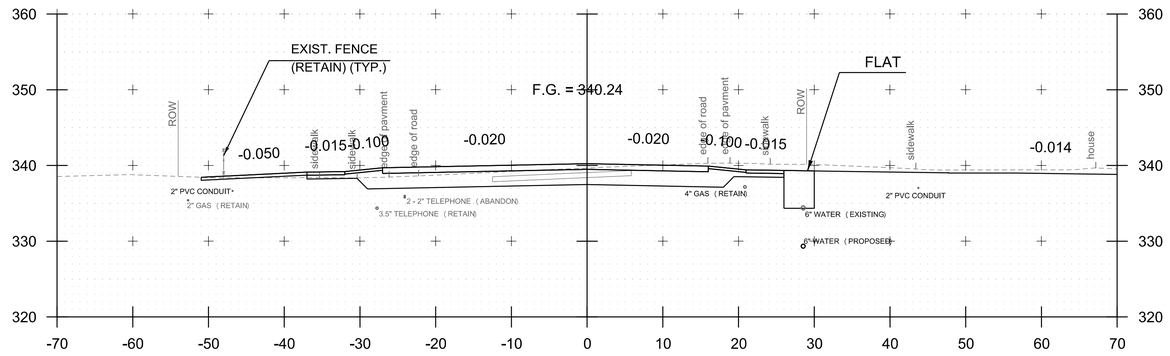
206+00

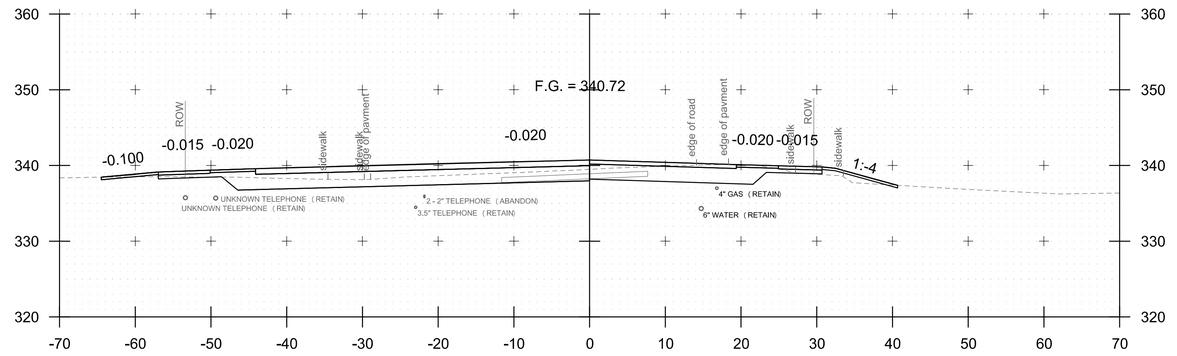
STA.204+50 TO STA.206+50

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

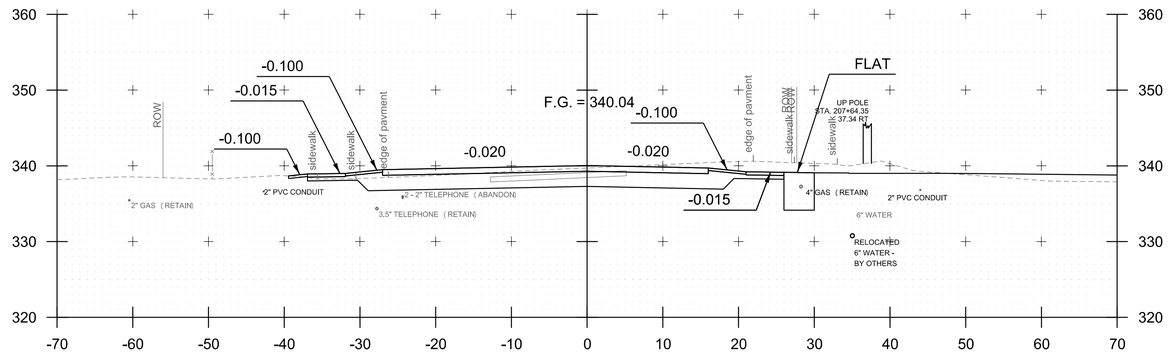
GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 5	SHEET 156 OF 188

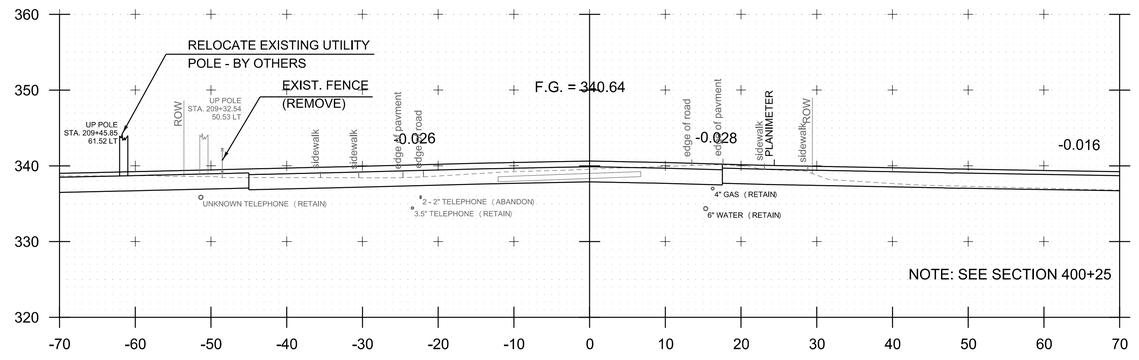




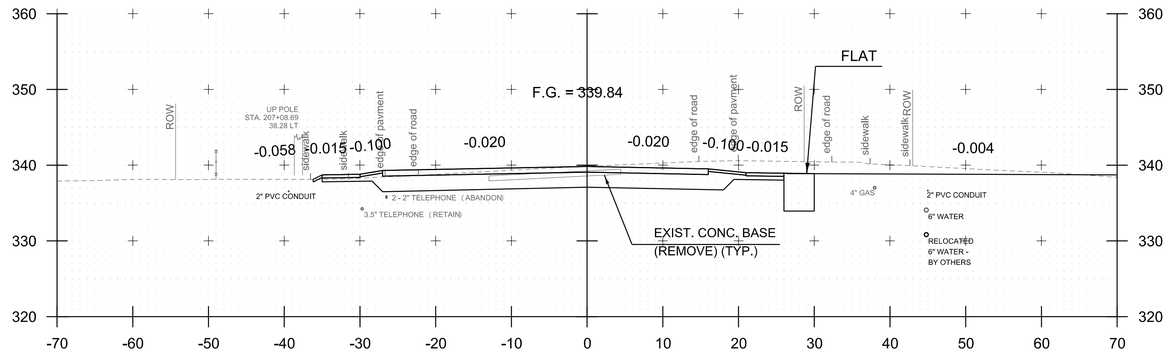
208+00



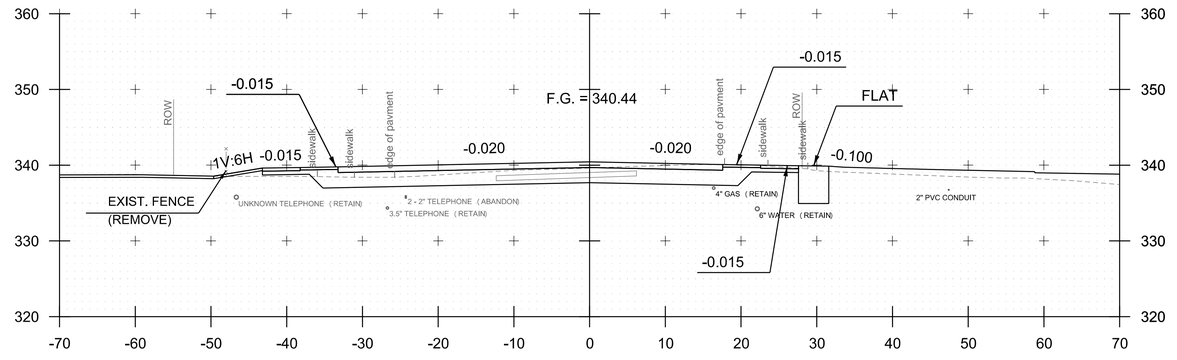
PT 209+38.35



207+50



209+00



207+00

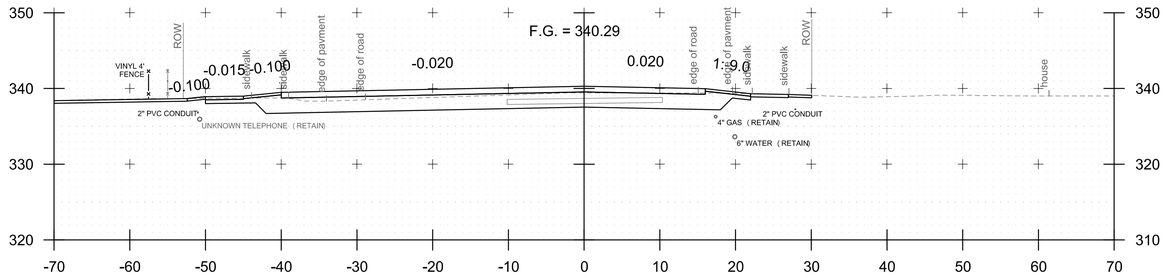
208+50

STA.207+00 TO STA.209+38

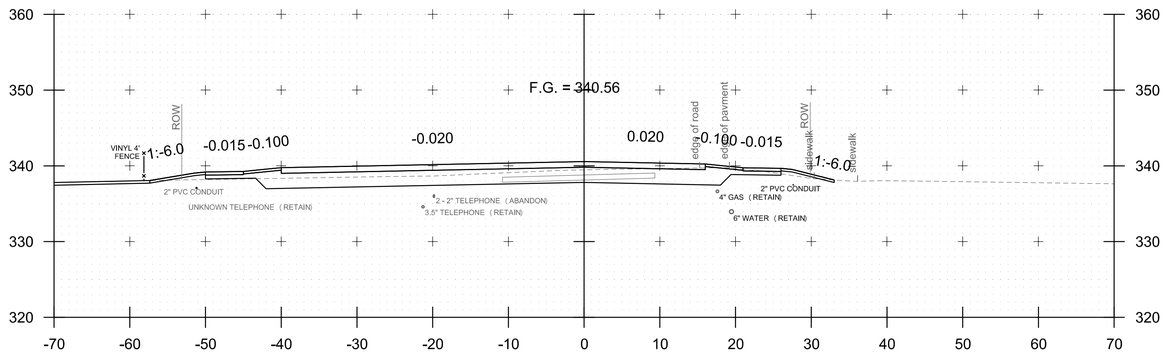
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

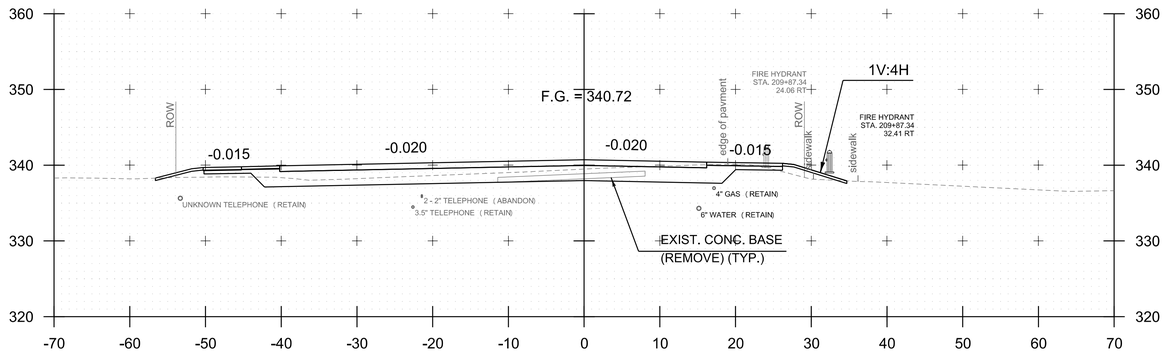
PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94d194xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 6	SHEET 157 OF 188



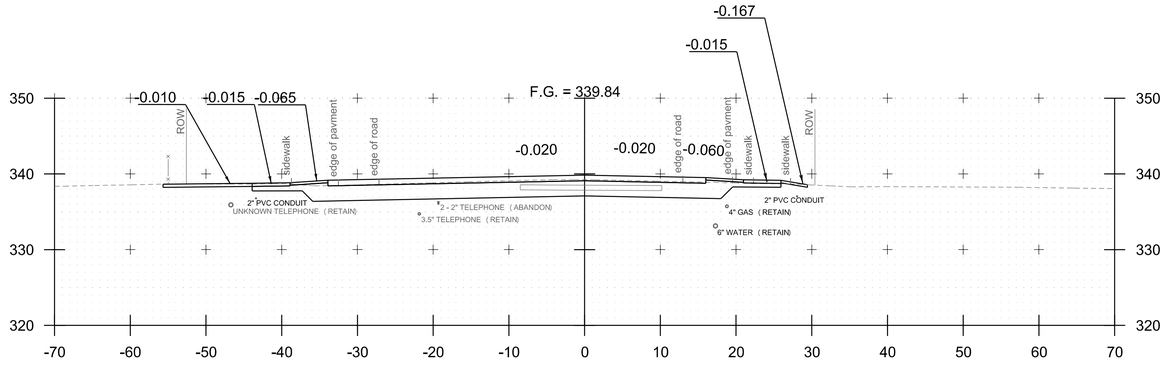
210+50



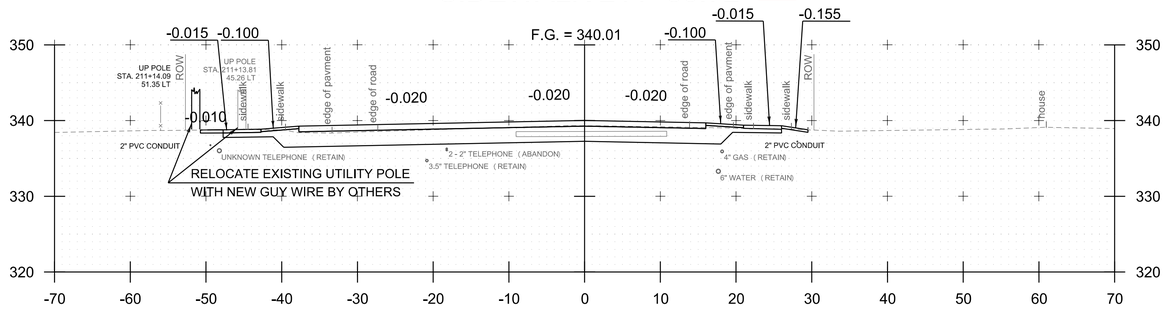
210+00



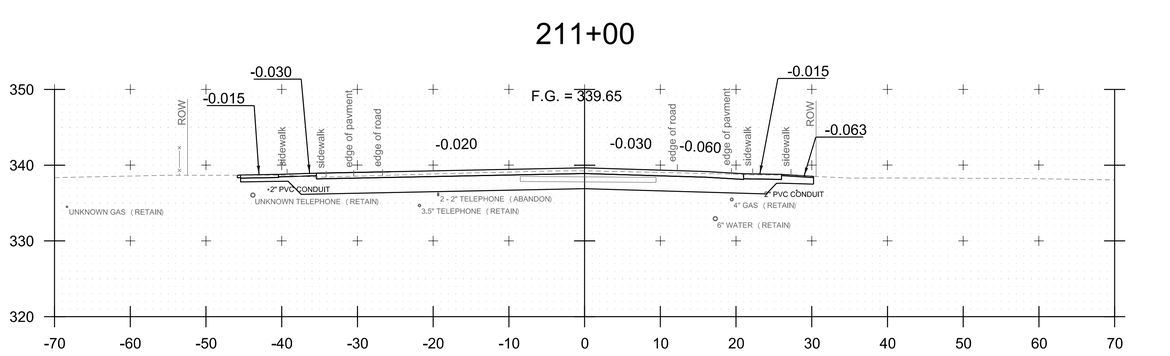
209+50



SIDEWALK 211+30.72 LT



211+00



DRIVEWAY 210+90.20 RT

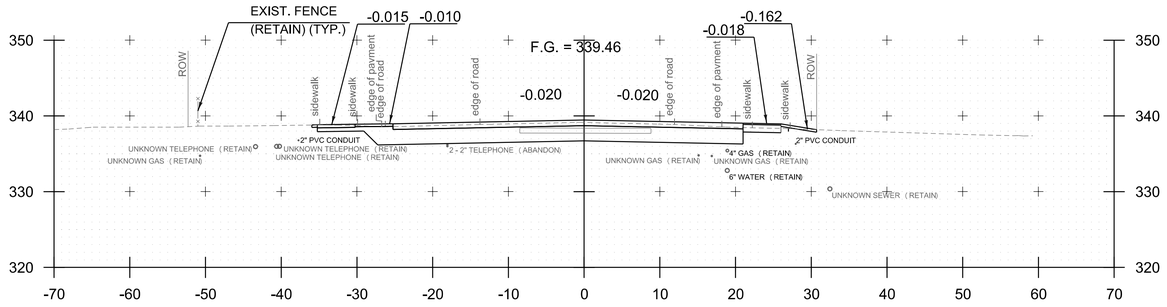
STA.209+50 TO STA.211+31

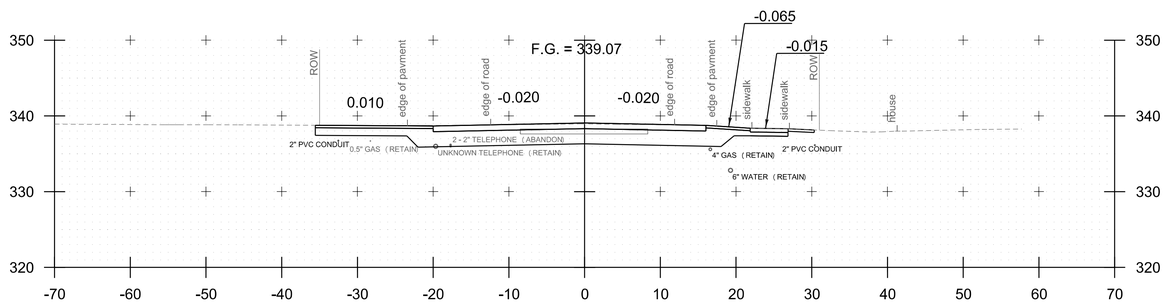
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

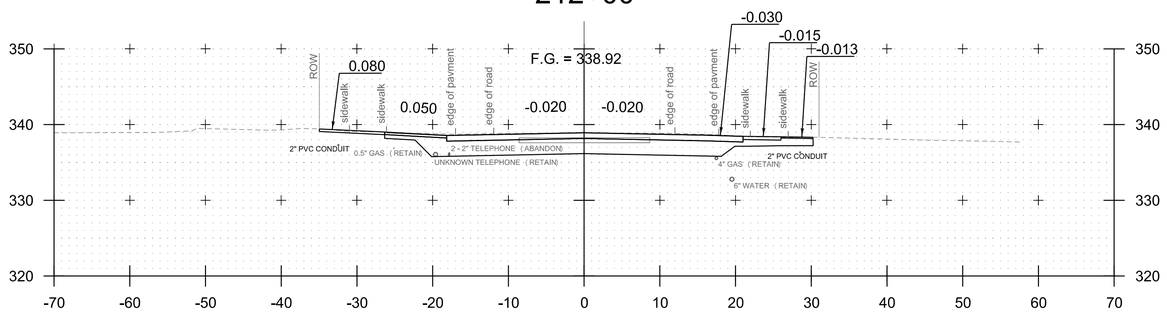
PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)

FILE NAME: z94d194xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 7	SHEET 158 OF 188

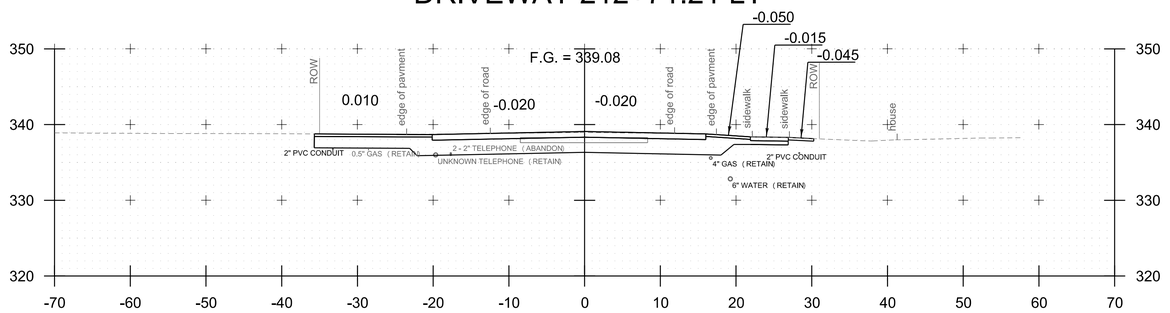




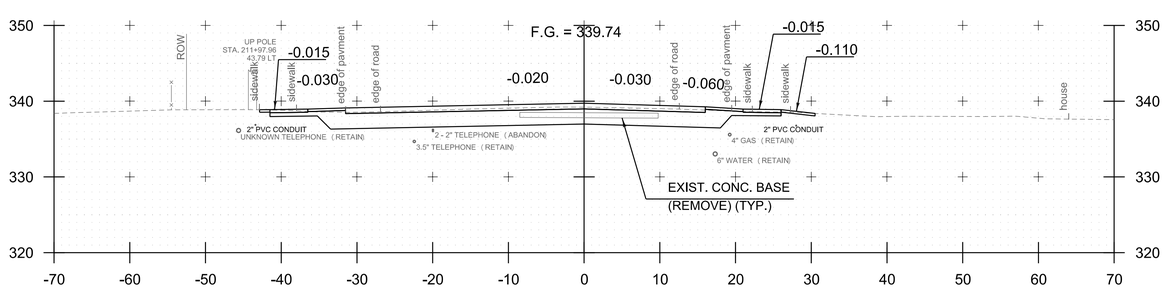
212+00



DRIVEWAY 212+71.21 LT

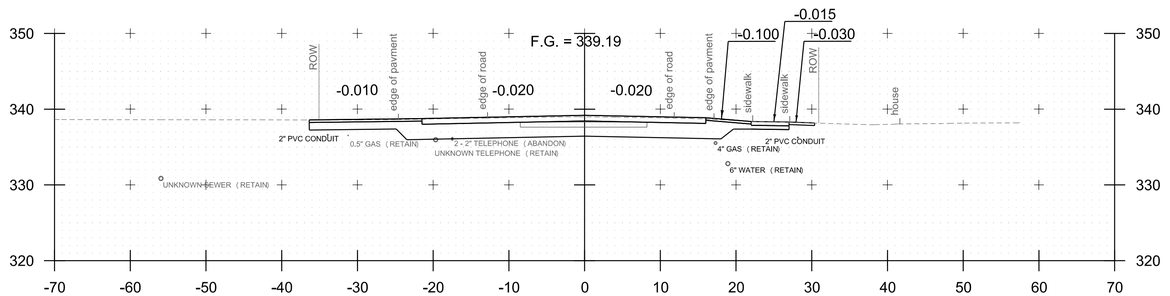


DRIVEWAY 211+82.88 RT



211+50

PC 212+69.36



212+50

STA.211+50 TO STA.212+71

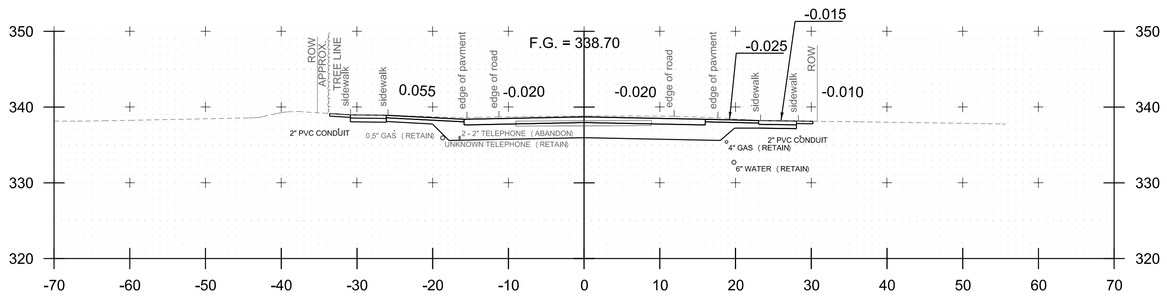
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

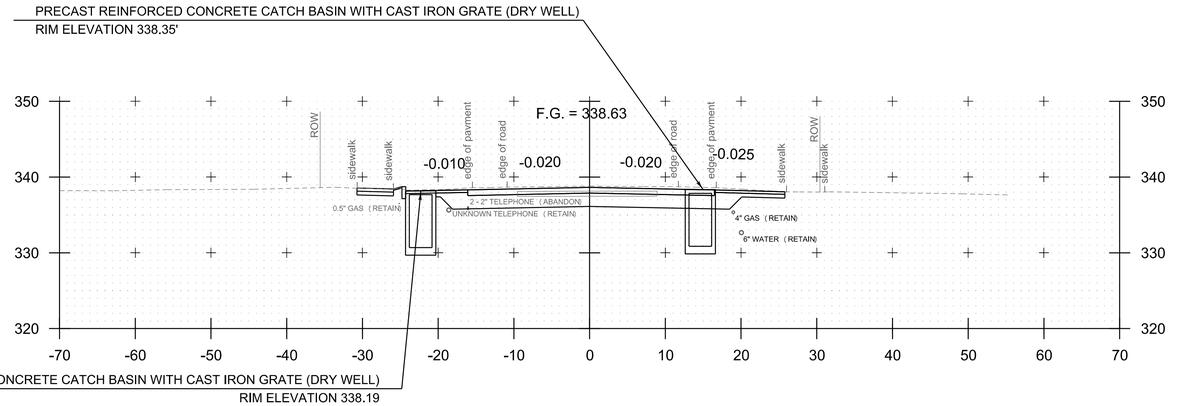
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 8

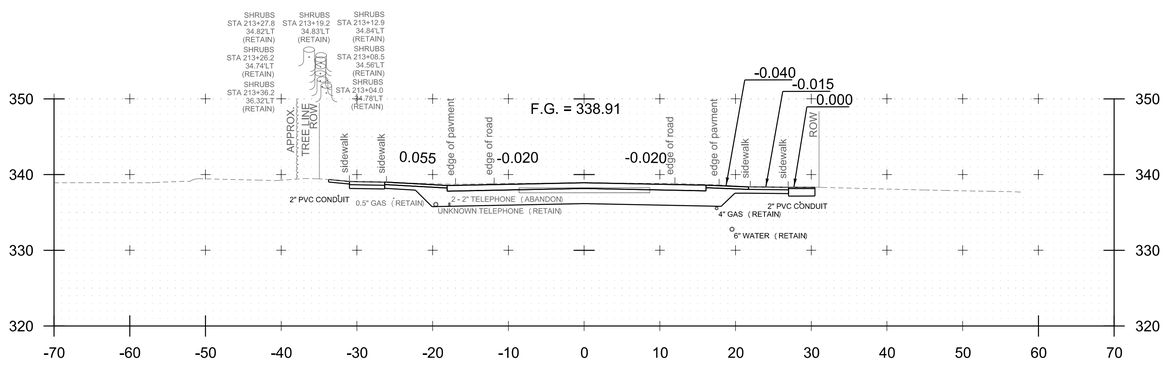
PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 159 OF 188



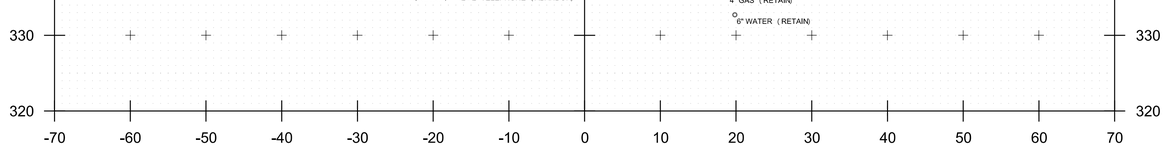
PT 213+40.79



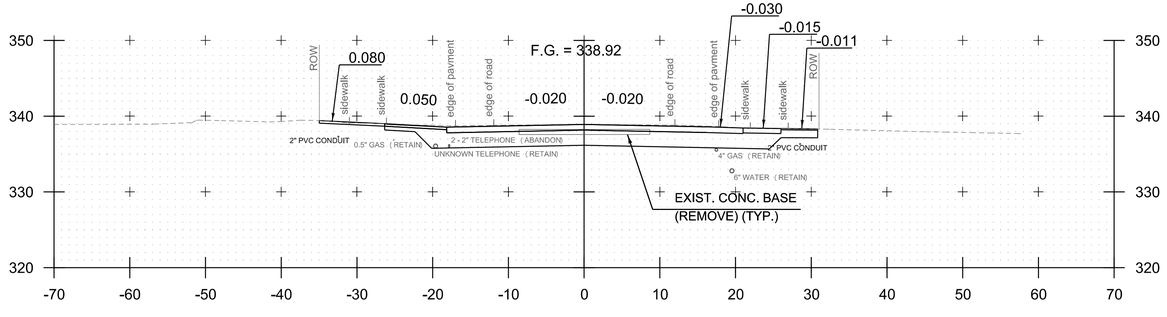
DRY WELL 213+77.38
213+56.67 END MILTON STP 5800(3)
BEGIN APPROACH



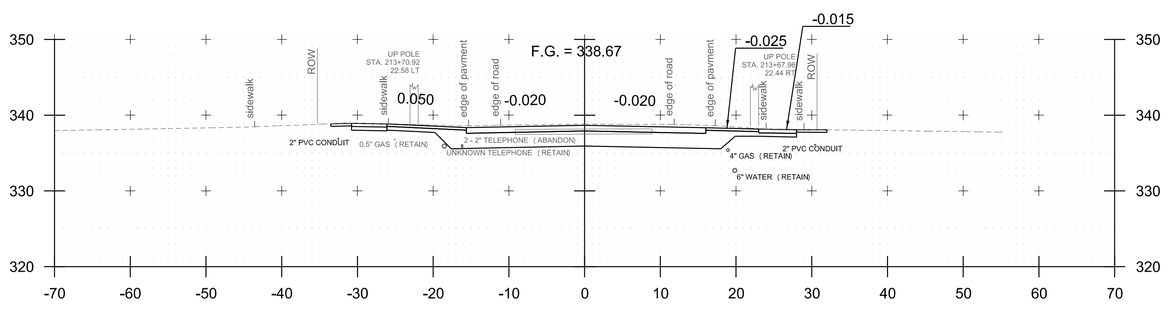
213+00



SIDEWALK 213+51.00 LT



DRIVEWAY 212+99.13 RT



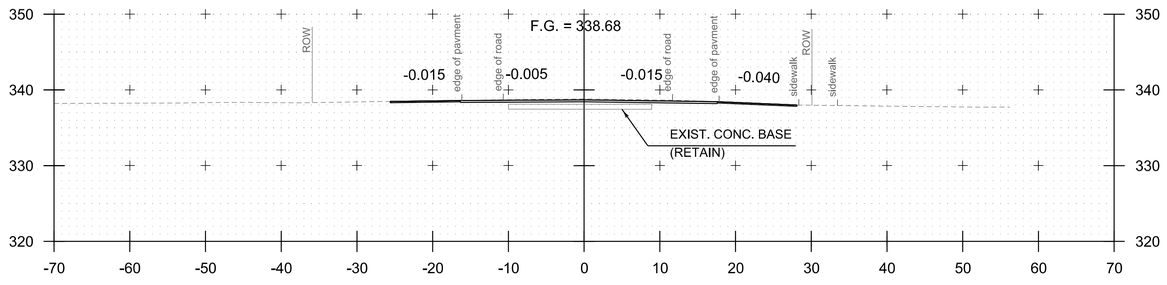
213+50

STA.212+99 TO STA.213+77

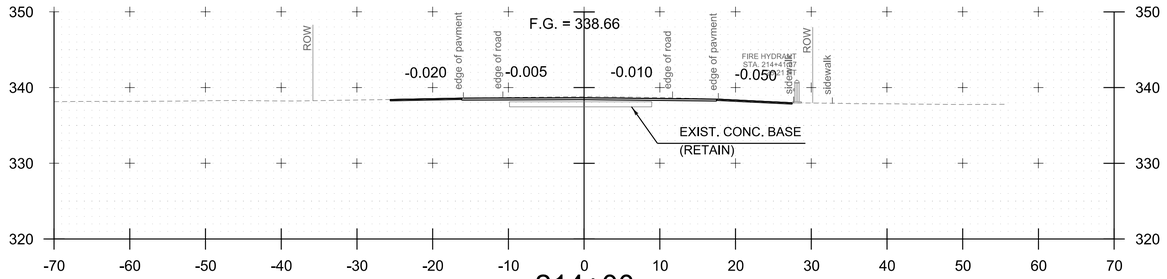
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

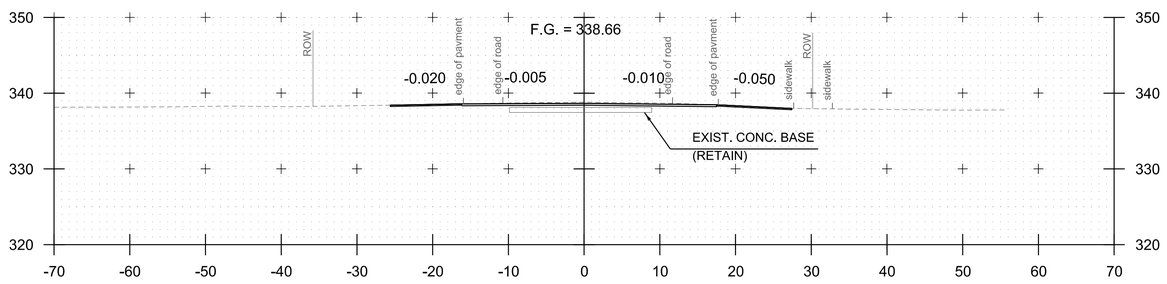
PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 9	SHEET 160 OF 188



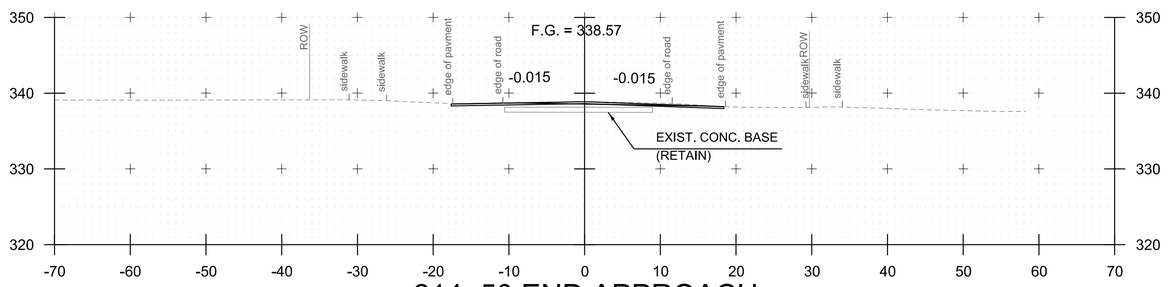
DRIVEWAY 214+09.21 RT



214+00



DRIVEWAY 213+99.63 LT



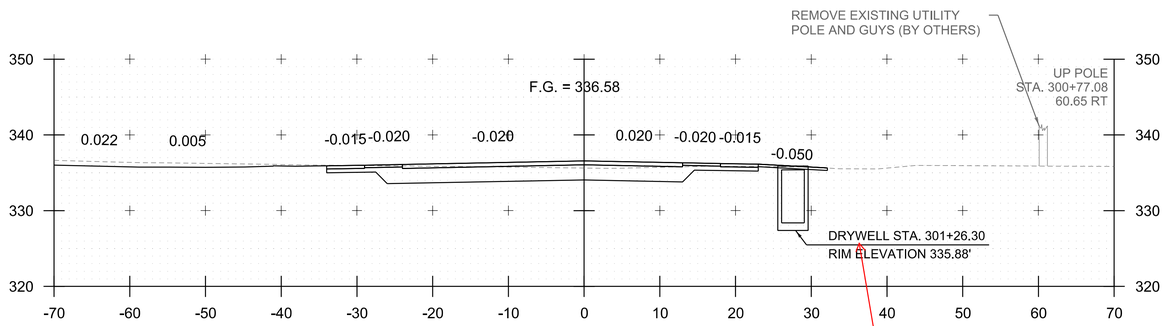
214+50 END APPROACH

STA.213+99 TO STA.214+50

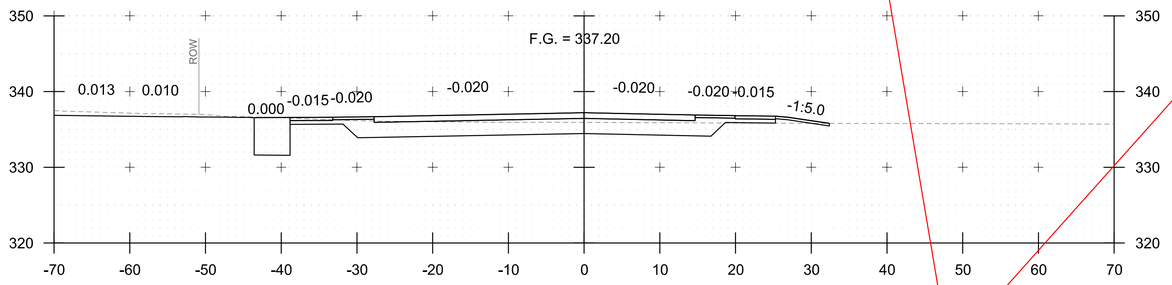
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

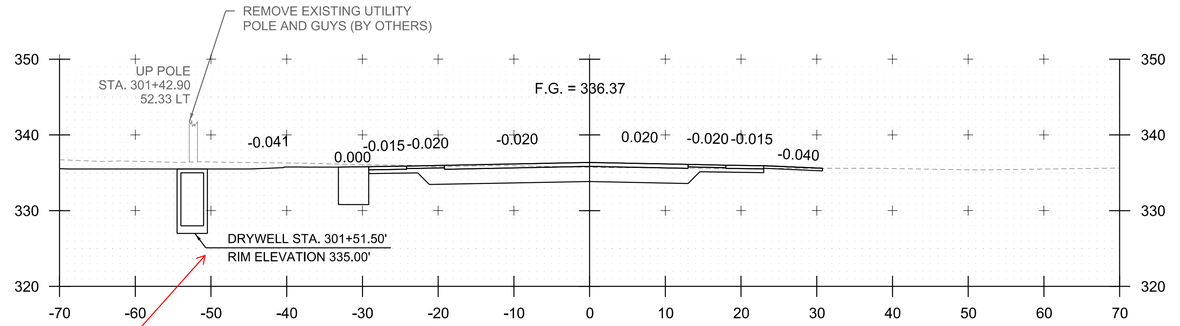
PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
US ROUTE 7 CROSS SECTION SHEET 10	SHEET 161 OF 188



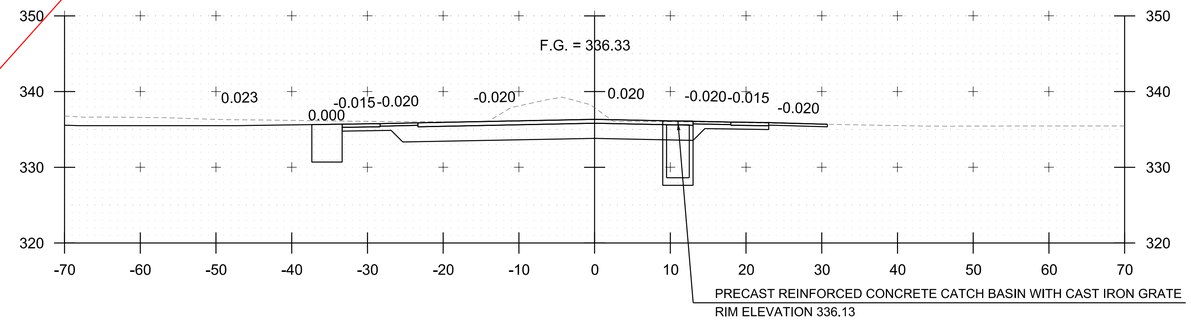
301+00



300+50

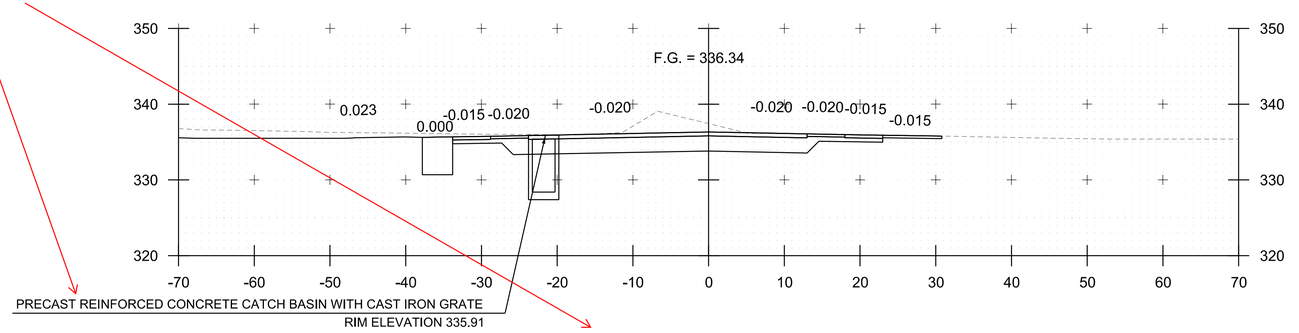


301+50



CATCH BASIN 301+36.60

Be consistent in how the Dry Wells are referred to throughout the x-sections.



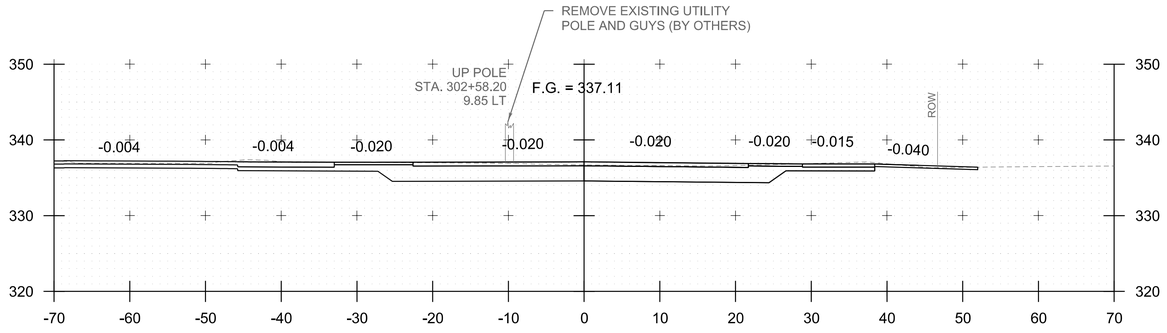
CATCH BASIN 301+32.90

STA.300+50 TO STA.301+50

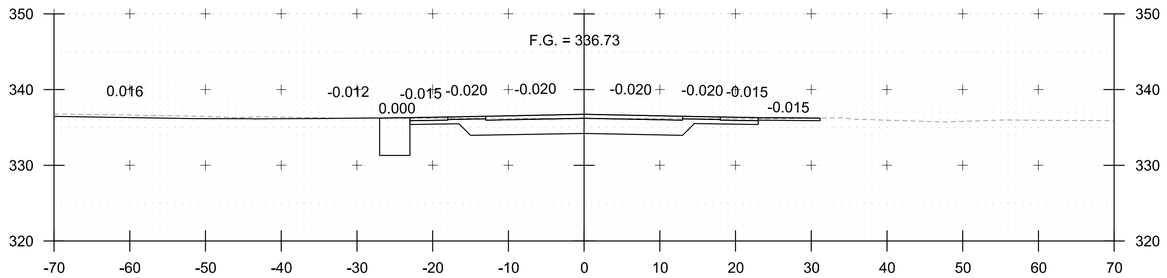
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

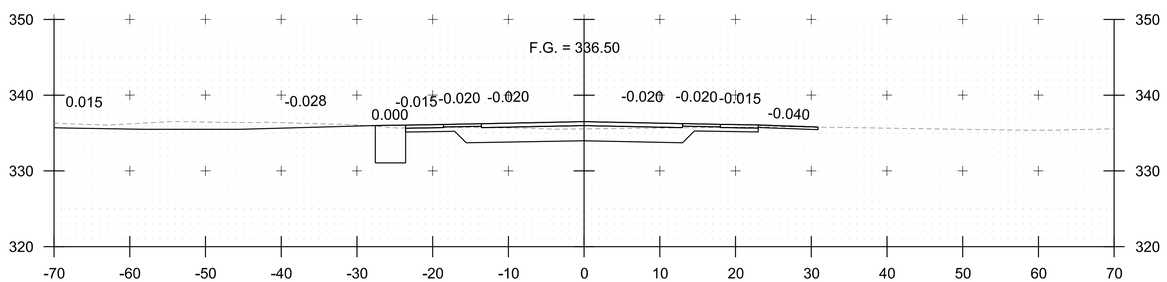
PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
KEELTY CROSSING CROSS SECTION SHEET 1	SHEET 162 OF 188



302+50



302+00



PT 301+69.54

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

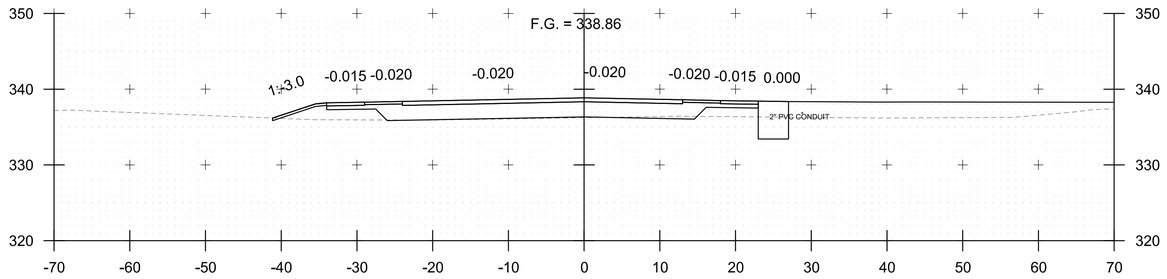
STA.301+70 TO STA.302+50

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

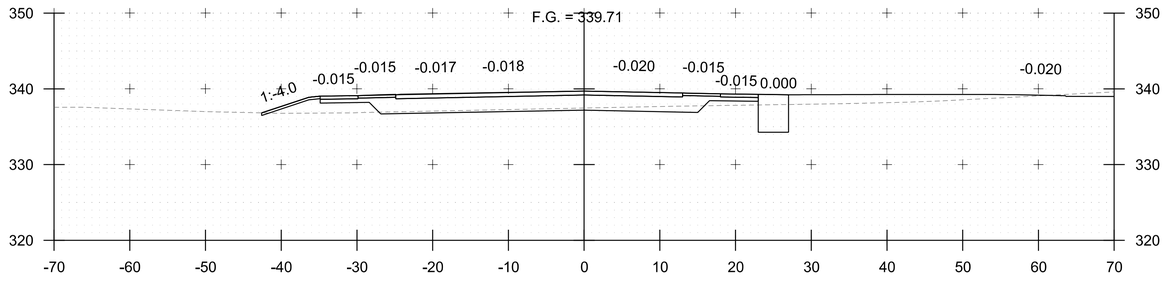
FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
KEELTY CROSSING CROSS SECTION SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 163 OF 188

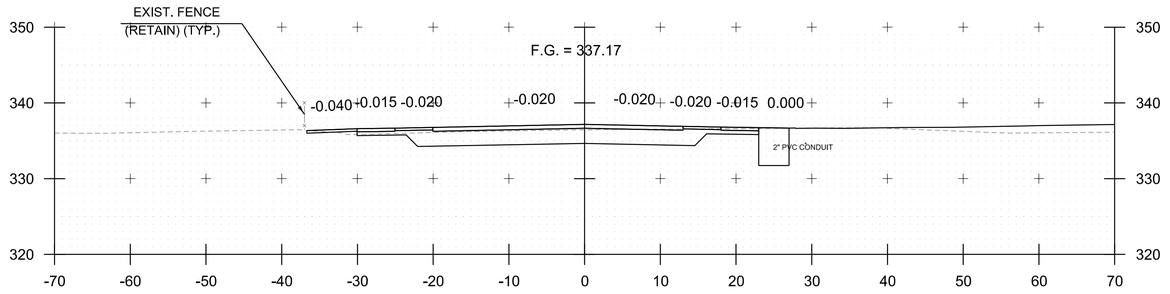
GREEN
A Lochner Company



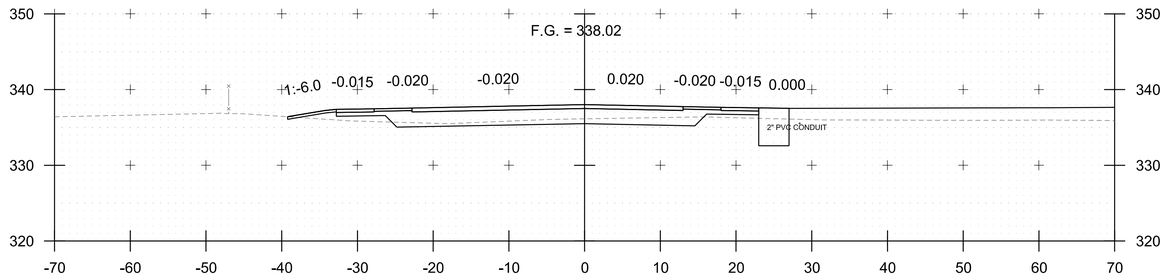
401+00



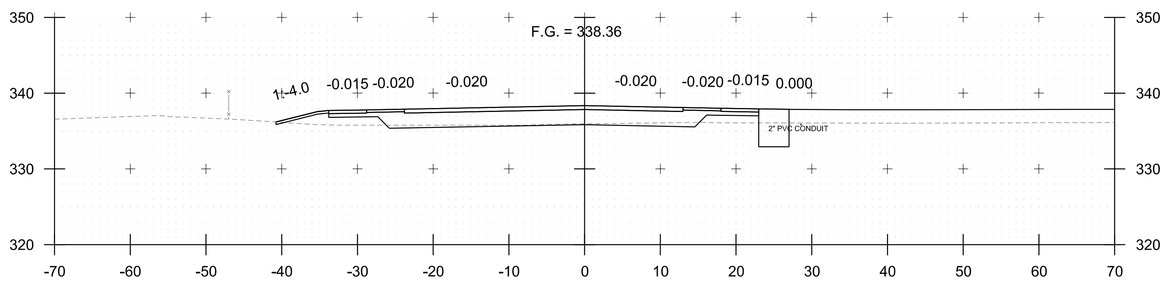
400+50



402+00



401+50



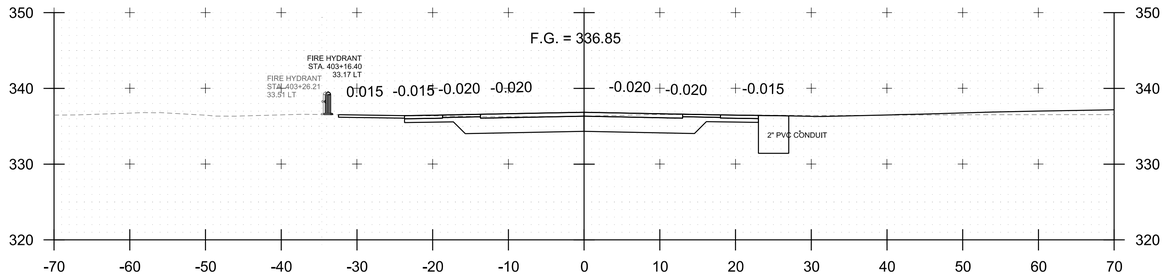
PC 401+29.38

STA.400+50 TO STA.402+00

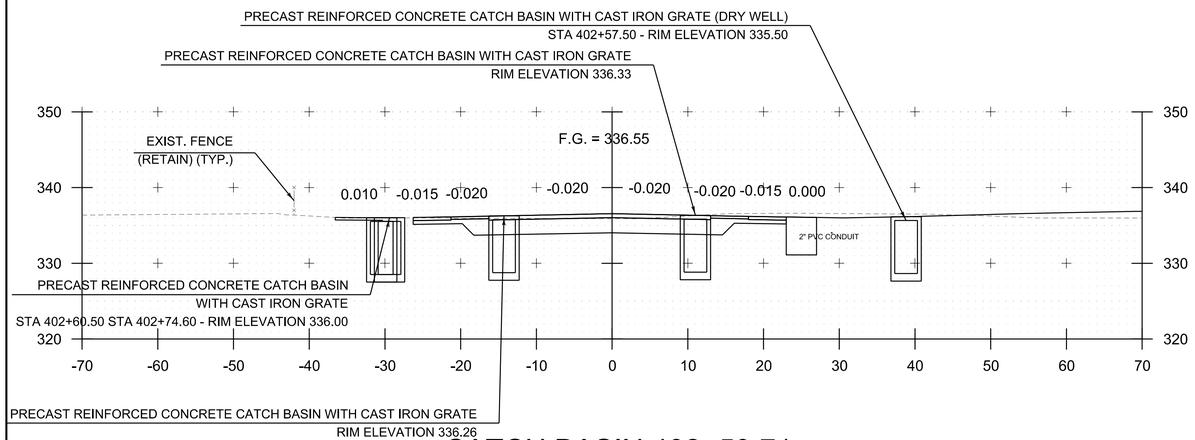
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

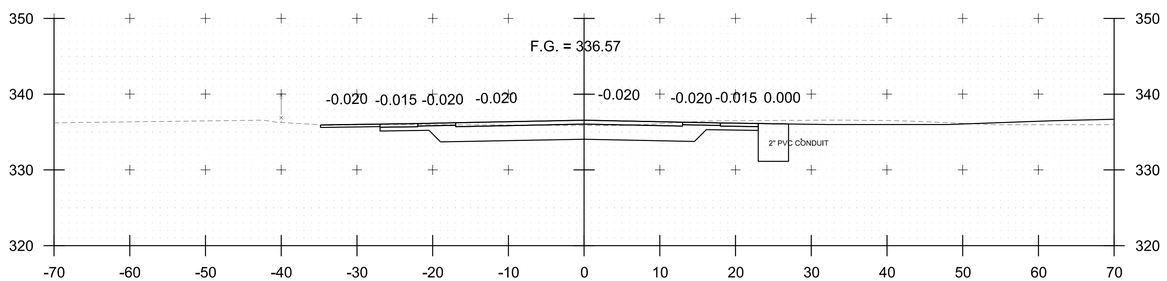
PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
WHISPER LANE CROSS SECTION SHEET 1	SHEET 164 OF 188



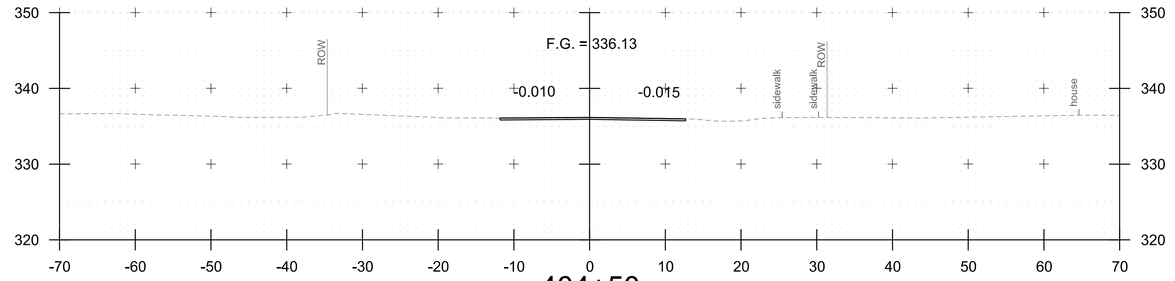
403+00



CATCH BASIN 402+59.71



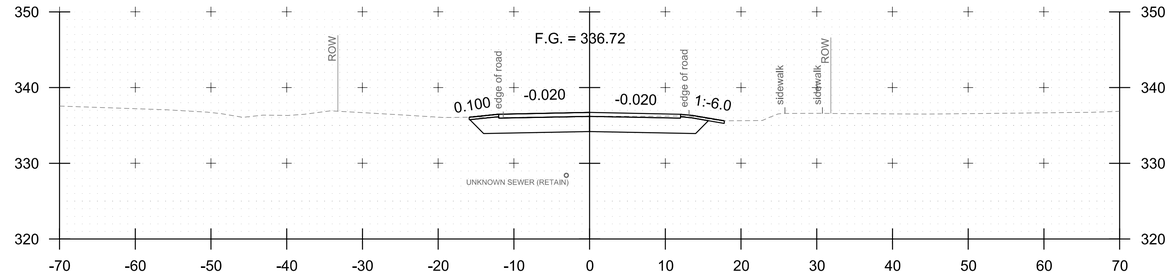
402+50



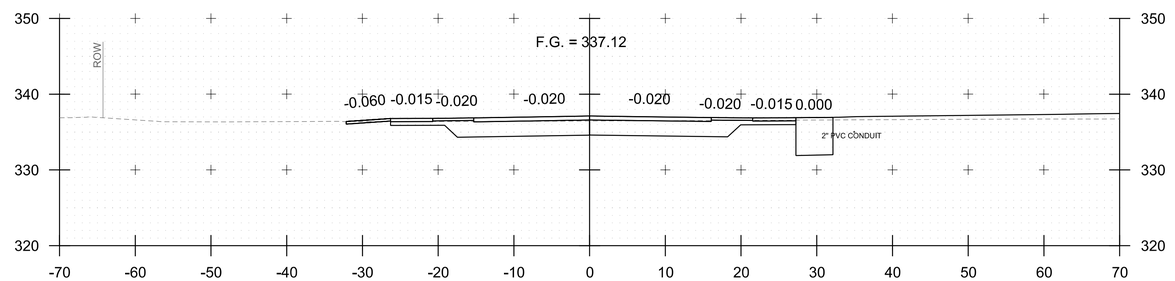
404+50

END COARSE MILLING AND RESURFACING

404+25 END FULL DEPTH RECONSTRUCTION



404+00



PT 403+15.37

STA.402+50 TO STA.404+50

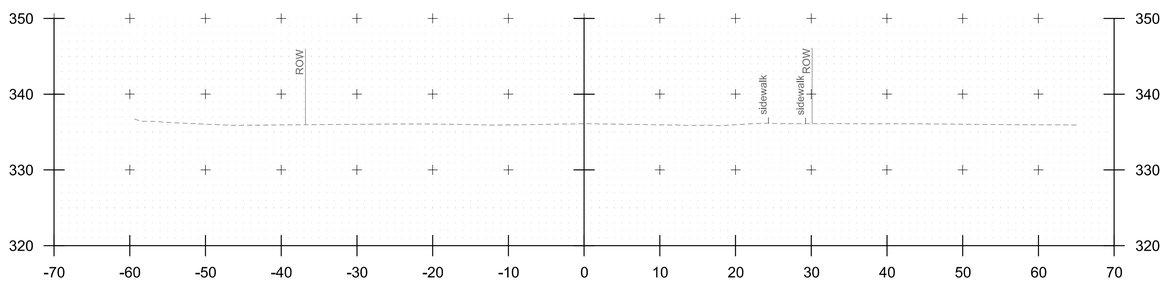
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
WHISPER LANE CROSS SECTION SHEET 2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 165 OF 188



405+00

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

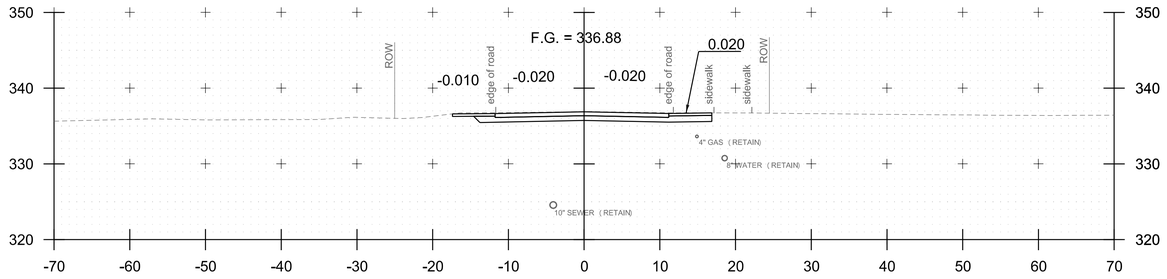
STA.405+00

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
WHISPER LANE CROSS SECTION SHEET 3

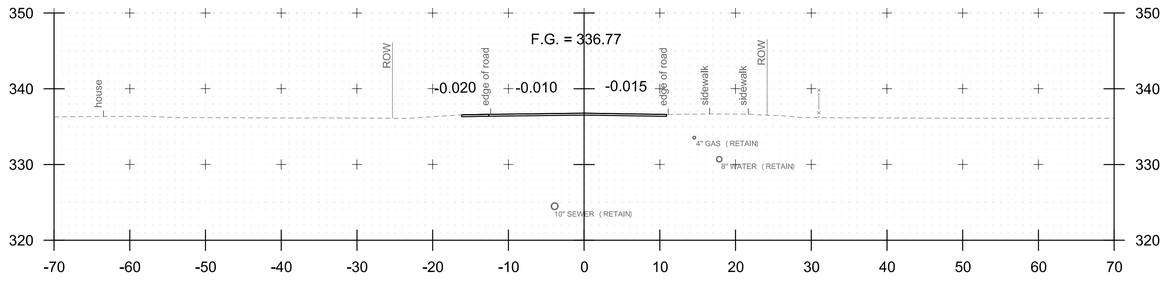
PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 166 OF 188

GREEN
A Lochner Company

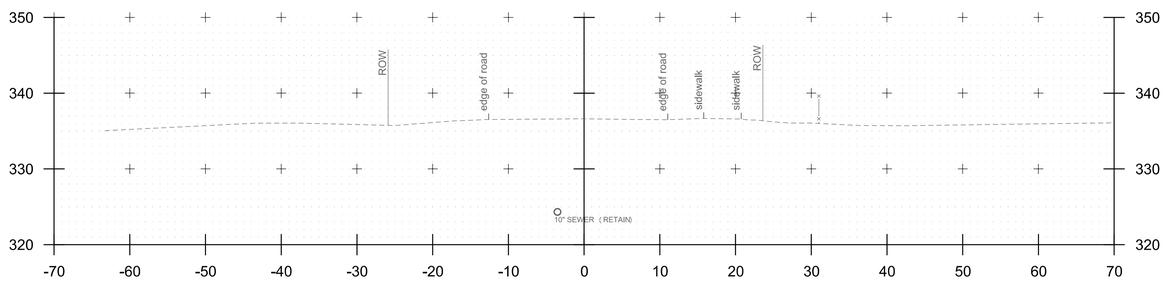


499+50

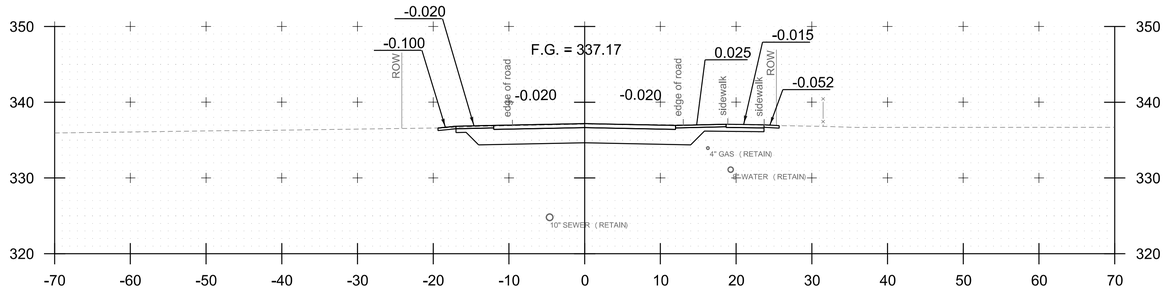
499+10.00 BEGIN APPROACH



DRIVEWAY 499+75.00 RT

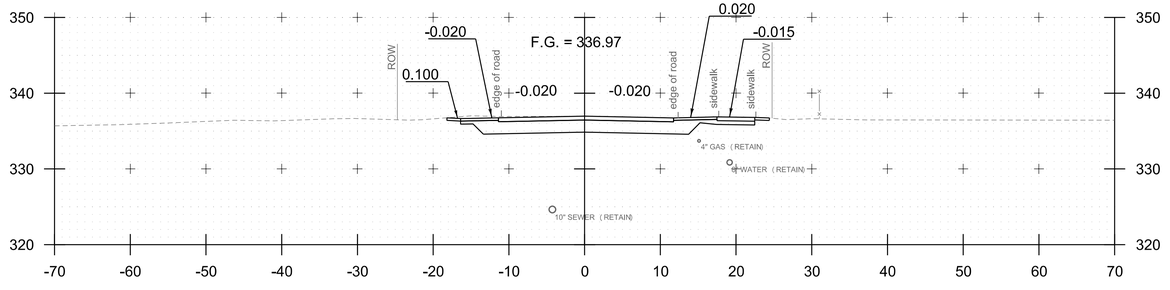


499+00



500+50

500+10.00 END APPROACH



500+00

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

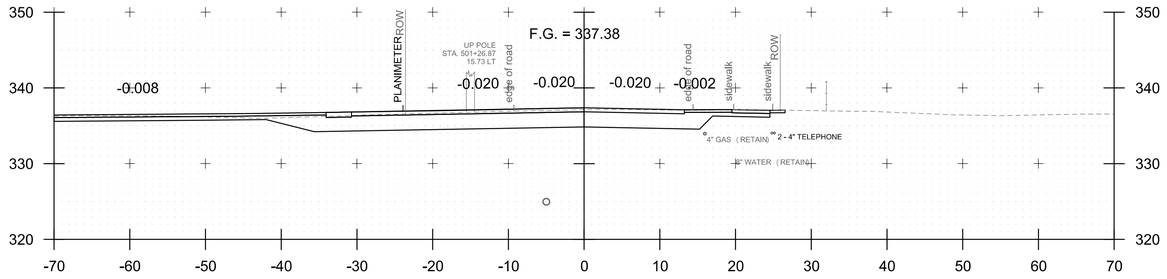
STA.499+00 TO STA.500+24

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

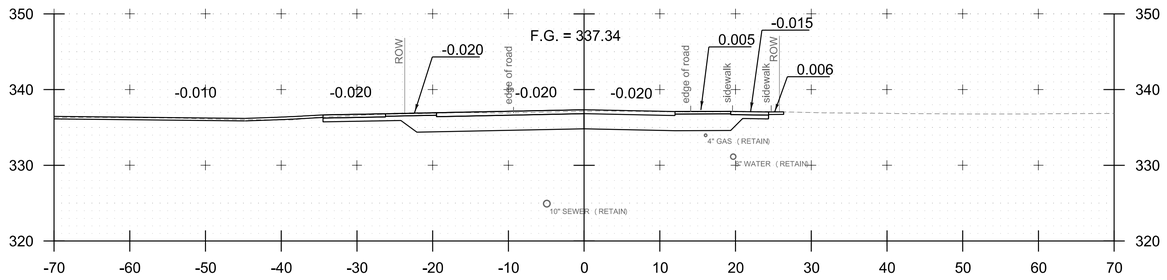
FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
MIDDLE ROAD/RAILROAD CROSS SECTION 1

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 167 OF 188

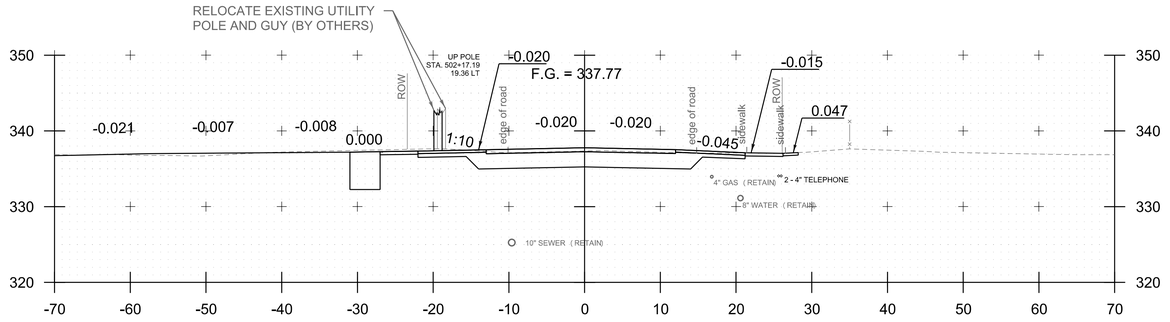
GREEN
A Lochner Company



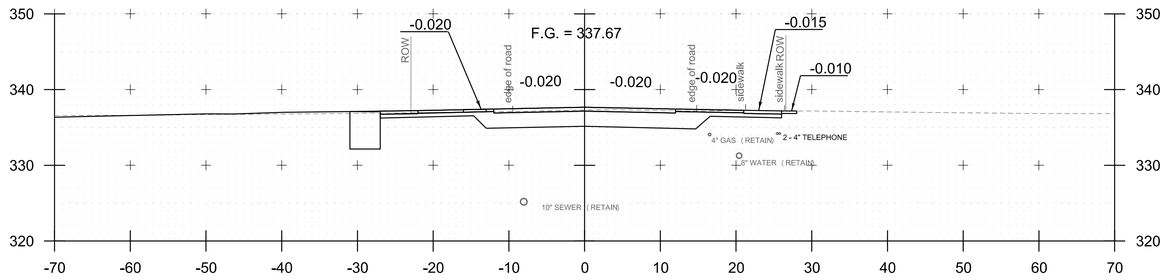
501+00



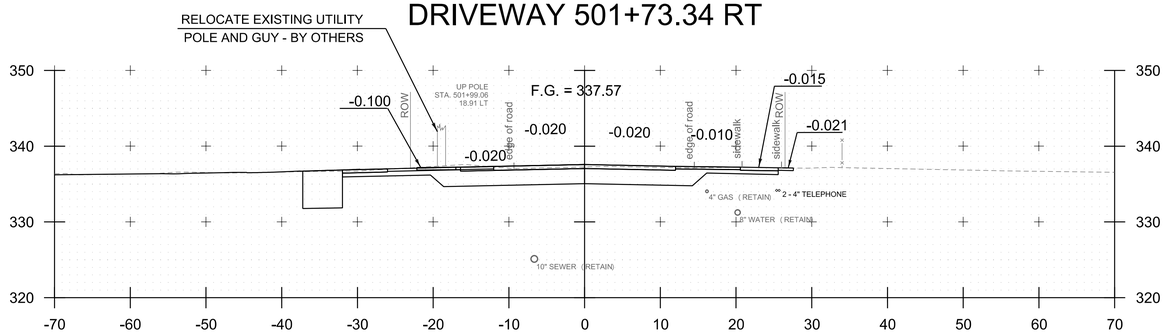
DRIVEWAY 500+90.66 RT



502+00



DRIVEWAY 501+73.34 RT



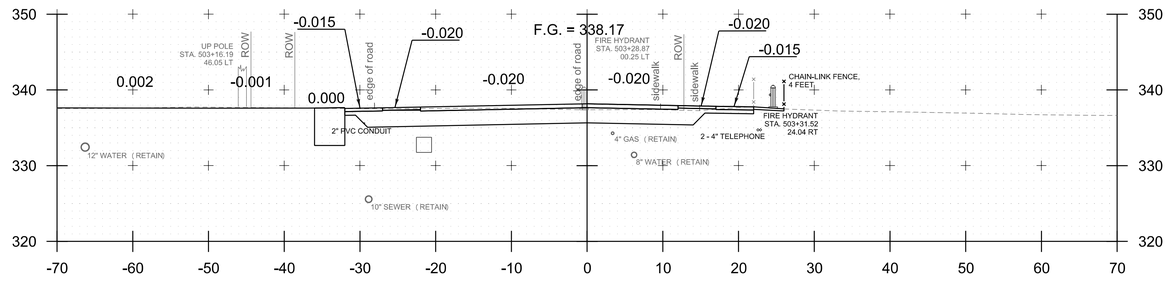
501+50

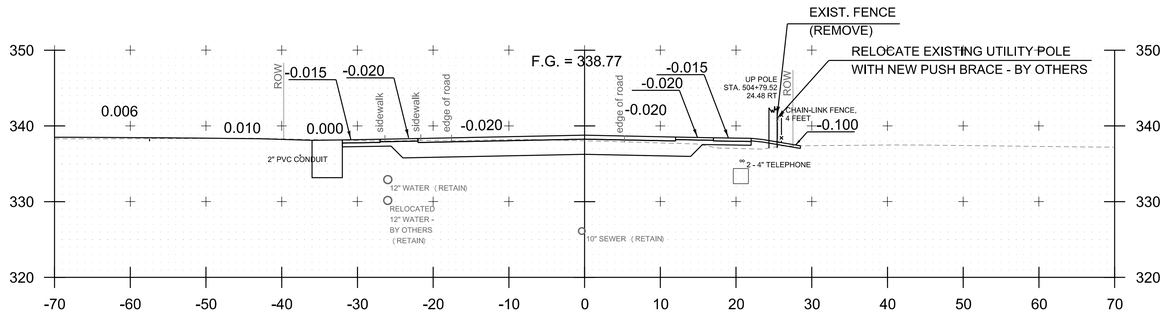
STA.500+50 TO STA.502+00

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

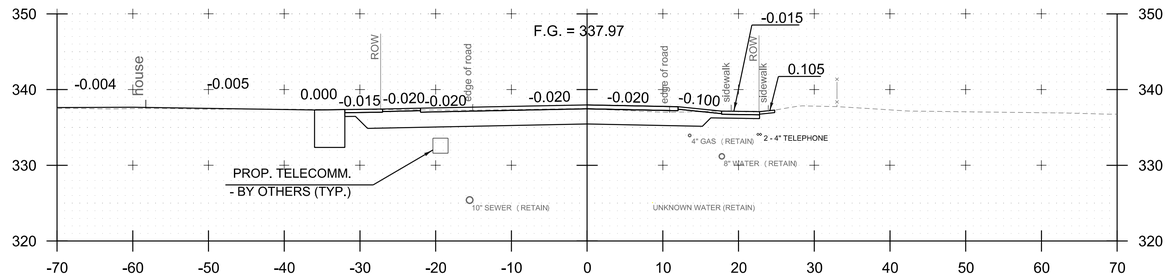
GREEN
A Lochner Company

PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
MIDDLE ROAD/RAILROAD CROSS SECTION 2	SHEET 168 OF 188

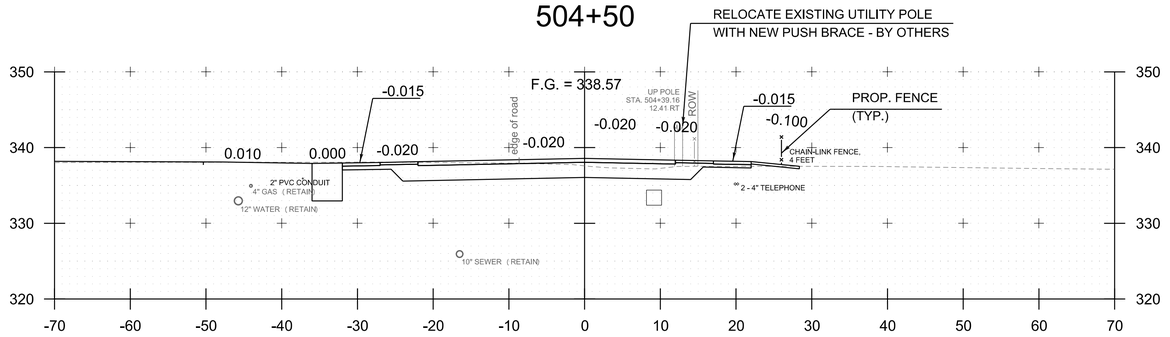




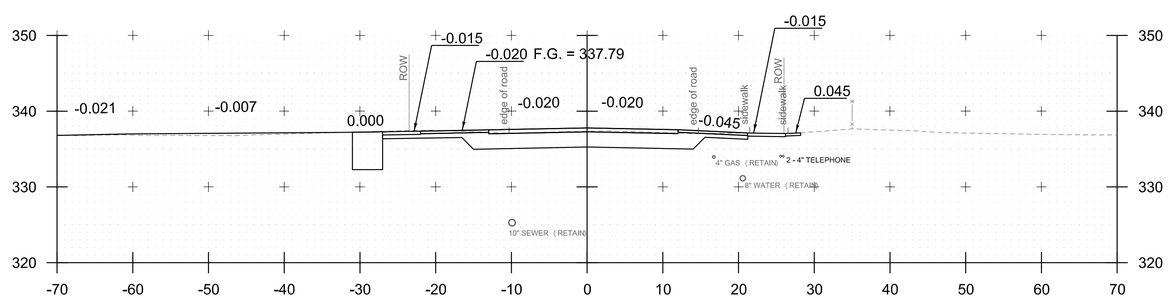
503+00



504+50

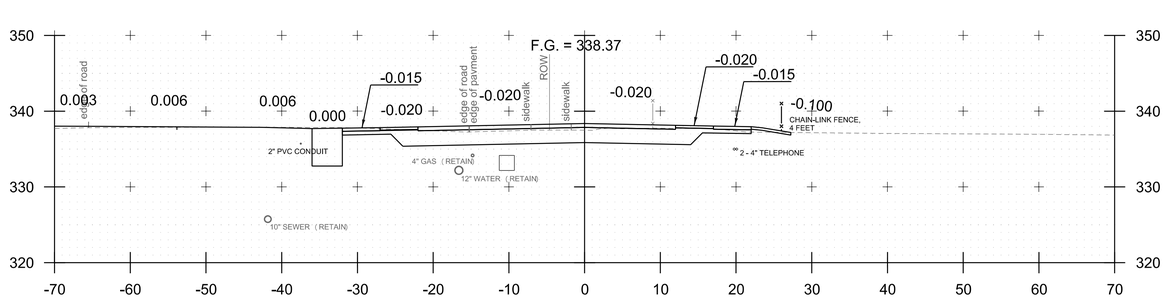


502+50



PC 502+04.94

504+00



503+50

STA.502+05 TO STA.504+50

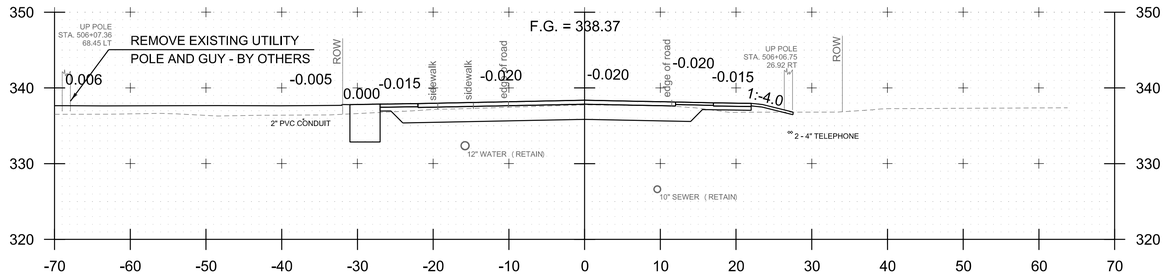
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

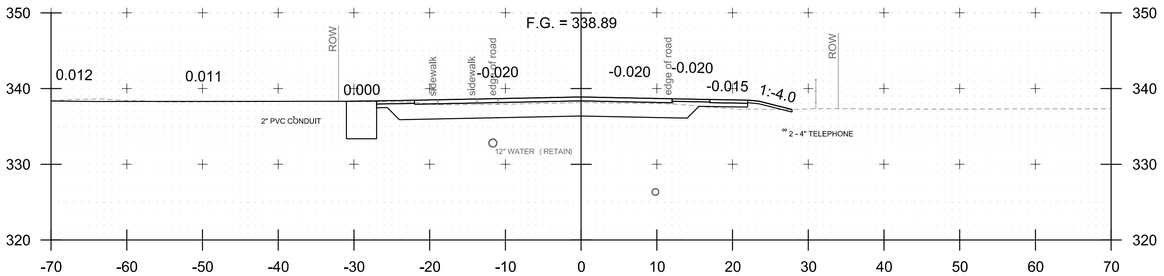
PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
MIDDLE ROAD/RAILROAD CROSS SECTION 3

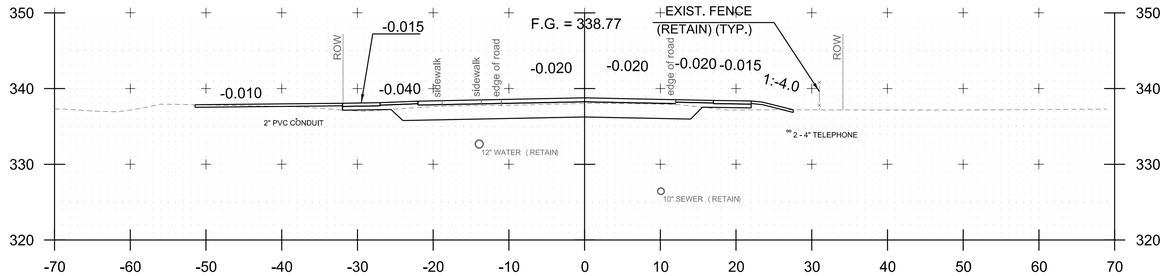
PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 169 OF 188



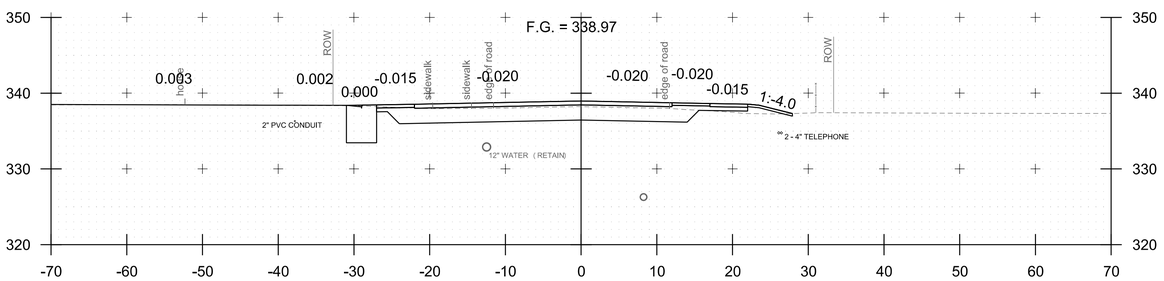
506+00



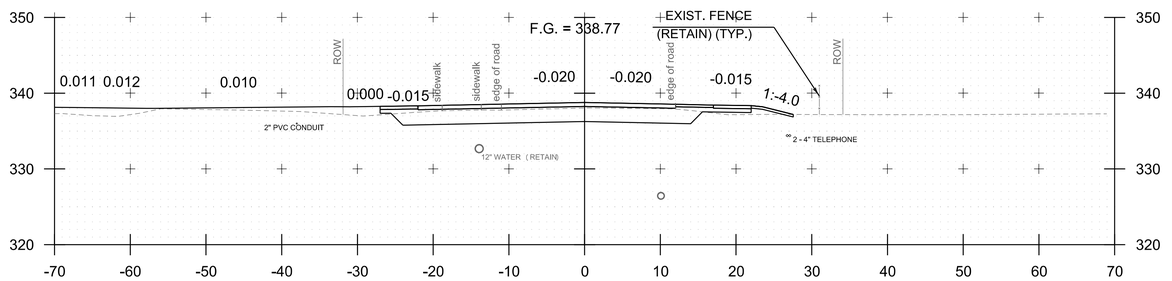
PT 505+20.45



505+50



505+00



DRIVEWAY 505+38.19 LT

STA.505+00 TO STA.506+00

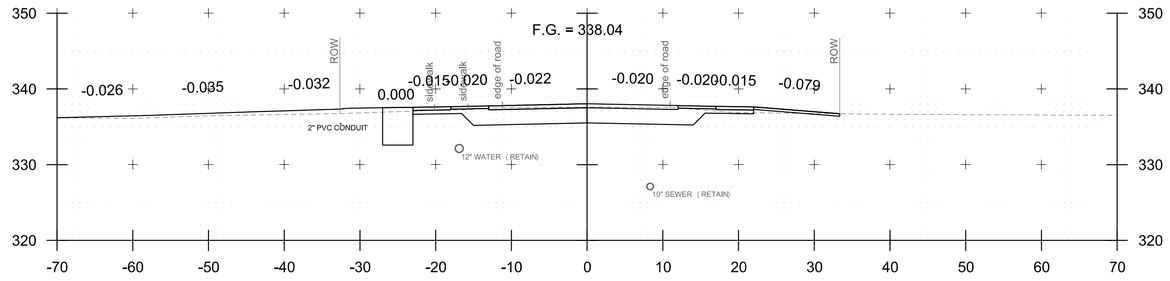
NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

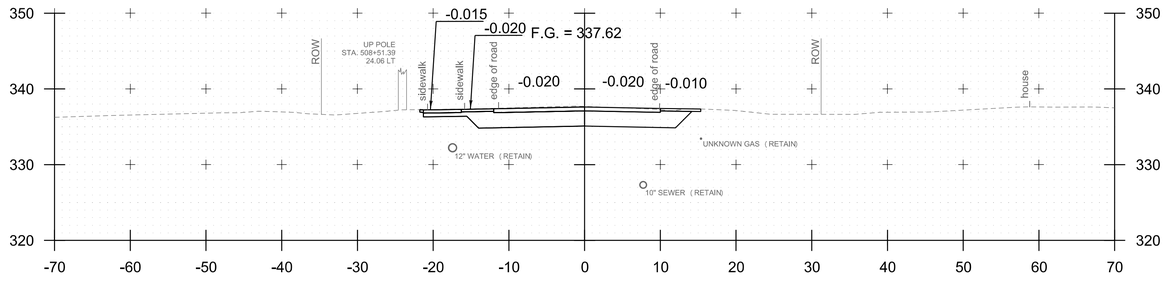
GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

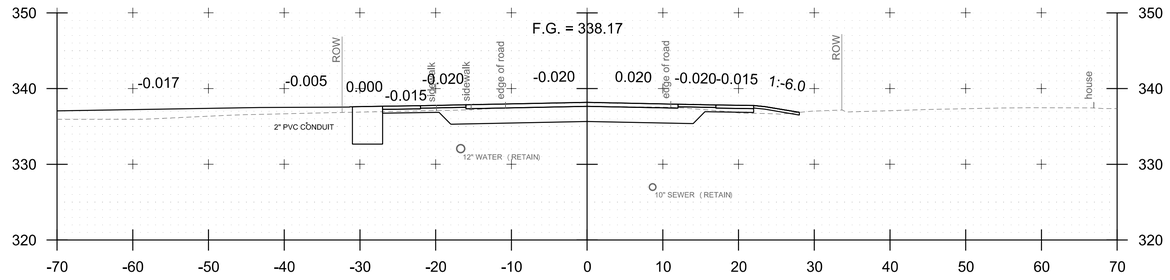
FILE NAME: z94dl94xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
MIDDLE ROAD/RAILROAD CROSS SECTION 4

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 170 OF 188

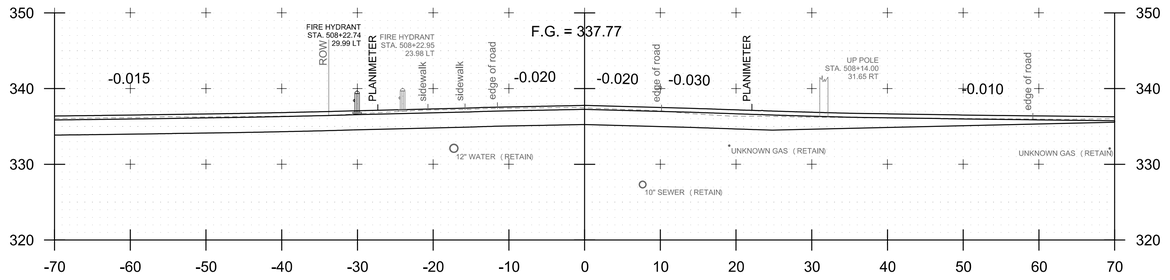




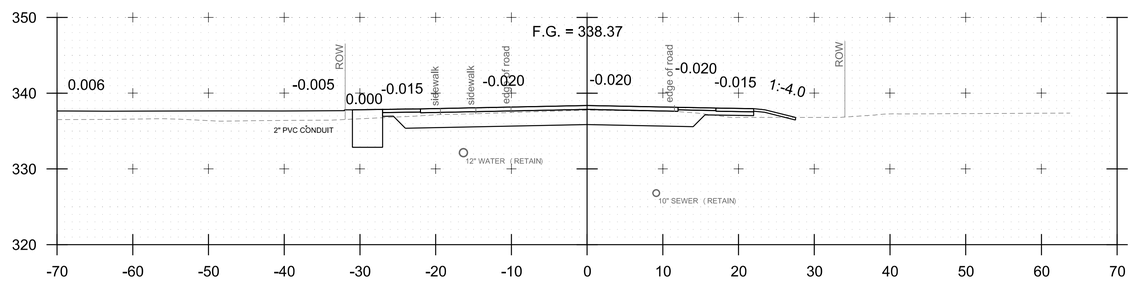
DRIVEWAY 507+34.07 RT



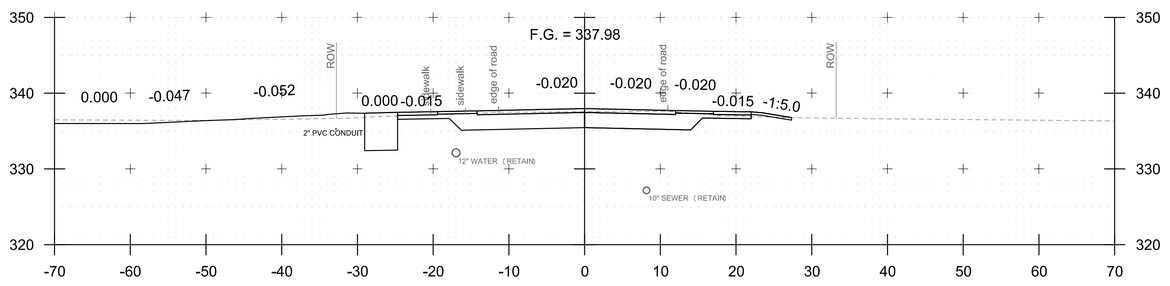
508+50



507+00



508+00



506+50

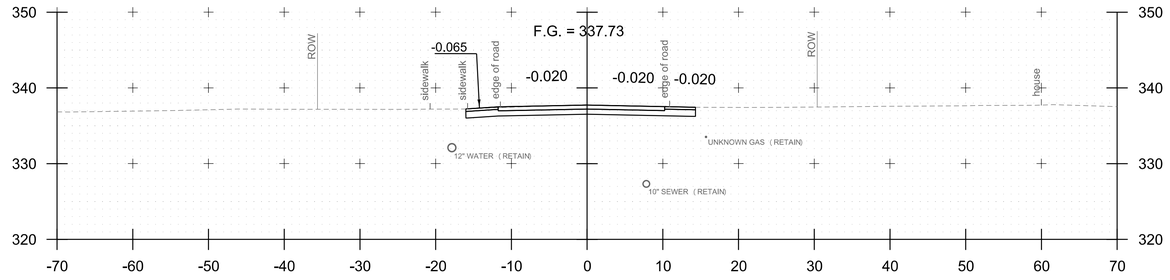
507+50

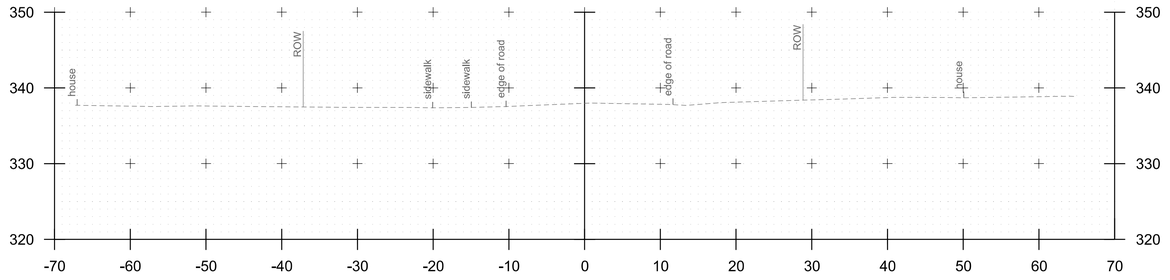
STA.506+50 TO STA.508+50

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

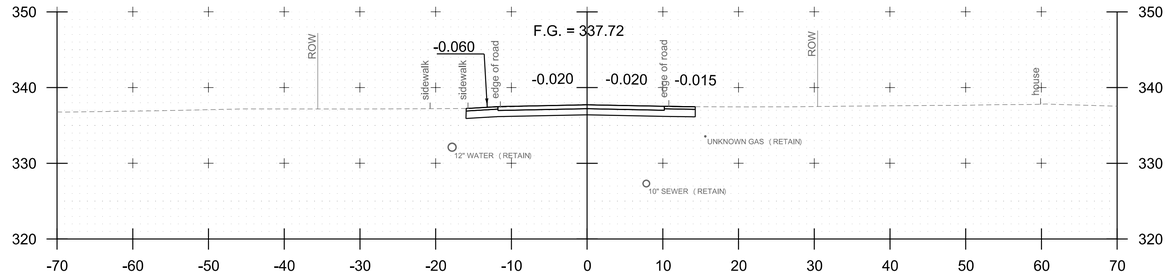
GREEN
A Lochner Company

PROJECT NAME:	MILTON
PROJECT NUMBER:	STP 5800(3)
FILE NAME: z94dl94xsl.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: A. JORESS
DESIGNED BY: S. SACCO	CHECKED BY: S. SACCO
MIDDLE ROAD/RAILROAD CROSS SECTION 5	SHEET 171 OF 188



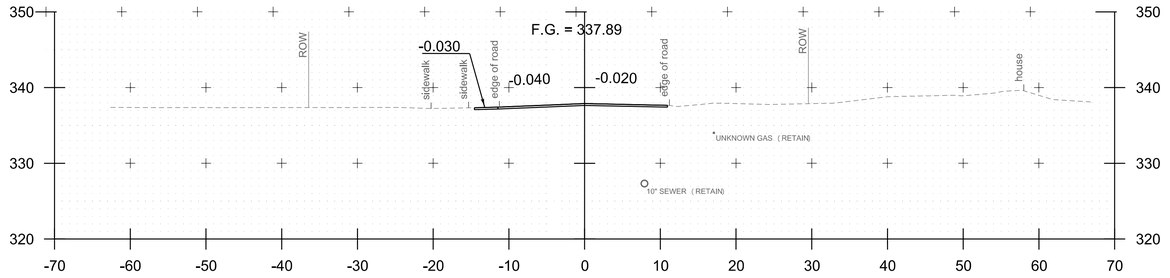


DRIVEWAY 509+02.84 RT

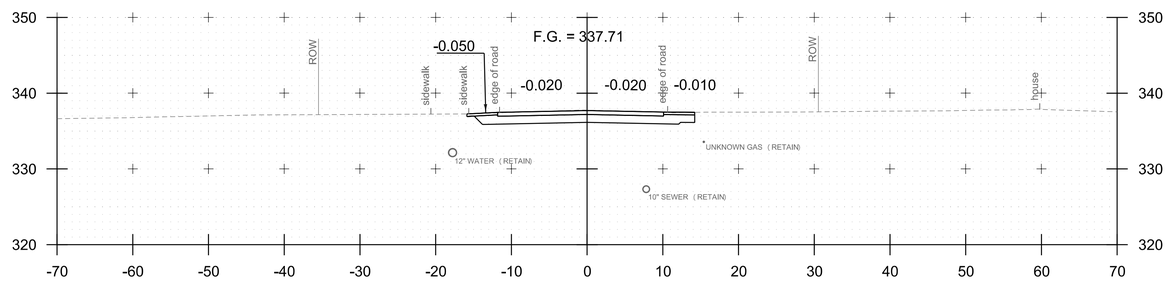


509+00

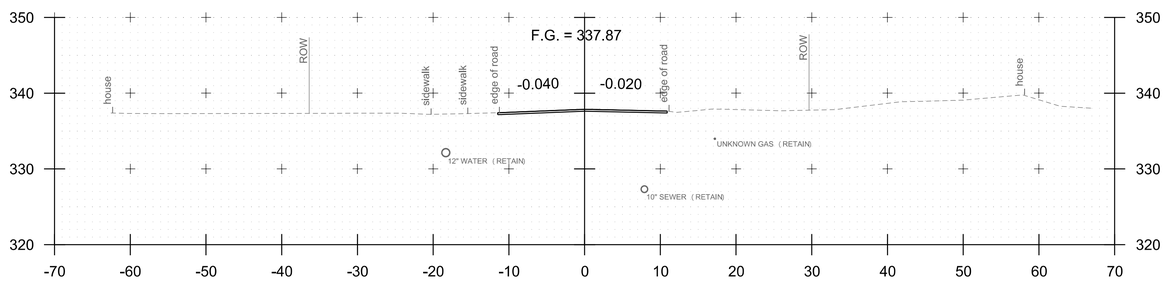
510+00
END APPROACH



DRIVEWAY 509+55.11 LT



DRIVEWAY 508+94.09 LT
508+70.00 BEGIN APPROACH



509+50

STA.508+70 TO STA.510+00

NOTE: ALL STATIONS AND ELEVATIONS ARE SHOWN IN FEET.

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194xsl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
MIDDLE ROAD/RAILROAD CROSS SECTION 6

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 172 OF 188

I would like to meet to discuss the phasing plan, especially in regards to the need for temporary traffic signals. I'm having trouble following the intent.

Also a temporary ramp?

font size

R9-11R
SIDEWALK CLOSED AHEAD
CROSS HERE
(MOUNT ON TYPE III BARRICADE)

TEMPORARY RAMP

50'
SHOULDER TAPER

SIDEWALK CLOSED
R9-9
(MOUNT ON TYPE III BARRICADE)

R9-9
(MOUNT ON TYPE III BARRICADE)
SIDEWALK CLOSED

115' SHIFTING TAPER
(L/2=11 FT X35 MPH=385/60/2)

50'
SHOULDER TAPER

PEDESTRIAN CHANNELIZING DEVICE

MATCH LINE STA 201+00.00
CONTINUE PHASE I PLAN OF SHEET 174

MATCH LINE STA 504+00.00
CONTINUE PHASE I PLAN OF SHEET 174

20'±
TEMPORARY ASPHALT CURB

VT STATE PLANE GRID

US ROUTE 7
RAILROAD STREET
RIVER STREET
MIDDLE ROAD
ROAD
FIELDSTONE CROSSING

STABILIZED CONSTRUCTION ENTRANCES
197+75.0 LT
198+25.0 RT
301+40.0 RT
302+45.0 LT

PHASE I NOTES:

CONSTRUCTION ACTIVITIES TO BE COMPLETED:
1. CONSTRUCT KEELTY CROSSING AND WEST LEG DRIVEWAY.
2. UTILIZE LANE NARROWING, TYPICAL TRAFFIC SETUPS, MAINTAIN 11' WIDE LANES.

NOTES:
1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.

LEGEND

- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- ARROW BOARD
- TYPE III BARRICADE

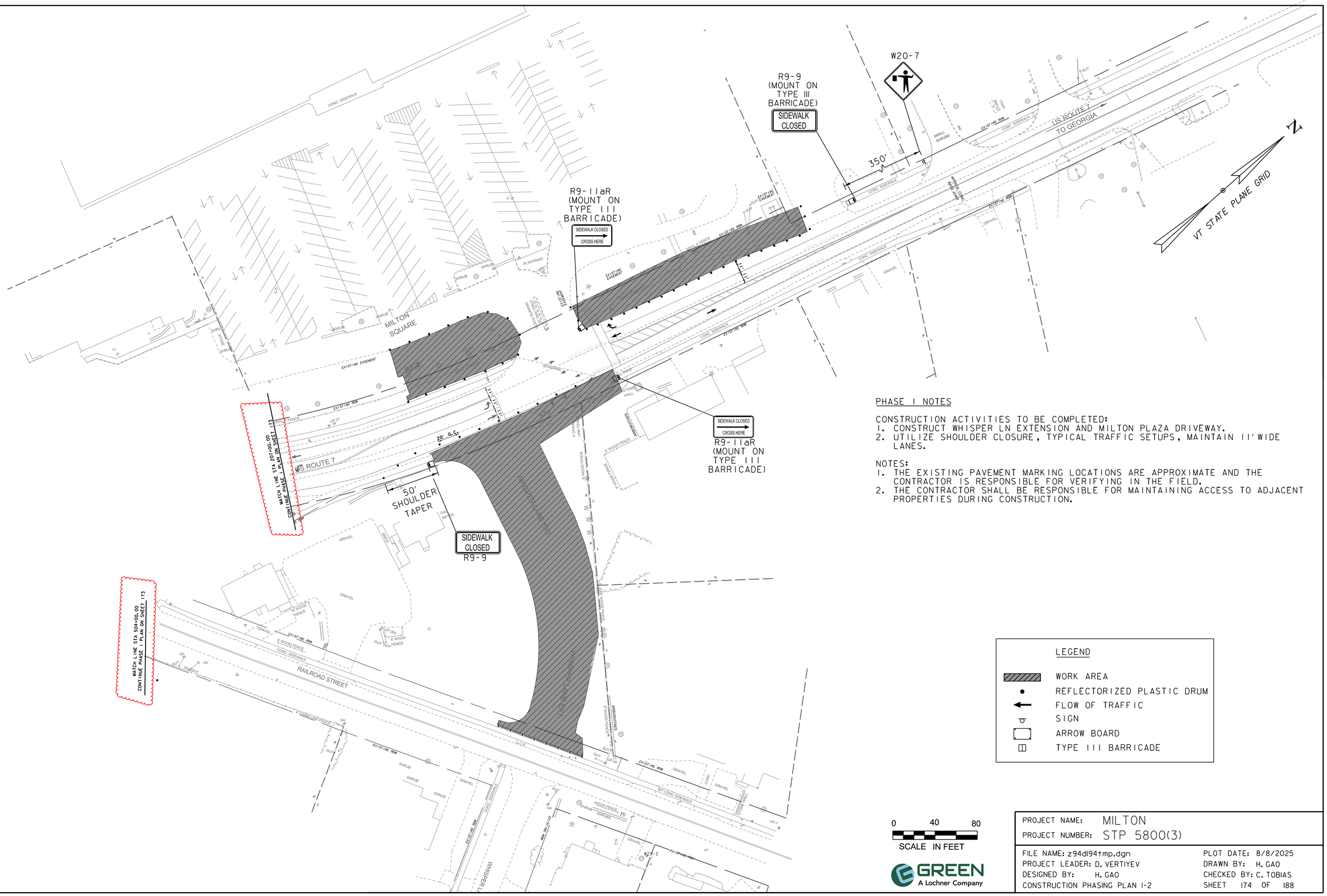
0 40 80
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
CONSTRUCTION PHASING PLAN I-I

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 173 OF 188



PHASE I NOTES

CONSTRUCTION ACTIVITIES TO BE COMPLETED:
1. CONSTRUCT WHISPER LN EXTENSION AND MILTON PLAZA DRIVEWAY.
2. UTILIZE SHOULDER CLOSURE, TYPICAL TRAFFIC SETUPS, MAINTAIN 11' WIDE LANES.

NOTES:
1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.

LEGEND

- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- ARROW BOARD
- TYPE III BARRICADE

0 40 80
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
CONSTRUCTION PHASING PLAN 1-2

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 174 OF 188

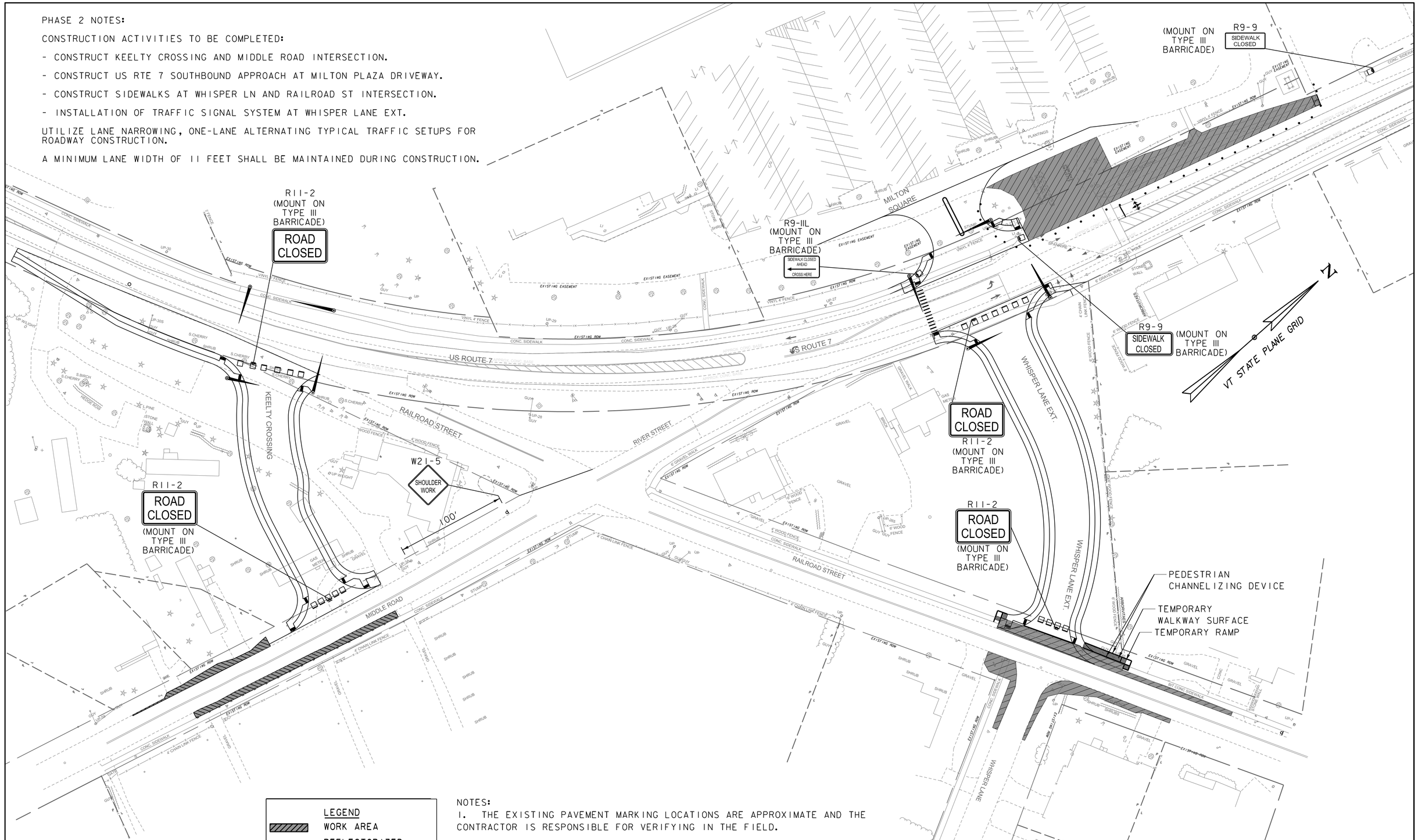
PHASE 2 NOTES:

CONSTRUCTION ACTIVITIES TO BE COMPLETED:

- CONSTRUCT KEELTY CROSSING AND MIDDLE ROAD INTERSECTION.
- CONSTRUCT US RTE 7 SOUTHBOUND APPROACH AT MILTON PLAZA DRIVEWAY.
- CONSTRUCT SIDEWALKS AT WHISPER LN AND RAILROAD ST INTERSECTION.
- INSTALLATION OF TRAFFIC SIGNAL SYSTEM AT WHISPER LANE EXT.

UTILIZE LANE NARROWING, ONE-LANE ALTERNATING TYPICAL TRAFFIC SETUPS FOR ROADWAY CONSTRUCTION.

A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED DURING CONSTRUCTION.



LEGEND

- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- TYPE III BARRICADE

NOTES:

1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.

2. THE TRAFFIC SIGNAL INSTALLED AT THE WHISPER LANE EXT. SHALL BE USED DURING THIS PHASE. THE SIGNAL INFORMATION IS ON SHEET 176.

0 40 80
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
CONSTRUCTION PHASING PLAN 2

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 175 OF 188

CONTROLLER TIMING CHART									
PHASE	1	2	3	4	5	6	7	8	9 (PED)
IN USE	DARK	X		X	X	X		DARK	-
MOVEMENT		NBTR		EB	NBL	SBTR			-
MIN. GREEN		10		8	5	10			-
MAX 1- GREEN (ALL OTHER TIMES)		30		8	5	19			
MAX 2- GREEN (6 AM - 7 PM)		30		8	5	19			-
YELLOW		4		4	4	4			
ALL RED		3		3	3	3			2
VEHICLE EXT		3		3	3	3			-
RECALL MODE		SOFT		OFF	OFF	SOFT			OFF
WALK		-		-	-	-			7
PED CLEAR		-		-	-	-			16
FLASHING YELLOW ARROW DELAY		-		-	3	-			
DELAY GREEN (LPI)		0		0	0	0			0
COORDINATED		-		-	-	-			-

PREEMPTION TIMINGS			
	PREEMPTOR		
	1	2	3
DIRECTION	NB	SB	EB
HOLD PHASE	2 & 5	6	4
DET. LOCK	YES	YES	YES
DURATION TIME	30	30	30
MIN. GREEN	5	5	5
HOLD GREEN	12	12	12
HOLD YELLOW	4	4	4
HOLD RED	3	3	3

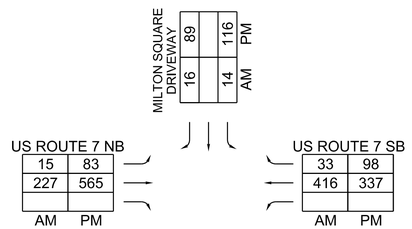
SCHEDULE PLAN			
SCH #	DAY PLAN	DAYS	DATES
1	1	M - F	1-31
1	2	SA, SU	1-31

DAY PLAN 1			
PLAN #	EVENT	ACTION PLAN	START TIME
1	1	100	12:00 AM
1	2	1	6:00 AM
1	3	99	7:00 PM

TIME OF DAY PROGRAM			
	WEEKDAY TIMINGS		
MAX 2- PEAK	6:00 AM	TO	7:00 PM
MAX 1 - OFF PEAK	7:00 PM	TO	6:00 AM

DAY PLAN 2			
PLAN #	EVENT	ACTION PLAN	START TIME
2	1	100	12:00 AM
2	2	99	6:00 AM

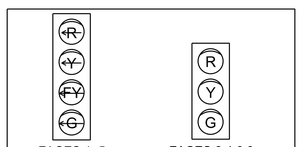
ACTION PLAN			
PLAN #	PATTERN	FLASH	MAX
1	2	NO	MAX 2
99	FREE	NO	FREE
100	FLASH	NO	FLASH



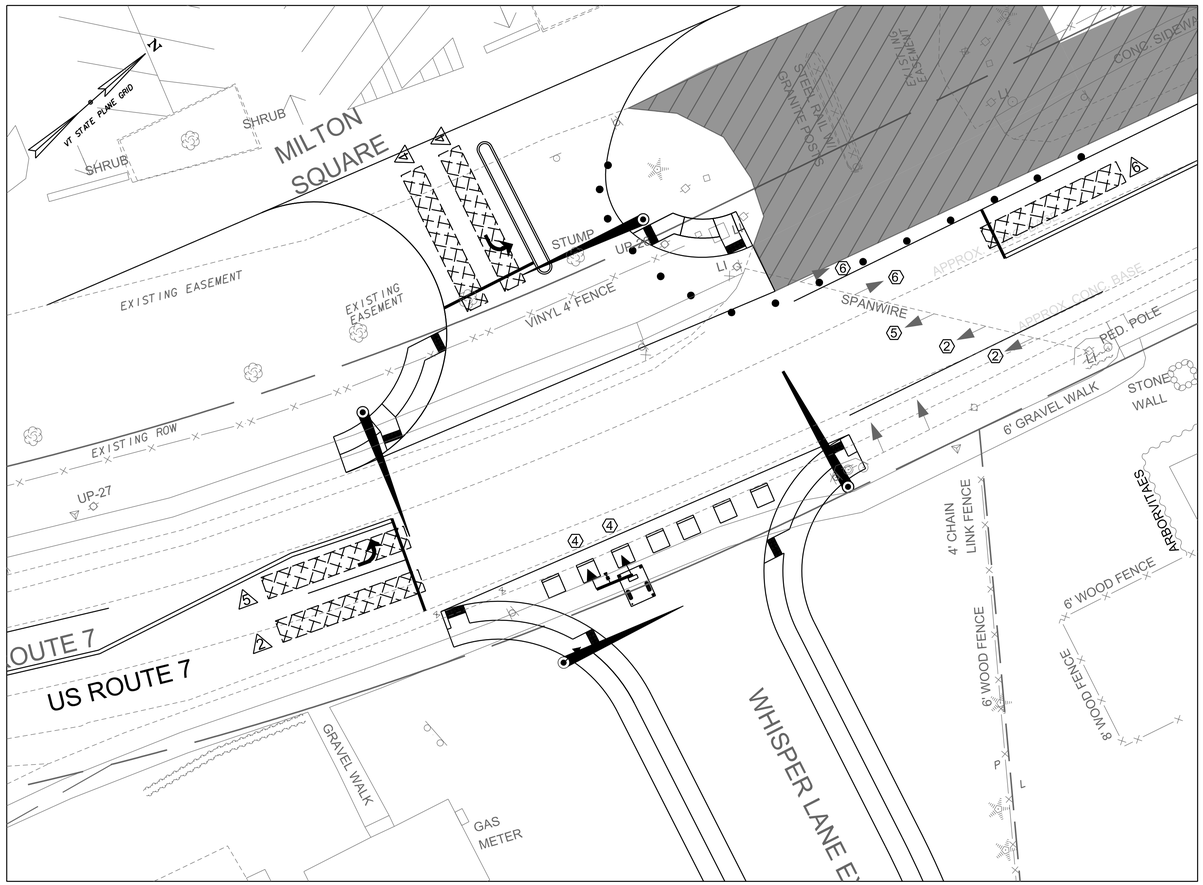
2027 PEAK HOURLY VOLUMES

US ROUTE 7 AT MILTON SQUARE

PROPOSED SIGNAL FACE ARRANGEMENTS



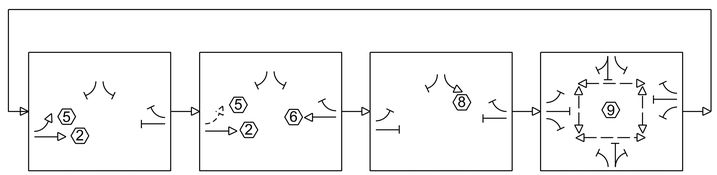
NOTE: FLASHING YELLOW ARROW SHALL NOT BE DISPLAYED WHEN OPERATING IN PROTECTED ONLY MODE.



NOTE:

1. THE SIGNAL PLAN AND TIMING SHOWN ON THIS SHEET SHALL BE IMPLEMENTED DURING CONSTRUCTION **PHASE 2**.
2. DUE TO THE EXTENDED LEAD TIMES REQUIRED FOR THE INSTALLATION OF NEW TRAFFIC SIGNAL EQUIPMENT, THE NEW SIGNAL SYSTEMS MAY NOT BE FULLY OPERATIONAL BY THE END OF PHASE 1. IN THE INTERIM, EXISTING SIGNAL SYSTEM MAY BE UTILIZED WITH ADJUSTMENTS TO SIGNAL TIMING AS SHOWN IN THIS PLAN. A TEMPORARY SIGNAL TRAILER MAY BE USED FOR SIDEROADS. ???
3. THE CONTRACTOR SHALL ADJUST SIGNAL HEADS, DETECTOR SETTINGS, AND ASSOCIATED COMPONENTS AS NECESSARY DURING CONSTRUCTION TO MAINTAIN EFFICIENT TRAFFIC OPERATIONS.

US ROUTE 7 AT ~~MILTON SQUARE/~~ WHISPER LANE EXTENSION PHASING DIAGRAM



TRAFFIC SIGNAL LEGEND	
#→	SIGNAL HEAD WITH PHASE NO.
	VEHICLE DETECTION AREA
	PORTABLE SIGNAL TRAILER

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tcpsgnl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TEMPORARY SIGNAL PLAN PHASE 2

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 176 OF 188

PHASE 3-1 NOTES:

CONSTRUCTION ACTIVITIES TO BE COMPLETED:

1. CONSTRUCT THE LARGER NORTHERN SEGMENT OF MIDDLE RD AND RAILROAD ST. KEEP EXISTING SOUTHERN SIDEWALKS OPEN.

2. RAILROAD ST AND MIDDLE RD WILL BE CLOSED DURING CONSTRUCTION, TYPICAL TRAFFIC SETUPS MAY BE UTILIZED, A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED DURING CONSTRUCTION.

3. EXISTING SIDEWALKS ALONG MIDDLE RD AND RAILROAD ST SHALL BE MAINTAINED AND PROTECTED BY TEMPORARY FENCE UNTIL THE NEW SIDEWALKS HAVE BEEN CONSTRUCTED.

NOTES:

1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.

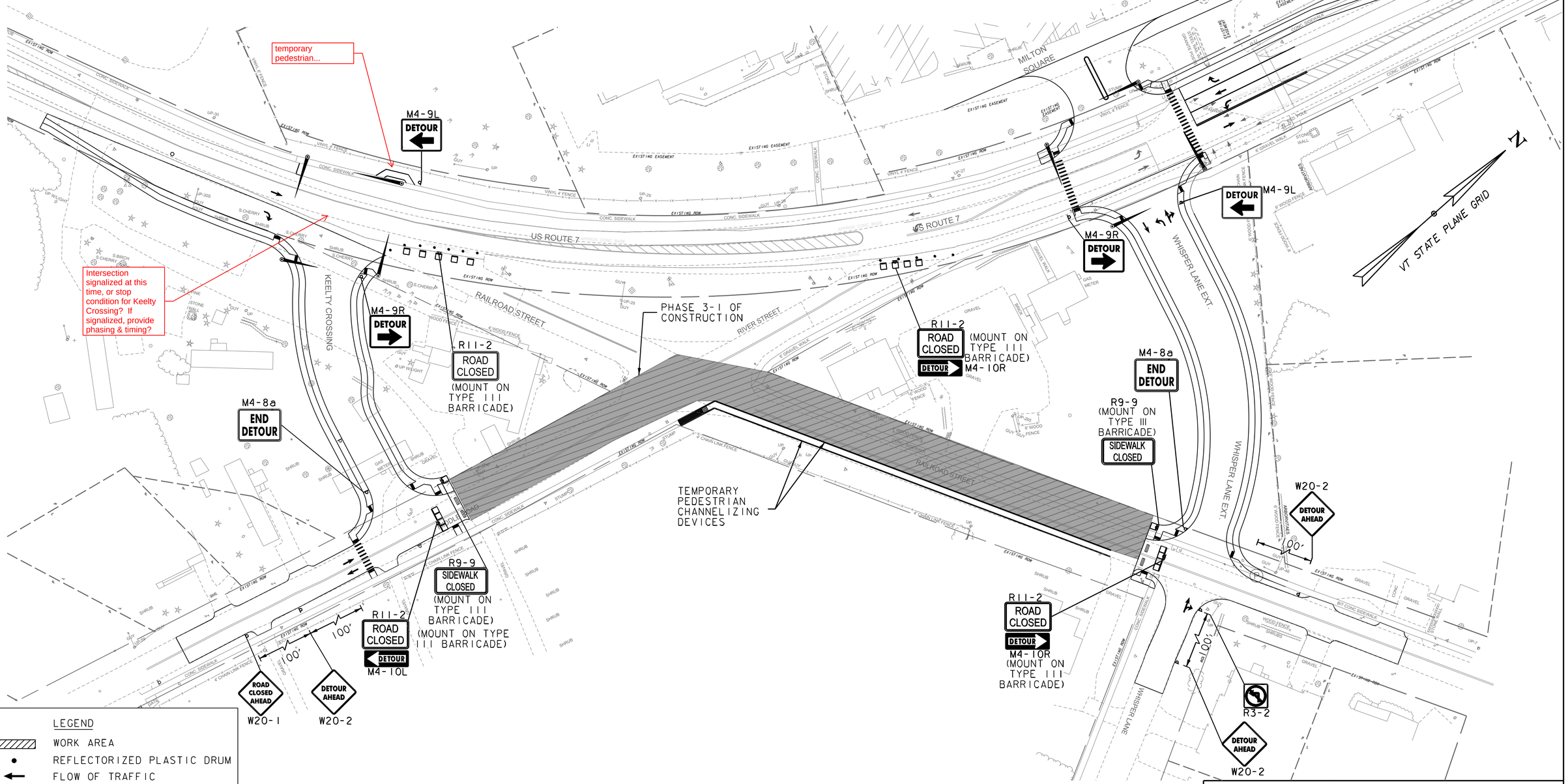
2. THE TRAFFIC SIGNALS MAY BE SET TO FLASHING RED OPERATION DURING WORK HOURS WITH THE UNIFORMED TRAFFIC OFFICERS DIRECTING TRAFFIC.

3. THE TRAFFIC SIGNAL INSTALLED AT THE WHISPER LANE EXT. SHALL BE USED DURING THIS PHASE. THE SIGNAL INFORMATION IS ON SHEET 179.

...and modifying as needed to fit the traffic phasing?

temporary pedestrian...

Intersection signalized at this time, or stop condition for Keelty Crossing? If signalized, provide phasing & timing?



LEGEND

- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- PROPOSED POLICE DETAIL
- TEMPORARY CONCRETE BARRIER

0 40 80

SCALE IN FEET

GREEN A Lochner Company

PROJECT NAME: MILTON

PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
CONSTRUCTION PHASING PLAN 3-1

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS

PHASE 3-2 NOTES:

CONSTRUCTION ACTIVITIES TO BE COMPLETED:

1. CONSTRUCT THE SOUTHERN SEGMENT OF MIDDLE RD AND RAILROAD ST. KEEP THE NEWLY CONSTRUCTED NORTHERN SEGMENT SIDEWALKS OPEN.

2. RAILROAD ST AND MIDDLE RD WILL BE CLOSED DURING CONSTRUCTION, TYPICAL TRAFFIC SETUPS MAY BE UTILIZED, A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED DURING CONSTRUCTION.

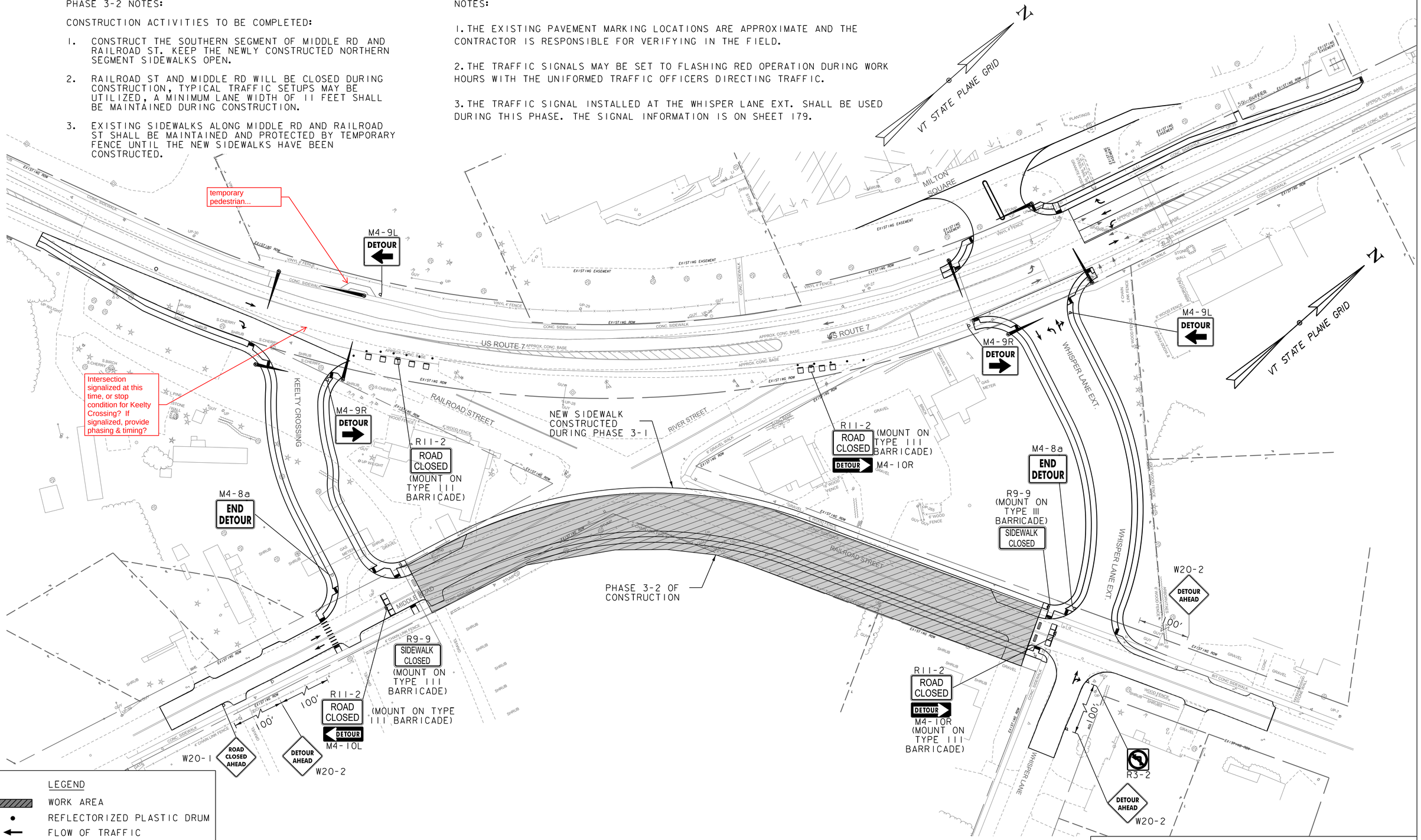
3. EXISTING SIDEWALKS ALONG MIDDLE RD AND RAILROAD ST SHALL BE MAINTAINED AND PROTECTED BY TEMPORARY FENCE UNTIL THE NEW SIDEWALKS HAVE BEEN CONSTRUCTED.

NOTES:

1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.

2. THE TRAFFIC SIGNALS MAY BE SET TO FLASHING RED OPERATION DURING WORK HOURS WITH THE UNIFORMED TRAFFIC OFFICERS DIRECTING TRAFFIC.

3. THE TRAFFIC SIGNAL INSTALLED AT THE WHISPER LANE EXT. SHALL BE USED DURING THIS PHASE. THE SIGNAL INFORMATION IS ON SHEET 179.



LEGEND

- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- (P) PROPOSED POLICE DETAIL
- TEMPORARY CONCRETE BARRIER

0 40 80

SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: S. SACCO
CONSTRUCTION PHASING PLAN 3-2

PLOT DATE: 8/8/2025
DRAWN BY: A. JORESS
CHECKED BY: S. SACCO
SHEET 178 OF 188

CONTROLLER TIMING CHART									
PHASE	1	2	3	4	5	6	7	8	9 (PED)
IN USE	X	X		X	X	X		X	-
MOVEMENT	SBL	NBTR		EB	NBL	SBTR		WB	-
MIN. GREEN	5	10		8	8	10		8	-
MAX 1 - GREEN (ALL OTHER TIMES)	5	27		25	5	27		25	-
MAX 2 - GREEN (6-10 AM)	5	27		25	5	27		25	-
MAX 3 - GREEN (3-7 PM)	5	56		21	5	56		21	-
YELLOW	4	4		4	4	4		4	-
ALL RED	2	2		2	2	2		2	2
VEHICLE EXT	3	3		3	3	3		3	-
RECALL MODE	OFF	SOFT		OFF	OFF	SOFT		OFF	OFF
WALK	-	-		-	-	-		-	7
PED CLEAR	-	-		-	-	-		-	16
FLASHING YELLOW ARROW DELAY	3	-		-	-	-		-	
DELAY GREEN (LPI)	0	0		0	0	0		0	0
COORDINATED	-	-		-	-	-		-	-

PREEMPTION TIMINGS				
	PREEMPTOR			
	1	2	3	4
DIRECTION	NB	SB	EB	WB
HOLD PHASE	2 & 5	1 & 6	4	8
DET. LOCK	YES	YES	YES	YES
DURATION TIME	30	30	30	30
MIN. GREEN	5	5	5	5
HOLD GREEN	12	12	12	12
HOLD YELLOW	4	4	4	4
HOLD RED	2	2	2	2

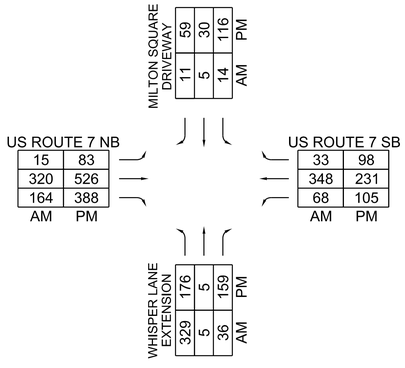
SCHEDULE PLAN			
SCH #	DAY PLAN	DAYS	DATES
1	1	M - F	1-31
1	2	SA, SU	1-31

DAY PLAN 1			
PLAN #	EVENT	ACTION PLAN	START TIME
1	1	1	12:00 AM
1	2	2	6:00 AM
1	3	1	10:00 AM
1	4	3	3:00 PM
1	5	1	7:00 PM

DAY PLAN 2			
PLAN #	EVENT	ACTION PLAN	START TIME
2	1	100	12:00 AM
2	2	99	6:00 AM

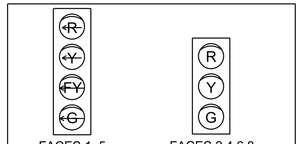
ACTION PLAN			
PLAN #	PATTERN	FLASH	MAX
1	1	NO	MAX 1
2	2	NO	MAX 2
3	3	NO	MAX 3
99	FREE	NO	FREE
100	FLASH	NO	FLASH

TIME OF DAY PROGRAM			
	WEEKDAY TIMINGS		
MAX 2 - AM PEAK	6:00 AM	TO	10:00 AM
MAX 1 - OFF PEAK	10:00 AM	TO	3:00 PM
MAX 3 - PM PEAK	3:00 PM	TO	7:00 PM
MAX 1 - OFF PEAK	7:00 PM	TO	6:00 AM

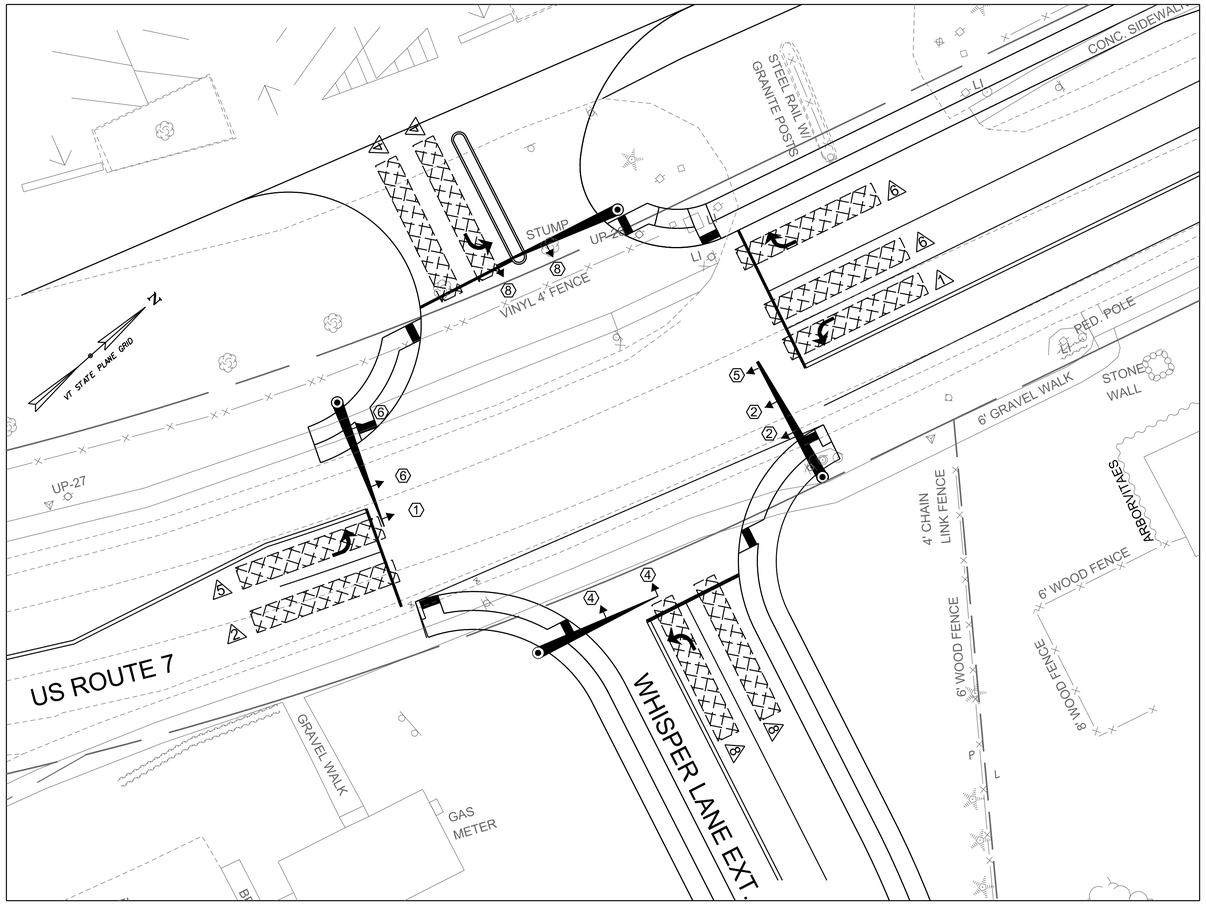


2027 PEAK HOURLY VOLUMES
US ROUTE 7 AT MILTON SQUARE/WHISPER LANE EXTENSION

PROPOSED SIGNAL FACE ARRANGEMENTS

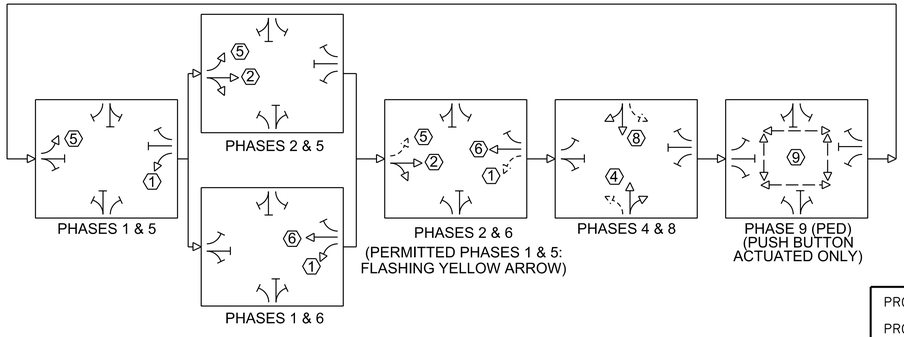


NOTE: FLASHING YELLOW ARROW SHALL NOT BE DISPLAYED WHEN OPERATING IN PROTECTED ONLY MODE.



NOTE:
1. THE SIGNAL PLAN AND TIMING SHOWN ON THIS SHEET SHALL BE IMPLEMENTED DURING CONSTRUCTION **PHASE 3**.
2. ALL SIGNAL EQUIPMENT SHOWN ON THE PLAN ARE THE PROPOSED PERMANENT SIGNAL EQUIPMENT, WHICH WILL REMAIN IN USE AFTER CONSTRUCTION IS COMPLETED.
3. THE CONTRACTOR SHALL ADJUST SIGNAL HEADS, DETECTOR SETTINGS, AND ASSOCIATED COMPONENTS AS NECESSARY DURING CONSTRUCTION TO MAINTAIN EFFICIENT TRAFFIC OPERATIONS.

US ROUTE 7 AT ~~MILTON SQUARE/~~ WHISPER LANE EXTENSION
PHASING DIAGRAM



TRAFFIC SIGNAL LEGEND	
→(2)	SIGNAL HEAD WITH PHASE NO.
—Ⓐ	MAST ARM-MOUNTED SIGN
—Ⓐ	LED BLANK-OUT SIGN
▨	STOP BAR DETECTION AREA

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tcpsgnl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TEMPORARY SIGNAL PLAN PHASE 3

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 179 OF 188

GREEN

Maintenance of traffic during Phases 4 and 5 worries me...

Is the I-89 signage needed?

PHASE 4 NOTES:

CONSTRUCTION ACTIVITIES TO BE COMPLETED:

1. CONSTRUCT US RTE 7 NORTHBOUND FROM KEELTY CROSSING TO WHISPER LN EXTENSION.
2. REMOVE EXISTING MIDDLE RD AND RAILROAD ST BETWEEN NEW CONSTRUCTED SIDEROADS.
3. UTILIZE LANE SHIFTING, TYPICAL TRAFFIC SETUPS, AND DETOUR US RTE 7 NORTHBOUND TO MIDDLE ROAD. A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED DURING CONSTRUCTION.
4. FLAGGERS AND SIGNAGE SHALL DIRECT TRAFFIC AT THE KEELTY CROSSING AND MIDDLE ROAD INTERSECTION, AND THE WHISPER LANE EXT. AT MIDDLE ROAD INTERSECTION DURING THE MORNING AND AFTERNOON PEAK HOURS. THE RI-1 SIGNAGE SHALL BE COVERED WHEN FLAGGERS ARE PRESENT.
5. THE KEELTY CROSSING AND MIDDLE ROAD INTERSECTION, AND THE WHISPER LANE EXT. AT MIDDLE ROAD INTERSECTION WILL OPERATE AS ALL-WAY STOP CONTROLLED DURING OFF-PEAK HOURS. THE RI-1 SIGNS SHALL BE UNCOVERED AND THE W20-7a SIGNS SHALL BE COVERED.

LEGEND

- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- CRASH CUSHIONS
- (F) FLAGGER

NOTES:

1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.
2. THE TRAFFIC SIGNAL MAY BE SET TO FLASHING RED OPERATION DURING WORK HOURS WITH THE UNIFORMED TRAFFIC OFFICER DIRECTING TRAFFIC.
3. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN AND NOTIFY EMERGENCY SERVICES AND LOCAL RESIDENTS OF ANY DELAYS OR TRAFFIC IMPACTS DURING THE IMPLEMENTATION OF THE DETOUR.
4. THE TRAFFIC SIGNAL INSTALLED AT THE WHISPER LANE EXT. SHALL BE USED DURING THIS PHASE. THE SIGNAL INFORMATION IS ON SHEET 181.

PHASES 4 AND 5: REPLACE FLAGGERS WITH TEMP SIGNALS (CARTS) FOR MIDDLE RD/ KEELTY CROSSING AND WHISPER LANE EXT/RAILROAD ST.

ADD TEMPORARY SIGNALS AS DISCUSSED FOR ROUTE 7 AS NEEDED. DO NOT COUNT ON THE PERMANENT SIGNAL(S) BEING OPERATIONAL FOR ANY PHASE.

GREEN A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
CONSTRUCTION PHASING PLAN 4

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 180 OF 188

CONTROLLER TIMING CHART									
PHASE	1	2	3	4	5	6	7	8	9 (PED)
IN USE	X	DARK		X	DARK	X		X	-
MOVEMENT	SBL			EB		SBTR		WB	-
MIN. GREEN	5			8		10		8	-
MAX 1 - GREEN (ALL OTHER TIMES)	15			8		15		8	-
MAX 2 - GREEN (6-10 AM)	15			8		15		8	-
MAX 3 - GREEN (3-7 PM)	20			68		20		68	-
YELLOW	4			4		4		4	-
ALL RED	2			2		2		2	2
VEHICLE EXT	3			3		3		3	-
RECALL MODE	OFF			OFF		SOFT		OFF	OFF
WALK	-			-		-		-	7
PED CLEAR	-			-		-		-	16
FLASHING YELLOW ARROW DELAY	-			-		-		-	
DELAY GREEN (LPI)	0			0		0		0	0
COORDINATED	-			-		-		-	-

PREEMPTION TIMINGS			
	PREEMPTOR		
	1	2	3
DIRECTION	SB	EB	WB
HOLD PHASE	1 & 6	4	8
DET. LOCK	YES	YES	YES
DURATION TIME	30	30	30
MIN. GREEN	5	5	5
HOLD GREEN	12	12	12
HOLD YELLOW	4	4	4
HOLD RED	2	2	2

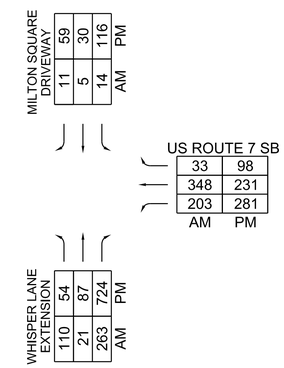
SCHEDULE PLAN			
SCH #	DAY PLAN	DAYS	DATES
1	1	M - F	1-31
1	2	SA, SU	1-31

DAY PLAN 1			
PLAN #	EVENT	ACTION PLAN	START TIME
1	1	1	12:00 AM
1	2	2	6:00 AM
1	3	1	10:00 AM
1	4	3	3:00 PM
1	5	1	7:00 PM

DAY PLAN 2			
PLAN #	EVENT	ACTION PLAN	START TIME
2	1	100	12:00 AM
2	2	99	6:00 AM

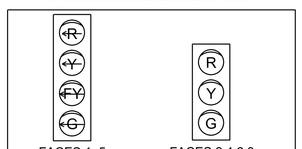
TIME OF DAY PROGRAM			
	WEEKDAY TIMINGS		
MAX 2 - AM PEAK	6:00 AM	TO	10:00 AM
MAX 1 - OFF PEAK	10:00 AM	TO	3:00 PM
MAX 3 - PM PEAK	3:00 PM	TO	7:00 PM
MAX 1 - OFF PEAK	7:00 PM	TO	6:00 AM

ACTION PLAN			
PLAN #	PATTERN	FLASH	MAX
1	1	NO	MAX 1
2	2	NO	MAX 2
3	3	NO	MAX 3
99	FREE	NO	FREE
100	FLASH	NO	FLASH

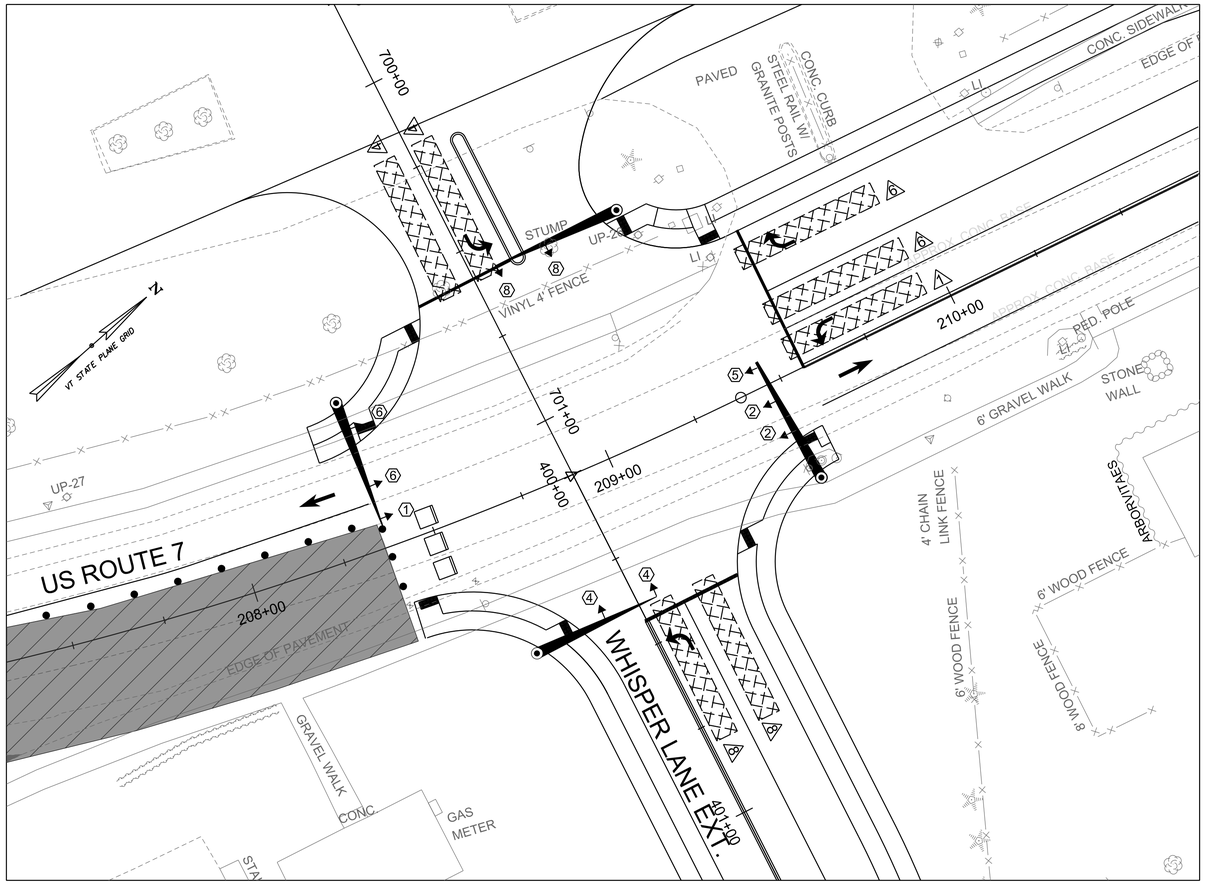


2027 PEAK HOURLY VOLUMES
US ROUTE 7 AT MILTON SQUARE/WHISPER LANE EXTENSION

PROPOSED SIGNAL FACE ARRANGEMENTS

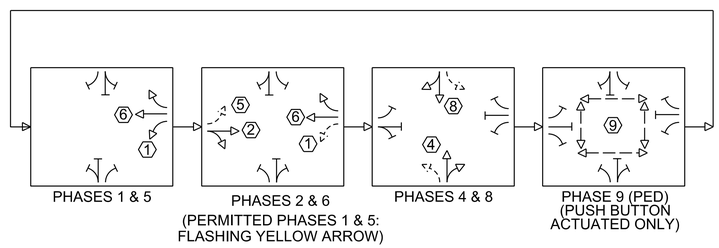


NOTE: FLASHING YELLOW ARROW SHALL NOT BE DISPLAYED WHEN OPERATING IN PROTECTED ONLY MODE.



NOTE:
1. THE SIGNAL PLAN AND TIMING SHOWN ON THIS SHEET SHALL BE IMPLEMENTED DURING CONSTRUCTION **PHASE 4 AND PHASE 5**.
2. ALL SIGNAL EQUIPMENT SHOWN ON THE PLAN ARE THE PROPOSED PERMANENT SIGNAL EQUIPMENT, WHICH WILL REMAIN IN USE AFTER CONSTRUCTION IS COMPLETED.
3. THE CONTRACTOR SHALL ADJUST SIGNAL HEADS, DETECTOR SETTINGS, AND ASSOCIATED COMPONENTS AS NECESSARY DURING CONSTRUCTION TO MAINTAIN EFFICIENT TRAFFIC OPERATIONS.

US ROUTE 7 AT ~~MILTON SQUARE/~~ WHISPER LANE EXTENSION
PHASING DIAGRAM



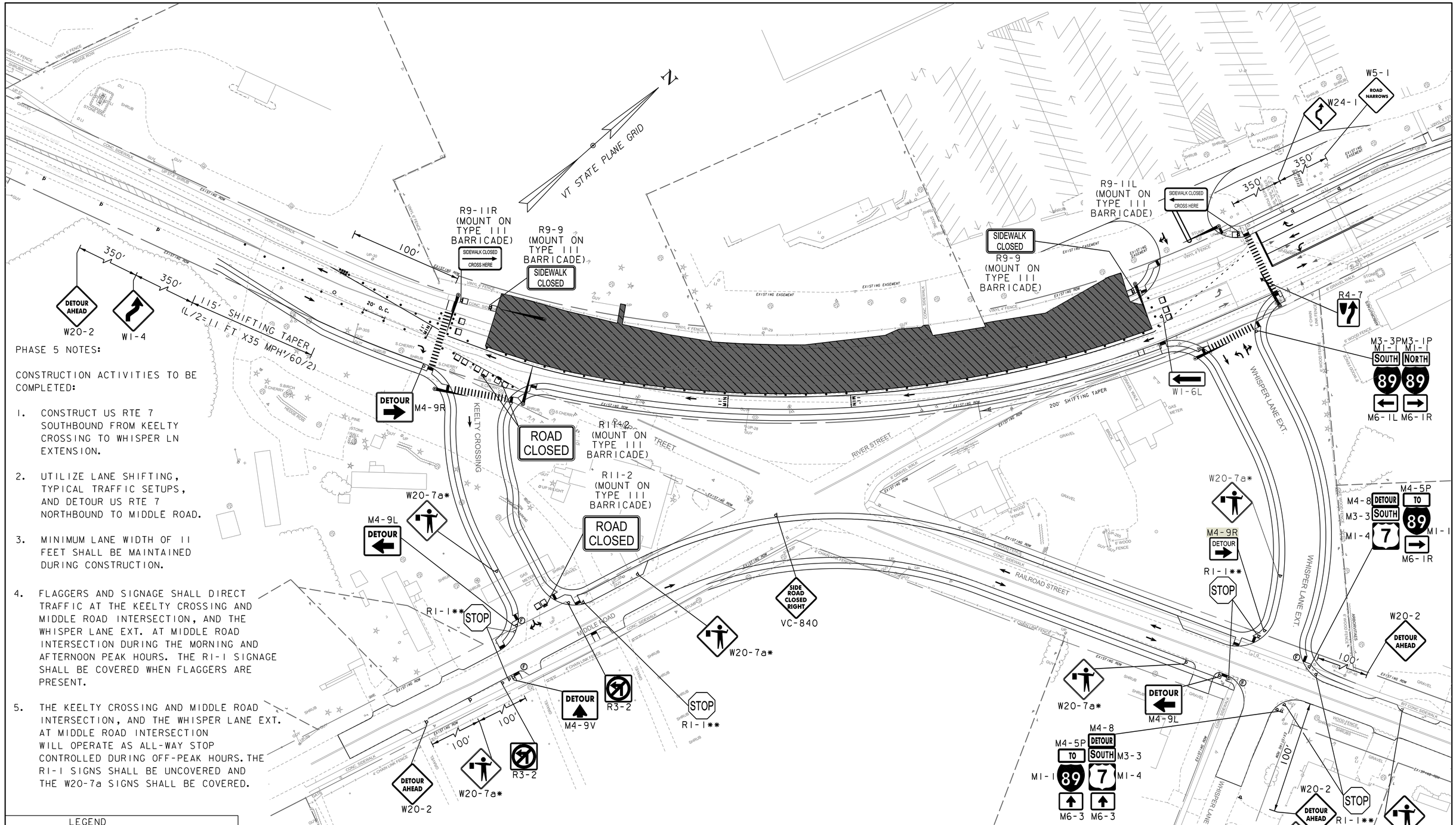
TRAFFIC SIGNAL LEGEND	
→(2)	SIGNAL HEAD WITH PHASE NO.
—(A)	MAST ARM-MOUNTED SIGN
—|(A)	LED BLANK-OUT SIGN
▨	STOP BAR DETECTION AREA

GREEN

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tcpsgnl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TEMPORARY SIGNAL PLAN PHASE 4

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 181 OF 188



PHASE 5 NOTES:

CONSTRUCTION ACTIVITIES TO BE COMPLETED:

1. CONSTRUCT US RTE 7 SOUTHBOUND FROM KEELTY CROSSING TO WHISPER LN EXTENSION.

2. UTILIZE LANE SHIFTING, TYPICAL TRAFFIC SETUPS, AND DETOUR US RTE 7 NORTHBOUND TO MIDDLE ROAD.

3. MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED DURING CONSTRUCTION.

4. FLAGGERS AND SIGNAGE SHALL DIRECT TRAFFIC AT THE KEELTY CROSSING AND MIDDLE ROAD INTERSECTION, AND THE WHISPER LANE EXT. AT MIDDLE ROAD INTERSECTION DURING THE MORNING AND AFTERNOON PEAK HOURS. THE R1-1 SIGNAGE SHALL BE COVERED WHEN FLAGGERS ARE PRESENT.

5. THE KEELTY CROSSING AND MIDDLE ROAD INTERSECTION, AND THE WHISPER LANE EXT. AT MIDDLE ROAD INTERSECTION WILL OPERATE AS ALL-WAY STOP CONTROLLED DURING OFF-PEAK HOURS. THE R1-1 SIGNS SHALL BE UNCOVERED AND THE W20-7a SIGNS SHALL BE COVERED.

LEGEND
- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- CRASH CUSHIONS
- (F) FLAGGER

NOTES:
1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.

4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN AND NOTIFY EMERGENCY SERVICES AND LOCAL RESIDENTS OF ANY DELAYS OR TRAFFIC IMPACTS DURING THE IMPLEMENTATION OF THE DETOUR.

5. THE TRAFFIC SIGNAL INSTALLED AT THE WHISPER LANE EXT. INTERSECTION SHALL BE USED DURING THIS PHASE. THE SIGNAL INFORMATION IS ON SHEET 183.

0 40 80
SCALE IN FEET

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
CONSTRUCTION PHASING PLAN 5

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 182 OF 188

CONTROLLER TIMING CHART									
PHASE	1	2	3	4	5	6	7	8	9 (PED)
IN USE	X	DARK		X	DARK	X		X	-
MOVEMENT	SBL			EB		SBTR		WB	-
MIN. GREEN	5			8		10		8	-
MAX 1 - GREEN (ALL OTHER TIMES)	15			8		15		8	-
MAX 2 - GREEN (6-10 AM)	15			8		15		8	-
MAX 3 - GREEN (3-7 PM)	20			68		20		68	-
YELLOW	4			4		4		4	-
ALL RED	2			2		2		2	2
VEHICLE EXT	3			3		3		3	-
RECALL MODE	OFF			OFF		SOFT		OFF	OFF
WALK	-			-		-		-	7
PED CLEAR	-			-		-		-	16
FLASHING YELLOW ARROW DELAY	-			-		-		-	
DELAY GREEN (LPI)	0			0		0		0	0
COORDINATED	-			-		-		-	-

PREEMPTION TIMINGS			
	PREEMPTOR		
	1	2	3
DIRECTION	SB	EB	WB
HOLD PHASE	1 & 6	4	8
DET. LOCK	YES	YES	YES
DURATION TIME	30	30	30
MIN. GREEN	5	5	5
HOLD GREEN	12	12	12
HOLD YELLOW	4	4	4
HOLD RED	2	2	2

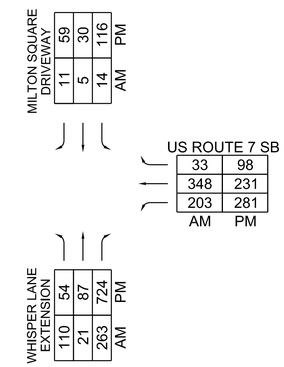
SCHEDULE PLAN			
SCH #	DAY PLAN	DAYS	DATES
1	1	M - F	1-31
1	2	SA, SU	1-31

DAY PLAN 1			
PLAN #	EVENT	ACTION PLAN	START TIME
1	1	1	12:00 AM
1	2	2	6:00 AM
1	3	1	10:00 AM
1	4	3	3:00 PM
1	5	1	7:00 PM

DAY PLAN 2			
PLAN #	EVENT	ACTION PLAN	START TIME
2	1	100	12:00 AM
2	2	99	6:00 AM

TIME OF DAY PROGRAM			
	WEEKDAY TIMINGS		
MAX 2 - AM PEAK	6:00 AM	TO	10:00 AM
MAX 1 - OFF PEAK	10:00 AM	TO	3:00 PM
MAX 3 - PM PEAK	3:00 PM	TO	7:00 PM
MAX 1 - OFF PEAK	7:00 PM	TO	6:00 AM

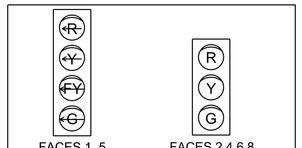
ACTION PLAN			
PLAN #	PATTERN	FLASH	MAX
1	1	NO	MAX 1
2	2	NO	MAX 2
3	3	NO	MAX 3
99	FREE	NO	FREE
100	FLASH	NO	FLASH



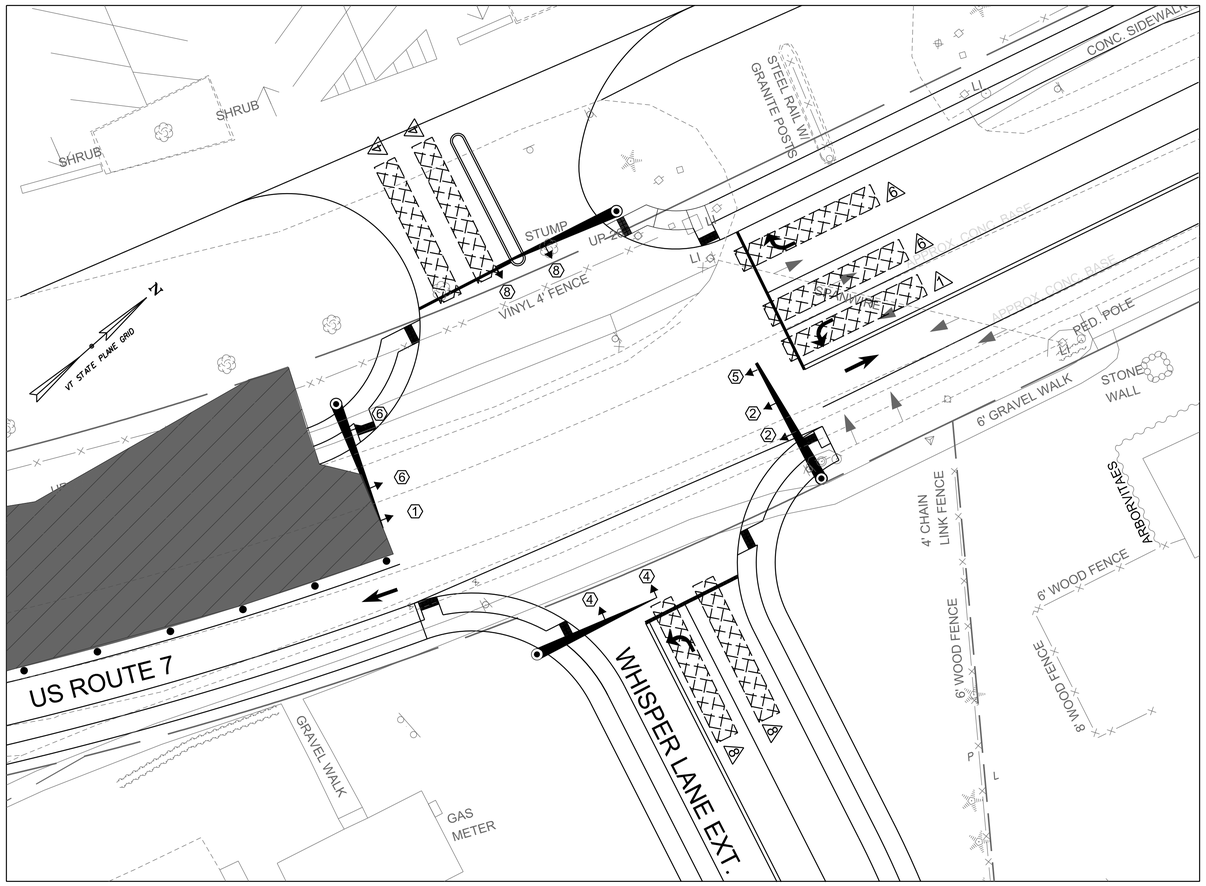
2027 PEAK HOURLY VOLUMES

US ROUTE 7 AT MILTON SQUARE/WHISPER LANE EXTENSION

PROPOSED SIGNAL FACE ARRANGEMENTS



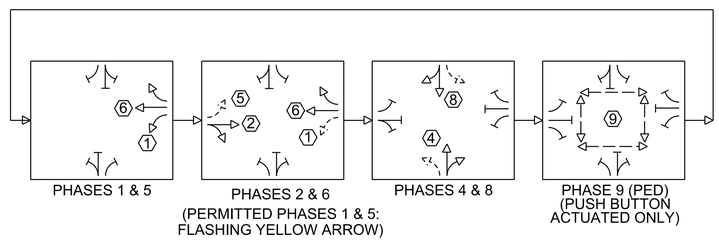
NOTE: FLASHING YELLOW ARROW SHALL NOT BE DISPLAYED WHEN OPERATING IN PROTECTED ONLY MODE.



NOTE:

1. THE SIGNAL PLAN AND TIMING SHOWN ON THIS SHEET SHALL BE IMPLEMENTED FROM CONSTRUCTION **PHASE 4** THROUGH **PHASE 5** .
2. ALL SIGNAL EQUIPMENT SHOWN ON THE PLAN ARE THE PROPOSED PERMANENT SIGNAL EQUIPMENT, WHICH WILL REMAIN IN USE AFTER CONSTRUCTION IS COMPLETED.
3. THE CONTRACTOR SHALL ADJUST SIGNAL HEADS, DETECTOR SETTINGS, AND ASSOCIATED COMPONENTS AS NECESSARY DURING CONSTRUCTION TO MAINTAIN EFFICIENT TRAFFIC OPERATIONS.

US ROUTE 7 AT MILTON SQUARE/ WHISPER LANE EXTENSION PHASING DIAGRAM



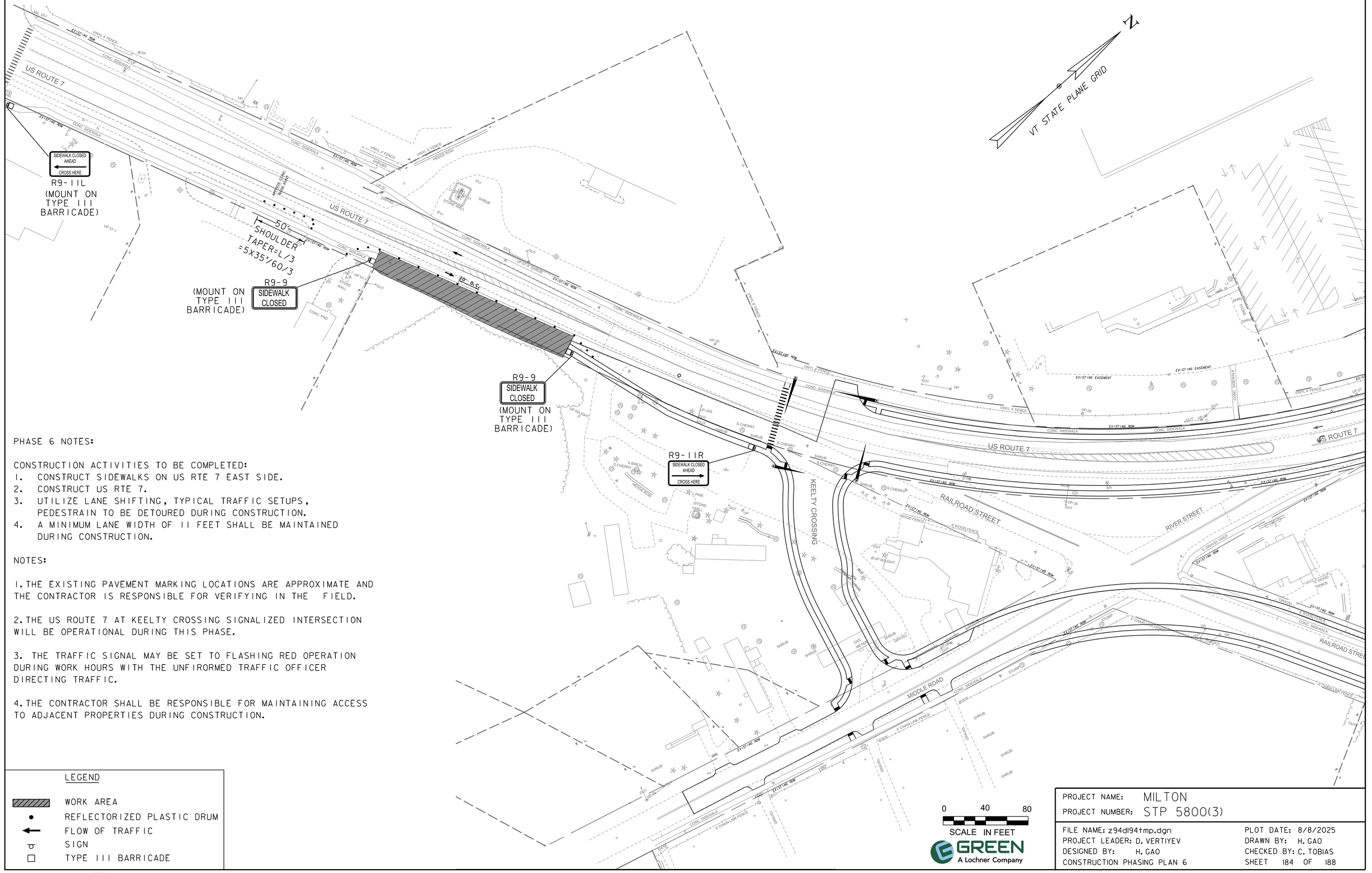
TRAFFIC SIGNAL LEGEND	
→②	SIGNAL HEAD WITH PHASE NO.
⊣Ⓐ	MAST ARM-MOUNTED SIGN
⊣Ⓐ	LED BLANK-OUT SIGN
▨⚠	STOP BAR DETECTION AREA

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tcpsgnl.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TEMPORARY SIGNAL PLAN PHASE 5

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 183 OF 188

GREEN



PHASE 6 NOTES:

CONSTRUCTION ACTIVITIES TO BE COMPLETED:
1. CONSTRUCT SIDEWALKS ON US RTE 7 EAST SIDE.
2. CONSTRUCT US RTE 7.
3. UTILIZE LANE SHIFTING, TYPICAL TRAFFIC SETUPS, PEDESTRAIN TO BE DETOURED DURING CONSTRUCTION.
4. A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED DURING CONSTRUCTION.

NOTES:

1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.

2. THE US ROUTE 7 AT KEELTY CROSSING SIGNALIZED INTERSECTION WILL BE OPERATIONAL DURING THIS PHASE.

3. THE TRAFFIC SIGNAL MAY BE SET TO FLASHING RED OPERATION DURING WORK HOURS WITH THE UNFIRORMED TRAFFIC OFFICER DIRECTING TRAFFIC.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.

LEGEND

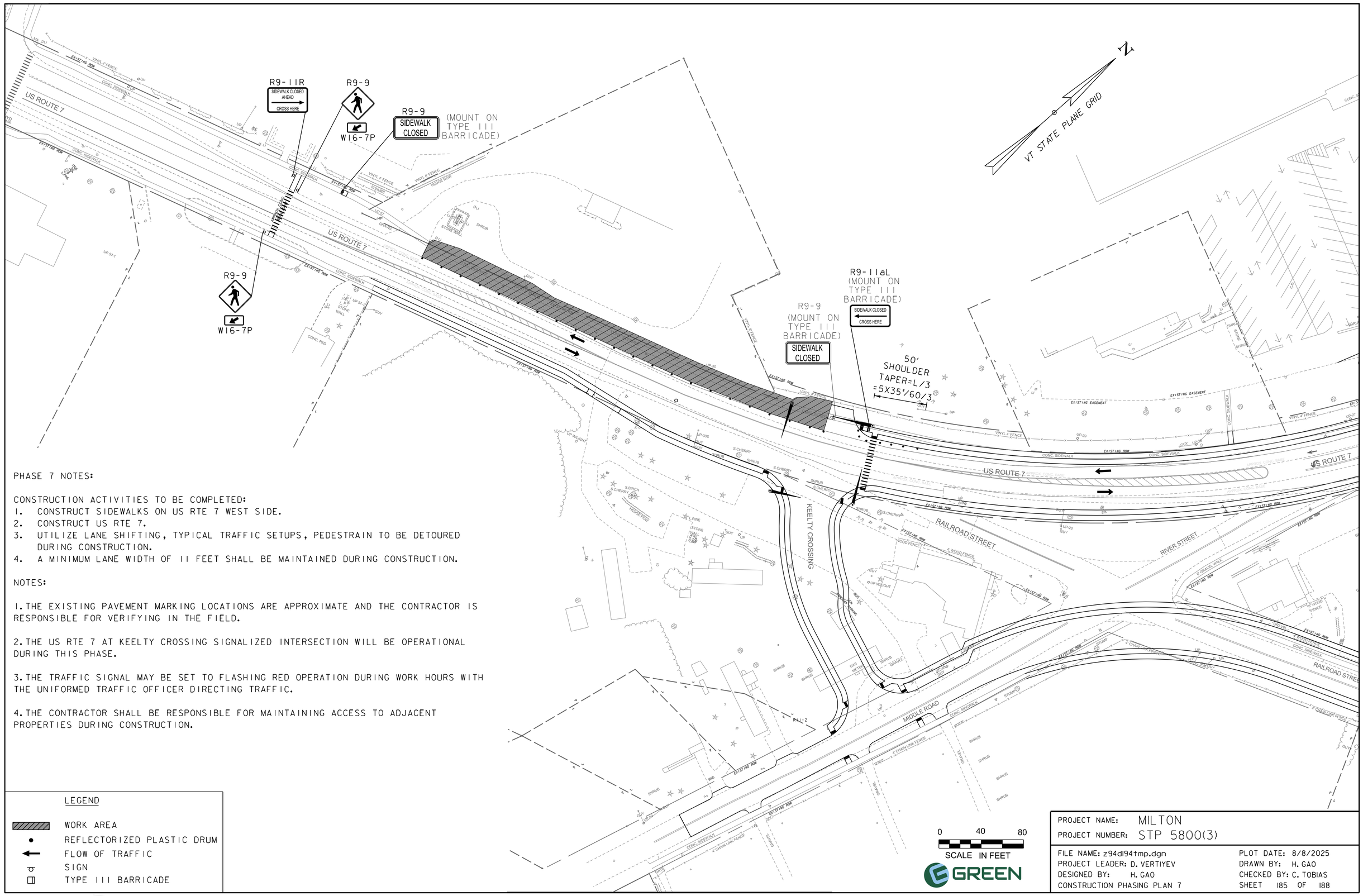
- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- TYPE III BARRICADE

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
CONSTRUCTION PHASING PLAN 6

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 184 OF 188



PHASE 7 NOTES:

CONSTRUCTION ACTIVITIES TO BE COMPLETED:

1. CONSTRUCT SIDEWALKS ON US RTE 7 WEST SIDE.
2. CONSTRUCT US RTE 7.
3. UTILIZE LANE SHIFTING, TYPICAL TRAFFIC SETUPS, PEDESTRAIN TO BE DETOURED DURING CONSTRUCTION.
4. A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED DURING CONSTRUCTION.

NOTES:

1. THE EXISTING PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING IN THE FIELD.

2. THE US RTE 7 AT KEELTY CROSSING SIGNALIZED INTERSECTION WILL BE OPERATIONAL DURING THIS PHASE.

3. THE TRAFFIC SIGNAL MAY BE SET TO FLASHING RED OPERATION DURING WORK HOURS WITH THE UNIFORMED TRAFFIC OFFICER DIRECTING TRAFFIC.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION.

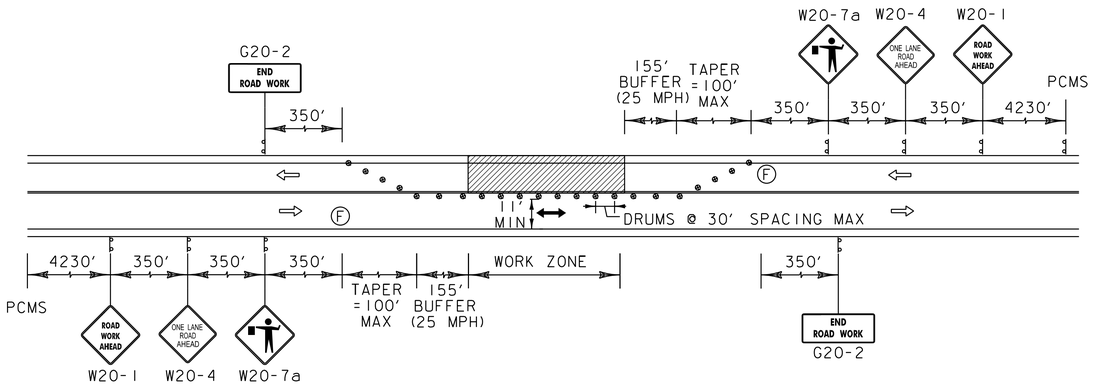
LEGEND

- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- SIGN
- TYPE III BARRICADE

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
CONSTRUCTION PHASING PLAN 7

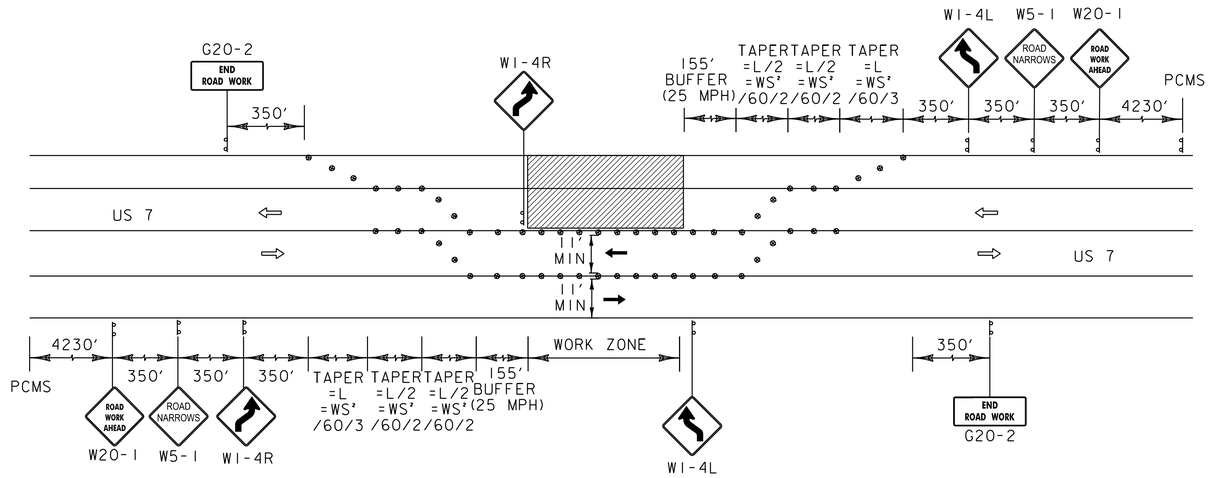
PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 185 OF 188



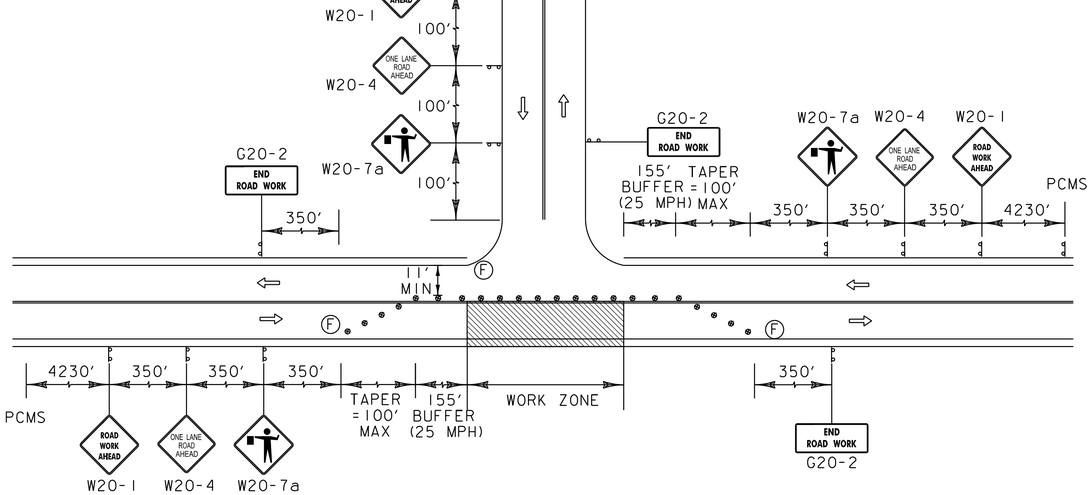
TWO LANE ROADWAY ONE WAY ALTERNATING LANE CLOSURE WITH FLAGGER
NOT TO SCALE

NOTE:

FLAGGERS TO BE USED FOR US ROUTE 7 CONSTRUCTION DURING DAYTIME HOURS. TEMPORARY TRAFFIC SIGNAL AND AUTOMATED FLAGGER ASSISTANCE DEVICE MAY BE USED FOR NIGHTTIME CONSTRUCTION.



MULTI-LANE ROADWAY HALF OF ROADWAY CLOSED WITH TWO LANES SHIFT TO SHOULDER
NOT TO SCALE



TYPICAL TRAFFIC CONTROL SET-UP
LANE-CLOSURE AT SIDE OF INTERSECTION
NOT TO SCALE

NOTE:

TO BE USED FOR US ROUTE 7 CONSTRUCTION DURING DAYTIME HOURS.

PCMS MESSAGE: *

PCMS DISPLAY ADVANCE NOTIFICATION	PCMS DISPLAY DURING CONSTRUCTON
US-7 CLOSED	WORKERS PRESENT ON ROAD
MMMM/DD TO MMM/DD	PREPARE TO STOP

* CONTRACTOR IS RESPONSIBLE FOR UPDATING THE PCMS MESSAGE SIGN TO REFLECT THE RESPECTIVE CONSTRUCTION PHASE.

THE PCMS SHALL BE UPDATED TO PROVIDE QUEUEING INFOMRATION.

MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE CURRENT WORK ACTIVITY SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF THE MOTORISTS.

AVOID REPEATING MESSAGES COVERED BY STATIC SIGNS.

WHEN IN OPERATING MODE, THE BOTTOM OF THE PCMS MESSAGE PANEL SHALL BE FULLY EXTENDED TO 7 FEET ABOVE THE ROADWAY.

LEGEND

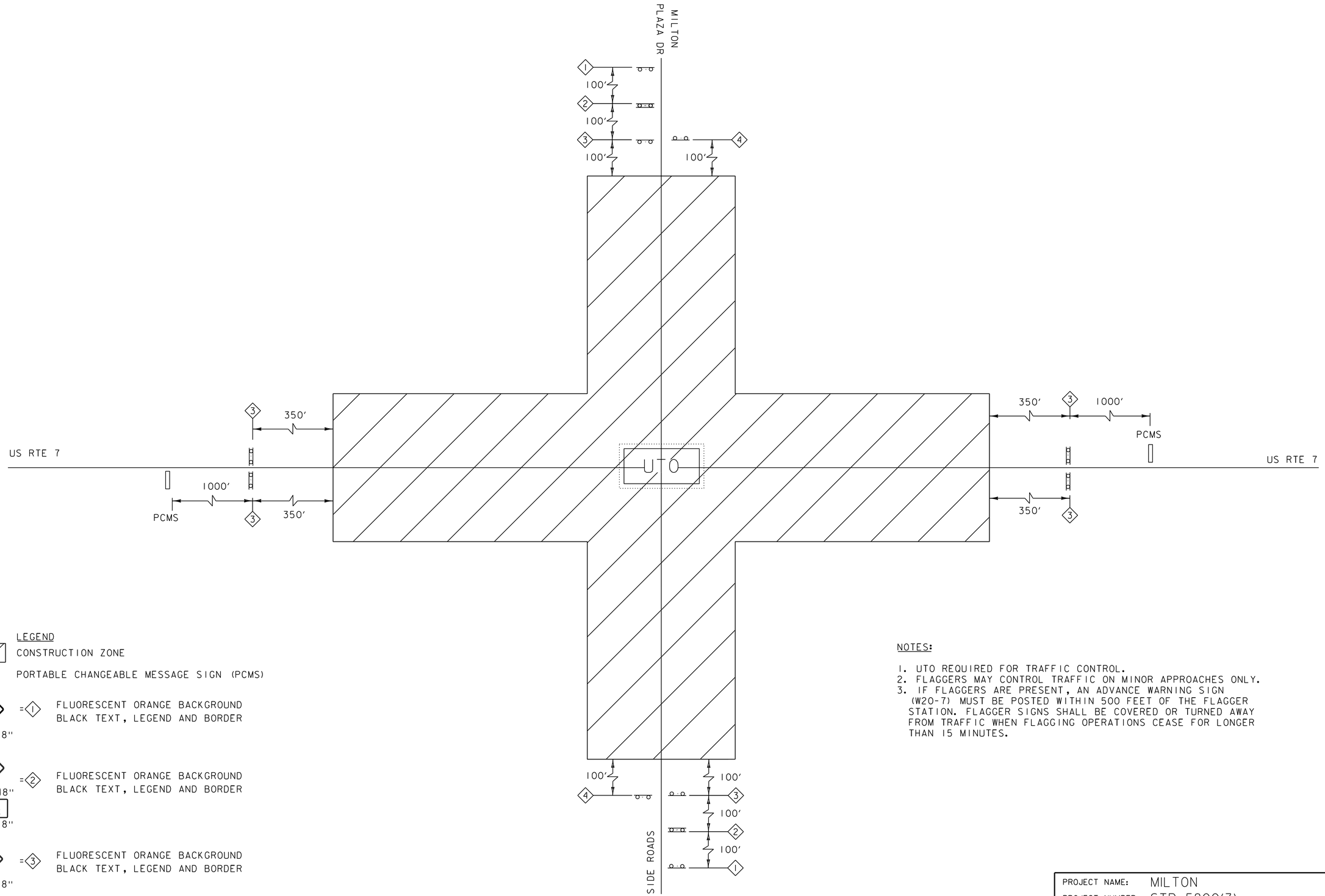
- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- TYPE III BARRICADE
- (F) - FLAGGER

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94d194tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC CONTROL TYPICAL DETAILS

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 186 OF 188



LEGEND

CONSTRUCTION ZONE

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

ROAD WORK AHEAD — 48" X 48" = ① FLUORESCENT ORANGE BACKGROUND, BLACK TEXT, LEGEND AND BORDER

ROAD WORK 500 FT — 48" X 48" = ② FLUORESCENT ORANGE BACKGROUND, BLACK TEXT, LEGEND AND BORDER

B-B

END ROAD WORK — 36" X 18"

SIGNAL WORK AHEAD — 48" X 48" = ③ FLUORESCENT ORANGE BACKGROUND, BLACK TEXT, LEGEND AND BORDER

END ROAD WORK — 36" X 18" = ④ FLUORESCENT ORANGE BACKGROUND, BLACK TEXT, LEGEND AND BORDER

NOTES:

1. UTO REQUIRED FOR TRAFFIC CONTROL.
2. FLAGGERS MAY CONTROL TRAFFIC ON MINOR APPROACHES ONLY.
3. IF FLAGGERS ARE PRESENT, AN ADVANCE WARNING SIGN (W20-7) MUST BE POSTED WITHIN 500 FEET OF THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.

GREEN
A Lochner Company

PROJECT NAME: MILTON	
PROJECT NUMBER: STP 5800(3)	
FILE NAME: z94dl94tmp.dgn	PLOT DATE: 8/8/2025
PROJECT LEADER: D. VERTIYEV	DRAWN BY: H. GAO
DESIGNED BY: H. GAO	CHECKED BY: C. TOBIAS
SIGNAL CONSTRUCTION APPROACH SIGNING	SHEET 187 OF 188

GENERAL TRAFFIC MAINTENANCE NOTES

1. THE CONTRACTOR SHALL SUBMIT SITE-SPECIFIC TRAFFIC CONTROL PLAN FOR APPROVAL BY THE PROJECT MANAGER A MINIMUM OF TWENTY-ONE (21) DAYS PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE

2. THE CONSTRUCTION PHASING PLAN HEREIN IS DEMONSTRATIVE FOR CONSTRUCTABILITY ONLY AND SHALL NOT BE CONSIDERED A TRAFFIC CONTROL PLAN. PHASING WORK SHOWN HERE IS SCHEMATIC ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVELOPING APPROPRIATE CONSTRUCTION METHODS AND APPLICABLE TRAFFIC MAINTENANCE PLANS FOR ALL TRANSITION WORK BETWEEN PHASES. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE.

3. THE CONTRACTOR MUST SUBMIT A SEPARATE SITE-SPECIFIC TRAFFIC CONTROL PLAN TO THE ENGINEER A MINIMUM OF TWO WEEKS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES FOR REVIEW AND ACCEPTANCE.

4. THE TRAFFIC CONTROL PLAN SHALL BE DESIGNED AND STAMPED BY A LICENSED PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF VERMONT.

5. THE TRAFFIC CONTROL PLAN SHALL INCLUDE A CONSTRUCTION PHASING PLAN, A CONSTRUCTION APPROACH SIGNING PLAN AND A NARRATIVE THAT SUMMARIZES INFORMATION CONTAINED IN BOTH.

6. THE CONSTRUCTION PHASING PLAN SHALL INDICATE THE AREAS OF WORK FOR EACH PHASE, A SUMMARY OF THE WORK, ANY TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES REQUIRED FOR THAT PHASE. ANY CHANGES IN CONSTRUCTION APPROACH SIGNING REQUIRED FOR THAT PHASE SHALL ALSO BE SHOWN.

7. SEE GENERAL NOTES FOR UNIFORMED TRAFFIC OFFICER REQUIREMENTS. UNIFORMED TRAFFIC OFFICERS MAY BE USED TO DIRECT TRAFFIC DURING PEAK HOURS. UNIFORMED TRAFFIC OFFICERS SHALL PRIORITIZE THE HEAVY MOVEMENT, IF/WHEN LONG BACKUPS OCCUR, STOP ALL CONFLICTING MOVEMENTS AND ALLOW THE VEHICLE QUEUE TO CLEAR THE APPROACH, THEN ALLOW FOR THE HEAVY MOVEMENTS TO CONTINUE FLOWING THROUGH THE INTERSECTION.

8. EXCAVATION FOR SUBBASE OF DENSE GRADED CRUSHED STONE AND SAND BORROW SHALL NOT EXCEED 200' IN LENGTH ALONG ROADWAY OR HALF A DAY OF WORK WHICH EVER IS LESS. AT THE END OF A WORKING DAY, BACKFILLING AND COMPACTION OF SUBBASE AND SAND BORROW SHALL BE COMPLETED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

9. REFER TO THE T- AND E-SERIES VERMONT STATE CONSTRUCTION STANDARD DRAWINGS AND THE 11th EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR DETAILED INFORMATION REGARDING CHANNELIZATION DEVICES, TAPER LENGTHS, BARRICADES, DETOURS, LONGITUDINAL DROP-OFFS AND MISCELLANEOUS TRAFFIC CONTROL DETAILS.

10. TRAFFIC PATTERNS SHALL NOT CHANGE UNTIL ALL TEMPORARY MARKINGS, SIGNING AND/OR SIGNAL WORK ARE COMPLETED FOR THE NEXT PATTERN. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED. PAYMENT SHALL BE MADE UNDER CONTRACT ITEM 646.8500 - REMOVAL OF EXISTING PAVEMENT MARKINGS.

11. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES IN COMPLIANCE WITH VTRANS STANDARDS AND THE 11th EDITION OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE. LANE CLOSURE ALONG US-7 SHALL ONLY OCCUR DURING THE OFF-PEAK HOURS. NIGHTTIME CONSTRUCTION MAY BE ALLOWED.

12. CONTRACTOR SHALL RELOCATE OR COVER ALL EXISTING SIGNS WHERE THEY WOULD CONFLICT WITH CONSTRUCTION SIGNAGE. SIGN COVERING SHALL NOT DAMAGE THE RETRO-REFECTIVITY OF THE SIGN FACE AND THE SIGN COVER SHALL NOT DETERIORATE FOR THE DURATION THAT THE SIGN IS COVERED. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE. CONSTRUCTION APPROACH SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING CONSTRUCTION SIGNAGE SO AS NOT TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE. EXISTING SIGNS SHALL BE COVERED OR REMOVED WHEN THEY CONFLICT WITH CONSTRUCTION TRAFFIC OPERATIONS.

14. THE CONTRACTOR SHALL PROVIDE AT LEAST 4 PORTABLE CHANGEABLE MESSAGE SIGNS FOR THE DURATION OF THE PROJECT. THE INITIAL LOCATION AND MESSAGE CONTENT SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. MESSAGES SHALL CONSIST OF A MAXIMUM OF TWO PHRASES OF 3 LINES WITH 8 CHARACTERS AND SHALL ONLY BE VISIBLE TO MOTORISTS AT TIMES WHEN THE MESSAGE IS PERTINENT. THE RELOCATION OF THE SIGNS MAY BE NECESSARY TO CONVEY WORK ZONE TRAVEL INFORMATION THAT IS OTHERWISE DIFFICULT TO CONVEY WITH STATIC SIGNS. THESE RELOCATIONS SHALL BE PAID FOR UNDER CONTRACT ITEM 641.1500 - PORTABLE CHANGEABLE MESSAGE SIGN.

15. ALL WORK AREA AND CONSTRUCTION ENTRANCES SHALL BE SECURED DURING OVERNIGHT AND NON-ACTIVE PERIODS. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE.

16. FURNISHING, INSTALLING, MAINTENANCE OF, RELOCATING AND REMOVING REFLECTORIZED DRUMS, CONSTRUCTION SIGNING FOR TRAFFIC SHIFTS AND PEDESTRIAN BARRICADES AND SIGNAGE SHALL BE PAID FOR UNDER CONTRACT ITEM 641.1100 - TRAFFIC CONTROL, ALL-INCLUSIVE.

17. IF AT ANY POINT DURING CONSTRUCTION, LANES NEED TO BE REDUCED TO UNDER 11' IN WIDTH, THE CONTRACTOR SHALL CONTACT THE DEPARTMENT OF MOTOR VEHICLES WITHIN 24 HOURS OF THE SCHEDULED REDUCED LANE WIDTH PERIOD.

18. ONCE A PERMIT IS ISSUED THE APPLICANT/HAULER HAS 10 DAYS TO MOVE THEIR LOAD. THIS REQUIRES ADDITIONAL NOTICE TIME TO CAPTURE THAT 10-DAY WINDOW.

19. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENTIAL DRIVEWAYS AND BUSINESS ACCESSES DURING CONSTRUCTION 24 HOURS A DAY. IF AN ACCESS REQUIRES CLOSURE FOR ANY PERIOD OF TIME, THE CONTRACTOR SHALL CONTACT THE RESIDENCE OR BUSINESS 48 HOURS PRIOR TO THE SCHEDULED CLOSURE AND PROVIDE AN ALTERNATIVE ACCESS FOR THE ENTIRE LENGTH OF THE CLOSURE PERIOD.

20. SPECIAL CARE SHALL BE TAKEN TO PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES. THE CONTRACTOR SHALL COORDINATE WITH BOTH MILTON POLICE AND FIRE DEPARTMENTS TO DETERMINE THEIR MINIMUM ACCESS REQUIREMENTS BEFORE PROCEEDING TO THE NEXT PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL ENSURE THAT ACCESS IS AVAILABLE TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES.

21. PEDESTRIAN AND BICYCLE ACCOMMODATIONS WILL BE REQUIRED FOR ALL PHASES OF CONSTRUCTION. PLEASE REFER TO VTRANS BICYCLE AND PEDESTRIAN WORK ZONE GUIDE FOR MORE INFORMATION.

22. THE CONTRACTOR SHALL COORDINATE WITH INDIVIDUAL BUSINESSES TO DISCUSS THE NEED OF AND, IF APPLICABLE, THE LOCATION OF ANY TEMPORARY BUSINESS SIGNS. THE RELOCATION AND RESETTING OF TEMPORARY BUSINESS SIGNS SHALL BE PAID UNDER ITEM 641.1100 TRAFFIC CONTROL, ALL-INCLUSIVE.

23. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.

24. FLAGGERS AND/OR TRAFFIC CONTROL PERSONNEL SHALL DIRECT BICYCLISTS THROUGH THE CONSTRUCTION AREA IN THE SAME MANNER AS VEHICULAR TRAFFIC. TRAFFIC CONTROL PERSONNEL MAY ASK BICYCLE RIDERS TO GO LAST TO ENSURE THEIR SAFETY.

25. COMMUNICATIONS AND ACCOMMODATING FOR POSTAL DELIVERIES, NEWSPAPER ROUTES, TRASH SERVICES, AND/OR OTHER DELIVERY SERVICES INTERRUPTED BY THE PROJECT OR DETOUR SHOULD BE COMMUNICATED WITH THE PROPER CONTACTS.

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) FOR REVIEW AND WRITTEN APPROVAL BY THE ENGINEER A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARs AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC.

2. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), PART 6.

3. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES, COMMERCIAL PROPERTIES, AND TRANSIT STOPS. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.

4. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE MUST BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE FIRM, STABLE, SLIP-RESISTANT, AND CONTINUOUS WITH A MINIMUM OF 80 INCHES OVERHEAD CLEARANCE FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.

5. WHEN TEMPORARY CROSSWALKS ARE UTILIZED FOR THE TPAR, TEMPORARY DETECTABLE WARNINGS SHALL BE PLACED AT EACH END OF THE TEMPORARY CROSSWALKS. THE TEMPORARY CROSSWALK SHALL BE DELINEATED WITH TEMPORARY PAVEMENT MARKINGS OR TAPE. THE MARKINGS SHALL BE PARALLEL 12-INCH-WIDE WHITE LINES PLACE 7 FEET ON CENTER APART. IT SHOULD BE NOTED THAT CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 20 FEET IN ADVANCE OF MIDBLOCK CROSSWALKS. TEMPORARY CROSSWALK SIGNS SHALL BE PROVIDED FOR THE CROSSWALK.

6. IF THERE IS WORK OCCURRING OVER AN OPEN SIDEWALK, PROTECTIVE OVERHEAD COVERING MUST BE PROVIDED AS NECESSARY TO ENSURE PROTECTION FROM FALLING OBJECTS AND DRIPPING FROM OVERHEAD STRUCTURES. COVERED WALKWAYS SHOULD BE STURDILY CONSTRUCTED AND ADEQUATELY LIGHTED FOR NIGHTTIME USE.

7. INDIVIDUAL CHANNELIZING DEVICES, TAPE, OR ROPE USED TO CONNECT INDIVIDUAL DEVICES AND OTHER DISCONTINUOUS BARRIERS AND DEVICES, PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES. THESE MEASURES DO NOT PROVIDE ACCEPTABLE PATH GUIDANCE ON TEMPORARY OR REALIGNED SIDEWALKS OR OTHER PEDESTRIAN FACILITIES. PEDESTRIAN CHANNELIZING DEVICES SHALL INCLUDE A CONTINUOUSLY DETECTABLE BOTTOM AND TOP EDGE THROUGHOUT THE LENGTH OF THE FACILITY SUCH THAT IT CAN BE FOLLOWED BY PEDESTRIANS USING CANES FOR GUIDANCE.

8. CHANNELIZING DEVICES ON BOTH SIDES OF THE TPAR SHALL INCLUDE A CONTINUOUS SOLID TOP AND BOTTOM RAILS. THE TOP EDGE OF THE TOP RAIL SHALL BE BETWEEN 32 INCHES AND 38 INCHES ABOVE THE GROUND LEVEL. THE BOTTOM RAIL SHALL BE AT LEAST 8 INCHES ABOVE THE SURFACE OF THE SIDEWALK OR PATHWAY, WITH THE BOTTOM EDGE OF THE BOTTOM RAIL SURFACE NO HIGHER THAN 2 INCHES ABOVE THE GROUND.

9. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASHWORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.

10. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT, OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

11. PROVISION OF THE TPAR AND ALL ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY CURB RAMPS, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO 641.1200 TRAFFIC CONTROL, ALL-INCLUSIVE.

GREEN
A Lochner Company

PROJECT NAME: MILTON
PROJECT NUMBER: STP 5800(3)

FILE NAME: z94dl94tmp.dgn
PROJECT LEADER: D. VERTIYEV
DESIGNED BY: H. GAO
TRAFFIC CONTROL NOTE

PLOT DATE: 8/8/2025
DRAWN BY: H. GAO
CHECKED BY: C. TOBIAS
SHEET 188 OF 188