City Council - Transportation, Energy and Utilities Committee

Thursday, February 19, 2026, 12:00 PM,

Join in Person: Front Conference Room, 645 Pine St. Burlington, VT 05401

Join via Zoom: https://zoom.us/j/84603122855
To call into the meeting, including to speak during public comment:
Phone: 312-626-6799, Webinar ID: 846 0312 2855

1. Agenda

1.1. Motion to adopt/amend

2. Adopt Minutes

2.1. Minutes of 1/27/26

3. Public Forum

4. Deliberative Agenda

4.1. Winooski River Bridge Options & Easements - 20 min

4.2. FY 27 UPWP Public Hearing & Application Approval - 15 min

4.3. Wastewater Flow Meter Contract Status

5. Director's Report

6. Councilor Items

7. Next Meeting

7.1. Tentative -3/23/26, time TBD

8. Adjournment

CITY OF BURLINGTON, VERMONT

CITY COUNCIL TRANSPORTATION, ENERGY & UTILITIES COMMITTEE

c/o Department of Public Works
645 Pine Street, Suite A
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Burlington, VT 05402-0849

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Councilor Mark Barlow, **Chair,** *North District*
Councilor Gene Bergman, *Ward 2*
Councilor Becca McKnight, *Ward 6*
Councilor Marek Broderick, *Ward 8*

Inquiries:
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Transportation, Energy and Utilities Committee of the City Council
Tuesday, January 27, 2026 – 5:30 PM
--DRAFT MINUTES—

See video for full meeting: https://www.youtube.com/watch?v=9dz4hCFdw1s

Councilors absent: None

Councilors present: Chair Barlow, Councilor Bergman & Councilor Broderick Councilor McKnight (arrived during Public Forum)

Chair Barlow calls the meeting to order at 5:30 pm.

1. Agenda
Councilor Bergman moves to approve the agenda as stated in Civic Clerk.
Councilor Broderick seconds.
All in favor, Unanimous approval

2. Minutes of 12/16/25
Councilor Bergman moves to adopt the 12/16/25 minutes as posted.
Councilor Broderick seconds.
All in favor, Unanimous approval

3. Public Forum
Patty Gillespie – West Rd resident – Comments about Unaccepted Streets.
Greg Unger– West Rd resident – Comments about Unaccepted Streets.
Ann Rosenbluth– North Cove Rd resident – Comments about Unaccepted Streets.
Robin McClellan- Volz St resident - Comments about Unaccepted Streets.
Robert Bristo Johnson – **(via Zoom) -** North Cove Rd resident - Comments about Unaccepted Streets.
Pike Porter - (via Zoom) – Update on questions on Valerity report & Solar updates, QC2 report had error and wasn't corrected.
Noah Spokh – in support of cleaner energy solutions.

4. Deliberative Agenda

4.1 Unaccepted Streets

Laura Wheelock, City Engineer/Division Director Technical Services presented information.

Councilor McKnight asked if we all feel that taking care of the roads is the job of the city? **Councilor Bergman** stated the details need to be laid out. **Councilor Broderick** question about streets that are labeled as private and enforcement of repairs. **Chair Barlow** agrees we should try to find a way to accept them.

AI generated minutes w/ slight staff revisions: The meeting focused on the city's plan to address unaccepted and private streets and addressing the maintenance and ownership of private streets, with Laura presenting an update on the project. The team removed the October 2026 deadline for ceasing plowing services and introduced a new categorization system for streets: known private, private, unaccepted, and city-owned. They launched an interactive GIS map to help visualize these categories. The team plans to conduct an inventory of street conditions in the spring before beginning consultant work and deed research The group agreed to categorize streets based on legal status and condition, with plans to prioritize maintenance for streets posing the most risk. They also considered the need to review zoning permits for streets developed under previous regulations. The team outlined a process for maintaining unaccepted roads, including a notification system for residents and a potential discontinuation of services after a certain period if the street remains unaccepted. The council discussed the process of reviewing and accepting private and unaccepted streets, emphasizing the need for clarity in ownership and responsibility. They agreed to provide residents with more information, and involve the full council in future discussions. The next steps include sharing a draft communication letter with the council in March, sending a letter to property owners on unaccepted private streets, and reconvening in late spring to review progress.

4.2 Encore Solar Update

Chapin Spencer, DPW Director, Chad from Encore Solar, Caleb Manna Associate DPW Engineer & Megan Moir, Division Director Water Resources presented information.

Councilor Bergman looking for costs and plans for the next year and a road map for both projects. **Councilor McKnight** asked if there can be an ariel map for residents. **Chair Barlow** asked are there other examples where other reservoirs have been used.

AI generated minutes w/ slight staff revisions: The meeting focused on the status and next steps for implementing solar projects on two city facilities: the main water reservoir and the Manhattan landfill. Chapin explained that while early discussions with BED and CETO led to an RFQ response from Encore, the projects are not economically viable without site control. Chad detailed the engineering complexities and regulatory requirements for the landfill project, emphasizing the need for an assessment of the landfill cap's rehabilitation costs. The group discussed plans for developing a capped reservoir for solar installation, with DPW noting that previous estimates for the work were around $70,000 and emphasizing the need for city funding. Chad explained that while there are no known examples of capped reservoirs used for solar installations, they would conduct studies to address potential concerns. The team agreed to create a timeline for the project, including studies and other steps, to help keep the work on track. Both projects aim to generate significant solar power, with the landfill project potentially

producing over 2 megawatts and the reservoir project under a megawatt. The city is now working to make both sites solar-ready, with Encore standing aside until the assessment work is complete. The next steps include conducting assessments, securing site control, and negotiating power purchase agreements, with a focus on ensuring safety and compliance with regulations. Once assessments are done, the city and Encore will discuss lease option agreements, after which Encore would handle permitting, design, and construction.

4.3 FY27 UPWP Public Hearing & Application Approval

Julia Ursaki, DPW Transportation Engineer & Laura Wheelock, Division Director of Tech Services/City Engineer presented information.

Chair Barlow is looking for written information that was not in the packet. **Councilor Bergman** wants information posted and noted that it is after the meeting.

AI generated minutes w/ slight staff revisions: The committee discussed two new planning applications for Chittenden County: a technical assistance project to standardize leading pedestrian intervals on Pearl Street, and a road safety audit for Route 127. Julia explained these applications were submitted late on Friday, leading to a delay in providing written materials for the meeting. Laura clarified that while the committee's current vote was informational, a formal approval would be sought at the next meeting, with complete application materials to be posted online afterward.

4.4 99 Intervale Dedication & Acceptance

Julia Ursaki, DPW Transportation Engineer & Laura Wheelock, Division Director of Tech Services/City Engineer presented information.

Councilor Bergman is looking to have a map that shows the current lot line and what the new lot line will be for recording purposes. **Councilor Marek & Chair Barlow** supports it. **Councilor McKnight** has left the meeting.

AI generated minutes w/ slight staff revisions: The DPW Commission discussed a boundary line adjustment for the 99 Intervale Road parcel to accommodate a 10-foot shared-use path, which was approved unanimously.

Councilor Bergman moves that the TEUC approves this plan and recommends that the City Council accept the dedication of a portion of the 99 Intervale Road parcel for the purpose of the bike/shared use path. Councilor Broderick seconds.
All in favor, Unanimous approval

. **5. Director's Report**

- Recycling decision about what to do with municipal recycling – we have been meeting with Casella to hash out their 7-year bid and to get you al clear terms that you will see in February to see your decision whether you contract or not.
- Local motion reached out about a resolution supporting crossing guards – International Crossing Guard Appreciation Day.

6. Councilor Items

Councilor McKnight asked about the salt shortage issue.

7. Next Meeting

Tentative – February 19, 2026, 12 pm at 645 Pine St.

8. Adjournment

Chair Barlow adjourns meeting at 7:38 pm.

City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466 / TTY 802-863-0450
www.burlingtonvt.gov/DPW

Memo

Date: February 19th, 2026

To: Transportation, Energy & Utilities and Committee (TEUC)

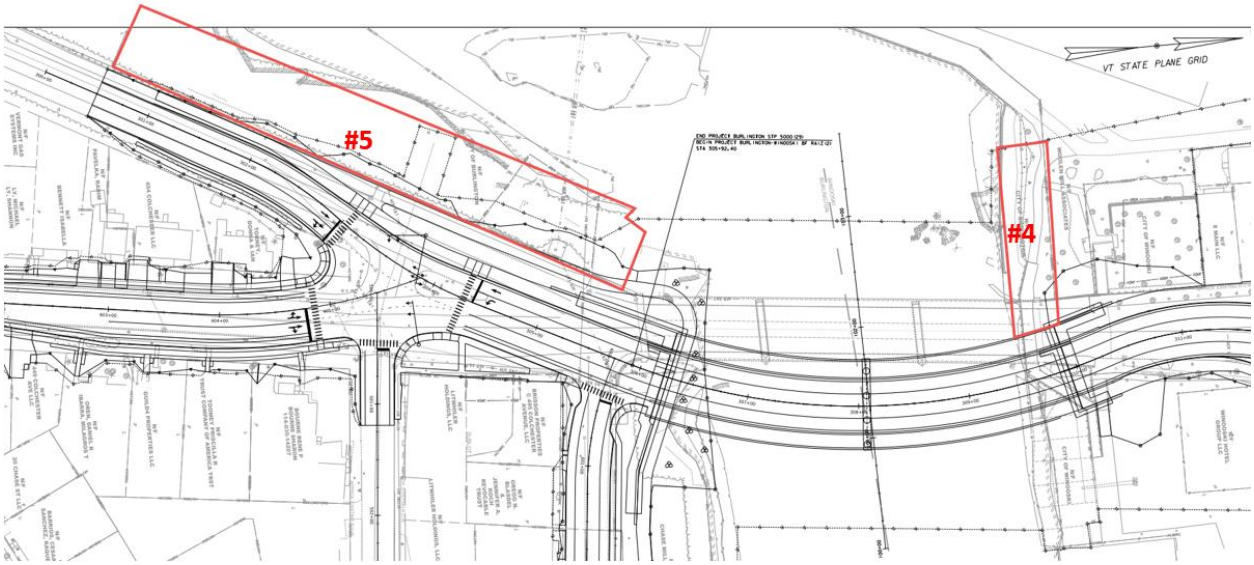
From: Madeline Suender, Public Works Engineer
Laura Wheelock P.E., City Engineer

CC: Chapin Spencer, Director Public Works
Darren Springer, BED General Manager

Subject: Winooski River Bridge Options & Easements

Background:
As we move forward with the Winooski Bridge and Colchester/Riverside/Barrett Intersection ROW process, there are various parcels being impacted, two of which are City owned. Of these two, one is within the City of Burlington along Riverside (#5) and the other is COB property within Winooski associated with the Winooski One Hydro dam (#4). See Figure 1 for approximate locations (see Attachment 5 for more specifics on City Parcels). The project team is currently working to gain temporary/construction and permanent easements on all impacted parcels (see Attachment 1).

Figure 1: City Parcel Map



City Parcels:
The two parcels are City owned and managed by Burlington Electric Department (BED). BED has already signed off on Parcel #4 as not having significant impacts as part of 4(f) permit submission. DPW/BED is still reviewing the easements that are necessary to complete the work and how compensation will be allocated. Parcel #4 is associated with the dam and therefore subject to the Federal Energy Regulation Commission (FERC) and is requiring additional coordination for any impacts.

This scenario, of allocating City owned parcels to right-of-way (ROW), is one that we typically do not compensate or receive compensation, however, clauses in the Finance and Maintenance (F&M) agreement are such that the project through VTrans will need to provide compensation to the City for the easements. The valuation is low as these are City parcels which impacts the overall assessment and as such little room for negotiation. The method in which VTrans determined the compensation is in the attached waiver valuations.

Other Impacted Parcels:
All impacted parcels are shown in Attachment 1. The project will need both temporary construction easements and permeant highway and utility easements. These easements accommodate new bridge/intersection/road geometry/retaining wall as well as utility changes. Both types of easements are highlighted in the attachment.

Process/Timeline:
While the Bridge and Intersection Projects are separate, the project team is advancing them together to maximize efficiencies and reduce impacts. The Bridge has a stricter funding timeline that is dictating the schedule – some of the funding has a date constraint to obligate construction funds by September 2026. Baring this obligation, justifiable means would need to be presented for why this deadline could not be met and an extension is needed. The following process outlines the steps taken thus far and next steps that align with this September 2026 timeline. This timeline ensures that we are able to move the project along at no fault of our own.

<u>Overall Easement Process:</u>

- Property owner meetings (Spring ’25)
- Property owners received offers (Aug./Sept. ’25)
- Subsequent property owner meetings (Ongoing)
- Necessity Process starts (April 13th 2026 CC Meeting)
- Compensation Hearing (Starts once Necessity is determined)

While some agreements are close to reaching agreement, none have been signed at this point. VTrans is still able to negotiate and settle with property owners throughout the Necessity and Compensation Process. Only at the conclusion of Compensation does the negotiations process conclude and compensation is determined for any parcels that have not already settled. At this point, VTrans is able to continue to advance the project with Necessity found and determination of fair Compensation. Any additional appeals can be handled through the court process as the project advances and construction obligation is met for funding.

City Parcel Impact Process:

Process/Timeline needed prior to getting Mayor signature on the below outlined documents:

- Feb 19th TEUC – informational
- March 9 BOF/March 23 CC
    - Needs to take action on the easement to allocate this portion of the parcel to being town highway ROW. One portion will be COB ROW and the other will be Winooski ROW.

The goal is to get our ROW offer to be accepted before asking the CC to start a necessity process for other parcels involved in the project which we hope to begin at the April 13th meeting.

Attachments:

Document	Description	Signature
1. Overall Project Parcel Map	This shows the full ROW plans and parcels we are working to get permanent and construction easements.	
2. Waiver Valuations	These show the associated breakdown of the total $8,500 VTrans is offering to pay for the easements for these two parcels. In similar scenarios, no payment is received so we feel these values are adequate and not worth negotiating further.	
3. Deed	Conveyed rights for permanent and temporary construction easements from the City to VTrans. To be filed in Land Records	Yes
4. Options	Shows the amount of compensation associated with the conveyed rights for permanent and temporary construction easements from the City to VTrans. Equate this to a Purchase and Sale Contract.	Yes
5. Plans	These show both the permanent and temporary construction easements needed for each City property.	
6. Project Renderings	Show the latest renderings of the Base Technical Concept Plans. These do not have full detail but are intended to show the general layout of where the current design stands.	

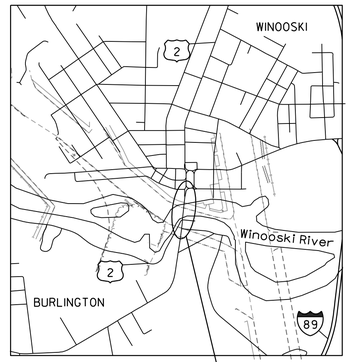
Attachment 1: Overall Project Map

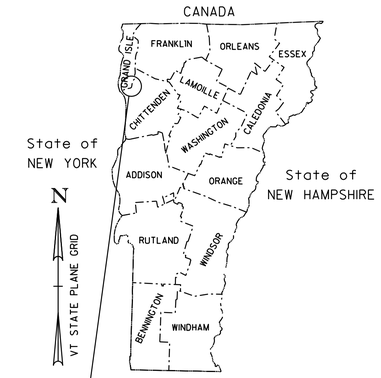
R. O. W. PLANS

INDEX OF SHEETS

1	TITLE
2	LEGEND
3	DETAIL
4-5	LAYOUT SHEETS
6	PRELIMINARY INFORMATION
7-8	TIE SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION





BURLINGTON-WINOOSKI
STP 5000(29) & BF RAIZ(2)

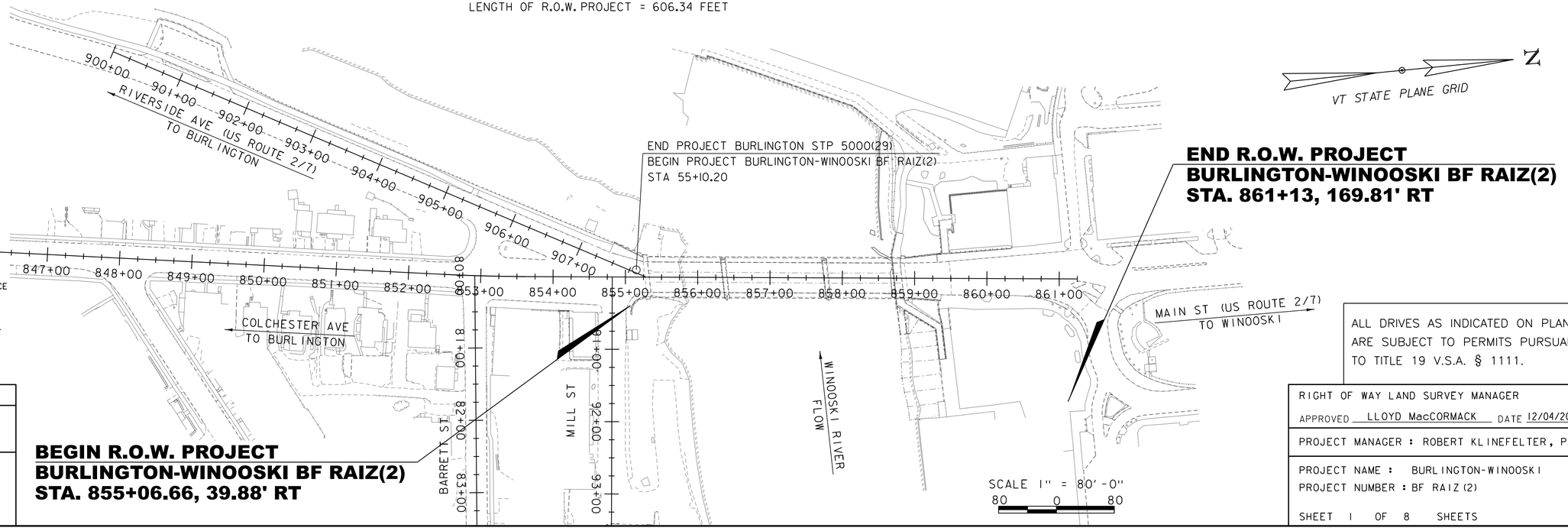
PROPOSED IMPROVEMENT
CITIES OF BURLINGTON AND WINOOSKI
COUNTY OF CHITTENDEN
COLCHESTER AVE & RIVERSIDE AVE
(US ROUTE 2 & 7) - PRINCIPAL ARTERIAL

BRIDGE NO: 150

PROJECT LOCATION: LOCATED IN THE COUNTY OF CHITTENDEN, IN THE CITIES OF BURLINGTON AND WINOOSKI, ON COLCHESTER AVE AND RIVERSIDE AVE (US ROUTES 2 AND 7). THE INTERSECTION AND THE BRIDGE ARE LOCATED APPROXIMATELY 1.2 MILES SOUTH OF THE JUNCTION WITH INTERSTATE 89, EXIT 16.

PROJECT DESCRIPTION: FULL REPLACEMENT OF THE EXISTING BRIDGE WITH ASSOCIATED ROADWAY AND CHANNEL WORK, RECONSTRUCTION OF THE INTERSECTION INCLUDING REALIGNMENT OF THE RIVERSIDE AVE APPROACH, INSTALLATION OF NEW TRAFFIC SIGNAL EQUIPMENT, CONSTRUCTION OF PEDESTRIAN AND BICYCLE FACILITIES, AND REPLACEMENT AND/OR RELOCATION OF DRAINAGE AND UTILITIES.

LENGTH OF R.O.W. PROJECT = 606.34 FEET



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19 V.S.A. § 1111.

QUALITY ASSURANCE PROGRAM : LEVEL 2

SURVEYED BY : VTRANS
SURVEYED DATE : JUNE 2023

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (2011)

RIGHT OF WAY LAND SURVEY MANAGER
APPROVED LLOYD MacCORMACK DATE 12/04/2024

PROJECT MANAGER : ROBERT KLINEFELTER, P.E.

PROJECT NAME : BURLINGTON-WINOOSKI
PROJECT NUMBER : BF RAIZ(2)

SHEET 1 OF 8 SHEETS

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
	BF	BARRIER FENCE
	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
	PDF	PROJECT DEMARCATION FENCE
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	R.T. & I.	RIGHT, TITLE, AND INTEREST
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⧈	BNDNS	BOUND TO BE SET
◎	IPNF	IRON PIN FOUND
●	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	BENCHMARK
	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 RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE
CB	CHORD BEARING

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

- UTILITY (GENERIC-UNKNOWN)
- TELEPHONE
- ELECTRIC
- CABLE (TV)
- ELECTRIC+CABLE
- ELECTRIC+TELEPHONE
- CABLE+TELEPHONE
- ELECTRIC+CABLE+TELEPHONE
- GAS LINE
- WATER LINE
- SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

- UTILITY (GENERIC-UNKNOWN)
- TELEPHONE
- ELECTRIC
- CABLE (TV)
- ELECTRIC+CABLE
- ELECTRIC+TELEPHONE
- ELECTRIC+TELEPHONE
- CABLE+TELEPHONE
- ELECTRIC+CABLE+TELEPHONE
- 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
- PROJECT DEMARCATION FENCE
- BARRIER FENCE
- TREE PROTECTION ZONE (TPZ)
- STRIPING LINE REMOVAL
- SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

- TOWN BOUNDARY LINE
- COUNTY BOUNDARY 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
- PROPERTY LINE (P/L)
- SLOPE RIGHTS
- 6F PROPERTY BOUNDARY
- 4F PROPERTY BOUNDARY
- 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
- 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
- Ⓗ 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

PROJECT NAME: BURLINGTON-WINOOSKI
PROJECT NUMBER: BF RAIZ(2)

FILE NAME: r22j351legend.dgn
PROJECT LEADER: R. KLINEFELTER
DESIGNED BY: M. LONGSTREET
CONVENTIONAL SYMBOLOGY LEGEND

PLOT DATE: 4-DEC-2024
DRAWN BY: M. LONGSTREET
CHECKED BY: M. LONGSTREET
SHEET 2 OF 8

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	
1	WELLS, MICHAEL J.	1	TH-282 91+81± RT	TH-282 93+22± RT			ALL R.T. & I.	P	2,817 SF						EXISTING EASEMENT RECORDED IN BOOK 998/199
			TH-282 91+77± RT	TH-282 91+90± RT			UTILITY	P	290 SF						
			TH-282 91+80± RT	TH-282 92+58 RT			CONSTRUCTION	T	194 SF						INCL. BF, PDF & EC
			TH-282 93+25± RT	TH-282 93+72 RT			UTILITY	P	786 SF						
2	CATAMOUNT HOLDING CO.	1	TH-282 91+81± RT	TH-282 93+22.61 LT			HIGHWAY	P	0.18 A						8.008 SF±
			TH-282 92+90± LT	TH-282 92+99± LT			CONSTRUCTION	T	99 SF						INCL. BF, PDF & EC
			TH-282 92+99± LT	TH-282 93+24± LT			ACCESS	T	417 SF						
3	CHACE MILL PARKING LLC	1	855+06.66 RT	TH-282 92+90± LT			HIGHWAY	P	0.24 A						10,443 SF±
			TH-282 91+42.37 LT	TH-282 93+01± LT			CONSTRUCTION	T	0.21 A						INCL. BF, PDF & EC; 9,003 SF±
			TH-282 91+80.34 LT	TH-282 92+11± LT			CULVERT	P	1,608 SF						
			TH-282 93+00 LT	TH-282 93+23± LT			ACCESS	T	1,509 SF						
4	CITY OF BURLINGTON	2	858+52± LT	858+99.62 LT			HIGHWAY	P	1,437 SF						
			858+49 LT	858+97± LT			CONSTRUCTION	T	0.10 A						INCL. BF, PDF & EC; 4,554 SF±
5	THE WOOLEN MILL ASSOCIATES	2	858+90± LT	860+24± LT	0.14 A										6,195 SF±
			858+87± LT	860+22± LT			CONSTRUCTION	T	896 SF						INCL. BF, PDF & EC
			859+02 LT	860+92± LT			ACCESS	T	2,928 SF						
6	CITY OF WINOOSKI	2	859+32± LT	860+34.52 LT			HIGHWAY	P	2,269 SF						
			859+25± LT	860+33± LT			CONSTRUCTION	T	0.18 A						INCL. BF, PDF & EC; 7,723 SF±
7	CITY OF WINOOSKI	2	858+77± RT	860+81.86 RT			HIGHWAY	P	0.11 A						4,666 SF±
			858+95± RT	861+13 RT			CONSTRUCTION	T	0.36 A						INCL. BF, PDF & EC; 15,741 SF±
8	WINOOSKI HOTEL GROUP, LLC	2	860+11 RT	861+10 RT			CONSTRUCTION	T	0.18 A						INCL. BF, PDF & EC; 7,943 SF±
9	BURLINGTON ELECTRIC DEPARTMENT		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
10	BURLINGTON TELECOM		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
11	CITY OF BURLINGTON		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
12	CITY OF WINOOSKI		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
13	COMCAST CABLE COMMUNICATIONS MANAGEMENT, LLC		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
14	CONSOLIDATED COMUNICATIONS OF VERMONT COMPANY, LLC		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
15	FIRSTLIGHT FIBER, INC.		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
16	GREEN MOUNTAIN POWER CORPORATION		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
17	LUMEN TECHNOLOGIES		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
18	VERMONT GAS SYSTEMS, INC.		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
19	VERMONT TELEPHONE COMPANY, INC.		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE
1	3, 4	PO 2 - CATAMOUNT HOLDING CO.	06/30/25
		CHANGE CONSTRUCTION(T) END STA	
		FROM TH-282 93+03 LT TO TH-282 92+99±	
		LT, CHANGE AREA FROM 133 SF TO 99 SF,	
		CHANGE ACCESS(T) AREA FROM 383 SF	
		TO 417 SF.	
		REV BY: MT CO 10809 APPR BY: AP	
2	3, 4	PO 3 - CHACE MILL PARKING LLC	06/30/25
		CHANGE CONSTRUCTION(T) END STA	
		FROM TH-282 93+00± LT TO TH-282	
		91+81± LT, AREA FROM 7,556 SF (0.17A)	
		TO 1,949 SF; ADD DRAINAGE(P) BEGIN	
		STA TH-282 91+80.34 LT TO END STATION	
		TH-282 92+11± LT, AREA 1,608 SF; ADD	
		CONSTRUCTION(T) BEGIN STA TH-282	
		92+10.35 LT TO END STA TH-282	
		93+01± LT, AREA 5,446 SF± (0.13A);	
		CHANGE ACCESS(T) BEGIN STA FROM	
		TH-282 92+76 LT TO STA TH-282 93+00 LT	
		AND END STA TH-282 93+26± LT TO	
		TH-282 93+23± LT, AREA FROM 3,514 SF	
		TO 1,509 SF.	
		REV BY: MT CO 10810 APPR BY: AP	
3	3, 5	PO 5 - THE WOOEN MILL ASSOCIATES	06/30/25
		DELETE FEE 858+91± LT TO 859+33± LT,	
		2,413 SF; CHANGE HIGHWAY(P) TO FEE,	
		CHANGE BEGIN STA 858+97± LT TO	
		858+90± LT, CHANGE END STA 859+35.62	
		LT TO 860+24± LT, CHANGE AREA FROM	
		1,083 SF TO 6,195 SF± (0.14A), CHANGE	
		CONSTRUCTION(T) END STA FROM	
		860+25± LT TO 860+22± LT, CHANGE AREA	
		FROM 3,580 SF TO 896 SF; CHANGE	
		ACCESS(T) AREA FROM 4,074 SF TO	
		2,928 SF.	
		REV BY: MT CO 10811 APPR BY: AP	
4	3, 5	PO 6 - CITY OF WINOOSKI	06/30/25
		CHANGE HIGHWAY(P) BEGIN STA FROM	
		859+33± LT TO 859+32± LT.	
		REV BY: MT CO 10812 APPR BY: AP	
5	3, 4	PO 3 - CHACE MILL PARKING LLC	08/08/25
		CHANGE CONST(T) AT END STA.	
		TH-282 91+81± LT TO TH-282 93+01± LT;	
		CHANGE AREA FROM 1,949 SF TO 0.21A	
		AND ADD 9,003 SF± TO REMARKS;	
		CHANGE DRAINAGE(P) TO CULVERT(P)	
		AT STA. TH-282 91+80.34 LT; DELETE	
		CONST(T) BEGIN STA. TH-282 92+10.35 LT	
		TO END STA. TH-282 93+01± LT.	
		REV BY: MT CO 10814 APPR BY: AP	
6	3, 4	PO 1 - WELLS, MICHAEL J.	09/11/25
		CHANGE UTILITY(P) BEGIN STA 91+78±RT	
		TO STA 91+77± RT, END STA 91+91.18 RT	
		TO STA 91+90± RT; CHANGE AREA FROM	
		102 SF TO 290 SF; ADD UTILITY(P) BEGIN	
		STA 93+25± RT TO END STA 93+72± RT;	
		ADD AREA 786 SF.	

PROJECT NAME: BURLINGTON-WINOOSKI
PROJECT NUMBER: BF RAIZ(2)

FILE NAME: r22j351detail.dgn
PROJECT LEADER: R. KLINEFELTER
DESIGNED BY: A. EGIZI
R.O.W. DETAIL SHEET

PLOT DATE: 11-SEP-2025
DRAWN BY: M. TROTTIER
CHECKED BY: A. PROULX
SHEET 3 OF 8

BEGIN R.O.W. PROJECT
BURLINGTON-WINOOSKI BF RAIZ(2)
STA. 855+06.66, 39.88' RT

TABLE 1	
A-B	120'± ALONG ORDINARY HIGH WATER TIE LINE N89°54'30"E, 103.26'
C-D	S31°35'47"E, 17.34'
D-E	S07°19'21"E, 13.33'
E-F	S07°19'21"E, 12.71'
F-G	S84°15'33"E, 29.65'
G-H	S07°22'18"W, 35.45'
H-I	S07°22'18"W, 20.24'
I-J	N73°38'36"W, 33.72'
K-L	N07°38'38"E, 20.01'
L-M	N07°38'38"E, 29.52'
M-N	N07°08'02"E, 6.69'
O-E	N82°24'02"E, 9.72'
P-H	S73°48'36"E, 32.44'

Permanent Highway Easement

Temporary Construction Easement

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.

PROJECT NAME: BURLINGTON-WINOOSKI
PROJECT NUMBER: BF RAIZ(2)

FILE NAME: r22j351lay1.dgn
PROJECT LEADER: R. KLINEFELTER
DESIGNED BY: HNTB
R.O.W. LAYOUT SHEET 1

PLOT DATE: 11-SEP-2025
DRAWN BY: A. EGIZI
CHECKED BY: A. PROULX
SHEET 4 OF 8

Permanent Highway Easement

Temporary Construction Easement

TABLE 1

A-B	N88°48'38"W, 31.98'
B-C	N05°47'20"E, 45.00'
C-D	N89°03'30"W, 31.99'
C-E	S05°47'20"W, 35.58'
E-F	N89°29'42"E, 28.51'
G-H	N89°57'48"E, 15.56'

THE WOOLEN MILL ASSOCIATES (5)

ACCESS(T)

GMP ACCESS EASEMENT Bk.10 Pg.209

10' ROW Bk.32 Pg.475 MAP 5-35

CONST(T)

858+90± 148.25' LT

S01°25'22"E 133.17'

860+22± 164.96' LT

N88°54'19"E 21.88'

N/F 12 WEST CANAL STREET LLC

APPROX. EXISTING TOWN R.O.W.

S00°02'04"E 100.20'

860+24± 143.24' LT

859+25± 133.07' LT

6 CITY OF WINOOSKI

N/F 8 MAIN LLC

N/F JLF LLC

4 CITY OF BURLINGTON

5 THE WOOLEN MILL ASSOCIATES

N89°03'30"W 86.56'

N89°29'42"E 71.51'

WOOD

858+52± 62.00' LT

858+97± 62.00' LT

B

HWY(P)

C

E

N05°47'20"E 51.16'

HWY(P)

N09°16'21"E 49.37'

860+33± 59.00' LT

G

859+32± 62.00' LT

859+83.66 62.00' LT

N00°06'08"E 99.72'

H

APPROX. EXISTING TOWN R.O.W.

858+54± 30.12' LT

A

N05°47'19"E 45.14'

D

N00°10'11"E 36.18'

F

858+99.62 30.12' LT

859+35.62 33.67' LT

860+34.52 43.52' LT

N67°54'57"E 101.27' TIE LINE

N/F FARRELL VERMONT LLC

N/F 28 MAIN STREET WINOOSKI LLC

APPROX. EXISTING TOWN R.O.W.

VT STATE PLANE GRID

858+00 859+00 860+00 861+00

S78°05'19"W 73.48' TIE LINE

858+77± 39.88' RT

L

N05°47'19"E 35.90'

HWY(P)

N00°32'49"E 45.86'

N09°09'43"E 87.21'

HWY(P)

I

860+81.86 46.00' RT

J

7 CITY OF WINOOSKI

859+85.72 56.50' RT

S00°26'38"E 96.71'

S16°02'19"E 98.17'

HWY(P)

858+95± 93.00' RT

K

7 CITY OF WINOOSKI

8 WINOOSKI HOTEL GROUP, LLC

CONST(T)

APPROX. EXISTING TOWN R.O.W.

TABLE 3

I-J	R=68.66', L=37.23' N13°52'51"E, 36.78'
K-L	61'± ALONG ORDINARY HIGH WATER TIE LINE S77°17'34"W, 56.02'

END R.O.W. PROJECT
BURLINGTON-WINOOSKI BF RAIZ(2)
STA. 861+13, 169.81' 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.

FOR R.O.W. USE ONLY

SCALE 1" = 20'-0"
20 0 20

PROJECT NAME:	BURLINGTON-WINOOSKI
PROJECT NUMBER:	BF RAIZ(2)
FILE NAME: r22j351lay2.dgn	PLOT DATE: 2-JUL-2025
PROJECT LEADER: R. KLINEFELTER	DRAWN BY: A. EGIZI
DESIGNED BY: HNTB	CHECKED BY: A. PROULX
R.O.W. LAYOUT SHEET 2	SHEET 5 OF 8

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (BRIDGE)

Version
LRFD

FINAL HYDRAULIC REPORT

TRAFFIC DATA

YEAR	ADT	DHV	%D	%T	ADTT
2022	20437	2077	57	2.2	592
2042	22133	2249	57	2.2	641

20 year ESAL for flexible pavement from 2022 to 2042 : 0

40 year ESAL for flexible pavement from 2022 to 2062 : 0

Design Speed : 25 mph

AS BUILT "REBAR" DETAIL

LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

LRFR LOAD RATING FACTORS

LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
TONNAGE	**20**	**36**	**36**	**66**	**30**	**34.5**	**38**
INVENTORY							
POSTING							
OPERATING							
COMMENTS:							

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN VEHICULAR TRAFFIC ON AN OFF SITE DETOUR DURING BRIDGE DEMOLOTION AND SLIDE OPERATIONS. MAINTAIN TWO-WAY TRAFFIC ON EXISTING OTHERWISE.
2. PEDESTRIAN TRAFFIC MAINTAINED THROUGH CONSTRUCTION OPERATIONS
3. TRAFFIC SIGNALS ARE NOT NECCESARY.

DESIGN VALUES

1. DESIGN LIVE LOAD		HL-93
2. FUTURE PAVEMENT	d_P:	3.0 INCH
3. ABUTMENT BEARING TO BEARING LENGTH (TWO SPANS) (175.00 - 175.00) FT	L:	350.00 FT
4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	---
5. PRESTRESSING STRAND	f_y:	---
6. PRESTRESSED CONCRETE STRENGTH	f'_c:	---
7. PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	---
8. HIGH PERFORMANCE CONCRETE, CLASS PCD	f'_c:	4.0 KSI
9. HIGH PERFORMANCE CONCRETE, CLASS PCS	f'_c:	3.5 KSI
10. CONCRETE HIGH PERFORMANCE, CLASS SCC	f'_c:	4.0 KSI
11. CONCRETE, CLASS C	f'_c:	3.0 KSI
12. REINFORCING STEEL	f_y:	60 KSI
13. STRUCTURAL STEEL AASHTO M270 (WEATHERING)	f_y:	50 KSI
14. NOMINAL BEARING RESISTANCE OF SOIL	q_n:	---
15. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	---
16. NOMINAL BEARING RESISTANCE OF ROCK	q_n:	---
17. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	ϕ:	---
18. PILE RESISTANCE FACTOR	ϕ:	---
19. LATERAL PILE DEFLECTION	Δ:	---
20. BASIC WIND SPEED	V_{3s}:	---
21. MINIMUM GROUND SNOW LOAD	p_g:	---
22. SEISMIC DATA PGA: ---	S_s:	---
	S_1:	---
23.		
24.		---
25.		---
26.		---

PROJECT NAME: BURLINGTON-WINOOSKI
PROJECT NUMBER: BF RAIZ(2)

FILE NAME: r22j351pi.dgn
PROJECT LEADER: R. KLINEFELTER
DESIGNED BY: HNTB
PRELIMINARY INFORMATION SHEET

PLOT DATE: 4-DEC-2024
DRAWN BY: HNTB
CHECKED BY: HNTB
SHEET 6 OF 8

PRIMARY CONTROL

HVCTRL #1
VSE 502
NORTH = 726565.5930
EAST = 1461318.6980
ELEV. = 188.300

TO REACH FROM THE I-89 INTERSTATE BRIDGES OVER ROUTES 2 AND 7 AT EXIT 16 IN COLCHESTER, GO SOUTH ON ROUTES 2 AND 7 FOR 0.9 MI (1.4 KM) TO THE INTERSECTION OF SPRING ST. CONTINUE STRAIGHT AHEAD ON 2 AND 7 FOR 0.30 MI (0.5 KM) TO THE ENTRANCE OF A TRAFFIC CIRCULATOR AND THE SITE OF THE MARK ON THE LEFT IN THE TRAFFIC DIVIDER.

THE MARK IS A MAG NAIL SET FLUSH IN THE CONCRETE SURFACE.

IT IS 10.0 M (32.8 FT) NORTH-NORTHEAST OF THE SOUTH END OF THE TRAFFIC DIVIDER, 3.7 M (12.1 FT) WEST OF THE EAST END OF THE DIVIDER AND 6.2 M (20.3 FT) SOUTHEAST OF A LUMEN.

HVCTRL #2
VSE 501
NORTH = 726171.545
EAST = 1461291.422
ELEV. = 165.464

TO REACH FROM THE I-89 INTERSTATE BRIDGES OVER ROUTES 2 AND 7 AT EXIT 16 IN COLCHESTER, GO SOUTH ON ROUTES 2 AND 7 FOR 0.9 MI (1.4 KM) TO THE INTERSECTION OF SPRING ST. CONTINUE STRAIGHT AHEAD ON 2 AND 7 FOR 0.35 MI (0.6 KM) TO THE EXIT OF A TRAFFIC CIRCULATOR AND THE SITE OF THE MARK ON THE LEFT IN THE TRAFFIC DIVIDER.

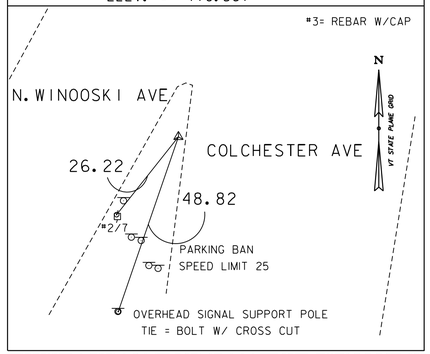
THE MARK IS A 3/4 INCH (19 MM) REBAR WITH YELLOW CAP SET FLUSH WITH THE GROUND SURFACE.

IT IS 4.1 M (13.5 FT) NORTH OF THE SOUTH END OF THE TRAFFIC DIVIDER, 10.5 M (34.4 FT) WEST OF THE EAST END OF THE DIVIDER AND 7.85 SOUTHWEST OF A LUMEN.

SECONDARY CONTROL

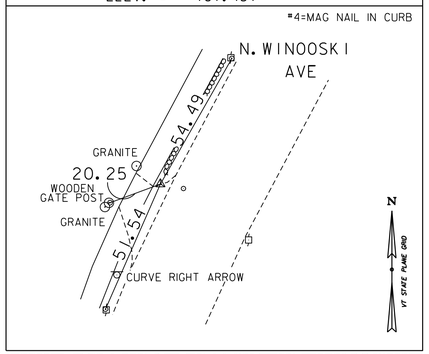
HVCTRL #3

NORTH = 725425.363
EAST = 1461183.604
ELEV. = 170.561



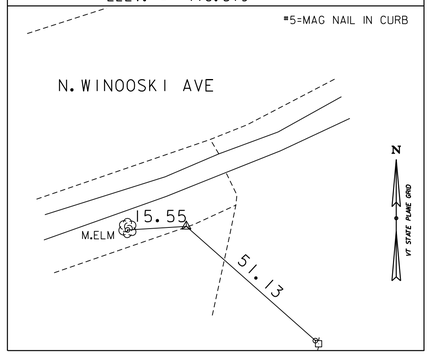
HVCTRL #4

NORTH = 724937.800
EAST = 1460863.108
ELEV. = 187.431



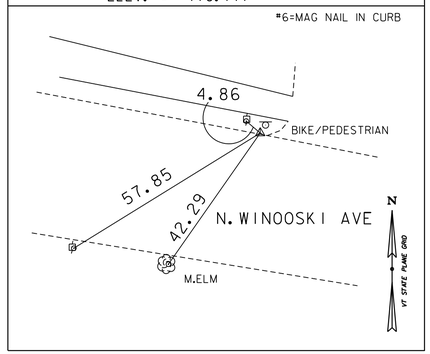
HVCTRL #5

NORTH = 724573.397
EAST = 1460682.567
ELEV. = 178.579



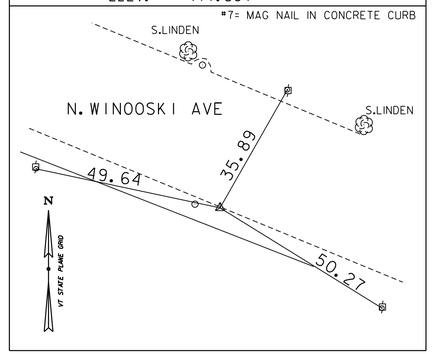
HVCTRL #6

NORTH = 724823.126
EAST = 1460008.524
ELEV. = 170.717



HVCTRL #7

NORTH = 724912.428
EAST = 1459473.735
ELEV. = 171.564

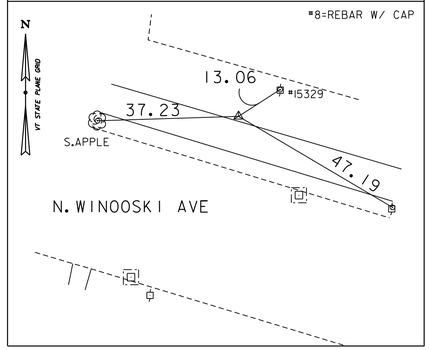


* MAIN TRAVERSE COMPLETED ON 3/11/2020 BY R.GILMAN, T.CATTANEO, B.HERRING AND H.MCGOWAN

SECONDARY CONTROL

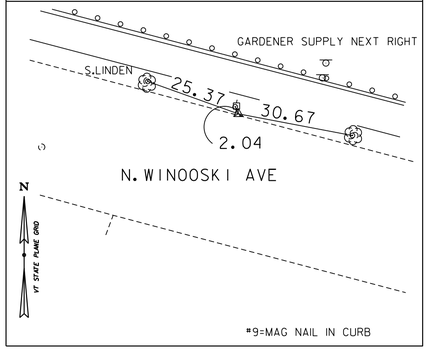
HVCTRL #8

NORTH = 725348.900
EAST = 1458778.960
ELEV. = 186.011



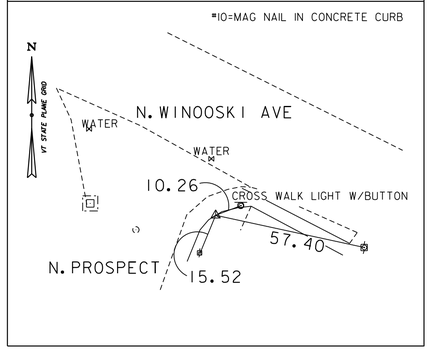
HVCTRL #9

NORTH = 725527.232
EAST = 1457792.074
ELEV. = 217.454



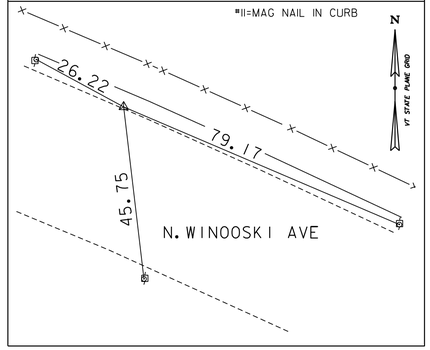
HVCTRL #10

NORTH = 725691.427
EAST = 1457159.799
ELEV. = 231.530



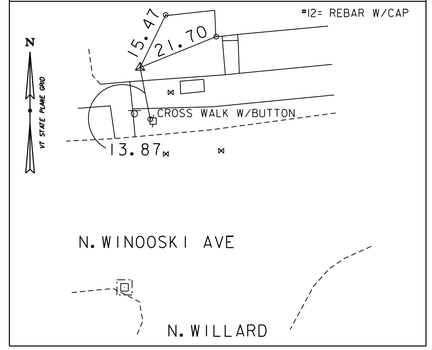
HVCTRL #11

NORTH = 725950.444
EAST = 1456761.001
ELEV. = 234.487



HVCTRL #12

NORTH = 726052.050
EAST = 1456278.895
ELEV. = 241.456



DATUM

VERTICAL: NAVD 88
HORIZONTAL: NAD83 (2011)
ADJUSTMENT: LEAST SQUARES

PROJECT NAME: BURLINGTON-WINOOSKI
PROJECT NUMBER: BF RAIZ(2)

FILE NAME: r22j351tie.dgn
PROJECT LEADER: R. KLINEFELTER
DESIGNED BY: VTRANS
TIE SHEET 1

PLOT DATE: 4-DEC-2024
DRAWN BY: H. McGOWAN
CHECKED BY: R. GILMAN
SHEET 7 OF 8

PRIMARY CONTROL

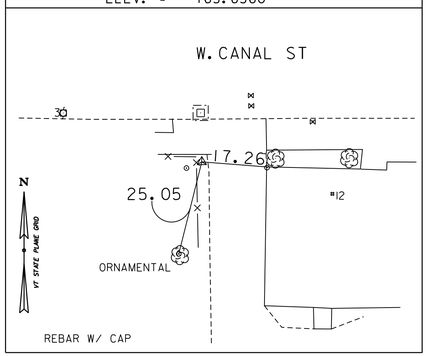
BM #10969
WINOOSKI
NORTH=725571.7831
EAST=1461194.0493
ELEV=168.2874

GENERAL LOCATION, BURLINGTON, VT. THE MARK IS SET ON THE TOP OF THE ABUTMENT AT THE SOUTHWEST CORNER OF THE U.S. ROUTES 2+7 BRIDGE OVER THE WINOOSKI RIVER BETWEEN WINOOSKI AND BURLINGTON. IT IS 9.8 M (32.2 FT) WEST OF THE CENTERLINE OF U.S. ROUTES 2+7, 12.6 M (41.3 FT) NORTH OF THE SOUTH END OF THE CONCRETE BRIDGE RAIL, AND 1.1 M (3.6 FT) SOUTHWEST OF A 3 M (9.8 FT) HIGH CONCRETE POST AT AN ANGLE POINT IN THE BRIDGE RAIL.

SECONDARY CONTROL

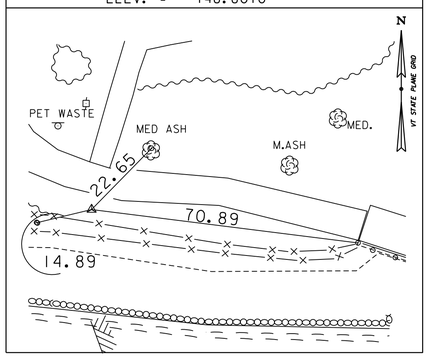
HVCTRL #20

NORTH = 726151.0920
EAST = 1461095.2590
ELEV. = 163.6360



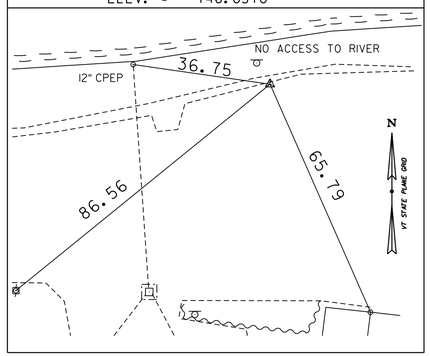
HVCTRL #21

NORTH = 725933.2633
EAST = 1461126.6596
ELEV. = 148.8010



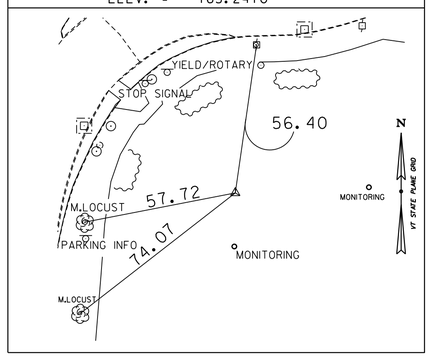
HVCTRL #22A

NORTH = 725616.4290
EAST = 1461572.585
ELEV. = 146.0310



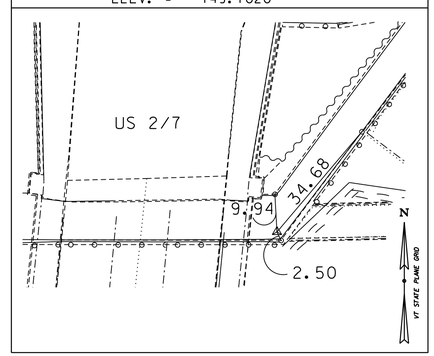
HVCTRL #23

NORTH = 726114.4320
EAST = 1461369.1860
ELEV. = 163.2470



HVCTRL #25

NORTH = 725917.7030
EAST = 1461295.6400
ELEV. = 149.7020



HVCTRL #26

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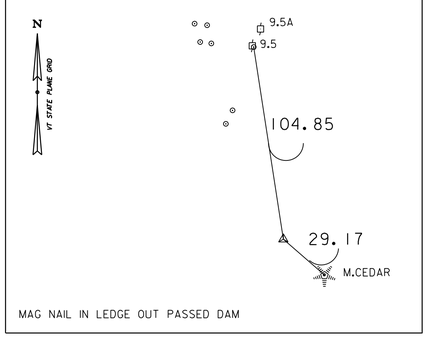

BM #3520

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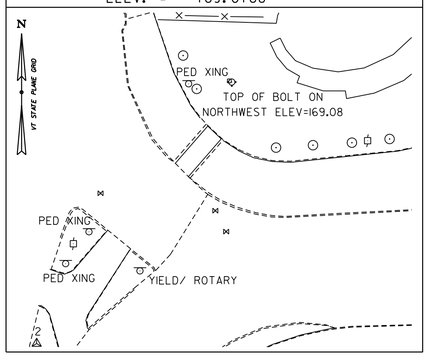


HVCTRL

NORTH =
EAST =
ELEV. =

HVCTRL

NORTH =
EAST =
ELEV. =

HVCTRL

NORTH =
EAST =
ELEV. =

DATUM

VERTICAL NAVD 88
HORIZONTAL NAD83 (2011)
ADJUSTMENT COMPASS

* MAIN TRAVERSE COMPLETED ON 3/11/2020 BY R.GILMAN, T.CATTANEO, B.HERRING AND H.MCGOWAN
ADDITIONAL TRAVERSE COMPLETED ON 3/24/2023 BY B.HERRING , T.CATTANEO, R.GAUVIN, T.BABCZAK

PROJECT NAME: BURLINGTON-WINOOSKI
PROJECT NUMBER: BF RAIZ(2)

FILE NAME: r22j351tie.dgn
PROJECT LEADER: R. KLINEFELTER
DESIGNED BY: VTRANS
TIE SHEET 2

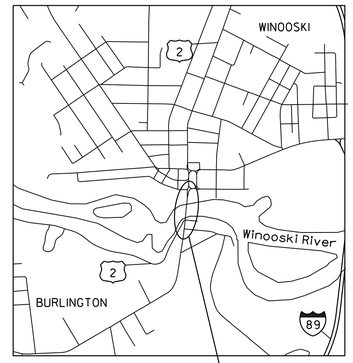
PLOT DATE: 4-DEC-2024
DRAWN BY: H. McGOWAN
CHECKED BY: R. GILMAN
SHEET 8 OF 8

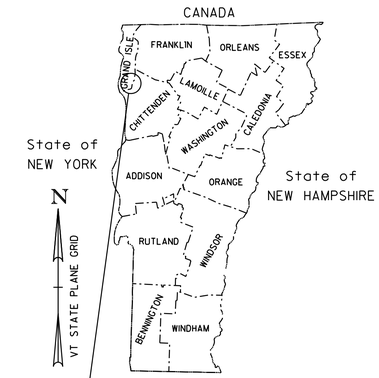
R. O. W. PLANS

INDEX OF SHEETS

1	TITLE
2	LEGEND
3-4	DETAILS
5-6	LAYOUTS
7-8	TIE SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION





BURLINGTON-WINOOSKI
STP 5000(29) & BF RAIZ(2)

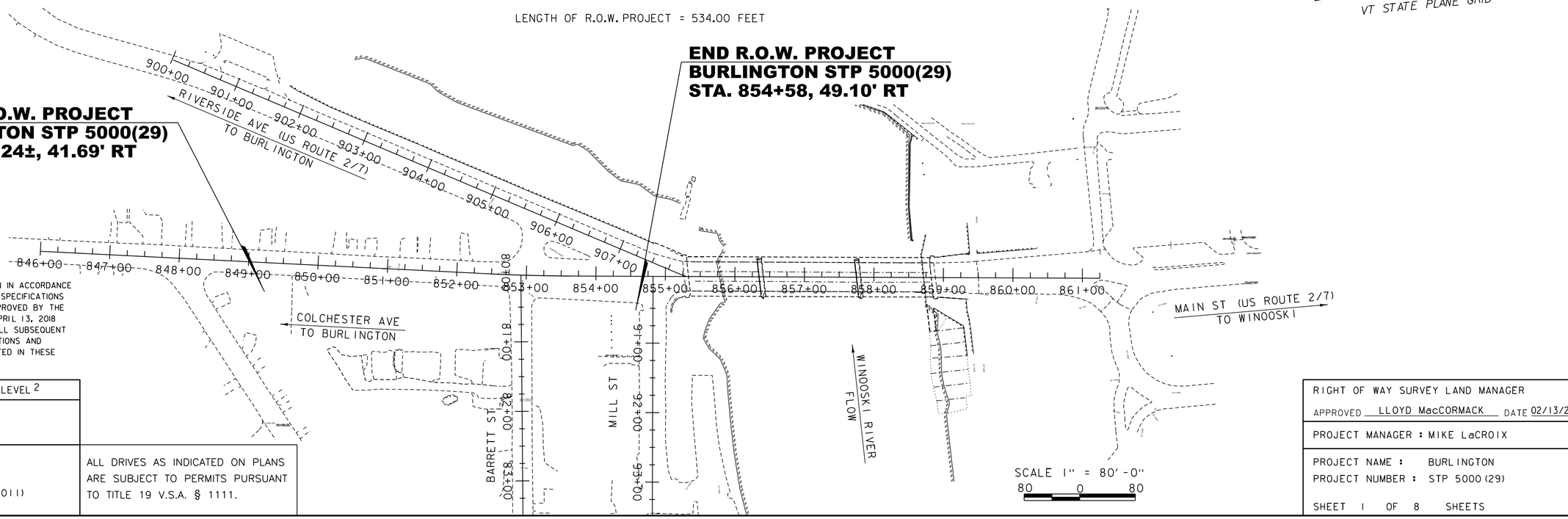
PROPOSED IMPROVEMENT
CITIES OF BURLINGTON AND WINOOSKI
COUNTY OF CHITTENDEN
COLCHESTER AVE & RIVERSIDE AVE
(US ROUTE 2 & 7) - PRINCIPAL ARTERIAL

BRIDGE NO: 150

PROJECT LOCATION: LOCATED IN THE COUNTY OF CHITTENDEN, IN THE CITIES OF BURLINGTON AND WINOOSKI, ON COLCHESTER AVE AND RIVERSIDE AVE (US ROUTES 2 AND 7). THE INTERSECTION AND THE BRIDGE ARE LOCATED APPROXIMATELY 1.2 MILES SOUTH OF THE JUNCTION WITH INTERSTATE 89, EXIT 16.

PROJECT DESCRIPTION: FULL REPLACEMENT OF THE EXISTING BRIDGE WITH ASSOCIATED ROADWAY AND CHANNEL WORK, RECONSTRUCTION OF THE INTERSECTION INCLUDING REALIGNMENT OF THE RIVERSIDE AVE APPROACH, INSTALLATION OF NEW TRAFFIC SIGNAL EQUIPMENT, CONSTRUCTION OF PEDESTRIAN AND BICYCLE FACILITIES, AND REPLACEMENT AND/OR RELOCATION OF DRAINAGE AND UTILITIES.

LENGTH OF R.O.W. PROJECT = 534.00 FEET



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 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 : VTRANS
SURVEYED DATE : JUNE 2023

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (2011)

ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19 V.S.A. § 1111.

RIGHT OF WAY SURVEY LAND MANAGER
APPROVED LLOYD MacCORMACK DATE 02/13/2025

PROJECT MANAGER : MIKE LaCROIX

PROJECT NAME : BURLINGTON
PROJECT NUMBER : STP 5000(29)

SHEET 1 OF 8 SHEETS

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
	BF	BARRIER FENCE
	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
	PDF	PROJECT DEMARCATION FENCE
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	R.T. & I.	RIGHT, TITLE, AND INTEREST
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⧈	BNDNS	BOUND TO BE SET
◎	IPNF	IRON PIN FOUND
●	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	BENCHMARK
	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 RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE
CB	CHORD BEARING

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+TELEPHONE
- 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+TELEPHONE
- 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 — 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
- Ⓗ — 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

PROJECT NAME:	BURLINGTON		
PROJECT NUMBER:	STP 5000(29)		
FILE NAME:	r21t471legend.dgn	PLOT DATE:	13-FEB-2025
PROJECT LEADER:	M. LaCROIX	DRAWN BY:	M. LONGSTREET
DESIGNED BY:	M. LONGSTREET	CHECKED BY:	M. LONGSTREET
CONVENTIONAL SYMBOLOGY LEGEND SHEET		SHEET	2 OF 8

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	
1	BENNETT, ISABELLA B.	1	849+77± LT	850+30± LT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			849+77± LT	850+30± LT			CONSTRUCTION	T	312 SF						INCL. EC & RESTORATION OF DRIVEWAY, WALKWAY, YARD & WOODEN STAIRS
2	PAVELKA, RADIM	1	850+21± LT	850+71± LT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+29± LT	850+71± LT			CONSTRUCTION	T	238 SF						INCL. EC & RESTORATION OF DRIVEWAY & WOODEN WALL
3	454 COLCHESTER, LLC	1	850+42± LT	851+43± LT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+70± LT	851+43± LT			CONSTRUCTION	T	579 SF						INCL. EC & RESTORATION OF DRIVEWAY, WALKWAY, YARD & SEPARATION WALL
			850+94 LT				REMOVE & RESET	T							MAILBOX
4	TORNEY, DONNA & IAN	1	TH-4 904+43.82 RT	TH-4 905+41.45 RT			HIGHWAY	P	1,553 SF						
			TH-4 903+79± RT	TH-4 905+41.45 RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			TH-4 903+79± RT	852+21.08 LT			CONSTRUCTION	T	1,555 SF						INCL. EC & RESTORATION OF DRIVEWAY, WALKWAYS & YARD
5	CITY OF BURLINGTON	1	TH-4 902+70± LT	TH-4 907+70.45 LT			HIGHWAY	P	0.27 A						11,772 SF±
			TH-4 902+70± LT	TH-4 907+70.45 LT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			TH-4 907+31 LT	TH-4 907+69.97 LT			CONSTRUCTION	T	1,166 SF						INCL. EC
6	445 COLCHESTER PROPERTY LLC	2	849+20± RT	849+70± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			849+24± RT	849+69± RT			CONSTRUCTION	T	714 SF						INCL. EC & RESTORATION OF WALKWAY, YARD & CONCRETE WALL
7	449 COLCHESTER AVE., LLC	2	849+65± RT	850+14± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			849+65± RT	850+14± RT			CONSTRUCTION	T	924 SF						INCL. EC & RESTORATION OF DRIVEWAY & STAIRS
			849+80.55 RT	850+14± RT			INSTALL & MAINTAIN	P	105 SF						RETAINING WALL & STAIRS WITHIN WALL
8	OREN, DANIEL K. & IBARRA, MILAGROS T.	2	850+03± RT	850+75± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+13± RT	850+75± RT			CONSTRUCTION	T	607 SF						INCL. EC & RESTORATION OF YARD
			850+13± RT	850+75± RT			INSTALL & MAINTAIN	P	720 SF						RETAINING WALL & STAIRS WITHIN WALL
			850+40± RT	850+75± RT			DRIVE	T	334 SF						PAVED
			850+40± RT	850+75± RT			UTILITY	P	334 SF						
9	GUILD4 PROPERTIES, LLC	2	850+75± RT	851+24± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+75± RT	851+23± RT			INSTALL & MAINTAIN	P	573 SF						RETAINING WALL & STAIRS WITHIN WALL
			850+75± RT	851+24± RT			UTILITY	P	610 SF						
			850+75± RT	851+24± RT			DRIVE	T	535 SF						PAVED
			851+00 RT	851+16± RT			CONSTRUCTION	T	99 SF						INCL. EC & RESTORATION OF WALKWAY & YARD
			851+17 RT	851+23± RT			CONSTRUCTION	T	47 SF						INCL. EC & RESTORATION OF WALKWAY & YARD

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE
1	3, 6	PO 9 - GUILD4 PROPERTIES, LLC CHANGE INSTALL & MAINTAIN(P) AREA FROM 500 SF TO 573 SF; CHANGE UTILITY(P) AREA FROM 535 SF TO 610 SF; CHANGE CONST(T) END STA 851+23± RT TO STA 851+16 RT, AREA FROM 172 SF TO 99 SF; ADD CONST(T) BEGIN STA 851+17 RT TO END STA 851+23± RT, AREA 47 SF, INCL EC & RESTORATION OF WALKWAY & YARD IN REMARKS. REV BY: MT CO 10821 APP BY: AP	11/06/25
2	4, 6	PO 10 - BURLINGTON ESTATES, LLC CHANGE CONST(T) AREA FROM 490 SF TO 712 SF; CHANGE INSTALL & MAINT(P) AREA FROM 564 SF TO 445 SF; CHANGE UTILITY(P) AREA FROM 604 SF TO 680 SF. REV BY: MT CO 10822 APP BY: AP	11/06/25
3	4, 6	PO 12 - LITWHILER HOLDINGS, LLC CHANGE UTILITY(P) BEGIN STA 853+78± RT TO STA 853+65.19 RT, AREA FROM 35 SF TO 509 SF; CHANGE CONST(T) BEGIN STA 853+17 RT TO 853+72 RT, END STA 854+15± RT TO 853+82 RT, AREA 456 SF TO 431 SF; CHANGE UTILITY(P) BEGIN STA 853+76.91 RT TO 853+81.68 RT, AREA 247 SF TO 90 SF; CHANGE UTILITY(P) END STA 853+88± RT TO 854+15±, AREA 100 SF TO 997 SF; ADD CONST(T) BEGIN STA 853+85± RT TO END STA 854+14± RT, AREA 624 SF, INCL. EC & RESTORATION OF YARD. REV BY: MT CO 10823 APP BY: AP	11/06/25
4	4, 6	PO 13 - BRISSON PROPERTIES @ 495 COLCHESTER AVENUE, LLC CHANGE UTILITY(P) END STA 853+88± RT TO 853+85± RT, AREA 47 SF TO 19 SF; CHANGE CONST(T) BEGIN STA TH-282 91+18 RT TO TH-282 91+10 RT, AREA 16 SF TO 323 SF. REV BY: MT CO 10824 APP BY: AP	11/06/25
5	4, 6	PO 14 - BLASDEL & KOCH - TRUSTEES CHANGE UTILITY(P) END STA 853+89± RT TO STA 853+85± RT, AREA 442 SF TO 139 SF; CHANGE CONST(T) AREA FROM 334 SF TO 375 SF. REV BY: MT CO 10825 APP BY: AP	11/06/25
6	4, 6	PO 14 - BLASDEL & KOCH - TRUSTEES CHANGE OWNER NAME TO: JENNIFER A. KOCH, TRUSTEE OF THE GREGG N. BLASDEL AND JENNIFER A. KOCH REVOCABLE TRUST, U/T/A DATED MARCH 13, 2018. REV BY: MT CO 10826 APP BY: AP	11/25/25

PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP 5000(29)

FILE NAME: r2it47ldetail.dgn
PROJECT LEADER: M. LaCROIX
DESIGNED BY: A. EGIZI
R.O.W. DETAIL SHEET 1

PLOT DATE: 25-NOV-2025
DRAWN BY: M. TROTTIER
CHECKED BY: A. PROULX
SHEET 3 OF 8

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	
10	BURLINGTON ESTATES, LLC	2	851+23± RT	851+86± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			851+23± RT	851+82± RT			CONSTRUCTION	T	712 SF						INCL. EC & RESTORATION OF YARD
			851+23± RT	851+82± RT			INSTALL & MAINTAIN	P	445 SF						RETAINING WALL & STAIRS WITHIN WALL
			851+23± RT	851+86± RT			DRIVE	T	604 SF						PAVED
			851+23± RT	851+86± RT			UTILITY	P	680 SF						
11	BOURNE, RENE P. & SHARON MEYER	2	851+82± RT	852+75± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			851+82± RT	852+69 RT			CONSTRUCTION	T	983 SF						INCL. EC & RESTORATION OF WALKWAY, YARD & WOODEN RETAINING WALL
			851+82± RT	852+69.10 RT			INSTALL & MAINTAIN	P	581 SF						RETAINING WALL & STAIRS WITHIN WALL
			851+85± RT	852+75± RT			UTILITY	P	551 SF						
			851+85± RT	852+75± RT			DRIVE	T	551 SF						PAVED
12	LITWHILER HOLDINGS, LLC	2	853+17 RT	854+15± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			853+72 RT	853+82 RT			CONSTRUCTION	T	431 SF						INCL. EC & RESTORATION OF YARD
			853+70 RT	854+10 RT			REMOVE & REPLACE	T							CHAIN LINK FENCE
			853+81.68 RT	853+88.93 RT			UTILITY	P	90 SF						
			853+65.19 RT	853+82± RT			UTILITY	P	509 SF						
			853+82± RT	854+15± RT			UTILITY	P	997 SF						
			853+85± RT	854+14±RT			CONSTRUCTION	T	624 SF						INCL. EC & RESTORATION OF YARD
			853+88 RT	854+15± RT			REMOVE & RESET	T							WOOD FENCE & DOMINOS SIGN
13	BRISSON PROPERTIES @	2	853+71± RT	854+58 RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
	495 COLCHESTER AVENUE, LLC		853+82± RT	853+85± RT			UTILITY	P	19 SF						
			854+14± RT	854+58 RT			CONSTRUCTION	T	445 SF						INCL. EC & RESTORATION OF SIDEWALK
			854+14± RT	854+23 RT			REMOVE & RESET	T							WOOD FENCE
			TH-282 91+10 RT	TH-282 91+26± RT			CONSTRUCTION	T	323 SF						INCL. EC & RESTORATION OF DRIVEWAY & WALKWAY
14	JENNIFER A. KOCH, TRUSTEE OF THE	2	853+71± RT	854+57 RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
	GREGG N. BLASDEL & JENNIFER A. KOCH		853+78± RT	853+85± RT			UTILITY	P	139 SF						
	REVOCABLE TRUST, U/T/A dated		TH-282 91+25± RT	TH-282 91+81± RT			CONSTRUCTION	T	375 SF						INCL. EC & RESTORATION OF DRIVEWAY, WALKWAY & YARD
	MARCH 13, 2018														
15	BELIVEAU, LEO & DONNA	2	850+49± RT	852+75± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+49± RT	852+75.52± RT			UTILITY	P	2,685 SF						
			850+49± RT	852+75.52± RT			DRIVE	T	2,685 SF						PAVED
	BURLINGTON ELECTRIC DEPARTMENT		849+24± RT	854+58 RT											UTILITY
	CONSOLIDATED COMMUNICATIONS OF VERMONT COMPANY, LLC		849+24± RT	854+58 RT											UTILITY
	GREEN MOUNTAIN POWER CORPORATION		849+24± RT	854+58 RT											UTILITY
	AT&T CORPORATION		849+24± RT	854+58 RT											UTILITY
	BURLINGTON PUBLIC WORKS		849+24± RT	854+58 RT											UTILITY
	FIRSTLIGHT FIBER, INC.		849+24± RT	854+58 RT											UTILITY
	LIMEN TECHNOLOGIES		849+24± RT	854+58 RT											UTILITY
	VERMONT GAS SYSTEMS, INC.		849+24± RT	854+58 RT											UTILITY

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE

PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP 5000(29)

FILE NAME: r2lt47ldetail.dgn
PROJECT LEADER: M. LaCROIX
DESIGNED BY: A. EGIZI
R.O.W. DETAIL SHEET 2

PLOT DATE: 25-NOV-2025
DRAWN BY: M. TROTTIER
CHECKED BY: A. PROULX
SHEET 4 OF 8

N = 725037.746
E = 1460902.917
STA 901+75.00, 27.68' LT

VT STATE PLANE GRID

N61°32'25"W
7.00'

N28°27'30"E
95.45'

902+70±
35.00' LT

902+70±
27.67' LT

HWY(P) N28°27'21"E
129.55'

N61°32'41"W
11.00'

904+00.00
46.00' LT

904+00.00
35.00' LT

N28°27'21"E
145.00'

HWY(P)

905+45.00
93.00' LT

N28°27'21"E
38.00'

905+83.00
93.00' LT

905+45.00
46.00' LT

N61°32'41"W
47.00'

S61°32'41"E
35.00'

905+83.00
58.00' LT

N28°27'30"E
500.00'

HWY(P)

N28°27'21"E
186.97'

CONST(T)

907+69.97
58.00' LT

S62°26'41"E
30.35'

N28°27'30"E
17.59'

907+70.45
27.65' LT

Riverside Ave

902+00

903+00

904+00

905+00

906+00

907+00

908+00

APPROX. EXISTING TOWN R.O.W.

N28°27'19"E

S28°39'41"W
268.82'

APPROX. EXISTING TOWN R.O.W.

5
CITY OF BURLINGTON
D&C(T)

N/F VERMONT GAS SYSTEMS INC

2
PAVELKA, RADIM
D&C(T)

3
454 COLCHESTER, LLC
D&C(T)

N/F LY, MICHAEL; LY, SHANNON

1
BENNETT, ISABELLA B.
D&C(T)

4
TORNEY, DONNA & IAN
D&C(T)

904+43.82
39.59' RT

CONST(T)

N39°55'06"E
45.92'

904+88.83
48.72' RT

S28°39'41"W
88.29'

S84°58'27"E
30.06'

905+32.10
39.91' RT

HWY(P)

HWY(P)

N08°25'09"E
43.29'

852+21.08
41.09' LT

905+41.45
61.47' RT

EXISTING
VEHICULAR R.O.W
260/331

CONST(T)

CONST(T)

CONST(T)

CONST(T)

N08°25'09"E
296.08'

R&R(T)

APPROX. EXISTING TOWN R.O.W.

CONTROL VAULT

N = 724981.731
E = 1461106.210
STA 849+25.00, 41.11' LT

Colchester Ave

N08°24'59.18"E

849+00

850+00

851+00

852+00

853+00

854+00

855+00

12" CMP

18" CLAY

30" CIPP

12" PVC

30" PVC

Permanent Highway Easement

Temporary Construction Easement

0 20 40
SCALE IN FEET

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.

FOR R.O.W. USE ONLY

PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP 5000(29)

FILE NAME: r21t471lay1.dgn
PROJECT LEADER: M. LaCROIX
DESIGNED BY: HNTB
R.O.W. LAYOUT SHEET 1

PLOT DATE: 6-NOV-2025
DRAWN BY: A. EGIZI
CHECKED BY: A. PROULX
SHEET 5 OF 8

BEGIN R.O.W. PROJECT
BURLINGTON STP 5000(29)
STA. 849+24±, 41.69' RT

END R.O.W. PROJECT
BURLINGTON STP 5000(29)
STA. 854+58, 49.10' RT

N

VT STATE PLANE GRID

Colchester Ave

N08°24'59.18"E

849+80.55
41.39' RT

850+14±
41.40' RT

850+75±
41.40' RT

851+23±
41.40' RT

851+82±
41.40' RT

852+68.91
41.50' RT

852+69.10
45.20' RT

S08°25'09"W
344.26'

APPROX. EXISTING TOWN R.O.W.

I&M(P)

CONST(T)

N/F
SWB
LLC

6
445
COLCHESTER
PROPERTY LLC
D&C(T)

7
449
COLCHESTER
AVE., LLC
D&C(T)

8
OREN, DANIEL K. &
IBARRA, MILAGROS T.
D&C(T)

9
GUILD4
PROPERTIES,
LLC
D&C(T)

10
BURLINGTON
ESTATES,
LLC
D&C(T)

11
BOURNE, RENE P.
& SHARON MEYER
D&C(T)

Barrett Street

Mill Street

APPROX. EXISTING TOWN R.O.W.

80+00
81+00
82+00
90+00
91+00
92+00
853+00
854+00
855+00

S84°15'31"E

S84°57'21"E

REMOVE & REPLACE(T)
CHAIN LINK FENCE

REMOVE & RESET(T)
WOOD FENCE &
DOMINOS SIGN

REMOVE & RESET(T)
WOOD FENCE

853+81.68
42.65' RT

R=3,435.07', L=140.26'
CB=S06°13'25"W, CD=140.25"

853+88.93
42.71' RT

854+15±
42.79' RT

12
LITWHILER
HOLDINGS,
LLC
D&C(T)

853+81.94
67.74' RT

853+72.53
88.59' RT

EXISTING EASEMENT
BOOK 535/764

853+70.67
104.17' RT

853+85.84
101.87' RT

853+85±
114.83' RT

853+82±
115.31' RT

853+82±
122.42' RT

853+85±
122.52' RT

13
BRISSON
PROPERTIES
@ 495
COLCHESTER
AVENUE, LLC
D&C(T)

854+14±
73.16' RT

14
JENNIFER A. KOCH,
TRUSTEE OF THE
GREGG N. BLASDEL &
JENNIFER A. KOCH
REVOCABLE TRUST, U/T/A
dated MARCH 13, 2018

853+78±
177.34' RT

853+82±
177.45' RT

853+65.19
193.50' RT

853+70.56
193.50' RT

853+82±
212.64' RT

N/F
WELLS, MICHAEL J.

SUBLOT LINE

UE(P)

DRIVE(T) UE(P)

EXISTING 10' R.O.W. EASEMENT

850+75±
156.63' RT

851+23±
155.47' RT

851+85±
158.58' RT

852+74.39
156.26' RT

852+75±
162.36' RT

850+40±
157.56' RT

850+49±
168.51' RT

850+75±
167.65' RT

851+24±
166.23' RT

851+86±
164.67' RT

852+27.91
173.53' RT

852+28.15
182.43' RT

852+75.52
181.24' RT

N/F
20 CHASE ST
LLC

N/F
BARRIOS, CESAR
SANCHEZ, RAQUEL

Chase Street

APPROX. EXISTING TOWN R.O.W.

15
BELIVEAU, LEO
& DONNA
D&C(T)

Permanent and Temporary Utility Easement

Temporary Construction Easement

0 20 40
SCALE IN FEET

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.

FOR R.O.W.
USE ONLY

PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP 5000(29)
FILE NAME: r21t471lay2.dgn	PLOT DATE: 25-NOV-2025
PROJECT LEADER: M. LaCROIX	DRAWN BY: A. EGIZI
DESIGNED BY: HNTB	CHECKED BY: A. PROULX
R.O.W. LAYOUT SHEET 2	SHEET 6 OF 8

PRIMARY CONTROL

HVCTRL #1
VSE 502
NORTH = 726565.5930
EAST = 1461318.6980
ELEV. = 188.300

TO REACH FROM THE I-89 INTERSTATE BRIDGES OVER ROUTES 2 AND 7 AT EXIT 16 IN COLCHESTER, GO SOUTH ON ROUTES 2 AND 7 FOR 0.9 MI (1.4 KM) TO THE INTERSECTION OF SPRING ST. CONTINUE STRAIGHT AHEAD ON 2 AND 7 FOR 0.30 MI (0.5 KM) TO THE ENTRANCE OF A TRAFFIC CIRCULATOR AND THE SITE OF THE MARK ON THE LEFT IN THE TRAFFIC DIVIDER.

THE MARK IS A MAG NAIL SET FLUSH IN THE CONCRETE SURFACE.

IT IS 10.0 M (32.8 FT) NORTH-NORTHEAST OF THE SOUTH END OF THE TRAFFIC DIVIDER, 3.7 M (12.1 FT) WEST OF THE EAST END OF THE DIVIDER AND 6.2 M (20.3 FT) SOUTHEAST OF A LUMEN.

HVCTRL #2
VSE 501
NORTH = 726171.545
EAST = 1461291.422
ELEV. = 165.464

TO REACH FROM THE I-89 INTERSTATE BRIDGES OVER ROUTES 2 AND 7 AT EXIT 16 IN COLCHESTER, GO SOUTH ON ROUTES 2 AND 7 FOR 0.9 MI (1.4 KM) TO THE INTERSECTION OF SPRING ST. CONTINUE STRAIGHT AHEAD ON 2 AND 7 FOR 0.35 MI (0.6 KM) TO THE EXIT OF A TRAFFIC CIRCULATOR AND THE SITE OF THE MARK ON THE LEFT IN THE TRAFFIC DIVIDER.

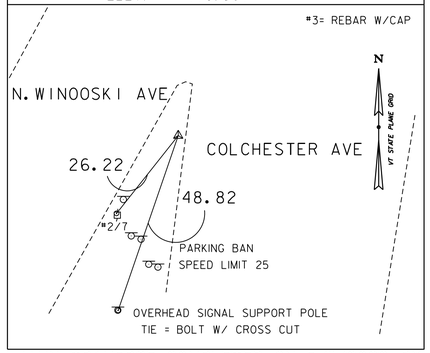
THE MARK IS A 3/4 INCH (19 MM) REBAR WITH YELLOW CAP SET FLUSH WITH THE GROUND SURFACE.

IT IS 4.1 M (13.5 FT) NORTH OF THE SOUTH END OF THE TRAFFIC DIVIDER, 10.5 M (34.4 FT) WEST OF THE EAST END OF THE DIVIDER AND 7.85 SOUTHWEST OF A LUMEN.

SECONDARY CONTROL

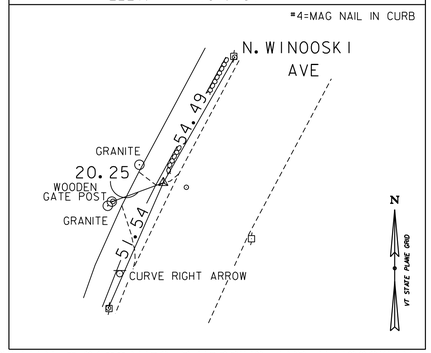
HVCTRL #3

NORTH = 725425.363
EAST = 1461183.604
ELEV. = 170.561



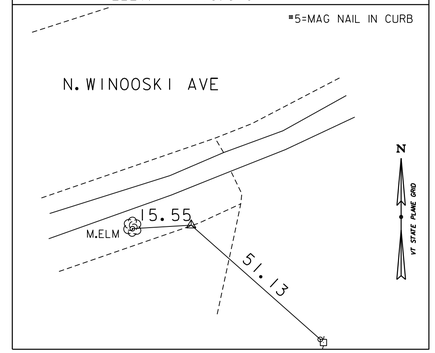
HVCTRL #4

NORTH = 724937.800
EAST = 1460863.108
ELEV. = 187.431



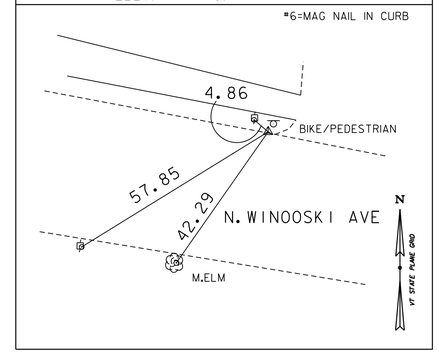
HVCTRL #5

NORTH = 724573.397
EAST = 1460682.567
ELEV. = 178.579



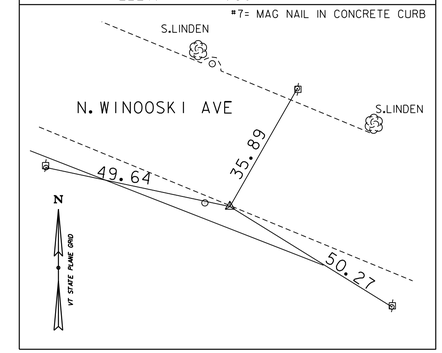
HVCTRL #6

NORTH = 724823.126
EAST = 1460008.524
ELEV. = 170.717



HVCTRL #7

NORTH = 724912.428
EAST = 1459473.735
ELEV. = 171.564

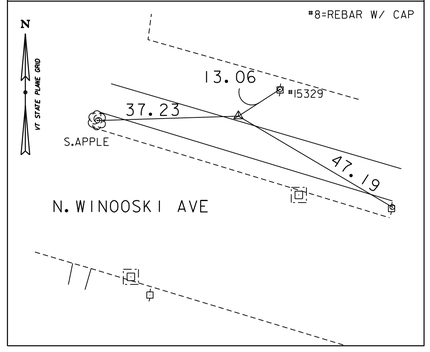


* MAIN TRAVERSE COMPLETED ON 3/11/2020 BY R.GILMAN, T.CATTANEO, B.HERRING AND H.MCGOWAN

SECONDARY CONTROL

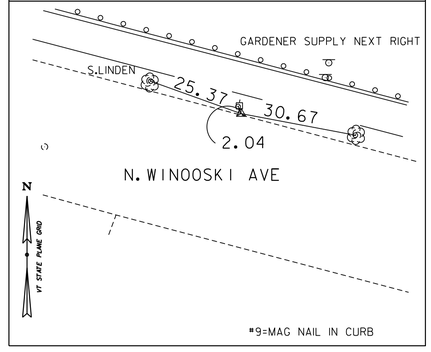
HVCTRL #8

NORTH = 725348.900
EAST = 1458778.960
ELEV. = 186.011



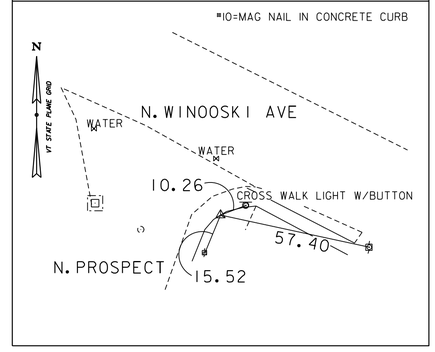
HVCTRL #9

NORTH = 725527.232
EAST = 1457792.074
ELEV. = 217.454



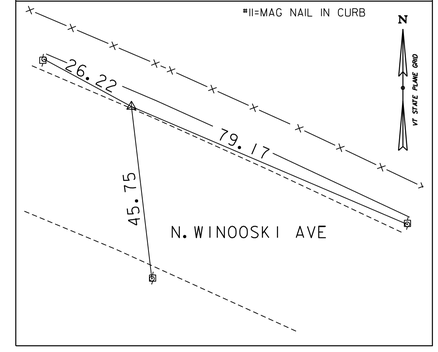
HVCTRL #10

NORTH = 725691.427
EAST = 1457159.799
ELEV. = 231.530



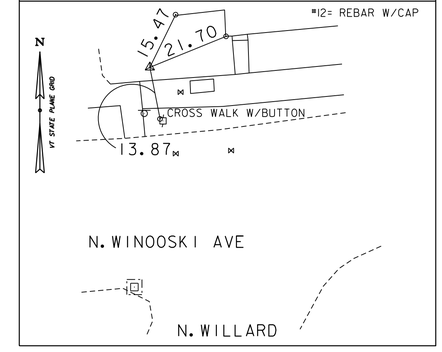
HVCTRL #11

NORTH = 725950.444
EAST = 1456761.001
ELEV. = 234.487



HVCTRL #12

NORTH = 726052.050
EAST = 1456278.895
ELEV. = 241.456



DATUM
VERTICAL NAVD 88
HORIZONTAL NAD83 (2011)
ADJUSTMENT LEAST SQUARES

PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP 5000(29)

FILE NAME: r21t471tie1.dgn
PROJECT LEADER: M. LaCROIX
DESIGNED BY: VTRANS
TIE SHEET 1

PLOT DATE: 13-FEB-2025
DRAWN BY: H. McGOWAN
CHECKED BY: R. GILMAN
SHEET 7 OF 8

PRIMARY CONTROL

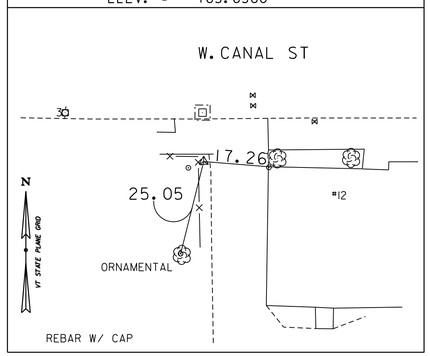
BM #10969
WINOOSKI
NORTH=725571.7831
EAST=1461194.0493
ELEV=168.2874

GENERAL LOCATION, BURLINGTON, VT. THE MARK IS SET ON THE TOP OF THE ABUTMENT AT THE SOUTHWEST CORNER OF THE U.S. ROUTES 2+7 BRIDGE OVER THE WINOOSKI RIVER BETWEEN WINOOSKI AND BURLINGTON. IT IS 9.8 M (32.2 FT) WEST OF THE CENTERLINE OF U.S. ROUTES 2+7, 12.6 M (41.3 FT) NORTH OF THE SOUTH END OF THE CONCRETE BRIDGE RAIL, AND 1.1 M (3.6 FT) SOUTHWEST OF A 3 M (9.8 FT) HIGH CONCRETE POST AT AN ANGLE POINT IN THE BRIDGE RAIL.

SECONDARY CONTROL

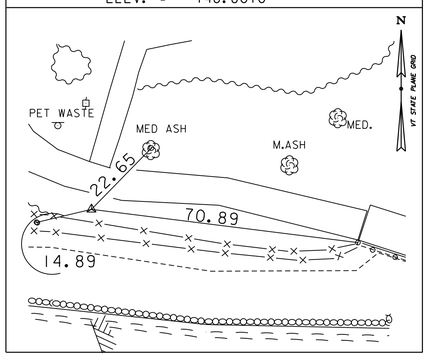
HVCTRL #20

NORTH = 726151.0920
EAST = 1461095.2590
ELEV. = 163.6360



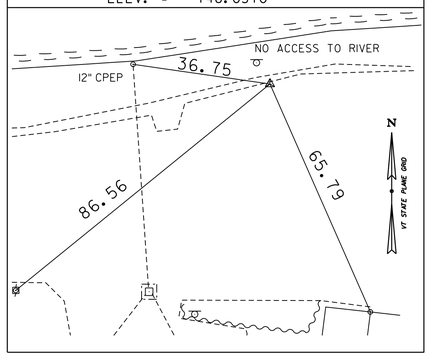
HVCTRL #21

NORTH = 725933.2633
EAST = 1461126.6596
ELEV. = 148.8010



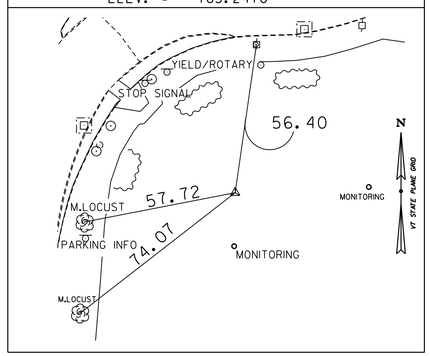
HVCTRL #22A

NORTH = 725616.4290
EAST = 1461572.585
ELEV. = 146.0310



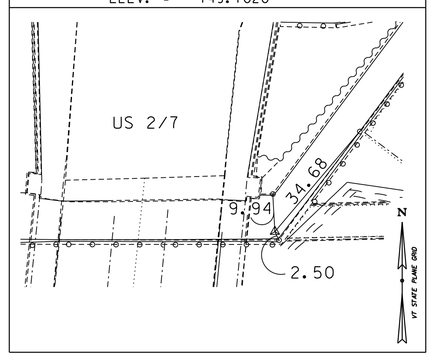
HVCTRL #23

NORTH = 726114.4320
EAST = 1461369.1860
ELEV. = 163.2470



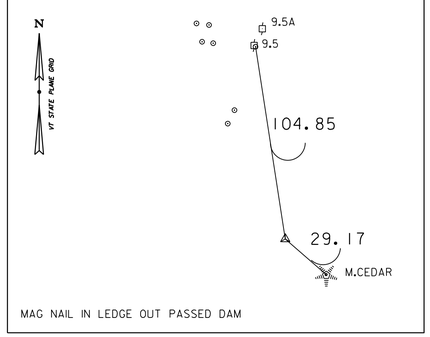
HVCTRL #25

NORTH = 725917.7030
EAST = 1461295.6400
ELEV. = 149.7020



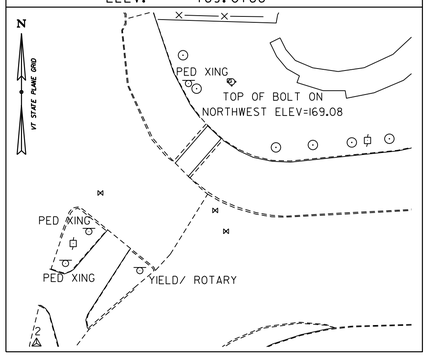
HVCTRL #26

NORTH = 725456.0540
EAST = 1460870.7770
ELEV. = 127.1510



BM #3520

NORTH = 726238.4272
EAST = 1461341.3218
ELEV. = 169.0766



NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

DATUM

VERTICAL NAVD 88
HORIZONTAL NAD83 (2011)
ADJUSTMENT COMPASS

* MAIN TRAVERSE COMPLETED ON 3/11/2020 BY R.GILMAN, T.CATTANEO, B.HERRING AND H.MCGOWAN
ADDITIONAL TRAVERSE COMPLETED ON 3/24/2023 BY B.HERRING , T.CATTANEO, R.GAUVIN, T.BABCZAK

PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP 5000(29)

FILE NAME: r21t471tie2.dgn
PROJECT LEADER: M. LaCROIX
DESIGNED BY: VTRANS
TIE SHEET 2

PLOT DATE: 13-FEB-2025
DRAWN BY: H. McGOWAN
CHECKED BY: R. GILMAN
SHEET 8 OF 8

Attachment 2: Waiver Valuations

VERMONT
AGENCY OF TRANSPORTATION

RIGHT-OF-WAY
WAIVER VALUATION ESTIMATE FORM

PARCEL DATA

Project / PIN	Burlington-Winooski BF RAIZ(2) / 22j351		
Property Owner(s)	City of Burlington		
Property Location	1 Winooski River, Winooski, VT	**Parcel No.**	4

This is a waiver valuation estimate as defined in 49 CFR Part 24.2(a). Per this definition, a waiver valuation is not an appraisal. This form is intended to comply with the acquisition policy as described in 49 CFR Part 24 102(c)(2)(ii). Per this regulation, the property owner has the option of requesting an appraisal from the Agency if the waiver valuation exceeds $15,000.

__ Land value taken from town assessment card.
__ Additional data attached.
__ Comparable sales:
_x_ Minimum valuation (no sales data necessary)

DESCRIPTION OF ACQUISITION

The subject property is an irregularly shaped 4.28-acre parcel along the Winooski River that is used as a hydro-electric station and is part of the Winooski River Walk. The main impact to the property is a highway easement along the frontage of the lot and a temporary construction easement which includes a barrier fence, a project demarcation fence and erosion control. The construction season is three years.

BASIS OF VALUATION

All Right, Title & Interest*	Acre(s)	SF				Total	Rounded
						$ -	$ -
						$ -	$ -
					All Right, Title & Interest Total =		$ -

Land Acquisition	SF	$ / SF				Total	Rounded
						$ -	$ -
						$ -	$ -
					Land Acquisition Total =		$ -

Permanent Right(s)	SF	$ / SF	% of fee			Total	Rounded
Highway	1,437	Nominal Assignment of Value				$ 500	$ 500
						$ -	$ -
					Permanent Rights Total =		$ 500

Temporary Right(s)	SF	$ / SF	% of fee	# of year(s)		Total	Rounded
Construction (0.10 A)	4,554	Nominal Assignment of Value				$ 500	$ 500
						$ -	$ -
					Temporary Rights Total =		$ 500

Cost to Cure Item(s)			$ -
		Grand Total Rounded =	**$ 1,000**

NOTES

Generally, Nominal Assignments of Value are given to items without a square footage or rights that do not have a negative impact on the property. There is no assessed value for the property as it is owned by the City of Burlington and is tax exempt. The project will have minimal negative impact to the property and a Nominal Assignment of Value was deemed appropriate.

CERTIFICATION

I hereby certify that this waiver was prepared in conformity with the Uniform Act, appropriate State laws, regulations, policies and procedures. I certify that due diligence was made regarding the subject property of this valuation, to provide an accurate estimate based on all relevant data available for the property. I likewise affirm that I have no direct or indirect present or contemplated future personal interest in this property or in any benefit from the acquisition of this property.

Effective Date	December 26, 2024	**Waiver Preparer**	
Date of Report	December 26, 2024	**Printed Name**	Gosia Carr

VERMONT
AGENCY OF TRANSPORTATION

RIGHT-OF-WAY
WAIVER VALUATION ESTIMATE FORM

PARCEL DATA

Project / PIN	Burlington STP 5000(29) / 21t471		
Property Owner(s)	City of Burlington		
Property Location	1 Riverside Ave, Burlington, VT	**Parcel No.**	5

This is a waiver valuation estimate as defined in 49 CFR Part 24.2(a). Per this definition, a waiver valuation is not an appraisal. This form is intended to comply with the acquisition policy as described in 49 CFR Part 24 102(c)(2)(ii). Per this regulation, the property owner has the option of requesting an appraisal from the Agency if the waiver valuation exceeds $15,000.

_x_ Land value taken from town assessment card.
__ Additional data attached.
__ Comparable sales:
__ Minimum valuation (no sales data necessary)

DESCRIPTION OF ACQUISITION

The subject property is 1.16-acre vacant lot owned by the City of Burlington. The lot is low-utility sloping land that backs to the Winooski River. The main impact to the lot is a permanent 0.27-acre highway easement along the frontage of the lot. There is a temporary disconnect & connect utility easement and a temporary construction easement that includes erosion control. The construction season is three years.

BASIS OF VALUATION

Lot Size	Assessed LV	CLA	CLA Adj. LV	$/Acre	$/SF	Rounded
1.16	$ 26,100	0.8176	$ 31,923	$27,520	$0.63	$0.63

All Right, Title & Interest*	Acre(s)	SF				Total	Rounded
						$ -	$ -
						$ -	$ -
					All Right, Title & Interest Total =		$ -

Land Acquisition	SF	$ / SF				Total	Rounded
						$ -	$ -
					Land Acquisition Total =		$ -

Permanent Right(s)	SF	$ / SF	% of fee			Total	Rounded
Highway (0.27 A)	11,772	$0.63	95%			$ 7,046	$ 7,100
					Permanent Rights Total =		$ 7,100

Temporary Right(s)	SF	$ / SF	% of fee	# of year(s)		Total	Rounded
Disconnect & Connect		Nominal Assignment of Value				$ 100	$ 100
Construction	1,166	$0.63	10%	3		$ 220	$ 300
						$ -	$ -
						$ -	$ -
					Temporary Rights Total =		$ 400

Cost to Cure Item(s)			$ -
		Grand Total Rounded =	**$ 7,500**

NOTES

The current CLA of 81.76% would increase the assessed value from $26,100 to $31,923. Nominal Assignments of Value are given to items without a square footage or rights that do not have a negative impact on the property.

CERTIFICATION

I hereby certify that this waiver was prepared in conformity with the Uniform Act, appropriate State laws, regulations, policies and procedures. I certify that due diligence was made regarding the subject property of this valuation, to provide an accurate estimate based on all relevant data available for the property. I likewise affirm that I have no direct or indirect present or contemplated future personal interest in this property or in any benefit from the acquisition of this property.

Effective Date	July 23, 2025	**Waiver Preparer**	
Date of Report	July 23, 2025	**Printed Name**	Gosia Carr

Attachment 3: Deeds

CITY OF WINOOKSI

QUIT-CLAIM DEED OF EASEMENT

KNOW ALL TO WHOM THESE PRESENTS COME:

THAT It, the City of Burlington, a Vermont Municipal Corporation, in the County of Chittenden and State of Vermont, hereinafter referred to as "Grantor", in consideration of Ten and No/100 Dollars ($10.00) and other good and valuable consideration paid to its full satisfaction by the City of Winooski, a Vermont Municipal Corporation, with its situs in the County of Chittenden and State of Vermont, Grantee, has REMISED, RELEASED AND FOREVER QUIT-CLAIMED unto the City of Winooski, and its successors and assigns, all right, title and interest which the City of Burlington, has in, and to, certain easements and/or rights therein located in the City of Winooski, in the County of Chittenden and State of Vermont described as follows, viz:

Being part of the same land and premises conveyed to the City of Burlington, by the Warranty Deed of Green Mountain Power Corporation, dated January 20, 1998, and recorded in Book 69, Page 65 of the City of Winooski land records being more particularly described as follows:

Being Parcel #4, consisting of easements and rights therein as shown on Right of Way Detail Sheet 1 and Layout Sheet 2 of the plans of Transportation Project Burlington-Winooski BF RAIZ(2), ("the Transportation Project"), to be recorded in the office of the Clerk of the City of Winooski.

In connection with the above parcel the following easements and/or rights are conveyed:

A permanent easement for constructing, maintaining, and servicing a highway and all improvements and appurtenances thereto in an area of 1,437 square feet, more or less, left of and between approximate stations 858+52± and 858+99.62 of the established centerline of the Transportation Project.

A temporary easement, during the period of construction, to enter upon land of the Grantor, for construction purposes, including the right to cut and dispose of all trees, down timber, stubs, brush, bushes, and debris, install barrier fence, project demarcation fence and erosion control barriers, together with the right to keep the erosion control barriers clear of debris and functioning properly throughout project construction, as necessary and as noted on the Transportation Project plans, and undertake general construction functions in an area of 0.10 acres (4,554 square feet), more or less, left of and between approximate stations 858+49 and 858+97 of the established centerline of the Transportation Project.

The easements and/or rights to be conveyed herein may also be subject to easements, rights of way, restrictions, obligations, municipal, state, and other regulatory permits as may appear of record in the City of Winooski land records.

Any permanent easement conveyed herein includes the right for Grantee and its successors and assigns, in its or their sole discretion, as may be needed for transportation purposes, to construct, inspect, maintain, reconstruct, and replace all project-related improvements located within the permanent easement area.

TO HAVE AND TO HOLD, all of the City of Burlington's right and title in and to the quit-claimed rights and easements, with the appurtenances thereof, to the City of Winooski, and its successors and assigns forever.

AND FURTHERMORE, it, the City of Burlington, does for itself and its successors and assigns covenant with the City of Winooski, its successors and assigns, that from and after the ensealing of these presents it, the City of Burlington will have and claim no right in, or to, the said quit-claimed easements.

IN WITNESS WHEREOF, the City of Burlington, has caused its name to be hereunto subscribed at _____, in the County of Chittenden and State of Vermont, on this, the ____ day of_____, 2025, by the hand of _____, its duly authorized agent.

CITY OF BURLINGTON

By:_____

Its:_____
and duly authorized agent

STATE OF VERMONT

CHITTENDEN COUNTY, SS.

At _____, on this, the _____day of_____, 2025, personally appeared _____
and acknowledged this instrument, by them as_____
of the City of Burlington, to be their free act and deed and the free act and deed of the City of Burlington.

Before me,

_____
Signature of Notary Public

_____
Print name of Notary Public
Commission No. _____
(My commission expires _____)

CITY OF BURLINGTON

QUIT-CLAIM DEED OF EASEMENT

KNOW ALL TO WHOM THESE PRESENTS COME:

THAT It, the City of Burlington, a Vermont Municipal Corporation, in the County of Chittenden and State of Vermont, hereinafter referred to as "Grantor", in consideration of Ten and No/100 Dollars ($10.00) and other good and valuable consideration paid to its full satisfaction by the City of Burlington, a Vermont Municipal Corporation, with its situs in the County of Chittenden and State of Vermont Grantee, has REMISED, RELEASED AND FOREVER QUIT-CLAIMED unto the City of Burlington, and its successors and assigns, all right, title and interest which the City of Burlington, has in, and to, certain easements and/or rights therein located in the City of Burlington, in the County of Chittenden and State of Vermont described as follows, viz:

Being part of the same land and premises conveyed to the City of Burlington by the Warranty Deed of Green Mountain Power Corporation, dated January 20, 1988, and recorded in Book 375, Page 678 of the City of Burlington land records being more particularly described as follows:

Being Parcel #5, consisting of easements and rights therein as shown on Right of Way Detail Sheet 1 and Layout Sheet 2 of the plans of Transportation Project Burlington STP 5000(29), ("the Transportation Project"), to be recorded in the office of the Clerk of the City of Burlington.

In connection with the above parcel the following easements and/or rights are conveyed:

A permanent easement for constructing, maintaining, and servicing a highway and all improvements and appurtenances thereto in an area of 0.27 acres (11,772 square feet), more or less, left of and between approximate stations 902+70± and 907+70.45 of the TH-4 centerline of the Transportation Project.

A temporary easement to enter upon the land of the Grantor, during the period of construction, to disconnect and connect utility connections, left of and between approximate stations 902+70± and 907+70.45 of the TH-4 centerline of the Transportation Project.

A temporary easement, during the period of construction, to enter upon land of the Grantor, for construction purposes, including the right to cut and dispose of all trees, down timber, stubs, brush, bushes, and debris, install erosion control barriers, together with the right to keep the erosion control barriers clear of debris and functioning properly throughout project construction, as necessary and as noted on the Transportation Project plans, and undertake general construction functions in an area of 1,166 square feet, more or less, left of and between approximate stations 907+31 and 907+69.97 of the TH-4 centerline of the Transportation Project.

The easements and/or rights to be conveyed herein may also be subject to easements, rights of way, restrictions, obligations, municipal, state, and other regulatory permits as may appear of record in the City of Burlington land records.

3Any permanent easement conveyed herein includes the right for Grantee and its successors and assigns, in its or their sole discretion, as may be needed for transportation purposes, to construct, inspect, maintain, reconstruct, and replace all project-related improvements located within the permanent easement area.

TO HAVE AND TO HOLD, all of the City of Burlington's right and title in and to the quit-claimed rights and easements, with the appurtenances thereof, to the City of Burlington, and its successors and assigns forever.

AND FURTHERMORE, it, the City of Burlington, does for itself and its successors and assigns covenant with the City of Burlington, its successors and assigns, that from and after the ensealing of these presents it, the City of Burlington will have and claim no right in, or to, the said quit-claimed easements.

IN WITNESS WHEREOF, the City of Burlington, has caused its name to be hereunto subscribed at _____, in the County of Chittenden and State of Vermont, on this, the ____ day of_____, 2025, by the hand of _____, its duly authorized agent.

CITY OF BURLINGTON

By:_____

Its:_____
and duly authorized agent

STATE OF VERMONT

CHITTENDEN COUNTY, SS.

At _____, on this, the _____day of_____, 2025, personally appeared _____
and acknowledged this instrument, by them as_____
of the City of Burlington, to be their free act and deed and the free act and deed of the City of Burlington.

Before me,

_____
Signature of Notary Public

_____
Print name of Notary Public
Commission No. _____
(My commission expires _____)

Attachment 4: Options

CITY OF WINOOKSI

OPTION

KNOW ALL TO WHOM THESE PRESENTS COME:

THAT It, the City of Burlington, a Vermont Municipal Corporation with its situs in the County of Chittenden and State of Vermont, hereinafter referred to as "Grantor," in consideration of Ten and No/100 Dollars ($10.00) to it in hand paid by the City of Winooski, a Vermont Municipal Corporation with its situs in County of Chittenden and State of Vermont, hereinafter referred to as "Grantee", receipt of which is hereby acknowledged, hereby agrees to convey by Warranty Deed of Easement to the Grantee at any time the said Grantee may demand, on or before the 30 day of July, 2026, certain easements and/or rights in land therein situated in the City of Winooski, County of Chittenden and State of Vermont, and being particularly described below and in the plans for the construction of Transportation Project Burlington-Winooski BF RAIZ(2), according to the following terms:

Real Estate, or Rights therein, to be conveyed:

Being part of the same land and premises conveyed to the City of Burlington, by the Warranty Deed of Green Mountain Power Corporation, dated January 20, 1998, and recorded in Book 69, Page 65 of the City of Winooski land records being more particularly described as follows:

Being Parcel #4, consisting of easements and rights therein as shown on Right of Way Detail Sheet 1 and Layout Sheet 2 of the plans of Transportation Project Burlington-Winooski BF RAIZ(2), ("the Transportation Project"), to be recorded in the office of the Clerk of the City of Winooski.

In connection with the above parcel the following easements and/or rights are conveyed:

A permanent easement for constructing, maintaining, and servicing a highway and all improvements and appurtenances thereto in an area of 1,437 square feet, more or less, left of and between approximate stations 858+52± and 858+99.62 of the established centerline of the Transportation Project.

A temporary easement, during the period of construction, to enter upon land of the Grantor, for construction purposes, including the right to cut and dispose of all trees, down timber, stubs, brush, bushes, and debris, install barrier fence, project demarcation fence and erosion control barriers, together with the right to keep the erosion control barriers clear of debris and functioning properly throughout project construction, as necessary and as noted on the Transportation Project plans, and undertake general construction functions in an area of 0.10 acres (4,554 square feet), more or less, left of and between approximate stations 858+49 and 858+97 of the established centerline of the Transportation Project.

The easements and/or rights from which the parcel described herein is derived may be subject to easements, rights of way, restrictions, obligations, municipal, state, and other regulatory permits as may appear of record in the City of Winooski land records.

Any permanent easement conveyed herein includes the right for Grantee and its successors and assigns, in its or their sole discretion, as may be needed for transportation purposes, to construct, inspect, maintain, reconstruct, and replace all project-related improvements located within the permanent easement area.

Other undertakings of the Grantor in connection therewith: None

The Grantor further agrees to execute a good and sufficient deed or other instrument of conveyance to the Grantee, during the term of this option, and to deliver possession of said real estate immediately upon the delivery of said deed, unless otherwise herein specified, free of all liens or encumbrances, including all taxes, Federal, State or local, assessed as of a date prior to the date of the delivery of said deed, also including all rights of lessees, tenants or other persons claiming rights of possession or occupancy of the premises or usufruct therefrom. Unless stated to the contrary herein, such conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described.

No statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the City of Winooski shall be binding on or of any effect against the City.

The undersigned expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the Grantee are included in this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Consideration to be paid by the City of Winooski: $_____1,000.00_____

Terms of Payment: $_____One Thousand Dollars_____ to be paid simultaneously with delivery by Grantor of duly executed deed;

Other undertakings to be performed by the City of Winooski: None

Encumbrance: None

The delivery to the City of Winooski or its representatives of a duly executed deed by the Grantor referenced as being in accordance with the terms of this Option, and the acceptance of said deed by the Grantee shall bind both parties to all the terms herein contained.

WHEREFORE, the City of Burlington has caused its name to be hereunto subscribed at the City of Burlington, in the County of Chittenden and State of Vermont, this ___day of_____, 202__, by the hand of_____.

CITY OF BURLINGTON

By:_____

Its:_____
and duly authorized agent

CITY OF BURLINGTON

OPTION

KNOW ALL TO WHOM THESE PRESENTS COME:

THAT It, the City of Burlington, a Vermont Municipal Corporation with its situs in the County of Chittenden and State of Vermont, hereinafter referred to as "Grantor," in consideration of Ten and No/100 Dollars ($10.00) to it in hand paid by the City of Burlington, a Vermont Municipal Corporation with its situs in the County of Chittenden and State of Vermont, hereinafter referred to as "Grantee", receipt of which is hereby acknowledged, hereby agrees to convey by Warranty Deed of Easement to the City of Burlington at any time the said Grantee may demand, on or before the 30 day of June, 2026, certain easements and/or rights in land therein situated in the City of Burlington, County of Chittenden and State of Vermont, and being particularly described below and in the plans for the construction of Transportation Project Burlington STP 5000(29), according to the following terms:

Real Estate, or Rights therein, to be conveyed:

Being part of the same land and premises conveyed to the City of Burlington by the Warranty Deed of Green Mountain Power Corporation, dated January 20, 1988, and recorded in Book 375, Page 678 of the City of Burlington land records being more particularly described as follows:

In connection with the above parcel the following easements and/or rights are conveyed:

A permanent easement for constructing, maintaining, and servicing a highway and all improvements and appurtenances thereto in an area of 0.27 acres (11,772 square feet), more or less, left of and between approximate stations 902+70± and 907+70.45 of the TH-4 centerline of the Transportation Project.

A temporary easement to enter upon the land of the Grantor, during the period of construction, to disconnect and connect utility connections, left of and between approximate stations 902+70± and 907+70.45 of the TH-4 centerline of the Transportation Project.

A temporary easement, during the period of construction, to enter upon land of the Grantor, for construction purposes, including the right to cut and dispose of all trees, down timber, stubs, brush, bushes, and debris, install erosion control barriers, together with the right to keep the erosion control barriers clear of debris and functioning properly throughout project construction, as necessary and as noted on the Transportation Project plans, and undertake general construction functions in an area of 1,166 square feet, more or less, left of and between approximate stations 907+31 and 907+69.97 of the TH-4 centerline of the Transportation Project.

The easements and/or rights from which the parcel described herein is derived may be subject to easements, rights of way, restrictions, obligations, municipal, state, and other regulatory permits as may appear of record in the City of Burlington land records.

Any permanent easement conveyed herein includes the right for Grantees and its successors and assigns, in its or their sole discretion, as may be needed for transportation purposes, to construct, inspect,

maintain, reconstruct, and replace all project-related improvements located within the permanent easement area.

Other undertakings of the Grantor in connection therewith: None

The Grantor further agrees to execute a good and sufficient deed or other instrument of conveyance to the City of Burlington, during the term of this option, and to deliver possession of said real estate immediately upon the delivery of said deed, unless otherwise herein specified, free of all liens or encumbrances, including all taxes, Federal, State or local, assessed as of a date prior to the date of the delivery of said deed, also including all rights of lessees, tenants or other persons claiming rights of possession or occupancy of the premises or usufruct therefrom. Unless stated to the contrary herein, such conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described.

No statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the City of Burlington and shall be binding on or of any effect against the City.

The undersigned expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the City of Burlington are included in this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Consideration to be paid by the City of Burlington: $ 7,500.00

Terms of Payment: $ Seven Thousand Five Hundred Dollars to be paid simultaneously with delivery by Grantor of duly executed deed;

Other undertakings to be performed by the City of Burlington: None

Encumbrance: None

The delivery to the City of Burlington or its representatives of a duly executed deed by the Grantor referenced as being in accordance with the terms of this Option, and the acceptance of said deed by the Grantee shall bind both parties to all the terms herein contained.

WHEREFORE, the City of Burlington has caused its name to be hereunto subscribed at the City of Burlington, in the County of Chittenden and State of Vermont, this ___day of_____, 202__, by the hand of_____.

CITY OF BURLINGTON

By:_____

Its:_____

and duly authorized agent

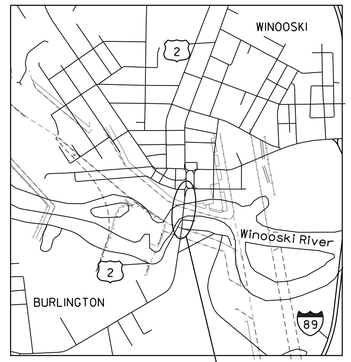
Attachment 5: Plans

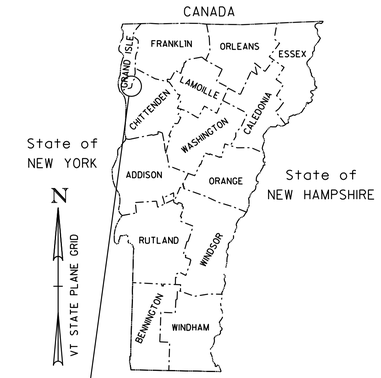
R. O. W. PLANS

INDEX OF SHEETS

1	TITLE
2	LEGEND
3	DETAIL
4-5	LAYOUT SHEETS
6	PRELIMINARY INFORMATION
7-8	TIE SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION





BURLINGTON-WINOOSKI
STP 5000(29) & BF RAIZ(2)

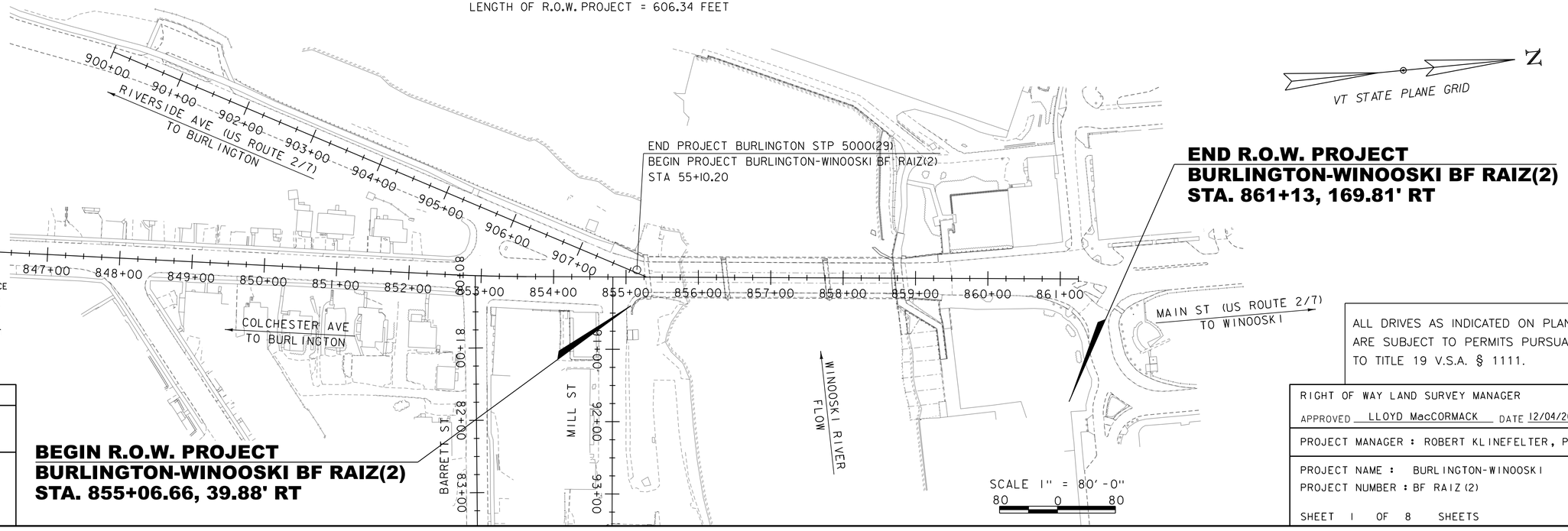
PROPOSED IMPROVEMENT
CITIES OF BURLINGTON AND WINOOSKI
COUNTY OF CHITTENDEN
COLCHESTER AVE & RIVERSIDE AVE
(US ROUTE 2 & 7) - PRINCIPAL ARTERIAL

BRIDGE NO: 150

PROJECT LOCATION: LOCATED IN THE COUNTY OF CHITTENDEN, IN THE CITIES OF BURLINGTON AND WINOOSKI, ON COLCHESTER AVE AND RIVERSIDE AVE (US ROUTES 2 AND 7). THE INTERSECTION AND THE BRIDGE ARE LOCATED APPROXIMATELY 1.2 MILES SOUTH OF THE JUNCTION WITH INTERSTATE 89, EXIT 16.

PROJECT DESCRIPTION: FULL REPLACEMENT OF THE EXISTING BRIDGE WITH ASSOCIATED ROADWAY AND CHANNEL WORK, RECONSTRUCTION OF THE INTERSECTION INCLUDING REALIGNMENT OF THE RIVERSIDE AVE APPROACH, INSTALLATION OF NEW TRAFFIC SIGNAL EQUIPMENT, CONSTRUCTION OF PEDESTRIAN AND BICYCLE FACILITIES, AND REPLACEMENT AND/OR RELOCATION OF DRAINAGE AND UTILITIES.

LENGTH OF R.O.W. PROJECT = 606.34 FEET



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19 V.S.A. § 1111.

QUALITY ASSURANCE PROGRAM : LEVEL 2

SURVEYED BY : VTRANS
SURVEYED DATE : JUNE 2023

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (2011)

RIGHT OF WAY LAND SURVEY MANAGER
APPROVED LLOYD MacCORMACK DATE 12/04/2024

PROJECT MANAGER : ROBERT KLINEFELTER, P.E.

PROJECT NAME : BURLINGTON-WINOOSKI
PROJECT NUMBER : BF RAIZ(2)

SHEET 1 OF 8 SHEETS

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
	BF	BARRIER FENCE
	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
	PDF	PROJECT DEMARCATION FENCE
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	R.T. & I.	RIGHT, TITLE, AND INTEREST
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⧈	BNDNS	BOUND TO BE SET
◎	IPNF	IRON PIN FOUND
●	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	BENCHMARK
	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 RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE
CB	CHORD BEARING

UTILITY SYMBOLOGY

UNDERGROUND UTILITIES

- UTILITY (GENERIC-UNKNOWN)
- TELEPHONE
- ELECTRIC
- CABLE (TV)
- ELECTRIC+CABLE
- ELECTRIC+TELEPHONE
- CABLE+TELEPHONE
- ELECTRIC+CABLE+TELEPHONE
- GAS LINE
- WATER LINE
- SANITARY SEWER (SEPTIC)

ABOVE GROUND UTILITIES (AERIAL)

- UTILITY (GENERIC-UNKNOWN)
- TELEPHONE
- ELECTRIC
- CABLE (TV)
- ELECTRIC+CABLE
- ELECTRIC+TELEPHONE
- ELECTRIC+TELEPHONE
- CABLE+TELEPHONE
- ELECTRIC+CABLE+TELEPHONE
- 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
- PROJECT DEMARCATION FENCE
- BARRIER FENCE
- TREE PROTECTION ZONE (TPZ)
- STRIPING LINE REMOVAL
- SHEET PILES

CONVENTIONAL BOUNDARY SYMBOLOGY

BOUNDARY LINES

- TOWN BOUNDARY LINE
- COUNTY BOUNDARY 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
- PROPERTY LINE (P/L)
- SLOPE RIGHTS
- 6F PROPERTY BOUNDARY
- 4F PROPERTY BOUNDARY
- 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
- 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
- Ⓗ 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

PROJECT NAME:	BURLINGTON-WINOOSKI
PROJECT NUMBER:	BF RAIZ(2)
FILE NAME: r22j351legend.dgn	PLOT DATE: 4-DEC-2024
PROJECT LEADER: R. KLINEFELTER	DRAWN BY: M. LONGSTREET
DESIGNED BY: M. LONGSTREET	CHECKED BY: M. LONGSTREET
CONVENTIONAL SYMBOLOGY LEGEND	SHEET 2 OF 8

STATE OF VERMONT
AGENCY OF TRANSPORTATION

RIGHT - OF - WAY DETAIL SHEET

4

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	
1	WELLS, MICHAEL J.	1	TH-282 91+81± RT	TH-282 93+22± RT			ALL R.T. & I.	P	2,817 SF						EXISTING EASEMENT RECORDED IN BOOK 998/199
			TH-282 91+78± RT	TH-282 91+91.18 RT			UTILITY	P	102 SF						
			TH-282 91+80± RT	TH-282 92+58 RT			CONSTRUCTION	T	194 SF						INCL. BF, PDF & EC
2	CATAMOUNT HOLDING CO.	1	TH-282 91+81± RT	TH-282 93+22.61 LT			HIGHWAY	P	0.18 A						8,008 SF±
			TH-282 92+90± LT	TH-282 93+03 LT			CONSTRUCTION	T	133 SF						INCL. BF, PDF & EC
			TH-282 92+99± LT	TH-282 93+24± LT			ACCESS	T	383 SF						
3	CHACE MILL PARKING LLC	1	855+06.66 RT	TH-282 92+90± LT			HIGHWAY	P	0.24 A						10,443 SF±
			TH-282 91+42.37 LT	TH-282 93+00± LT			CONSTRUCTION	T	0.17 A						INCL. BF, PDF & EC; 7,556 SF±
			TH-282 92+76 LT	TH-282 93+26± LT			ACCESS	T	3,514 SF						
4	CITY OF BURLINGTON	2	858+52± LT	858+99.62 LT			HIGHWAY	P	1,437 SF						
			858+49 LT	858+97± LT			CONSTRUCTION	T	0.10 A						INCL. BF, PDF & EC; 4,554 SF±
5	THE WOOLEN MILL ASSOCIATES	2	858+91± LT	859+33± LT	2,413 SF										
			858+97± LT	859+35.62 LT			HIGHWAY	P	1,083 SF						
			858+87± LT	860+25± LT			CONSTRUCTION	T	3,580 SF						INCL. BF, PDF & EC
			859+02 LT	860+92± LT			ACCESS	T	4,074 SF						
6	CITY OF WINOOSKI	2	859+33± LT	860+34.52 LT			HIGHWAY	P	2,269 SF						
			859+25± LT	860+33± LT			CONSTRUCTION	T	0.18 A						INCL. BF, PDF & EC; 7,723 SF±
7	CITY OF WINOOSKI	2	858+77± RT	860+81.86 RT			HIGHWAY	P	0.11 A						4,666 SF±
			858+95± RT	861+13 RT			CONSTRUCTION	T	0.36 A						INCL. BF, PDF & EC; 15,741 SF±
8	WINOOSKI HOTEL GROUP, LLC	2	860+11 RT	861+10 RT			CONSTRUCTION	T	0.18 A						INCL. BF, PDF & EC; 7,943 SF±
9	BURLINGTON ELECTRIC DEPARTMENT		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
10	BURLINGTON TELECOM		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
11	CITY OF BURLINGTON		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
12	CITY OF WINOOSKI		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
13	COMCAST CABLE COMMUNICATIONS MANAGEMENT, LLC		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
14	CONSOLIDATED COMUNICATIONS OF VERMONT COMPANY, LLC		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
15	FIRSTLIGHT FIBER, INC.		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
16	GREEN MOUNTAIN POWER CORPORATION		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
17	LUMEN TECHNOLOGIES		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
18	VERMONT GAS SYSTEMS, INC.		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.
19	VERMONT TELEPHONE COMPANY, INC.		855+06.66 RT	861+13 RT			ALL R. T. & I.								UTILITY EASEMENTS INSIDE R.O.W.

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE

PROJECT NAME: BURLINGTON-WINOOSKI
PROJECT NUMBER: BF RAIZ(2)

FILE NAME: r22j351detail.dgn
PROJECT LEADER: R. KLINEFELTER
DESIGNED BY: A. EGIZI
R.O.W. DETAIL SHEET

PLOT DATE: 4-DEC-2024
DRAWN BY: M. TROTTIER
CHECKED BY: A. PROULX
SHEET 3 OF 8

TABLE 1

A-B	N88°48'38"W, 31.98'
B-C	N05°47'20"E, 45.00'
C-D	N89°03'30"W, 31.99'
C-E	S05°47'20"W, 35.58'
E-F	N89°29'42"E, 28.51'
G-H	N89°57'48"E, 15.56'

THE WOOLEN MILL ASSOCIATES
5
ACCESS(T)
CONST(T)
CONST(T)
N/F 12 WEST CANAL STREET LLC
APPROX. EXISTING TOWN R.O.W.
858+91±
130.00' LT
N00°32'48"E
33.65'
859+25±
133.07' LT
CONST(T)
6
CITY OF WINOOSKI
N/F 8 MAIN LLC
N/F JLF LLC
CONST(T)
APPROX. EXISTING TOWN R.O.W.
N/F FARRELL VERMONT LLC
N/F 28 MAIN STREET WINOOSKI LLC
VT STATE PLANE GRID
N
4
CITY OF BURLINGTON
5
THE WOOLEN MILL ASSOCIATES
N89°03'30"W
68.24'
N89°29'42"E
71.51'
858+52±
62.00' LT
858+97±
62.00' LT
B
HWY(P)
C
HWY(P)
E
N05°47'20"E
51.16'
HWY(P)
N09°16'21"E
49.37'
G
860+33±
59.00' LT
859+32.50
62.00' LT
859+33±
62.00' LT
H
APPROX. EXISTING TOWN R.O.W.
858+54±
30.12' LT
N05°47'19"E
45.14'
A
D
N00°10'11"E
36.18'
F
N00°06'08"E
99.72'
860+34.52
43.52' LT
N67°54'57"E 101.27'
TIE LINE
858+99.62
30.12' LT
859+35.62
33.67' LT
858+00
859+00
860+00
861+00
S78°05'19"W 73.48'
TIE LINE
860+81.86
46.00' RT
858+77±
39.88' RT
N05°47'19"E
35.90'
L
HWY(P)
N00°32'49"E
45.86'
N09°09'43"E
87.21'
HWY(P)
I
J
7
CITY OF WINOOSKI
859+85.72
56.50' RT
S00°26'38"E
96.71'
S16°02'19"E
98.17'
HWY(P)
858+95±
93.00' RT
K
7
CITY OF WINOOSKI
8
WINOOSKI HOTEL GROUP, LLC
CONST(T)
APPROX. EXISTING TOWN R.O.W.
CONST(T)
CONST(T)
CONST(T)

TABLE 3

I-J	R=68.66', L=37.23' N13°52'51"E, 36.78'
K-L	61'± ALONG ORDINARY HIGH WATER TIE LINE S77°17'34"W, 56.02'

END R.O.W. PROJECT
BURLINGTON-WINOOSKI BF RAIZ(2)
STA. 861+13, 169.81' RT

SCALE 1" = 20'-0"
20 0 20

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.

FOR R.O.W. USE ONLY

PROJECT NAME: BURLINGTON-WINOOSKI
PROJECT NUMBER: BF RAIZ(2)

FILE NAME: r22j351lay2.dgn
PROJECT LEADER: R. KLINEFELTER
DESIGNED BY: HNTB
R.O.W. LAYOUT SHEET 2

PLOT DATE: 4-DEC-2024
DRAWN BY: A. EGIZI
CHECKED BY: A. PROULX
SHEET 5 OF 8

Flags and Plaque to be Removed and Reset

CONCEPTUAL TEMPORARY CONSTRUCTION LIMITS (TYP)

THE WOOLEN MILL ASSOCIATES

5

ACCESS(T)

CONST(T)

N/F 12 WEST CANAL STREET LLC

N/F 8 MAIN LLC

N/F JLF LLC

6

CITY OF WINOOSKI

4

CITY OF BURLINGTON

5

THE WOOLEN MILL ASSOCIATES

HWY(P)

PROPOSED BRIDGE BOUNDARY

W CANAL ST TO BURLINGTON

N/F FARRELL VERMONT LLC

N/F 28 MAIN STREET WINOOSKI LLC

Note: The proposed work shown on this sheet is not complete and subject to minor changes. Park features, path alignment, and other details are not fully shown.

VT STATE PLANE GRID

MAIN ST (US ROUTE 2/7)

END APPROACH
STA 225+30
MATCH EXISTING

N00°39'22.42"E

224+00

225+00

226+00

223+00

222+00

7

CITY OF WINOOSKI

END APPROACH
MATCH EXISTING

PROPOSED RETAINING WALL

8

WINOOSKI HOTEL GROUP, LLC

CITY OF WINOOSKI

PROPOSED BRIDGE BOUNDARY

PATH AND OVERLOOK RECONSTRUCTION, LAYOUT AND FINAL LIMITS T.B.D.

FERC BOUNDARY (TYP.)

END R.O.W. PROJECT
BURLINGTON-WINOOSKI BF RAIZ(2)
STA. 861+13, 169.81' RT

HNTB

PROJECT NAME:	BURLINGTON-WINOOSKI
PROJECT NUMBER:	STP 5000(29) & BF RAIZ(2)

FILE NAME: z22j351_bdr_ROW.dgn	PLOT DATE: 25-AUG-2025
PROJECT LEADER: J. OLUND	DRAWN BY: E. DAVIDSON
DESIGNED BY: E. DAVIDSON	CHECKED BY: S. SPEAR
LAYOUT SHEET	SHEET 1 OF 1

Note: The proposed work shown on this sheet is not complete and subject to minor changes. Park features, path alignment, and other details are not fully shown.

VT STATE PLANE GRID

N

CONCEPTUAL TEMPORARY CONSTRUCTION LIMITS (TYP)

Temporary Easement for Construction and Slope Grading

Permanent Easement

PROPOSED BRIDGE BOUNDARY

PROPOSED BRIDGE BOUNDARY

PATH AND OVERLOOK RECONSTRUCTION, LAYOUT AND FINAL LIMITS T.B.D.

FERC BOUNDARY (TYP.)

THE WOOLEN MILL ASSOCIATES (5)

CONST(T)

ACCESS(T)

N/F 12 WEST CANAL STREET LLC

CITY OF BURLINGTON (4)

THE WOOLEN MILL ASSOCIATES (5)

CITY OF WINOOSKI (6)

N/F 8 MAIN LLC

N/F JLF LLC

N/F FARRELL VERMONT LLC

N/F 28 MAIN STREET WINOOSKI LLC

HWY(P)

MAIN ST (US ROUTE 2/7)

W CANAL ST TO BURLINGTON

END APPROACH STA 225+30 MATCH EXISTING

N00°39'22.42"E

222+00

223+00

224+00

225+00

226+00

CITY OF WINOOSKI (7)

CITY OF WINOOSKI (7)

END APPROACH MATCH EXISTING

PROPOSED RETAINING WALL

WINOOSKI HOTEL GROUP, LLC (8)

CONST(T)

END R.O.W. PROJECT
BURLINGTON-WINOOSKI BF RAIZ(2)
STA. 861+13, 169.81' RT

PROJECT NAME:	BURLINGTON-WINOOSKI
PROJECT NUMBER:	STP 5000(29) & BF RAIZ(2)
FILE NAME: z22j351_bdr_ROW.dgn	PLOT DATE: 25-AUG-2025
PROJECT LEADER: J. OLUND	DRAWN BY: E. DAVIDSON
DESIGNED BY: E. DAVIDSON	CHECKED BY: S. SPEAR
LAYOUT SHEET	SHEET 1 OF 1

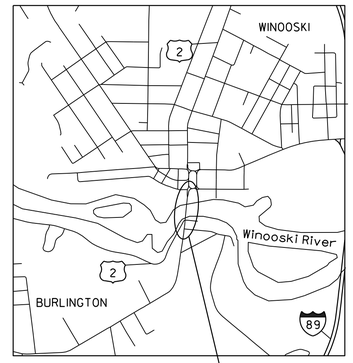
HNTB

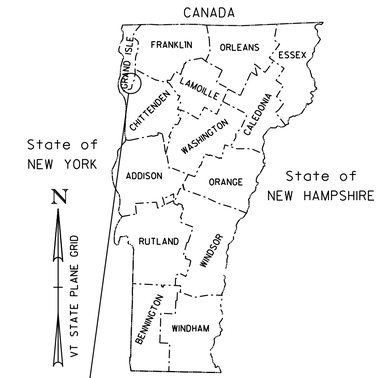
R. O. W. PLANS

INDEX OF SHEETS

1	TITLE
2	LEGEND
3-4	DETAILS
5-6	LAYOUTS
7-8	TIE SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION





BURLINGTON-WINOOSKI
STP 5000(29) & BF RAIZ(2)

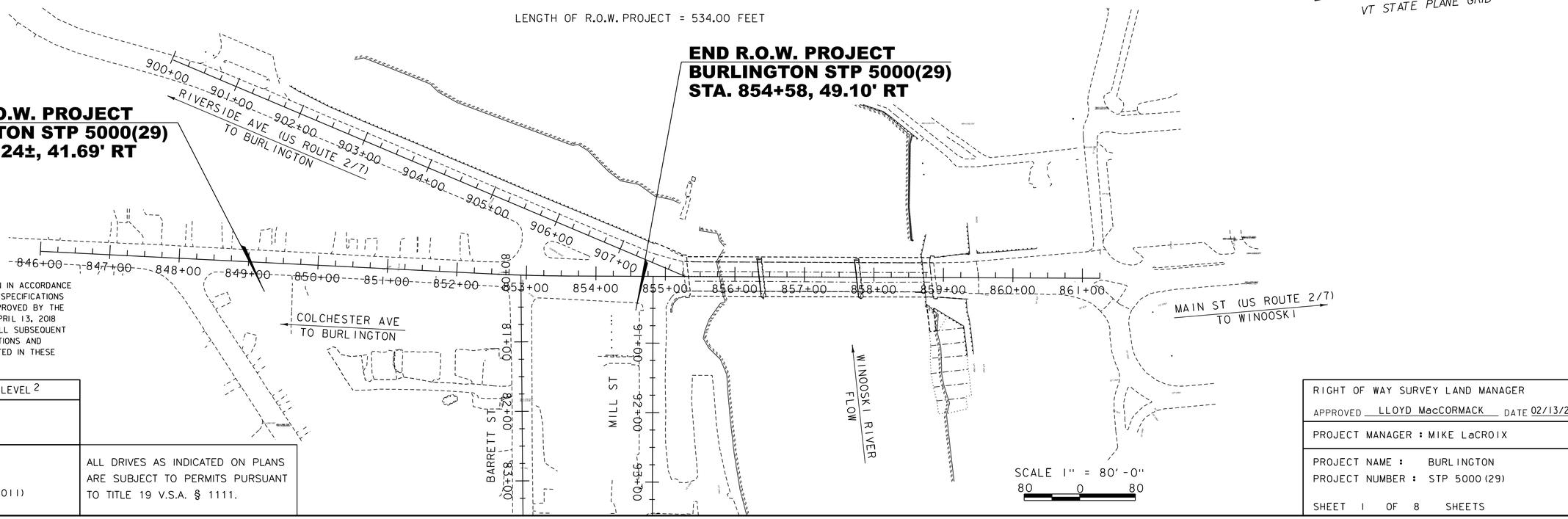
PROPOSED IMPROVEMENT
CITIES OF BURLINGTON AND WINOOSKI
COUNTY OF CHITTENDEN
COLCHESTER AVE & RIVERSIDE AVE
(US ROUTE 2 & 7) - PRINCIPAL ARTERIAL

BRIDGE NO: 150

PROJECT LOCATION: LOCATED IN THE COUNTY OF CHITTENDEN, IN THE CITIES OF BURLINGTON AND WINOOSKI, ON COLCHESTER AVE AND RIVERSIDE AVE (US ROUTES 2 AND 7). THE INTERSECTION AND THE BRIDGE ARE LOCATED APPROXIMATELY 1.2 MILES SOUTH OF THE JUNCTION WITH INTERSTATE 89, EXIT 16.

PROJECT DESCRIPTION: FULL REPLACEMENT OF THE EXISTING BRIDGE WITH ASSOCIATED ROADWAY AND CHANNEL WORK, RECONSTRUCTION OF THE INTERSECTION INCLUDING REALIGNMENT OF THE RIVERSIDE AVE APPROACH, INSTALLATION OF NEW TRAFFIC SIGNAL EQUIPMENT, CONSTRUCTION OF PEDESTRIAN AND BICYCLE FACILITIES, AND REPLACEMENT AND/OR RELOCATION OF DRAINAGE AND UTILITIES.

LENGTH OF R.O.W. PROJECT = 534.00 FEET



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 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 :	VTRANS
SURVEYED DATE :	JUNE 2023
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (2011)

ALL DRIVES AS INDICATED ON PLANS ARE SUBJECT TO PERMITS PURSUANT TO TITLE 19 V.S.A. § 1111.

RIGHT OF WAY SURVEY LAND MANAGER

APPROVED LLOYD MacCORMACK DATE 02/13/2025

PROJECT MANAGER : MIKE LaCROIX

PROJECT NAME : BURLINGTON
PROJECT NUMBER : STP 5000(29)

SHEET 1 OF 8 SHEETS

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
	BF	BARRIER FENCE
	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
	PDF	PROJECT DEMARCATION FENCE
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	R.T. & I.	RIGHT, TITLE, AND INTEREST
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
⧈	BNDNS	BOUND TO BE SET
◎	IPNF	IRON PIN FOUND
●	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	BENCHMARK
	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 RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE
CB	CHORD BEARING

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+TELEPHONE
- 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+TELEPHONE
- 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 — 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
- Ⓗ — 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
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- RAILROAD TRACKS
- CULVERT (EXISTING)
- STONE WALL
- WALL
- WOOD LINE
- BRUSH LINE
- HEDGE
- BODY OF WATER EDGE
- LEDGE EXPOSED

PROJECT NAME:	BURLINGTON
PROJECT NUMBER:	STP 5000(29)
FILE NAME: r21t471legend.dgn	PLOT DATE: 13-FEB-2025
PROJECT LEADER: M. LaCROIX	DRAWN BY: M. LONGSTREET
DESIGNED BY: M. LONGSTREET	CHECKED BY: M. LONGSTREET
CONVENTIONAL SYMBOLOGY LEGEND SHEET	SHEET 2 OF 8

STATE OF VERMONT
AGENCY OF TRANSPORTATION

RIGHT - OF - WAY DETAIL SHEET

5

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	
1	BENNETT, ISABELLA B.	1	849+77± LT	850+30± LT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			849+77± LT	850+30± LT			CONSTRUCTION	T	312 SF						INCL. EC & RESTORATION OF DRIVEWAY, WALKWAY, YARD & WOODEN STAIRS
2	PAVELKA, RADIM	1	850+21± LT	850+71± LT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+29± LT	850+71± LT			CONSTRUCTION	T	238 SF						INCL. EC & RESTORATION OF DRIVEWAY & WOODEN WALL
3	454 COLCHESTER, LLC	1	850+42± LT	851+43± LT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+70± LT	851+43± LT			CONSTRUCTION	T	579 SF						INCL. EC & RESTORATION OF DRIVEWAY, WALKWAY, YARD & SEPARATION WALL
			850+94 LT				REMOVE & RESET	T							MAILBOX
4	TORNEY, DONNA & IAN	1	TH-4 904+43.82 RT	TH-4 905+41.45 RT			HIGHWAY	P	1,553 SF						
			TH-4 903+79± RT	TH-4 905+41.45 RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			TH-4 903+79± RT	852+21.08 LT			CONSTRUCTION	T	1,555 SF						INCL. EC & RESTORATION OF DRIVEWAY, WALKWAYS & YARD
5	CITY OF BURLINGTON	1	TH-4 902+70± LT	TH-4 907+70.45 LT			HIGHWAY	P	0.27 A						11,772 SF±
			TH-4 902+70± LT	TH-4 907+70.45 LT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			TH-4 907+31 LT	TH-4 907+69.97 LT			CONSTRUCTION	T	1,166 SF						INCL. EC
6	445 COLCHESTER PROPERTY LLC	2	849+20± RT	849+70± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			849+24± RT	849+69± RT			CONSTRUCTION	T	714 SF						INCL. EC & RESTORATION OF WALKWAY, YARD & CONCRETE WALL
7	449 COLCHESTER AVE., LLC	2	849+65± RT	850+14± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			849+65± RT	850+14± RT			CONSTRUCTION	T	924 SF						INCL. EC & RESTORATION OF DRIVEWAY & STAIRS
			849+80.55 RT	850+14± RT			INSTALL & MAINTAIN	P	105 SF						RETAINING WALL & STAIRS WITHIN WALL
8	OREN, DANIEL K. & IBARRA, MILAGROS T.	2	850+03± RT	850+75± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+13± RT	850+75± RT			CONSTRUCTION	T	607 SF						INCL. EC & RESTORATION OF YARD
			850+13± RT	850+75± RT			INSTALL & MAINTAIN	P	720 SF						RETAINING WALL & STAIRS WITHIN WALL
			850+40± RT	850+75± RT			DRIVE	T	334 SF						PAVED
			850+40± RT	850+75± RT			UTILITY	P	334 SF						
9	GUILD4 PROPERTIES, LLC	2	850+75± RT	851+24± RT			DISCONNECT & CONNECT	T							UTILITY CONNECTIONS
			850+75± RT	851+23± RT			INSTALL & MAINTAIN	P	500 SF						RETAINING WALL & STAIRS WITHIN WALL
			850+75± RT	851+24± RT			UTILITY	P	535 SF						
			850+75± RT	851+24± RT			DRIVE	T	535 SF						PAVED
			851+00 RT	851+23± RT			CONSTRUCTION	T	172 SF						INCL. EC & RESTORATION OF WALKWAY & YARD

TABLE OF REVISIONS

REVISION NO.	ROW SET SHEET #	DESCRIPTION	DATE

PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP 5000(29)

FILE NAME: r2lt47ldetail.dgn
PROJECT LEADER: M. LaCROIX
DESIGNED BY: A. EGIZI
R.O.W. DETAIL SHEET 1

PLOT DATE: 16-JUL-2025
DRAWN BY: M. TROTTIER
CHECKED BY: A. PROULX
SHEET 3 OF 8

N

VT STATE PLANE GRID

N = 725037.746
E = 1460902.917
STA 901+75.00, 27.68' LT

N61°32'25"W
7.00'

N28°27'30"E
95.45'

902+70±
35.00' LT

902+70±
27.67' LT

HWY(P) N28°27'21"E
129.55'

N61°32'41"W
11.00'

904+00.00
46.00' LT

904+00.00
35.00' LT

N28°27'21"E
145.00'

HWY(P)

905+45.00
93.00' LT

N28°27'21"E
38.00'

905+83.00
93.00' LT

905+45.00
46.00' LT

N61°32'41"W
47.00'

S61°32'41"E
35.00'

905+83.00
58.00' LT

N28°27'30"E
500.00'

HWY(P)

N28°27'21"E
186.97'

907+69.97
58.00' LT

CONST(T)

S62°26'41"E
30.35'

N28°27'30"E
17.59'

907+70.45
27.65' LT

5
CITY OF BURLINGTON
D&C(T)

APPROX. EXISTING TOWN R.O.W.

N28°27'19"E
904+00

903+00

902+00

906+00

907+00

905+00

S28°39'41"W
268.82'

APPROX. EXISTING TOWN R.O.W.

904+43.82
39.59' RT

CONST(T)

N39°55'06"E
45.92'

904+88.83
48.72' RT

S28°39'41"W
88.29'

S84°58'27"E
30.06'

905+32.10
39.91' RT

HWY(P)

HWY(P)

N08°25'09"E
43.29'

852+21.08
41.09' LT

905+41.45
61.47' RT

CONST(T)

EXISTING
VEHICULAR R.O.W
260/331

CONST(T)

CONST(T)

CONST(T)

CONST(T)

N08°25'09"E
296.08'

R&R(T)

APPROX. EXISTING TOWN R.O.W.

CONTROL VAULT

N = 724981.731
E = 1461106.210
STA 849+25.00, 41.11' LT

N08°24'59.18"E

849+00

850+00

851+00

852+00

853+00

854+00

855+00

908+00

90+00

80+00

12" CMP

18" CLAY

30" CIPP

12" PVC

30" PVC

12" CMP

2
PAVELKA,
RADIM
D&C(T)

3
454
COLCHESTER, LLC
D&C(T)

4
TORNEY,
DONNA & IAN
D&C(T)

1
BENNETT,
ISABELLA B.
D&C(T)

N/F
VERMONT
GAS
SYSTEMS INC

N/F
LY, MICHAEL;
LY, SHANNON

P L

AER E&T

UE

UT

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.

FOR R.O.W.
USE ONLY

0 20 40
SCALE IN FEET

PROJECT NAME: BURLINGTON
PROJECT NUMBER: STP 5000(29)

FILE NAME: r21t471lay1.dgn
PROJECT LEADER: M. LaCROIX
DESIGNED BY: HNTB
R.O.W. LAYOUT SHEET 1

PLOT DATE: 13-FEB-2025
DRAWN BY: A. EGIZI
CHECKED BY: A. PROULX
SHEET 5 OF 8

Attachment 6: Project Renderings

BURLINGTON-WINOOSKI BF RAIZ(2)
BURLINGTON STP 5000 (29)

ALIGNMENT SHIFT - CURVED 1 CONCEPT

* THE IMAGES SHOWN REFLECT CONCEPTUAL BRIDGE AND INTERSECTION LAYOUTS AND ARE INTENDED FOR COMPARISON BETWEEN ALTERNATIVES. FEATURES SUCH AS LANDSCAPING, PARK RESTORATION, STRIPING AND SIGNAGE FOR BIKE AND PEDESTRIAN FACILITIES, LIGHTING AND RAILINGS, AND WALL FINISHES ARE NOT FINAL AND/OR ARE NOT SHOWN.

BURLINGTON-WINOOSKI BF RAIZ(2)
BURLINGTON STP 5000 (29)

ALIGNMENT SHIFT - CURVED 1 CONCEPT

* THE IMAGES SHOWN REFLECT CONCEPTUAL BRIDGE AND INTERSECTION LAYOUTS AND ARE INTENDED FOR COMPARISON BETWEEN ALTERNATIVES. FEATURES SUCH AS LANDSCAPING, PARK RESTORATION, STRIPING AND SIGNAGE FOR BIKE AND PEDESTRIAN FACILITIES, LIGHTING AND RAILINGS, AND WALL FINISHES ARE NOT FINAL AND/OR ARE NOT SHOWN.

BURLINGTON-WINOOSKI BF RAIZ(2)
BURLINGTON STP 5000 (29)

ALIGNMENT SHIFT CONCEPTS

* THE IMAGES SHOWN REFLECT CONCEPTUAL BRIDGE AND INTERSECTION LAYOUTS AND ARE INTENDED FOR COMPARISON BETWEEN ALTERNATIVES. FEATURES SUCH AS LANDSCAPING, PARK RESTORATION, STRIPING AND SIGNAGE FOR BIKE AND PEDESTRIAN FACILITIES, LIGHTING AND RAILINGS, AND WALL FINISHES ARE NOT FINAL AND/OR ARE NOT SHOWN.

BURLINGTON-WINOOSKI BF RAIZ(2)
BURLINGTON STP 5000 (29)

ALIGNMENT SHIFT - CURVED 1 CONCEPT

* THE IMAGES SHOWN REFLECT CONCEPTUAL BRIDGE AND INTERSECTION LAYOUTS AND ARE INTENDED FOR COMPARISON BETWEEN ALTERNATIVES. FEATURES SUCH AS LANDSCAPING, PARK RESTORATION, STRIPING AND SIGNAGE FOR BIKE AND PEDESTRIAN FACILITIES, LIGHTING AND RAILINGS, AND WALL FINISHES ARE NOT FINAL AND/OR ARE NOT SHOWN.

City of Burlington

Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
P 802-863-9094 / F 802-863-0466
www.burlingtonvt.gov/DPW

Memo

Date: February 19, 2026

To: Transportation, Energy, and Utilities Committee (TEUC)

From: Phillip Peterson, PE, Senior Transportation Engineer & Planner

CC: Chapin Spencer, Director of Public Works
Laura Wheelock, P.E., City Engineer/Division Director of Tech Services
Nicole Losch, Grants Director
Sarah Bermingham, Grants Associate

Subject: Burlington Projects for the FY2027 Chittenden Country Regional Planning Commission's Unified Planning Work Program

Recommendation

We respectfully request the Transportation, Energy, and Utilities Committee (TEUC) approve the following motion:

Support staff's proposed projects under the FY2027 Unified Planning Work Program (UPWP).

UPWP Introduction

The UPWP is the Chittenden County Regional Planning Commission's (CCRPC) annual work program for planning activities. The UPWP is the mechanism to implement the regional strategies outlined in the ECOS Plan (www.ecosproject.com) and also helps the City implement local plans.

The majority of UPWP funding is Federal and is provided by the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration. As such, most funding is available for projects with a transportation nexus, including transportation planning, land use planning, and stormwater planning. UPWP projects are conceptual in nature and funding is for planning assistance only, which excludes the cost of municipal employees, detailed design or engineering, right-of-way acquisition, construction, and capital implementation. Requests for assistance can be for consultant-managed projects or CCRPC-staff technical assistance. The UPWP is concurrent with the City's fiscal year.

UPWP projects require a 20% local cash match from a non-federal source. Regionally-significant projects usually do not require a cash match. Technical assistance projects that can be completed by CCRPC staff usually do not require a cash match, but may be charged $50 per hour if work exceeds more than 12-hours of staff time.

The UPWP process requires project applications to be submitted (and were submitted) by January 17, 2025. All applications and local match estimates must be presented to and approved by the local governing body by the end of March 2024. The purpose of this meeting is to inform the community of these projects, solicit public comments.

The CCRPC's UPWP Committee reviews all countywide applications in March 2026 and anticipates CCRPC Board Approval in May 2026. Additional information on the UPWP can be found on the CCRPC's website: https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/

Burlington's FY2027 UPWP Requests

Ongoing Projects (continuing into FY2027)

These projects are already underway and will continue with previously identified local match commitments:

- **Transportation Plan (Mobility Component)**
  Develops the transportation and mobility elements of the Comprehensive Plan, including evaluation of access to and from City parks.
  Local Match: $50,000 Transportation Capital + $10,000 Penny for Parks
  Expected Completion: July 2027

- **Burlington Main Street Scoping Study**
  Scopes a protected bicycle facility on Main Street (Winooski Ave → East Ave), including the East Ave/Spear Street jughandle intersection. Supported by South Burlington.
  Local Match: Waived due to regional significance
  Expected Completion: End of FY2027

- **Three additional UPWP projects will conclude by the end of FY2026:**
  - planBTV: New North End
  - VT 127 Shared Use Path Scoping & Feasibility Study
  - Battery Street Technical Assistance

Burlington's New Local Project Requests

- **VT 127 Road Safety Audit**
  A corridor-wide safety audit evaluating crash patterns, geometry, access management, multimodal operations, and driver behavior.
  Estimated Cost: $96,000
  Local Match: $16,000 (Burlington DPW); May be waived if CCRPC designates the project as regionally significant
  Notes: Supported by the Town of Colchester, reflecting shared regional needs.

- **Pearl Street Leading Pedestrian Intervales (LPI) Technical Assistance**
  A technical review of existing signal timing and phasing, pedestrian and vehicle operations, and development of LPI timing concepts where appropriate based on recommendations from the planBTV Walk Bike Action Plan.
  Estimated Cost: n/a (CCRPC staff time)
  Local Match: None required (technical assistance project)
  Notes: Expected to be completed by the end of FY27

Counts & Inventory Requests

- **Pavement Inventory**
  Annual request for pavement inspections covering one-third of the roadway network.

- **Traffic Data Collection**
  (No prioritization required)

ATR Requests	Turn Count Requests
Home Avenue	**Pine St / Locust St**
Home Avenue – Federal Rail Quiet Zone	**Pine St / Howard St**
Flynn Avenue – Federal Rail Quiet Zone	**Pine St / Lakeside Ave**
Manhattan Dr	**Lakeside Ave / Innovation Center Driveway**
N Winooski Ave	**Murray St / Allen St**
Shelburne Roundabout Approaches	**S Union St / St Paul St**
--	**North Ave / Northgate Rd**

Next Steps

- CCRPC's UPWP Committee will review all regional requests in March 2026, with CCRPC Board consideration anticipated in May 2026.
- DPW will return to TEUC in **February** to present the projects for formal action and request a motion approving Burlington's FY2027 UPWP commitments.
- Staff will provide updates as CCRPC finalizes the FY2027 program and as project scopes and schedules are confirmed.

Attachments

1. UPWP Cover Page
2. VT-127 Road Safety Audit Application
3. Town of Colchester Letter of Support for UPWP Application
4. Pearl Street LPI Technical Assistance Application
5. Inventory Request Form
6. Turning Movement Request Form
7. Traffic Count (ATR) Request Form

Department of Finance & Administration
City of Burlington

City Hall, Room 20, 149 Church Street, Burlington, VT 05401 **Voice (802) 865-7000**
Fax (802) 865-7014
Deaf/Hard of Hearing 711

January 23, 2026

Charlie Baker, Executive Director
Marshall Distel, Transportation Planner
Chittenden County Regional Planning Commission

Re: FY2027 UPWP Requests and Prioritization for Burlington

Dear Charlie and Marshall:

The City of Burlington is once again grateful for the opportunity to present our requests for projects and assistance with transportation initiatives that will support Burlington and the region. With only one new project request and one request for technical assistance, there was not a need to order them by priority. City staff will bring these projects and their assumed local match obligations to a public forum with our local decisionmakers by the CCRPC's deadline of March 2026.

ONGOING PROJECTS

These projects will continue to advance and local match amounts will be provided for FY2027:

1. Transportation Plan: Interface Studio's contract for the non-transportation elements of the plan was just confirmed by City Council. The UPWP portion of the plan will develop the transportation and mobility components of the plan, including an evaluation of access to and from the City's parks. The 20% match for the UPWP portion will be comprised of $50,000 from Transportation Capital and $10,000 from Penny for Parks. This is expected to be completed in July 2027.

2. Burlington Main Street Scoping Study: This study brings together prior plans, current construction projects, and a new analysis to scope a protected bicycle facility for the Main Street corridor, from Winooski Avenue to East Avenue. It includes scoping of the East Ave/Spear Street "jughandle" intersection and is supported by the City of South Burlington. This is expected to be completed at the end of FY27, with the 20% match waived due to regional importance.
3. The City has three UPWP projects that will be completed by the end of FY26 including planBTV: New North End, VT 127 Shared Use Path Scoping & Feasibility Study, and Battery Street Technical Assistance.

NEW LOCAL PROJECT REQUESTS

1. VT 127 Road Safety Audit. This road safety audit will evaluate crash patterns, road geometry, access management, multimodal operations, and driver behavior to inform the development of a set of short-, medium-, and long-term safety recommendations. The study is expected to cost around $96,000 and the 20% local match ($16,000) will be provided by Burlington Public Works. As VT 127 connects Burlington and Colchester, The Town of Colchester has provided a formal letter of support, underscoring the shared regional need for a coordinated, corridor-wide safety assessment.

TECHNICAL ASSISTANCE REQUESTS

Through conversations with the CCRPC staff, the following project is a smaller-scale efforts that can be accomplished by CCRPC staff:

1. Pearl Street LPI Technical Assistance: Review existing signal timing and phasing, assess pedestrian and vehicle operations, and develop LPI timing concepts where appropriate.

COUNTS AND INVENTORY REQUESTS

Inventory Requests

1. As in previous years, we request assistance with pavement inspections for one-third of our roadway network.

Traffic Data Collection

Note: There is no order of priority for any traffic requests.

ATR Requests	Turn Count Requests
Home Avenue	Pine St / Locust St
Home Avenue- Federal Rail Quiet Zone	Pine St / Howard St
Flynn Avenue- Federal Rail Quiet Zone	Pine St / Lakeside Ave
Manhattan Dr	Lakeside Ave / Driveway to Innovation Center
N Winooski Ave	Murray St / Allen St
Shelburne Roundabout Approaches	S Union St / St. Paul St
	North Ave / Northgate Rd

Sincerely,

Sarah Bermingham

Sarah Bermingham

PROJECT APPLICATION FORM
FY2027 Unified Planning Work Program

Applications should be no longer than 6 pages – this does not include any maps or letters of support for the project(s). Please provide documentation from your governing body/board to confirm that you have the local funding and staff availability to work on the proposed projects.

A Project Application Form must be submitted for each project. If you are submitting more than one application, please show the priority order of each project. There are separate forms to request transportation counts and infrastructure inventories. The deadline for submissions is Friday, January 23, 2026. Please email completed forms in Word format to mdistel@ccrpcvt.org. All forms can be found on the CCRPC website: https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/.

1. GENERAL INFORMATION

Submitted by (Name, Title): Phillip Peterson PE, Senior Transportation Engineer & Planner
Municipality/Agency/Organization: Burlington Department of Public Works
Telephone: (802)598-8356
Email: ppeterson@burlingtonvt.gov

2. PROJECT INFORMATION

Project Title: VT-127 Road Safety Audit
Project Location: VT-127 corridor within the City of Burlington, extending from the Burlington-Colchester town line to the Manhattan Drive interchange, which functions as the southern terminus of VT-127 in Burlington. A map can be provided if needed.
Project Description and Expected Outcomes (250 words max):

VT-127 is a principal arterial and regionally significant corridor serving Burlington, Colchester, and the broader Chittenden County area. The corridor has experienced recurring crash clusters, interchange-level safety issues, and operational challenges that have evolved over the past decade. While targeted safety improvements were implemented between 2009–2012 through a spot-location HSIP effort, a full corridor-wide Road Safety Audit (RSA) consistent with FHWA and VTrans guidance has not been completed.

This project proposes a comprehensive, multidisciplinary Road Safety Audit of the VT-127 corridor to systematically evaluate crash patterns, roadway geometry, access management, multimodal operations, and driver behavior. The RSA will include a review of recent and historical crash data, field investigations, and coordination with state, regional, and local stakeholders.

This is a single-phase project, and this application requests funding for the full RSA phase, including analysis, stakeholder coordination, and development of a prioritized set of short-, medium-, and long-term safety recommendations.

Expected outcomes include:

- Identification of systemic and location-specific safety issues

- A prioritized, implementable list of safety countermeasures
- Improved alignment with FHWA/VTrans RSA standards
- Positioning the City and region for future HSIP and federal safety funding
- Clear documentation to support future decisions

3. REGIONAL AND LOCAL BENEFITS (please keep your responses brief)

- Identify at least one of the CCRPC's top 10 actions or 8 ECOS strategies that this project will address (you can find them at http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary_20180807_FINAL.pdf).

  This audit will advance CCRPC Top Action #1 of supporting and informing municipalities on setting the stage for smart, multi-modal development in our areas planned for growth. This project will allow the City to implement short-, medium, and long-term improvements to make VT 127 safer for drivers, cyclists, and pedestrians traveling to and from Burlington and Colchester as new housing units come online in these areas.

  Addressing the safety concerns of this major transportation corridor, this project will advance CCRPC Top Action #2 of investing in our transportation system and maintaining our existing transportation system.

  Furthermore, by evaluating the safety of VT 127 for all uses, this project will also advance the ECOS Strategy to increase opportunity for every person in our community to achieve optimal health and personal safety. Identifying short-, medium, and long-term recommendations are critical for improving safety and increasing the use active transportation through this corridor.

  Explain how the need for this project is documented or identified. Is it a part of a local plan, or is it a newly identified need? Please provide details.

  The need for a VT-127 corridor Road Safety Audit has been identified through a combination of crash data analysis, staff review, and formal policy direction. City staff have documented recurring crash clusters and operational safety concerns along the corridor using a substantially expanded crash dataset compared to earlier spot-location reviews. These issues have been presented to the Burlington Public Works Commission and the Transportation, Energy & Utilities Committee, and both bodies have formally requested that a corridor-wide Road Safety Audit be advanced. The Town of Colchester has also provided a formal letter of support, underscoring the shared regional need for a coordinated, corridor-wide safety assessment.

  While targeted safety improvements were implemented more than a decade ago through a limited HSIP effort, those actions did not constitute a full FHWA or VTrans Road Safety Audit and did not include a corridor-wide, multidisciplinary evaluation or a prioritized set of recommendations. As a result, this project represents a newly scoped need to conduct a comprehensive, modern RSA consistent with current standards. The audit will complement existing local safety planning efforts and provide the technical foundation needed to guide future design, funding, and implementation decisions.

- Please describe the demographics of the project area, including historically excluded or underserved populations (e.g. age, race, income, ethnicity, language, etc.). Please be as specific to your

community as possible. You can reference CCRPC's Demographic Map Viewer for census data on your community.

The VT-127 corridor directly connects into Burlington's Old North End, one of the city's most diverse neighborhoods and an area with a higher concentration of historically underserved populations. According to CCRPC demographic data and Census American Community Survey estimates, the Old North End has higher proportions of lower-income households, renters, households without access to a vehicle, and residents who rely on walking, biking, and transit for daily travel compared to citywide averages. The area is also home to a greater share of children, older adults, and individuals with disabilities.

The Old North End includes a racially and ethnically diverse population, with higher percentages of Black, Indigenous, and People of Color (BIPOC) residents, immigrant and refugee communities, and households with limited English proficiency. VT-127 serves as a critical connection between this neighborhood and regional employment centers, services, and destinations in Burlington and Colchester.

Given this context, safety and operational issues along VT-127 have the potential to disproportionately affect populations that are more vulnerable to traffic injuries and have fewer transportation options. A corridor-wide Road Safety Audit provides an opportunity to evaluate these conditions through an equity lens and ensure that future safety recommendations improve access, mobility, and safety outcomes for residents of the Old North End and the broader region.

- Please describe how this project will benefit your community and different populations.

  This project will benefit the community by improving safety and reliability along a regionally significant corridor that serves a wide range of users and populations. A comprehensive Road Safety Audit will identify crash patterns, operational issues, and multimodal safety concerns affecting drivers, pedestrians, bicyclists, and transit users, and will result in a prioritized set of recommendations to address those issues.

  Residents of the Old North End and adjacent neighborhoods will benefit from improved connections to regional jobs, services, and destinations, particularly for households that rely on walking, biking, and transit. Older adults, children, and people with disabilities will benefit from safety recommendations that address speed management, crossing conditions, visibility, and access. Commuters and regional travelers will benefit from reduced crash risk and more predictable travel conditions.

  By producing a data-driven and implementable set of safety improvements, the project will help ensure that future investments are directed to locations and populations with the greatest need. The findings will support equitable decision-making, improve regional mobility, and position the City and region to pursue state and federal safety funding that benefits the entire community.
- What potential unintended negative impacts could arise, which populations or neighborhoods might be most affected, and how will you minimize harm and ensure fair access to project benefits?

  Potential unintended impacts of safety improvements along VT-127 could include changes to traffic circulation, access to private or commercial properties, or temporary construction disruptions.

Neighborhoods adjacent to the corridor, particularly the Old North End and lower-income or transit-dependent communities, may be more affected if changes are not carefully planned.

To minimize harm, the project will evaluate all recommendations through an equity and accessibility lens, ensuring that improvements maintain safe and convenient access for residents, businesses, and essential services. Coordination with the City, CCRPC, and regional partners will guide mitigation strategies including maintaining emergency vehicle access, preserving multimodal connections, and phasing or adjusting interventions to reduce disruption. Recommendations will prioritize safety benefits equitably across all populations while avoiding disproportionate negative impacts on vulnerable users.

4. PUBLIC PARTICIPATION

Please check CCRPC's 2014 (amended 2017) Public Participation Plan for resources:
https://www.ccrpcvt.org/wp-content/uploads/2016/01/CCRPC_2014_PPP_Amended_2017.pdf

Does this project require any public engagement? YES: NO: X

This project is a technical transportation study and does not require formal public engagement. Any future implementation of recommendations from the Road Safety Audit would include appropriate outreach to affected communities and stakeholders.

For transportation technical assistance requests and projects that do not involve public engagement, please skip the questions below. Examples of these projects include but are not limited to technical assistance requests (speed studies, road safety audits, signal timings, etc.); water quality projects with transportation nexus; and stormwater and other data gathering for municipal capital planning purposes.

For projects that involve public outreach and engagement, please ensure that your budget and timeline include sufficient funds and staff/consultant time to support a meaningful and inclusive process. Please consider the following questions as you develop your budget and timeline. These questions will be revisited when the scope of work is developed.

- Who are the key partners and populations that should be involved in this project?
- What outreach and engagement tools and methods should be considered to ensure that all affected groups, including historically excluded or underserved populations, are informed and have meaningful opportunities to participate?
- Does public outreach for your project need to include translation/interpretation, facilitation, outreach materials, stipends, childcare, etc.? Did you budget for these services?
- How will your public engagement process build upon or be informed by past community engagement?

5. PROJECT COSTS & MATCH REQUIREMENT

Please see the FY27 UPWP PROGRAM SUMMARY and the Technical Assistance and GIS Pricing Policy for a description of match requirements and check below to get an idea of which applies to your proposal. If matching funds are required, municipalities should attach a letter of support from their governing body to show that they have the required local match and staff availability. Non-municipal transportation partners should include a letter from their Board or other governing body that shows their support and commitment to providing the matching funds.

- Transportation-Related Projects (Federal Transportation Planning Funds)
  - Transportation and transportation-related land use and water quality projects – 20% non-federal cash match required.
  - The CCRPC may waive the local match requirement for municipal projects deemed to be regionally significant.
  - Transportation Technical Assistance – no local match required.
  - Non-Municipal Transportation Partner – 20% non-federal cash match required.

For PL funded transportation projects requiring consultants or for non-municipal partners:

Total Project Cost Estimate (100%)	$80,000
Local Match Required (20% of Total Cost)	$16,000

Examples:

	Example 1	Example 2	Example 3
Total Project (100%)	$25,000	$50,000	$75,000
Local Match (20%)	$5,000	$10,000	$15,000

- Land Use and Energy Implementation Assistance (ineligible for federal transportation funding)
  - Non-transportation projects (including municipal plans and bylaws) – This is a fee-for-service program. There is no fee for projects requiring less than 12 hours of CCRPC staff time. Projects over 12 hours will be charged a rate of $70 per hour. We encourage municipalities to also seek Municipal Planning Grants.
  - Energy Implementation Assistance – this program provides CCRPC staff assistance to the municipality. Depending upon state grant requirements, this may have no local match requirement.

Is the project request for CCRPC staff assistance only? (Yes/No)	
CCRPC staff hours requested:	

For Non-Transportation Land Use Project Requests, please contact Taylor Newton (TNewton@ccrpcvt.org, (802) 846-4490 ext. 115 to discuss project and budget needs.

For Non-Transportation Water Quality Project Requests, please contact Dan Albrecht (dalbrecht@ccrpcvt.org, (802) 861-0133 to discuss project and budget needs.

6. GOVERNING BODY MEETING REQUIREMENT

All municipal applications (local or regional), including match amounts, must be presented to, and approved by the governing body at a warned public meeting by the end of March 2026. Non-municipal transportation partners are not required to have a public meeting, but their applications should be approved by their Board or similar governing body. If available, please provide documentation by the January 23, 2026, deadline. The governing body meeting requirement is not applicable for Transportation Technical Assistance projects.

Colchester
VERMONT

781 Blakely Road • Colchester, Vermont • 05446 • 802.264.5500

www.colchestervt.gov

January 20, 2026

Marshall Distel, Senior Transportation Planner & Project Manager
Chittenden County Regional Planning
110 West Canal Street, Suite 202
Winooski, Vermont 05404

Re: Letter of Support UPWP Application-Regional Transportation Project

Dear Mr.Distel:

I was recently approached by Phillip Peterson, Senior Transportation Engineer and Planner from our neighboring community of the City of Burlington.

To consider joining in partnership with the City of Burlington in preparing a UPWP Grant Application that is seeking to complete a Road Safety Audit for Route 127. As you are aware Route 127 regionally services traffic both in the City of Burlington and the Town of Colchester.

This UPWP application seeks to assess and improve overall safety of the entire length of Route 127 Corridor both in the Town of Colchester and the City of Burlington. The Town of Colchester would embrace any effort to improve the overall performance and safety of Route 127 roadway segments.

Please consider this document as a letter of support for the UPWP Application seeking the support of the CCRPC to complete Road Safety Audit for Route 127 as a regional project.

Sincerely,

Norman Baldwin, PE

Director of Public Works
Town of Colchester, Department of Public Works
781 Blakely Road, Colchester, Vermont 05446
E: nbaldwin@colchestervt.gov
P: 802.264.5619 | M: 802.999.0437

PROJECT APPLICATION FORM
FY2027 Unified Planning Work Program

Applications should be no longer than 6 pages – this does not include any maps or letters of support for the project(s). Please provide documentation from your governing body/board to confirm that you have the local funding and staff availability to work on the proposed projects.

A Project Application Form must be submitted for each project. If you are submitting more than one application, please show the priority order of each project. There are separate forms to request transportation counts and infrastructure inventories. The deadline for submissions is Friday, January 23, 2026. Please email completed forms in Word format to mdistel@ccrpcvt.org. All forms can be found on the CCRPC website: https://www.ccrpcvt.org/about-us/commission/annual-work-plan-budget-finances/.

1. GENERAL INFORMATION

Submitted by (Name, Title): Phillip Peterson PE, Senior Transportation Engineer & Planner
Municipality/Agency/Organization: Burlington Department of Public Works
Telephone: (802)598-8356
Email: ppeterson@burlingtonvt.gov

2. PROJECT INFORMATION

Project Title: Pearl Street LPI Technical Assistance
Project Location: Attach map if needed
Project Description and Expected Outcomes (250 words max):

The Pearl Street corridor includes several signalized intersections where pedestrian safety and operational challenges have been identified. Burlington's Walk Bike Safety Action Plan calls for expanding the use of Leading Pedestrian Intervals, and Pearl Street is a priority location for evaluating where LPIs can be added or refined. This project will focus on addressing intersection-specific technical needs to advance LPIs within the existing signal infrastructure.

This application requests technical assistance to review existing signal timing and phasing, assess pedestrian and vehicle operations, and develop LPI timing concepts where appropriate. The effort will also identify any equipment, coordination, or operational constraints that may affect implementation. City staff will lead the broader LPI strategy and any design work outside of the signal timing components.

The purpose of this project is to support near and long-term implementation of LPIs at priority intersections along Pearl Street. Technical assistance is requested specifically related to signal timing, phasing, and operational feasibility. This is a one-phase effort with no additional phases planned at this time.

3. REGIONAL AND LOCAL BENEFITS (please keep your responses brief)

- Identify at least one of the CCRPC's top 10 actions or 8 ECOS strategies that this project will address (you can find them at http://www.ecosproject.com/wp/wp-content/uploads/2017/09/2018-ECOS-Plan-Summary_20180807_FINAL.pdf).

This project advances the following goals by evaluating opportunities to implement Leading Pedestrian Intervals at key Pearl Street intersections, improving pedestrian safety and multimodal operations.

CCRPC Top Action #1: This project will promote smart, multi-modal development in designated growth areas, enhancing transportation infrastructure to support concentrated development.

CCRPC Top Action #2: Invest in our transportation system by maintaining our existing transportation system, addressing safety and localized congestion issues on our roadways.

- Explain how the need for this project is documented or identified. Is it a part of a local plan, or is it a newly identified need? Please provide details.

The need for this project is documented in the planBTV Walk Bike Safety Action Plan, which identifies Leading Pedestrian Intervals as a priority tool for improving pedestrian safety at signalized intersections. Pearl Street includes several locations with high pedestrian activity, turning-movement conflicts, and limited crossing visibility, yet it has not received a focused technical review to determine where LPIs are feasible or what timing changes are required. City staff have also identified operational inconsistencies across the corridor's signals that may limit implementation without targeted technical support.

City staff recognize that evaluating and advancing LPIs is a need across Burlington's signalized network, and the Walk Bike Safety Action Plan establishes this as an important citywide safety strategy. However, completing this work for the entire system is a substantial undertaking that must be approached in phases. The City intends to advance LPI evaluations corridor by corridor, beginning with Pearl Street due to its pedestrian activity, operational challenges, and readiness for near-term improvements. This project represents the first step in that phased approach and will provide the technical foundation needed to support broader LPI implementation over time.

- Please describe the demographics of the project area, including historically excluded or underserved populations (e.g. age, race, income, ethnicity, language, etc.). Please be as specific to your community as possible. You can reference CCRPC's Demographic Map Viewer for census data on your community.

  Pearl Street connects the Old North End, Downtown, and the University District, all of which include populations with higher proportions of historically underserved residents. According to CCRPC demographic data and Census American Community Survey estimates, the surrounding neighborhoods include higher percentages of lower-income households, renters, residents without access to a vehicle, and individuals who rely on walking, biking, and transit. The area also includes a diverse mix of racial and ethnic backgrounds, including immigrant and refugee communities and households with limited English proficiency. Students, older adults, and people with disabilities also represent a significant share of corridor users.

- Please describe how this project will benefit your community and different populations.

  This project will benefit the community by improving pedestrian safety and reducing conflicts at signalized intersections along Pearl Street. LPIs provide pedestrians with a dedicated head start, improving visibility and reducing turning-vehicle conflicts. These improvements will particularly benefit residents who rely on walking and transit, including lower-income households, students,

older adults, and individuals with disabilities. The project will also support more predictable operations for all users by identifying signal timing adjustments that enhance safety without compromising traffic flow.

- What potential unintended negative impacts could arise, which populations or neighborhoods might be most affected, and how will you minimize harm and ensure fair access to project benefits?

  Potential unintended impacts may include minor changes to vehicle delay, turning movements, or signal coordination along the corridor. These effects could be more noticeable to transit-dependent residents, commuters, or nearby neighborhoods if not carefully managed. To minimize harm, the project will evaluate LPI concepts within the context of existing operations and ensure that any recommended timing changes maintain reasonable traffic flow and access. The technical assistance effort will also consider equity and accessibility needs, ensuring that improvements enhance safety for vulnerable users without creating disproportionate impacts for any population.

4. PUBLIC PARTICIPATION

Please check CCRPC's 2014 (amended 2017) Public Participation Plan for resources:
https://www.ccrpcvt.org/wp-content/uploads/2016/01/CCRPC_2014_PPP_Amended_2017.pdf

Does this project require any public engagement? YES: NO:

For transportation technical assistance requests and projects that do not involve public engagement, please skip the questions below. Examples of these projects include but are not limited to technical assistance requests (speed studies, road safety audits, signal timings, etc.); water quality projects with transportation nexus; and stormwater and other data gathering for municipal capital planning purposes.

For projects that involve public outreach and engagement, please ensure that your budget and timeline include sufficient funds and staff/consultant time to support a meaningful and inclusive process. Please consider the following questions as you develop your budget and timeline. These questions will be revisited when the scope of work is developed.

- Who are the key partners and populations that should be involved in this project?
- What outreach and engagement tools and methods should be considered to ensure that all affected groups, including historically excluded or underserved populations, are informed and have meaningful opportunities to participate?
- Does public outreach for your project need to include translation/interpretation, facilitation, outreach materials, stipends, childcare, etc.? Did you budget for these services?
- How will your public engagement process build upon or be informed by past community engagement?

5. PROJECT COSTS & MATCH REQUIREMENT

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Total Project Cost Estimate (100%)	$
Local Match Required (20% of Total Cost)	$

Examples:

	Example 1	Example 2	Example 3
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  - Energy Implementation Assistance – this program provides CCRPC staff assistance to the municipality. Depending upon state grant requirements, this may have no local match requirement.

Is the project request for CCRPC staff assistance only? (Yes/No)	Yes
CCRPC staff hours requested:	80

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January 23, 2026, deadline. The governing body meeting requirement is not applicable for Transportation Technical Assistance projects.

INVENTORY REQUEST FORM
FY2027 Unified Planning Work Program

Forms should be emailed as a Word attachment to: mdistel@ccrpcvt.org. This form can be downloaded from the CCRPC website at: ccrpcvt.org/annual-work-plan.

Submitted by (Name, Title)	Phillip Peterson PE, Senior Transportation Engineer & Planner
Municipality/Agency/Organization:	City of Burlington
Telephone	(802)598-8356
Email	ppeterson@burlingtonvt.gov
Date of Submittal	1/23/2026

TYPE OF INVENTORY:

Sidewalks	☐	Any time sensitive restrictions to be aware of? (paving of roads or other planned construction projects)	
Signs	☐		
Culverts	☐	Yes ☐	No ☐
Pavement (using PAVER software)	☒	If yes, please list segments:	
Other	☐	Please describe the requested inventory:	

Other Comments (are there any changes to the existing pre-defined data model?)
The City of Burlington would like CCRPC to complete the pavement condition inventory (PCI) for FY27 using the PAVER software. This will help us update our network condition data and support our paving program planning and budgeting for the upcoming construction seasons. There are no time-sensitive restrictions or conflicts to flag at this point. Please let me know if you need anything else from us to get this scheduled.

TURNING MOVEMENT COUNT REQUEST FORM
FY2027 Unified Planning Work Program

Please submit one form per count request. Forms should be emailed as a Word attachment to: mdistel@ccrpcvt.org. This form can be downloaded from the CCRPC website at: ccrpcvt.org/annual-work-plan.

Submitted by (Name, Title)	Calvin Wuthrich, Associate Public Works Engineer
Municipality/Agency/Organization:	City of Burlington Department of Public Works
Telephone	802-503-9670
Email	cwuthrich@burlingtonvt.gov
Date of Submittal	1/8/2026

Location (Please be as specific as possible. Feel free to attach maps)
Pine St & Locust St
Pine St & Howard St
Pine St & Lakeside Ave
Lakeside Ave & westernmost driveway to the Innovation Center
Murray St & Allen St *
S Union St & St Paul St
North Ave & Northgate Rd
*To be completed during the school year

Peak Hour (7-9 am, 4-6 pm)	☒	Should this count be completed during the academic school year? If so, when does your local school end? When is the last date of regular school bus travel?	
12 hour (6 am – 6 pm)	☐		
Custom (describe below)	☐	Yes ☒	No ☐
Last regular day of school is June 12			

Other Comments (are there specific dates, unique turning movements, or variables you

would like to capture?)

TRAFFIC COUNT (ATR) REQUEST FORM
FY2027 Unified Planning Work Program

Forms should be emailed as a Word attachment to: mdistel@ccrpcvt.org. This form can be downloaded from the CCRPC website at: ccrpcvt.org/annual-work-plan

Submitted by (Name, Title)	Calvin Wuthrich, Associate Public Works Engineer
Municipality/Agency/Organization:	City of Burlington Department of Public Works
Telephone	802-503-9670
Email	cwuthrich@burlingtonvt.gov
Date of Submittal	1/8/2026

Location (Please be as specific as possible. Feel free to attach maps)
Home Avenue (between Richardson St and Wells St) (BURL173)
Home Avenue (near the rail crossing; Federal Rail Quiet Zone Certification)
Flynn Avenue (near the rail crossing; Federal Rail Quiet Zone Certification)
Manhattan Drive (between N Champlain St and Rose St) *
N Winooski Avenue (between Archibald St and Riverside Ave)
Roundabout Approaches (Ledge Rd, Shelburne St, Locust St, St Paul St, S Willard St)*
*To be completed during the school year

7 Day (including weekends)	☒	Should this count be completed during the academic school year? (If so, when does your local school end? When is the last date of regular school bus travel?)	
Custom (Minimum of 48 hrs – note below)	☐		
		Yes ☒	No ☐
		June 12	

Other Comments (are there specific dates, or variables you would like to capture?)
Bicycle volumes at all locations except roundabout approach counts

MEMORANDUM

TO:	Transportation, Energy, and Utilities Committee
FROM:	Ashley Walenty, Water Resources Engineer Megan Moir, Division Director Water Resources
CC:	Chapin Spencer, DPW Director
DATE:	February 19, 2029
RE:	Flow Meter Contract Review (2023-2026)

Introduction

In 2022, the City of Burlington Department of Public Works - Water Resources Division ("WRD") was working on a project to evaluate the current collection system and calibrate the Hydrologic & Hydraulic ("H&H") model that the City uses to determine how the City's collection system is impacted by wet weather events. As part of the project, flow monitoring was performed and contracted with a flow metering sub consultant, ADS, LLC through the consultant, Hoyle, Tanner ("HTA"). The flow monitoring under that contract ended, however the City saw the need to continue the flow metering for the purposes of data collection in support of refining the H&H model and evaluating alternatives for various collection system projects throughout the City such as the Ravine Sewer Flow relocation project and projects related to combined sewer issue mitigation. WRD obtained approval from the Board of Finance (BOF) and City Council (CC) to continue the contract with the flow monitoring contractor, ADS, LLC for 3 years. to continue the collection system flow monitoring and provide additional monitoring services on an as-needed basis. As part of the BOF/CC approval, the City Council requested that following the completion of the 3-year term, but before a new bid for continued flow monitoring was posted, the City was to present the data to the Transportation, Energy and Utilities Committee ("TEUC").

Flow Monitoring Data 2023-2026

WRD contracted directly with ADS in 2023 as a continuation of the flow monitoring ADS was providing under the HTA contract with the City prior to 2023. At the start of the contract in 2023, ADS had flow monitoring equipment installed at the Combined Sewer Overflow ("CSO") locations throughout the City in order to meet the City's 1272 order related to our Combined Sewer Long Term Control Plan (LTCP). The 1272 Order is a directive which requires the City bring all existing CSO's in compliance with federal and state compliance specifically with regards to Vermont Water Quality Standards (VWQS).

The City utilizes these locations on a year-round basis to provide real time flow data at our CSO's. This also allows the City to report the volume and duration of CSO activations with much more detailed accuracy than other equipment the City deployed previously. Throughout the term of the contract, WRD coordinated with ADS to have a variety of other flow monitoring deployed, specifically on the lower section of the Ravine Sewer located in the Hood Plant parking lot and on the sanitary sewer main on Colchester Avenue near the University of Vermont Medical Center (UVMMC). The meter installed on Colchester Avenue was placed in advance of the paving program to determine the capacity of the sewer main. WRD performed an analysis on the capacity of this main based on the flow monitoring data collected and determined that there is sufficient capacity in this sewer main for both existing and future proposed flows. This allowed WRD to forego a potentially expensive, estimated around $500,000, project to upsize this sewer main in advance of the proposed paving project along Colchester Avenue.

In addition to the flow monitoring equipment, ADS also deploys rain gauges throughout the city as well as cameras in specific monitoring manhole locations. The rain gauges are used by WRD for monitoring and reporting wet weather events as well as analyzing the response of the City's collection system to specific wet weather events. WRD uses the cameras to provide a visual support for the Pine Street CSO location as well as the new receiving manhole for the new Ravine Sewer alignment intersecting at Maple and Church Streets, where flow dynamics are complex. Below is a list of the locations of flow monitoring equipment installed throughout this contract term.

Location	Asset ID	Installation Date	Reason for Monitoring
Pine St	SM-3011	3/18/22	Active CSO locations, camera
Park St	SM-1278	4/12/22	Active CSO location, camera
Manhattan Dr.	SM-1248	4/12/22	Active CSO location
Colchester Ave	SM-1226	4/26/22	Active CSO location, camera
Gazo St	SM-0266	4/25/22	Active CSO location, camera
Maple @ Church	MH-27A	8/14/24	Monitor the flows in the new Ravine Sewer alignment as part of the MSGS construction

King Street/Hood Plant	SM-2393 TM-2423	8/14/24	Monitoring existing RS pipe to determine flow movement during wet weather events
Plattsburg Ave	SM-0043	9/11/23	Monitors flows for the North Plant Siphon
Colchester Ave @ East Ave	SM-1628	7/21/25	Monitoring the flows in the Colchester Ave sewer system to determine capacity needs
N. Willard St	SM-1637	8/2/24	Monitoring location of known street flooding to determine cause
Main WWTP	SM-2655	11/3/25	Monitoring the treatment plant's box culvert pipe

Financials:

WRD executed a contract with ADS for a three-year term with a Not to Exceed value of $480,000. The table below details the actual values billed to date for each fiscal year that this contract spans.

Fiscal Year	Stormwater Capital Billed – 75% Share	Wastewater Capital Billed – 25% Share	Total Billed
FY23 & FY24*	$110,525.13	$36,841.71	$147,366.84
FY25	$98,715.51	$32,905.17	$131,620.68
FY26**	$85,996	$28,665.33	$114,661.33
		TOTAL CONTRACT:	**$393,648.85**

*Combined fiscal years due to contract execution delays

**As of January 2026 billing

Based on the equipment that is currently installed through the end of the contract, WRD projects that the contract will not reach that total NTE value for the contract.

Future Flow Monitoring Contract Terms

WRD is developing a Request for Price Quotations ("RFPQ") for continuation of flow monitoring for a proposed 5-year term. The current contract with ADS expires on May 31, 2026 and WRD would like to have a new contract in place by June 1, 2026. In the event that ADS is not the selected contractor, WRD will ensure contract execution in a timely manner with the selected contractor to provide continuous monitoring at all of the above referenced locations. In addition to the above monitoring locations, WRD is planning to deploy more flow monitoring equipment in the New North End neighborhood to help analyze the potential

impacts of proposed developments in the collection system network. WRD is also looking into manhole monitoring equipment that will allow the City to more cost effectively and systematically monitor locations of the City where there are collection system capacity constraints that that may contribute to surcharge events (combined sewer flooding into basements or street surface) during extreme storm events. This information will help the City continue to refine our H&H model for accuracy and provide valuable information to support the City's goals for more housing throughout the City, as well as ensure continued progress on meeting the requirements of our 1272 order and LTCP.