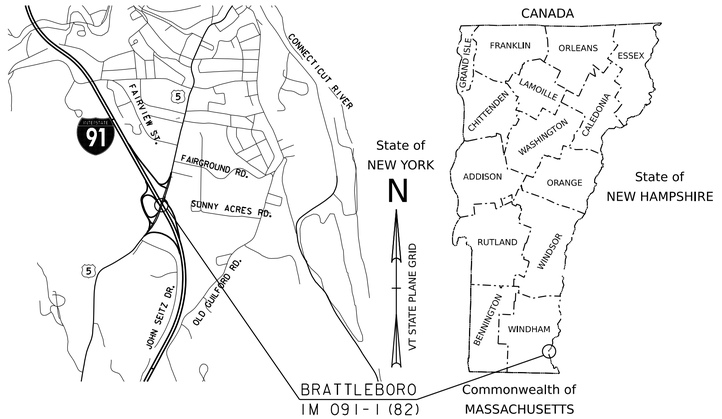
STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF BRATTLEBORO
COUNTY OF WINDHAM
ROUTE NO: I-91 BRIDGES 4N & 4S OVER US ROUTE 5
(I-91 URBAN PRINCIPAL ARTERIAL - INTERSTATE)
(US ROUTE 5 MINOR ARTERIAL)

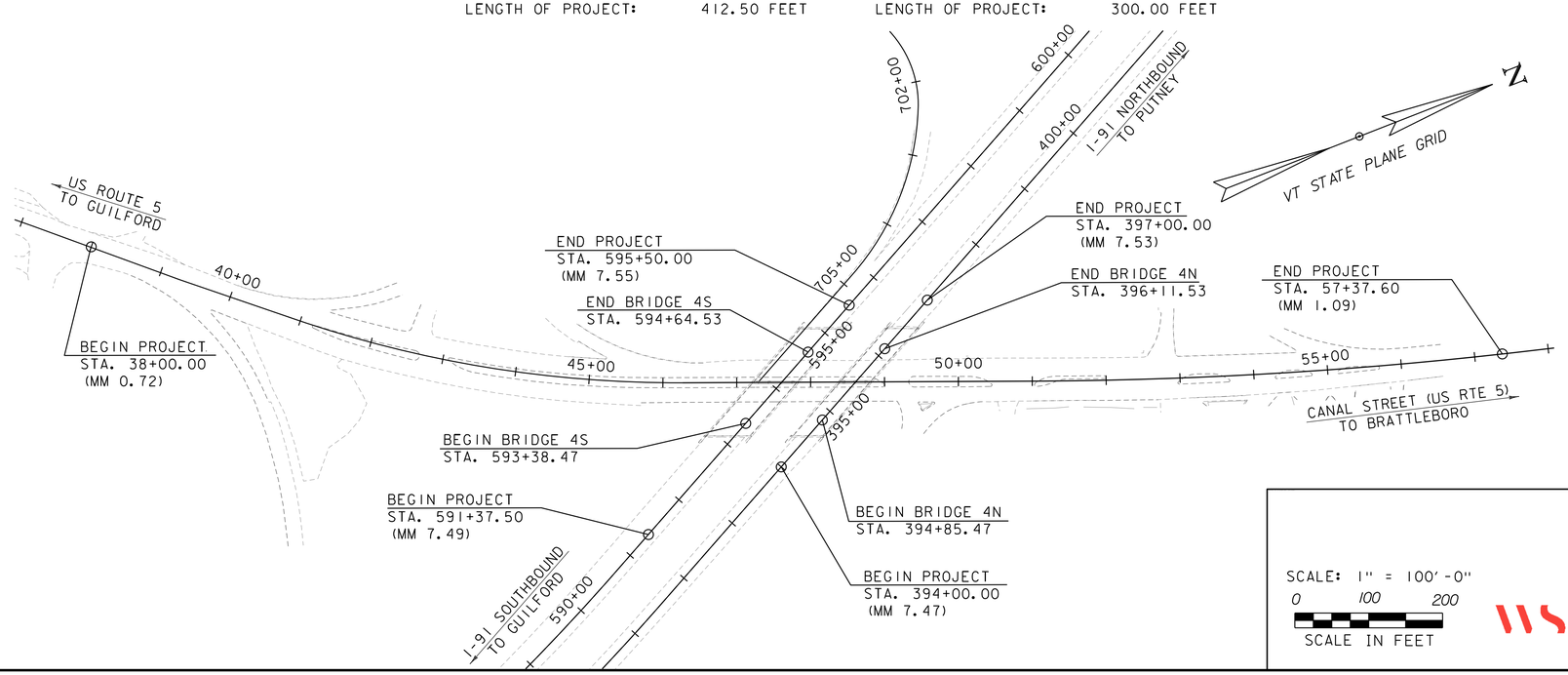


LOCATION MAP
NOT TO SCALE

PROJECT LOCATION: ON I-91 (M.M. 7.48) OVER US ROUTE 5 IN THE TOWN OF BRATTLEBORO.

PROJECT DESCRIPTION: COMPLETE REPLACEMENT OF TWO BRIDGES CARRYING INTERSTATE 91 NB & SB OVER US ROUTE 5 WITH RELATED INTERSTATE APPROACH WORK. RECONSTRUCTION OF US ROUTE 5 INCLUDING STRIPING, GUARDRAIL IMPROVEMENTS, SIGNAGE, AND OTHER HIGHWAY RELATED ITEMS.

BR 4S		BR 4N	
LENGTH OF STRUCTURE:	126.06 FEET	LENGTH OF STRUCTURE:	126.06 FEET
LENGTH OF ROADWAY:	286.44 FEET	LENGTH OF ROADWAY:	173.94 FEET
LENGTH OF PROJECT:	412.50 FEET	LENGTH OF PROJECT:	300.00 FEET



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

QUALITY ASSURANCE PROGRAM : LEVEL I

SURVEYED BY : VTrans
SURVEYED DATE : 05/17/2022

DATUM
VERTICAL NAVD 88 FT
HORIZONTAL NAD 83 (2011)

FINAL
1/29/2026

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR
APPROVED _____ DATE _____

PROJECT MANAGER: ROBERT KL INEFELTER, PE
APPROVED _____ DATE _____

PROJECT MANAGER : ROBERT KL INEFELTER, PE

PROJECT NAME : BRATTLEBORO
PROJECT NUMBER : IM 091-1(82) (RE-AD)

SHEET 1 OF 258 SHEETS

SCALE: 1" = 100'-0"
0 100 200
SCALE IN FEET

wsp

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (I-91 NORTHBOUND BRIDGE 4N)

Version
LRFD

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HSD-621.07F	MIDWEST GUARDRAIL SYSTEM TRANSITION SECTION	1/4/2021

FINAL HYDRAULIC REPORT

NO HYDRAULIC DATA FOR THIS PROJECT

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	3.97	1.62					
POSTING							
OPERATING	5.15	2.11	3.46	2.12	2.72	2.41	2.41
COMMENTS:							

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN TRAFFIC ON EXISTING BRIDGES WITH CROSSOVERS.
2. MAINTAIN TRAFFIC ON EXISTING ROUTE 5. TRAFFIC SIGNALS ARE NOT NECESSARY.

DESIGN VALUES

1.	DESIGN LIVE LOAD		HL-93
2.	FUTURE PAVEMENT	d_p:	2.5 IN
3.	DESIGN SPAN	L:	125 FT
4.	MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	---
5.	PRESTRESSING STRAND	f_y:	270 KSI
6.	PRESTRESSED CONCRETE STRENGTH	f'_c:	6.0 KSI
7.	PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	4.0 KSI
8.	PERFORMCANCED-BASED CONCRETE, CLASS PCD	f'_c:	4.0 KSI
9.	PERFORMCANCED-BASED CONCRETE, CLASS PCS	f'_c:	3.5 KSI
10.	CONCRETE, CLASS A	f'_c:	4.0 KSI
11.	CONCRETE, CLASS AA	f'_c:	4.0 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:	0.65
19.	LATERAL PILE DEFLECTION	Δ:	0.59 IN
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.			---

AS BUILT "REBAR" DETAIL

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

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220forms.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
PRELIMINARY INFORMATION SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 2 OF 258

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET (I-91 SOUTHBOUND BRIDGE 4S)

Version
LRFD

INDEX OF SHEETS

PLAN SHEETS

STANDARDS LIST

FINAL HYDRAULIC REPORT

NO HYDRAULIC DATA FOR THIS PROJECT

TRAFFIC DATA

SECTION	AADT		DHV		%T		%D		ADTT		ESALs	
	2023	2043	2023	2043	2023	2043	2023	2043	2023	2043	(2023 ~ 2043)	(2023 ~ 2043)
I-91 EXIT 1: BR NO. 4N	7,500	8,200	1,100	1,200	9.4	15.6	100	100	840	1,400	11,685,000	26,843,000
I-91 EXIT 1: BR NO. 4S	9,500	10,400	1,700	1,900	10.0	16.6	100	100	1,100	2,000	15,757,000	38,953,000
US 5: GUILFORD T/L TO I-91 EXIT 1 RAMP C	8,900	9,800	1,000	1,100	3.8	5.0	58	58	450	660	4,095,000	9,584,000
US 5: I-91 EXIT 1 RAMP C TO I-91 EXIT 1 RAMP E	11,200	12,300	1,300	1,400	5.0	6.7	67	67	750	1,100	6,174,000	14,501,000
US 5: I-91 EXIT 1 RAMP E TO I-91 EXIT 1 RAMP G/CONVENIENCE STORE	11,900	13,000	1,300	1,400	4.9	6.7	72	72	760	1,100	5,969,000	14,030,000
US 5: I-91 EXIT 1 RAMP G/CONVENIENCE STORE YP FAIRGROUND ROAD	13,000	14,300	1,400	1,500	3.4	4.7	54	54	870	1,300	6,454,000	15,281,000

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	3.71	1.52					
POSTING							
OPERATING	4.81	1.97	3.24	1.98	2.91	2.91	2.91
COMMENTS:							

TRAFFIC MAINTENANCE NOTES

1. MAINTAIN TRAFFIC ON EXISTING BRIDGES WITH CROSSOVERS.
2. MAINTAIN TRAFFIC ON EXISTING ROUTE 5. TRAFFIC SIGNALS ARE NOT NECESSARY.

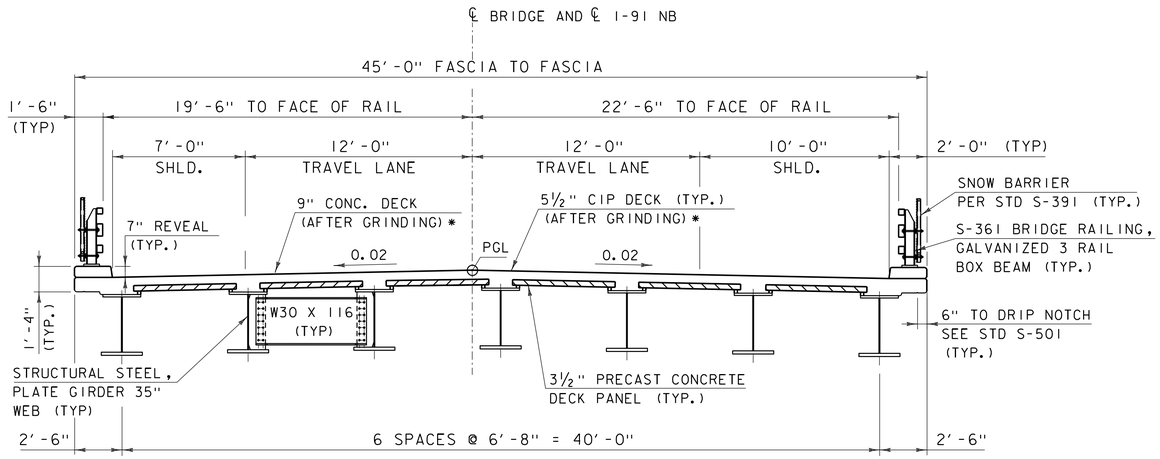
DESIGN VALUES

1.	DESIGN LIVE LOAD		HL-93
2.	FUTURE PAVEMENT	d_p:	2.5 IN
3.	DESIGN SPAN	L:	125 FT
4.	MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ:	---
5.	PRESTRESSING STRAND	f_y:	270 KSI
6.	PRESTRESSED CONCRETE STRENGTH	f'_c:	6.0 KSI
7.	PRESTRESSED CONCRETE RELEASE STRENGTH	f'_{ci}:	4.0 KSI
8.	PERFORMCANCED-BASED CONCRETE, CLASS PCD	f'_c:	4.0 KSI
9.	PERFORMCANCED-BASED CONCRETE, CLASS PCS	f'_c:	3.5 KSI
10.	CONCRETE, CLASS A	f'_c:	4.0 KSI
11.	CONCRETE, CLASS AA	f'_c:	4.0 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:	0.65
19.	LATERAL PILE DEFLECTION	Δ:	0.59 IN
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: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220forms.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
PRELIMINARY INFORMATION SHEET 2

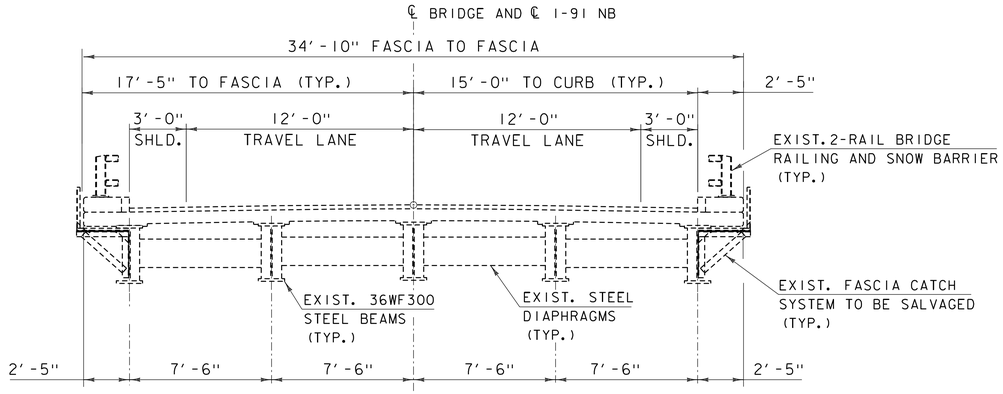
PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 3 OF 258



*5½" PERFORMANCE-BASED CONCRETE, CLASS PCD OVER 3½" PRESTRESSED CONCRETE DECK PANELS. THE ABOVE DIMENSIONS REPRESENT THE FINISHED CONDITION AND DO NOT INCLUDE THE ¾" OVERPOUR FOR DECK SURFACE TREATMENT

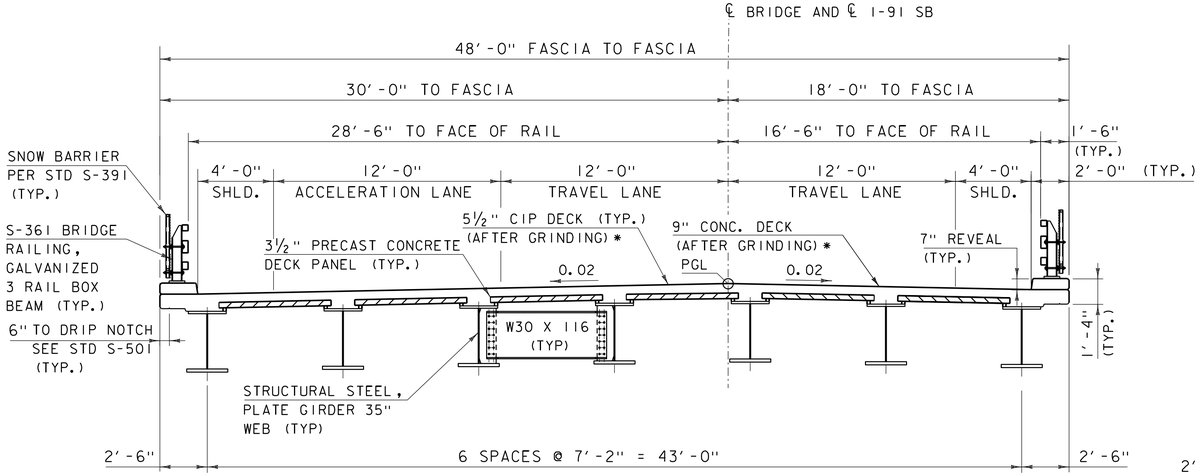
PROPOSED I-91 NB BRIDGE TYPICAL SECTION

SCALE: ¼" = 1'-0"



EXISTING I-91 NB BRIDGE TYPICAL SECTION

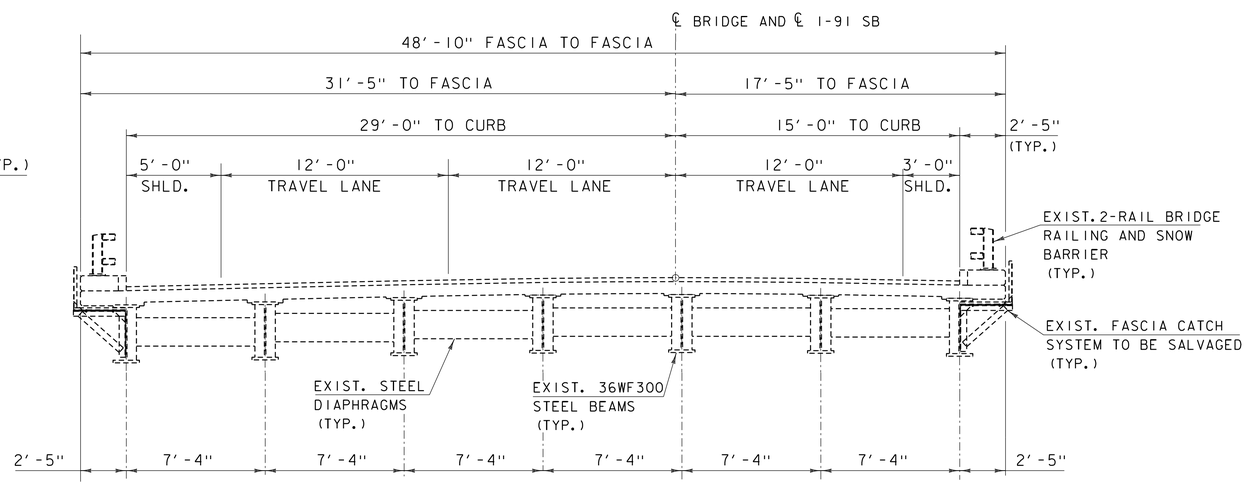
SCALE: ¼" = 1'-0"



*5½" PERFORMANCE-BASED CONCRETE, CLASS PCD OVER 3½" PRESTRESSED CONCRETE DECK PANELS. THE ABOVE DIMENSIONS REPRESENT THE FINISHED CONDITION AND DO NOT INCLUDE THE ¾" OVERPOUR FOR DECK SURFACE TREATMENT

PROPOSED I-91 SB BRIDGE TYPICAL SECTION

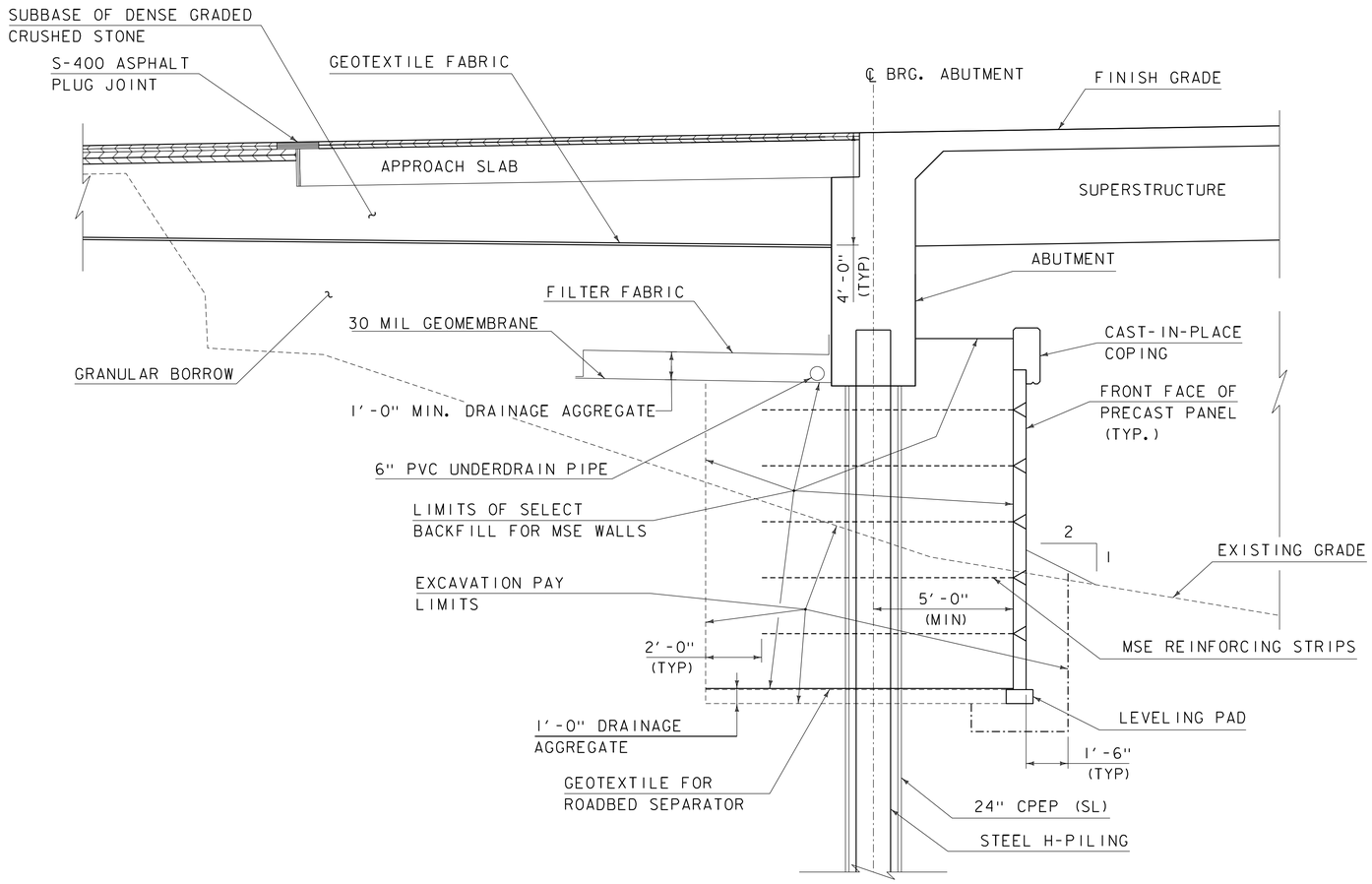
SCALE: ¼" = 1'-0"



EXISTING I-91 SB BRIDGE TYPICAL SECTION

SCALE: ¼" = 1'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220suptyp.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: G. ERICKSON
DESIGNED BY: G. ERICKSON	CHECKED BY: T. POLSON
TYPICAL SECTIONS - TYP 1	SHEET 4 OF 258



TYPICAL ABUTMENT EARTHWORK SECTION

SCALE: 1/4" = 1'-0"

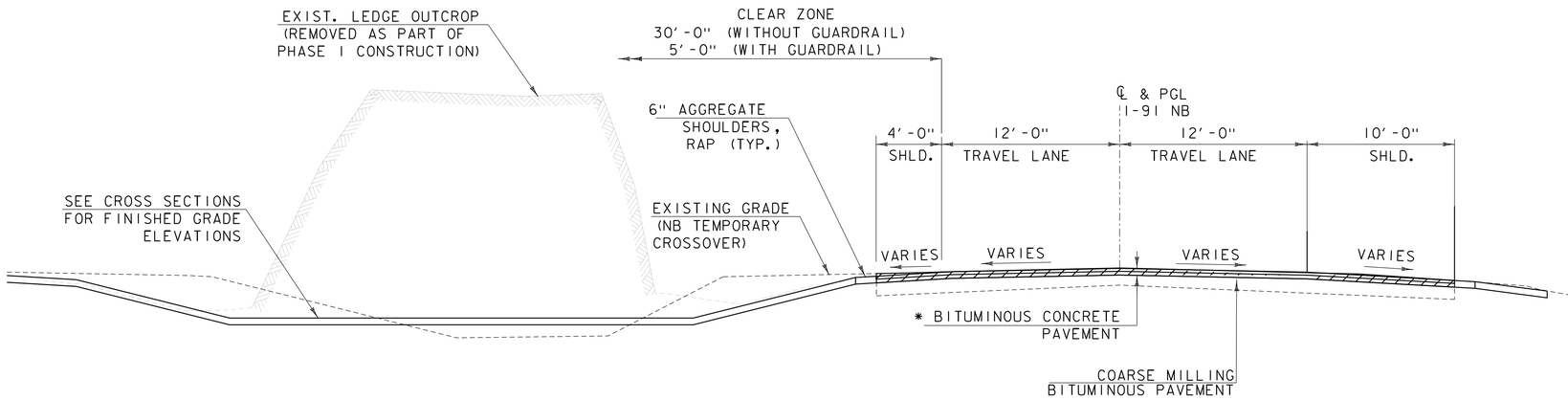
NOTES:

1. ALL BACKFILL ASSOCIATED WITH THE MSE WALLS IS INCIDENTAL TO ITEM 227.0100 RETAINING WALL, MECHANICALLY STABILIZED EARTH.

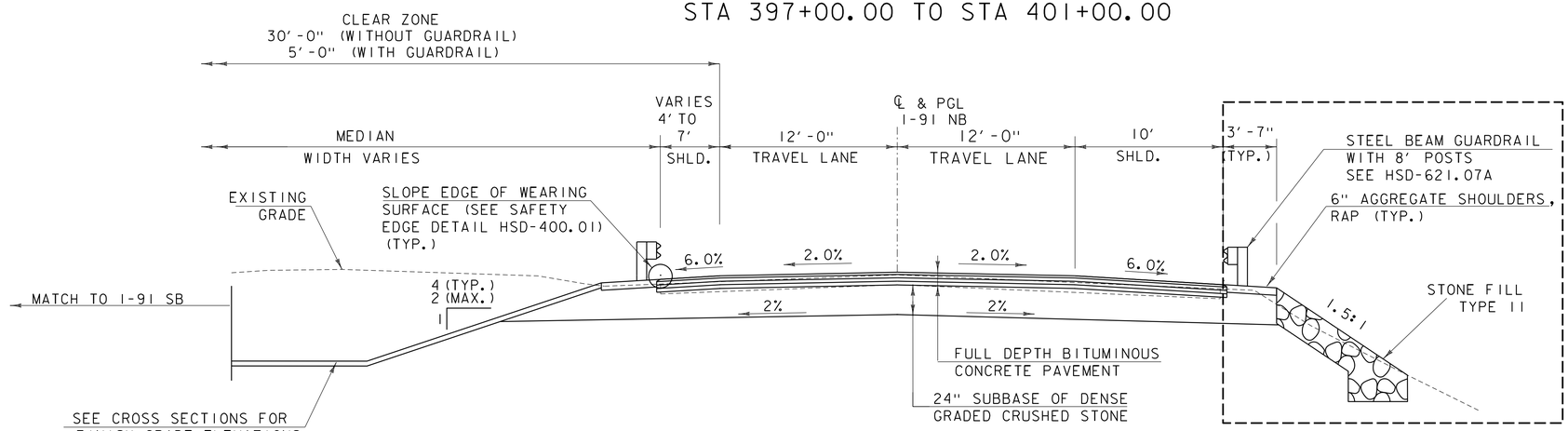
2. DRAINAGE AGGREGATE SHALL MEET THE REQUIREMENTS OF SUBSECTION 704.16. PAYMENT WILL BE INCIDENTAL TO ITEM 227.0100 RETAINING WALL, MECHANICALLY STABILIZED EARTH.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220typ_br.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: G. ERICKSON
DESIGNED BY: T. POLSON	CHECKED BY: T. POLSON
TYPICAL SECTIONS - TYP 2	SHEET 5 OF 258

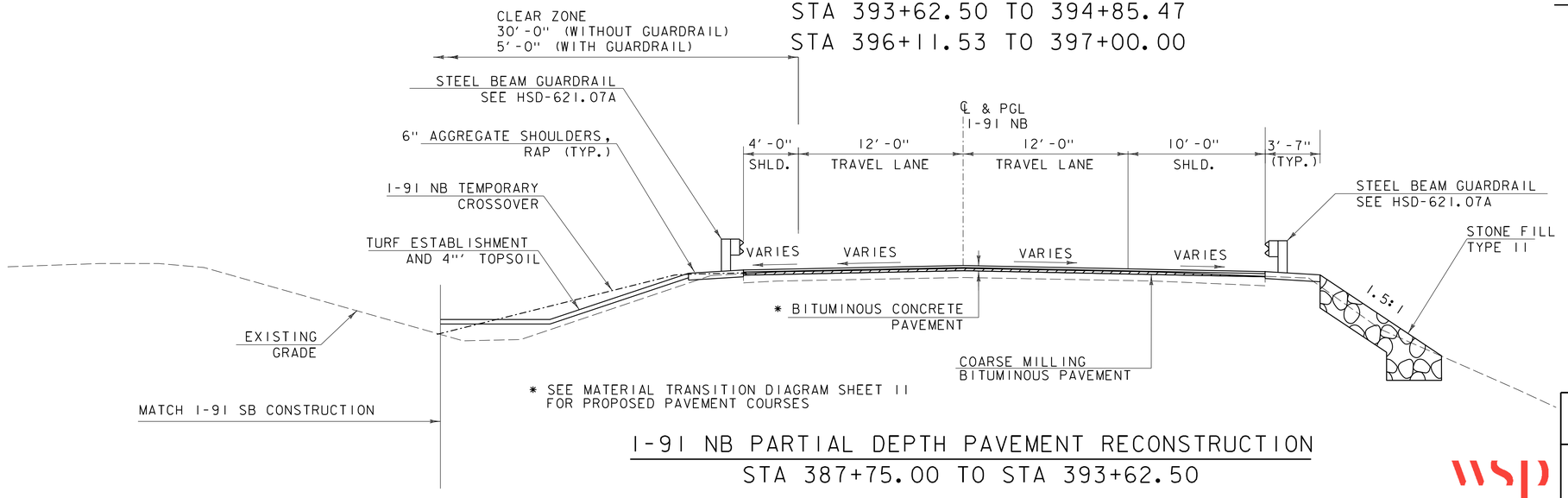
BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESALs	15,757,000
DESIGN NUMBER OF GYRATIONS	80
PERFORMANCE GRADED ASPHALT BINDER-PAVER PLACED	58E-28
PERFORMANCE GRADED ASPHALT BINDER-NON-PAVER PLACED AND U-TURNS	58S-28



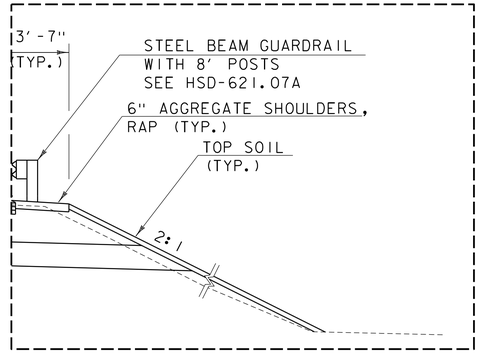
I-91 NB PARTIAL DEPTH PAVEMENT RECONSTRUCTION
STA 397+00.00 TO STA 401+00.00



I-91 NORTHBOUND FULL DEPTH CONSTRUCTION
STA 393+62.50 TO 394+85.47
STA 396+11.53 TO 397+00.00



I-91 NB PARTIAL DEPTH PAVEMENT RECONSTRUCTION
STA 387+75.00 TO STA 393+62.50



INSET A
STA 394+00.00 TO STA 394+70.00

I-91 & RAMPS FULL DEPTH PAVEMENT

1 3/4" TYPE IIIS WEARING COURSE
2 3/4" TYPE IIS INTERMEDIATE COURSE
2 3/4" TYPE IIS BASE COURSE
3" TYPE IIS BASE COURSE
24" SUBBASE OF DENSE GRADED CRUSHED STONE

NOTES:

1. EMULSIFIED ASPHALT TO BE APPLIED ON COARSE MILLED SURFACES AND IN BETWEEN PROPOSED PAVEMENT COURSES AS SPECIFIED IN TABLE 404.06A.

MATERIAL TOLERANCES

(IF USED ON THIS PROJECT)

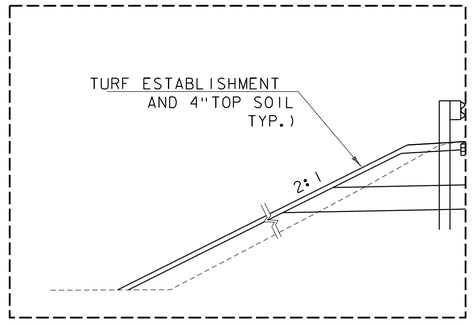
SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- 1/4"
- SUBBASE	+/- 1"

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

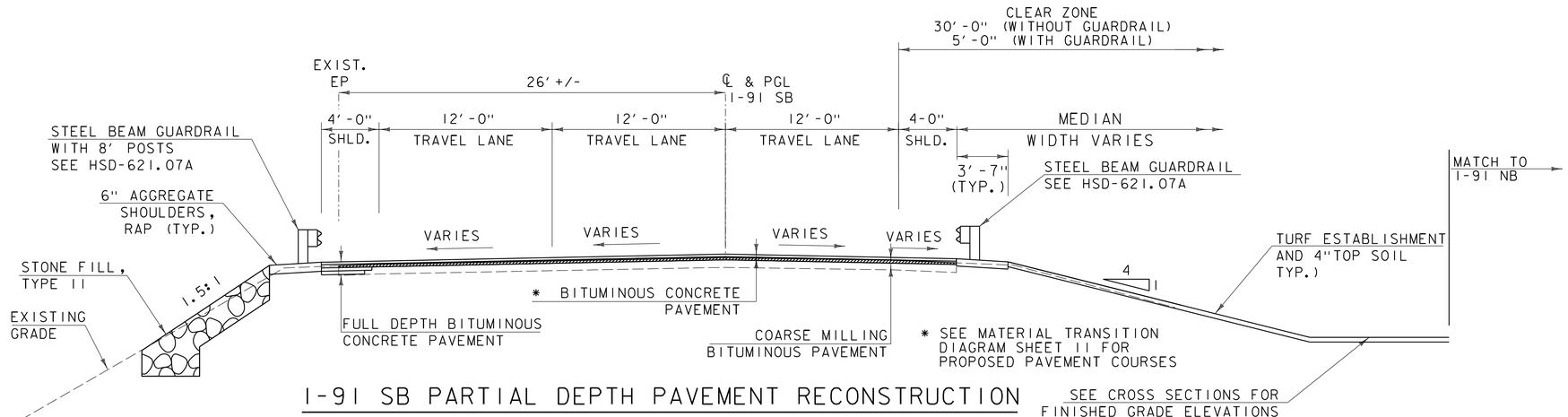
FILE NAME: z19a220typ.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: B.GEIGER
TYPICAL SECTIONS - TYP 3

PLOT DATE: 1/29/2026
DRAWN BY: M. CARIGNAN
CHECKED BY: L. SFINTESCU

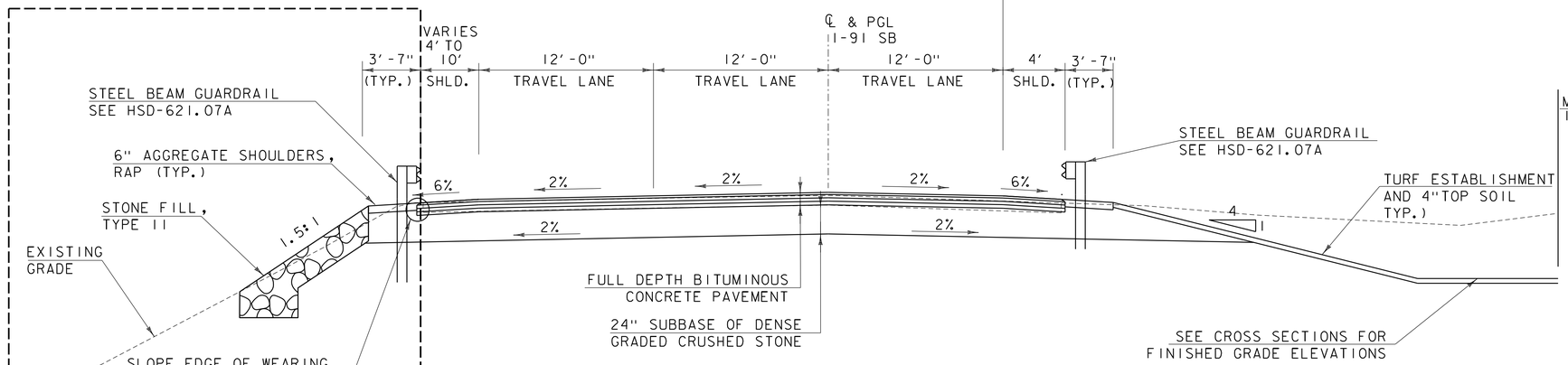
BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESALs	15,757,000
DESIGN NUMBER OF GYRATIONS	80
PERFORMANCE GRADED ASPHALT BINDER-PAVER PLACED	58E-28
PERFORMANCE GRADED ASPHALT BINDER-NON-PAVER PLACED AND U-TURNS	58S-28



INSET A
STA 592+50.00 TO
STA 592+93.00



I-91 SB PARTIAL DEPTH PAVEMENT RECONSTRUCTION
STA 587+60.00 TO STA 591+37.50
STA 595+87.50 TO STA 600+25.00



I-91 SB FULL DEPTH CONSTRUCTION
STA 591+00.00 TO STA 593+38.47
STA 594+64.53 TO STA 595+87.50

I-91 & RAMPS FULL DEPTH PAVEMENT

1 3/4" TYPE IIIS WEARING COURSE
2 3/4" TYPE IIS INTERMEDIATE COURSE
2 3/4" TYPE IIS BASE COURSE
3" TYPE IIS BASE COURSE
24" SUBBASE OF DENSE GRADED CRUSHED STONE

NOTES:

1. EMULSIFIED ASPHALT TO BE APPLIED ON COARSE MILLED SURFACES AND IN BETWEEN PROPOSED PAVEMENT COURSES AS SPECIFIED IN TABLE 404.06A.

MATERIAL TOLERANCES

(IF USED ON THIS PROJECT)

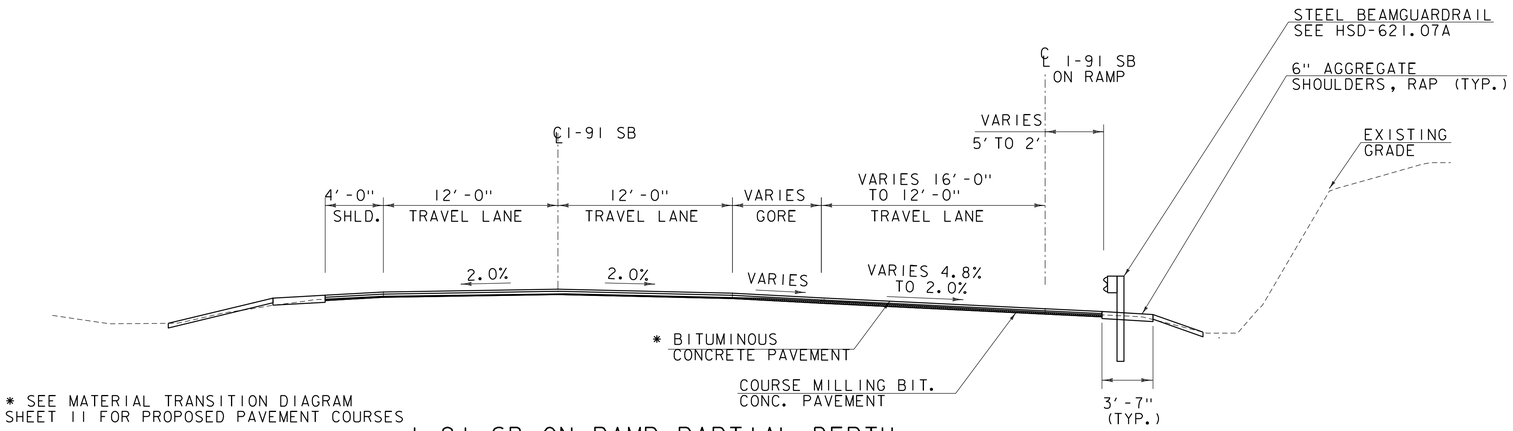
SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- 1/4"
- SUBBASE	+/- 1"

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220typ.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: B.GEIGER
TYPICAL SECTIONS - TYP 4

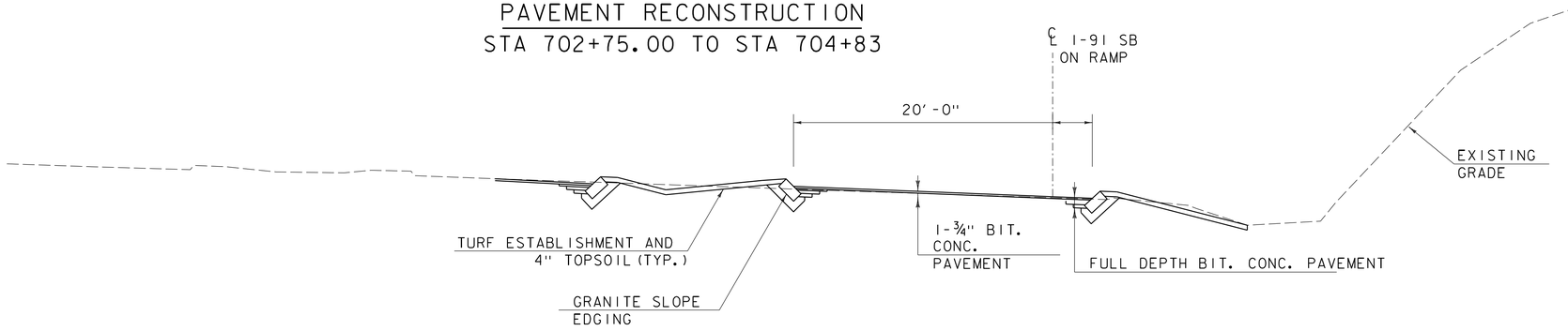
PLOT DATE: 1/29/2026
DRAWN BY: M. CARIGNAN
CHECKED BY: L. SFINTESCU
SHEET 7 OF 258

BITUMINOUS CONCRETE PAVEMENT MIXTURE DESIGN CRITERIA	
DESIGN LANE/DESIGN LIFE ESALs	15,757,000
DESIGN NUMBER OF GYRATIONS	80
PERFORMANCE GRADED ASPHALT BINDER-PAVER PLACED	58E-28
PERFORMANCE GRADED ASPHALT BINDER-NON-PAVER PLACED AND U-TURNS	58S-28

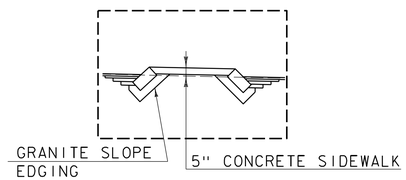


* SEE MATERIAL TRANSITION DIAGRAM SHEET 11 FOR PROPOSED PAVEMENT COURSES

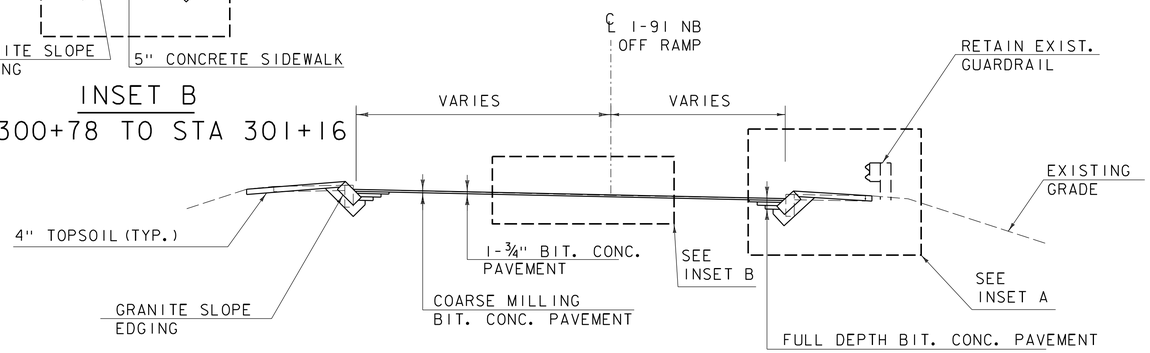
I-91 SB ON RAMP PARTIAL DEPTH PAVEMENT RECONSTRUCTION STA 702+75.00 TO STA 704+83



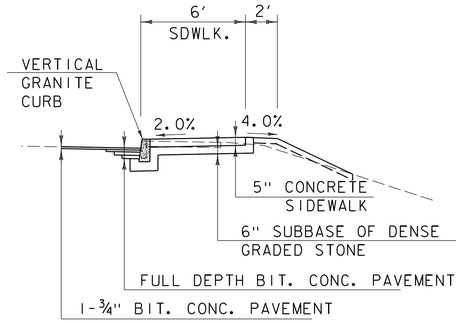
SB ON RAMP PARTIAL DEPTH PAVEMENT RECONSTRUCTION SSTA 101+51 TO STA 102+20



INSET B
STA 300+78 TO STA 301+16



NB OFF RAMP PARTIAL DEPTH PAVEMENT RECONSTRUCTION STA 299+88 TO STA 301+16



INSET A
STA 300+99 TO STA 50+46

NOTES:

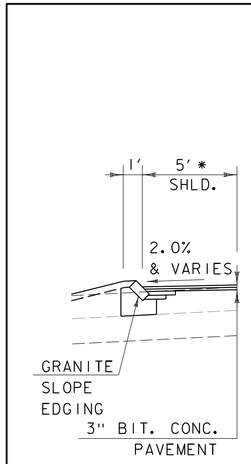
1. EMULSIFIED ASPHALT TO BE APPLIED ON COARSE MILLED SURFACES AND IN BETWEEN PROPOSED PAVEMENT COURSES AS SPECIFIED IN TABLE 404.06A.

MATERIAL TOLERANCES

(IF USED ON THIS PROJECT)

SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- ¼"
- SUBBASE	+/- 1"

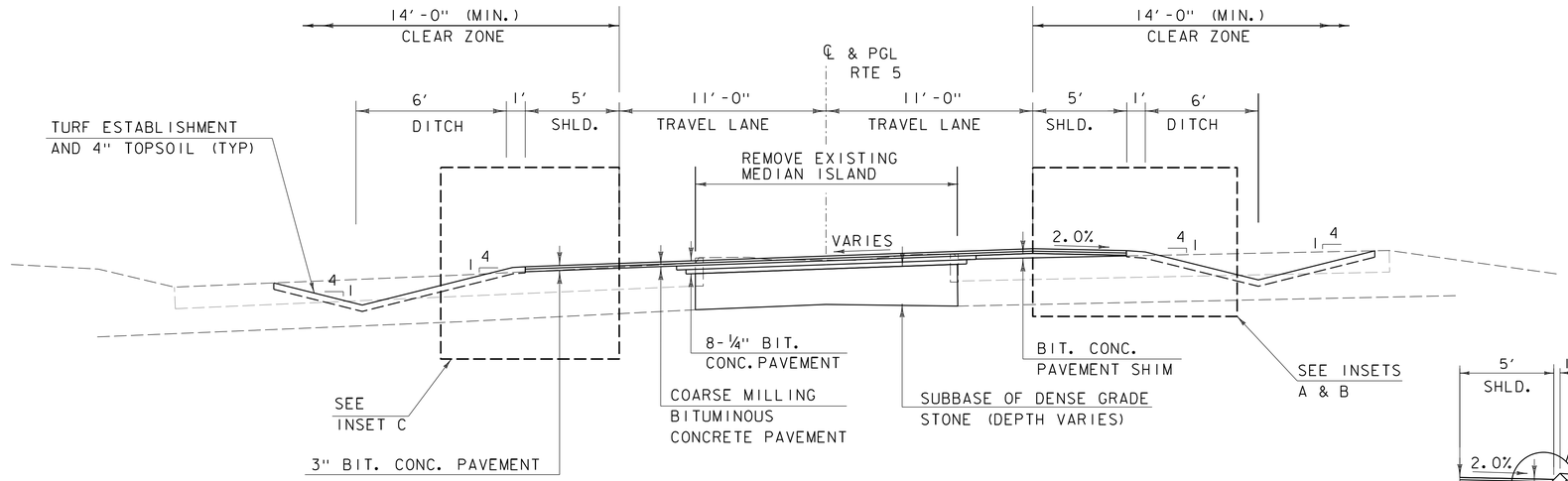
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220typ.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L. SFINTESCU
TYPICAL SECTIONS - TYP 5	SHEET 8 OF 258



INSET C

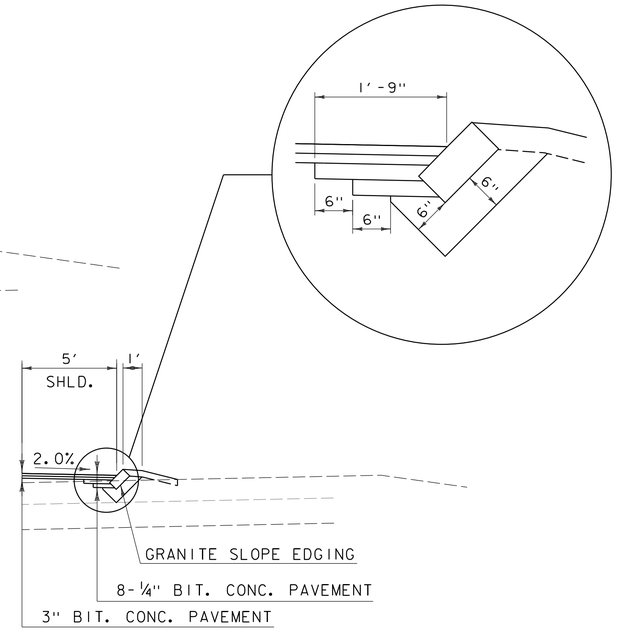
STA. 41+20 LT TO STA. 42+42 LT
STA. 44+67 LT TO STA. 46+88 LT

* MATCH TO I-89 SB RAMP
STA. 45+51 LT TO STA. 46+90 LT



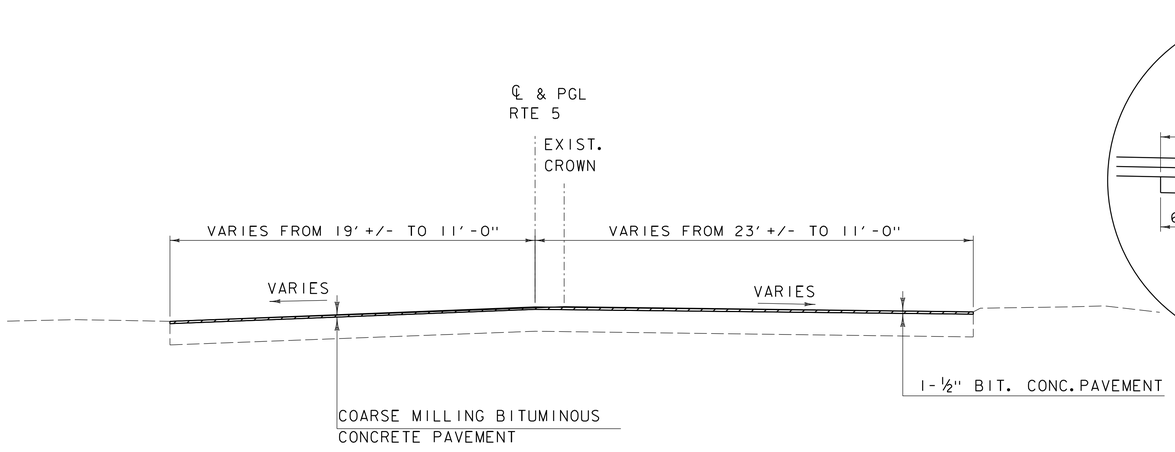
US RTE 5 BANKED SECTION

STA. 39+64 TO STA. 47+24



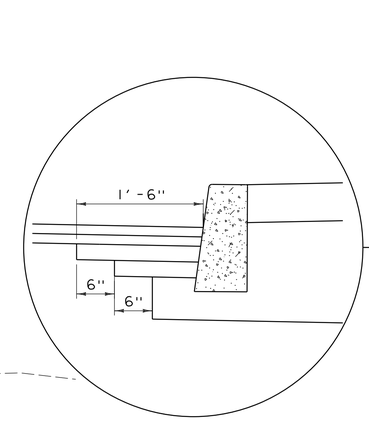
INSET A

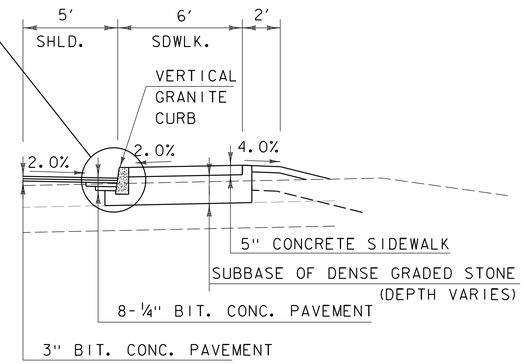
STA. 39+64 RT TO STA. 41+20 RT



US RTE 5 RESURFACING SECTION

STA. 38+00 TO STA. 39+64





INSET B

STA. 45+71 RT TO STA. 47+24

NOTES:

1. EMULSIFIED ASPHALT TO BE APPLIED ON COARSE MILLED SURFACES AND IN BETWEEN PROPOSED PAVEMENT COURSES AS SPECIFIED IN TABLE 404.06A.
2. ALL EXISTING BITUMINOUS CONC. PAVEMENT BEYOND THE LIMITS OF THE PROPOSED RTE 5 EDGE OF PAVEMENT SHALL BE REMOVED IN IT'S ENTIRETY. ADDITIONALLY, EXISTING ROADWAY BASE MATERIALS WITHIN 1' OF THE PROPOSED ROADSIDE GRADING SHALL ALSO BE REMOVED. PAYMENT FOR THIS WORK SHALL BE INCLUDED AS PART OF ITEM 203.1500, COMMON EXCAVATION.

US RTE 5 PAVING TREATMENT (FULL DEPTH)

1½" TYPE IVS WEARING COURSE
1½" TYPE IVS LEVELING COURSE
2½" TYPE IIS INTERMEDIATE COURSE
2¾" TYPE IIS BASE COURSE

US RTE 5 PAVING TREATMENT (OVERLAY)

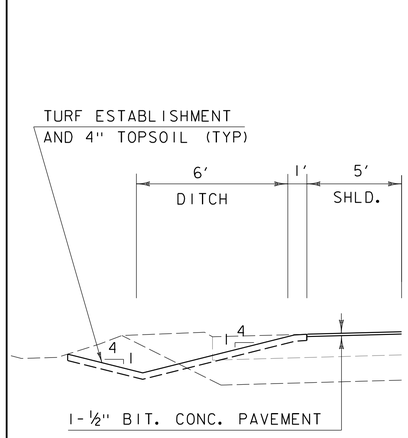
1 1/2" TYPE IVS WEARING COURSE
1 1/2" TYPE IVS LEVELING COURSE

MATERIAL TOLERANCES

(IF USED ON THIS PROJECT)

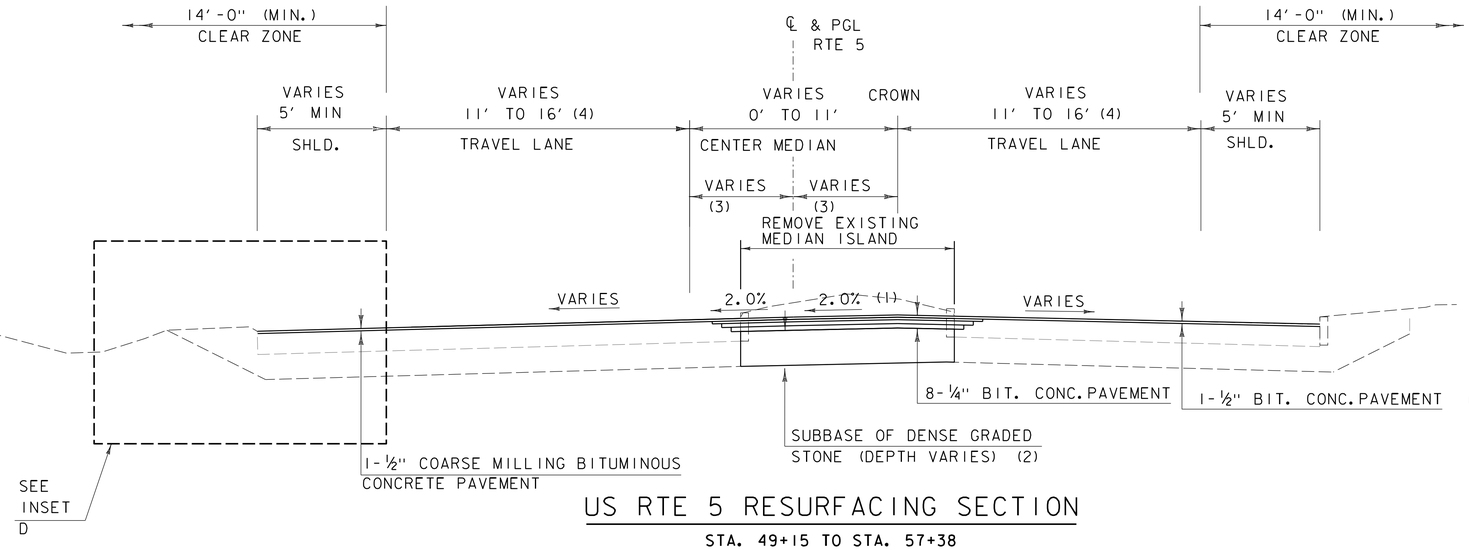
SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- ¼"
- SUBBASE	+/- 1"

PROJECT NAME:	BRATTLEBORO		
PROJECT NUMBER:	IM 091-1(82)(RE-AD)		
FILE NAME:	z19a220typ.dgn	PLOT DATE:	1/29/2026
PROJECT LEADER:	A. STOCKIN	DRAWN BY:	M. CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L. SFINTESCU
TYPICAL SECTIONS - TYP 6		SHEET	9 OF 258



INSET D

STA. 49+15 LT TO STA. 52+04 LT



US RTE 5 RESURFACING SECTION

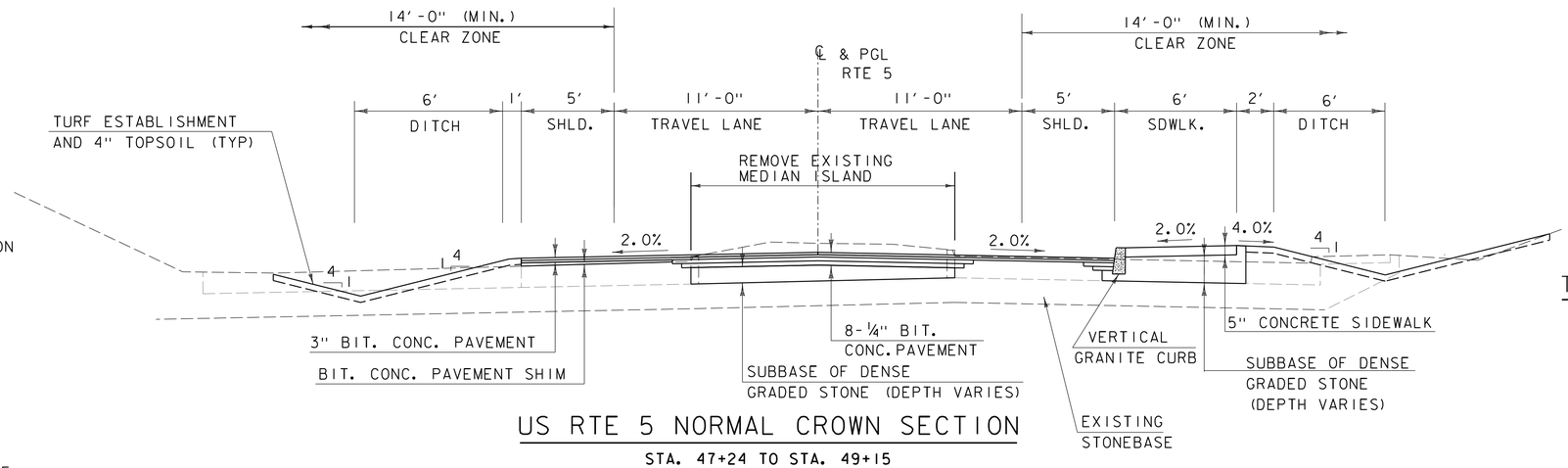
STA. 49+15 TO STA. 57+38

(1) SLOPE VARIES
-2.00% STA. 49+15 TO STA 50+00 RT
-2.00% TO 2.00% STA. 50+00 TO STA. 51+00 RT

(2) EXISTING MEDIAN LOCATIONS
STA. 49+32 TO STA 50+46
STA. 51+02 TO STA. 52+01
STA. 52+96 TO STA. 53+68
STA. 54+28 TO STA. 54+80
STA. 55+11 TO STA. 55+72

(3) VARIES
0' TO 5'-6" STA. 49+15 TO STA 50+28 RT
0' TO 5'-6" STA. 49+15 TO STA 52+22 LT

(4) VARIES
11' TO 16' STA. 49+15 TO STA 51+22 LT
11' TO 16' STA. 49+15 TO STA 50+38 RT



US RTE 5 NORMAL CROWN SECTION

STA. 47+24 TO STA. 49+15

NOTES:

1. EMULSIFIED ASPHALT TO BE APPLIED ON COARSE MILLED SURFACES AND IN BETWEEN PROPOSED PAVEMENT COURSES AS SPECIFIED IN TABLE 404.06A.
2. ALL EXISTING BITUMINOUS CONC. PAVEMENT BEYOND THE LIMITS OF THE PROPOSED RTE 5 EDGE OF PAVEMENT SHALL BE REMOVED IN IT'S ENTIRETY. ADDITIONALLY, EXISTING ROADWAY BASE MATERIALS WITHIN 1' OF THE PROPOSED ROADSIDE GRADING SHALL ALSO BE REMOVED. PAYMENT FOR THIS WORK SHALL BE INCLUDED AS PART OF ITEM 203.1500, COMMON EXCAVATION.

MATERIAL TOLERANCES

(IF USED ON THIS PROJECT)

SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- ¼"
- SUBBASE	+/- 1"

US RTE 5 PAVING TREATMENT (FULL DEPTH)

1½" TYPE IVS WEARING COURSE
1½" TYPE IVS LEVELING COURSE
2½" TYPE IIS INTERMEDIATE COURSE
2¾" TYPE IIS BASE COURSE

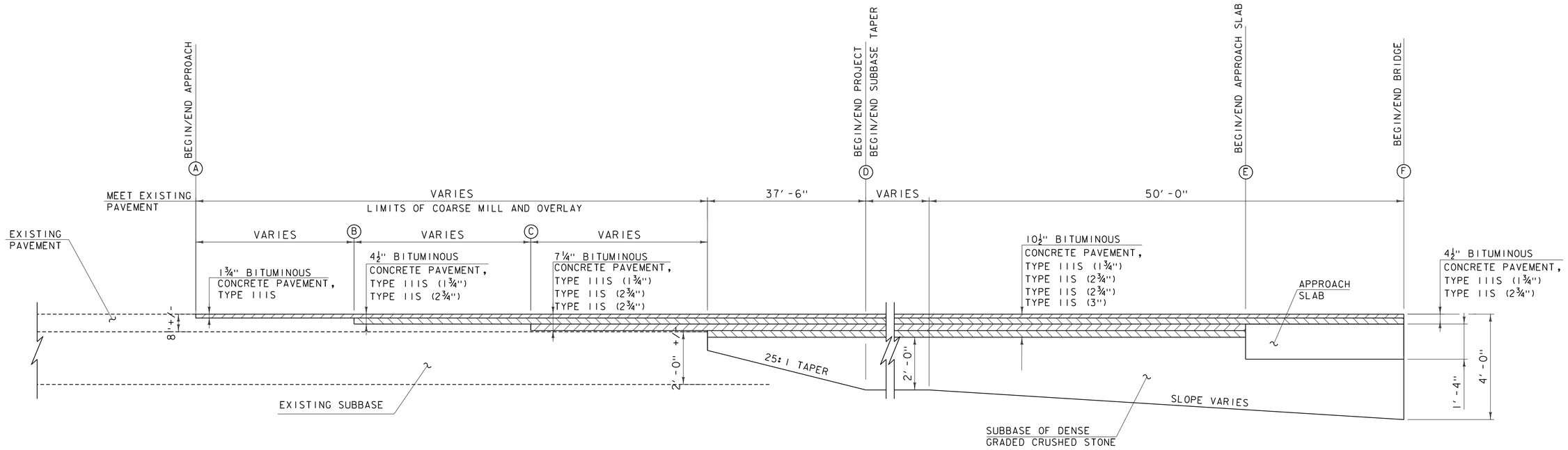
US RTE 5 PAVING TREATMENT (OVERLAY)

1 1/2" TYPE IVS WEARING COURSE
1 1/2" TYPE IVS LEVELING COURSE

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220typ.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: B.GEIGER
TYPICAL SECTIONS - TYP 7

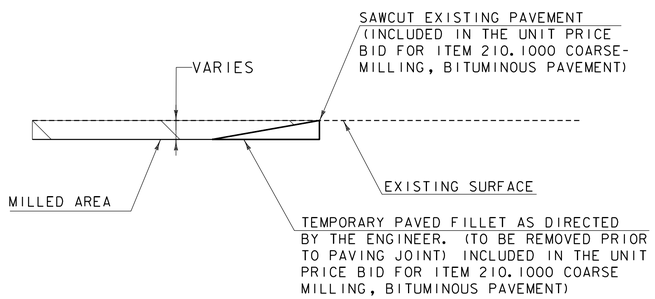
PLOT DATE: 1/29/2026
DRAWN BY: M. CARIGNAN
CHECKED BY: L. SFINTESCU
SHEET 10 OF 258



	A	B	C	D	E	F
I-91 NORTHBOUND						
SOUTH APPROACH	387+75.00	391+25.00	393+00.00	394+00.00	394+65.47	394+85.47
NORTH APPROACH	401+00.00	398+00.00	397+50.00	397+00.00	396+31.53	396+11.53
I-91 SOUTHBOUND						
SOUTH APPROACH	587+60.00	589+00.00	590+50.00	591+37.50	593+18.47	593+38.47
NORTH APPROACH	600+25.00	597+00.00	596+00.00	595+50.00	594+84.53	594+64.53
I-91 SB ON RAMP						
NORTH APPROACH	702+75.00	703+00.00	703+75.00	MATCH I-91 SB	MATCH I-91 SB	N/A

MATERIAL TRANSITION DIAGRAM

NOT TO SCALE



DETAIL OF VERTICAL MILLED JOINTS

NOTE: THIS DETAIL SHALL BE USED AT THE LOCATIONS SHOWN ABOVE AS DIRECTED BY THE ENGINEER.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220typ2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L. SFINTESCU
TYPICAL SECTIONS - TYP 8	SHEET 11 OF 258

I-91 NB FINISH GRADE PAVING TABLE

STA	SHLDR X-SLOPE	TW FG	LT LANE WIDTH	LANE SLOPE	CL EL	RT LANE X-SLOPE	RT LANE WIDTH	TW FG	SHLDR X-SLOPE
387+75	-6.2%	440.62	-12.00	-6.2%	441.36	3.0%	12.00	441.72	2.0%
388+00	-6.2%	440.99	-12.00	-6.2%	441.73	3.0%	12.00	442.09	2.0%
388+25	-6.2%	441.41	-12.00	-6.2%	442.15	3.0%	12.00	442.51	2.0%
388+50	-6.2%	441.83	-12.00	-6.2%	442.57	3.0%	12.00	442.93	2.0%
388+75	-6.2%	442.25	-12.00	-6.2%	442.99	3.0%	12.00	443.35	2.0%
389+00	-6.2%	442.71	-12.00	-6.2%	443.45	3.0%	12.00	443.81	2.0%
389+25	-6.2%	443.16	-12.00	-6.2%	443.90	3.0%	12.00	444.26	2.0%
389+50	-6.2%	443.62	-12.00	-6.2%	444.36	3.0%	12.00	444.72	2.0%
389+75	-6.2%	444.07	-12.00	-6.2%	444.81	3.0%	12.00	445.17	2.0%
390+00	-6.2%	444.53	-12.00	-6.2%	445.27	3.0%	12.00	445.63	2.0%
390+25	-6.2%	444.97	-12.00	-6.2%	445.72	3.0%	12.00	446.08	2.0%
390+50	-6.2%	445.42	-12.00	-6.2%	446.16	3.0%	12.00	446.52	2.0%
390+75	-6.2%	445.87	-12.00	-6.2%	446.61	3.0%	12.00	446.97	2.0%
391+00	-6.2%	446.31	-12.00	-6.2%	447.06	3.0%	12.00	447.42	1.0%
391+25	-6.0%	446.86	-12.00	-5.3%	447.50	3.0%	12.00	447.86	0.0%
391+50	-6.0%	447.41	-12.00	-4.5%	447.95	3.0%	12.00	448.31	-1.0%
391+75	-6.0%	447.95	-12.00	-3.7%	448.40	3.0%	12.00	448.76	-2.0%
392+00	-6.0%	448.50	-12.00	-2.8%	448.84	2.8%	12.00	449.18	-2.0%
392+25	-6.0%	449.05	-12.00	-2.0%	449.29	2.0%	12.00	449.53	-2.0%
392+50	-6.0%	449.50	-12.00	-2.0%	449.74	1.2%	12.00	449.88	-2.0%
392+75	-6.0%	449.92	-12.00	-2.2%	450.18	0.2%	12.00	450.21	-2.0%
393+00	-6.0%	450.39	-12.00	-2.0%	450.63	-0.5%	12.00	450.57	-2.0%
393+25	-6.0%	450.84	-12.00	-2.0%	451.08	-1.3%	12.00	450.92	-2.0%
393+50	-6.0%	451.28	-12.00	-2.0%	451.52	-2.0%	12.00	451.28	-2.0%
393+75	-6.0%	451.73	-12.00	-2.0%	451.97	-2.0%	12.00	451.73	-2.0%
394+00	-6.0%	452.18	-12.00	-2.0%	452.42	-2.0%	12.00	452.18	-2.0%
394+25	-4.6%	452.62	-12.00	-2.0%	452.86	-2.0%	12.00	452.62	-2.0%
394+50	-3.3%	453.07	-12.00	-2.0%	453.31	-2.0%	12.00	453.07	-2.0%
394+75	-2.0%	453.52	-12.00	-2.0%	453.76	-2.0%	12.00	453.52	-2.0%
395+00	-2.0%	453.96	-12.00	-2.0%	454.20	-2.0%	12.00	453.96	-2.0%
395+25	-2.0%	454.41	-12.00	-2.0%	454.65	-2.0%	12.00	454.41	-2.0%
395+50	-2.0%	454.85	-12.00	-2.0%	455.09	-2.0%	12.00	454.85	-2.0%
395+75	-2.0%	455.30	-12.00	-2.0%	455.54	-2.0%	12.00	455.30	-2.0%
396+00	-2.0%	455.75	-12.00	-2.0%	455.99	-2.0%	12.00	455.75	-2.0%
396+25	-2.0%	456.19	-12.00	-2.0%	456.43	-2.0%	12.00	456.19	-2.0%
396+50	-3.3%	456.64	-12.00	-2.0%	456.88	-2.0%	12.00	456.64	-3.0%
396+75	-4.7%	457.09	-12.00	-2.0%	457.33	-2.0%	12.00	457.09	-4.0%
397+00	-6.0%	457.53	-12.00	-2.0%	457.77	-2.0%	12.00	457.53	-5.0%
397+25	-6.0%	457.98	-12.00	-2.0%	458.22	-2.0%	12.00	457.98	-6.0%
397+50	-6.0%	458.43	-12.00	-2.0%	458.67	-2.0%	12.00	458.43	-6.0%
397+75	-6.0%	458.87	-12.00	-2.0%	459.11	-2.0%	12.00	458.87	-6.0%
398+00	-6.0%	459.32	-12.00	-2.0%	459.56	-2.0%	12.00	459.32	-6.0%
398+25	-6.0%	459.77	-12.00	-2.0%	460.01	-2.0%	12.00	459.77	-6.0%
398+50	-6.0%	460.21	-12.00	-2.0%	460.45	-2.0%	12.00	460.21	-6.0%
398+75	-6.0%	460.66	-12.00	-2.0%	460.90	-2.0%	12.00	460.66	-6.0%
399+00	-6.0%	461.11	-12.00	-2.0%	461.35	-2.0%	12.00	461.11	-6.0%
399+25	-6.0%	461.55	-12.00	-2.0%	461.79	-2.0%	12.00	461.55	-6.0%
399+50	-6.0%	462.00	-12.00	-2.0%	462.24	-2.0%	12.00	462.00	-6.0%
399+75	-6.0%	462.45	-12.00	-2.0%	462.69	-2.0%	12.00	462.45	-6.0%
400+00	-6.0%	462.89	-12.00	-2.0%	463.13	-2.0%	12.00	462.89	-6.0%
400+25	-6.0%	463.34	-12.00	-2.0%	463.58	-2.0%	12.00	463.34	-6.0%
400+50	-6.0%	463.79	-12.00	-2.0%	464.03	-2.0%	12.00	463.79	-6.0%
400+75	-6.0%	464.23	-12.00	-2.0%	464.47	-2.0%	12.00	464.23	-6.0%

I-91 SB FINISH GRADE PAVING TABLE

STA	SHLDR X-SLOPE	TW FG	LT LANE WIDTH	LANE SLOPE	CL EL	RT LANE X-SLOPE	RT LANE WIDTH	TW FG	SHLDR X-SLOPE
587+75	-6.0%	440.81	-24.00	-5.6%	442.15	5.6%	12.00	442.83	3.2%
588+00	-6.0%	441.26	-24.00	-5.6%	442.61	5.6%	12.00	443.28	2.0%
588+25	-6.0%	441.72	-24.00	-5.6%	443.06	5.6%	12.00	443.74	2.0%
588+50	-6.0%	442.18	-24.00	-5.6%	443.52	5.6%	12.00	444.19	2.0%
588+75	-6.0%	442.64	-24.00	-5.6%	443.98	5.6%	12.00	444.66	2.0%
589+00	-6.0%	443.11	-24.00	-5.6%	444.46	5.6%	12.00	445.13	2.0%
589+25	-6.0%	443.61	-24.00	-5.6%	444.95	5.6%	12.00	445.62	2.0%
589+50	-6.0%	444.11	-24.00	-5.6%	445.45	5.6%	12.00	446.13	2.0%
589+75	-6.0%	444.63	-24.00	-5.6%	445.97	5.6%	12.00	446.65	2.0%
590+00	-6.0%	445.16	-24.00	-5.6%	446.51	5.6%	12.00	447.18	2.0%
590+25	-6.0%	445.71	-24.00	-5.6%	447.05	5.6%	12.00	447.73	2.0%
590+50	-6.0%	446.47	-24.00	-4.8%	447.62	4.7%	12.00	448.19	0.4%
590+75	-6.0%	447.30	-24.00	-3.7%	448.19	3.7%	12.00	448.64	-1.6%
591+00	-6.0%	448.12	-24.00	-2.7%	448.77	2.7%	12.00	449.09	-3.6%
591+25	-6.0%	448.85	-24.00	-2.0%	449.34	1.6%	12.00	449.53	-5.6%
591+50	-6.0%	449.39	-24.00	-2.0%	449.90	0.6%	12.00	449.97	-6.0%
591+75	-6.0%	449.92	-24.00	-2.0%	450.44	-0.4%	12.00	450.39	-6.0%
592+00	-6.0%	450.45	-24.00	-2.0%	450.96	-1.5%	12.00	450.78	-6.0%
592+25	-6.0%	450.99	-24.00	-2.0%	451.47	-2.0%	12.00	451.23	-6.0%
592+50	-6.0%	451.44	-24.00	-2.0%	451.95	-2.0%	12.00	451.68	-6.0%
592+75	-4.7%	451.89	-24.00	-2.0%	452.41	-2.0%	12.00	452.13	-4.7%
593+00	-3.3%	452.34	-24.00	-2.0%	452.86	-2.0%	12.00	452.58	-3.2%
593+25	-2.0%	452.79	-24.00	-2.0%	453.28	-2.0%	12.00	453.03	-2.0%
593+50	-2.0%	453.21	-24.00	-2.0%	453.69	-2.0%	12.00	453.45	-2.0%
593+75	-2.0%	453.62	-24.00	-2.0%	454.10	-2.0%	12.00	453.86	-2.0%
594+00	-2.0%	454.03	-24.00	-2.0%	454.51	-2.0%	12.00	454.27	-2.0%
594+25	-2.0%	454.44	-24.00	-2.0%	454.92	-2.0%	12.00	454.68	-2.0%
594+50	-2.0%	454.85	-24.00	-2.0%	455.33	-2.0%	12.00	455.09	-2.0%
594+75	-2.0%	455.26	-24.00	-2.0%	455.74	-2.0%	12.00	455.50	-2.0%
595+00		455.66	-24.00	-2.0%	456.15	-2.0%	12.00	455.90	-2.0%
595+25		456.30	-12.00	-2.0%	456.55	-2.0%	12.00	456.30	-3.5%
595+50		456.70	-12.00	-2.0%	456.96	-2.0%	12.00	456.70	-4.7%
595+75		457.10	-12.00	-2.0%	457.36	-2.0%	12.00	457.10	-6.0%
596+00		457.50	-12.00	-2.0%	457.76	-2.0%	12.00	457.50	-6.0%
596+25		457.90	-12.00	-2.0%	458.15	-2.0%	12.00	457.90	-6.0%
596+50		458.30	-12.00	-2.0%	458.55	-2.0%	12.00	458.30	-6.0%
596+75		458.70	-12.00	-2.0%	458.94	-2.0%	12.00	458.70	-6.0%
597+00		459.10	-12.00	-2.0%	459.33	-2.0%	12.00	459.10	-6.0%
597+25	-6.0%	459.50	-12.00	-2.0%	459.73	-2.0%	12.00	459.50	-6.0%
597+50	-6.0%	459.91	-12.00	-2.0%	460.14	-2.0%	12.00	459.91	-6.0%
597+75	-6.0%	460.31	-12.00	-2.0%	460.55	-2.0%	12.00	460.31	-6.0%
598+00	-6.0%	460.75	-12.00	-2.0%	460.97	-2.0%	12.00	460.75	-6.0%
598+25	-6.0%	461.18	-12.00	-2.0%	461.41	-2.0%	12.00	461.18	-6.0%
598+50	-6.0%	461.62	-12.00	-2.0%	461.85	-2.0%	12.00	461.62	-6.0%
598+75	-6.0%	462.06	-12.00	-2.0%	462.29	-2.0%	12.00	462.06	-6.0%
599+00	-6.0%	462.50	-12.00	-2.0%	462.74	-2.0%	12.00	462.50	-6.0%
599+25	-6.0%	462.96	-12.00	-2.0%	463.20	-1.8%	12.00	462.96	-6.0%
599+50	-6.0%	463.41	-12.00	-2.0%	463.65	-1.5%	12.00	463.47	-6.0%
599+75	-6.0%	463.85	-12.00	-2.0%	464.09	-1.2%	12.00	463.95	-6.0%
600+00	-6.0%	464.28	-12.00	-2.0%	464.52	-1.0%	12.00	464.40	-6.0%
600+25	-6.0%	464.66	-12.00	-2.5%	464.96	-1.0%	12.00	464.84	-6.0%

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220typ2.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: B.GEIGER
TYPICAL SECTIONS - TYP 9

PLOT DATE: 1/29/2026
DRAWN BY: M. CARIGNAN
CHECKED BY: L. SFINTESCU

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2024 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS. THE BRIDGE WAS DESIGNED WITH THE 2020 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, AND ITS LATEST REVISIONS.

2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS.

3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS NOTED OTHERWISE.

4. THE BRIDGE IS DESIGNED FOR HL-93 LIVE LOAD WITH A 2.5 INCH ALLOWANCE FOR FUTURE PAVEMENT.

5. THE EXISTING BRIDGES CONTAIN STRUCTRUAL STEEL. THE STRUCTURAL STEEL MAY BE PAINTED WITH MATERIAL THAT CONTAINS LEAD. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE REGULATIONS WHEN HANDLING AND WORKING WITH THIS STEEL. THE REMOVED STRUCTURAL STEEL IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE REMOVED EXISTING STRUCTURAL STEEL. COSTS FOR REMOVING AND DISPOSAL OF STRUCTURAL STEEL WILL BE PAID FOR UNDER ITEM 529.1500, "REMOVAL OF STRUCTURE".

6. THE REMOVAL OF THE EXISTING BRIDGES WILL BE PAID FOR UNDER ITEMS 529.1500, "REMOVAL OF STRUCTURE". THIS WORK SHALL INCLUDE THE COMPLETE REMOVAL AND DISPOSAL OF THE EXISTING BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE, INCLUDING ALL BRIDGE RAILINGS, BEARINGS, BRIDGE DRAINAGE AND ANCHOR BOLTS. THE EXISTING ABUTMENTS SHALL BE REMOVED IN THEIR ENTIRETY. THE EXISTING PILES SHALL BE CUTOFF A MINIMUM OF 2'-0" BELOW PROPOSED FINISHED GRADE. THE EXISTING PIERS SHALL BE REMOVED TO A MINIMUM DEPTH OF 1'-0" BELOW BOTTOM OF ROADWAY SUBBASE.

   THE EXISTING FASCIA CATCH SYSTEMS LOCATED ON EACH FASCIA OF BOTH BRIDGES SHALL BE SALVAGED AND RETURNED TO THE AGENCY. THE CONTRACTOR SHALL TRANSPORT THE DISASSEMBLED FASCIA CATCH SYSTEMS AS DIRECTED BY THE RESIDENT. ALL COSTS ASSOCIATED WITH THE REMOVAL AND TRANSPORTATION OF THE FASCIA CATCH SYSTEMS SHALL BE CONSIDERED INCIDENTAL TO ITEM 529.1500, "REMOVAL OF STRUCTURE".

7. WORK ASSOCIATED WITH ITEM 551.1000, "PUBLIC PROTECTION FOR BRIDGE PROJECTS" SHALL NOT REDUCE THE EXISTING VERTICAL CLEARANCE ON US ROUTE 5 OVER LIVE TRAFFIC BELOW THE EXISTING BOTTOM FLANGE OR 14'-6", WHICHEVER IS LESS, WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

   THE APPROXIMATE EXISTING MINIMUM VERTICAL CLEARANCES ON US ROUTE 5, UNDER THE I-91 BRIDGES ARE LISTED BELOW:

   US ROUTE 5 NB UNDER I-91 SB BRIDGE: 13'-10"
   US ROUTE 5 NB UNDER I-91 NB BRIDGE: 17'-2"
   US ROUTE 5 SB UNDER I-91 SB BRIDGE: 15'-1"
   US ROUTE 5 SB UNDER I-91 NB BRIDGE: 18'-6"

8. THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND DRAINAGE SHOWN ON THE PLANS AND CROSS SECTIONS IS APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR.

9. NO EXISTING DRAINAGE PIPE OR STRUCTURE SHALL BE ABANDONED, REMOVED, OR PLUGGED WITHOUT PRIOR APPROVAL OF THE ENGINEER. PIPES TO BE ABANDONED SHALL BE FILLED WITH CONTROLLED DENSITY (FLOWABLE) FILL MEETING THE REQUIREMENTS OF SECTION 541.

10. TEMPORARY REMOVAL OF THE EXISTING RUMBLE STRILS WILL BE INCIDENTAL TO ITEM 210.1000, "COARSE-MILLING, BITUMINOUS PAVEMENT".

ENVIRONMENTAL CONTAINMENT

11. RESTORATION OF EXISTING AREAS TO BE REVEGETATED SHALL INCLUDE 4" OF ITEM 651.3500, "TOPSOIL", ITEM 651.1600, "TURF ESTABLISHMENT, SPECIALTY SEED", AND ITEM 653.2001, "ROLLED EROSION CONTROL PRODUCT, TYPE I".

12. ALL NATIVE EXCAVATED SOILS ARE TO BE DISPOSED OF IN ACCORDANCE WITH THE PROVISIONS FOR URBAN SOILS BACKGROUND AREA AS DETAILED IN THE NOTICE TO BIDDERS. ALL COSTS ASSOCIATED WITH PROPERLY HANDLING AND DISPOSING OF SOILS SHALL BE CONSIDERED INCIDENTAL TO THE EXCAVATION PAY ITEM. IT IS NOTED THAT ANY TEMPORARY FILL MATERIALS INSTALLED ONSITE FOR THE CONSTRUCTION OF TEMPORARY CROSSOVERS AND/OR TEMPORARY WIDENINGS SHOULD BE SEPARATED FROM THE NATIVE SOILS USING A SEPARATION GEOTEXTILE OR OTHER ACCEPTABLE METHOD TO SEPARATE NEW FILL MATERIAL FROM NATIVE MATERIAL. COSTS ASSOCIATED WITH SEPARATING NEW TEMPORARY FILL FROM NATIVE SOIL SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE TEMPORARY ROADWAY PAY ITEM. ANY NEW FILL MATERIAL PLACED DIRECTLY ON NATIVE SOIL WITHOUT AN ACCEPTABLE METHOD OF SEPARATION SHALL BE HANDLED AND DISPOSED OF AS NATIVE MATERIAL WITHIN AN URBAN SOILS BACKGROUND AREA. NO ADDITIONAL COMPENSATION FOR PROPER HANDLING AND DISPOSAL OF THIS MATERIAL SHALL BE MADE.

REINFORCING STEEL

13. REINFORCING STEEL BAR MARKS AND THE ASSOCIATED REINFORCING LEVEL SHALL BE AS INDICATED BELOW:

    A. BARS MARKED WITH AN "E' IN THEIR PREFIX INDICATE EPOXY COATED REINFORCING
    B. BARS MARKED WITH A ".3" IN THEIR SUFFIX INDICATE LEVEL III REINFORCING
    C. BARS NOT MARKED WITH AN "E" PREFIX OR SUFFIX FOLLOWING A DECIMAL POINT INDICATES PLAIN, UNCOATED REINFORCING STEEL

    ALL LEVEL III BARS SHALL BE SOLID STAINLESS STEEL.

14. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:

TOP SURFACE OF DECK SLAB (FOLLOWING GRINDING):	3 IN.
BOTTOM SURFACE OF DECK SLAB (OVERHANGS):	1½ IN.
ELSEWHERE UNLESS INDICATED:	3 IN.

H-PILES

15. ABUTMENT PILES
    A. THE PILES SHALL BE HP 12X74, DRIVEN VERTICALLY.
    B. PILES SHALL BE DRIVEN TO A NOMINAL AXIAL RESISTANCE OF 421 KIPS.

16. THE TOPS OF PILES AFTER DRIVING OR PLACEMENT SHALL NOT VARY FROM THE POSITION SHOWN ON THE PLANS BY MORE THAN 3 INCHES.

17. A MINIMUM OF ONE DYNAMIC TEST IS REQUIRED ON THE FIRST PILE INSTALLED AT EACH ABUTMENT. PAYMENT WILL BE MADE UNDER ITEM 505.4500, "DYNAMIC PILE LOADING TEST".

18. TO PREVENT DAMAGE TO THE PILES, PILE SHOES ARE REQUIRED FOR DRIVEN PILES AND SHALL CONFORM TO SUBSECTION 505.04(f).

19. PILE SOCKETS AT ABUTMENT 2 AND 4 SHALL BE PRE-DRILLED PER THE REQUIREMENTS OF ITEMS 546.1000, "PRE-EXCAVATATION OF ABUTMENT PILES, EARTH" AND 546.2000, "PRE-EXCAVATION OF ABUTMENT PILES, ROCK" TO THE DEPTHS SHOWN ON THE TYPICAL SECTIONS SHEET. ALL PRE-EXCAVATED HOLES SHALL BE A MINIMUM OF 30 INCHES IN DIAMETER AND BACKFILLED WITH FILLER MATERIAL MEETING VTRANS STANDARD SPECIFICATION TABLE 704.06B.

20. PILES SHALL BE PLACED IN THE ROCK SOCKET AND BACKFILLED WITH FILLER MATERIAL (ITEM 704.06B) PRIOR TO INSTALLING MSE WALLS.

21. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL IN-PLACE LENGTHS MAY VARY. REFER TO THE PROJECT GEOTECHNICAL DESIGN REPORT FOR INTERPRETIVE STRATIGRAPHIC SECTIONS AT ABUTMENTS FOR SLOPING BEDROCK BETWEEN BORINGS.

22. THE PILE SLEEVES AND MSE WALLS SHALL BE PLACED AFTER DRIVING PILES. PILES SHALL BE CENTERED IN THE PILE SLEEVE AND THE CONTRACTOR SHALL PROPOSE A METHOD TO ENSURE THAT THE PILE REMAINS CENTERED IN THE PILE SLEEVE. THE METHOD FOR CENTERING THE PILE IN THE SLEEVE SHALL BE DETAILED AND SUBMITTED TO THE ENGINEER FOR APPROVAL. PILE SLEEVES SHALL BE A MINIMUM 24-INCH ID HIGH DENSITY POLYETHYLENE (HDPE) PIPE WITH A CORRUGATED SURFACE OUTSIDE AND SMOOTH SURFACE INSIDE. PAYMENT FOR PILE SLEEVES WILL BE INCLUDED UNDER ITEM 505.1600, "STEEL PILING, HP 12X74".

23. AFTER PILES AND MSE WALLS ARE PLACED, UNCOMPACTED BACKFILL WITHIN THE SLEEVE SHALL BE FILLER MATERIAL MEETING VTRANS SPECIFICATION TABLE 704.06B, AND SHALL BE PLACED UNIFORMLY. UNCOMPACTED BACKFILL SHALL STOP 5-FT BELOW THE BOTTOM OF THE PILE CAP. THE TOP 5-FT OF THE SLEEVE SHALL NOT HAVE ANY BACKFILL RESULTING IN A FREE-STANDING PILE. PAYMENT FOR THE UNCOMPACTED BACKFILL WILL BE INCLUDED UNDER ITEM 505.1600, "STEEL PILING, HP 12X74".

CONCRETE

24. CONCRETE AND REINFORCING STEEL SHALL MEET THE FOLLOWING REQUIREMENTS:

CONCRETE		REINFORCING STEEL	
STRUCTURAL ELEMENT:	CONTRACT ITEM:	TO MEET REQUIREMENTS OF:	PAYMENT TO BE INCLUDED IN:
BRIDGE DECK & CURB	ITEM 501.3700, "PERFORMANCE-BASED CONCRETE, CLASS PCD"	LEVEL III (SOLID STAINLESS STEEL)	ITEM 507.1300, "REINFORCING STEEL, LEVEL III"
BRIDGE DECK HAUNCH	ITEM 541.2000, "CONCRETE, CLASS AA"	N/A	N/A
APPROACH SLABS	ITEM 501.3800, "PERFORMANCE-BASED CONCRETE, CLASS PCS"	LEVEL I (EPOXY)	ITEM 507.1100, "REINFORCING STEEL, LEVEL I)
INTEGRAL ABUTMENT (ABOVE CONSTRUCTION JOINT)	ITEM 501.3700, "PERFORMANCE-BASED CONCRETE, CLASS PCD"	LEVEL III (SOLID STAINLESS STEEL)	ITEM 507.1300, "REINFORCING STEEL, LEVEL III"
INTEGRAL ABUTMENT (BELOW CONSTRUCTION JOINT)	ITEM 501.3800, "PERFORMANCE-BASED CONCRETE, CLASS PCS"	LEVEL III (SOLID STAINLESS STEEL)	ITEM 507.1300, "REINFORCING STEEL, LEVEL III"
MSE WALL COPING	ITEM 227.0100, "RETAINING WALL, MECHANICALLY STABILIZED EARTH"	LEVEL III (SOLID STANLESS STEEL)	ITEM 227.0100, "RETAINING WALL, MECHANICALLY STABILIZED EARTH"

25. THE CONCRETE FOR THE DECK AND INTEGRAL ABUTMENT CONCRETE ABOVE THE CONSTRUCTION JOINT SHALL BE PLACED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. TRANSVERSE CONSTRUCTION JOINTS IN THE DECK ARE PROHIBITED. CONCRETE SHALL REMAIN PLASTIC THROUGHOUT THE ENTIRE PLACEMENT.

26. RELATIVE TO GRADE, ALL DECK POURS SHALL BEGIN FROM THE LOW ELEVATION END AND PROCEED TOWARDS THE HIGH ELEVATION END.

27. PRECAST PRESTRESSED CONCRETE DECK PANELS SHALL BE USED TO FORM THE BRIDGE DECK. THE DECK SHALL BE THEN CAST TO AN INITIAL TOTAL THICKNESS OF 9.75 INCHES (INCLUSIVE OF THE PRECAST PRESTRESSED CONCRETE DECK PANEL). AFTER THE DECK HAS CURED AND THE CONCRETE CURBS HAVE BEEN PLACED AND CURED, THE BRIDGE DECK SURFACE BETWEEN CURBS SHALL BE DIAMOND GROUND A NOMINAL 0.75 INCH FOR A RESULTING TOTAL DECK THICKNESS OF 9 INCHES. THE DISTANCE FROM THE TOP OF DECK TO THE TOP OF CONCRETE CURB SHALL BE 7" IN THE FINAL CONDITION. PAYMENT WILL BE MADE UNDER ITEM 509.1500, "CONCRETE BRIDGE DECK SURFACE PREPARATION". ALL CLEARANCES TO REINFORCING STEEL AND DIMENSIONS SHOWN ON THESE PLANS ARE REFERENCED TO THE FINAL TOP OF DECK SURFACE AFTER GRINDING UNLESS OTHERWISE NOTED.

28. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1" UNLESS OTHERWISE NOTED.

29. ITEM 514.1000, "WATER REPELLENT, SILANE", SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON THE BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES. SILANE SHALL BE APPLIED TO THE DECK SURFACE AFTER GRINDING.

30. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

31. ALL FORM SUPPORTS AND FORM TIES THAT ARE TO REMAIN PERMANENTLY IN THE CONCRETE, SHALL BE GALVANIZED AND CONFORM TO SECTION 726 OF THE SPECIFICATIONS.

32. THE PREFORMED JOINT FILLER SHALL MEET THE REQUIREMENTS OF SUBSECTION 707.09, PREFORMED JOINT FILLER, CLOSED-CELL FOAM. ALL COSTS ASSOCIATED WITH THIS WILL BE INCLUDED UNDER ITEM 501.3700, "PERFORMANCE-BASED CONCRTE, CLASS PCD".

33. BRIDGE PLAQUES, FURNISHED BY THE AGENCY, SHALL BE CAST INTO THE ABUTMENT 1 AND 3 WINGWALLS AS DIRECTED BY THE ENGINEER, SEE S-501 FOR DETAILS.

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: xl9a220notes.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: E.WILLIAMS
PROJECT NOTES 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: B.GEIGER

PRECAST PRESTRESSED DECK PANELS

34. PRESTRESSED CONCRETE DESIGN VALUES:
    A. CONCRETE COMPRESSIVE STRENGTH: F'C = 6 KSI
    B. CONCRETE COMPRESSIVE STRENGTH AT RELEASE: F'CI = 4 KSI
    C. PRESTRESSING STRANDS: 0.375 INCH DIAMETER, 270 KSI, LOW-RELAXATION 7-WIRE STRANDS, CONFORMING TO THE REQUIREMENTS OF ASTM A416.
    D. JACKING FORCE PER PRESTRESSING STRAND = 17.2 KIPS
    E. ASSUMED MODULUS OF ELASTICITY FOR THE STRAND IS 28,500 KSI.

35. TEMPORARY BRACING BETWEEN PANELS SHALL BE PROVIDED AS REQUIRED TO PREVENT PANEL MOVEMENT TRANSVERSE TO THE GIRDERS AND SHALL BE INCLUDED ON THE FABRICATION DRAWINGS.

36. ALL COSTS ASSOCIATED WITH PROVIDING AND PLACING BEDDING STRIPS AND MATERIAL FOR HAUNCH POURS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 510.4000, "PRESTRESSED CONCRETE DECK PANELS".

37. THE MATERIAL USED FOR THE HAUNCH POUR SUPPORTING THE PANELS SHALL BE CONCRETE, CLASS AA MEETING THE REQUIREMENTS OF SECTION 541. THE HAUNCH POUR SHALL BE ALLOWED TO CURE FOR A MINIMUM OF 3 DAYS PRIOR TO PLACING THE CONCRETE DECK.

38. REGARDLESS OF THE CURING METHOD FOR THE HAUNCH POUR, THE TOP AND SIDE SURFACES OF THE PANELS SHALL BE FULLY SATURATED WITH WATER FOR A PERIOD OF AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF THE CONCRETE OVERLAY.

39. THE CONTRACTOR IS ADVISED THAT DURING THE PLACEMENT OF CONCRETE FOR THE TOP PORTION OF THE DECK, THE EXTERIOR GIRDERS MAY DEFELECT MORE THAN THE INTERIOR GIRDERS DUE TO THE PANEL DEAD LOAD DISTRIBUTION. CONCRETE SHALL BE PLACED SUCH THAT THE LEADING EDGE OF CONCRETE IS PARALLEL WITH THE SKEW.

STRUCTURAL STEEL

40. ALL STRUCTURAL STEEL WILL BE PAID UNDER ITEMS 506.5000, "STRUCTURAL STEEL, ROLLED BEAM' AND 506.5500, "STRUCTURAL STEEL, PLATE GIRDER" AND SHALL CONFORM TO AASHTO M270M/M270 GRADE 50W.

41. ALL MEMBERS MARKED (CVN) MUST MEET THE CHARPY V-NOTCH TESTING REQUIREMENTS AS INDICATED IN SUBSECTION 714.01.

42. ALL FIELD CONNECTIONS SHALL BE MADE WITH TYPE 3, 7/8" DIAMETER HIGH-STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SUBSECTION 506.18.

43. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.

44. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE DESIGNED BY THE CONTRACTOR PLACED AT A MAXIMUM SPACING OF 4'-0". THE BRACKETS SHALL BEAR NEAR THE BOTTOM FLANGE AND IN NO CASE SHALL THEY BEAR ABOVE THE BOTTOM QUARTER OF THE WEB DEPTH.

45. BEARING STIFFENERS AND GIRDER ENDS SHALL BE VERTICAL UNDER FULL DEAD LOAD DEFLECTION. INTERMEDIATE CONNECTION PLATES MAY EITHER BE ALL PLUMB OR ALL NORMAL TO THE TOP FLANGE.

46. THE CONTRACTOR IS RESPONSIBLE FOR STABILITY OF THE BEAMS ONCE ERECTED, PRIOR TO AND DURING THE DECK AND INTEGRAL BACKWALL BEING CAST AND CURED.

47. CONTRACTOR TO REFER TO PRECAST CONCRETE DECK PANEL DETAILS SHEET FOR BEAM PROFILING INFORMATION.

TRAFFIC CONTROL

48. FOR GENERAL TRAFFIC CONTROL NOTES SEE VTRANS STANDARD T-1.

49. MAINTENANCE OF VEHICULAR TRAFFIC SHALL FOLLOW VTRANS 2024 STANDARD SPECIFICATIONS FOR CONSTRUCTION, SUBSECTION 104.04A MAINTENANCE OF VEHICULAR TRAFFIC. INTERSTATE CROSSOVERS SHALL NOT BE PERMITTED TO BE USED BY TRAFFIC BETWEEN NOVEMBER 15TH AND APRIL 15TH. A MINIMUM OF TWO LANES OF THROUGH TRAFFIC SHALL BE MAINTAINED ON I-91 NB AND I-91 SB DURING WINTER MONTHS.

50. PAYMENT FOR SIGNAGE AND TRAFFIC BARRELS WILL BE MADE UNDER ITEM 641.1000, "TRAFFIC CONTROL".

51. TRAFFIC CONTROL FOR UNIFORMED OFFICERS AND ROADWAY FLAGGERS ARE TO BE PAID FOR UNDER ITEM 630.1000, "UNIFORMED TRAFFIC OFFICERS", AND ITEM 630.1500, "FLAGGERS".

52. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL SIGNAGE SHALL BE COMPLETELY COVERED OR REMOVED. SIGN COVERINGS SHALL NOT DAMAGE THE RETRO-REFLECTIVITY OF THE SIGN FACE. SIGN COVERS SHALL NOT DETERIORATE FOR THE DURATION THAT THE SIGN IS COVERED.

53. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF SIGNS SHALL BE REMOVED.

54. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES PRIOR TO THE START OF CONSTRUCTION.

55. PROJECT APPROACH SIGNING AND TEMPORARY TRAFFIC CONTROL SHALL BE IN PLACE BEFORE ANY WORK BEGINS.

56. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) FOR REVIEW AND WRITTEN APPROVAL BY THE RESIDENT ENGINEER A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARS AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC.

57. THE CONTRACTOR SHALL MAINTAIN PREDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), PART 6.

58. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES, COMMERCIAL PROPERTIES AND TRANSIT STOPS. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.

59. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE MUST BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE FIRM, STABLE, SLIP-RESISTANT, AND CONTINUOUS WITH A MINIMUM 80 INCHES OVERHEAD CLEARANCE FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.

60. TEMPORARY PAVEMENT MARKINGS AND REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL MEET THE REQUIREMENTS OF SECTION 646. TEMPORARY PAVEMENT MARKINGS SHALL ALSO CONFORM TO THE REQUIREMENTS OF SUBSECTION 708.12(C) TEMPORARY PAVEMENT MARKING TAPE. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE TEMPORARY MARKINGS SHALL BE REMOVED BY PLACEMENT OF BLACK TEMPORARY PAVEMENT MASKING TAPE.

61. WHEN TEMPORARY CROSSWALKS ARE UTILIZED FOR THE TPAR, TEMPORARY DETECTABLE WARNINGS SHALL BE PLACED AT EACH END OF THE TEMPORARY CROSSWALKS. THE TEMPORARY CROSSWALK SHALL BE DELINEATED WITH TEMPORARY PAVEMENT MARKINGS OR TAPE. THE MARKINGS SHALL BE PARALLEL 12-INCH-WIDE WHITE LINES PLACE 7 FEET ON CENTER APART. IT SHOULD BE NOTED THAT CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 20 FEET IN ADVANCE OF MIDBLOCK CROSSWALKS. TEMPORARY CROSSWALK SIGNS SHALL BE PROVIDED FOR THE CROSSWALK.

62. IF THERE IS WORK OCCURRING OVER AN OPEN SIDEWALK, PROTECTIVE OVERHEAD COVERING MUST BE PROVIDED AS NECESSARY TO ENSURE PROTECTION FROM FALLING OBJECTS AND DRIPPING FROM OVERHEAD STRUCTURES. COVERED WALKWAYS SHOULD BE STURDILY CONSTRUCTED AND ADEQUATELY LIGHTED FOR NIGHTTIME USE.

63. INDIVIDUAL CHANNELIZING DEVICES, TAPE, OR ROPE USED TO CONNECT INDIVIDUAL DEVICES AND OTHER DISCONTINUOUS BARRIERS AND DEVICES, PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES. THESE MEASURES DO NOT PROVIDE ACCEPTABLE PATH GUIDANCE ON TEMPORARY OR RE-ALIGNED SIDEWALKS OR OTHER PEDESTRIAN FACILITIES. PEDESTRIAN CHANNELIZING DEVICES SHALL INCLUDE A CONTINUOUSLY DETECTABLE BOTTOM AND TOP EDGE THROUGHOUT THE LENGTH OF THE FACILITY SUCH THAT IT CAN BE FOLLOWED BY PEDESTRIANS USING LONG CANES FOR GUIDANCE.

64. CHANNELIZING DEVICES ON BOTH SIDES OF THE TPAR SHALL INCLUDE CONTINUOUS SOLID TOP AND BOTTOM RAILS. THE TOP EDGE OF THE TOP RAIL SHALL BE BETWEEN 32 INCHES AND 38 INCHES ABOVE GROUND LEVEL. THE BOTTOM RAIL SHALL BE AT LEAST 6 INCHES WIDE, WITH THE BOTTOM EDGE OF THE BOTTOM RAIL SURFACE NO HIGHER THAN 2 INCHES ABOVE THE GROUND.

65. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASHWORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.

66. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.

67. PROVISION OF THE TPAR AND ALL ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY CURB RAMPS, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO TRAFFIC CONTROL (ITEM 641.10.)

68. THE CONTRACTOR SHALL REVIEW AND USE THE "VERMONT BICYCLE AND PEDESTRIAN WORK ZONE TRAFFIC CONTROL GUIDE," AVAILABLE ON VTRANS WEBSITE TO DESIGN AND IMPLEMENT TRAFFIC CONTROL FOR BICYCLE AND PEDESTRIAN INTO THEIR SITE-SPECIFIC TRAFFIC CONTROL PLAN FOR ALL STAGES OF CONSTRUCTION.

69. TEMPORARY TRAFFIC BARRIER SHALL MEET THE REQUIREMENTS OF SUBSECTION 621.07. PAYMENT FOR FURNISHING, MAINTAINING, INSTALLATION, REMOVAL, AND RESETTING WILL BE INCLUDED UNDER ITEMS 621.2400 AND 621.0200.

70. PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE PAID FOR SEPARATELY UNDER ITEM 641.1500, "PORTABLE CHANGEABLE MESSAGE SIGN" AND SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO THE START OF THE BRIDGE CLOSURE PERIOD.

71. PER STANDARD T-14, EXISTING GUARDRAIL ALONG CROSSOVERS SHALL BE REMOVED AND RESET SO THAT THE GUARDRAIL PANEL LAP IS IN THE DIRECTION OF TRAFFIC AND SHALL BE RETURNED TO THE ORIGINAL LAP WHEN THE LANE IS OPENED TO THE ORIGINAL TRAFFIC DIRECTION. ALL COSTS SHALL BE INCIDENTAL TO THE APPROPRIATE 641.1000 TRAFFIC CONTROL ITEM.

72. TRAFFIC SHALL ONLY BE PERMITTED ON CROSSOVERS DURING THE I/D PERIODS AS DEFINED IN THE SPECIAL PROVISIONS.

73. CLOSURE OF THE I-91 SB ON-RAMP SHALL ONLY BE PERMITTED FROM THE BEGINNING OF THE BRIDGE 4S I/D PERIOD TO THE END OF THE BRIDGE 4N I/D PERIOD AS DEFINED IN THE SPECIAL PROVISION.

74. THE EXISTING SPEED LIMIT ON I-91 IS 65 MPH. THE SPEED LIMIT WILL BE REDUCED TO 55 MPH IN THE WORK ZONE FOR THIS PROJECT. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED. ALL OTHER EXISTING SIGNS IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL CONDITIONS SHALL BE REMOVED OR COMPLETELY COVERED. SIGN COVERINGS SHALL NOT DAMAGE THE RETRO-REFLECTIVITY OF THE SIGN FACE. ALSO, THE SIGN COVER SHALL NOT DETERIORATE FOR THE DURATION THAT THE SIGN IS COVERED. A RESUMED SPEED LIMIT SIGN SHALL BE POSTED AT THE END OF THE WORK ZONE.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
					1011 - ROADWAY	1051 - EROSION CONTROL	1211 - BRIDGE NO. 1	1221 - BRIDGE NO. 2	1999 - FULL C.E. ITEMS	2031 - TRAINING	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
					1						1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.1000				
					4300						4300		CY	COMMON EXCAVATION	203.1500				
							87	45			132		CY	SOLID ROCK EXCAVATION	203.1600				
					2600						2600		CY	EARTH BORROW	203.3000				
							733	583			1316		CY	GRANULAR BORROW	203.3200				
					940						940		CY	TRENCH EXCAVATION OF EARTH	204.2000				
					1						1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.2200				
					19400						19400		SY	COARSE-MILLING, BITUMINOUS PAVEMENT	210.1000				
					10900						10900		LF	MILLED RUMBLE STRIPS, SHOULDER	213.2010				
								1			1		LS	RETAINING WALL, MECHANICALLY STABILIZED EARTH (I-91 BRIDGE 4S - ABUT. 3)	227.0100				
								1			1		LS	RETAINING WALL, MECHANICALLY STABILIZED EARTH (I-91 BRIDGE 4S - ABUT. 4)	227.0100				
							1				1		LS	RETAINING WALL, MECHANICALLY STABILIZED EARTH (I-91 BRIDGE 4N - ABUT. 1)	227.0100				
							1				1		LS	RETAINING WALL, MECHANICALLY STABILIZED EARTH (I-91 BRIDGE 4N - ABUT. 2)	227.0100				
					1						1		LS	DIVIDED HIGHWAY CROSSOVER (NORTHBOUND)	240.0100004				
					1						1		LS	DIVIDED HIGHWAY CROSSOVER (SOUTHBOUND)	240.0100004				
					14800						14800		CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.3500				
					250						250		TON	AGGREGATE SHOULDERS	402.1200				
					95						95		CWT	TACK COAT, EMULSIFIED ASPHALT	404.1100				
					1900						1900		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER II	406.0220				
					550						550		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IIS, QA TIER III	406.0230				
					1150						1150		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IIIS, QA TIER III	406.0330				
					1150						1150		TON	BITUMINOUS CONCRETE PAVEMENT, TYPE IVS, QA TIER III	406.0430				
					1						1		DL	PAY ADJUSTMENT, BCP, MIXTURE PROPERTIES (N.A.B.I.)	406.9100				
					1						1		DL	PAY ADJUSTMENT, BCP, MAT DENSITY (N.A.B.I.)	406.9200				
					1						1		DL	PAY ADJUSTMENT, BCP, PAVEMENT ROUGHNESS (N.A.B.I.)	406.9400				
					4750						4750		TON	MATERIAL TRANSFER VEHICLE	410.1000				
							187	201			388		CY	PERFORMANCE-BASED CONCRETE, CLASS PCD	501.3700				
							124	135			259		CY	PERFORMANCE-BASED CONCRETE, CLASS PCS	501.3800				
								1			1		LS	FURNISHING EQUIPMENT FOR DRIVING PILING (I-91 BRIDGE 4S)	504.1000				
							1				1		LS	FURNISHING EQUIPMENT FOR DRIVING PILING (I-91 BRIDGE 4N)	504.1000				
							354	361			715		LF	STEEL PILING, HP 12 × 74	505.1600				
							2	2			4		EACH	DYNAMIC PILE LOADING TEST	505.4500				
							34600	37200			71800		LB	STRUCTURAL STEEL, ROLLED BEAM (W30X116 DIAPHRAGM)	506.5000				
							333200	333200			666400		LB	STRUCTURAL STEEL, PLATE GIRDER	506.5500				
							9076	9640			18716		LB	REINFORCING STEEL, LEVEL I	507.1100				
							58757	63648			122405		LB	REINFORCING STEEL, LEVEL III	507.1300				
								1			1		LS	SHEAR CONNECTORS (I-91 BRIDGE 4S 3959 - 7/8 IN X 6 IN)	508.1500				
							1				1		LS	SHEAR CONNECTORS (I-91 BRIDGE 4N 3959 - 7/8 IN X 6 IN)	508.1500				
							6070	6520			12590		SF	CONCRETE BRIDGE DECK SURFACE PREPARATION	509.1500				
							3582	3918			7500		SF	PRESTRESSED CONCRETE DECK PANELS (3 1/2 IN)	510.4000				

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220qs.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
QUANTITY SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 15 OF 258

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
					1011 - ROADWAY	1051 - EROSION CONTROL	1211 - BRIDGE NO. 1	1221 - BRIDGE NO. 2	1999 - FULL C.E. ITEMS	2031 - TRAINING	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
							40	40			80		GAL	WATER REPELLENT, SILANE	514.1000				
							88	94			182		LF	BRIDGE EXPANSION JOINT, ASPHALTIC PLUG	516.1000				
							88	94			182		LF	JOINT SEALER, HOT POURED	524.1100				
							257	257			514		LF	BRIDGE RAILING, GALVANIZED 3 RAIL BOX BEAM	525.3130				
								1			1		LS	MAINTENANCE OF STRUCTURES AND APPROACHES (I-91 BRIDGE 4S)	527.1000				
							1				1		LS	MAINTENANCE OF STRUCTURES AND APPROACHES (I-91 BRIDGE 4N)	527.1000				
								1			1		EACH	REMOVAL OF STRUCTURE (I-91 BRIDGE 4S - 9702 SF)	529.1500				
							1				1		EACH	REMOVAL OF STRUCTURE (I-91 BRIDGE 4N - 6930 SF)	529.1500				
							8	8			16		CY	CONCRETE, CLASS AA	541.2000				
							10	10			20		LF	PRE-EXCAVATION OF ABUTMENT PILES, EARTH	546.1000				
							35	35			70		LF	PRE-EXCAVATION OF ABUTMENT PILES, ROCK	546.2000				
									1		1		LS	PUBLIC PROTECTION FOR BRIDGE PROJECTS	551.1000				
					182						182		LF	12 INCH CPEP(SL)	601.2605				
					75						75		LF	15 INCH CPEP(SL)	601.2610				
					49						49		LF	18 INCH CPEP(SL)	601.2615				
					3						3		EACH	CORING CONCRETE	602.4500				
					9						9		EACH	PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE	604.2000				
					4						4		EACH	SANITARY SEWER MANHOLE	604.2200				
					3						3		EACH	CHANGING ELEVATION OF DIS, CATCH BASINS, OR MANHOLES	604.4000				
					3						3		EACH	REHABILITATING DIS, CATCH BASINS, OR MANHOLES, CLASS I	604.4101				
								4			4		EACH	FRP BRIDGE DRAIN	605.1012001				
					5						5		MGAL	DUST CONTROL WITH WATER	609.1000				
					380						380		CY	STONE FILL, TYPE II	613.1002				
					1102						1102		LF	GRANITE SLOPE EDGING	616.2000				
					425						425		LF	VERTICAL GRANITE CURB	616.2100				
					333						333		LF	CAST-IN-PLACE CONCRETE CURB, TYPE B	616.2702				
					140						140		LF	REMOVING AND RESETTING CURB	616.4000				
					381						381		SY	REINFORCED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.1205				
					60						60		SF	DETECTABLE WARNING SURFACE	618.3000				
					14						14		EACH	YIELDING MARKER POSTS	619.1700				
							238	238			476		LF	SNOW BARRIER FENCE	620.7500				
					3171						3171		LF	REMOVAL OF GUARDRAIL	621.0100				
					4586						4586		LF	REMOVE AND RESET TEMPORARY TRAFFIC BARRIER	621.0200				
					100						100		LF	REMOVE AND RESET GUARDRAIL	621.0210				
					2750						2750		LF	STEEL BEAM GUARDRAIL	621.1060				
					3						3		EACH	ANCHOR FOR STEEL BEAM GUARDRAIL, MGS	621.1530				
					5900						5900		LF	TEMPORARY TRAFFIC BARRIER	621.2400				
					1						1		EACH	MTS, MGS, TANGENT, TL-3	621.3030				
					5						5		EACH	MTS, MGS, FLARED, TL-3	621.3130				
					7						7		EACH	ENERGY ABSORPTION ATTENUATOR, TEMPORARY, TL-2	621.7020				

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220qs.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
QUANTITY SHEET 2

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 16 OF 258

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
					1011 - ROADWAY	1051 - EROSION CONTROL	1211 - BRIDGE NO. 1	1221 - BRIDGE NO. 2	1999 - FULL C.E. ITEMS	2031 - TRAINING	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
					6						6		EACH	ENERGY ABSORPTION ATTENUATOR, TEMPORARY, TL-3	621.7030				
							4	4			8		EACH	GUARDRAIL APPROACH SECTION, 3 RAIL BOX BEAM	621.8130				
					370						370		LF	PVC SEWER PIPE, ALL-INCLUSIVE, 12 INCH	628.1548				
					1						1		LS	TRANSFER TO NEW SYSTEM, SANITARY SEWER, ALL-INCLUSIVE	628.4300				
					230						230		LF	DUCTILE IRON WATER PIPE, CEMENT-LINED, ALL-INCLUSIVE, 8 IN.	629.1732				
					1						1		LS	TRANSFER TO NEW SYSTEM, WATER, ALL-INCLUSIVE	629.4300				
					6000						6000		HR	UNIFORMED TRAFFIC OFFICERS	630.1000				
					9360						9360		HR	FLAGGERS	630.1500				
									1		1		LS	FIELD OFFICE, ENGINEER'S	631.1000				
									1		1		LS	TESTING EQUIPMENT, CONCRETE	631.1600				
									1		1		LS	TESTING EQUIPMENT, BITUMINOUS	631.1700				
									9000		9000		DL	FIELD OFFICE COMMUNICATIONS (N.A.B.I.)	631.2600				
					23						23		EACH	CPM SCHEDULE	633.1000				
										1040	1040		HR	EMPLOYEE TRAINEESHIP	634.1000				
					1						1		LS	MOBILIZATION/DEMOBILIZATION	635.1100				
					1						1		LS	TRAFFIC CONTROL (BRIDGE 4N)	641.1000				
					1						1		LS	TRAFFIC CONTROL (BRIDGE 4S)	641.1000				
					1						1		LS	TRAFFIC CONTROL (US ROUTE 5)	641.1000				
					6						6		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.1500				
					2						2		EACH	PORTABLE ARROW BOARD	641.1600				
					3500						3500		LF	DURABLE 4 INCH WHITE LINE, POLYUREA	646.4040				
					4300						4300		LF	DURABLE 4 INCH YELLOW LINE, POLYUREA	646.4140				
					6500						6500		LF	DURABLE 6 INCH WHITE LINE, POLYUREA	646.4240				
					2800						2800		LF	DURABLE 6 INCH YELLOW LINE, POLYUREA	646.4340				
					250						250		LF	DURABLE 8 INCH WHITE LINE, POLYUREA	646.4440				
					450						450		LF	DURABLE 8 INCH YELLOW LINE, POLYUREA	646.4540				
					250						250		LF	DURABLE 12 INCH WHITE LINE, POLYUREA	646.4640				
					60						60		LF	DURABLE 24 INCH STOP BAR, POLYUREA	646.4840				
					51						51		EACH	DURABLE LETTER OR SYMBOL, POLYUREA	646.4940				
					5850						5850		LF	TEMPORARY 4 INCH WHITE LINE, TYPE C TAPE	646.6012				
					6373						6373		LF	TEMPORARY 4 INCH YELLOW LINE, TYPE C TAPE	646.6112				
					20900						20900		LF	TEMPORARY 6 INCH WHITE LINE, TYPE C TAPE	646.6212				
					13000						13000		LF	TEMPORARY 6 INCH YELLOW LINE, TYPE C TAPE	646.6312				
					150						150		LF	TEMPORARY 12 INCH WHITE LINE, TYPE C TAPE	646.6612				
					6800						6800		SF	PAVEMENT MARKING MASK	646.8600				
						1050					1050		SY	GEOTEXTILE UNDER STONE FILL	649.3100				
						29000					29000		SY	TURF ESTABLISHMENT, SPECIALTY SEED	651.1600				
						33600					33600		SY	TURF ESTABLISHMENT, TEMPORARY SEED	651.1700				
						6940					6940		CY	TOPSOIL	651.3500				
						1					1		LS	EPSC PLAN	653.0100				

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QUANTITY SHEET 3

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 17 OF 258

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET 4

SUMMARY OF ESTIMATED QUANTITIES

1011 - ROADWAY	1051 - EROSION CONTROL	1211 - BRIDGE NO. 1	1221 - BRIDGE NO. 2	1999 - FULL C.E. ITEMS	2031 - TRAINING
	500				
	9000				
	5				
	49570				
	178				
	29				
	135				
	600				
	4900				
258					
330					
43					
3					
1					

TOTALS

GRAND TOTAL	FINAL
500	
9000	
5	
49570	
178	
29	
135	
600	
4900	
258	
330	
43	
3	
1	

DESCRIPTIONS

UNIT	ITEMS	ITEM NUMBER	ROUND
HR	MONITORING EPSC PLAN	653.0200	
DL	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	653.0300	
TON	HAY MULCH	653.1000	
SY	ROLLED EROSION CONTROL PRODUCT, TYPE I	653.2001	
CY	CHECK DAM, TYPE I	653.2501	
EACH	INLET PROTECTION DEVICE, TYPE I	653.4001	
CY	INLET PROTECTION DEVICE, TYPE III	653.4003	
LF	SILT FENCE, TYPE I	653.4701	
LF	PROJECT DEMARCATION FENCE	653.5500	
SF	TRAFFIC SIGN, FLAT SHEET ALUMINUM	675.2000	
LF	SQUARE TUBE SIGN POST AND ANCHOR	675.3410	
EACH	SIGN REMOVAL, FLAT SHEET ALUMINUM	675.5000	
EACH	RESETTING SIGNS	675.6000	
DL	PRICE ADJUSTMENT, ASPHALT (N.A.B.I.)	690.0300	

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220qs.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
QUANTITY SHEET 4

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 18 OF 258

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
- PROJECT DEMARCATION FENCE (PDF)
- BARRIER FENCE (BF)
- 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 PROPERTY BOUNDARY
- 4f — 4F PROPERTY BOUNDARY
- HAZ — HAZARDOUS WASTE

EPSC LAYOUT PLAN SYMBOLOGY

EPSC MEASURES

- SEDIMENT ISOLATION
- SILT FENCE
- SILT FENCE WOVEN WIRE
- CHECK DAM
- DISTURBED AREAS REQUIRING RE-VEGETATION
- EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLOGY

ENVIRONMENTAL RESOURCES

- WETLAND BOUNDARY
- RIPARIAN BUFFER ZONE
- WETLAND BUFFER ZONE
- SOIL TYPE BOUNDARY
- T&E — THREATENED & ENDANGERED SPECIES
- HAZ — HAZARDOUS WASTE AREA
- AG — AGRICULTURAL LAND
- HABITAT — FISH & WILDLIFE HABITAT
- FLOOD PLAIN — FLOOD PLAIN
- OHW — ORDINARY HIGH WATER (OHW)
- STORM WATER
- USDA FOREST SERVICE LANDS
- WILDLIFE HABITAT SUIT/CONN

ARCHEOLOGICAL & HISTORIC

- ARCH — ARCHEOLOGICAL BOUNDARY
- HISTORIC DIST — HISTORIC DISTRICT BOUNDARY
- HISTORIC — HISTORIC AREA
- (H) — HISTORIC STRUCTURE

CONVENTIONAL TOPOGRAPHIC SYMBOLOGY

EXISTING FEATURES

- ROAD EDGE PAVEMENT
- ROAD EDGE GRAVEL
- DRIVEWAY EDGE
- DITCH
- FOUNDATION
- FENCE (EXISTING)
- FENCE WOOD POST
- FENCE STEEL POST
- GARDEN
- ROAD GUARDRAIL
- RAILROAD TRACKS
- CULVERT (EXISTING)
- STONE WALL
- WALL
- WOOD LINE
- BRUSH LINE
- HEDGE
- BODY OF WATER EDGE
- LEDGE EXPOSED

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220legend.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: E. WILLIAMS
CONVENTIONAL SYMBOLOGY SHEET

PLOT DATE: 1/29/2026
DRAWN BY: M. CARIGNAN
CHECKED BY: L. SFINTESCU

PRIMARY CONTROL

HVCTRL #1
I91 EXIT 1
NORTH = 121729.6417
EAST = 1622877.3446
ELEV. = 438.5320

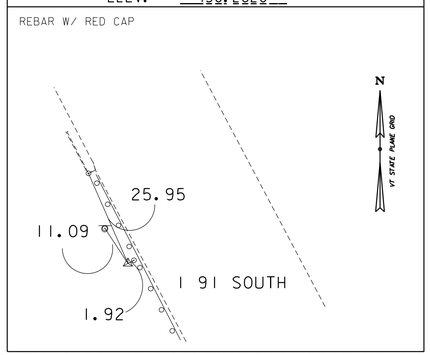
BRATTLEBORO, VT.
LOCATED IN THE GRASS TRAINGLE FORMED BY THE I 91 NB LANE, THE I 91 NB OFF-RAMP, AND CANAL STREET AT MILE MARKER 7.35. IT IS 7.4 M E OF AND ABOUT 2.2 M LOWER THAN THE EAST EDGE OF PAVEMENT OF THE I 91 NB LANE, 4.1 M WNW OF THE WEST NORTHWEST EDGE OF PAVEMENT OF THE I 91 NB OFF-RAMP, 11.8 M NNE OF MILE MARKER 7.35, 56.8 M S OF THE SOUTH END OF A METAL GUARD RAIL FOR THE OFF-RAMP, 40.0 M N OF THE SOUTH END OF A METAL GUARD RAIL FOR THE NB LANE, AND 0.3 M S OF A FIBERGLASS WITNESS.

HVCTRL #2
I91 EXIT 1 AZ MK
NORTH = 119904.2746
EAST = 1623110.8734
ELEV. = 497.4590

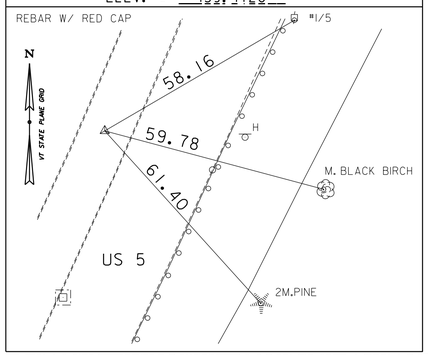
BRATTLEBORO, VT.
THE MARK IS SET EAST OF THE INTERSTATE 91 NORTHBOUND LANE IN THE TOP OF A MASSIVE ROCK OUTCROP. IT IS 0.4 MILES SOUTH OF THE CANAL STREET BRIDGE OVER I-91, AT MILE MARKER 7.
IT IS 7.7 M SOUTHEAST OF AND ABOUT 2.7 M HIGHER THAN THE I 91 NORTHBOUND SOUTHEAST EDGE OF PAVEMENT, 15.8 M WEST OF A 70 CM WHITE PINE WITH TRIANGULAR BLAZE, 19.6 M WEST-NORTHWEST OF A RIGHT-OF-WAY FENCE WITH TWIN DIAGONAL BRACING, AND 1.2 M SOUTHEAST OF THE NORTHWEST EDGE OF THE ROCK CUT.

SECONDARY CONTROL

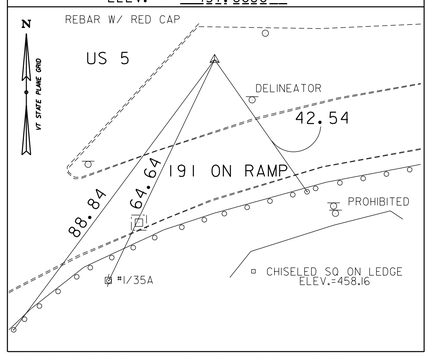
HVCTRL #10
NORTH = 122041.8476
EAST = 1622553.5318
ELEV. = 450.2620



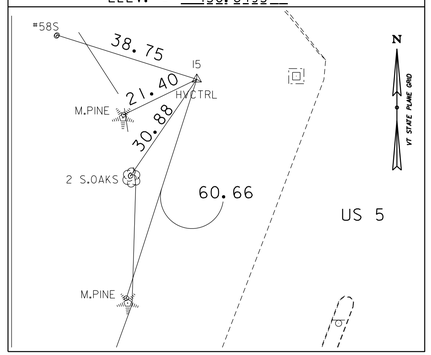
HVCTRL #11
NORTH = 121981.2749
EAST = 1622421.7494
ELEV. = 439.4120



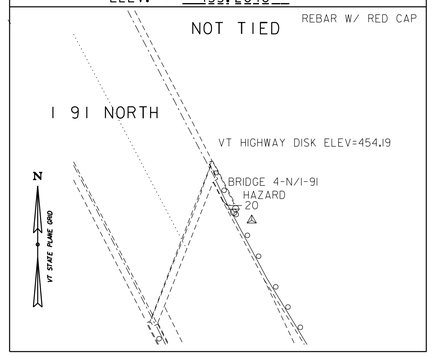
HVCTRL #12
NORTH = 121545.9675
EAST = 1622174.8196
ELEV. = 457.6080



HVCTRL #15
NORTH = 122668.6821
EAST = 1622621.9557
ELEV. = 430.6493



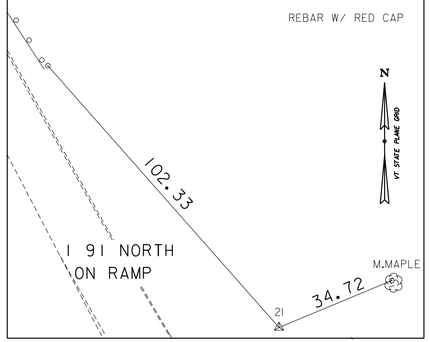
HVCTRL #20
NORTH = 122213.0740
EAST = 1622607.4490
ELEV. = 453.2040



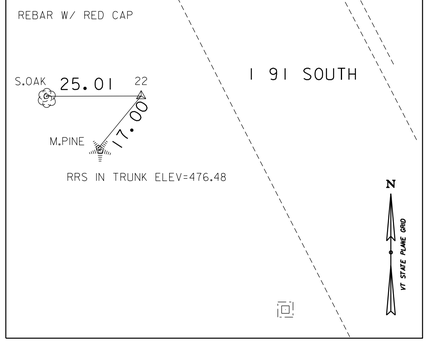
*TRAVERSE COMPLETED ON 9/24/2020 BY R.GILMAN B.HERRING H.MCGOWAN *SECONDARY TRAVERSE COMPLETED 5/14/2022 BY B.HERRING & H.MCGOWAN

SECONDARY TIES

HVCTRL # 21
NORTH = 123711.5900
EAST = 1621868.1190
ELEV. = 480.5450



HVCTRL #22
NORTH = 123153.6160
EAST = 1621961.9970
ELEV. = 472.8860



_____
NORTH = _____
EAST = _____
ELEV. = _____

_____
NORTH = _____
EAST = _____
ELEV. = _____

_____
NORTH = _____
EAST = _____
ELEV. = _____

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD83 (2011)
ADJUSTMENT COMPASS

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: X19A220TI.DGN
PROJECT LEADER: R.KLINEFELTER
DESIGNED BY: VTRANS
TIE SHEET

PLOT DATE: 1/29/2026
DRAWN BY: H.MCGOWAN
CHECKED BY: R. GILMAN
SHEET 20 OF 258

I-91 SB

		STATION	NORTHING	EASTING
lement: Circular				
	PC	567+01.49	119595.22	1622918.42
	PI	579+44.81	120797.50	1623235.22
	CC		120416.94	1619799.87
	PT	590+74.87	121901.30	1622662.96
	Radius:	3225.00		
	Delta:	42°09'56.75" Left		
	Degree of Curvature(Arc):	01°46'35.81"		
	Length:	2373.38		
	Tangent:	1243.32		
	Chord:	2320.18		
	Middle Ordinate:	215.88		
	External:	231.37		
	Tangent Direction:	N 14°45'41.67" E		
	Radial Direction:	S75°14'18.33" E		
	Chord Direction:	N 06°19'16.71" W		
	Radial Direction:	N 62°35'44.91" E		
	Tangent Direction:	N 27°24'15.09" W		

STEEL BEAM GUARDRAIL

I-91 SB STA. 587+60 TO STA. 591+50, LT (390')
I-91 NB STA. 390+12.5 TO STA. 392+25, LT (212.5')
I-91 NB STA. 388+25 TO STA. 392+25, RT (400')

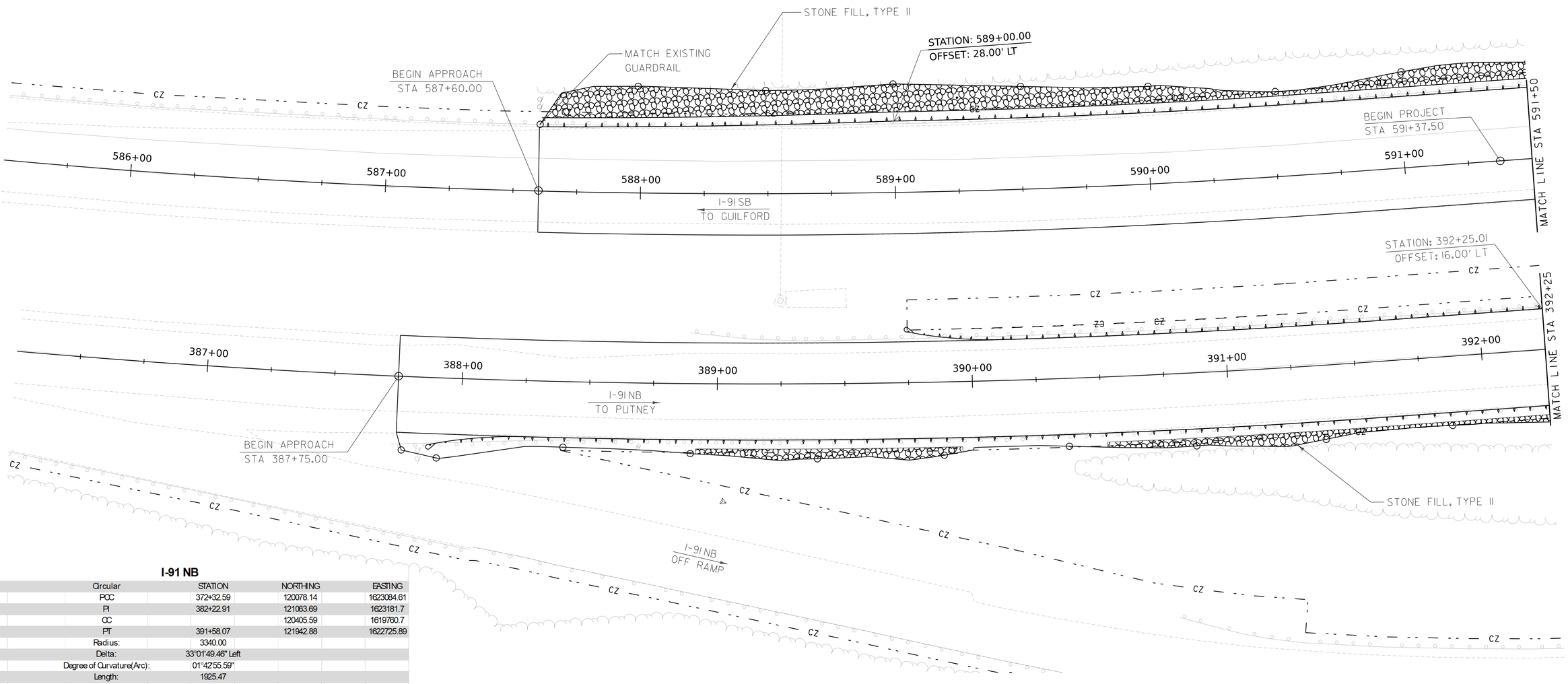
REMOVAL OF GUARDRAIL

I-91 SB STA. 587+60 TO STA. 591+50, LT (390')
I-91 NB STA. 388+89 TO STA. 392+25, LT (336')
I-91 NB STA. 387+72 TO STA. 392+25, RT (452')

MTS, MGS, FLARED, TL-3

I-91 NB STA. 390+12.5, LT
I-91 NB STA. 388+25, RT

VT STATE PLANE GRID N



I-91 NB

Element:	Circular	STATION	NORTHING	EASTING
	PCC	372+32.59	120078.14	1623084.61
	PI	382+22.91	121063.69	1623181.7
	CC		120405.59	1619760.7
	PT	391+58.07	121942.88	1622725.89
	Radius:	3340.00		
	Delta:	33°01'49.46" Left		
	Degree of Curvature(Arc):	01°42'55.59"		
	Length:	1925.47		
	Tangent:	990.32		
	Chord:	1898.92		
	Middle Ordinate:	137.79		
	External:	143.72		
	Tangent Direction:	N 05°37'34.37" E		
	Radial Direction:	S84°22'25.63" E		
	Chord Direction:	N 10°53'20.36" W		
	Radial Direction:	N 62°35'44.91" E		
	Tangent Direction:	N 27°24'15.09" W		

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr.dgn
PROJECT LEADER: B.GEIGER
DESIGNED BY: E.WILLIAMS
I-91 LAYOUT SHEET PLAN 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 21 OF 258

REMOVAL OF GUARDRAIL

I-91 SB STA. 591+50 TO STA. 592+86, LT (136')
I-91 SB STA. 592+66 TO STA. 593+25, RT (59')
I-91 SB STA. 594+82 TO STA. 597+03, LT (221')
I-91 SB STA. 595+27 TO STA. 597+50, RT (223')
I-91 NB STA. 392+25 TO STA. 394+39, LT (214')
I-91 NB STA. 392+25 TO STA. 394+65, RT (241')
I-91 NB STA. 396+38 TO STA. 396+96, LT (58')
I-91 NB STA. 396+64 TO STA. 398+25, RT (161')

STEEL BEAM GUARDRAIL

I-91 SB STA. 591+50 TO STA. 592+97, LT (147')
I-91 SB STA. 592+50 TO STA. 593+14, RT (64')
I-91 SB STA. 595+01 TO STA. 597+50, RT (249')
I-91 SB STA. 594+84 TO STA. 703+50, RT (ALONG RAMP) (230')
I-91 NB STA. 392+25 TO STA. 394+48, LT (223')
I-91 NB STA. 396+35 TO STA. 397+00, LT (65')
I-91 NB STA. 392+25 TO STA. 394+63, RT (238')
I-91 NB STA. 396+50 TO STA. 398+25, RT (175')

GUARDRAIL APPROACH SECTION, 3 RAIL BOX BEAM

I-91 SB STA. 592+97.12 TO STA. 593+26.30, LT
I-91 SB STA. 593+14.23 TO STA. 593+43.41, RT
I-91 SB STA. 594+54.57 TO STA. 594+83.75, LT
I-91 SB STA. 594+71.67 TO STA. 595+00.85, RT
I-91 NB STA. 394+48.13 TO STA. 394+77.31, LT
I-91 NB STA. 394+63.41 TO STA. 394+92.59, RT
I-91 NB STA. 396+05.50 TO STA. 396+34.68, LT
I-91 NB STA. 396+20.79 TO STA. 396+49.96, RT

SEE US RTE 5 - PLAN 2

US RTE 5 SB TO GUILFORD

VT STATE PLANE GRID

I-91 SB ON RAMP

Element: Linear		STATION	NORTHING	EASTING
	PT	704+82.74	122342.29	1622407.3
	POE	706+74.58	122171.98	1622495.6

BRIDGE 4S
STA 594+11.27 I-91 SB=
STA 47+60.80 US RTE 5

BEGIN BRIDGE 4S
STA 593+38.47

END BRIDGE 4S
STA 594+64.53

STONE FILL, TYPE II

I-91 SB ON RAMP

MATCH LINE STA 591+50

MATCH LINE STA 597+50

592+00 593+00 594+00 595+00 596+00 597+00

704+00 705+00 706+00

I-91 SB TO GUILFORD

END PROJECT
STA 595+50.00

I-91 SB TO GUILFORD

STATION: 394+25.00
OFFSET: 19.00' LT

BEGIN PROJECT
STA 394+00.00

BEGIN BRIDGE 4N
STA 394+85.47

BRIDGE 4N
STA 395+52.79 I-91 NB=
STA 48+60.89 US RTE 5

END BRIDGE 4N
STA 396+11.53

STATION: 396+50.00
OFFSET: 19.00' LT

MATCH LINE STA 392+25

MATCH LINE STA 398+25

393+00 394+00 395+00 396+00 397+00 398+00

I-91 NB TO PUTNEY

STONE FILL, TYPE II

46+00 47+00 48+00 49+00 50+00 100+00 101+00

US RTE 5 NB TO BRATTLEBORO

END PROJECT
STA 397+0.00

BRIDGE RAILING, GALVANIZED 3 RAIL BOX BEAM

I-91 SB STA. 593+26.30 TO STA. 594+54.57, LT (128.27')
I-91 SB STA. 593+43.41 TO STA. 594+71.67, RT (128.26')
I-91 NB STA. 394+77.31 TO STA. 396+05.50, LT (128.19')
I-91 NB STA. 394+92.59 TO STA. 396+20.79, RT (128.20')

ANCHOR FOR STEEL BEAM GUARDRAIL

I-91 SB STA. 592+50, RT
I-91 NB STA. 397+00, LT

MTS, MGS, FLARED, TL-3

I-91 SB ON RAMP STA. 703+50, RT

EXISTING BRIDGE DATA (BRIDGE NOS. 4 N&S)

2-SPAN SIMPLY SUPPORTED CAST-IN-PLACE CONCRETE
DECK ON ROLLED BEAMS WITH PARTIAL LENGTH
WELDED COVER PLATES (TOP AND BOTTOM).
SPAN LENGTHS = 2 SPANS AT 96'-4"
STRUCTURE LENGTHS = 195'-4" (CL BRG. ABUT 1 TO CL BRG. ABUT 2)
DECK WIDTHS OUT TO OUT = 48'-10" (I-91 SB), 34'-10" (NB)
CONCRETE DECK THICKNESS = 7 1/2"
PAVEMENT THICKNESS = VARIES
BRIDGES CONSTRUCTED IN 1959

I-91 NB OFF RAMP

300+00 301+00

SEE US RTE 5 - PLAN 3

I-91 SB

Element: Linear		STATION	NORTHING	EASTING
	PT	590+74.87	121901.3	1622662.96
	POE	627+00.00	125119.62	1620994.44
	Tangential Direction:	N 27°24'15.09" W		
Tangent	Tangential Length:	3625.13		

I-91 NB

Element:	Circular	STATION	NORTHING	EASTING
	PT	391+58.07	121942.88	1622725.89
	POE	421+30.17	124581.46	1621357.93
	Radial Direction:	N 27°24'15.09" W		
	Tangent Direction:	2972.10		

SEE SHEET 40 FOR PROPOSED WORK
ON CANAL ST & I-91 NB OFF RAMP

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 LAYOUT SHEET PLAN 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 22 OF 258

REMOVAL OF GUARDRAIL

I-91 SB STA. 597+50 TO STA. 600+22, RT (272')

STEEL BEAM GUARDRAIL

I-91 SB STA. 597+50 TO STA. 599+38, RT (188')
I-91 NB STA. 398+25 TO 398+45, RT (20')

MTS, MGS, FLARED, TL-3

I-91 SB STA. 599+38, RT

ANCHOR FOR STEEL BEAM GUARDRAIL

I-91 NB STA. 398+45, RT

I-91 SB ON RAMP				
lement: Circular				
PCC		702+35.27	122507.46	1622229.57
PI		703+64.12	122456.68	1622348.00
CC			122176.59	1622087.7
PCC		704+82.74	122342.29	1622407.3
Radius:	360.00			
Delta:	39°23'13.37"	Right		
Degree of Curvature(Arc)	15°54'55.78"			
Length:	247.48			
Tangent:	128.85			
Chord:	242.63			
Middle Ordinate:	21.06			
External:	22.37			
Tangent Direction:	S66°47'28.46"E			
Radial Direction:	S23°12'31.54"W			
Chord Direction:	S47°05'51.77"E			
Radial Direction:	S62°35'44.91"W			
Tangent Direction:	S27°24'15.09"E			

BR REALTY, LLC.

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

702+00

703+00

I-91 SB ON RAMP

I-91 SB OFF RAMP

BEGIN SB ON RAMP WORK
STA 702+75.00

CZ

END APPROACH
STA 600+25.00

MATCH LINE STA 597+50

598+00 599+00 600+00 601+00 602+00 603+00

I-91 SB
TO GUILFORD

STATION: 398+50.00
OFFSET: 16.00' LT

MATCH LINE STA 398+25

399+00 400+00 401+00 402+00 403+00 404+00

I-91 NB
TO PUTNEY

END APPROACH
STA 401+00.00

I-91 SB				
Element: Linear		STATION	NORTHING	EASTING
PT		590+74.87	121901.3	1622862.96
POE		627+00.00	125119.62	1620994.44
Tangential Direction:		N 27°24'15.09" W		
Tangent	Tangential Length:	3625.13		

I-91 NB				
Element:	Circular	STATION	NORTHING	EASTING
PT		391+58.07	121942.88	1622725.89
POE		421+30.17	124581.46	1621357.93
Radial Direction:		N 27°24'15.09" W		
Tangent Direction:		2972.10		

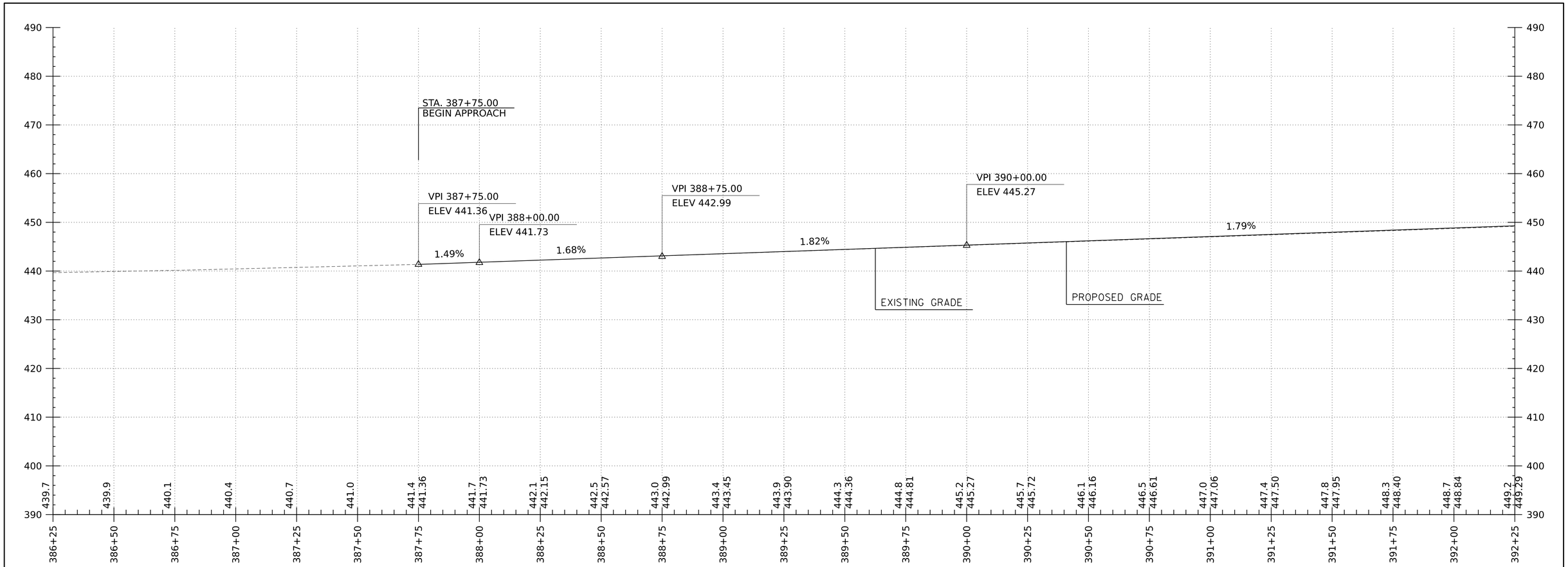
0 20 40
SCALE IN FEET

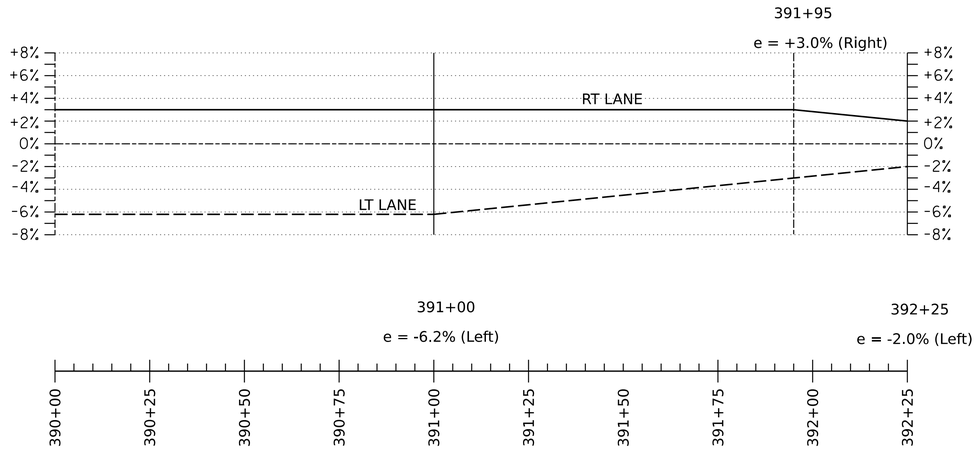
wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 LAYOUT SHEET PLAN 3

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 23 OF 258

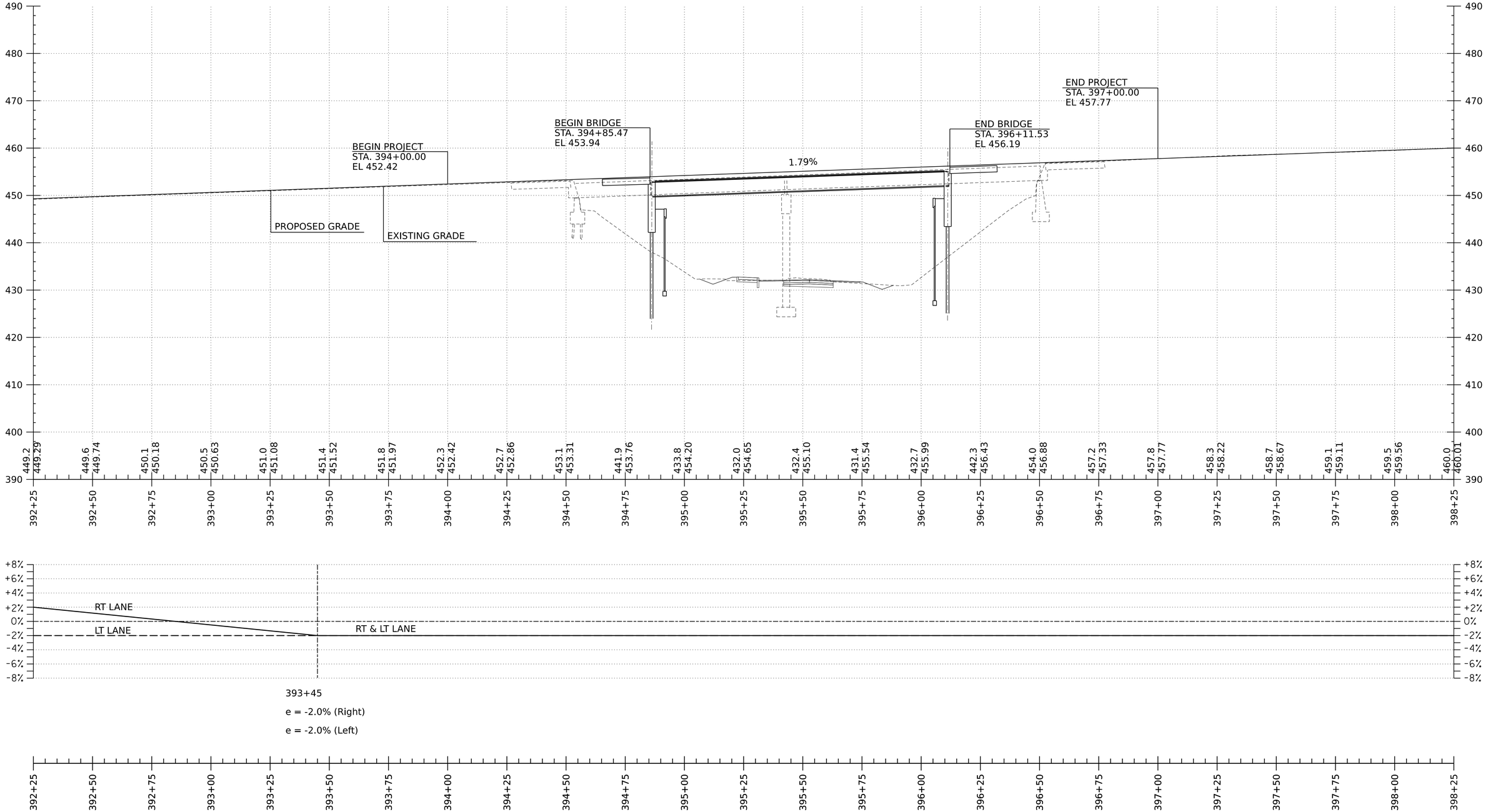




NOTES:
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 NB PROFILE
HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_I-91NB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B. GEIGER	CHECKED BY: L.SFINTESCU
I-91-NB PROFILE SHEET 1	SHEET 24 OF 258



NOTES:

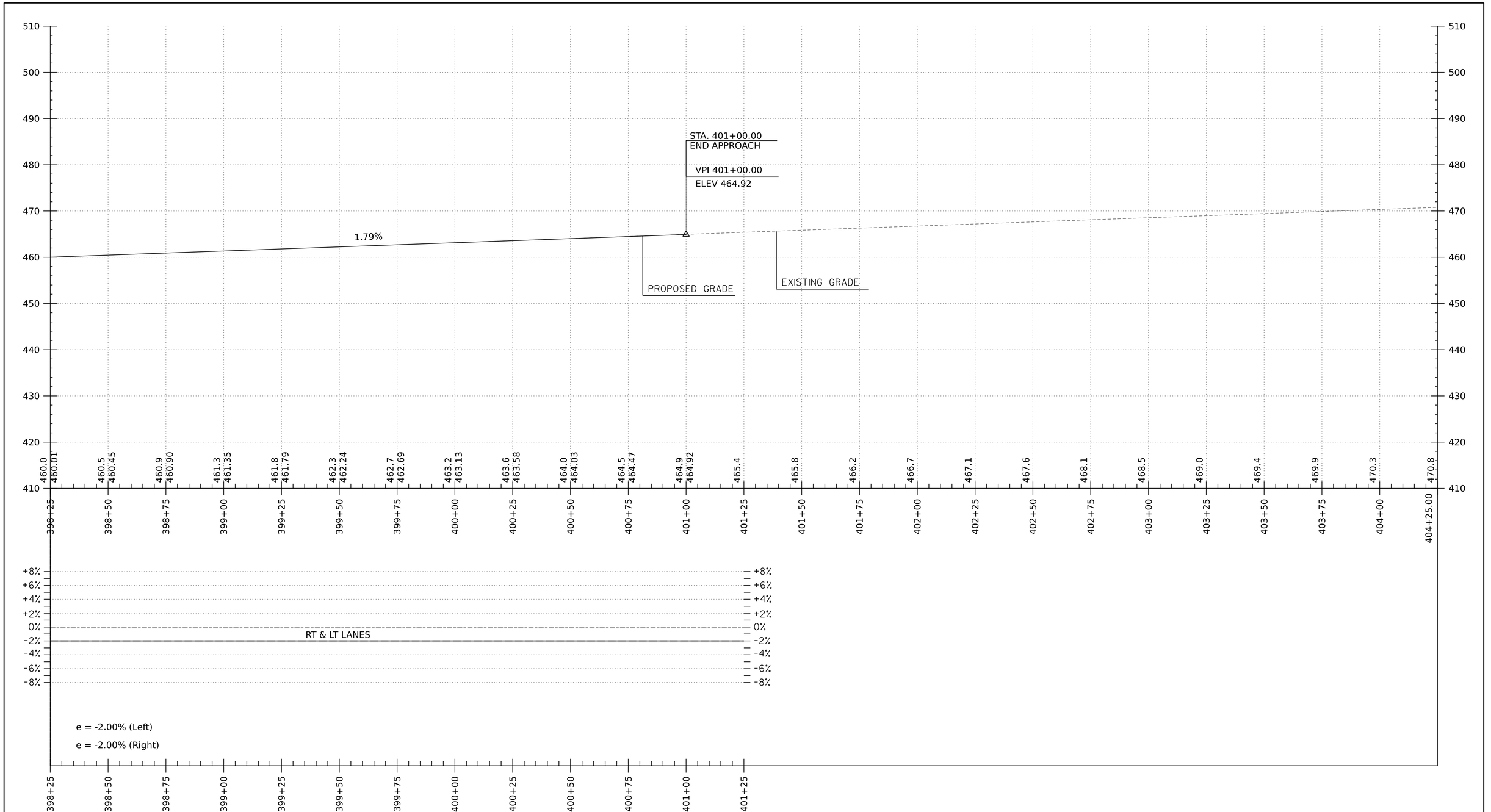
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 NB PROFILE

HORIZONTAL SCALE: 1" = 20'-0"

VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220pro_I-91NB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91-NB PROFILE SHEET 2	SHEET 25 OF 258



NOTES:

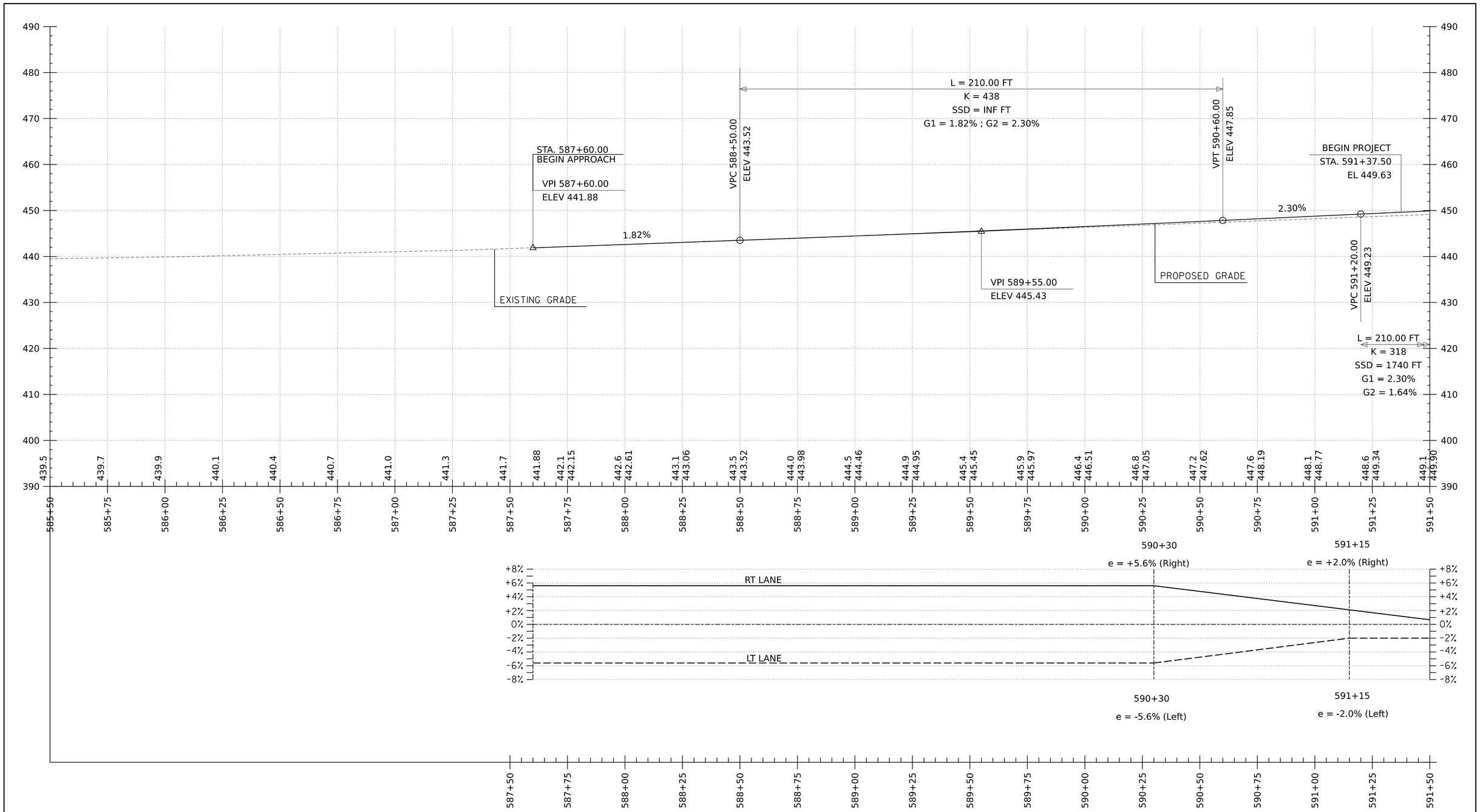
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 NB PROFILE

HORIZONTAL SCALE: 1" = 20'-0"

VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220pro_I-91NB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91-NB PROFILE SHEET 3	SHEET 26 OF 258



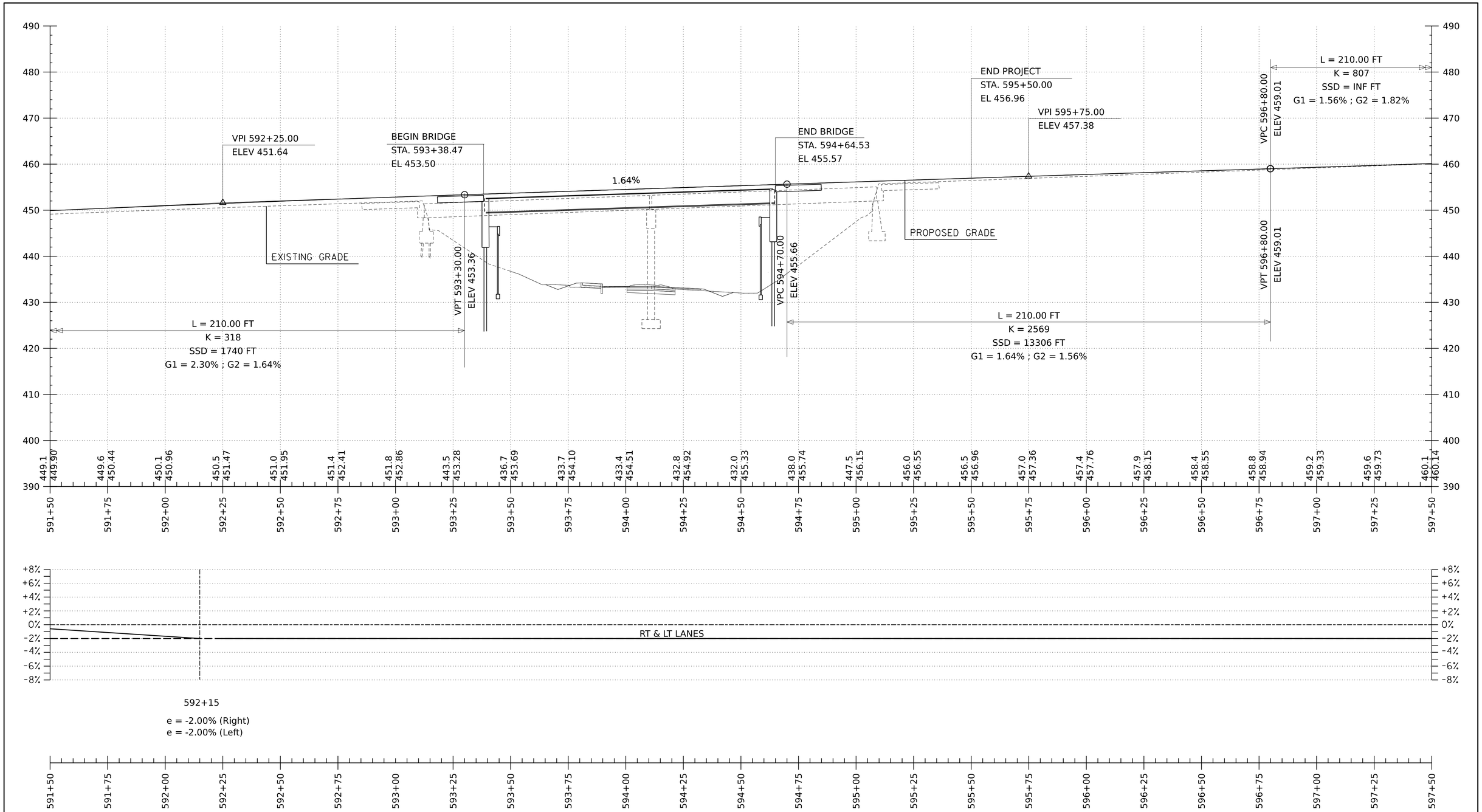
NOTES:

1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 SB PROFILE

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_I-91SB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91-SB PROFILE SHEET 1	SHEET 27 OF 258



NOTES:

1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 SB PROFILE

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220pro_I-91SB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91-SB PROFILE SHEET 2	SHEET 28 OF 258

L = 210.00 FT
K = 807
SSD = INF FT
G1 = 1.56% ; G2 = 1.82%

VPT 598+90.00
ELEV 462.56

VPI 599+50.00
ELEV 463.65

STA. 600+25.00
END APPROACH

VPI 600+25.00
ELEV 464.96

1.82%

1.75%

VPI 597+85.00
ELEV 460.65

PROPOSED GRADE

EXISTING GRADE

RT & LT LANES

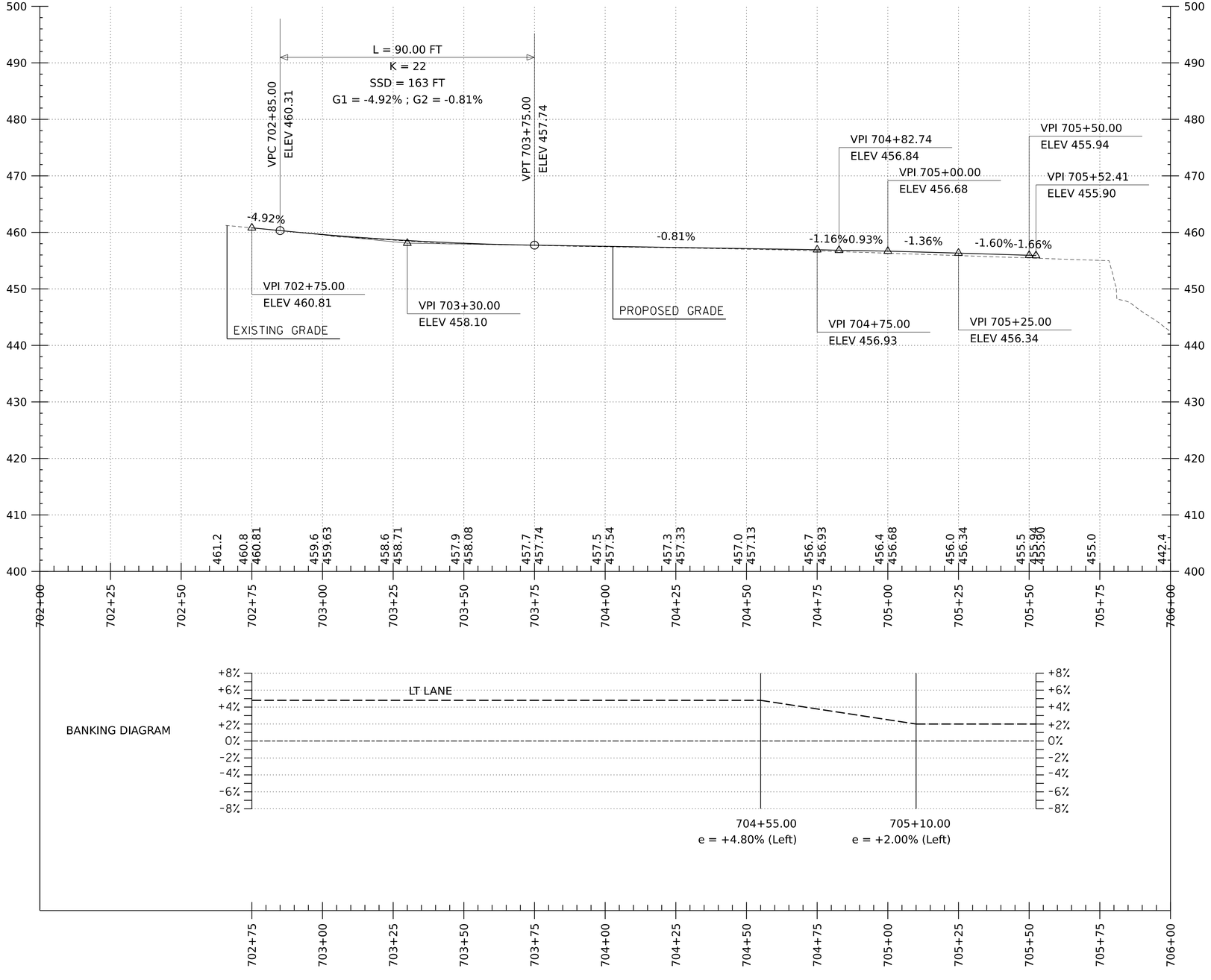
e = -2.00% (Right)

e = -2.00% (Left)

NOTES:
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 SB PROFILE
HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_I-91SB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91-SB PROFILE SHEET 3	SHEET 29 OF 258



NOTES:

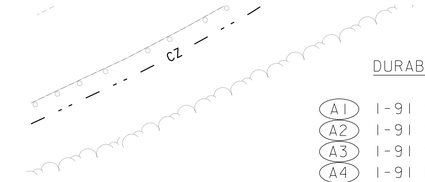
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 SB ON RAMP

HORIZONTAL SCALE: 1" = 20'-0"

VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_RAMPS.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
SB ON RAMP SHEET 1	SHEET 30 OF 258

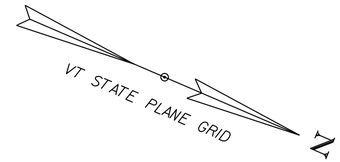


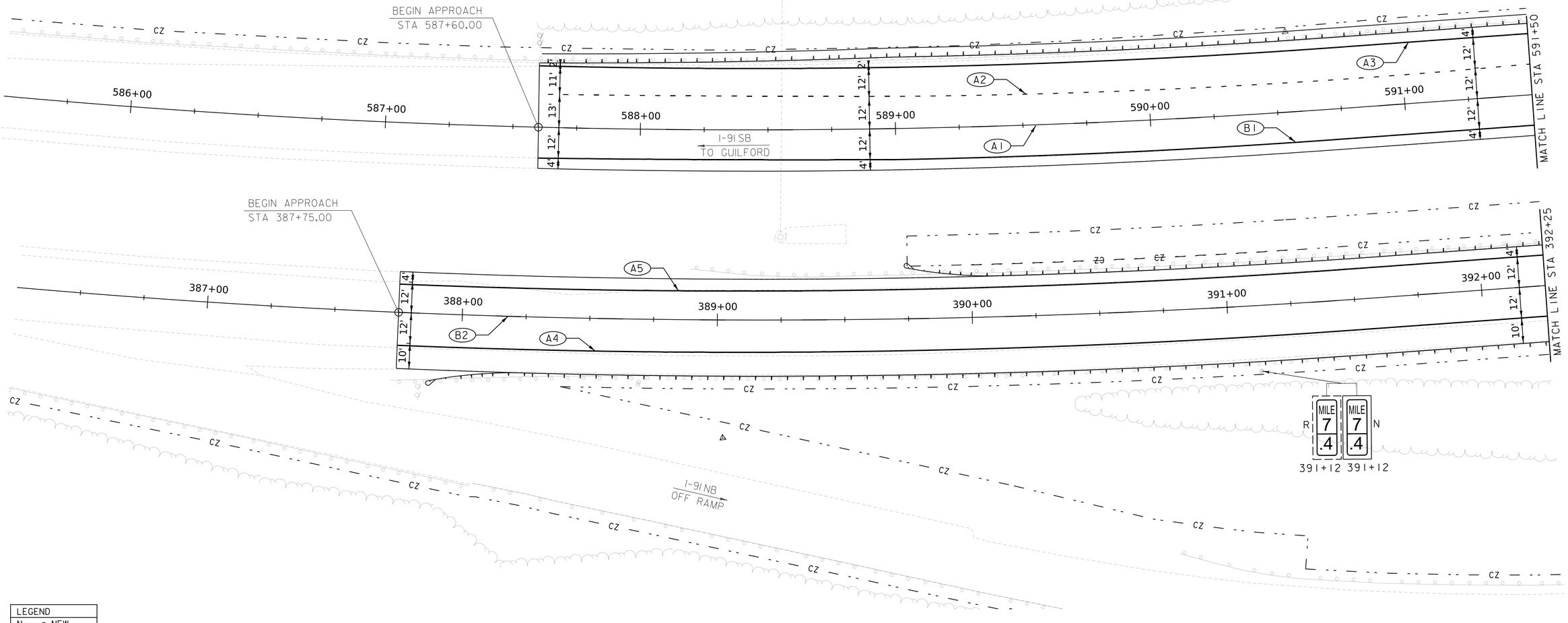
DURABLE 6 INCH WHITE LINE, POLYUREA

- (A1) I-91 SB STA. 587+60 TO STA. 591+50, CL (DASH) (390')
- (A2) I-91 SB STA. 587+60 TO STA. 591+50, LT (DOTTED) (390')
- (A3) I-91 SB STA. 587+60 TO STA. 591+50, LT (SOLID) (390')
- (A4) I-91 NB STA. 387+75 TO STA. 392+25, RT (SOLID) (225')
- (A5) I-91 NB STA. 387+75 TO STA. 392+25, CL (DASH) (225')

DURABLE 6 INCH YELLOW LINE, POLYUREA

- (B1) I-91SB STA. 587+60 TO STA. 591+50, RT (SOLID) (390')
- (B2) I-91NB STA. 387+75 TO STA. 392+25, LT (SOLID) (225')





LEGEND	
N	= NEW
RES	= RESET
RET	= RETAIN
R	= REMOVE

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_Striping_Signing.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 PAVEMENT MARKING & SIGNING PLAN 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 31 OF 258

SEE US RTE 5 - PLAN 2

DURABLE 6 INCH WHITE LINE, POLYUREA

- (A1) I-91 SB STA. 597+15 TO STA. 597+50, LT (SOLID) (35')
- (A2) I-91 SB STA. 591+50 TO STA. 597+50, CL (DASH) (600')
- (A3) I-91 SB STA. 591+50 TO STA. 595+90, LT (DOTTED) (440')
- (A4) I-91 SB STA. 591+50 TO STA. 595+62, LT (SOLID) (412')
- (A5) I-91 SB ON RAMP STA. 703+10 TO STA. 705+05, RT (SOLID) (195')
- (A6) I-91 NB STA. 392+25 TO STA. 398+25, RT (SOLID) (600')
- (A7) I-91 NB STA. 392+25 TO STA. 398+25, CL (DASH) (600')

DURABLE 6 INCH YELLOW LINE, POLYUREA

- (B1) I-91 SB STA. 591+50 TO STA. 597+50, RT (SOLID) (600')
- (B2) I-91 SB ON RAMP STA. 703+19 TO STA. 703+55, LT (SOLID) (36')
- (B3) I-91 NB STA. 392+25 TO STA. 398+25, LT (SOLID) (600')

DURABLE 12 INCH WHITE LINE, POLYUREA

- (C1) I-91 SB STA. 595+92 TO STA. 597+15, LT (SOLID) (123')
- (C2) I-91 SB ON RAMP STA. 703+55 TO STA. 704+75, LT, (SOLID) (120')

CANAL STREET (US RTE 5) TO GUILFORD

VT STATE PLANE GRID

BRIDGE 4S
STA 594+11.27 I-91-911-91SB=
STA 47+60.80 US RTE 5

BRIDGE 4N
STA 395+52.79 I-91-911-91NB=
STA 48+60.89 US RTE 5

MATCH LINE STA 591+50

MATCH LINE STA 597+50

MATCH LINE STA 392+25

MATCH LINE STA 398+25

I-91 SB TO GUILFORD

I-91 NB TO PUTNEY

I-91 SB ON RAMP

S27°24'15"E

RET ONE WAY 596+76

SEE SHEET 29 FOR PROPOSED WORK ON CANAL ST & I-91 NB OFF RAMP

SEE US RTE 5 - PLAN 3

LEGEND
N = NEW
RES = RESET
RET = RETAIN
R = REMOVE

SCALE IN FEET 0 20 40

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_Striping_Signing.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 PAVEMENT MARKING & SIGNING PLAN 2	SHEET 32 OF 258

DURABLE 6 INCH WHITE LINE, POLYUREA

- (A1) I-91SB STA. 597+50 TO STA. 600+25, CL (DASH) (275')
- (A2) I-91SB STA. 597+50 TO STA. 600+25, LT (SOLID) (275')
- (A3) I-91SB ON RAMP STA. 702+75 TO STA. 703+10, RT (SOLID) (35')
- (A4) I-91NB STA. 398+25 TO STA. 401+00, RT (SOLID) (275')
- (A5) I-91NB STA. 398+25 TO STA. 401+00, CL (DASH) (275')

DURABLE 6 INCH YELLOW LINE, POLYUREA

- (B1) I-91 SB STA. 597+50 TO STA. 600+25, RT (SOLID) (275')
- (B2) I-91 SB ON RAMP STA. 702+75 TO STA. 703+19, LT (SOLID) (44')
- (B3) I-91 NB STA. 398+25 TO STA. 401+00, LT (SOLID) (275')

VT STATE PLANE GRID N

BEGIN I-91SB ON RAMP WORK
STA 702+75.00

I-91SB ON RAMP

I-91SB OFF RAMP

598+23 598+23

598+58 598+58

703+06 RET

MILE 7.6 R MILE 7.6 N

END APPROACH
STA 600+25.00

END APPROACH
STA 401+00.00

I-91SB
TO GUILFORD

I-91NB
TO PUTNEY

MATCH LINE STA 597+50

MATCH LINE STA 398+25

CZ

LEGEND

N	= NEW
RES	= RESET
RET	= RETAIN
R	= REMOVE

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_Striping_Signing.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 PAVEMENT MARKING & SIGNING PLAN 3

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 33 OF 258

GRANITE
EDGING/CURB REMOVAL

BIT. CONC.
PAVEMENT REMOVAL

CONC. SIDEWALK
REMOVAL

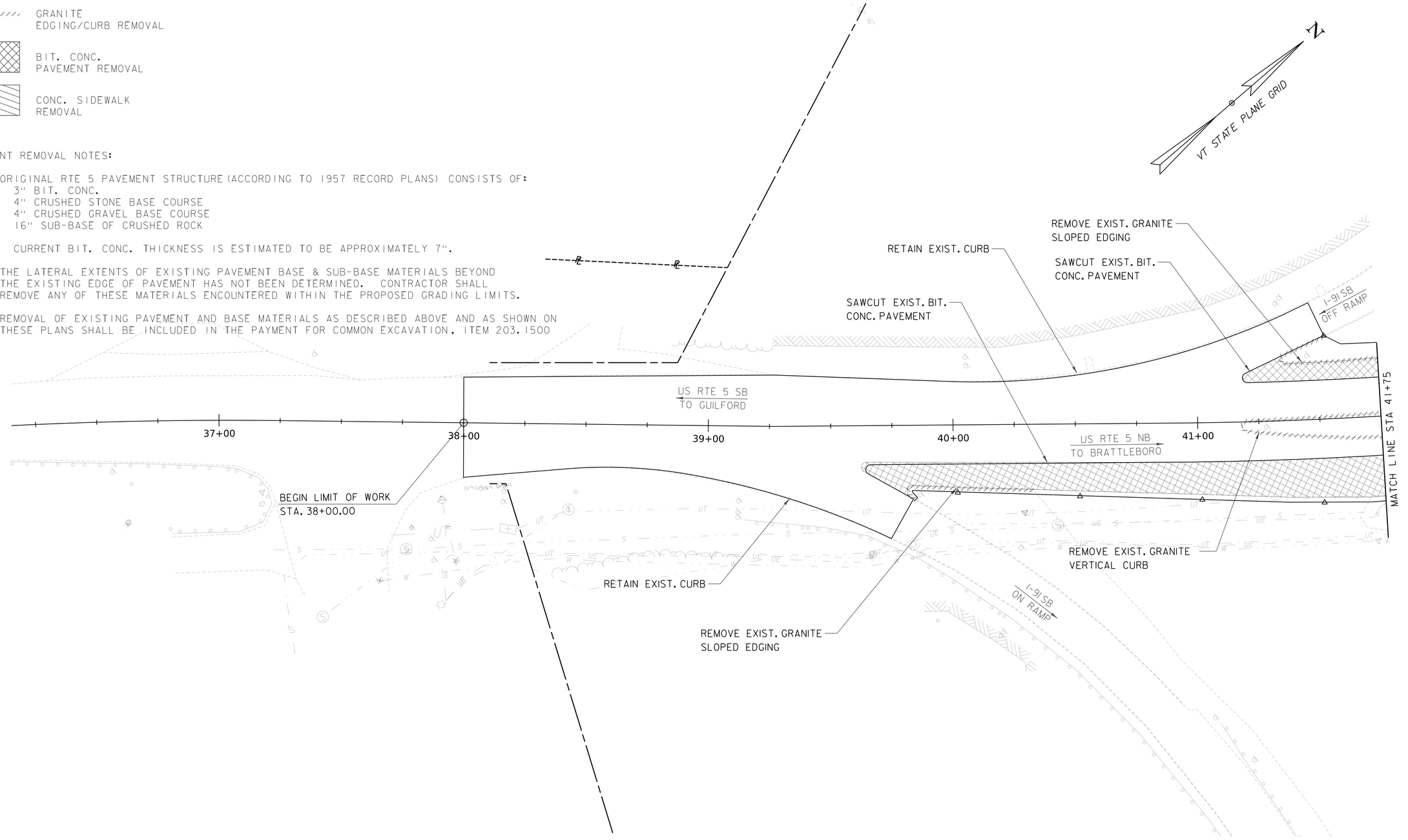
PAVEMENT REMOVAL NOTES:

1. ORIGINAL RTE 5 PAVEMENT STRUCTURE (ACCORDING TO 1957 RECORD PLANS) CONSISTS OF:
   3" BIT. CONC.
   4" CRUSHED STONE BASE COURSE
   4" CRUSHED GRAVEL BASE COURSE
   16" SUB-BASE OF CRUSHED ROCK

   CURRENT BIT. CONC. THICKNESS IS ESTIMATED TO BE APPROXIMATELY 7".

2. THE LATERAL EXTENTS OF EXISTING PAVEMENT BASE & SUB-BASE MATERIALS BEYOND THE EXISTING EDGE OF PAVEMENT HAS NOT BEEN DETERMINED. CONTRACTOR SHALL REMOVE ANY OF THESE MATERIALS ENCOUNTERED WITHIN THE PROPOSED GRADING LIMITS.

3. REMOVAL OF EXISTING PAVEMENT AND BASE MATERIALS AS DESCRIBED ABOVE AND AS SHOWN ON THESE PLANS SHALL BE INCLUDED IN THE PAYMENT FOR COMMON EXCAVATION, ITEM 203.1500



0 20 40
SCALE IN FEET

wsp

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_Rte 5-Removals.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 REMOVAL PLAN 1	SHEET 34 OF 258

GRANITE
EDGING/CURB REMOVAL

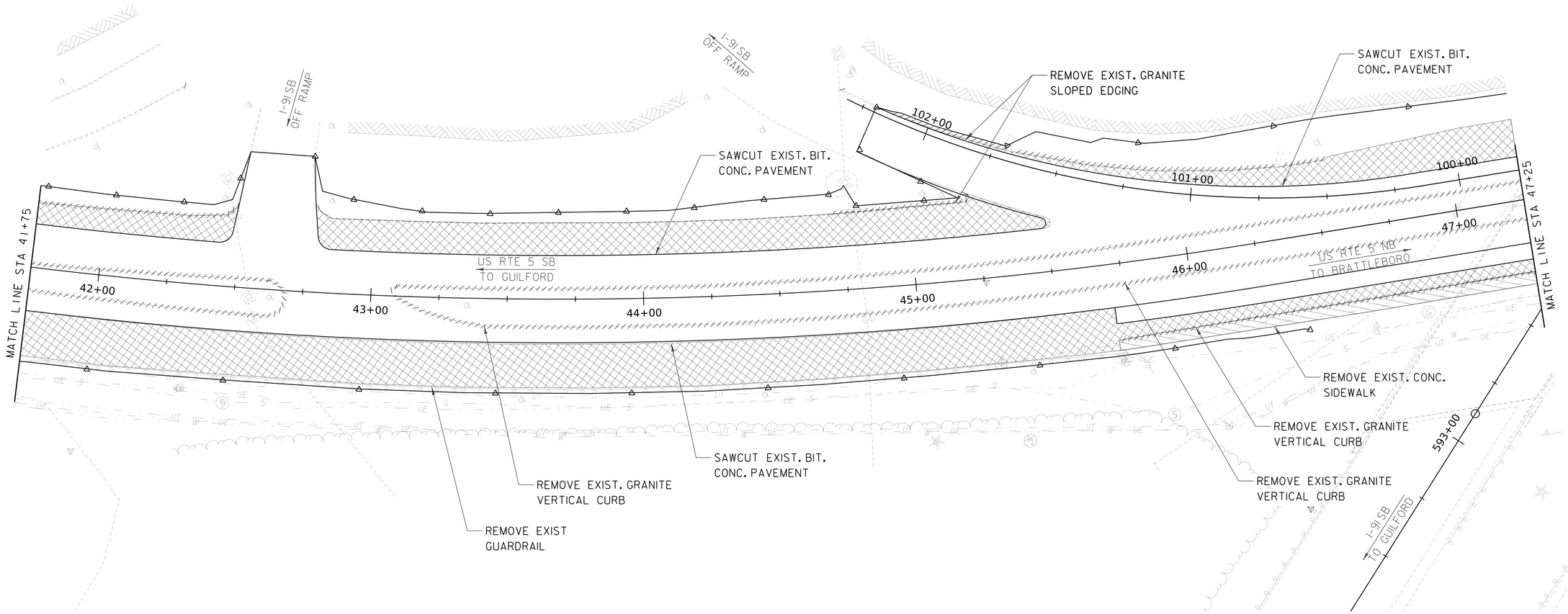
BIT. CONC.
PAVEMENT REMOVAL

CONC. SIDEWALK
REMOVAL

REMOVAL OF GUARDRAIL
STA 41+70 - STA 45+82 RT (408')

N

VT STATE PLANE GRID



0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_Rte 5-Removals.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 REMOVAL PLAN 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 35 OF 258

VT STATE PLANE GRID

BRIDGE 4S
STA 594+25.95
I-91 SB =
STA 99+32.33
SB ON RAMP

BRIDGE 4S
STA 594+11.27
I-91 SB =
STA 47+60.80
US RTE 5

BRIDGE 4N
STA 395+52.79
I-91 NB =
STA 48+60.89
US RTE 5

I-91 SB
TO GUILFORD

I-91 NB
TO PUTNEY

I-91 NB
ON RAMP

US RTE 5 SB
TO GUILFORD

US RTE 5 NB
TO BRATTLEBORO

MATCH LINE STA 47+25

MATCH LINE STA 53+25

STA 49+74.81 US RTE 5 =
STA 301+32.87 I-91 NB OFF RAMP

STA 52+69.71, 33.00' RT
REMOVE EXIST. SIDEWALK LIMIT

STA 299+93.41, 14.65' LT
REMOVE EXIST SIDEWALK
LIMITS

STA 299+94.76, 15.50' RT
REMOVE EXIST SIDEWALK
LIMITS

SAWCUT EXIST. BIT.
CONC. PAVEMENT

REMOVE EXIST. GRANITE
VERTICAL CURB

REMOVE EXIST. CONC.
SIDEWALK

REMOVE EXIST. GRANITE
SLOPE EDGING

RETAIN EXIST.
GUARDRAIL

RETAIN EXIST.
CURB

EXISTING APPROX. R.O.W.

℄

GRANITE
EDGING/CURB REMOVAL

BIT. CONC.
PAVEMENT REMOVAL

CONC. SIDEWALK
REMOVAL

0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_Rte 5-Removals.dgn	PLOT DATE: 1/30/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 REMOVAL PLAN 3	SHEET 36 OF 258

GRANITE
EDGING/CURB REMOVAL

BIT. CONC.
PAVEMENT REMOVAL

CONC. SIDEWALK
REMOVAL

I-91 NB
ON RAMP

N

VT STATE PLANE GRID

RETAIN EXIST. CURB

RETAIN EXIST. CURB

END LIMIT OF WORK
STA 57+37.60

REMOVE EXIST. GRANITE
VERTICAL CURB

REMOVE EXIST. GRANITE
VERTICAL CURB

US RTE 5 SB
TO GUILFORD

US RTE 5 NB
TO BRATTLEBORO

MATCH LINE STA 53+25

54+00

55+00

56+00

57+00

58+00

EXISTING APPROX. R.O.W.

STA 57+37.60 =
STA 57+34.00
VTRANS PROJECT
BRATTLEBORO
NH PC25(5)

REMOVE EXIST. GRANITE
VERTICAL CURB

REMOVE EXIST. GRANITE
VERTICAL CURB

STA 54+52.09, 31.40' RT
REMOVE EXIST. SIDEWALK LIMIT

RETAIN EXIST. CURB

0 20 40
SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_Rte 5-Removals.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 REMOVAL PLAN 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 37 OF 258

PAVEMENT MILLING & PARTIAL DEPTH PAVEMENT CONSTRUCTION

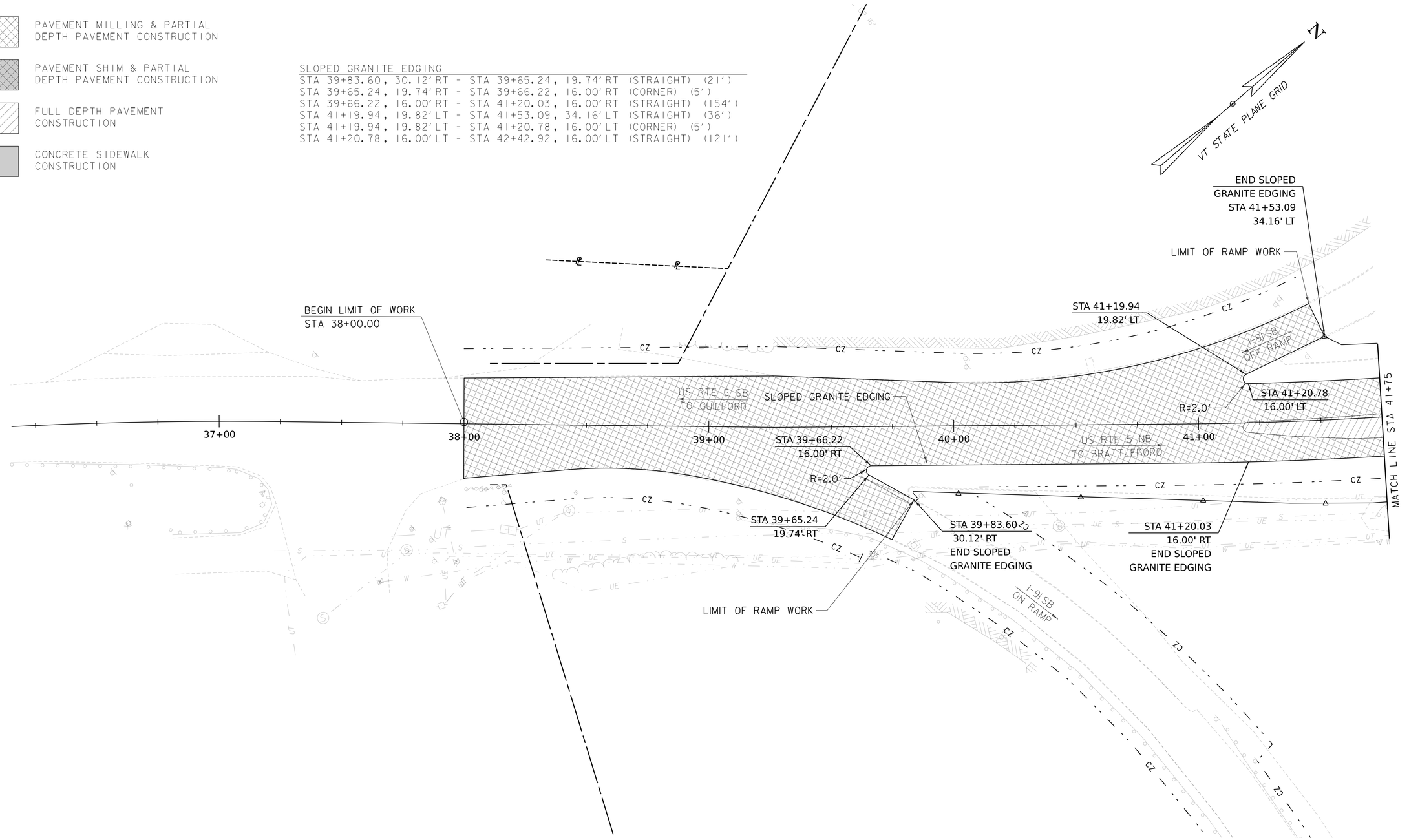
PAVEMENT SHIM & PARTIAL DEPTH PAVEMENT CONSTRUCTION

FULL DEPTH PAVEMENT CONSTRUCTION

CONCRETE SIDEWALK CONSTRUCTION

SLOPED GRANITE EDGING

STA 39+83.60, 30.12' RT - STA 39+65.24, 19.74' RT (STRAIGHT) (21')
STA 39+65.24, 19.74' RT - STA 39+66.22, 16.00' RT (CORNER) (5')
STA 39+66.22, 16.00' RT - STA 41+20.03, 16.00' RT (STRAIGHT) (154')
STA 41+19.94, 19.82' LT - STA 41+53.09, 34.16' LT (STRAIGHT) (36')
STA 41+19.94, 19.82' LT - STA 41+20.78, 16.00' LT (CORNER) (5')
STA 41+20.78, 16.00' LT - STA 42+42.92, 16.00' LT (STRAIGHT) (121')



0 20 40
SCALE IN FEET

wsp

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_Rte 5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 LAYOUT PLAN 1	SHEET 38 OF 258

PAVEMENT MILLING & PARTIAL DEPTH PAVEMENT CONSTRUCTION

PAVEMENT SHIM & PARTIAL DEPTH PAVEMENT CONSTRUCTION

FULL DEPTH PAVEMENT CONSTRUCTION

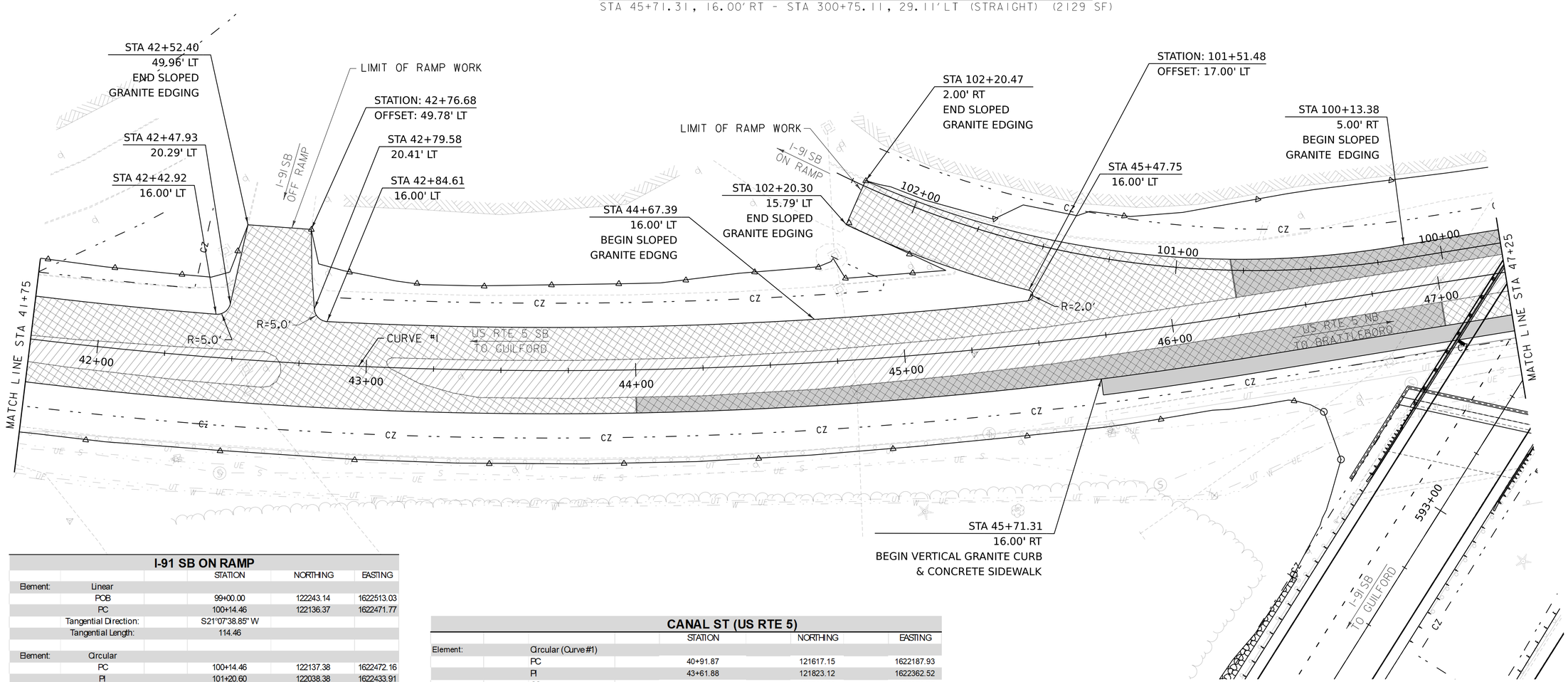
CONCRETE SIDEWALK CONSTRUCTION

VERTICAL GRANITE CURB
STA 45+71.31, 16.00'RT - STA 48+93.08, 16.04'RT (STRAIGHT) (322')

SLOPED GRANITE EDGING
STA 41+20.78, 16.00'LT - STA 42+42.92, 16.00'LT (STRAIGHT) (121')
STA 42+42.92, 16.00'LT - STA 42+47.93, 20.28'LT (CORNER) (7')
STA 42+47.93, 20.28'LT - STA 42+52.40, 49.96'LT (STRAIGHT) (30')
STA 44+67.39, 16.00'LT - STA 45+47.75, 16.00'LT (STRAIGHT) (80')
STA 45+47.75, 16.00'LT - STA 45+48.44, 19.88'LT (CORNER) (5')
STA 45+48.44, 19.88'LT - STA 102+20.30, 15.79'LT (STRAIGHT) (72')
STA 102+20.47, 2.00'LT - STA 100+13.38, 5.00'LT (STRAIGHT) (204')

5" CONCRETE SIDEWALK
STA 45+71.31, 16.00'RT - STA 300+75.11, 29.11'LT (STRAIGHT) (2129 SF)

VT STATE PLANE GRID



I-91 SB ON RAMP

		STATION	NORTHING	EASTING
Element:	Linear			
	POB	99+00.00	122243.14	1622513.03
	PC	100+14.46	122136.37	1622471.77
	Tangential Direction:	S21°07'38.85" W		
	Tangential Length:	114.46		
Element:	Circular			
	PC	100+14.46	122137.38	1622472.16
	PI	101+20.60	122038.38	1622433.91
	CC		122263.54	1622145.69
	PT	102+20.56	121977.3	1622347.11
	Radius:	350.00		
	Delta:	33°44'19.77"	Right	
	Degree of Curvature(Arc)	16°22'12.80"		
	Length:	206.1		
	Tangent:	106.13		
	Chord:	203.13		
	Middle Ordinate:	15.06		
	External:	15.74		
	Tangent Direction:	S21°07'38.85" W		
	Radial Direction:	N 68°52'21.15" W		
	Chord Direction:	S37°59'48.73" W		
	Radial Direction:	N 35°08'01.38" W		
	Tangent Direction:	S54°51'58.62" W		

CANAL ST (US RTE 5)

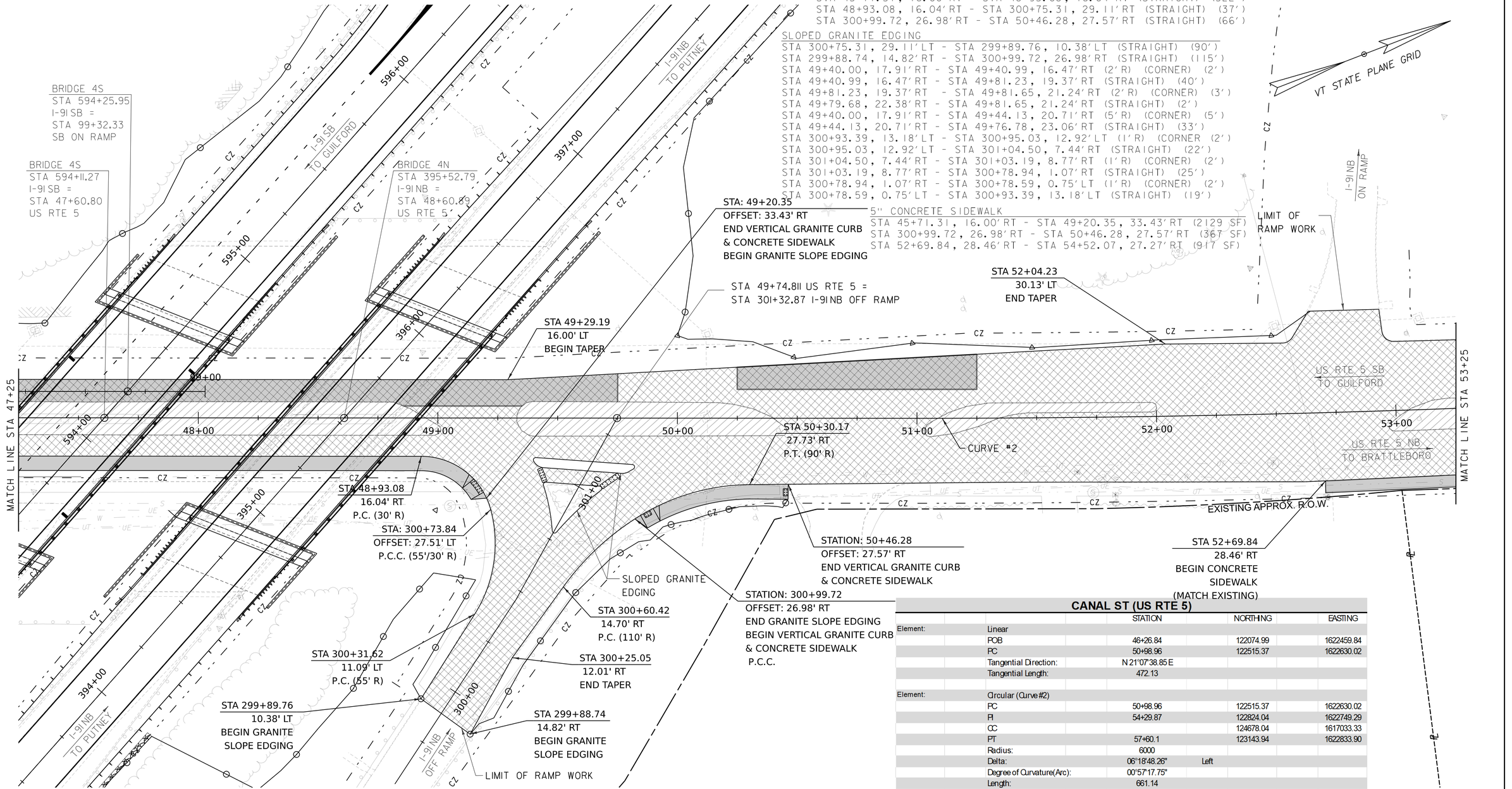
		STATION		NORTHING	EASTING
Element:	Circular (Curve #1)				
	PC	40+91.87		121617.15	1622187.93
	PI	43+61.88		121823.12	1622362.52
	CC			122651.69	1620967.39
	PT	46+26.85		122074.98	1622459.84
	Radius:	1600			
	Delta:	19°09'28.03"	Left		
	Degree of Curvature(Arc):	03°34'51.55"			
	Length:	534.99			
	Tangent:	270.01			
	Chord:	532.5			
	Middle Ordinate:	22.31			
	External:	22.62			
	Tangent Direction:	N40°17'06.88"E			
	Radial Direction:	S49°42'53.12"E			
	Chord Direction:	N30°42'22.86"E			
	Radial Direction:	S68°52'21.15"E			
	Tangent Direction:	N21°07'38.85"E			

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_Rte 5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 LAYOUT PLAN 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 39 OF 258



VERTICAL GRANITE CURB
STA 45+71.31, 16.00'RT - STA 48+93.08, 16.04'RT (STRAIGHT) (322')
STA 48+93.08, 16.04'RT - STA 300+75.31, 29.11'RT (STRAIGHT) (37')
STA 300+99.72, 26.98'RT - STA 50+46.28, 27.57'RT (STRAIGHT) (66')

SLOPED GRANITE EDGING
STA 300+75.31, 29.11'LT - STA 299+89.76, 10.38'LT (STRAIGHT) (90')
STA 299+88.74, 14.82'RT - STA 300+99.72, 26.98'RT (STRAIGHT) (115')
STA 49+40.00, 17.91'RT - STA 49+40.99, 16.47'RT (2'R) (CORNER) (2')
STA 49+40.99, 16.47'RT - STA 49+81.23, 19.37'RT (STRAIGHT) (40')
STA 49+81.23, 19.37'RT - STA 49+81.65, 21.24'RT (2'R) (CORNER) (3')
STA 49+79.68, 22.38'RT - STA 49+81.65, 21.24'RT (STRAIGHT) (2')
STA 49+40.00, 17.91'RT - STA 49+44.13, 20.71'RT (5'R) (CORNER) (5')
STA 49+44.13, 20.71'RT - STA 49+76.78, 23.06'RT (STRAIGHT) (33')
STA 300+93.39, 13.18'LT - STA 300+95.03, 12.92'LT (1'R) (CORNER (2')
STA 300+95.03, 12.92'LT - STA 301+04.50, 7.44'RT (STRAIGHT) (22')
STA 301+04.50, 7.44'RT - STA 301+03.19, 8.77'RT (1'R) (CORNER) (2')
STA 301+03.19, 8.77'RT - STA 300+78.94, 1.07'RT (STRAIGHT) (25')
STA 300+78.94, 1.07'RT - STA 300+78.59, 0.75'LT (1'R) (CORNER) (2')
STA 300+78.59, 0.75'LT - STA 300+93.39, 13.18'LT (STRAIGHT) (19')

5" CONCRETE SIDEWALK
STA 45+71.31, 16.00'RT - STA 49+20.35, 33.43'RT (2129 SF)
STA 300+99.72, 26.98'RT - STA 50+46.28, 27.57'RT (367 SF)
STA 52+69.84, 28.46'RT - STA 54+52.07, 27.27'RT (917 SF)

PAVEMENT MILLING & PARTIAL DEPTH PAVEMENT CONSTRUCTION

PAVEMENT SHIM & PARTIAL DEPTH PAVEMENT CONSTRUCTION

FULL DEPTH PAVEMENT CONSTRUCTION

CONCRETE SIDEWALK CONSTRUCTION

I-91 NB OFF RAMP

			STATION	NORTHING	EASTING
Element:	Linear				
	POB		300+00.00	122295.43	1622667.67
	PI		300+45.80	122332.67	1622641.01
	Tangential	Direction:	N 35°36'17.89" W		
	Tangential	Length:	45.8		
Element:	Linear				
	PI		300+45.80	122332.67	1622641.01
	POE		301+32.87	122399.57	1622585.27
	Tangential	Direction:	N 39°47'53.75" W		
	Tangential	Length:	87.08		

CANAL ST (US RTE 5)

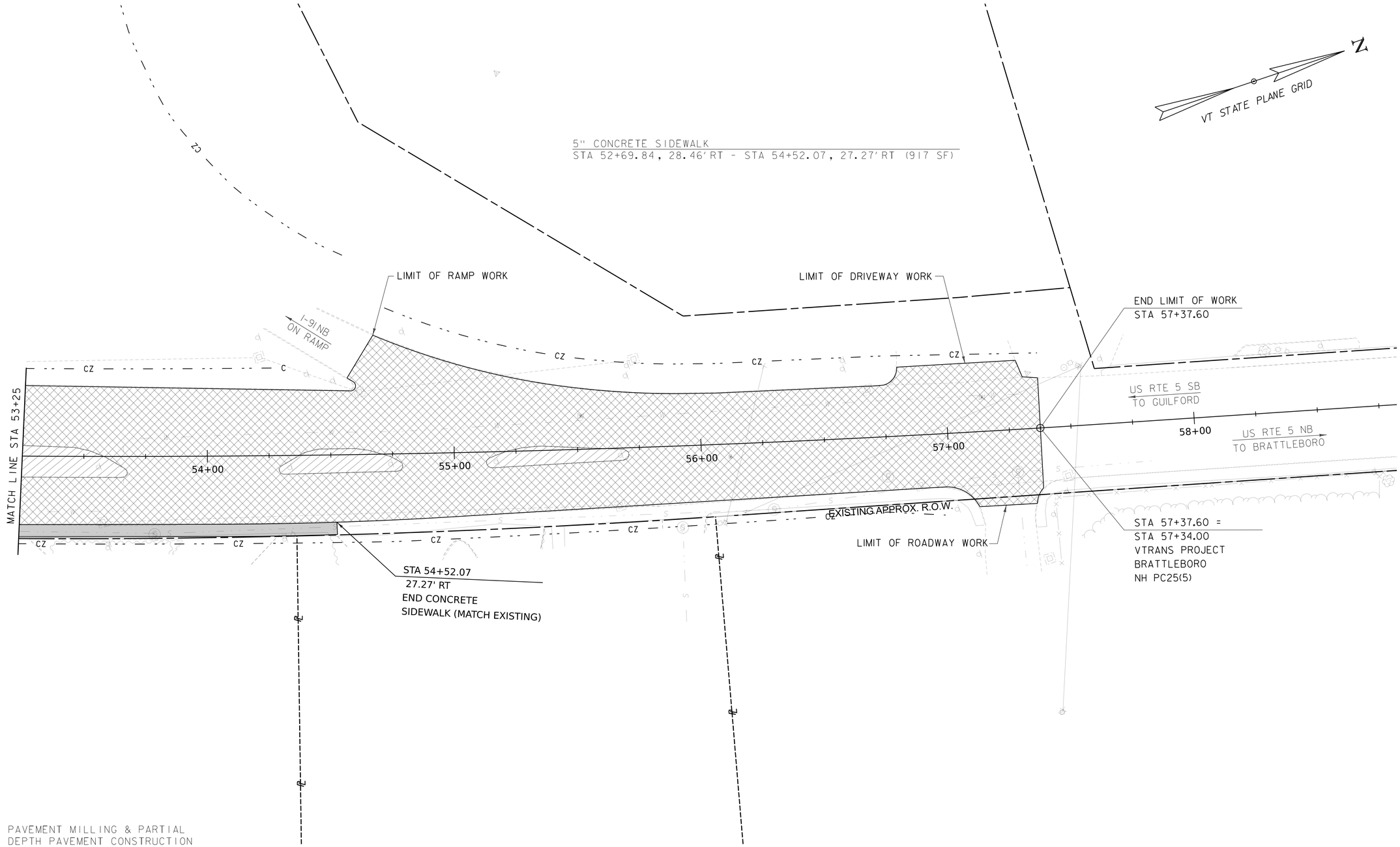
		STATION	NORTHING	EASTING
Element:	Linear			
	POB	46+26.84	122074.99	1622459.84
	PC	50+98.96	122515.37	1622630.02
	Tangential Direction:	N 21°07'38.85 E		
	Tangential Length:	472.13		
Element:	Circular (Curve #2)			
	PC	50+98.96	122515.37	1622630.02
	PI	54+29.87	122824.04	1622749.29
	CC		124678.04	1617033.33
	PT	57+60.1	123143.94	1622833.90
	Radius:	6000		
	Delta:	06°18'48.26" Left		
	Degree of Curvature(Arc):	00°57'17.75"		
	Length:	661.14		
	Tangent:	330.90		
	Chord:	660.80		
	Middle Ordinate:	9.10		
	External:	9.12		
	Tangent Direction:	N 21°07'38.85 E		
	Radial Direction:	S68°52'21.15 E		
	Chord Direction:	N 17°58'14.72 E		
	Radial Direction:	S75°11'09.41 E		
	Tangent Direction:	N 14°48'50.59 E		

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_Rte 5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 LAYOUT PLAN 3

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 40 OF 258



PAVEMENT MILLING & PARTIAL DEPTH PAVEMENT CONSTRUCTION

PAVEMENT SHIM & PARTIAL DEPTH PAVEMENT CONSTRUCTION

FULL DEPTH PAVEMENT CONSTRUCTION

CONCRETE SIDEWALK CONSTRUCTION

CANAL ST (US RTE 5)

		STATION	NORTHING	EASTING
Element:	Linear			
	POB	57+60.1	123143.94	1622833.90
	POE	60+90.59	123463.44	1622918.40
	Tangential Direction:	N 14°48'50.59 E		
	Tangential Length:	330.49		

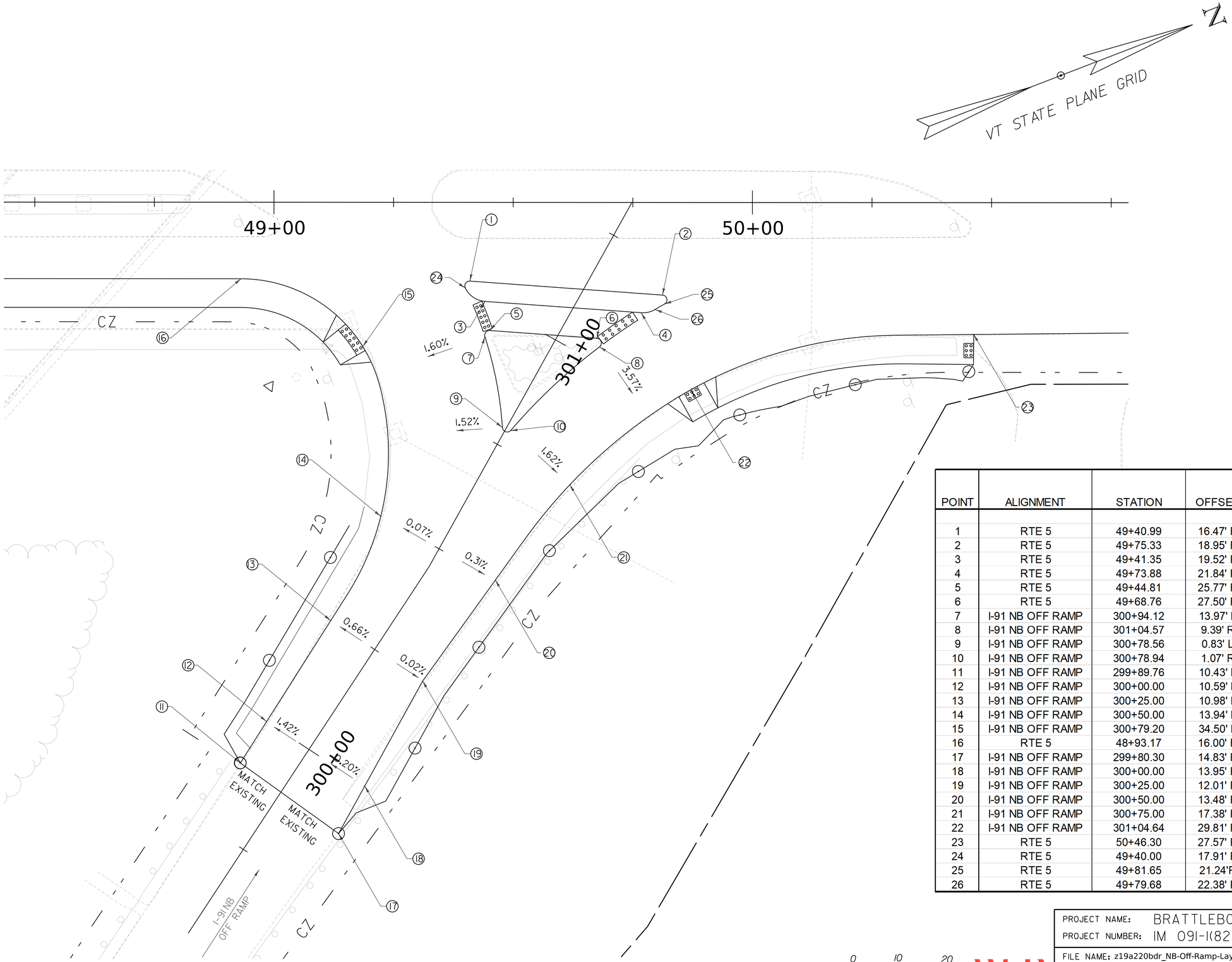
0 20 40
SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_Rte 5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 LAYOUT PLAN 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 41 OF 258

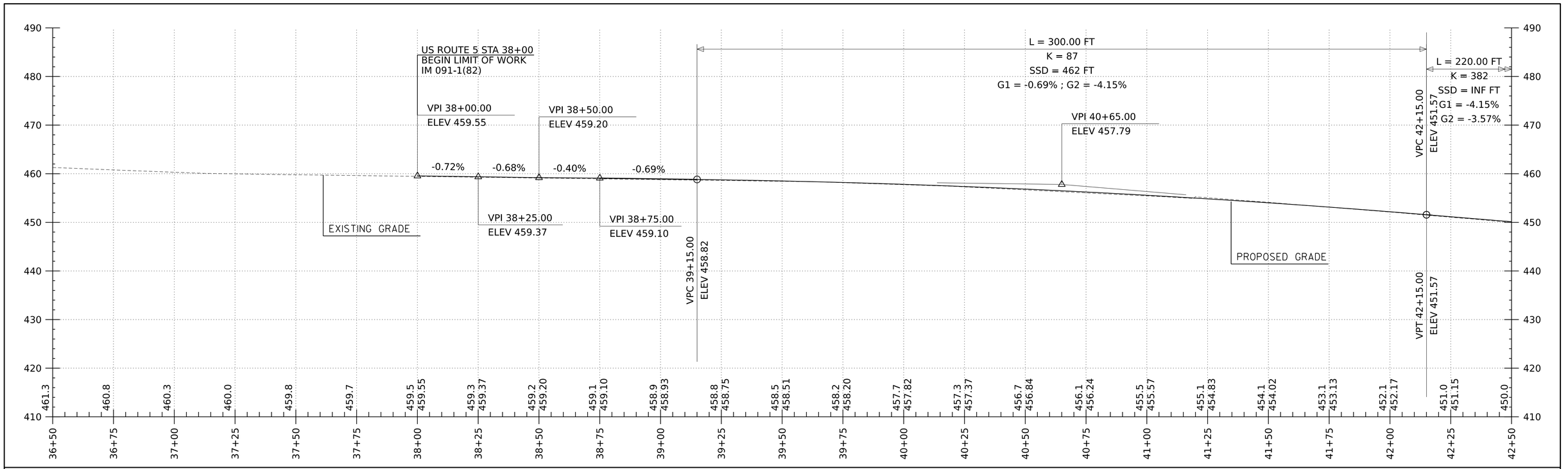


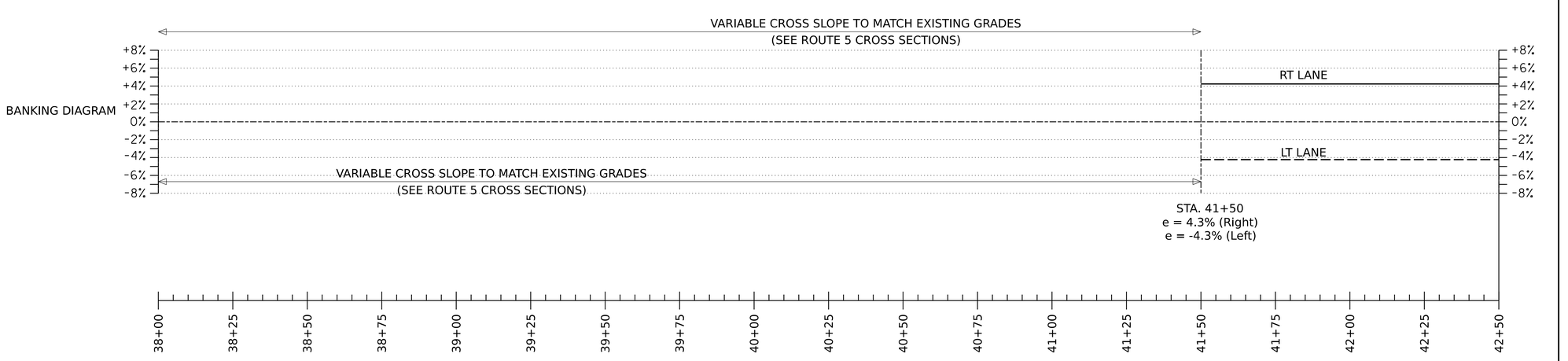
POINT	ALIGNMENT	STATION	OFFSET	FINISH GRADE ELEV (Flow Line)
1	RTE 5	49+40.99	16.47' R	431.27
2	RTE 5	49+75.33	18.95' R	430.72
3	RTE 5	49+41.35	19.52' R	431.17
4	RTE 5	49+73.88	21.84' R	430.71
5	RTE 5	49+44.81	25.77' R	431.05
6	RTE 5	49+68.76	27.50' R	430.77
7	I-91 NB OFF RAMP	300+94.12	13.97' L	431.00
8	I-91 NB OFF RAMP	301+04.57	9.39' R	430.71
9	I-91 NB OFF RAMP	300+78.56	0.83' L	430.59
10	I-91 NB OFF RAMP	300+78.94	1.07' R	430.59
11	I-91 NB OFF RAMP	299+89.76	10.43' L	431.07
12	I-91 NB OFF RAMP	300+00.00	10.59' L	430.88
13	I-91 NB OFF RAMP	300+25.00	10.98' L	430.68
14	I-91 NB OFF RAMP	300+50.00	13.94' L	430.47
15	I-91 NB OFF RAMP	300+79.20	34.50' L	430.93
16	RTE 5	48+93.17	16.00' R	431.67
17	I-91 NB OFF RAMP	299+80.30	14.83' R	431.17
18	I-91 NB OFF RAMP	300+00.00	13.95' R	431.06
19	I-91 NB OFF RAMP	300+25.00	12.01' R	430.75
20	I-91 NB OFF RAMP	300+50.00	13.48' R	430.43
21	I-91 NB OFF RAMP	300+75.00	17.38' R	430.27
22	I-91 NB OFF RAMP	301+04.64	29.81' R	430.71
23	RTE 5	50+46.30	27.57' R	429.50
24	RTE 5	49+40.00	17.91' R	431.24
25	RTE 5	49+81.65	21.24'R	430.65
26	RTE 5	49+79.68	22.38' R	430.66

0 10 20
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_NB-Off-Ramp-Layout.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER CHECKED BY: L.FINTESCU
I-91 NB OFF RAMP LAYOUT PLAN SHEET 42 OF 258

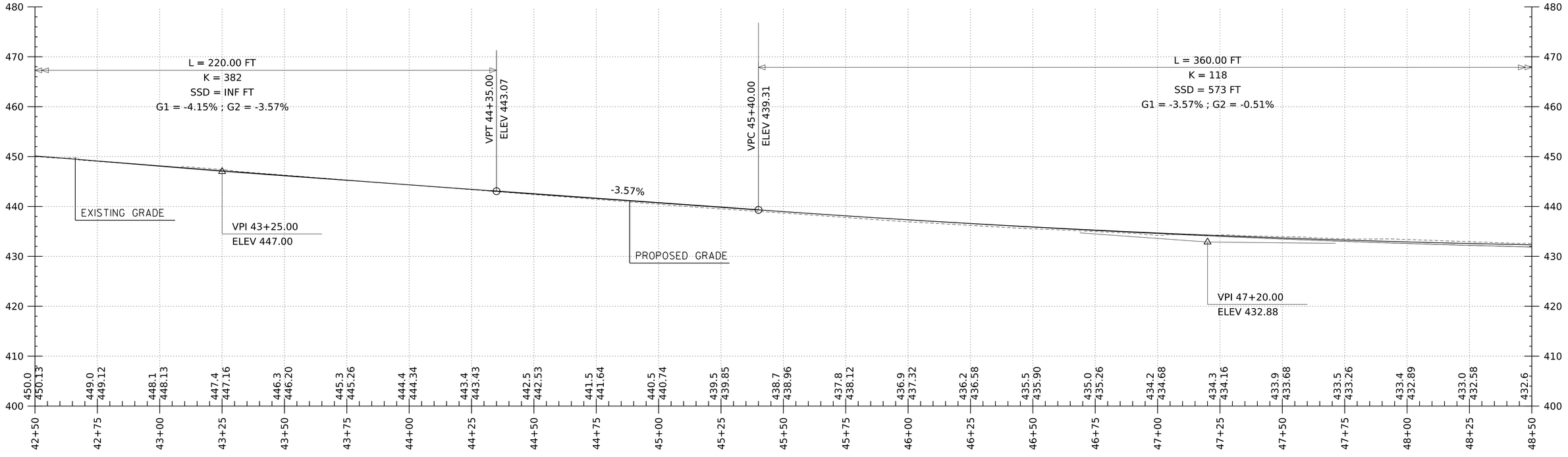


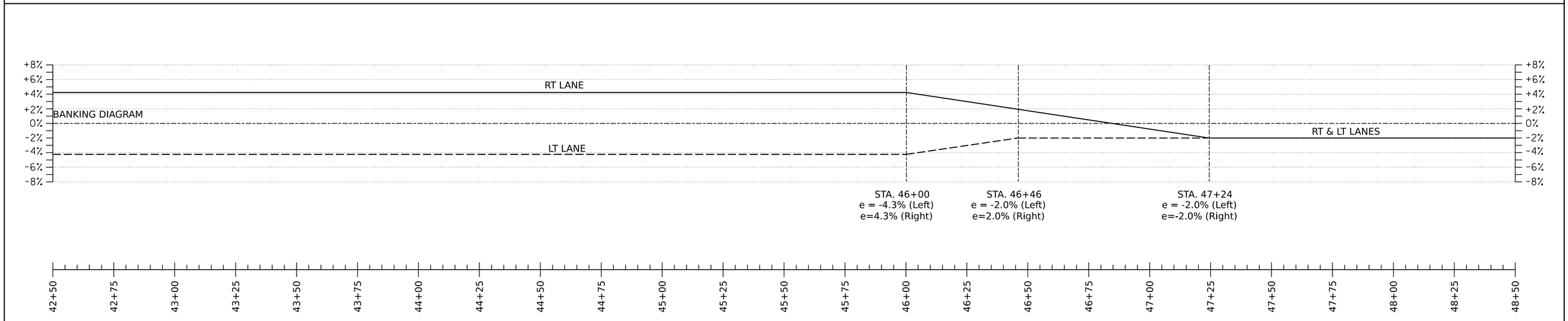


NOTES:
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

US ROUTE 5
HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_Route_5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 PROFILE SHEET 1	SHEET 43 OF 258

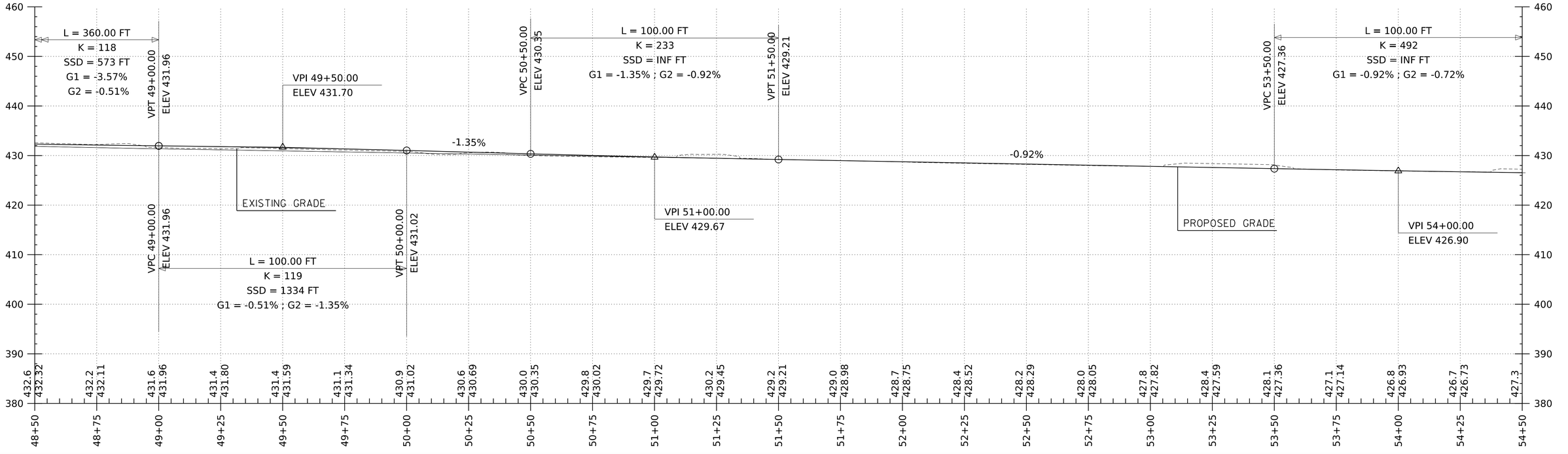


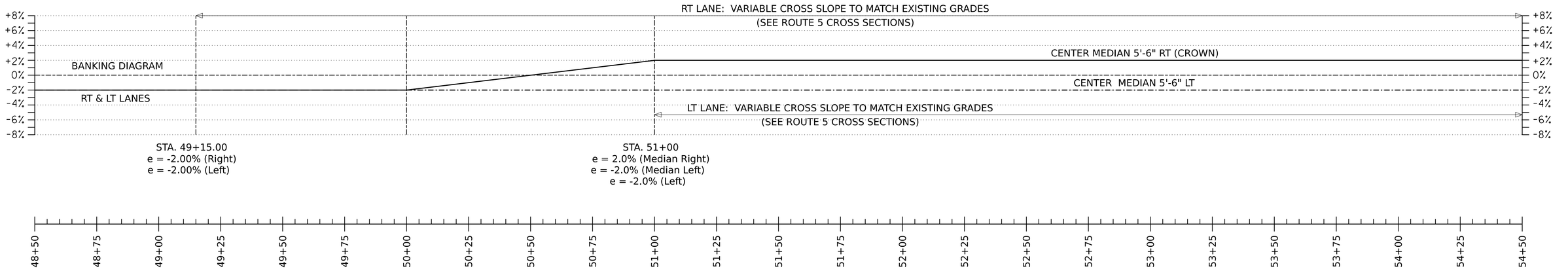


NOTES:
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

US ROUTE 5
HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_Route_5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 PROFILE SHEET 2	SHEET 44 OF 258

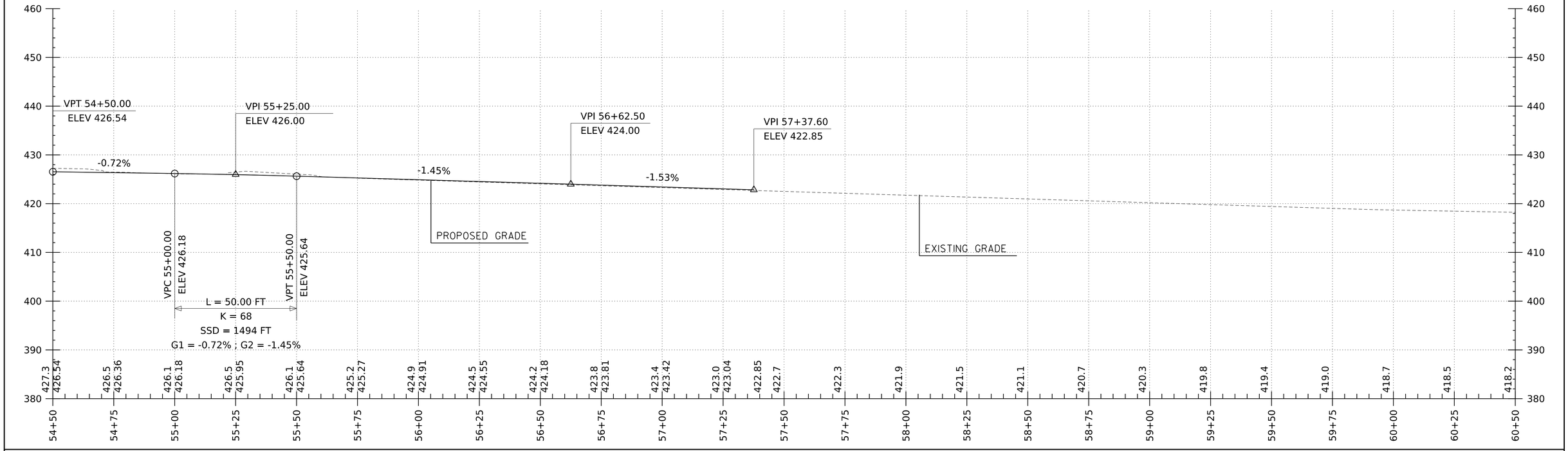


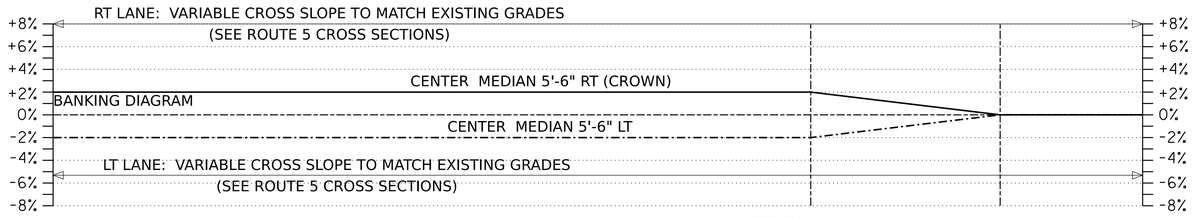


NOTES:
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

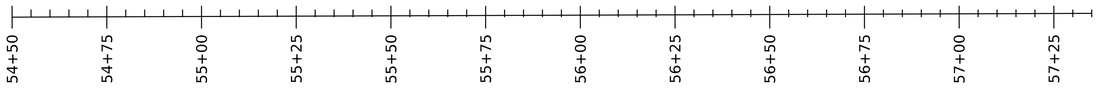
US ROUTE 5
HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220pro_Route_5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 PROFILE SHEET 3	SHEET 45 OF 258





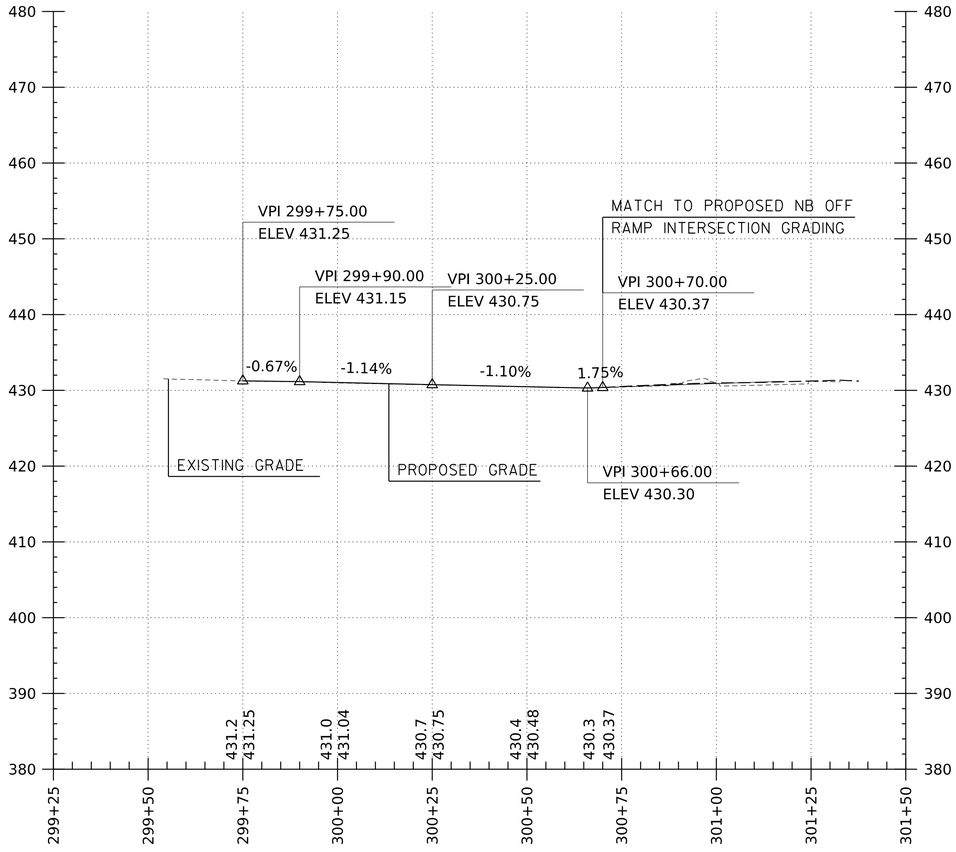
STA. 51+00.00
e = 2.00% (Median Right)
e = -2.00% (Median Left)



NOTES:
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

US ROUTE 5
HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220pro_Route_5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 PROFILE SHEET 4	SHEET 46 OF 258



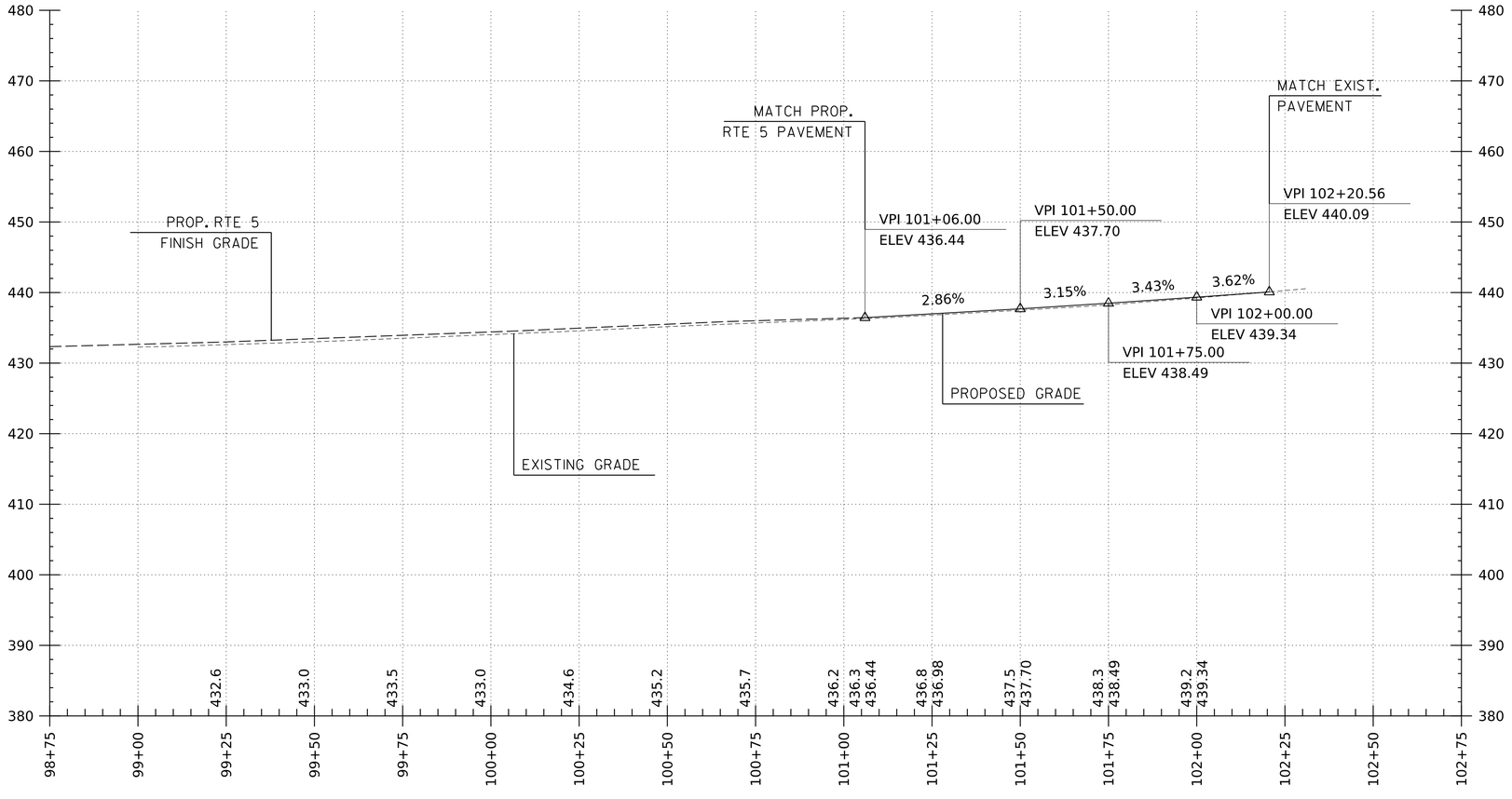
NOTES:
1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 NB OFF RAMP
HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220pro_RAMPS.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB OFF RAMP SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 47 OF 258



NOTES:

1. ELEVATIONS SHOWN TO THE NEAREST TENTH DEPICT THE EXISTING GROUND ELEVATION.
2. ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH DEPICT THE PROPOSED PROFILE GRADE ELEVATION.

I-91 SB ON RAMP

HORIZONTAL SCALE: 1" = 20'-0"

VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)

FILE NAME:	z19a220pro_RAMPS.dgn	PLOT DATE:	1/29/2026
PROJECT LEADER:	A.STOCKIN	DRAWN BY:	M.CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L.SFINTESCU
SB ON RAMP SHEET 2		SHEET	48 OF 258

DRAINAGE NOTES

(30) STA 42+56.7 RT 10.9'
CHANGE EXIST DI GRATE AND FRAME TO
MH WITH CAST IRON COVER AND FRAME
RIM ELEV. = 450.28

(31) STA 42+56.7 RT 10.9' - STA 42+40.00 LT 15.00'
CONSTRUCT 27.0 LF x 18" CPEP (SL)
INV OUT = 439.62 (CONNECT TO MH 30)
INV IN = 440.30
CONSTRUCT 4' DIA. CATCH BASIN AT 42+40.00 LT 15.00'
RIM ELEV. = 449.84 WITH CAST IRON GRATE, TYPE D

(32) STA 42+40.00 LT 15.00' - STA 42+44.6 LT 39.7'
CONSTRUCT 22.0 LF x 18" CPEP (SL)
INV OUT = 440.40 (CB 31)
INV IN = 440.94 (CONNECT TO EX. DI 32)

(33) STA 44+81.5 RT 10.4'
CHANGE EXIST DI GRATE AND FRAME TO
MH WITH CAST IRON COVER AND FRAME
RIM ELEV. = 441.84

(34) STA 44+81.5 RT 10.4' - STA 45+50.00 RT 23.00'
CONSTRUCT 67.0 LF x 12" CPEP (SL)
INV OUT = 432.75 (CONNECT TO MH 33)
INV IN = 433.60
CONSTRUCT 4' DIA. CATCH BASIN AT 45+50.00 RT 23.00'
RIM ELEV. = 437.75 WITH CAST IRON GRATE, TYPE A

(35) STA 44+77.6 LT 26.5'
CHANGE ELEVATION OF EXIST DI
RIM ELEV. = 439.45

(36) STA 44+77.6 LT 26.5' - STA 45+45.00 LT 15.00'
CONSTRUCT 64.0 LF x 12" CPEP (SL)
INV OUT = 433.30 (CONNECT TO EX. DI 35)
INV IN = 434.00
CONSTRUCT 4' DIA. CATCH BASIN AT 45+45.00 LT 15.00'
RIM ELEV. = 438.44 WITH CAST IRON GRATE, TYPE D

(37) STA 46+58.00 RT 34.88'
CONSTRUCT 4' DIA. CATCH BASIN
RIM ELEV. = 435.00 WITH CAST IRON GRATE, TYPE A
CONNECT TO EXISTING 15" RCP (SUBSIDIARY)
INV = 426.28+/- (FIELD VERIFY)

(38) STA 46+58.00 RT 34.88' - STA 46+75.00 RT 15.00'
CONSTRUCT 22.0 LF x 15" CPEP (SL)
INV OUT = 426.50 (CONNECT TO CB 37)
INV IN = 426.80
CONSTRUCT 4' DIA. CATCH BASIN AT 46+75.00 RT 15.00'
RIM ELEV. = 435.20 WITH CAST IRON GRATE, TYPE D

(39) STA 46+75.00 RT 15.00' - STA 46+75.00 LT 15.10'
CONSTRUCT 24.0 LF x 15" CPEP (SL)
INV OUT = 426.90 (CONNECT TO CB 38)
INV IN = 427.15
CONSTRUCT 4' DIA. CATCH BASIN AT 46+75.00 LT 15.10'
RIM ELEV. = 434.93 WITH CAST IRON GRATE, TYPE D

(40) STA 46+75.00 LT 15.10' - STA 47+00.00 LT 32.00'
CONSTRUCT 29.0 LF x 15" CPEP (SL)
INV OUT = 427.25 (CONNECT TO CB 39)
INV IN = 427.60
CONSTRUCT 4' DIA. CATCH BASIN AT 47+00.00 LT 32.00'
RIM ELEV. = 431.00 WITH CAST IRON GRATE, TYPE A

(R1) STA 42+56.7 RT 10.9' - STA 42+55.5 RT 3.3'
REMOVE 5 LF x 18" RCP AND EXISTING DI

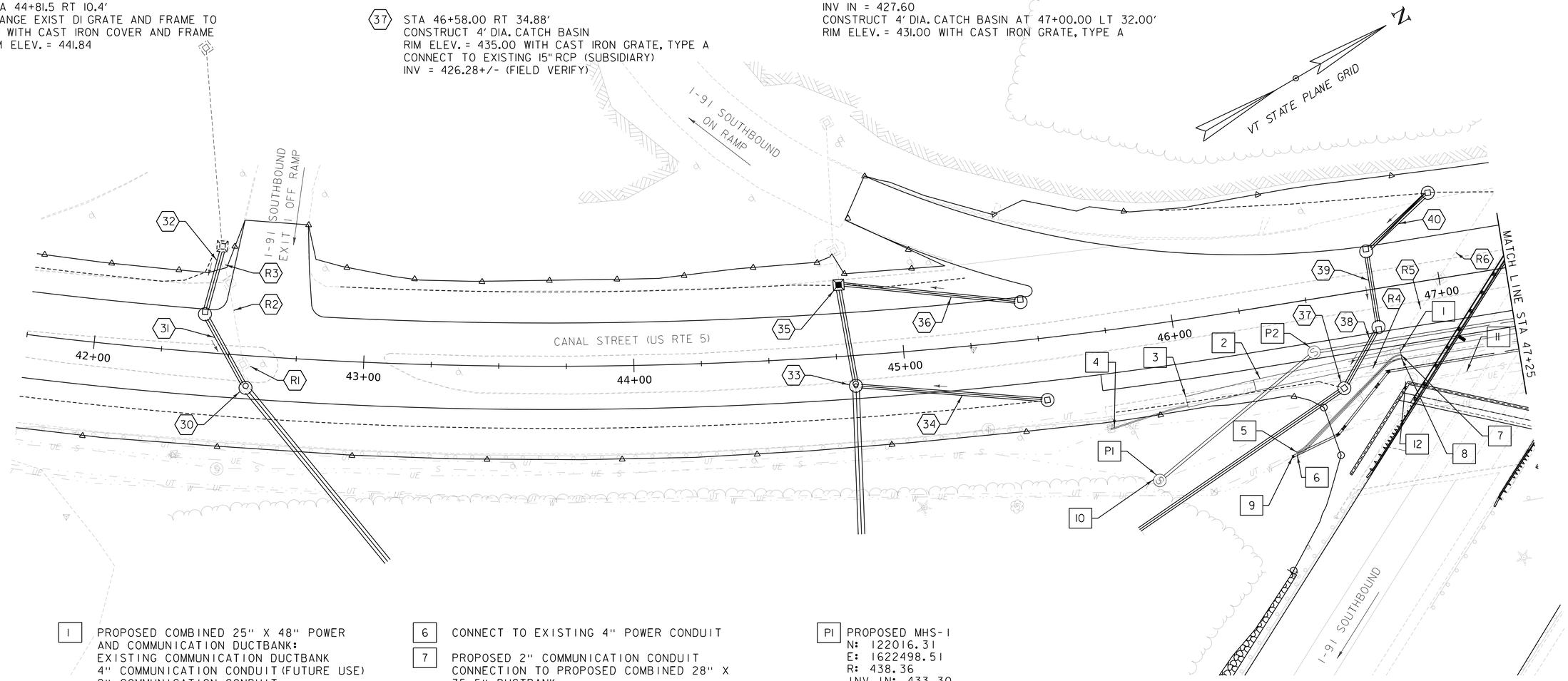
(R2) STA 42+55.5 RT 3.3' - STA 42+48.2 LT 26.4'
REMOVE 28 LF x 18" RCP AND EXISTING DI

(R3) STA 42+48.2 LT 26.4' - STA 42+44.6 LT 39.7'
REMOVE 12 LF x 18" RCP

(R4) STA 46+58.00 RT 34.88' - STA 46+77.5 RT 25.6'
REMOVE 20 LF x 15" RCP AND EXISTING DI

(R5) STA 46+77.5 RT 25.6' - STA 47+00.4 RT 0.1'
REMOVE 32 LF x 15" RCP AND EXISTING DI

(R6) STA 47+00.4 RT 0.1' - STA 47+32.8 LT 36.3'
REMOVE 46 LF x 15" RCP AND EXISTING DI



1 PROPOSED COMBINED 25" X 48" POWER AND COMMUNICATION DUCTBANK:
EXISTING COMMUNICATION DUCTBANK
4" COMMUNICATION CONDUIT (FUTURE USE)
2" COMMUNICATION CONDUIT
(2) 4" POWER CONDUIT

2 PROPOSED COMBINED 25" X 42" POWER AND COMMUNICATION DUCTBANK:
EXISTING COMMUNICATION DUCTBANK
4" COMMUNICATION CONDUIT
4" POWER CONDUIT

3 CONNECT TO EXISTING COMMUNICATION

4 CONNECT TO EXISTING POWER HH
4" ELEC. CONNECTION TO EX. HH

5 CONNECT PROPOSED 2" COMMUNICATION CONDUIT TO EX. CONDUIT

6 CONNECT TO EXISTING 4" POWER CONDUIT

7 PROPOSED 2" COMMUNICATION CONDUIT CONNECTION TO PROPOSED COMBINED 28" X 35.5" DUCTBANK

8 PROPOSED 4" POWER CONDUIT CONNECTION TO PROPOSED COMBINED 28" X 35.5" DUCTBANK

9 TIE INTO EXISTING 8" DI WATER MAIN

10 EXISTING 12" PVC TIE INTO NEW SMH

11 REMOVE SANITARY SEWER PIPE OR FILL WITH SLURRY

12 ABANDON EXISTING SMH. REMOVE FRAME AND COVER AND FILL WITH GRAVEL

P1 PROPOSED MHS-1
N: 122016.31
E: 1622498.51
R: 438.36
INV IN: 433.30
INV OUT: 433.20

P2 PROPOSED MHS-2
N: 122089.56
E: 1622486.38
R=436.60
INV OUT: 431.62
INV IN: 431.72

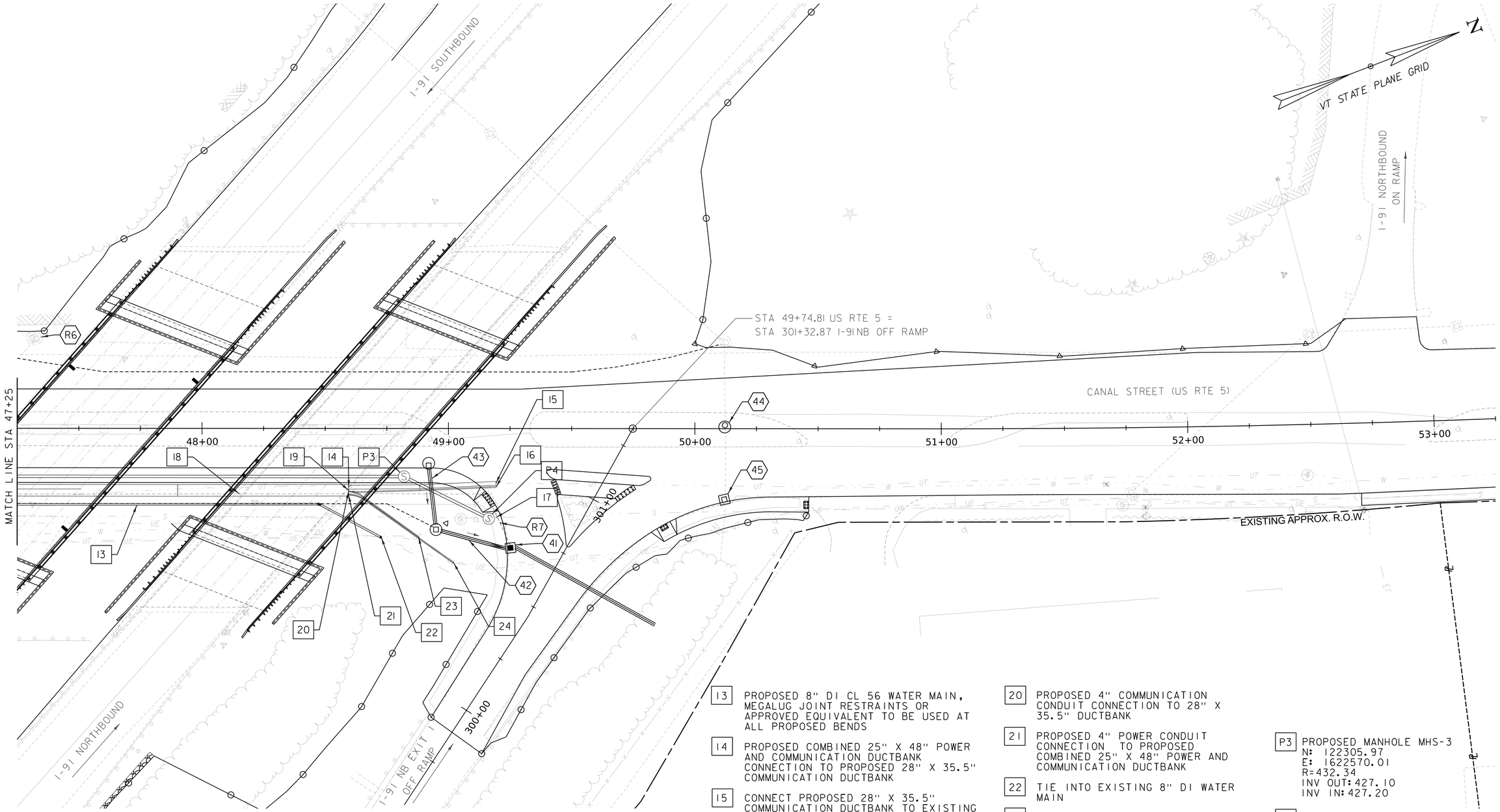
NOTE:
PROPOSED CATCH BASINS FOR DRAINAGE NOTES 34, 36 AND 43 SHALL BE DEEP SUMP CATCH BASINS WITH HOOD. REFER TO DETAIL SHEETS FOR SUMP DEPTH AND CATCH BASIN DETAIL. ALL COSTS ASSOCIATED WITH CATCH BASIN HOODS SHALL BE CONSIDERED INCIDENTAL TO ITEM 604.2000.

0 20 40
SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_Rte 5_Drain_Util.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/M.BRASSARD CHECKED BY: P.LAROCQUE
US RTE 5 - DRAINAGE AND UTILITY PLAN 1 SHEET 49 OF 258



DRAINAGE NOTES

41 STA 49+25.5 RT 48.4′
CHANGE ELEVATION OF EXIST DI
RIM ELEV. = 430.24

42 STA 49+25.5 RT 48.4′ - STA 48+95.0 RT 41.00′
CONSTRUCT 28.0 LF x 12" CPEP (SL)
INV OUT = 423.70 (CONNECT TO EX CB 41)
INV IN = 423.95
CONSTRUCT 4′ DIA. CATCH BASIN AT 48+95.0 RT 41.00′
RIM ELEV. = 430.50 WITH CAST IRON GRATE, TYPE A

R7 STA 49+25.5 RT 48.4′ - STA 49+15.3 RT 25.3′
REMOVE 22 LF x 12" RCP AND EXISTING DI

43 STA 48+95.0 RT 41.00′ - STA 48+92.0 RT 15.00′
CONSTRUCT 23.0 LF x 12" CPEP (SL)
INV OUT = 424.05 (CONNECT TO CB 42)
INV IN = 424.25
CONSTRUCT 4′ DIA. CATCH BASIN AT 48+92.0 RT 15.00′
RIM ELEV. = 431.68 WITH CAST IRON GRATE, TYPE D

44 STA 50+12.1 LT 0.7′
CHANGE EXIST DI GRATE AND FRAME TO
MH WITH CAST IRON COVER AND FRAME
RIM ELEV. = 430.85

45 STA 50+12.1 RT 29.2′
CHANGE ELEVATION OF EXIST DI
RIM ELEV. = 429.58

13 PROPOSED 8" DI CL 56 WATER MAIN, MEGALUG JOINT RESTRAINTS OR APPROVED EQUIVALENT TO BE USED AT ALL PROPOSED BENDS

14 PROPOSED COMBINED 25" X 48" POWER AND COMMUNICATION DUCTBANK CONNECTION TO PROPOSED 28" X 35.5" COMMUNICATION DUCTBANK

15 CONNECT PROPOSED 28" X 35.5" COMMUNICATION DUCTBANK TO EXISTING COMMUNICATION DUCTBANK

16 PROPOSED 4" COMMUNICATION CONDUIT

17 EXISTING 12" PVC TIE INTO NEW MANHOLE

18 PROPOSED COMBINED 25" X 48" POWER AND COMMUNICATION DUCTBANK (MIN. 3′ OF COVER)

19 PROPOSED 2" COMMUNICATION CONDUIT CONNECTION TO PROPOSED 28" X 35.5" DUCTBANK

20 PROPOSED 4" COMMUNICATION CONDUIT CONNECTION TO 28" X 35.5" DUCTBANK

21 PROPOSED 4" POWER CONDUIT CONNECTION TO PROPOSED COMBINED 25" X 48" POWER AND COMMUNICATION DUCTBANK

22 TIE INTO EXISTING 8" DI WATER MAIN

23 CONNECT PROPOSED 2" COMMUNICATION CONDUIT TO EXISTING 2" CONDUIT

24 CONNECT (2) PROPOSED 4" POWER CONDUITS TO EXISTING 4" POWER CONDUITS

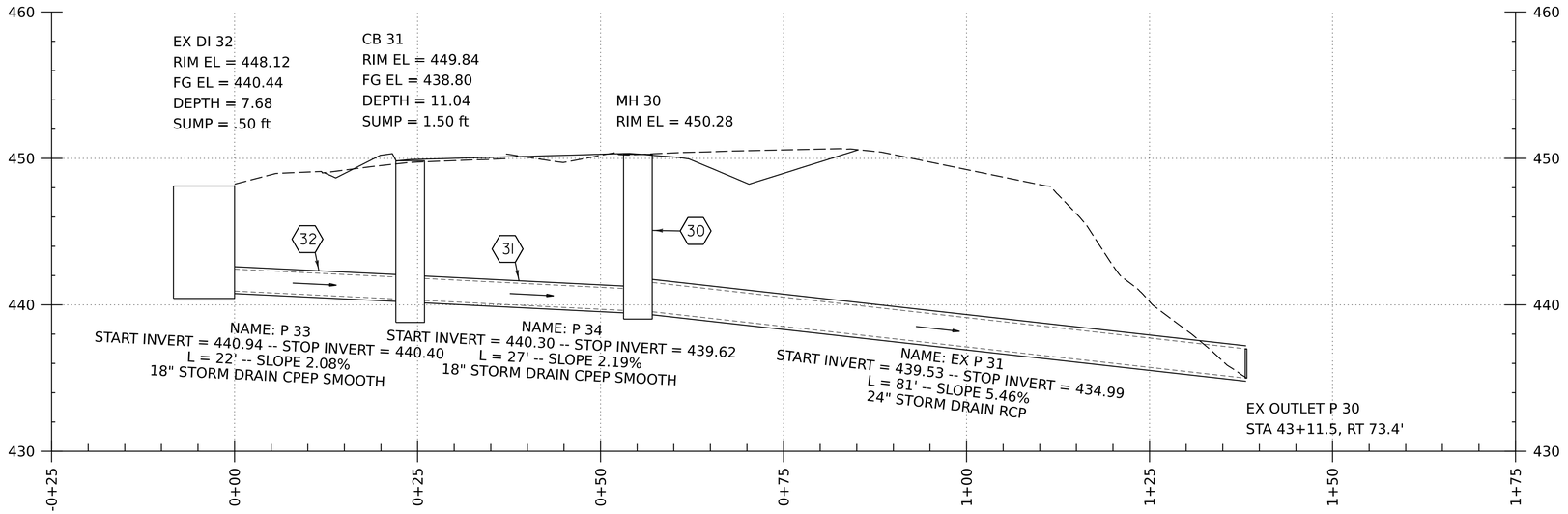
P3 PROPOSED MANHOLE MHS-3
N: 122305.97
E: 1622570.01
R=432.34
INV OUT: 427.10
INV IN: 427.20

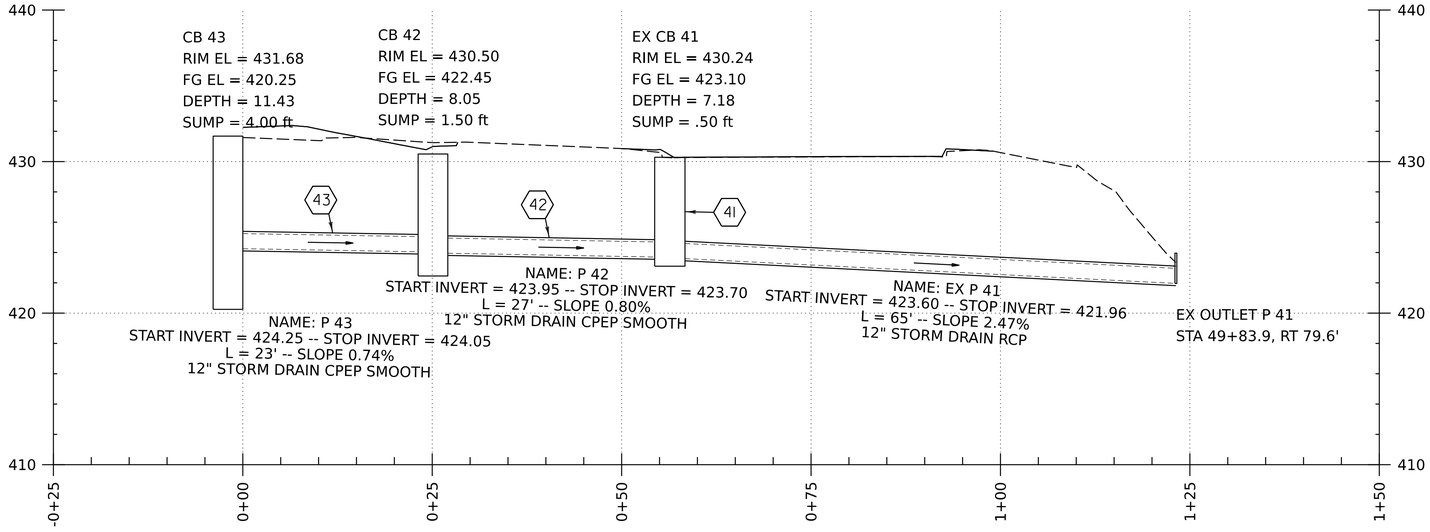
P4 PROPOSED MANHOLE MHS-4
N: 122331.90
E: 1622598.33
R=430.87
INV OUT: 425.26
INV IN: 425.27

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_Rte 5_Drain_Util.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/M.BRASSARD CHECKED BY: P.LAROCQUE
US RTE 5 - DRAINAGE AND UTILITY PLAN 2 SHEET 50 OF 258

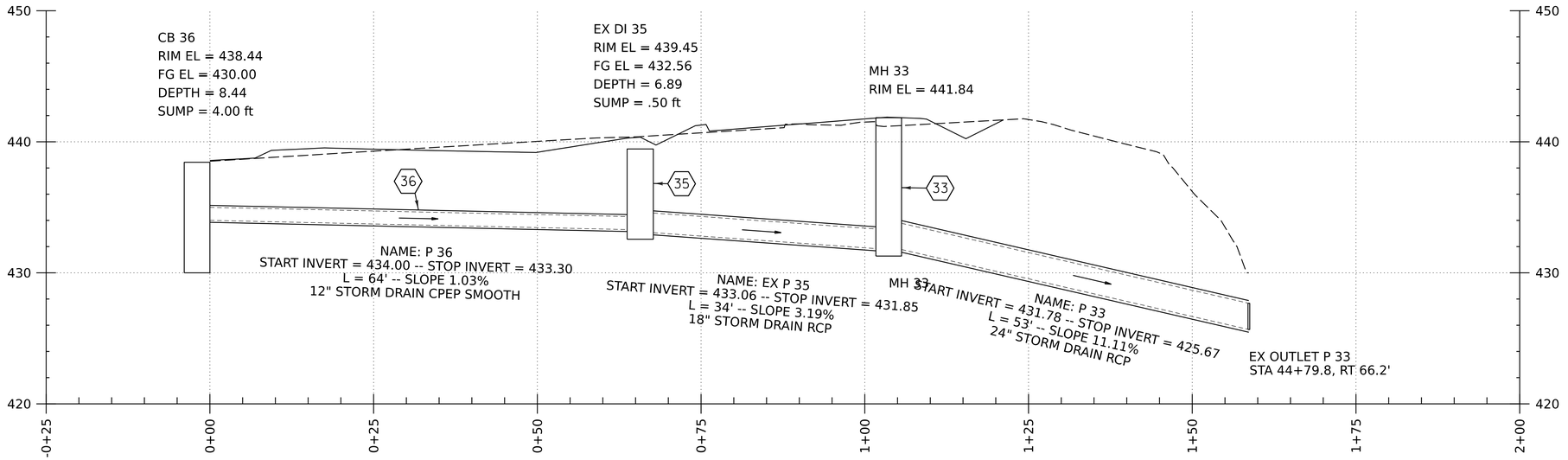


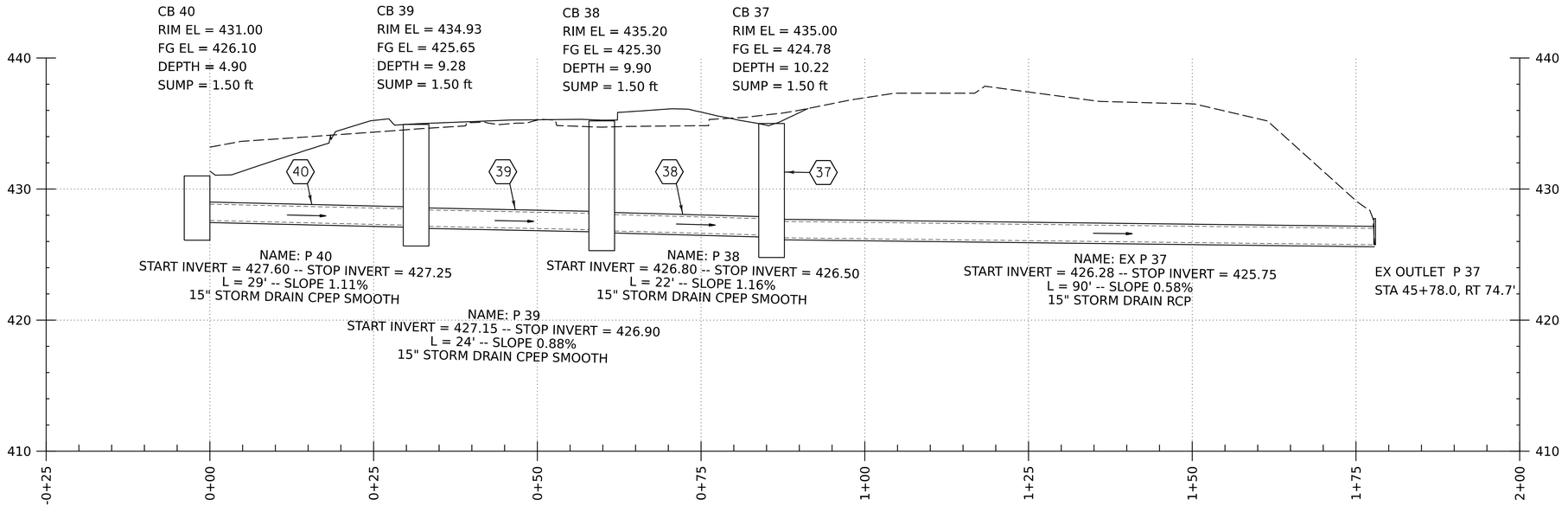


PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

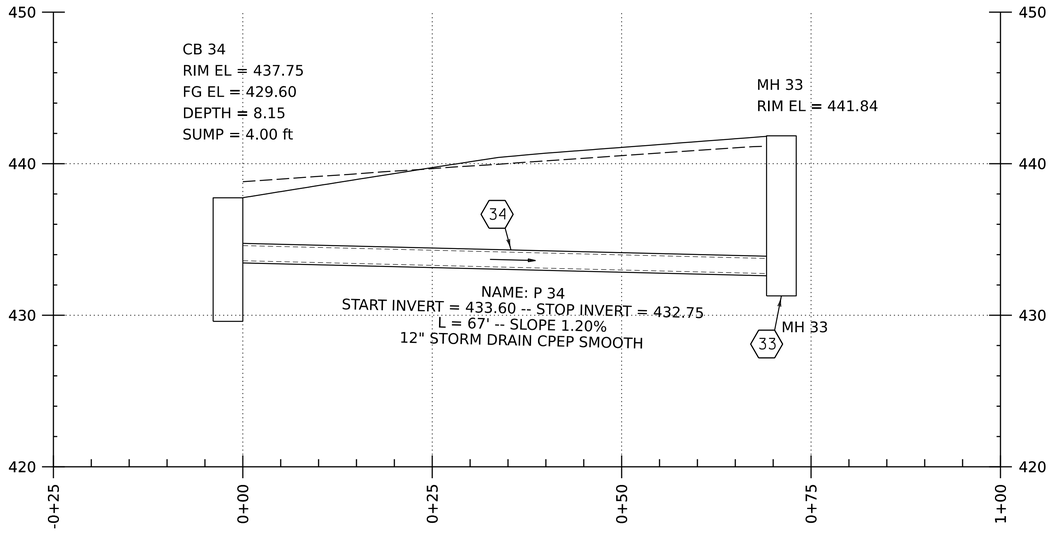
FILE NAME: z19a220_Drainage.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW
DRAINAGE PROFILES SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 51 OF 258





PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220_Drainage.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW	CHECKED BY: L.SFINTESCU
DRAINAGE PROFILES SHEET 2	SHEET 52 OF 258

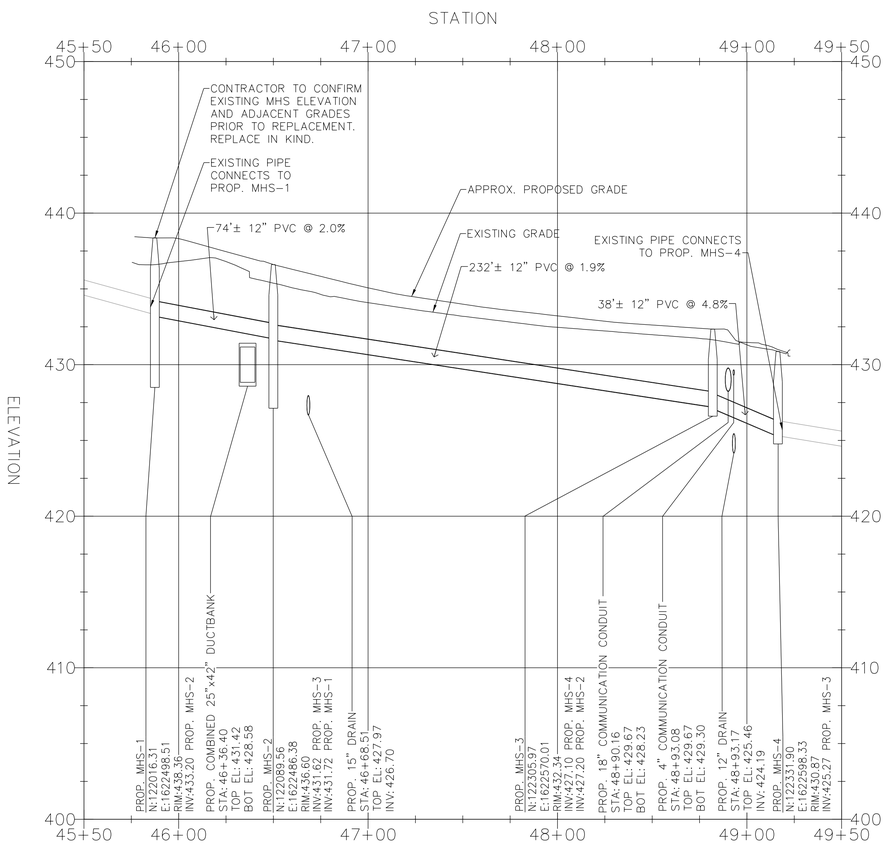


PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220_Drainage.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW
DRAINAGE PROFILES SHEET 3

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 53 OF 258

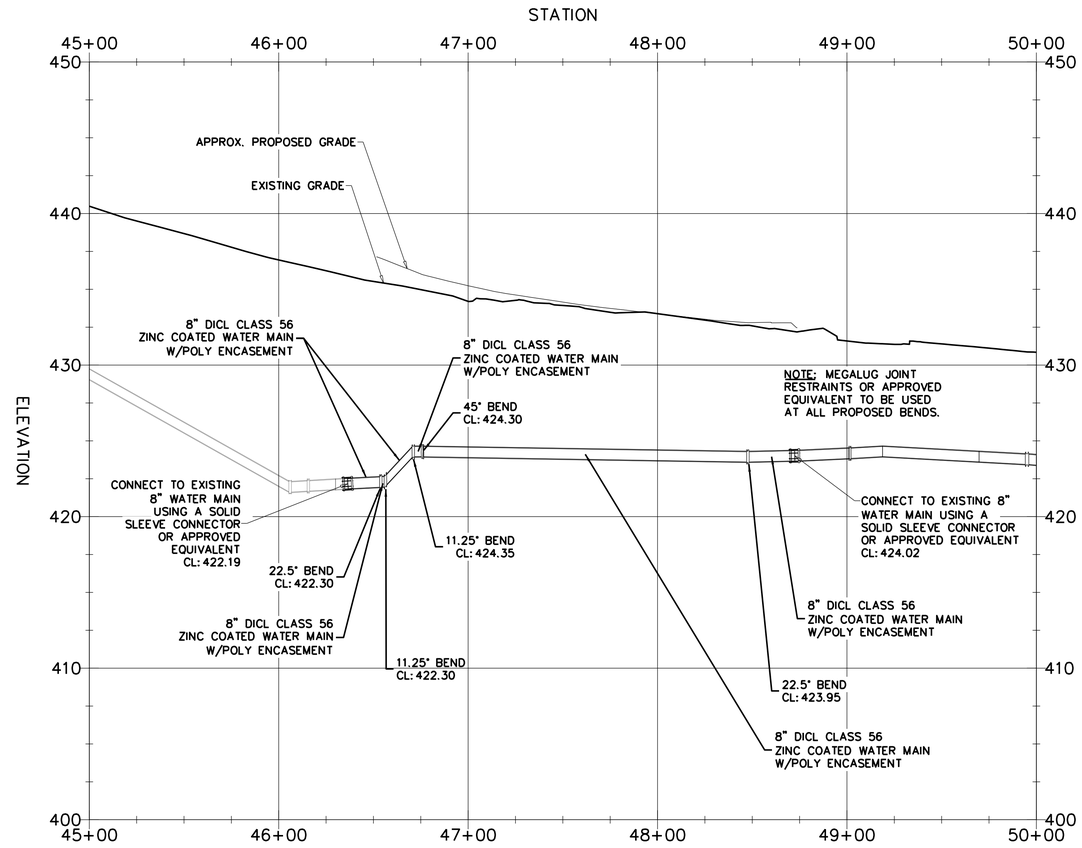
US RTE 5 ALIGNMENT – SANITARY SEWER PROFILE



PROPOSED SANITARY SEWER

HORIZONTAL SCALE: 1" = 40'-0"
VERTICAL SCALE: 1" = 8'-0"

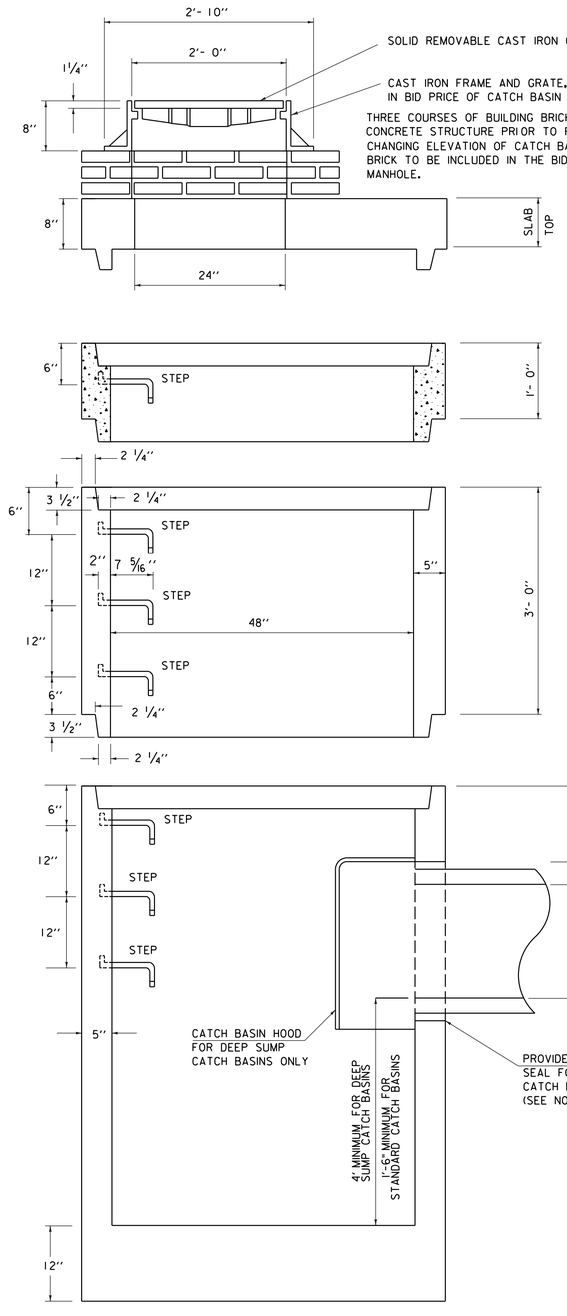
US RTE 5 ALIGNMENT – WATER PROFILE

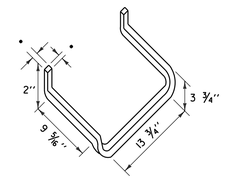


PROPOSED WATER

HORIZONTAL SCALE: 1" = 40'-0"
VERTICAL SCALE: 1" = 8'-0"

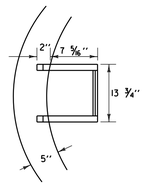
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_Utilities.dgn	PLOT DATE: 1/30/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: M.BRASSARD	CHECKED BY: P.LAROCQUE
US ROUTE 5 UTILITY PROFILE	SHEET 54 OF 258





ALUMINUM STEP
(DROP FRONT)

• - INDIVIDUAL METAL RUNGS SHALL HAVE A MINIMUM DIMENSION OF 1" OR SHALL BE PAINTED OR OTHERWISE TREATED TO RESIST CORROSION AND RUSTING.



STEP DETAIL
TOP VIEW

PRECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE

NOT TO SCALE

NOTES:

1. PRECAST CONCRETE SECTIONS SHALL CONFORM TO STANDARD SPECIFICATION SECTION 604.
2. CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 541 FOR CONCRETE, CLASS A.
3. CATCH BASINS SHALL BE DESIGNED FOR HL93 LOADING.
4. CATCH BASIN STEPS SHALL BE 14" WIDE STEEL REINFORCED COPOLYMER POLYPROPYLENE PLASTIC CONFORMING TO ASTM C-478 AND SHALL BE CAST INTO CATCH BASIN SECTIONS BY THE PRECAST CONCRETE MANUFACTURE.
5. FACE OF PIPE SHALL NOT PROJECT MORE THAN 2" OR LESS THAN 1" FROM INSIDE WALL OF STRUCTURE.
6. ALL STRUCTURES WITH MULTIPLE PIPES SHALL HAVE A MINIMUM OF 12" OF OUTSIDE SURFACE BETWEEN HOLES, NO MORE THAN 75% OF A HORIZONTAL CROSS-SECTION SHALL BE HOLES, AND THERE SHALL BE NO HOLES CLOSER THAN 6" TO JOINTS.
7. FITTING FRAME TO FINAL GRADE MAY BE DONE WITH BRICK OR PRECAST CONCRETE GRADE RINGS OF APPROPRIATE THICKNESS (3 COURSES MAX).
8. FLAT SLAB TOPS SHALL BE USED FOR ALL CATCH BASINS, UNLESS OTHERWISE PERMITTED BY THE ENGINEER.
9. ALL PIPE INVERTS AND PENETRATION ANGLES SHALL BE FIELD VERIFIED PRIOR TO PRECASTING.
10. PRECAST SECTIONS SHALL HAVE A TONGUE AND GROOVE JOINT AND BE ASSEMBLED USING A BUTYL RUBBER OR APPROVED EQUAL SEALANT.
11. PROVIDE FLEXIBLE RUBBER SLEEVES CONFORMING TO ASTM C-923, RESILIENT, OF SIZE REQUIRED, FOR EACH PIPE CONNECTING TO STRUCTURE. SLEEVES SHALL BE CAST INTO PRECAST STRUCTURE BY THE MANUFACTURE FOR ALL PIPE PENETRATIONS.
12. CATCH BASIN GRATE ORIENTATION SHALL BE IN ACCORDANCE WITH STANDARD DETAIL D-15 FOR TYPE E GRATE.
13. PAYMENT FOR INSTALLATION OF THE CATCH BASINS WILL BE MADE UNDER ITEM 604.2000 (PER 2025 SPEC BOOK), "RECAST REINFORCED CONCRETE CATCH BASIN WITH CAST IRON GRATE".

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220_Drainage_Detail.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: K. SNOW
DRAINAGE DETAILS SHEET

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L. SFINTESCU
SHEET 55 OF 258

DURABLE 4 INCH WHITE LINE, POLYUREA

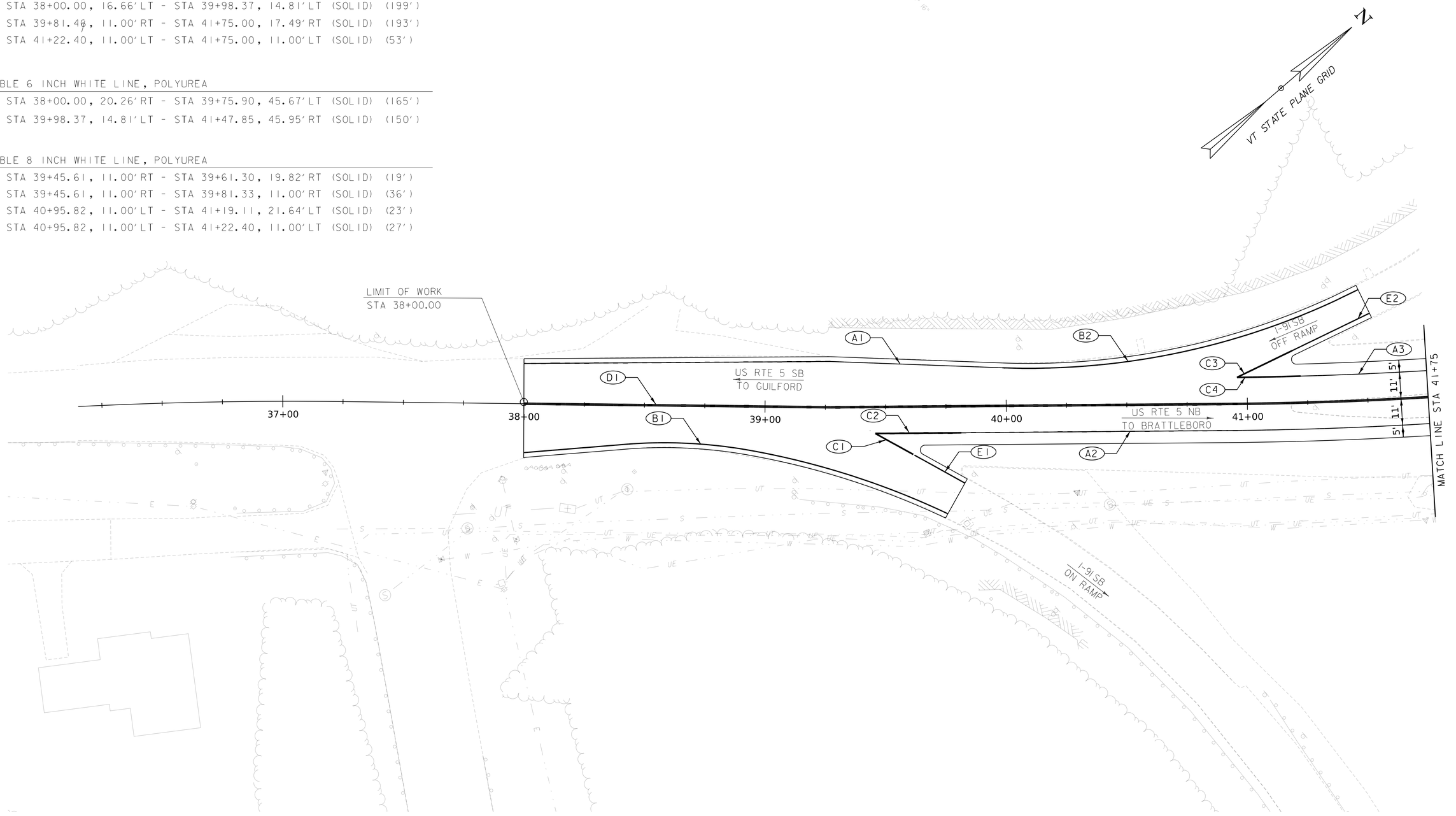
(A1) STA 38+00.00, 16.66'LT - STA 39+98.37, 14.81'LT (SOLID) (199')
(A2) STA 39+81.48, 11.00'RT - STA 41+75.00, 17.49'RT (SOLID) (193')
(A3) STA 41+22.40, 11.00'LT - STA 41+75.00, 11.00'LT (SOLID) (53')

DURABLE 6 INCH WHITE LINE, POLYUREA

(B1) STA 38+00.00, 20.26'RT - STA 39+75.90, 45.67'LT (SOLID) (165')
(B2) STA 39+98.37, 14.81'LT - STA 41+47.85, 45.95'RT (SOLID) (150')

DURABLE 8 INCH WHITE LINE, POLYUREA

(C1) STA 39+45.61, 11.00'RT - STA 39+61.30, 19.82'RT (SOLID) (19')
(C2) STA 39+45.61, 11.00'RT - STA 39+81.33, 11.00'RT (SOLID) (36')
(C3) STA 40+95.82, 11.00'LT - STA 41+19.11, 21.64'LT (SOLID) (23')
(C4) STA 40+95.82, 11.00'LT - STA 41+22.40, 11.00'LT (SOLID) (27')



DURABLE 4 INCH YELLOW LINE, POLYUREA

(D1) STA 38+00.00, CL - STA 41+75.00, CL (DOUBLE-SOLID) (375' x 2)

DURABLE 6 INCH YELLOW LINE, POLYUREA

(E1) STA 39+62.05, 21.50'RT - STA 39+82.99, 33.02'RT (SOLID) (21')
(E2) STA 41+19.11, 21.64'LT - STA 41+52.29, 36.00'LT (SOLID) (33')

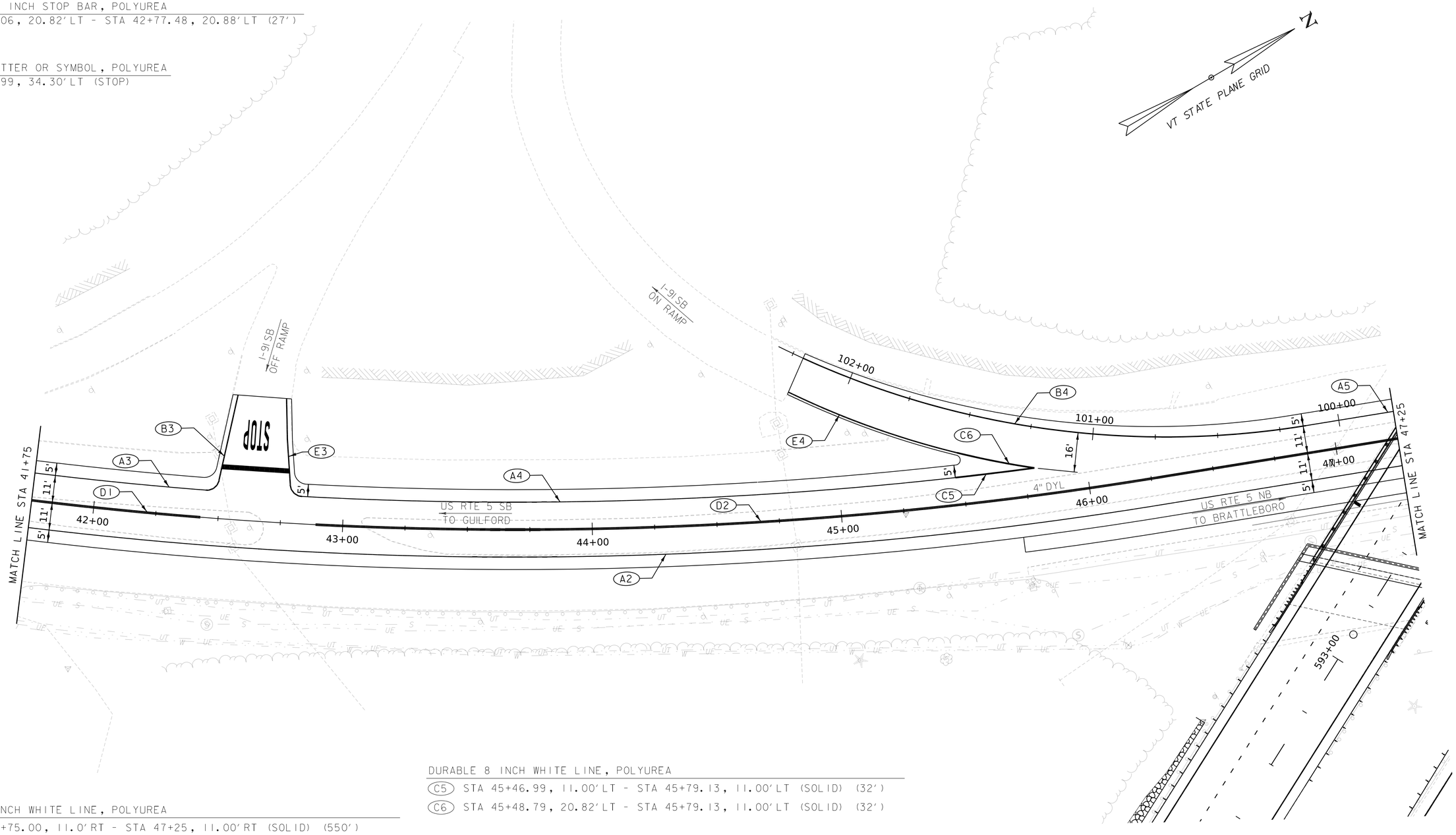
0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_Rte 5_Pvmt-Mrkg.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER CHECKED BY: L.SFINTESCU
US RTE 5 PAVEMENT MARKING - PLAN 1 SHEET 56 OF 258

DURABLE 24 INCH STOP BAR, POLYUREA
STA 42+50.06, 20.82'LT - STA 42+77.48, 20.88'LT (27')

DURABLE LETTER OR SYMBOL, POLYUREA
STA 42+62.99, 34.30'LT (STOP)



DURABLE 4 INCH WHITE LINE, POLYUREA

- (A2) STA 41+75.00, 11.0'RT - STA 47+25, 11.00'RT (SOLID) (550')
- (A3) STA 41+75.00, 11.00'LT - STA 42+44.24, 11.00'LT (SOLID) (69')
- (A4) STA 42+83.17, 11.00'LT - STA 45+46.99, 11.00'LT (SOLID) (264')
- (A5) STA 46+88.39, 11.00'LT - STA 47+25.00, 21.49'LT (SOLID) (37')

DURABLE 6 INCH WHITE LINE, POLYUREA

- (B3) STA 42+44.24, 11.00'LT - STA 42+54.49, 49.95'LT (SOLID) (42')
- (B4) STA 44+89.38, 64.32'LT - STA 46+88.39, 11.00'LT (SOLID) (199')

DURABLE 8 INCH WHITE LINE, POLYUREA

- (C5) STA 45+46.99, 11.00'LT - STA 45+79.13, 11.00'LT (SOLID) (32')
- (C6) STA 45+48.79, 20.82'LT - STA 45+79.13, 11.00'LT (SOLID) (32')

DURABLE 4 INCH YELLOW LINE, POLYUREA

- (D1) STA 41+75.00, CL - STA 42+42.92, CL (DOUBLE-SOLID) (68' x 2)
- (D2) STA 42+89.13, CL - STA 47+25.00, CL (DOUBLE-SOLID) (436' x 2)

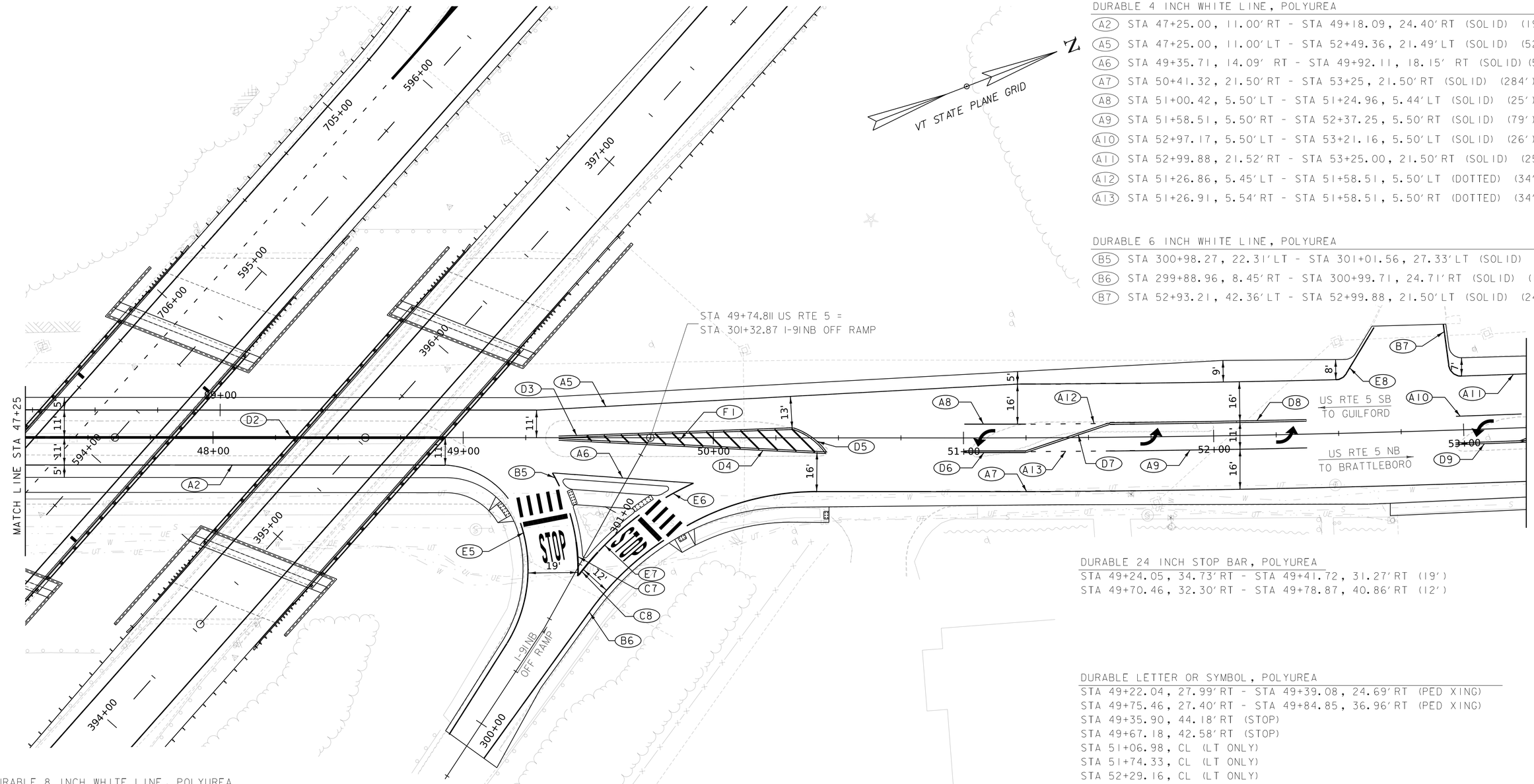
DURABLE 6 INCH YELLOW LINE, POLYUREA

- (E3) STA 42+74.59, 49.81'LT - STA 42+83.17, 11.00'LT (SOLID) (42')
- (E4) STA 44+82.27, 51.19'LT - STA 45+48.79, 20.82'LT (SOLID) (72')

0 20 40
SCALE IN FEET

wsp

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_Rte 5_Pvmt-Mrkg.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 PAVEMENT MARKING - PLAN 2	SHEET 57 OF 258



DURABLE 4 INCH WHITE LINE, POLYUREA

- (A2) STA 47+25.00, 11.00'RT - STA 49+18.09, 24.40'RT (SOLID) (197')
- (A5) STA 47+25.00, 11.00'LT - STA 52+49.36, 21.49'LT (SOLID) (524')
- (A6) STA 49+35.71, 14.09' RT - STA 49+92.11, 18.15' RT (SOLID) (57')
- (A7) STA 50+41.32, 21.50'RT - STA 53+25, 21.50'RT (SOLID) (284')
- (A8) STA 51+00.42, 5.50'LT - STA 51+24.96, 5.44'LT (SOLID) (25')
- (A9) STA 51+58.51, 5.50'RT - STA 52+37.25, 5.50'RT (SOLID) (79')
- (A10) STA 52+97.17, 5.50'LT - STA 53+21.16, 5.50'LT (SOLID) (26')
- (A11) STA 52+99.88, 21.52'RT - STA 53+25.00, 21.50'RT (SOLID) (25')
- (A12) STA 51+26.86, 5.45'LT - STA 51+58.51, 5.50'LT (DOTTED) (34')
- (A13) STA 51+26.91, 5.54'RT - STA 51+58.51, 5.50'RT (DOTTED) (34')

DURABLE 6 INCH WHITE LINE, POLYUREA

- (B5) STA 300+98.27, 22.31'LT - STA 301+01.56, 27.33'LT (SOLID) (7')
- (B6) STA 299+88.96, 8.45'RT - STA 300+99.71, 24.71'RT (SOLID) (114')
- (B7) STA 52+93.21, 42.36'LT - STA 52+99.88, 21.50'LT (SOLID) (24')

DURABLE 24 INCH STOP BAR, POLYUREA

STA 49+24.05, 34.73'RT - STA 49+41.72, 31.27'RT (19')
STA 49+70.46, 32.30'RT - STA 49+78.87, 40.86'RT (12')

DURABLE LETTER OR SYMBOL, POLYUREA

STA 49+22.04, 27.99'RT - STA 49+39.08, 24.69'RT (PED XING)
STA 49+75.46, 27.40'RT - STA 49+84.85, 36.96'RT (PED XING)
STA 49+35.90, 44.18'RT (STOP)
STA 49+67.18, 42.58'RT (STOP)
STA 51+06.98, CL (LT ONLY)
STA 51+74.33, CL (LT ONLY)
STA 52+29.16, CL (LT ONLY)
STA 53+08.59, CL (LT ONLY)

DURABLE 8 INCH WHITE LINE, POLYUREA

- (C7) STA 300+72.42, 1.65'RT - STA 300+81.89, 5.49'LT (SOLID) (14')
- (C8) STA 300+72.42, 1.65'RT - STA 300+82.78, 3.97'RT (SOLID) (13')

DURABLE 4 INCH YELLOW LINE, POLYUREA

- (D2) STA 47+25.00, CL - STA 48+92.87,CL (DOUBLE-SOLID) (168' x 2)
- (D3) STA 49+38.16, 0.31'LT - STA 50+31.83, 3.68'LT (DOUBLE-SOLID) (94' x 2)
- (D4) STA 49+38.19, 0.67'RT - STA 50+45.06, 5.94'RT (DOUBLE-SOLID) (107' x 2)
- (D5) STA 50+31.83, 3.68'LT - STA 50+45.06, 5.94'RT (DOUBLE-SOLID) (17' x 2)
- (D6) STA 51+00.41, 5.50'RT - STA 51+24.86, 5.56'RT (DOUBLE-SOLID) (25' x 2)
- (D7) STA 51+24.86, 5.56'RT - STA 51+58.51, 5.50'LT (DOUBLE-SOLID) (35' x 2)
- (D8) STA 51+58.51, 5.50'LT - STA 52+37.25, 5.54'LT (DOUBLE-SOLID) (79' x 2)
- (D9) STA 52+96.52, 5.50'RT - STA 53+25.0, 5.50'RT (DOUBLE-SOLID) (28' x 2)

DURABLE 6 INCH YELLOW LINE, POLYUREA

- (E5) STA 299+89.67, 8.43'LT - STA 300+77.84, 28.77'LT (SOLID) (94')
- (E6) STA 301+14.94, 17.01'RT - STA 301+25.42, 23.94'RT (SOLID) (13')
- (E7) STA 300+82.78, 3.97'RT - STA 301+03.85, 11.25'RT (SOLID) (22')
- (E8) STA 52+49.37, 21.50'LT - STA 52+65.27, 41.97'LT (SOLID) (27')

DURABLE 8 INCH YELLOW LINE, POLYUREA

- (F1) STA 49+26.45, CL - STA 50+35.04, CL (45 DEG SOLID) (107')

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_Rte 5_Pvmt-Mrkg.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER CHECKED BY: L.SFINTESCU
US RTE 5 PAVEMENT MARKING - PLAN 3 SHEET 58 OF 258

DURABLE 4 INCH WHITE LINE, POLYUREA

(A7) STA 53+25.00, 21.50'RT - STA 57+12.73, 30.36'RT (SOLID) (387')
(A11) STA 53+25.00, 21.50'RT - STA 54+57.44, 21.50'RT (SOLID) (132')
(A12) STA 55+90.29, 19.25'LT - STA 57+37.60, 16.46'LT (SOLID) (147')
(A13) STA 56+50.30, 5.50'LT - STA 57+00.00, 5.50'LT (SOLID) (50')
(A14) STA 57+34.62, 30.41'RT - STA 57+37.60, 22.97'RT (SOLID) (9')
(A15) STA 53+25.28, 5.50'LT - STA 53+54.52, 5.35'LT (DOTTED) (33')
(A16) STA 56+16.16, 5.50'RT - STA 56+50.30, 5.50'RT (DOTTED) (34')

DURABLE 6 INCH WHITE LINE, POLYUREA

(B8) STA 54+67.01, 46.42'LT - STA 55+90.27, 19.25'LT (SOLID) (126')

DURABLE 8 INCH WHITE LINE, POLYUREA

(C9) STA 54+57.44, 21.50'LT - STA 54+74.28, 21.50'LT (SOLID) (17')
(C10) STA 54+57.54, 31.94'LT - STA 54+74.28, 21.50'LT (SOLID) (20')

DURABLE 4 INCH YELLOW LINE, POLYUREA

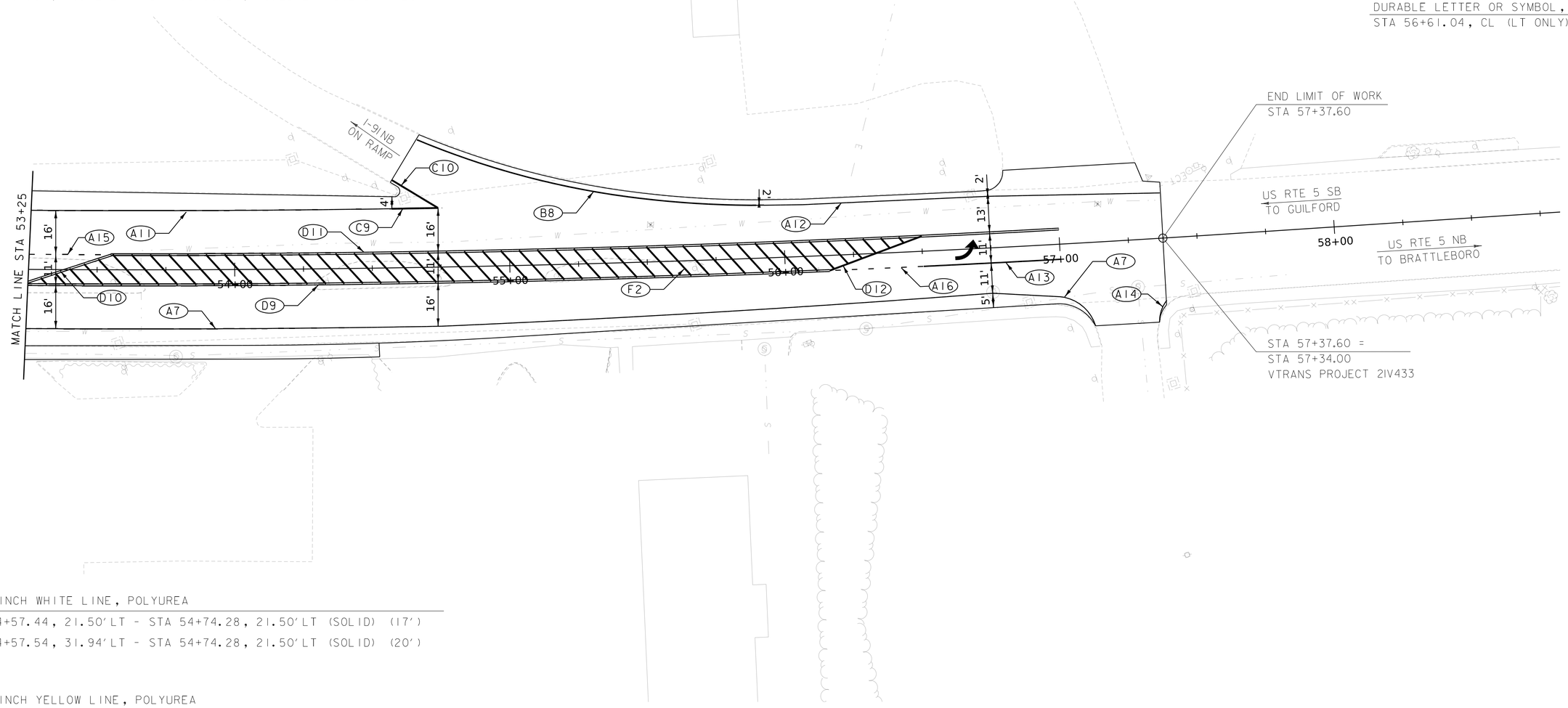
(D9) STA 53+25.00, 5.50'RT - STA 56+16.21, 5.50'RT (DOUBLE-SOLID) (291' x 2)
(D10) STA 53+22.22, CL - STA 53+55.52, 5.50'LT (DOUBLE-SOLID) (35' x 2)
(D11) STA 53+55.52, 5.50'LT - STA 57+00.00, 5.50'RT (DOUBLE-SOLID) (344' x 2)
(D12) STA 56+16.16, 5.50'RT - STA 56+50.10, 5.47'RT (DOUBLE-SOLID) (36' x 2)

DURABLE 8 INCH YELLOW LINE, POLYUREA

(F2) STA 53+30.79, CL - STA 56+42.54, CL (45 DEG SOLID) (312')

DURABLE 24 INCH STOP BAR, POLYUREA
STA 556+99.86, CL (11')

DURABLE LETTER OR SYMBOL, POLYUREA
STA 56+61.04, CL (LT ONLY)



0 20 40
SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

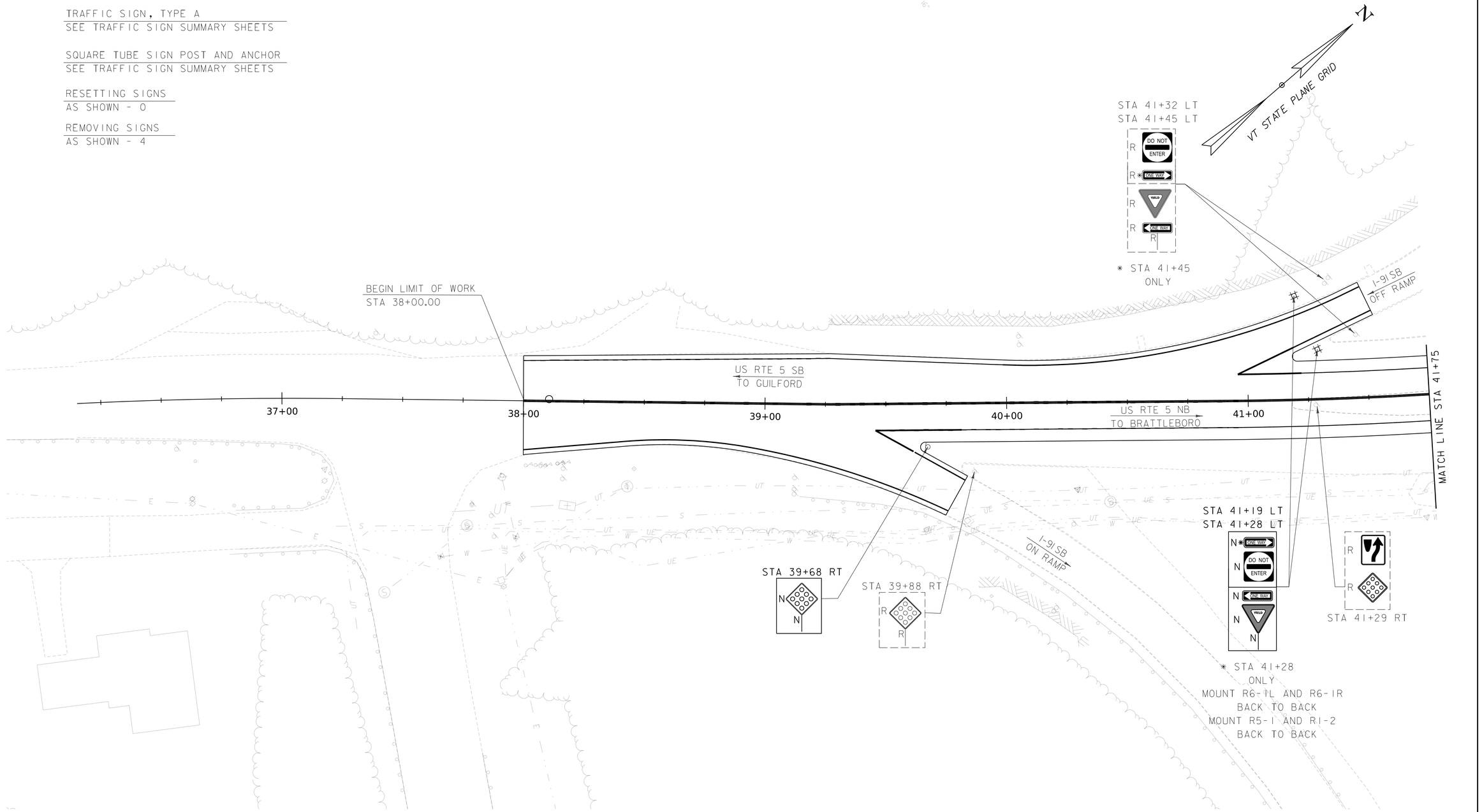
FILE NAME: z19a220bdr_Rte 5_Pvmt-Mrkg.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER CHECKED BY: L.SFINTESCU
US RTE 5 PAVEMENT MARKING - PLAN 4 SHEET 59 OF 258

TRAFFIC SIGN, TYPE A
SEE TRAFFIC SIGN SUMMARY SHEETS

SQUARE TUBE SIGN POST AND ANCHOR
SEE TRAFFIC SIGN SUMMARY SHEETS

RESETTING SIGNS
AS SHOWN - 0

REMOVING SIGNS
AS SHOWN - 4



LEGEND	
N	= NEW
RES	= RESET
RET	= RETAIN
R	= REMOVE

NOTE:
1. EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.

0 20 40
SCALE IN FEET

wsp

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)

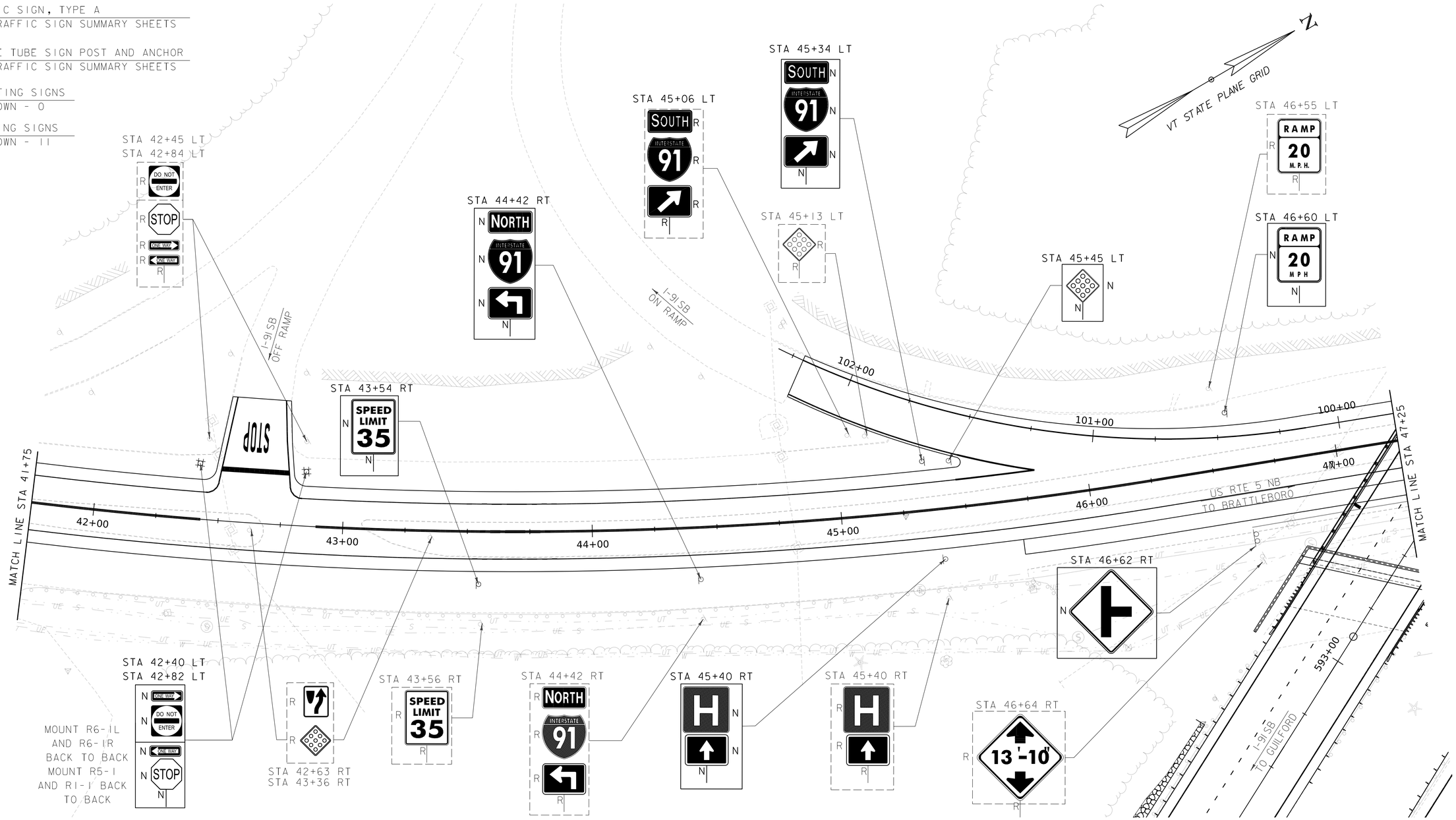
FILE NAME: z19a220bdr_Rte 5_Signing.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 TRAFFIC SIGN - PLAN 1	SHEET 60 OF 258

TRAFFIC SIGN, TYPE A
SEE TRAFFIC SIGN SUMMARY SHEETS

SQUARE TUBE SIGN POST AND ANCHOR
SEE TRAFFIC SIGN SUMMARY SHEETS

RESETTING SIGNS
AS SHOWN - 0

REMOVING SIGNS
AS SHOWN - 11



LEGEND	
N	= NEW
RES	= RESET
RET	= RETAIN
R	= REMOVE

NOTE:
1. EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.

0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_Rte 5_Signing.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 TRAFFIC SIGN - PLAN 2	SHEET 61 OF 258

TRAFFIC SIGN, TYPE A
SEE TRAFFIC SIGN SUMMARY SHEETS

SQUARE TUBE SIGN POST AND ANCHOR
SEE TRAFFIC SIGN SUMMARY SHEETS

RESETTING SIGNS
AS SHOWN - 0

REMOVING SIGNS
AS SHOWN - 12

N

VT STATE PLANE GRID

I-91 SB TO GUILFORD

I-91 NB TO PUTNEY

I-91 NB OFF RAMP

US RTE 5 SB TO GUILFORD

US RTE 5 NB TO BRATTLEBORO

STA 49+74.81 US RTE 5 =
STA 301+32.87 I-91 NB OFF RAMP

MATCH LINE STA 47+25

MATCH LINE STA 53+25

STA 49+28 LT

STA 49+39 LT

STA 49+76 LT

STA 49+93 LT

STA 51+07 RT

STA 53+02 LT

STA 53+06 LT

STA 48+93 RT

STA 49+11 RT
STA 49+53 RT

STA 49+19 RT
STA 49+46 RT

STA 49+67 RT
STA 49+84 RT

STA 49+85 RT

STA 49+58 RT

STA 50+43 RT

STA 51+93 LT

STA 53+11 RT

LEGEND	
N	= NEW
RES	= RESET
RET	= RETAIN
R	= REMOVE

NOTE:
1. EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.

0 20 40
SCALE IN FEET

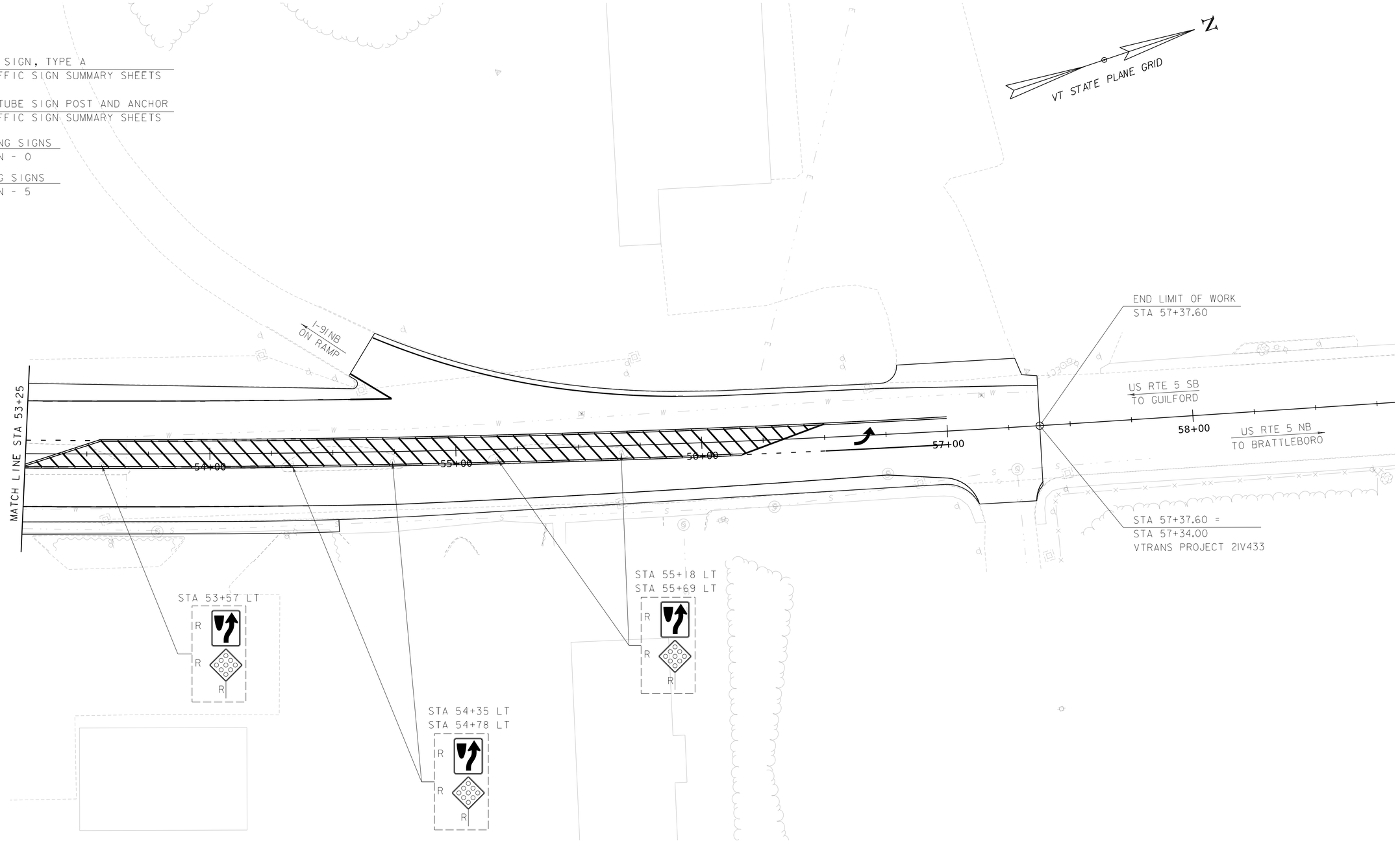
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_Rte 5_Signing.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 TRAFFIC SIGN - PLAN 3	SHEET 62 OF 258

TRAFFIC SIGN, TYPE A
SEE TRAFFIC SIGN SUMMARY SHEETS

SQUARE TUBE SIGN POST AND ANCHOR
SEE TRAFFIC SIGN SUMMARY SHEETS

RESETTING SIGNS
AS SHOWN - 0

REMOVING SIGNS
AS SHOWN - 5



LEGEND	
N	= NEW
RES	= RESET
RET	= RETAIN
R	= REMOVE

NOTE:
1. EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_Rte 5_Signing.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 TRAFFIC SIGN - PLAN 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 63 OF 258

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILE MARKER, STATION OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS			EXIST POST		NEW SIGN POSTS																								REMARKS	SIGN DETAIL	
										NO. OF	FLANGED CHANNEL			SQUARE STEEL (in)					TUBULAR ALUMINUM Ø (IN)			TUBULAR STEEL Ø (IN)					W-SHAPE STEEL									DETAIL ON SHEET NUMBER	VTrans STANDARD OR FHWA MUTCD-SHS NUMBER
		EACH	WIDTH (in)	HEIGHT (in)	NEW (sf)	SALV SIGN	SALV TIS	RETAIN	SALVAGE	POST	(LB / FT)			1.75	2.00	2.50	ANCHOR	SLEEVE	3.00	4.00	4.0 MOD	FOUNDATION	3.00	3.50	4.00	5.00	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED				
											1.12	2.00	3.00	1.88	2.42	3.35			1.30	1.70	1.70		7.60	9.00	10.80	14.60									
OPTION ITEMS																																				
		1	18.0	18.0	2.25					1					15.0		X																	Yellow on Yellow		OM1-1
		1	18.0	18.0	2.25					1					15.0		X																	Yellow on Yellow		OM1-1
46+60 LT		1	24.0	30.0	5.00					1					12.0		X																			W13-3
		1	24.0	12.0	2.00																													M1-1 Supplemental Plaque White on Blue		M3-1P
		1	24.0	24.0	4.00					1					14.0		X																			M1-1
44+42 RT		1	21.0	15.0	2.19																													M1-1 Supplemental Plaque White on Blue		M5-1P
		1	24.0	12.0	2.00																													M1-1 Supplemental Plaque White on Blue		M3-3P
		1	24.0	24.0	4.00					1					14.0		X																			M1-1
		1	21.0	15.0	2.19																													M1-1 Supplemental Plaque White on Blue		M6-2P
		1	24.0	12.0	2.00																													M1-1 Supplemental Plaque White on Blue		M3-3P
		1	24.0	24.0	4.00					1					14.0		X																			M1-1
		1	21.0	15.0	2.19																													M1-1 Supplemental Plaque White on Blue		M6-2P
		1	24.0	12.0	2.00																													M1-1 Supplemental Plaque White on Blue		M3-1P
		1	24.0	24.0	4.00					1					14.0		X																			M1-1
53+02 LT		1	21.0	15.0	2.19																													M1-1 Supplemental Plaque White on Blue		M6-1P
49+93 LT		1	24.0	12.0	2.00																													Green on White VM1-5 Supplemental Plaque		M4-5
49+93 LT		1	30.0	24.0	5.00																													Green on White		E-136B VMI-5
49+93 LT		1	21.0	15.0	2.19																													Green on White VM1-5 Supplemental Plaque		M6-1
49+93 LT		1	24.0	12.0	2.00																													Black on White M1-4 Supplemental Plaque		M3-3P
49+93 LT		1	24.0	24.0	4.00					2					28.0		X																		Black on White Type 3B Sign Frame		M1-4
49+93 LT		1	21.0	15.0	2.19																													Black on White M1-4 Supplemental Plaque		M6-1P
49+93 LT		1	24.0	12.0	2.00																													Black on White M1-4 Supplemental Plaque		M3-1P
49+93 LT		1	24.0	24.0	4.00																													Black on White		M1-4
49+93 LT		1	21.0	15.0	2.19																													Black on White M1-4 Supplemental Plaque		M6-1P
											FT .	FT .	FT .	FT .	FT 126.	FT .	XXXXX XXXXX XXXXX XXXXX	EA .	LB .	LB .	LB .		LB .	LB .	LB .	LB .								
	TOTALS				SF 67.81	EA .	SF .	XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX			FT .				FT 126.					LB .			EA.		LB .			EA.	EA.	LB .							

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220sum_sign.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: E.WILLIAMS
TRAFFIC SIGN SUMMARY SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: B.GEIGER
SHEET 64 OF 258

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILE MARKER, STATION OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS			EXIST POST		NEW SIGN POSTS																						REMARKS	SIGN DETAIL	
		EACH	WIDTH (in)	HEIGHT (in)	NEW (sf)	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POST	FLANGED CHANNEL (LB / FT)			SQUARE STEEL (in) (LB / FT)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (IN) (LB / FT)			FOUNDATION	TUBULAR STEEL Ø (IN) (LB / FT)				W-SHAPE STEEL FTG. SIZE		WEIGHT	POST SIZE	SIGN FRAME REQUIRED		DETAIL ON SHEET NUMBER	VTrans STANDARD OR FHWA MUTCD-SHS NUMBER
											1.12	2.00	3.00	1.88	2.42	3.35			1.30	1.70	1.70		7.60	9.00	10.80	14.60	24"	30"						
											1.75	2.00	2.50						3.00	4.00	4.0 MOD		3.00	3.50	4.00	5.00								
OPTION ITEMS																																	
45+40 RT	H	1	24.0	24.0	4.00					1					13.0		X															White on Blue		D9-2
45+40 RT	↑	1	21.0	15.0	2.19																											White on Blue D9-2 Supplemental Plaque		M6-3P
42+40 LT	ONE WAY →	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1R
42+40 LT	← ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1L
42+40 LT	DO NOT ENTER	1	30.0	30.0	6.25																											Installed Back to Back with R1-1		R5-1
42+40 LT	STOP	1	30.0	30.0	6.25					1						12.0	X																	R1-1
42+82 LT	ONE WAY →	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1R
42+82 LT	← ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1L
42+82 LT	DO NOT ENTER	1	30.0	30.0	6.25																											Installed Back to Back with R1-1		R5-1
42+82 LT	STOP	1	30.0	30.0	6.25					1						12.0	X																	R1-1
49+19 RT	ONE WAY →	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1R
49+19 RT	← ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1L
49+19 RT	DO NOT ENTER	1	30.0	30.0	6.25																											Installed Back to Back with R1-1		R5-1
49+19 RT	STOP	1	30.0	30.0	6.25					1						12.0	X																	R1-1
49+46 RT	ONE WAY →	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1R
49+46 RT	← ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1L
49+46 RT	DO NOT ENTER	1	30.0	30.0	6.25																											Installed Back to Back with R1-1		R5-1
49+46 RT	STOP	1	30.0	30.0	6.25					1						12.0	X																	R1-1
49+67 RT	ONE WAY →	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1R
49+67 RT	← ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1L
49+67 RT	DO NOT ENTER	1	30.0	30.0	6.25																											Installed Back to Back with R1-1		R5-1
49+67 RT	STOP	1	30.0	30.0	6.25					1						12.0	X																	R1-1
											FT .	FT .	FT .	FT .	FT 13.	FT 60.	XXXXX XXXXX XXXXX XXXXX	EA .	LB .	LB .	LB .	EA	LB .	LB .	LB .	LB .						
TOTALS					SF 98.69	EA .	SF .	XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX			FT .			FT 73.					LB .			EA	LB .				EA .	EA .	LB .					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD.
POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220sum_sign.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: E.WILLIAMS
TRAFFIC SIGN SUMMARY SHEET 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: B.GEIGER
SHEET 65 OF 258

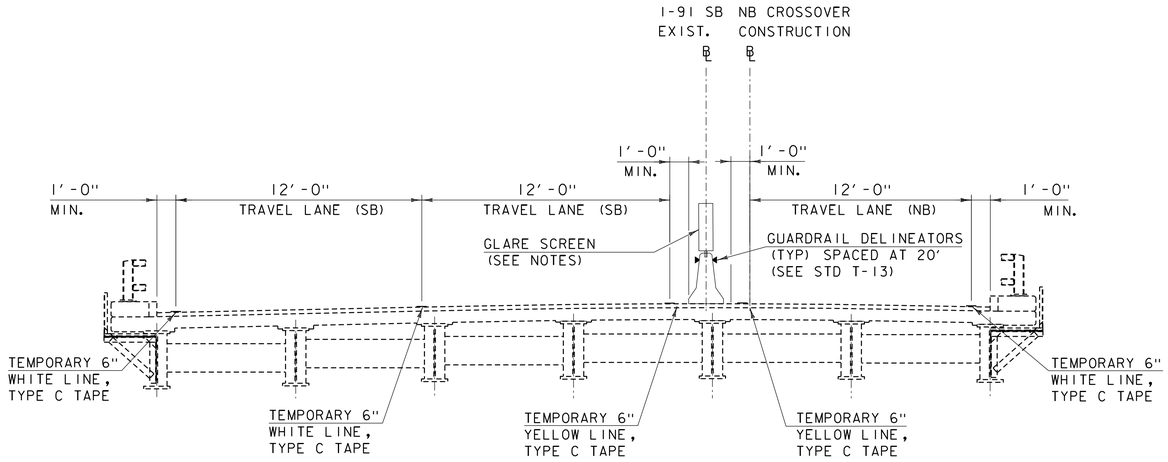
STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

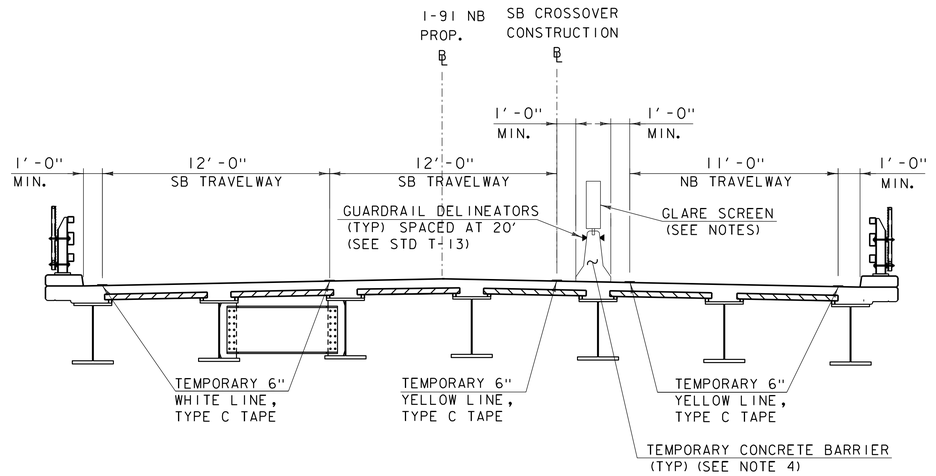
MILE MARKER, STATION OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS			EXIST POST		NEW SIGN POSTS																							REMARKS	SIGN DETAIL	
		EACH	WIDTH (in)	HEIGHT (in)	NEW (sf)	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POST	FLANGED CHANNEL (LB / FT)			SQUARE STEEL (in) (LB / FT)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (IN) (LB / FT)			FOUNDATION	TUBULAR STEEL Ø (IN) (LB / FT)				W-SHAPE STEEL							DETAIL ON SHEET NUMBER	VTrans STANDARD OR FHWA MUTCD-SHS NUMBER
											1.12	2.00	3.00	1.75 1.88	2.00 2.42	2.50 3.35			3.00 1.30	4.00 1.70	4.0 MOD 1.70		3.00 7.60	3.50 9.00	4.00 10.80	5.00 14.60	FTG. SIZE 24"	FTG. SIZE 30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED			
OPTION ITEMS																																		
49+84 RT	ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1R
49+84 RT	ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1L
49+84 RT	DO NOT ENTER	1	30.0	30.0	6.25																											Installed Back to Back with R1-1		R5-1
49+84 RT	STOP	1	30.0	30.0	6.25					1						12.0	X																	R1-1
41+19 LT	ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1L
41+19 LT	DO NOT ENTER	1	30.0	30.0	6.25																											Installed Back to Back with R1-2		R5-1
41+19 LT	YIELD	1	36.0	36.0	3.90					1						12.0	X																	R1-2
41+28 LT	ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1R
41+28 LT	ONE WAY	1	36.0	12.0	3.00																											R6-1L and R6-1R Installed Back to Back on same post		R6-1L
41+28 LT	DO NOT ENTER	1	30.0	30.0	6.25																											Installed Back to Back with R1-2		R5-1
41+28 LT	YIELD	1	36.0	36.0	3.90					1						12.0	X																	R1-2
43+54 RT	SPEED LIMIT 35	1	24.0	30.0	5.00					1					12.0		X																	R2-1
46+62 RT		1	30.0	30.0	6.25					1					9.0																			
391+12 RT	MILE 7 .4	1	12.0	36.0	3.00					1					9.0		X															Mile 7.4		D10-1a
598+58 LT	MILE 7 .6	1	12.0	36.0	3.00					1					9.0		X															Mile 7.6		D10-1a
394+63 RT	BRIDGE 4-N I-91	1	6.0	10.0	0.42					1				6.0			X																	VD-701
594+85 LT	BRIDGE 4-S I-91	1	6.0	10.0	0.42					1				6.0			X																	VD-701
703+61 RT		1	36.0	36.0	9.00					1					12.0		X																	R3-2
598+23 LT		1	48.0	48.0	16.00					2					26.0		X																	W4-1
											FT .	FT .	FT .	FT 12.	FT 77.	FT 36.	XXXXX XXXXX XXXXX XXXXX	EA. .	LB .	LB .	LB .		LB .	LB .	LB .	LB .							
	TOTALS				SF 90.88	EA. .	SF .	XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX			FT .			FT 125.					LB .			EA.	LB .				EA. .	EA. .	LB .							

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD.
POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE VTRANS "SIGN POST DESIGN GUIDELINE."

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220sum_sign.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: E.WILLIAMS	CHECKED BY: B.GEIGER
TRAFFIC SIGN SUMMARY SHEET 3	SHEET 66 OF 258



BRIDGE CROSSOVER TYPICAL (EXISTING BRIDGE DECK - SB)



BRIDGE CROSSOVER TYPICAL (PROPOSED BRIDGE DECK - NB)

SCALE: 1/4" = 1'-0"

GLARE SCREEN NOTES:

1. THE GLARE SCREEN SYSTEM WILL BE USED TO DELINEATE TEMPORARY MEDIAN AND BLOCK OUT HEADLIGHT GLARE MEETING ALL REQUIREMENTS OF PART 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 11TH EDITION (2023), SECTION 6F.

   THE SYSTEM SHALL CONSIST OF VERTICAL BLADES PLACED AT UNIFORM SPACING ON A HORIZONTAL BASE RAIL WHICH IS IN TURN MOUNTED ON CONCRETE BARRIER.

   THE BLADES AND BASE RAIL SHALL BE CONSTRUCTED OF DURABLE, LIGHTWAIGHT, NON-METALLIC, NON-WARPING, FLEXIBLE, AND WEATHER AND IMPACT RESISTANT MATERIALS.

   THE BLADES SHALL BE STANDARD GREEN COLOR, ONE PIECE CONSTRUCTION. THE WIDTH OF THE BLADES SHALL BE BETWEEN 6 INCHES AND 9 INCHES. THE LENGTH OF BLADES SHALL BE BETWEEN 24 INCHES AND 30 INCHES. THE BLADES SHALL BE ANGLED AND SPACED TO PROVIDE APPROXIMATELY A 22-DEGREE HEADLIGHT CUTOFF ANGLE.

   THE BASE RAIL SHALL HAVE A NOMINAL WIDTH OF 6 INCHES. THE HORIZONTAL LENGTH OF THE BASE RAIL SHALL BE EQUAL TO THE LENGTH OF THE SECTION OF BARRIER ON WHICH THEY ARE BEING INSTALLED ON, SO THAT THE JOINT BETWEEN BARRIER SECTIONS SHALL NOT BE SPANNED BY THE BLADES.

2. THE FOLLOWING MANUFACTURERS ARE CAPABLE OF PROVIDING ITEMS TO MEET THE REQUIREMENTS OF THESE SPECIFICATIONS:

   SAFE-HIT GLARESCREEN BY TRINITY HIGHWAY, 1-888-356-2363 HTTPS://TRINITYHIGHWAY.COM/

   WORKZONE MODULAR GLARE SCREEN BY CASONITE, 803-321-1185 HTTPS://WWW.CARSONITE.COM/

   PLASTICADE MODULAR GLARE SCREEN BY PLASTICADE, 1-800-772-0355 HTTPS://PLASTICADE.COM/

   OR APPROVED EQUAL.

3. ALL COSTS FOR DESIGNING, DETAILING, FURNISHING, INSTALLING, RELOCATING, MAINTAINING, MONITORING, AND REMOVING THE GLARE SCREENS SHALL BE CONSIDERED INCIDENTAL TO ITEMS 641.1000, "TRAFFIC CONTROL (BRIDGE 4N)" AND 641.1000, "TRAFFIC CONTROL (BRIDGE 4S)".

TRAFFIC CONTROL TYPICAL SECTION NOTES:

1. DELINEATORS SHALL BE INCIDENTAL TO ITEM 621.90, "TEMPORARY TRAFFIC BARRIER". DELINEATORS TO BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS AT LOCATIONS PER VAOT STANDARD T-13.

2. INCLUDED IN PAY ITEM 240.0100004, DIVIDED HIGHWAY CROSSOVER (NORTHBOUND), IS ALL WORK AND MATERIALS REQUIRED TO CONSTRUCT THE I-91 NB CROSSOVER AND I-91SB TEMPORARY WIDENING INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING MAJOR ITEMS OF WORK:
   1. CLEARING & GRUBBING.
   2. SOLID ROCK EXCAVATION (& BLASTING, IF REQUIRED).
   3. TEMPORARY CLOSED SYSTEM DRAINAGE.
   4. EARTH EXCAVATION & ORDINARY AND SAND BORROW.
   5 STONE SUBBASE & BITUMINOUS CONCRETE PAVEMENT.
   6. REMOVAL OF TEMPORARY DRAINAGE PIPING & STRUCTURES.
   7. REMOVAL & DISPOSAL OF ALL MATERIALS EXCEPT THOSE TO BE USED FOR THE CONSTRUCTION OF THE I-91 SB CROSSOVER.

3. INCLUDED IN PAY ITEM 240.0100004, DIVIDED HIGHWAY CROSSOVER (SOUTHBOUND), IS ALL WORK AND MATERIALS REQUIRED TO CONSTRUCT THE I-91 SB CROSSOVER INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING MAJOR ITEMS OF WORK:
   1. CLEARING & GRUBBING.
   2. TEMPORARY CLOSED SYSTEM DRAINAGE.
   3. EARTH EXCAVATION & ORDINARY AND SAND BORROW.
   4. STONE SUBBASE & BITUMINOUS CONCRETE PAVEMENT.
   5. REMOVAL & DISPOSAL OF ALL MATERIALS TO CONSTRUCT THE CROSSOVER.
   6. REMOVAL & DISPOSAL OF TEMPORARY DRAINAGE PIPING & STRUCTURES.
   7. RESTORATION OF THE MEDIAN TO ITS ORIGINAL CONDITION AND AS SHOWN ON THE I-91 NB CROSS SECTIONS.

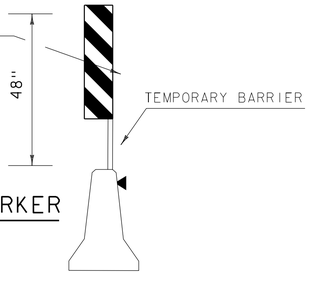
4. LEVEL AREA BEHIND BARRIER MUST BE AT LEAST THE DEFLECTION DISTANCE OF THE BARRIER SYSTEM BASED ON NCHRP 350 OR MASH TESTING.

5. I-91 SB TEMPORARY WIDENING TO BE REMOVED ONCE NOT BEING USED TO MAINTAIN TRAFFIC AND THE AREA RESTORED TO THE ORIGINAL CONDITION.

12" X 36" OBJECT MARKER TO BE INSTALLED AT BEGINNING OF BARRIER TANGENT. STRIPES SLOPE DOWNWARD TOWARD THE SIDE OF THE BARRIER ON WHICH TRAFFIC IS TO PASS. MOUNTING IS DETERMINED BY THE ENGINEER.

OM3-L

GUARDRAIL DELINEATORS SHALL BE MOUNTED EVERY 20 FEET ALONG THE SIDE OF THE BARRIER, WITH YELLOW ON THE DRIVER'S LEFT AND WHITE ON THE DRIVER'S RIGHT. SEE STD. G-1 FOR GUARDRAIL DELINEATOR SPECIFICATIONS.



BARRIER MARKER

LEFT	RIGHT LANE CLOSED	PLEASE MERGE EARLY

PCMS MESSAGES

PCMS NOTES

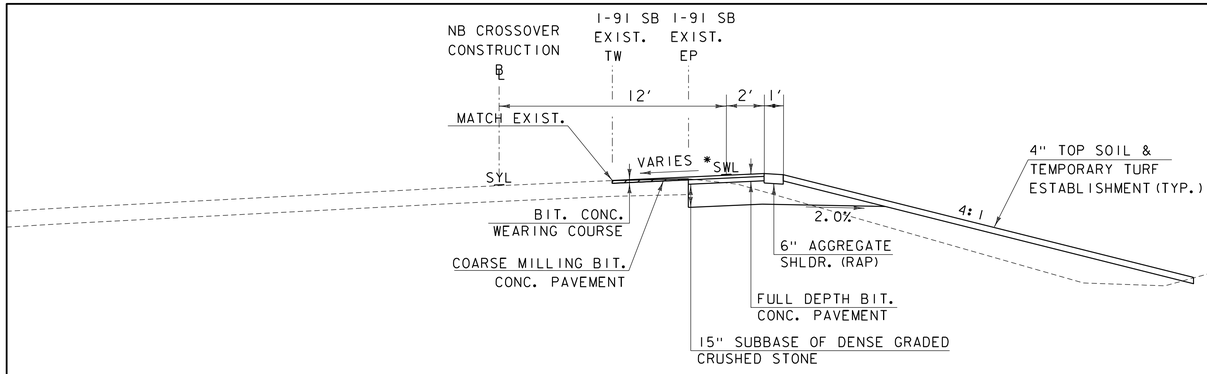
1. PORTABLE CHANGEABLE MESSAGE UNITS TO BE LOCATED 1.5 MILES PRIOR TO MERGING TAPERS ON I-91. ADDITIONALLY TWO PORTABLE CHANGEABLE MESSAGE BOARDS SHALL BE AVAILABLE AS REQUESTED BY VERMONT STATE POLICE. THE CONTRACTOR SHALL COORDINATE WITH POLICE ON LOCATIONS AND MESSAGES.

2. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF THE ROADWAY A MINIMUM OF ONE FOOT ABOVE THE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. THE BOTTOM OF THE SIGN FACE SHALL BE 5' ABOVE THE ROADWAY WHEN PLACED BEHIND GUARDRAIL.

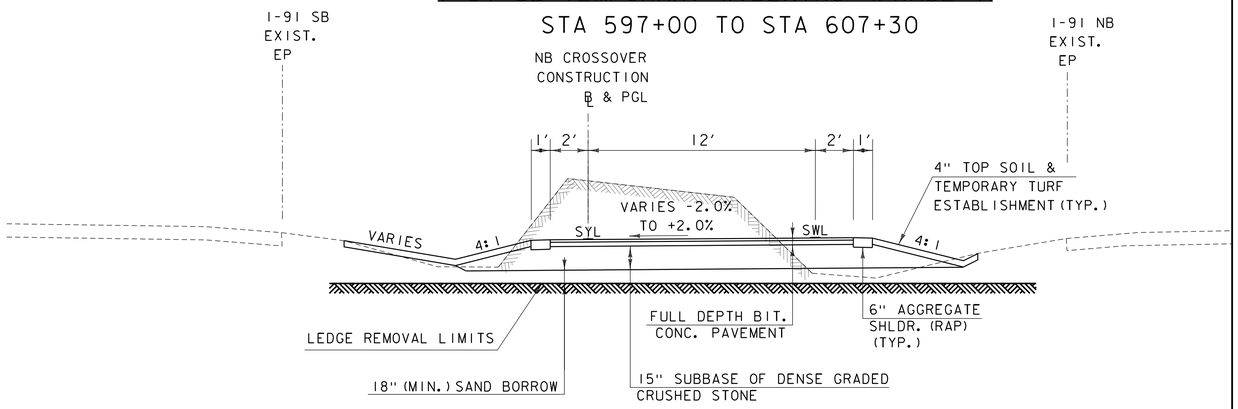
wsp

PROJECT NAME:	BRATTLEBORO		
PROJECT NUMBER:	IM 091-1(82)(RE-AD)		
FILE NAME: zl9a220tctyp.dgn		PLOT DATE:	1/29/2026
PROJECT LEADER:	A.STOCKIN	DRAWN BY:	M.CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L.SFINTESCU
TRAFFIC CONTROL NOTES AND TYPICALS I		SHEET	67 OF 258

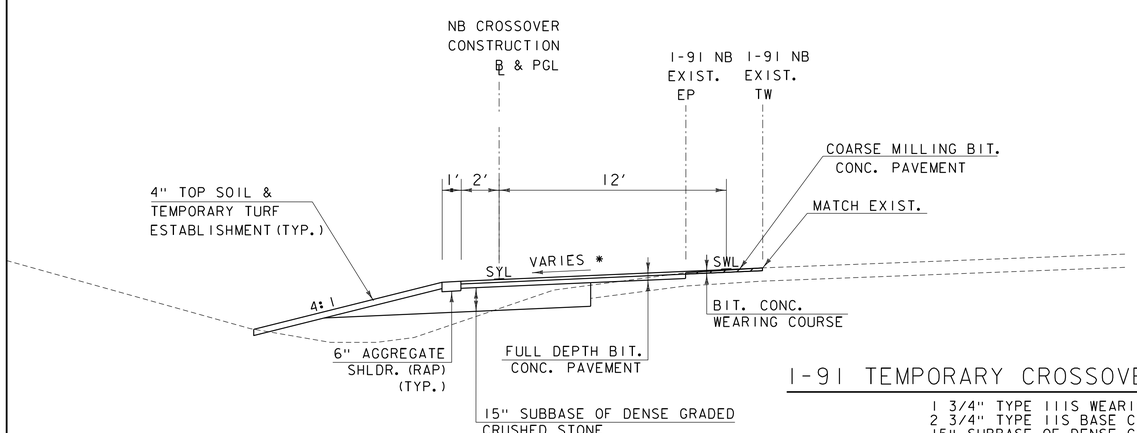
I-91 SB TEMPORARY WIDENING (PHASE 1)
STA 212+49 TO STA EXISTING BRIDGE
STA 224+00 TO STA 226+00



I-91 SB TEMPORARY WIDENING (PHASE 1)
STA 597+00 TO STA 607+30



I-91 NB MEDIAN CROSSOVER (PHASE 1)
STA 210+19 TO STA 212+49



I-91 NB TEMPORARY WIDENING (PHASE 1)
STA 206+79 TO STA 210+19
STA 231+00 TO STA 233+86

I-91 TEMPORARY CROSSOVER PAVING TREATMENT

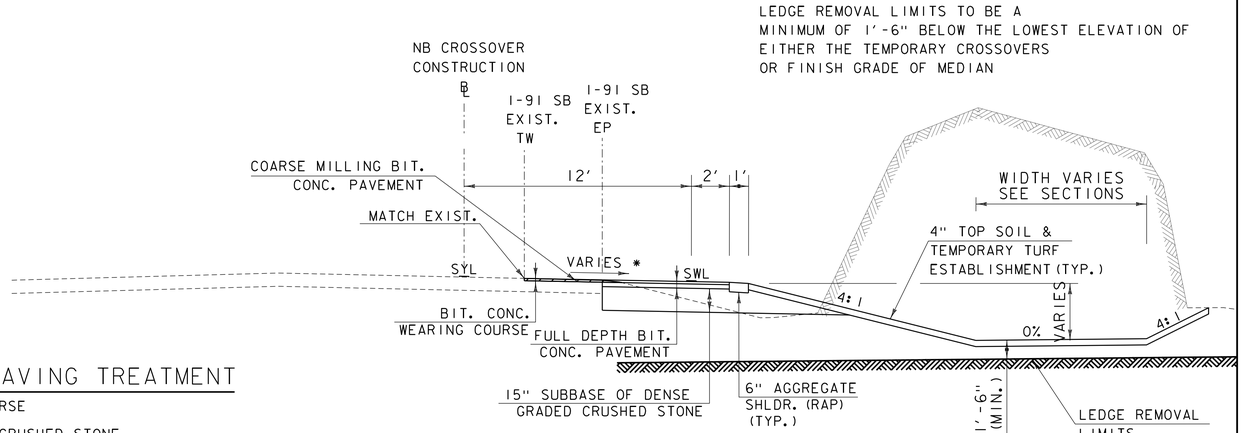
1 3/4" TYPE IIIS WEARING COURSE
2 3/4" TYPE IIS BASE COURSE
15" SUBBASE OF DENSE GRADED CRUSHED STONE

* PROPOSED CROSS SLOPE VARIES TO MATCH ADJACENT EXISTING TRAVEL WAY SLOPE

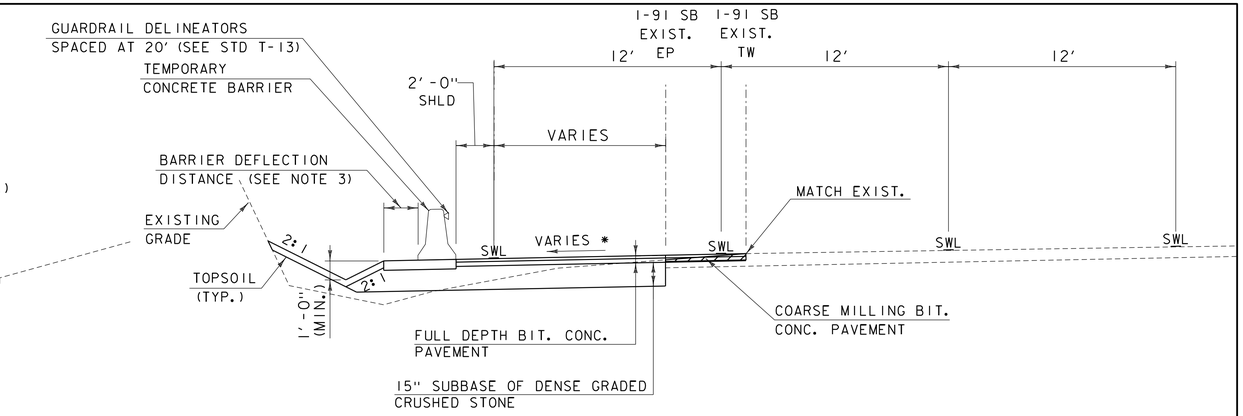
SYL DENOTES TEMPORARY 6" YELLOW LINE, TYPE C TAPE
SWL DENOTES TEMPORARY 6" WHITE LINE, TYPE C TAPE

I-91 NB MEDIAN CROSSOVER (PHASE 1)
STA 229+50 TO STA 231+00

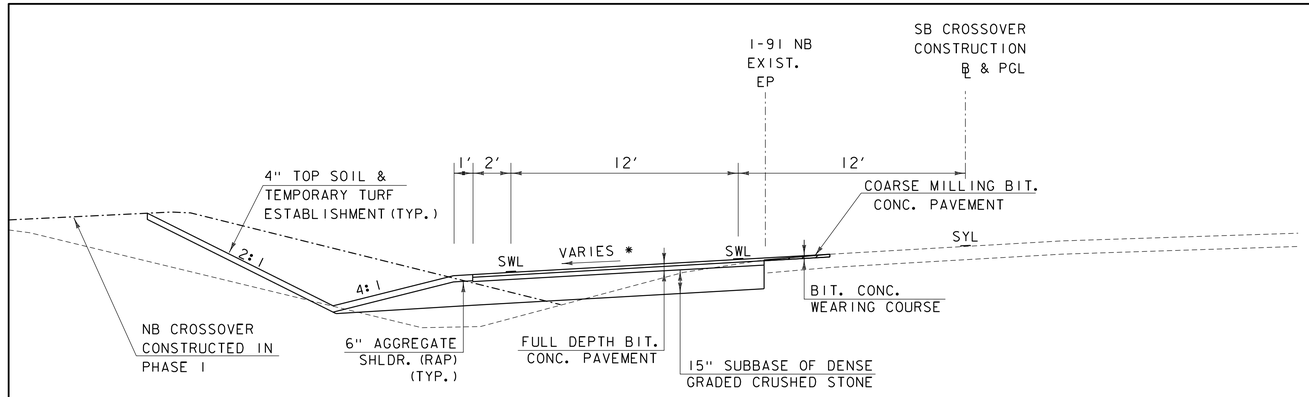
NOTE:
LEDGE REMOVAL LIMITS TO BE A MINIMUM OF 1'-6" BELOW THE LOWEST ELEVATION OF EITHER THE TEMPORARY CROSSOVERS OR FINISH GRADE OF MEDIAN



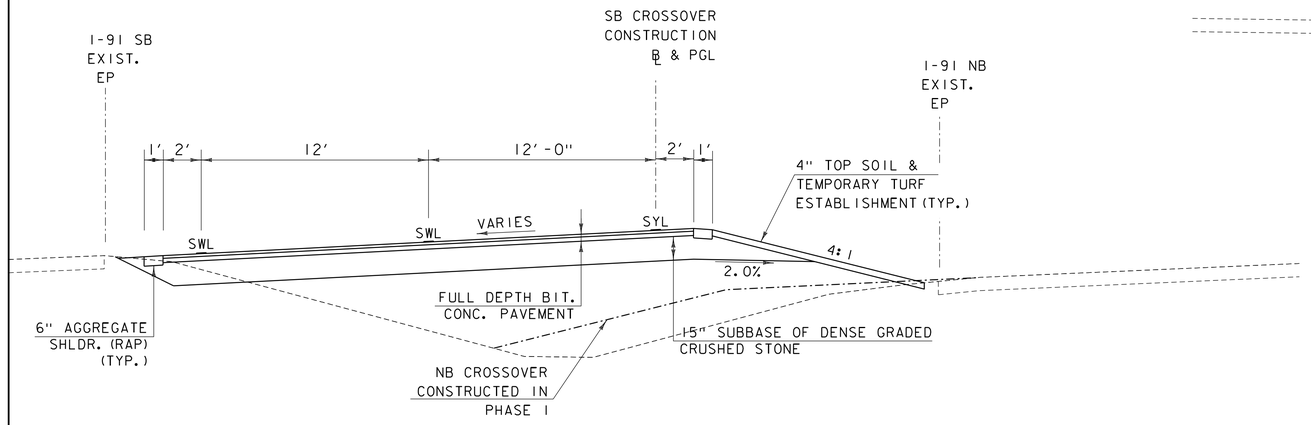
PHASE 1 I-91 SB TEMPORARY WIDENING
STA 226+75 TO STA 229+50



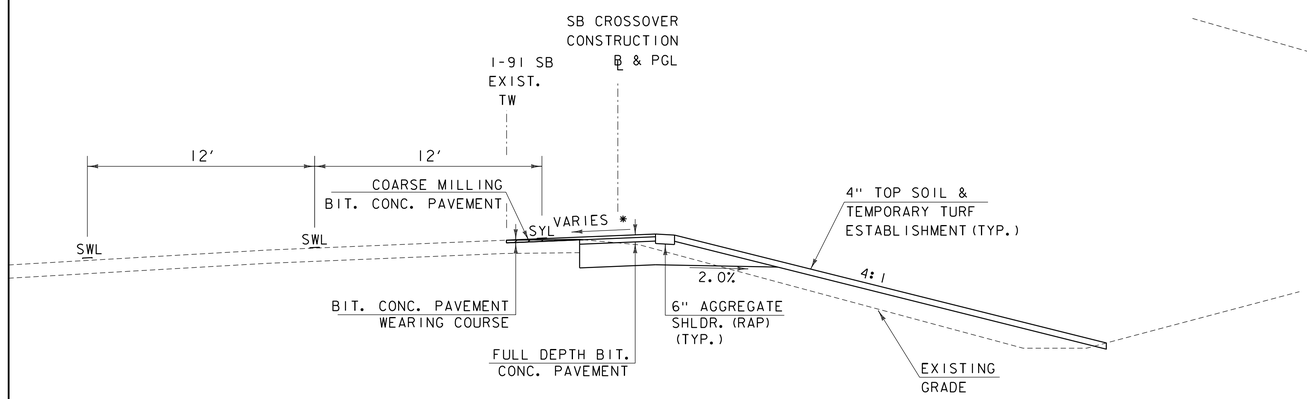
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220tctyp.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
TRAFFIC CONTROL NOTES AND TYPICALS 2	SHEET 68 OF 258



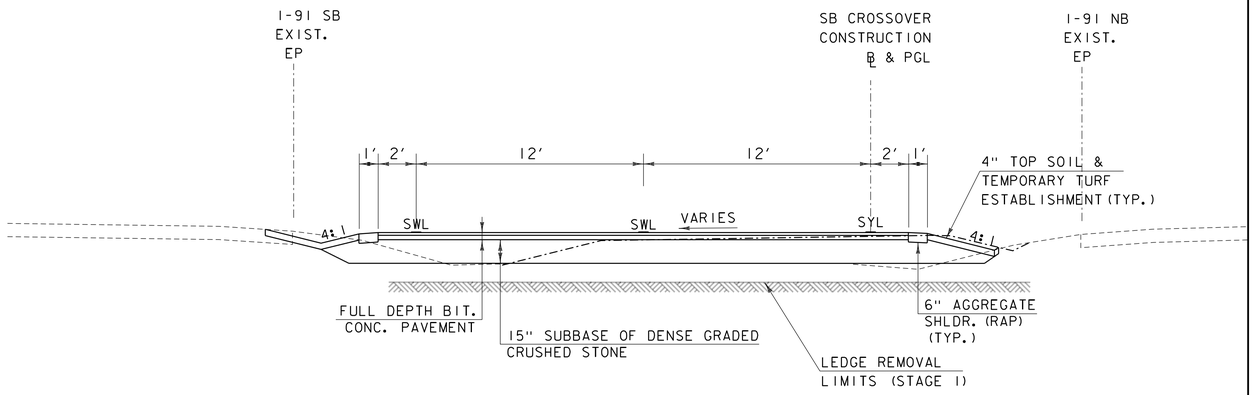
I-91 NB TEMPORARY WIDENING (PHASE 4)
STA 112+00 TO STA 120+00
STA 127+00 TO STA 131+00



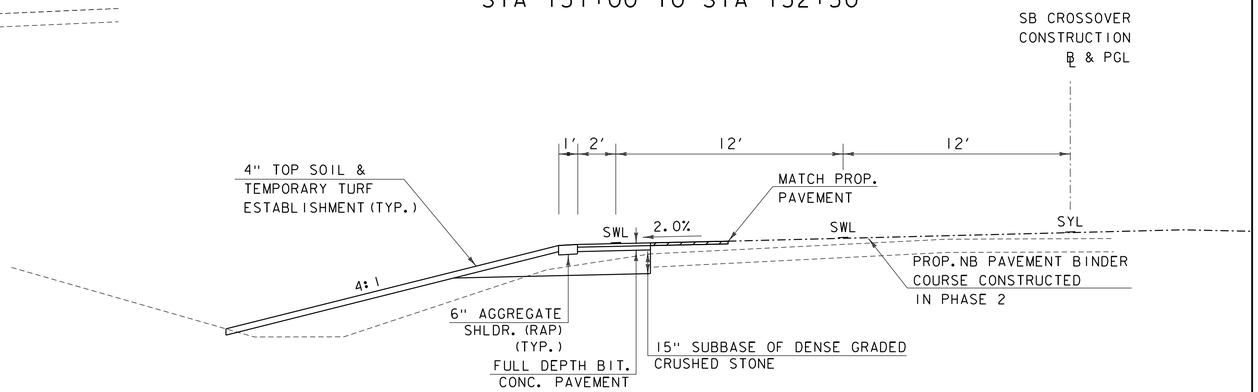
I-91 SB MEDIAN CROSSOVER (PHASE 4)
STA 109+50 TO STA 112+00



I-91INB TEMPORARY WIDENING (PHASE 4)
STA 105+00 TO STA 109+50
STA 132+50 TO STA 136+75



I-91 SB MEDIAN CROSSOVER (PHASE 4)
STA 131+00 TO STA 132+50



I-91 NB TEMPORARY WIDENING (PHASE 4)
STA 120+00 TO PROPOSED NB BRIDGE
PROPOSED NB BRIDGE TO STA 127+00

I-91 TEMPORARY CROSSOVERS PAVING TREATMENT

1 3/4" TYPE IIIS WEARING COURSE
2 3/4" TYPE IIS BASE COURSE
15" SUBBASE OF DENSE GRADED CRUSHED STONE

* PROPOSED CROSS SLOPE VARIES
TO MATCH ADJACENT EXISTING
TRAVEL WAY SLOPE

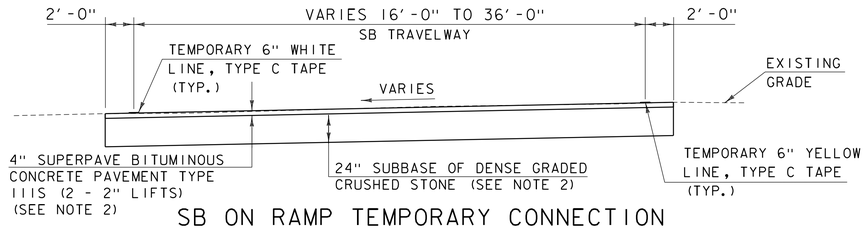
SYL DENOTES TEMPORARY 6" YELLOW LINE, TYPE C TAPE
SWL DENOTES TEMPORARY 6" WHITE LINE, TYPE C TAPE

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

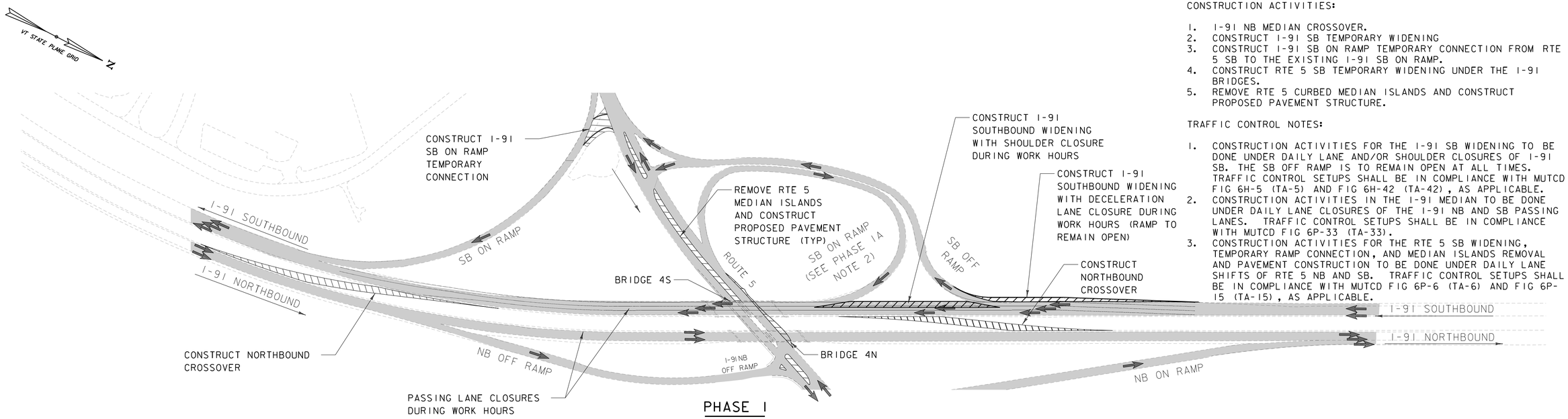
FILE NAME: z19a220tctyp.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
TRAFFIC CONTROL NOTES AND TYPICALS 3

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 69 OF 258



SB ON RAMP TEMPORARY CONNECTION

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220tctyp.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
TRAFFIC CONTROL NOTES AND TYPICALS 4	SHEET 70 OF 258



PHASE 1

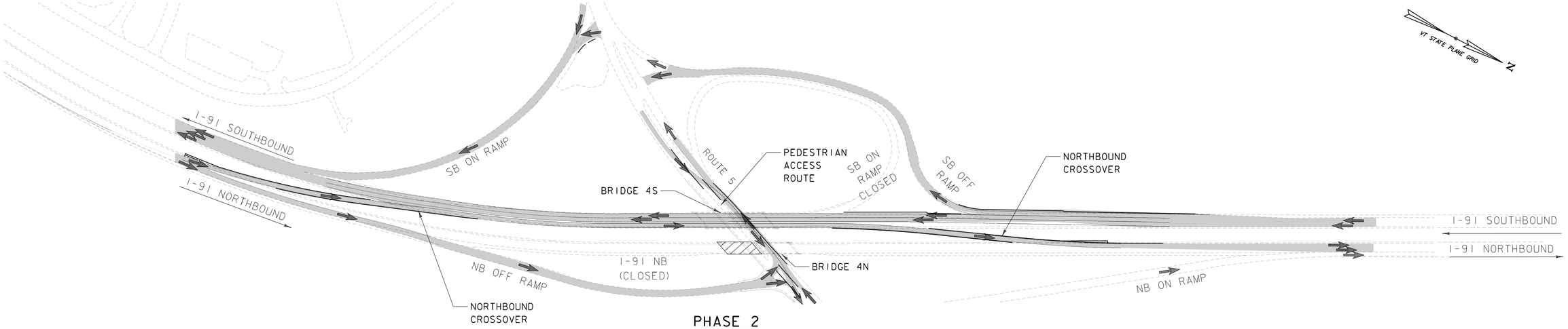
PHASE 1

CONSTRUCTION ACTIVITIES:

1. I-91 NB MEDIAN CROSSOVER.
2. CONSTRUCT I-91 SB TEMPORARY WIDENING
3. CONSTRUCT I-91 SB ON RAMP TEMPORARY CONNECTION FROM RTE 5 SB TO THE EXISTING I-91 SB ON RAMP.
4. CONSTRUCT RTE 5 SB TEMPORARY WIDENING UNDER THE I-91 BRIDGES.
5. REMOVE RTE 5 CURBED MEDIAN ISLANDS AND CONSTRUCT PROPOSED PAVEMENT STRUCTURE.

TRAFFIC CONTROL NOTES:

1. CONSTRUCTION ACTIVITIES FOR THE I-91 SB WIDENING TO BE DONE UNDER DAILY LANE AND/OR SHOULDER CLOSURES OF I-91 SB. THE SB OFF RAMP IS TO REMAIN OPEN AT ALL TIMES. TRAFFIC CONTROL SETUPS SHALL BE IN COMPLIANCE WITH MUTCD FIG 6H-5 (TA-5) AND FIG 6H-42 (TA-42), AS APPLICABLE.
2. CONSTRUCTION ACTIVITIES IN THE I-91 MEDIAN TO BE DONE UNDER DAILY LANE CLOSURES OF THE I-91 NB AND SB PASSING LANES. TRAFFIC CONTROL SETUPS SHALL BE IN COMPLIANCE WITH MUTCD FIG 6P-33 (TA-33).
3. CONSTRUCTION ACTIVITIES FOR THE RTE 5 SB WIDENING, TEMPORARY RAMP CONNECTION, AND MEDIAN ISLANDS REMOVAL AND PAVEMENT CONSTRUCTION TO BE DONE UNDER DAILY LANE SHIFTS OF RTE 5 NB AND SB. TRAFFIC CONTROL SETUPS SHALL BE IN COMPLIANCE WITH MUTCD FIG 6P-6 (TA-6) AND FIG 6P-15 (TA-15), AS APPLICABLE.



PHASE 2

NOT TO SCALE

PHASE 2

CONSTRUCTION ACTIVITIES:

1. RTE 5 NB UTILITY RELOCATIONS (UG ELEC, TELE, WATER SANITARY SEWER AND DRAINAGE).
2. PARTIAL DEMOLITION OF BRIDGE 4N (SOUTHERLY SPANS/DECK, SOUTH ABUTMENT AND WINGWALLS).
3. CONSTRUCTION OF BRIDGE 4N SOUTH ABUTMENT/MSE WALLS.
4. I-91 NB ROADWAY APPROACH WORK.

TRAFFIC CONTROL NOTES:

1. CLOSE THE NORTHERN SB ON LOOP RAMP AND DIRECT RTE 5 RAMP TRAFFIC TO THE I-91 SB ON RAMP TEMPORARY CONNECTION.
2. MAINTAIN RTE 5 NB AND SB TRAFFIC IN THE SB TRAVELWAY UTILIZING THE TEMPORARY WIDENING AND NB TRAFFIC SHIFT.
3. MAINTAIN PEDESTRIAN ACCESS ALONG THE SOUTH SIDE OF THE EXISTING BRIDGE PIERS.

GENERAL PHASING NOTES

1. THIS PHASING PLAN IS SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. SEE TRAFFIC CONTROL PLANS FOR MORE DETAIL.

LEGEND

- AREA OF CONSTRUCTION ACTIVITY
- DIRECTION OF TRAFFIC
- OPEN TO TRAFFIC

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_I-91_tcp-phasing.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER CHECKED BY: L.SFINTESCU
TRAFFIC CONTROL PHASING PLAN 1 SHEET 71 OF 258

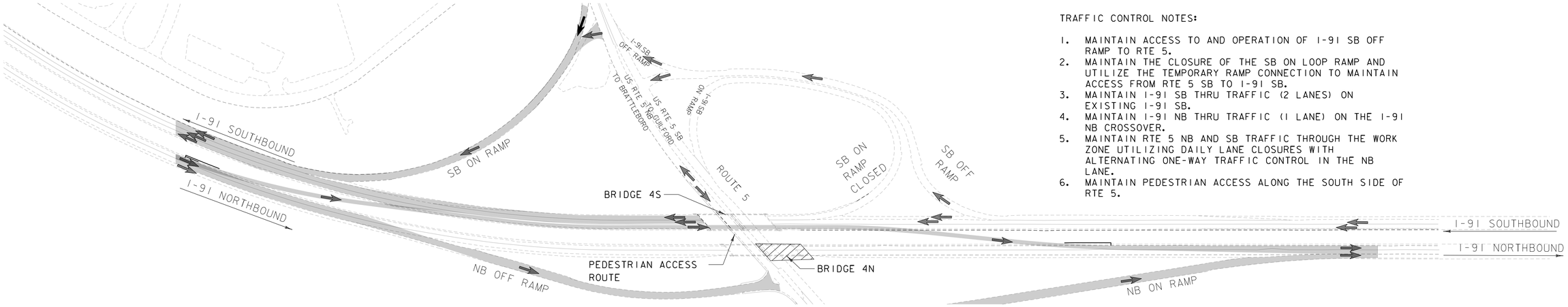
PHASE 3

CONSTRUCTION ACTIVITIES:

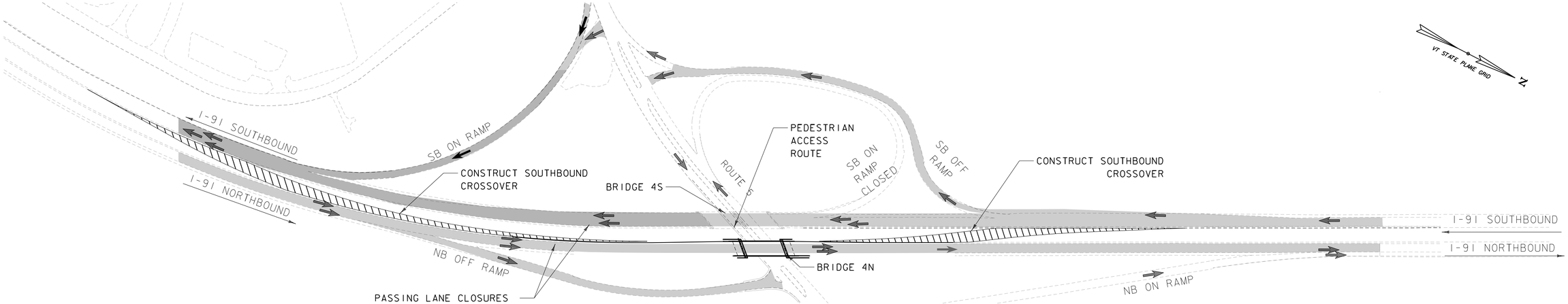
1. DEMOLITION OF REMAINDER OF BRIDGE 4N (NORTHERLY SPAN, NORTH ABUTMENT AND CENTER PIERS).
2. CONSTRUCT REMAINDER OF BRIDGE 4N AND I-91 NB ROADWAY APPROACH.

TRAFFIC CONTROL NOTES:

1. MAINTAIN ACCESS TO AND OPERATION OF I-91 SB OFF RAMP TO RTE 5.
2. MAINTAIN THE CLOSURE OF THE SB ON LOOP RAMP AND UTILIZE THE TEMPORARY RAMP CONNECTION TO MAINTAIN ACCESS FROM RTE 5 SB TO I-91 SB.
3. MAINTAIN I-91 SB THRU TRAFFIC (2 LANES) ON EXISTING I-91 SB.
4. MAINTAIN I-91 NB THRU TRAFFIC (1 LANE) ON THE I-91 NB CROSSOVER.
5. MAINTAIN RTE 5 NB AND SB TRAFFIC THROUGH THE WORK ZONE UTILIZING DAILY LANE CLOSURES WITH ALTERNATING ONE-WAY TRAFFIC CONTROL IN THE NB LANE.
6. MAINTAIN PEDESTRIAN ACCESS ALONG THE SOUTH SIDE OF RTE 5.



PHASE 3



PHASE 4

CONSTRUCTION ACTIVITIES:

1. CONSTRUCT I-91 SB MEDIAN CROSSOVER.

TRAFFIC CONTROL NOTES:

1. MAINTAIN ACCESS TO AND OPERATION OF I-91 SB OFF RAMP TO RTE 5.
2. MAINTAIN I-91 SB THRU TRAFFIC (2 LANES) ON EXISTING I-91 SB.
3. MAINTAIN I-91 NB TRAFFIC (2 LANES) ON THE EXISTING AND RECONSTRUCTED I-91 NB.
4. CONSTRUCTION ACTIVITIES IN THE I-91 MEDIAN TO BE DONE UNDER DAILY LANE CLOSURES OF THE I-91 SB & NB PASSING LANES. TRAFFIC CONTROL SETUPS SHALL BE IN COMPLIANCE WITH MUTCD FIG 6P-33 (TA-33).
5. MAINTAIN PEDESTRIAN ACCESS ALONG THE SOUTH SIDE OF RTE 5.

PHASE 4

NOT TO SCALE

GENERAL PHASING NOTES

1. THIS PHASING PLAN IS SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. SEE TRAFFIC CONTROL PLANS FOR MORE DETAIL.

LEGEND

- AREA OF CONSTRUCTION ACTIVITY
- DIRECTION OF TRAFFIC
- OPEN TO TRAFFIC

wsp

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_I-91_tcp-phasing.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
TRAFFIC CONTROL PHASING PLAN 2	SHEET 72 OF 258

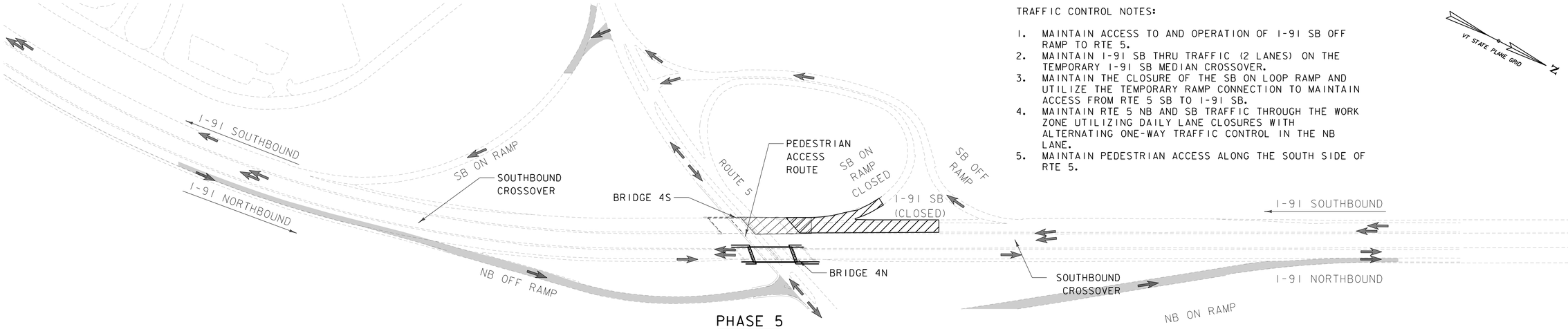
PHASE 5

CONSTRUCTION ACTIVITIES THIS PHASE:

1. DEMOLITION OF BRIDGE 4S NORTHERLY SPAN AND NORTH ABUTMENT.
2. CONSTRUCT BRIDGE 4S NORTHERLY ABUTMENT AND MSE WALLS.
3. CONSTRUCT I-91 SB EMBANKMENT & PAVEMENT NORTH OF RTE 5 AND SB ON RAMP/I-91 SB MILL & OVERLAY.

TRAFFIC CONTROL NOTES:

1. MAINTAIN ACCESS TO AND OPERATION OF I-91 SB OFF RAMP TO RTE 5.
2. MAINTAIN I-91 SB THRU TRAFFIC (2 LANES) ON THE TEMPORARY I-91 SB MEDIAN CROSSOVER.
3. MAINTAIN THE CLOSURE OF THE SB ON LOOP RAMP AND UTILIZE THE TEMPORARY RAMP CONNECTION TO MAINTAIN ACCESS FROM RTE 5 SB TO I-91 SB.
4. MAINTAIN RTE 5 NB AND SB TRAFFIC THROUGH THE WORK ZONE UTILIZING DAILY LANE CLOSURES WITH ALTERNATING ONE-WAY TRAFFIC CONTROL IN THE NB LANE.
5. MAINTAIN PEDESTRIAN ACCESS ALONG THE SOUTH SIDE OF RTE 5.



PHASE 5

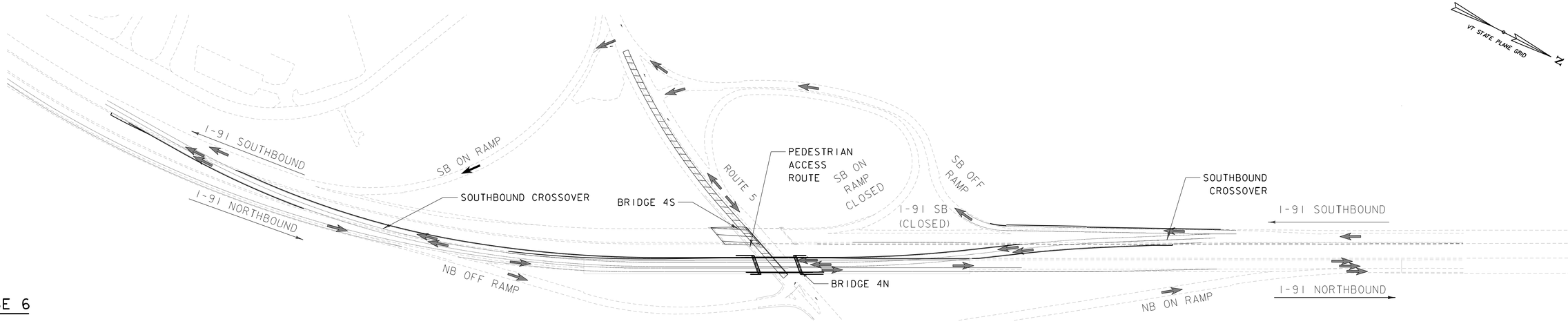
PHASE 6

CONSTRUCTION ACTIVITIES THIS PHASE:

1. DEMOLITION OF REMAINDER OF EXISTING BRIDGE 4S (SOUTHERLY SPANS, ABUTMENT AND WINGWALLS).
2. MILL & OVERLAY THE PROPOSED RTE 5 NB TRAVEL LANE AND SHOULDER.

TRAFFIC CONTROL NOTES:

1. MAINTAIN ACCESS TO AND OPERATION OF I-91 SB OFF RAMP TO RTE 5.
2. MAINTAIN I-91 SB THRU TRAFFIC (2 LANES) ON THE TEMPORARY I-91 SB MEDIAN CROSSOVER.
3. MAINTAIN THE CLOSURE OF THE SB ON LOOP RAMP AND UTILIZE THE TEMPORARY RAMP CONNECTION TO MAINTAIN ACCESS FROM RTE 5 SB TO I-91 SB.
4. MAINTAIN RTE 5 NB AND SB TRAFFIC THROUGH THE WORK ZONE UTILIZING DAILY LANE CLOSURES WITH ALTERNATING ONE-WAY TRAFFIC CONTROL IN PHASE 5 NB, PHASE 6 SB LANES.
5. MAINTAIN PEDESTRIAN ACCESS ALONG THE SOUTH SIDE OF RTE 5.



PHASE 6

NOT TO SCALE

GENERAL PHASING NOTES

1. THIS PHASING PLAN IS SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. SEE TRAFFIC CONTROL PLANS FOR MORE DETAIL.

LEGEND

- AREA OF CONSTRUCTION ACTIVITY
- DIRECTION OF TRAFFIC
- OPEN TO TRAFFIC

wsp

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_i-91_tcp-phasing.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
TRAFFIC CONTROL PHASING PLAN 3	SHEET 73 OF 258

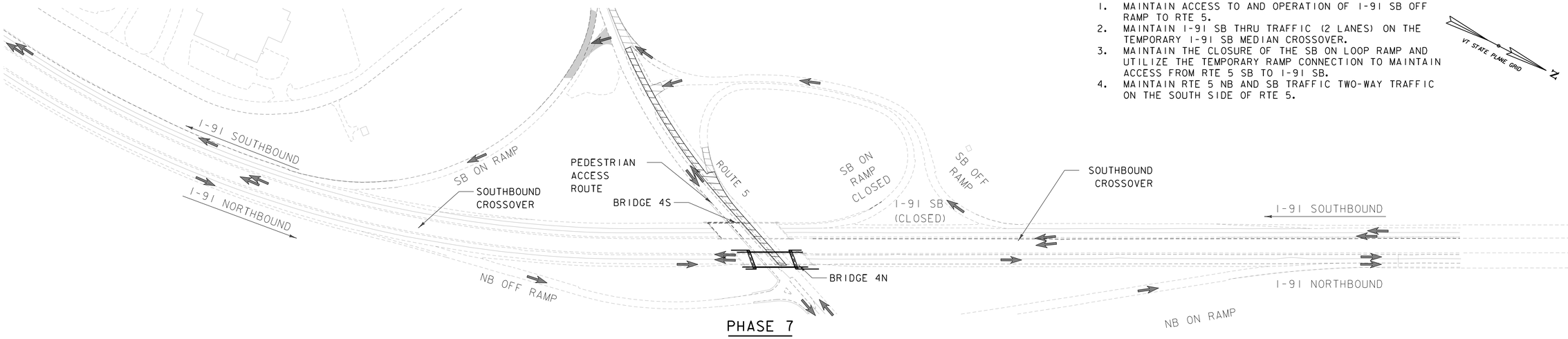
PHASE 7

CONSTRUCTION ACTIVITIES THIS PHASE:

1. CONSTRUCT THE NORTH SIDE OF RTE 5 TO ITS FINAL CONFIGURATION INCLUDING PAVEMENT REMOVAL, GRADING, CURBING AND MILL & OVERLAY.

TRAFFIC CONTROL NOTES:

1. MAINTAIN ACCESS TO AND OPERATION OF I-91 SB OFF RAMP TO RTE 5.
2. MAINTAIN I-91 SB THRU TRAFFIC (2 LANES) ON THE TEMPORARY I-91 SB MEDIAN CROSSOVER.
3. MAINTAIN THE CLOSURE OF THE SB ON LOOP RAMP AND UTILIZE THE TEMPORARY RAMP CONNECTION TO MAINTAIN ACCESS FROM RTE 5 SB TO I-91 SB.
4. MAINTAIN RTE 5 NB AND SB TRAFFIC TWO-WAY TRAFFIC ON THE SOUTH SIDE OF RTE 5.



PHASE 7

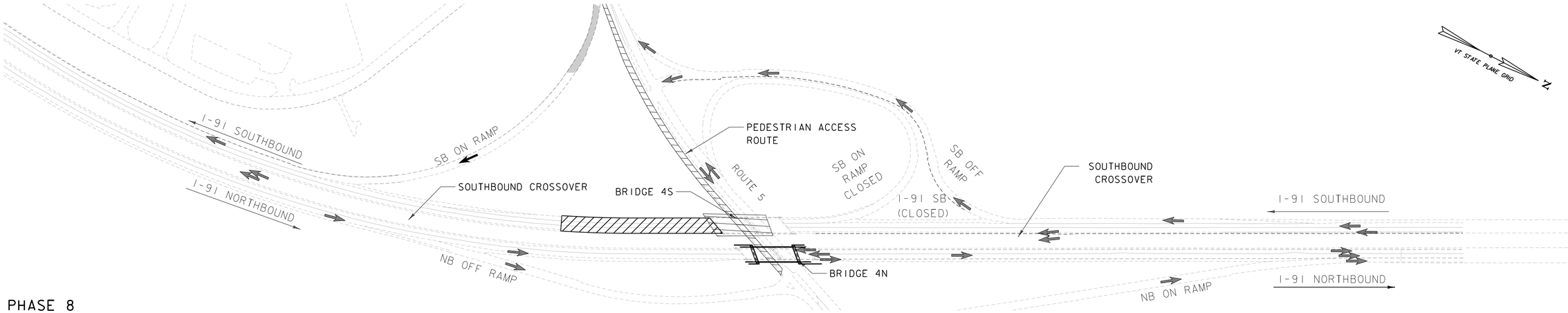
PHASE 8

CONSTRUCTION ACTIVITIES THIS PHASE:

1. CONSTRUCT THE SOUTHERLY SIDE OF RTE 5 TO ITS FINAL CONFIGURATION.
2. CONSTRUCT SB BRIDGE SOUTHERLY ABUTMENT, MSE WALLS AND SUPERSTRUCTURE.
3. CONSTRUCT I-91 NB EMBANKMENT & PAVEMENT SOUTH OF RTE 5.
4. RECONSTRUCT THE NB OFF RAMP TERMINAL/INTERSECTION.
5. RESURFACE RTE 5 EAST OF THE I-91 NB OFF RAMP.
6. REMOVE THE TEMPORARY SB ON RAMP CONNECTION AND REGRADE TO ORIGINAL GRADES.

TRAFFIC CONTROL NOTES:

1. MAINTAIN RTE 5 NB AND SB TRAVEL WITHIN THE PROPOSED ROADWAY LANES AND SHOULDERS.
2. OPEN THE SB ON LOOP RAMP FOLLOWING COMPLETION OF SB BRIDGE CONSTRUCTION.
3. MAINTAIN PEDESTRIAN ACCESS ALONG RTE 5 ADJACENT TO TEMPORARY TRAFFIC LOCATION.



PHASE 8

NOT TO SCALE

GENERAL PHASING NOTES

1. THIS PHASING PLAN IS SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. SEE TRAFFIC CONTROL PLANS FOR MORE DETAIL.

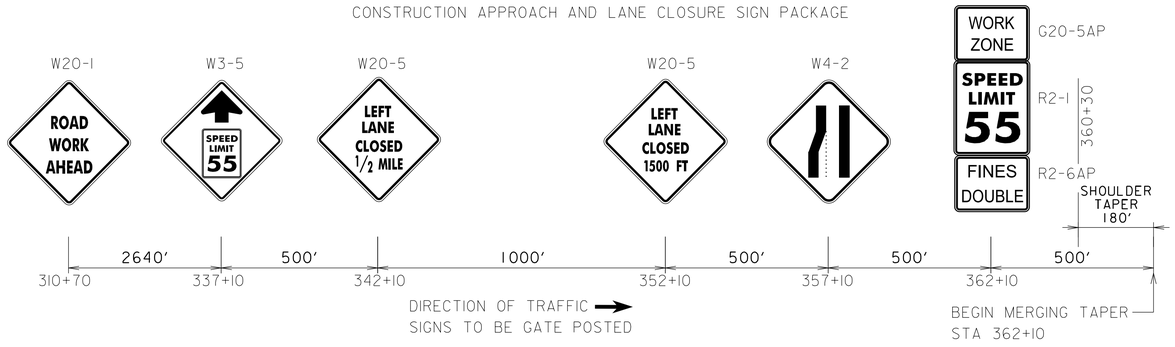
LEGEND

- AREA OF CONSTRUCTION ACTIVITY
- DIRECTION OF TRAFFIC
- OPEN TO TRAFFIC

wsp

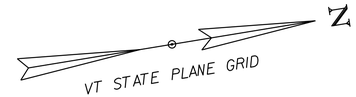
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_I-91_tcp-phasing.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
TRAFFIC CONTROL PHASING PLAN 4	SHEET 74 OF 258

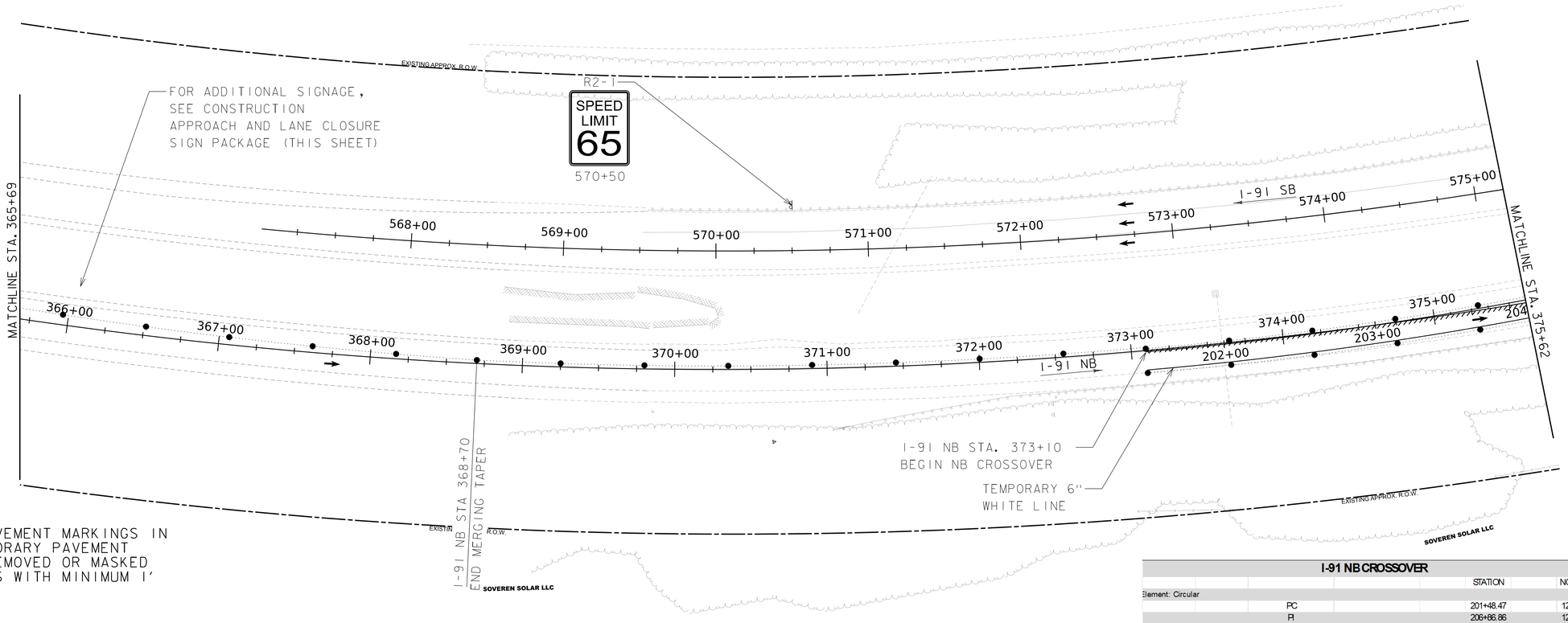
CONSTRUCTION APPROACH AND LANE CLOSURE SIGN PACKAGE



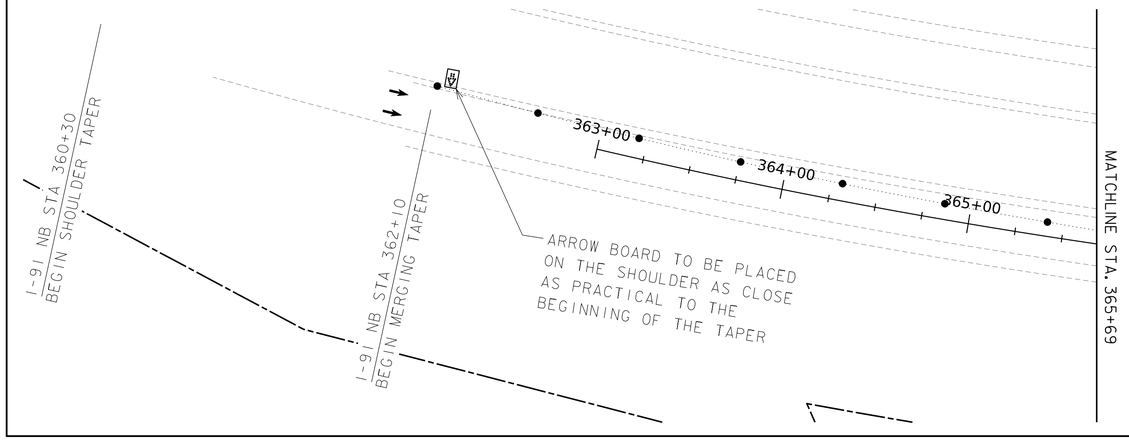
PAVEMENT MARKING MASK
STA. 373+10 - STA. 375+62, CL (NB)

TEMPORARY 6" WHITE LINE
STA. 201+50 - STA.204+00, RT (250')





NOTES:
1. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS WILL BE REMOVED OR MASKED
2. 12' TRAVEL LANES WITH MINIMUM 1' SHOULDERS.



I-91 NB CROSSOVER

Element: Circular		STATION		NORTHING	EASTING
	PC	201+48.47		120154.78	1623092.04
	PI	206+86.86		120691.56	1623133.64
	CC			120347.94	1620599.51
	PT	212+09.06		121197.89	1622950.59
Radius:		2500.00			
Delta:		24°18'24.83"	Left		
Degree of Curvature(Arc)		02°17'30.59"			
Length:		1060.59			
Tangent:		538.39			
Chord:		1052.65			
Middle Ordinate:		56.03			
External:		57.32			
Tangent Direction:		N 04°25'52.62" E			
Radial Direction:		S 85°34'07.38" E			
Chord Direction:		N 07°43'19.79" W			
Radial Direction:		N 70°07'27.79" E			
Tangent Direction:		N 19°52'32.21" W			

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

0 40 80
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp_NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
NB CROSSOVER SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 75 OF 258

TEMPORARY 6" YELLOW LINE
STA. 204+00 - STA. 214+95, CL (NB X-OVER) (1095')
STA. 582+00 - STA. 586+01, RT (SB) (401')
STA. 378+32 - STA. 385+84, CL (NB) (752')

PAVEMENT MARKING MASK
STA. 582+00 - STA. 586+00, CL (SB)
STA. 582+00 - STA. 586+00, LT (SB)
STA. 585+15 - STA. 586+00, LT (SB)
STA. 375+62 - STA. 378+62, CL (NB)

TEMPORARY 6" WHITE LINE
STA. 204+00 - STA. 204+50, RT (NB X-OVER) (50')
STA. 206+73 - STA. 214+96, RT (NB X-OVER) (823')
STA. 582+00 - STA. 586+00, LT (SB) (400')
STA. 582+00 - STA. 586+00, LT (SB) (400')

TEMPORARY 6" WHITE LINE, (DOTTED)
STA. 204+50 - STA. 206+73, RT (NB X-OVER) (223')

TEMPORARY CONCRETE BARRIER
STA. 580+00 - STA. 586+00, RT (SB) (600')

DRAINAGE NOTES:

(1) STA 210+05.2 LT 2.8'
TEMPORARILY COVER EXISTING CB GRATE FOR TCP
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, NB CROSSOVER)

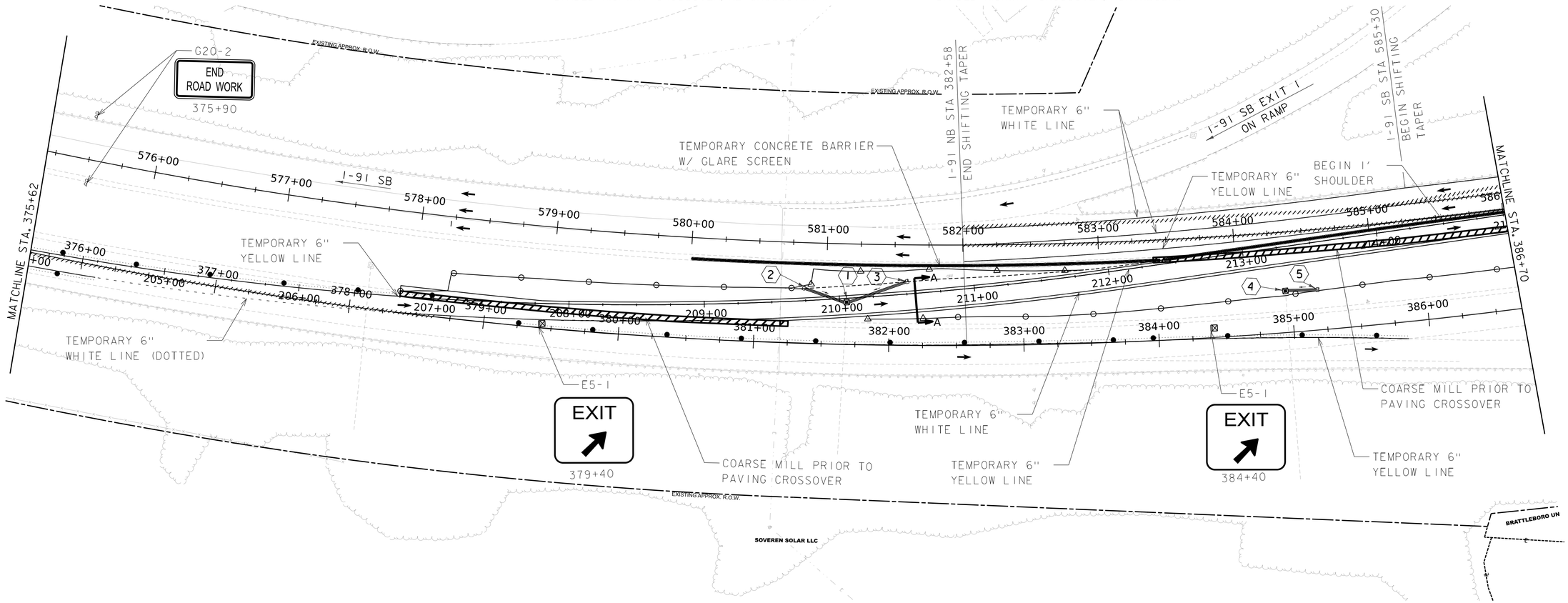
(2) STA 210+05.2 LT 2.8' - STA 209+75.00 LT 9.00'
CONSTRUCT 31.0 LF X 15" CPPP TEMPORARY PIPE
INV OUT = 435.10, CONNECT TO EXISTING DI
INV IN = 439.50
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE PIPE AND INLET STONE WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, NB CROSSOVER)

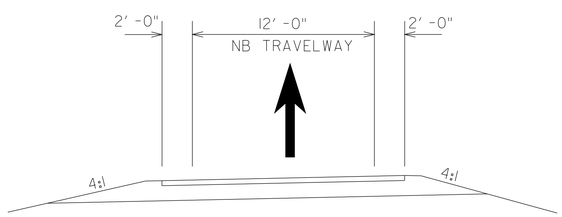
(3) STA 210+05.2 LT 2.8' - STA 210+50.00 LT 9.00'
CONSTRUCT 45.0 LF X 15" CPPP TEMPORARY PIPE
INV OUT = 435.10, CONNECT TO EXISTING DI
INV IN = 438.00
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE PIPE AND INLET STONE WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, NB CROSSOVER)

(4) STA 213+27.3 RT 32.6'
TEMPORARILY COVER EXISTING DI GRATE FOR TCP
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, NORTHBOUND)

(5) STA 213+27.3 RT 32.6' - STA 210+50.00 LT 9.00'
CONSTRUCT 21.0 LF X 15" CPPP TEMPORARY PIPE
INV OUT = 432.20, CONNECT TO EXISTING DI
INV IN = 434.70
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE PIPE AND INLET STONE WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, NB CROSSOVER

N
VT STATE PLANE GRID





SECTION A-A
NOT TO SCALE

NOTE: FOR MORE INFORMATION SEE TRAFFIC CONTROL NOTES AND TYPICALS SHEET

I-91 NB CROSSOVER				
	STATION	NORTHING	EASTING	
Element: Circular				
PC	201+48.47	120154.78	1623092.04	
PI	206+86.86	120691.56	1623133.64	
CC		120347.94	1620599.51	
PT	212+09.06	121197.89	1622950.59	
Radius:	2500.00			
Delta:	24°18'24.83"	Left		
Degree of Curvature(Arc)	02°17'30.59"			
Length:	1060.59			
Tangent:	538.39			
Chord:	1052.65			
Middle Ordinate:	56.03			
External:	57.32			
Tangent Direction:	N 04°25'52.62" E			
Radial Direction:	S85°34'07.38" E			
Chord Direction:	N 07°43'19.79" W			
Radial Direction:	N 70°07'27.79" E			
Tangent Direction:	N 19°52'32.21" W			

LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

0 40 80
SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp_NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
NB CROSSOVER SHEET 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 76 OF 258

TEMPORARY 6" YELLOW LINE
STA. 214+96 - STA. 225+96, CL (NB X-OVER) (1100')
STA. 586+01 - STA. 597+00, CL (SB) (1099')

TEMPORARY 6" WHITE LINE
STA. 214+96 - STA. 225+96, RT (NB X-OVER) (1100')
STA. 586+00 - STA. 597+00, LT (SB) (1100')
STA. 586+00 - STA. 597+00, LT (SB) (1100')

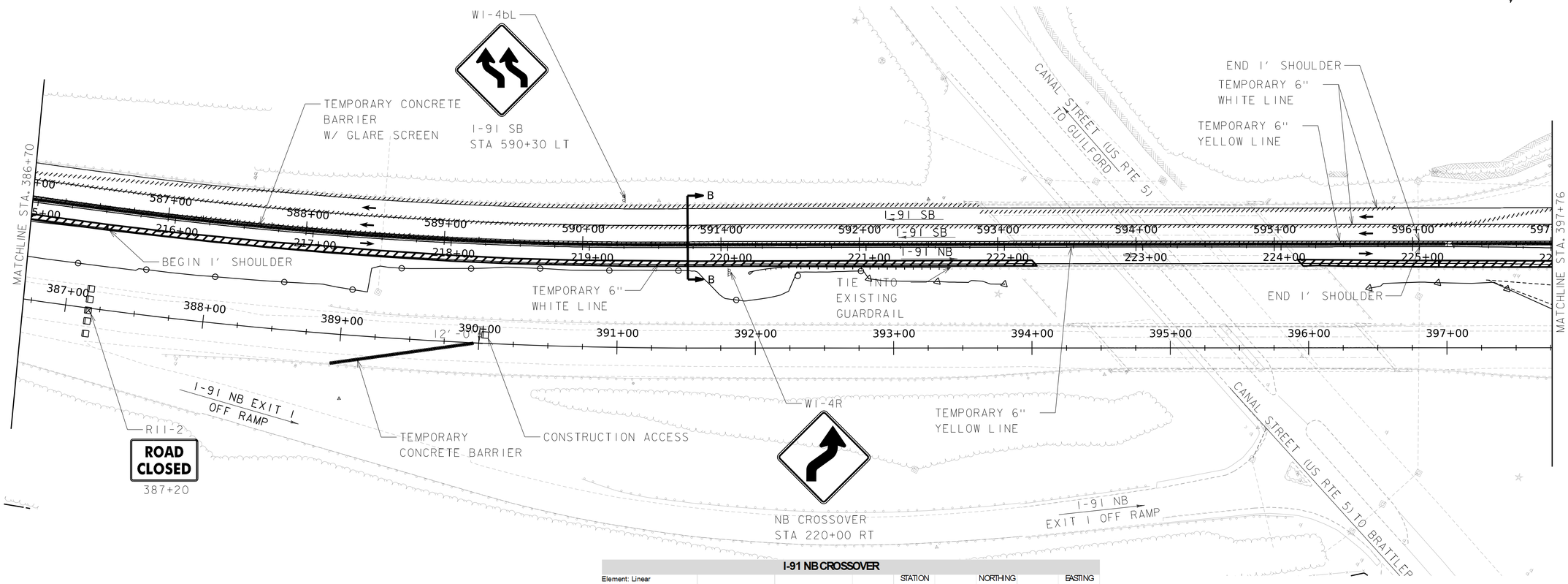
TEMPORARY CONCRETE BARRIER
STA. 586+01 - STA. 597+00, CL (SB) (1099')
STA. 388+95 - STA. 389+95, RT (NB) (100')

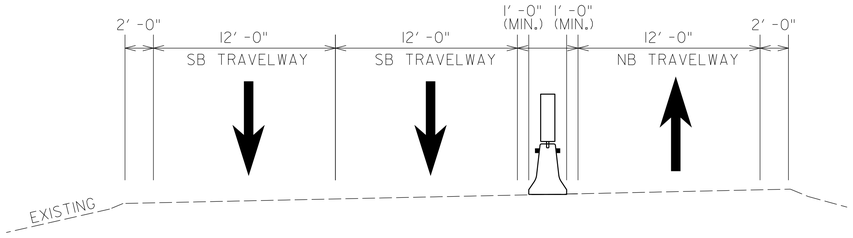
PAVEMENT MARKING MASK
STA. 586+00 - STA. 595+87, LT (SB)
STA. 586+00 - STA. 597+00, LT (SB)
STA. 586+00 - STA. 597+00, CL (SB)
STA. 596+16 - STA. 597+00 LT (SB)

MTS, MGS, FLARED, TL-3
STA. 220+65, RT (NB X-OVER)

STEEL BEAM GUARDRAIL
STA. 220+65 - STA. 221+61, RT (NB X-OVER) (94')

VT STATE PLANE GRID
N





SECTION B-B
NOT TO SCALE

NOTE: FOR MORE INFORMATION SEE TRAFFIC CONTROL NOTES AND TYPICALS SHEET

I-91 NB CROSSOVER

		STATION	NORTHING	EASTING
Element: Linear				
PT		212+09.06	121197.89	1622950.59
PC		215+52.04	121520.43	1622833.99
Tangential Direction:	N 19°52'32.21" W			
Tangential Length:	342.98			
Element: Circular				
PC		215+52.04	121520.43	1622833.99
PI		217+50.47	121707.05	1622766.53
CC			120500.49	1620012.69
PT		219+48.33	121883.15	1622675.07
Radius:	3000.00			
Delta:	07°34'07.11" Left			
Degree of Curvature(Arc)	01°54'35.49"			
Length:	396.29			
Tangent:	198.44			
Chord:	396.01			
Middle Ordinate:	6.54			
External:	6.56			
Tangent Direction:	N 19°52'32.21" W			
Radial Direction:	N 70°07'27.79" E			
Chord Direction:	N 23°39'35.76" W			
Radial Direction:	N 62°33'20.68" E			
Tangent Direction:	N 27°26'39.32" W			
Element: Linear				
PT		219+48.33	121883.15	1622675.07
PC		225+13.56	122384.77	1622414.56
Tangential Direction:	N 27°26'39.32" W			
Tangential Length:	565.23			

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

0 40 80
SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp_NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
NB CROSSOVER SHEET 3

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 77 OF 258

TEMPORARY 6" YELLOW LINE
STA. 225+96 - STA. 234+25, CL (829')
STA. 597+00 - STA. 606+70, CL (SB) (970')
STA. 600+07 - STA. 600+50, LT (ALONG RAMP) (43')

PAVEMENT MARKING MASK
STA. 597+00 - STA. 597+14, LT (SB) (14')
STA. 597+00 - STA. 607+29, LT (SB) (1029')
STA. 597+00 - STA. 607+29, LT (SB) (1029')
STA. 599+67 - STA. 607+29, RT (SB) (762')
STA. 600+54 - STA. 607+27, LT (ALONG RAMP) (673')
STA. 600+63 - STA. 601+45, LT (SB GORE) (82')

TEMPORARY 6" WHITE LINE
STA. 225+96 - STA. 234+25, RT (829')
STA. 597+00 - STA. 606+70, LT (SB) (970')
STA. 597+00 - STA. 600+50, LT (SB) (350')
STA. 601+19 - STA. 606+70, LT (ALONG RAMP) (551')
STA. 600+17 - STA. 607+89, LT (ALONG RAMP) (772')

TEMPORARY 12" WHITE LINE
STA. 600+50 - STA. 601+19, LT (SB) (69')
STA. 600+50 - STA. 601+19, LT (ALONG RAMP) (69')

TEMPORARY CONCRETE BARRIER
STA. 225+95 - STA. 229+30, LT (335')
STA. 597+22 - STA. 600+20, LT (SB) (298')
STA. 601+30 - STA. 604+00, LT (SB) (270')

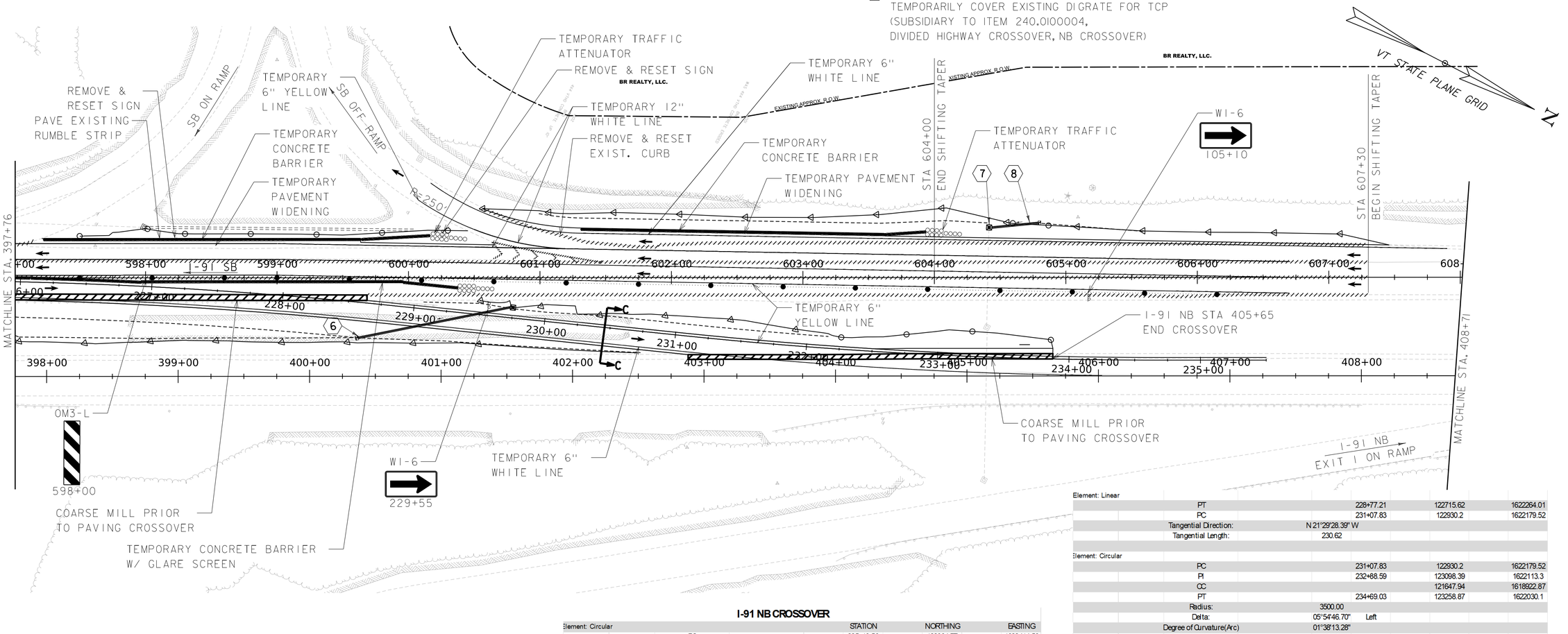
ENERGY ABSORPTION ATTENUATOR, TEMPORARY
STA. 600+50, LT
STA. 600+50, RT
STA. 604+00, LT

DRAINAGE NOTES:

6 STA 228+60.00 RT 27.00' - STA 229+75.00 LT 8.00'
CONSTRUCT 119.0 LF X 12" CPEP (SL) TEMPORARY PIPE
INV OUT = 460.40, INV IN = 461.00
CONSTRUCT 3' x 3' DROP INLET AT 229+75.00 LT 8.00'
RIM ELEV. = 464.20 WITH CAST IRON GRATE, TYPE A
CONSTRUCT 3'x 2' STONE PAD TYPE I AT OUTLET
REMOVE PIPE AND INLET STONE WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, NB CROSSOVER)

7 STA 604+41.7 LT 38.0'
TEMPORARILY COVER EXISTING DIGRATE FOR TCP
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, NB CROSSOVER)

8 STA 604+41.7 LT 38.0' - STA 604+75.00 LT 46.20'
CONSTRUCT 36.0 LF X 15" CPPP TEMPORARY PIPE
INV OUT = 465.30, CONNECT TO EXISTING DI
INV IN = 469.75
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE BOTH WHEN NO LONGER NEEDED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, NB CROSSOVER)



I-91 NB CROSSOVER

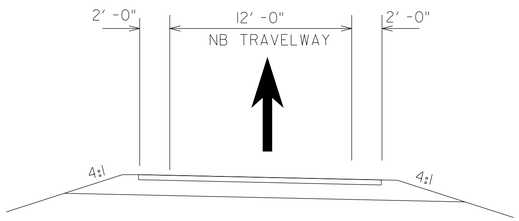
Element: Circular		STATION	NORTHING	EASTING
PC		225+13.56	122384.77	1622414.56
PI		226+95.55	122546.28	1622330.69
CC			123997.87	1625520.67
PT		228+77.21	122715.62	1622264.01
Radius:	3500.00			
Delta:	05°57'10.93" Right			
Degree of Curvature(Arc)	01°38'13.28"			
Length:	363.65			
Tangent:	181.99			
Chord:	363.49			
Middle Ordinate:	4.72			
External:	4.73			
Tangent Direction:	N 27°26'39.32" W			
Radial Direction:	N 62°33'20.68" E			
Chord Direction:	N 24°28'03.85" W			
Radial Direction:	N 68°30'31.61" E			
Tangent Direction:	N 21°29'28.39" W			

Element: Linear				
PT		228+77.21	122715.62	1622264.01
PC		231+07.83	122930.2	1622179.52
Tangential Direction:	N 21°29'28.39" W			
Tangential Length:	230.62			

Element: Circular				
PC		231+07.83	122930.2	1622179.52
PI		232+88.59	123098.39	1622113.3
CC			121647.94	1618922.87
PT		234+69.03	123258.87	1622030.1
Radius:	3500.00			
Delta:	05°54'46.70" Left			
Degree of Curvature(Arc)	01°38'13.28"			
Length:	361.2			
Tangent:	180.76			
Chord:	361.04			
Middle Ordinate:	4.66			
External:	4.66			
Tangent Direction:	N 21°29'28.39" W			
Radial Direction:	N 68°30'31.61" E			
Chord Direction:	N 24°26'51.74" W			
Radial Direction:	N 62°35'44.91" E			
Tangent Direction:	N 27°24'15.09" W			

Element: Linear				
PT		234+69.03	123258.87	1622030.1
POE		235+50.30	123331.02	1621992.7
Tangential Direction:	N 27°24'15.09" W			
Tangential Length:	81.27			

LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR



SECTION C-C
NOT TO SCALE

NOTE: FOR MORE INFORMATION SEE TRAFFIC CONTROL NOTES AND TYPICALS SHEET

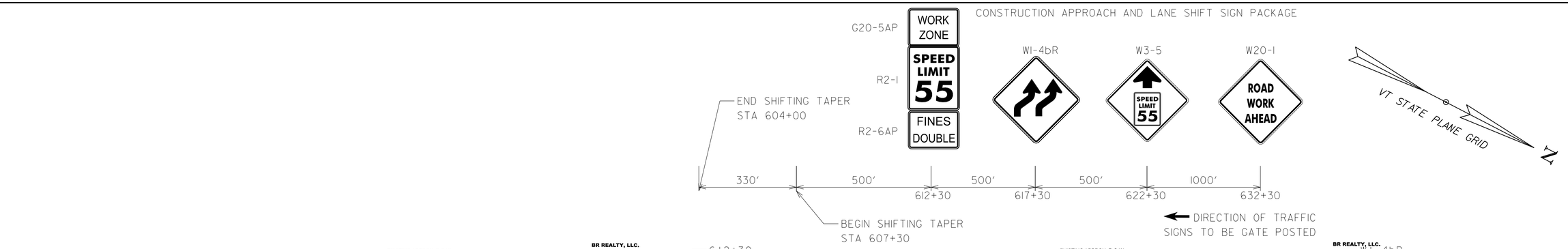
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SCALE IN FEET

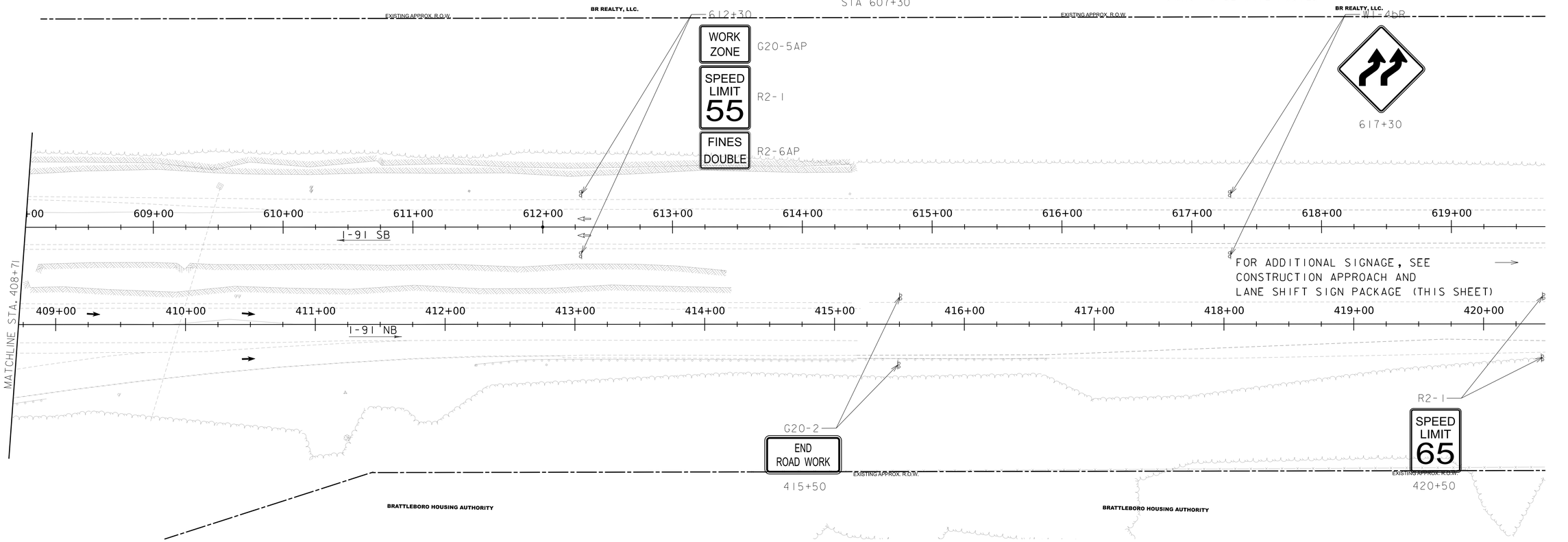
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: zl9a220bdr_tcp_NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
NB CROSSOVER SHEET 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 78 OF 258

CONSTRUCTION APPROACH AND LANE SHIFT SIGN PACKAGE





LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

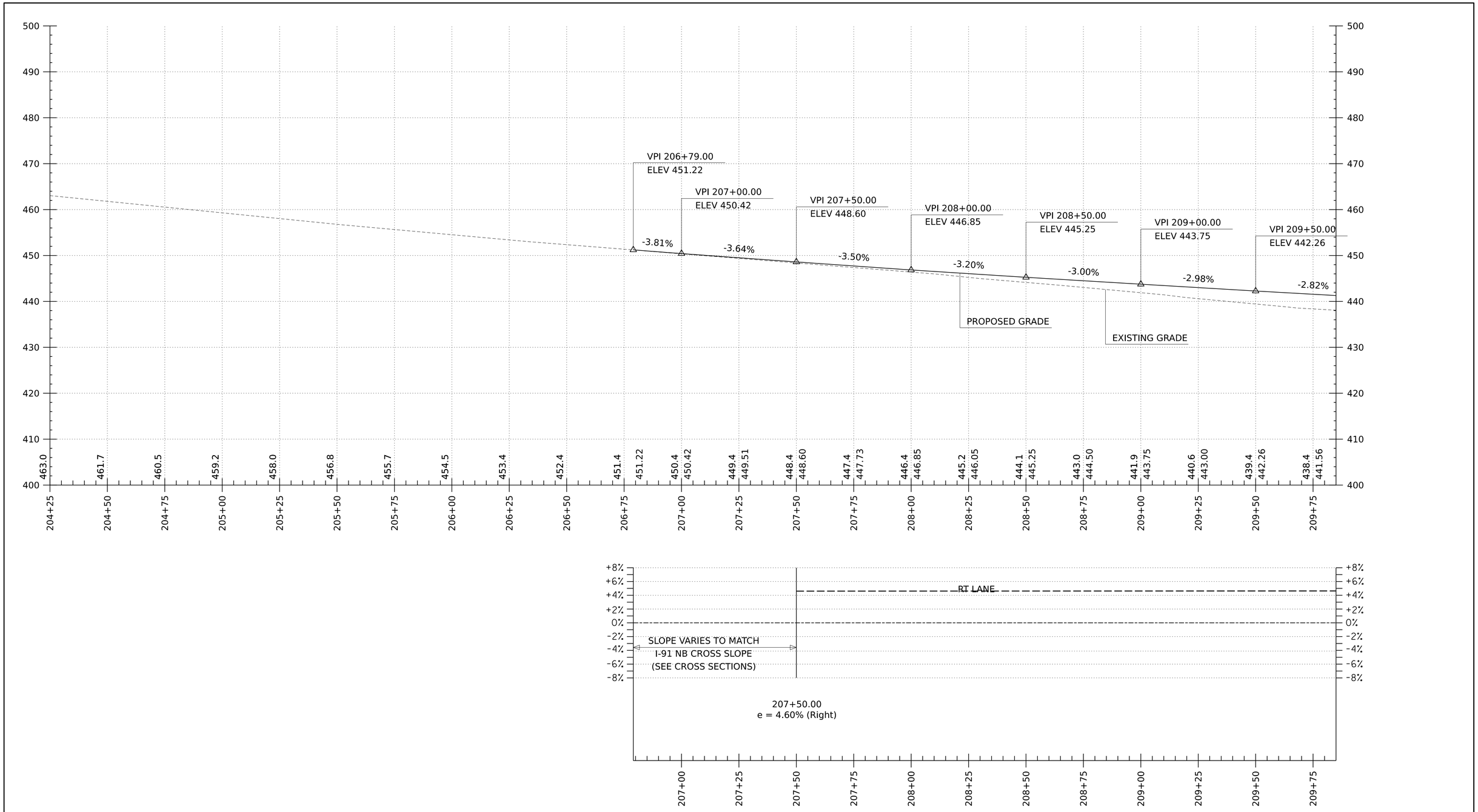
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SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: zl9a220bdr_tcp_NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
NB CROSSOVER SHEET 5

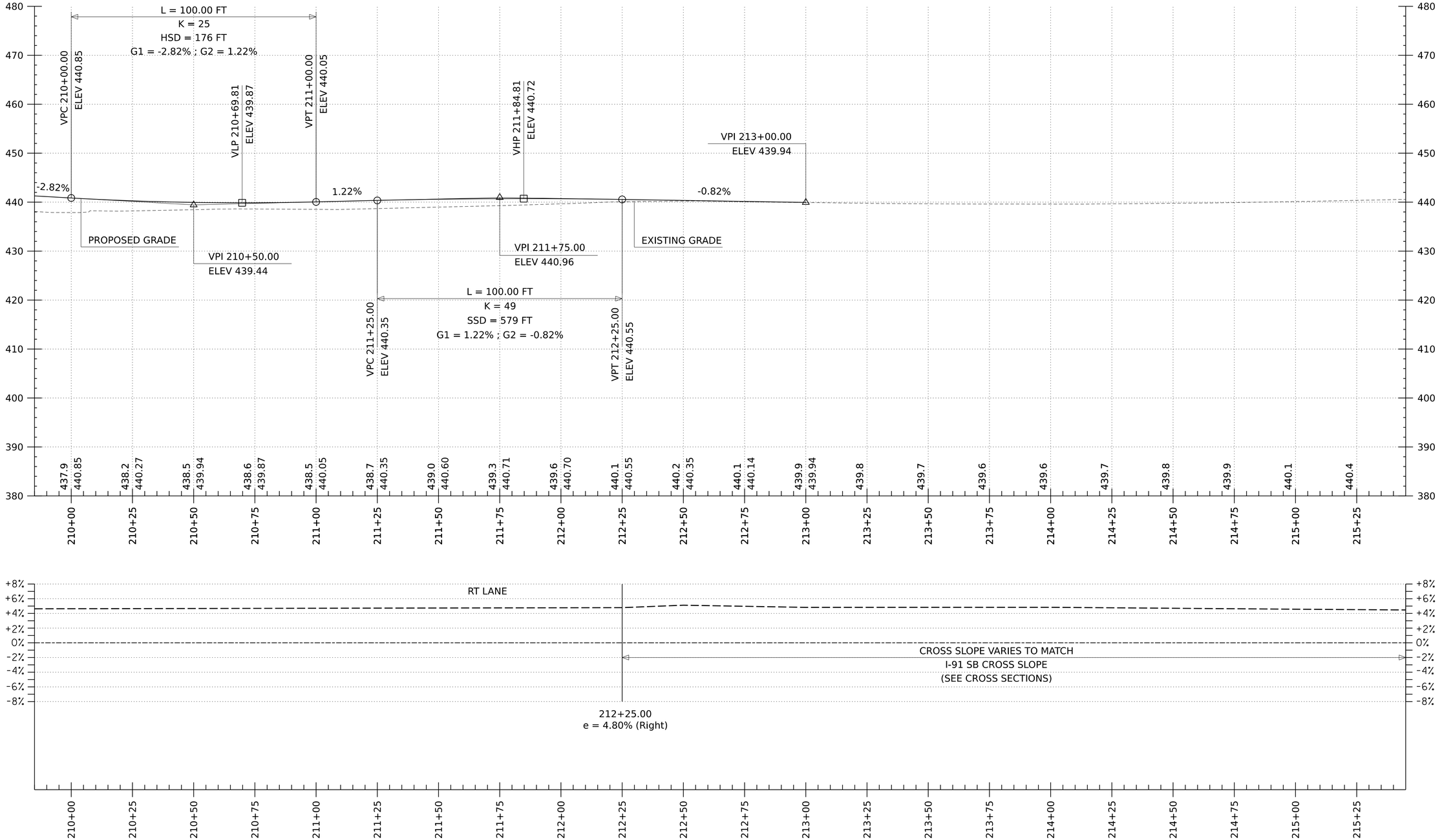
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU



I-91 NB TEMPORARY CROSSOVER

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

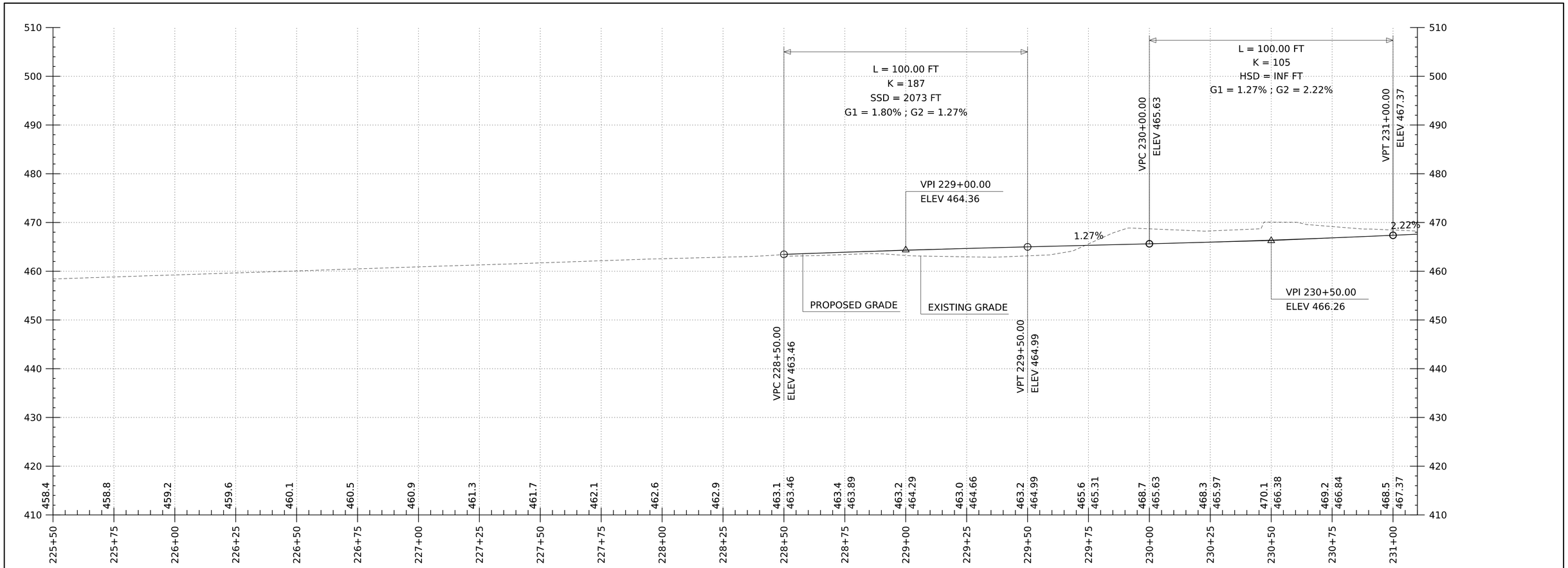
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PROJECT NUMBER:	IM 091-1(82) (RE-AD)		
FILE NAME: z19a220pro_NB crossover.dgn		PLOT DATE:	1/29/2026
PROJECT LEADER:	A. STOCKIN	DRAWN BY:	M. CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L.SFINTESCU
I-91 NB CROSSOVER PROFILE SHEET 1		SHEET	80 OF 258

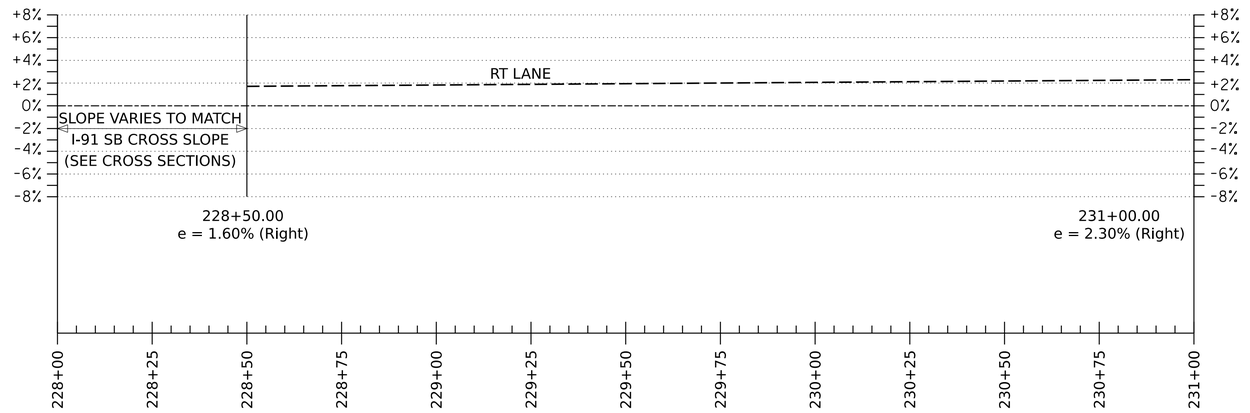


I-91 NB TEMPORARY CROSSOVER

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME:	z19a220pro_NB crossover.dgn
PROJECT LEADER:	A. STOCKIN
DESIGNED BY:	B.GEIGER
I-91 NB CROSSOVER PROFILE SHEET 2	
PLOT DATE:	1/29/2026
DRAWN BY:	M. CARIGNAN
CHECKED BY:	L.SFINTESCU
SHEET	81 OF 258

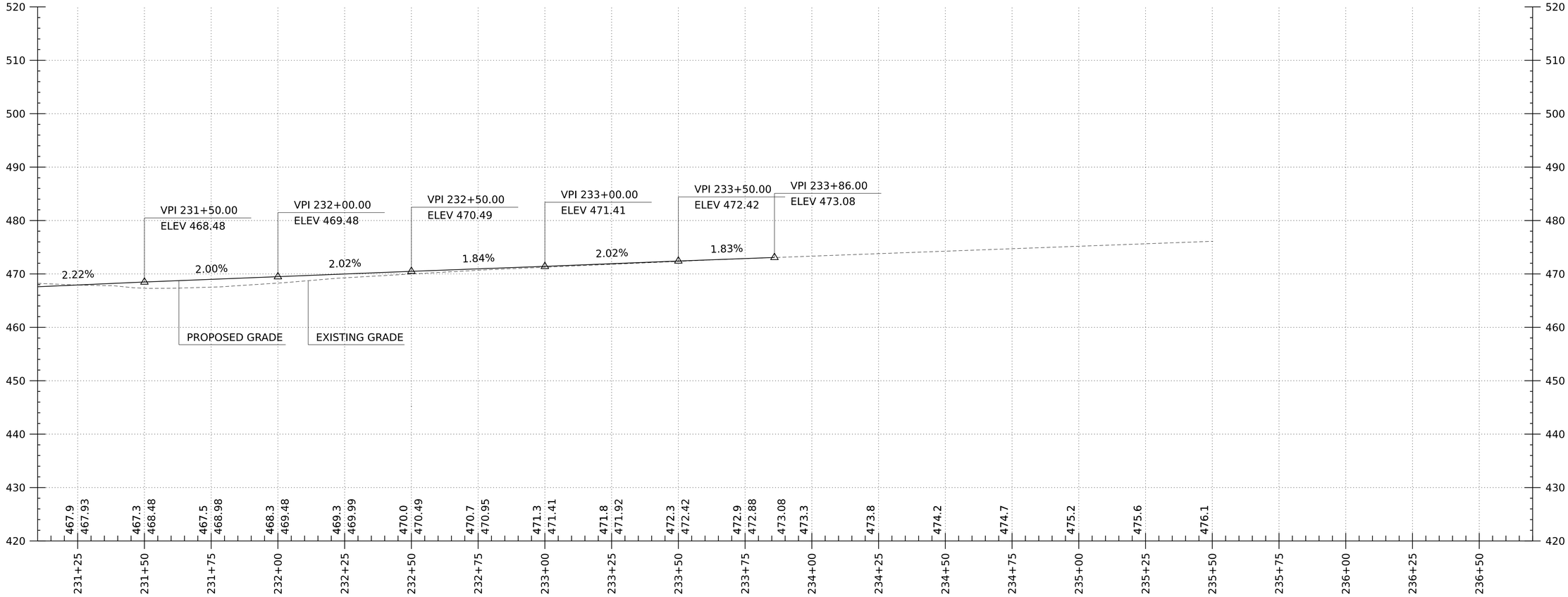


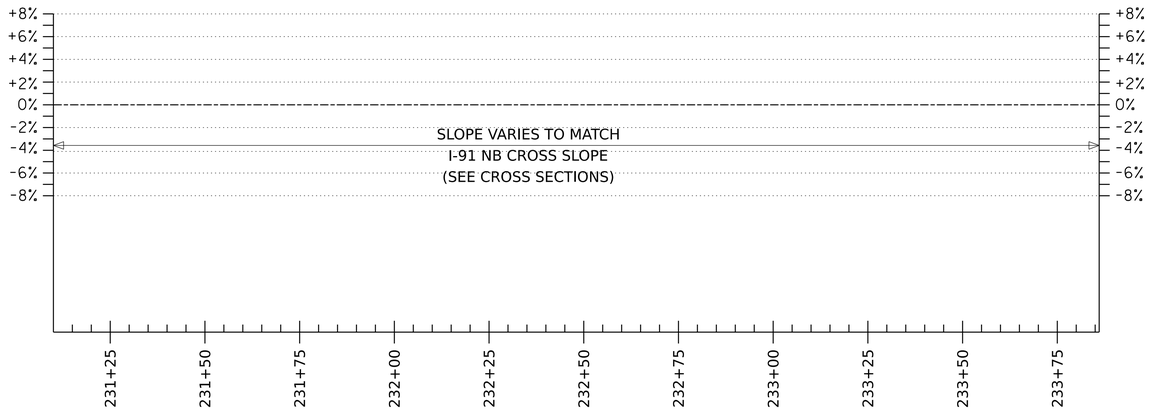


I-91 NB TEMPORARY CROSSOVER

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_NB crossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 NB CROSSOVER PROFILE SHEET 3	SHEET 82 OF 258

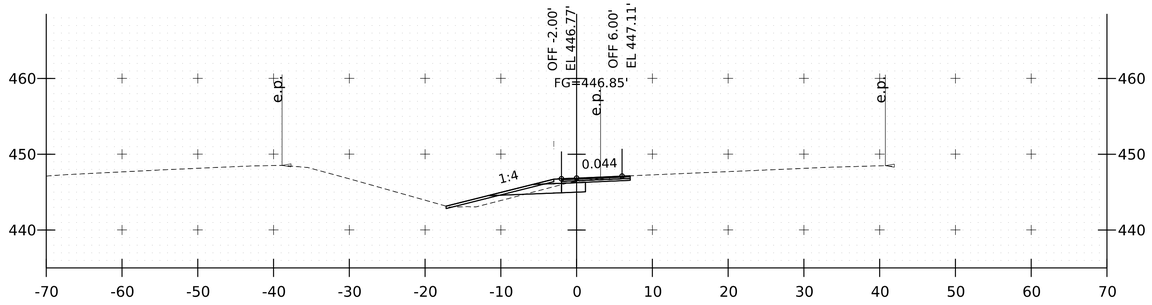




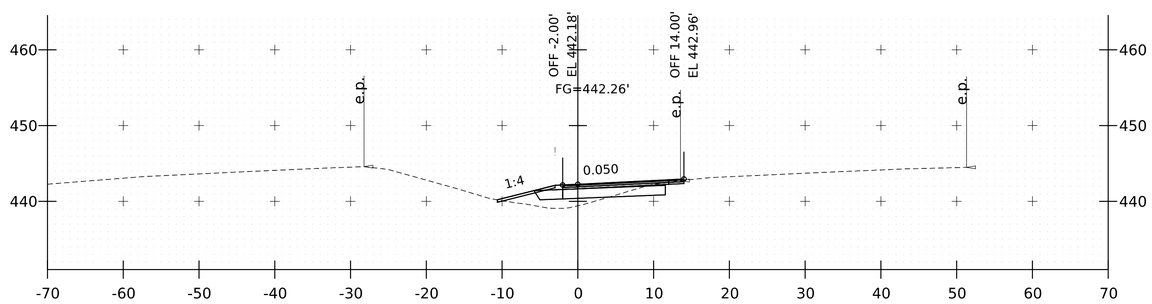
I-91 NB TEMPORARY CROSSOVER

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

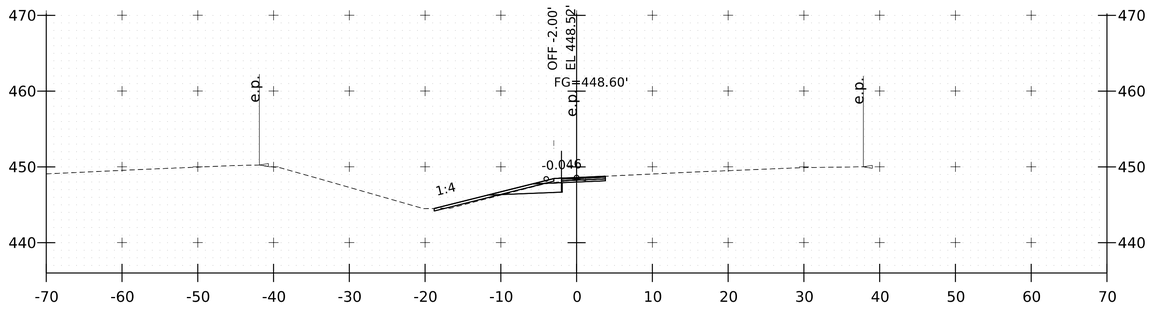
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PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_NB crossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: M. CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 NB CROSSOVER PROFILE SHEET 4	SHEET 83 OF 258



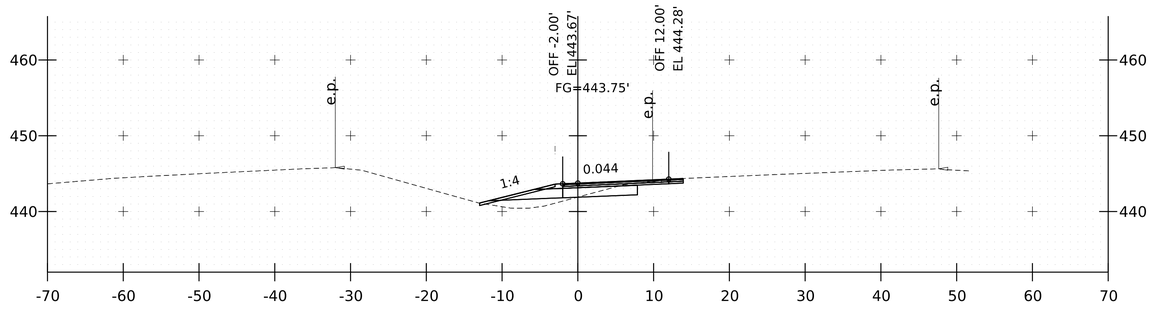
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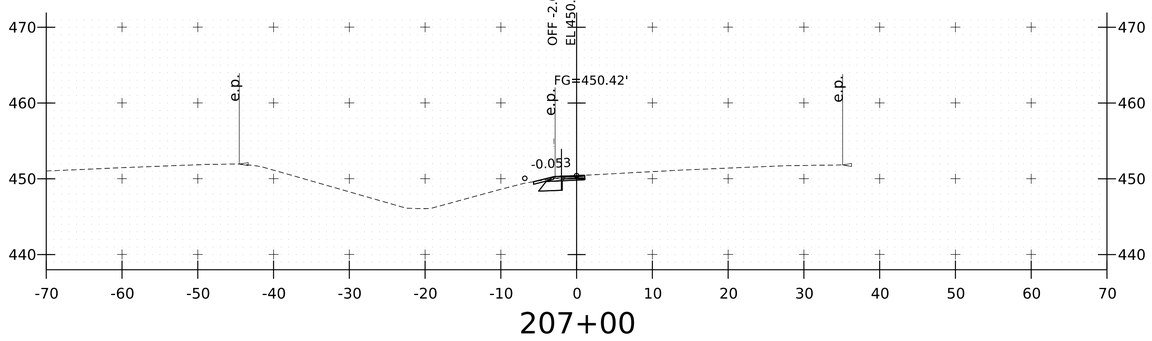
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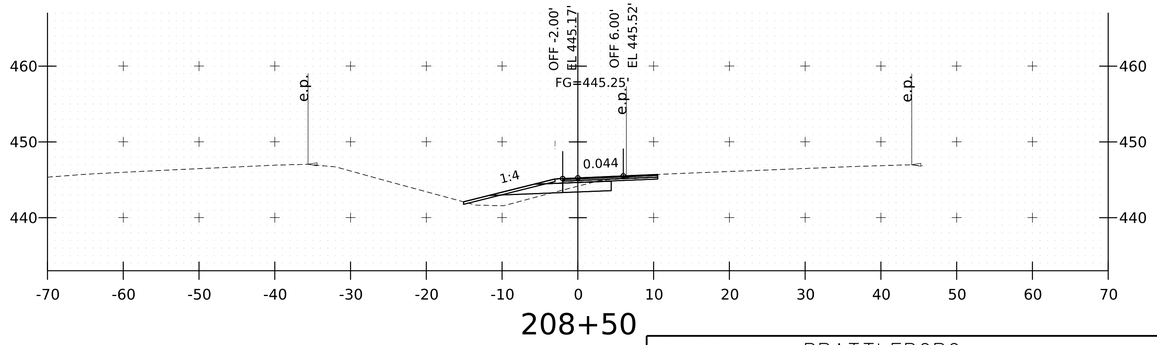
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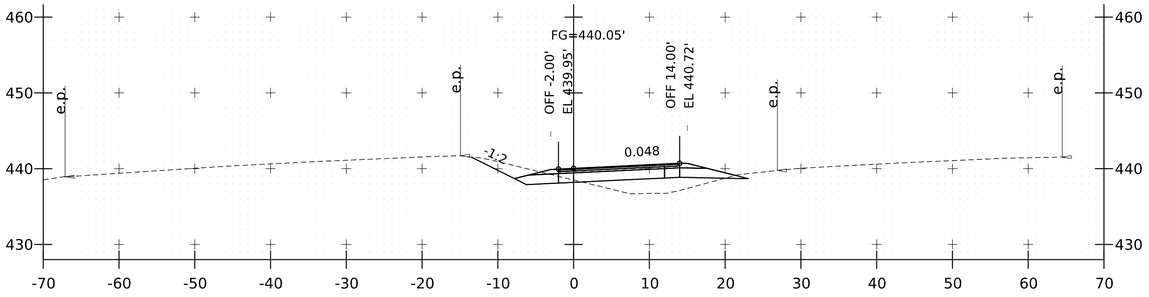


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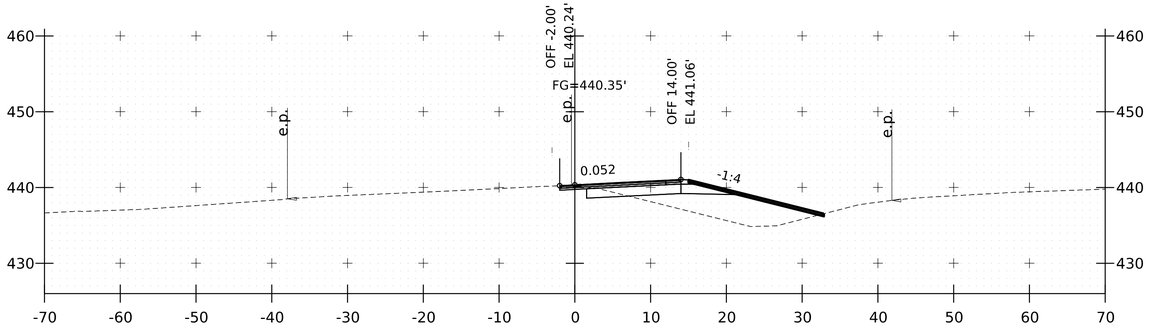
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_NBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSSOVER CROSS SECTION SHEET 1

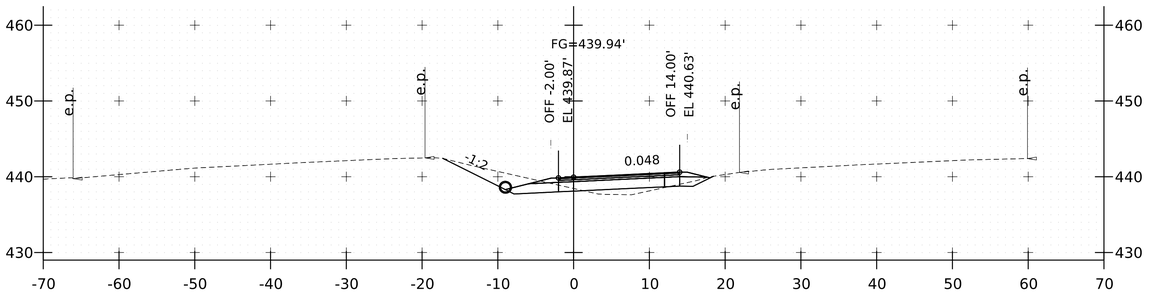
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 84 OF 258



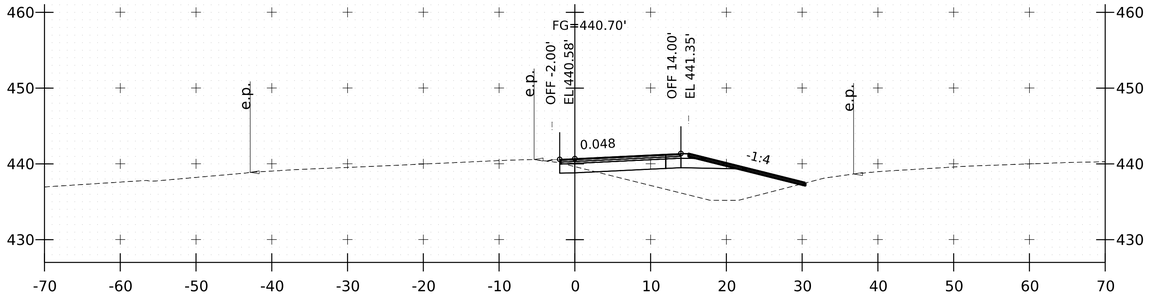
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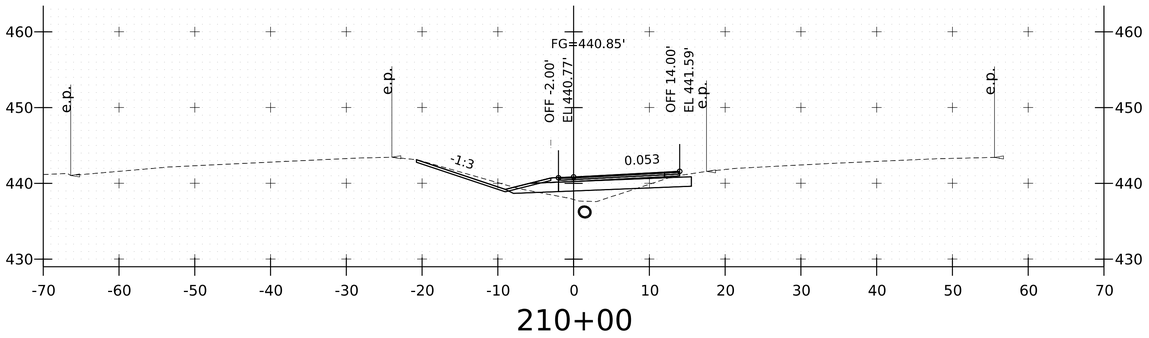
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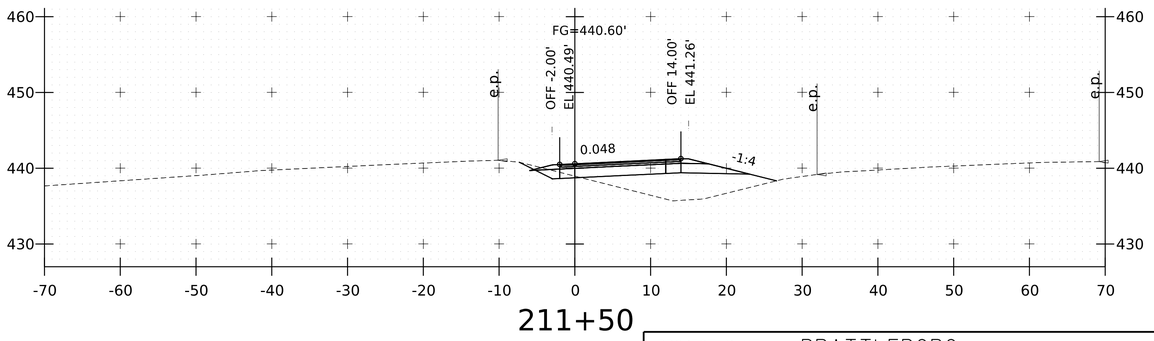
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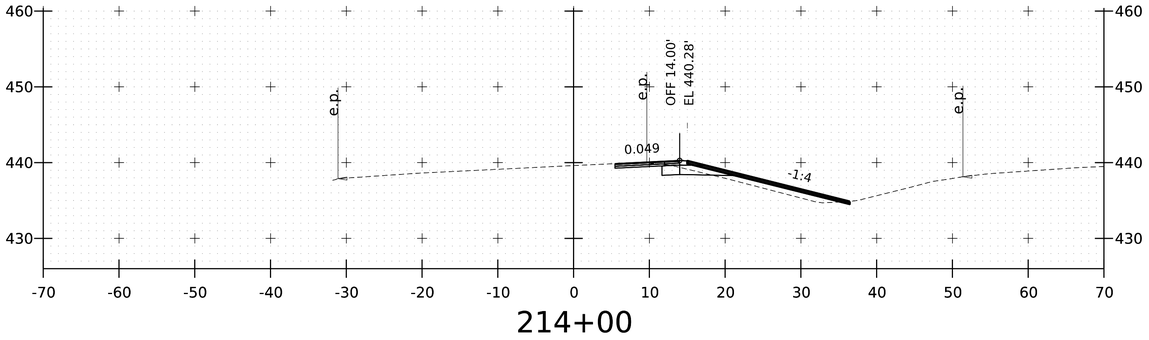


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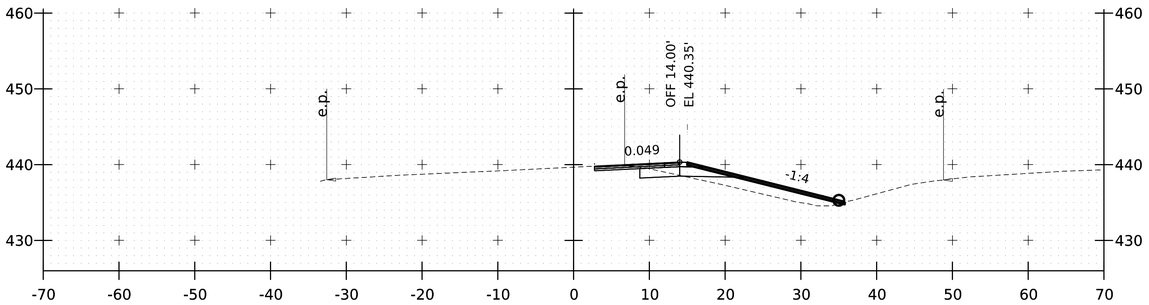
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_NBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSSOVER CROSS SECTION SHEET 2

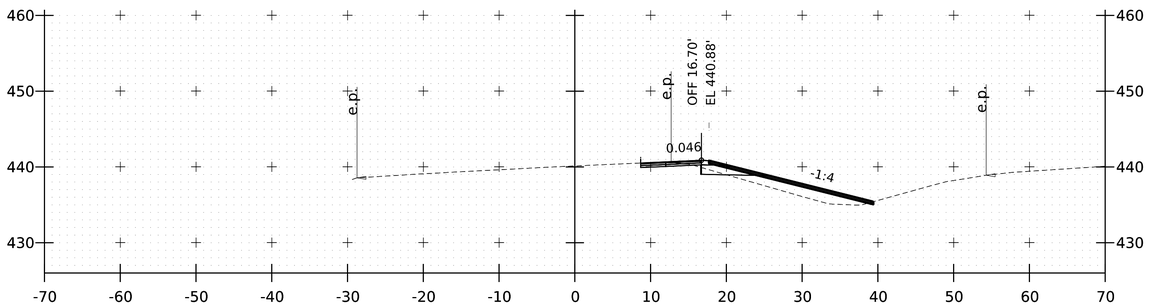
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 85 OF 258



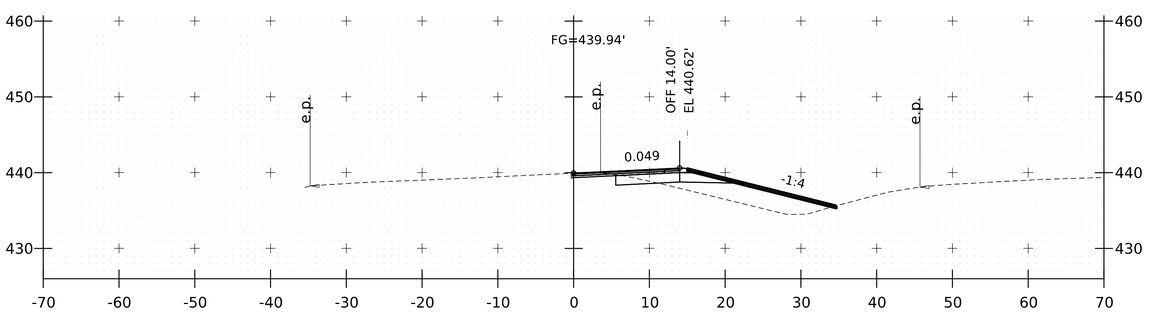
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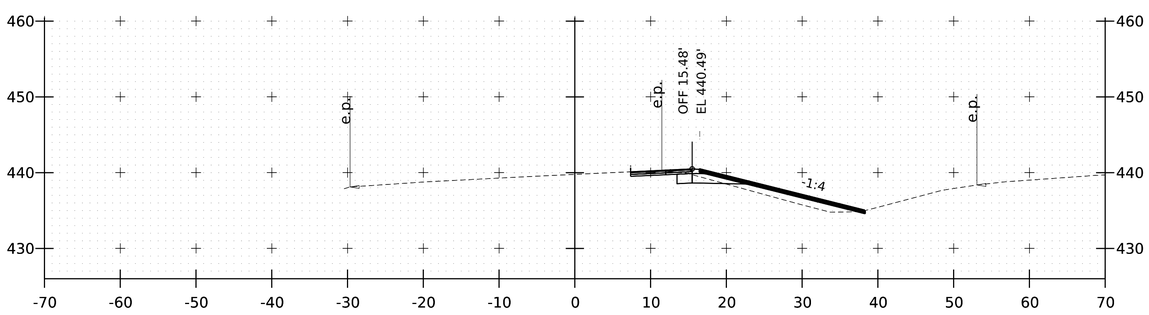
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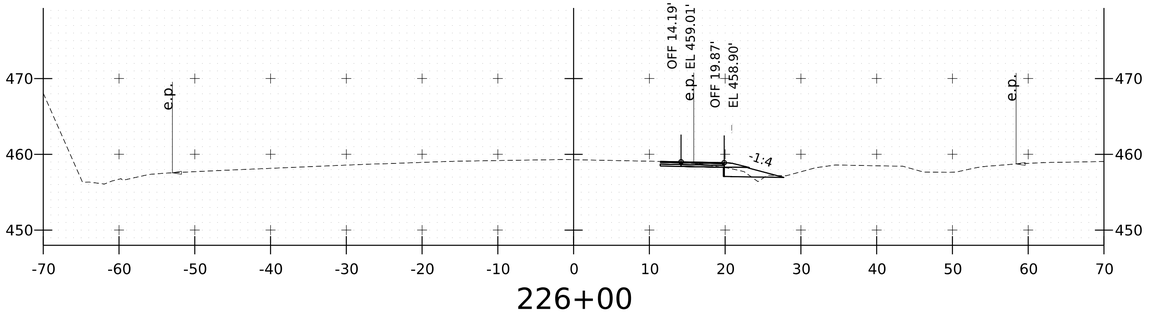


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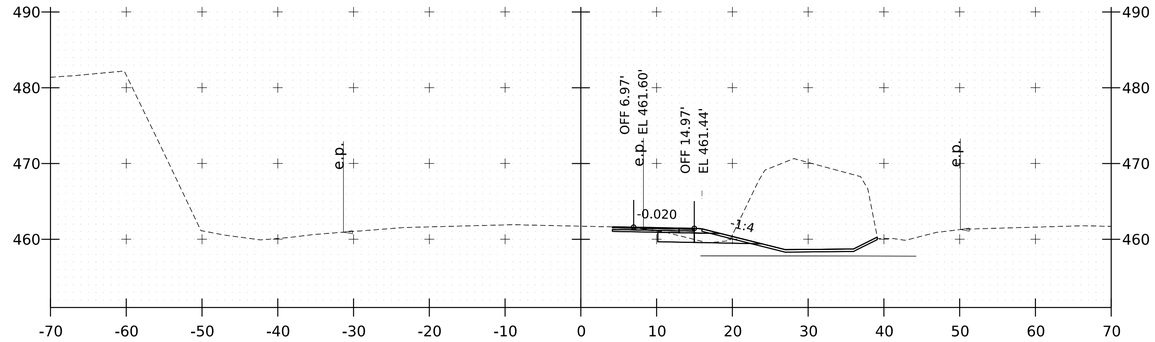
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_NBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSSOVER CROSS SECTION SHEET 3

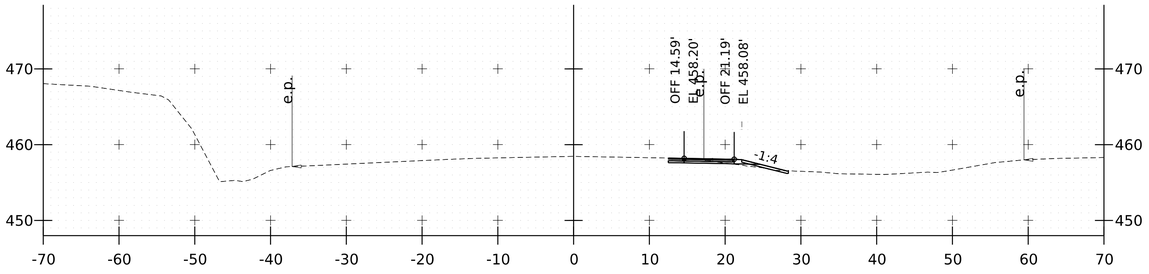
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 86 OF 258



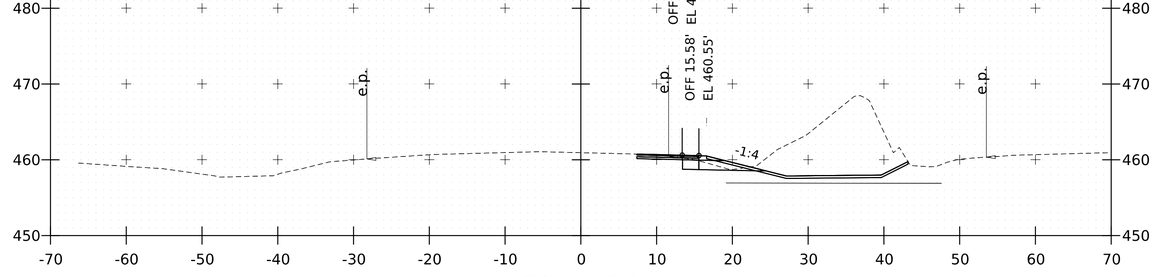
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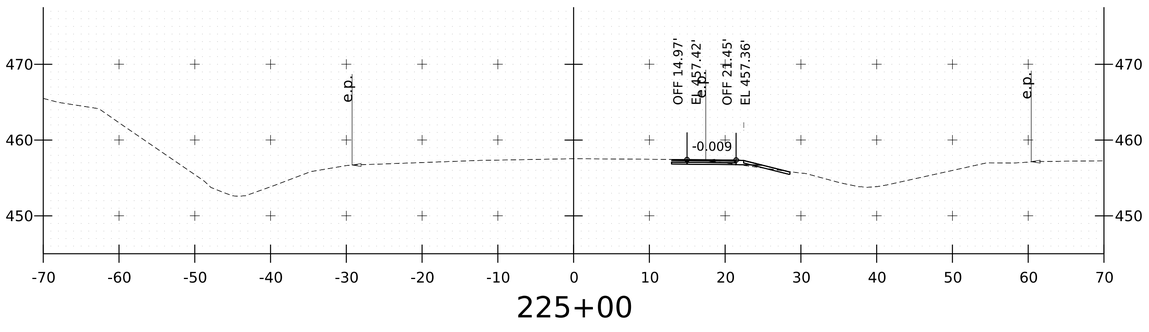
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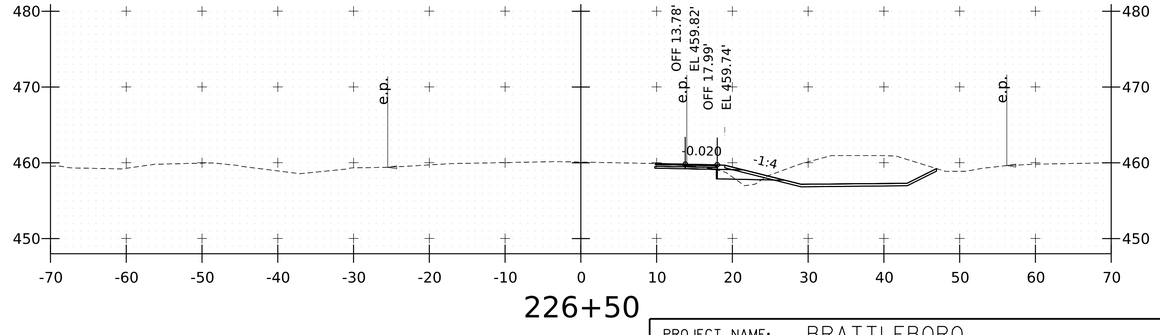
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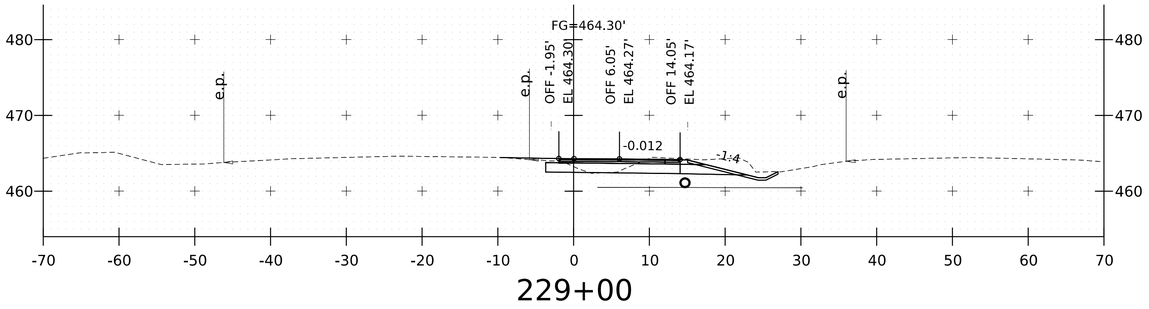


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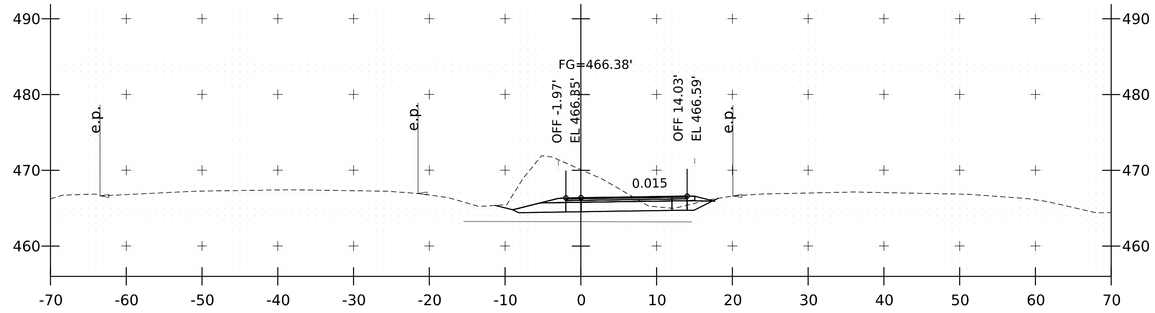
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_NBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSSOVER CROSS SECTION SHEET 4

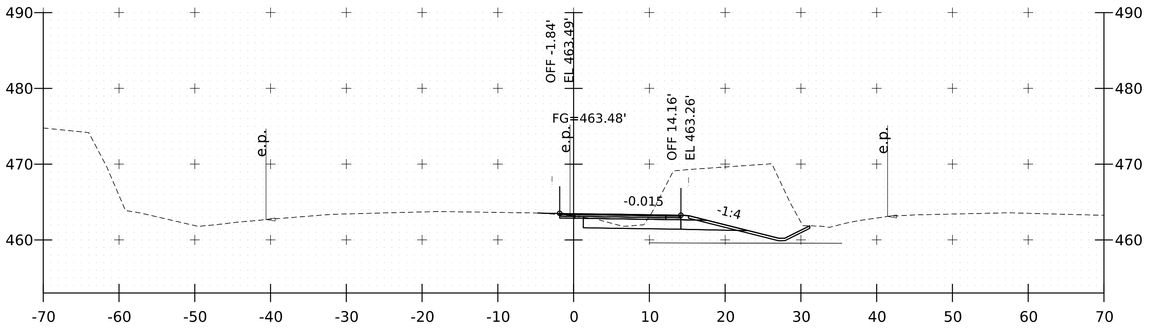
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 87 OF 258



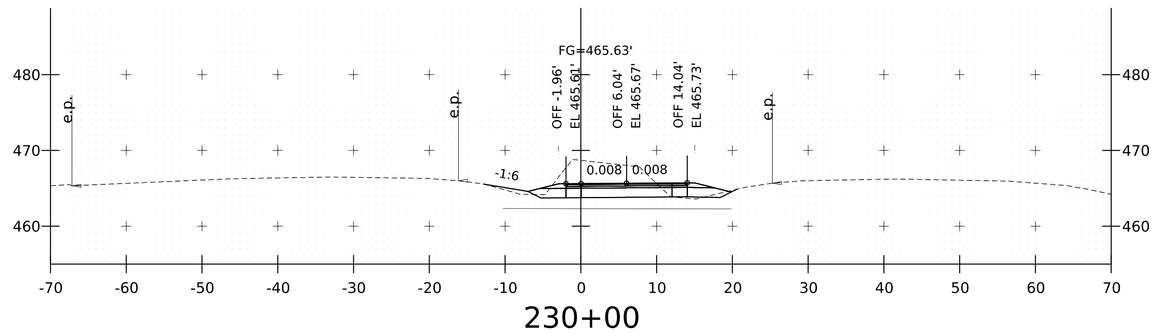
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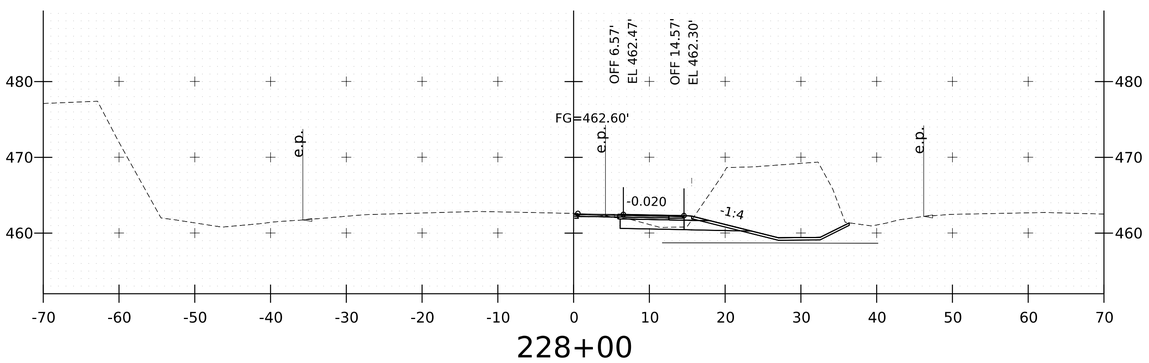
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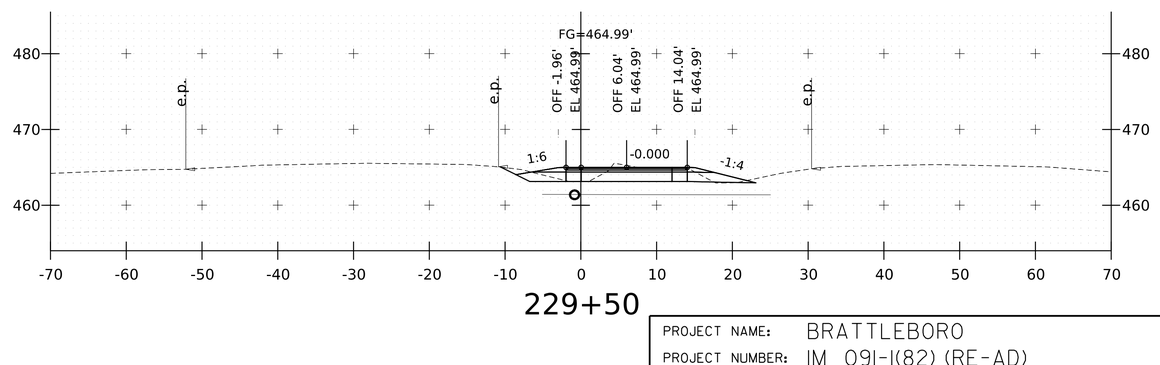
228+50



230+00



228+00

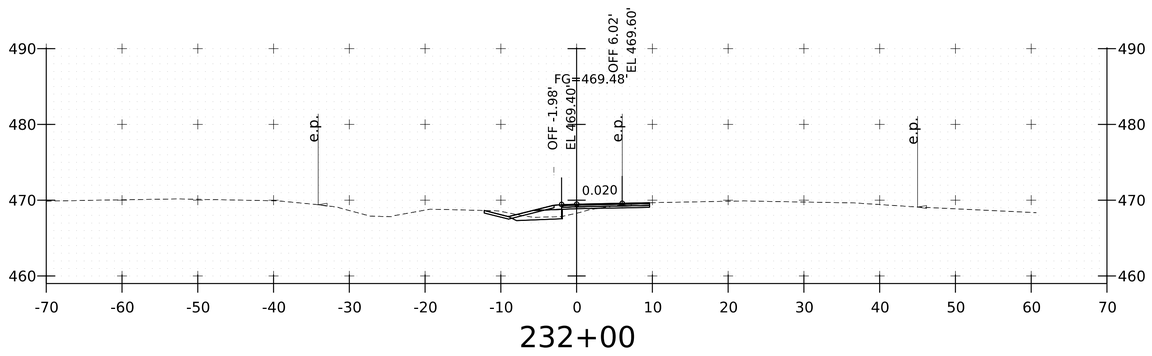


229+50

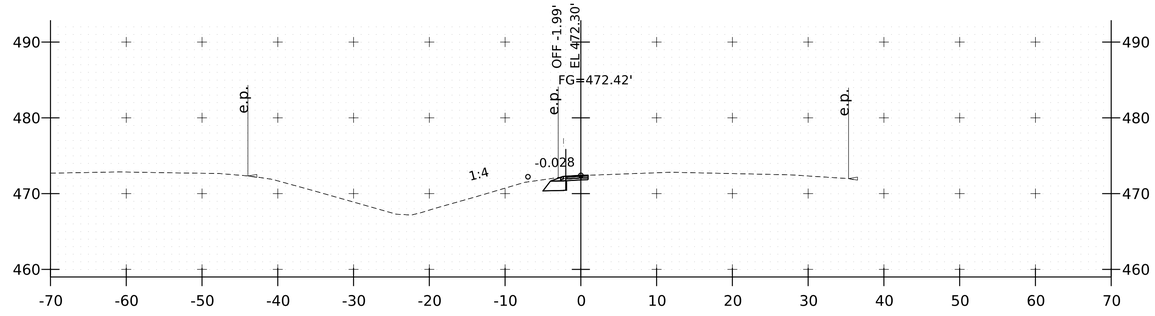
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_NBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSSOVER CROSS SECTION SHEET 5

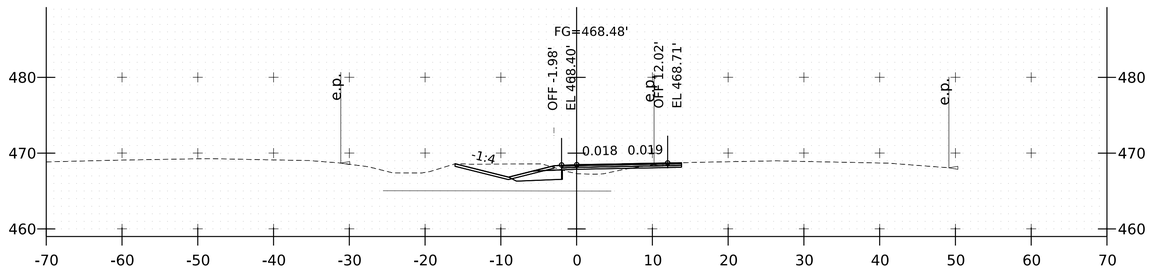
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 88 OF 258



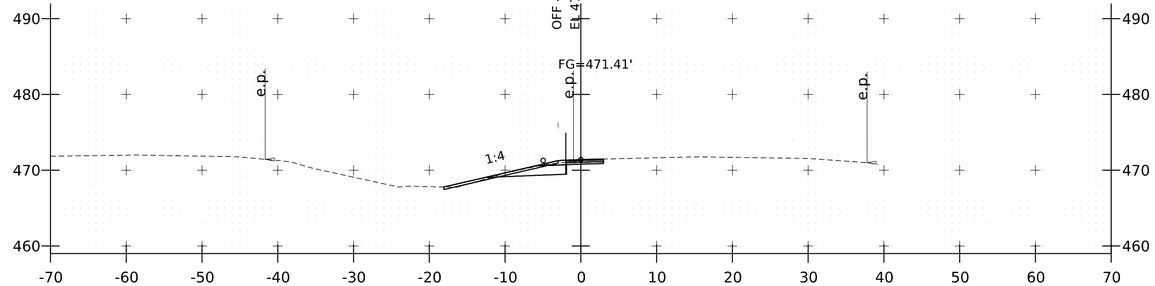
232+00



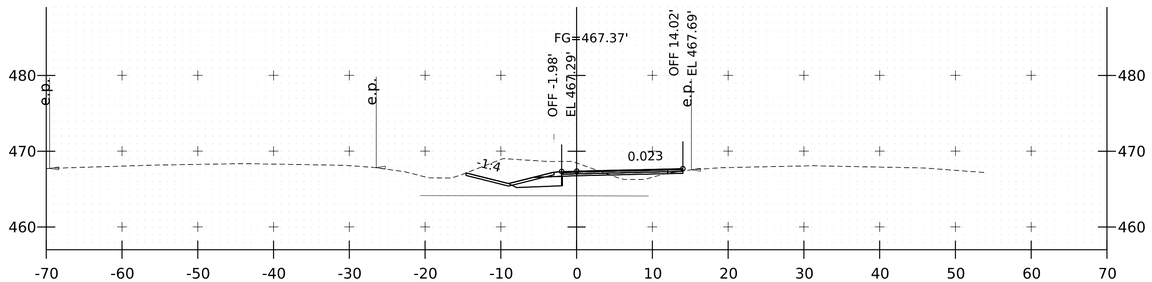
233+50



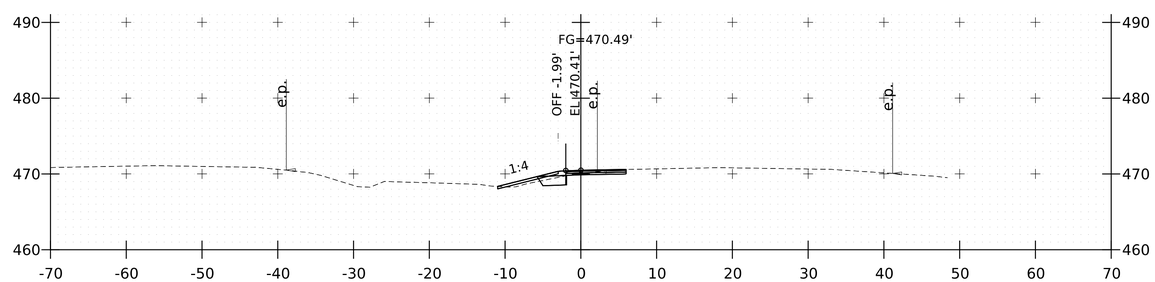
231+50



233+00



231+00

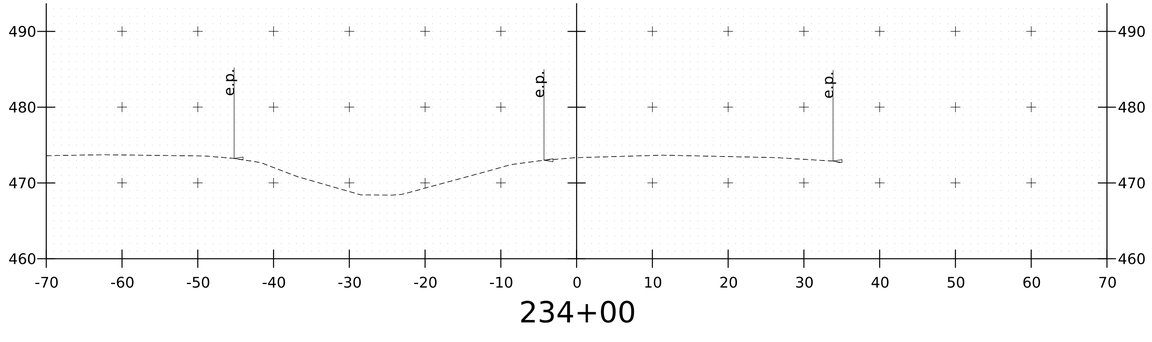


232+50

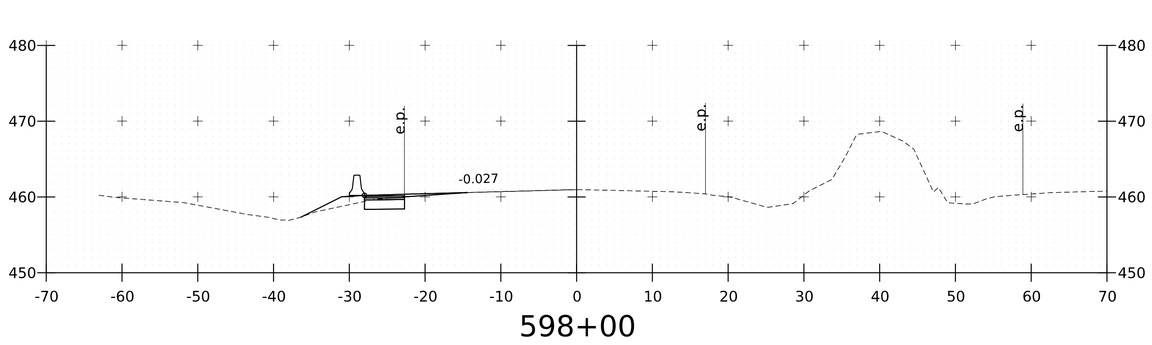
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_NBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSSOVER CROSS SECTION SHEET 6

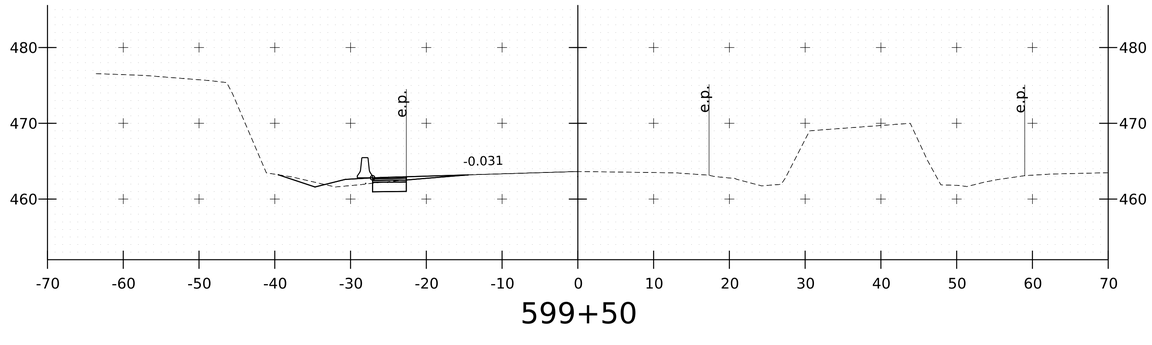
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 89 OF 258



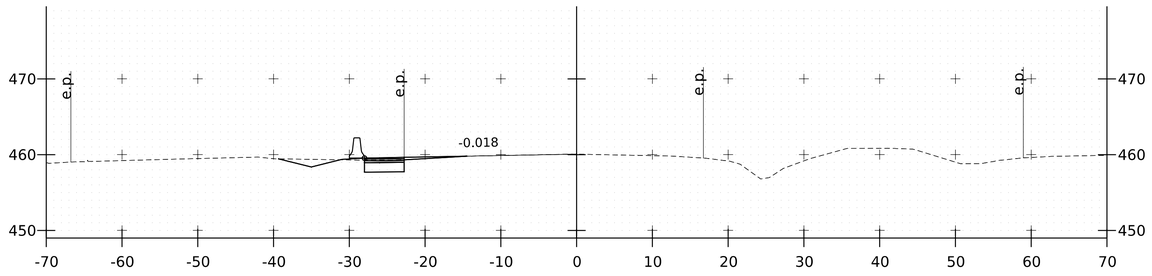
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220xs_NBcrossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 NB CROSSOVER CROSS SECTION SHEET 7	SHEET 90 OF 258



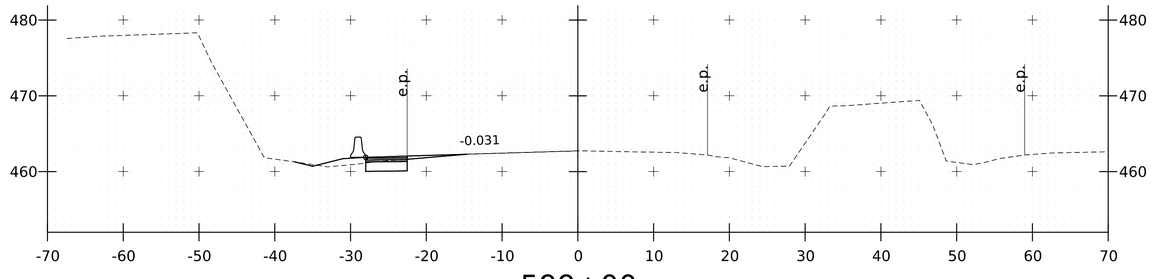
598+00



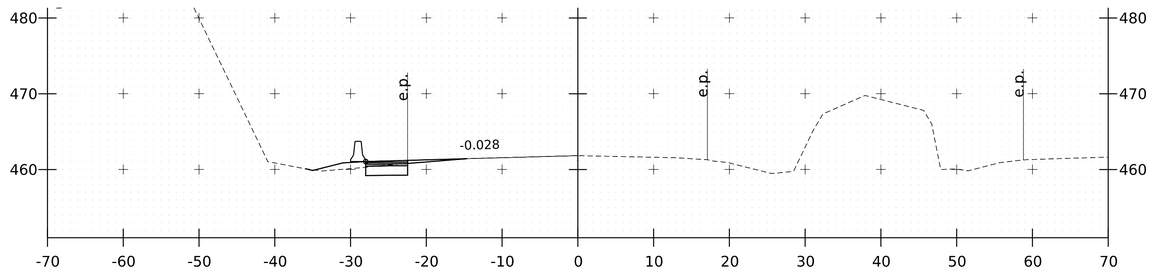
599+50



597+50



599+00

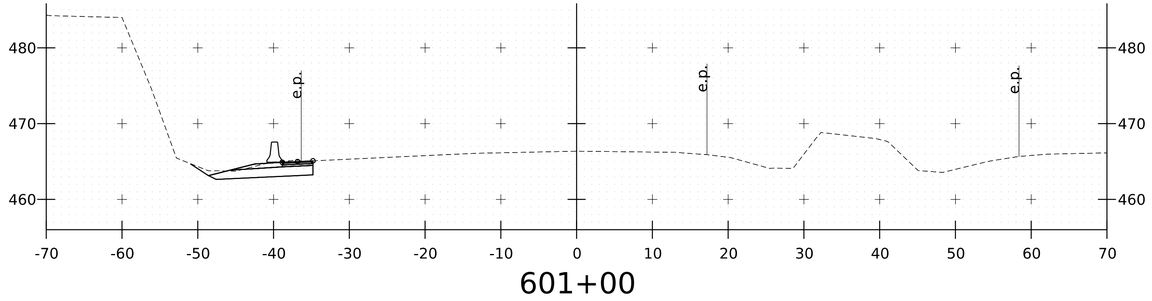


598+50

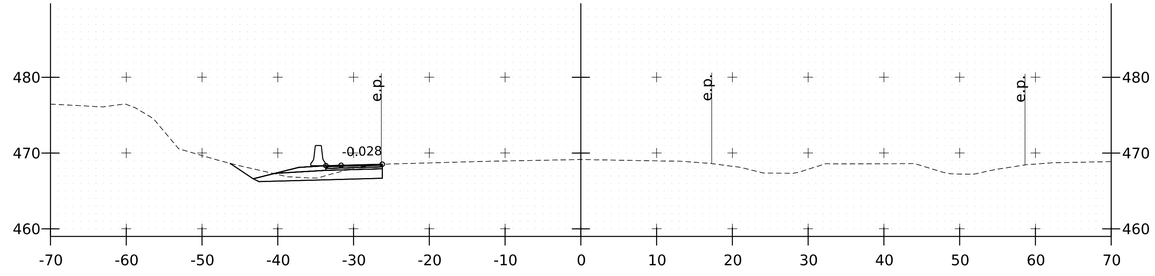
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_SB Widening.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB TEMPORARY WIDENING SHEET 1

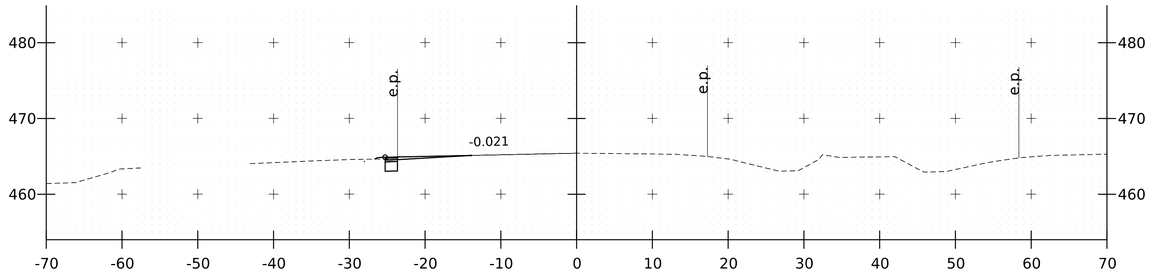
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 91 OF 258



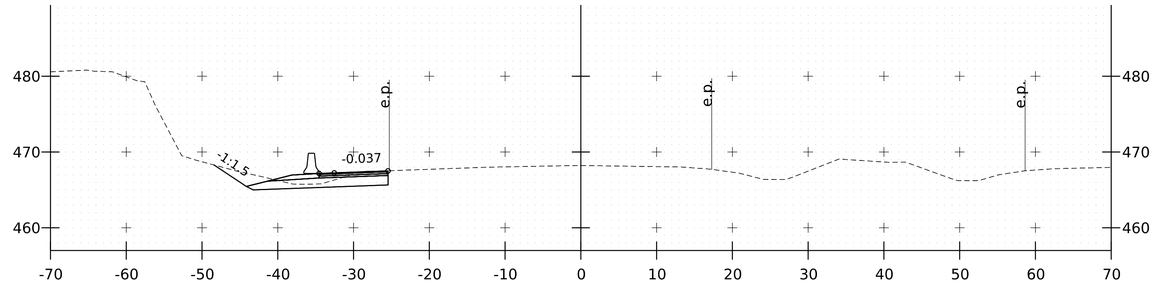
601+00



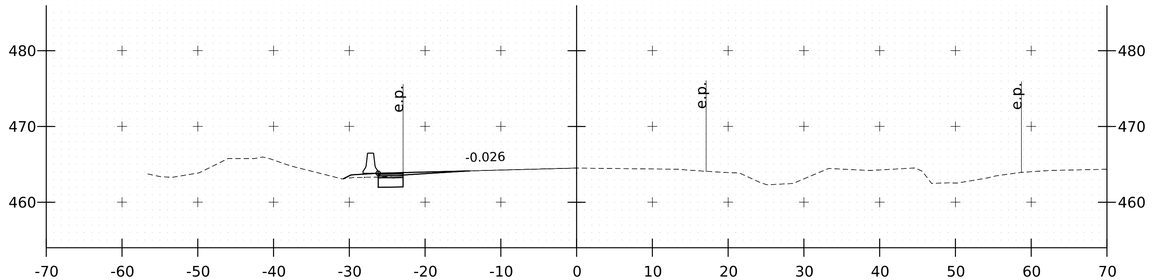
602+50



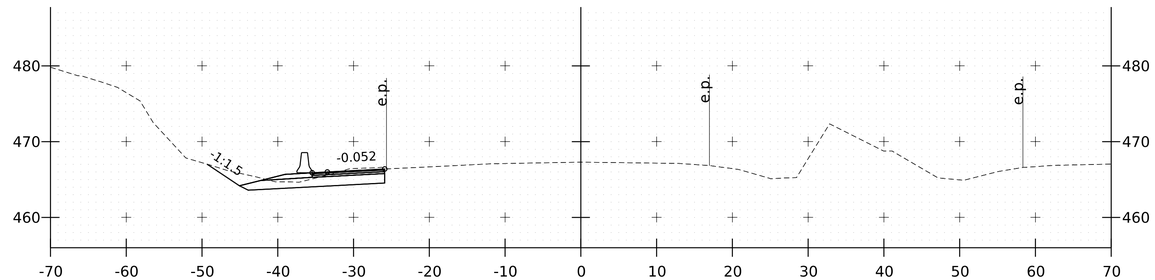
600+50



602+00



600+00

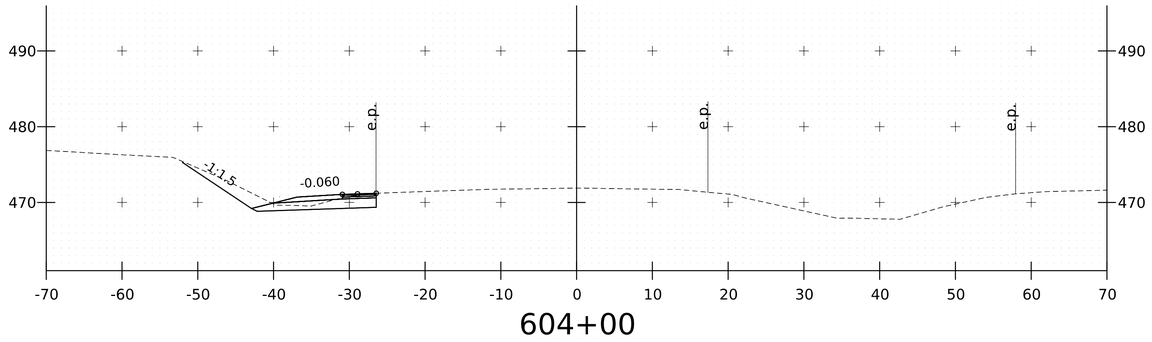


601+50

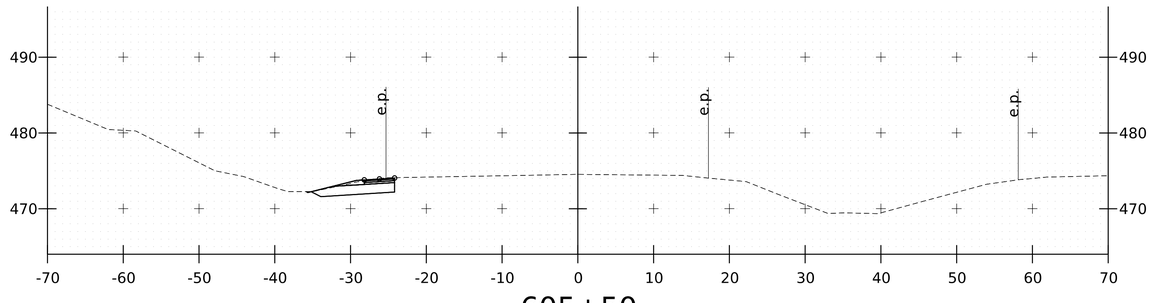
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_SB Widening.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB TEMPORARY WIDENING SHEET 2

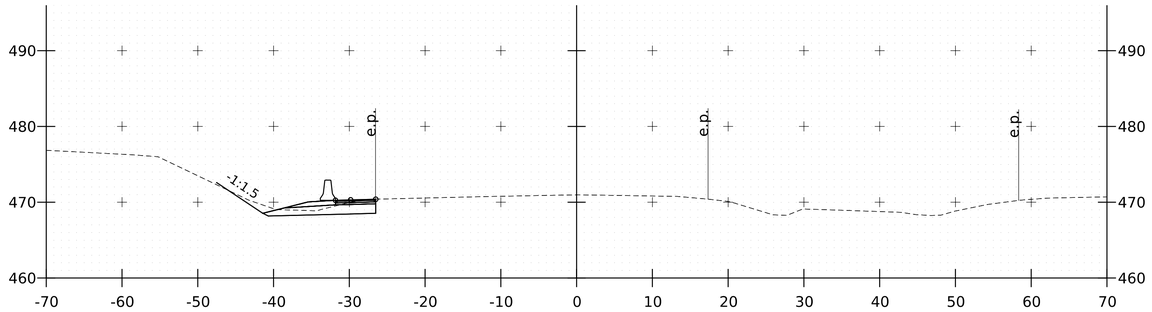
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 92 OF 258



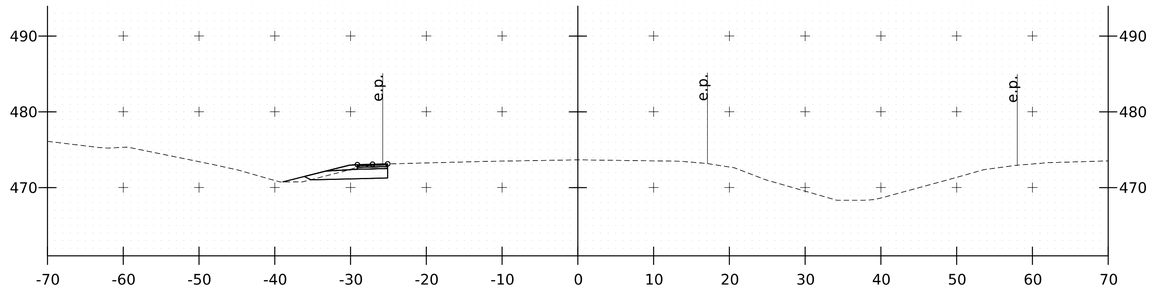
604+00



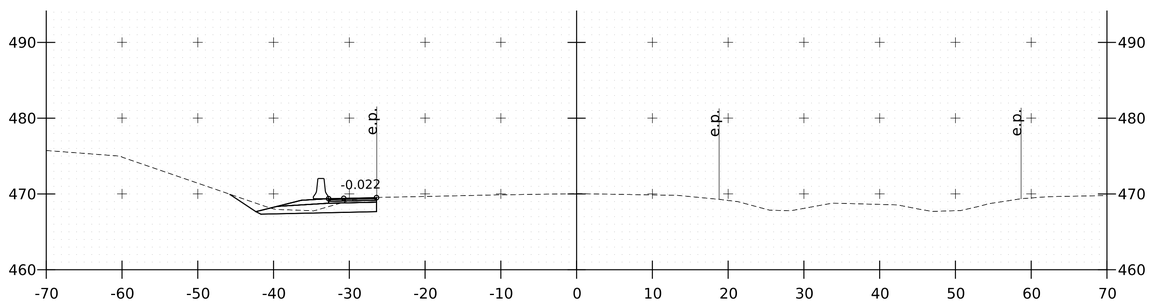
605+50



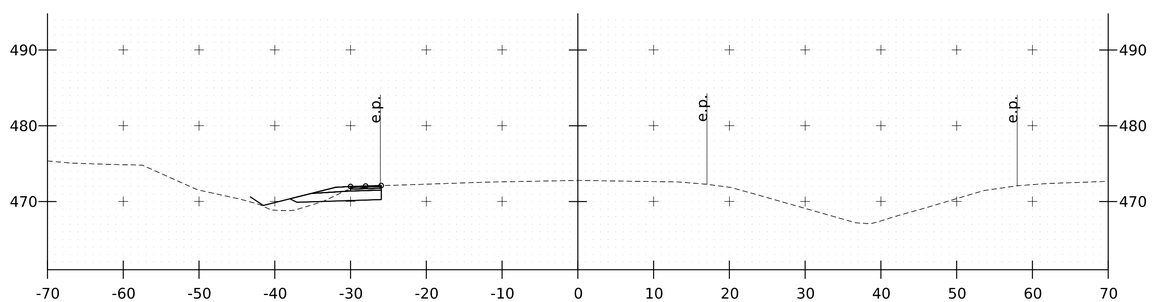
603+50



605+00



603+00

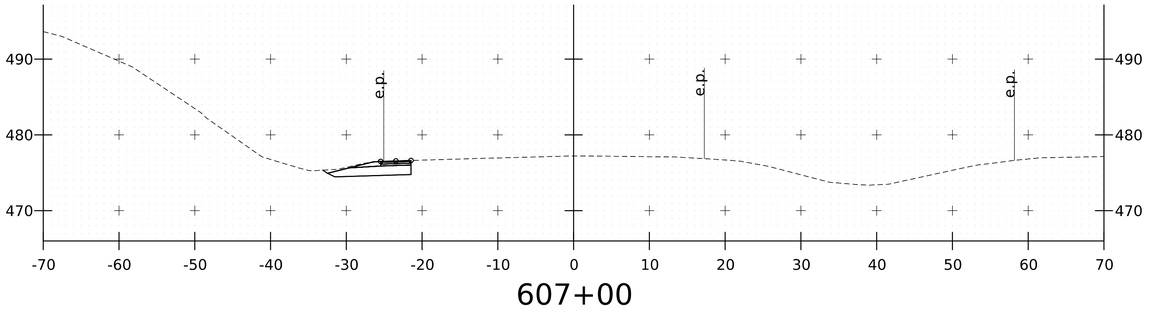


604+50

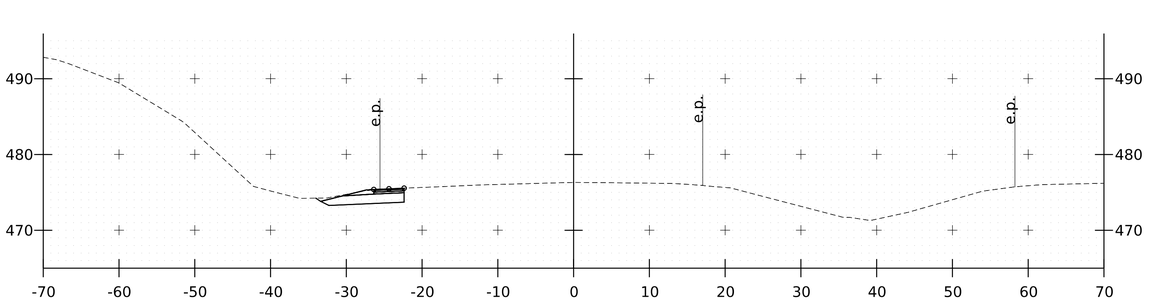
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_SB Widening.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB TEMPORARY WIDENING SHEET 3

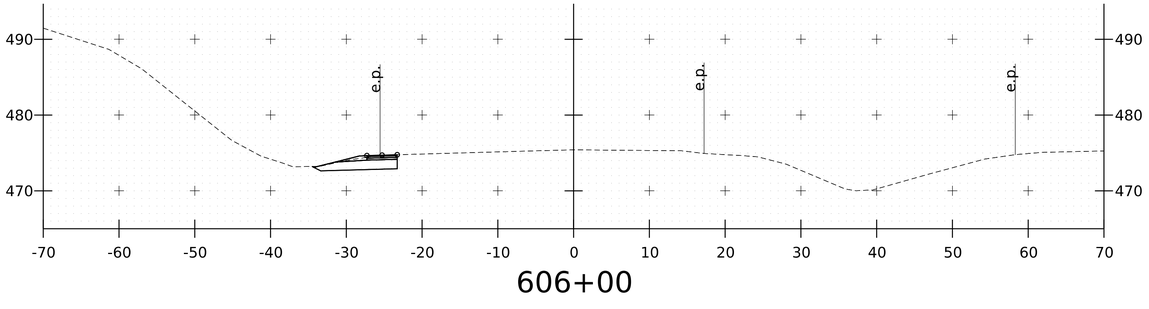
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 93 OF 258



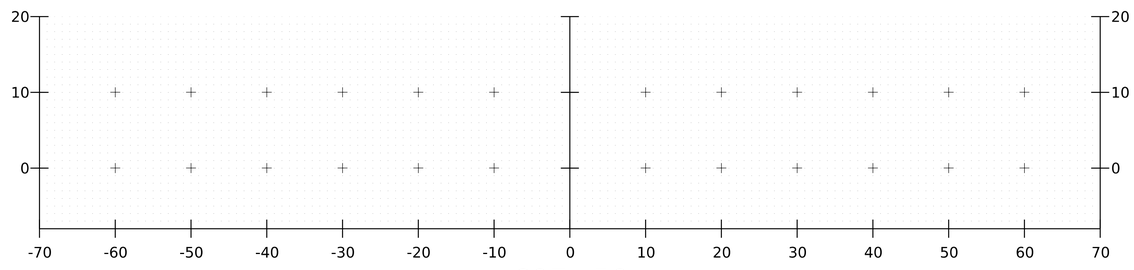
607+00



606+50



606+00



607+50

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_SB Widening.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB TEMPORARY WIDENING SHEET 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 94 OF 258

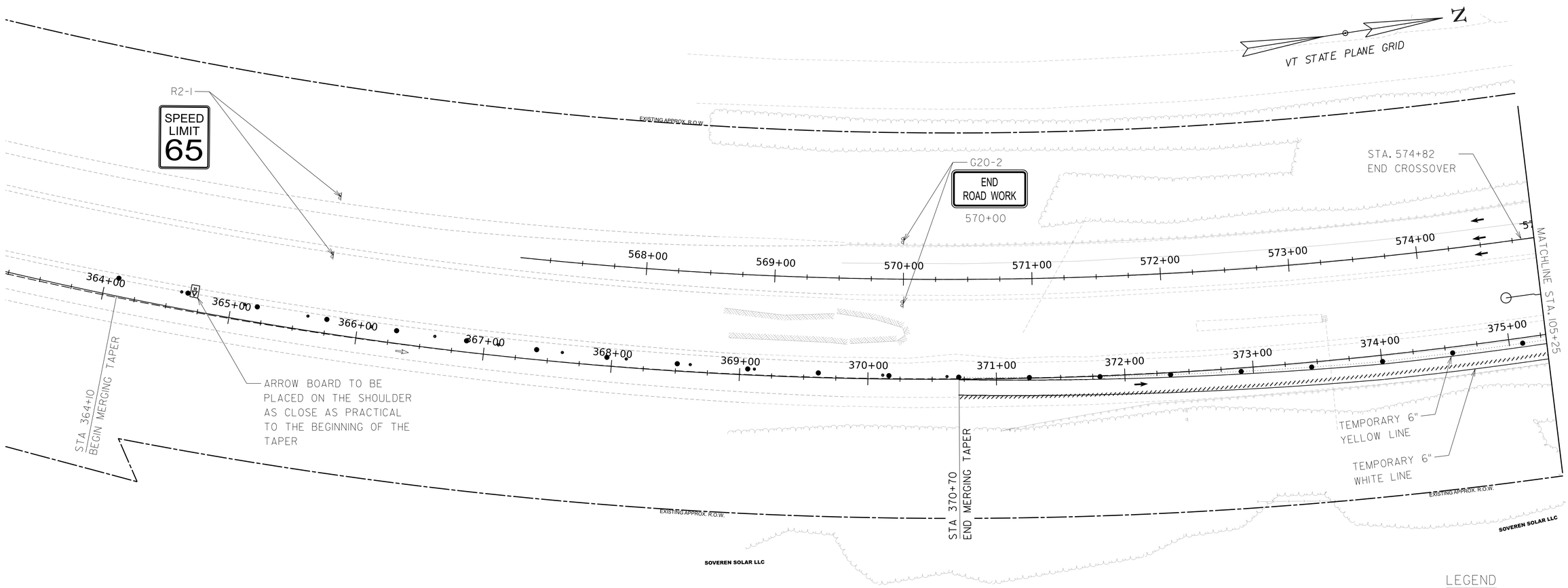
TEMPORARY 6" YELLOW LINE
STA. 370+70 - STA. 375+28, RT (NB) (458')

TEMPORARY 6" WHITE LINE
STA. 370+70 - STA. 375+28, RT (NB) (458')
STA. 105+17 - STA. 105+25, LT (8')
STA. 105+17 - STA. 105+25, LT (8')

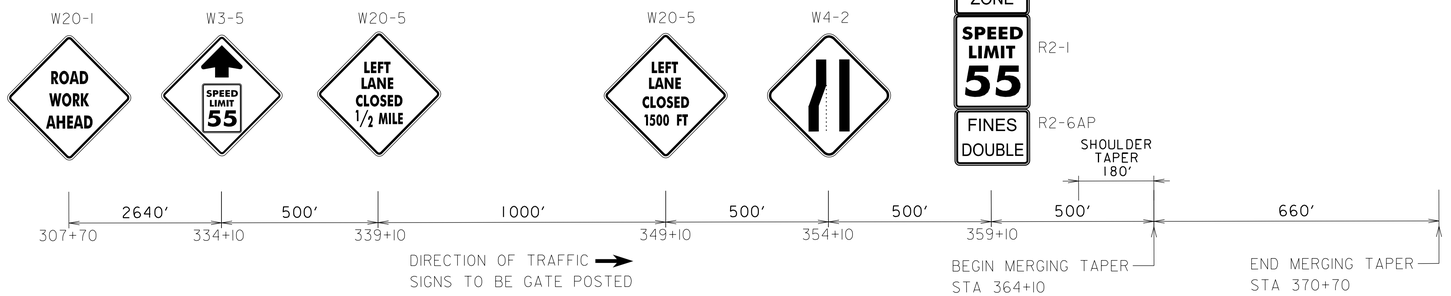
PAVEMENT MARKING MASK
STA. 370+70 - STA. 375+28, RT (NB)

I-91 SB CROSSOVER

lement: Circular				
	PC	102+08.92	120058.71	1623016.53
	PI	103+40.64	120189.69	1623030.56
	CC		120442.11	1619437
	PT	104+72.25	120321.34	1623034.98
Radius:		3600.00		
Delta:		04°11'28.00" Left		
Degree of Curvature(Arc):		01°35'29.58"		
Length:		263.34		
Tangent:		131.73		
Chord:		263.28		
Middle Ordinate:		2.41		
External:		2.41		
Tangent Direction:		N 06°06'48.92" E		
Radial Direction:		S 83°53'11.08" E		
Chord Direction:		N 04°01'04.92" E		
Radial Direction:		S 88°04'39.08" E		
Tangent Direction:		N 01°55'20.92" E		



I-91NB CONSTRUCTION APPROACH AND LANE CLOSURE SIGN PACKAGE



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

NOTES:
1. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS WILL BE MASKED
2. 12' TRAVEL LANES WITH MINIMUM 1' SHOULDERS.

0 40 80
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp_SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
SB CROSSOVER SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 95 OF 258

DRAINAGE NOTES:

(9) STA 108+05.8 RT 13.3'
TEMPORARILY COVER EXISTING DI GRATE FOR TCP
UNCOVER EXISTING DI GRATE WHEN TCP IS REMOVED
PLUG CORE HOLES FROM TEMPORARY PIPE CONNECTIONS
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(10) STA 108+05.8 RT 13.3' - STA 107+50.00 LT 22.00'
CONSTRUCT 55.0 LF X 15" CPPP TEMPORARY PIPE
INV OUT = 445.15 (CONNECT TO EX. DI AT 108+05.8 RT 13.3')
INV IN = 451.40
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE PIPE AND STONE PAD WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(11) STA 111+57.8 LT 13.0'
TEMPORARILY COVER EXISTING DI GRATE FOR TCP
UNCOVER EXISTING DI GRATE WHEN TCP IS REMOVED
PLUG CORE HOLES FROM TEMPORARY PIPE CONNECTIONS
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER))

(12) STA 111+57.8 LT 13.0' - STA 109+60.00 RT 14.00'
CONSTRUCT 198.0 LF X 15" CPPP TEMPORARY PIPE
INV OUT = 435.10 (CONNECT TO EX. DI AT 111+57.8 LT 13.0')
INV IN = 446.20
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE PIPE AND STONE PAD WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

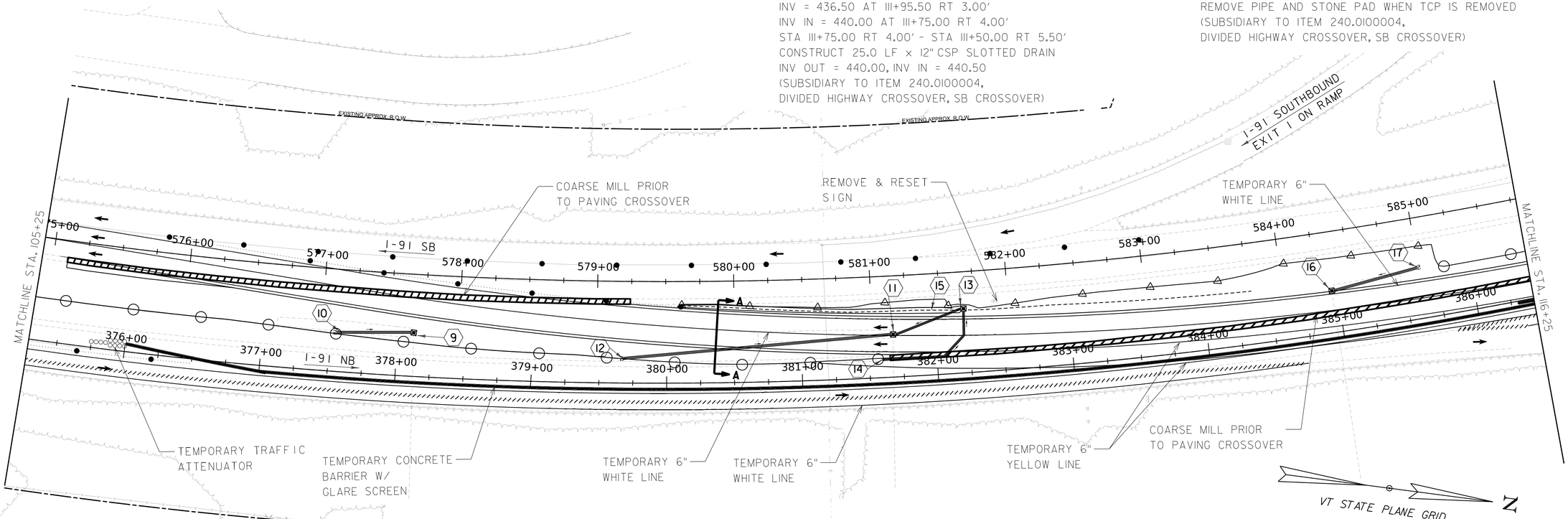
(13) STA 111+57.8 LT 13.0' - STA 112+10.00 LT 32.00'
CONSTRUCT 52.0 LF x 12" CPEP (SL) TEMPORARY PIPE
INV OUT = 435.00
INV IN = 435.25
CONSTRUCT 3' x 3' DROP INLET AT 112+10.00 LT 32.00'
RIM ELEV. = 438.20 WITH CAST IRON GRATE, TYPE A
REMOVE PIPE AND DROP INLET WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(14) STA 112+10.00 LT 32.00' - STA 111+75.00 RT 4.00'
CONSTRUCT 60.0 LF x 12" CSP (SL) TEMPORARY PIPE
WITH 2 - 12" CSP 45 DEGREE ELBOWS HORIZONTALLY
AND 2 - 12" CSP 22 DEGREE ELBOWS VERTICALLY
INV OUT = 435.25 AT 112+10.00 LT 32.00'
INV = 435.75 AT 112+10.00 LT 12.00'
INV = 436.50 AT 111+95.50 RT 3.00'
INV IN = 440.00 AT 111+75.00 RT 4.00'
STA 111+75.00 RT 4.00' - STA 111+50.00 RT 5.50'
CONSTRUCT 25.0 LF x 12" CSP SLOTTED DRAIN
INV OUT = 440.00, INV IN = 440.50
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(15) STA 112+10.00 LT 31.00' - STA 110+00.00 LT 28.00'
CONSTRUCT 210 LF x 4' WIDE STONE DITCH TYPE I
(SEE CROSS SECTIONS FOR ELEVATIONS)

(16) STA 114+84.6 LT 26.7'
TEMPORARILY COVER EXISTING DI GRATE FOR TCP
UNCOVER EXISTING DI GRATE WHEN TCP IS REMOVED
PLUG CORE HOLES FROM TEMPORARY PIPE CONNECTIONS
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(17) STA 114+84.6 LT 26.7' - STA 115+50.00 LT 35.00'
CONSTRUCT 64.0 LF X 15" CPEP (SL) TEMPORARY PIPE
INV OUT = 432.20 (CONNECT TO EX. DI AT 114+84.6 LT 26.7')
INV IN = 435.20
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE PIPE AND STONE PAD WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)



I-91 SB CROSSOVER

Element: Linear				
	PT	104+72.25	120321.34	1623034.98
	PC	107+68.77	120617.69	1623044.93
	Tangential Direction:	N 01°55'20.92" E		
	Tangential Length:	296.52		
Element: Circular				
	PC	107+68.77	120617.69	1623044.93
	PI	112+06.04	121054.72	1623059.59
	CC		120701.56	1620546.33
	PCC	116+34.55	121470.77	1622925.05
	Radius:	2500.00		
	Delta:	19°50'32.01" Left		
	Degree of Curvature(Arc):	02°17'30.59"		
	Length:	865.78		
	Tangent:	437.27		
	Chord:	861.46		
	Middle Ordinate:	37.39		
	External:	37.95		
	Tangent Direction:	N 01°55'20.92" E		
	Radial Direction:	S 88°04'39.08" E		
	Chord Direction:	N 07°59'55.09" W		
	Radial Direction:	N 72°04'48.91" E		
	Tangent Direction:	N 17°55'11.09" W		

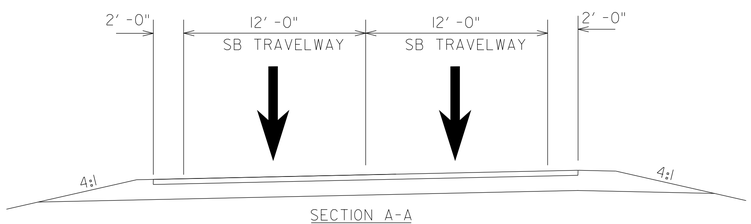
TEMPORARY 6" YELLOW LINE
STA. 105+46 - STA. 116+31, CL (1085')
STA. 375+28 - STA. 386+41, RT (NB) (1113')

TEMPORARY 6" WHITE LINE
STA. 105+25 - STA. 116+25, LT (1100')
STA. 105+25 - STA. 116+25, LT (1100')
STA. 386+34 - STA. 386+42, RT (NB) (8')
STA. 375+28 - STA. 384+71, RT (NB) (943')

PAVEMENT MARKING MASK
STA. 375+28 - STA. 384+71, RT (NB)
STA. 385+83 - STA. 386+34, RT (NB)
STA. 385+83 - STA. 386+42, RT (NB)

TEMPORARY CONCRETE BARRIER
STA. 376+00 - STA. 386+42, RT (1042')

ENERGY ABSORPTION ATTENUATOR, TEMPORARY
STA. 376+00, LT (NB)



SECTION A-A
NOT TO SCALE

NOTE: FOR MORE INFORMATION SEE TRAFFIC CONTROL NOTES AND TYPICALS SHEET

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

NOTES:
1. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS WILL BE MASKED
2. 12' TRAVEL LANES WITH MINIMUM 1' SHOULDERS.

0 40 80
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp_SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
SB CROSSOVER SHEET 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 96 OF 258

TEMPORARY 6" YELLOW LINE
STA. 116+25 - STA. 127+25, CL (1100')
STA. 386+42 - STA. 397+43, RT (NB) (1101')

PAVEMENT MARKING MASK
STA. 386+42 - STA. 397+43, RT (NB)

ENERGY ABSORPTION ATTENUATOR, TEMPORARY
STA. 117+90 RT
STA. 126+75 LT (NB)

TEMPORARY 6" WHITE LINE
STA. 116+25 - STA. 127+25, LT (1100')
STA. 116+25 - STA. 127+25, LT (1100')
STA. 386+42 - STA. 397+43, RT (NB) (1101')

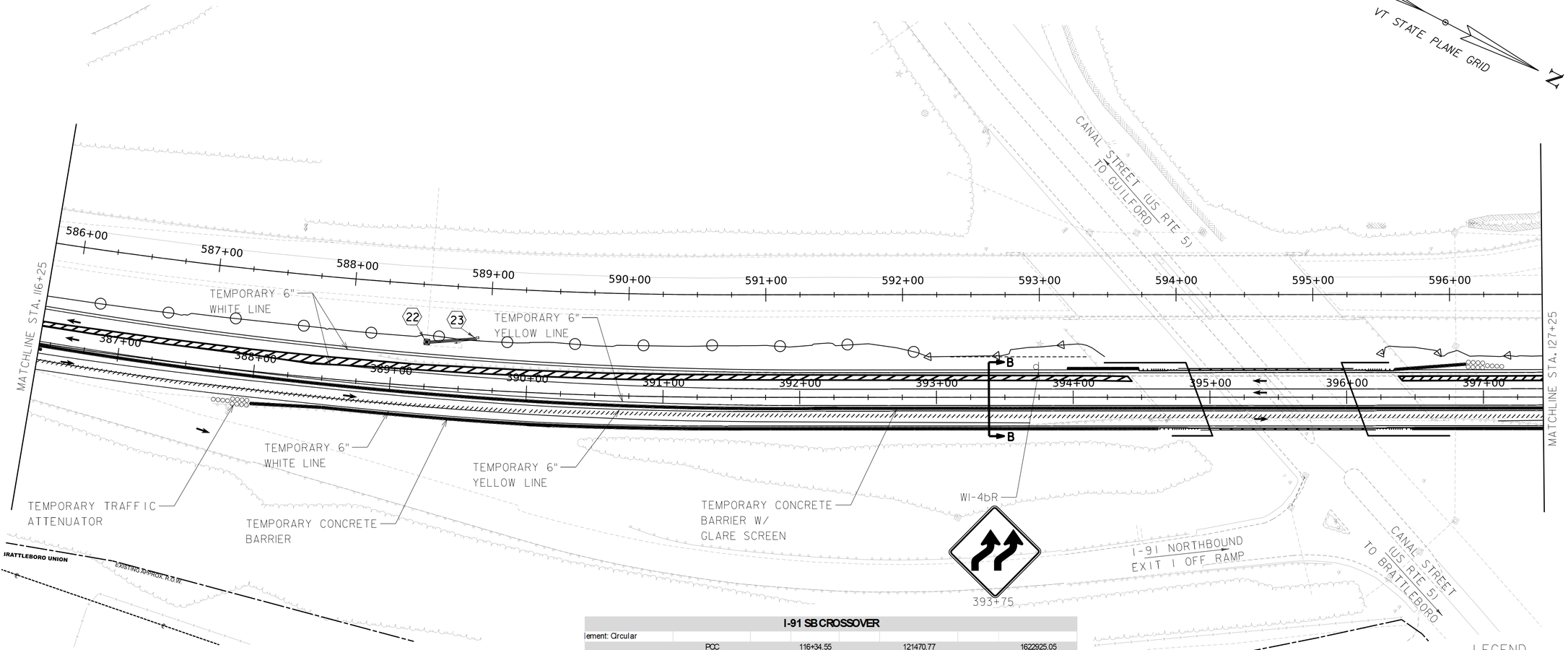
TEMPORARY CONCRETE BARRIER
STA. 116+25 - STA. 127+25, RT (1100')
STA. 117+90 - STA. 124+50, RT (660')
STA. 123+90 - STA. 124+40, LT (50')
STA. 126+25 - STA. 126+75, LT (50')
STA. 396+47 - STA. 397+43, RT (NB) (96')

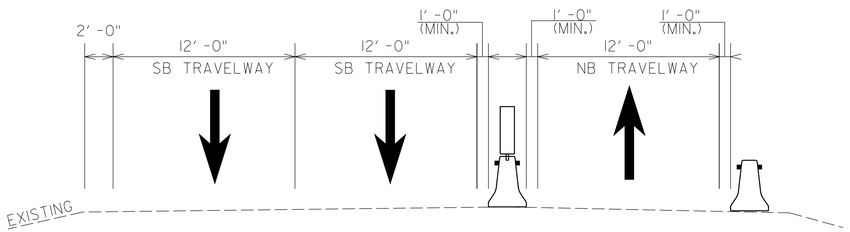
DRAINAGE NOTES:

(22) STA 119+13.9 LT 35.0'
TEMPORARILY COVER EXISTING DI GRATE FOR TCP
UNCOVER EXISTING DI GRATE WHEN TCP IS REMOVED
PLUG CORE HOLE FROM TEMPORARY PIPE CONNECTIONS
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(23) STA 119+13.9 LT 35.0' - STA 119+50.00 LT 35.0'
CONSTRUCT 35.0 LF X 15" CPPP TEMPORARY PIPE
INV OUT = 435.20 (CONNECT TO EX. DI AT 119+13.9 LT 35.0')
INV IN = 439.60
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE PIPE AND STONE PAD WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(24) TO (29) INTENTIONALLY LEFT BLANK





SECTION B-B
NOT TO SCALE
NOTE: FOR MORE INFORMATION SEE TRAFFIC CONTROL NOTES AND TYPICALS SHEET

I-91 SB CROSSOVER

lement: Circular				
	PCC	116+34.55	121470.77	1622925.05
	PI	119+16.60	121739.14	1622838.27
	CC		120424.64	1619689.99
	PT	121+97.37	121989.54	1622708.45
	Radius:	3400.00		
	Delta:	09°29'04.00" Left		
	Degree of Curvature(Arc):	01°41'06.61"		
	Length:	562.82		
	Tangent:	282.05		
	Chord:	562.18		
	Middle Ordinate:	11.64		
	External:	11.68		
	Tangent Direction:	N 17°55'11.09" W		
	Radial Direction:	N 72°04'48.91" E		
	Chord Direction:	N 22°39'43.09" W		
	Radial Direction:	N 62°35'44.91" E		
	Tangent Direction:	N 27°24'15.09" W		
Element: Linear				
	PT	121+97.37	121989.54	1622708.45
	PC	127+01.24	122436.87	1622476.54
	Tangential Direction:	N 27°24'15.09" W		
	Tangential Length:	503.87		

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

0 40 80
SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp_SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
SB CROSSOVER SHEET 3

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU

TEMPORARY 6" WHITE LINE
STA. 127+25 - STA. 137+98, LT (1073')
STA. 127+25 - STA. 137+98, LT (1073')
STA. 600+49 - STA. 607+50, LT (SB) (701')
STA. 600+17 - STA. 607+50, LT (SB) (733')
STA. 397+43 - STA. 408+11, RT (NB) (1068')

TEMPORARY 6" YELLOW LINE
STA. 127+25 - STA. 137+60, CL (1035')
STA. 397+43 - STA. 401+51, RT (NB) (408')
STA. 600+07 - STA. 600+50, ALONG RAMP (43')

PAVEMENT MARKING MASK
STA. 397+43 - STA. 408+11, RT (NB)
STA. 603+11 - STA. 606+70, RT (SB)
STA. 604+95 - STA. 607+27, CL (SB)

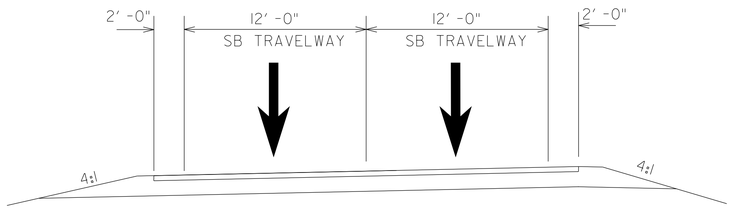
ENERGY ABSORPTION ATTENUATOR, TEMPORARY
STA. 604+00, LT (SB)

TEMPORARY CONCRETE BARRIER
STA. 397+43 - STA. 398+26, RT (NB) (83')
STA. 397+43 - STA. 402+50, RT (NB) (507')
STA. 399+10 - STA. 407+10, LT (NB) (800')
STA. 597+79 - STA. 599+13, LT (SB) (134')
STA. 601+31 - STA. 603+93, LT (SB) (262')

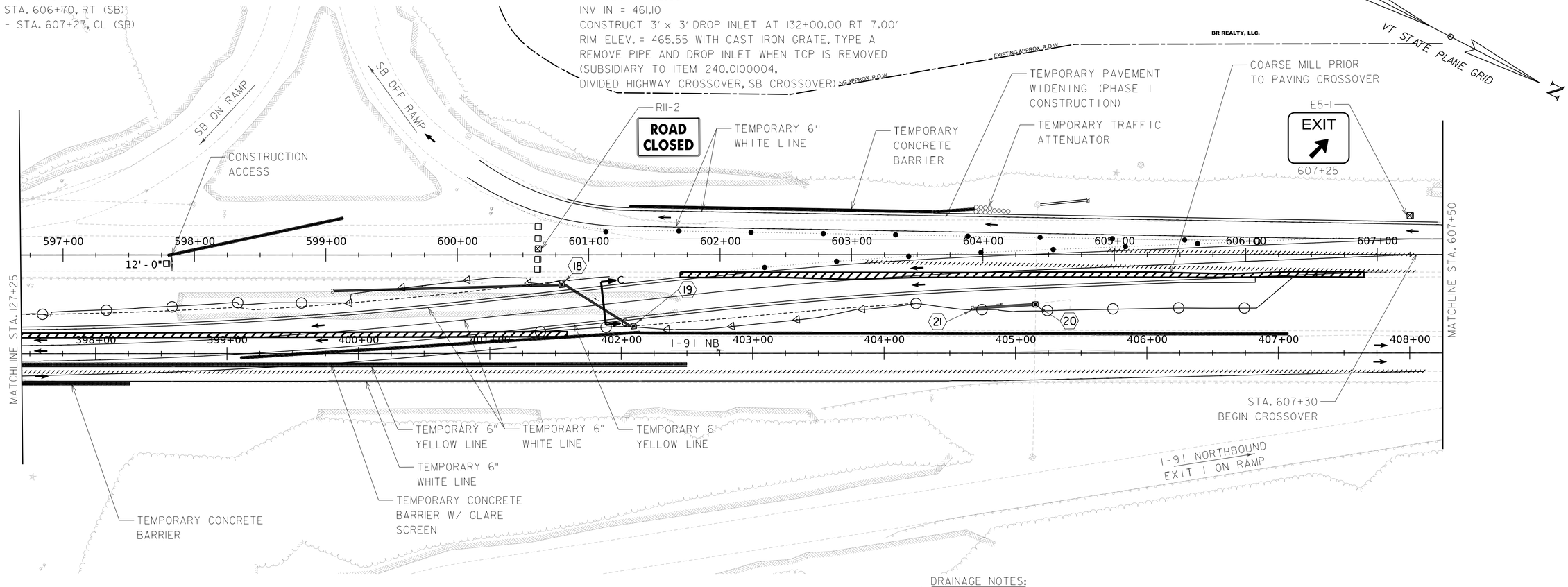
DRAINAGE NOTES:

(18) STA 129+75.00 LT 43.0' - STA 131+49.1 LT 30.4'
CONSTRUCT 172.0 LF x 12" CPEP (SL) TEMPORARY PIPE
INV OUT = 460.25
INV IN = 461.00 (CONNECT TO DI CONSTRUCTED IN NB TCP)
ADJUST DI CONSTRUCTED IN NB TCP AT 131+49.1 LT 30.4'
RIM ELEV. = 464.70
REMOVE PIPE AND DROP INLET WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(19) STA 131+49.1 LT 30.4' - STA 132+00.00 RT 7.00'
CONSTRUCT 61.0 LF x 12" CPEP (SL) TEMPORARY PIPE
INV OUT = 462.50
INV IN = 461.10
CONSTRUCT 3' x 3' DROP INLET AT 132+00.00 RT 7.00'
RIM ELEV. = 465.55 WITH CAST IRON GRATE, TYPE A
REMOVE PIPE AND DROP INLET WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)



SECTION C-C
NOT TO SCALE
NOTE: FOR MORE INFORMATION SEE TRAFFIC CONTROL NOTES AND TYPICALS SHEET



I-91 SB CROSSOVER				
lement: Circular				
	PC	127+01.24	122436.87	1622476.54
	PI	128+94.52	122608.46	1622387.58
	CC		120825.95	1619369.3
	PT	130+87.40	122769.21	1622280.27
	Radius:	3500.00		
	Delta:	06°19'17.19" Left		
	Degree of Curvature(Arc):	01°38'13.28"		
	Length:	386.15		
	Tangent:	193.27		
	Chord:	385.96		
	Middle Ordinate:	5.32		
	External:	5.33		
	Tangent Direction:	N 27°24'15.09" W		
	Radial Direction:	N 62°35'44.91" E		
	Chord Direction:	N 30°33'53.68" W		
	Radial Direction:	N 56°16'27.73" E		
	Tangent Direction:	N 33°43'32.27" W		
Element: Linear				
	PT	130+87.40	122769.21	1622280.27
	PC	132+38.45	122894.84	1622196.4
	Tangential Direction:	N3 3°43'32.27" W		
	Tangential Length:	151.05		

I-91 SB CROSSOVER				
lement: Circular				
	PC	132+38.45	122894.84	1622196.4
	PI	133+61.17	122996.9	1622128.27
	CC		124838.09	1625107.37
	PT	134+83.79	123103.49	1622067.45
	Radius:	3500.00		
	Delta:	04°00'58.64" Right		
	Degree of Curvature(Arc):	01°38'13.28"		
	Length:	245.34		
	Tangent:	122.72		
	Chord:	245.29		
	Middle Ordinate:	2.15		
	External:	2.15		
	Tangent Direction:	N 33°43'32.27" W		
	Radial Direction:	N 56°16'27.73" E		
	Chord Direction:	N 31°43'02.96" W		
	Radial Direction:	N 60°17'26.36" E		
	Tangent Direction:	N 29°42'33.64" W		
Element: Linear				
	PT	134+83.79	123103.49	1622067.45
	POE	137+98.28	123376.64	1621911.59
	Tangential Direction:	N 29°42'33.64" W		
	Tangential Length:	314.49		

DRAINAGE NOTES:

(20) STA 135+06.9 RT 14.2'
TEMPORARILY COVER EXISTING DI GRATE FOR TCP
UNCOVER EXISTING DI GRATE WHEN TCP IS REMOVED
PLUG CORE HOLES FROM TEMPORARY PIPE CONNECTIONS
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

(21) STA 135+06.9 RT 14.2' - STA 134+60.00 RT 15.00'
CONSTRUCT 45.0 LF X 15" CPPP TEMPORARY PIPE
INV OUT = 462.40 (CONNECT TO EX. DI AT 135+06.9 RT 14.2')
INV IN = 467.50
CONSTRUCT 3'x 2' STONE PAD TYPE I AT INLET
REMOVE PIPE AND STONE PAD WHEN TCP IS REMOVED
(SUBSIDIARY TO ITEM 240.0100004,
DIVIDED HIGHWAY CROSSOVER, SB CROSSOVER)

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

0 40 80
SCALE IN FEET

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp_SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
SB CROSSOVER SHEET 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 98 OF 258

TEMPORARY 6" WHITE LINE
STA. 607+50 - STA. 607+91, LT (SB) (41')
STA. 607+50 - STA. 607+91, LT (SB) (41')

VT STATE PLANE GRID

N

EXISTING APPROX. R.O.W.

BR REALTY, LLC.

EXISTING APPROX. R.O.W.

BR REALTY, LLC.

W1-4bL

617+00

MATCHLINE STA. 607+50

608+00 609+00 610+00 611+00 612+00 I-91 SB 613+00 614+00 615+00 616+00 617+00 618+00

MATCHLINE STA. 618+50

409+00 410+00 411+00 412+00 413+00 414+00 415+00 416+00 417+00 418+00 419+00

I-91 NB

G20-2

END ROAD WORK

414+00

R2-1

SPEED LIMIT 65

419+00

EXISTING APPROX. R.O.W.

BRATTLEBORO HOUSING AUTHORITY

BRATTLEBORO HOUSING AUTHORITY

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

0 40 80
SCALE IN FEET

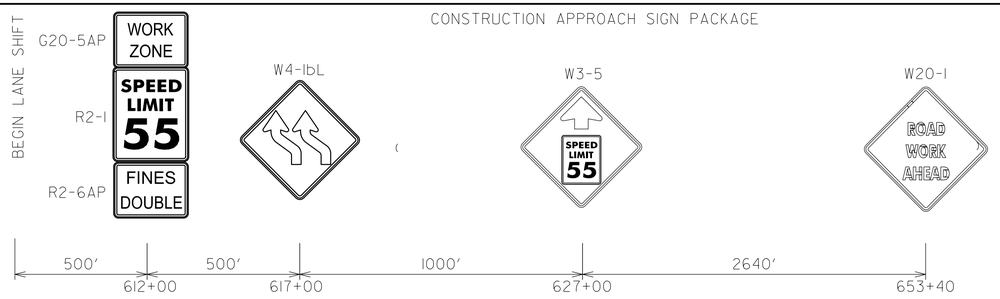
wsp

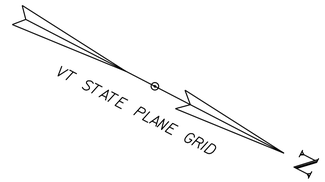
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

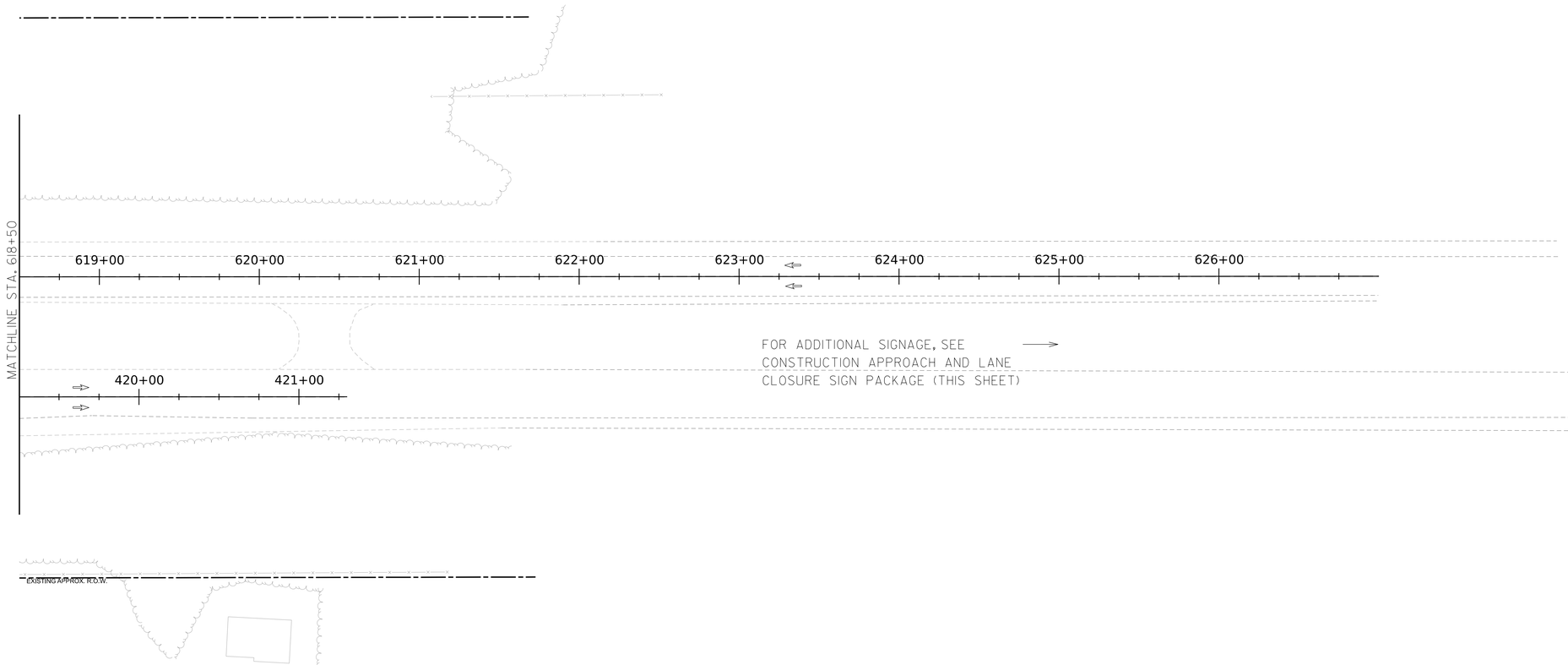
FILE NAME: z19a220bdr_tcp_SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
SB CROSSOVER SHEET 5

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 99 OF 258

CONSTRUCTION APPROACH SIGN PACKAGE







LEGEND

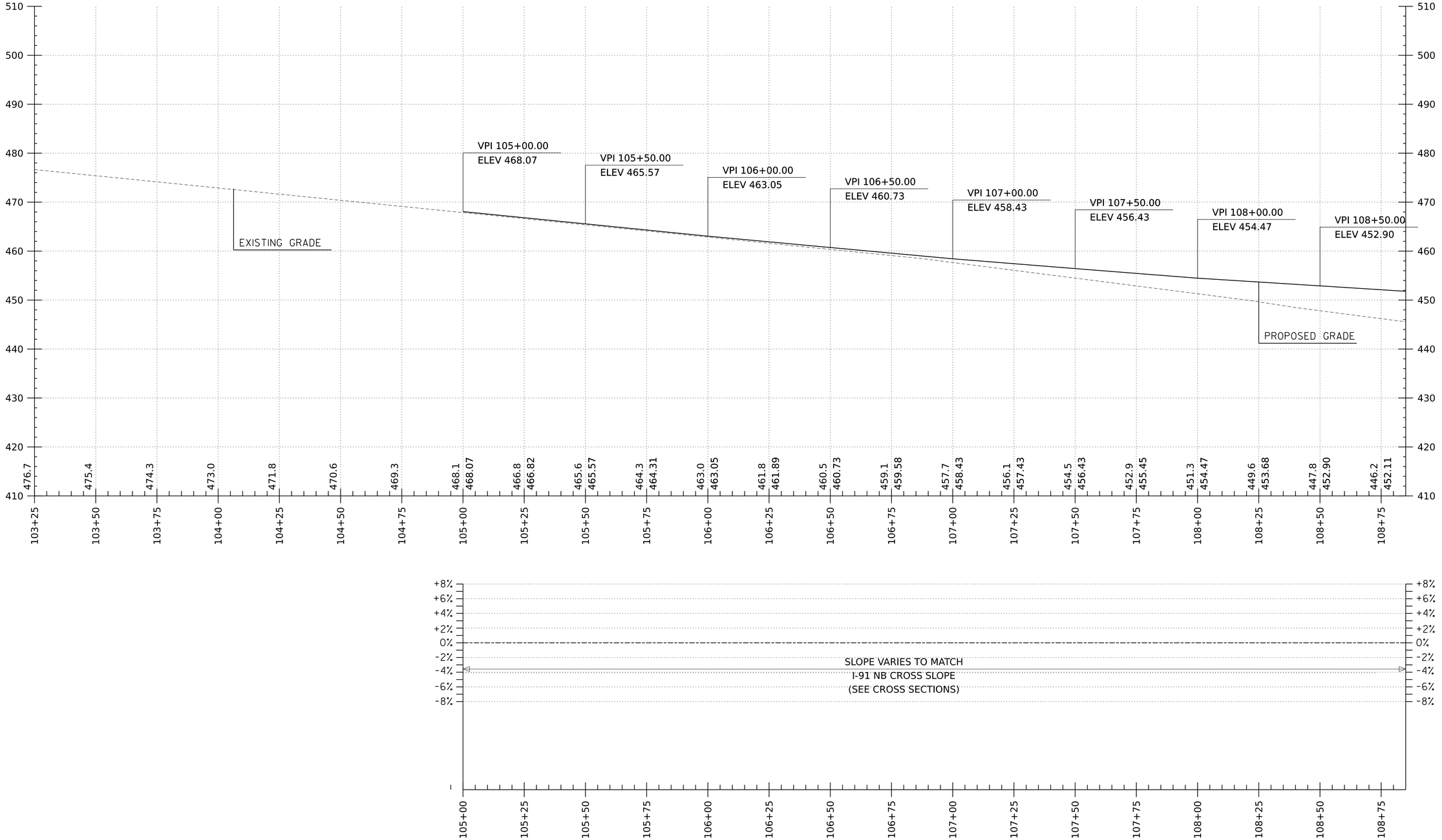
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- FLASHING ARROW PANEL
- CONCRETE MEDIAN BARRIER
- PAVEMENT MARKING REMOVAL
- REFLECTORIZED PLASTIC DRUM
- TYPE I DELINEATOR (YELLOW)
- TYPE I DELINEATOR (WHITE)
- FLOW OF TRAFFIC
- TEMPORARY IMPACT ATTENUATOR

0 40 80
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_tcp_SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
SB CROSSOVER SHEET 6

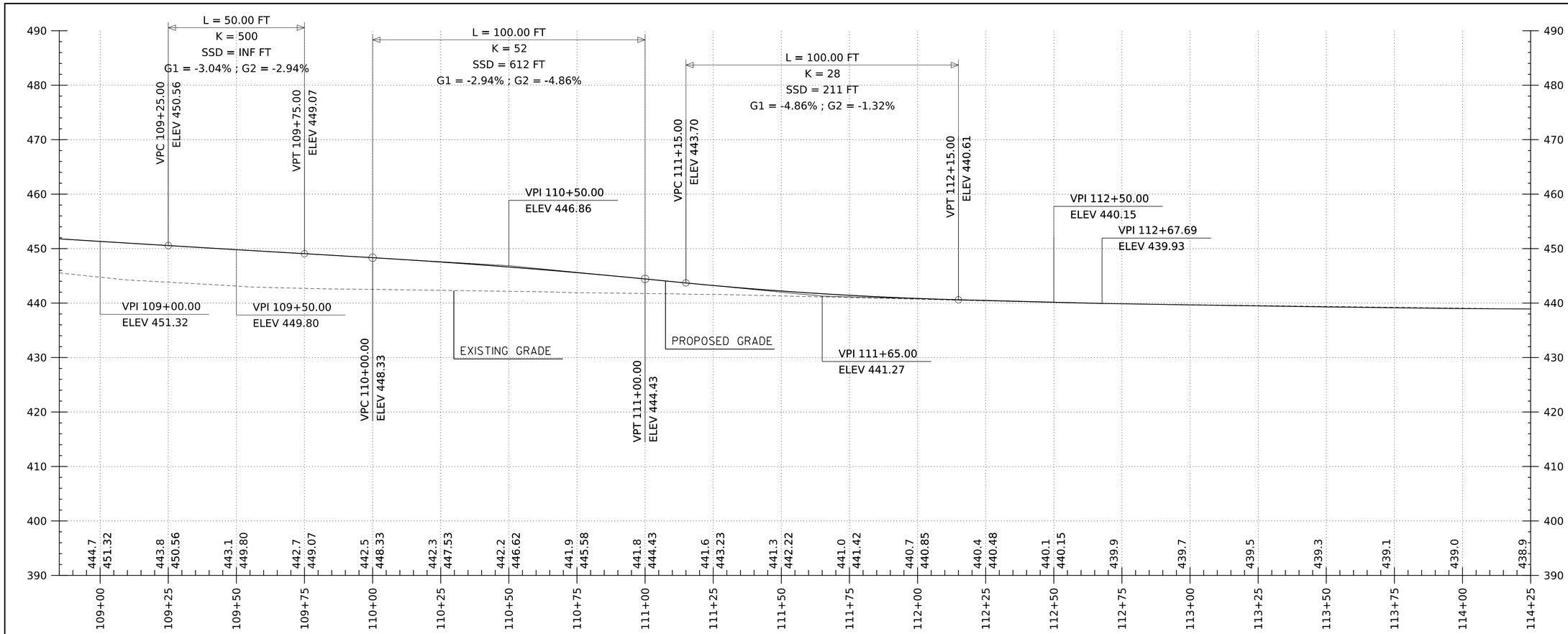
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 100 OF 258

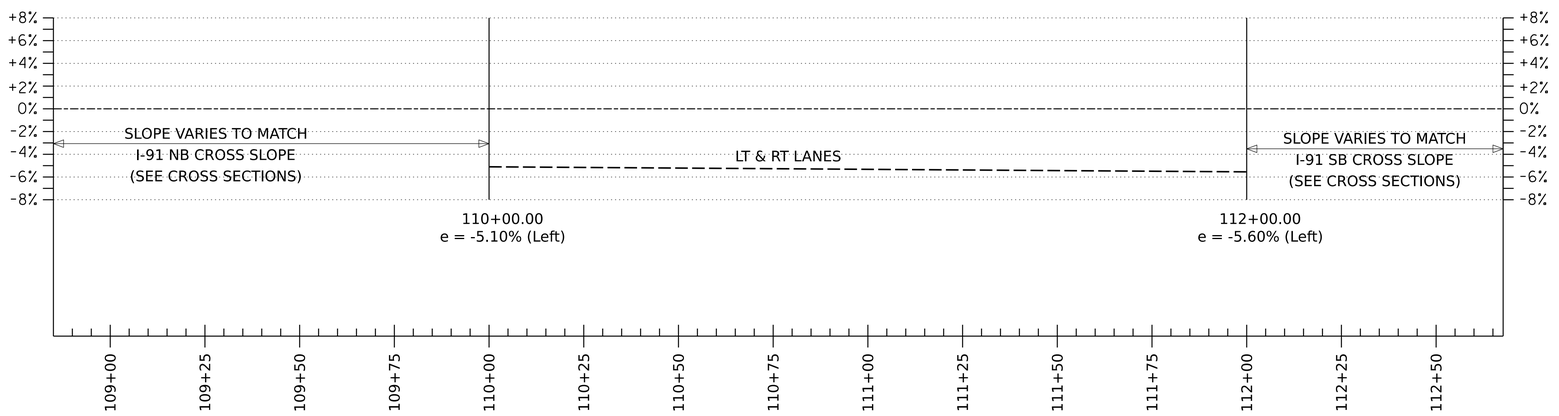


I-91 SB TEMPORARY CROSSOVER

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_SB crossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSSOVER PROFILE SHEET 1	SHEET 101 OF 258

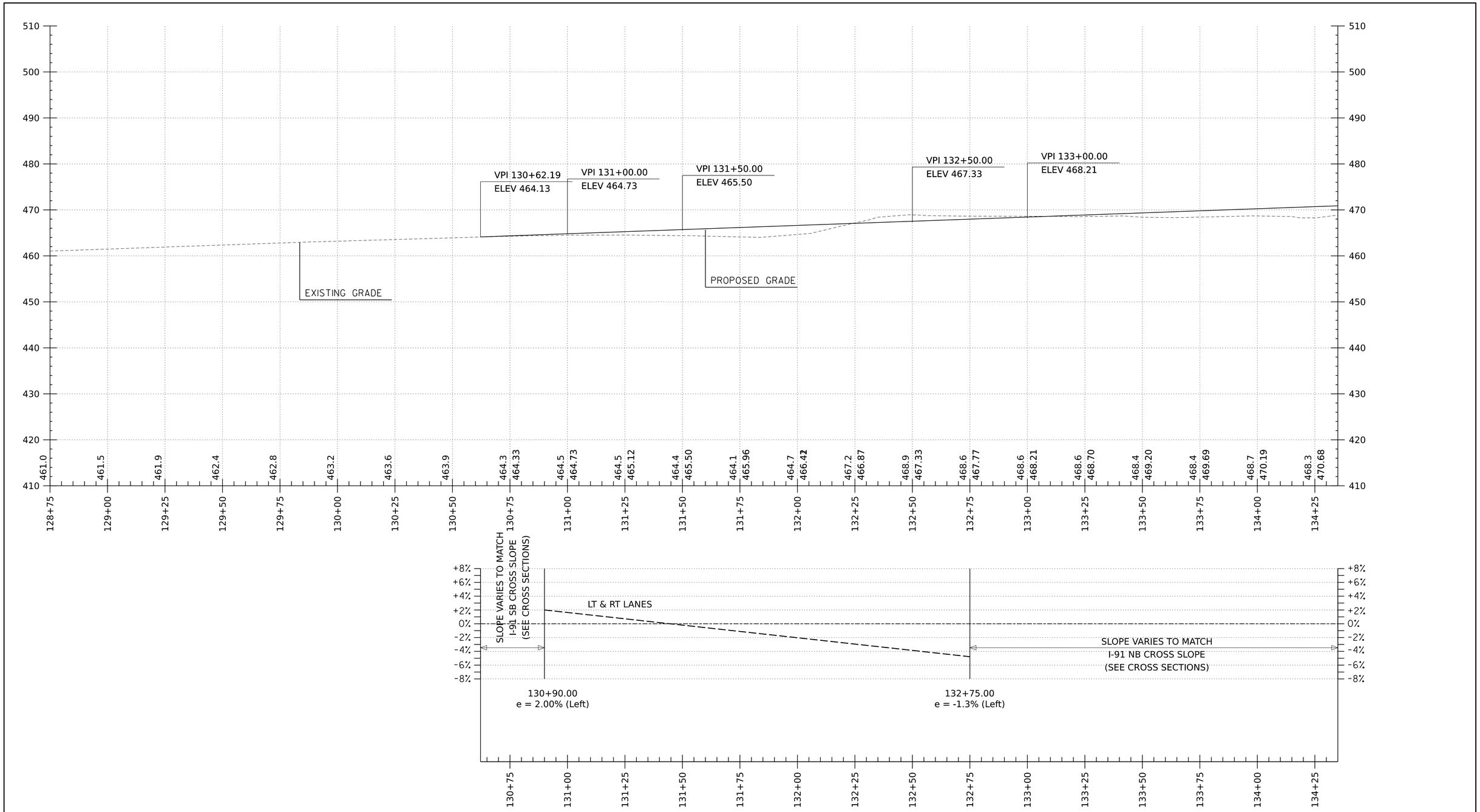




I-91 SB TEMPORARY CROSSOVER

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

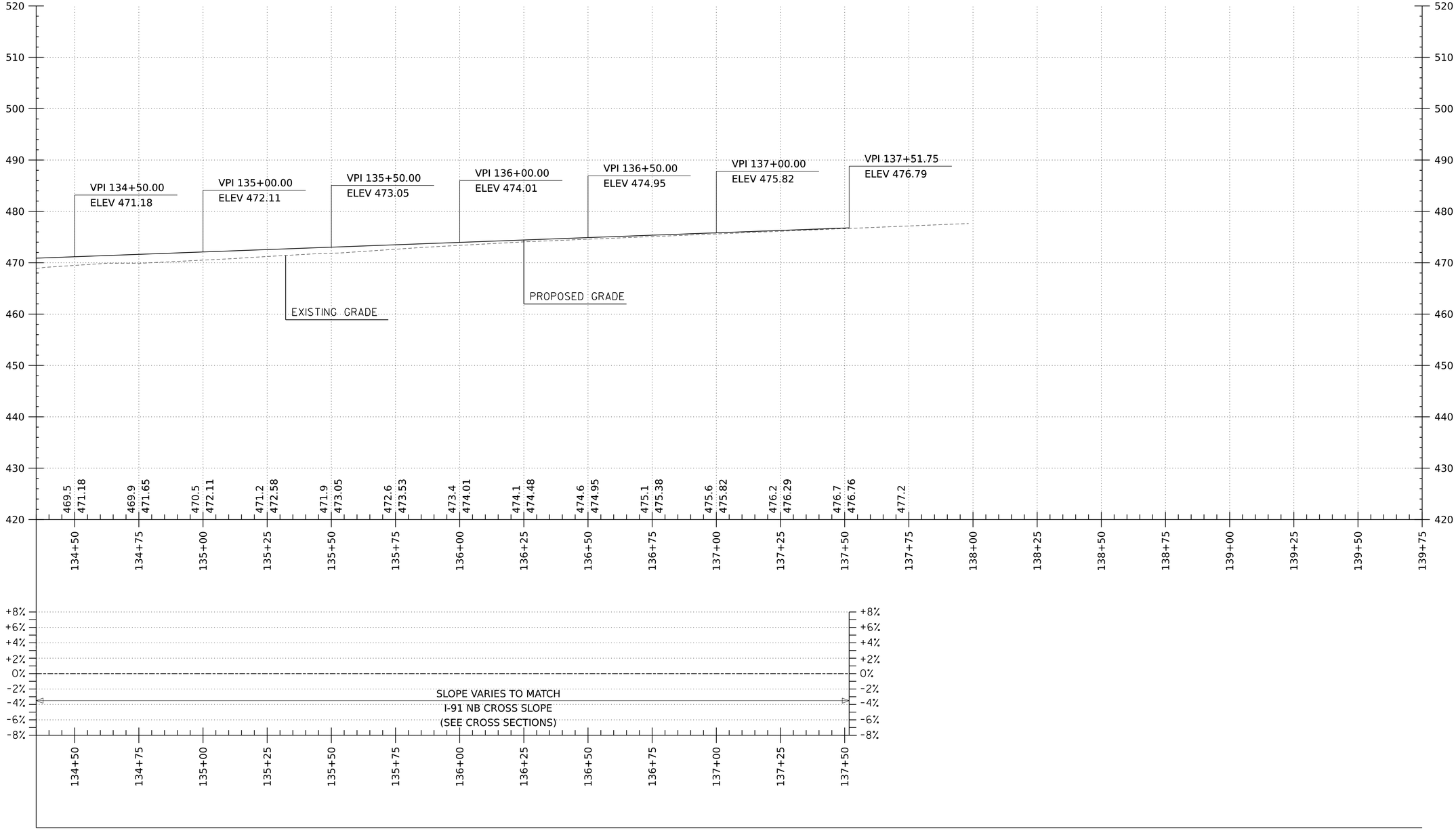
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_SB crossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSSOVER PROFILE SHEET 2	SHEET 102 OF 258



I-91 SB TEMPORARY CROSSOVER

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

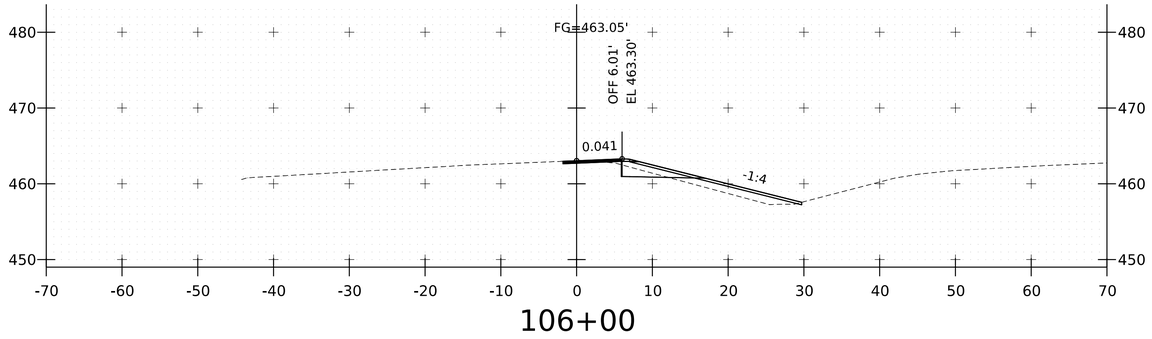
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_SB crossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSSOVER PROFILE SHEET 3	SHEET 103 OF 258



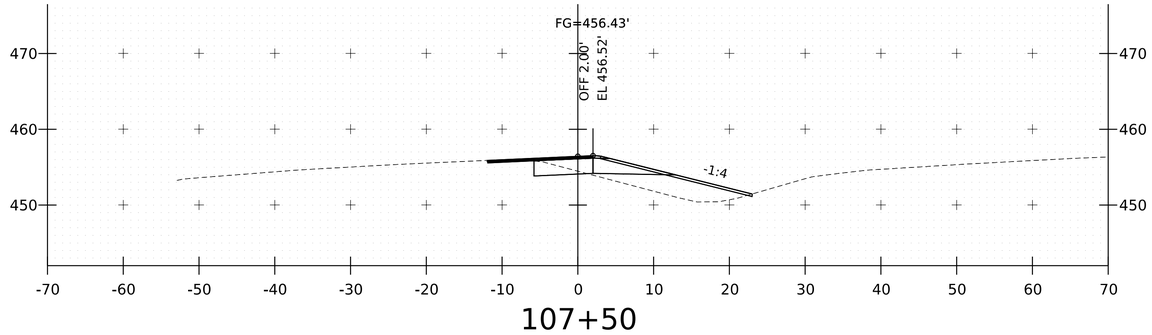
I-91 SB TEMPORARY CROSSOVER

HORIZONTAL SCALE: 1" = 20'-0"
VERTICAL SCALE: 1" = 10'-0"

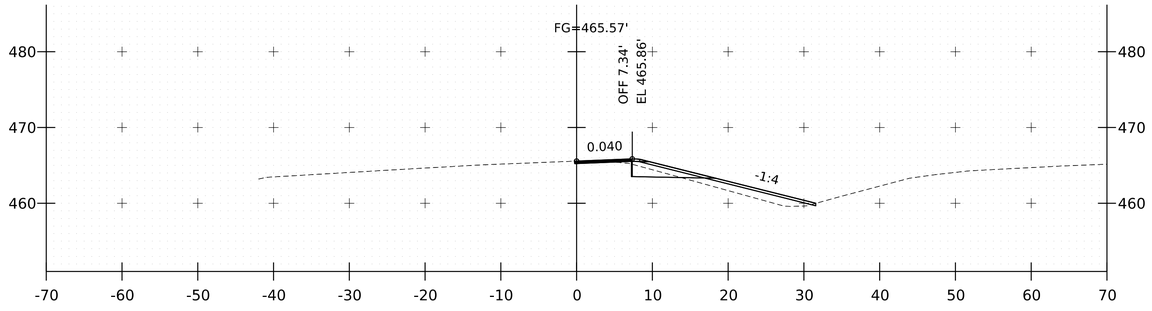
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220pro_SB crossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSSOVER PROFILE SHEET 4	SHEET 104 OF 258



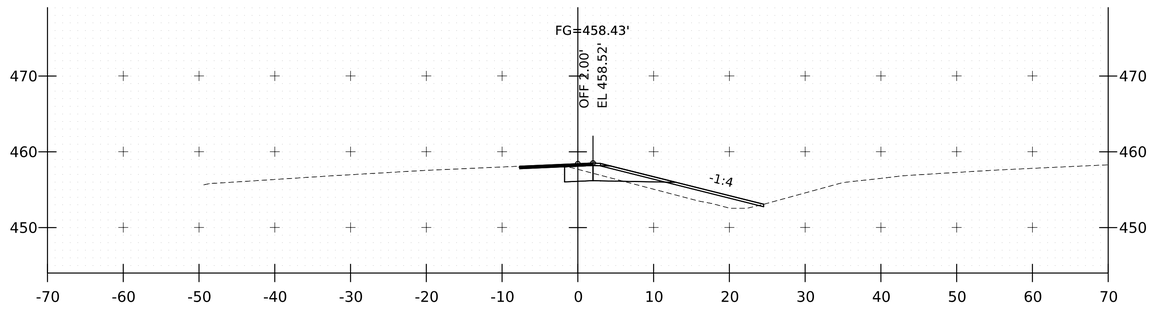
106+00



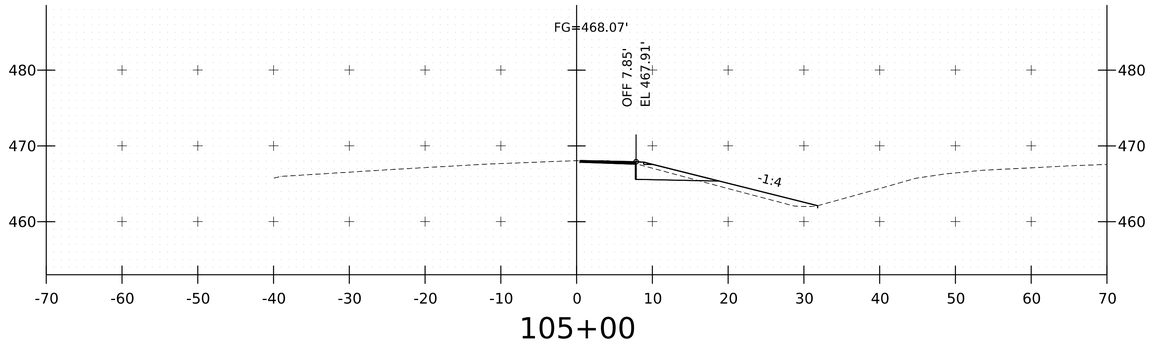
107+50



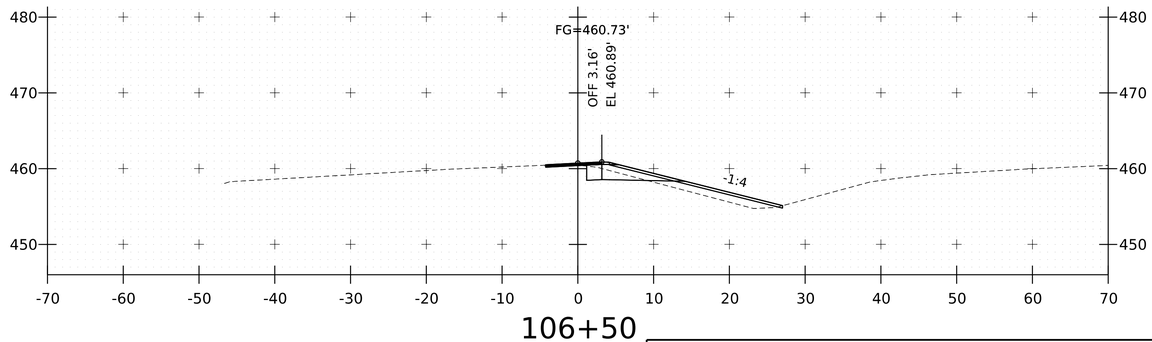
105+50



107+00



105+00

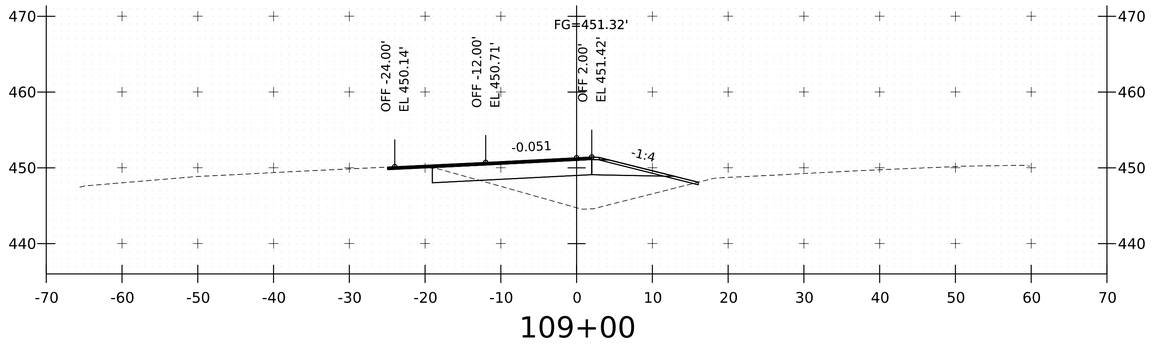


106+50

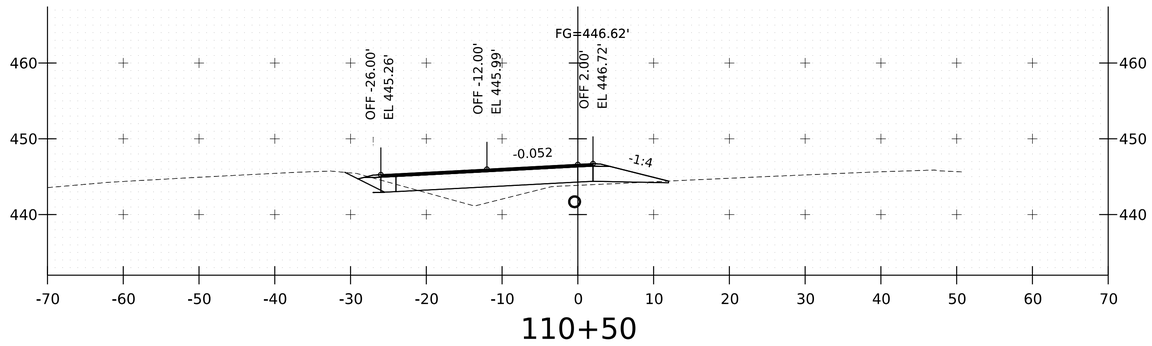
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_SBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSSOVER CROSS SECTION SHEET 1

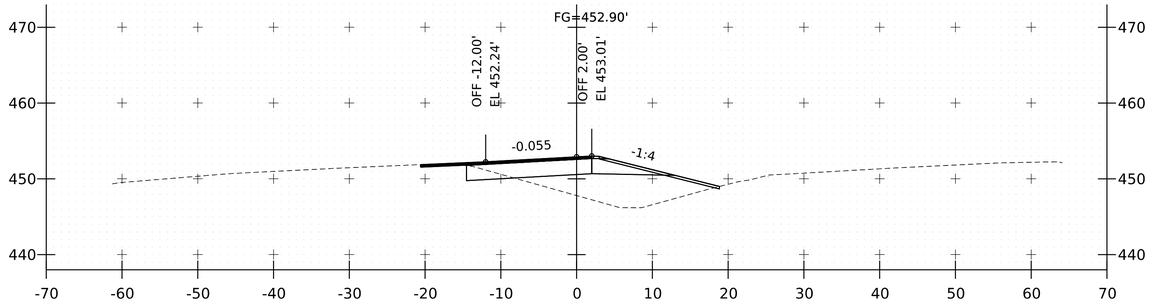
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 105 OF 258



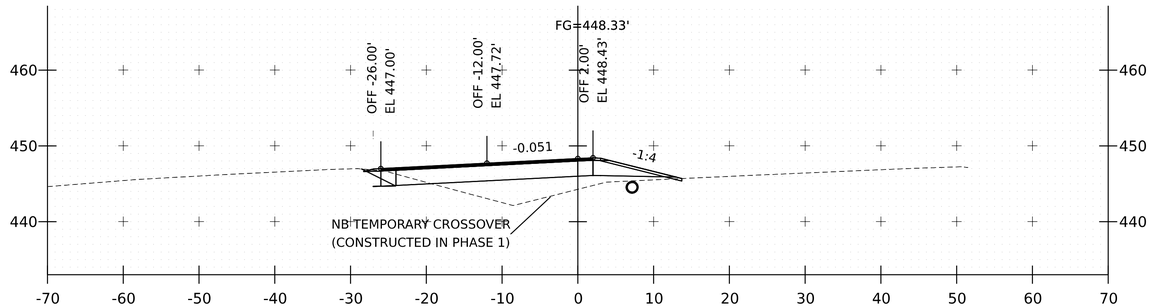
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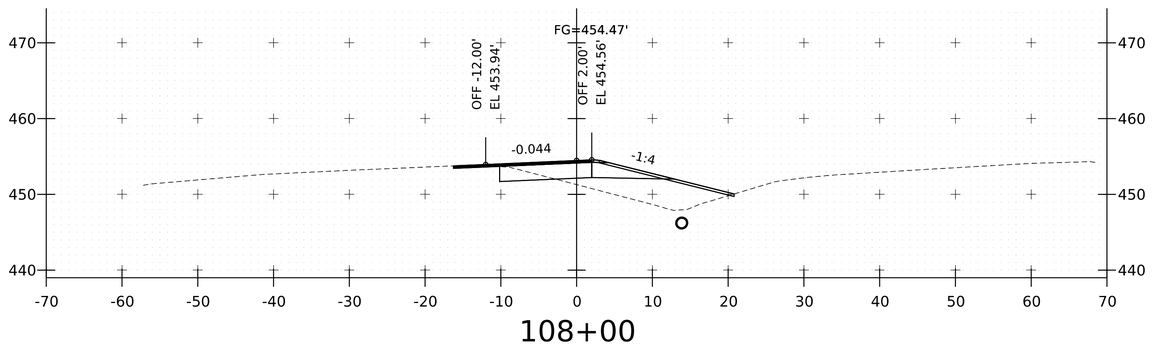
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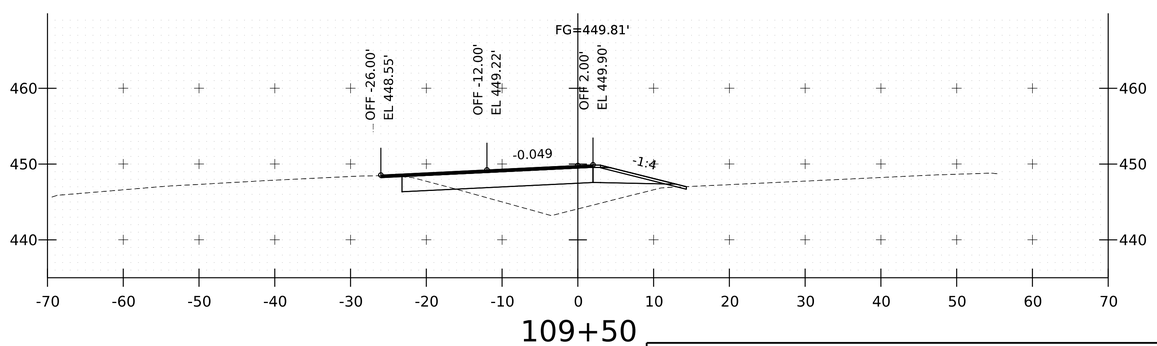
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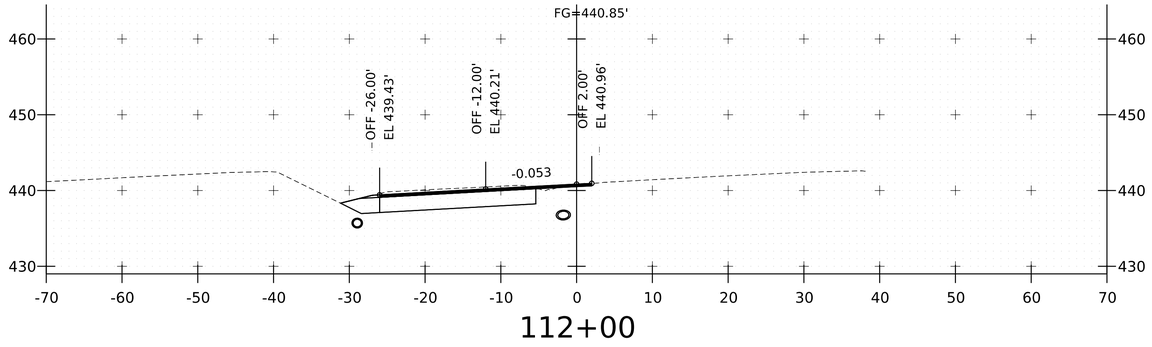


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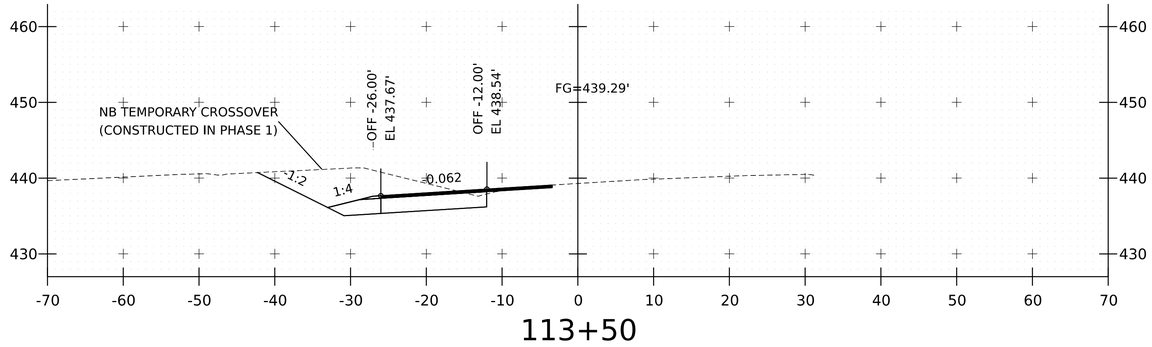
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_SBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSSOVER CROSS SECTION SHEET 2

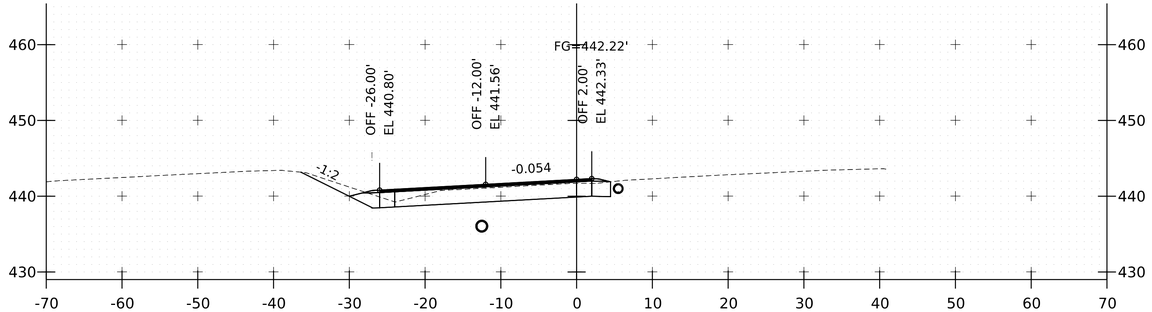
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 106 OF 258



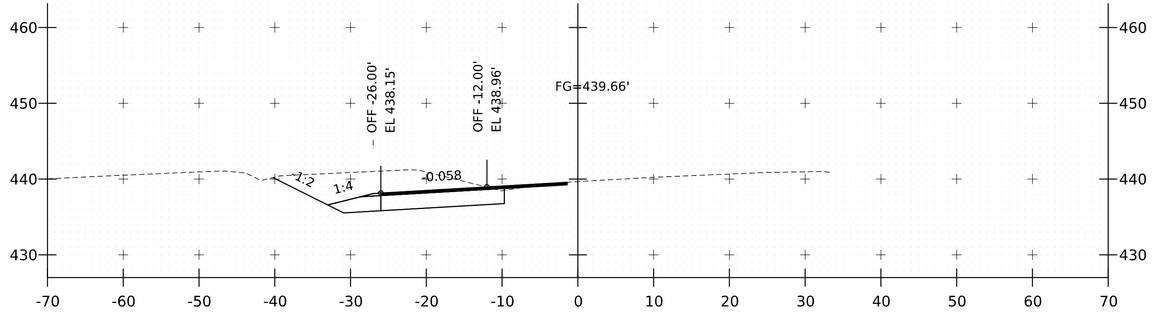
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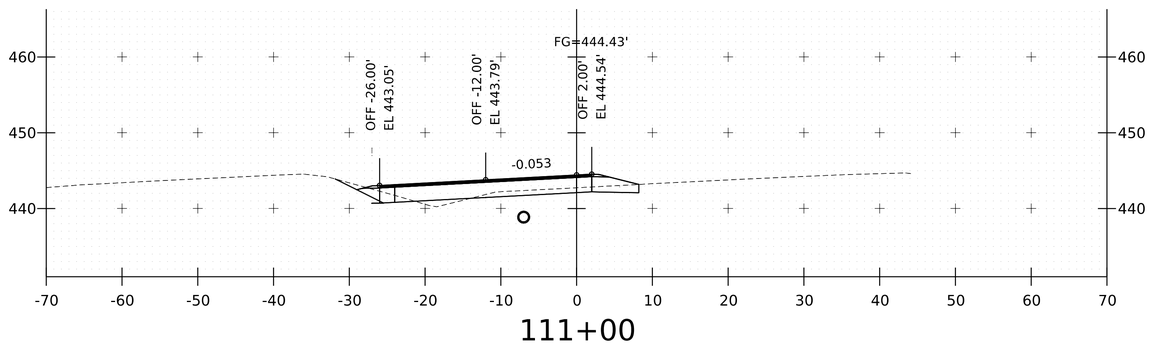
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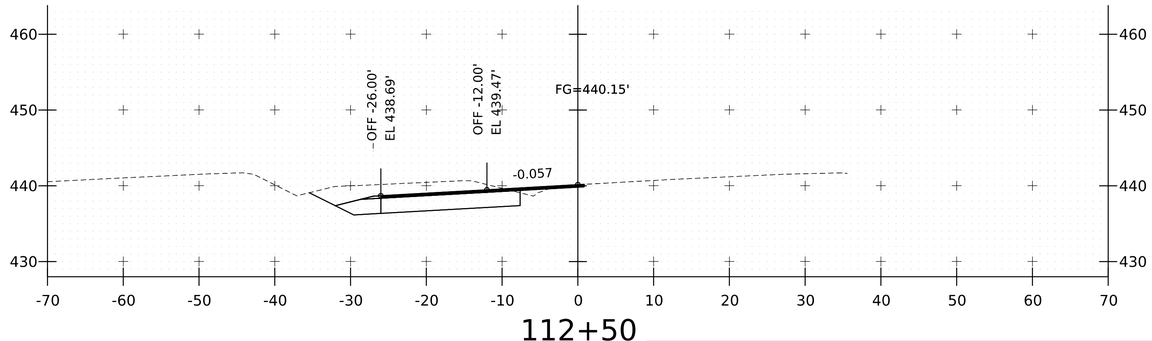
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113+00

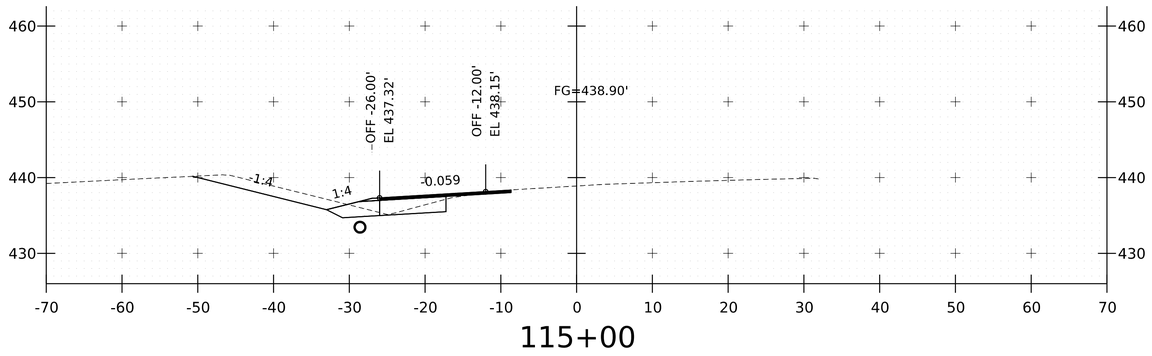


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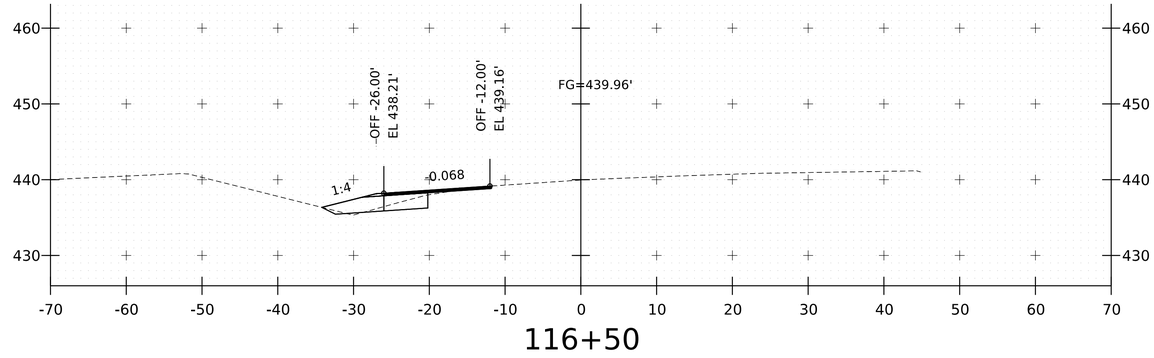


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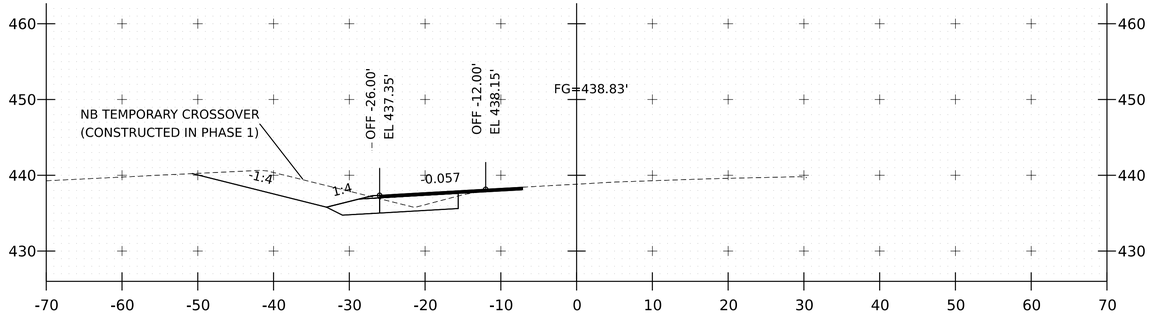
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220xs_SBcrossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSSOVER CROSS SECTION SHEET 3	SHEET 107 OF 258



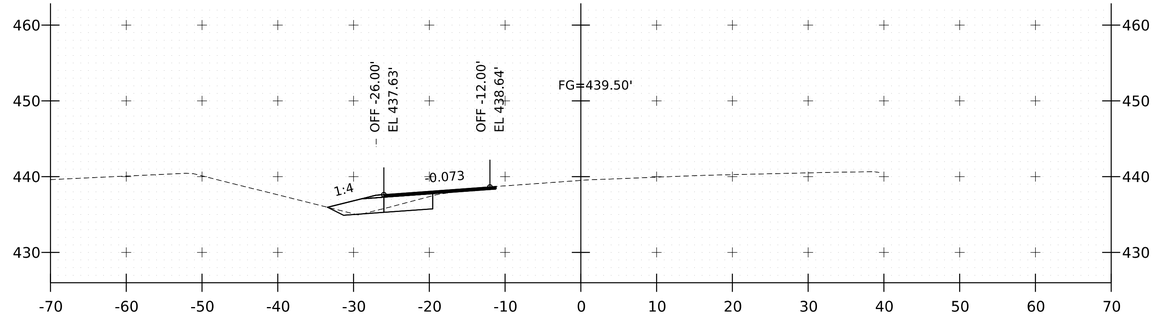
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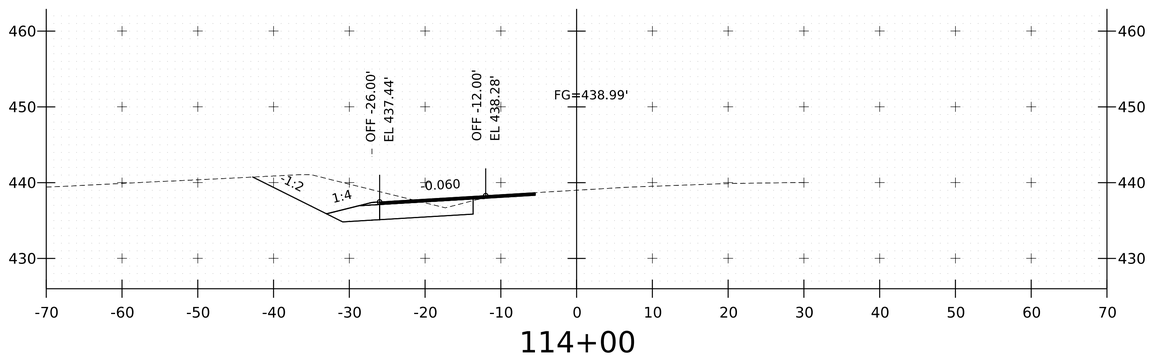
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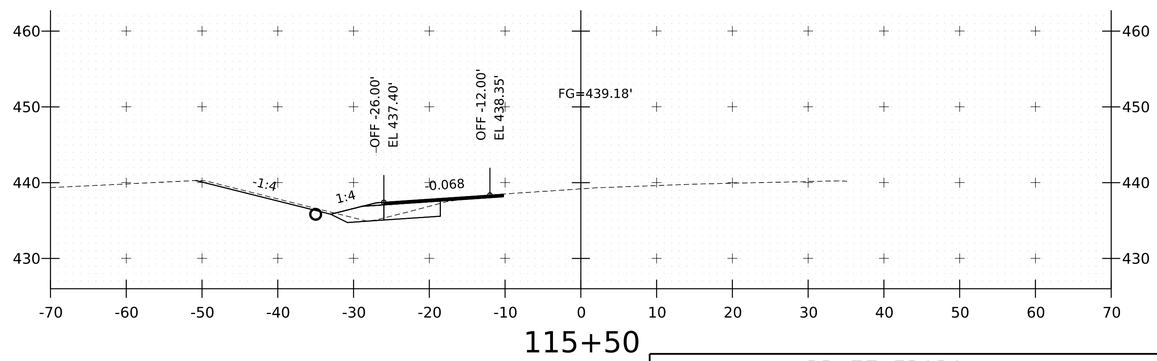
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116+00



114+00

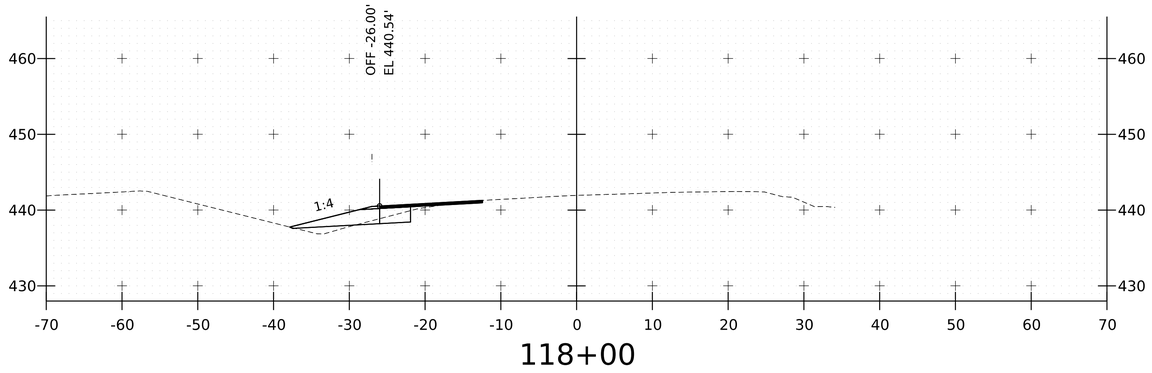


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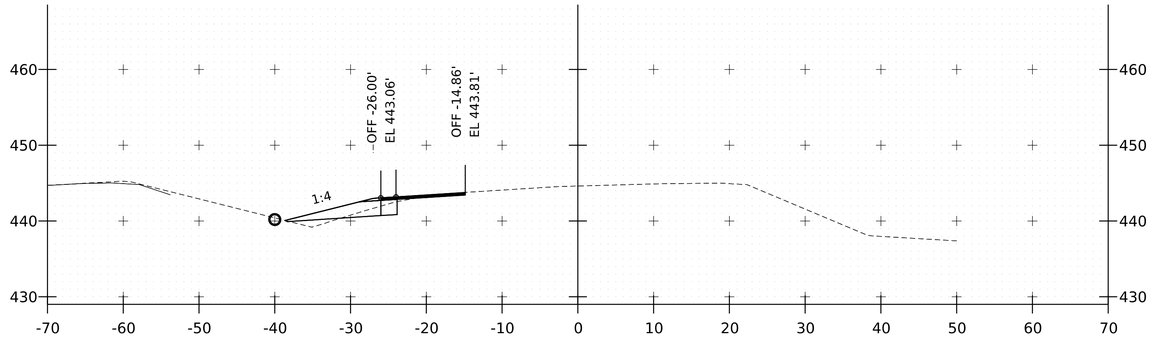
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_SBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSSOVER CROSS SECTION SHEET 4

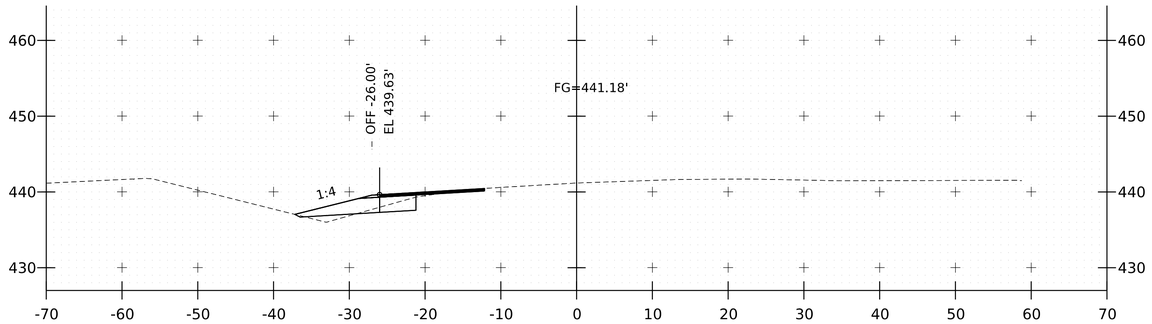
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 108 OF 258



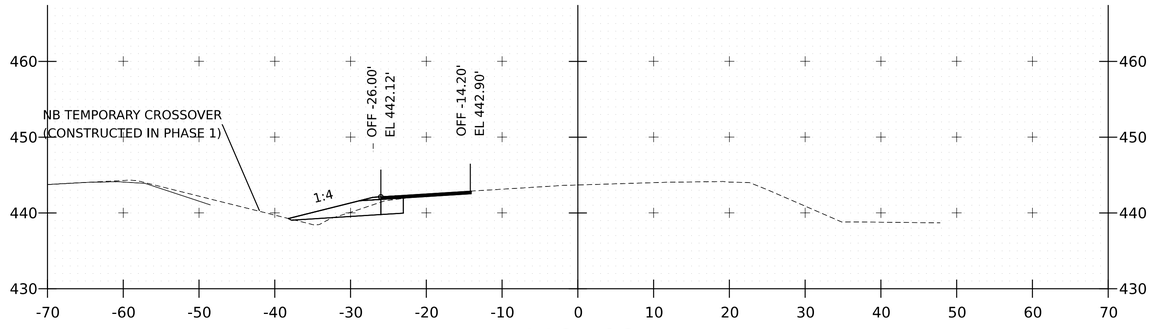
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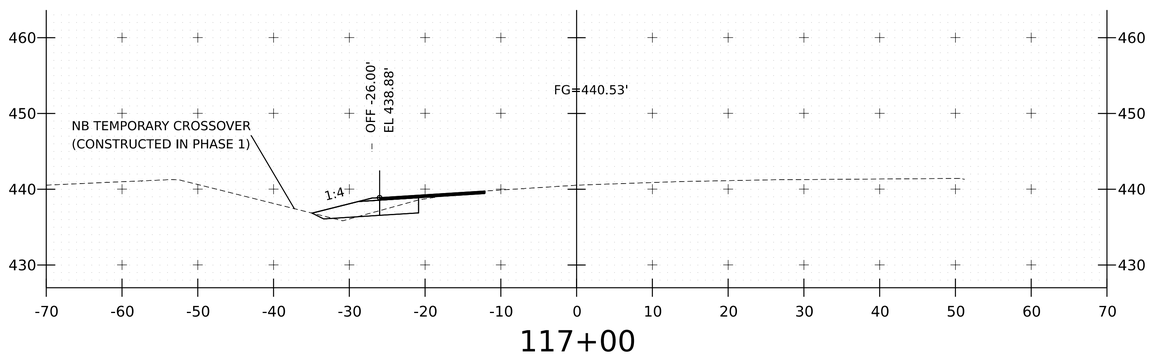
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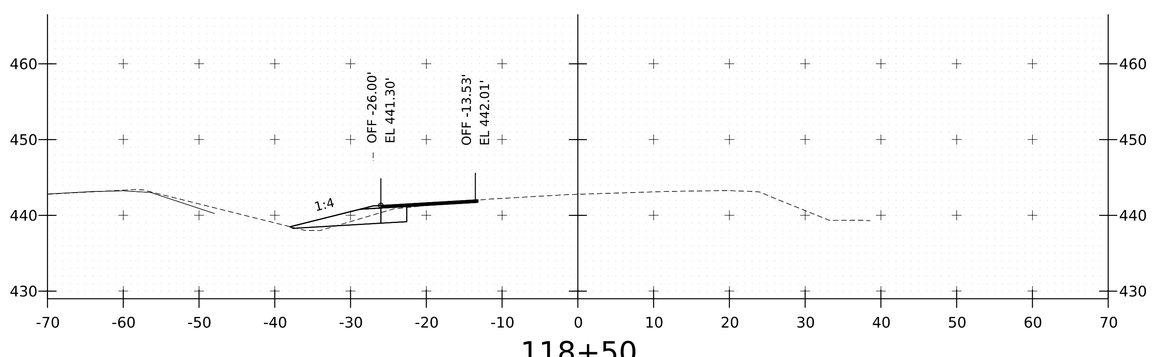
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119+00



117+00



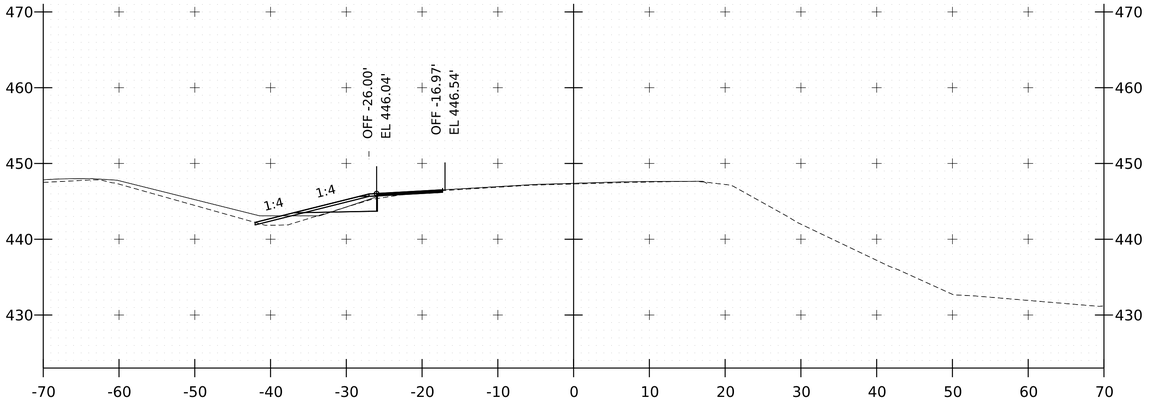
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PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

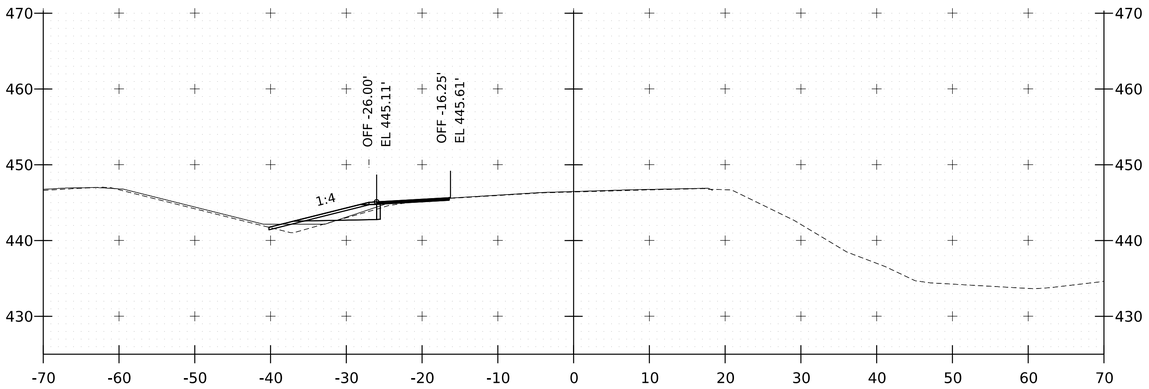
FILE NAME: z19a220xs_SBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSSOVER CROSS SECTION SHEET 5

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 109 OF 258

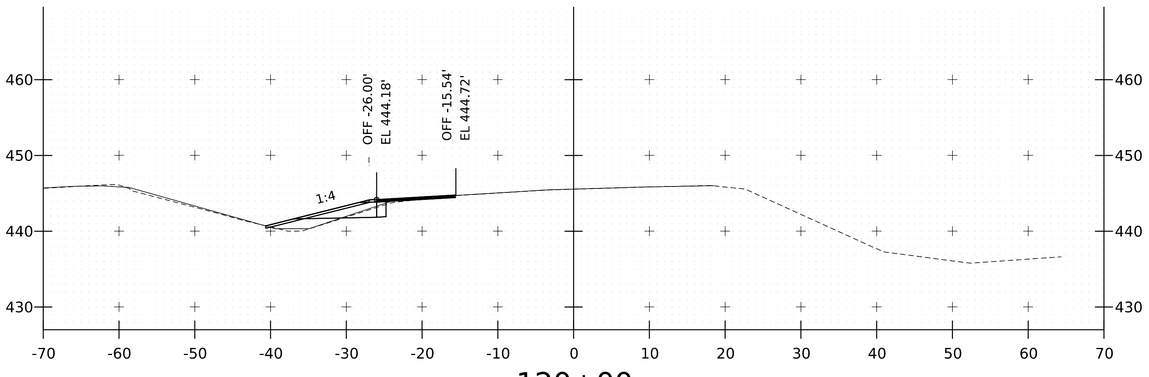
FROM STA 120+00 +/- TO STA 131+00 +/- THE SB CROSSOVER RIGHT EDGE MATCHES THE PROPOSED I-91NB PAVEMENT. SEE THE I-91NB CROSS SECTIONS FOR FINAL PAVEMENT CONSTRUCTION AND GRADING.



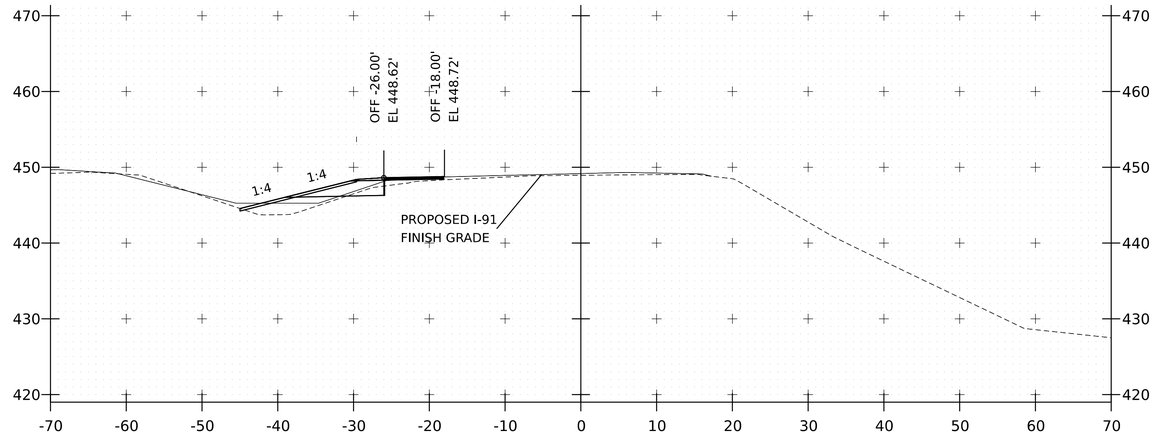
121+00



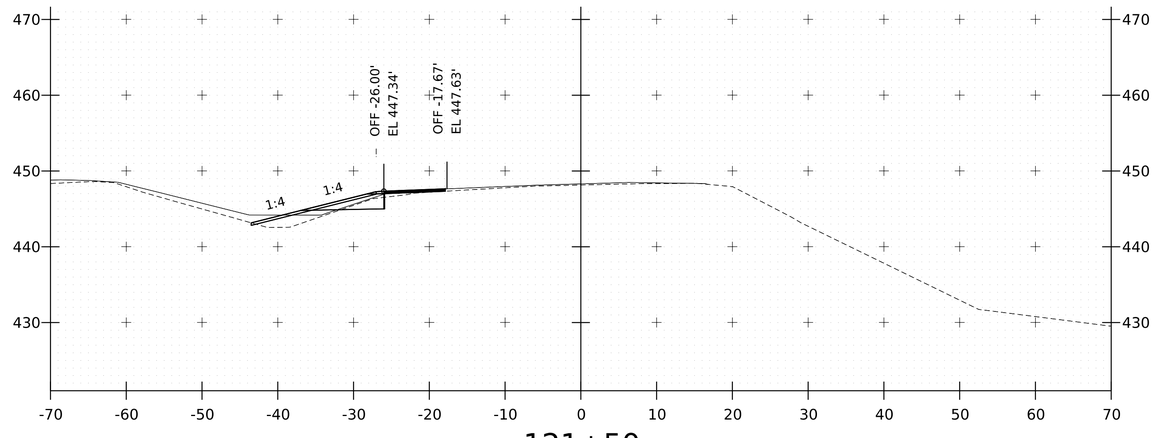
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120+00



122+00

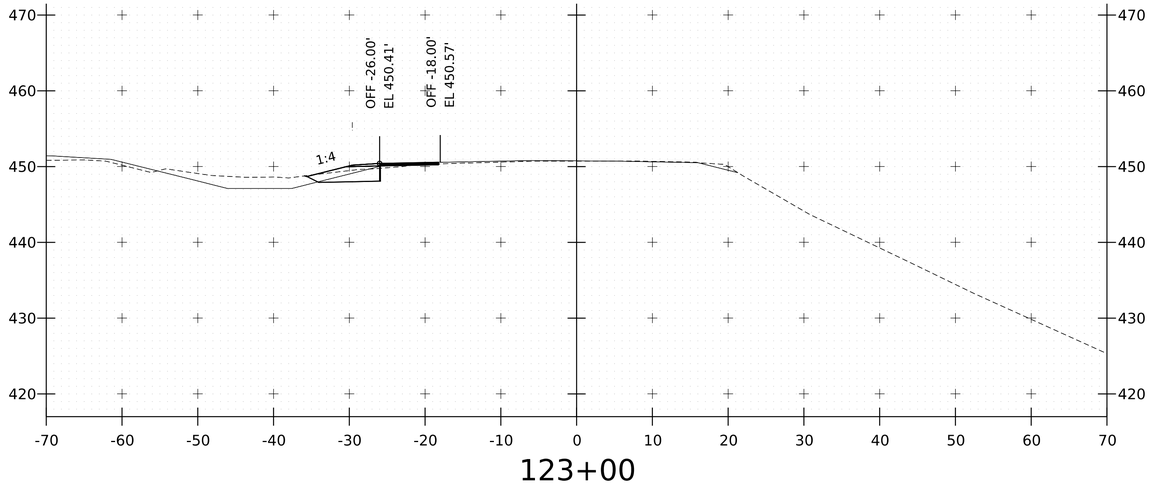


121+50

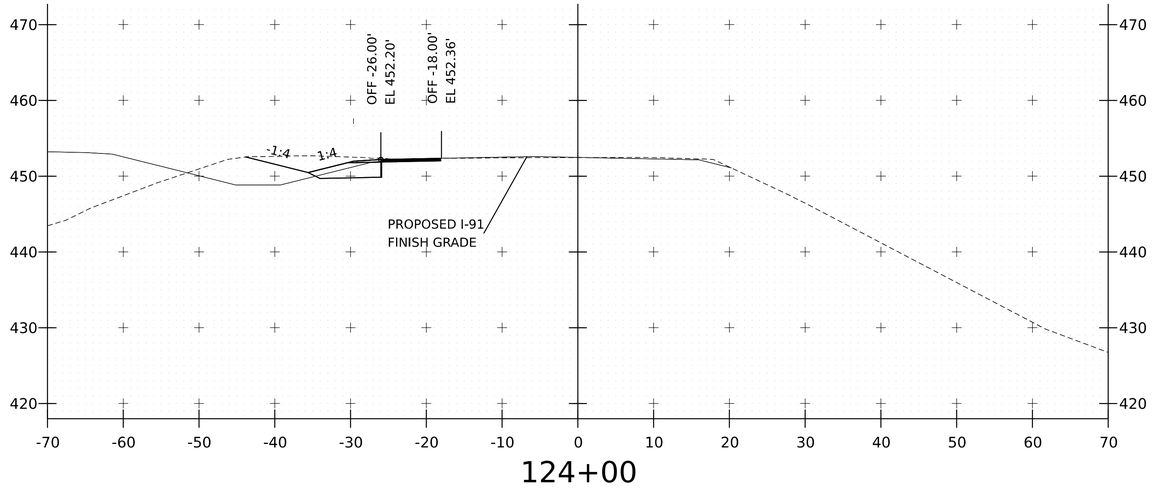
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_SBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSSOVER CROSS SECTION SHEET 6

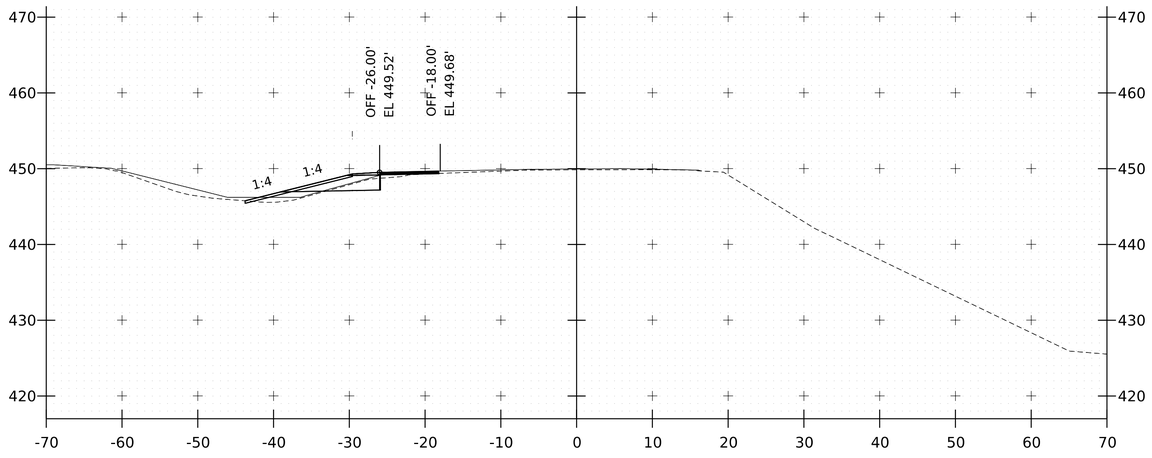
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 110 OF 258



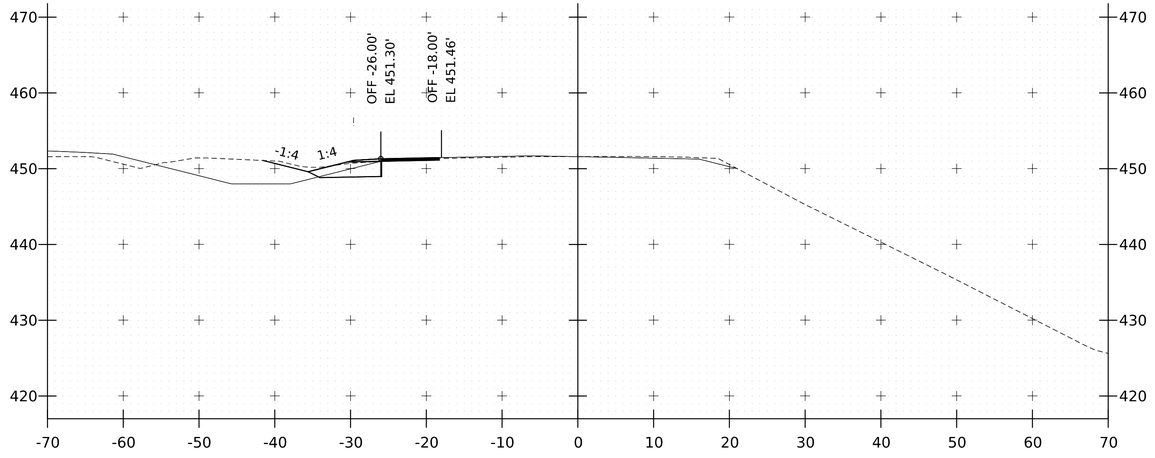
123+00



124+00



122+50

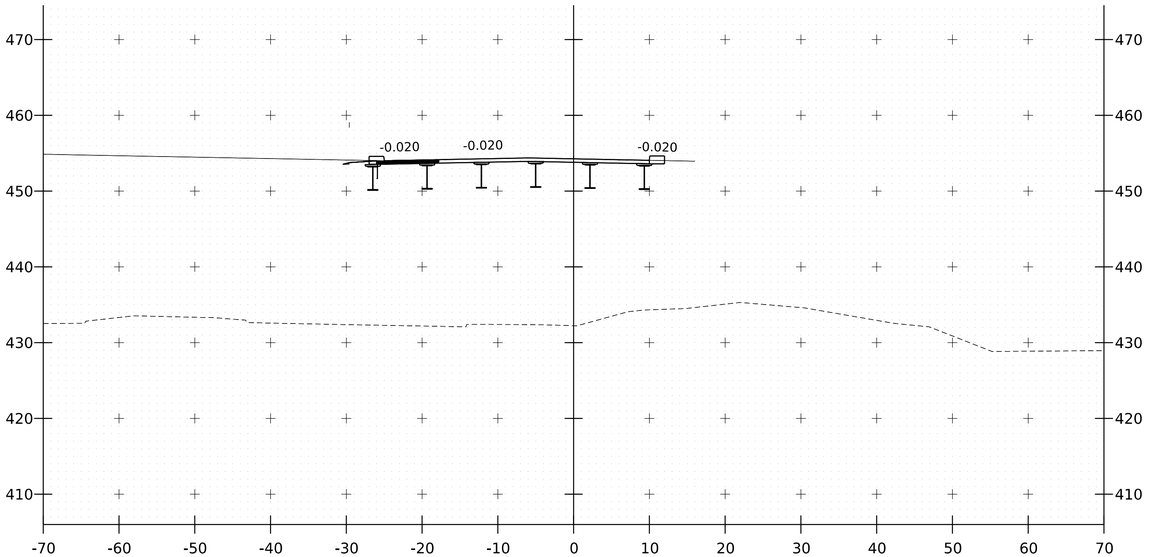


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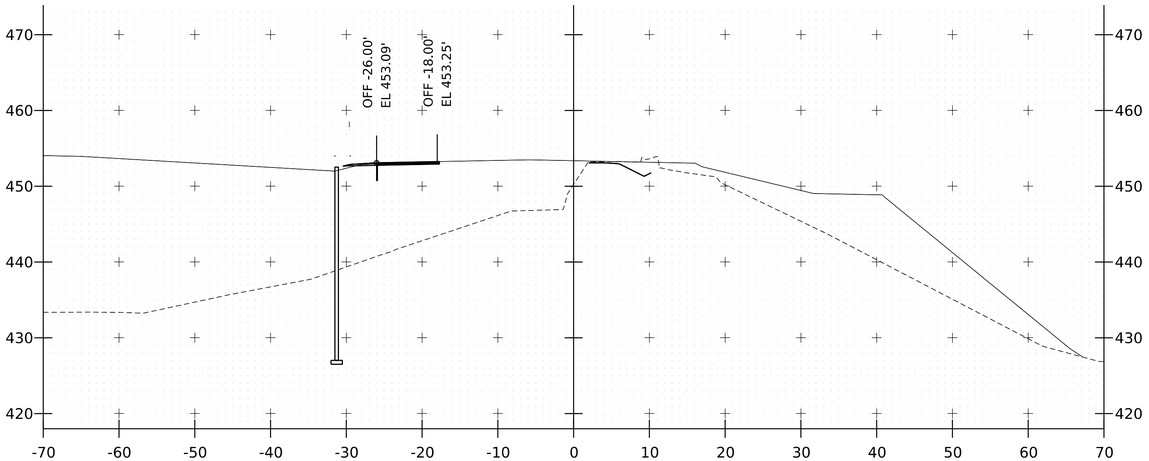
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_SBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSSOVER CROSS SECTION SHEET 7

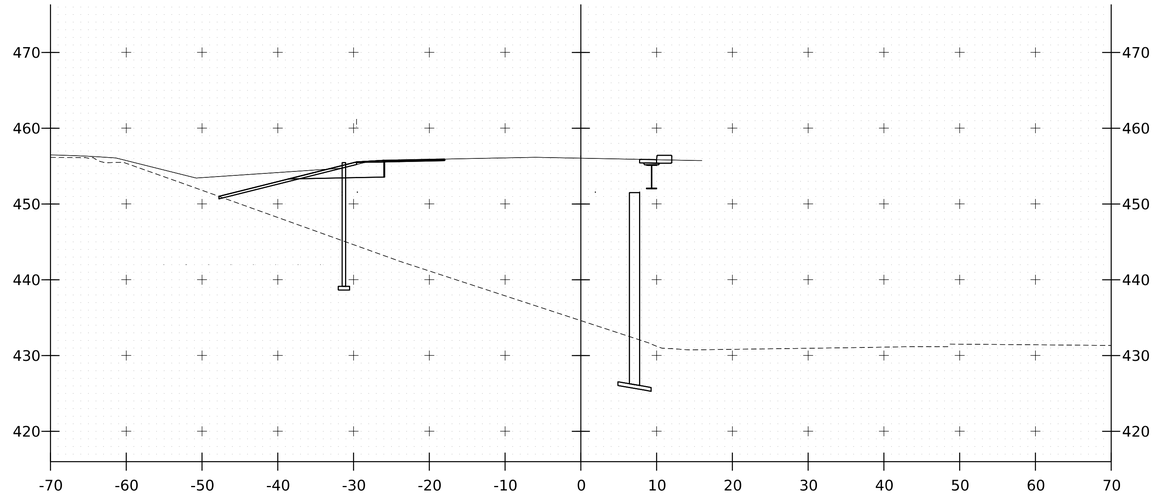
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET III OF 258



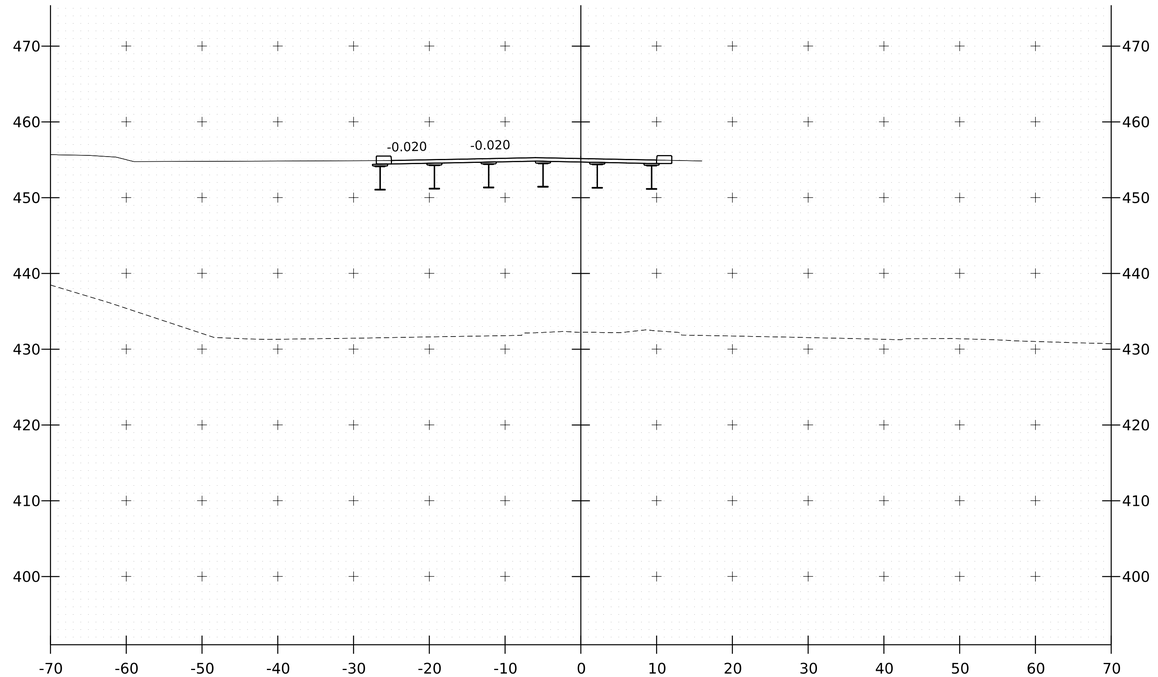
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124+50

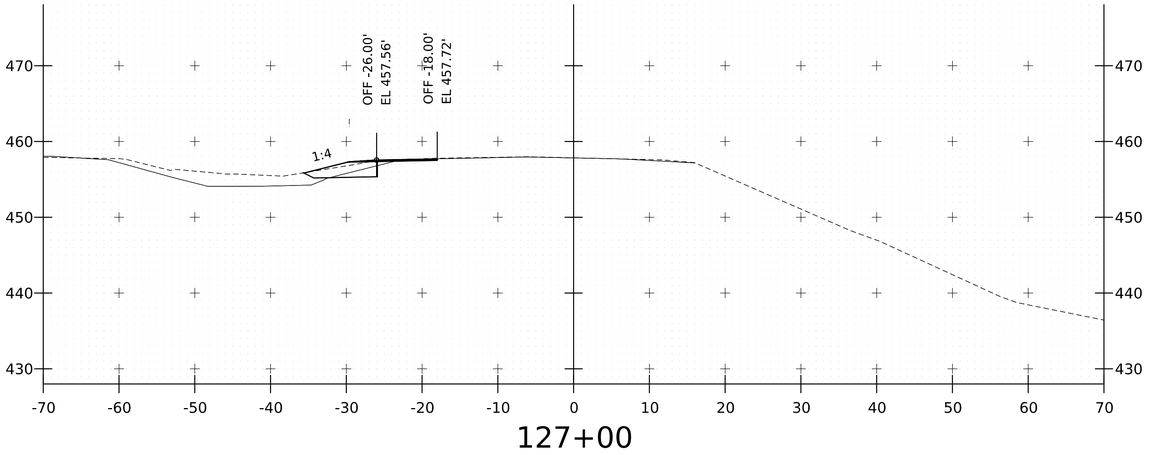


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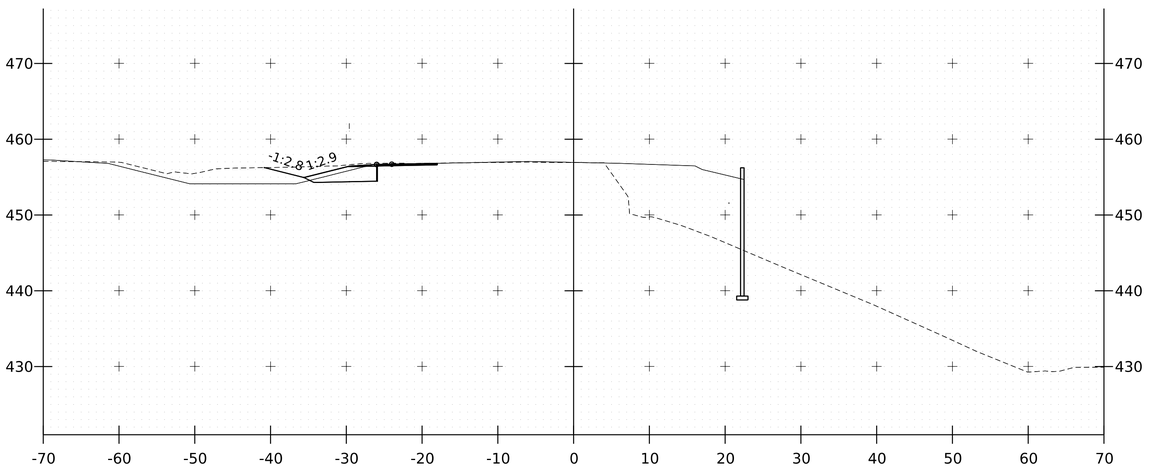


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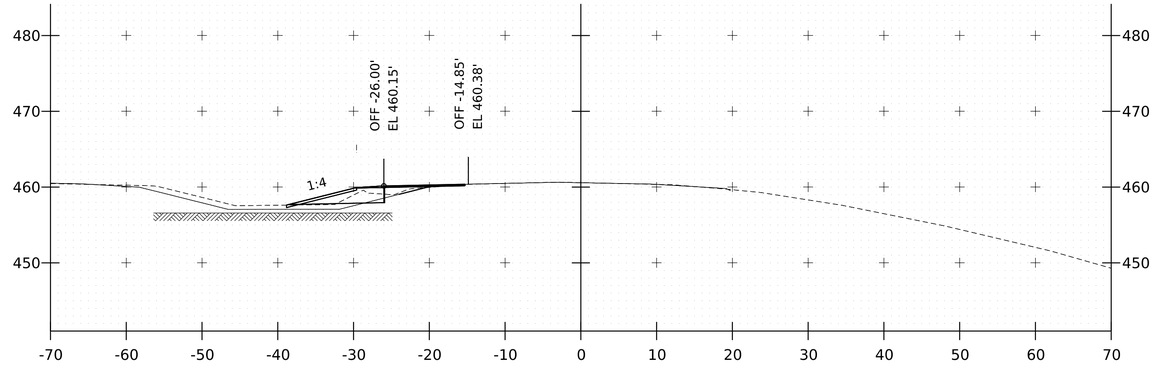
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220xs_SBcrossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSSOVER CROSS SECTION SHEET 8	SHEET 112 OF 258



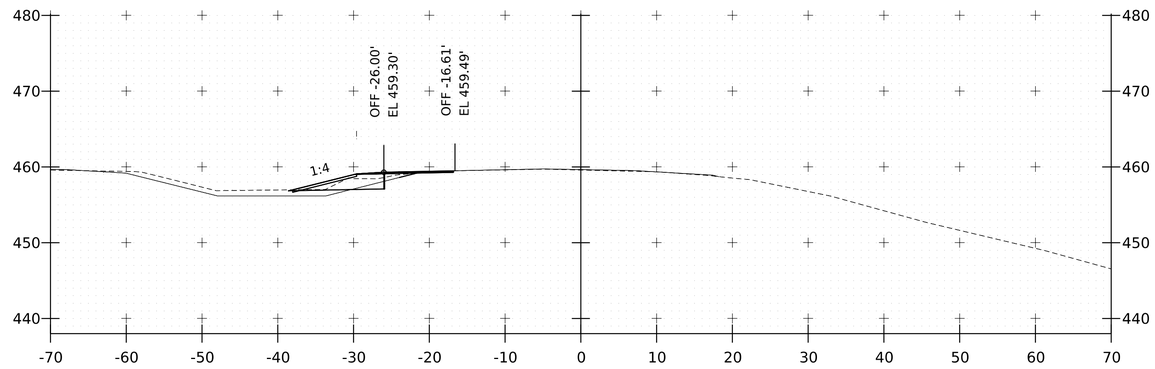
127+00



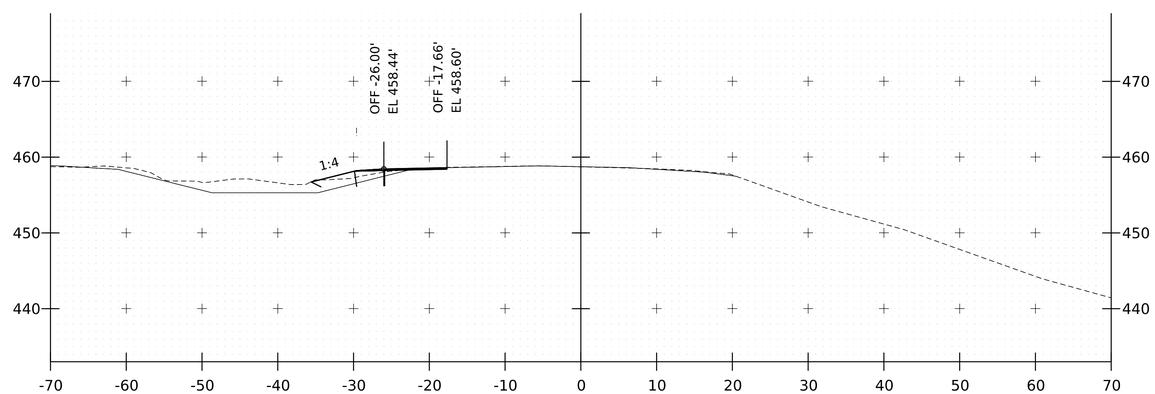
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128+50

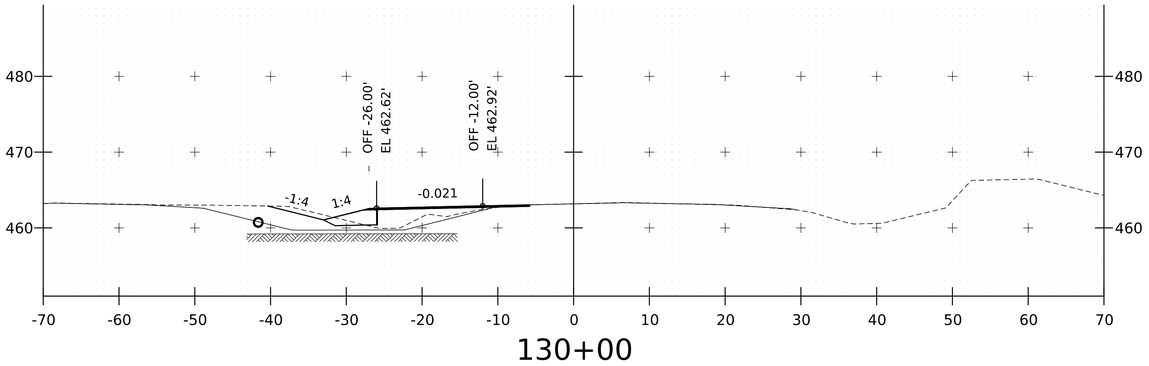


128+00

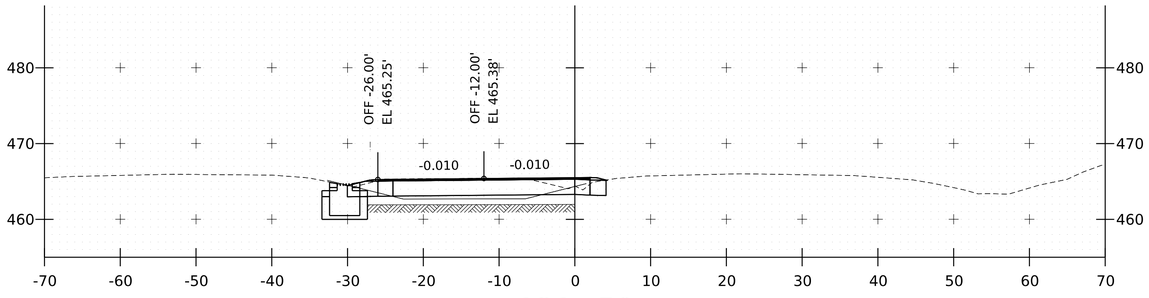


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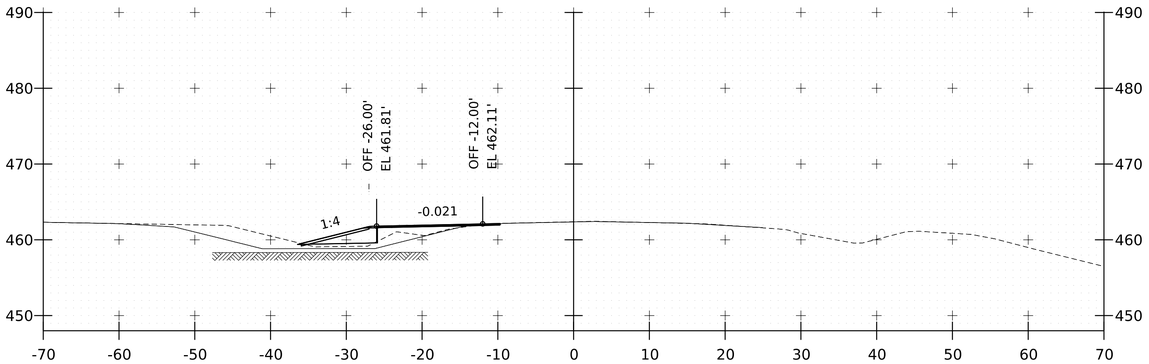
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220xs_SBcrossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSSOVER CROSS SECTION SHEET 9	SHEET 113 OF 258



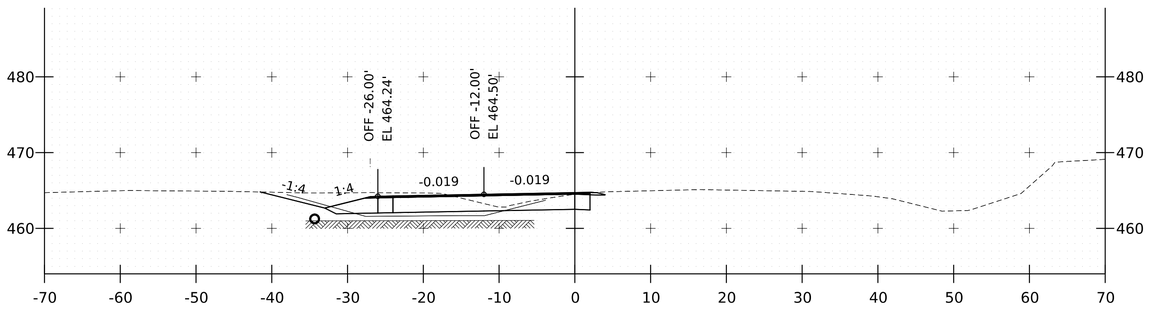
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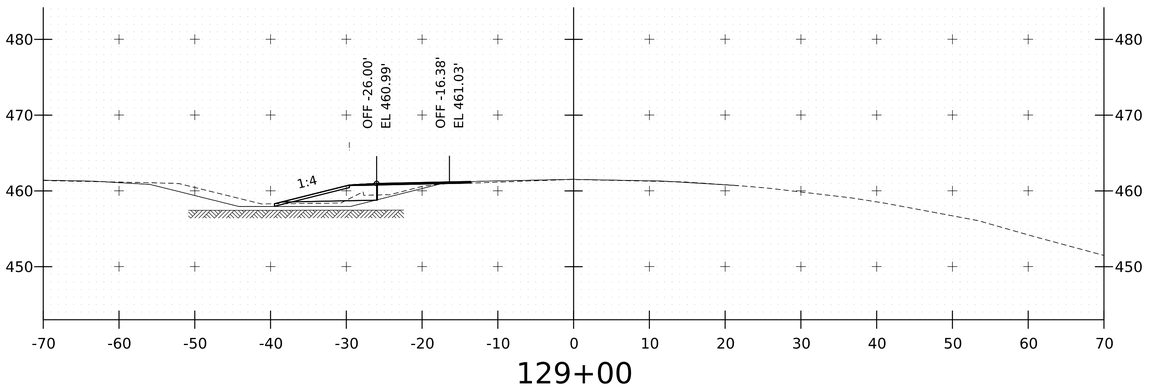
131+50



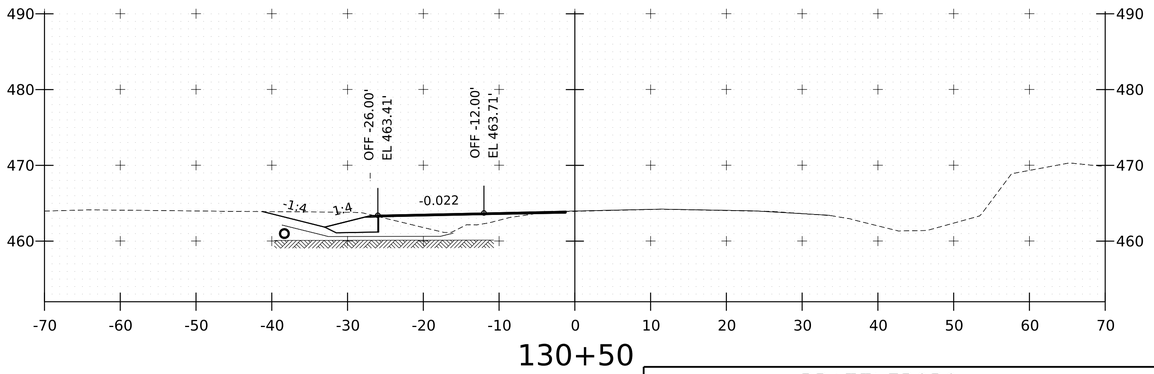
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131+00



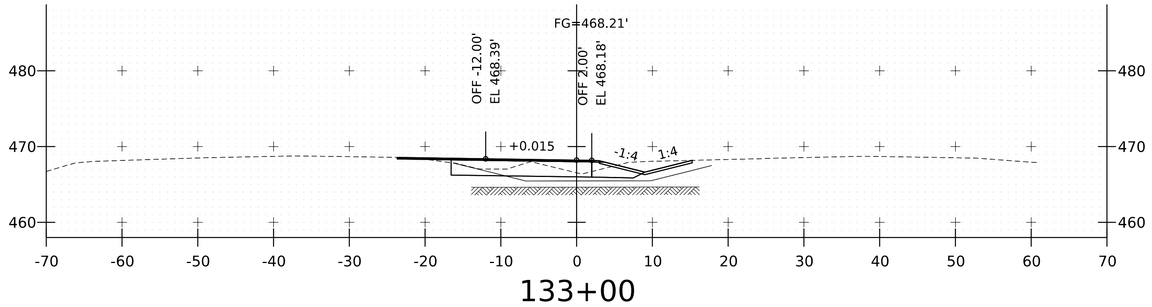
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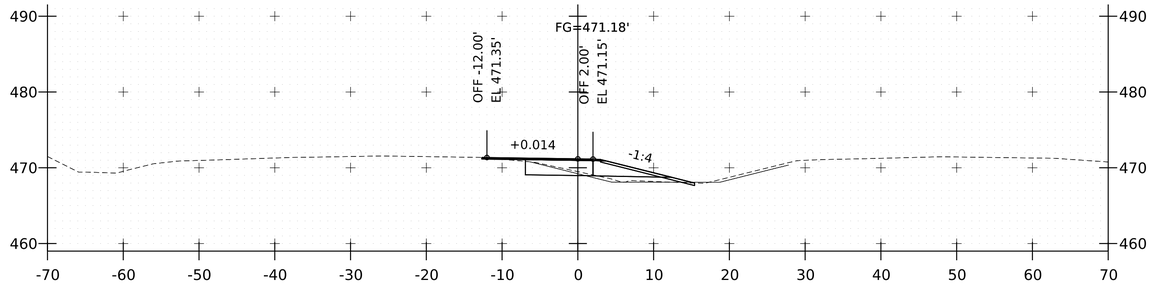
130+50

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)

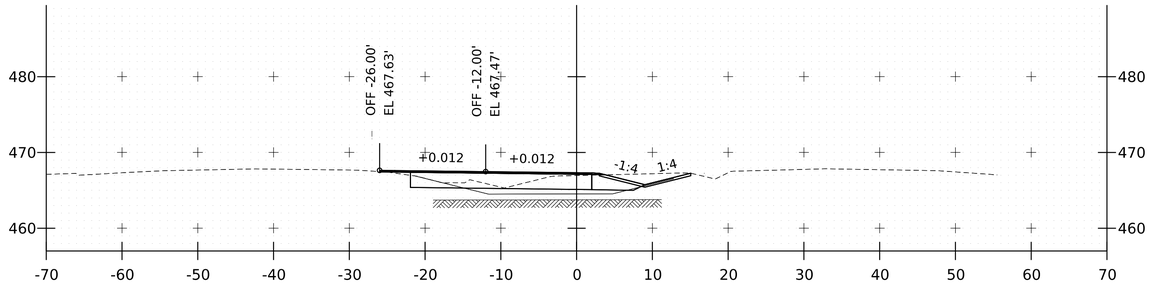
FILE NAME: z19a220xs_SBcrossover.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSSOVER CROSS SECTION SHEET 10	SHEET 114 OF 258



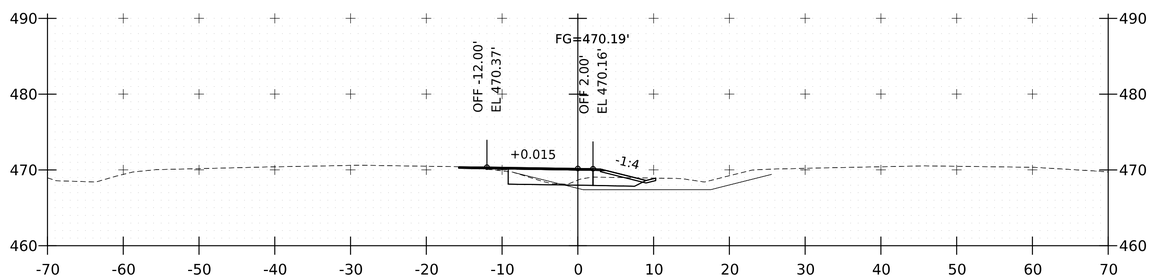
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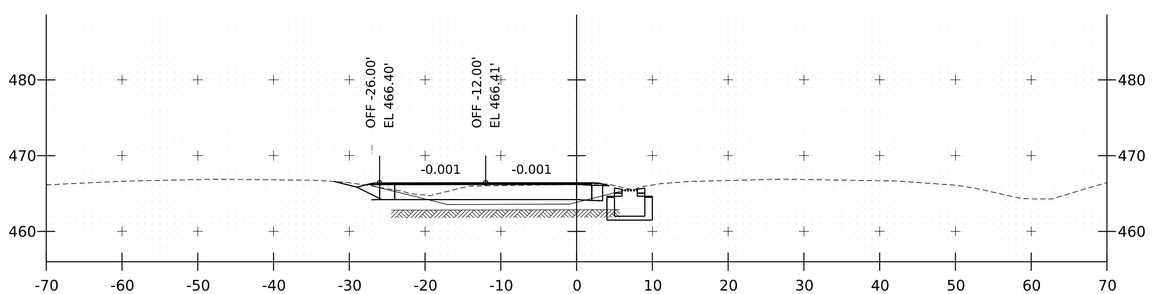
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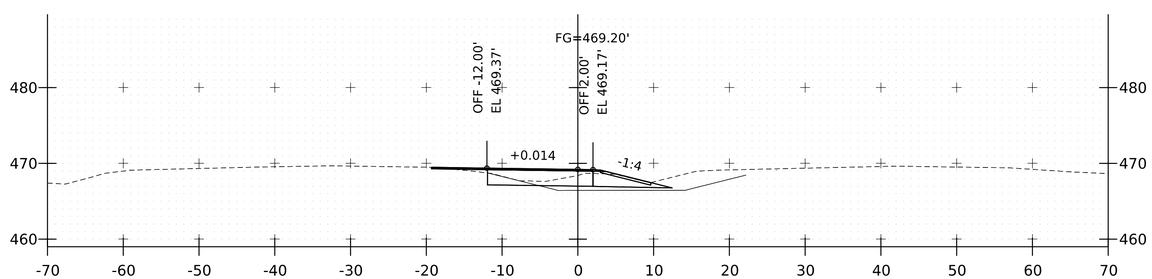
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134+00



132+00

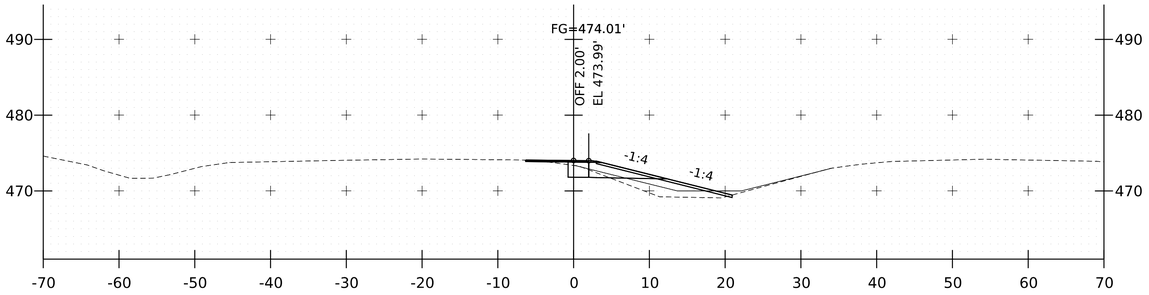


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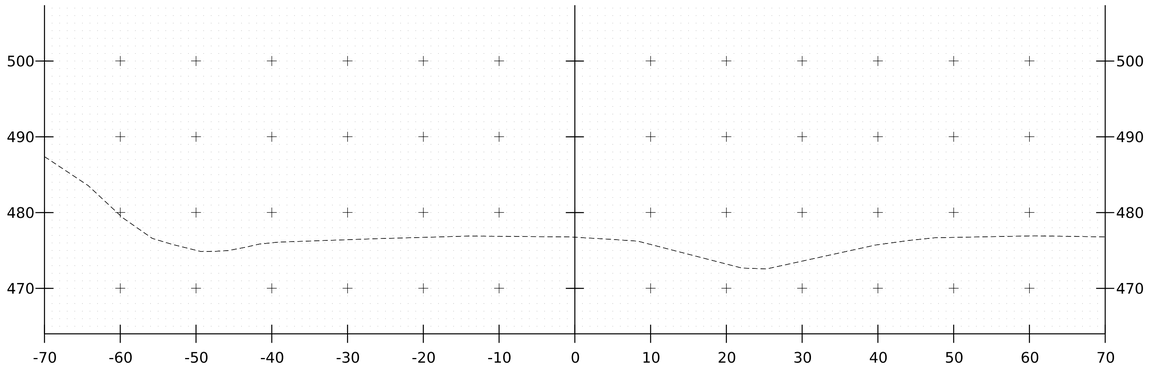
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_SBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSSOVER CROSS SECTION SHEET 11

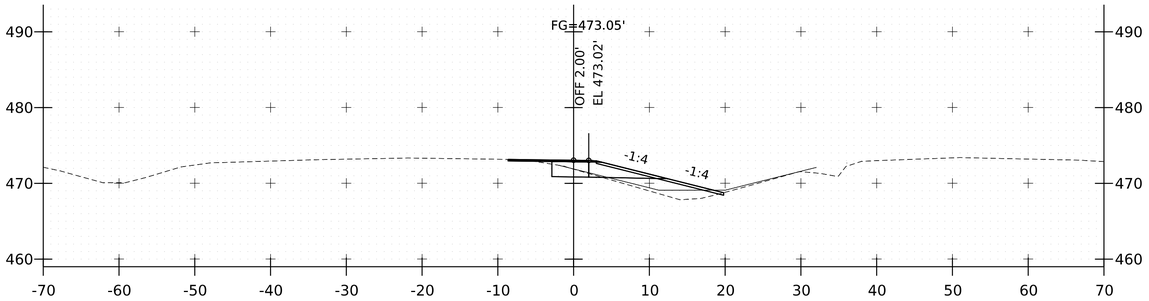
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 115 OF 258



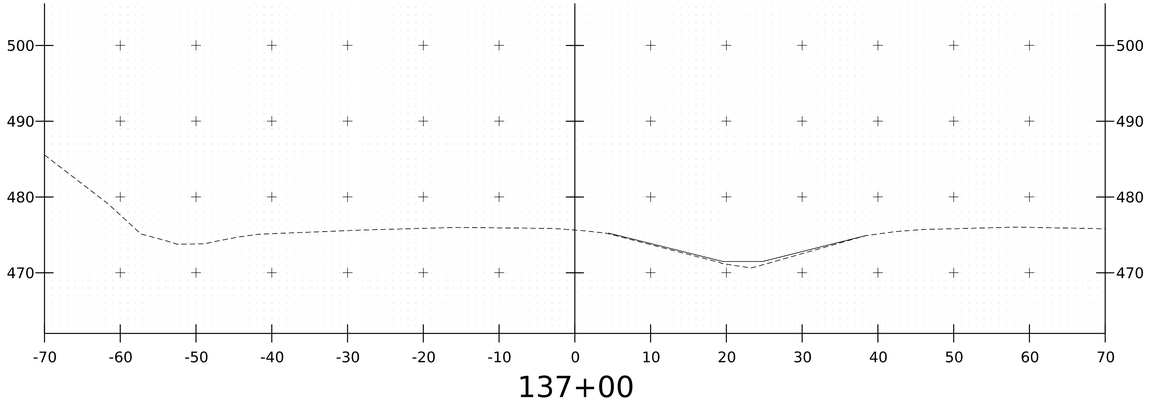
136+00



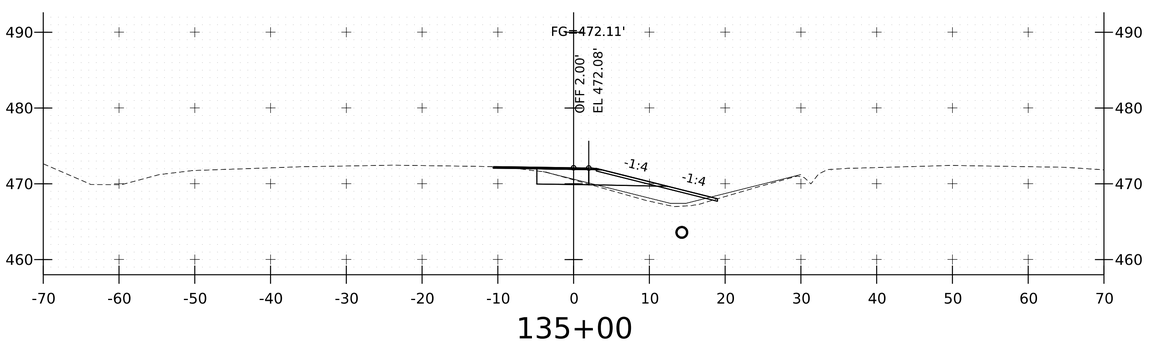
137+50



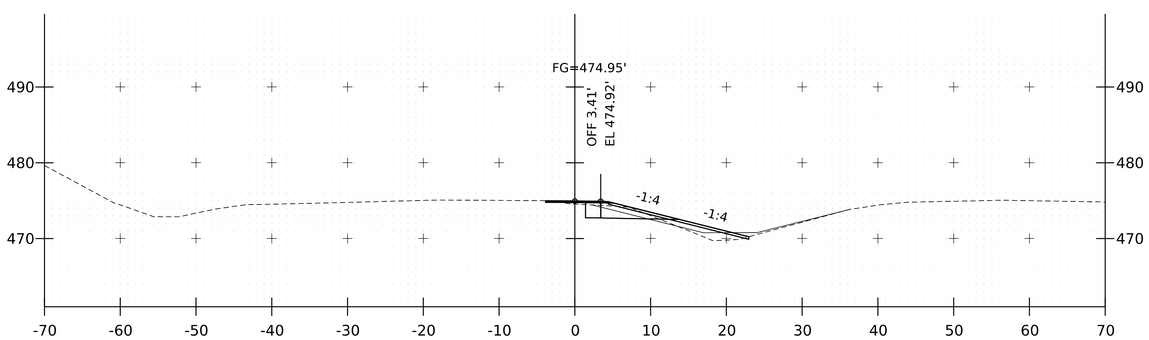
135+50



137+00



135+00

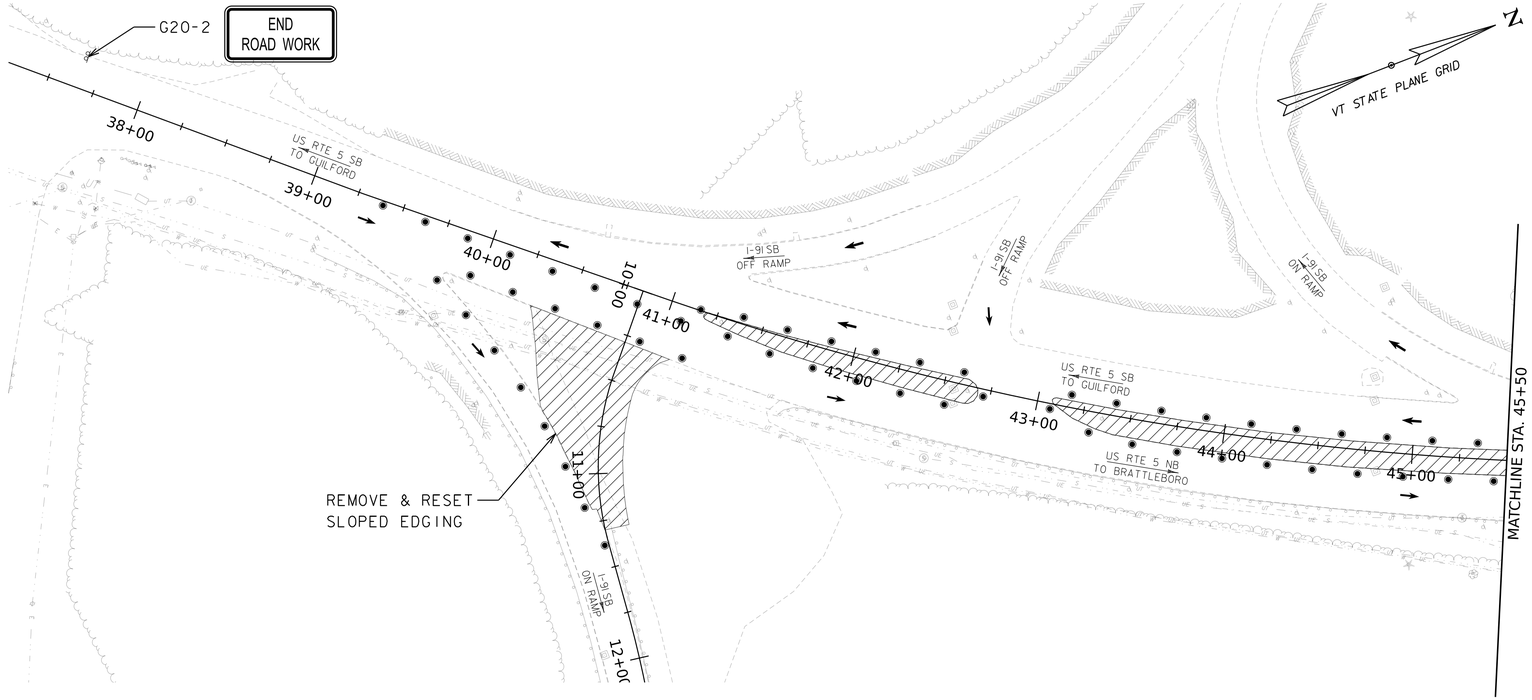


136+50

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_SBcrossover.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSSOVER CROSS SECTION SHEET 12

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 116 OF 258



US RTE 5
TRAFFIC CONTROL NOTES

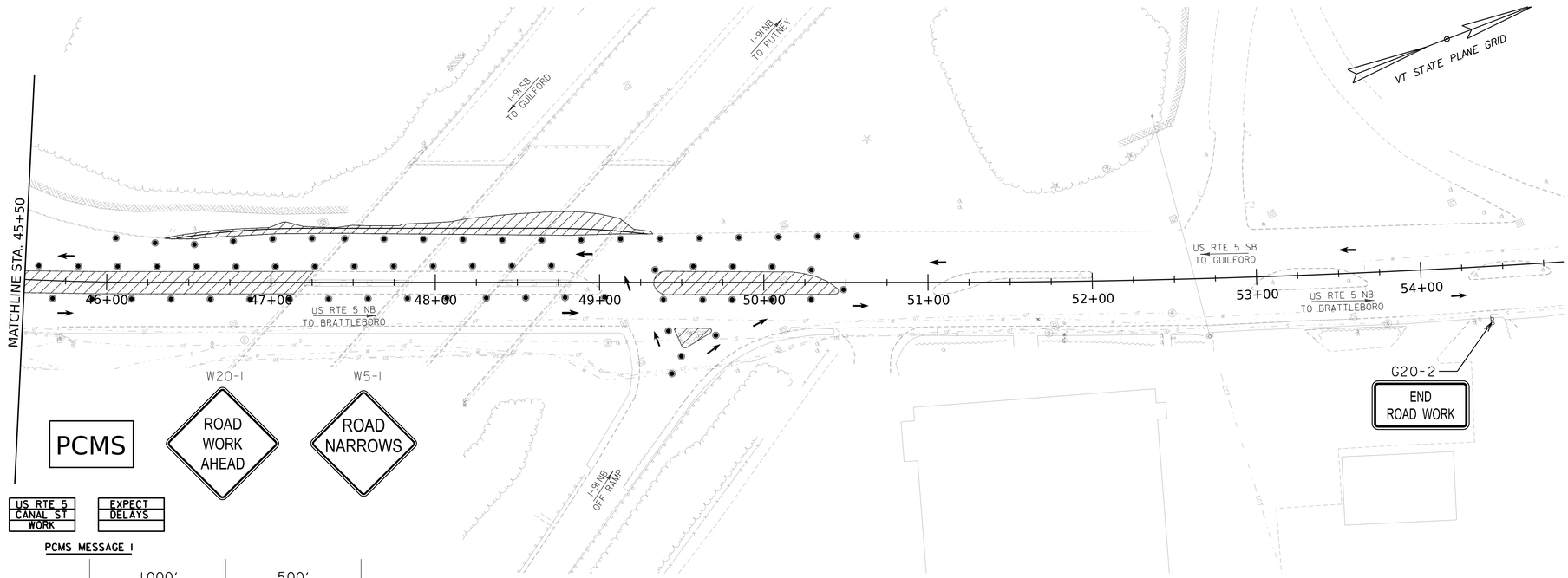
1. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON US ROUTE 5 WHENEVER POSSIBLE AND FOR THE MAJORITY OF THE CONSTRUCTION PERIOD. HOWEVER, IT IS ANTICIPATED THAT US ROUTE 5 WILL NEED TO BE REDUCED TO ONE LANE DURING SOME CONSTRUCTION ACTIVITIES. ALTERNATING ONE-WAY TRAFFIC CONTROL SHOWN ON SHEETS 119-121 MAY BE USED TO SAFELY CONVEY TRAFFIC THROUGH THE WORK ZONE WHEN PERIODS OF ONE-WAY TRAFFIC ARE NECESSARY.

2. LANE CLOSURES ON US ROUTE 5, UTILIZING ALTERNATING ONE-WAY TRAFFIC CONTROLLED BY FLAGGERS, SHALL BE PERMITTED FOR SPECIFIC WORK ACTIVITIES AND AS PERMITTED AT THE DISCRETION OF THE ENGINEER. RESTRICTING TRAFFIC TO A SINGLE LANE ALTERNATING ONE-WAY TRAFFIC SHALL NOT BE PERMITTED WEEKDAYS BETWEEN 2:00 PM AND 6:00 PM AND ON WEEKENDS.

3. ALL SIGNS, TEMPORARY PAVEMENTS, PAVEMENT MARKINGS, MASKING, BARRELS, BARRICADES, AND OTHER INCIDENTALS REQUIRED FOR MAINTAINING TRAFFIC ON US ROUTE 5 SHALL BE PAID FOR UNDER ITEM 641.10 TRAFFIC CONTROL (US ROUTE 5).

4. PEDESTRIAN PASSAGE THROUGH THE CONSTRUCTION AREA SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

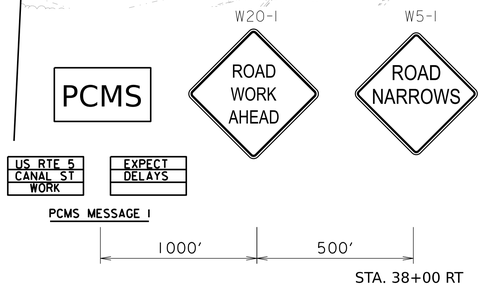
5. FOR BICYCLE ACCOMMODATION ENSURE THAT OBSTACLES, EQUIPMENT, CONSTRUCTION MATERIALS, AND TRAFFIC CONTROL DEVICES DO NOT ENCROACH ONTO THE BICYCLE PATH OF TRAVEL. MAINTAIN BICYCLE ROUTES FREE OF RUTS, SAND AND MUD.



I-91 SB TEMPORARY RAMP CONNECTION				
		STATION	NORTHING	EASTING
Element: Linear				
	POB	10+00.00	121610.94	1622182.64
	PC	10+45.51	121581.34	1622217.21
	Tangential Direction:	S49°25'22.33" E		
	Tangential Length:	45.51		
Element: Circular	Circular			
	PC	10+45.51	121581.34	1622217.21
	PI	10+92.69	121550.65	1622253.05
	CC		121695.27	1622314.78
	PT	11+36.94	121546.00	1622300.00
	Radius:	150.00		
	Delta:	34°55'18.39" Left		
	Degree of Curvature(Arc):	38°11'49.87"		
	Length:	91.42		
	Tangent:	47.18		
	Chord:	90.02		
	Middle Ordinate:	6.91		
	External:	7.25		
	Tangent Direction:	S49°25'22.33" E		
	Radial Direction:	S40°34'37.67" W		
	Chord Direction:	S66°53'01.53" E		
	Radial Direction:	S05°39'19.28" W		
	Tangent Direction:	S84°20'40.72" E		

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- FLAGGER
- TPAR LONGITUDINAL BARRIER
- AREA OF CONSTRUCTION ACTIVITY
- TEMPORARY IMPACT ATTENUATOR



1000′ 500′

STA. 38+00 RT
STA. 53+00 LT

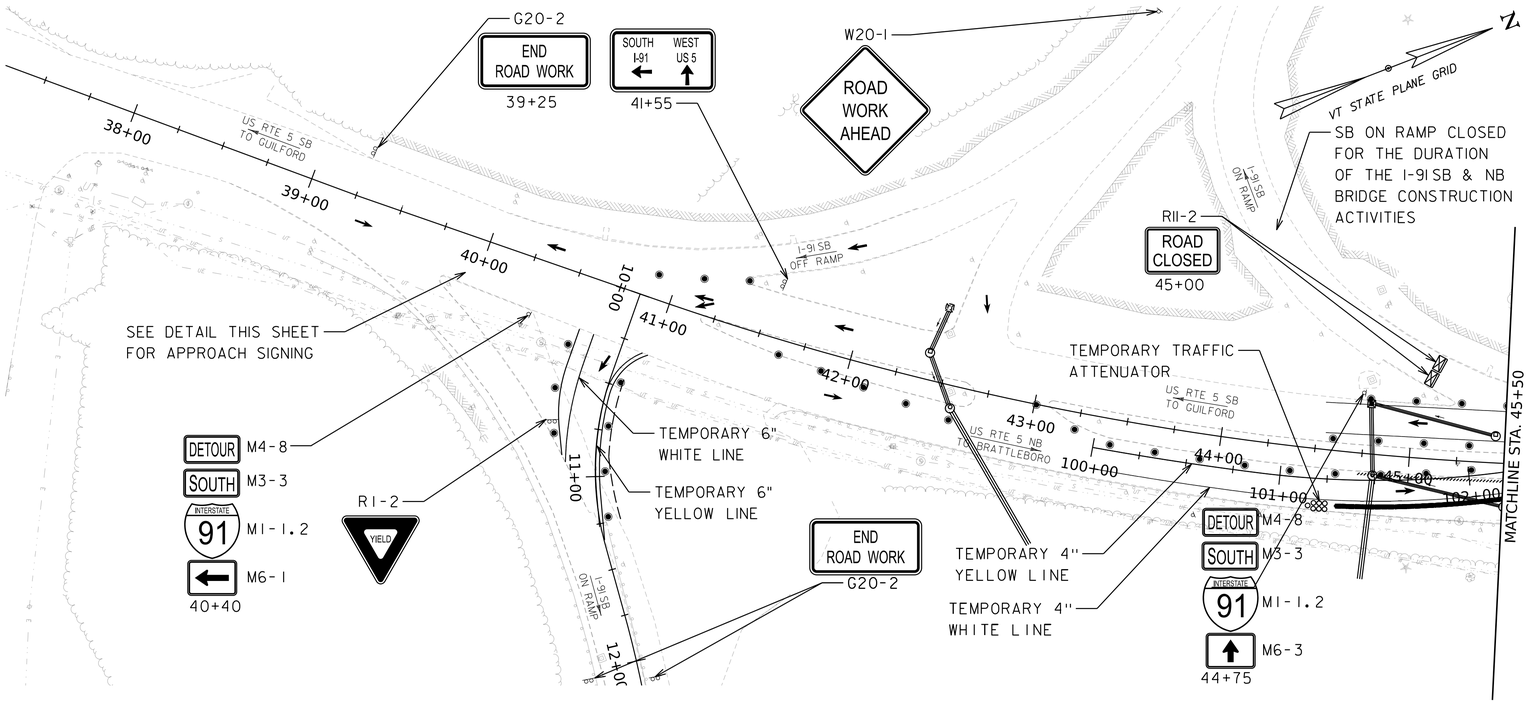
DIRECTION OF TRAFFIC →

TRAFFIC CONTROL APPROACH SIGNING
PHASE 1

US-5 TRAFFIC CONTROL PLAN
PHASE 1 - SHORT-TERM TRAFFIC SHIFTS

0 40 80
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_tcp-rte5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 TRAFFIC CONTROL 1	SHEET 117 OF 258



TEMPORARY CONCRETE BARRIER
STA. 101+30 - STA. 102+18, RT (88')

TEMPORARY 6" WHITE LINE
STA. 10+28 - STA. 10+93, RT (65')

TEMPORARY 6" YELLOW LINE
STA. 10+28 - STA. 11+26, CL (98')

ENERGY ABSORPTION ATTENUATOR, TEMPORARY TL-2
STA. 101+30, RT

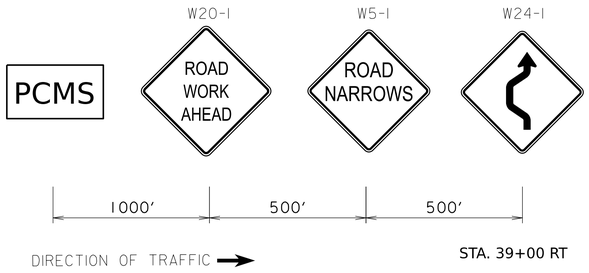
TEMPORARY 4" WHITE LINE
STA. 100+00 - STA. 102+18, RT (218')
STA. 44+55 - STA. 45+50, LT (95')

TEMPORARY 4" YELLOW LINE
STA. 100+00 - STA. 102+18, LT(218')
STA. 44+55- STA. 45+50, LT (95')

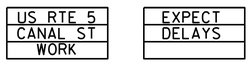
PAVEMENT MARKING MASK
STA. 44+75 - STA. 45+50, RT(75')

RTE 5 TEMPORARY CROSSOVER

Element: Circular		STATION	NORTHING	EASTING
	PC	100+00.00	121804.55	1622344.32
	PI	100+45.38	121843.28	1622367.97
	CC		122638.23	1620978.68
	PCC	100+90.73	121883.29	1622389.38
	Radius:	1600		
	Delta:	03°14'56.46" Left		
	Degree of Curvature(Arc):	03°34'51.55"		
	Length:	90.73		
	Tangent:	45.38		
	Chord:	90.72		
	Middle Ordinate:	0.64		
	External:	0.64		
	Tangent Direction:	N 31°24'08.99" E		
	Radial Direction:	S58°35'51.01" E		
	Chord Direction:	N 29°46'40.76" E		
	Radial Direction:	S61°50'47.47" E		
	Tangent Direction:	N 28°09'12.53" E		
Element: Circular				
	PCC	100+90.73	121883.29	1622389.38
	PI	101+74.92	121957.52	1622429.1
	CC		122119.21	1621948.53
	PT	102+57.55	122040.67	1622442.33
	Radius:	500		
	Delta:	19°06'57.83" Left		
	Degree of Curvature(Arc):	11°27'32.96"		
	Length:	166.82		
	Tangent:	84.19		
	Chord:	166.05		
	Middle Ordinate:	6.94		
	External:	7.04		
	Tangent Direction:	N 28°09'12.53" E		
	Radial Direction:	S61°50'47.47" E		
	Chord Direction:	N 18°35'43.62" E		
	Radial Direction:	S80°57'45.30" E		
	Tangent Direction:	N 09°02'14.70" E		



TRAFFIC CONTROL APPROACH SIGNING
PHASE 2 TRAFFIC SHIFT



PCMS MESSAGE 1

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- FLAGGER
- TPAR LONGITUDINAL BARRIER
- AREA OF CONSTRUCTION ACTIVITY
- TEMPORARY IMPACT ATTENUATOR

US-5 TRAFFIC CONTROL PLAN
PHASE 2 - ROUTE 5 NB CROSSOVER

0 40 80
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_tcp-rte5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 TRAFFIC CONTROL 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 118 OF 258

RTE 5 TEMPORARY CROSSOVER

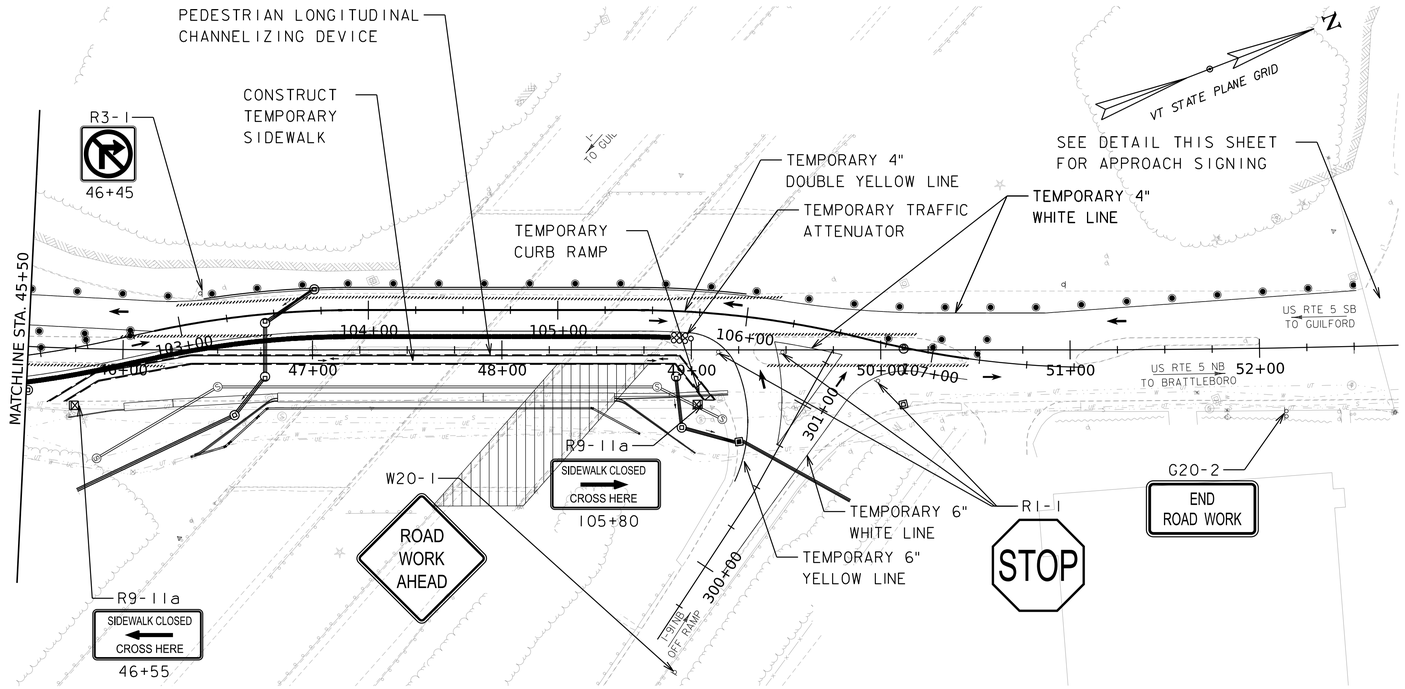
Element: Linear				
	PT	102+57.55	122040.67	1622442.33
	PC	102+85.90	122068.67	1622446.78
	Tangential Direction:	N 09°02'14.70" E		
	Tangential Length:	28.35		
Element: Circular				
	PC	102+85.90	122068.67	1622446.78
	PI	103+38.85	122120.96	1622455.1
	CC		121990.13	1622940.57
	PT	103+91.41	122170.35	1622474.18
	Radius:	500		
	Delta:	12°05'24.18" Right		
	Degree of Curvature(Arc):	11°27'32.96"		
	Length:	105.51		
	Tangent:	52.95		
	Chord:	105.31		
	Middle Ordinate:	2.78		
	External:	2.8		
	Tangent Direction:	N 09°02'14.70" E		
	Radial Direction:	S80°57'45.30" E		
	Chord Direction:	N 15°04'56.80" E		
	Radial Direction:	S68°52'21.11" E		
	Tangent Direction:	N 21°07'38.89" E		

RTE 5 TEMPORARY CROSSOVER

Element: Linear				
	PT	103+91.41	122170.35	1622474.18
	PC	105+40.21	122309.16	1622527.82
	Tangential Direction:	N21°07'38.89"E		
	Tangential Length:	148.8		
Element: Circular				
	P	105+40.21	122309.16	1622527.82
	PI	106+02.09	122366.88	1622550.12
	CC		122128.93	1622994.21
	PRC	106+63.35	122417.42	1622585.83
	Radius:	500		
	Delta:	14°06'37.84" Right		
	Degree of Curvature(Arc):	11°27'32.96"		
	Length:	123.14		
	Tangent:	61.88		
	Chord:	122.83		
	Middle Ordinate:	3.79		
	External:	3.81		
	Tangent Direction:	N 21°07'38.89" E		
	Radial Direction:	S68°52'21.11" E		
	Chord Direction:	N 28°10'57.81" E		
	Radial Direction:	S54°45'43.27" E		
	Tangent Direction:	N 35°14'16.73" E		

RTE 5 TEMPORARY CROSSOVER

Element: Circular				
	PRC	106+63.35	122417.42	1622585.83
	PI	107+22.23	122465.51	1622619.8
	CC		122705.91	1622177.45
	PT	107+80.58	122520.19	1622641.67
	Radius:	500		
	Delta:	13°25'59.93" Left		
	Length:	117.23		
	Tangent:	58.88		
	Chord:	116.96		
	Middle Ordinate:	3.43		
	External:	3.46		
	Tangent Direction:	N 35°14'16.73" E		
	Radial Direction:	S54°45'43.27" E		
	Chord Direction:	N 28°31'16.77" E		
	Radial Direction:	S68°11'43.20" E		
	Tangent Direction:	N 21°48'16.80" E		



US-5 TRAFFIC CONTROL PLAN
PHASE 2 - ROUTE 5 NB CROSSOVER

PAVEMENT MARKING MASK
STA. 45+50 - STA. 46+25, RT (75')
STA. 46+25 - STA. 49+50, LT (325')
STA. 46+00 - STA. 46+75, LT (75')
STA. 49+25 - STA. 50+25, LT (100')
STA. 49+40 - STA. 50+40, RT (100')

TEMPORARY 4" YELLOW LINE
STA. 102+18 - STA. 102+85, LT (67')
STA. 102+18 - STA. 102+85, RT (67')
STA. 102+85 - STA. 107+19, CL (DOUBLE) (434')

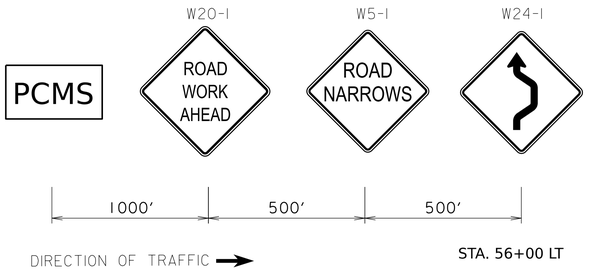
TEMPORARY 4" WHITE LINE
STA. 45+50 - STA. 52+52, LT (702')
STA. 102+18 - STA. 105+69, RT (351')
STA. 106+18 - STA. 106+53, RT (35')
STA. 106+95 - STA. 107+19, RT (35')

TEMPORARY 6" WHITE LINE
STA. 300+75 - STA. 301+30, LT (55')
TEMPORARY 6" YELLOW LINE
STA. 300+75 - STA. 301+30, LT (55')
STA. 300+50 - STA. 49+00, LT (100')
STA. 300+75 - STA. 301+38, RT (58')

TEMPORARY CONCRETE BARRIER
STA. 102+18 - STA. 105+60, RT (342')

ENERGY ABSORBTION ATTENUATOR, TEMPORARY TL-2
STA. 105+60, RT

SCALE IN FEET 0 40 80



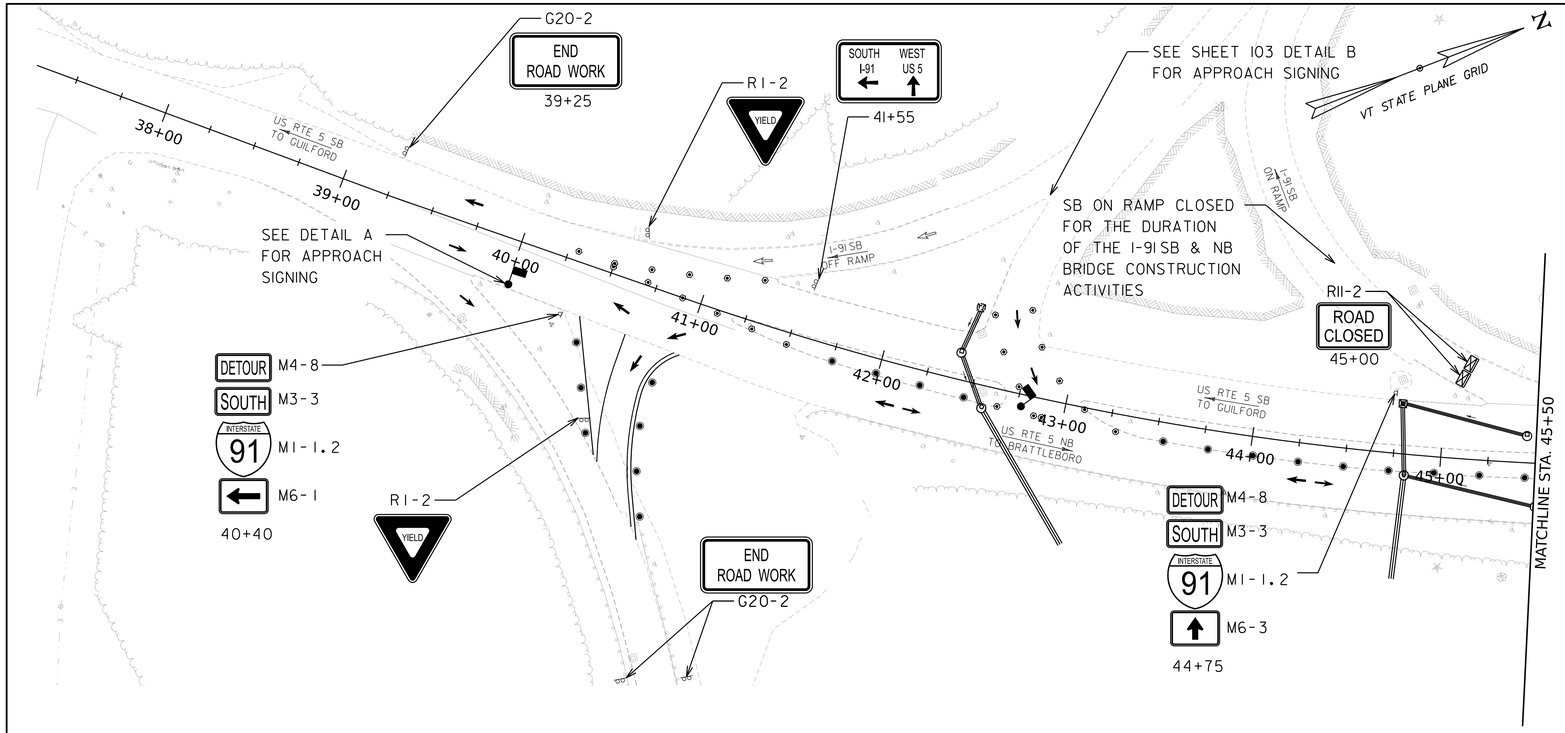
TRAFFIC CONTROL APPROACH SIGNING
PHASE 2 TRAFFIC SHIFT

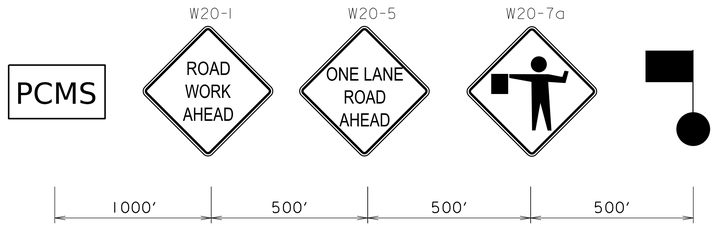
US RTE 5 CANAL ST WORK	EXPECT DELAYS

PCMS MESSAGE 1

LEGEND
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- FLAGGER
- TPAR LONGITUDINAL BARRIER
- AREA OF CONSTRUCTION ACTIVITY
- TEMPORARY IMPACT ATTENUATOR

PROJECT NAME:	BRATTLEBORO		
PROJECT NUMBER:	IM 091-1(82) (RE-AD)		
FILE NAME:	z19a220bdr_tcp-rte5.dgn	PLOT DATE:	1/29/2026
PROJECT LEADER:	A.STOCKIN	DRAWN BY:	M.CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L.SFINTESCU
US RTE 5 TRAFFIC CONTROL 3		SHEET	119 OF 258



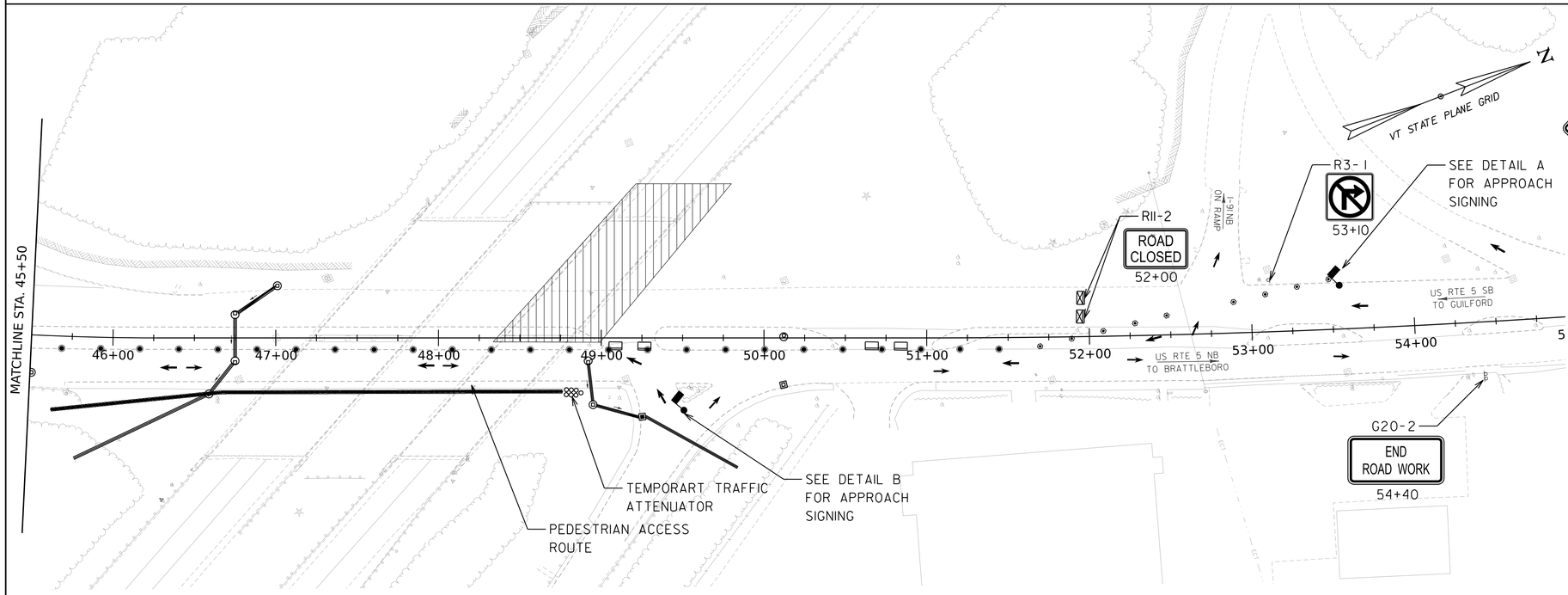


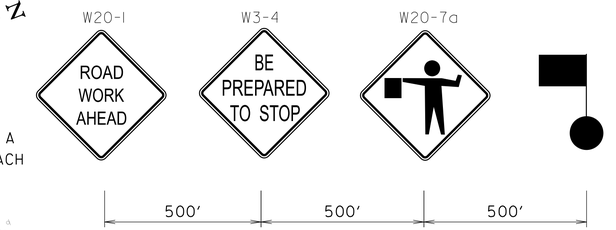
TRAFFIC CONTROL APPROACH SIGNING
ONE-WAY ALTERNATING TRAFFIC
DETAIL A

US RTE 5 CANAL ST WORK	EXPECT DELAYS

PCMS MESSAGE 1

SEE SHEET 99 FOR TRAFFIC CONTROL NOTES.





TRAFFIC CONTROL APPROACH SIGN PACKAGE
I-91 NB/SB EXIT 1 OFF RAMP
DETAIL B

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- FLAGGER
- TPAR LONGITUDINAL BARRIER
- AREA OF CONSTRUCTION ACTIVITY
- TEMPORARY IMPACT ATTENUATOR

TEMPORARY CONCRETE BARRIER
STA. 45+63 - 48+86, RT (323')
ENERGY ABSORBTION ATTENUATOR, TEMPORARY TL-2
STA.48+86' RT

US-5 TRAFFIC CONTROL PLAN
PHASE 3 - ALTERNATING ONE-WAY TRAFFIC NB LANE

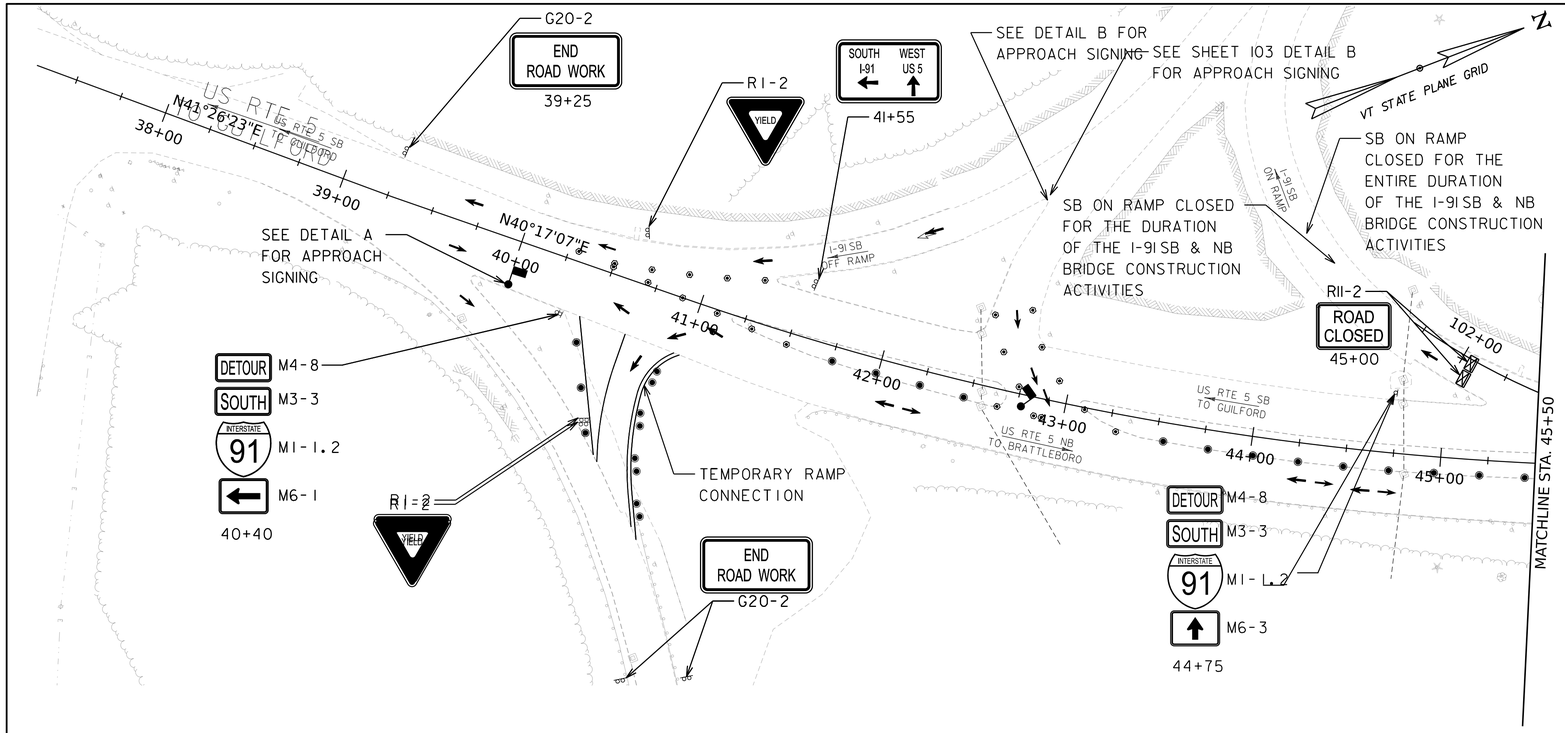
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SCALE IN FEET

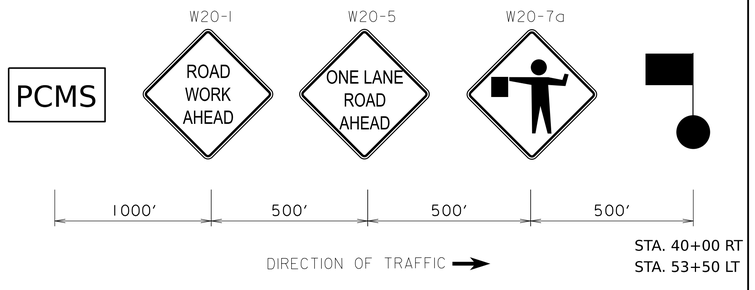
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PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp-rte5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 TRAFFIC CONTROL 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 120 OF 258

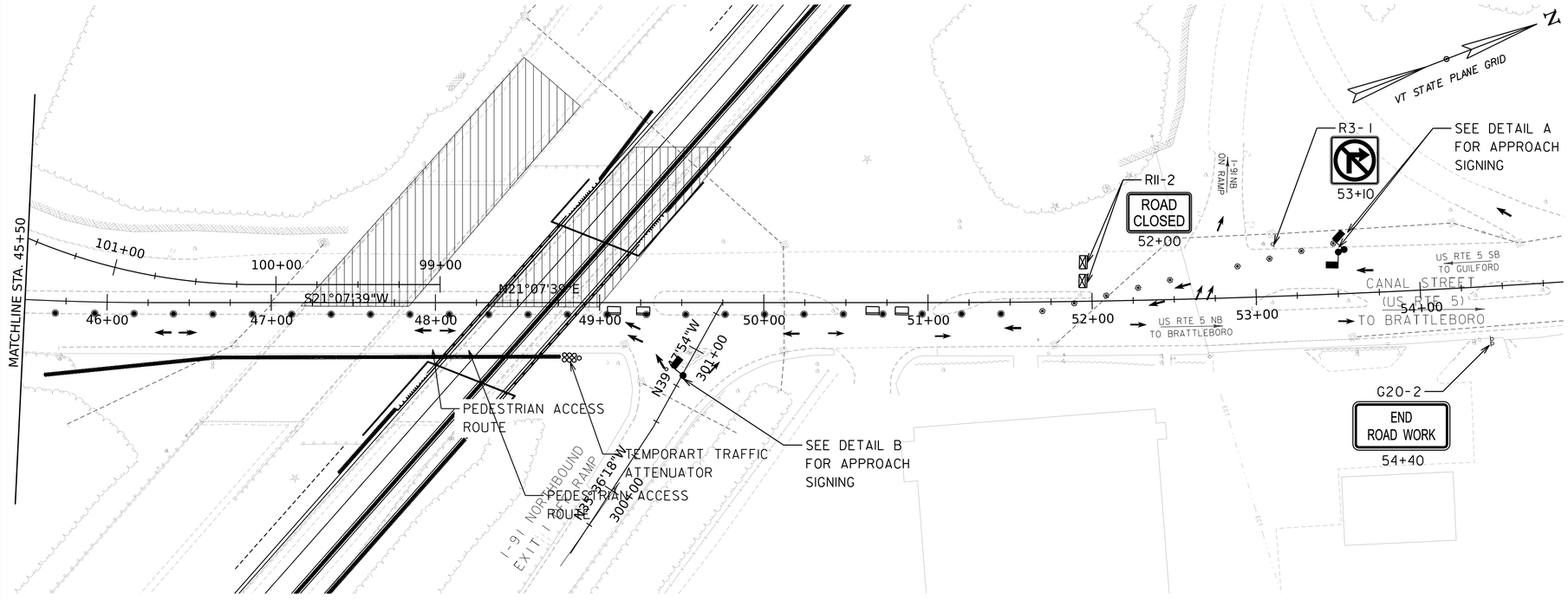


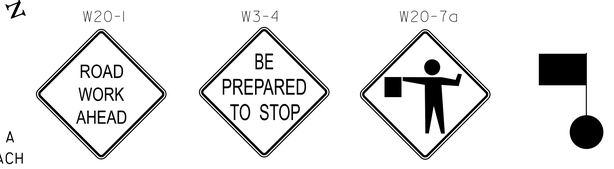


TRAFFIC CONTROL APPROACH SIGNING
ONE-WAY ALTERNATING TRAFFIC
DETAIL A

US RTE 5 CANAL ST WORK	EXPECT DELAYS

PCMS MESSAGE 1





TRAFFIC CONTROL APPROACH SIGN PACKAGE
I-91 NB/SB EXIT 1 OFF RAMP
DETAIL B

TEMPORARY CONCRETE BARRIER
STA. 45+63 - 48+86, RT (323')

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- FLAGGER
- TPAR LONGITUDINAL BARRIER
- AREA OF CONSTRUCTION ACTIVITY
- TEMPORARY IMPACT ATTENUATOR

US-5 TRAFFIC CONTROL PLAN
PHASE 5 - ALTERNATING ONE-WAY TRAFFIC NB LANE

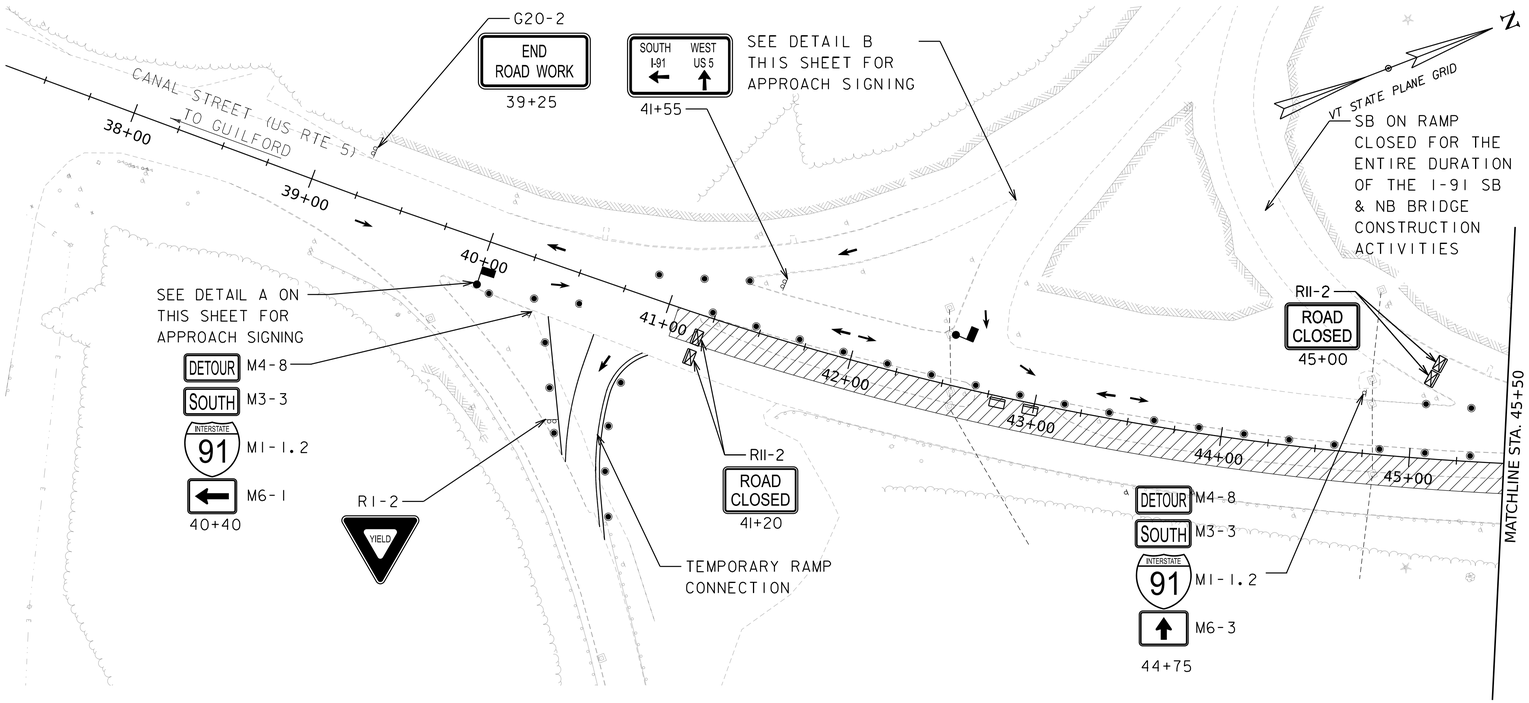
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SCALE IN FEET

wsp

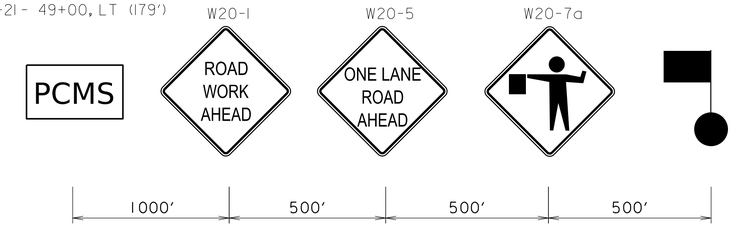
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp-rte5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 TRAFFIC CONTROL 5

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 121 OF 258



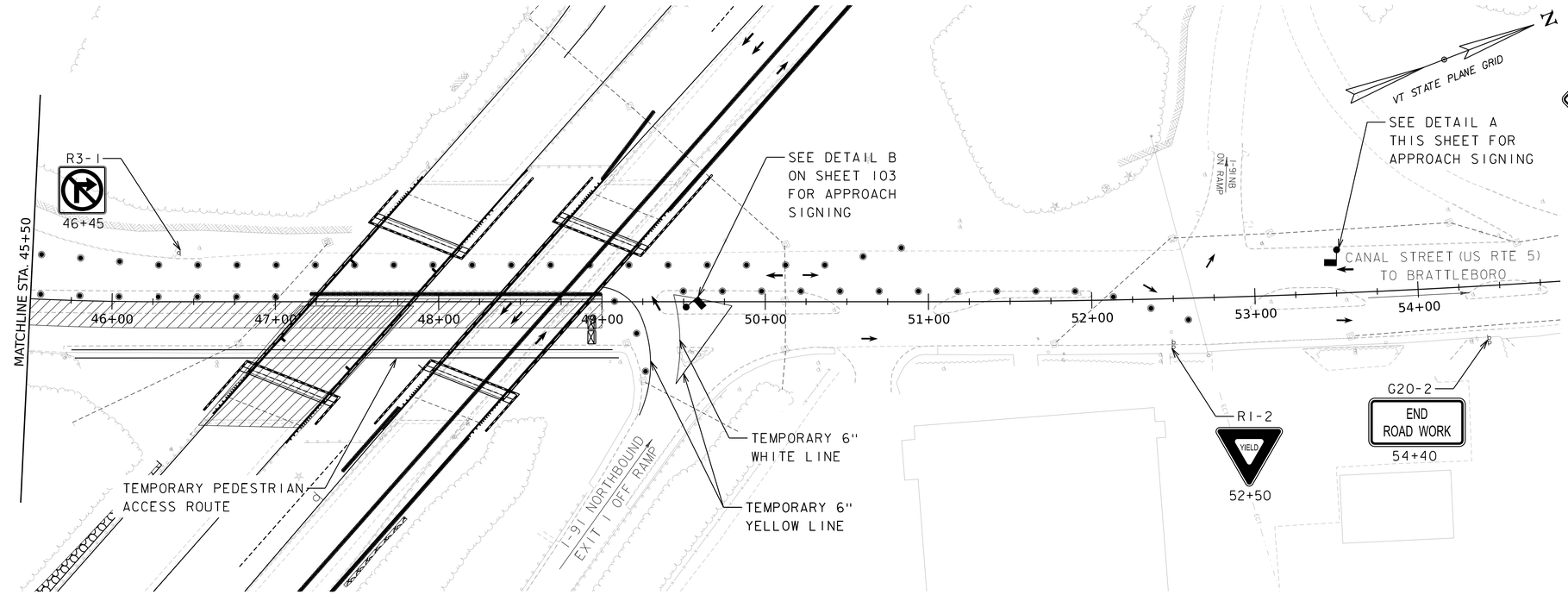
TEMPORARY CONCRETE BARRIER
STA. 47+21 - 49+00, LT (179')

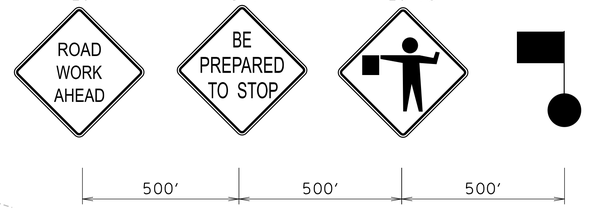


TRAFFIC CONTROL APPROACH SIGNING
ONE-WAY ALTERNATING TRAFFIC
DETAIL A

US RTE 5 CANAL ST WORK	EXPECT DELAYS

PCMS MESSAGE 1





TRAFFIC CONTROL APPROACH SIGN PACKAGE
I-91 NB/SB EXIT 1 OFF RAMP
DETAIL B

LEGEND

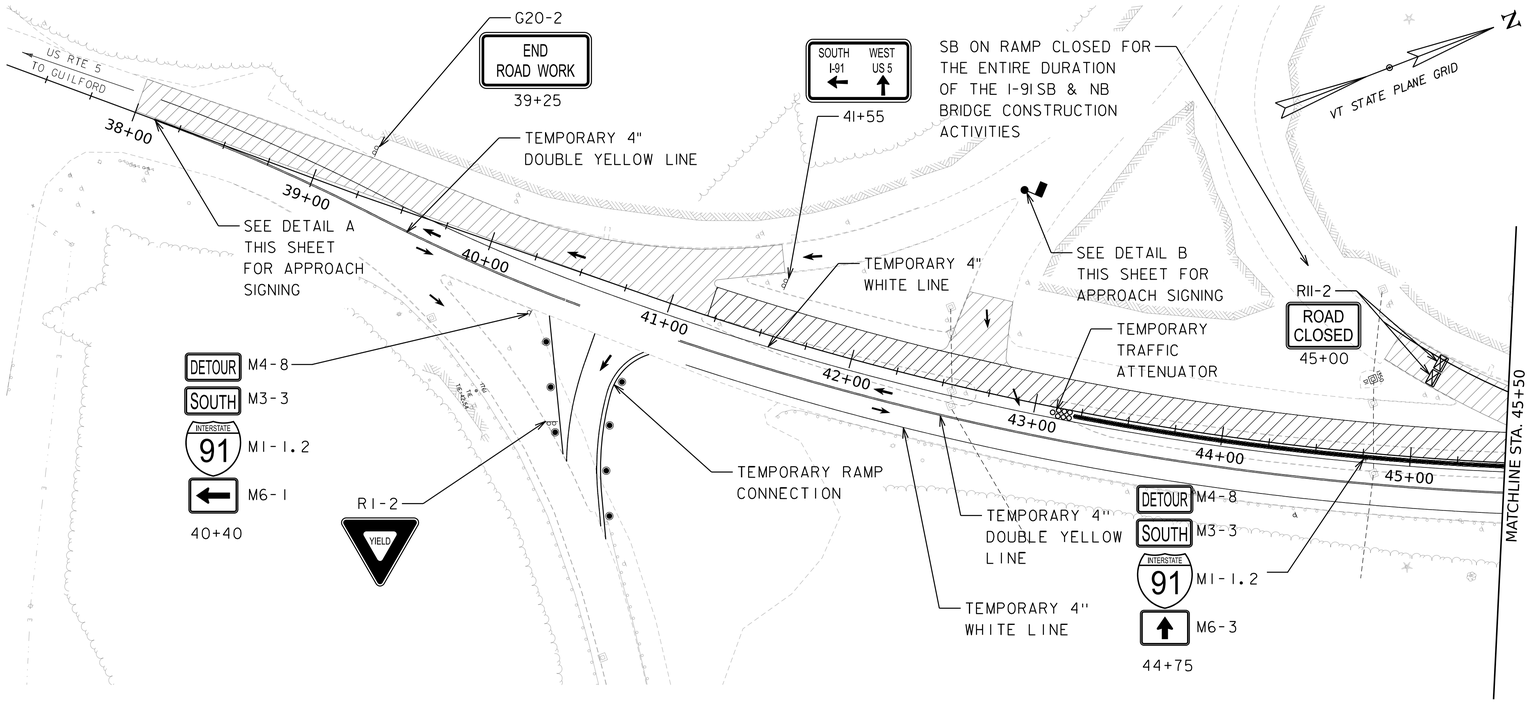
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- FLAGGER
- TPAR LONGITUDINAL BARRIER
- AREA OF CONSTRUCTION ACTIVITY
- TEMPORARY IMPACT ATTENUATOR

US-5 TRAFFIC CONTROL PLAN
PHASE 6 - ALTERNATING ONE-WAY TRAFFIC SB LANE

0 40 80
SCALE IN FEET

wsp

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_tcp-rte5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 TRAFFIC CONTROL 6	SHEET 122 OF 258

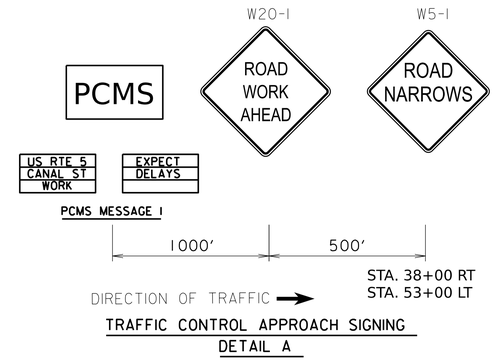


TEMPORARY CONCRETE BARRIER
STA. 43+13 - STA. 48+98, CL (585')
STA. 48+98 - STA. 51+43, LT (245')
STA. 46+22 - STA. 48+84, RT (262')

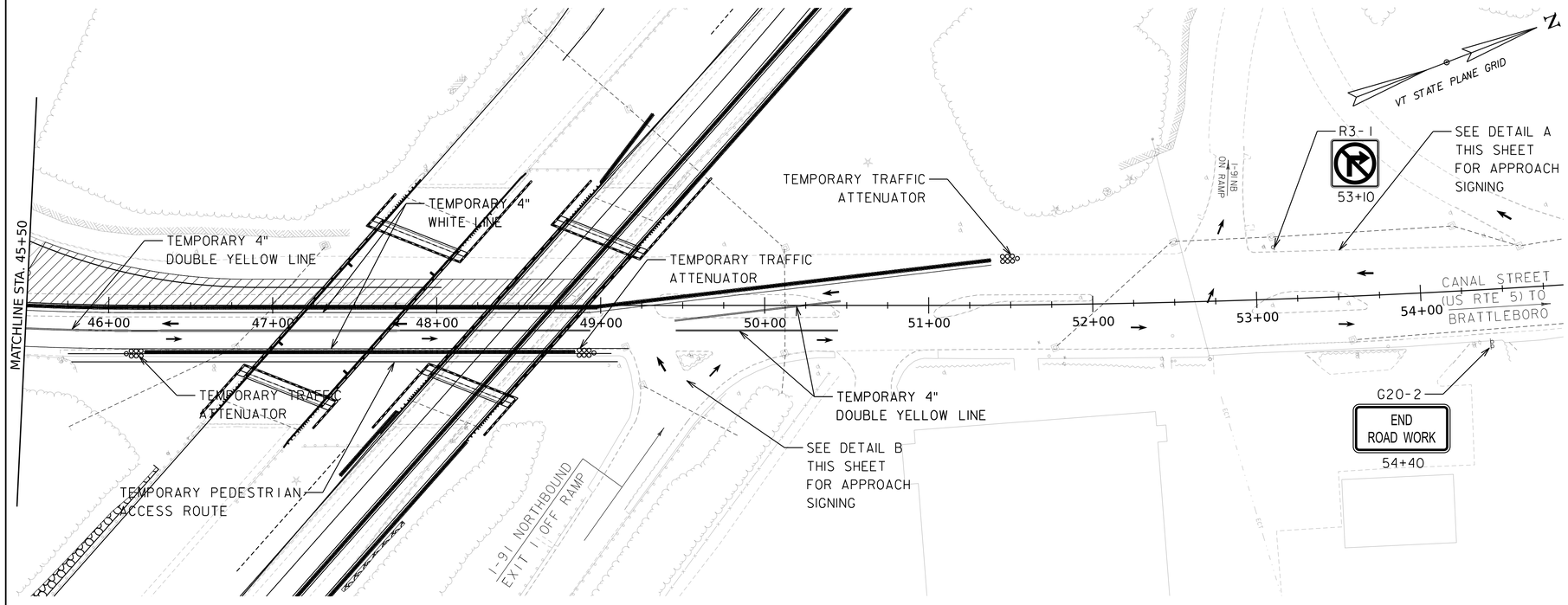
ENERGY ABSORPTION ATTENUATOR, TEMPORARY TL-2
STA. 43+13, RT
STA. 46+22, RT
STA. 51+43, LT

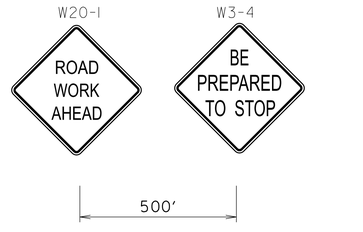
TEMPORARY 4" YELLOW LINE
STA. 38+10 - STA. 40+56, CL (DOUBLE) (246')
STA. 41+10 - STA. 48+94, CL (DOUBLE) (784')
STA. 49+45 - STA. 50+45, CL (DOUBLE) (100')
STA. 49+45 - STA. 50+46 CL (DOUBLE) (101')

TEMPORARY 4" WHITE LINE
STA. 38+10 - STA. 51+39, LT (1329')
STA. 41+17 - STA. 49+17, RT (800')



TRAFFIC CONTROL APPROACH SIGNING
DETAIL A





TRAFFIC CONTROL APPROACH SIGN PACKAGE
I-91 NB/SB OFF RAMP
DETAIL B

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- FLAGGER
- TPAR LONGITUDINAL BARRIER
- AREA OF CONSTRUCTION ACTIVITY
- TEMPORARY IMPACT ATTENUATOR

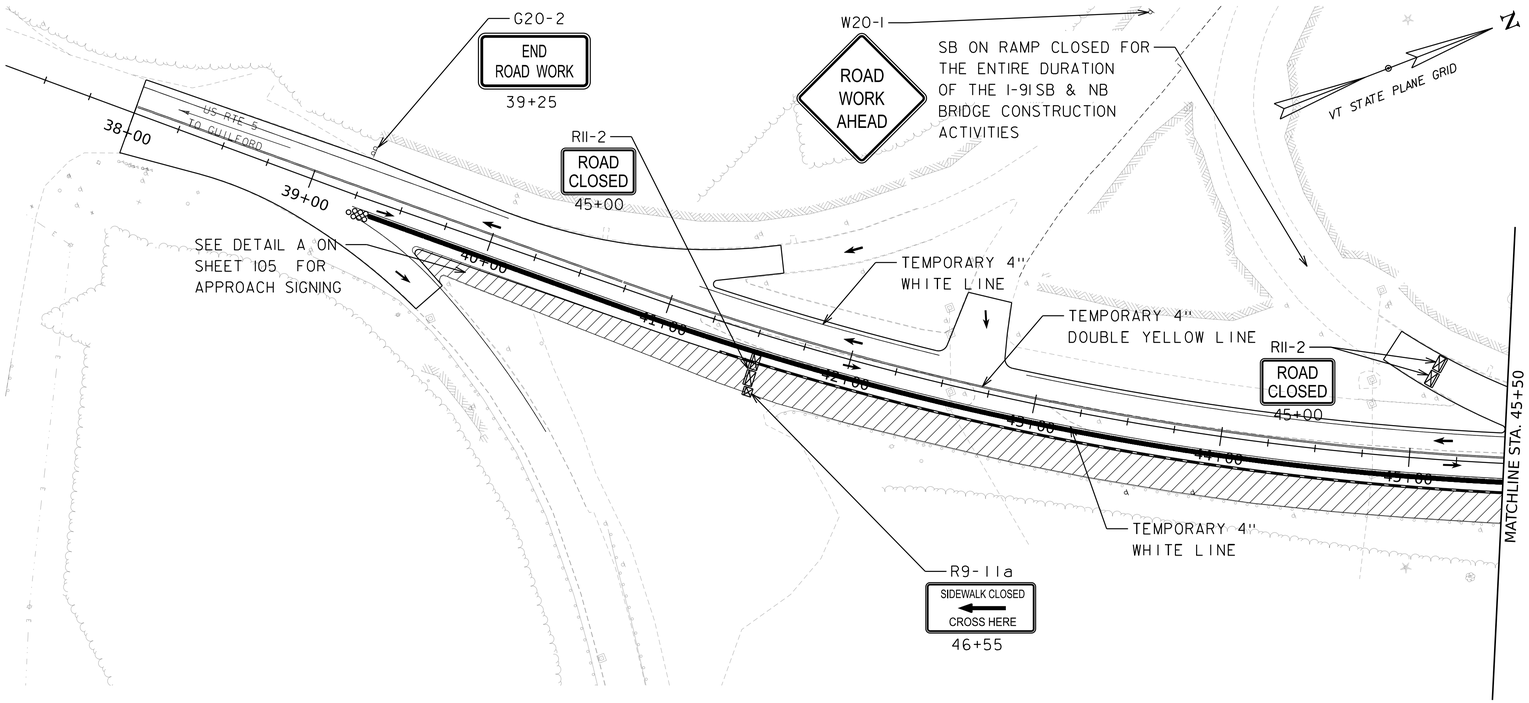
US-5 TRAFFIC CONTROL PLAN
PHASE 7 - TWO-WAY TRAFFIC NB SIDE

0 40 80
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_tcp-rte5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 TRAFFIC CONTROL 7

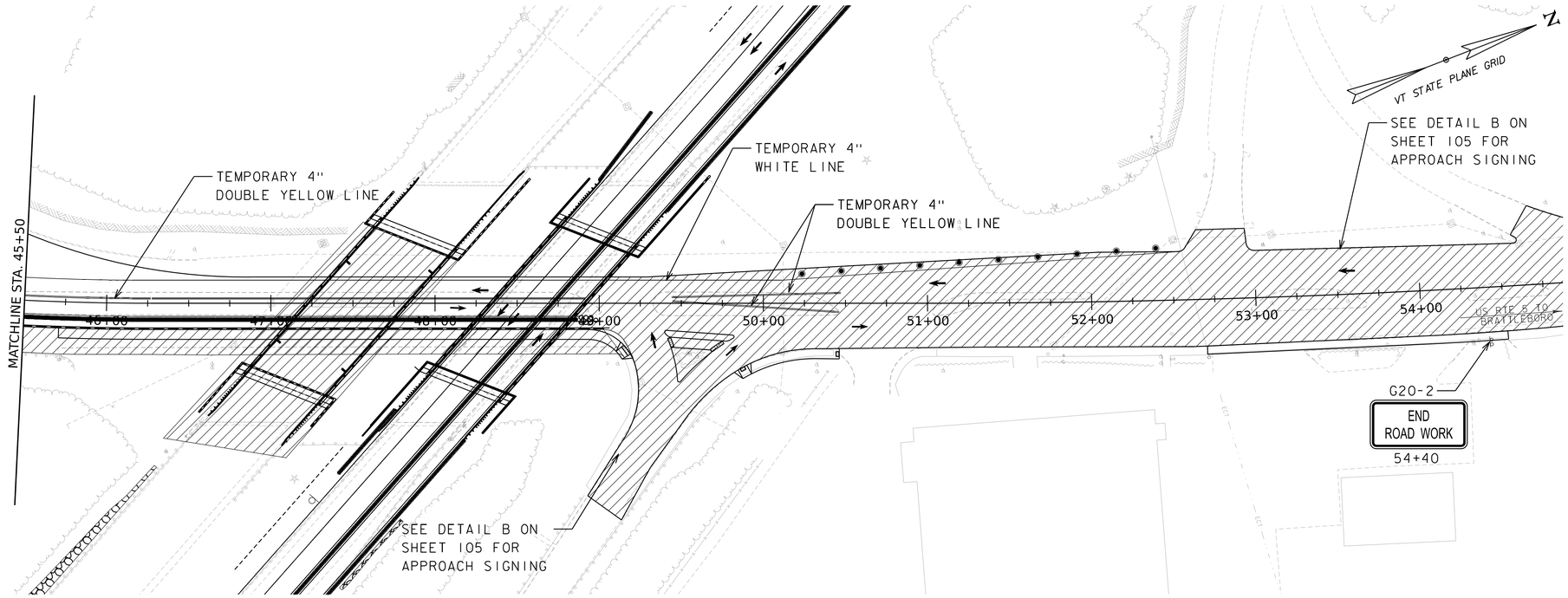
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 123 OF 258



TEMPORARY 4" YELLOW LINE
STA. 38+00- STA. 48+92, CL (DOUBLE) (1092')
STA. 49+44 - STA. 50+47, LT (DOUBLE) (103')
STA. 49+44 - STA. 50+47, RT (DOUBLE) (103')

TEMPORARY 4" WHITE LINE
STA. 39+25 - STA. 48+88, RT (952')
STA. 38+00 - STA. 40+05, LT (205')
STA. 41+12 - STA. 42+45, LT (133')
STA. 42+92 - STA. 52+52, LT (960')

TEMPORARY CONCRETE BARRIER
STA. 39+34 - STA. 48+86, RT (952')



US-5 TRAFFIC CONTROL PLAN
PHASE 8 - 2-WAY TRAFFIC SB LANE

NOTES:

1. PER THE STATE STANDARD AND SPECIFICATIONS FOR CONSTRUCTION, SECTION 621.07 TEMPORARY TRAFFIC BARRIER,

   -CONTRACTOR'S WILL NEED TO PROVIDE THE NAME OF THE TEMPORARY TRAFFIC BARRIER, AND CURRENT FHWA ELEGIBILITY LETTER FOR THE TEMPORARY TRAFFIC BARRIER TO THE ENGINEERPRIOR TO INSTALLATION. THIS CAN BE FOUND AT THE FOLLOWING LINK:
   https://highways.dot.gov/safety/rwd/reduce-crash-severity/hardware-elegibility-letters

   -ALSO, IF THE TEMPORARY TRAFFIC BARRIER MEETS NCHRP REPORT 350IS USED, THE CONTRACTOR IS REQUIRED TO SUBMIT AN AFFIDAVIT CERTIFYING THAT IT WAS MANUFACTURED PRIOR TO JANUARY 1, 2020.

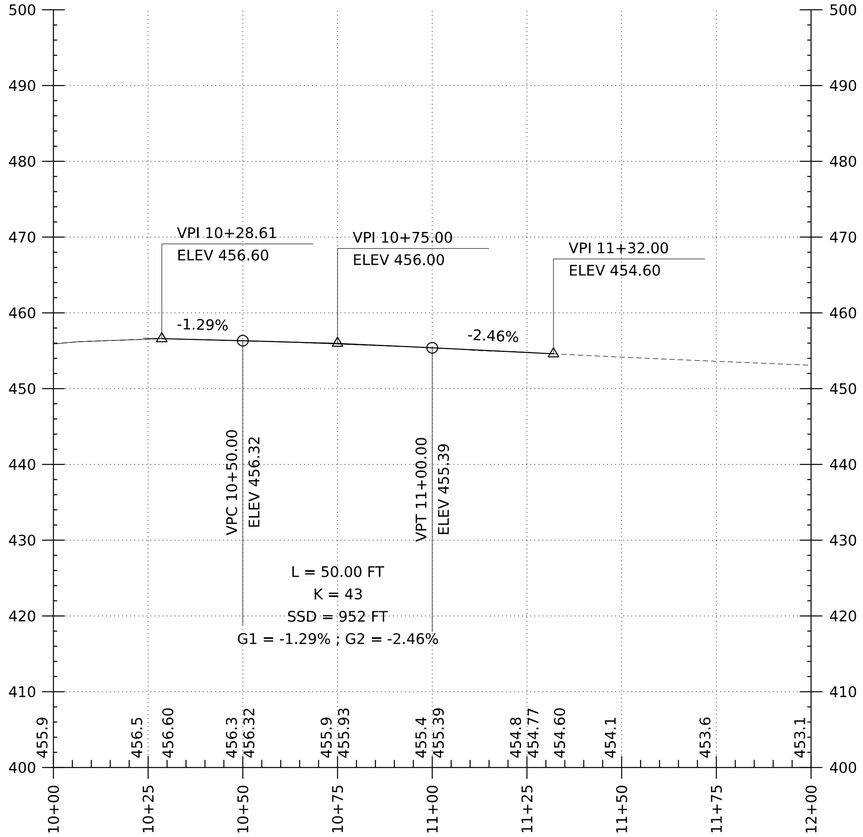
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- REFLECTORIZED PLASTIC DRUM
- FLOW OF TRAFFIC
- FLAGGER
- TPAR LONGITUDINAL BARRIER
- AREA OF CONSTRUCTION ACTIVITY
- TEMPORARY IMPACT ATTENUATOR

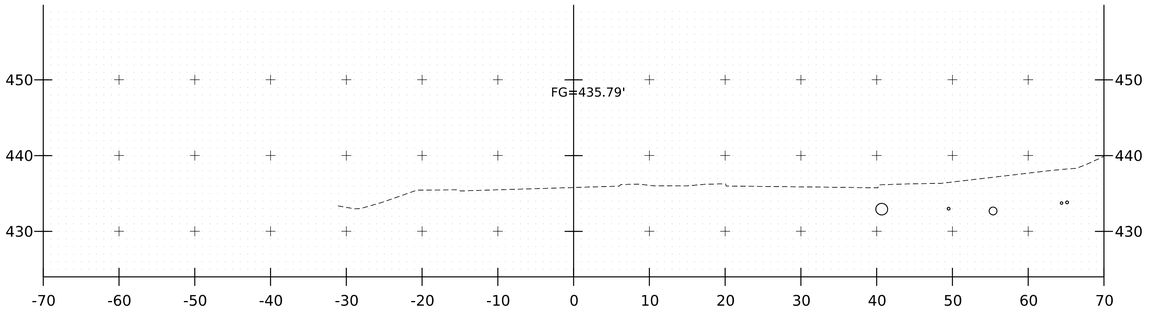
0 40 80
SCALE IN FEET

wsp

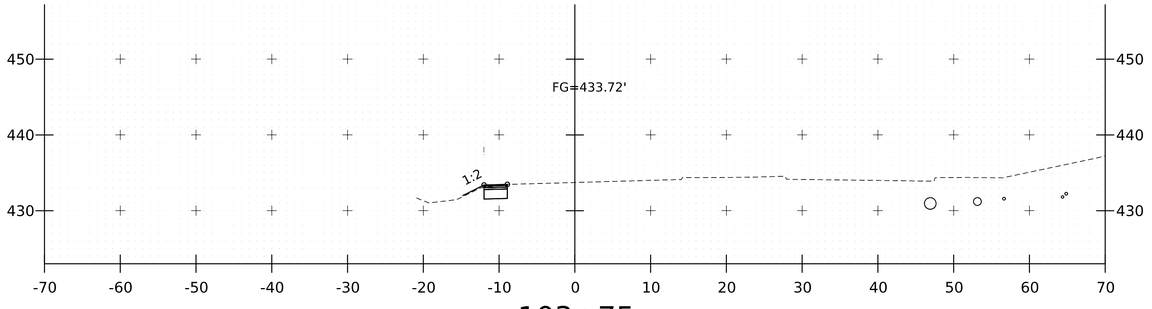
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_tcp-rte5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 TRAFFIC CONTROL 8	SHEET 124 OF 258



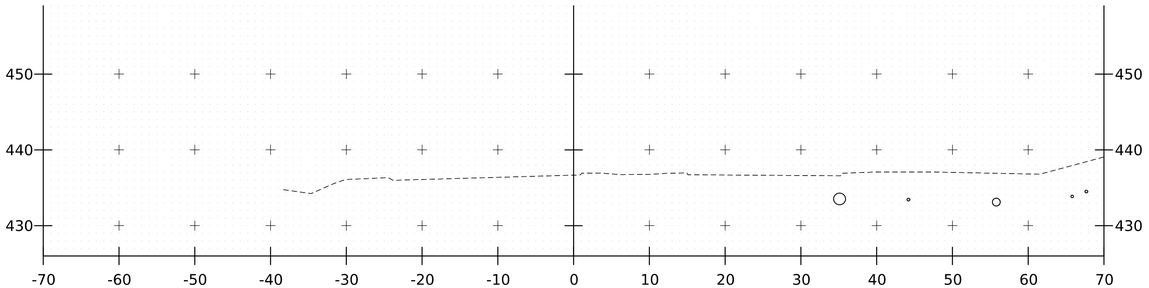
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PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220pro_Temp_Connect.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
TEMPORARY SB RAMP CONNECTION PROFILE	SHEET 125 OF 258



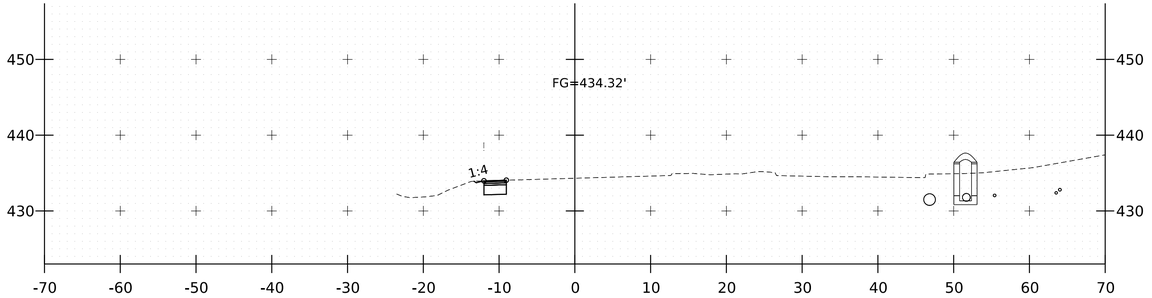
103+00



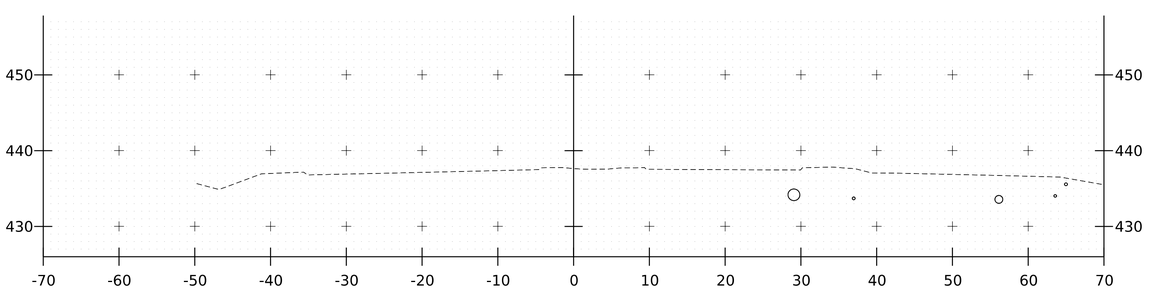
103+75



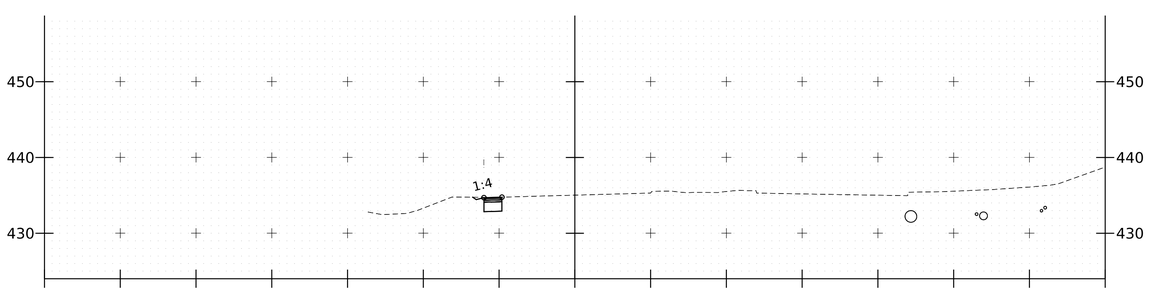
102+75



103+50



102+50

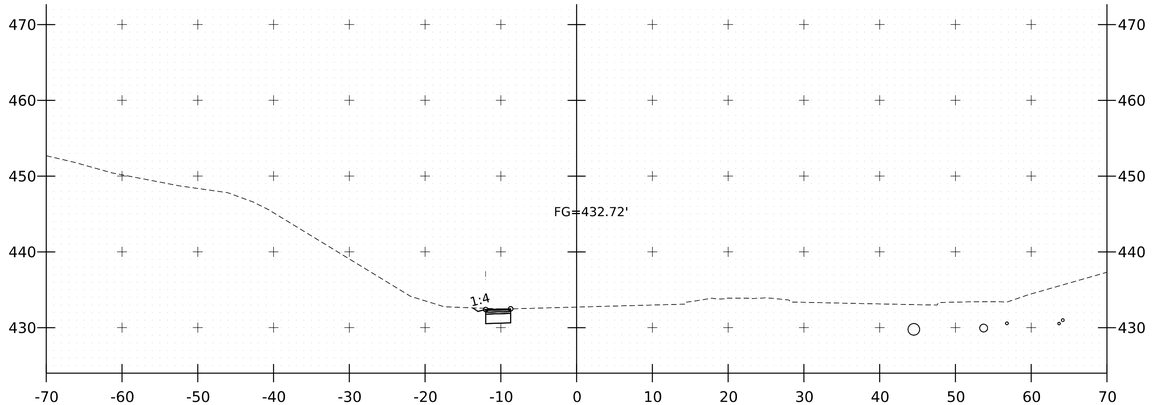


103+25

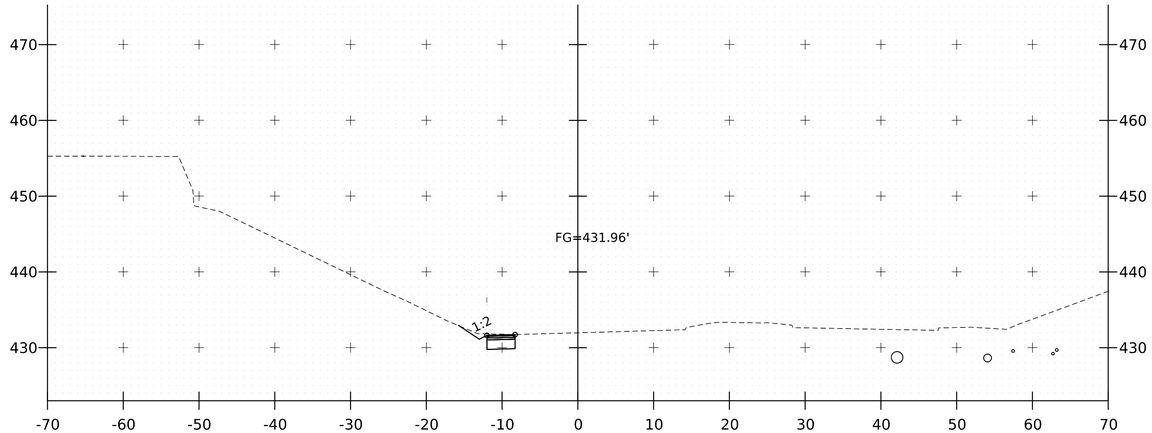
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_Rte 5_TEMP.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 TEMP WIDENING CROSS SECTION SHEET 1

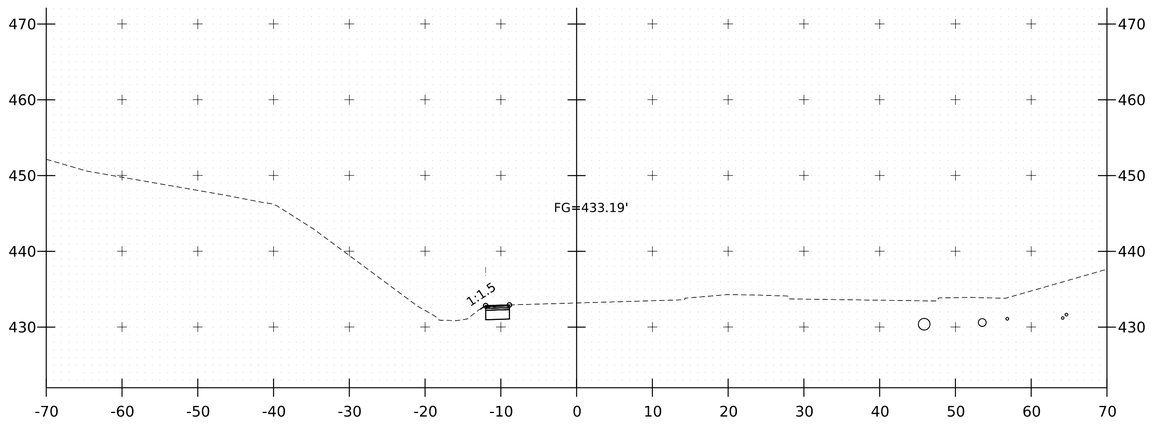
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 126 OF 258



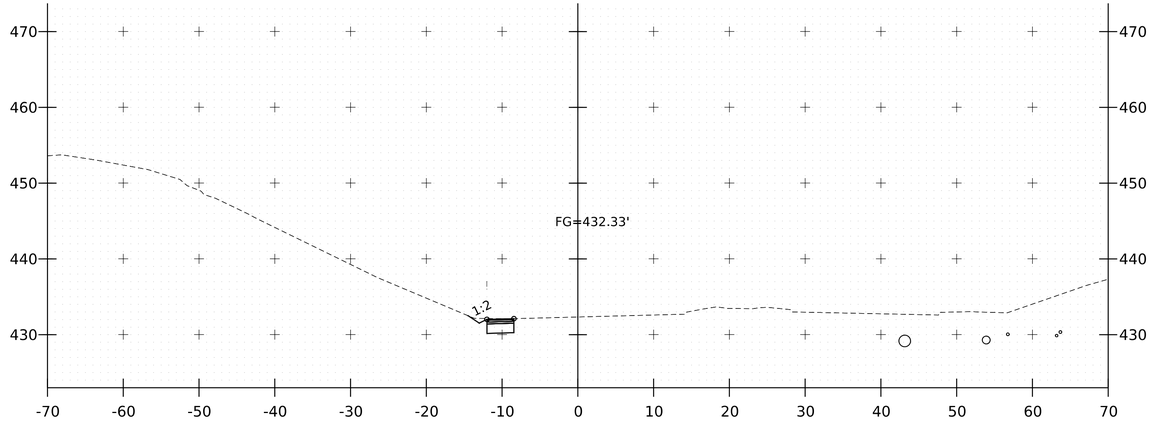
104+25



104+75



104+00

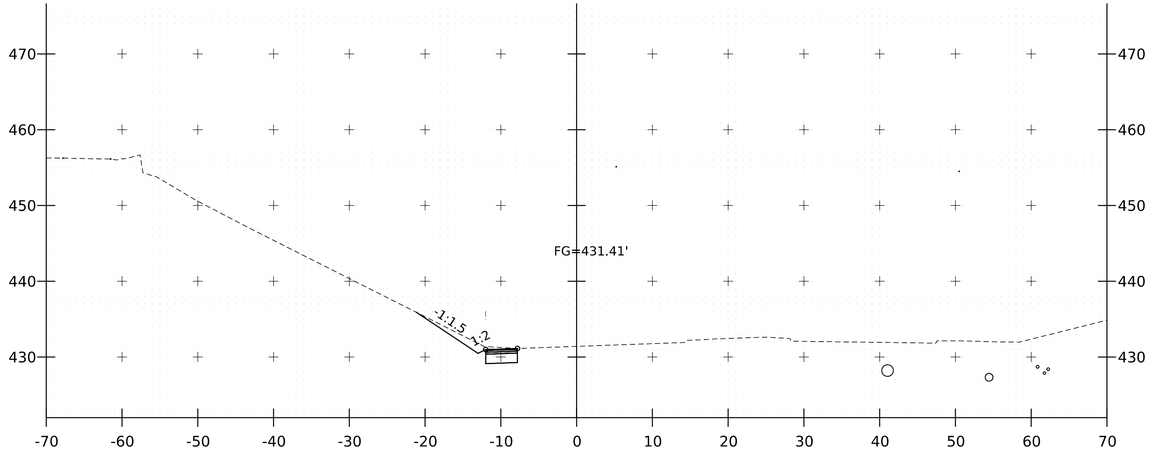


104+50

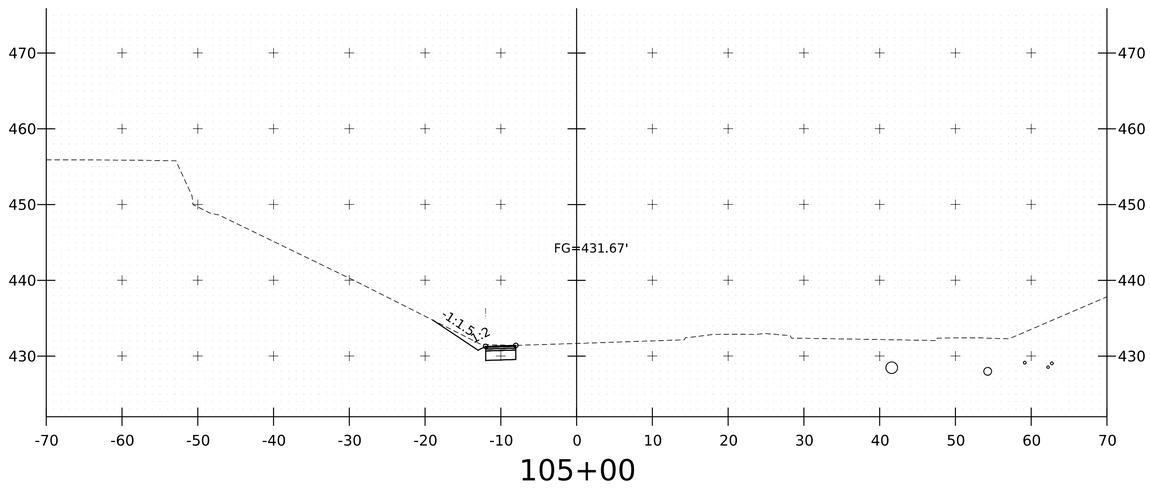
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_Rte 5_TEMP.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 TEMP WIDENING CROSS SECTION SHEET 2

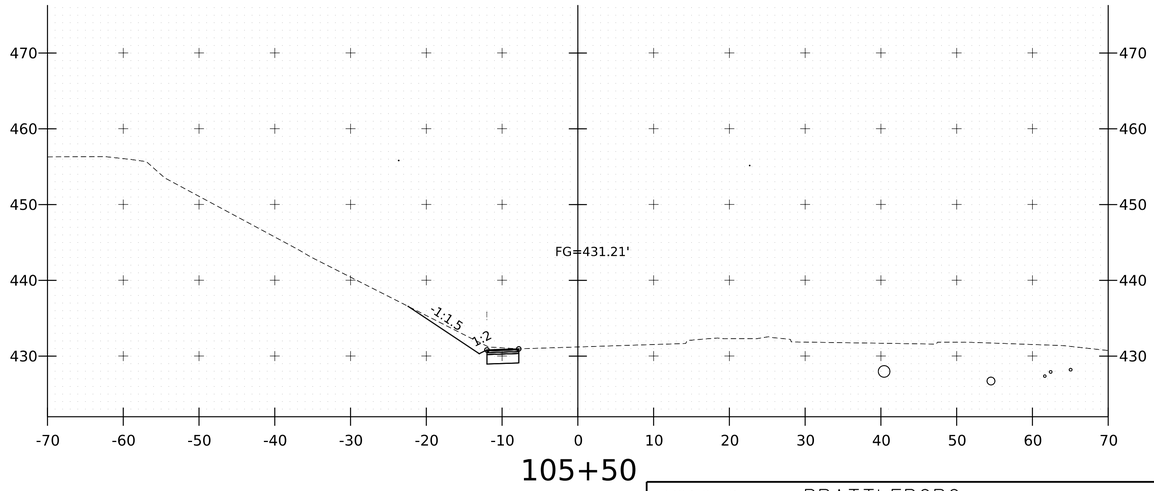
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 127 OF 258



105+25



105+00

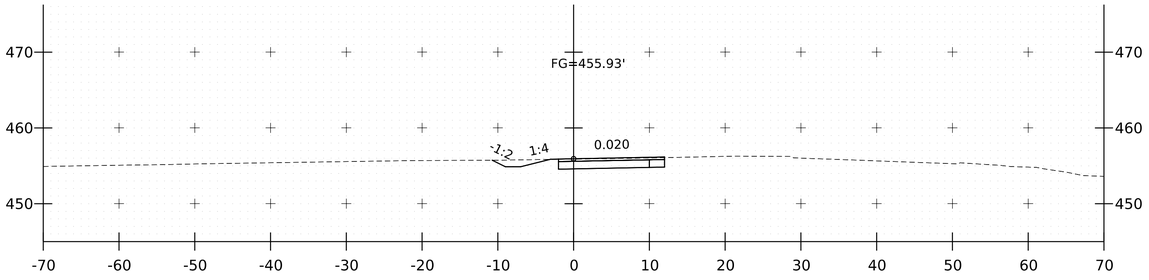


105+50

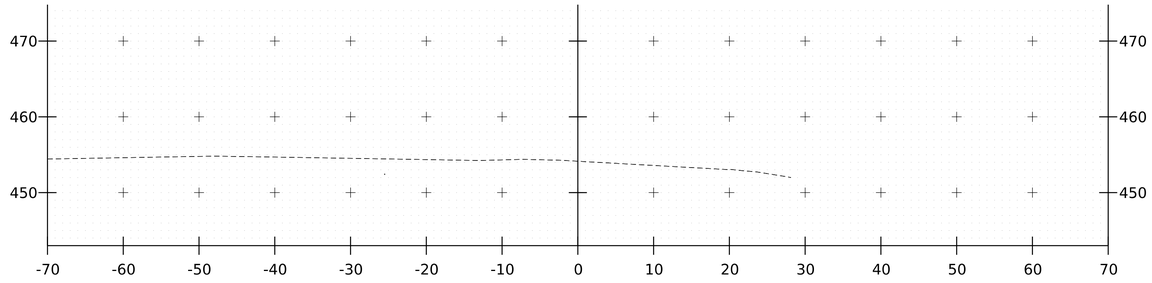
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_Rte 5_TEMP.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 TEMP WIDENING CROSS SECTION SHEET 3

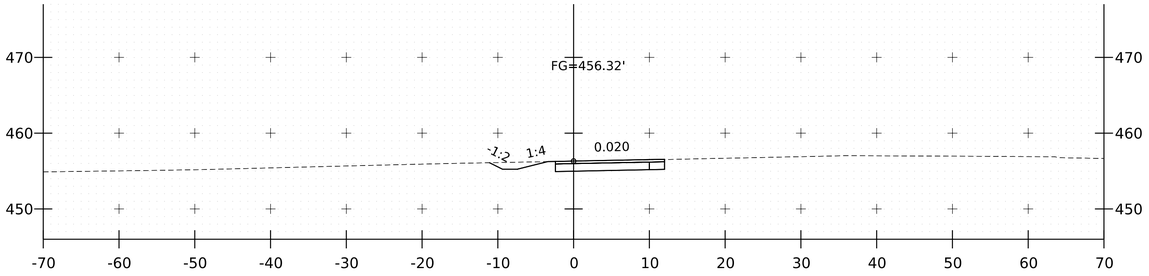
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU



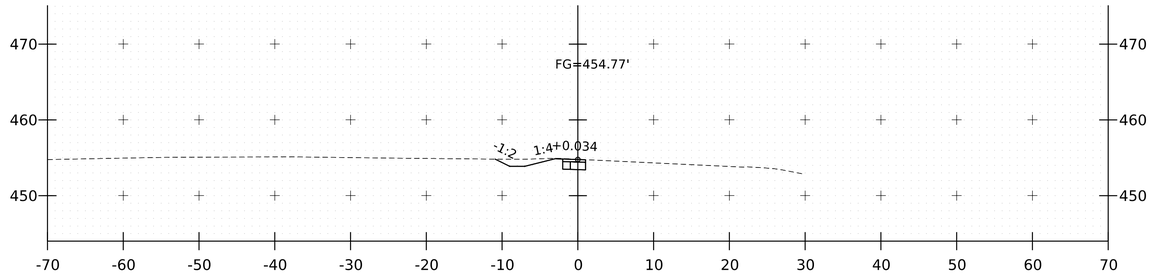
10+75



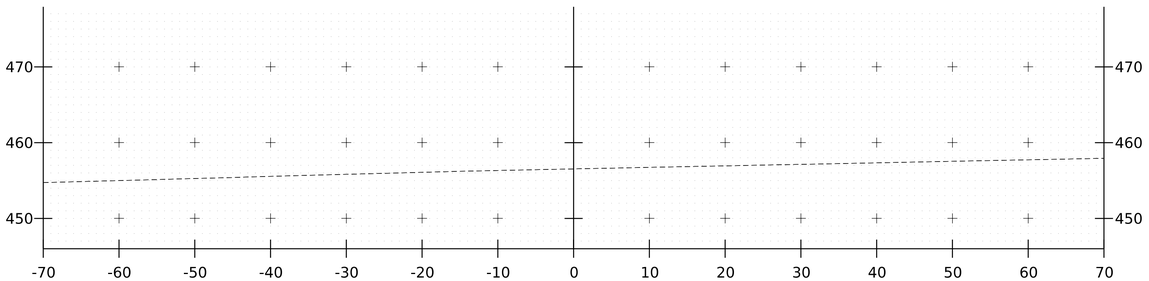
11+50



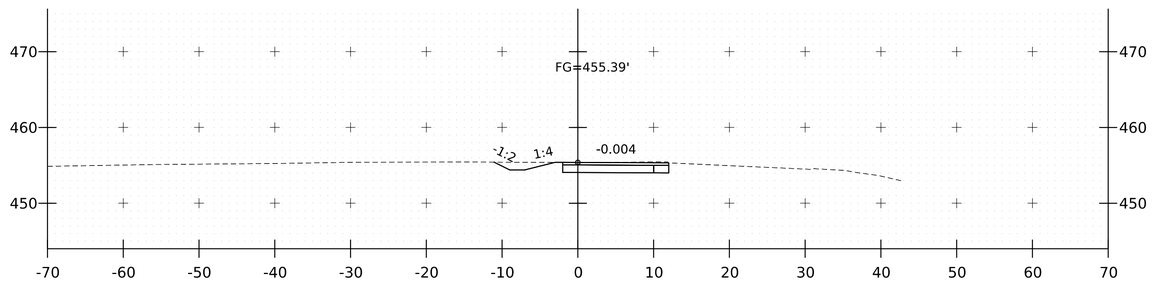
10+50



11+25



10+25

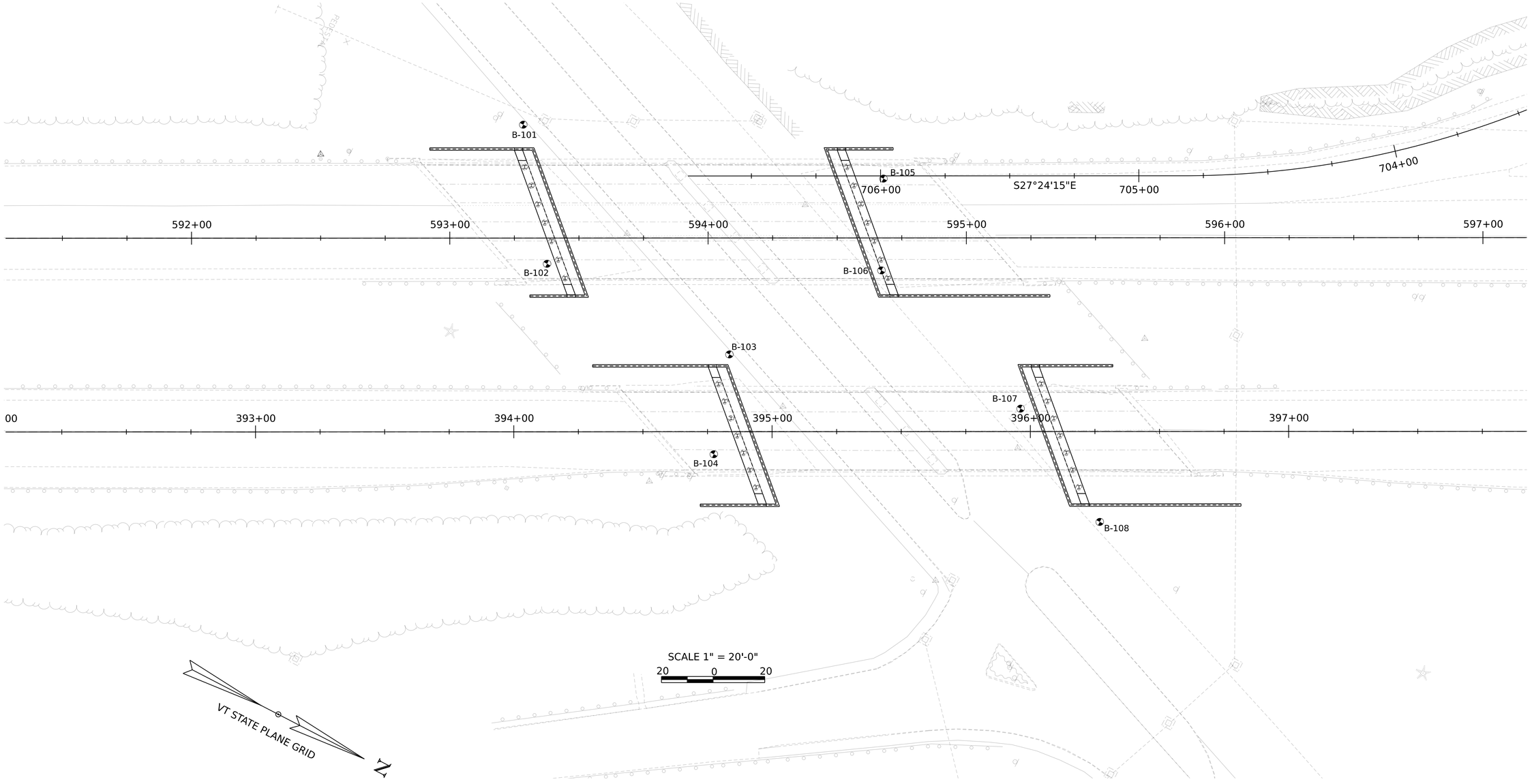


11+00

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)

FILE NAME:	z19a220xs_Rte 5_TEMP.dgn	PLOT DATE:	1/29/2026
PROJECT LEADER:	A.STOCKIN	DRAWN BY:	M.CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L.SFINTESCU

I-91 SB ON RAMP TEMP CROSS SECTION SHEET 1 SHEET 129 OF 258



BORING NUMBER	SURVEY STATION	OFFSET (FT)	GROUND ELEVATION	TOP/LEDGE ELEVATION	NORTHING (FT)	EASTING (FT)
B-101	593+28.47	43.90 LT	435.89	429.4	122106.24	1622507.27
B-102	593+37.67	9.968 RT	442.47	415.7	122139.20	1622550.86
B-103	394+77.44	29.91 LT	432.57	424.6	122218.03	1622549.54
B-104	394+83.50	8.73 RT	443.29	419.6	122230.42	1622586.64
B-105	594+67.12	22.95 LT	442.85	438.4	122239.68	1622461.68
B-106	594+67.93	12.60 RT	431.93	430.1	122255.33	1622493.61
B-107	395+96.21	8.87 LT	434.68	430.7	122327.77	1622516.35
B-108	396+26.86	35.00 RT	430.56	427.6	122375.17	1622541.19

GENERAL NOTES

1. BASEMAP IS TAKEN FROM ELECTRONIC FILE "X19A220SV.DGN" PROVIDED TO WSP BY VTRANS ON DECEMBER 6, 2024.
2. NORTHING AND EASTING COORDINATES ARE SHOWN IN VERMONT STATE PLANE GRID NORTH AMERICAN DATUM 1983 IN SURVEY FEET.
3. THE BORINGS SHOWN IN THIS FIGURE WERE COMPLETED BY SEABOARD DRILLING LLC BETWEEN OCTOBER 21, 2024 AND NOVEMBER 12, 2024.
4. THE AS-DRILLED BORING LOCATIONS AND ELEVATIONS SHOWN IN THIS FIGURE ARE DERIVED FROM ELECTRONIC FILE "X19A220SV.DGN" PROVIDED BY VTRANS ON DECEMBER 6, 2024
5. SEE BORING LOGS IN THE GEOTECHNICAL DATA REPORT FOR DETAILED LITHOLOGICAL DESCRIPTIONS.
6. INTERPRETIVE SUBSURFACE SECTIONS A-A' THROUGH F-F' ARE PROVIDED IN THE GEOTECHNICAL DATA REPORT TO ILLUSTRATE SUBSURFACE SOILS AND BEDROCK BOUNDARIES FOR USE IN GEOTECHNICAL DESIGN.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bor.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
BORING PLAN

PLOT DATE: 1/30/2026
DRAWN BY: D. HENDERSON
CHECKED BY: M. LANDON
SHEET 130 OF 258

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-101
Page No.: 1 of 1
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 10/21/24 Date Finished: 10/21/24
VTSPG NAD83: N 122106.24 ft E 1622507.27 ft
Station: 593+28.47 Offset: 43.90 LT
Ground Elevation: 435.9 ft

	Casing	Sampler
Type:	OPEN HOLE	N.A.
I.D.:		
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:		Auto
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations

Date	Depth (ft)	Notes
10/21/24		See Remarks.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	% Core Rec. (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		0.0 ft – 6.5 ft, Laboratory Classification: A-1-b, SP-SM, Bulk sample from boring wall: Brownish grey, moist, fine to coarse Gravelly SAND, little silt, well-graded, frequent cobbles, [FILL]				(N/A)	9.7	40.0	48.1	11.9
10		6.5 ft – 11.1 ft, Grey, fine grained, PHYLLITE, strong (R4), slightly weathered (W2), discontinuities very closely spaced, no infilling, smooth to rough. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-1	35 (0)	1.25 1.42 1.6 0.78 0.33	(R) (R) (R) (R) (R)	Top of Bedrock @ 6.5 ft			
		11.1 ft – 13.6 ft, Grey, fine grained, PHYLLITE, strong (R4) slightly weathered (W2), discontinuities very closely spaced, no infilling, smooth. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-2	28 (0)	1.87 6.77 5.17	(R) (R) (R)				
15		13.6 ft – 14.7 ft, Grey, fine grained, PHYLLITE, strong (R4), slightly weathered (W2), discontinuities close to very closely spaced, smooth to rough. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2. 14.7 ft – 16.5 ft, Grey, fine grained, PHYLLITE, strong (R4), slightly weathered (W2), discontinuities shallowly dipping, very close to closely spaced, primarily open, occasionally tight, smooth to rough. Average 7 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-3	100 (23)	2.1 4.82 4.15 3.88	(R) (R) (R) (R) (R)				
20										
25										
30										

Remarks: Hole stopped @ 16.5 ft
1. Boring backfilled with bentonite chips within rock and FillPro filtration sand and gravel to ground surface.
2. The as-drilled boring locations and elevations are derived from electronic file x19a220sv.dgn provided to WSP by VTrans on December 6, 2024.
3. Vacuum excavated B-101 to suspected bedrock at 6.5 ft bgs.
4. Pipe wrench lost in borehole B-101 at approximately 6.5 ft bgs.
5. No water encountered during vacuum excavation.

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

BORING LOG VTRANS I-91 BRATTLEBORO EXIT 1 - UPDATED 10.7.25 LDN.GPJ VERMONT AOT.GDT 1/7/26

ESTIMATED PILE TIP
EL=416.1

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-102
Page No.: 1 of 2
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 11/08/24 Date Finished: 11/08/24
VTSPG NAD83: N 122139.20 ft E 1622550.86 ft
Station: 593+37.67 Offset: 9.97 RT
Ground Elevation: 442.5 ft

	Casing	Sampler
Type:	WASH BORE	SS
I.D.:	4 in	2 in
Hammer Wt:	300	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:		Auto
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations

Date	Depth (ft)	Notes
		None taken.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	% Core Rec. (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		0.0 ft – 2.0 ft, Laboratory Classification: A-1-a (1), GW-GM, Brown, moist, loose, fine to coarse GRAVEL, some fine to coarse sand, trace silt, well-graded, Rec. = 0.75 ft, [FILL]				2-4-5-6 (9)	2.1	74.0	20.8	5.2
5		5.8 ft – 7.8 ft, Laboratory Classification: A-1-b, SM, Olive brown, moist, dense, fine to coarse SAND, some fine gravel, little silt, poorly-graded, Rec. = 1.0 ft, [FILL]				12-17-16-25 (33)	8.6	32.0	54.7	13.3
10		10.8 ft – 12.8 ft, Laboratory Classification: A-1-b, SM, Olive brown, moist, dense, fine to coarse SAND, some fine gravel, some silt, poorly-graded, Rec. = 1.2 ft, [FILL]				20-13-16-25 (29)	10.1	30.0	48.3	21.7
15		13.8 ft – 18.8 ft, Grey and white, fine grained, QUARTZ and PHYLLITE, fresh (W1), discontinuities moderately dipping to steep, very closely spaced, open, rough to very rough, planar / irregular. [BOULDER]. NQ2.	C-1	(0)	2 4.73 6.73 1.45	(R) (R) (R) (R) (R)				
20										
25		23.8 ft – 24.7 ft, Laboratory Classification: S-4A: A-1-a (1), SW, Greyish brown, moist, fine GRAVEL, some fine to coarse sand, trace silt, well-graded, Rec. = 1.7 ft, [FILL] 24.7 ft – 25.8 ft, Laboratory Classification: S-4B: A-2-4, SM, Olive brown, wet, medium dense, fine to coarse SAND, little silt, little fine gravel, poorly-graded, [FILL]				1-1-17-25 (18)	10.1 14.0	67.0 68.2	29.9 17.8	3.1 17.8
		26.8 ft – 31.8 ft, Grey, fine grained, PHYLLITE, strong (R4), fresh (W1), discontinuities horizontal to steep, very closely spaced, open, grey sandy infilling, rough. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-2	32 (0)	6.05 17.37 6.23 11.97 6.22	(R) (R) (R) (R) (R)	Top of Bedrock @ 26.75 ft			
30										

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

BORING LOG VTRANS I-91 BRATTLEBORO EXIT 1 - UPDATED 10.7.25 LDN.GPJ VERMONT AOT.GDT 1/7/26

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-102
Page No.: 2 of 2
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 11/08/24 Date Finished: 11/08/24
VTSPG NAD83: N 122139.20 ft E 1622550.86 ft
Station: 593+37.67 Offset: 9.97 RT
Ground Elevation: 442.5 ft

	Casing	Sampler
Type:	WASH BORE	SS
I.D.:	4 in	2 in
Hammer Wt:	300	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:		Auto
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations

Date	Depth (ft)	Notes
		None taken.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	% Core Rec. (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
35		31.8 ft – 36.8 ft, Grey, fine grained, PHYLLITE, strong (R4), fresh (W1), discontinuities horizontal to moderately dipping, very close to closely spaced, open, planar to undulating, rough. Average 4.2 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-3	96 (38)	10.17 8.3 8.17 6.22 6.68	(R) (R) (R) (R) (R)				
		Hole stopped @ 36.75 ft								
40										
45										
50										
55										
60										

Remarks:
1. Boring backfilled with bentonite chips within rock and FillPro filtration sand and gravel to ground surface.
2. The as-drilled boring locations and elevations are derived from electronic file x19a220sv.dgn provided to WSP by VTrans on December 6, 2024.

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

BORING LOG VTRANS I-91 BRATTLEBORO EXIT 1 - UPDATED 10.7.25 LDN.GPJ VERMONT AOT.GDT 1/7/26

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bor log.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
BORING LOG SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: M. LANDON
SHEET 131 OF 258

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-103
Page No.: 1 of 1
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 10/21/24 Date Finished: 10/22/24
VTSPG NAD83: N 122218.03 ft E 1622549.54 ft
Station: 394+77.44 Offset: 29.91 LT
Ground Elevation: 432.6 ft

	Casing	Sampler
Type:	WASH BORE	N.A.
I.D.:	4 in	
Hammer Wt:	300	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:	Auto	
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations		
Date	Depth (ft)	Notes
10/22/24	4.25	11:48am

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		0.0 ft – 8.0 ft, Laboratory Classification: A-1-b (1), SP-SM, Bulk sample from boring wall: Brown, fine to coarse SAND, some fine to coarse gravel, trace silt, poorly-graded, [FILL]				(N/A)	4.8	31.0	62.9	6.1
		8.0 ft – 10.0 ft					Top of Bedrock @ 8.0 ft			
		10.0 ft – 15.0 ft, Grey, fine grained, PHYLLITE, strong rock (R4), slightly weathered (W2) with bottom 0.2 ft highly weathered (W4), no infilling, smooth. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-1	28 (0)	4.4 5.15 2.43 1.9 2.28	(R) (R) (R) (R) (R)				
		15.0 ft – 20.0 ft, Grey, fine grained, PHYLLITE, strong rock (R4), slightly weathered (W2), no infilling, smooth. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-2	20 (0)	5.15 4.15 2.8 3.75 4.18	(R) (R) (R) (R) (R)				
		20.0 ft – 25.0 ft, Grey and occasional white, fine grained, PHYLLITE, trace quartz, strong rock (R4), slightly weathered (W2), quartz infilling, smooth to rough. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-3	48 (0)	2.62 4.27 5.17 5.43 7.28	(R) (R) (R) (R) (R)				
		Hole stopped @ 25.0 ft								

Remarks:
1. Boring backfilled with bentonite chips within rock and FillPro filtration sand and gravel to ground surface.
2. The as-drilled boring locations and elevations are derived from electronic file x19a220sv.dgn provided to WSP by VTrans on December 6, 2024.
3. Vacuum excavated B-103 to suspected bedrock at 8.0 ft bgs.

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

ESTIMATED PILE TIP
EL=419.1

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-104
Page No.: 1 of 2
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 11/04/24 Date Finished: 11/04/24
VTSPG NAD83: N 122230.42 ft E 1622586.64 ft
Station: 394+83.50 Offset: 8.73 RT
Ground Elevation: 443.3 ft

	Casing	Sampler
Type:	WASH BORE	SS
I.D.:	4 in	2 in
Hammer Wt:	300	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:	Auto	
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations		
Date	Depth (ft)	Notes
11/05/24	22.7	8:42 AM

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		0.0 ft – 2.0 ft, Laboratory Classification: A-1-b (1), SW-SM, Brown, dry, medium dense, fine to coarse Sandy GRAVEL, trace silt, well-graded, Rec. = 1.3 ft, [FILL]				7-7-4-5 (11)	3.9	47.0	43.4	9.6
		4.7 ft – 5.7 ft, Driller Notes: Potential Till at 4.7 to 5.7 ft bgs								
		5.7 ft – 7.7 ft, Laboratory Classification: A-1-b, SP-SM, Olive brown, moist, dense, fine to coarse SAND, some fine to coarse gravel, little silt, poorly-graded, Rec. = 1.2 ft, [FILL]				12-16-14-13 (30)	7.6	28.0	60.6	11.4
		10.7 ft – 12.7 ft, Laboratory Classification: A-1-b, SM, Olive brown, moist, very dense, fine to coarse Sandy GRAVEL, little silt, poorly graded, Rec. = 1.2 ft, [FILL]				16-28-28-28 (56)	7.1	45.0	41.2	13.8
		15.7 ft – 17.7 ft, Laboratory Classification: A-2-4, SM, Dark brown, moist, very dense, fine to coarse SAND, some fine gravel, little silt, poorly-graded, Rec. = 1.0 ft, [FILL]				20-23-17-23 (40)	9.9	26.0	53.7	20.3
		20.7 ft – 22.7 ft, Laboratory Classification: A-2-4, SM, Dark brown, wet, dense, fine to medium SAND, little silt, trace fine gravel, well-graded, Rec. = 1.2 ft, [FILL]				7-13-9-14 (22)	23.3	3.0	79.1	17.9
		23.7 ft, Driller Notes: Potential Bedrock starting at 23.7 ft bgs. 24.2 ft – 25.7 ft					Top of Bedrock @ 24.2 ft			
		25.7 ft – 30.7 ft, Grey, fine grained, PHYLLITE, medium strong (R3), moderately weathered (W3), discontinuities horizontal to vertical, very close to closely spaced, tight to open, quartz infilling, smooth to rough. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-1	80 (0)	5.38 5.25 5.78 9.85 15.03	(R) (R) (R) (R) (R)				
		30.7 ft – 35.7 ft, Grey, fine grained, PHYLLITE, medium strong (R3), slightly weathered (W2), discontinuities low angle to vertical, very	C-2	88 (7)	5.73	(R)				

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

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-104
Page No.: 2 of 2
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 11/04/24 Date Finished: 11/04/24
VTSPG NAD83: N 122230.42 ft E 1622586.64 ft
Station: 394+83.50 Offset: 8.73 RT
Ground Elevation: 443.3 ft

	Casing	Sampler
Type:	WASH BORE	SS
I.D.:	4 in	2 in
Hammer Wt:	300	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:	Auto	
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations		
Date	Depth (ft)	Notes
11/05/24	22.7	8:42 AM

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		close to closely spaced, tight to open, Quartz infilling 31.0 ft to 31.4 ft and 32.3 ft to 33.8 ft, smooth to rough. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.			11.18 9 9.45 8.5	(R) (R) (R) (R)				
		35.7 ft – 40.7 ft, Grey, fine grained, PHYLLITE, medium strong (R3), slightly weathered (W2), partially broken rock core from 35.7 ft to 36.4 ft, discontinuities from 36.4 ft to 40.7 ft, fractures horizontal to low angle, very closely spaced, open, rough. Average 12 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-3	30 (0)	3.02 9.37 18.53 4.3 3.92	(R) (R) (R) (R) (R)				
		Hole stopped @ 40.7 ft								

Remarks:
1. Boring backfilled with bentonite chips within rock and FillPro filtration sand and gravel to ground surface.
2. The as-drilled boring locations and elevations are derived from electronic file x19a220sv.dgn provided to WSP by VTrans on December 6, 2024.

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

BORING LOG VTRANS I-91 BRATTLEBORO EXIT 1 - UPDATED 10.7.25 LDN.GPJ VERMONT AOT.GDT 1/7/26

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bor log.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
BORING LOG SHEET 2

PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: M. LANDON
SHEET 132 OF 258

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-105
Page No.: 1 of 1
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 11/07/24 Date Finished: 11/07/24
VTSPG NAD83: N 122239.68 ft E 1622461.68 ft
Station: 594+67.12 Offset: 22.95 LT
Ground Elevation: 442.9 ft

	Casing	Sampler
Type:	WASH BORE	SS
I.D.:	4 in	2 in
Hammer Wt:	300	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:	Auto	
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations

Date	Depth (ft)	Notes
		None taken

ESTIMATED PILE TIP
EL=427.4

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		0.0 ft – 2.0 ft, Laboratory Classification: A-1-b, SM, Brownish grey, dry, loose, fine to coarse GRAVEL, some fine to coarse sand, little silt, poorly-graded, Rec. = 0.9 ft, [FILL]				3-3-4-4 (7)		52.0	32.5	15.5
		3.4 ft – 4.8 ft, Laboratory Classification: A-1-b, SM, Brownish grey, wet, very dense, fine to coarse Gravelly SAND, some silt				20-21-50/5" (R)	13.6	36.0	39.0	25.0
5		4.5 ft – 4.8ft: Weathered bedrock, Rec. = 1.0 ft, [FILL]					Top of Bedrock @ 4.5 ft			
		4.8 ft – 9.4 ft, Grey, fine grained, PHYLLITE, medium strong (R3), slightly weathered (W2), discontinuities horizontal to steep, very close to closely spaced, open, planar, smooth. Top 1 inch weathered bedrock. Average 16.3 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-1	61 (0)	4.37 6.42 14.85 28.88 14.5	(R) (R) (R) (R) (R)				
10		9.4 ft – 14.4 ft, Grey, fine grained, PHYLLITE, strong (R4), fresh (W1), discontinuities low angle to steep, very close to closely spaced, open, Quartz vein from 9.9 ft to 10.15 ft. Stepped to planar, rough. Average 2.9 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-2	100 (42)	13.35 14.37 10.97 10.3 10.13	(R) (R) (R) (R) (R)				
15		14.4 ft – 18.4 ft, Grey, fine grained, PHYLLITE, Medium strong (R3), fresh (W1), discontinuities low angle to vertical, very close to moderately closely spaced, tight to open, planar, rough. Bottom 0.4 ft of recovery was broken rock core. Average 4.5 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-3	88 (33)	9.22 9.22 9.62 28.28	(R) (R) (R) (R)				
20		18.4 ft – 23.4 ft, Grey, fine grained, PHYLLITE, medium strong (R3), fresh (W1), discontinuities horizontal to vertical, very close to closely spaced, open, planar, rough. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-4	54 (0)	10.12 5.9 14.18 9.9 3.05	(R) (R) (R) (R) (R)				
25		Hole stopped @ 23.4 ft								
30		Remarks: 1. Boring backfilled with bentonite chips within rock and FillPro filtration sand and gravel to ground surface. 2. The as-drilled boring locations and elevations are derived from electronic file x19a220sv.dgn provided to WSP by VTrans on December 6, 2024.								

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

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-106
Page No.: 1 of 1
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 11/12/24 Date Finished: 11/12/24
VTSPG NAD83: N 122255.33 ft E 1622493.61 ft
Station: 594+67.93 Offset: 12.60 RT
Ground Elevation: 431.9 ft

	Casing	Sampler
Type:	WASH BORE	SS
I.D.:	4 in	2 in
Hammer Wt:	300	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:	Auto	
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations

Date	Depth (ft)	Notes

ESTIMATED PILE TIP
EL=426.9

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		0.0 ft – 1.8 ft, Laboratory Classification: A-1-a, SP-SM, Greyish brown, dry, very dense, fine to coarse Sandy GRAVEL, fine to coarse sand, trace silt, poorly-graded, Rec. = 1.3 ft, [FILL]				22-32-14-50/4" (46)	3.3	52.0	37.9	10.1
		1.8 ft – 2.6 ft					Top of Bedrock @ 1.8 ft			
5		2.6 ft – 6.1 ft, Grey, fine grained, PHYLLITE, medium strong (R3), slightly weathered (W2). Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-1	37 (0)	6.43 12.07 23.78 38.22	(R) (R) (R) (R)				
		6.1 ft – 7.6 ft, Grey, fine grained, PHYLLITE, strong (R4), slightly weathered (W2), discontinuities horizontal to vertical, close to very closely spaced, open, planar, smooth to rough. Average 6.6 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-2	100 (0)	3.38 8.08	(R) (R)				
		7.6 ft – 11.1 ft, Grey, fine grained, PHYLLITE, strong (R4), slightly weathered (W2), discontinuities low angle to steep, very close to closely spaced, tight, planar, smooth. Average 4.3 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-3	100 (23)	8.82 9.12 8.5 15.87	(R) (R) (R) (R)				
10		11.1 ft – 12.6 ft, Grey, fine grained, PHYLLITE, medium strong (R3), fresh (W1), discontinuities low angle to moderately dipping, very close to closely spaced, open, planar, smooth. Average 4.1 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-4	93 (0)	2.05 7.48	(R) (R)				
		12.6 ft – 13.8 ft, Grey, fine grained, PHYLLITE, medium strong (R3), fresh (W1), discontinuities moderately dipping, very closely spaced, tight, planar, smooth. Bottom 0.6 ft of recovery is severly broken rock core. Average 15 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-5	75 (0)	16.83	(R)				
15		13.8 ft – 17.6 ft, Grey, fine grained, PHYLLITE, medium strong (R3), fresh (W1), discontinuities horizontal to vertical, very close to closely spaced, open, planar irregular, smooth. Average 7.9 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-6	100 (0)	10.07 2.52 9.18 5.67 7.13	(R) (R) (R) (R) (R)				
20		17.6 ft – 18.6 ft, Grey, fine grained, PHYLLITE, medium strong (R3), fresh (W1), discontinuities horizontal to vertical, very close to closely spaced, open, planar irregular, smooth. Average 7.9 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.				(R) (R) (R) (R)				
25		Hole stopped @ 17.6 ft								
30		Remarks: 1. Boring backfilled with bentonite chips within rock and FillPro filtration sand and gravel to ground surface. 2. The as-drilled boring locations and elevations are derived from electronic file x19a220sv.dgn provided to WSP by VTrans on December 6, 2024. 3. Groundwater was measured on 11/12/24 at 2:16 pm to be at a depth of -8.15 feet. This measurement is likely an artifact of the drilling fluid being prevented from leaving the casing due to the casing being embedded in the bedrock.								

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

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-107
Page No.: 1 of 1
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 11/05/24 Date Finished: 11/06/24
VTSPG NAD83: N 122327.77 ft E 1622516.35 ft
Station: 595+96.21 Offset: 8.87 LT
Ground Elevation: 434.7 ft

	Casing	Sampler
Type:	WASH BORE	SS
I.D.:	4 in	2 in
Hammer Wt:	300	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:	Auto	
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations

Date	Depth (ft)	Notes
11/06/24	8.0	8:16 AM

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		0.0 ft – 2.0 ft, Laboratory Classification: A-1-b, SM, Light brown, dry, medium dense, fine to coarse Gravelly SAND, little silt, poorly-graded, Rec. = 0.3 ft, [FILL]				8-8-11-13 (19)	5.8	40.0	44.9	15.1
		4.0 ft – 4.3 ft, Laboratory Classification: A-1-a (1), GP-GM, Grey, wet, very dense, fine GRAVEL, some fine to coarse sand, trace silt, poorly-graded, Rec. = 0.3 ft, [WEATHERED BEDROCK]	C-1	40 (0)	3.78	50/4" (R)	3.4	67.0	24.9	8.1
		4.3 ft – 7.8 ft, Grey, fine grained, PHYLLITE, medium strong (R3), slightly weathered (W2). Quartz veins from 4.3 ft to 4.5 ft and 7.4 ft to 7.8 ft, smooth to rough. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.			10.18 8.87 11.2	(R) (R) (R)				
5		7.8 ft – 9.3 ft, Grey and white, fine grained, QUARTZ and PHYLLITE, medium strong (R3), fresh (W1), discontinuities moderately dipping, close to very closely spaced, open, smooth to rough. Broken phyllite rock core, intact quartz rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-2	53 (27)	9.25 7.25	(R) (R)				
		9.3 ft – 11.8 ft, Grey and white, fine grained, QUARTZ and PHYLLITE, strong (R4), slightly weathered (W2), smooth. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-3	68 (0)	5.95 14.58	(R) (R)				
10		11.8 ft – 14.3 ft, Grey, fine grained, PHYLLITE, medium strong (R3), fresh (W1), discontinuities horizontal to vertical, very close to closely spaced, open, planar, smooth to rough. Average 6.0 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-4	100 (0)	17.72 3.28 6.57 8	(R) (R) (R) (R)				
		14.3 ft – 19.3 ft, Grey, fine grained, PHYLLITE, strong (R4), fresh (W1), discontinuities horizontal to steep, close to very closely spaced, open, planar, smooth to rough. Average 8.9 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-5	58 (0)	7.65 6.25 9.42 11.72 12.18	(R) (R) (R) (R) (R)				
15		19.3 ft – 24.3 ft, Grey, fine grained, PHYLLITE, strong (R4), fresh (W1), discontinuities horizontal to moderately dipping, close to very closely spaced, tight to open, planar, smooth. Average 9.2 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-6	78 (0)	3.45 3.87 3.83 18.63 10.4	(R) (R) (R) (R) (R)				
20		Hole stopped @ 24.3 ft								
25		Remarks: 1. Boring backfilled with bentonite chips within rock and FillPro filtration sand and gravel to ground surface. 2. The as-drilled boring locations and elevations are derived from electronic file x19a220sv.dgn provided to WSP by VTrans on December 6, 2024.								
30										

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

BORING LOG VTRANS I-91 BRATTLEBORO EXIT 1 - UPDATED 10.7.25 LDN.GPJ VERMONT AOT.GDT 1/7/26

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bor log.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
BORING LOG SHEET 3

PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: M. LANDON
SHEET 133 OF 258

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

BORING LOG

Brattleboro
IM 091-1(82)
I-91 Brattleboro Exit 1 Br 4N and 4S

Boring No.: B-108
Page No.: 1 of 1
Pin No.: IM 091-1(82)
Checked By:

Boring Crew: Dale Griffin, Seaboard, Ryan Nagle
Date Started: 10/21/24 Date Finished: 10/22/24
VTSPG NAD83: N 122375.17 ft E 1622541.19 ft
Station: 396+26.86 Offset: 35.00 RT
Ground Elevation: 430.6 ft

	Casing	Sampler
Type:	OPEN HOLE	N.A.
I.D.:		
Hammer Wt:	N.A.	140 lb.
Hammer Fall:	30 in.	30 in.
Hammer/Rod Type:		Auto
Rig:	Mobile B-53	CE = 1.41

Groundwater Observations

Date	Depth (ft)	Notes
10/22/24	3.0	See remarks.

Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		0.0 ft – 3.0 ft, Laboratory Classification: A-1-b, SM, Bulk sample from boing wall: Greyish brown, moist, fine to coarse SAND, some fine to coarse gravel, little silt, well-graded, [WEATHERED BEDROCK]				(N/A)	11.8	21.0	63.0	16.0
5		3.0 ft – 8.0 ft, Grey, fine grained, PHYLLITE, medium strong (R3), slightly weathered (W2), discontinuities low angle to moderately dipping, close to very closely spaced, tight to open, no infilling, planar, smooth. Average 5.4 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-1	66 (7)	6.02 6.52 8.05 8.98 13.45	(R) (R) (R) (R) (R)	Top of Bedrock @ 3.0 ft			
		8.0 ft – 9.5 ft, Grey, fine grained, PHYLLITE, medium strong rock (R3), slightly weathered (W2), discontinuities very closely spaced, smooth. Broken rock core. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-2	33 (0)	7.62 8.27	(R) (R)				
10		9.5 ft – 13.0 ft, Grey, fine grained, PHYLLITE, strong (R4), slightly weathered (W2), discontinuities moderately dipping, very close to closely spaced, open, rough. Average 4.5 fractures per foot. [GILE MOUNTAIN FORMATION – MEETINGHOUSE SLATE MEMBER]. NQ2.	C-3	94 (21)	3.3 3.77 3.53 5.08	(R) (R) (R) (R) (R)				
		Hole stopped @ 13.0 ft								
15										
20										
25										
30										

Remarks:
1. Boring backfilled with bentonite chips within rock and FillPro filtration sand and gravel to ground surface.
2. The as-drilled boring locations and elevations are derived from electronic file x19a220sv.dgn provided to WSP by VTrans on December 6, 2024.
3. Vacuum excavated B-108 to suspected bedrock at 3.0 ft bgs.
4. No water encountered during vacuum excavation.

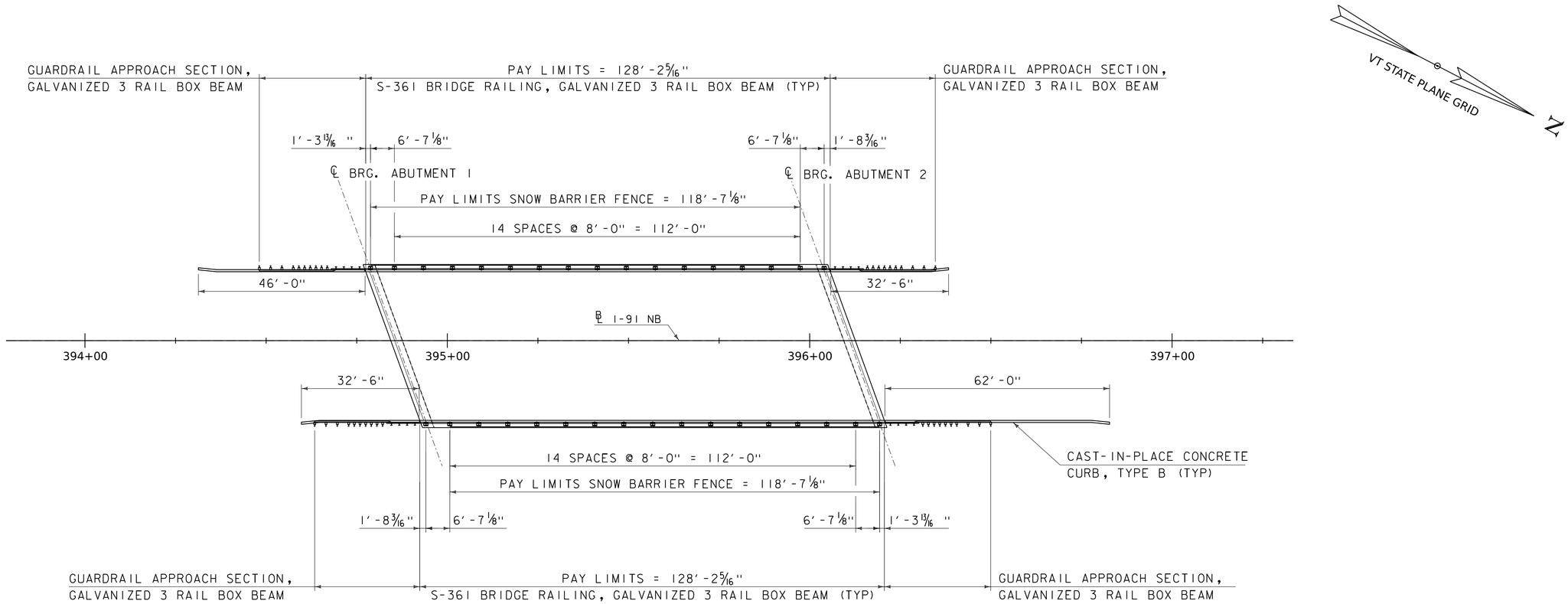
Notes:
1. Stratification lines represent approximate boundary between material types. Transition may be gradual.
2. N Values have not been corrected for hammer energy, CE is the hammer energy correction factor.
3. Water level readings have been made at times and under conditions stated. Fluctuations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

BORING LOG VTRANS I-91 BRATTLEBORO EXIT 1 – UPDATED 10.7.25 LDK.DGN VERMONT ADT.CDT 1/7/26

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bor log. dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
BORING LOG SHEET 4

PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: M. LANDON
SHEET 134 OF 258



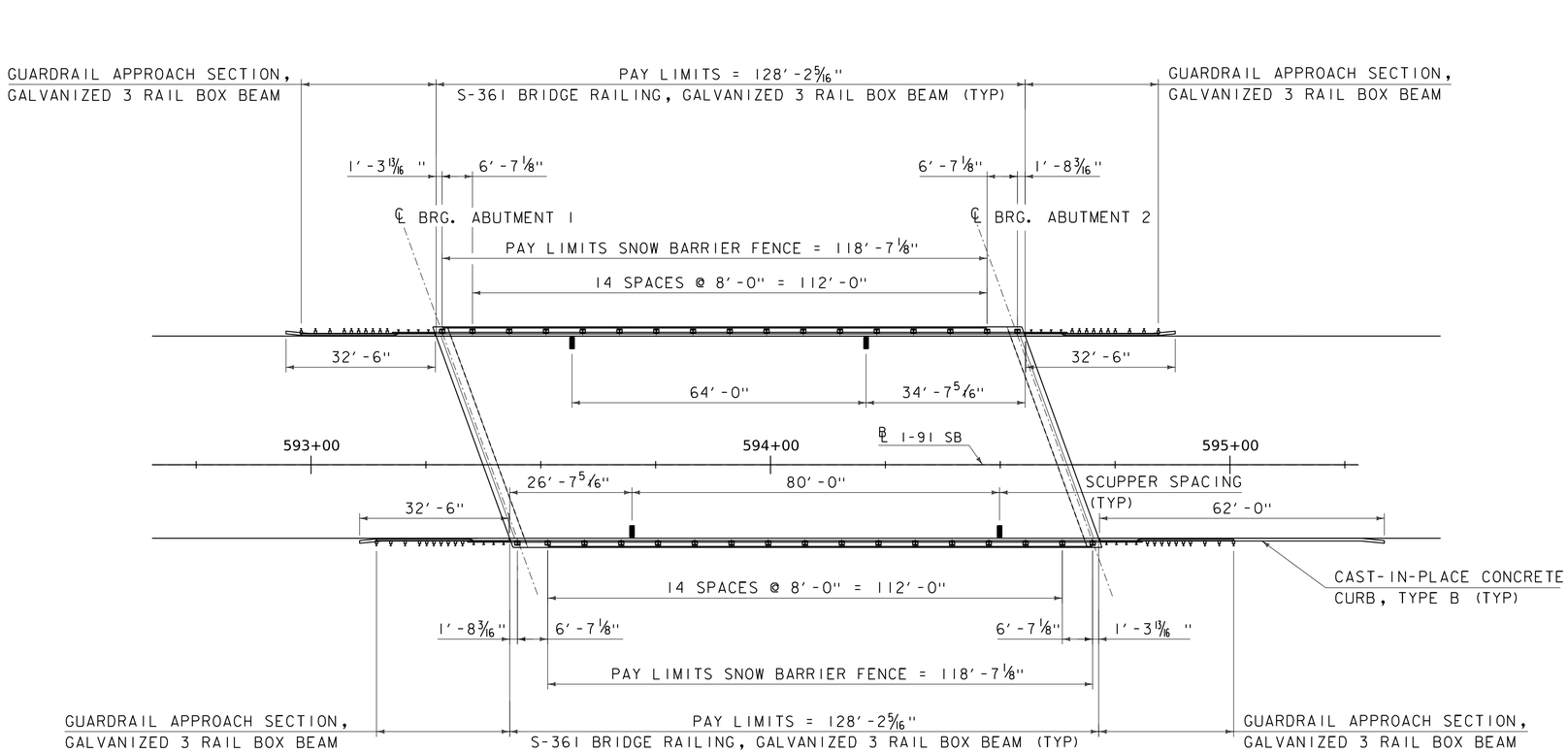
RAIL LAYOUT PLAN

SCALE: 1/16" = 1'-0"

NOTES:

1. DIMENSIONS ARE MEASURED ALONG THE FRONT FACE OF CONCRETE CURB.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220raillayoutNB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: E. CARON	CHECKED BY: T. POLSON
I-91 NB BRIDGE RAIL LAYOUT PLAN	SHEET 135 OF 258



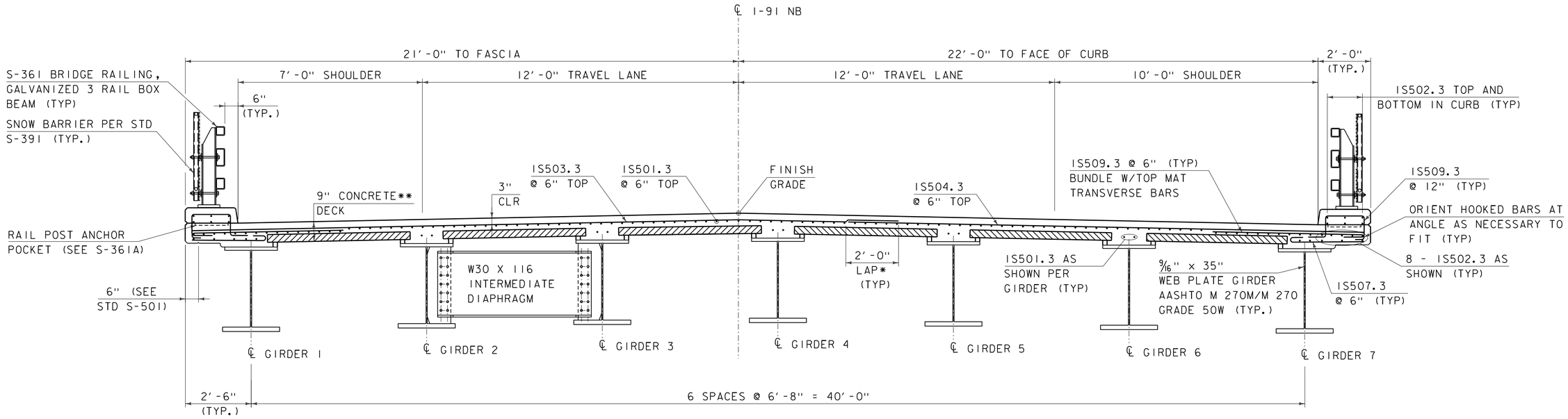
RAIL LAYOUT PLAN

SCALE: 1/16" = 1'-0"

NOTES:

1. DIMENSIONS ARE MEASURED ALONG THE FRONT FACE OF CONCRETE CURB.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220raillayoutSB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: E. CARON	CHECKED BY: T. POLSON
I-91 SB BRIDGE RAIL LAYOUT PLAN	SHEET 136 OF 258

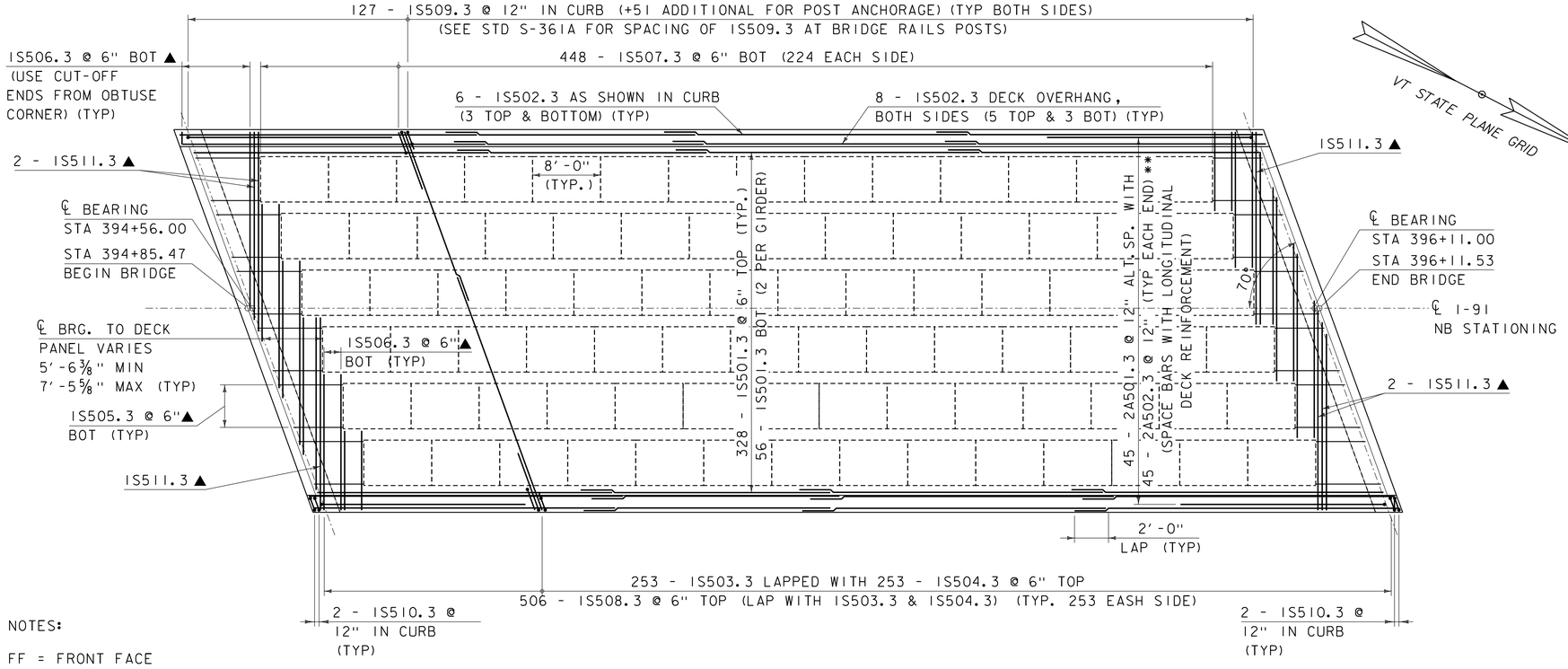


**5½" PERFORMANCE-BASED CONCRETE, CLASS PCD OVER 3½" PRESTRESSED CONCRETE DECK PANELS. THE ABOVE DIMENSIONS REPRESENT THE FINISH CONDITION AND DO NOT INCLUDE THE ¾" OVERPOUR FOR DECK SURFACE TREATMENT.

BRIDGE 4N TYPICAL SECTION

SCALE: ½" = 1'-0"

*LAP TO ALTERNATE BETWEEN GIRDERS 3 & 4 AND GIRDERS 5 & 6



NOTES:

FF = FRONT FACE
RF = REAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

BRIDGE 4N DECK REINFORCING PLAN

SCALE: ¼" = 1'-0"

**USE 2A501.3 AND 2A502.3 AT ABUTMENT 2.
USE 1A501.3 AND 1A502.3 AT ABUTMENT 1.

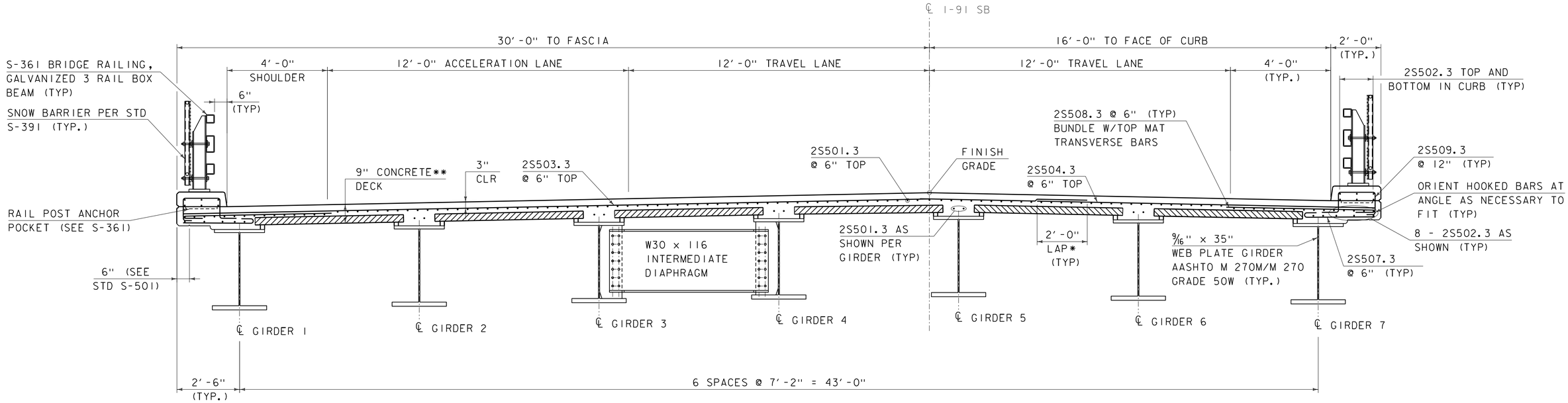
NOTES:

1. SEE CONCRETE NOTES ON PROJECT NOTES SHEET FOR ADDITIONAL INFORMATION.
2. TOP OF AS-CAST DECK IS ¾" ABOVE P.G.L.
3. SPLICES FOR TOP TRANSVERSE AND LONGITUDINAL DECK REINFORCING STEEL SHALL NOT BE LOCATED OVER PANEL JOINTS.
4. PRIOR TO PLACING THE DECK CONCRETE, LAITANCE OR OTHER CONTAMINATES THAT WOULD INTERFERE WITH FULL BOND TO THE PANELS SHALL BE REMOVED BY APPROVED METHOD PER SECTION 510.11(b)(4).
5. PRIOR TO PLACING THE DECK CONCRETE, THE PRECAST PRESTRESSED CONCRETE DECK PANELS SHALL BE WETTED IN ACCORDANCE WITH SECTION 501.09(d).

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220supNB.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
I-91 NB DECK REINFORCEMENT

PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: T. POLSON
SHEET 137 OF 258

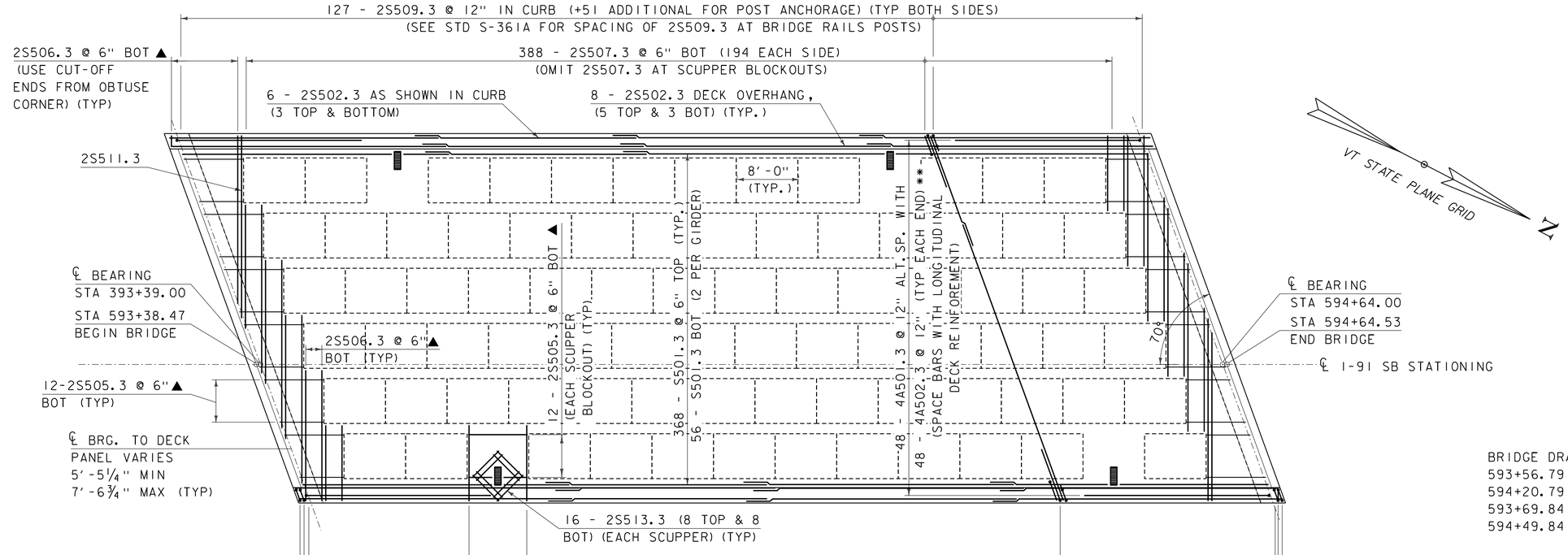


**5½" PERFORMANCE-BASED CONCRETE, CLASS PCD OVER 3½" PRESTRESSED CONCRETE DECK PANELS. THE ABOVE DIMENSIONS REPRESENT THE FINISH CONDITION AND DO NOT INCLUDE THE ¾" OVERPOUR FOR DECK SURFACE TREATMENT.

BRIDGE 4S TYPICAL SECTION

SCALE: ½" = 1'-0"

*LAP TO ALTERNATE BETWEEN GIRDERS 3 & 4 AND GIRDERS 5 & 6



**USE 4A501.3 AND 4A502.3 AT ABUTMENT 4.
USE 3A501.3 AND 3A502.3 AT ABUTMENT 3.

BRIDGE 4S DECK REINFORCING PLAN

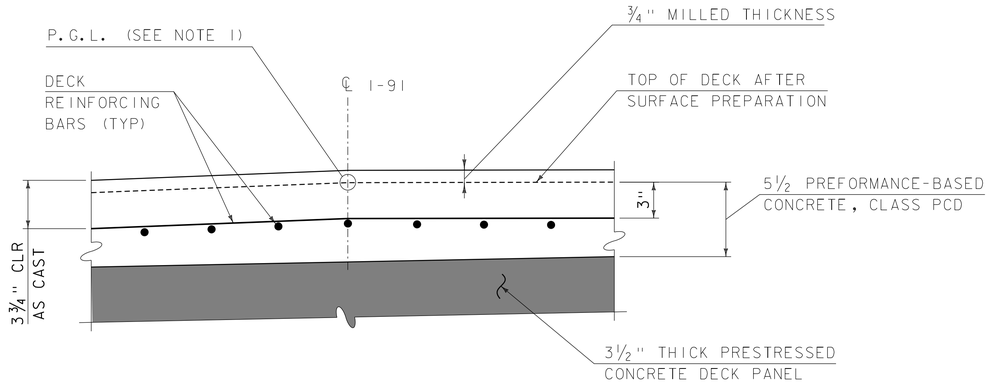
SCALE: ¼" = 1'-0"

BRIDGE DRAIN LOCATIONS:
593+56.79 LT
594+20.79 LT
593+69.84 RT
594+49.84 RT

NOTES:

FF = FRONT FACE
RF = REAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220supSB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: G. ERICKSON	CHECKED BY: T. POLSON
I-91 SB DECK REINFORCEMENT	SHEET 138 OF 258



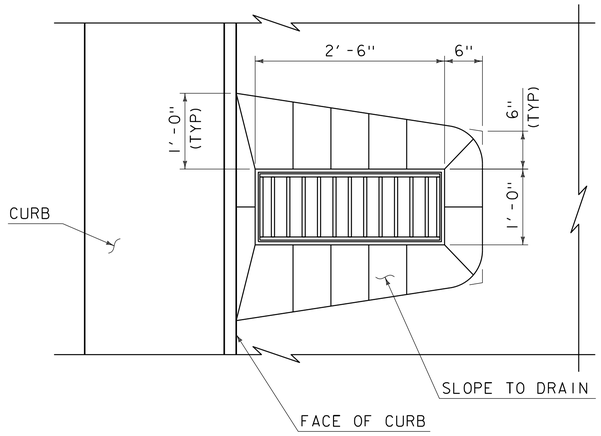
CONCRETE COVER DETAIL

NOT TO SCALE

NOTE:

1. TOP OF AS-CAST DECK IS ¾" ABOVE P.G.L.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220supdet2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: G. ERICKSON	CHECKED BY: T. POLSON
DECK REINFORCEMENT DETAIL	SHEET 139 OF 258



BRIDGE DRAIN PLAN

SCALE: 1" = 1'-0"

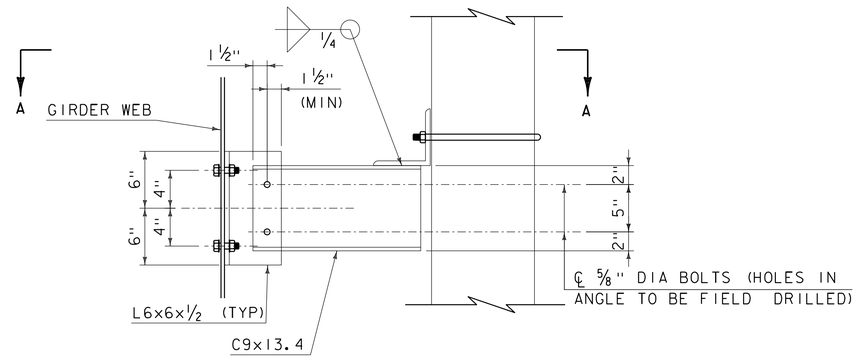
NOTES:

1. SHEAR CONNECTORS WELDED TO TOP FLANGE OF STEEL BEAMS MAY REQUIRE ADJUSTMENT TO CLEAR THE BRIDGE DRAINS; SHEAR CONNECTORS SHALL NOT BE CUT TO ACCOMMODATE CLEARANCE. NO EXTRA PAYMENT WILL BE MADE FOR NEEDED ADJUSTMENT TO THE SHEAR CONNECTORS.

2. EXCEPT AS NOTED, THE DRAIN SUPPORT ASSEMBLY AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH STANDARD SPECIFICATIONS SECTION 506.

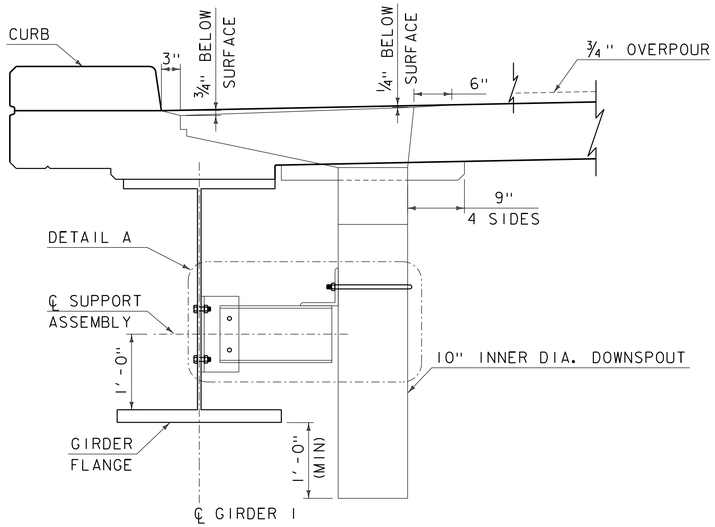
3. THE WT6x13 SHALL BE COATED WITH A ZINC RICH COATING SYSTEM IN ACCORDANCE WITH SUBSECTION 506.23(D). BOLTS IN CONTACT WITH WEATHERING STEEL SHALL BE TYPE 3. NUTS AND WASHERS SHALL BE TREATED IN THE SAME MANNER AS THEIR ASSOCIATED BOLT.

4. ALL SUPPORT COMPONENTS AND FASTENERS SHALL BE CONSIDERED INCEDENTAL TO ITEM 605.1012001, "FRP BRIDGE DRAIN".



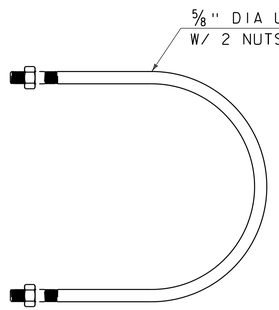
DETAIL A

SCALE: 1 1/2" = 1'-0"



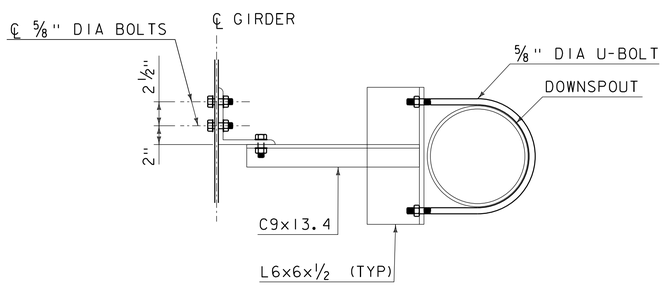
TYPE E BRIDGE DRAIN ELEVATION

GIRDER 1 SHOWN, GIRDER 7 SIMILAR
SCALE: ¾" = 1'-0"



U-BOLT DETAIL

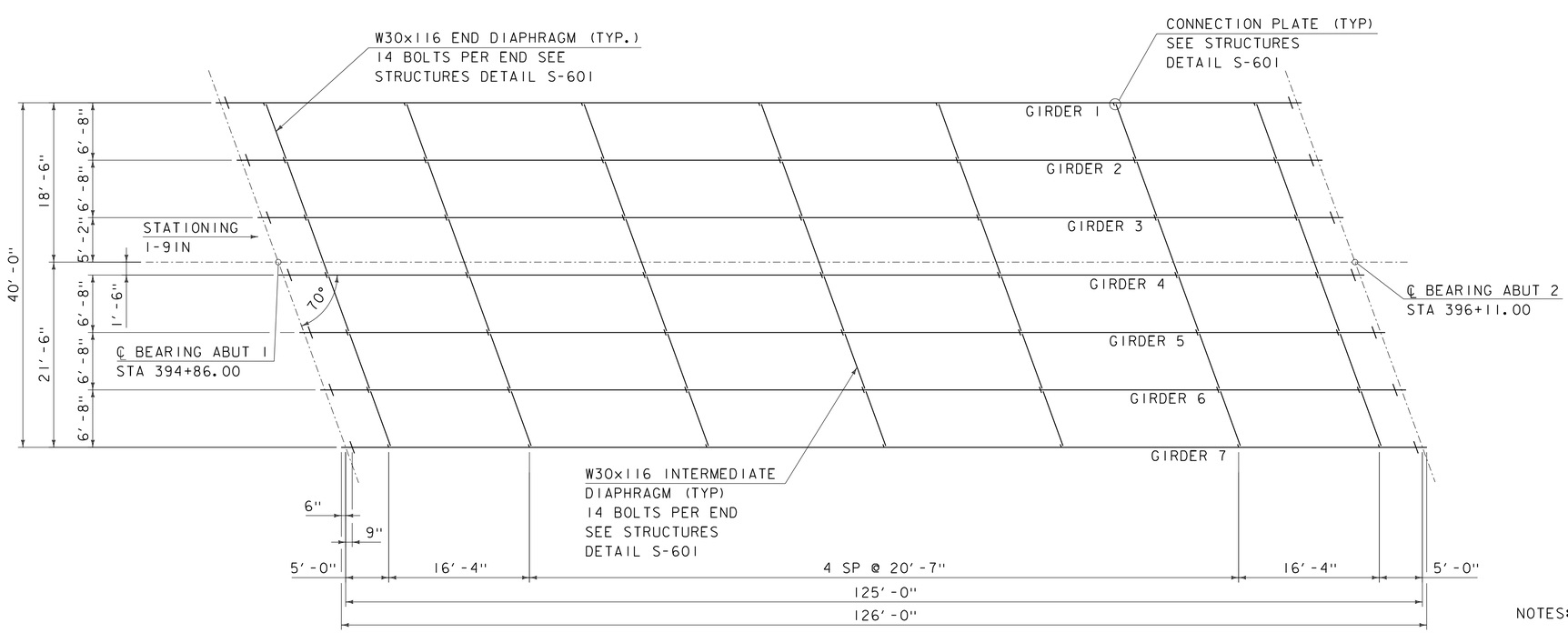
SCALE: 3" = 1'-0"



SECTION A-A

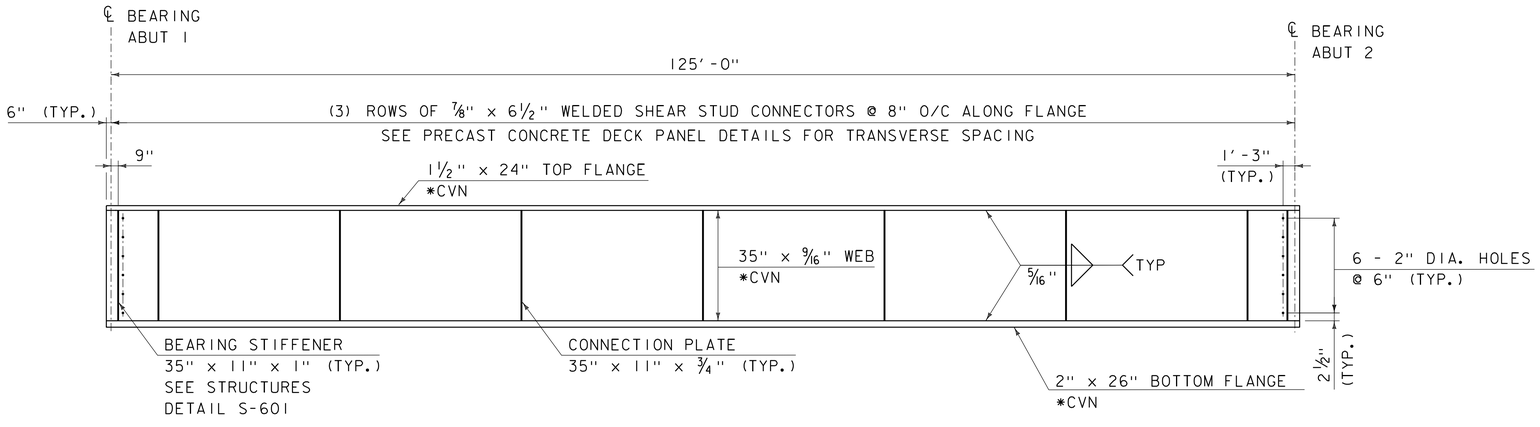
SCALE: 1 1/2" = 1'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bridgedrainSB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: E. CARON	CHECKED BY: T. POLSON
I-91 SB BRIDGE DRAIN DETAILS	SHEET 140 OF 258



BRIDGE 4N FRAMING PLAN

SCALE: ⅛" = 1'-0"

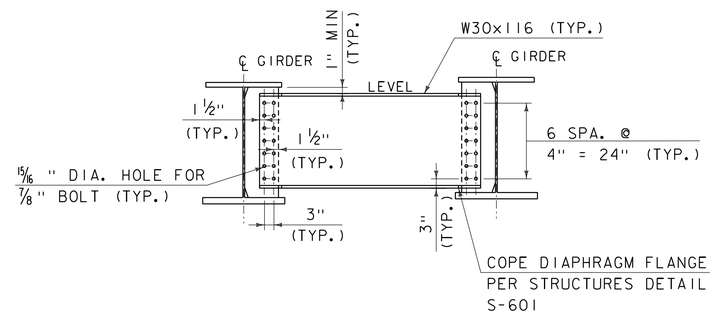


BRIDGE 4N TYPICAL GIRDER ELEVATION

HORIZONTAL SCALE: ⅛" = 1'-0"
VERTICAL SCALE: ½" = 1'-0"

NOTES:

1. *CVN DENOTES THAT CHARPY V-NOTCH TEST IS REQUIRED.
2. ALL STEEL SHALL BE GRADE 50W.
3. PLACE DRIP ON LOW END OF EXTERIOR GIRDERS. SEE STRUCTURES DETAIL S-600.

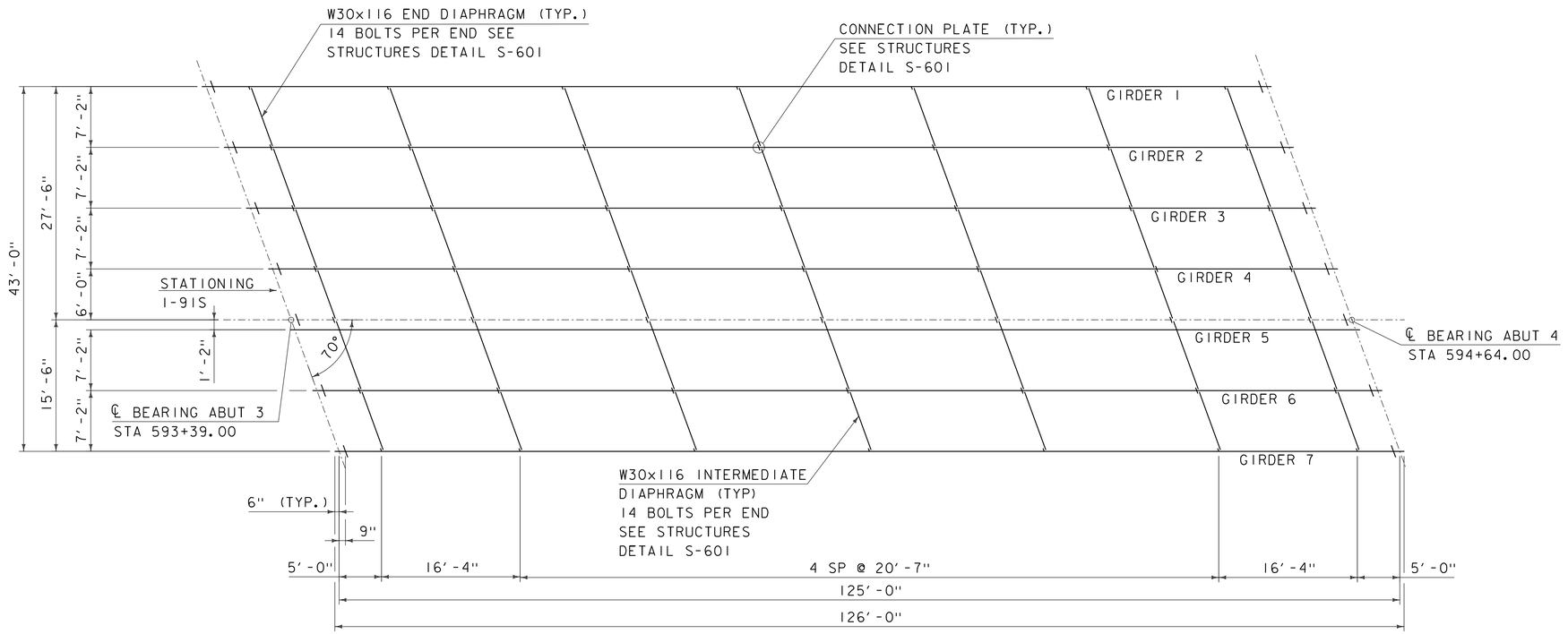


DIAPHRAGM DETAIL

SCALE: ½" = 1'-0"

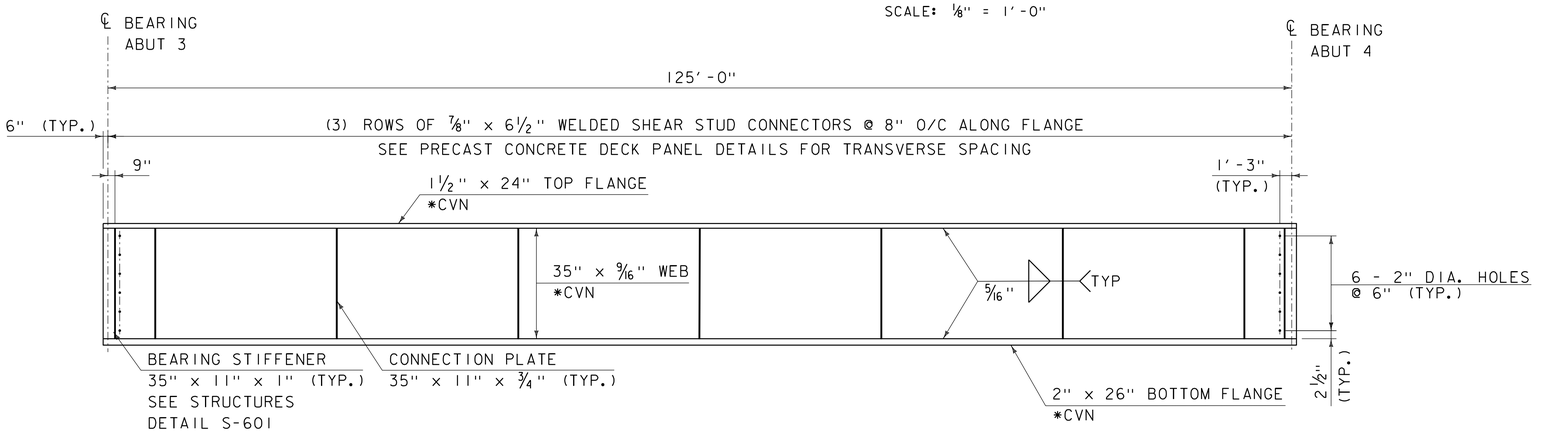
SEE STRUCTURES DETAIL S-601 FOR BEARING STIFFENER, INTERMEDIATE CONNECTION PLATE, AND ASSOCIATED WELD DETAILS

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220fraNB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: G. ERICKSON	CHECKED BY: T. POLSON
I-91 NB FRAMING PLAN & GIRDER ELEVATION	SHEET 141 OF 258



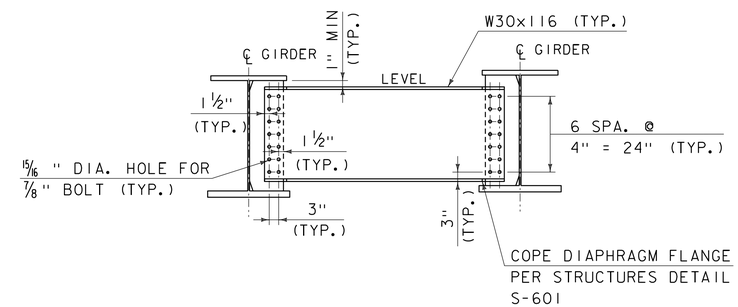
BRIDGE 4S FRAMING PLAN

SCALE: 1/8" = 1'-0"



BRIDGE 4S TYPICAL GIRDER ELEVATION

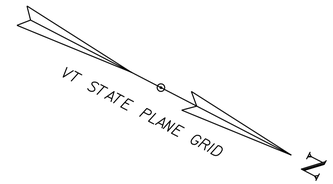
HORIZONTAL SCALE: 1/8" = 1'-0"
VERTICAL SCALE: 1/2" = 1'-0"



DIAPHRAGM DETAIL

SCALE: 1/2" = 1'-0"

SEE STRUCTURES DETAIL S-601 FOR BEARING STIFFENER, INTERMEDIATE CONNECTION PLATE, AND ASSOCIATED WELD DETAILS



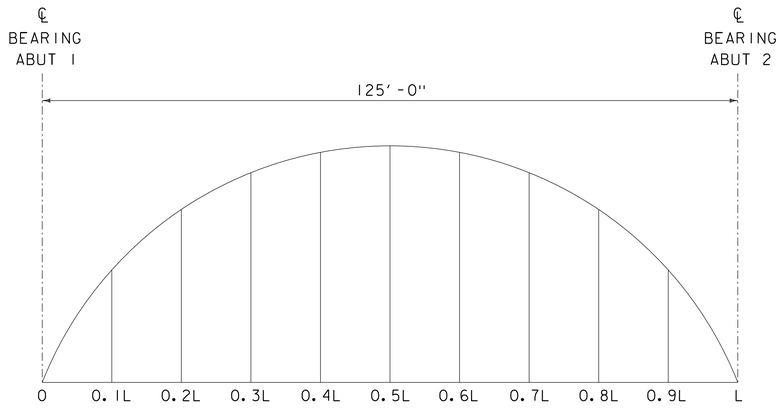
NOTES:

1. *CVN DENOTES THAT CHARPY V-NOTCH TEST IS REQUIRED.
2. ALL STEEL SHALL BE GRADE 50W.
3. PLACE DRIP ON LOW END OF EXTERIOR GIRDERS. SEE STRUCTURES DETAIL S-600.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220fraSB.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
I-91 SB FRAMING PLAN & GIRDER ELEVATION

PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: T. POLSON
SHEET 142 OF 258



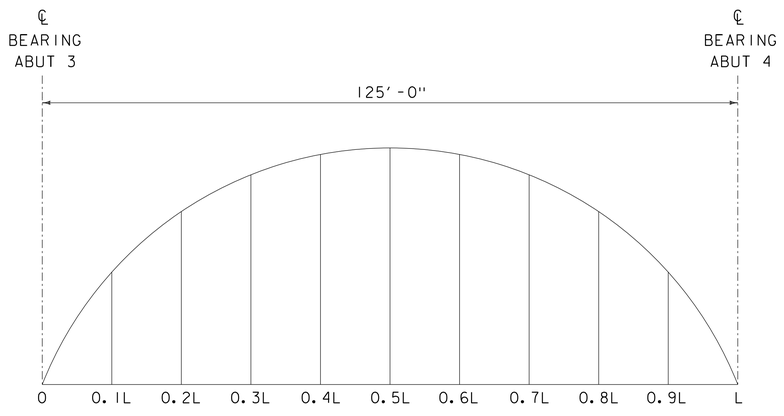
BRIDGE 4N CAMBER DIAGRAM

NOT TO SCALE

INTERIOR GIRDER DEFLECTIONS											
	0.00	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	L
STEEL DEFLECTION	0	7/8	1 5/8	2 3/16	2 9/16	2 11/16	2 9/16	2 13/16	1 5/8	7/8	0
PRECAST DECK PANEL DEFLECTION	0	7/16	13/16	1 1/8	1 3/8	1 7/16	1 3/8	1 1/8	13/16	7/16	0
CAST-IN-PLACE SLAB DEFLECTION	0	1 1/4	2 3/8	3 1/4	3 3/4	3 15/16	3 3/4	3 1/4	2 3/8	1 1/4	0
SUPERIMPOSED DEFLECTION	0	1/8	3/16	1/4	5/16	5/16	5/16	1/4	3/16	1/8	0
TOTAL DEFLECTION	0	2 5/8	5	6 13/16	7 15/16	8 3/8	7 15/16	6 13/16	5	2 5/8	0
RESIDUAL CAMBER	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 5/8	5	6 13/16	7 15/16	8 3/8	7 15/16	6 13/16	5	2 5/8	0
EXTERIOR GIRDER DEFLECTIONS											
	0.00	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	L
STEEL DEFLECTION	0	13/16	1 1/2	2 1/16	2 7/16	2 9/16	2 7/16	2 1/16	1 1/2	13/16	0
PRECAST DECK PANEL DEFLECTION	0	1/4	7/16	9/16	11/16	11/16	11/16	9/16	7/16	1/4	0
CAST-IN-PLACE SLAB DEFLECTION	0	1 1/4	2 3/8	3 5/16	3 7/8	4 1/16	3 7/8	3 5/16	2 3/8	1 1/4	0
SUPERIMPOSED DEFLECTION	0	1/8	3/16	1/4	5/16	5/16	5/16	1/4	3/16	1/8	0
TOTAL DEFLECTION	0	2 3/8	4 1/2	6 3/16	7 1/4	7 5/8	7 1/4	6 3/16	4 1/2	2 3/8	0
RESIDUAL CAMBER	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 3/8	4 1/2	6 3/16	7 1/4	7 5/8	7 1/4	6 3/16	4 1/2	2 3/8	0

BRIDGE 4N CAMBER AND DEFLECTION

(INCHES)



BRIDGE 4S CAMBER DIAGRAM

NOT TO SCALE

INTERIOR GIRDER DEFLECTIONS											
	0.00	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	L
STEEL DEFLECTION	0	7/8	1 5/8	2 3/16	2 9/16	2 11/16	2 9/16	2 3/16	1 5/8	7/8	0
PRECAST DECK PANEL DEFLECTION	0	1/2	15/16	1 1/4	1 1/2	1 9/16	1 1/2	1 1/4	15/16	1/2	0
CAST-IN-PLACE SLAB DEFLECTION	0	1 5/16	2 1/2	3 1/16	4	4 3/16	4	3 1/16	2 1/2	1 5/16	0
SUPERIMPOSED DEFLECTION	0	1/16	3/16	1/4	5/16	5/16	5/16	1/4	3/16	1/16	0
TOTAL DEFLECTION	0	2 3/4	5 3/16	7 1/8	8 5/16	8 3/4	8 5/16	7 1/8	5 3/16	2 3/4	0
RESIDUAL CAMBER	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 3/4	5 3/16	7 1/8	8 5/16	8 3/4	8 5/16	7 1/8	5 3/16	2 3/4	0
EXTERIOR GIRDER DEFLECTIONS											
	0.00	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	L
STEEL DEFLECTION	0	13/16	1 1/2	2 1/16	2 7/16	2 9/16	2 7/16	2 1/16	1 1/2	13/16	0
PRECAST DECK PANEL DEFLECTION	0	1/4	7/16	5/8	3/4	3/4	3/4	5/8	7/16	1/4	0
CAST-IN-PLACE SLAB DEFLECTION	0	1 5/16	2 1/2	3 3/8	3 15/16	4 3/16	3 15/16	3 3/8	2 1/2	1 5/16	0
SUPERIMPOSED DEFLECTION	0	1/8	3/16	1/4	5/16	5/16	5/16	1/4	3/16	1/8	0
TOTAL DEFLECTION	0	2 7/16	4 5/8	6 3/8	7 7/16	7 13/16	7 7/16	6 3/8	4 5/8	2 7/16	0
RESIDUAL CAMBER	0	0	0	0	0	0	0	0	0	0	0
TOTAL CAMBER	0	2 7/16	4 5/8	6 3/8	7 7/16	7 13/16	7 7/16	6 3/8	4 5/8	2 7/16	0

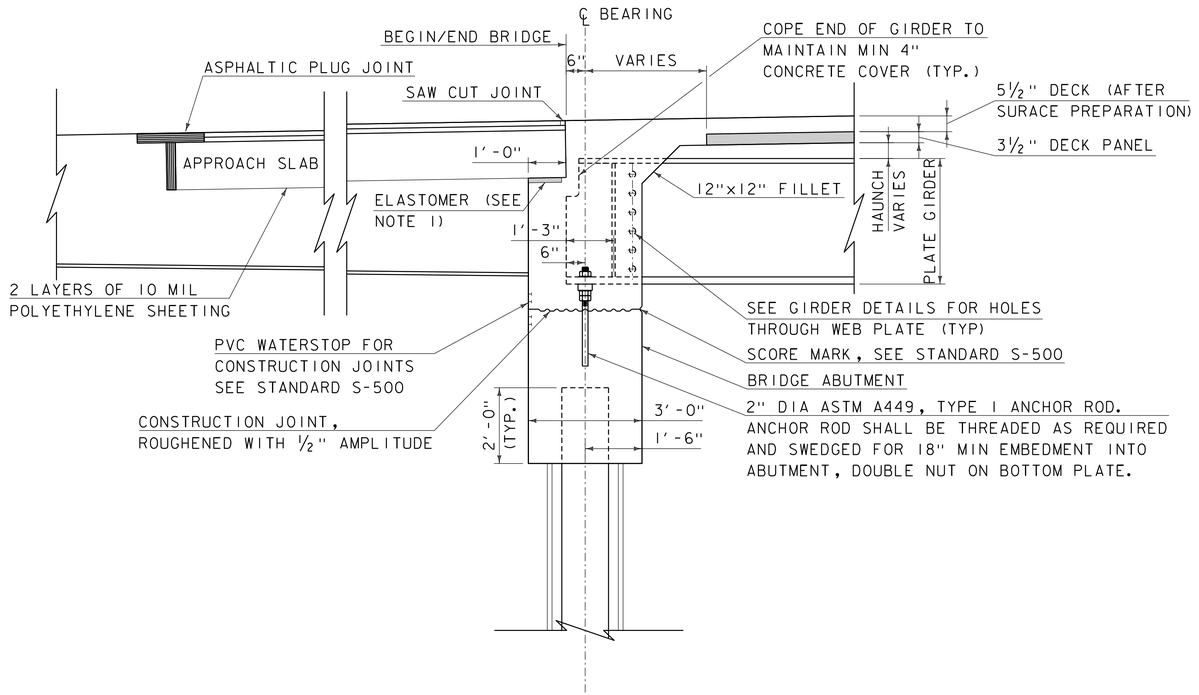
BRIDGE 4S CAMBER AND DEFLECTION

(INCHES)

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220cam.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
CAMBER & DEFLECTION

PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: E. CARON
SHEET 143 OF 258



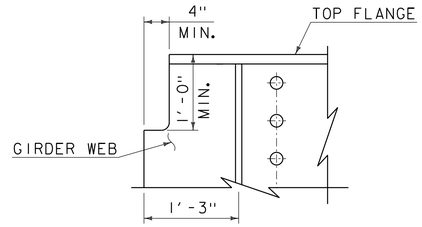
BEGIN/END BRIDGE INTEGRAL ABUTMENT DETAIL

SCALE: 1/2" = 1'-0"

NOTES:

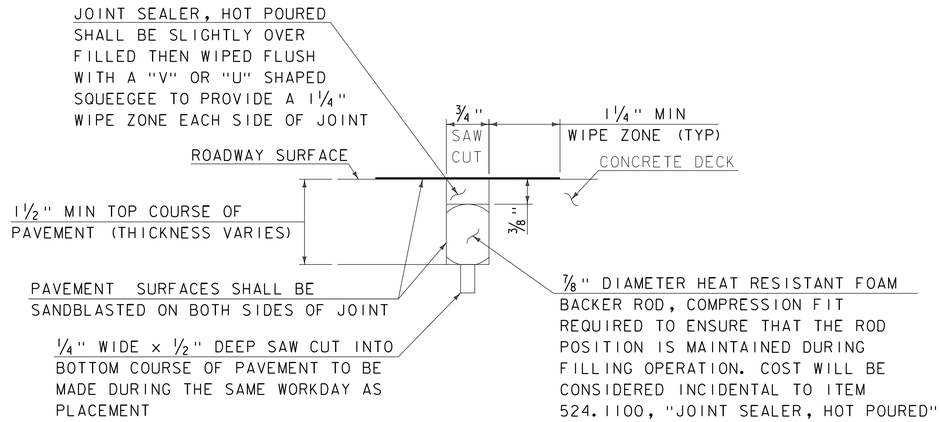
1. 6" WIDE x ½" ELASTOMER ALONG REAR FACE AND (2) COATS TAR EMULSION BOND BREAKER APPLIED TO REMIANING 6" WIDE PORTION OF APPROACH SLAB BRACKET. PAYMENT FOR THESE ITEMS IS INCIDENTAL TO ITEM 501.3700, "PERFORMANCE-BASED CONCRETE, CLASS PCD".

2. ALL HORIZONTAL DIMENSIONS ARE PERPENDICULAR TO CENTERLINE OF BEARING.



GIRDER COPING ELEVATION

SCALE: 1/4" = 1'-0"



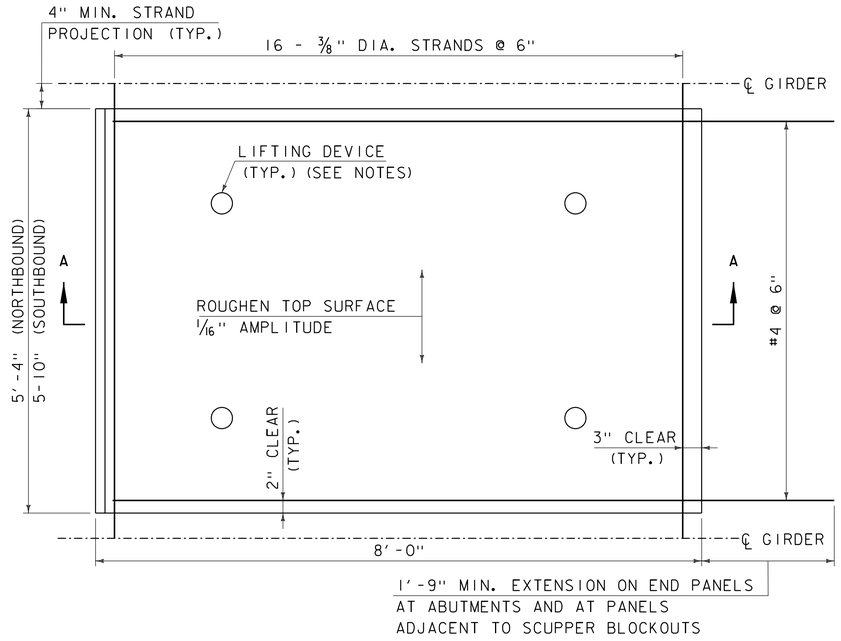
SAW CUT JOINT DETAIL

N.T.S.

1. JOINT IS TO BE LOCATED ACCURATELY BY STRING LINING OR OTHER MEANS, PRIOR TO PAVING, SO THAT THE SAW CUTS WILL BE MADE DIRECTLY OVER THE END OF THE CONCRETE DECK. JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED WITHIN 24 HOURS OR PRIOR TO EXPOSURE TO TRAFFIC. JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER.

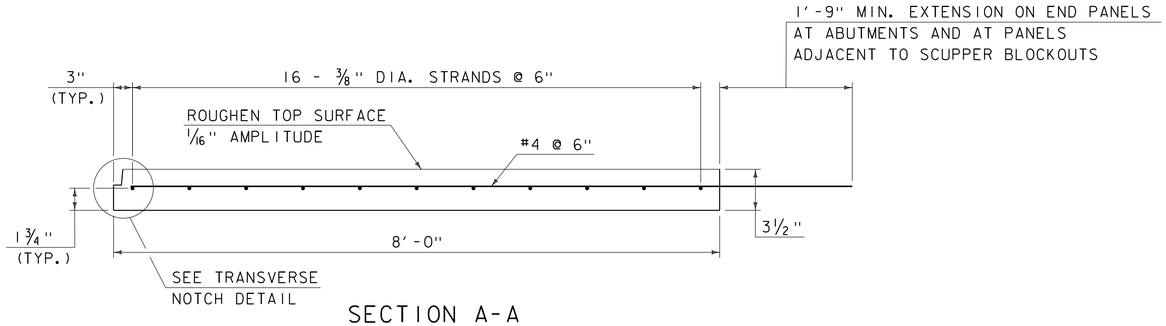
2. SAWED PAVEMENT JOINTS SHALL BE LOCATED BETWEEN THE APPROACH SLAB AND EACH END OF THE BRIDGE.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220supdet.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: E. CARON	CHECKED BY: T. POLSON
BRIDGE END DETAILS	SHEET 144 OF 258



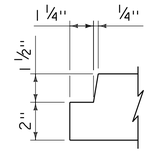
PRECAST PRESTRESSED CONCRETE DECK PANEL PLAN

SCALE: 1" = 1'-0"



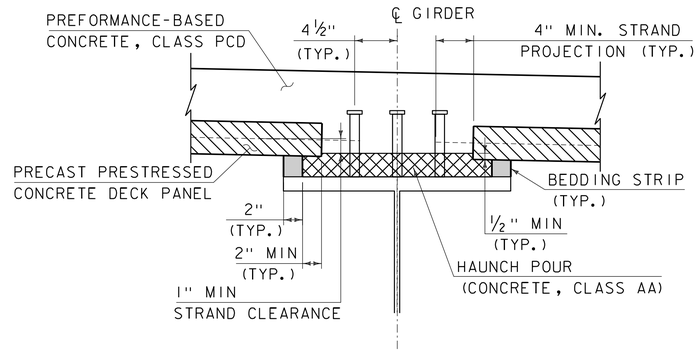
SECTION A-A

HORIZONTAL SCALE: 1" = 1'-0"
VERTICAL SCALE: 2" = 1'-0"



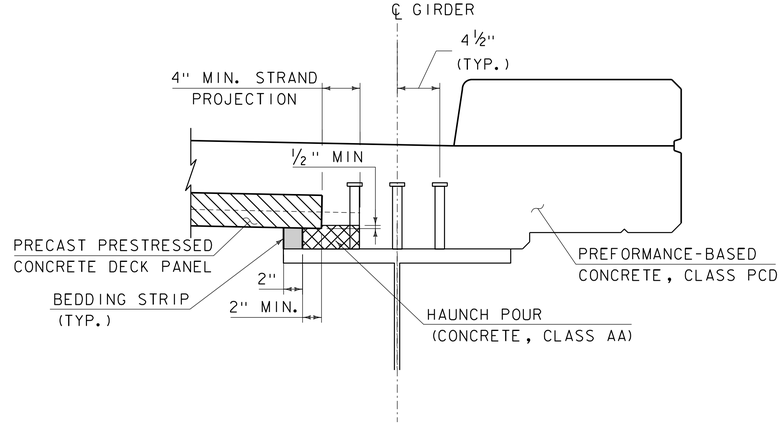
TRANSVERSE NOTCH DETAIL

SCALE: 3" = 1'-0"
(OMIT TRANSVERSE NOTCH ON
END PANELS AT ABUTMENTS AND
ADJACENT TO SCUPPER BLOCKOUTS)



HAUNCH DETAIL

SCALE: 1 1/2" = 1'-0"



TYPICAL OVERHANG

SCALE: 1 1/2" = 1'-0"

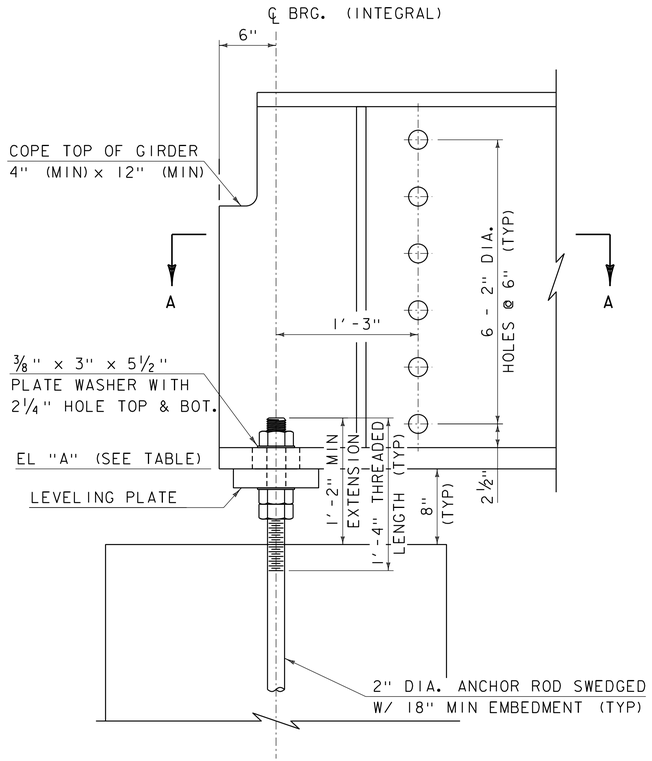
NOTES:

1. LIFTING DEVICE SHALL BE DESIGNED BY THE FABRICATOR.
2. SHEAR CONNECTORS AND STRANDS PROJECTING FROM PANELS SHALL BE CLEANED OF ANY EXCESS MORTAR AFTER GROUT BED PLACEMENT.
3. STRANDS PROJECTING FROM PANELS SHALL BE SECURED IN PLACE DURING DECK CONCRETE PLACEMENTS.
4. OMIT TRANSVERSE NOTCH ON END PANELS AT ABUTMENTS AND AT PANELS ADJACENT TO SCUPPER BLOCKOUTS.
5. THE CONTRACTOR SHALL SUBMIT WORKING DRAWINGS SHOWING THE EXACT LAYOUT OF PANEL TYPES AND SIZES.
6. REINFORCING BARS SHALL HAVE THE SAME LEVEL OF CORROSION RESISTANCE AS THE REINFORCING BARS IN THE CAST-IN-PLACE PORTION OF THE DECK.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

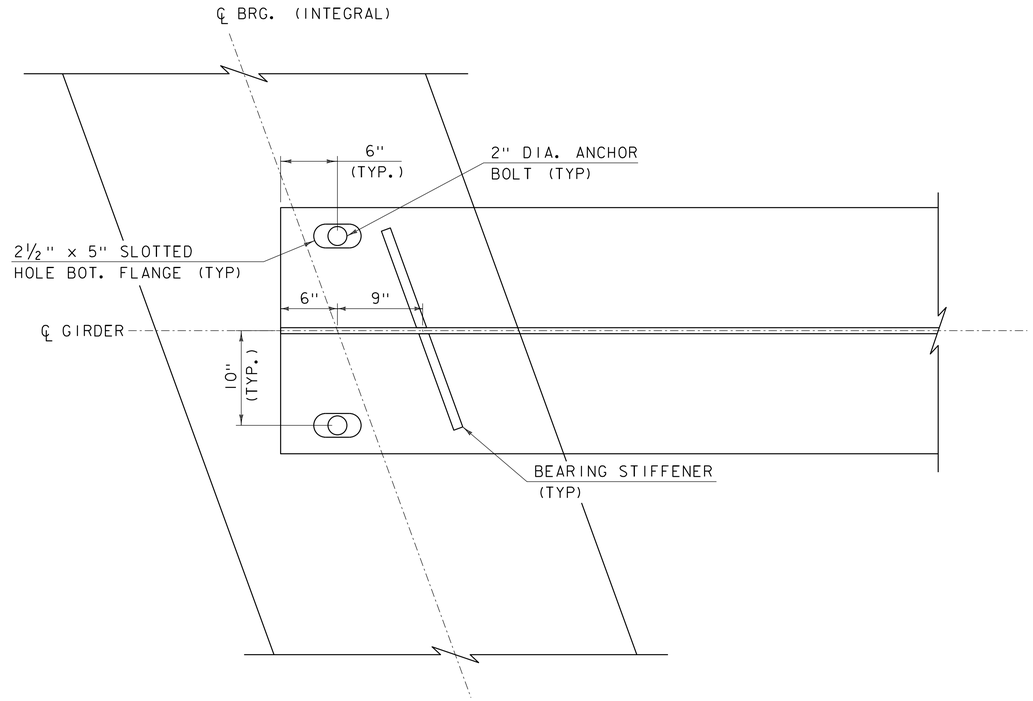
FILE NAME: z19a220deckpanel.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
PRECAST CONCRETE DECK PANEL DETAILS

PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: T. POLSON
SHEET 145 OF 258



GIRDER END DETAIL

SCALE: 1 1/2" = 1'-0"



SECTION A-A

SCALE: 1 1/2" = 1'-0"

NOTES:

1. PRIOR TO SETTING GIRDERS, THE CONTRACTOR SHALL VERIFY:
   -ANCHOR RODS ARE PLUMB
   -LEVELING PLATE ELEVATIONS ARE CORRECT

2. PRIOR TO SETTING GIRDER, CONTRACTOR WILL GREASE THE TOP SURFACE OF THE LEVELING PLATES. GREASE SHALL BE SUITABLE FOR HIGH PRESSURE AND THE ANTICIPATED TEMPERATURE RANGE DURING STEEL ERECTION AND DECK CONCRETE PLACEMENT. GREASING LEVELING PLATES WILL BE INCIDENTAL TO STRUCTUAL STEEL PAY ITEMS.

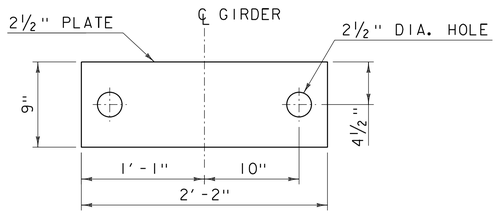
3. AFTER GIRDERS HAVE BEEN PLACED, CONTRACTOR WILL VERIFY PLUMBNESS OF ANCHOR RODS AND WIPE EXCESS GREASE FROM THE LEVELING PLATES.

4. LEVELING PLATES SHALL BE UNCOATED, GR.50 STEEL. PAYMENT FOR LEVELING PLATE, ANCHOR RODS, WASHERS, AND NUTS WILL BE CONSIDERED INCIENTAL TO ITEM 506.5500, "STRUCTURAL STEEL, PLATE GIRDER".

5. ALL ANCHOR RODS AT THE ABUTMENTS SHALL BE EMBEDDED A MINIMUM OF 18". ANCHOR RODS SHALL BE ASTM A 449, TYPE 1.

6. ANCHOR RODS AT THE ABUTMENTS SHALL HAVE A SINGLE NUT ON TOP OF THE LEVELING PLATE AND DOUBLE NUT ON THE BOTTOM OF THE LEVELING PLATE. TOP NUTS SHALL BE FINGER TIGHT AND BACKED OFF ONE TURN.

7. ALL ANCHOR BOLTS AT THE ABUTMENTS SHALL BE SET BY TEMPLATE BEFORE CONCRETE IS PLACED. NO DRILLING WILL BE ALLOWED. ALL COSTS ASSOCIATED WITH THIS WILL BE INCLUDED UNDER ITEM 506.5500 "STRUCTURAL STEEL, PLATE GIRDER".



LEVELING PLATE

SCALE: 1 1/2" = 1'-0"

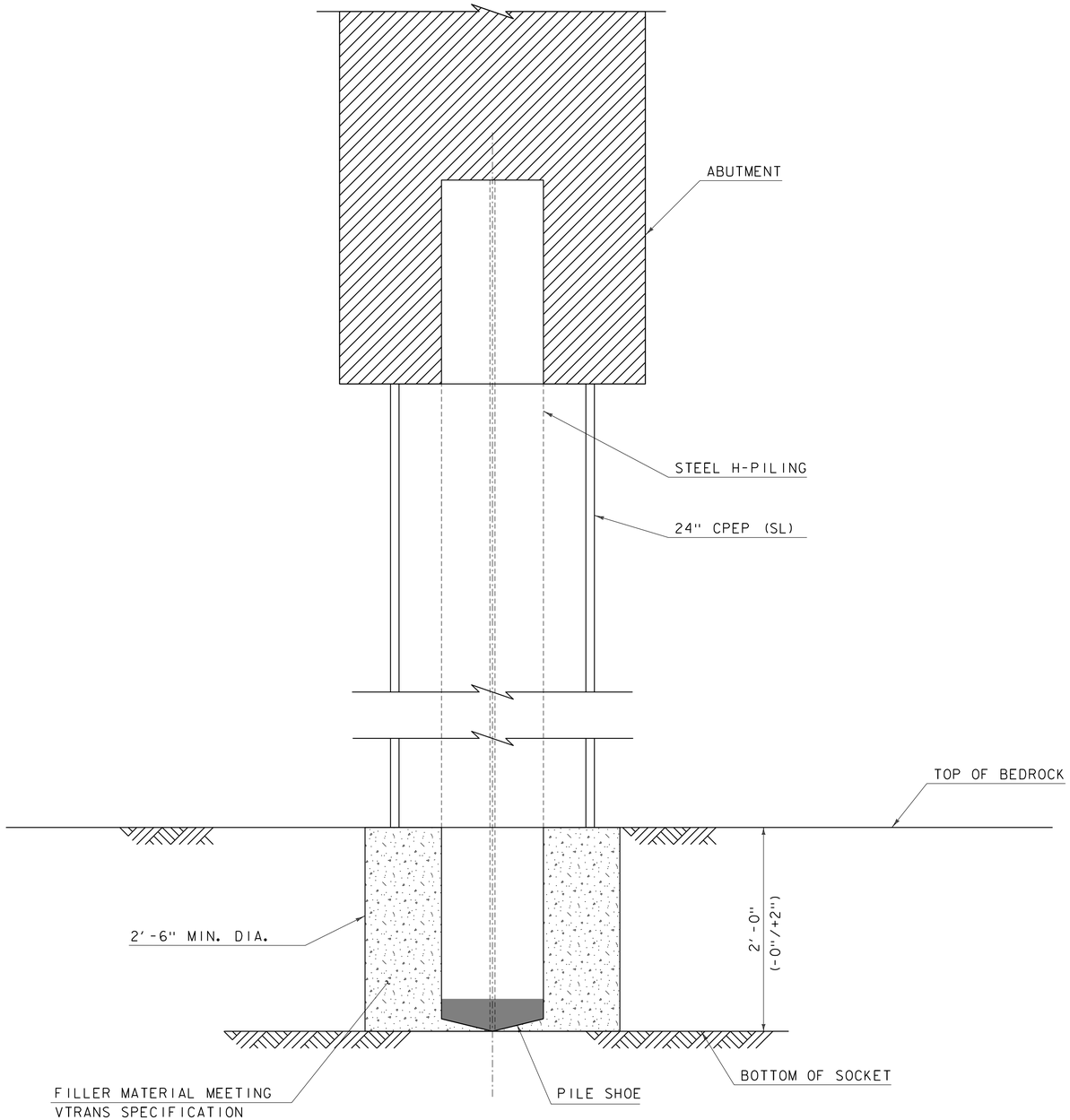
GIRDER ELEVATION TABLE - NB		
GIRDER NO.	ABUT 1 EL "A"	ABUT 2 EL "A"
1	449.40	451.63
2	449.58	451.81
3	449.75	451.99
4	449.87	452.10
5	449.78	452.01
6	449.69	451.92
7	449.60	451.83

GIRDER ELEVATION TABLE - SB		
GIRDER NO.	ABUT 3 EL "A"	ABUT 4 EL "A"
1	448.74	450.78
2	448.92	450.97
3	449.10	451.15
4	449.29	451.34
5	449.43	451.48
6	449.33	451.38
7	449.23	451.28

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220brgdtls.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: E. CARON
BEARING DETAILS

PLOT DATE: 1/29/2026
DRAWN BY: A. GAUTHIER
CHECKED BY: T. POLSON



ROCK SOCKETED PILE DETAIL

(ABUT. 2 AND 4 ONLY)
SCALE: 1½" = 1'-0"

NOTES:

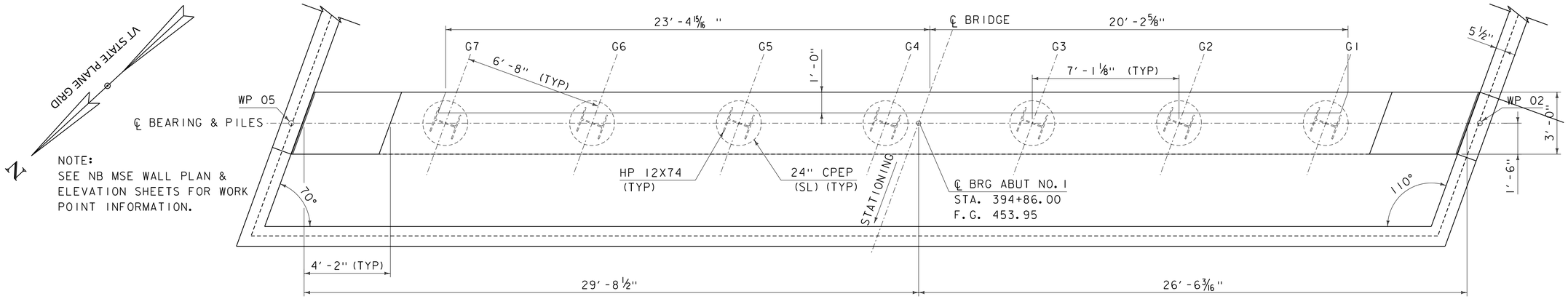
1. MAXIMUM PILE TIP ELEVATION WITHIN ROCK SOCKET
   ABUTMENT 2 = EL. 426.9 (+0"/-3")
   ABUTMENT 4 = EL. 427.4 (+0"/-3")

2. MAXIMUM ELEVATION OF BEDROCK AT ROCK SOCKET
   ABUTMENT 2 = EL. 433.2 (+0" /-3")
   ABUTMENT 4 = EL. 434.5 (+0" /-3")

3. IF ROCK IS ENCOUNTERED AT ELEVATIONS GREATER THAN SHOWN IN NOTE 2, ROCK MASS EXCAVATION SHALL BE PERFORMED PER THE REQUIREMENTS OF ITEM 203.1600, SOLID ROCK EXCAVATION, TO THE ELEVATIONS SHOWN.

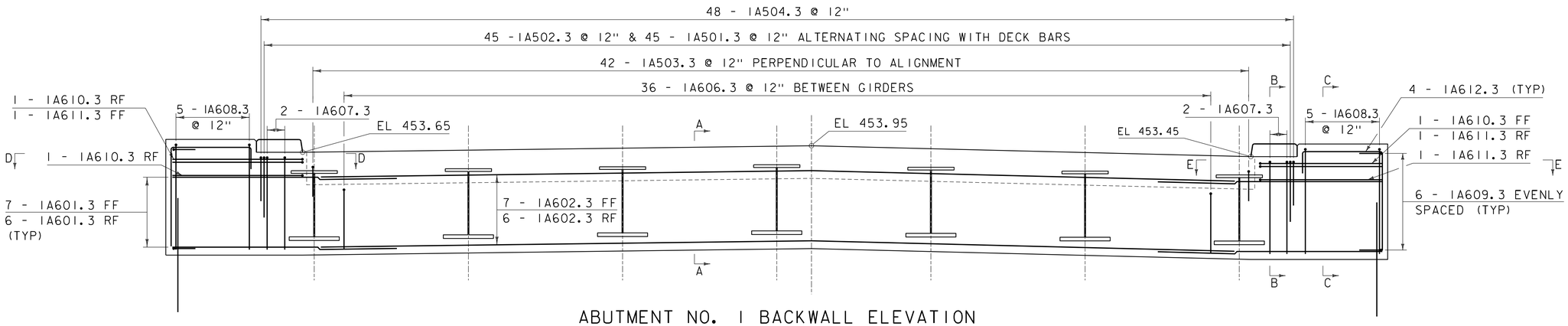
4. IF THE CONTRACTOR OPTS TO USE TEMPORARY CASING FOR PILES INSTALLED IN ROCK SOCKETS, THE CONTRACTOR SHALL MEASURE THE PILE TIP ELEVATION AT LEAST ONCE BEFORE AND AFTER EXTRACTION OF THE CASING AND TAKE CARE NOT TO LIFT THE PILE MORE THAN 1 FOOT ABOVE THE BOTTOM OF THE ROCK SOCKET. IF THE PILE LIFTS MORE THAN ONE FOOT DURING THE CASING EXTRACTION, THE PILE MUST BE REMOVED AND THE CASING AND PILE INSTALLATION AND BACKFILL MUST BE REPEATED.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220piledtl.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: E. CARON	CHECKED BY: T. POLSON
PILE DETAILS	SHEET 147 OF 258



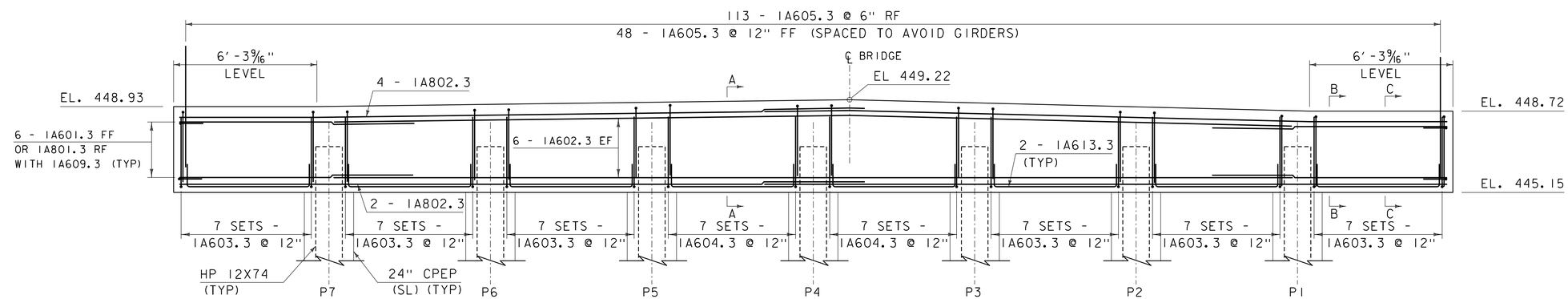
ABUTMENT NO. 1 PLAN

SCALE: 3/8" = 1′-0"



ABUTMENT NO. 1 BACKWALL ELEVATION

SCALE: 3/8" = 1′-0"



ABUTMENT NO. 1 ELEVATION

SCALE: 3/8" = 1′-0"

NOTES:

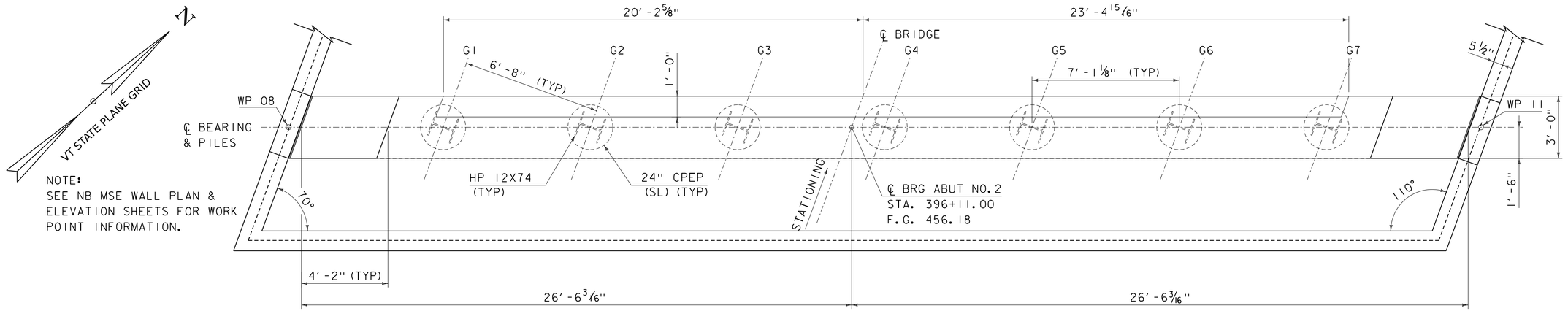
FF = FRONT FACE
RF = REAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
ALL DIMENSIONS GIVEN AT CENTERLINE OF BEARING UNLESS NOTED OTHERWISE.

TYPICAL LAP LENGTHS	
BAR SIZE	LENGTH
#6 (VERT)	2′-7"
#6 (HORIZ)	3′-3"
#8	4′-5"

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

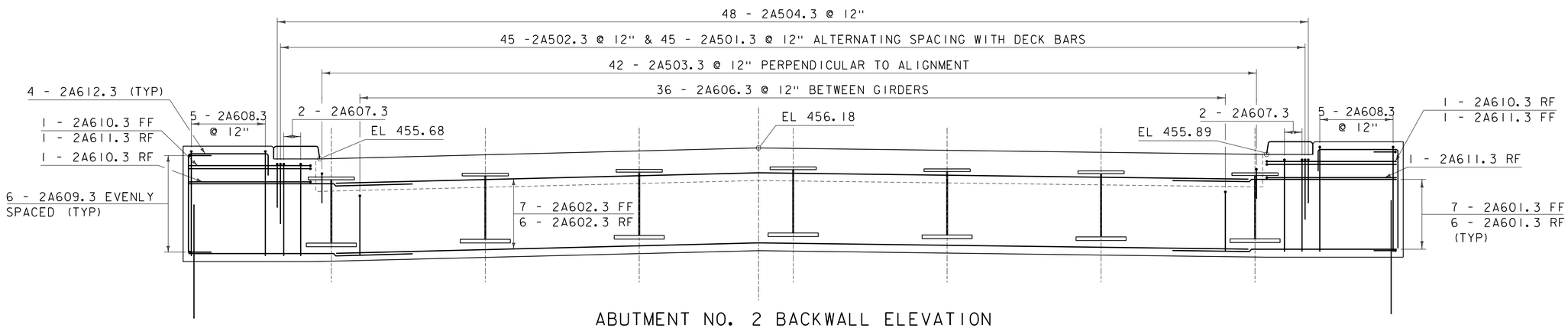
FILE NAME: z19a220subNB.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
I-91 NB ABUTMENT NO. 1 DETAILS

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON



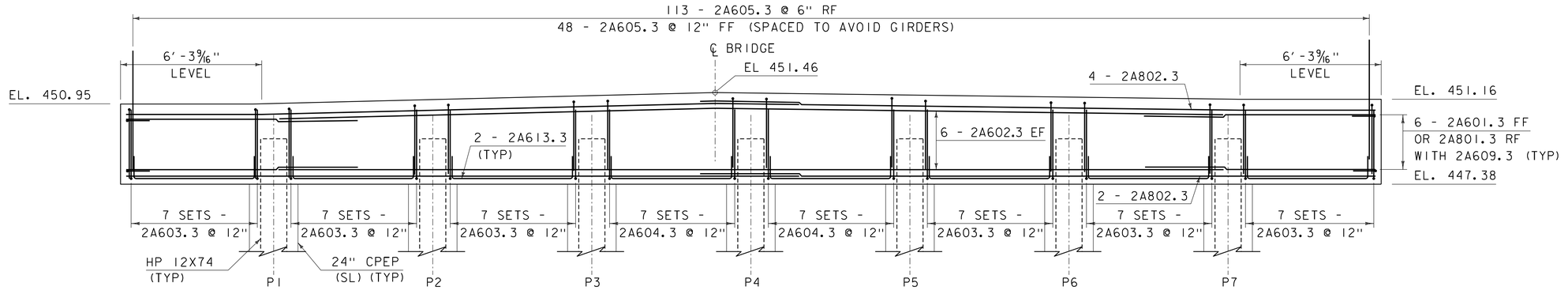
ABUTMENT NO. 2 PLAN

SCALE: 3/8" = 1'-0"



ABUTMENT NO. 2 BACKWALL ELEVATION

SCALE: 3/8" = 1'-0"



ABUTMENT NO. 2 ELEVATION

SCALE: 3/8" = 1'-0"

NOTES:

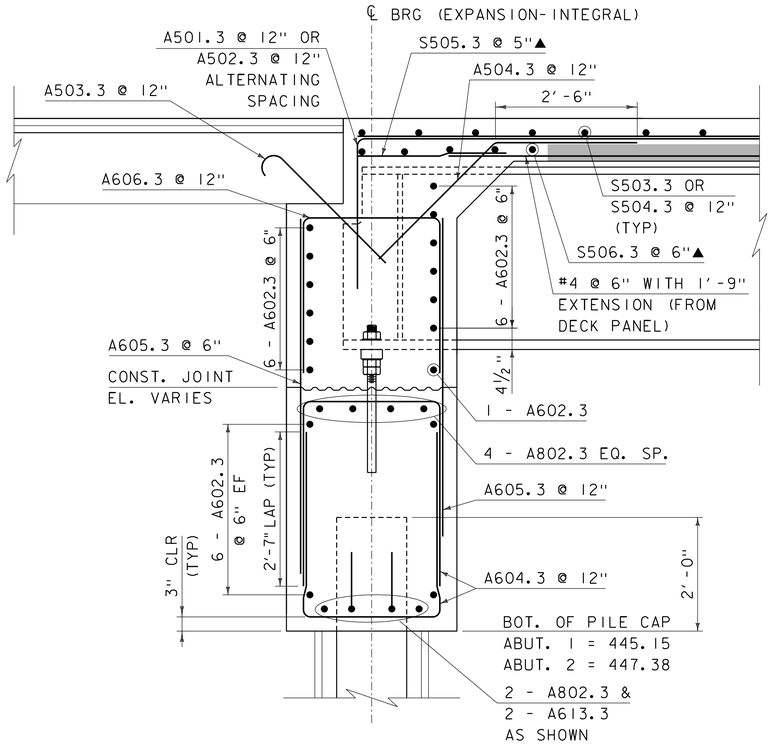
FF = FRONT FACE
RF = REAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
ALL DIMENSIONS GIVEN AT CENTERLINE OF BEARING UNLESS NOTED OTHERWISE.

TYPICAL LAP LENGTHS	
BAR SIZE	LENGTH
#6 (VERT)	2'-7"
#6 (HORIZ)	3'-3"
#8	4'-5"

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

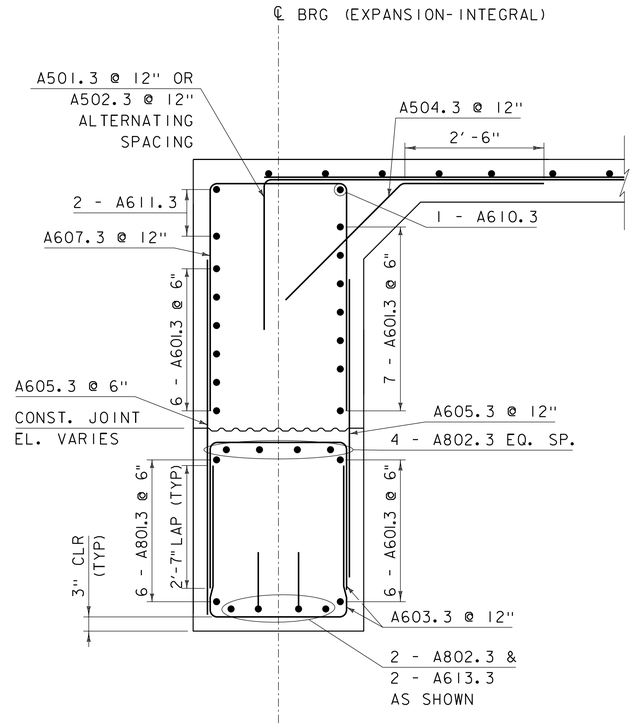
FILE NAME: z19a220subNB.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
I-91 NB ABUTMENT NO. 2 DETAILS

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 149 OF 258



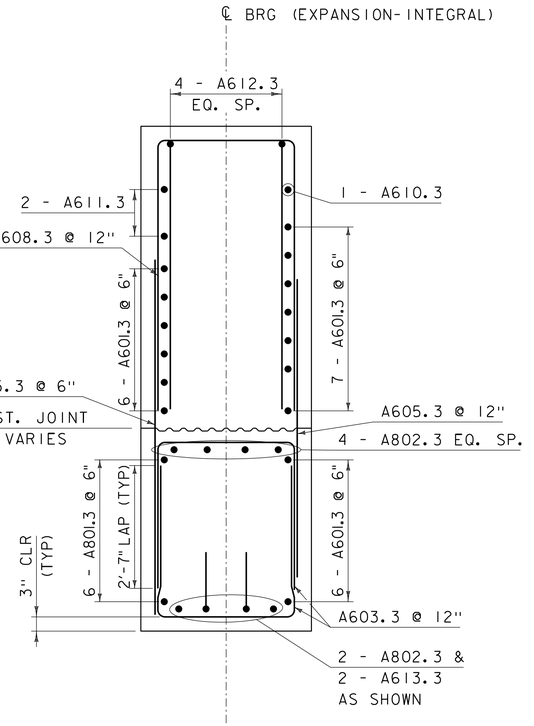
SECTION A-A

SCALE: ¾" = 1'-0"



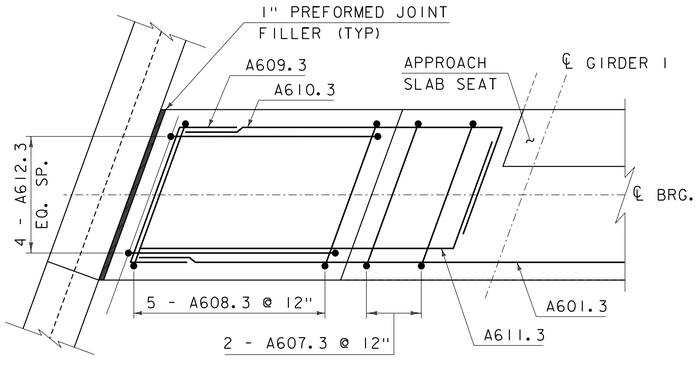
SECTION B-B

SCALE: ¾" = 1'-0"



SECTION C-C

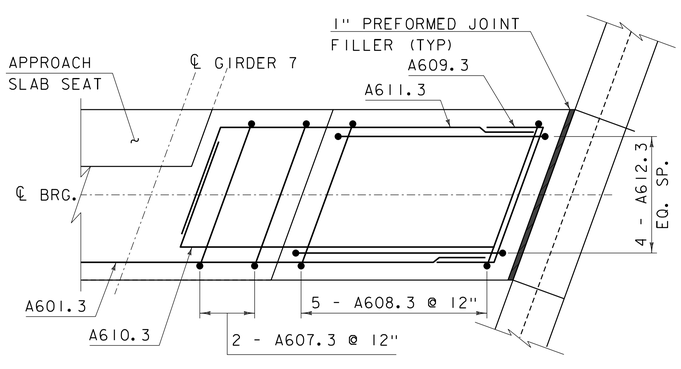
SCALE: ¾" = 1'-0"



SECTION D-D

SCALE: ¾" = 1'-0"

ABUT. 1 SHOWN. ABUT. 2 SIMILAR BUT OPPOSITE
BARS WITHIN LIMITS OF THE SUPERSTRUCTURE NOT SHOWN FOR CLARITY



SECTION E-E

SCALE: ¾" = 1'-0"

ABUT. 1 SHOWN. ABUT. 2 SIMILAR BUT OPPOSITE
BARS WITHIN LIMITS OF THE SUPERSTRUCTURE NOT SHOWN FOR CLARITY

TYPICAL LAP LENGTHS	
BAR SIZE	LENGTH
#6 (VERT)	2'-7"
#6 (HORIZ)	3'-3"
#8	4'-5"

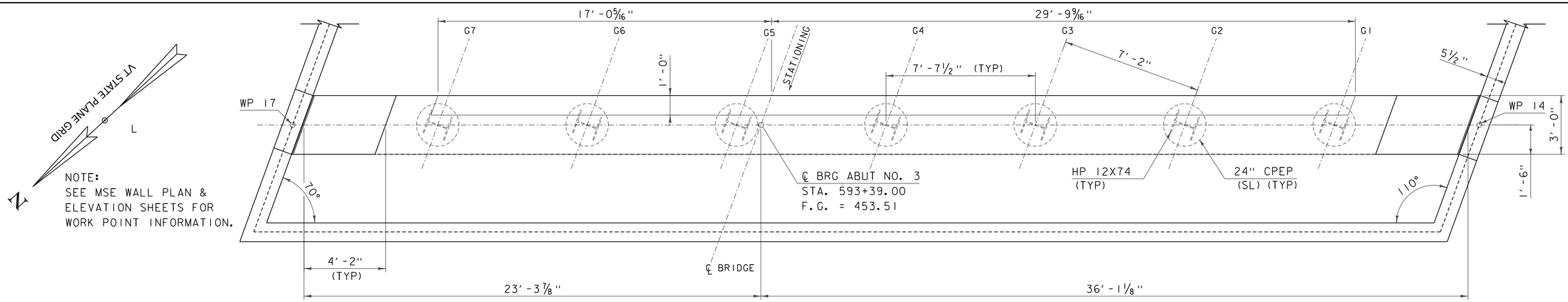
NOTES:

FF = FRONT FACE
RF = REAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
ALL DIMENSIONS GIVEN AT CENTERLINE OF BEARING
UNLESS NOTED OTHERWISE.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

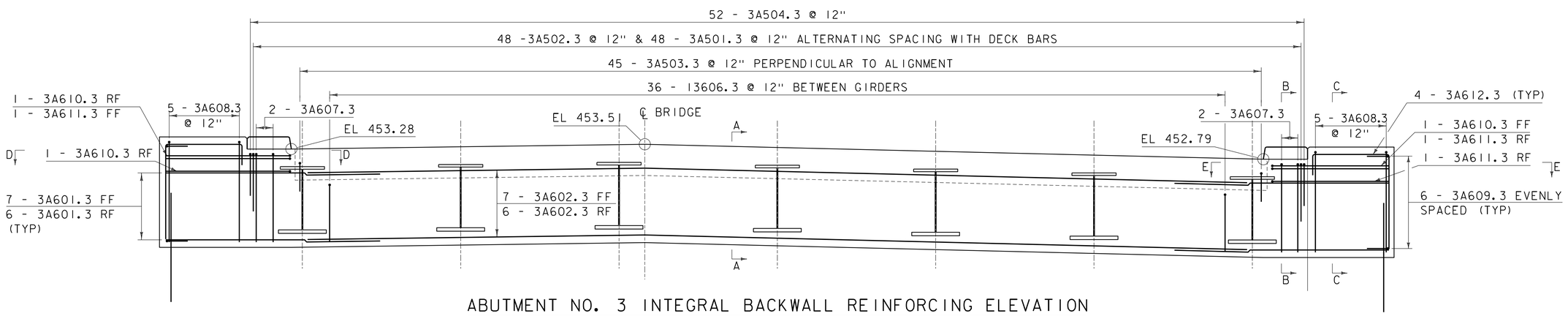
FILE NAME: z19a220subNB.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
I-91 NB ABUTMENT CROSS SECTION DETAILS

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 150 OF 258



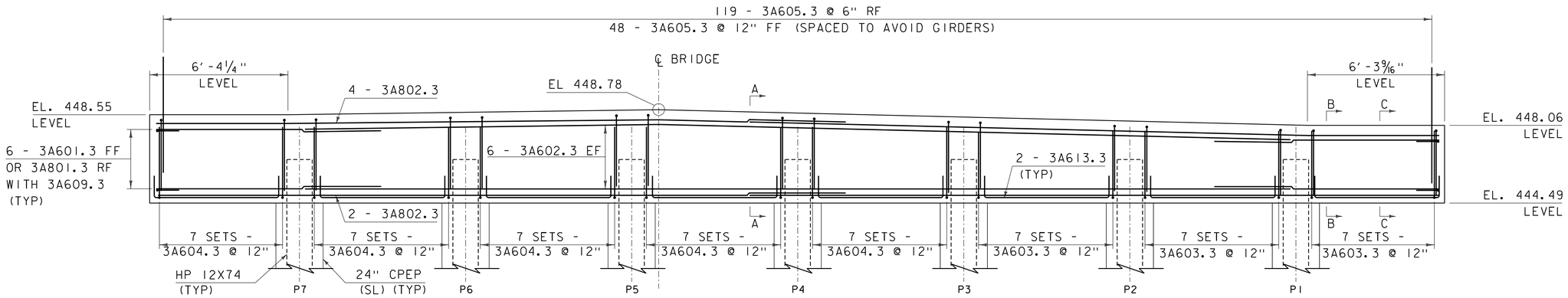
ABUTMENT NO. 3 PLAN

SCALE: 3/8" = 1'-0"



ABUTMENT NO. 3 INTEGRAL BACKWALL REINFORCING ELEVATION

SCALE: 3/8" = 1'-0"



ABUTMENT NO. 3 ELEVATION

SCALE: 3/8" = 1'-0"

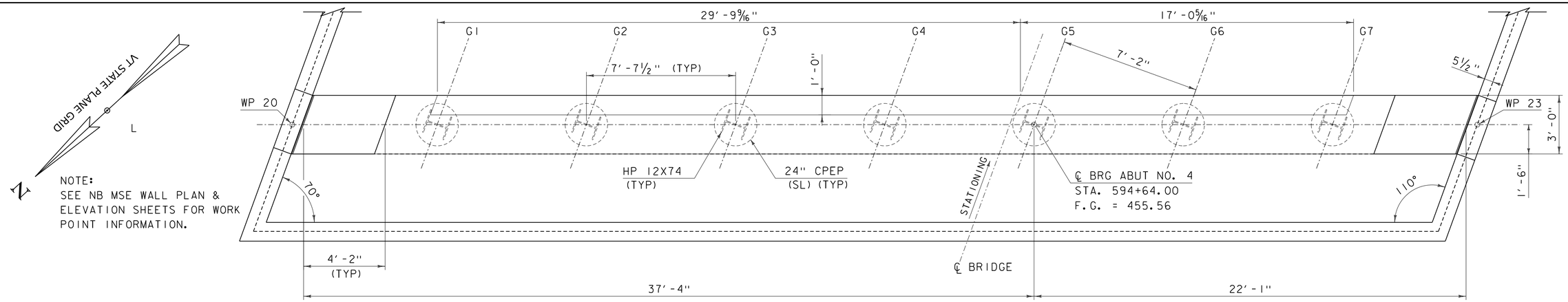
NOTES:

FF = FRONT FACE
RF = REAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE
SPECIFIED ON THE PLANS.
ALL DIMENSIONS GIVEN AT CENTERLINE
OF BEARING UNLESS NOTED OTHERWISE.

TYPICAL LAP LENGTHS	
BAR SIZE	LENGTH
#6 (VERT)	2'-7"
#6 (HORIZ)	3'-3"
#8	4'-5"

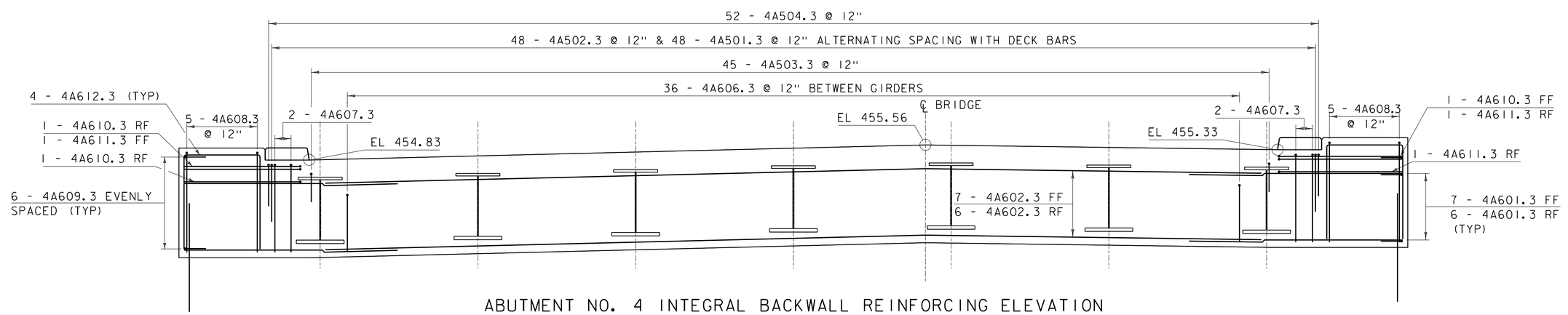
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)

FILE NAME: z19a220subSB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: G. ERICKSON
DESIGNED BY: G. ERICKSON	CHECKED BY: T. POLSON
I-91 SB ABUTMENT NO. 3 DETAILS	SHEET 151 OF 258



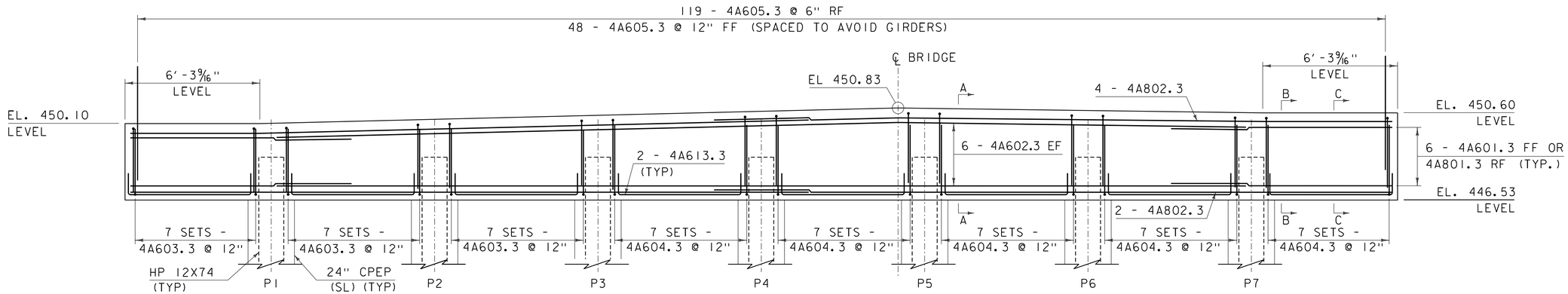
ABUTMENT NO. 4 PLAN

SCALE: 3/8" = 1'-0"



ABUTMENT NO. 4 INTEGRAL BACKWALL REINFORCING ELEVATION

SCALE: 3/8" = 1'-0"



ABUTMENT NO. 4 ELEVATION

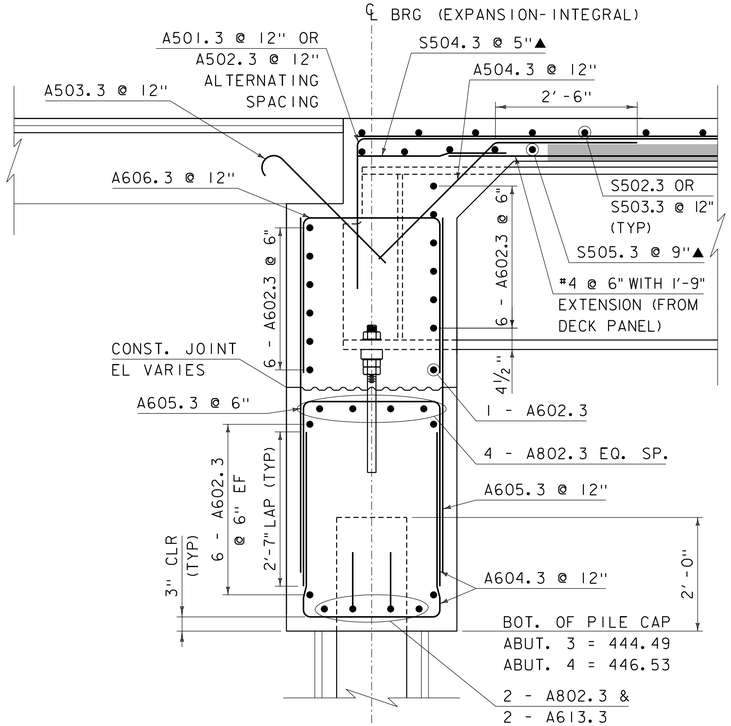
SCALE: 3/8" = 1'-0"

NOTES:

FF = FRONT FACE
RF = REAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
ALL DIMENSIONS GIVEN AT CENTERLINE OF BEARING UNLESS NOTED OTHERWISE.

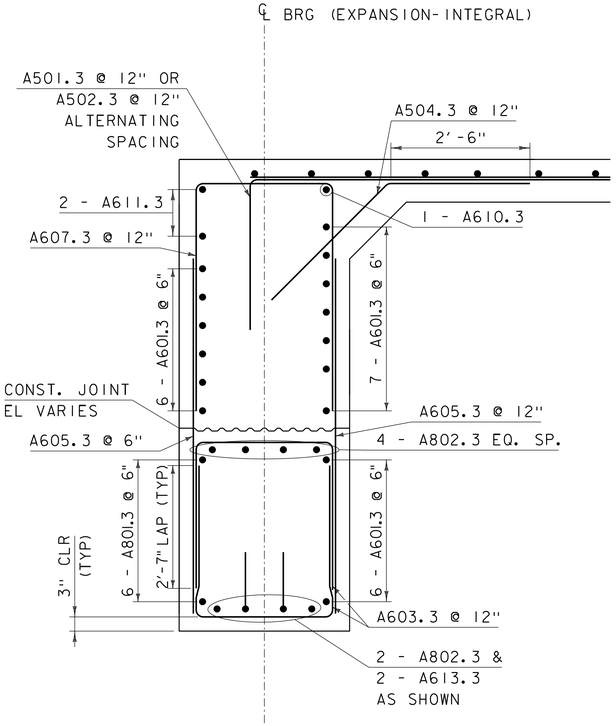
TYPICAL LAP LENGTHS	
BAR SIZE	LENGTH
#6 (VERT)	2'-7"
#6 (HORIZ)	3'-3"
#8	4'-5"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220subSB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: G. ERICKSON
DESIGNED BY: G. ERICKSON	CHECKED BY: T. POLSON
I-91 SB ABUTMENT NO. 4 DETAILS	SHEET 152 OF 258



SECTION A-A

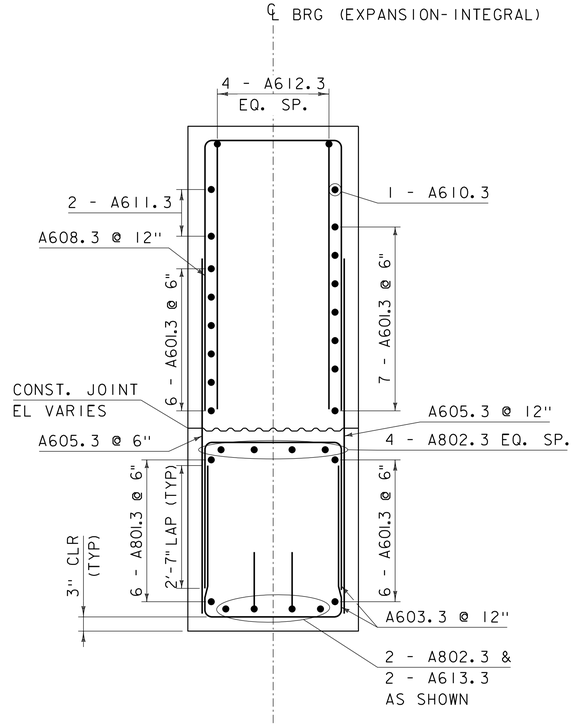
SCALE: ¾" = 1'-0"



SECTION B-B

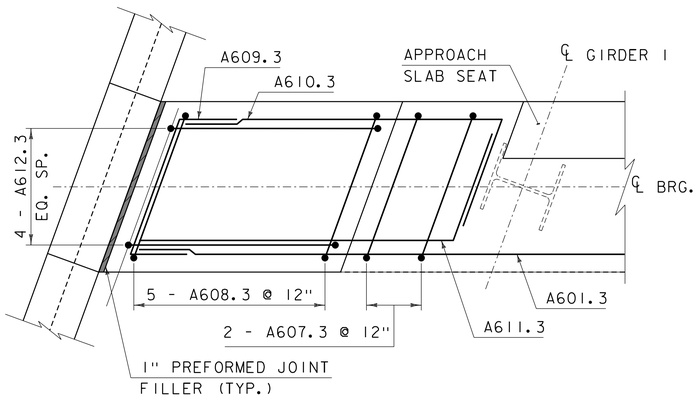
SCALE: ¾" = 1'-0"

NOTE: CURB & CURB REINFORCEMENT NOT SHOWN FOR CLARITY



SECTION C-C

SCALE: ¾" = 1'-0"

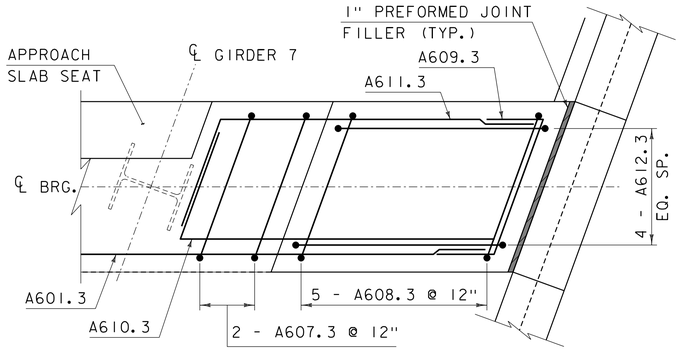


SECTION D-D

SCALE: ¾" = 1'-0"

ABUT. 3 SHOWN. ABUT. 4 SIMILAR BUT OPPOSITE

BARS WITHIN LIMITS OF THE SUPERSTRUCTURE NOT SHOWN FOR CLARITY



SECTION E-E

SCALE: ¾" = 1'-0"

ABUT. 3 SHOWN. ABUT. 4 SIMILAR BUT OPPOSITE

BARS WITHIN LIMITS OF THE SUPERSTRUCTURE NOT SHOWN FOR CLARITY

TYPICAL LAP LENGTHS	
BAR SIZE	LENGTH
#6 (VERT)	2'-7"
#6 (HORIZ)	3'-3"
#8	4'-5"

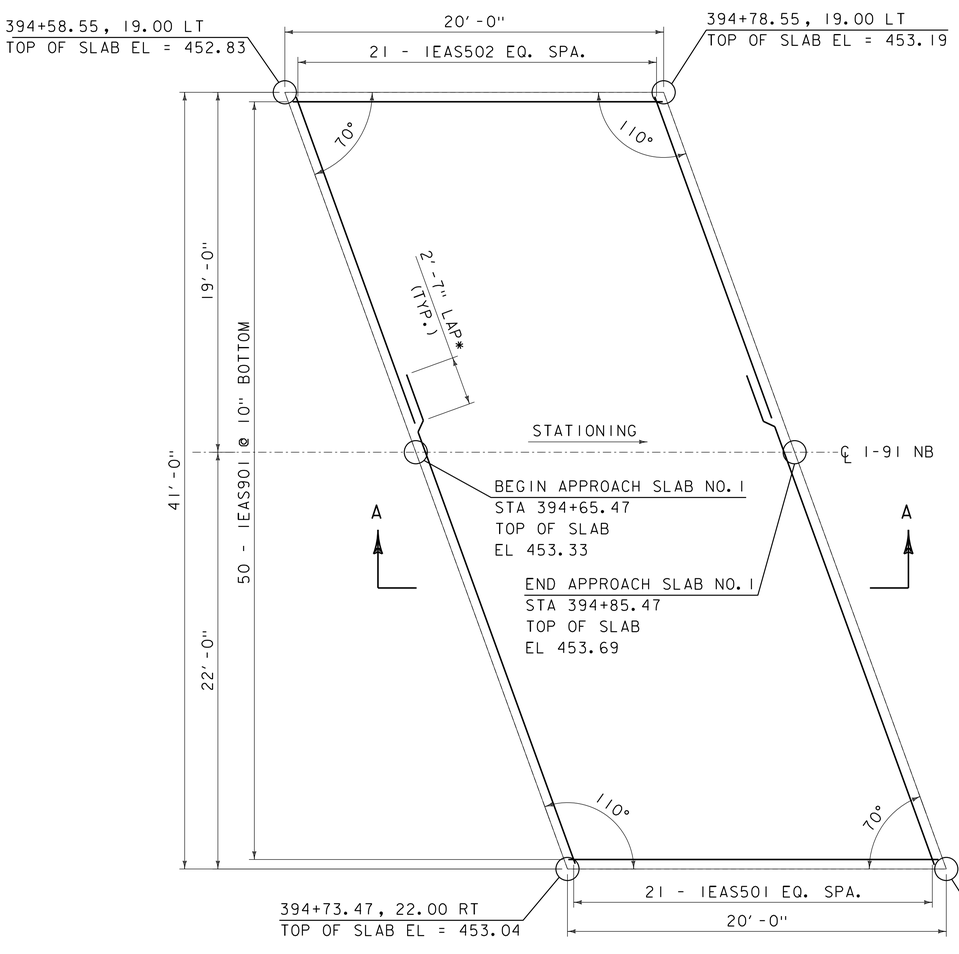
NOTES:

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EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLEAR, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
ALL DIMENSIONS GIVEN AT CENTERLINE OF BEARING UNLESS NOTED OTHERWISE.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220subSB.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
I-91 SB ABUTMENT CROSS SECTION DETAILS

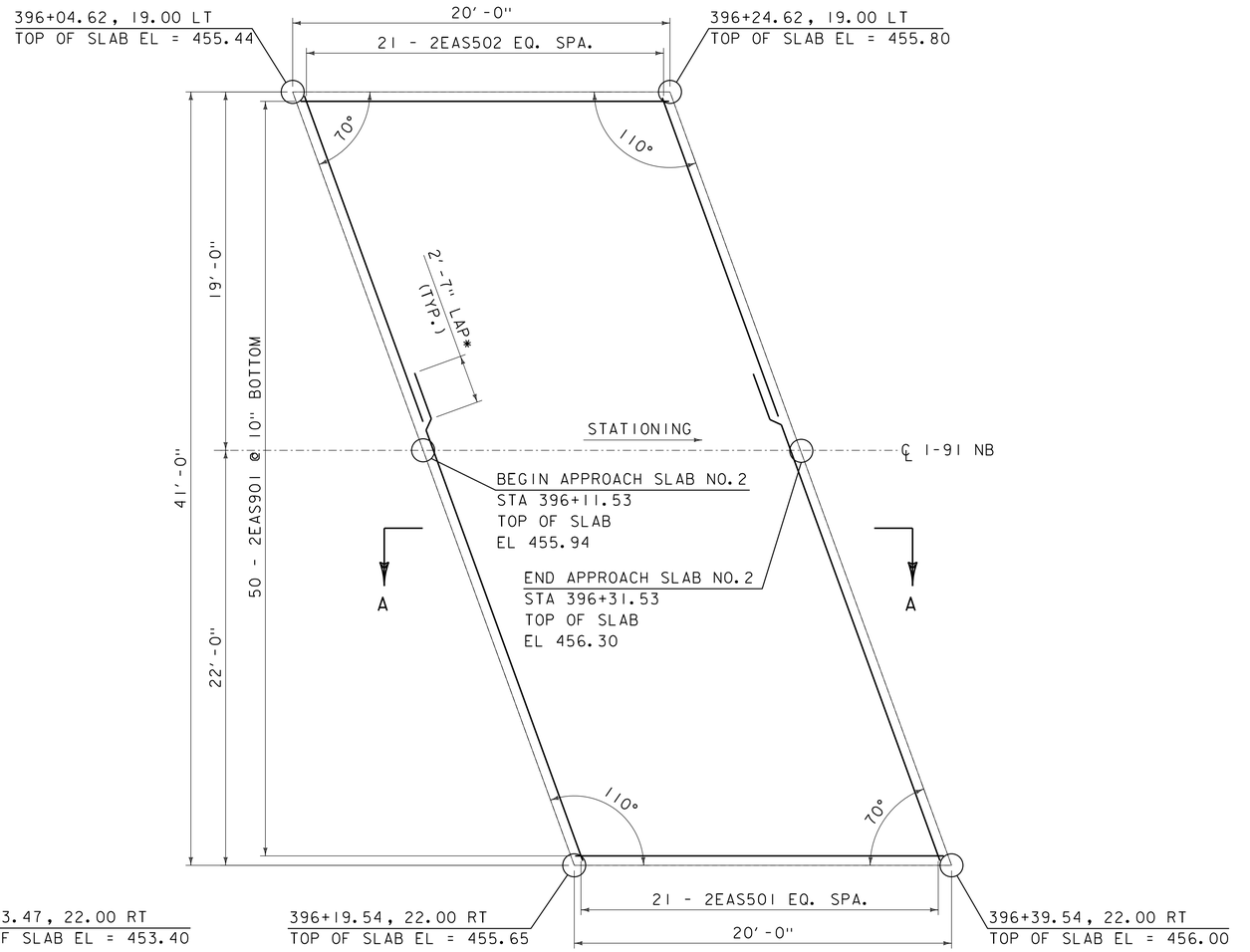
PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 153 OF 258



*ALTERNATE LAP WITH BAR SPACING

APPROACH SLAB NO. 1

SCALE: 1/4" = 1'-0"



*ALTERNATE LAP WITH BAR SPACING

APPROACH SLAB NO. 2

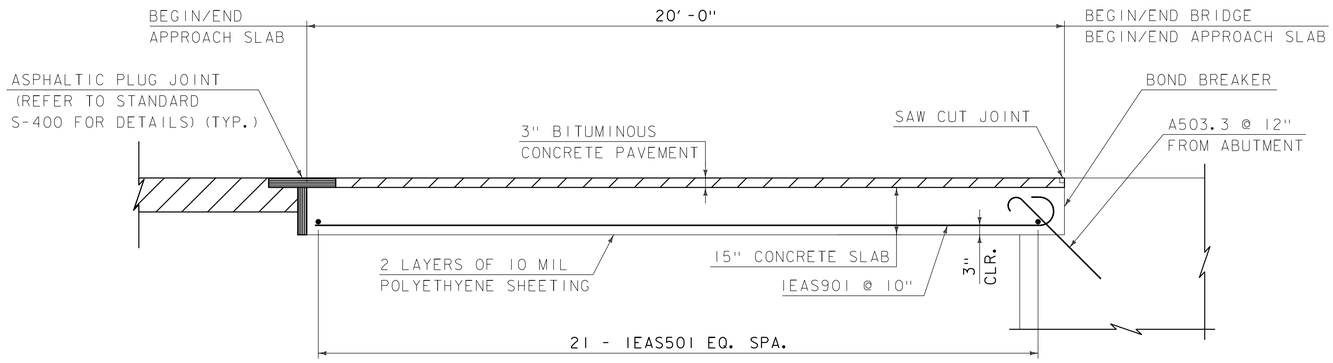
SCALE: 1/4" = 1'-0"

NOTES:

1. EMULSIFIED ASPHALT TO BE APPLIED ON COARSE MILLED SURFACES AND IN BETWEEN PROPOSED PAVEMENT COURSES AS SPECIFIED IN TABLE 404.06A.

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)

FILE NAME: z19a220appslabNB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: T. POLSON	CHECKED BY: T. POLSON
I-91 NB APPROACH SLAB DETAIL SHEET 1	SHEET 154 OF 258



SECTION A-A

SCALE: ½" = 1'-0"
(ABUTMENT No. 1 APPROCH SLAB SHOWN,
ABUTMENT No. 2 APPROACH SLAB SIMILAR)

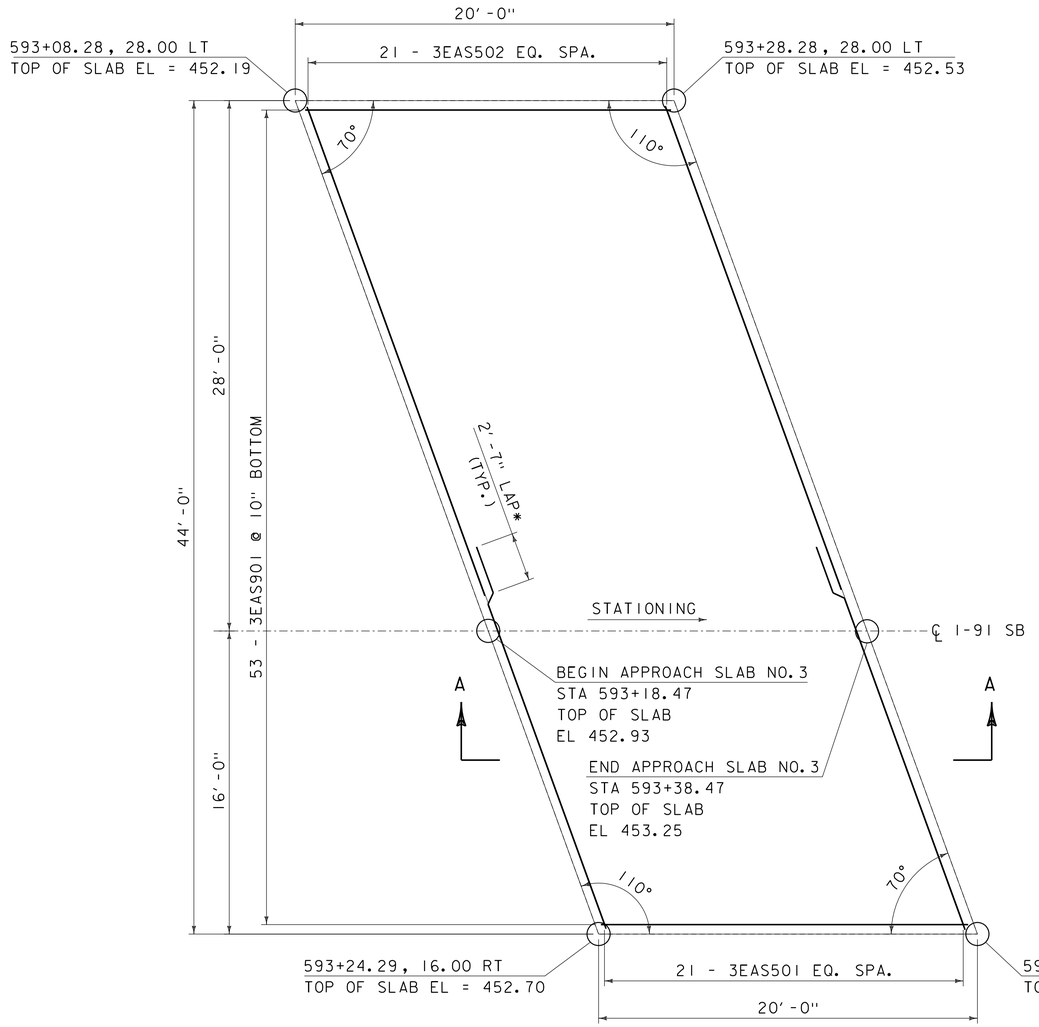
NOTES:

1. MATERIAL FOR POLYETHYLENE SHEETING SHALL MEET THE REQUIREMENTS OF SUBSECTION 725.01(c) OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL PLACE THE SHEETING ON TOP OF THE FINISHED SUBBASE FOR FULL LENGTH OF THE APPROCH SLAB. LAP SHEETING AT LEAST 24 INCHES. PAYMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 501.3800, "PREFORMANCE-BASED CONCRETE, CLASS PCS".

2. PAYMENT FOR BOND BRAKER WILL BE INCIDENTAL TO ITEM 501.3800, "PREFORMANCE-BASED CONCRETE, CLASS PCS".

wsp

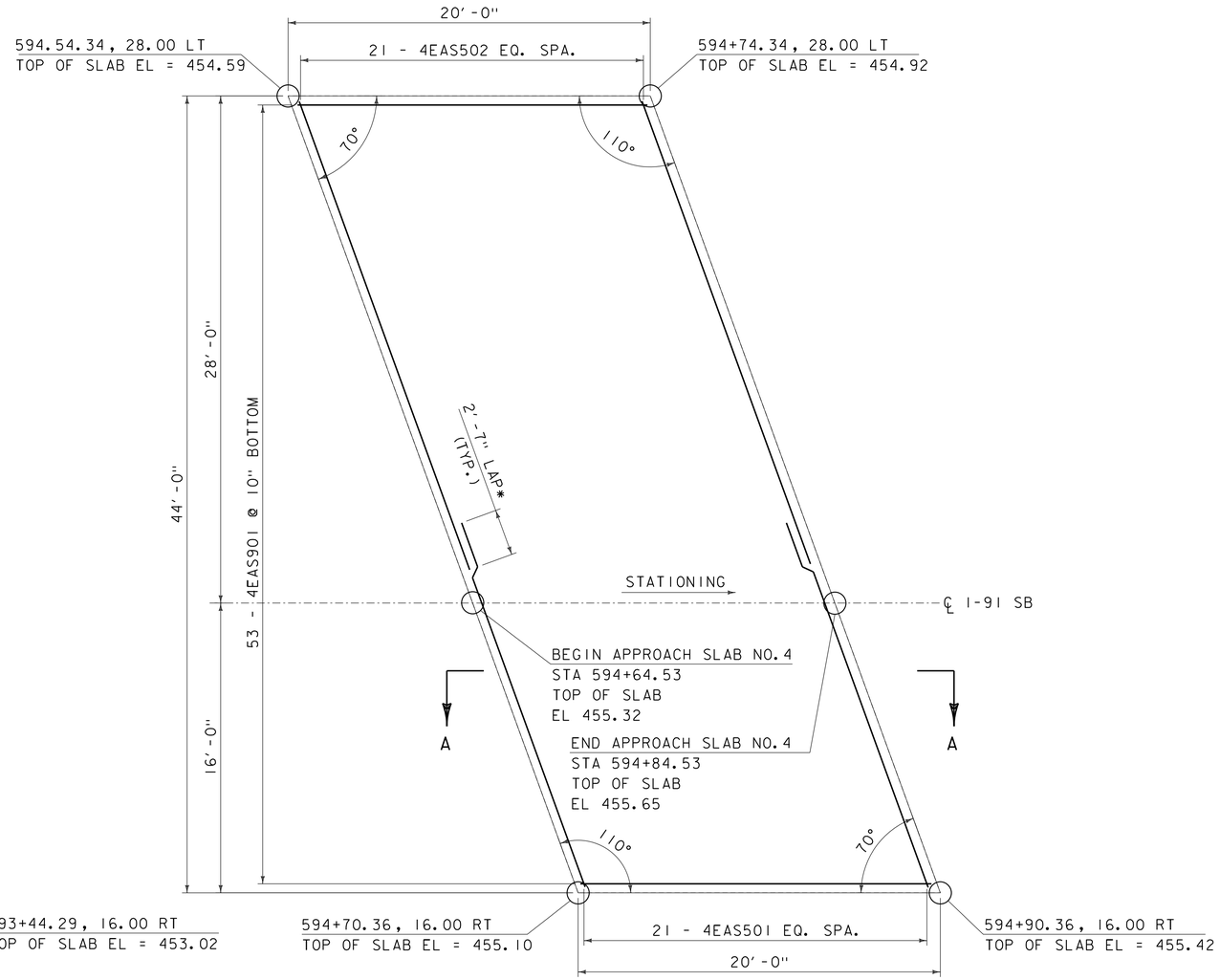
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220appslabdetNB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: T. POLSON	CHECKED BY: T. POLSON
I-91 NB APPROACH SLAB DETAIL SHEET 2	SHEET 155 OF 258



*ALTERNATE LAP WITH BAR SPACING

APPROACH SLAB NO. 3

SCALE: 1/4" = 1'-0"

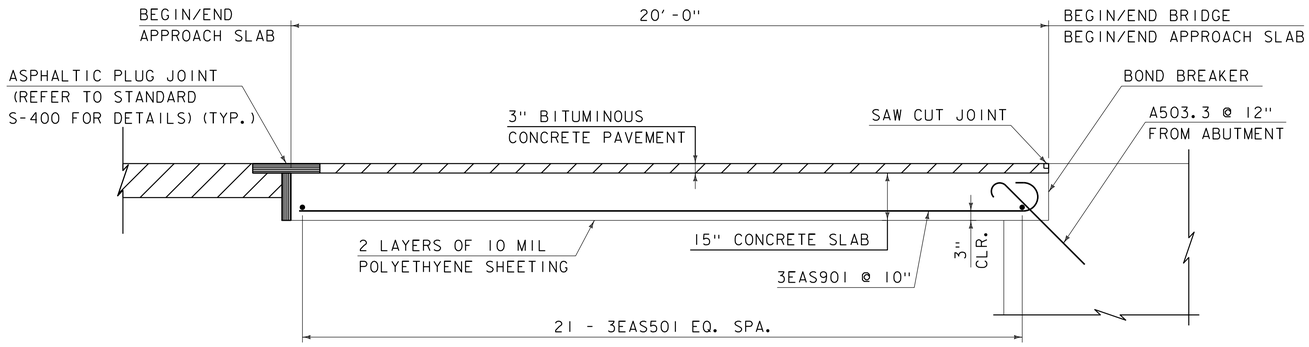


*ALTERNATE LAP WITH BAR SPACING

APPROACH SLAB NO. 4

SCALE: 1/4" = 1'-0"

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220apps1abSB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: T. POLSON	CHECKED BY: T. POLSON
I-91 SB APPROACH SLAB DETAIL SHEET 1	SHEET 156 OF 258



SECTION A-A

SCALE: ½" = 1'-0"
(ABUTMENT No.3 APPROCH SLAB SHOWN,
ABUTMENT No.4 APPROCH SLAB SIMILAR)

NOTES:

1. MATERIAL FOR POLYETHYLENE SHEETING SHALL MEET THE REQUIREMENTS OF SUBSECTION 725.01(c) OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL PLACE THE SHEETING ON TOP OF THE FINISHED SUBBASE FOR FULL LENGTH OF THE APPROCH SLAB. LAP SHEETING AT LEAST 24 INCHES. PAYMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 501.3800, "PREFORMANCE-BASED CONCRETE, CLASS PCS".

2. PAYMENT FOR BOND BRAKER WILL BE INCIDENTAL TO ITEM 501.3800, "PREFORMANCE-BASED CONCRETE, CLASS PCS".

wsp

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220appslabdetSB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A. STOCKIN	DRAWN BY: D. HENDERSON
DESIGNED BY: T. POLSON	CHECKED BY: T. POLSON
I-91 SB APPROACH SLAB DETAIL SHEET 2	SHEET 157 OF 258

STATE OF VERMONT
AGENCY OF TRANSPORTATION

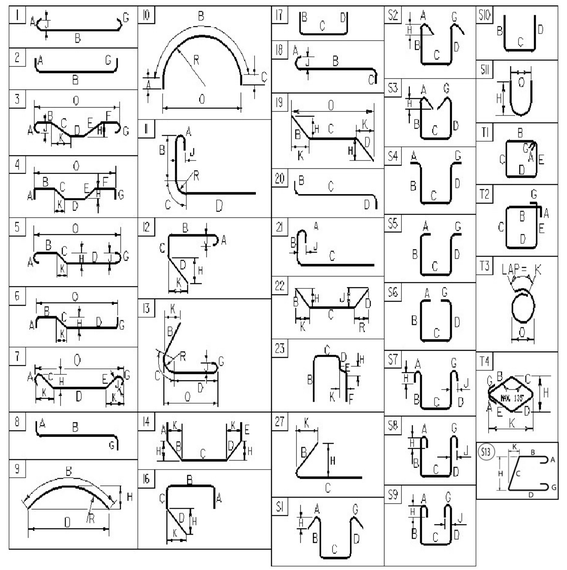
REINFORCING STEEL SCHEDULE

ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
	NORTHBOUND DECK																
	384	5	32'- 11"	1S501.3	STR	32'- 11"											
	112	5	33'- 5"	1S502.3	STR	33'- 5"											
	253	5	28'- 3"	1S503.3	STR	28'- 3"											
	253	5	21'- 2"	1S504.3	STR	21'- 2"											
✳ ▲	133	5	7'- 8"	1S505.3	STR	7'- 8"											
▲	60	5	21'- 7"	1S506.3	STR	21'- 7"											
	448	5	3'- 5"	1S507.3	1	0'- 7"	2'- 10"					---		0'- 5"			
	506	5	6'- 9"	1S508.3	1	0'- 7"	6'- 2"					---		0'- 5"			
	356	5	4'- 9"	1S509.3	S5	0'- 10"	0'- 9"	1'- 7"	0'- 9"			0'- 10"					
	8	5	4'- 9"	1S510.3	S6	0'- 10"	0'- 9"	1'- 7"	0'- 9"			0'- 10"					
▲	6	5	23'- 6"	1S511.3	STR	23'- 6"											
	NORTHBOUND APPROACH SLAB 1																
	21	5	26'- 4"	1EAS501	STR	26'- 4"											
	21	5	19'- 4"	1EAS502	STR	19'- 4"											
	50	9	20'- 9"	1EAS901	1	1'- 3"	19'- 6"					---					
	NORTHBOUND APPROACH SLAB 2																
	21	5	26'- 4"	2EAS501	STR	26'- 4"											
✳	22	5	19'- 4"	2EAS502	STR	19'- 4"											
	50	9	20'- 9"	2EAS901	1	1'- 3"	19'- 6"					---					
	NORTHBOUND ABUTMENT 1 AND INTEGRAL BACKWALL																
	45	5	4'- 9"	1A501.3	17		2'- 9"	2'- 0"	---								
	45	5	26'- 9"	1A502.3	17		2'- 9"	24'- 0"	---								
	42	5	3'- 10"	1A503.3	1	0'- 7"	3'- 3"					---		0'- 5"			
	48	5	5'- 4"	1A504.3	22		2'- 10"	2'- 6"	---				2'- 0"	---	2'- 0"	---	
	38	6	9'- 6"	1A601.3	STR	9'- 6"											
	25	6	42'- 2"	1A602.3	STR	42'- 2"											
	84	6	8'- 8"	1A603.3	S10		3'- 0"	2'- 8"	3'- 0"								
	28	6	9'- 0"	1A604.3	S10		3'- 2"	2'- 8"	3'- 2"								
	161	6	6'- 3"	1A605.3	STR	6'- 3"											
	36	6	8'- 0"	1A606.3	S10		2'- 8"	2'- 8"	2'- 8"								
	4	6	11'- 0"	1A607.3	S10		4'- 2"	2'- 8"	4'- 2"								
	10	6	12'- 2"	1A608.3	S10		4'- 9"	2'- 8"	4'- 9"								
	24	6	4'- 6.25"	1A609.3	S13	---	1'- 0"	2'- 6.25"	1'- 0"			---	2'- 4.5"		0'- 10.25"		
	3	6	7'- 8"	1A610.3	27		2'- 0"	5'- 8"					1'- 10.5"		0'- 8.25"		
	3	6	7'- 8"	1A611.3	22		2'- 0"	5'- 8"					1'- 10.5"		0'- 8.25"		
	8	6	9'- 4"	1A612.3	S10		1'- 0"	3'- 8"	4'- 8"								
	16	6	7'- 5"	1A613.3	S10		1'- 0"	5'- 5"	1'- 0"								
	12	8	11'- 3"	1A801.3	STR	11'- 3"											
	12	8	30'- 2"	1A802.3	STR	30'- 2"											
	NORTHBOUND ABUTMENT 2 AND INTEGRAL BACKWALL																
	45	5	4'- 9"	2A501.3	17		2'- 9"	2'- 0"	---								
	45	5	26'- 9"	2A502.3	17		2'- 9"	24'- 0"	---								
	42	5	3'- 10"	2A503.3	1	0'- 7"	3'- 3"					---		0'- 5"			
	48	5	5'- 4"	2A504.3	22		2'- 10"	2'- 6"	---				2'- 0"	---	2'- 0"	---	
	38	6	9'- 6"	2A601.3	STR	9'- 6"											
	25	6	42'- 2"	2A602.3	STR	42'- 2"											
	84	6	8'- 8"	2A603.3	S10		3'- 0"	2'- 8"	3'- 0"								
	28	6	9'- 0"	2A604.3	S10		3'- 2"	2'- 8"	3'- 2"								
	161	6	6'- 3"	2A605.3	STR	6'- 3"											
	36	6	8'- 0"	2A606.3	S10		2'- 8"	2'- 8"	2'- 8"								
	4	6	11'- 0"	2A607.3	S10		4'- 2"	2'- 8"	4'- 2"								
	10	6	12'- 2"	2A608.3	S10		4'- 9"	2'- 8"	4'- 9"								
	24	6	4'- 6.25"	2A609.3	S13	---	1'- 0"	2'- 6.25"	1'- 0"			---	2'- 4.5"		0'- 10.25"		
	3	6	7'- 8"	2A610.3	27		2'- 0"	5'- 8"					1'- 10.5"		0'- 8.25"		
	3	6	7'- 8"	2A611.3	22		2'- 0"	5'- 8"					1'- 10.5"		0'- 8.25"		
	8	6	9'- 4"	2A612.3	S10		1'- 0"	3'- 8"	4'- 8"								
	16	6	7'- 5"	2A613.3	S10		1'- 0"	5'- 5"	1'- 0"								
	12	8	11'- 3"	2A801.3	STR	11'- 3"											
	12	8	30'- 2"	2A802.3	STR	30'- 2"											

ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O

~ NOTES ~

1. UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31 (ASTM A 615-SI). ALL BARS SHALL BE GRADE 60, UNLESS OTHERWISE DESIGNATED.
2. FOR TYPICAL BENDING DETAILS, RECOMMENDED PIN DIAMETER "D" OF BENDS AND HOOKS, AND OTHER STANDARD PRACTICE, SEE CURRENT CONCRETE REINFORCING STEEL INSTITUTE "MANUAL OF STANDARD PRACTICE".
3. BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
4. ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180 DEGREE AND 135 DEGREE HOOKS.
5. "J" DIMENSION ON 180 DEGREE HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE, STANDARD HOOKS ARE TO BE USED.
6. "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
7. WHERE SLOPE DIFFERS FROM 45 DEGREES, DIMENSIONS "H" AND "K" MUST BE SHOWN.
8. ▲ DENOTES BARS TO BE CUT IN FIELD.
9. ✳ DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.
10. △ DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.
11. E IN BAR MARK PREFIX DENOTES EPOXY COATED REINFORCING STEEL.



ASTM STANDARD REINFORCING BARS

BAR SIZE DESIGNATION	WEIGHT POUNDS PER FOOT	NOMINAL DIMENSIONS ROUND SECTION: DIAMETER INCHES	AREA INCHES 2	PERIMETER INCHES
#3	0.376	0.375	0.11	1.178
#4	0.668	0.500	0.20	1.571
#5	1.043	0.625	0.31	1.963
#6	1.502	0.750	0.44	2.356
#7	2.04	0.875	0.60	2.749
#8	2.670	1.000	0.79	3.14
#9	3.400	1.13	1.00	3.54
#10	4.3	1.270	1.27	3.990
#11	5.31	1.410	1.56	4.430
#14	7.65	1.69	2.25	5.32
#18	13.60	2.26	4.00	7.09

~ REINFORCING STEEL CORROSION RESISTANCE LEVEL ~

THE REINFORCING STEEL MARKS IN THIS SCHEDULE INDICATE THE REQUIRED BAR CORROSION RESISTANCE LEVEL. CORROSION RESISTANCE LEVEL IS DENOTED WITH A .2 FOR LEVEL TWO SUFFIX OR .3 FOR LEVEL THREE SUFFIX, .1 FOR LEVEL ONE IS TO BE OMITTED. THE BAR MATERIAL TYPE AND BAR STEEL GRADE PROVIDED FOR EACH CORROSION LEVEL WILL BE RECORDED ON THE PLAN SET PI SHEET FOR AS-BUILT RECORD PLAN ARCHIVES.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220rssNB.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
I-91 NB REINFORCING STEEL SCHEDULE

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 158 OF 258

STATE OF VERMONT
AGENCY OF TRANSPORTATION

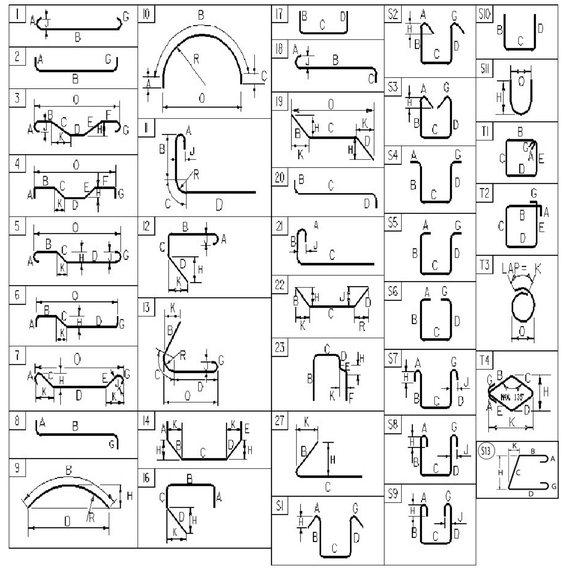
REINFORCING STEEL SCHEDULE

ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
	SOUTHBOUND DECK																
	424	5	32'- 11"	2S501.3	STR	32'- 11"											
	112	5	33'- 5"	2S502.3	STR	33'- 5"											
	253	5	39'- 2"	2S503.3	STR	39'- 2"											
	253	5	15'- 5"	2S504.3	STR	15'- 5"											
✳ ▲	193	5	7'- 6"	2S505.3	STR	7'- 6"											
▲	66	5	21'- 11"	2S506.3	STR	21'- 11"											
	388	5	3'- 5"	2S507.3	1	0'- 7"	2'- 10"					---		0'- 5"			
	506	5	6'- 11"	2S508.3	1	0'- 7"	6'- 4"					---		0'- 5"			
	356	5	4'- 9"	2S509.3	S5	0'- 10"	0'- 9"	1'- 7"	0'- 9"			0'- 10"					
	8	5	4'- 9"	2S510.3	S6	0'- 10"	0'- 9"	1'- 7"	0'- 9"			0'- 10"					
	2	5	23'- 9"	2S511.3	STR	23'- 9"											
▲	64	5	9'- 10"	2S512.3	STR	9'- 10"											
	64	5	4'- 6"	2S513.3	STR	4'- 6"											
	SOUTHBOUND APPROACH SLAB 3																
	21	5	18'- 1"	3EAS501	STR	18'- 1"											
	21	5	30'- 10"	3EAS502	STR	30'- 10"											
	53	9	20'- 9"	3EAS901	1	1'- 3"	19'- 6"										
	SOUTHBOUND APPROACH SLAB 4																
✳	22	5	18'- 1"	4EAS501	STR	18'- 1"											
	21	5	30'- 10"	4EAS502	STR	30'- 10"											
	53	9	20'- 9"	4EAS901	1	1'- 3"	19'- 6"										
	SOUTHBOUND ABUTMENT 3 AND INTEGRAL BACKWALL																
	48	5	4'- 9"	3A501.3	17		2'- 9"	2'- 0"	---								
	48	5	26'- 9"	3A502.3	17		2'- 9"	24'- 0"	---								
	45	5	3'- 10"	3A503.3	1	0'- 7"	3'- 3"					---		0'- 5"			
	52	5	5'- 4"	3A504.3	22		2'- 10"	2'- 6"	---				2'- 0"	---	2'- 0"	---	
	38	6	9'- 6"	3A601.3	STR	9'- 6"											
	25	6	45'- 4"	3A602.3	STR	45'- 4"											
	42	6	8'- 8"	3A603.3	S10		3'- 0"	2'- 8"	3'- 0"								
	70	6	9'- 2"	3A604.3	S10		3'- 3"	2'- 8"	3'- 3"								
	167	6	6'- 3"	3A605.3	STR	6'- 3"											
	36	6	8'- 0"	3A606.3	S10		2'- 8"	2'- 8"	2'- 8"								
	4	6	11'- 0"	3A607.3	S10		4'- 2"	2'- 8"	4'- 2"								
	10	6	12'- 2"	3A608.3	S10		4'- 9"	2'- 8"	4'- 9"								
	24	6	4'- 6.25"	3A609.3	S13	---	1'- 0"	2'- 6.25"	1'- 0"			---	2'- 4.5"		0'- 10.25"		
	3	6	7'- 8"	3A610.3	27		2'- 0"	5'- 8"					1'- 10.5"		0'- 8.25"		
	3	6	7'- 8"	3A611.3	22		2'- 0"	5'- 8"					1'- 10.5"		0'- 8.25"		
	8	6	9'- 4"	3A612.3	S10		1'- 0"	3'- 8"	4'- 8"								
	16	6	7'- 9"	3A613.3	S10		1'- 0"	5'- 9"	1'- 0"								
	12	8	11'- 3"	3A801.3	STR	11'- 3"											
	12	8	31'- 10"	3A802.3	STR	31'- 10"											
	SOUTHBOUND ABUTMENT 4 AND INTEGRAL BACKWALL																
	48	5	4'- 9"	4A501.3	17		2'- 9"	2'- 0"	---								
	48	5	26'- 9"	4A502.3	17		2'- 9"	24'- 0"	---								
	45	5	3'- 10"	4A503.3	1	0'- 7"	3'- 3"					---		0'- 5"			
	52	5	5'- 4"	4A504.3	22		2'- 10"	2'- 6"	---				2'- 0"	---	2'- 0"	---	
	38	6	9'- 6"	4A601.3	STR	9'- 6"											
	25	6	45'- 4"	4A602.3	STR	45'- 4"											
	42	6	8'- 8"	4A603.3	S10		3'- 0"	2'- 8"	3'- 0"								
	70	6	9'- 2"	4A604.3	S10		3'- 3"	2'- 8"	3'- 3"								
	167	6	6'- 3"	4A605.3	STR	6'- 3"											
	36	6	8'- 0"	4A606.3	S10		2'- 8"	2'- 8"	2'- 8"								
	4	6	11'- 0"	4A607.3	S10		4'- 2"	2'- 8"	4'- 2"								
	10	6	12'- 2"	4A608.3	S10		4'- 9"	2'- 8"	4'- 9"								
	24	6	4'- 6.25"	4A609.3	S13	---	1'- 0"	2'- 6.25"	1'- 0"			---	2'- 4.5"		0'- 10.25"		
	3	6	7'- 8"	4A610.3	27		2'- 0"	5'- 8"					1'- 10.5"		0'- 8.25"		
	3	6	7'- 8"	4A611.3	22		2'- 0"	5'- 8"					1'- 10.5"		0'- 8.25"		
	8	6	9'- 4"	4A612.3	S10		1'- 0"	3'- 8"	4'- 8"								
	16	6	7'- 9"	4A613.3	S10		1'- 0"	5'- 9"	1'- 0"								
	12	8	11'- 3"	4A801.3	STR	11'- 3"											
	12	8	31'- 10"	4A802.3	STR	31'- 10"											

ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O

~ NOTES ~

1. UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31 (ASTM A 615-SI). ALL BARS SHALL BE GRADE 60, UNLESS OTHERWISE DESIGNATED.
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3. BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
4. ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180 DEGREE AND 135 DEGREE HOOKS.
5. "J" DIMENSION ON 180 DEGREE HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE, STANDARD HOOKS ARE TO BE USED.
6. "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
7. WHERE SLOPE DIFFERS FROM 45 DEGREES, DIMENSIONS "H" AND "K" MUST BE SHOWN.
8. ▲ DENOTES BARS TO BE CUT IN FIELD.
9. ✳ DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.
10. △ DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.
11. E IN BAR MARK PREFIX DENOTES EPOXY COATED REINFORCING STEEL.



ASTM STANDARD REINFORCING BARS

BAR SIZE DESIGNATION	WEIGHT POUNDS PER FOOT	NOMINAL DIMENSIONS ROUND SECTION		
		DIAMETER INCHES	AREA INCHES2	PERIMETER INCHES
#3	0.376	0.375	0.11	1.178
#4	0.668	0.500	0.20	1.571
#5	1.043	0.625	0.31	1.963
#6	1.502	0.750	0.44	2.356
#7	2.04	0.875	0.60	2.749
#8	2.670	1.000	0.79	3.14
#9	3.400	1.13	1.00	3.54
#10	4.3	1.270	1.27	3.990
#11	5.31	1.410	1.56	4.430
#14	7.65	1.69	2.25	5.32
#18	13.60	2.26	4.00	7.09

~ REINFORCING STEEL CORROSION RESISTANCE LEVEL ~

THE REINFORCING STEEL MARKS IN THIS SCHEDULE INDICATE THE REQUIRED BAR CORROSION RESISTANCE LEVEL. CORROSION RESISTANCE LEVEL IS DENOTED WITH A .2 FOR LEVEL TWO SUFFIX OR .3 FOR LEVEL THREE SUFFIX, .1 FOR LEVEL ONE IS TO BE OMITTED. THE BAR MATERIAL TYPE AND BAR STEEL GRADE PROVIDED FOR EACH CORROSION LEVEL WILL BE RECORDED ON THE PLAN SET PI SHEET FOR AS-BUILT RECORD PLAN ARCHIVES.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220rssSB.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
I-91 SB REINFORCING STEEL SCHEDULE

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 159 OF 258

MECHANICALLY STABILIZED EARTH RETAINING WALL NOTES:

1. THE CONTRACTOR SHALL DESIGN, DETAIL, AND CONSTRUCT A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH THESE PLANS, THE VTRANS STANDARD SPECIFICATIONS FOR CONSTRUCTION, AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, AND MANUFACTURER RECOMMENDATIONS.

2. ALL LAYOUT DIMENSIONS ARE TO THE OUTSIDE FACE OF WALLS UNLESS OTHERWISE NOTED.

3. ADJUSTMENTS SHALL BE MADE TO FRONT FACE OF WALL LOCATIONS AND APPLICABLE DETAILS IF OTHER WALL PANEL THICKNESS IS USED.

4. THE FOLLOWING PARAMETERS SHALL BE INCORPORATED INTO THE DESIGN OF THE MSE WALLS:

   SELECT BACKFILL FOR MSE STRUCTURES (SUBSECTION 704.18):
   TOTAL UNIT WEIGHT = 125 PCF
   ANGLE OF INTERNAL FRICTION = 34 DEG

   FACTORED BEARING RESISTANCE AT THE STRENGTH LIMIT STATE (ALL WALLS) = 37 KSF
   FACTORED BEARING RESISTANCE AT THE SERVICE LIMIT STATE (ALL WALLS) = 6 KSF

   FOR ADDITIONAL INFORMATION REGARDING FOUNDATION SOILS INFORMATION SEE GEOTECHNICAL DATA REPORT DATE XXXXXXXXXXX PREPARED BY WSP.

5. ALL TEMPORARY CONSTRUCTION LOADS IMPOSED ON THE MSE WALL SHALL BE INCLUDED IN THE DESIGN OF THE MSE WALL.

6. WHERE BEDROCK IS ENCOUNTERED THE CONCRETE LEVELING PAD SHALL BEAR ON A 6 INCH THICK LEVELING LAYER OF CRUSHED STONE OVERLYING THE BEDROCK SURFACE.

7. IN THE EVENT THAT BEDROCK IS ENCOUNTERED SHALLOWER THAN THE MAXIMUM BEDROCK ELEVATION, ROCK SHALL BE EXCAVATED PER THE REQUIREMENTS OF ITEM 203.1600, "SOLID ROCK EXCAVATION" AND PAID FOR UNDER ITEM 203.1600.

8. CRUSHED STONE SHALL MEET THE REQUIREMENTS OF SUBSECTION 704.16 OF THE SPECIFICATIONS. PAYMENT FOR CRUSHED STONE WILL BE CONSIDERED INCIDENTAL TO ITEM 227.0100, "RETAINING WALL, MECHANICALLY STABILIZED EARTH".

9. THE CONTRACTOR IS RESPONSIBLE FOR GRADUALLY DEFLECTING THE UPPER REINFORCING STRIPS DOWNWARD TO AVOID CONFLICTS WITH THE APPROACH SLAB. THE CONTRACTOR'S ATTENTION IS DIRECTED ESPECIALLY TO THE EFFECTS OF ROADWAY CROSS SLOPE. THE CONTRACTOR IS ALSO RESPONSIBLE FOR GRADUALLY DEFLECTING THE REINFORCING STRIPS AROUND THE PILE SLEEVES AND ABUTMENT PILE CAPS.

10. THE PANELS SHALL HAVE A NOMINAL SIZE OF 4.5 FT WIDE AND 4.5 FT TALL, OR GREATER. THE ARCHITECTURAL FINISH OF THE PANELS SHALL BE "ASHLAR STONE FINISH".

11. EXCEPT WHERE INDICATED ON THE MSE WALL PLAN AND ELEVATION SHEETS, ELEVATIONS AND LENGTHS OF THE LEVELING PADS SHOWN IN THE MSE WALL PLAN AND ELEVATION SHEETS ARE CONCEPTUAL AND THE CONTRACTOR SHALL DETERMINE THE LEVELING PAD ELEVATIONS AND LENGTHS IN COORDINATION WITH THE MSE WALL SUPPLIER.

12. CONCRETE FOR THE CAST-IN-PLACE COPING AND LEVELING PAD SHALL BE "PERFORMANCE BASED CONCRETE, CLASS PCS". REINFORCING STEEL SHALL BE LEVEL III, IN ACCORDANCE WITH SECTION 507. COSTS ASSOCIATED WITH FURNISHING AND INSTALLING REINFORCING STEEL AND CONCRETE FOR COPING AND LEVELING PADS SHALL BE CONSIDERED INCIDENTAL TO ITEM 227.0100, "RETAINING WALL, MECHANICALLY STABILIZED EARTH".

13. REINFORCING STEEL DOWELS EXTENDING FROM THE MSE WALL PANELS INTO THE CAST-IN-PLACE COPING SHALL BE CAST INTEGRALLY WITH THE PANELS - DRILLING AND GROUTING OF REINFORCING DOWELS WILL NOT BE ALLOWED.

14. CONTRACTION JOINTS SHALL BE PROVIDED IN THE CAST-IN-PLACE CONCRETE COPING AT 20'-0" MAXIMUM SPACINGS AND SHALL ALIGN WITH JOINTS BETWEEN ADJACENT PANELS. REINFORCING STEEL WITHIN THE CAST-IN-PLACE COPING SHALL BE CONTINUOUS THROUGH CONTRACTION JOINTS.

15. A 30 MIL GEOTEXTILE MEMBRANE SHALL BE INSTALLED ON TOP OF THE BACKFILL FOR ITEM 227.0100, "RETAINING WALL, MECHANICALLY STABILIZED EARTH". THE MEMBRANE SHALL SLOPE AWAY FROM THE MSE WALLS AND ABUTMENT BACKFILL TO CONVEY WATER TO AN UNDERDRAIN PIPE. A 6 INCH FOLD OF MEMBRANE SHALL BE ATTACHED TO THE BACK FACE OF MSE WALL WITH AN ADHESIVE. THE MEMBRANE AND ADHESIVE SHALL MEET THE REQUIREMENTS OF THE MANUFACTURER. GEOTEXTILE MEMBRANE, ADHESIVE, AND ANY EQUIPMENT NECESSARY FOR INSTALLATION SHALL BE CONSIDERED INCIDENTAL TO ITEM 227.0100, "RETAINING WALL, MECHANICALLY STABILIZED EARTH".

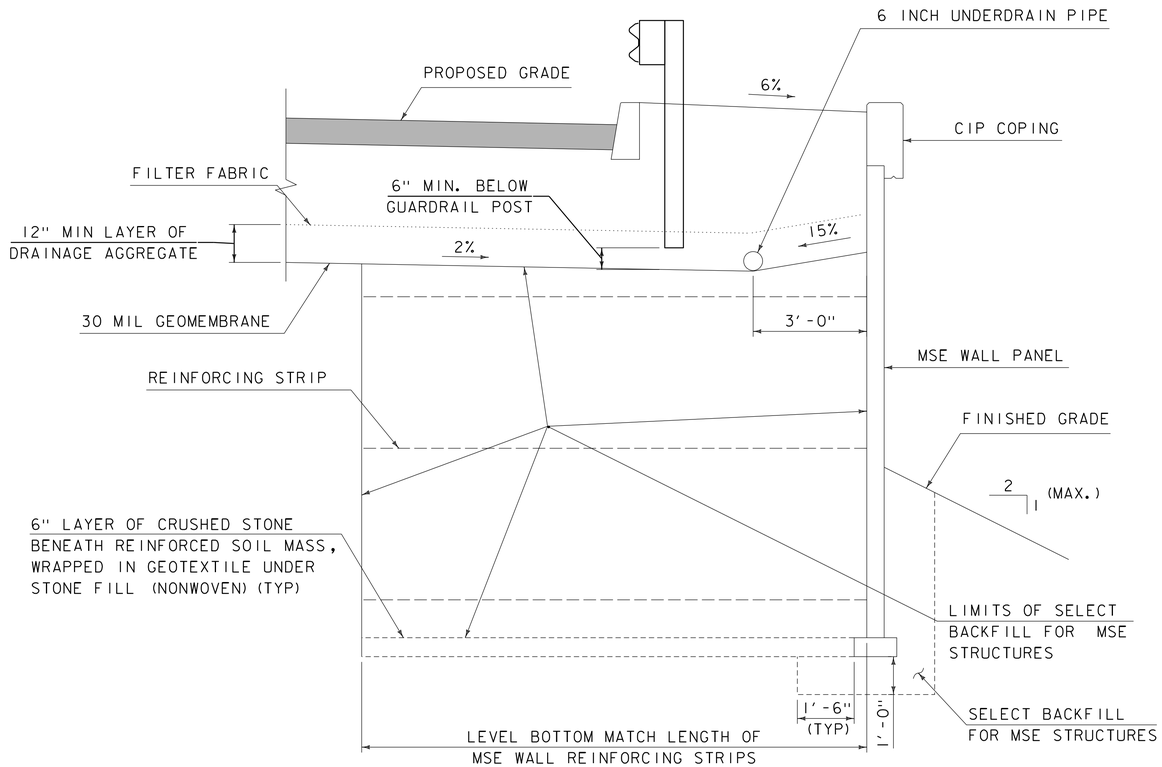
16. ANY WALL REINFORCING STRIPS LOCATED ABOVE THE GEOMEMBRANE SHALL HAVE A DESIGN LIFE OF 125 YEARS USING CORROSION RATES GIVEN IN AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR NON-AGGRESSIVE SOIL.

17. UNDERDRAIN PIPES SHALL BE PERFORATED AND MEET THE REQUIREMENTS OF SUBSECTION 710.06. THE DRAINAGE AGGREGATE, FILTER FABRIC, AND PIPE AND ANY FITTINGS OR ADHESIVES NECESSARY FOR INSTALLATION SHALL BE CONSIDERED INCIDENTAL TO ITEM 227.0100, "RETAINING WALL, MECHANICALLY STABILIZED EARTH".

18. FILTER FABRIC MEETING THE REQUIREMENTS OF SECTION 720 FOR GEOTEXTILE UNDER STONE FILL SHALL BE ADHERED TO THE BACK FACE OF THE MSE WALL PANELS AT ALL HORIZONTAL AND VERTICAL JOINTS BETWEEN PANELS. FILTER FABRIC SHALL NOMINALLY BE 18 INCHES WIDE AND CENTERED ON THE JOINT.

19. ALTHOUGH NOT SHOWN IN MSE WALL ELEVATIONS IN THESE PLANS, SLIP JOINTS ARE REQUIRED AT ALL WALL INTERSECTIONS THAT FORM ANGLES. ADDITIONAL SLIP JOINTS MAY BE USED AS REQUIRED BY THE MSE WALL SUPPLIER.

20. MSE REINFORCING STRIPS SHALL BE PLACED AT NO MORE THAN 15° SKEWED TO THE BACK FACE PANELS TO ACCOMODATE PILE SLEEVES.



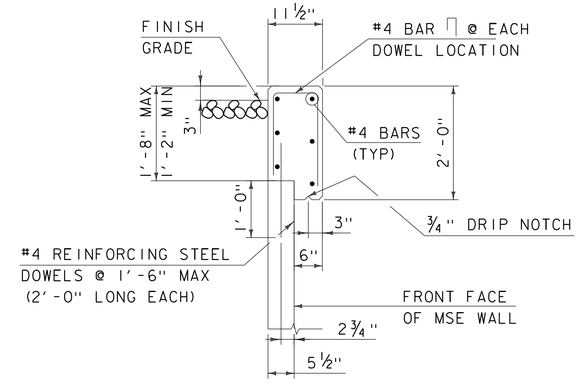
TYPICAL MSE WALL DETAIL

SCALE: ½" = 1'-0"

MSE WALL NO.	REQUIRED REINFORCING LENGTH,** AT THE BEARING SURFACE	BEARING
1 (ABUT. NO. 1)	L = 0.70*H	SOIL
2	L = 0.70*H	SOIL
3	L = 0.70*H	SOIL
4 (ABUT. NO. 2)	L = 0.65*H	ROCK***
5	L = 0.70*H	SOIL
6	L = 0.45*H	ROCK***
7 (ABUT. NO. 3)	L = 0.75*H	SOIL
8	L = 0.70*H	SOIL
9	L = 0.70*H	SOIL
10 (ABUT. NO. 4)	L = 0.65*H	ROCK***
11	L = 0.53*H	ROCK***
12	L = 0.50*H	ROCK***

** L=REINFORCING STRIP LENGTH. H=HEIGHT OF WALL FROM MAXIMUM BASE ELEVATION (WHEN GIVEN) OR TOP OF LEVELING PAD, WHICHEVER GOVERNS DESIGN.
*** TRANSITION REINFORCING STRIP LENGTH TO THE MINIMUM L = 0.70*H REQUIRED FOR REINFORCED SOIL ZONE WHEN RETAINING SOIL.

MINIMUM REINFORCING STRIP LENGTH AT BEARING



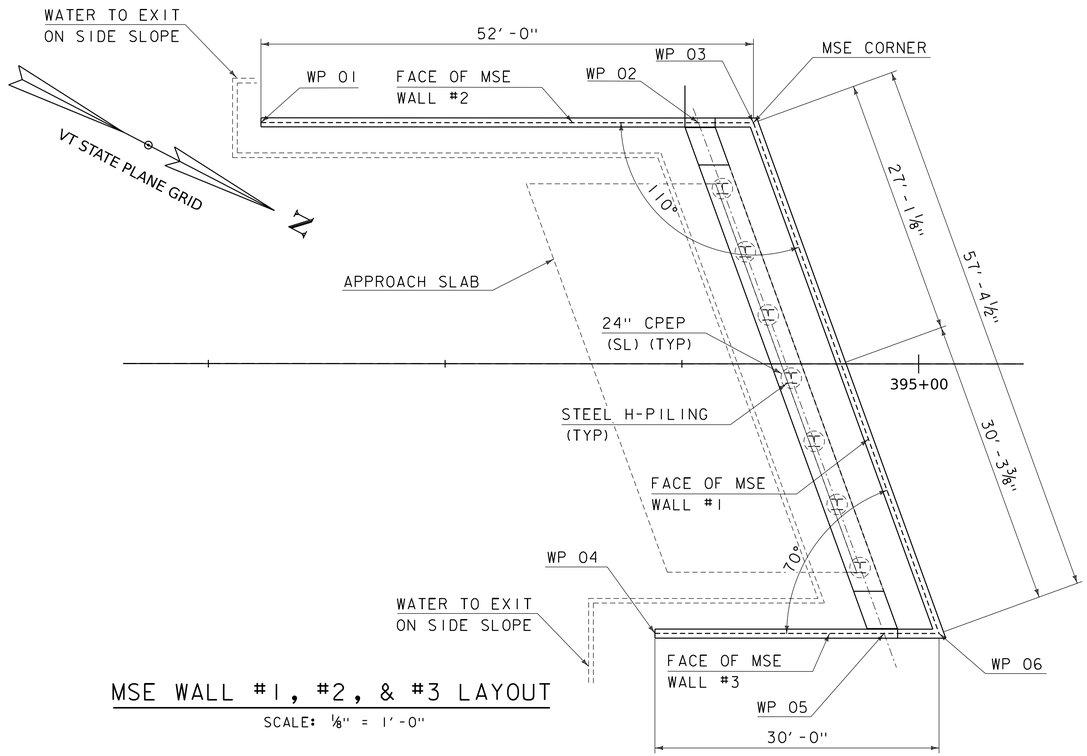
CAST-IN-PLACE CONCRETE COPING SECTION

SCALE: ¾" = 1'-0"

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220msewall.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: E. CARON
MSE WALL NOTES & DETAILS SHEET

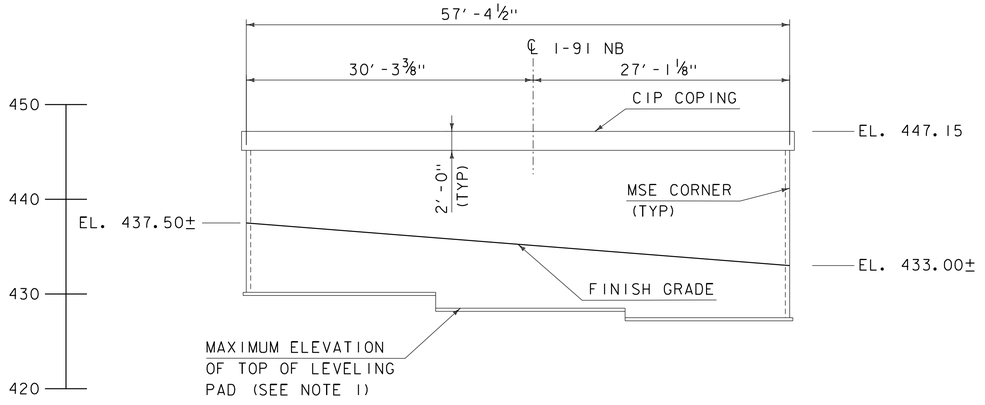
PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: T. POLSON
SHEET 160 OF 258



MSE WALL #1, #2, & #3 LAYOUT

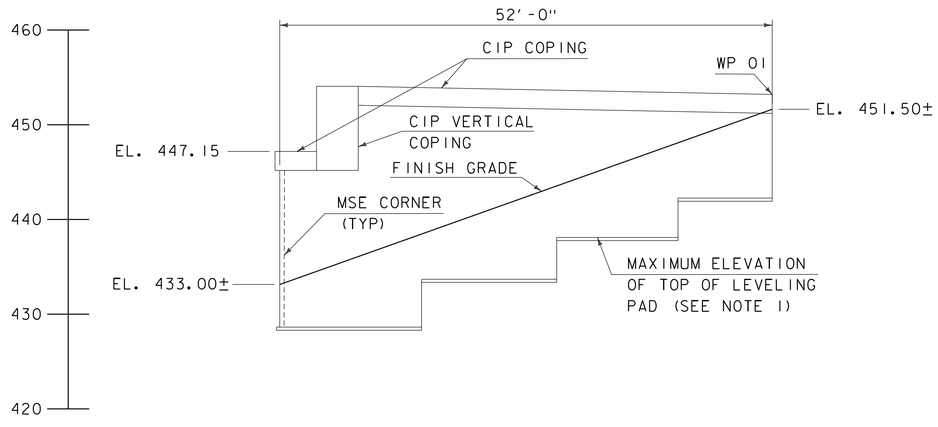
SCALE: ⅛" = 1'-0"

MSE WALL WORKING POINTS			
WP	NORTHING	EASTING	TOP OF WALL EL.
01	122173.06	1622577.87	453.17
02	122214.07	1622556.61	454.03
03	122219.22	1622553.94	447.15
04	122234.83	1622606.58	453.85
05	122256.30	1622595.45	454.24
06	122261.46	1622592.78	447.15



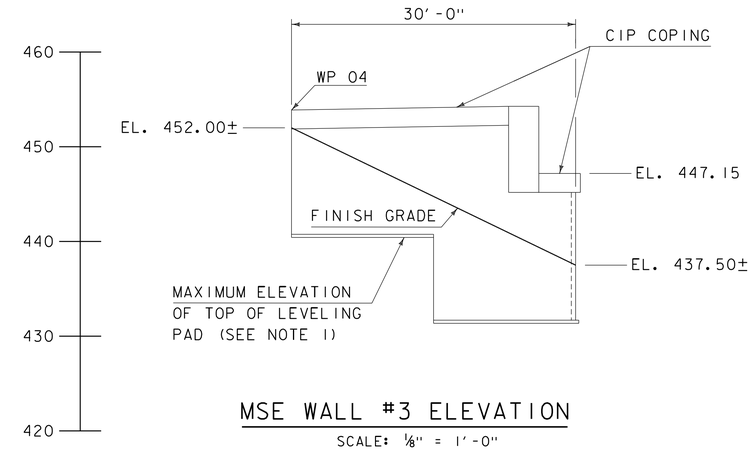
MSE WALL #1 ELEVATION

SCALE: ⅛" = 1'-0"



MSE WALL #2 ELEVATION

SCALE: ⅛" = 1'-0"



MSE WALL #3 ELEVATION

SCALE: ⅛" = 1'-0"

NOTES:

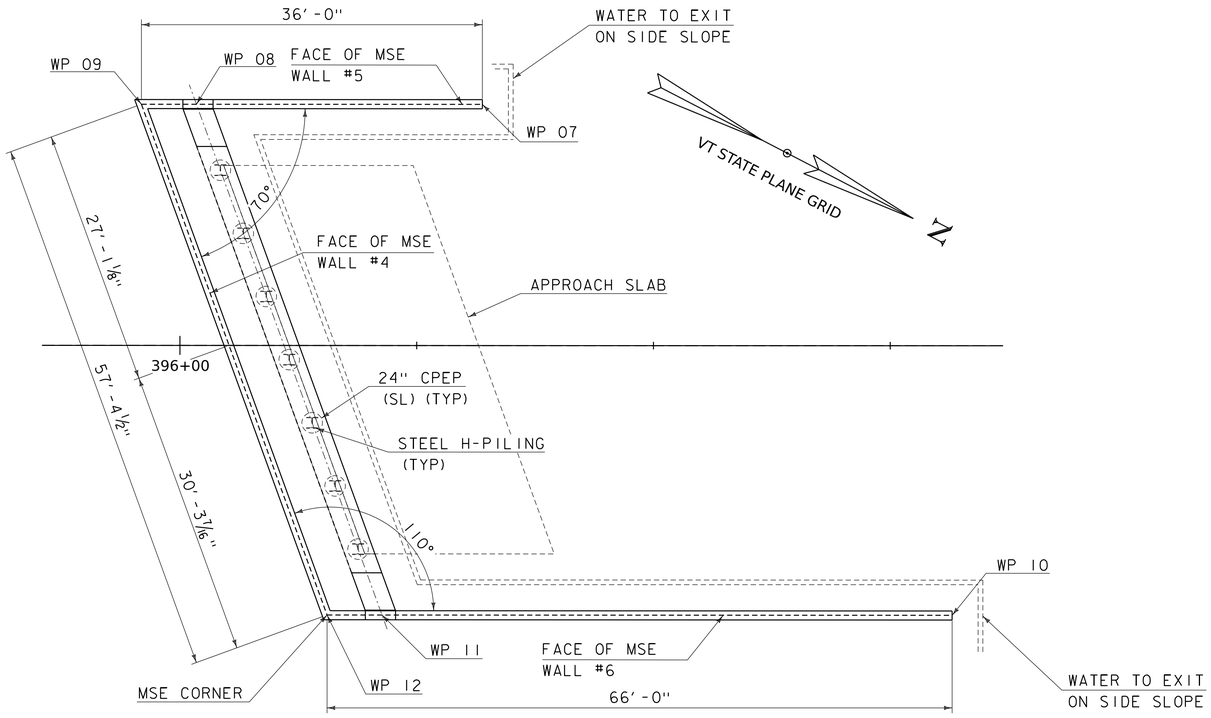
1. TOP OF LEVELING PAD SHALL BE LOCATED 4'-3" MINIMUM BELOW GRADE, EXCEPT WHERE BEDROCK IS ENCOUNTERED ABOVE THIS ELEVATION. THE STEPS SHOWN ARE CONCEPTUAL AND NOT TO SCALE. THE CONTRACTOR AND MSE WALL DESIGNER SHALL ADJUST STEPS FOR ACTUAL SITE CONDITIONS.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220msewallNB1.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: E. CARON
I-91 NB MSE WALL PLAN & ELEVATION 1

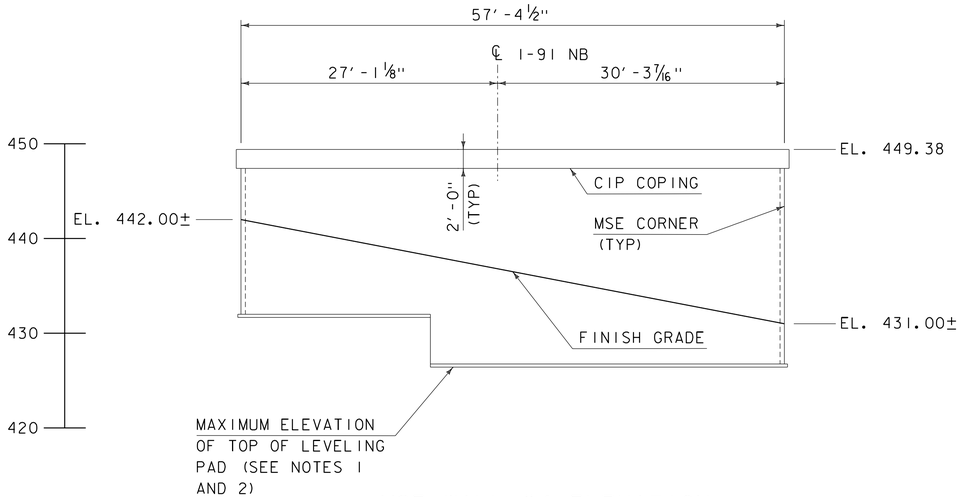
PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: T. POLSON
SHEET 161 OF 258

MSE WALL WORKING POINTS			
WP	NORTHING	EASTING	TOP OF WALL EL.
07	122351.84	1622485.19	456.76
08	122325.04	1622499.08	456.26
09	122319.88	1622501.76	449.38
10	122420.71	1622510.21	457.59
11	122367.28	1622537.92	456.47
12	122362.12	1622540.59	449.38



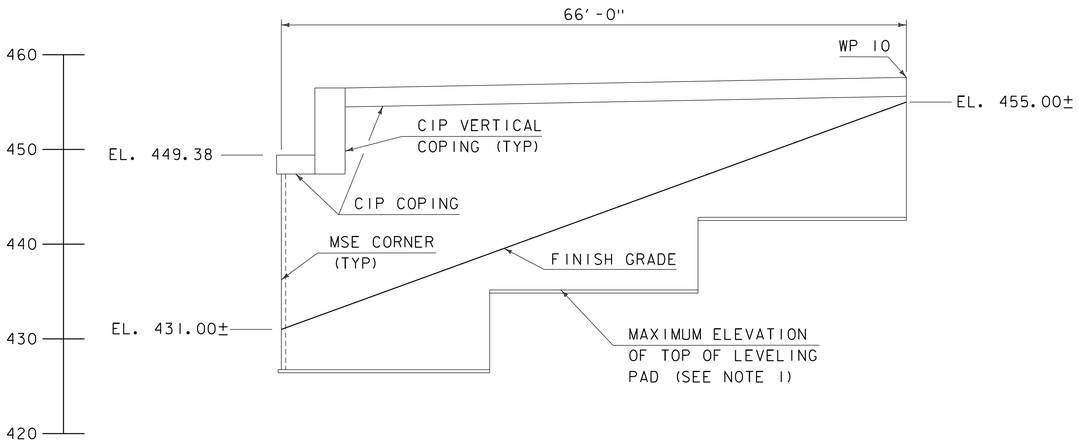
MSE WALL #4, #5, & #6 LAYOUT

SCALE: ⅛″ = 1′-0″



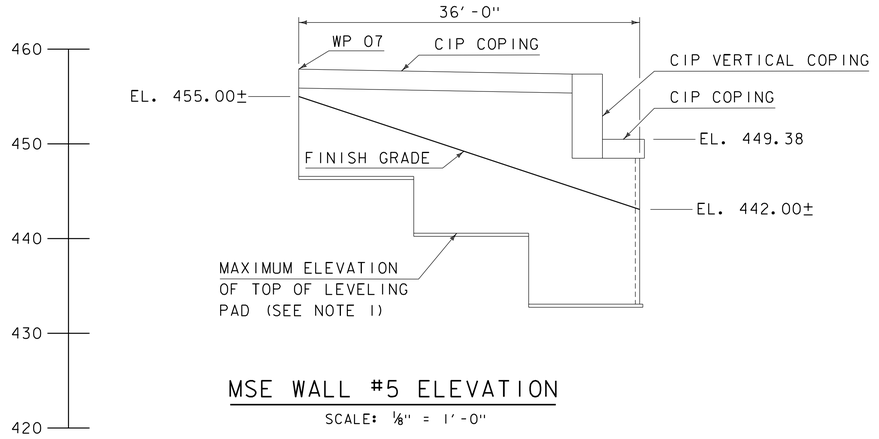
MSE WALL #4 ELEVATION

SCALE: ⅛″ = 1′-0″



MSE WALL #6 ELEVATION

SCALE: ⅛″ = 1′-0″



MSE WALL #5 ELEVATION

SCALE: ⅛″ = 1′-0″

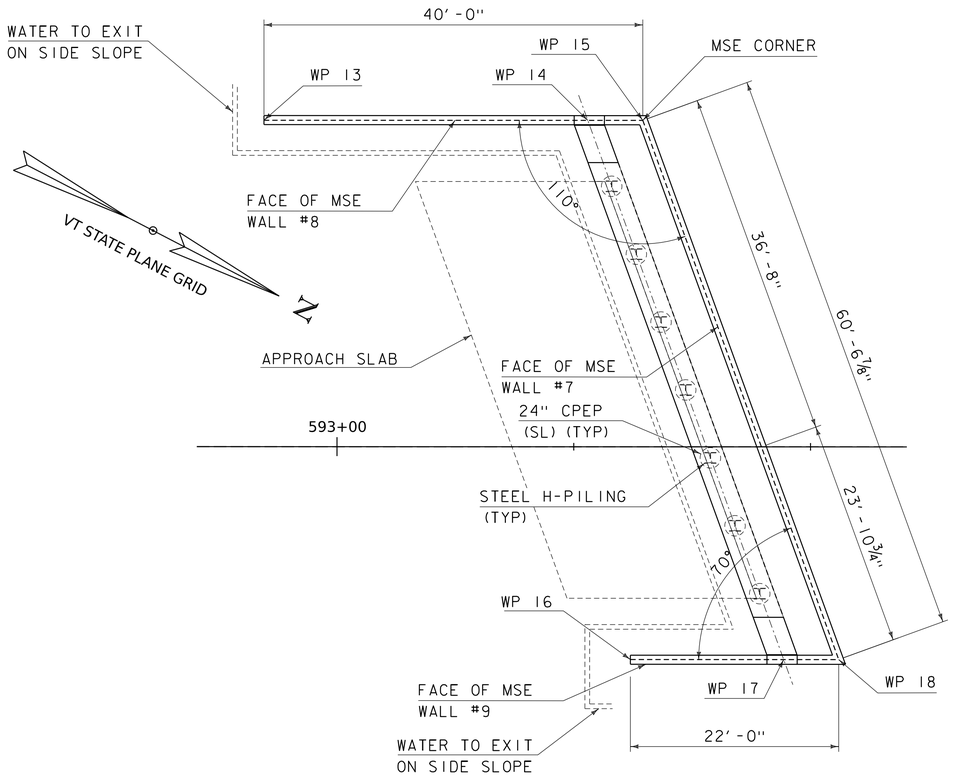
NOTES:

1. TOP OF LEVELING PAD SHALL BE LOCATED 4′-3″ MINIMUM BELOW GRADE, EXCEPT WHERE BEDROCK IS ENCOUNTERED ABOVE THIS ELEVATION. THE STEPS SHOWN ARE CONCEPTUAL AND NOT TO SCALE. THE CONTRACTOR AND MSE WALL DESIGNER SHALL ADJUST FOR ACTUAL SITE CONDITIONS.
2. WHERE BEDROCK IS ENCOUNTERED, THE MAXIMUM ELEVATION OF THE BOTTOM OF THE LEVELING PAD AND REINFORCED FILL SHALL BE EL. 433.2.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220msewall1NB2.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: E. CARON
I-91 NB MSE WALL PLAN & ELEVATION 2

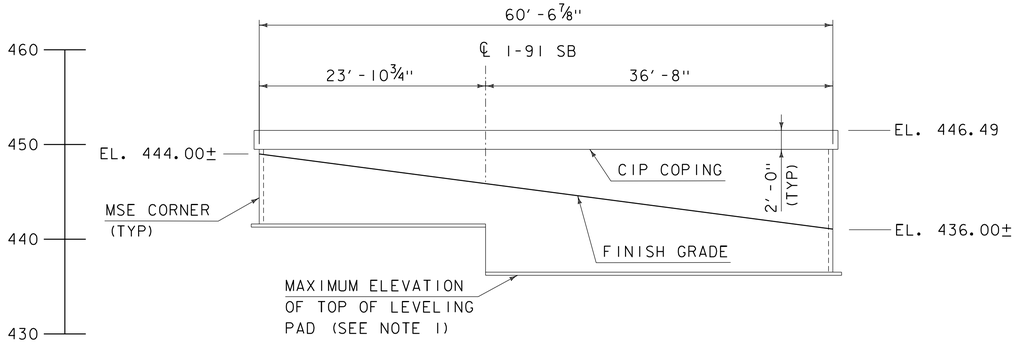
PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: T. POLSON
SHEET 162 OF 258



MSE WALL #7, #8, & #9 LAYOUT

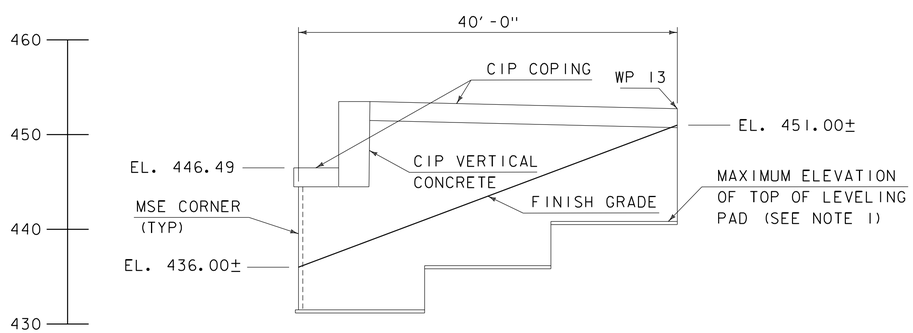
SCALE: ⅛" = 1'-0"

MSE WALL WORKING POINTS			
WP	NORTHING	EASTING	TOP OF WALL EL.
13	122078.44	1622532.31	452.75
14	122108.79	1622516.57	453.37
15	122113.95	1622513.90	446.49
16	122139.01	1622565.02	453.64
17	122153.38	1622557.57	453.87
18	122158.54	1622554.90	446.49



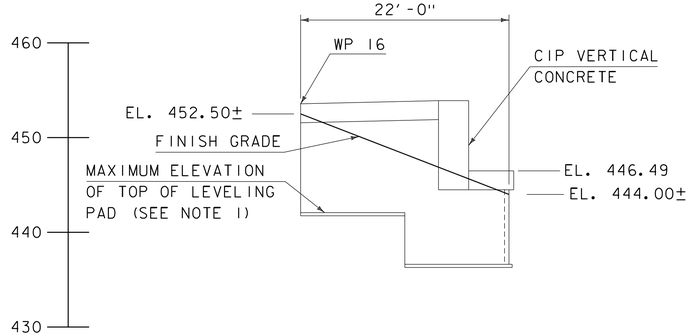
MSE WALL #7 ELEVATION

SCALE: ⅛" = 1'-0"



MSE WALL #8 ELEVATION

SCALE: ⅛" = 1'-0"



MSE WALL #9 ELEVATION

SCALE: ⅛" = 1'-0"

NOTES:

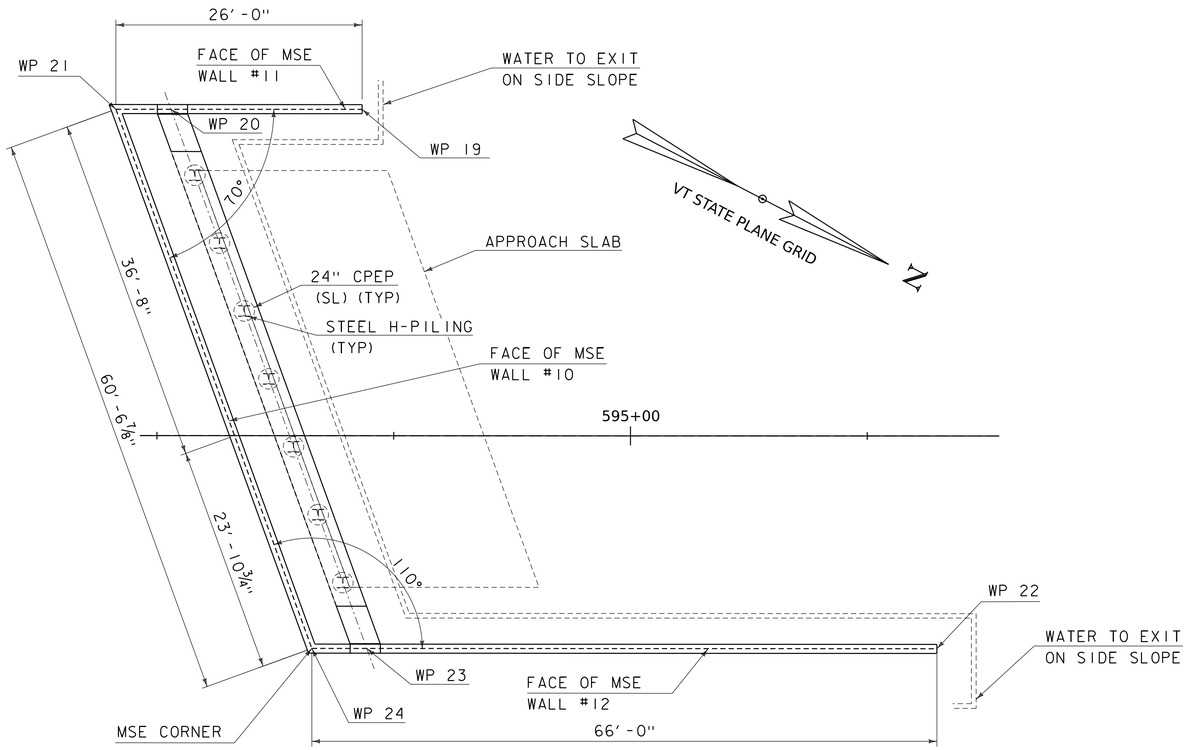
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PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220msewall1SB1.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: E. CARON
I-91 SB MSE WALL PLAN & ELEVATION 1

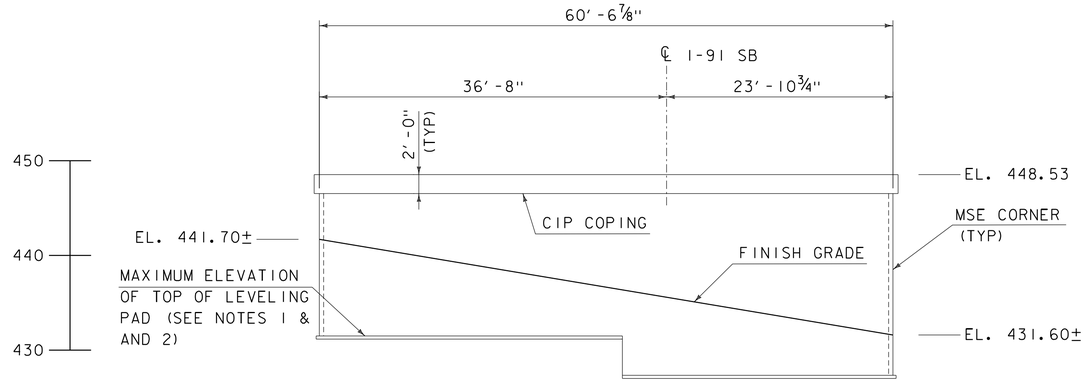
PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: T. POLSON
SHEET 163 OF 258

MSE WALL WORKING POINTS			
WP	NORTHING	EASTING	TOP OF WALL EL.
19	122237.69	1622449.75	455.71
20	122219.77	1622459.04	455.41
21	122214.61	1622461.71	448.53
22	122317.79	1622472.33	456.94
23	122264.36	1622500.04	455.92
24	122259.20	1622502.71	448.53



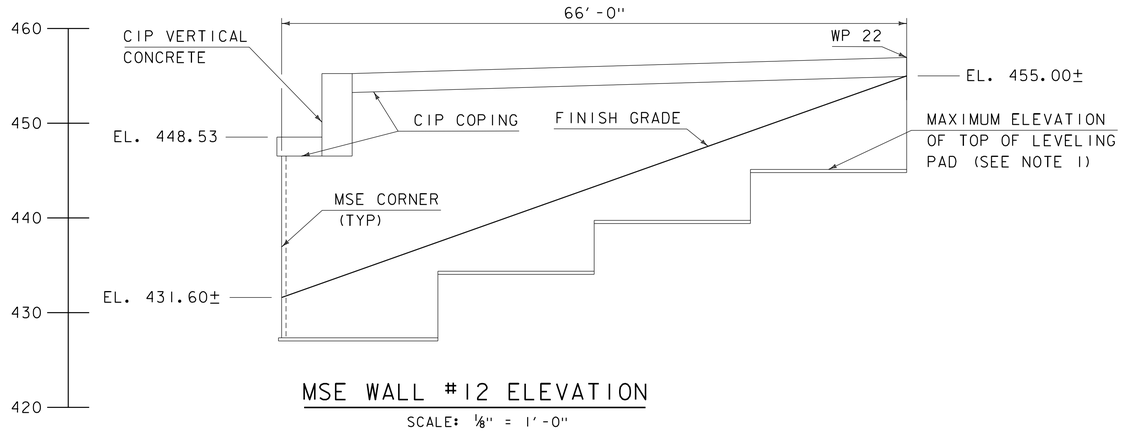
MSE WALL #10, #11, #12 LAYOUT

SCALE: ⅛″ = 1′-0″



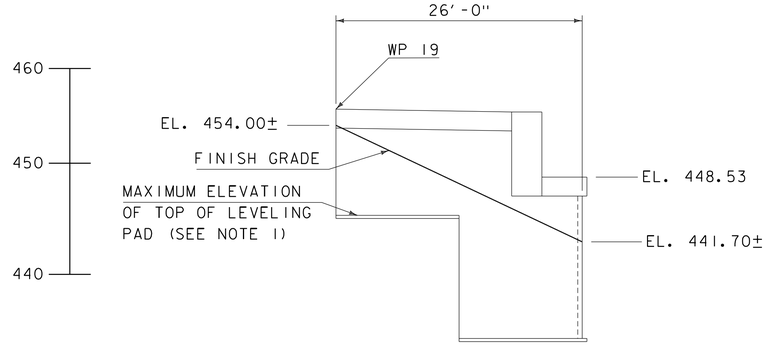
MSE WALL #10 ELEVATION

SCALE: ⅛″ = 1′-0″



MSE WALL #12 ELEVATION

SCALE: ⅛″ = 1′-0″



MSE WALL #11 ELEVATION

SCALE: ⅛″ = 1′-0″

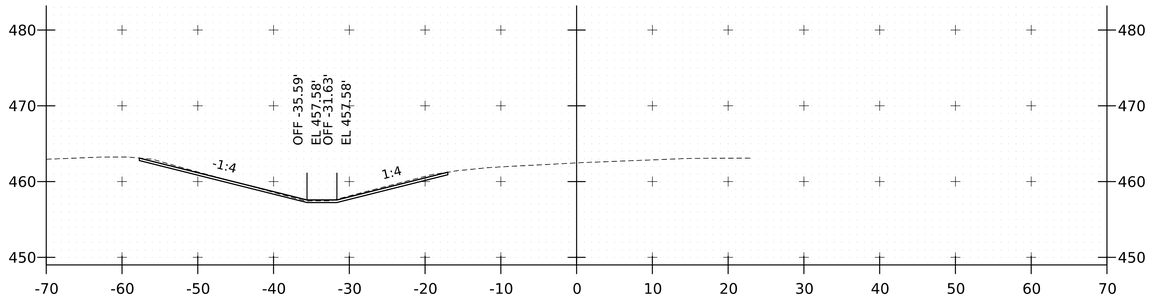
NOTES:

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2. WHERE BEDROCK IS ENCOUNTERED, THE MAXIMUM ELEVATION OF THE BOTTOM OF THE LEVELING PAD AND REINFORCED FILL SHALL BE EL. 434.5.

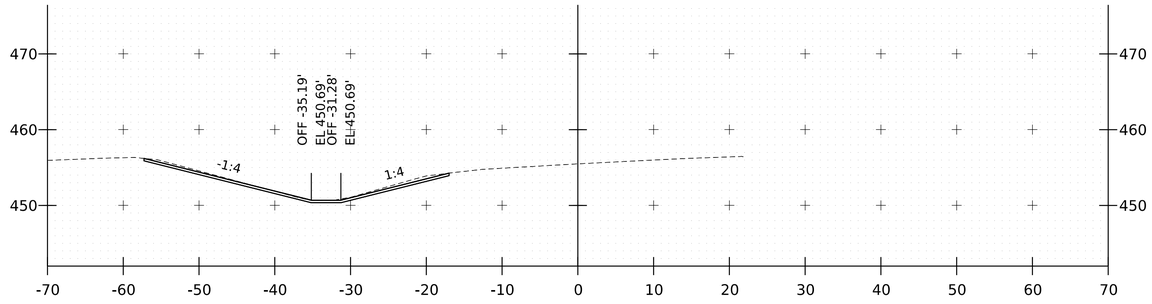
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220msewall1SB2.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: E. CARON
I-91 SB MSE WALL PLAN & ELEVATION 2

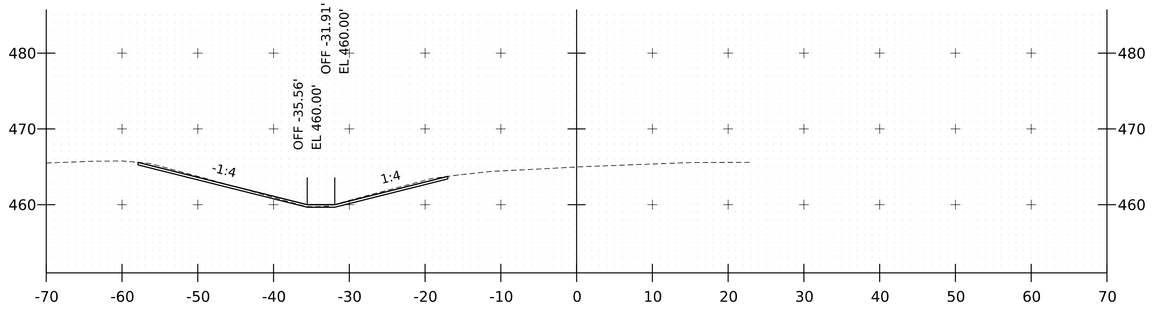
PLOT DATE: 1/29/2026
DRAWN BY: D. HENDERSON
CHECKED BY: T. POLSON
SHEET 164 OF 258



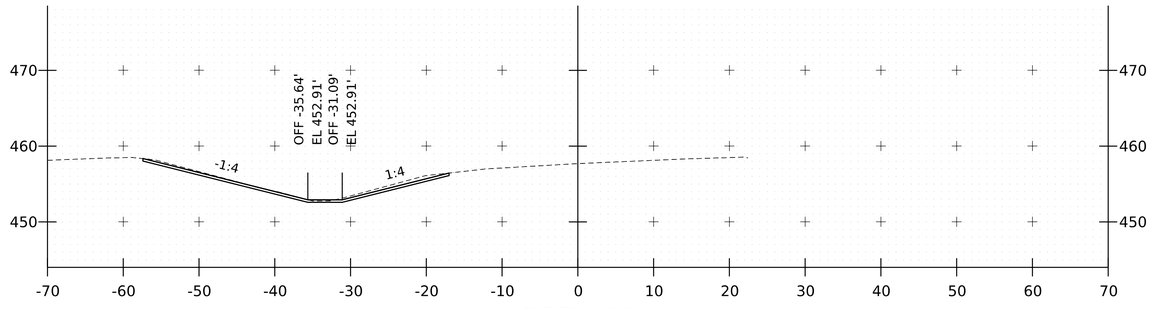
376+00



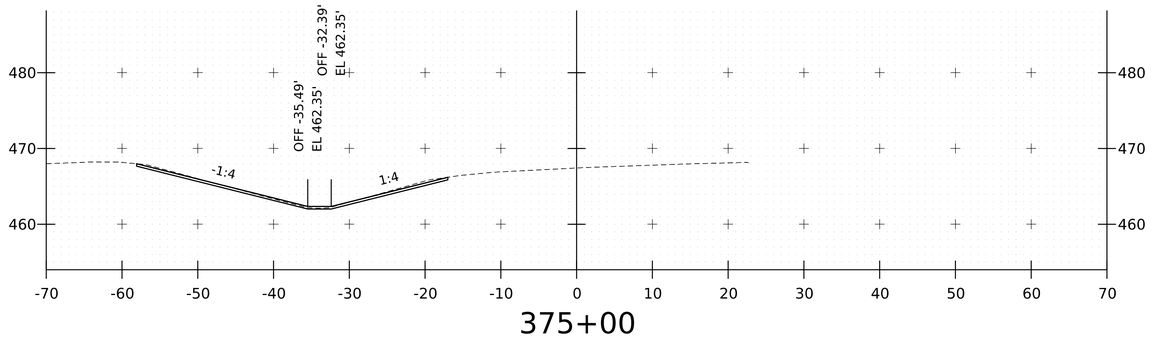
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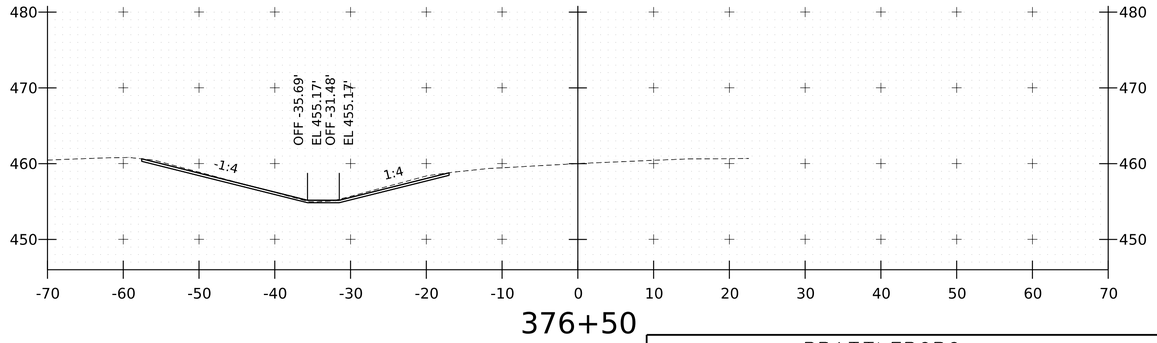
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377+00



375+00

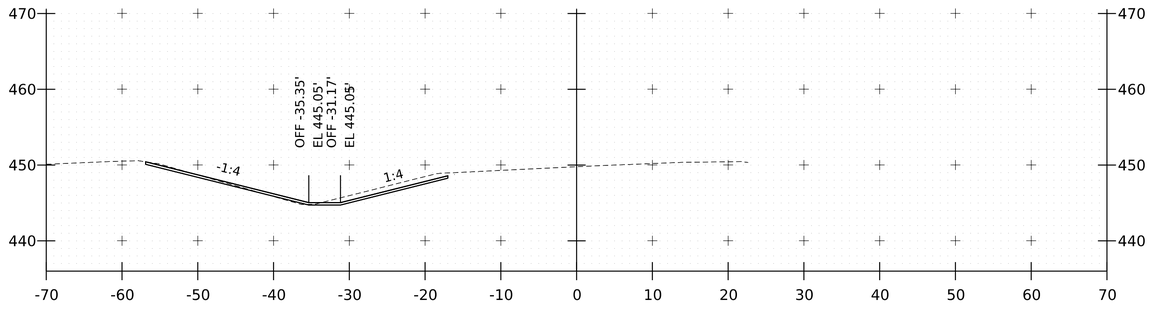


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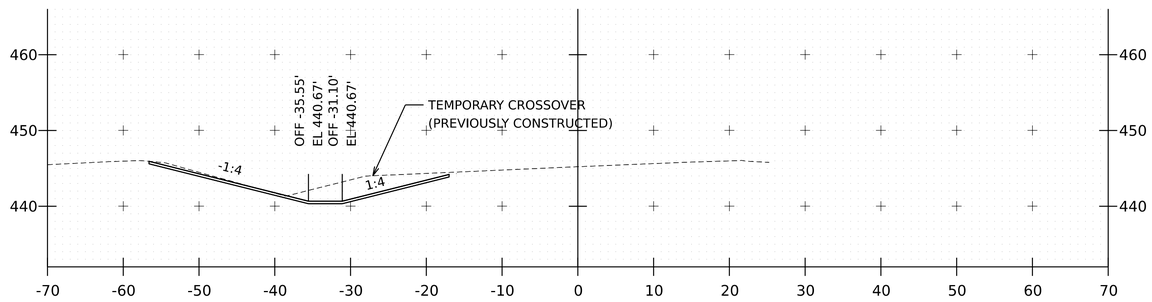
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 1

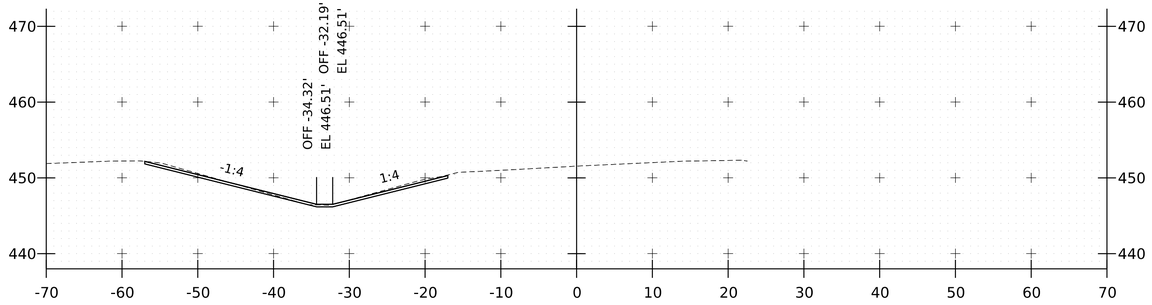
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET I65 OF 258



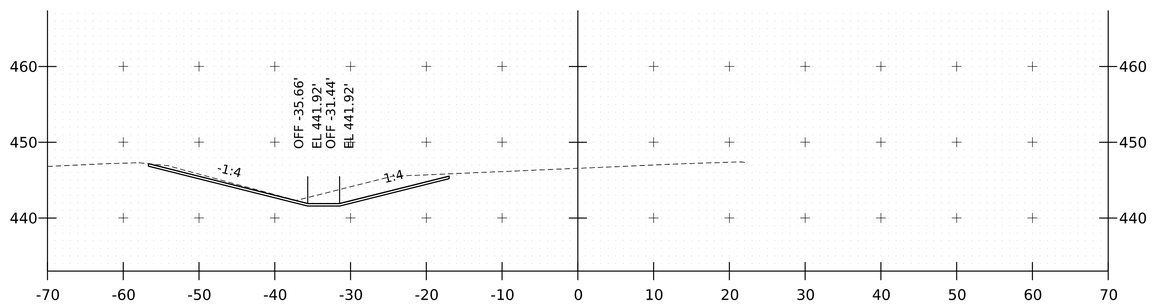
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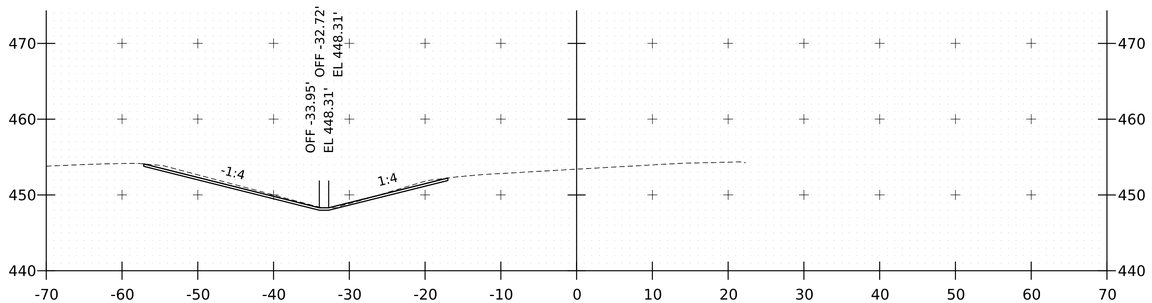
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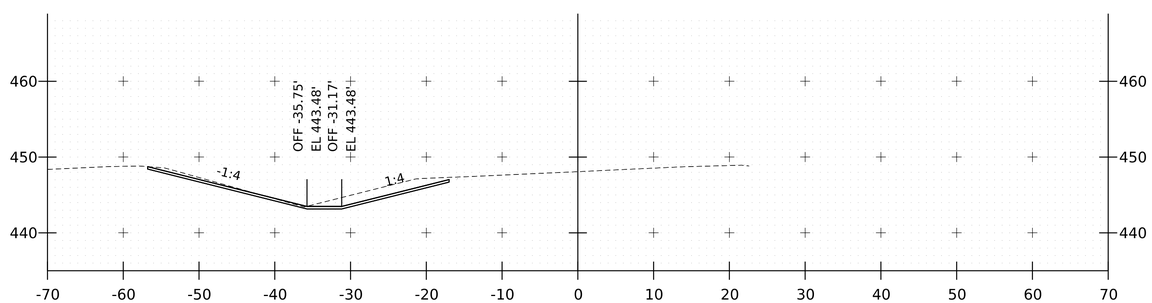
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380+00



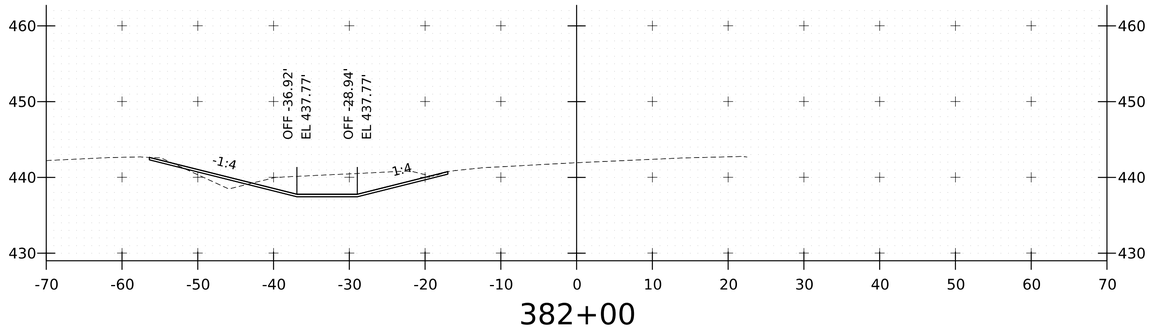
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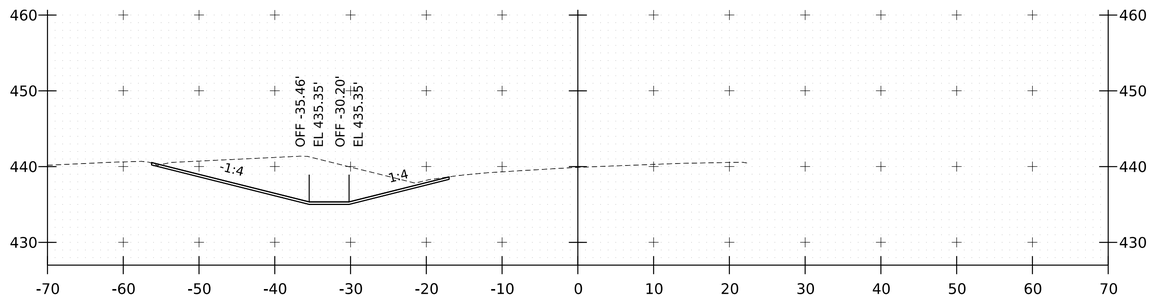
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PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)

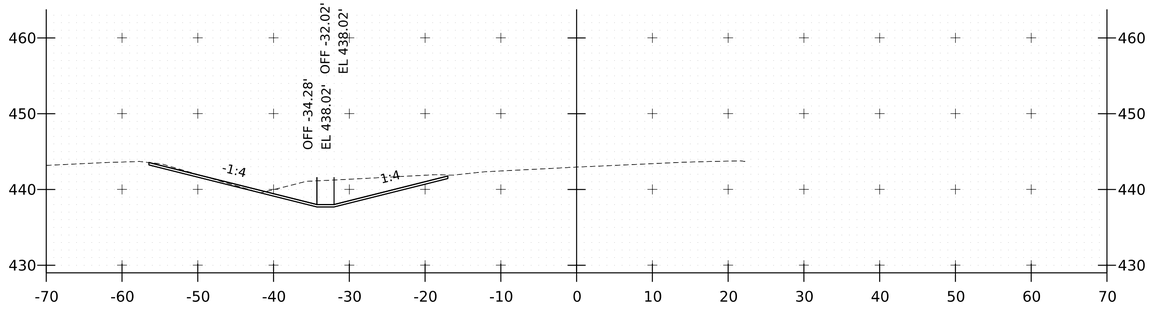
FILE NAME:	z19a220xs_91NB.dgn	PLOT DATE:	1/29/2026
PROJECT LEADER:	A.STOCKIN	DRAWN BY:	M.CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L.SFINTESCU
I-91 NB CROSS SECTION SHEET 2		SHEET	166 OF 258



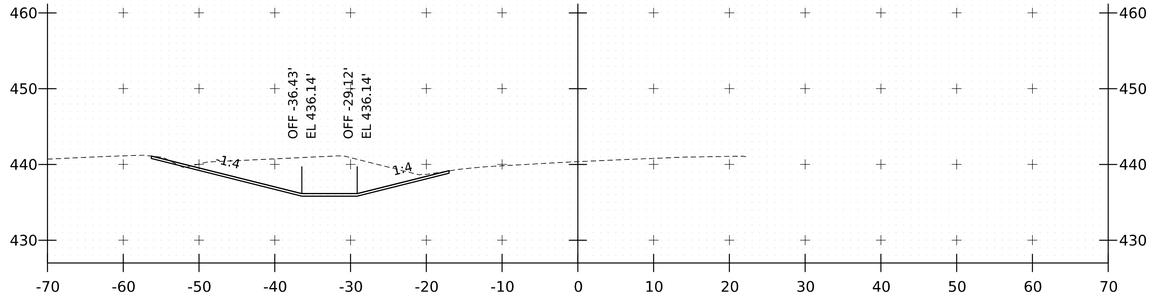
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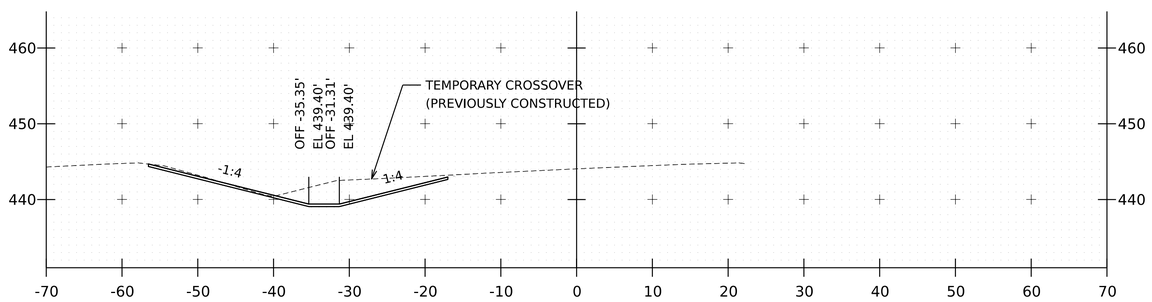
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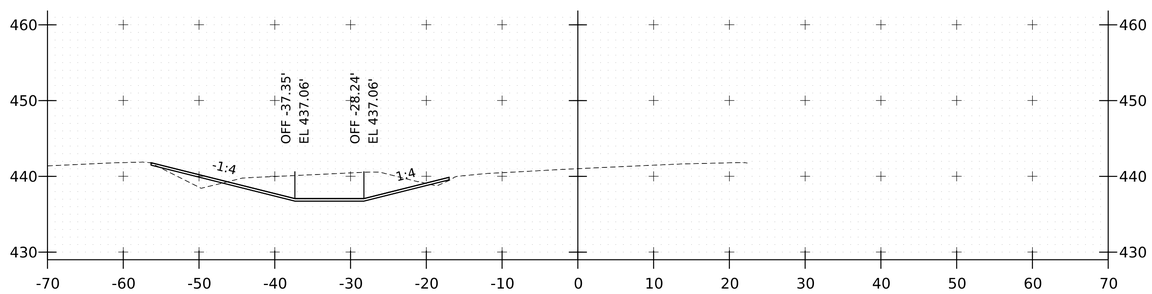
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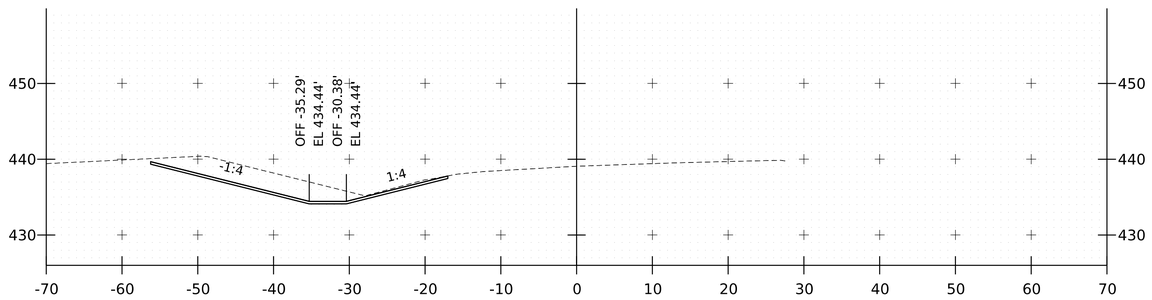
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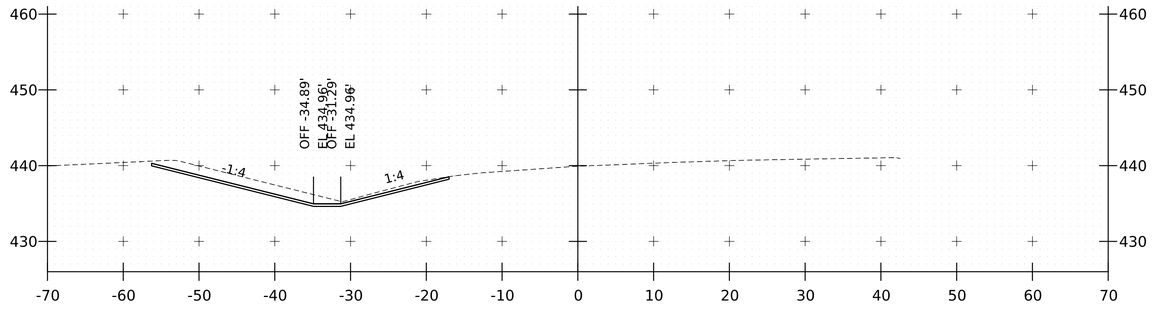
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PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)

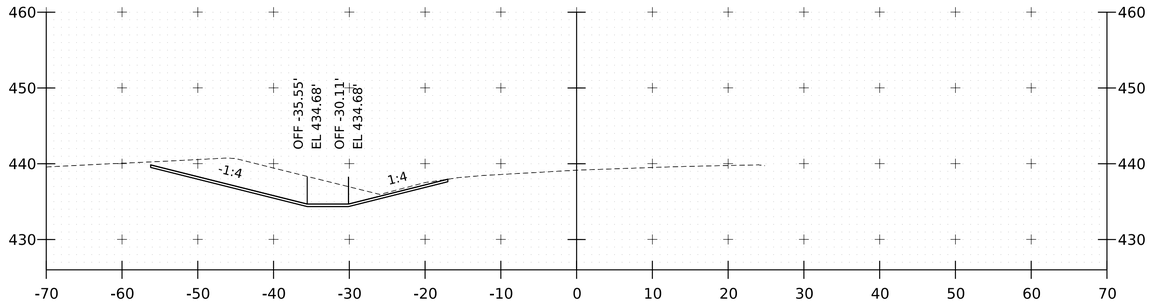
FILE NAME:	z19a220xs_91NB.dgn	PLOT DATE:	1/29/2026
PROJECT LEADER:	A.STOCKIN	DRAWN BY:	M.CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L.SFINTESCU
I-91 NB CROSS SECTION SHEET 3		SHEET	167 OF 258



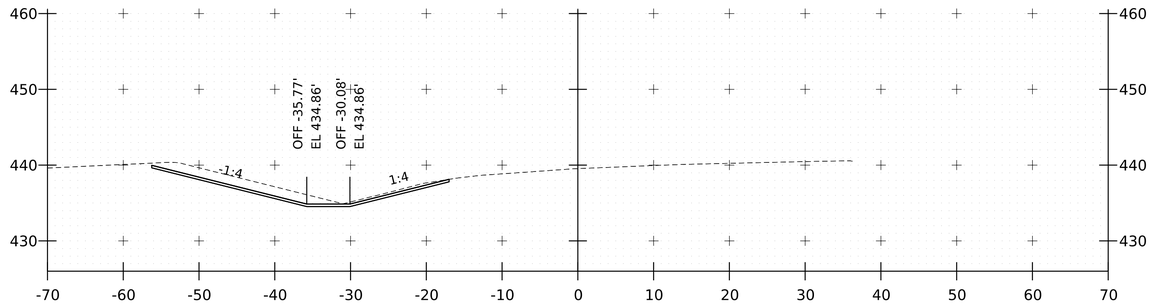
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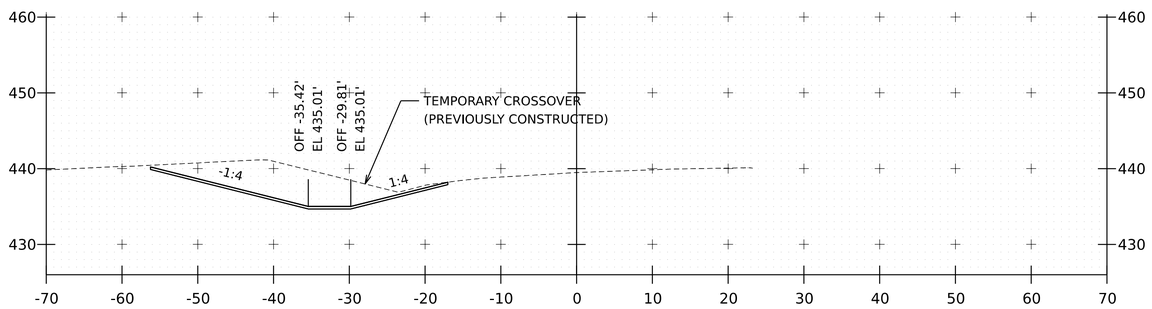
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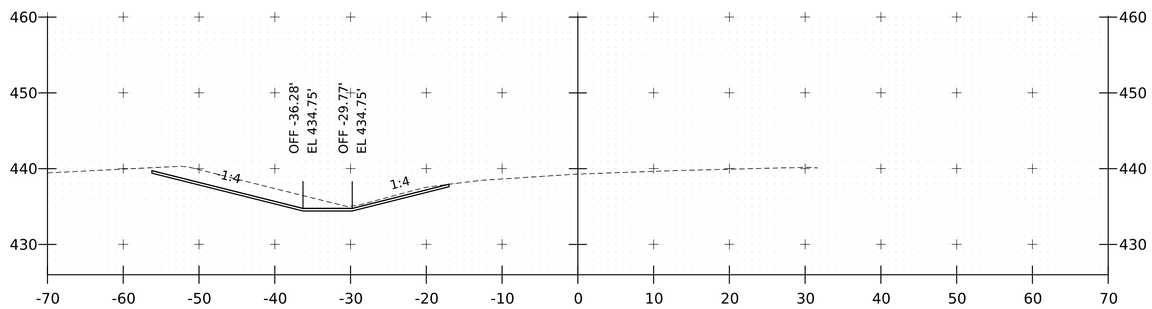
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386+00



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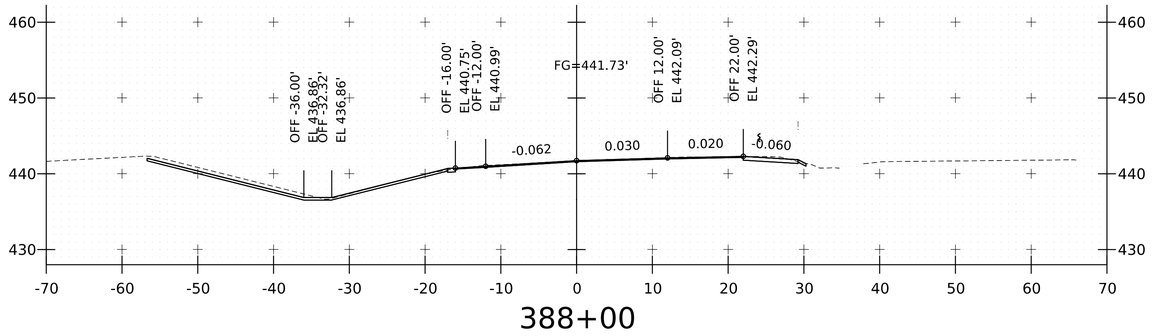


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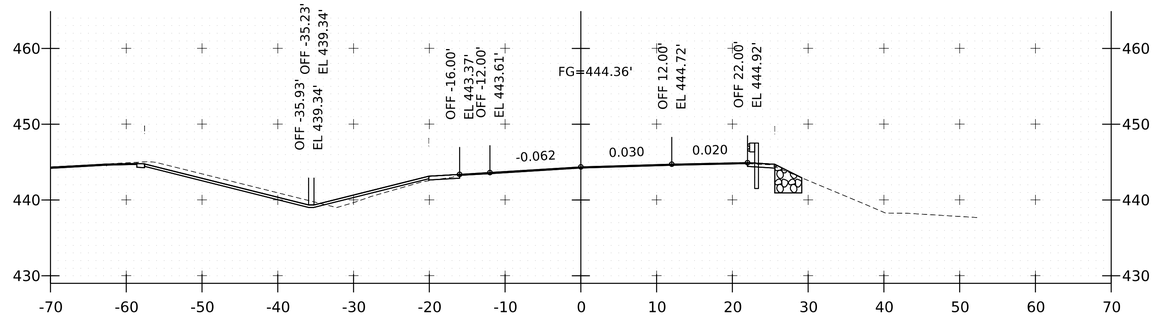
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 4

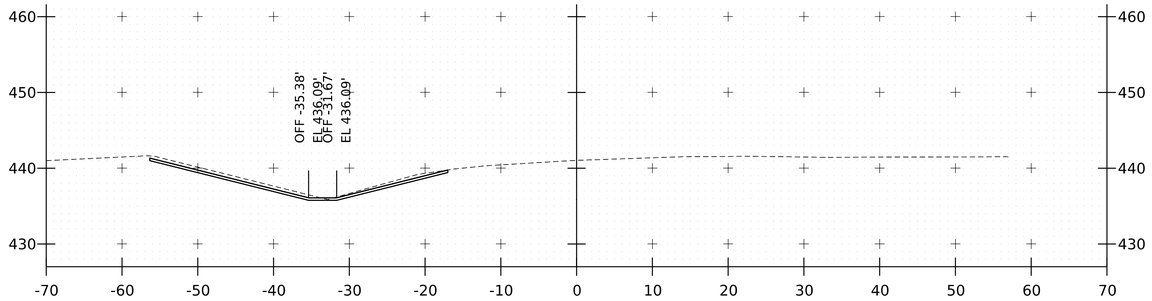
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 168 OF 258



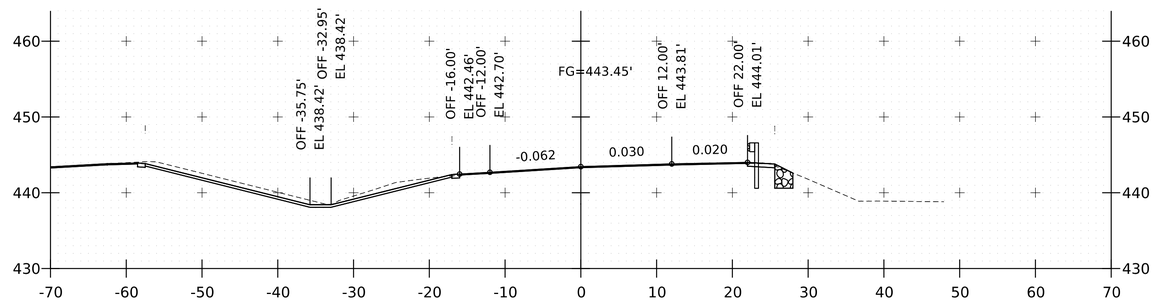
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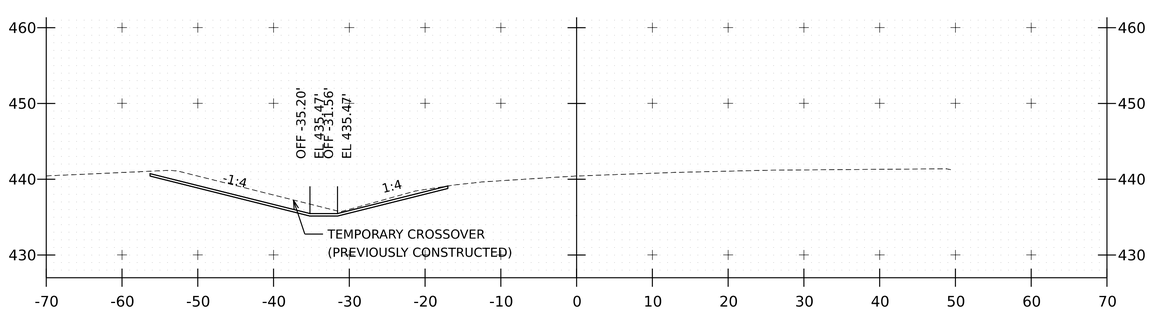
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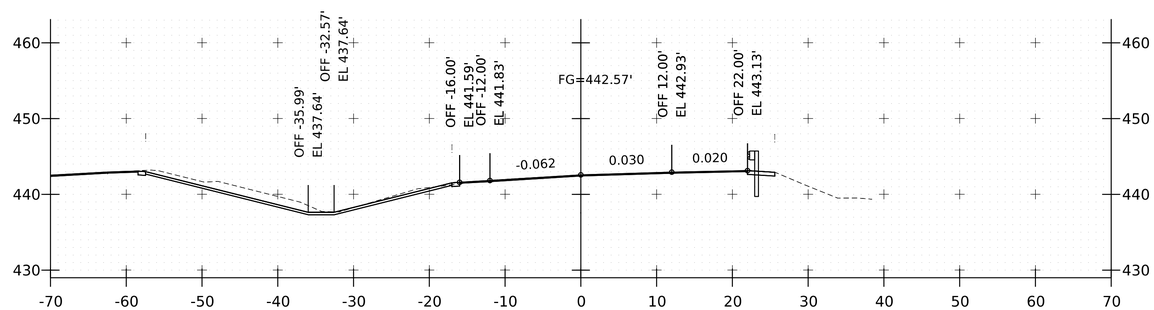
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389+00



387+00

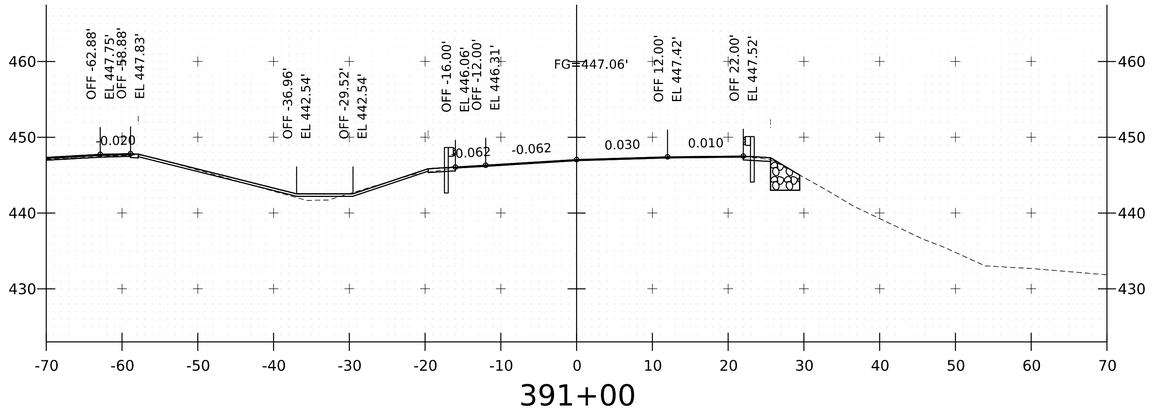


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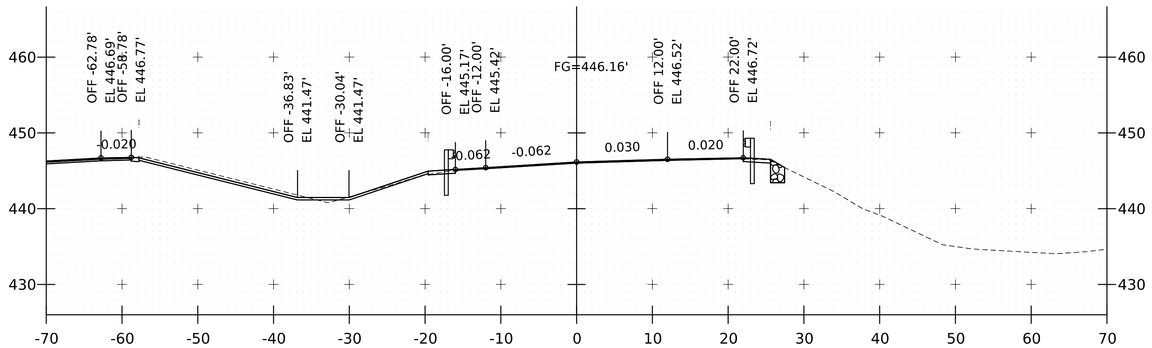
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 5

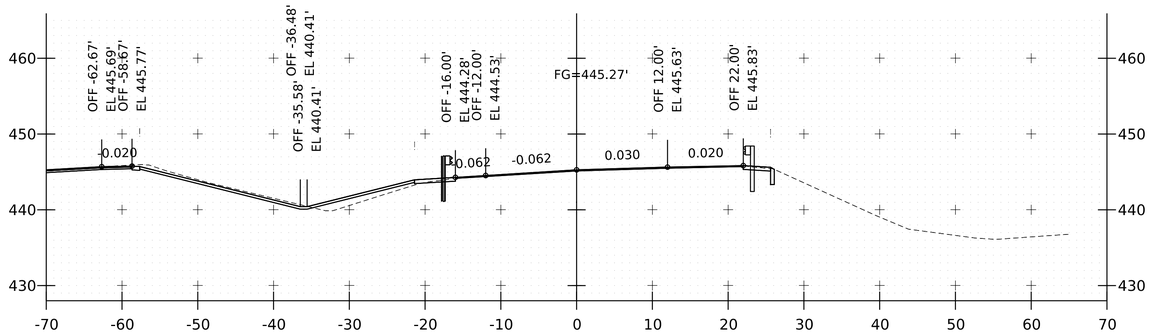
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 169 OF 258



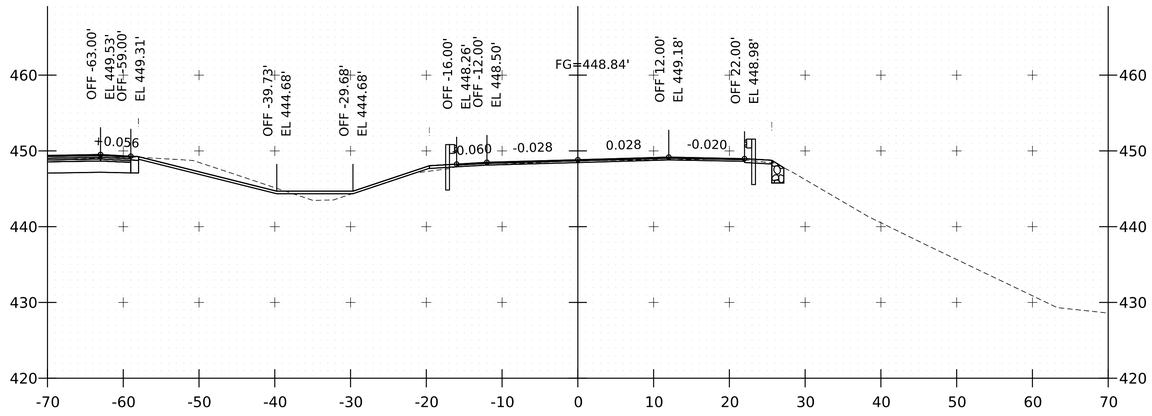
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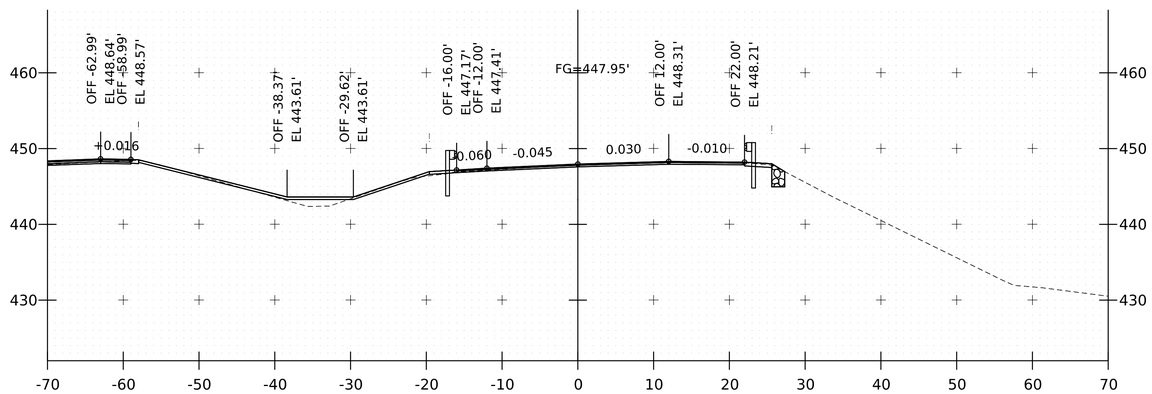
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390+00



392+00

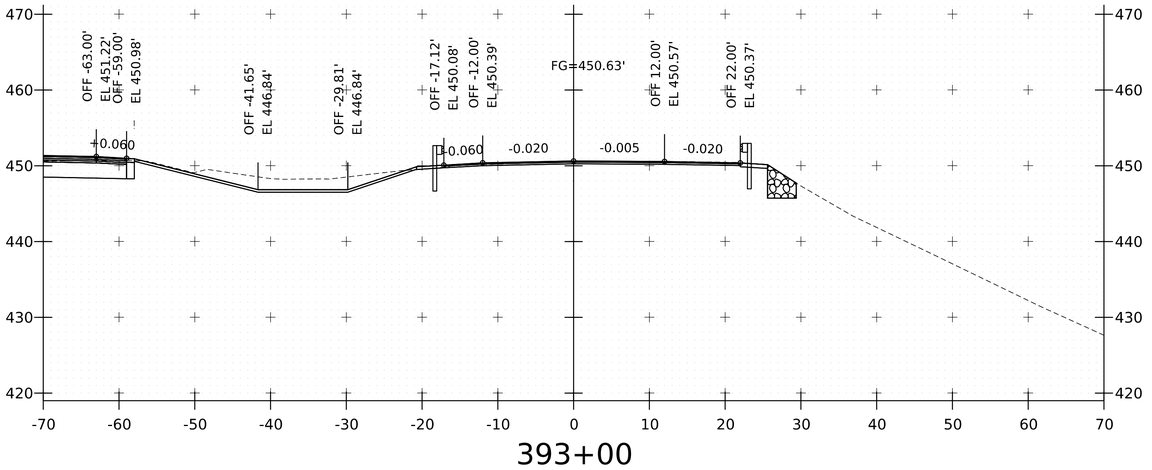


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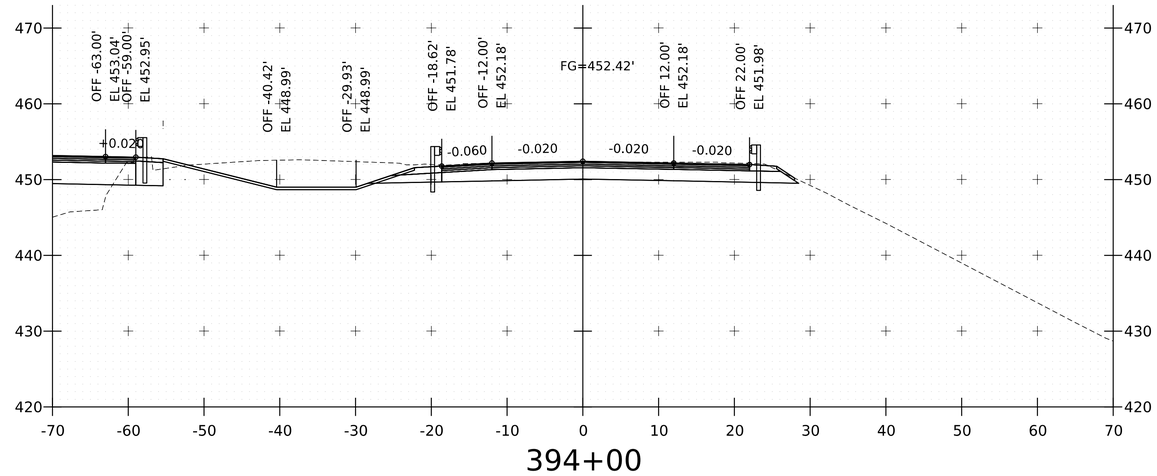
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 6

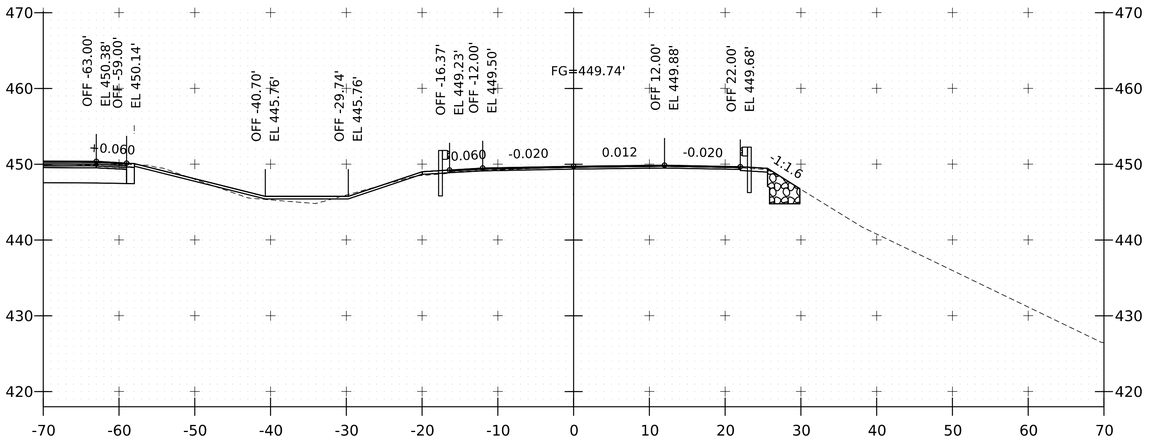
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 170 OF 258



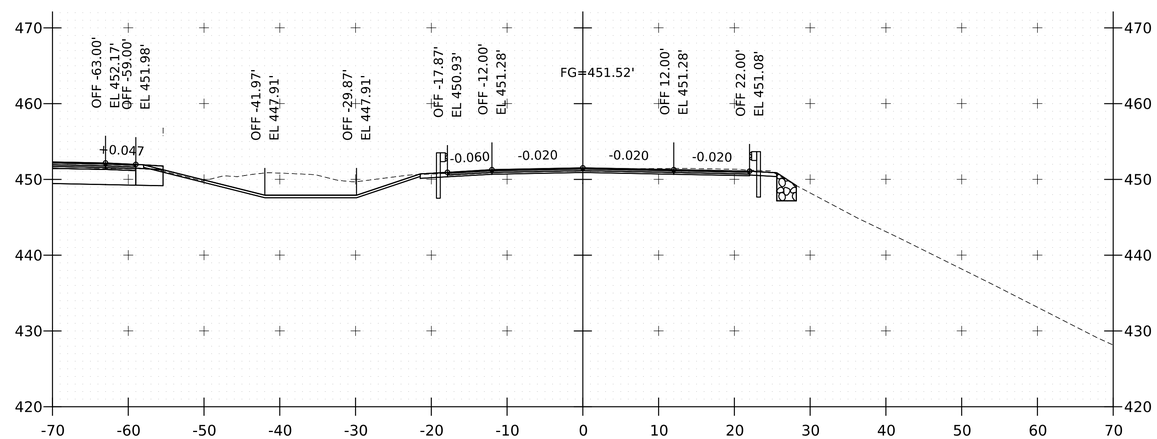
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394+00



392+50

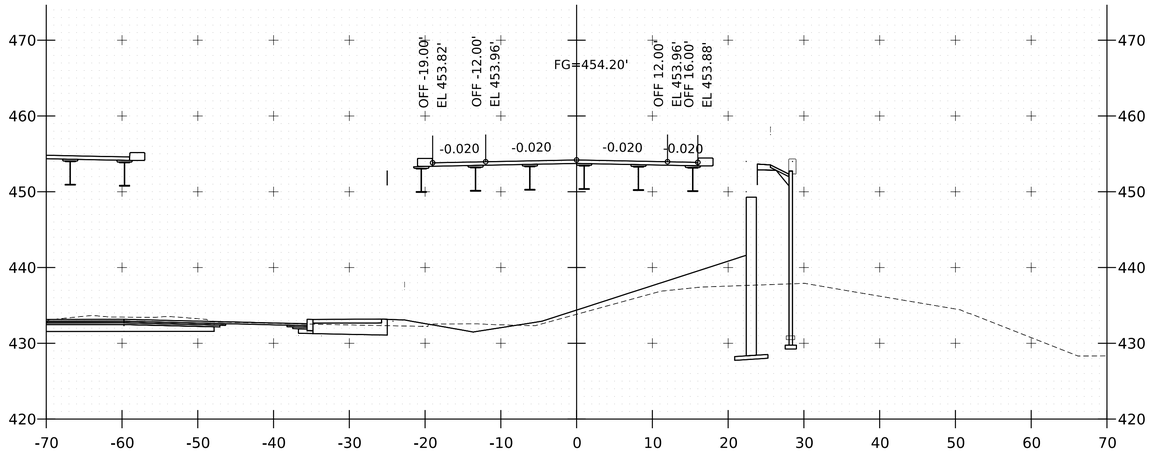


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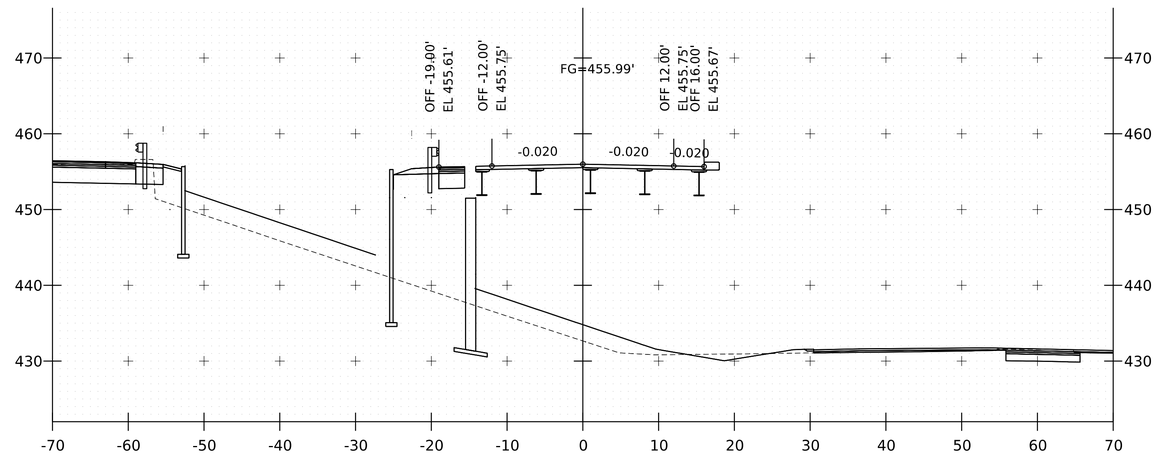
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 7

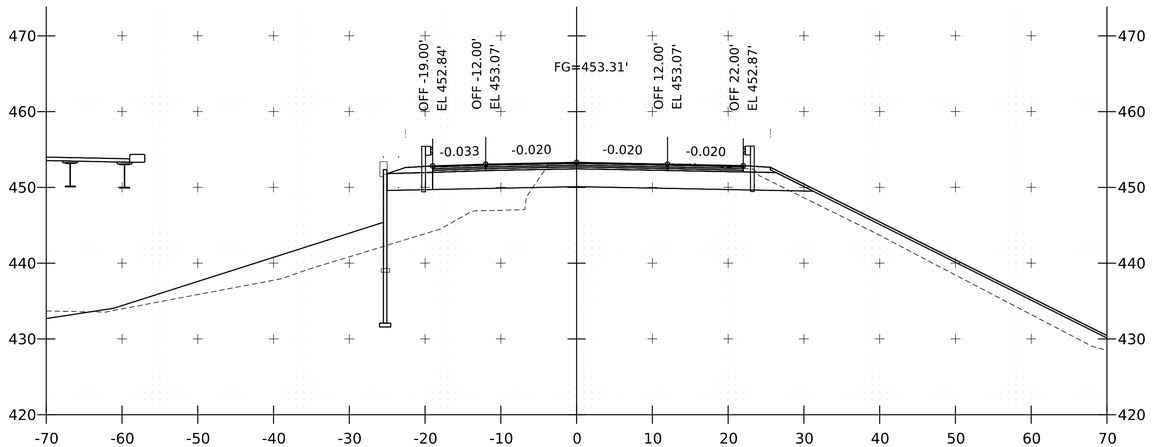
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 171 OF 258



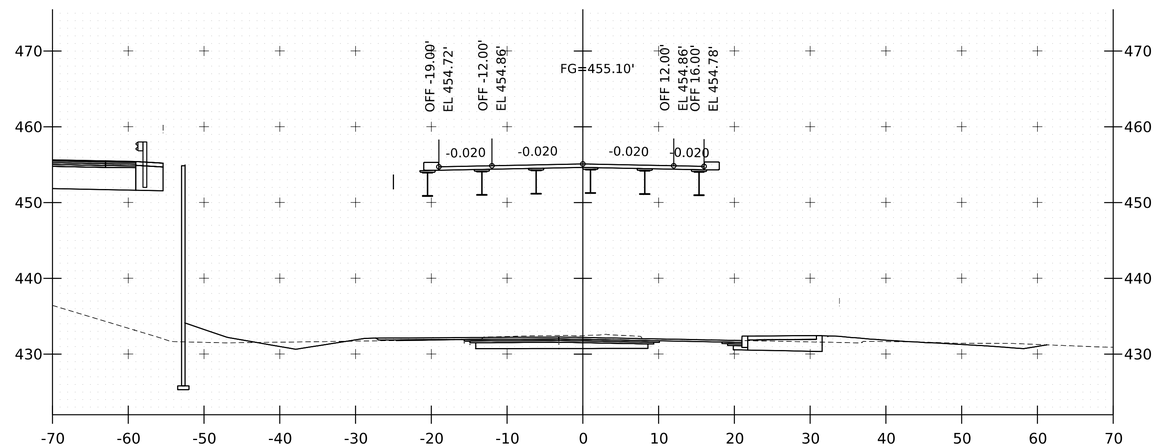
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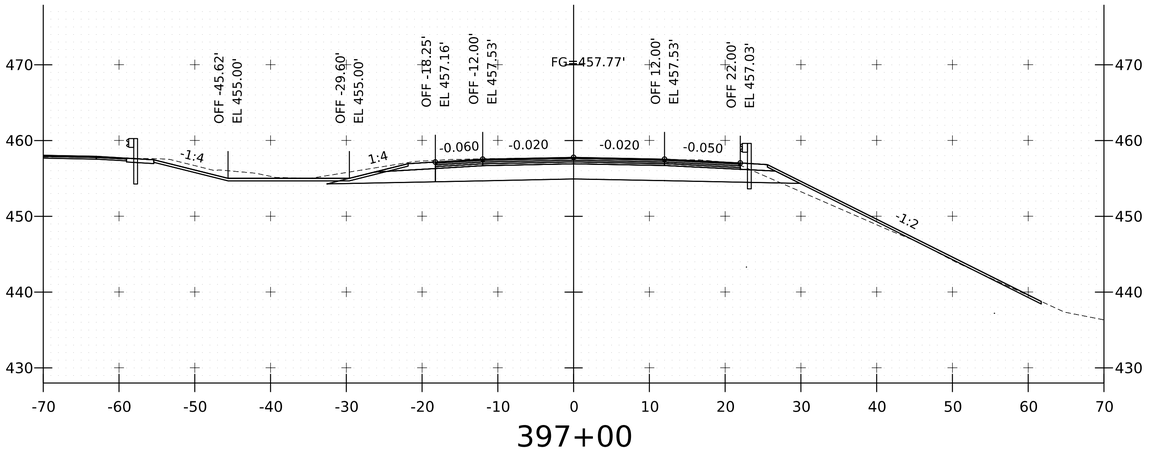


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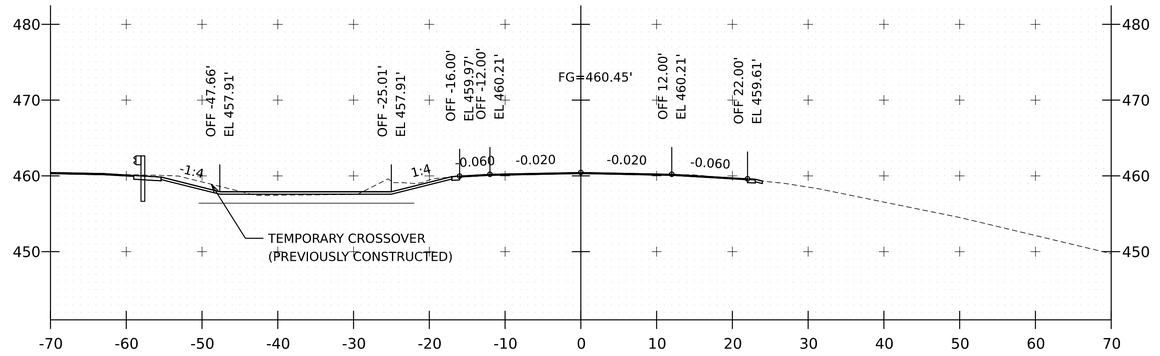
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PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220xs_91NB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 NB CROSS SECTION SHEET 8	SHEET 172 OF 258

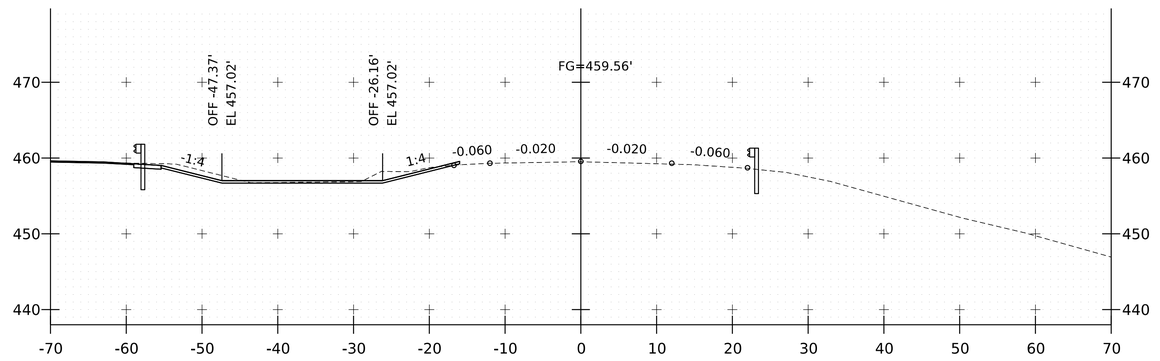


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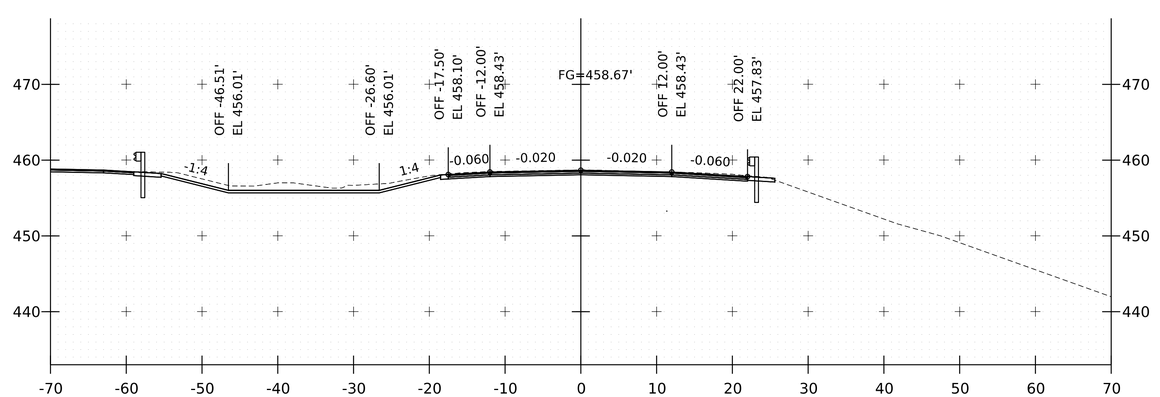
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398+50



398+00

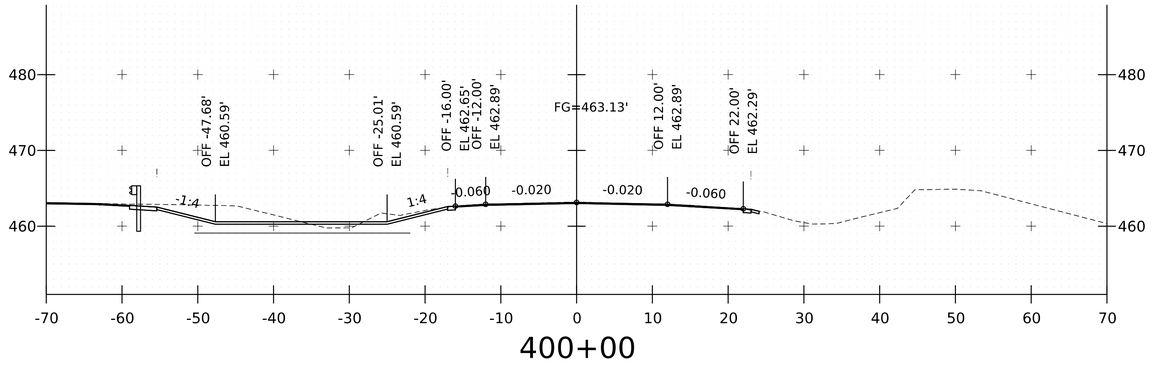


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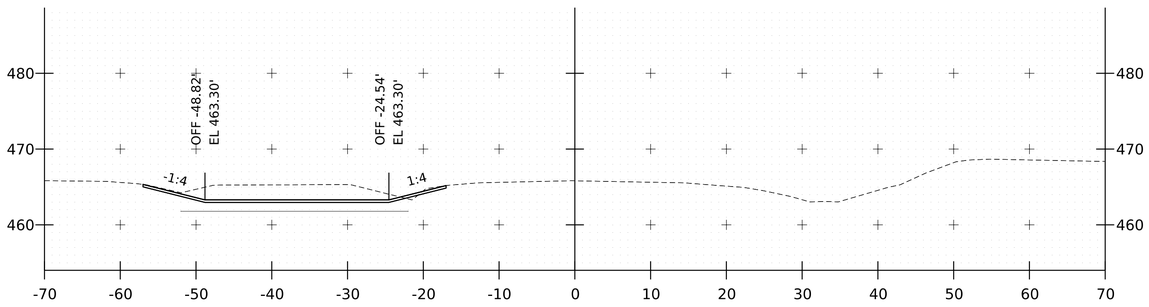
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 9

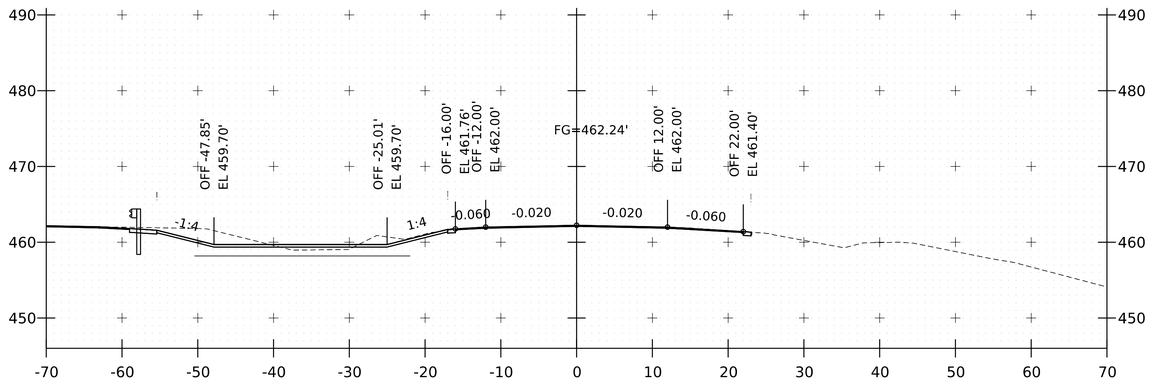
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 173 OF 258



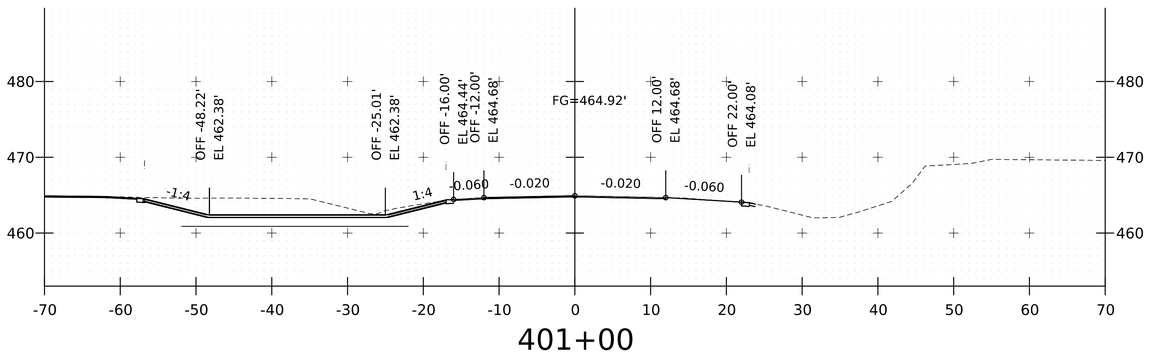
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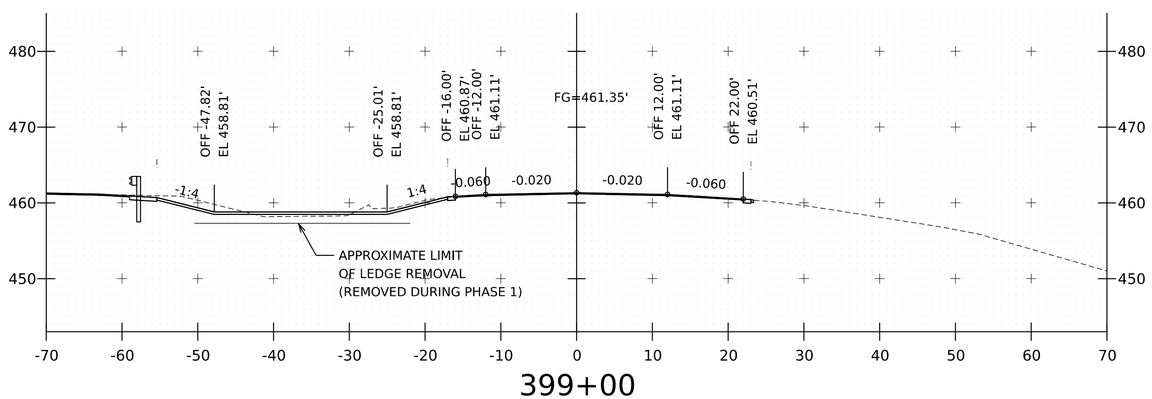
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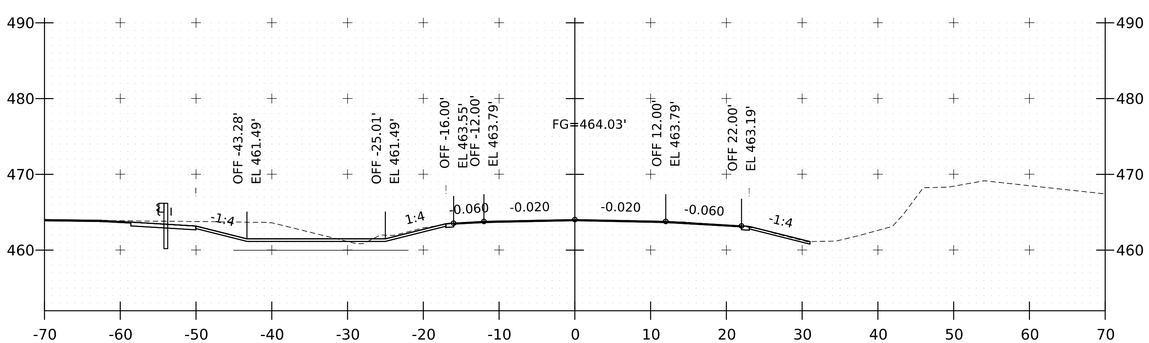
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399+00

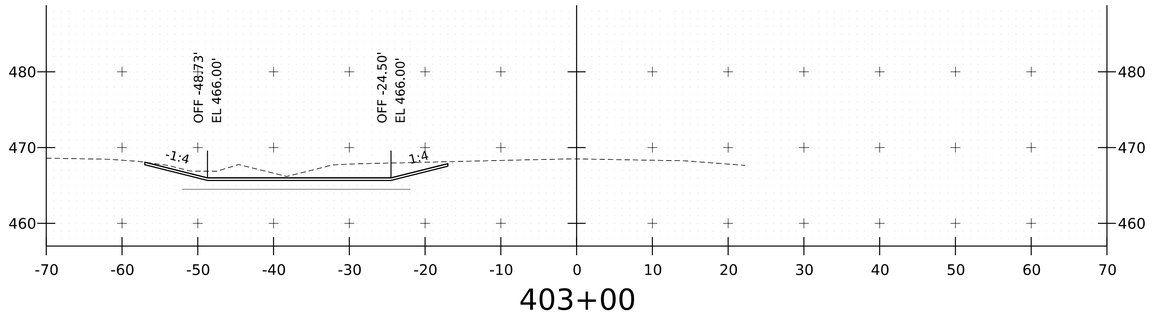


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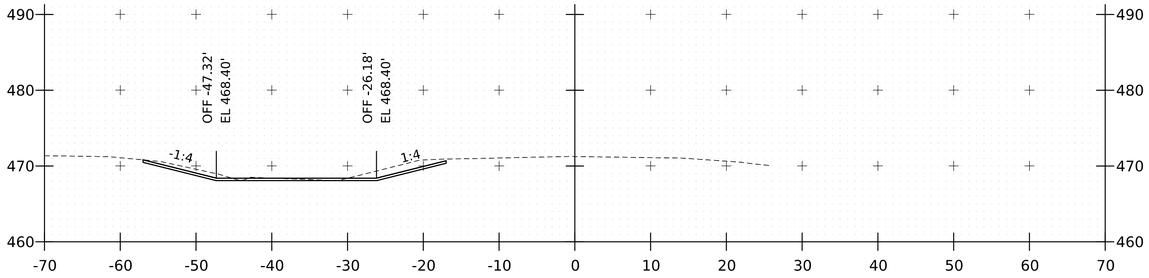
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 10

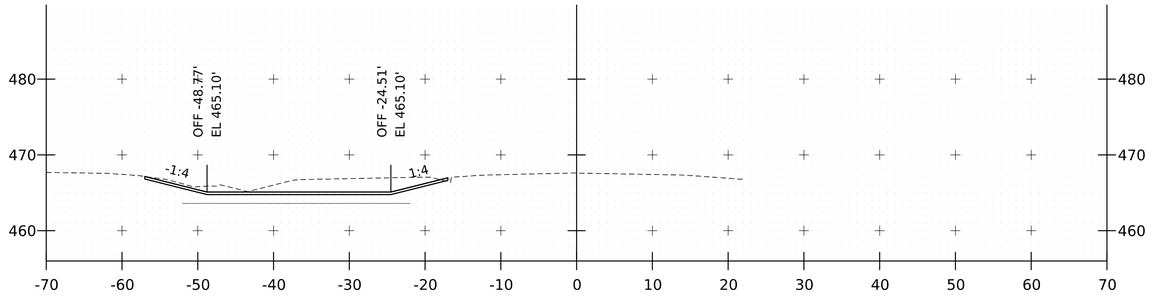
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 174 OF 258



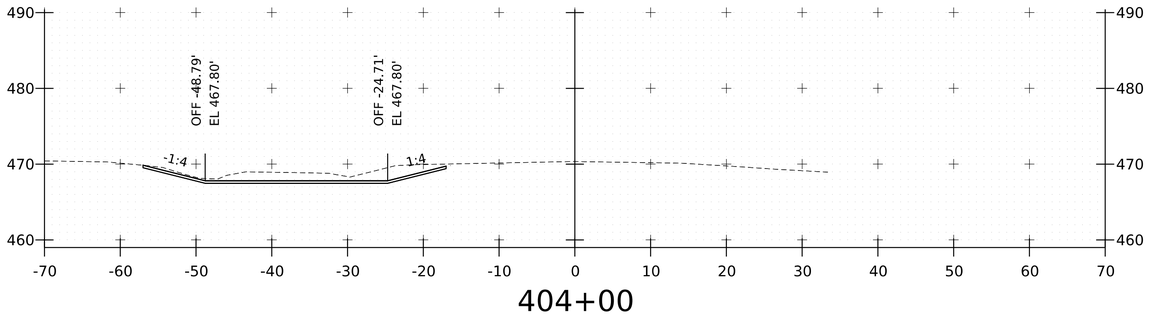
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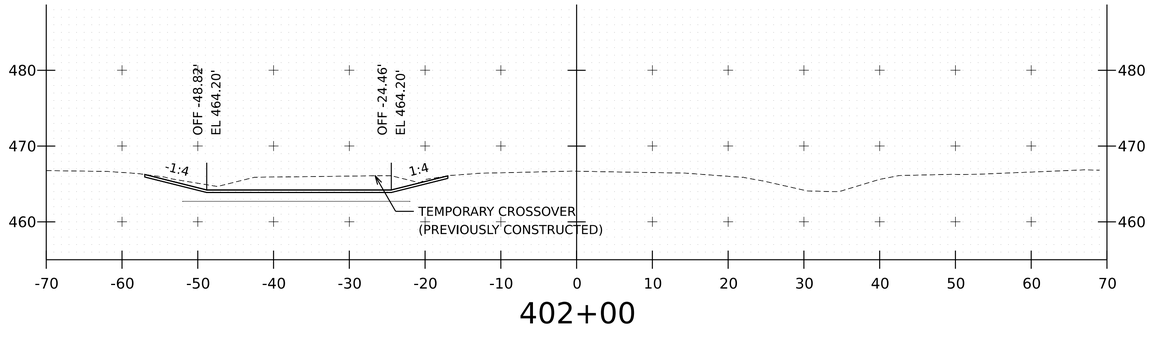
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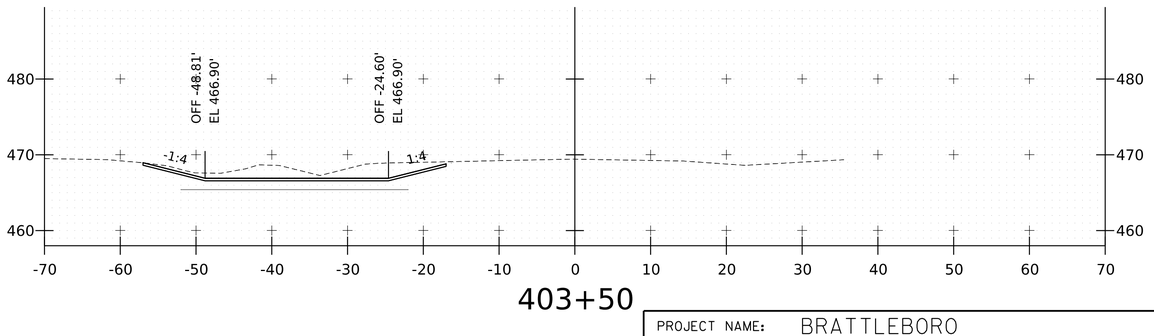
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404+00



402+00

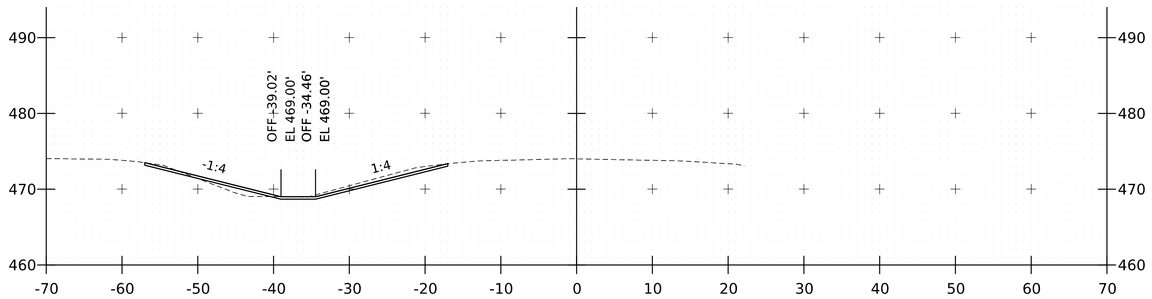


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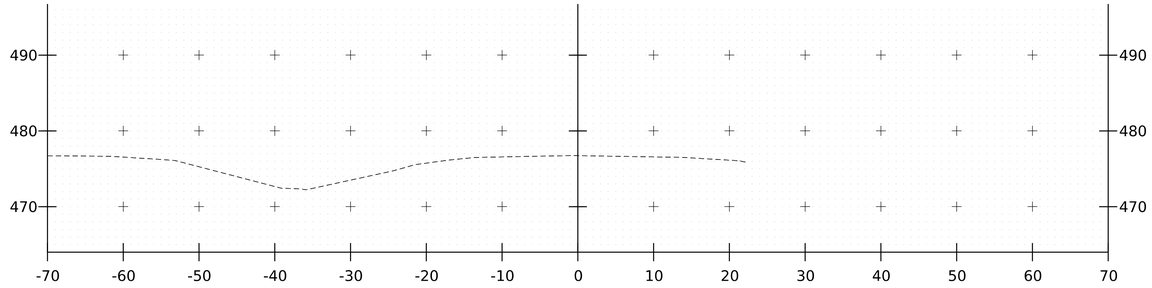
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 11

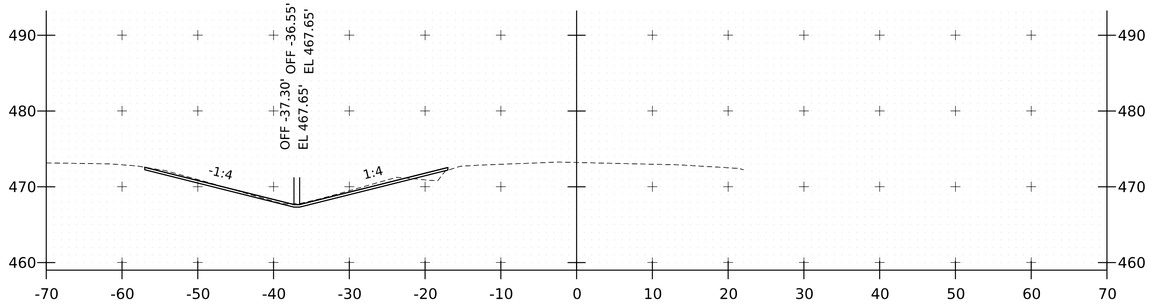
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 175 OF 258



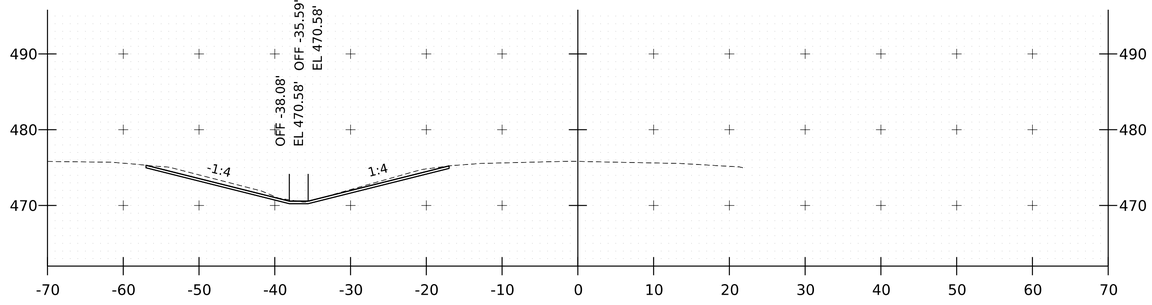
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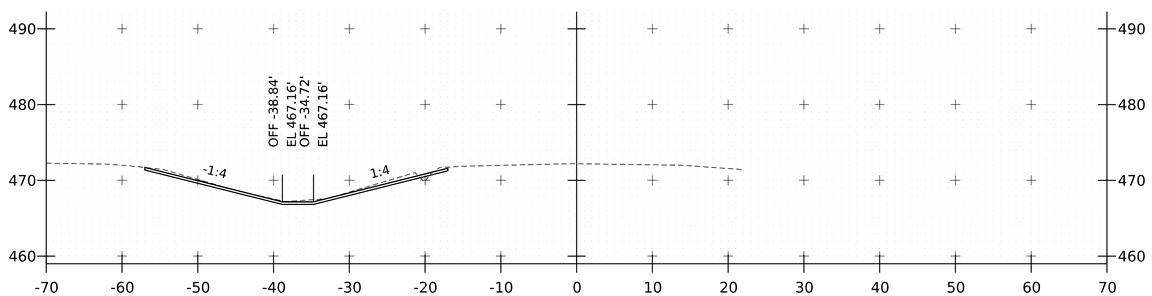
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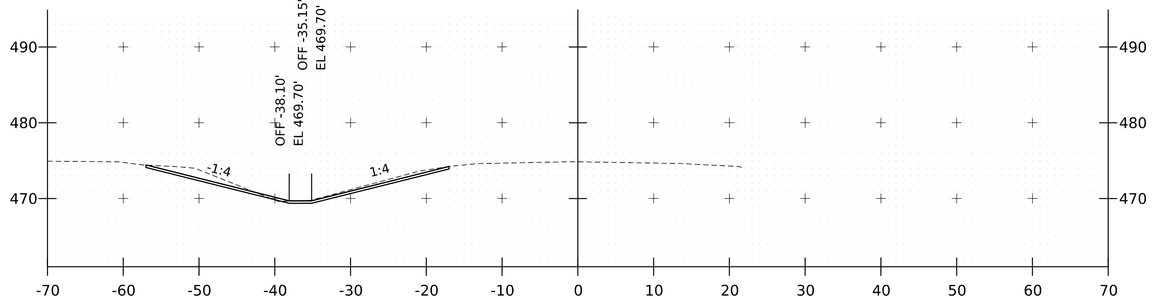
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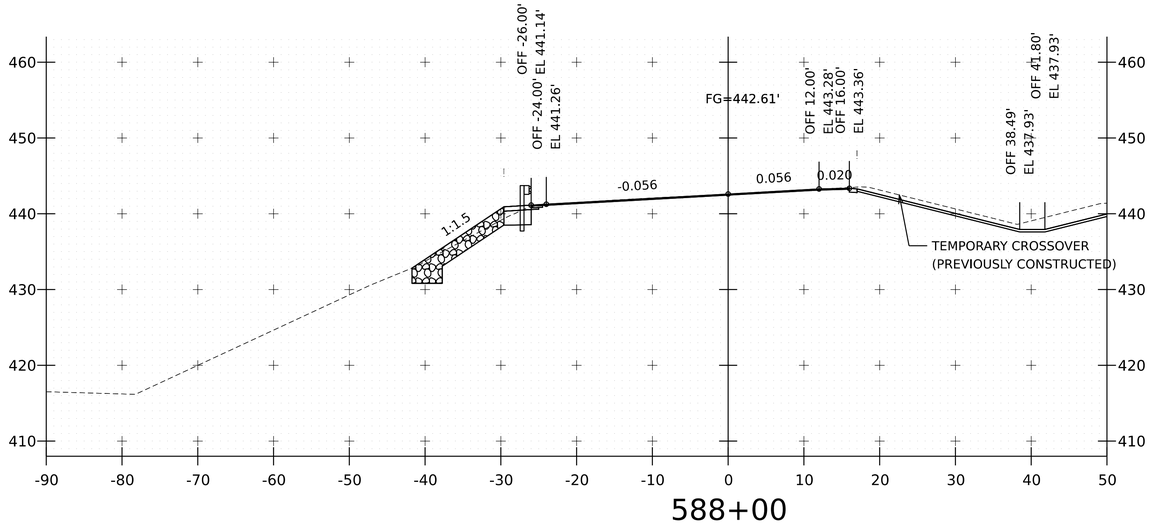


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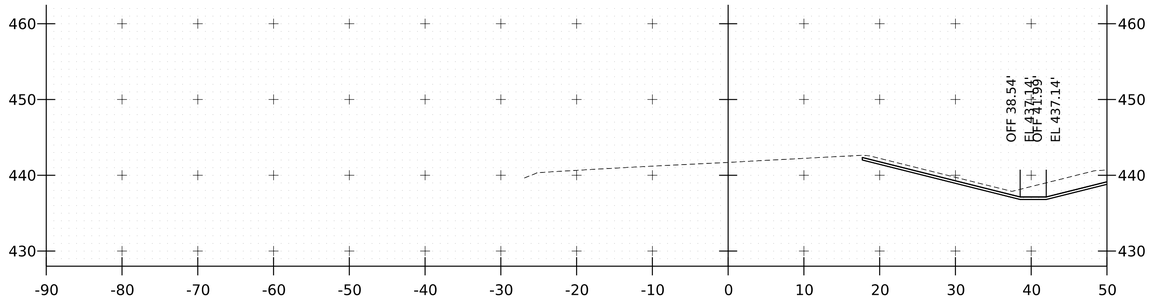
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91NB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 NB CROSS SECTION SHEET 12

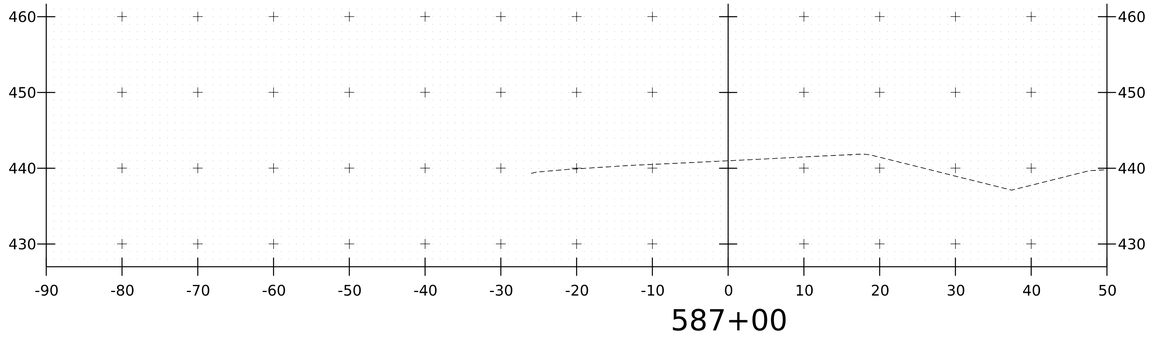
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 176 OF 258



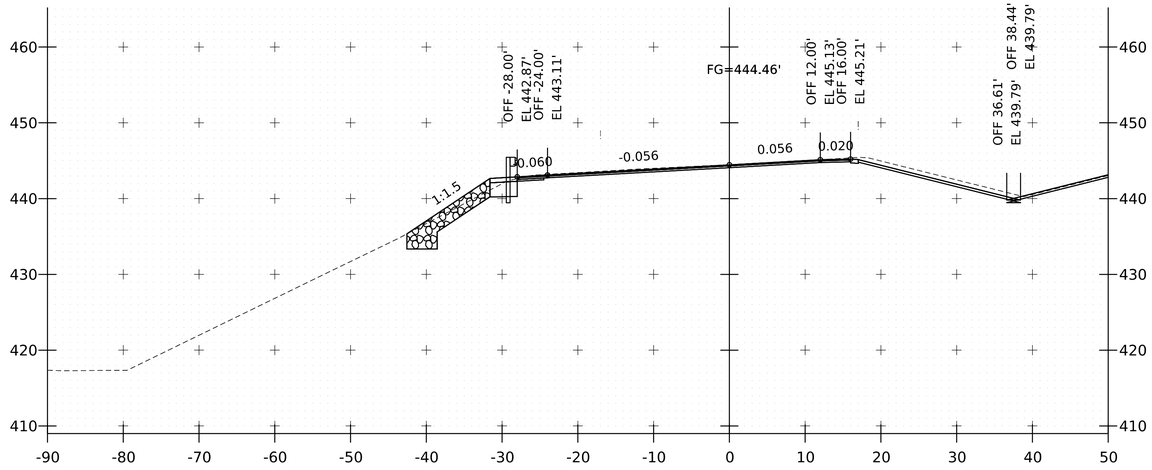
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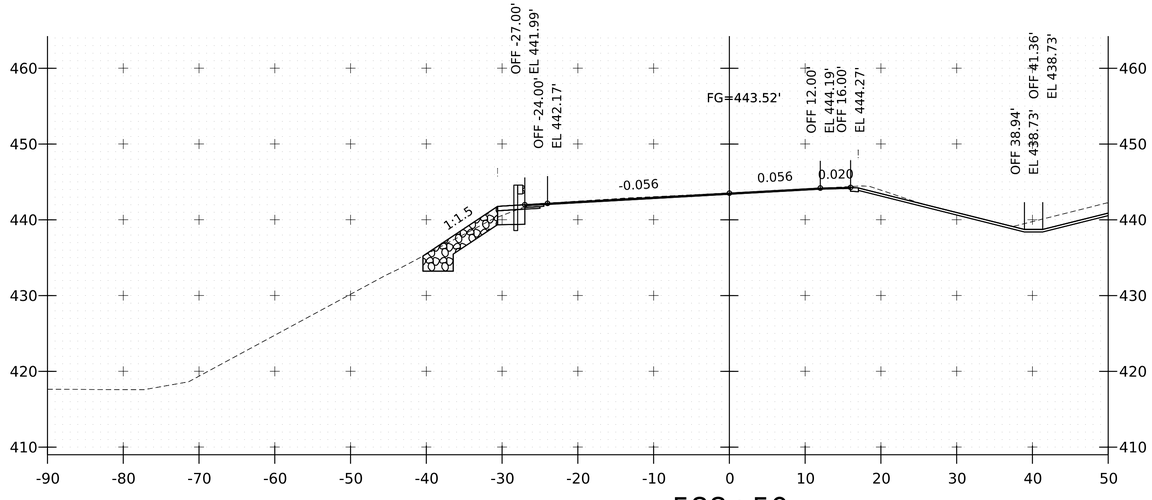
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589+00

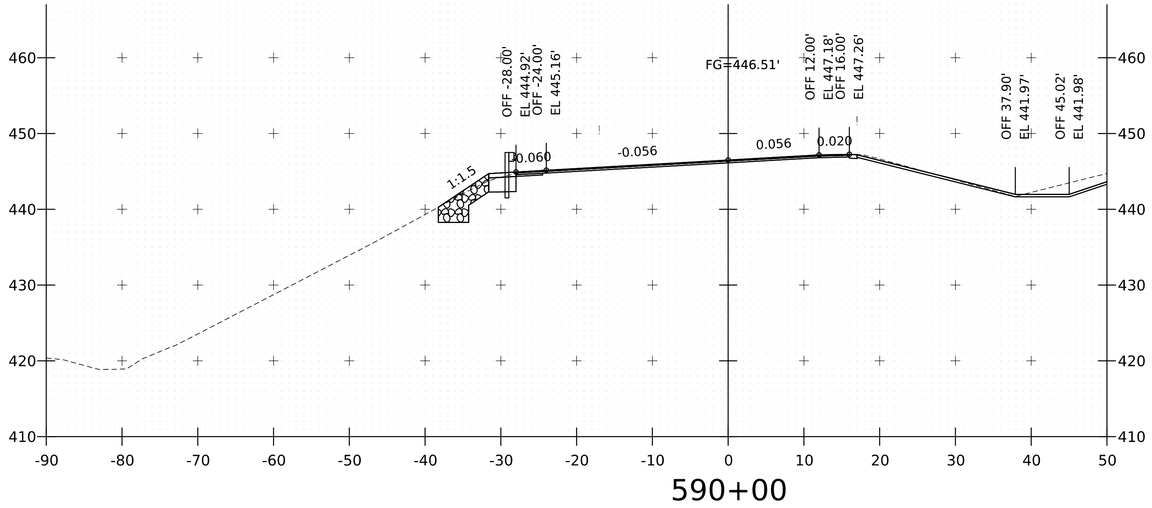


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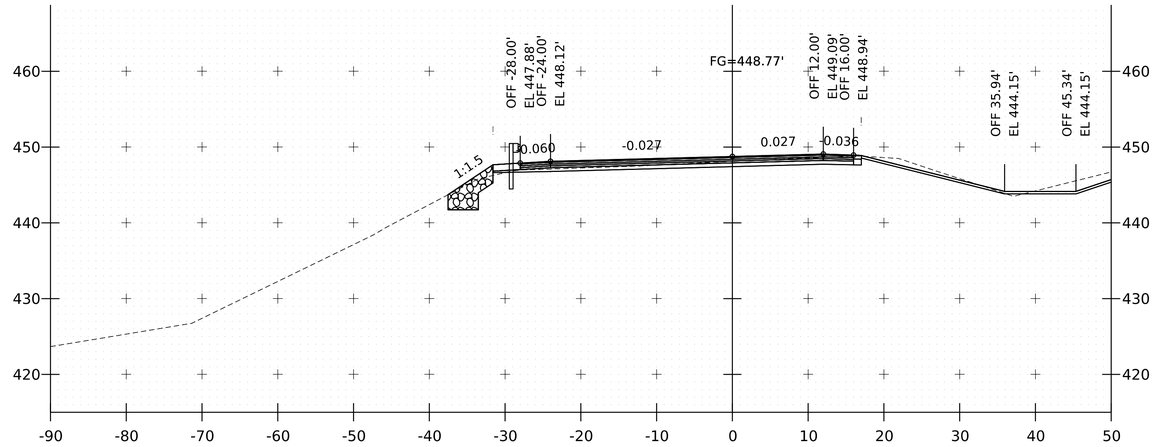
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_91SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSS SECTION SHEET 1

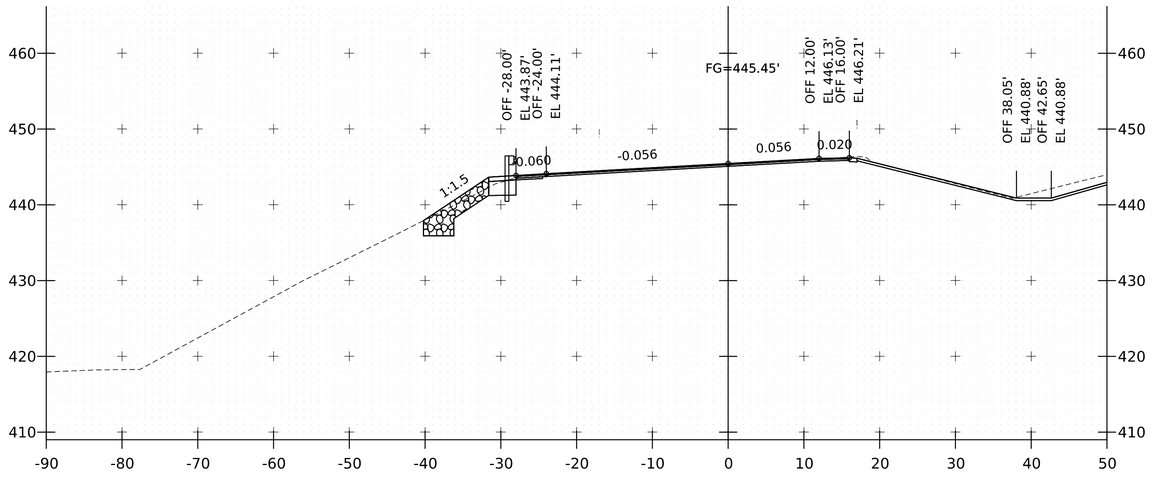
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 177 OF 258



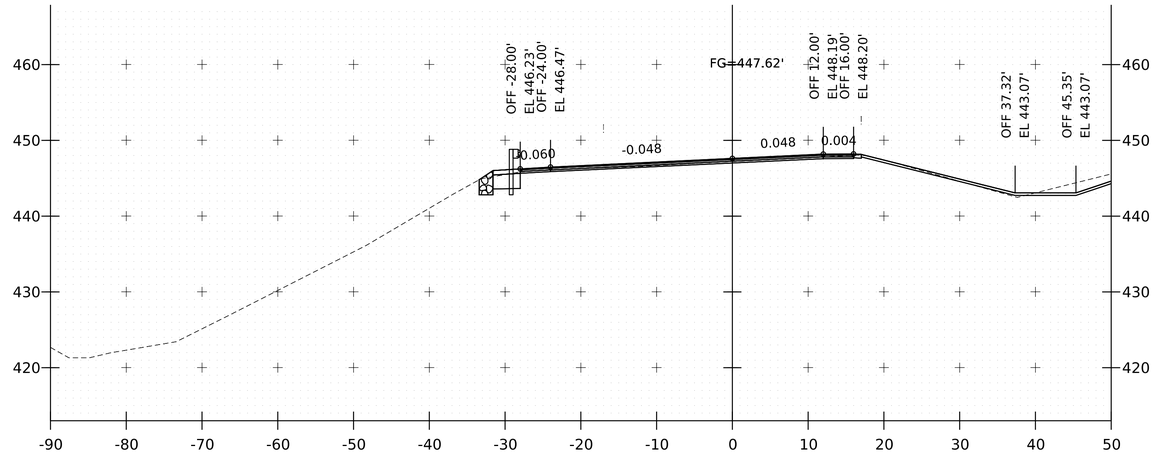
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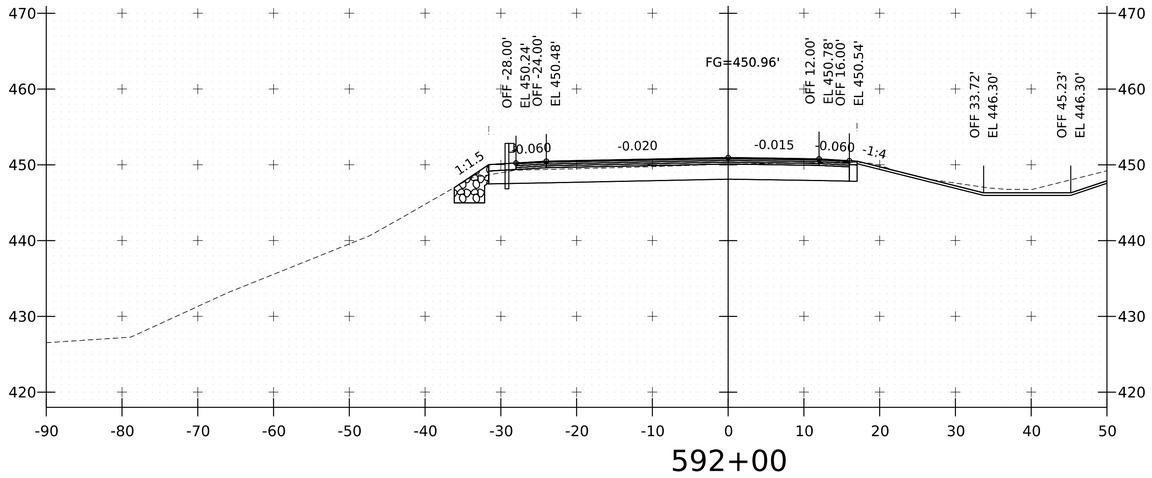


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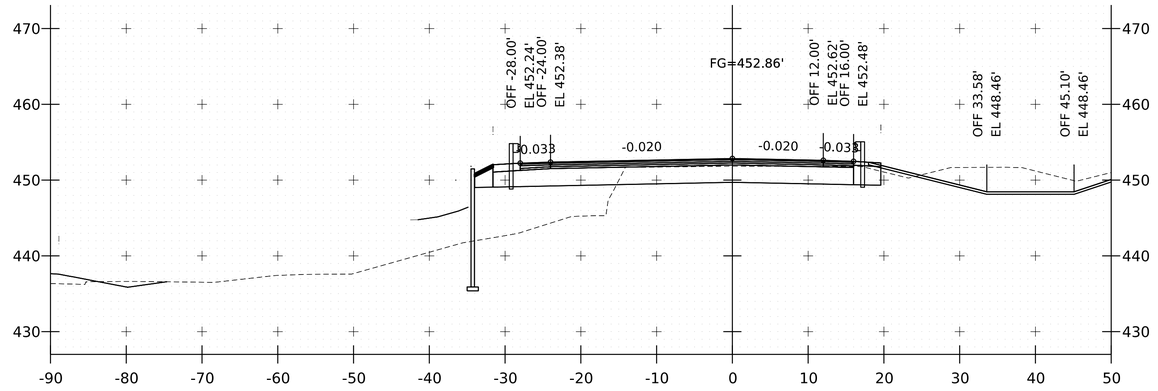
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_91SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSS SECTION SHEET 2

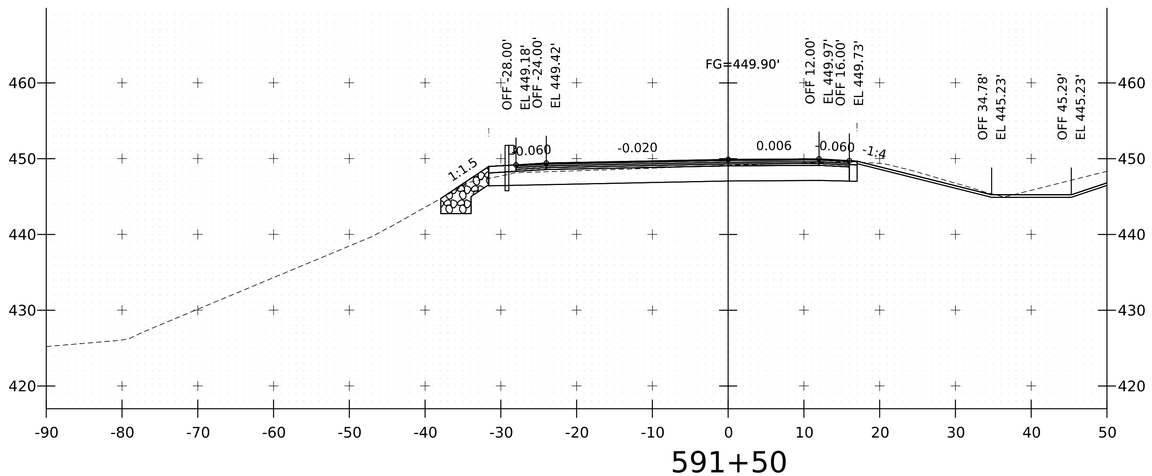
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 178 OF 258



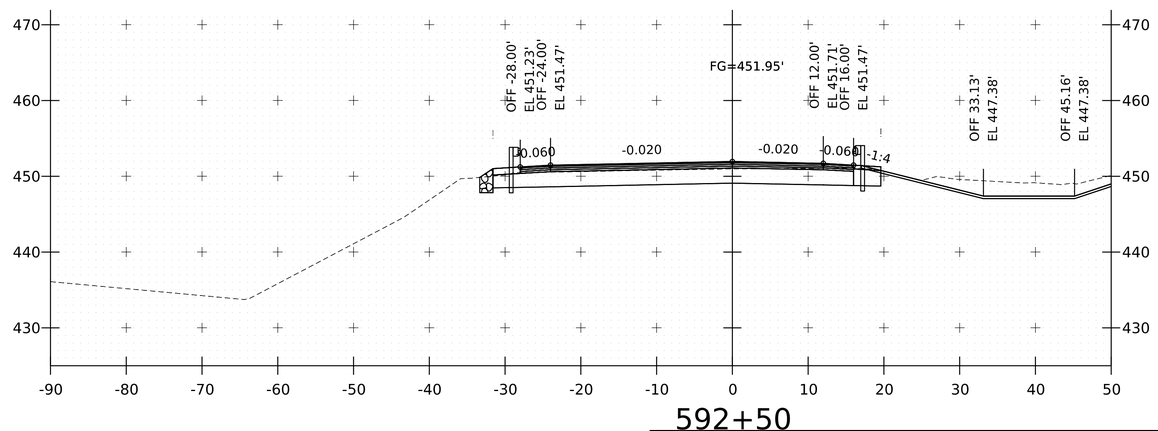
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593+00



591+50

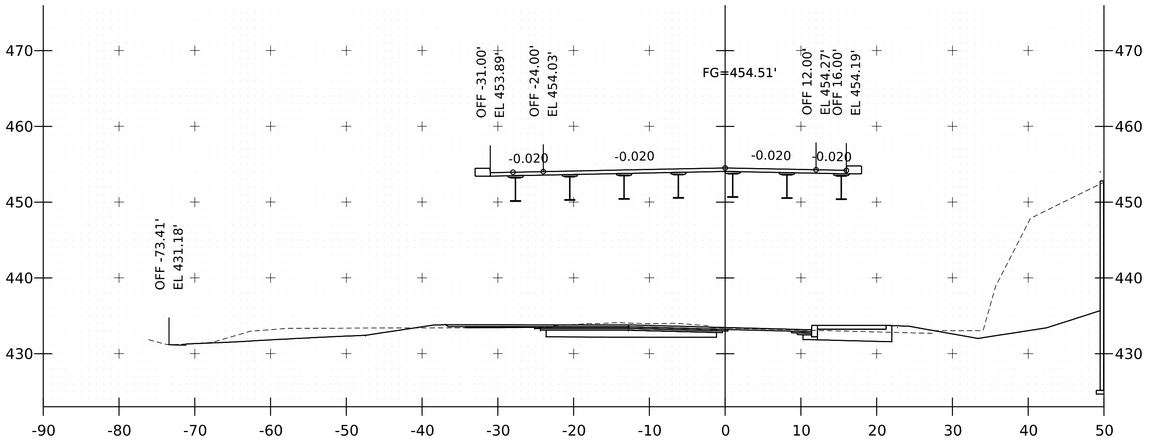


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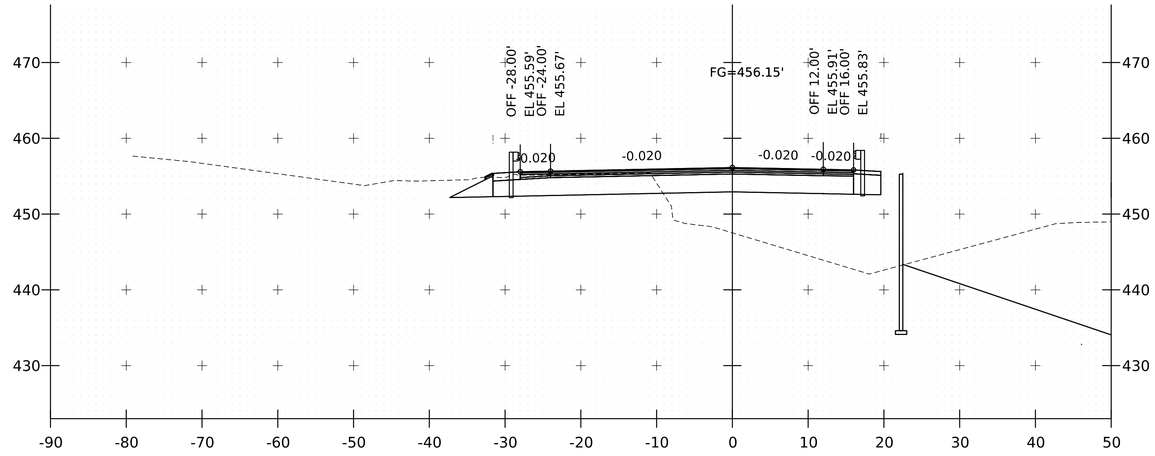
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSS SECTION SHEET 3

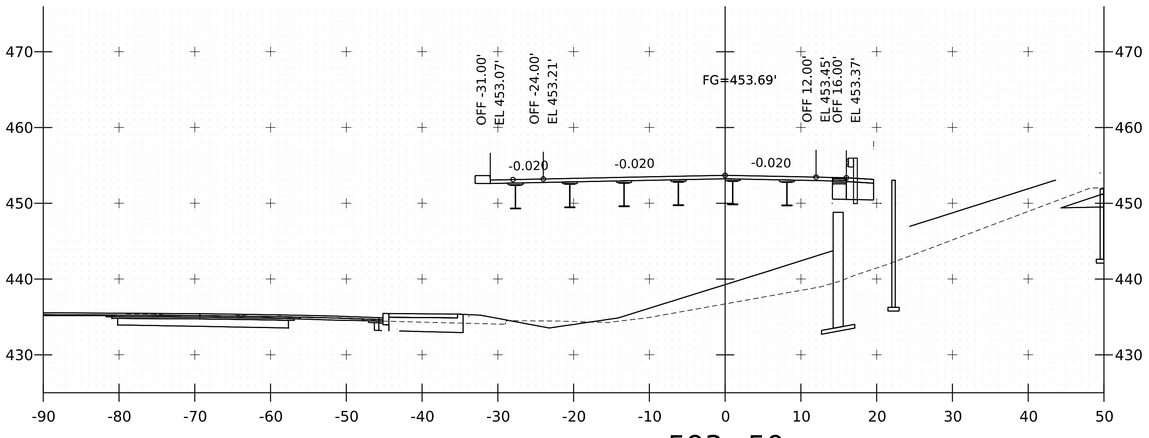
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 179 OF 258



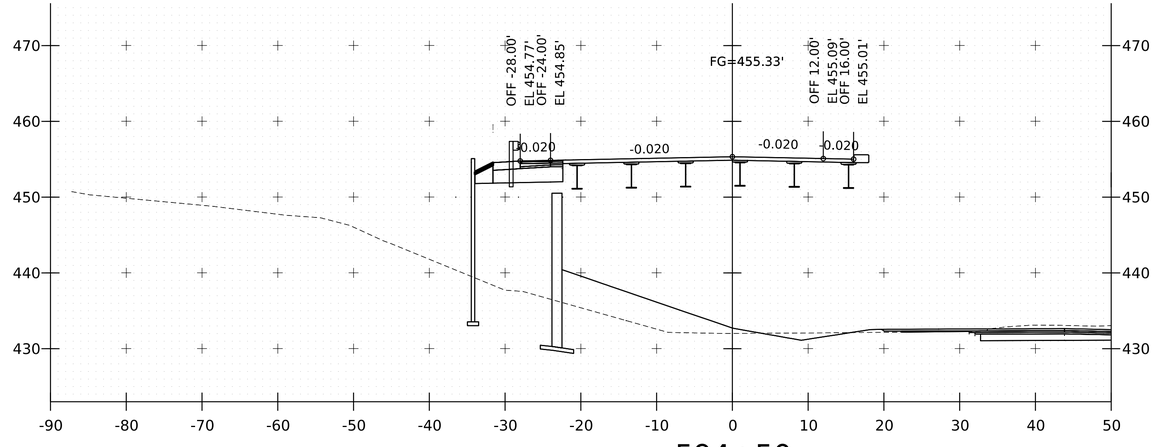
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595+00



593+50

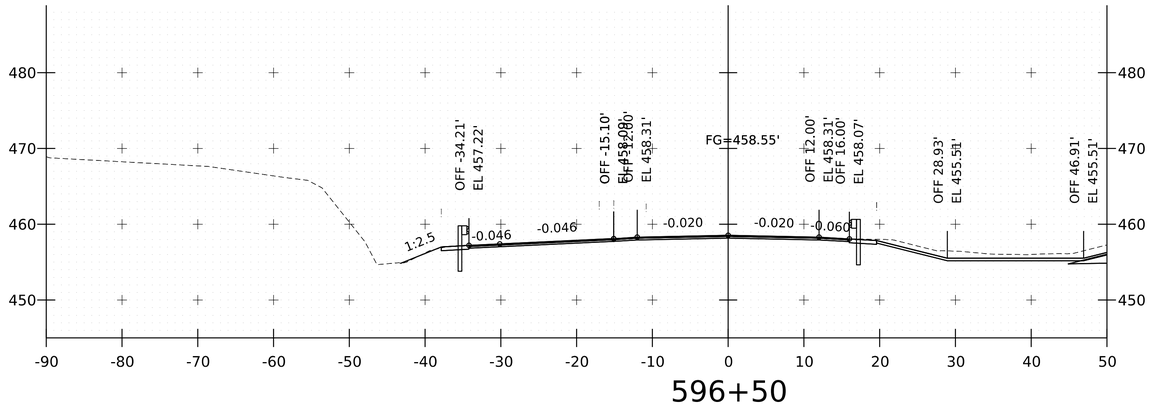


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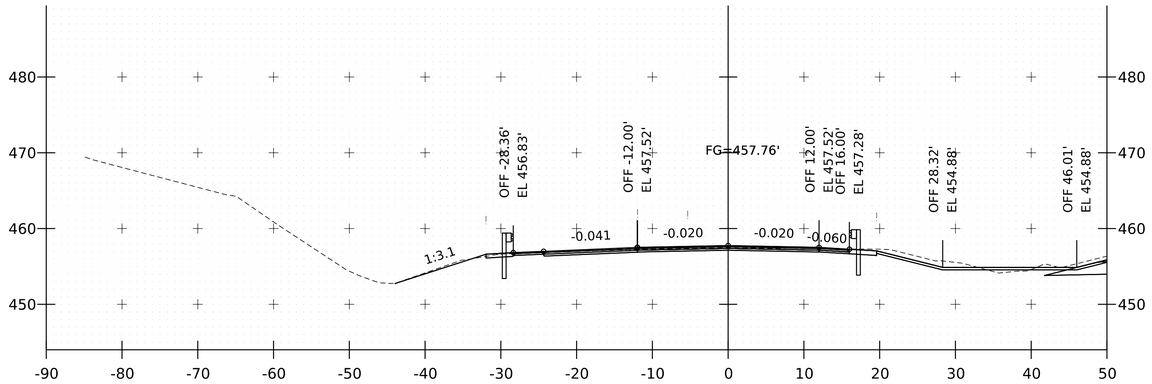
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSS SECTION SHEET 4

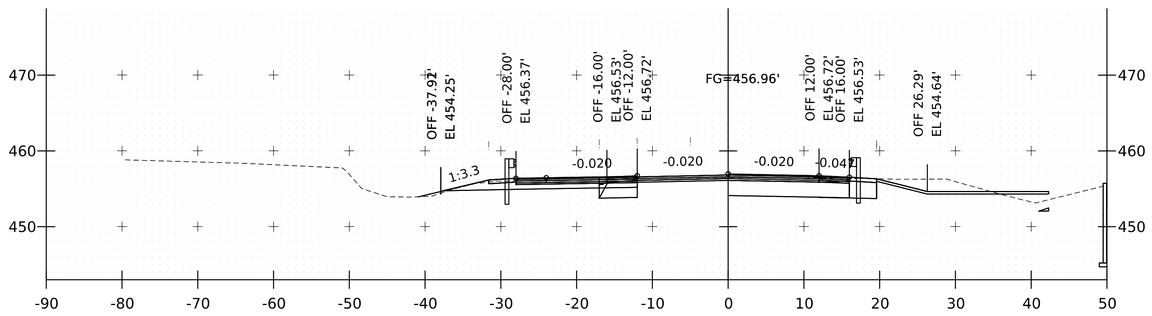
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 180 OF 258



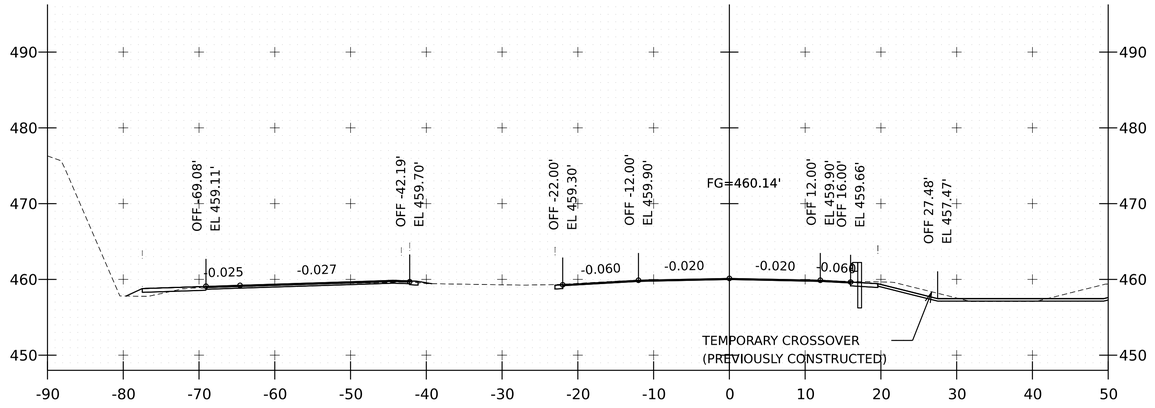
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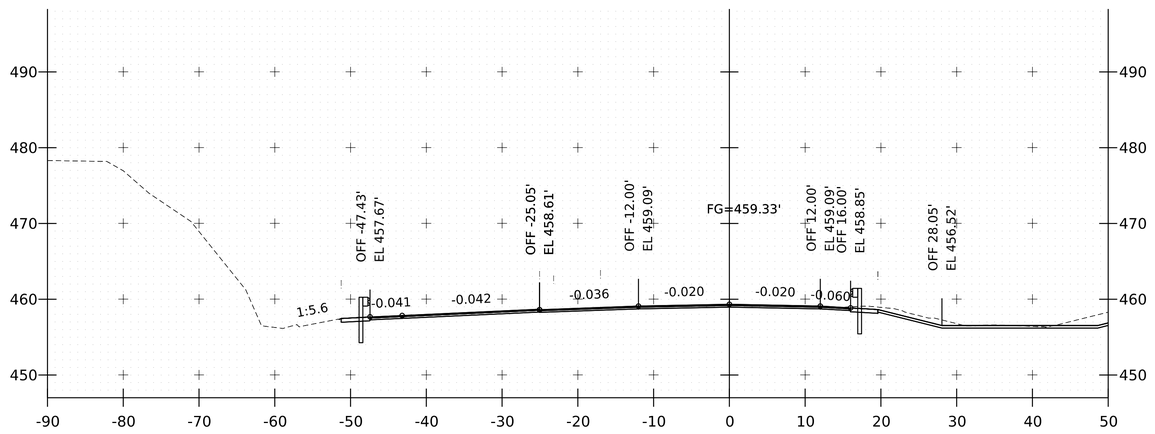
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595+50

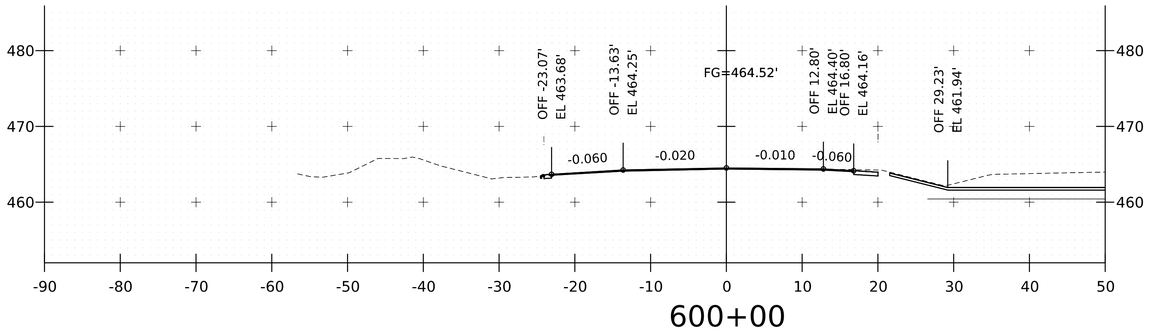


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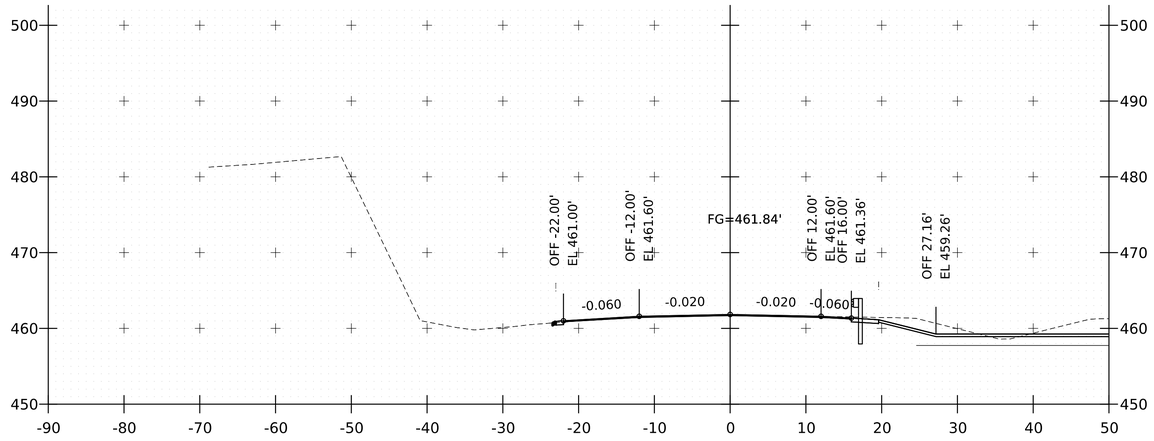


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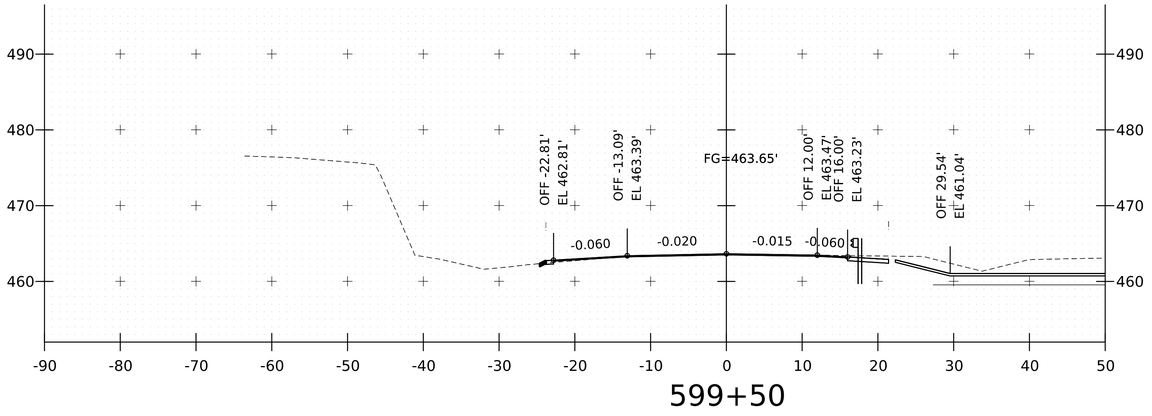
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220xs_91SB.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB CROSS SECTION SHEET 5	SHEET 181 OF 258



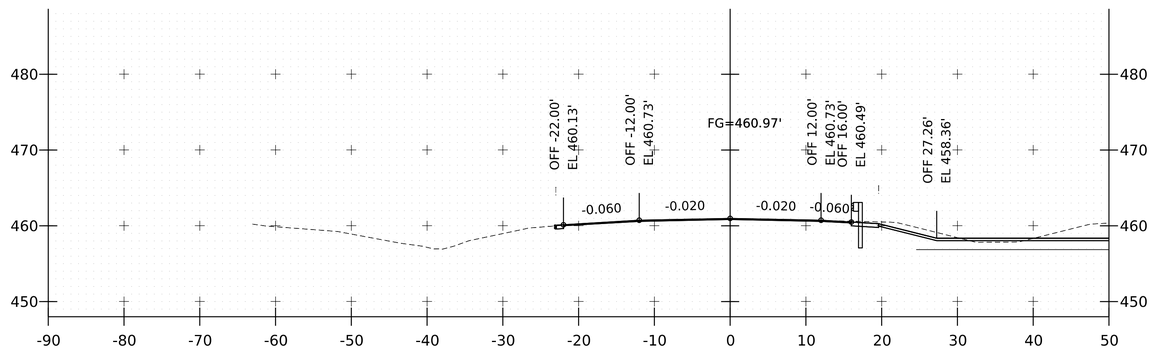
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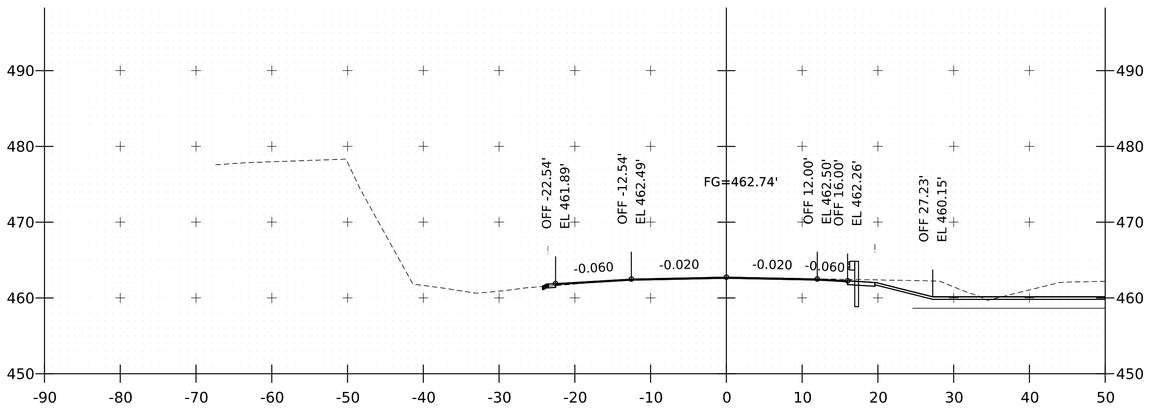
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599+50



598+00

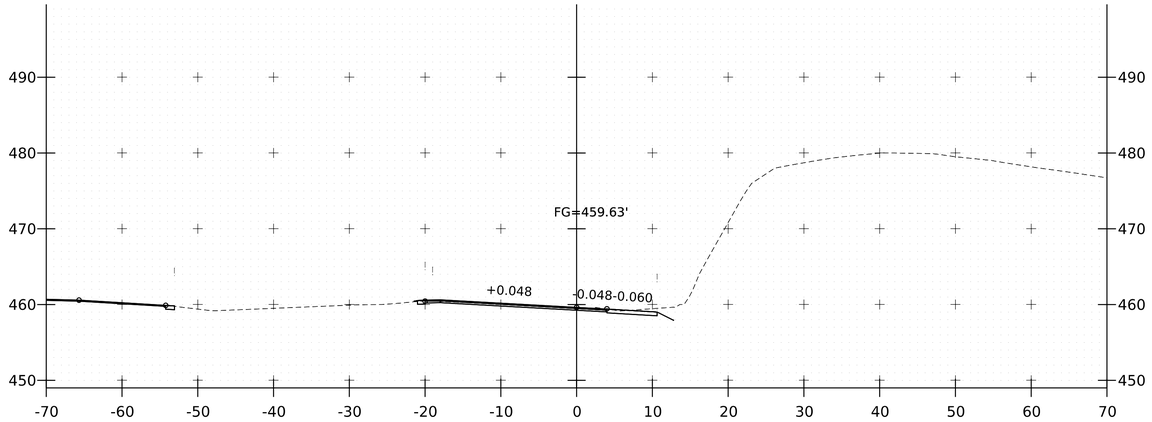


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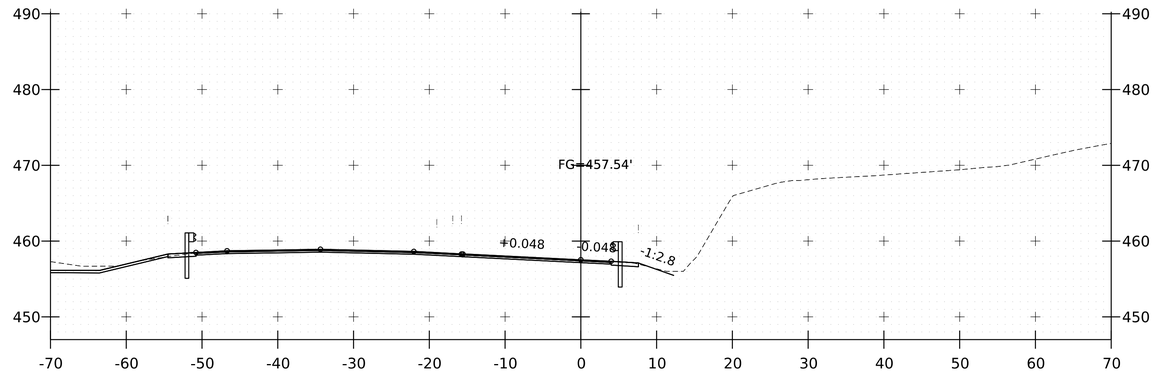
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_91SB.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB CROSS SECTION SHEET 6

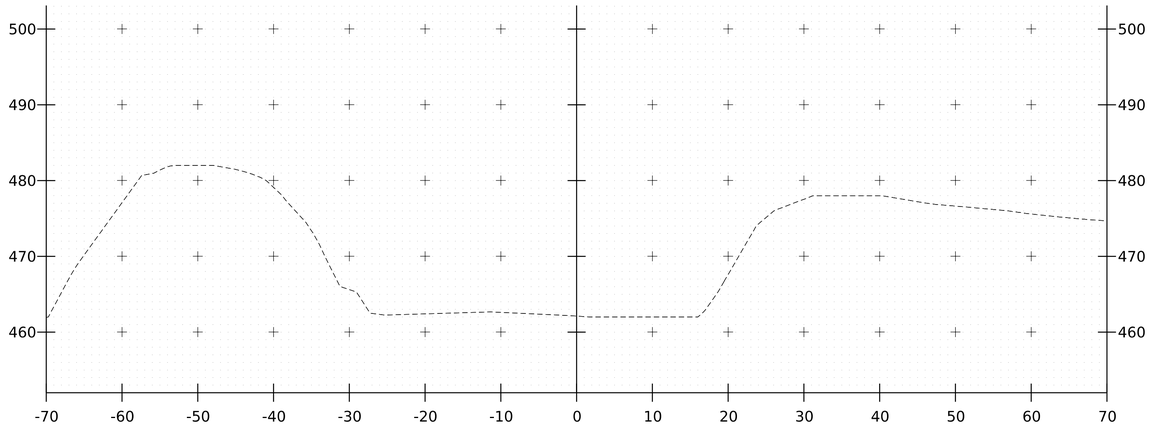
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 182 OF 258



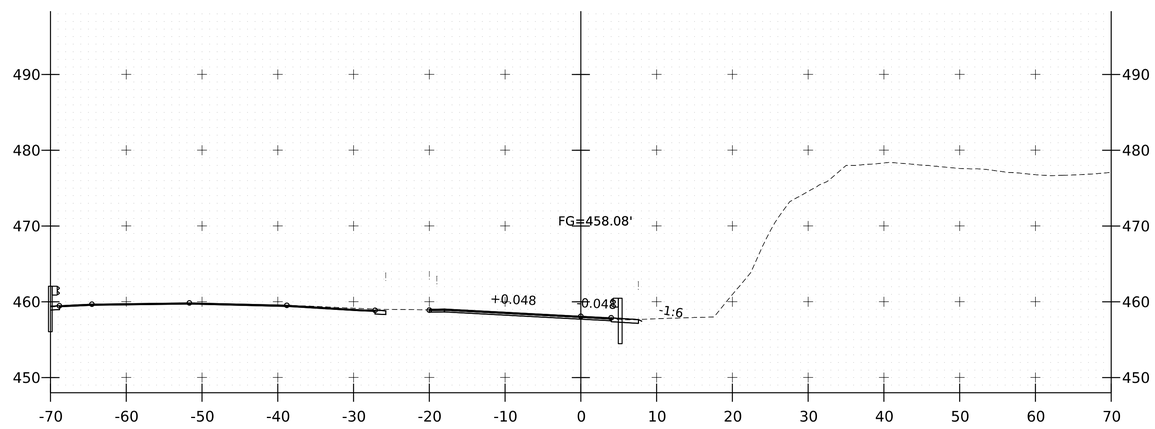
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704+00



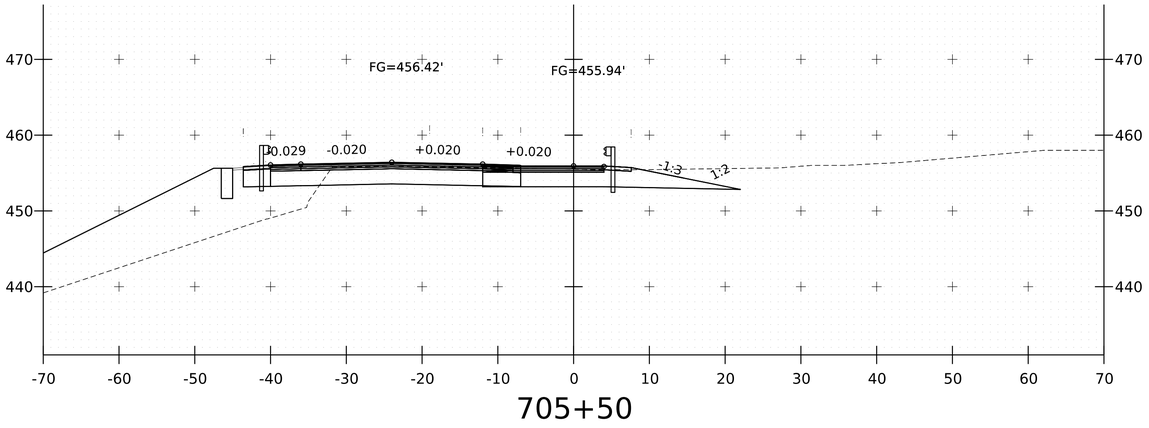
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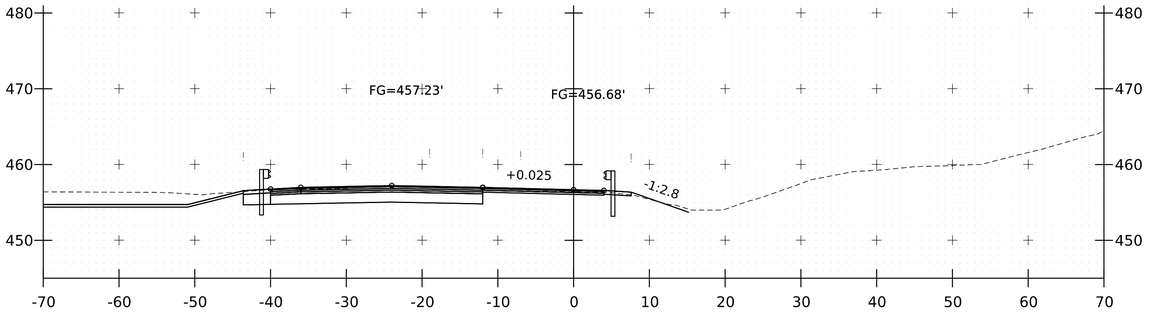
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PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)

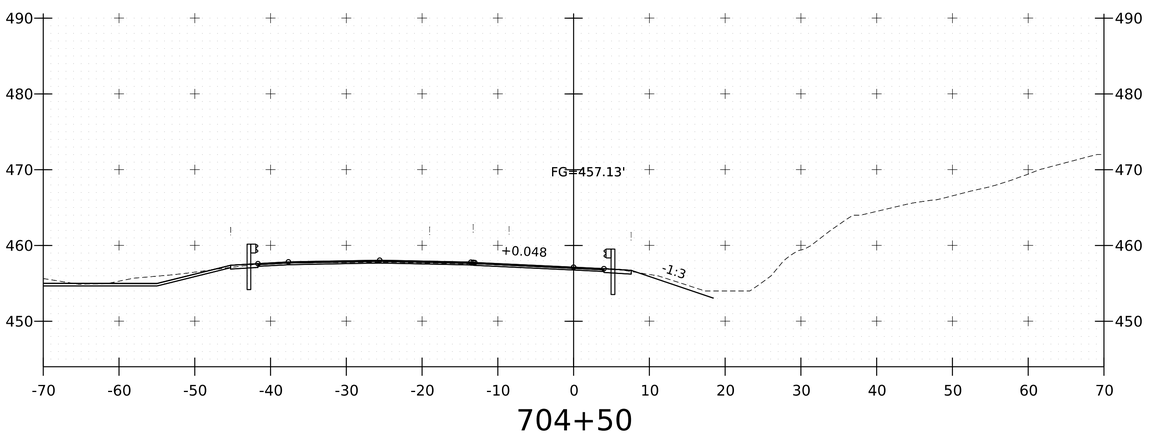
FILE NAME: z19a220xs_SB ON RAMP.dgn		PLOT DATE:	1/29/2026
PROJECT LEADER:	A.STOCKIN	DRAWN BY:	M.CARIGNAN
DESIGNED BY:	B.GEIGER	CHECKED BY:	L.SFINTESCU
I-91 SB ON RAMP CROSS SECTION SHEET 1		SHEET	183 OF 258



705+50

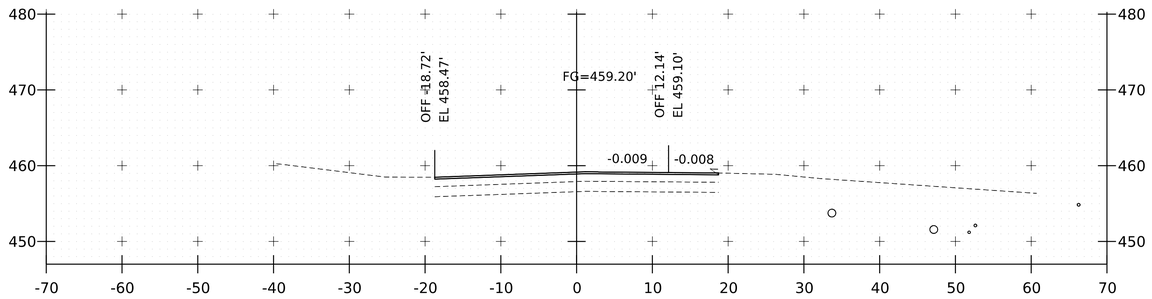


705+00

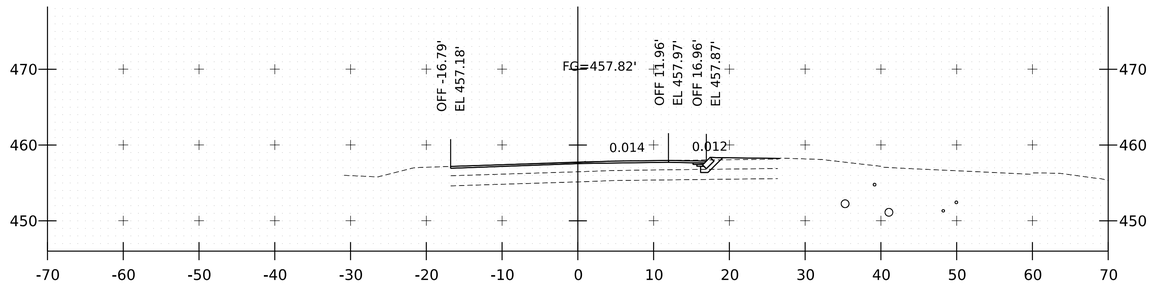


704+50

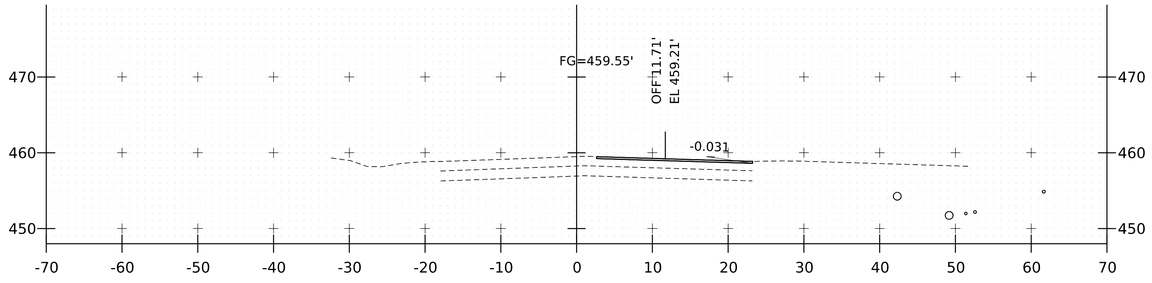
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220xs_SB ON RAMP.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
I-91 SB ON RAMP CROSS SECTION SHEET 2	SHEET 184 OF 258



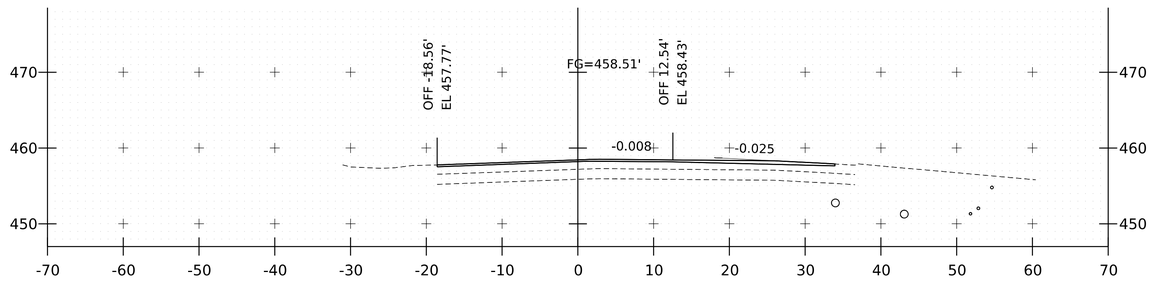
38+50



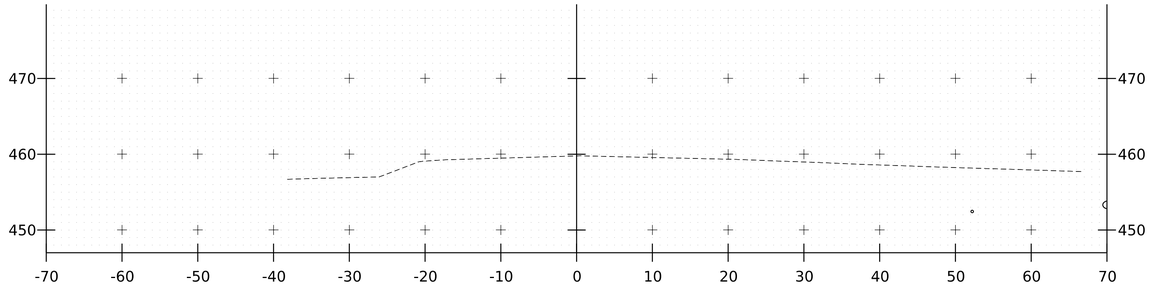
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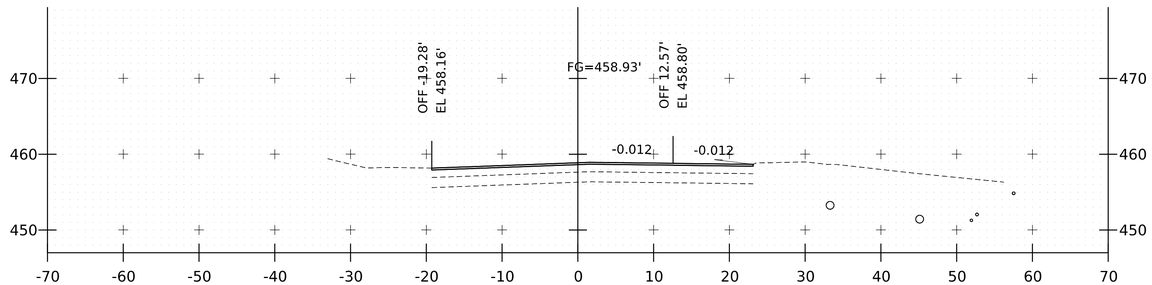
38+00



39+50

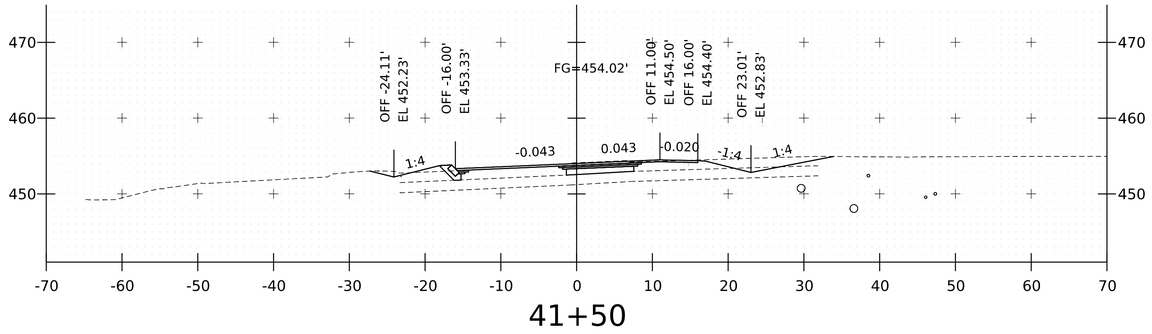


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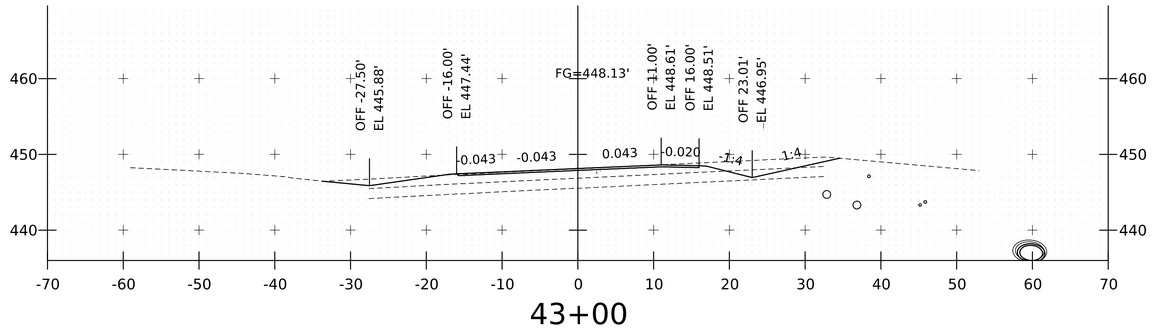


39+00

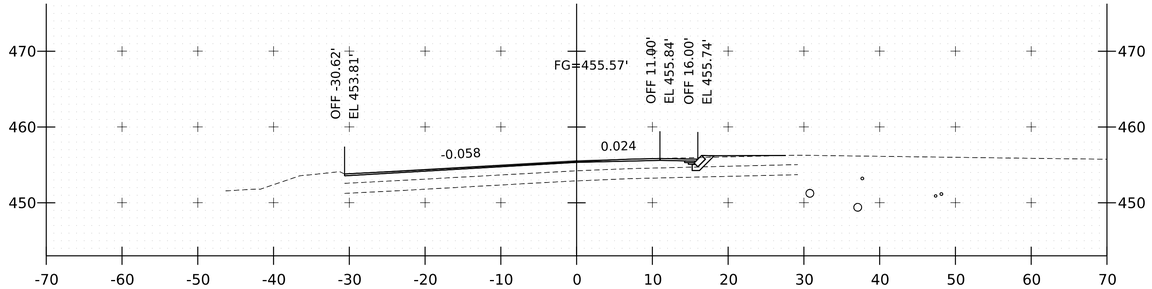
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220xs_Rte 5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 CROSS SECTIONS SHEET 1	SHEET 185 OF 258



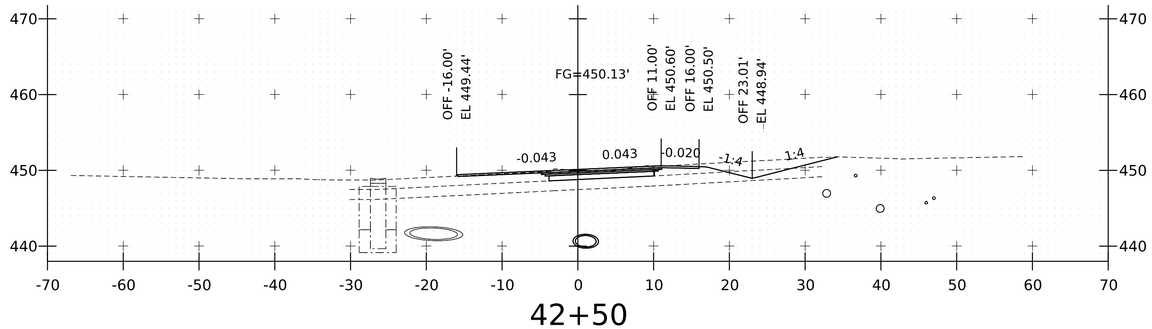
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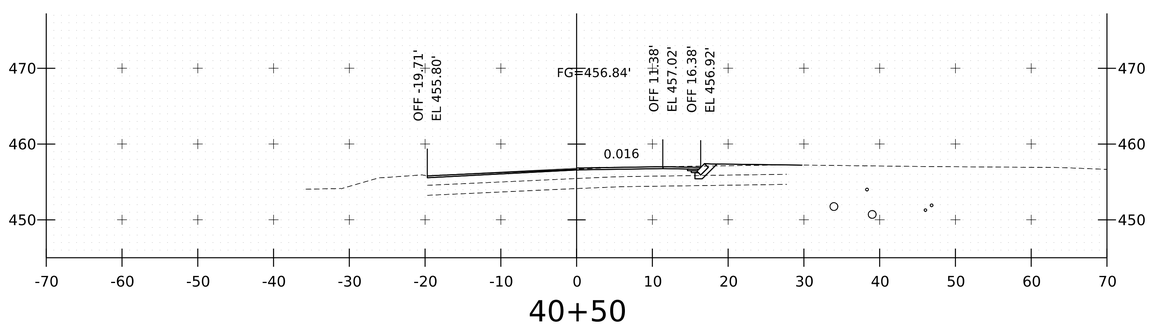
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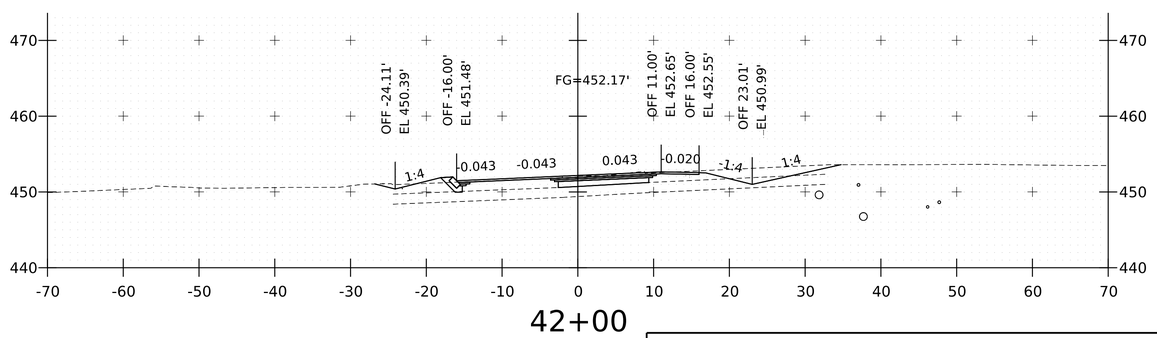
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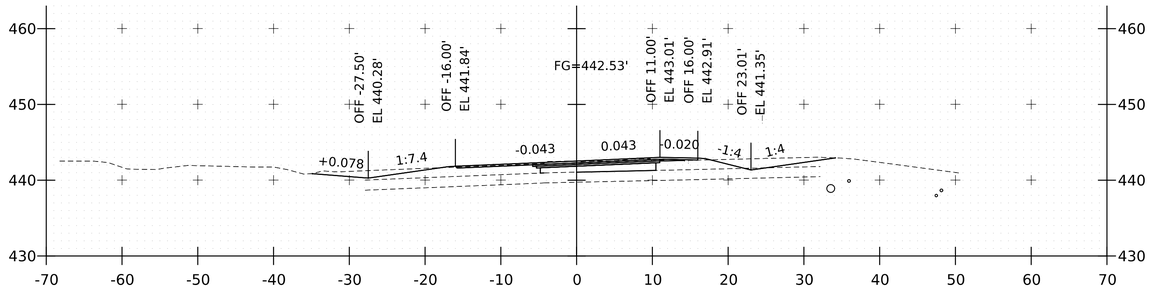


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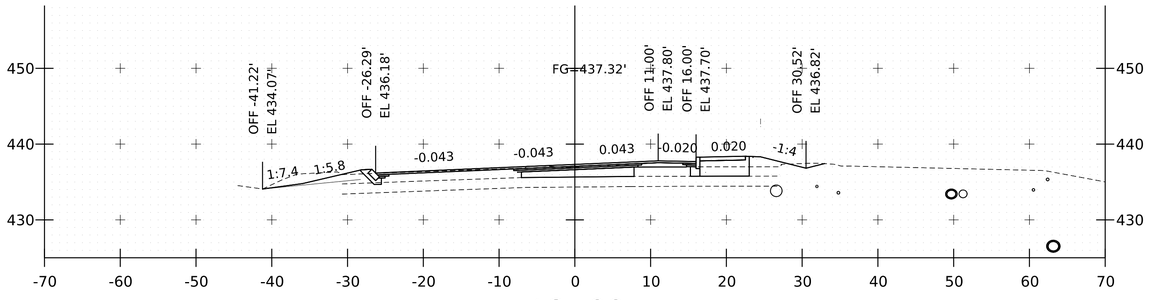
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PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220xs_Rte 5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 CROSS SECTIONS SHEET 2

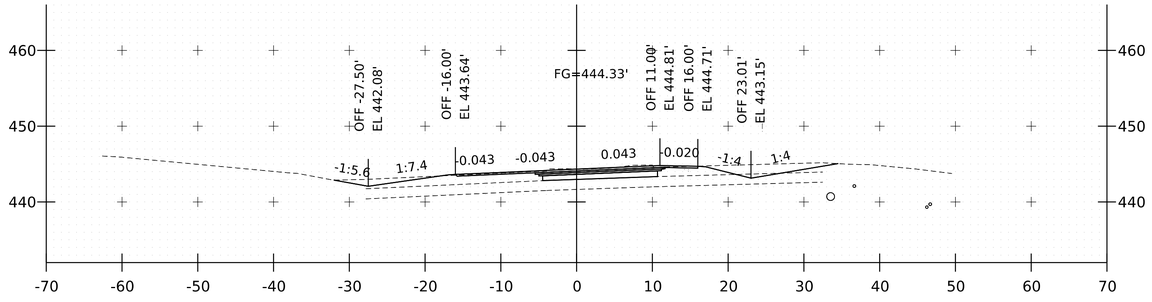
PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 186 OF 258



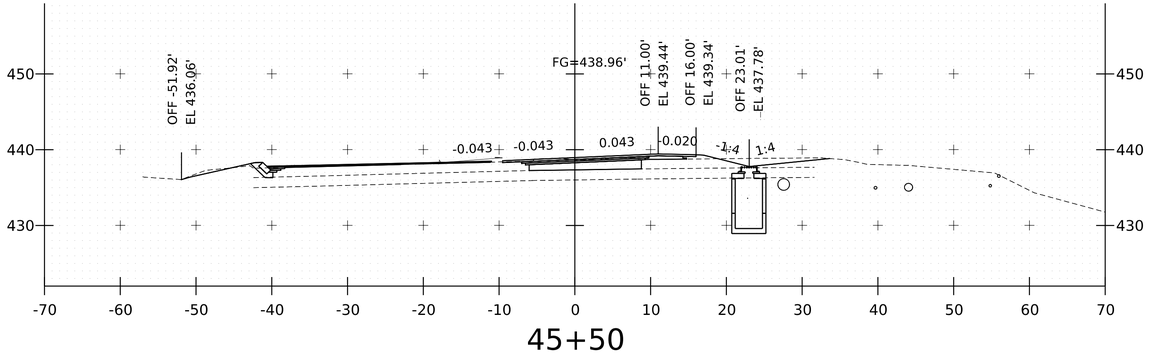
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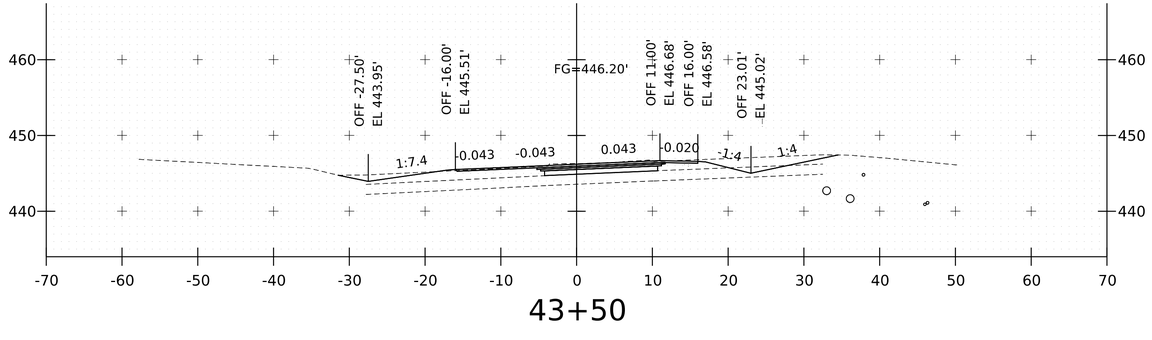
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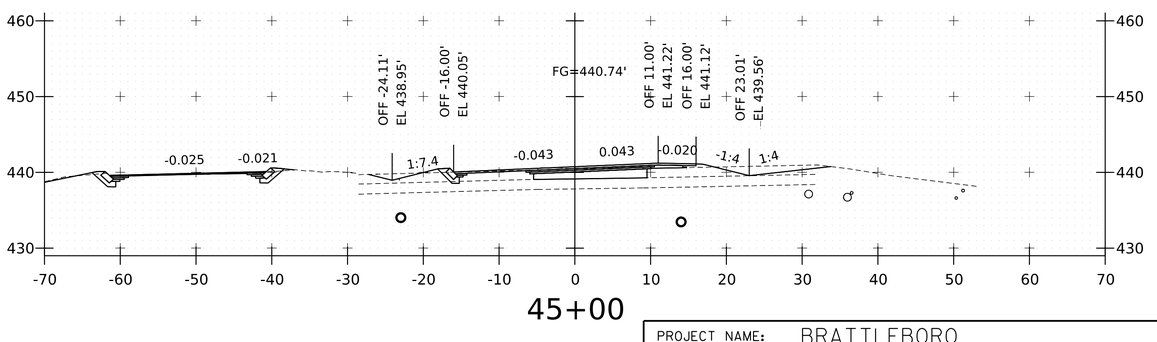
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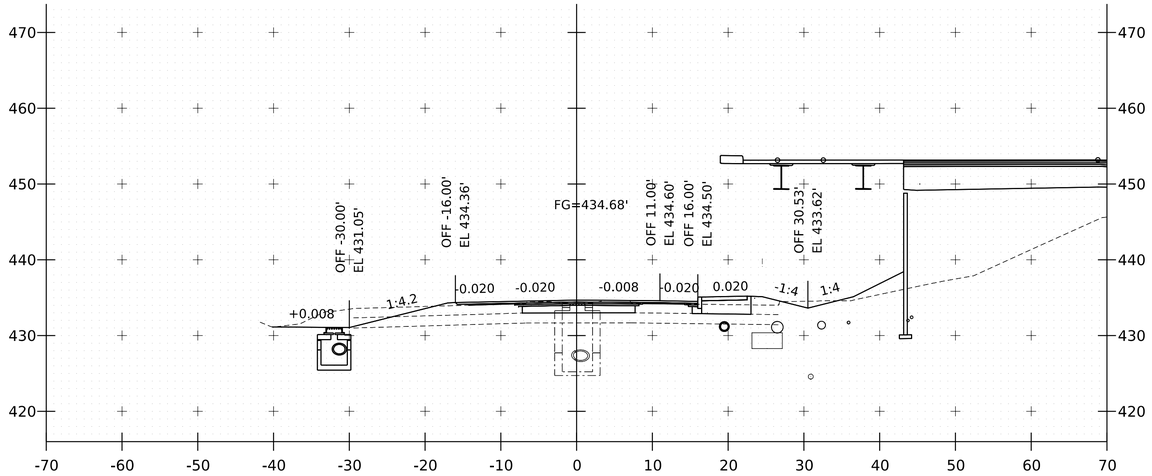


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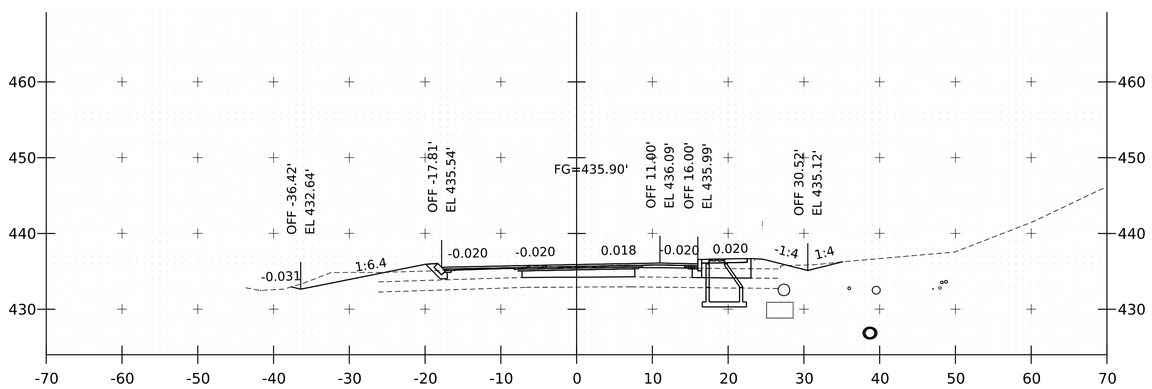
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PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_Rte 5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 CROSS SECTIONS SHEET 3

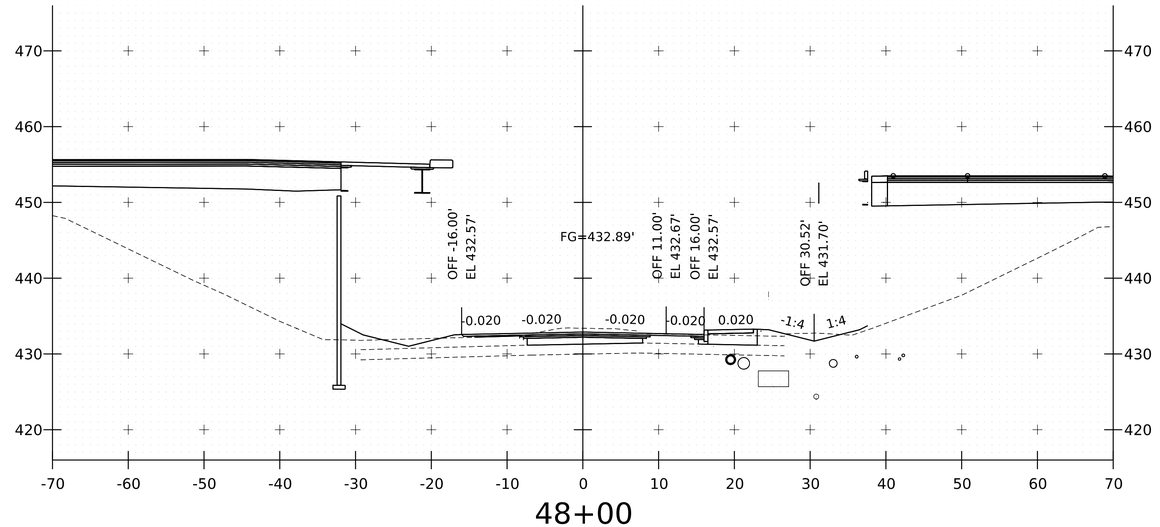
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DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 187 OF 258



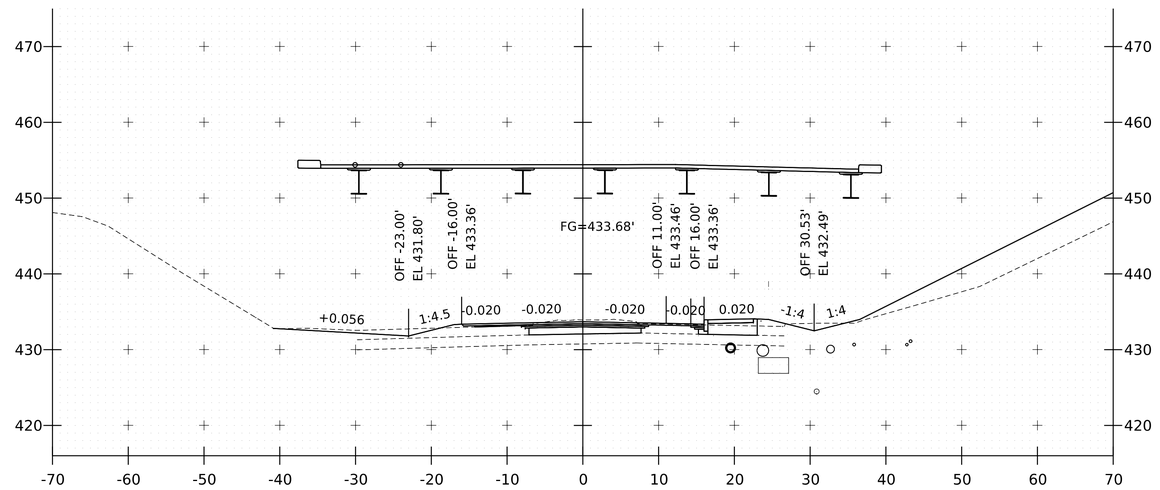
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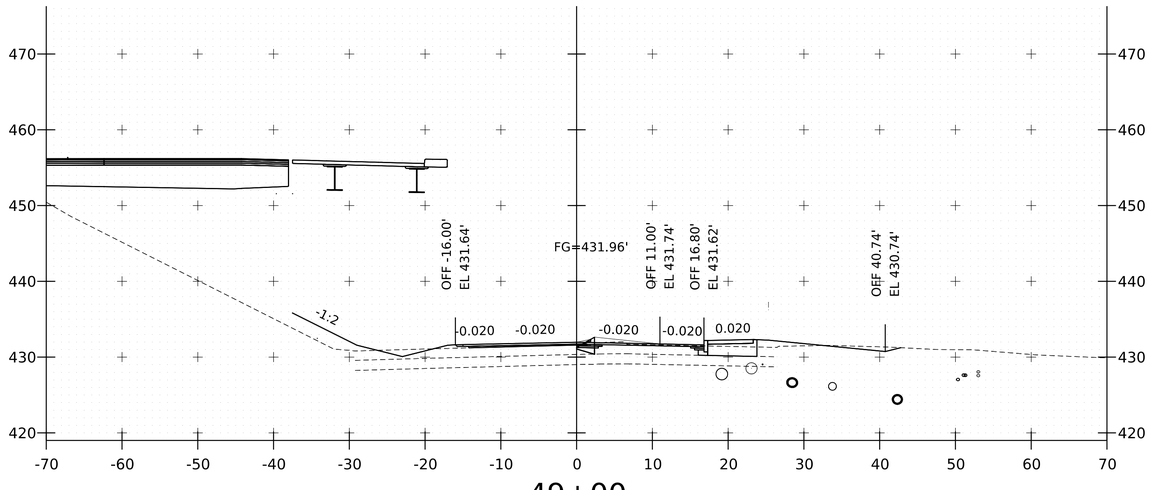


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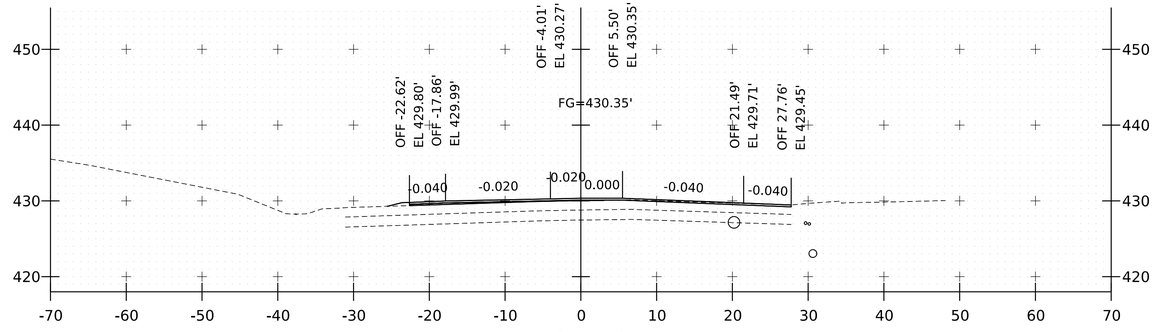
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PROJECT NUMBER: IM 091-1(82) (RE-AD)

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PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 CROSS SECTIONS SHEET 4

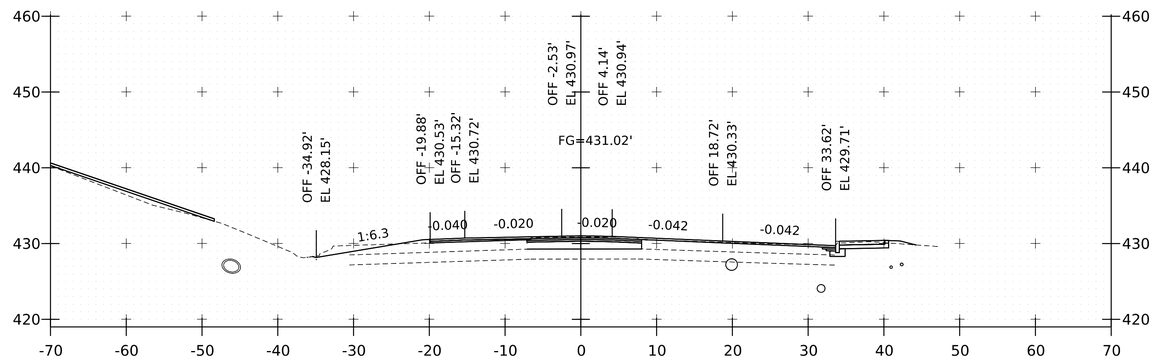
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DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 188 OF 258



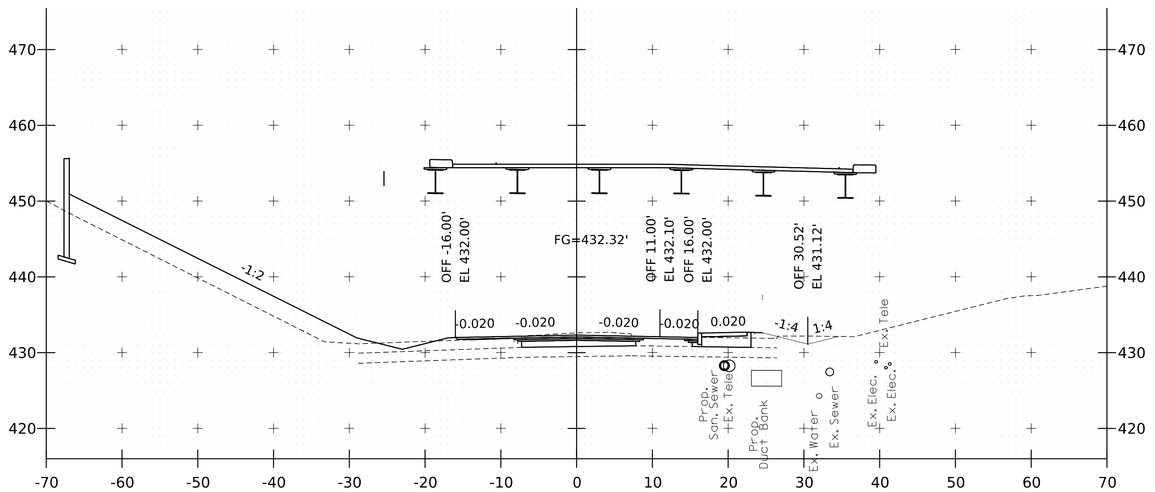
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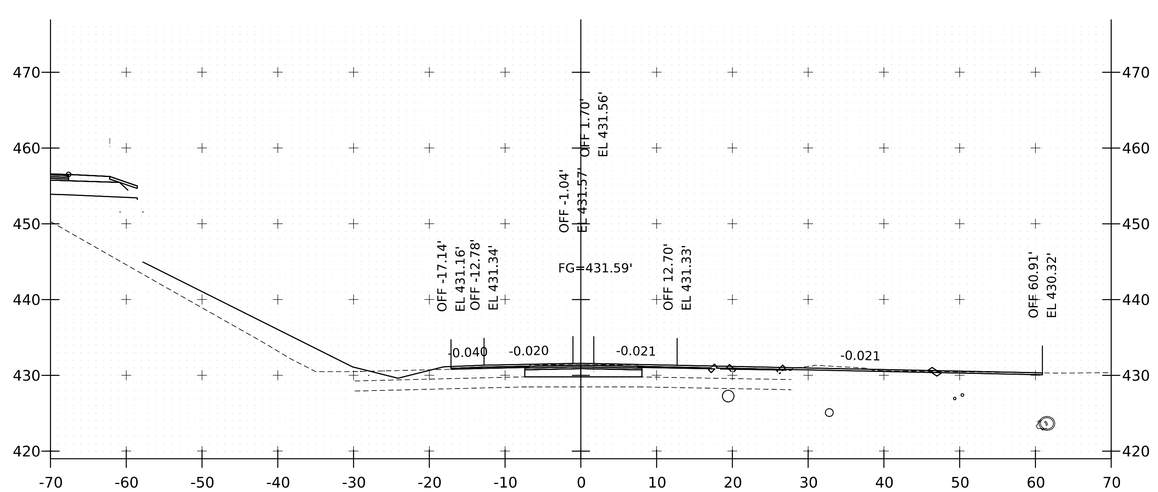
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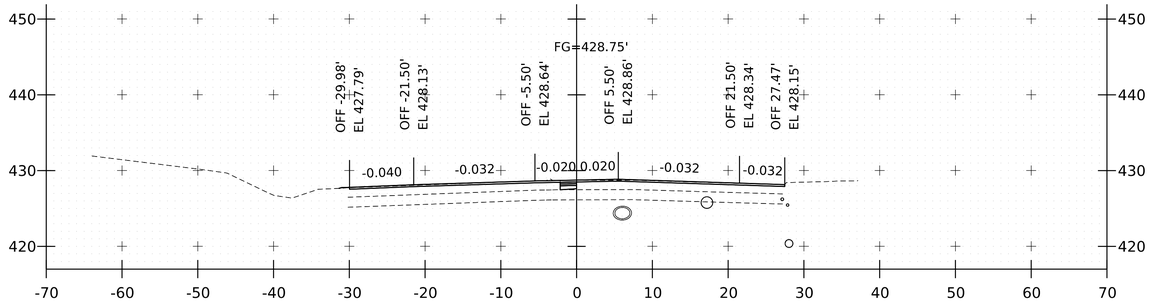


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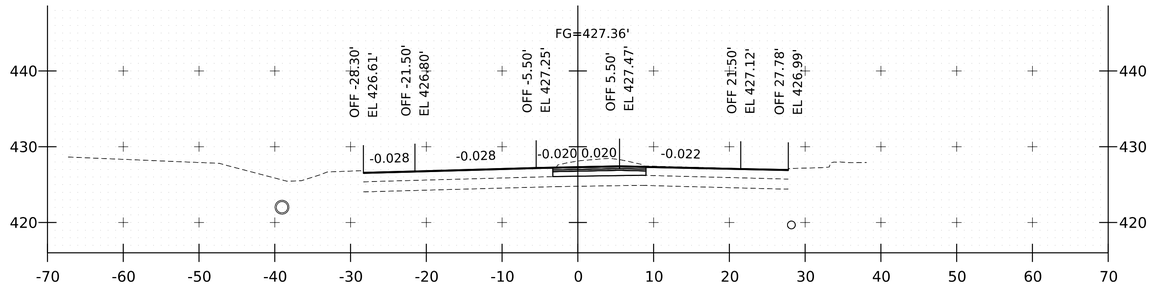


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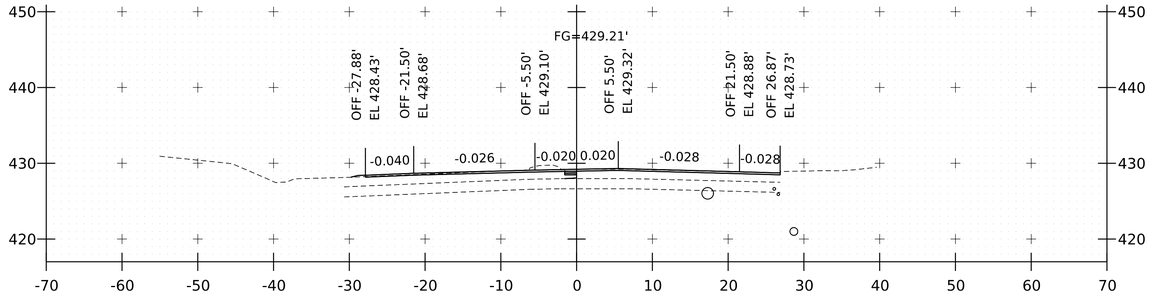
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PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220xs_Rte 5.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 CROSS SECTIONS SHEET 5	SHEET 189 OF 258



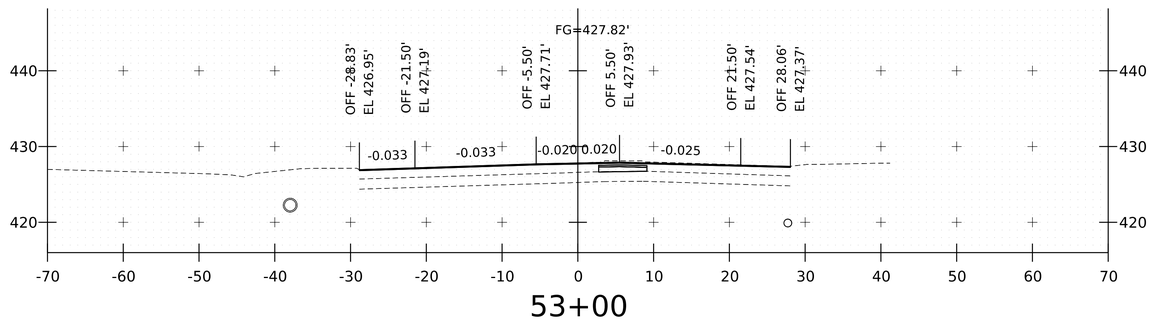
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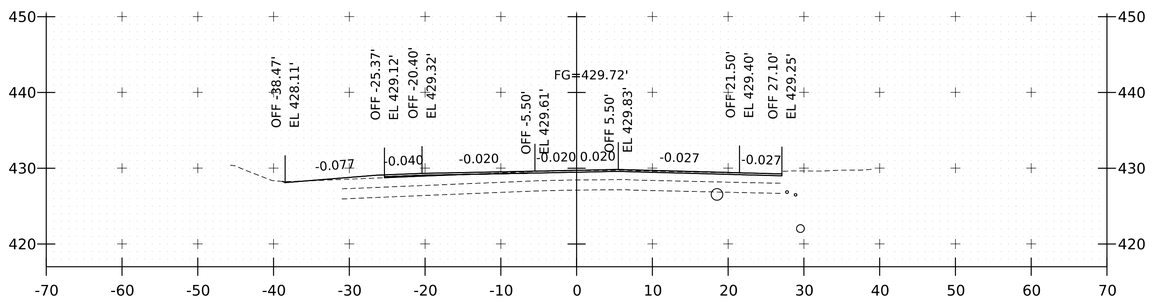
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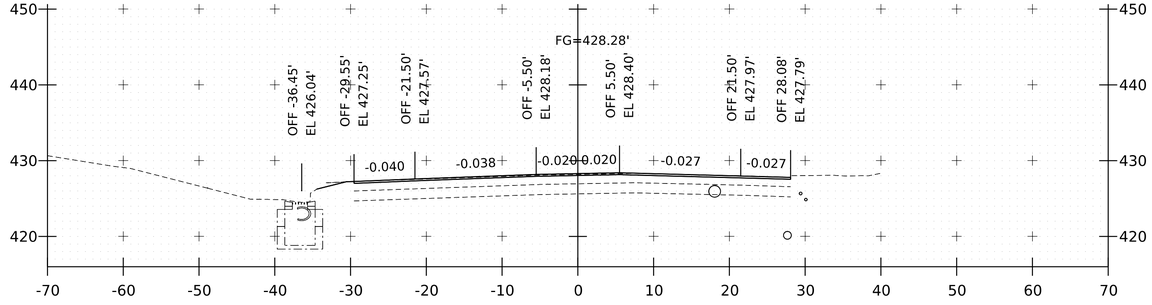
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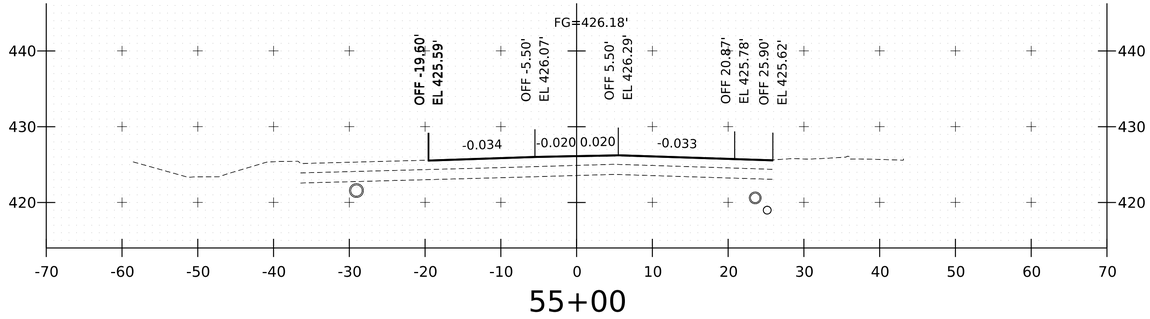


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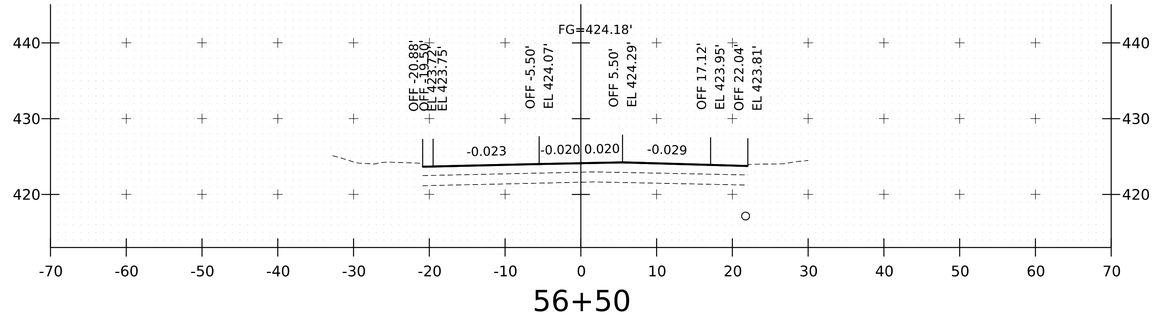
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PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 CROSS SECTIONS SHEET 6

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 190 OF 258



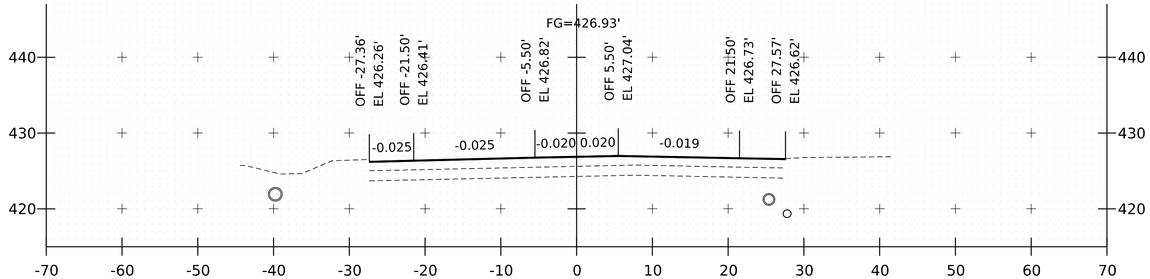
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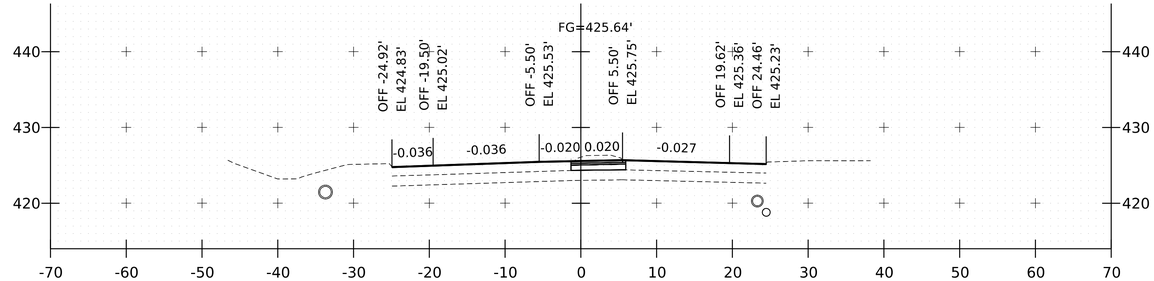
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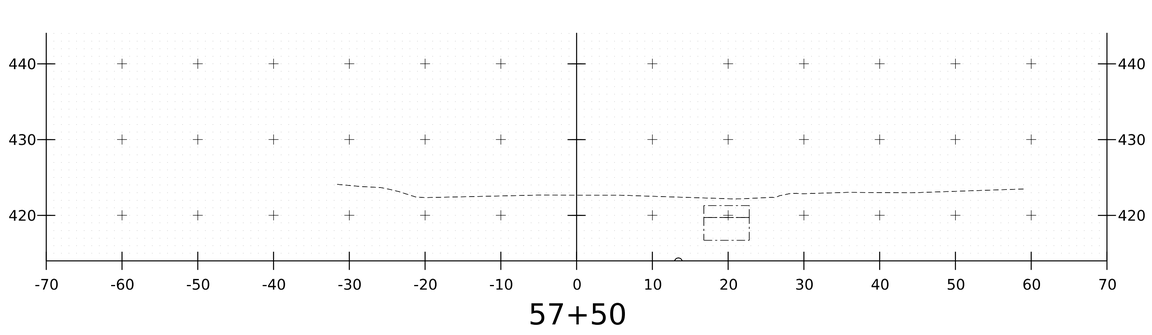


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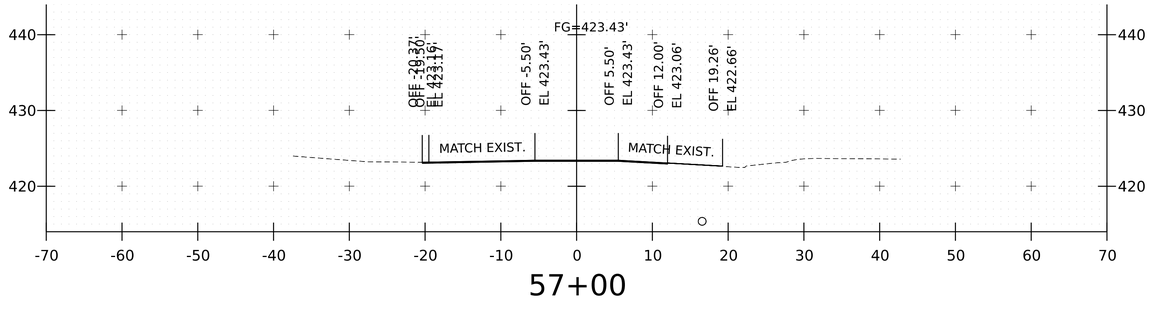
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PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220xs_Rte 5.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
US RTE 5 CROSS SECTIONS SHEET 7

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET 191 OF 258

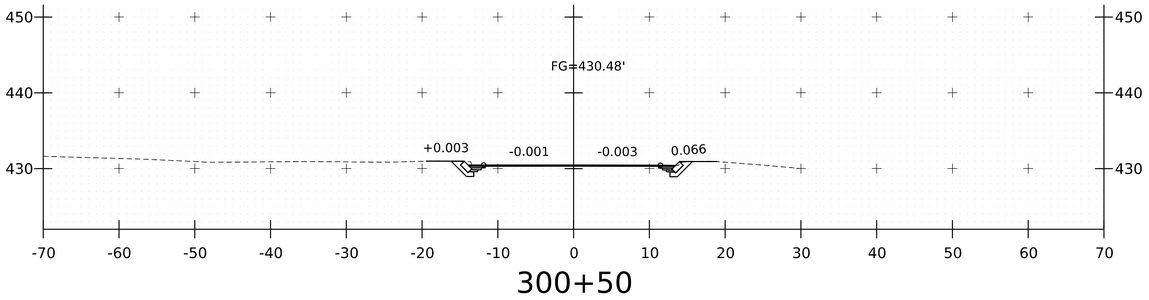


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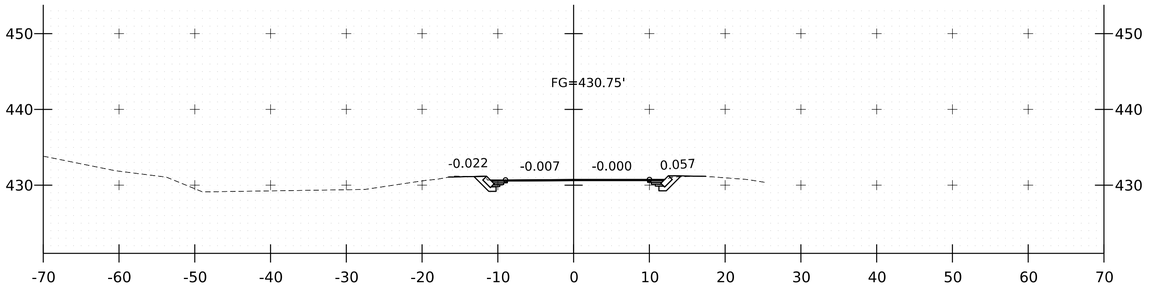


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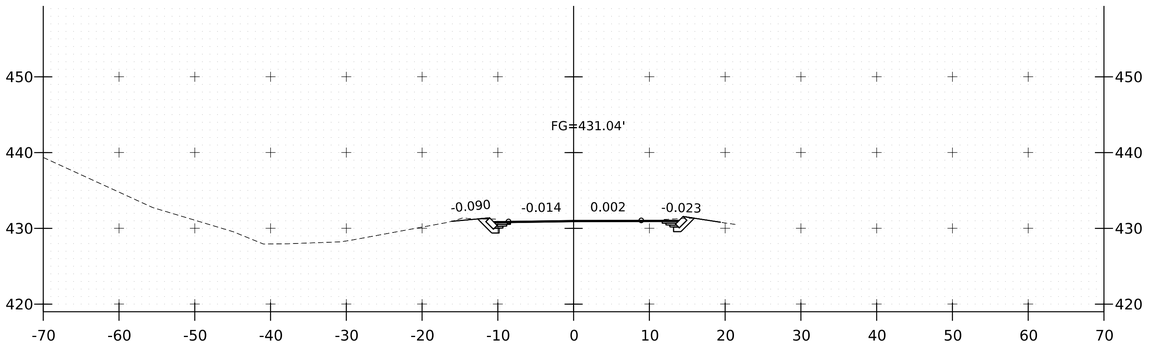
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PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: B.GEIGER	CHECKED BY: L.SFINTESCU
US RTE 5 CROSS SECTIONS SHEET 8	SHEET 192 OF 258



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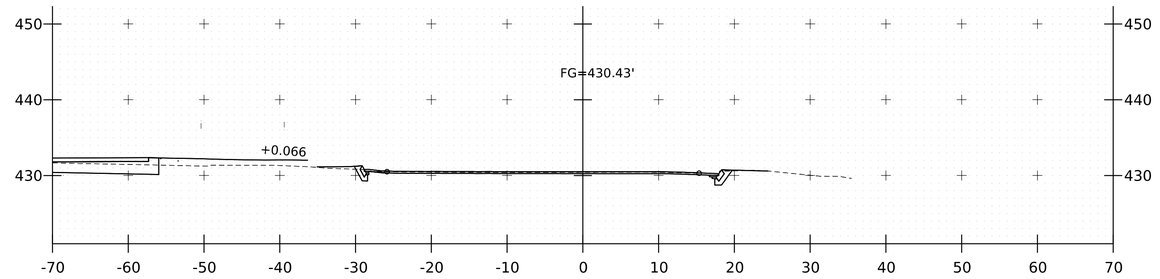


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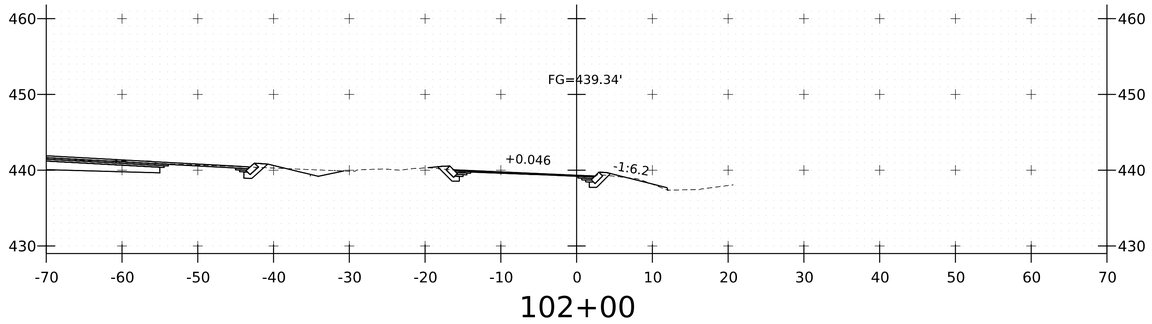
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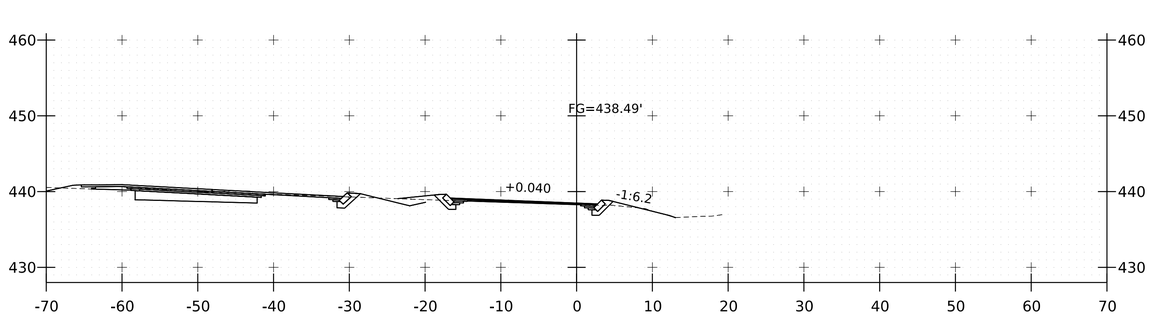
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I-91 NB OFF RAMP CROSS SECTION SHEET 1

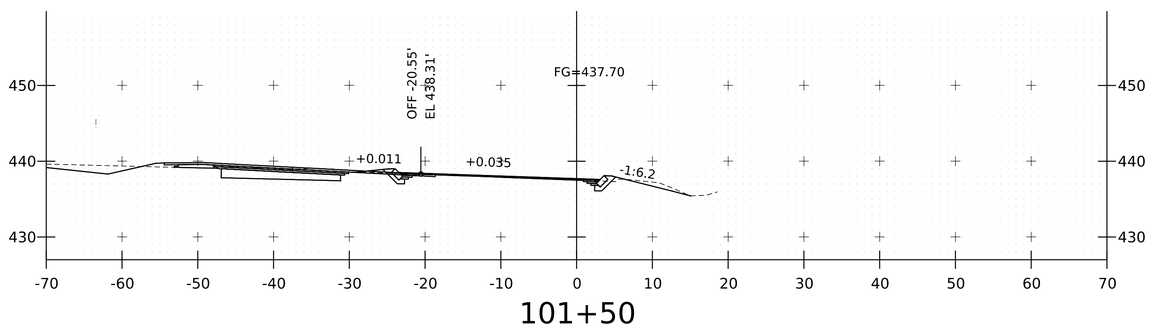
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CHECKED BY: L.SFINTESCU
SHEET 193 OF 258



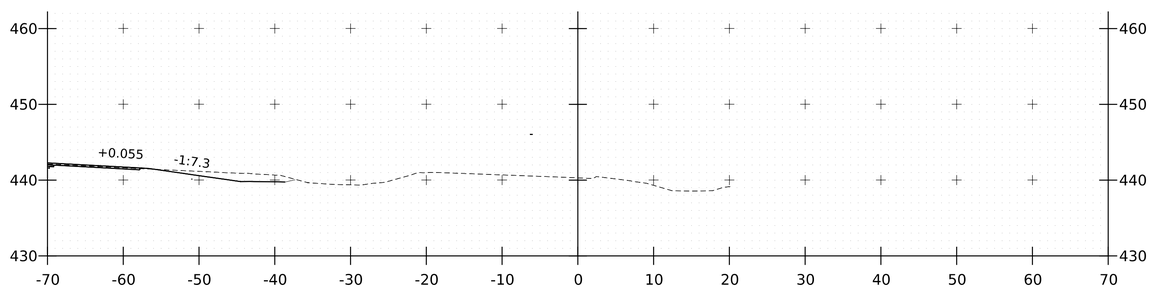
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PROJECT NAME:

PROJECT NUMBER:

FILE NAME: z19a220xs_Rte_5_Ramp_XS.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: B.GEIGER
I-91 SB ON RAMP CROSS SECTION SHEET 1

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: L.SFINTESCU
SHEET I94 OF 258

EPSC PLAN NARRATIVE

1. PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE COMPLETE REPLACEMENT OF TWO BRIDGES CARRYING INTERSTATE 91 NB (4N) & SB (4S) OVER US ROUTE 5 WITH RELATED INTERSTATE APPROACH WORK. RECONSTRUCTION OF US ROUTE 5 INCLUDING STRIPING, GUARDRAIL IMPROVEMENTS, SIGNAGE AND OTHER HIGHWAY RELATED ITEMS.

IT IS ANTICIPATED THAT CONSTRUCTION OF THE CROSSOVERS WILL OCCUR IN THE FALL OF 2026 AND EARLY SPRING OF 2027 WITH THE BRIDGE CONSTRUCTION TAKING PLACE OVER TWO CONSTRUCTION SEASONS WITH PROJECT COMPLETION IN 2029.

2. AMOUNT OF DISTURBANCE & RISK EVALUATION

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 6.58 ACRES. THE MAXIMUM CONCURRENT EARTH DISTURBANCE USED TO SCORE THIS PROJECT IN THE APPENDIX A RISK ASSESSMENT IS 4.89 ACRES

THIS PROJECT REQUIRES COVERAGE UNDER GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES FOR LOW RISK PROJECTS.

ANY MODIFICATIONS TO THE PROJECT THAT INCREASE THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

3. MAJOR COMPONENTS & SEQUENCING

THE CONTRACTOR SHALL SEQUENCE CONSTRUCTION ACTIVITIES TO MINIMIZE THE EXTENT OF DISTURBED SOILS LEFT OPEN TO EROSION AT ANY GIVEN TIME.

THE MAJOR COMPONENTS OF THE PROJECT AND A PROPOSED GENERAL SEQUENCE ARE AS FOLLOWS:

CONSTRUCTION IS ANTICIPATED TO BE COMPLETED IN FOUR PHASES AT NOTED BELOW.

PHASE 1 - CONSTRUCT NB CROSSOVERS & PERFORM WORK ON US ROUTE 5. AREA OF DISTURBANCE DURING PHASE 1 IS APPROXIMATELY 4.89 ACRES.

PHASE 2 - REMOVE EXISTING NB BRIDGE, CONSTRUCT NEW NB BRIDGE, & PERFORM WORK ON US ROUTE 5. AREA OF DISTURBANCE DURING PHASE 2 IS APPROXIMATELY 2.38 ACRES.

PHASE 3 - CONSTRUCT SB CROSSOVERS & PERFORM WORK ON US ROUTE 5. AREA OF DISTURBANCE DURING PHASE 3 IS APPROXIMATELY 4.89 ACRES.

PHASE 4 - REMOVE EXISITNG SB BRIDGE, CONSTRUCT NEW SB BRIDGE & PERFORM WORK ON US ROUTE 5. AREA OF DISTURBANCE DURING PHASE 4 IS APPROXIMATELY 2.45 ACRES.

AFTER COMPLETION OF THE SB BRIDGE AND US ROUTE 5 WORK, THE MEDIAN CROSSOVERS WILL BE REMOVED AND RETURNED TO THE EXISTING CONDITION.

4. SITE DESCRIPTION
4.1 VEGETATED BUFFERS

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE IMPLEMENTED WHEREVER POSSIBLE.

THIS PROJECT DOES NOT RELY ON VEGETATED BUFFERS AS A MITIGATING RISK FACTOR.

4.2 STREAM CROSSINGS

THIS PROJECT DOES NOT INCLUDE ANY PROPOSED STREAM CROSSINGS.

4.3 WETLANDS

THERE ARE NO WETLANDS OR WETLAND BUFFERS BEING IMPACTED WITHIN THE PROJECT LIMITS.

4.4 TOPOGRAPHY

THE TOPOGRAPHY OF THE PROJECT SITE IS GENERALLY ROLLING HILLS AND MOSTLY GRASSLANDS. THE APPROACHES TO THE BRIDGES ARE AT A 1.8% GRADE. THERE ARE LEDGE OUTCROPPING AREAS VISABLE WITHIN THE MEDIAN AREA NORTH OF THE TWO BRIDGES. US ROUTE 5 (CANAL STREET) IS LOCATED UNDERNEATH THE BRIDGES. TEMPORARY TRAFFIC CONTROL WILL BE PERFORMED ON US ROUTE 5, THE EXISTING GRASS MEDIANS WILL BE REMOVED WITHIN THE PROJECT LIMITS ON US ROUTE 5.

4.5 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF MAINLY GRASSES WITH BORDERING WOODLANDS. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY THE PROJECT. UPON COMPLETION, THE DISTURBED VEGETATION WILL BE REESTABLISHED WITH VAOT POLLINATOR SEED MIXES AND MULCH PRACTICES AS DESCRIBED IN THE TURF ESTABLISHMENT DETAIL, UNLESS NOTED OTHERWISE.

4.6 SOILS

SOIL EROSION DATA FROM THE U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE INDICATES THAT SOILS ON THE PROJECT SITE INCLUDE:

DUMMERSTON-MACOMBER COMPLEX, 8% TO 15% SLOPES, “K FACTOR” = 0.43
DEERFIELD LOAMY FINE SAND, 3% TO 8% SLOPES, “K FACTOR” = 0.20
WINDSOR LOAMY SAND, 3% TO 8% SLOPES, “K FACTOR” = N/A
MACOMBER-TACONIC COMPLEX, 8% TO 15% SLOPES, “K FACTOR” = 0.20
QUONSET AND WARWICK SOILS, 2% TO 8% SLOPES, “K FACTOR” = 0.21

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:
0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

4.7 OTHER SENSITIVE RESOURCES

THERE ARE NO ARCHEOLOGICAL, HISTORIC, OR OTHER SENSITIVE AREAS THAT HAVE BEEN IDENTIFIED WITHIN THE PROJECT LIMITS.

5. DRAINAGE
5.1 RECEIVING WATERS

THERE ARE NO WATER SOURCES ON THE PROJECT SITE. DRAINAGE STRUCTURES ARE CONNECTED TO STORM SEWER.

5.2 DISCHARGE POINTS

THERE ARE SEVERAL STORMWATER COLLECTION STRUCTURES ALONG THE HIGHWAY MEDIAN AND RAMPS AT THE PROJECT SITE. THE ADDITION OF THE CROSSOVER RAMPS WILL INCLUDE CULVERTS TO CONVEY WATER FROM HIGHER ELEVATIONS, THROUGH THE CROSSOVERS, TO STORMWATER STRUCTURES LOCATED AT LOWER ELEVATIONS. THE STORMWATER STRUCTURES DISCHARGE TO THE STORM SEWER SYSTEM.

5.3 CONVEYANCE/FLOW PATH FROM PROJECT TO WATERS

STORMWATER AT THE PROJECT SITE GENERALLY FLOWS OVER EITHER PAVEMENT, GRASS, OR OTHER VEGETATED AREAS TO STORMWATER STRUCTURES THAT DISCHARGE INTO THE STORM SEWER.

6. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES

THE MEASURES INCLUDED IN THIS PLAN ARE PROVIDED AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. IT IS EXPECTED THAT THE CONTRACTORS MAY USE THIS PLAN, WITH ADJUSTMENTS AS NECESSARY, BASED ON THEIR SPECIFIC MEANS AND METHODS OF CONSTRUCTION.

REFER TO THE DETAILS INCLUDED IN THESE PLANS AND FLOW CHART FIGURES 3.1, 3.2, AND 3.3 IN THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION’S VERMONT STANDARDS AND SPECIFICATIONS FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR SPECIFIC GUIDANCE.

APPLYING THESE EPSC MEASURES THROUGHOUT CONSTRUCTION IS CRITICAL TO THEIR SUCCESS IN MINIMIZING SEDIMENT TRANSPORT TO THE RECEIVING WATERS.

6.1 IDENTIFY LIMITS OF DISTURBANCE

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BARRIER FENCE SHALL BE USED INSTEAD OF PROJECT DEMARCATION FENCE WITHIN 100 FEET OF A WATER RESOURCE (STREAM, BROOK, LAKE, POND, WETLAND, ETC).

6.2 LIMIT CONCURRENT DISTURBANCE

LIMITING THE AMOUNT OF SOIL EXPOSED AT ONE TIME REDUCES THE POTENTIAL EROSION ON SITE. CONCURRENT EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY DISTIRBING EARTH AS NECESSARY AND EMPLOYING STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE.

6.3 STABILIZE DISTURBED AREAS
6.3.1 ACCESS POINTS/ENTRANCE/EXITS

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES ARE ANTICIPATED ON THIS PROJECT AND SHALL BE LOCATED AS SHOWN ON THIS EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

6.3.2 TEMPORARY MEASURES FOR EXPOSED AREAS DURING CONSTRUCTION

ALL AREAS OF EARTH DISTURBANCE MUST HAVE STABILIZATION IN PLACE WITHIN 14 DAYS OF INITIAL DISTURBANCE AND DISTURBED AREAS MUST BE STABILIZED IN ADVANCE OF ANY RUNOFF PRODUCING EVENT.

SLOPES SHALL BE STABILIZED THROUGH THE USE OF SURFACE ROUGHENING, SEEDING OF TEMPORARY SLOPES AND STOCKPILES, AND STANDARD MULCHING PRACTICES DESCRIBED IN SPECIFICATION SECTION 653.07 SHALL BE UTILIZED TO TEMPORARILY STABILIZE DISTURBED AREAS.

6.3.3 PERMANENT STABILIZATION AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

TURF ESTABLISHMENT MEASURES PER SECTION 651 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, ROLLED EROSION CONTROL PRODUCT, TYPE I SHALL BE USED INSTEAD OF MULCH.

6.4 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

STORMWATER FROM ABOVE THE PROPOSED CROSSOVER RAMP LOCATIONS WILL BE DIVERTED THROUGH THE PROJECT SITE THROUGH CULVERTS LOCATED AT THE BOTTOM OF THE RAMPS.

6.5 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED ON THE DOWNHILL SIDE OF CONSTRUCTION ACTIVITIES, PRIOR TO ANY UP-SLOPE WORK.

SILT FENCE WILL BE INSTALLED ALONG THE CONTOURS AND AS PROPOSED ON THE EPSC PLAN. APPROPRIATE STORMWATER INLET PROTECTION SHOULD BE USED ON ALL STORMWATER STRUCTURES AFFECTED BY THE PROJECT.

6.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSIVE POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

STONE CHECK DAMS ARE SHOWN ON THE PLANS.

7. CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

PERMANENT STORMWATER TREATMENT DEVICES ARE NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

8. DEWATERING

DISCHARGE FROM DEWATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS. DEWATERED STORMWATER OR GROUNDWATER MUST BE FILTERED AND ROUTED IN A MANNER THAT DOES NOT RESULT IN VISIBLY TURBID DISCHARGES TO WATERS.

DEWATERING IS NOT ANTICIPATED.

9. OFF-SITE AREAS

OFF-SITE WASTE AND BORROW AREAS HAVE NOT BEEN IDENTIFIED FOR THIS PROJECT. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY AND PERMIT, AS NECESSARY, ANY OFF-SITE AREAS THAT ARE NEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 105.25 - 105.28.

ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES NECESSARY FOR WASTE, BORROW, AND STAGING AREAS OUTSIDE THE PROJECT LIMITS SHALL BE PAID FOR PER 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

VEHICLE AND EQUIPMENT STORAGE AREAS OR AREAS ADJACENT TO CONSTRUCTION TRAILERS OR OTHER HIGH TRAFFIC AREAS SHALL BE COVERED WITH GEOTEXTILE FABRIC AND 12" OF GRAVEL. FOLLOWING COMPLETION OF CONSTRUCTION, ALL NON-NATIVE MATERIALS SHALL BE REMOVED FROM THE STAGING AREA. COMPACTED, RUTTED, OR OTHERWISE DISTURBED SOILS SHALL BE TILLED, RAKED, SEEDED AND MULCHED.

ERODIBLE MATERIALS STOCKPILED WITHIN THE MATERIAL STORAGE AREAS SHALL BE ISOLATED WITH SILT FENCE OR OTHER ACCEPTABLE SEDIMENT BARRIER. SOIL STOCKPILED ON THE SITE SHALL BE SEEDED AND MULCHED.

10. WINTER CONSTRUCTION

IF CONSTRUCTION ACTIVITIES ARE TAKING PLACE BETWEEN OCTOBER 15 AND APRIL 15, THE CONTRACTOR SHALL FOLLOW REQUIREMENTS FOR WINTER CONSTRUCTION, AS DEFINED IN SPECIFIC PERMIT CONDITIONS AND AS FOLLOWS:

- ENLARGED ACCESS POINTS, STABILIZED TO PROVIDE FOR SNOW STOCKPILING.
- LIMITS OF DISTURBANCE MOVED OR REPLACED TO REFLECT BOUNDARY OF WINTER WORK.
- DEVELOPMENT OF A SNOW MANAGEMENT PLAN THAT INCLUDES:
  - ADEQUATE STORAGE AND CONTROL OF MELT-WATER
  - STORAGE OF CLEARED SNOW TO BE PLACED DOWN SLOPE OF DISTURBED AREAS AND OUT OF STORMWATER TREATMENT STRUCTURES
- AREAS OF DISTURBANCE WITHIN 100 FT OF A WATERBODY MUST HAVE REINFORCED (WOVEN WIRE) SILT FENCE INSTALLED ACROSS THE SLOPE, DOWNGRADIENT OF THE EARTH DISTURBANCE. ALTERNATIVELY, REGULAR, NON-WOVEN WIRE SILT FENCE MAY BE USED IF COMBINED WITH EROSION CONTROL BERM, EROSION LOG, OR STRAW WATTLE.
- DRAINAGE STRUCTURES MUST BE KEPT OPEN AND FREE OF SNOW AND ICE DAMS.
- SILT FENCE AND OTHER PRACTICES REQUIRING EARTH DISTURBANCE MUST BE INSTALLED PRIOR TO FROZEN GROUND.
- MULCH TO BE APPLIED AT A MINIMUM OF 2 INCHES DEPTH WITH 80-90% COVERAGE.
- AREAS OF DISTURBED SOILS MUST BE STABILIZED PRIOR TO ANY RUNOFF-PRODUCING EVENT, WITH THE FOLLOWING EXCEPTION:
  - STABILIZATION IS NOT REQUIRED IF THE WORK IS OCCURRING IN A SELF-CONTAINED EXCAVATION WITH NO OUTLET AND A DEPTH OF 2 FT OR GREATER (OPEN UTILITY TRENCHES), PROVIDED THAT ANY DEWATERING, IF NECESSARY, IS CONDUCTED AS REQUIRED.
- PRIOR TO STABILIZATION, SNOW OR ICE MUST BE REMOVED TO LESS THAN 1" THICKNESS.
- USE STONE TO STABILIZE AREAS WHERE CONSTRUCTION VEHICLE TRAFFIC IS ANTICIPATED.

11. INSPECTION & MAINTENANCE

INSPECTION AND MONITORING OF THE PROJECT'S EPSC MEASURES SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD SPECIFICATION 653.04 MONITORING EROSION PREVENTION AND SEDIMENT CONTROL PLAN, ALONG WITH PERMIT SPECIFIC INSPECTION REQUIREMENTS. INSPECTIONS OF EPSC MEASURES SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND IMMEDIATELY BEFORE ANY STORMWATER RUNOFF PRODUCING EVENT.

DURING DEWATERING OPERATIONS, INSPECTIONS OF THE DEWATERING DISCHARGE SHALL BE CONDUCTED ONCE PER DAY. SAMPLES SHALL BE TAKEN AT ALL POINTS WHERE DEWATERING WATER IS DISCHARGED AND MUST BE TAKEN AFTER THE DEWATERING WATER HAS BEEN TREATED BY INSTALLED TREATMENT DEVICES AND PRIOR TO DISCHARGE OFF SITE INTO A RECEIVING WATER, CONSTRUCTED OR NATURAL SITE DRAINAGE FEATURE, OR STORM DRAIN INLET. SAMPLES MUST BE MEASURED USING A TURBIDITY METER (NTUS), CALIBRATED PRIOR TO EACH DAY'S USE.

CONTRACTORS SHALL PROVIDE A COPY OF THEIR INSPECTION FORMS AS PART OF THEIR EPSC PLAN.

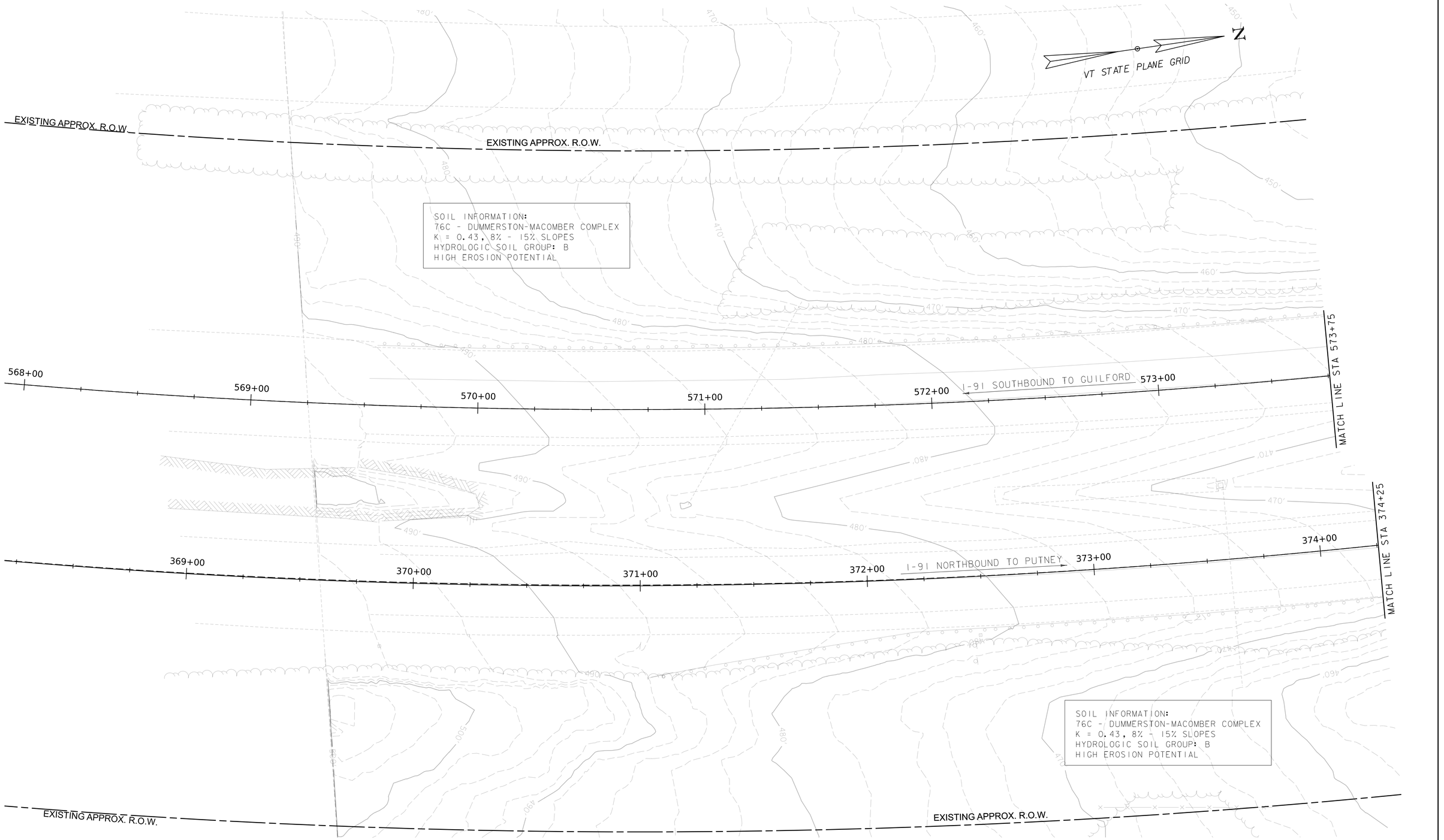
ALL EPSC MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

wsp

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

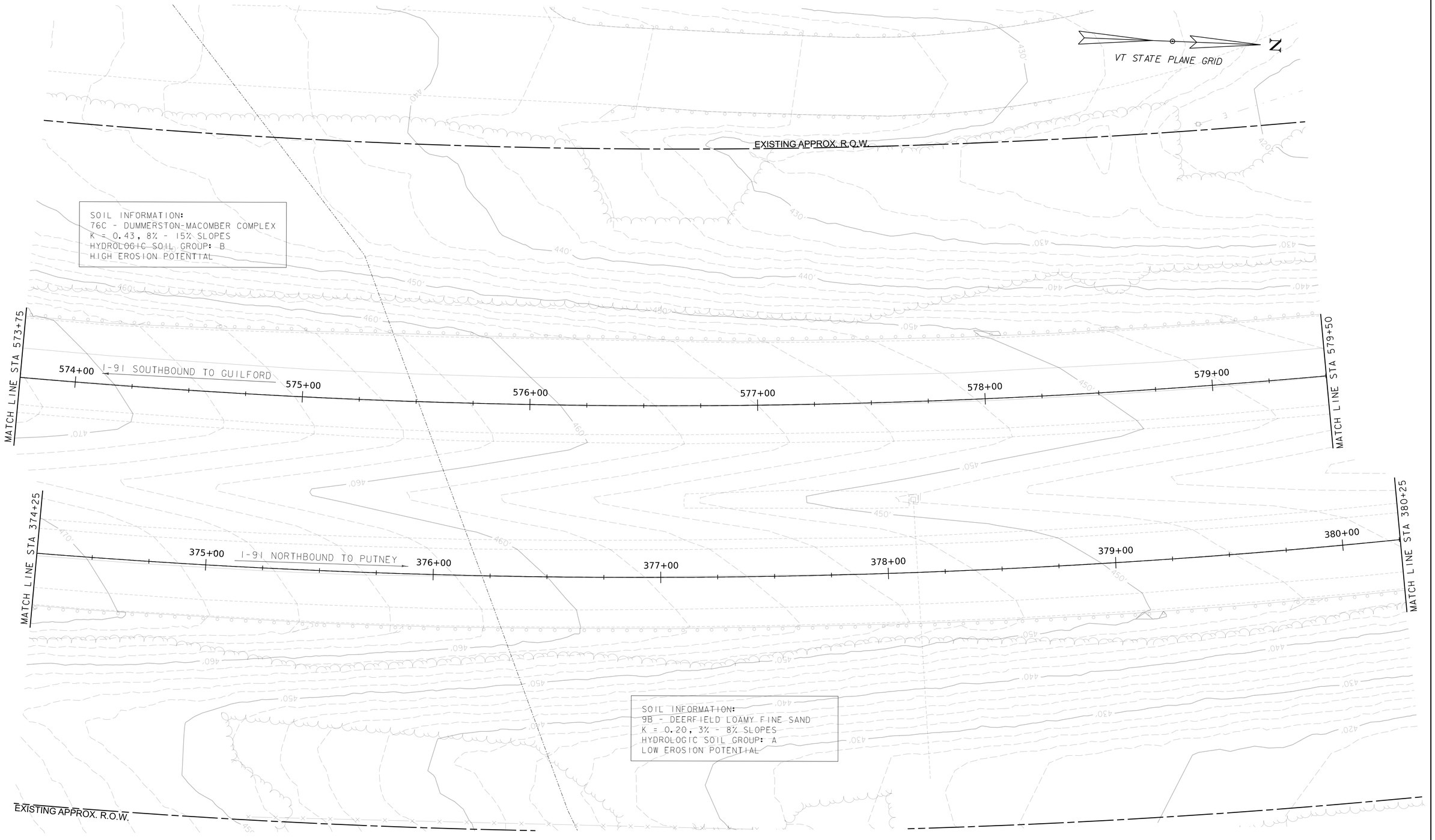
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PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC NARRATIVE 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON



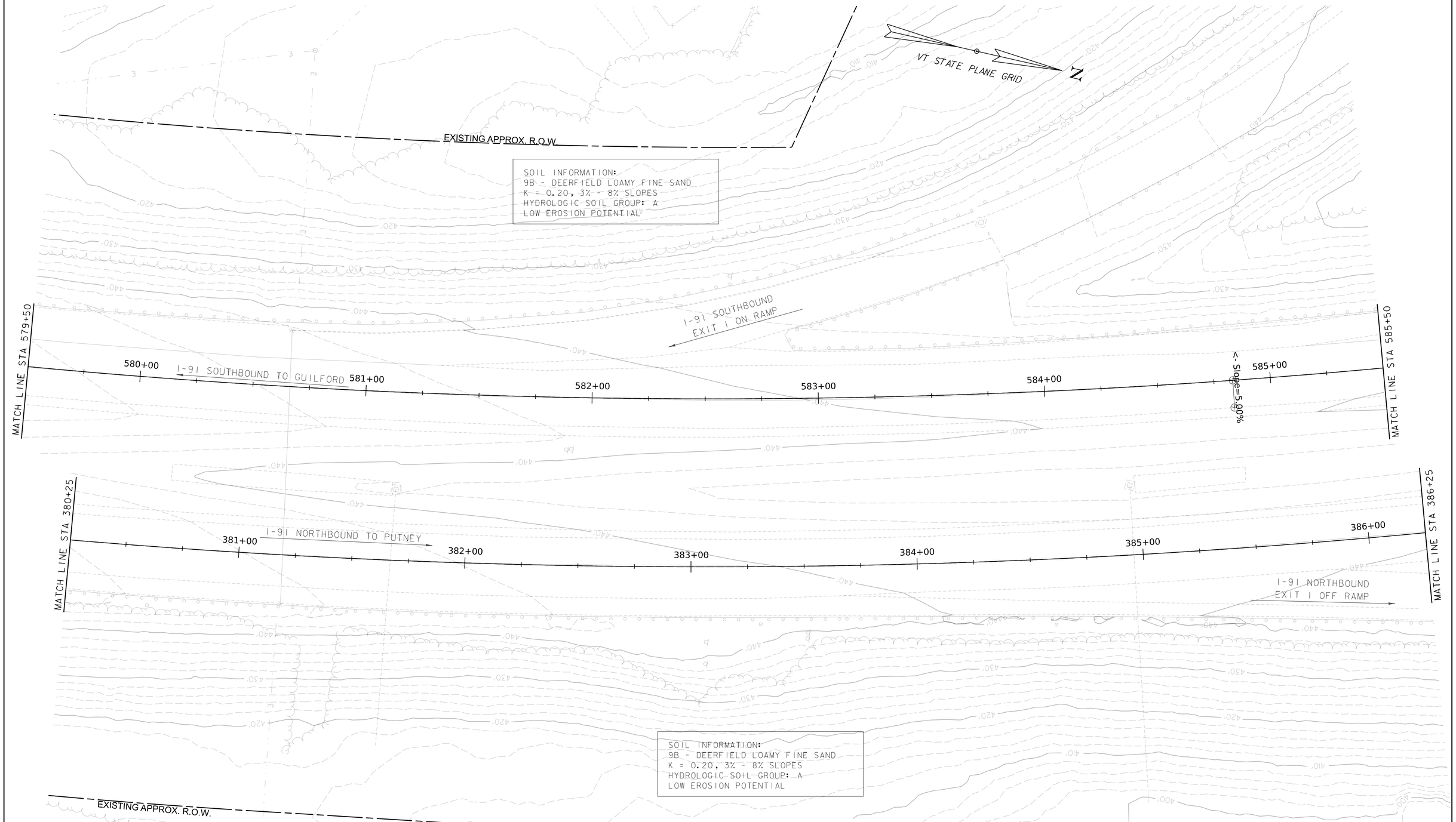
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SCALE IN FEET

PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: IM 091-1(82)(RE-AD)	
FILE NAME: z19a220bdr_ero_exst.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC EXISTING CONDITIONS 1	SHEET 197 OF 258



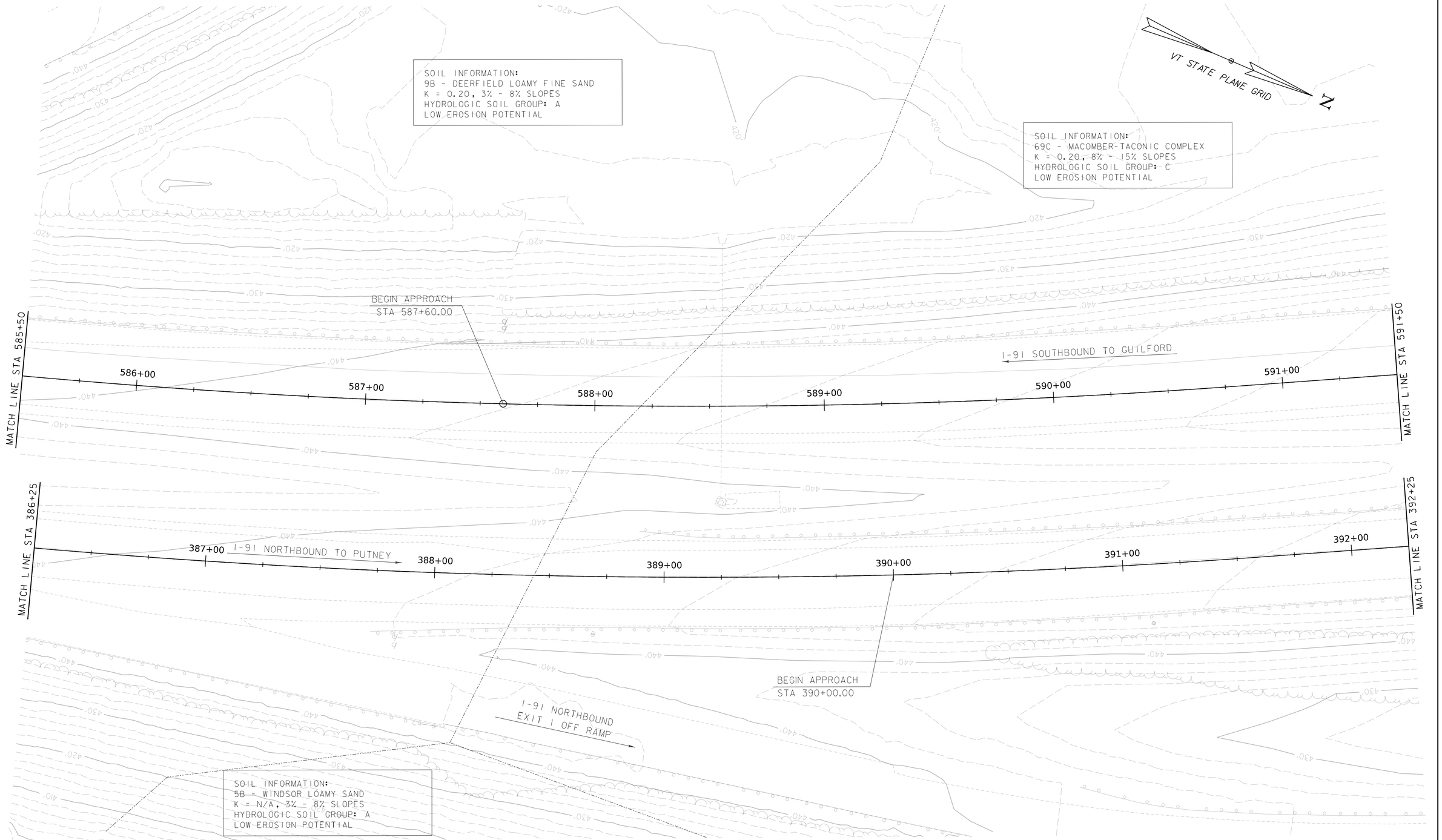
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SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_exst.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC EXISTING CONDITIONS 2	SHEET 198 OF 258



0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_exst.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC EXISTING CONDITIONS 3	SHEET 199 OF 258



0 20 40

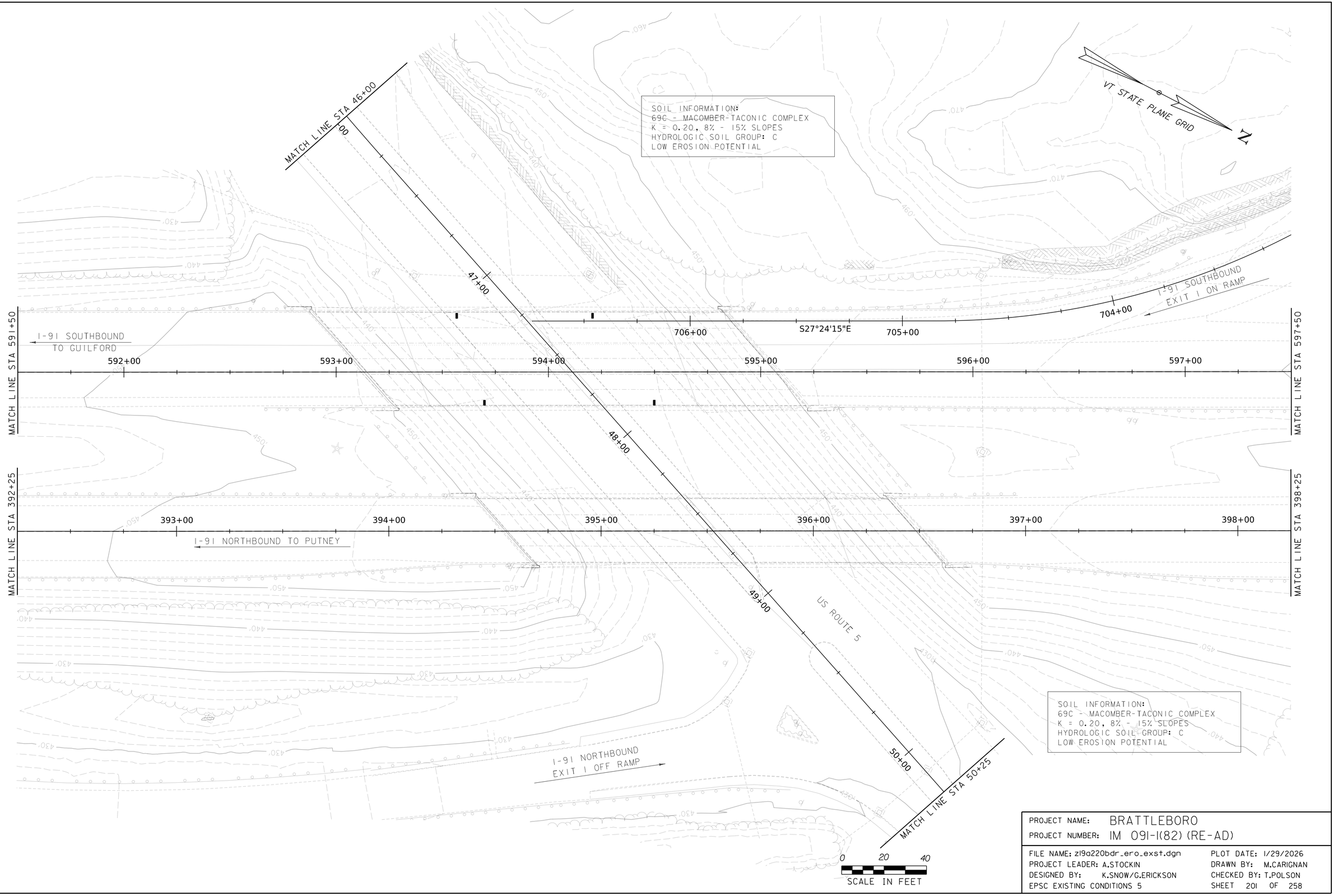
SCALE IN FEET

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_exst.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC EXISTING CONDITIONS 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 200 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_exst.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC EXISTING CONDITIONS 5	SHEET 201 OF 258

BR REALTY, LLC.

EXISTING APPROX. R.O.W.

702+00

I-91 SOUTHBOUND EXIT 1 ON RAMP

703+00

I-91 SOUTHBOUND EXIT 1 OFF RAMP

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

VT STATE PLANE GRID

N

MATCH LINE STA 597+50

598+00

599+00

END APPROACH
STA 599+50.00

600+00

601+00

602+00

I-91 SOUTHBOUND TO GUILFORD

603+00

MATCH LINE STA 603+50

MATCH LINE STA 398+25

399+00

400+00

401+00

402+00

403+00

I-91 NORTHBOUND TO PUTNEY

404+00

MATCH LINE STA 404+25

END APPROACH
STA 401+00.00

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_exst.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC EXISTING CONDITIONS 6	SHEET 202 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

MATCH LINE STA 603+50

604+00

I-91 SOUTHBOUND TO GUILFORD

605+00

606+00

607+00

608+00

609+00

MATCH LINE STA 609+50

MATCH LINE STA 404+25

405+00

I-91 NORTHBOUND TO PUTNEY

406+00

407+00

408+00

409+00

410+00

MATCH LINE STA 410+25

I-91 NORTHBOUND
EXIT 1 ON RAMP

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_exst.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC EXISTING CONDITIONS 7

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 203 OF 258

EXISTING APPROX. R.O.W.

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

VT STATE PLANE GRID

N

MATCH LINE STA 609+50

610+00 611+00 612+00 613+00 I-91 SOUTHBOUND TO GUILFORD 614+00 615+00

MATCH LINE STA 410+25

411+00 412+00 413+00 414+00 I-91 NORTHBOUND TO PUTNEY 415+00 416+00

I-91 NORTHBOUND
EXIT 1 ON RAMP

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

BRATTLEBORO HOUSING AUTHORITY

EXISTING APPROX. R.O.W.

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_exst.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC EXISTING CONDITIONS 8

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 204 OF 258

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

CANAL STREET (US RTE 5)
TO GUILFORD

CANAL STREET (US RTE 5)
TO BRATTLEBORO

I-91 SOUTHBOUND
EXIT 1 OFF RAMP

I-91 SOUTHBOUND
EXIT 1 ON RAMP

37+00 38+00 39+00 40+00 41+00

MATCH LINE STA 41+75

EXISTING APPROX R

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

TOWN OF BRATTLEBORO

SOIL INFORMATION:
69C + MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

VT STATE PLANE GRID

I-91 SOUTHBOUND
EXIT 1 ON RAMP

MATCH LINE STA 41+75

CANAL STREET (US RTE 5)
TO GUILFORD

42+00 43+00 44+00 45+00 46

MATCH LINE STA 46+00

CANAL STREET (US RTE 5)
TO BRATTLEBORO

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_exst.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC EXISTING CONDITIONS 9

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 205 OF 258

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

VT STATE PLANE GRID

I-91 NORTHBOUND EXIT 1 ON RAMP

I-91 NORTHBOUND EXIT 1 ON RAMP

CANAL STREET (US RTE 5) TO GUILFORD

CANAL STREET (US RTE 5) TO BRATTLEBORO

MATCH LINE STA 50+25

MATCH LINE STA 55+75

51+00 52+00 53+00 54+00 55+00

430'

EXISTING APPROX. R.O.W.

LESSEE: RESCUE INC.

SOIL INFORMATION:
3B - QUONSET AND WARWICK SOILS
K = 0.21, 2% - 8% SLOPES
HYDROLOGIC SOIL GROUP: A
LOW EROSION POTENTIAL

VT STATE PLANE GRID

MATCH LINE STA 55+75

CANAL STREET (US RTE 5) TO GUILFORD

CANAL STREET (US RTE 5) TO BRATTLEBORO

56+00 57+00 58+00 59+00 60+00

420'

EXISTING APPROX. R.O.W.

SOIL INFORMATION:
69C - MACOMBER-TACONIC COMPLEX
K = 0.20, 8% - 15% SLOPES
HYDROLOGIC SOIL GROUP: C
LOW EROSION POTENTIAL

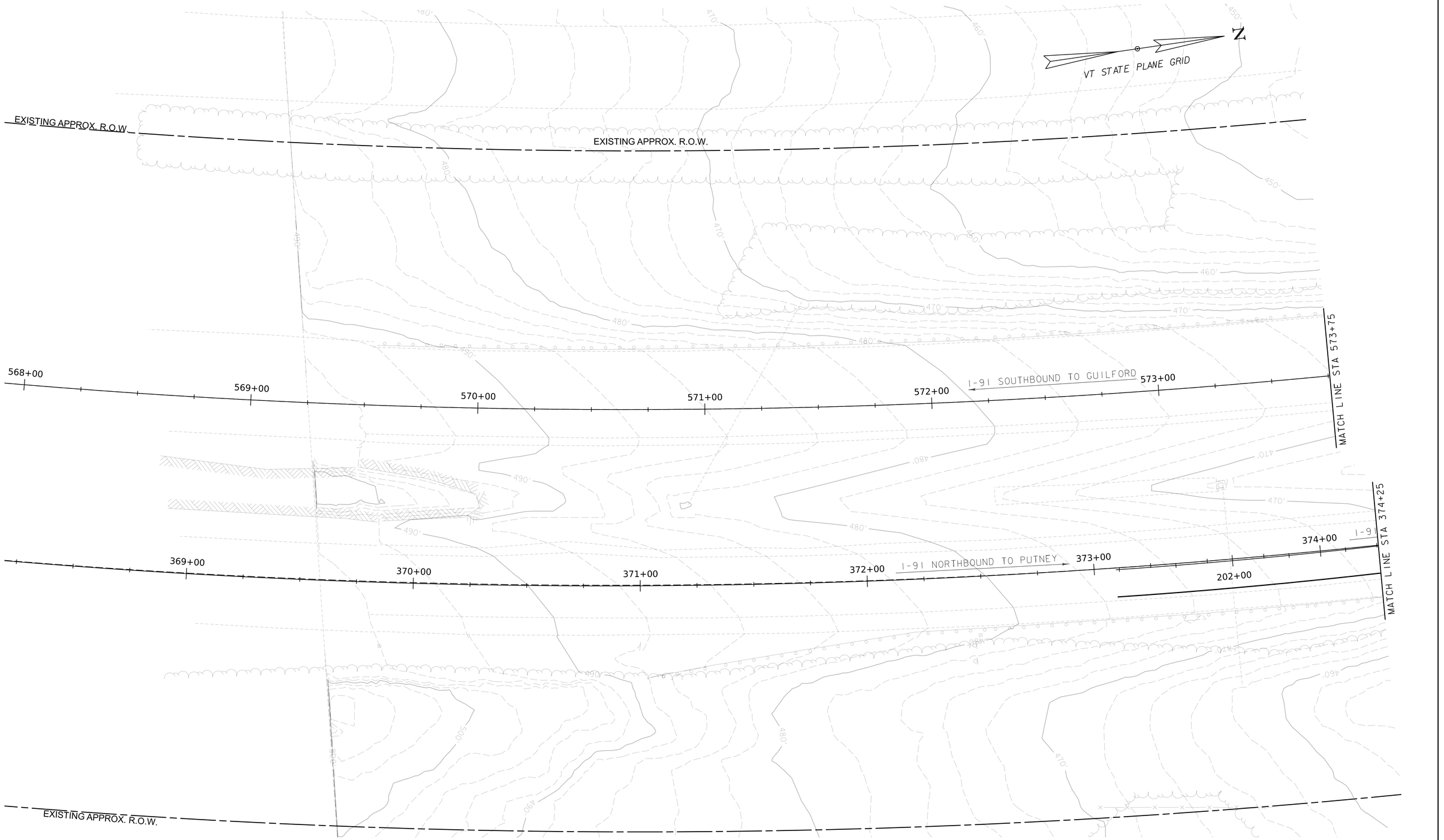
SOIL INFORMATION:
3B - QUONSET AND WARWICK SOILS
K = 0.21, 2% - 8% SLOPES
HYDROLOGIC SOIL GROUP: A
LOW EROSION POTENTIAL

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_exst.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC EXISTING CONDITIONS 10

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 206 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn		PLOT DATE:	1/29/2026
PROJECT LEADER:	A.STOCKIN	DRAWN BY:	M.CARIGNAN
DESIGNED BY:	K.SNOW/G.ERICKSON	CHECKED BY:	T.POLSON
EPSC CONST. CONDITIONS PHASE 1-1		SHEET	207 OF 258

VT STATE PLANE GRID

N

EXISTING APPROX. R.O.W.

INLET PROTECTION
DEVICE, TYPE I

MATCH LINE STA 573+75

574+00

I-91 SOUTHBOUND TO GUILFORD

575+00

576+00

577+00

578+00

579+00

MATCH LINE STA 579+50

PDF

MATCH LINE STA 374+25

NORTHBOUND TO PUTNEY

375+00

376+00

377+00

378+00

379+00

380+00

203+00

204+00

205+00

206+00

207+00

208+00

MATCH LINE STA 380+25

EXISTING APPROX. R.O.W.

0 20 40

SCALE IN FEET

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn PLOT DATE: 1/29/2026

PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN

DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON

EPSC CONST. CONDITIONS PHASE 1- 2 SHEET 208 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

INLET PROTECTION
DEVICE, TYPE III
(TYP.)

CHECK DAMS FOR
NORTHBOUND CROSSOVER

I-91 SOUTHBOUND
EXIT 1 ON RAMP

CHECK DAMS FOR
NORTHBOUND CROSSOVER

INLET PROTECTION
DEVICE, TYPE III

MATCH LINE STA 579+50

I-91 SOUTHBOUND TO GUILFORD

TEMPORARY PIPE FOR
NORTHBOUND CROSSOVER

580+00

581+00

582+00

583+00

584+00

585+00

214+00

213+00

I-91 NORTHBOUND CROSSOVER

212+00

211+00

210+00

209+00

MATCH LINE STA 585+50

MATCH LINE STA 380+25

381+00

382+00

383+00

384+00

385+00

386+00

MATCH LINE STA 386+25

I-91 NORTHBOUND TO PUTNEY

I-91 NORTHBOUND
EXIT 1 OFF RAMP

INLET PROTECTION
DEVICE, TYPE I
(STRUCTURE TO BE
COVERED ONCE
TEMPORARY DRAINAGE
PIPE IS FUNCTIONING)

INLET PROTECTION
DEVICE, TYPE I
(STRUCTURE TO BE
COVERED ONCE
TEMPORARY DRAINAGE
PIPE IS FUNCTIONING)

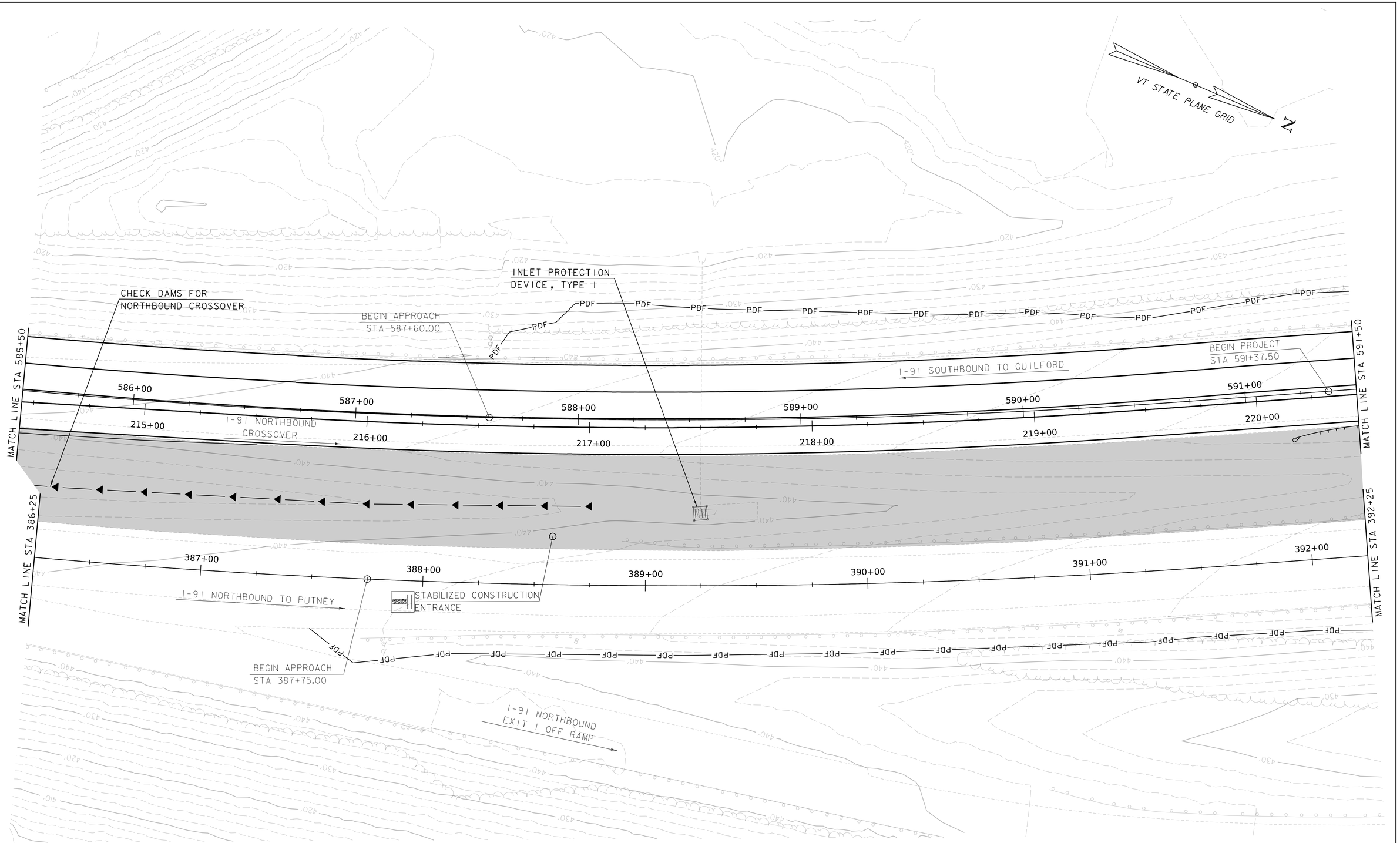
TEMPORARY PIPE FOR
NORTHBOUND CROSSOVER

EXISTING APPROX. R.O.W.

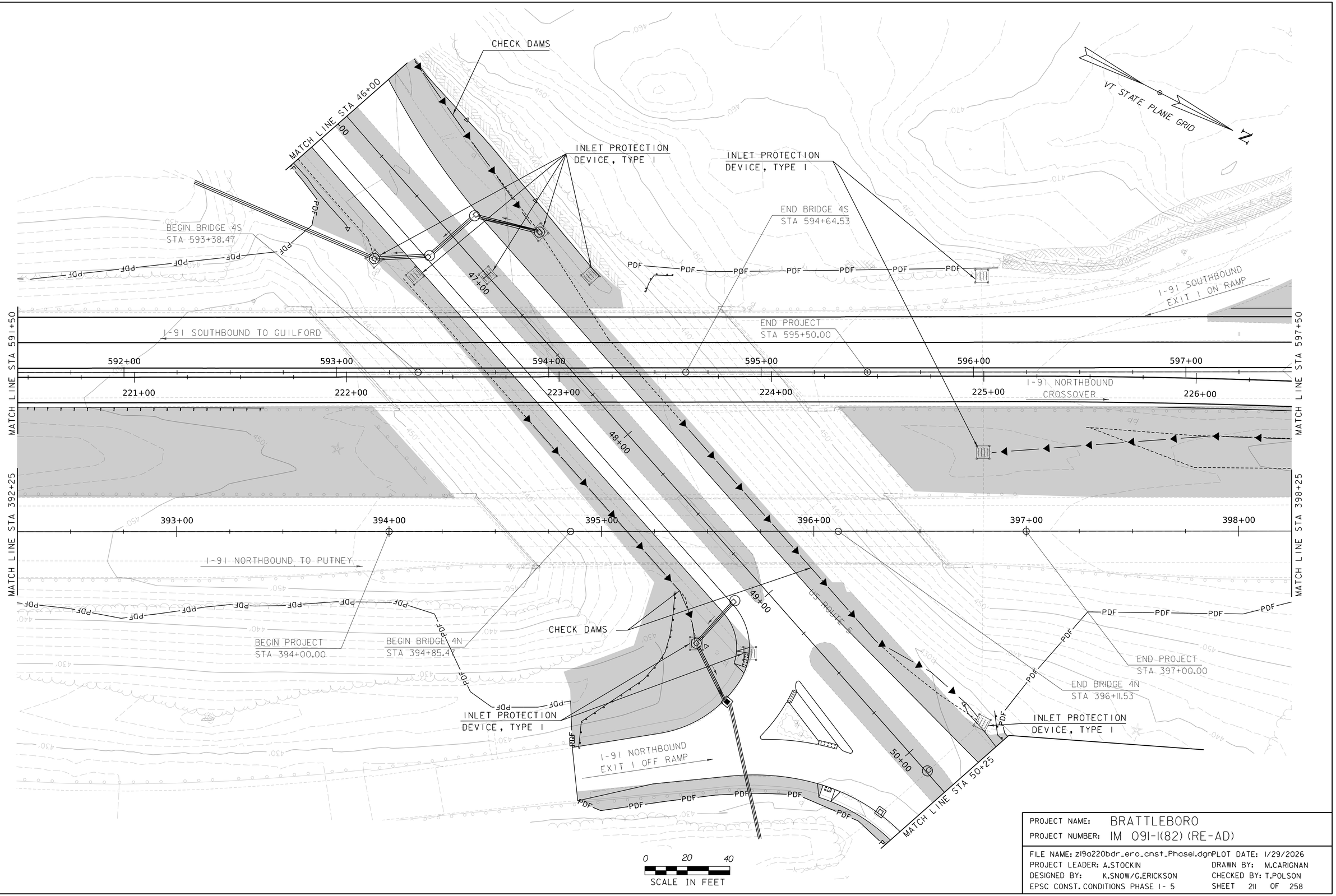
0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 1- 3 SHEET 209 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 1- 4	SHEET 210 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 1- 5	SHEET 211 OF 258

I-91 SOUTHBOUND EXIT 1 ON RAMP

I-91 SOUTHBOUND EXIT 1 OFF RAMP

EXISTING APPROX. R.O.W.

INLET PROTECTION DEVICE, TYPE I

INLET PROTECTION DEVICE, TYPE I

INLET PROTECTION DEVICE, TYPE I

CHECK DAMS

VT STATE PLANE GRID

N

TOG & SIGN

PDF PDF PDF PDF

100+00 101+00 102+00 103+00

END APPROACH STA 600+25.00

598+00 599+00 600+00 601+00 602+00 603+00

I-91 SOUTHBOUND TO GUILFORD

MATCH LINE STA 597+50

MATCH LINE STA 603+50

227+00 228+00 229+00 230+00 231+00 232+00

I-91 NORTHBOUND CROSSOVER

TEMPORARY PIPE FOR NORTHBOUND CROSSOVER

I-91 NORTHBOUND TO PUTNEY

MATCH LINE STA 398+25

MATCH LINE STA 404+25

399+00 400+00 401+00 402+00 403+00 404+00

CHECK DAMS FOR NORTHBOUND CROSSOVER

PDF PDF PDF PDF PDF PDF PDF PDF PDF PDF

END APPROACH STA 401+00.00

CHECK DAMS FOR NORTHBOUND CROSSOVER

0 20 40

SCALE IN FEET

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn PLOT DATE: 1/29/2026

PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN

DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON

EPSC CONST. CONDITIONS PHASE 1- 6 SHEET 212 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

INLET PROTECTION DEVICE, TYPE I (STRUCTURE TO BE COVERED ONCE TEMPORARY DRAINAGE PIPE IS FUNCTIONING)

INLET PROTECTION DEVICE, TYPE III

CHECK DAMS

PDF

MATCH LINE STA 603+50

MATCH LINE STA 609+50

104+00 105+00 106+00 107+00

I-91 SOUTHBOUND TO GUILFORD

604+00 605+00 606+00 607+00 608+00 609+00

MATCH LINE STA 404+25

MATCH LINE STA 410+25

I-91 NORTHBOUND CROSSOVER

233+00 405+00 234+00 406+00 235+00 407+00 408+00 409+00 410+00

STABILIZED CONSTRUCTION ENTRANCE

I-91 NORTHBOUND TO PUTNEY

I-91 NORTHBOUND EXIT 1 ON RAMP

INLET PROTECTION DEVICE, TYPE I

0 20 40

SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 1- 7	SHEET 213 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

MATCH LINE STA 609+50

610+00 611+00 612+00 613+00 614+00 615+00

I-91 SOUTHBOUND TO GUILFORD

MATCH LINE STA 410+25

411+00 412+00 413+00 414+00 415+00 416+00

I-91 NORTHBOUND TO PUTNEY

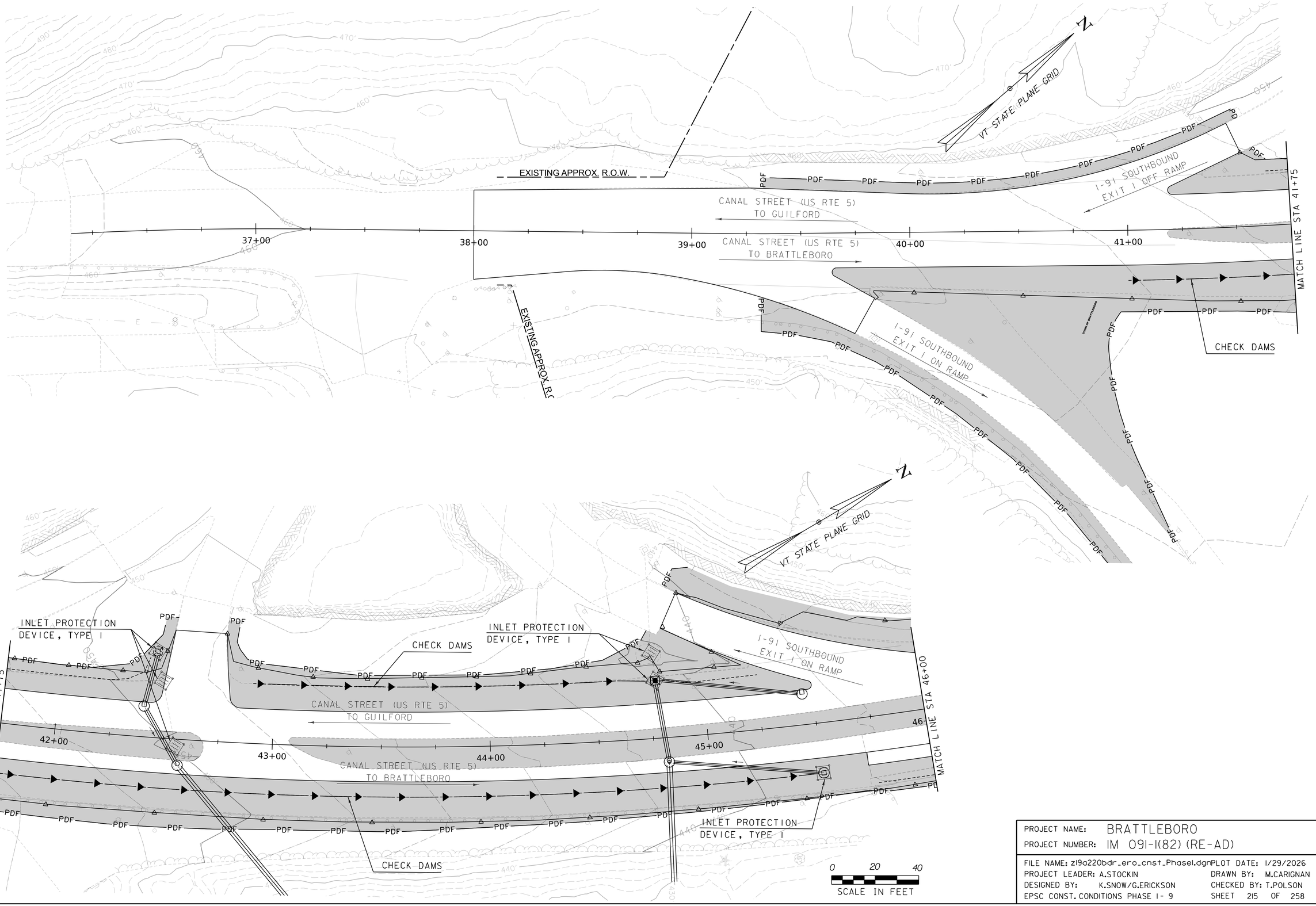
I-91 NORTHBOUND
EXIT 1 ON RAMP

EXISTING APPROX. R.O.W.

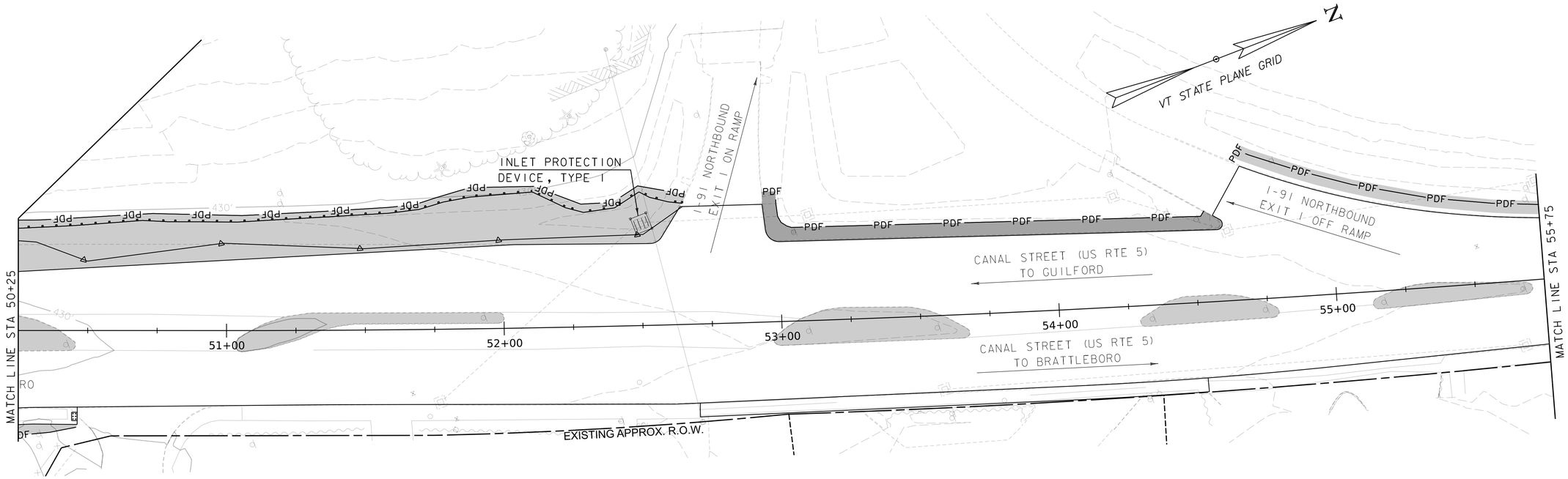
0 20 40
SCALE IN FEET

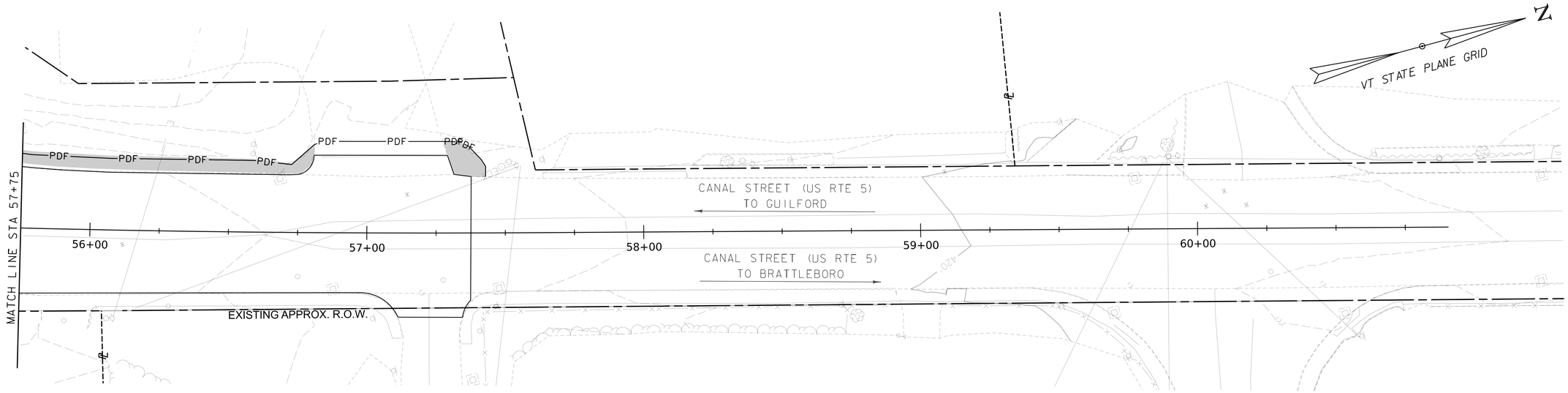
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 1- 8 SHEET 214 OF 258



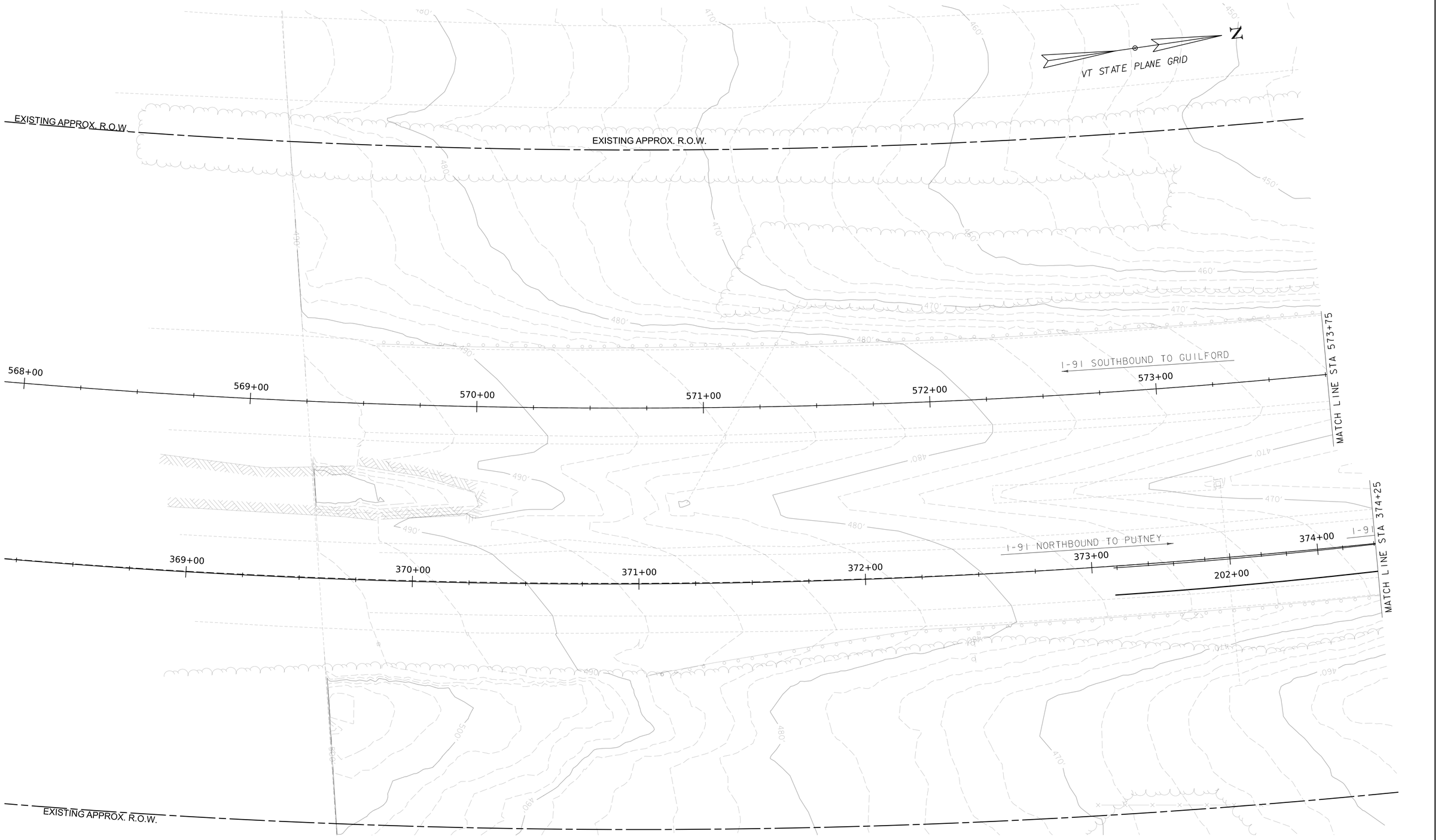
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase1.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 1- 9	SHEET 215 OF 258



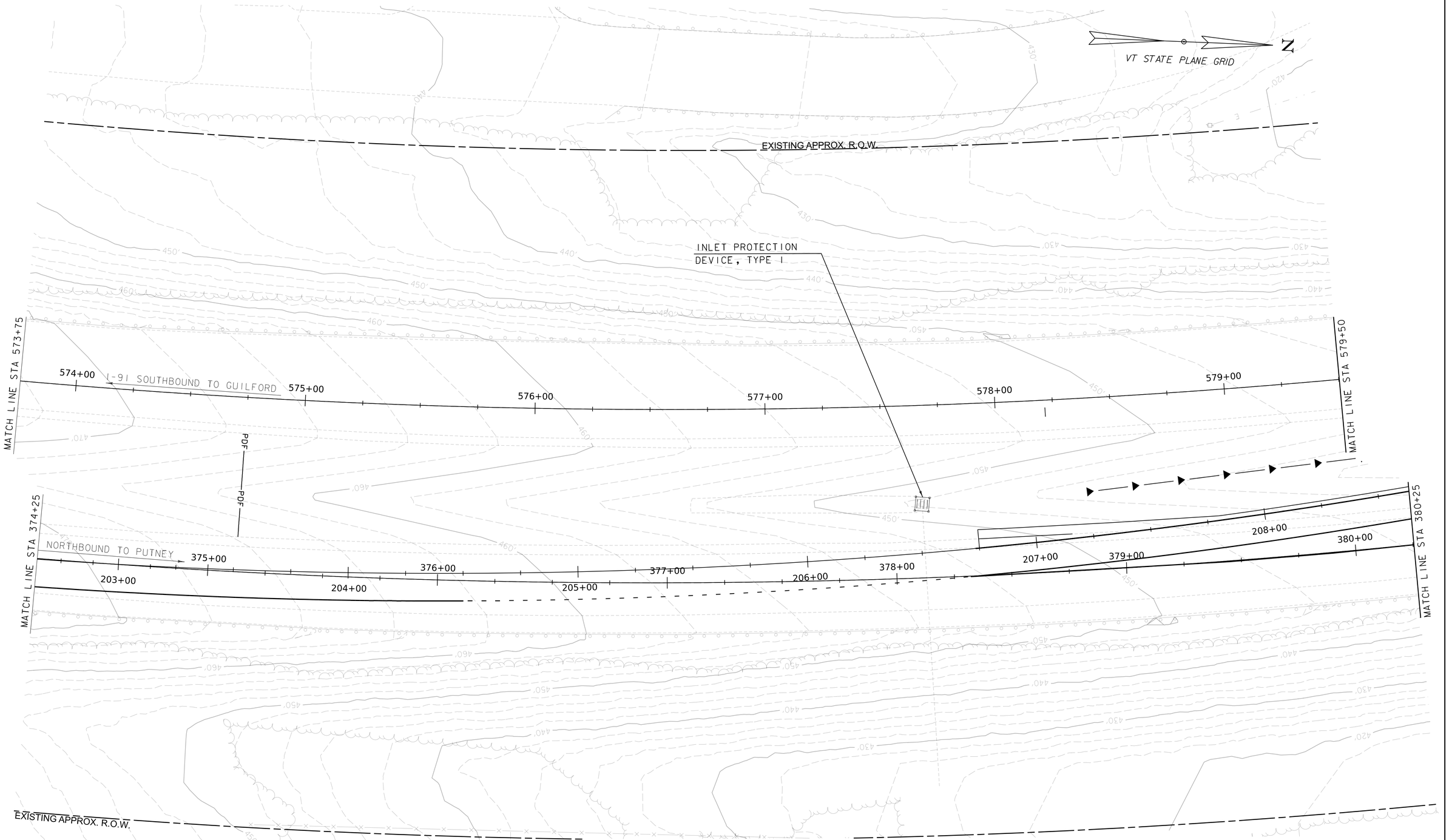


0 20 40
SCALE IN FEET

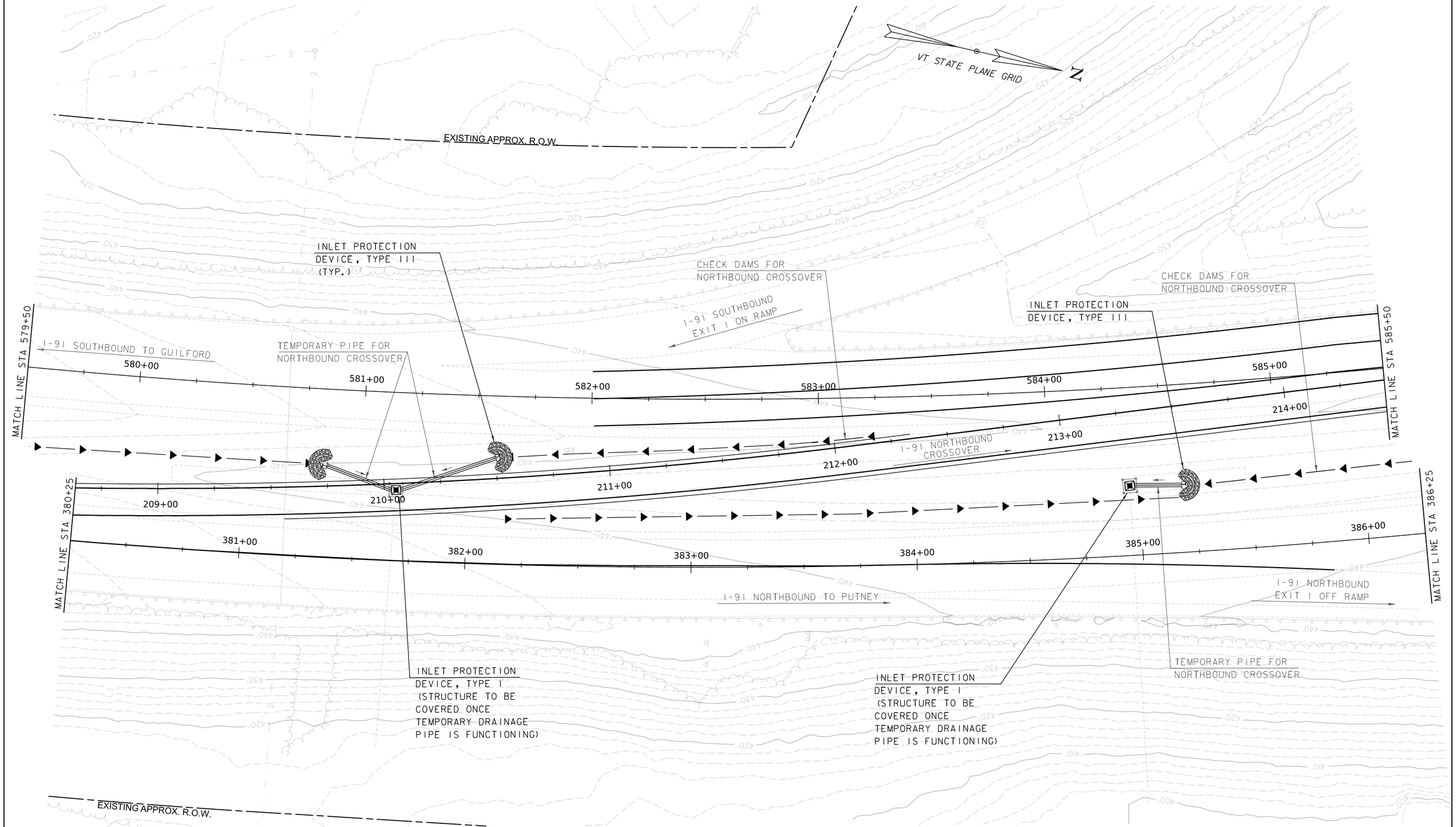
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase1.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 1- 10	SHEET 216 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 1	SHEET 217 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 2	SHEET 218 OF 258



0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 3	SHEET 219 OF 258

VT STATE PLANE GRID

N

CHECK DAMS FOR
NORTHBOUND CROSSOVER

BEGIN APPROACH
STA 587+60.00

PDF

MATCH LINE STA 585+50

586+00

587+00

588+00

589+00

590+00

591+00

215+00

216+00

217+00

218+00

219+00

220+00

I-91 NORTHBOUND
CROSSOVER

I-91 SOUTHBOUND TO GUILFORD

BEGIN PROJECT
STA 591+37.50

MATCH LINE STA 591+50

MATCH LINE STA 386+25

387+00

388+00

389+00

390+00

391+00

392+00

MATCH LINE STA 392+25

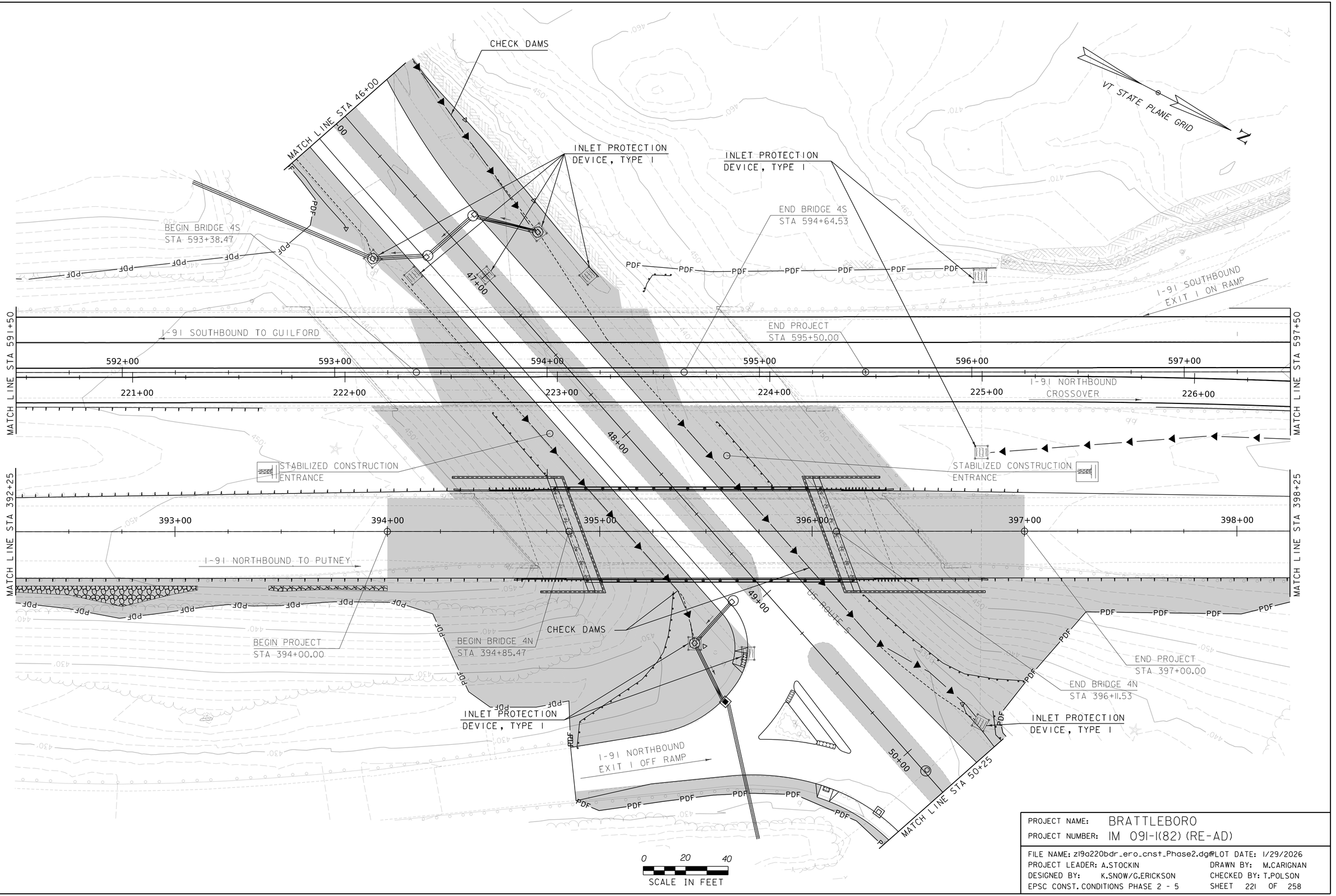
I-91 NORTHBOUND TO PUTNEY

BEGIN APPROACH
STA 387+75.00

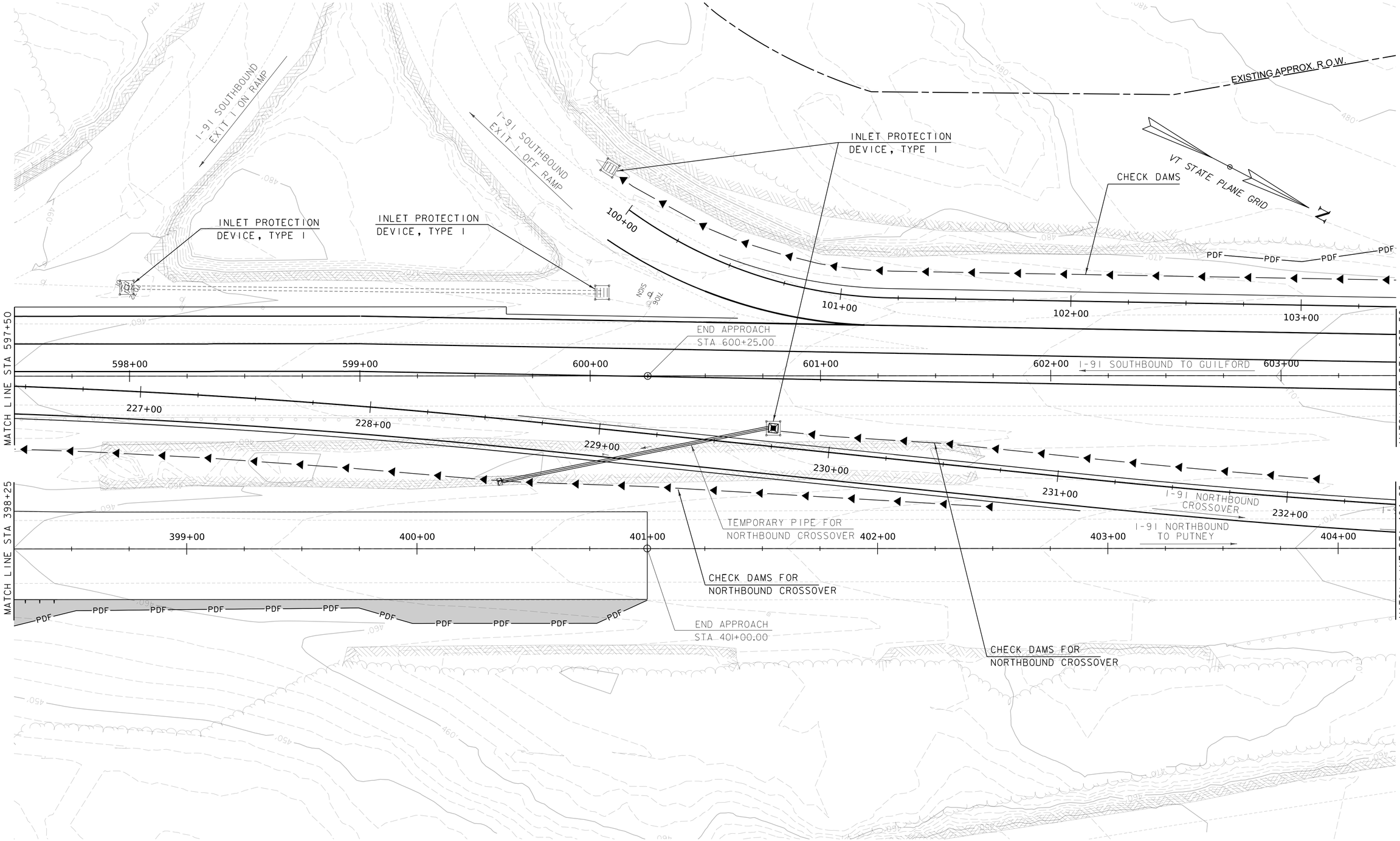
I-91 NORTHBOUND
EXIT 1 OFF RAMP

0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 4	SHEET 220 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 5	SHEET 221 OF 258



0 20 40

SCALE IN FEET

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase2.dgn PLOT DATE: 1/29/2026

PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN

DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON

EPSC CONST. CONDITIONS PHASE 2 - 6 SHEET 222 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

INLET PROTECTION DEVICE, TYPE I (STRUCTURE TO BE COVERED ONCE TEMPORARY DRAINAGE PIPE IS FUNCTIONING)

INLET PROTECTION DEVICE, TYPE III

CHECK DAMS

PDF

N26°21'45"W

MATCH LINE STA 603+50

104+00 105+00 106+00 107+00

I-91 SOUTHBOUND TO GUILFORD

604+00 605+00 606+00 607+00 608+00 609+00

MATCH LINE STA 609+50

MATCH LINE STA 404+25

I-91 NORTHBOUND CROSSOVER

233+00 405+00 234+00 406+00 235+00 407+00 408+00 409+00 410+00

I-91 NORTHBOUND TO PUTNEY

I-91 NORTHBOUND EXIT 1 ON RAMP

INLET PROTECTION DEVICE, TYPE I

MATCH LINE STA 410+25

0 20 40

SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 7	SHEET 223 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

MATCH LINE STA 609+50

610+00 611+00 612+00 613+00 614+00 615+00

I-91 SOUTHBOUND TO GUILFORD

MATCH LINE STA 410+25

411+00 412+00 413+00 414+00 415+00 416+00

I-91 NORTHBOUND TO PUTNEY

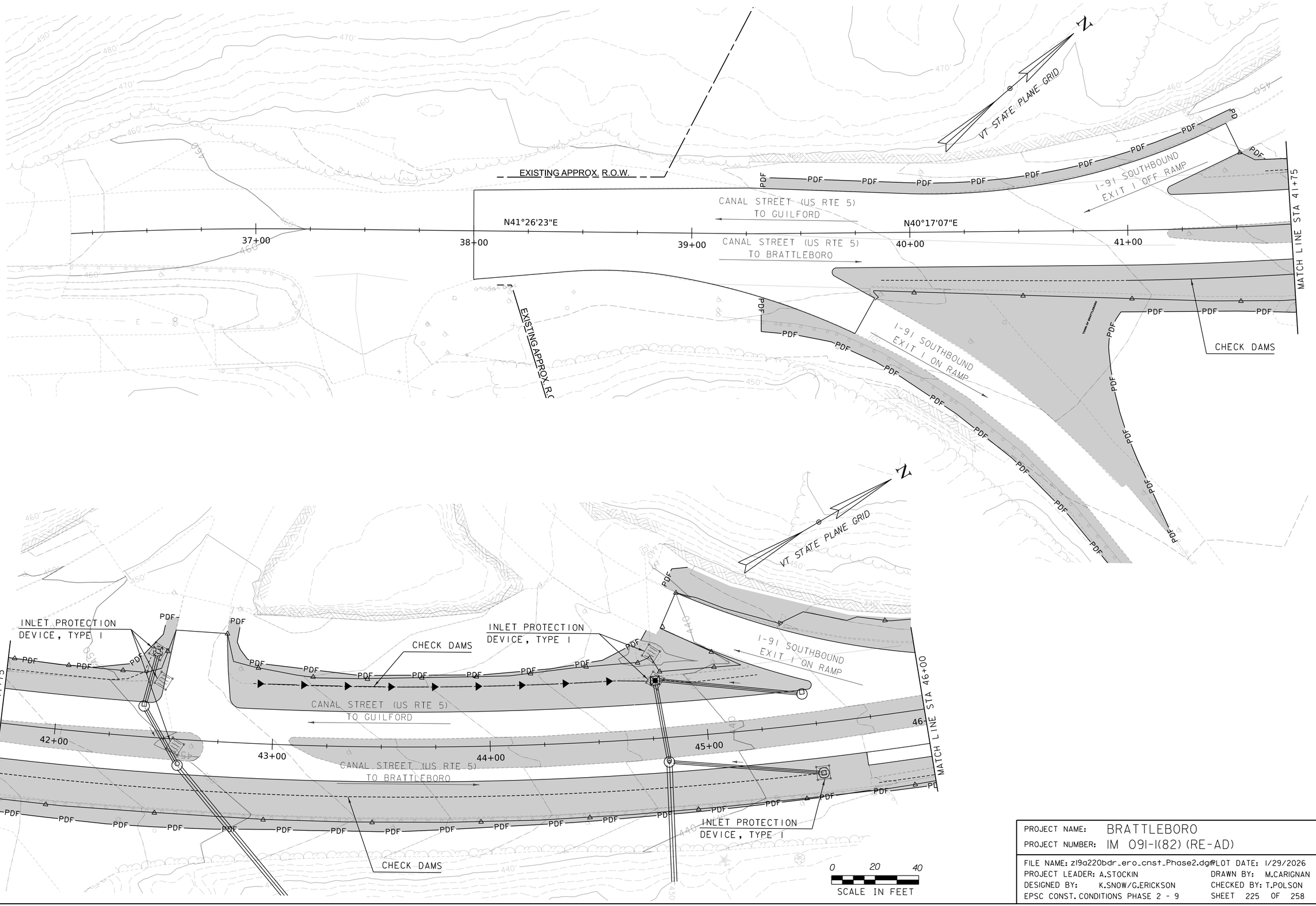
I-91 NORTHBOUND
EXIT 1 ON RAMP

EXISTING APPROX. R.O.W.

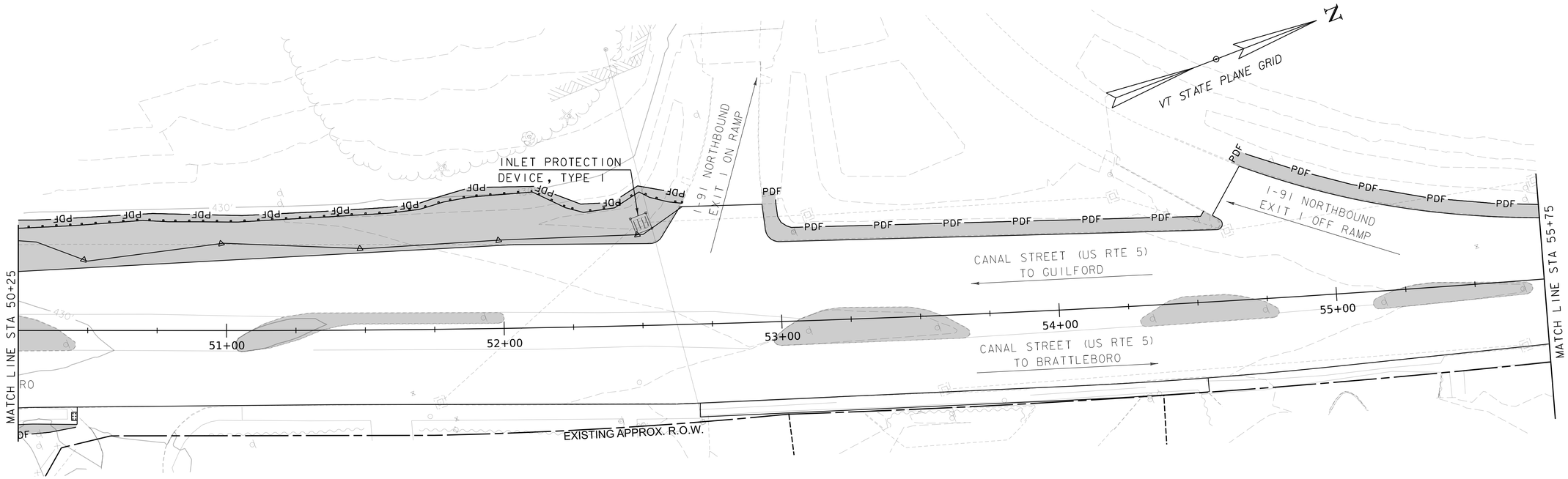
0 20 40
SCALE IN FEET

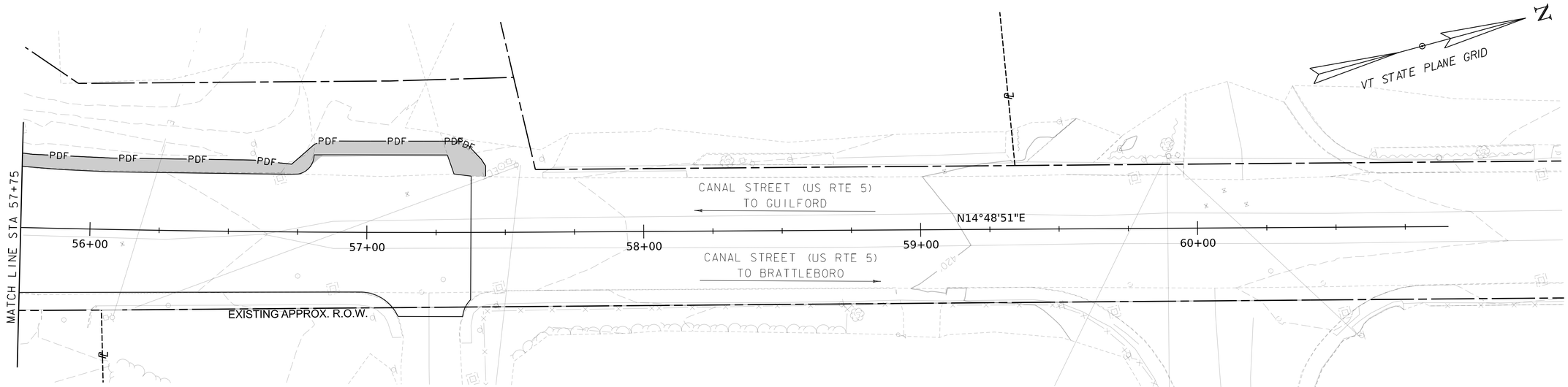
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase2.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 8 SHEET 224 OF 258



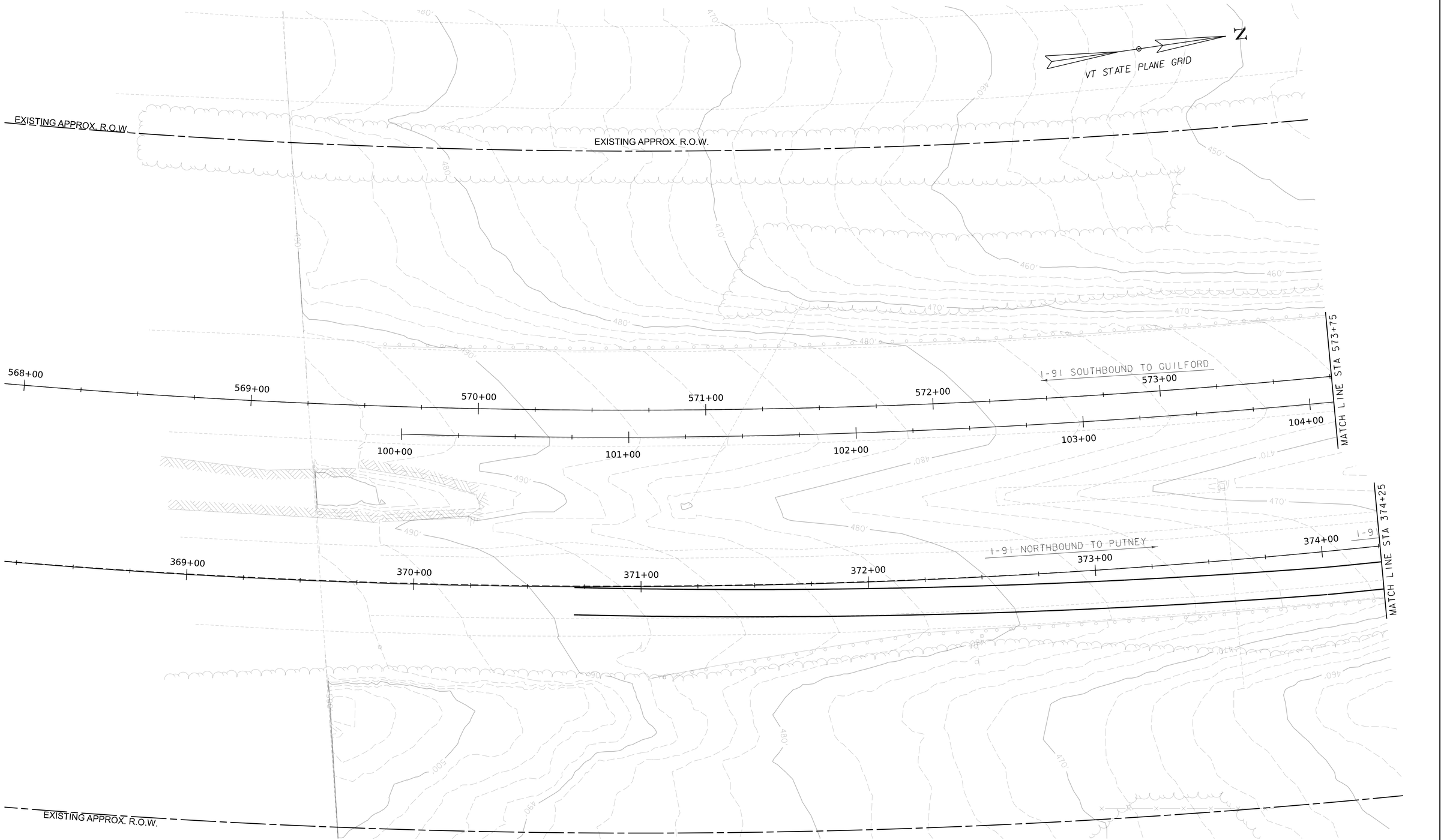
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 9	SHEET 225 OF 258





0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase2.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 2 - 10	SHEET 226 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase3.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 1	SHEET 227 OF 258

VT STATE PLANE GRID

N

EXISTING APPROX. R.O.W.

CHECK DAMS FOR
I-91 SB CROSSOVER

INLET PROTECTION
DEVICE, TYPE I
(STRUCTURE TO BE
COVERED ONCE
TEMPORARY DRAINAGE
PIPE IS FUNCTIONING)

MATCH LINE STA 573+75

574+00

I-91 SOUTHBOUND TO GUILFORD

575+00

576+00

577+00

578+00

579+00

MATCH LINE STA 579+50

105+00

106+00

107+00

108+00

109+00

110+00

PDF

MATCH LINE STA 374+25

NORTHBOUND TO PUTNEY

375+00

376+00

377+00

378+00

379+00

380+00

MATCH LINE STA 380+25

INLET PROTECTION
DEVICE, TYPE III

TEMPORARY PIPE FOR
SOUTHBOUND CROSSOVER

CHECK DAMS FOR
SB CROSSOVER

INLET PROTECTION
DEVICE, TYPE III

TEMPORARY PIPE FOR
SOUTHBOUND CROSSOVER

EXISTING APPROX. R.O.W.

0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase3.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 2	SHEET 228 OF 258

VT STATE PLANE GRID

N

EXISTING APPROX. R.O.W.

INLET PROTECTION
DEVICE, TYPE I

CHECK DAMS FOR
SOUTHBOUND CROSSOVER

I-91 SOUTHBOUND
EXIT 1 ON RAMP

TEMPORARY PIPE FOR
SOUTHBOUND CROSSOVER

INLET PROTECTION
DEVICE, TYPE III

CHECK DAMS FOR
SOUTHBOUND CROSSOVER

MATCH LINE STA 579+50

I-91 SOUTHBOUND TO GUILFORD

580+00

581+00

582+00

CHECK DAMS FOR
SOUTHBOUND CROSSOVER

583+00

584+00

585+00

MATCH LINE STA 585+50

I-91 SOUTHBOUND
CROSSOVER

MATCH LINE STA 380+25

111+00

381+00

112+00

382+00

383+00

113+00

384+00

114+00

385+00

115+00

386+00

116+00

MATCH LINE STA 386+25

I-91 NORTHBOUND TO PUTNEY

I-91 NORTHBOUND
EXIT 1 OFF RAMP

TEMPORARY PIPE FOR
SOUTHBOUND CROSSOVER

INLET PROTECTION
DEVICE, TYPE I
(STRUCTURE TO BE
COVERED ONCE
TEMPORARY DRAINAGE
PIPE IS FUNCTIONING)

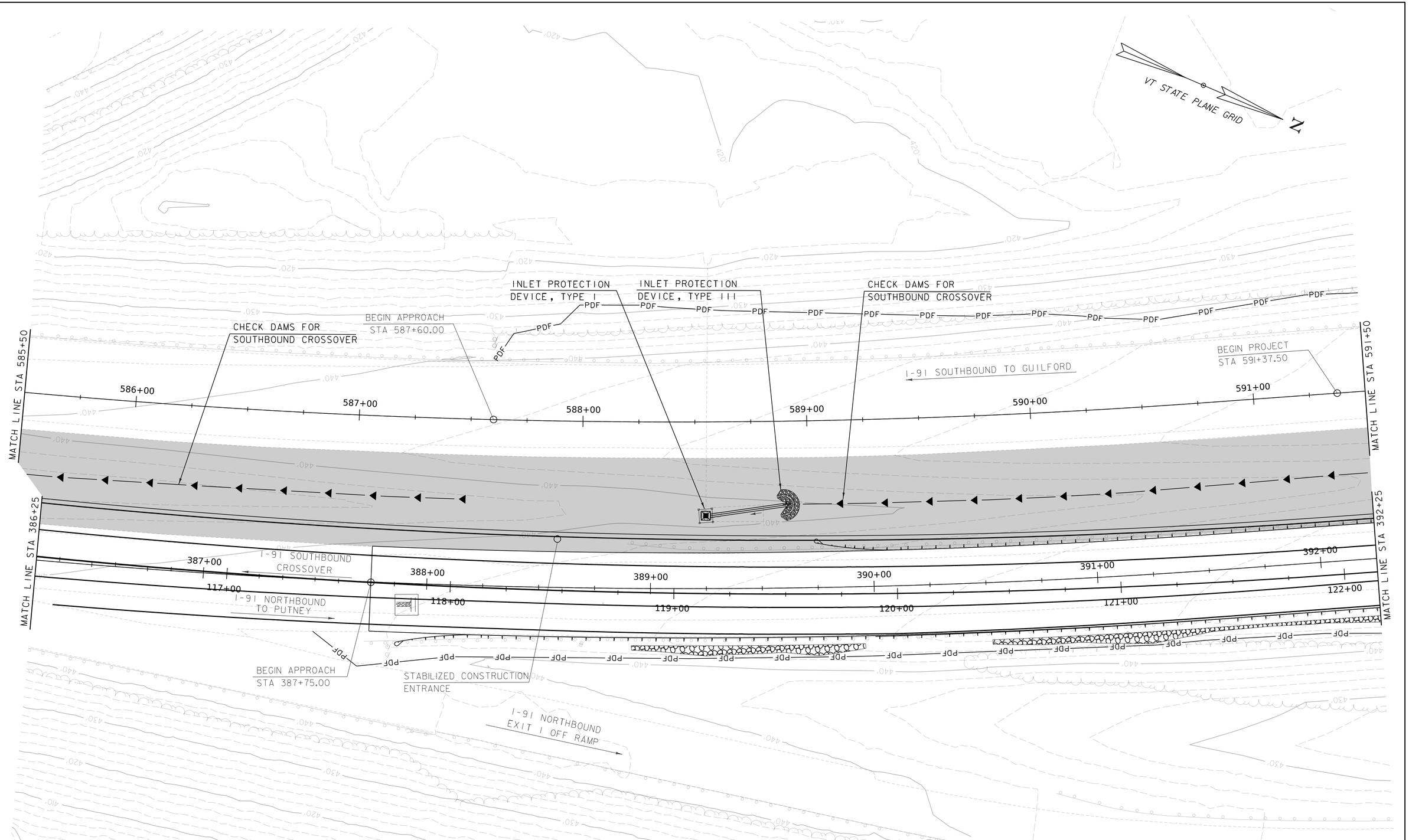
INLET PROTECTION
DEVICE, TYPE I
(STRUCTURE TO BE
COVERED ONCE
TEMPORARY DRAINAGE
PIPE IS FUNCTIONING)

EXISTING APPROX. R.O.W.

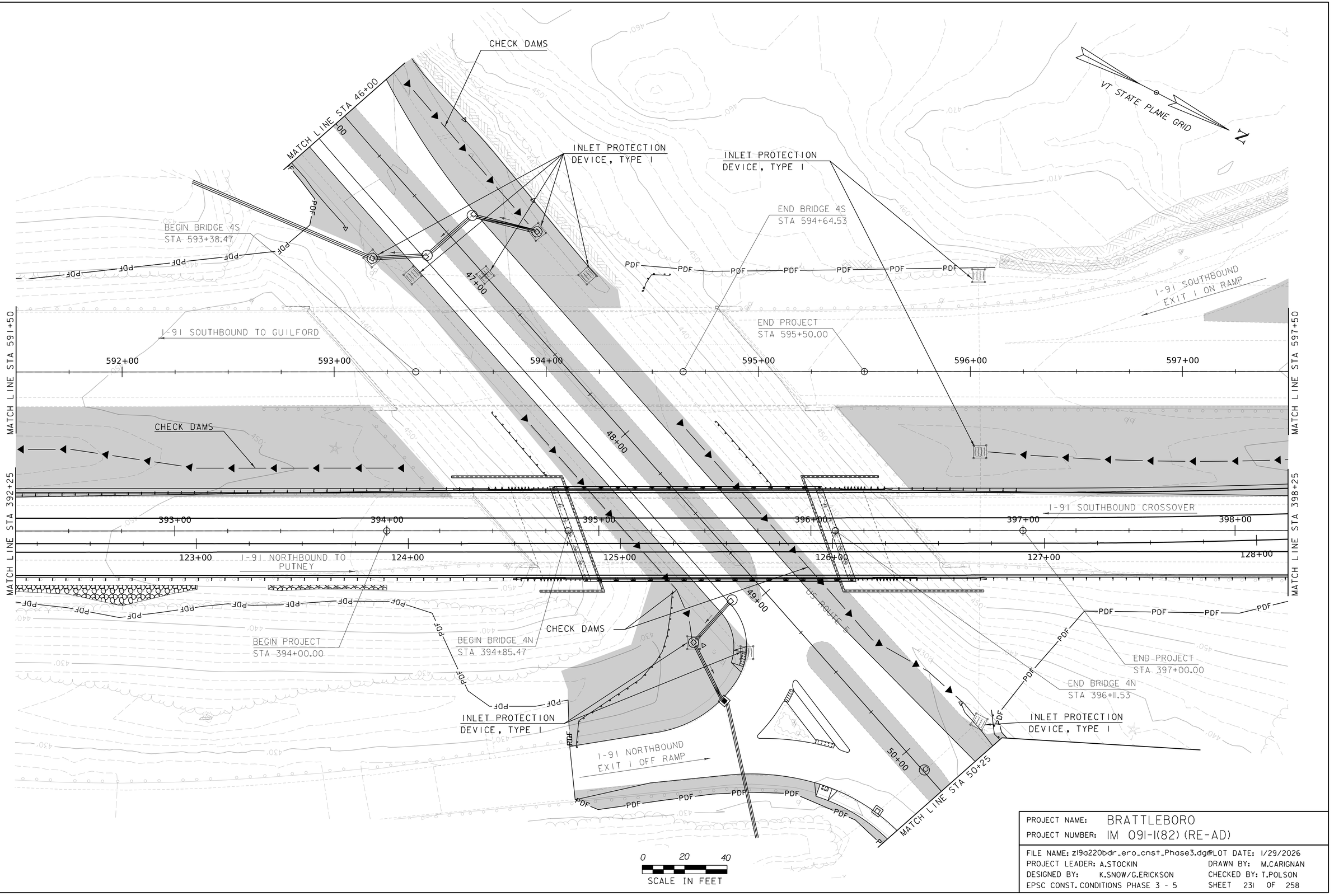
0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

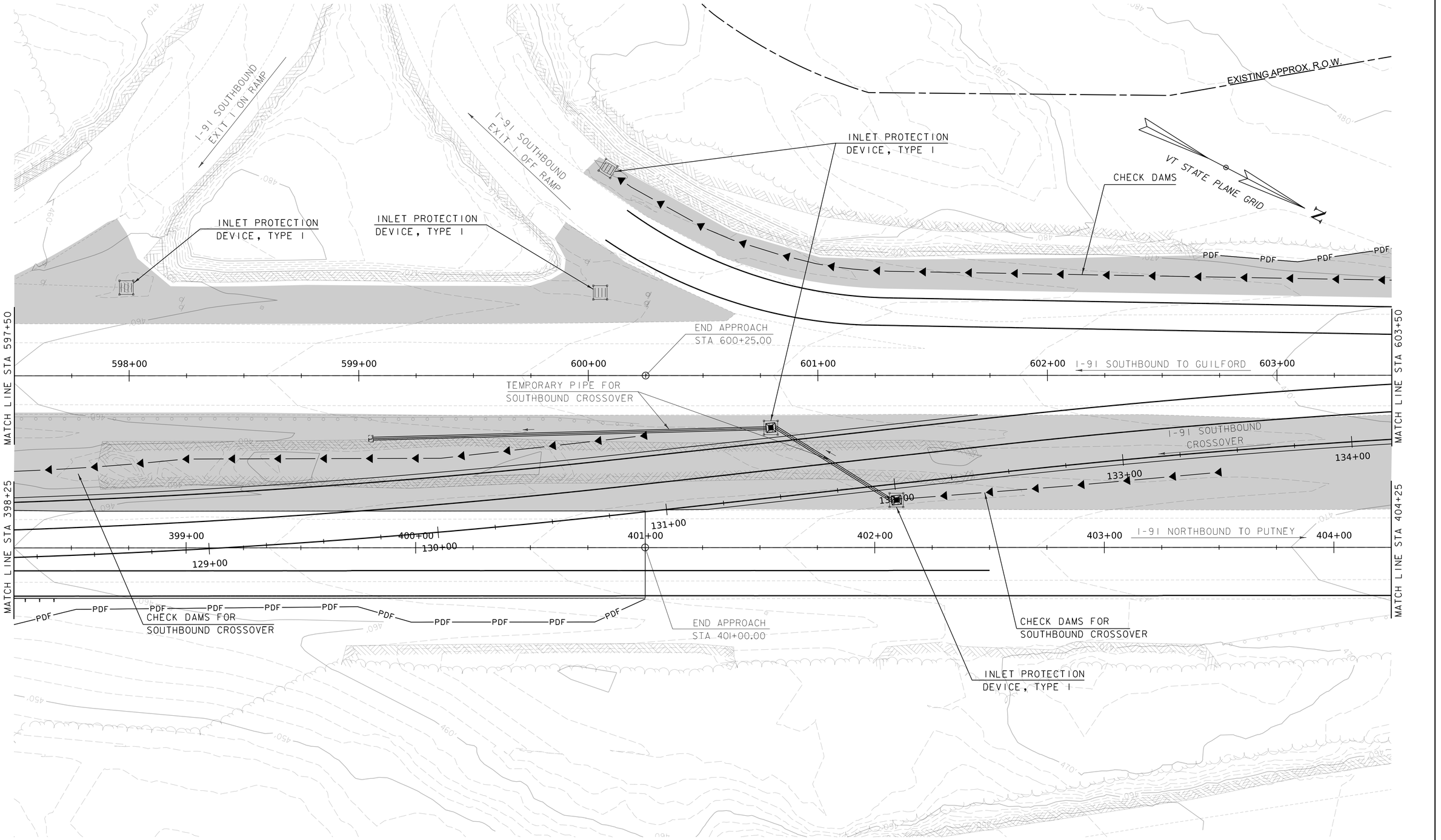
FILE NAME: z19a220bdr_ero_cnst_Phase3.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 3 SHEET 229 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase3.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 4	SHEET 230 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase3.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 5	SHEET 231 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase3.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 6	SHEET 232 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

INLET PROTECTION DEVICE, TYPE I (STRUCTURE TO BE COVERED ONCE TEMPORARY DRAINAGE PIPE IS FUNCTIONING)

INLET PROTECTION DEVICE, TYPE III

CHECK DAMS

PDF

CHECK DAMS FOR SOUTHBOUND CROSSOVER

I-91 SOUTHBOUND TO GUILFORD

MATCH LINE STA 603+50

604+00 605+00 606+00 607+00 608+00 609+00

MATCH LINE STA 609+50

I-91 SOUTHBOUND CROSSOVER

135+00 136+00 137+00

MATCH LINE STA 404+25

405+00 406+00 407+00 408+00 409+00 410+00

MATCH LINE STA 410+25

STABILIZED CONSTRUCTION ENTRANCE

TEMPORARY PIPE FOR SOUTHBOUND CROSSOVER

I-91 NORTHBOUND TO PUTNEY

I-91 NORTHBOUND EXIT 1 ON RAMP

INLET PROTECTION DEVICE, TYPE I (STRUCTURE TO BE COVERED ONCE TEMPORARY DRAINAGE PIPE IS FUNCTIONING)

0 20 40

SCALE IN FEET

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase3.dgn PLOT DATE: 1/29/2026

PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN

DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON

EPSC CONST. CONDITIONS PHASE 3 - 7 SHEET 233 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

MATCH LINE STA 609+50

610+00 611+00 612+00 613+00 614+00 615+00

I-91 SOUTHBOUND TO GUILFORD

MATCH LINE STA 410+25

411+00 412+00 413+00 414+00 415+00 416+00

I-91 NORTHBOUND TO PUTNEY

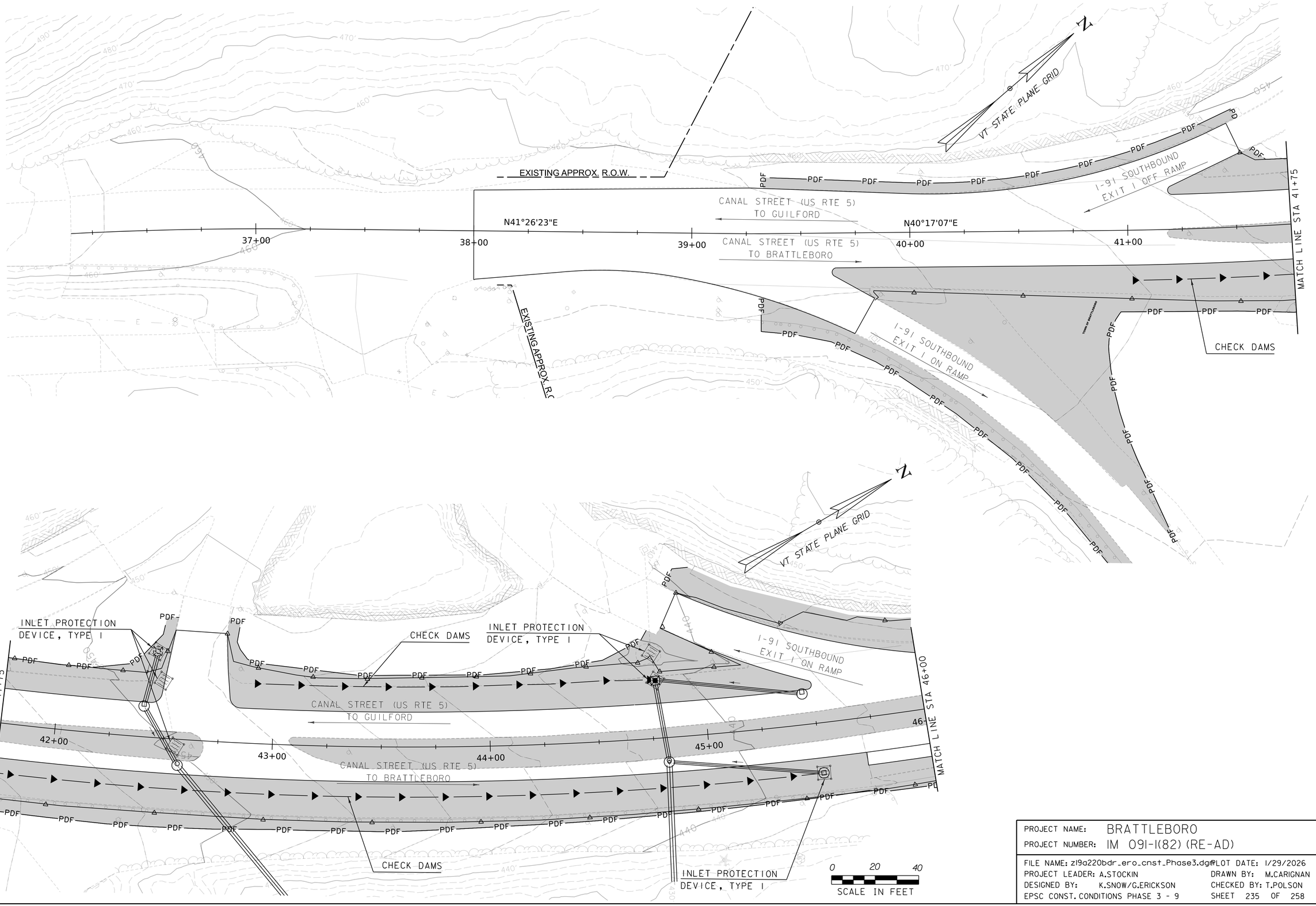
I-91 NORTHBOUND
EXIT 1 ON RAMP

EXISTING APPROX. R.O.W.

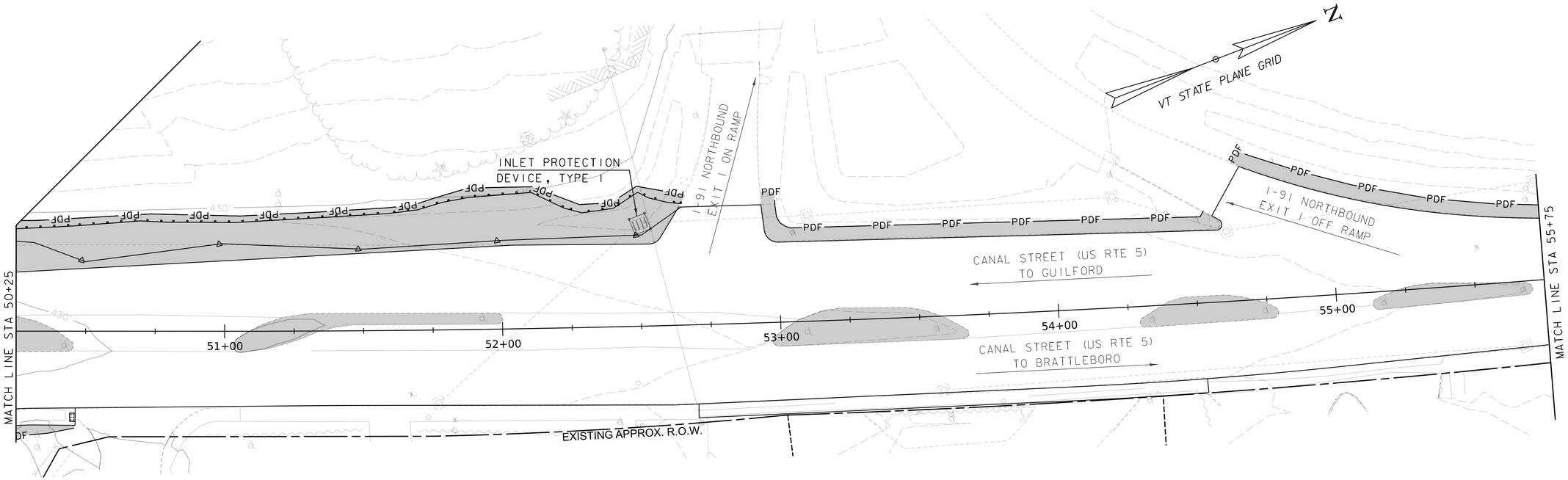
0 20 40
SCALE IN FEET

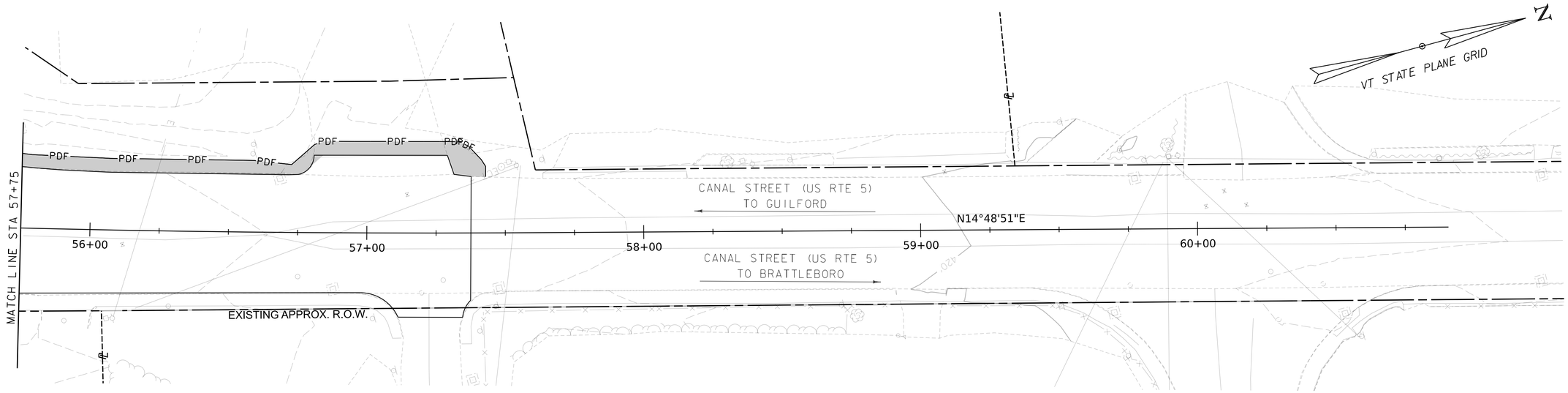
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase3.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 8 SHEET 234 OF 258



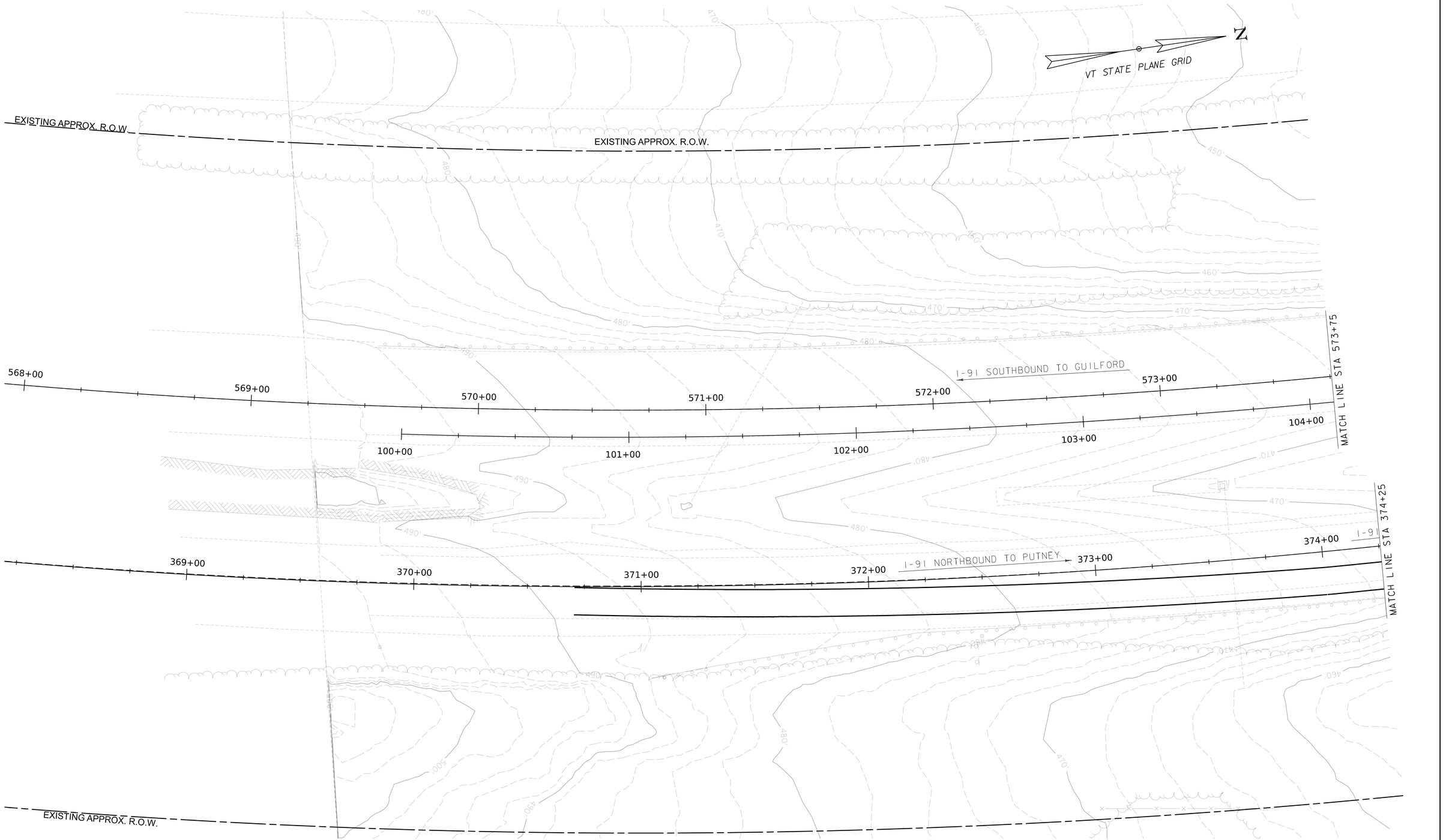
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase3.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 9	SHEET 235 OF 258





0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase3.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 3 - 10	SHEET 236 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase4.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 1	SHEET 237 OF 258

VT STATE PLANE GRID

N

EXISTING APPROX. R.O.W.

CHECK DAMS FOR
I-91 SB CROSSOVER

INLET PROTECTION
DEVICE, TYPE I
(STRUCTURE TO BE
COVERED ONCE
TEMPORARY DRAINAGE
PIPE IS FUNCTIONING)

MATCH LINE STA 573+75

574+00

I-91 SOUTHBOUND TO GUILFORD

575+00

576+00

577+00

578+00

579+00

MATCH LINE STA 579+50

105+00

PDF

106+00

107+00

108+00

109+00

110+00

MATCH LINE STA 374+25

NORTHBOUND TO PUTNEY

375+00

376+00

377+00

378+00

379+00

380+00

MATCH LINE STA 380+25

INLET PROTECTION
DEVICE, TYPE III

TEMPORARY PIPE FOR
SOUTHBOUND CROSSOVER

CHECK DAMS FOR
SB CROSSOVER

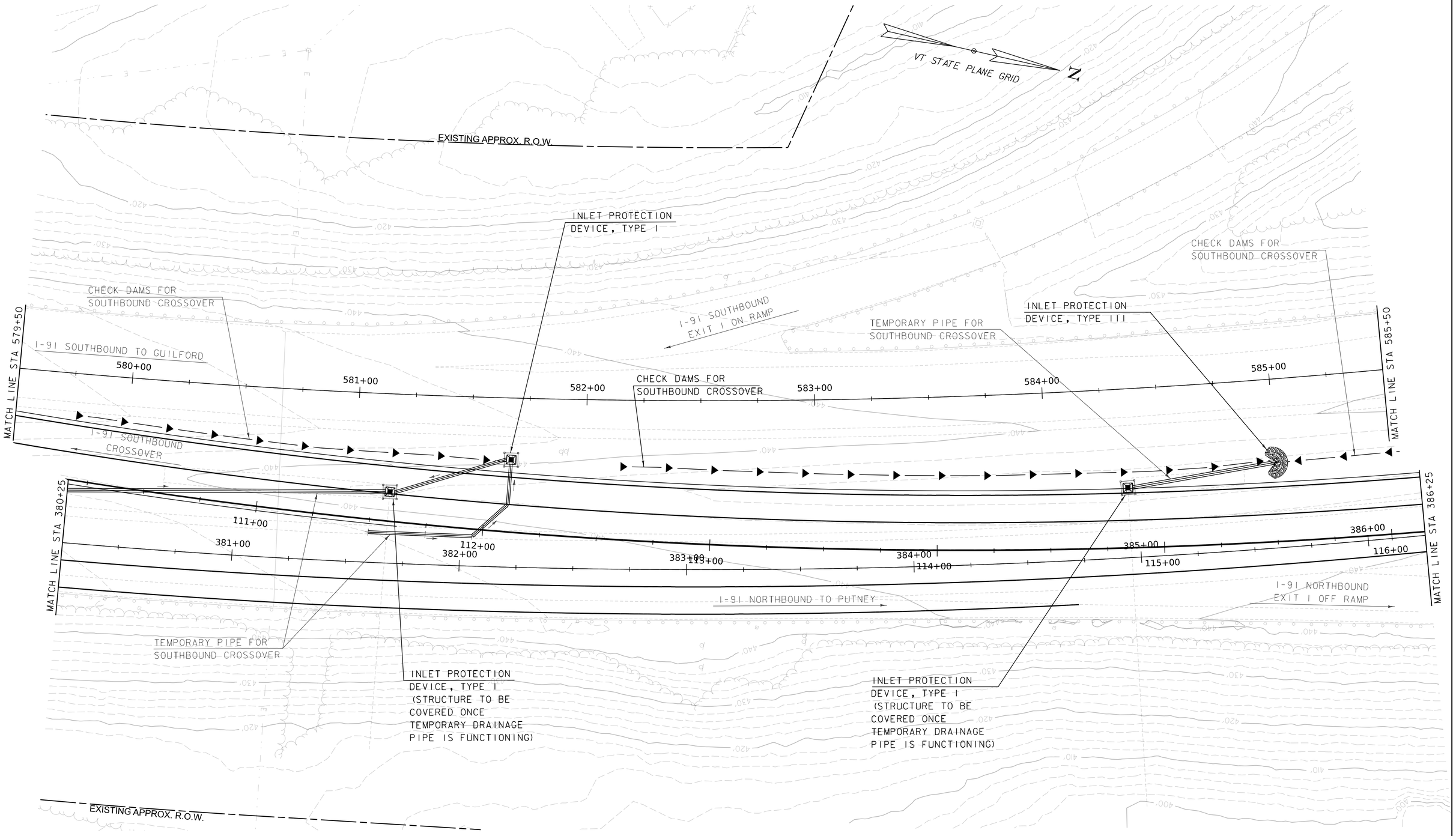
INLET PROTECTION
DEVICE, TYPE III

TEMPORARY PIPE FOR
SOUTHBOUND CROSSOVER

EXISTING APPROX. R.O.W.

0 20 40
SCALE IN FEET

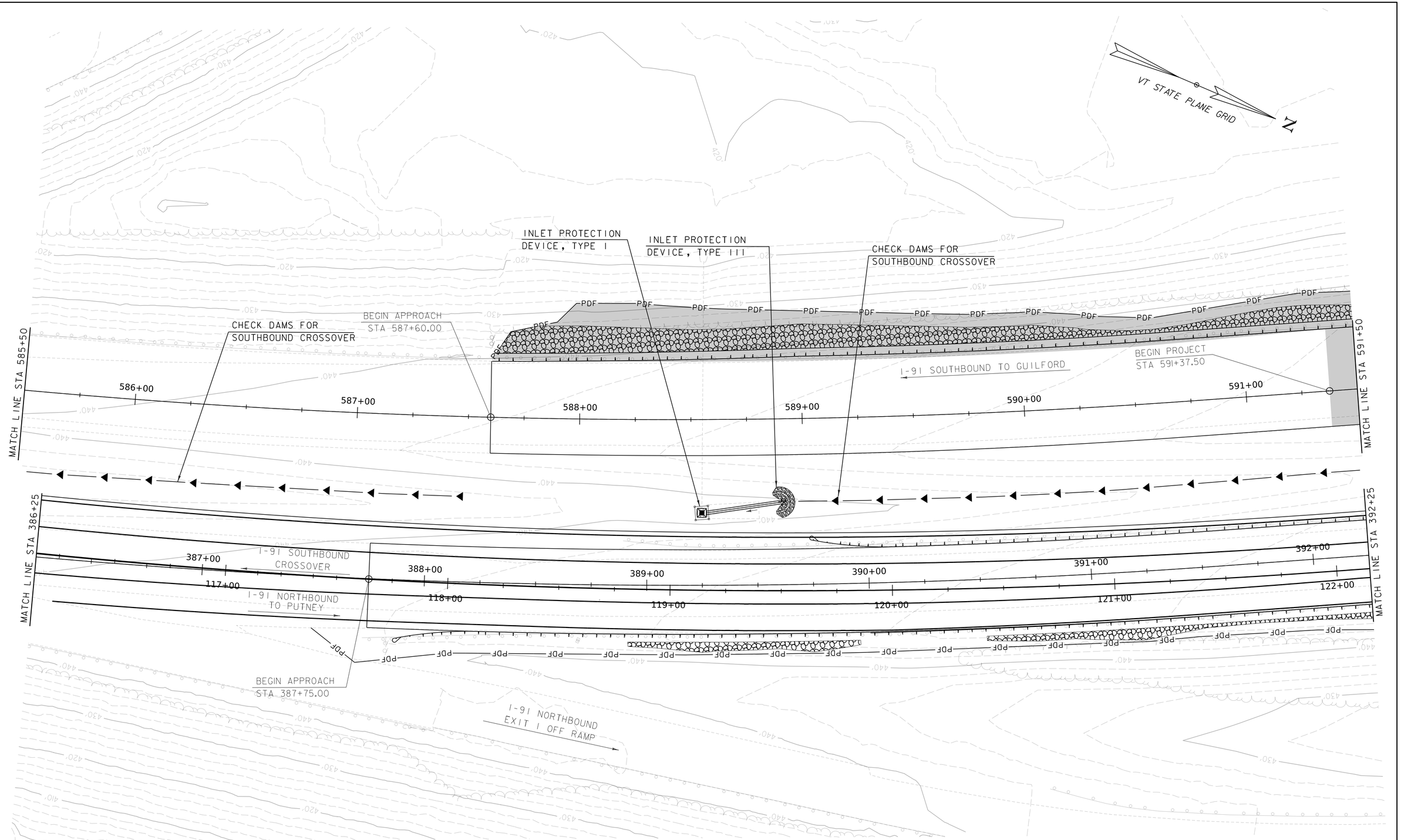
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase4.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 2	SHEET 238 OF 258



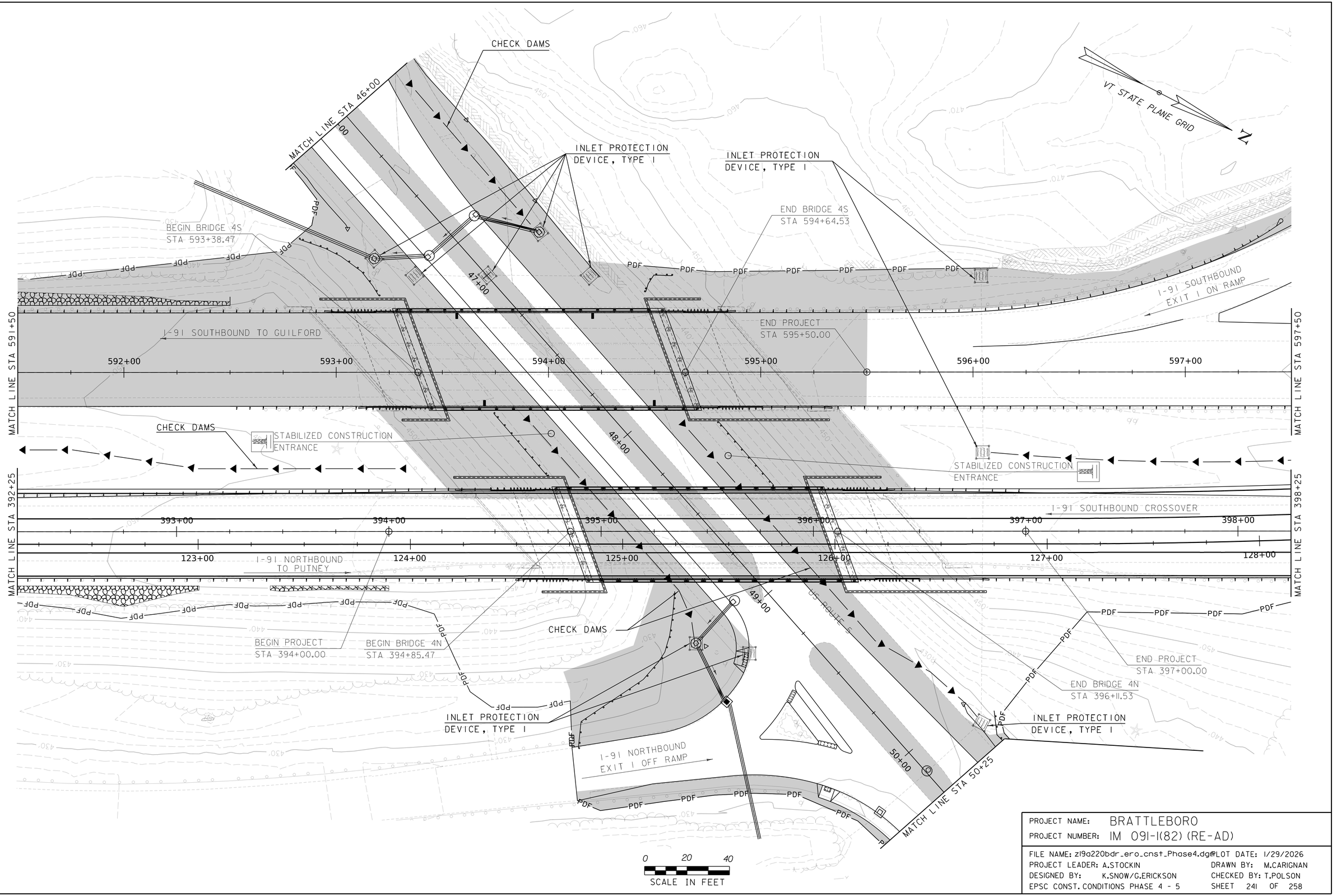
0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

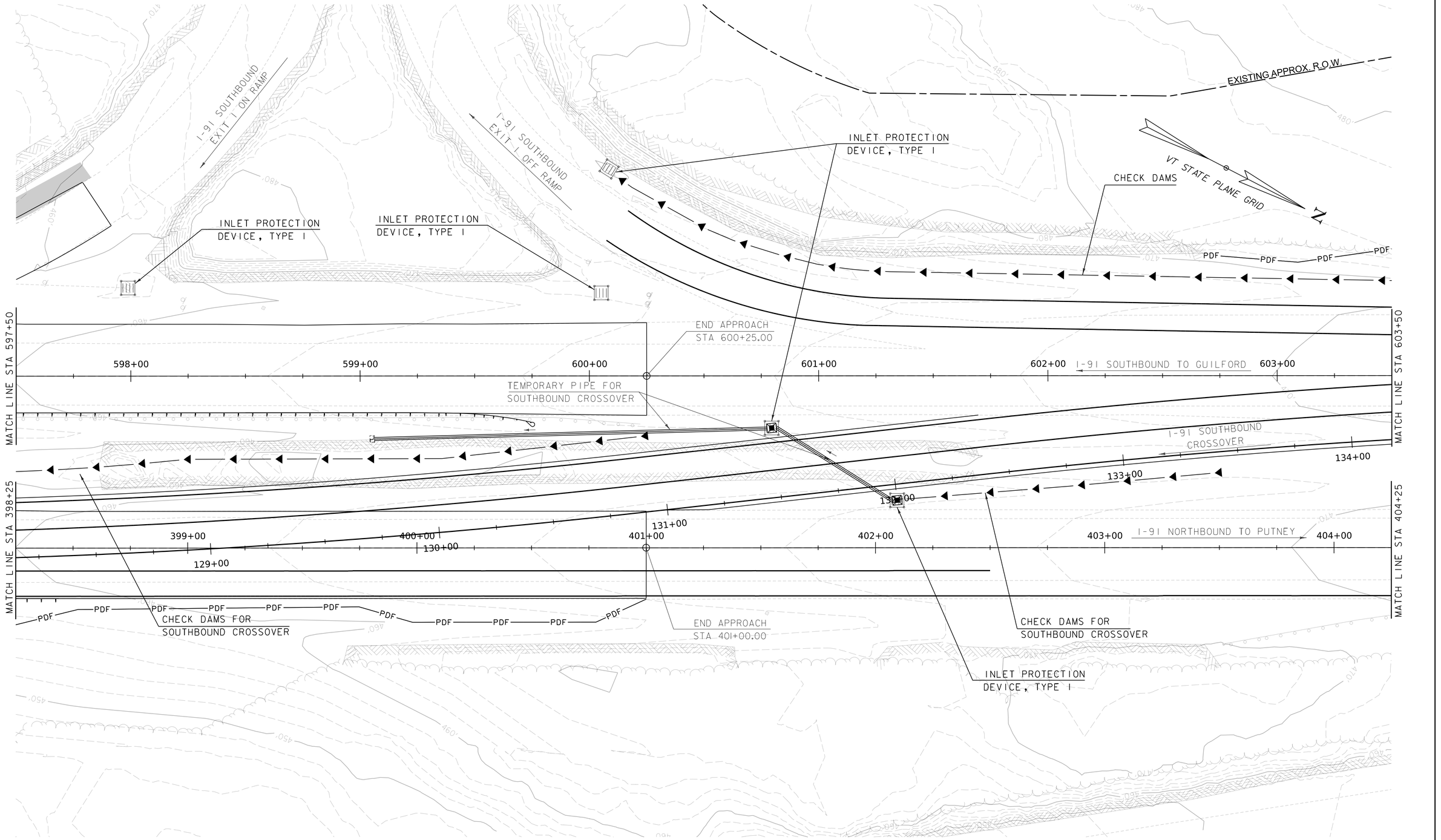
FILE NAME: z19a220bdr_ero_cnst_Phase4.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 3 SHEET 239 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase4.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 4	SHEET 240 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase4.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 5	SHEET 241 OF 258



0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase4.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 6	SHEET 242 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

INLET PROTECTION DEVICE, TYPE I (STRUCTURE TO BE COVERED ONCE TEMPORARY DRAINAGE PIPE IS FUNCTIONING)

INLET PROTECTION DEVICE, TYPE III

CHECK DAMS

PDF

CHECK DAMS FOR SOUTHBOUND CROSSOVER

MATCH LINE STA 603+50

I-91 SOUTHBOUND TO GUILFORD

604+00 605+00 606+00 607+00 608+00 609+00

MATCH LINE STA 609+50

I-91 SOUTHBOUND CROSSOVER

135+00 136+00 137+00

MATCH LINE STA 404+25

405+00 406+00 407+00 408+00 409+00 410+00

MATCH LINE STA 410+25

TEMPORARY PIPE FOR SOUTHBOUND CROSSOVER

I-91 NORTHBOUND TO PUTNEY

I-91 NORTHBOUND EXIT 1 ON RAMP

INLET PROTECTION DEVICE, TYPE I (STRUCTURE TO BE COVERED ONCE TEMPORARY DRAINAGE PIPE IS FUNCTIONING)

0 20 40

SCALE IN FEET

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase4.dgn PLOT DATE: 1/29/2026

PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN

DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON

EPSC CONST. CONDITIONS PHASE 4 - 7 SHEET 243 OF 258

EXISTING APPROX. R.O.W.

VT STATE PLANE GRID

N

MATCH LINE STA 609+50

610+00 611+00 612+00 613+00 614+00 615+00

I-91 SOUTHBOUND TO GUILFORD

MATCH LINE STA 410+25

411+00 412+00 413+00 414+00 415+00 416+00

I-91 NORTHBOUND TO PUTNEY

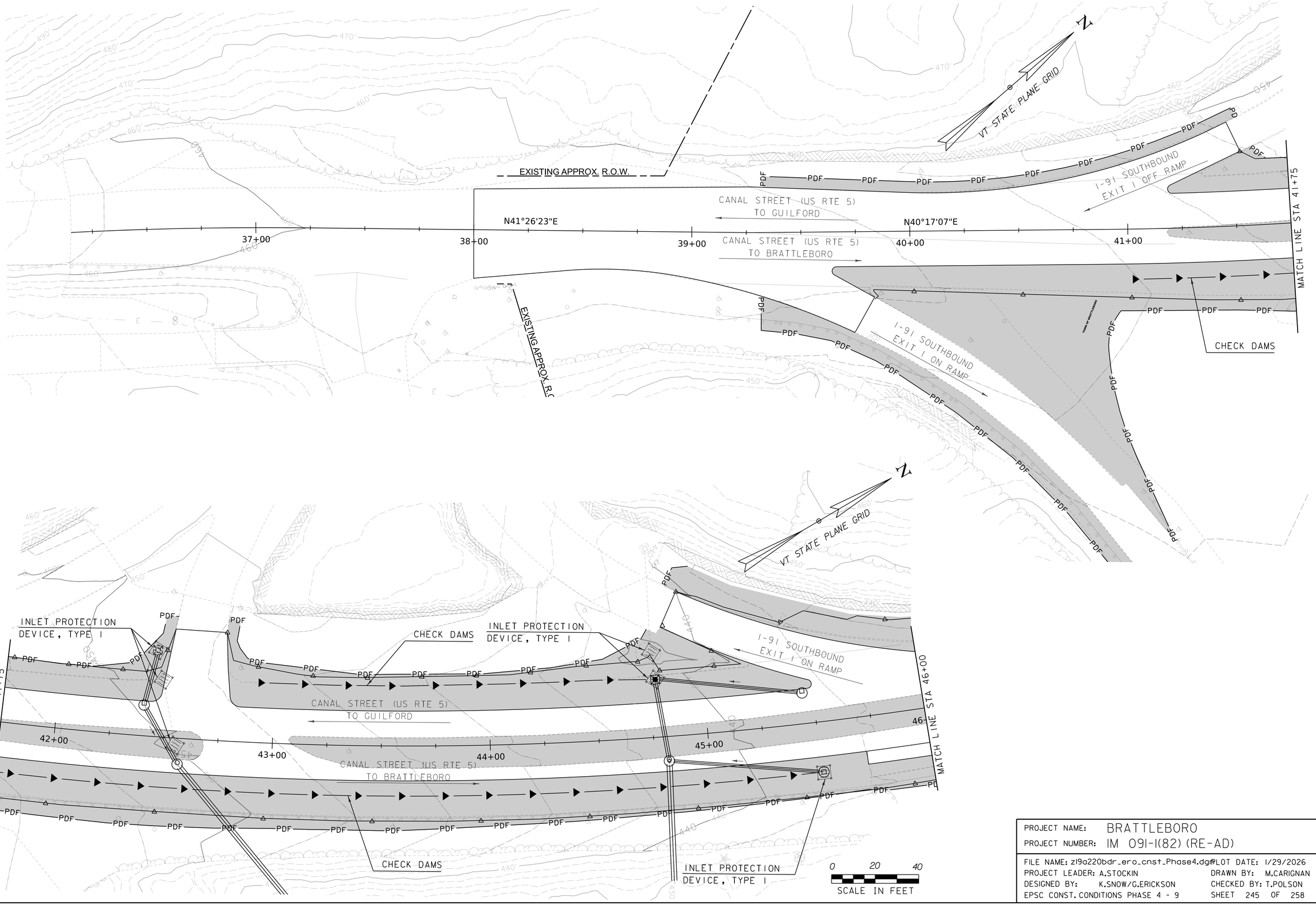
I-91 NORTHBOUND
EXIT 1 ON RAMP

EXISTING APPROX. R.O.W.

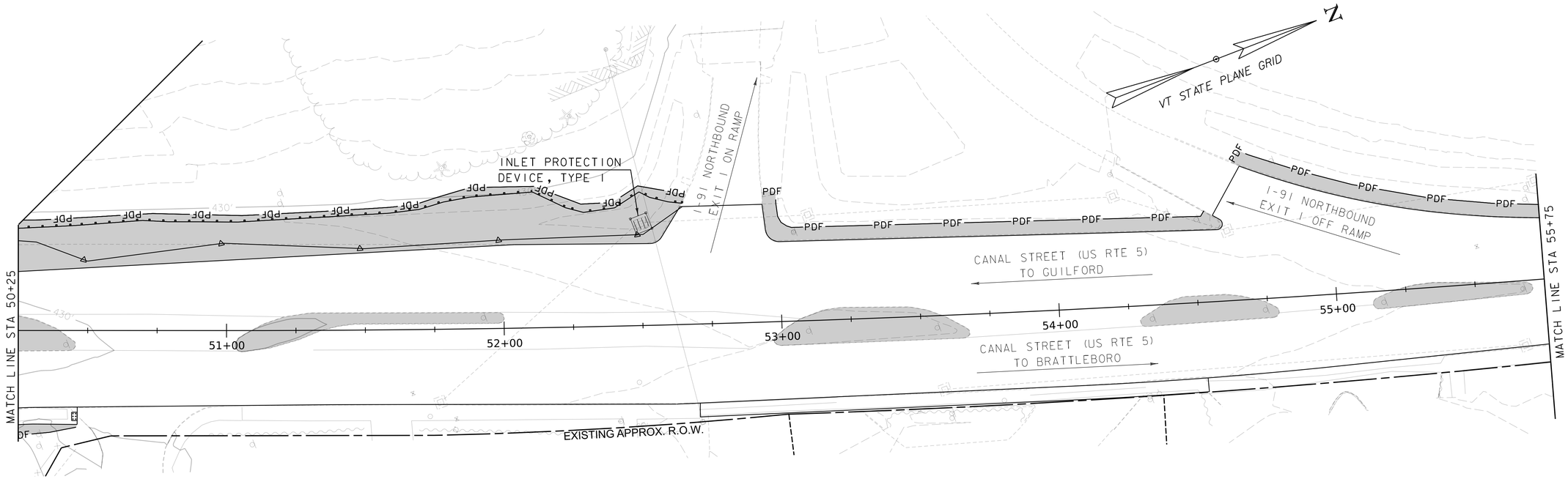
0 20 40
SCALE IN FEET

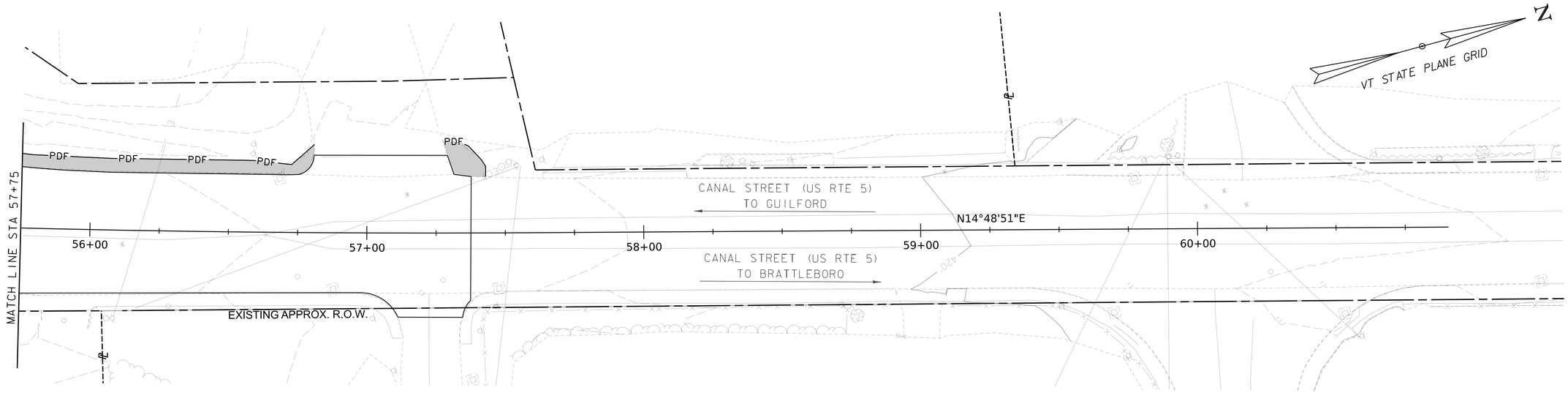
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_cnst_Phase4.dgn PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 8 SHEET 244 OF 258



PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: zl9a220bdr_ero_cnst_Phase4.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 9	SHEET 245 OF 258





0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82) (RE-AD)
FILE NAME: z19a220bdr_ero_cnst_Phase4.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC CONST. CONDITIONS PHASE 4 - 10	SHEET 246 OF 258

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING

N

VT STATE PLANE GRID

EXISTING APPROX. R.O.W.

568+00

I-91 SOUTHBOUND TO GUILFORD

569+00

570+00

571+00

572+00

573+00

MATCH LINE STA 573+75

369+00

370+00

371+00

372+00

373+00

374+00

I-91 NORTHBOUND TO PUTNEY

MATCH LINE STA 374+25

EXISTING APPROX. R.O.W.

0 20 40

SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_final.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC FINAL CONDITIONS I

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 247 OF 258

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING

N

VT STATE PLANE GRID

EXISTING APPROX. R.O.W.

574+00

I-91 SOUTHBOUND TO GUILFORD

575+00

576+00

577+00

578+00

579+00

MATCH LINE STA 579+50

375+00

EROSION MATTING

376+00

377+00

378+00

379+00

380+00

MATCH LINE STA 380+25

I-91 NORTHBOUND TO PUTNEY

EXISTING APPROX. R.O.W.

0 20 40

SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_final.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC FINAL CONDITIONS 2

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 248 OF 258

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING

VT STATE PLANE GRID

N

EXISTING APPROX. R.O.W.

I-91 SOUTHBOUND
EXIT 1 ON RAMP

MATCH LINE STA 579+50

580+00

I-91 SOUTHBOUND TO GUILFORD

581+00

582+00

583+00

584+00

585+00

MATCH LINE STA 585+50

MATCH LINE STA 380+25

EROSION MATTING

381+00

382+00

383+00

384+00

385+00

386+00

I-91 NORTHBOUND
EXIT 1 OFF RAMP

MATCH LINE STA 386+25

EXISTING APPROX. R.O.W.

0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_final.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC FINAL CONDITIONS 3	SHEET 249 OF 258

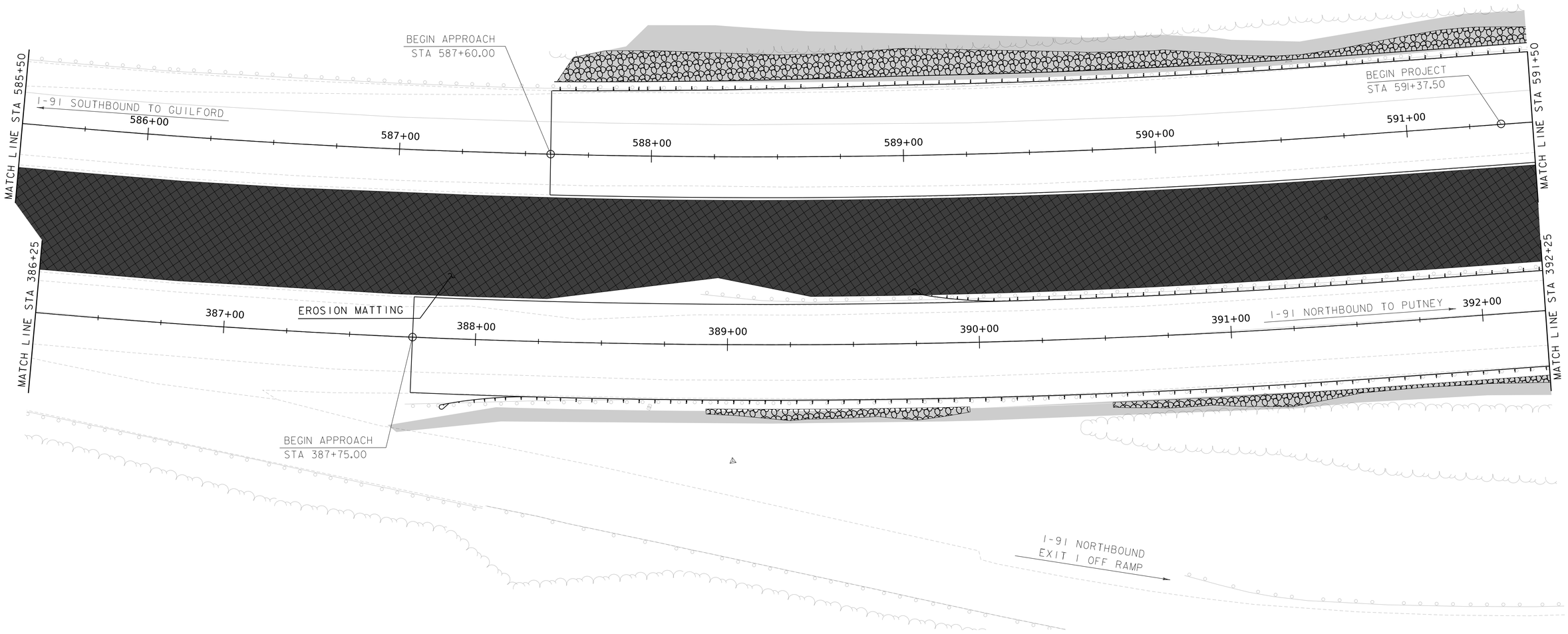
POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING

VT STATE PLANE GRID

N



0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_final.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC FINAL CONDITIONS 4

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 250 OF 258

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING

VT STATE PLANE GRID

N

MATCH LINE STA 46+00

46+00

47+00

48+00

49+00

50+00

N21°07'39"E

S21°07'39"W

EROSION MATTING

BEGIN BRIDGE 4S
STA 593+38.47

END BRIDGE 4S
STA 594+64.53

I-91 SOUTHBOUND
EXIT 1 ON RAMP

END PROJECT
STA 595+50.00

MATCH LINE STA 591+50

592+00

593+00

594+00

595+00

596+00

597+00

MATCH LINE STA 597+50

I-91 SOUTHBOUND TO GUILFORD

EROSION MATTING

MATCH LINE STA 392+25

EROSION MATTING

393+00

394+00

395+00

396+00

397+00

I-91 NORTHBOUND TO PUTNEY

398+00

MATCH LINE STA 398+25

BEGIN PROJECT
STA 394+00.00

BEGIN BRIDGE 4N
STA 394+85.47

EROSION MATTING

END PROJECT
STA 397+00.00

END BRIDGE 4N
STA 396+11.53

EROSION MATTING

I-91 NORTHBOUND
EXIT 1 OFF RAMP

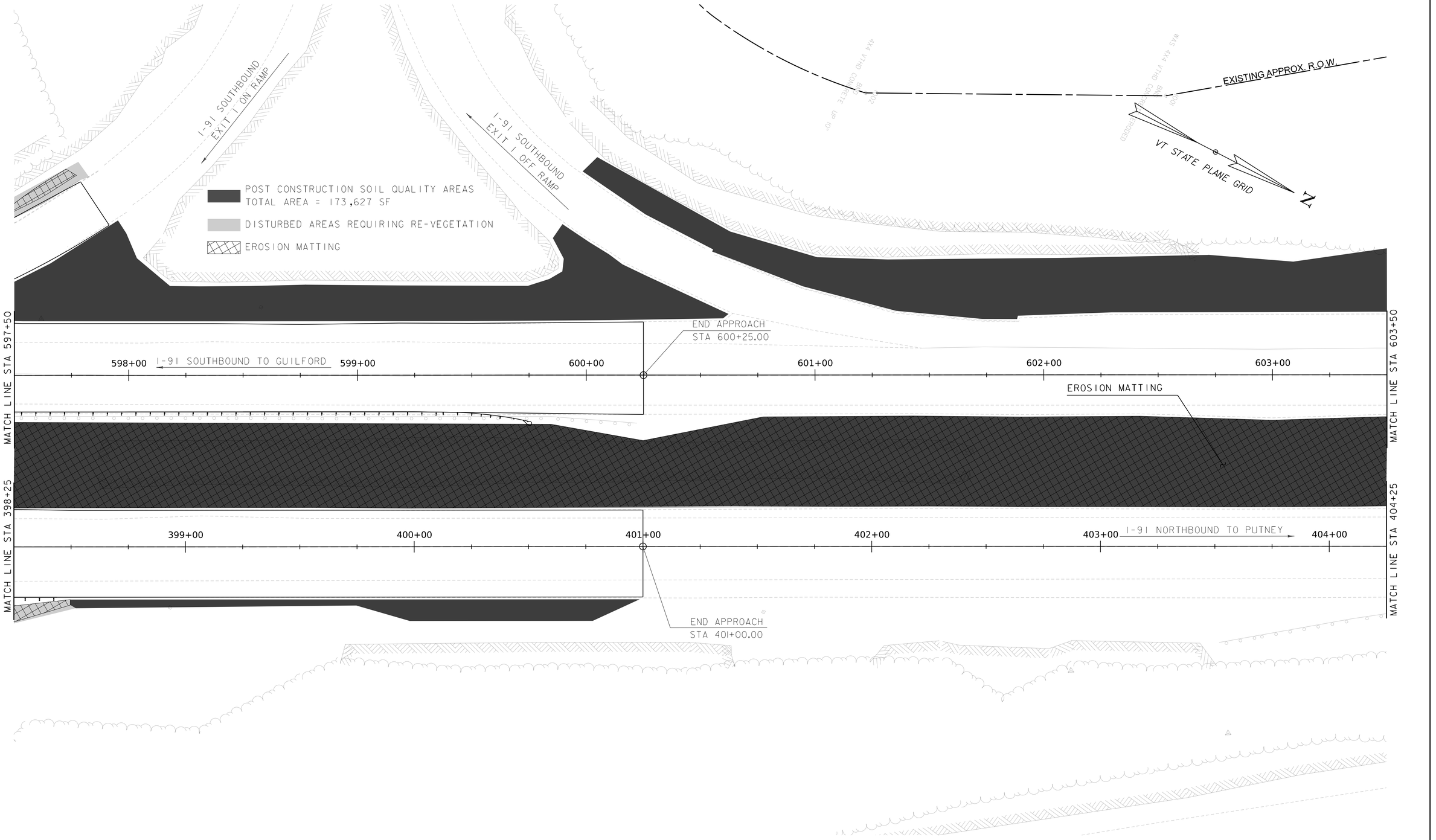
MATCH LINE STA 50+25

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_final.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC FINAL CONDITIONS 5

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 251 OF 258



0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_final.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC FINAL CONDITIONS 6

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 252 OF 258

EXISTING APPROX. R.O.W.

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING

VT STATE PLANE GRID

N

MATCH LINE STA 603+50

604+00 605+00 606+00 607+00 608+00 609+00

EROSION MATTING

MATCH LINE STA 404+25

405+00 406+00 407+00 408+00 409+00 410+00

I-91 NORTHBOUND
EXIT 1 ON RAMP

0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220bdr_ero_final.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC FINAL CONDITIONS 7

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 253 OF 258

EXISTING APPROX. R.O.W.

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING

VT STATE PLANE GRID

N

MATCH LINE STA 609+50

610+00 611+00 612+00 613+00 614+00 615+00

MATCH LINE STA 615+50

MATCH LINE STA 410+25

411+00 412+00 413+00 414+00 I-91 NORTHBOUND TO PUTNEY 415+00 416+00

MATCH LINE STA 416+25

I-91 NORTHBOUND
EXIT 1 ON RAMP

EXISTING APPROX. R.O.W.

0 20 40
SCALE IN FEET

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_final.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC FINAL CONDITIONS 8	SHEET 254 OF 258

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING

N

VT STATE PLANE GRID

℄ ℄

CANAL STREET (US RTE 5)
TO GUILFORD

CANAL STREET (US RTE 5)
TO BRATTLEBORO

N41°26'23"E

N40°17'07"E

37+00 38+00 39+00 40+00 41+00

I-91 SOUTHBOUND
EXIT 1 OFF RAMP

I-91 SOUTHBOUND
EXIT 1 ON RAMP

MATCH LINE STA 41+75

EROSION MATTING

N

VT STATE PLANE GRID

PAVED OR STONE
SLUICE TO BE
MAINTAINED

102+00

I-91 SOUTHBOUND
EXIT 1 ON RAMP

MATCH LINE STA 41+75

EROSION MATTING

CANAL STREET (US RTE 5)
TO GUILFORD

42+00 43+00 44+00 45+00 46

CANAL STREET (US RTE 5)
TO BRATTLEBORO

MATCH LINE STA 46+00

EROSION MATTING

0 20 40
SCALE IN FEET

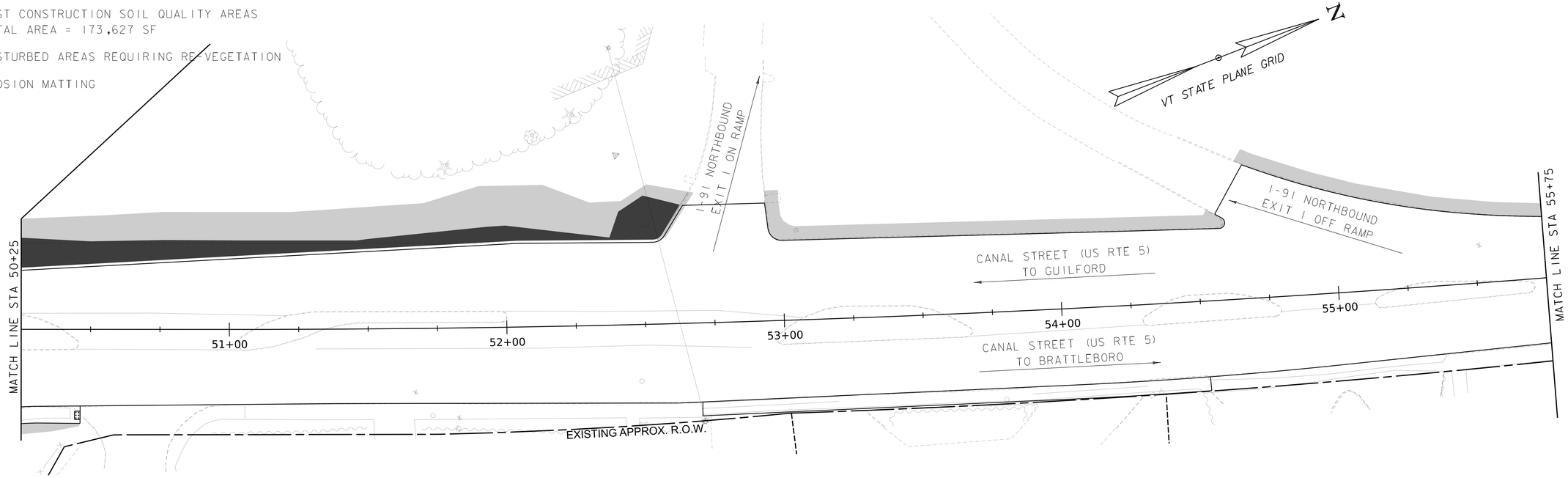
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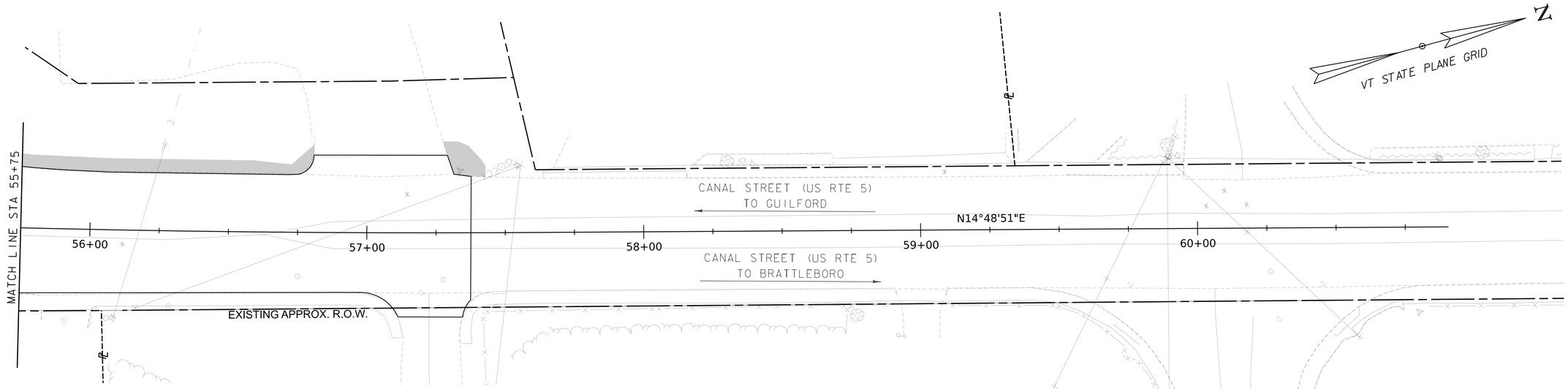
PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	IM 091-1(82)(RE-AD)
FILE NAME: z19a220bdr_ero_final.dgn	PLOT DATE: 1/29/2026
PROJECT LEADER: A.STOCKIN	DRAWN BY: M.CARIGNAN
DESIGNED BY: K.SNOW/G.ERICKSON	CHECKED BY: T.POLSON
EPSC FINAL CONDITIONS 9	SHEET 255 OF 258

POST CONSTRUCTION SOIL QUALITY AREAS
TOTAL AREA = 173,627 SF

DISTURBED AREAS REQUIRING RE-VEGETATION

EROSION MATTING





0 20 40
SCALE IN FEET

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

FILE NAME: z19a220bdr_ero_final.dgn
PROJECT LEADER: A.STOCKIN
DESIGNED BY: K.SNOW/G.ERICKSON
EPSC FINAL CONDITIONS 10

PLOT DATE: 1/29/2026
DRAWN BY: M.CARIGNAN
CHECKED BY: T.POLSON
SHEET 256 OF 258

VAOT POLLINATOR DRY

% OF MIX	LATIN NAME	COMMON NAME	CULTIVAR/ECOTYPE
6	AGROSTIS PERENNANS	AUTUMN BENTGRASS,	NORTHEAST ECOTYPE
25.2	ANDROPOGON GERARDII	BIG BLUESTEM	NORTHEAST ECOTYPE
0.5	ASCLEPIAS SYRIACA	COMMON MILKWEED	NORTHEAST ECOTYPE
0.8	ASTER NOVAE-ANGLIAE	NEW ENGLAND ASTER	NORTHEAST ECOTYPE
25	ELYMUS VIRGINICUS	VIRGINIA WILDRYE	NORTHEAST ECOTYPE
0.6	MONARDA FISTULOSA	WILD BERGAMOT	NORTHEAST ECOTYPE
20	PANICUM CLANDESTINUM	DEERTONGUE	NORTHEAST ECOTYPE
1.5	RUDBECKIA HIRTA	BLACK EYED SUSAN	NORTHEAST ECOTYPE
20	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	NORTHEAST ECOTYPE
0.2	SOLIDAGO JUNCEA	EARLY GOLDENROD	NORTHEAST ECOTYPE
0.2	SOLIDAGO RUGOSA	WRINKLE LEAF GOLDENROD	NORTHEAST ECOTYPE
100%			

SEED RATE: 60 LBS/ACRE PURE LIVE SEED (PLS)
30 LBS/ACRE OF NURSE CROP
30 LBS/ACRE OF BULKING AGENT

*PREFERRED SEEDING PERIOD FOR POLLINATOR SEED MIX IS BEFORE MAY 1 (AFTER SNOWMELT) AND AFTER SEPTEMBER 15 (BEFORE SNOWPACK). IF SEEDING OCCURS DURING THE PREFERRED PERIOD, SEEDING RATE SHALL BE REDUCED BY 30%. NO ADJUSTMENT IS REQUIRED FOR NURSE CROPS OR BULKING AGENTS).

DESIGN GUIDANCE

1. THIS SEED MIX SHALL BE USED IN AREAS THAT WILL NATURALIZE, RECEIVING MOWING ONCE EVERY 3 YEARS OR LESS.
2. USE SEED MIX FOR AREAS THAT ARE SLOPED OR FLAT, WITH NORMAL TO DRY CONDITIONS, OR AS INDICATED IN THE PLANS.

CONSTRUCTION GUIDANCE

1. SEE VAOT POLLINATOR SEED CONSTRUCTION GUIDANCE DETAIL FOR MORE INFORMATION ON INSTALLATION AND BULKING AGENT.

TURF ESTABLISHMENT

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.1600 TURF ESTABLISHMENT, SPECIALTY SEED)

REVISIONS	
JANUARY 29, 2025	BKD

VAOT POLLINATOR SEED CONSTRUCTION GUIDANCE

1. PREPARE SOIL FOR POLLINATOR SEED MIX APPLICATION SITES IN ACCORDANCE WITH VTRANS SUBSECTION 651.04 & 651.05 FOR TURF ESTABLISHMENT.
2. APPLY SOIL AMENDMENTS PER SOIL TEST RESULTS.
3. MIX POLLINATOR SEED, NURSE CROP SEEDS, AND BULKING AGENT PRIOR TO APPLICATION. ENSURE THAT THE MATERIALS ARE EVENLY DISTRIBUTED THROUGHOUT THE MIX.
   A. NURSE CROP: USE GRAIN OATS (AVENA SATIVA) AS A NURSE CROP IF PLANTING BETWEEN JANUARY 1 AND JULY 31 OR USE WINTER RYE (SECALE CEREALE) IF PLANTING BETWEEN AUGUST 1 AND DECEMBER 31.
   B. BULKING AGENT: ADD AN INERT CARRIER AND BULKING AGENT SUCH AS GRANULAR SODIUM BENTONITE CLAY, NON-CLUMPING & NON-SCENTED KITTY LITTER, OR APPROVED EQUIVALENT TO ALLOW FOR EVEN SEED DISTRIBUTION AND AS A VISUAL AID OF COVERAGE DURING THE SEED INSTALLATION. BULKING AGENTS SHALL BE MIXED WITH THE SEED MIX AND NURSE CROP AT THE RATES SPECIFIED ON THE POLLINATOR SEED MIX DETAILS. PAYMENT FOR BULKING AGENT AND NURSE CROP SHALL BE INCIDENTAL TO THE CORRESPONDING SEED PAY ITEMS.
4. APPLY POLLINATOR SEED MIXES, NURSE CROP SEEDS, AND BULKING AGENT CONCURRENTLY IN ACCORDANCE WITH THE RATES SHOWN ON THE POLLINATOR SEED MIX TABLES. DO NOT EXCEED THE RECOMMENDED NURSE CROP SEEDING RATES TO AVOID SMOTHERING THE POLLINATOR SEED MIX AND PREVENTING GERMINATION.
5. SPREAD SEED BY HAND OR USE BROADCAST SEEDING EQUIPMENT WITH AN INTERNAL AGITATOR AND AN ADJUSTABLE FLOW GATE TO CREATE A SLOW, STEADY SEED FLOW, ALLOWING FOR EVEN DISTRIBUTION OF THE SMALLER SEEDS.
6. USE A LANDSCAPE-TYPE ROLLER, CULTIPACKER, OR LEAF RAKE TO LIGHTLY PRESS SEED INTO SOIL BED AFTER BROADCAST SPREADING. THIS PROMOTES ADEQUATE SEED TO SOIL CONTACT. DO NOT TILL OR COVER SEED WITH SOIL.
7. MULCH WITH A LIGHT COVER OF WEED-FREE OAT STRAW AT A RATE OF 3,000 LB./ACRE.
8. IF HYDROSEEDING, A TWO-STEP PROCESS SHALL BE USED. FIRST PASS: APPLY SEED WITH 1/3 THE NORMAL RATE OF HYDRAULIC MULCH. SECOND PASS: APPLY REMAINDER OF HYDRAULIC MULCH. RATE OF HYDROSEED SHALL BE PER MANUFACTURERS RECOMMENDATIONS. NO BULKING AGENT SHALL BE USED.

TURF ESTABLISHMENT

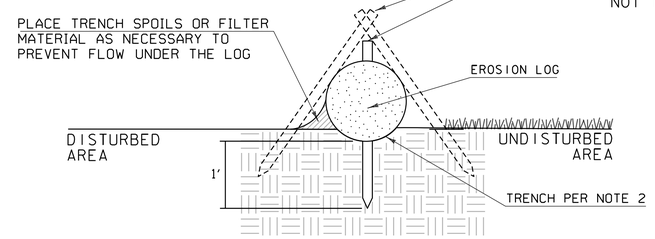
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.1600 TURF ESTABLISHMENT, SPECIALTY SEED)

REVISIONS	
JUNE 21, 2023	BKD

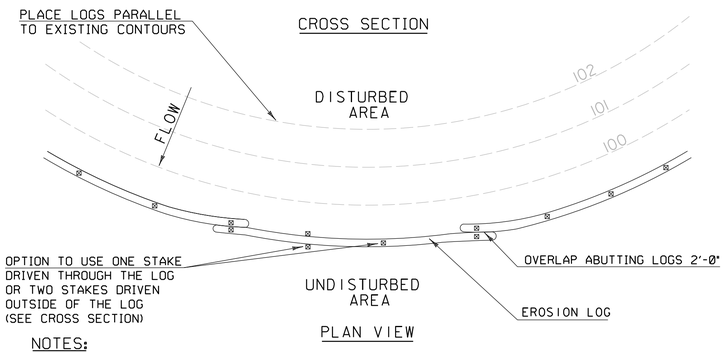
A SINGLE STAKE MAY BE DRIVEN THROUGH THE LOG OR ONE STAKE MAY BE DRIVEN ON EACH SIDE OF THE LOG. SEE NOTE 1 FOR STAKE SPACING.

SYMBOL: EL

NOT TO SCALE



CROSS SECTION



PLAN VIEW

NOTES:

1. STAKE PLACEMENT WILL VARY BASED ON LOG TYPE, MANUFACTURER'S RECOMMENDATIONS, AND FIELD CONDITIONS. LOGS SHALL BE STAKED SO AS TO PROVIDE CONTINUOUS CONTACT BETWEEN THE LOG AND THE GROUND. STAKE SPACING SHALL NOT EXCEED 10' ON CENTER.
2. REMOVE GROUND LITTER AND TRENCH 2" TO 3" AS NECESSARY TO ACHIEVE GOOD GROUND CONTACT. PLACE AND COMPACT EXCAVATED MATERIAL ON THE UPSLOPE SIDE OF THE LOG OR WASTE AT APPROVED LOCATION.
3. WHEN ACCUMULATED SEDIMENT IS NOTED IT SHALL BE REMOVED AND WASTED IN AN APPROVED LOCATION
4. RESHAPE OR REPLACE LOG ONCE CAKED OR FLATTENED.

ADAPTED FROM DETAILS PROVIDED BY:

VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION
NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

EROSION LOG (EL)

NOTES:
REFER TO LATEST EDITION OF "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR EROSION LOG (PAY ITEM 653.6000).

REVISIONS	
APRIL 1, 2008	WHF
JANUARY 13, 2009	WHF
NOVEMBER 27, 2024	CMMJ

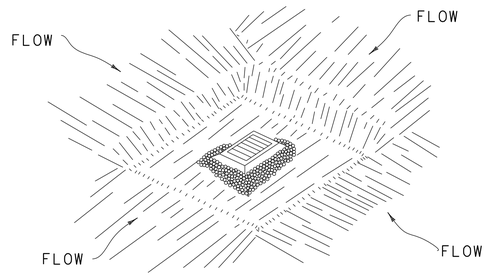
PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82) (RE-AD)

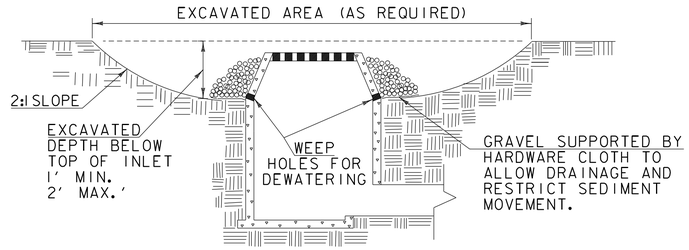
FILE NAME: z19a220ero.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
EPSC DETAILS 1

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 257 OF 258

SYMBOL

NOT TO SCALE





CONSTRUCTION SPECIFICATIONS

1. CLEAR THE AREA OF ALL DEBRIS THAT WILL HINDER EXCAVATION.
2. GRADE APPROACH TO THE INLET UNIFORMLY AROUND THE BASIN.
3. WEEP HOLES SHALL BE PROTECTED BY GRAVEL.
4. UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREA, SEAL WEEP HOLES, FILL BASIN WITH STABLE SOIL TO FINAL GRADE, COMPACT IT PROPERLY AND STABILIZE WITH PERMANENT SEEDING.
5. MAXIMUM DRAINAGE AREA 1 ACRE

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

EXCAVATED DROP INLET PROTECTION

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR INLET PROTECTION DEVICE, TYPE I (PAY ITEM 653.4001).

REVISIONS	
MARCH 6, 2008	WHF
JANUARY 13, 2009	WHF
AUGUST 13, 2025	HV/BKD

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: IM 091-1(82)(RE-AD)

FILE NAME: z19a220ero.dgn
PROJECT LEADER: A. STOCKIN
DESIGNED BY: G. ERICKSON
EPSC DETAILS 2

PLOT DATE: 1/29/2026
DRAWN BY: G. ERICKSON
CHECKED BY: T. POLSON
SHEET 258 OF 258