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LIST OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITIES	ROUND	FINAL
			BRIDGE	EROSION CONTROL	
204.30	GRANULAR BACKFILL FOR STRUCTURES (MOD.)	CY	35		3
501.25	CONCRETE, CLASS B	CY	11		0.3
506.60	STRUCTURAL STEEL (MOD. - HP 12 X 53)	LB	88500		697
506.60	STRUCTURAL STEEL (CHANNELS AND TENSION RODS)	LB	11500		228
507.15	REINFORCING STEEL	LB	925		24
608.26	ALL PURPOSE EXCAVATOR RENTAL, TYPE II	HR	64		EST.
613.10	STONE FILL, TYPE I (MOD. - CRUSHED STONE BERMS)	CY		10	EST.
620.70	SNOW FENCE (MOD. - PDF)	LF		1000	35
630.10	UNIFORMED TRAFFIC OFFICERS	HR	40		EST.
630.15	FLAGGERS	HR	80		EST.
635.10	MOBILIZATION	LS	1		-
641.10	TRAFFIC CONTROL	LS	1		-
649.51	GEOTEXTILE FOR SILT FENCE	SY		50	EST.
651.15	SEED	LB		30	EST.
651.18	FERTILIZER	LB		250	EST.
651.20	AGRICULTURAL LIMESTONE	TON		1	EST.
651.25	HAY MULCH	TON		1	EST.
651.27	CEDAR BARK MULCH (MOD.)	CY		20	EST.
652.10	EROSION PREVENTION & SEDIMENT CONTROL PLAN	LS		1	-
652.20	MONITORING EROSION PREVENTION & SEDIMENT CONTROL PLAN	HR		20	EST.
652.30	MAINTENANCE OF EROSION PREVENTION & SEDIMENT CONTROL PLAN (N.A.B.I.)	LU		1	-
654.10	EROSION MATTING	SY		100	EST.

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT TOWN OF BRATTLEBORO COUNTY OF WINDHAM INTERSTATE ROUTE 91 BRIDGE NO. 6N AND 6S

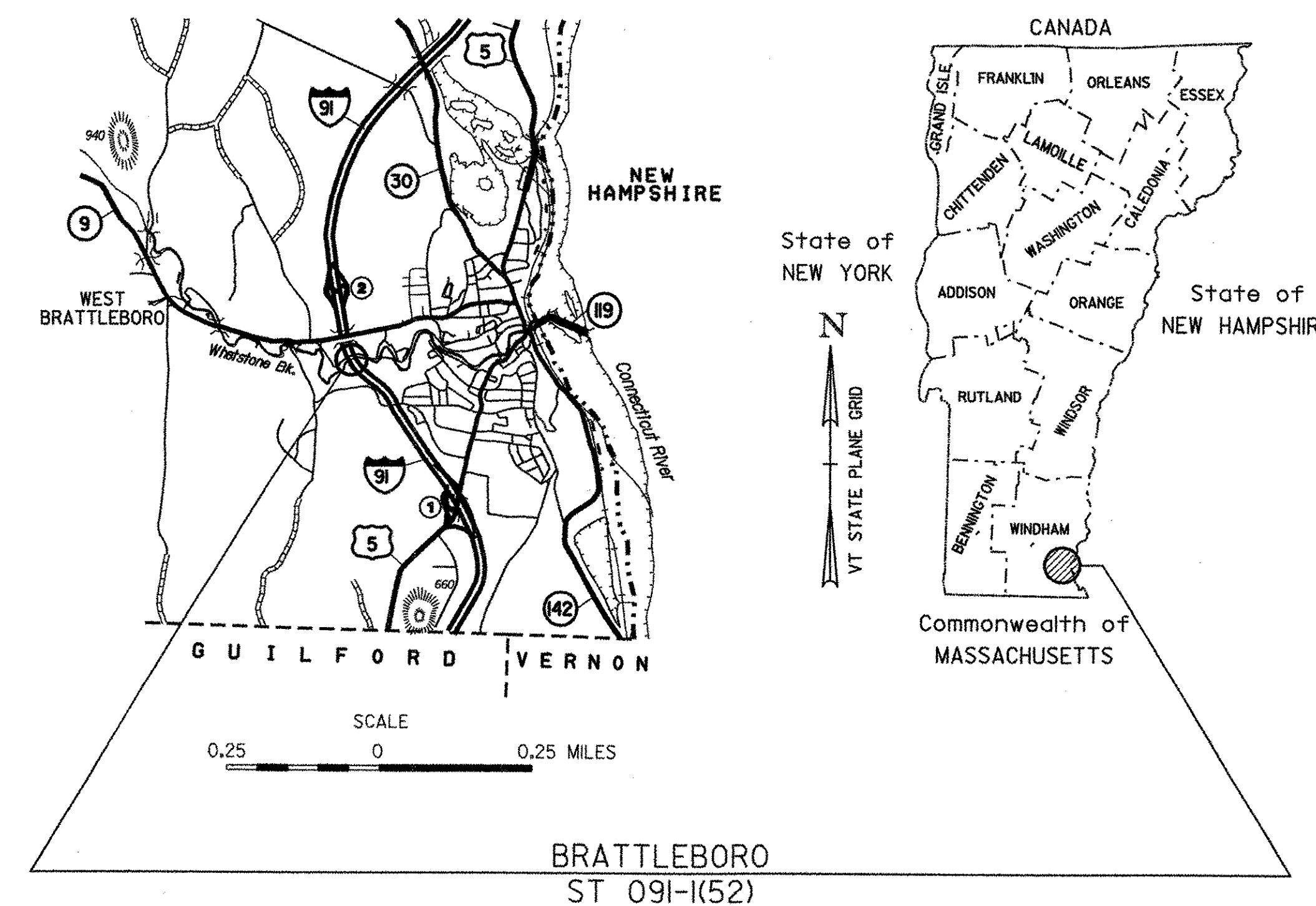
PROJECT LOCATION

BEGINNING AT A POINT 0.549 MILES NORTH OF THE GUILFORD - BRATTLEBORO TOWN LINE AND EXTENDING NORTHERLY ALONG INTERSTATE 91 FOR A DISTANCE OF 0.079 MILES.

PROJECT DESCRIPTION

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE SHORING AND REINFORCEMENT OF THE EASTERLY PIER COLUMNS FOR BRIDGES 6N AND 6S.

LENGTH OF PROJECT: 415.00 FEET



BUILT AS DESIGNED

RECORD PLANS

CONTRACTOR: KUBRICKY CONSTRUCTION CORP. - GLENS FALLS, NY

RESIDENT ENGINEER: FRED ROSS

CONSTRUCTION BEGAN: SEPTEMBER 13, 2004

CONSTRUCTION COMPLETE: OCTOBER 6, 2004

RECORD PLANS BY: FRED ROSS & N. GARBACIK

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY: *[Signature]* RESIDENT ENGINEER

DATE: 1-23-07

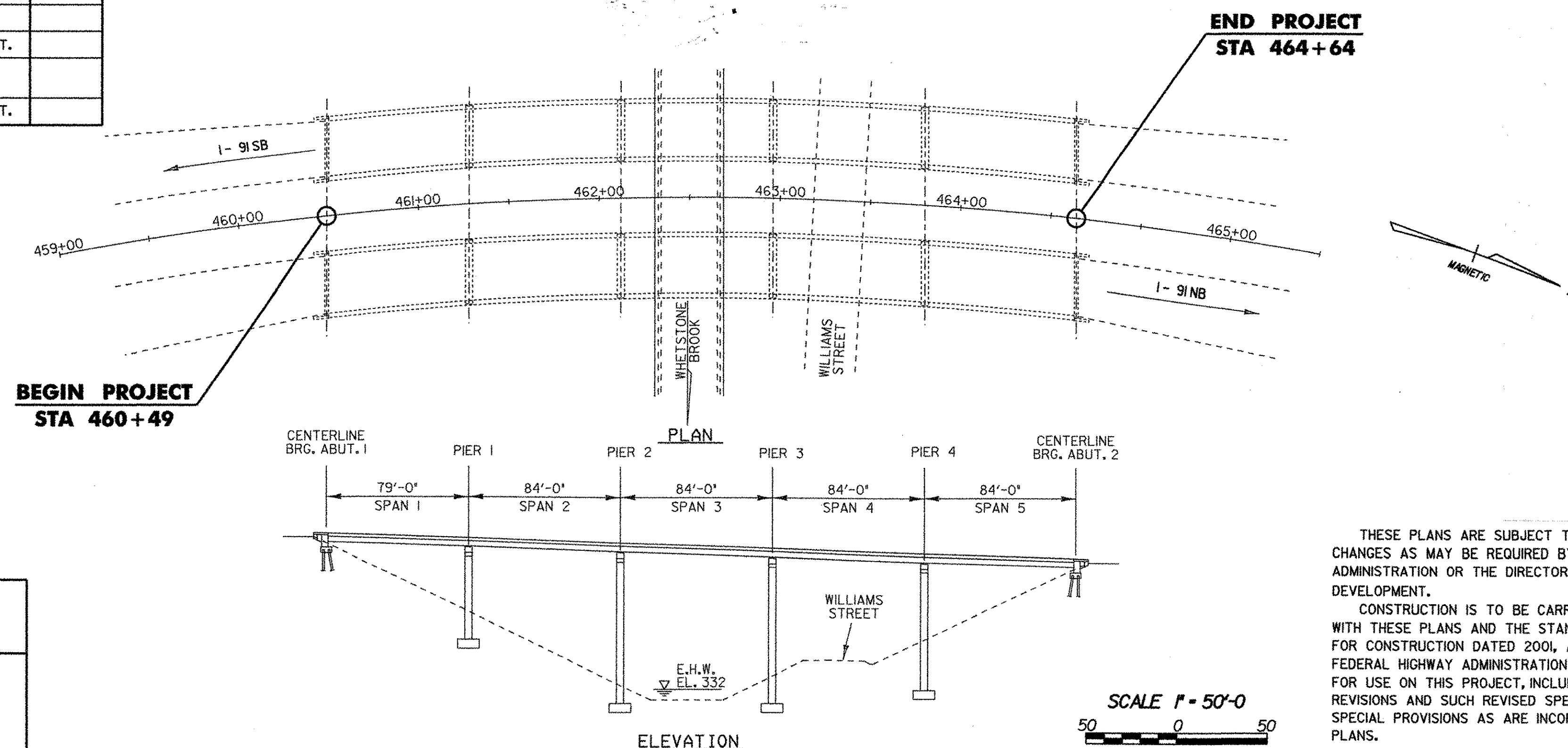
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

SURVEYED BY: N. A.
SURVEYED DATE: N. A.

DATUM
VERTICAL: N. A.
HORIZONTAL: N. A.



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED: *[Signature]* DATE: 4/28/04

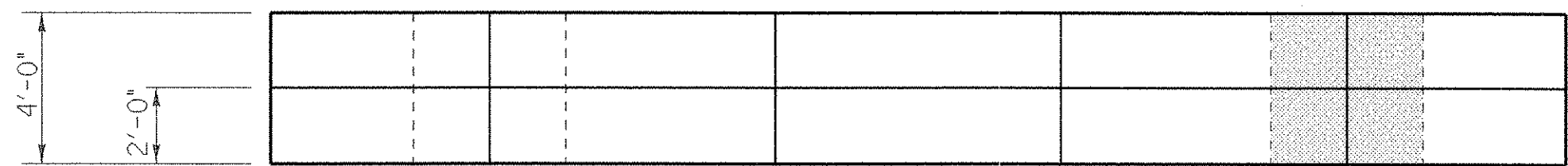
PROJECT MANAGER: S. FARNSWORTH

PROJECT NAME: BRATTLEBORO

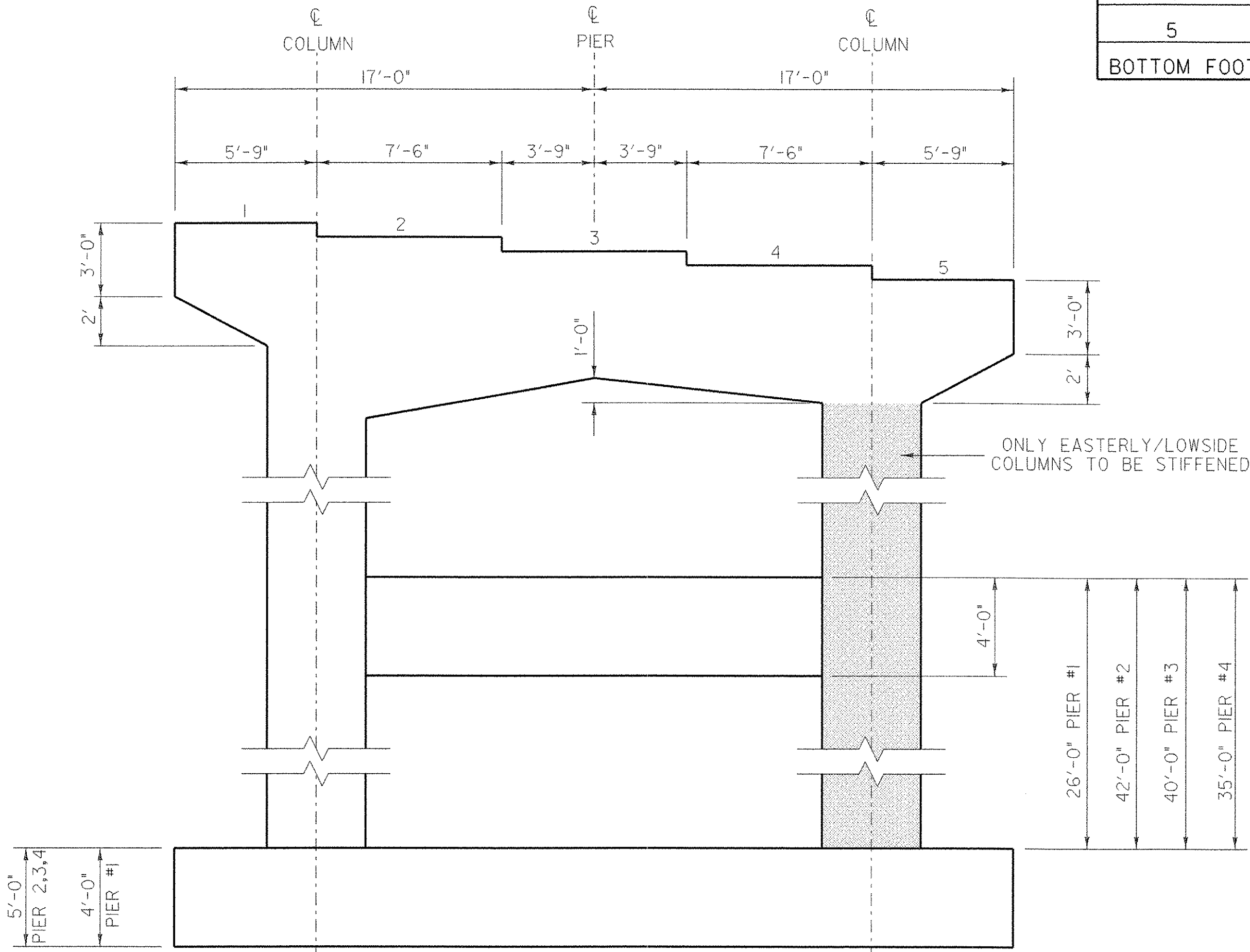
PROJECT NUMBER: ST 091-1(52)

SHEET 1 OF 15 SHEETS

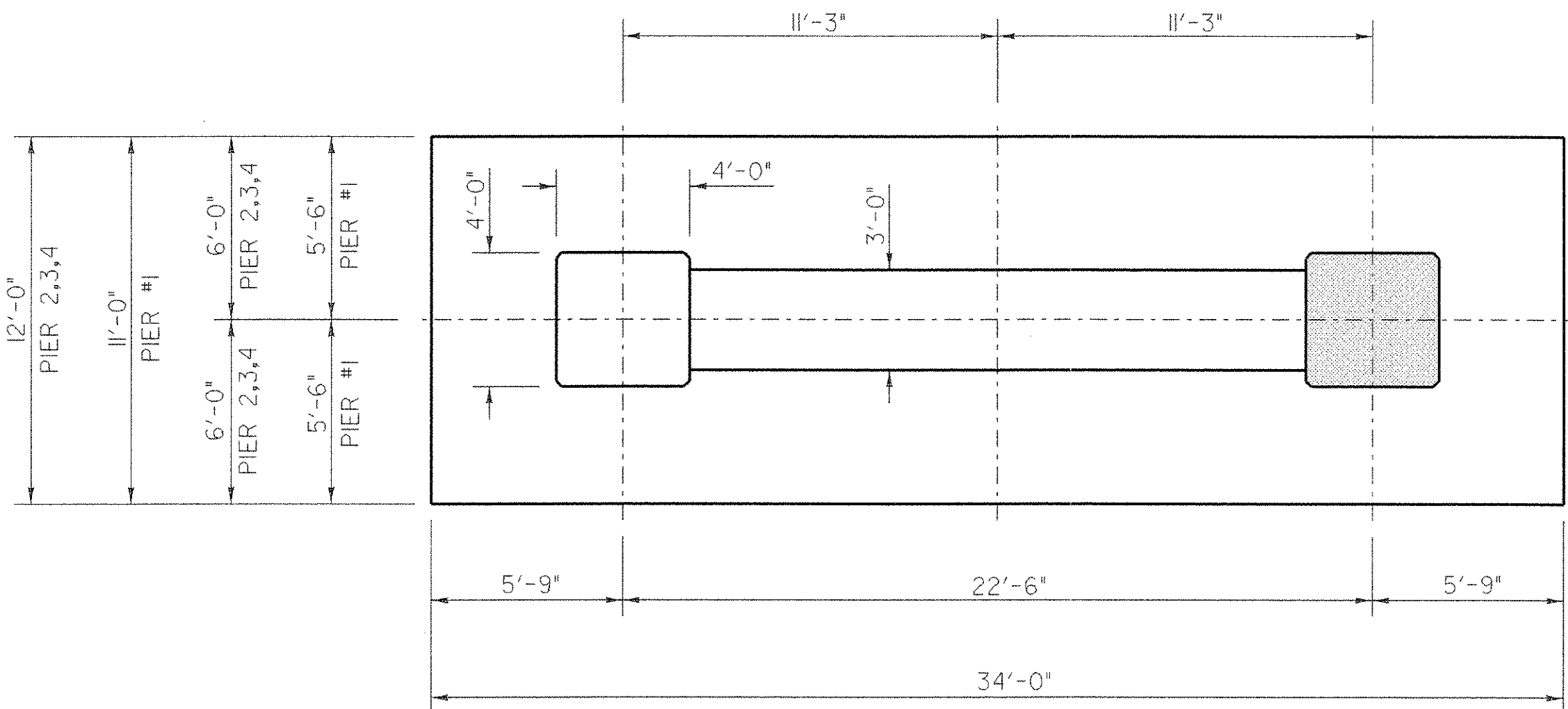
03a050.dgn 03a050:title.i



TYPICAL EXISTING PIER PLAN



TYPICAL EXISTING PIER AND FOOTING ELEVATION



TYPICAL EXISTING COLUMN AND FOOTING PLAN

0 2 4
SCALE: 1/4" = 1'-0"

NOTE: SHADED AREAS REPRESENT COLUMNS REQUIRING REINFORCEMENT.

NOTE: ALL ELEVATIONS ARE REFERENCED TO THE ORIGINAL RECORD 1958, CONSTRUCTION PLANS

SOUTHBOUND BRIDGE SEAT ELEVATIONS								
BRIDGE SEAT	PIER #1		PIER #2		PIER #3		PIER #4	
	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH
1	412.01	411.85	409.49	409.31	406.95	406.76	404.40	404.20
2	411.41	411.28	408.91	408.73	406.36	406.17	403.80	403.61
3	410.86	410.71	408.33	408.14	405.77	405.58	403.20	403.01
4	410.29	410.14	407.75	407.56	405.17	404.99	402.60	402.41
5	409.72	409.57	407.17	406.98	404.58	404.40	402.00	401.81
BOTTOM FOOTING	353.90		318.90		318.90		326.90	

NORTHBOUND BRIDGE SEAT ELEVATIONS								
BRIDGE SEAT	PIER #1		PIER #2		PIER #3		PIER #4	
	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH
1	412.16	412.01	409.55	409.36	406.90	406.71	404.25	404.06
2	411.59	411.44	408.97	408.78	406.31	406.12	403.65	403.46
3	411.02	410.87	408.39	408.20	405.72	405.53	403.05	402.86
4	410.45	410.30	407.80	407.62	405.13	404.94	402.45	402.26
5	409.88	409.73	407.22	407.04	404.53	404.35	401.85	401.66
BOTTOM FOOTING	353.90		318.90		318.90		326.90	

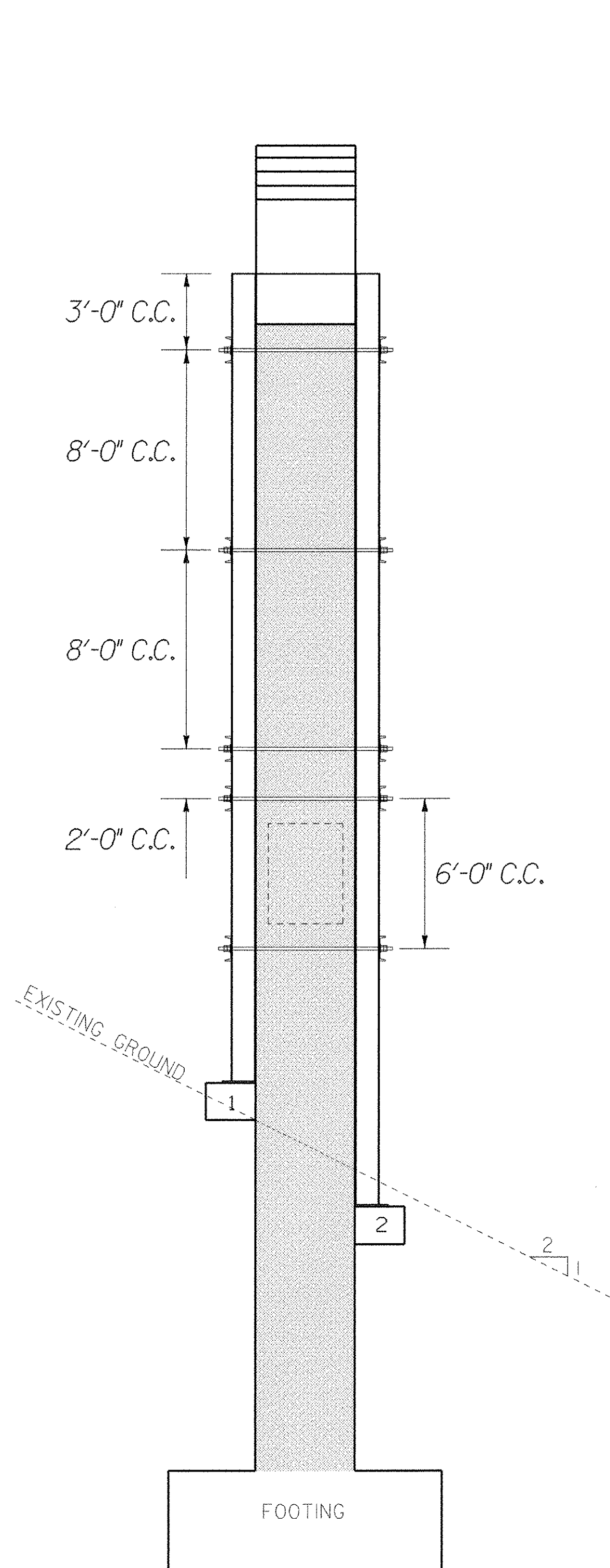
GENERAL NOTES

- THE INTENT OF THIS PROJECT IS TO PARTIALLY STIFFEN THE EXISTING DETERIORATED PIER COLUMNS. ONLY THE EASTERLY MOST COLUMNS AT EACH PIER ARE INCLUDED FOR REHABILITATION. ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, AND ITS LATEST REVISIONS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY IN THE FIELD ALL EXISTING DIMENSIONS SHOWN IN THE PLANS. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
- ALL WORK ASSOCIATED WITH THIS PROJECT HAS BEEN DESIGNED TO BE CONSTRUCTED WITHIN THE EXISTING STATE OF VERMONT RIGHT-OF-WAY.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY AND RESOLVE ANY POTENTIAL CONFLICTS WITH UTILITIES THAT MAY BE CAUSED BY THE PROPOSED WORK ASSOCIATED WITH THIS PROJECT.
- UNDER A SEPARATE CONTRACT THE AGENCY IS ALSO SCHEDULED TO HAVE THE EXISTING BRIDGE DECK JOINTS REPAIRED THROUGH THE INSTALLATION OF ASPHALTIC PLUG TYPE SYSTEMS. FLOYD ROBERTS, DISTRICT TRANSPORTATION ADMINISTRATOR FOR DISTRICT #2 IS IN CHARGE OF THESE REPAIRS AND SHALL BE CONTACTED BY PHONE AT (802)-254-5011 FOR ANY NECESSARY DETAILS. IT IS NOT ANTICIPATED THAT THE JOINT REPAIR OPERATION WILL BE IN CONFLICT WITH ANY OF THE WORK ASSOCIATED WITH THIS CONTRACT. HOWEVER, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY WHETHER OR NOT THIS WILL BE THE CASE AND SCHEDULE HIS/HER WORK ACCORDINGLY.
- ITEM 204.30, GRANULAR BACKFILL FOR STRUCTURES (MOD.) HAS BEEN MODIFIED BY DELETING THE REQUIREMENTS IN SECTION 204.02 MATERIALS, FOR GRANULAR BACKFILL FOR STRUCTURES, 704.08, AND REPLACING IT WITH THE REQUIREMENTS FOR COARSE AGGREGATE FOR CONCRETE, 704.02A, 3/8" STONE. THIS MATERIAL SHALL BE USED TO BED AND BACKFILL THE CONCRETE PADS AT THE BASE OF THE SPLINT/REINFORCEMENT ASSEMBLIES. ALL EXCAVATION AND DISPOSAL OF MATERIAL REMOVED ASSOCIATED WITH THE CONSTRUCTION OF THE CONCRETE PADS WILL BE PAID UNDER ITEM 608.26, ALL PURPOSE EXCAVATOR RENTAL, TYPE II.
- ITEM 506.60, STRUCTURAL STEEL (MOD.) (HP 12 x 53) HAS BEEN MODIFIED BY ADDING TO SECTION 506.02 MATERIALS, ALL OF THE REQUIREMENTS ASSOCIATED WITH SUBSECTION 730.01, STEEL PILING.
- THE STEEL FOR THIS PROJECT WHICH INCLUDES THE STEEL PILING, CHANNELS, AND PLATES SHALL MEET AS A MINIMUM THE REQUIREMENTS OF AASHTO M 270, GRADE 250 (GRADE 36). STEEL PILING WILL BE PAID UNDER ITEM 506.60 STRUCTURAL STEEL (MOD. - HP 12 X 53). ALL OTHER STEEL COMPONENTS, INCLUDING THE PLATES, CHANNELS, RODS, BOLTS, NUTS, AND WASHERS WILL BE PAID UNDER ITEM 506.60 STRUCTURAL STEEL (CHANNELS AND TENSION RODS). THE BOLTS AND THREADED ROD SHALL MEET OR EXCEED THE REQUIREMENTS OF ASTM A 307 AND THE NUTS AND WASHERS SHALL CONFORM TO AASHTO M 291.
- IT HAS BEEN ASSUMED THE CONTRACTOR WILL COMPLETE ALL WORK ASSOCIATED WITH THIS CONTRACT FROM BENEATH THE INTERSTATE AND ALL ACCESS TO THE SITE WOULD BE MADE FROM WILLIAMS STREET OR THE SOUTHERLY MEDIAN OPENING OF I-91. ITEM 641.10, TRAFFIC CONTROL HAS BEEN INCLUDED AS PAYMENT FOR ALL WORK ASSOCIATED WITH MAINTAINING TRAFFIC ON WILLIAMS STREET AND NEAR ANY ACCESS POINTS TO THE PROJECT AREA, EXCEPT FOR FLAGGERS WHICH WILL BE PAID FOR SEPARATELY UNDER THE APPROPRIATE ITEM. SHOULD IT BE DETERMINED THAT STAGING FROM THE INTERSTATE IS NECESSARY TO COMPLETE ANY OF THE WORK DETAILED IN THESE PLANS THEN IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DEVELOP A TRAFFIC CONTROL PLAN AND SUBMIT IT FOR APPROVAL TO THE STRUCTURES ENGINEER VIA THE RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH THE NECESSARY WORK INCURRED BY CHOOSING TO WORK FROM THE INTERSTATE SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 641.10, TRAFFIC CONTROL. ANY WORK ASSOCIATED WITH GAINING ACCESS OFF OF WILLIAMS STREET OR THE INTERSTATE SHALL BE CONSIDERED INCIDENTAL TO ITEM 635.10, MOBILIZATION.
- WORK ON AND AROUND PIERS 2 AND 3 WILL BRING THE CONTRACTOR AND THEIR EQUIPMENT IN CLOSE PROXIMITY TO THE EDGE OF WHETSTONE BROOK. AS DIRECTED AND APPROVED BY THE ENGINEER THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, INTO THE BROOK.
- ITEM 649.51, GEOTEXTILE FOR SILT FENCE, HAS BEEN INCLUDED AND SHALL BE INSTALLED IN LOCATIONS DETERMINED AND AS DIRECTED BY THE ENGINEER. AS PER SPECIFICATION, MAINTENANCE OF THE SILT FENCE INSTALLATION WILL NOT BE PAID FOR SPERATELY BUT IS CONSIDERED TO BE INCLUDED IN THE BID UNIT PRICE FOR ITEM 649.51.
- ESTIMATED QUANTITES FOR SEED, FERTILIZER, AGRICULTURAL LIMESTONE, AND HAY MULCH HAVE BEEN INCLUDED TO BE USED AT THE DISCRETION OF THE ENGINEER ON AREAS DISTURBED IN COMPLETING THE NECESSARY WORK ASSOCIATED WITH THIS PROJECT. THE ENGINEER SHALL DETERMINE THOSE AREAS THAT ARE ELIGIBLE FOR PAYMENT AND WILL DIRECT THE CONTRACTOR TO STABILIZE ANY AND ALL DISTURBED AREAS AS SOON AS PRACTICALLY POSSIBLE, BUT IN NO MORE THAN 24 HOURS OF DISTURBANCE. DISTURBANCE FOR THIS PROJECT IS DEFINED AS SOILS THAT ARE MADE EROSION SUSCEPTIBLE IN COMPLETING THE WORK.
- IN AREAS WHERE TURF ESTABLISHMENT IS NOT PRACTICAL ITEMS 651.27, CEDAR BARK MULCH (MOD.), AND 654.10, EROSION MATTING, HAVE BEEN INCLUDED FOR EROSION PREVENTION. THESE PRODUCTS SHALL BE USED AS DIRECTED BY THE ENGINEER AND SHALL BE USED IN CONJUNCTION WITH OR AS AN ALTERNATIVE TO SEED AND HAY MULCH. ITEM 651.27 HAS BEEN MODIFIED TO DELETE THE REQUIREMENT THAT CEDAR STOCK IS THE PRIMARY COMPONENT OF THE BARK MULCH MIX. FOR USE ON THIS PROJECT THE MIX OF BARK MULCH SHALL BE ANY MIX OF SOFTWOOD COMPONENTS AS ARE READILY AVAILABLE BY SUPPLIERS.

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: ST 091 - I(52)

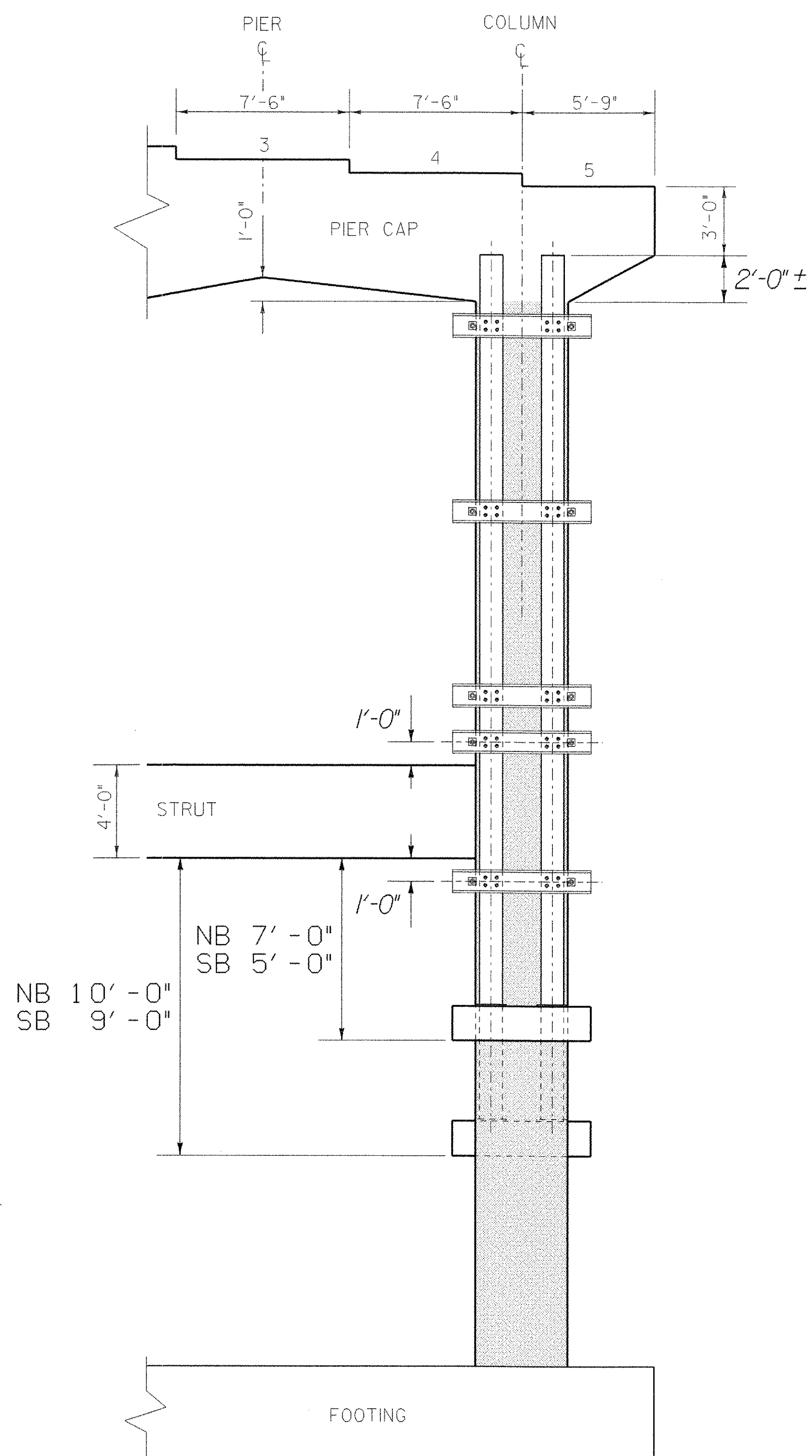
FILE NAME: 03a050/str/s03a050.dgn
PROJECT LEADER: S. FARNSWORTH
DESIGNED BY: S. FARNSWORTH
s03a050gen.j
PLOT DATE: 24-JUN-2004
DRAWN BY: S. MORIN
CHECKED BY: M. FOWLER
SHEET 2 OF 15

GENERAL NOTES AND TYPICAL EXISTING PIER DETAILS

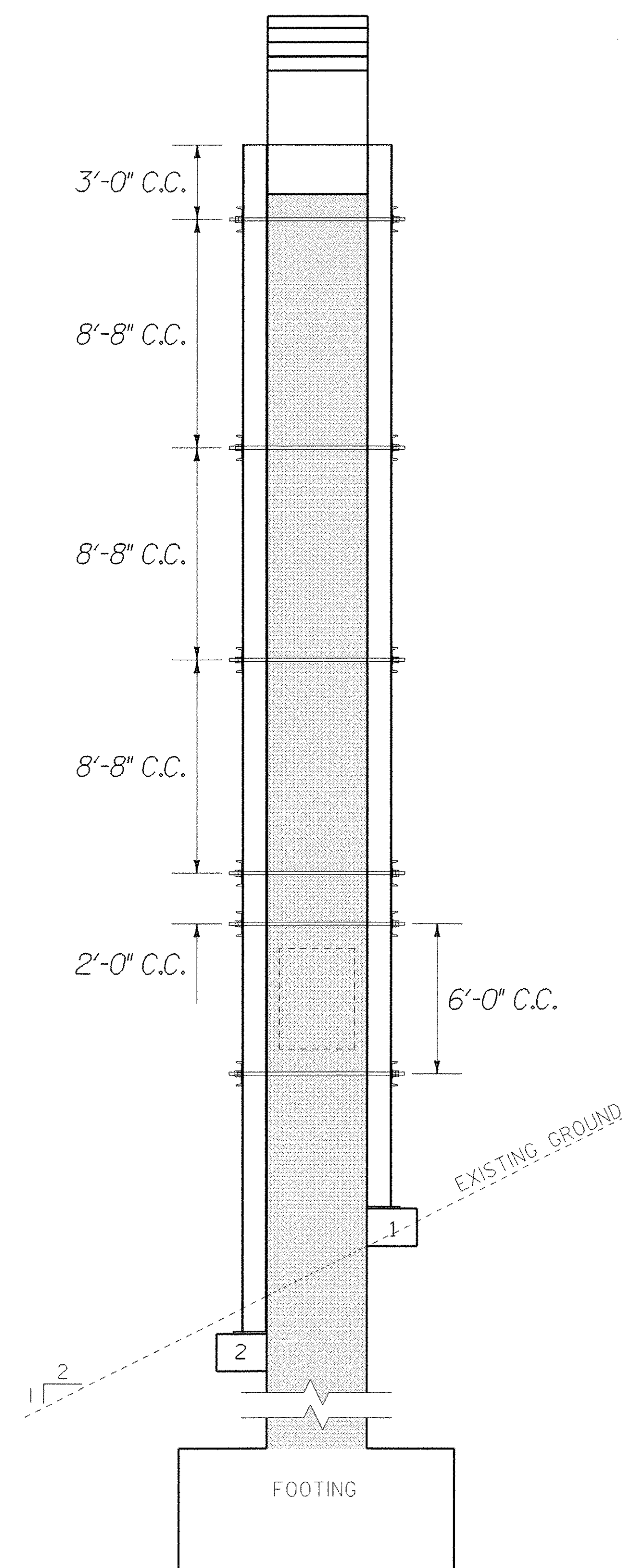


SIDE ELEVATION OF NB PIER #1

NOTE: SOUTHBOUND (SB) PIER #1 SIMILAR.

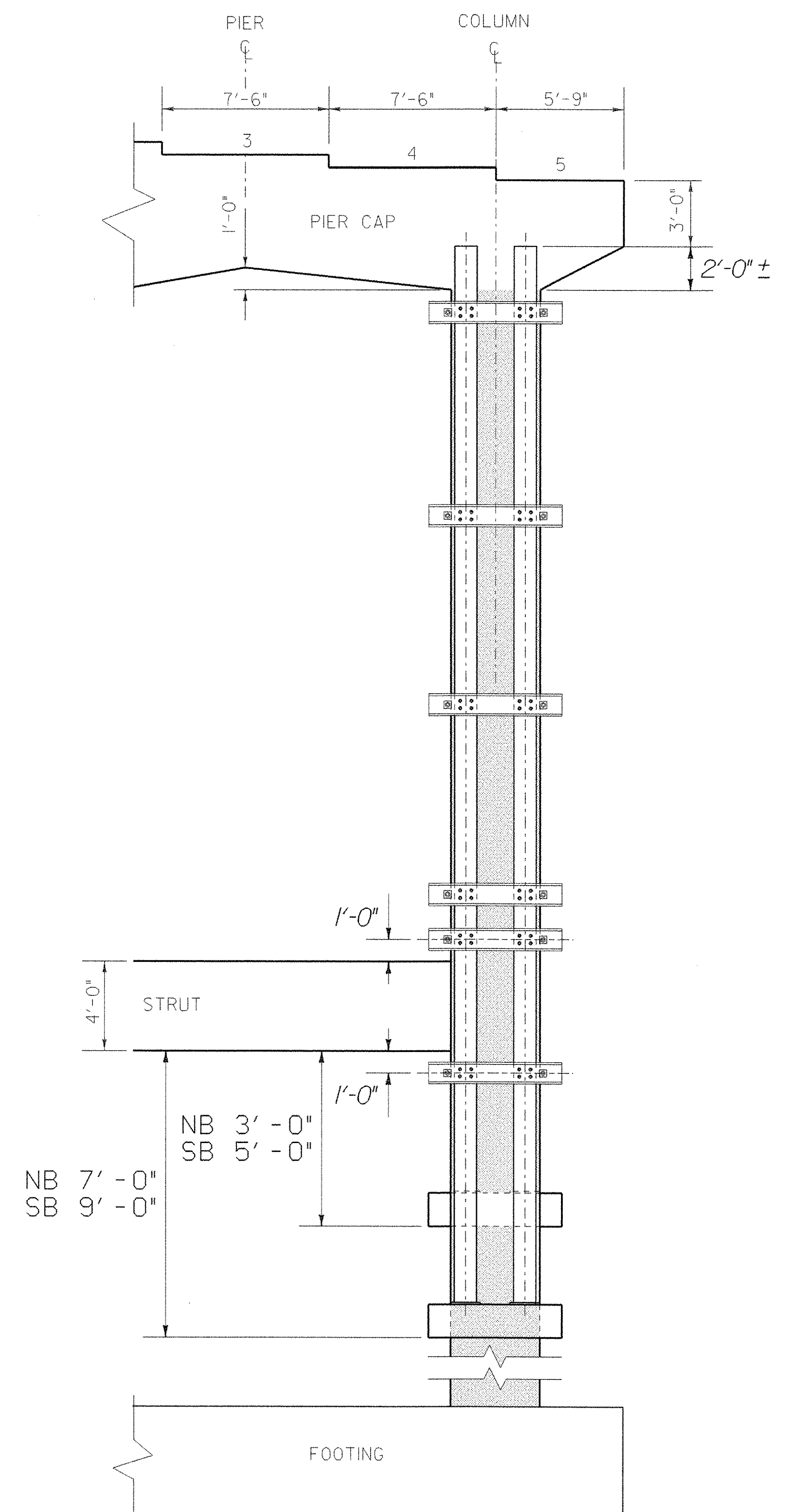


NB PIER #1 ELEVATION



SIDE ELEVATION OF NB PIER #4

NOTE: SOUTHBOUND (SB) PIER #4 SIMILAR.



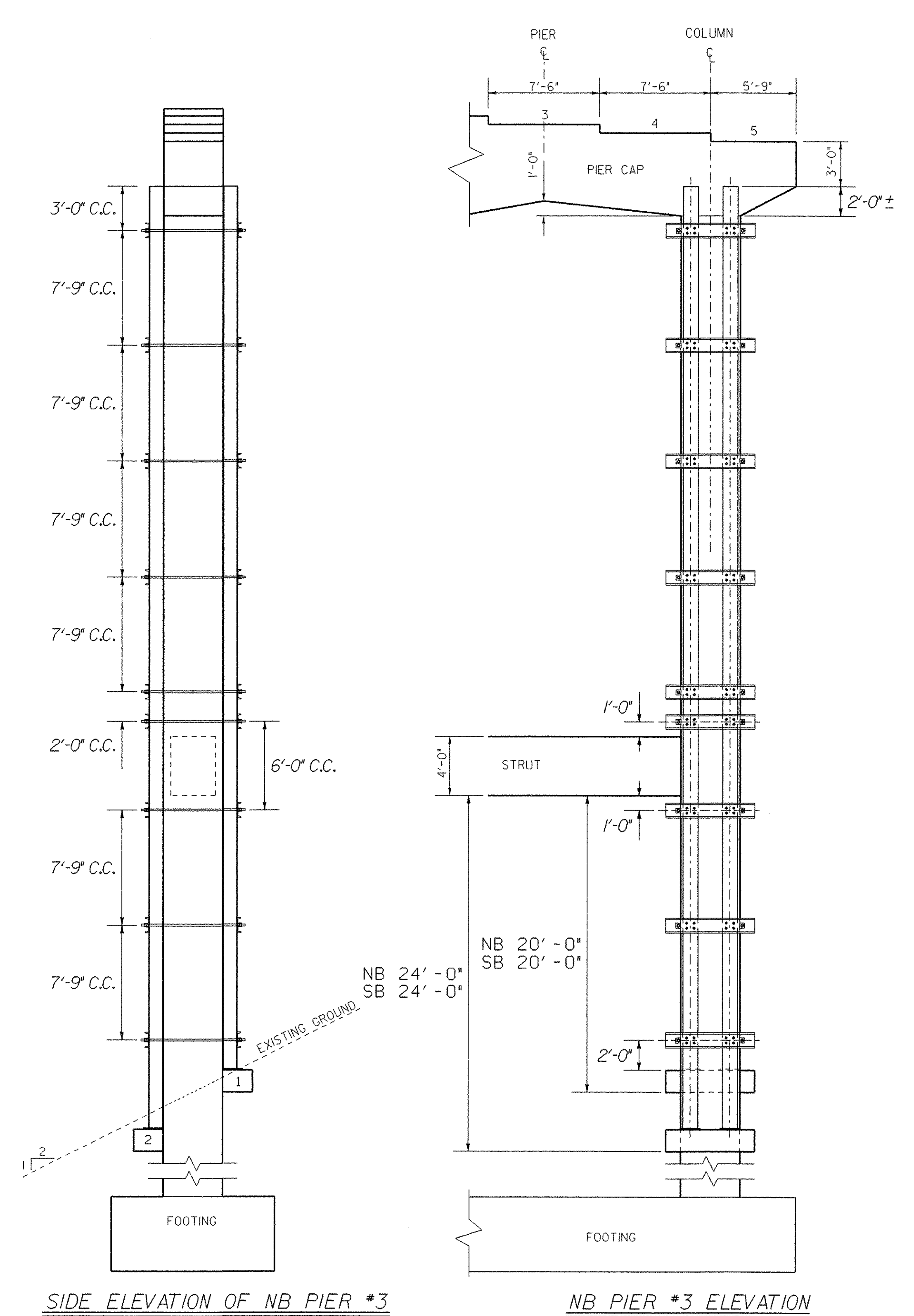
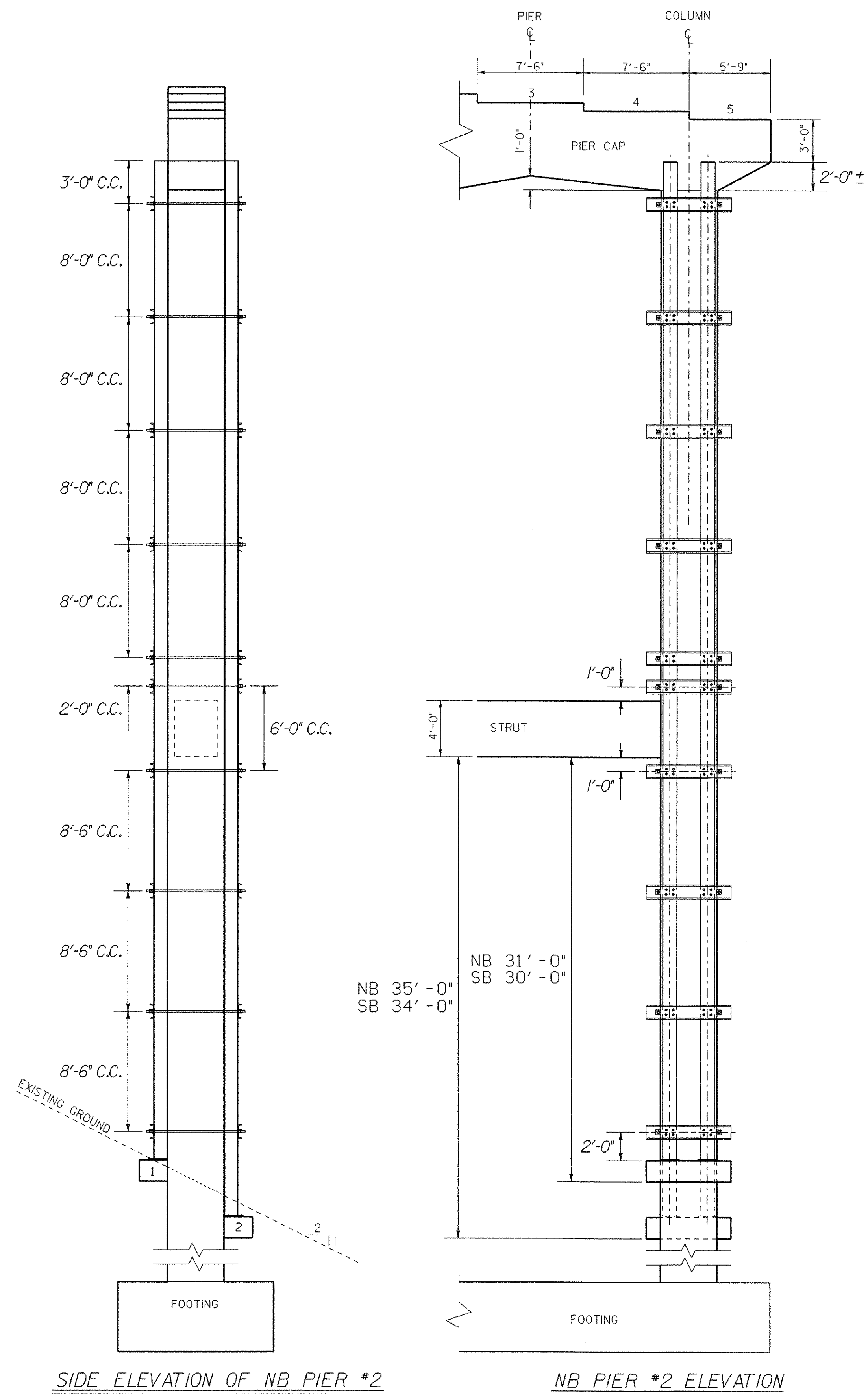
NB PIER #4 ELEVATION

NOT TO SCALE

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: ST 091- (K52)

FILE NAME: 03a050/str/s03a050.dgn
PROJECT LEADER: S. FARNSWORTH
DESIGNED BY: S. FARNSWORTH
s03a050+yp1

PLOT DATE: 24-JUN-2004
DRAWN BY: S. MORIN
CHECKED BY: M. FOWLER
SHEET 3 OF 15



NOT TO SCALE

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: ST 091 - I(52)

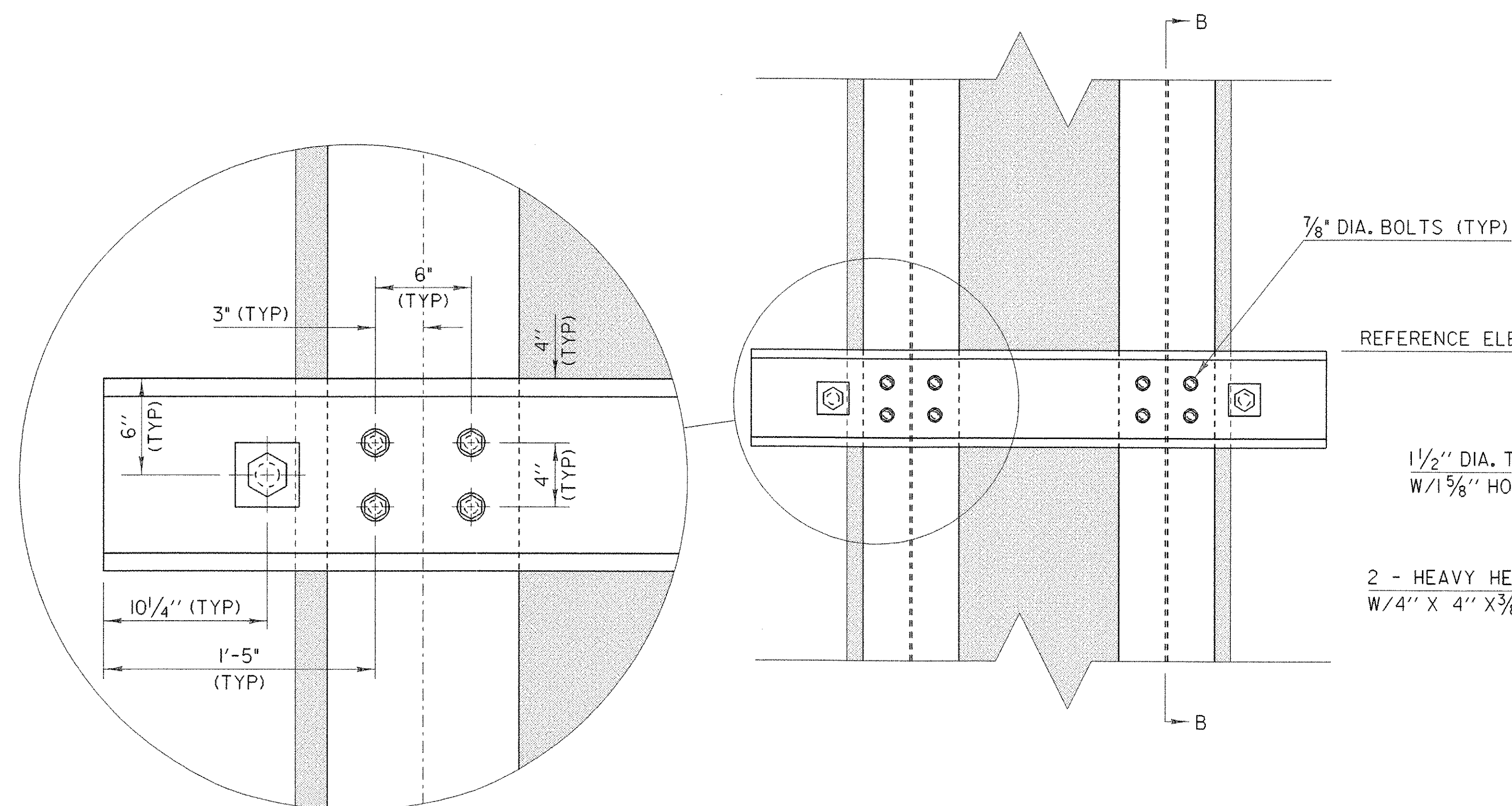
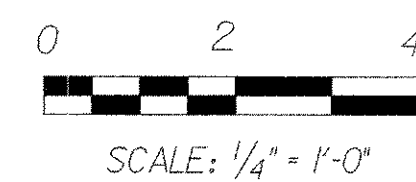
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PROJECT LEADER: S. FARNSWORTH
DESIGNED BY: S. FARNSWORTH
s03a050+yp2.i

PLOT DATE: 24-JUN-2004
DRAWN BY: S. MORIN
CHECKED BY: M. FOWLER
SHEET 4 OF 15

PIER 2 & 3 PROPOSED SPLINT/REINFORCEMENT DETAILS

The technical drawings illustrate the proposed repair for a column. The **FRONT VIEW** shows a cross-section of the column with a central repair area. The repair is 1'-0" (TYP) wide and 1'-6" (TYP) high. It is reinforced with 3-#5 BARS (TYP) and 7-#5 BARS (TYP). The repair is surrounded by GRANULAR BACKFILL FOR STRUCTURES (MOD.). The existing ground level is indicated by a dashed line. A detail callout shows a 1/4" gap. The **SIDE VIEW** shows the column's profile with a 16' X 1" X 16' BASE PLATE and a LEVEL 2' X 1'-6" X 6' PAD. The repair area is 2'-0" wide and 1'-6" (TYP) high, with a 1'-0" (TYP) gap between the repair and the existing column. The existing column is shown in cross-section.

BASE PLATE AND PAD DETAILS



FRAMING DETAIL ELEVATION



6'-0" (TYP)

PRE-CAST OR CAST-IN-PLACE PAD
CONCRETE, CLASS B

2'-0" (TYP)

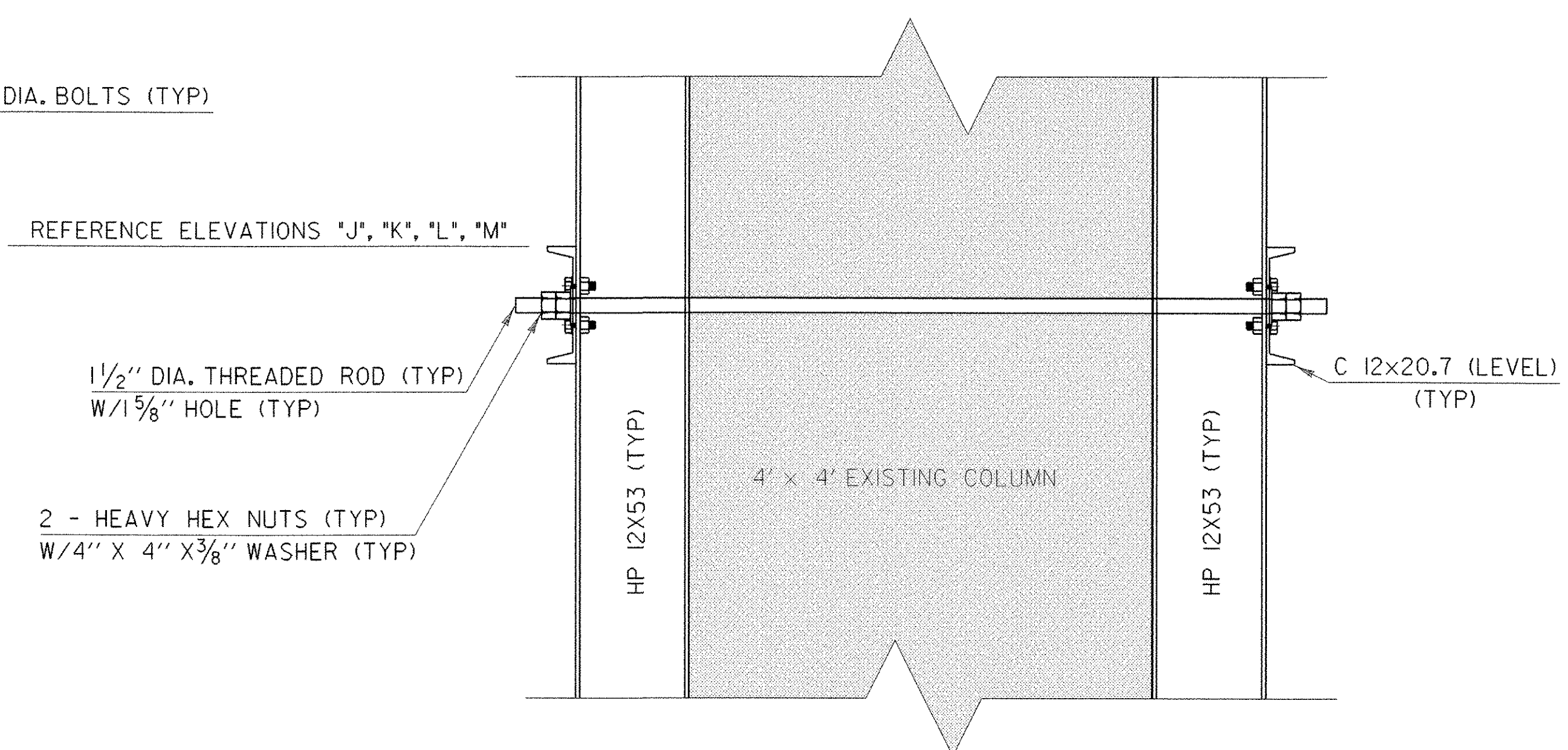
1 1/2" DIA. X 7'-0" THREADED ROD
TIGHTENED TO A MINIMUM BOLT
TENSION OF 10,000 POUNDS OR
AS DIRECTED BY THE ENGINEER

4' x 4' EXISTING COLUMN

1'-8" (TYP) 2'-8" (TYP) 9 3/4" (TYP)

This diagram shows a cross-section of a 4' x 4' existing column. The column is surrounded by a pre-cast or cast-in-place concrete pad, Class B. The pad has a width of 6'-0" (typical) and a height of 2'-0" (typical). The column is reinforced with 1 1/2" diameter threaded rods, which are tightened to a minimum bolt tension of 10,000 pounds or as directed by the engineer. The rods are shown passing through the column and the pad. The column is shown with a 4' x 4' cross-section. The pad is shown with a 6'-0" x 2'-0" cross-section. The reinforcement is shown with 1 1/2" diameter threaded rods. The rods are shown passing through the column and the pad. The rods are shown with a 1'-8" (typical) spacing on the left, a 2'-8" (typical) spacing in the middle, and a 9 3/4" (typical) spacing on the right.

FRAMING DETAIL PLAN



SECTION B - B

PLOT DATE: 24-JUN-2004
DRAWN BY: S. MORIN
CHECKED BY: M. FOWLER
SHEET 5 OF 15

PROPOSED CONNECTION DETAILS

EROSION CONTROL NARRATIVE

DESCRIPTION OF PROJECT

This project involves the shoring and reinforcement of the easterly piers of bridges 6 north and south on interstate 91 in the town of Brattleboro. Each bridge is a 5 span structure with span 3 over the Whetstone Brook. The shoring and reinforcement of the piers consists of a splint system using H-piles and channel/tension rod connection to the existing piers with a concrete leveling pad at the base. The construction area does not approach buildings or other structures. No 'Threatened & Endangered Species,' Wetlands, or Historic Resources have been identified in the project area. The site is located at longitude 73°-34'-42" west and latitude 42°-50'-56" north.

It is anticipated that this project will last approximately one month.

Total disturbed area: 0.8 acres

SITE INVENTORY & ANALYSIS

OFF SITE DRAINAGE CHARACTERISTICS:

The property surrounding the project site consists of well established vegetation, moderate to steeply sloping, mixed softwood and hardwood riparian buffer with some well defined drainage ways. Due to the nature of the surrounding terrain, runoff water entering the project site will be primarily limited to that which is conveyed along roadway ditches, and that which follows Williams Street along the 5% grade in the area of the project limits. The current roadway ditches are well defined and are not lined with stone.

DRAINAGE, WATERWAYS, BODIES OF WATER:

Whetstone Brook is located in the project area and is considered an impaired waterway. There are no other water bodies or wetlands within the project area. The Whetstone Brook is classified as flashy and somewhat meandering, with upstream residential surroundings and in the area of the project consists of a man-made channel and streambed which was relocated from the existing as part of the interstate construction. The contributing drainage area at the bridge crossing is unknown.

TOPOGRAPHY, EXISTING ROADS, BUILDINGS, UTILITIES:

The topography of the project site is primarily constructed slopes with Williams Street following parallel to Whetstone Brook which is contained by a constructed channel along each side. Development along Williams Street consists of residential and mixed use, all of which are located upstream and downstream of the project limits. Overhead utility service follows along Williams Street with the need for relocation of the utility poles unlikely.

VEGETATION:

In the vicinity of the project site, constructed slopes with grasses and small trees exist along Williams Street. The residences upstream of the project site have areas of lawn and landscape plantings. No fields or other agricultural crops exist near the project. Impacts to vegetation will be limited to that which are effected by construction equipment accessing the piers of the bridges.

Following construction, vegetation will be reestablished with standard seed & mulch practices.

SOILS:

The soils for the project site are mainly processed materials placed during construction of the interstate. The slopes within the site all have been blanketed with 12" of crushed rock with the channel banks being lined with the equivalent of Type III Stone Fill.

No Soil Erodibility Coefficient (K-value) has been assigned to these soils, however, it is evident low erodibility can be assumed. Generally, K-values indicate the following: 0.0 - 0.23 = low erodibility; 0.24 - 0.36 = moderate erodibility; 0.37 and higher = higher erodibility.

SENSITIVE RESOURCE AREAS:

No 'Threatened & Endangered Species' have been identified within the project limits and there will be no adverse effect to Historic or Archaeological features. Whetstone Brook is the only identified resource in vicinity of the project.

PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES:

Disturbance of soils near natural or man-made waterways consists of that which is necessary to place leveling pads for the pier reinforcing system. This disturbance will be very minimal and shall be stabilized the same day of placement.

TEMPORARY EROSION PREVENTION & SEDIMENT CONTROL

Temporary erosion prevention measures to be utilized include:

"Project Demarcation Fencing," denoted -PDF- on the plans, to delineate the limits the contractor can access with construction equipment. This measure limits the area that can be disturbed and exposed to erosion.

Seeding, mulching and biodegradable erosion control matting, or an equivalent product, will be utilized on all slopes steeper than 3:1. These slopes shall be stabilized within 48 hours of reaching final grade or during intermittent phases of construction activity.

Tracking of all exposed slopes, combined with temporary mulching, will also be utilized on a regular basis. Any slopes to be exposed for several days prior to final grading shall be tracked and mulched. The forecast of rainfall events shall also trigger protection of exposed slopes.

Temporary crushed stone berms will be placed in ditches to reduce flow velocities and thus reduce the potential for erosion. Stone berms will be placed along the ditches such that the elevation of the top of each stone berm corresponds with the elevation of the toe of the preceding upslope stone berm. See 'Erosion Control Details' sheet. The stone berm may be removed once the stone lining of the ditches is complete and the surrounding area stabilized.

Temporary measures to control sediment transport include:

Silt fence will be installed a distance of 5'-10' from the toe of slopes to prevent sediment transport to down gradient areas. Each line of silt fence will be placed along the contour with ends turned slightly uphill to create a ponding effect should water try to run along the fencing and around the ends. The maximum slope length between separate runs of silt fence is 100'. Silt fence shall be installed prior to any upslope earthwork.

Sand bags filled with clean, small diameter stone, or an equivalent barrier, will be utilized in lieu of silt fence at piers 2 and 3 where the work will be near the edge of Whetstone Brook.

Measures such as temporary crushed stone berms, silt fence, and sand bags shall be checked regularly for accumulation of sediment. Sediment build-up shall be removed when the level of sediment reaches one-half the height of the control measure. Sediments shall be disposed of in an approved area such that they will not be subject to erosion.

Stabilized construction entrances to the project site, staging areas, as well as to waste and borrow areas shall be established. The minimum size of a stabilized construction entrance is 12' x 50'. All surface water flowing to or diverted towards a construction entrance shall be piped under the stone. Pipes shall be appropriately sized for the contributing area, however, no pipes smaller than 6" in diameter shall be used. See typical detail on 'Erosion & Sediment Control Plan' sheet for materials and construction method to be utilized when constructing a stabilized entrance.

Temporary sediment settling basins may or may not be utilized on this project. If a settling basin is to be used for dewatering a cofferdam, it should be sized based upon the pumping rate and target particle size to be settled out for the project site. The follow sizing criteria is based upon a target particle size of 0.01 mm and is provided as general guidance. (See Sediment Settling Basin Sizing Criteria.)

PERMANENT EROSION CONTROL MEASURES

Permanent erosion control measures will be utilized as necessary:

Excavation associated with this project is very minimal and will not involve any drainage or change in grade.

Grass, or other suitable ground cover will be established on any of the slopes disturbed by the movement of construction equipment beneath the bridges.

GENERAL EROSION & SEDIMENT CONTROL GUIDELINES

The Erosion Control Plans are meant as a guideline for preventing erosion and controlling sediment transport. The work outlined in this narrative consists of applying measures throughout the life of the project to control erosion and minimize the sedimentation of receiving waters. The measures include stabilization and structural practices, stormwater controls and other pollution prevention controls.

Coordinate the installation, use, and removal of erosion and sediment control measures with construction activities to ensure economical, effective and continuous erosion and sediment control. Employ temporary stabilization practices in incremental stages as construction proceeds. The contractor will use additional erosion control measures as necessitated by the sequence of construction and as directed by the Engineer. See section 105.23 of the Vermont AOT Standard Specifications for Construction, dated 2001.

Install all erosion and sediment control measures as shown in the Erosion Control Plan or as directed by the Engineer. Do not modify the type, size or location of any control or practice without approval of the Engineer. Any changes shall be noted on the plans, in the weekly inspection report, and reported to the appropriate authority in a timely manner. Inspect all control measures weekly and after each rainfall event. Repair measures promptly once damage is discovered.

Preventing initial soil erosion is much more effective than treating eroded sediment. Therefore, stabilize all disturbed areas promptly after construction activity has temporarily or permanently ceased. Temporary vegetation shall be established if the area is to be without construction activity for a period of 14 days. Perimeter control measures shall be installed following clearing, but prior to the start of any grubbing or grading activity, install other temporary controls in incremental stages as construction proceeds.

Maintaining vegetated buffers along stream banks, wetlands or other sensitive areas is a crucial erosion and sediment control measure that should be established wherever possible.

Control only sediment-laden runoff generated by the project site. Collect and route clean offsite runoff around or through the project site using diversion berms, diversion channels, culverts and/or temporary pipes.

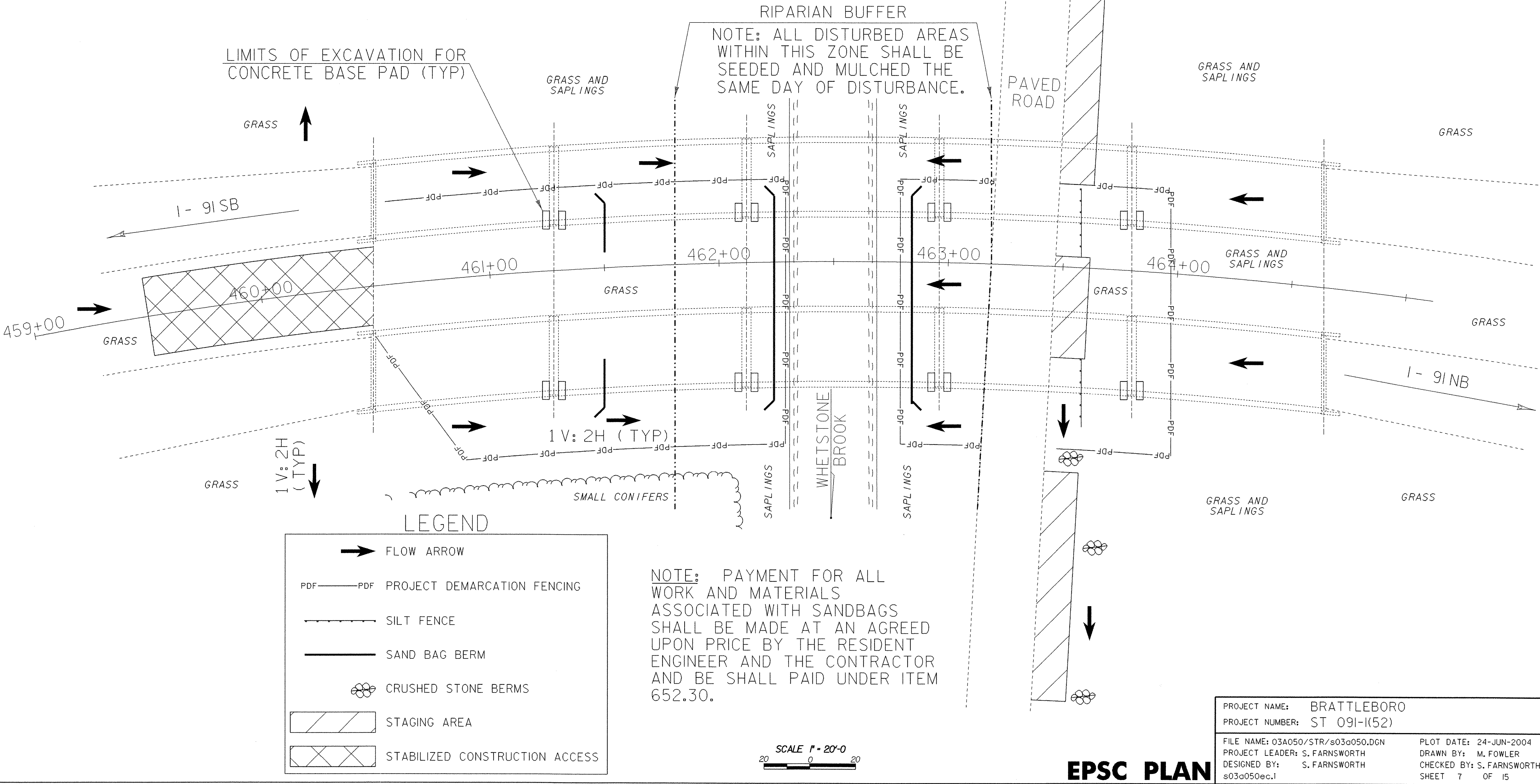
Do not allow construction equipment to operate on the down slope side of perimeter control measures.

SEDIMENT SETTLING BASIN SIZING CRITERIA

PUMP FLOW RATE		REQUIRED SURFACE AREA		LENGTH WIDTH = 2:1			
Q (gpm)	Q (m^3/s)	(ft^2)	(m^2)	L (ft)	W (ft)	L (m)	W (m)
50	0.0032	595	55	35.0	17.0	10.6	5.3
100	0.0063	1200	111	49.0	24.5	15.0	7.5
150	0.0095	1776	165	59.6	29.8	18.2	9.1
200	0.0126	2368	220	68.8	34.4	21.0	10.5
250	0.0158	2970	276	77.0	38.5	23.4	11.7
300	0.0189	3560	330	84.4	42.2	25.8	12.9
350	0.0221	4155	386	91.2	45.6	27.8	13.9

PROJECT NAME:	BRATTLEBORO		
PROJECT NUMBER:	ST 091-1(52)		
FILE NAME:	/03a050/str/s0a050ecn.xls	PLOT DATE:	4/9/04
PROJECT LEADER:	S. FARNSWORTH	DRAWN BY:	M. FOWLER
DESIGNED BY:	S. FARNSWORTH	CHECKED BY:	M. FOWLER
EROSION CONTROL NARRATIVE		SHEET	6 OF 15

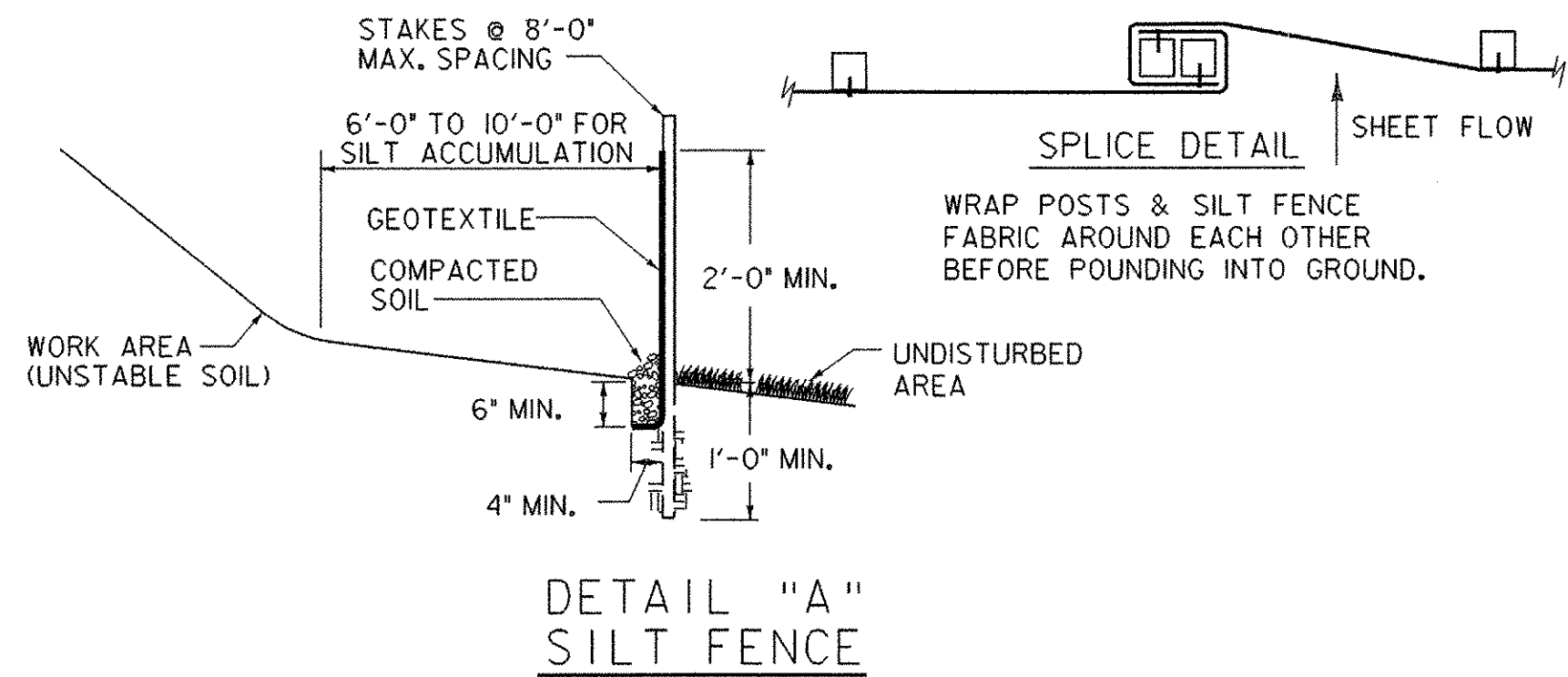
NOTE: THE SCOPE OF THIS PROJECT IN NO WAY CHANGES THE TOPOGRAPHIC FEATURES OF ANY OF THE DISTURBED AREA. THEREFORE, THIS PLAN AND SHEET II OF THESE PLANS FULLY REPRESENTS THE EXISTING AND FINAL CONDITIONS OF THE PROJECT SITE. FOR ALL SLOPE RATES ASSOCIATED WITH THE FLOW ARROWS SEE SHEET II OF THESE PLANS.



PROJECT NAME: BRATTLEBORO	
PROJECT NUMBER: ST 091-I(52)	
FILE NAME: 03A050/STR/s03a050.DGN	PLOT DATE: 24-JUN-2004
PROJECT LEADER: S. FARNSWORTH	DRAWN BY: M. FOWLER
DESIGNED BY: S. FARNSWORTH	CHECKED BY: S. FARNSWORTH
s03a050ec.1	SHEET 7 OF 15

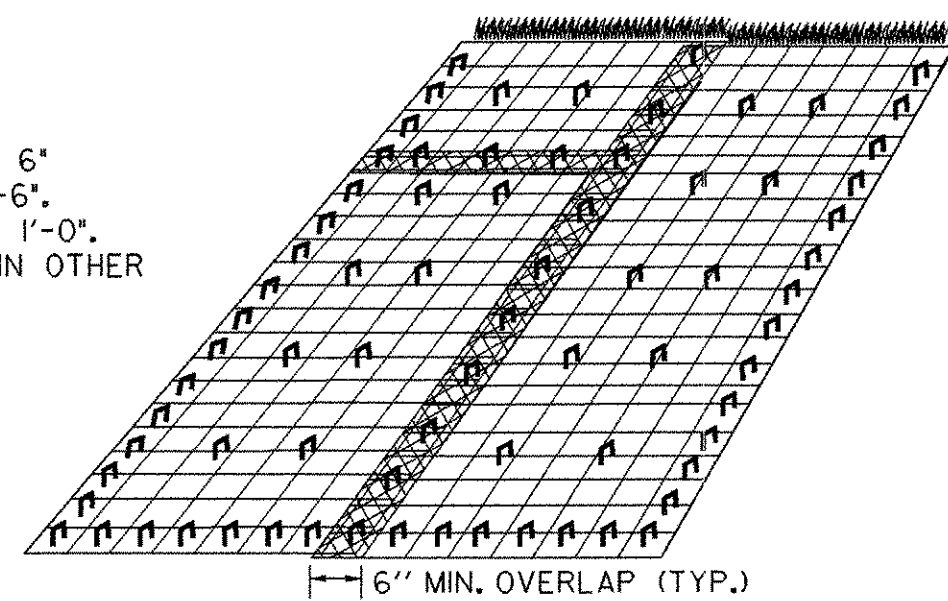
NOTE: REFER TO LATEST REVISIONS OF VERMONT STATE STANDARDS "T-1" AND "T-2" AND THE "VERMONT HANDBOOK FOR SOIL EROSION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" FOR ADDITIONAL EROSION CONTROL MEASURES.

HAY BALES AND SILT FENCE ARE NOT TO BE USED ACROSS AREAS OF CONCENTRATED FLOW.

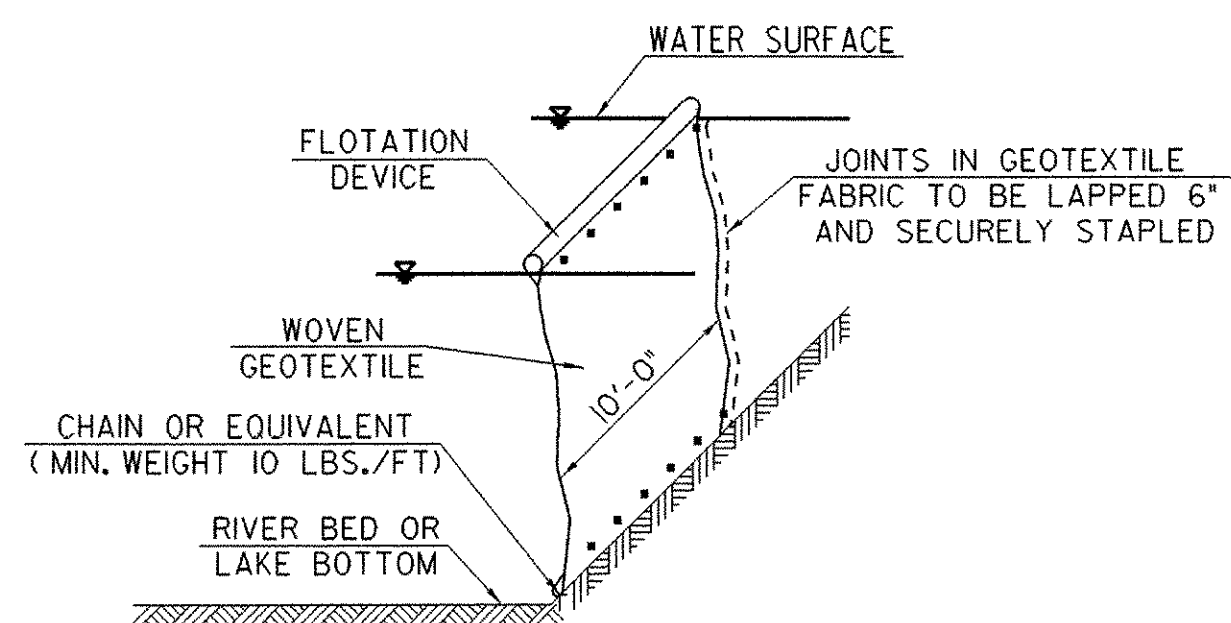


- NOTES:
- DO NOT USE SILT FENCE IN STREAMS, DRAINAGE DITCHES, OR AREAS OF CONCENTRATED FLOW.
 - BACK WITH STAKED-IN-PLACE HAY BALES OR WIRE FENCE IF ADDITIONAL SUPPORT IS NEEDED.
 - MUST BE REMOVED WHEN SOIL IS STABILIZED.

- NOTES:
- ALL FABRIC OVERLAPS SHALL BE 6" MINIMUM WITH STAPLES EVERY 1'-6".
 - STAPLE EDGES OF FABRIC EVERY 1'-0".
 - USE 3'-0" MAX. STAPLE SPACING IN OTHER AREAS.
 - SEE "EROSION MATTING FOR DITCHES" DETAIL FOR ANCHORING AT TOPS OF SLOPES.

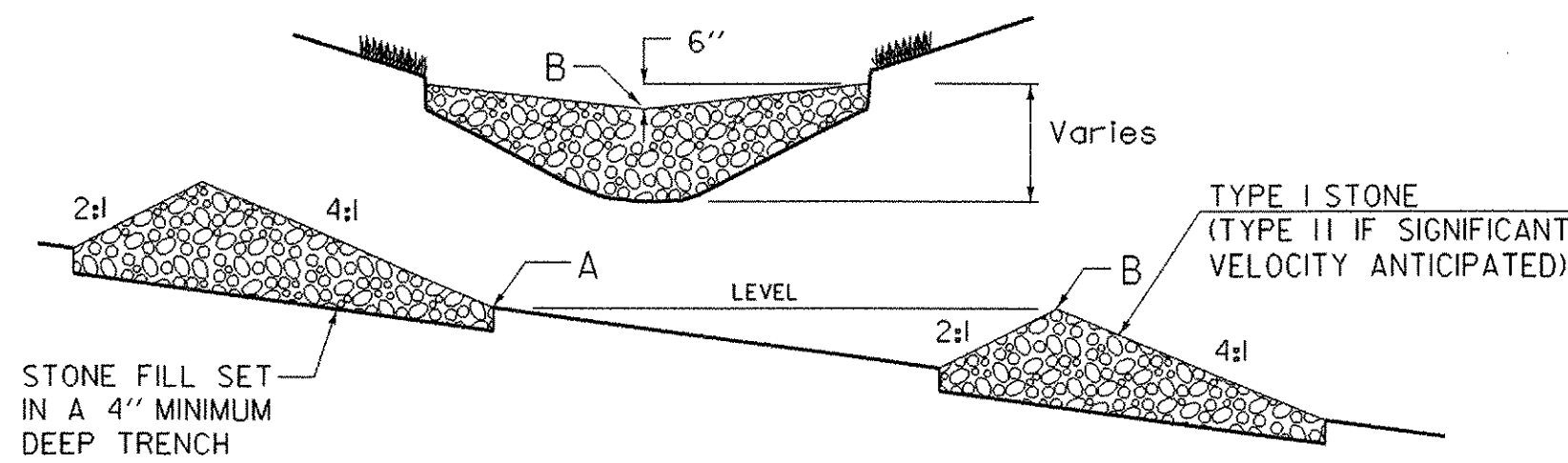


DETAIL "C"
EROSION MATTING FOR SLOPES STEEPER THAN 1:3



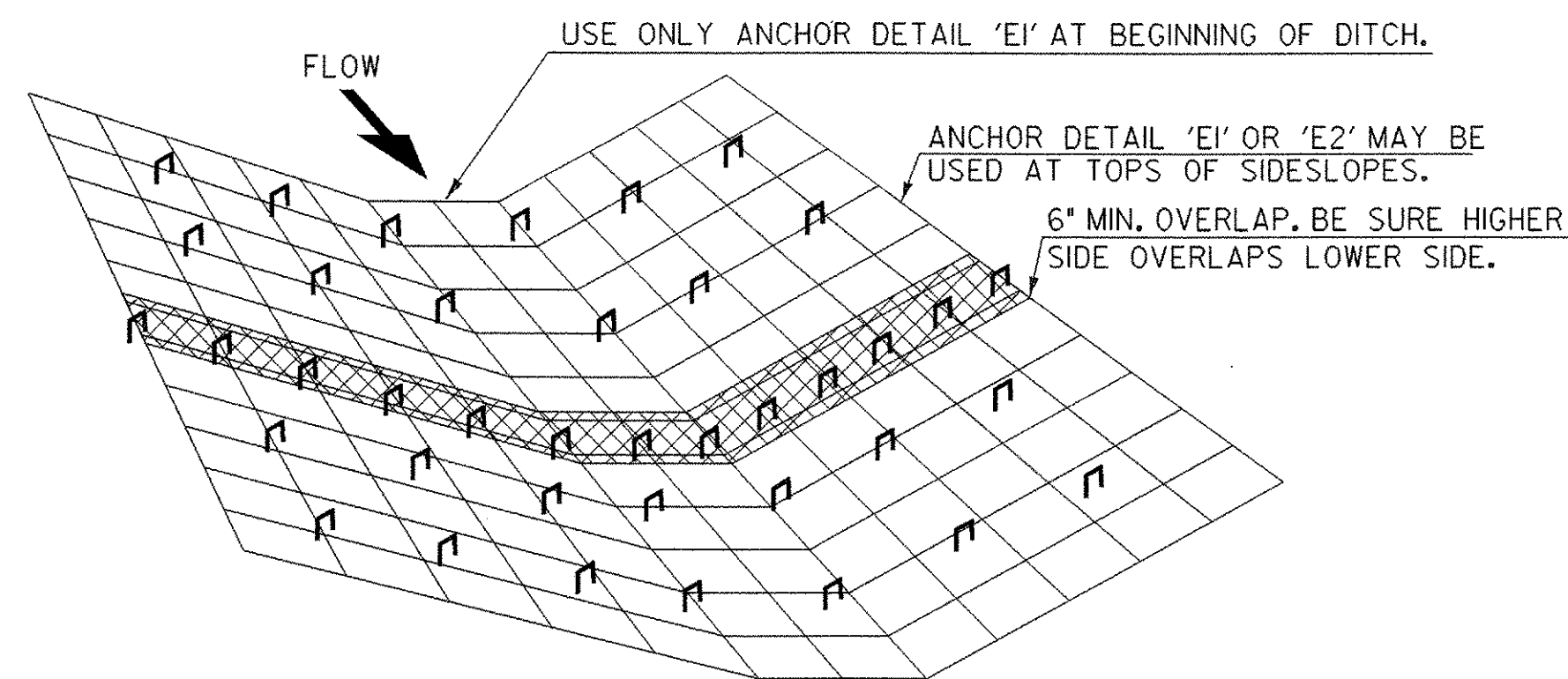
DETAIL "F"
FILTER CURTAIN

- NOT TO BE USED ACROSS THE FLOW OF WATER
- HEIGHT SHOULD BE SUFFICIENT TO ALLOW FOR VARIATIONS IN THE BOTTOM AND RISING WATER
- ANCHOR FIRMLY IN PLACE AS NEEDED
- INSTALL PRIOR TO EARTH DISTURBING ACTIVITIES AND/ OR INSTALLATION OF COFFERDAM WHERE APPLICABLE
- LEAVE IN PLACE UNTIL UP-SLOPE AREAS ARE STABLE AND COFFERDAM IS REMOVED
- USE CARE DURING REMOVAL TO PREVENT THE RELEASE OF CAPTURED SEDIMENT AS MUCH AS POSSIBLE



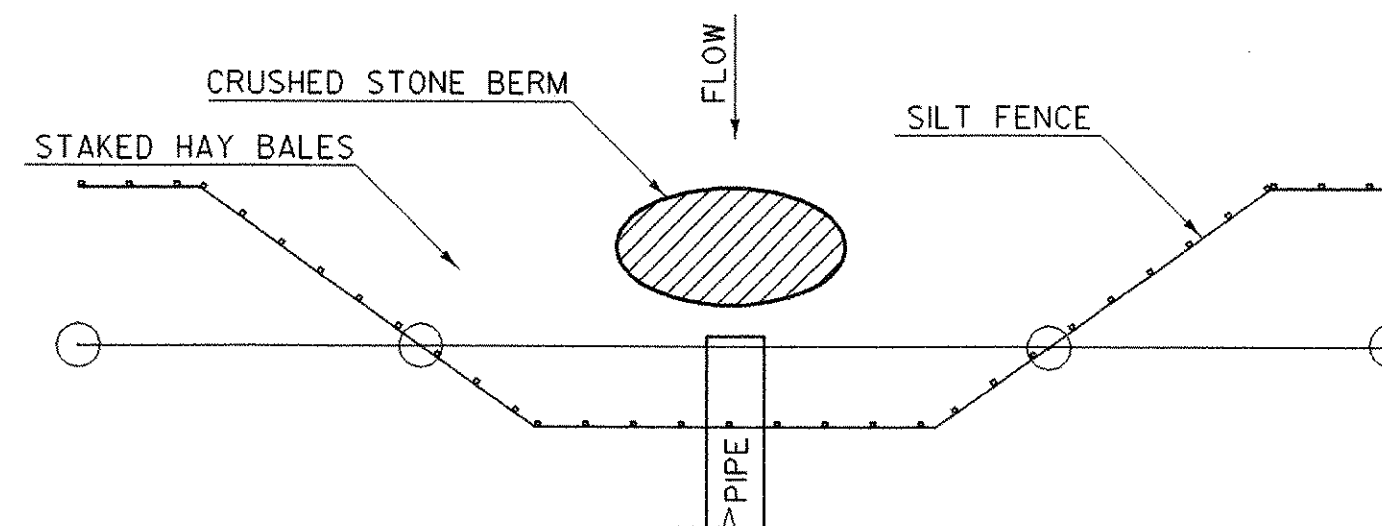
DETAIL "B"
TEMPORARY CRUSHED STONE BERM

- NOTES:
- STONE BERMS TO BE USED DURING ESTABLISHMENT OF GRASS LINED DRAINAGE DITCHES
 - LOCATE DOWNSTREAM STRUCTURE SUCH THAT POINT "B" IS APPROXIMATELY LEVEL WITH THE LOWEST GROUND ELEVATION "A" OF THE UPSTREAM STRUCTURE.

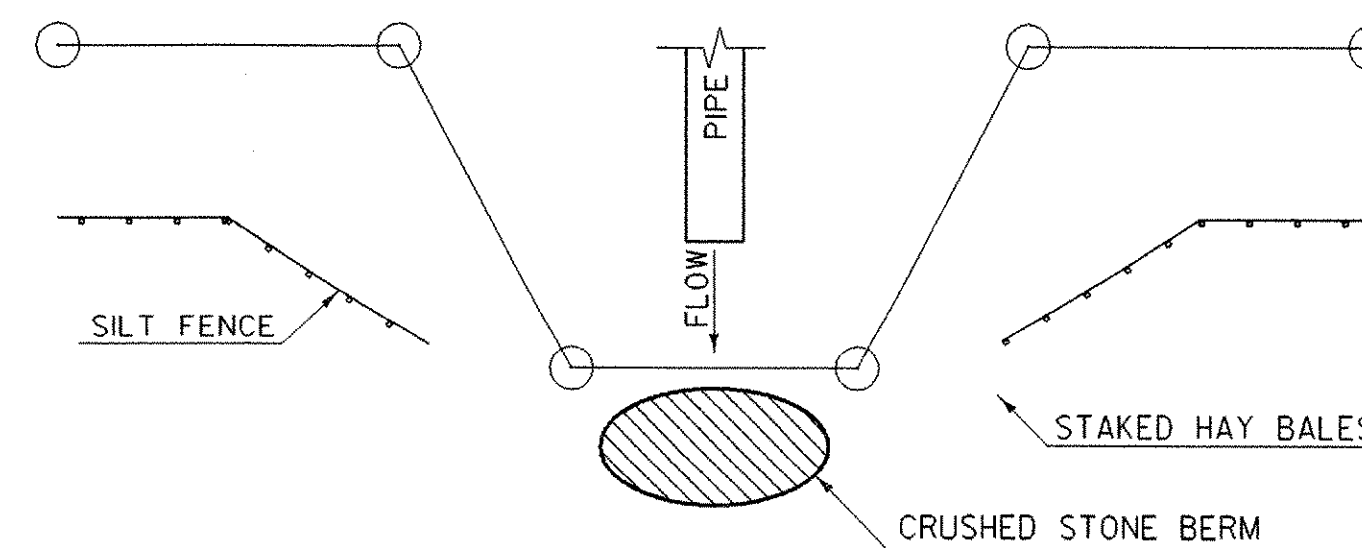


DETAIL "D"
EROSION MATTING FOR DITCHES

- TO BE USED WHERE SLOPE OF DITCHLINE RANGES FROM 1% - 2.5%. SLOPES EXCEEDING 2.5% SHALL BE LINED WITH STONE FILL, TYPE I.
- OVERLAPS SHALL BE 150 MINIMUM IN THE DIRECTION OF FLOW AND STAPLED EVERY 500 MIN. THROUGH BOTH FABRICS.
- USE 1000 MAX STAPLE SPACING IN OTHER AREAS.



DETAIL "G"
EXISTING PIPE INLET CONTROL



DETAIL "H"
EXISTING PIPE OUTLET CONTROL

SEEDING FORMULA RURAL AREAS

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREeping RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDSFOOT TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.0	60.0			

GENERAL NOTES

SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.

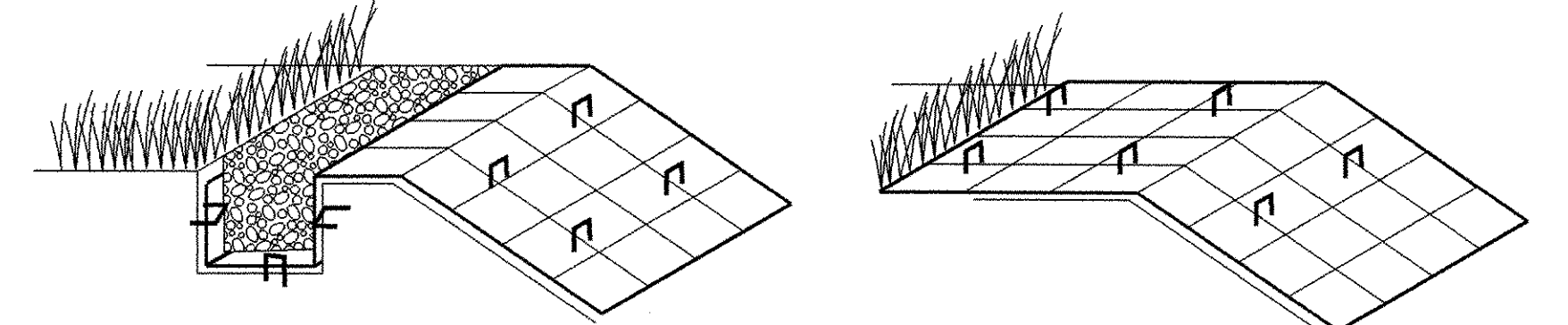
SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.

FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).

AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.



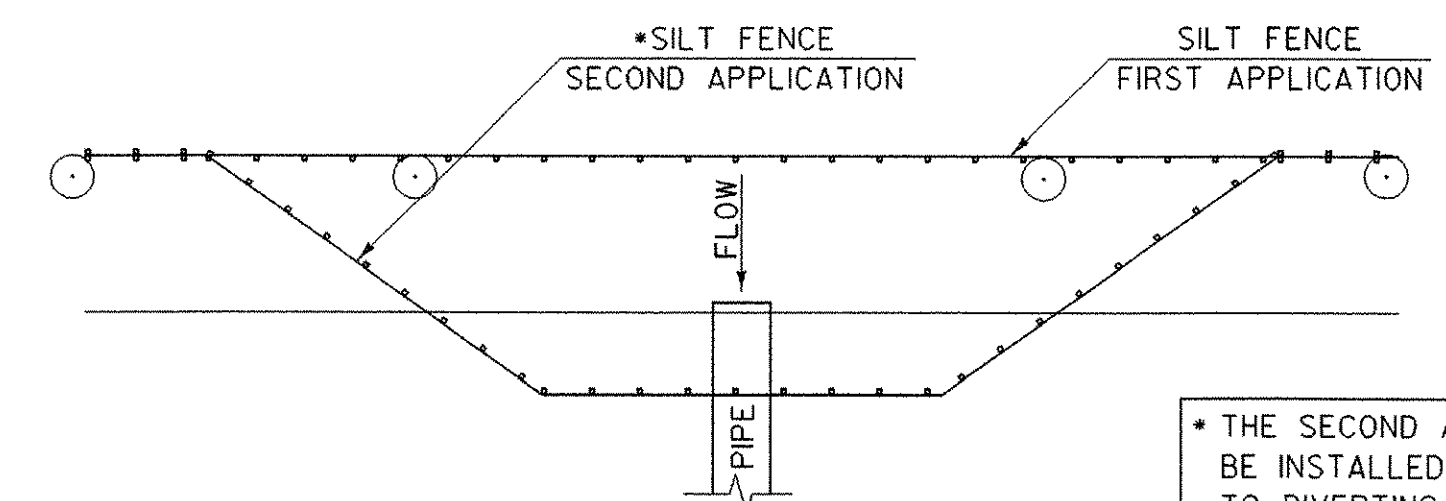
ANCHOR DETAIL "E1"

INSERT & STAPLE FABRIC INTO 6" X 6" TRENCH PRIOR TO BACKFILLING & COMPACTING SOIL. USE 3 STAPLE PATTERN EVERY 20".

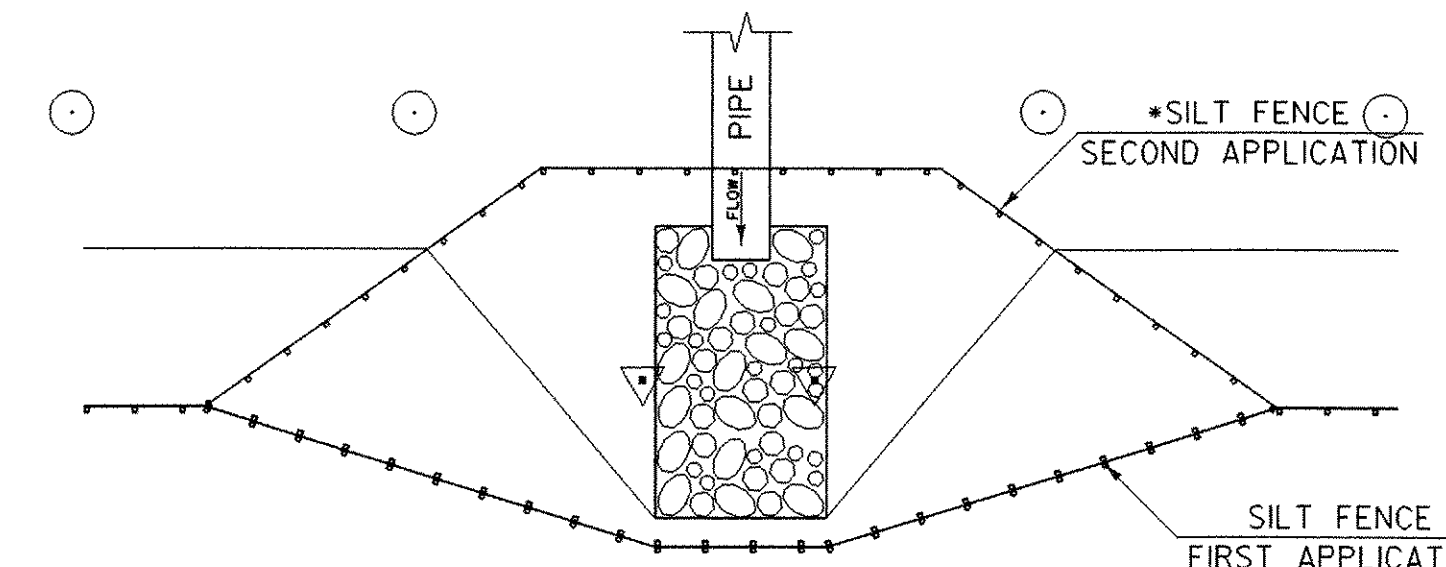
ANCHOR DETAIL "E2"

IF THE TOP OF SLOPE IS RELATIVELY FLAT EXTEND MATERIAL APPROXIMATELY 24" AND STAPLE EVERY 20" MINIMUM.

DETAIL "E"
ANCHOR DETAILS FOR EROSION MATTING



DETAIL "I"
PROPOSED PIPE INLET CONTROL



DETAIL "J"
PROPOSED PIPE OUTLET CONTROL

NOTE: DETAILS NOT TO SCALE

EROSION CONTROL DETAILS

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: ST 091-I(52)

FILE NAME: 03A050/STR/s03a050.DGN
PROJECT LEADER: S. FARNSWORTH
DESIGNED BY: S. FARNSWORTH
s03a050ecdet.i

PLOT DATE: 24-JUN-2004
DRAWN BY: M. FOWLER
CHECKED BY: S. FARNSWORTH
SHEET 8 OF 15

1-1	TITLE PAGE
1-2	QUANTITY SHEETS, TOTAL
1-3	QUANTITY SHEETS, DRAINAGE
1-4	QUANTITY SHEETS, MAINTENANCE
1-5	QUANTITY SHEETS, INTERCHANGES
1-6	QUANTITY SHEETS, BRIDGES
1-7	QUANTITY SHEETS, TYPICAL
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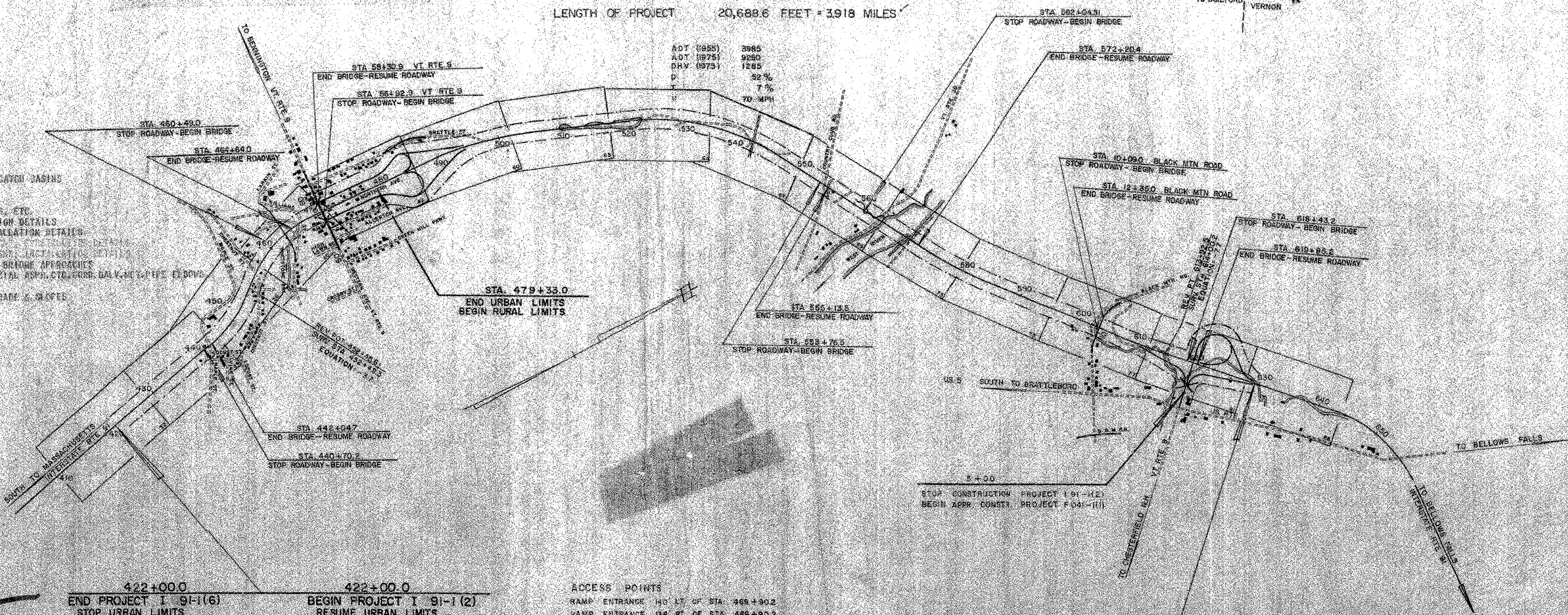
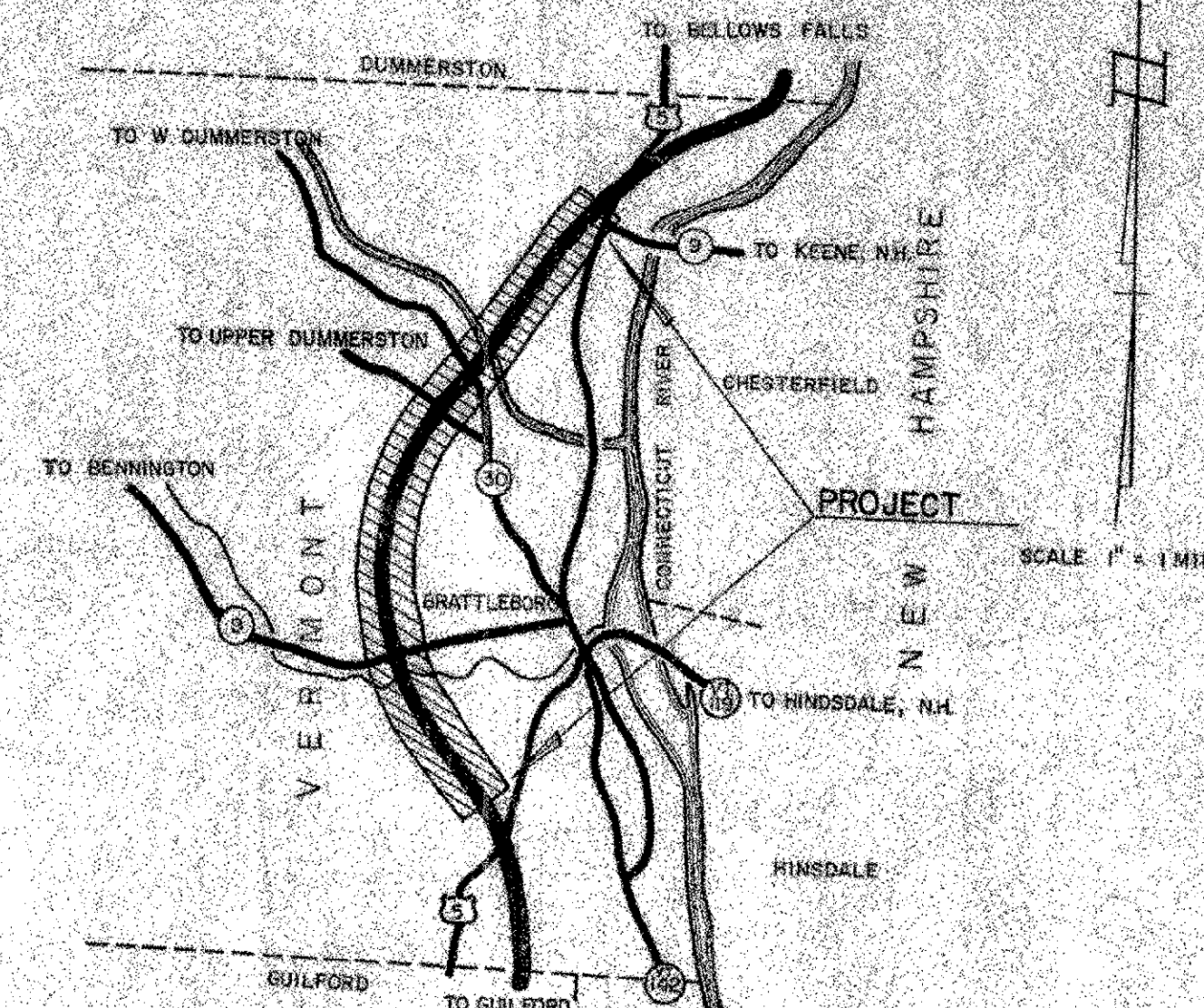
PROJECT: BRATTLEBORO - Western Ave. to Sandy Hill
 NUMBER: 1-91-1(1) to 1-91-1(15)
 TYPE: 3" Bituminous Concrete Pavement
 CONTRACTOR: ONE LANE CONSTRUCTION CO. INC.
 LOCATION: Brattleboro, Vermont
 DATE: June 12, 1958

STATE OF VERMONT DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

TOWN OF BRATTLEBORO COUNTY OF WINDHAM INTERSTATE ROUTE 91 GUILFORD-BELLOWS FALLS ROAD

BEGINNING AT A POINT 7.821 MILES NORTH OF THE MASS.-VT. STATE LINE AND EXTENDING NORTHERLY 3.918 MILES
 LENGTH OF ROADWAY (URBAN) 5,729.3 FEET = 1.095 MILES
 LENGTH OF ROADWAY (RURAL) 13,174.3 FEET = 2.484 MILES
 LENGTH OF BRIDGES 1,844.4 FEET = 0.349 MILE
 LENGTH OF PROJECT 20,688.6 FEET = 3.918 MILES



CONVENTIONAL SIGNS

1-1	STOP
1-2	YIELD
1-3	ROAD NARROWS AHEAD
1-4	ROAD NARROWS
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1-100	ROAD AHEAD

422+00.0	END PROJECT I 91-1(1)	STOP URBAN LIMITS
422+00.0	BEGIN PROJECT I 91-1(2)	RESUME URBAN LIMITS
629+00.0	END PROJECT I 91-1(2)	STOP RURAL LIMITS
629+00.0	BEGIN PROJECT I 91-1(3)	RESUME RURAL LIMITS

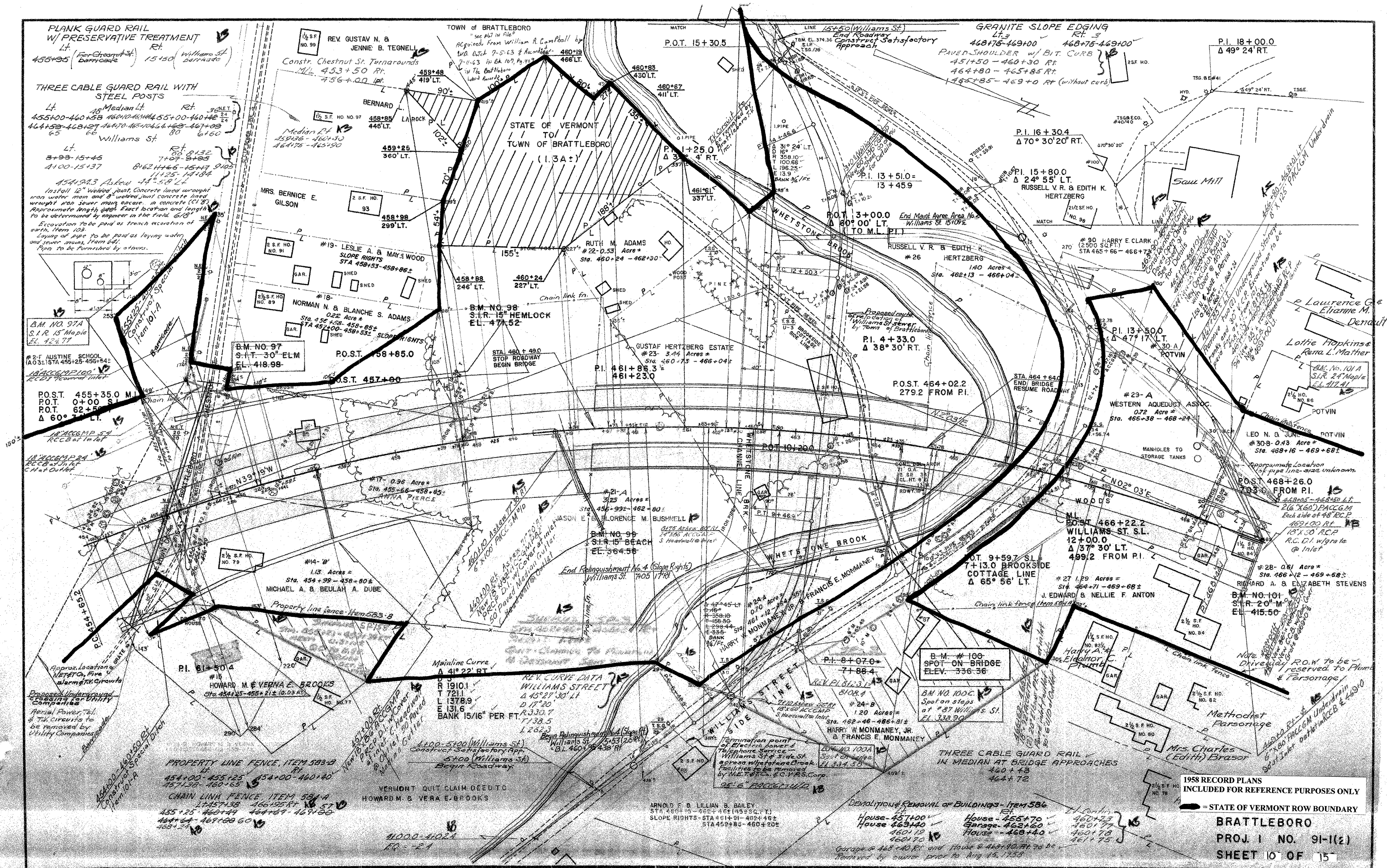
ACCESS POINTS
 RAMP ENTRANCE 1/4 MI. OF STA. 469+90.2
 RAMP ENTRANCE 1/4 MI. OF STA. 469+90.2
 RAMP ENTRANCE 1/4 MI. OF STA. 469+90.2
 LEADER
 X DESIGNATES ACCESS POINTS

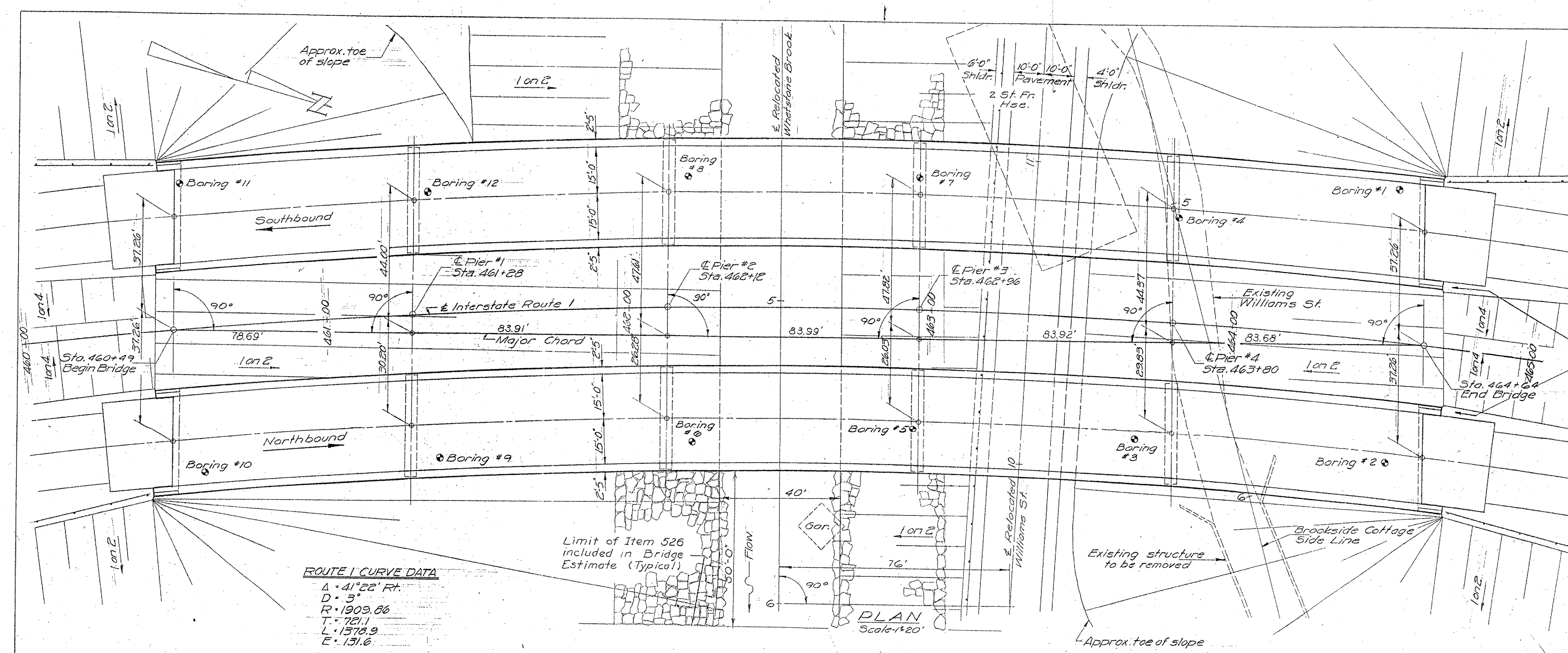
THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE BUREAU OF PUBLIC ROADS OR THE ENGINEER OF HIGHWAYS.
 CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION OF JANUARY 1956 SUBMITTED TO THE BUREAU OF PUBLIC ROADS AS APPROVED JULY 11, 1956, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

APPROVED DATE JUNE 12, 1958	APPROVED DATE JUNE 12, 1958	APPROVED DATE JUNE 12, 1958	APPROVED DATE JUNE 12, 1958	APPROVED DATE JUNE 12, 1958	APPROVED DATE JUNE 12, 1958
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1958 RECORD PLANS
INCLUDED FOR REFERENCE PURPOSES ONLY

DIVISION	ENGINEER	DATE
PROJECT	1	91-1 (2)
SHEET	9	15





ESTIMATE OF QUANTITIES FOR TWO BRIDGES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
102	Borrow	C.Y.	47700
204	Sub-base of Crushed Rock Mod.	C.Y.	650
361-B	Bituminous Concrete Pavement (Mod)	Ton	390
318	Pir Linulion for Bridge Floors (Supp. Agree.)	gal.	0
401-B	Concrete - Class 'B' (Mod)	C.Y.	2714
402	Reinforcing Steel	Lb.	442,910
403	Spiral Reinforcement 13B10 lbs.	Lb.	1
404-A	Structural Steel	Lb.	1,185,236
501	Furnishing Equipment for Dr. Piles	L.S.	16
222	Gravel Backfill	L.S.	0
504	Steel Piling	L.F.	2200
556-C	Granite Bridge Curb	L.F.	1715
512	Bridge Railing	L.F.	1642
107	Structure Excavation	C.Y.	2268
407	Asphaltic-Asbestos Coating	S.Y.	144
526	Riprap for Bank Protection	C.Y.	2090
442	Removal of Present Superstructure	L.S.	1

For detail of guard rail treatment at approaches see standard sheet RS-57-7.
 * Rt. of Sta 464 + 25

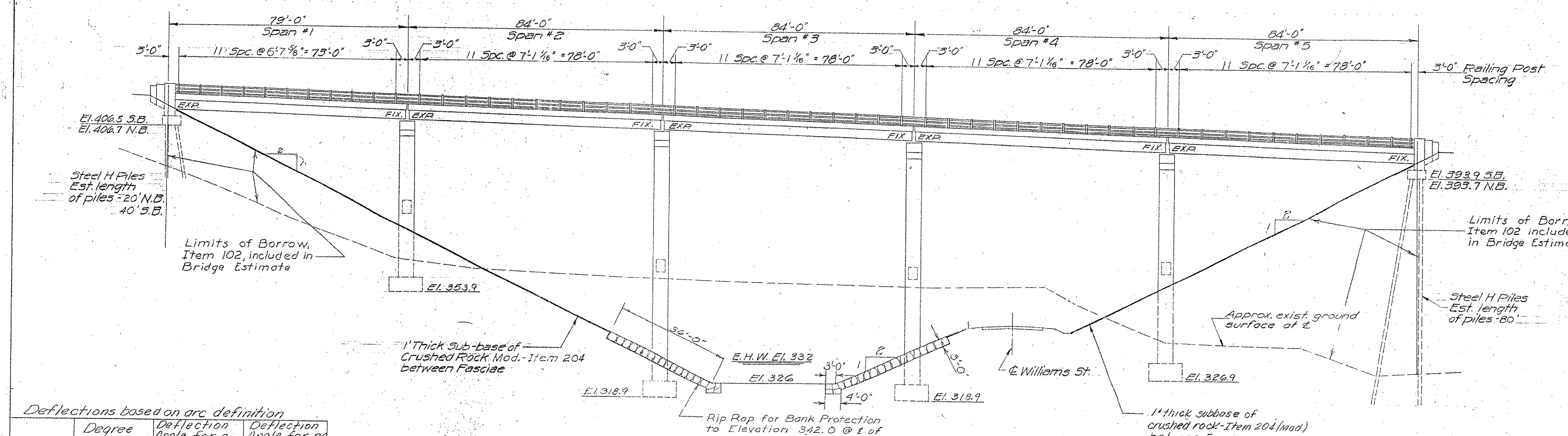
GENERAL NOTES

- Materials and Construction shall conform to State of Vermont Department of Highways Standard Specifications for Highway and Bridge Construction, dated 1956.
- All design in accordance with AASHTO Standard Specifications for Highway Bridges, dated 1953. Loading is H20-S16-44 truck as modified for National System of Interstate Highways.
- Concrete shall attain a minimum strength of 2000 psi prior to the addition of any superimposed load.
- All concrete to be Class 'B' throughout.
- All welding to conform with the American Welding Society Standard Specifications for Welded Highway and Railway Bridges.
- All piles to be 10BP42 and driven to a minimum bearing capacity of 37 tons. Abutment piles are to be driven to the following minimum elev. unless otherwise directed by the engineer:
 Abut #1 SB elev. 371
 #1 NB elev. 369
 Abut #2 SB elev. 322
 #2 NB elev. 317
- Use self-lubricating plates for expansion devices on piers (standard SB-20-56).
- The beam seat elevations have been lowered 1/2 inches to allow for camber.
- Computations for layout information given are based on the arc definition for computing a horizontal curve.

REFERENCE DRAWINGS

REFERENCE DRAWINGS	BRIDGE SHEET
BORING LOGS, PROFILES, & SECTIONS	2
ABUTMENT DETAILS	3
PIER DETAILS	4
REINFORCING BAR SCHEDULE	5
STANDARD DRAWINGS	
SB-5A-56	
SB-A5-SQUARE-57(MOD)	
SB-20-56	
SCB-30-56	

1958 RECORD PLANS
 INCLUDED FOR REFERENCE PURPOSES ONLY



Deflections based on arc definition

	Degree of Curve	Deflection Angle for a 79' span	Deflection Angle for an 84' span
Southbound Lane	2°-56'-36" 2.9433°	1°-12'-31"	1°-17'-06"
Centerline	3°-00'-00" 3.0000°		
Northbound Lane	3°-03'-35" 3.0596°	1°-09'-45"	1°-14'-10"

ELEVATION
 Scale - 1" = 20'

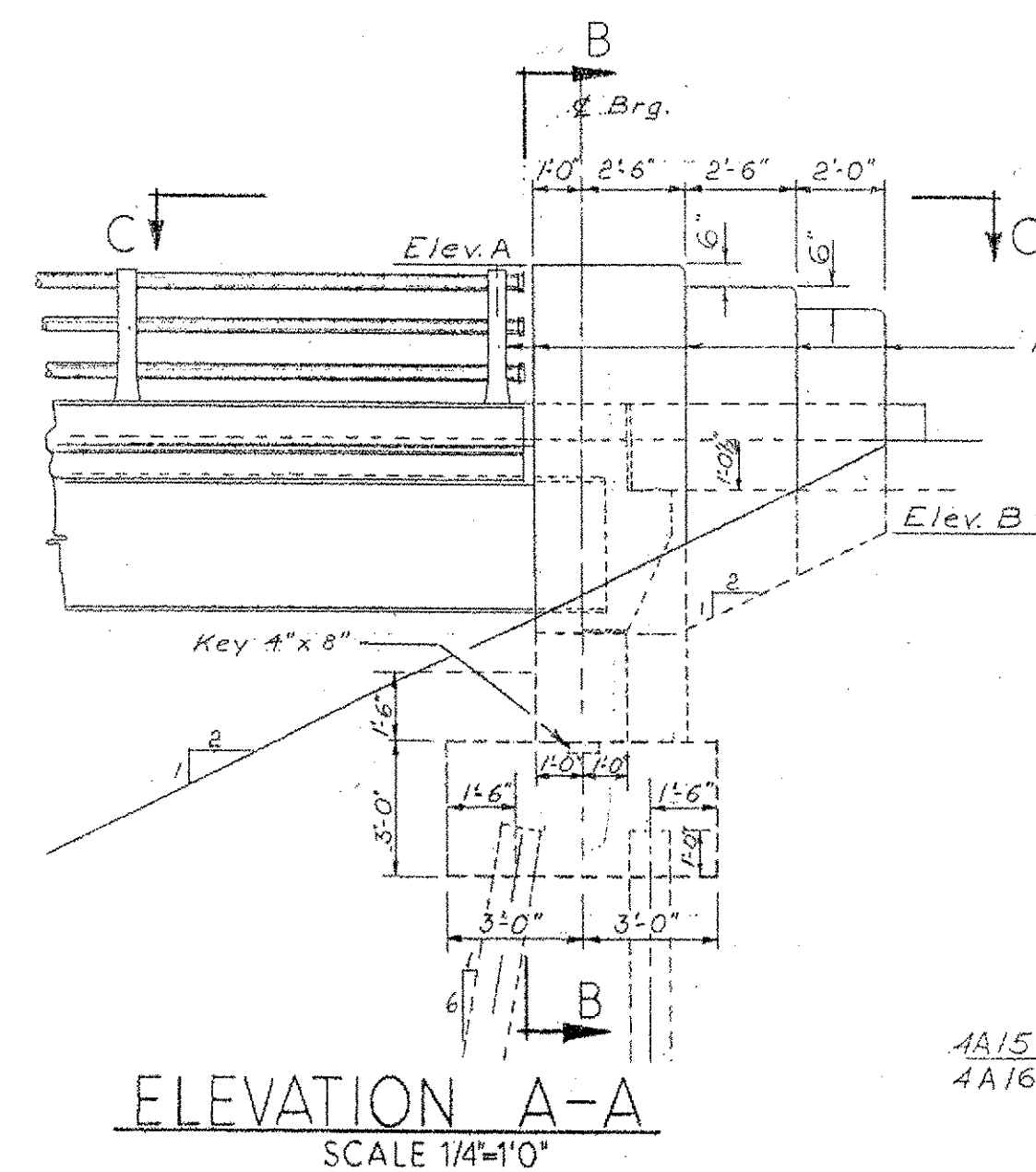
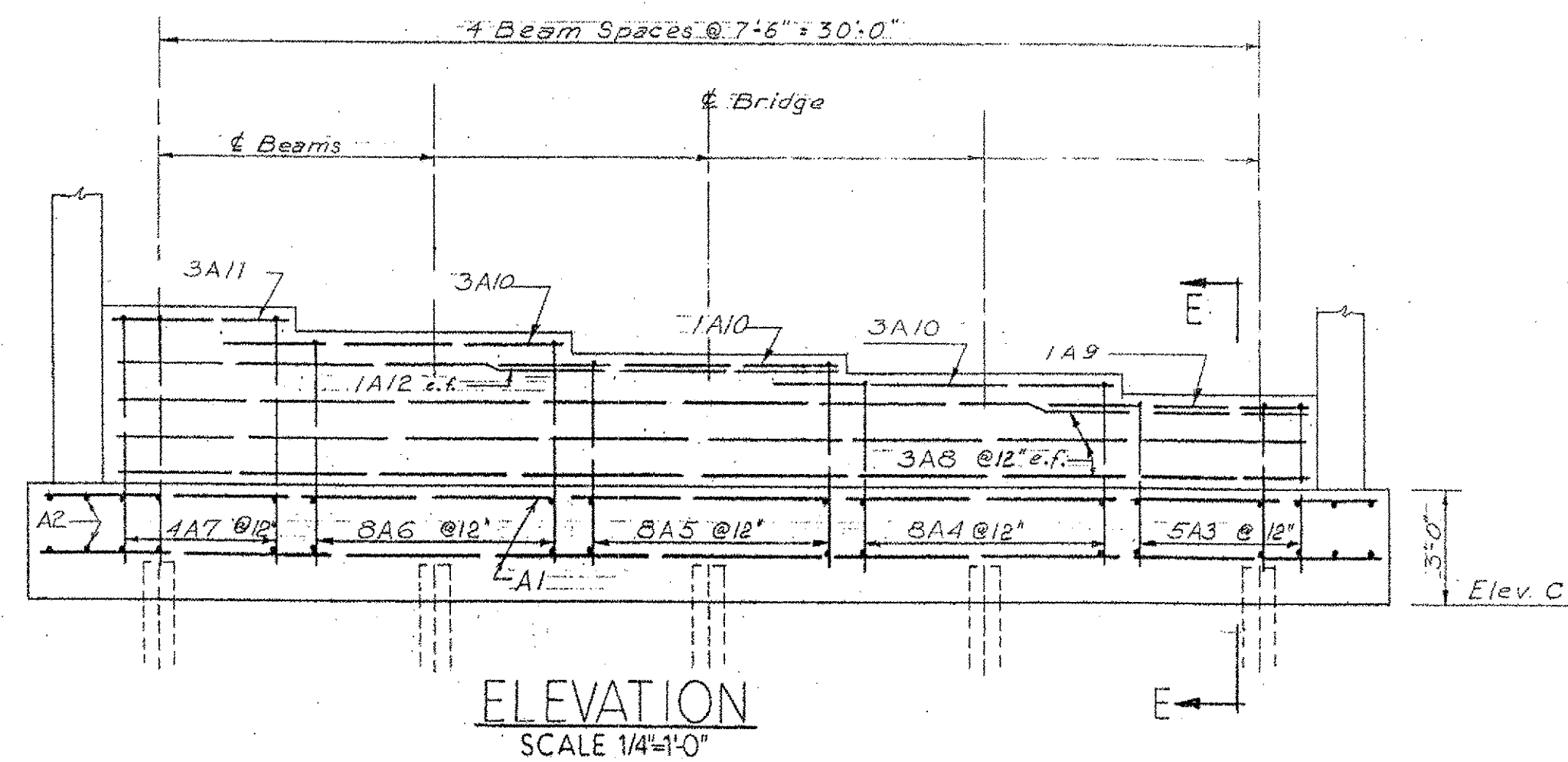
BRIDGE 6N#S

VERMONT
 STATE HIGHWAY DEPARTMENT
 TOWN OF BRATTLEBORO
 INTERSTATE ROUTE 1

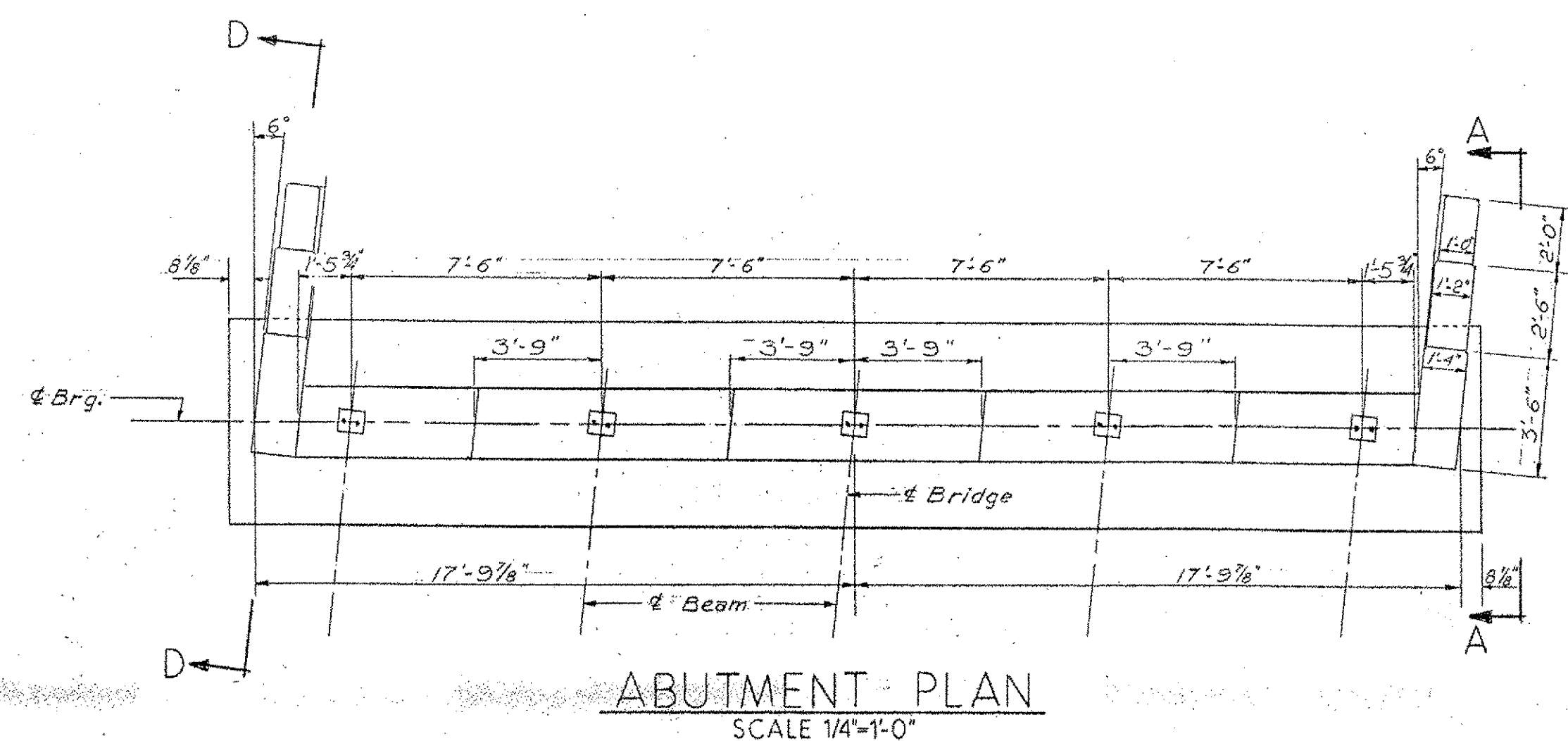
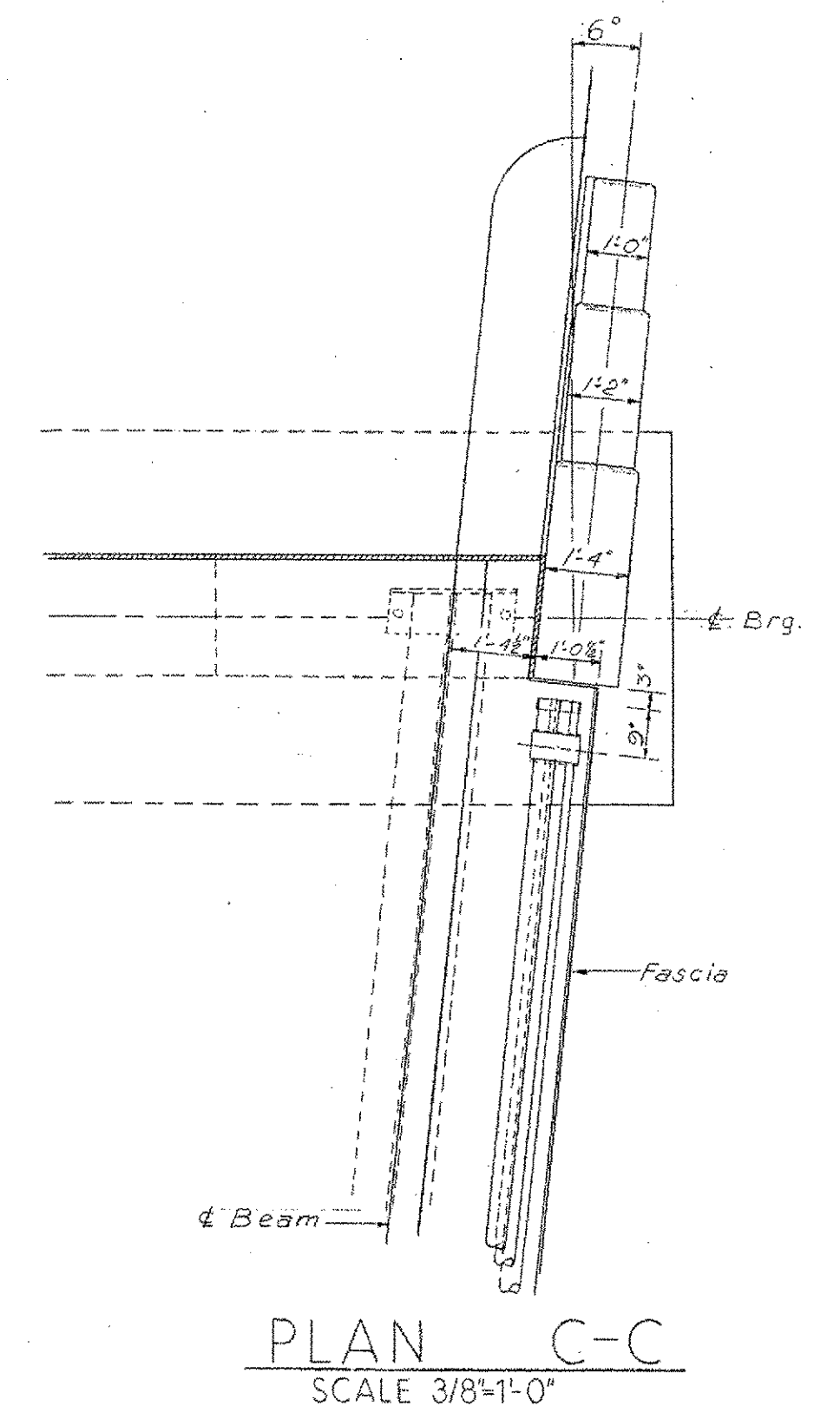
WHETSTONE BROOK BRIDGE

GENERAL PLAN AND ELEVATION

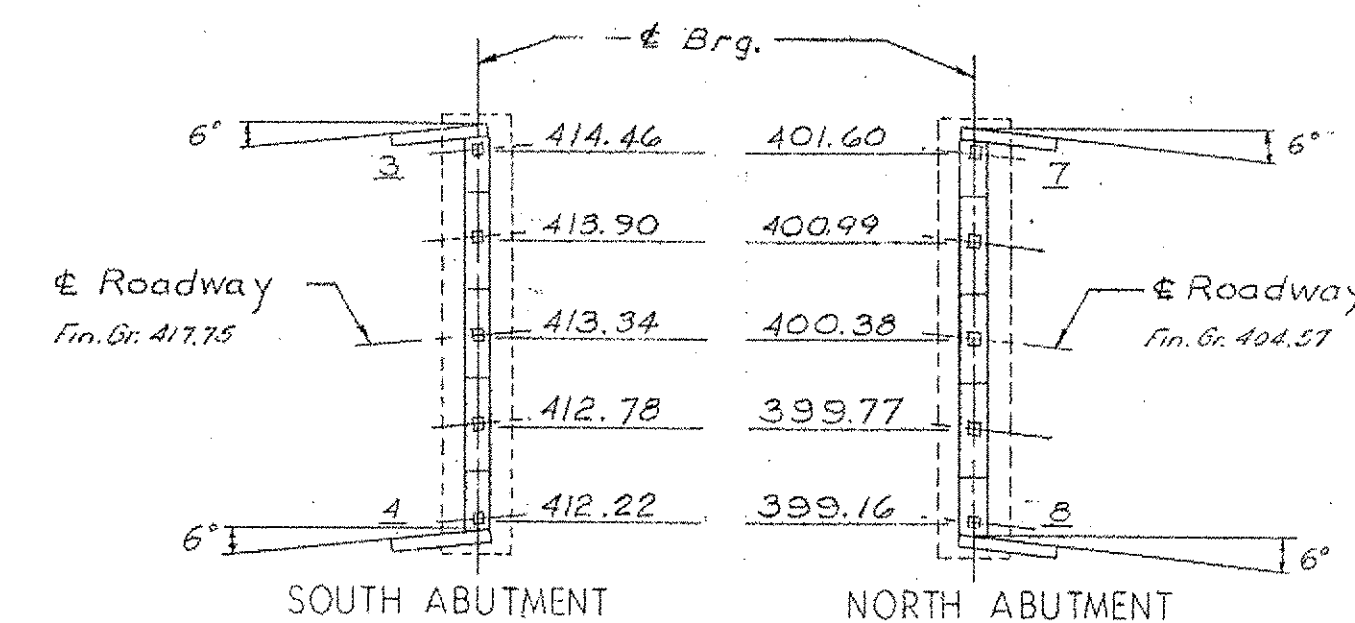
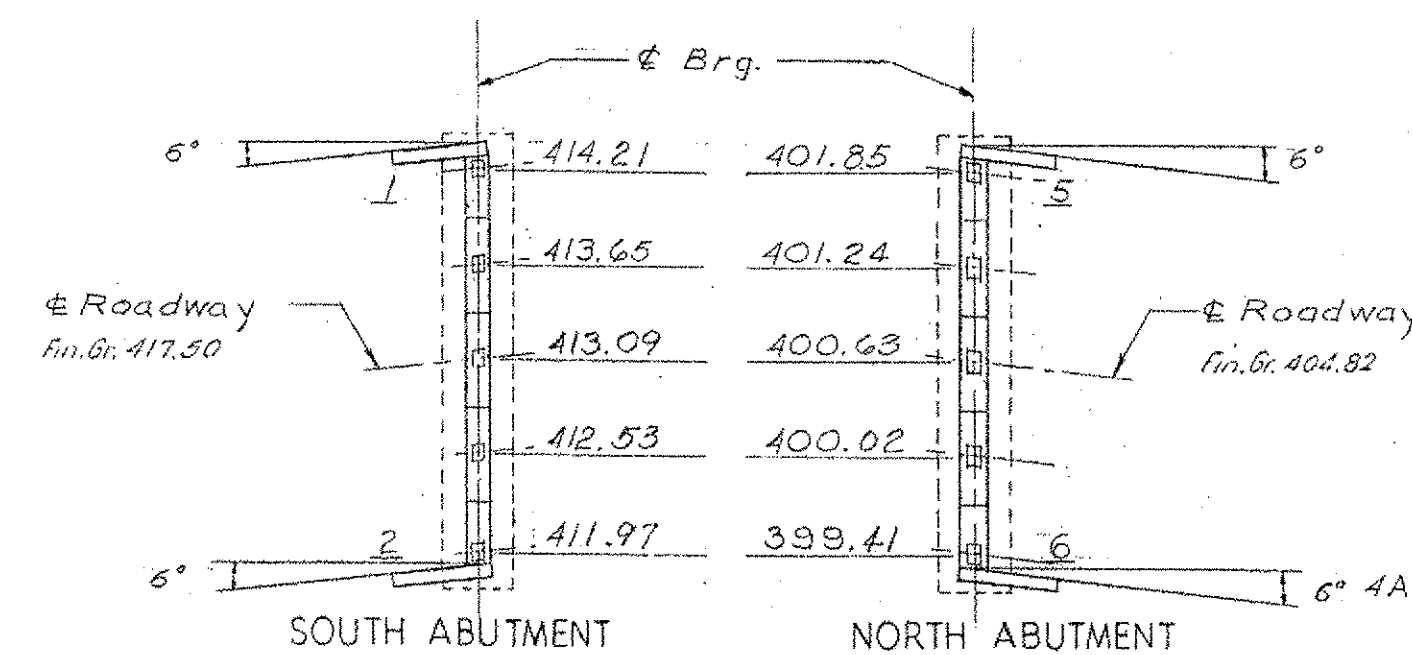
WM H. McFARLAND
 ENGINEER
 BINGHAMTON, NY.
 DESIGNED BY: [initials] CHECKED: [initials] DATE: 8-15-57
 DRAWN BY: [initials] IN CHARGE: [initials] SCALE: AS SHOWN
 PROJECT NO. 1- 91-1(2) SHEET 11 OF 15
 BRIDGE SHEET



SECTION B-B
SCALE 1/4"=1'-0"

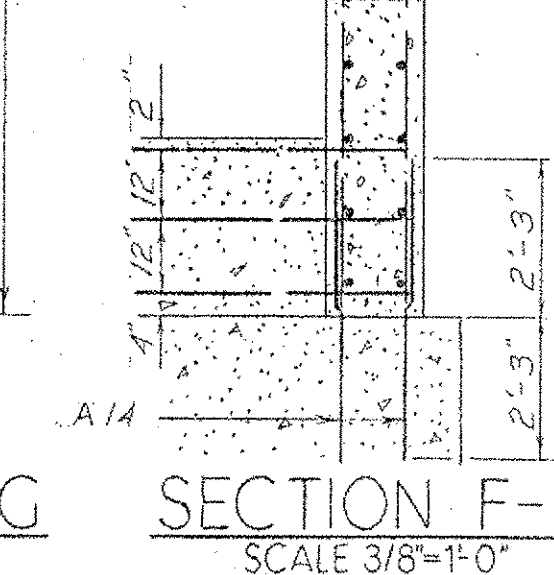
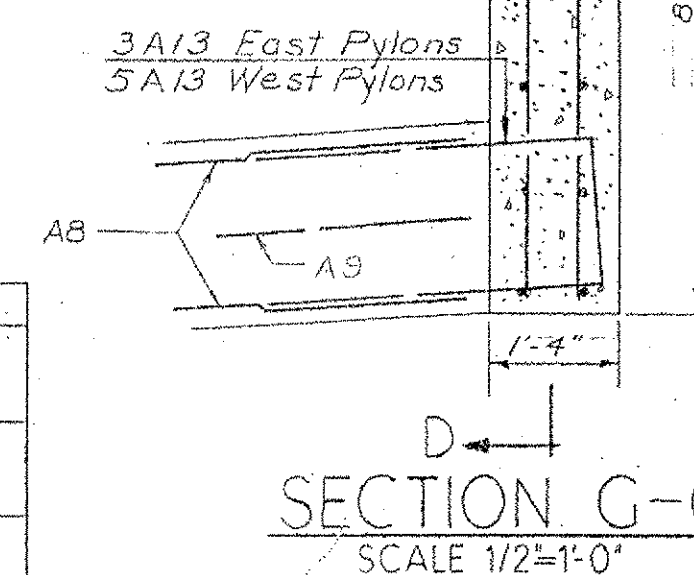
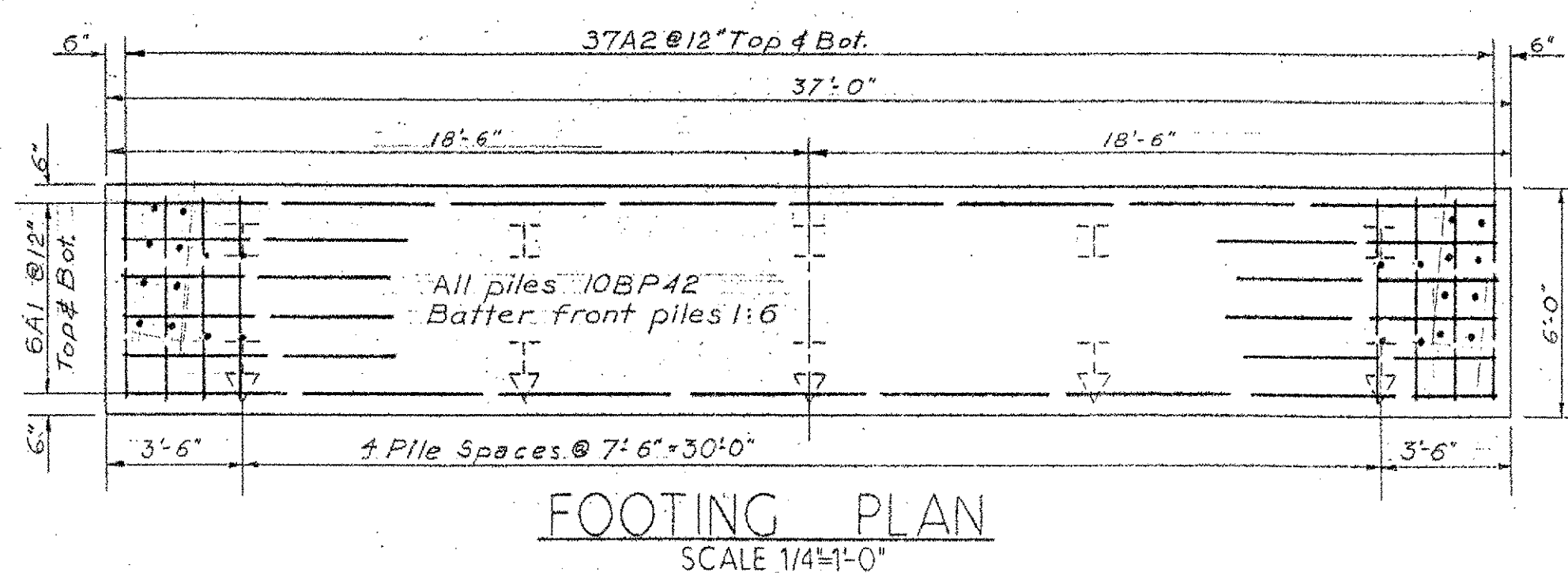


North Abutment Shown
South Abutment Opposite Hand



SECTION D-D
SCALE 3/8"=1'-0"

SECTION E-E
SCALE 3/8"=1'-0"



Note:
All reinforcement shall be size #5.
All piles shall be driven to a minimum bearing capacity of 37 tons.
For General Notes see Sheet 1.
All Bridge Seats to be sloped 1/4" per foot and coated with Asphaltic-Asbestos Coating Item 407.

Sub-Item		ESTIMATED QUANTITIES											
No.	Dist.	N.W. Abutment			N.E. Abutment			S.W. Abutment			S.E. Abutment		
		Neat	Overrun	Total	Neat	Overrun	Total	Neat	Overrun	Total	Neat	Overrun	Total
1		40	2	42	40	2	42	40	2	42	40	2	42
2		4	0	4	4	0	4	4	0	4	4	0	4
3		800	0	800	800	0	800	800	0	800	200	0	200

Elevation	A	B	C
1	422.7	416.4	406.5
2	420.5	414.2	
3	423.0	416.7	406.7
4	420.7	414.4	
5	410.2	403.9	393.9
6	407.7	401.4	
7	409.9	403.6	393.7
8	407.5	401.2	

1958 RECORD PLANS
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VERMONT
STATE HIGHWAY DEPARTMENT
TOWN OF BRATTLEBORO
INTERSTATE ROUTE 1

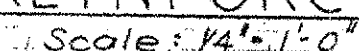
WHETSTONE BROOK BRIDGE

ABUTMENT DETAILS

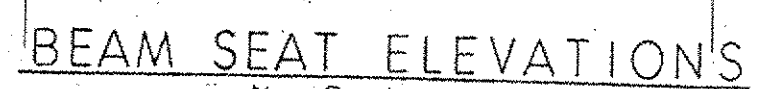
WM. H. Mc FARLAND
ENGINEER
BINGHAMTON, N.Y.
DESIGNED E.G.P. CHECKED K.W.R. DATE 8-19-57
DRAWN H.B. & D.A.S. IN CHARGE H.G. COLES SCALE AS NOTED

PROJECT NO. 1- 91-1(2) SHEET 13 OF 15

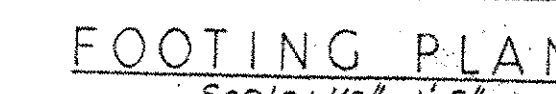
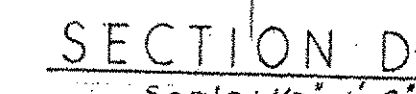
BRIDGE SHEET 3 OF 5



2-#5 Ties
each Spac
for Spacing
See Elevation



BINGHAMTON, NY.		
DESIGNED <u>F.W.C.</u>	CHECKED <u>F.W.C.</u>	DATE <u>8-19-37</u>
DRAWN <u>H.I.</u>	IN CHARGE <u>H.G.C.</u>	SCALE <u>AS NOTED</u>
PROJECT-NO <u>I- 91-(2)</u> SHEET <u>14</u> OF <u>15</u>		



MAXIMUM FOOTING
PRESSURE
= 4 TON PER SQ. FT.

Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O	Item	No. Pieces	Size	Length	Mark	Type	A	B	C	D	E	F	G	H	J	K	R	O
ABUTMENTS																																			
1	48	#5	36'-6"	A1	Str.													82	16	#5	15'-0"	P54	T1	5"	2'-8"	4'-5"	2'-8"	4'-5"		5"					
2	236	#5	5'-6"	A2	Str.													83			14'-10"	P55			4'-4"	4'-4"	4'-4"								
3	20		10'-10"	A3	17			4'-7"	1'-8"	4'-7"								84			14'-8"	P56			4'-3"	4'-3"	4'-3"								
4	32		12'-0"	A4				5'-2"	1'-8"	5'-2"								85			14'-6"	P57			4'-2"	4'-2"	4'-2"								
5	32		13'-2"	A5				5'-9"	1'-8"	5'-9"								86			14'-4"	P58			4'-1"	4'-1"	4'-1"								
6	32		14'-4"	A6				6'-4"	1'-8"	6'-4"								87			14'-2"	P59			4'-0"	4'-0"	4'-0"								
7	16		15'-6"	A7	17			6'-11"	1'-8"	6'-11"								88			14'-0"	P60			3'-11"	3'-11"	3'-11"								
8	24		32'-6"	A8	Str.													89			13'-10"	P61			3'-10"	3'-10"	3'-10"								
9	4		7'-2"	A9														90			13'-8"	P62			3'-9"	3'-9"	3'-9"								
10	28		9'-7"	A10														91			13'-7"	P63			3'-9"	3'-9"	3'-9"								
11	12		4'-10"	A11														92			14'-10"	P64			4'-4"	4'-4"	4'-4"								
12	8		20'-0"	A12	Str.													93			13'-8"	P65			3'-9"	3'-9"	3'-9"								
13	32		8'-8"	A13	17			3'-6"	1'-8"	3'-6"								94			12'-6"	P66			3'-2"	3'-2"	3'-2"								
14	64		4'-6"	A14	Str.													95	16	#5	10'-8"	P68	T1	5"	2'-8"	2'-3"	2'-8"	2'-3"		5"					
15	32		10'-2"	A15														96																	
16	32		12'-7"	A16														97																	
17	64		3'-2"	A17														98																	
18	16		5'-8"	A18														99	SUPERSTRUCTURE																
19	96		7'-8"	A19														100	8064	#5	34'-4"	S1	Str.												
20	16		6'-0"	A20														101	1536	#4	29'-3"	S2-A													
21	16		4'-0"	A21														102	354	#4	27'-6"	S2-B													
22	16		7'-8"	A22														103	240	#6	29'-6"	S3-A													
23	16		7'-0"	A23														104	60	#6	28'-0"	S3-B	Str.												
24	16		5'-11"	A24														105	1064	#4	4'-10"	S4	53	0'-4 1/2	1'-4	1'-5	1'-4		0'-4 1/2	0'-2 1/2					
25	16	#5	5'-5"	A25	Str.													106	256	#5	32'-2"	S5	Str.												
26																		107	104	#4	7'-2"	S6A	52	0'-4 1/2	2'-10	0'-9	2'-10		0'-4 1/2	0'-2 1/2					
27																		108	416	#4	4'-10"	S6B	52	0'-4 1/2	1'-8	0'-9	1'-8		0'-4 1/2	0'-2 1/2					
28																		109	88	#6	3'-0"	S7	1	0'-8	1'-8	0'-8							0'-6		
29	188	#9	33'-6"	P1	Str.													110																	
30	144	#10	33'-6"	P2														111																	
31	136	#6	10'-8"	P3														112																	
32	408	#7	11'-8"	P4														113																	
33	44	#8	33'-6"	P5														114	APPROACH SLABS SB-A5-SQUARE/100																
34	320	#10	7'-6"	P6														115																	
35	80		29'-9"	P7														116	4	#10	21'-4"	AS1A	1	0'-11	1'-6				0'-11	0'-8					
36	80		45'-9"	P8														117	8		21'-6"	1B													
37	80		43'-9"	P9														118			21'-8"	1C													
38	80	#10	38'-9"	P10														119			21'-11"	1D													
39	92	#9	26'-0"	P11														120			22'-1"	1E													
40	32	#5	26'-0"	P12	Str.													121			22'-4"	1F													
41	152	#5	13'-6"	P13	T1	5"	3'-8"	2'-8"	3'-8"	2'-8"		5"						122			22'-7"	1G													
42	20	#10	27'-2"	P14	Str.													123			22'-9"	1H													
43			25'-5"	P15														124			23'-0"	1I													
44			27'-4"	P16														125			23'-2"	1J													
45			25'-7"	P17														126			23'-5"	1K													
46			42'-7"	P18														127			23'-8"	1L													
47			40'-10"	P19														128			23'-10"	1M													
48			42'-9"	P20														129			24'-1"	1N													
49			40'-11"	P21														130			24'-4"	1O													
50			42'-0"	P22														131	8		24'-6"	AS1P													
51			40'-3"	P23														132	16	#10	8'-9"	AS2	1	0'-11	6'-11				0'-11	0'-8					
52			41'-10"	P24														133	104	#5	15'-9"	AS3													
53			40'-3"	P25														134	64		17'-3"	AS4A													
54			36'-6"	P26														135	8		16'-9"	AS4B													
55			34'-8"	P27														136	4		15'-6"	AS4C													
56			36'-4"	P28																															