

STATE OF VERMONT  
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT  
TOWN OF BRATTLEBORO  
COUNTY OF WINDHAM  
US ROUTE 5, VT ROUTE 119,  
VT ROUTE 142 & VT ROUTE 30

US ROUTE 5: BEGINNING ON US ROUTE 5 IN BRATTLEBORO AT STATION 57+40.00 (MM 1.087) AND EXTENDING NORTHERLY ALONG US ROUTE 5 A DISTANCE OF 10,057.00 FEET (1.905 MILES) TO STATION 157+97.00 (MM 2.992) IN BRATTLEBORO.

US ROUTE 5 SB: BEGINNING ON US ROUTE 5 AT STATION 221+06.55 (MM 2.284) AND EXTENDING NORTHERLY ALONG US ROUTE 5 SB A DISTANCE OF 1,768.00 FEET (0.335 MILES) TO STATION 238+17.00 (MM 2.619)

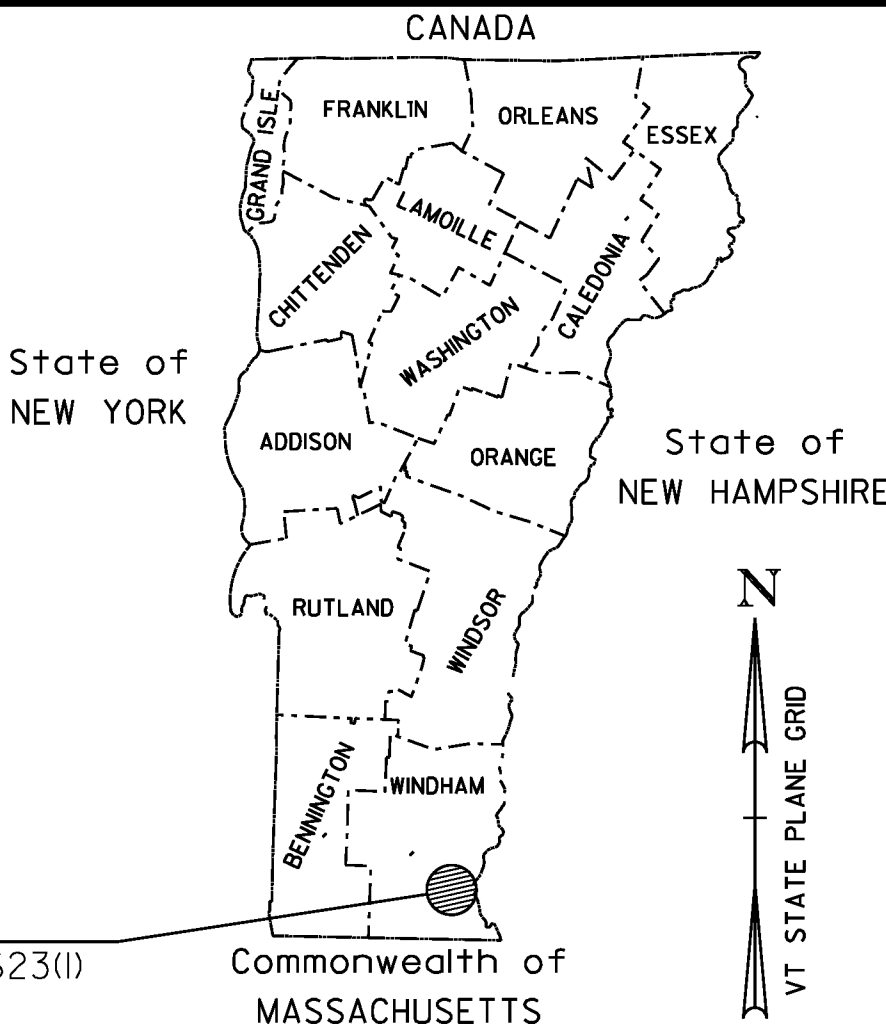
VT ROUTE 119: BEGINNING ON VT ROUTE 119 AT STATION 40+00.00 (MM 0.000) AND EXTENDING WESTERLY ALONG VT ROUTE 119 A DISTANCE OF 500.00 FEET (0.095 MILES) TO STATION 45+00.00 (MM 0.095)

VT ROUTE 142: BEGINNING ON VT ROUTE 142 AT STATION 58+19.00 (MM 1.102) AND EXTENDING NORTHERLY ALONG VT ROUTE 142 A DISTANCE OF 5,623.00 FEET (1.065 MILES) TO STATION 114+42.00 (MM 2.167)

VT ROUTE 30: BEGINNING ON VT ROUTE 30 AT US ROUTE 5 SB AT STATION 0+00.00 (MM 0.000) AND EXTENDING NORTHERLY ALONG VERMONT ROUTE 30 A DISTANCE OF 1760.00 FEET (0.333 MILES) TO STATION 17+60.00 (MM 0.333)

| PROJECT DATA                                     | FROM                     | TO                       |
|--------------------------------------------------|--------------------------|--------------------------|
| US ROUTE 5                                       | STA 57+40.00 (MM 1.087)  | STA 157+97.00 (MM 2.992) |
| US ROUTE 5 SB                                    | STA 221+06.55 (MM 2.284) | STA 238+17.00 (MM 2.619) |
| VT ROUTE 119                                     | STA 40+00.00 (MM 0.000)  | STA 45+00.00 (MM 0.095)  |
| VT ROUTE 142                                     | STA 58+19.00 (MM 1.102)  | STA 114+42.00 (MM 2.167) |
| VT ROUTE 30                                      | STA 0+00.00 (MM 0.000)   | STA 17+60.00 (MM 0.333)  |
| LENGTH OF ROADWAY = 19,650.45 FEET (3.722 MILES) |                          |                          |
| LENGTH OF PROJECT = 19,650.45 FEET (3.722 MILES) |                          |                          |

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING AND RESURFACING OF THE EXISTING HIGHWAY WITH A SHIM (OR LEVELING) COURSE, WEARING COURSE, NEW PAVEMENT MARKINGS, SIDEWALK, SIGNS AND INCIDENTAL ITEMS AS SHOWN IN THE PROJECT QUANTITIES.



INDEX OF SHEETS  
SEE SHEET 2

TRAFFIC DATA

| LOCATION                         | AADT   |        | DHV  |      | ESALS     |           |
|----------------------------------|--------|--------|------|------|-----------|-----------|
|                                  | 2010   | 2020   | 2010 | 2020 | 2010~2020 | 2010~2030 |
| US 5                             |        |        |      |      |           |           |
| BEGIN PROJECT TO FAIRGROUND RD   | 13,000 | 13,200 | 1300 | 1300 | 1,992,000 | 4,508,000 |
| FAIRGROUND RD TO S. MAIN ST.     | 11,900 | 12,200 | 1200 | 1200 | 1,858,000 | 4,236,000 |
| SOUTH MAIN ST. TO HIGH ST.       | 16,900 | 17,200 | 1700 | 1700 | 2,181,000 | 5,044,000 |
| HIGH ST. TO LINDEN ST.           | 18,500 | 18,900 | 1800 | 1900 | 2,188,000 | 5,465,000 |
| LINDEN ST. TO PARK PLACE         | 10,200 | 10,400 | 1000 | 1000 | 905,000   | 2,086,000 |
| PARK PLACE TO END PROJECT        | 15,500 | 15,800 | 1500 | 1600 | 1,562,000 | 3,395,000 |
| US 5 SOUTHBOUND                  |        |        |      |      |           |           |
| PUTNEY RD TO APPROACH #1         | 9100   | 9300   | 900  | 920  | 720,000   | 1,668,000 |
| APPROACH #1 TO APPROACH #2       | 11,200 | 11,500 | 1200 | 1200 | 3,273,000 | 6,619,000 |
| APPROACH #2 TO VT 30/CHAPIN ST.  | 8200   | 8300   | 850  | 860  | 581,000   | 1,358,000 |
| APPROACH #1                      |        |        |      |      |           |           |
| PUTNEY RD TO PARK PLACE          | 3800   | 3900   | 380  | 390  | 387,000   | 903,000   |
| APPROACH #2                      |        |        |      |      |           |           |
| PARK PLACE TO VT 30              | 3100   | 3100   | 320  | 320  | 388,000   | 886,000   |
| LINDEN ST                        |        |        |      |      |           |           |
| PARK PLACE TO APPROACH #3        | 8600   | 8800   | 890  | 920  | 846,000   | 1,953,000 |
| APPROACH #3                      |        |        |      |      |           |           |
| APPROACH #3 TO US 5              | 6000   | 6200   | 620  | 650  | 615,000   | 1,439,000 |
| LINDEN ST. TO US 5/WALNUT ST.    | 2600   | 2600   | 270  | 270  | 190,000   | 419,000   |
| VT 30                            |        |        |      |      |           |           |
| BEGIN PROJECT TO END PROJECT     | 6500   | 6700   | 730  | 760  | 935,000   | 2,150,000 |
| VT 142                           |        |        |      |      |           |           |
| BEGIN PROJECT TO MORNINGSIDE DR  | 1400   | 1400   | 180  | 180  | 863,000   | 1,787,000 |
| MORNINGSIDE DRIVE TO BRIDGE ST.  | 2000   | 2100   | 210  | 220  | 866,000   | 1,870,000 |
| BRIDGE ST. TO END PROJECT (US 5) | 9300   | 9600   | 970  | 1000 | 1,644,000 | 3,774,000 |

BEGIN BRATTLEBORO STP 2623(1)

US 5  
STA 57 + 40.00  
(MM 1.087)

END BRATTLEBORO STP 2623(1)

VT 30  
STA 17 + 60.00  
(MM 0.333)

|                                                                   |                                               |
|-------------------------------------------------------------------|-----------------------------------------------|
| BITUMINOUS CONCRETE PAVEMENT<br>SUPERPAVE MIXTURE DESIGN CRITERIA |                                               |
| DESIGN LANE/DESIGN LIFE ESAL                                      | 3,309,500                                     |
| DESIGN NUMBER OF GYRATIONS                                        | 65                                            |
| PERFORMANCE GRADED ASPHALT BINDER                                 | SEE SECTION 490 GENERAL<br>SPECIAL PROVISIONS |

BEGIN BRATTLEBORO STP 2623(1)

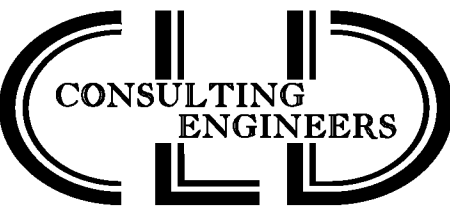
VT 142  
STA 58 + 19.00  
(MM 1.102)

END BRATTLEBORO STP 2623(1)

US 5  
STA 157 + 97.00  
(MM 2.992)

END BRATTLEBORO STP 2623(1)

VT 119  
STA 45 + 00.00  
(MM 0.095)

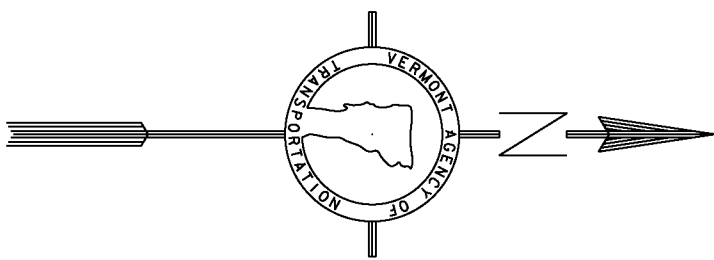


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CONVENTIONAL SYMBOLS

|                    |  |
|--------------------|--|
| 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       |  |

5 0 .5 1  
SCALE IN MILES



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 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006. FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

UNLESS OTHERWISE NOTED, ALL DRAWING AND DETAILS ON THE PLANS ARE DRAWN "NOT TO SCALE".

RIGHT-OF-WAY LIMITS, IF APPLICABLE, ARE PROVIDED SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS CONTRACTOR DURING THE COURSE OF THIS PAVING PROJECT. ANY REFERENCES TO OFFSETS ON THESE PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED UPON FOR ANY OTHER PURPOSES.

PROJECT MANAGER : MICHAEL FOWLER

PROJECT NAME : BRATTLEBORO

PROJECT NUMBER: STP 2623(1)

SHEET 7 OF 163 SHEETS