

# STATE OF VERMONT

## AGENCY OF TRANSPORTATION

Dated MAR 30 1984

Cooley Asphalt Paving  
Contractor  
William A. Laprade  
Signature  
John A. Laprade  
Title  
Transportation Secretary's Signature



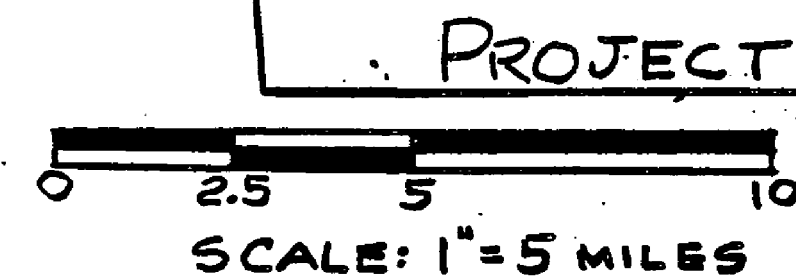
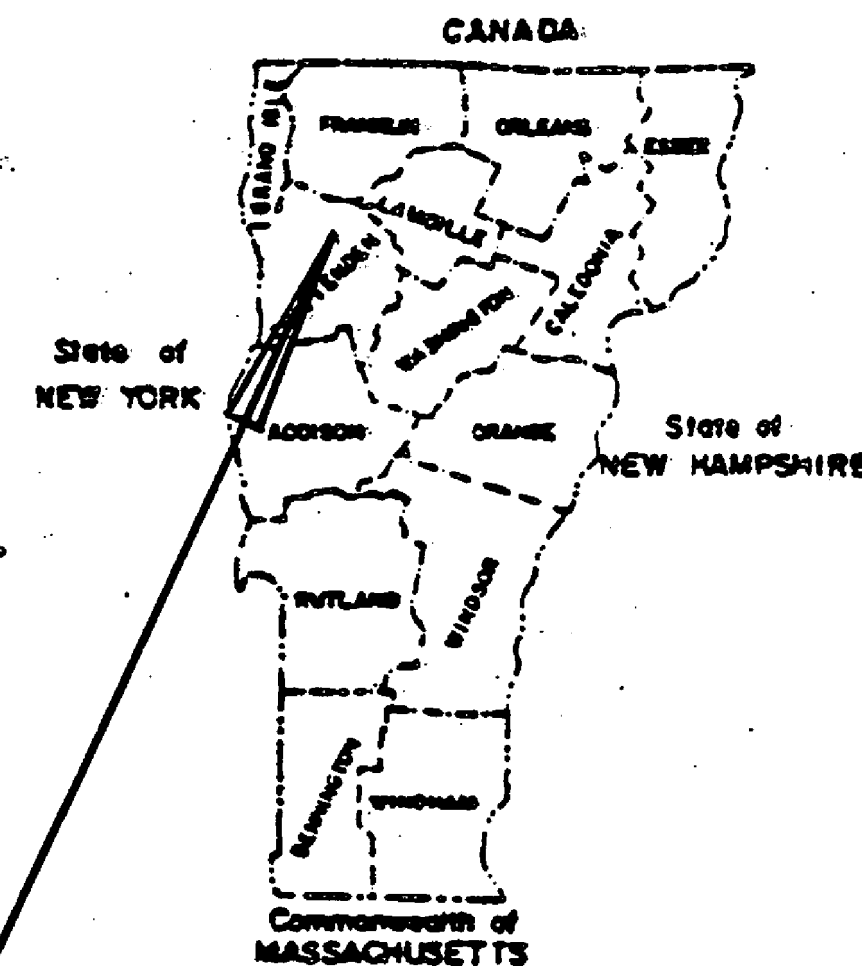
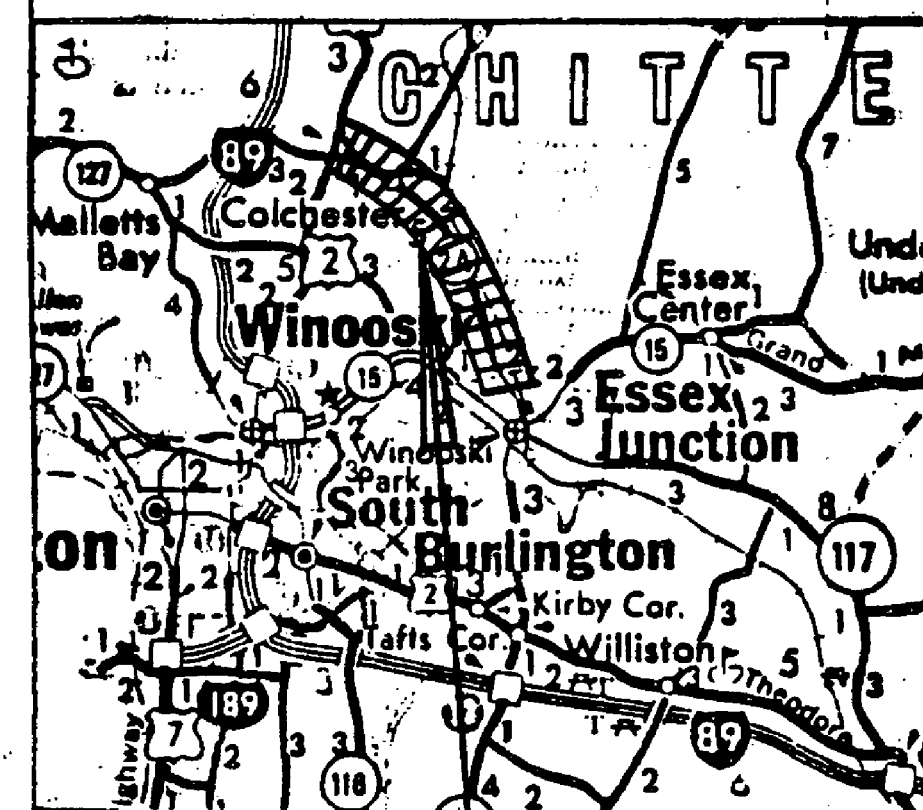
CONTRACT PLANS

THESE PLANS DO NOT REFLECT  
CHANGES MADE ON THE PROJECT.

### PROPOSED IMPROVEMENT

RESURFACING PROJECT

TOWN OF: ESSEX - COLCHESTER  
COUNTY OF: CHITTENDEN  
ROUTE NO: VT. 2-A  
ROUTE CLASS: FAS



These plans are subject to such engineering changes as may be required by the Federal Highway Administration or the Director of Engineering and Construction.

Construction is to be carried on in accordance with these plans and the Standard Specifications for Highway and Bridge Construction dated March, 1976, as approved by the Federal Highway Administration on October 27, 1976 for use on this project, including all subsequent revisions and such revised specifications and special provisions as are incorporated in these plans.

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SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD  
APPROVED S. J. O'Neil P.E. DATE \_\_\_\_\_  
DIRECTOR OF ENGINEERING AND CONSTRUCTION

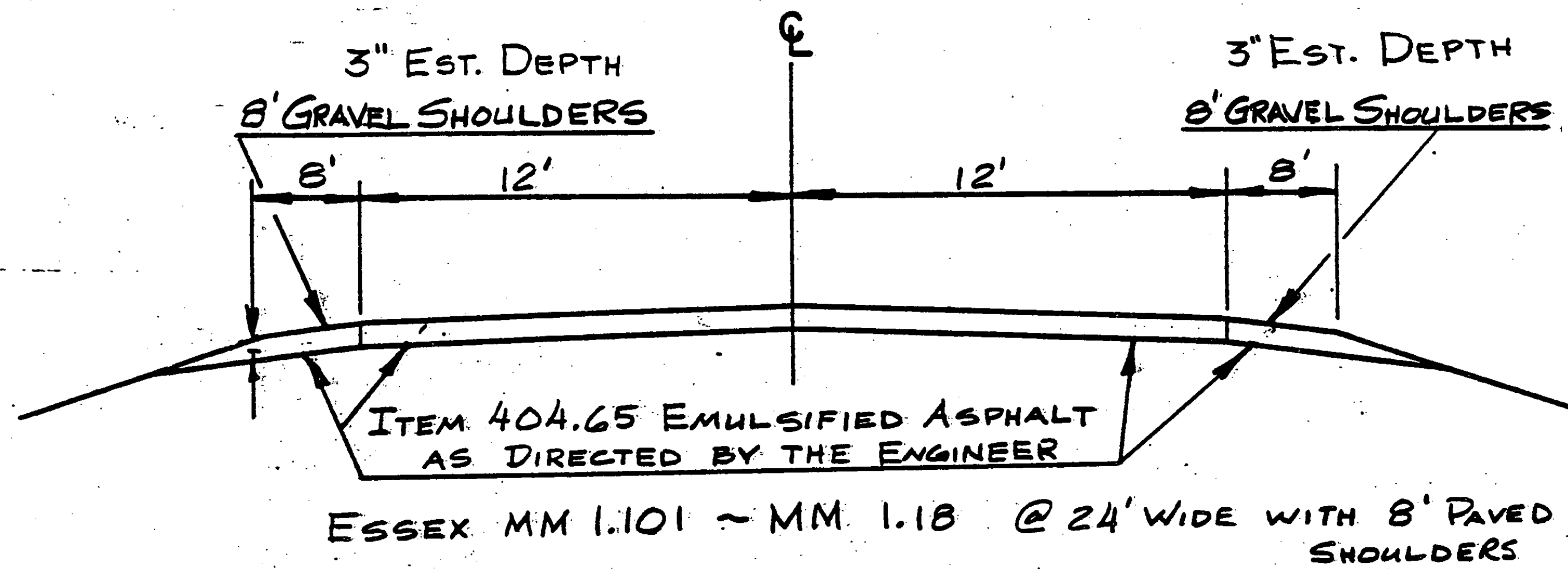
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
DIVISION ADMINISTRATOR

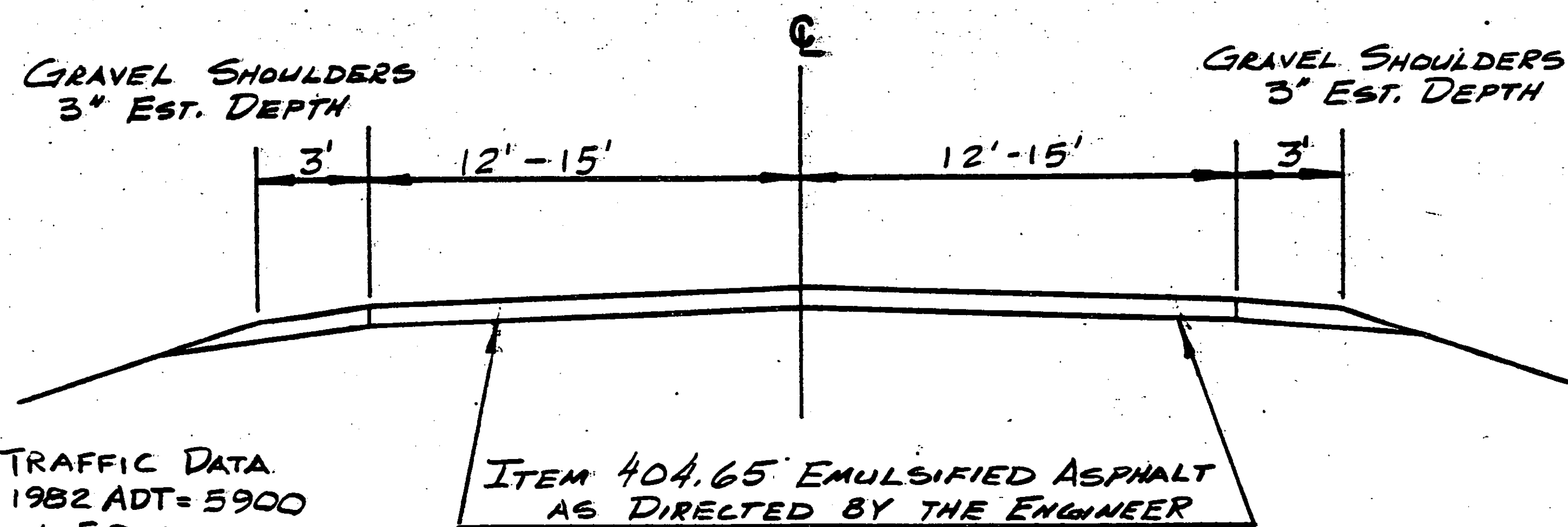
PROJECT NO. HMA 2450  
SHEET 1 OF 12 SHEETS

# TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE, TYPE III OR IV (24' WIDE @ 218 TON/MI.)  
 AS DIRECTED BY THE ENGINEER  
 1 1/2" WEARING COURSE, TYPE III



ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE, TYPE III OR IV (30' WIDE @ 273 TON/MI.)  
 AS DIRECTED BY THE ENGINEER  
 1 1/2" WEARING COURSE, TYPE III



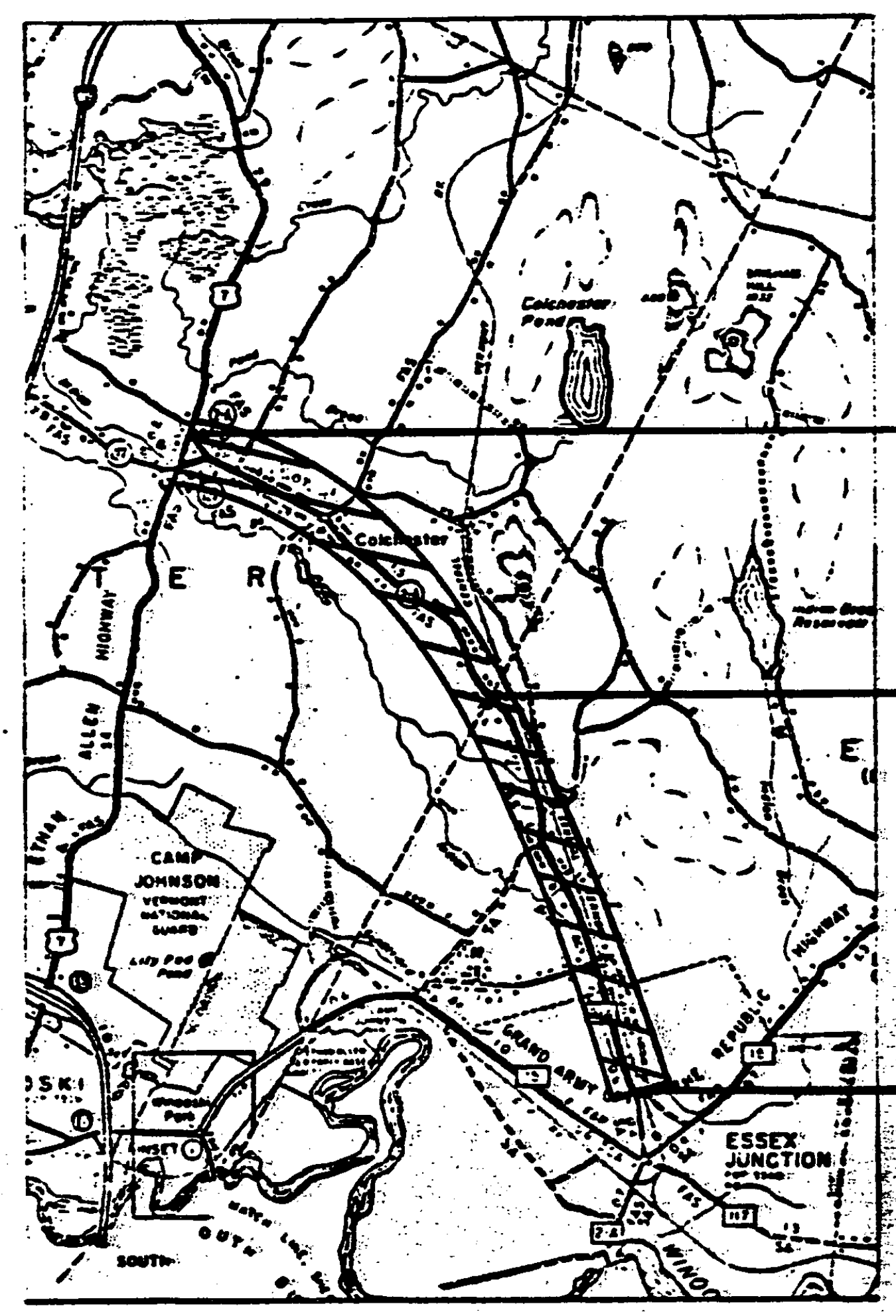
TRAFFIC DATA  
 1982 ADT = 5900  
 V = 50 MPH

ESSEX MM 1.18 ~ MM 3.517 @ 24' WIDE  
 COLCHESTER MM 0.00 ~ MM 2.13 @ 24' WIDE  
 COLCHESTER MM 2.13 ~ MM 2.20 @ TAPER 24'-30' WIDE  
 COLCHESTER MM 2.20 ~ MM 2.431 @ 30' WIDE

PROJECT ESSEX - COLCHESTER

NO. HMA 2450  
 SHEET 3 OF 12

PROJECT DESCRIPTION AND LOCATION



END PROJECT MM 2.431  
COLCHESTER

T.L. COLCHESTER MM 0.00  
ESSEX MM 3.517

BEGIN PROJECT MM 1.101  
VILLAGE OF ESSEX JUNCTION

BEGINNING ON VT. ROUTE 2-A IN THE VILLAGE OF  
ESSEX JUNCTION, 2.416 MILES SOUTHERLY OF THE  
COLCHESTER - ESSEX TOWN LINE, AT MM 1.101 AND  
EXTENDING NORTHERLY 4.847 MILES TO COLCHESTER  
MM 2.431 AT THE INTERSECTION OF VT. ROUTE 2-A  
WITH U.S. ROUTE 7.

LENGTH OF PROJECT: 25592 FT.  
4.847 mi.

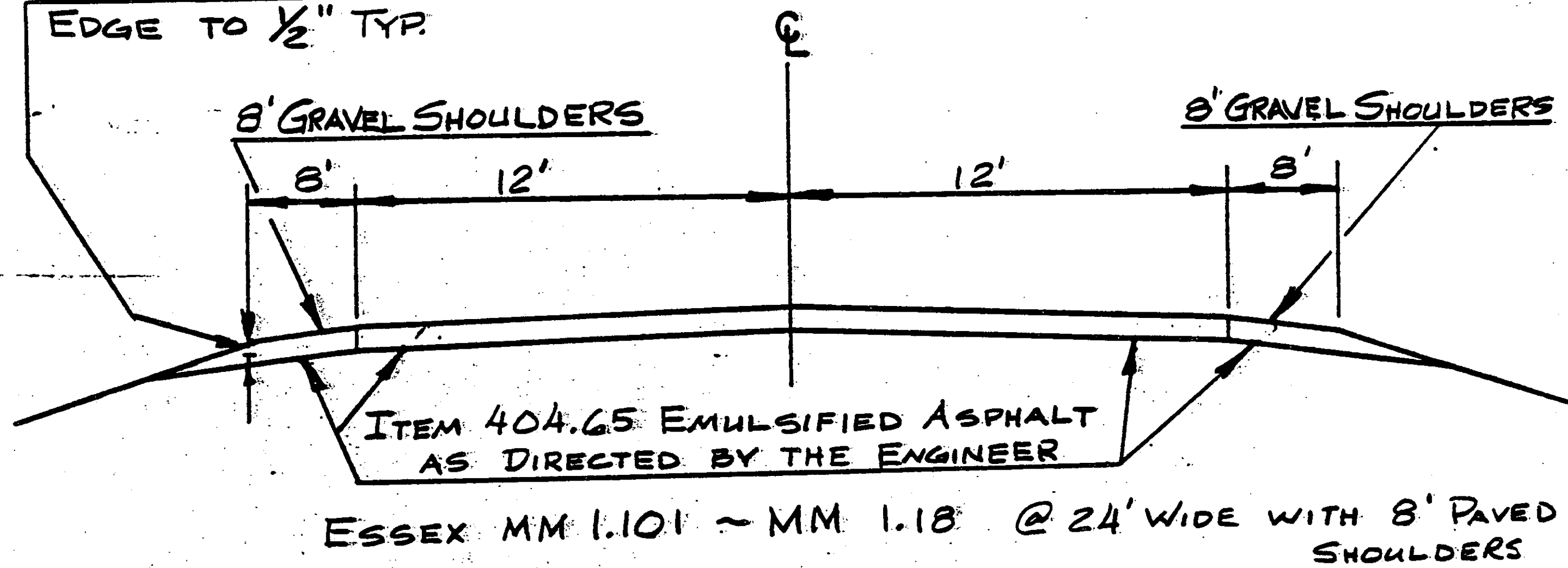
PROJECT ESSEX - COLCHESTER

NO. HMA 2450  
SHEET 2 OF 12 SHEETS

# TYPICAL SECTIONS & DESIGN DATA

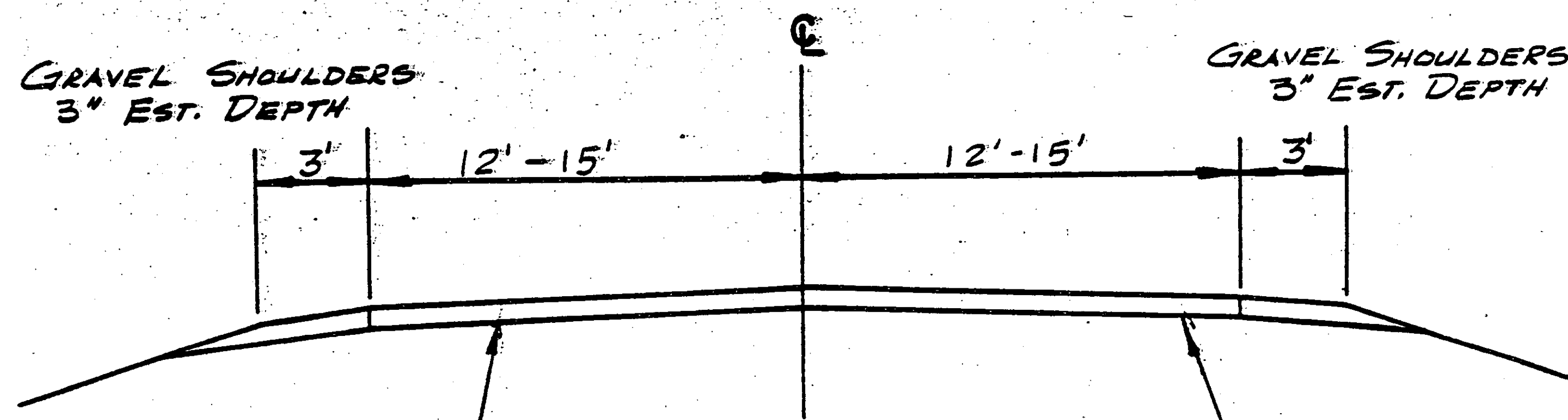
ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE, TYPE III OR IV (24' WIDE @ 218 Ton/mi.)  
 AS DIRECTED BY THE ENGINEER  
 1 1/2" WEARING COURSE, TYPE III

TAPER OUTSIDE SHOULDER  
 EDGE TO 1/2" TYP.



ESSEX MM 1.101 ~ MM 1.18 @ 24' WIDE WITH 8' PAVED SHOULDERS

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE, TYPE III OR IV (30' WIDE @ 273 Ton/mi.)  
 AS DIRECTED BY THE ENGINEER  
 1 1/2" WEARING COURSE, TYPE III



TRAFFIC DATA  
 1982 ADT=5900  
 V=50 MPH

ITEM 404.65 EMULSIFIED ASPHALT  
 AS DIRECTED BY THE ENGINEER

ESSEX MM 1.18 ~ MM 3.517 @ 24' WIDE  
 COLCHESTER MM 0.00 ~ MM 2.13 @ 24' WIDE  
 COLCHESTER MM 2.13 ~ MM 2.20 @ TAPER 24'-30' WIDE  
 COLCHESTER MM 2.20 ~ MM 2.431 @ 30' WIDE

PROJECT ESSEX - COLCHESTER

NO. HMA 2450  
 SHEET 3 OF 12



TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT	QUANTITY LT	QUANTITY CL	QUANTITY RT	TOTAL
<b>ESSEX</b>							
1.101	1.41	SOLID	SOLID	1637		1637	3274
1.41	1.54	SOLID	DASH	686		172	858
1.54	1.61	SOLID	SOLID	370		370	740
1.61	1.75	DASH	SOLID	185		739	924
1.75	2.13	SOLID	SOLID	2006		2006	4012
2.13	2.32	SOLID	DASH	1003		251	1254
2.32	2.46	DASH	DASH		185		185
2.46	2.58	DASH	SOLID	158		634	792
2.58	3.02	SOLID	SOLID	2323		2323	4646
3.02	3.15	SOLID	DASH	686		172	858
3.15	3.19	SOLID	SOLID	211		211	422
3.19	3.31	DASH	SOLID	158		634	792
3.31	3.517 TL	SOLID	SOLID	1093		1093	2186
<b>COLCHESTER</b>							
0.00	2.43	SOLID	SOLID	12830		12830	25660
<b>SUB-TOTAL</b>				23346	185	23072	46603
<b>ASSUME 75% LOST DURING LEVELING</b>							
				$46603 \times 0.75 =$			34952
<b>TOTAL</b>							81555
<b>ROUND</b>							45
<b>PROJ. EST. TOTAL</b>							81600
<b>NOTE: LETTER IN WORD MARKINGS (ITEM 646.23)</b>							
<b>AT THE FOLLOWING MILE MARKERS:</b>							
MM 1.89 RT.		- SCHOOL					
MM 2.24 LT.		- SCHOOL					
MM 2.31 RT.		- STOP AHEAD					
MM 2.42 RT.		- STOP					
<b>TEMPORARY 4" REFLECTORIZED WHITE LINE</b>							
<b>ESSEX</b>							
1.101	3.517 TL	SOLID	SOLID	12756		12756	25512
<b>COLCHESTER</b>							
0.00	2.431	SOLID	SOLID	12836		12836	25672
							51184

GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS  
IN CONSTRUCTION ZONES ON FEDERAL-AID PROJECTS

- A. CENTERLINE AND GORE AREA MARKINGS SHALL BE APPLIED AT THE END OF EACH WORKING DAY. THE FOLLOWING LAYOUT REQUIREMENTS SHALL BE MET:

NO PASSING BARRIER

SOLID STRIPES.

DASHED LINE

10-FOOT SOLID LINE WITH 30-FOOT GAP.

SOLID LINE - (GORE AREAS TO INCLUDE CHANNELIZING LINE AND DASHED LINE)

PER STANDARD SHEET E-50.

EDGE LINES

WHERE SPECIFIED EDGE LINES ARE NOT REQUIRED UNTIL COMPLETION OF THE PROJECT. ON INTERSTATE PROJECTS, TEMPORARY EDGE LINES SHOULD BE APPLIED WHERE TRAFFIC VOLUMES AND SPEEDS ARE HIGH AND DELAY OF SEVERAL DAYS IS ANTICIPATED.

- B. TEMPORARY MARKINGS MAY CONSIST OF PAINT, TAPE OR RAISED PAVEMENT MARKERS (RPM'S). THE TAPE SHALL BE A RETRO-REFLECTIVE FILM ON A CONFORMABLE METALIC BACKING THAT CAN BE PAVED OVER. TAPE MAY BE USED ON THE FINAL SURFACE COURSE IF IT WILL NOT INTERFERE WITH THE FINAL MARKING APPLICATION. THE RPM'S SHALL HAVE A SELF-ADHESIVE BACKING EASILY REMOVED BEFORE PAVING AND SHALL CONFORM TO THE FOLLOWING LAYOUT PATTERN: TEMPORARY TAPE MARKINGS WILL BE OFFSET AND REMOVED WHEN PROJECT IS FINISHED AND FINAL CENTERLINE PAINTED.

NO PASSING BARRIER

NO RPM'S ALLOWED.

DASHED LINE

FOUR RETRO-REFLECTIVE RPM'S ON 3 1/2 FOOT CENTERS WITH A 30 FOOT GAP.

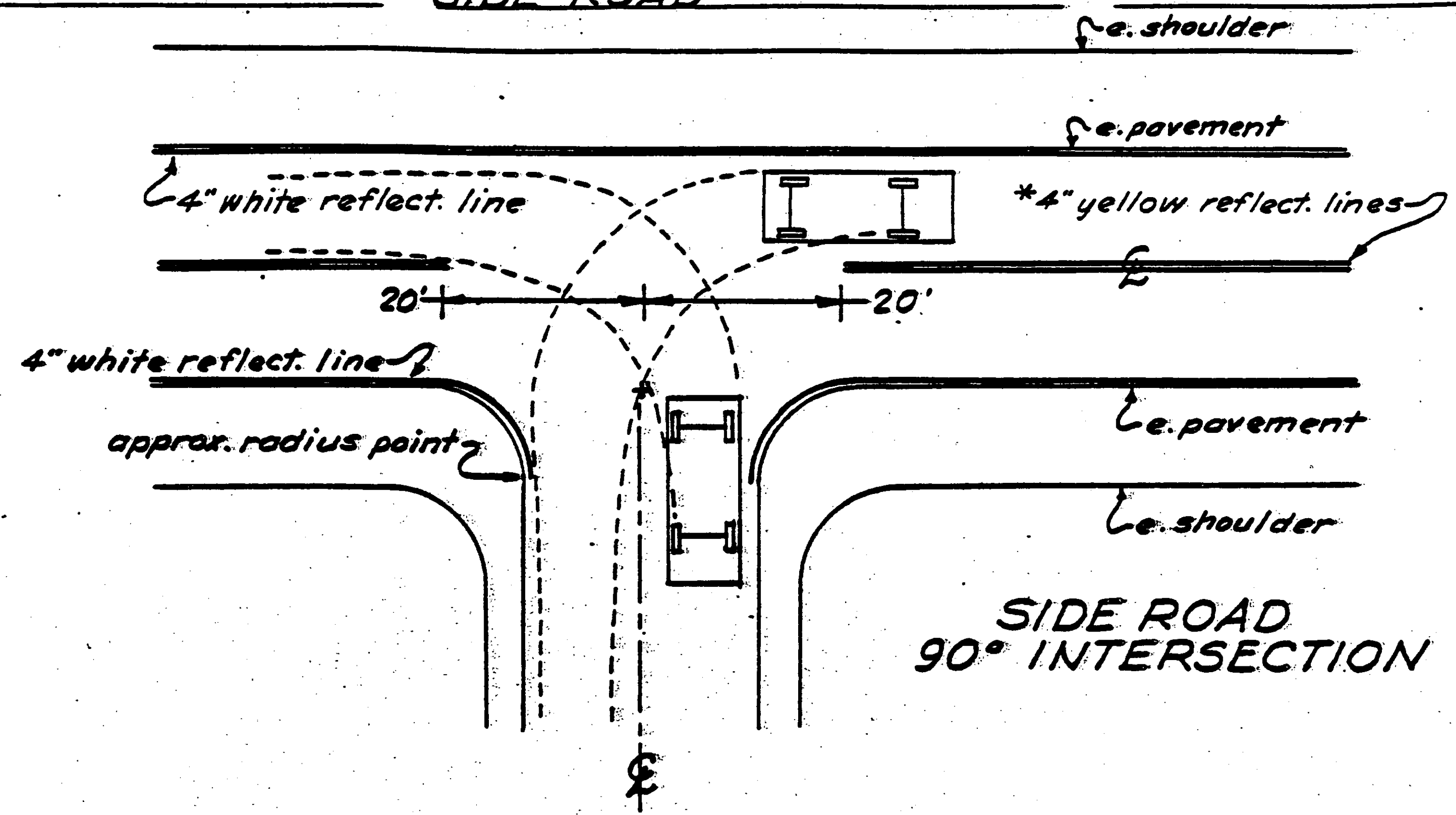
SOLID LINE - EDGE LINES

INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER. DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

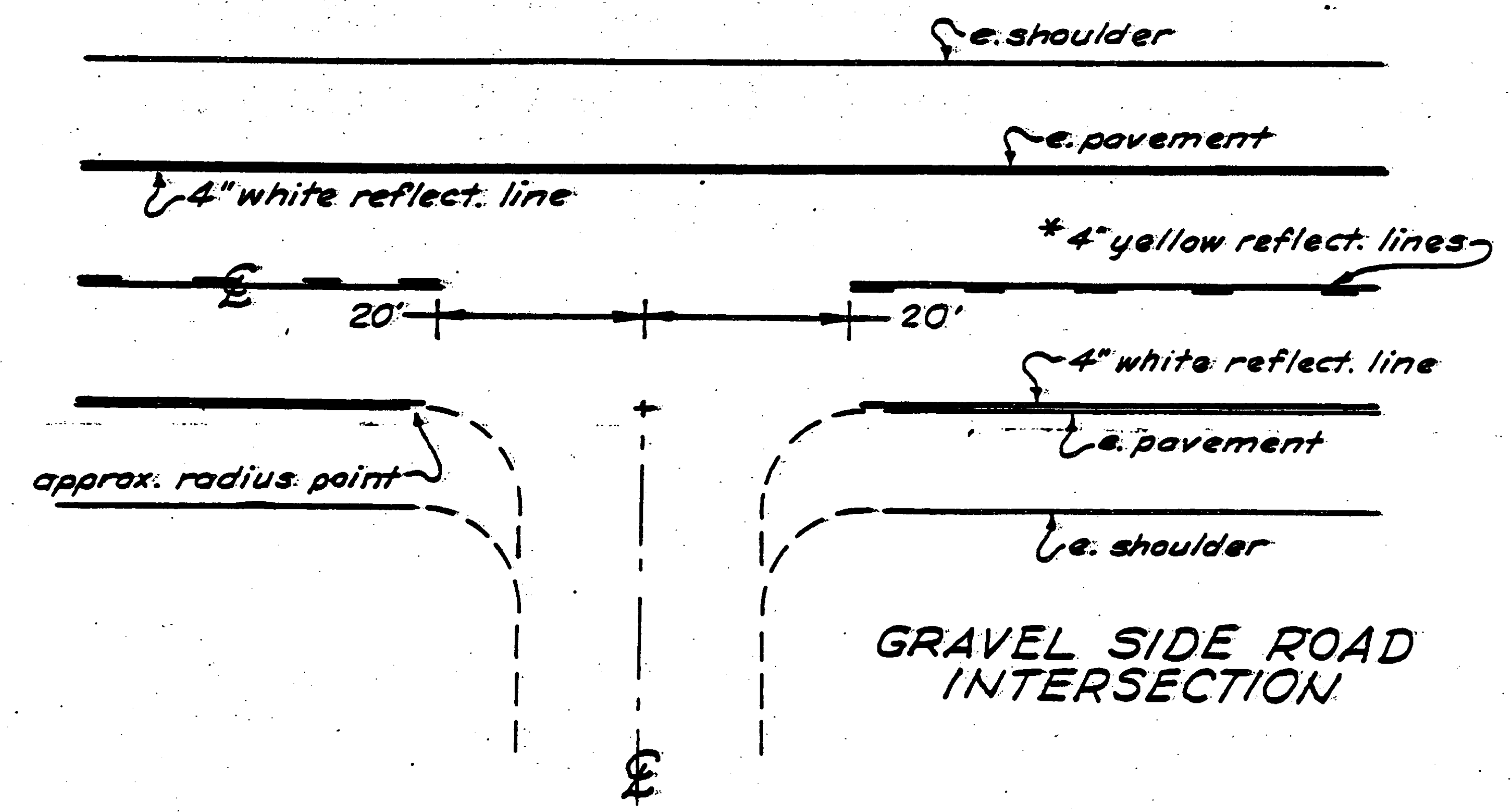
- C. WHEN PAINT IS USED FOR TEMPORARY MARKING, AN ALTERNATE MATERIAL SUCH AS TAPE OR RPM'S SHALL BE ON HAND IN THE EVENT RAIN PREVENTS THE PAINT APPLICATION FROM BEING COMPLETED. ALL PAINT SHALL BE REFLECTORIZED.
- D. PAYMENT FOR PAINT AND TAPE SHALL BE COMPUTED ON A LINEAR FOOT BASIS AS IF PAINT WAS USED. PAYMENT FOR THE RPM'S SHALL BE COMPUTED AS IF AN EQUIVALENT PAINT LINE WAS USED. (FOR EXAMPLE, DASHED LINE PAID AS 10 FEET OF PAINT, SOLID LINE PAID AS THE TOTAL DISTANCE COVERED WITH THE MARKERS).
- E. PRIOR TO ACCEPTANCE, THE FINAL PAVEMENT MARKINGS SHALL BE COMPLETED FOR THE ENTIRE PROJECT BY THE CONTRACTOR AS DETAILED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

REVISED  
12/22/83

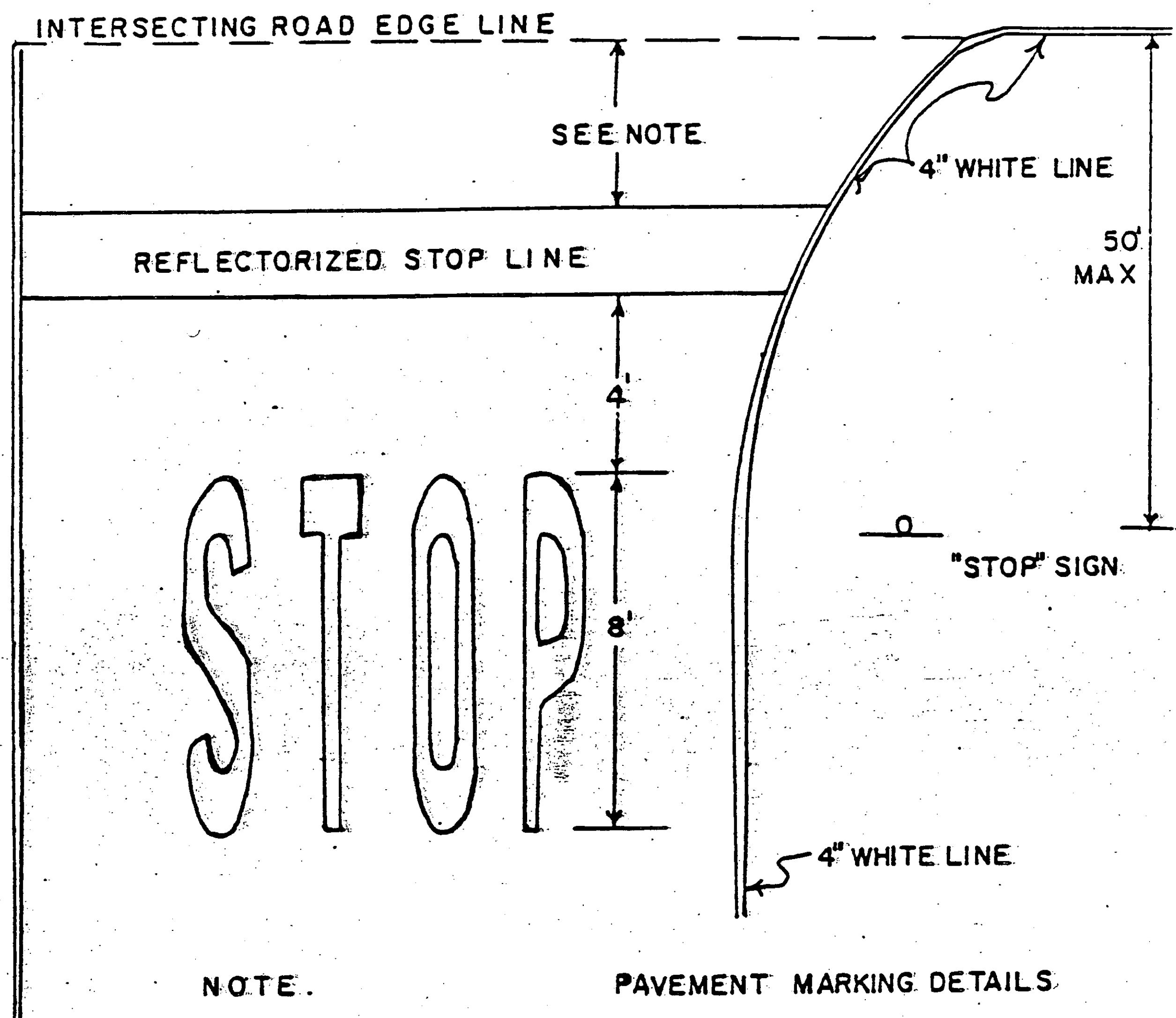
ESSEX-COLCHESTER HMA 2450  
SHEET 10 OF 12



\* Centerline treatment shall consist of a minimum of 400 feet of solid line in advance of the intersection and shall be paired with either a solid or dashed line depending on sight distance availability in the opposing lane.



# DETAILS



NOTE.

PAVEMENT MARKING DETAILS.

1. THE STOP LINE SHOULD BE PLACED AT THE DESIRED STOPPING POINT, IN NO CASE MORE THAN 30 FEET OR LESS THAN 4' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.

PROJECT ESSEX - COLCHESTER

NO. HMA 2450

SHEET 12 OF 12 SHEETS