

# STATE OF VERMONT AGENCY OF TRANSPORTATION

Dated JUN 6 1984

Cooley Asphalt Paving  
Contractor

Walfred A. Laprade  
Signature

President  
Title



CONTRACT PLANS

THESE PLANS DO NOT REFLECT  
CHANGES MADE ON THE PROJECT.

## PROPOSED IMPROVEMENT

RESURFACING PROJECT

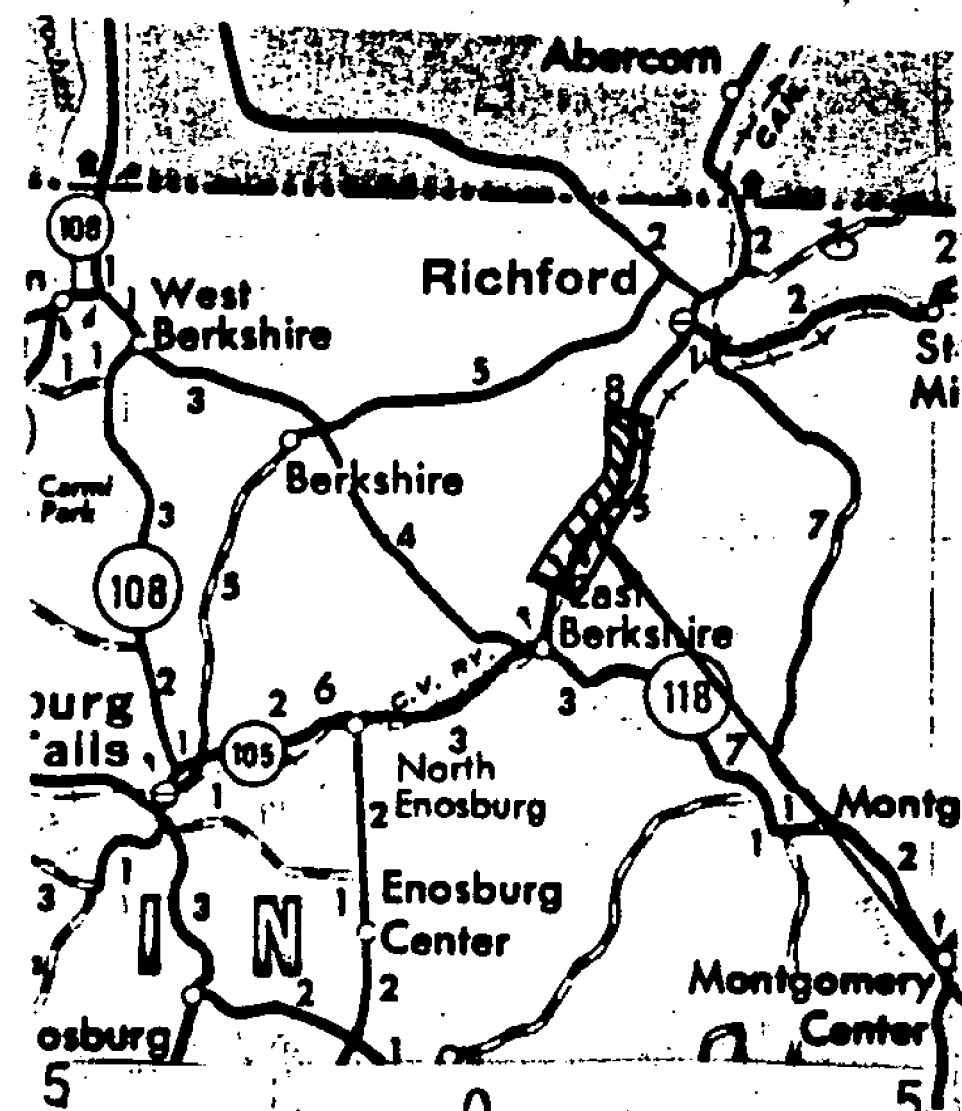
D. N. Remick  
ACTING Transportation Secretary's Signature

TOWN OF: BERKSHIRE

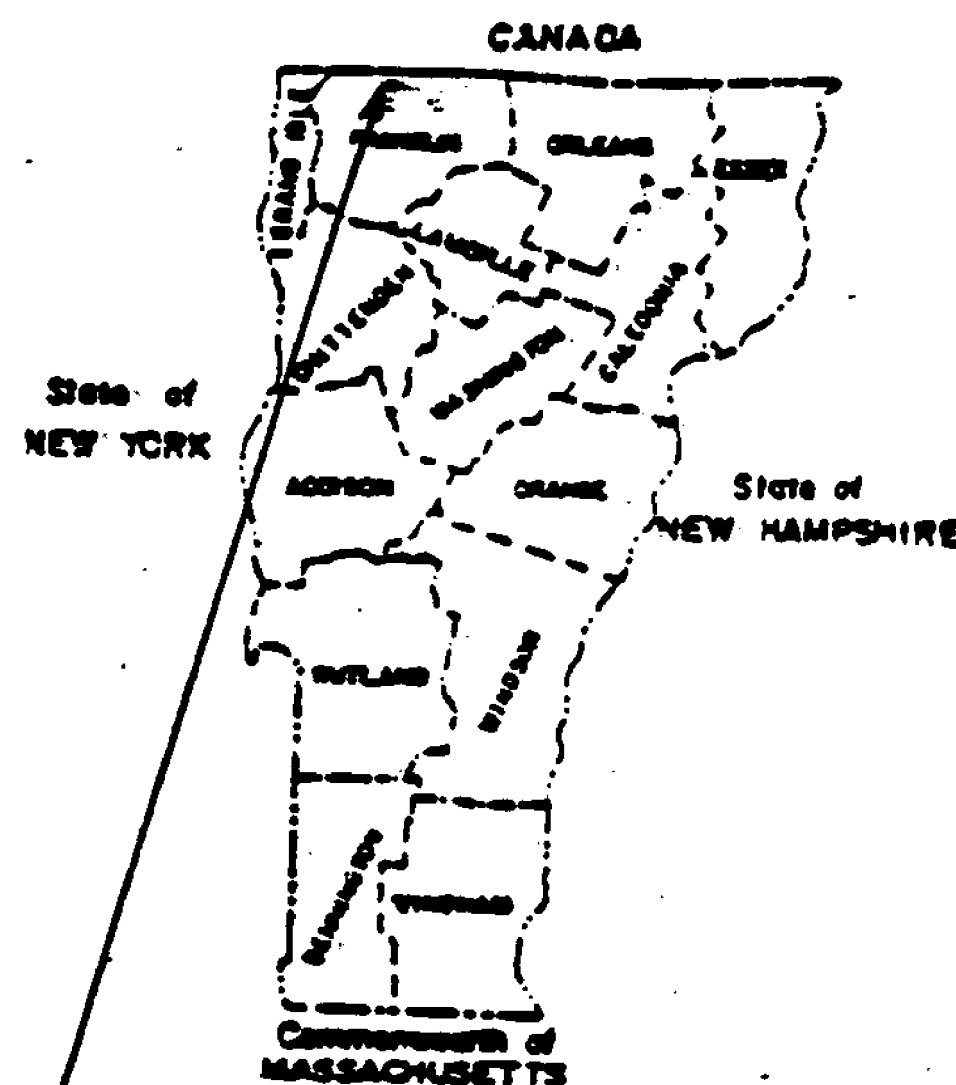
COUNTY OF: FRANKLIN

ROUTE NO: VT 105

ROUTE CLASS: FAP



1 inch equals 5 miles



**PROJECT PROCESSED UNDER  
SECONDARY ROAD PLAN**

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. [Signature] P.E. DATE MAY 16 1984

DIRECTOR OF ENGINEERING AND CONSTRUCTION

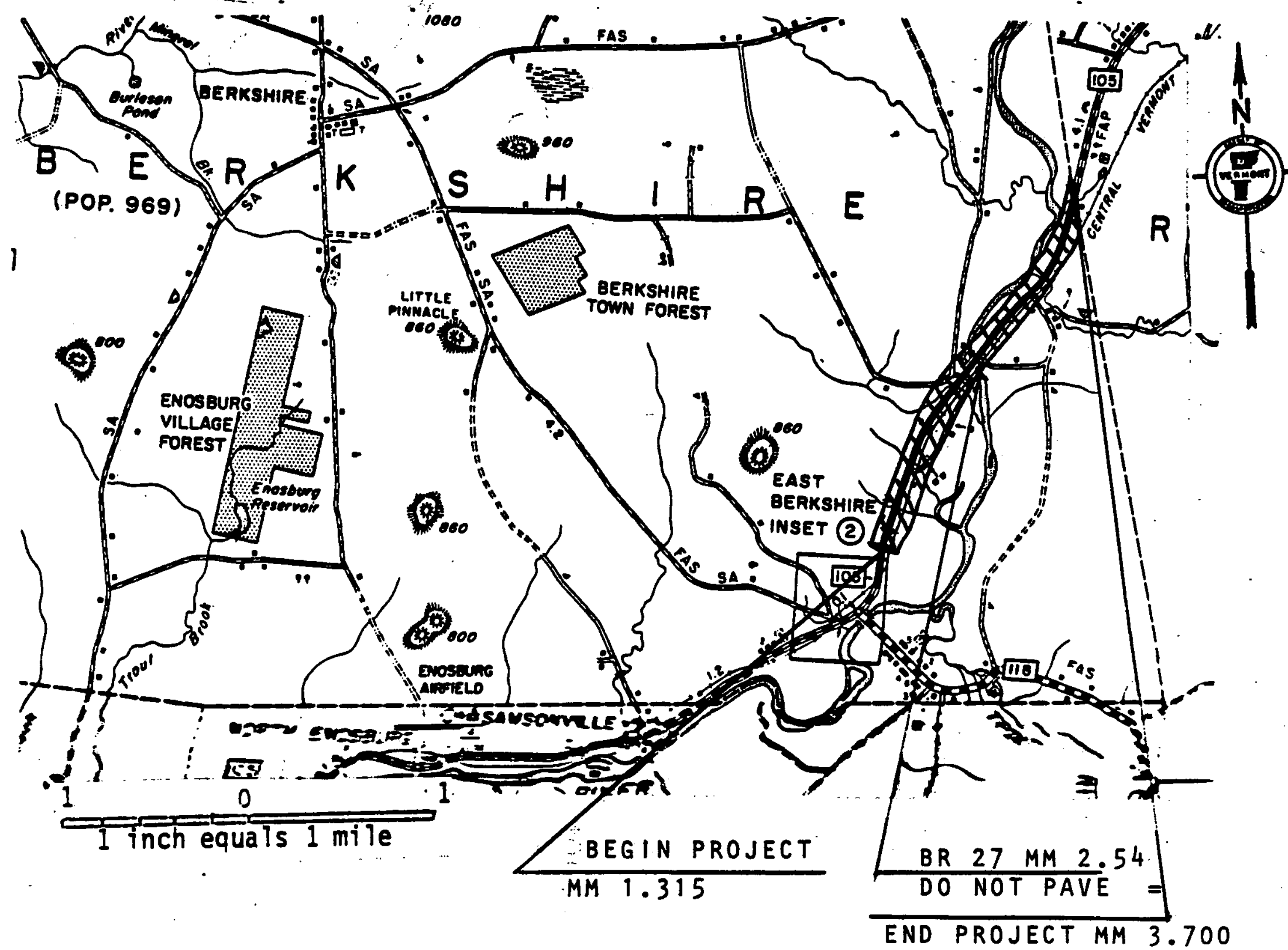
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

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

PROJECT NO. F 034-1(15) S

SHEET 1 OF 11 SHEETS

# PROJECT DESCRIPTION AND LOCATION



ON VT 105; BEGINNING 1.315 MILES NORTHERLY OF THE ENOSBURG-BERKSHIRE TOWN LINE AT MM 1.315 AND EXTENDING NORTHERLY 2.385 MILES TO MM 3.700.

LENGTH OF PROJECT  
2.385 MILES  
12592 FEET

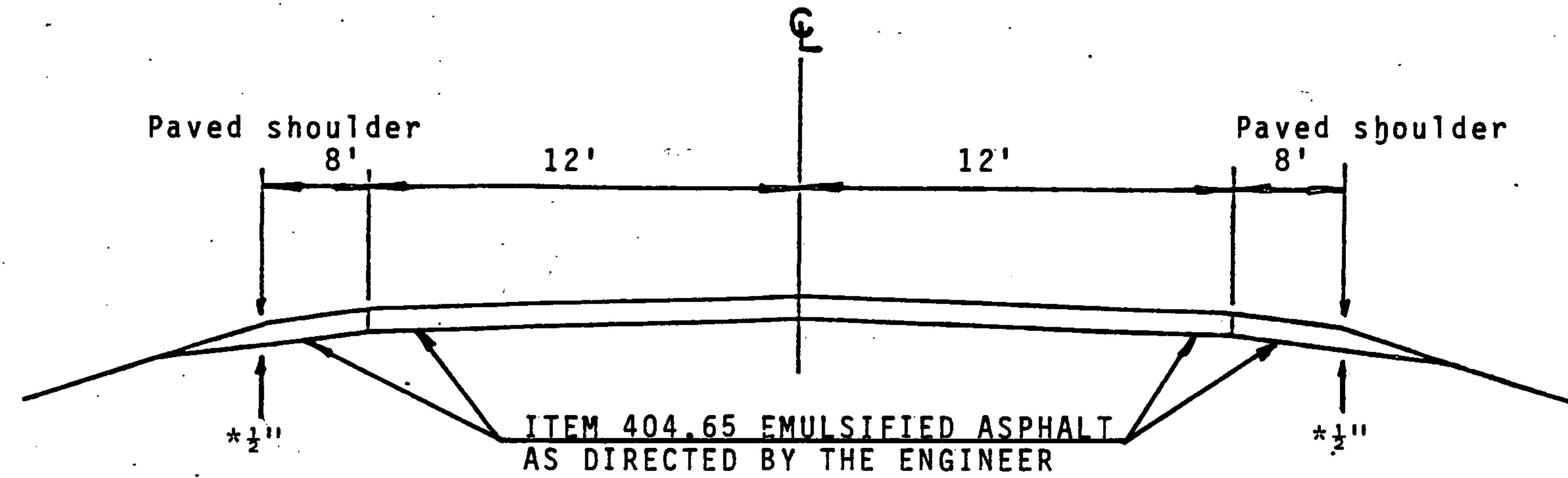
PROJECT BERKSHIRE

NO. 034-1(15)s

SHEET 2 OF 11 SHEETS

# TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
Leveling course, Type III or IV (327 Tons/Mile)  
AS DIRECTED BY THE ENGINEER  
3/4" Wearing course (+1/4") Type IV



MM 1.315 - MM 3.700

TRAFFIC DATA  
1982 ADT = 2190  
V = 50 MPH

\*Shoulder to be tapered from full depth to 1/2"

PROJECT BERKSHIRE

NO. F 034-1(15)S  
SHEET 3 OF 11

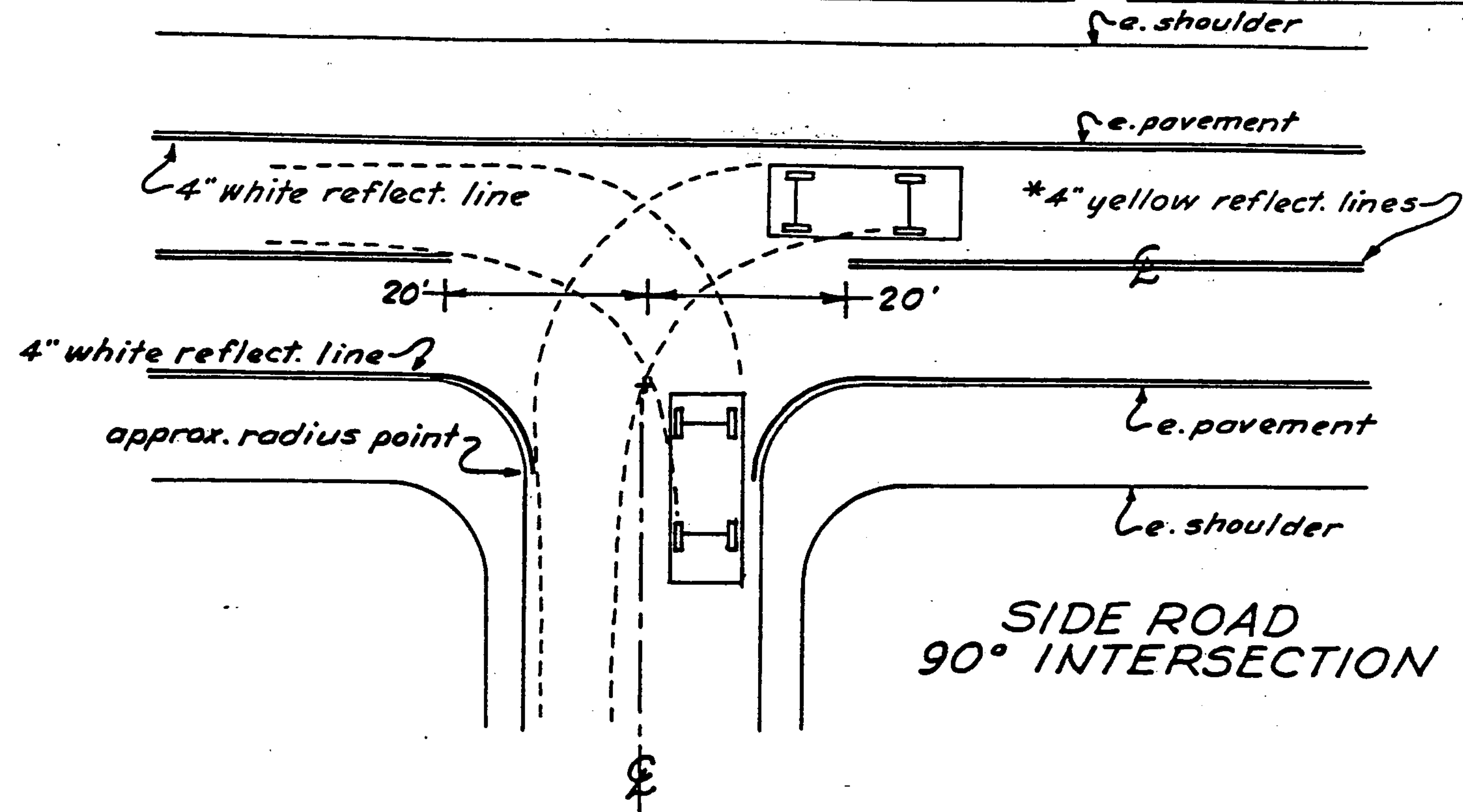
# PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION	LENGTH	WIDTH	OVERLAY DEPTH	DURABLE	RAILROAD MARKING SYMBOL	OPTION											REMARKS										
ITEM NUMBER	646.67	402.10	402.11	404.65	406.25	604.40	608.25	608.30	630.10	630.15	635.10	646.35	646.36														
UNIT	FEET	FT	INCH	EA.	CY	TON	CWT	TON	EA	HR	HR	HR	HR	LS	LF												
LOCATION																											
MM 1.315																											
MM 3.700	12592'	24'	3/4'				141'	1399'																			8' Paved Shoulder
								933'																			300 T/M Level
								781'																			Factored 327 T/M
MM 1.375				1																							
Proj Estimate					100'	165'		50'	1'	10'	19'	80'	80'	1'	25200'	14100'											
Rounding							9'	37'			1'																
TOTAL				1'	100'	165'	150'	3200'	1'	10'	20'	80'	80'	1'	25200'	14100'											

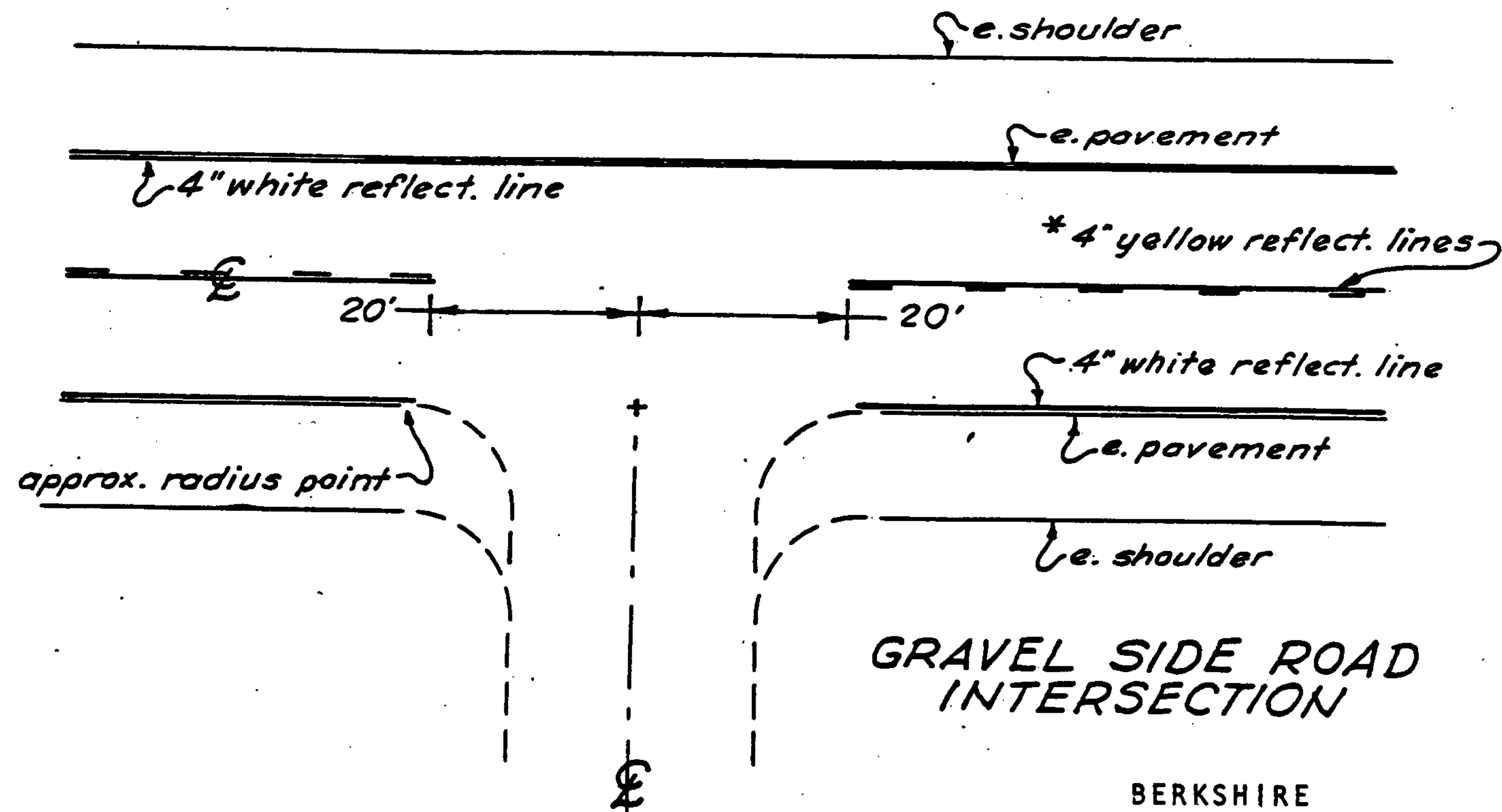
PROJECT BERKSHIRE NUMBER E 034-1(15)S SHEET 4 OF 11







\* 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.



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 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

BERKSHIRE

F 034-1(15)S

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