

STATE OF VERMONT AGENCY OF TRANSPORTATION

Dated MAY 22 1984

CONTRACT PLANS

THESE PLANS DO NOT REFLECT
CHANGES MADE ON THE PROJECT.



Cooley Corporation
Contractor

Ray Cooley
Signature

President Title

PROPOSED IMPROVEMENT

RESURFACING PROJECT

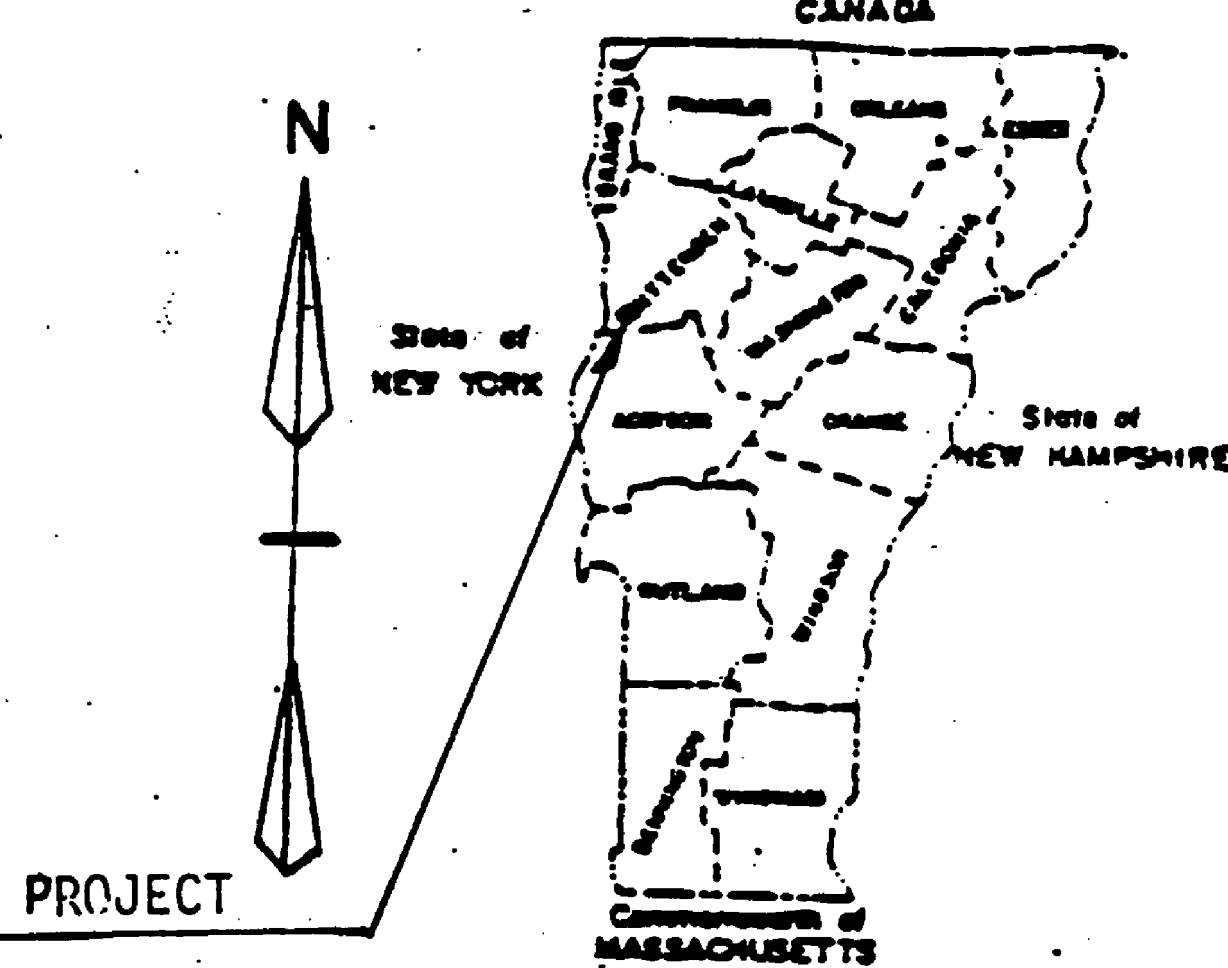
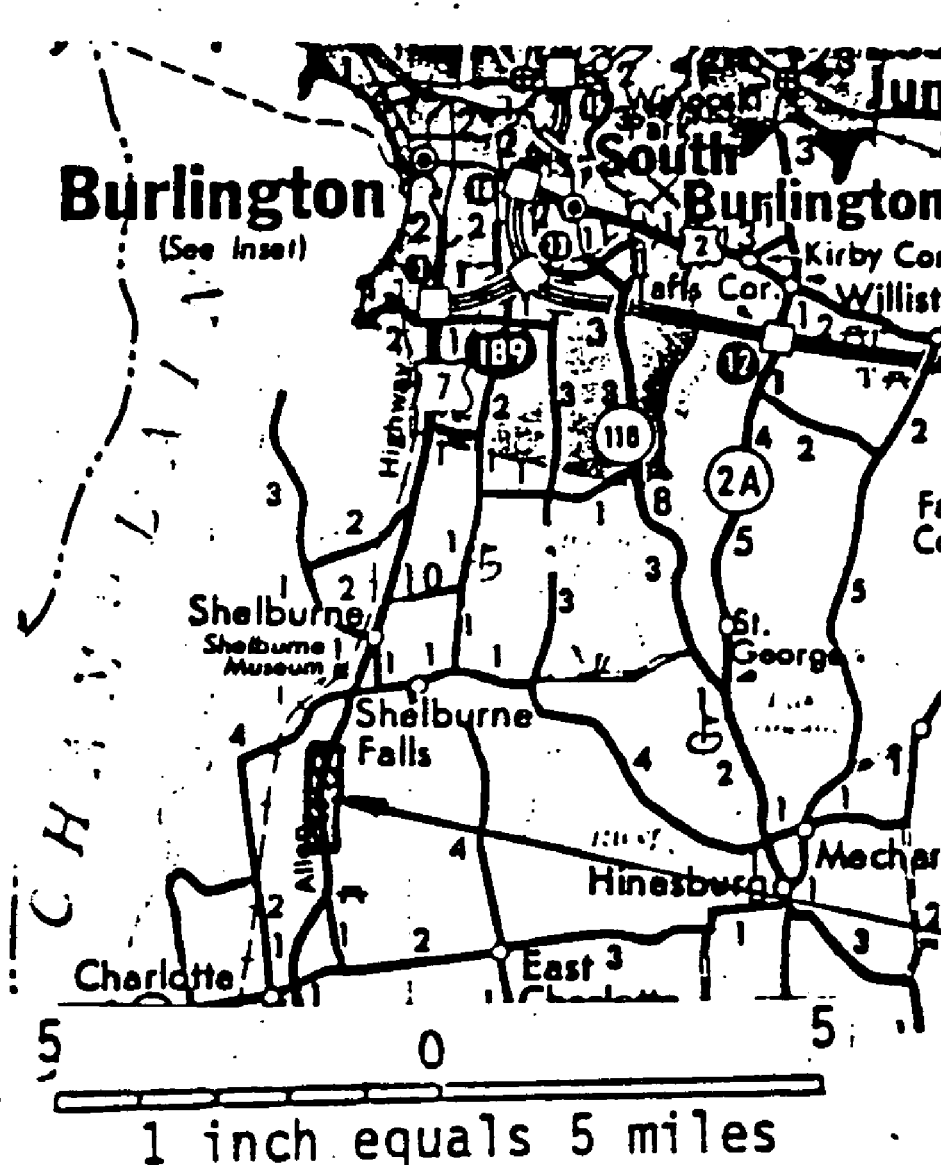
R. J. Saucier
Transportation Secretary's
Signature

TOWN OF: CHARLOTTE-SHELBURNE

COUNTY OF: CHITTENDEN

ROUTE NO: 115 7

ROUTE CLASS: FAP



**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, 1978, as approved by the Federal Highway Administration on October 27, 1978 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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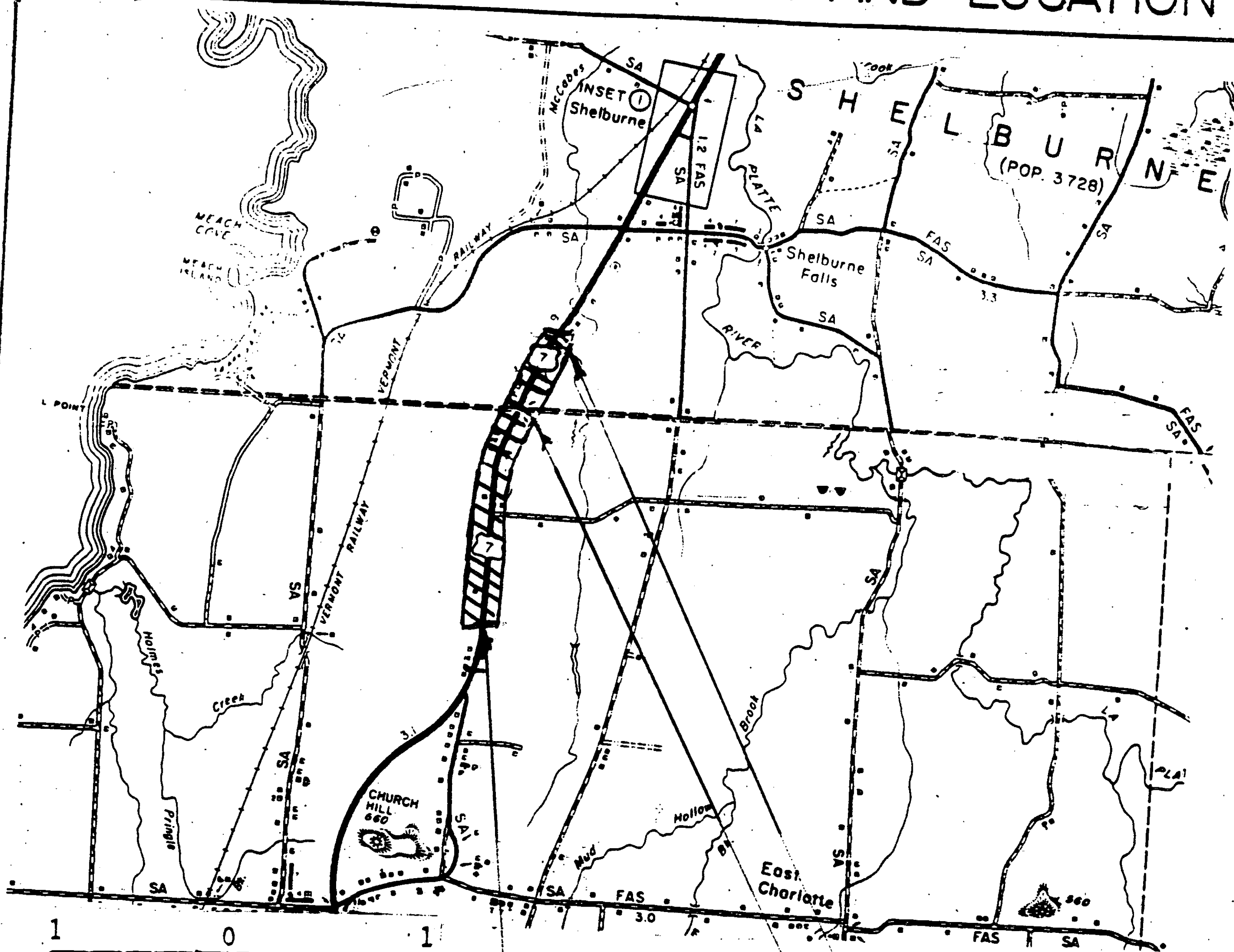
1. TITLE SHEET
2. PROJECT DESCRIPTION AND LOCATION
3. TYPICAL SECTIONS AND DESIGN DATA
4. JOINT DETAILS
- 5-5A. PROJECT LENGTHS AND ITEM QUANTITIES
6. STANDARD SHEET E-4 (3-4-81R)
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8. STANDARD SHEET E-8 (6-15-83R)
- 9-11. CENTERLINE DETAILS

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD
 APPROVED *S. J. Page P.E.* DATE APR 13
 DIRECTOR OF ENGINEERING AND CONSTRUCTION
 DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 APPROVED _____ DATE _____
 DIVISION ADMINISTRATOR

PROJECT NO. F 019-4(15)S

SHEET 1 OF 41 SHEETS

PROJECT DESCRIPTION AND LOCATION



BEGIN PROJECT
 CHARLOTTE MM 5.340

END PROJECT
 SHELBURNE MM 0.504
 Shelburne MM 0.000
 Charlotte MM 6.549

On US 7, Beginning 1.209 miles southerly of the Shelburne-Charlotte town line at MM 5.340 in Charlotte and extending northerly 1.714 Miles to MM 0.504 in Shelburne

Work includes cutting and filling of joints over old portland cement pavement and bituminous concrete pavement overlay.

LENGTH OF PROJECT
 1.714 Miles
 9048 Feet

PROJECT CHARLOTTE-SHELBURNE

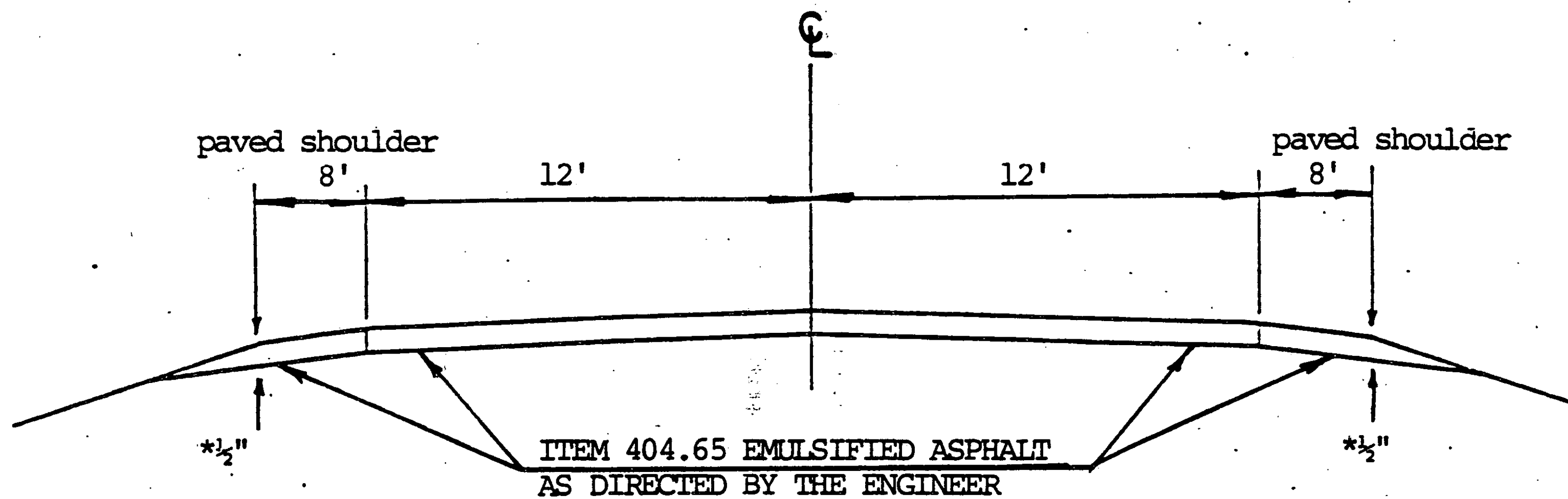
NO. F 019-4(15)S

SHEET 2 OF 11 SHEETS

TYPICAL SECTIONS & DESIGN DATA

R

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
Leveling course, Type III or IV (164 tons/mile)
AS DIRECTED BY THE ENGINEER
1½" Wearing Course (+½") Type III



CHARLOTTE MM 5.340-SHELBURNE MM 0.504

JOINTS TO BE SAWN MM 5.340 - MM 6.19

TRAFFIC DATA
1982 ADT = 8640
V = 50MPH

* Shoulder to be tapered from full depth to ½"

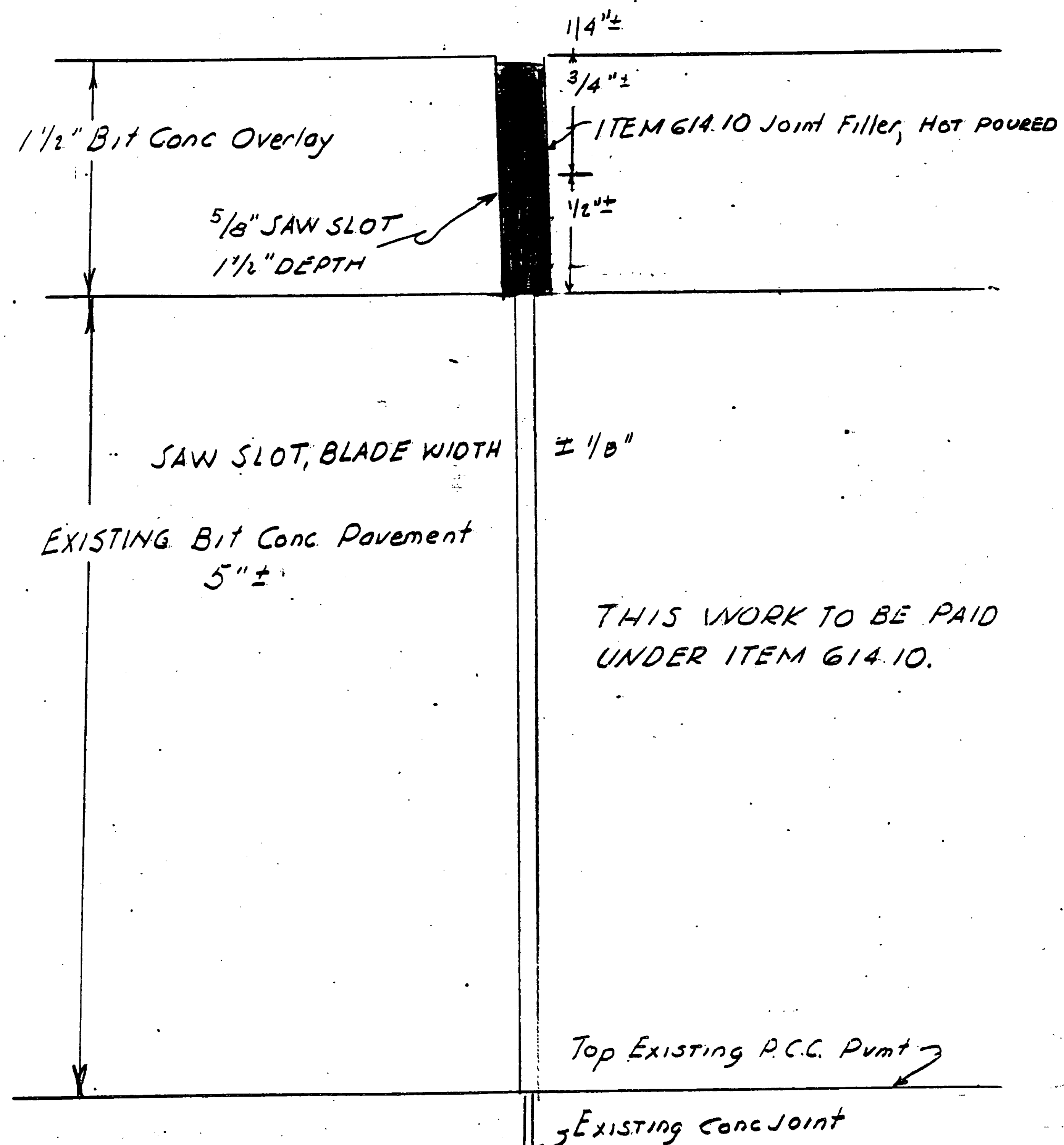
PROJECT CHARLOTTE-Shelburne

NO. F 019-4(15)s

SHEET 3 OF 11 SHEETS

DETAILS

NOTE: JOINTS WILL COINCIDE WITH EXISTING PCC SLAB JOINTS AS CLOSELY AS POSSIBLE



PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION
 614.10 WITH OVERLAY DEPTH
 402.10 OVERLAY DEPTH
 402.11 JOINT SEALER HOT POURED
 404.05 GRAVEL SHOULDER
 406.25 GRAVEL SHOULDER
 604.40 FURTHER ASPHALT
 608.25 MIXTURES CONCRETE PAVEMENT
 630.10 ALL TYPES OF C3, M1, OR M2 TYPE 1
 635.10 INTERIOR FINISH, TYPE 1
 646.35 TEMPORARY PAVEMENT
 646.36 MARKING-PAVEMENT
 603.30 TEMPORARY PAVEMENT
 630.10 INTERIOR FINISH, TYPE 1
 635.10 INTERIOR FINISH, TYPE 1
 646.35 TEMPORARY PAVEMENT
 646.36 MARKING-PAVEMENT

ITEM NUMBER	UNIT	FEET	FT	INCH	GAL	CY	TON	CY	TON	EA	HR	HR	HR	HR	HR	HR	HR	HR	LF	REMARKS
Charlotte MM 5.340 Shelburne MM 0.505		9048	24	1 1/2"	106			61	2011											
								41	1340											8' Paved shoulder
									281											150 T/M Level Factored 164 T/M
Proj Estimate						100	165		150	1	1	14	95	95	1	18100			16832	
ROUNDING					4			8	18			6	5	5					68	
TOTAL					200	100	165	110	3800	1	1	20	100	100	1	18100			16900	

PROJECT CHARLOTTE-SHELburne

NUMBER F 019-4(15)S

SHEET 5 OF 11

TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT	Length of 4" Line
CHARLOTTE				
5.340	5.44	Solid	Solid	1056
5.44	5.65	Solid	Dash	1386
5.65	5.83	Dash	Dash	238
5.83	5.93	Dash	Solid	660
5.93	6.04	Solid	Solid	1162
6.04	6.23	Solid	Dash	1254
6.23	6.29	Dash	Dash	79
6.29	6.47	Dash	Solid	1188
6.47	6.55	Solid	Solid	845
T/L SHELBURNE				
0.00	0.03	Solid	Solid	317
0.03	0.15	Dash	Solid	792
0.15	0.20	Solid	Solid	528
0.20	0.32	Solid	Dash	792
0.32	0.36	Dash	Dash	53
0.36	0.47	Dash	Solid	726
0.47	0.504	Dash	Dash	45
End Proj				
0.504-0.58 Dash - Note Remove old Solid Line Back off end of proj to M/M 0.58				100
				Sub Total 11,221
				Assume 50% Lost
Removal of 4" Solid Line LT on Leveling M/M 0.58 - M/M 0.504 = 401 SF				.5 x 11221 = 5611
Removal old line = .33' x 401 = 132 SF				
				TOTAL 16832

ALTHOUGH NOT SHOWN ON THIS SHEET THE E SHALL BE BROKEN AT ALL TOWN HIGHWAY INTERSECTIONS AS SHOWN ON THE PLAN DETAIL SHEET.

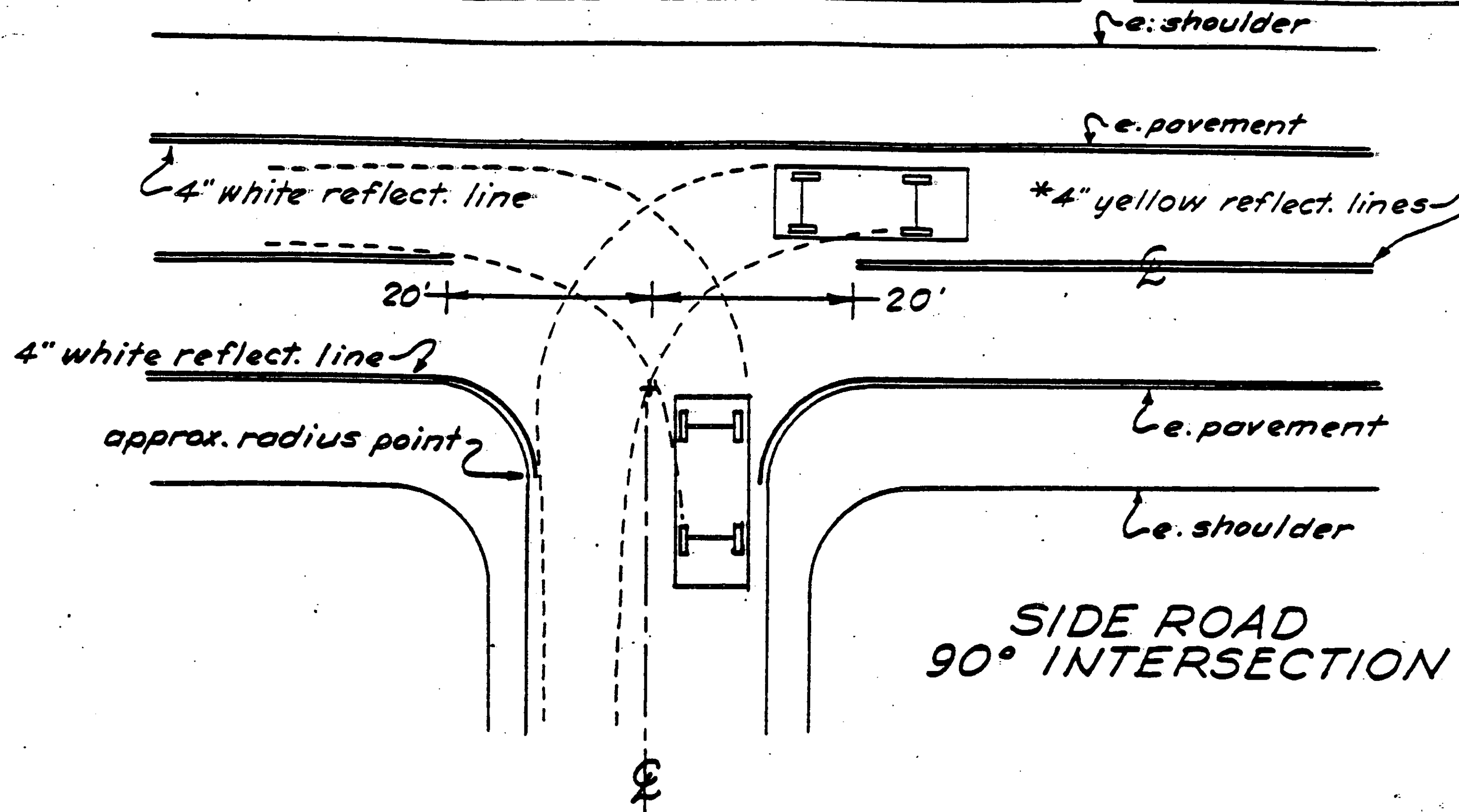
TEMPORARY 4" REFLECTORIZED WHITE LINE

Paint Edge Lines once entire proj length

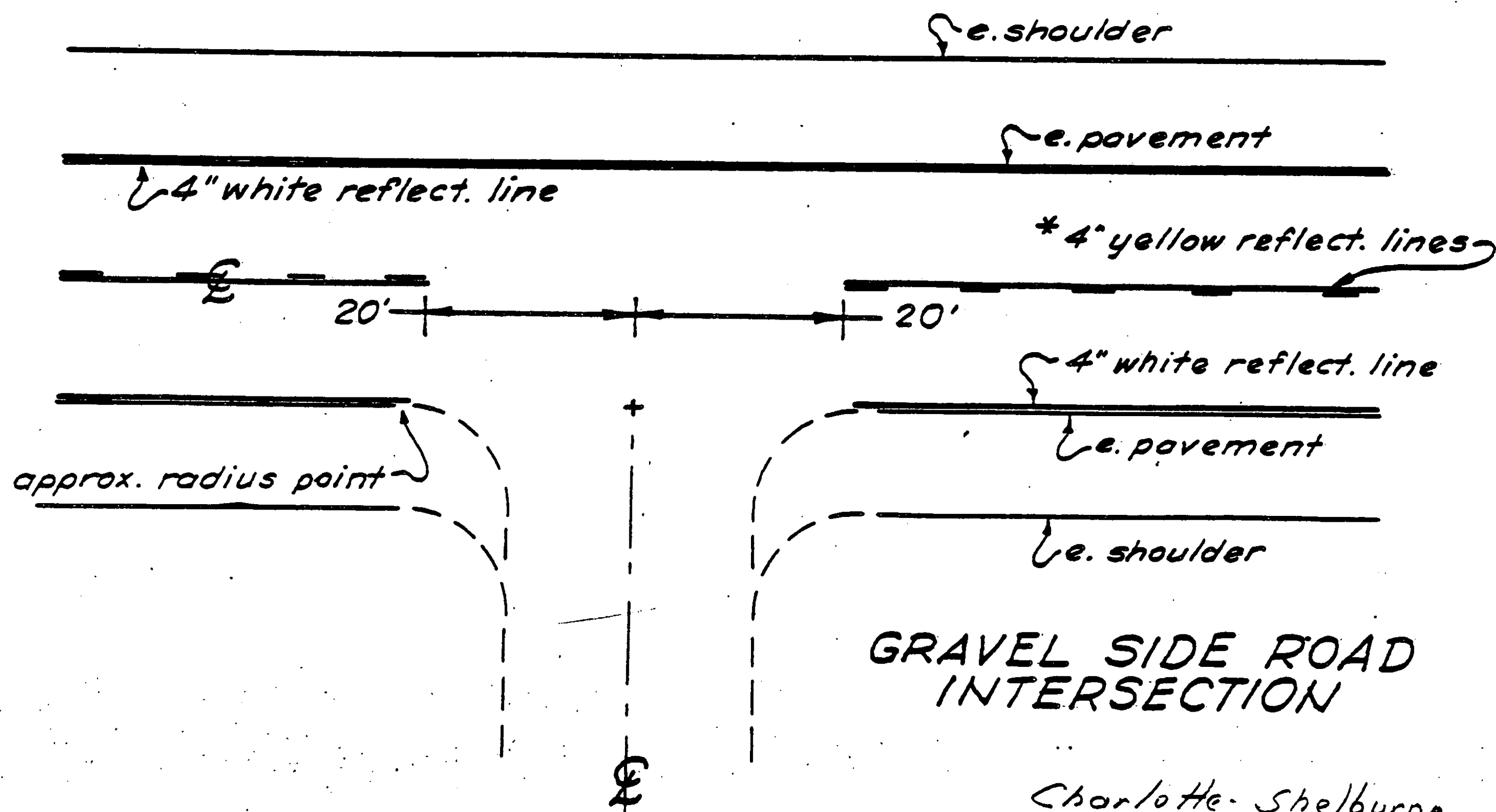
2 x 9050 = 18100 LF

Charlotte-Shelburne
F-019-4(15)S

2-19-84
JSM
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* 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.



Charlotte Shelburne
F 019-4(15)5
Sheet 10 of 11.

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

Charlotte Shelburne

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