

STATE OF VERMONT  
 AGENCY OF TRANSPORTATION

Dated MAY 31 1984

CONTRACT PLANS

THESE PLANS DO NOT REFLECT  
 CHANGES MADE ON THE PROJECT.



Cooley Corporation  
 Contractor

Ray Cooley  
 Signature

President  
 Title

PROPOSED IMPROVEMENT

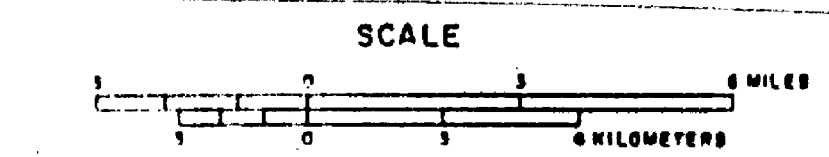
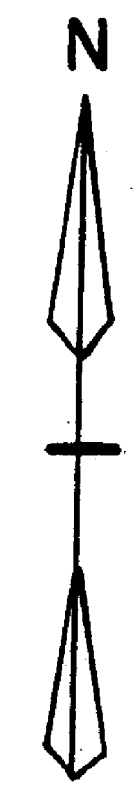
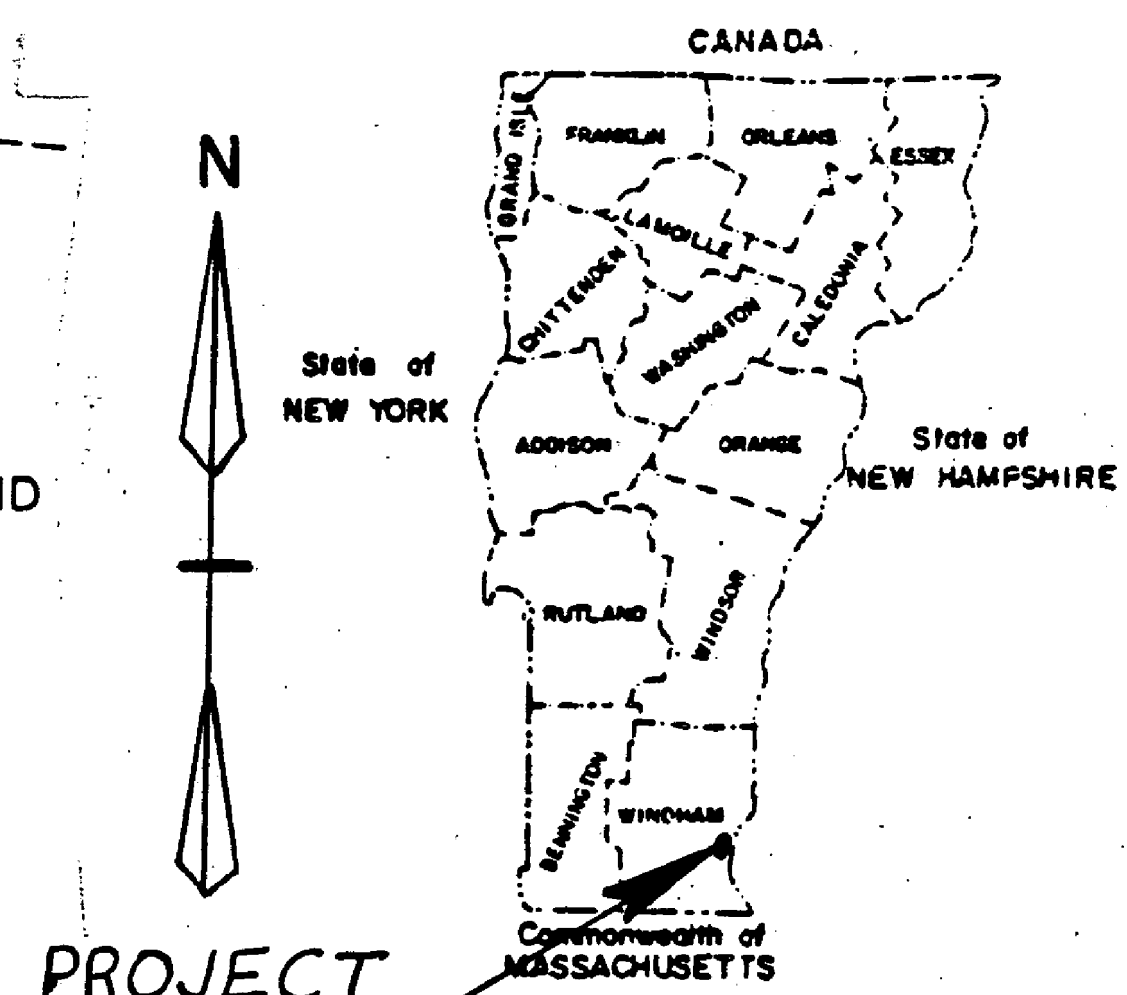
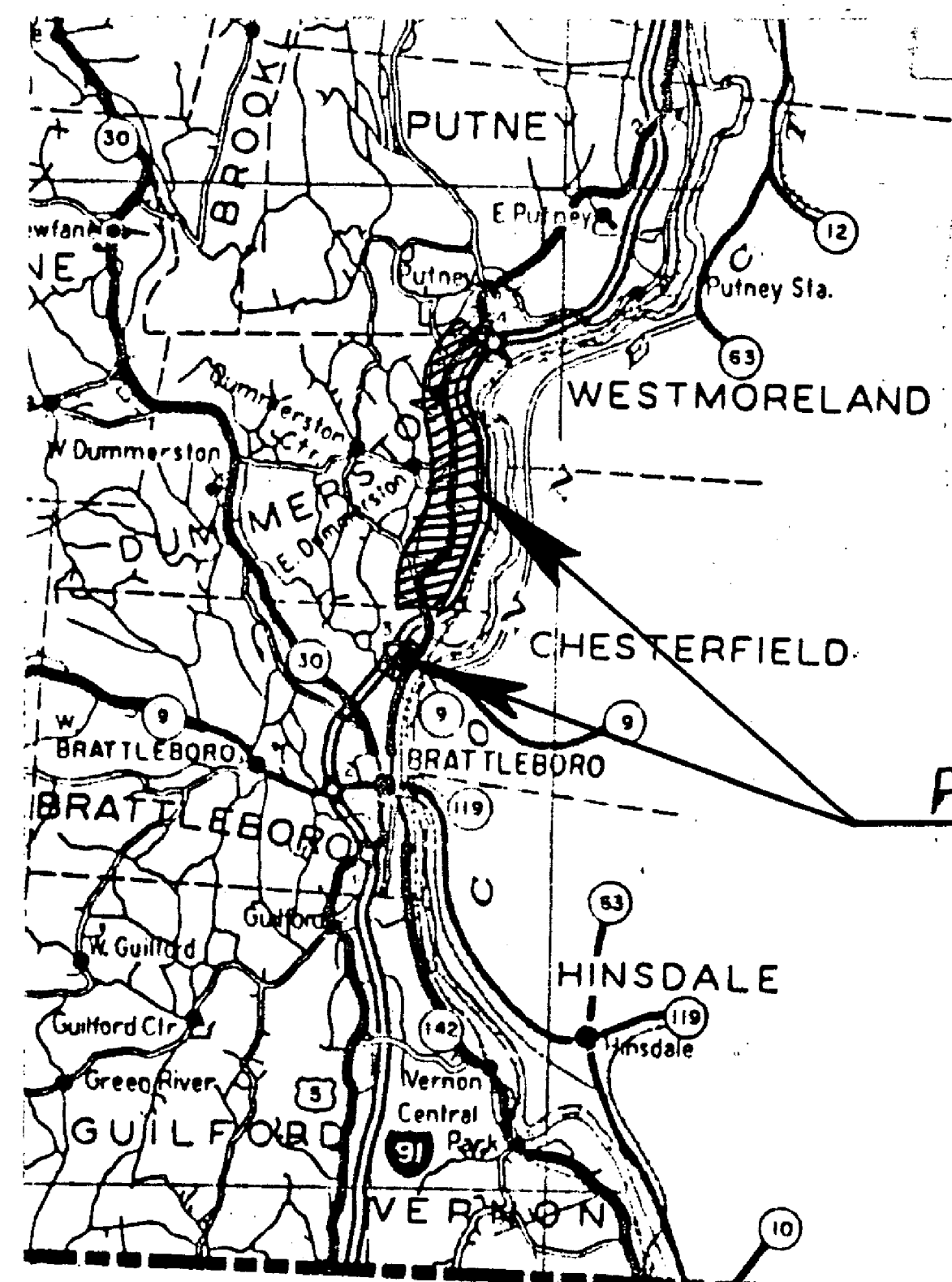
RESURFACING PROJECT D. H. Bernick  
 ACTING Transportation Secretary's

TOWN OF: BRATTLEBORO - DUMMERSTON Signature

COUNTY OF: WINDHAM

ROUTE NO: Brattleboro State Highway / U.S. 5

ROUTE CLASS: FAP / 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.

DUMMERSTON RS 0113 (37)  
 PROJECT PROCESSED UNDER  
 SECONDARY ROAD PLAN

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

APPROVED S. J. O'Neil P.E. DATE 4-13-84  
 DIRECTOR OF ENGINEERING AND CONSTRUCTION

DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION

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

PROJECT NO. HMA 2507  
RS 0113 (37)

See sheet 2 for Index of Sheets

SHEET 1 OF 20 SHEETS

INDEX OF SHEETS

1. Title Sheet
2. Index of Sheets
- 3-4. Composite Quantity Sheet  
BRATTLEBORO HMA 2507
5. Project Description and Location
6. Typical Sections and Design Data
- 7-8. Project Lengths and Item Quantities
9. Centerline Detail Sheet
10. Pavement Marking Detail Sheet  
DUMMERSTON RS 0113(37)
11. Project Description and Location
12. Typical Sections and Design Data
13. Project Lengths and Item Quantities
14. Centerline Detail Sheet
15. Mainline Pavement Markings at Intersections  
PROJECT
16. Guidelines for Interim Pavement Markings
17. Standard Sheet E-4 (3-4-81R)
18. Standard Sheet E-6 (4-1-80R)
19. Standard Sheet E-8 (6-15-83R)
20. Standard Sheet E-50 (3-16-82R)

PROJECT

BRATTLEBORO  
DUMMERSTON

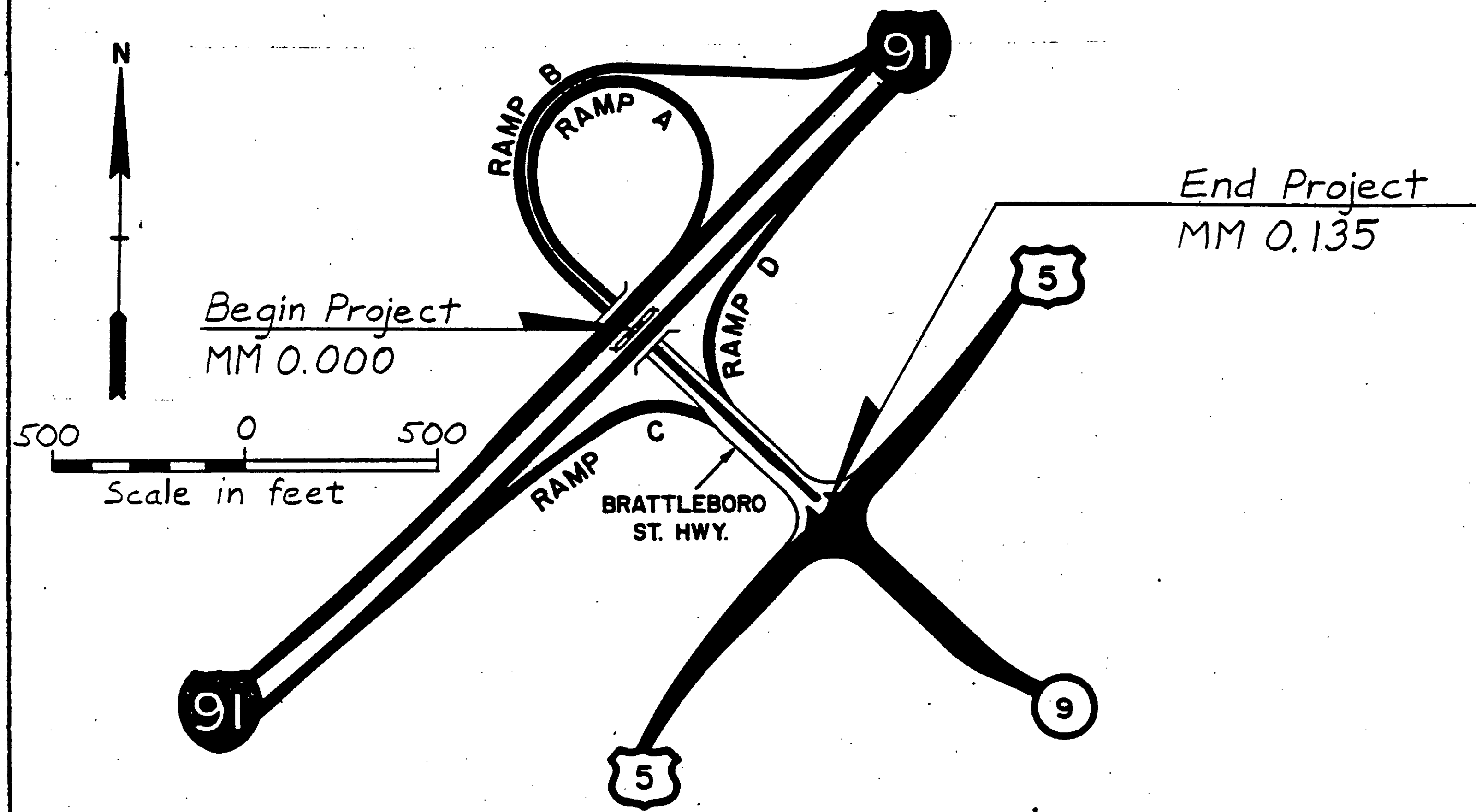
NO. HMA 2507  
RS 0113(37)

SHEET 2 OF 20 SHEETS





# PROJECT DESCRIPTION AND LOCATION



Beginning on Brattleboro State Highway at the intersection of I 91 at MM 0.000 and extending easterly 0.135 miles to the intersection of US Route 5 at MM 0.135.

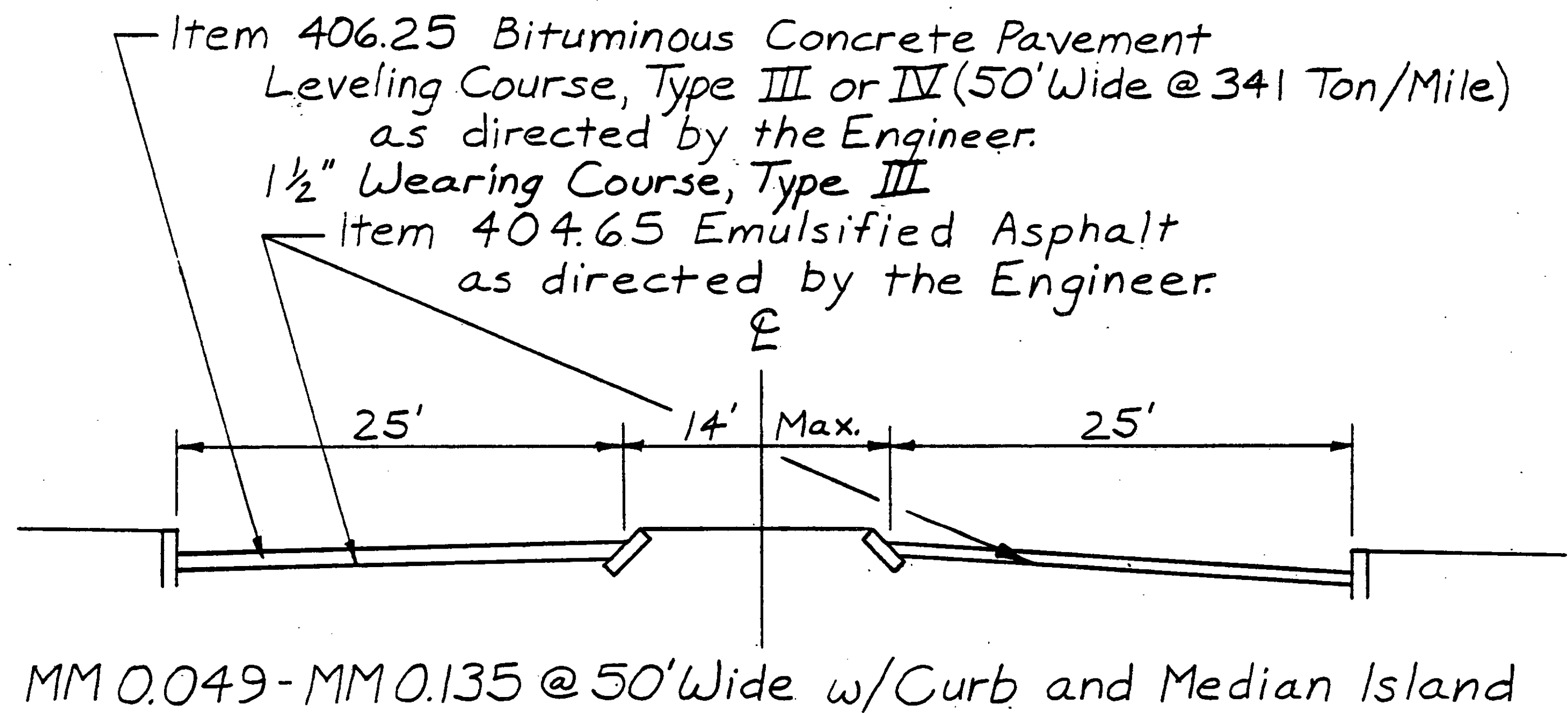
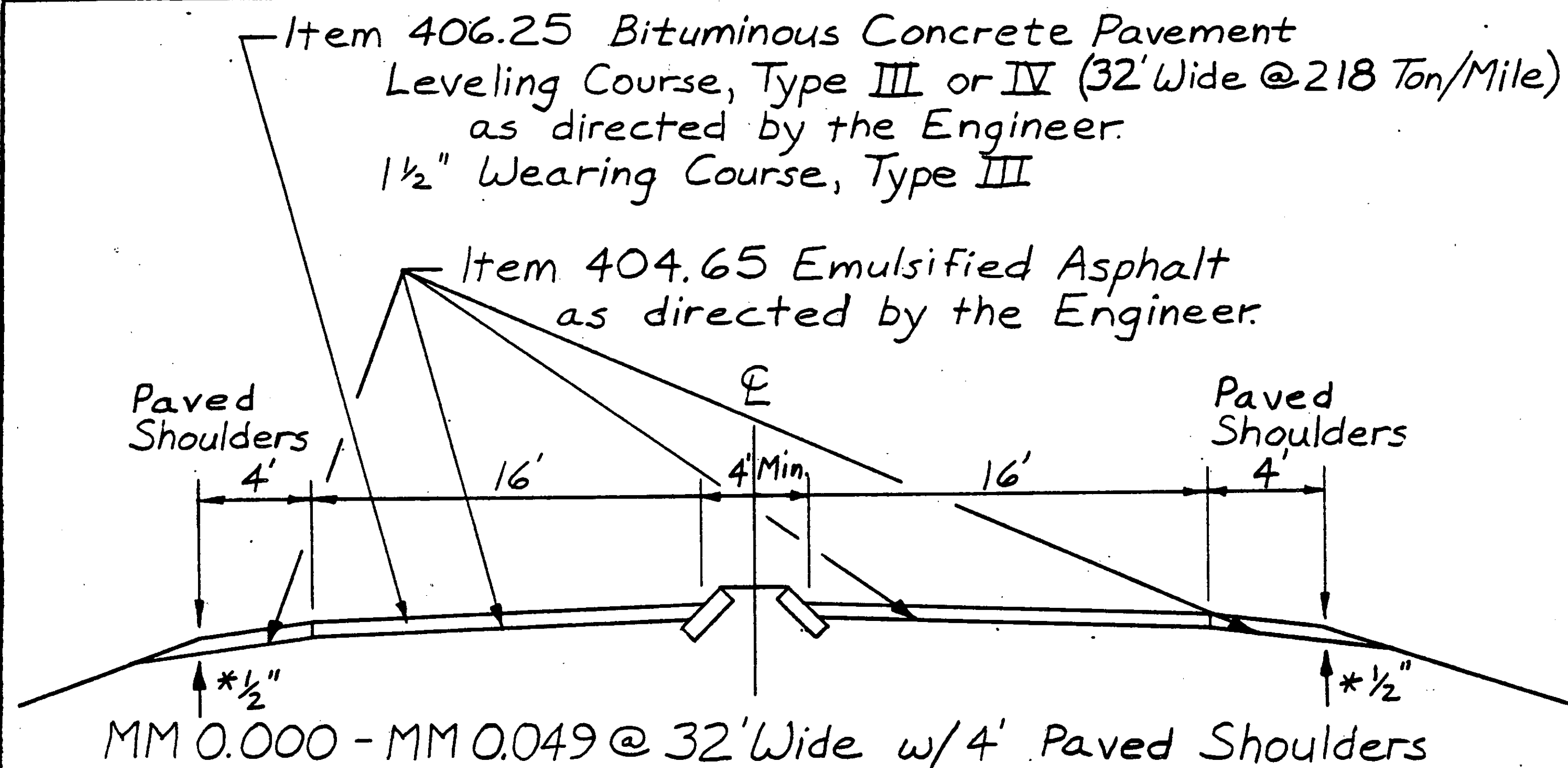
## Traffic Data

1982 AADT = 6630  
V = 50 MPH

## Length of Project

713 ft.  
0.135 mi.

# TYPICAL SECTIONS & DESIGN DATA



Note: Due to minimal overhead, do not pave under I-89 bridge.

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

PROJECT Brattleboro

NO. HMA 2507

SHEET 6 OF 20 SHEETS

# PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION	ITEM NUMBER	FEET	FT	INCH	S.Y.	CY	TON	CWT	TON	OPTION				REMARKS			
										EA	HR	HR	HR		IF I.S	IF	LF
MM 0.000-0.049		260	32	1½				3	77								
MM 0.049-0.135		453	50	1½			7	210									218 TON/MI. LEVEL
PROJECT									1	1	2	8	8	1	1986	1460	
ROUNDING									4						14	15	
TOTAL		713					10	350	1	1	2	8	8	1	2000	1475	

PROJECT BRATTLEBORO      NUMBER HMA 2507      SHEET 7 OF 20



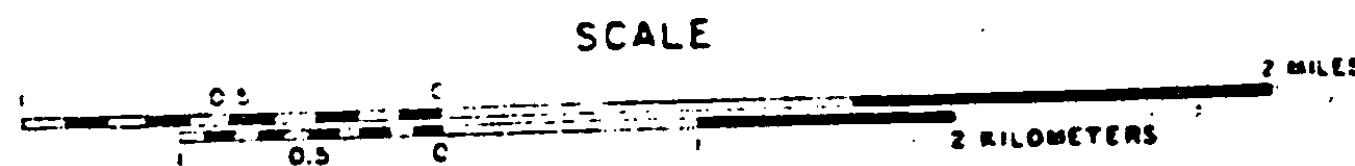
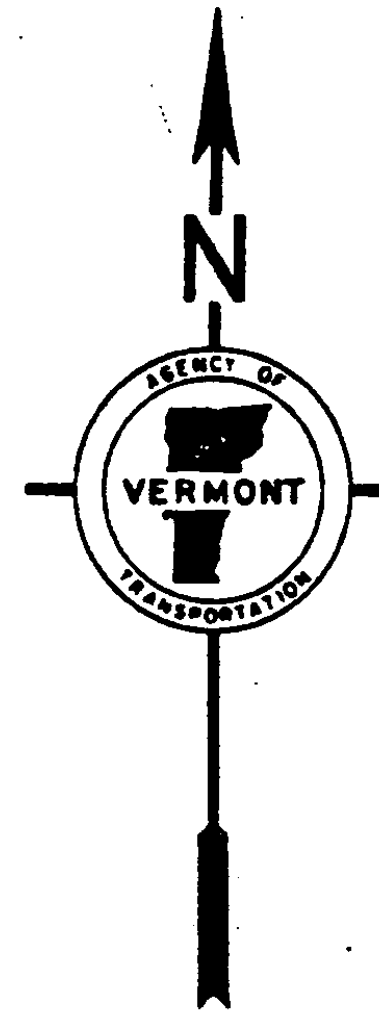
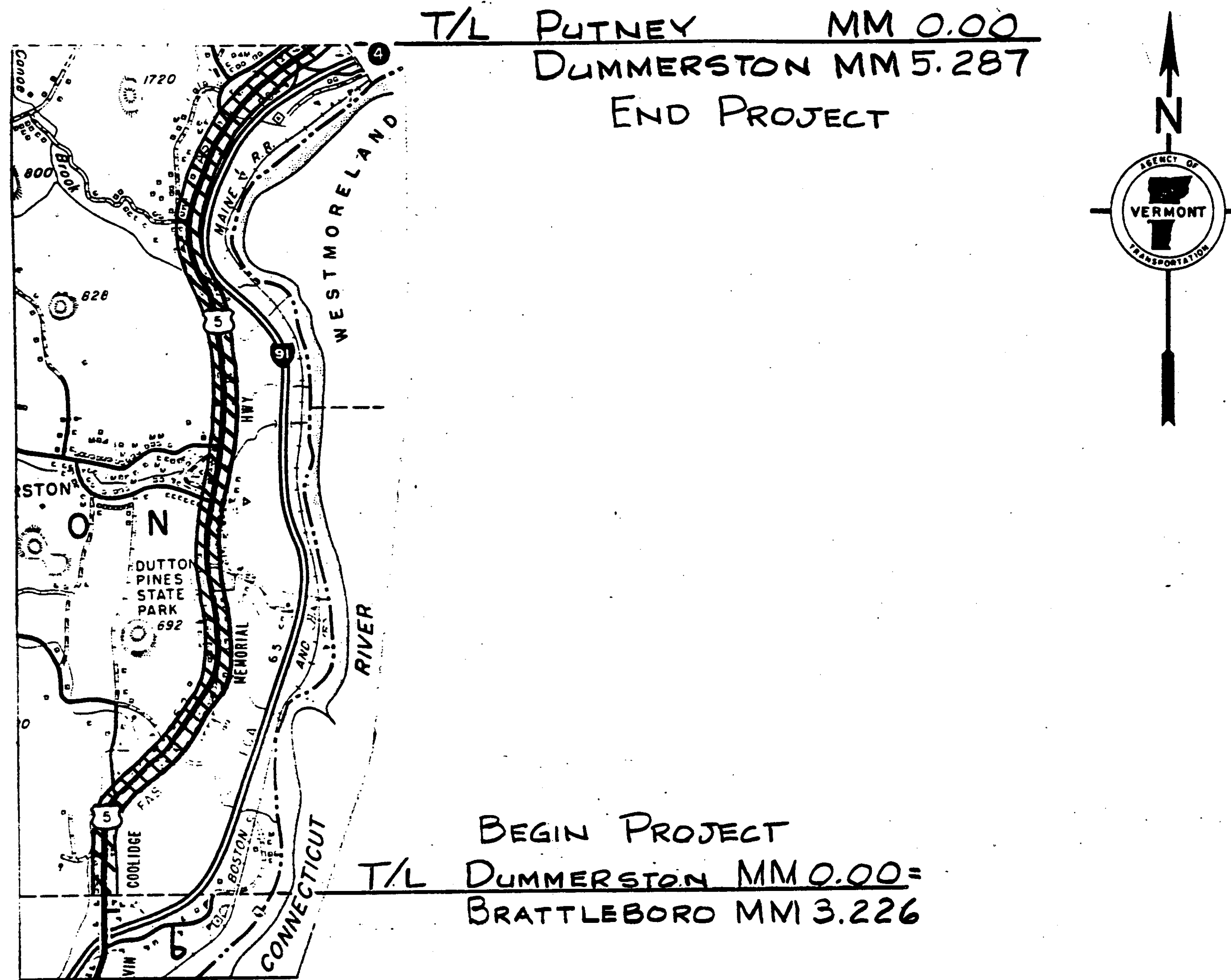
TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT	QUANTITY LT	QUANTITY CL	QUANTITY RT	TOTAL
0.000	0.125	SOLID	SOLID	660		660	1320
Islands				70		70	140
	TOTAL			730		730	1460 LF
	DURABLE 12" REFL. WHITE LINE					56	(228)
	(PAID AS 1.5 X 8" REFL. WHITE LINE)			172		$56 \times 1.5 = 84$	342
	DURABLE 8" REFLECTORIZED WHITE LINE			244		300	544
	(INCLUDES 8" & 12" REFL. WHITE LINES)						886 LF
	DURABLE 24" STOP BARS					22	22 LF
	PAINTED CURBS			401		295	696 LF
	DURABLE ARROW MARKINGS					5	5 EA
	DURABLE LETTER IN WORD MARKINGS			5		22	27 EA
	DURABLE 8" REFLECTORIZED YELLOW LINE			28			14 (12") 28 42 LF
	DURABLE 12" REFLECTORIZED YELLOW LINE			9			(9)
	(PAID AS 1.5 X 8" REFL. YELLOW LINE)					$9 \times 1.5 = 13.5$	14

TEMPORARY 4" REFLECTORIZED WHITE LINE

0.000	0.135	SOLID	SOLID	796		890	1686
		DASHED	DASHED	50		50	100
	LOST IN LEVELING			100		100	200
	TOTAL			946		1040	1986 LF

# PROJECT DESCRIPTION AND LOCATION



1981

BEGINNING ON U.S. RTE. 5 AT THE BRATTLEBORO-DUMMERSTON TOWN LINE, THEN PROCEEDING NORTHERLY ON U.S. RTE. 5, 5.287 MILES, TO THE DUMMERSTON-PUTNEY TOWN LINE.

LENGTH OF PROJECT: 27913 FT.  
5.287 MI.

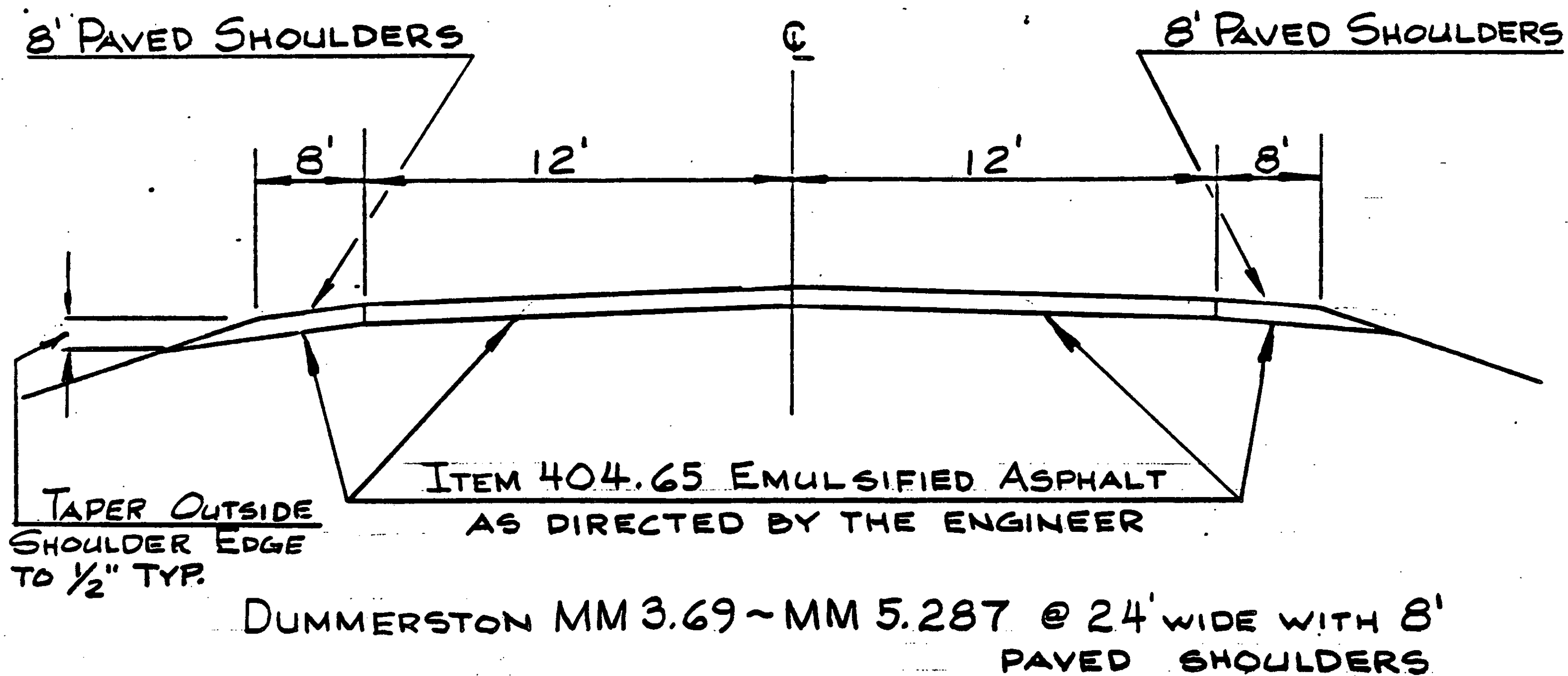
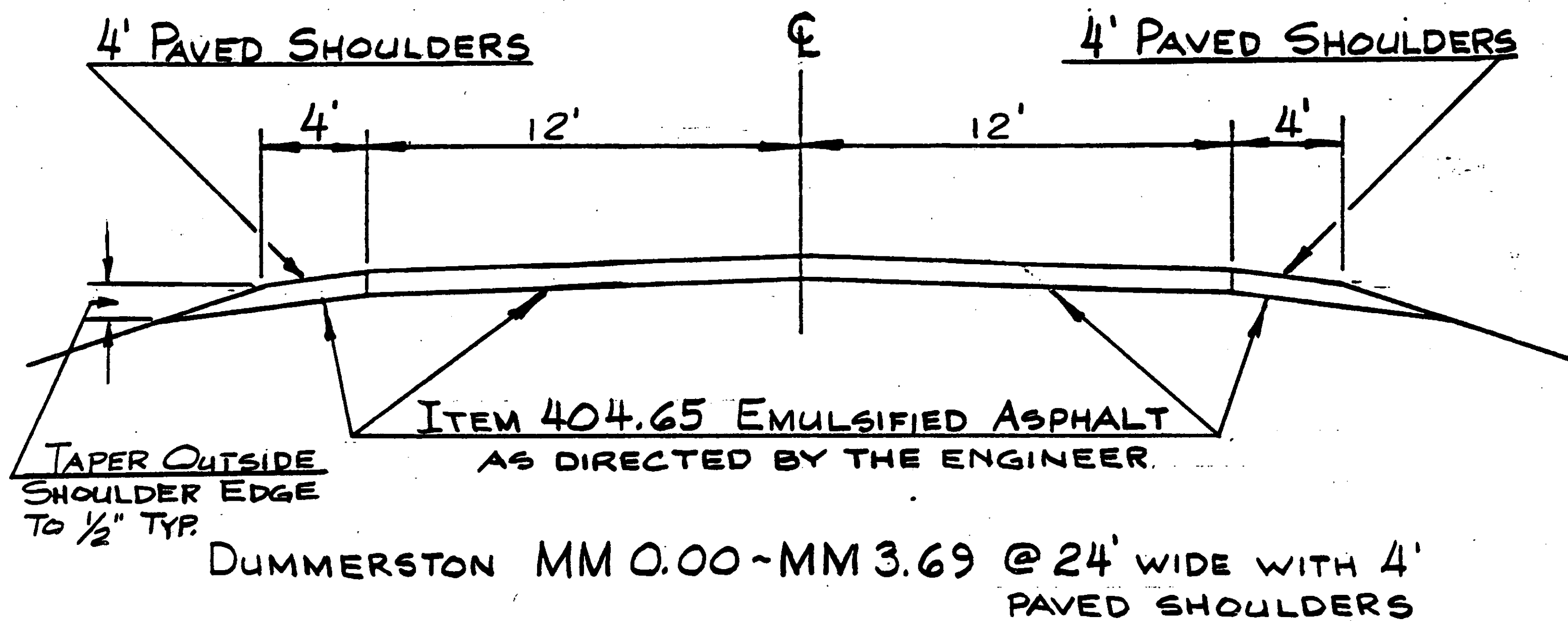
PROJECT DUMMERSTON

NO. RS 0113(37)

SHEET 11 OF 20 SHEETS

# TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE, TYPE III OR IV (24' WIDE @ 164 TONS/Mi.)  
 AS DIRECTED BY THE ENGINEER.  
 1/4" WEARING COURSE, TYPE III



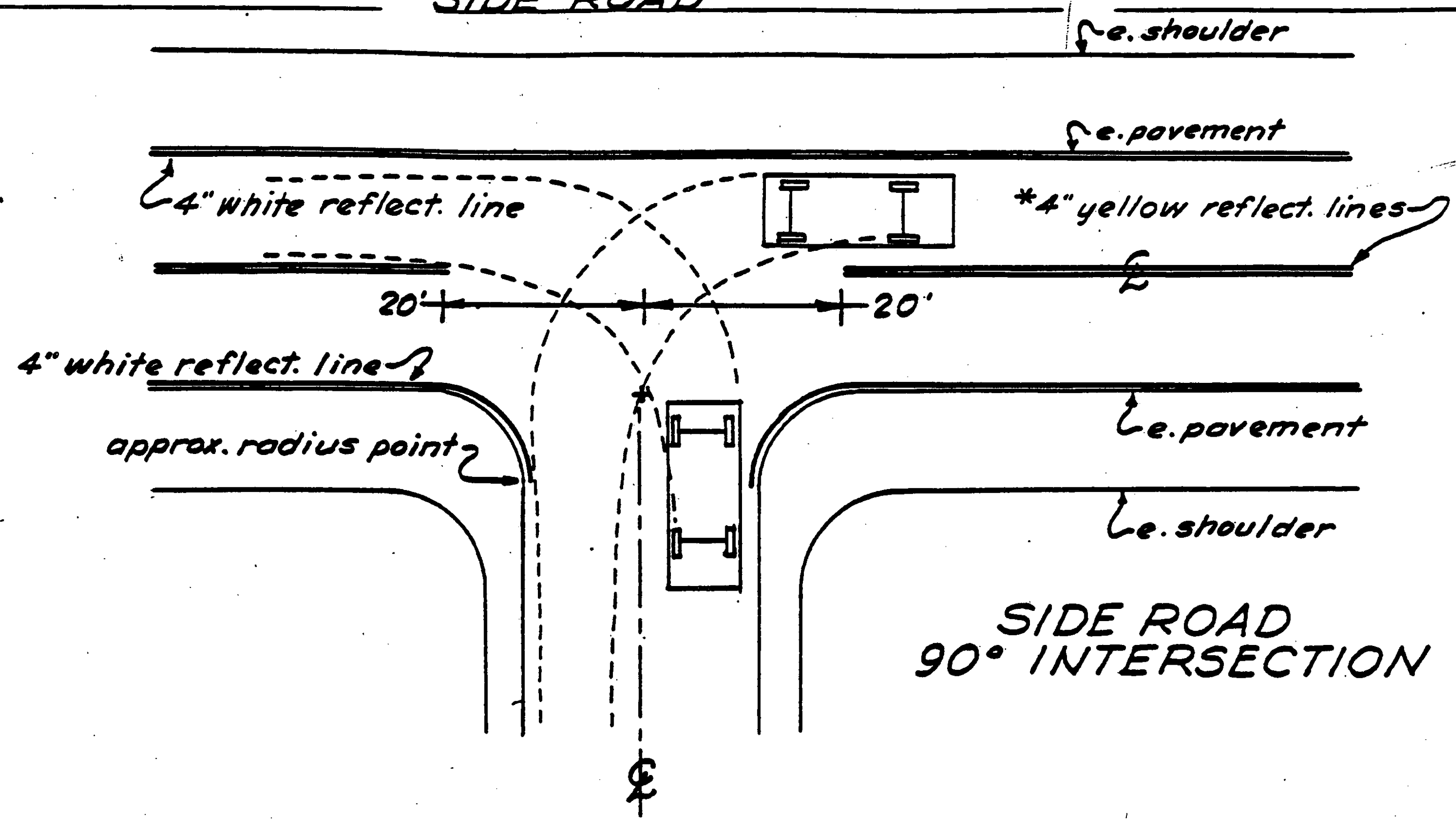
TRAFFIC DATA  
 1982 ADT = 3440  
 V = 50 MPH

PROJECT DUMMERSTON

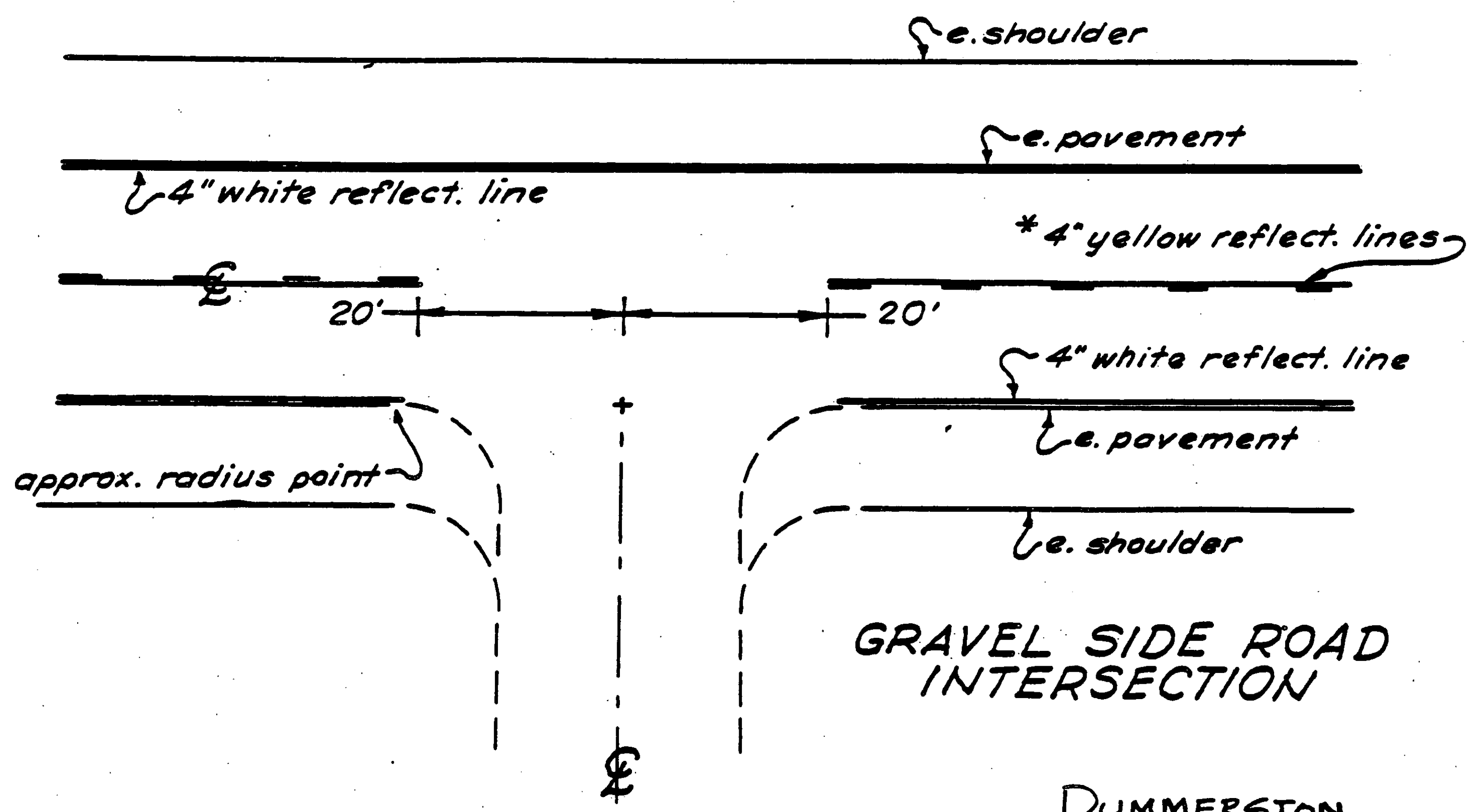
NO. RS 0113(37)  
 SHEET 12 OF 20







\* 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  
4/4/84

