

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

PROPOSED IMPROVEMENT

RESURFACING PROJECT

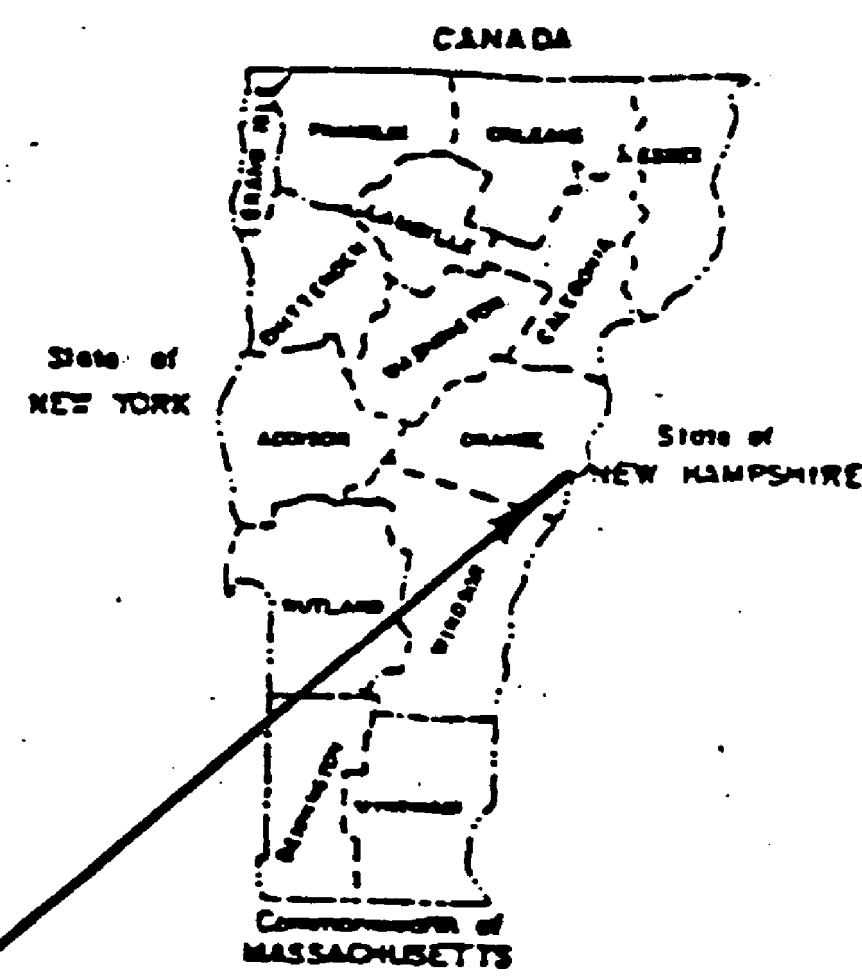
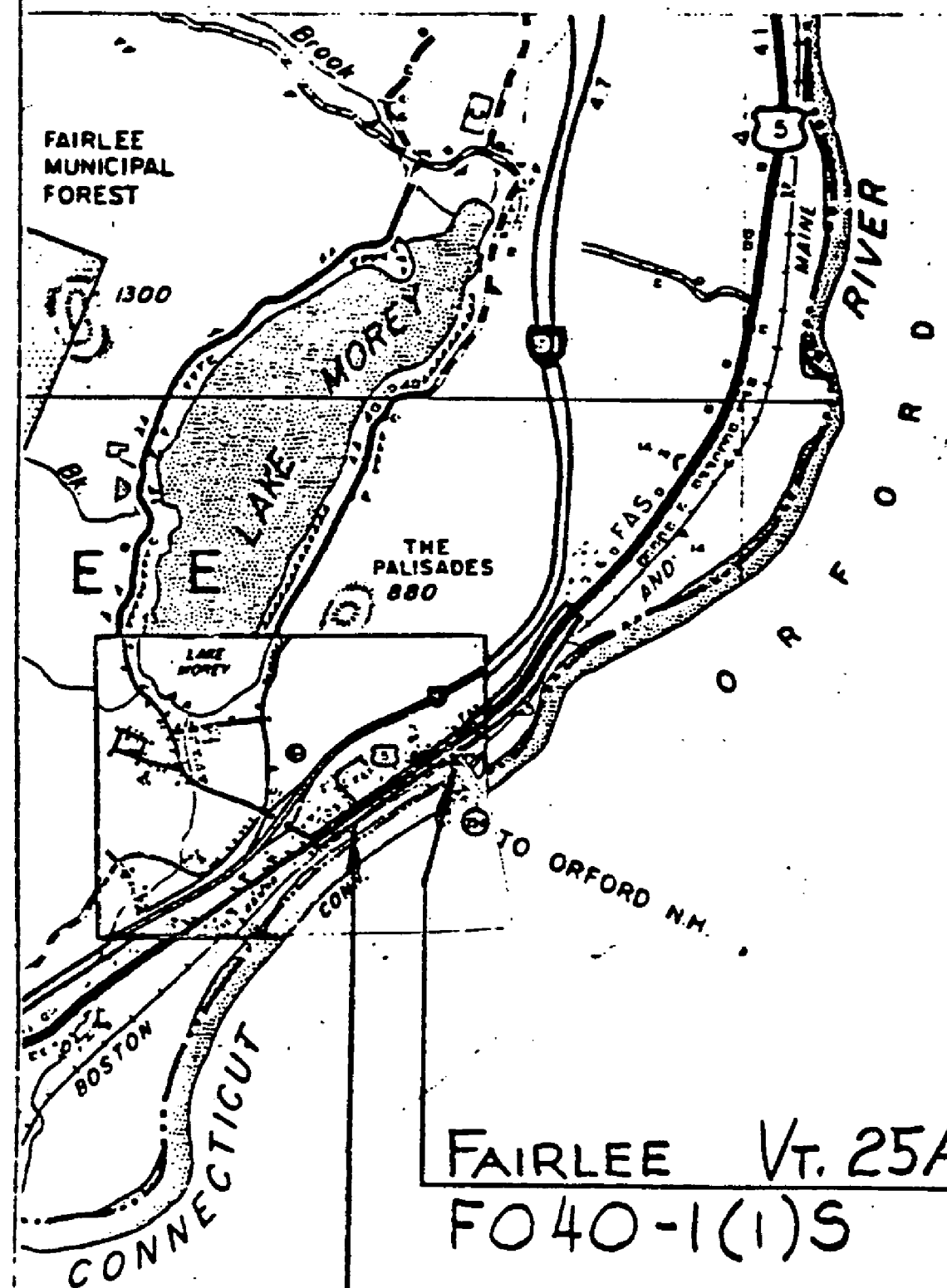
[Signature]  
 Title

TOWN OF: FAIRLEE Transportation Secretary's Signature

COUNTY OF: ORANGE

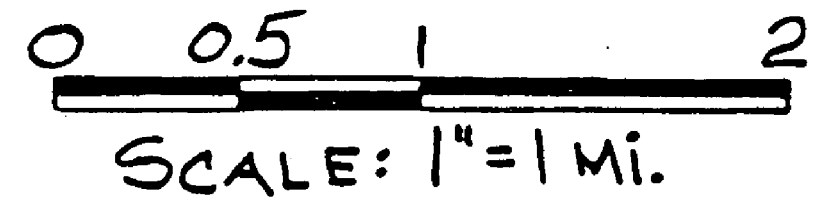
ROUTE NO: Vt. 25A & U.S. 5

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.

FAIRLEE Vt. 25A  
 F040-1(1)S  
 FAIRLEE U.S. 5  
 HMA 2524



SEE SHEET 2 FOR INDEX

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD	
APPROVED <u>S. J. Cooper</u>	DATE <u>4-81</u>
DIRECTOR OF ENGINEERING AND CONSTRUCTION	
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED _____	DATE _____
DIVISION ADMINISTRATOR	
PROJECT NO. <u>F040-1(1)S- HMA 2524</u>	
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PROJECT

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PROJECT FAIRLEE

NO. F040-1(1)S  
HMA 2524

SHEET 2 OF 23 SHEETS

PROJECT LENGTHS AND ITEM QUANTITIES

ITEM NO	UNIT	LOCATION	ITEM DESCRIPTION	LENGTH		WIDTH		OPTION									
				FT	FT	GRAVEL SHOULDERS	GRAVEL SHOULDERS	EMULSIFIED ASPHALT	BITUMINOUS ASPHALT	CONCRETE	CHANGING ELEV. OF DROP INLETS	PAVEMENT BASINS OR MANHOLES	RENTAL TYPE EXCAVATOR	RENTAL TYPE I	POWER BROOM RENTAL	UNIFORMED TRAFFIC OFFICERS	FLAG PERSONS
FAIRLEE FOHD-(1)S	FT																
FAIRLEE HMA 2524	FT																
FAIRLEE HMA 2524	CY																
FAIRLEE HMA 2524	TON																
FAIRLEE HMA 2524	CWT																
FAIRLEE HMA 2524	TON																
FAIRLEE HMA 2524	EA.																
FAIRLEE HMA 2524	HR.																
FAIRLEE HMA 2524	HR.																
FAIRLEE HMA 2524	HR.																
FAIRLEE HMA 2524	HR.																
FAIRLEE HMA 2524	HR.																
FAIRLEE HMA 2524	HR.																
COMPOSITE TOTAL																	
COMPOSITE TOTAL																	

PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION

24 INCH STOP BARS

MOBILIZATION

LETTER IN WORD MARKINGS

TEMPORARY 4" REFLECTORIZED

TEMPORARY 4" REFLECTORIZED

WITH DIAGONAL LINES

DURABLE CROSSWALK MARKING

TRAFFIC SIGNS, TYPE A

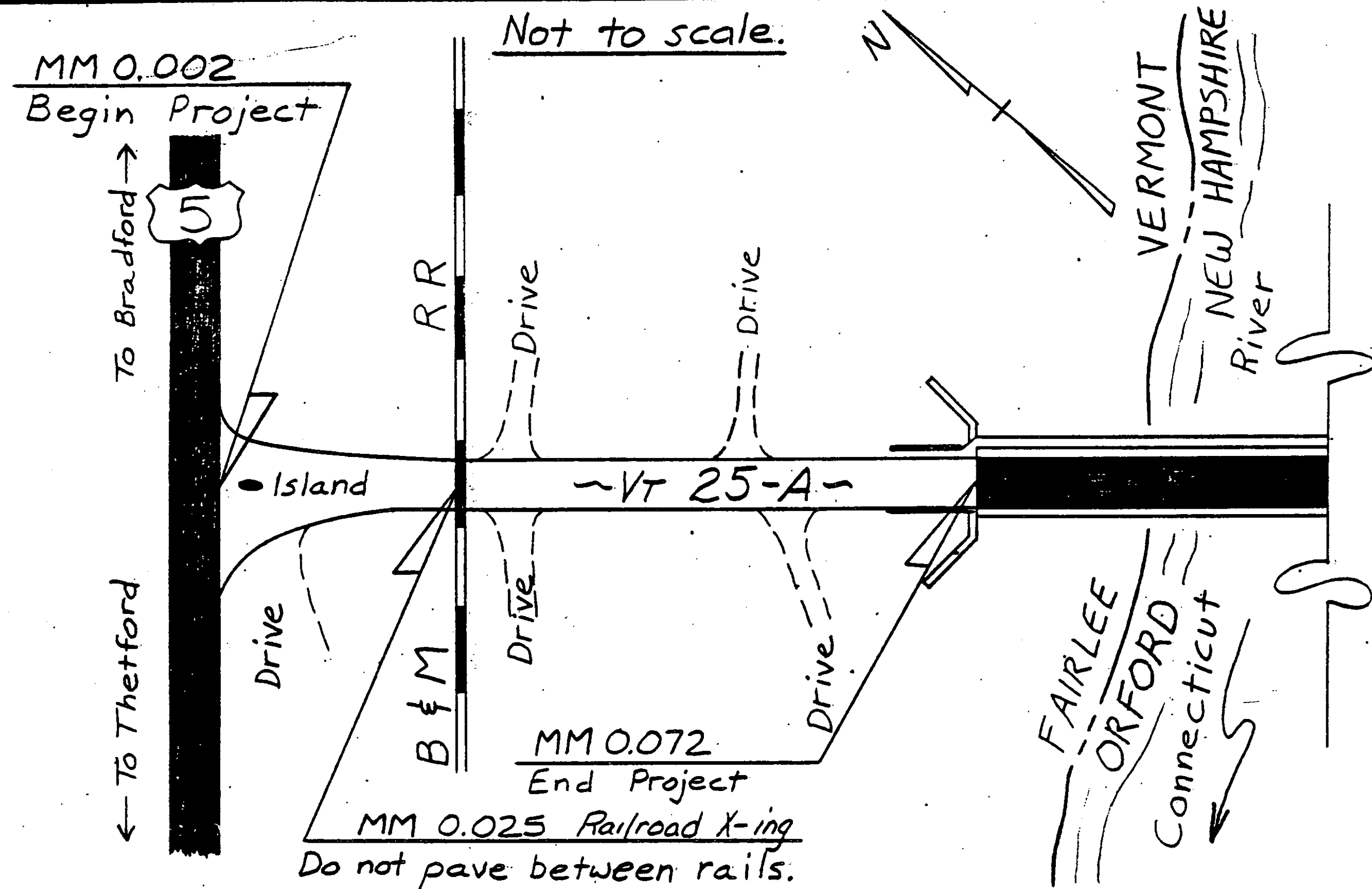
TRAFFIC SIGNS, TYPE A

TRAFFIC SIGNS, TYPE A

ITEM NO	UNIT	LOCATION	FT	FT	WIDTH	635.10	646.20	646.23	646.35	646.36	646.63	675.20	675.35
			L.S.	LF.	EA.	LF.	LF.	LF.	LF.	LF.	LF.	SF.	LB.
FAIRLEE			0.5	36	4	750	1150	-	18	84			
EQ40-1(1)S			0.5	-	-	12200	18000	43	12.5	28			
FAIRLEE			1	36	4	12950	19150	43	30.5	112			
HMA 2524													
COMPOSITE													
TOTAL													

COMPOSITE PROJECT FAIRLEE NO. F040-1(1)S, HMA2524 SHEET 3A (1) 23

# PROJECT DESCRIPTION AND LOCATION



PROJECT LOCATION: Beginning in the Town of Fairlee at MM 0.002, the intersection of U.S. Rte 5 with Vt 25-A, and extending easterly 0.070 miles to MM 0.072 at the western end of the bridge over the Connecticut River.

PROJECT LENGTH: 0.070 miles (368 ft.)

PROJECT DESCRIPTION: Resurface with a leveling course and 3/4" bituminous concrete overlay.

TRAFFIC DATA: 1984 AADT = 2910  
V = 35 MPH

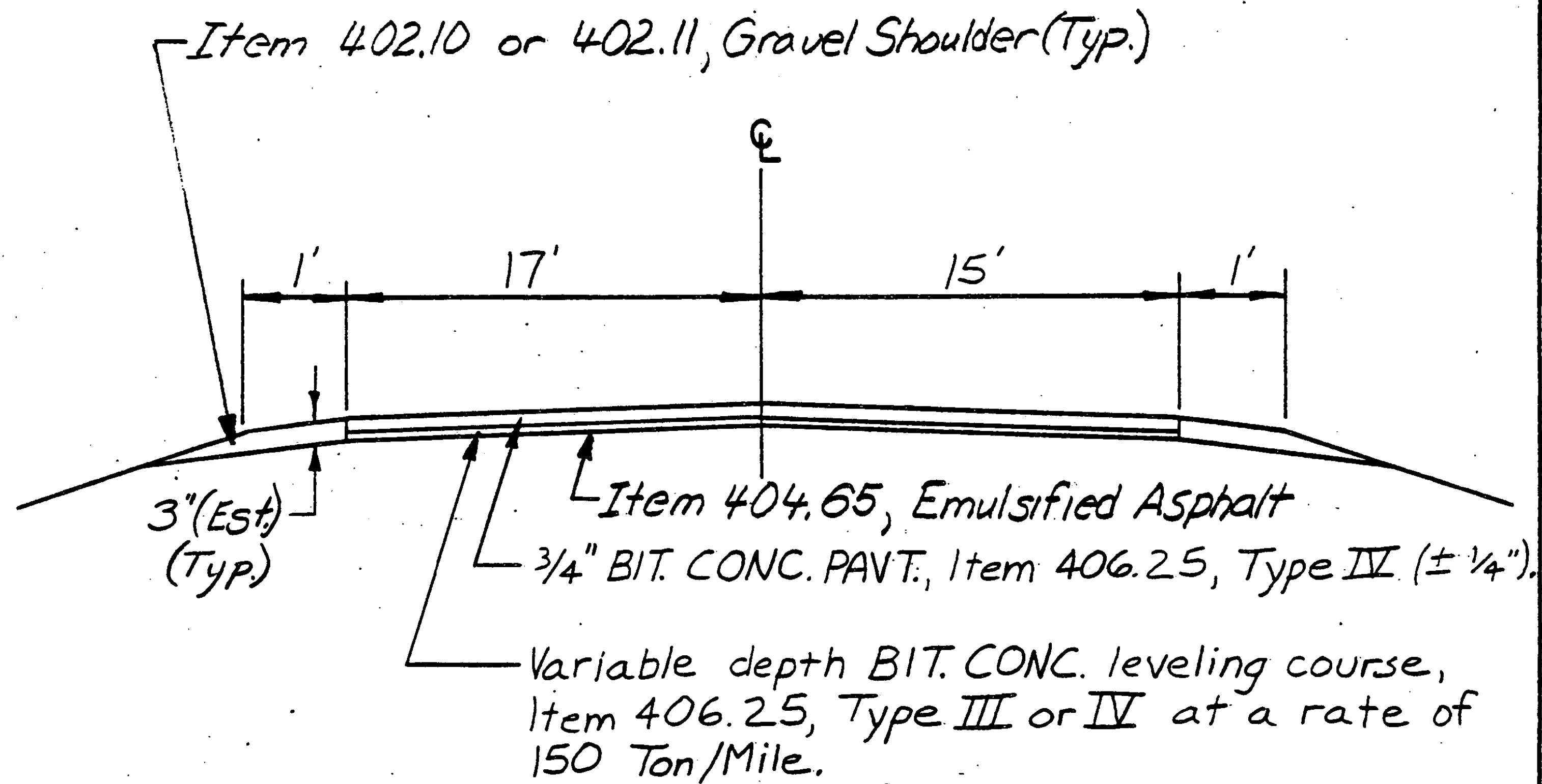
PROJECT FAIRLEE

NO. F 040-1(1)S

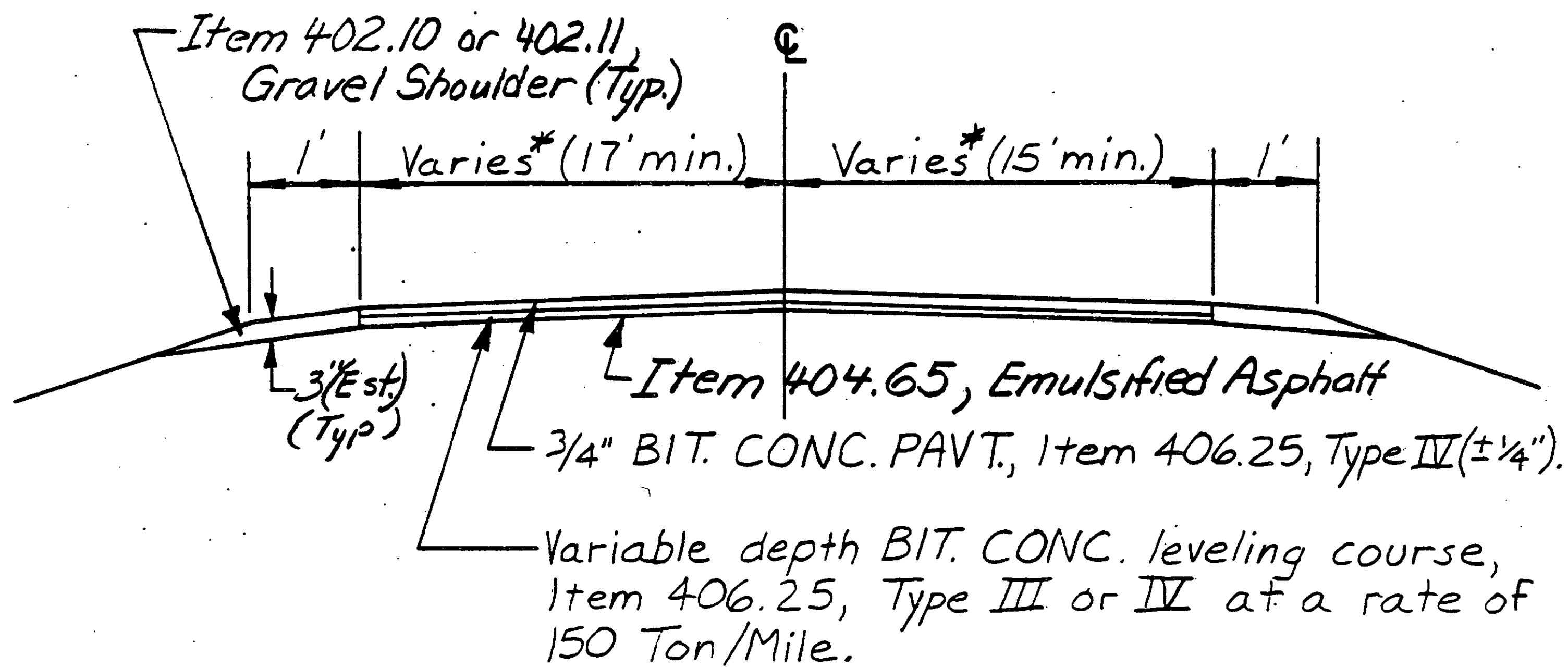
SHEET 4 OF 23 SHEETS

# TYPICAL SECTIONS & DESIGN DATA

Not to scale.



TYPICAL SECTION MM 0.025 to MM 0.072

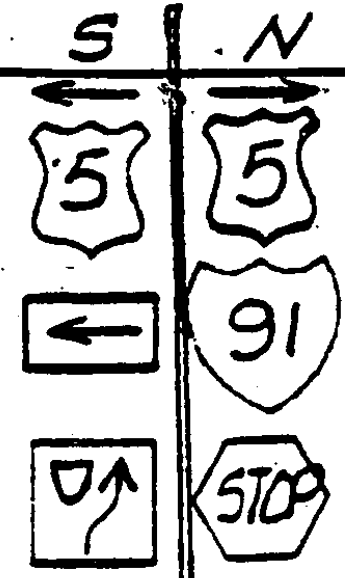


\* All currently paved areas to be overlaid.

TYPICAL SECTION MM 0.002 to MM 0.025

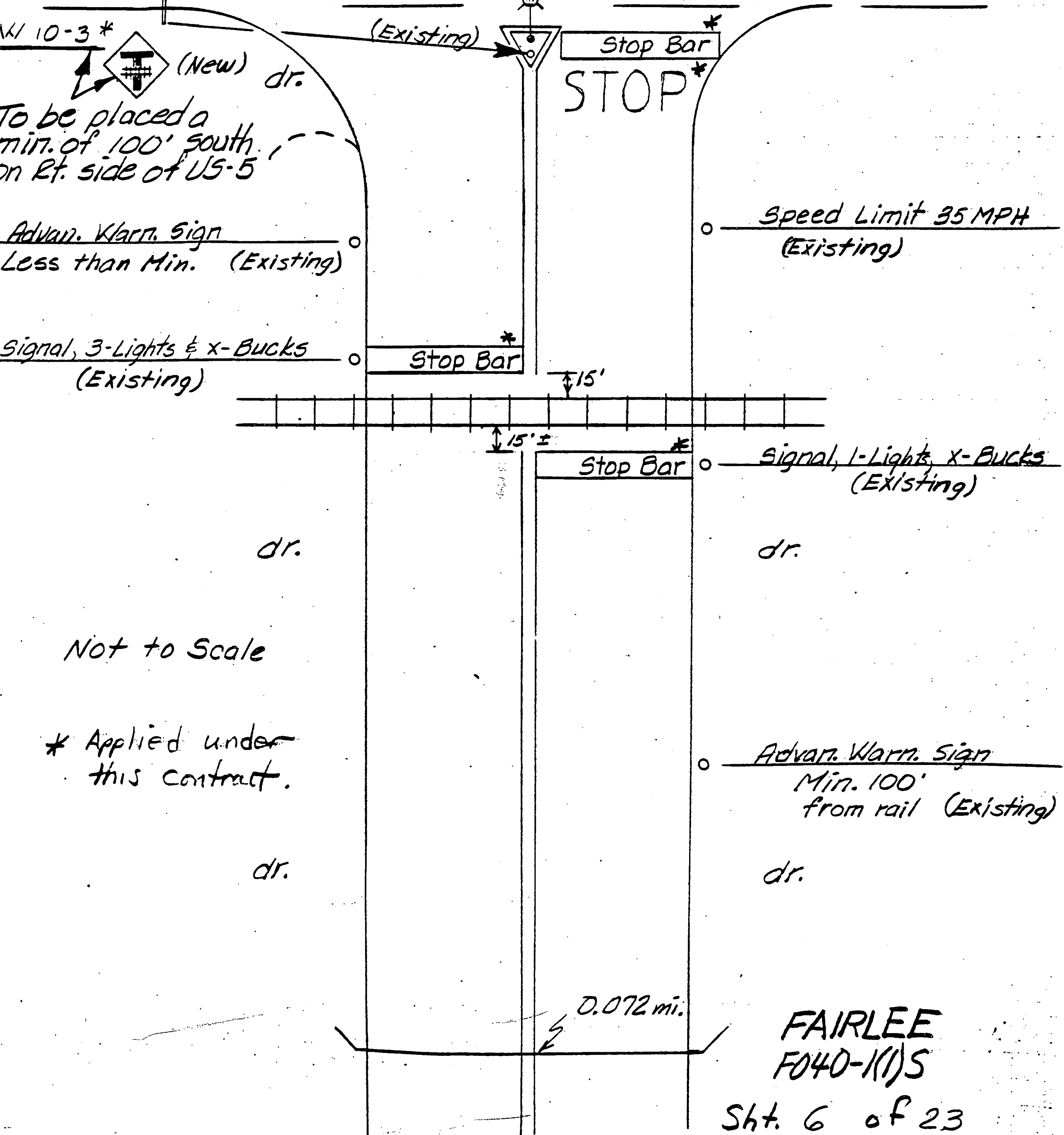
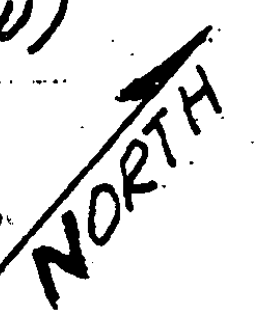
PROJECT FAIRLEE

NO. F 040-1(1)S  
SHEET 5 OF 23



Fairlee F040-1(1)S  
Vt. Rte. 25-A  
US-5 North

W 10-3\* (New)  
 To be placed  
 min. of 100' North  
 on Lt. side of  
 U.S. 5



To be placed a  
 min. of 100' south  
 on Rt. side of US-5

Advan. Warn. Sign  
 Less than Min. (Existing)

Signal, 3-Lights & X-Bucks  
 (Existing)

Speed Limit 35 MPH  
 (Existing)

Signal, 1-Light, X-Bucks  
 (Existing)

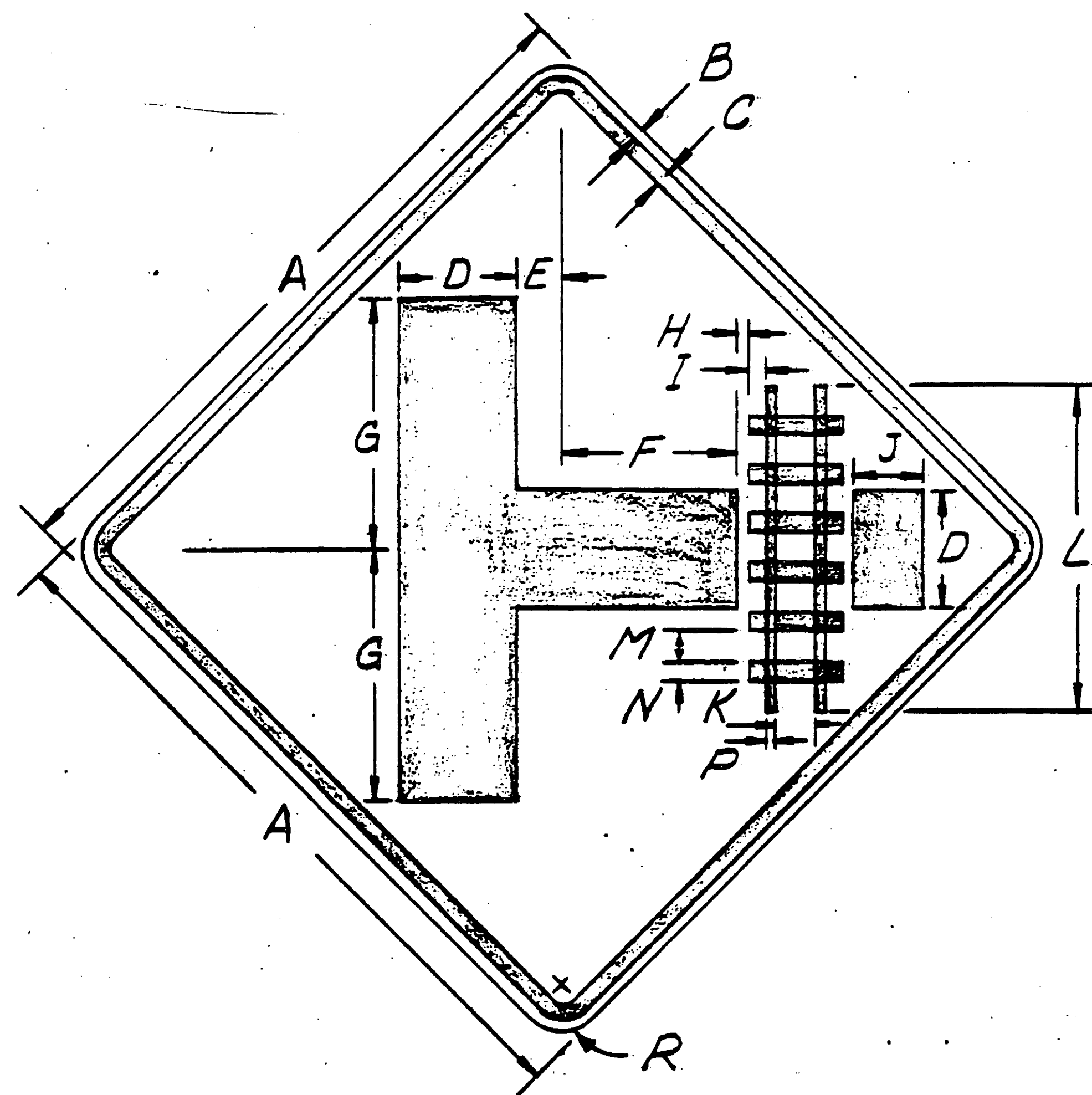
Advan. Warn. Sign  
 Min. 100'  
 from rail (Existing)

Not to Scale

\* Applied under  
 this contract.

0.072 mi.  
**FAIRLEE**  
**F040-1(1)S**  
 Sht. 6 of 23

Bridge



W10-3

Dimensions (inches)															
A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	R
36	5/8	7/8	6	2 1/4	9	12 3/4	1/2	1	3 1/2	2	16 1/2	1 1/2	1	1/2	2 1/4

COLORS

Legend — Black (non-reflect.)  
 Background — Yellow (reflective)

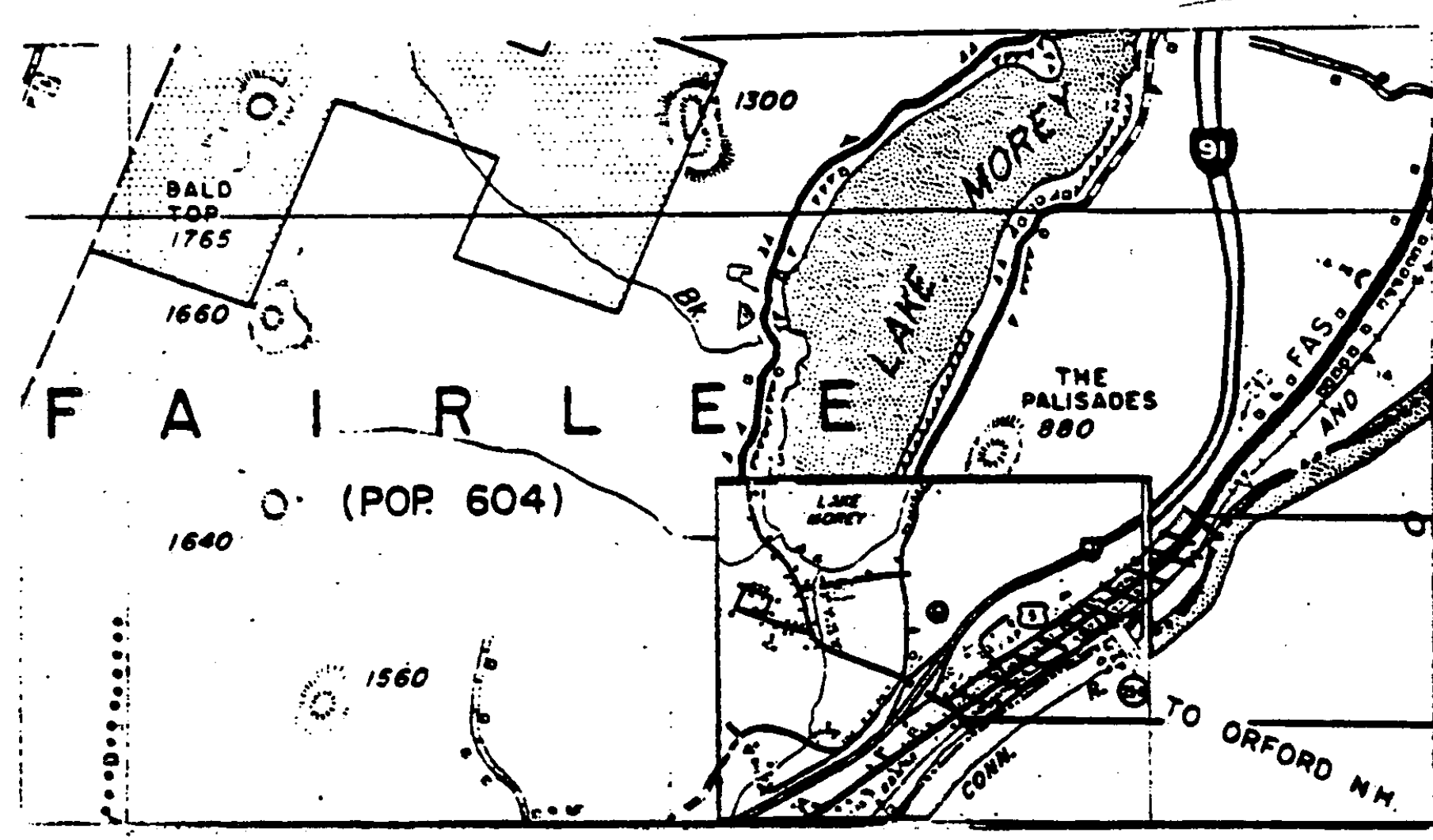
PROJECT: FAIRLEE  
 F040-1(1)S

Sht. 7 of 23



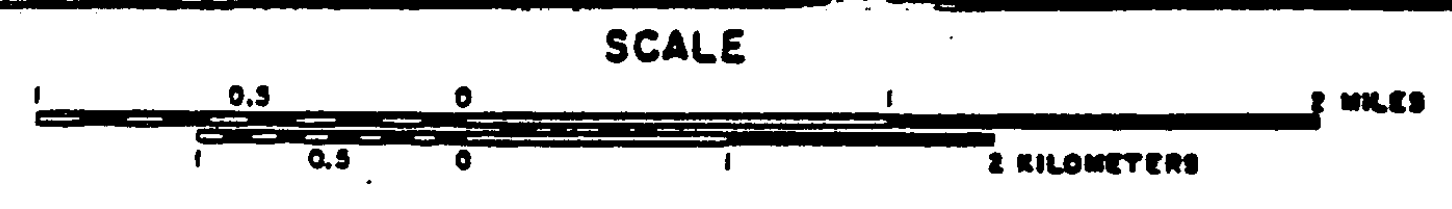


# PROJECT DESCRIPTION AND LOCATION



END PROJECT  
MM 3.860

BEGIN PROJECT  
MM 2.709



1977

BEGINNING ON U.S. RTE. 5 IN THE TOWN OF FAIRLEE,  
2.709 MILES NORTH OF THE THETFORD-FAIRLEE TOWN  
LINE, THENCE CONTINUING NORTH ON U.S. RTE. 5,  
1.151 MILES, TO MM 3.860.

LENGTH OF PROJECT: 6076 FT.  
1.151 mi.

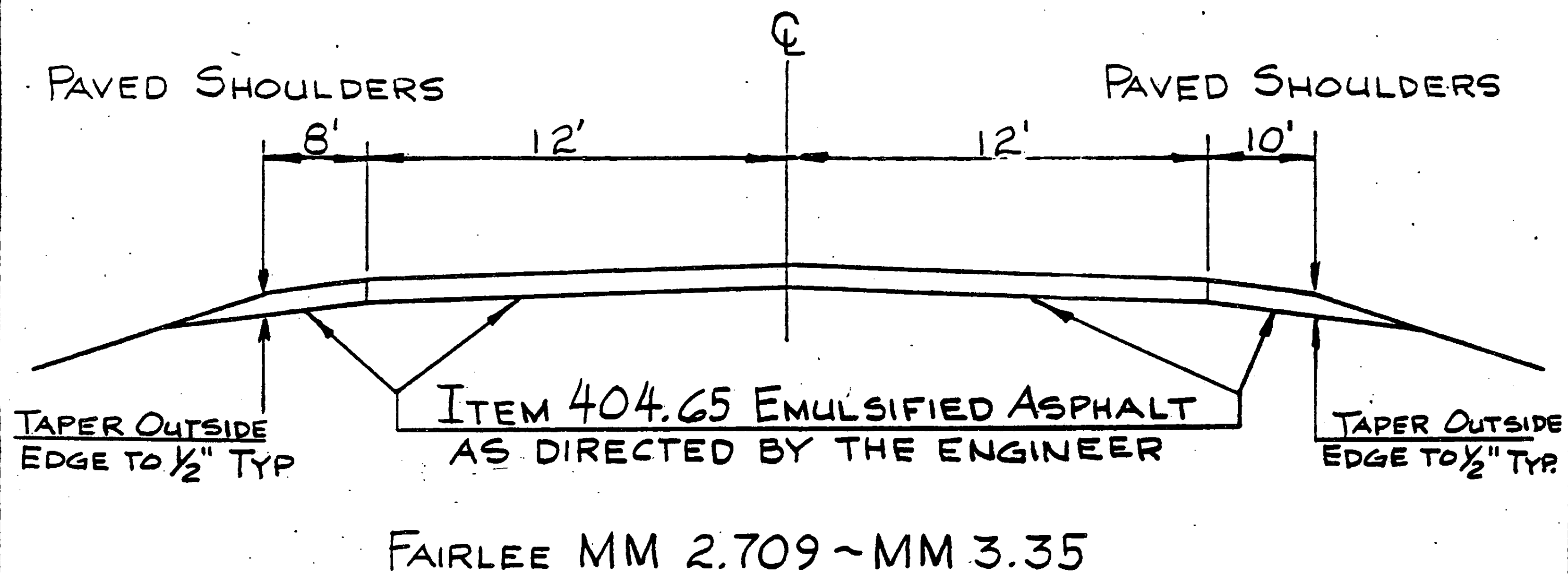
TRAFFIC DATA  
1982 ADT = 2530  
V = 35 MPH

PROJECT FAIRLEE

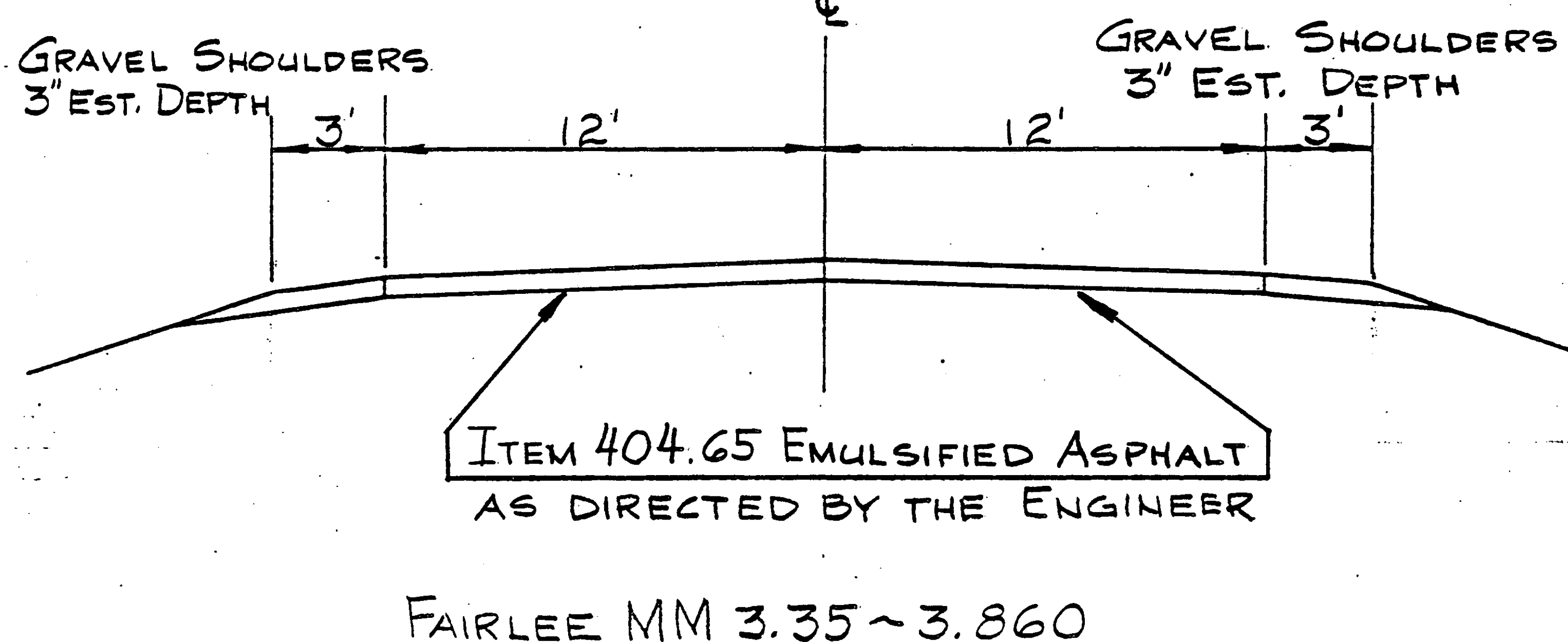
NO. HMA 2524  
SHEET 2 OF 23 SHEETS

TYPICAL SECTIONS & DESIGN DATA

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

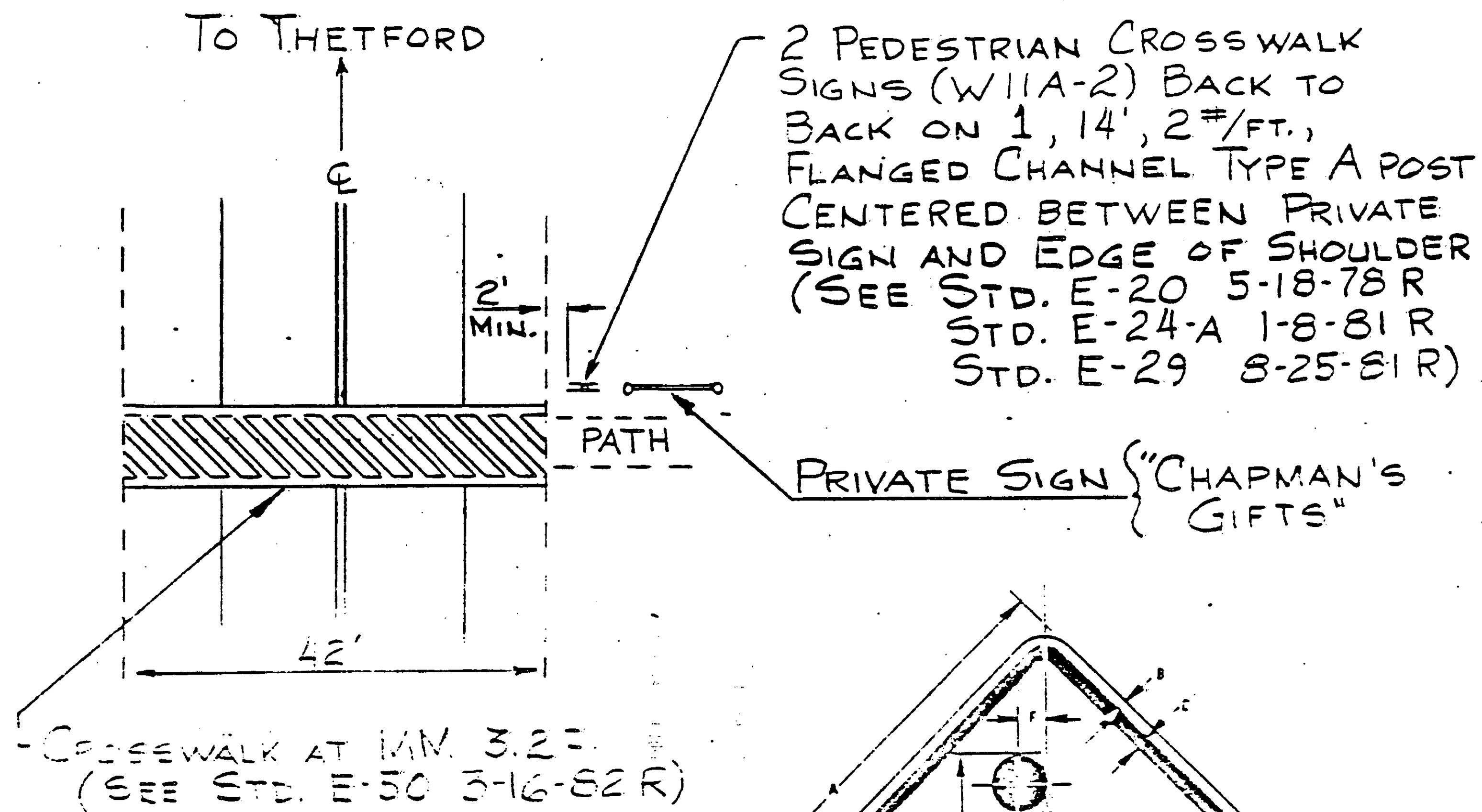


ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE, TYPE III OR IV (24' WIDE @ 164 TON/Mi.)  
 AS DIRECTED BY THE ENGINEER  
 1" WEARING COURSE ( $\pm 1/4$ ") TYPE III



# DETAILS

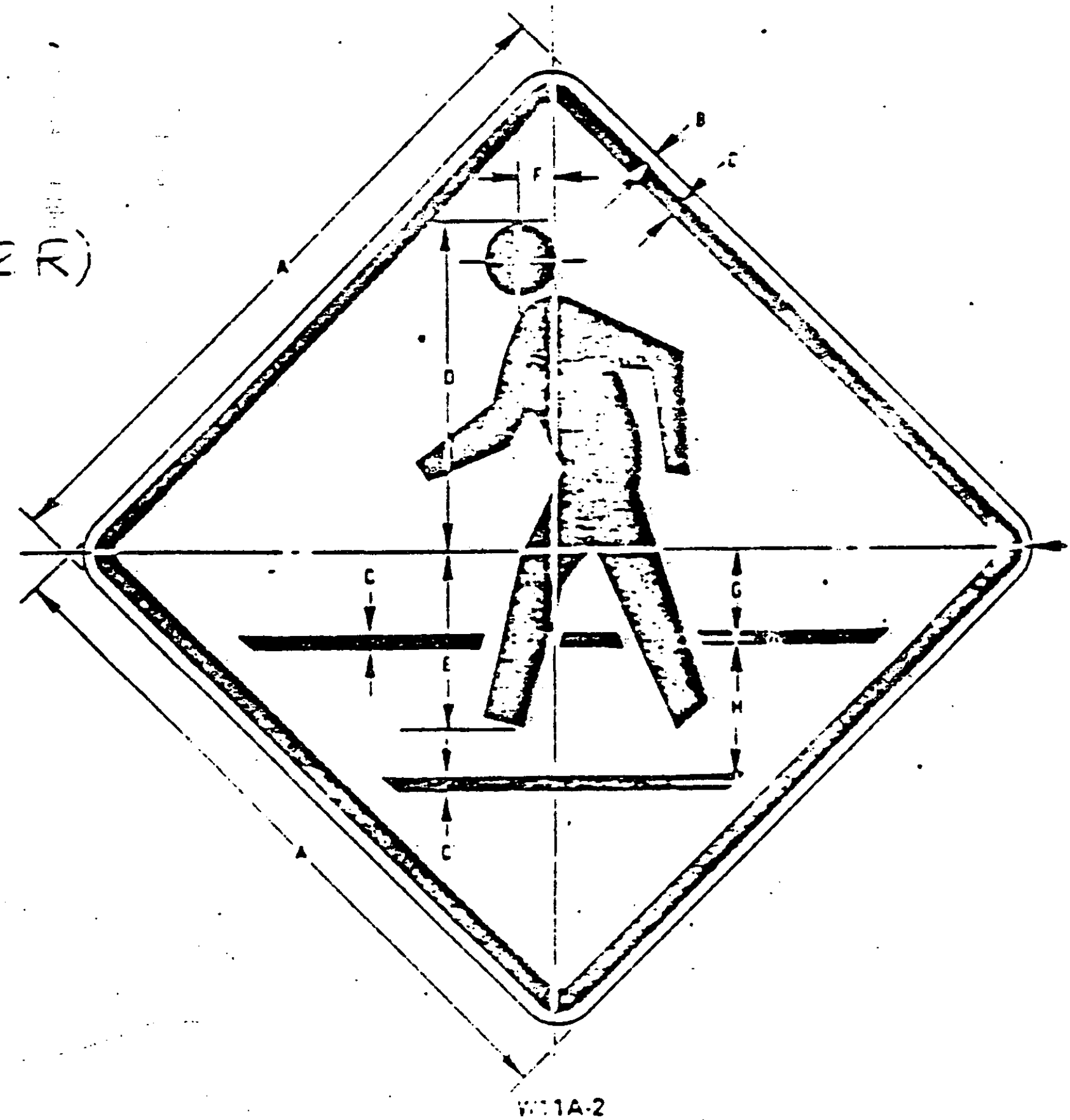
- ITEM 646.63 DURABLE CROSSWALK MARKING w/ DIAGONAL LINES
- ITEM 675.20 TRAFFIC SIGNS, TYPE A
- ITEM 675.35 TRAFFIC SIGN POSTS, TYPE A



SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	J	
STD.	30	1/2	3/4	14	8	1-1/2	4	6	1-7/8	

COLORS  
LEGEND - BLACK (NON-REFL)  
BACKGROUND - YELLOW (REFL)

DIMENSIONS AND DETAIL  
FOR W11A-2 SIGN



# PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION	ITEM NUMBER	FEET	FT	INCH	S.Y.	CY	TON	TON	CY	TON	CY	TON	EA	HR	HR	HR	HR	HR	IP	IP	IP	IP	REMARKS
FAIRLEE MM 2709-MM 3.35		3384	24	1					23	501													1" WEARING COURSE 8 & 10' PAVED SHOULDR LEVEL @ 164 TO 161
MM 3.35 ~ MM 3.860		2692	18	1					17	376													1" WEARING COURSE 3' GRAVEL SHOULDR LEVEL @ 164 TO 161
DRIVES & APPROACHS			24	1					16	399													
PROJECT			3	3		150	247			83													
ROUND																							
TOTAL		6076				200	350	80	1850	1	8	10	50	50	0.5	12200	16000						

PROJECT FAIRLEE      NUMBER HMA 2524      SHEET 12 OF 23



TEMPORARY 4" REFLECTORIZED YELLOW LINE

PMP

MILE	MILE	LT	RT	QUANTITY LT	QUANTITY CL	QUANTITY RT	TOTAL
FAIRLEE							
2.709	3.860	SOLID	SOLID	6076		6076	12152
MINUS ROAD OPENINGS (SEE SHEET 13 OF 14)							
				4x40 = 160			-160
							11992
ASSUME 50% LOST DUE TO LEVELING							
				11992 x .5 = 5996			5996
						TOTAL	17988

TEMPORARY 4" REFLECTORIZED WHITE LINE

FAIRLEE							
2.709	3.860	SOLID	SOLID	6076		6076	12152

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

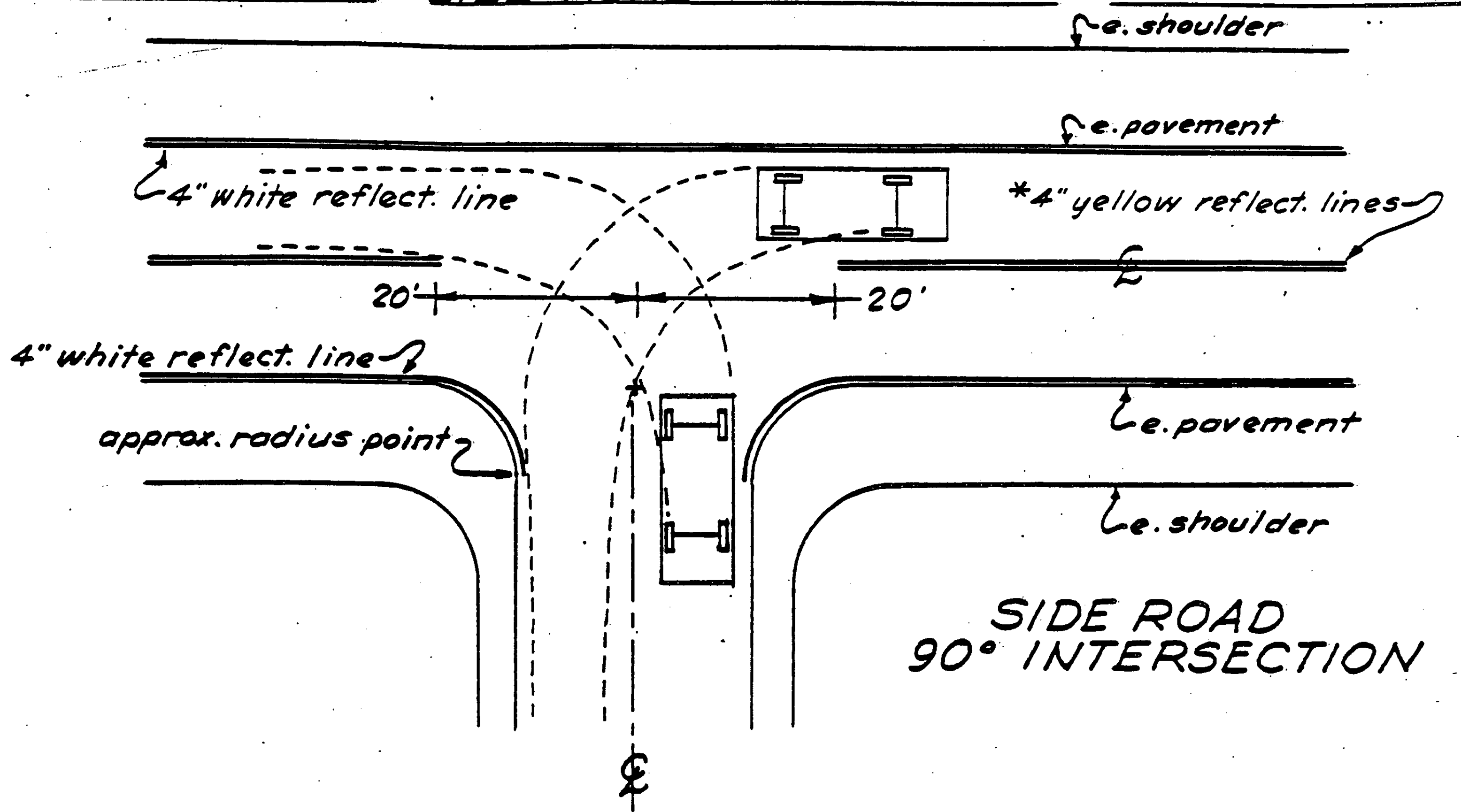
INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER. DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

- 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

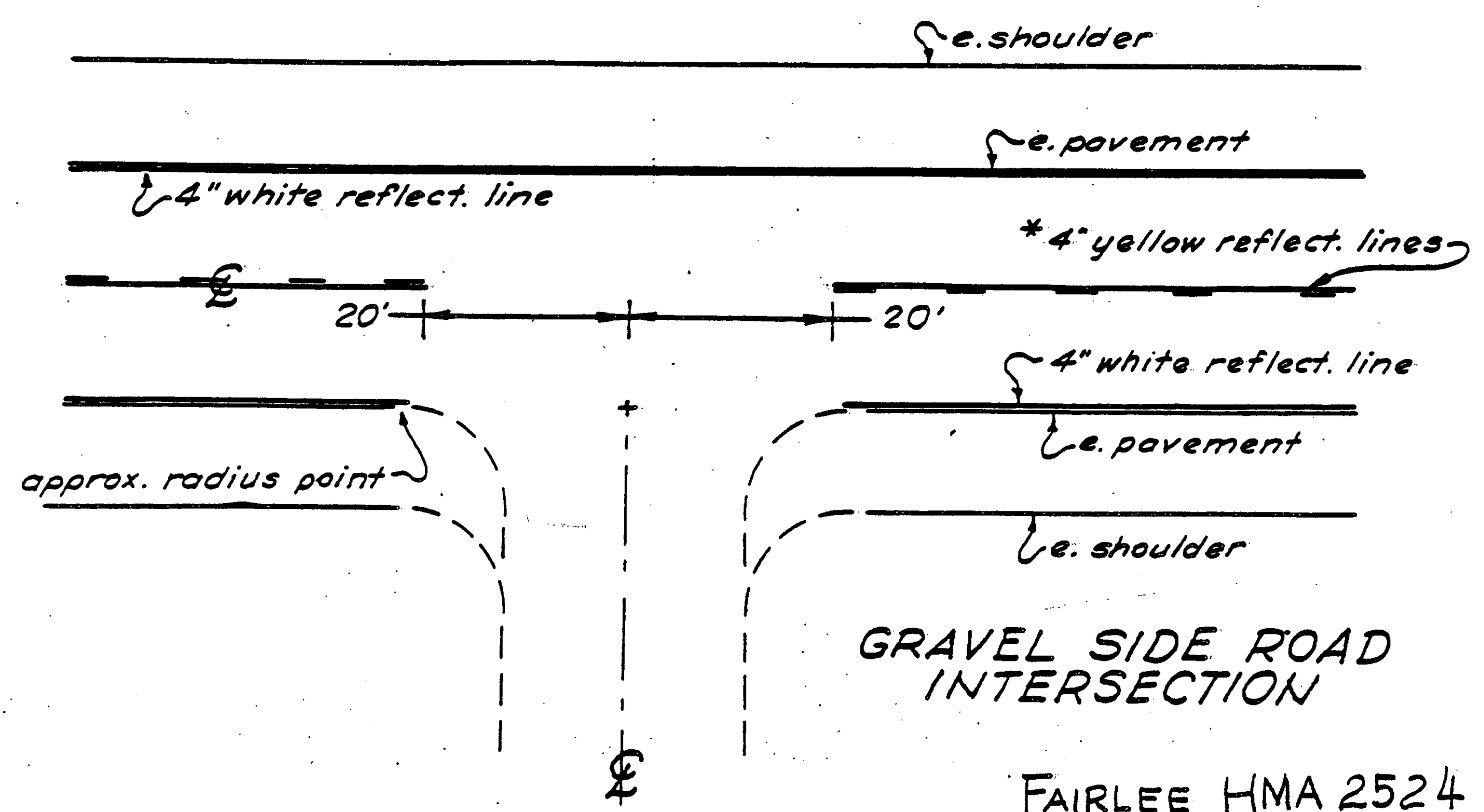
12/22/83

FAIRLEE HMA 2524  
SHEET 14 OF 23



SIDE ROAD  
90° INTERSECTION

\* 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.



GRAVEL SIDE ROAD  
INTERSECTION