

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Dated MAY 9 1984
Cooley Asphalt Paving
 Contractor
Michael Laprade
 Signature
President
 Title
Arthur G. Bull
 Transportation Secretary's Signature



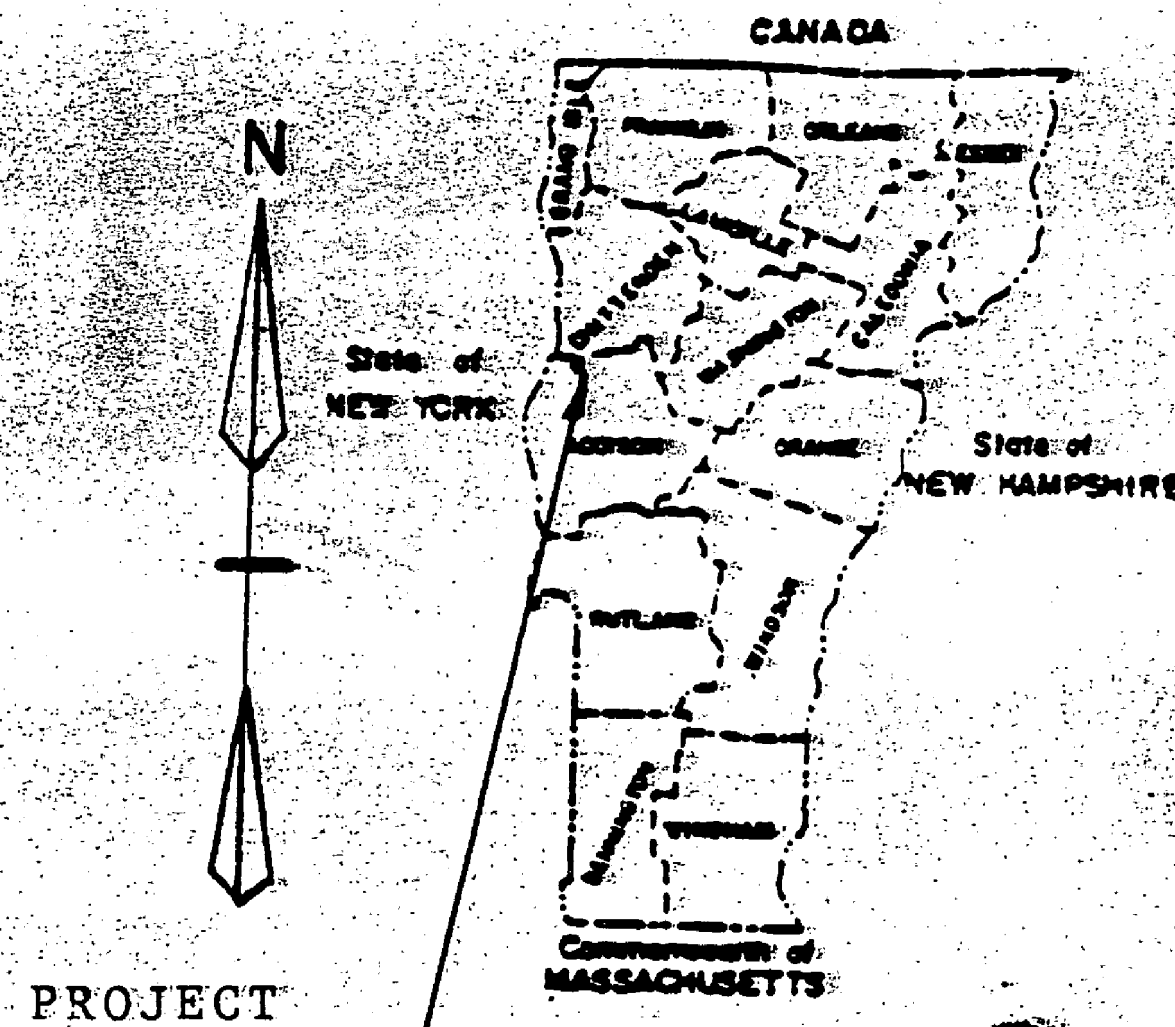
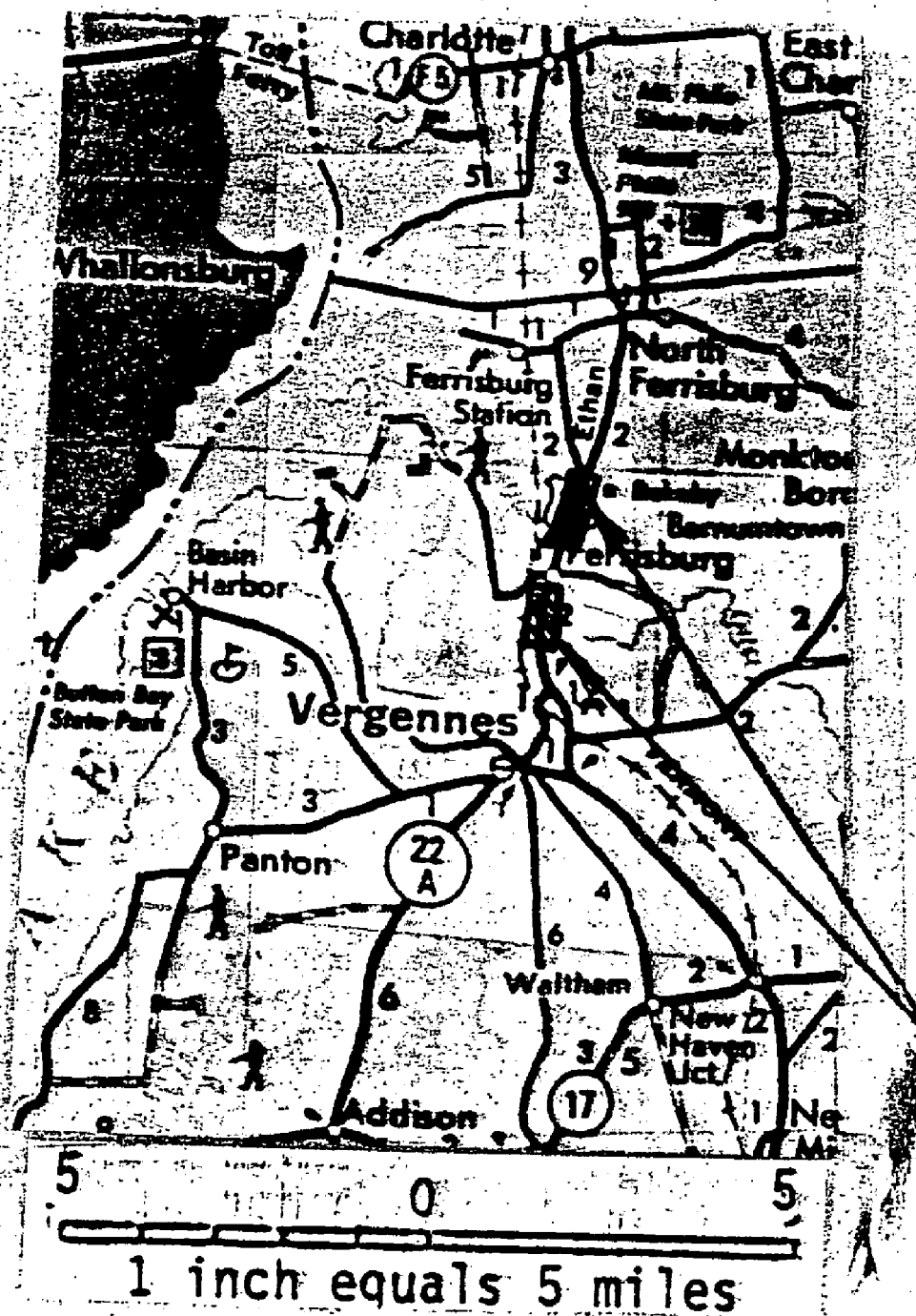
CONTRACT PLANS
 THESE PLANS DO NOT REFLECT
 CHANGES MADE ON THE PROJECT.

ACTING

PROPOSED IMPROVEMENT

RESURFACING PROJECT

TOWN OF: FERRISBURG
 COUNTY OF: ADDISON
 ROUTE NO: US 7
 ROUTE CLASS: FAP



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, 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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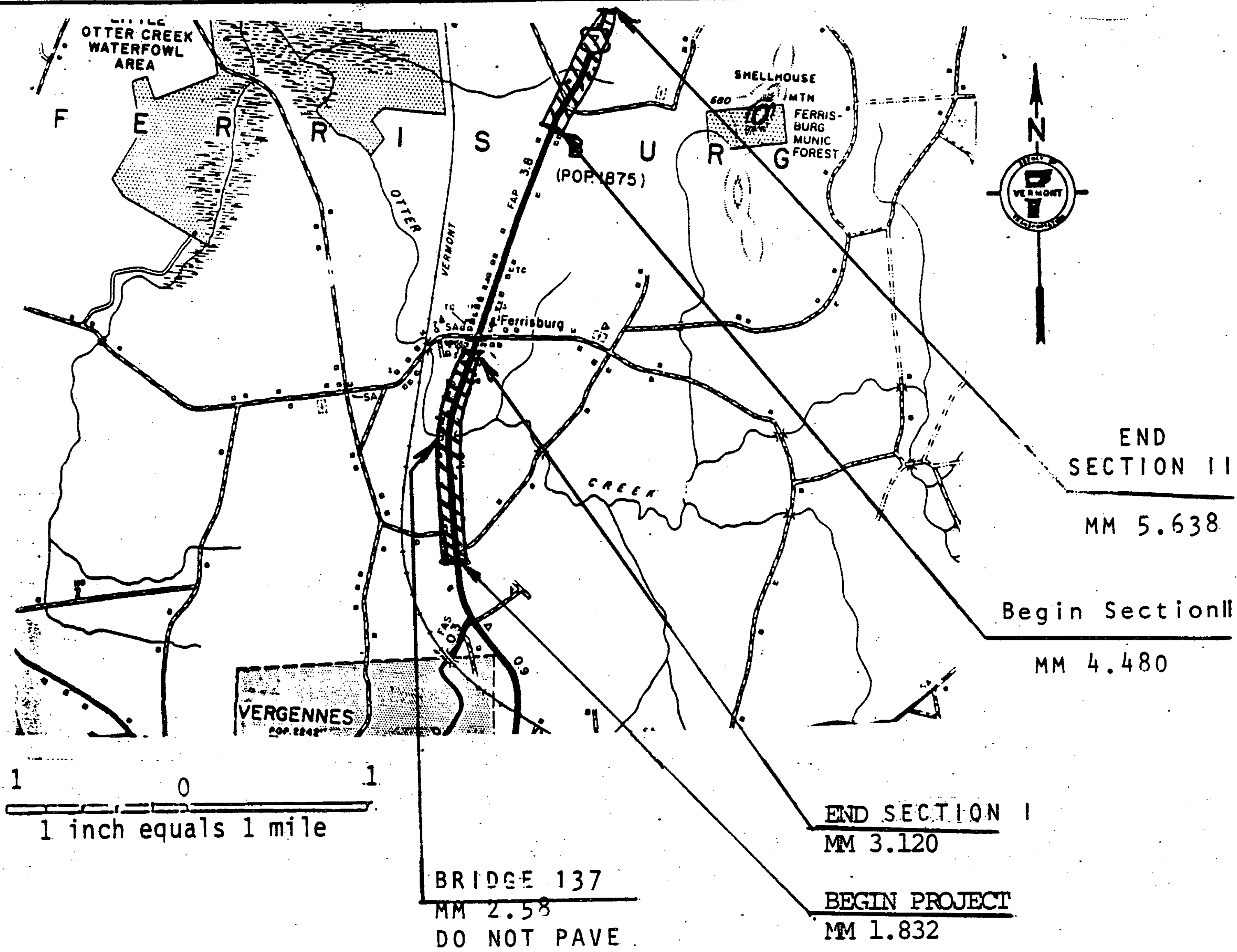
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SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD
 APPROVED S.J. O'Connell P.E. DATE MAR 29 1984
 DIRECTOR OF ENGINEERING AND CONSTRUCTION
 DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 APPROVED _____ DATE _____
 DIVISION ADMINISTRATOR

PROJECT NO. HMA 2517

SHEET 1 OF 11 SHEETS

PROJECT DESCRIPTION AND LOCATION

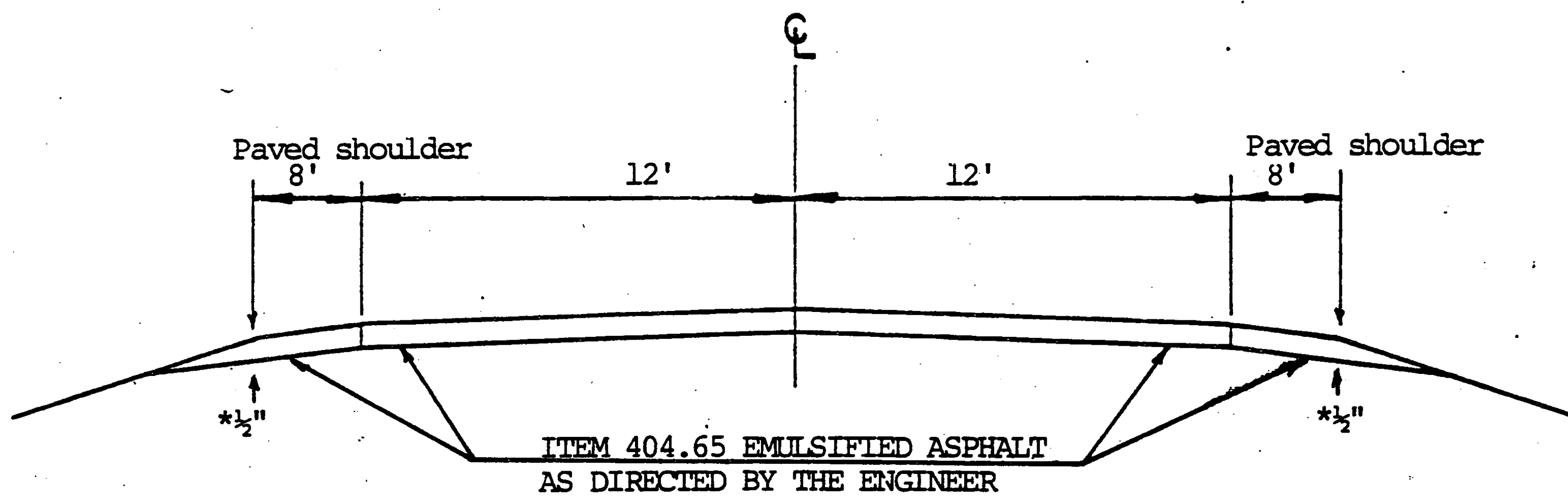


On US 7, Beginning 1.832 miles northerly of the Waltham-Ferrisburg Town Line at MM 1.832 and extending 1.288 miles northerly to MM 3.120. Beginning, again, at MM 4.480 and extending northerly 1.158 miles to MM 5.638

LENGTH OF PROJECT:	
Section I	1.288 Miles 6800 Feet
Section II	1.158 Miles 6144 Feet
TOTAL	2.446 Miles 12,944 Feet

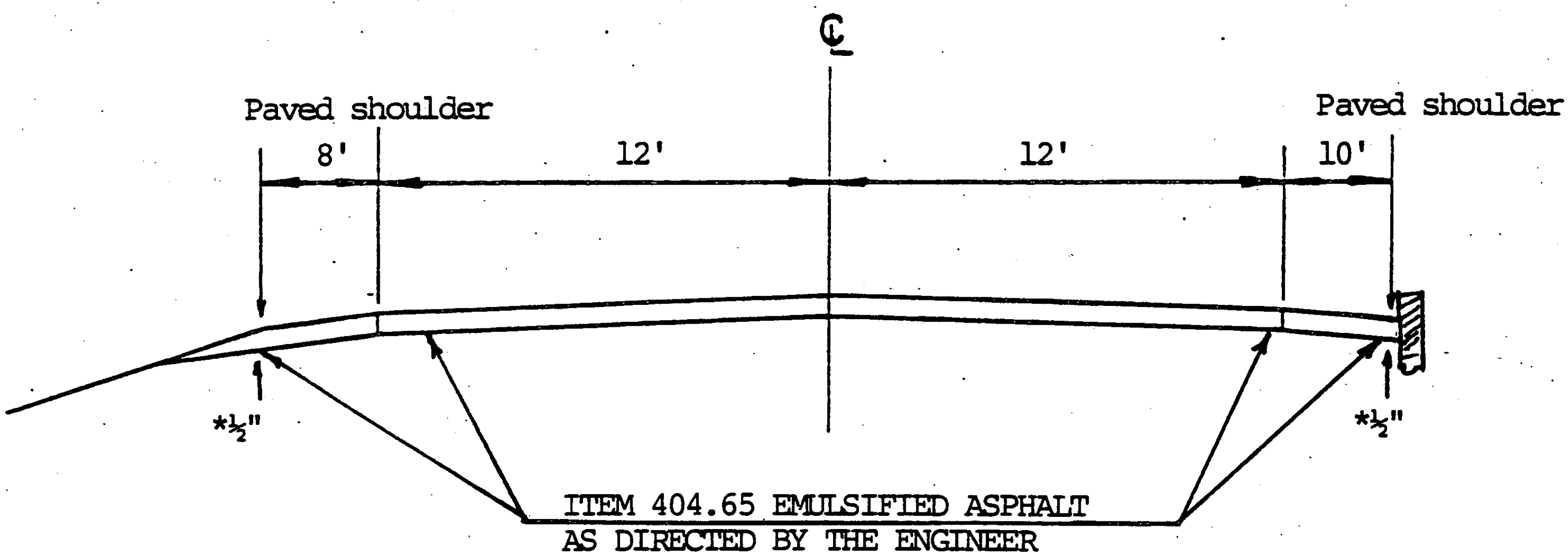
TYPICAL SECTIONS & DESIGN DATA

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



MM 1.832 - MM 3.020
 MM 4.480 - MM 5.638

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MM 3.020 - MM 3.120

TRAFFIC DATA
 1982 ADT-7890
 V=50 MPH

* Shoulder to be tapered from full depth to ½"

PROJECT FERRISBURG

NO. HMA 2517
 SHEET 3 OF 11

TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT	
1.832	2.13	SOLID	SOLID	3146
2.13	2.29	SOLID	DASH	1056
2.29	2.45	DASH	DASH	211
2.45	2.65	DASH	SOLID	1320
2.65	3.120	SOLID	SOLID	4963
END 1 ST SECTION				
BEGIN 2 ND SECTION				
4.480	4.56	SOLID	SOLID	845
4.56	4.63	SOLID	DASH	396
4.63	4.75	DASH	DASH	158
4.75	4.83	SOLID	DASH	528
4.83	5.03	DASH	SOLID	1320
5.03	5.17	SOLID	SOLID	1478
5.17	5.21	SOLID	DASH	264
5.21	5.53	DASH	DASH	422
5.53	5.638	DASH	SOLID	713
END 2 ND SECTION				
				Sub Tot 16,820

ASSUME 50% LOST ON LEVELING

4" YELLOW EST. - 16,820 x 150% = 25,230 LF.

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

TEMPORARY 4" REFLECTORIZED WHITE LINE

1.832	3.120	SOLID	SOLID	13,601
4.480	5.638	SOLID	SOLID	12,228

4" WHITE EST 25,829

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.

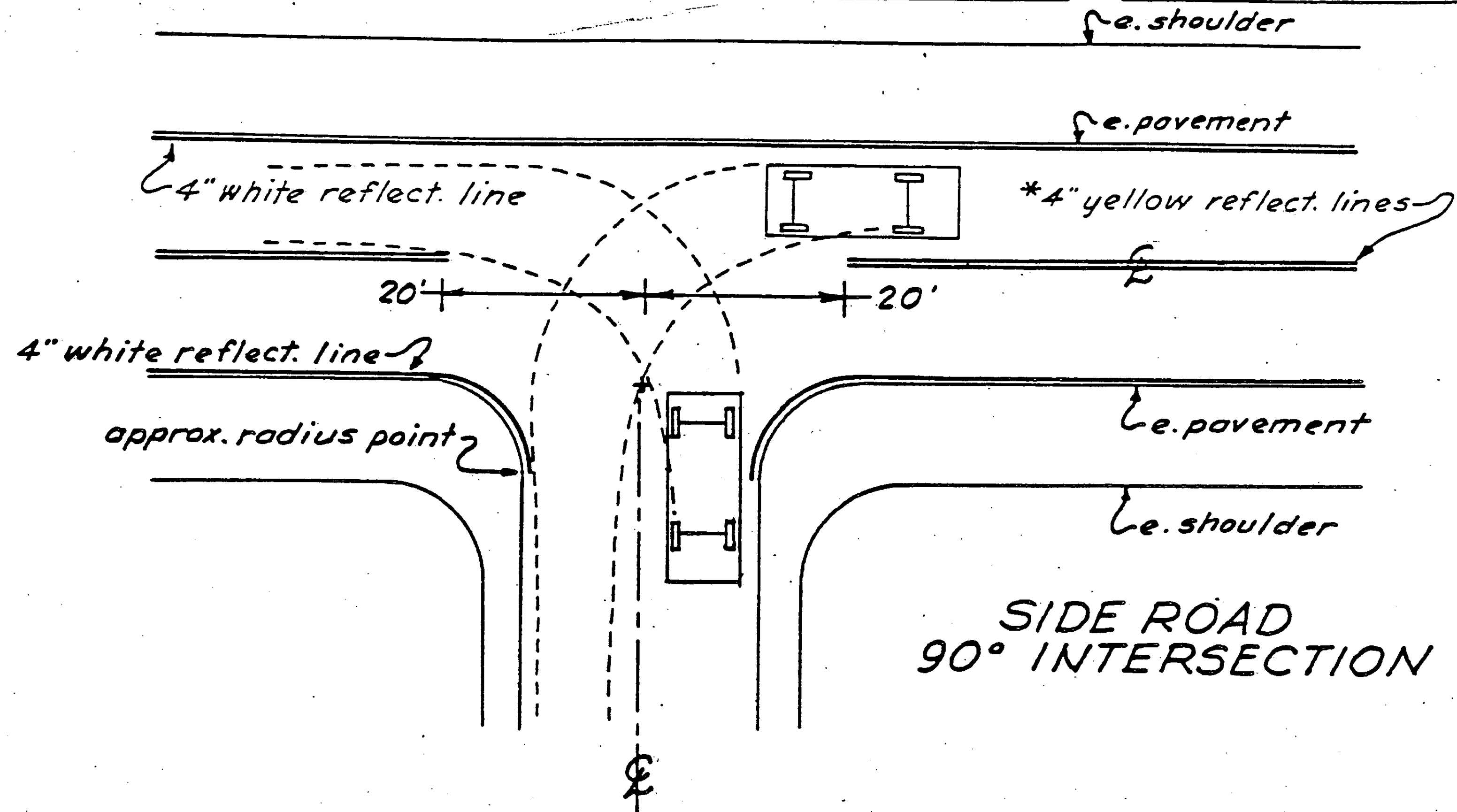
DASHED LINE

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



* 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.

