

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

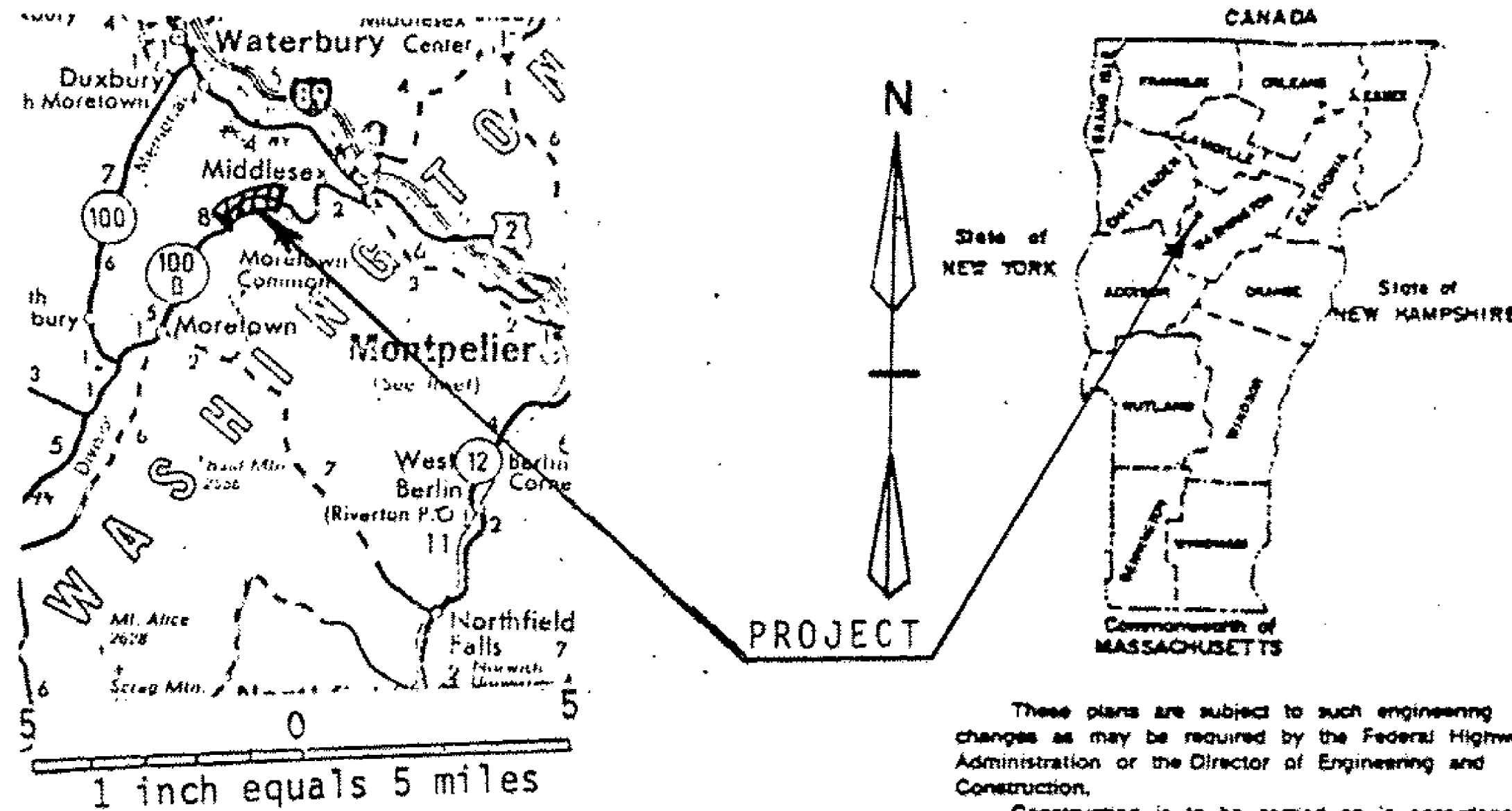
Title
[Signature]
Transportation Secretary's
Signature

TOWN OF: MORETOWN

COUNTY OF: WASHINGTON

ROUTE NO: VT 100 B

ROUTE CLASS: 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, 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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- 8-10 CENTERLINE DETAILS

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

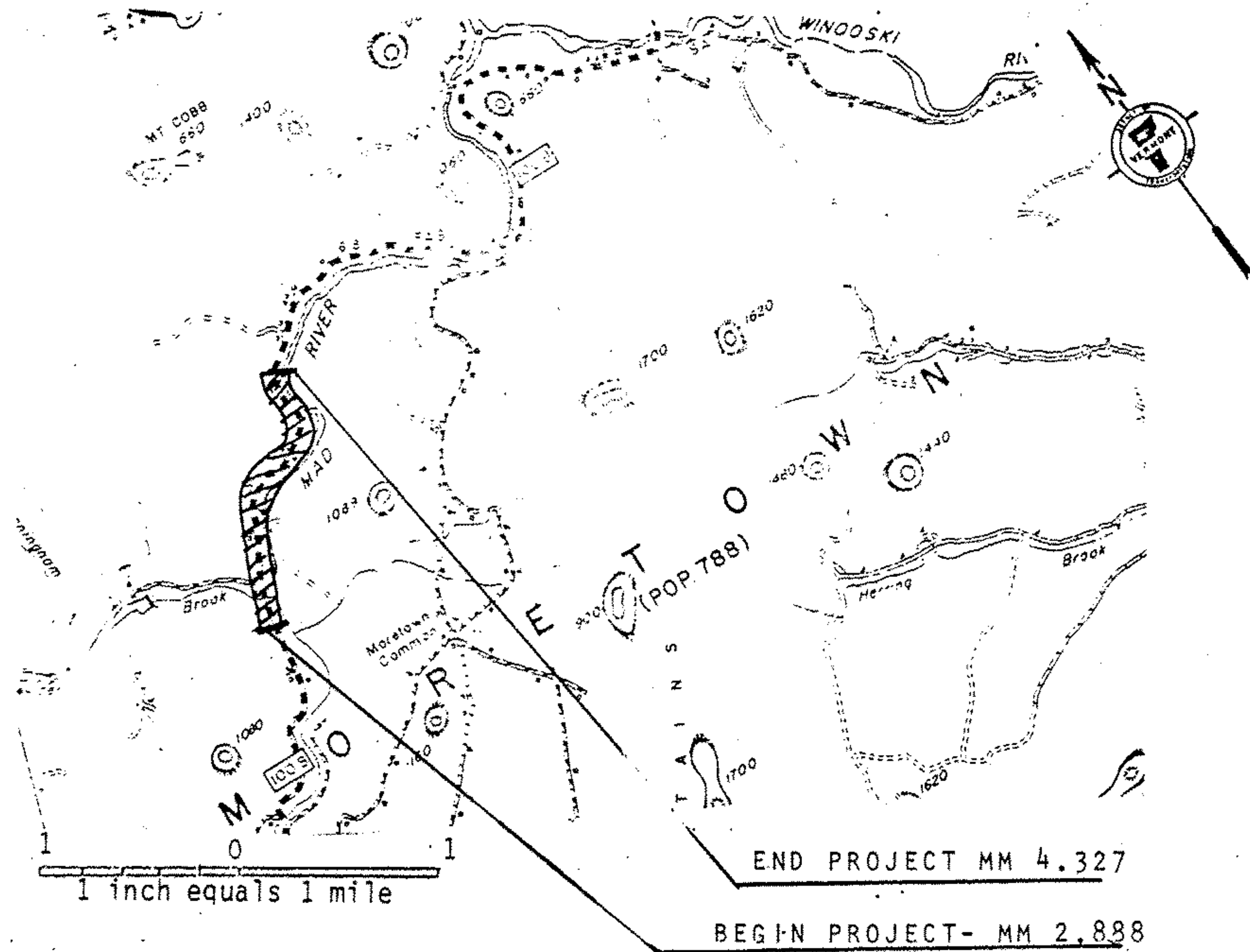
APPROVED *S. J. Gage P.E.* DATE APR 11 1984
DIRECTOR OF ENGINEERING AND CONSTRUCTION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

PROJECT NO. HMA 2522

SHEET 1 OF 10 SHEETS

PROJECT DESCRIPTION AND LOCATION



ON VT 100B: BEGINNING 2.888 MILES NORTHERLY OF THE WAITSFIELD-MORETOWN TOWN LINE AT MM 2.888 AND EXTENDING NORTHERLY 1.439 MILES TO MM 4.327

LENGTH OF PROJECT
1.439 Miles
7601 feet

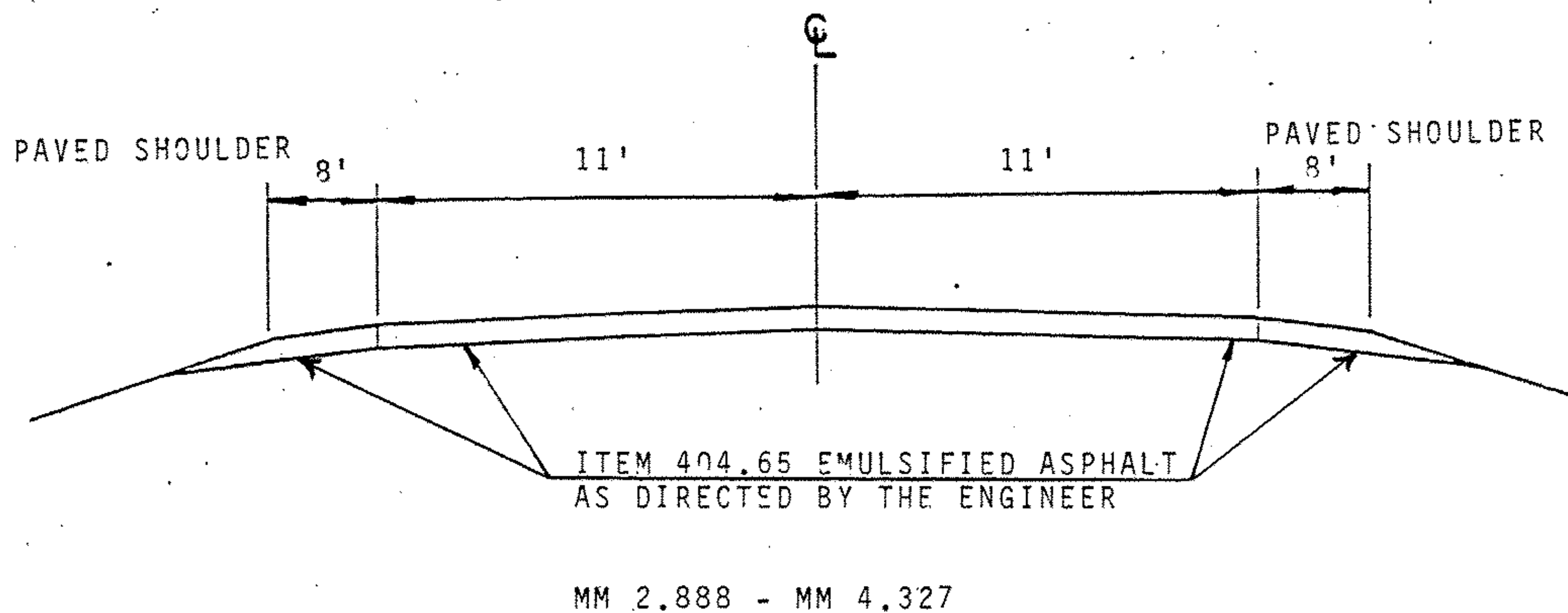
PROJECT MORETOWN

NO. HMA 2522

SHEET 2 OF 10 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
Leveling course, Type III or IV (150 tons/mile)
AS DIRECTED BY THE ENGINEER
3/4" Wearing course (+1/4") Type IV



TRAFFIC DATA
1982 ADT = 1560
V = 50 MPH

TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT	
2.855	2.93	DASH	DASH	55.
2.93	3.02	DASH	SOLID	594.
3.02	3.11	SOLID	SOLID	950.
3.11	3.23	DASH	SOLID	792.
3.23	3.44	SOLID	SOLID	2218.
3.44	3.53	SOLID	DASH	594.
3.53	3.57	DASH	DASH	53.
3.57	3.68	DASH	SOLID	726.
3.68	4.26	SOLID	SOLID	6125.
4.26	4.327	SOLID	DASH	442.
				SUB TOTAL 12,549.

ASSUME 50% LOSS DURING SHIMMING

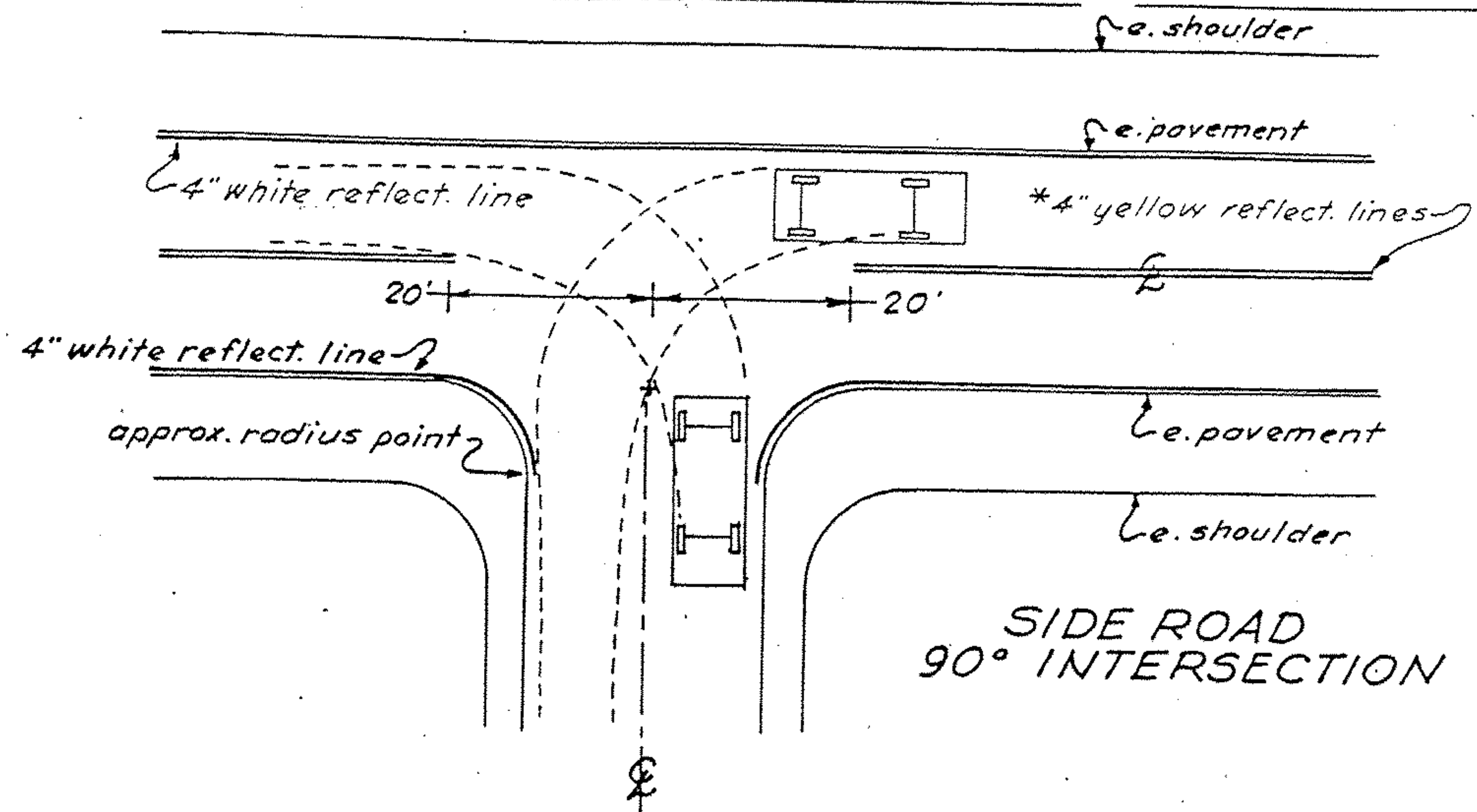
4" YELLOW EST - $150\% \times 12,549 = 18,824'LF$

ALTHOUGH NOT SHOWN ON THIS SHEET,
THE $\&$ SHALL BE BROKEN AT ALL TOWN-
HIGHWAYS AS SHOWN ON DETAIL SHEET

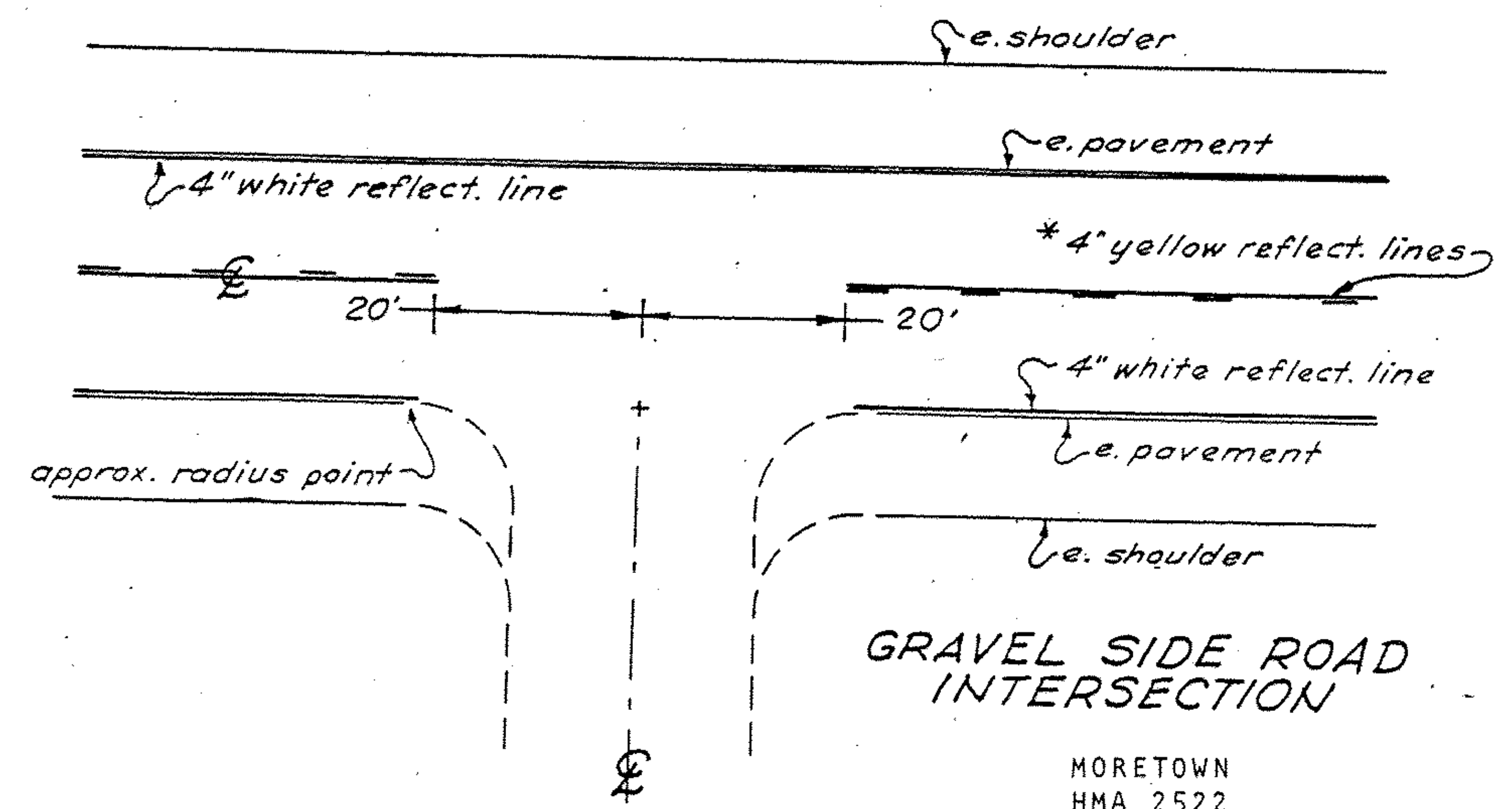
TEMPORARY 4" REFLECTORIZED WHITE LINE

4" WHITE EDGE LINES - PROJ LENGTH X 2

$7601 \times 2 = 15,202'LF$



* 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 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