

STATE OF VERMONT AGENCY OF TRANSPORTATION

Dated JUL 5 1984

KEITH Construction Inc.
Contractor

P. Kevin Hayes
Signature

vice president
Title

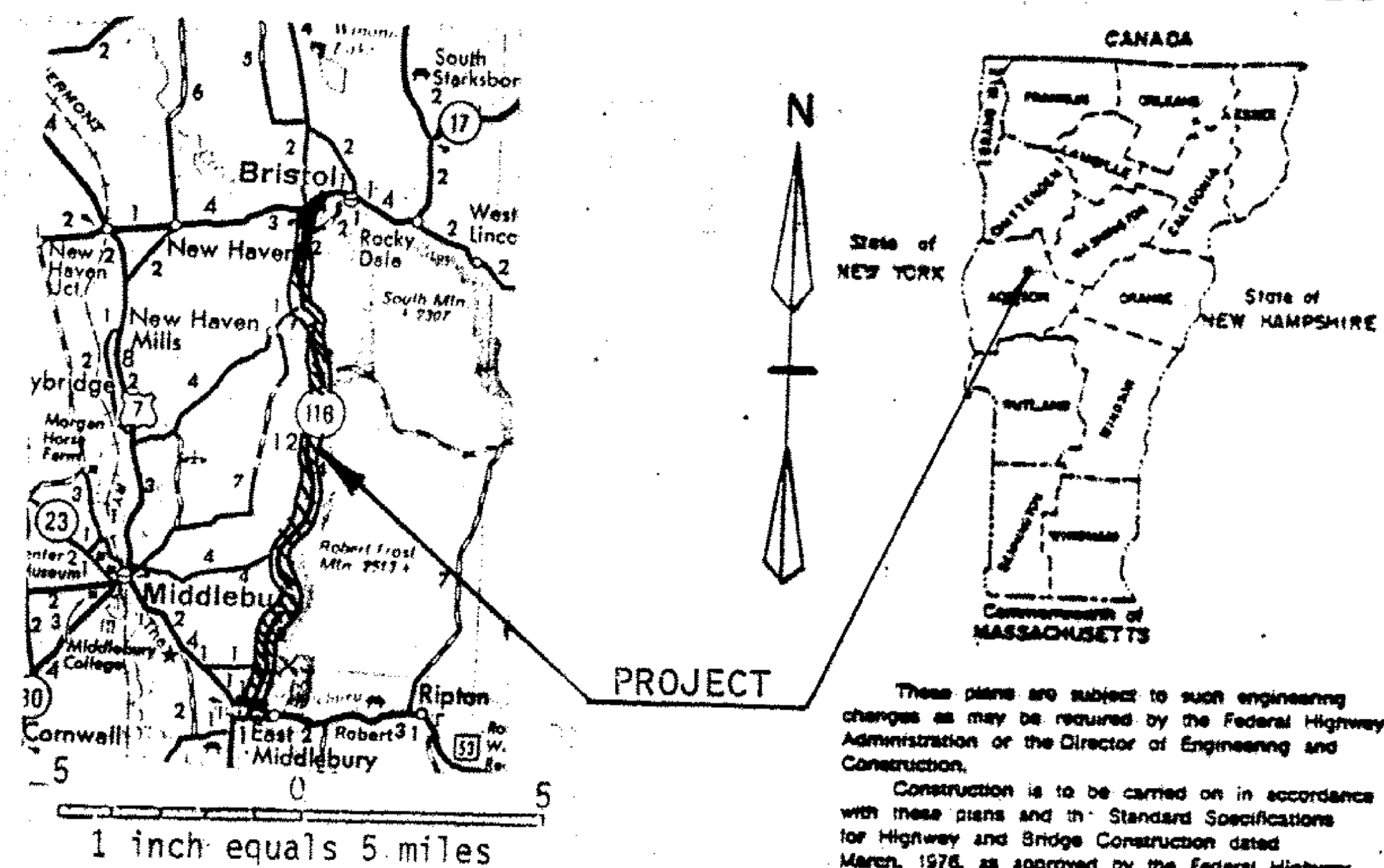


CONTRACT PLANS

THESE PLANS DO NOT REFLECT
CHANGES MADE ON THE PROJECT.

PROPOSED IMPROVEMENT RESURFACING PROJECT

Transportation Secretary's Signature *S. Saraha*
TOWN OF: MIDDLEBURY-BRISTOL
COUNTY OF: ADDISON
ROUTE NO: VT 116
ROUTE CLASS: FAP

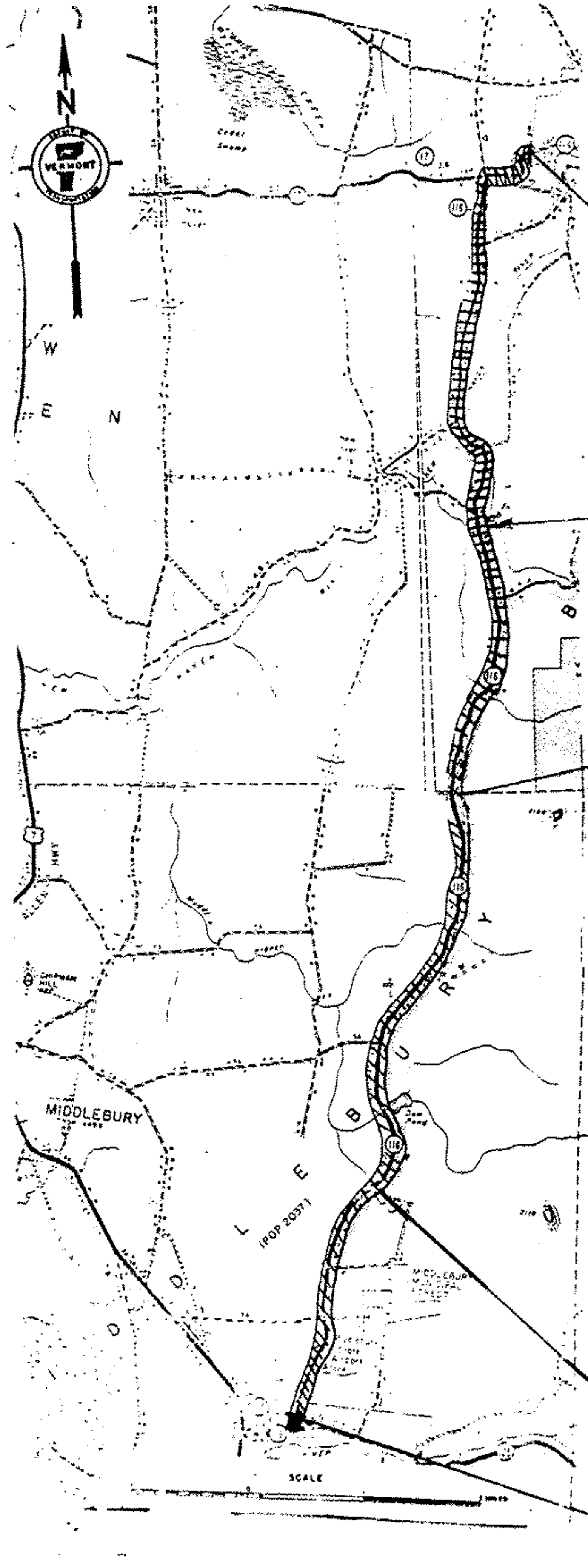


These plans are subject to such engineering changes as may be required by the Federal Highway Administration or the Director of Engineering and Construction.
Construction is to be carried on in accordance with these plans and the Standard Specifications for Highway and Bridge Construction dated March, 1976, as approved by the Federal Highway Administration on October 27, 1976 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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SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD	
APPROVED <u>S. J. Gage P.E.</u> DATE <u>APR 18 1984</u>	DATE
DIRECTOR OF ENGINEERING AND CONSTRUCTION	
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED _____	DATE _____
DIVISION ADMINISTRATOR	
PROJECT NO. <u>HMA 2518 HMA 2465</u>	
SHEET 1 OF 11 SHEETS	

PROJECT DESCRIPTION AND LOCATION



On VT 116 - Beginning at the junction of US-7 and VT 116 at Middlebury MM 0.000 and extending 12.412miles northerly to Bristol MM 6.025.

END PROJECT
MM 6.025

BRIDGE 8
MM 3.16-DO NOT PAVE

BRISTOL MM 0.000
MIDDLEBURY MM 6.587

Length of Project
12,412 Miles
65535 Feet

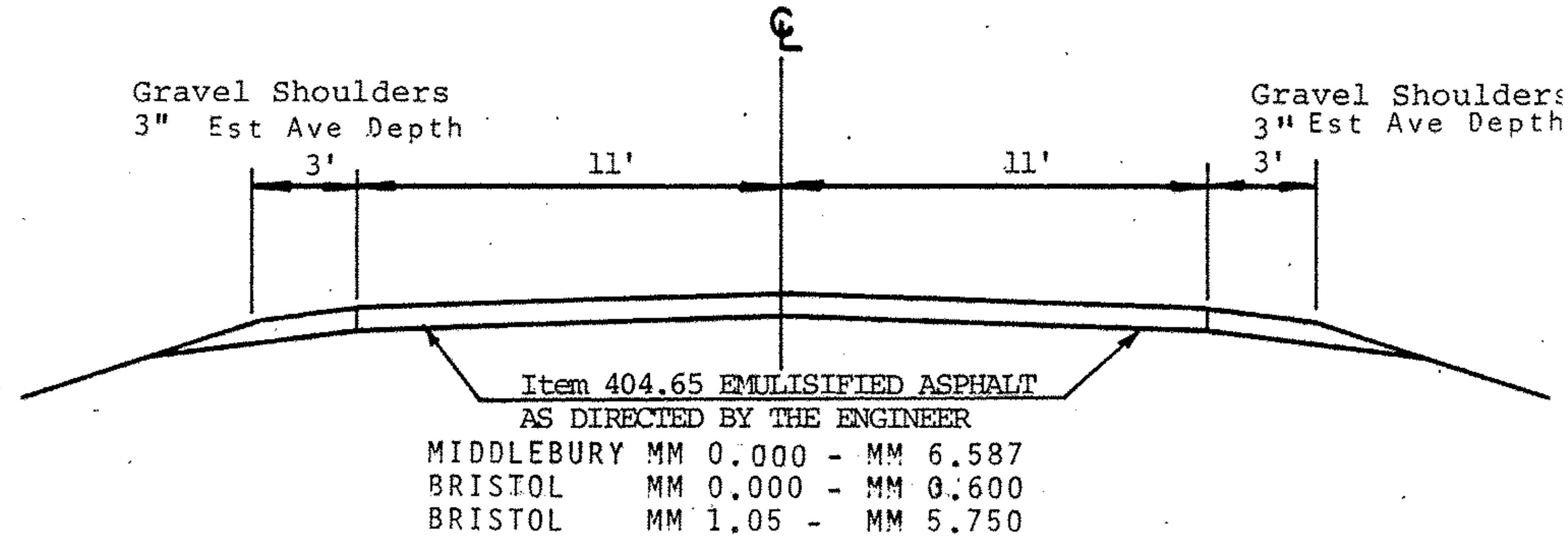
BR 2 MM 2.700-MM 2.900
Do Not Pave (1,056')
Bridge and approach under separate contract.
BEGIN PROJECT
MM 0.000

PROJECT Middlebury-Bristol

NO. HMA 2518 HMA 2465
SHEET 2 OF 11 SHEETS

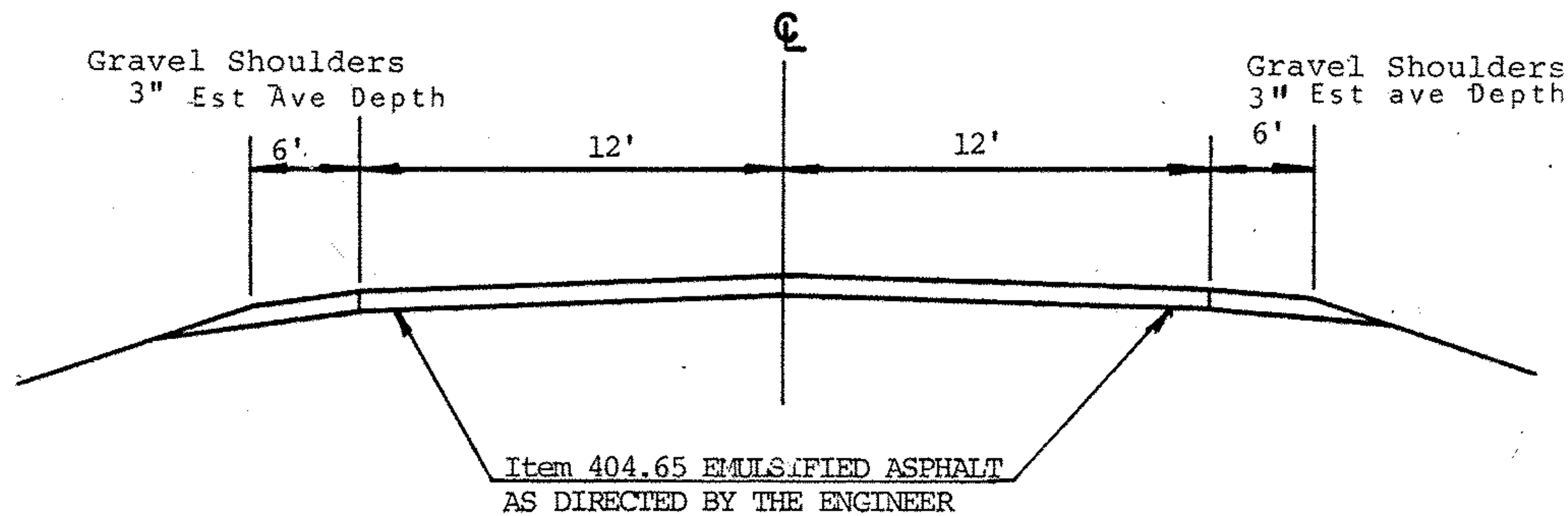
TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 Leveling course Type III or IV (250 tons/mile)
 AS DIRECTED BY THE ENGINEER
 3/4" Wearing course (+1/4") Type IV



Note: Do not pave Middlebury MM 2.7 -2.9-This area
 to be done under separate contract

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 Leveling course, Type III or IV (273 Tons/Mile)
 AS DIRECTED BY THE ENGINEER
 3/4" Wearing course (+1/4") Type IV



BRISTOL MM 0.60 - MM 1.05

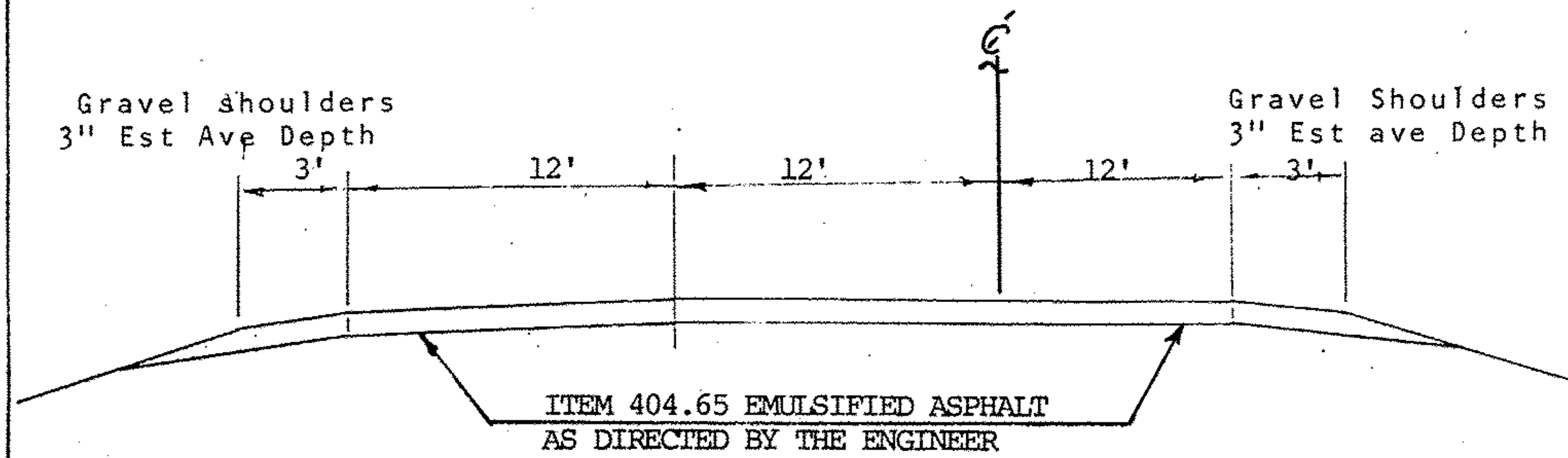
TRAFFIC DATA
 1982 ADT = 2000
 V = 50 MPH

PROJECT MIDDLEBURY-BRISTOL

NO. HMA 2518 HMA 2465
 SHEET 3 OF 11

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
Leveling course type III or IV (409 tons/mile)
AS DIRECTED BY THE ENGINEER
3/4" Wearing course (+1/4") Type IV



BRISTOL MM 5.75 - MM6.025

NOTE: BRIDGE 8, MM 3.16, ALTHOUGH LISTED ON PLANS AS "DO NOT PAVE"
IF, IN THE OPINION OF THE ENGINEER, IS EXTREMELY POOR MAY BE
PAVED WITH A DRAG COURSE NOT TO EXCEED 1/2".

PROJECT MIDDLEBURY-BRISTOL

NO. HMA 2518 HMA 2465

SHEET 3A OF 11 SHEETS

PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION

ITEM NO	UNIT	F.T.	F.T.	LF	24" STOP BARS		ARROW MARKINGS		LETTER IN WORD MARKINGS	
					EA	EA	EA	EA	EA	EA
MIDDLEBURY										
MM 0.545+ Rt										
MM 0.57+ RT			11							
MM 0.585+ Lt			11							
MM 0.69 Lt										
BRISTOL										
MM 5.345+ RT										
MM 5.48+ RT			11							
MM 6.00+										
MM 6.02+ Rt						2				
TOTAL			33	2	39					

PROJECT

MIDDLEBURY-BRISTOL

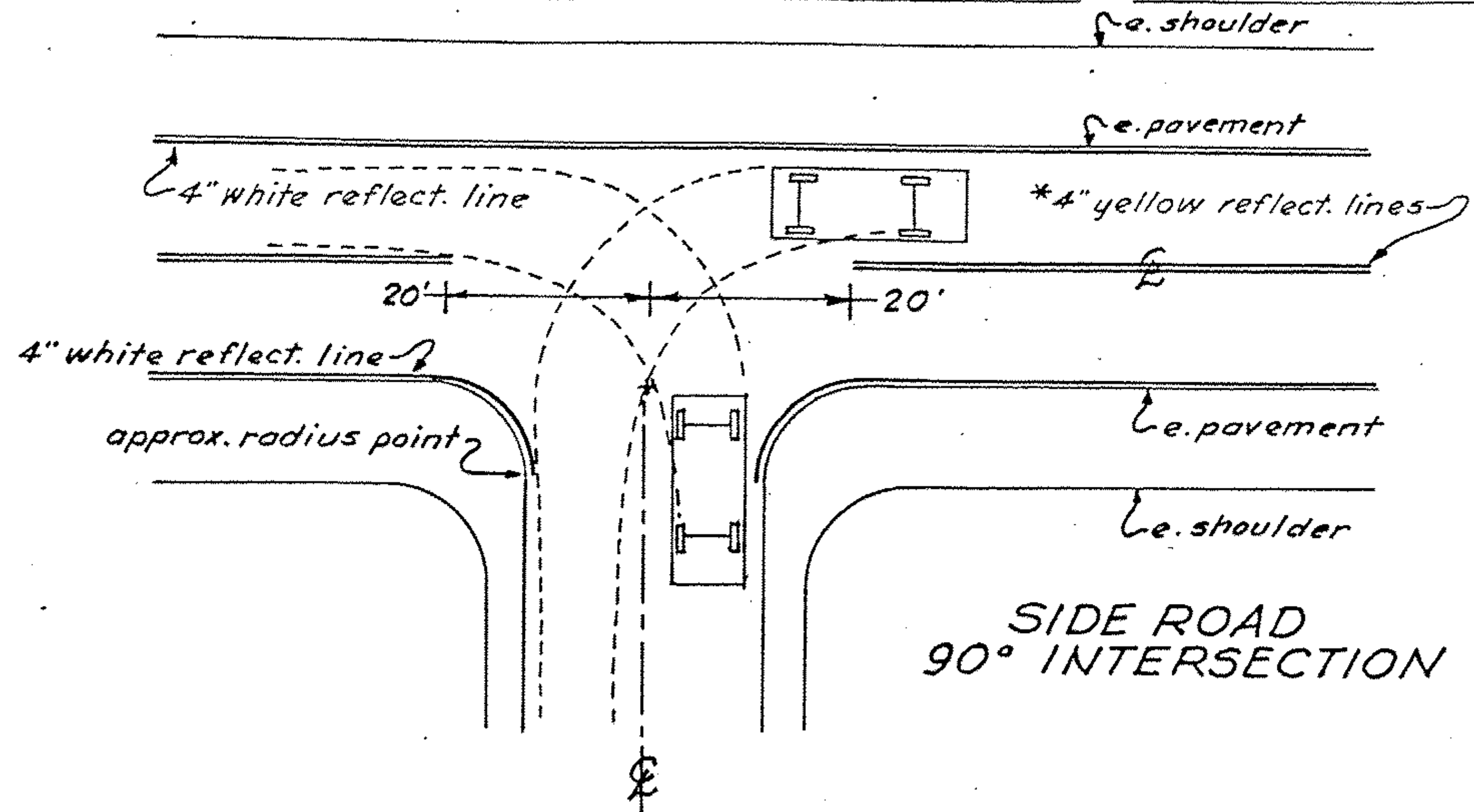
NO.

HMA 2518 HMA 2465

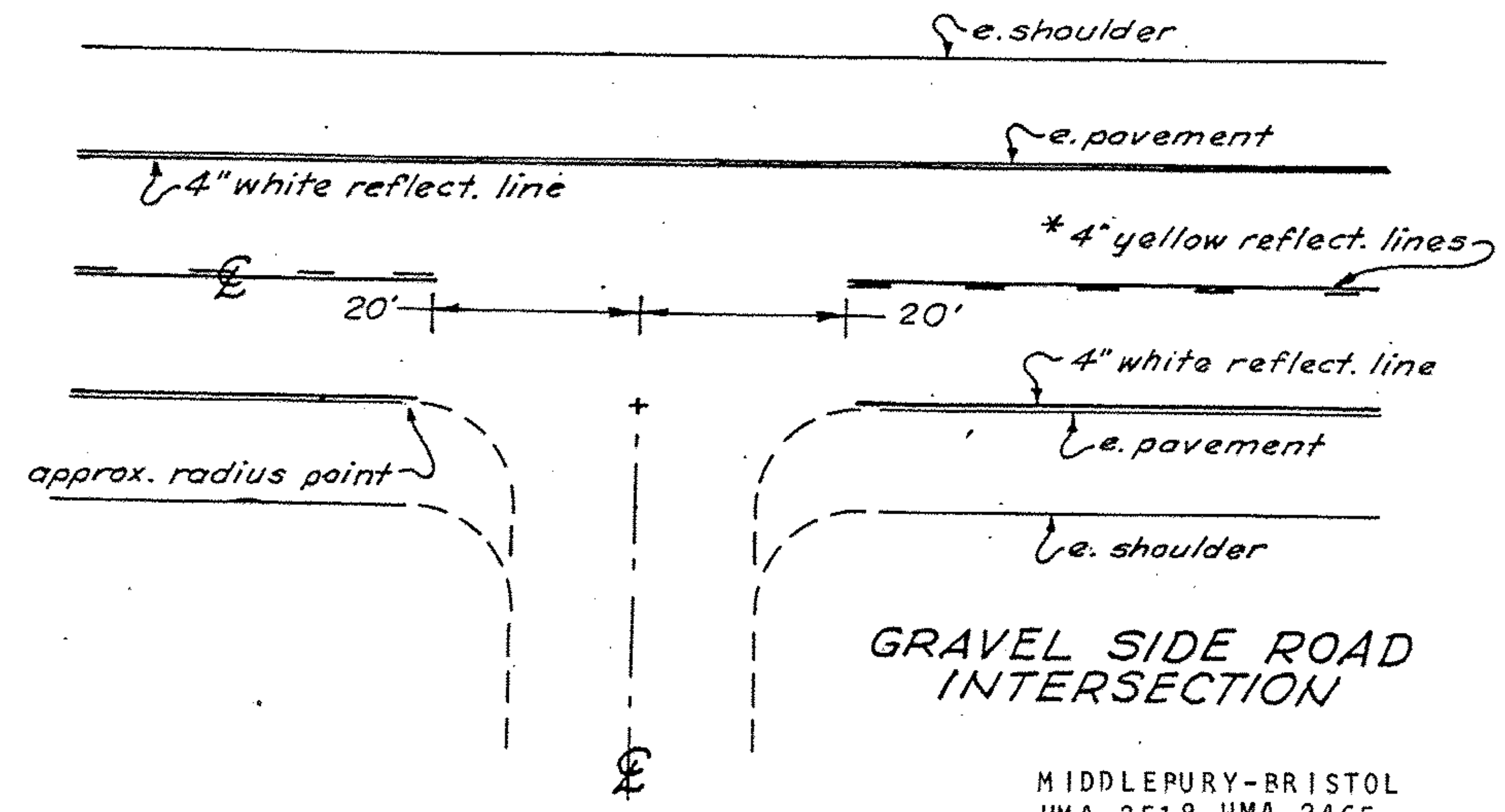
SHEET 4A OF 11

TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT				
Middlebury Boon							
0.000	1.60	Solid	Solid				16896.
1.60	1.77	Solid	Dash				1,122.
1.77	1.84	Dash	Dash				92.
1.84	1.97	Dash	Solid				858.
1.97	2.39	Solid	Solid				4,435.
2.39	2.55	Solid	Dash				1,056.
2.55	2.62	Dash	Dash				92.
2.62	2.70	Dash	Solid				528.
Skip M/M 2.70 - 2.90 Bridge							
2.90	3.74	Solid	Solid				8,870.
3.74	3.89	Solid	Dash				990.
3.89	4.01	Dash	Dash				158.
4.01	4.09	Dash	Solid				528.
4.09	4.59	Solid	Solid				5280.
4.59	4.69	Solid	Solid				1056.
4.69	4.77	Solid	Solid				844.
4.77	4.86	Solid	Solid				950.
4.86	6.02	Solid	Solid				12,250.
6.02	6.16	Solid	Dash				924.
6.16	6.31	Dash	Solid				990.
6.31	6.59	Solid	Solid				2957.
Town/Lines - Middlebury/Bristol							
0.00	0.40	Solid	Solid				4224.
0.40	0.61	Solid	Dash				1386.
0.61	0.66	Dash	Dash				66.
0.66	0.76	Dash	Solid				660.
0.76	0.98	Solid	Solid				2323.
0.98	1.07	Solid	Dash				594.
1.07	1.12	Dash	Dash				66.
1.12	1.27	Dash	Solid				990.
1.27	1.77	Solid	Solid				5280.
1.77	1.84	Solid	Dash				462.
1.84	2.16	Dash	Dash				422.
2.16	2.17	Solid	Dash				66.
2.17	3.60	Solid	Solid				15,101.
3.60	3.74	Solid	Dash				924.
3.74	4.00	Dash	Dash				343.
4.00	4.12	Dash	Solid				792.
4.12	4.23	Solid	Dash				726.
4.23	4.47	Dash	Dash				330.
4.47	4.62	Dash	Solid				990.
4.62	4.82	Dash	Dash				264.
4.82	4.89	Dash	Solid				462.
4.89	4.99	Solid	Solid				1,056.
4.99	5.11	Dash	Solid				792.
5.11	5.13	Solid	Solid				211.
5.13	5.25	Solid	Dash				792.
5.25	5.34	Dash	Dash				119.
5.34	5.46	Dash	Solid				792.
5.46	6.025	Solid	Solid				5966.
Sub Total							107 075
To Next Sheet							
MIDDLEBURY-BRISTOL 24-84							
HMA 2518 Sheet 8 of 11							



* 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~~ 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

MIDDLEBURY-BRISTOL

HMA 2518 HMA 2465

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