

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. Rennie*

ACTING Transportation Secretary's

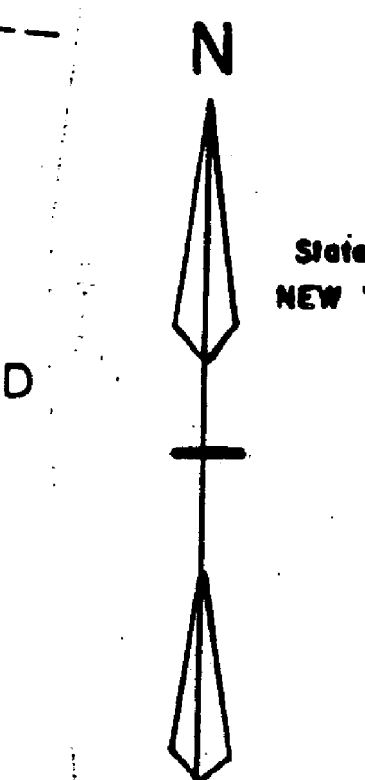
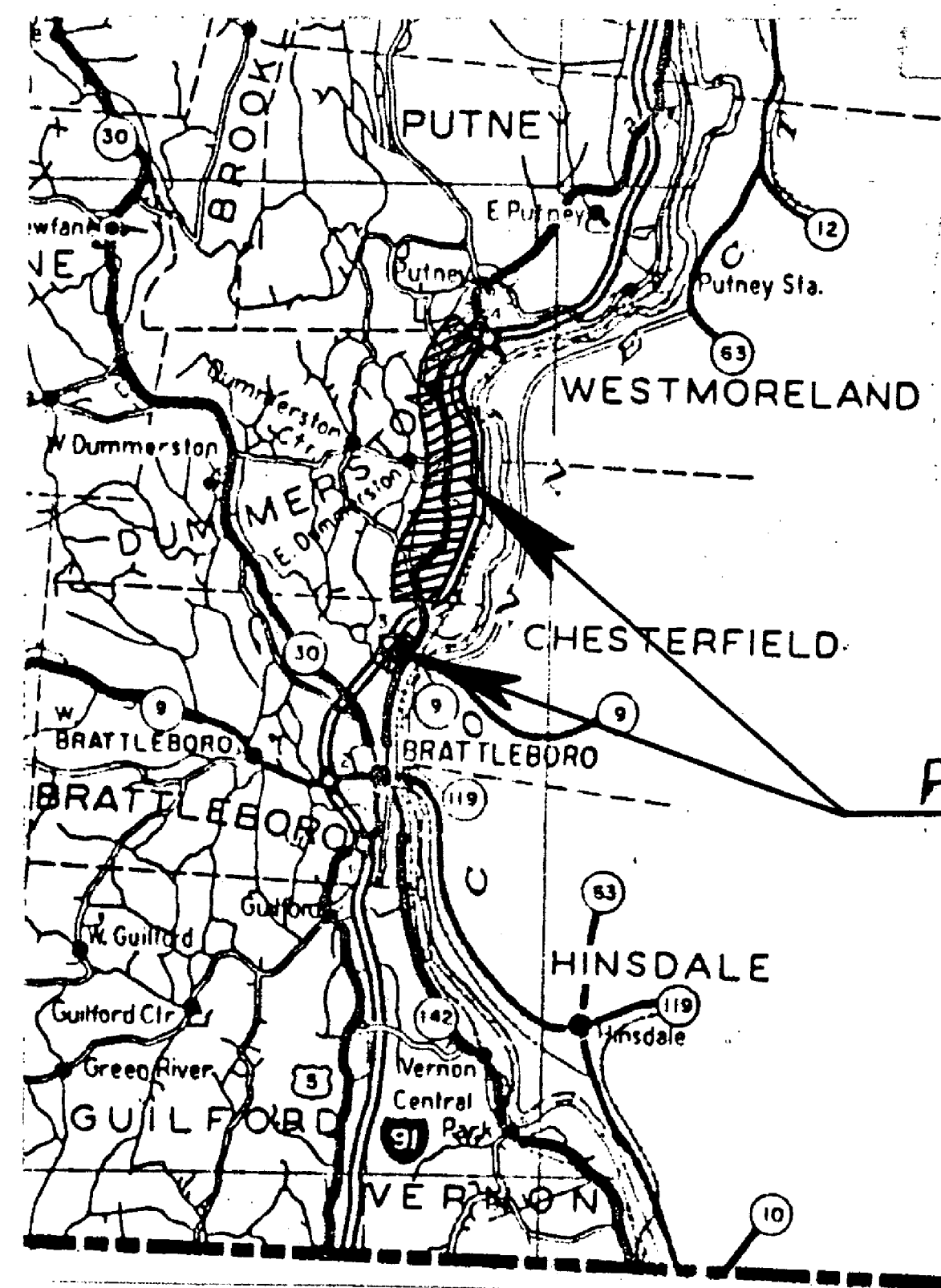
TOWN OF: BRATTLEBORO - DUMMERSTON

Signature

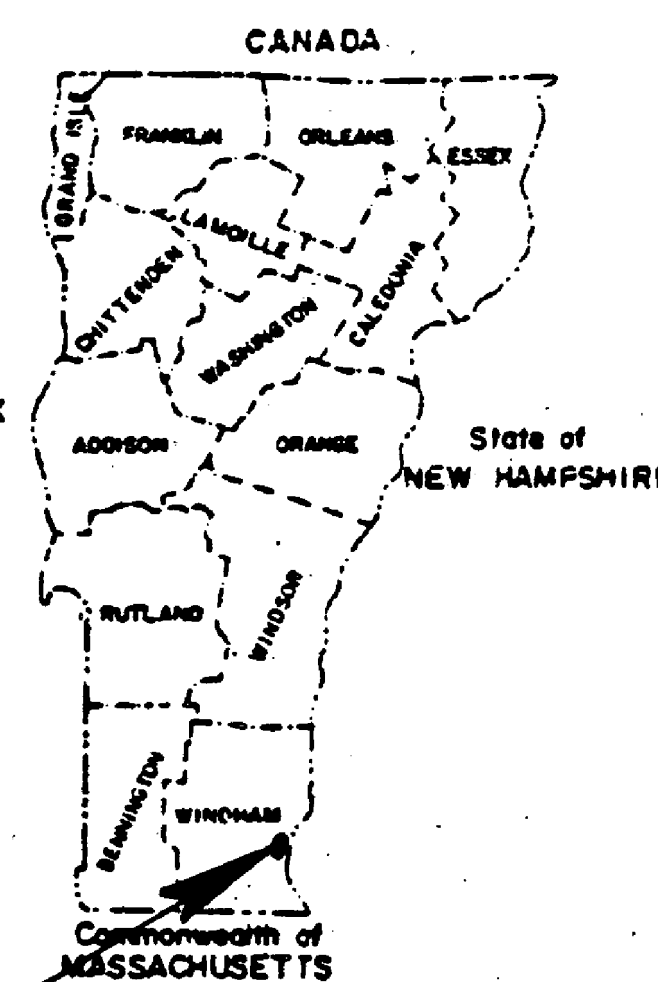
COUNTY OF: WINDHAM

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

ROUTE CLASS: FAP / FAS



State of  
NEW YORK



PROJECT

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.

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

APPROVED *S. J. Chao 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)

SHEET 1 OF 20 SHEETS

See sheet 2 for Index of Sheets

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

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NO. HMA 2507  
RS 0113(37)

SHEET 2 OF 20 SHEETS

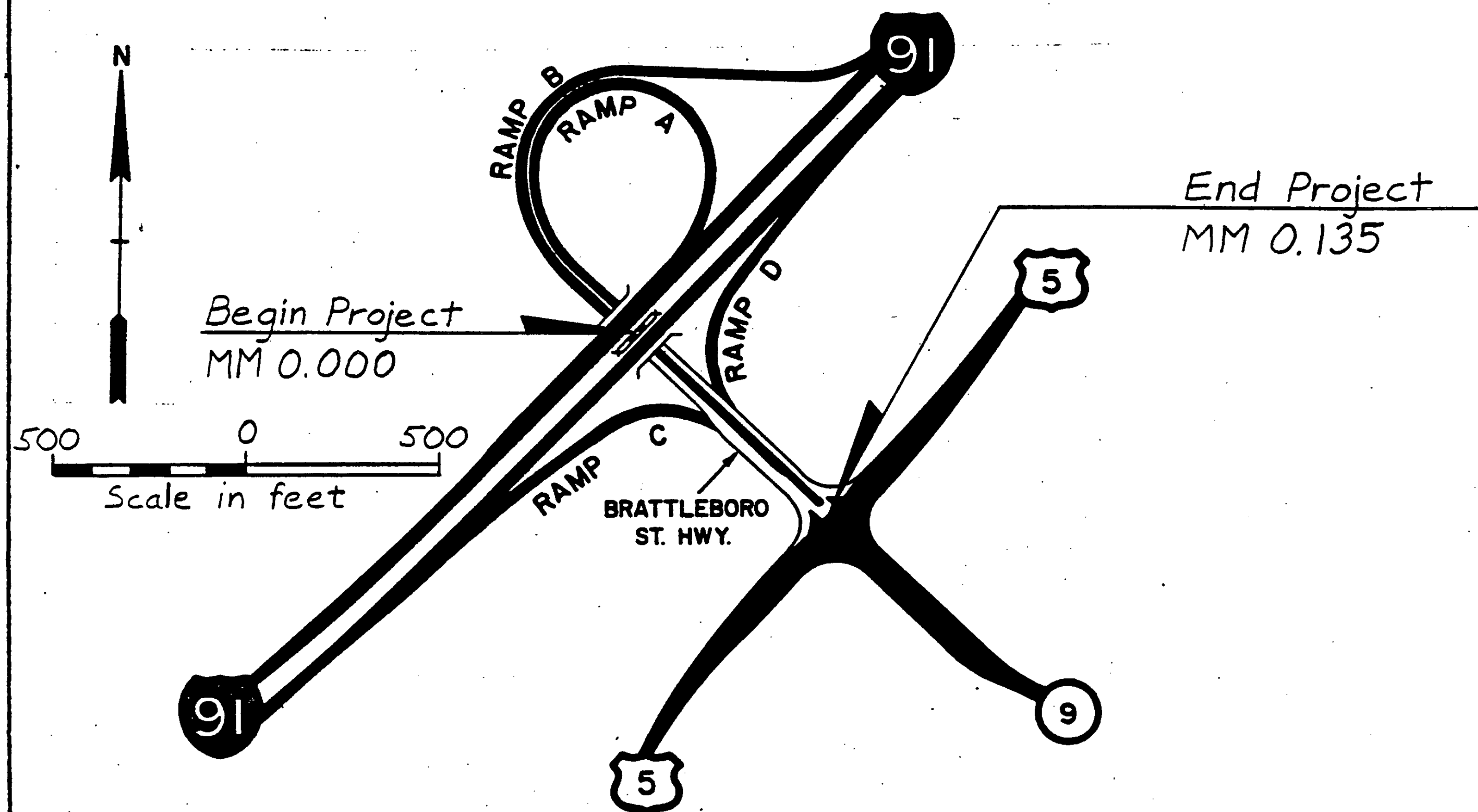
PROJECT BRATTLEBORO  
DUMMERSTON

PROJECT LENGTHS AND ITEM QUANTITIES

| ITEM DESCRIPTION |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 646.36           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 646.35           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 635.10           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 630.10           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 630.10           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 608.25           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 604.40           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 406.25           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 404.65           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 402.11           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 402.10           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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[illegible]

# 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.

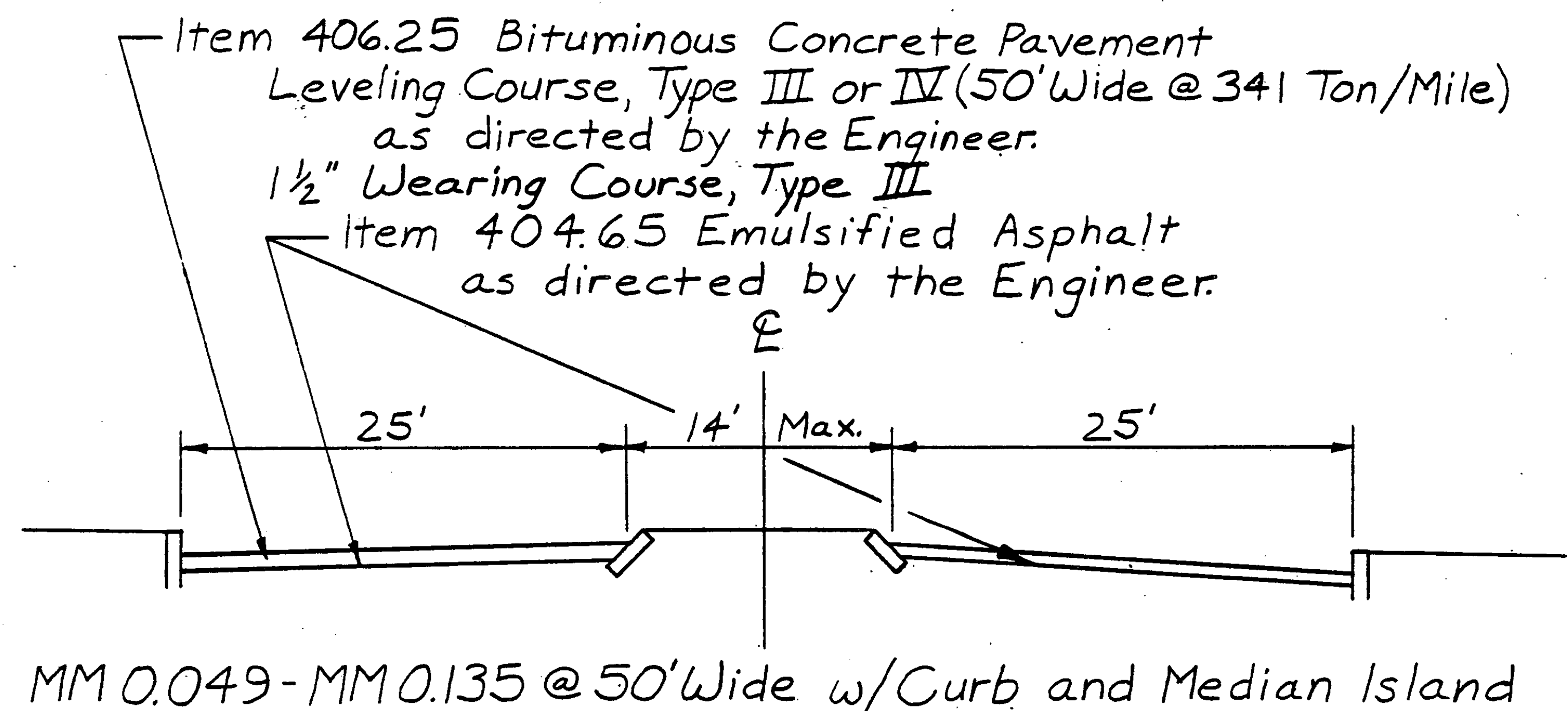
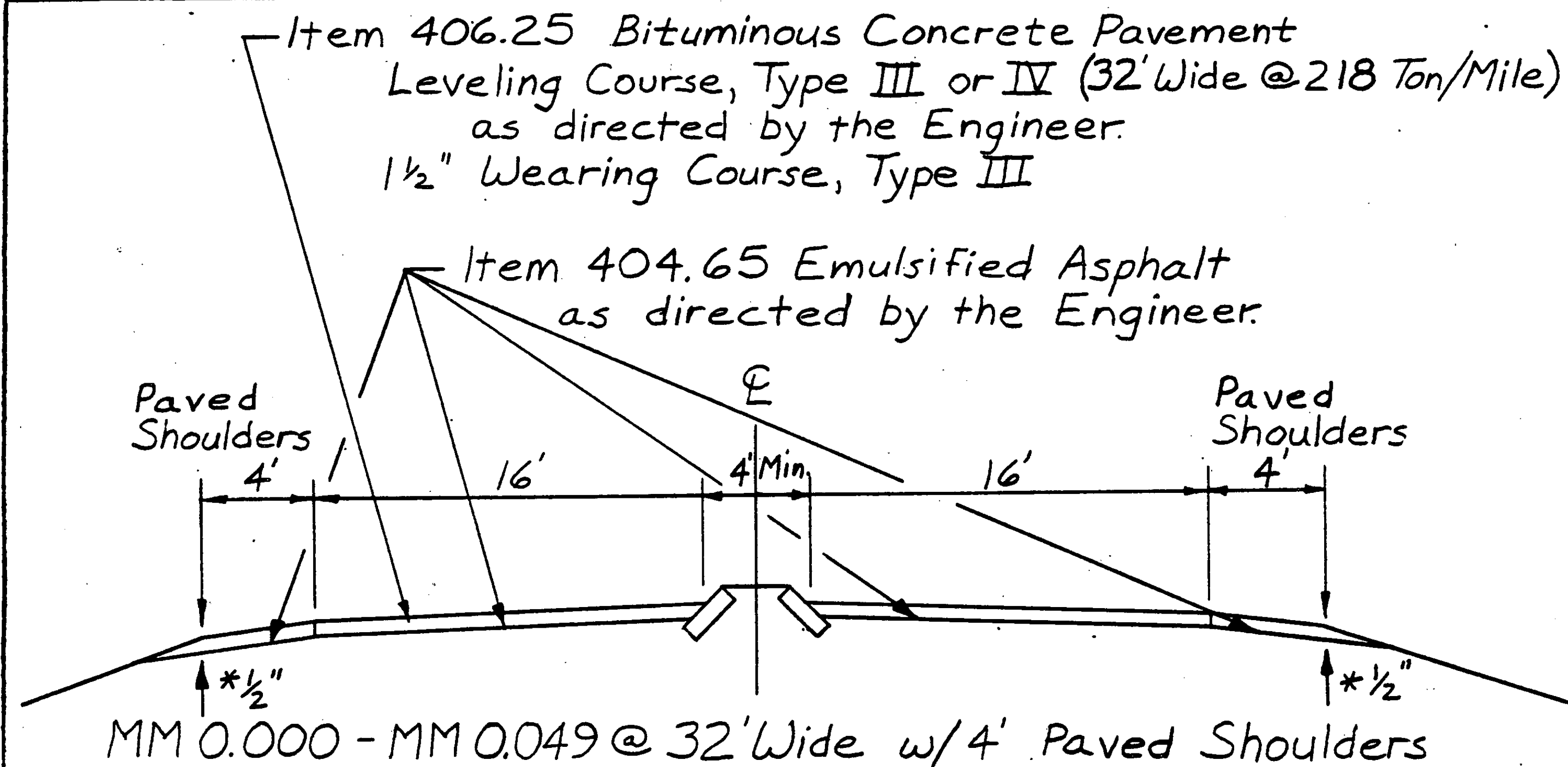
0.135 mi.

PROJECT Brattleboro

NO. HMA 2507

SHEET 5 OF 20 SHEETS

# TYPICAL SECTIONS & DESIGN DATA



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

\* Shoulder to be tapered from full depth to ½".

NO. HMA 2507

PROJECT Brattleboro

SHEET 6 OF 20 SHEETS



**PROJECT LENGTHS AND ITEM QUANTITIES**

| ITEM DESCRIPTION |      |    |     |     |    |    |    |    |
|------------------|------|----|-----|-----|----|----|----|----|
| UNIT             | FEET | FT | LF  | LF  | LF | EA | EA | LF |
| Pavect           |      |    | 626 | 886 | 22 | 5  | 27 | 42 |
| Rounding         |      |    | 4   | 14  |    |    |    |    |
| TOTAL            |      |    | 700 | 900 | 22 | 5  | 27 | 42 |

# PROJECT BRATTLEBORO

NUMBER HMA 2507

**SHEET 8 OF 20**

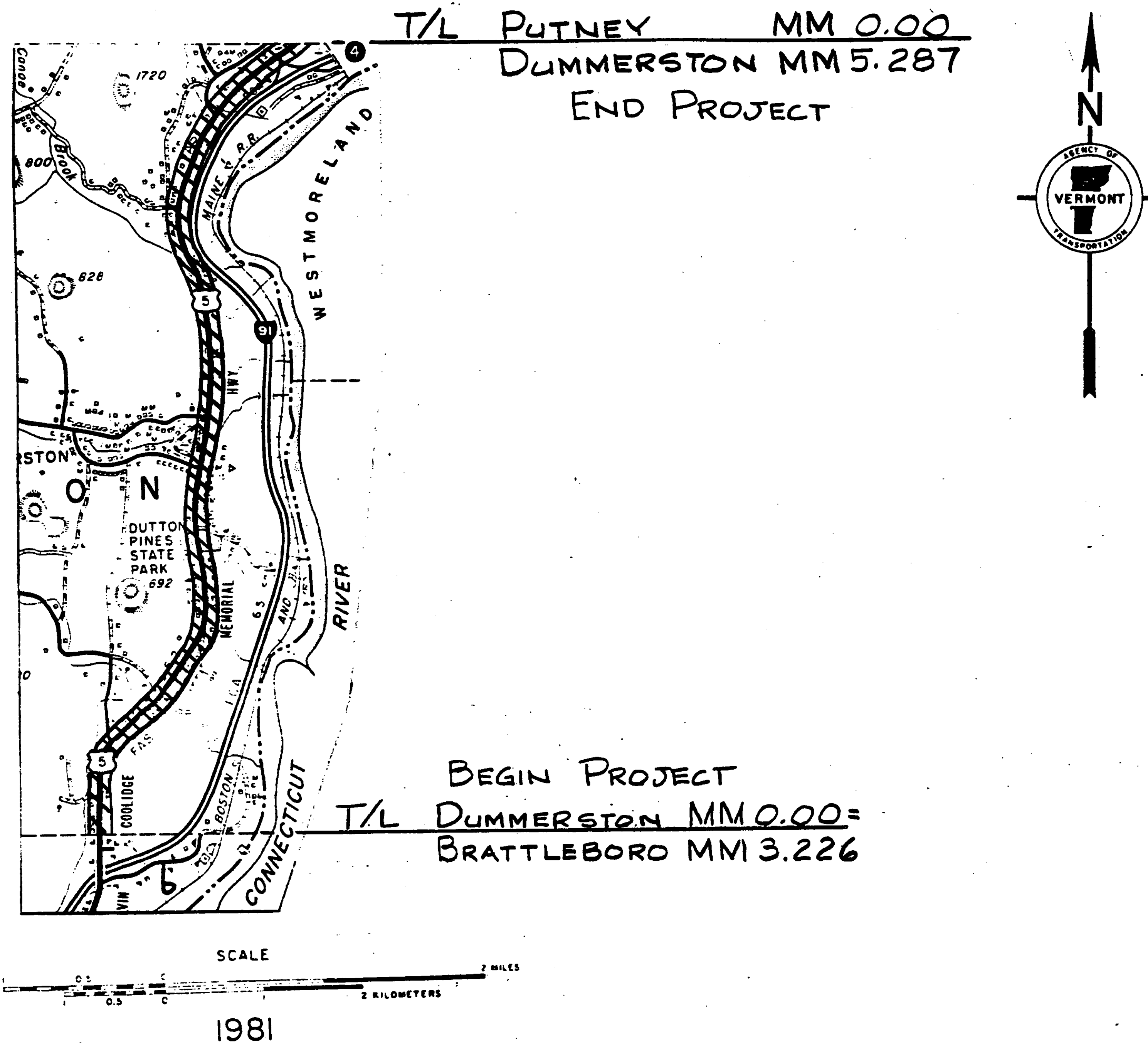
TEMPORARY 4" REFLECTORIZED YELLOW LINE

| MILE    | MILE                                  | LT    | RT    | QUANTITY<br>LT | QUANTITY<br>CL | QUANTITY<br>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          |       |       |                |                |                |          |
|         | (PAID AS 1.5 X 8" REFL. WHITE LINE)   |       |       | 172            |                | 56             | (228)    |
|         |                                       |       |       |                |                | $\times 1.5 =$ | 342      |
|         | DURABLE 8" REFLECTORIZED WHITE LINE   |       |       |                |                |                | ↓        |
|         | (INCLUDES 8" & 12" REFL. WHITE LINES) |       |       | 244            |                | 300            | 544      |
|         |                                       |       |       |                |                |                | 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  |       |       |                |                |                | 14 (12") |
|         |                                       |       |       | 28             |                |                | 28       |
|         |                                       |       |       |                |                |                | 42 LF    |
|         | DURABLE 12" REFLECTORIZED YELLOW LINE |       |       |                |                |                |          |
|         | (PAID AS 1.5 X 8" REFL. YELLOW LINE)  |       |       | 9              |                | $\times 1.5 =$ | (9)      |
|         |                                       |       |       |                |                |                | 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



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.

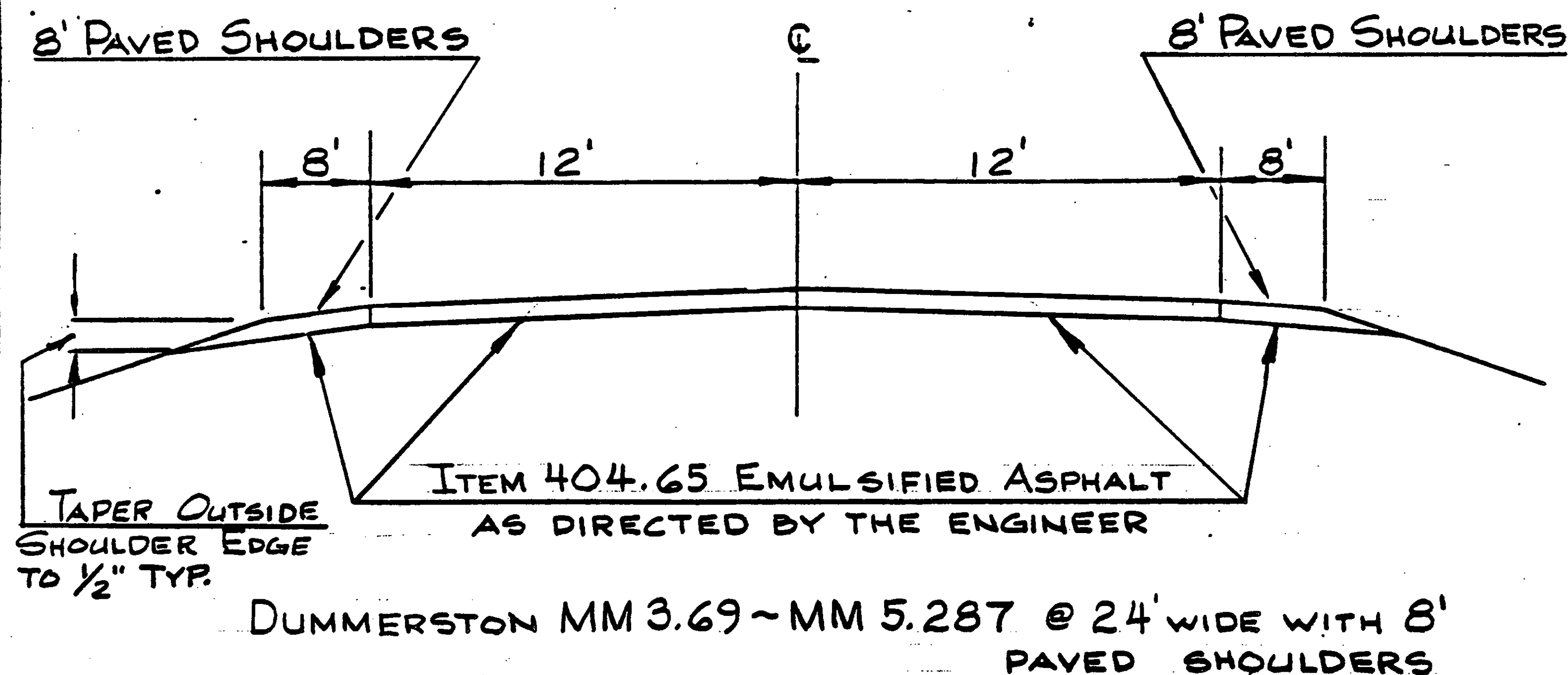
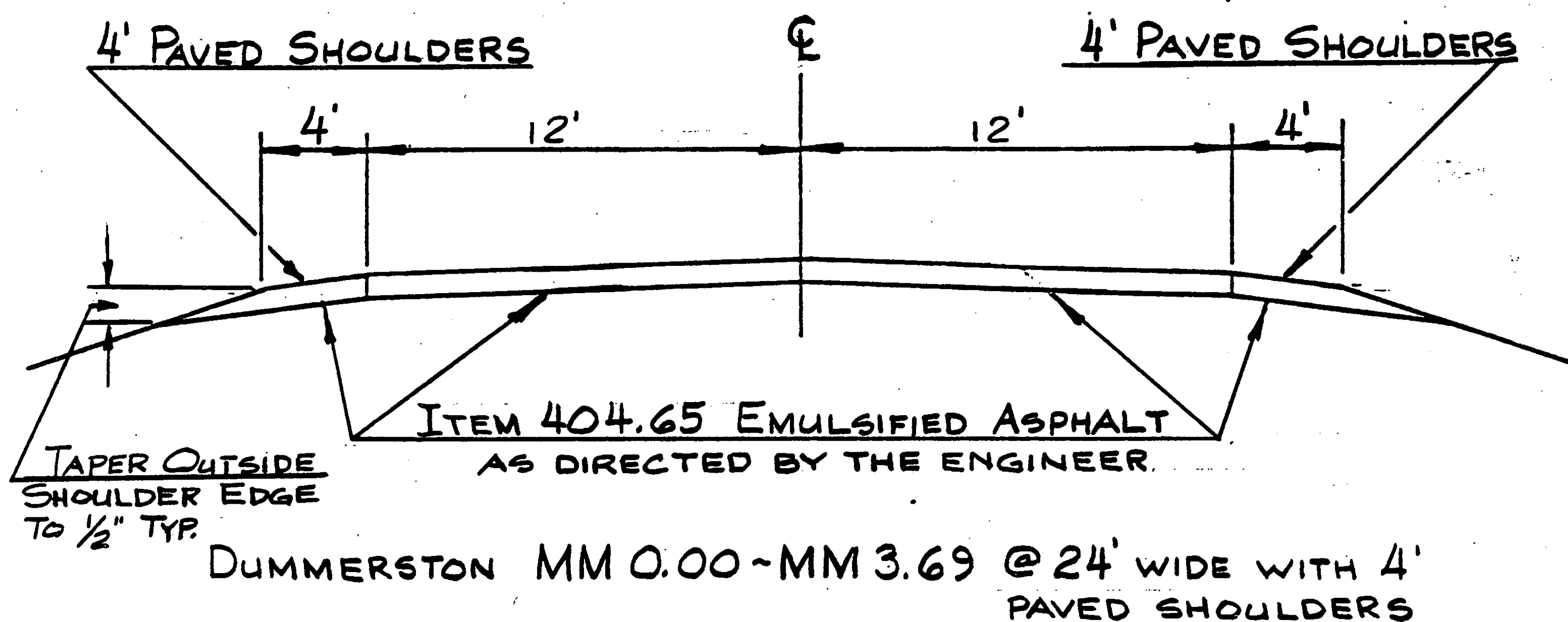
PROJECT DUMMERSTON

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 1/4" WEARING COURSE, TYPE III



TRAFFIC DATA  
1982 ADT = 3440  
V = 50 MPH

PROJECT DUMMERSTON

NO. RS 0113(37)  
SHEET 12 OF 20

# PROJECT LENGTHS AND ITEM QUANTITIES

| ITEM DESCRIPTION                |       |    |       |      |     |               |        |        |        |        |        |        |        |         |        |                      |
|---------------------------------|-------|----|-------|------|-----|---------------|--------|--------|--------|--------|--------|--------|--------|---------|--------|----------------------|
| UNIT<br>LOCATION                | FEET  | FT | INCH  | S.Y. | CY  | OVERLAY DEPTH |        | OPTION |        |        |        |        |        | REMARKS |        |                      |
|                                 |       |    |       |      |     | TON           | CWT    | TON    | EA     | HR     | HP     | HR     | HP     |         | IS     | I.F                  |
| ITEM NUMBER                     |       |    |       |      |     | 402.10        | 402.11 | 404.G5 | 406.25 | 604.A9 | 608.25 | 608.30 | 630.10 | 635.10  | 646.35 | 646.36               |
| DUMMERSTON<br>MM 0.00-MM 3.69   | 19482 | 24 | 1 1/4 |      |     |               | 131    | 3608   |        |        |        |        |        |         |        | 1/4" WEARING COURSE  |
|                                 |       | 4  | 1 1/4 |      |     |               | 44     | 1203   |        |        |        |        |        |         |        | 164 TO 1/4 MI. LEVEL |
| MM 3.69 -<br>MM 5.287           | 8431  | 24 | 1 1/4 |      |     |               | 57     | 1561   |        |        |        |        |        |         |        | 4' PAVED SHOULDERS   |
|                                 |       | 8  | 1 1/4 |      |     |               | 38     | 1041   |        |        |        |        |        |         |        | 1/4" WEARING COURSE  |
| PROJ. EST.<br>DRIVES & APPROACH |       |    |       |      | 250 | 412           | 5      | 150    |        |        |        |        |        |         |        | 164 TO 1/4 MI. LEVEL |
| PROJECT                         |       |    |       |      |     |               |        |        | 1      | 43     | 207    | 207    | 1      | 55862   | 72485  | 8' PAVED SHOULDERS   |
| SUB-TOTAL                       |       |    |       |      | 250 | 412           | 275    | 8428   | 1      | 43     | 207    | 207    | 1      | 55862   | 72485  |                      |
| ROUND                           |       |    |       |      | -   | -             | 5      | 22     | -      | 2      | 3      | 3      | -      | -       | 15     |                      |
| TOTAL                           | 27913 |    |       |      | 250 | 412           | 280    | 8450   | 1      | 45     | 210    | 210    | 1      | 55862   | 72500  |                      |

PROJECT DUMMERSTON

SHEET 13 OF 20

TEMPORARY 4" REFLECTORIZED YELLOW LINE

| MILE | MILE | LT    | RT    | QUANTITY<br>LT | QUANTITY<br>CL | QUANTITY<br>RT | TOTAL  |
|------|------|-------|-------|----------------|----------------|----------------|--------|
| 0.00 | 1.73 | SOLID | SOLID | 9134.          |                | 9134.          | 18268. |
| 1.73 | 1.89 | DASH  | SOLID | 211.           |                | 845.           | 1056.  |
| 1.89 | 2.52 | SOLID | SOLID | 3326.          |                | 3326.          | 6652.  |
| 2.52 | 2.64 | SOLID | DASH  | 634.           |                | 158.           | 792.   |
| 2.64 | 2.67 | SOLID | SOLID | 158.           |                | 158.           | 316.   |
| 2.67 | 2.81 | DASH  | SOLID | 185.           |                | 739.           | 924.   |
| 2.81 | 3.16 | SOLID | SOLID | 1848.          |                | 1848.          | 3696.  |
| 3.16 | 3.25 | SOLID | DASH  | 475.           |                | 119.           | 594.   |
| 3.25 | 3.30 | DASH  | DASH  |                | 66.            |                | 66.    |
| 3.30 | 3.48 | DASH  | SOLID | 238.           |                | 950.           | 1188.  |
| 3.48 | 3.49 | DASH  | DASH  |                | 13.            |                | 13.    |
| 3.49 | 3.68 | SOLID | DASH  | 1003.          |                | 251.           | 1254.  |
| 3.68 | 3.90 | DASH  | DASH  |                | 290.           |                | 290.   |
| 3.90 | 3.95 | DASH  | SOLID | 66.            |                | 264.           | 330.   |
| 3.95 | 4.29 | SOLID | SOLID | 1795.          |                | 1795.          | 3590.  |
| 4.29 | 4.43 | SOLID | DASH  | 739.           |                | 185.           | 924.   |
| 4.43 | 4.45 | SOLID | SOLID | 106.           |                | 106.           | 212.   |
| 4.45 | 4.64 | DASH  | SOLID | 251.           |                | 1003.          | 1254.  |
| 4.64 | 5.29 | SOLID | SOLID | 3432.          |                | 3432.          | 6864.  |
|      |      |       |       | 23601.         | 369.           | 24313.         | 48283. |

ASSUME 50% LOST DUE TO LEVELING

$$48283 \times 0.5 = 24142$$

24142.

72425.

## ROUND

75.

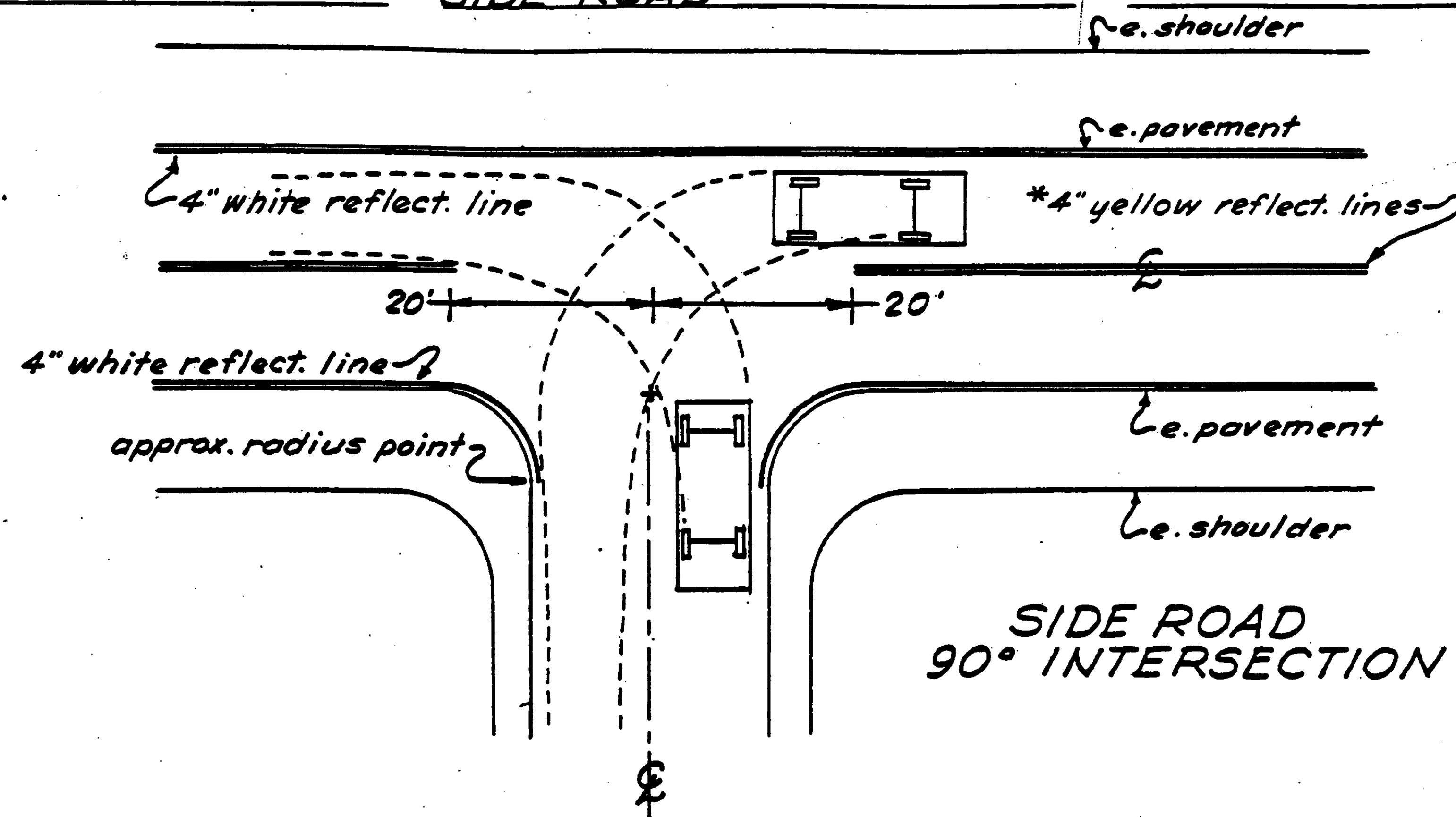
PROJECT EST.

|       |
|-------|
| 72500 |
|-------|

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

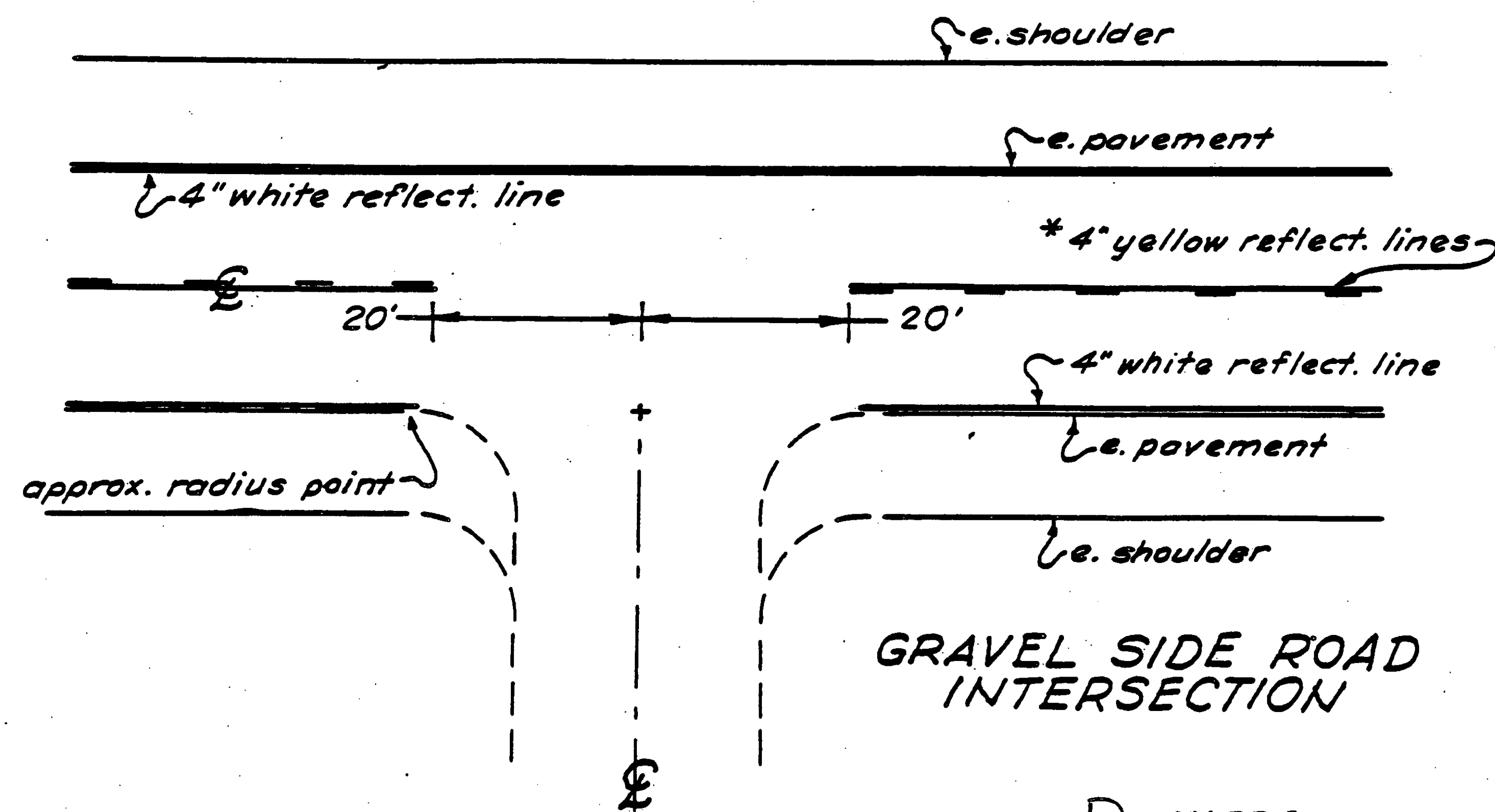
TEMPORARY 4"- REFLECTORIZED WHITE LINE

|      |      |       |       |        |            |                |
|------|------|-------|-------|--------|------------|----------------|
|      |      | SOLID | SOLID | 27931. | 27931.     | 55862.         |
| 0.00 | 5,29 |       |       |        |            |                |
|      |      |       |       |        |            |                |
|      |      |       |       |        |            |                |
|      |      |       |       |        |            |                |
|      |      |       |       |        | DUMMERSTON | CHEET 14-25-30 |



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

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

