

PROJECT PROCESSED UNDER
SECONDARY ROAD PLAN

STATE OF VERMONT
AGENCY OF TRANSPORTATION



CONTRACT PLANS

THESE PLANS DO NOT REFLECT CHANGES MADE
ON THE PROJECT AS "RECORD PLANS" WOULD.

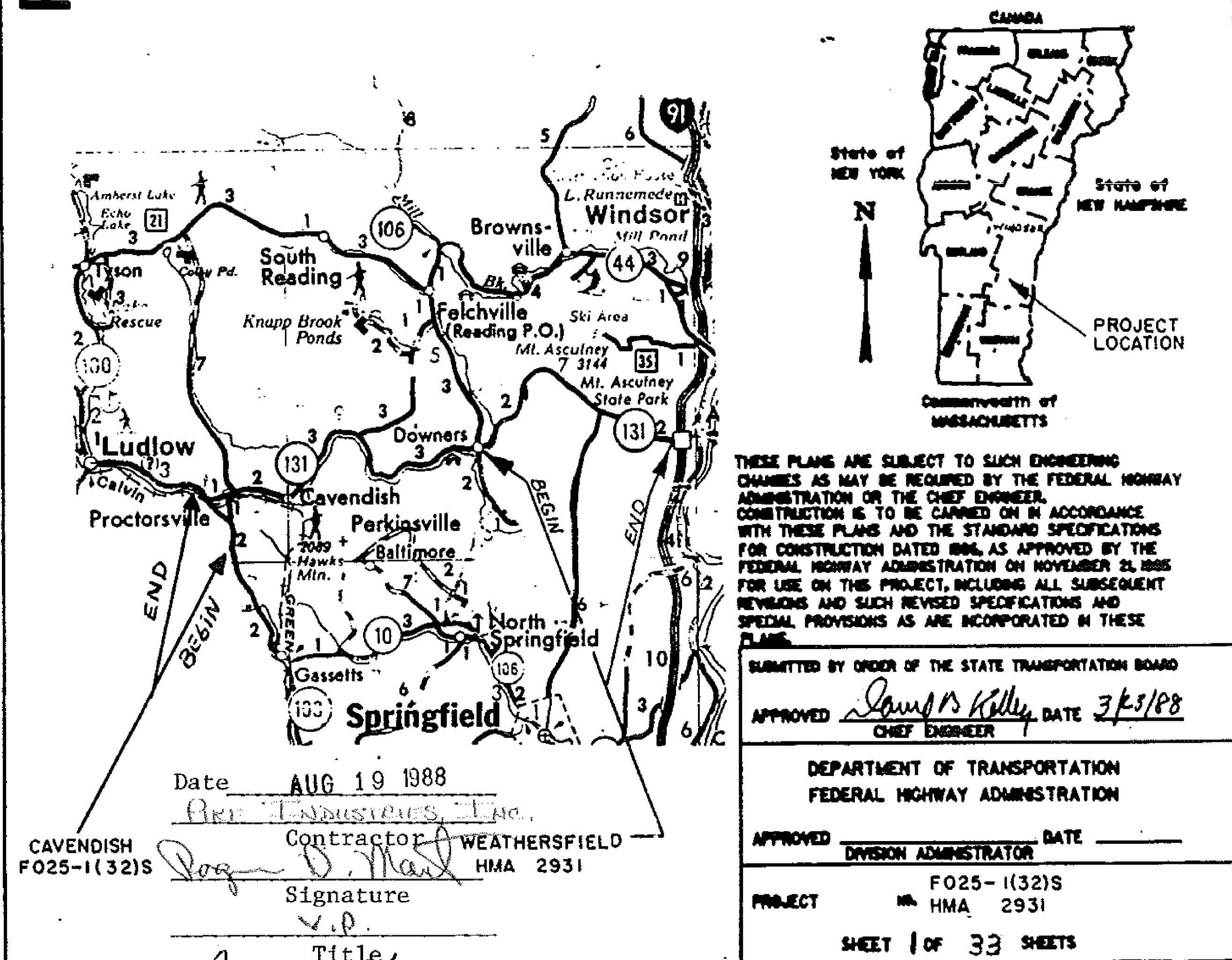
PROPOSED IMPROVEMENT

TOWN OF CAVENDISH / WEATHERSFIELD

COUNTY OF WINDSOR

ROUTE NO. 103 / 131

ROUTE CLASS E.A.P. / F.A.S.



John Germain
Trans. Secretary's Sig.

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- STANDARD SHEETS:
- | | |
|--------|-----------|
| E 100 | 09/10/87 |
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| E 136 | 04/29/88R |
| E 160 | 03/01/88R |
| E 190 | 01/12/88R |
| E 191 | 09/10/87 |
| E-29 | 02/03/86R |

CAVENDISH F 025-1(32)S
PROJECT WEATHERSFIELD HMA 2931

NO. _____
SHEET 2 OF 33 SHEETS

QUANTITIES

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		ITEM DESCRIPTION															
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		ITEM DESCRIPTION															
SHARON		ITEM DESCRIPTION															
		ITEM DESCRIPTION															
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STATE OF VERMONT
AGENCY OF TRANSPORTATION



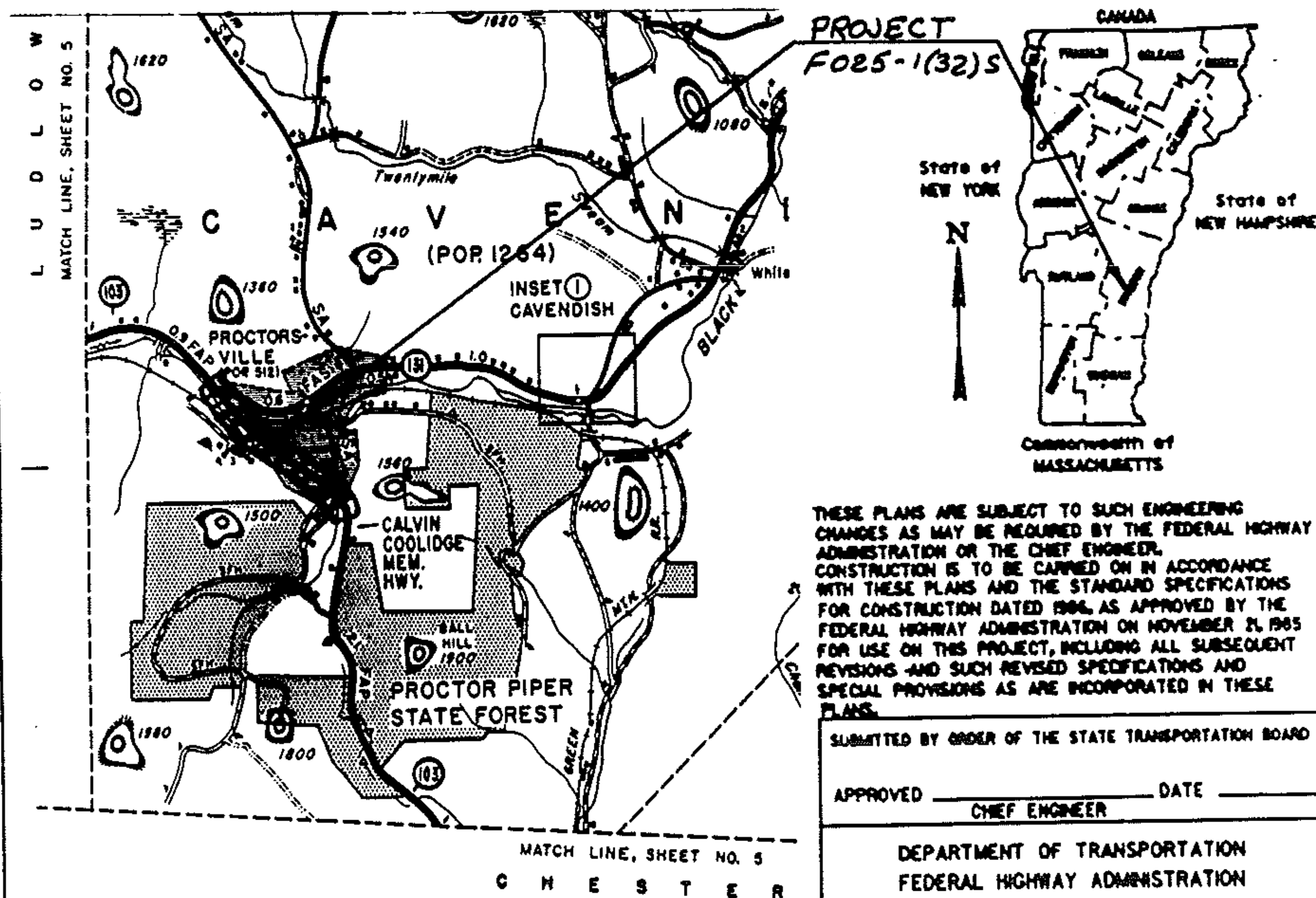
PROPOSED IMPROVEMENT

TOWN OF CAVENDISH

COUNTY OF WINDSOR

ROUTE NO. VT. 103

ROUTE CLASS FAP



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PROJECT CAVENDISH

NO. F 025-1(32)S

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DESCRIPTION AND LOCATION

PROJECT LOCATION

Beginning in the Town of Cavendish at MM 1.931 and extending north 1.000 miles to MM 2.931.

PROJECT LENGTH

1.000 miles

PROJECT DESCRIPTION

Resurfacing, pavement markings and a new crossing at the Green Mountain railroad crossing.
Do not pave over the bridge at MM 2.02 due to an experimental sealer in place.

TRAFFIC DATA

1987 AADT 3860

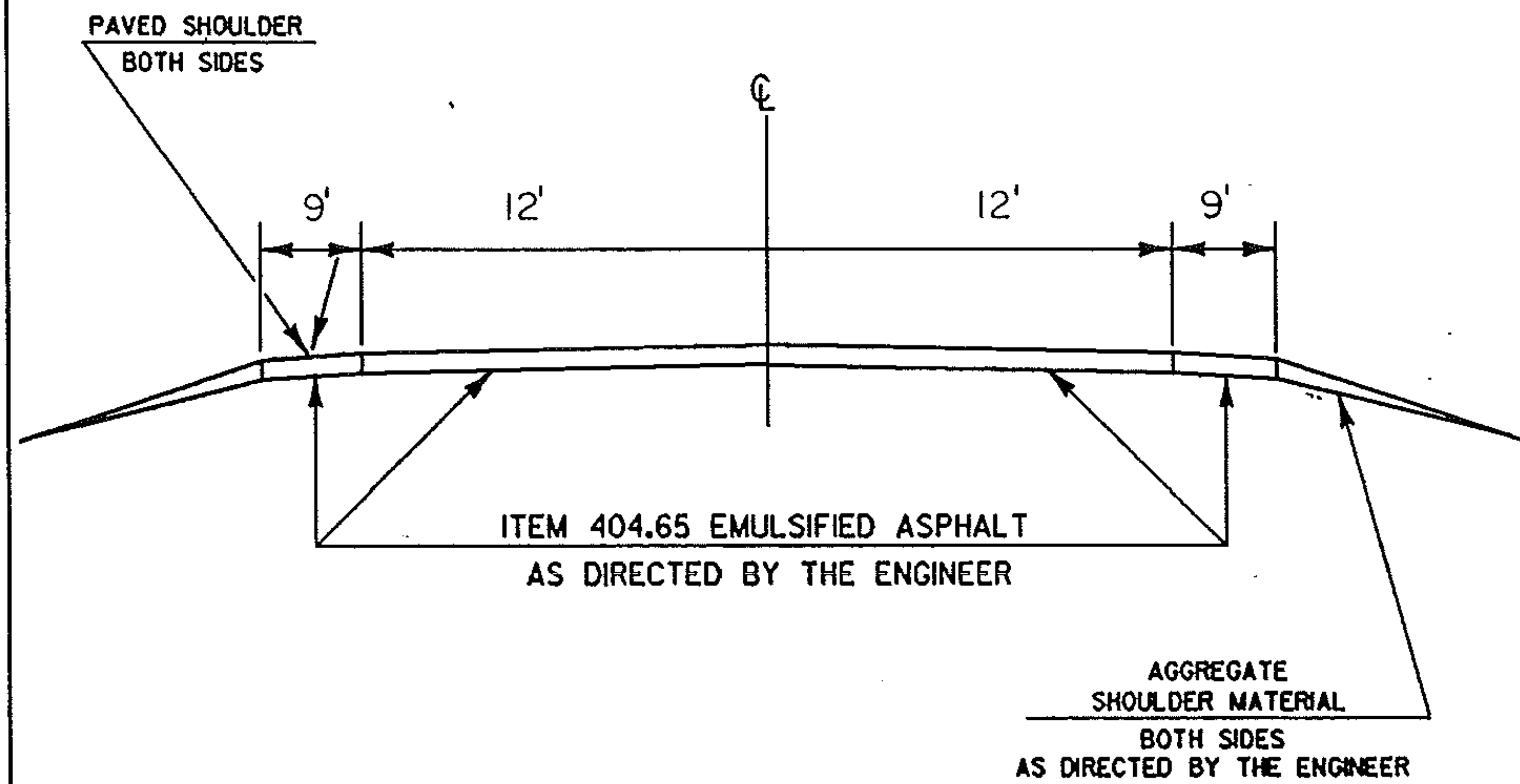
PROJECT Cavendish

NO. F 025-1(32)S

SHEET 6 OF 33 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
LEVELING COURSE TYPE III or IV (475 TONS/MILE)
1 1/4" WEARING COURSE, TYPE III ($\pm 1/4"$)

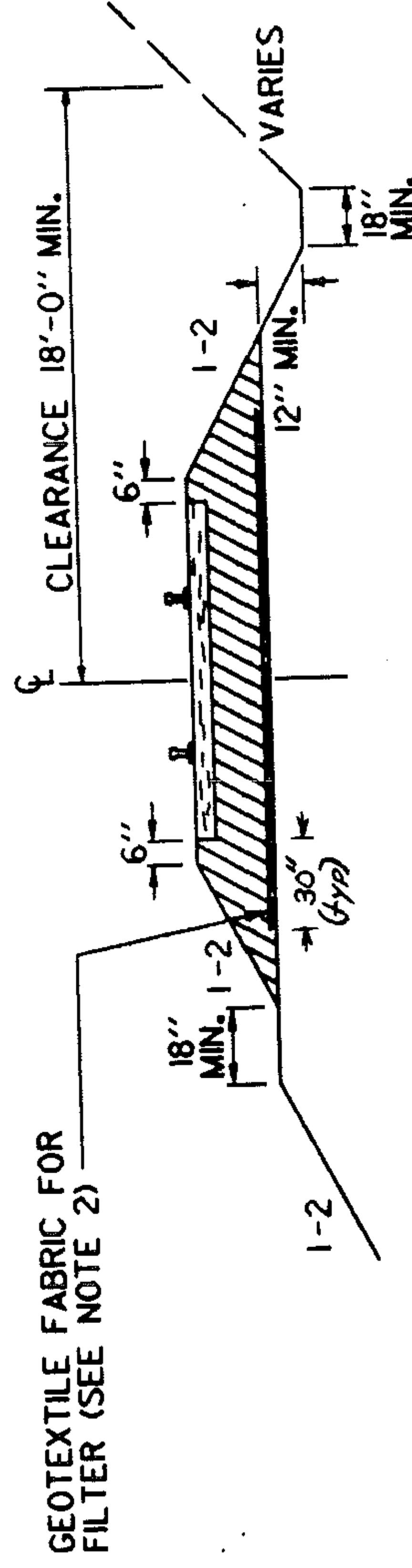


VT. 103 CAVENDISH M.M. 1.931 - M.M. 2.931

PROJECT CAVENDISH

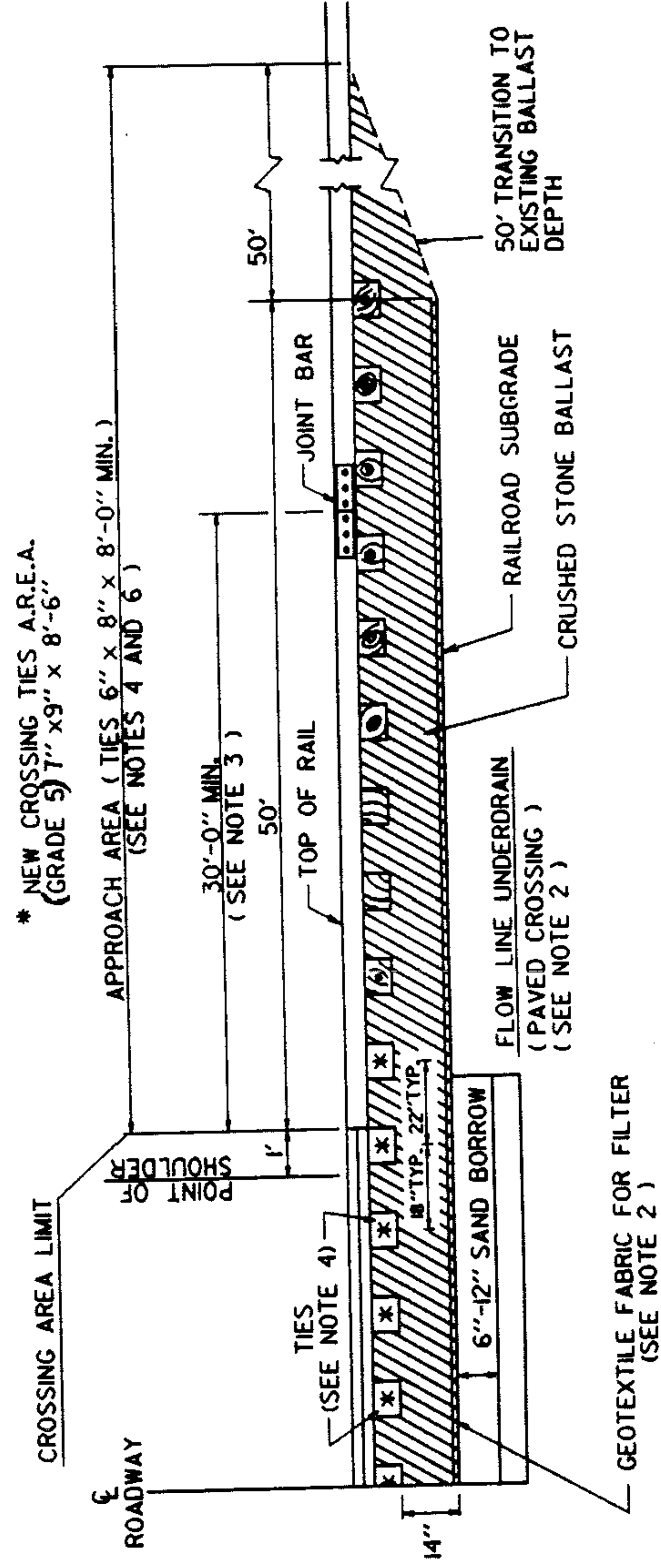
NO. F025-1(32)S

SHEET 7 OF 33 SHEETS



TYPICAL FOR RAILROAD APPROACH AREA
CROSS SECTION OF RAILROAD CROSSING ALONG TRACKS

*NOTES ARE FOUND ON PLAN SHEET 7E.



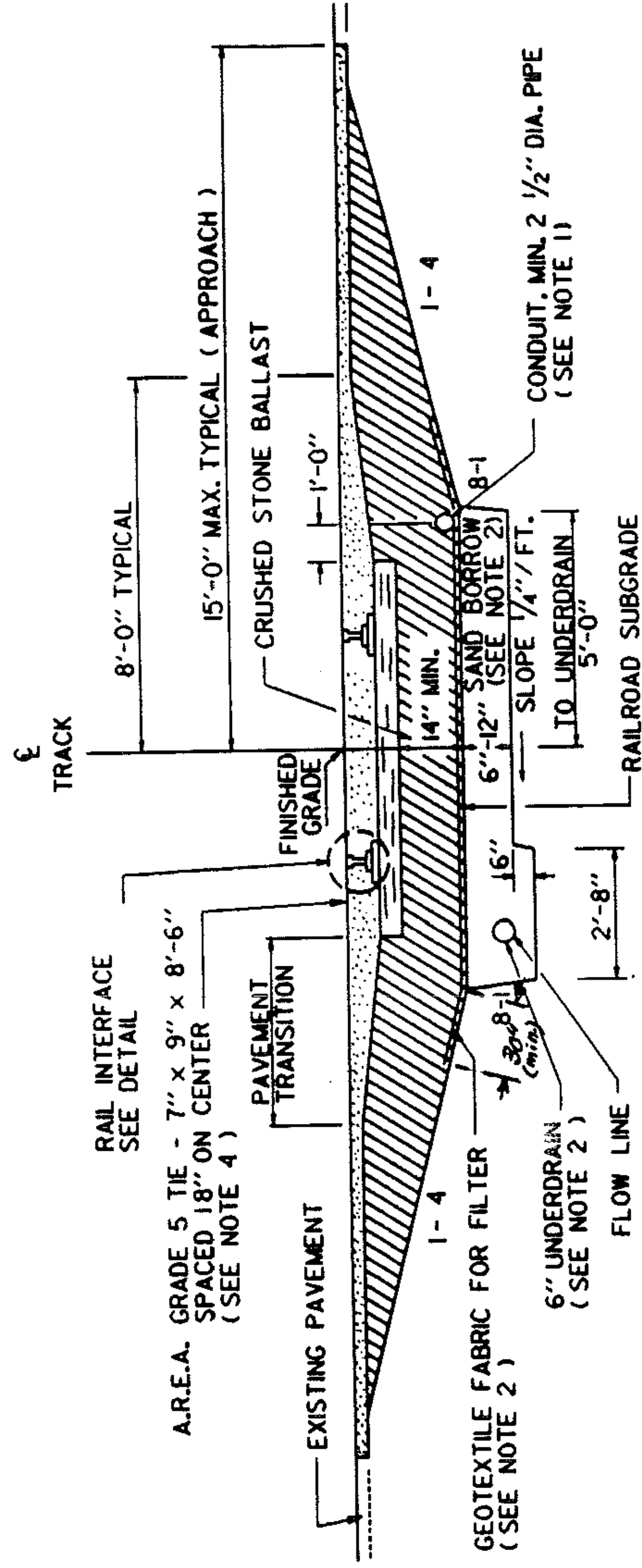
PROFILE OF RAILROAD CROSSING ALONG TRACKS

CAVENDISH

F 025-1 (32) S

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*NOTES ARE FOUND ON PLAN SHEET 7E.

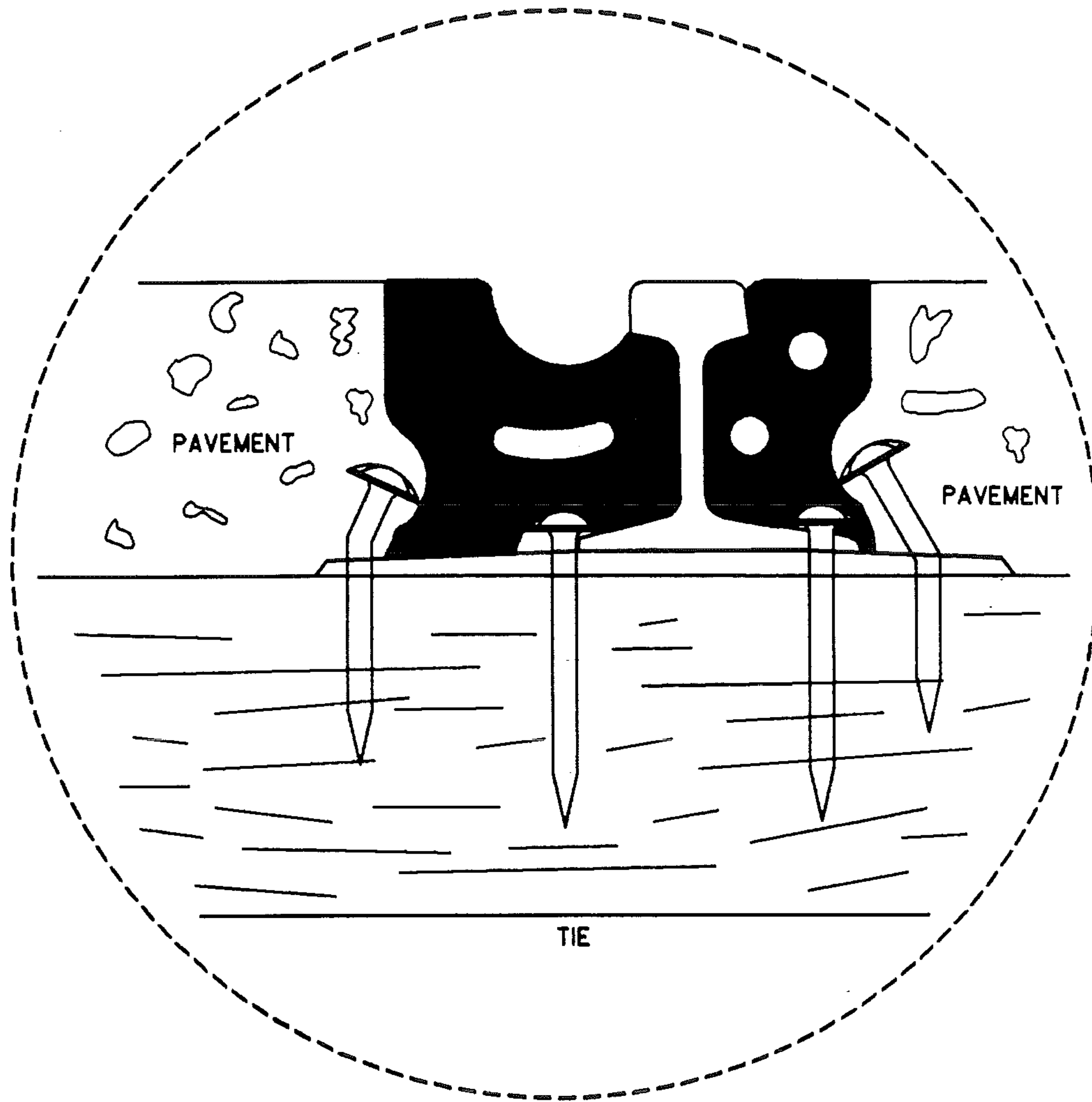


TYPICAL FOR RAILROAD CROSSING-PAVED HIGHWAY
WITH EPFLEX RAIL SEAL INTERFACE

CAVENDISH

~~NO. F025-11321S~~

SHEET 7 OF 33 SHEETS



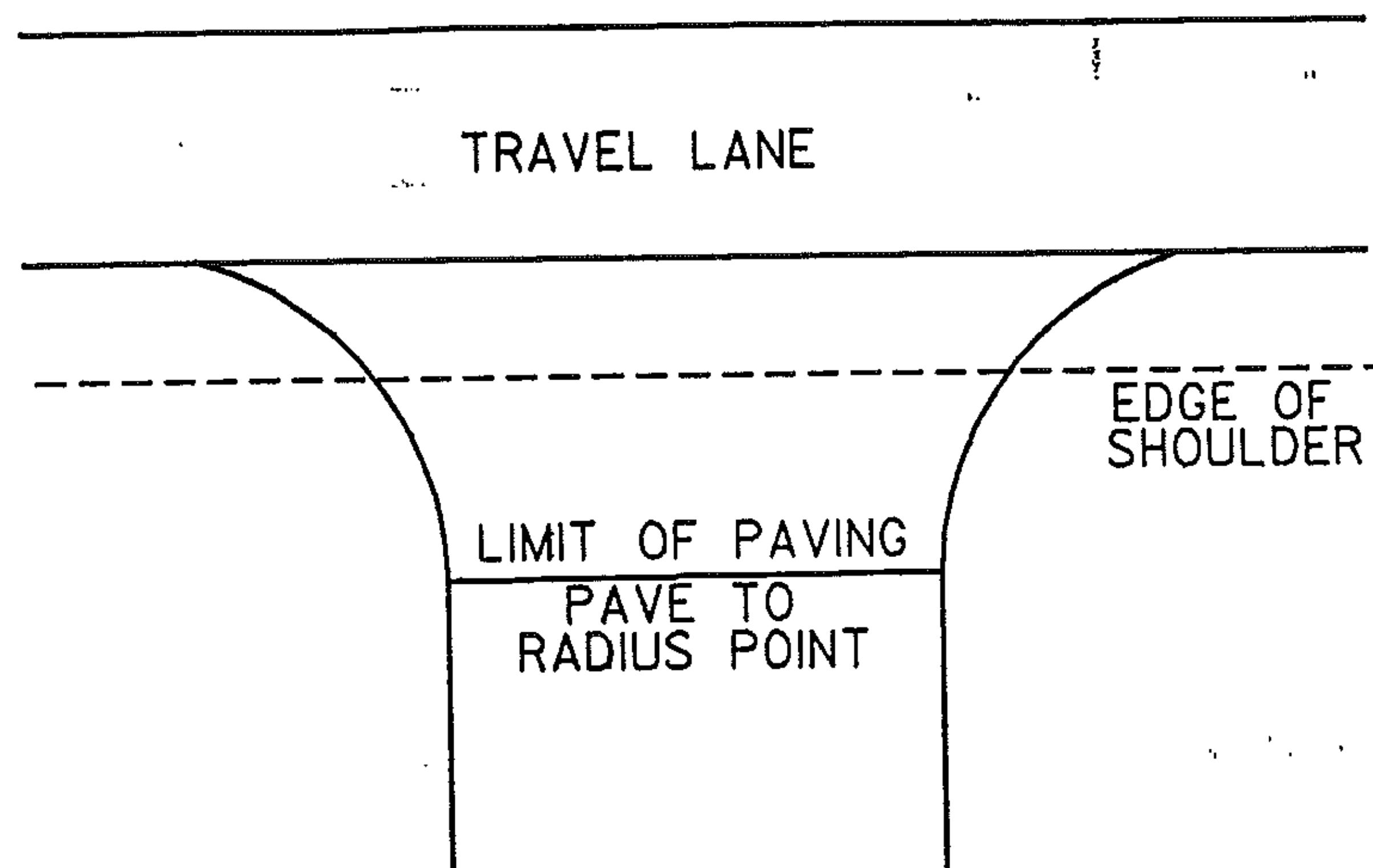
EPFLEX RAIL SEAL INTERFACE DETAIL

GENERAL NOTES

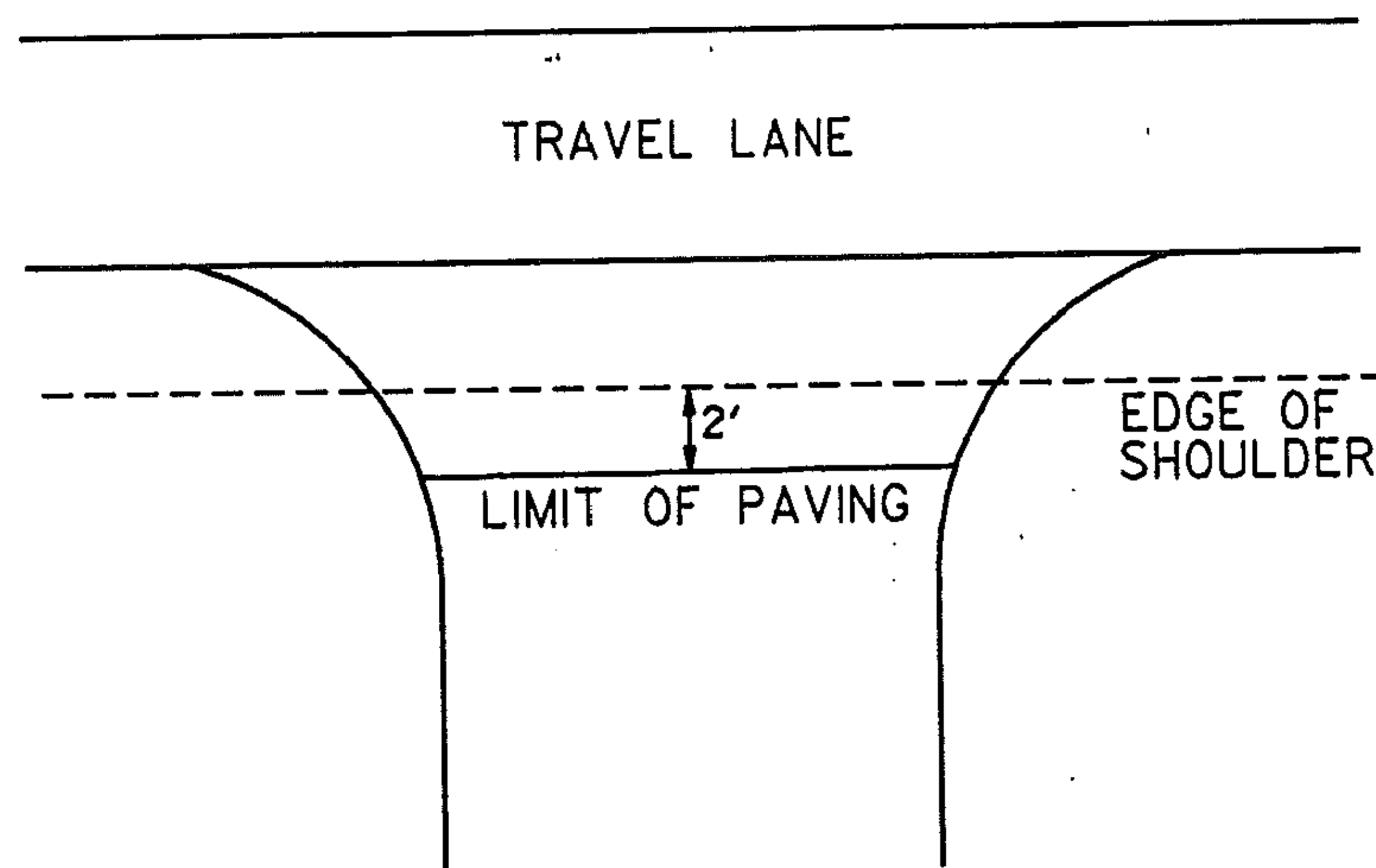
1. REPLACE SIGNAL CONDUIT. RETAIN EXISTING SIGNALS AND CASE. USE ONLY THE EXISTING WIRING UNDER THE ROAD. PAYMENT FOR ITEMS TO BE INCLUDED IN ITEM 932.10.
2. THE USE OF UNDERDRAIN, SAND BORROW AND GEOTEXTILE FABRIC SHALL BE DETERMINED UPON INSPECTION OF FIELD CONDITIONS BY THE RAILROAD AND THE ENGINEER.
3. ALL RAIL JOINTS, INCLUDING MUDRAIL JOINTS, WITHIN THE CROSSING AREA AND 30'-0" BEYOND WILL BE CROPPED AND THERMITE WELDED IN ACCORDANCE WITH THE LATEST REVISION OF A.R.E.A. SPECIFICATIONS.
4. NEW TIES SHALL BE USED IN CROSSING AREA AS SHOWN. TIES IN APPROACH AREAS TO BE REPLACED AS RECOMMENDED BY THE RAILROAD AND APPROVED BY THE ENGINEER.
5. TIE PLATES SHALL BE NEW OR RELAY PLATES MANUFACTURED FOR THE RAIL USED. PLATES SHALL BE INSPECTED AND APPROVED BY THE RAILROAD AND THE ENGINEER.
6. BALLAST IN APPROACH AREAS SHALL EXTEND 6" BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
7. TYPE AND DESIGN OF PREFABRICATED EPFLEX RAIL SEAL SHALL RECEIVE APPROVAL OF THE STATE.
8. MANUFACTURERS SPECIFICATIONS SHALL BE FOLLOWED WHERE EPFLEX RAIL SEAL CROSSING SURFACES ARE TO BE INSTALLED.
9. MODIFICATIONS TO RAILROAD APPROACH AREAS MAY BE NECESSARY AS LOCAL CONDITIONS WARRANT.
10. 105 LB. DUDLY CONTINUOUS WELDED RAIL THROUGH CROSSING AND EXTEND TO WEST OF PROJECT TO THE RAILROAD BRIDGE.
11. WELDED JOINTS WILL BE GROUND TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES.
12. METHOD OF FABRICATION SHALL BE UP TO THE CONTRACTOR.
13. TEMPORARY CROSSING FOR NIGHT USE SHALL BE CONSTRUCTED OF GRAVEL OR TIMBER TIES.
14. RAIL IS TO BE REPLACED FROM ONE INSULATED JOINT TO THE NEXT. THIS IS APPROXIMATELY 195' ALONG THE CENTERLINE OF TRACK.
15. ALL TIES WITHIN CROSSING AREA ARE TO BE 18" ON CENTER.
16. RAIL TO BE FURNISHED BY THE STATE.
17. A ROLLER WITH A MAXIMUM DRUM WIDTH OF 40" IS SPECIFIED FOR THIS PROJECT. THIS IS NEEDED FOR THE EPFLEX RAIL SEAL INSTALLATION.

PAVING LIMITS FOR TOWN ROADS & DRIVES

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



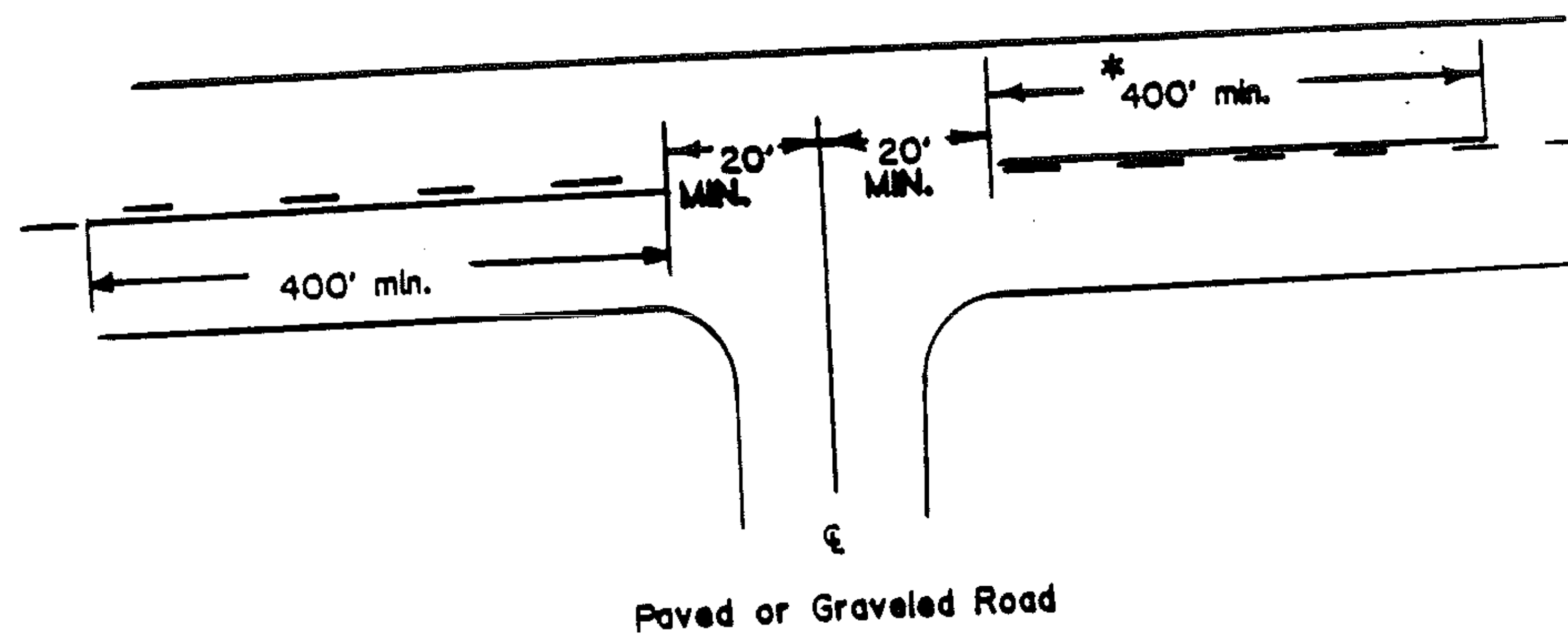
PROJECT CAVENDISH

NO. F025-1(32)S

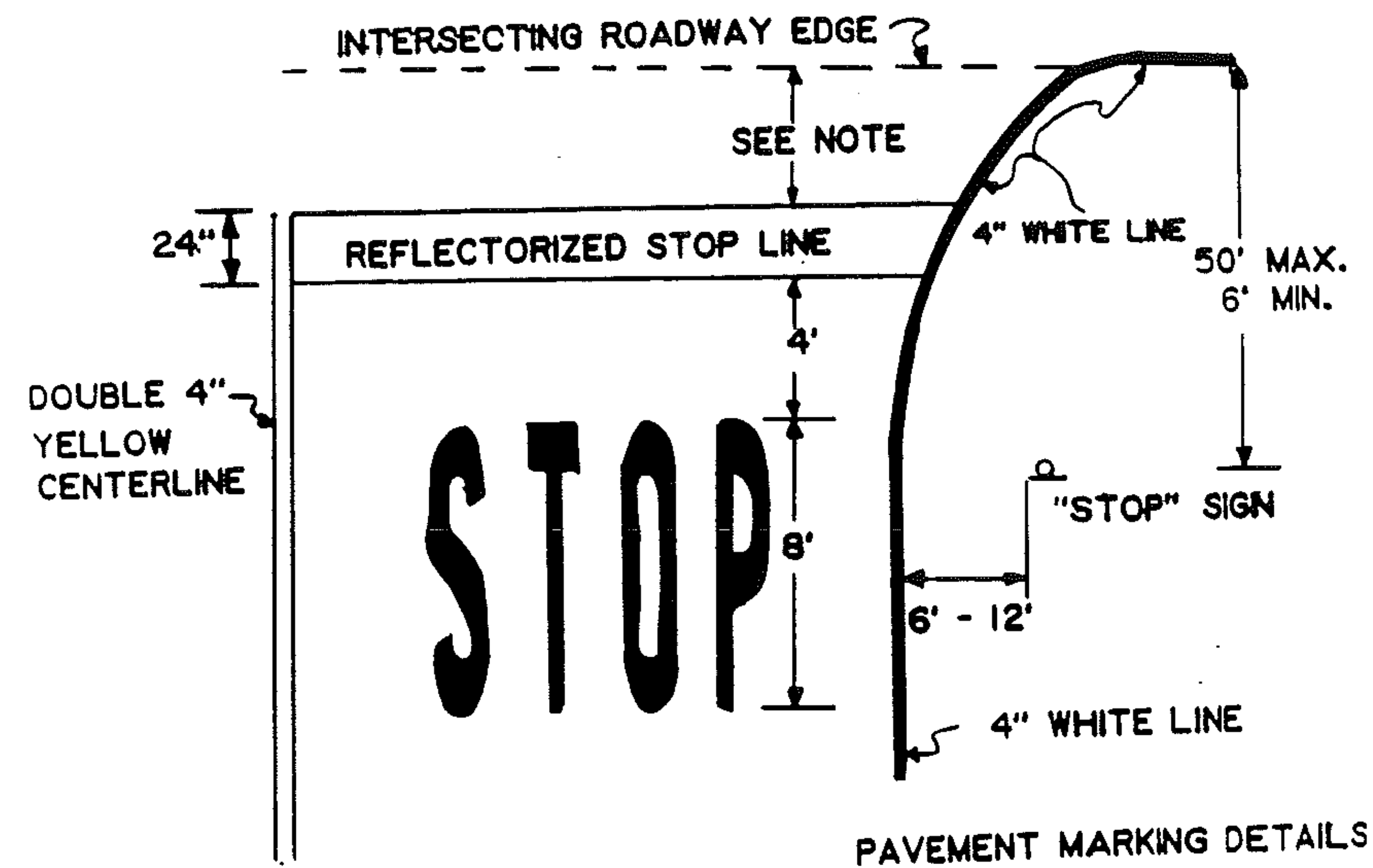
SHEET 8 OF 33 SHEETS

APPROACH TO A SIDE ROAD INTERSECTION

A solid line in the direction of travel shall begin a minimum of 400 feet in advance of the intersection. This distance is measured from a point 20 feet in advance of the centerline of the intersecting roadway. Adjustments to the 20 foot opening may be made to accommodate skewed intersections.



* 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 direction.



NOTE:

The "desired stopping point" is the location based on site conditions that best allows the stopped vehicle to view the approaching traffic, in no case more than 30 feet or less than 4 feet from the nearest edge of the intersecting roadway.

NOT TO SCALE

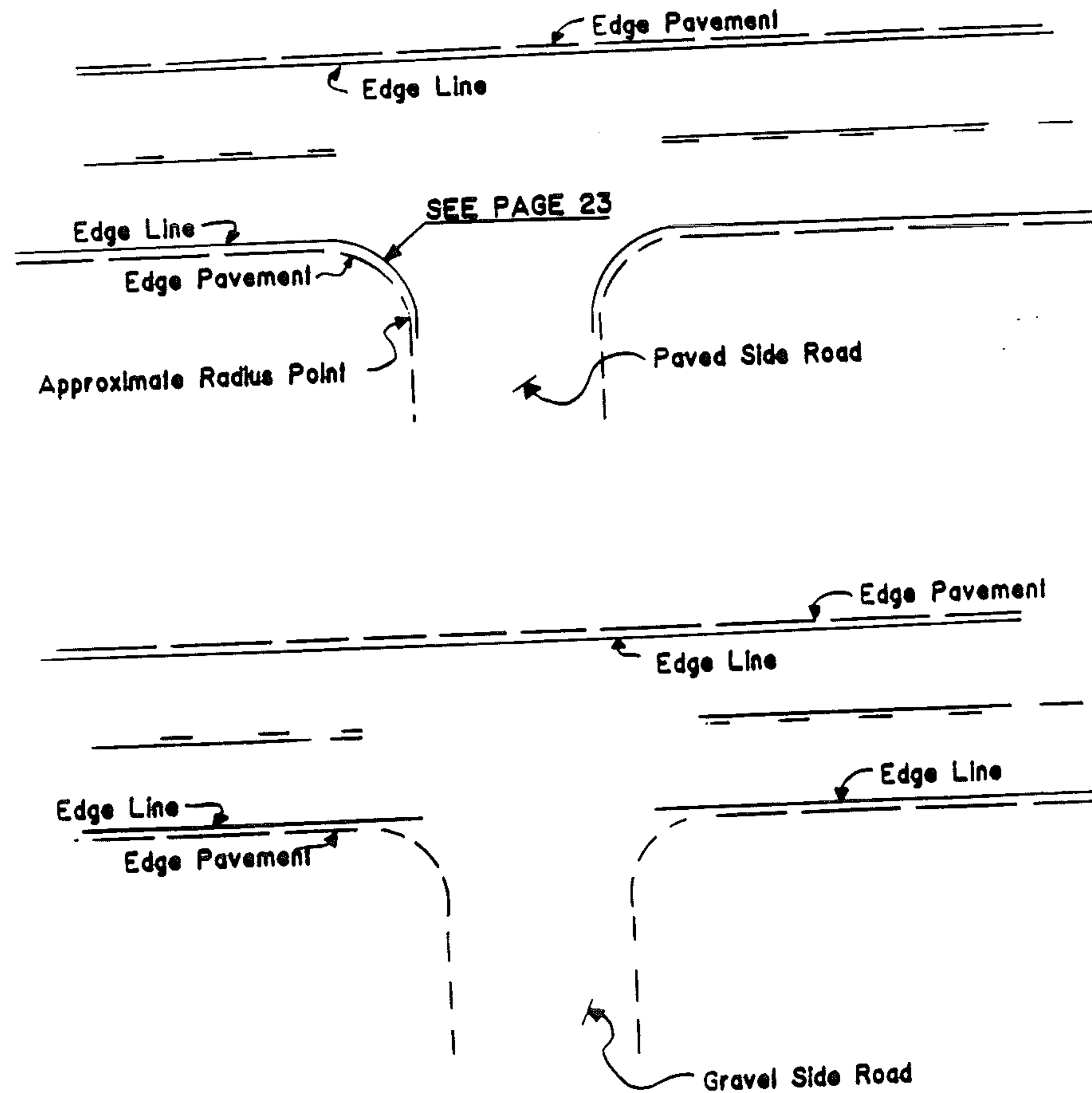
STOP BAR APPROACH DETAILS

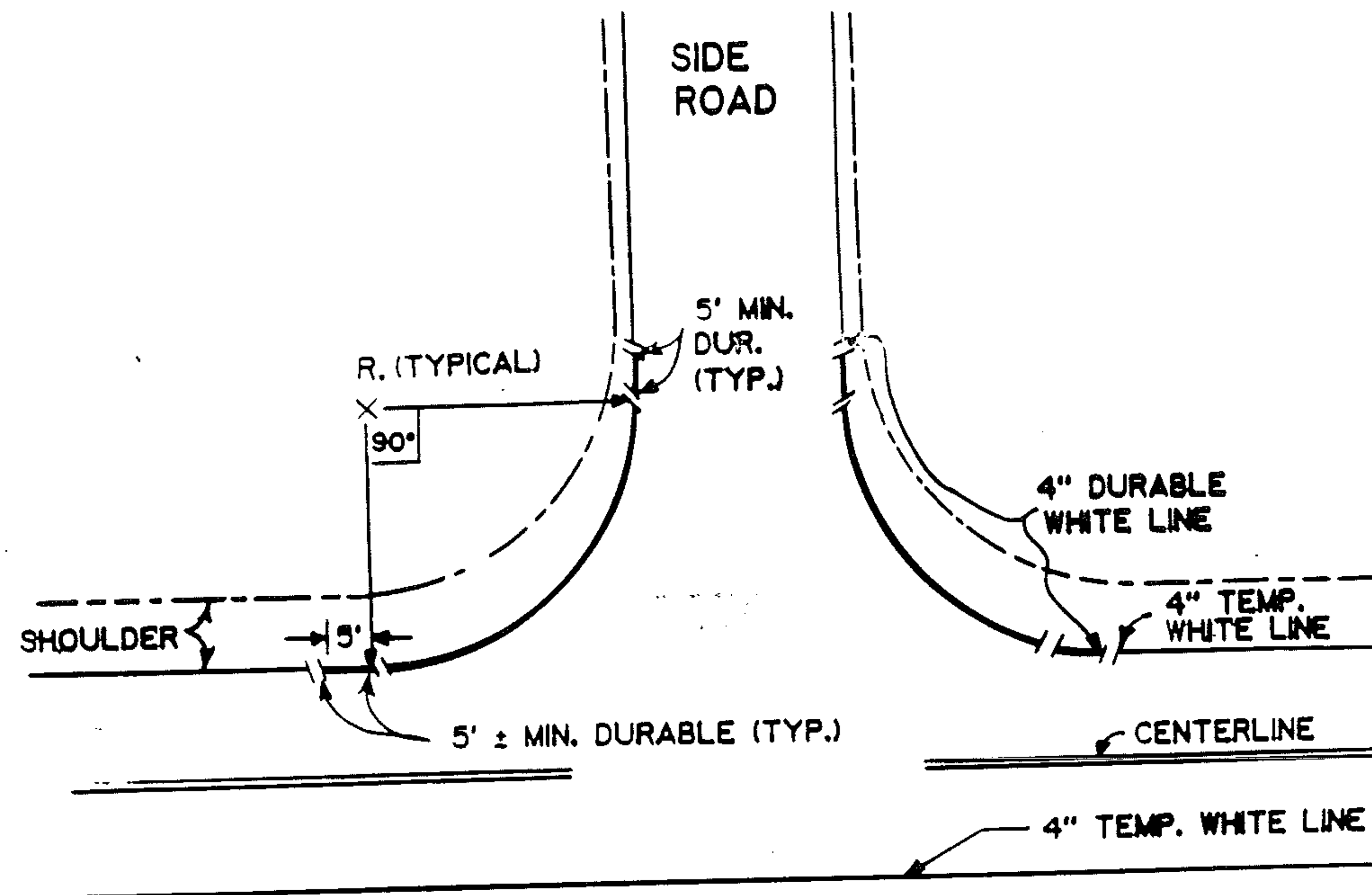
SHEET 10 OF 33 SHEETS

GUIDELINE FOR EDGELINE APPLICATION ON 2-LANE, 2-WAY HIGHWAY

Edgelines shall be applied to the right and left of centerline on highways that have a traffic volume in excess of 1000 vehicles per day. Edgelines should be maintained at a constant distance from the centerline unless pavement width increases to allow wider lanes.

Treatment of intersecting side roads shall be as shown below:





Edgelines for paved side road intersections shall have a durable edgeline radius with a 5' minimum tangent section on each end as shown.

DURABLE EDGELINE RADIUS LAYOUT TYPICAL

Guidelines for Minimum Interim Pavement Markings
For Construction Zones

- A. Definition - Interim markings are markings that are placed prior to the application of pavement markings as specified in the project plans. The costs associated with the interim markings including material costs, placement costs, and removal costs shall be subsidiary to the specified pavement markings.
- B. Interim markings shall consist of tape or temporary raised pavement markers (RPM's). Interim paint may be used on any pavement course except final wearing course.

The tape shall be the type that can be paved over or of a type easily removed if placed on the final pavement surface. Interim tape markings or RPM's will be offset and removed prior to the application of the specified markings and shall be applied as described below:

- C. Centerline and gore area markings shall be applied at the end of each working day. The following layout requirements shall be met:

No Passing Zone

Solid Stripes - Double yellow removable pavement marking tape lines spaced 4" apart.

or

Raised Pavment Markers - In no case shall temporary raised pavement markers be used for more than three calendar days before the application of the specified markings. Raised pavement markers (removable) when used, shall be placed on 5' centers with every 4th marker being reflectorized. The raised pavement markings shall be supplemented with black on orange "No Passing" signs placed at the beginning of the no passing zone and every 1000' thereafter throughout the no passing zone. All temporary raised pavement markers shall be removed immediately upon placement of specified markings. All costs associated with "No Passing" signs and their installation shall be subsidiary to the specified pavement markings.

Dashed Line

10-Foot solid line with 30-foot gap.

or

For markings to be used for three days or less
- 4 foot solid line with 36 foot gap to be removed immediately upon the application of the specified markings.

or

4 retro-reflective RPM's on three foot centers with a 30 foot gap to be removed immediately upon the application of the specified markings.

Gore Area

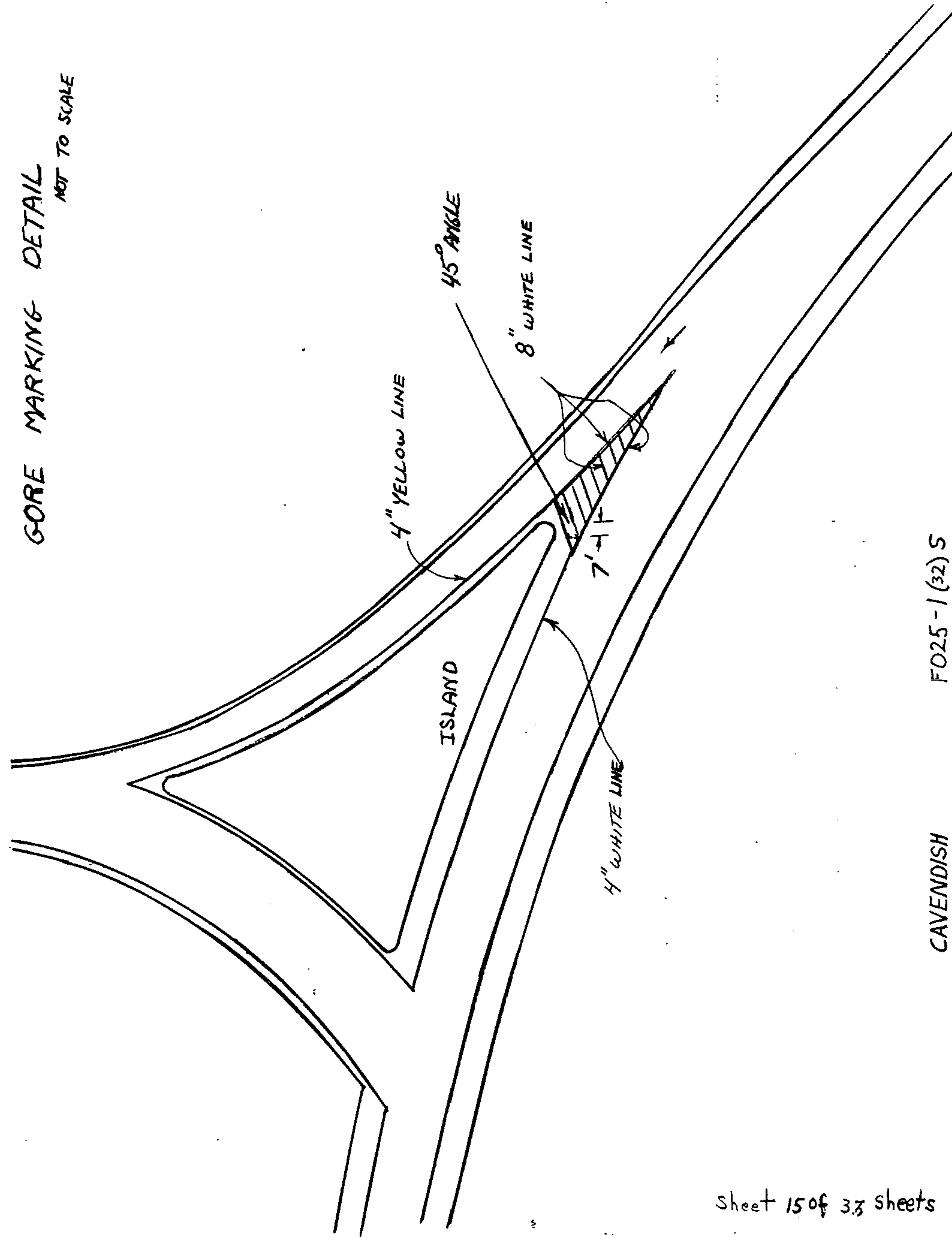
Gore areas to include 8 inch channelizing line and 4" dashed line
See Standard Sheet E-191.

D. Edge Lines

~~When specified, edge lines are not required until completion of the project. Edge lines should be applied where traffic volumes are high and/or a delay of several days is anticipated. In these instances, paint or RPM's can be used as the interim marking material to be paid under the appropriate bid item. RPM's should be retro reflective temporary markers on a 5' spacing pattern and the same color as the line they are substituting for.~~

- E. Prior to acceptance, the pavement markings shall be completed for the entire project by the Contractor as detailed on the plans or directed by the Resident Engineer.

GORE MARKING DETAIL
NOT TO SCALE



CAVENDISH

FO25-1(32)S

TEMPORARY 4" YELLOW LINE

[illegible]

TEMPORARY 4" WHITE LINE

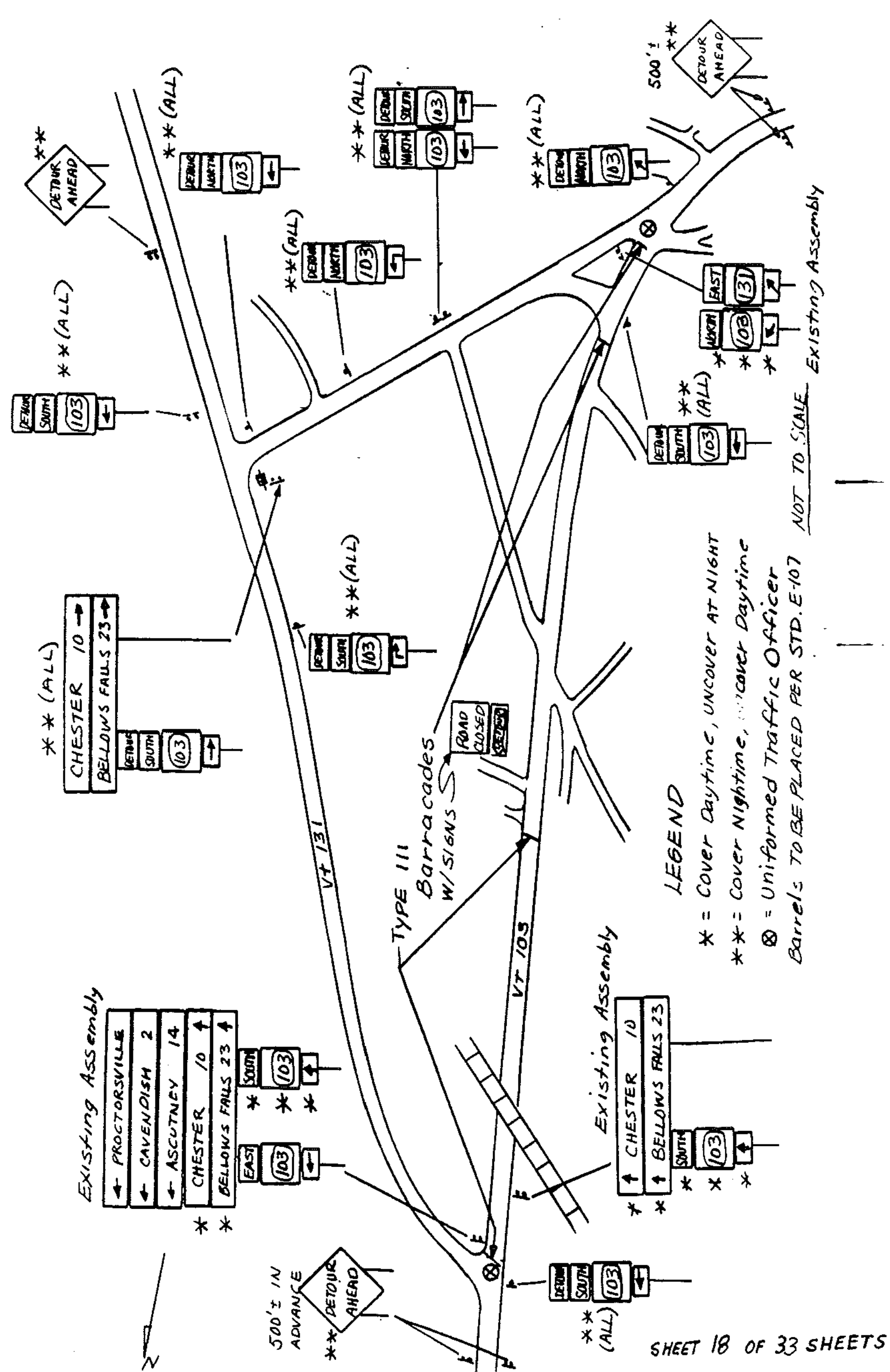
[illegible]

PROJECT CAVENDISH

NO. F 025 - 1 (32) S
SHEET 16 OF 33 SHEETS

QUANTITIES

ITEM DESCRIPTION															
ITEM NO.	PAVED RAIL - HIGHWAY CROSSING														
	402.12	404.63	406.25	608.25	608.30	630.10	630.15	631.17	635.10	646.30	646.34	646.40	646.44	646.48	646.50
UNIT	TON	CWT	TON	HR	HR	HR	HR	LS	LS	LF	LF	LF	EA	EA	LF
			475												
			1708												
			2												
			117												
ROAD APRONS															
TOTALS	35	31	2302	18	8	92	92	0.2	0.2	400	550	72	8	2	10560
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CAVENDISH F 025-1 (32)S

SPECIAL NOTES FOR DETOUR

1. DUE TO THE SAFETY PROJECT SCHEDULED FOR VT. 103, EXISTING SIGNS SHOWN MAY BE CHANGED. IF SO, DETOUR SIGNING MUST CONFORM TO NEW SIGNS INSTALLED UNDER THE SAFETY PROJECT.
2. SOME NORMAL CONSTRUCTION ZONE SIGNING AT THE NORTH END OF THE PROJECT MAY HAVE TO BE ADJUSTED TO ACCOMMODATE DETOUR SIGNING.
3. DETOUR SIGNING AND DAILY MAINTENANCE OF SAME SHALL BE SUBSIDIARY TO OTHER ITEMS. REFER TO SECTION 107.08 OF THE 1986 VERMONT STANDARD SPECIFICATIONS.

STATE OF VERMONT
AGENCY OF TRANSPORTATION



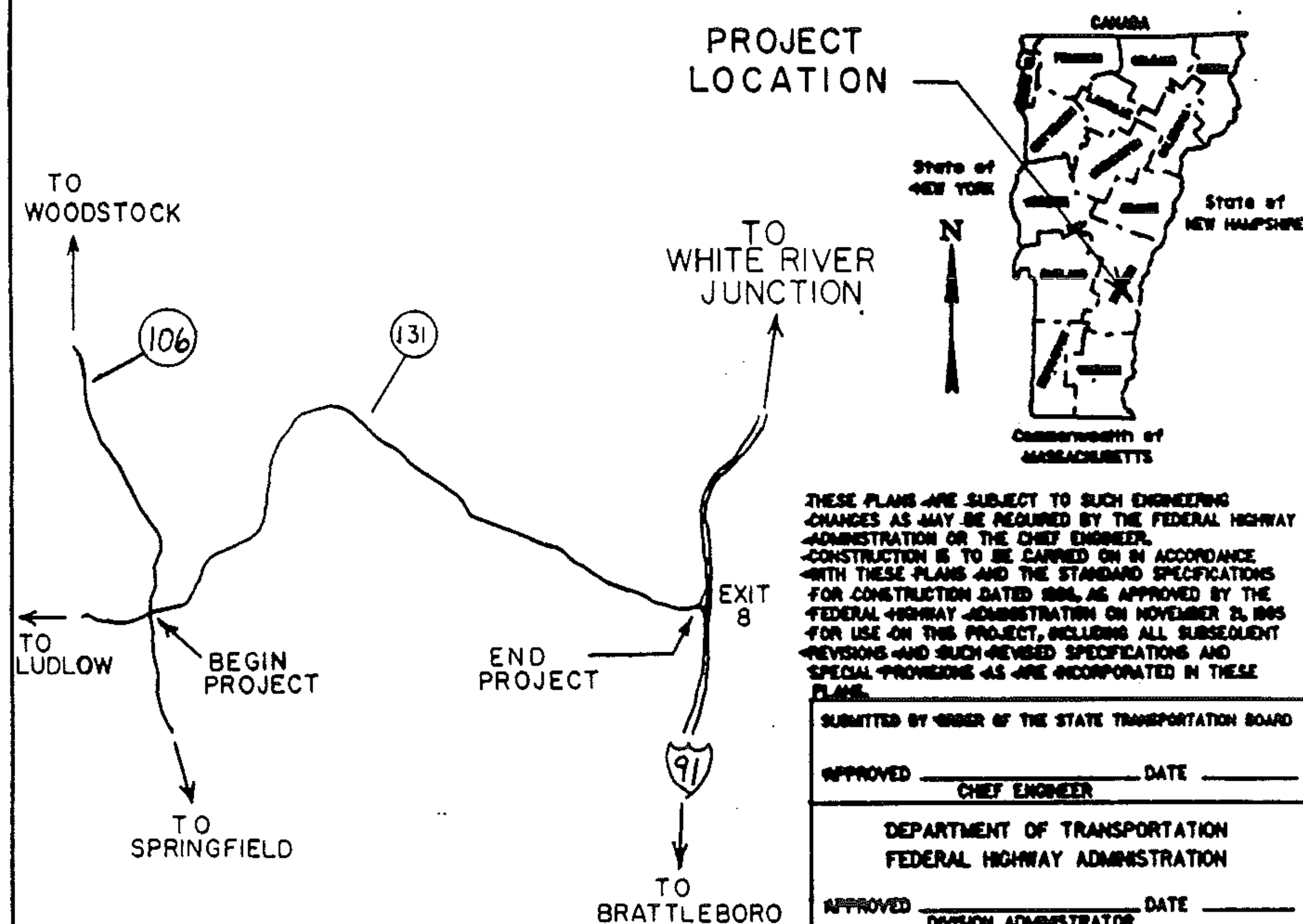
PROPOSED IMPROVEMENT

TOWN OF WEATHERSFIELD

COUNTY OF WINDSOR

ROUTE NO. VT 131

ROUTE CLASS F.A.S.



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1994 AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 21, 1995 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 _____ DATE _____
CHIEF ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

PROJECT HMA 2931

SHEET 20 OF 32 SHEETS

INDEX OF SHEETS

- 20. WEATHERSFIELD TITLE PAGE
- 21. INDEX
- 22. LOCATION, LENGTH, DESCRIPTION AND TRAFFIC
- 23. TYPICAL SECTIONS AND DESIGN DATA
- 24. PAVING LIMITS FOR TOWN ROADS AND DRIVES
- 25. APPROACH TO SIDE ROAD INTERSECTIONS
- 26. STOP BAR APPROACH DETAIL
- 27. GUIDELINE FOR EDGELINE APPLICATION
- 28. DURABLE EDGELINE RADIUS LAYOUT
- 29-30. GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
- 31. PAVEMENT MARKING QUANTITIES
- 32. ITEM QUANTITIES
- 33. WORD MARKING DETAIL

PROJECT WEATHERSFIELD

NO. HMA 2931

SHEET 2 / OF 33 SHEETS

DESCRIPTION AND LOCATION

PROJECT LOCATION

BEGINNING IN THE TOWN OF WEATHERSFIELD AT THE INTERSECTION WITH VT 106
AT MM 1.322 AND EXTENDING EASTERLY ALONG VT 131 FOR 6.643 MILES TO
MM 7.965.

PROJECT LENGTH

6.643 MILES (35075 FEET)

PROJECT DESCRIPTION

RESURFACE WITH A LEVELING COURSE AND 1½" BITUMINOUS OVERLAY, PROVIDE
PAVED SHOULDERS AND NEW PAVEMENT MARKINGS AS INDICATED ON THE PLANS
OR AS DIRECTED BY THE ENGINEER.

MOVE EXISTING "STOP AHEAD" SIGN TO M.M. 1.46.

TRAFFIC DATA

1987 AADT 2390
V 35-50 MPH VARIABLE

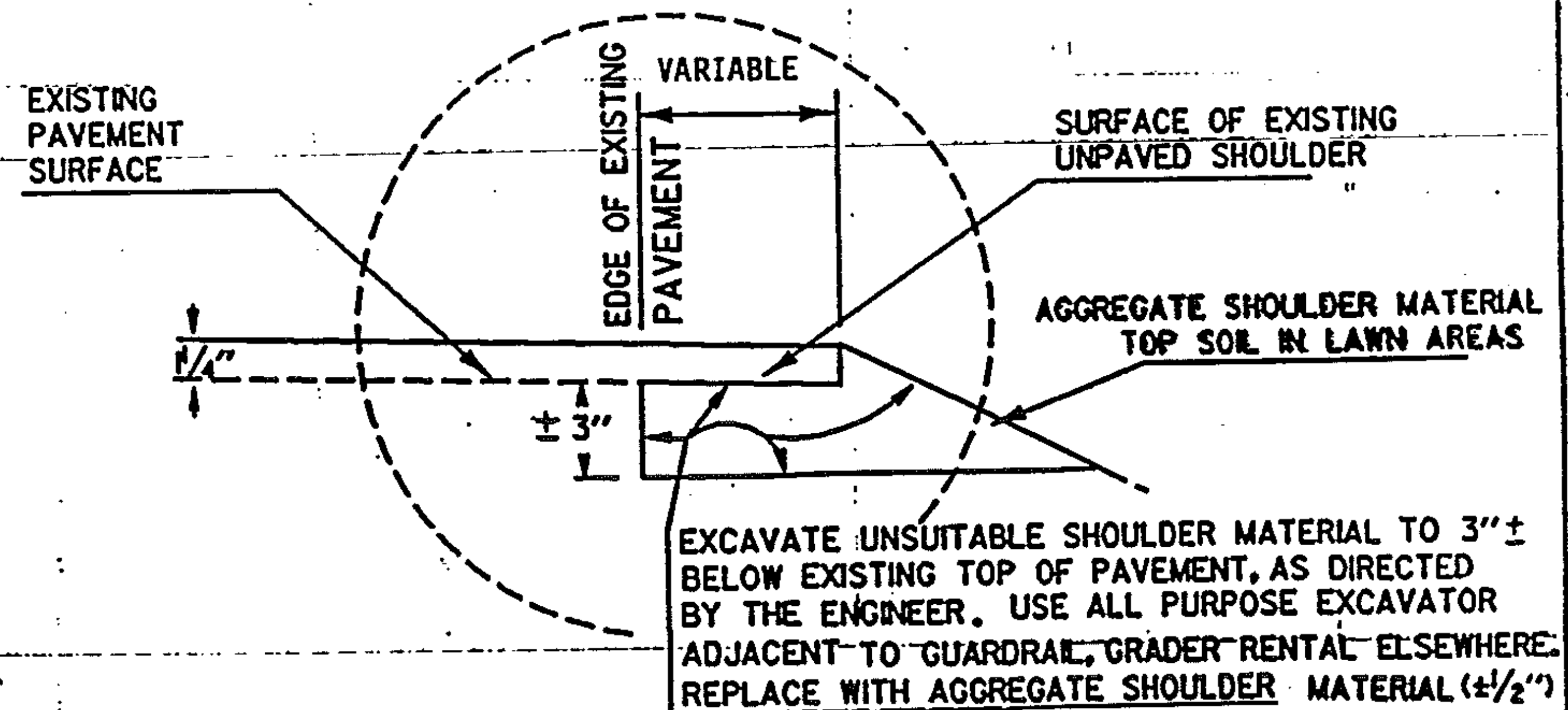
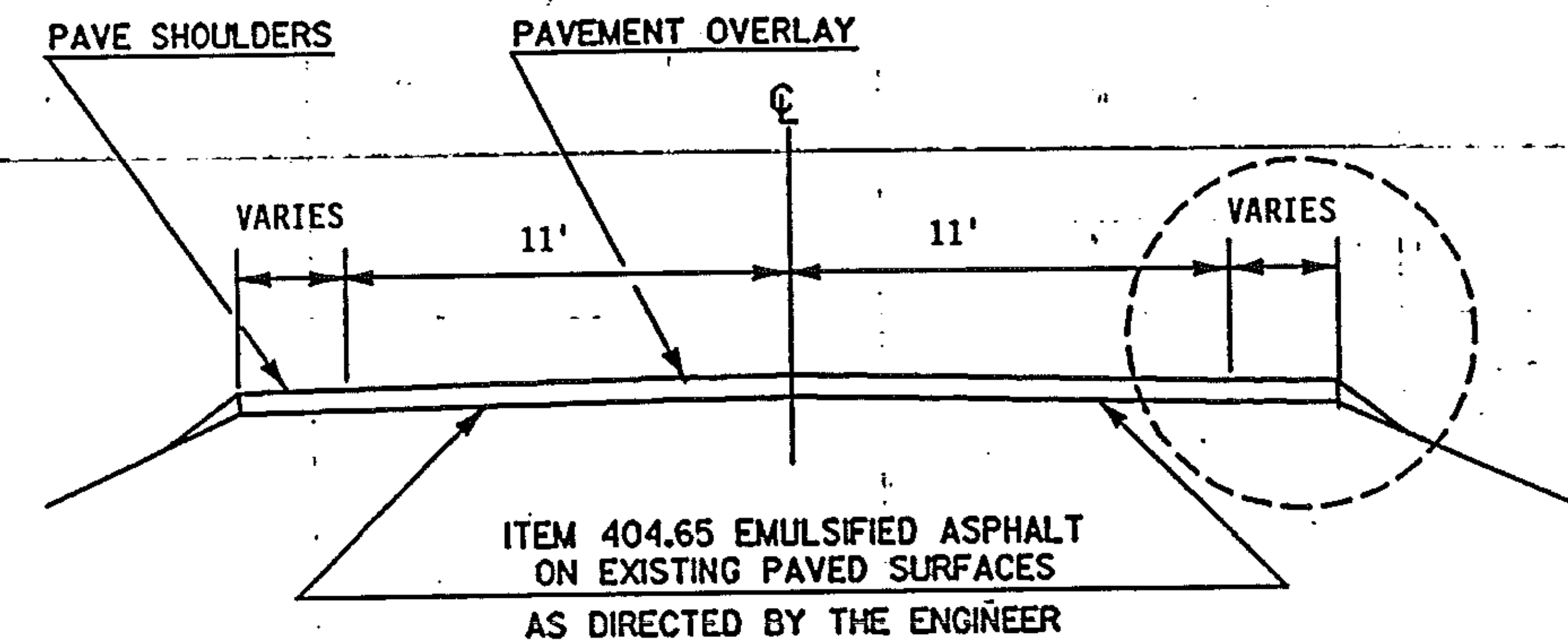
PROJECT WEATHERSFIELD

NO. HMA 2931

SHEET 22 OF 33 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 1 1/4" SHOULDERS TYPE III ($\pm 1/4"$)
 LEVELING COURSE TYPE IV (450 TONS/MILE)
 1 1/4" WEARING COURSE TYPE III ($\pm 1/4"$)
 AS DIRECTED BY THE ENGINEER



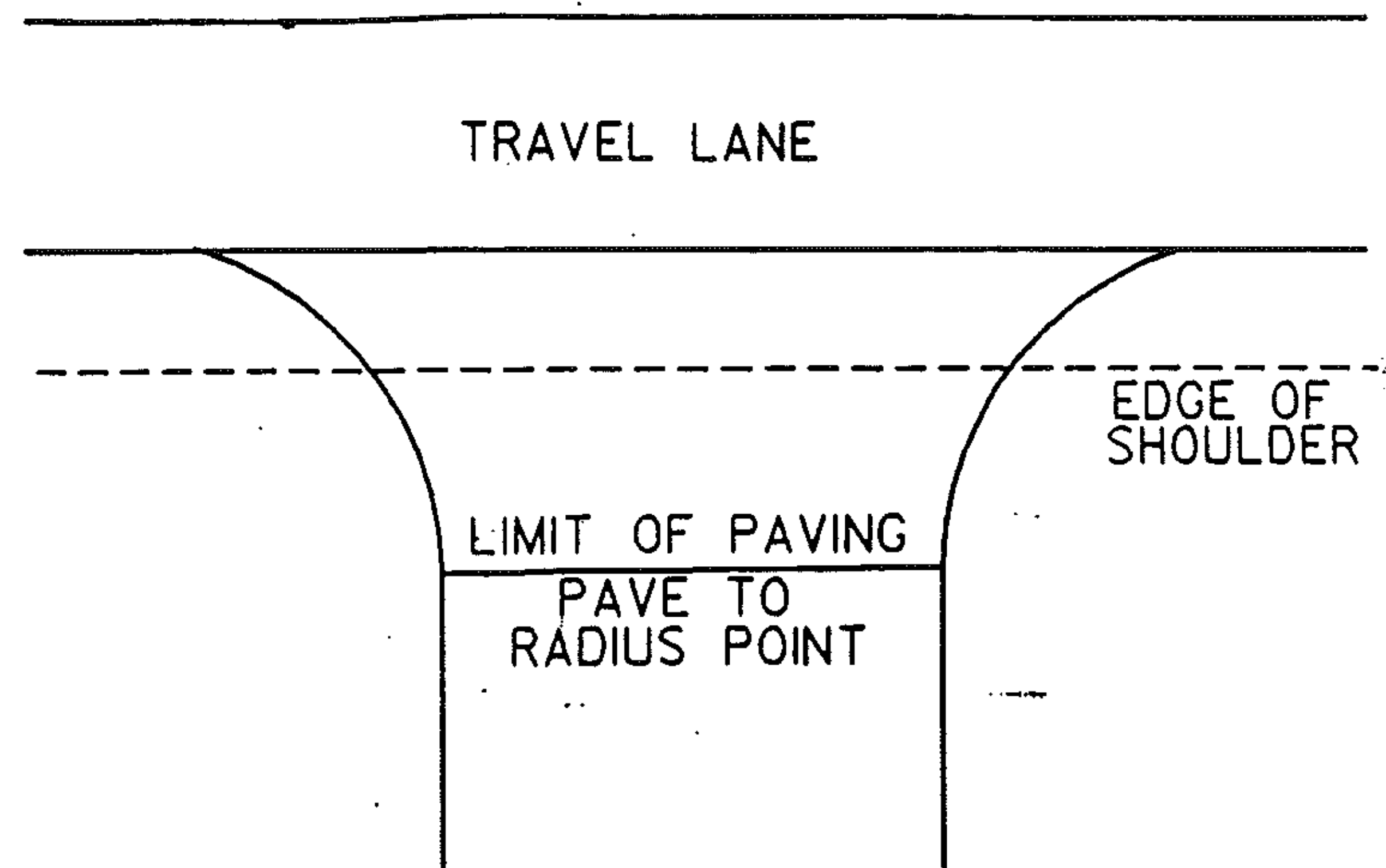
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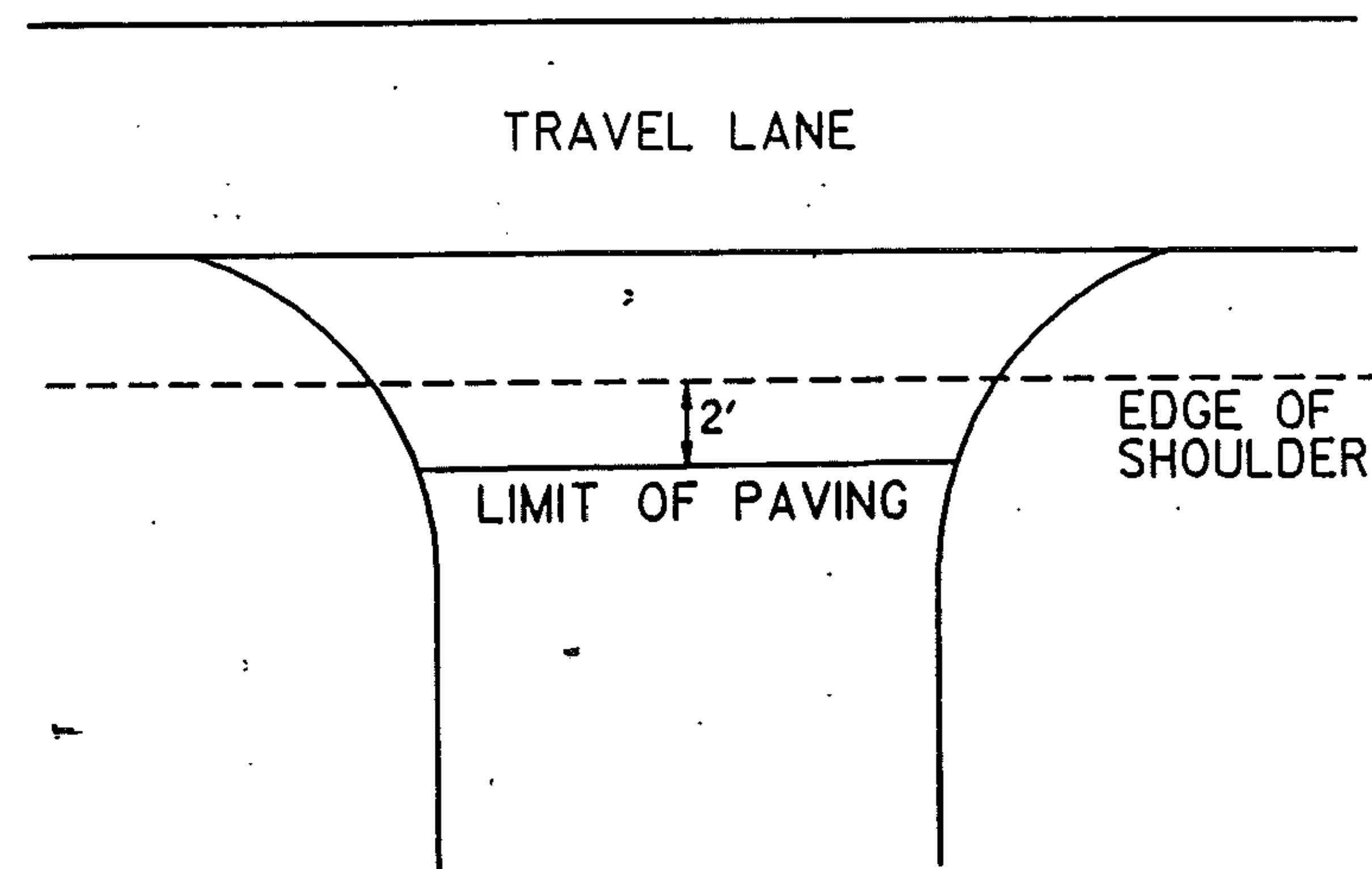
SHEET 23 OF 32 SHEETS

PAVING LIMITS FOR TOWN ROADS & DRIVES

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



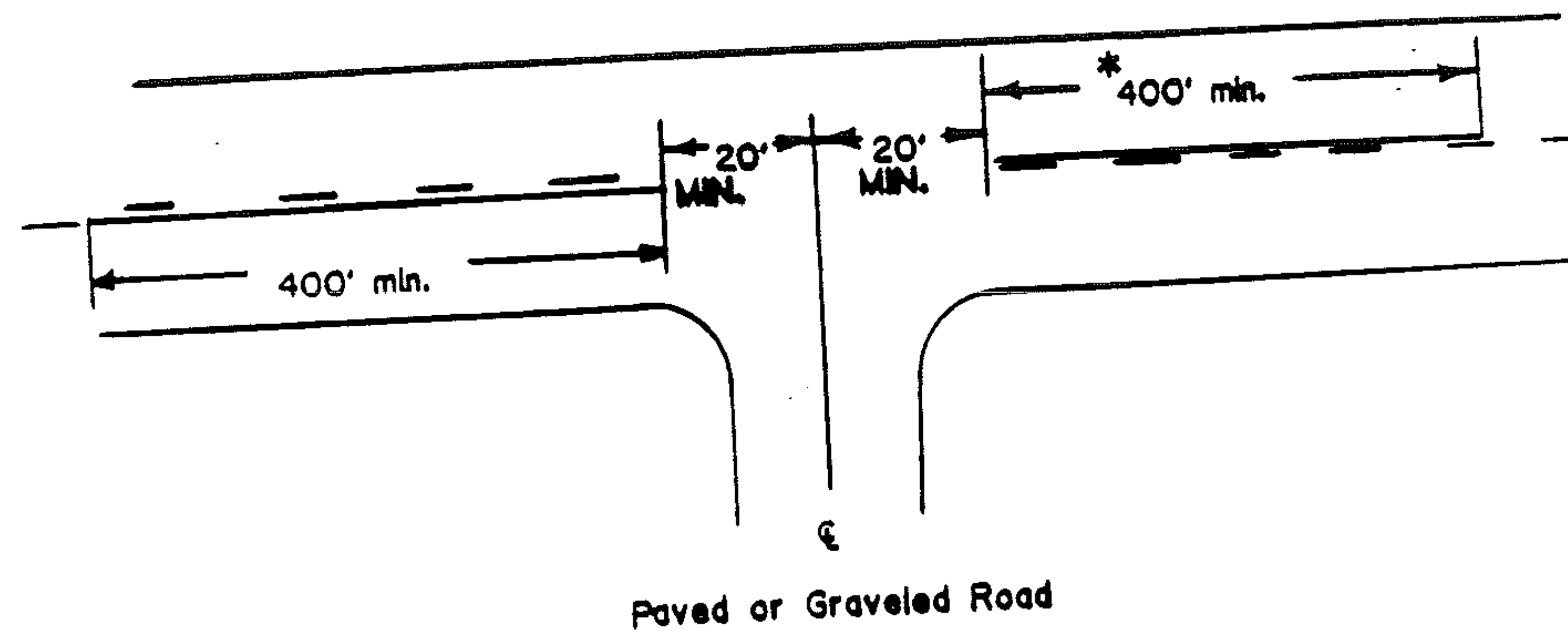
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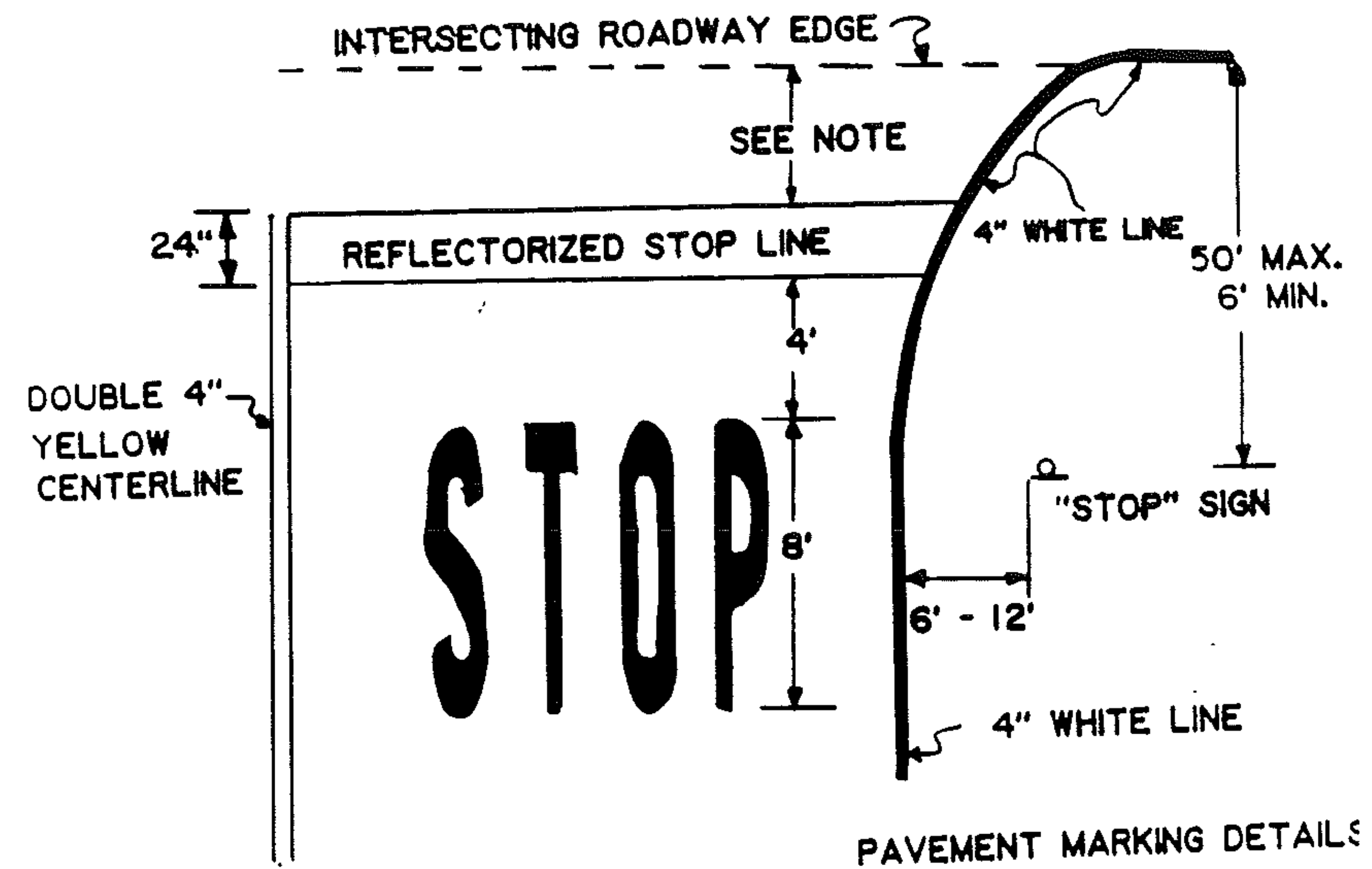
SHEET 24 OF 33 SHEETS

APPROACH TO A SIDE ROAD INTERSECTION

A solid line in the direction of travel shall begin a minimum of 400 feet in advance of the intersection. This distance is measured from a point 20 feet in advance of the centerline of the intersecting roadway. Adjustments to the 20 foot opening may be made to accommodate skewed intersections.



* 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 direction.



NOTE:

The "desired stopping point" is the location based on site conditions that best allows the stopped vehicle to view the approaching traffic, in no case more than 30 feet or less than 4 feet from the nearest edge of the intersecting roadway.

NOT TO SCALE

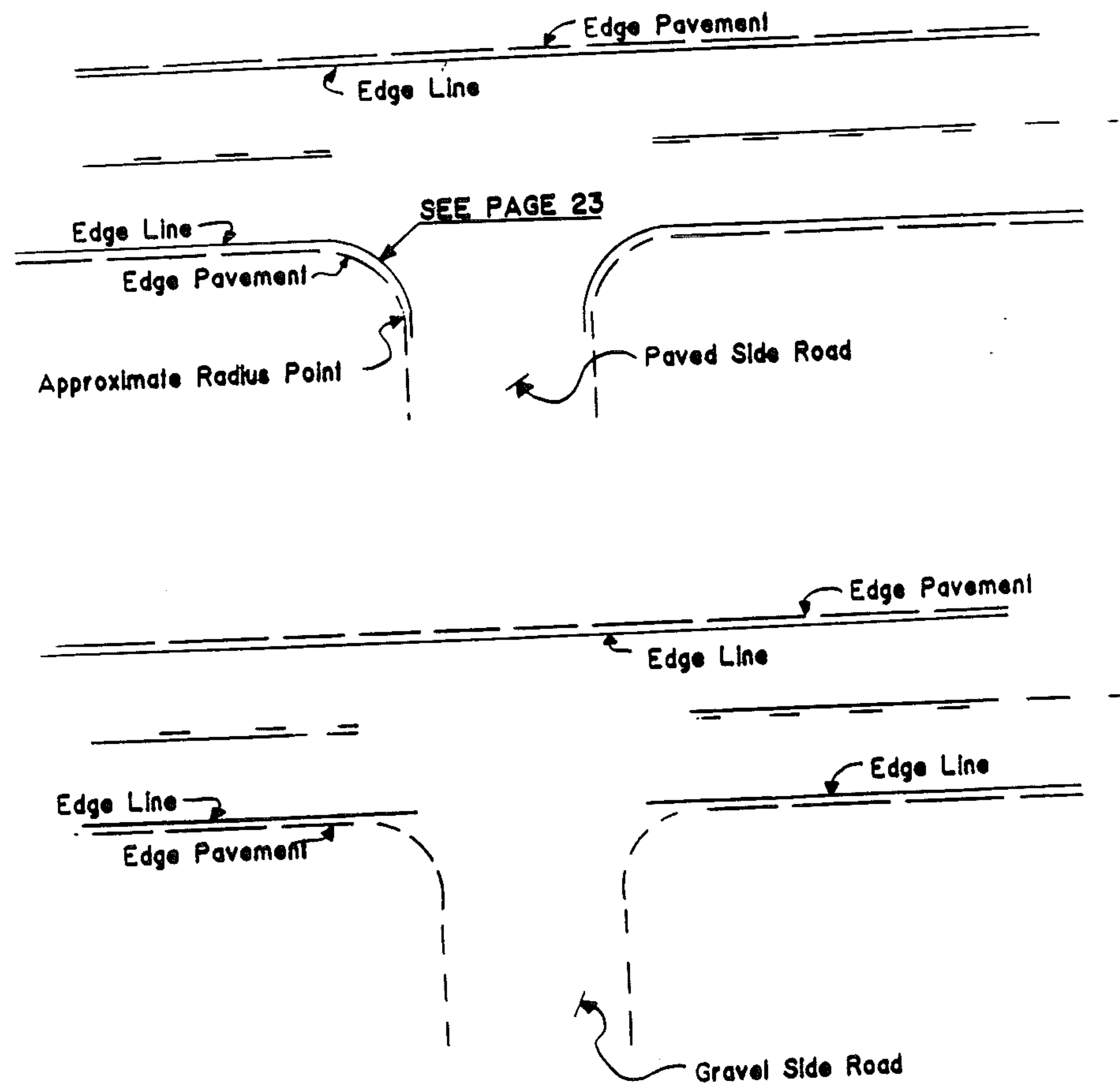
STOP BAR APPROACH DETAILS

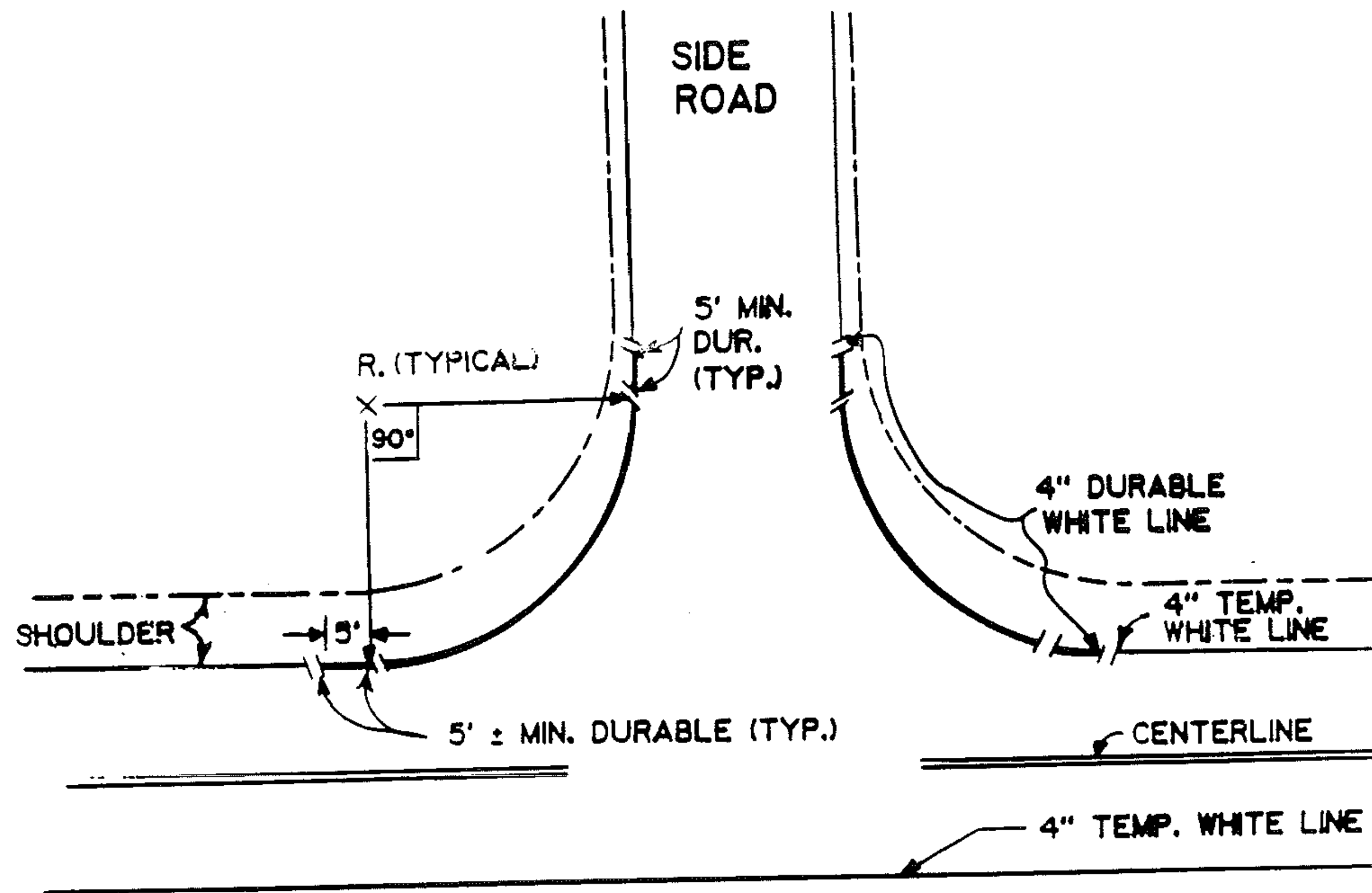
SHEET 26 OF 33 SHEETS

GUIDELINE FOR EDGELINE APPLICATION ON 2-LANE, 2-WAY HIGHWAY

Edgelines shall be applied to the right and left of centerline on highways that have a traffic volume in excess of 1000 vehicles per day. Edgelines should be maintained at a constant distance from the centerline unless pavement width increases to allow wider lanes.

Treatment of intersecting side roads shall be as shown below:





Edgelines for paved side road intersections shall have a durable edgeline radius with a 5' minimum tangent section on each end as shown.

DURABLE EDGELINE RADIUS LAYOUT TYPICAL

SHEET 28 OF 33 SHEETS

Guidelines for Minimum Interim Pavement Markings
For Construction Zones

- A. Definition - Interim markings are markings that are placed prior to the application of pavement markings as specified in the project plans. The costs associated with the interim markings including material costs, placement costs, and removal costs shall be subsidiary to the specified pavement markings.

- B. Interim markings shall consist of tape or temporary raised pavement markers (RPM's). Interim paint may be used on any pavement course except final wearing course.

The tape shall be the type that can be paved over or of a type easily removed if placed on the final pavement surface. Interim tape markings or RPM's will be offset and removed prior to the application of the specified markings and shall be applied as described below:

- C. Centerline and gore area markings shall be applied at the end of each working day. The following layout requirements shall be met:

No Passing Zone

Solid Stripes - Double yellow removable pavement marking tape lines spaced 4" apart.

or

Raised Pavment Markers - In no case shall temporary raised pavement markers be used for more than three calendar days before the application of the specified markings. Raised pavement markers (removable) when used, shall be placed on 5' centers with every 4th marker being reflectorized. The raised pavement markings shall be supplemented with black on orange "No Passing" signs placed at the beginning of the no passing zone and every 1000' thereafter throughout the no passing zone. All temporary raised pavement markers shall be removed immediately upon placement of specified markings. All costs associated with "No Passing" signs and their installation shall be subsidiary to the specified pavement markings.

Dashed Line

10-Foot solid line with 30-foot gap.

or

For markings to be used for three days or less
- 4 foot solid line with 36 foot gap to be removed immediately upon the application of the specified markings.

or

4 retro-reflective RPM's on three foot centers with a 30 foot gap to be removed immediately upon the application of the specified markings.

Gore Area

Gore areas to include 8 inch channelizing line and 4" dashed line
See Standard Sheet E-191.

D. Edge Lines

~~When specified, edge lines are not required until completion of the project. Edge lines should be applied where traffic volumes are high and/or a delay of several days is anticipated. In these instances, paint or RPM's can be used as the interim marking material to be paid under the appropriate bid item. RPM's should be retro-reflective temporary markers on a 5' spacing pattern and the same color as the line they are substituting for.~~

- E. Prior to acceptance, the pavement markings shall be completed for the entire project by the Contractor as detailed on the plans or directed by the Resident Engineer.

TEMPORARY 4" YELLOW LINE

[illegible]

TEMPORARY 4" WHITE LINE

[illegible]

PROJECT WEATHERSFIELD

NO. HMA 2931

SHEET 31 OF 33 SHEETS

QUANTITIES

ITEM DESCRIPTION															
ITEM NO.	AGGREGATE SHOULDERS														
	402.12	404.65	406.25	608.15	608.25	608.30	608.37	630.10	630.15	631.17	635.10	646.30	646.40	646.44	646.50
UNIT	TON	CWT	TON	HR	HR	HR	HR	HR	HR	LS	LS	LF	LF	EA	LF
LEVELING	7960		2720												
TOP			8/20												
DRIVES	9.3		19												
TURNOUTS	12		6.2												
TOWN ROADS	5		150												
ROUNDING	13.7		4.8												
TOTALS	8000	151	11020	100	130	54	130	450	566	.80	.80	720	12	13	69250

ITEM DESCRIPTION										
TEMP. 4" YELLOW LINE										
ERECT SALVAGED SIGNS										
REMOVING SIGNS										
FLANGED CHANNEL SIGN POST										
TOPSOIL										
ITEM NO.	646.51	651.35	675.30	675.50	675.60					
UNIT	LF	CY	LB	EA	EA					
TOTALS	129100	133	48	1	1					

AHEAD

NOTE:
SEE STANDARD E-191
FOR LETTERING DETAIL.

16'

16'

16'

16'

16'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

8'

STOP AHEAD SIGN

STOP AHEAD SIGN

STOP

WORD MARKING LAYOUT DETAIL