

STATE OF VERMONT

AGENCY OF TRANSPORTATION

Date APR 18 1988

PIKE INDUSTRIES, INC.

Contractor

Regan D. Mark

Signature

Vice President

Title

Glen Gerbark

Transportation Secretary's Signature

PROPOSED IMPROVEMENT

TOWNS OF ARLINGTON / SHAFTSBURY-ARLINGTON

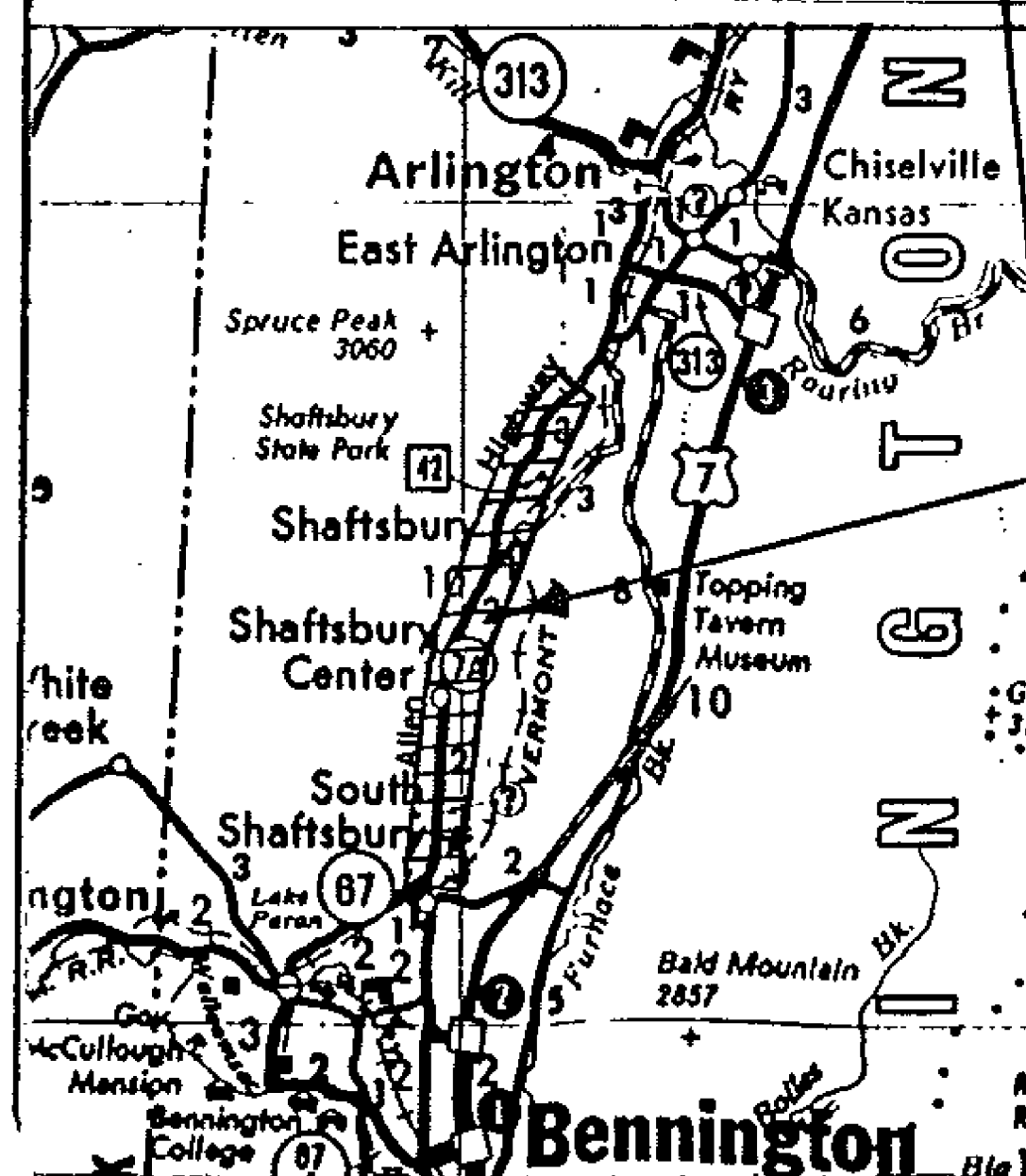
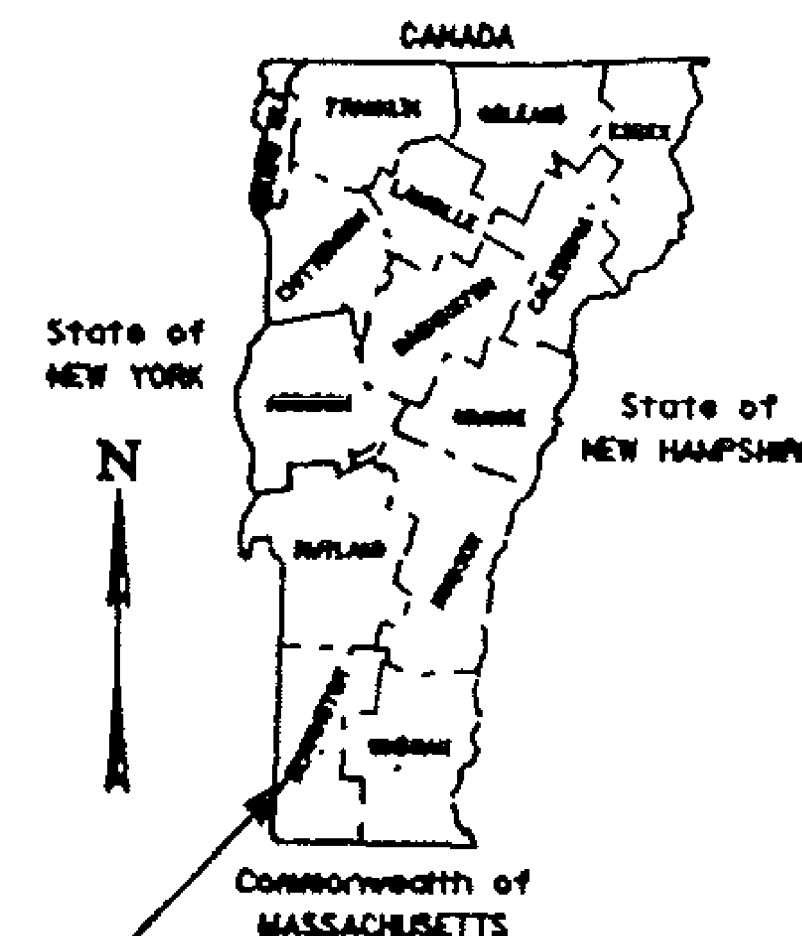
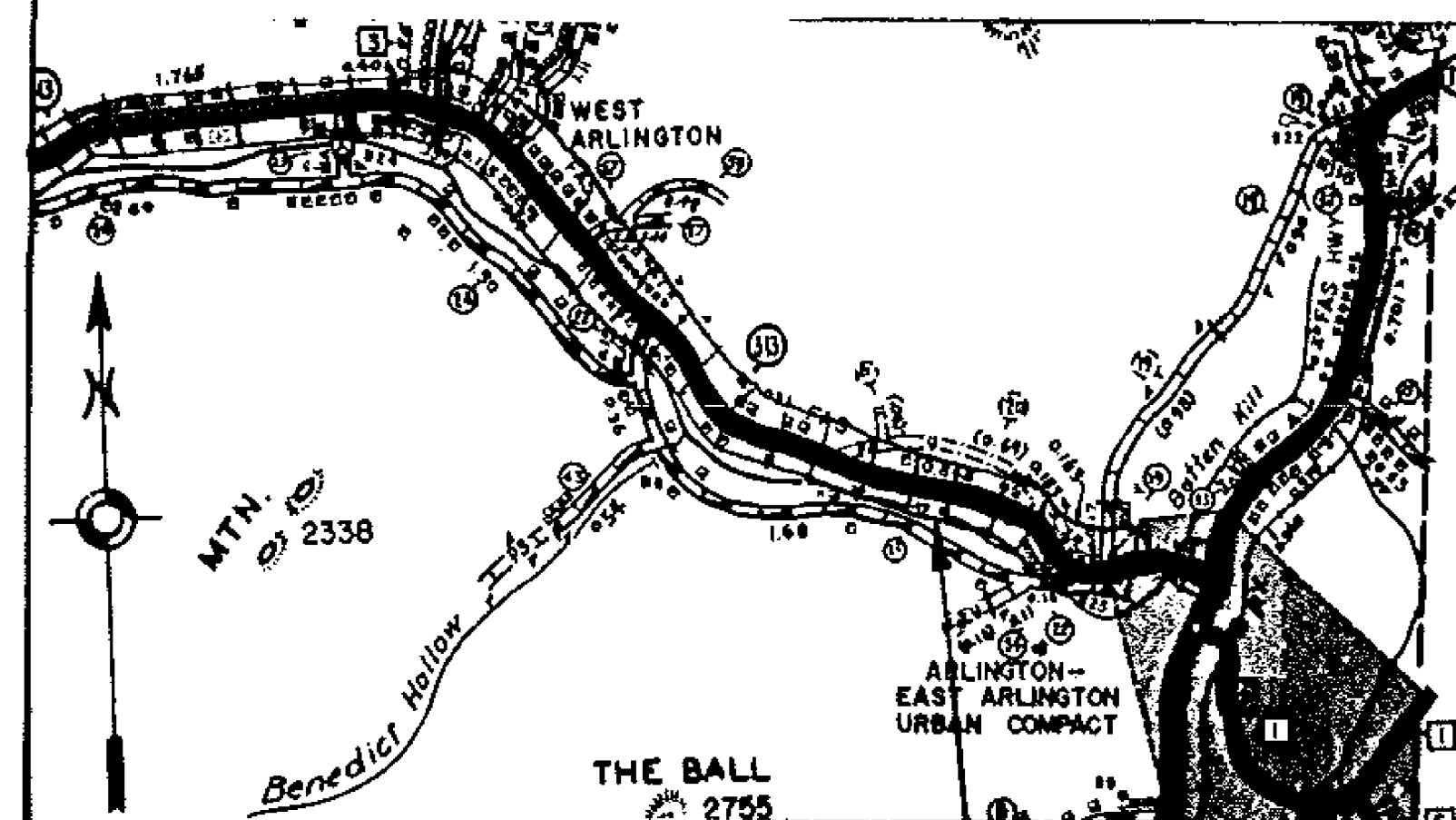
COUNTY OF BENNINGTON

ROUTE NO. VT. 313 AND VT. 7A

ROUTE CLASS FAS

CONTRACT PLANS

THESE PLANS DO NOT REFLECT
CHANGES MADE ON THE PROJECT.



PROJECT
LOCATIONS

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 1986, AS APPROVED BY THE
FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 26, 1985
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 David K. Kelley DATE 9/14/87
CHIEF ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

PROJECT HMA 2824
HMA 2852
HMA 2858
SHEET 1 OF 34 SHEETS

INDEX OF SHEETS

1 TITLE PAGE

2 INDEX OF PROJECTS

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16-25 HMA 2852 ARLINGTON

26-34 HMA 2858 ARLINGTON

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STANDARD SHEET E-2 (2-3-86R)

STANDARD SHEET E-6 (2-3-86R)

STANDARD SHEET E-7 (2-3-86R)

STANDARD SHEET E-7A (2-3-86R)

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STANDARD SHEET E-15C (2-3-86R)

STANDARD SHEET E-19 (2-3-86R)

STANDARD SHEET E-50 (2-3-86R)

PROJECT SHAFTSBURY-ARLINGTON
ARLINGTON
ARLINGTON

NO. HMA 2824
HMA 2852
HMA 2858
SHEET 2 OF 34 SHEETS

PROJECT LENGTHS AND ITEM QUANTITIES

[illegible]

ITEM NO.	ITEM DESCRIPTION																
	4" WHITE LINE		4" YELLOW LINE		DURABLE 4" WHITE LINE		DURABLE ARROW MARKING		DURABLE LETTER IN WORD MARKING		TRAFFIC SIGNS, TYPE A		FLANGED CHANNEL SIGN POST		REMOVING SIGNS		
UNIT	LF	LF	LF	LF	EA	EA	EA	EA	CY	SF	LB	EA	EA	EA	EA	EA	
HMA 2824	64400	108000	230	125	3	12	125	125	125	-	-	-	-	-	-	-	
HMA 2852	10500	2000	-	26	-	17	-	-	-	22	65	4	-	-	-	-	
HMA 2858	67267	124500	-	-	-	-	130	-	-	-	-	-	-	-	-	-	
GRAND TOTAL	132723	234500	230	151	3	29	255	22	65	4	-	-	-	-	-	-	

PROJECT
SHAFTSBURY - ARLINGTON
ARLINGTON
ARLINGTON

NO. HMA 2852
HMA 2858

SHEET 3 OF 34 SHEETS.

STATE OF VERMONT
AGENCY OF TRANSPORTATION



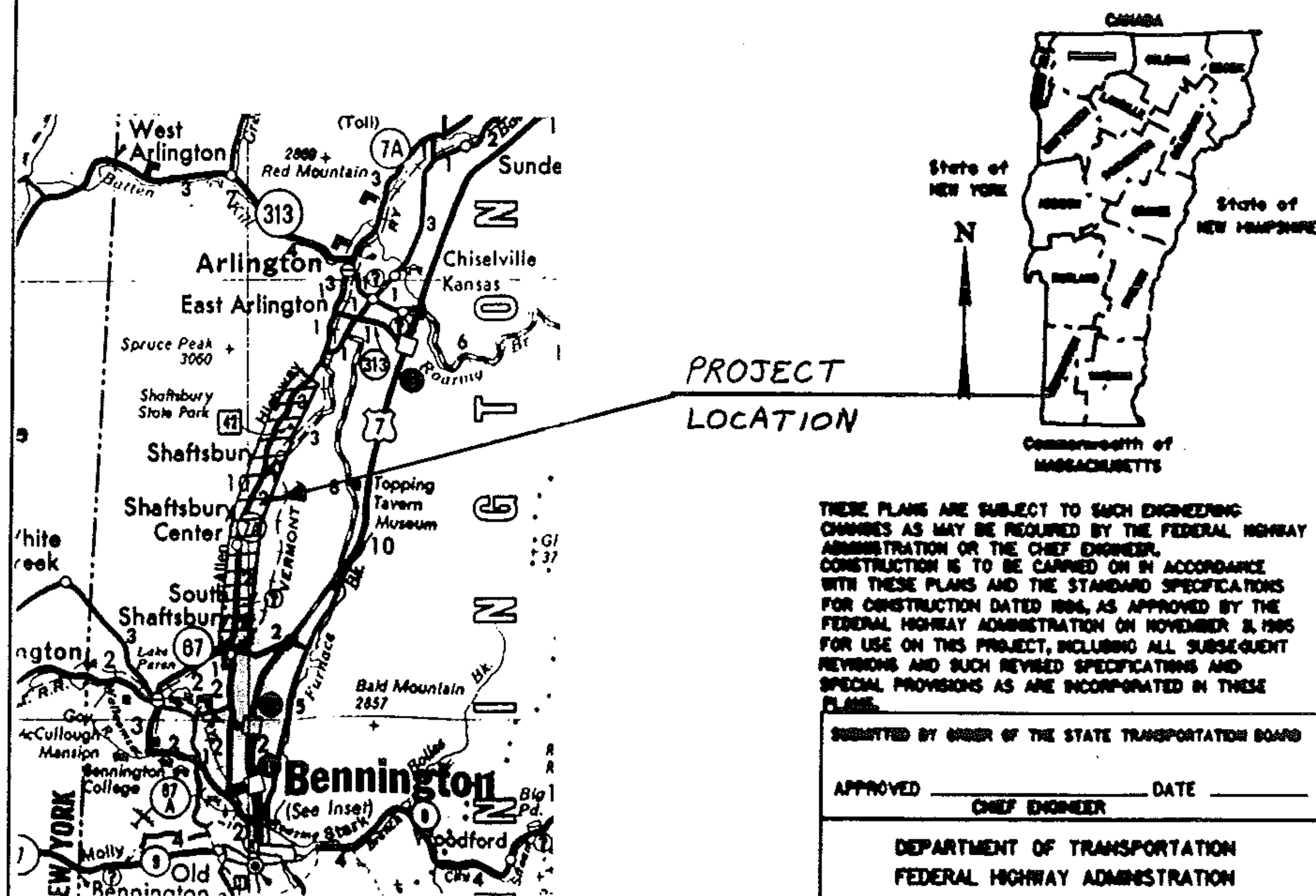
PROPOSED IMPROVEMENT

TOWN OF SHAFTSBURY-ARLINGTON

COUNTY OF BENNINGTON

ROUTE NO. VT-7A

ROUTE CLASS FAS



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 8, 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# 2824

SHEET 4 OF 34 SHEETS

SEE SHEET 5 FOR INDEX

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TOWN ROADS
- 10 PAVEMENT MARKING QUANTITIES
- 11 PROJECT LENGTHS AND ITEM
QUANTITIES
- 12-13 GUIDELINES FOR MINIMUM INTERIM PAVEMENT
MARKINGS IN CONSTRUCTION ZONES
- 14-15 MAINLINE PAVEMENT MARKING AT
INTERSECTING SIDE ROAD

PROJECT SHAFTSBURY ~
ARLINGTON

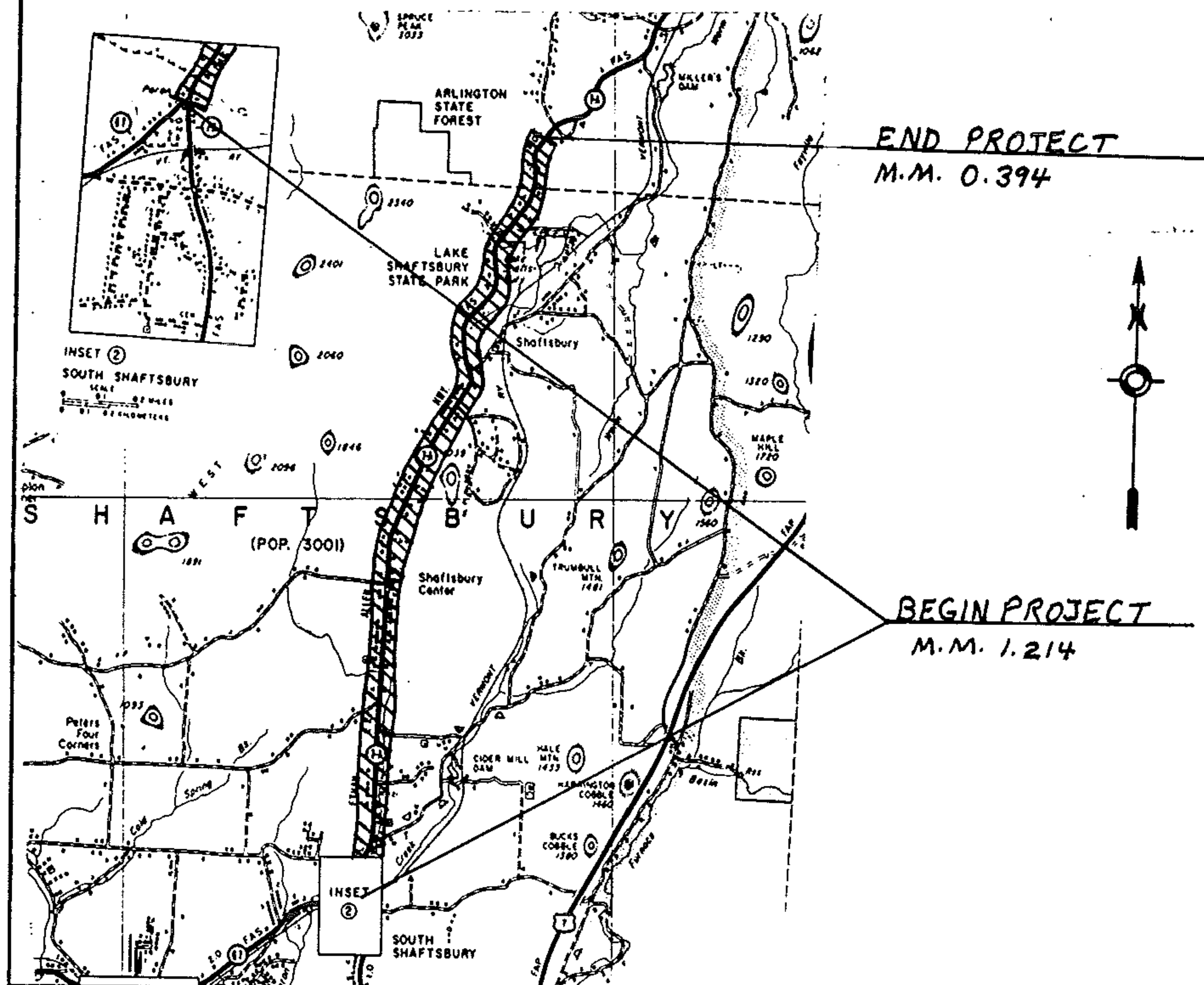
NO. HMA 2824
SHEET 5 OF 34 SHEETS

DESCRIPTION AND LOCATION

PROJECT LENGTH: 6.075 MILES; 32,076 FEET

1986 ADT: 2880

BEGINNING IN THE TOWN OF SHAFTSBURY ON VT ROUTE 7A M.M. 1.214 AND EXTENDING NORTHERLY 6.075 MILES TO M.M. 0.394 IN THE TOWN OF ARLINGTON. RESURFACING OF THE HIGHWAY AND NEW PAVEMENT MARKINGS.



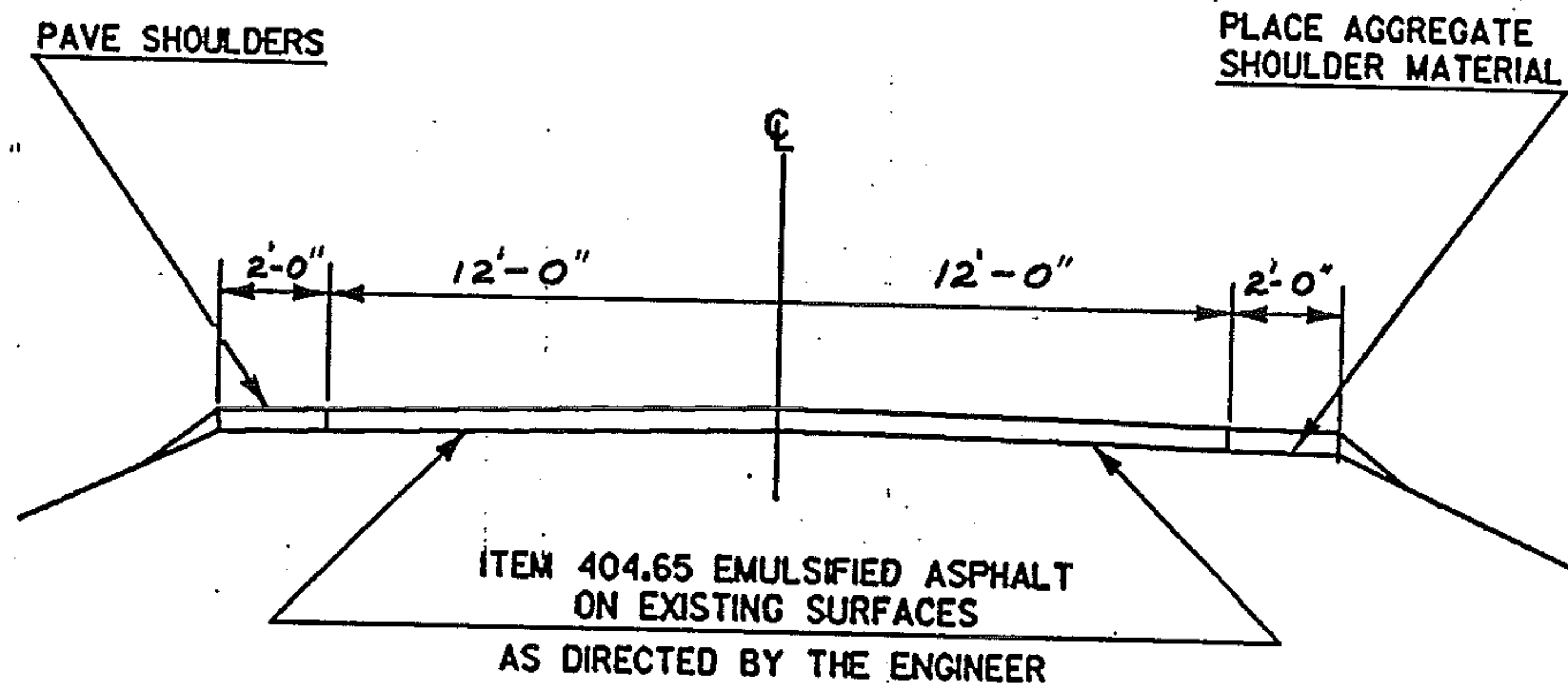
PROJECT SHAFTSBURY-ARLINGTON

NO. HMA 2824

SHEET 6 OF 34 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 LEVELING COURSE TYPE IV (VARIES FROM 300/350 TONS/MILE)
 1 1/4" WEARING COURSE TYPE III (± 1/4")
 AS DIRECTED BY THE ENGINEER



AVERAGE WIDTH OF ROADWAY IS 24 FT.
 AVERAGE WIDTH OF SHOULDER IS 2 FT. HOWEVER IT
 VARIES THROUGHOUT THE PROJECT.
 IF GRAVEL OR DETERIORATED SHOULDERS EXIST REFER TO
 TYPICAL ON SHEET 8 OF 34 AS DIRECTED BY THE ENGINEER
 GENERAL NOTE: RESURFACE EXISTING BITUMINOUS CONCRETE
 SURFACE WHICH INCLUDES TRUCK CLIMBING LANES
 AND ACCELERATION LANES.

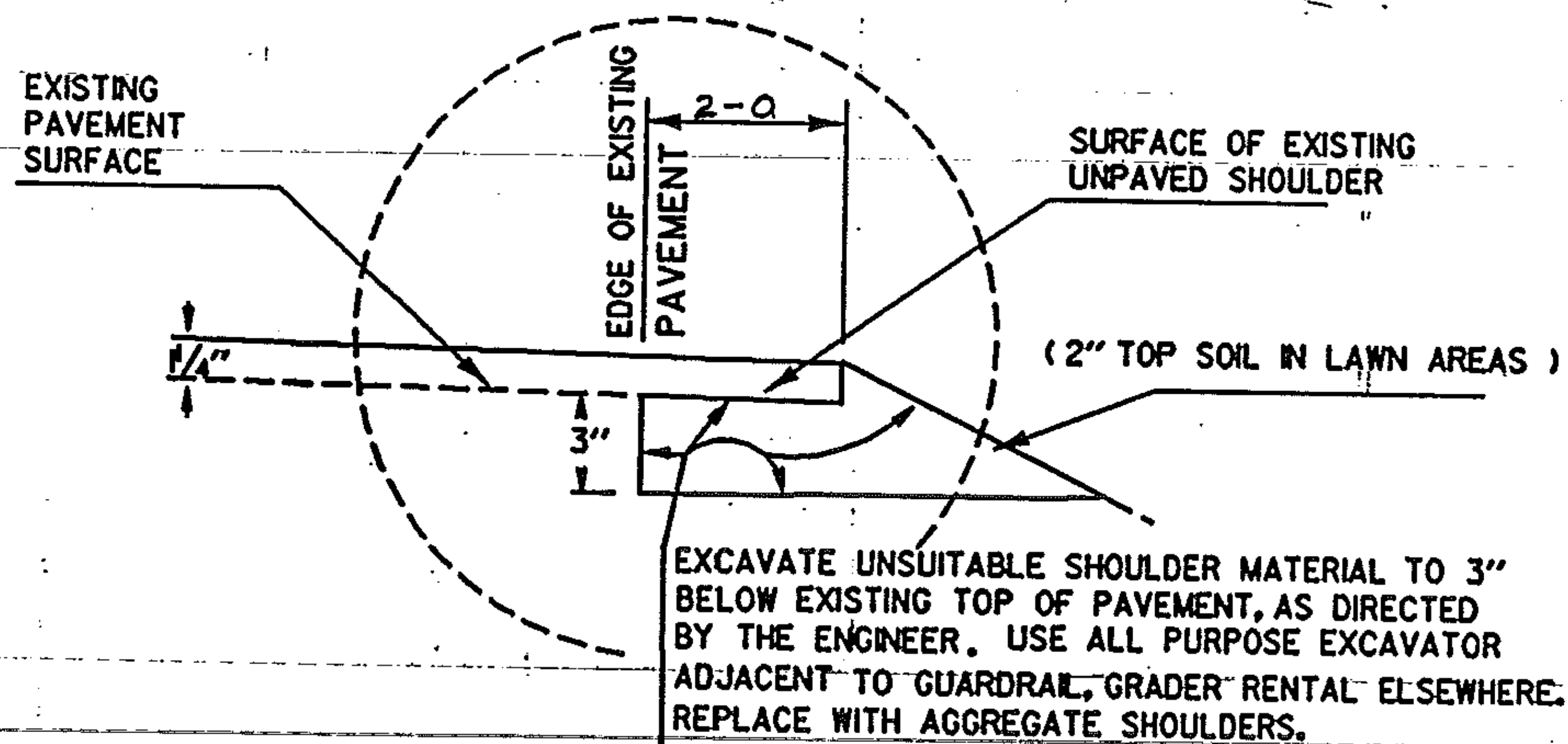
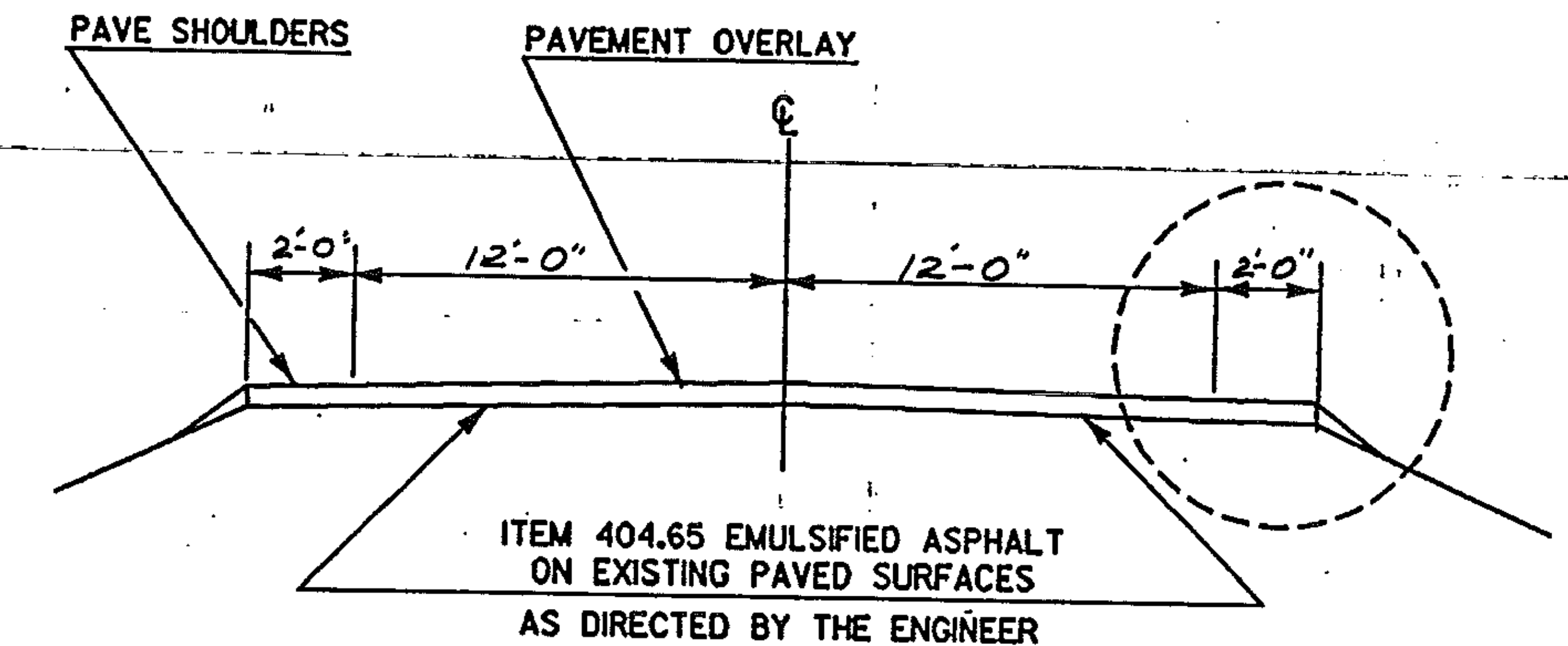
PROJECT SHAFTSBURY - ARLINGTON

NO. HMA 2824

SHEET 7 OF 34 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 AGGREGATE SHOULDERS ($\pm 1/2"$)
 LEVELING COURSE TYPE IV (VARIES FROM 300/350 TONS/MILE)
 1 1/4" WEARING COURSE TYPE III ($\pm 1/4"$)
 AS DIRECTED BY THE ENGINEER



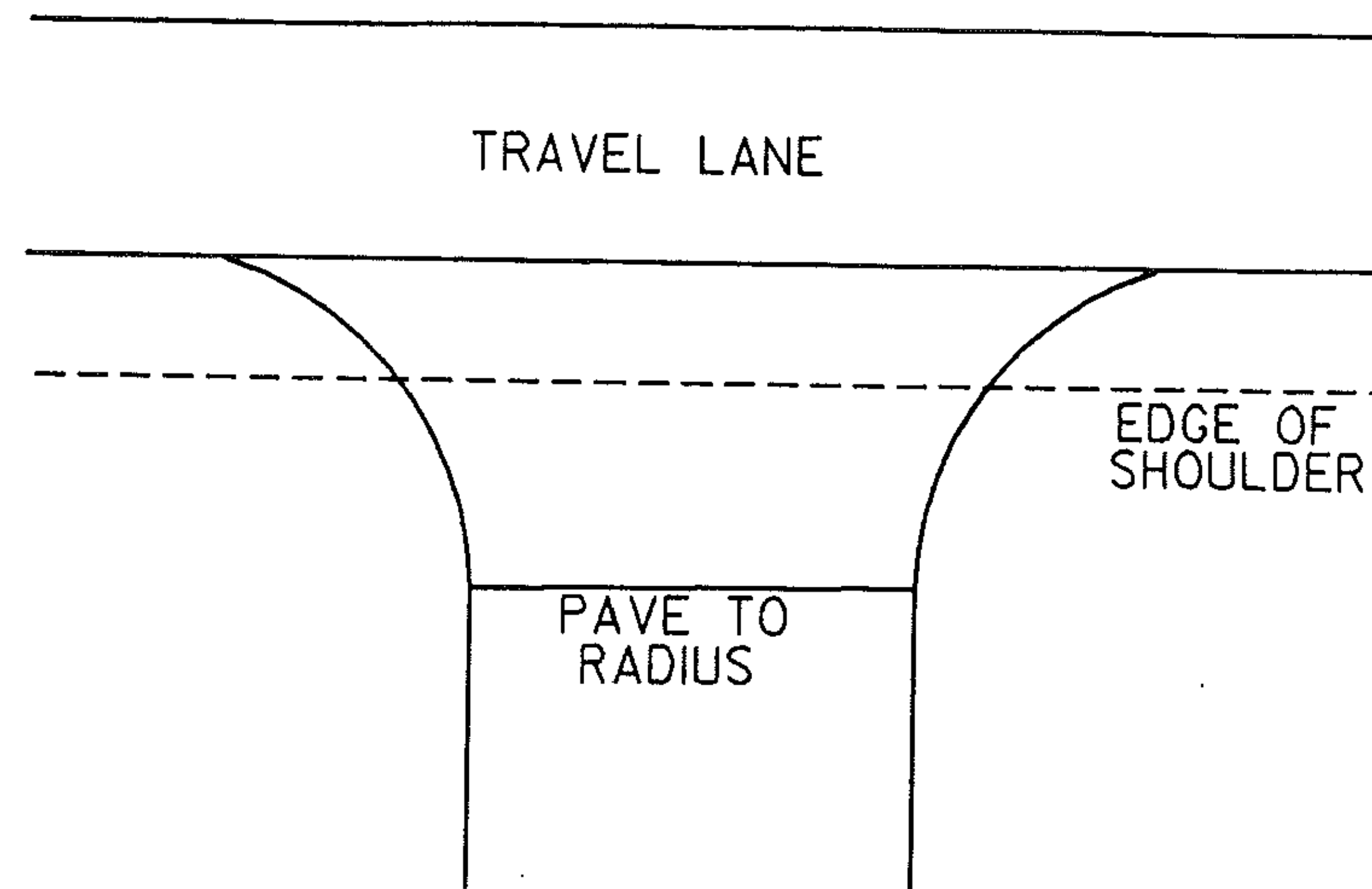
PROJECT SHAFTSBURY - ARLINGTON

NO. HMA 2824

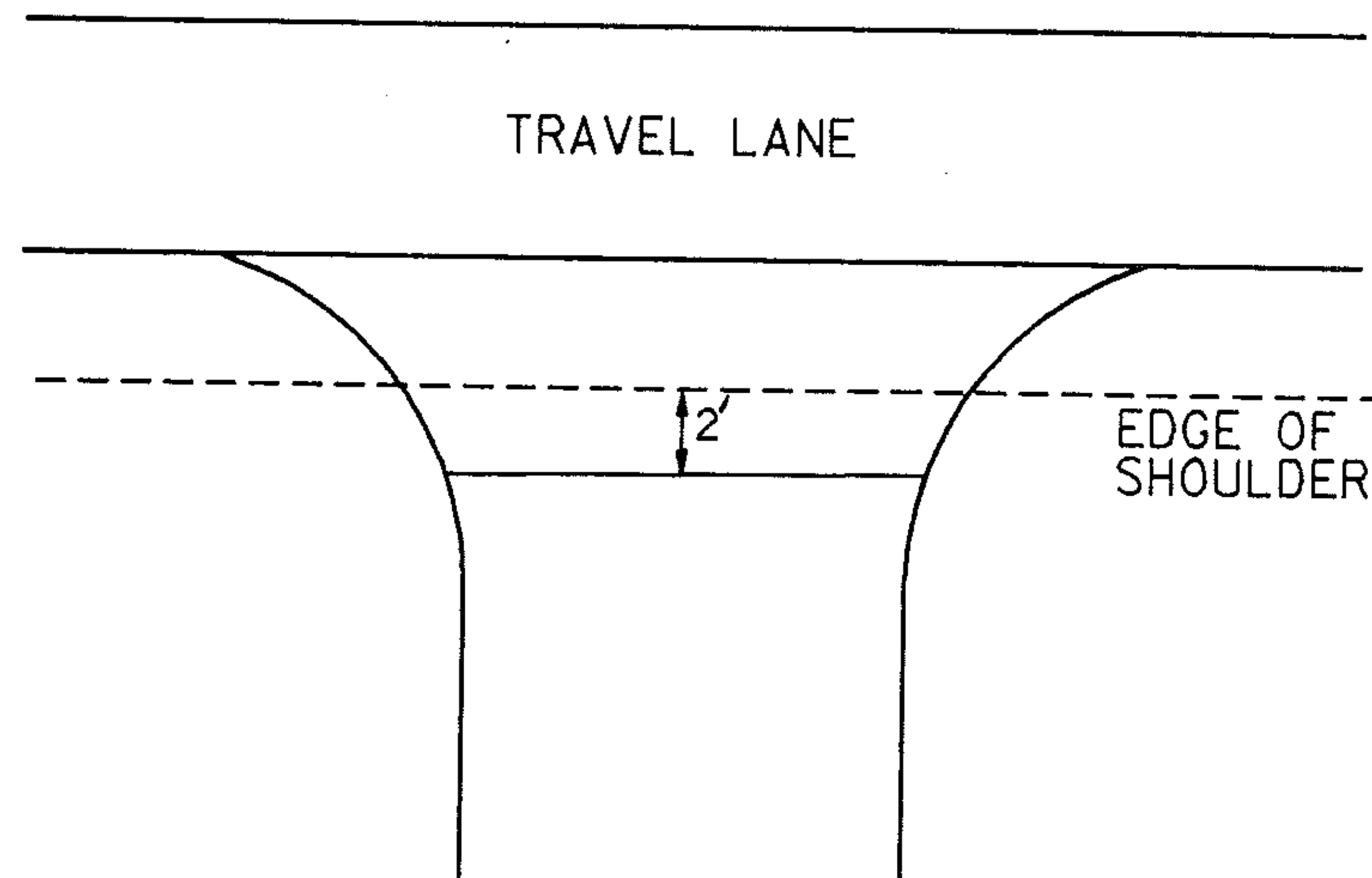
SHEET 8 OF 34 SHEETS

PAVING LIMITS FOR DRIVES & TOWN ROADS

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



PROJECT SHAFTSBURY-ARLINGTON

NO. HMA 2024

SHEET 9 OF 34 SHEETS

TEMPORARY 4" REFLECTORIZED YELLOW LINE

	MILE	MILE	LT	RT	Q	QUANTITY LT	QUANTITY Q	QUANTITY RT	TOTALS
↑	1.21	1.69	S	S		2534		2534	5068
	1.69	1.86	S	D		898		224	1122
	1.86	1.90	D	S		53		211	264
	1.90	2.62	S	S		3802		3802	7604
	2.62	2.83	S	D		1109		277	1386
	2.83	3.15			D		422		422
	3.15	3.30	D	S		198		792	990
	3.30	3.90	S	S		3168		3168	6336
	3.90	4.19	S	D		1531		383	1914
	4.19	4.49			D		396		396
	4.49	4.51	S	D		106		26	132
	4.51	4.82	S	S		1637		1637	3274
	4.82	4.93	S	S		581		581	1162
↓	4.93	6.89	S	S		10349		10349	20698
Arlington	0.00	0.39	S	S		2059		2059	4118
								Subtotal =	54886
								Assume 100% Loss Due To Leveling =	54886
								Minus 11 Roadway openings @ 80' Ea. x 2 Courses of Pavement =	1760
								TOTAL =	108,000L

TEMPORARY 4" REFLECTORIZED WHITE LINE

			LT	RT		Quantity LT		Quantity RT	
SHAFT SBURY	1.21	6.89	SOLID	SOLID		29990		29990	59980
ARLIN STON	0.00	0.39	SOLID	SOLID		2059		2059	4118
SHAFT SBURY	5.28	5.33 [±]	230'	RT. Turn Lane				230	230
		5.28	LETTER IN WORD					Total =	64328
					*			Rounding =	72
			LETTER IN WORD					Total =	64400
	5.28	5.33 [±]	RT. Arrow Markings			ARROWS	3		3
			LETTER IN WORD			LETTERS	12		12

*SEE SKETCH SHEET 6A

PROJECT SHAFTSBURY-ARLINGTON

NO. DURABLE STOP BAR
HMA 2824
SHEET 10 OF 34 SHEETS

PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION														
ITEM NO.														
UNIT														
SHAFTSBURY - ARLINGTON														
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GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
IN CONSTRUCTION ZONES

- 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.

GORE AREA
(GORE AREAS TO INCLUDE 8' CHANNELIZING LINE AND DASHED LINE)
PER STANDARD SHEET E-50

- B. EDGE LINES

~~WHEN 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.~~

- C. TEMPORARY MARKINGS MAY CONSIST OF PAINT, TAPE OR RAISED PAVEMENT MARKERS (RPM'S). THE TAPE SHALL BE A RETRO-REFLECTIVE FILM ON A CONFORMABLE METALLIC 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. TEMPORARY TAPE MARKINGS WILL BE OFFSET AND REMOVED WHEN PROJECT IS FINISHED AND FINAL CENTERLINE PAINTED. THE TAPE SHALL BE THE TYPE THAT IS REMOVABLE INTACT AND NOT SEPERATE AT ANY TIME. THE RPM'S SHALL HAVE A SELF-ADHESIVE BACKING EASILY REMOVED BEFORE PAVING AND SHALL CONFORM TO THE FOLLOWING LAYOUT PATTERN:

NO PASSING BARRIER
NO RPM'S ALLOWED.

DASHED LINE
FOUR RETRO-REFLECTIVE RPM'S ON 3 1/2 FOOT CENTERS WITH A 30' GAP.

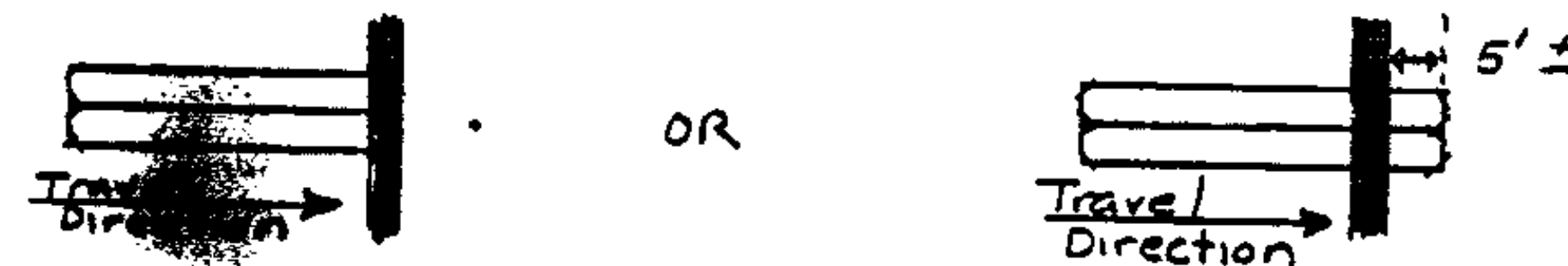
SOLID LINE - EDGE LINES
INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER.
DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

- D. 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.
- E. 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).
- F. 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.

REVISED
02/11/85

APPLICATION NOTES

1. Edge lines shall be placed 1'-0" or more from curb.
2. Lane widths based on available roadway width. Preference shall be given to thru lanes with a preferred width of 12'. Left and right turn lanes may be between 10'-12' in width.
3. Exclusive turn lanes (left or right) - Turn lane lanes shall be solid and extend back from the stopbar an adequate distance to store turning vehicles. Generally, the lane line will extend back to the point of full lane width. The edge line taper rate should be 15:1 (minimum). In urban areas an 80' minimum is required. In both rural and urban areas a 200' taper is desirable. An estimate of length required can be determined by dividing the average hourly turning volume by the number of cycles per hour. Multiply the result by 25' per vehicle and then multiply by 1.5 to 2.0. Existing geometry may restrict turn lane length.
4. Turn arrows shall be placed at the begin and end of the left or right turn lane and in the middle if the lane length exceeds 200'.
5. Turn arrows placed at the end of the lane with the stop bar shall be placed with a 4' gap between the stop bar and arrow.
6. There shall be a 4' gap between turn arrows and word markings.
7. When word markings are used at the beginning of a turn lane the markings shall begin at the start of the solid white lane line.
8. The word marking STOP shall be placed with a 4' gap between the marking and the stop bar.
9. Gore markings shown are only approximate. Marking shall be as detailed on Standard Sheet E-50.
10. Stopbars shall be located no closer than 40' from the nearest signal face and no further than 120' from the furthest face. At intersections where there are existing vehicle detector loops, care should be taken in locating the stop bar. In most cases the stopbar should be at or just behind the front edge of the loop.



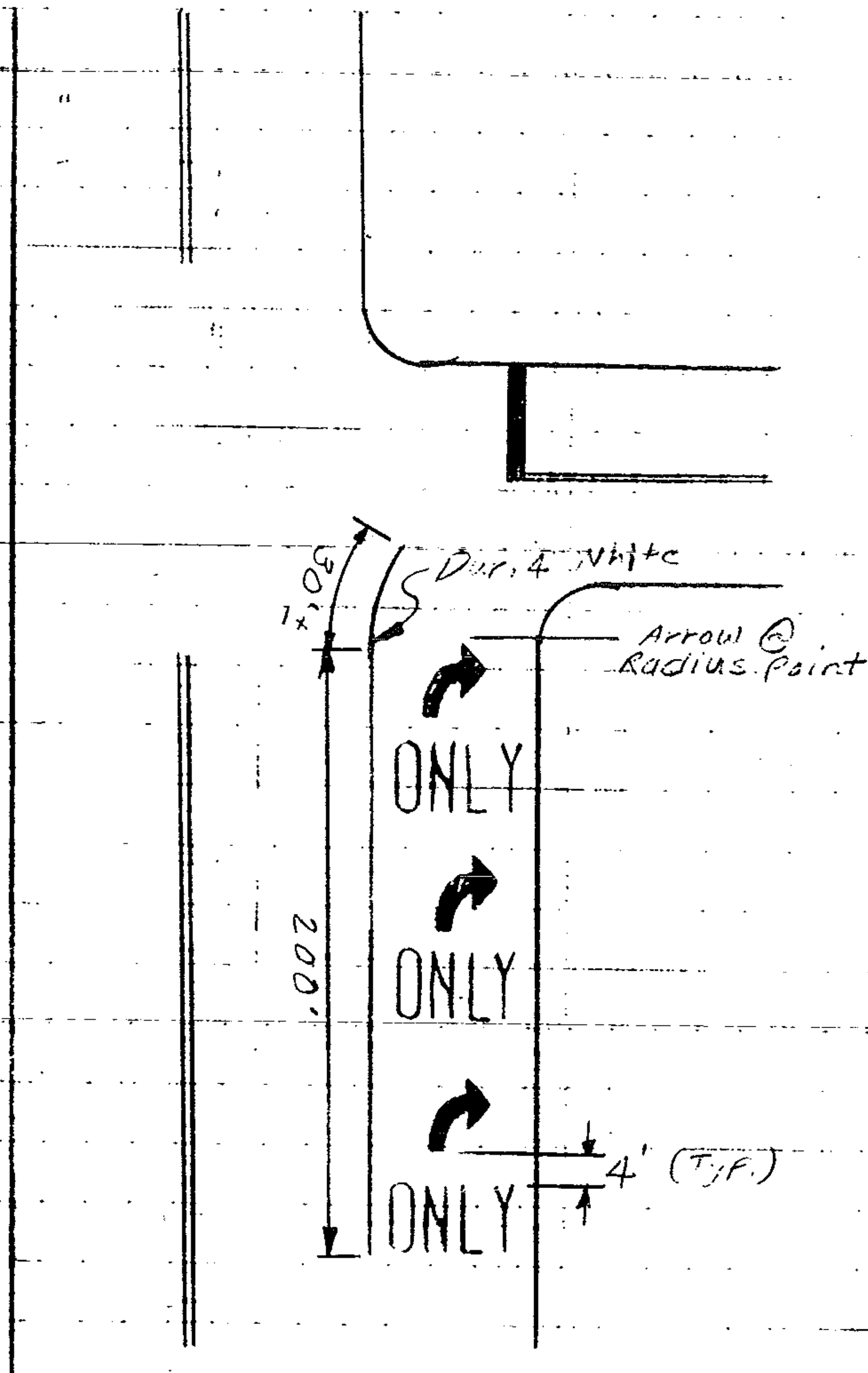
If loop locations are not known, contact either the Maintenance Division or Traffic Design for information.

11. Dotted line extensions (lane lines and/or centerline) may be used at some intersections to emphasize turning paths.
12. When two line text is used for pavement markings (Signal Ahead, etc.) the two words shall read up and have a space of 32' between them. The corresponding sign shall be half way between the words.

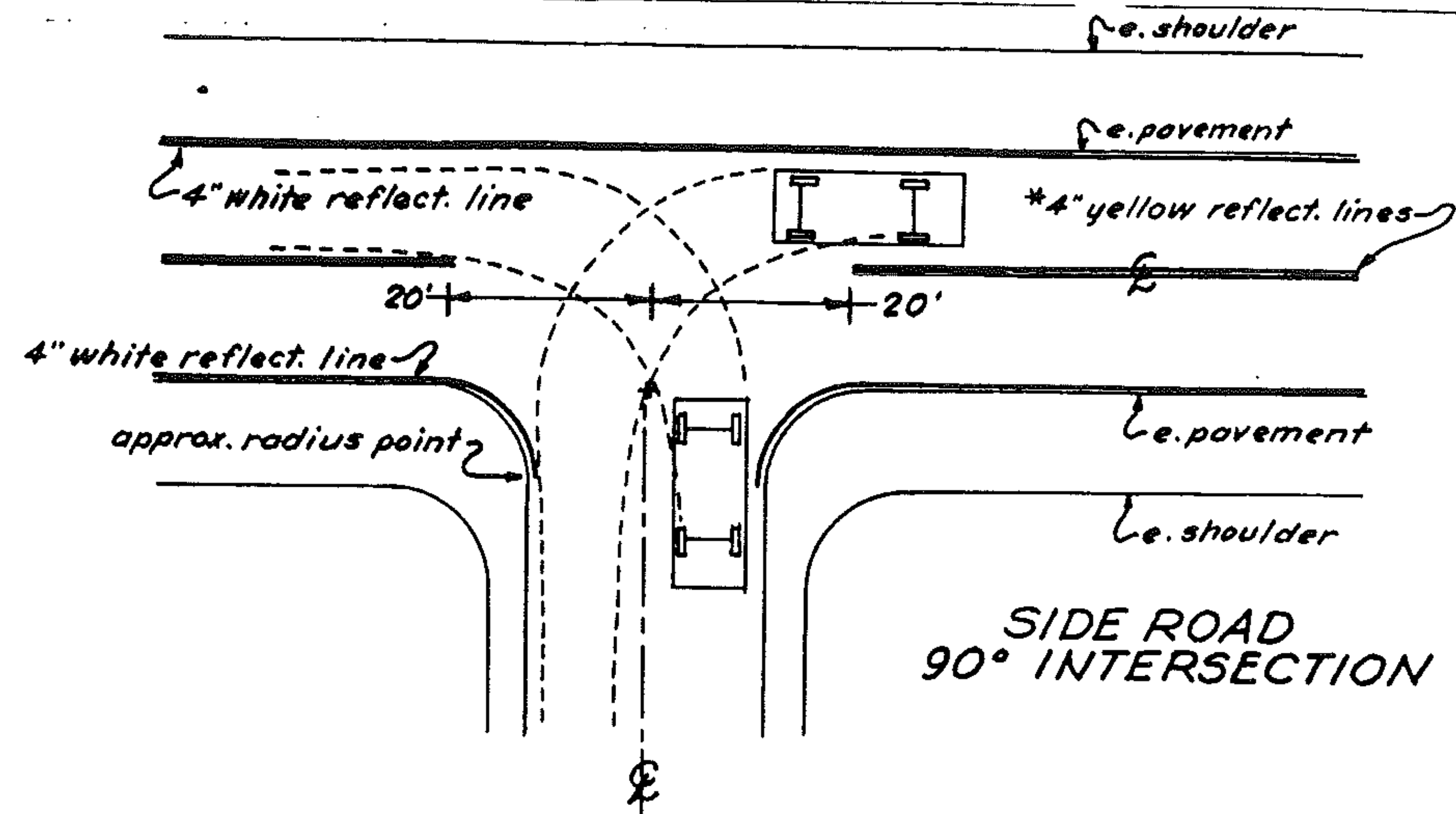
Revision - 11/84
 Note 3 revised
 Notes 10&11 added
 Note 12 added 8/85
 13 of 34

SHAFTSBURY- ARLINGTON

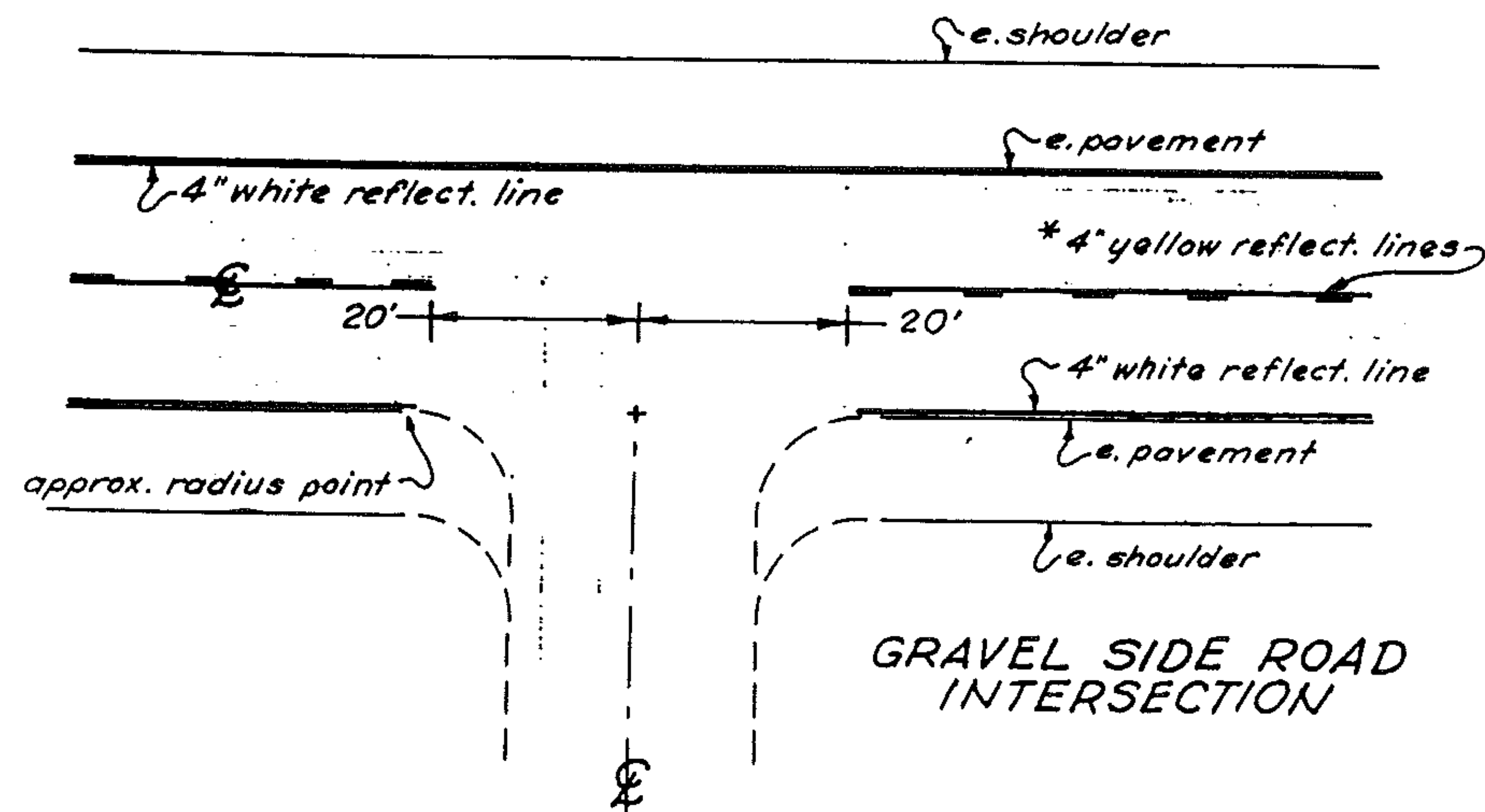
HMA 2824



Not To Scale



* 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.



STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT

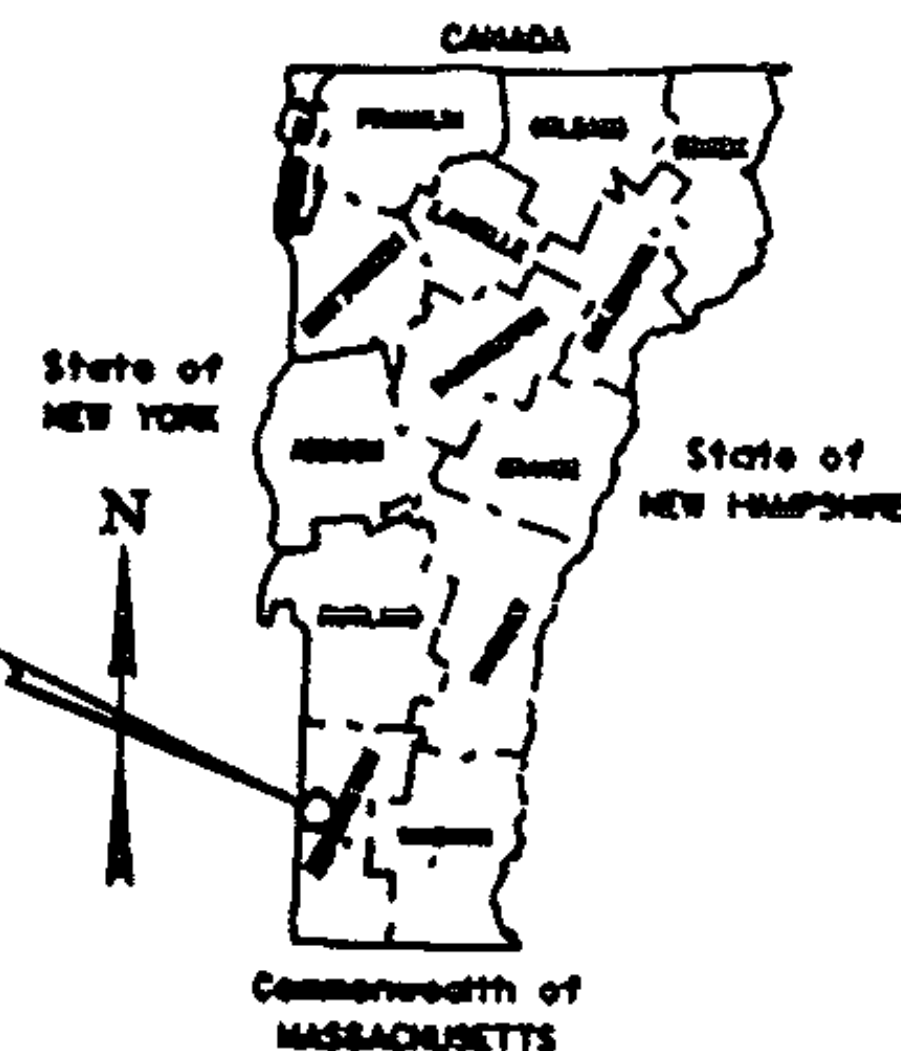
TOWN OF ARLINGTON

COUNTY OF BENNINGTON

ROUTE NO. VT. 313

ROUTE CLASS F.A.S.

PROJECT LOCATION



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 1986, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 2, 1985 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 NO. HMA2852

SHEET 6 OF 34 SHEETS

SEE SHEET 17 FOR INDEX

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PROJECT ARLINGTON

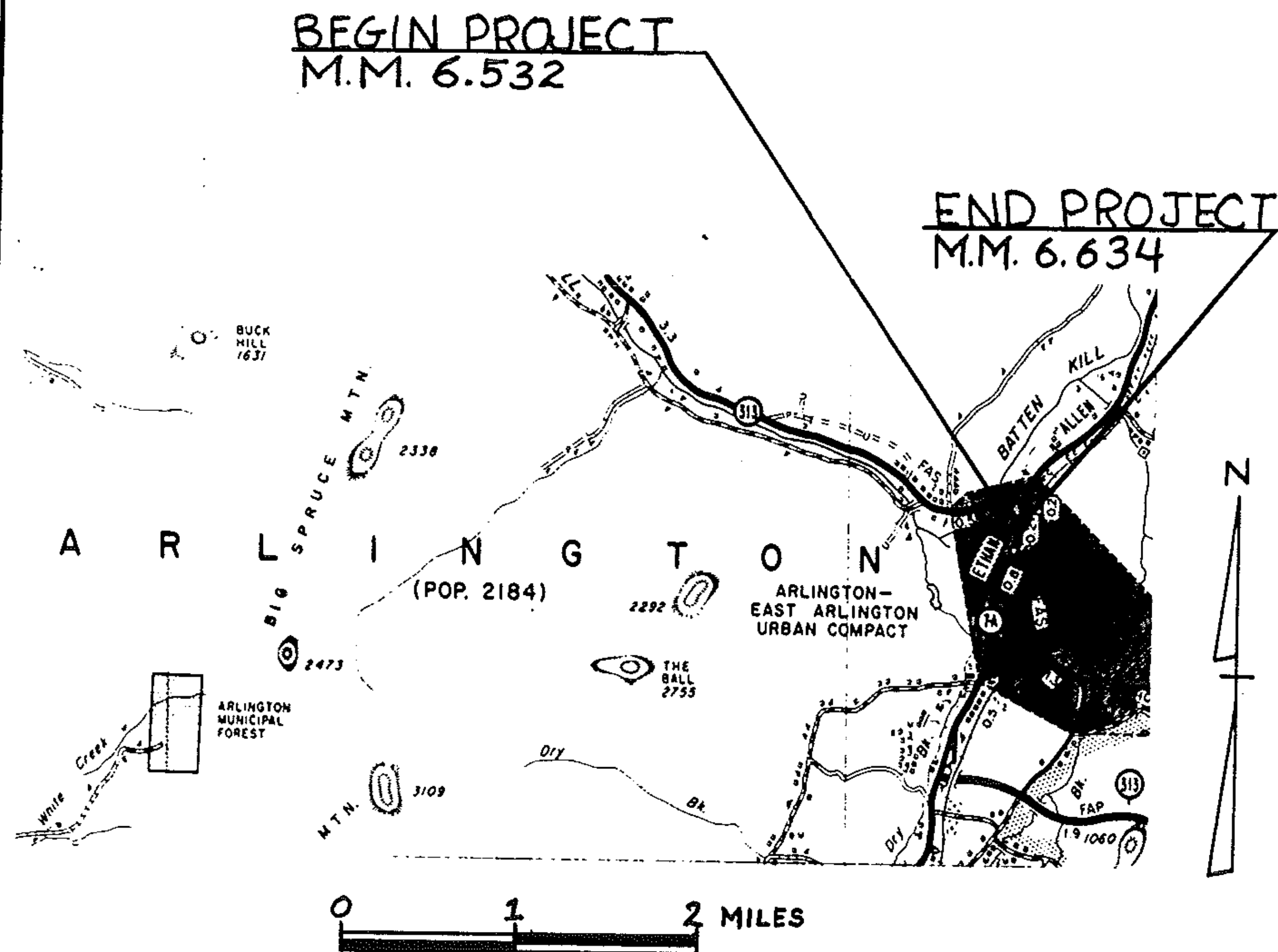
NO. _____

SHEET 17 OF 34 SHEETS

DESCRIPTION AND LOCATION

PROJECT LENGTH: 0.102 MILE , 538.56 FEET
1986 A.D.T. : 2160

BEGINNING IN THE TOWN OF
ARLINGTON ON VT. 313 AT M.M. 6.532 AND
EXTENDING EASTERLY 0.102 MILE TO
M.M. 6.634. RESURFACING OF THE HIGHWAY
AND ITS APPROACHES, NEW PAVEMENT
MARKINGS.



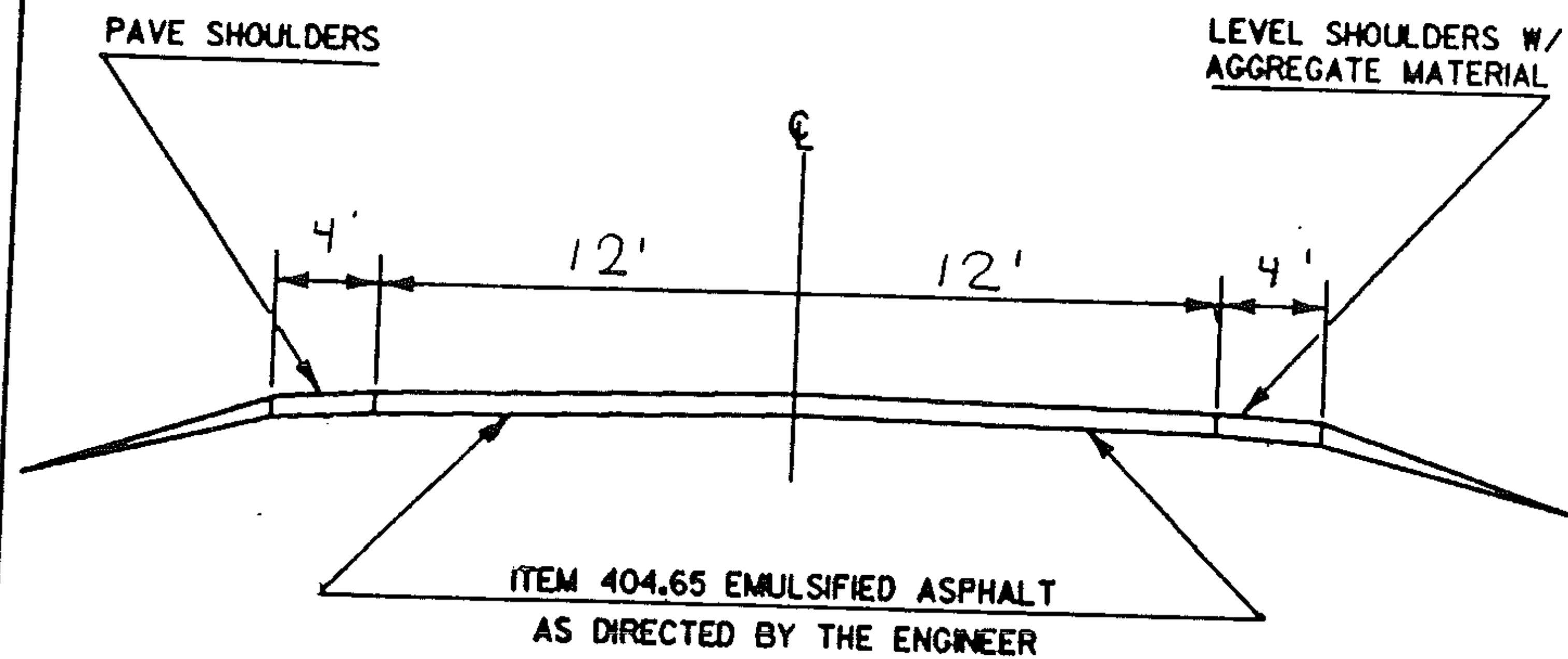
PROJECT ARLINGTON

NO. HMA 2852

SHEET 18 OF 34 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
LEVELING COURSE TYPE IV (363 TONS/MILE)
1 1/4" WEARING COURSE TYPE IV (± 1/4")
AS DIRECTED BY THE ENGINEER



ARLINGTON M.M. 6.532-6.634

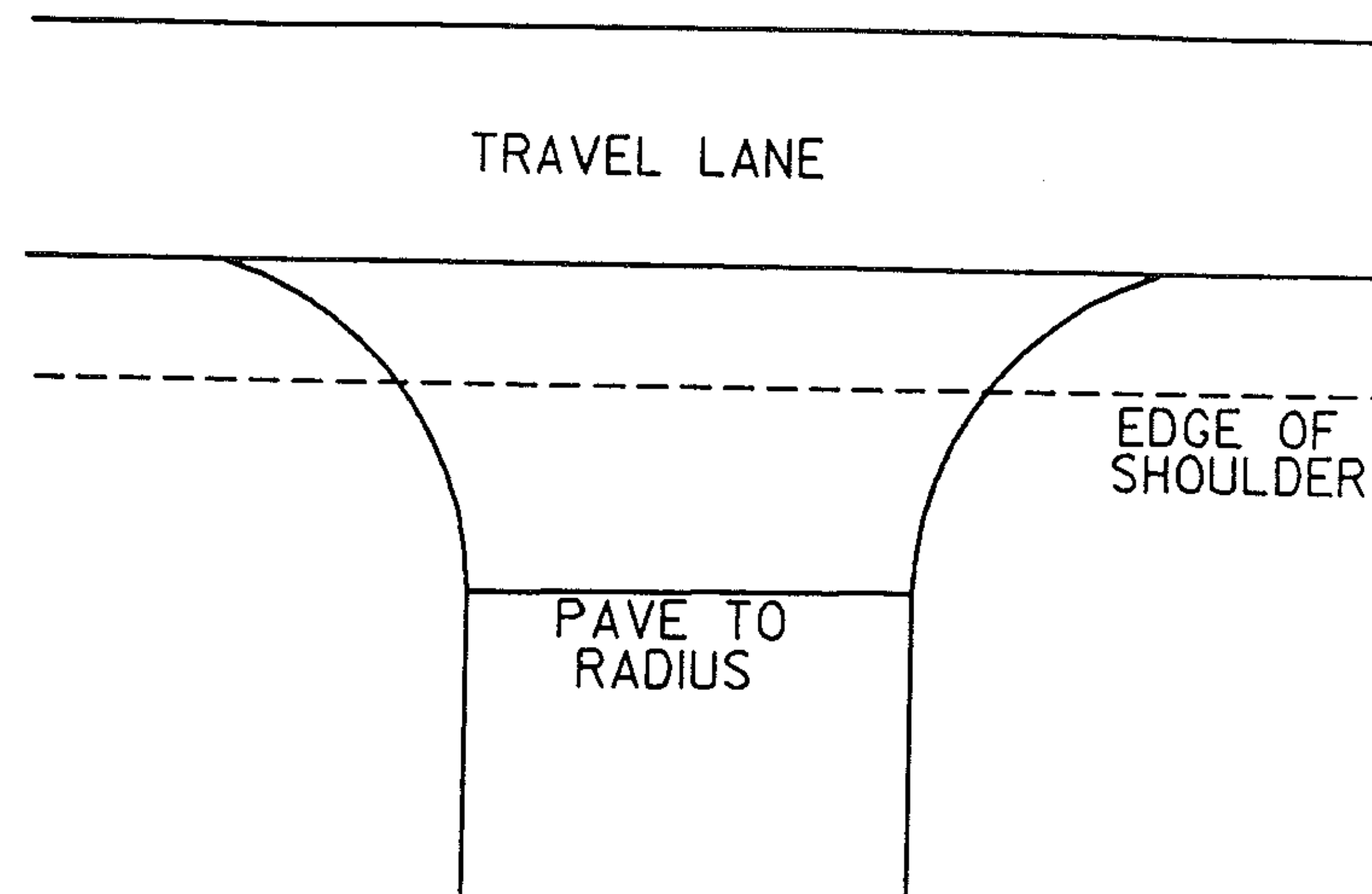
PROJECT ARLINGTON

NO. HMA 28.52

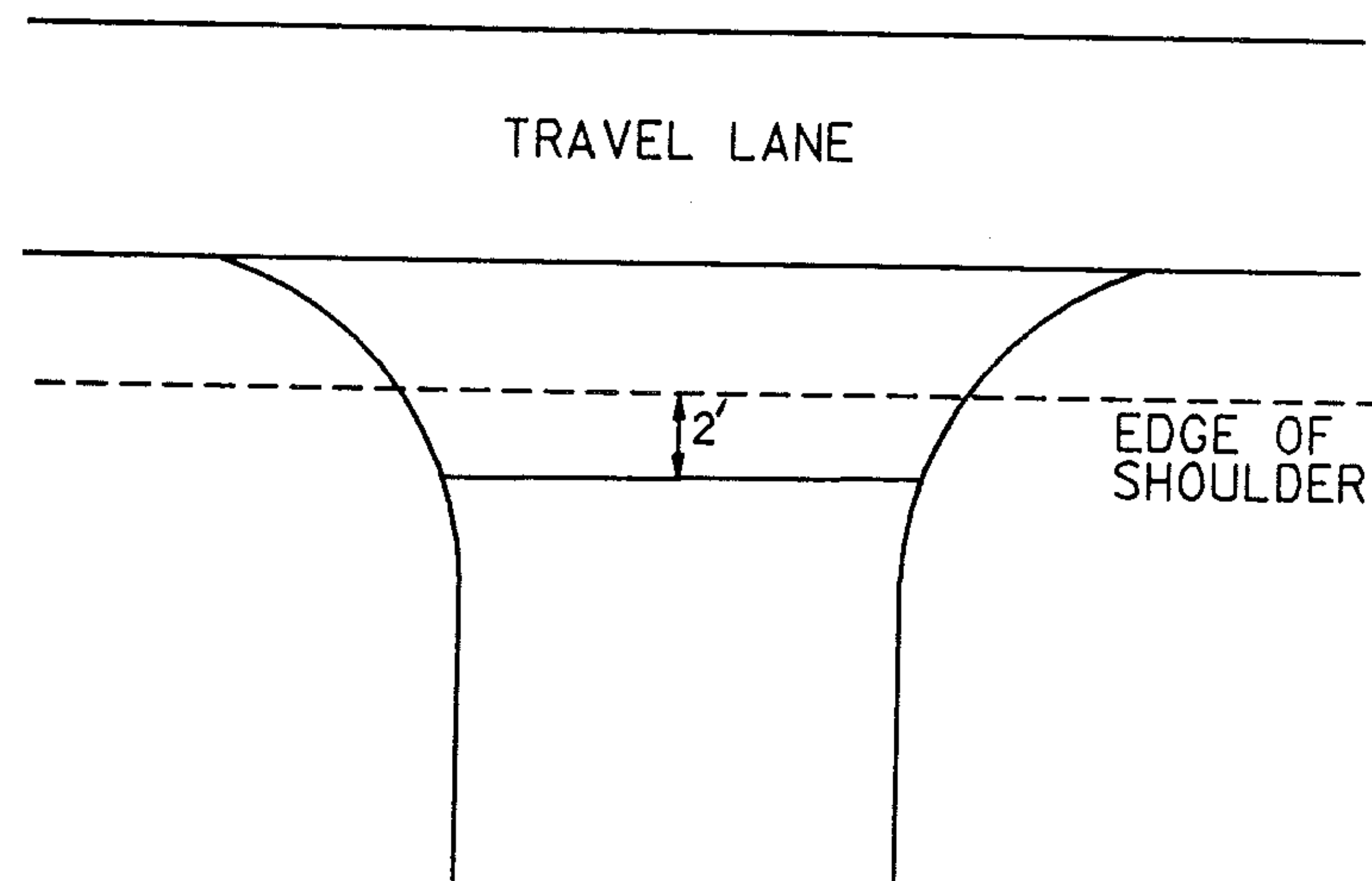
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PAVING LIMITS FOR DRIVES & TOWN ROADS

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



PROJECT ARLINGTON

NO. HMA 2852

SHEET 20 OF 34 SHEETS

	MILE	MILE	LT	RT		QUANTITY LT	QUANTITY C	QUANTITY RT	TOTALS
Sub	6.53	6.63	S	S		528		528	1,056
								SUBTOTAL=	1,056
								ASSUME 100% LOSS DUE TO LEAVING =	1,056
MINUS 1					ROADWAY OPENINGS @ .8' EA X 2 COURSES OF PAVEMENT				1,952
								Rounding 48 LF	
								TOTAL=	2,000 LF

[illegible]

NO. HMA 2852
SHEET 21 OF 34 SHEETS

PROJECT LENGTHS AND ITEM QUANTITIES

[illegible][illegible]

PROJECT ARLINGTON

NO. HMA 2852

SHEET 22 OF 34 SHEETS

GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
IN CONSTRUCTION ZONES

- 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.

GORE AREA
(GORE AREAS TO INCLUDE 8' CHANNELIZING LINE AND DASHED LINE)
PER STANDARD SHEET E-50

- B. EDGE LINES

~~WHEN SPECIFIED, EDGE LINES ARE NOT REQUIRED UNTIL COMPLETION OF THE PROJECT. ON INTERSTATE PROJECTS, TEMPORARY EDGE LINES SHOULD BE APPLIED WHEN TRAFFIC VOLUMES AND SPEEDS ARE HIGH AND DELAY OF SEVERAL DAYS IS ANTICIPATED.~~

- C. TEMPORARY MARKINGS MAY CONSIST OF PAINT, TAPE OR RAISED PAVEMENT MARKERS (RPM'S). THE TAPE SHALL BE A RETRO-REFLECTIVE FILM ON A CONFORMABLE METALLIC 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. TEMPORARY TAPE MARKINGS WILL BE OFFSET AND REMOVED WHEN PROJECT IS FINISHED AND FINAL CENTERLINE PAINTED. THE TAPE SHALL BE THE TYPE THAT IS REMOVABLE INTACT AND NOT SEPERATE AT ANY TIME. THE RPM'S SHALL HAVE A SELF-ADHESIVE BACKING EASILY REMOVED BEFORE PAVING AND SHALL CONFORM TO THE FOLLOWING LAYOUT PATTERN:

NO PASSING BARRIER
NO RPM'S ALLOWED.

DASHED LINE
FOUR RETRO-REFLECTIVE RPM'S ON 3 1/2 FOOT CENTERS WITH A 30' 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.

- D. 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.
- E. 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).
- F. 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.

REVISED
02/11/85

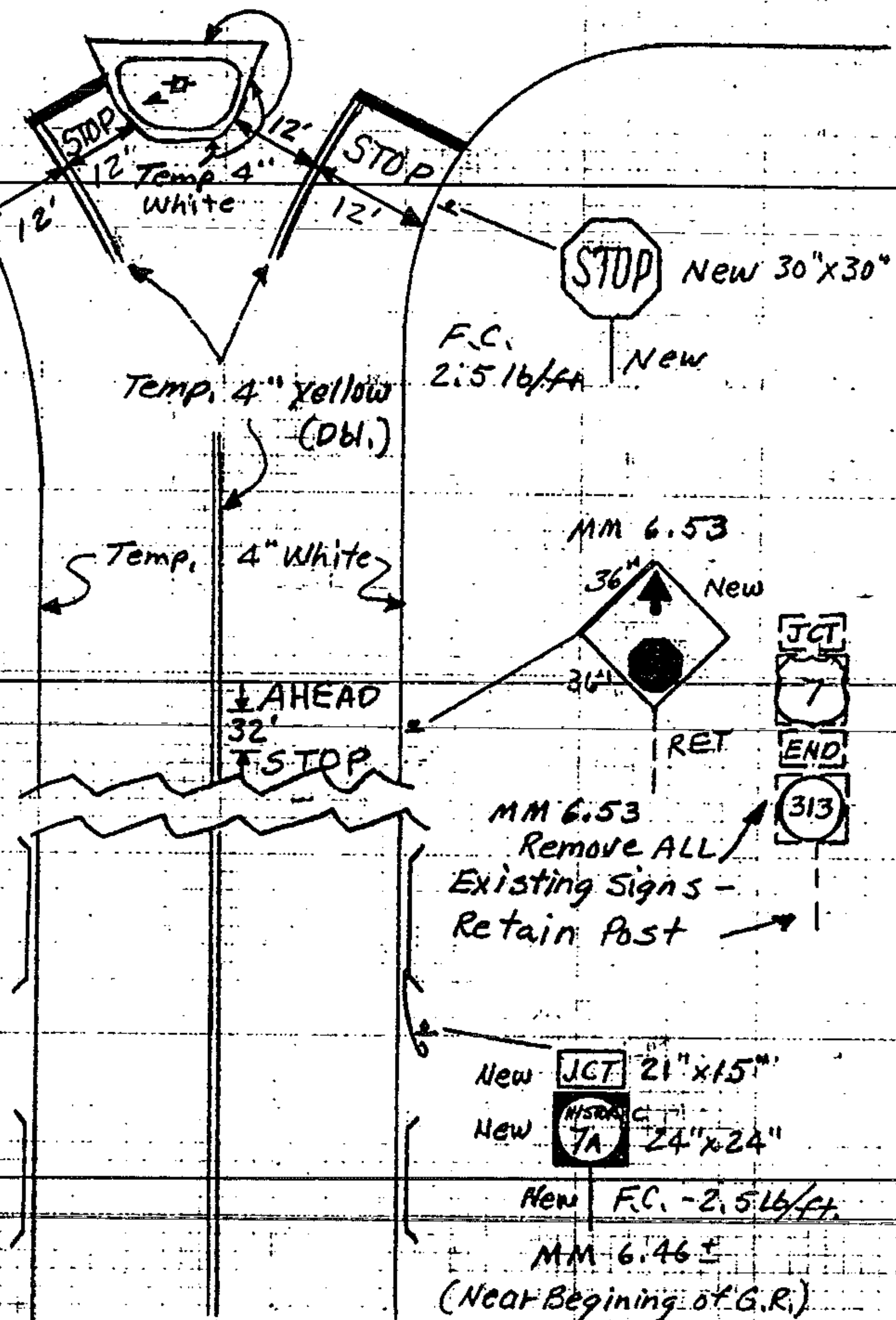
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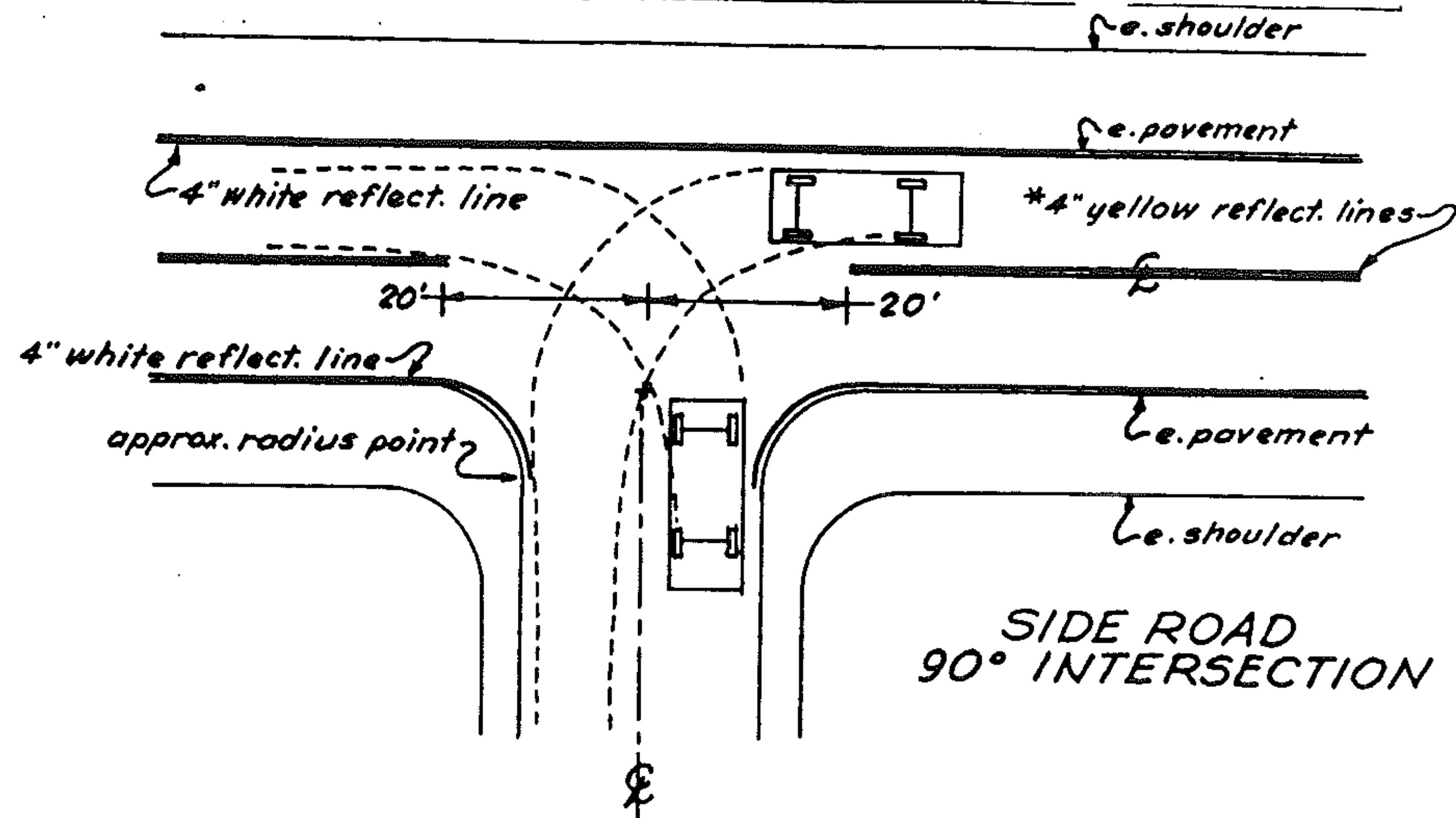
NOT TO SCALE

HISTORIC TA

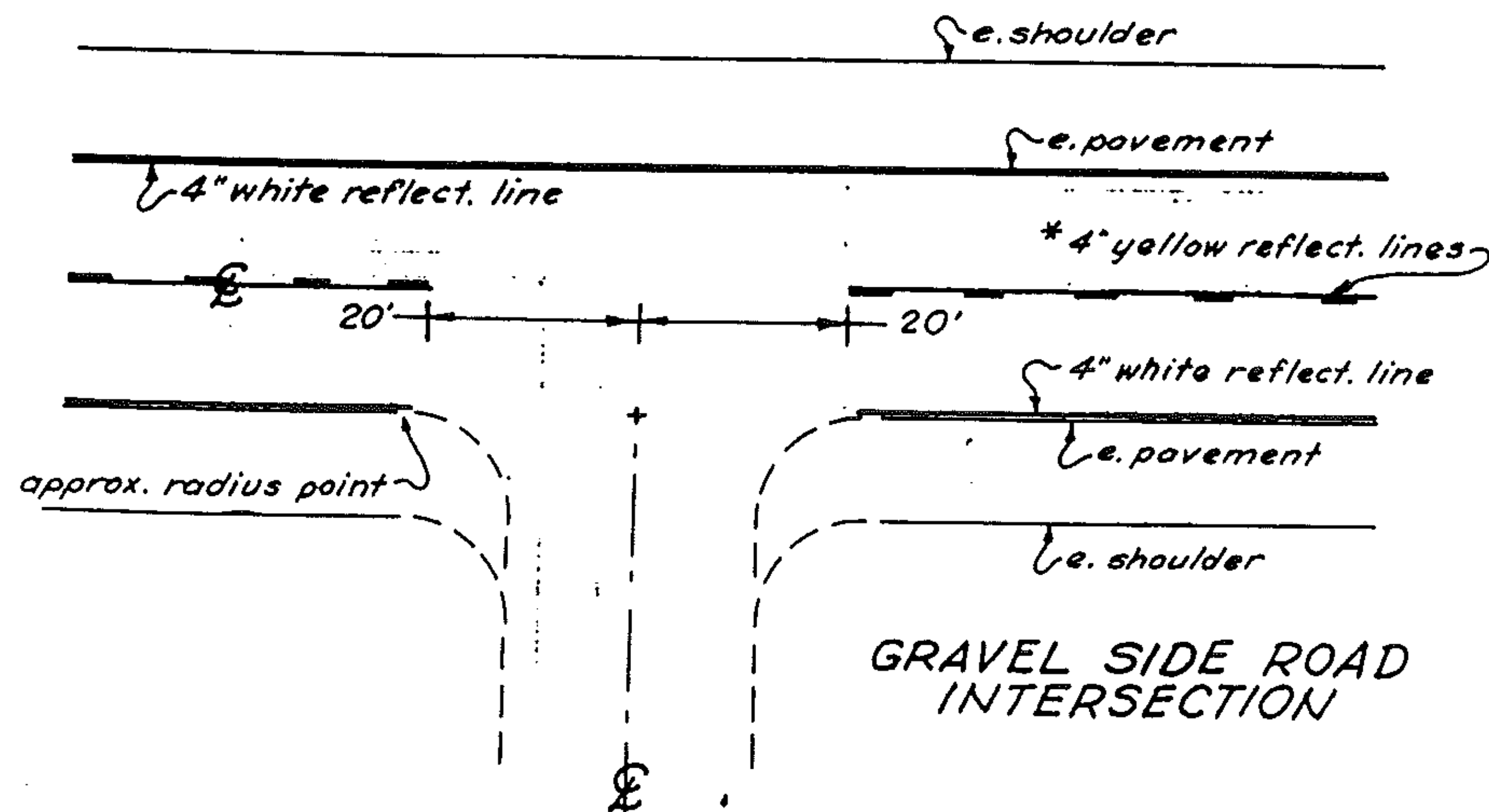
Location of Stop Bars
to Be Determined By
Resident Engineer.

Signs Not Shown To
Be Retained.





* 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.

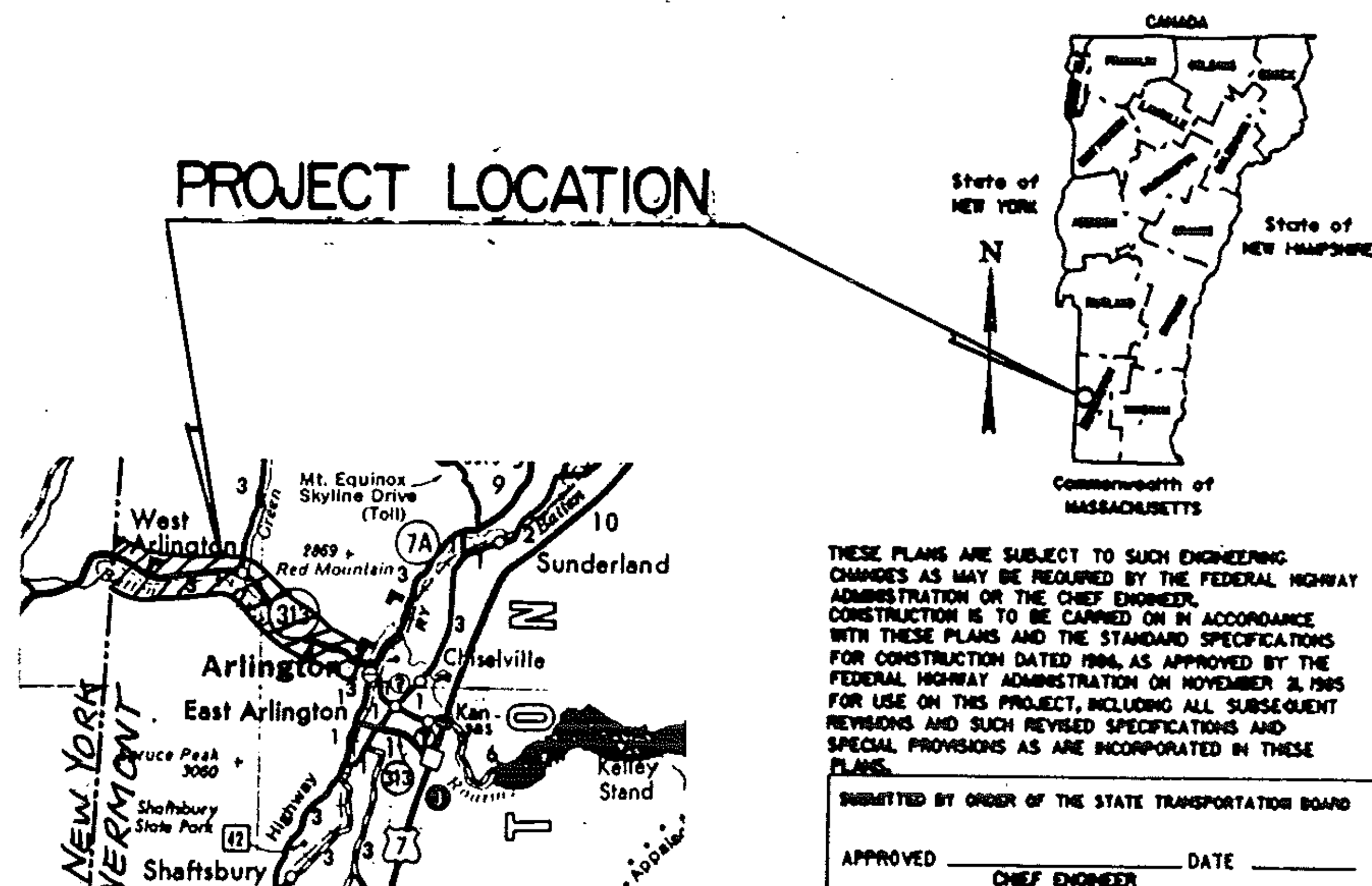


TOWN OF ARLINGTON

COUNTY OF BENNINGTON

ROUTE NO. VT 313

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 1964, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 2, 1965 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 NO. HMA 2858

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SEE SHEET 27 FOR INDEX

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34	MAINLINE PAVEMENT MARKING AT INTERSECTING SIDE ROAD

PROJECT ARLINGTON

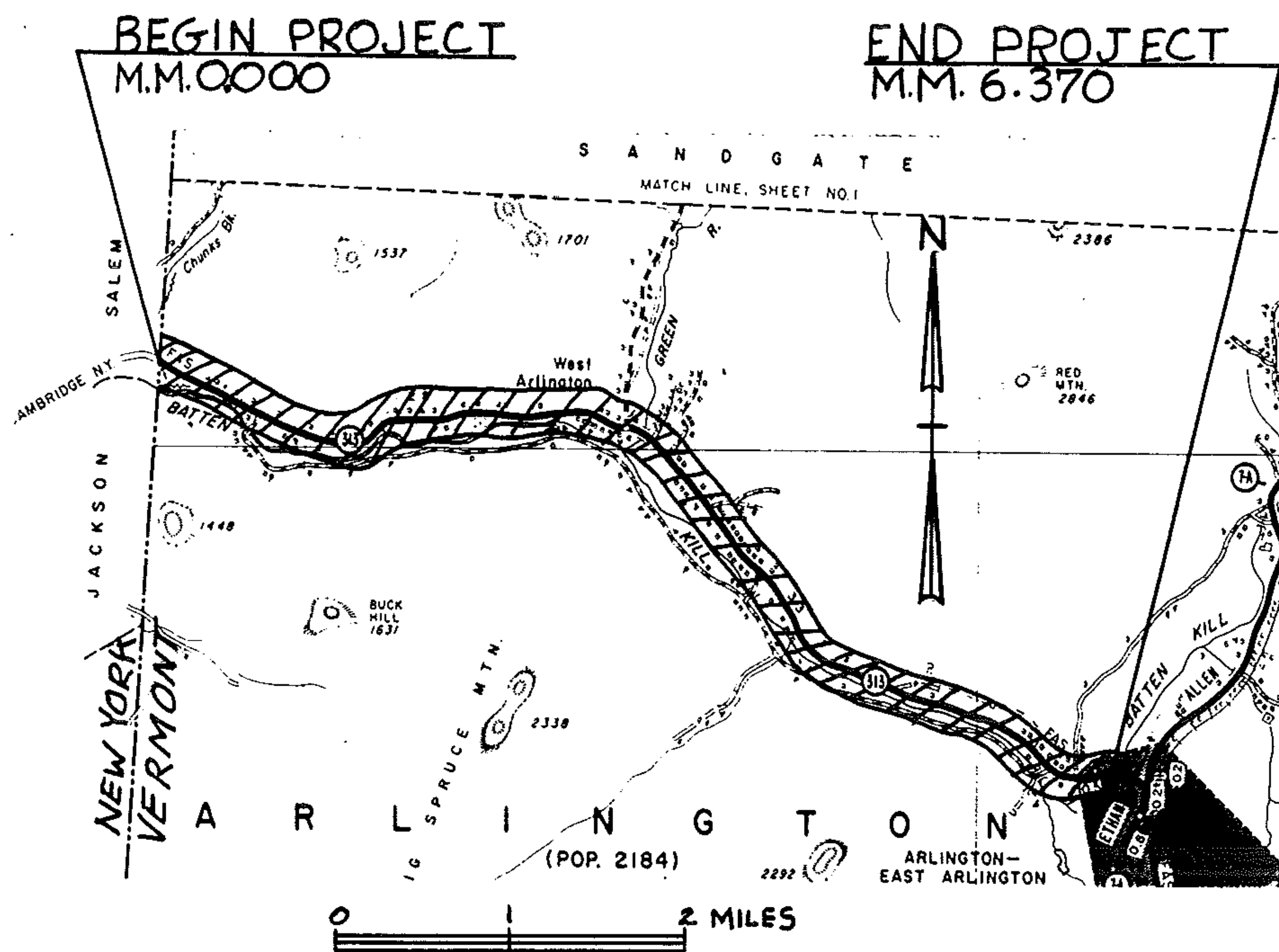
NO. _____

SHEET 27 OF 34 SHEETS

DESCRIPTION AND LOCATION

PROJECT LENGTH: 6.370 MILES, 33,633.60 FEET
1986 A.D.T.: 1690

BEGINNING IN THE TOWN OF
ARLINGTON AT THE NEW YORK STATE LINE
ON VT. 313 AT M.M. 0.000 AND EXTENDING
EASTERLY 6.370 MILES TO M.M. 6.370.
RESURFACING OF THE HIGHWAY AND ITS
APPROACHES, NEW PAVEMENT MARKINGS.



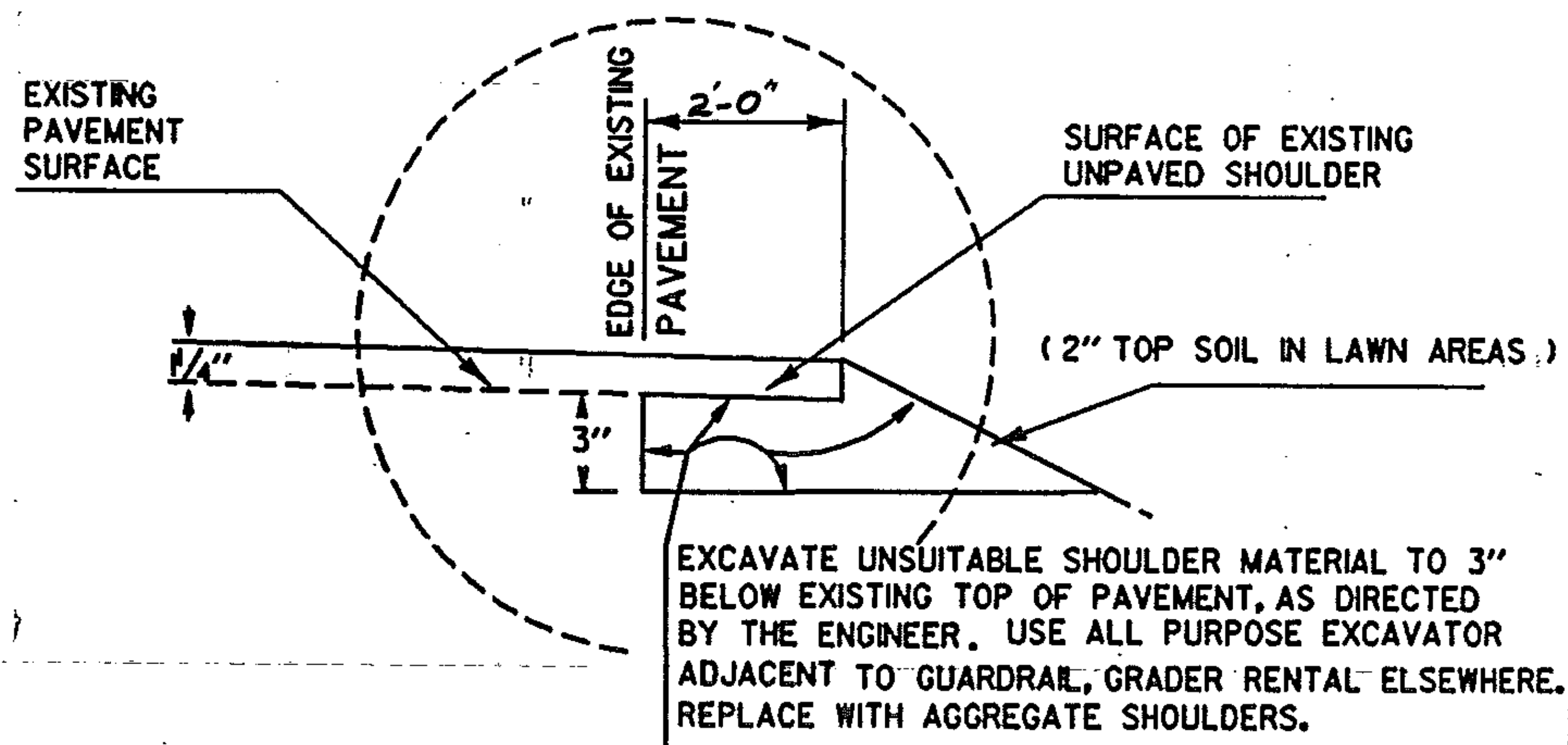
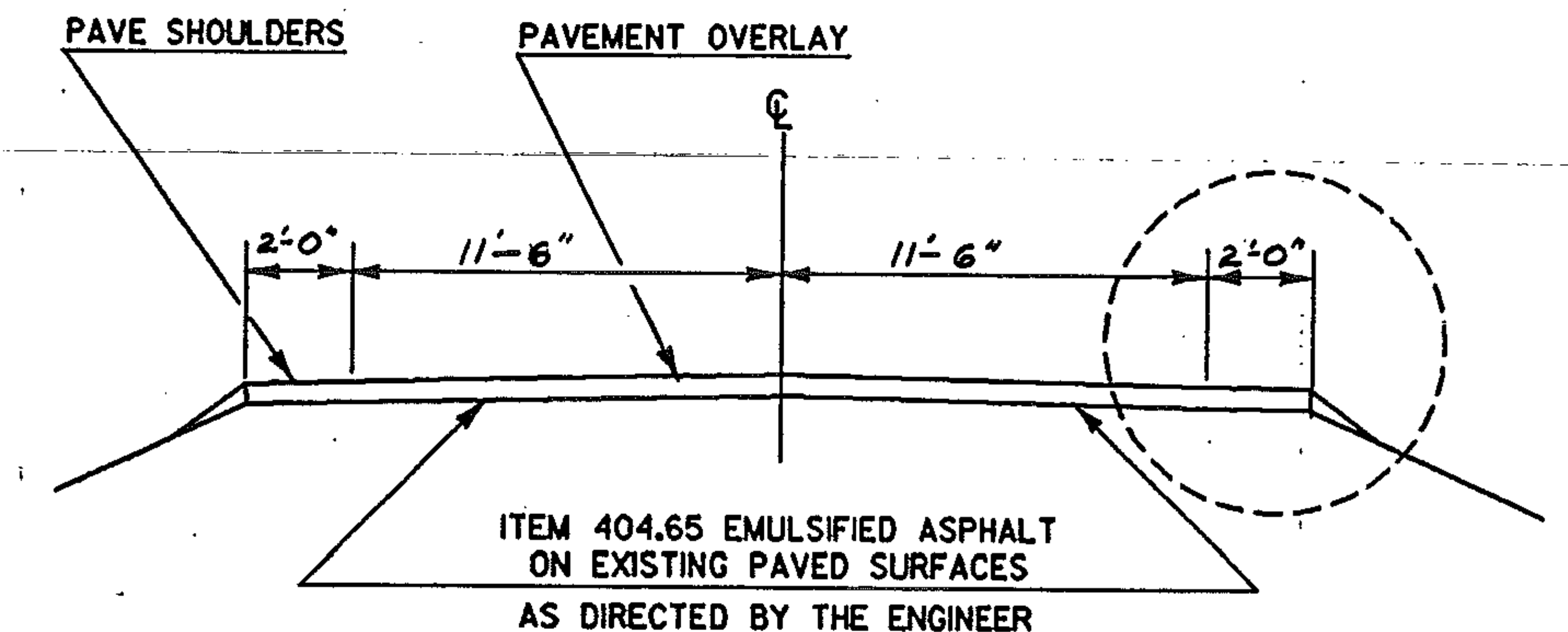
PROJECT ARLINGTON

NO. HMA 2858

SHEET 28 OF 34 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 AGGREGATE SHOULDERS ($\pm 1/2"$)
 LEVELING COURSE TYPE IV (262 TONS/MILE)
 1 1/4" WEARING COURSE TYPE III ($\pm 1/4"$)
 AS DIRECTED BY THE ENGINEER



PROJECT ARLINGTON

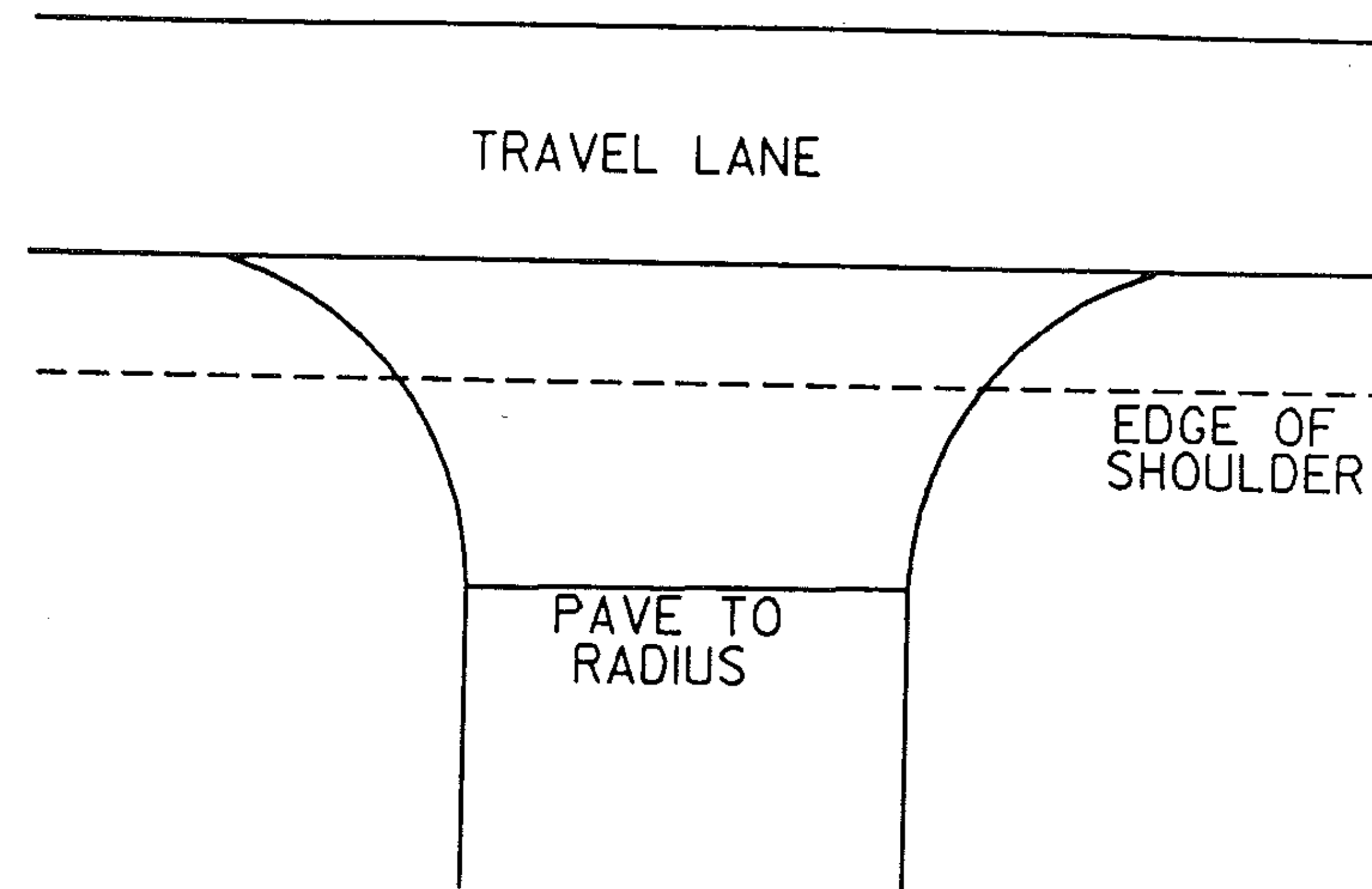
NO. HMA 2858

SHEET 29 OF 34 SHEETS

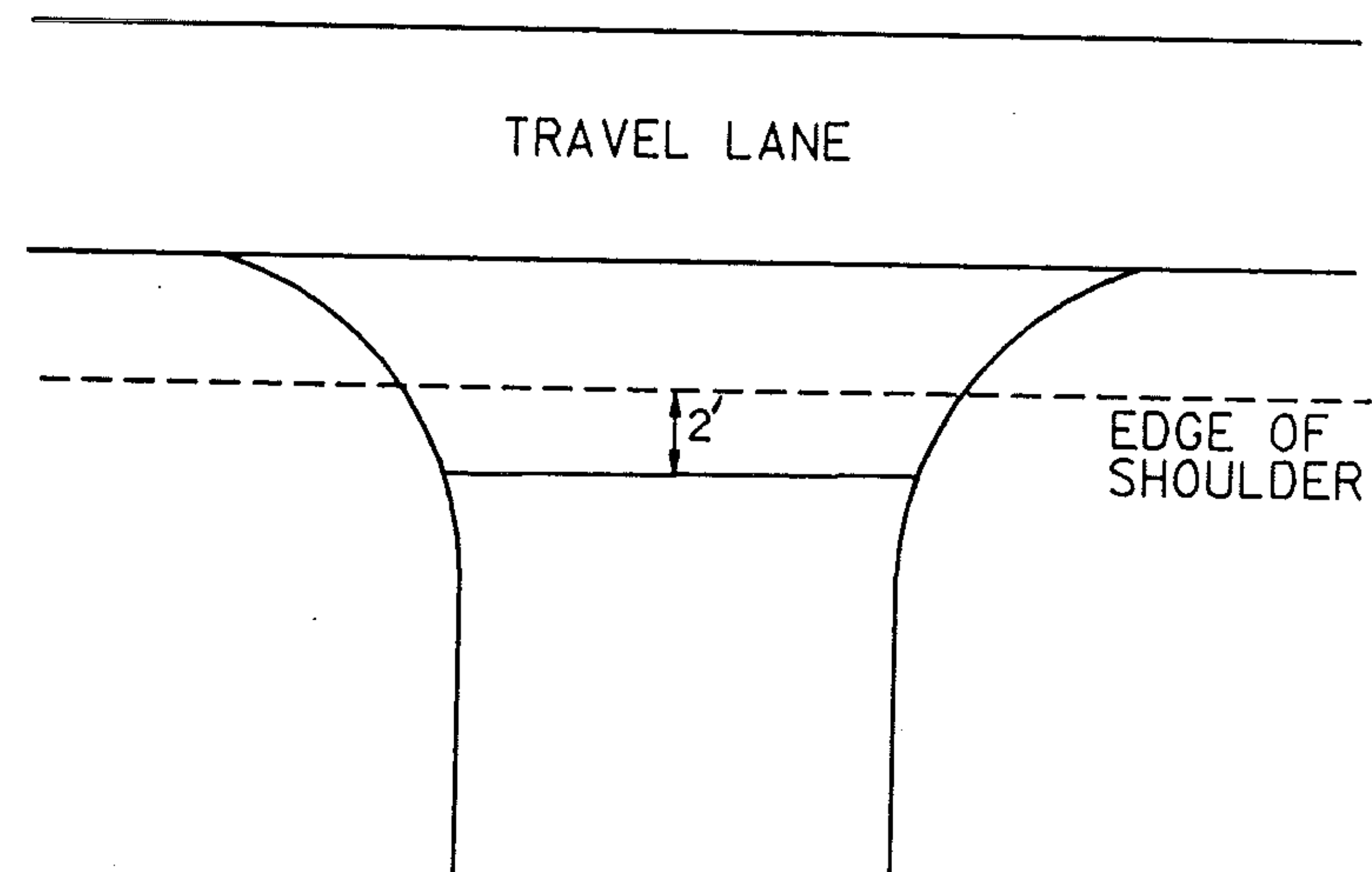
CHAS. BENT

PAVING LIMITS FOR DRIVES & TOWN ROADS

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



PROJECT ARLINGTON

NO. HMA 2858

SHEET 30 OF 34 SHEETS

S = SOLID LINE
D = DASHED LINE

D = DASHED LINE

TEMPORARY 4" WHITE LINE

PROJECT ARLINGTON

NO. HMA 2858

SHEET 31 OF 34 SHEETS

PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION		OPTION										LENGTH		
		OVERLAY DEPTH		AGGREGATE SHOULDERS		EMULSIFIED SHOULDERS		BITUMINOUS ASPHALT		POWER GRADER RENTAL		ALL PURPOSE EXCAVATOR RENTAL		
ITEM NO.				402.11	402.12	404.65	406.25	608.15	608.25	608.30	608.37	630.10	630.15	635.10
UNIT	F.T.	FT.	IN.	CY	TON	CWT	TON	HR	HR	HR	HR	HR	HR	LS
ARLINGTON	3363.6	27	1 1/4	1250	2180	110	8680	112	112	51	112	391	391	16408

ITEM DESCRIPTION														
ITEM NO.	TOPSOIL													
	DURABLE 4" WHITE LINE		4" YELLOW LINE		DURABLE 4" WHITE LINE		DURABLE 24" STOP BAR		DURABLE ARROW MARKING		DURABLE LETTER IN WORD MARKING			
UNIT	LF	LF	LF	LF	EA	EA	EA	EA	CY					
ARLINGTON	67267	124500	-	-	-	-	-	-	130					

PROJECT ARLINGTON

NO. HMA 285B

SHEET 32 OF 34 SHEET

GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
IN CONSTRUCTION ZONES

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SOLID STRIPES.

DASHED LINE
10-FOOT SOLID LINE WITH 30-FOOT GAP.

GORE AREA
(GORE AREAS TO INCLUDE 8' CHANNELIZING LINE AND DASHED LINE)
PER STANDARD SHEET E-50

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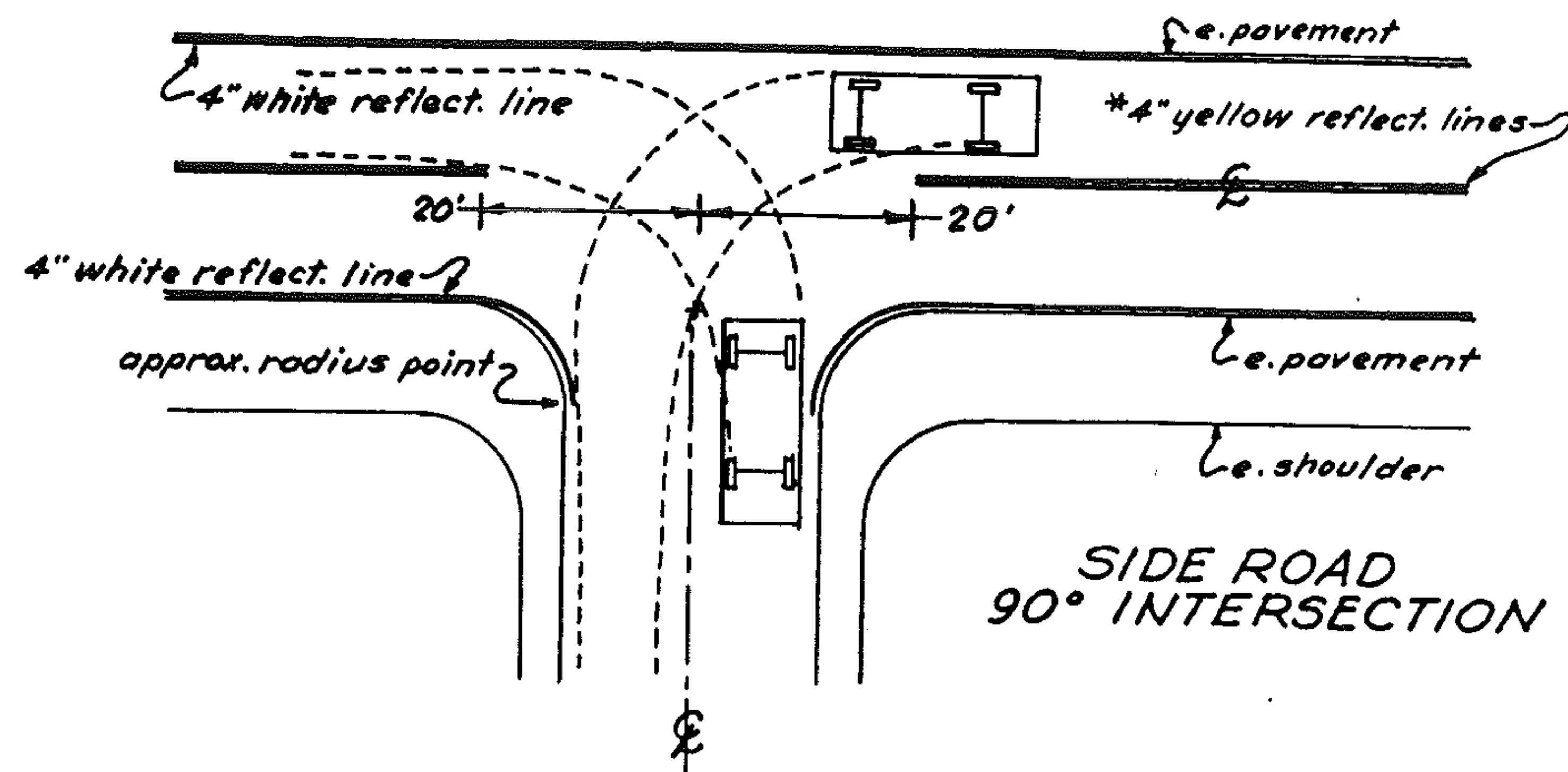
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FOUR RETRO-REFLECTIVE RPM'S ON 3 1/2 FOOT CENTERS WITH A 30' GAP.

SOLID LINE - EDGE LINES
INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER.
DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

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REVISED
02/11/85

sheet 33 of 34 sheets



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