

Woodstock NH PC21(5) US Route 4

HOUSE TRANSPORTATION COMMITTEE, APRIL 28, 2021

MATT BOGACZYK, P.E., PAVEMENT DESIGN PROJECT MANAGER

JESSE DEVLIN, P.E., HIGHWAY SAFETY & DESIGN PROGRAM MANAGER

JOE SEGALE, P.E., PTP, POLICY, PLANNING & RESEARCH BUREAU DIRECTOR

VERMONT AGENCY OF TRANSPORTATION



Class 1 Paving

4/28/2021

WOODSTOCK NH PC21(5)

The Class 1 Paving Scope

Based on Title 19 of Vermont State Statutes

- VTrans will maintain the surface of Class 1 Highways on a cycle
- Traditionally, work has included a 2" mill, ½" leveling course and 1-1/2" wearing surface

Typical "In-Scope" Work

- Milling, Paving
- Line Striping
- Sign Replacements
- Guardrail
- ADA Compliance

Noteworthy Limitations

- Work is generally assumed between existing curb or edge of pavement to edge of pavement
- Maintenance of the "surface" has been defined as the top 2"

Project Limits




Project Highlights

- Advertised February 10, 2021
- Contract Awarded to Pike Industries on March 23, 2021
- Composite Contract containing Hartford STP PC21(4), Woodstock NH PC21(5), STP PC21(3)
- Woodstock Projects will be completed by September 24, 2021
- Construction Kicked off on April 25, 2021 with night milling.

SUPERPAVE MIXTURE DESIGN CRITERIA	
BITUMINOUS CONCRETE SUPERPAVE MIXTURE DESIGN CRITERIA U.S. ROUTE 4	
DESIGN LANE/DESIGN LIFE ESAL	2,661,020
DESIGN NUMBER OF CYRATIONS	65
PERFORMANCE GRADE ASPHALT BINDER	70-28

STATE OF VERMONT

AGENCY OF TRANSPORTATION



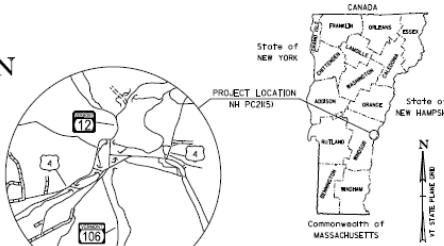
PROPOSED IMPROVEMENT

VILLAGE OF WOODSTOCK

COUNTY OF WINDSOR

CLASS I TOWN HIGHWAY

U.S. ROUTE 4 (PRINCIPAL ARTERIAL - NHS)



NOT TO SCALE

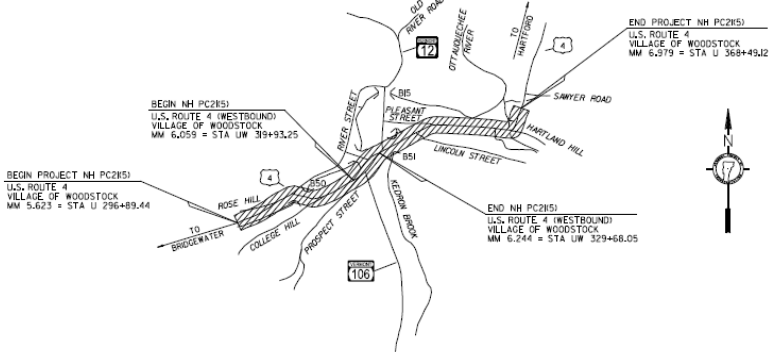
BEGINNING AT A POINT IN THE VILLAGE OF WOODSTOCK ON U.S. ROUTE 4 AT MILE MARKER 5.623 = STA U 296+89.44 AND EXTENDING EASTERLY FOR A DISTANCE OF APPROXIMATELY 7,152.68 FEET (1.356 MILES) AND ENDING AT A POINT IN THE VILLAGE OF WOODSTOCK ON U.S. ROUTE 4 AT MILE MARKER 6.979 = STA U 368+49.02.

LENGTH OF ROADWAY = 7,159.68 FT (1.356 MILES)
 LENGTH OF PROJECT = 7,159.68 FT (1.356 MILES)

ALSO, U.S. ROUTE 4 (WESTBOUND) BEGINS IN THE VILLAGE OF WOODSTOCK AT MILE MARKER 6.059 = STA UW 319+93.25 AND CONTINUES FOR A DISTANCE OF APPROXIMATELY 974.80 FEET (0.185 MILE) TO A POINT IN THE VILLAGE OF WOODSTOCK ON U.S. ROUTE 4 AT MILE MARKER 6.244 = STA UW 329+68.05.

LENGTH OF ROADWAY = 974.80 FT (0.185 MILE)
 TOTAL LENGTH OF PROJECT = 8,134.48 FT (1.541 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COARSE MILLING AND PAVING WITH A LEVELING COURSE AND A WEARING COURSE, PAVEMENT MARKINGS, SIGNS, DRAINAGE REHABILITATION, AND OTHER RELATED HIGHWAY ITEMS.



NOT TO SCALE

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2008, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 15, 2009 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND "AS SHOWN" SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

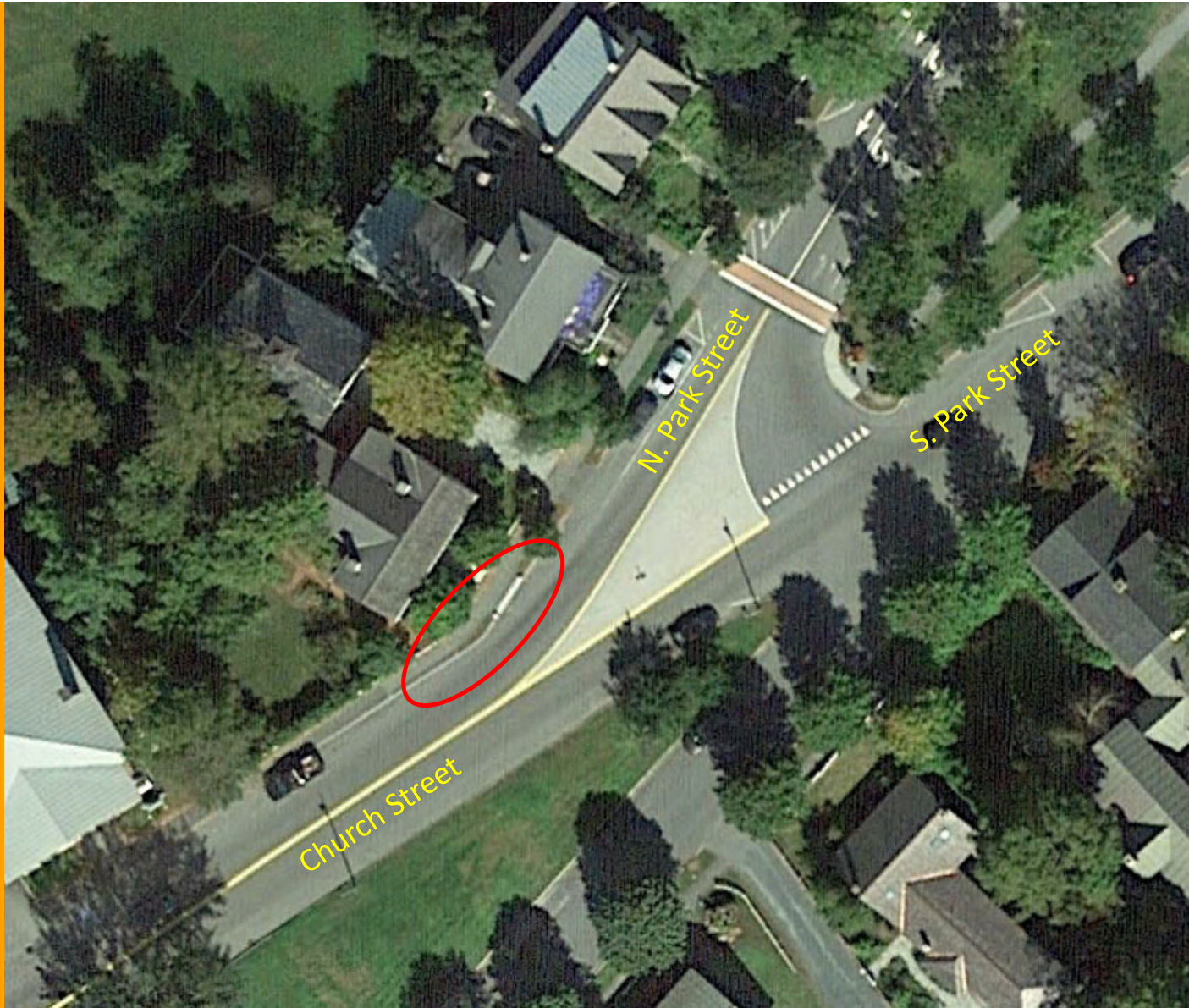
QUALITY ASSURANCE PROGRAM : LEVEL 3
SURVEYED BY : VT SURVEY & ENG., INC.
SURVEYED DATE : FEBRUARY 19, 2019
DATUM
VERTICAL : NAVD 88 (GEOID12B) sFT
HORIZONTAL : NAD 83 (2011) SPC (4400 VT) sFT

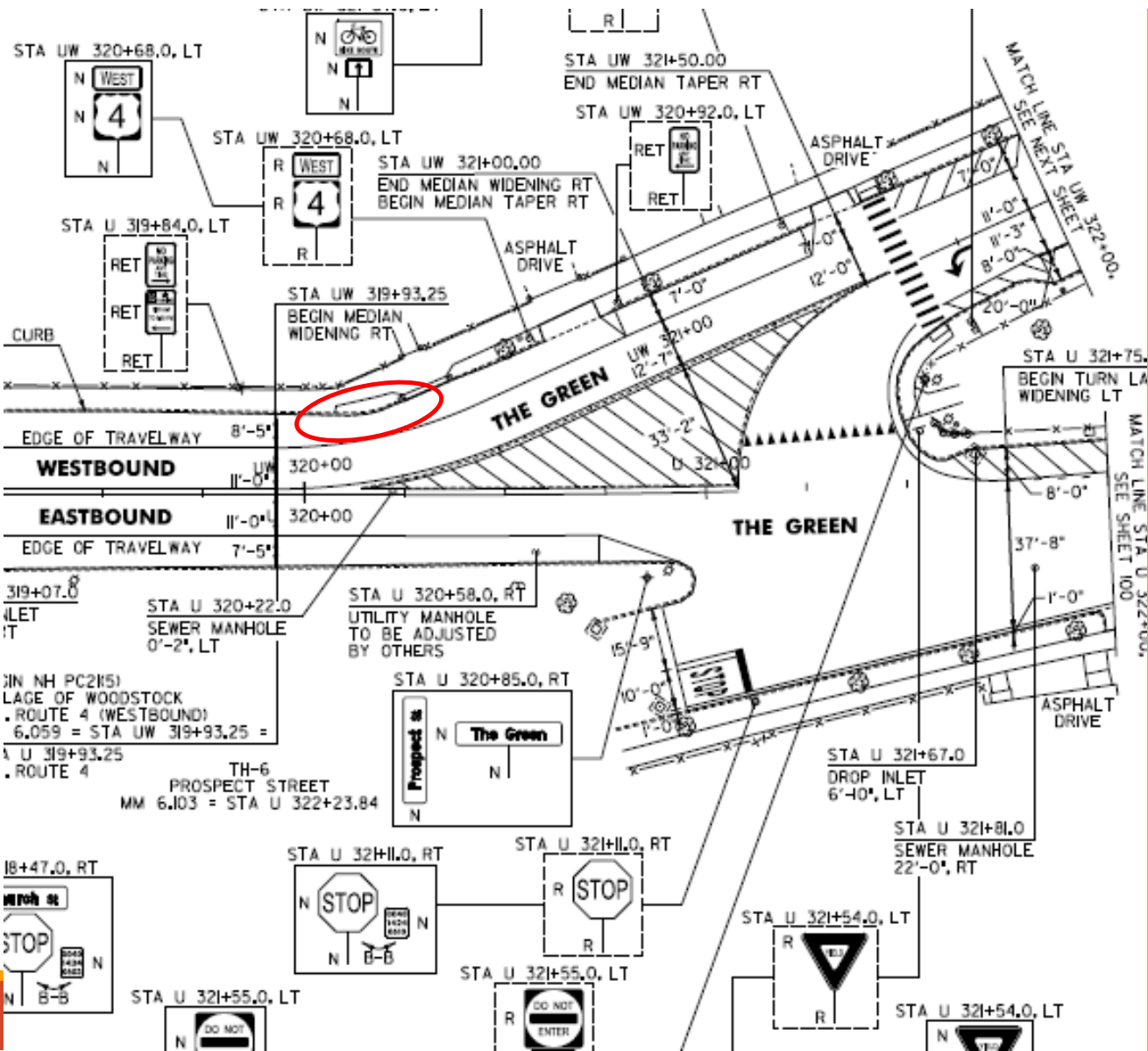
LEGEND
STA U = U.S. ROUTE 4
STA UW = U.S. ROUTE 4 (WESTBOUND)

PROJECT MANAGER : MATTHEW E. BOGACZYK, P. E.
PROJECT NAME : WOODSTOCK
PROJECT NUMBER : NH PC21(5)
SHEET 82 OF 177 SHEETS

Intersection of Church Street, N. Park Street,
S. Park Street

- Existing
 - Stamped Concrete Aprons
 - Relatively Tight Geometry
 - Sharp Curb Line



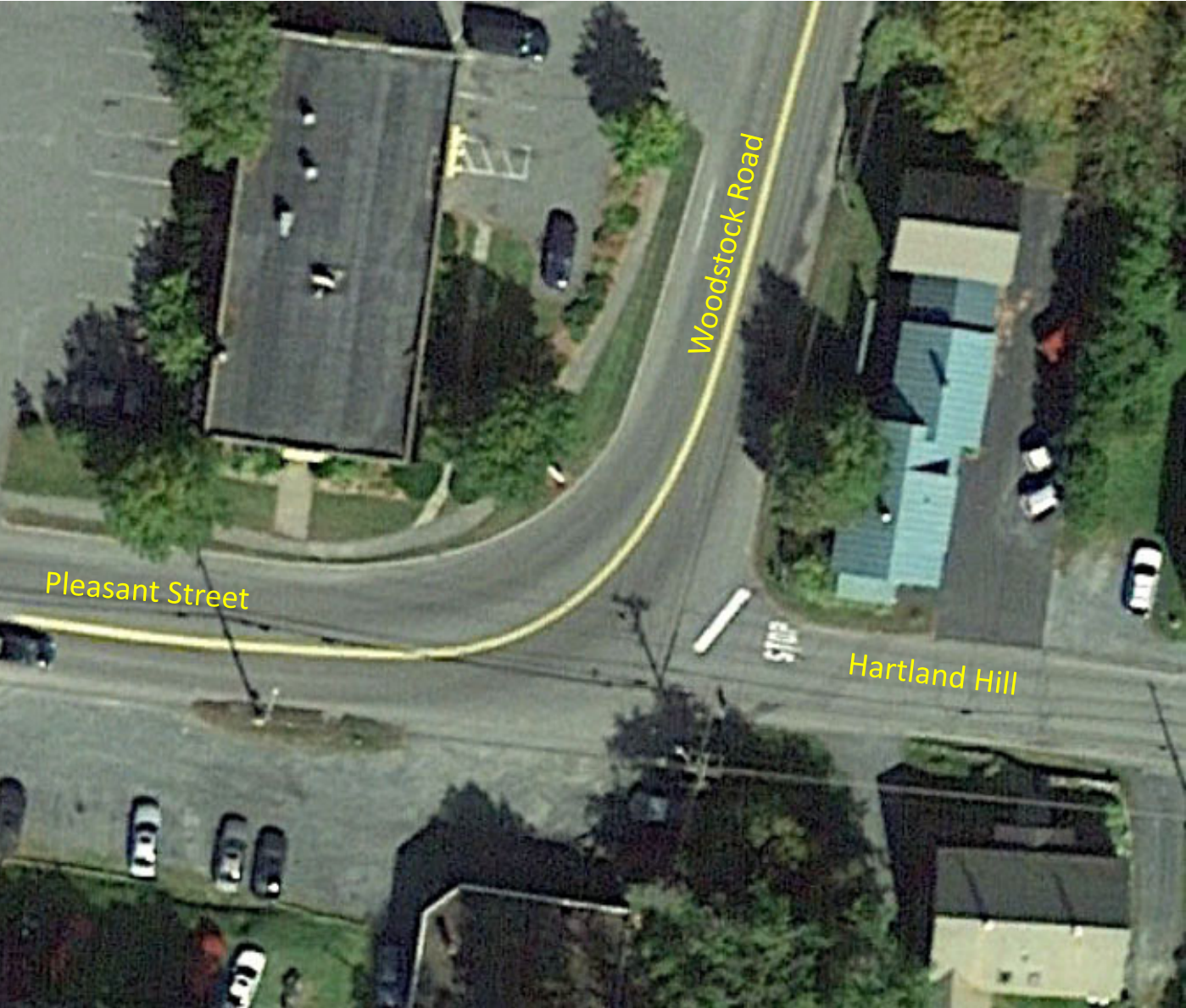


Intersection of Church Street, N. Park Street, S. Park Street

- Proposed
 - Removal of Stamped Concrete Island
 - Flush Pavement Marking Gore
 - Existing Curb Line to Remain
 - Parking Stall Locations Analyzed for Placement

Intersection of Pleasant Street, Woodstock Road, Hartland Hill

- Existing
 - Sharp 90° Turn
 - Vertical Granite Curb on Curve Interior
 - Hartland Hill is a Stop Condition, Pleasant Street/Woodstock Road are Free Flow
 - Clear Centerline Definition



Intersection of Pleasant Street, Woodstock Road, Hartland Hill

- Proposed
 - Existing Paved Width to Remain
 - Defined Centerline
 - Defined and Marked Shoulders
 - 4'4" to 6'4" on Interior
 - Dotted White Through Hartland Hill to Define Eastbound/Northbound Traffic
 - Wide Travel Lanes Through Curve
 - 16' Lanes in Both Directions
 - Existing Traffic Patterns to Remain

