

# STATE OF VERMONT

## AGENCY OF TRANSPORTATION

Dated MAY 7 1984

Cowley Asphalt Paving  
Contractor  
Michael H. Laporte  
Signature  
President  
Title



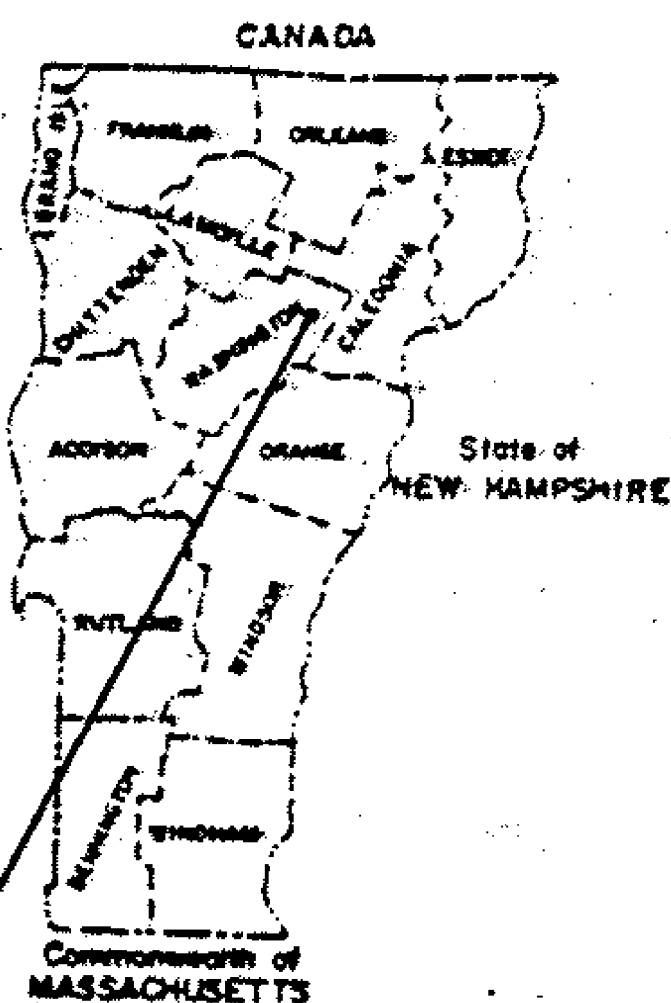
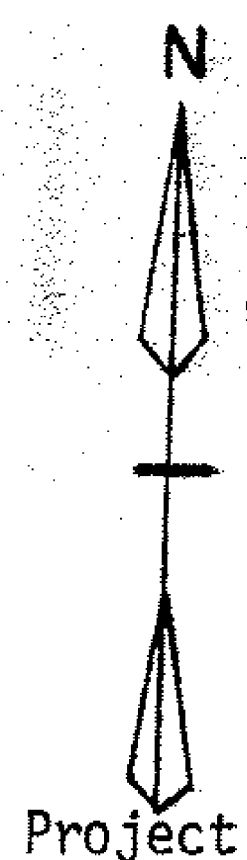
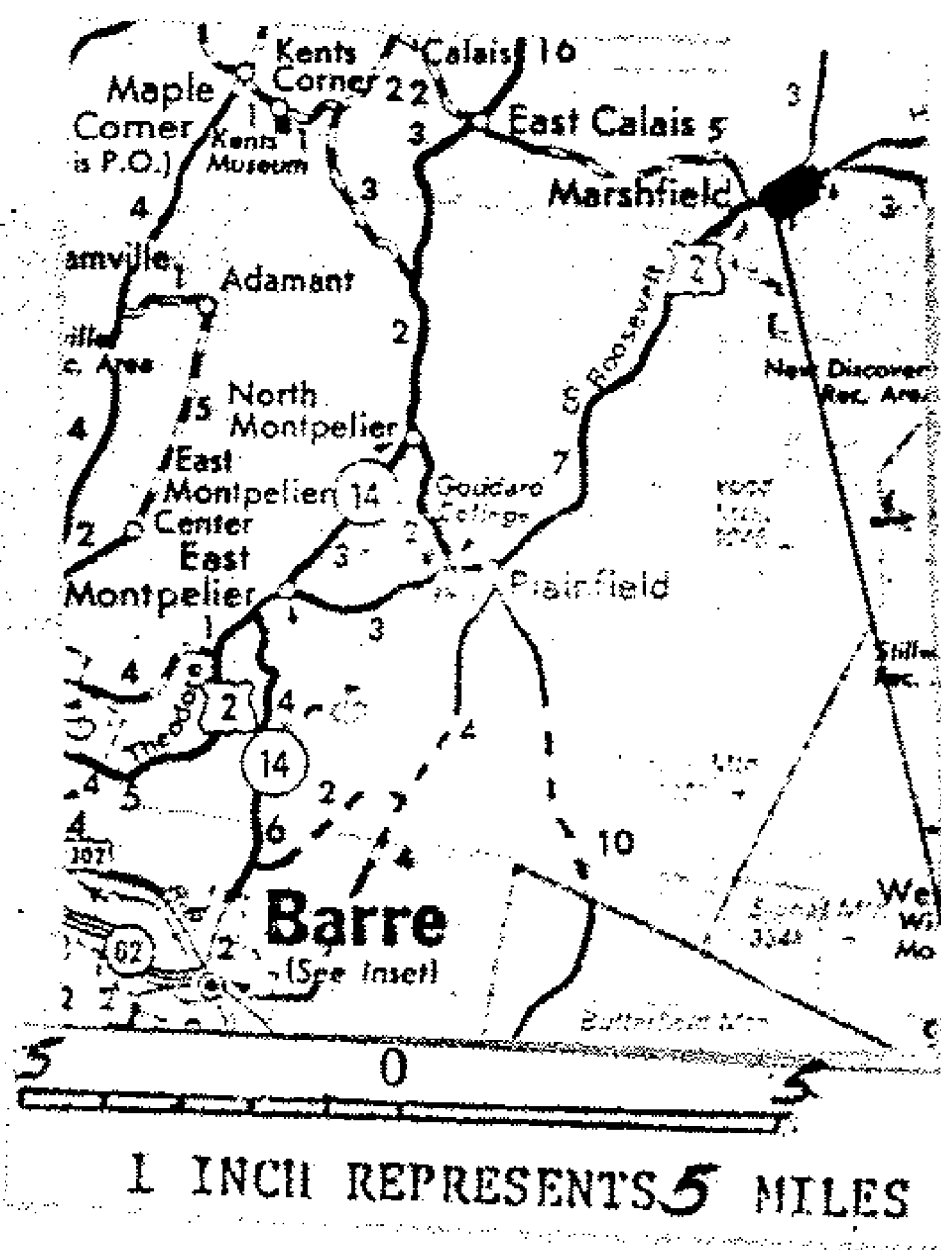
CONTRACT PLANS  
THESE PLANS DO NOT REFLECT  
CHANGES MADE ON THE PROJECT.

Transportation Secretary's Signature

### PROPOSED IMPROVEMENT

RESURFACING PROJECT

TOWN OF: MARSHFIELD  
COUNTY OF: WASHINGTON  
ROUTE NO: US 2  
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, 1978, as approved by the Federal Highway Administration on October 27, 1978 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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7. STANDARD SHEET E-8 ( 6-15-83 R )
- 8-10: CENTERLINE DETAILS

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

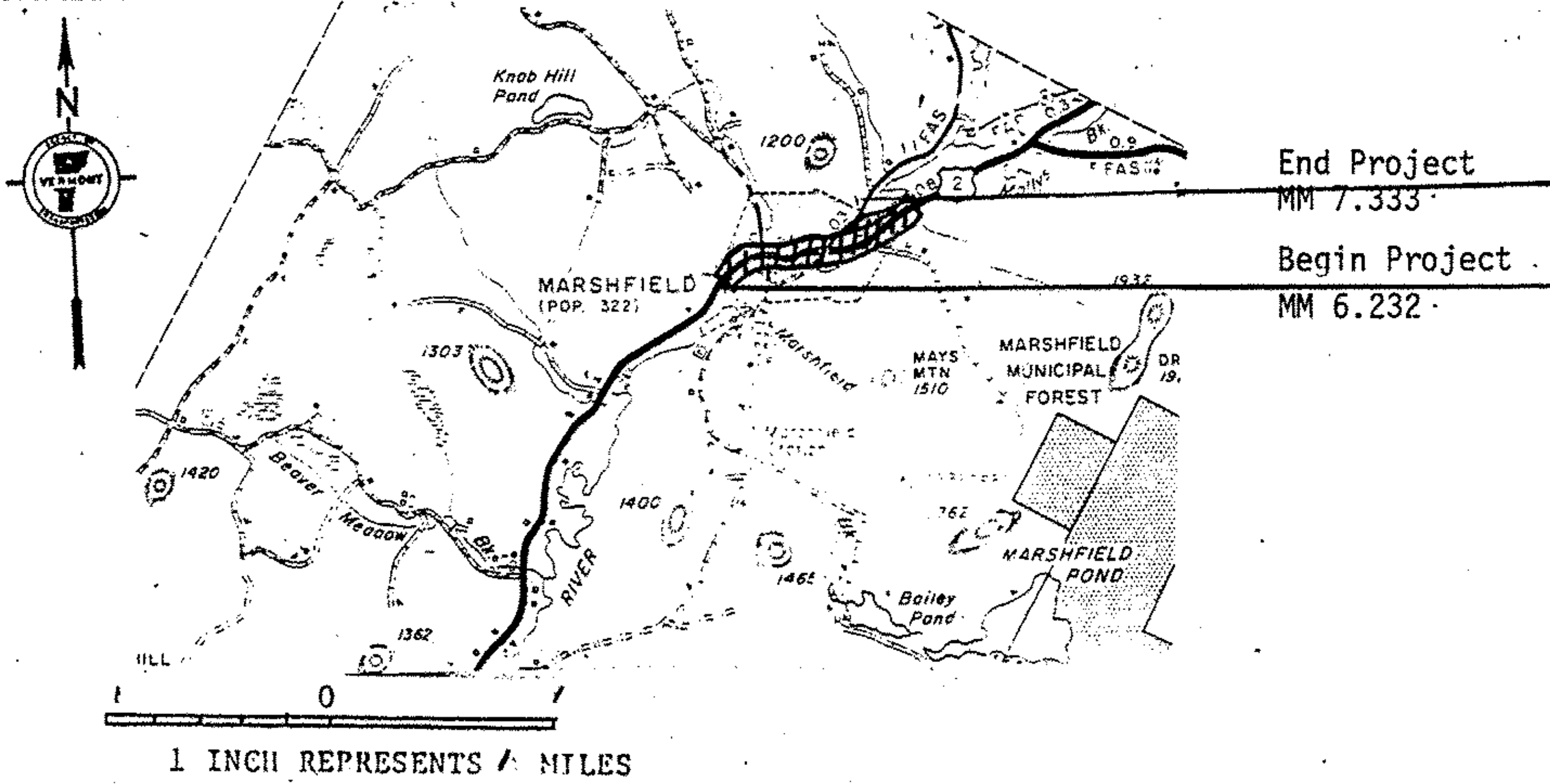
APPROVED S. J. O'Neil P.E. DATE MAR 1 1984  
DIRECTOR OF ENGINEERING AND CONSTRUCTION

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
DIVISION ADMINISTRATOR

PROJECT NO. HMA 2520

SHEET 1 OF 10 SHEETS

# PROJECT DESCRIPTION AND LOCATION



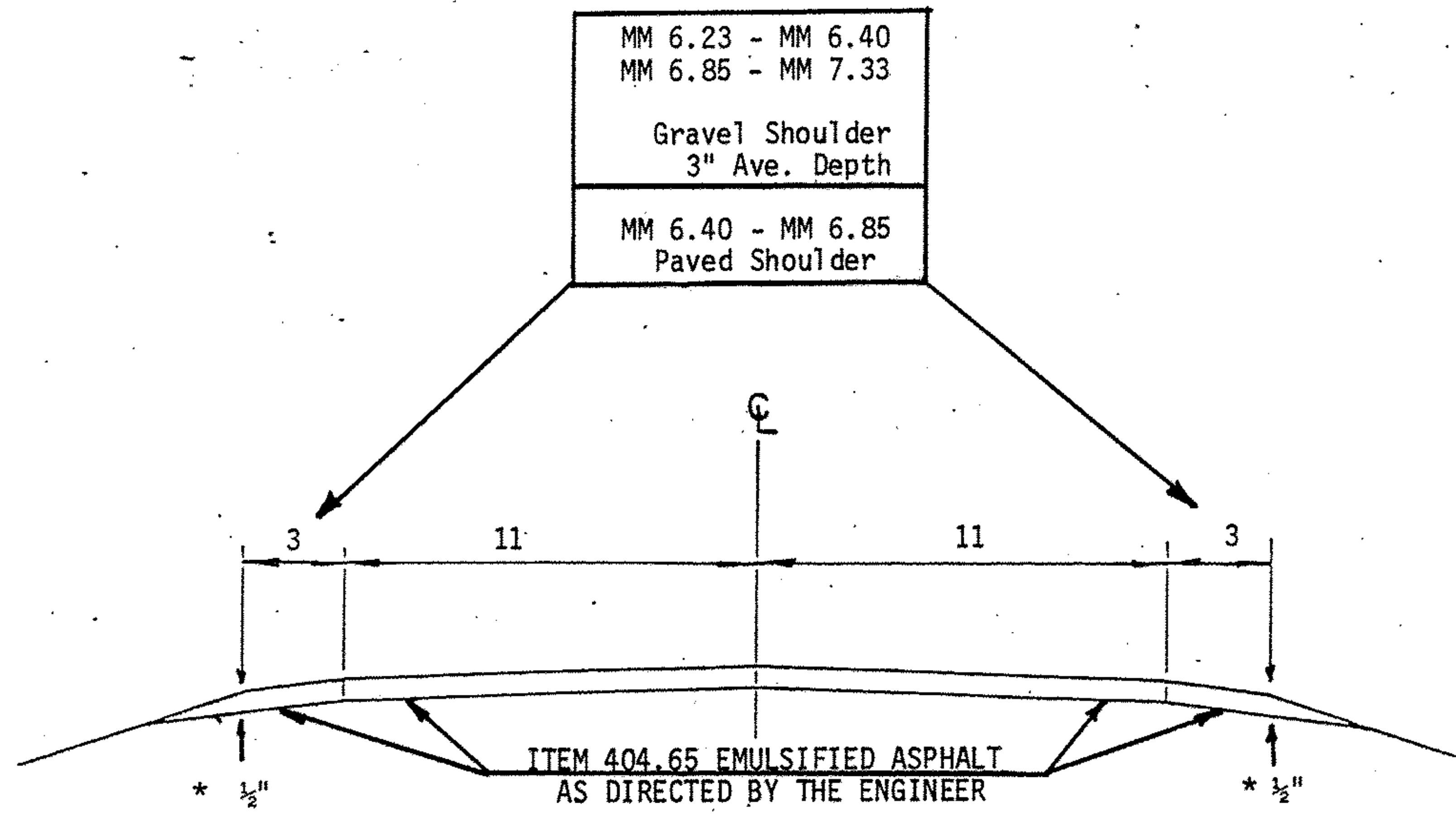
End Project  
MM 7.333  
Begin Project  
MM 6.232

On US 2, beginning at the Marshfield Village Line at MM 6.232 and extending northerly 1.101 miles to MM 7.333.

LENGTH OF PROJECT  
1.101 Miles  
5812 Feet

# TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE, TYPE III OR IV (250 TONS/MILE)  
 AS DIRECTED BY THE ENGINEER  
 1" WEARING COURSE (+ $\frac{1}{2}$ " ) TYPE III 22' WIDE



ITEM 404.65 EMULSIFIED ASPHALT  
 AS DIRECTED BY THE ENGINEER

MARSHFIELD

MM 6.232 - MM 7.333

### TRAFFIC DATA

1982 ADT. = 2790  
 V = 35 MPH

\*Shoulder to be tapered from full depth to  $\frac{1}{2}$ ".

PROJECT MARSHFIELD

NO. HMA 2520

SHEET 3 OF 10 SHEETS





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.

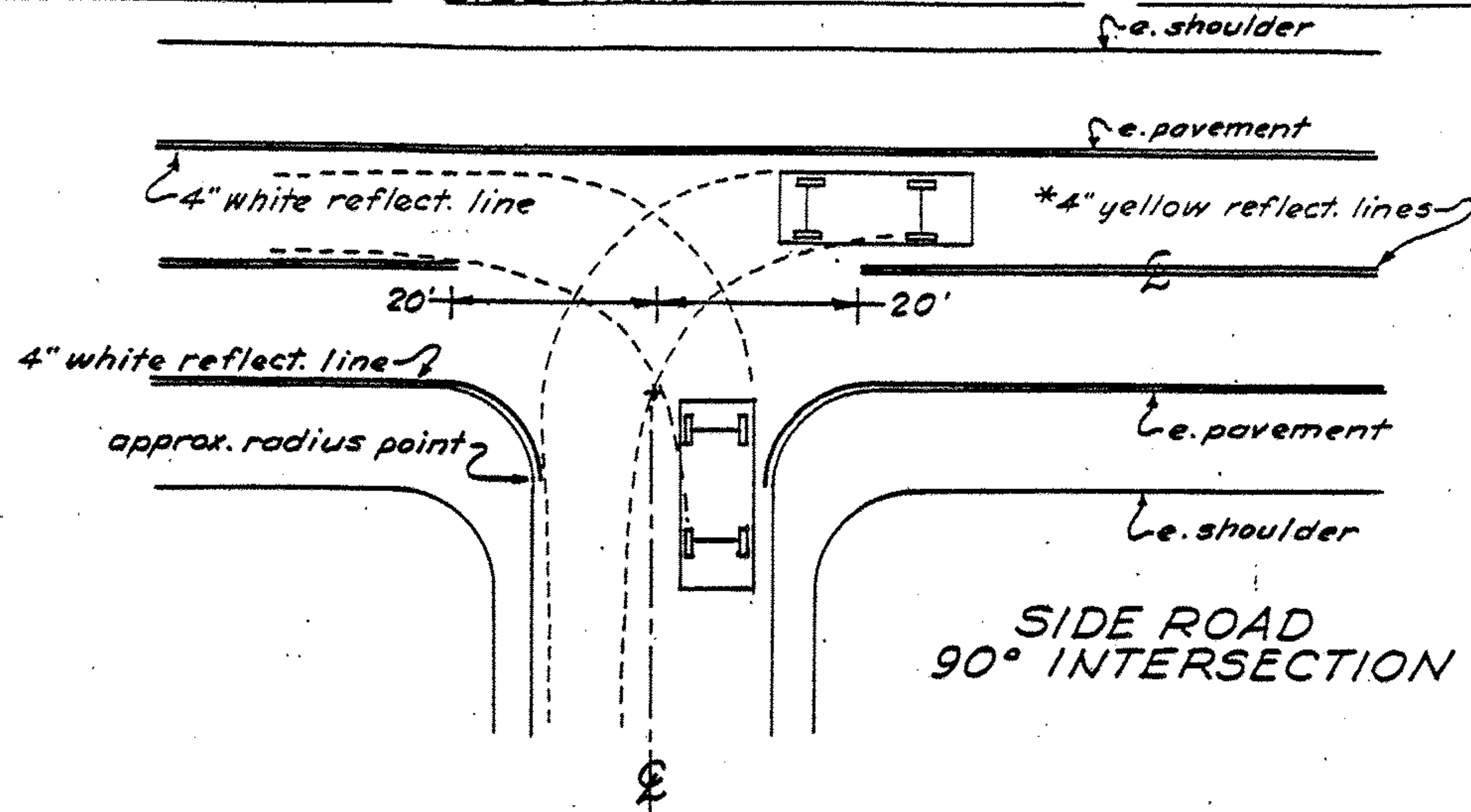
SOLID LINE - EDGE LINES

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 FINAL 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

MARSHFIELD  
HMA 2520



\* 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.

