

STATE OF VERMONT
 AGENCY OF TRANSPORTATION

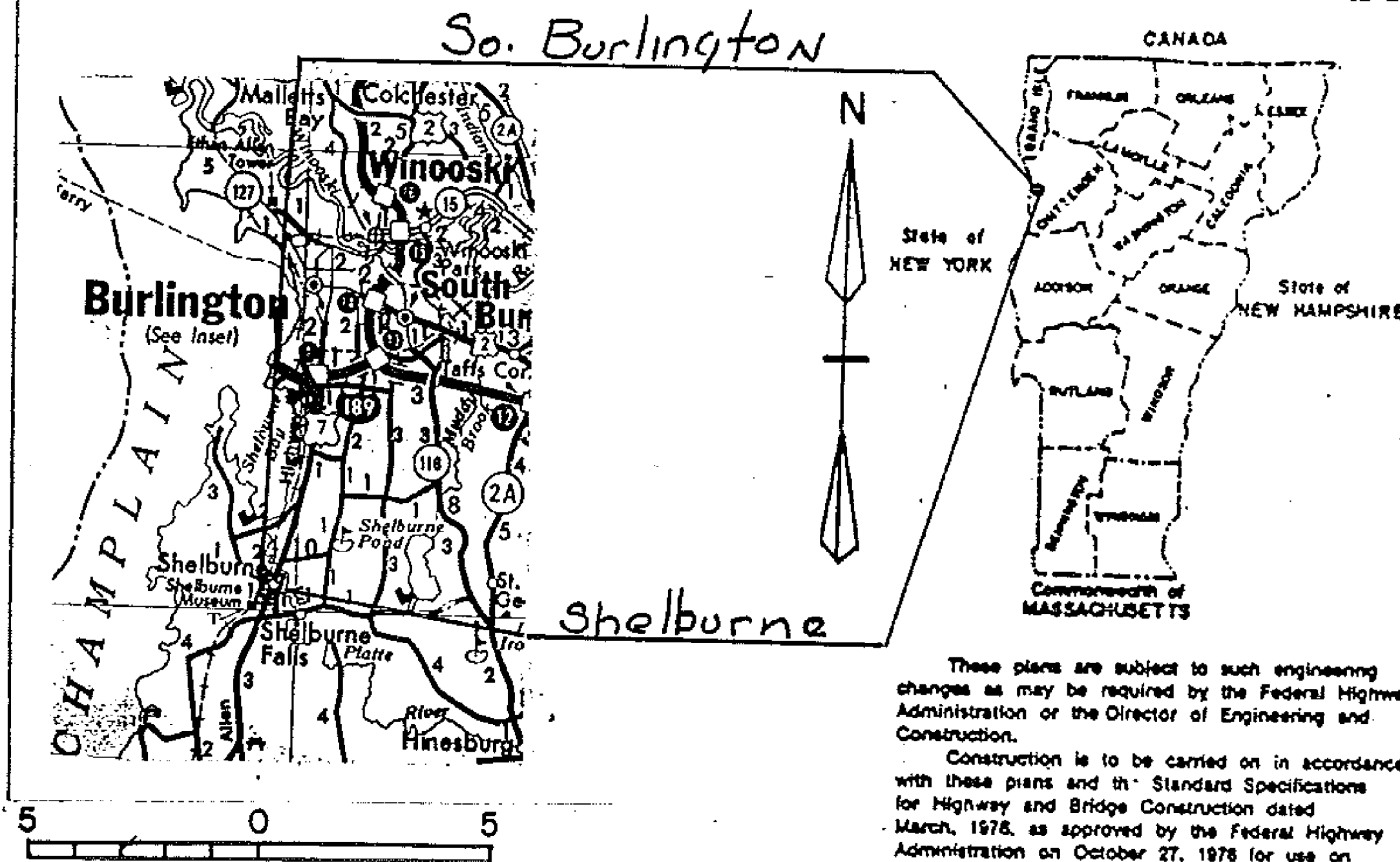
Date AUG 13 1985
 Contractor Cooley Asphalt Paving
 Signature Wilfred A. Laprade
 Title President



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

Signature Juan C. Compton
 Transportation Secretary's RESURFACING PROJECT

TOWN OF: SHELBURNE - So. BURLINGTON
 COUNTY OF: Chittenden
 ROUTE NO: US Route 7
 ROUTE CLASS: _____



**PROJECT PROCESSED UNDER
 SECONDARY ROAD PLAN**

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.

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD	
APPROVED <u>Frank E. Smith</u>	DATE <u>JUN 13 1985</u>
DIRECTOR OF ENGINEERING AND CONSTRUCTION	
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED _____	DATE _____
DIVISION ADMINISTRATOR	
PROJECT NO. <u>F019-4(18)5</u> <u>HMA 2624</u>	
SHEET 1 OF 29 SHEETS	

SEE SHEET 242A FOR INDEX

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PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION	ITEM NUMBER	REMARKS
TEMP. PLANT	646.35	TEMP. PLANT
TEMP. PLANT	646.36	TEMP. PLANT
TEMP. PLANT	646.37	TEMP. PLANT
TEMP. PLANT	646.38	TEMP. PLANT
TEMP. PLANT	646.39	TEMP. PLANT
TEMP. PLANT	646.40	TEMP. PLANT
TEMP. PLANT	646.41	TEMP. PLANT
TEMP. PLANT	646.42	TEMP. PLANT
TEMP. PLANT	646.43	TEMP. PLANT
TEMP. PLANT	646.44	TEMP. PLANT
TEMP. PLANT	646.45	TEMP. PLANT
TEMP. PLANT	646.46	TEMP. PLANT
TEMP. PLANT	646.47	TEMP. PLANT
TEMP. PLANT	646.48	TEMP. PLANT
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TEMP. PLANT	646.54	TEMP. PLANT
TEMP. PLANT	646.55	TEMP. PLANT
TEMP. PLANT	646.56	TEMP. PLANT
TEMP. PLANT	646.57	TEMP. PLANT
TEMP. PLANT	646.58	TEMP. PLANT
TEMP. PLANT	646.59	TEMP. PLANT
TEMP. PLANT	646.60	TEMP. PLANT
TEMP. PLANT	646.61	TEMP. PLANT
TEMP. PLANT	646.62	TEMP. PLANT
TEMP. PLANT	646.63	TEMP. PLANT
TEMP. PLANT	646.64	TEMP. PLANT
TEMP. PLANT	646.65	TEMP. PLANT
TEMP. PLANT	646.66	TEMP. PLANT
TEMP. PLANT	646.67	TEMP. PLANT
TEMP. PLANT	646.68	TEMP. PLANT
TEMP. PLANT	646.69	TEMP. PLANT
TEMP. PLANT	646.70	TEMP. PLANT
TEMP. PLANT	646.71	TEMP. PLANT
TEMP. PLANT	646.72	TEMP. PLANT
TEMP. PLANT	646.73	TEMP. PLANT
TEMP. PLANT	646.74	TEMP. PLANT
TEMP. PLANT	646.75	TEMP. PLANT
TEMP. PLANT	646.76	TEMP. PLANT
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TEMP. PLANT	646.79	TEMP. PLANT
TEMP. PLANT	646.80	TEMP. PLANT
TEMP. PLANT	646.81	TEMP. PLANT
TEMP. PLANT	646.82	TEMP. PLANT
TEMP. PLANT	646.83	TEMP. PLANT
TEMP. PLANT	646.84	TEMP. PLANT
TEMP. PLANT	646.85	TEMP. PLANT
TEMP. PLANT	646.86	TEMP. PLANT
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TEMP. PLANT	646.90	TEMP. PLANT
TEMP. PLANT	646.91	TEMP. PLANT
TEMP. PLANT	646.92	TEMP. PLANT
TEMP. PLANT	646.93	TEMP. PLANT
TEMP. PLANT	646.94	TEMP. PLANT
TEMP. PLANT	646.95	TEMP. PLANT
TEMP. PLANT	646.96	TEMP. PLANT
TEMP. PLANT	646.97	TEMP. PLANT
TEMP. PLANT	646.98	TEMP. PLANT
TEMP. PLANT	646.99	TEMP. PLANT
TEMP. PLANT	647.00	TEMP. PLANT

ITEM NUMBER	UNIT	LOCATION	FEET	INCH	S.Y.	CY	TON	CWT	TON	EA	HR	HR	HR	HR	HR	HR	HR	I.S	I.F	LF	REMARKS
HMA 2624					215	376	1870		1	10	10	75	75	48	16000	11810					
F019-4(08)S					38646		53	5610	25	10	10	275	275	52	29370	7000					
TOTALS					39646	215	376	80	7480	26	20	20	350	350	1	45370	18810				

COMPOSITE PROJECT SHELBURNE - SO. BURLINGTON NUMBER HMA 2624 SHEET 3 OF 29

F019-4(08)S

PROJECT LENGTHS AND ITEM QUANTITIES

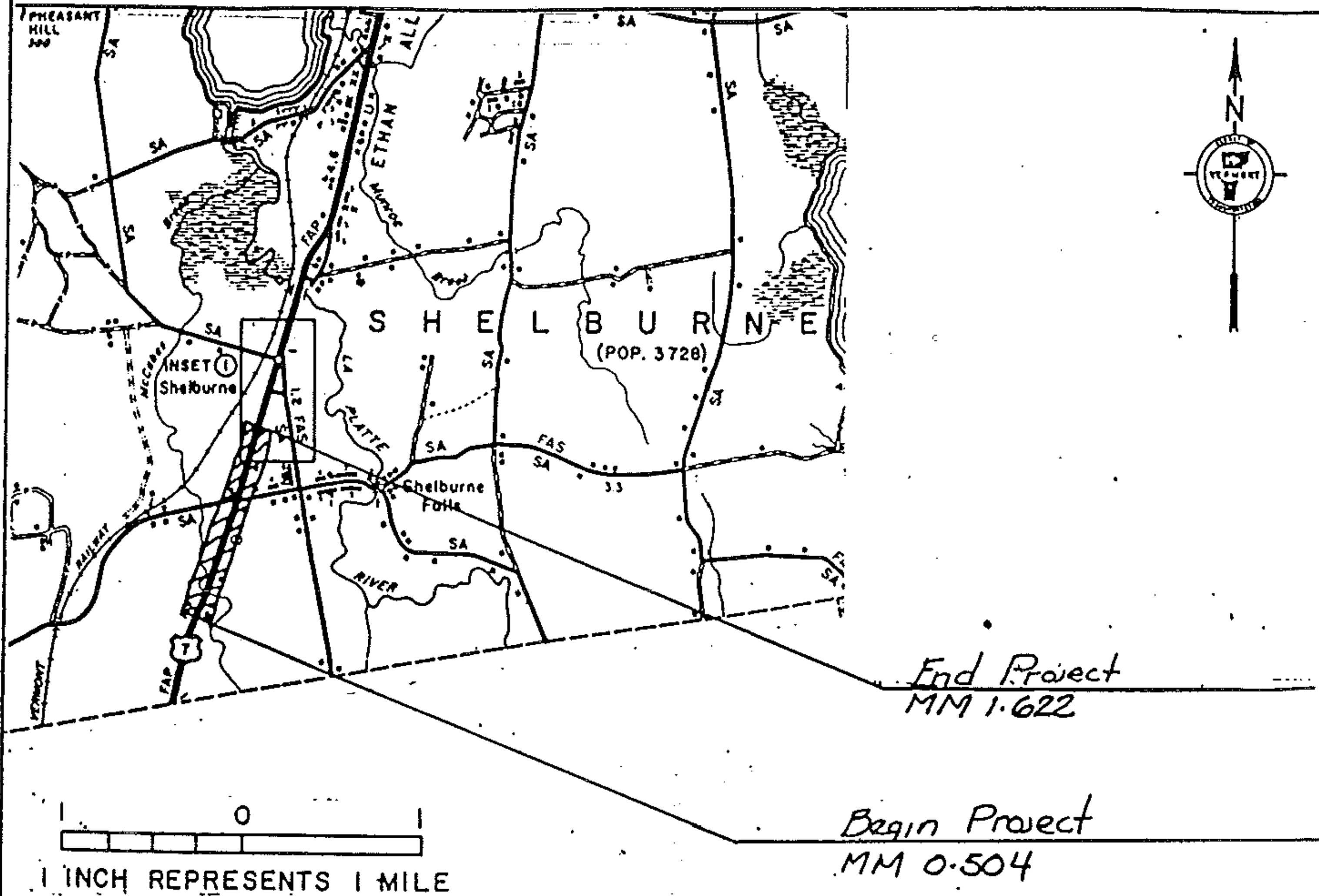
ITEM DESCRIPTION	DURABLE CURB		DURABLE 4" REFLECTORIZED YELLOW LINE		DURABLE 24" STOP BARR		DURABLE ARROW MARKINGS		TEMPORARY 24" STOP BARR		TEMPORARY LETTER MARKINGS		TOP SOIL		TRAFFIC TYPE A SIGNS		TRAFFIC TYPE A SIGNS (REMOVING SIGNS)	
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ITEM NO	646.21	646.60	646.61	646.64	646.65	646.66	646.77	646.78	653.10	675.20	675.35	675.53						
UNIT	LF	LF	LF	LF	EA	EA	LF	EA	CY	SF	LB	EA						
LOCATION																		
HMA 2624									100									
FO19-4(18)S	2710	15500	14700	340	51	13	680	52	50	56	300	3						
TOTALS	2710	15500	14700	340	51	13	680	52	150	56	300	3						

PROJECT LENGTHS AND ITEM QUANTITIES

ITEM NO	ITEM DESCRIPTION	ERECTING SAVED SIGNS		(MOD) TYPE A		VEHICLE LOOP DETECTOR		TRAFFIC CONTROL SIGNAL		VEHICLE LOOP DETECTOR	
		SF	EA.	EA.	LF.	SF	EA.	SF	EA.	SF	EA.
	HMA 2624										
	F019-4(18)S	16	1		165						
	TOTALS	16	1		165						

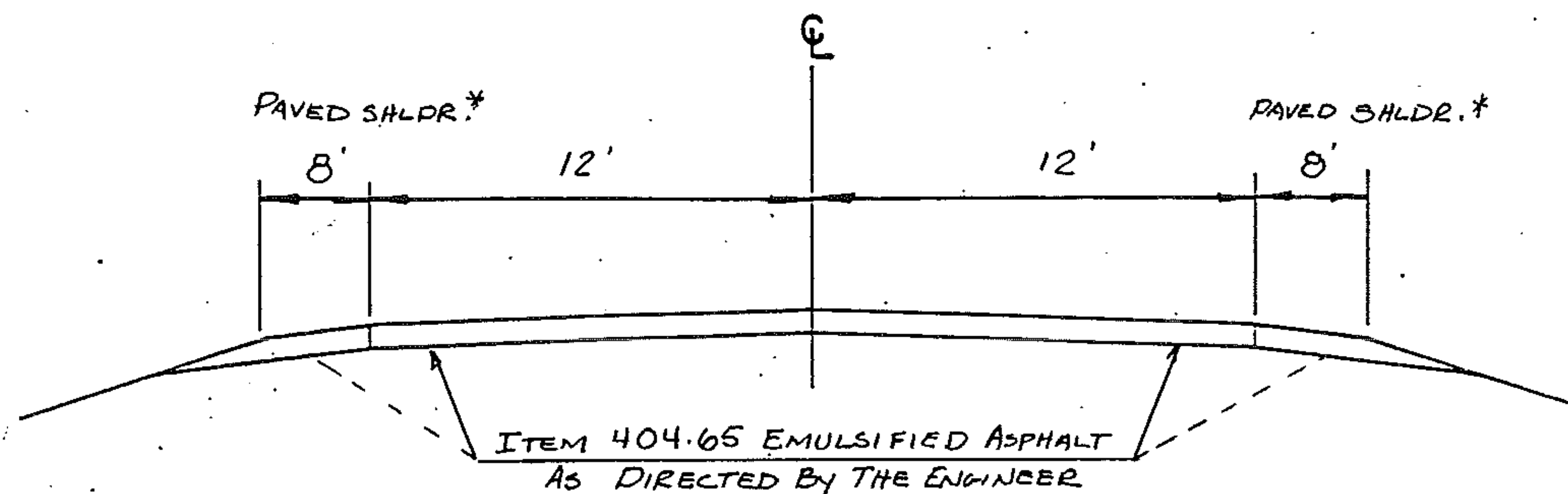
PROJECT DESCRIPTION AND LOCATION



In Shelburne, beginning at a point on US Route 7 at MM 0.504, and extending northerly for 1.118 miles to MM 1.622

TYPICAL SECTIONS & DESIGN DATA

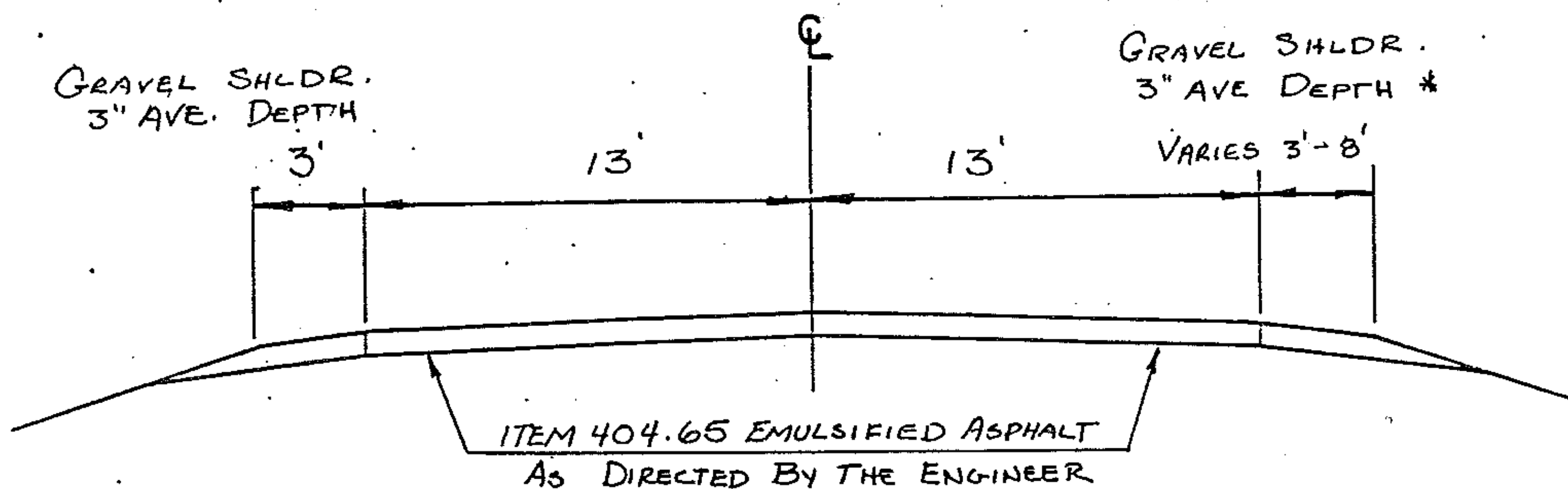
ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 LEVELING COURSE, TYPE III OR IV (164 TONS/LANE)
 AS DIRECTED BY THE ENGINEER
 1 1/2" WEARING COURSE ($\pm 1/4"$) TYPE III, 12' WIDE/LANE



MM 0.504 - MM 0.900

MM 1.540 - MM 1.622

* PAVED SHLDR WILL
 BE TAPERED FROM FULL
 DEPTH TO 1/2"



ITEM 406.25 BITUMINOUS CONCRETE
 LEVELING COURSE, TYPE III OR IV (177 TONS/MILE)
 AS DIRECTED BY THE ENGINEER

1 1/2" WEARING COURSE ($\pm 1/4"$) TYPE III, 13' WIDE EA. LANE.

* GRAVEL SHOULDERS TO BE
 MATCHED TO PAVEMENT EDGE.

1982 ADT = 9200 MM 0.900 ~ MM 1.540

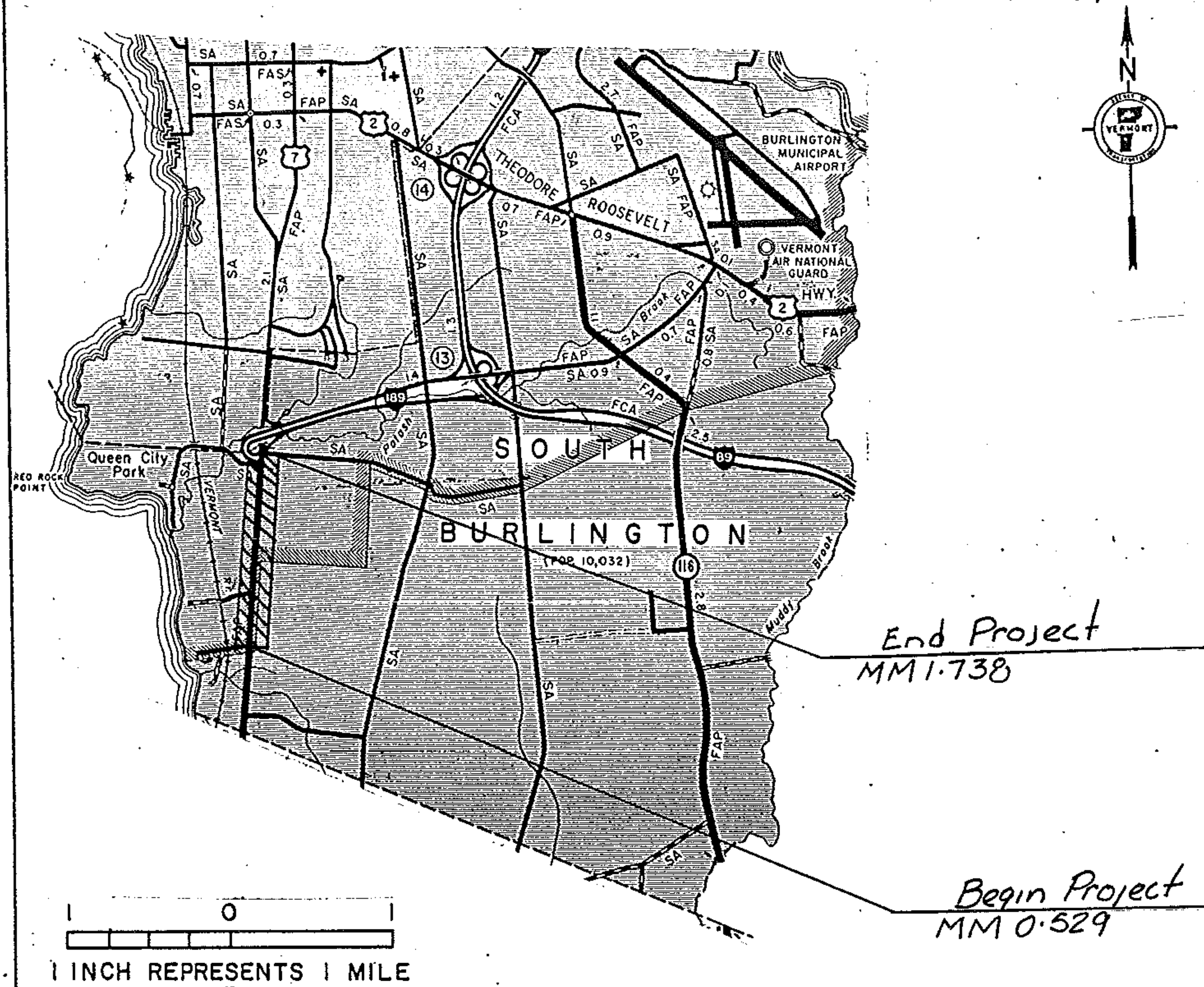
TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT	QUANTITY LT	QUANTITY CL	QUANTITY RT	TOTAL
0.504	0.70		Dash		259		259
0.70	0.78	Dash	Solid	106		422	528
0.78	0.81	Solid	Solid	158		158	316
0.81	0.96	Solid	Dash	792		198	990
0.96	1.622	Solid	Solid	3495		3495	6990
							9083
		3 TH'S @ 40'					
		3 x 40 x 2 =				-	240
		Assume 80% Lost Due to Leveling					8843
		0.80 x 8843				+	7074
							15,917
					Rounding		83
					Total		16,000 LF

TEMPORARY 4" REFLECTORIZED WHITE LINE

0.504	1.622	Solid	Solid	5903		5903	11,806
						ROUNDING	4
						TOTAL	11810
					SHEET 7 OF 29 SHEETS		

PROJECT DESCRIPTION AND LOCATION



In the city of So. Burlington, beginning at a point on US Route 7 at M.M. 0.529 and extending Northerly to M.M. 1.738.

PROJECT So. BURLINGTON

NO. F019-4(18)S
SHEET 8 OF 29 SHEETS

TYPICAL SECTIONS & DESIGN DATA

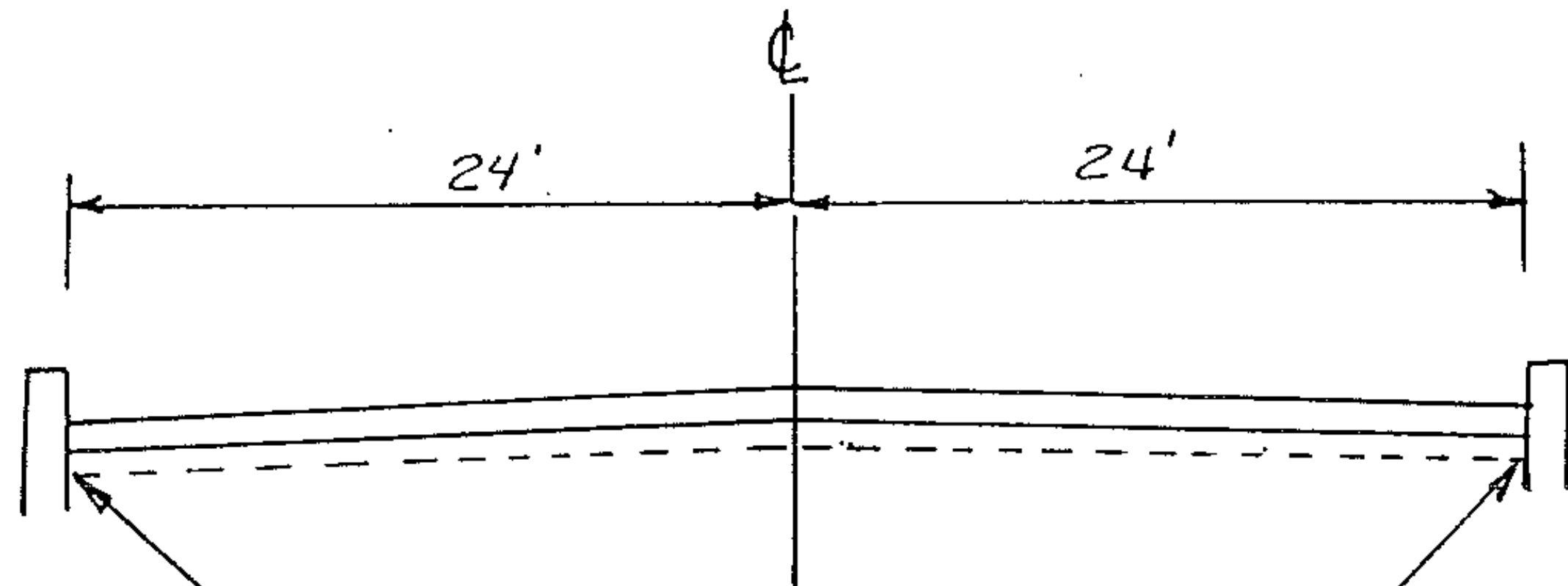
MM 0.529 - MM 0.943

ITEM 201.10 COLD PLANING - BITUMINOUS PAVEMENT - 1"

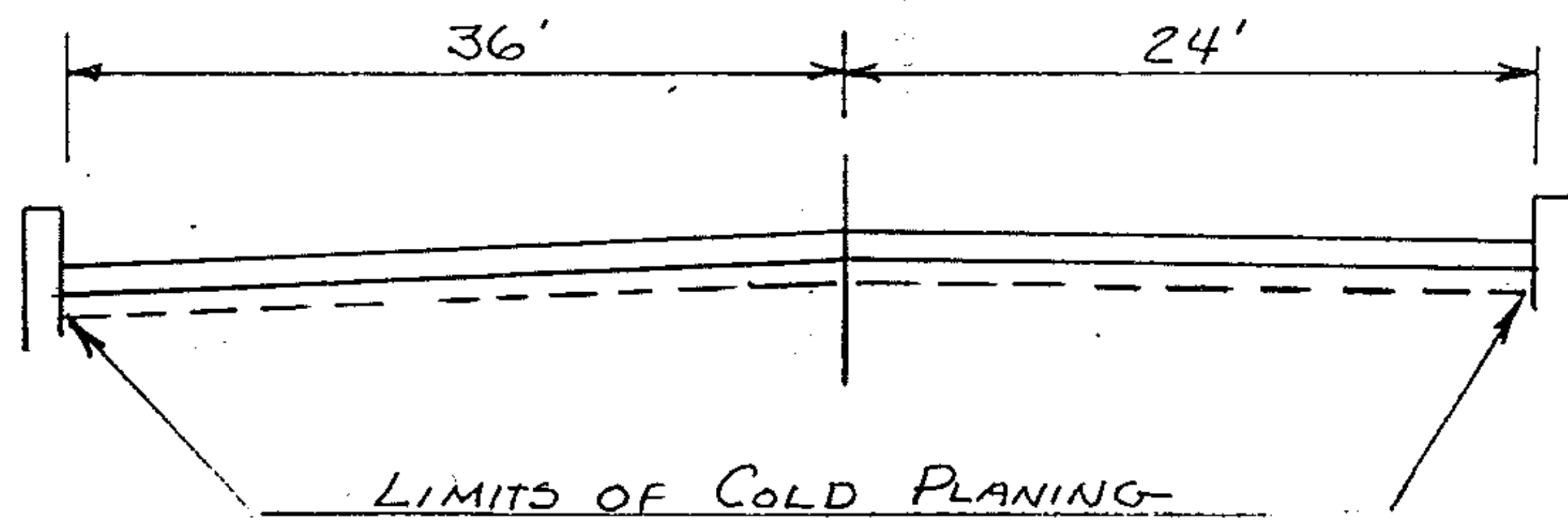
ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT

1" BINDER TYPE III OR TYPE IV - AS DIRECTED BY THE ENGINEER

1/2" WEARING COURSE ($\pm 1/4$ ") TYPE III



LIMITS OF COLD PLANING
AS DIRECTED BY THE ENGINEER
ITEM 404.65 EMULSIFIED ASPHALT
MM 0.943 - MM 1.738



LIMITS OF COLD PLANING
AS DIRECTED BY THE ENGINEER
ITEM 404.65 EMULSIFIED ASPHALT

ITEM 201.10 COLD PLANING - BITUMINOUS PAVEMENT 1"

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT

1" BINDER TYPE III OR TYPE IV - AS DIRECTED BY THE ENGINEER

1/2" WEARING COURSE ($\pm 1/4$ ") TYPE III

TRAFFIC DATA -

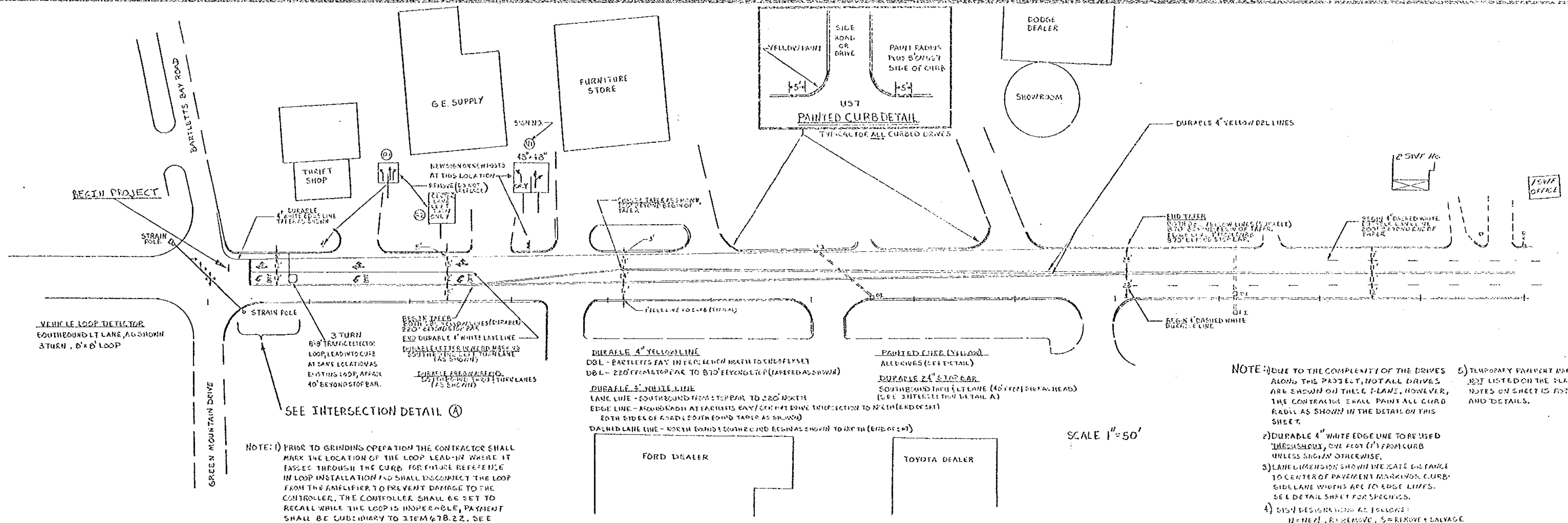
EST-1985 ADT = 25340

V = 35

PROJECT So. BURLINGTON

NO. F019-4(18)S

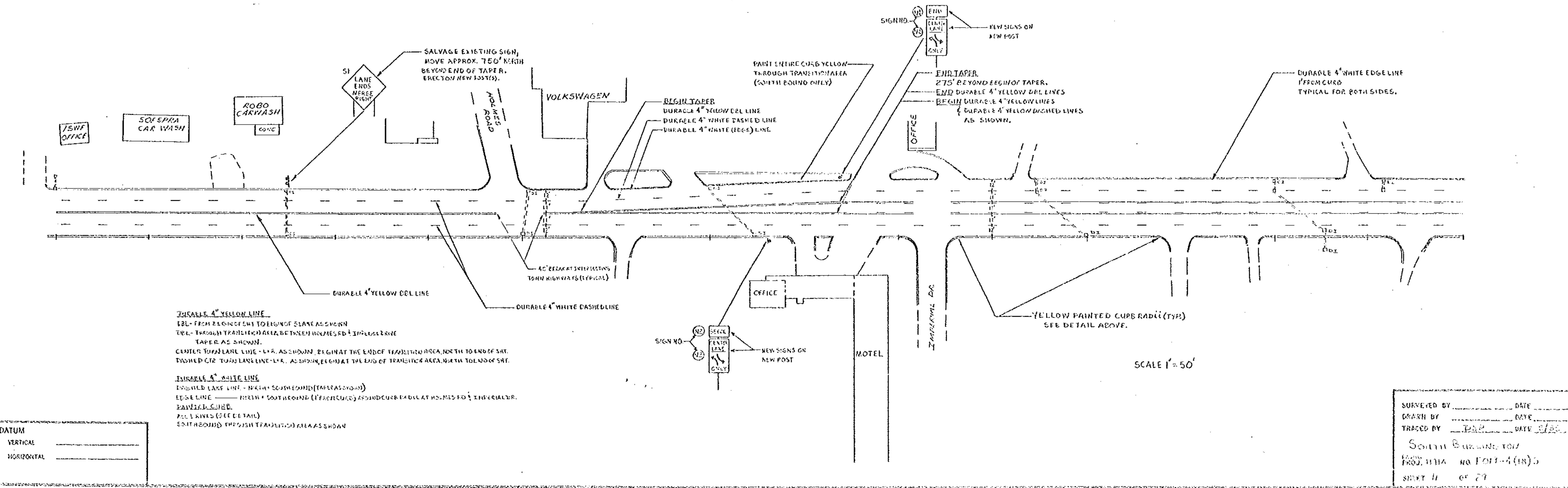
SHEET 9 OF 29 SHEETS



NOTE: 1) PRIOR TO GRINDING OPERATION THE CONTRACTOR SHALL MARK THE LOCATION OF THE LOOP LEAD-IN WHERE IT PASSES THROUGH THE CURB FOR FUTURE REFERENCE IN LOOP INSTALLATION AND SHALL DISCONNECT THE LOOP FROM THE AMPLIFIER TO PREVENT DAMAGE TO THE CONTROLLER. THE CONTROLLER SHALL BE SET TO RECALL WHILE THE LOOP IS INOPERABLE. PAYMENT SHALL BE SUBJUDICIAL TO ITEM #78.2.2. SEE ADDITIONAL NOTES ON PAGE 15.

NOTE: 1) DUE TO THE COMPLEXITY OF THE DRIVES ALONG THIS PROJECT, NOT ALL DRIVES ARE SHOWN ON THESE PLANS. HOWEVER, THE CONTRACTOR SHALL PAINT ALL CURB RADII AS SHOWN IN THE DETAIL ON THIS SHEET.
 2) DURABLE 4" WHITE EDGE LINE TO BE USED THROUGHOUT, ONE FOOT (1') FROM CURB UNLESS SHOWN OTHERWISE.
 3) LANE DIMENSIONS SHOWN INDICATE DISTANCE TO CENTER OF PAVEMENT MARKINGS. CURB-SIDE LANE WIDTHS ARE TO EDGE LINES. SEE DETAIL SHEET FOR SPECIFICS.
 4) SIGN DESIGNATIONS AS FOLLOWS: N=NEW, R=REMOVE, S=REMOVE & SALVAGE
 5) TEMPORARY PAVEMENT MARKING ITEMS ARE NOT LISTED ON THE PLAN SHEET. SEE NOTES ON SHEET 15 FOR QUANTITIES AND DETAILS.

SCALE 1" = 50'



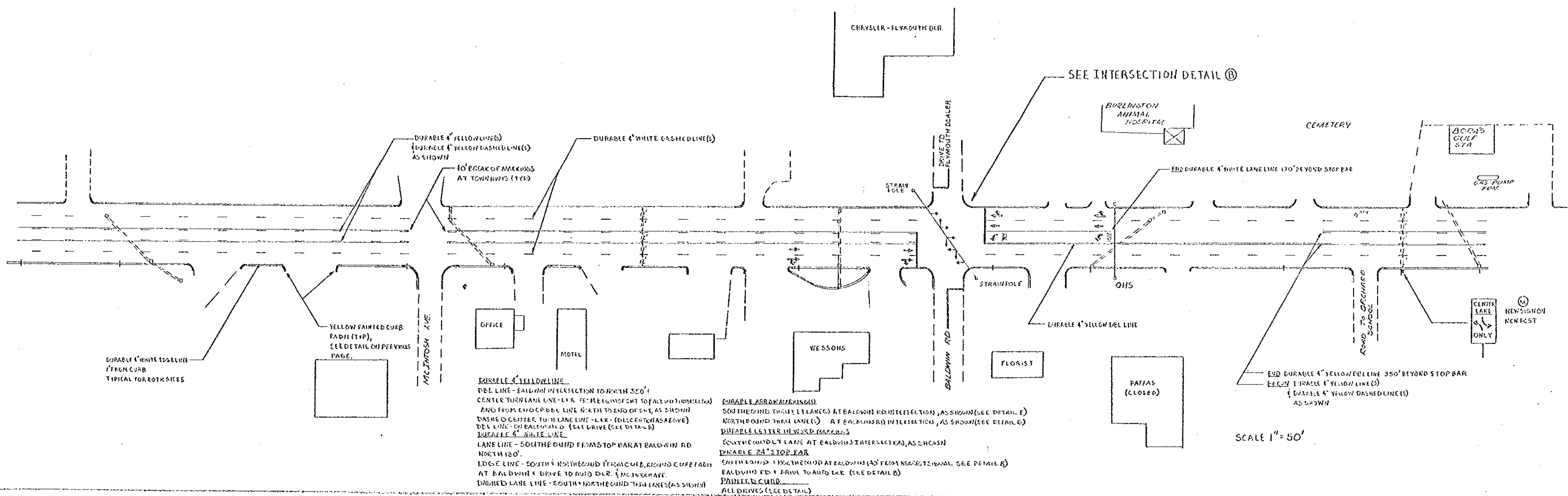
DURABLE 4" YELLOW LINE
 DBL - FROM BEGINNING TO END OF SLANE AS SHOWN
 DEL - THROUGH TRANSITION AREA BETWEEN HOUSES TO 1' FROM EDGE LINE
 TAPER AS SHOWN.
 CENTER TURN LANE LINE - L&R AS SHOWN. BEGIN AT THE END OF TRANSITION AREA NORTH TO END OF STRIPPED CURB. TURN LANE LINE - L&R AS SHOWN. BEGIN AT THE END OF TRANSITION AREA NORTH TO END OF STR.

DURABLE 4" WHITE LINE
 LANE LINE - SOUTHBOUND (TAPER AS SHOWN)
 EDGE LINE - NORTH & SOUTHBOUND (TAPER AS SHOWN) AND END CURB RADII AT HOUSES TO 1' INTERFERER.
 PAINTED CURB
 ALL LINES (SEE DETAIL)
 SOUTHBOUND THROUGH TRANSITION AREA AS SHOWN

SCALE 1" = 50'

DATUM	_____
VERTICAL	_____
HORIZONTAL	_____

SURVEYED BY	_____	DATE	_____
DRAWN BY	_____	DATE	_____
TRACED BY	_____	DATE	8/15
SOUTH BURLINGTON			
PROJ. 0114 NO. F011-4(18)5			
SHEET 11 OF 29			



DURABLE 4" YELLOW LINES
EQUIDISTANT YELLOW DASHED LINES
AS SHOWN

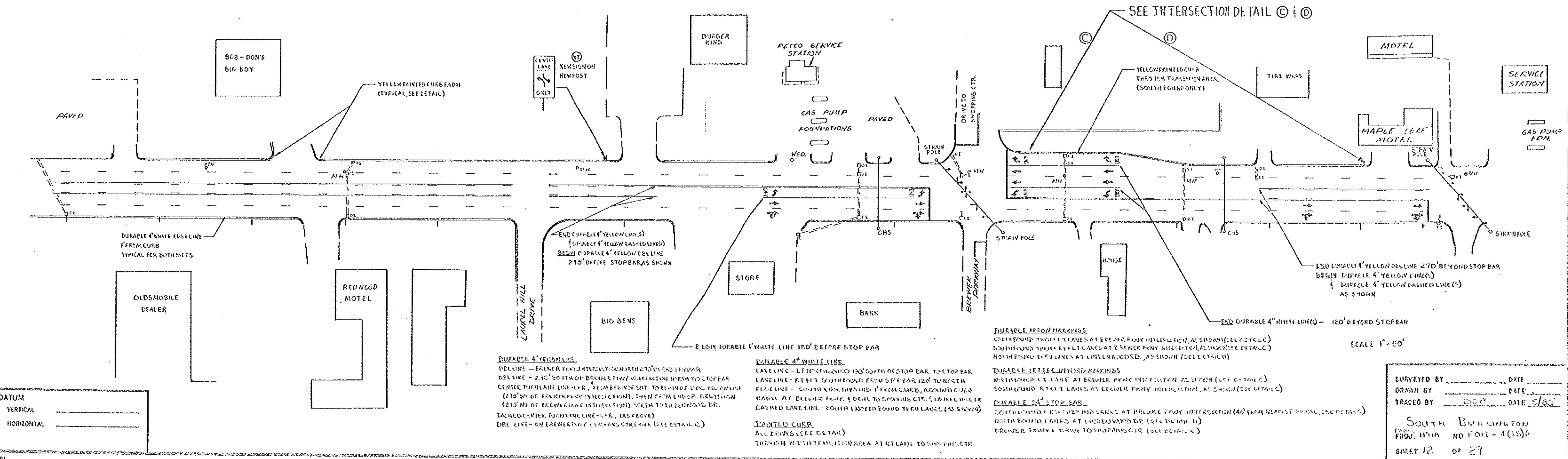
10' BREAK OF MAINTENANCE
AT TOWNWAYS (TYP)

DURABLE 4" WHITE DASHED LINES

DURABLE 4" YELLOW LINE
DEL LINE - BALDWIN INTERSECTION TO NORTH 350'
CENTER TURN LANE LINE - L.R. (SEE DETAIL A) (SEE DETAIL C)
AND FROM END OF DEL LINE NORTH TO END OF ST, AS SHOWN
DASHED CENTER TURN LANE LINE - L.R. (SEE DETAIL A) (SEE DETAIL C)
DEL LINE - ON BALDWIN DR. (SEE DRIVE) (SEE DETAIL B)
DURABLE 4" WHITE LINE
LANE LINE - SOUTH SIDE FROM STOP BAR AT BALDWIN RD.
NORTH 120'.
EDGE LINE - SOUTH & NORTH SIDE FROM CURB, ROUND CURB RADII
AT BALDWIN DR. DRIVE TO AUTO DLR. (SEE DETAIL B)
DASHED LANE LINE - SOUTH & NORTH SIDE THROUGH LANES (AS SHOWN)

DURABLE ARROW MARKINGS
SOUTHBOUND THROUGH LANES (L) AT BALDWIN RD INTERSECTION, AS SHOWN (SEE DETAIL E)
NORTHBOUND THROUGH LANES (L) AT BALDWIN RD INTERSECTION, AS SHOWN (SEE DETAIL G)
DURABLE LETTER IN WORD MARKINGS
SOUTHBOUND LANE AT BALDWIN INTERSECTION, AS SHOWN
VIABLE 24" STOP BAR
SOUTHBOUND & NORTHBOUND AT BALDWIN (40' FROM NEAREST SIGNAL, SEE DETAIL B)
BALDWIN DR. DRIVE TO AUTO DLR. (SEE DETAIL B)
PAINTED CURB
ALL DRIVES (SEE DETAIL)

SCALE 1" = 50'



DURABLE 4" YELLOW LINES
DEL LINE - BREWER PKWY INTERSECTION NORTH 270' TO STOP BAR
DEL LINE - 210' SOUTH OF BREWER PKWY INTERSECTION FROM STOP BAR
CENTER TURN LANE LINE - L.R., FROM BREWER PKWY TO END OF DEL YELLOW LINE
(210' SO OF BREWER PKWY INTERSECTION), THEN FROM END OF DEL YELLOW LINE
(210' SO OF BREWER PKWY INTERSECTION) NORTH TO BALDWIN DR.
TYPICAL CENTER TURN LANE LINE - L.R., (AS ABOVE)
DEL LINE - ON BREWER PKWY THROUGH STRAIGHT (SEE DETAIL C)

DURABLE 4" WHITE LINE
LANE LINE - LT 120' SOUTH OF STOP BAR TO STOP BAR
LANE LINE - RT 120' SOUTH FROM STOP BAR 120' TO NORTH
EDGE LINE - SOUTH SIDE FROM CURB, ROUND CURB
RADII AT BREWER PKWY, 5' GULLY TO STOP BAR, 5' LANE LINE HULLER
DASHED LANE LINE - SOUTH (NORTHBOUND THROUGH LANES) (AS SHOWN)
PAINTED CURB
ALL DRIVES (SEE DETAIL)
THROUGH NORTH TRANSITION AREA AT RETAIL TO SHOPPING CTR.

DURABLE ARROW MARKINGS
NORTHBOUND THROUGH LANES AT BREWER PKWY INTERSECTION, AS SHOWN (SEE DETAIL C)
SOUTHBOUND THROUGH LANES AT BREWER PKWY INTERSECTION, AS SHOWN (SEE DETAIL C)
NORTHBOUND THROUGH LANES AT BREWER PKWY INTERSECTION, AS SHOWN (SEE DETAIL C)
DURABLE LETTER IN WORD MARKINGS
NORTHBOUND LANE AT BREWER PKWY INTERSECTION, AS SHOWN (SEE DETAIL C)
SOUTHBOUND RT LANE AT BREWER PKWY INTERSECTION, AS SHOWN (SEE DETAIL C)
VIABLE 24" STOP BAR
SOUTHBOUND & NORTHBOUND LANES AT BREWER PKWY INTERSECTION (40' FROM NEAREST SIGNAL, SEE DETAIL B)
NORTHBOUND LANES AT LINDBERGH DR. (SEE DETAIL B)
BREWER PKWY DRIVE TO SHOPPING CTR. (SEE DETAIL C)

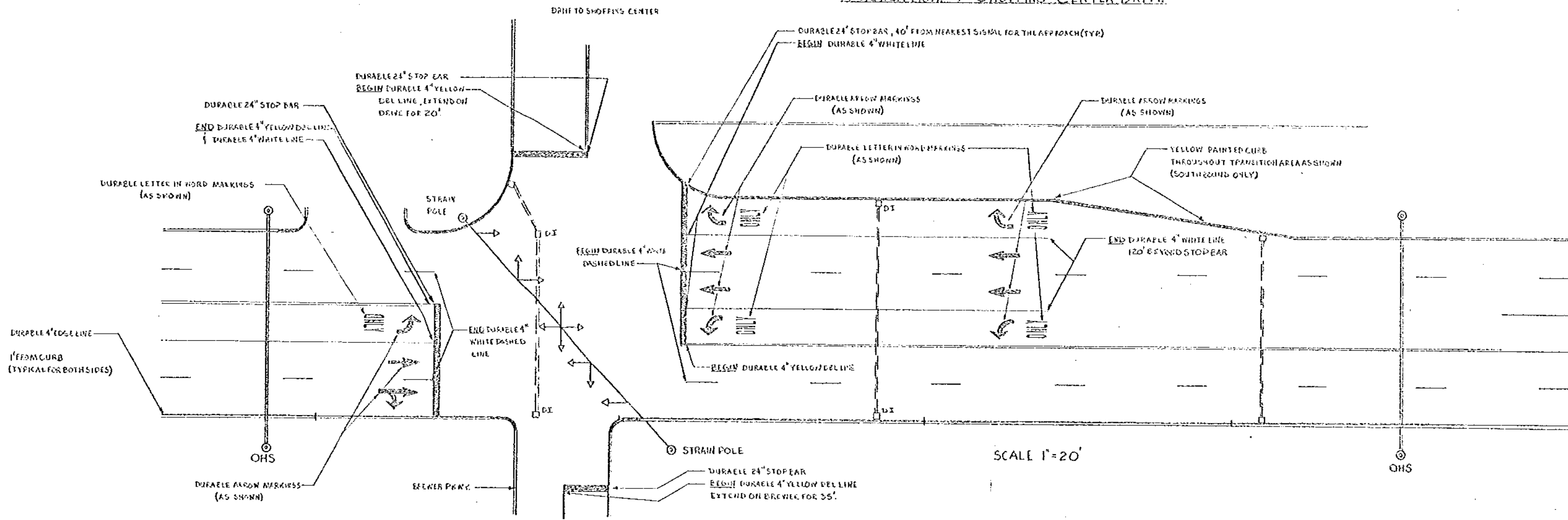
SCALE 1" = 50'

DATUM	VERTICAL	_____
	HORIZONTAL	_____

SURVEYED BY _____ DATE _____
 DRAWN BY _____ DATE _____
 TRACED BY _____ DATE 5/85
 SOUTH BURLINGTON
 PROJ. 1111A NO. FOR - 4(18)5
 SHEET 12 OF 29

Brewer Pkwy & Shopping Center Drive

DETAIL C



SCALE 1"=20'

Lindenwood Drive & Queen City Park Rd.

DETAIL D

TRAFFIC SIGNAL CONTROL (MOD)
 MODIFY EXISTING SIGNAL SYSTEM AT LINDENWOOD DR & QUEEN CITY PARK INTERSECTION AS NOTED ON THIS SHEET AND SHEET #10.

DURABLE 4" YELLOW LINE
 DBL LINE - 40' DISTANCE OF SIGNAL AT LINDENWOOD NORTH FOR 125'
 DBL LINE - ON LINDENWOOD DRIVE FOR 25' & QCP RD. FOR 35'

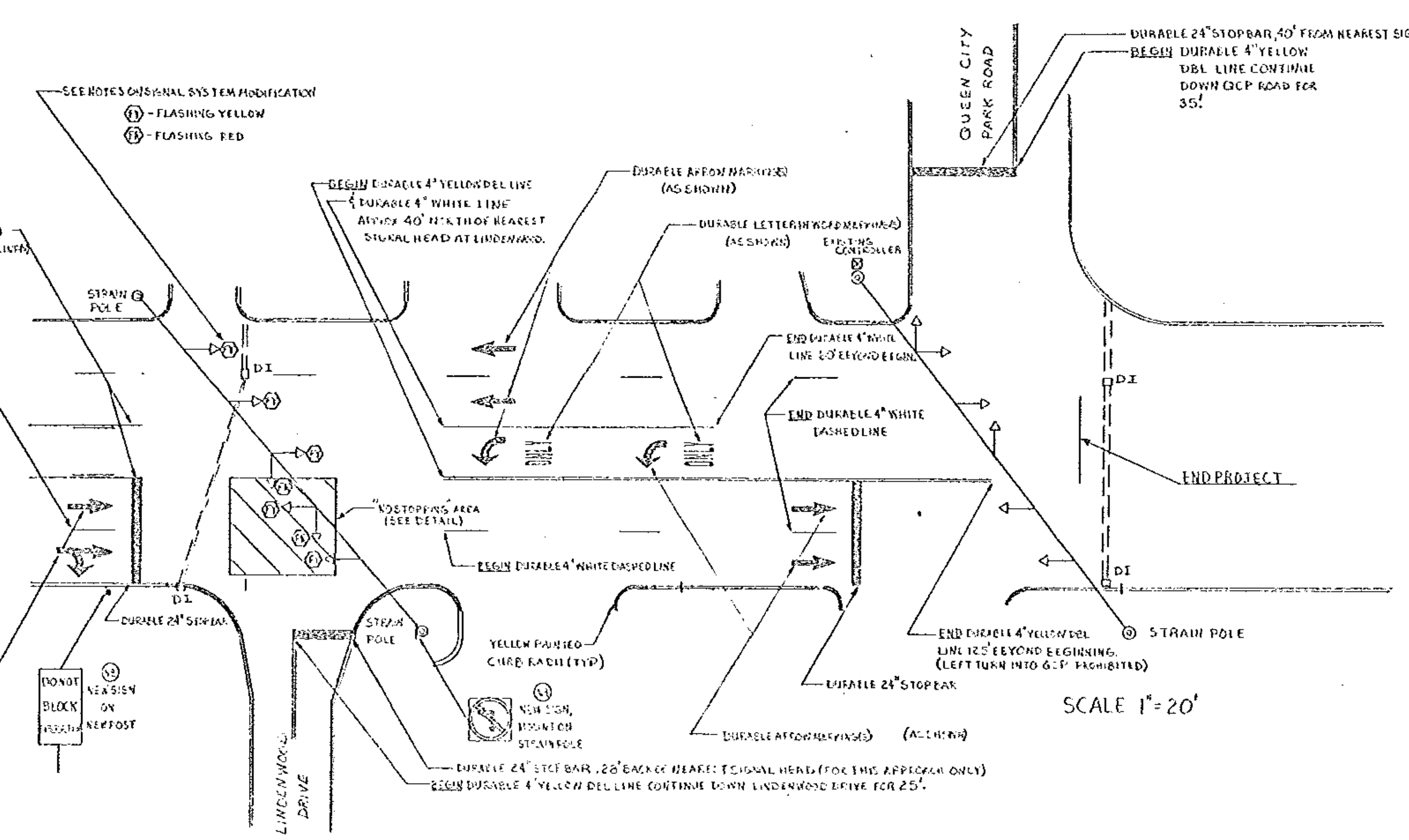
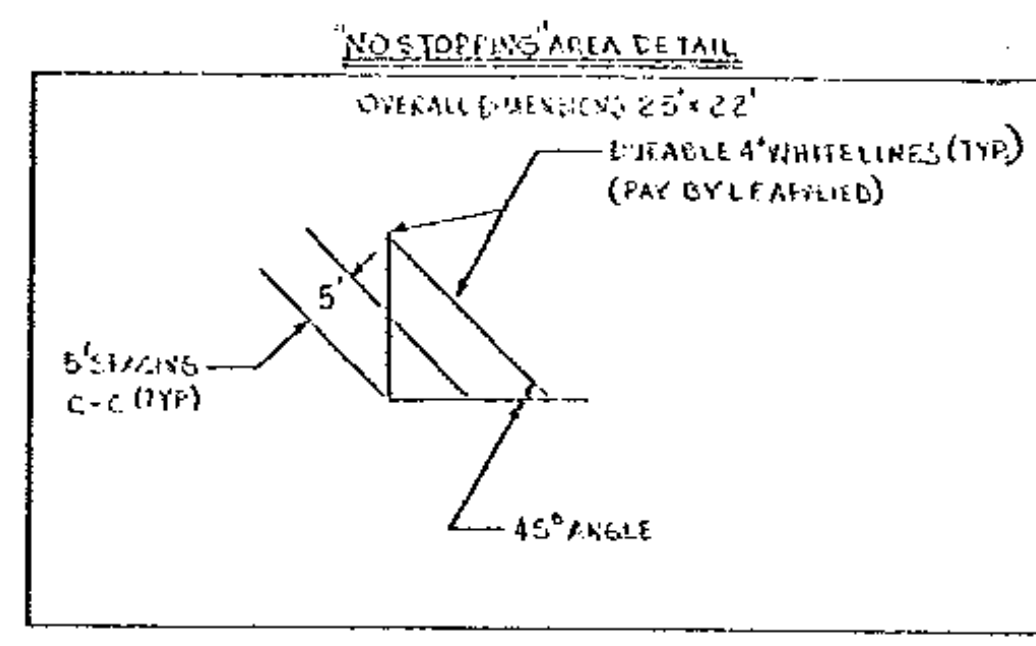
DURABLE 4" WHITE LINE
 LANE LINE - 40' DISTANCE OF SIGNAL AT LINDENWOOD NORTH FOR 60'
 EDGE LINE - SOUTHBOUND & NORTHBOUND 1' FROM CURB (AROUND CURB PAD) AT LINDENWOOD & QCP RD.

DASHED LANE LINE - SOUTHBOUND & NORTHBOUND THRU LANES AS SHOWN
 SOLID LINE IN NO STOPPING AREA, SEE DETAIL BELOW

DURABLE ARROW MARKINGS
 SOUTHBOUND THRU LANES SOUTH OF LINDENWOOD DR. AS SHOWN
 SOUTHBOUND THRU LANES NORTH OF LINDENWOOD DR. AS SHOWN
 NORTHBOUND THRU & LT LANES NORTH OF LINDENWOOD DR. AS SHOWN

DURABLE LETTER IN WORD MARKINGS
 SOUTHBOUND THRU LANE AS SHOWN
 DURABLE 24" STOP BAR
 NORTHBOUND THRU LANES NORTH OF LINDENWOOD ON LINDENWOOD DR. (SEE SPECIAL DIMENSIONS) & ON QCP ROAD.

PAINTED CURB
 ALL DRIVES (SEE DETAIL)



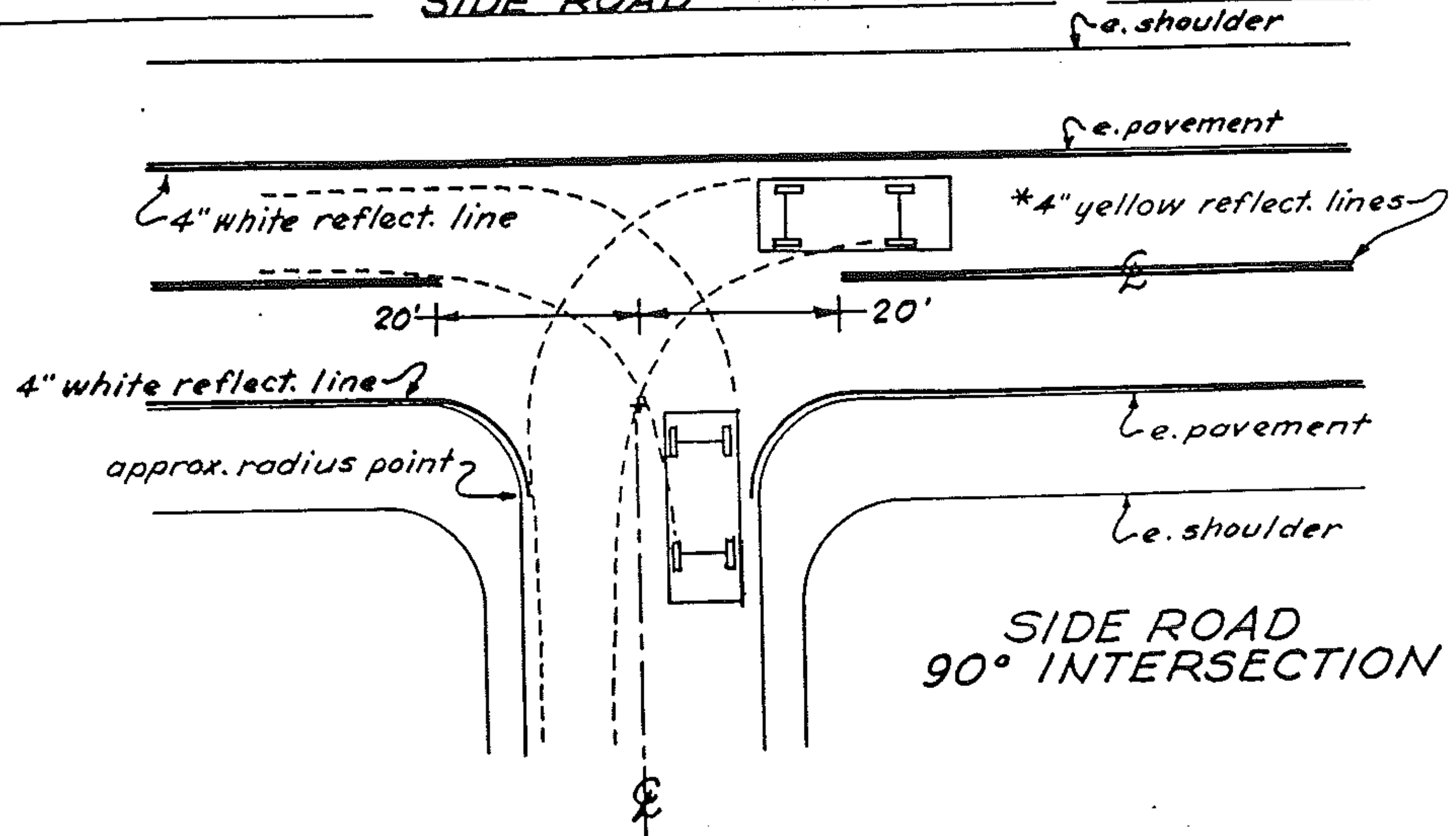
SCALE 1"=20'

NOTES: THE SIGNAL SYSTEM AT LINDENWOOD DRIVE AND QUEEN CITY PARK ROAD SHALL BE MODIFIED AS LISTED BELOW. ALL WORK, MATERIALS, ETC. SHALL BE INCLUDED IN THE ITEM 67815 (MOD), TRAFFIC CONTROL SIGNALS, MODIFIED.

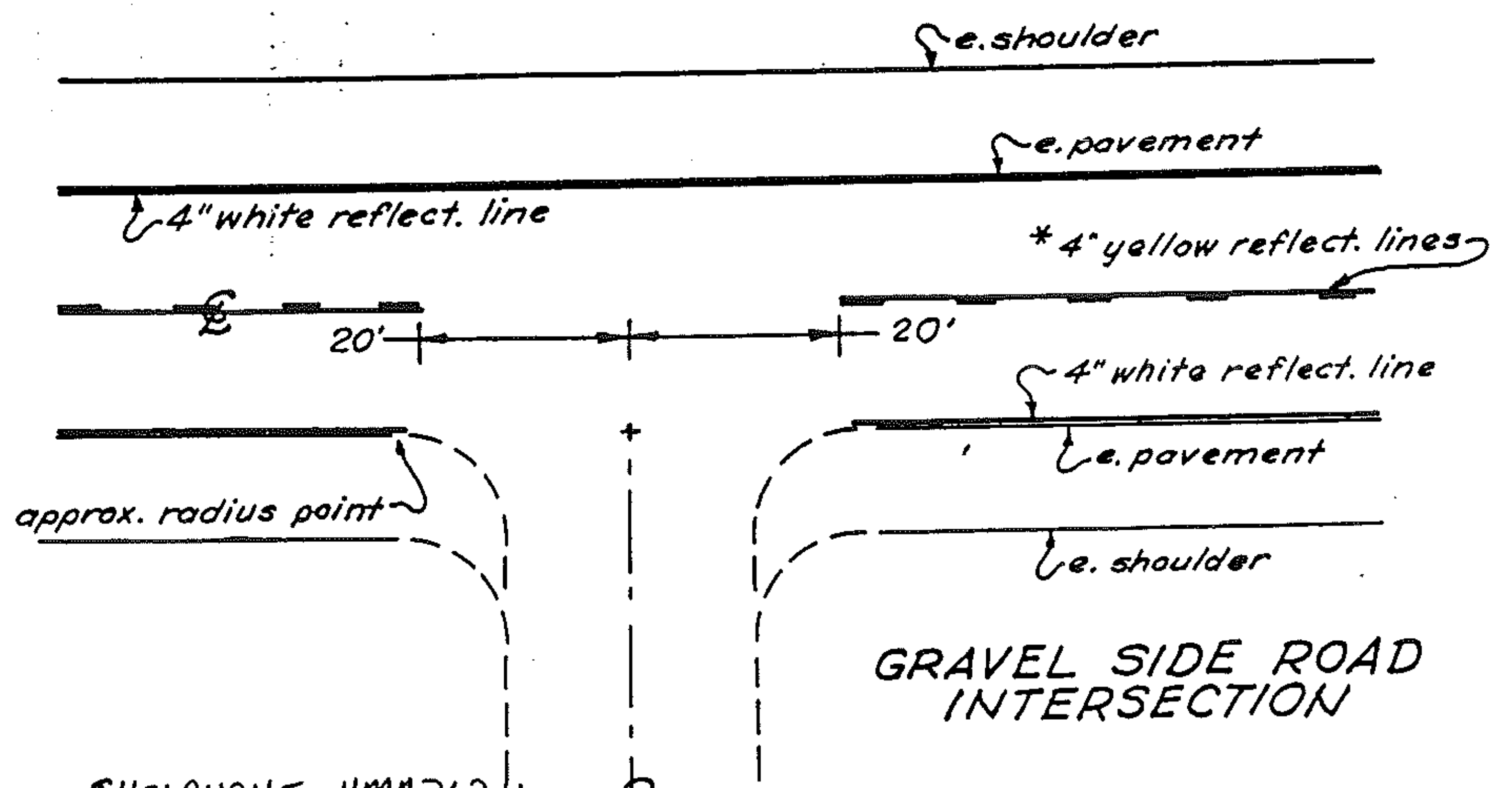
- 1) THE US7 SIGNAL HEADS AT LINDENWOOD DRIVE SHALL BE SET TO FLASHING YELLOW OPERATION AND THE SIGNAL HEADS THAT CONTROL LINDENWOOD DRIVE SHALL BE SET TO FLASHING RED OPERATION. SUCH FLASHING OPERATION SHALL CONFORM TO THE REQUIREMENTS IN STANDARD SPECIFICATION 752.07, EXCEPT THAT THE EXISTING SIGNAL HEADS SHALL BE RETAINED.
- 2) THE CABINET FOR THE FLASHER UNIT SHALL BE ALUMINUM AND SHALL BE MOUNTED ON THE SAME STRAIN POLE AS THE EXISTING CONTROLLER CABINET AT QCP ROAD. ALL WIRES WHEN REMOVED FROM THE EXISTING CONTROLLER SHALL BE APPROPRIATELY MARKED SO AS TO FACILITATE REATTACHMENT AT A FUTURE DATE.
- 3) POWER FOR THE FLASHER UNIT SHALL BE THROUGH THE SAME METER AS POWER FOR THE EXISTING CONTROLLER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND UTILITY COSTS FOR THE MODIFICATION OF THE SYSTEM.
- 4) THE FLASHER SHALL CONSIST OF A 1 CIRCUIT FLASHER UNIT, IN AN ALUMINUM CABINET WITH ALL FILTERS, WIRING, CONNECTORS, ETC., IN ORDER TO PROVIDE A FUNCTIONING FLASHING OPERATION AT LINDENWOOD. (REFER TO STANDARD SPECIFICATIONS 752.06 AND 752.07 FOR ADDITIONAL DETAILS)
- 5) THE SIGNAL OPERATION AT QUEEN CITY PARK ROAD SHALL REMAIN IN CONTINUOUS OPERATION WITH EXISTING CYCLE LENGTHS, PHASING, ETC. FOR QUEEN CITY PARK ROAD REMAINING UNCHANGED, HOWEVER THE CONTROLLER SHALL BE ADJUSTED TO ACCOUNT FOR THE ELIMINATION OF LINDENWOOD DRIVE PHASING.
- 6) ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND ALL STATE AND LOCAL CODES.
- 7) ALL WORK SHALL BE DONE IN SUCH A MANNER AS WITH ONLY MINOR MODIFICATION THE SIGNALS AT LINDENWOOD CAN BE PUT BACK INTO WORKING ORDER AT SOME FUTURE DATE.

DATUM	_____
VERTICAL	_____
HORIZONTAL	_____

SURVEYED BY _____	DATE _____
DRAWN BY _____	DATE _____
TRACED BY <u>DSP</u>	DATE <u>2/83</u>
SOUTH PULASKI	
PROJ. NO. <u>F011-4(1)</u>	
SHEET <u>14</u> OF <u>29</u>	



* 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.



- 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

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.

- 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 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. 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. THE TAPE SHALL BE THE TYPE THAT IS REMOVABLE INTACT AND NOT SEPERATE AT ANY TIME.

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 DIRECTED BY THE RESIDENT ENGINEER.

REVISED
01/12/85

SHELBURNE HMA 2624
PROJECT: So. BURLINGTON FO19-4(18)S

SHEET 17 OF 29 SHEETS