

STATE OF VERMONT  
AGENCY OF TRANSPORTATION

Date JUL 15 1985

*Cooley Asphalt Paving*  
Contractor

*Walter A. Laporte*  
Signature

*President*  
Title



CONTRACT PLANS

THESE PLANS DO NOT REFLECT  
CHANGES MADE ON THE PROJECT.

PROPOSED IMPROVEMENT

*Frank E. Dovich*  
Acting Transportation Secretary's  
Signature

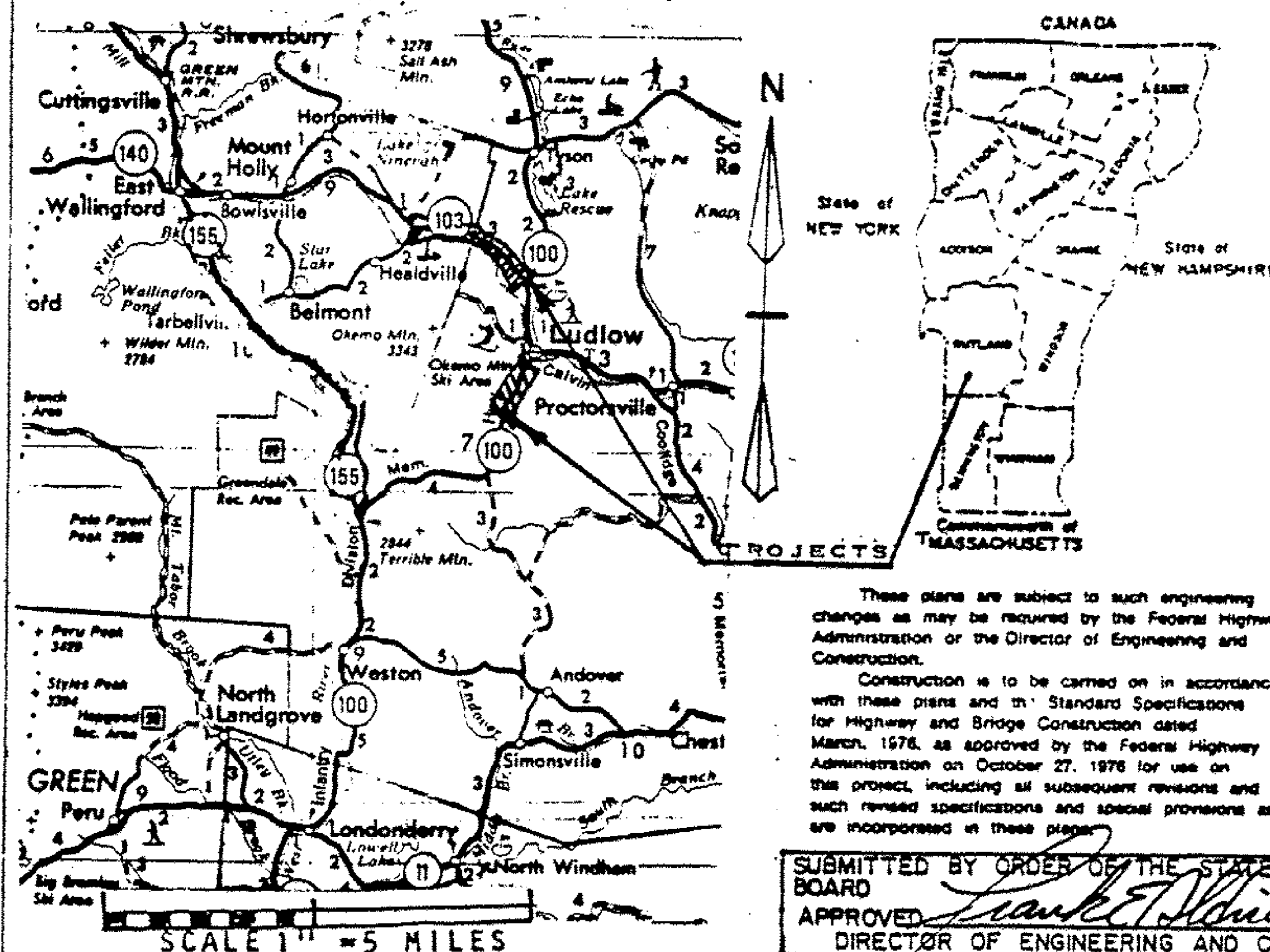
RESURFACING PROJECT

TOWN OF: LUDLOW\* LUDLOW-MT HOLLY\* SHIREWSBURY

COUNTY OF: RUTLAND

ROUTE NO: VT 103-VT100

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.

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

APPROVED *Frank E. Dovich* DATE 5/85  
DIRECTOR OF ENGINEERING AND CONSTRUCTION

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
DIVISION ADMINISTRATOR

PROJECT NO. HMA 2630  
F025-1(26)S

SHEET 1 OF 24 SHEETS

SEE SHEET 2 FOR INDEX

PROJECT PROCESSED UNDER  
SECONDARY ROAD PLAN

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## LUDLOW VT-100 HMA 2630

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- 5. TYPICAL SECTIONS AND DESIGN DATA
- 6. PROJECT LENGTHS AND ITEM QUANTITIES
- 7. CENTERLINE DATA

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LUDLOW-MT HOLLY  
SHREWSBURY

PROJECT

NO. F025-1(26)S HMA2630

SHEET 2 OF 24 SHEETS

# PROJECT LENGTHS AND ITEM QUANTITIES

| ITEM DESCRIPTION                                        | LENGTH<br>WIDTH<br>OVERLAY DEPTH<br>TOPSOIL<br>GRAVEL SHOULDERS<br>GRAVEL SHOULDERS<br>EMULSIFIED ASPHALT<br>OPTION<br>BITUMINOUS CONCRETE PAVEMENT<br>CHANGE ELEV. OF CB, DI, OR MI<br>ALL PURPOSE EXC. PENTAL, TYPE I<br>POWER BROOM PENTAL<br>UNIFORMED TRAFFIC OFFICERS<br>FLAGPERSONS<br>MOBILIZATION<br>TEMPORARY PAVEMENT<br>MARKING 4" YELLOW<br>TEMP. PAVEMENT<br>MARKING 4" WHITE |    |       |     |     |     |     |       |    |    |    |     |     |    |       |       |  | REMARKS |
|---------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-------|-----|-----|-----|-----|-------|----|----|----|-----|-----|----|-------|-------|--|---------|
| ITEM NUMBER                                             | FEET                                                                                                                                                                                                                                                                                                                                                                                        | FT | INCH  | CY. | CY  | TON | CWT | TON   | EA | HR | HR | HR  | HR  | LS | LF    |       |  |         |
| UNIT<br>LOCATION                                        |                                                                                                                                                                                                                                                                                                                                                                                             |    |       |     |     |     |     |       |    |    |    |     |     |    |       |       |  |         |
| HMA 2630<br>LUDLOW<br>VH. 100                           |                                                                                                                                                                                                                                                                                                                                                                                             |    | 3/4   | 100 | 500 | 875 | 85  | 4150  | 1  | 5  | 40 | 210 | 210 | 37 | 61800 | 40700 |  |         |
| F025-1(26)S<br>LUDLOW - MT. HOLLY<br>SHREWSBURY VH. 103 |                                                                                                                                                                                                                                                                                                                                                                                             |    | 1 1/2 | 110 | 250 | 450 | 180 | 11100 | 10 | 10 | 50 | 555 | 555 | 63 | 84200 | 56800 |  |         |
|                                                         |                                                                                                                                                                                                                                                                                                                                                                                             |    |       |     |     |     |     |       |    |    |    |     |     |    |       |       |  |         |
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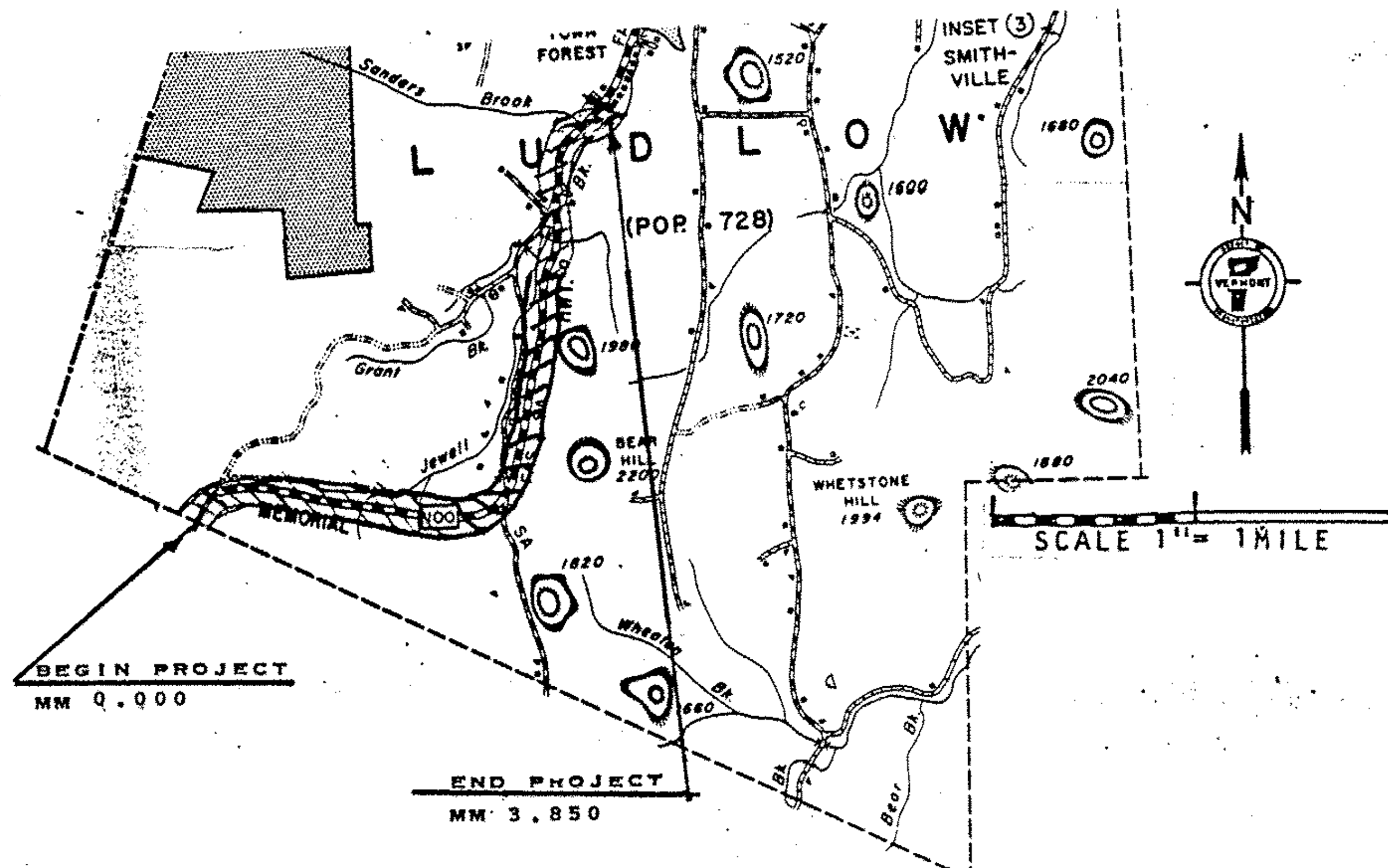
COMPOSITE PROJECT LUDLOW-MT. HOLLY - SHREWSBURY NUMBER HMA 2630-F025-1(26)S SHEET 3 OF 24

LENGTH

LENGTH

LUDLOW\* LUDLOW-MT HOLLY

# PROJECT DESCRIPTION AND LOCATION



ON VT 100, BEGINNING IN THE TOWN OF LUDLOW AT MM 0.000 AND  
EXTENDING 3.850 MILES TO MM 3.850.

LENGTH OF PROJECT  
3.850 MILES  
20328 FEET

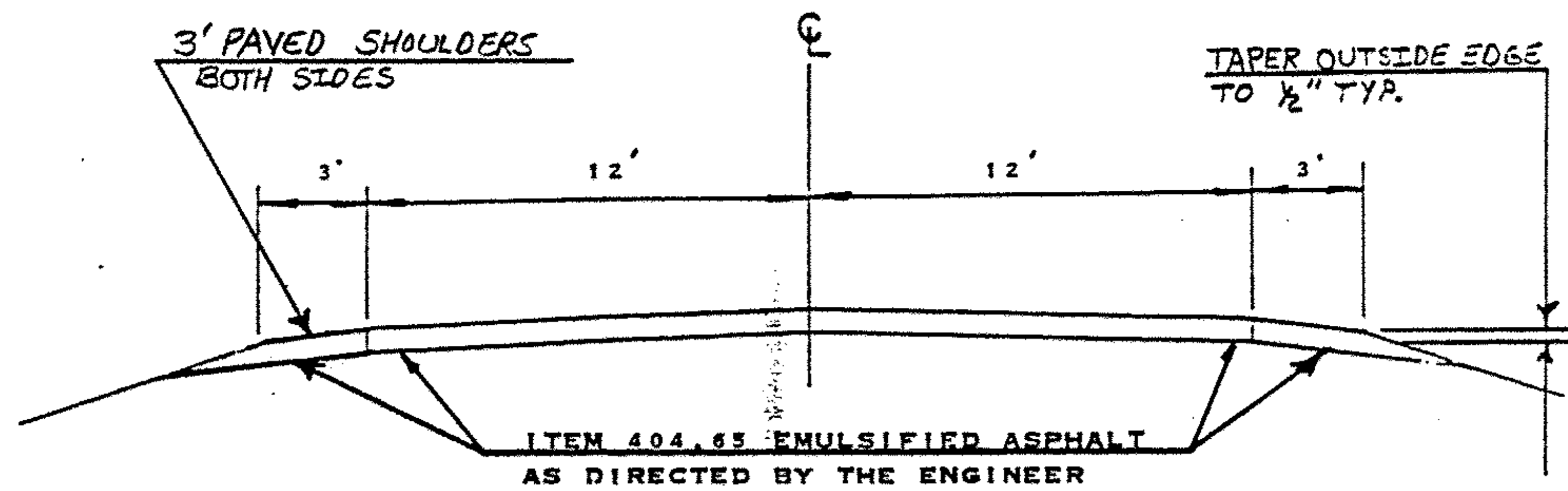
PROJECT LUDLOW

NO. HMA 2630

SHEET 4 OF 24 SHEETS

# TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
LEVELING COURSE TYPE III OR IV (327 TONS/MILE)  
AS DIRECTED BY THE ENGINEER  
3/4" WEARING COURSE TYPE IV (21/4)



LUDLOW  
MM 0.000 MM 3.850  
VT 100

1982 ADT 1220  
V 50

PROJECT LUDLOW-

NO. HMA 2630

SHEET 5 OF 24 SHEETS

## PROJECT LENGTHS AND ITEM QUANTITIES

[illegible]

PROJECT LUDLOW

NUMBER HMA 2630

SHEET 6 OF 24

## TEMPORARY 4" REFLECTORIZED YELLOW LINE

| MILE | MILE  | LT    | RT    | Length<br>LT | Length<br>RT | Length<br>% | Length<br>Total<br>LT & RT |
|------|-------|-------|-------|--------------|--------------|-------------|----------------------------|
| 0.00 | 0.29  | Solid | Solid | 1531         | 1531         |             | 3062                       |
| 0.29 | 0.41  | Solid | Dash  | 633          | 158          |             | 791                        |
| 0.41 | 0.46  | Solid | Solid | 264          | 264          |             | 528                        |
| 0.46 | 0.55  | Dash  | Solid | 119          | 475          |             | 594                        |
| 0.55 | 0.59  | Dash  | Dash  |              |              | 53          | 53                         |
| 0.59 | 0.70  | Solid | Dash  | 581          | 145          |             | 726                        |
| 0.70 | 0.72  | Solid | Solid | 106          | 106          |             | 212                        |
| 0.72 | 0.96  | Dash  | Solid | 316          | 1267         |             | 1583                       |
| 0.96 | 1.20  | Dash  | Dash  |              |              | 317         | 317                        |
| 1.20 | 1.41  | Dash  | Solid | 277          | 1109         |             | 1385                       |
| 1.41 | 1.78  | Solid | Solid | 1954         | 1954         |             | 3907                       |
| 1.78 | 1.89  | Solid | Dash  | 581          | 145          |             | 726                        |
| 1.89 | 2.05  | Dash  | Dash  |              |              | 211         | 211                        |
| 2.05 | 2.15  | Dash  | Solid | 132          | 528          |             | 660                        |
| 2.15 | 2.23  | Solid | Solid | 422          | 422          |             | 844                        |
| 2.23 | 2.36  | Dash  | Solid | 172          | 686          |             | 858                        |
| 2.36 | 2.53  | Solid | Solid | 898          | 898          |             | 1795                       |
| 2.53 | 2.65  | Dash  | Solid | 158          | 634          |             | 792                        |
| 2.65 | 2.99  | Solid | Solid | 1795         | 1795         |             | 3590                       |
| 2.99 | 3.07  | Solid | Solid | 422          | 422          |             | 844                        |
| 3.07 | 3.26  | Solid | Solid | 1003         | 1003         |             | 2006                       |
| 3.26 | 3.37  | Dash  | Solid | 145          | 581          |             | 726                        |
| 3.37 | 3.850 | Solid | Solid | 2534         | 2534         |             | 5068                       |

Yellow Total 31,277

Assume 100% C is lost during Shimming

3096 2 x 2 = 6192 Yellow Line

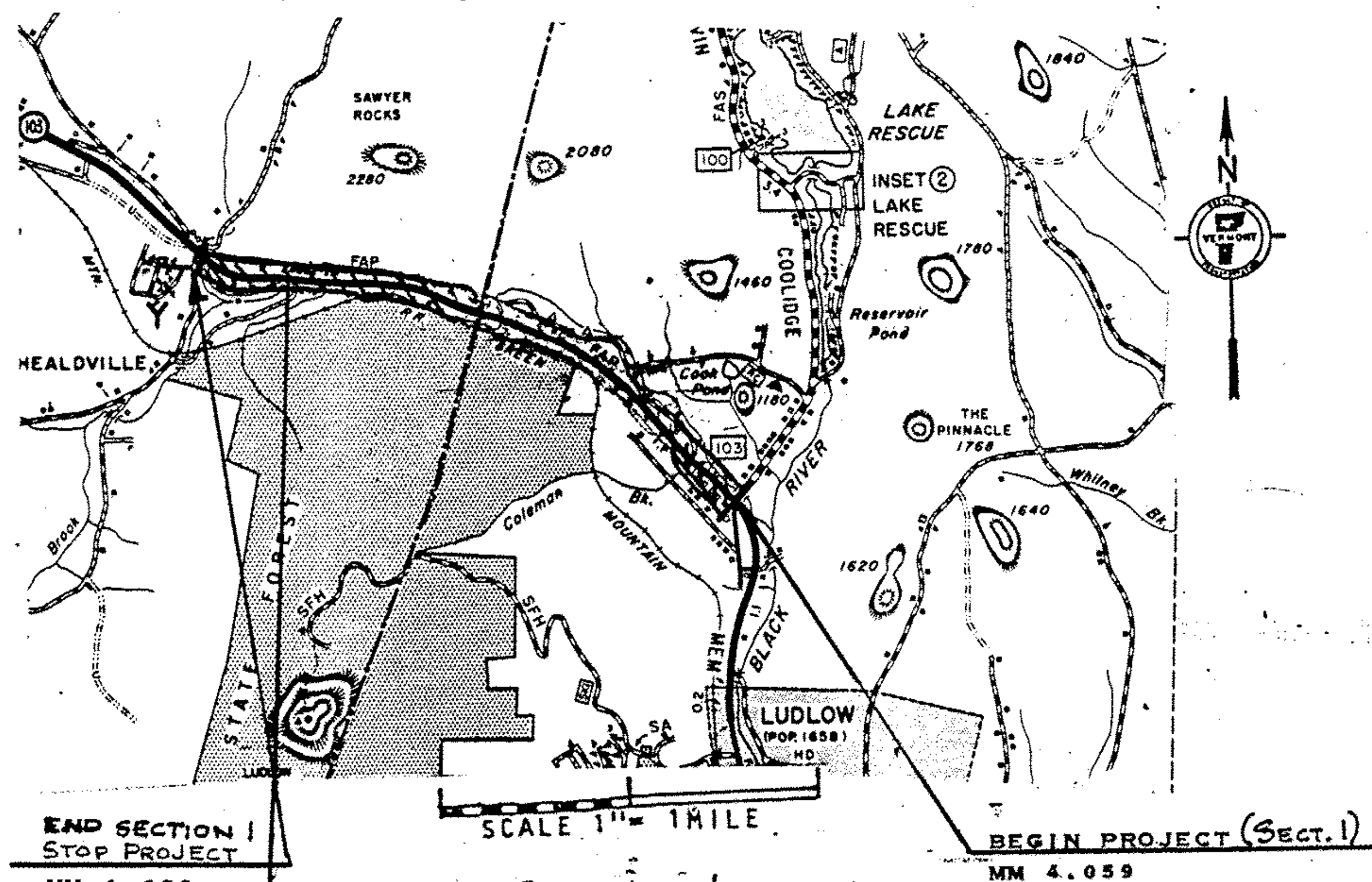
5THs (40x2) -400

- 30,877 x 2 = 61,754 30,877

## TEMPORARY 4" REFLECTORIZED WHITE LINE

|      |       |        |        |  |           |
|------|-------|--------|--------|--|-----------|
| 0.00 | 3.850 | 20,328 | 20,328 |  | 140,65645 |
|------|-------|--------|--------|--|-----------|

# PROJECT DESCRIPTION AND LOCATION



## SECTION I

ON VT 103 BEGINNING AT THE JUNCTION OF VT 103 AND VT 100 IN LUDLOW AT  
MM 4.059 AND EXTENDING 3.349 MILES TO MM 1.626 IN MT HOLLY

BRIDGE #33  
DO NOT PAVE

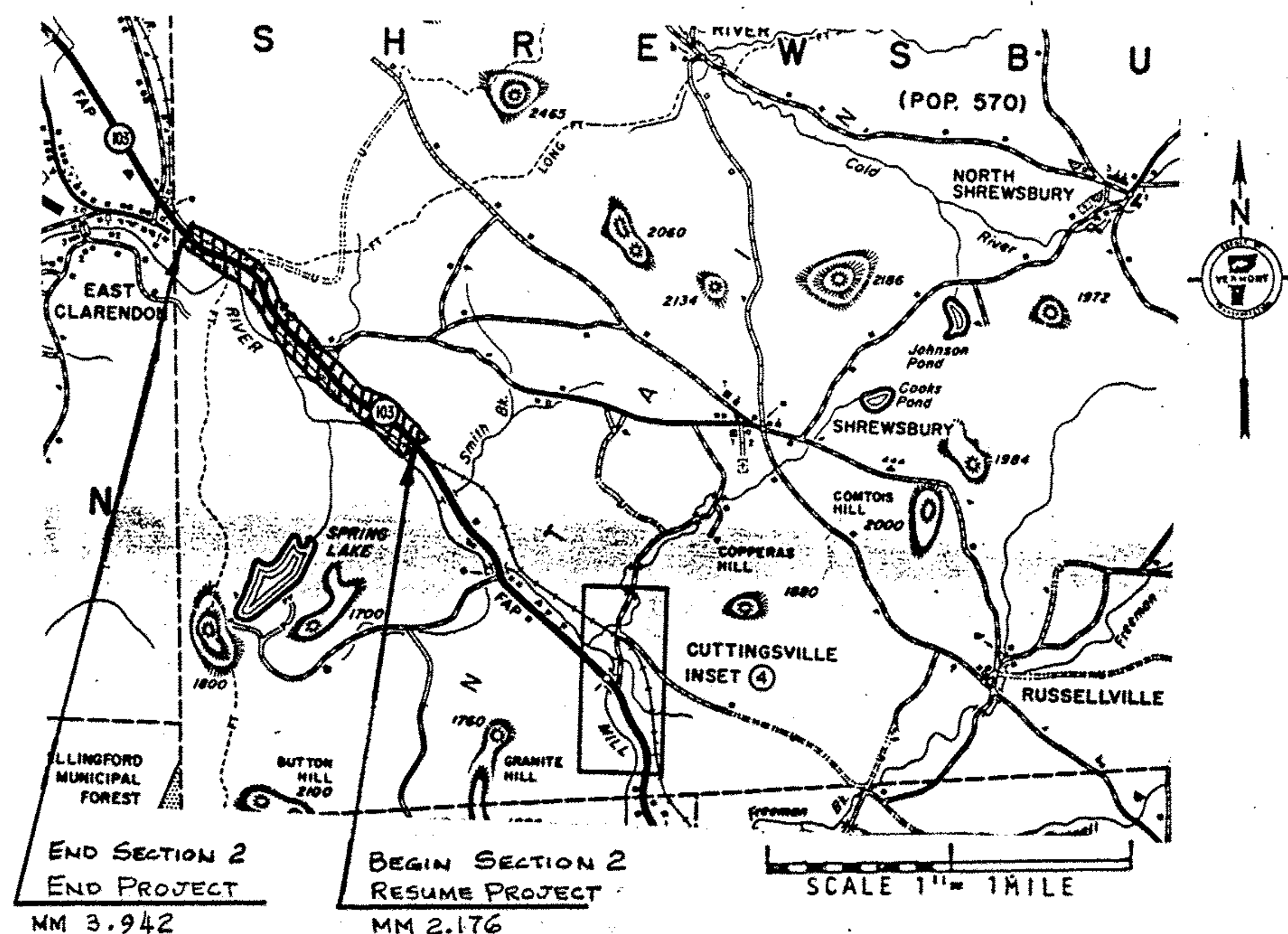
LENGTH OF SECTION I  
3.349 MILES  
17683 FEET

NO. F025-1(26)S

PROJECT LUDLOW-MT HOLLY - SHREWSBURY

SHEET 8 OF 24 SHEETS

# PROJECT DESCRIPTION AND LOCATION



## SECTION 2

ON VT 103-BEGINNING IN THE TOWN OF SHREWSBURY AT MM 2.176 AND  
EXTENDING 1.766 MTLES TO MM 3.942

LENGTH OF SECTION 2  
1.766 MILES  
9325 FEET

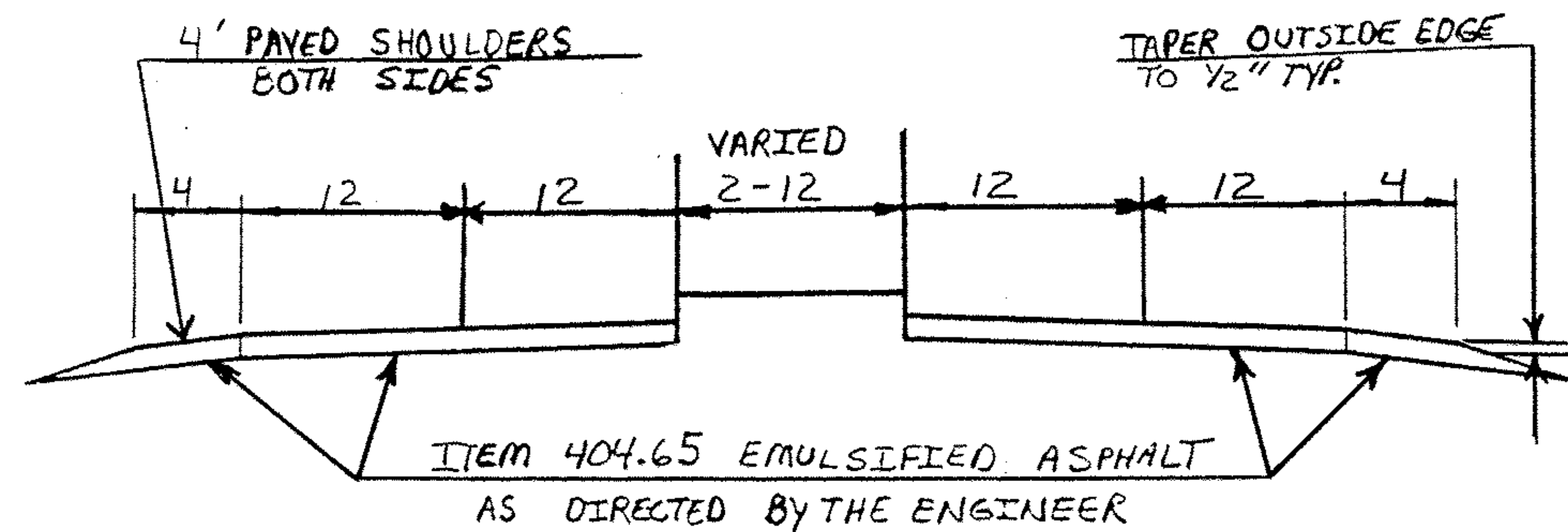
LENGTH OF PROJECT  
SECT. 1 3.349 MILES  
17683 FEET  
SECT. 2 1.766 MILES  
9325 FEET  
PROJECT TOTAL = 5.115 MILES  
27008 FEET

LUDLOW - MT. HOLLY -  
PROJECT SHREWSBURY

NO. F025-1(26)S  
SHEET 2 OF 24 SHEETS

# TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
LEVELING COURSE TYPE III OR IV (545 TONS/MILE)  
AS DIRECTED BY THE ENGINEER  
1" WEARING COURSE TYPE III



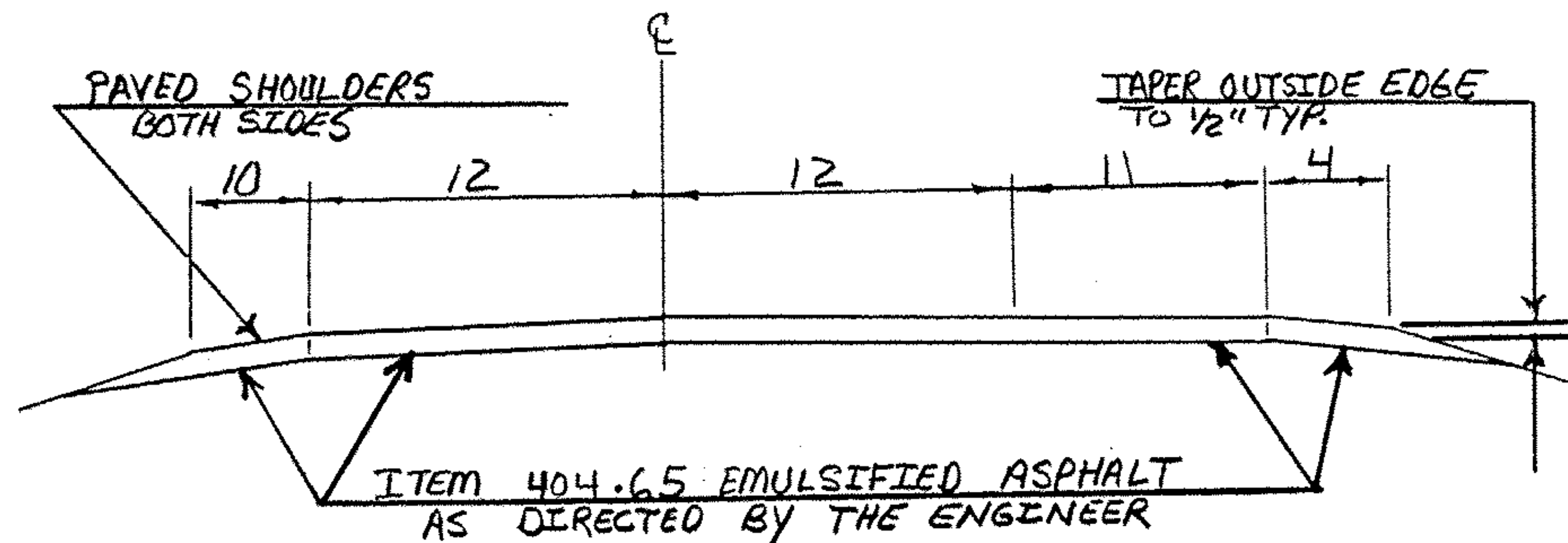
LUDLOW Vt. 103 MM 4.059 ~ MM 4.250

1982 ADT 3130

V = 50

# TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE TYPE III OR IV (398 TONS/MILE)  
 AS DIRECTED BY THE ENGINEER  
 1" WEARING COURSE TYPE III



LUDLOW Vt. 103 mm 4.250 ~ mm 5.782

1982 ADT = 3130

V = 50

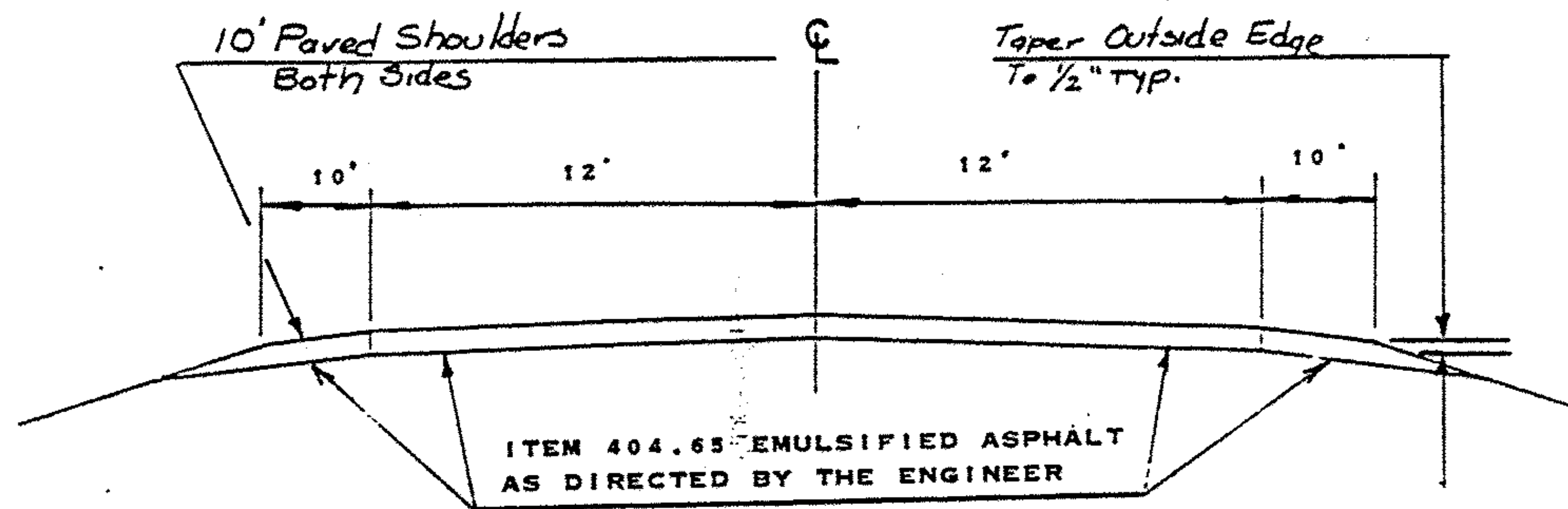
PROJECT LUDLOW - MT. HOLLY - SHREWSBURY

NO. F025-1(26)S

SHEET 10A OF 24 SHEETS

# TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
LEVELING COURSE TYPE III OR IV (273 TONS/MILE)  
AS DIRECTED BY THE ENGINEER  
1" WEARING COURSE (2 1/4) TYPE III



Mt. HOLLY MM 0.000 - Mt. HOLLY MM 1.626  
VT. 103

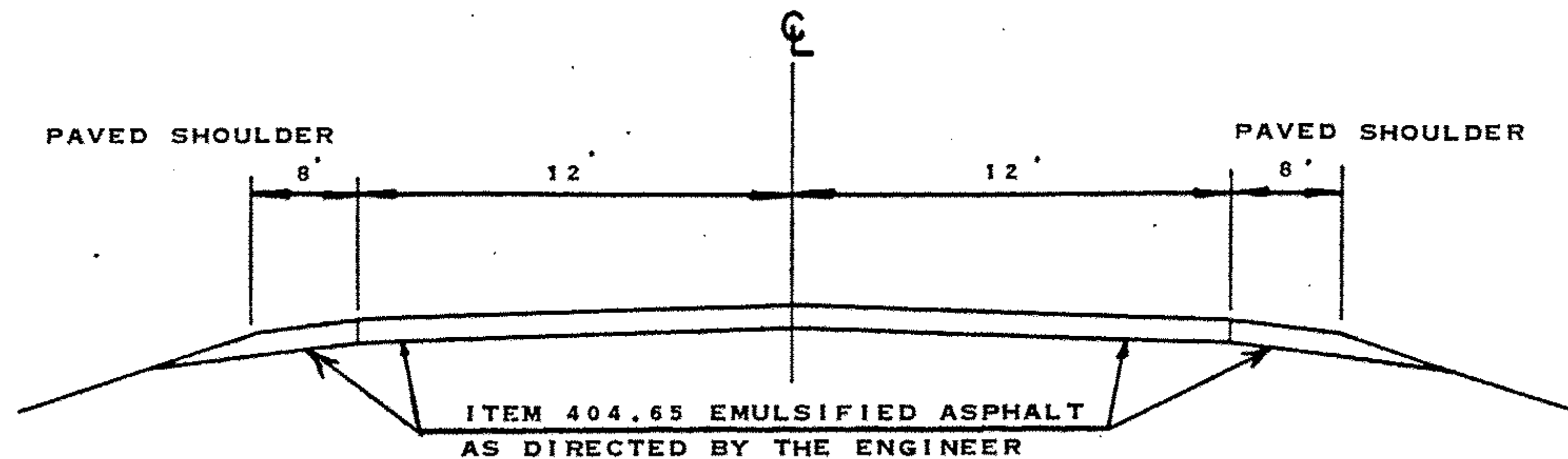
1980 ADT - 3130  
V = 50

PROJECT LUDLOW-MT HOLLY - SHREWSBURY

NO. FO25-1(26)S

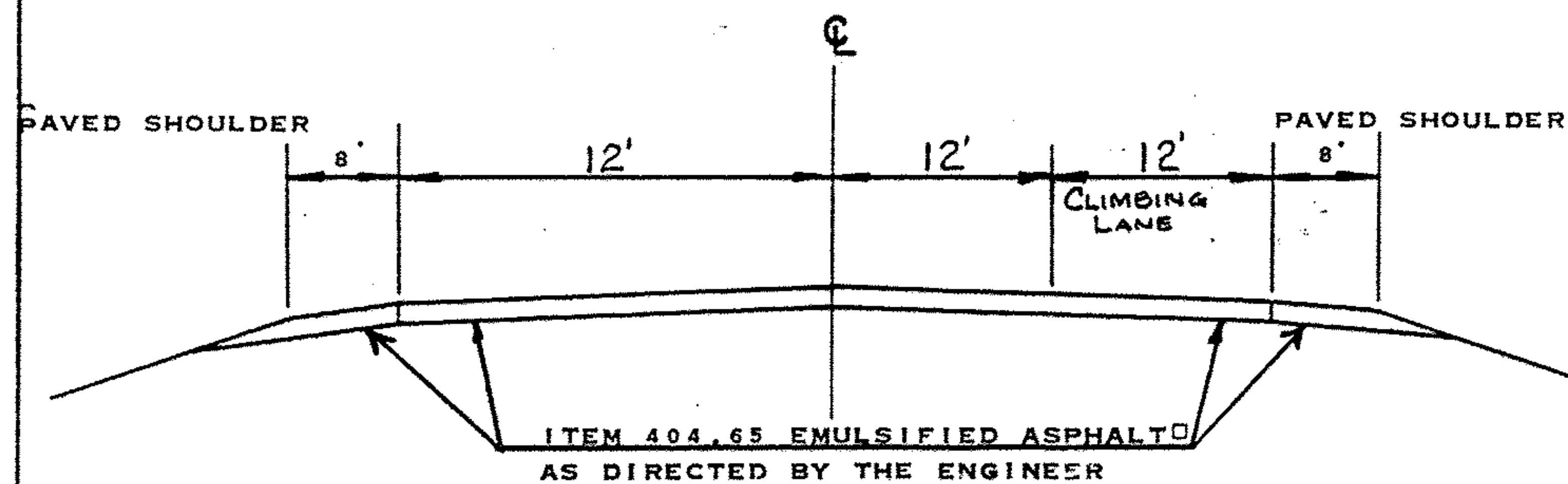
SHEET 108 OF 24 SHEETS

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE TYPE III OR IV (327 TONS/MILE)  
 AS DIRECTED BY THE ENGINEER  
 1 1/2" WEARING COURSE (2 1/4") TYPE III



SHREWSBURY  
 MM 2.176 MM 3.210

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT  
 LEVELING COURSE TYPE III OR IV (491 TONS/MILE)  
 AS DIRECTED BY THE ENGINEER  
 1 1/2" WEARING COURSE (2 1/4") TYPE III



SHREWSBURY  
 MM 3.210 MM 3.942

1982 ADT 4680  
 V 50

PROJECT LUDLOW-MT. HOLLY-SHREWSBURY

NO. F025-1(26)S  
 SHEET 11 OF 24

# PROJECT LENGTHS AND ITEM QUANTITIES

| ITEM DESCRIPTION                       | OPTION |       |               |                 |                  |                  |                    |                              |                    |                              |                            |             |              |  |                                                            |
|----------------------------------------|--------|-------|---------------|-----------------|------------------|------------------|--------------------|------------------------------|--------------------|------------------------------|----------------------------|-------------|--------------|--|------------------------------------------------------------|
|                                        | LENGTH | WIDTH | OVERLAY DEPTH | LEVELING COURSE | GRAVEL SHOULDERS | GRAVEL SHOULDERS | EMULSIFIED ASPHALT | BITUMINOUS CONCRETE PAVEMENT | POWER BROOM RENTAL | CHANGE ELEV. OF CB, DI OR MH | UNIFORMED TRAFFIC OFFICERS | FLAGPERSONS | MOBILIZATION |  |                                                            |
| ITEM NO                                |        |       |               |                 | 402.10           | 402.11           | 404.65             | 406.25                       | 608.30             | 604.40                       | 630.10                     | 630.15      | 635.10       |  |                                                            |
| UNIT                                   | FT.    | FT.   | IN.           | TONS/MI         | CY.              | TON              | CWT                | TON                          | HR                 | EA.                          | HR.                        | HR.         | LS.          |  |                                                            |
| LOCATION                               |        |       |               |                 |                  |                  |                    |                              |                    |                              |                            |             |              |  |                                                            |
| LUDLOW VT. 103<br>MM 4.059 ~ 4.250     | 1008   | 48    | 1             | 545             |                  |                  | 8                  | 320                          |                    | 2                            |                            |             |              |  | 4' PAVED SHOULDERS<br>LESS MEDIAN                          |
| LUDLOW VT. 103<br>MM 4.250 ~ 5.782     | 8089   | 35    | 1             | 398             |                  |                  | 55                 | 2446                         |                    | 8                            |                            |             |              |  | LEVEL @ 545 T/m<br>10' PAVED SHOULDER<br>4' PAVED SHOULDER |
| MT. HOLLY VT. 103<br>MM 0.000 ~ 1.626  | 8585   | 24    | 1             | 273             |                  |                  | 52                 | 2331                         |                    | —                            |                            |             |              |  | LEVEL @ 398 T/m<br>10' PAVED SHOULDERS                     |
| SHREWSBURY VT. 103<br>MM 2.176 ~ 3.210 | 5460   | 24    | 1 1/2         | 327             |                  |                  | 30                 | 2022                         |                    | —                            |                            |             |              |  | LEVEL @ 273 T/m<br>8' PAVED SHOULDERS                      |
| SHREWSBURY VT. 103<br>MM 3.210 ~ 3.942 | 3865   | 36    | 1 1/2         | 491             |                  |                  | 28                 | 1861                         |                    | —                            |                            |             |              |  | LEVEL @ 327 T/m<br>8' PAVED SHOULDER<br>CLIMBING LANE      |
|                                        |        |       |               |                 |                  |                  |                    | 358                          |                    |                              |                            |             |              |  | LEVEL @ 491 T/m                                            |
| PROJECT ESTIMATE                       |        |       |               |                 | 250              | 440              | 5                  | 200                          | 41                 | 10                           | 551                        | 551         |              |  |                                                            |
| ROUNDING                               |        |       |               |                 | —                | 10               | 2                  | 66                           | 9                  | —                            | 4                          | 4           |              |  |                                                            |
| TOTALS                                 |        |       |               |                 | 250              | 450              | 180                | 11100                        | 50                 | 10                           | 555                        | 555         | .63          |  |                                                            |

PROJECT LUDLOW-MT HOLLY-SHREWSBURY NO. F025-1(26)S

SHEET 12 OF 24

# PROJECT LENGTHS AND ITEM QUANTITIES

| ITEM DESCRIPTION | PROJECT LENGTH WIDTH TOPSOIL DURABLE RAILROAD CROSSING PAVEMENT MARKING SYMBOL DURABLE 24" STOP BAR TRAFFIC SIGNS TYPE A TRAFFIC SIGN POSTS TYPE A |      |      |    |     |    |    |      |     |  | REMARKS    |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|------|------|----|-----|----|----|------|-----|--|------------|
|                  | ITEM NUMBER                                                                                                                                        | UNIT | FEET | FT | CY  | EA | LF | SF   | LB  |  |            |
| MM 4.07 RT       |                                                                                                                                                    |      |      |    |     |    |    | 6.3  | 28  |  | SHREWSBURY |
| MM 2.31 RT       |                                                                                                                                                    |      |      |    |     |    | 12 |      |     |  |            |
| MM 2.345 LT      |                                                                                                                                                    |      |      |    |     |    | 12 |      |     |  |            |
| MM 3.89 RT       |                                                                                                                                                    |      |      |    |     |    | 12 |      |     |  |            |
| MM 3.91 LT       |                                                                                                                                                    |      |      |    |     |    | 12 |      |     |  |            |
| MM 2.17 RT       |                                                                                                                                                    |      |      |    | 1   |    |    |      |     |  |            |
| MM 2.50 LT       |                                                                                                                                                    |      |      |    | 1   |    |    |      |     |  |            |
| MM 3.75 RT       |                                                                                                                                                    |      |      |    | 1   |    |    |      |     |  |            |
| MM 2.17 RT       |                                                                                                                                                    |      |      |    |     |    |    | 7.1  | 24  |  |            |
| MM 2.50 LT       |                                                                                                                                                    |      |      |    |     |    |    | 7.1  | 24  |  |            |
| MM 3.75 RT       |                                                                                                                                                    |      |      |    |     |    |    | 7.1  | 24  |  |            |
| MM 3.46 RT       |                                                                                                                                                    |      |      |    |     |    |    | 6.3  | 28  |  |            |
| PROJECT TOTAL    |                                                                                                                                                    |      |      |    | 110 | 3  | 48 | 33.9 | 128 |  |            |

SHREWSBURY

FO25-1(26)S

PROJECT LUDLOW-MT HOLLY-SHREWSBURY NUMBER SHEET 12A OF 24

# PROJECT LENGTHS AND ITEM QUANTITIES

| ITEM DESCRIPTION |                                  | LENGTH<br>WIDTH<br>PAINTED CURB<br>DURABLE 4" WHITE LINE<br>TEMPORARY PAVEMENT MARKING 4" WHITE<br>TEMPORARY PAVEMENT MARKING 4" YELLOW<br>ALL PURPOSE EXCAVATION RENTAL |    |     |     |       |       |    |  |  |  |  |  | REMARKS |        |
|------------------|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-----|-----|-------|-------|----|--|--|--|--|--|---------|--------|
| ITEM NUMBER      | UNIT                             | FEET                                                                                                                                                                     | FT | LF  | LF  | LF    | LF    | HR |  |  |  |  |  |         |        |
|                  | MM4.06-4.24                      |                                                                                                                                                                          |    | 300 |     |       |       |    |  |  |  |  |  |         | LUDLOW |
|                  | MM 4.06-4.09                     |                                                                                                                                                                          |    |     | 150 |       |       |    |  |  |  |  |  |         | LUDLOW |
|                  | LUDLOW-MT HOLLY<br>MM4.059~1.626 |                                                                                                                                                                          |    |     |     | 36593 | 53466 | 5  |  |  |  |  |  |         |        |
|                  | SHREWSBURY<br>MM2.18~3.942       |                                                                                                                                                                          |    |     |     | 19176 | 31716 | 5  |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |
|                  |                                  |                                                                                                                                                                          |    |     |     |       |       |    |  |  |  |  |  |         |        |

F025-1(26)S

PROJECT LUDLOW-MT HOLLY-SHREWSBURY NUMBER SHEET 12B OF 24

TEMPORARY 4" REFLECTORIZED YELLOW LINE

| MILE                       | MILE  | LT    | RT    | Length<br>LT | Length<br>RT | Length<br>4 | TOTAL<br>Length |
|----------------------------|-------|-------|-------|--------------|--------------|-------------|-----------------|
| 4.059                      | 4.38  | Solid | Solid | 1695         | 1695         |             | 3390            |
| 4.38                       | 4.46  | Solid | Dash  | 422          | 106          |             | 528             |
| 4.46                       | 4.50  | Dash  | Dash  |              |              | 53          | 53              |
| 4.50                       | 5.06  | Dash  | Solid | 739          | 2957         |             | 3696            |
| 5.06                       | 5.29  | Solid | Solid | 1214         | 1214         |             | 2428            |
| 5.29                       | 5.53  | Dash  | Solid | 317          | 1267         |             | 1584            |
| 5.53                       | 5.78  | Solid | Solid |              |              |             |                 |
| TOWN/Line Ludlow-Mt. Holly |       |       | T/L   | T/L          | T/L          | T/L         | T/L             |
| 0.00                       | 0.02  | Solid | Solid | 1320         | 1320         |             | 2640            |
| 0.02                       | 0.16  | Solid | Dash  | 739          | 185          |             | 924             |
| 0.16                       | 0.41  | Dash  | Dash  |              |              | 330         | 330             |
| 0.41                       | 0.46  | Dash  | Solid | 66           | 264          |             | 330             |
| 0.46                       | 0.64  | Solid | Solid | 950          | 950          |             | 1900            |
| 0.64                       | 0.85  | Solid | Dash  | 1109         | 277          |             | 1386            |
| 0.85                       | 0.93  | Dash  | Dash  |              |              | 106         | 106             |
| 0.93                       | 0.98  | Dash  | Solid | 66           | 264          |             | 330             |
| 0.98                       | 1.23  | Solid | Solid | 1320         | 1320         |             | 2640            |
| 1.23                       | 1.37  | Dash  | Solid | 739          | 185          |             | 924             |
| 1.37                       | 1.626 | Solid | Solid | 1352         | 1352         |             | 2704            |

26,893

2 T.H.S (2x40) - 160

Assume 100 % Lost During Shimming

26,733

$$2 \times 26,733 = 53,466$$

ITEM 646.21 - Painted Curb - 300 LS (See Attached Sheet)

ITEM 646.60 - Durable 4" White - 150 LS (See Attached Sheet)

TEMPORARY 4" REFLECTORIZED WHITE LINE

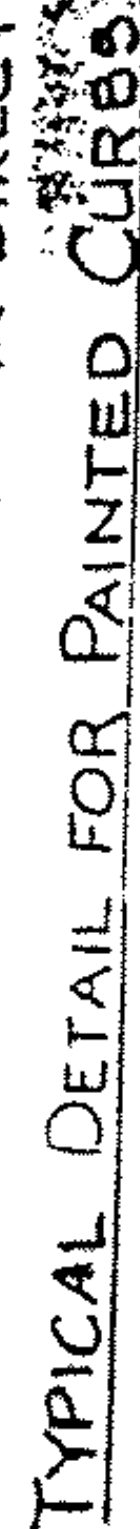
|           |       |       |       |                  |      |  |        |
|-----------|-------|-------|-------|------------------|------|--|--------|
| 4.059     | 5.78  | Solid | Solid | 9087             | 9087 |  | 18,174 |
| TOWN LINE |       |       |       |                  |      |  |        |
| 0.00      | 1.626 | Solid | Solid | 8585             | 8585 |  | 17,170 |
| 4.059     | 4.095 | —     | Dash  | Pass Lane Island |      |  | 48     |
| 4.69      | 5.60  | —     | Dash  | Climb Lane       |      |  | 1201   |

4" White Total = 36,593

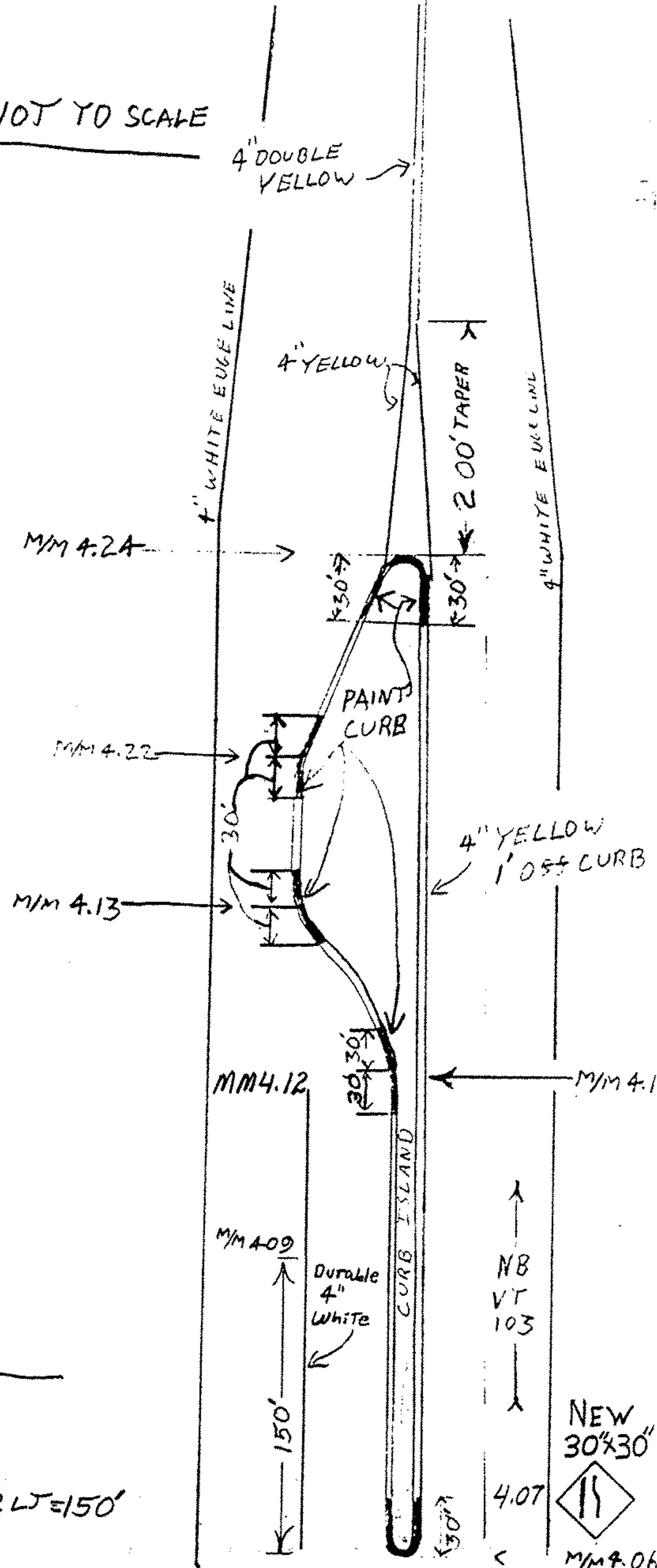
4.07 RT New 30"x30" Lane Merge Sign  
New Post

F025-1(26)S

LUDLOW-MT HOLLY



FO25-1(26)S  
LUDLOW-MT HOLLY-SHREWSBURY  
SHEET 13A of 24



## TEMPORARY 4" REFLECTORIZED YELLOW LINE

| MILE                                | MILE  | LT    | RT    | Length<br>LT | Length<br>RT | Length<br>¢ |        |
|-------------------------------------|-------|-------|-------|--------------|--------------|-------------|--------|
| 2.176                               | 2.27  | Dash  | Solid | 124          | 406          |             | 620    |
| 2.27                                | 2.52  | Solid | Solid | 1320         | 1320         |             | 2640   |
| 2.52                                | 2.68  | Solid | Dash  | 845          | 211          |             | 1056   |
| 2.68                                | 2.73  | Solid | Solid | 264          | 264          |             | 528    |
| 2.73                                | 2.84  | Dash  | Solid | 145          | 581          |             | 726    |
| 2.84                                | 2.85  | Dash  | Dash  |              |              | 13          | 13     |
| 2.85                                | 3.01  | Solid | Dash  | 845          | 211          |             | 1056   |
| 3.01                                | 3.05  | Dash  | Dash  |              |              | 53          | 53     |
| 3.05                                | 3.20  | Dash  | Solid | 198          | 792          |             | 990    |
| 3.20                                | 3.942 | Solid | Solid | 3918         | 3918         |             | 7836   |
| SUB Total                           |       |       |       |              |              |             | 15,518 |
| 2T.H.S (40'x2)                      |       |       |       |              |              |             | = 160  |
| Assume 100 % Lost During Shimming - |       |       |       |              |              |             | 15,358 |
| 2 x 15,358 = 30,716                 |       |       |       |              |              |             |        |

| 646.67 DURABLE PAVEMENT MARKINGS                          | ITEM # | Quan |
|-----------------------------------------------------------|--------|------|
| M/M 2.17 RT - Durable RR Crossing Pavement Marking Symbol | 646.67 | 1 ea |
| M/M 2.50 LT - Durable RR Crossing Pavement Marking Symbol | 646.67 | 1 ea |
| M/M 3.74 RT - Durable RR Crossing Pavement Marking Symbol | 646.67 | 1 ea |
| Item 646.67 Total =                                       |        | 3 ea |

## TEMPORARY 4" REFLECTORIZED WHITE LINE

|                  |       |            |            |      |               |        |
|------------------|-------|------------|------------|------|---------------|--------|
| 2.176            | 3.942 | Solid Edge | Solid Edge | 9324 | 9324          | 18,648 |
| 3.42             | 3.82  | Dash       | —          | 647  | Climbing Lane | 528    |
| 4" White Total = |       |            |            |      |               | 19,176 |

INSTALL New RR Advance Warning Signs @ following  
Locations below on New 2Lb/5T YIELDING TYPE FLANGED CHANNEL POST.

| Location                                     | Sign Legend | Sign Area | Post Length | Post Weight @ 2Lb/5T |  |
|----------------------------------------------|-------------|-----------|-------------|----------------------|--|
| M/M 2.17 RT                                  | RR Warning  | 7.1       | 12'         | 24                   |  |
| M/M 2.50 LT                                  | RR Warning  | 7.1       | 12'         | 24                   |  |
| M/M 3.74 RT                                  | RR Warning  | 7.1       | 12'         | 24                   |  |
| Totals                                       |             | 21.3 SF   |             | 72 Lbs               |  |
| Item 675.21 - Trussic Signs Type A = 21.3 SF |             |           |             |                      |  |
| Trussic Sign POST Type A = 72 Lbs            |             |           |             |                      |  |
| See STANDARDS E-24A, E-29 & E-45             |             |           |             |                      |  |

Note: 3 ea. Old Signs Removals  
as Subsidiary to other  
items on contract. All Removed  
Signs & Posts will become property  
of STATE and will be stockpiled  
in an Accessible Location for  
pick up by District.

- 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

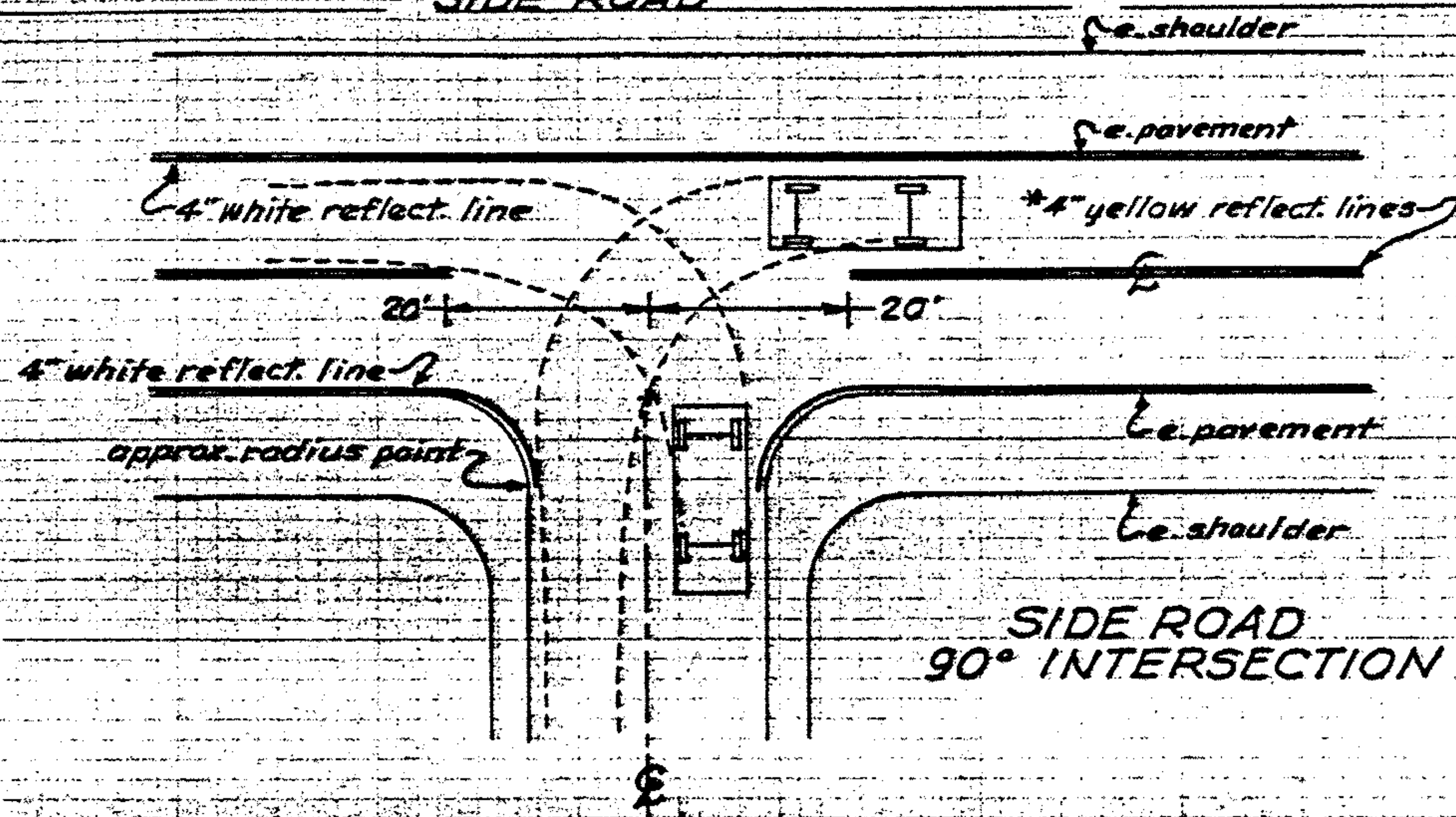
FOUR RETRO-REFLECTIVE RPM'S ON 3 1/2 FOOT CENTERS WITH A 30 FOOT GAP.

SOLID LINE - EDGE LINES

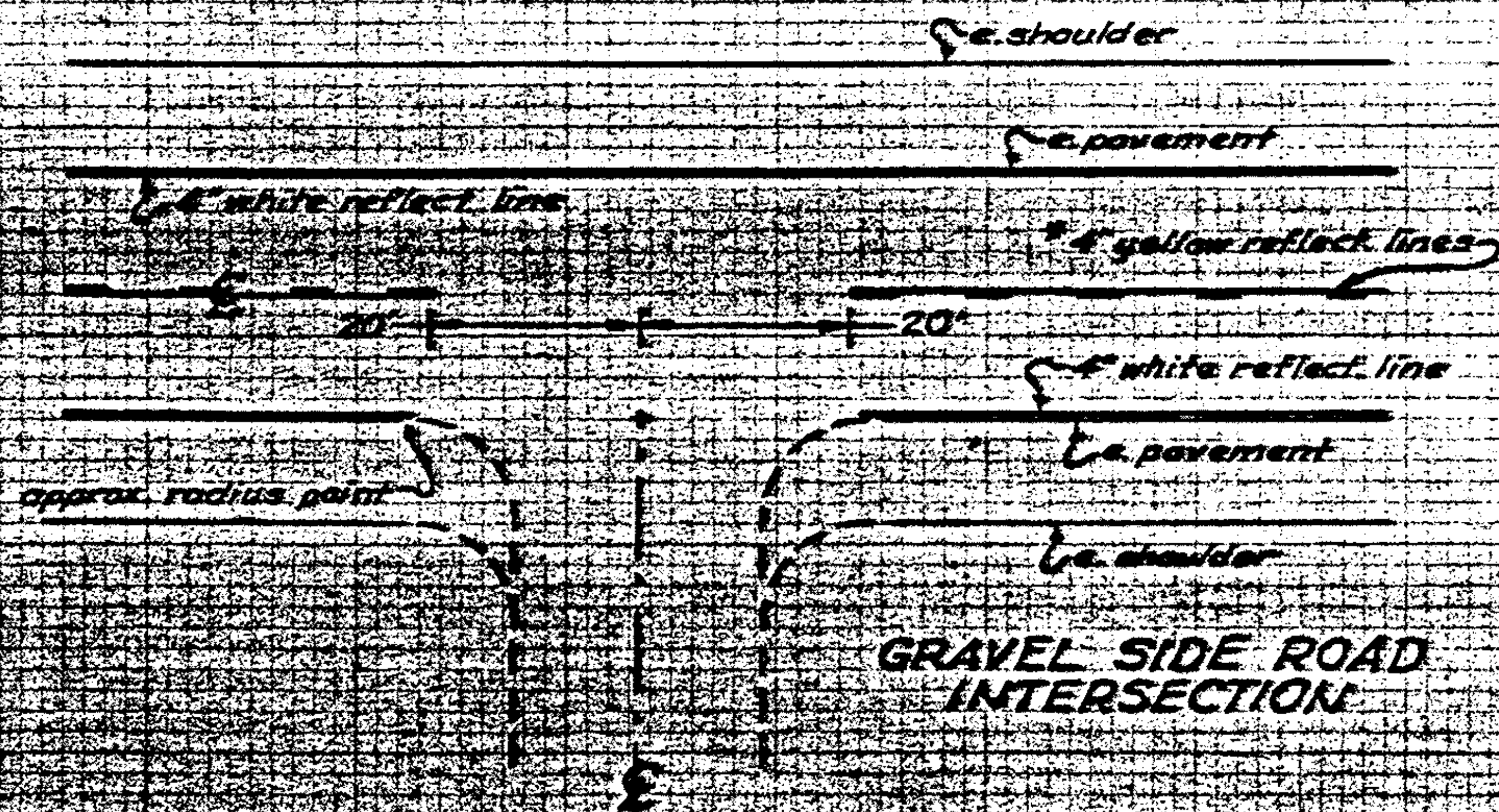
INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER.  
DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

- 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.

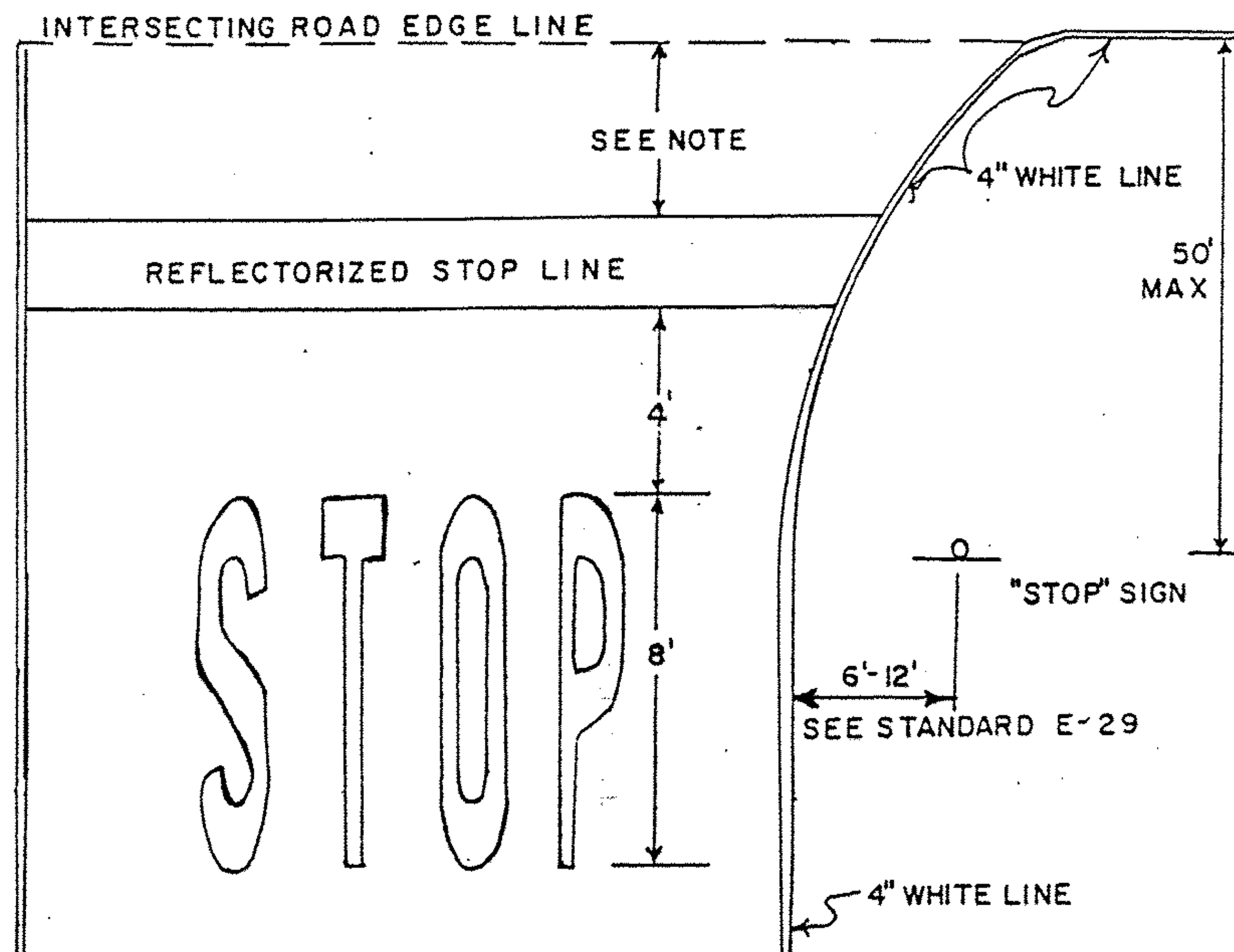
REVISED  
01/12/85



\* 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.



# DETAILS



NOTE.

PAVEMENT MARKING DETAILS

- I. THE STOP LINE SHOULD BE PLACED AT THE DESIRED STOPPING POINT, IN NO CASE MORE THAN 30 FEET OR LESS THAN 4' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY.

PROJECT LUDLOW  
LUDLOW-MT HOLLY-SHREWSBURY

NO. HMA 2630  
F025-1(26)S  
 SHEET 17 OF 24 SHEETS