

STATE OF VERMONT

AGENCY OF TRANSPORTATION

Date AUG 30 1985

Cooley Asphalt Paving
Contractor

Wilfred A. Laprade
Signature

President
Title



CONTRACT PLANS

THESE PLANS DO NOT REFLECT CHANGES MADE
ON THE PROJECT AS "RECORD PLANS" WOULD.

PROPOSED IMPROVEMENT

ACTING Transportation Secretary's Signature Frank J. Houch RESURFACING PROJECT

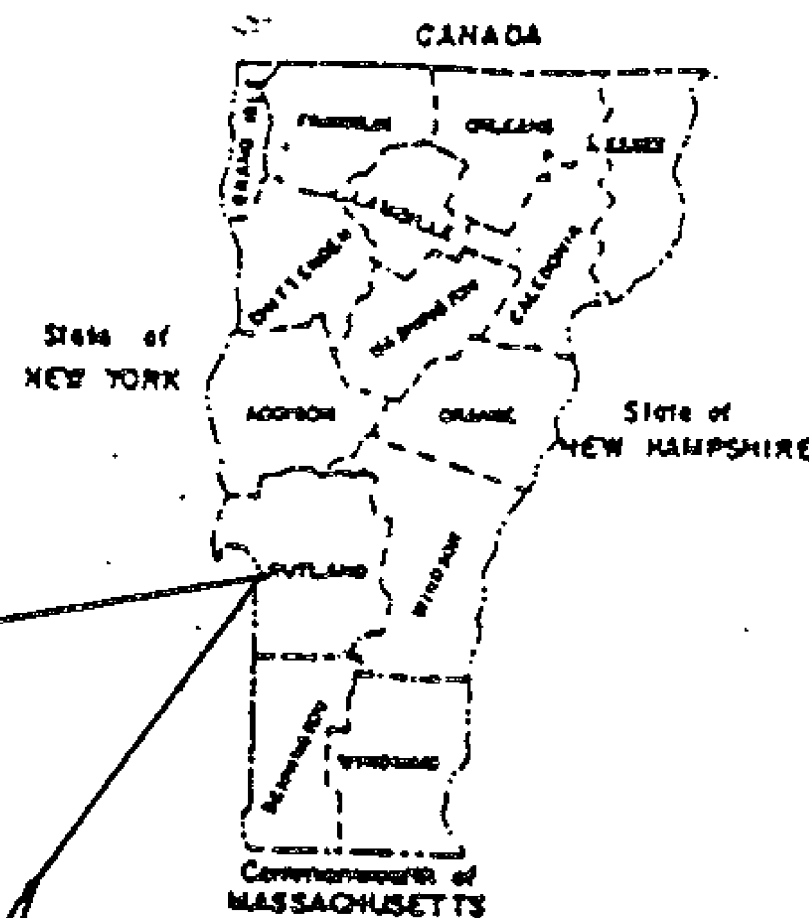
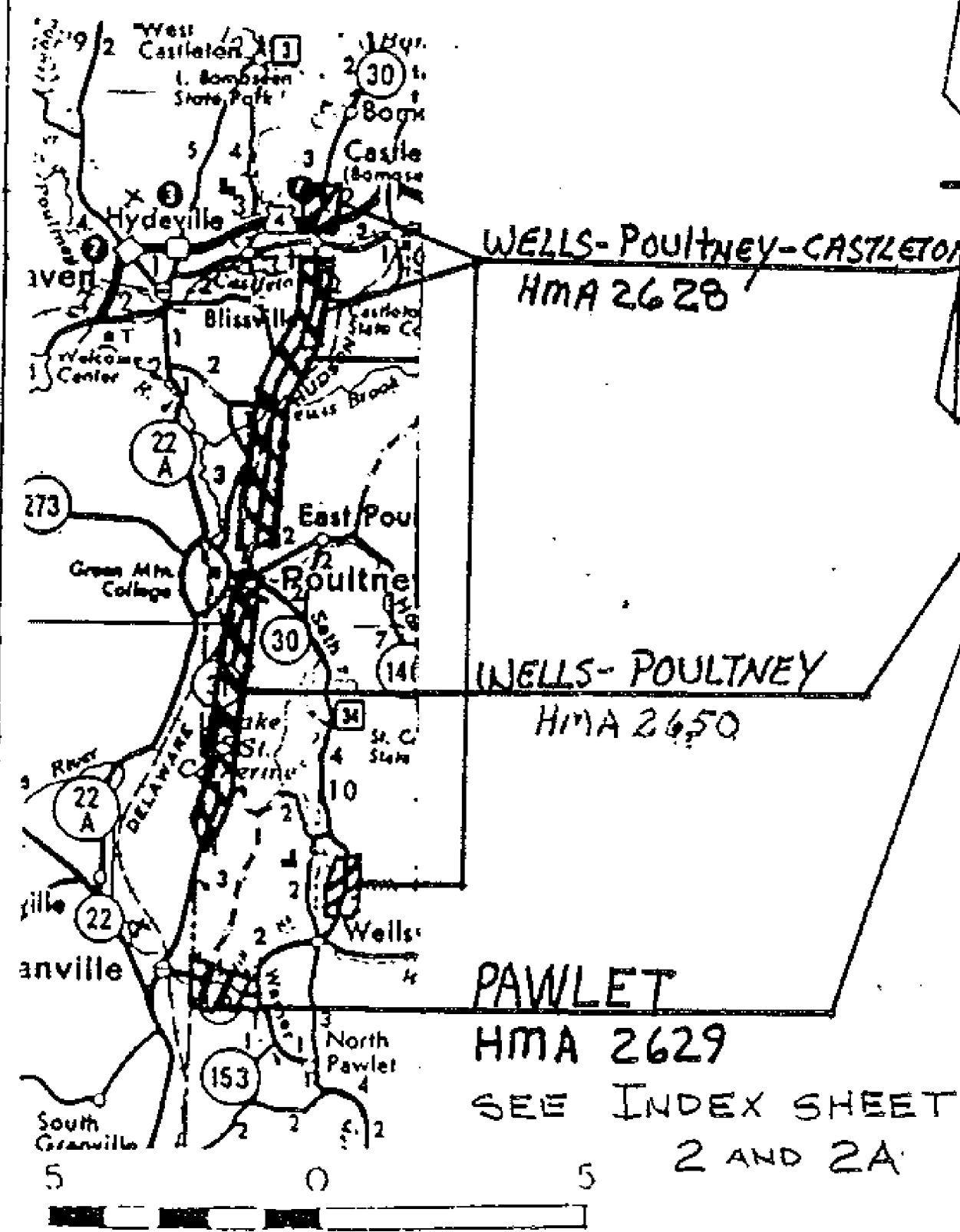
TOWN OF: PAWLET-WELLS-POULTNEY-CASTLETON

COUNTY OF: RUTLAND

ROUTE NO: Vt. 149, Vt. 31, Vt. 30

ROUTE CLASS: EAS, FAP

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 in 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 Arthur J. Goss DATE _____
DIRECTOR OF ENGINEERING AND CONSTRUCTION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

PROJECT NO. HMA 2628, HMA 2629
HMA 2650

SHEET 1 OF 35 SHEETS

INDEX OF SHEETS

1.	TITLE PAGE
2-2A	INDEX OF SHEETS
3-38	COMPOSITE QUANTITY SHEETS
4.	BLANK
5.	GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
6.	MAINLINE PAVEMENT MARKING AT INTERSECTIONS
PAWLET HMA 2629	
7.	PROJECT DESCRIPTION AND LOCATION
8-9	TYPICAL SECTION AND DESIGN DATA
10-10A	PROJECT LENGTHS AND ITEM QUANTITIES
11-11A	CENTERLINE MARKINGS
12	STOP BAR DETAILS
WELLS - POULTNEY HMA 2650	
13	PROJECT DESCRIPTION AND LOCATION
14	TYPICAL SECTIONS AND DESIGN DATA
15-15A	PROJECT LENGTHS AND ITEM QUANTITIES
16	CENTERLINE MARKINGS

PAWLET - WELLS
PROJECT POULTNEY - CASTLETON

NO. HMA 2628, HMA 2629
HMA 2650
SHEET 2 OF 35 SHEETS

INDEX OF SHEETS

WELLS - POULTNEY - CASTLETON HMA 2628

17-18	PROJECT DESCRIPTION AND LOCATION
19-20	TYPICAL SECTIONS AND DESIGN DATA
21-22A	PROJECT LENGTHS AND ITEM QUANTITIES
23	CENTERLINE MARKINGS
24	APPLICATION NOTES FOR CURBS
25	SPECIAL MARKING DETAILS (ISLANDS, GORE, CURBS)
26	BLANK
27	DIAGRAM OF VT. 30 AND VT-4A INTERCHANGE

28	STANDARD SHEET	E-4	03-4-81R
29	STANDARD SHEET	E-6	04-1-80R
30	STANDARD SHEET	E-7	02-2-83R
31	STANDARD SHEET	E-8	06-15-83R
32	STANDARD SHEET	E-19	4-18-85
33	STANDARD SHEET	E-24A	01-8-81R
34	STANDARD SHEET	E-29	8-25-81R
35	STANDARD SHEET	E-50	03-16-82R

NO. HMA 2628, HMA 2629
HMA 2650

PROJECT PAWLET - WELLS - POULTNEY - CASTLETON

SHEET 2A OF 35 SHEETS

PROJECT	LENGTHS	AND	ITEM	QUANTITIES
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ITEM DESCRIPTION														
OPTION														
LEVELING COURSE														
GRAVEL SHOULDERS														
EMULSIFIED ASPHALT														
BITUMINOUS CONCRETE PAVEMENT														
CHANGE ELEV. OF CB, DI OR MH														
UNIFORMED TRAFFIC OFFICERS														
FLAGPERSONS														
70P3027L														
ITEM NO	FT.	FT.	IN	TONS	MI	402.10	402.11	404.65	406.25	608.30	604.40	630.10	630.15	653.10
UNIT						CY	TON	CWT	TON	HR	EA.	HR.	HR.	CY
LOCATION														
PAWLET HMA 2629						100	175	25	1300	10	2	65	65	25
WELLS - FOUNTNEY HMA 2650						100	175	95	4000	45	2	200	200	100
WELLS - FOUNTNEY - CASTLETON HMA 2628						930	1575	150	7350	70	1	375	375	165

PAWLET, WELLS

COMPOSITE PROJECT

57730
CASTLETON

22

0572 AMH
6292 AMH, 8292 AMH

H/MA 2650
 H/MA 2650

SHEET 3 OF 35

Abstract

COMPOSITE PROJECT PAWLET, WELLS
POULNEY, CASTLETON
NO. HMA 2628, HMA 2629
HMA 2650 SHEET 3A OF 35

QUANTITIES

ITEM

PROJECT

QUANTITIES

ITEM DESCRIPTION

ITEM NO	EA.	LF	LF
PAWLET HMA 2629			
WELLS-POULTNEY HMA 2650			
WELLS-POULTNEY CASTLETON HMA 2628	6	500	2000
TOTAL	6	500	2000

COMPOSITE PROJECT

PAWLET, WELLS, POULTNEY
CASTLETON

oz

HMA 2628, HMA 2629
HMA 2650

HMA 2650

SHEET 38 OF 35

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.

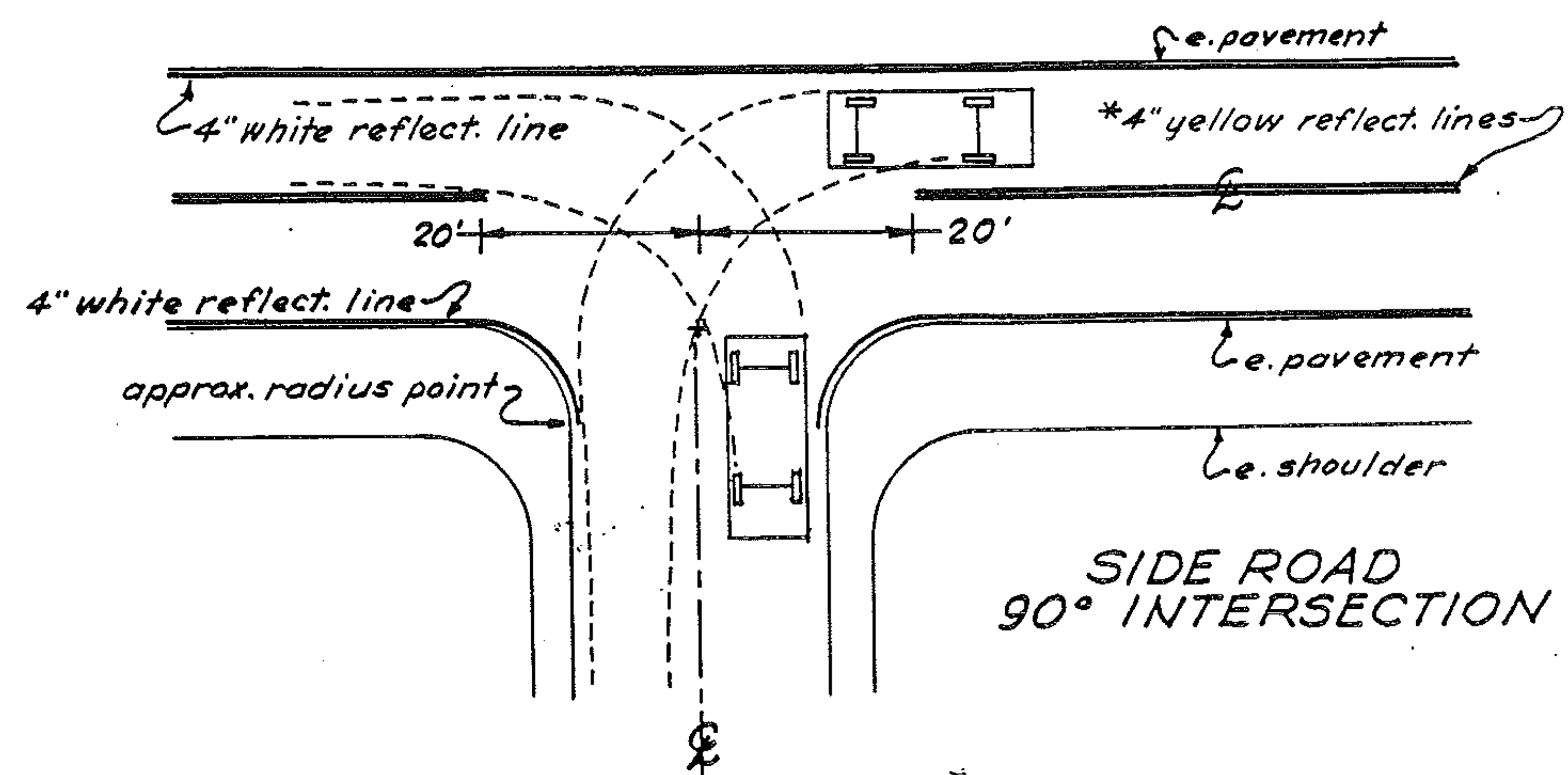
REVISED
02/11/85

No. HMA 2628, HMA 2629
HMA 2650

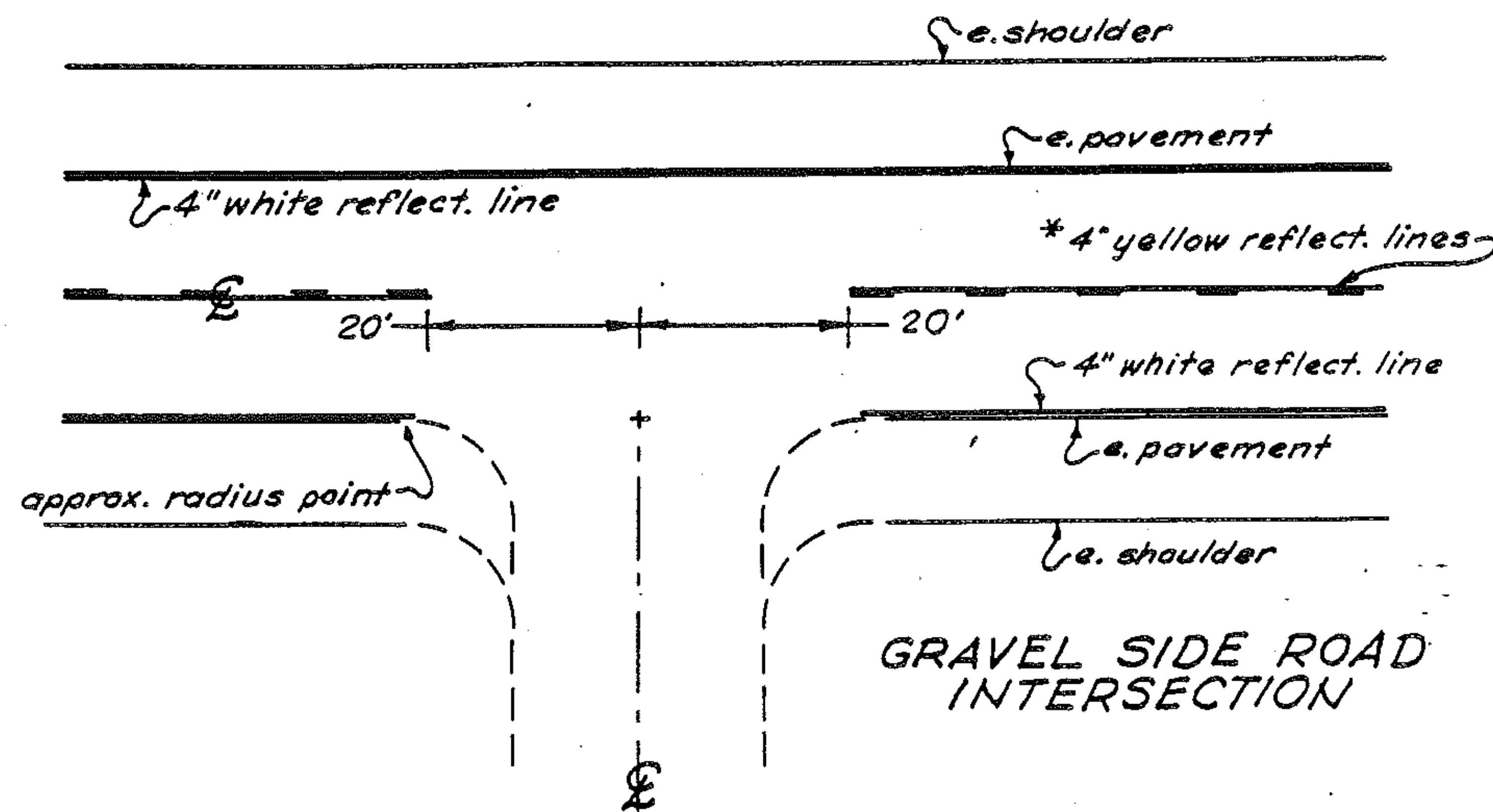
SHEET 5 OF 35 SHEETS

PROJECT PAWLET, WELLS
POULTNEY, CASTLETON

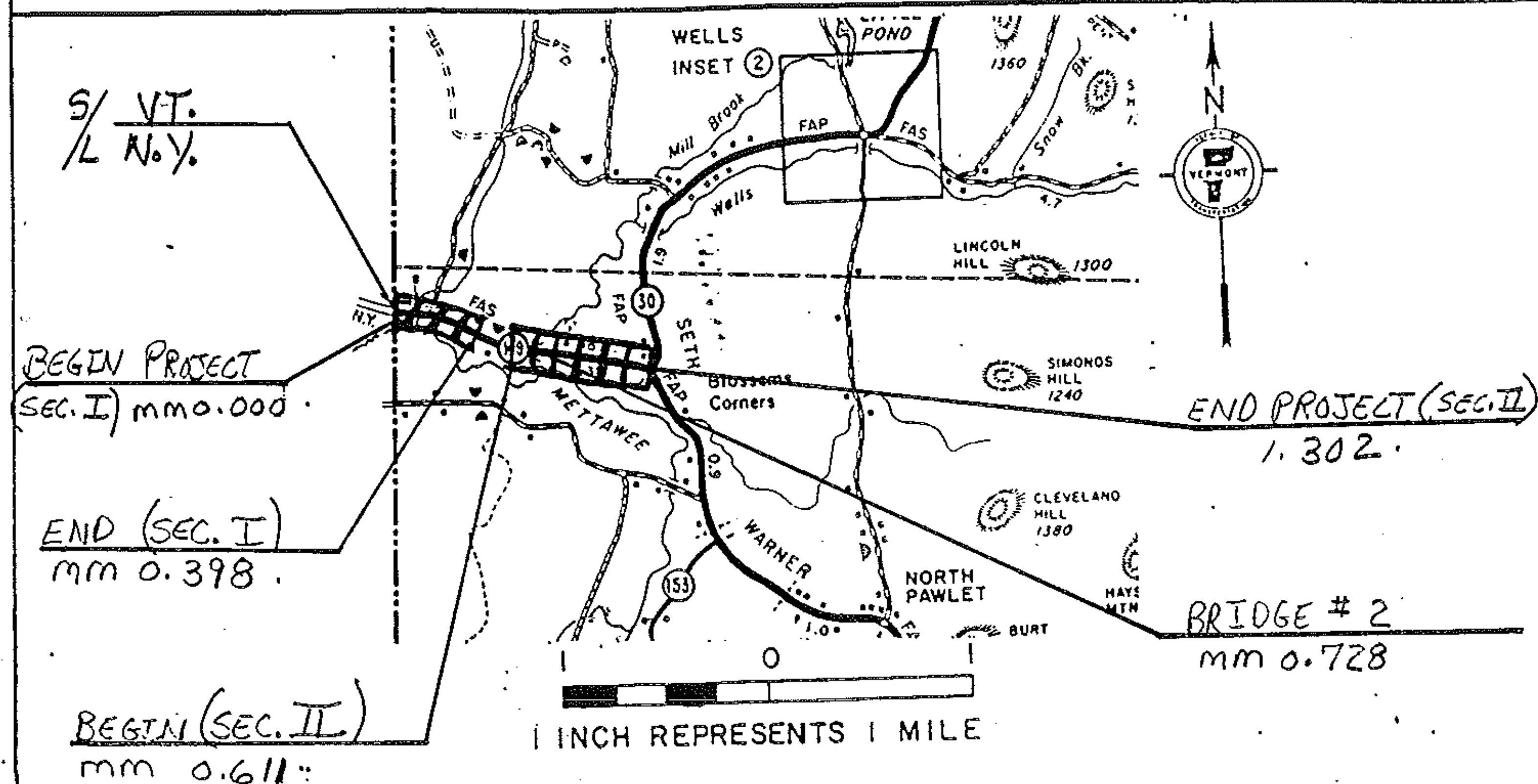
e. shoulder



* 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.



PROJECT DESCRIPTION AND LOCATION



IN PAWLET, BEGINNING AT THE NY-VT. STATE LINE ON ROUTE VT. 149 (mm 0.000) AND EXTENDING EASTERLY FOR 0.398 MILES TO MM 0.398 (SEC. I). (SEC. II) BEGINNING AT A. POINT 0.611 MILES EAST OF THE NY-VT. STATE LINE AND EXTENDING EASTERLY FOR 0.691 MILES TO THE JCT. OF VT. 149 AND VT. 30 (MM 1.302).

TRAFFIC DATA

1982 ADT 2205

V=50 mph

LENGTH OF PROJECT: 1.089 miles
5749 feet

SEC. I: 0.398 miles
2101 feet

SEC. II: 0.691 miles
3648 feet

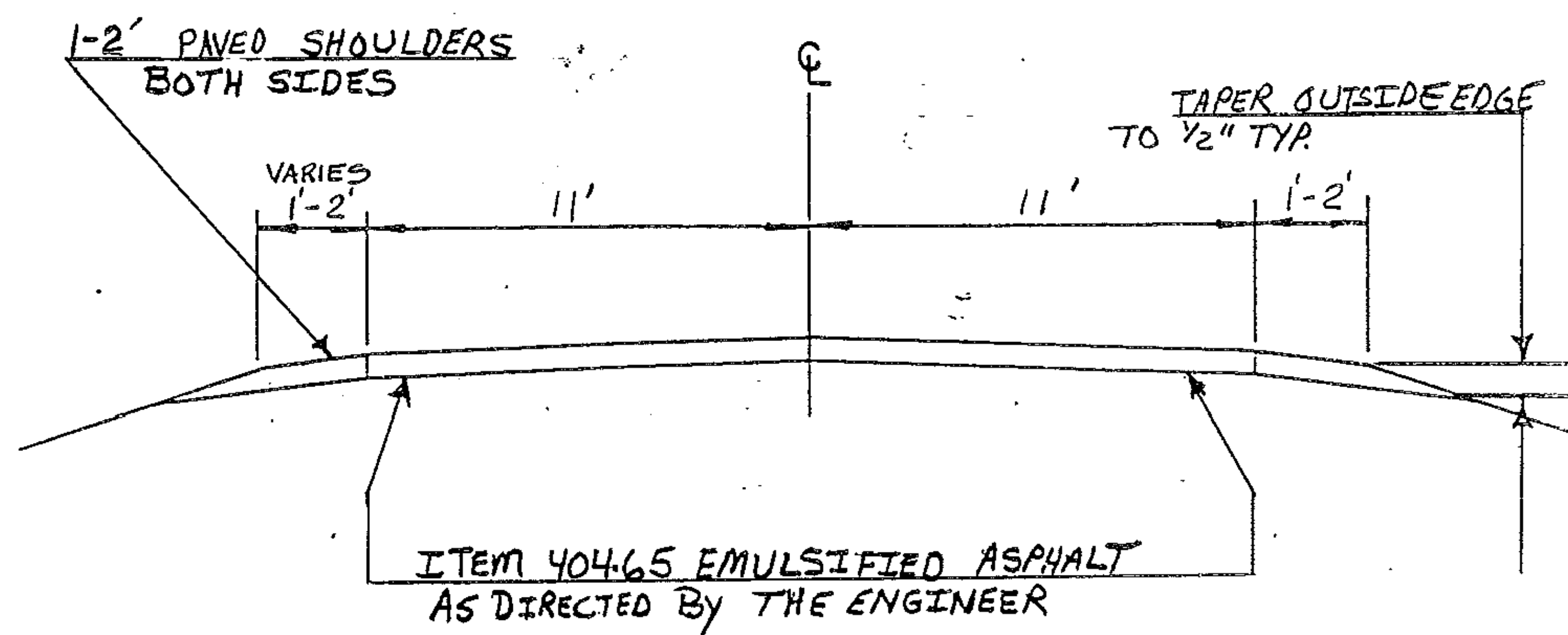
PROJECT PAWLET

NO. HMA 2629

SHEET 7 OF 35 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
LEVELING COURSE TYPE III OR IV (22' WIDE @ 250 ^{TONS}/mi.)
AS DIRECTED BY THE ENGINEER.
1" WEARING COURSE, TYPE III.



PAWLET mm 0.000 ~ mm 0.398

Note: Topsoil, Item 653.10 to be applied as directed by the Engineer.
Seed, Fertilizer, Limestone and Mulch Items to be applied as required,
payment to be subsidiary to the Topsoil item.

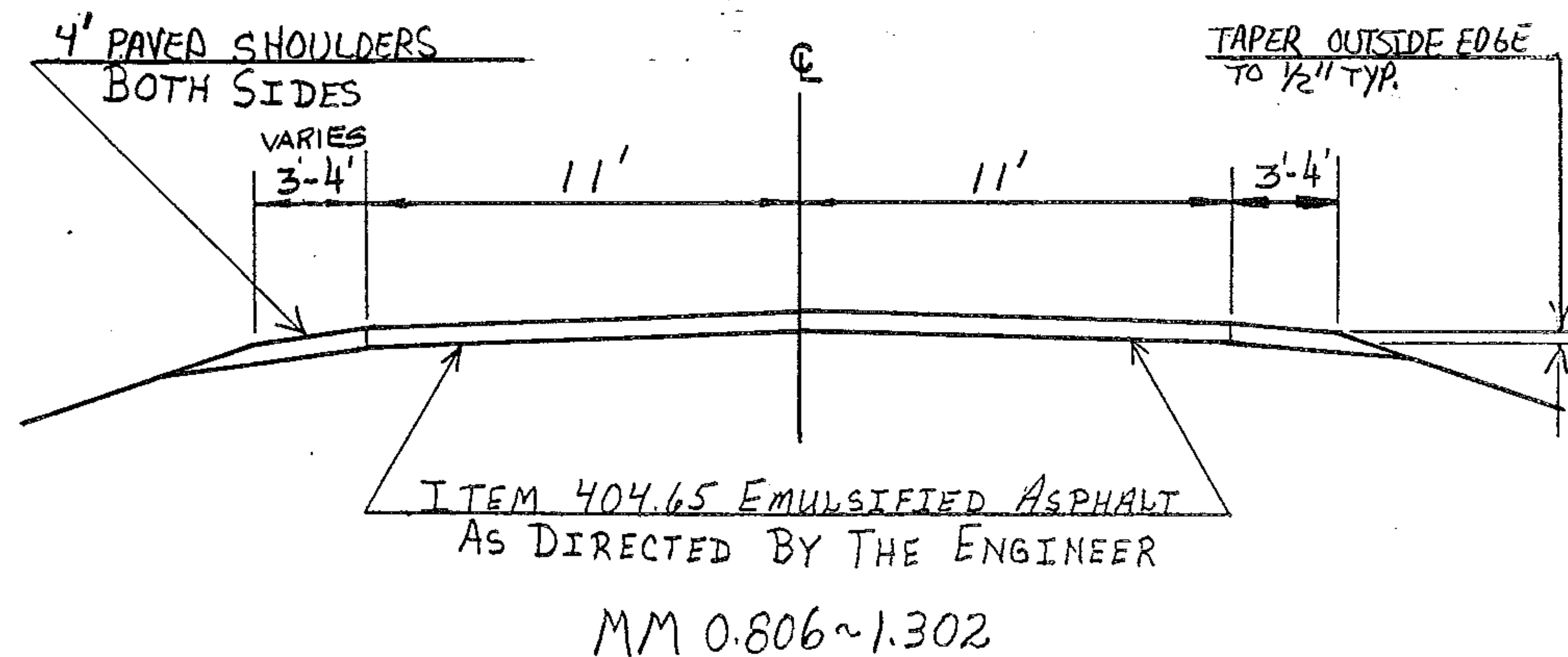
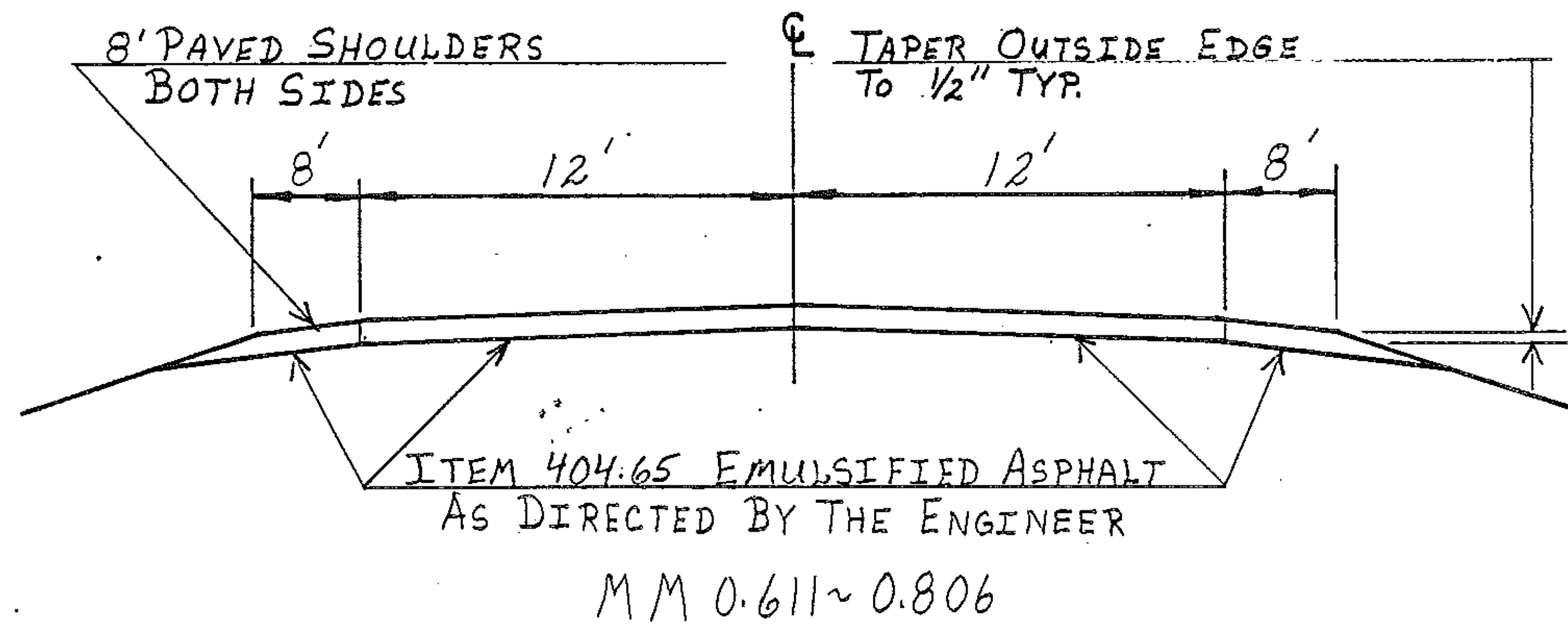
PROJECT PAWLET

NO. HMA 2629

SHEET 8 OF 35 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 LEVELING COURSE, TYPE III OR IV (MM 0.611~0.806 24' WIDE @ 273T/m)
 AS DIRECTED BY THE ENGINEER (MM 0.806~1.302 22' WIDE @ 250T/m)
 3/4" WEARING COURSE, TYPE IV



PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION																
OPTION																
OVERLAY DEPTH																
LENGTH																
WIDTH																
GRAVEL COURSE																
GRAVEL SHOULDERS																
EMULSIFIED ASPHALT																
BITUMINOUS CONCRETE PAVEMENT																
POWER BROOM RENTAL																
CHANGE ELEV OF CB, DI OR MH																
UNIFORMED TRAFFIC OFFICERS																
MAGILLIATTIN																
TOPSOIL																
FLAGPERSONS																
ITEM NO	FT.	FT.	IN	TONS/M	402.10	402.11	404.65	406.25	608.30	604.40	630.10	630.15	653.10	635.10		
UNIT					CY	TON	CWT	TON	HR	EA	HR	HR	CY	LS		
LOCATION																
PAWLET VT. 149 MM 0.000 ~ MM 0.398	2101'	22'	1	250	—	7	337	99							1'-2' PAVED SHOULDER LEVEL @ 250' FINISH	
PAWLET VT. 149 MM 0.401 ~ MM 0.806	1030'	24'	3/4	273	—	6	190	53							8' PAVED SHOULDER LEVEL @ 273' FINISH	
PAWLET VT. 149 MM 0.806 ~ MM 1.302	2618'	22'	3/4	250	—	10	363	124							3'-4' PAVED SHOULDER LEVEL @ 250' FINISH	
PROJECT					100	175	2	100	9	2	63	63	22	.08	INCLUDES DIRTIES AND APPROACHES	
ROUNDING					—	—	—	34	1	0	2	2	3			
TOTAL	5749				100	175	25	1300	10	2	65	65	25	.008		

PROJECT

NO.	DESCRIPTION
	TEMPORARY PAVEMENT MARKING 2" DURABLE
	TEMPORARY PAVEMENT MARKING (YELLOW) 4" DURABLE LETTER IN WORD MARKING
	STOP BAR (WHITE) 4"
	TRAFFIC SIGNS (TYPE A EXCAVATOR SIGN POSTS) TYPE A
	TRAFFIC SIGNS (TYPE I RENTAL)
	ALL PURPOSE EXCAVATOR

ITEM NO	646.35	646.64	646.36	646.66	675.20	675.35	608.25
UNIT	LF	LF	LF	EA	SF	LBS.	HR.
LOCATION							
PAWLET Vt. 149 Mm 0.000 ~ 0.398	4262		6400				
PAWLET Vt. 149 Mm 0.411 ~ 1.302	7296	15	8572	13	9	24	
PROJECT	—	—	—	—	—	—	10 ¹
ROUNDING	2	—	28				
TOTAL	11500	15	15000	13	9	24	10

PROJECT PAWLET

NO HMA 2629

SHEET 104 OF 35

PROJECT: PAWLET ROUTE VT 149 PROJECT No. HMA 2629

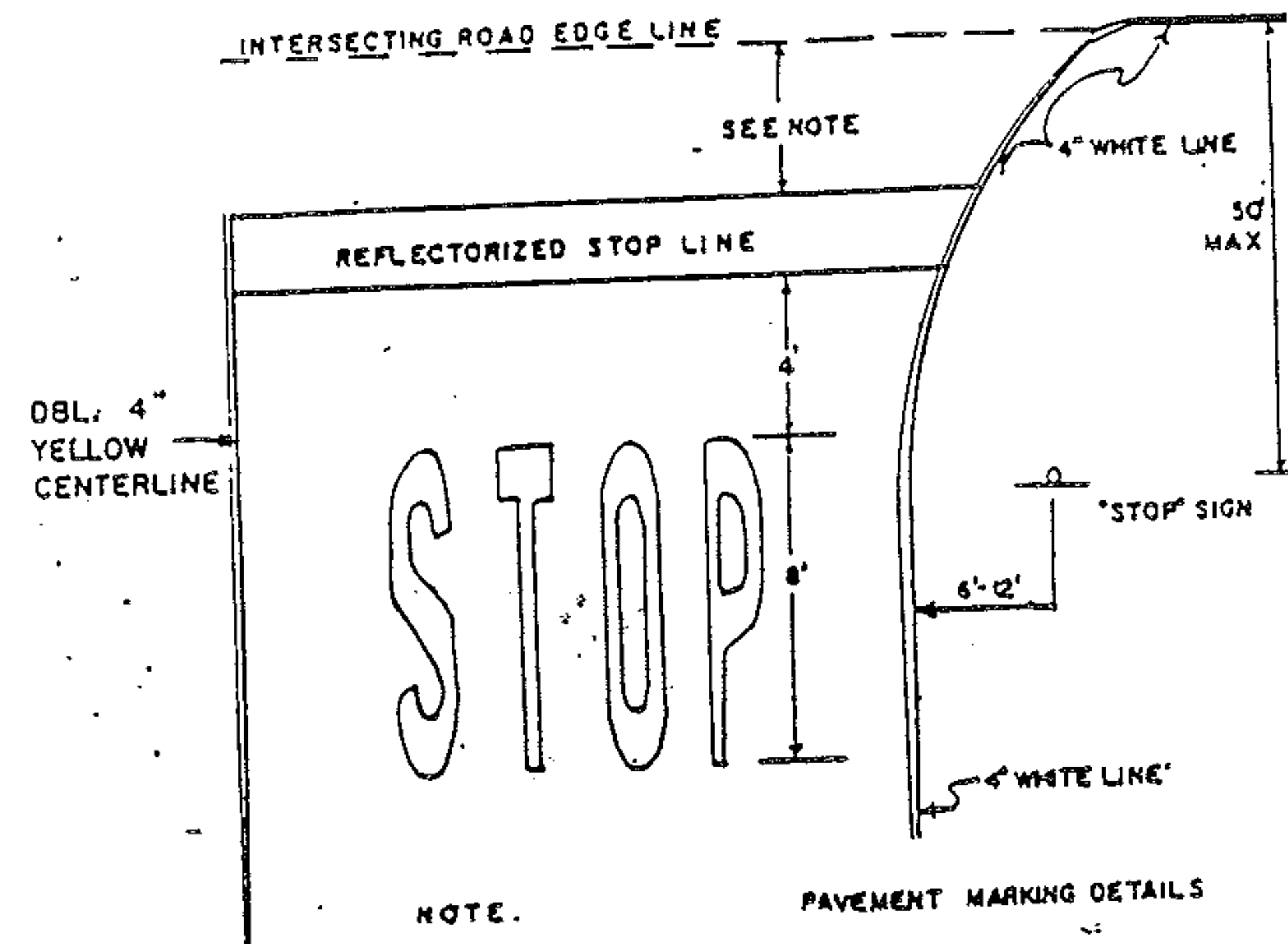
TEMPORARY 4" REFLECTORIZED YELLOW LINE

SHEET 11 OF 35 SHEETS

[illegible]

STOP BAR DETAILS

13.



NOTE.
1. THE STOP LINE SHOULD BE PLACED AT THE DESIRED STOPPING POINT. IN NO CASE MORE THAN 50 FEET OR LESS THAN 4' FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY, OR EDGE OF CROSSWALK.

AHEAD

NOTE:
SEE STANDARD E-50
FOR LETTERING DETAIL.

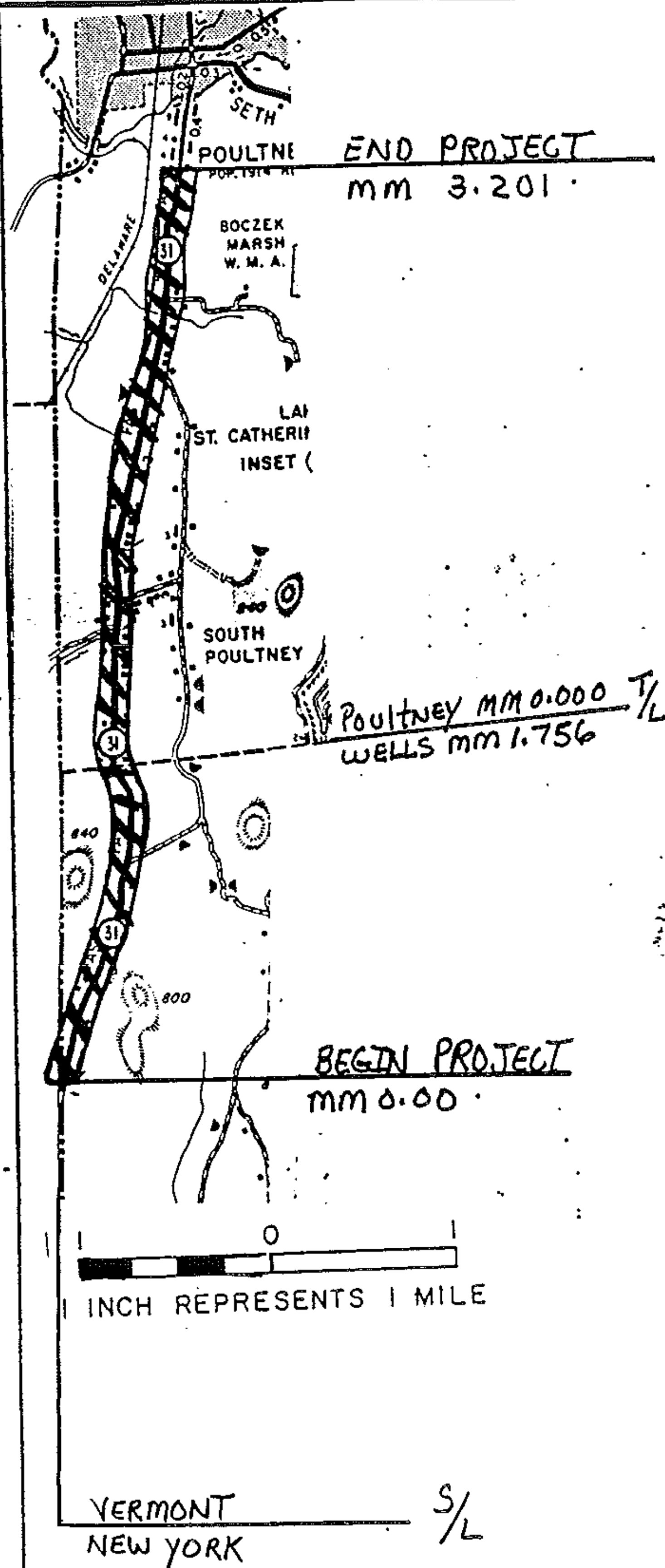
STOP

8'
16'
16'

STOP AHEAD SIGN

PAWLET
No. HMA 2629
SHEET 12 OF 35 SHEETS

PROJECT DESCRIPTION AND LOCATION



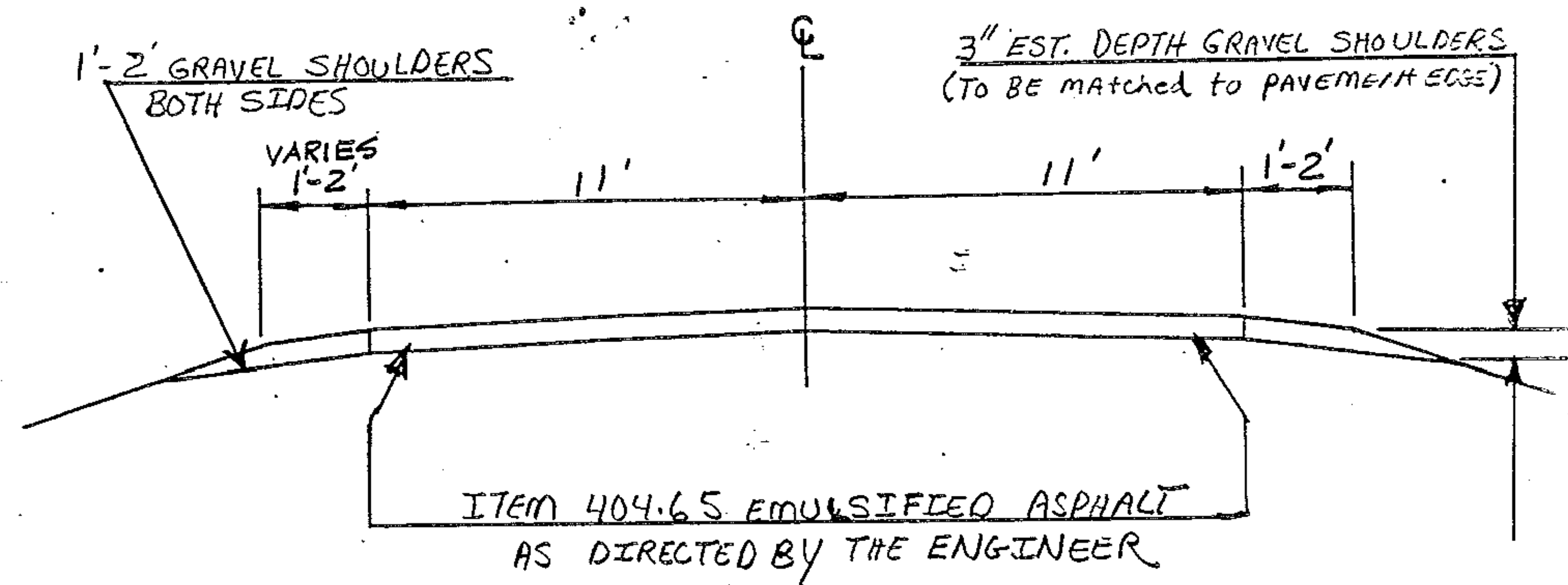
IN WELLS, BEGINNING AT A POINT ON VT. 31 (MM 0.000) THE N.Y.-VT. STATE LINE AND EXTENDING NORTHERLY FOR 4.957 MILES TO MM 3.201 IN THE TOWN OF POULTNEY.

LENGTH OF PROJECT: 4.957 MILES
26,173 FEET

TRAFFIC DATA
1982 ADT 630
V = 50 mph

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 LEVELING COURSE TYPE III OR IV (22' WIDE @ 150 TONS/mi)
 AS DIRECTED BY THE ENGINEER
 3/4" WEARING COURSE TYPE IV



WELLS mm 0.000 ~ Poultney mm 3.201

PROJECT	LENGTHS	AND	ITEM	QUANTITIES
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[illegible]

NO. HMA 2650

HMA 2650

1

PROJECT WELLS - POULTNEY NO. HMA 2650 SHEET 15 OF 35

PROJECT LENGTHS AND ITEM QUANTITIES

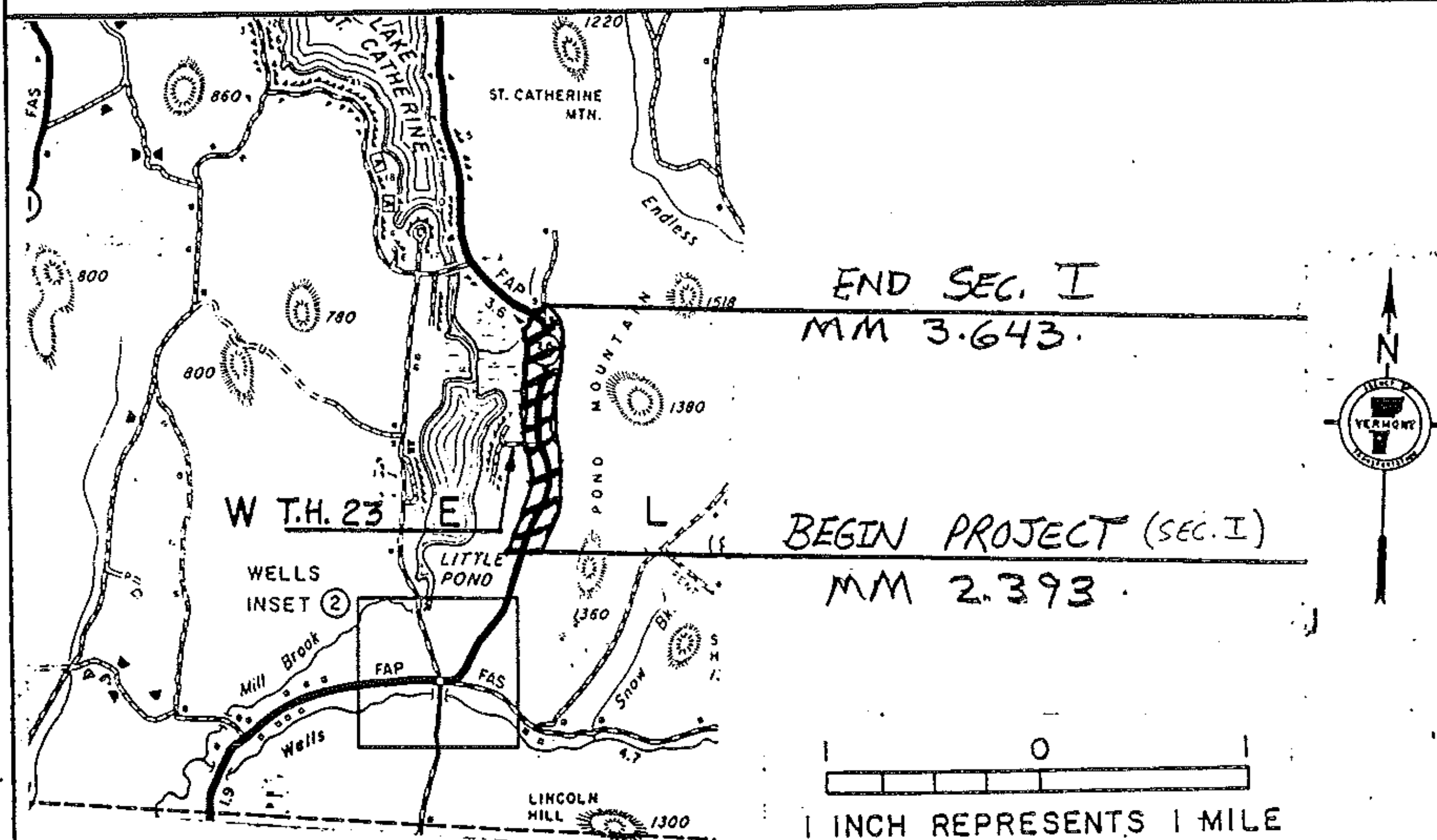
[illegible]PROJECT WELLS-POULTNEY

NO. May 26 50

SHEET 151 OF 151

	MILE	MILE	LT	RT	QUANTITY LT	QUANTITY CL	QUANTITY RT	TOTAL
Wells	0.00	0.82	SOLID	SOLID	4,330.		4,330.	8,660.
	0.82	0.94	DASH	SOLID	158.		634.	792.
	0.94	1.76	SOLID	SOLID	4,330.		4,330.	8,660.
TOWN LINE								
Poultney	0.00	1.13	SOLID	SOLID	5,966.		5,966.	11,932.
	1.13	1.29	SOLID	DASH	845.		211.	1,056.
	1.29	1.30	DASH	DASH		13.		13.
	1.30	1.44	DASH	SOLID	185.		739.	924.
	1.44	1.47	DASH	DASH		40.		40.
	1.47	1.58	SOLID	DASH	581.		145.	726.
	1.58	1.61	SOLID	SOLID	158.		158.	316.
	1.61	1.74	DASH	SOLID	172.		685.	857.
	1.74	3.201	SOLID	SOLID	7,714.		7,714.	15,428.
								49,405.
ASSUME 50% IS LOST DURING SHIMING							TH-	400
					150% x 49,405 =	73,508 lbs.	TOTAL	49,005
</								

PROJECT DESCRIPTION AND LOCATION



(SEC. I) IN WELLS, BEGINNING AT A POINT ON VT. 30 (MM 2.393) APPROXIMATELY 0.38 MILES SOUTH OF THE JCT. OF VT. 30 AND THE LITTLE LAKE EAST ROAD (TH 23) AND EXTENDING NORTHERLY 1.250 MILES SOUTH OF THE JCT. OF VT. 30 AND TH. 3.

TRAFFIC DATA
1982 ADT 800
V = 50 MPH

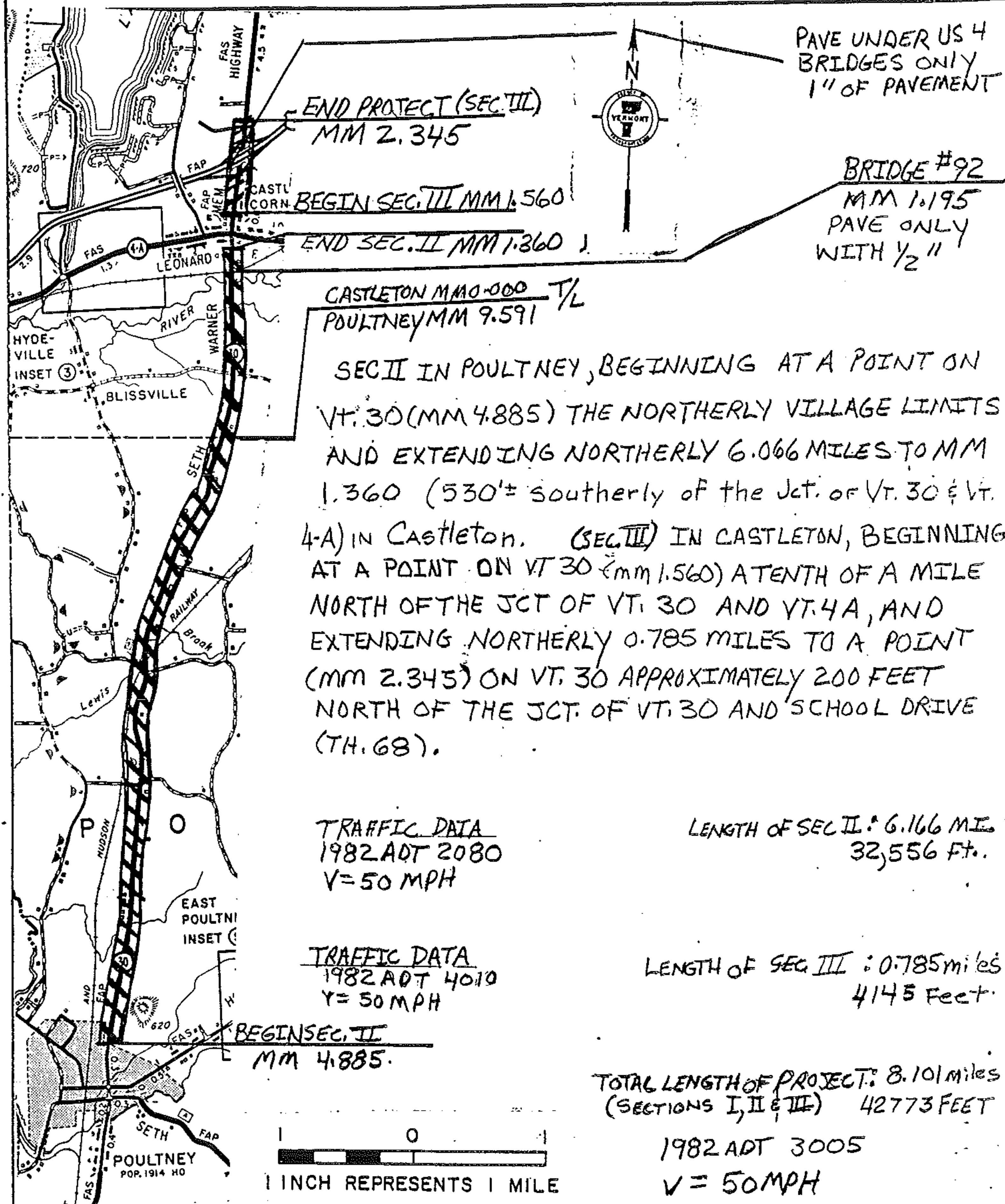
LENGTH OF SEC. I : 1.250 miles
6600 feet

PROJECT WELLS - POULTNEY - CASTLETON

NO. HMA 2628

SHEET 17 OF 35 SHEETS

PROJECT DESCRIPTION AND LOCATION



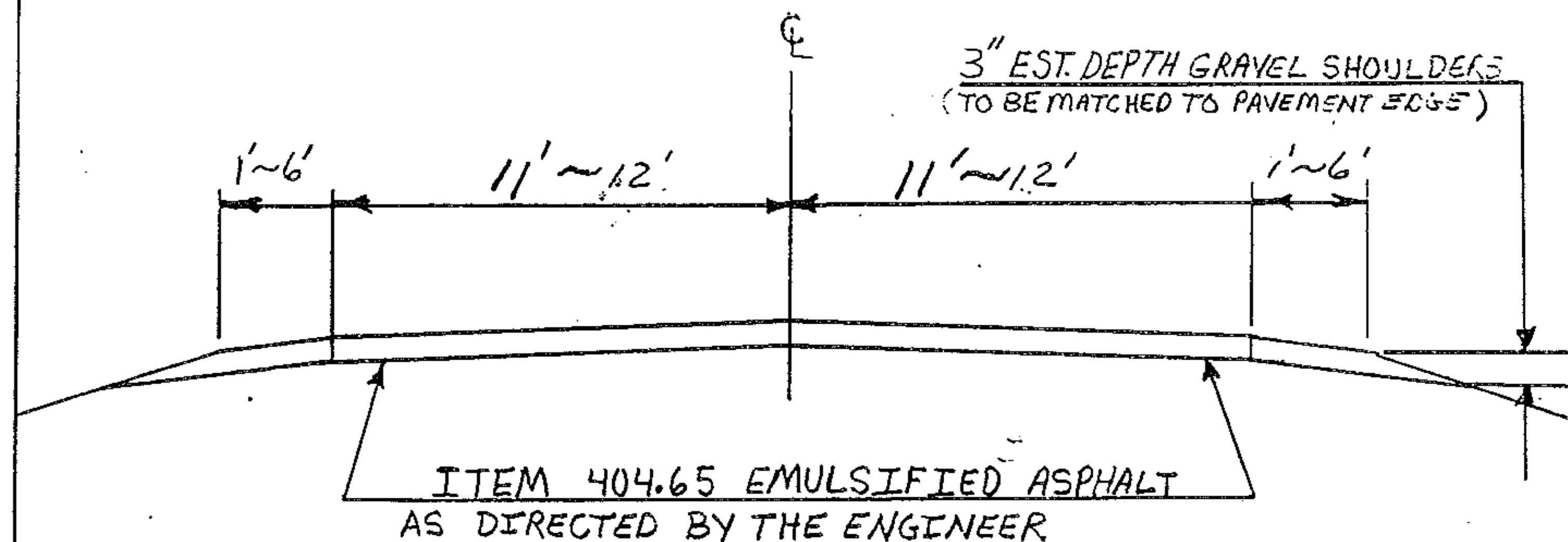
NO. HMA 2628

SHEET 12 OF 35 SHEETS

PROJECT WELLS - POULTNEY - CASTLETON

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
LEVELING COURSE TYPE III OR IV (SEE TABLE BELOW)
AS DIRECTED BY THE ENGINEER
3/4" WEARING COURSE TYPE IV

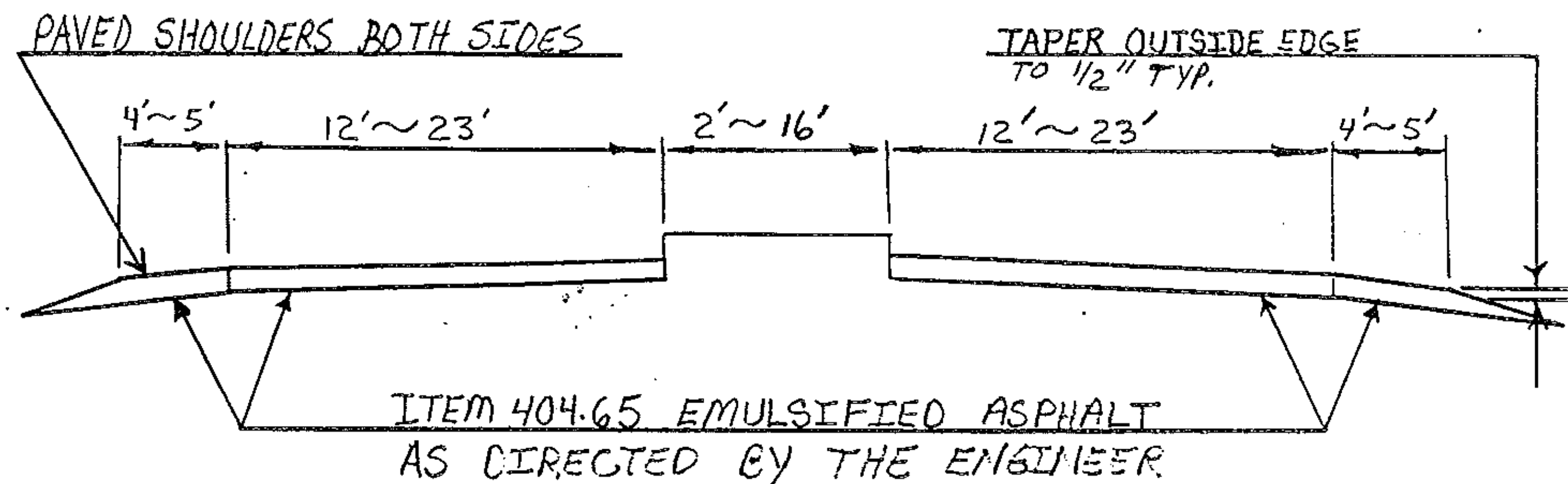


DISTANCE	WIDTH OF SHOULDER	WIDTH OF TRAVELED-WAY	WIDTH OF SHOULDER	LEVEL @ TONNAGE / MILE
WELLS mm 2.393 to mm 3.643	1' PAVED	22'	1' PAVED	250 TONS/mile
POULTNEY mm 4.885 to mm 6.855	1' GRAVEL	24'	1' GRAVEL	200 TONS/mile
POULTNEY mm 6.855 to mm 7.100	6' GRAVEL	24'	6' GRAVEL	218 TONS/mile
POULTNEY mm 7.100 to mm 7.446	1' GRAVEL	24'	1' GRAVEL	218 TONS/mile
POULTNEY mm 7.446 to mm 9.591	1' GRAVEL	22'	1' GRAVEL	200 TONS/mile
CASTLETON mm 0.000 to mm 1.360	1' GRAVEL	24'	1' GRAVEL	272 TONS/mile
* CASTLETON mm 1.560 to mm 1.862	1' GRAVEL	24'	1' GRAVEL	164 TONS/mile

*NOTE: CASTLETON mm 1.560 to mm 1.862 HAS 1 1/4" WEARING COURSE TYPE III

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
LEVELING COURSE TYPE III OR IV (SEE TABLE BELOW)
AS DIRECTED BY THE ENGINEER
1 1/4" WEARING COURSE TYPE III



DISTANCE	WIDTH OF SHOULDER	WIDTH OF TRAVELED-WAY	WIDTH OF SHOULDER	LEVEL @ TONNAGE / MILE
mm 1.862 to CASTLETON mm 1.975	4' PAVED	38'	4' PAVED	259 TONS/mile
mm 1.975 to CASTLETON mm 2.188	5' PAVED	46'	5' PAVED	314 TONS/mile
mm 2.188 to CASTLETON mm 2.345	4' PAVED	24'	4' PAVED	164 TONS/mile

PROJECT WELLS-POULTNEY-CASTLETON

NO. HMA 2629

SHEET 20 OF 35 SHEETS

PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION											
	LENGTH	WIDTH	TRAVELED WAY	OVERLAY DEPTH	LEVELING COURSE	GRAVEL SHOULDERS	EMULSIFIED ASPHALT	BETUMINOUS CONCRETE PAVEMENT	POWER BROOM RENTAL	UNIFORMED TRAFFIC OFFICERS	FLAG PERSONS
ITEM NUMBER											
UNIT	FT.	FT.	IN.	TONS	CY.	TEN	CWT.	TEN	HR.	HRS.	HRS.
LOCATION											
WELLS Vt. 30 mm 2.393 to 3.643	6600	22	3/4	250	50	88	22	733			
								313			1' PAVED SHOULDER
POULTNEY Vt. 30 mm 4.885 to 6.855	10402	24	3/4	200	193	337	34	1155			LEVEL @ 250 TONS
								394			GRAVEL SHOULDERS
POULTNEY Vt. 30 mm 6.855 to 7.100	1293	24	3/4	218	144	252	4	144			LEVEL @ 200 TONS
								53			6' GRAVEL SHOULDERS
POULTNEY Vt. 30 mm 7.100 to 7.446	1827	24	3/4	218	34	59	6	203			LEVEL @ 213 TONS
								75			1' GRAVEL SHOULDERS
POULTNEY Vt. 30 mm 7.446 to 9.591	11326	22	3/4	200	210	367	34	1154			LEVEL @ 213 TONS
								429			1' GRAVEL SHOULDERS
CASTLETON Vt. 20 mm 0.000 to 1.360	7181	24	3/4	218	133	233	24	798			LEVEL @ 200 TONS
								370			1' GRAVEL SHOULDERS
CASTLETON Vt. 30 mm 1.560 to 1.862	1594	24	1 1/4	164	30	52	5	295			LEVEL @ 272 TONS
								50			1' GRAVEL SHOULDERS
CASTLETON Vt. 30 mm 1.862 to 1.975	596	38	1 1/4	259	-	-	4	212			LEVEL @ 164 TONS
								29			4' PAVED SHOULDERS
CASTLETON Vt. 30 mm 1.975 to 2.188	1125	46	1 1/4	314	-	-	9	486			LEVEL @ 259 TONS
								67			5' PAVED SHOULDERS
CASTLETON Vt. 30 mm 2.188 to 2.345	829	24	1 1/4	164	-	-	4	205			LEVEL @ 314 TONS
								26			4' PAVED SHOULDERS
											LEVEL @ 164 TONS
PROJECT					100	175	3	100	65	365	365
ROUNDING					36	12	1	59	5	10	10
TOTAL	42773				930	1575	150	7350	70	375	375

NO. HMA 2628
SHEET 21 OF 35 SHEETS

PROJECT WELLS-POULTNEY-CASTLETON

PROJECT	LENGTHS	AND	ITEM	QUANTITIES
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[illegible]

... PROJECT WELLS-POULTNEY-CASTLETON NO. HMA 2628

SHEET 23 OF 33

PROJECT	LENGTHS	AND	ITEM	QUANTITIES
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[illegible]

PROJECT WFLS-Program in Communications NO. HMA 2603E

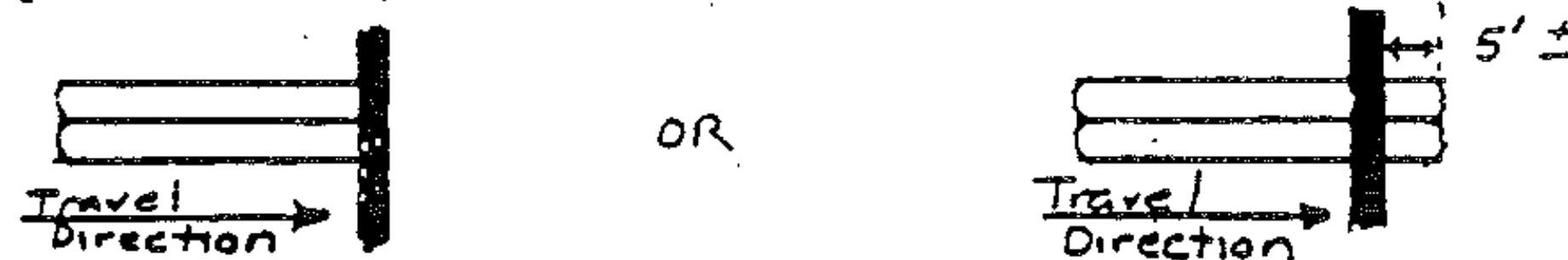
SHEET 22, A OF 35

WELLS-POULTNEY
PROJECT: CASTLETON ROUTE VT 30 PROJECT No. HMA 2628
TEMPORARY 4" REFLECTORIZED YELLOW LINE

MILE	MILE	LT	RT	QUANTITY		QUANTITY	TOTAL
				LT	CL	RT	
2.393	3.643	SOLID	SOLID	6600.		6600.	13200.
4.885	5.36	SOLID	SOLID	2508.		2508.	5016.
5.36	5.48	SOLID	DASH	634.		158.	792.
5.48	5.54	SOLID	SOLID	317.		317.	634.
5.54	5.59	DASH	SOLID	46.		264.	330.
5.59	5.66	DASH	DASH		370.		370.
5.66	5.79	SOLID	DASH	686.		172.	858.
5.79	5.90	DASH	DASH		145.		145.
5.90	6.05	DASH	SOLID	198.		792.	990.
6.05	6.23	SOLID	DASH	950.		238.	1188.
6.23	6.43	DASH	SOLID	264.		1056.	1320.
6.43	6.61	SOLID	SOLID	950.		950.	1900.
6.61	6.73	SOLID	DASH	634.		158.	792.
6.73	6.95	SOLID	SOLID	1162.		1162.	2324.
6.95	7.11	DASH	SOLID	211.		845.	1056.
7.11	9.26	SOLID	SOLID	11,352.		11,352.	22,704.
9.26	9.44	SOLID	DASH	950.		238.	1,188.
9.44	9.59	DASH	DASH		198.		198.
TOWN LINE							
0.00	0.03	DASH	DASH		40.		40.
0.03	0.20	DASH	SOLID	224.		898.	1,122.
0.20	0.60	SOLID	SOLID	2,112.		2,112.	4,224.
0.60	0.73	SOLID	DASH	686.		172.	858.
0.73	1.04	DASH	DASH		409.		409.
1.04	1.18	DASH	SOLID	185.		739.	924.
1.18	1.36	SOLID	SOLID	1,478.		1,478.	2,956.
1.36	1.56	DO NOT PAVE - NO MATERIAL REQUIRED					0000
1.56	2.32	SOLID	SOLID	4,013.		4,013.	8,026.
2.32	2.34	SOLID	DASH	106.		26.	132.
ASSUME 50% IS LOST DURING SHIMMING							73696.
						6TH.	480
150% X 72640 = 108,960 LBS.					TOTAL		110,064
TEMPORARY 4" REFLECTORIZED WHITE LINE							
2.393	3.643	SOLID	SOLID	6600.		6600.	13200.
4.885	9.59	SOLID	SOLID	24,842.		24,842.	49,684.
0.00	1.36	SOLID	SOLID	7,181.		7,181.	14,362.
1.56	2.34	SOLID	SOLID	4,118.		4,118.	8,236.
					TOTAL		85,482.

APPLICATION NOTES

1. Edge lines shall be placed 1'-0" 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.

Revision - 11/84
 Note 3 revised
 Notes 10&11 added

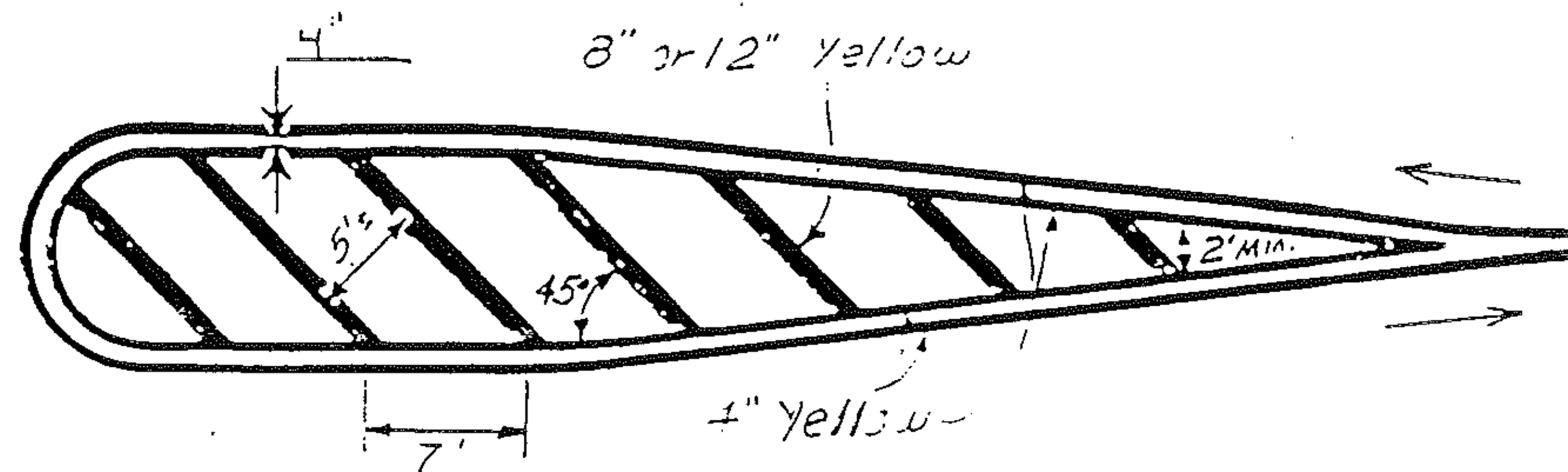
PROJ. WELLS-POULTNEY-CASTLETON

No. HMA 2629

SHEET 24 OF 35 SHEETS

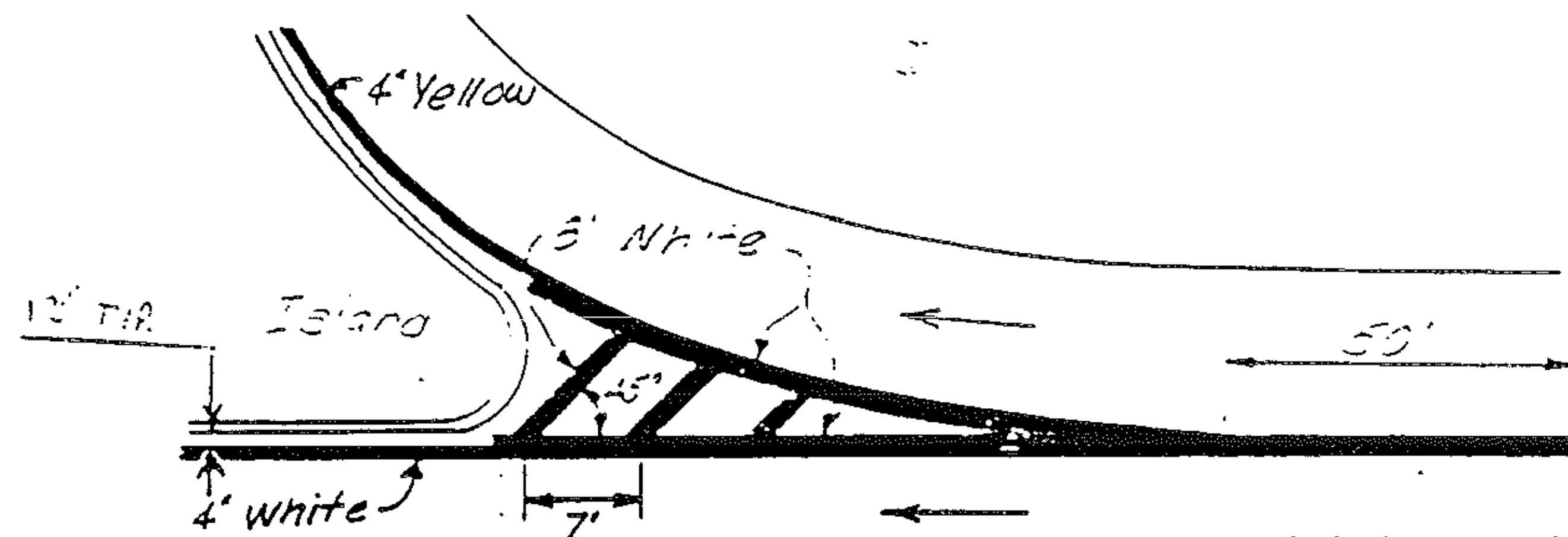
SPECIAL MARKING DETAILS

Painted Island Detail



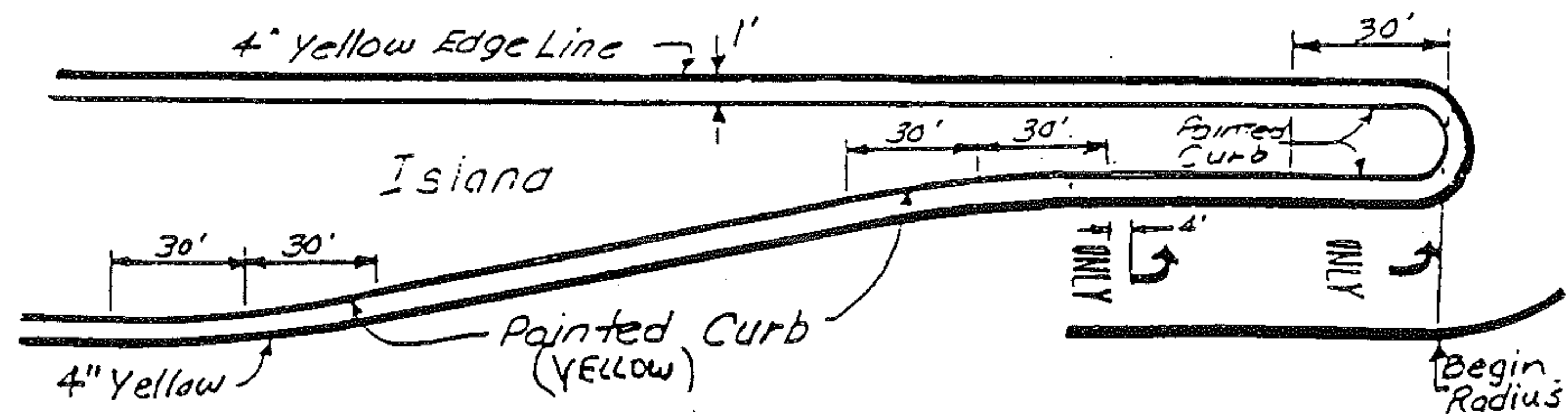
Not to Scale

Gore Marking Detail - Exit



Not to Scale

Turn Lane and Painted Curb Detail



Not to Scale

