

INDEX OF SHEETS

1. TITLE PAGE
 2. INDEX
 3. COMPOSITE QUANTITIES
 4. CAVENDISH TITLE PAGE
 5. INDEX
 6. LOCATION, LENGTH AND DESCRIPTION
 7. TYPICAL SECTIONS AND DESIGN DATA
 - 7A-7E. RAILROAD CROSSING TYPICAL SECTIONS AND DESIGN DATA.
 8. PAVING LIMITS FOR TOWN ROADS AND DRIVES
 9. APPROACH TO A SIDE ROAD INTERSECTION
 10. STOP BAR APPROACH DETAIL
 11. GUIDELINE FOR EDGELINE APPLICATION
 12. DURABLE EDGELINE RADIUS LAYOUT TYPICAL
 - 13-14. GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
 15. GORE MARKING DETAIL
 16. PAVEMENT MARKING QUANTITIES
 17. ITEM QUANTITIES
 - 18-19. DETOUR SHEETS
 20. WEATHERSFIELD TITLE PAGE
 21. INDEX
 22. LOCATION, LENGTH, DESCRIPTION AND TRAFFIC
 23. TYPICAL SECTIONS AND DESIGN DATA
 24. PAVING LIMITS FOR TOWN ROADS AND DRIVES
 25. APPROACH TO SIDE ROAD INTERSECTIONS
 26. STOP BAR APPROACH DETAIL
 27. GUIDELINE FOR EDGELINE APPLICATION
 28. DURABLE EDGELINE RADIUS LAYOUT
 - 29-30. GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
 31. PAVEMENT MARKING QUANTITIES
 32. ITEM QUANTITIES
 33. WORD MARKING DETAIL
- STANDARD SHEETS:
- | | |
|--------|-----------|
| E 100 | 09/10/87 |
| E 101 | 10/30/87 |
| E 102 | 10/30/87 |
| E 107 | 04/29/88R |
| E 107A | 09/10/87 |
| E 110 | 03/01/88R |
| E 123 | 04/01/88 |
| E 136 | 04/29/88R |
| E 160 | 03/01/88R |
| E 190 | 01/12/88R |
| E 191 | 09/10/87 |
| E-29 | 02/03/86R |

CAVENDISH F 025-1(32)S
PROJECT WEATHERSFIELD HMA 2931

NO. _____
SHEET 2 OF 33 SHEETS

QUANTITIES

ITEM NO.	402.12	404.65	406.25	604.40	608.15	608.25	608.30	608.37	630.10	630.15	631.17	635.10	646.30	646.40	646.44
UNIT	TON	CWT	TON	EA	HR	HR	HR	HR	HR	HR	LS	LS	LS	LF	EA
BETHEL	10	8	540		4	4	3	4	24	28	0.50	0.45	80	18	13
SHARON	7	9	610	1	3	3	3	3	30	30	0.50	0.55	40	16	25
TOTALS	17	17	1150	1	7	7	6	7	54	58	1	1	120	34	38

ITEM DESCRIPTION	AGGREGATE SHOULDERS	BITUMINOUS CONC. PMT.	CHANGE ELEV. D.CB OR MH	POWER GRADER RENTL	EXCAVATOR RENTL	ALL PURPOSE EXCAVATOR	POWER GRADER RENTL	TRUCK RENTL	TRUCK RENTL	UNIFORM TRAFFIC OFFICERS	FLAGGERS	TESTING EQUIP. - BITUMINOUS MOBILIZATION	DURABLE 4" WHITE LINE	DURABLE 24" STOP BAR	DURABLE WORD MARKINGS
------------------	---------------------	-----------------------	-------------------------	--------------------	-----------------	-----------------------	--------------------	-------------	-------------	--------------------------	----------	--	-----------------------	----------------------	-----------------------

ITEM NO.	646.50	646.51	651.35	675.20	675.30	675.50	675.60
UNIT	LF	LF	CY	SF	LB	EA	EA
BETHEL	3500	6200	7	625	90	3	1
SHARON	2400	5400	6	9	48	1	
TOTALS	5900	11600	13	1525	138	4	1

ITEM DESCRIPTION	TEMP. 4" WHITE LINE	TEMP. 4" YELLOW LINE	TOPSOIL	TRAFFIC SIGNS TYPE A	FLANGED SIGNS TYPE A	REMOVING CHANNEL SIGN POST	ERECTING SALVAGED SIGNS
------------------	---------------------	----------------------	---------	----------------------	----------------------	----------------------------	-------------------------

ITEM NO.	646.50	646.51	651.35	675.20	675.30	675.50	675.60
UNIT	LF	LF	CY	SF	LB	EA	EA
BETHEL	3500	6200	7	625	90	3	1
SHARON	2400	5400	6	9	48	1	
TOTALS	5900	11600	13	1525	138	4	1

PROJECT	BETHEL	SHARON
---------	--------	--------

NO. _____ HMA 2918 RS 0177(5) SHEET 3 OF 34 SHEETS

INDEX OF SHEETS

4. CAVENDISH TITLE PAGE
5. INDEX
6. LOCATION, LENGTH AND DESCRIPTION
7. TYPICAL SECTIONS AND DESIGN DATA
- 7A-7E. RAILROAD CROSSING SECTIONS AND DESIGN DATA
8. PAVING LIMITS FOR TOWN ROADS AND DRIVES
9. APPROACH TO A SIDE ROAD INTERSECTION
10. STOP BAR APPROACH DETAIL
11. GUIDELINE FOR EDGELINE APPLICATION
12. DURABLE EDGELINE RADIUS LAYOUT TYPICAL
- 13-14. GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
15. GORE MARKING DETAIL
16. PAVEMENT MARKING QUANTITIES
17. ITEM QUANTITIES
- 18-19. DETOUR SHEETS

PROJECT CAVENDISH

NO. F 025-1(32)S

SHEET 5 OF 33 SHEETS

DESCRIPTION AND LOCATION

PROJECT LOCATION

Beginning in the Town of Cavendish at MM 1.931 and extending north 1.000 miles to MM 2.931.

PROJECT LENGTH

1.000 miles

PROJECT DESCRIPTION

Resurfacing, pavement markings and a new crossing at the Green Mountain railroad crossing.
Do not pave over the bridge at MM 2.02 due to an experimental sealer in place.

TRAFFIC DATA

1987 AADT 3860

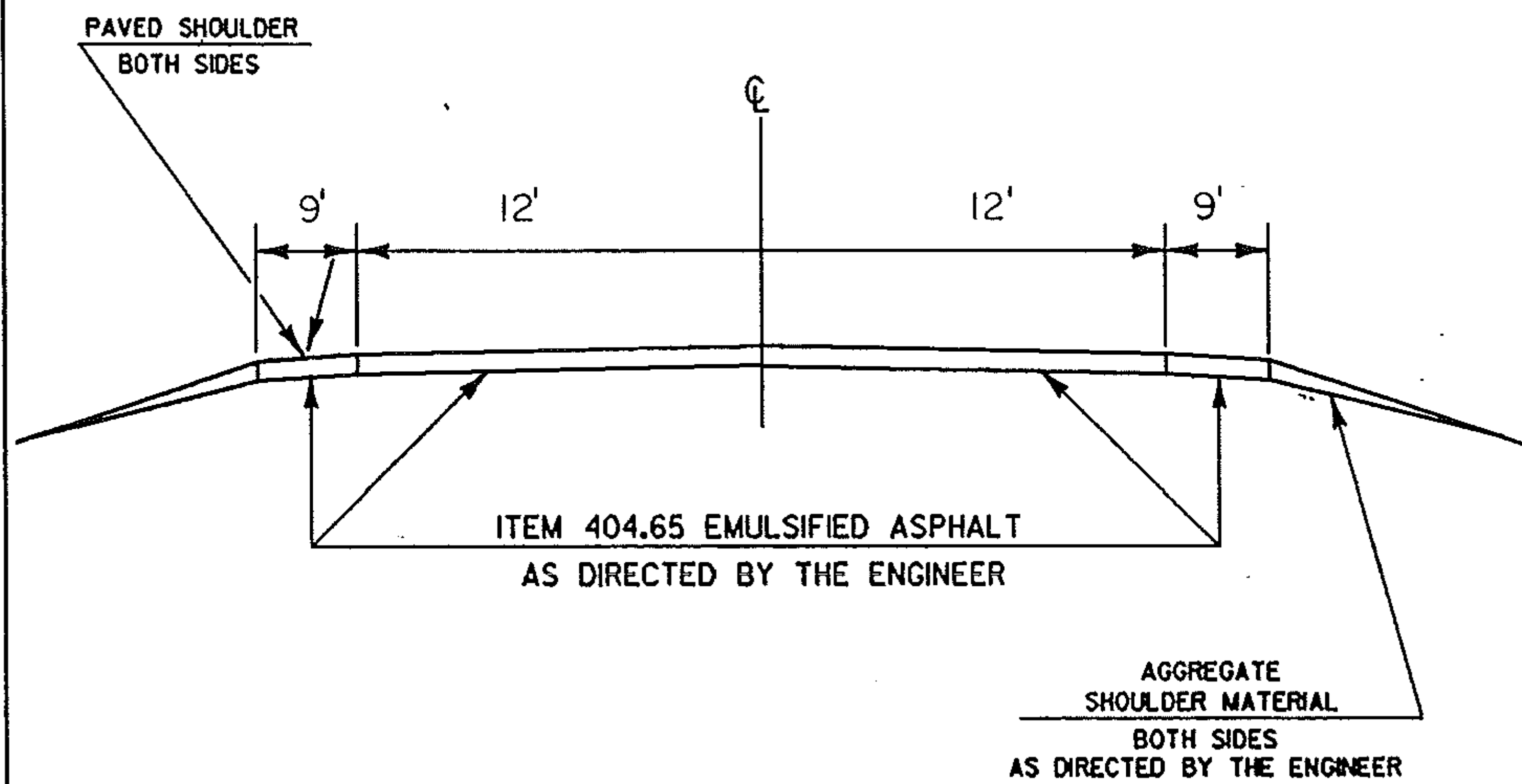
PROJECT Cavendish

NO. F 025-1(32)S

SHEET 6 OF 33 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
LEVELING COURSE TYPE III OR IV (475 TONS/MILE)
1 1/4" WEARING COURSE, TYPE III ($\pm 1/4"$)

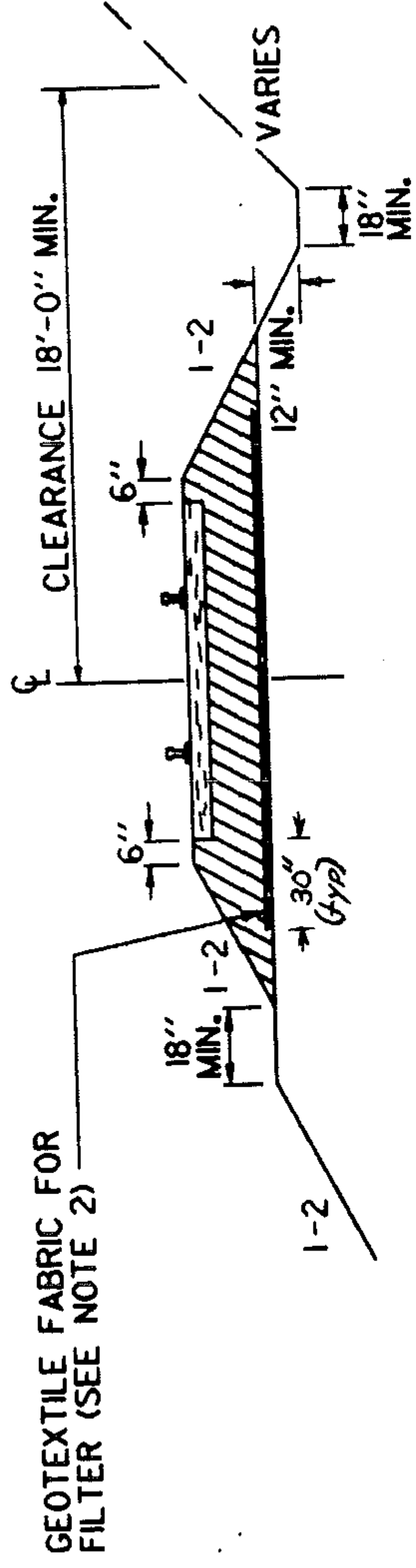


VT. 103 CAVENDISH M.M. 1.931 - M.M. 2.931

PROJECT CAVENDISH

NO. F025-1(32)S

SHEET 7 OF 33 SHEETS



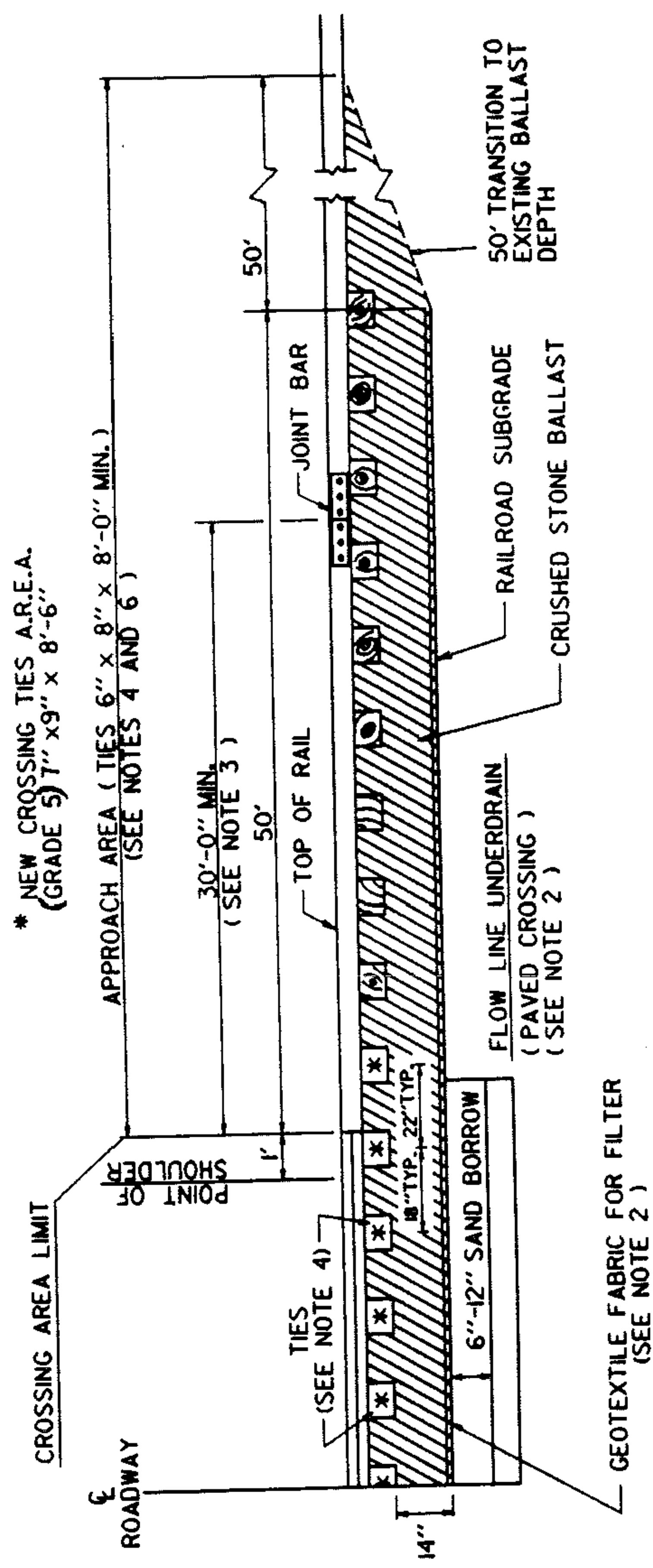
TYPICAL FOR RAILROAD APPROACH AREA
 CROSS SECTION OF RAILROAD CROSSING ALONG TRACKS

CAVENDISH

F 025 - 1 (32) S

SHEET 7A OF 33 SHEETS

*NOTES ARE FOUND ON PLAN SHEET 7E.



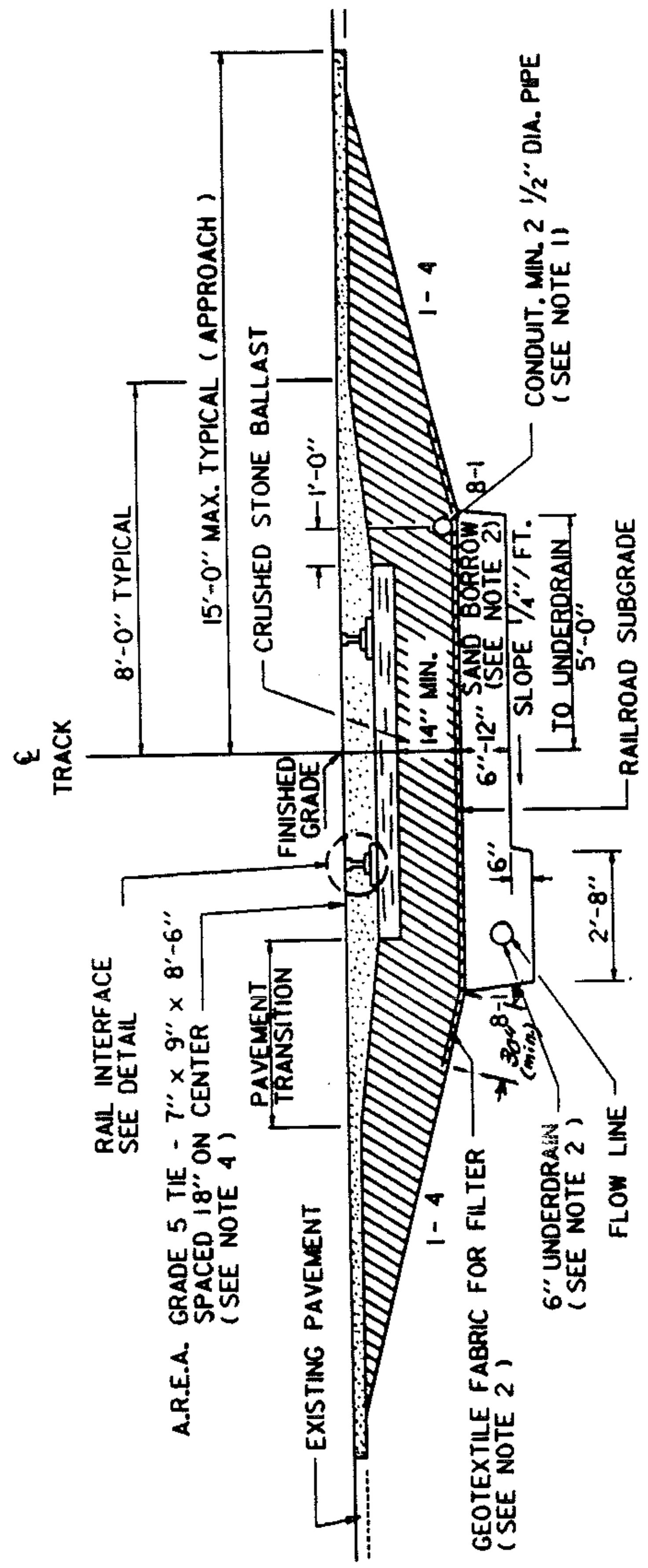
PROFILE OF RAILROAD CROSSING ALONG TRACKS

CAVENDISH

F 025-1 (32) S

SHEET 78 OF 33 SHEETS

*NOTES ARE FOUND ON PLAN SHEET 7E.

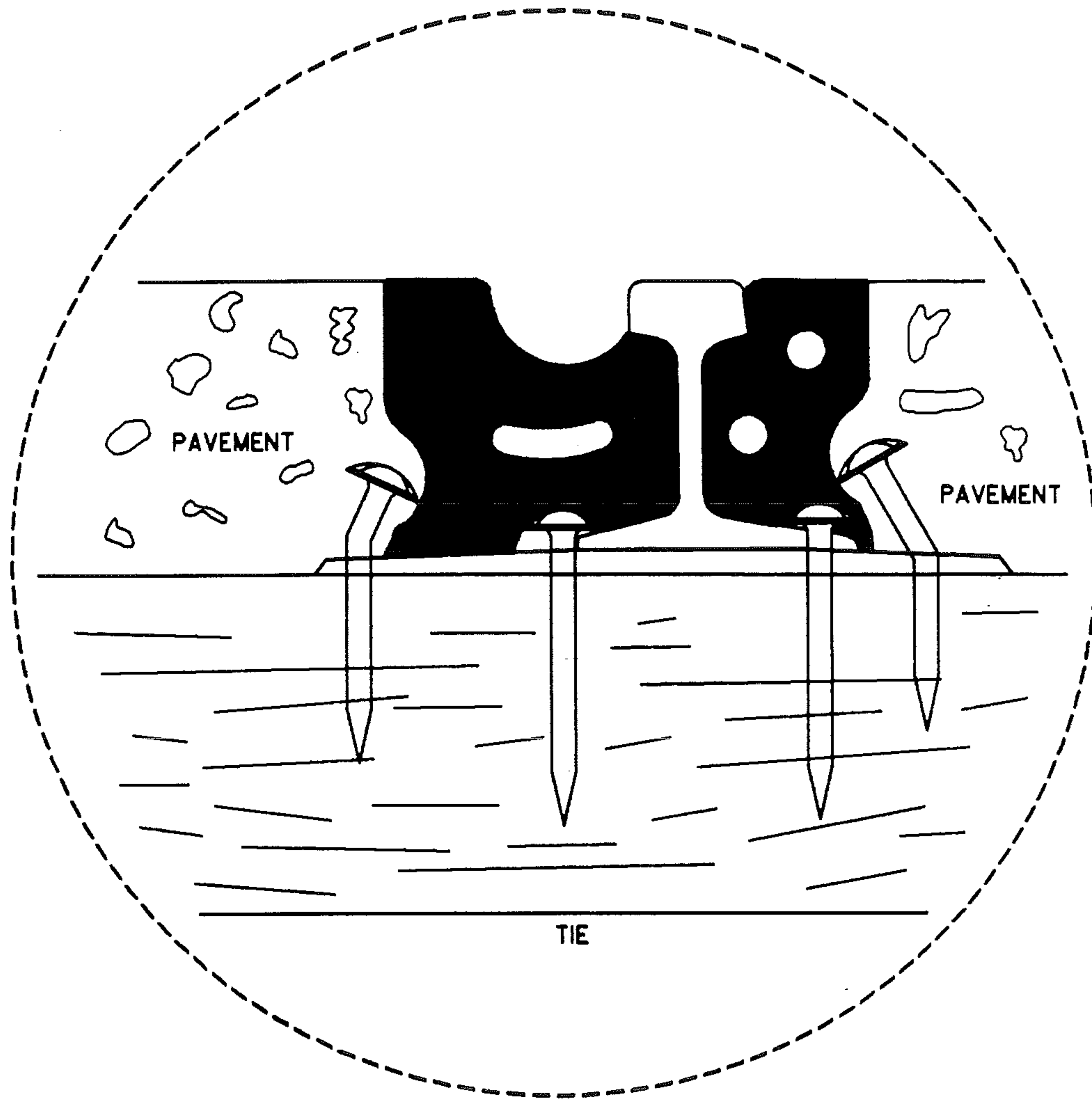


TYPICAL FOR RAILROAD CROSSING-PAVED HIGHWAY
WITH EPFLEX RAIL SEAL INTERFACE

CAVENDISH

NO. E025-1132 IS

SHEET 7 OF 33 SHEETS



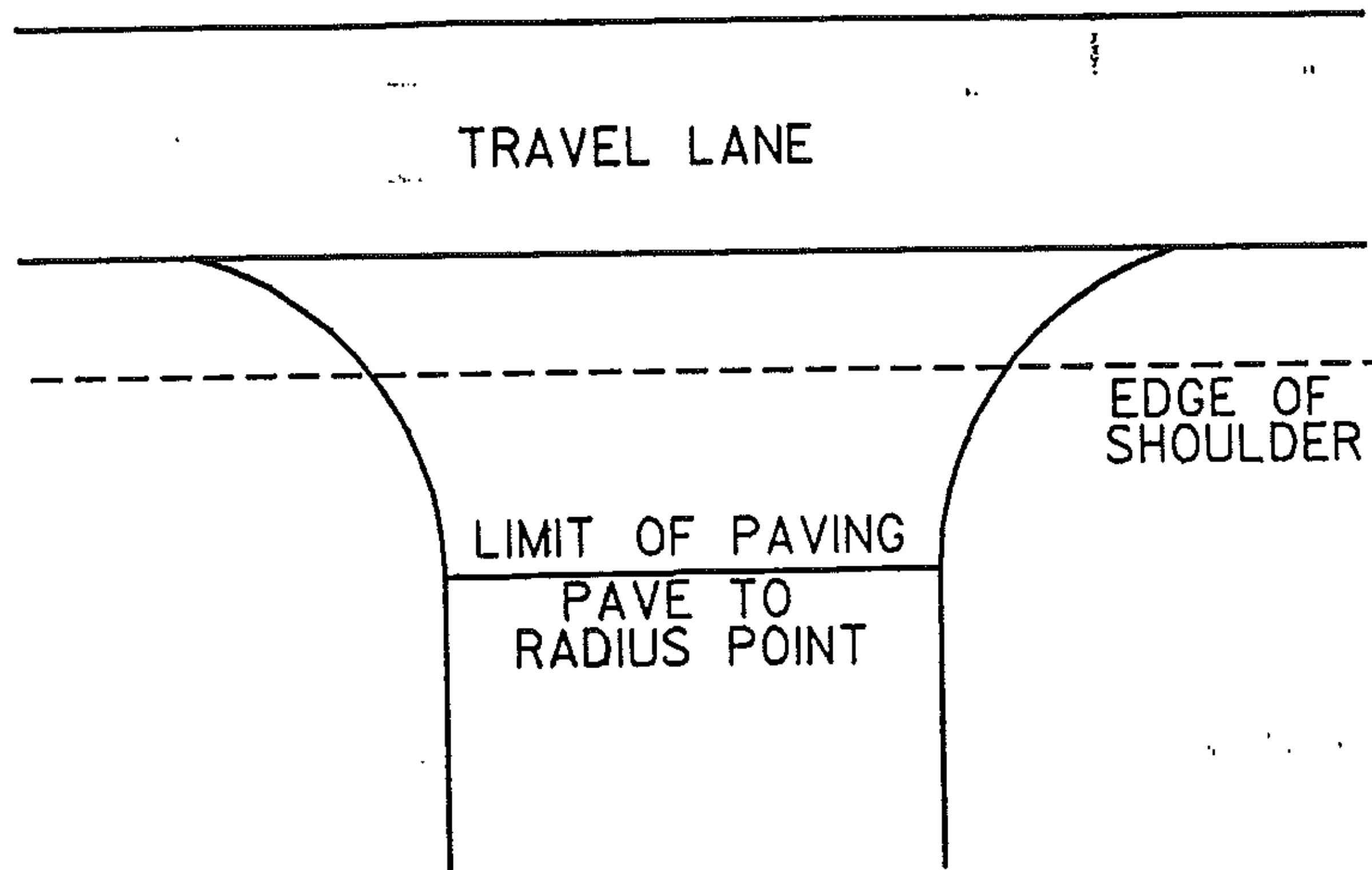
EPFLEX RAIL SEAL INTERFACE DETAIL

GENERAL NOTES

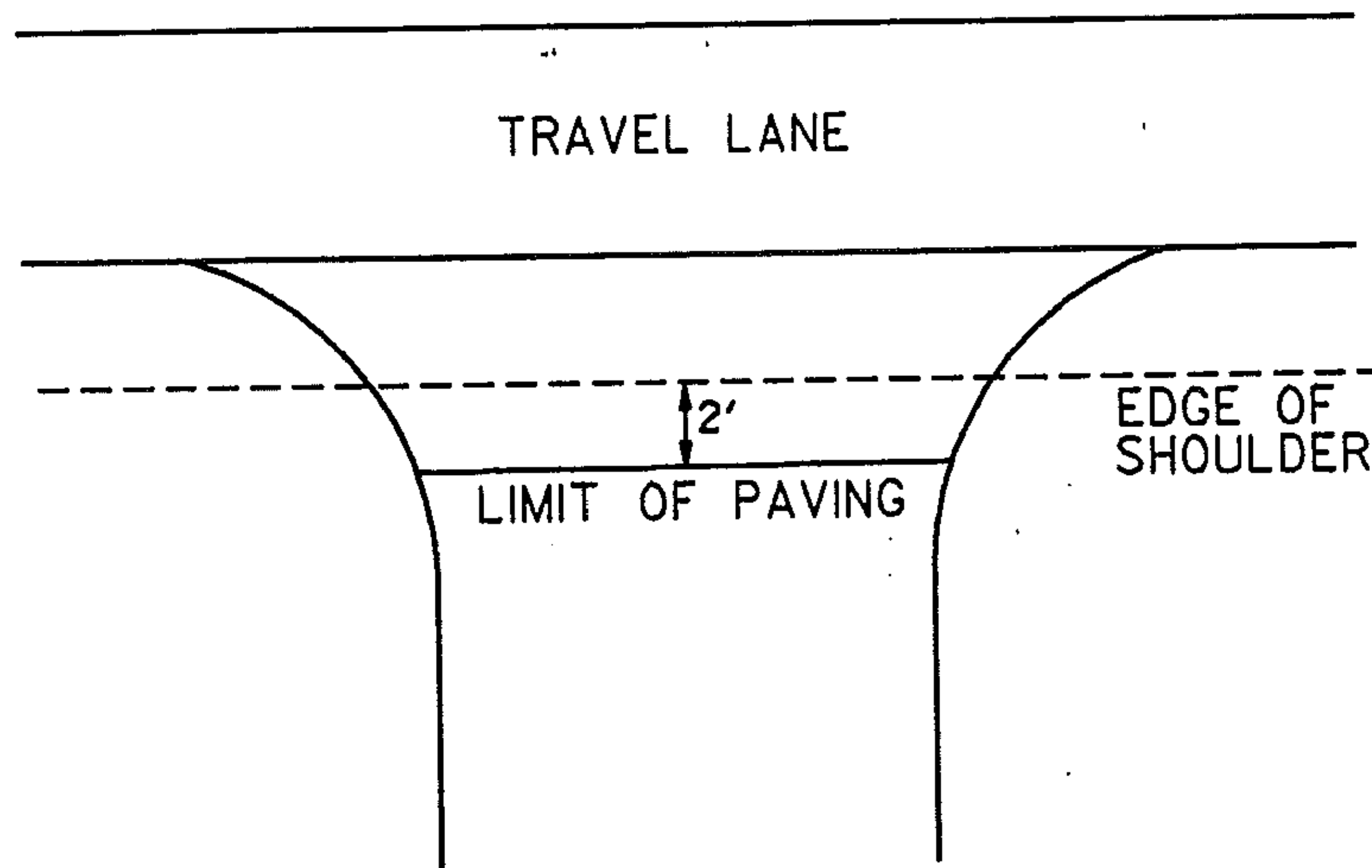
1. REPLACE SIGNAL CONDUIT. RETAIN EXISTING SIGNALS AND CASE. USE ONLY THE EXISTING WIRING UNDER THE ROAD. PAYMENT FOR ITEMS TO BE INCLUDED IN ITEM 932.10.
2. THE USE OF UNDERDRAIN, SAND BORROW AND GEOTEXTILE FABRIC SHALL BE DETERMINED UPON INSPECTION OF FIELD CONDITIONS BY THE RAILROAD AND THE ENGINEER.
3. ALL RAIL JOINTS, INCLUDING MUDRAIL JOINTS, WITHIN THE CROSSING AREA AND 30'-0" BEYOND WILL BE CROPPED AND THERMITE WELDED IN ACCORDANCE WITH THE LATEST REVISION OF A.R.E.A. SPECIFICATIONS.
4. NEW TIES SHALL BE USED IN CROSSING AREA AS SHOWN. TIES IN APPROACH AREAS TO BE REPLACED AS RECOMMENDED BY THE RAILROAD AND APPROVED BY THE ENGINEER.
5. TIE PLATES SHALL BE NEW OR RELAY PLATES MANUFACTURED FOR THE RAIL USED. PLATES SHALL BE INSPECTED AND APPROVED BY THE RAILROAD AND THE ENGINEER.
6. BALLAST IN APPROACH AREAS SHALL EXTEND 6" BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
7. TYPE AND DESIGN OF PREFABRICATED EPFLEX RAIL SEAL SHALL RECEIVE APPROVAL OF THE STATE.
8. MANUFACTURERS SPECIFICATIONS SHALL BE FOLLOWED WHERE EPFLEX RAIL SEAL CROSSING SURFACES ARE TO BE INSTALLED.
9. MODIFICATIONS TO RAILROAD APPROACH AREAS MAY BE NECESSARY AS LOCAL CONDITIONS WARRANT.
10. 105 LB. DUDLY CONTINUOUS WELDED RAIL THROUGH CROSSING AND EXTEND TO WEST OF PROJECT TO THE RAILROAD BRIDGE.
11. WELDED JOINTS WILL BE GROUND TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES.
12. METHOD OF FABRICATION SHALL BE UP TO THE CONTRACTOR.
13. TEMPORARY CROSSING FOR NIGHT USE SHALL BE CONSTRUCTED OF GRAVEL OR TIMBER TIES.
14. RAIL IS TO BE REPLACED FROM ONE INSULATED JOINT TO THE NEXT. THIS IS APPROXIMATELY 195' ALONG THE CENTERLINE OF TRACK.
15. ALL TIES WITHIN CROSSING AREA ARE TO BE 18" ON CENTER.
16. RAIL TO BE FURNISHED BY THE STATE.
17. A ROLLER WITH A MAXIMUM DRUM WIDTH OF 40" IS SPECIFIED FOR THIS PROJECT. THIS IS NEEDED FOR THE EPFLEX RAIL SEAL INSTALLATION.

PAVING LIMITS FOR TOWN ROADS & DRIVES

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



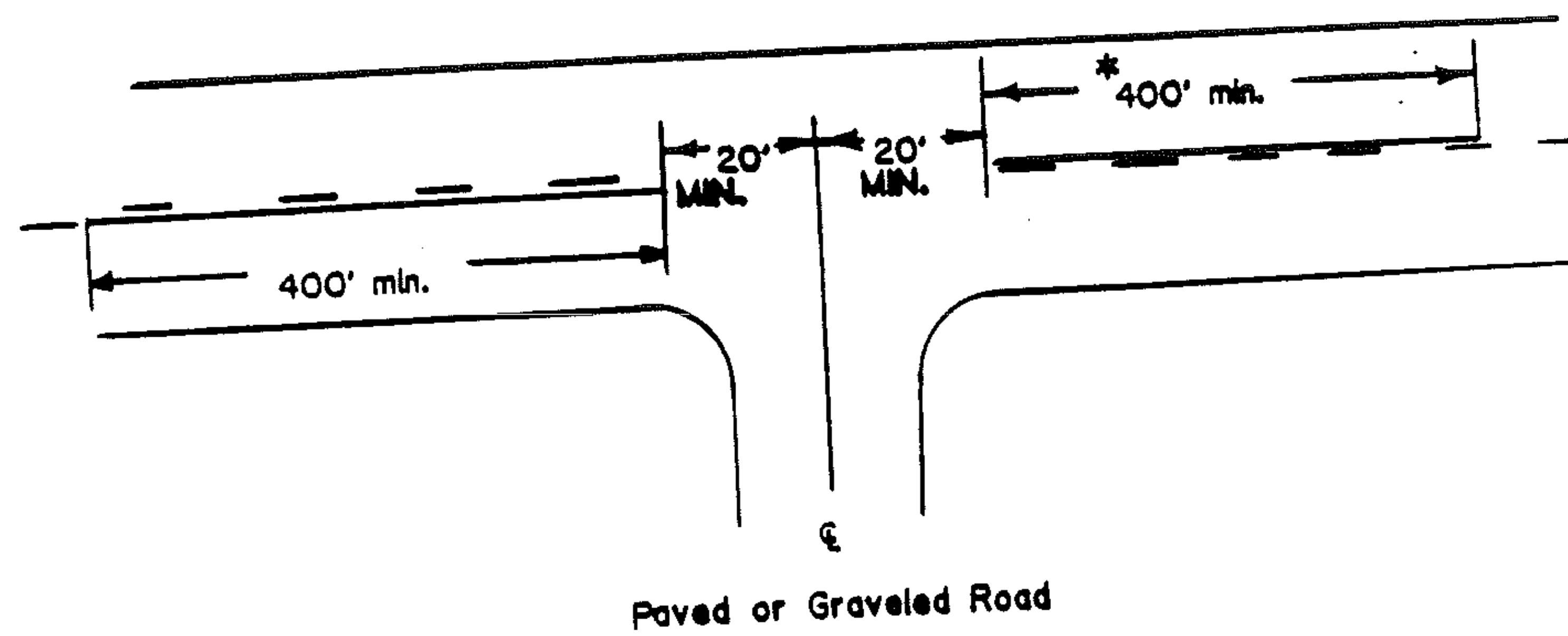
PROJECT CAVENDISH

NO. F025-1(32)S

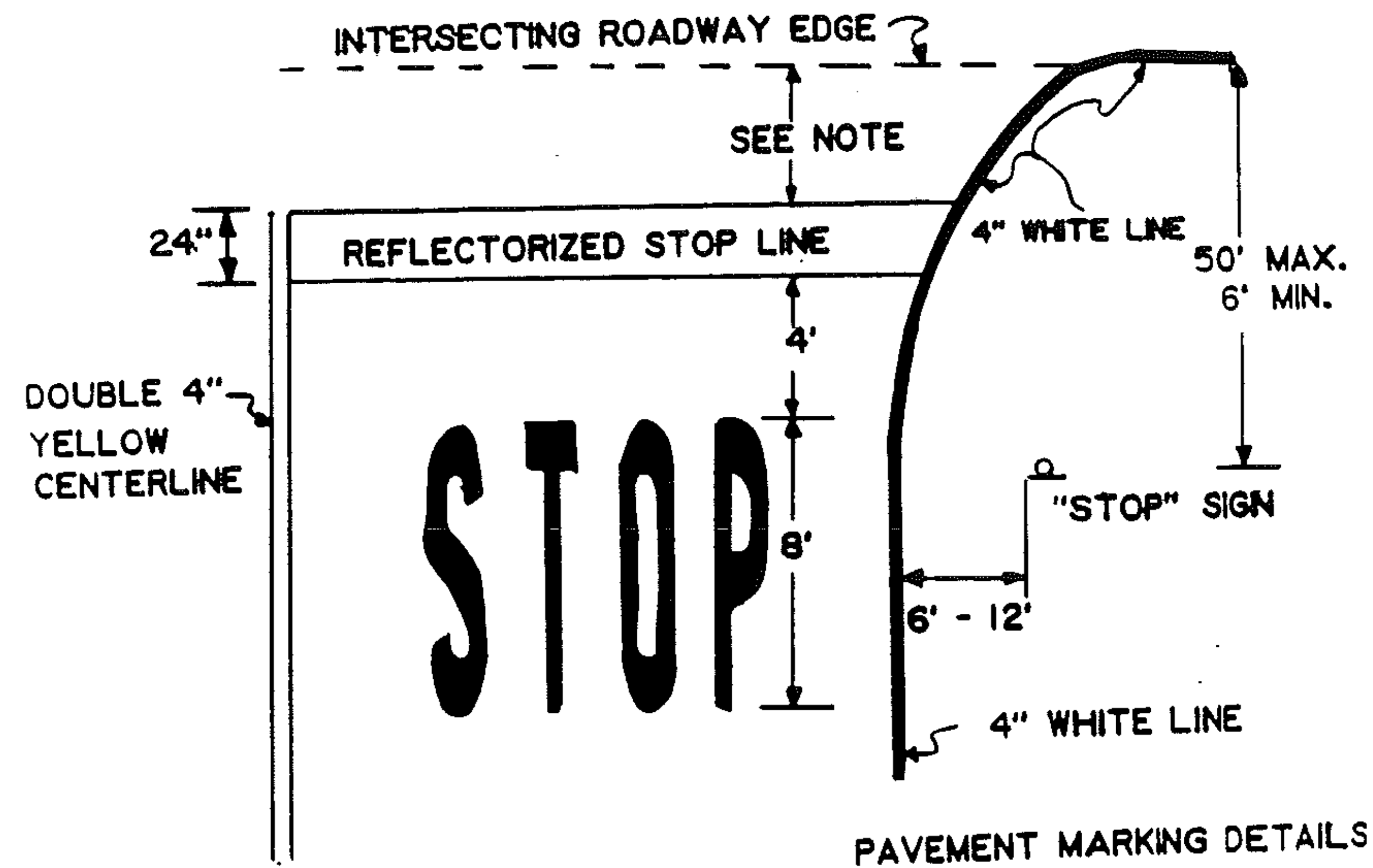
SHEET 8 OF 33 SHEETS

APPROACH TO A SIDE ROAD INTERSECTION

A solid line in the direction of travel shall begin a minimum of 400 feet in advance of the intersection. This distance is measured from a point 20 feet in advance of the centerline of the intersecting roadway. Adjustments to the 20 foot opening may be made to accommodate skewed intersections.



* 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 direction.



NOTE: The "desired stopping point" is the location based on site conditions that best allows the stopped vehicle to view the approaching traffic, in no case more than 30 feet or less than 4 feet from the nearest edge of the intersecting roadway.

NOT TO SCALE

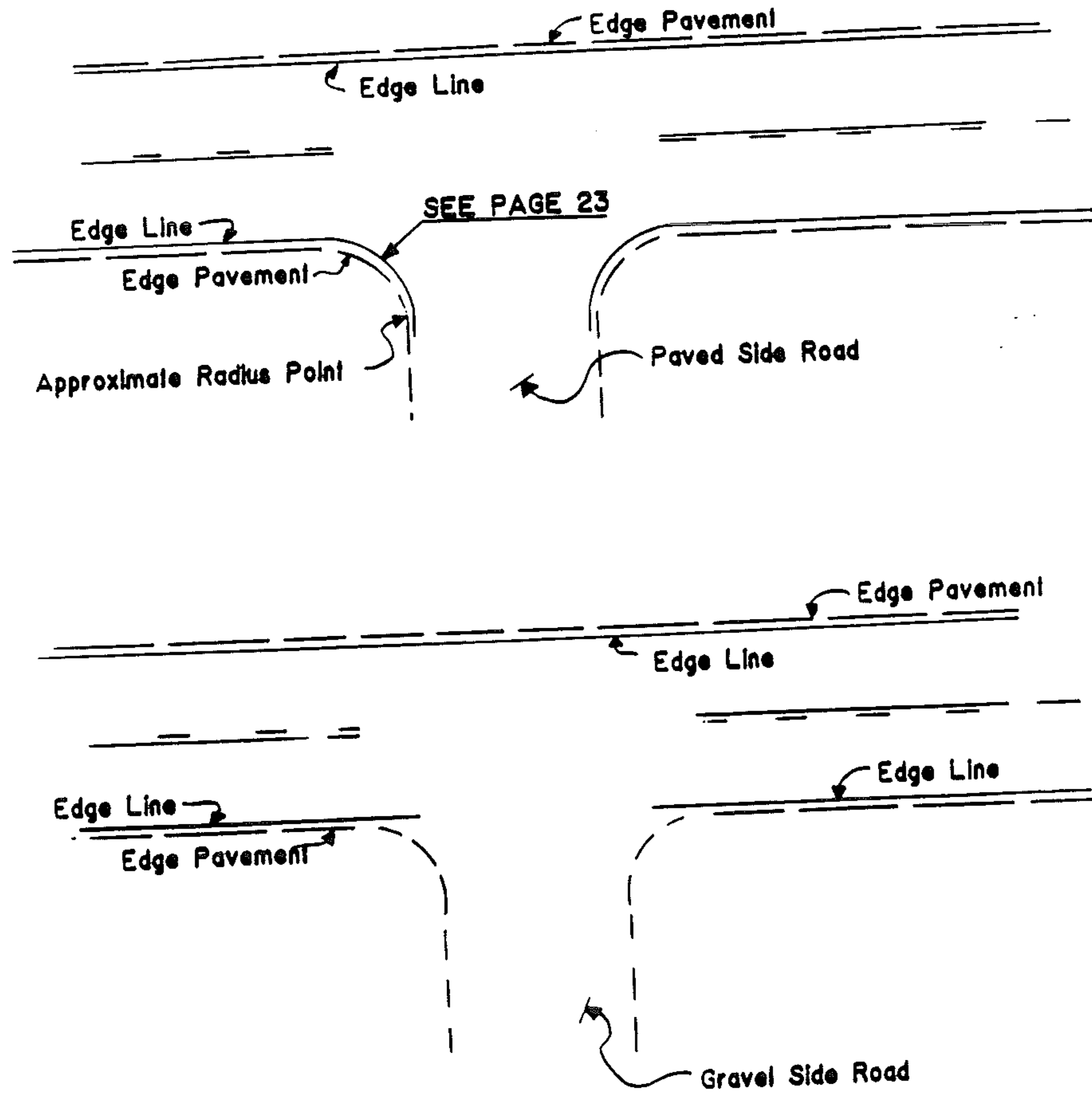
STOP BAR APPROACH DETAILS

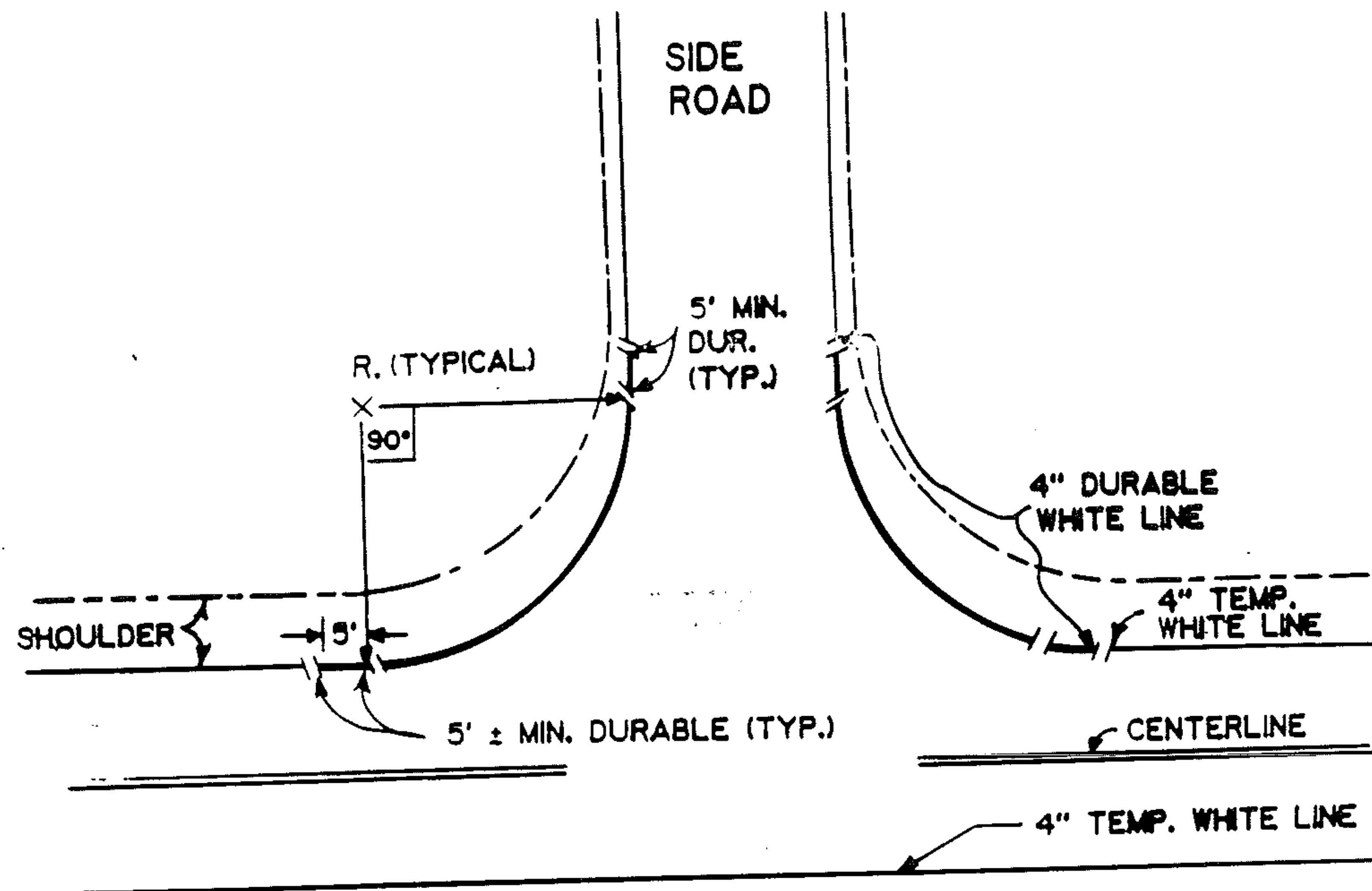
SHEET 10 OF 33 SHEETS

GUIDELINE FOR EDGELINE APPLICATION ON 2-LANE, 2-WAY HIGHWAY

Edgelines shall be applied to the right and left of centerline on highways that have a traffic volume in excess of 1000 vehicles per day. Edgelines should be maintained at a constant distance from the centerline unless pavement width increases to allow wider lanes.

Treatment of intersecting side roads shall be as shown below:





Edgelines for paved side road intersections shall have a durable edgeline radius with a 5' minimum tangent section on each end as shown.

DURABLE EDGELINE RADIUS LAYOUT TYPICAL

Guidelines for Minimum Interim Pavement Markings
For Constructon Zones

- A. Definition - Interim markings are markings that are placed prior to the application of pavement markings as specified in the project plans. The costs associated with the interim markings including material costs, placement costs, and removal costs shall be subsidiary to the specified pavement markings.
- B. Interim markings shall consist of tape or temporary raised pavement markers (RPM's). Interim paint may be used on any pavement course except final wearing course.

The tape shall be the type that can be paved over or of a type easily removed if placed on the final pavement surface. Interim tape markings or RPM's will be offset and removed prior to the application of the specified markings and shall be applied as described below:

- C. Centerline and gore area markings shall be applied at the end of each working day. The following layout requirements shall be met:

No Passing Zone

Solid Stripes - Double yellow removable pavement marking tape lines spaced 4" apart.

or

Raised Pavment Markers - In no case shall temporary raised pavement markers be used for more than three calendar days before the application of the specified markings. Raised pavement markers (removable) when used, shall be placed on 5' centers with every 4th marker being reflectorized. The raised pavement markings shall be supplemented with black on orange "No Passing" signs placed at the beginning of the no passing zone and every 1000' thereafter throughout the no passing zone. All temporary raised pavement markers shall be removed immediately upon placement of specified markings. All costs associated with "No Passing" signs and their installation shall be subsidiary to the specified pavement markings.

Dashed Line

10-Foot solid line with 30-foot gap.

or

For markings to be used for three days or less
- 4 foot solid line with 36 foot gap to be removed immediately upon the application of the specified markings.

or

4 retro-reflective RPM's on three foot centers with a 30 foot gap to be removed immediately upon the application of the specified markings.

Gore Area

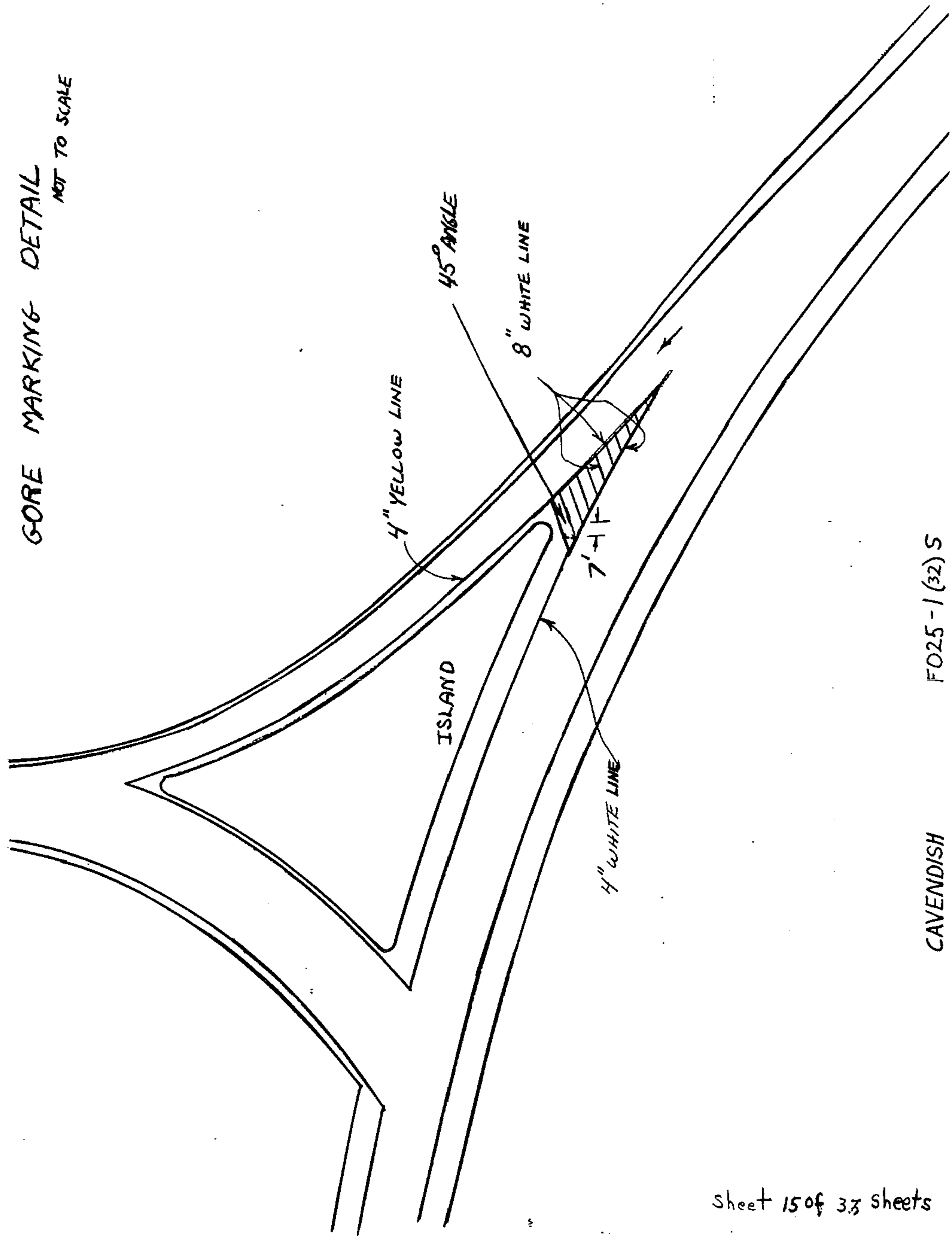
Gore areas to include 8 inch channelizing line and 4" dashed line
See Standard Sheet E-191.

D. Edge Lines

~~When specified, edge lines are not required until completion of the project. Edge lines should be applied where traffic volumes are high and/or a delay of several days is anticipated. In these instances, paint or RPM's can be used as the interim marking material to be paid under the appropriate bid item. RPM's should be retro reflective temporary markers on a 5' spacing pattern and the same color as the line they are substituting for.~~

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.

GORE MARKING DETAIL
NOT TO SCALE



CAVENDISH

FO25-1(32)S

QUANTITIES

ITEM NO.	402.12	404.65	406.25	608.25	608.30	630.10	630.15	631.17	635.10	646.30	646.34	646.40	646.44	646.48	646.50
ITEM NO.	402.12	404.65	406.25	608.25	608.30	630.10	630.15	631.17	635.10	646.30	646.34	646.40	646.44	646.48	646.50
UNIT	TON	CWT	TON	HR	HR	HR	HR	LS	LS	LF	LF	LF	EA	EA	LF
DRIVES			475												
ROAD APRONS			1708												
TOTALS	35	31	2302	18	8	92	92	0.2	0.2	400	.550	72	8	2	10560

ITEM NO.	646.51	937.10
ITEM NO.	646.51	937.10
UNIT	LF	LF
TOTALS	18476	120

PAVED RAIL - HIGHWAY CROSSING

TEMP. 4" YELLOW LINE

TEMP. 4" WHITE LINE

DURABLE WORD MARKINGS

DURABLE 24" STOP BAR

DURABLE 8" WHITE LINE

DURABLE 4" WHITE LINE

MOBILIZATION EQUIP. - BITUMINOUS

TESTING EQUIP. - BITUMINOUS

FLAGGERS

UNIFORM TRAFFIC OFFICERS

POWER BROOM RENTAL

ALL PURPOSE EXCAVATOR

BITUMINOUS CONC. PMT.

EMULSIFIED ASPHALT

AGGREGATE SHOULDERS

LEVELING COURSE INC. SHOULDERS

WEARING COURSE INC. SHOULDERS

PROJECT CAVENDISH

NO. F 025-1 (32) S

SHEET 17 OF 33 SHEETS

CAVENDISH F 025-1 (32)S

SPECIAL NOTES FOR DETOUR

1. DUE TO THE SAFETY PROJECT SCHEDULED FOR VT. 103, EXISTING SIGNS SHOWN MAY BE CHANGED. IF SO, DETOUR SIGNING MUST CONFORM TO NEW SIGNS INSTALLED UNDER THE SAFETY PROJECT.
2. SOME NORMAL CONSTRUCTION ZONE SIGNING AT THE NORTH END OF THE PROJECT MAY HAVE TO BE ADJUSTED TO ACCOMMODATE DETOUR SIGNING.
3. DETOUR SIGNING AND DAILY MAINTENANCE OF SAME SHALL BE SUBSIDIARY TO OTHER ITEMS. REFER TO SECTION 107.08 OF THE 1986 VERMONT STANDARD SPECIFICATIONS.

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**



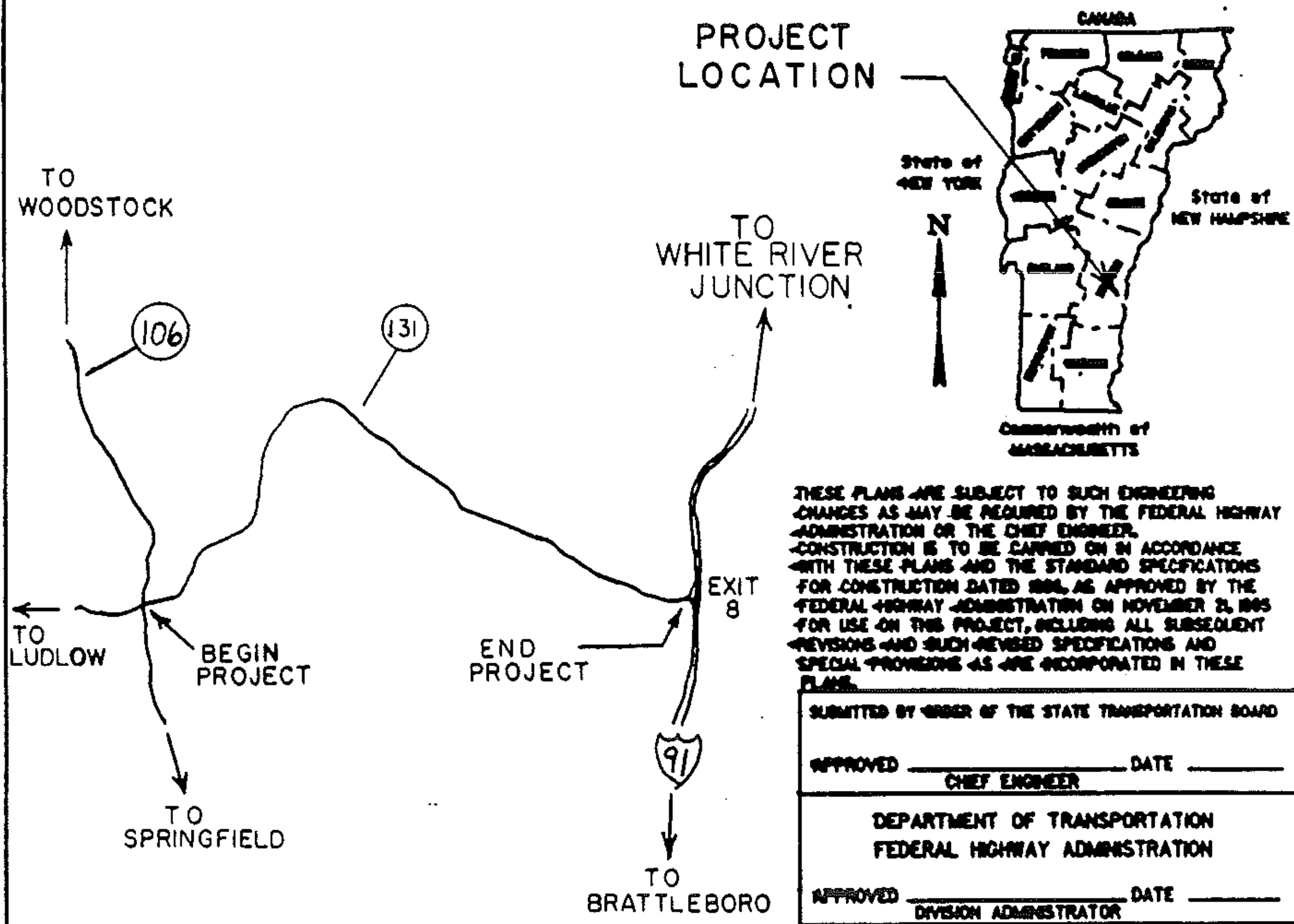
PROPOSED IMPROVEMENT

TOWN OF WEATHERSFIELD

COUNTY OF WINDSOR

ROUTE NO. VT 131

ROUTE CLASS F.A.S.



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1994, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 21, 1995 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 _____	DATE _____
CHIEF ENGINEER	
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED _____	DATE _____
DIVISION ADMINISTRATOR	
PROJECT	HMA 2931
SHEET 20 OF 32 SHEETS	

INDEX OF SHEETS

- 20. WEATHERSFIELD TITLE PAGE
- 21. INDEX
- 22. LOCATION, LENGTH, DESCRIPTION AND TRAFFIC
- 23. TYPICAL SECTIONS AND DESIGN DATA
- 24. PAVING LIMITS FOR TOWN ROADS AND DRIVES
- 25. APPROACH TO SIDE ROAD INTERSECTIONS
- 26. STOP BAR APPROACH DETAIL
- 27. GUIDELINE FOR EDGELINE APPLICATION
- 28. DURABLE EDGELINE RADIUS LAYOUT
- 29-30. GUIDELINES FOR MINIMUM INTERIM PAVEMENT MARKINGS
- 31. PAVEMENT MARKING QUANTITIES
- 32. ITEM QUANTITIES
- 33. WORD MARKING DETAIL

PROJECT WEATHERSFIELD

NO. HMA 2931

SHEET 21 OF 33 SHEETS

DESCRIPTION AND LOCATION

PROJECT LOCATION

BEGINNING IN THE TOWN OF WEATHERSFIELD AT THE INTERSECTION WITH VT 106 AT MM 1.322 AND EXTENDING EASTERLY ALONG VT 131 FOR 6.643 MILES TO MM 7.965.

PROJECT LENGTH

6.643 MILES (35075 FEET)

PROJECT DESCRIPTION

RESURFACE WITH A LEVELING COURSE AND 1½" BITUMINOUS OVERLAY, PROVIDE PAVED SHOULDERS AND NEW PAVEMENT MARKINGS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

MOVE EXISTING "STOP AHEAD" SIGN TO M.M. 1.46.

TRAFFIC DATA

1987 AADT 2390
V 35-50 MPH VARIABLE

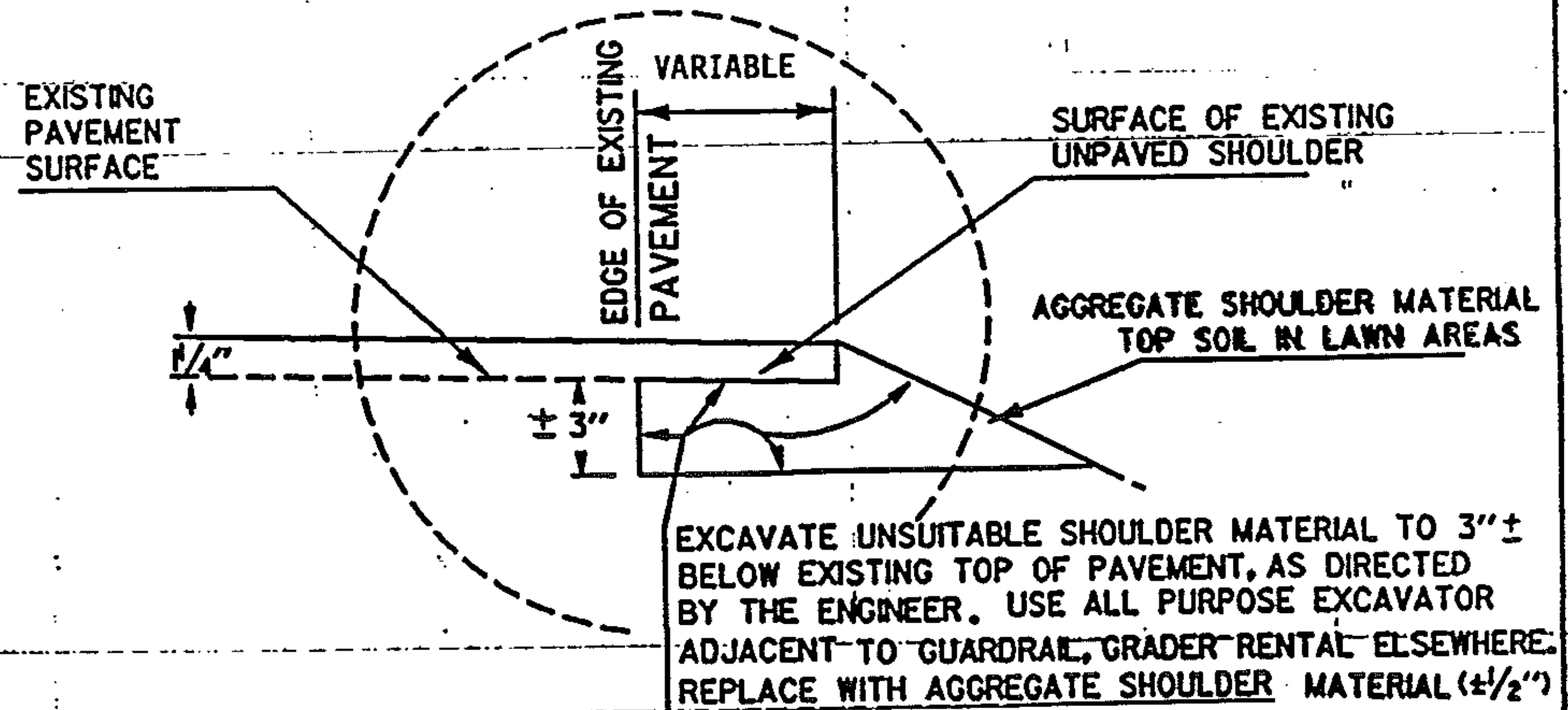
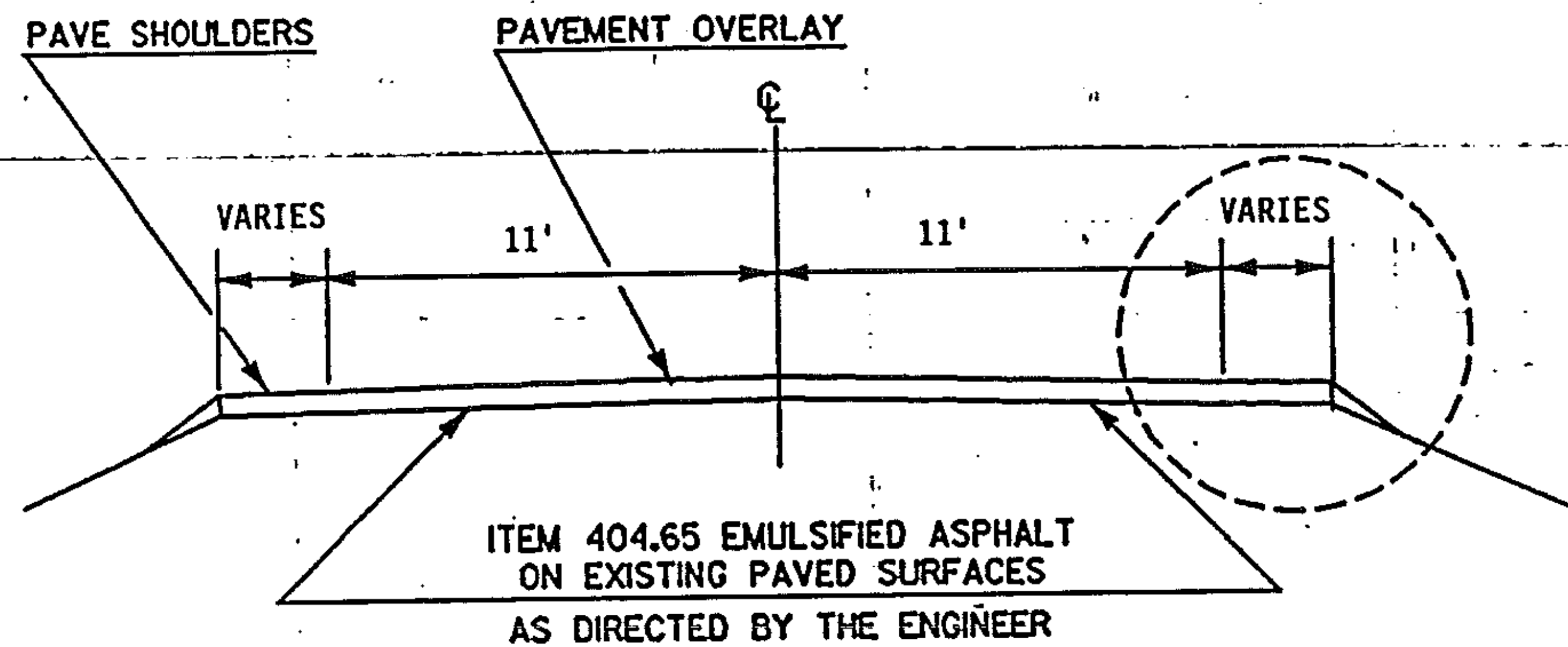
PROJECT WEATHERSFIELD

NO. HMA 2931

SHEET 22 OF 33 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 1 1/4" SHOULDERS TYPE III (±1/4")
 LEVELING COURSE TYPE IV (450 TONS/MILE)
 1 1/4" WEARING COURSE TYPE III (±1/4")
 AS DIRECTED BY THE ENGINEER



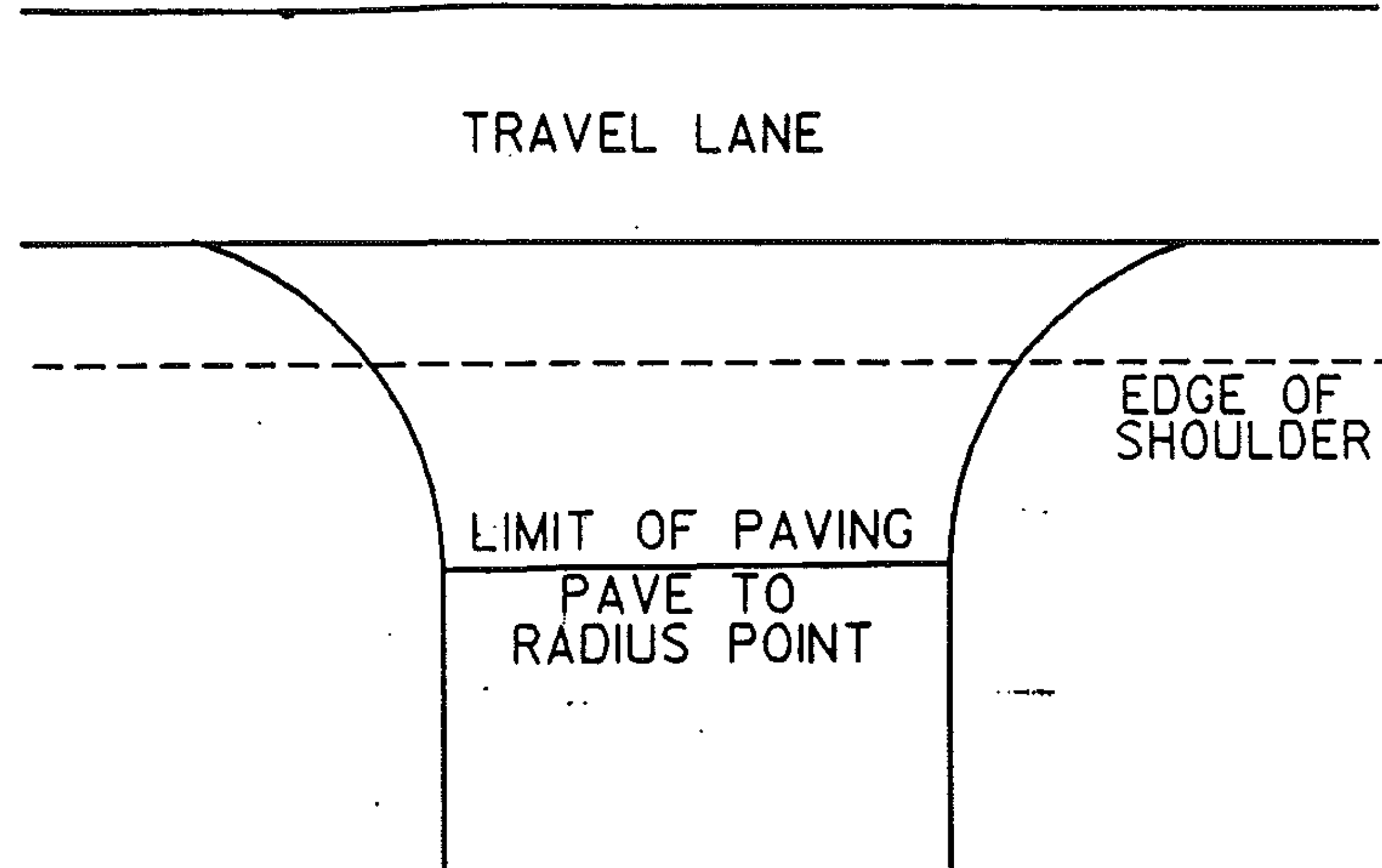
PROJECT WEATHERSFIELD

NO. HMA 2931

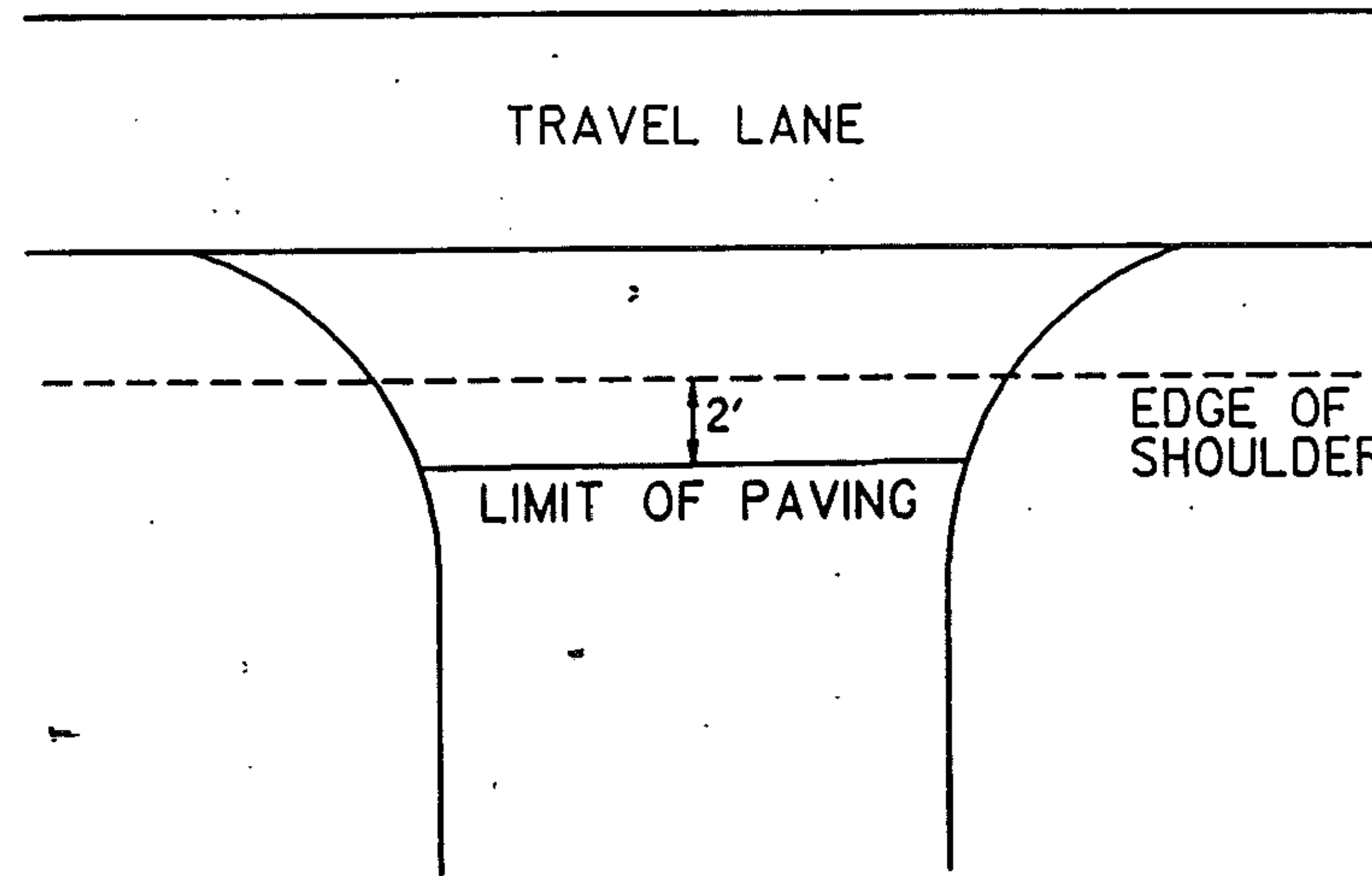
SHEET 23 OF 32 SHEETS

PAVING LIMITS FOR TOWN ROADS & DRIVES

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



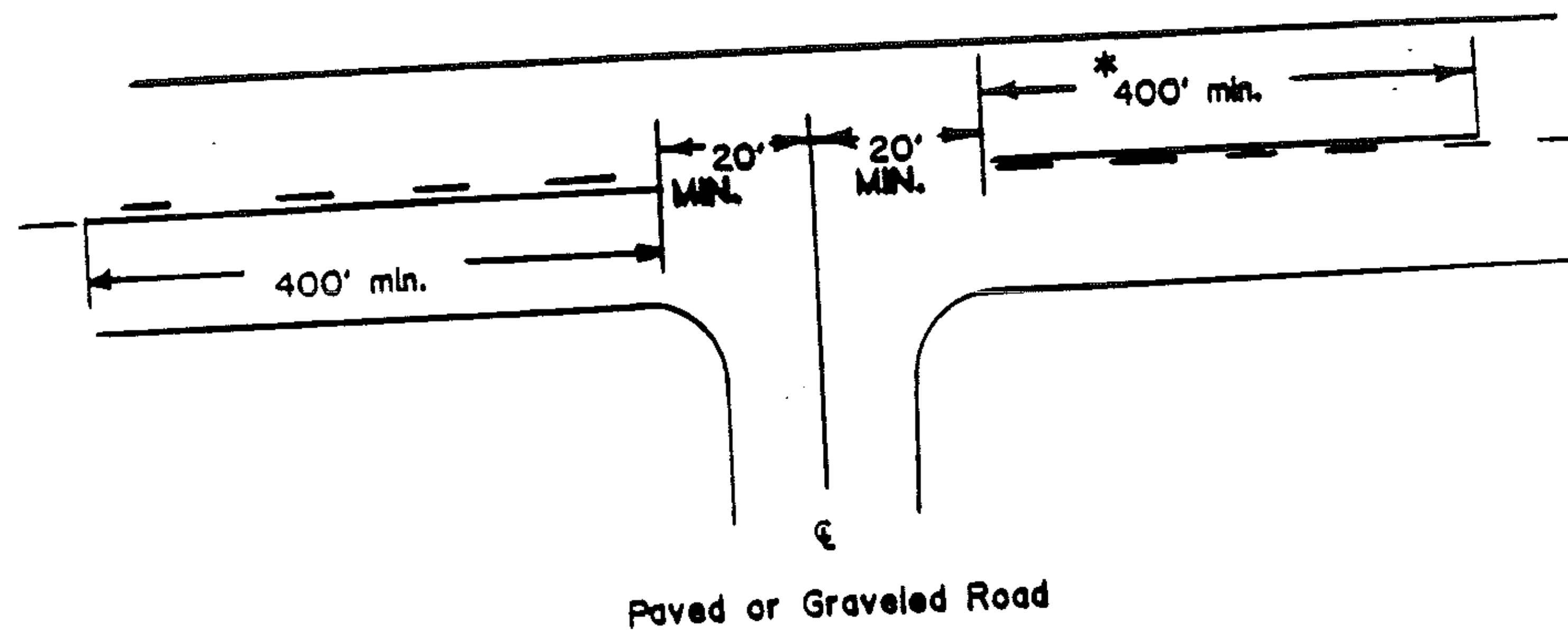
PROJECT WEATHERSFIELD

NO. HMA 2931

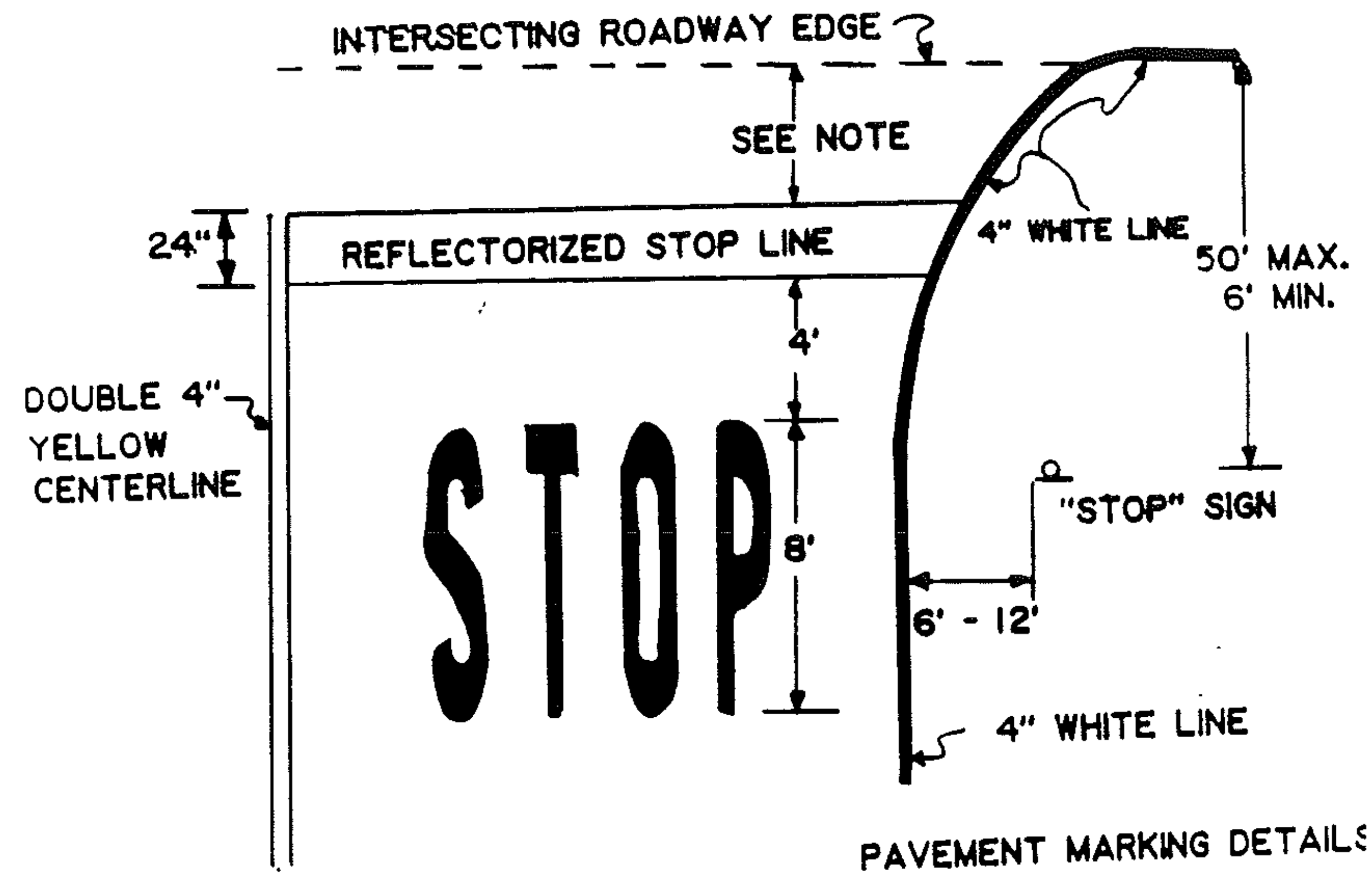
SHEET 24 OF 33 SHEETS

APPROACH TO A SIDE ROAD INTERSECTION

A solid line in the direction of travel shall begin a minimum of 400 feet in advance of the intersection. This distance is measured from a point 20 feet in advance of the centerline of the intersecting roadway. Adjustments to the 20 foot opening may be made to accommodate skewed intersections.



* 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 direction.



NOTE: The "desired stopping point" is the location based on site conditions that best allows the stopped vehicle to view the approaching traffic, in no case more than 30 feet or less than 4 feet from the nearest edge of the intersecting roadway.

NOT TO SCALE

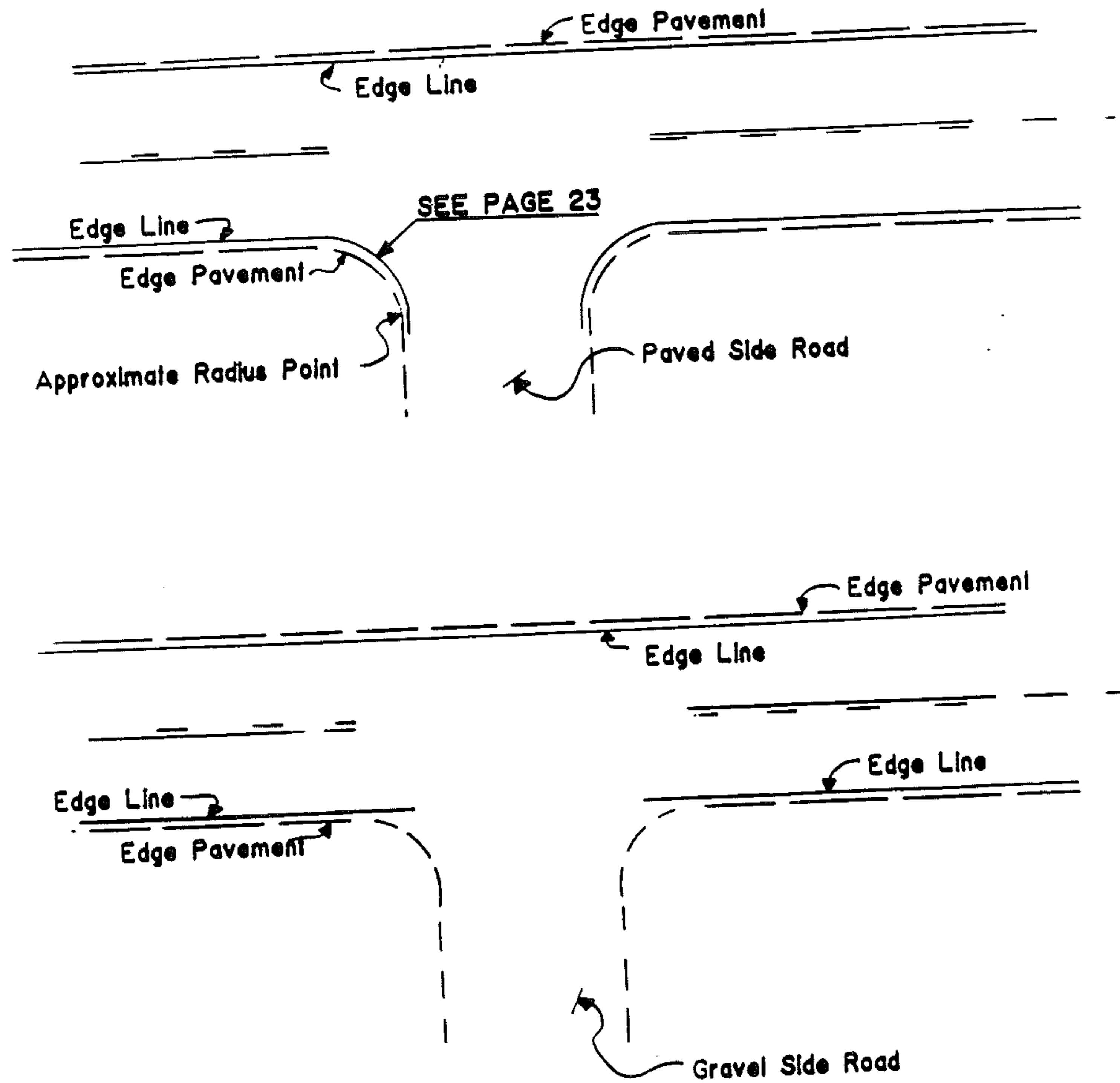
STOP BAR APPROACH DETAILS

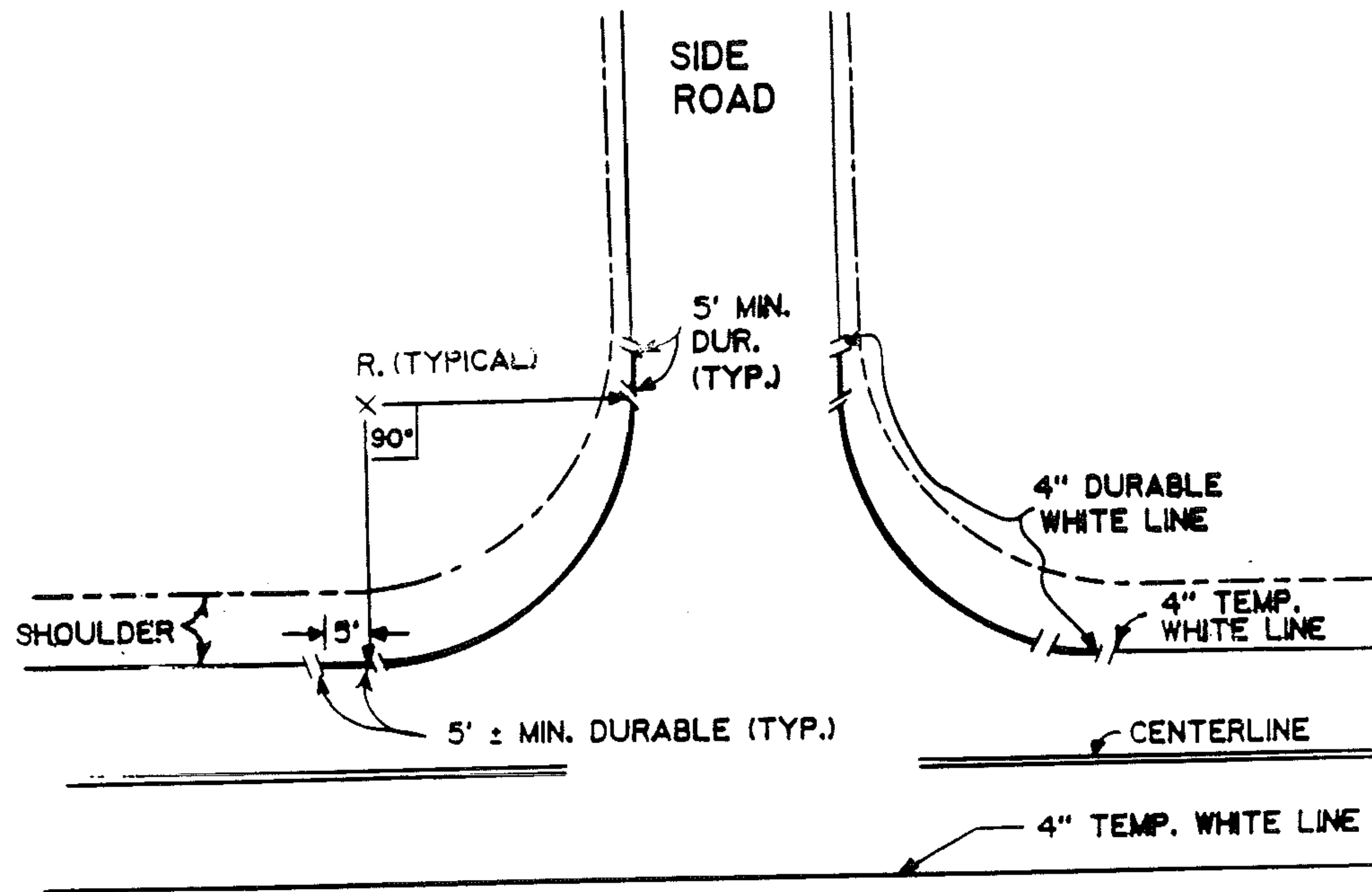
SHEET 26 OF 33 SHEETS

GUIDELINE FOR EDGELINE APPLICATION ON 2-LANE, 2-WAY HIGHWAY

Edgelines shall be applied to the right and left of centerline on highways that have a traffic volume in excess of 1000 vehicles per day. Edgelines should be maintained at a constant distance from the centerline unless pavement width increases to allow wider lanes.

Treatment of intersecting side roads shall be as shown below:





Edgelines for paved side road intersections shall have a durable edgeline radius with a 5' minimum tangent section on each end as shown.

DURABLE EDGELINE RADIUS LAYOUT TYPICAL

Guidelines for Minimum Interim Pavement Markings
For Construction Zones

- A. Definition - Interim markings are markings that are placed prior to the application of pavement markings as specified in the project plans. The costs associated with the interim markings including material costs, placement costs, and removal costs shall be subsidiary to the specified pavement markings.
- B. Interim markings shall consist of tape or temporary raised pavement markers (RPM's). Interim paint may be used on any pavement course except final wearing course.

The tape shall be the type that can be paved over or of a type easily removed if placed on the final pavement surface. Interim tape markings or RPM's will be offset and removed prior to the application of the specified markings and shall be applied as described below:

- C. Centerline and gore area markings shall be applied at the end of each working day. The following layout requirements shall be met:

No Passing Zone

Solid Stripes - Double yellow removable pavement marking tape lines spaced 4" apart.

or

Raised Pavment Markers - In no case shall temporary raised pavement markers be used for more than three calendar days before the application of the specified markings. Raised pavement markers (removable) when used, shall be placed on 5' centers with every 4th marker being reflectorized. The raised pavement markings shall be supplemented with black on orange "No Passing" signs placed at the beginning of the no passing zone and every 1000' thereafter throughout the no passing zone. All temporary raised pavement markers shall be removed immediately upon placement of specified markings. All costs associated with "No Passing" signs and their installation shall be subsidiary to the specified pavement markings.

Dashed Line

10-Foot solid line with 30-foot gap.

or

For markings to be used for three days or less
- 4 foot solid line with 36 foot gap to be removed immediately upon the application of the specified markings.

or

4 retro-reflective RPM's on three foot centers with a 30 foot gap to be removed immediately upon the application of the specified markings.

Gore Area

Gore areas to include 8 inch channelizing line and 4" dashed line
See Standard Sheet E-191.

D. Edge Lines

~~When specified, edge lines are not required until completion of the project. Edge lines should be applied where traffic volumes are high and/or a delay of several days is anticipated. In these instances, paint or RPM's can be used as the interim marking material to be paid under the appropriate bid item. RPM's should be retro-reflective temporary markers on a 5' spacing pattern and the same color as the line they are substituting for.~~

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.

TEMPORARY 4" YELLOW LINE

MILE	MILE	LT	RT	Q	QUANTITY LT	QUANTITY Q	QUANTITY RT	TOTALS	
1.322	2.750	SOLID	SOLID		7540		7540	15080	
2.750	2.900	SOLID	BROKEN		792		198	990	
2.900	3.020			BROKEN		158		158	
3.020	3.190	BROKEN	SOLID		225		898	1123	
3.190	3.480	SOLID	SOLID		1531		1531	3062	
3.480	3.610	SOLID	BROKEN		686		172	858	
3.610	3.660			BROKEN		53		53	
3.660	3.780	BROKEN	SOLID		172		686	858	
3.780	7.965	SOLID	SOLID		22097		22097	44194	
							TOTAL	66376	
		ASSUME	100%	LOSS	DUE TO	LEVELING	X 2		
								132752	
		DEDUCT FOR INTESECTIONS WITH 23 SIDEROADS							-3680
							ROUNDING	28	
							USE =>	129100 LF	
		ITEM 646.40 DURABLE 24" STOP BAR (MM 1.33)							12 LF
		ITEM 646.44 DURABLE LETTER IN WORD MARKING							13 EA
		(STOP @ MM 1.33 -JCT VT 106)							
		(STOP AHEAD @ MM 1.46)							

TEMPORARY 4" WHITE LINE

1.322	7.965	SOLID	SOLID		35075		35075	70150	
		DEDUCT FOR INTERSECTIONS WITH 24 SIDEROADS							- 960
								69190	
							ROUNDING	60	
								69250	

PROJECT WEATHERSFIELD

NO. HMA 2931

SHEET 31 OF 33 SHEETS

QUANTITIES

ITEM NO.	402.12	404.65	406.25	608.15	608.25	608.30	608.37	630.10	630.15	631.17	635.10	646.30	646.40	646.44	646.50
ITEM NO.	402.12	404.65	406.25	608.15	608.25	608.30	608.37	630.10	630.15	631.17	635.10	646.30	646.40	646.44	646.50
UNIT	TON	CWT	TON	HR	HR	HR	HR	HR	HR	LS	LS	LF	LF	EA	LF
LEVELING	7960		2720												
TOP			8/20												
DRIVES	9.3		19												
TURNOUTS	12		6.2												
TOWN ROADS	5		150												
ROUNDING	13.7		4.8												
TOTALS	8000	151	11020	100	130	54	130	450	566	.80	.80	720	12	13	69250

ITEM DESCRIPTION	TEMP. 4" YELLOW LINE	TOPSOIL	FLANGED CHANNEL SGN POST	REMOVING SIGNS	ERECT SALVAGED SIGNS	TEMP. 4" WHITE LINE	DURABLE 4" WHITE LINE	DURABLE 24" STOP BAR	TEMP. 4" WHITE LINE
ITEM NO.	646.51	651.35	675.30	675.50	675.60				
UNIT	LF	CY	LB	EA	EA				
TOTALS	129100	133	48	1	1				

PROJECT WEATHERSFIELD NO. HMA 2931 SHEET 32 OF 33 SHEETS

AHEAD

NOTE:
SEE STANDARD E-191
FOR LETTERING DETAIL.

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'

16'



STOP AHEAD SIGN

STOP

WORD MARKING LAYOUT DETAIL