TEMPORARY AND DURABLE 100m YELLOW LINE
STA 1+800 TO 3+000 SOLID LT&RT
(WITH CENTERLINE BREAKS FOR TOWN HIGHWAYS)

TEMPORARY AND DURABLE 100m WHITE LINE
STA 1+800 TO 3+000 SOLID LT&RT
(WITH EDGELINE BREAKS FOR TOWN HIGHWAYS)

REMOVING SIGNS
20

REHABILITATION OF D.I.'S, C.B.'S OR M.H.'S
STA 2+245 LT
STA 2+284 LT
STA 2+447 LT
STA 2+858 LT
STA 2+900 LT (SEE DETAIL THIS SHEET)

YIELDING MARKER POST
STA 1+852 LT&RT
STA 1+919 LT
STA 1+984 LT
STA 2+169 LT
STA 2+850 RT

REMOVAL AND DISPOSAL OF GUARD RAIL
STA 2+053 TO 2+273 RT
STA 2+318 TO 2+601RT
STA 2+691 TO 2+779 RT

MANUFACTURED TERMINAL SECTION
STA 2+053 TO 2+064 RT (FLARED)
STA 2+262 TO 2+273 RT (FLARED)
STA 2+318 TO 2+329 RT (FLARED)
STA 2+590 TO 2+601RT (FLARED)
STA 2+691 TO 2+702 RT (FLARED)
STA 2+768 TO 2+779 RT (FLARED)

STEEL BEAM GUARD RAIL W/2.4m POSTS (MOD.)
STA 2+064 TO 2+262 RT
STA 2+329 TO 2+590 RT
STA 2+702 TO 2+768 RT

RELOCATED MAILBOX, SINGLE SUPPORT
STA 2+976 LT

1+901 RET UNSAFE TO PASS

ITEM #204.21 T.R.
1+850 (LT)
REMOVED 5 BOULDERS
10.89 m³

1+904 R 0020 1209 0120 R
1+931 N 0020 1209 0120 N

STA 1+800

EXTEND INLET 1.2m

0.375m CMP

0.45m RCP

DURABLE 100mm WHITE LINE

DURABLE DOUBLE YELLOW 100mm LINE

TO PLAINFIELD

MATCH LINE - SEE PREVIOUS SHEET

PC = 1+815.15

0.9m
3.3m
3.3m
0.9m

0.60m CMP

0.375m PE

PT = 1+952.99

1+900

EX. PAVE. WIDTH 7.4m

2+000

PC = 2+018.95

U.S. ROUTE 2
MARSHFIELD

PC = 2+020
PT = 2+120
R = 300m
SEE SHEET 27 FOR SUPERELEVATION DIAGRAM

PC = 1+820
PT = 1+950
R = 400m
SEE SHEET 27 FOR SUPERELEVATION DIAGRAM

0.45m CMP

2+100

PT = 2+196.30

0.60m RCP

2+200

2+236 0020 1209 0140 R

PC = 2+280
PT = 2+390
R = 125m
SEE SHEET 27 FOR SUPERELEVATION DIAGRAM

PC = 2+328.08

2+300

EX. PAVE. WIDTH 7.5m

5.3m

4.8m

7.0m

WESTBOUND

EASTBOUND

4.7m

STA 2+400

PT = 2+392.19

MATCH LINE - SEE BELOW

TO CABOT

2+351 R N N R

2+324 R N N R

0020 1209 0146 R

2+023 T.I.C.S. RET

2+130 N 35 M.P.H. N

2+165 R 35 M.P.H. R

0.75m CMP

0.45m RCP

2+253 0020 1209 0140 N

TH#56
STAR PUDDING FARM ROAD
STA 2+880.7 = MM 1.790
GRAVEL

2+601 B-TO-B
ONION RIVER RD RET
ONION RIVER RD RET

RET

2+452 R

2+500 N 35 M.P.H. N

2+575 0020 1209 0160 N

2+602 R 35 M.P.H. R

2+680 B-TO-B END NO PASSING RET

NO PASSING ZONE RET

2+773 N HIDDEN SIDE ROAD LEFT R

2+876 B-TO-B LEGAL LOAD LIMIT 24,000 POUNDS 0020 1209 0179 R

STOP R

STOP N 0020 1209 0179 N

2+886 N LEGAL LOAD LIMIT 24,000 POUNDS N

STAR PUDDING FARM RD RET

STAR PUDDING FARM RD RET

2+601 B-TO-B STAR PUDDING FARM RD RET

2+993 DO NOT PASS RET

4.6m LIMIT OF PAVING

MAILBOX TURNOUT
STA 3+000
2.1m

STA 2+976 LT
RELOCATE MAILBOX
SINGLE SUPPORT

TO CABOT

MATCH LINE - SEE NEXT SHEET

0.60m CMP

8m

0.9m
3.3m
3.3m
0.9m

EX. PAVE. WIDTH 7.3m

WESTBOUND

EASTBOUND

PT = 2+980.19

2+900

4

DURABLE DOUBLE 100mm YELLOW LINE

DURABLE 100mm WHITE LINE

EXTEND OUTLET 2m

0.45m CMP

PC = 2+850
PT = 2+980
R = 1,250m
SEE SHEET 28 FOR SUPERELEVATION DIAGRAM

2+993 DO NOT PASS RET

2+835 N

DID NOT INSTALL

TH#56
STAR PUDDING FARM ROAD
STA 2+880.7 = MM 1.790
GRAVEL

INSTALL NEW CSP
(450mm x ~~5m~~) CULVERTS 6m
W/END SECTIONS IN DITCHES

0.60m CMP

2+900 LT
CONSTRUCT
DROP INLET
AGAINST "L"
HEADWALL

STA 2+400

MATCH LINE - SEE ABOVE

TO PLAINFIELD

U.S. ROUTE 2
MARSHFIELD

2+500

2+600

2+700

2+800

4.5m

0.375m RCP

PE = 2+458.82

0.6m

1.1m

PT = 2+496.66

4.5m

1.4m

0.75m RCP

PC = 2+590.00

PT = 2+728.85

4.5m

0.60m RCP

8m

LIMIT OF COLD PLANING & PAVING

4.2m

STA 2+498 RT
REDUCED POST SPACING
@ POWER POLE, SEE
DETAIL, SHEET 59

STA 2+532 RT
REDUCED POST SPACING
@ POWER POLE, SEE
DETAIL, SHEET 59

PC = 2+590
PT = 2+730
R = 325m
SEE SHEET 28 FOR SUPERELEVATION DIAGRAM

2+449 N R N R

2+601 N LEGAL LOAD LIMIT 24,000 POUNDS N

PC = 2+460
PT = 2+530
R = 400m
SEE SHEET 27 FOR SUPERELEVATION DIAGRAM

TH#57
ONION RIVER ROAD
STA 2+606 = MM 1.619
(FIELD MEASURED)
PAVED

2+611 B-TO-B LEGAL LOAD LIMIT 24,000 POUNDS 0020 1209 0161 R

STOP R

STOP N

B-TO-B 0020 1209 0162 N

2+680 DO NOT PASS RET

STA 2+053 TO 2+273 RT
REMOVAL AND DISPOSAL OF GUARD RAIL

STA 2+053 TO 2+064 RT
INSTALL MANUFACTURED TERMINAL SECTION (FLARED)

STA 2+064 TO 2+262 RT
INSTALL STEEL BEAM GUARD RAIL W/2.4m POSTS (MOD.)

STA 2+262 TO 2+273 RT
INSTALL MANUFACTURED TERMINAL SECTION (FLARED)

STA 2+318 TO 2+601RT
REMOVAL AND DISPOSAL OF GUARD RAIL

STA 2+318 TO 2+329 RT
INSTALL MANUFACTURED TERMINAL SECTION (FLARED)

STA 2+329 TO 2+590 RT
INSTALL STEEL BEAM GUARD RAIL W/2.4m POSTS (MOD.)

STA 2+590 TO 2+601RT
INSTALL MANUFACTURED TERMINAL SECTION (FLARED)

STA 2+691 TO 2+779 RT
REMOVAL AND DISPOSAL OF GUARD RAIL

STA 2+691 TO 2+702 RT
INSTALL MANUFACTURED TERMINAL SECTION (FLARED)

STA 2+702 TO 2+768 RT
INSTALL STEEL BEAM GUARD RAIL W/2.4m POSTS (MOD.)

STA 2+768 TO 2+779 RT
INSTALL MANUFACTURED TERMINAL SECTION (FLARED)

LEGEND

N	=	NEW
R	=	REMOVE
R&S	=	REMOVE & SALVAGE
RET	=	RETAIN
S	=	SALVAGE
B-TO-B	=	BACK TO BACK
		CATCH BASIN/DI/MANHOLE
		EXISTING THROAT DI
S		SEWER MANHOLE
N.W.		NO WORK REQUIRED
		MARKER POST
		UTILITY POLE
UE/T		UTIL. POLE W/UNDERGROUND UTIL.
		VALVE/CURB STOP
		DRIVE

PAVEMENT CORES -

#	TOTAL DEPTH (mm)	SOLID CORE	COMMENTS
4	290	NO	LEVELED AREA, POOR QUALITY CORE

NOTE:
- NO PCC UNDER ANY CORES
- NO CORES OVER ASPHALTED (UNLESS NOTED)
- NO SHOULDER CORES

VAOT Metric

PAVING PROJECT LAYOUT #2

DESIGNED BY BCE/PJM DATE 7-02
DRAWN BY C.E.A., INC. DATE 7-02
DESIGN FILE NO. /pave/98b090/pb090.dgn
PRF FILE pb090p02.1 DATE PLOTTED 09-MAY-2008 10
PROJ. NAME **MARSHFIELD - CABOT**
PROJ. NO. **NH 2104(1)S**
SHEET **12** OF **60** SHEETS