

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Date DEC 15 1987

Pike Industries, Inc.

Contractor

Roger D. Martin
Signature
Roger D. Martin
Vice President



CONTRACT PLANS

THESE PLANS DO NOT REFLECT
CHANGES MADE ON THE PROJECT.

James C. Campbell
Title
PROPOSED IMPROVEMENT

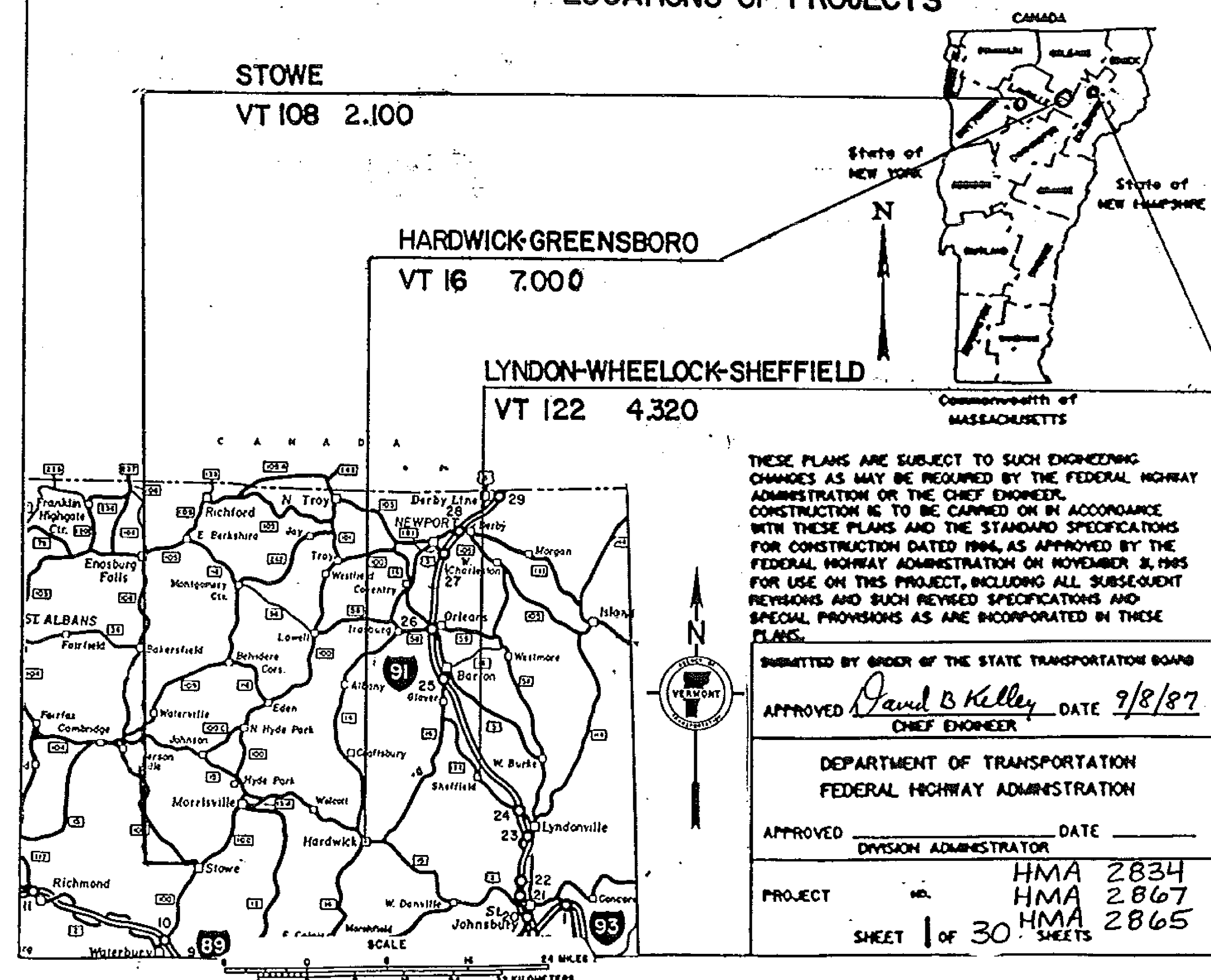
Transportation Secretary's Signature

TOWN of HARDWICK-GREENSBORO, COUNTY of CALEDONIA-ORLEANS, ROUTE VT 16,
ROUTE CLASS FAP

TOWN of STOWE, COUNTY of LAMOILLE, ROUTE VT 108, ROUTE CLASS FAS

TOWNS of LYNDON-WHEELOCK-SHEFFIELD, COUNTY of CALEDONIA, ROUTE VT 122,
ROUTE CLASS FAS

LOCATIONS OF PROJECTS



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 1984, AS APPROVED BY THE
FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 3, 1985
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 *David B. Kelley* DATE 9/8/87
CHIEF ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

PROJECT NO. HMA 2834
HMA 2867
HMA 2865
SHEET 1 of 30 SHEETS

INDEX OF SHEETS

SHEET

DESCRIPTION

1.	COMPOSITE TITLE PAGE
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3.	COMPOSITE QUANTITY SHEET
4.	TITLE SHEET (<u>LYNDON-WHEELOCK-SHEFFIELD</u>)
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STANDARDS

31.	E-2	2-3-86 R
32.	E-6	4-1-80 R
33.	E-7	2-3-86 R
34.	E-7a	2-3-86 R
35.	E-8	2-3-86 R
36.	E-50	2-3-86 R

PROJECT

HMA

LYNDON-WHEELOCK-SHEFFIELD	2834
HARDWICK-GREENSBORO	2867
STOWE	2865

PROJECT

SHEET 2 OF 30 SHEETS

PROJECT LENGTHS AND ITEM QUANTITIES

ITEM DESCRIPTION																
ITEM NO.	UNIT	F.T.	F.T.	IN.	CY	402.11	402.12	404.65	406.25	608.15	608.25	608.30	608.37	630.10	630.15	635.10
						OVERLAY DEPTH	GRAVEL SHOULDERS	GRAVEL SHOULDERS	EMULSIFIED ASPHALT	BITUMINOUS CONCRETE	POWER GRADER RENTAL	POWER EXCAVATOR RENTAL	TRUCK RENTAL	UNIFORMED TRAFFIC OFFICERS	MOBILIZATION	
LYNDON-SHEFFIELD HMA 2834	22810	22	1 1/4		680	1190	70	6600	50	45	45	35	45	330	420	0.33
HARDWICK-GREENSBORO HMA 2867	36960	28 3/6	1 1/4		2182	3819	120	10200	105	105	105	56	105	460	460	0.50
STOWIE HMA 2865	11088	36	1 1/4		680	1200	43	3200	32	32	32	17	32	145	145	0.17
GRAND TOTAL	70858	—	—		3542	6209	233	20000	187	182	182	108	182	935	1025	1

STATE OF VERMONT
AGENCY OF TRANSPORTATION



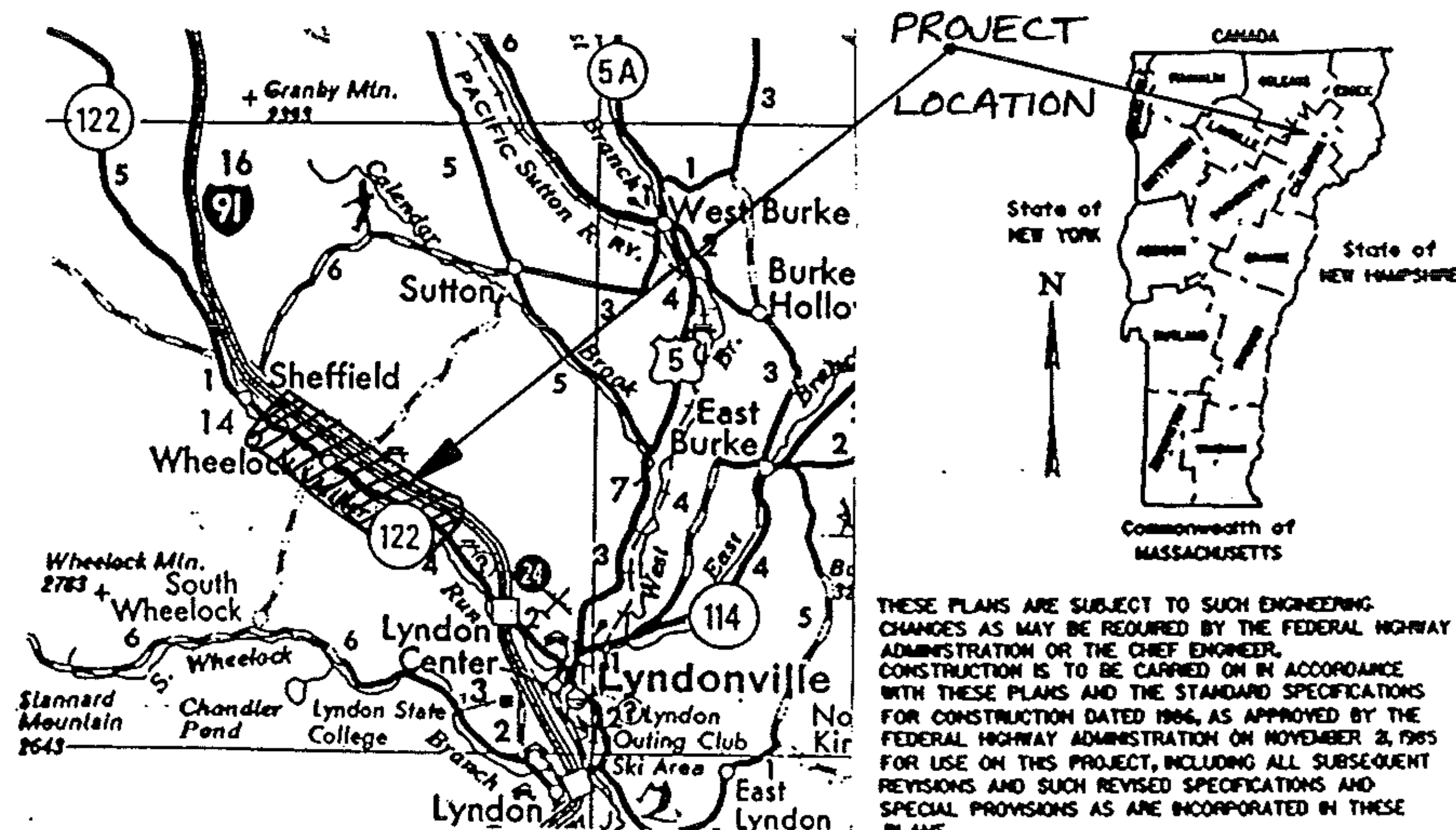
PROPOSED IMPROVEMENT
RESURFACING PROJECT

TOWN OF LYNDON-WHELOCK-SHEFFIELD

COUNTY OF CALEDONIA

ROUTE NO. VT 122

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 1966, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 2, 1965 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

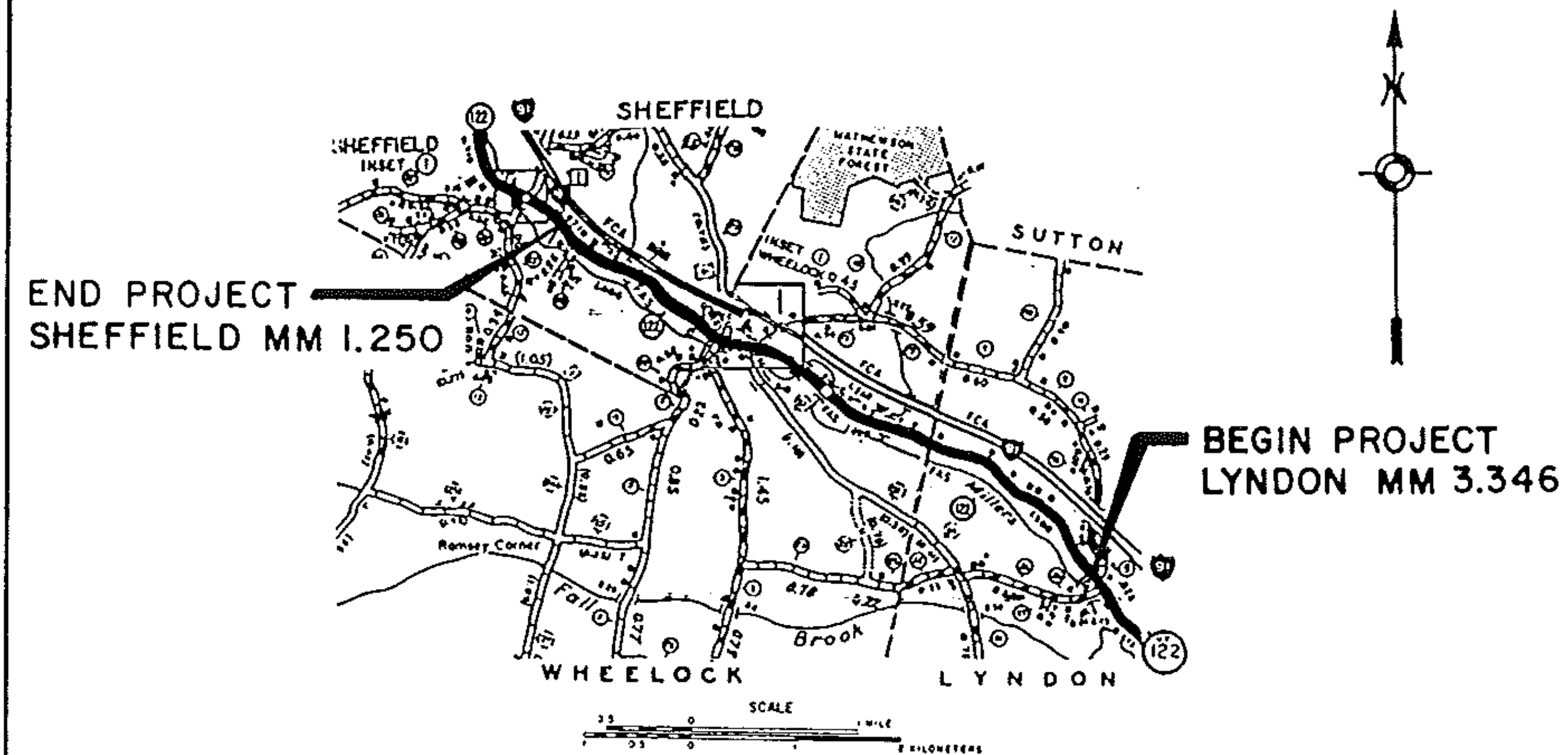
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ADMINISTRATOR

PROJECT NO. HMA 2834

SHEET 4 OF 30 SHEETS

PROJECT DESCRIPTION AND LOCATION



PROJECT LOCATION

BEGINNING IN THE TOWN OF LYNDON AT MM 3.346 AND EXTENDING NORTHWESTERLY
ALONG VT 122 4.320 MILES THROUGH THE TOWN OF WHELOCK TO MM 1.250 IN THE
TOWN OF SHEFFIELD.

PROJECT LENGTH

4.320 MILES (22,810 FEET)

PROJECT DESCRIPTION

RESURFACE WITH A LEVELING COURSE AND 1/4" BITUMINOUS OVERLAY, PROVIDE PAVED SHOULDERS, NEW PAVEMENT MARKINGS AND SIGNS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

TRAFFIC DATA

AADT 940
V 50 MPH

NOTE

BRIDGE NO. 11, MM 0.74 IN WHEELLOCK, PAVE WITH THIN LAYER OF BITUMINOUS
IF DESIRED.
BRIDGE NO. 12, MM 0.96 DO NOT PAVE.

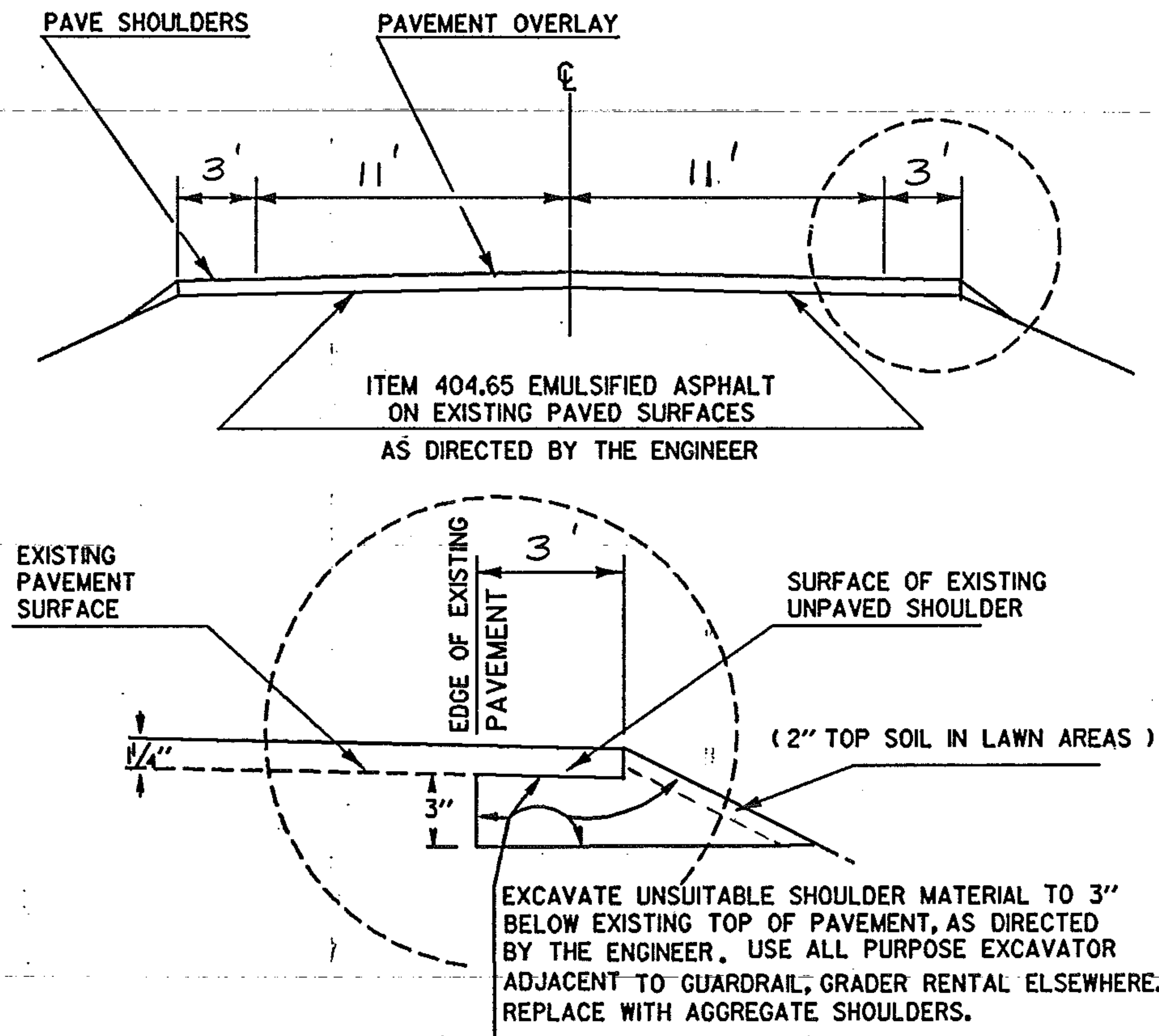
PROJECT LYNDON - SHEFFIELD

NO. HMA 2834

SHEET 6 OF 30 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 AGGREGATE SHOULDERS ($\pm 1/2"$)
 LEVELING COURSE TYPE IV (350 TONS/MILE)
 1 1/4" WEARING COURSE TYPE III ($\pm 1/4"$)
 AS DIRECTED BY THE ENGINEER



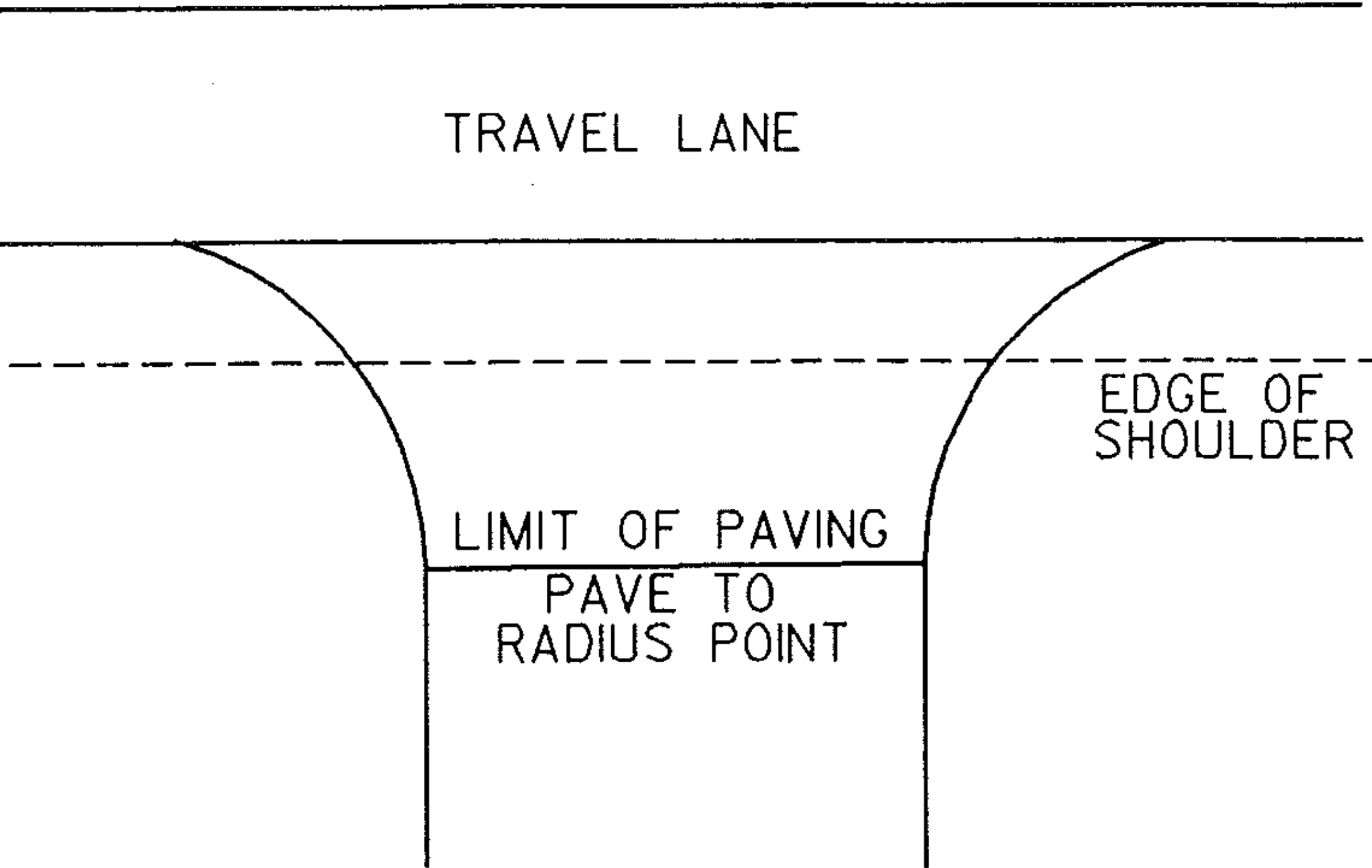
PROJECT LYNDON - SHEFFIELD

NO. HMA 2834

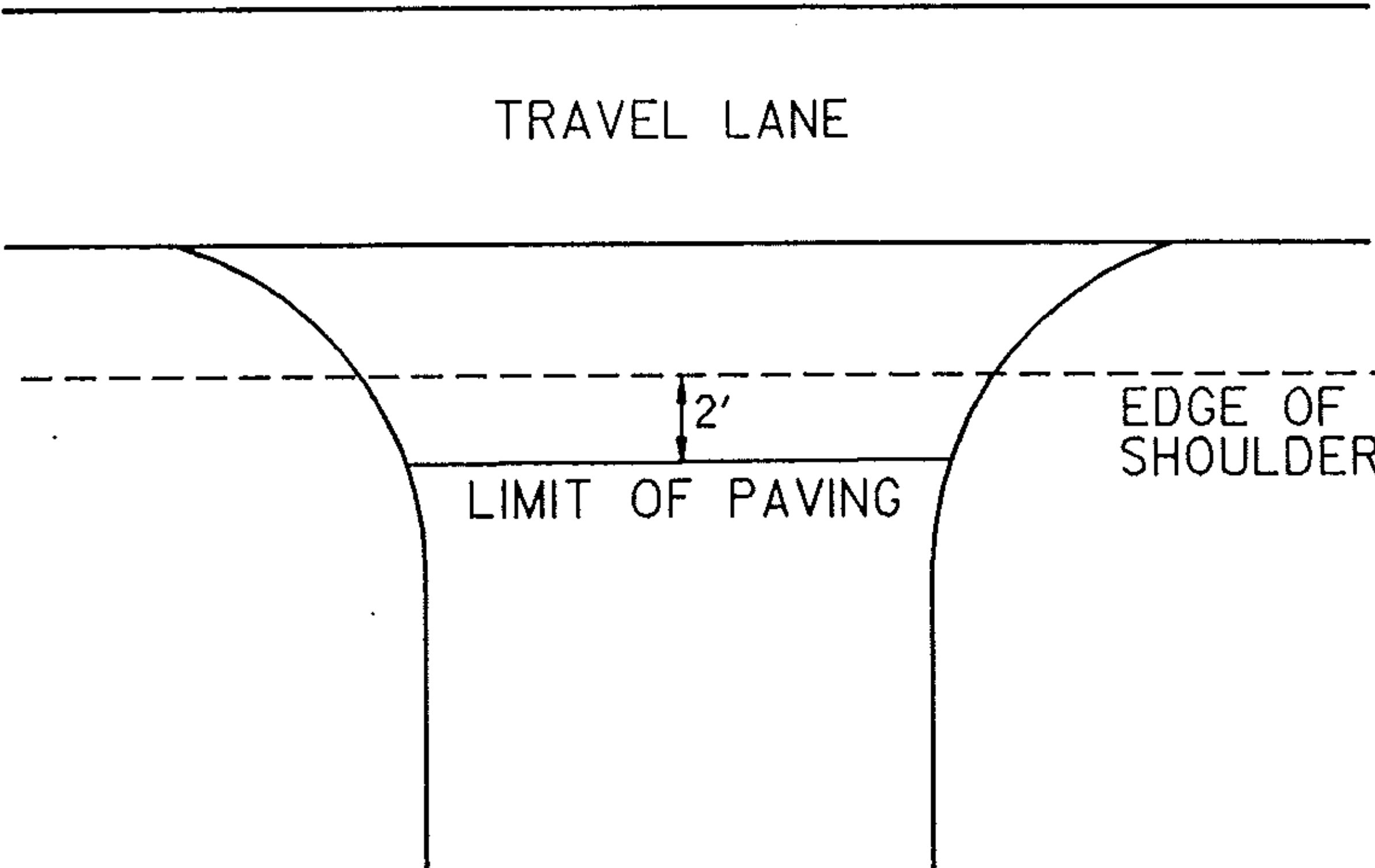
SHEET 7 OF 30 SHEETS

PAVING LIMITS FOR TOWN ROADS & DRIVES

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



PROJECT LYNDON-SHEFFIELD

NO. HMA 2834

SHEET 8 OF 30 SHEETS

TEMPORARY 4" YELLOW LINE

S = SOLID LINE
B = DASHED LINE

	MILE	MILE	LT	RT		QUANTITY LT	QUANTITY C	QUANTITY RT		TOTALS
LYNDON	3.346	4.13	S	S		4140		4140		8280
	4.13	4.15	S	B		106		27		133
	4.15	4.28	B	S		172		686		858
	4.28	4.83	S	S		2904		2904		5808
WHEELDOCK	0.00	0.54	S	S		2851		2851		5702
	0.54	0.67	S	B		686		172		858
	0.67	0.91	S	S		1267		1267		2534
	0.91	1.04	B	S		172		686		858
	1.04	1.57	S	S		2798		2798		5596
SHEFFIELD	0.00	1.25	S	S		6600		6600		13200
								SUBTOTAL		43827
								ASSUME 50% LOSS @ LEVELING		+ 21914
								SUBTOTAL		65741
								rounding		9
								TOTAL		65750 LF

TEMPORARY 4" WHITE LINE

	MILE	MILE	LT.	RT.		QUANTITY LT.	QUANTITY C	QUANTITY RT.		
LYNDON	3.346	4.83	S	S		7836		7836		15672
HARDWICK	0.00	1.57	S	S		8290		8290		16580
STOWE	0.00	1.25	S	S		6600		6600		13200
								TOTAL		45452
								SAY		45450

PROJECT LYNDON - SHEFFIELD

NO. HMA 2834

SHEET 9 OF 30 SHEETS

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:

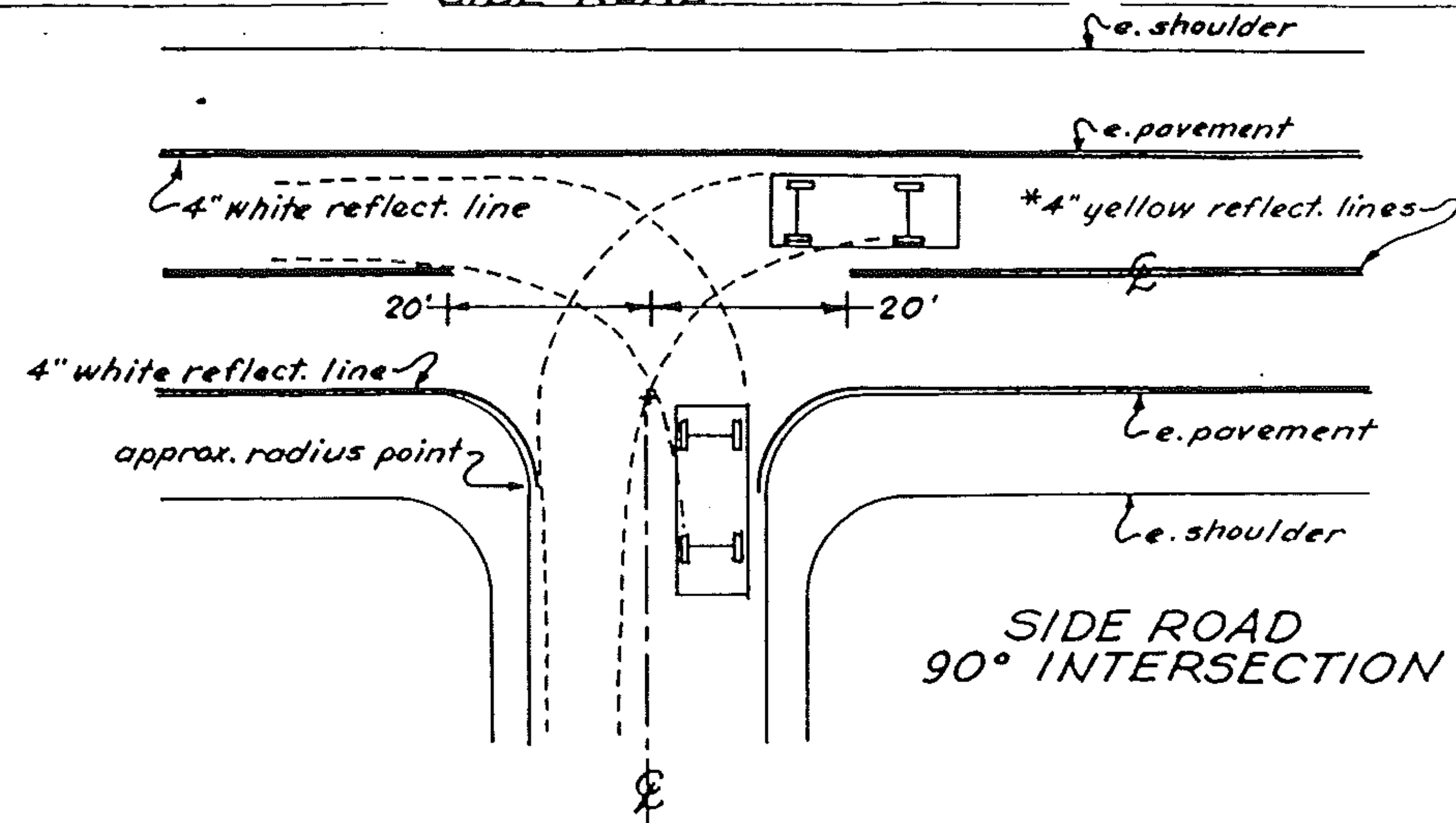
NO PASSING BARRIER
NO RPM'S ALLOWED.

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

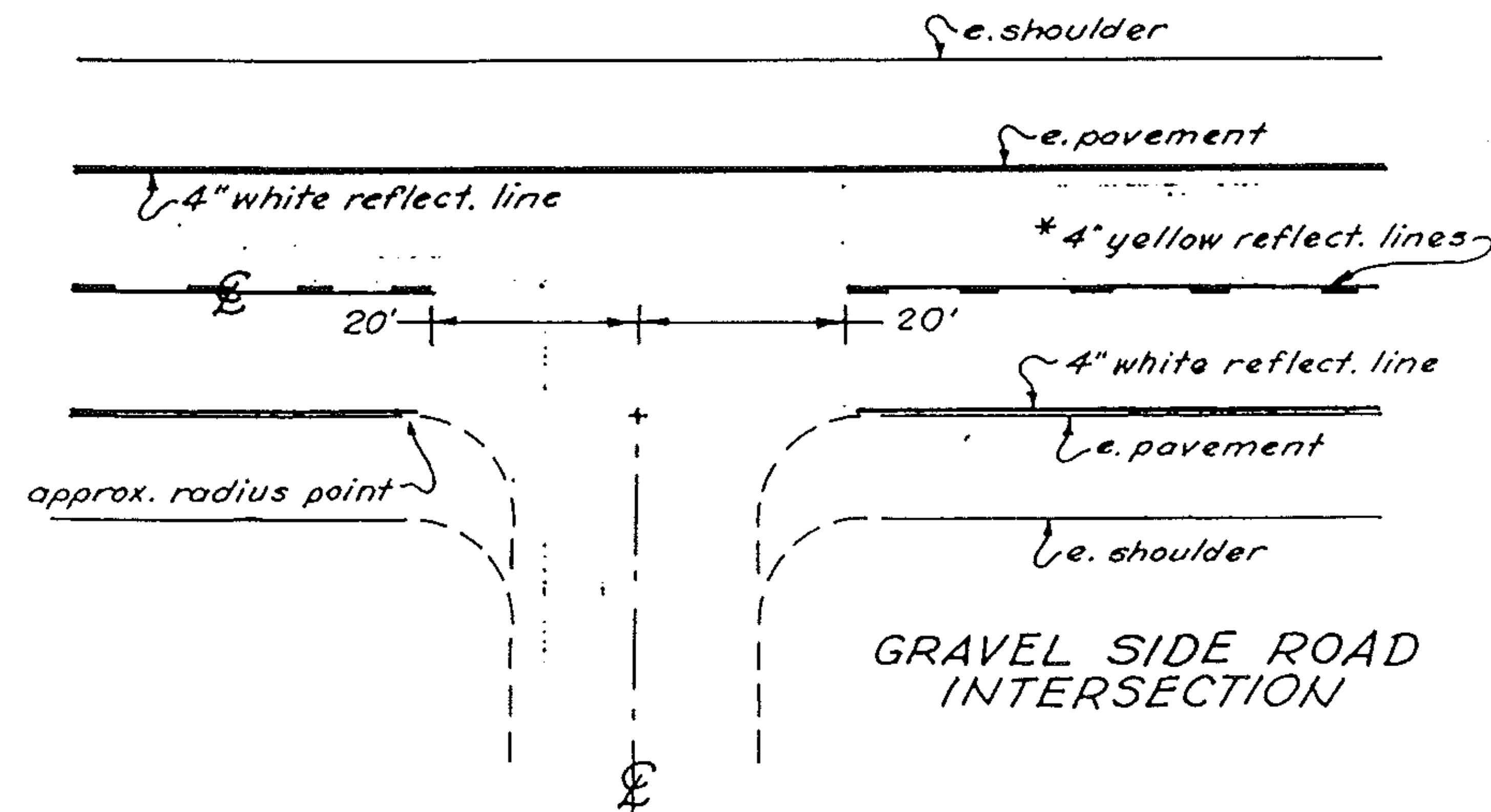
SOLID LINE - EDGE LINES
INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER.
DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

- 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



* 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 LENGTHS AND ITEM QUANTITIES

[illegible]

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT

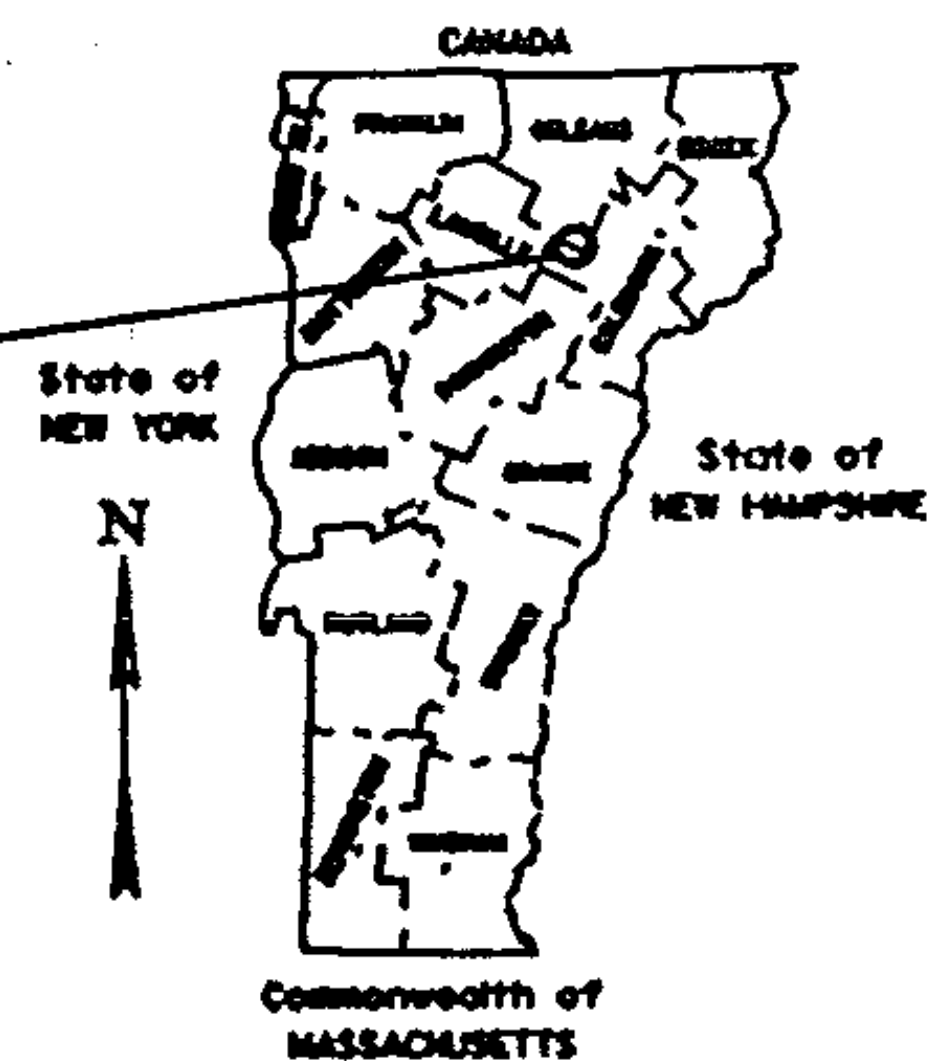
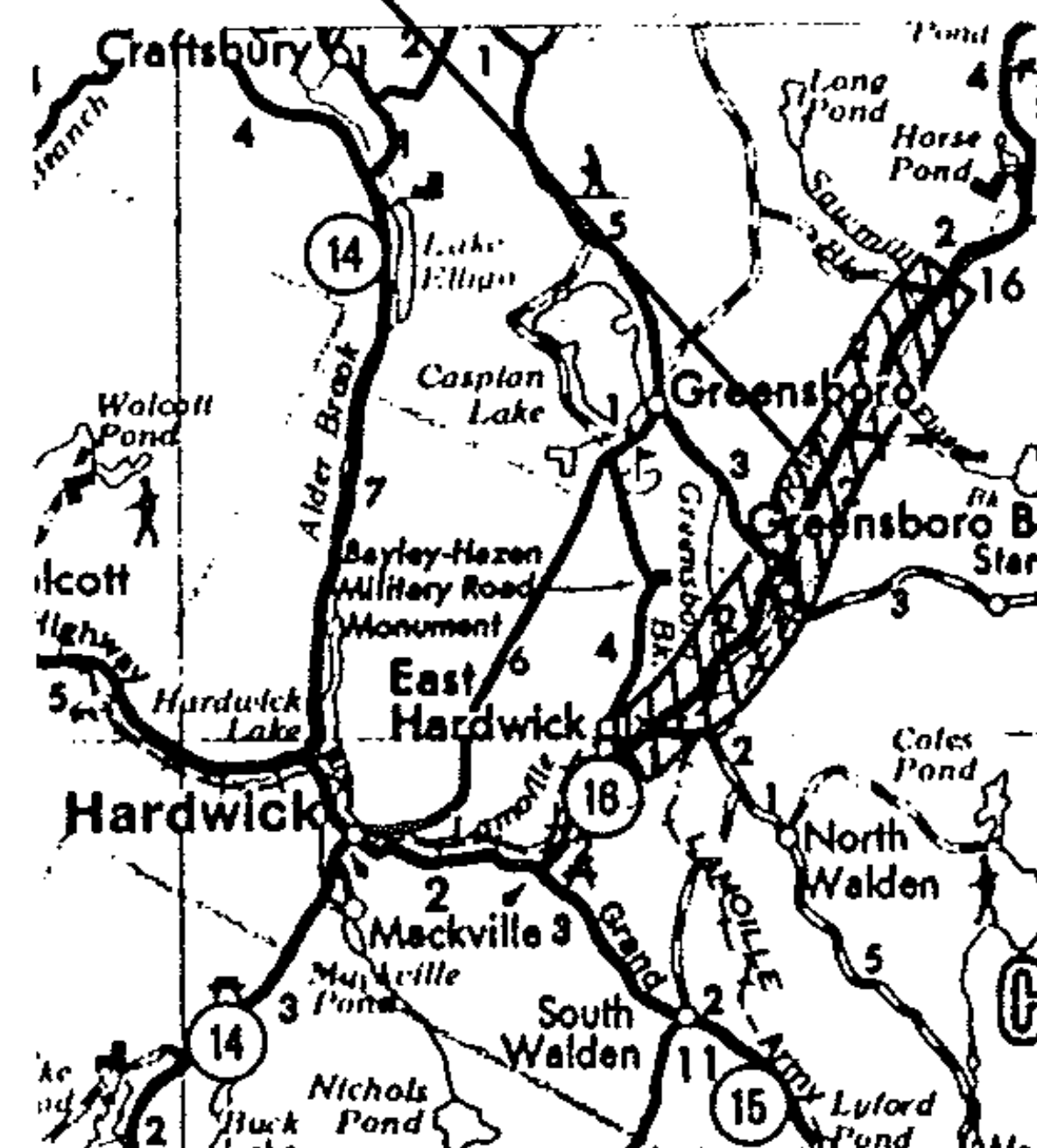
TOWN OF HARDWICK-GREENSBORO

COUNTY OF CALEDONIA-ORLEANS

ROUTE NO. VT. 16

ROUTE CLASS FAP

PROJECT LOCATION



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 1964, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 2, 1965 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 2867**

SHEET 13 OF 30 SHEETS

SEE SHEET FOR INDEX

<u>SHEET</u>	<u>DESCRIPTION</u>
13.	TITLE SHEET
14.	INDEX OF SHEETS
15.	PROJECT DESCRIPTION & LOCATION
16.	TYPICAL SECTIONS & DESIGN DATA
17.	PAVING LIMITS SHEET
18.-20.	TRAFFIC MARKINGS SHEET
21.	QUANTITY SHEET

PROJECT <u>HARDWICK-GREENSBORO</u>	NO. <u>HMA 2867</u>
	SHEET <u>14</u> OF <u>30</u> SHEETS

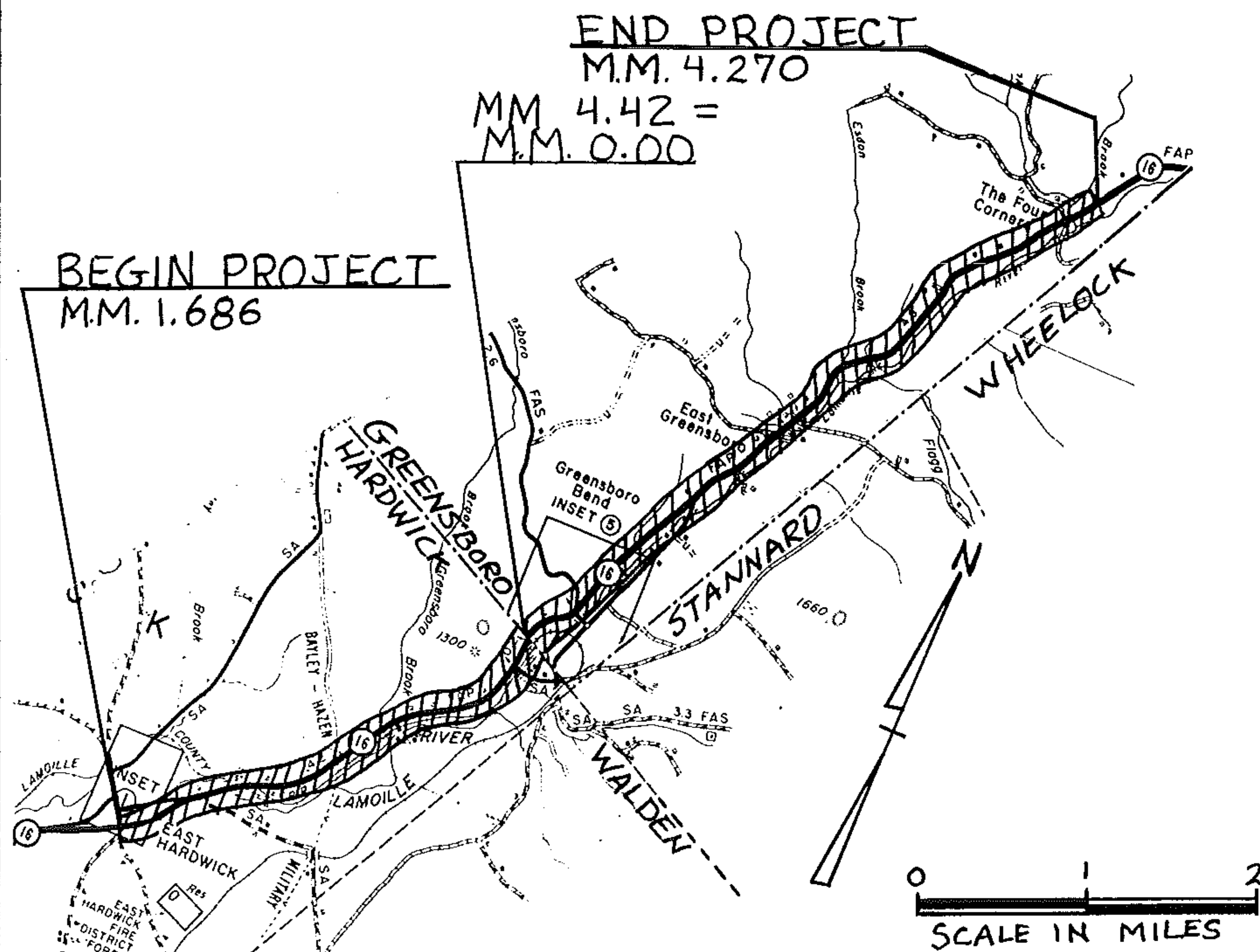
DESCRIPTION AND LOCATION

PROJECT LENGTH: 7.000 MILES, 36,960.00 FEET

1986 A.D.T.: 980

BEGINNING IN THE TOWN OF HARDWICK
ON VT. 16 AT M.M. 1.686 AND EXTENDING
NORTHERLY 7.000 MILES TO M.M. 4.270
IN THE TOWN OF GREENSBORO.

RESURFACING OF THE HIGHWAY AND ITS
APPROACHES, AND NEW PAVEMENT MARKINGS.



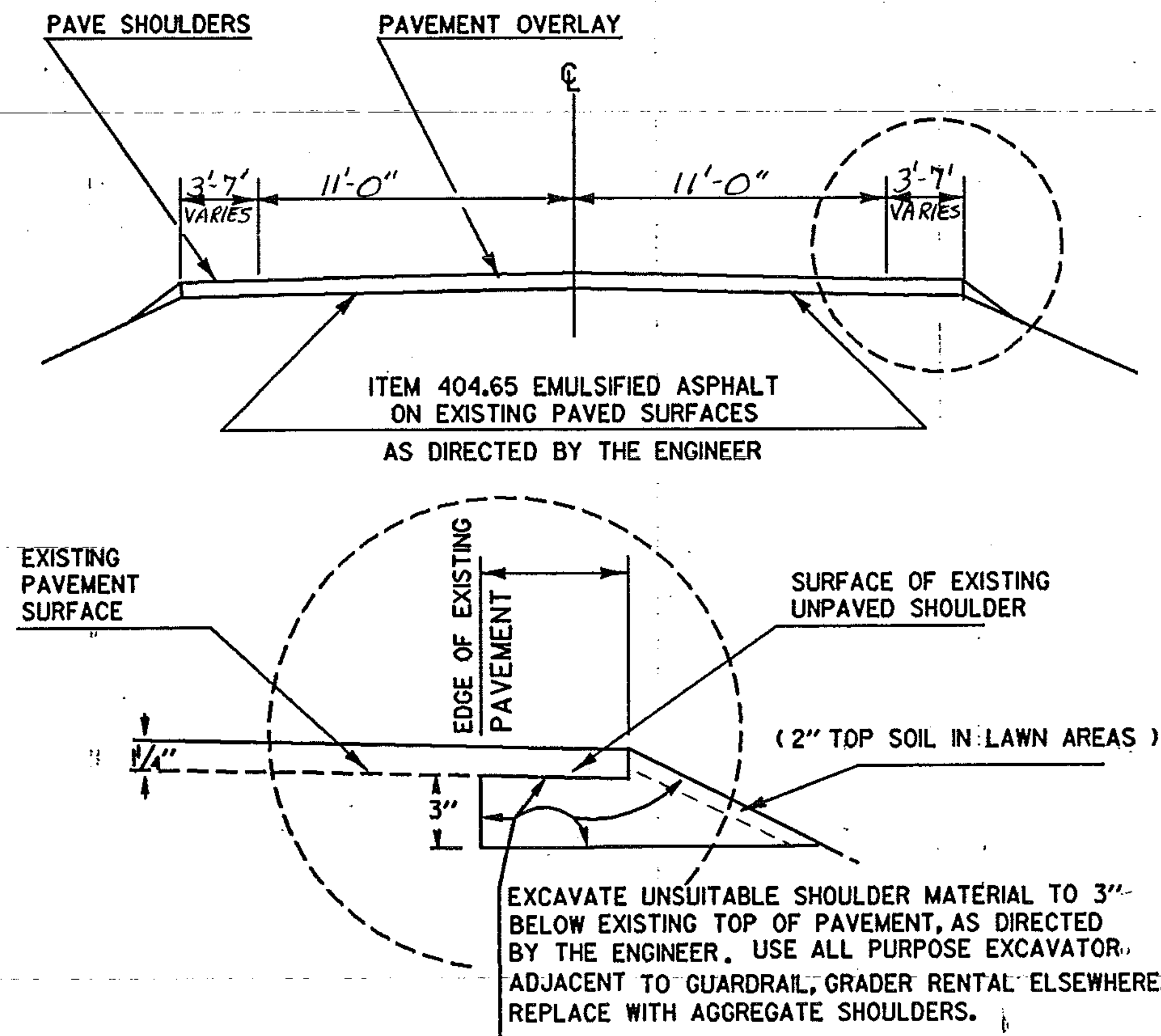
PROJECT HARDWICK-GREENSBORO

NO. HMA 2867

SHEET 15 OF 30 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 AGGREGATE SHOULDERS ($\pm 1/2"$)
 LEVELING COURSE TYPE IV (300 TONS/MILE)
 1 1/4" WEARING COURSE TYPE III ($\pm 1/4"$)
 AS DIRECTED BY THE ENGINEER



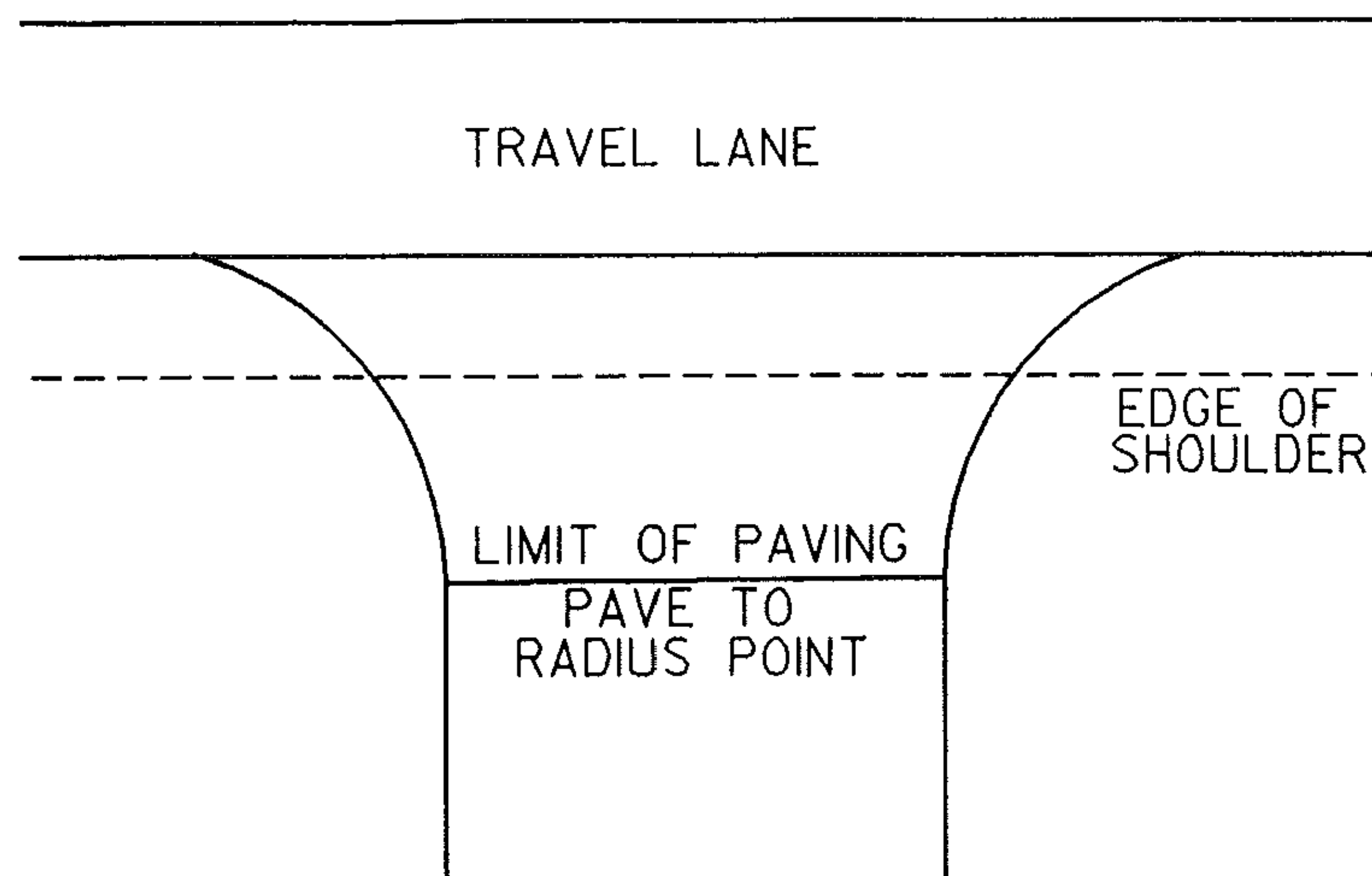
PROJECT: HARDWICK-GREENSBORO

NO. HMA 2867

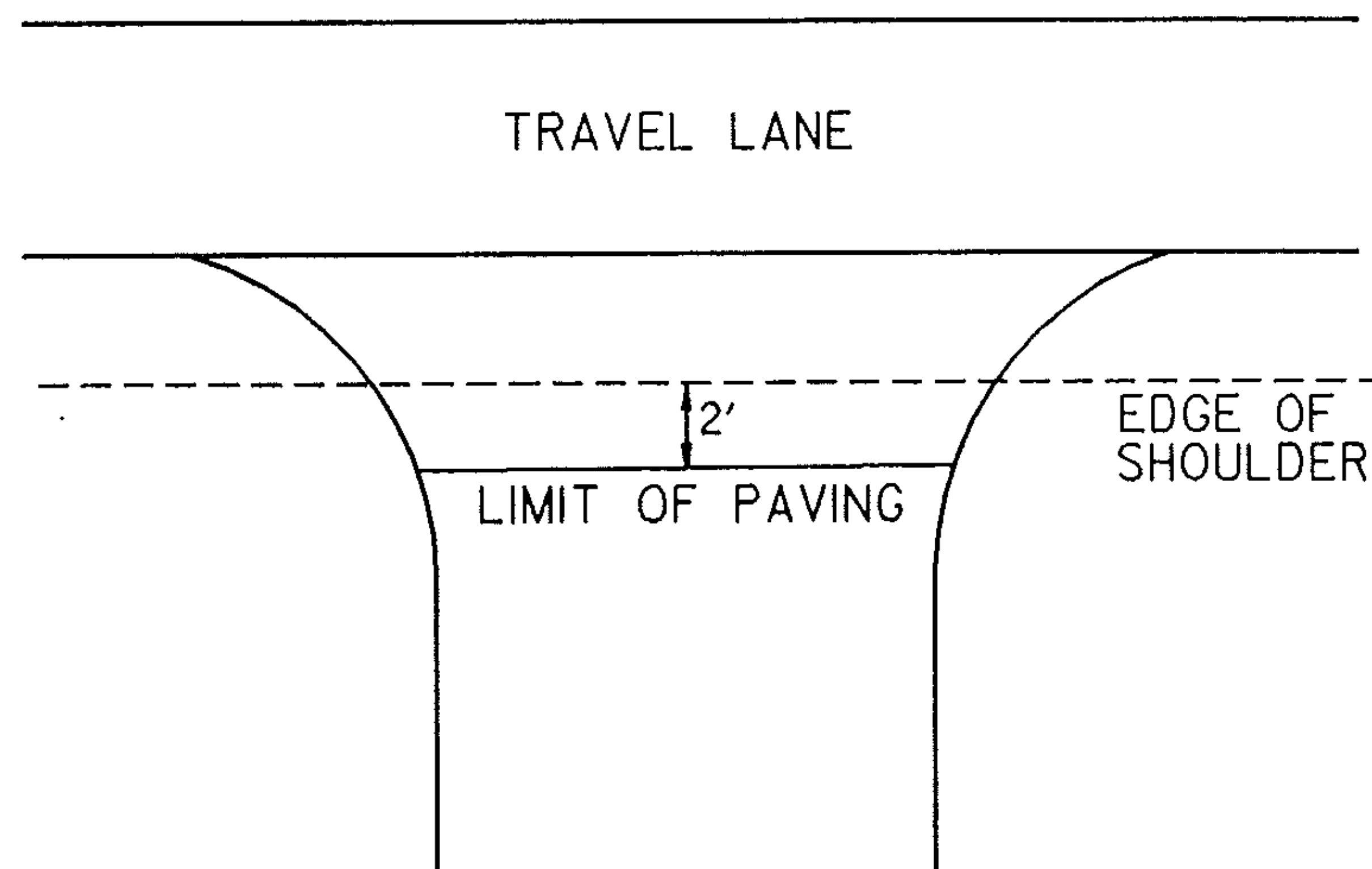
SHEET 16 OF 30 SHEETS

PAVING LIMITS FOR TOWN ROADS & DRIVES

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



PROJECT HARDWICK-GREENSBORO

NO. HMA 2867

SHEET 17 OF 30 SHEETS

TEMPORARY 4" YELLOW LINE

S=SOLID LINE
D=DASHED LINE

	MILE	MILE	LT	RT	£	QUANTITY LT	QUANTITY £	QUANTITY RT		TOTALS
	1.68	1.83	S	S		792		792		1584
K	1.83	1.92	S	D		475		119		594
C	1.92	1.95			D		40			40
I	1.95	2.02	D	S		92		370		462
W	2.02	2.24	S	S		1162		1162		2324
D	2.24	2.37	D	S		172		686		858
R	2.37	3.08	S	S		3749		3749		7498
A	3.08	3.17	S	D		475		119		594
H	3.17	3.37			D		264			264
	3.37	4.00	D	S		832		3326		4158
	4.00	4.16	S	S		845		845		1690
	4.16	4.17	S	D		53		13		66
	4.17	4.24	S	S		370		370		740
	4.24	4.42	S	S		950		950		1900
GREENSBORO	0.00	4.27	S	S		22545		22545		45090
									SUBTOTAL	67,862
						(100% LOSS DUE TO LEVELING)				+ 67,862
					(minus 3 roadway openings @ 80' ea x 2 courses)					- 480
										135,244
									round	56
									TOTAL	135,300

TEMPORARY 4" WHITE LINE

GREENS-BORO			LT.	RT.	£	QUANTITY LT.	QUANTITY £	QUANTITY RT.		
	0.00	4.27	S	S		22546		22546		45092
HARDWICK	1.68	4.42	S	S		14467		14467		28034
									TOTAL	74,026

PROJECT HARDWICK - GREENSBORO

NO. HMA 2867

SHEET 18 OF 30 SHEETS

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.

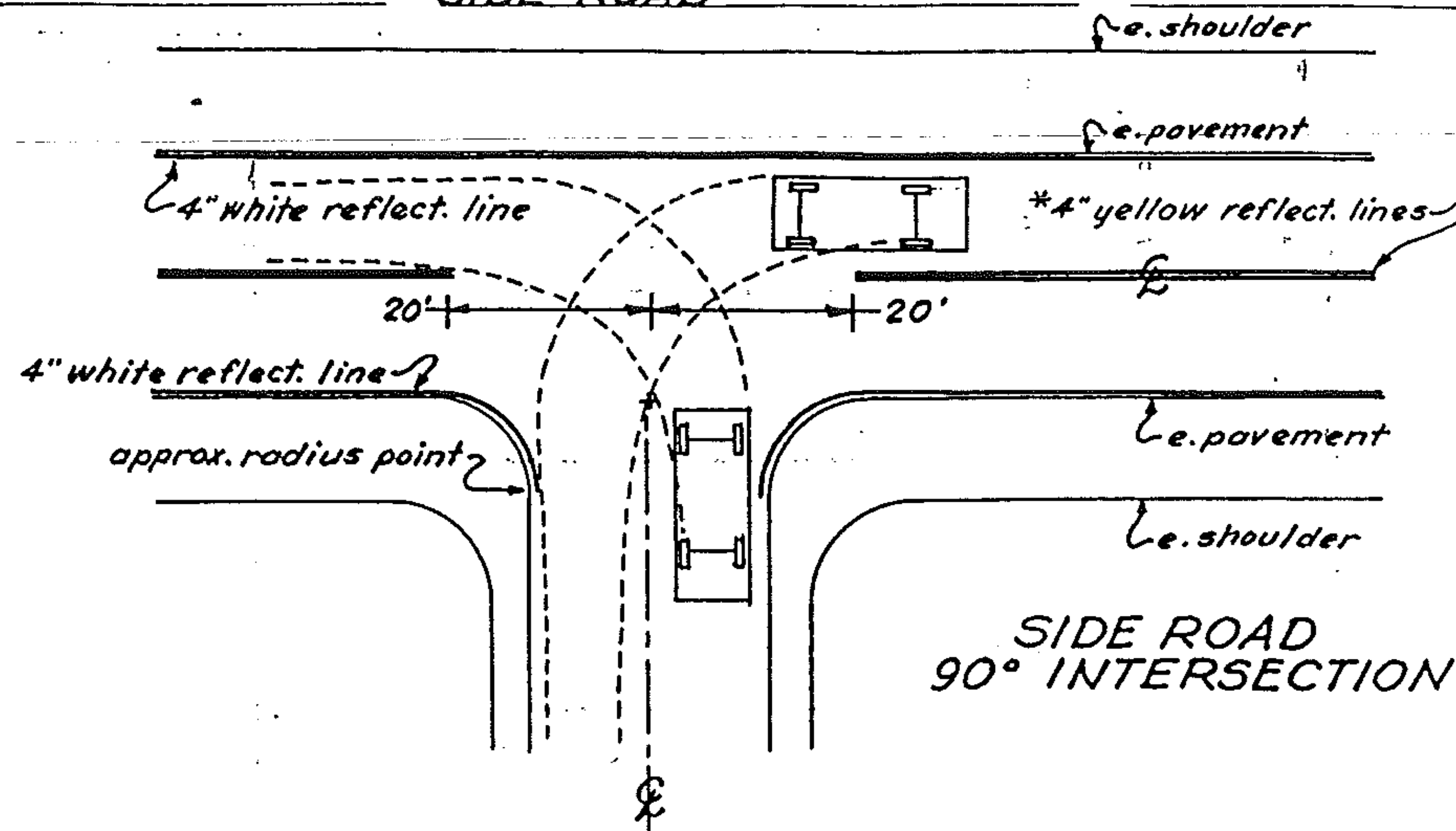
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REVISED
02/11/85

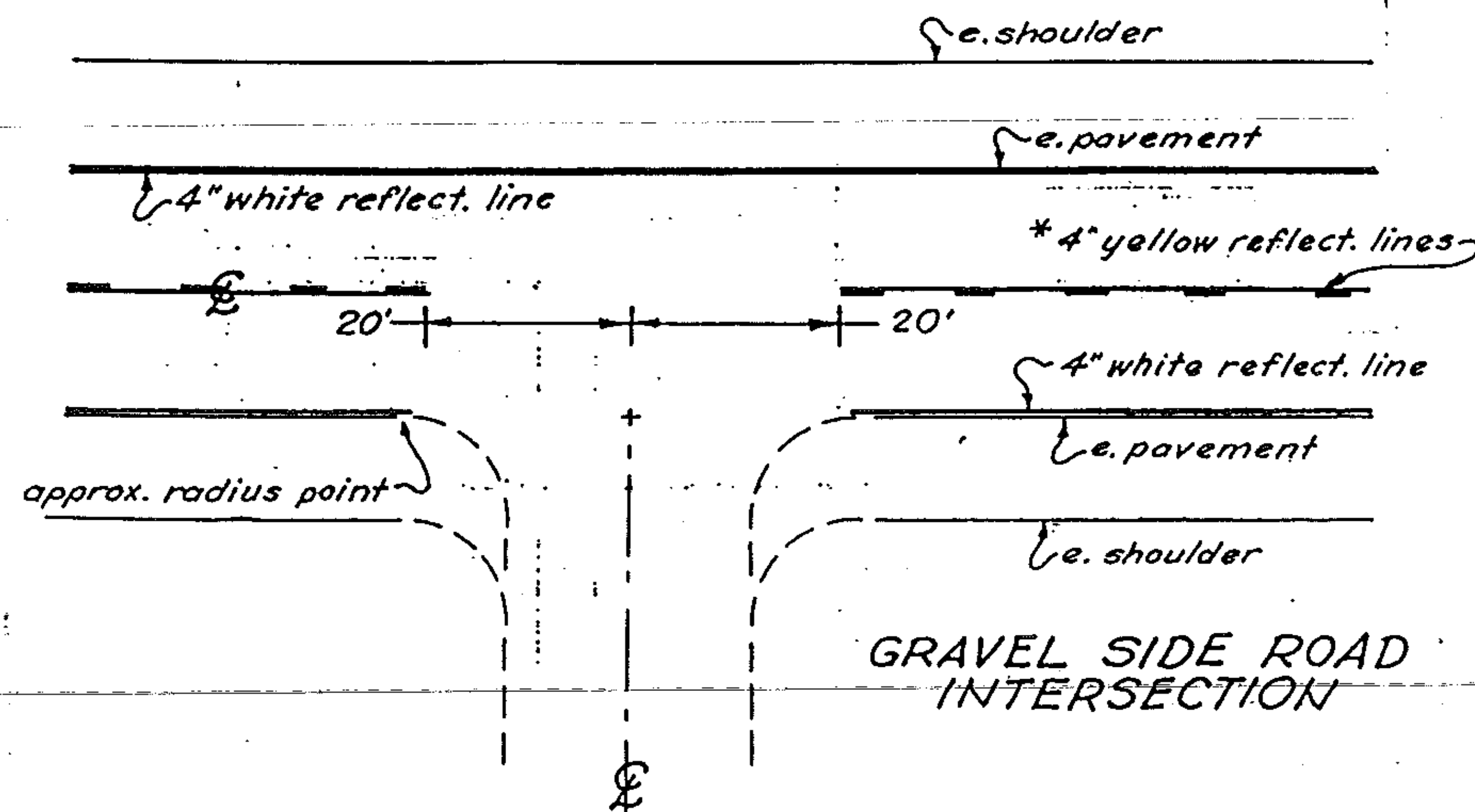
HMA 2867

HARDWICK-GREENSBORO

SHEET 19 OF 30 SHEETS



* 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 LENGTHS AND ITEM QUANTITIES

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ITEM DESCRIPTION		OPTION														MOBILIZATION					
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		LENGTH		WIDTH					GRAVEL SHOULDERS		BITUMINOUS CONCRETE PAVEMENT										
		FT.	FT.	IN.	CY	402.11	402.12	40%65	406.25	608.15	608.25	608.30	608.37	630.10	630.15	635.10					
ITEM NO.		646.50	646.51	646.30	646.40	646.48	646.49	651.35													
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HARDWICK- GREENSBORO	74026	13500		—	—	2	—	140													
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STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT

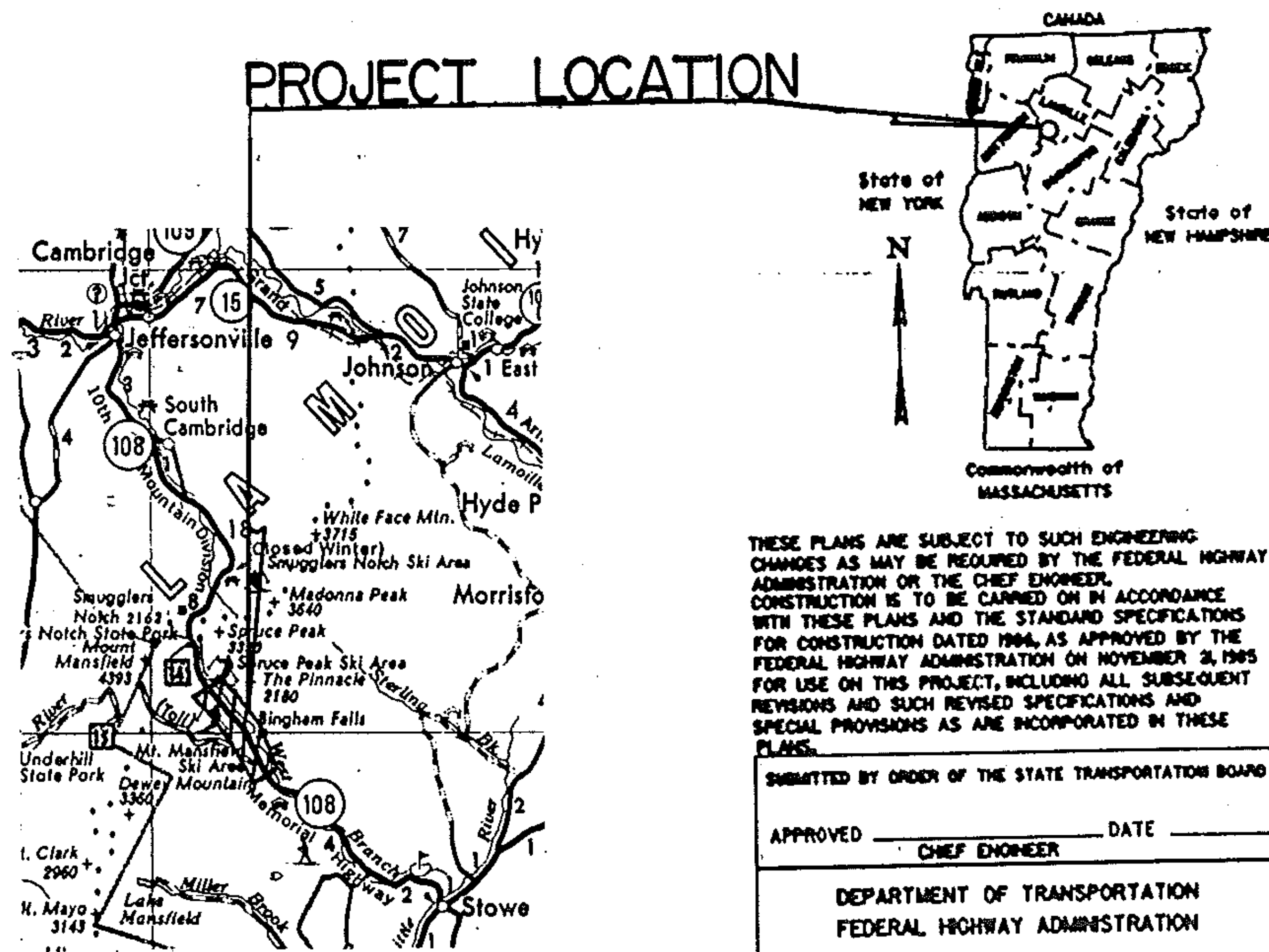
TOWN OF STOWE

COUNTY OF LAMOLLE

ROUTE NO. VT. 108

ROUTE CLASS F.A.S.

PROJECT LOCATION



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 1964, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 24, 1965 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 NO. **HMA 2965**

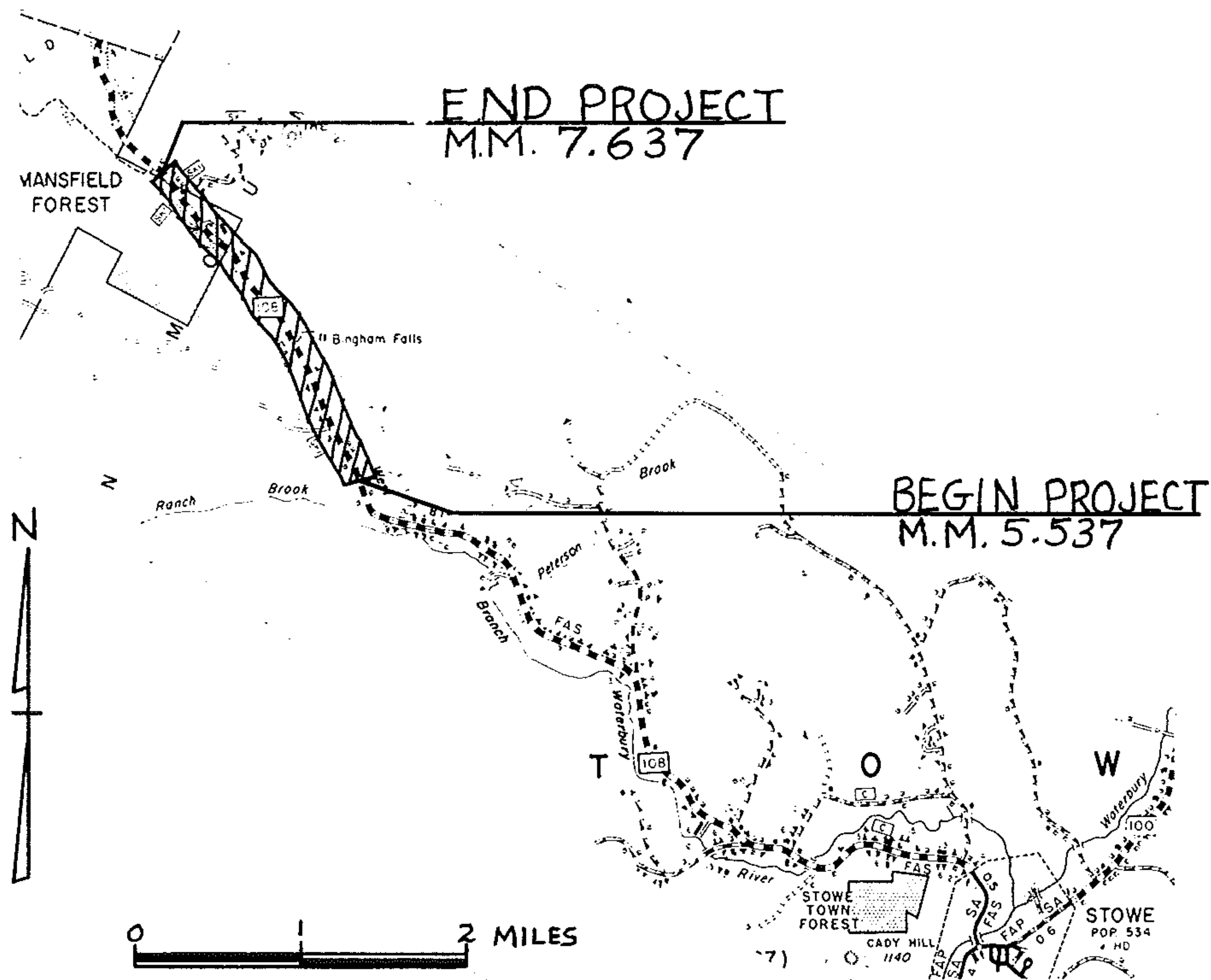
SHEET 22 OF 30 SHEETS

SEE SHEET FOR INDEX

DESCRIPTION AND LOCATION

PROJECT LENGTH: 2.100 MILES, 11,088. FEET
1986 A.D.T.: 2660

BEGINNING IN THE TOWN OF STOWE
ON VT. 108 AT M.M. 5.537 AND EXTEND-
ING NORTHERLY 2.100 MILES TO
M.M. 7.637. RESURFACING OF THE HIGHWAY
AND ITS APPROACHES, NEW PAVEMENT
MARKINGS.



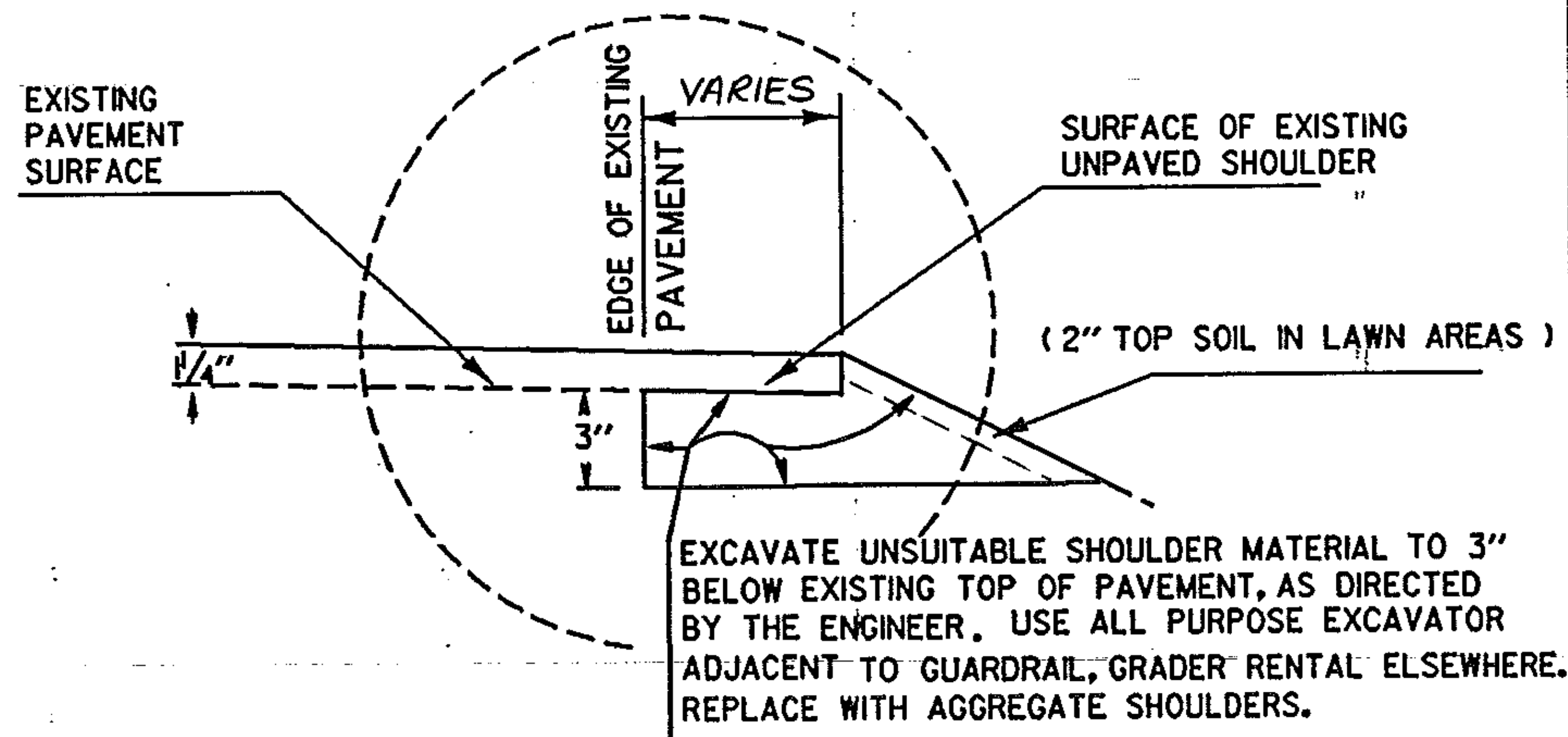
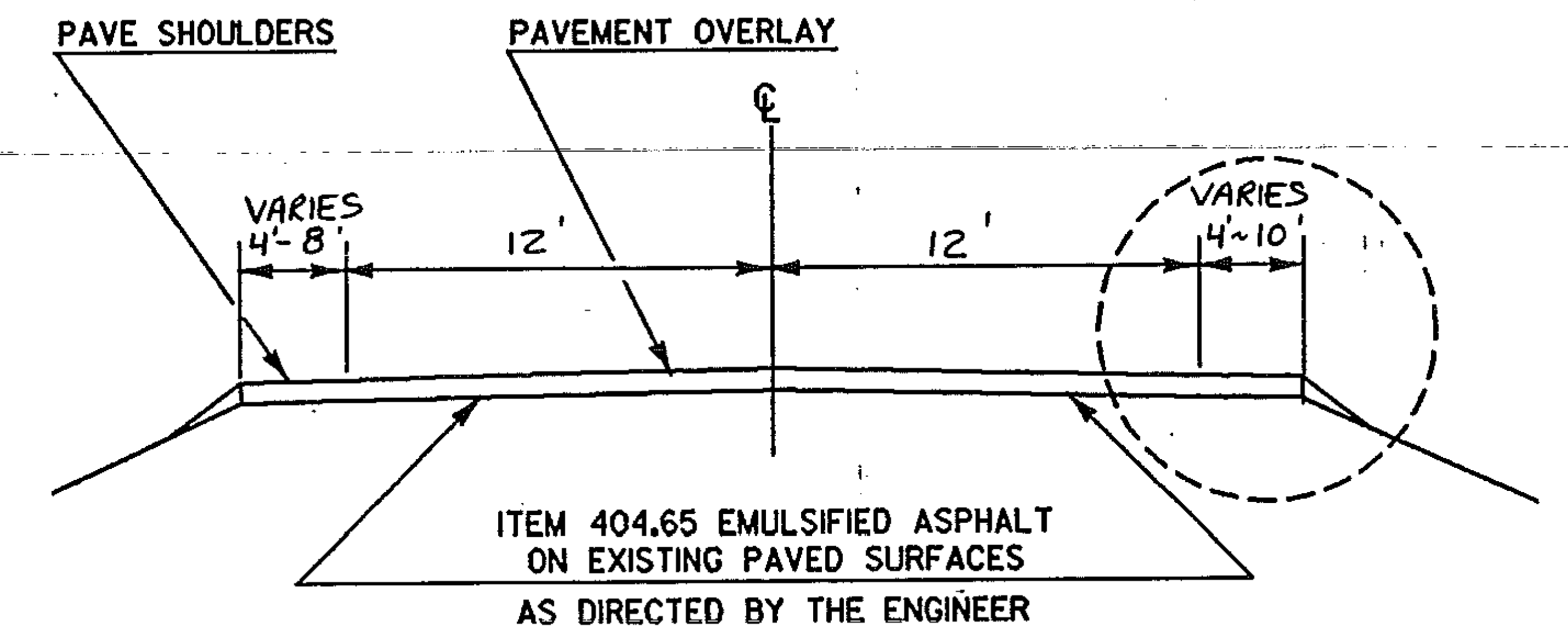
PROJECT STOWE

NO. HMA 2865

SHEET 24 OF 30 SHEETS

TYPICAL SECTIONS & DESIGN DATA

ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT
 AGGREGATE SHOULDERS ($\pm 1/2"$)
 LEVELING COURSE TYPE IV ($3/8$ TONS/MILE)
 $1 1/4"$ WEARING COURSE TYPE III ($\pm 1/4"$)
 AS DIRECTED BY THE ENGINEER



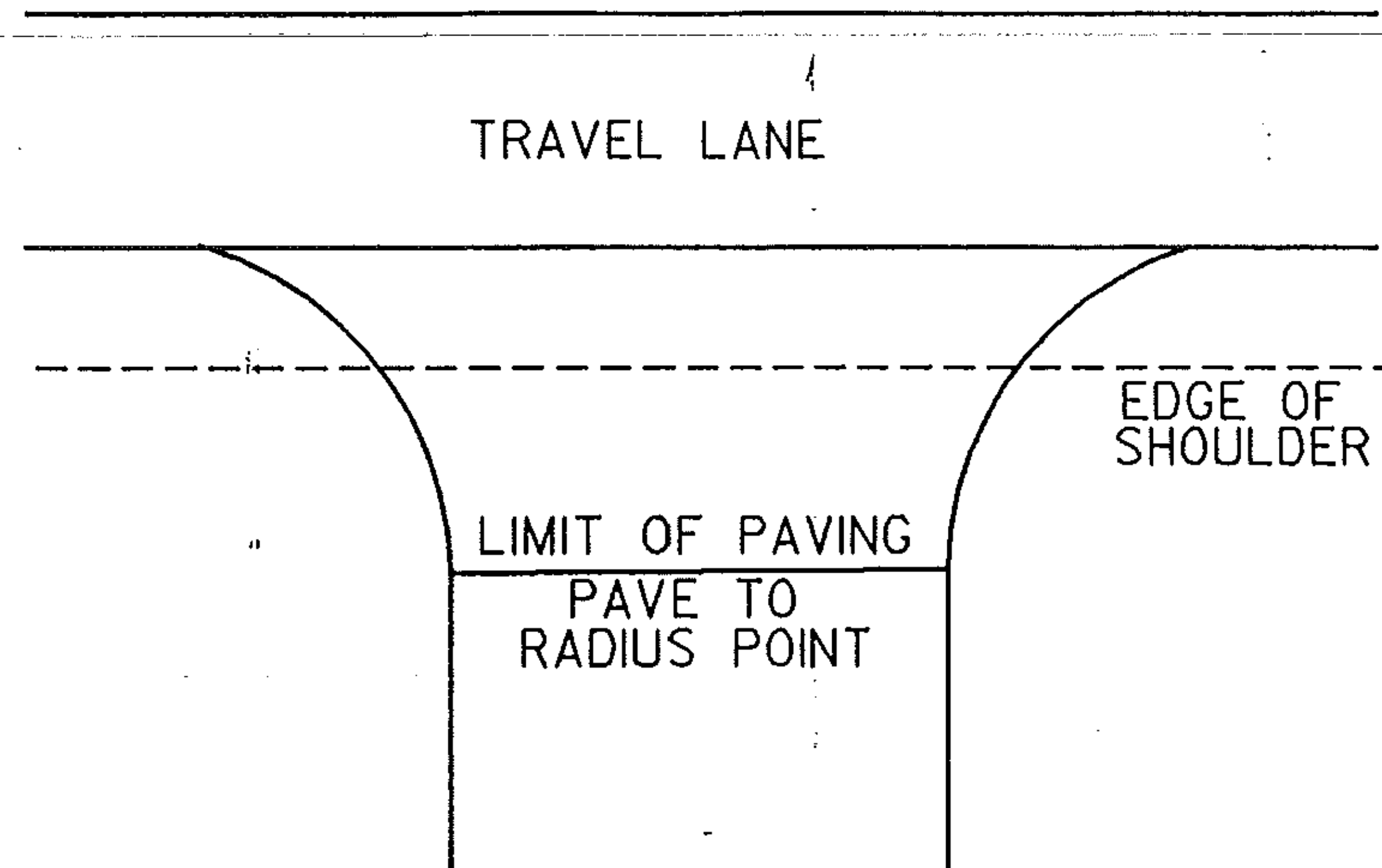
PROJECT STOWE

NO. HMA 2865

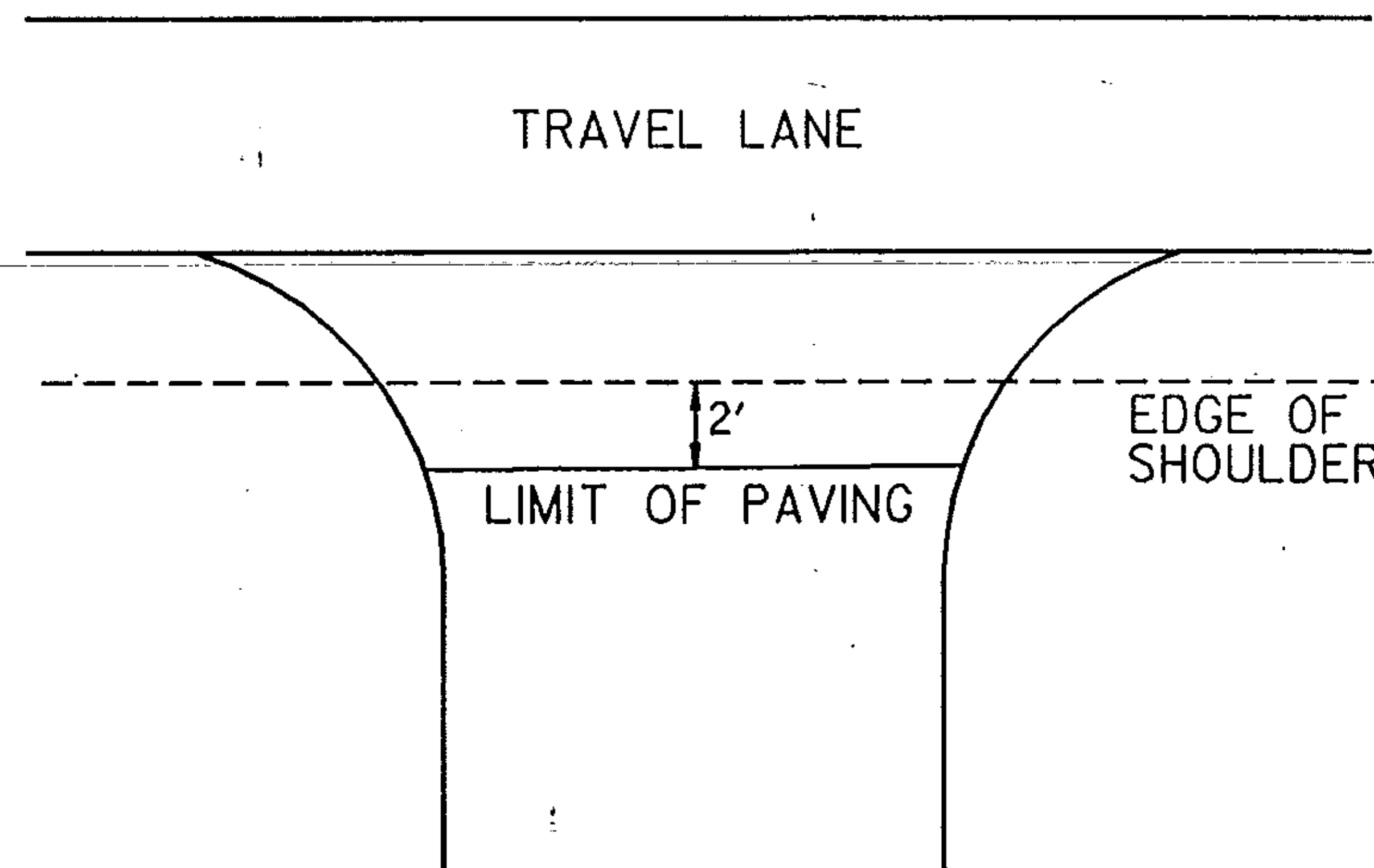
SHEET 25 OF 30 SHEETS

PAVING LIMITS FOR TOWN ROADS & DRIVES

PAVING LIMITS FOR TOWN ROADS



PAVING LIMITS FOR DRIVES



PROJECT STOWE

NO. HMA 2865

SHEET 26 OF 30 SHEETS

S = SOLID LINE
D = DASHED LINE

[illegible]

TEMPORARY 4" WHITE LINE

[illegible]

PROJECT STOWE

NO. HMA 2865

SHEET 27 OF 30 SHEETS

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:

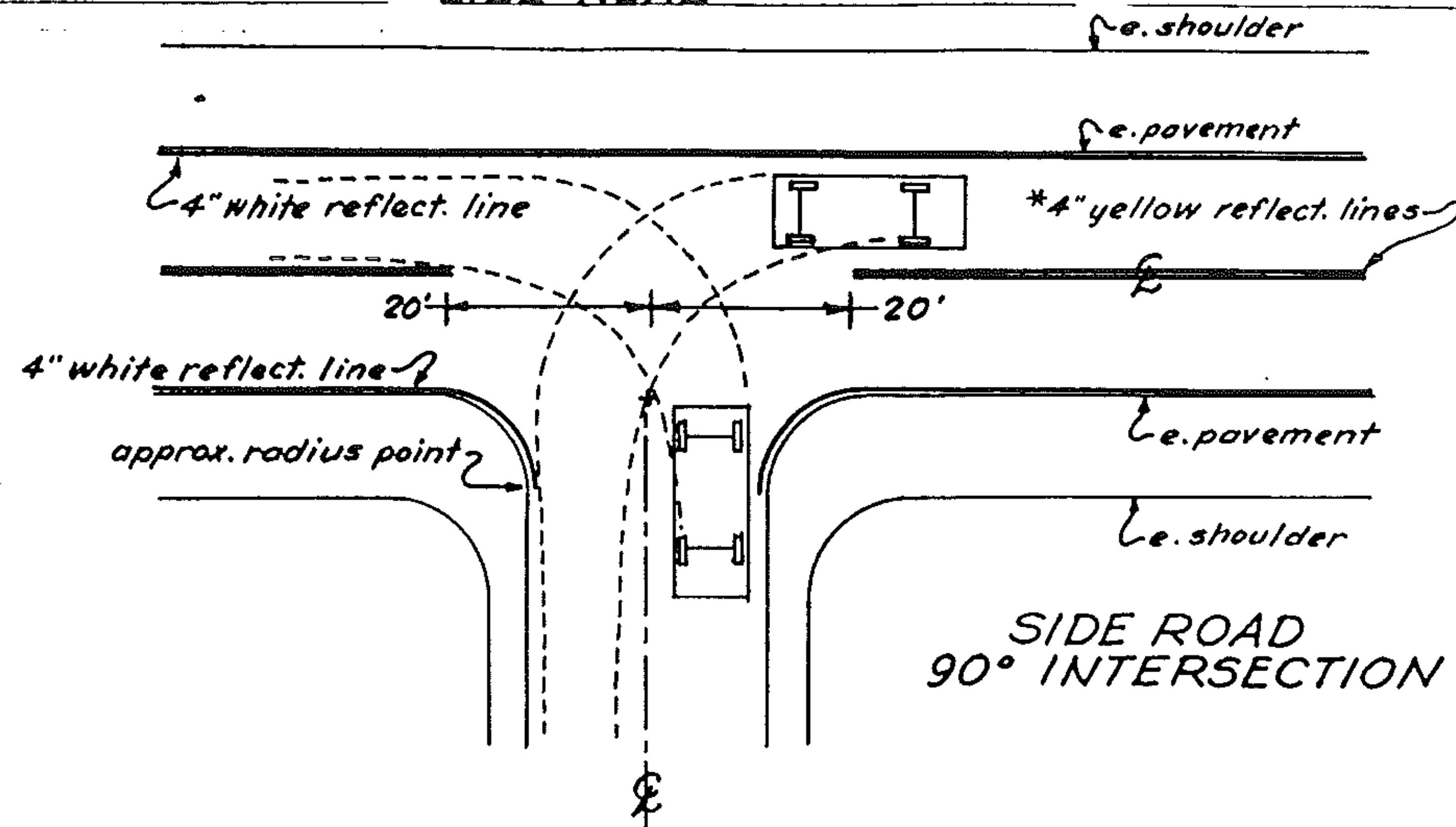
NO PASSING BARRIER
NO RPM'S ALLOWED.

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

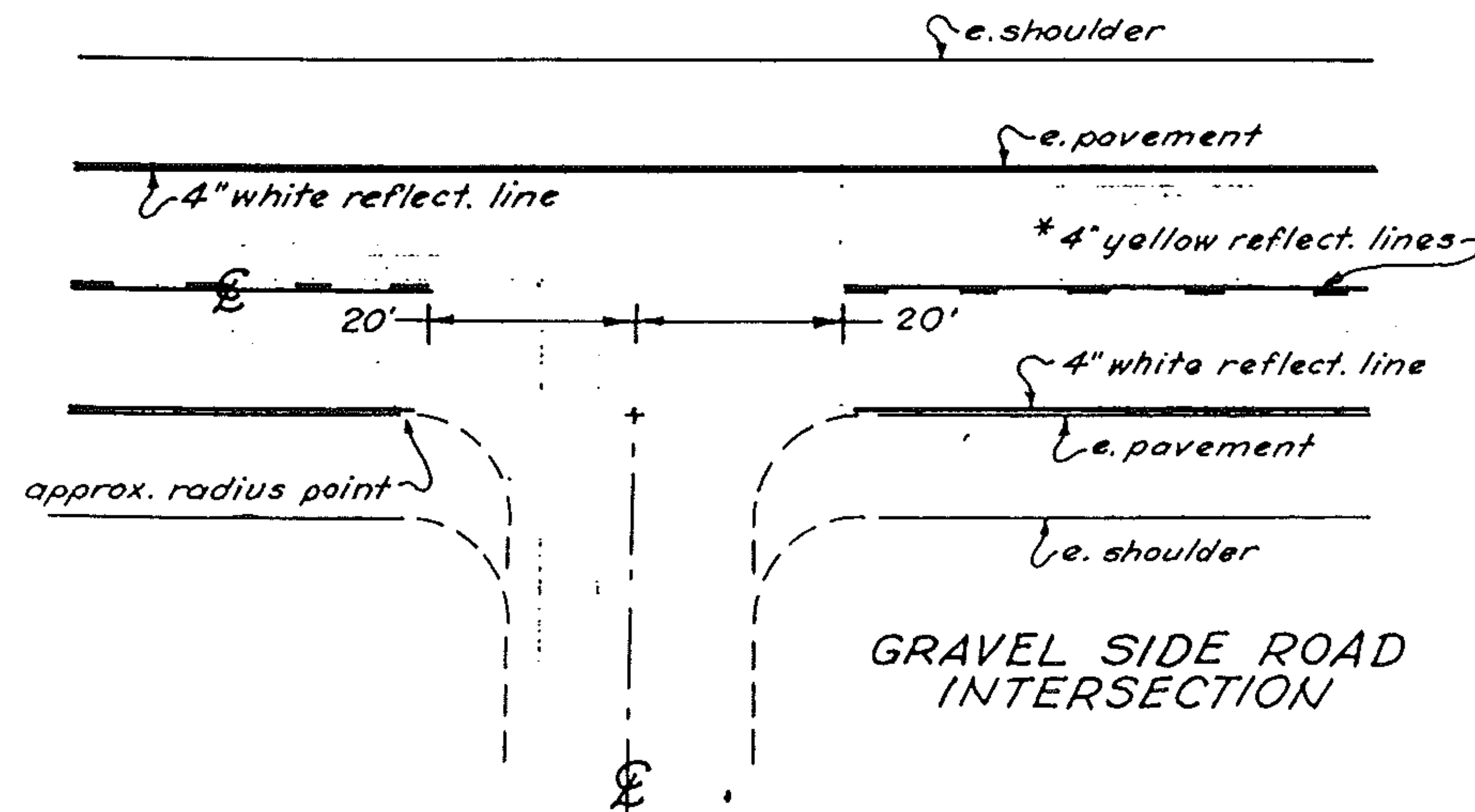
SOLID LINE - EDGE LINES
INTERSTATE MEDIAN SIDE-RETRO-REFLECTIVE RPM'S ON 4 TO 5 FOOT CENTER.
DRIVERS RIGHT SIDE-RPM'S NOT ALLOWED.

- 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



* 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 LENGTHS AND ITEM QUANTITIES

[illegible]

PROJECT

S.TOWNE

NO. HMA 2865

30 30
SHEET OF SHEETS