

**Proposed Scope of Work  
Cold Planing and Resurfacing  
District 5B – Various Locations  
Bristol and Plymouth Counties, Ma**

**Project Locations:** In Freetown, the proposed project to cold plane and resurface Route 18 begins north of its intersection with County Road at Station 45+81.14 metric (Sta. 150+30 english) and runs northerly to the Lakeville town line at Station 0+00, a distance of 4,581 meters (15,030 feet) or 4.58 kilometers (2.85 miles).

In Lakeville, the proposed project to cold plane and resurface Route 18 begins at the Freetown town line at Station 112+90.54 metric (Sta. 370+42.47 english), runs northerly to an equation at Station 85+21.20 metric (Sta. 279+56.70 english) = Station 86+34.94 metric (Sta. 283+29.86 english), and proceeds northerly to the intersection of Routes 18/105 south of Assawompsett and Long Ponds at Station 81+82.36 metric (Sta. 268+45 english) where it stops. The proposed project then resumes at the Route 18/105 intersection north of the Ponds at Station 54+86.40 metric (Sta. 180+00 english) and runs northerly to the Middleborough town line at Station 0+00. This is a total distance of 8,708.32 meters (28,570.60 feet) or 8.71 kilometers (5.41 miles).

In Middleborough, the proposed project to cold plane and resurface Route 18 begins at the Lakeville town line at Station 47+79.89 metric (Sta. 156+82.05 english) and proceeds northerly to the Middleborough Rotary at Station 38+55.72 metric (Sta. 126+50 english), a distance of 924.17 meters (3,032.05 feet) or 0.92 kilometers (0.57 miles). It is also proposed to cold plane and resurface the Rotary itself.

In Seekonk, the proposed project to cold plane and resurface Route 114A begins at the Rhode Island state line at Station 23+00.29 metric (Sta. 75+46.91 english) and continues to south of Route 6 at Station 19+20.24 metric (Sta. 63+00 english). This project resumes north of Route 6 at Station 14+17.32 (Sta. 46+50 english) and runs northerly to just south of the Route I-195 eastbound ramps at Station 8+83.92 metric (Sta. 29+00 english). It then resumes on Route 114A north of the Route I-195 westbound ramps at Station 3+35.28 metric (Sta. 11+00 english), runs to an equation at Luther's Corner where Station 0+00 = Station 0+00, and proceeds northerly to its end south of Route 44 at Station 17+98.32 metric (Sta. 59+00 english). This is a total distance of 3,047 meters (9,997 feet) or 3.05 kilometers (1.89 meters).

In Somerset, the proposed project to cold plane and resurface Route 138 begins just north of its intersection with Whetstone Hill Road at Station 12+57.30 metric (Sta. 41+25 english), proceeds northerly to an equation near North Street where Station 0+00 = Station 0+00, and continues northerly to its end at the Dighton town line at Station 5+27.31 metric (Sta. 17+30.02 english). This is a total distance of 1,784.61 meters (5,855.02 feet) or 1.78 kilometers (1.11 miles).

Please see the applicable U.S.G.S. locus map(s) attached.

**Project Description:** The proposed work involves cold planing, resurfacing and related items necessary to rehabilitate the various state highway locations noted above. No roadway widening or new drainage is proposed. All work will be done within the existing State Highway Layout (S.H.L.O.), predominantly within the shoulders of the roadway. No work is proposed within any wetland resource areas. Some work will, of necessity, be done within the buffer zone at some locations, but hay bales and/or silt fence will be placed as directed by the Conservation Commissions to eliminate erosion and prevent sediments or other materials from entering the resource areas. An Environmental Notification Form (E.N.F.) is not required for this proposed project since no Massachusetts Environmental Policy Act (M.E.P.A.) thresholds will be approached by any of the proposed work.

Specifically, the proposed work items include:

- Installation of work area safety signing.
- Installation of hay bales and /or silt fence in or near buffer zones as directed by the Conservation Commissions to eliminate erosion and prevent sediments or other materials from entering the resource areas.
- Repair of frost heaves and settlement areas in the roadways.
- Excavation of 50mm (2 inches) of bituminous concrete by cold planer along the various state highway sections.
- Cleaning, adjustment, rebuilding, or replacement of existing drainage structures as required.
- Adjustment or replacement of gate boxes as required.
- Removal and resetting of existing granite curbing throughout and installation of new granite curbing in Seekonk.
- Reconstruction of existing sidewalk and construction of new sidewalk in Seekonk.
- Resurfacing and construction of berm.
- Resurfacing of these state highway locations with 50 mm (2 inches) of Class I bituminous concrete pavement, Type I-1.
- Placement of plantable soil borrow and seeding or dense graded crushed stone as needed to refurbish and stabilize shoulders.
- Application of thermoplastic pavement markings and installation of raised reflectorized pavement markers at existing locations.
- Other incidental work necessary to complete the proposed project.