

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 CRACK SEALING TYPICAL
- 3 QUANTITY SHEET
- 4 LOCATION LAYOUT
- 5 CRACK SEALING LOCATION DETAIL
- 6 WATERBURY INTERCHANGE DETAIL

STANDARDS

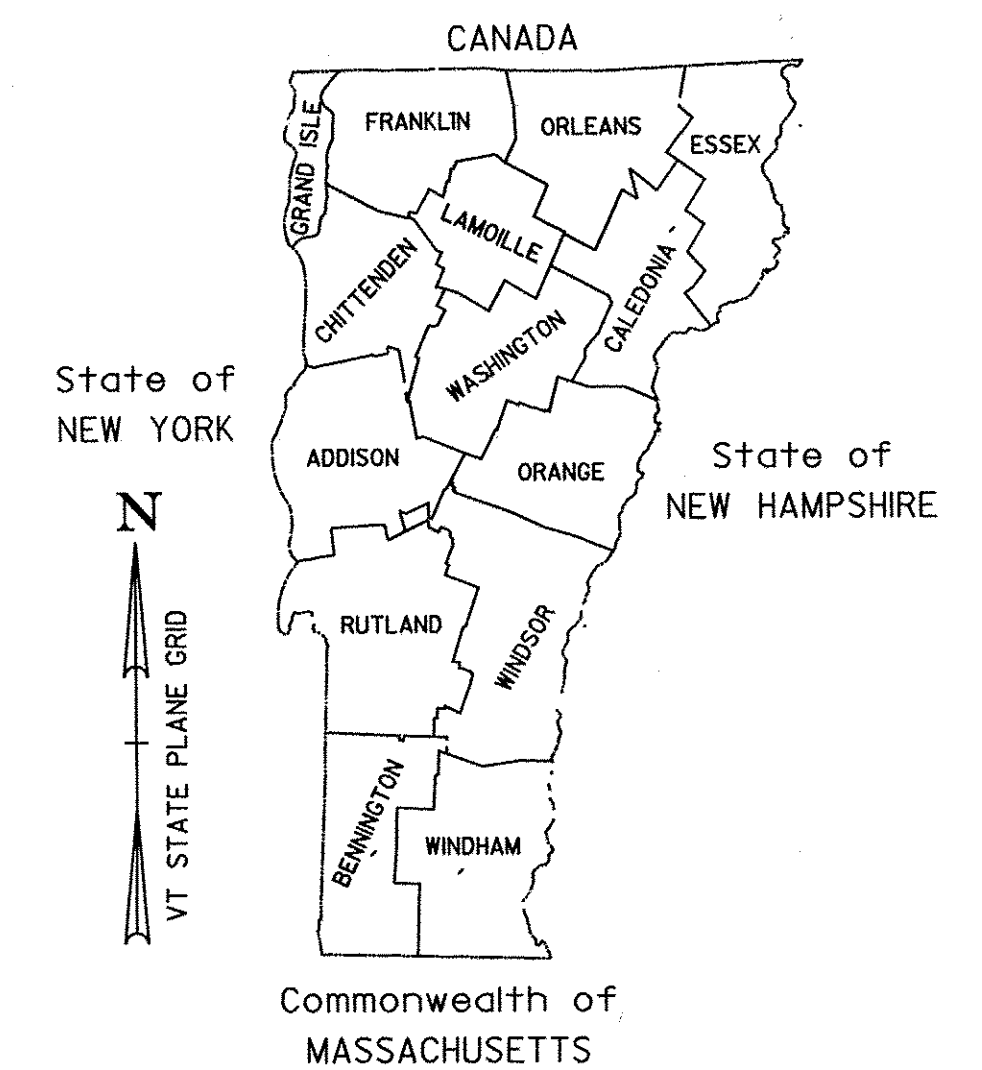
E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
E-101	CONSTRUCTION SIGN DETAIL	05/30/03
E-102A	CONSTRUCTION SIGN DETAIL	05/01/04
E-102	CONSTRUCTION SIGN DETAIL	06/30/03
E-103	MAINLINE TRAFFIC CONTROL, DIVIDED HIGHWAY	03/01/04
	ONE LANE CLOSED	
E-105	TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE	05/01/04
	U-TURNS ON DIVIDED HIGHWAY	
E-106	TRAFFIC CONTROL MISCELLANEOUS DETAILS	03/01/04
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	08/08/95

# STATE OF VERMONT AGENCY OF TRANSPORTATION

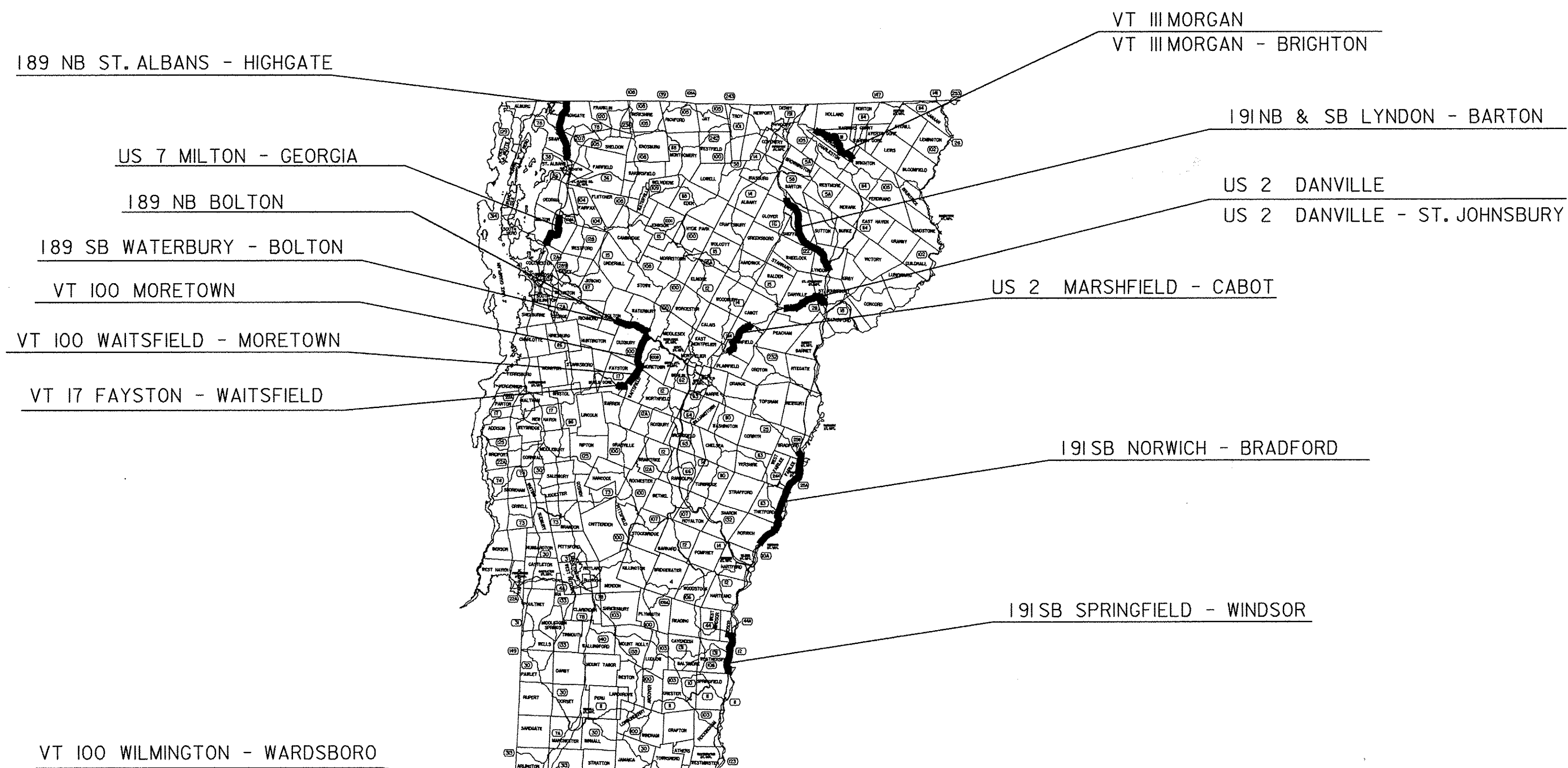


## PROPOSED IMPROVEMENT STATEWIDE CRACK SEALING

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE ROUTING AND SEALING OF CRACKS IN BITUMINOUS CONCRETE PAVEMENT ON EXISTING STATE, U.S., AND INTERSTATE HIGHWAYS AND THE APPROPRIATE TRAFFIC CONTROL.



RECORD PLANS	
CONTRACTOR:	NICOM COATINGS CORP - BERLIN, VT
RESIDENT ENGINEER:	JOHN SLADYK
CONSTRUCTION BEGAN:	MAY 11, 2009
CONSTRUCTION COMPLETE:	NOVEMBER 2, 2009
RECORD PLANS BY:	JOHN SLADYK & CRAIG PIERCE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY:	RESIDENT ENGINEER
DATE:	5-18-2012
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.	



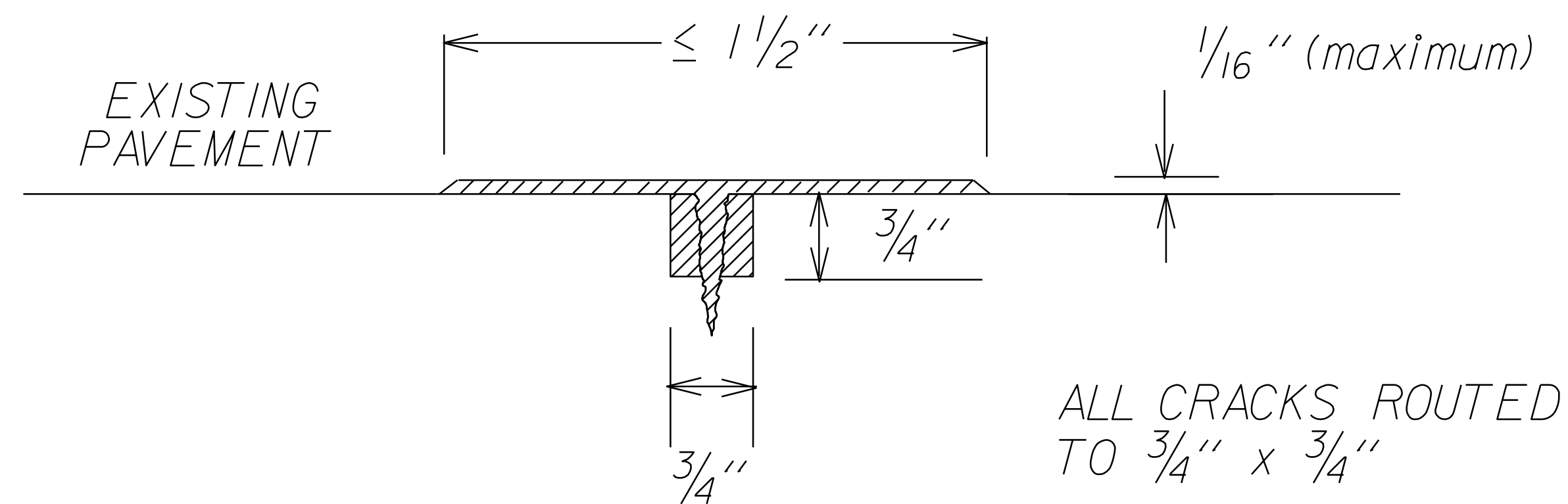
CONVENTIONAL SYMBOLS	
COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	



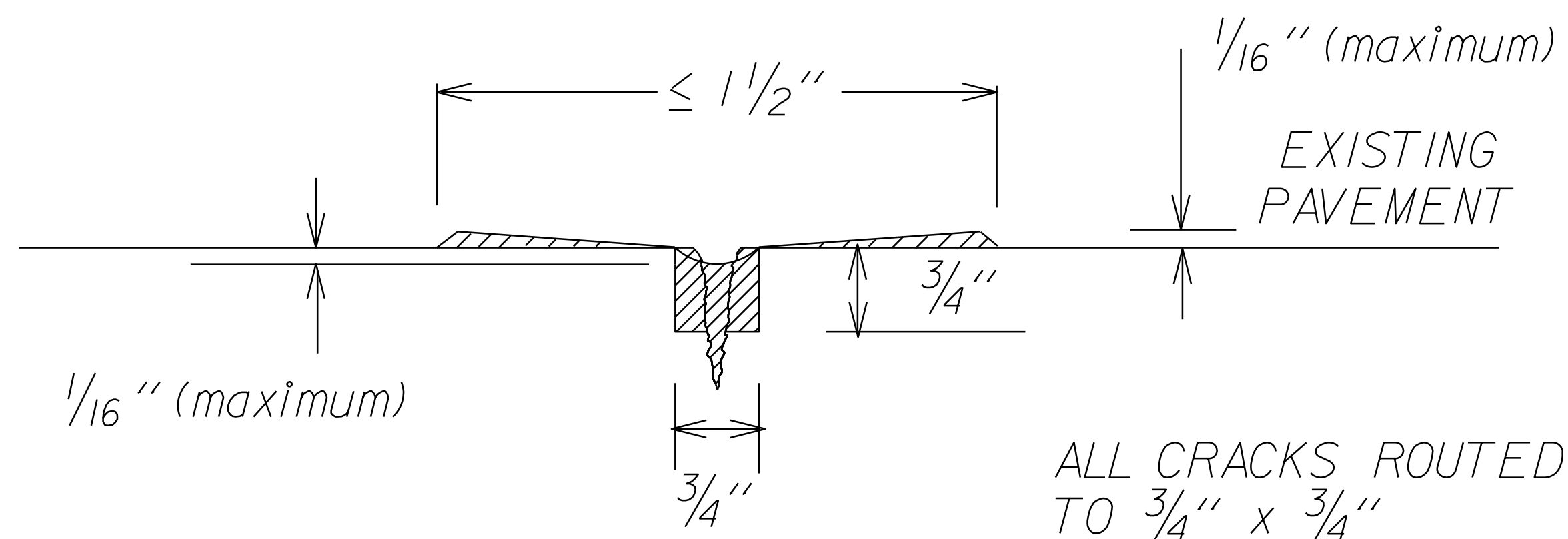
SURVEYED BY : N/A  
 SURVEYED DATE : N/A  
 DATUM  
 VERTICAL : N/A  
 HORIZONTAL : N/A

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.  
 CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

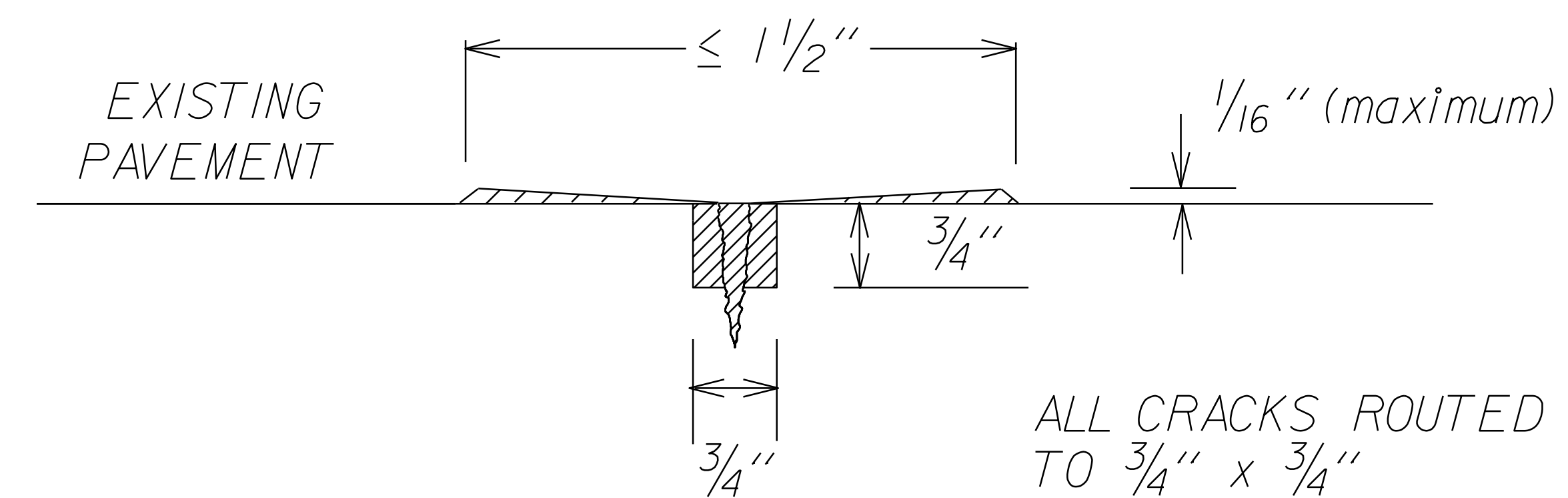
DIRECTOR OF PROGRAM DEVELOPMENT	
APPROVED	DATE 2/24/09
PROJECT MANAGER : DOMEY	
PROJECT NAME : STATEWIDE	
PROJECT NUMBER : STP CRACK (27)	
SHEET 1 OF 6 SHEETS	



MAXIMUM FILL DEPTH



MINIMUM FILL DEPTH



TARGET FLUSH FILL

ALL CRACKS ROUTED TO 3/4" x 3/4"

ALL CRACKS ROUTED TO 3/4" x 3/4"

ALL CRACKS ROUTED TO 3/4" x 3/4"

NOTES

1. A STRIKE OFF FLUSH FILL TECHNIQUE WILL BE USED FOR MATERIAL APPLICATION. STRIKE OFF MAY BE ACCOMPLISHED WITH A SQUEEGEE.
2. ALL CRACKS WILL BE ROUTED TO 3/4" BY 3/4" PRIOR TO SEALING. ROUTED CRACKS SHALL BE SEALED WITHIN THE SAME WORKDAY.
3. CRACKS THAT ARE TO BE ROUTED AND SEALED SHOULD HAVE WIDTHS NO LESS THAN 0.10" AND NO GREATER THAN 3/4". ALL OTHERS TO BE LEFT AS IS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
4. LIMITS OF WORK SHOWN ON PLANS, BEGIN AND END M.M., MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO ACCOUNT FOR CONDITIONS IN THE FIELD.
5. AMBIENT TEMPERATURE RANGE: 40°F TO 104°F REQUIRED FOR APPLICATION OF THE CRACK SEALANT MATERIAL.
6. PAVEMENT TEMPERATURE RANGE: 50°F TO 140°F REQUIRED FOR APPLICATION OF THE CRACK SEALANT MATERIAL.
7. RELATIVE HUMIDITY SHOULD BE LESS THAN 80 PERCENT FOR APPLICATION OF THE CRACK SEALANT MATERIAL.
8. PAVEMENT SURFACE AND CRACKS MUST BE CLEAN AND DRY PRIOR TO APPLICATION.
9. TEMPERATURE OF SEALANT SHALL BE WITHIN THE MANUFACTURER'S SPECIFIED TEMPERATURE RANGE AT APPLICATION.
10. BACKFLUSHING OF HOSE AND APPLICATOR WAND IS NECESSARY ANYTIME THE APPLICATION OF SEALANT HAS BEEN DELAYED FOR A PERIOD GREATER THAN 15 MINUTES.
11. THE DISTANCE BETWEEN APPLICATOR AND SQUEEGEE SHOULD BE LESS THAN 3 FEET, BUT IN NO CASE SHOULD IT BE GREATER THAN 6 FEET.
12. THE TIME DELAY BETWEEN THE HOT AIR LANCE TREATMENT AND THE APPLICATION OF THE SEALANT SHOULD BE LESS THAN TWO MINUTES, BUT IN NO CASE GREATER THAN FIVE MINUTES.
13. THE ACCEPTABLE SEALANT THICKNESS SHALL BE IN THE RANGE OF + 1/16 in ABOVE SURFACE TO - 1/16 in BELOW SURFACE. THICKNESSES ABOVE THE SURFACE GREATER THAN 1/16 in AND RECESSES GREATER THAN 1/16 in BELOW THE SURFACE SHALL REFER TO SECTION 417 - BITUMINOUS CRACK SEALING, SUBSECTION 417.06 PLACING OF SEALER, OF THE STANDARD SPECIFICATIONS.
14. THE MANUFACTURER'S RECOMMENDATIONS ON CURING OF MATERIAL WILL BE SUPPLIED IN ADVANCE OF ACTIVITIES. THE CURE TIMES MAY BE SHORTENED OR EXTENDED TO MEET CONDITION IN THE FIELD AS DIRECTED BY THE ENGINEER.
15. ANY MATERIAL HEATED ABOVE THE MANUFACTURERS RECOMMENDED MAXIMUM WILL NOT BE USED ON PROJECT.
16. ALL CRACKS AT THE ST. ALBANS - HIGHGATE, SPRINGFIELD - WINDSOR, NORWICH - BRADFORD, AND LYNDON - BARTON SITES SHALL NOT BE ROUTED. WORK AT THESE LOCATIONS SHALL BE DONE IN ACCORDANCE WITH SECTION 417 FOR BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD AND SHALL BE HOT AIR LANCED.

NOT TO SCALE

<b>CRACK SEALING TYPICAL</b>	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(27)	
	FILE NAME: p08ki48.dgn	PLOT DATE: 05-SEP-2012 17:00
PROJECT LEADER: DOMEY	DRAWN BY: LOCKE	
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT	
p08ki48+yp.i	SHEET 2 OF 6	



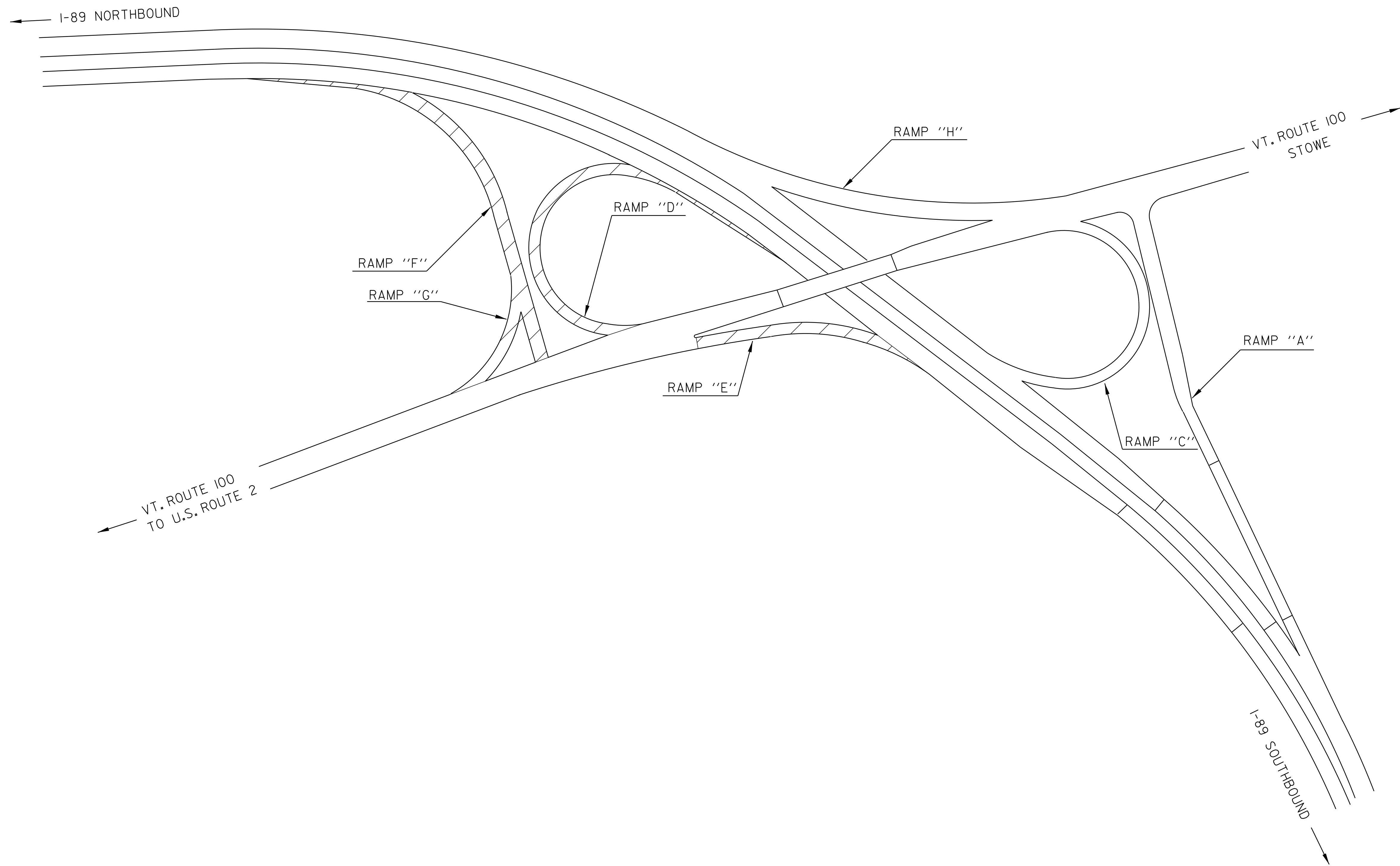


CRACK SEALING TO BE PERFORMED AT THE FOLLOWING LOCATIONS.  
 LOCATION MAY BE ADJUSTED BY THE RESIDENT ENGINEER TO  
 ACCOUNT FOR FIELD CONDITIONS.

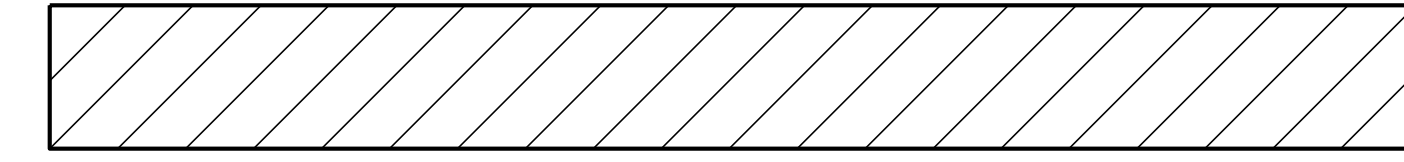
ROAD	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH	LANE LENGTH	DISTRICT	ADT
189 (SB)	WATERBURY	63.595	BOLTON	71.570	7.975	15.950	6	13,550
189 (NB)	BOLTON	69.000	BOLTON	71.455	2.455	5.410	6	13,100
189 (NB)	ST. ALBANS	117.850	HIGHGATE	130.254	12.404	24.808	8	4,600
191 (SB)	SPRINGFIELD	46.600	WINDSOR	57.357	10.757	21.514	2	7,400
191 (SB)	NORWICH	76.436	BRADFORD	98.430	21.994	43.988	4, 7	4,700
191 (NB)	LYNDON	137.149	BARTON	156.050	18.901	37.802	7	3,100
191 (SB)	LYNDON	137.190	BARTON	150.700	13.510	27.020	7	3,100
* US 2	MARSHFIELD	0.372	CABOT	0.076	7.909	16.318	6	4,900
** US 2	DANVILLE	3.100	DANVILLE	4.050	0.950	2.200	7	6,700
*** US 2	DANVILLE	4.761	ST. JOHNSBURY	2.690	8.863	22.340	7	7,500
US 7	MILTON	0.094	GEORGIA	0.899	8.635	17.270	8	9,020
VT 17	FAYSTON	4.492	WAITSFIELD	0.057	1.389	2.778	6	4,200
VT 100	WILMINGTON	7.299	WARDSBORO	0.065	7.009	14.018	1	4,850
VT 100	WAITSFIELD	4.145	MORETOWN	0.472	3.907	7.814	6	6,300
VT 100	MORETOWN	0.472	MORETOWN	1.231	6.981	13.962	6	5,600
VT III	MORGAN	0.962	MORGAN	6.200	5.238	10.476	9	1,160
VT III	MORGAN	6.200	BRIGHTON	0.137	5.024	10.048	9	830
TOTAL (MILES)					143.901	293.716		

- \* INCLUDES CLIMBING LANE
- \*\* INCLUDES CLIMBING LANE
- \*\*\* INCLUDES DIVIDED HIGHWAY, 4 LANE & CLIMBING LANES

<b>CRACK SEALING LOCATION DETAIL</b>	PROJECT NAME: STATEWIDE	PLOT DATE: 05-SEP-2012 17:00
	PROJECT NUMBER: STP CRAK(27)	DRAWN BY: LOCKE
	FILE NAME: p08k148.dgn	CHECKED BY: PAVT MGMT
	DESIGNED BY: LOCKE	SHEET 5 OF 6



RAMPS REQUIRING CRACK SEALING



**WATERBURY INTERCHANGE # 10**  
**I-89**

NOT TO SCALE

<b>WATERBURY INTERCHANGE DETAIL</b>	PROJECT NAME: STATEWIDE	PLOT DATE: 05-SEP-2012 17:00
	PROJECT NUMBER: STP CRAK(27)	DRAWN BY: LOCKE
	FILE NAME: p08ki48.dgn	CHECKED BY: PAVT MGMT
	DESIGNED BY: LOCKE	SHEET 6 OF 6
	p08ki48int1.i	