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STANDARDS

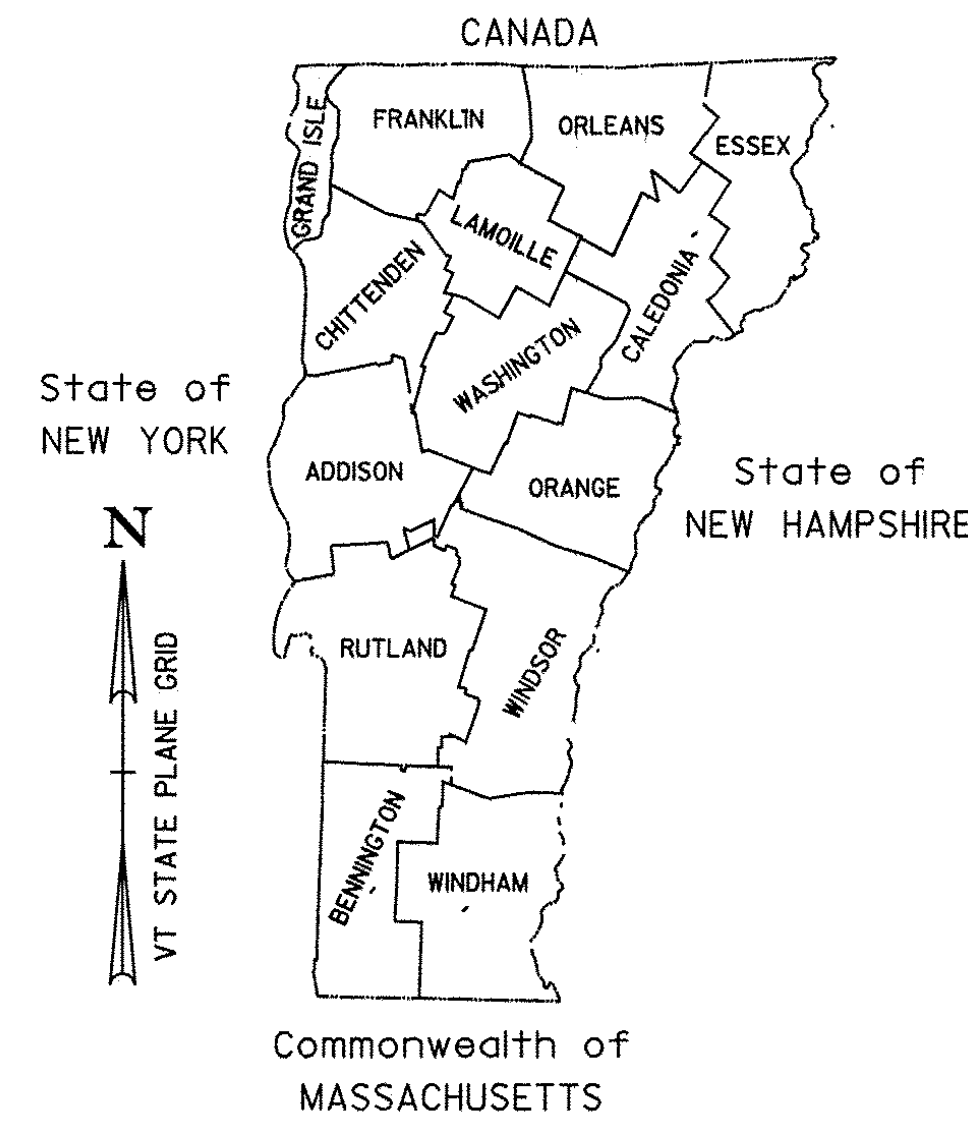
E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
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STATE OF VERMONT AGENCY OF TRANSPORTATION

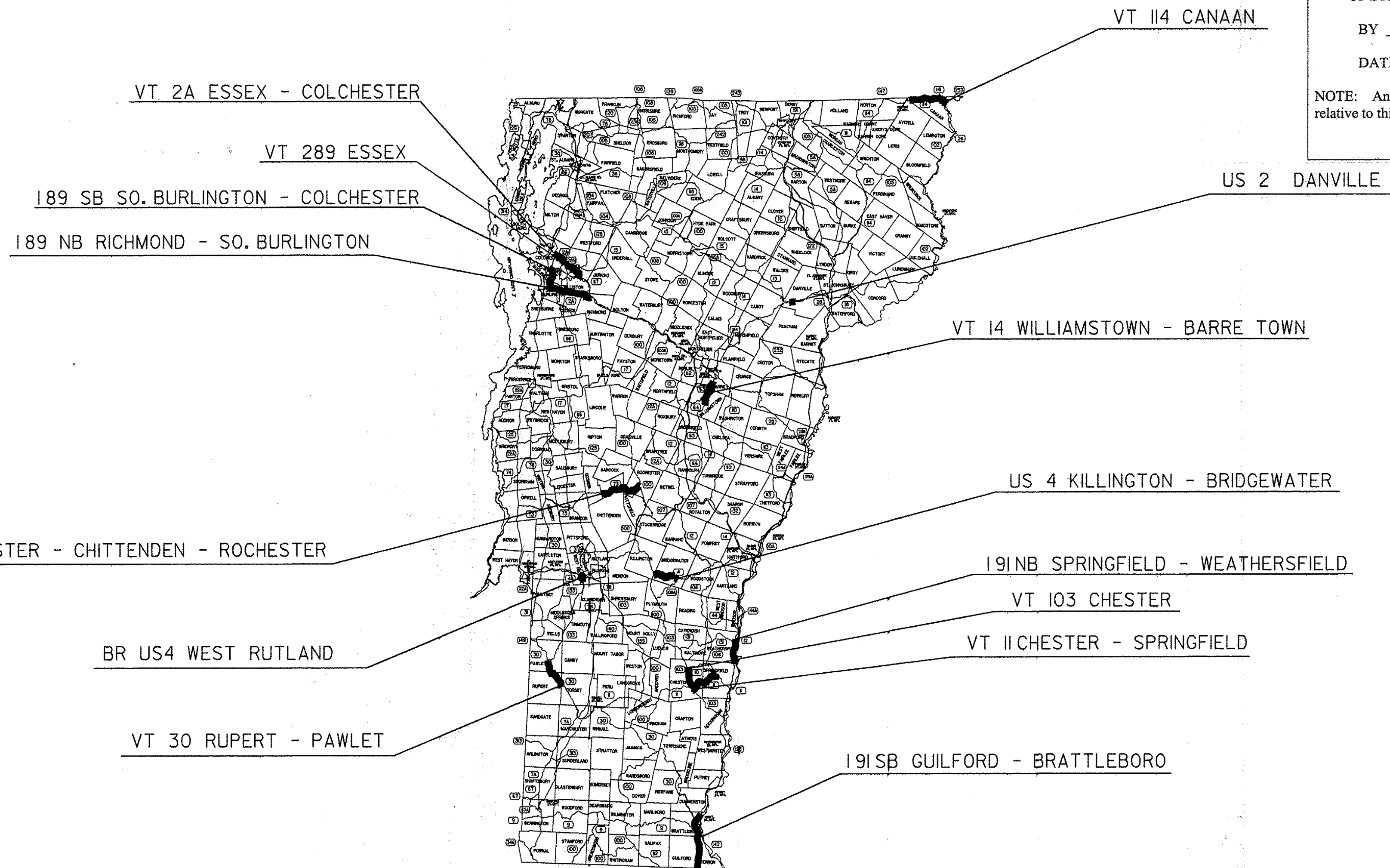


PROPOSED IMPROVEMENT STATEWIDE CRACK SEALING

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.

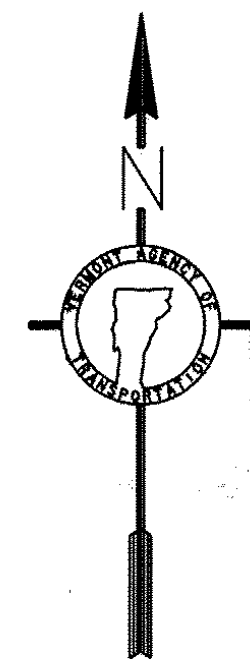


RECORD PLANS	
CONTRACTOR:	ANNSEAL, INC. - BIBLE SCHOOL PARK, NY
RESIDENT ENGINEER:	AL JONES
CONSTRUCTION BEGAN:	JUNE 21, 2010
CONSTRUCTION COMPLETE:	AUGUST 9, 2010
RECORD PLANS BY:	AL JONES & AMOS KEMPTON
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY <u>Al Jones</u>	RESIDENT ENGINEER
DATE <u>7/29/11</u>	
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.	

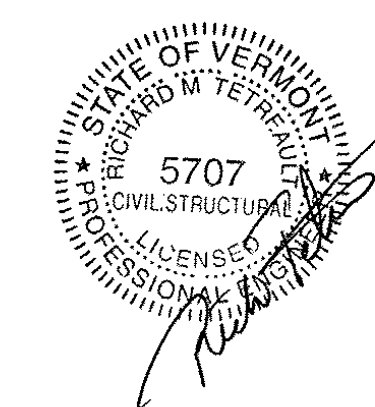


CONVENTIONAL SYMBOLS

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	

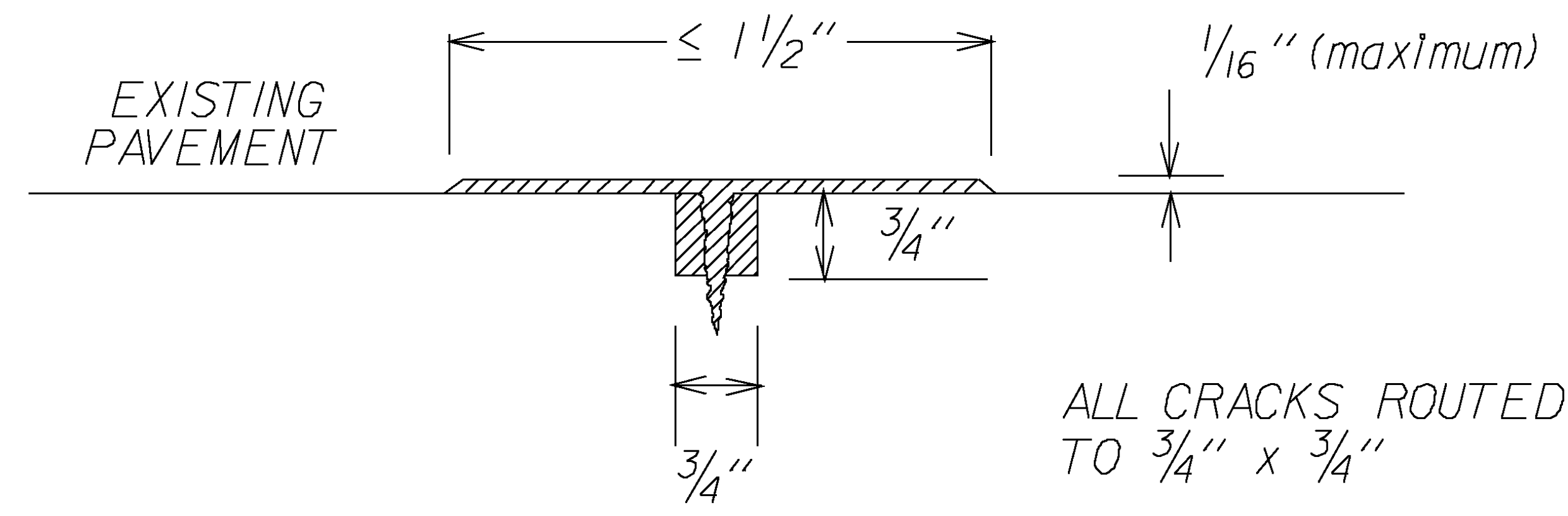


SURVEYED BY : N/A
 SURVEYED DATE : N/A
 DATUM
 VERTICAL N/A
 HORIZONTAL N/A

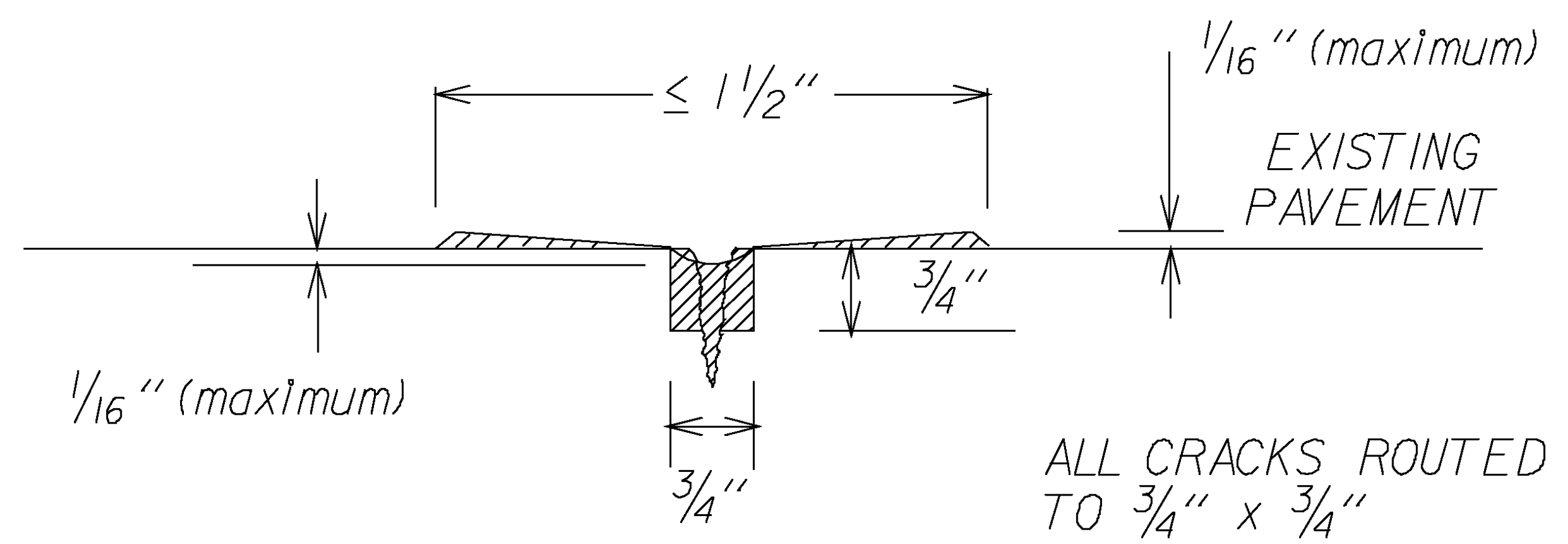


THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
 CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL 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.

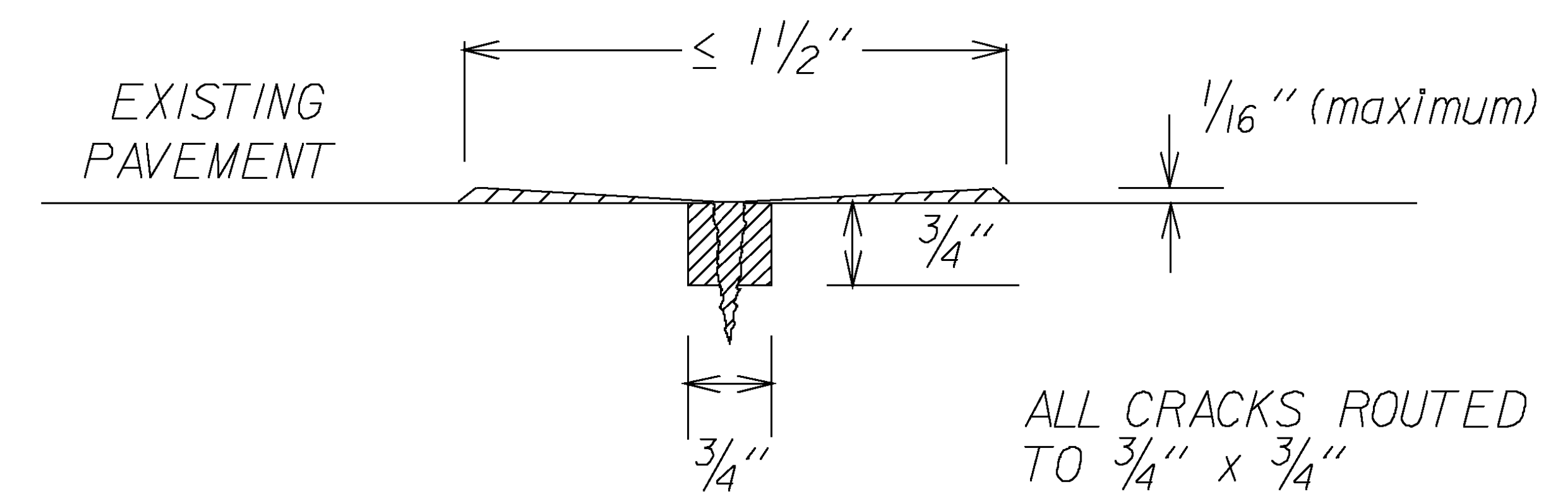
DIRECTOR OF PROGRAM DEVELOPMENT	
APPROVED <u>Red Jones</u>	DATE <u>2-25-10</u>
PROJECT MANAGER : MIKE FOWLER	
PROJECT NAME : STATEWIDE	
PROJECT NUMBER : STP CRAK (28)	
SHEET 1 OF 14 SHEETS	



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 SHALL BE USED FOR MATERIAL APPLICATION. STRIKE OFF MAY BE ACCOMPLISHED WITH A SHOE.
2. ALL CRACKS SHALL 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 ANY TIME 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 2 MINUTES, BUT IN NO CASE GREATER THAN 5 MINUTES.
13. THE ACCEPTABLE SEALANT THICKNESS SHALL BE IN THE RANGE OF + 1/16" ABOVE SURFACE TO - 1/16" BELOW SURFACE. THICKNESSES ABOVE THE SURFACE GREATER THAN 1/16" AND RECESSES GREATER THAN 1/16" 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 SHALL BE SUPPLIED IN ADVANCE OF ACTIVITIES. THE CURE TIMES MAY BE SHORTENED OR EXTENDED TO MEET CONDITIONS IN THE FIELD AS DIRECTED BY THE ENGINEER.
15. ANY MATERIAL HEATED ABOVE THE MANUFACTURER'S RECOMMENDED MAXIMUM WILL NOT BE USED ON PROJECT.
16. FLAGGER SIGNS SHALL BE REMOVED IF FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES. FLAGGER SIGNS SHOULD NOT BE MORE THAN 1000 FEET FROM THE FLAGGER STATION.
17. WHERE CONFLICTS EXIST, THE 2009 MUTCD GOVERNS OVER THE E-STANDARDS.

NOT TO SCALE

CRACK SEALING TYPICAL	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(28)	
	FILE NAME: p09k336.dgn	PLOT DATE: 26-FEB-2010
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	p09k336+typ.i	SHEET 2 OF 14

VT 114 CANAAN

VT 2A ESSEX - COLCHESTER

VT 289 ESSEX

189 SB SO. BURLINGTON - COLCHESTER

189 NB RICHMOND - SO. BURLINGTON

US 2 DANVILLE

VT 14 WILLIAMSTOWN - BARRE TOWN

US 4 KILLINGTON - BRIDGEWATER

VT 73 ROCHESTER - CHITTENDEN - ROCHESTER

191NB SPRINGFIELD - WEATHERSFIELD

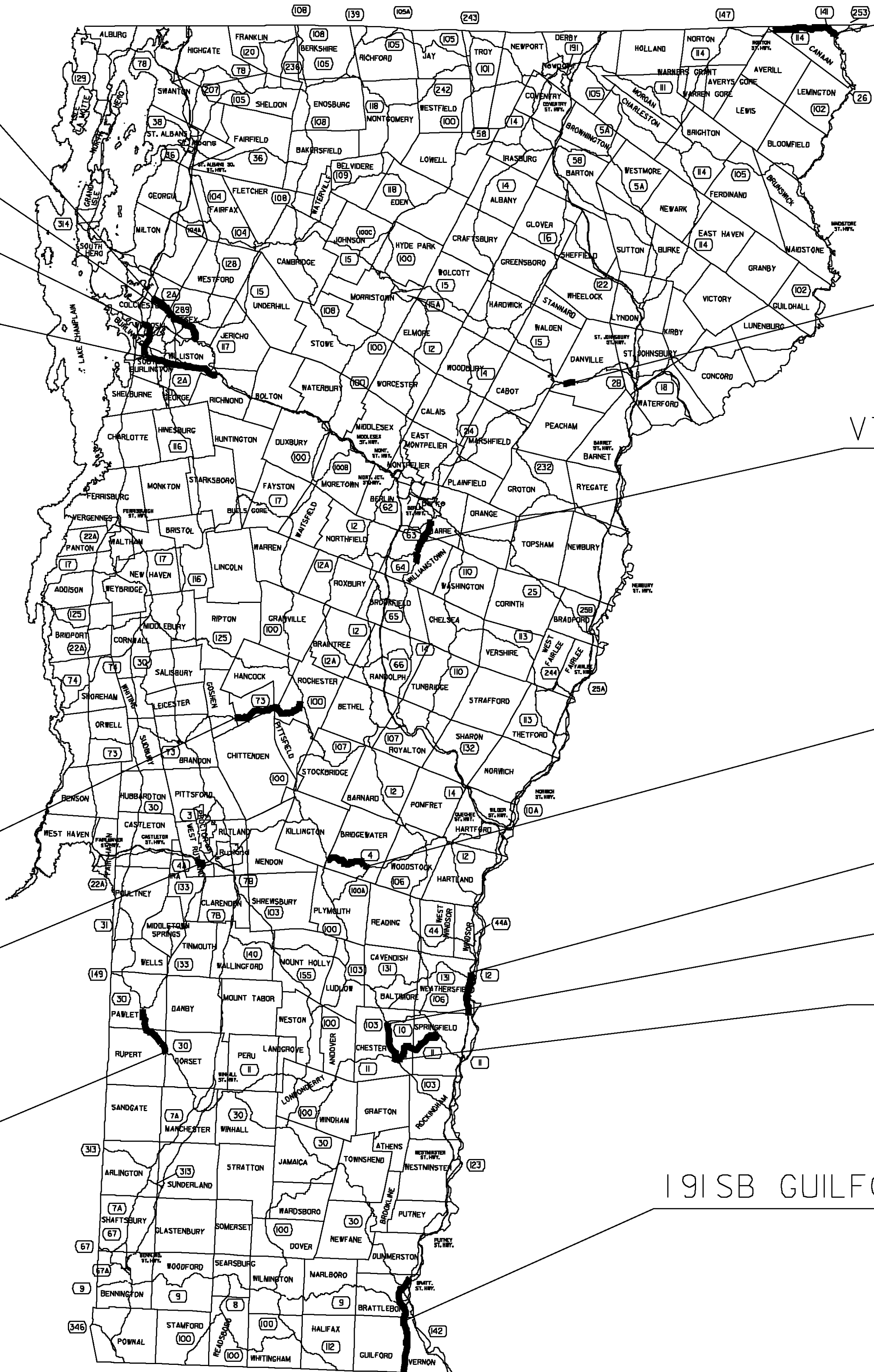
VT 103 CHESTER

BR US4 WEST RUTLAND

VT 11 CHESTER - SPRINGFIELD

VT 30 RUPERT - PAWLET

191SB GUILFORD - BRATTLEBORO



**LOCATION
LAYOUT**

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	STP CRAK(28)
FILE NAME:	p09k336.dgn
PROJECT LEADER:	FOWLER
DESIGNED BY:	LOCKE
p09k336I01.I	
PLOT DATE:	26-FEB-2010
DRAWN BY:	LOCKE
CHECKED BY:	PAVT MGMT
SHEET	4 OF 14

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

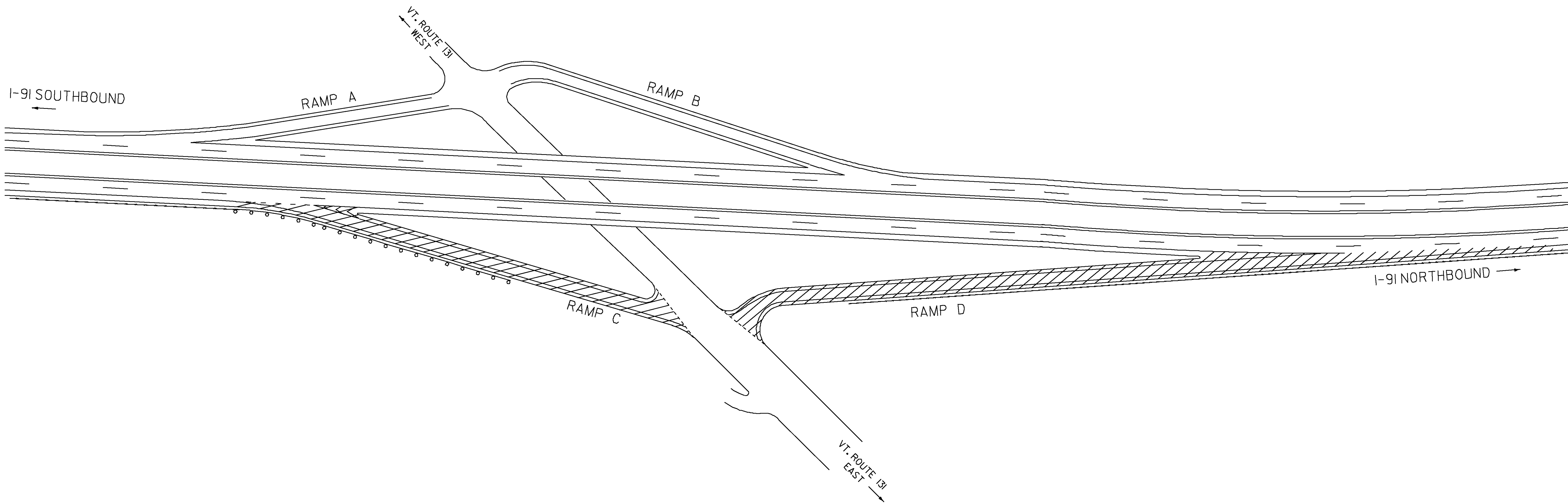
ROAD	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH	LANE LENGTH	DISTRICT	ADT
I 91 (NB)	SPRINGFIELD	44.900	WEATHERSFIELD	52.000	7.100	14.200	2	7,500
I 89 (SB)	SO. BURLINGTON	87.770	COLCHESTER	91.880	4.110	8.220	5	21,750
I 89 (NB)	RICHMOND	78.990	SO. BURLINGTON	87.390	8.400	16.800	5	16,900
I 91 (SB)	GUILFORD	0.000	BRATTLEBORO	11.920	11.920	23.840	2	10,550
US 2	DANVILLE	1.786	DANVILLE	3.100	1.314	2.628	7	6,700
US 4	KILLINGTON	7.600	BRIDGEWATER	6.023	6.918	13.836	3, 4	6,600
* BRUS 4	WEST RUTLAND	0.000	WEST RUTLAND	0.425	0.850	3.400	3	15,000
** BRUS 4	WEST RUTLAND	0.425	WEST RUTLAND	0.600	0.175	0.700	3	
*** BRUS 4	WEST RUTLAND	0.000	WEST RUTLAND	0.195	0.195	0.195	3	
VT 73	ROCHESTER	0.000	ROCHESTER	8.782	8.924	17.848	4	1,025
VT 30	RUPERT	0.000	PAWLET	2.399	6.243	12.486	1	3,400
**** VT 103	CHESTER	4.270	CHESTER	7.040	2.770	5.540	2	5,000
VT 11	CHESTER	5.222	SPRINGFIELD	3.528	6.643	13.286	2	6,500
VT 14	WILLIAMSTOWN	3.800	BARRE TOWN	1.712	4.742	9.484	6	5,750
***** VT 289	ESSEX	7.860	ESSEX	11.800	3.940	7.880	5	9,300
***** VT 289	ESSEX	-	ESSEX	-	-	1.100	5	
VT 114	CANAAN	1.500	CANAAN	5.400	3.900	7.800	9	1,550
VT 2A	ESSEX	2.800	COLCHESTER	2.242	2.942	5.884	5	10,000
TOTAL (MILES)					81.086	165.127		

- * 4 LANE DIVIDED
- ** 4 LANE UNDIVIDED
- *** JUG HANDLE
- **** CRACK SEALED BEFORE
- ***** INCLUDE RAMPS
- ***** PASSING LANE

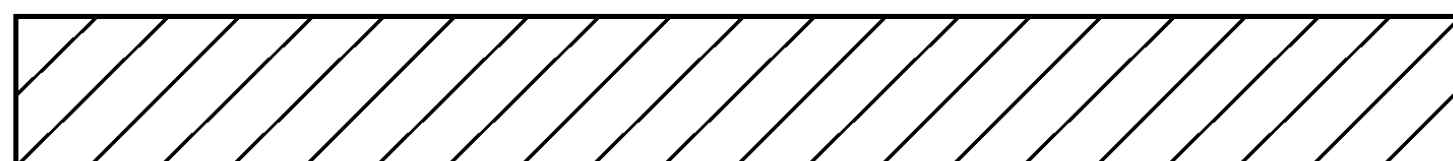
3669 I-89 SB SOUTH BURLINGTON NOT SEALED

500 GUILFORD SB PARKING AREA NOT SEALED - NO CRACKS

CRACK SEALING LOCATION DETAIL	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(28)	
	FILE NAME: p09k336.dgn	PLOT DATE: 26-FEB-2010
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	p09k336det.l	SHEET 5 OF 14



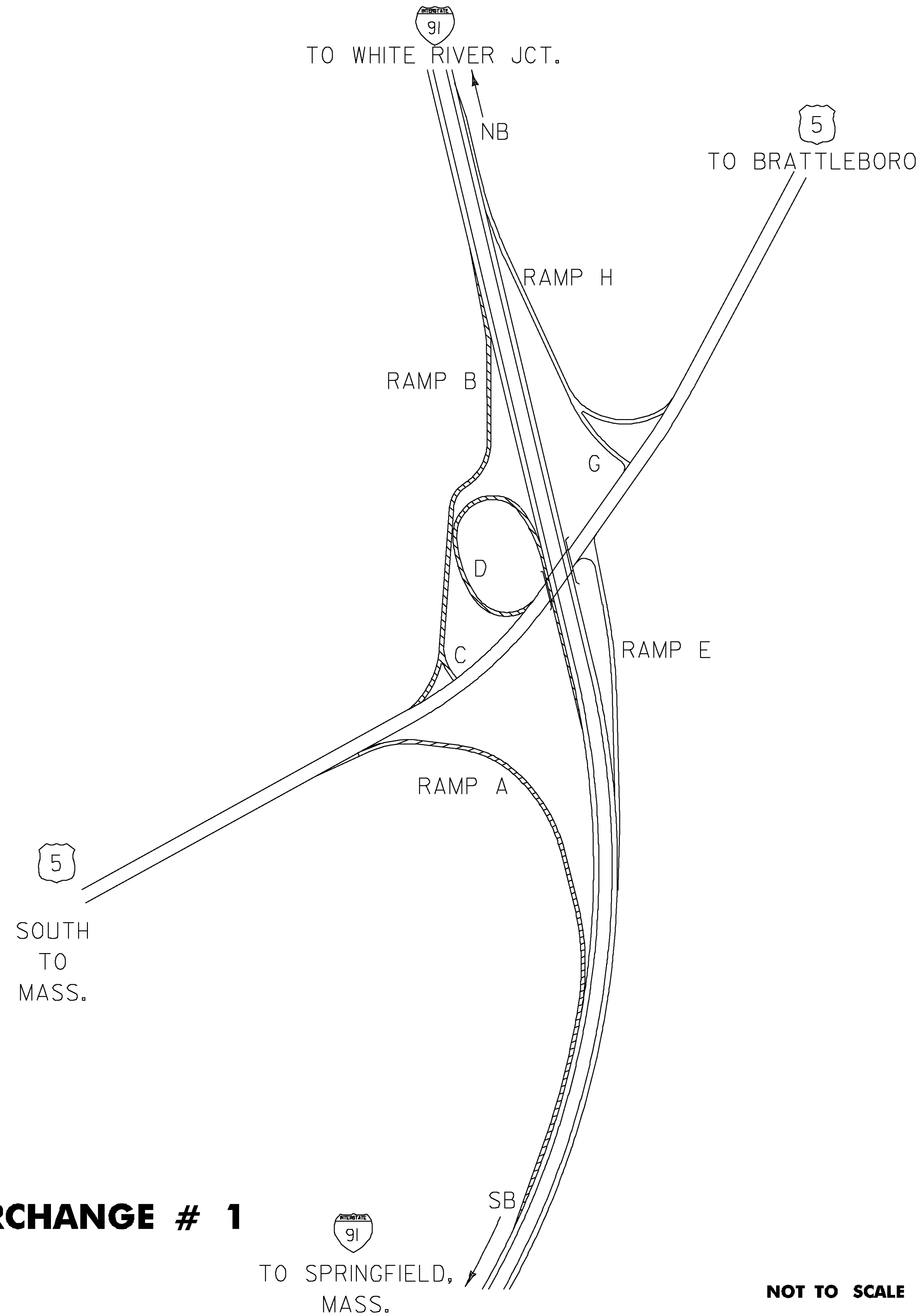
RAMPS REQUIRING CRACK SEALING



ASCUTNEY INTERCHANGE #8
I-91

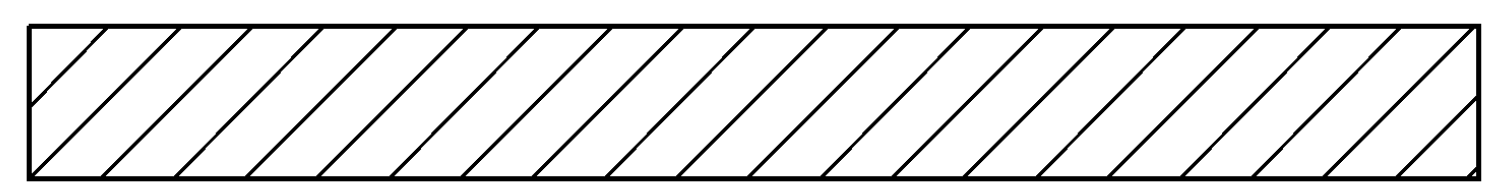
NOT TO SCALE

INTERCHANGE DETAIL SHEET # 1	PROJECT NAME: STATEWIDE	PLOT DATE: 26-FEB-2010
	PROJECT NUMBER: STP CRAK(28)	DRAWN BY: LOCKE
	FILE NAME: p09k336.dgn PROJECT LEADER: FOWLER DESIGNED BY: LOCKE p09k336Int1.l	CHECKED BY: PAVT MGMT SHEET 6 OF 14



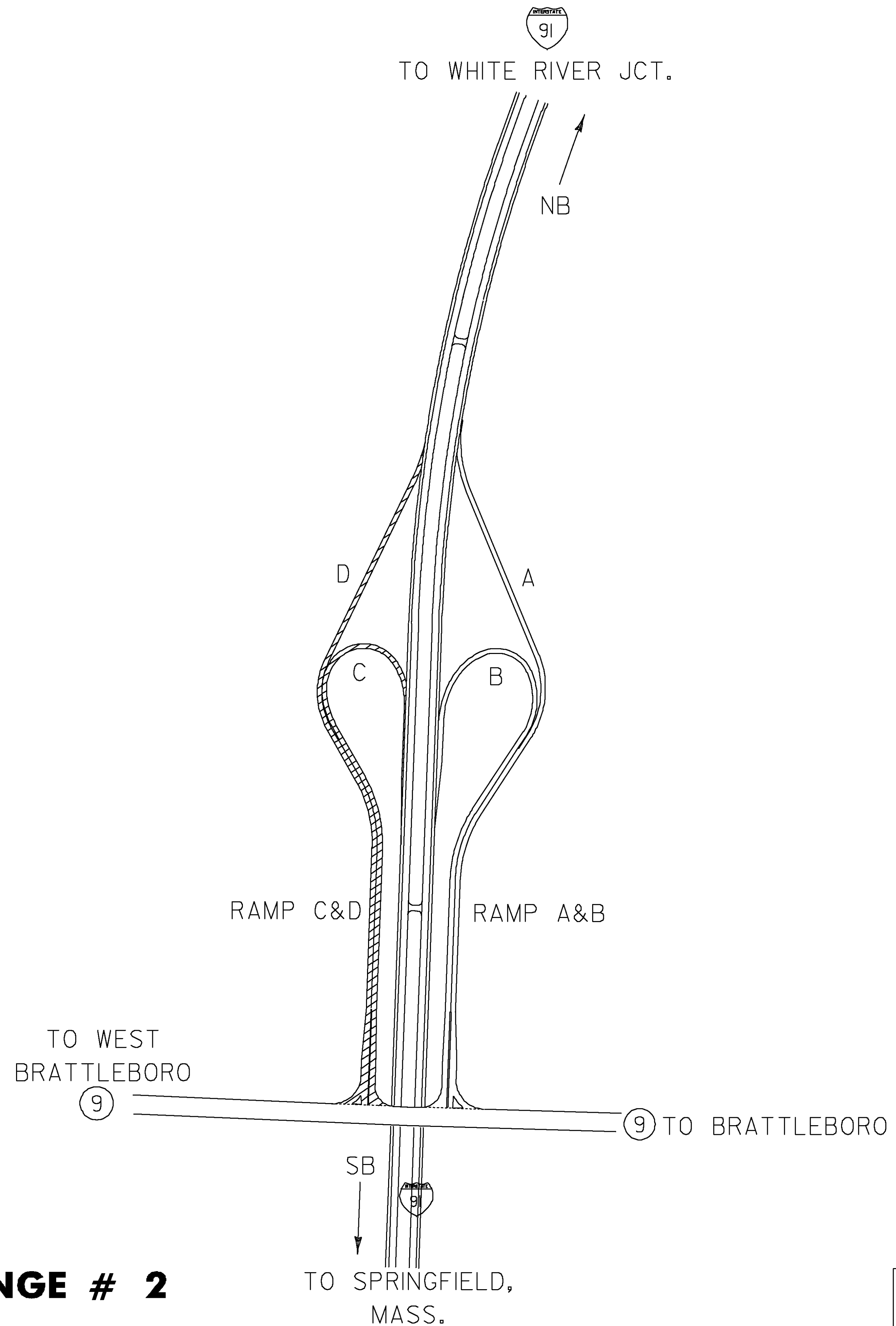
BRATTLEBORO INTERCHANGE # 1
I-91

RAMPS REQUIRING CRACK SEALING

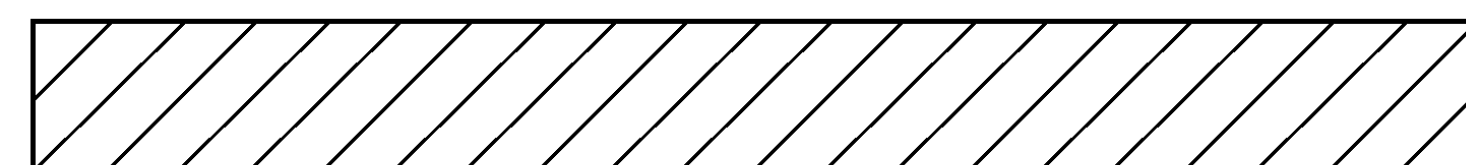


INTERCHANGE DETAIL SHEET # 2	PROJECT NAME: STATEWIDE	PLOT DATE: 26-FEB-2010
	PROJECT NUMBER: STP CRAK(28)	DRAWN BY: LOCKE
	FILE NAME: p089k336.dgn	CHECKED BY: PAVT MGMT
	PROJECT LEADER: FOWLER	SHEET 7 OF 14
	DESIGNED BY: LOCKE	
	TO SPRINGFIELD, MASS.	

NOT TO SCALE



RAMPS REQUIRING CRACK SEALING



BRATTLEBORO INTERCHANGE # 2
I-91

NOT TO SCALE

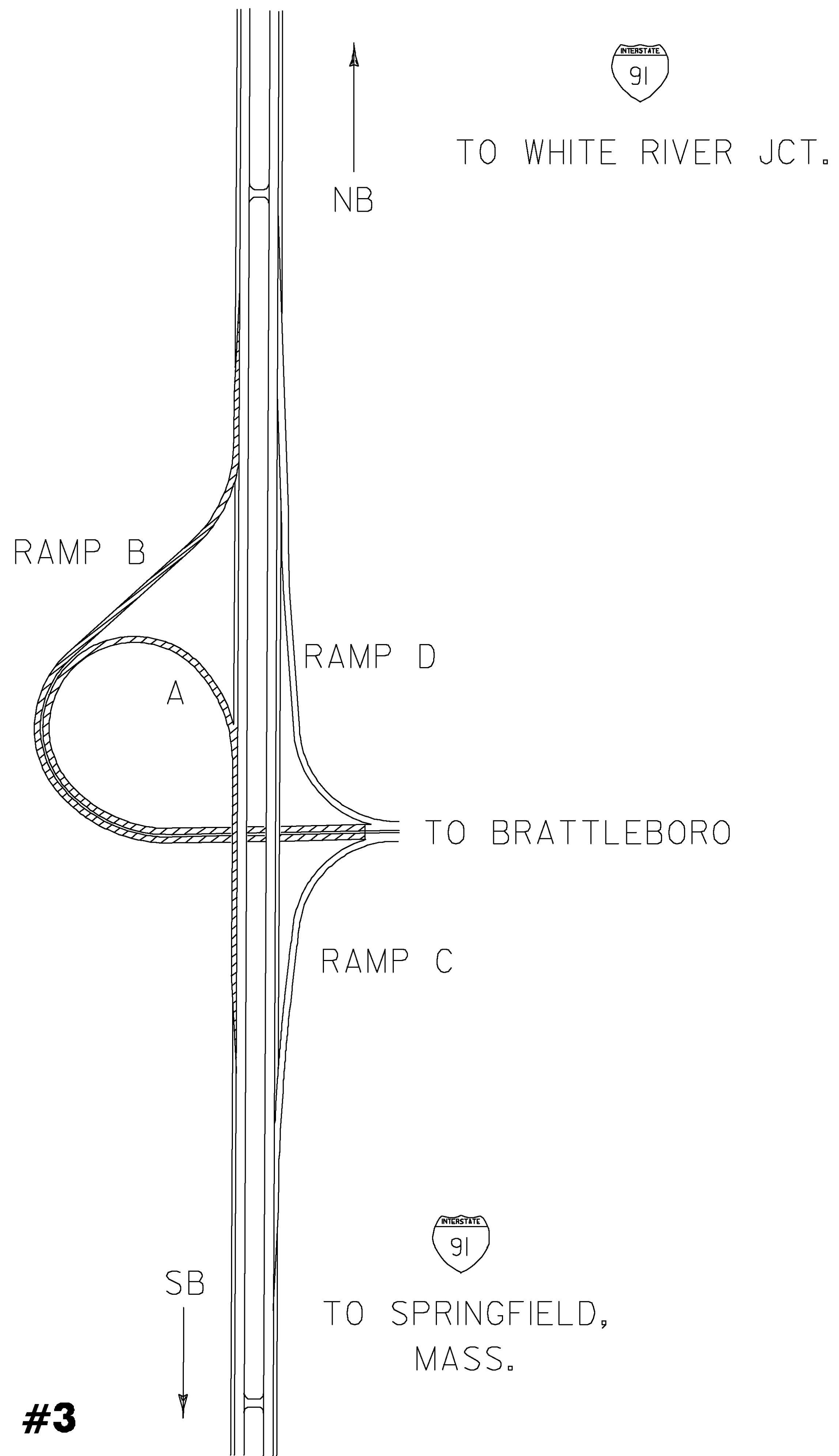
INTERCHANGE
DETAIL
SHEET # 3

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(28)

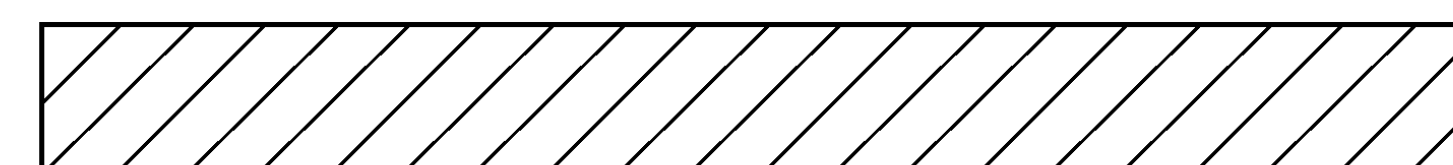
FILE NAME: p09k336.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p09k336Int3.1

PLOT DATE: 26-FEB-2010
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 8 OF 14

BRATTLEBORO INTERCHANGE #3
I-91



RAMPS REQUIRING CRACK SEALING



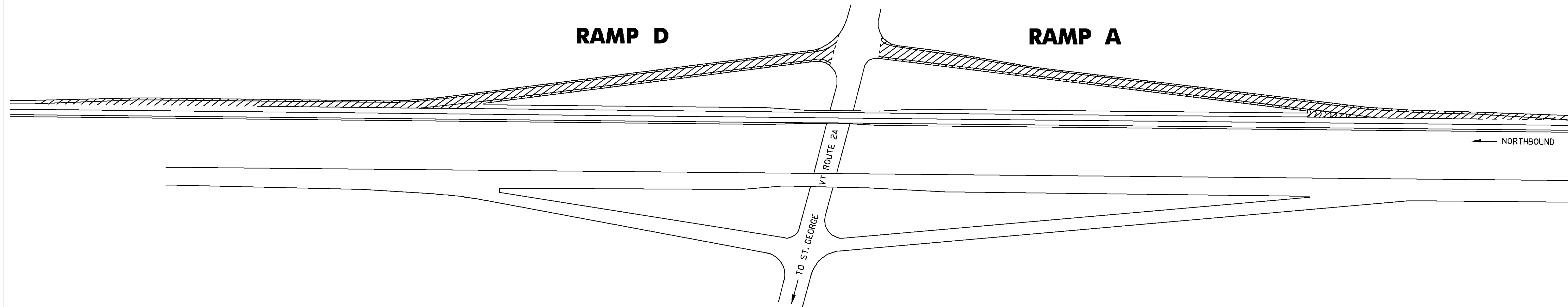
NOT TO SCALE

INTERCHANGE
DETAIL
SHEET # 4

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(28)

FILE NAME: p09k336.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 p09k336Int4.1

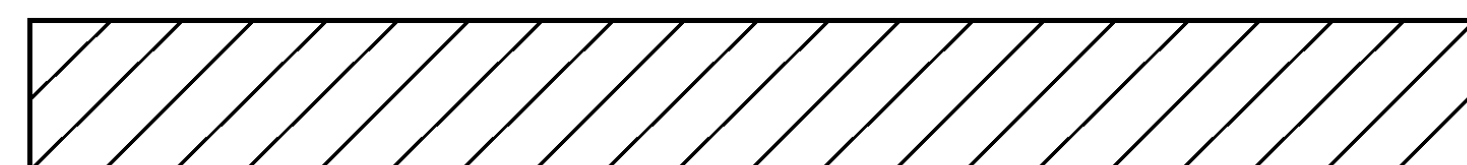
PLOT DATE: 26-FEB-2010
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 9 OF 14



WILLISTON INTERCHANGE #12
I-89

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

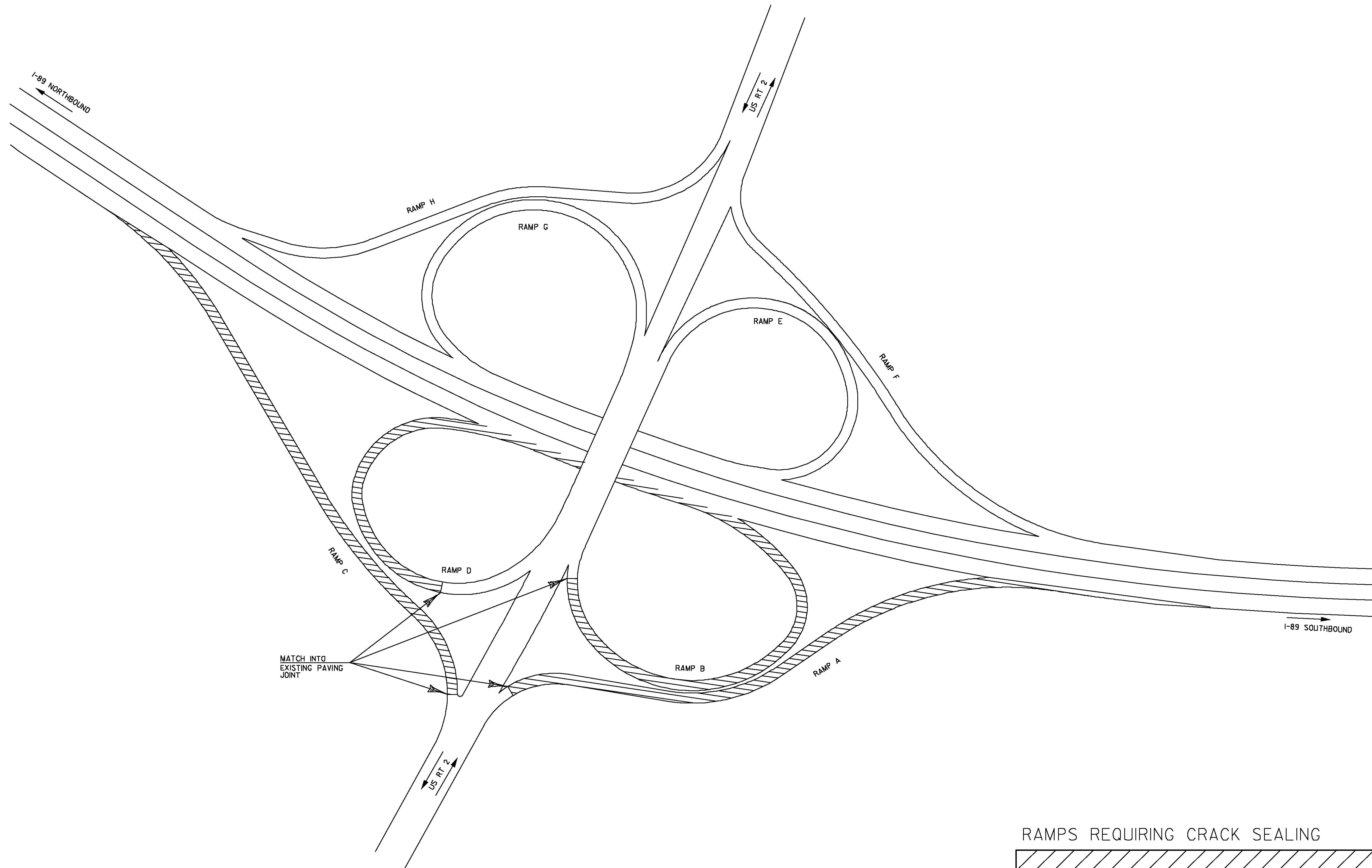


INTERCHANGE
DETAIL
SHEET # 5

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(28)

FILE NAME: p09k336.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
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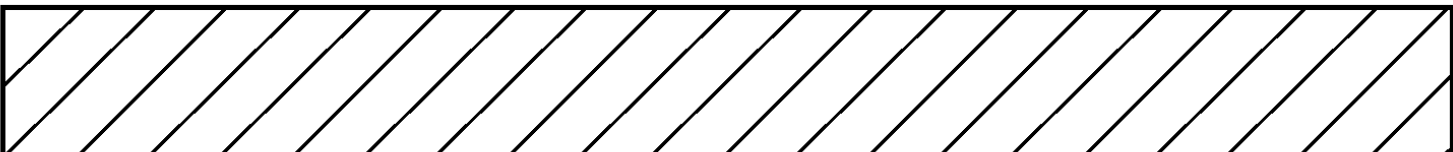
PLOT DATE: 26-FEB-2010
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 10 OF 14



BURLINGTON INTERCHANGE #14
I-89

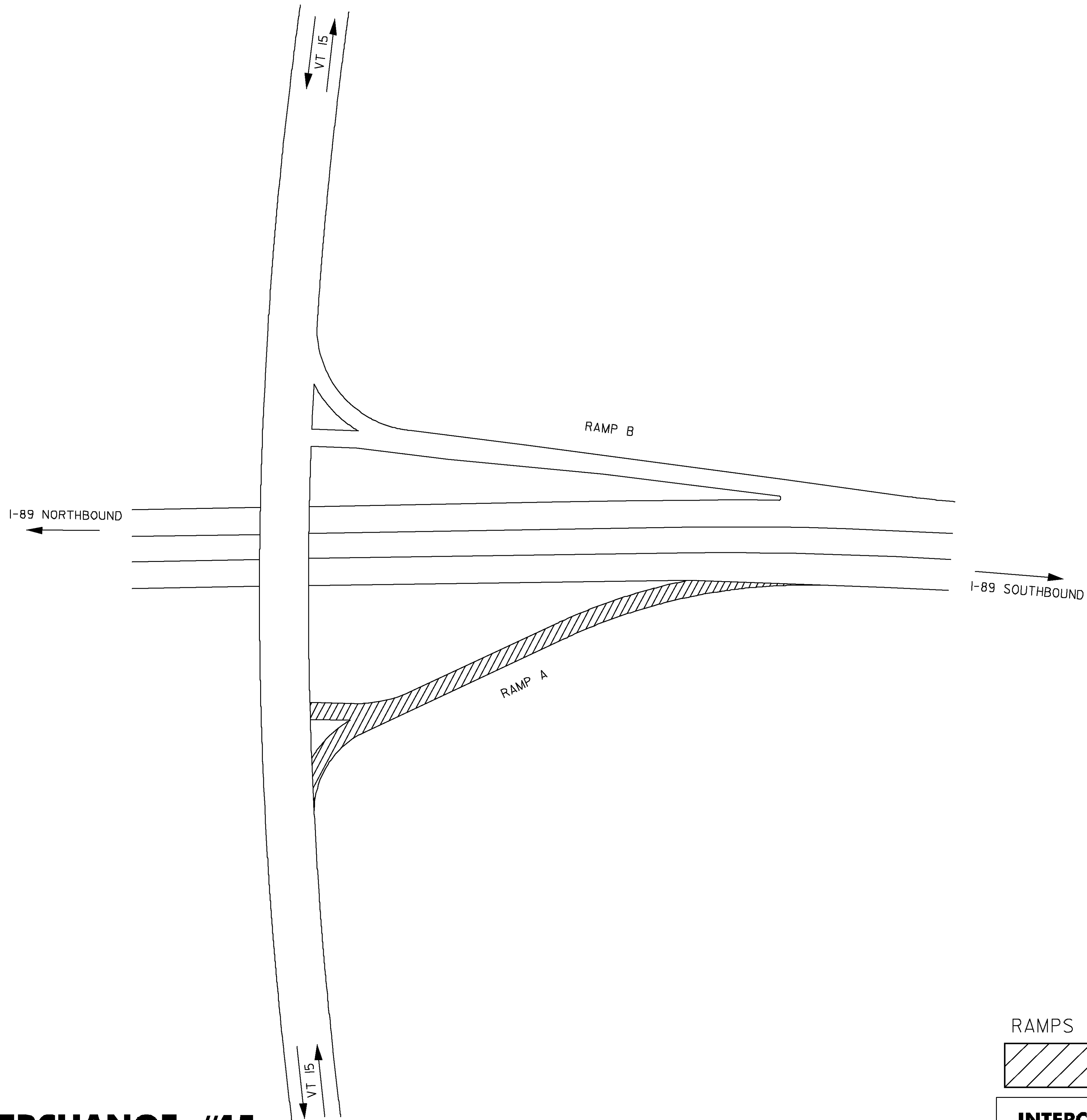
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RAMPS REQUIRING CRACK SEALING

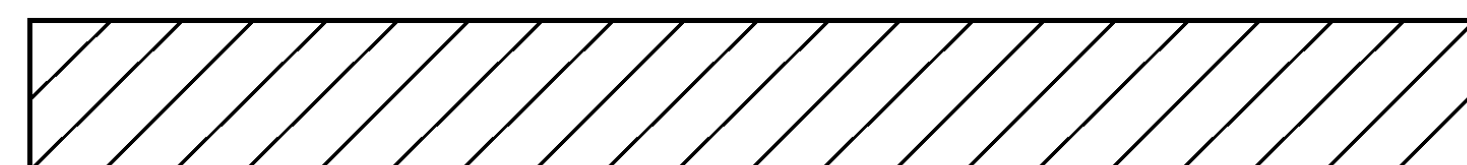


INTERCHANGE DETAIL SHEET # 6	PROJECT NAME: STATEWIDE	PLOT DATE: 26-FEB-2010
	PROJECT NUMBER: STP CRAK(28)	DRAWN BY: LOCKE
	FILE NAME: p09k336.dgn PROJECT LEADER: FOWLER DESIGNED BY: LOCKE p09k336Int6.1	CHECKED BY: PAVT MGMT SHEET II OF 14

WINOOSKI INTERCHANGE #15
I-89



RAMPS REQUIRING CRACK SEALING



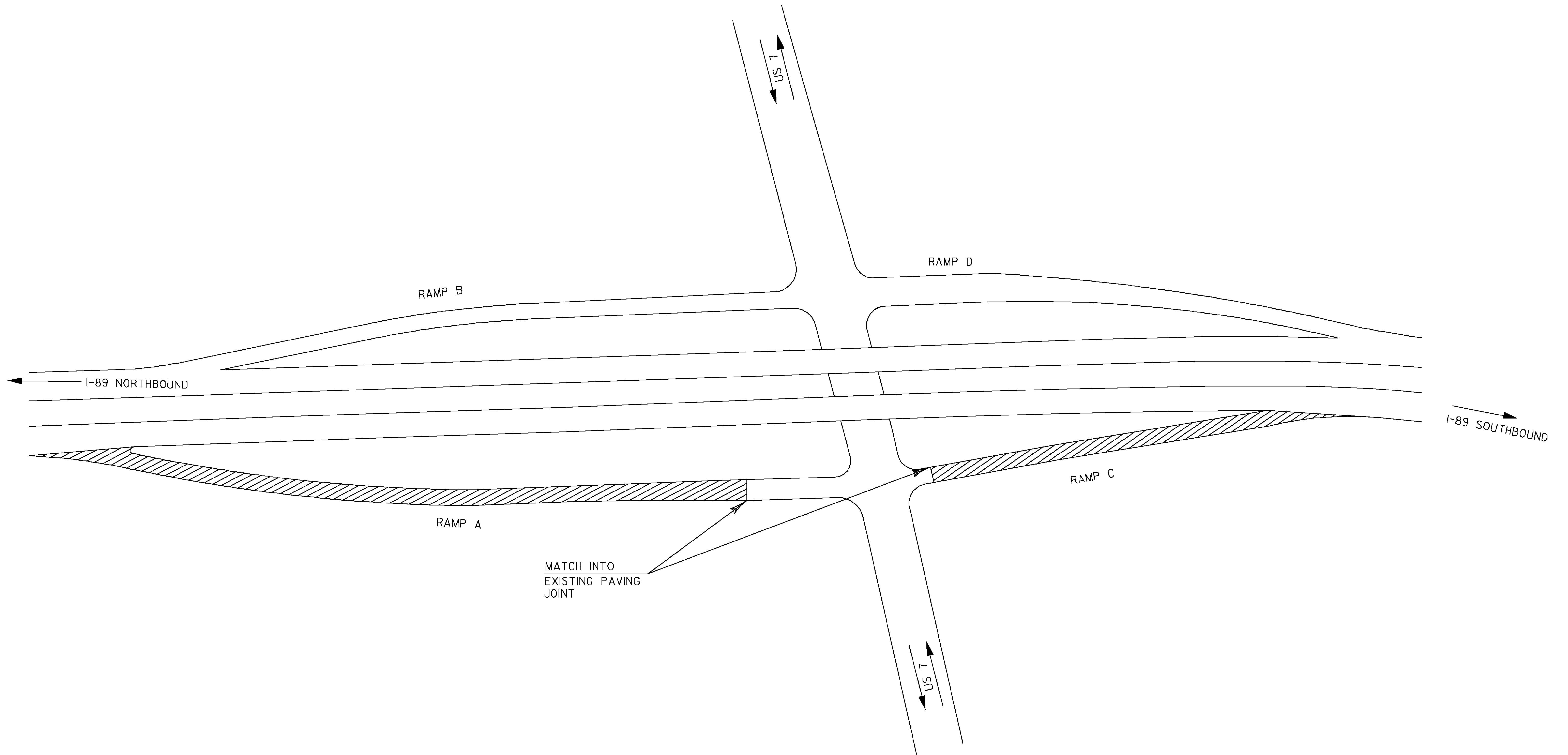
NOT TO SCALE

**INTERCHANGE
 DETAIL
 SHEET # 7**

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(28)

FILE NAME: p09k336.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 p09k336Int+7.1

PLOT DATE: 26-FEB-2010
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 12 OF 14

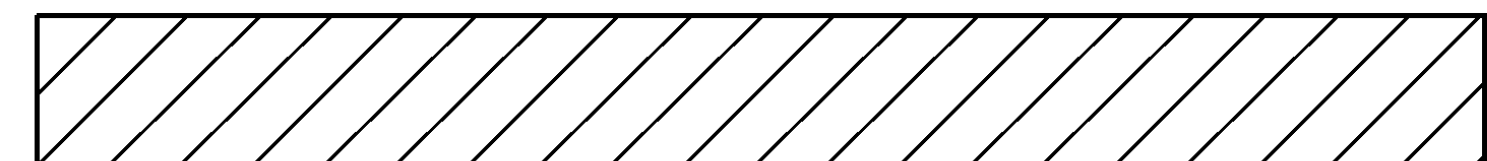


WINOOSKI NORTH INTERCHANGE # 16

I-89

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

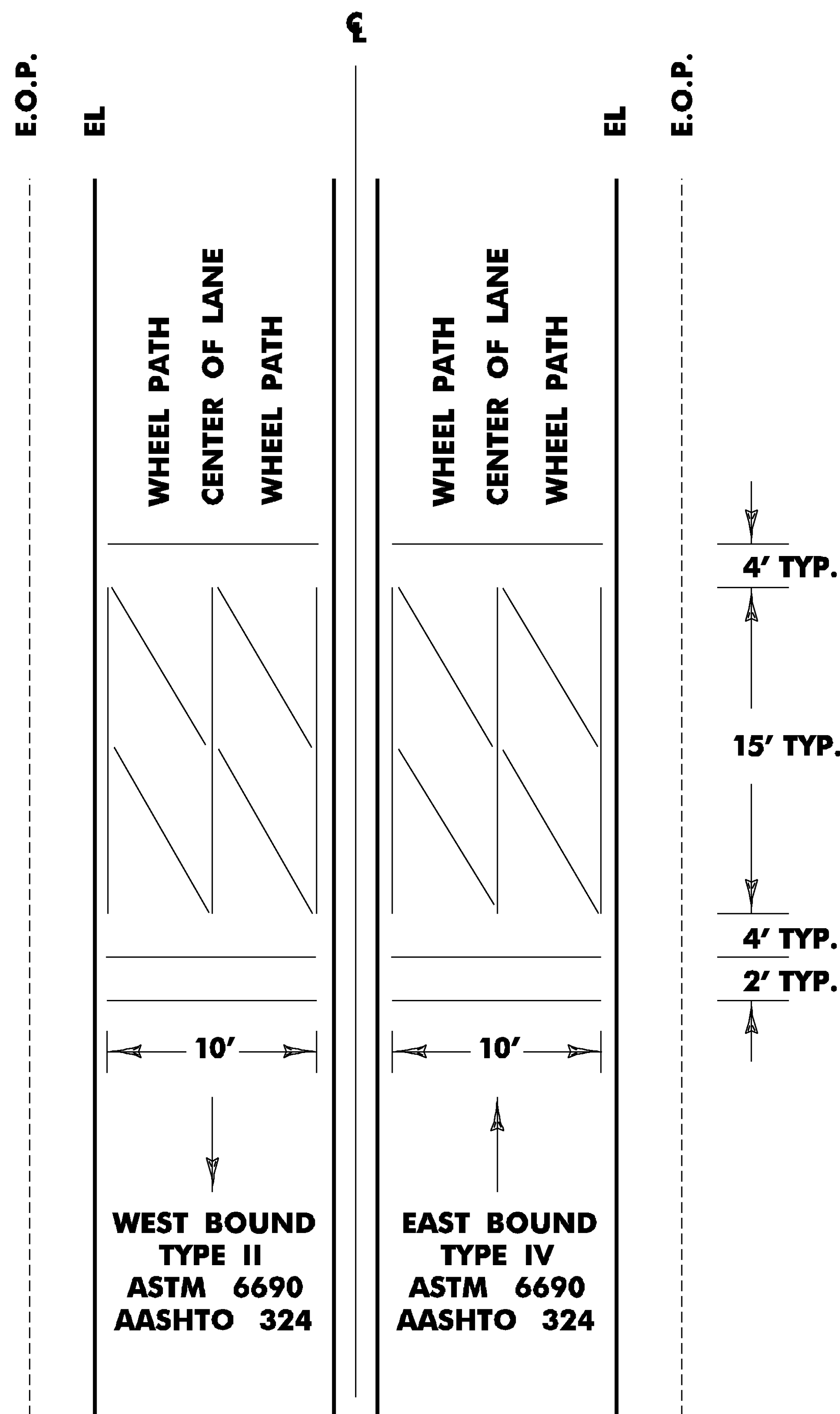
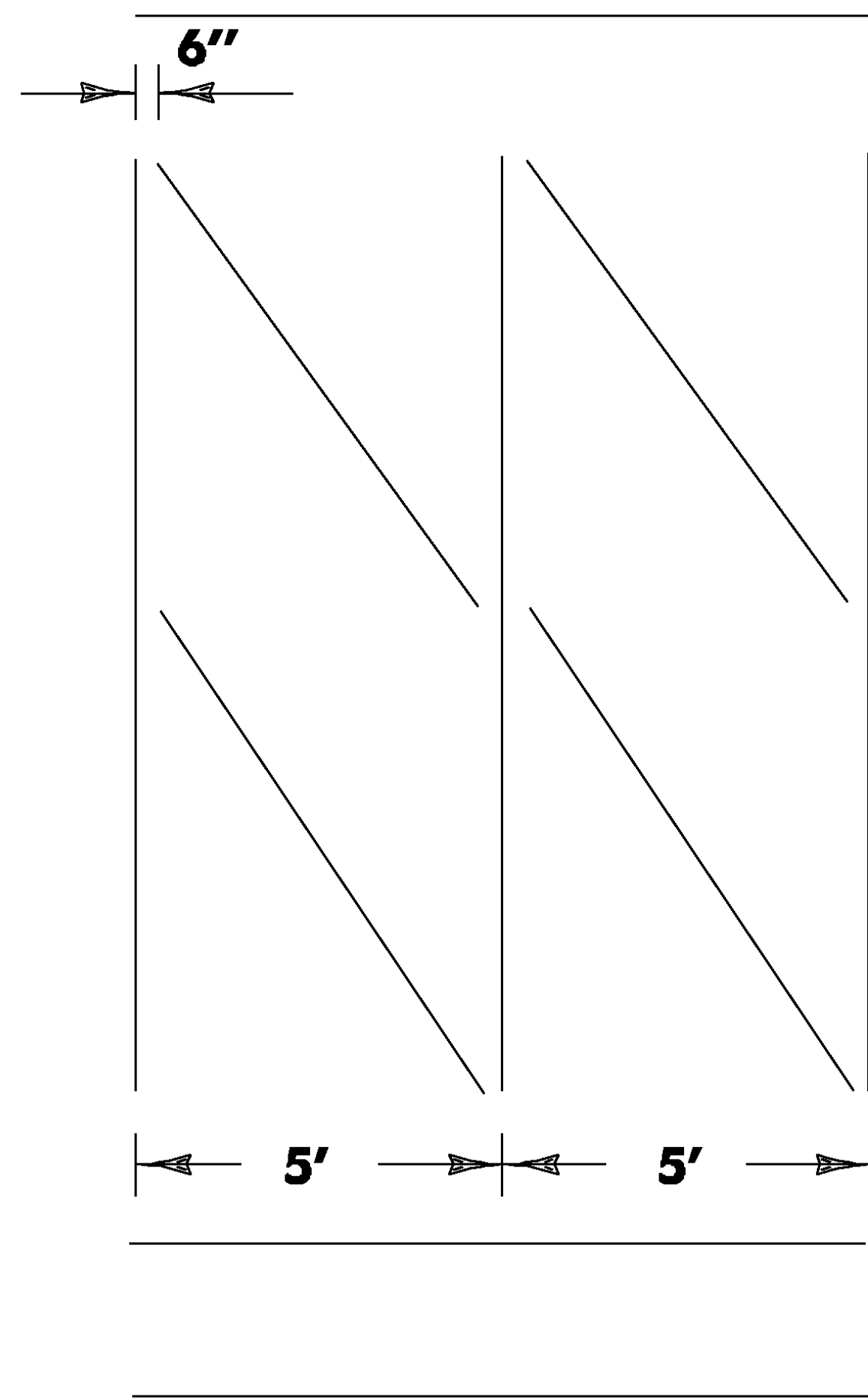


**INTERCHANGE
DETAIL
SHEET # 8**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(28)

FILE NAME: p09k336.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p09k336Int8.1

PLOT DATE: 26-FEB-2010
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 13 OF 14



NOTES

- ONE 25' CONTROL SECTION SHALL BE CREATED WITHIN THE PROJECT LIMITS OF THE US ROUTE 4 KILLINGTON - BRIDGEWATER AND VT ROUTE 73 ROCHESTER - CHITTENDEN - ROCHESTER SITES. RESERVOIRS SHALL BE ROUTED AND THEN SEALED PER THE PATTERN DETAILED ON THIS SHEET.
- AASHTO M 324 (ASTM D 6690) TYPE IV CRACK SEALING MATERIAL SHALL BE USED FOR THE CONTROL SECTIONS IN THE EAST BOUND TRAVEL LANE. AASHTO M 324 (ASTM D 6690) TYPE II CRACK SEALING MATERIAL SHALL BE USED FOR THE CONTROL SECTIONS IN THE WEST BOUND TRAVEL LANE. THESE CONTROL SECTIONS ARE IN ADDITION TO THE COMPARISON BEING MADE ON THE PERFORMANCE OF THE TWO MATERIAL TYPES BEING USED AT THESE TWO PROJECT SITES.
- VTRANS MATERIALS AND RESEARCH SECTION WILL BE PERFORMING AN EVALUATION OF THE TYPE II AND TYPE IV MATERIAL AND WILL BE ONSITE DURING APPLICATION.

**US ROUTE 4 KILLINGTON MM 7.900
VT ROUTE 73 ROCHESTER MM 5.500**

NOT TO SCALE

**CRACK SEALING
CONTROL SECTION
DETAIL SHEET**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(28)

FILE NAME: p09k336.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p09k336cs.1

PLOT DATE: 26-FEB-2010
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 14 OF 14