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- 4 LOCATION LAYOUT
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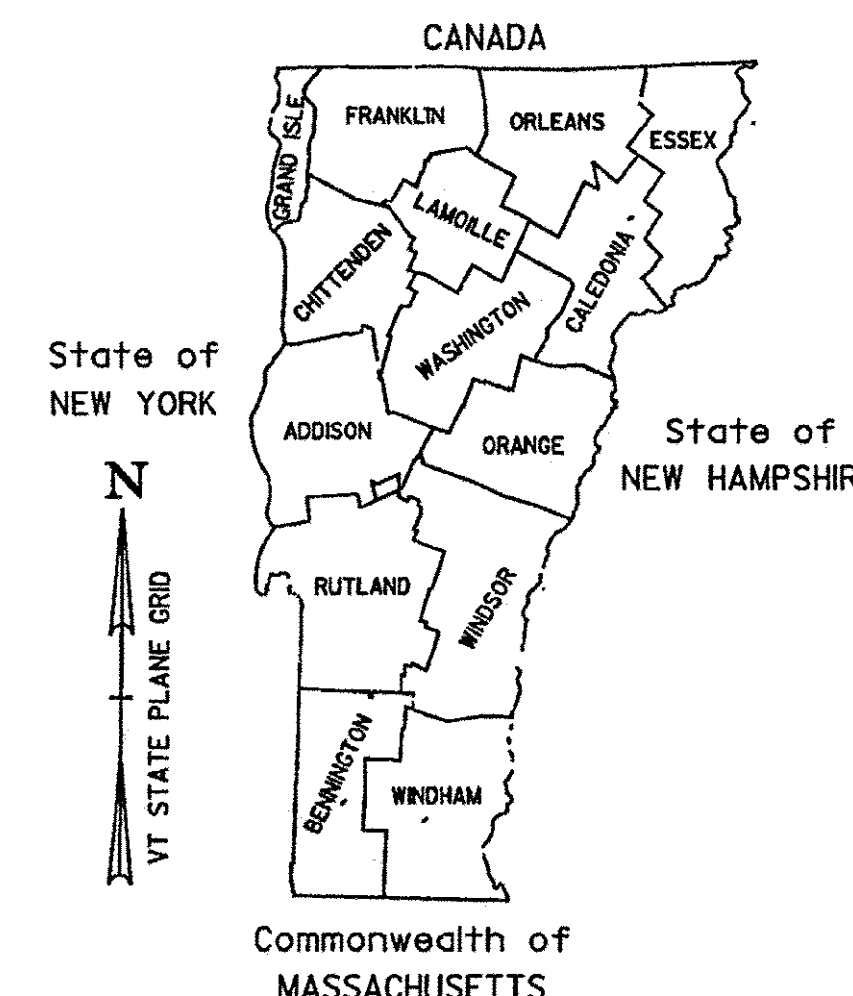
STANDARDS

E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
E-101	CONSTRUCTION SIGN DETAIL	05/30/03
E-102A	CONSTRUCTION SIGN DETAIL	05/01/04
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E-103	MAINLINE TRAFFIC CONTROL, DIVIDED HIGHWAY	03/01/04
	ONE LANE CLOSED	
E-105	TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE U-TURNS ON DIVIDED HIGHWAY	05/01/04
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

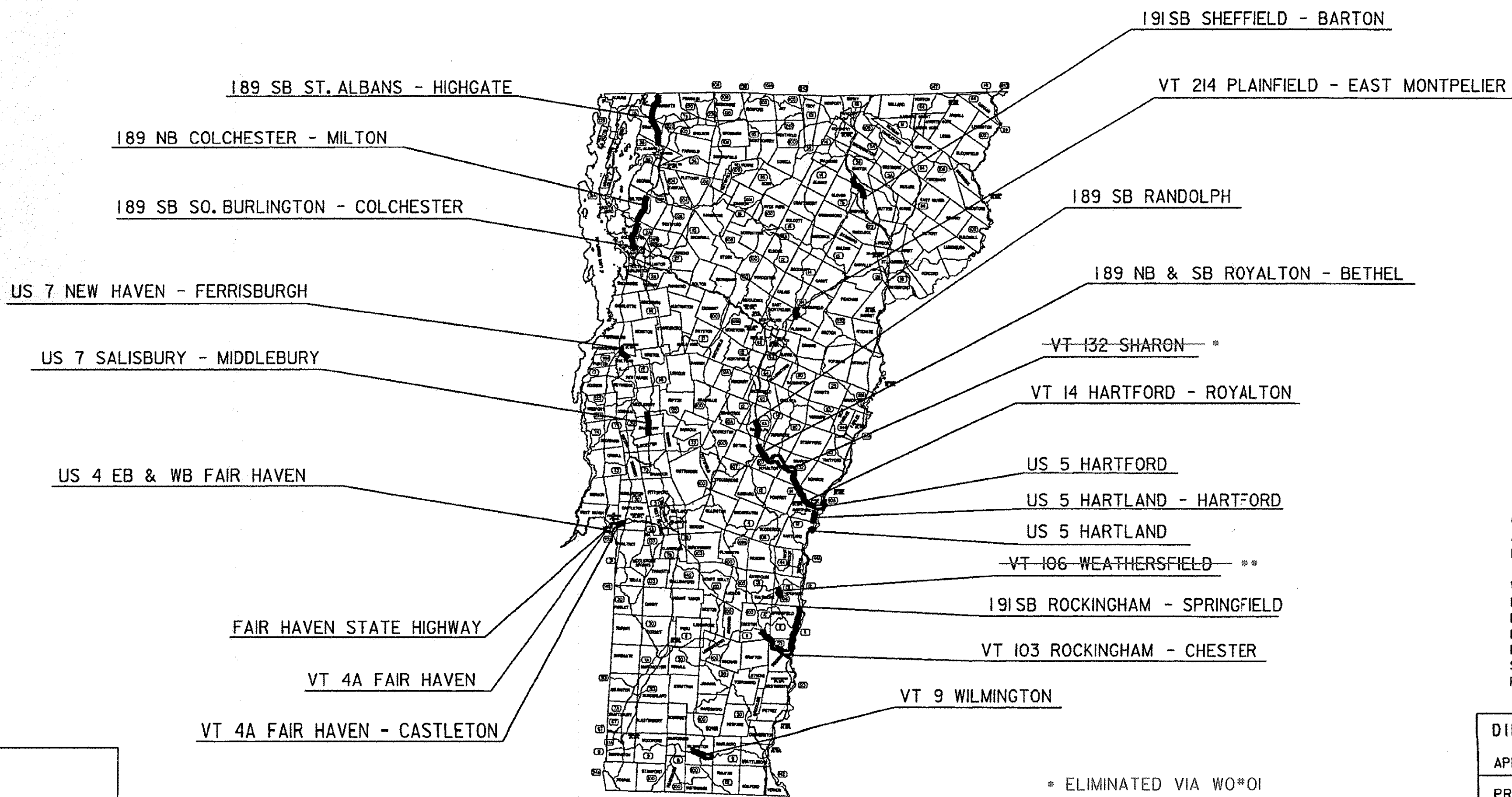


PROPOSED IMPROVEMENT STATEWIDE CRACK SEALING



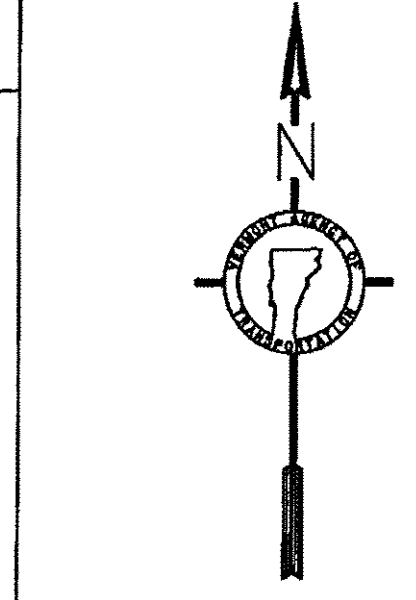
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE ROUTING AND SEALING OF CRACKS IN BITUMINOUS CONCRETE PAVEMENT ON EXISTING STATE, U.S., AND INTERSTATE HIGHWAYS AND THE APPROPRIATE TRAFFIC CONTROL.

RECORD PLANS	
CONTRACTOR:	NICOM COATINGS CORP- BERLIN, VT
RESIDENT ENGINEER:	BRIGITTE CODLING
CONSTRUCTION BEGAN:	JULY 18, 2011
CONSTRUCTION COMPLETE:	OCTOBER 12, 2011
RECORD PLANS BY:	BRIGITTE CODLING & JENNAHYDE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY:	<i>Brigitte Codling</i> RESIDENT ENGINEER
DATE:	<i>Sept 4, 2012</i>
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.	



QUALITY ASSURANCE PROGRAM: LEVEL I

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

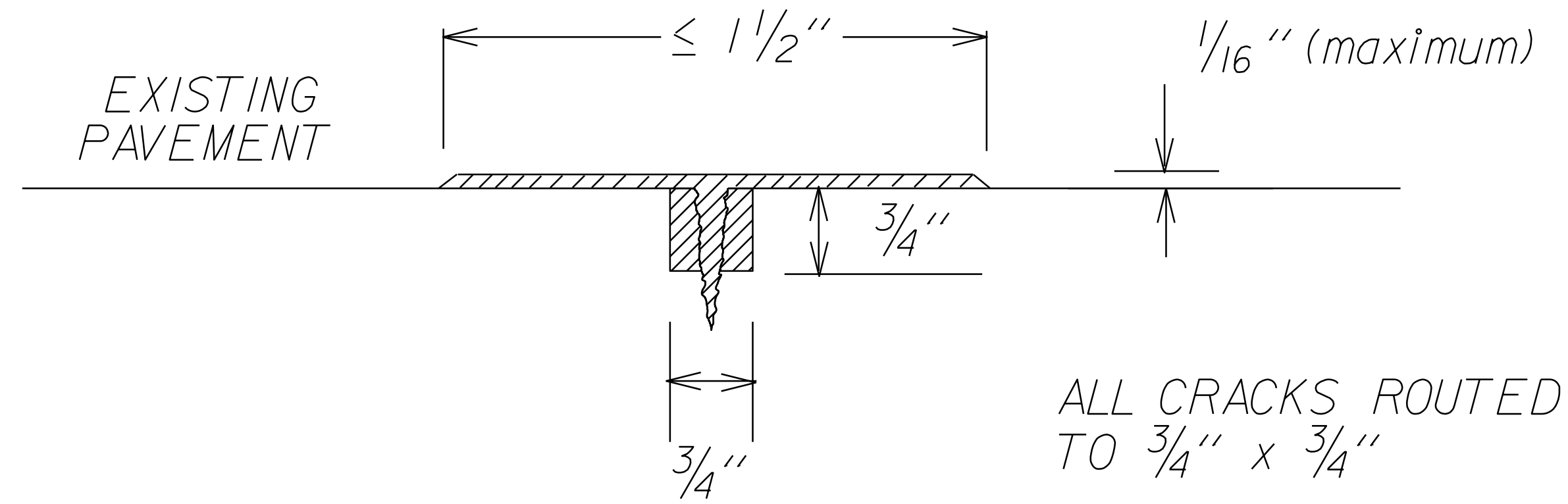
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
 CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL 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 <i>[Signature]</i>	DATE 5-3-11
PROJECT MANAGER : MIKE FOWLER	
PROJECT NAME : STATEWIDE	
PROJECT NUMBER : STP CRAK (29)	
SHEET 1 OF 12 SHEETS	

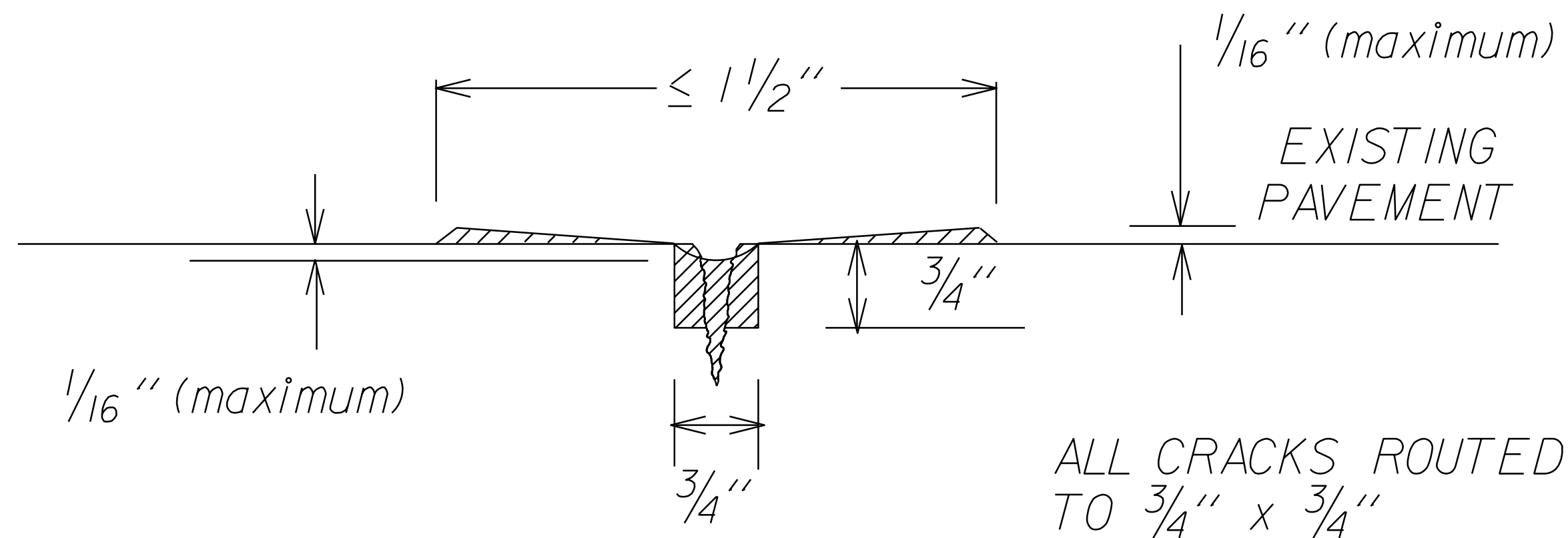
* ELIMINATED VIA WO*01
 ** ELIMINATED VIA WO*04

NOTES

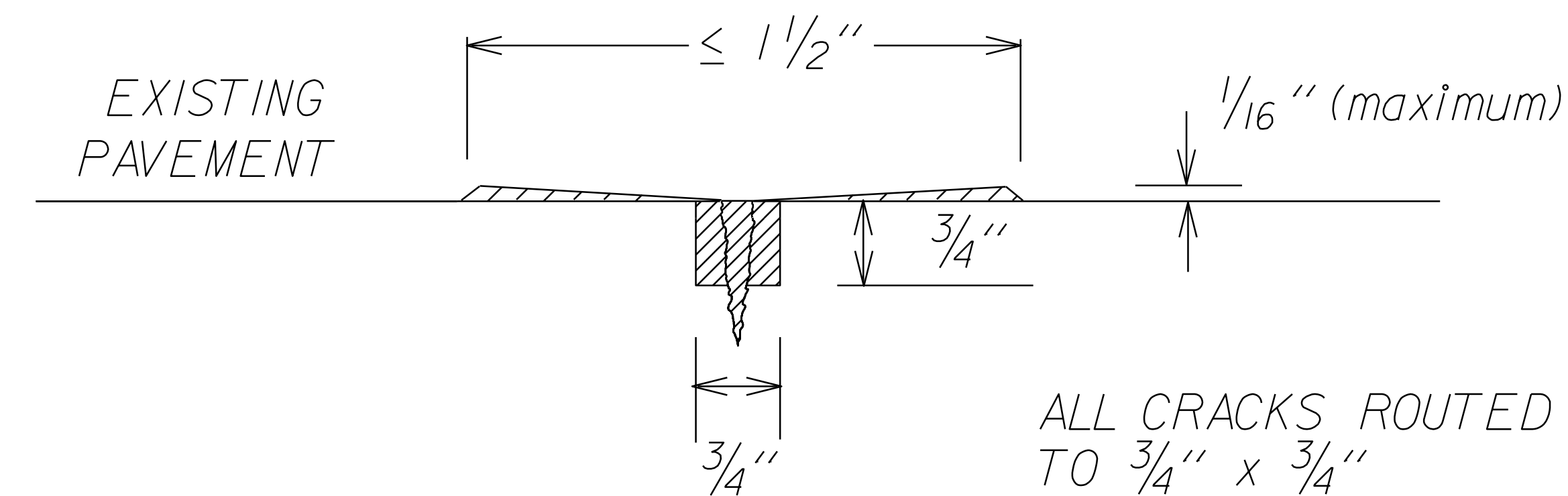
1. A STRIKE OFF FLUSH FILL TECHNIQUE SHALL BE USED FOR MATERIAL APPLICATION. STRIKE OFF MAY BE ACCOMPLISHED WITH A SHOE.
2. LIMITS OF WORK SHOWN ON PLANS, BEGIN AND END M.M., MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO ACCOUNT FOR CONDITIONS IN THE FIELD.
3. RELATIVE HUMIDITY SHOULD BE LESS THAN 80 PERCENT FOR APPLICATION OF THE CRACK SEALANT MATERIAL.
4. BACKFLUSHING OF HOSE AND APPLICATOR WAND IS NECESSARY ANY TIME THE APPLICATION OF SEALANT HAS BEEN DELAYED FOR A PERIOD GREATER THAN 15 MINUTES.
5. THE DISTANCE BETWEEN APPLICATOR AND SQUEEGEE SHOULD BE LESS THAN 3 FEET, BUT IN NO CASE SHOULD IT BE GREATER THAN 6 FEET.
6. 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.
7. 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.
8. 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.
9. 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.
10. WHERE CONFLICTS EXIST, THE 2009 MUTCD GOVERNS OVER THE E-STANDARDS.



MAXIMUM FILL DEPTH



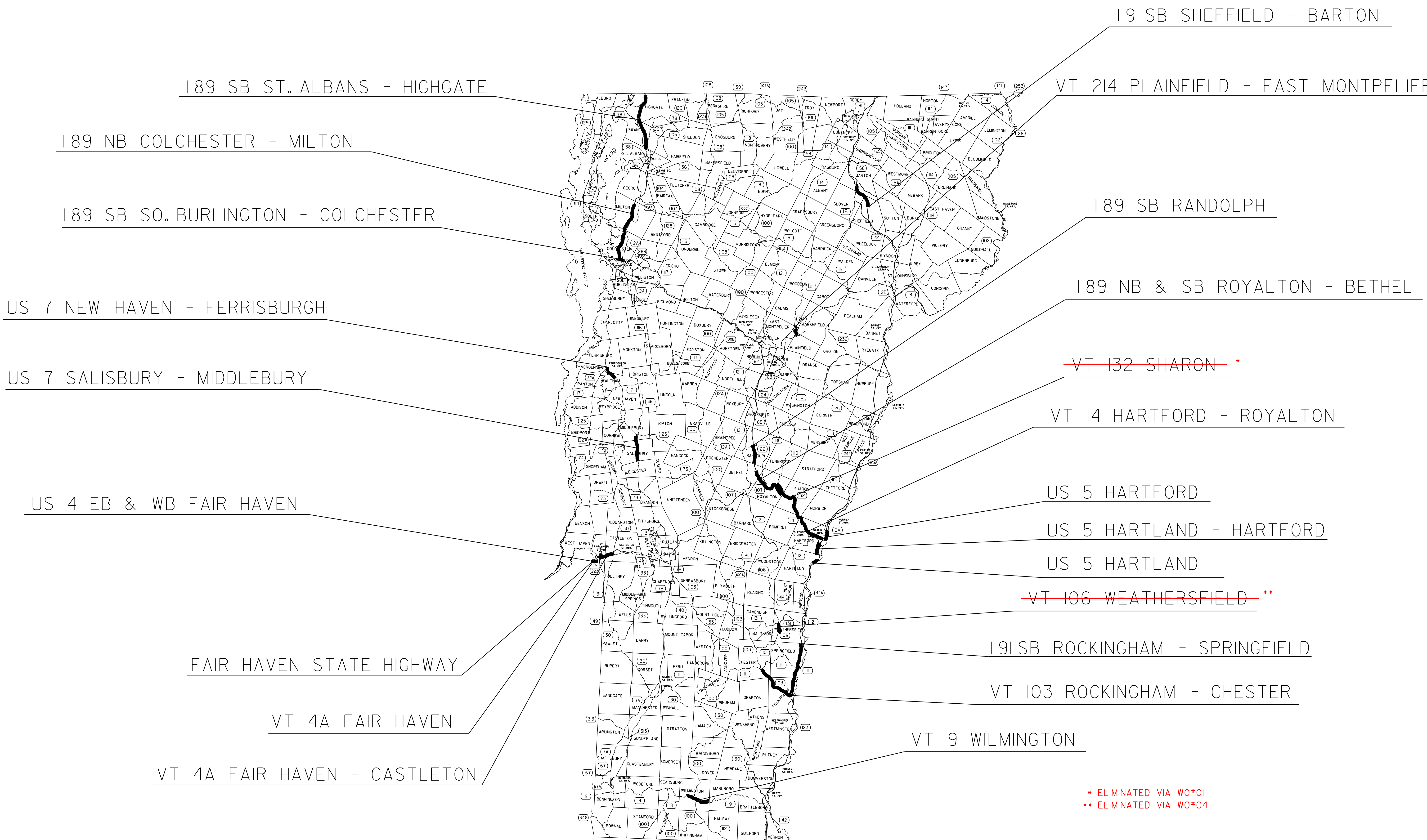
MINIMUM FILL DEPTH



TARGET FLUSH FILL

NOT TO SCALE

CRACK SEALING TYPICAL	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(29)	
	FILE NAME: p10k430.dgn	PLOT DATE: 28-SEP-2012 13:5
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	p10k430+yp.i	SHEET 2 OF 12



**LOCATION
LAYOUT**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(29)

FILE NAME: p10k430.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p10k430i01.i

PLOT DATE: 28-SEP-2012 13:55
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 4 OF 12

* ELIMINATED VIA WO#01
** ELIMINATED VIA WO#04

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

	ROUTE	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH	LANE LENGTH	DISTRICT	ADT
*	189 (SB)	SO. BURLINGTON	87.770	COLCHESTER	91.880	4.110	8.220	5	21,750
**	189 (SB)	ROYALTON	17.500	BETHEL	25.400	7.900	15.800	4	8,000
***	189 (SB)	RANDOLPH	29.400	RANDOLPH	31.600	2.200	4.400	4	7,600
**	189 (NB)	ROYALTON	17.500	BETHEL	24.000	6.500	13.000	4	7,600
	189 (NB)	COLCHESTER	98.000	MILTON	103.600	5.600	11.200	5, 8	10,100
+++	189 (SB)	ST. ALBANS	117.850	HIGHGATE	129.971	12.121	24.242	8	5,500
\$	191 (SB)	ROCKINGHAM	35.570	SPRINGFIELD	46.600	11.030	22.060	2	6,600
++	191 (SB)	SHEFFIELD	150.700	BARTON	155.933	5.233	10.466	9	2,300
	US 7	NEW HAVEN	6.095	FERRISBURGH	0.400	3.625	7.250	5	11,200
+	US 7	SALISBURY	0.000	MIDDLEBURY	1.400	5.903	11.806	5	11,900
	US 5	HARTLAND	5.970	HARTLAND	6.853	0.883	1.766	4	5,700
	US 5	HARTLAND	7.213	HARTFORD	2.600	3.059	6.118	4	7,700
	US 5	HARTFORD	4.420	HARTFORD	6.100	1.838	3.676 4.62	4	8,800
	US 4 (EB)	FAIR HAVEN	0.000	FAIR HAVEN	0.204	0.204	0.408	3	9,050
	US 4 (WB)	FAIR HAVEN	0.000	FAIR HAVEN	0.610	0.610	1.220	3	9,050
\$\$	FHSH	FAIR HAVEN	0.011	FAIR HAVEN	0.598	0.587	1.174	3	4,200
	VT 4A	FAIR HAVEN	0.000	FAIR HAVEN	0.935	0.935	1.870	3	1,100
	VT 4A	FAIR HAVEN	2.469	CASTLETON	2.762	3.546	7.092	3	4,800
	VT 9	WILMINGTON	1.700	WILMINGTON	7.102	5.402	10.804	1	7,050
	VT 14	HARTFORD	1.477	ROYALTON	2.500	16.444	32.888	4	2,735
	VT 103	ROCKINGHAM	0.010	CHESTER	2.000	8.743	17.486	2	6,275
****	VT 106	WEATHERSFIELD	2.339	WEATHERSFIELD	4.285	1.946	3.892	2	3,100
*****	VT 132	SHARON	0.000	SHARON	0.227	0.227	0.454	4	1,700
	VT 214	PLAINFIELD	0.000	EAST MONTPELIER	1.388	2.061	4.122	6	1,250

TOTAL (MILES)

110.707 221.414

FHSH = FAIR HAVEN STATE HIGHWAY

- * INCLUDE RAMPS AT EXIT 14 EXCEPT RAMP C AS SHOWN ON SHEET 6
- ** INCLUDE RAMPS AT EXIT 3 AS SHOWN ON SHEET 7
- *** INCLUDE RAMPS AT EXIT 4 AS SHOWN ON SHEET 8
- + THIS SITE PREVIOUSLY CRACK SEALED
- ++ BLOW AND GO METHOD ONLY, INCLUDE RAMP B AT EXIT 25 AS SHOWN ON SHEET 11
- +++ BLOW AND GO METHOD ONLY, INCLUDE RAMPS AT EXITS 21 AND 22 AS SHOWN ON SHEETS 9 & 10
- \$ BLOW AND GO METHOD ONLY, INCLUDE RAMPS AT EXIT 7 AS SHOWN ON SHEET 12

\$\$ BLOW AND GO METHOD ONLY

**CRACK SEALING
LOCATION
DETAIL**

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(29)

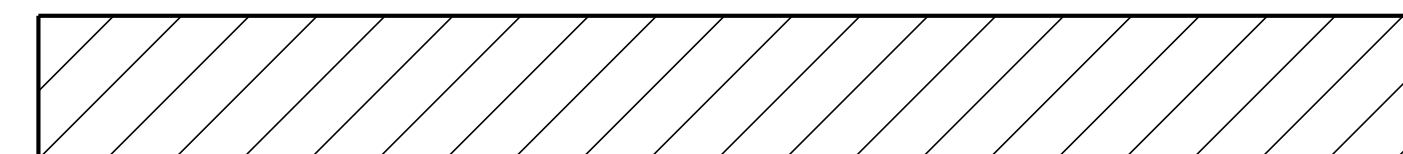
FILE NAME: p10k430.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 p10k430de+.i

PLOT DATE: 28-SEP-2012 13:55
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 5 OF 12



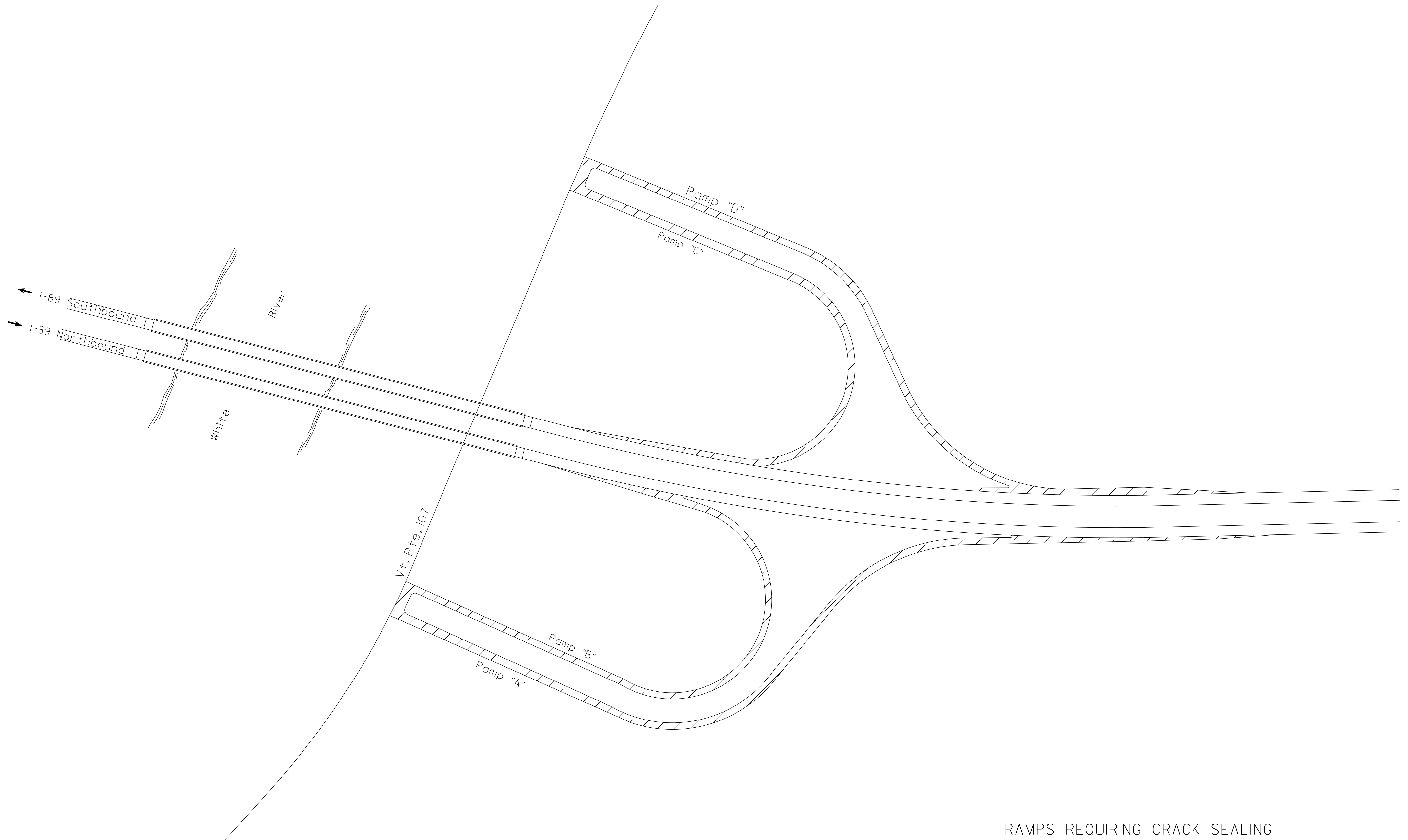
BURLINGTON INTERCHANGE #14
I-89

RAMPS REQUIRING CRACK SEALING

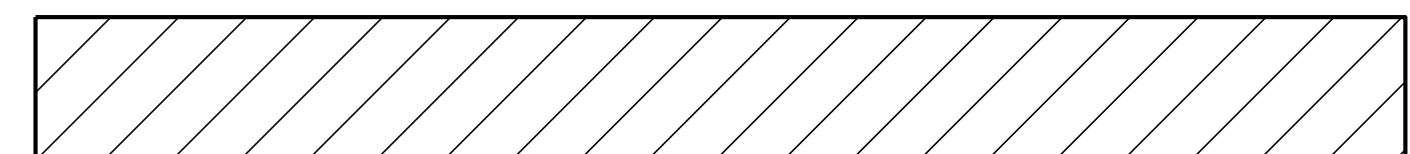


NOT TO SCALE

INTERCHANGE DETAIL SHEET # 1	PROJECT NAME: STATEWIDE	PLOT DATE: 28-SEP-2012 13:50
	PROJECT NUMBER: STP CRAK(29)	DRAWN BY: LOCKE
	FILE NAME: pi0k430.dgn PROJECT LEADER: FOWLER DESIGNED BY: LOCKE pi0k430int1.i	CHECKED BY: PAVT MGMT SHEET 6 OF 12



RAMPS REQUIRING CRACK SEALING



BETHEL INTERCHANGE # 3
I-89

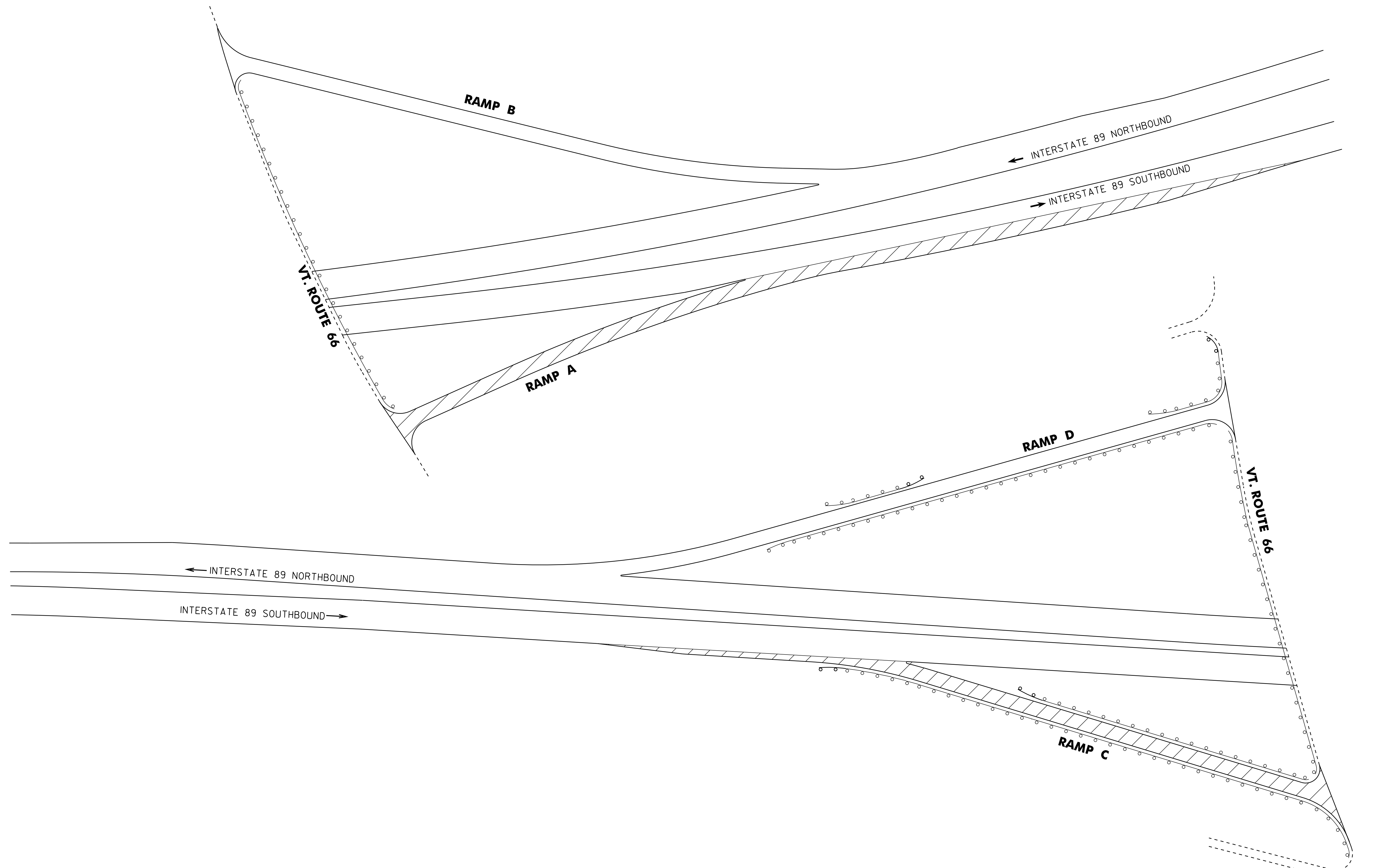
NOT TO SCALE

INTERCHANGE
DETAIL
SHEET # 2

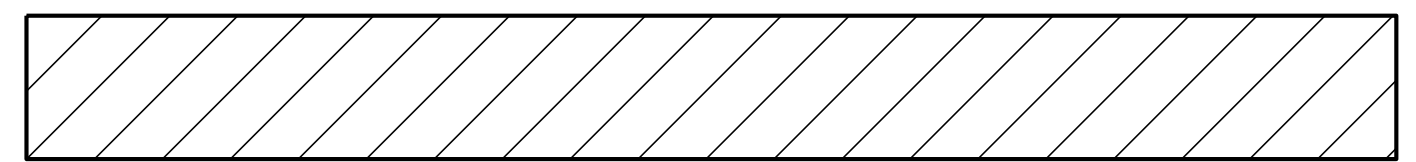
PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(29)

FILE NAME: pi0k430.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pi0k430in+2.i

PLOT DATE: 28-SEP-2012 13:51
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 7 OF 12



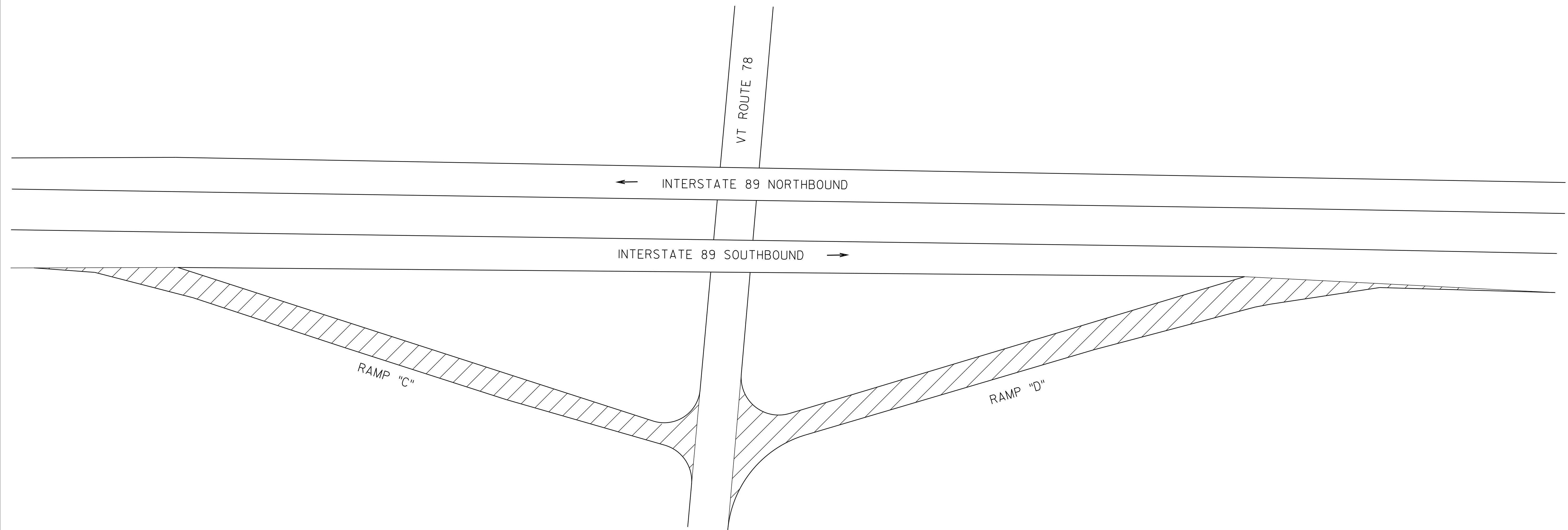
RAMPS REQUIRING CRACK SEALING



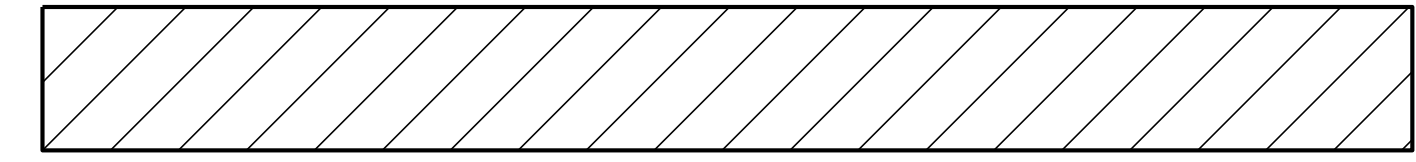
RANDOLPH INTERCHANGE # 4
I-89

NOT TO SCALE

INTERCHANGE DETAIL SHEET # 3	PROJECT NAME: STATEWIDE	PLOT DATE: 28-SEP-2012 13:51
	PROJECT NUMBER: STP CRAK(29)	DRAWN BY: LOCKE
	FILE NAME: p10k430.dgn	CHECKED BY: PAVT MGMT
	PROJECT LEADER: FOWLER	SHEET 8 OF 12
	DESIGNED BY: LOCKE	
	p10k430in+3.i	



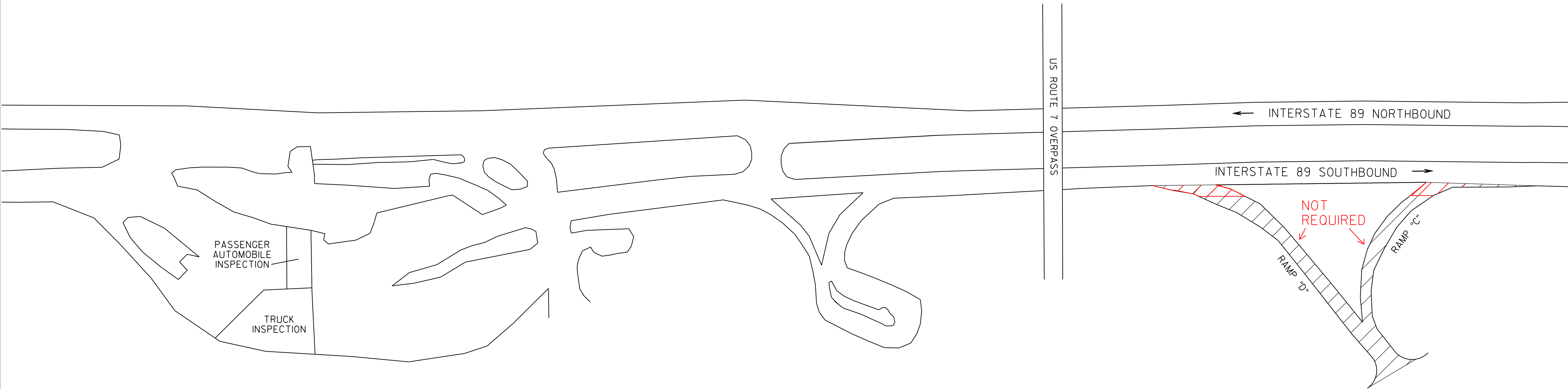
RAMPS REQUIRING CRACK SEALING



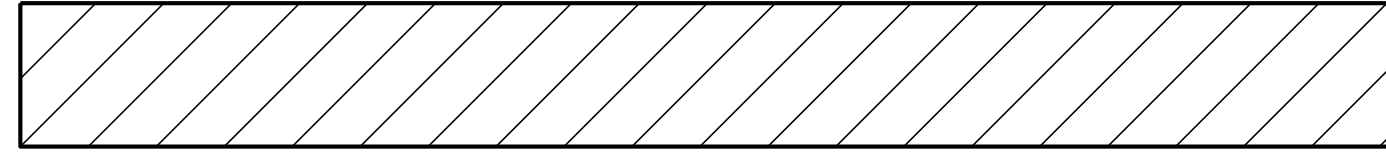
SWANTON INTERCHANGE # 21
I-89

NOT TO SCALE

INTERCHANGE DETAIL SHEET # 4	PROJECT NAME: STATEWIDE	PLOT DATE: 28-SEP-2012 13:51
	PROJECT NUMBER: STP CRAK(29)	DRAWN BY: LOCKE
	FILE NAME: p10k430.dgn	CHECKED BY: PAVT MGMT
	DESIGNED BY: LOCKE	SHEET 9 OF 12
	p10k430in+4.i	



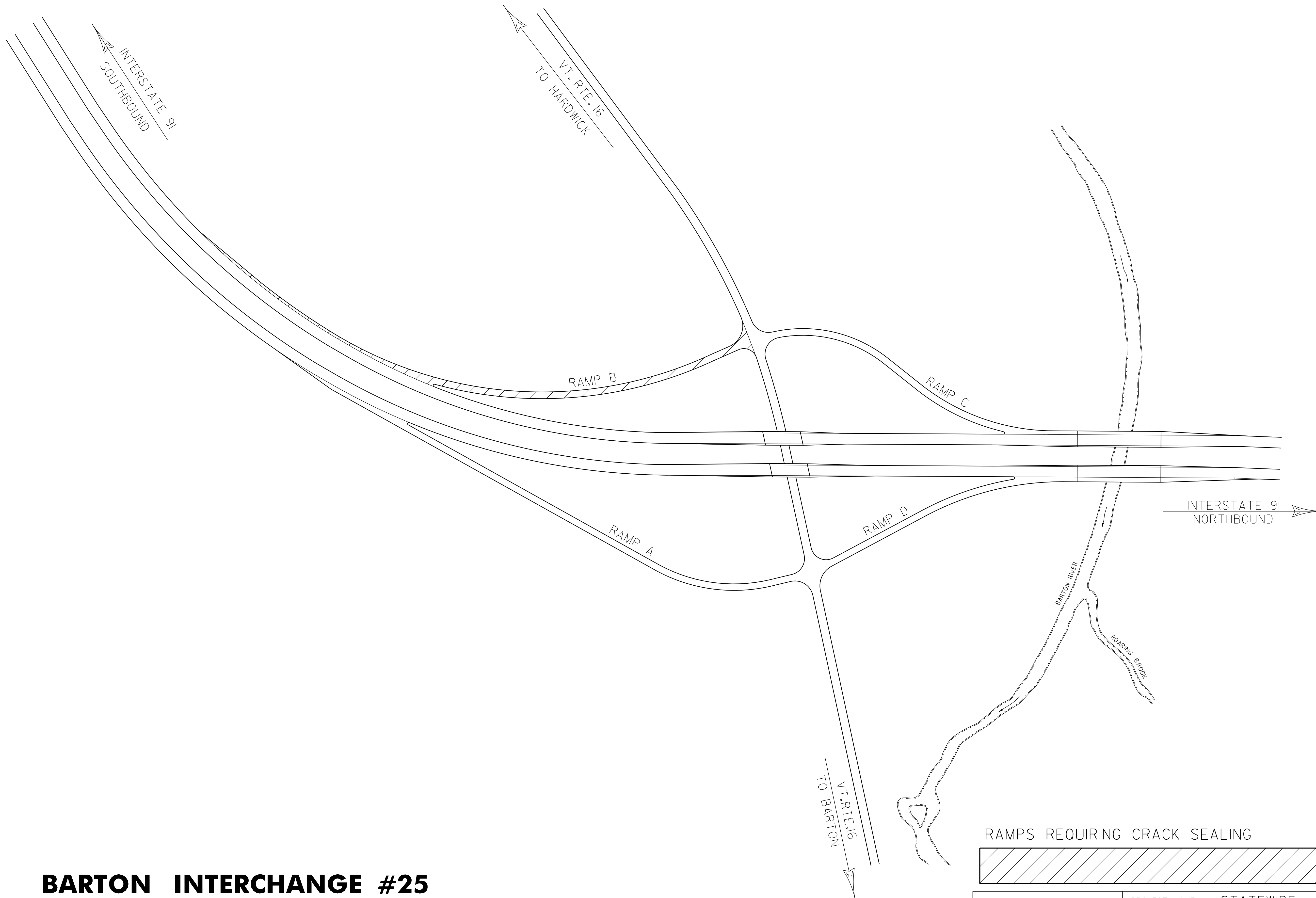
RAMPS REQUIRING CRACK SEALING



HIGHGATE INTERCHANGE #22
I-89

NOT TO SCALE

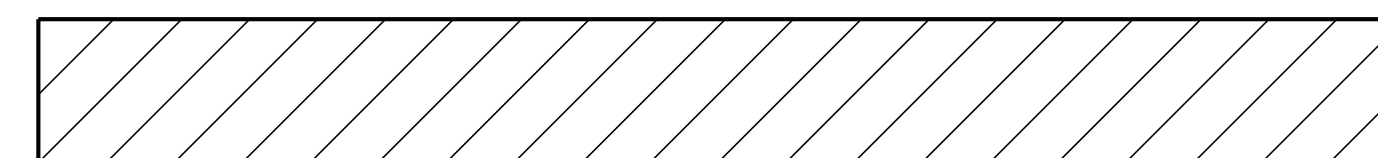
INTERCHANGE DETAIL SHEET # 5	PROJECT NAME: STATEWIDE	PLOT DATE: 28-SEP-2012 13:51
	PROJECT NUMBER: STP CRAK(29)	DRAWN BY: LOCKE
	FILE NAME: p10k430.dgn PROJECT LEADER: FOWLER DESIGNED BY: LOCKE p10k430in+5.i	CHECKED BY: PAVT MGMT SHEET 10 OF 12



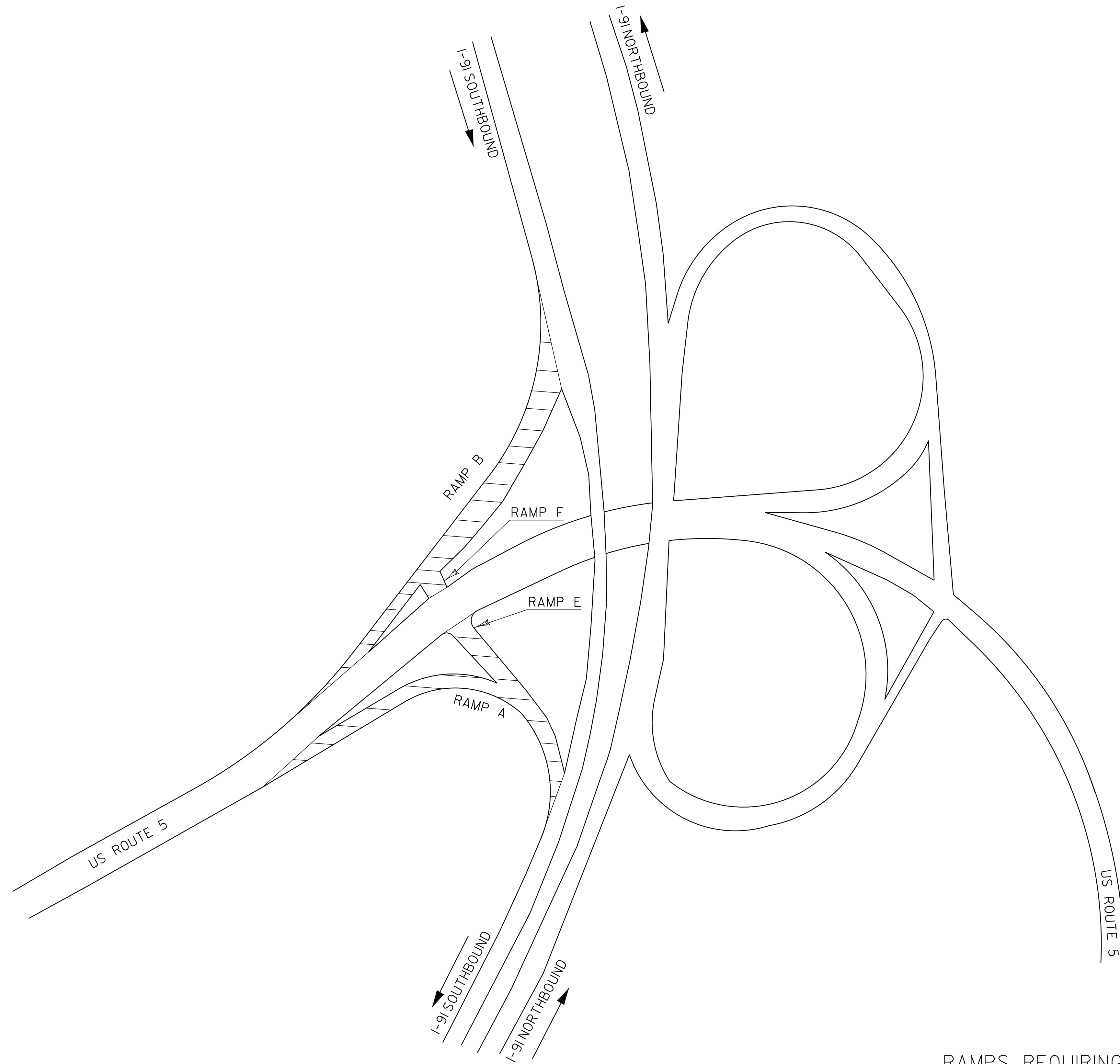
BARTON INTERCHANGE #25
I-91

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

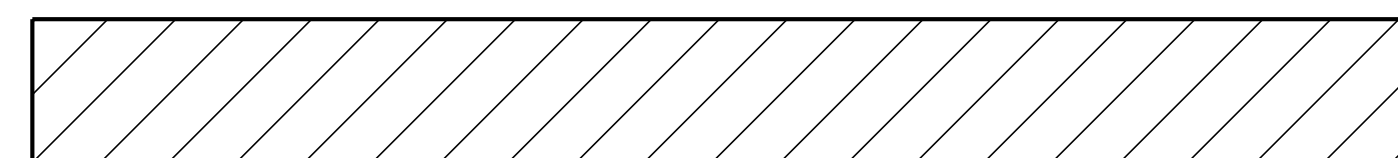


INTERCHANGE DETAIL SHEET # 6	PROJECT NAME: STATEWIDE	PLOT DATE: 28-SEP-2012 13:51
	PROJECT NUMBER: STP CRAK(29)	DRAWN BY: LOCKE
	FILE NAME: p10k430.dgn	CHECKED BY: PAVT MGMT
	DESIGNED BY: LOCKE	SHEET II OF 12
	p10k430in+6.i	



SPRINGFIELD INTERCHANGE #7
I-91

RAMPS REQUIRING CRACK SEALING



NOT TO SCALE

INTERCHANGE DETAIL SHEET # 7	PROJECT NAME: STATEWIDE	FILE NAME: p10k430.dgn	PLOT DATE: 28-SEP-2012 13:51
	PROJECT NUMBER: STP CRAK(29)	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
		p10k430in+7.i	SHEET 12 OF 12