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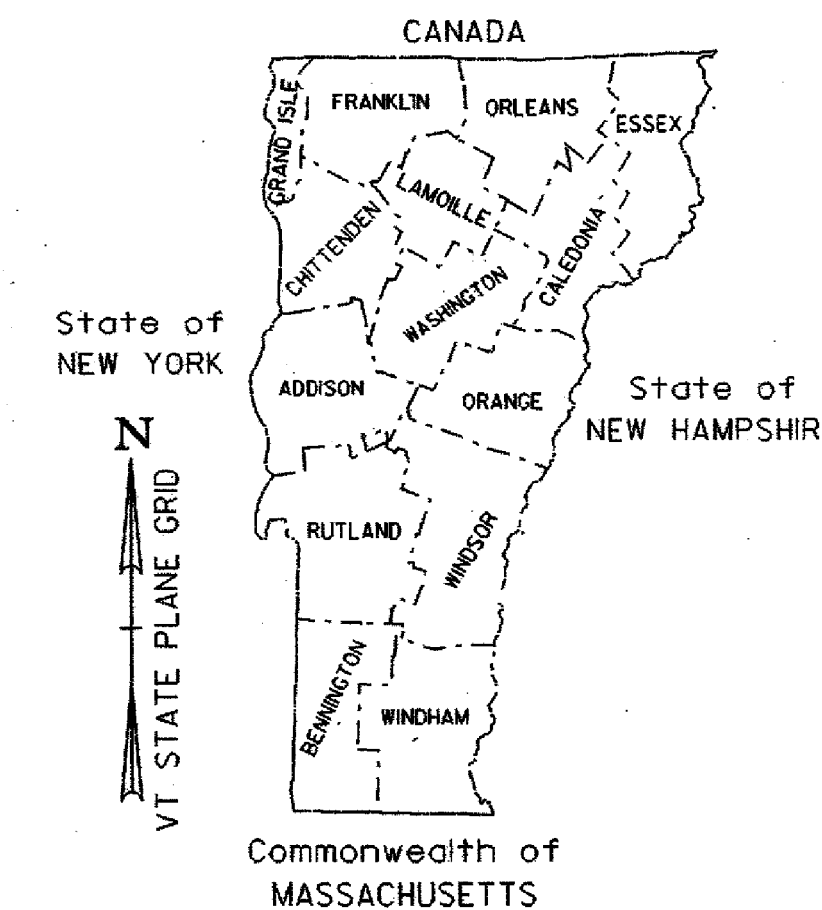
**STANDARDS**

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STATE OF VERMONT  
AGENCY OF TRANSPORTATION



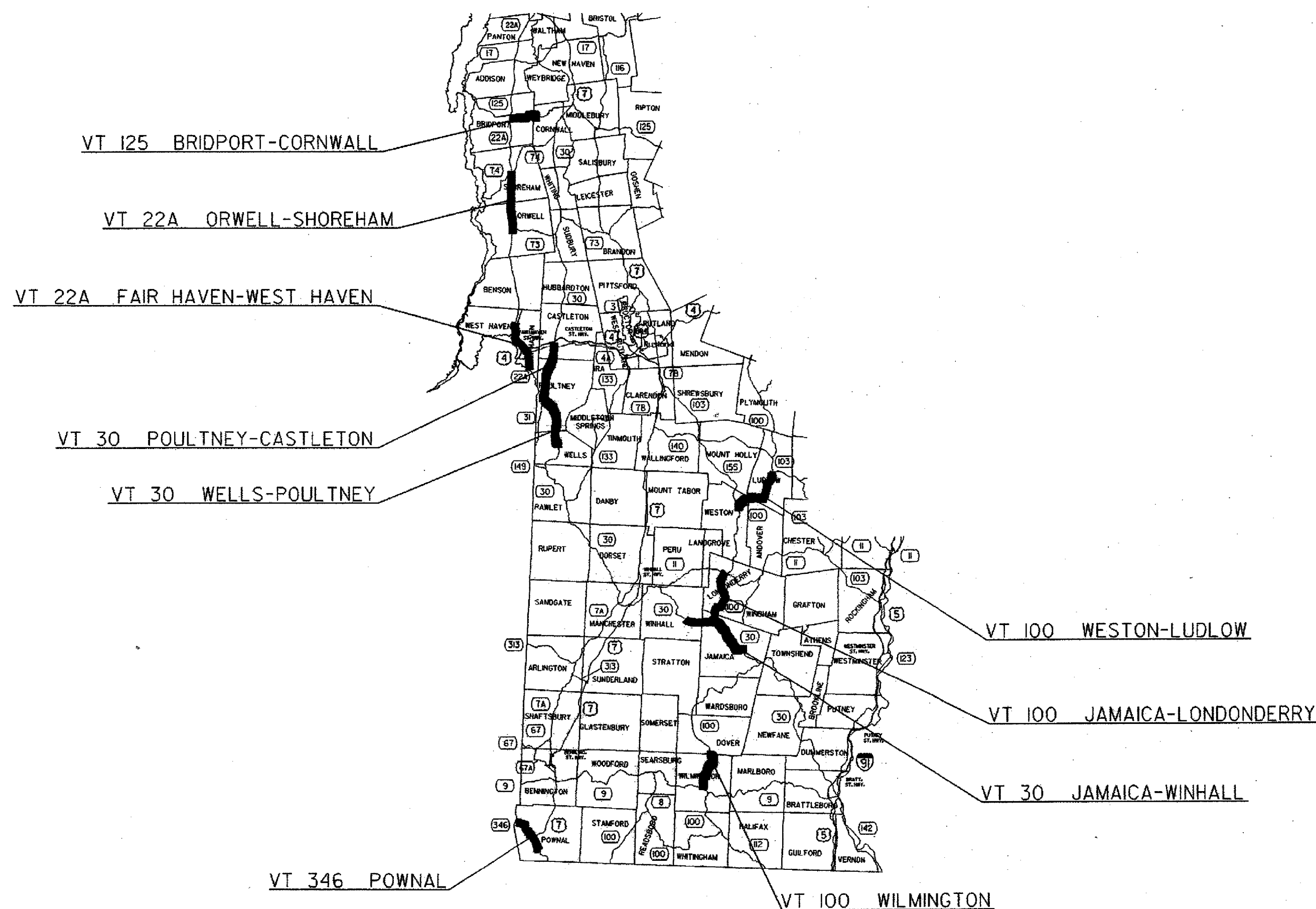
PROPOSED IMPROVEMENT  
STATEWIDE CRACK SEALING  
SOUTHWEST REGION



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

**CONTRACT PLANS**

THESE PLANS DO NOT REFLECT CHANGES MADE ON THE PROJECT AS "RECORD PLANS" WOULD.



**CONVENTIONAL SIGNS**

COUNTY LINE	---
TOWN LINE	- - - - -
LIMITS OF ACCESS	○ ○ ○ ○ ○
POINT OF ACCESS	X
FENCE LINE	- x - x -
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	○ SR △
TOP OF CUT	△
TOE OF SLOPE	○

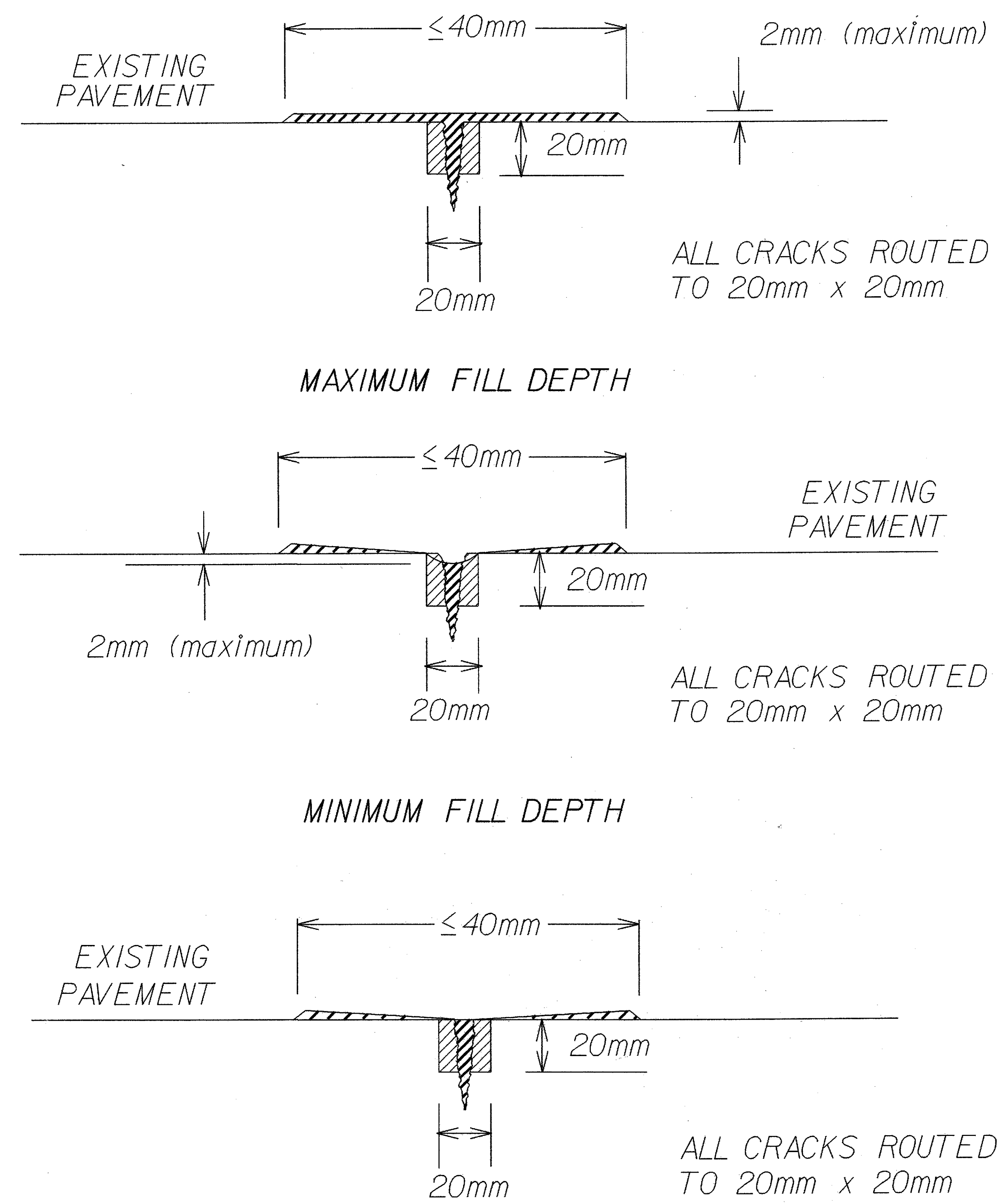
**DATUM**

VERTICAL	_____
HORIZONTAL	_____

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIR. OF PROJECT DEVELOPMENT. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1995, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON AUGUST 21, 1995 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

APPROVED	<i>[Signature]</i>	DATE	4/30/01
DIRECTOR OF PROJECT DEVELOPMENT			
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION			
APPROVED		DATE	
DIVISION ADMINISTRATOR			
PROJECT	STATEWIDE STP CRACK(12)		
	SHEET 1 OF 5 SHEETS		





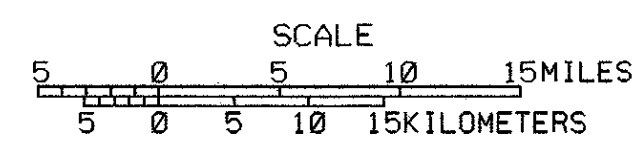
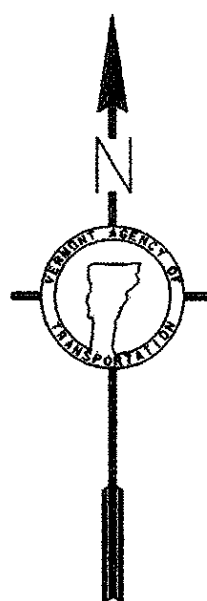
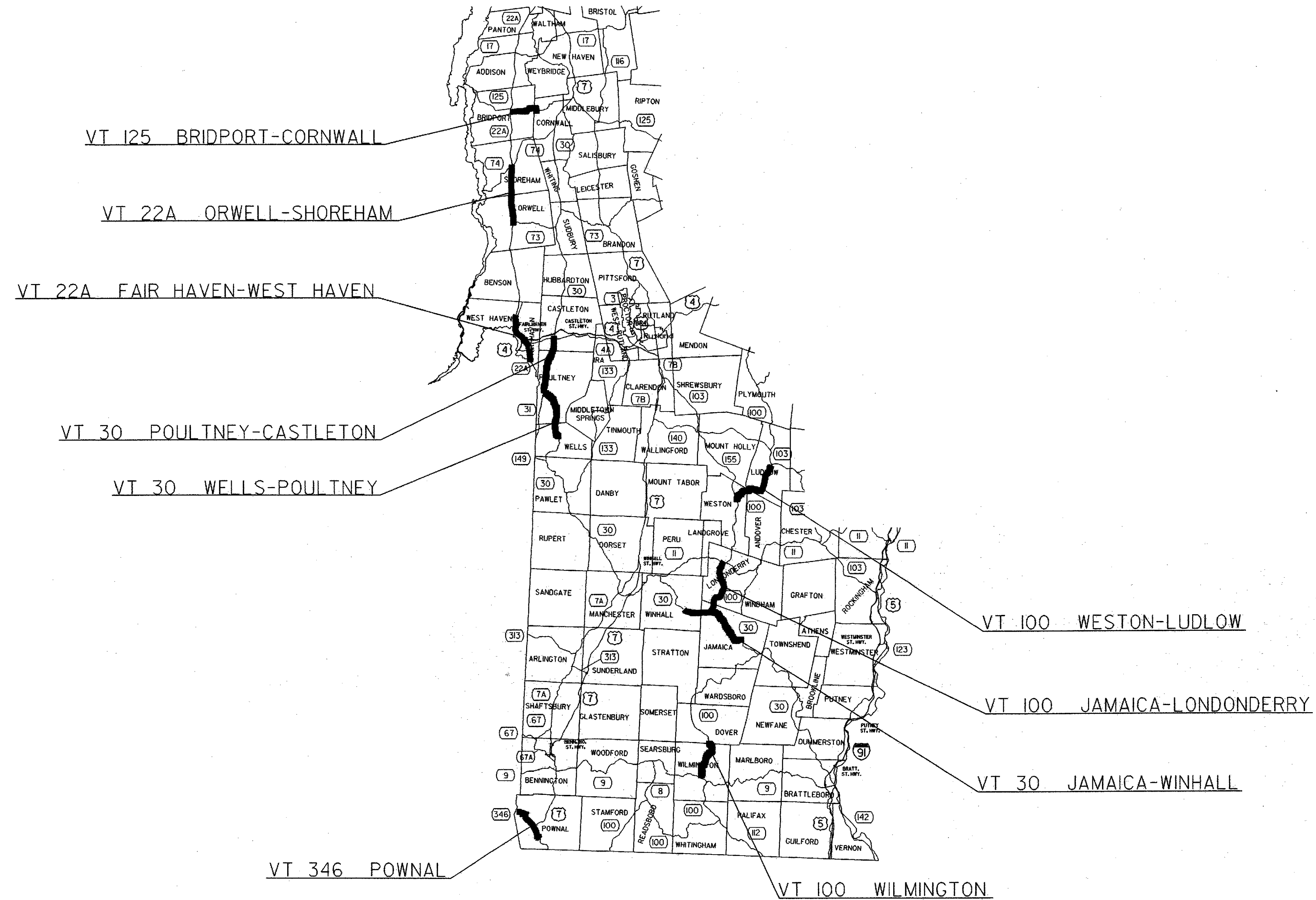
**NOTES**

1. A STRIKE OFF FLUSH FILL TECHNIQUE WILL BE USED FOR MATERIAL APPLICATION. STRIKE OFF MAY BE ACCOMPLISHED WITH A SHOE.
2. ALL CRACKS WILL BE ROUTED TO 20mm BY 20mm 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 3mm AND NO GREATER THAN 20mm 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: 5°C TO 40°C.
6. PAVEMENT TEMPERATURE RANGE: 10°C TO 60°C
7. RELATIVE HUMIDITY SHOULD BE LESS THAN 80 PERCENT.
8. PAVEMENT SURFACE AND CRACKS MUST BE CLEAN AND DRY PRIOR TO APPLICATION.
9. TEMPERATURE OF SEALANT  $\pm 3^\circ\text{C}$  FROM MANUFACTURER'S SPECIFIED TEMPERATURE 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 1 METER, BUT IN NO CASE SHOULD IT BE GREATER THAN 2 METERS.
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 + 2mm ABOVE SURFACE TO - 2mm BELOW SURFACE. THICKNESSES ABOVE THE SURFACE GREATER THAN 2mm AND RECESSES GREATER THAN 2mm BELOW THE SURFACE SHALL BE REMOVED, REPAIRED AND REPLACED.
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.

<b>CRACKFILL TYPICAL</b>	PROJECT: STATEWIDE	PROJECT NO.: STP CRAK(12)
	DESIGN FILE NAME: /pave/crackfill/crackfill2001.dgn IPARM FILE NAME: park01typsw.i SURVEYED BY: SQUAD LEADER: C. FIELDER	PLOT DATE: 26-APR-2001 SURVEY DATE: DRAWN BY: R. KINIRY SHEET: 2 OF 5



# SOUTHWEST REGION



<b>CRACKFILL LOCATION LAYOUT</b>	PROJECT: STATEWIDE	PROJECT NO. : STP CRAK(12)
	DESIGN FILE NAME: /pave/crackfil/crackfil2001.dgn IPARM FILE NAME: pcrk01laysw.l SURVEYED BY: SQUAD LEADER: C. FIELDER	PLOT DATE: 26-APR-2001 SURVEY DATE: DRAWN BY: R. KINIRY SHEET: 4 OF 5

**CRACK FILLING TO BE PERFORMED AT THE FOLLOWING LOCATIONS.**

LOCATION MAY BE ADJUSTED BY THE RESIDENT ENGINEER TO ACCOUNT FOR FIELD CONDITIONS.

<u>ROAD</u>	<u>TOWN BEGINNING</u>	<u>MM BEGINNING</u>	<u>TOWN END</u>	<u>MM ENDING</u>	<u>LENGTH KILOMETERS</u>	<u>LANE LENGTH KILOMETERS</u>	<u>DISTRICT</u>
VT 22A	FAIR HAVEN	0.000	WEST HAVEN	1.360	9.316	22.149	3
VT 22A	ORWELL	3.223	SHOREHAM	3.522	10.825	21.651	3
VT 30	JAMAICA	3.370	WINHALL	2.141	14.304	28.608	2
VT 30	WELLS	3.780	POULTNEY	4.159	8.804	17.609	3
VT 30	POULTNEY	4.885	CASTLETON	1.575	10.106	20.466	3
VT 100	WILMINGTON	2.726	WILMINGTON	7.359	7.454	14.909	1
VT 100	JAMAICA	3.593	LONDONDERRY	5.814	10.904	21.805	2
VT 100	WESTON	6.550	LUDLOW	4.317	10.256	20.511	2, 3
VT 125	BRIDPORT	5.237	CORNWALL	0.490	5.538	11.076	5
VT 346	POWNA	0.000	POWNA	4.628	7.446	14.893	1
TOTAL (KILOMETERS)					94.953	193.677	

<b>CRACK FILL LOCATION DETAIL</b>	PROJECT: STATEWIDE	PROJECT NO.: STP CRAK(12)
	DESIGN FILE NAME: /pave/crackfill/crackfill200i.dgn	PLOT DATE: 26-APR-2001
	IPARM FILE NAME: pcrk0ldetsw.l	SURVEY DATE:
	SURVEYED BY:	DRAWN BY: R. KINIRY
	SQUAD LEADER: C. FIELDER	SHEET: 5 OF 5