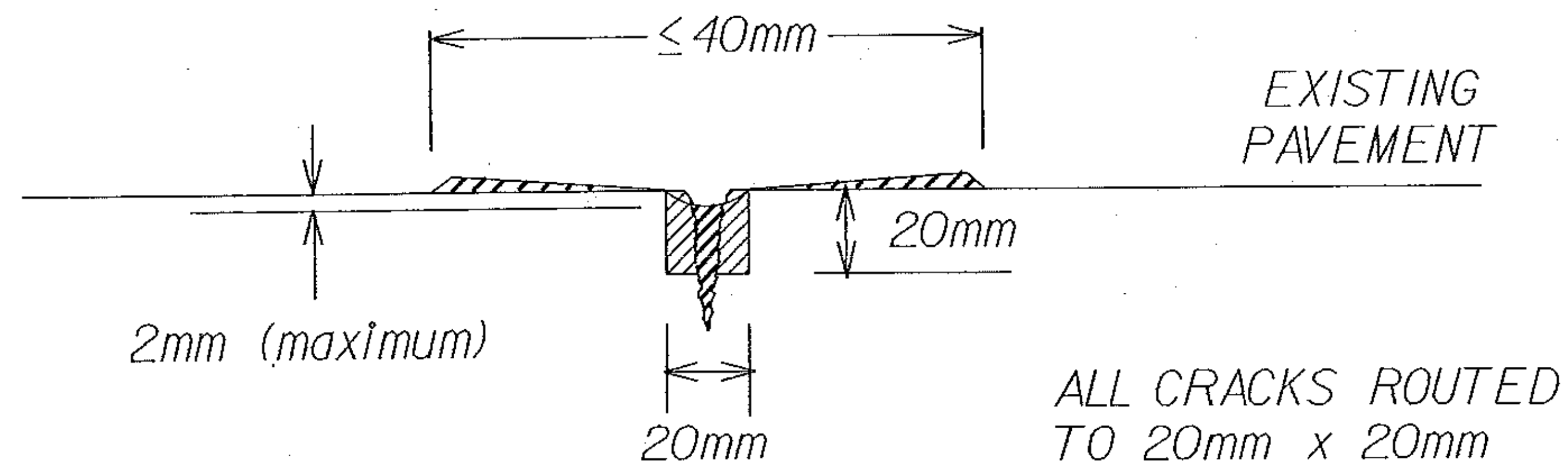
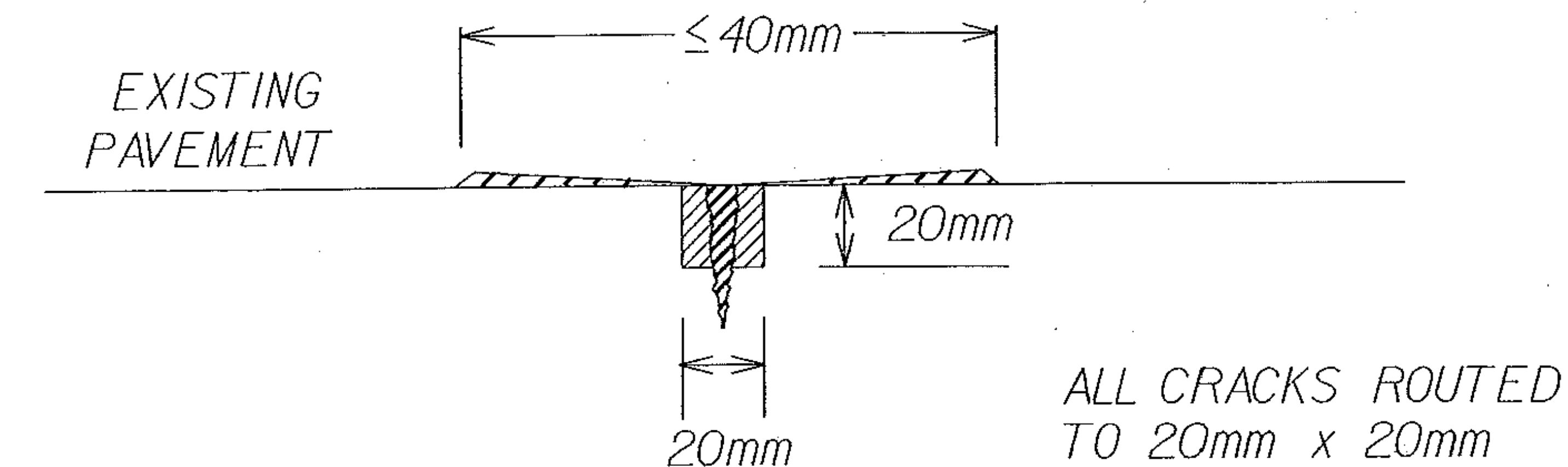


MAXIMUM FILL DEPTH



MINIMUM FILL DEPTH



TARGET FLUSH FILL

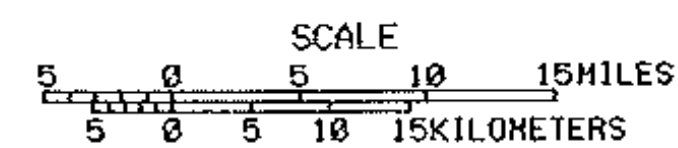
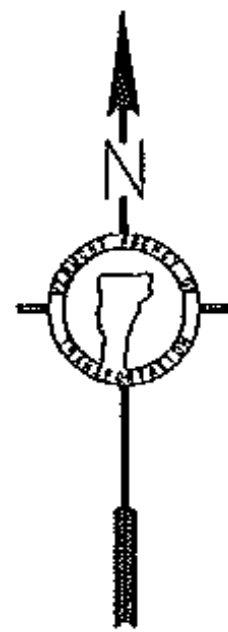
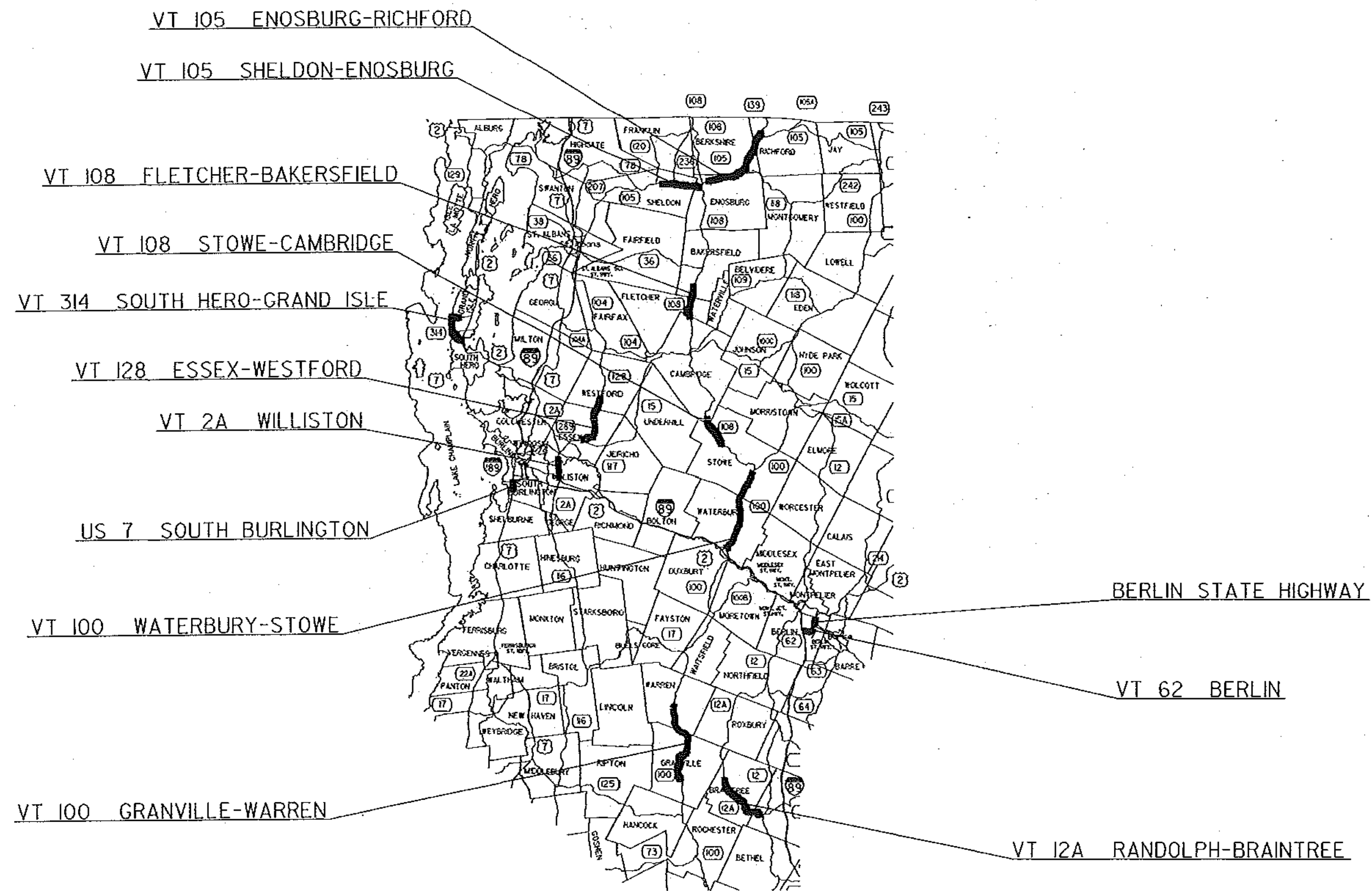
NOTES

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 ±3°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(14)
	DESIGN FILE NAME: /pave/crackfill/crackfill2001.dgn IPARM FILE NAME: pcrk01typnw.l SURVEYED BY: SQUAD LEADER: C. FIELDER	PLOT DATE: 26-APR-2001 SURVEY DATE: DRAWN BY: R. KINIRY SHEET: 2 OF 5



# NORTHWEST REGION



<b>CRACKFILL LOCATION LAYOUT</b>	PROJECT: STATEWIDE	PROJECT NO.: STP CRAK(14)
	DESIGN FILE NAME: /pave/crackfill/crackfill2001.dgn IPARM FILE NAME: pcrk01aynw.l SURVEYED BY: SQUAD LEADER: C. FIELDER	PLOT DATE: 26-APR-2001 SURVEY DATE: DRAWN BY: R. KIMIRY 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.

ROAD	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH KILOMETERS	LANE LENGTH KILOMETERS	DISTRICT
US 7	SO. BURLINGTON	0.931	SO. BURLINGTON	1.738	1.298	5.194	5
VT 2A	WILLISTON	3.830	WILLISTON	5.932	3.382	6.764	5
VT 12A	RANDOLPH	0.398	BRAINTREE	5.207	9.789	19.578	4
VT 62	BERLIN	0.000	BERLIN	1.359	2.187	8.747	6
VT 100	GRANVILLE	2.913	WARREN	3.030	15.775	31.549	4, 6
VT 100	WATERBURY	0.390	STOWE	2.945	14.960	29.921	6
VT 105	SHELDON	7.429	ENOSBURG	0.465	6.518	13.036	8
VT 105	ENOSBURG	1.502	BERKSHIRE	3.700	11.850	23.701	8
VT 105	RICHFORD	0.001	RICHFORD	1.547	2.488	4.975	8
VT 108	STOWE	5.466	CAMBRIDGE	0.339	5.643	11.286	6, 8
VT 108	FLETCHER	0.000	BAKERSFIELD	1.550	6.246	12.492	8
VT 128	ESSEX	0.000	WESTFORD	1.312	9.194	18.388	5, 8
VT 314	SOUTH HERO	0.003	GRAND ISLE	2.556	6.669	13.339	8
BERLIN STATE HIGHWAY	BERLIN	1.852	BERLIN	2.280	0.689	2.066	6
TOTAL (KILOMETERS)					96.328	210.036	

<b>CRACK FILL LOCATION DETAIL</b>	PROJECT: STATEWIDE	PROJECT NO.: STP CRAK(4)
	DESIGN FILE NAME: /pave/crackfil/crackfil200i.dgn	PLOT DATE: 26-APR-2001
	IPARM FILE NAME: pcrk0lde1nw.i	SURVEY DATE:
	SURVEYED BY:	DRAWN BY: R. KIRBY
	SQUAD LEADER: C. FIELDER	SHEET: 5 OF 5