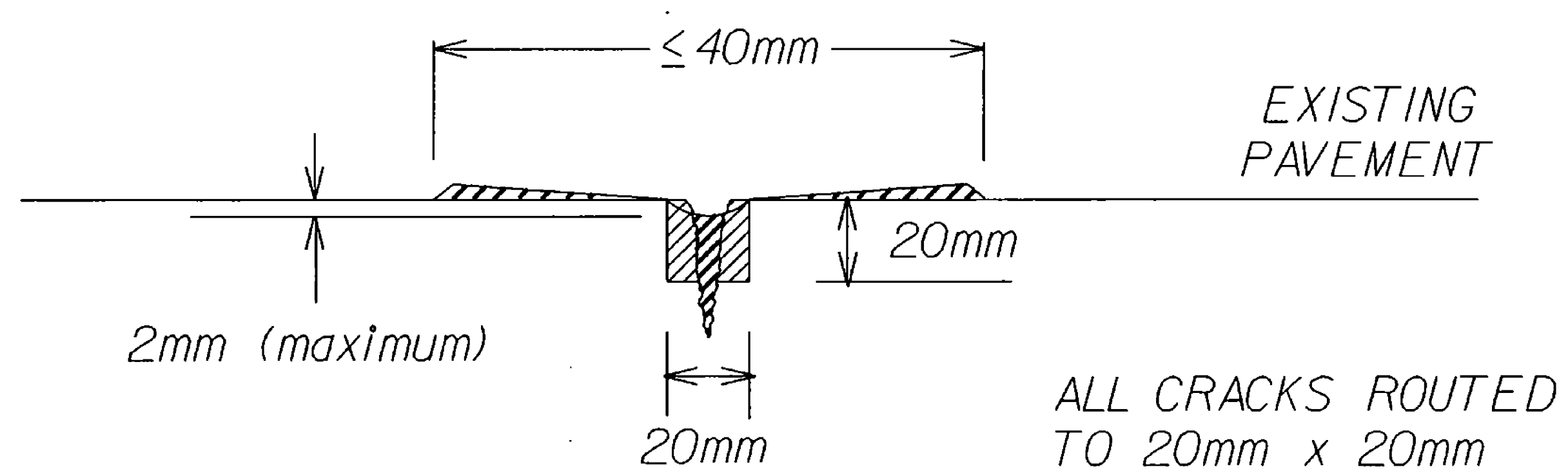
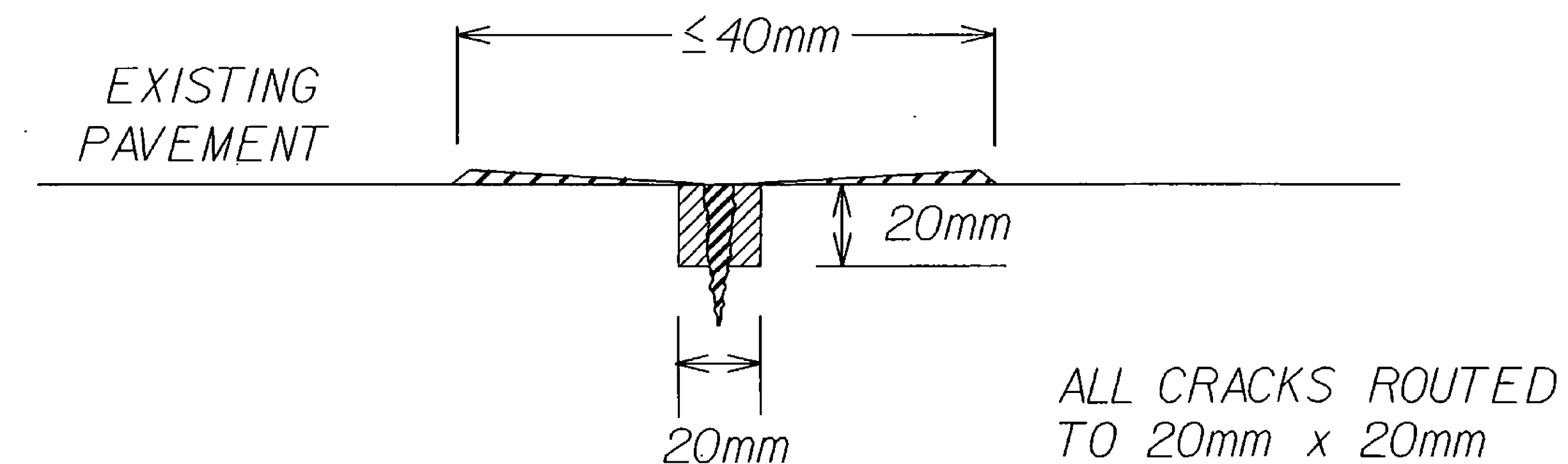


CONTRACT PLANS  
THESE PLANS DO NOT REFLECT  
CHANGES MADE ON THE PROJECT.

MAXIMUM FILL DEPTH



MINIMUM FILL DEPTH



TARGET FLUSH FILL

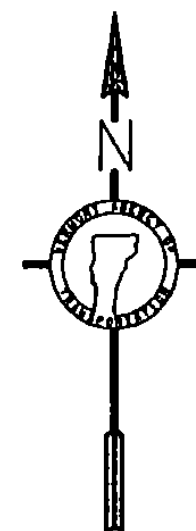
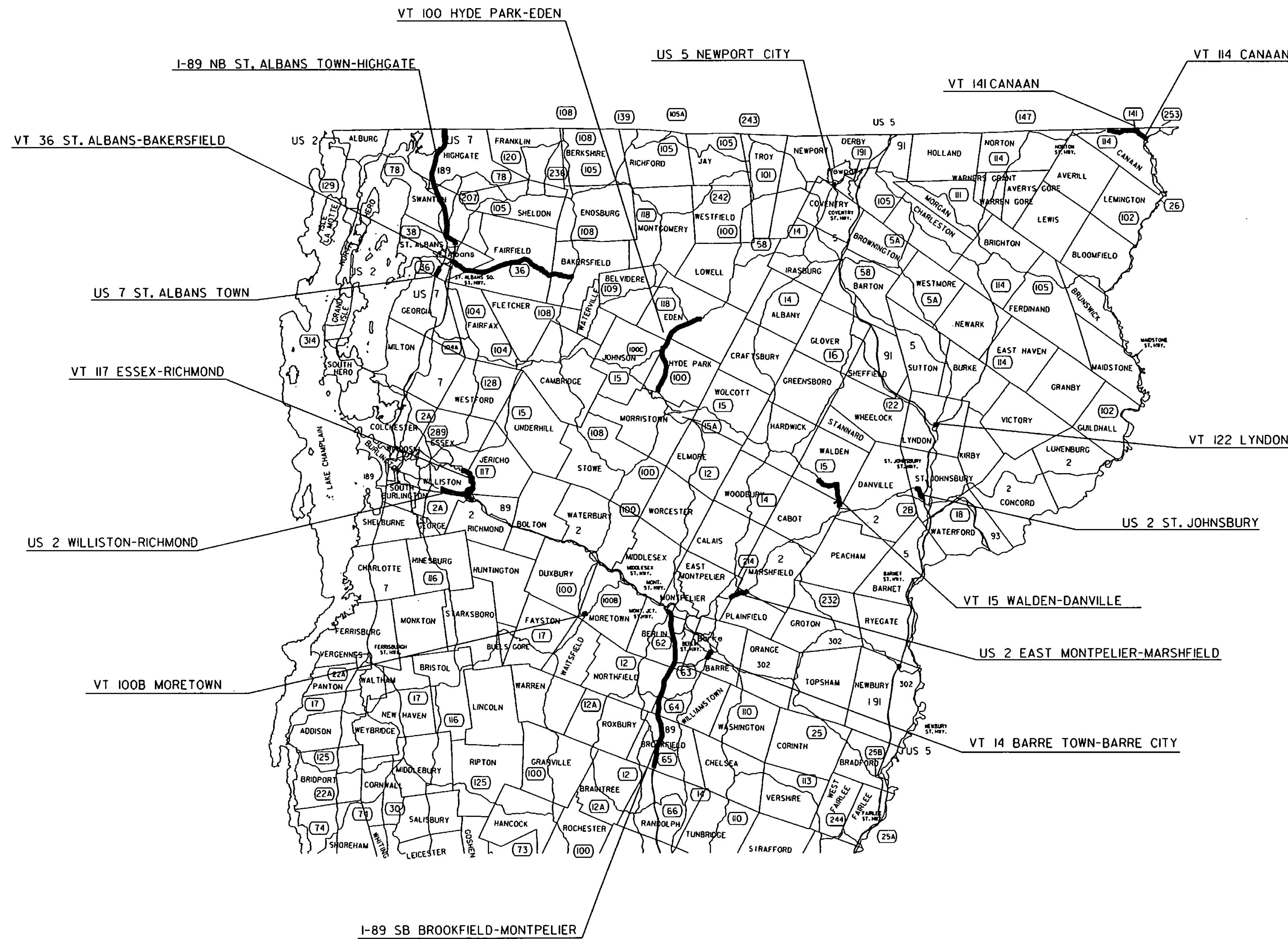
NOTES

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.

	PROJECT: STATEWIDE	PROJECT NO.: STP CRK(18)
<b>CRACKFILL TYPICAL</b>	DESIGN FILE NAME: /pave/02k250/pk250.dgn IPARM FILE NAME: pk250typ.l SURVEYED BY: SQUAD LEADER: K. LOCKE	PLOT DATE: 18-FEB-2003 SURVEY DATE: DRAWN BY: K. LOCKE SHEET: 2 OF 5



# NORTHERN REGION



<b>CRACKFILL LOCATION LAYOUT</b>	PROJECT: STATEWIDE	PROJECT NO.: STP CRAK(18)
	DESIGN FILE NAME: /pave/02k250/pk250.dgn IPARM FILE NAME: pk250Iol.I SURVEYED BY: SQUAD LEADER: K. LOCKE	PLOT DATE: 18-FEB-2003 SURVEY DATE: DRAWN BY: K. LOCKE 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
I 89 N	ST. ALBANS TOWN	117.850	HIGHGATE	130.254	19.962	39.924	8
I 89 S	BROOKFIELD	36.900	MONTPELIER	53.050	25.990	51.980	6
US 7	ST. ALBANS TOWN	1.133	ST. ALBANS TOWN	1.928	1.279	2.559	8
US 5	NEWPORT CITY	0.000	NEWPORT CITY	0.860	1.384	2.768	9
US 2	ST. JOHNSBURY	4.684	ST. JOHNSBURY	8.000	5.336	10.673	7
US 2	EAST MONTPELIER	1.600	MARSHFIELD	0.330	8.272	16.544	6
US 2	WILLISTON	1.724	RICHMOND	0.822	8.038	16.077	5
VT 15	WALDEN	4.095	DANVILLE	1.837	7.895	15.790	7
VT 36	ST. ALBANS	2.834	BAKERSFIELD	2.507	23.945	47.890	8
VT 100	HYDE PARK	5.555	EDEN	4.248	8.378	16.756	8
VT 100B	MORETOWN	0.000	MORETOWN	1.200	1.931	3.862	6
VT 114	CANAAN	5.300	CANAAN	8.358	4.921	9.842	9
VT 141	CANAAN	0.000	CANAAN	0.493	0.793	1.587	9
VT 122	LYNDON	0.000	LYNDON	0.500	0.805	1.609	7
VT 14	BARRE TOWN	1.706	BARRE CITY	1.193	2.906	5.813	6
VT 117	ESSEX	3.340	RICHMOND	0.682	7.509	15.018	5
TOTAL (KILOMETERS)					129.344	258.688	

<b>CRACK FILL LOCATION DETAIL</b>	PROJECT: STATEWIDE	PROJECT NO.: STP CRAK108
	DESIGN FILE NAME: /pave/02k250/pk250.dgn IPARM FILE NAME: pk250det.l SURVEYED BY: SQUAD LEADER: K. LOCKE	PLOT DATE: 18-FEB-2003 SURVEY DATE: DRAWN BY: K. LOCKE SHEET: 5 OF 5