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**STANDARDS**

E-100M	CONSTRUCTION APPROACH SIGNS	01/02/04
E-101M	CONSTRUCTION SIGN DETAIL	05/30/03
E-102AM	CONSTRUCTION SIGN DETAIL	06/13/97
E-102M	CONSTRUCTION SIGN DETAIL	06/30/03
E-103M	MAINLINE TRAFFIC CONTROL, DIVIDED HIGHWAY ONE LANE CLOSED	09/24/98
E-105M	TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE U-TURNS ON DIVIDED HIGHWAY	04/01/99
E-106M	TRAFFIC CONTROL MISCELLANEOUS DETAILS	06/13/97
E-110M	MAJOR MAINTENANCE OPERATION LANE CLOSURE	06/13/97
E-111M	TRAFFIC SIGNS, TYPICAL MINOR MAINTENANCE OPERATION APPROACH SIGNS	02/17/98

**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**

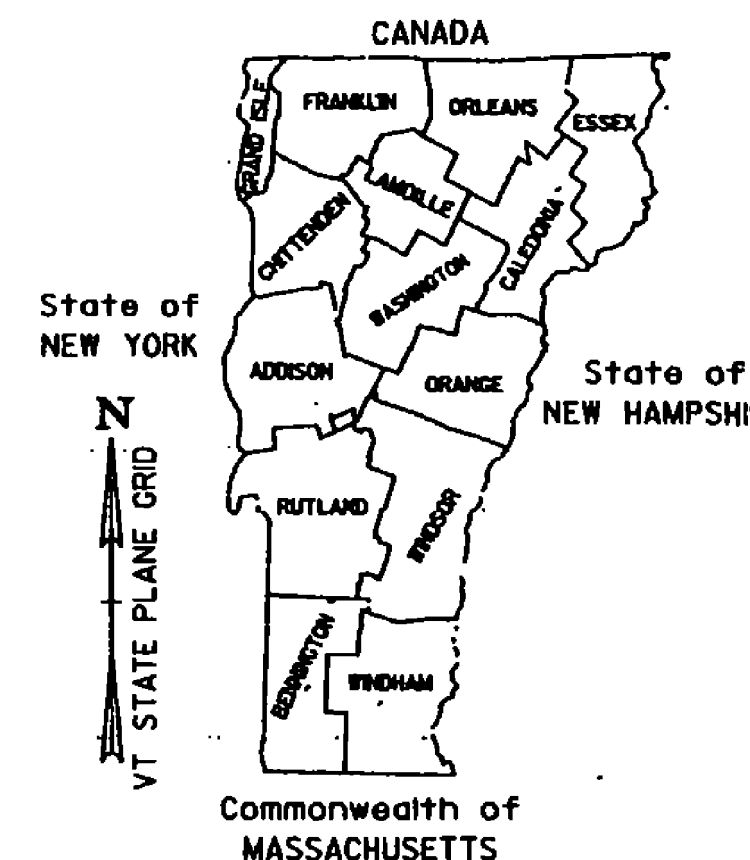


CONTRACT PLANS

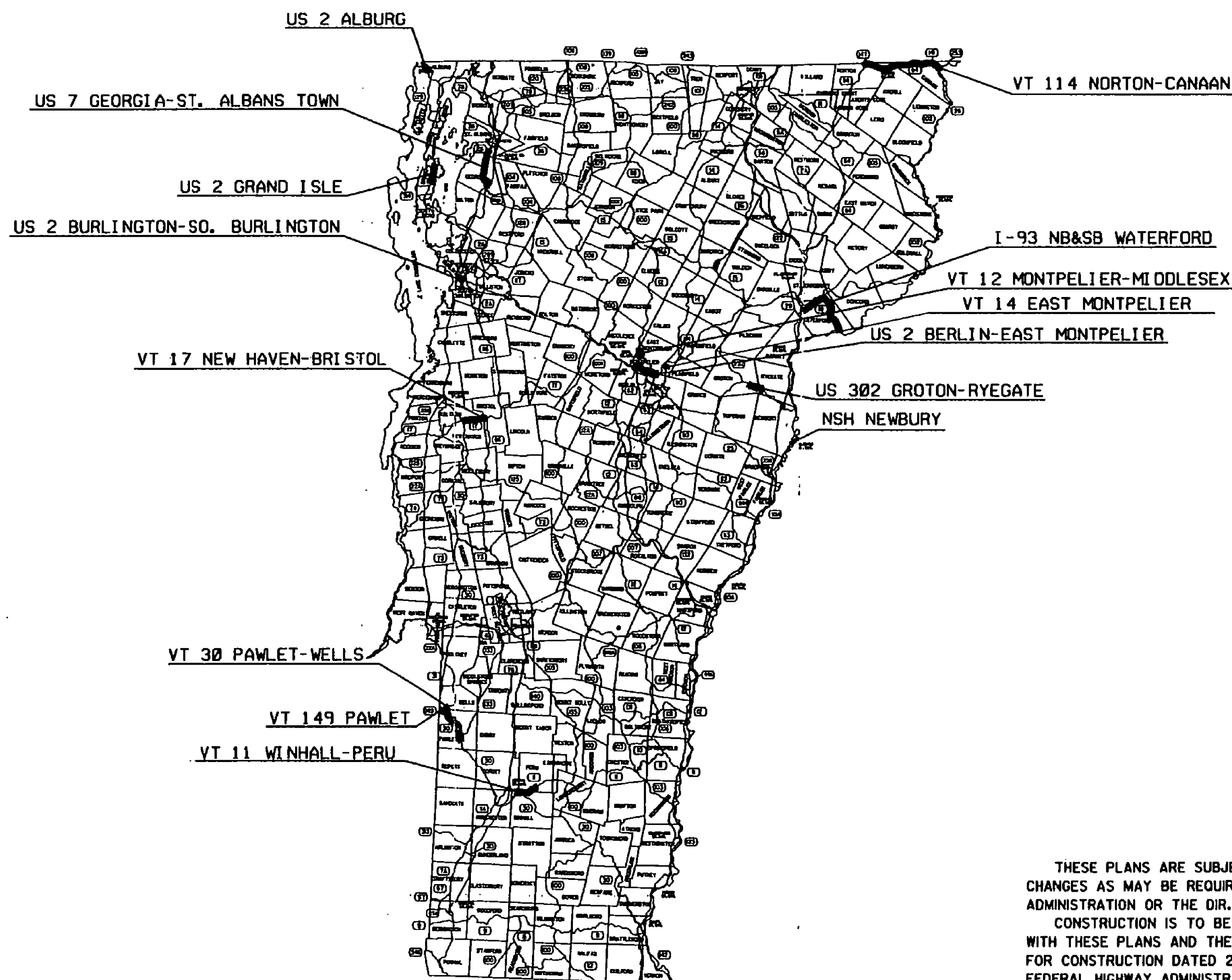
THESE PLANS DO NOT REFLECT  
CHANGES MADE ON THE PROJECT.

**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 HIGHWAYS AND THE APPROPRIATE TRAFFIC CONTROL.



BFC, Inc  
Contractor  
  
[Signature]  
Signature  
  
President  
Title



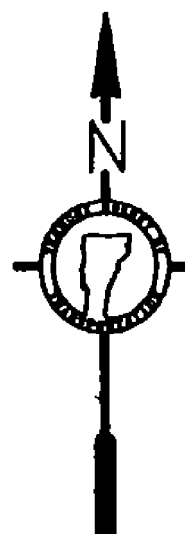
[Signature]  
Secretary of Transportation  
or Duly Authorized Agent  
  
6/7/04  
Date

**CONVENTIONAL SIGNS**

- 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

**DATUM**

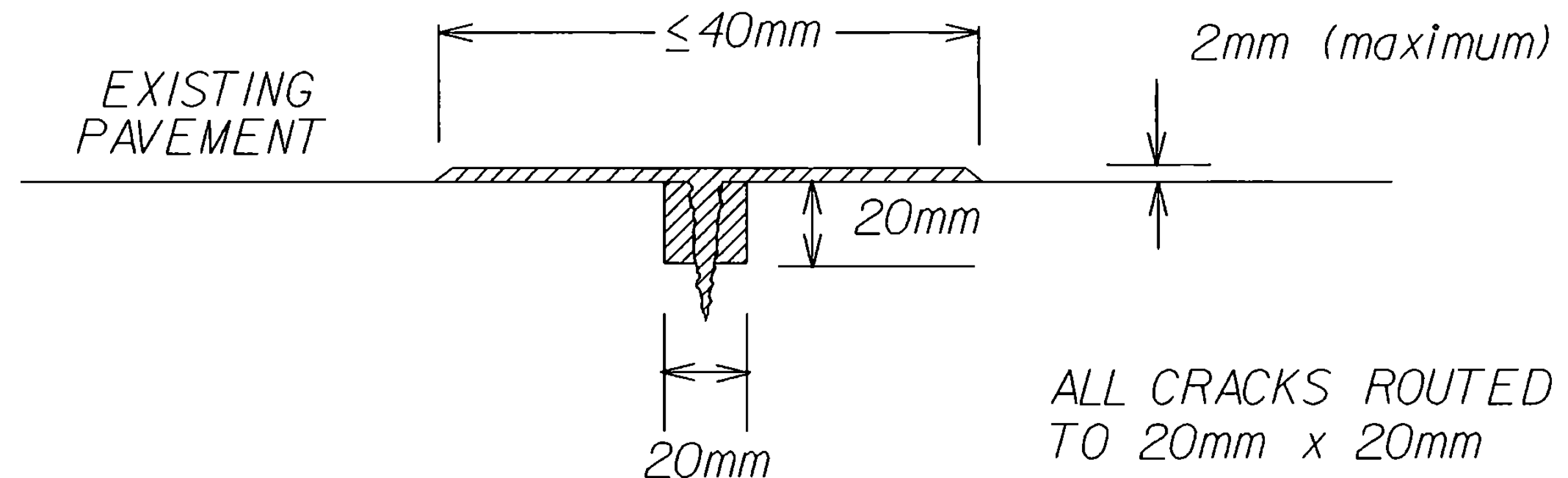
VERTICAL	N/A
HORIZONTAL	N/A



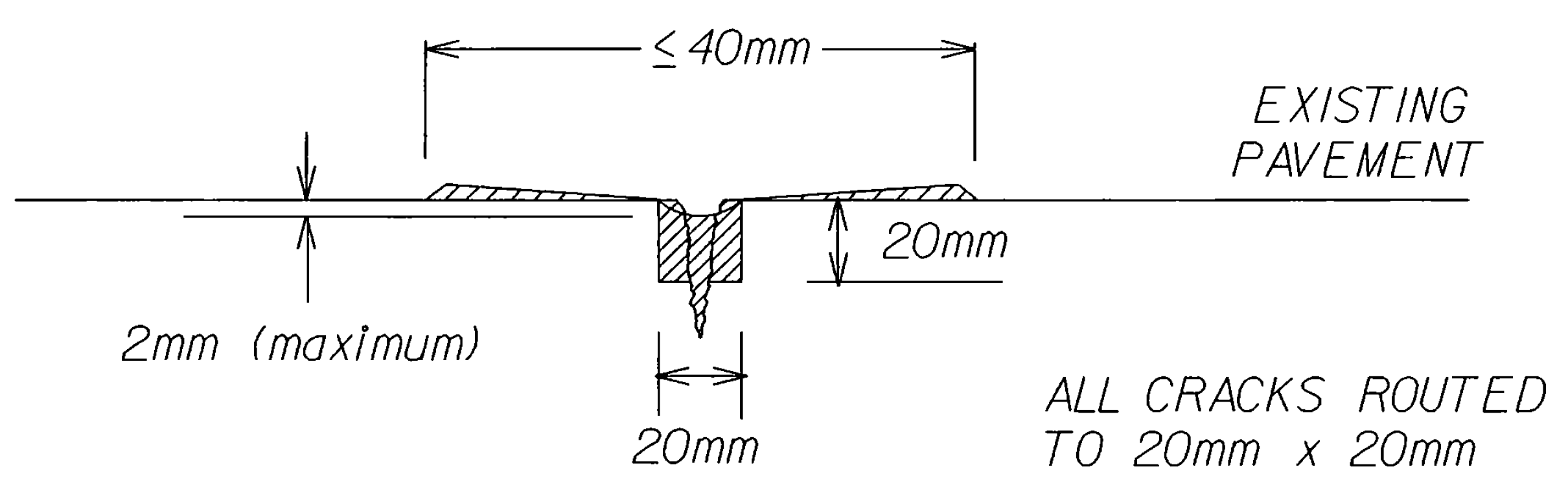
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIR. OF PROJECT DEVELOPMENT. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.



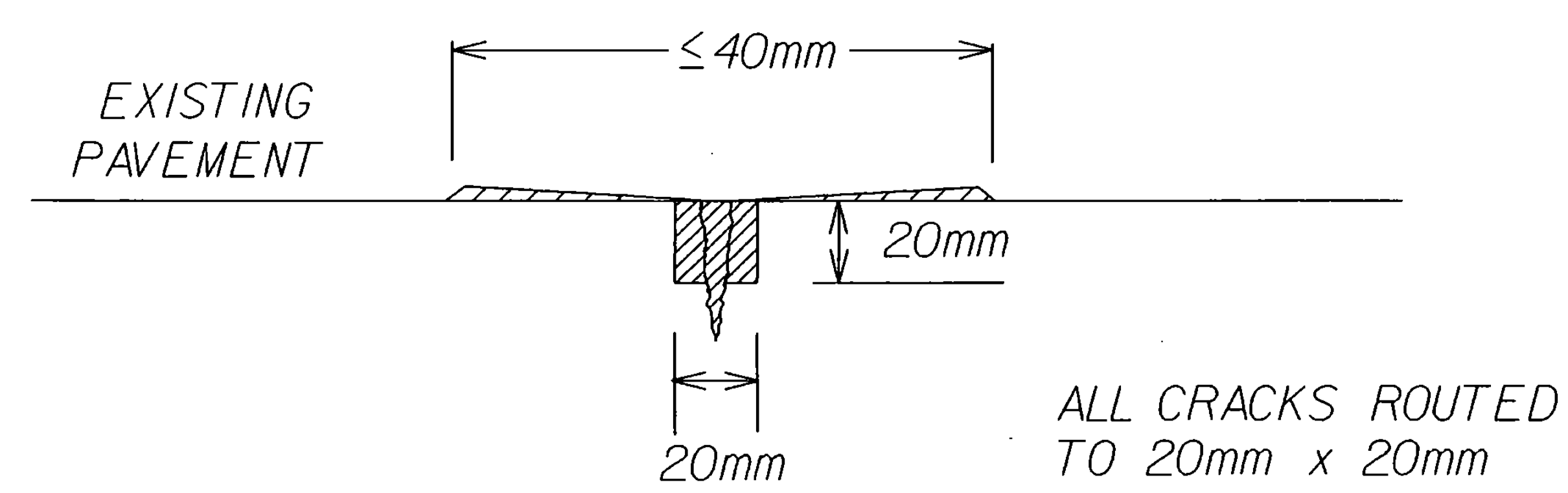
APPROVED <u>[Signature]</u> DATE <u>3/25/04</u> DIRECTOR OF PROGRAM DEVELOPMENT
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
APPROVED <u>[Signature]</u> DATE <u>4-2-04</u> DIVISION ADMINISTRATOR
PROJECT STATEWIDE STP CRAK(21)
SHEET 1 OF 5 SHEETS



MAXIMUM FILL DEPTH



MINIMUM FILL DEPTH



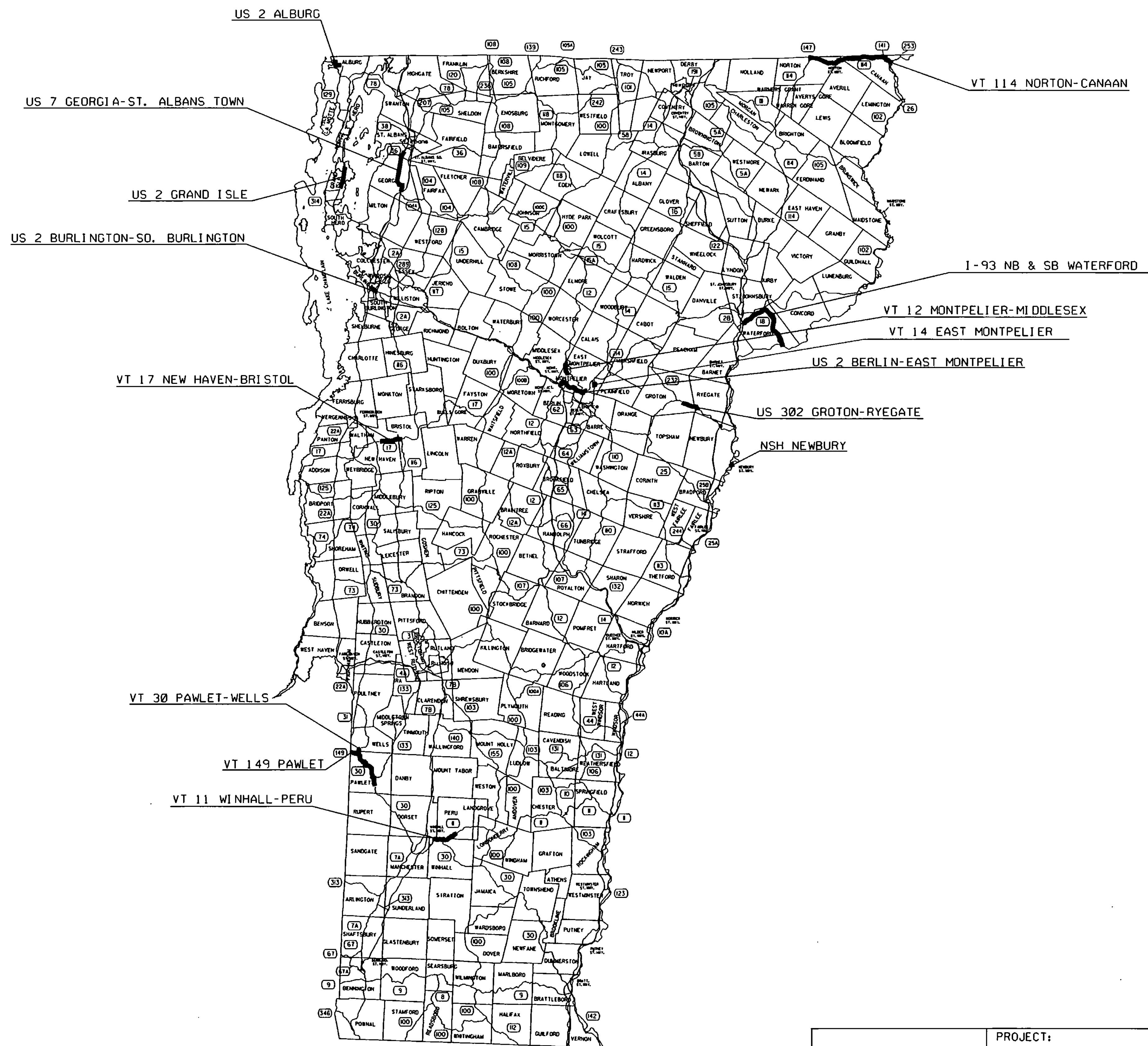
TARGET FLUSH FILL

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  $\pm 3^\circ\text{C}$  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(2I)
	DESIGN FILE NAME: /pave/04k012/p04k012.dgn IPARM FILE NAME: p04k012+yp.l SURVEYED BY: SQUAD LEADER: K. LOCKE	PLOT DATE: 26-MAR-2004 SURVEY DATE: DRAWN BY: K. LOCKE SHEET: 2 OF 5

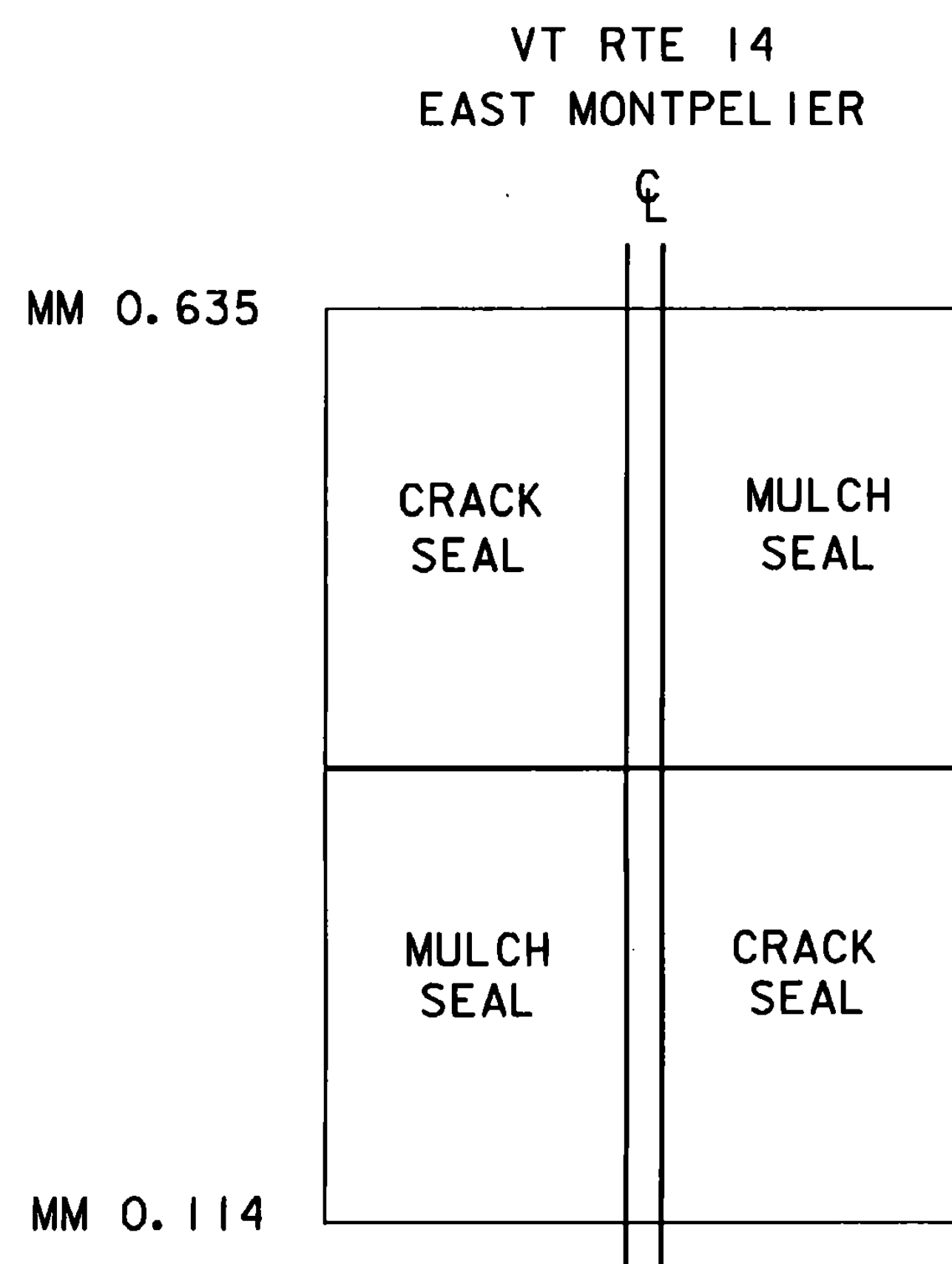




<b>CRACKFILL LOCATION LAYOUT</b>	PROJECT: STATEWIDE	PROJECT NO. : STP CRAK(2I)
	DESIGN FILE NAME: /pave/04k012/p04k012.dgn IPARM FILE NAME: p04k012I01.I SURVEYED BY: SQUAD LEADER: K. LOCKE	PLOT DATE: 26-MAR-2004 SURVEY DATE: DRAWN BY: K. LOCKE SHEET: 4 OF 5

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-93 NB	WATERFORD	0.000	WATERFORD	11.104	17.870	35.740	7
I-93 SB	WATERFORD	0.000	WATERFORD	11.075	17.823	35.646	7
NSH	NEWBURY	0.000	NEWBURY	0.482	0.776	1.552	7
US 2	BERLIN	0.000	EAST MONTPELIER	1.600	4.936	9.872	6
US 2	BURLINGTON	0.231	SOUTH BURLINGTON	0.198	1.283	2.566	5
US 2	ALBURG	0.511	ALBURG	6.200	9.155	18.310	8
US 2	GRAND ISLE	0.000	GRAND ISLE	3.100	4.989	9.978	8
US 7	GEORGIA	0.899	ST. ALBANS TOWN	0.341	11.333	22.666	8
US 302	GROTON	6.987	RYEGATE	1.304	3.574	7.148	7
VT 11	WINHALL	3.355	PERU	2.798	5.758	11.516	1
VT 12	MONTPELIER	1.265	MIDDLESEX	0.000	5.093	10.186	6
* VT 14 *	EAST MONTPELIER	0.114	EAST MONTPELIER	0.635	0.838	1.676	6
VT 17	NEW HAVEN	3.455	BRISTOL	0.579	6.952	13.904	5
VT 30	PAWLET	2.399	WELLS	2.362	13.233	26.466	1, 3
VT 114	NORTON	5.546	CANAAN	5.300	17.071	34.142	9
VT 149	PAWLET	0.000	PAWLET	1.302	2.095	4.190	1
TOTAL (KILOMETERS)					<u>122.780</u>	<u>245.560</u>	



\* CRACK SEAL - MULCH SEAL COMPARISON  
 THE VT RTE 14 LOCATION IN EAST MONTPELIER WILL BE USED AS A  
 SIDE BY SIDE COMPARISON OF THE TWO TREATMENTS. THE TREATMENTS  
 SHOULD BE ALTERNATED EVERY 0.25 MILES (0.40 KM). THE HOT CRACK  
 SEAL MATERIAL WILL BE DONE AS PART OF THIS PROJECT. THE MULCH  
 SEAL MATERIAL WILL BE DONE BY DISTRICT 6 FORCES. THE CONTRACTOR  
 WILL BE RESPONSIBLE FOR COORDINATING THIS WORK WITH DISTRICT 6  
 AND SHOULD CONTACT DTA #6 ERNEST ENGLEHARDT (802-828-2691) PRIOR  
 TO PERFORMING ANY WORK AT THIS LOCATION.

<b>CRACK FILL LOCATION DETAIL</b>	PROJECT: STATEWIDE	PROJECT NO. 1 STP CRAK(2)
	DESIGN FILE NAME: /pave/04k012/p04k012.dgn IPARM FILE NAME: p04k012det.i SURVEYED BY: SQUAD LEADER: K. LOCKE	PLOT DATE: 26-MAR-2004 SURVEY DATE: DRAWN BY: K. LOCKE SHEET: 5 OF 5