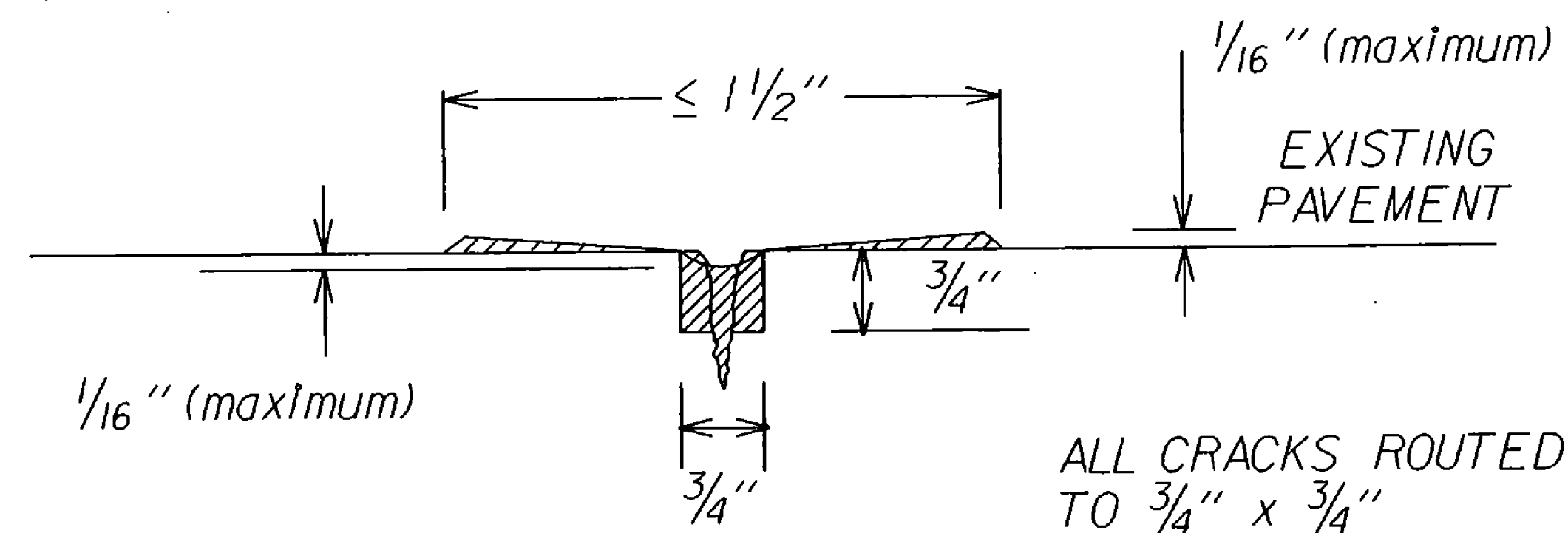
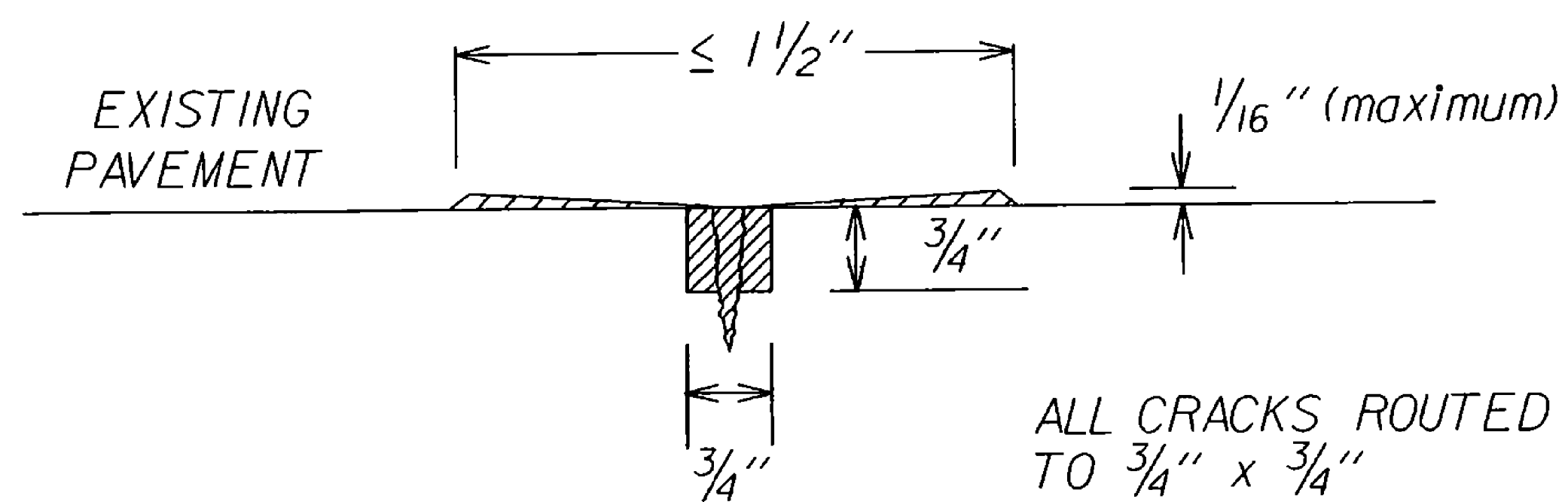


MAXIMUM FILL DEPTH



MINIMUM FILL DEPTH



TARGET FLUSH FILL

CONTRACT PLANS

THESE PLANS DO NOT REFLECT CHANGES MADE ON THE PROJECT.

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 $\frac{3}{4}''$ BY $\frac{3}{4}''$ 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 0.10" AND NO GREATER THAN $\frac{3}{4}''$. ALL OTHERS TO BE LEFT AS IS 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: 40°F TO 104°F.
6. PAVEMENT TEMPERATURE RANGE: 50°F TO 140°F
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 SHALL BE WITHIN THE MANUFACTURER'S SPECIFIED TEMPERATURE RANGE AT 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 SOUEEGEE SHOULD BE LESS THAN 3 FEET, BUT IN NO CASE SHOULD IT BE GREATER THAN 6 FEET.
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 + $\frac{1}{16}''$ ABOVE SURFACE TO - $\frac{1}{16}''$ BELOW SURFACE. THICKNESSES ABOVE THE SURFACE GREATER THAN $\frac{1}{16}''$ AND RECESSES GREATER THAN $\frac{1}{16}''$ BELOW THE SURFACE SHALL REFER TO SECTION 417 - BITUMINOUS CRACK SEALING, SUBSECTION 417.06 PLACING OF SEALER, OF THE STANDARD SPECIFICATIONS.
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.
16. ALL CRACKS AT THE COLCHESTER AND ROCKINGHAM - SPRINGFIELD SITES SHALL NOT BE ROUTED. WORK AT THESE LOCATIONS SHALL BE DONE IN ACCORDANCE WITH SPECIAL PROVISION (BITUMINOUS CRACK SEALING, BLOW AND GO METHOD).

CRACK SEALING TYPICAL

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	STP CRAK(26)
FILE NAME:	p07ki78.dgn
PROJECT LEADER:	DOMEY
DESIGNED BY:	LOCKE
	p07ki78+yp.l
PLOT DATE:	20-MAR-2008
DRAWN BY:	LOCKE
CHECKED BY:	PAVT MGMT
	SHEET 2 OF 11