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- 4 LOCATION LAYOUT
- 5-6 CRACK SEALING LOCATION DETAIL SHEETS
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- 32 TRAFFIC CONTROL NOTES

VAOT STANDARDS

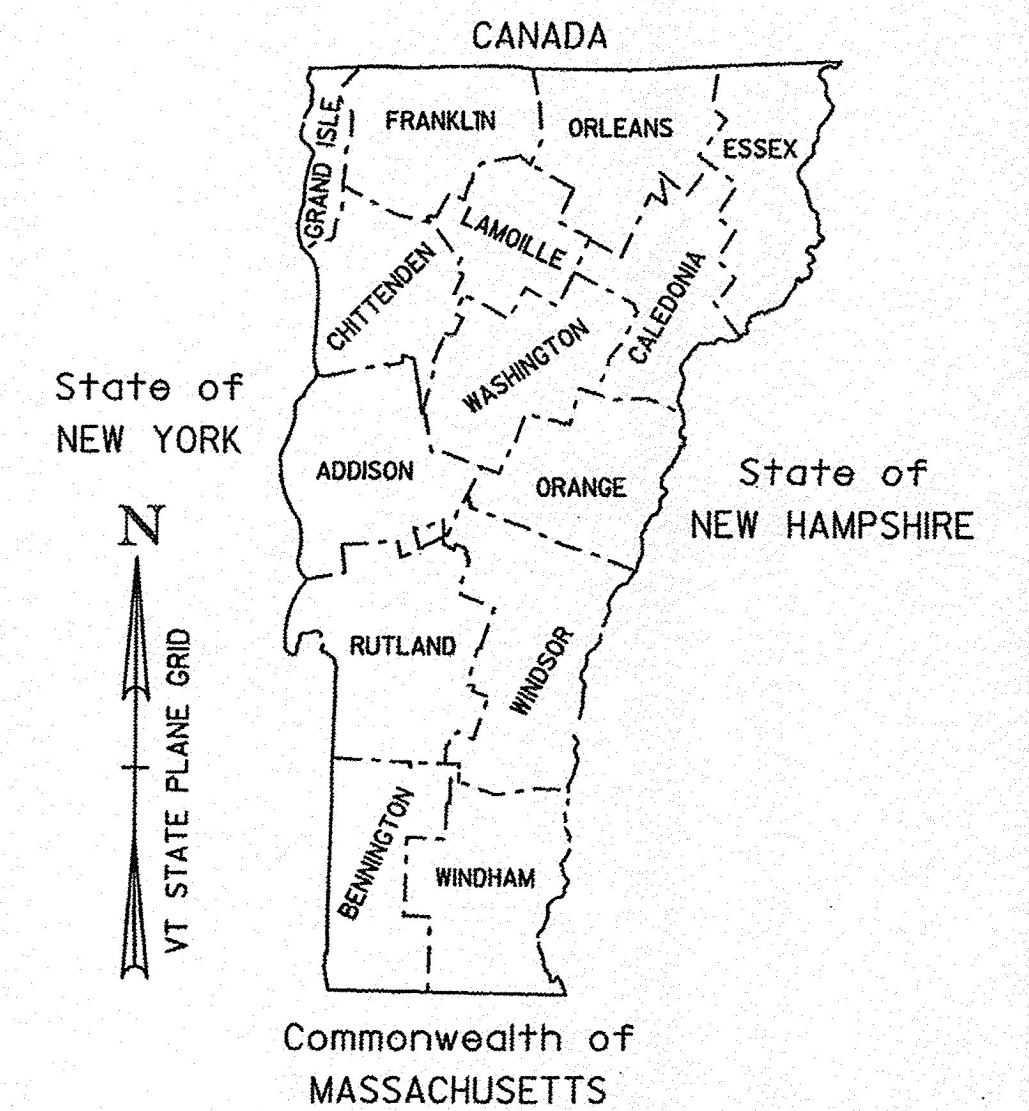
- T-1 04/25/16
- T-10 08/06/12
- T-11 08/06/12
- T-12 08/06/12
- T-16 08/06/12
- T-17 08/06/12
- T-20 08/06/12
- T-28 08/06/12
- T-29 08/06/12
- T-30 08/06/12
- T-31 08/06/12

# STATE OF VERMONT AGENCY OF TRANSPORTATION

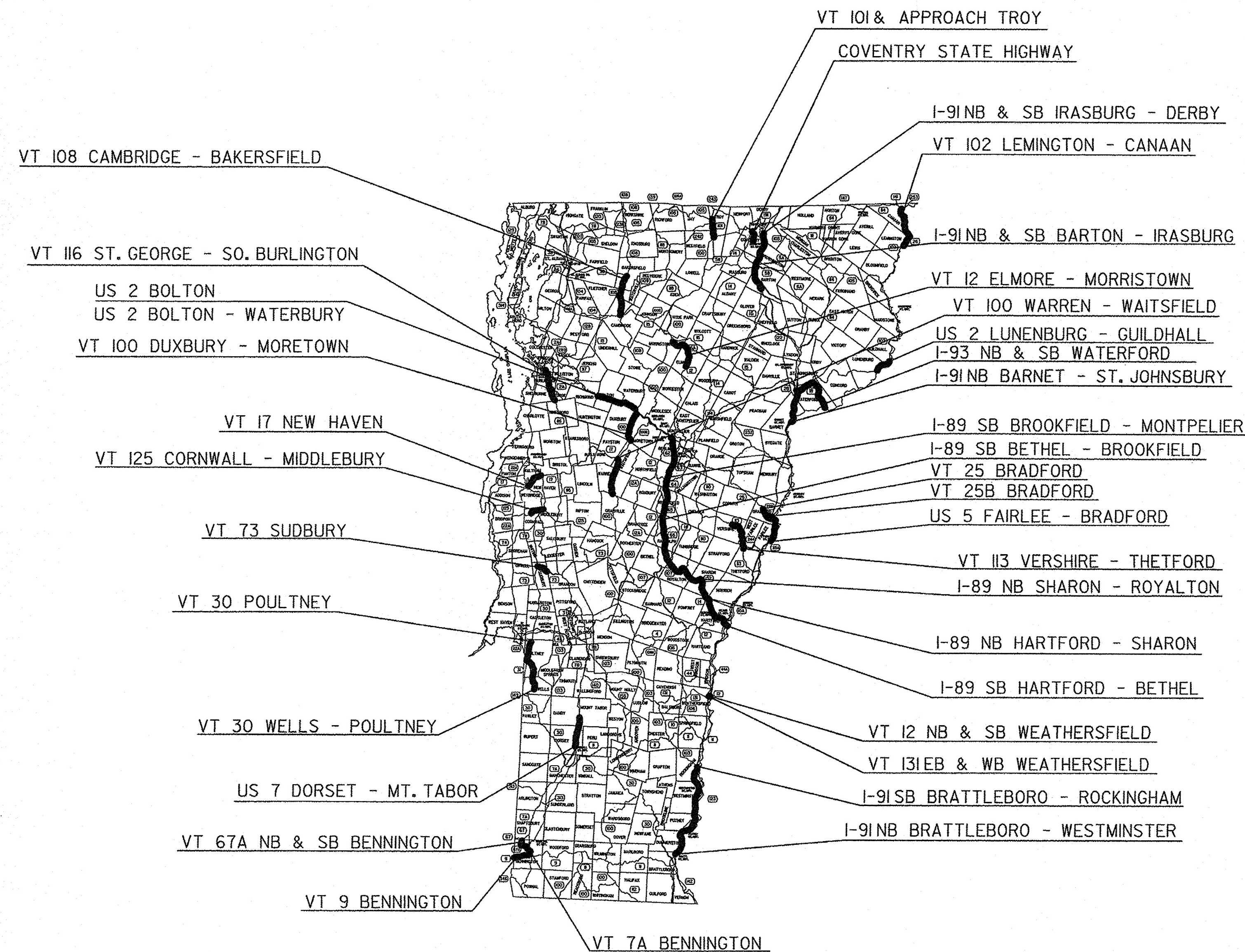


## PROPOSED IMPROVEMENT STATEWIDE CRACK SEALING

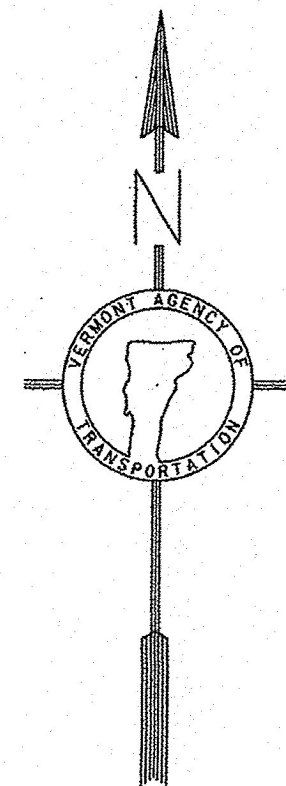
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE ROUTING AND SEALING OF CRACKS IN BITUMINOUS CONCRETE PAVEMENT ON EXISTING STATE, U.S., AND INTERSTATE HIGHWAYS AND THE APPROPRIATE TRAFFIC CONTROL.



RECORD PLANS	
CONTRACTOR:	ANNSEAL, INC. - JOHNSON CITY, NY
RESIDENT ENGINEER:	CHRIS LAVALETTE
CONSTRUCTION BEGAN:	AUGUST 28, 2017
CONSTRUCTION COMPLETE:	MAY 10, 2018
RECORD PLANS BY:	CHRIS LAVALETTE & JESSE IVES
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY	RESIDENT ENGINEER
DATE 9/10/18	
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.	



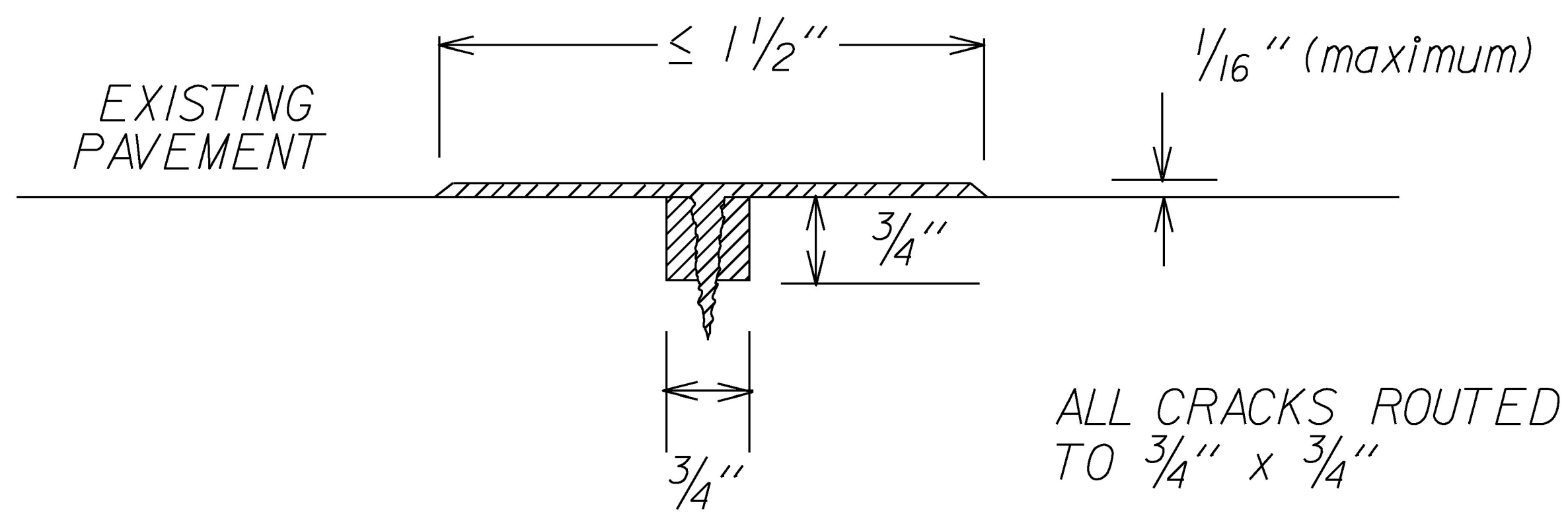
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.



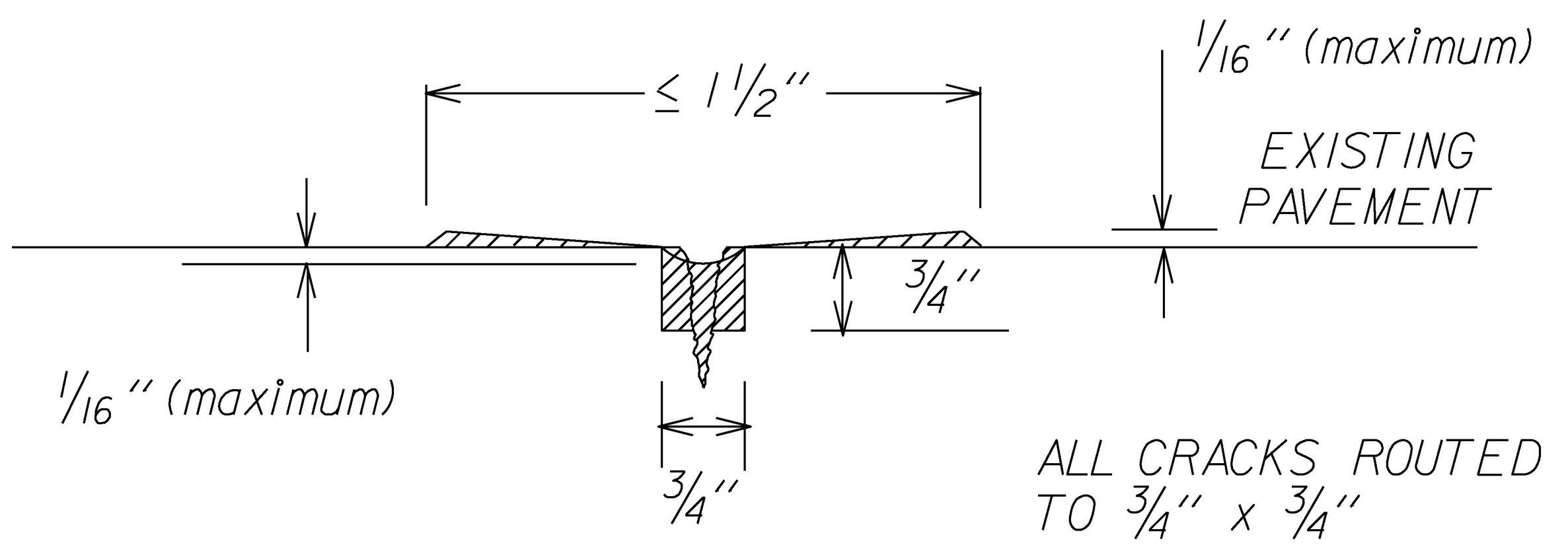
QUALITY ASSURANCE PROGRAM : LEVEL I
SURVEYED BY : N/A
SURVEYED DATE : N/A
DATUM
VERTICAL : N/A
HORIZONTAL : N/A

DIRECTOR OF PROJECT DELIVERY	
APPROVED	DATE 5/16/2017
PROJECT MANAGER : MICHAEL J. FOWLER, P.E.	
PROJECT NAME : STATEWIDE	
PROJECT NUMBER : STP CRAK (35)	
SHEET 1 OF 32 SHEETS	

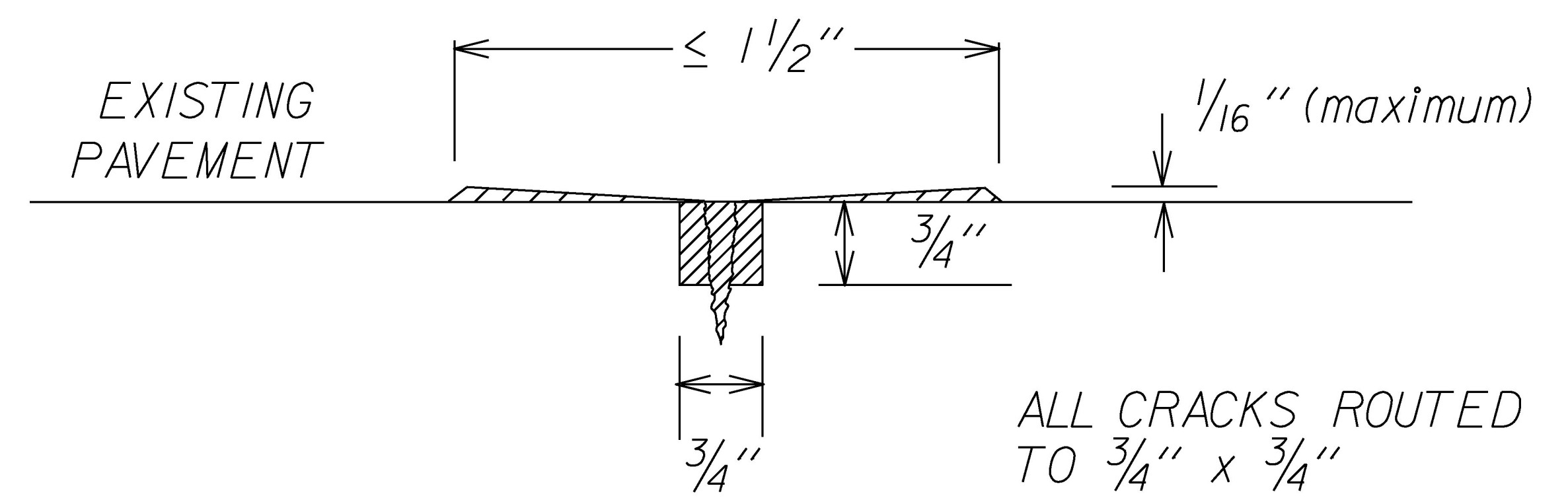
**NOT TO SCALE**



MAXIMUM FILL DEPTH



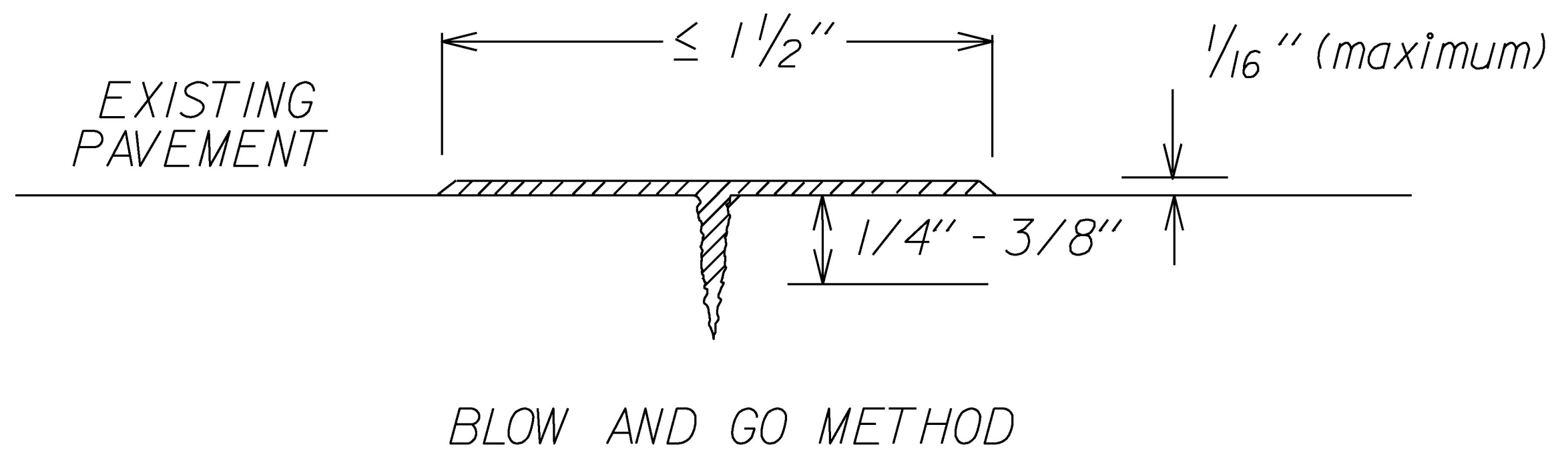
MINIMUM FILL DEPTH



TARGET FLUSH FILL

NOTES

1. A STRIKE OFF FLUSH FILL TECHNIQUE SHALL BE USED FOR MATERIAL APPLICATION. STRIKE OFF MAY BE ACCOMPLISHED WITH A SHOE.
2. 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.
3. RELATIVE HUMIDITY SHOULD BE LESS THAN 80 PERCENT FOR APPLICATION OF THE CRACK SEALANT MATERIAL.
4. BACKFLUSHING OF HOSE AND APPLICATOR WAND IS NECESSARY ANY TIME THE APPLICATION OF SEALANT HAS BEEN DELAYED FOR A PERIOD GREATER THAN 15 MINUTES.
5. THE DISTANCE BETWEEN APPLICATOR AND SQUEEGEE SHOULD BE LESS THAN THREE FEET, BUT IN NO CASE SHOULD IT BE GREATER THAN SIX FEET.
6. 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.
7. THE ACCEPTABLE SEALANT THICKNESS SHALL BE IN THE RANGE OF + 1/16" ABOVE SURFACE TO - 1/16" BELOW SURFACE. THICKNESSES ABOVE THE SURFACE GREATER THAN 1/16" AND RECESSES GREATER THAN 1/16" BELOW THE SURFACE SHALL REFER TO SECTION 417 - BITUMINOUS CRACK SEALING, SUBSECTION 417.06 PLACING OF SEALER, OF THE STANDARD SPECIFICATIONS.
8. THE MANUFACTURER'S RECOMMENDATIONS ON CURING OF MATERIAL SHALL BE SUPPLIED IN ADVANCE OF ACTIVITIES. THE CURE TIMES MAY BE SHORTENED OR EXTENDED TO MEET CONDITIONS IN THE FIELD AS DIRECTED BY THE ENGINEER.

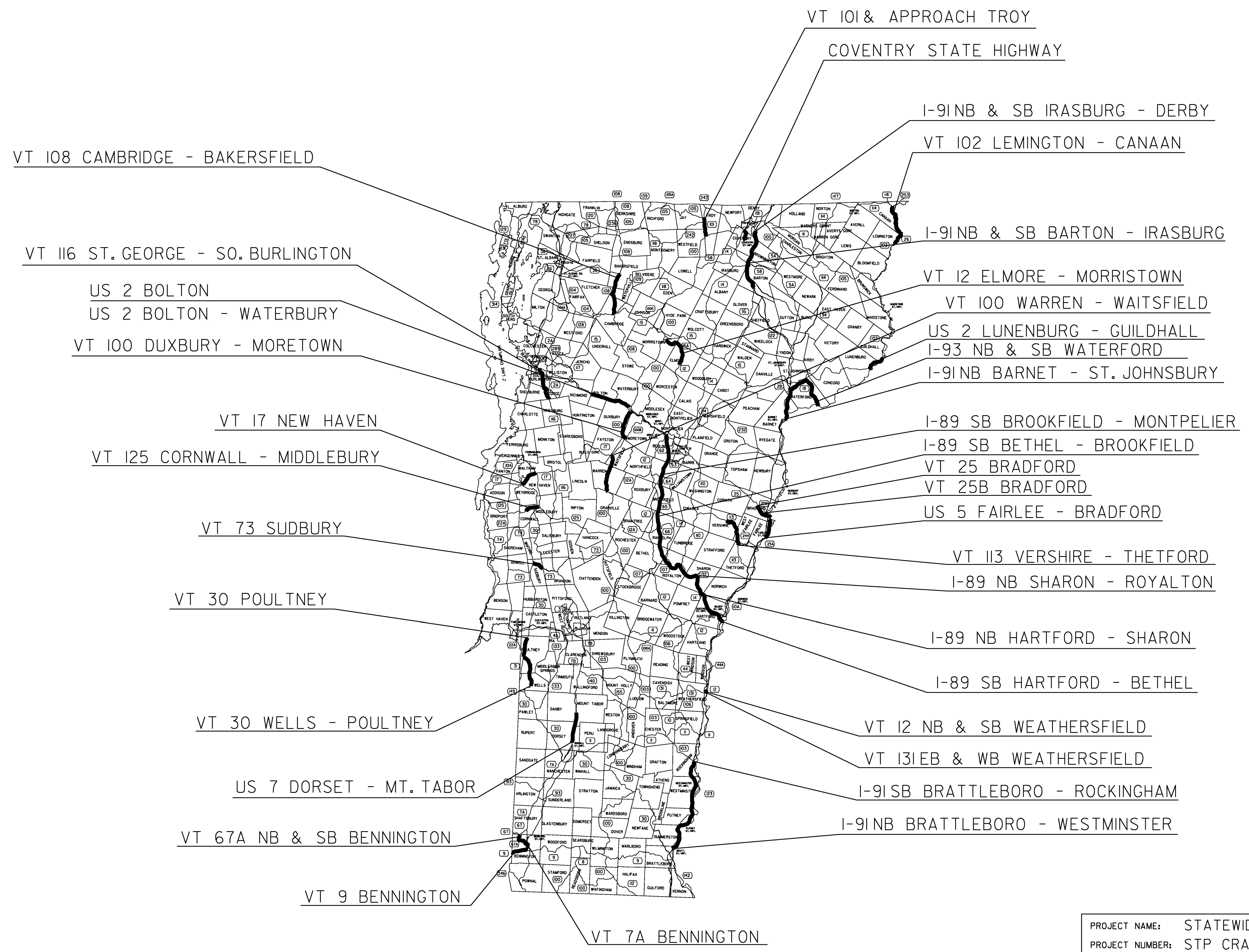


BLOW AND GO METHOD

NOT TO SCALE

<b>CRACK SEALING TYPICAL</b>	PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
	PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
	FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
	PROJECT LEADER: FOWLER	SHEET 2 OF 32
	DESIGNED BY: LOCKE	
	CRACK SEALING TYPICAL	





PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	DESIGNED BY:	LOCKE
PROJECT LEADER:	FOWLER	CHECKED BY:	FOWLER
LOCATION LAYOUT		SHEET	4 OF 32

CRACK SEALING TO BE PERFORMED AT THE FOLLOWING LOCATIONS.  
 LOCATION MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR  
 FIELD CONDITIONS.

ROUTE	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH	LANE LENGTH	DISTRICT
189 (NB)	HARTFORD	6.900	SHARON	12.250	5.350	10.700	4
* 189 (NB)	SHARON	12.250	ROYALTON	19.000	6.750	13.500	4
** 189 (SB)	HARTFORD	0.050	BETHEL	25.400	25.350	50.700	4
*** 189 (SB)	BETHEL	25.400	BROOKFIELD	36.910	11.510	23.020	4
\$ 189 (SB)	BROOKFIELD	36.910	MONTPELIER	52.500	15.590	31.180	4 & 5
\$\$ 191 (NB)	BRATTLEBORO	11.940	WESTMINSTER	30.000	18.060	36.120	2
\$\$\$ 191 (NB)	BARNET	122.100	ST. JOHNSBURY	128.700	6.600	13.200	7
% 191 (NB)	BARTON	156.000	IRASBURG	163.020	7.020	14.040	9
191 (NB)	IRASBURG	163.020	DERBY	169.772	6.752	13.504	9
% % 191 (SB)	BRATTLEBORO	11.920	ROCKINGHAM	35.607	23.687	47.374	2
% 191 (SB)	BARTON	156.000	IRASBURG	163.050	7.050	14.100	9
191 (SB)	IRASBURG	163.050	DERBY	169.782	6.732	13.464	9
% % % 193 (NB)	WATERFORD	0.038	WATERFORD	11.166	11.128	22.256	7
% % % 193 (SB)	WATERFORD	0.051	WATERFORD	11.184	11.133	22.266	7
US 2	BOLTON	0.100	BOLTON	1.860	1.760	3.520	5
US 2	BOLTON	1.860	WATERBURY	3.517	7.326	14.652	5
US 2	LUNENBURG	5.200	GUILDHALL	1.149	4.988	9.976	7
US 5	FAIRLEE	4.064	BRADFORD	0.439	3.653	7.306	7
US 7	DORSET	1.745	MT. TABOR	2.400	7.393	14.786	1
VT 7A	BENNINGTON	0.000	BENNINGTON	0.840	0.840	1.680	1
VT 9	BENNINGTON	0.000	BENNINGTON	3.125	3.125	6.250	1
VT 12 (NB)	WEATHERSFIELD	0.000	WEATHERSFIELD	0.394	0.394	0.788	2
VT 12 (SB)	WEATHERSFIELD	0.000	WEATHERSFIELD	0.394	0.394	0.788	2
VT 12	ELMORE	3.520	MORRISTOWN	2.181	6.593	13.186	8
VT 17	NEW HAVEN	1.200	NEW HAVEN	3.455	3.181	6.362	5
REMOVED <del>VT 25</del>	BRADFORD	0.000	BRADFORD	6.376	6.376	12.752	7
VT 25B	BRADFORD	0.000	BRADFORD	0.981	0.981	1.962	7

\* INCLUDE EXIT 2 NORTHBOUND ON & OFF RAMPS  
 \*\* INCLUDE EXITS 1 - 3 SOUTHBOUND ON & OFF RAMPS, RWIS AT MM 24.300 SHEET TOTAL (MILES) 209.716 419.432  
 \*\*\* INCLUDE EXIT 4 SOUTHBOUND ON & OFF RAMPS AND PARKING AREA AT MM 29.700  
 \$ INCLUDE EXITS 5 - 7 SOUTHBOUND ON & OFF RAMPS, TRAFFIC RECORDER AT MM 50.85  
 \$\$ INCLUDE EXITS 4 - 5 NORTHBOUND ON & OFF RAMPS, WEIGH IN MOTION AT MM 22.800  
 \$\$\$ INCLUDE EXIT 19 NORTHBOUND ON & OFF RAMPS  
 % INCLUDE EXIT 25 NORTHBOUND ON RAMP, EXIT 25 SOUTHBOUND OFF RAMP & EXIT 26  
 NORTHBOUND & SOUTHBOUND ON & OFF RAMPS  
 % % INCLUDE EXITS 4 - 6 SOUTHBOUND ON & OFF RAMPS, WEIGH IN MOTION AT MM 22.800, RWIS AT MM 23.800  
 % % % INCLUDE EXIT 1 NORTHBOUND & SOUTHBOUND ON & OFF RAMPS, TRAFFIC RECORDERS  
 AT MM 9.500 NORTHBOUND & SOUTHBOUND

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	STP CRAK(35)
FILE NAME: pl6v2ll.dgn	PLOT DATE: 17-MAY-2017
PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: FOWLER
CRACK SEALING LOCATION DETAIL SHEET 1 SHEET 5 OF 32	

CRACK SEALING TO BE PERFORMED AT THE FOLLOWING LOCATIONS.  
 LOCATION MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR  
 FIELD CONDITIONS.

<u>ROUTE</u>	<u>TOWN BEGINNING</u>	<u>MM BEGINNING</u>	<u>TOWN END</u>	<u>MM ENDING</u>	<u>LENGTH</u>	<u>LANE LENGTH</u>	<u>DISTRICT</u>
VT 30	WELLS	2.014	POULTNEY	4.193	7.272	14.544	3
VT 30	POULTNEY	4.885	POULTNEY	6.852	1.967	3.934	3
VT 67A (NB)	BENNINGTON	0.000	BENNINGTON	0.850	0.850	1.700	1
VT 67A (SB)	BENNINGTON	0.000	BENNINGTON	0.850	0.850	1.700	1
VT 73	SUDBURY	0.383	SUDBURY	2.860	2.477	4.954	3
VT 100	DUXBURY	3.500	MORETOWN	1.227	2.812	5.624	5
VT 100	WARREN	0.850	WAITSFIELD	2.422	7.920	15.840	5
VT 101	TROY	0.010	TROY	4.351	4.351	8.702	9
VT 101 APPROACH	TROY	0.000	TROY	0.046	0.046	0.092	9
<del>REMOVED</del> <del>VT 102</del>	LEMINGTON	3.670	CANAAN	6.360	10.014	20.028	9
VT 108	CAMBRIDGE	9.363	BAKERSFIELD	3.481	9.591	19.182	8
VT 113	VERSHIRE	3.505	THETFORD	0.813	7.887	15.774	4
VT 116	ST. GEORGE	0.000	SO. BURLINGTON	4.249	7.978	15.956	5
VT 125	CORNWALL	2.980	MIDDLEBURY	0.334	1.619	3.238	5
VT 131(EB)	WEATHERSFIELD	8.120	WEATHERSFIELD	8.647	0.527	1.054	2
VT 131(WB)	WEATHERSFIELD	8.120	WEATHERSFIELD	8.647	0.527	1.054	2
COVENTRY STATE HIGHWAY	COVENTRY	0.000	COVENTRY	2.543	2.543	5.086	9

SHEET TOTAL (MILES) 69.231 138.462

PROJECT TOTAL (MILES) 278.947 557.894

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	DESIGNED BY: LOCKE
CRACK SEALING LOCATION DETAIL SHEET 2 SHEET 6 OF 32	

I-89 SOUTH  
TO WHITE RIVER  
JUNCTION

VT STATE PLANE GRID

U.S. ROUTE 4  
TO WHITE RIVER  
JUNCTION

RAMP "B"

RAMP "A"

RAMP "C"

RAMP "D"

T.H. 45

U.S. ROUTE 4  
TO WOODSTOCK

DRIVE  
DRIVE

I-89 NORTH  
TO SHARON

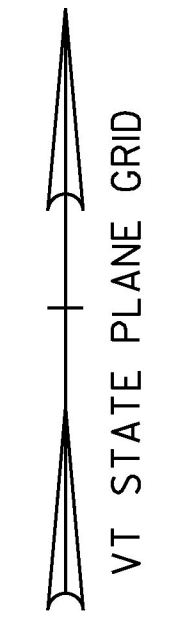
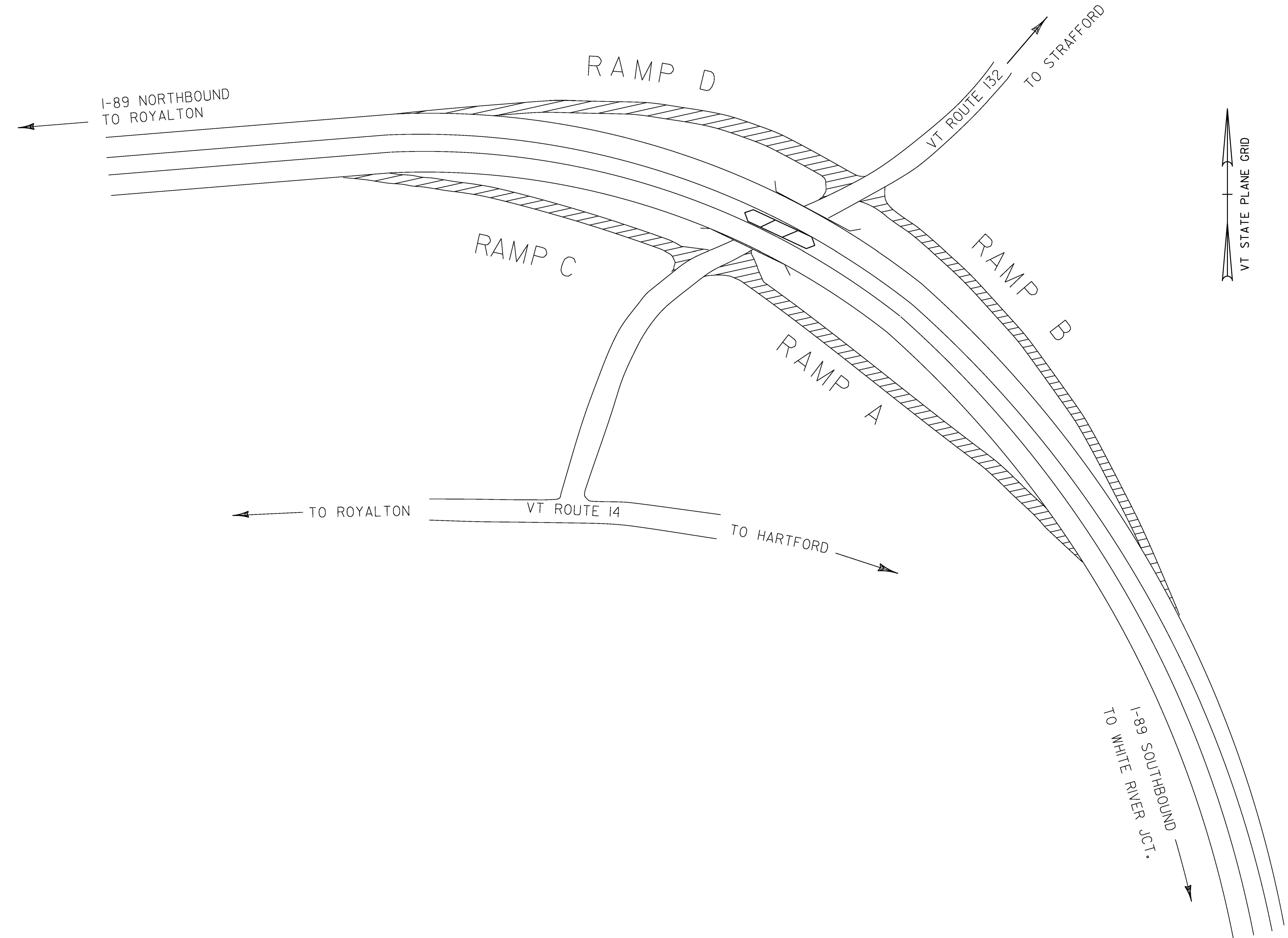
# QUECHEE INTERCHANGE # 1 I-89

RAMPS REQUIRING CRACK SEALING

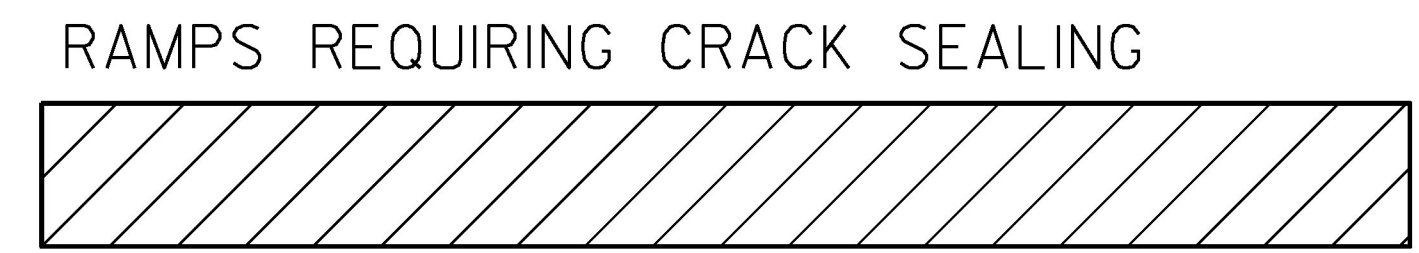


NOT TO SCALE

PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	DESIGNED BY:	LOCKE
PROJECT LEADER:	FOWLER	CHECKED BY:	FOWLER
INTERCHANGE DETAIL SHEET 1		SHEET 7	OF 32

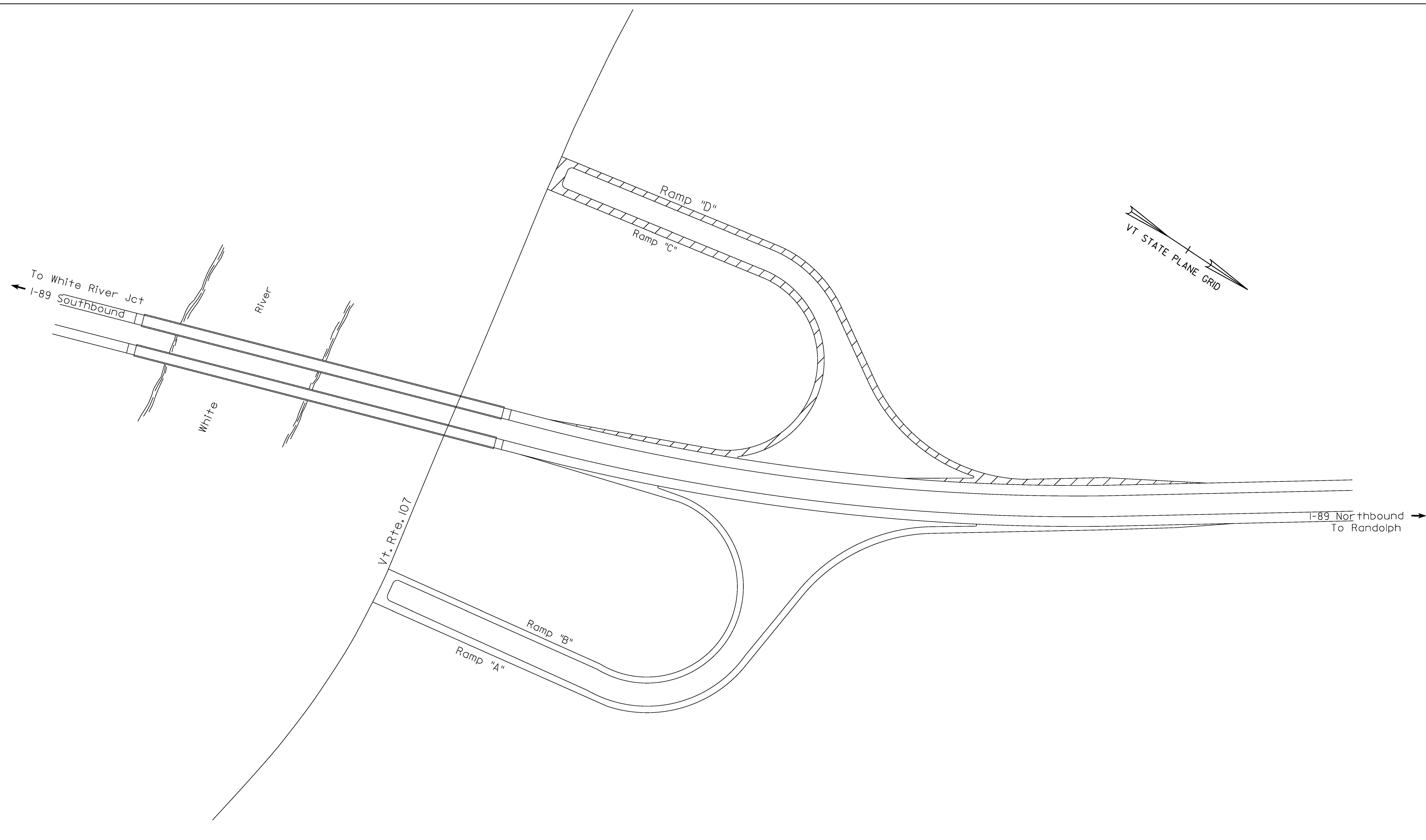


**SHARON INTERCHANGE # 2**  
**I-89**

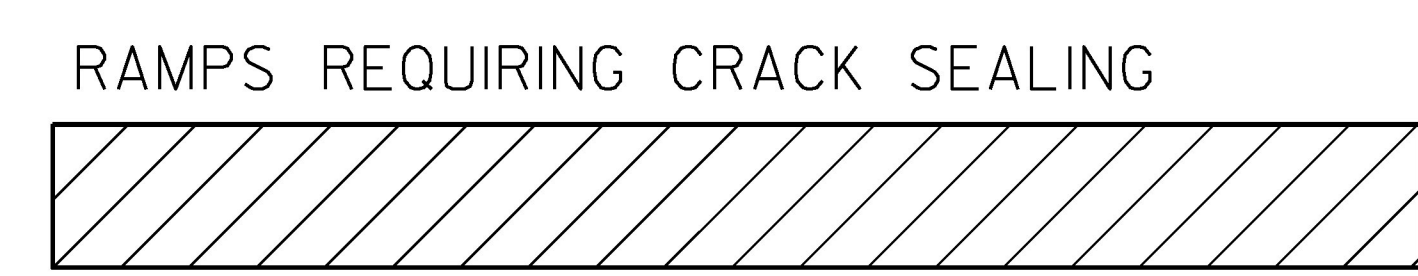


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PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	CHECKED BY:	FOWLER
PROJECT LEADER:	FOWLER	INTERCHANGE DETAIL SHEET	2
DESIGNED BY:	LOCKE	SHEET	8 OF 32

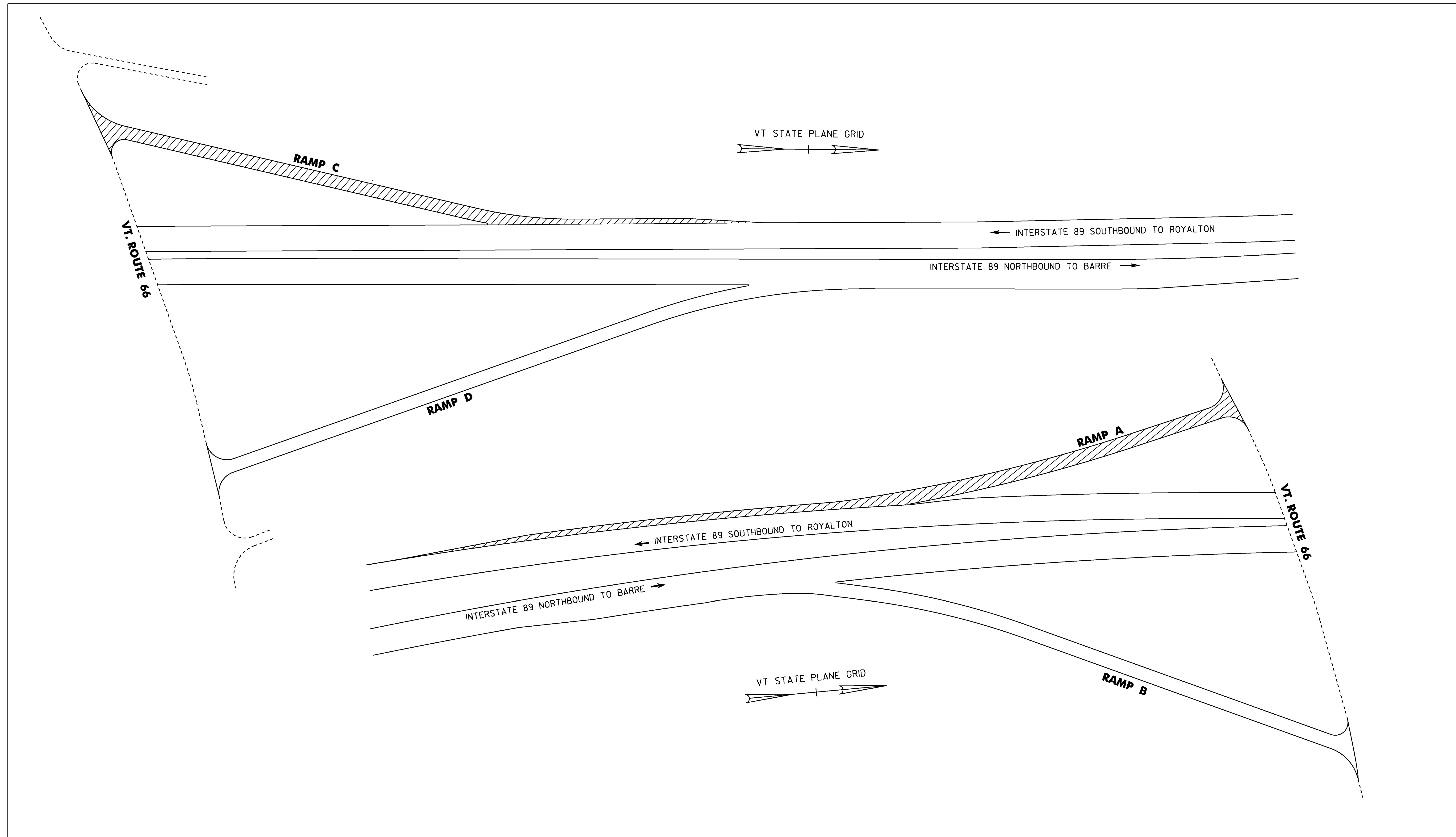


**BETHEL INTERCHANGE # 3**  
**I-89**



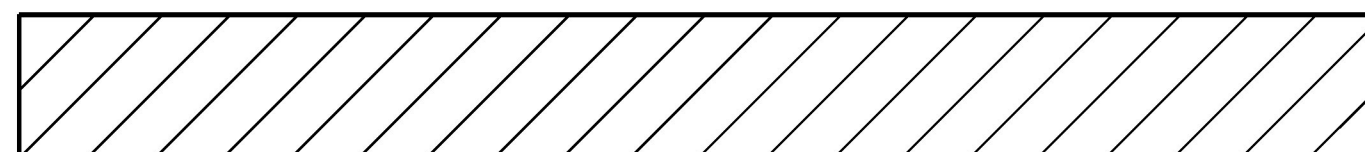
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PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET 9 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 3	



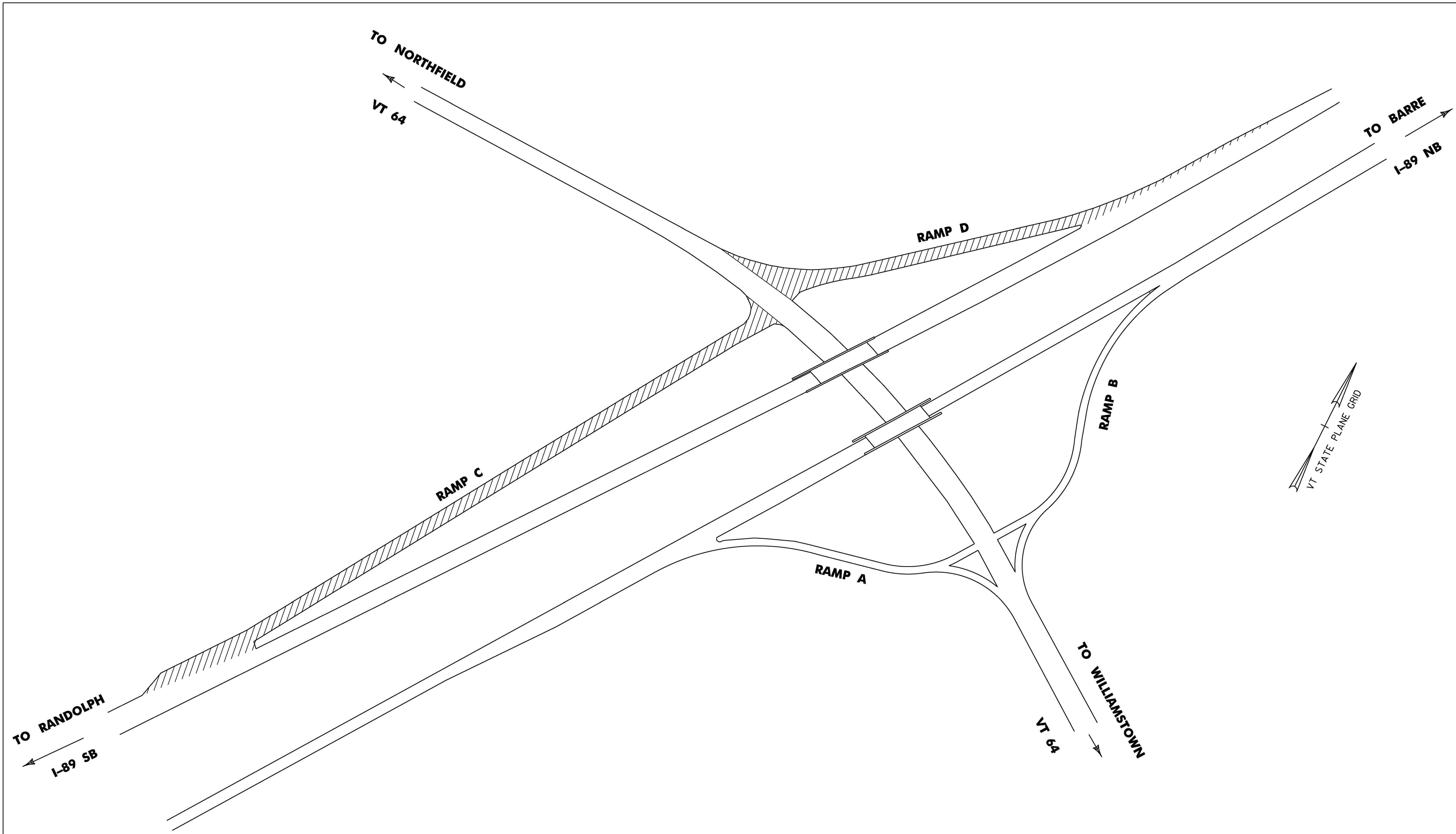
**RANDOLPH INTERCHANGE # 4**  
**I-89**

RAMPS REQUIRING CRACK SEALING

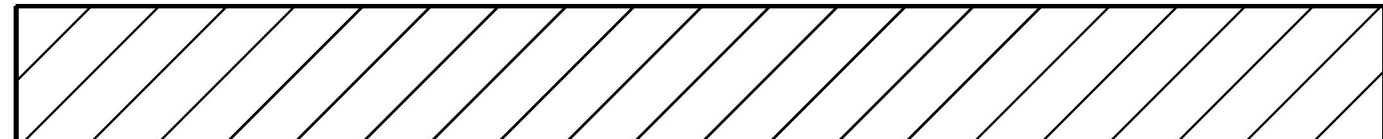


**NOT TO SCALE**

PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	DESIGNED BY:	LOCKE
PROJECT LEADER:	FOWLER	CHECKED BY:	FOWLER
INTERCHANGE DETAIL SHEET	4	SHEET	10 OF 32

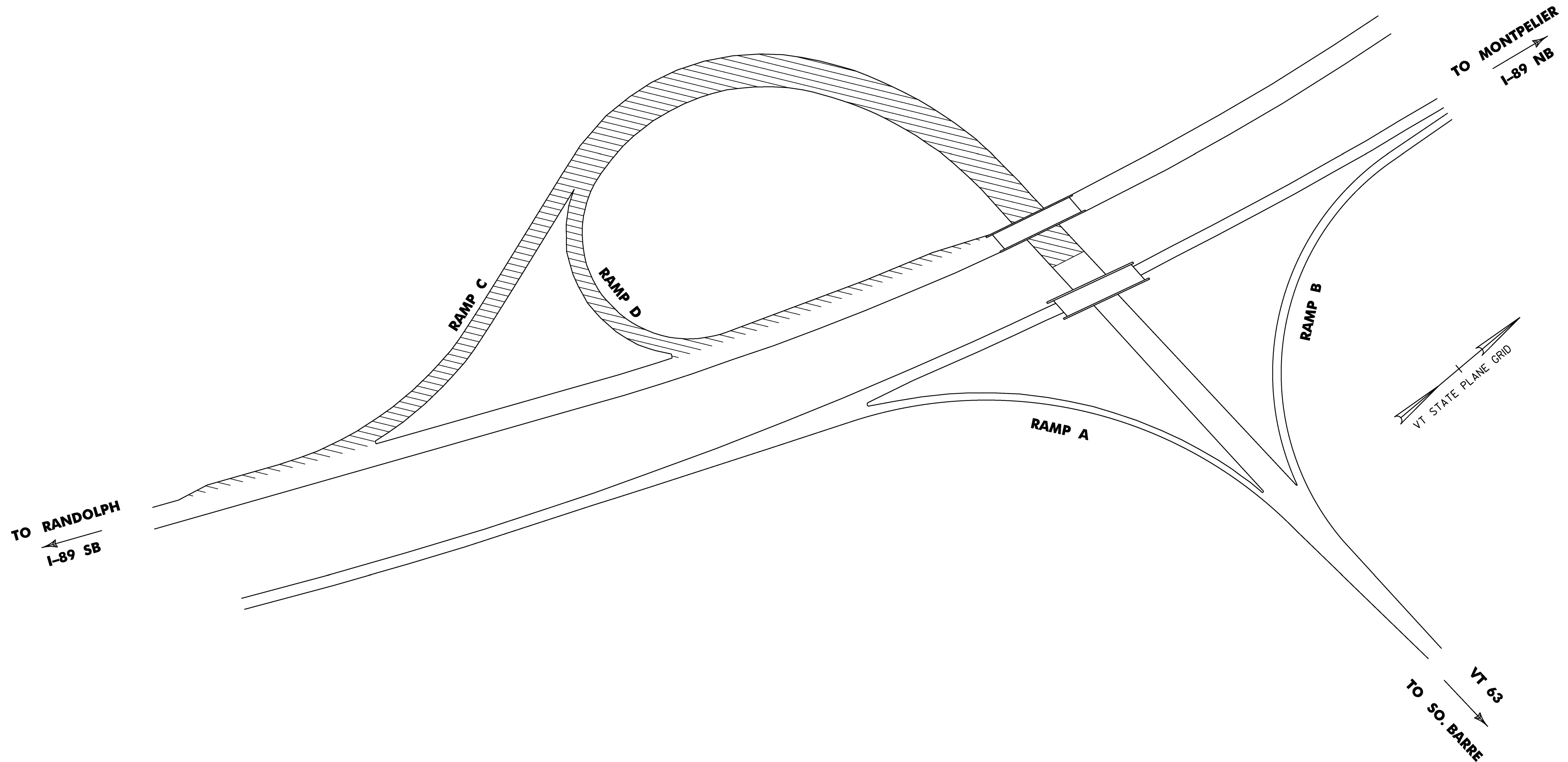


**NORTHFIELD - WILLIAMSTOWN INTERCHANGE # 5**  
**I-89**

RAMPS REQUIRING CRACK SEALING  


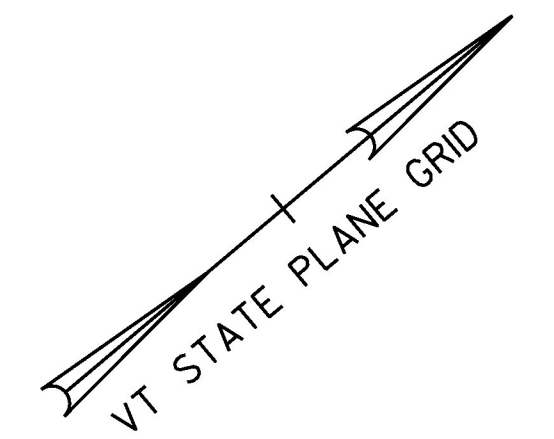
**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET II OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 5	



TO RANDOLPH  
I-89 SB

TO MONTPELIER  
I-89 NB



TO SO. BARRE  
VT 63

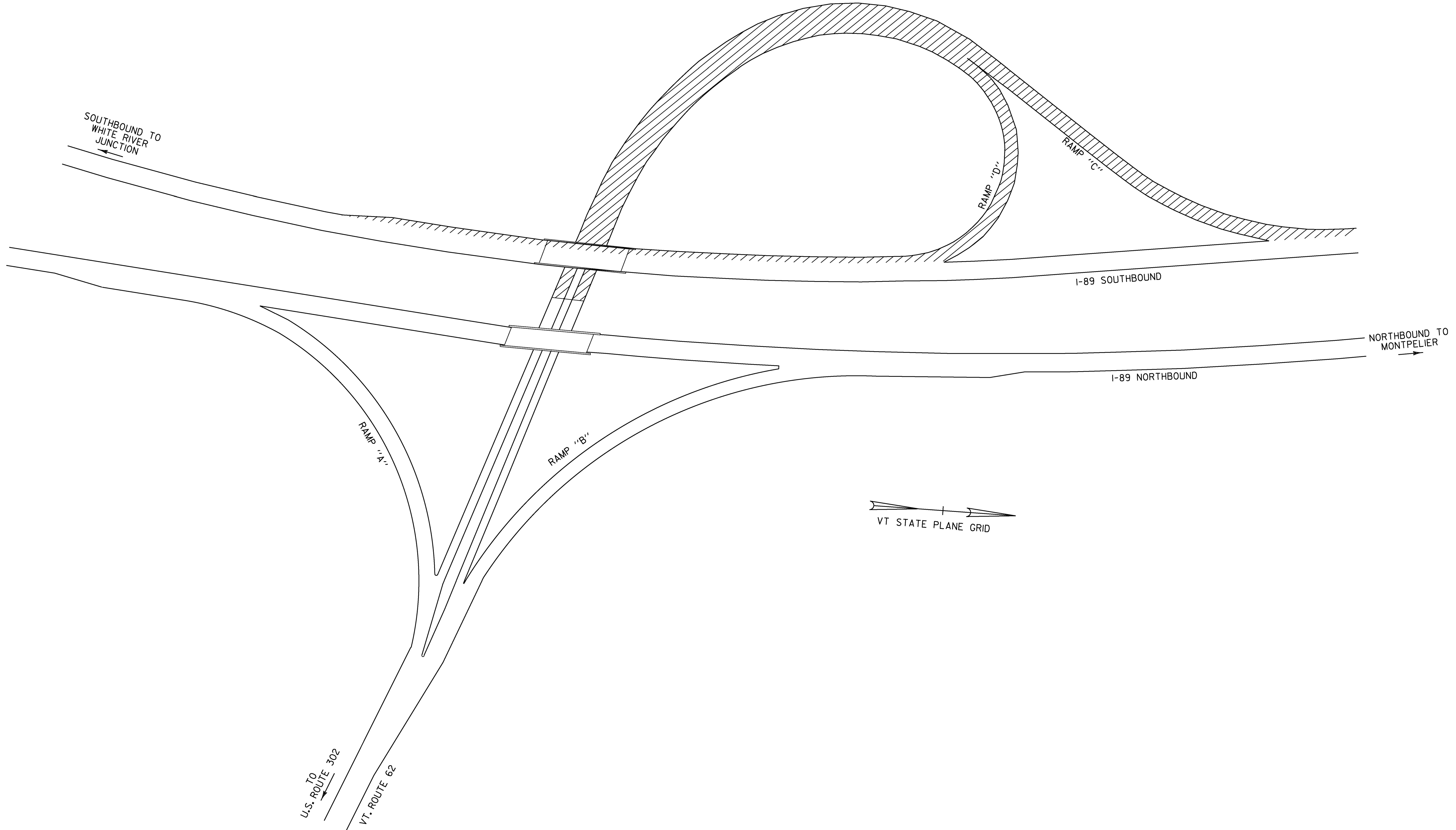
**SOUTH BARRE INTERCHANGE # 6**  
**I-89**

RAMPS REQUIRING CRACK SEALING



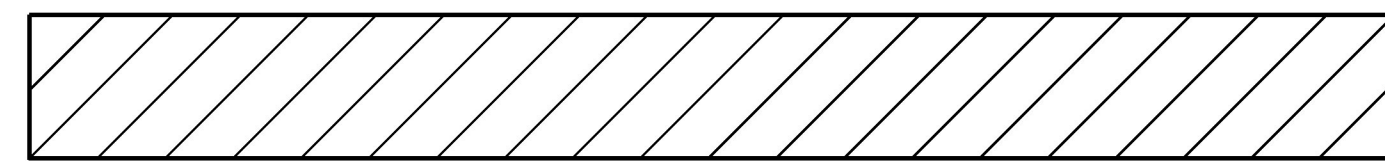
**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET 12 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 6	



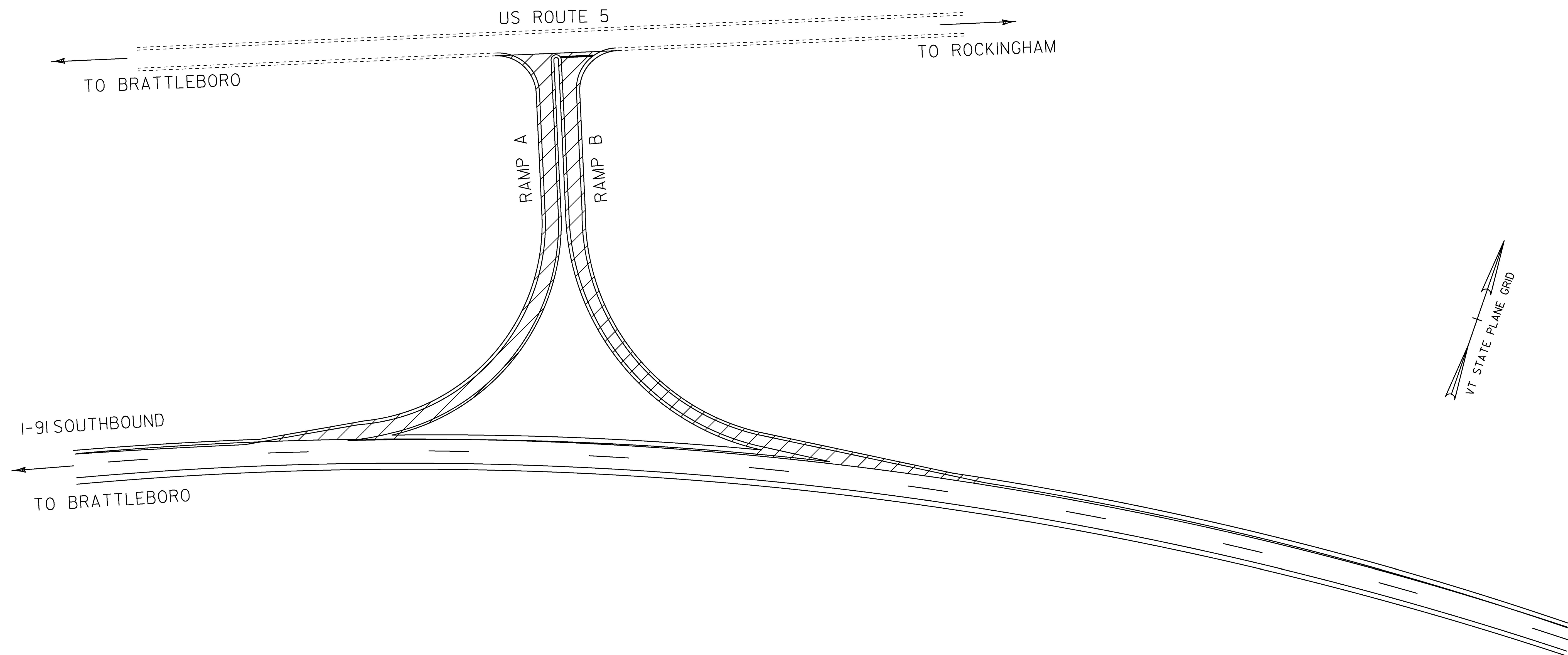
**BERLIN INTERCHANGE # 7**  
**I-89**

RAMPS REQUIRING CRACK SEALING

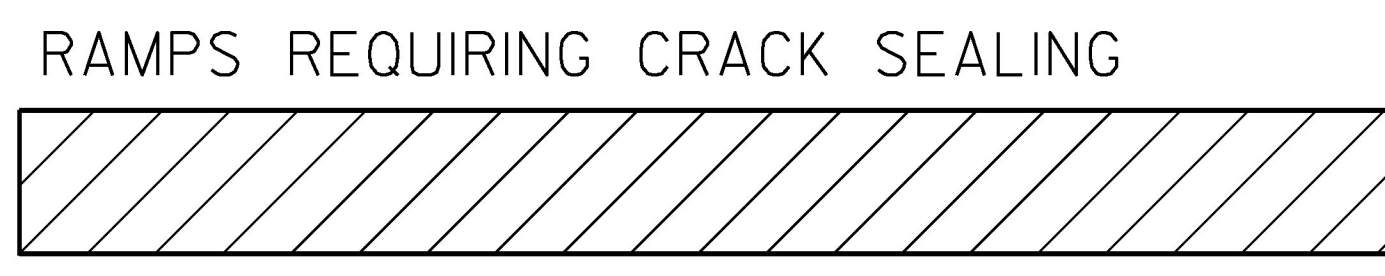


**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET 13 OF 32
DESIGNED BY: LOCKE	INTERCHANGE DETAIL SHEET 7

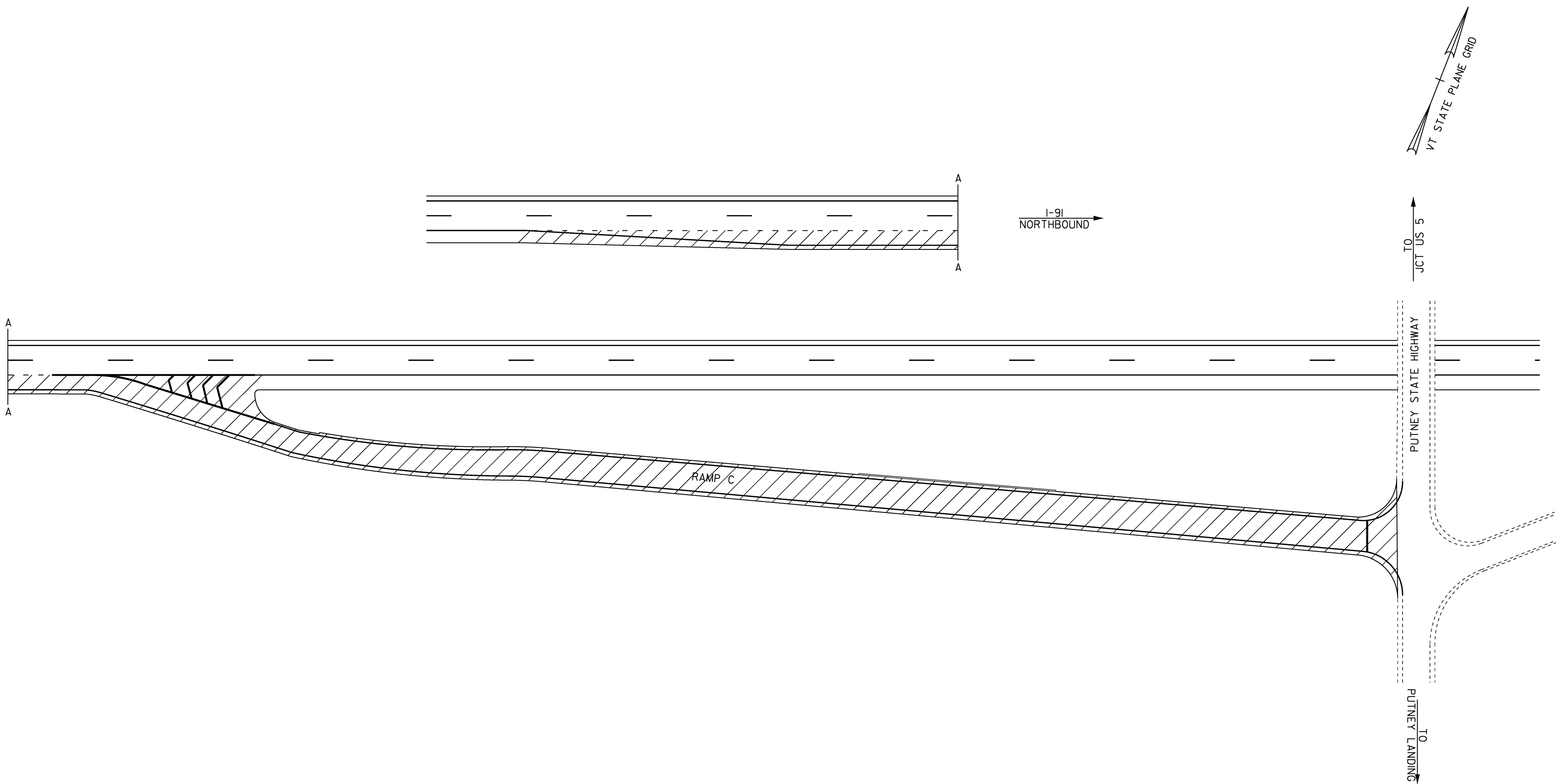


**DUMMERSTON & PUTNEY INTERCHANGE # 4**  
**I-91**

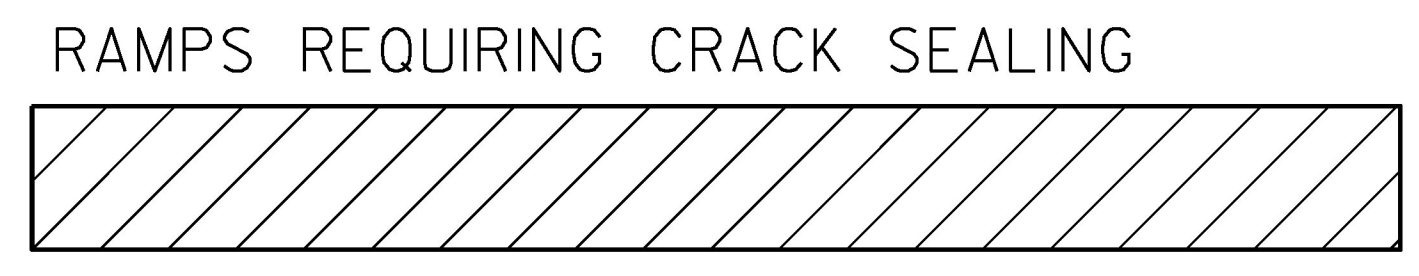


**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET 14 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 8	

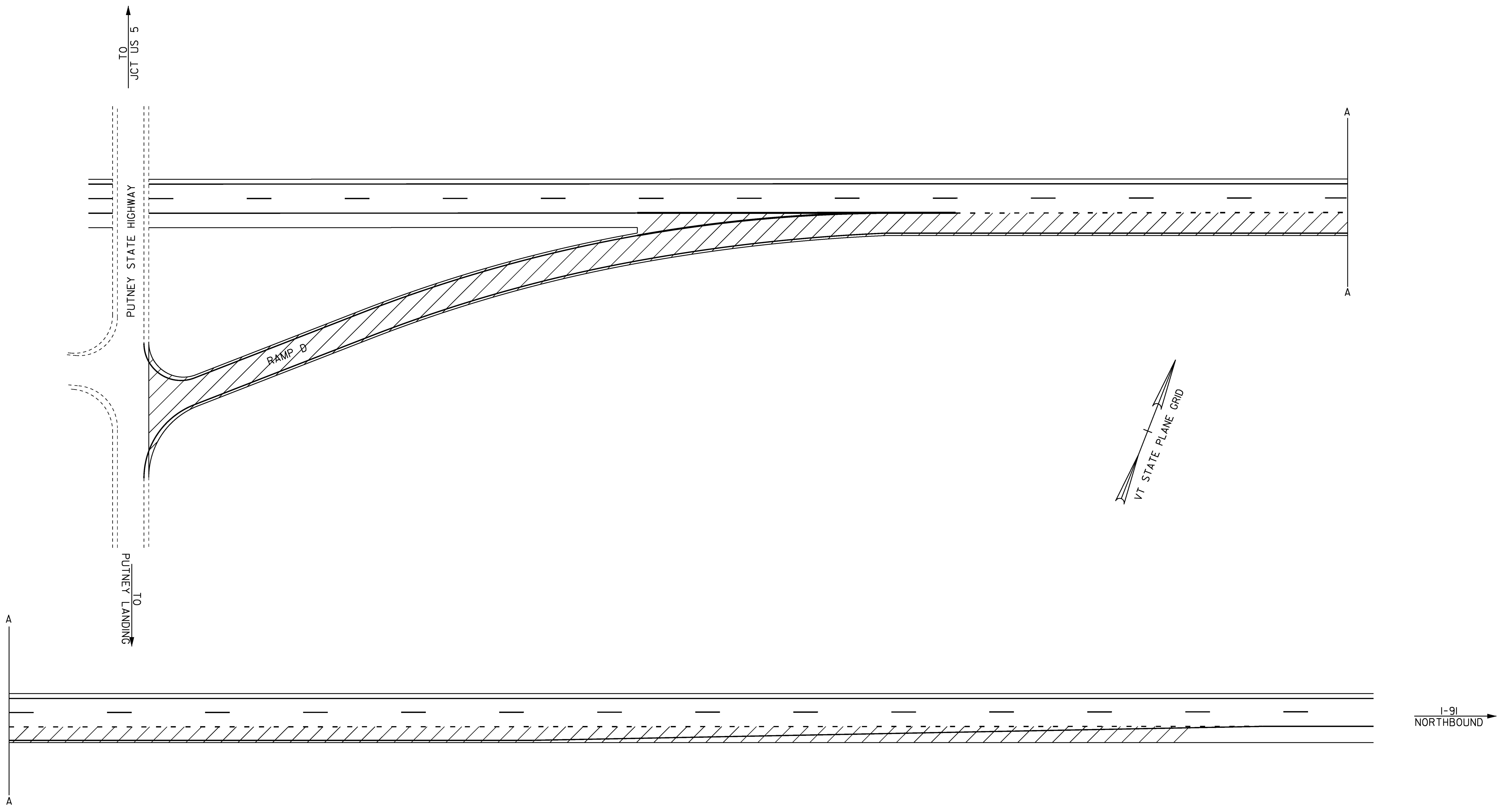


**DUMMERSTON & PUTNEY INTERCHANGE # 4**  
**I-91**

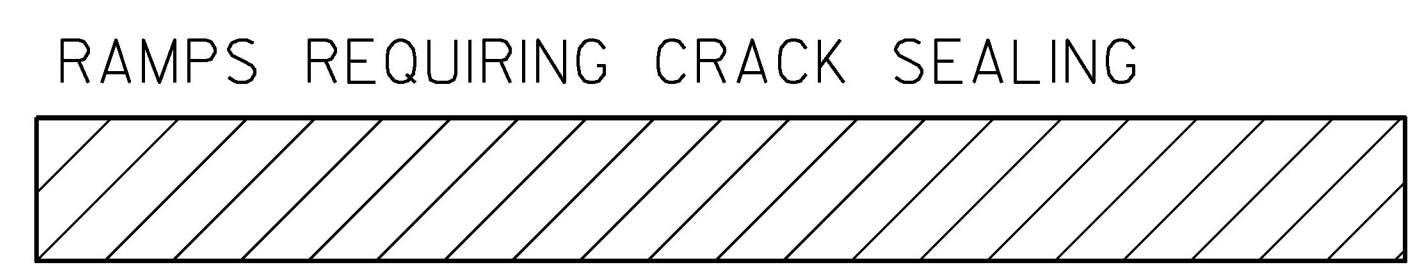


**NOT TO SCALE**

PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	CHECKED BY:	FOWLER
PROJECT LEADER:	FOWLER	INTERCHANGE DETAIL SHEET	9
DESIGNED BY:	LOCKE	SHEET	15 OF 32



**DUMMERSTON & PUTNEY INTERCHANGE # 4**  
**I-91**



**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET 16 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 10	

TO  
TOWN GARAGE

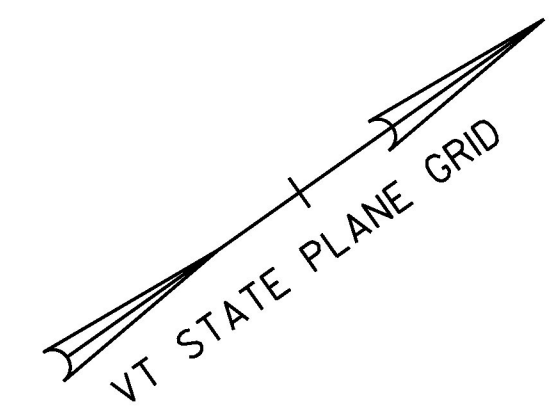
WESTMINSTER

STATE HIGHWAY

TO  
JCT US 5

RAMP B

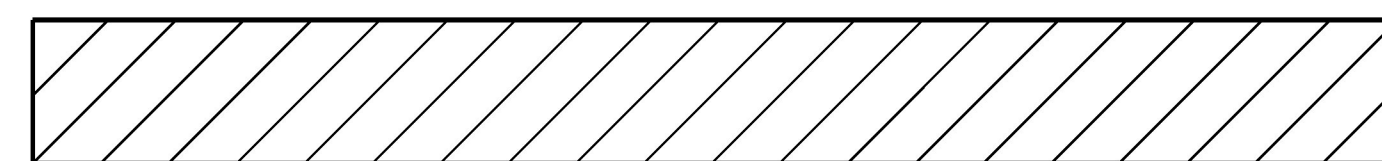
SOUTHBOUND  
I-91  
TO PUTNEY



# WESTMINSTER INTERCHANGE # 5

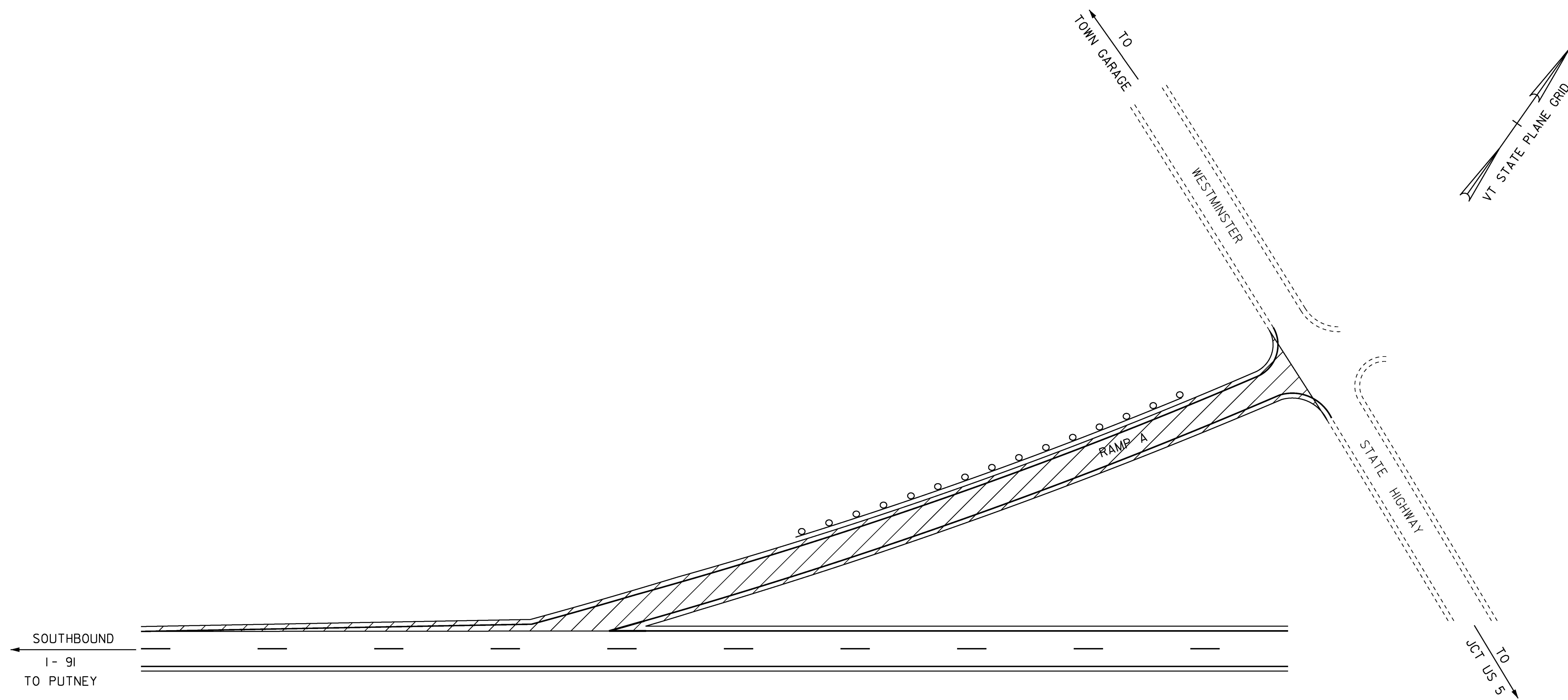
## I-91

RAMPS REQUIRING CRACK SEALING



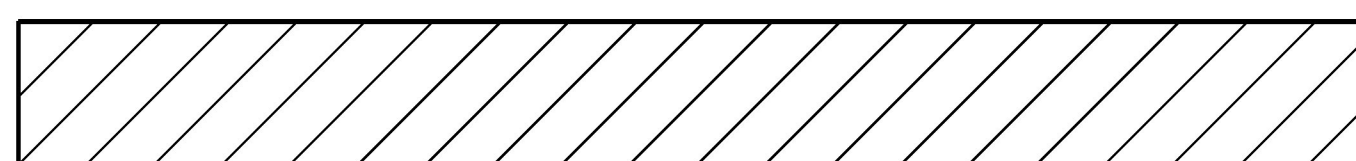
**NOT TO SCALE**

PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	CHECKED BY:	FOWLER
PROJECT LEADER:	FOWLER	INTERCHANGE DETAIL SHEET II	SHEET 17 OF 32



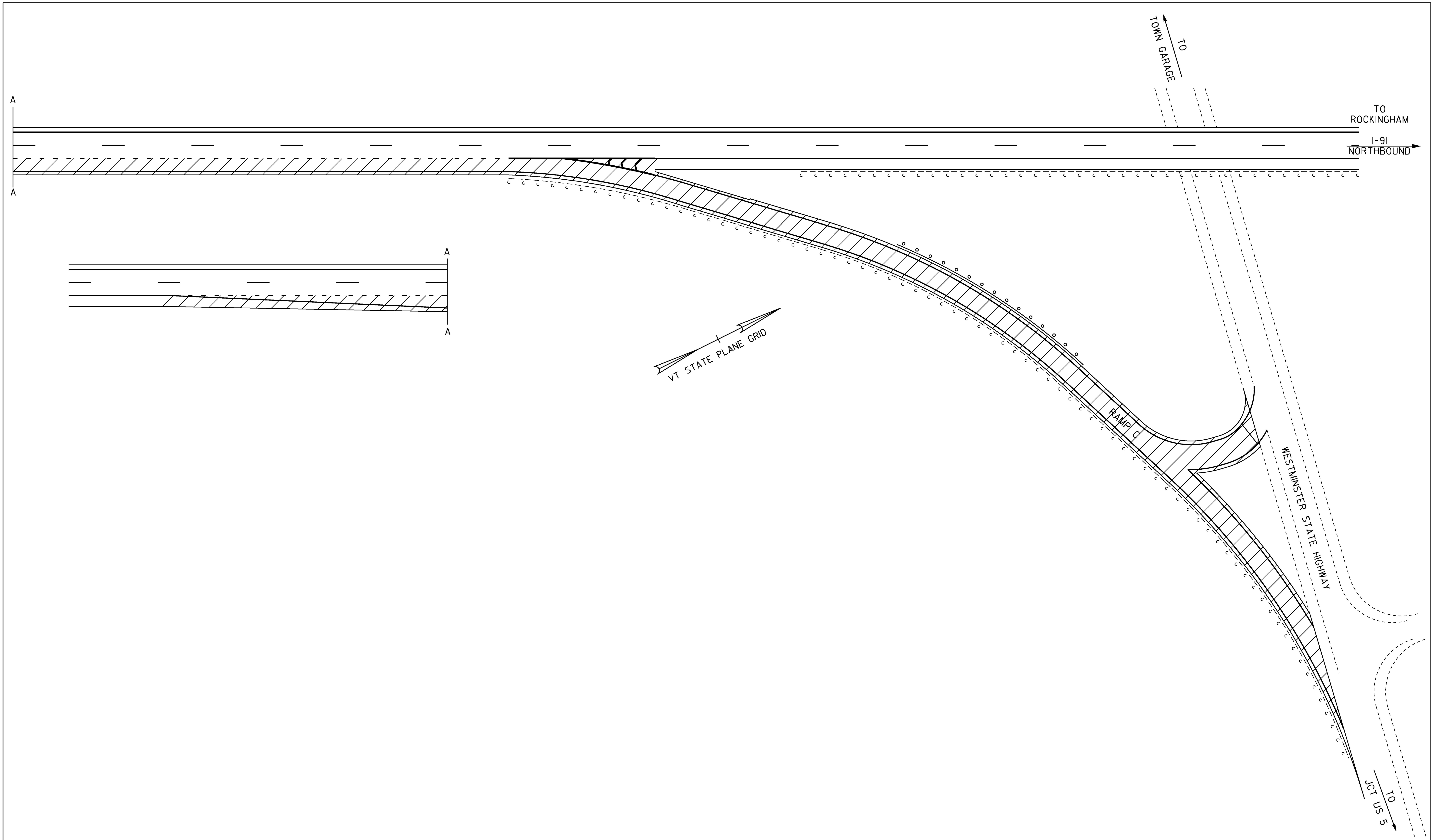
**WESTMINSTER INTERCHANGE #5**  
**I-91**

RAMPS REQUIRING CRACK SEALING



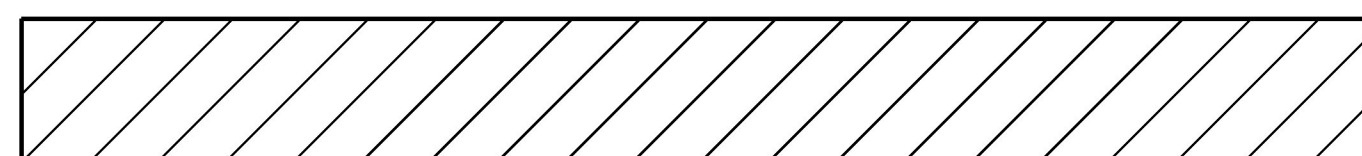
**NOT TO SCALE**

PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	CHECKED BY:	PAVT MGMT
PROJECT LEADER:	FOWLER	INTERCHANGE DETAIL SHEET	12
DESIGNED BY:	LOCKE	SHEET	18
		OF	32



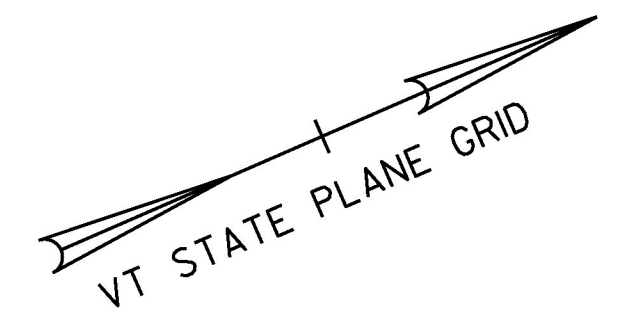
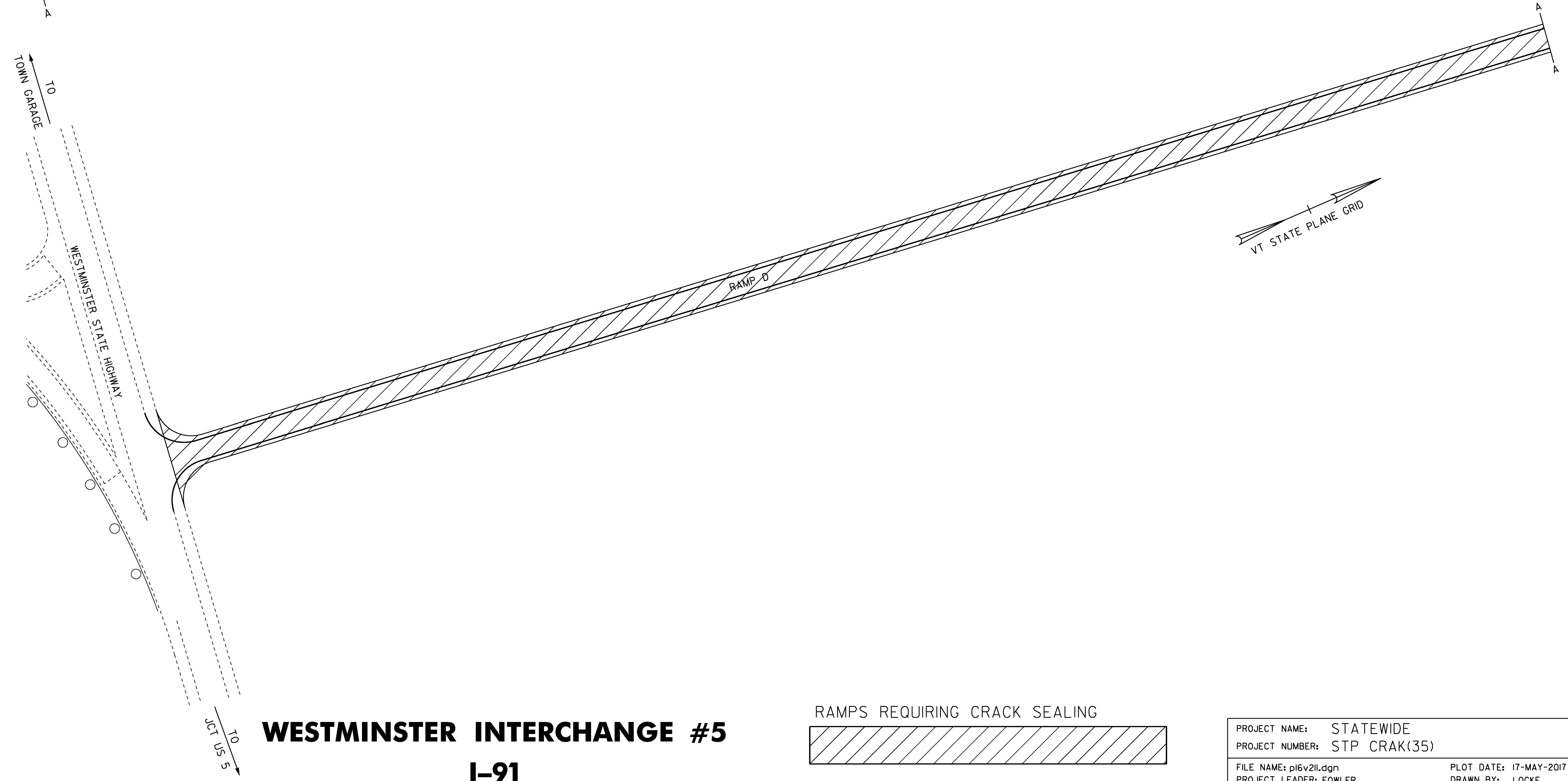
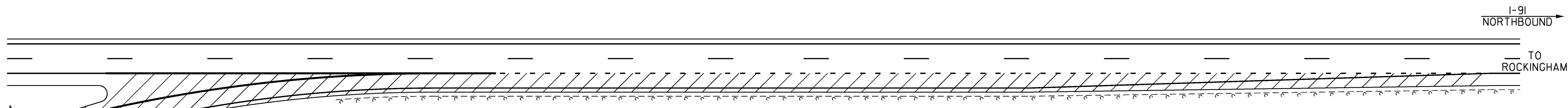
**WESTMINSTER INTERCHANGE #5**  
**I-91**

RAMPS REQUIRING CRACK SEALING

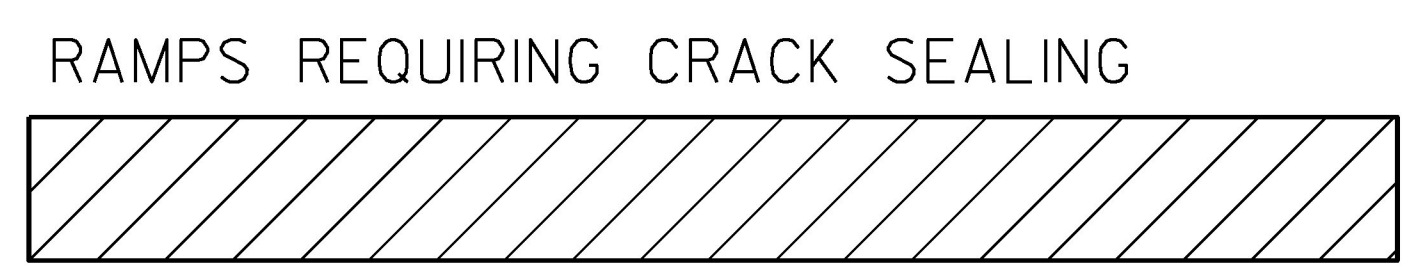


**NOT TO SCALE**

PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	CHECKED BY:	PAVT MGMT
PROJECT LEADER:	FOWLER	SHEET 19	OF 32
DESIGNED BY:	LOCKE	INTERCHANGE DETAIL SHEET 13	

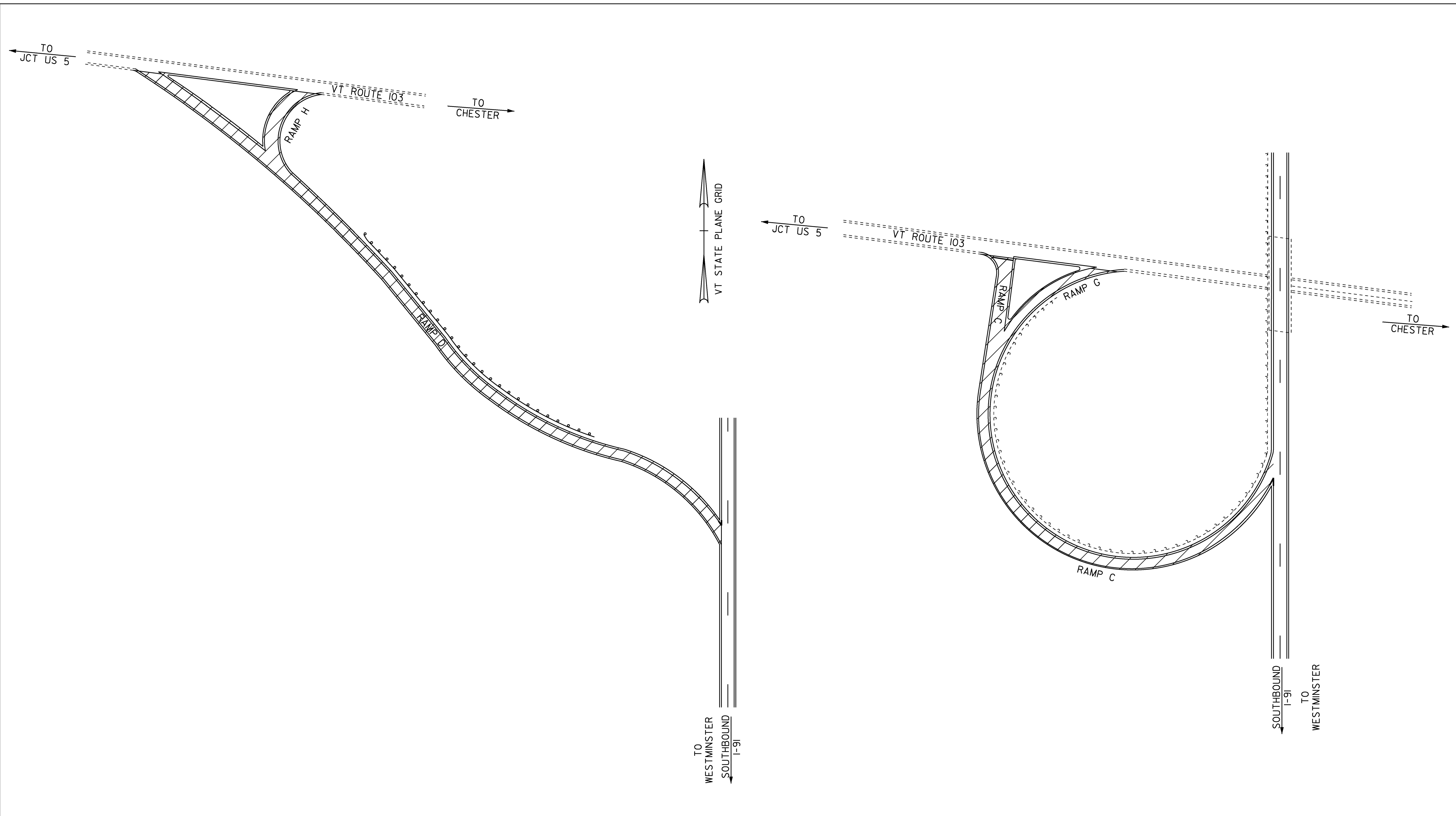


**WESTMINSTER INTERCHANGE #5**  
**I-91**



**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: PAVT MGMT
PROJECT LEADER: FOWLER	SHEET 20 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 14	

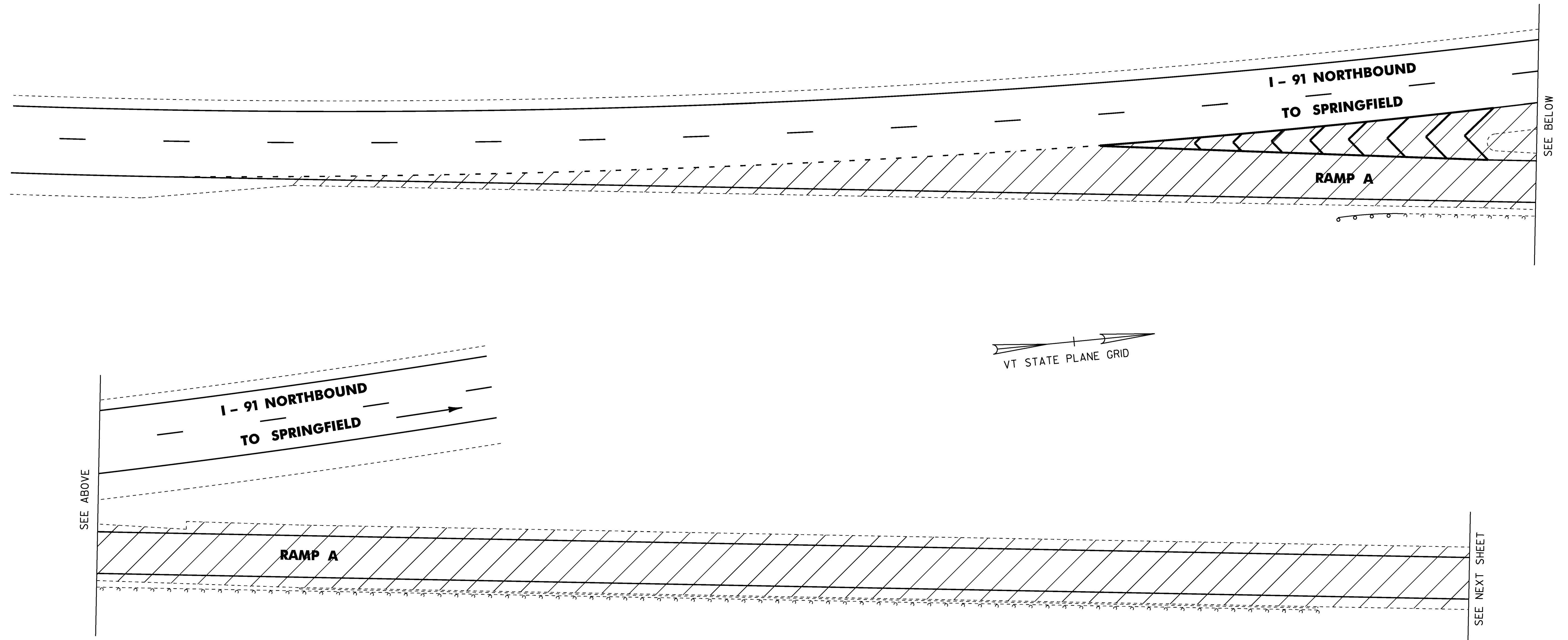


**ROCKINGHAM INTERCHANGE #6**  
**I-91**

RAMPS REQUIRING CRACK SEALING

**NOT TO SCALE**

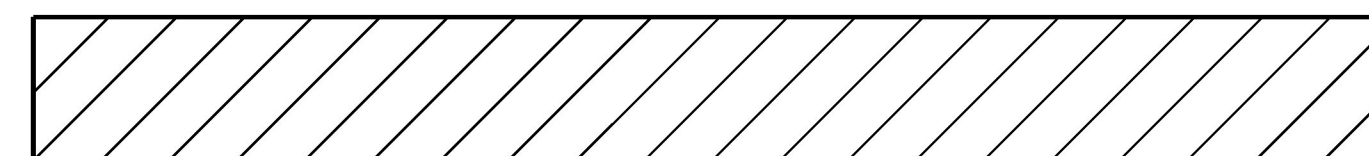
PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	STP CRAK(35)
FILE NAME:	pl6v2ll.dgn
PROJECT LEADER:	FOWLER
DESIGNED BY:	LOCKE
INTERCHANGE DETAIL SHEET	15
PLOT DATE:	17-MAY-2017
DRAWN BY:	LOCKE
CHECKED BY:	FOWLER
SHEET	21 OF 32



**ROCKINGHAM INTERCHANGE # 6**

**I-91**

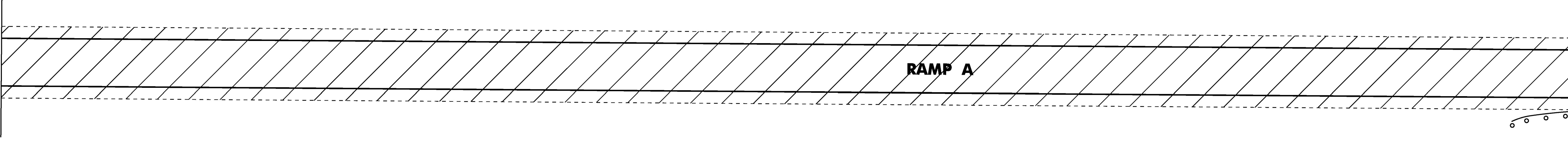
RAMPS REQUIRING CRACK SEALING



**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	DESIGNED BY: LOCKE
PROJECT LEADER: FOWLER	CHECKED BY: FOWLER
INTERCHANGE DETAIL SHEET 16	SHEET 22 OF 32

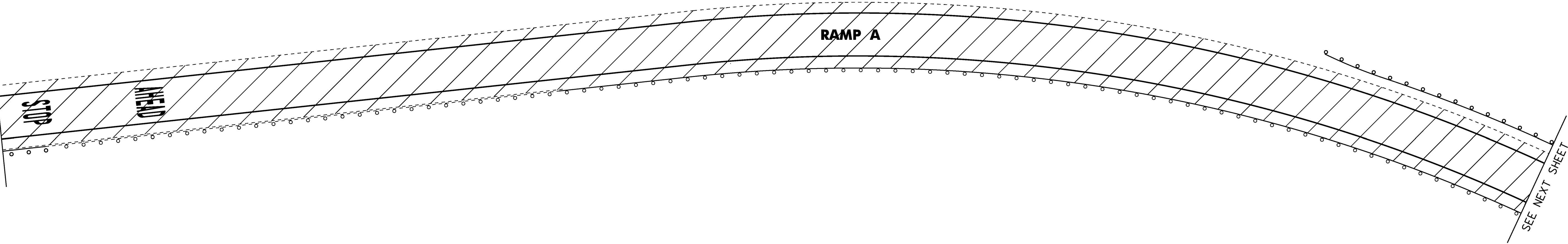
SEE PREVIOUS SHEET



SEE BELOW



SEE ABOVE

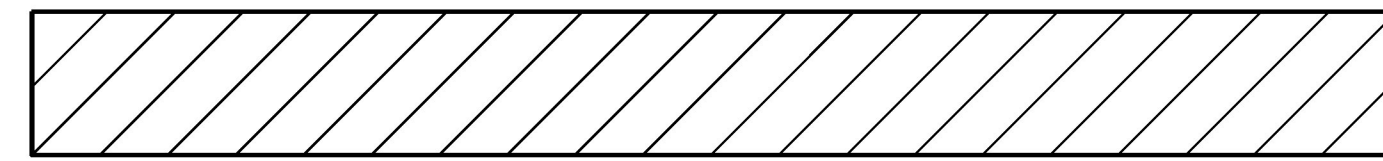


SEE NEXT SHEET

# ROCKINGHAM INTERCHANGE # 6

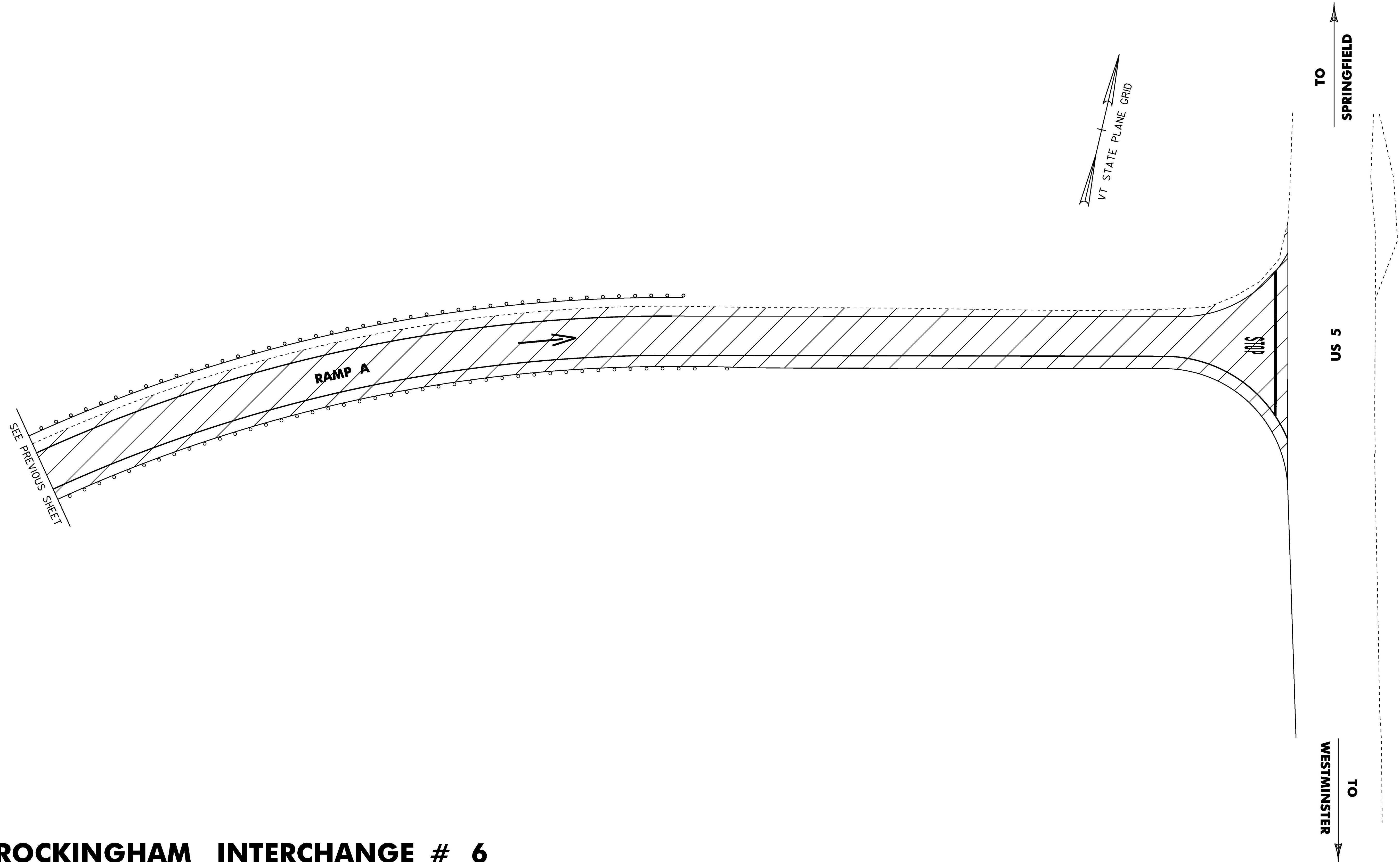
## I-91

RAMPS REQUIRING CRACK SEALING



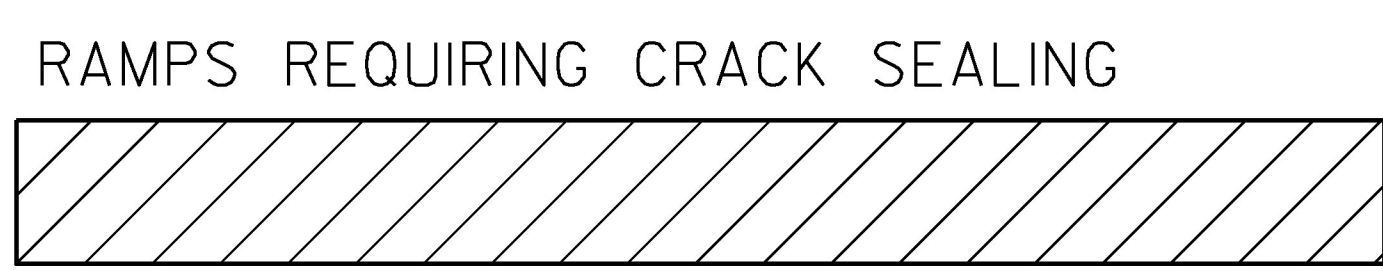
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PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET 23 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 17	



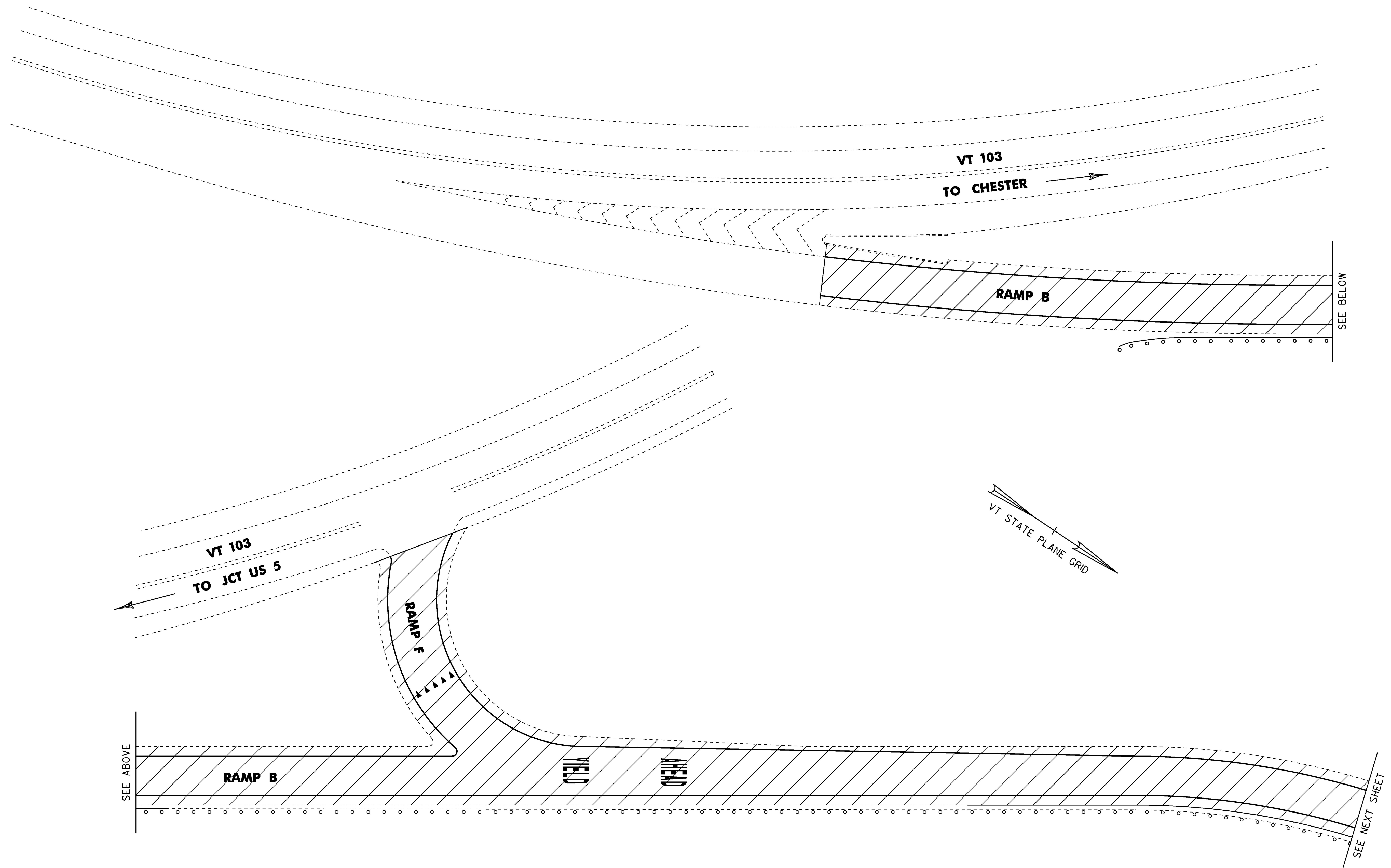
**ROCKINGHAM INTERCHANGE # 6**

**I-91**



**NOT TO SCALE**

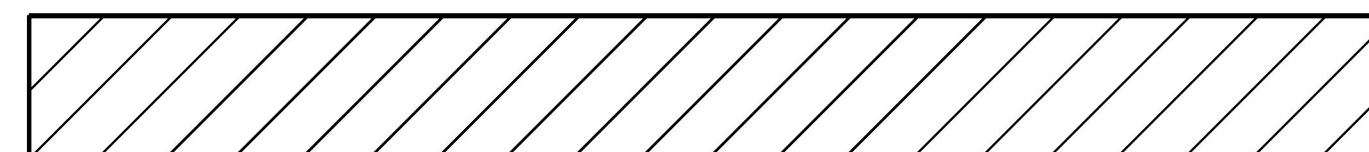
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PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET 24 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 18	



**ROCKINGHAM INTERCHANGE # 6**

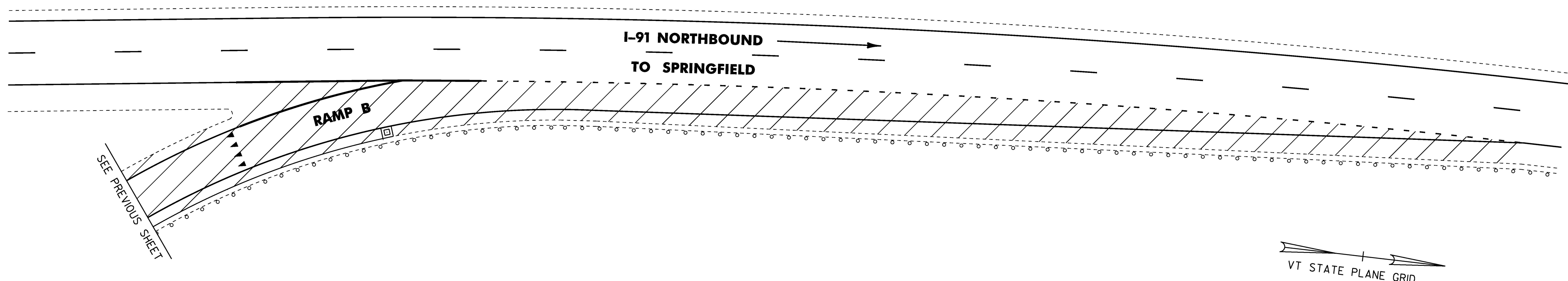
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RAMPS REQUIRING CRACK SEALING



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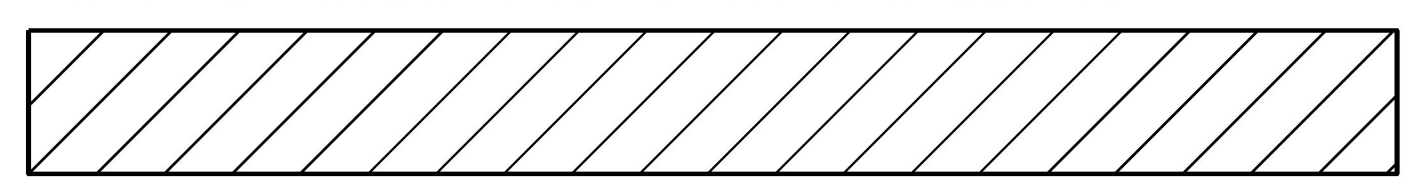
PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	DESIGNED BY:	LOCKE
PROJECT LEADER:	FOWLER	CHECKED BY:	FOWLER
INTERCHANGE DETAIL SHEET	19	SHEET	25 OF 32



SEE PREVIOUS SHEET

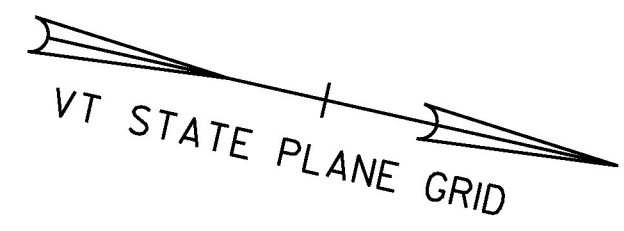
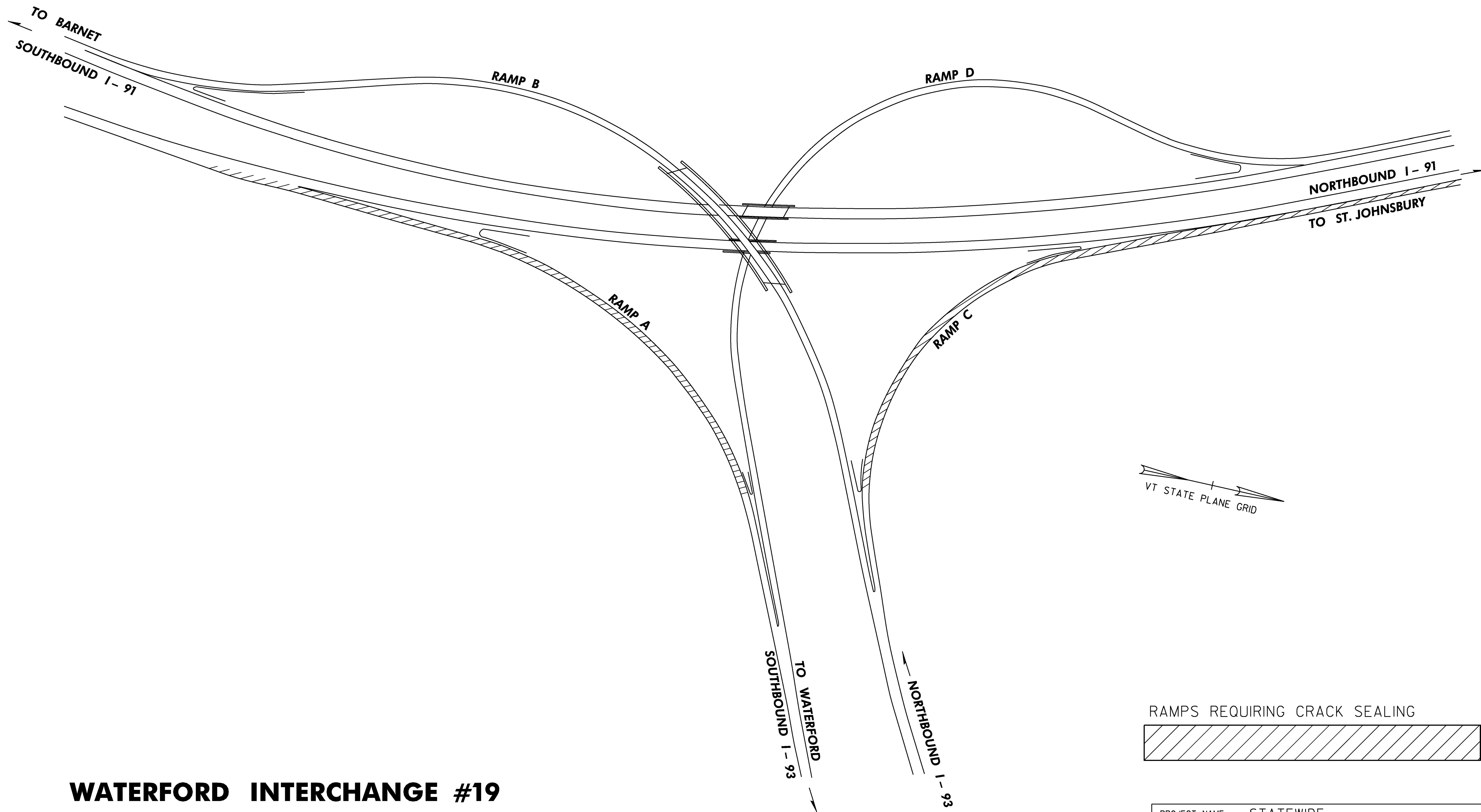
**ROCKINGHAM INTERCHANGE # 6**  
**I-91**

RAMPS REQUIRING CRACK SEALING



**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: FOWLER
PROJECT LEADER: FOWLER	SHEET 26 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 20	

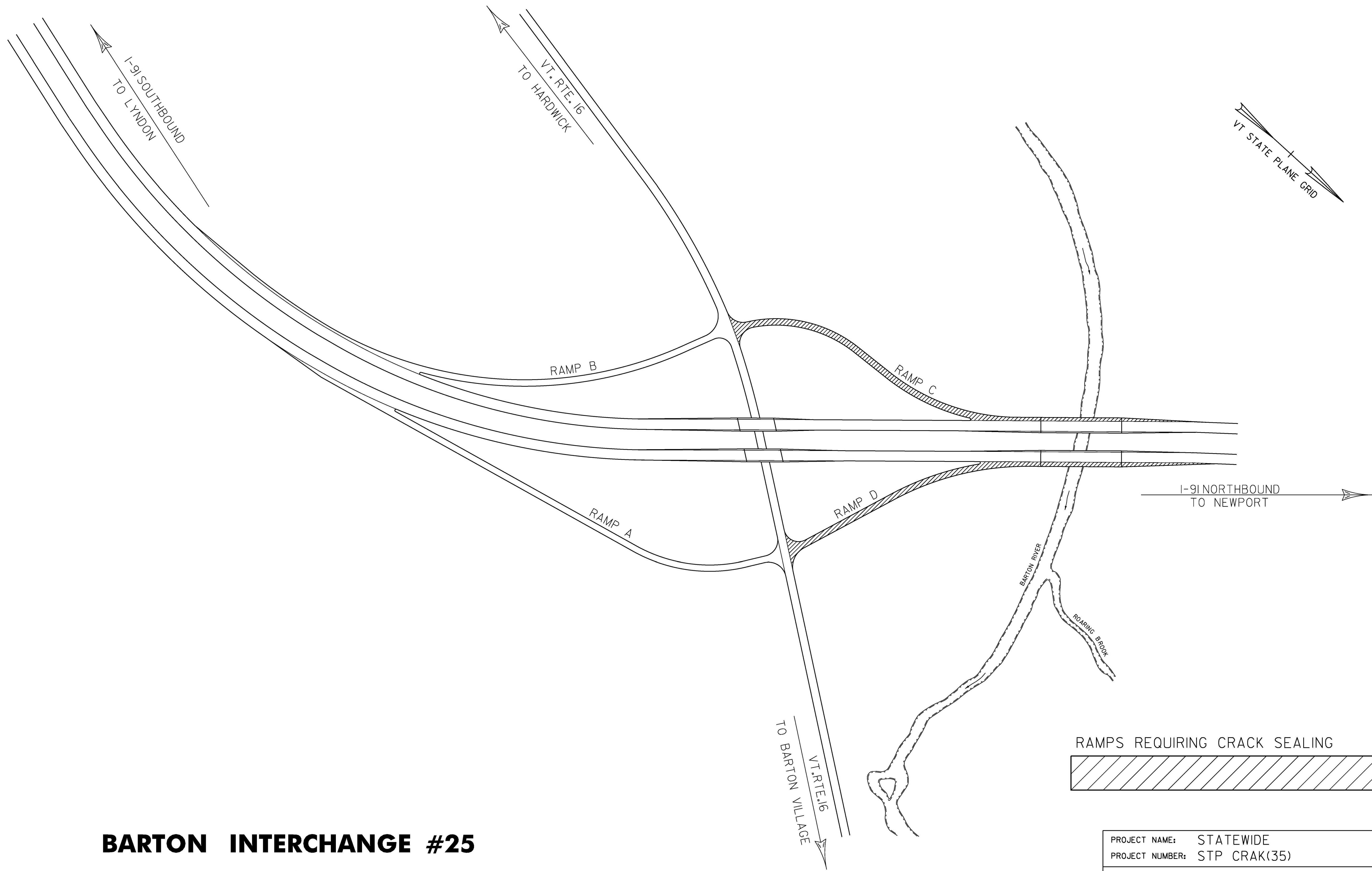


RAMPS REQUIRING CRACK SEALING

**WATERFORD INTERCHANGE #19**  
**I-91**

**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	CHECKED BY: PAVT MGMT
PROJECT LEADER: FOWLER	SHEET 27 OF 32
DESIGNED BY: LOCKE	
INTERCHANGE DETAIL SHEET 21	

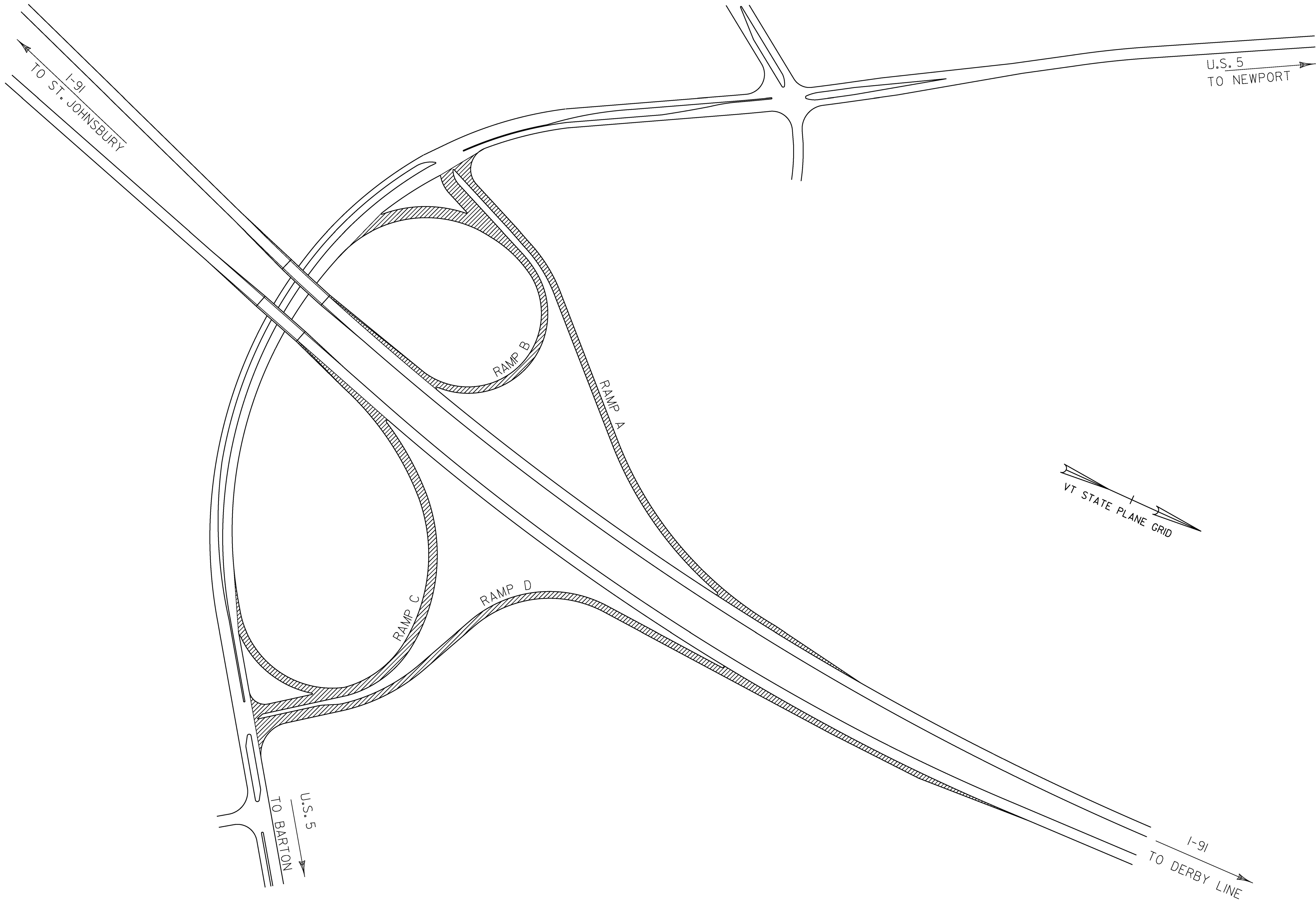


**BARTON INTERCHANGE #25**  
**I-91**

RAMPS REQUIRING CRACK SEALING

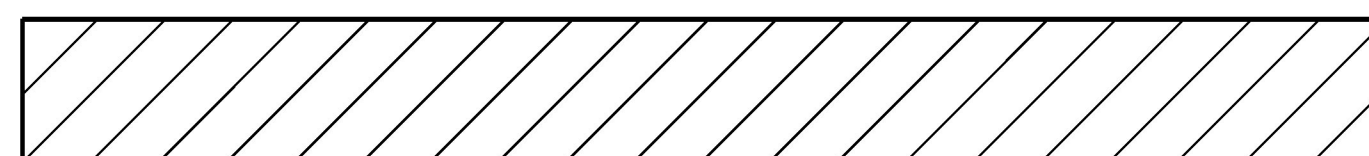
**NOT TO SCALE**

PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	CHECKED BY:	PAVT MGMT
PROJECT LEADER:	FOWLER	INTERCHANGE DETAIL SHEET	28 OF 32
DESIGNED BY:	LOCKE		



**ORLEANS INTERCHANGE #26**  
**I-91**

RAMPS REQUIRING CRACK SEALING



**NOT TO SCALE**

PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	DESIGNED BY:	LOCKE
PROJECT LEADER:	FOWLER	CHECKED BY:	PAVT MGMT
INTERCHANGE DETAIL SHEET	23	SHEET	29 OF 32

VT ROUTE 18  
TO LITTLETON NH

NORTHBOUND I - 93  
TO INTERSTATE 91

SOUTHBOUND I - 93  
TO LITTLETON NH

TH 24

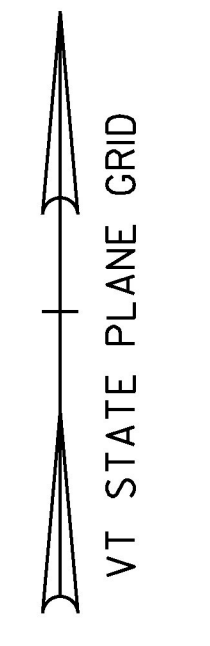
VT ROUTE 18  
TO JCT U.S.2

RAMP "D"

RAMP "A"

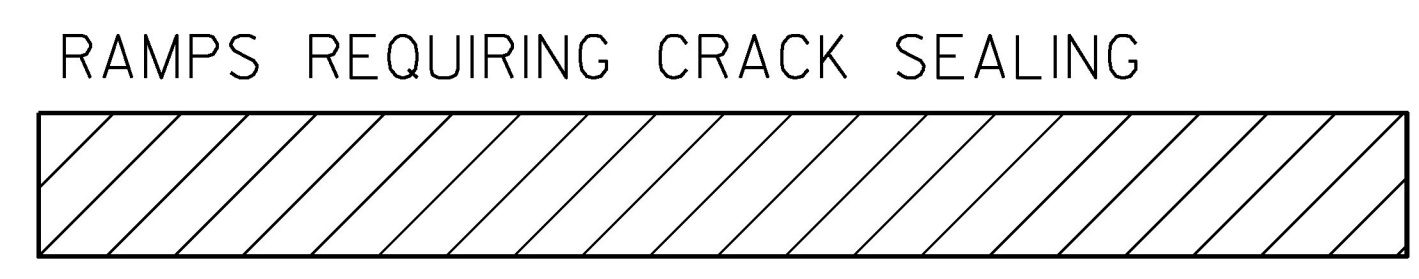
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RAMP "B"



# EAST ST. JOHNSBURY INTERCHANGE #1

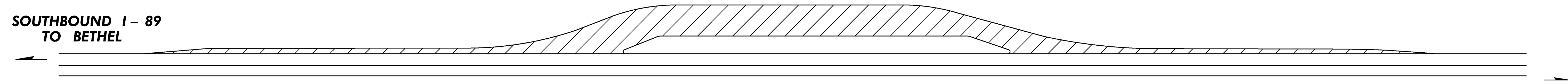
## I-93



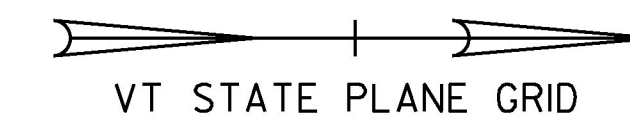
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PROJECT NAME:	STATEWIDE	PLOT DATE:	17-MAY-2017
PROJECT NUMBER:	STP CRAK(35)	DRAWN BY:	LOCKE
FILE NAME:	pl6v2ll.dgn	CHECKED BY:	PAVT MGMT
PROJECT LEADER:	FOWLER	INTERCHANGE DETAIL SHEET	24
DESIGNED BY:	LOCKE	SHEET	30
		OF	32

SOUTHBOUND I-89  
TO BETHEL

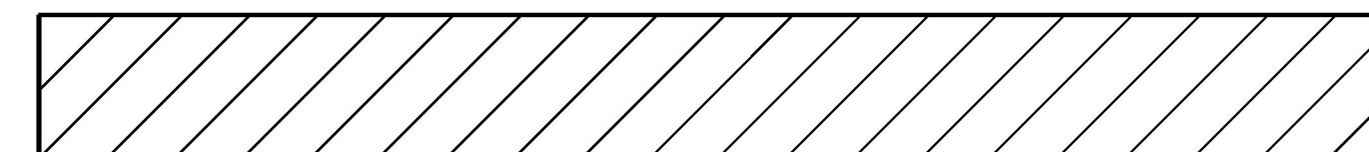


NORTHBOUND I-89  
TO BARRE



**RANDOLPH PARKING AREA /WEIGH STATION**  
**I-89 SB MM 29.700**

AREA REQUIRING CRACK SEALING



**NOT TO SCALE**

PROJECT NAME: STATEWIDE	PLOT DATE: 17-MAY-2017
PROJECT NUMBER: STP CRAK(35)	DRAWN BY: LOCKE
FILE NAME: pl6v2ll.dgn	DESIGNED BY: LOCKE
PROJECT LEADER: FOWLER	CHECKED BY: PAVT MGMT
INTERCHANGE DETAIL SHEET 25	SHEET 31 OF 32

## TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) WILL NOT BE PAID SEPARATELY BUT WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 64I.10 TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH VAOT STANDARDS AND THE LATEST EDITION OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE WILL BE CONSIDERED INCIDENTAL TO ITEM 64I.10 TRAFFIC CONTROL. WHERE CONFLICTS EXIST THE LATEST EDITION OF THE MUTCD GOVERNS OVER THE STANDARDS.
3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 64I.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY: 630.10 - UNIFORMED TRAFFIC OFFICERS, AND 630.15 - FLAGGERS.
4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 64I.15, PORTABLE CHANGEABLE MESSAGE SIGN. PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY. THE PCMS SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS. THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.
5. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
6. REFER TO VAOT STANDARDS AND THE LATEST EDITION OF THE MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN COLORS.
7. EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN REDUCED SPEED SIGNS ARE POSTED. KEEP RECORDS WHEN POSTING THE WORK ZONE SPEED LIMIT FOR LEGAL PURPOSES; DOCUMENTING DATES, TIMES, AND LOCATIONS OF SIGNS. WHEN WORK ZONE SPEED LIMIT IS NOT IN USE ALL ASSOCIATED SIGNS SHALL BE COVERED, TURNED AND/OR LAID FLAT SO AS THE TRAVELLING PUBLIC CANNOT READ THESE SIGNS.
8. PORTABLE OR STATIONARY WORK ZONE SPEED LIMIT SIGNS SHOULD BE SPACED EVERY ONE MILE WHERE APPLICABLE AND AFTER INTERSECTIONS AS A REMINDER TO THE MOTORIST TRAVELING THROUGH THE WORK ZONE THE SPEED THEY SHOULD BE TRAVELING.
9. WHEN REDUCED REGULATORY SPEED LIMIT SIGNS ARE USED, THE RESUMPTION OF THE USUAL SPEED LIMIT SHALL BE INDICATED BY AN APPROPRIATE SPEED LIMIT SIGN AT THE END OF THE WORK ZONE.
10. G20-5aP "WORK ZONE" PLAQUES SHALL BE INSTALLED ABOVE EACH WORK ZONE SPEED LIMIT SIGN. R2-6aP "FINES DOUBLED" PLAQUES MAY BE INSTALLED BENEATH THE LEAD WORK ZONE SPEED LIMIT SIGNS IN PLACE OF VR-355 "FINE DOUBLED FOR SPEEDING IN WORK ZONE" SIGNS.
11. FLAGGER SIGNS SHALL BE REMOVED IF FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES. FLAGGER SIGNS SHOULD NOT BE MORE THAN 500 FEET FROM THE FLAGGER STATION.
12. NO CONSTRUCTION SIGNS OR MATERIALS AND EQUIPMENT SHALL BE PLACED ON SIDEWALKS OR AS TO OTHERWISE OBSTRUCT PEDESTRIAN FACILITIES.
13. THE CONTRACTOR IS REQUIRED TO OBTAIN A PERMIT FROM NHDOT FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING PACKAGES AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW HAMPSHIRE. CONTACT IS MR. WILLIAM LAMBERT, ADMINISTRATOR BUREAU OF TRAFFIC, NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, TEL. 603-271-2291.
14. THE CONTRACTOR IS REQUIRED TO OBTAIN A PERMIT FROM NYDOT FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING PACKAGES AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW YORK. CONTACT IS MR. MICHAEL JOHNSON, P.E., DIRECTOR OF REGIONAL TRANSPORTATION OPERATIONS, NEW YORK DEPARTMENT OF TRANSPORTATION, TEL. 518-457-9878.
15. DIAMOND SHAPED SIGNS SHALL BE FOUR FOOT BY FOUR FOOT WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
16. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE AND MAINTAIN ACCESS TO ALL PROPERTIES FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES. ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES SHALL BE MAINTAINED DURING BUSINESS HOURS. ACCESS TO RESIDENTIAL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK SHALL BE COORDINATED WITH THE OWNER. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL ACCESSSES SHALL ALSO BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED BY THE ENGINEER.
17. IT IS IMPORTANT THAT CYCLIST'S ROUTES ARE FREE OF RUTS, SAND AND MUD TO PREVENT CYCLIST'S CRASHES. WHERE POSSIBLE A FOUR FEET MINIMUM, FIVE FEET PREFERRED, WIDTH BE MAINTAINED THROUGH WORK ZONES TO ACCOMMODATE BICYCLES.
18. A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED.
19. THE MAXIMUM LENGTH OF LANE CLOSURES FOR CRACK SEALING SHOULD BE LIMITED TO FOUR MILES TO AVOID BACK UPS ON THE INTERSTATE AND LIMITED TO TWO MILES ON NON-INTERSTATE SITES.

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	STP CRAK(35)
FILE NAME: pl6v2ll.dgn	PLOT DATE: 17-MAY-2017
PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: FOWLER
TRAFFIC CONTROL NOTES	SHEET 32 OF 32