

04 - STRUCTURES

INDEX OF DRAWINGS

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THE DESIGN APPEARS TO CONFORM TO APPLICABLE CRITERIA. APPROVAL IS NOT TO BE CONSTRUED TO MEAN THAT ALL ASPECTS OF THE DESIGN HAVE BEEN PERSONALLY CHECKED BY THE UNDERSIGNED.

TRANSPORTATION PRINCIPAL ENGINEER

			THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: KP	 STATE OF CONNECTICUT  DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON ROUTE 2	TOWN: MARLBOROUGH COLCHESTER	PROJECT NO. 78-91
				CHECKED BY: KP		APPROVED BY: 		DRAWING TITLE: INDEX OF DRAWINGS	DRAWING NO. S-01
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 7/29/2015	Filename: ...sb_78-91_Index.Of.Drawings.dgn			SHEET NO. 04.01	

NOTE - APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS

1. ALL THE REQUIREMENTS OF SPECIAL PROVISION SECTION 4.06 IN THE CONTRACT SHALL BE MET EXCEPT AS DESCRIBED BELOW.
2. THE BITUMINOUS CONCRETE MATERIAL SHALL BE PLACED AT A COMPACTED THICKNESS OF NO LESS THAN 1 1/4 INCHES TO A MAXIMUM OF 2 1/2 INCHES. IF LIFTS OF VARYING THICKNESS ARE REQUIRED, THEY SHALL BE CONTAINED IN THE INTERMEDIATE LIFTS. THE FINAL LIFT SHALL BE OF UNIFORM THICKNESS. IN LIEU OF DENSITY TESTING, THE METHODS DESCRIBED BELOW SHALL BE FOLLOWED TO ASSURE PROPER COMPACTION.
3. BITUMINOUS CONCRETE MATERIAL SHALL BE PLACED AND SPREAD IN THE PREPARED AREA WITH COMPACTION COMMENCING PRIOR TO THE MATERIAL COOLING TO A TEMPERATURE OF 260° F. WHEN ANY BITUMINOUS CONCRETE MATERIAL IS NOT ABLE TO BE PLACED BEFORE REACHING THE MINIMUM DELIVERY TEMPERATURE OF 265° F IT SHALL BE PROPERLY DISCARDED BY THE CONTRACTOR AT NO COST TO THE STATE.
4. THE BITUMINOUS CONCRETE MATERIAL SHALL BE COMPACTED BY ALL AREAS RECEIVING THE MINIMUM NUMBER OF PASSES REQUIRED IN TABLE A BEFORE IT COOLS TO A TEMPERATURE OF 180° F. ALL COMPACTION (COMPLETING THE MINIMUM NUMBER OF SPECIFIED PASSES) SHALL BE COMPLETED BEFORE THE BITUMINOUS CONCRETE COOLS TO A TEMPERATURE OF 180° F. THE CONTRACTOR SHALL USE THE NUMBER OF COMPACTING EQUIPMENT NECESSARY TO COMPLETE THE PROCEDURE AS REQUIRED.
5. ALL INTERMEDIATE (NON-SURFACE) LIFTS SHALL BE COMPACTED WITH AN ASPHALT VIBRATORY PLATE COMPACTOR.
 - a. THE VIBRATORY PLATE COMPACTOR SHALL MEET THE FOLLOWING REQUIREMENTS:
 - i. IT SHALL BE DESIGNED TO COMPACT BITUMINOUS CONCRETE.
 - ii. IT SHALL BE EQUIPPED WITH A WATER TANK.
 - iii. IT SHALL GENERATE A CENTRIFUGAL FORCE OF AT LEAST 3200 POUNDS BUT NO GREATER THAN 6000 POUNDS.
 - iv. IT SHALL HAVE AN OPERATING WEIGHT (WITHOUT WATER) OF AT LEAST 160 POUNDS.
 - v. IT SHALL GENERATE A MINIMUM OF 4400 VIBRATIONS PER MINUTE.
 - vi. ANY CORNERS OR OTHER AREAS THAT CANNOT BE REACHED BY THE VIBRATORY PLATE COMPACTOR SHALL BE COMPACTED WITH A HAND TAMPER (APPROVED FOR USE BY THE ENGINEER) A MINIMUM OF 20 TIMES (FOR ANY GIVEN AREA) BEFORE THE MATERIAL TEMPERATURE DROPS TO 180° F.
6. THE FINAL (SURFACE) LIFT SHALL BE COMPACTED WITH A DOUBLE DRUM ROLLER.
 - a. THE DOUBLE DRUM ROLLER SHALL MEET THE FOLLOWING REQUIREMENTS:
 - i. IT SHALL BE DESIGNED TO COMPACT BITUMINOUS CONCRETE.
 - ii. IT SHALL WEIGH 3 1/2 TO 4 1/2 TONS
7. THE CONTRACTOR MAY REQUEST TO USE ALTERNATE EQUIPMENT BY SUBMITTING A SUPPLEMENT TO THEIR QC PLAN DESCRIBING THE EQUIPMENT'S SPECIFICATIONS AND PLACEMENT PROCEDURES. THE EQUIPMENT AND PROCEDURES MUST BE APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
8. IF THE ABOVE METHODS ARE NOT COMPLETED TO THE SATISFACTION OF THE ENGINEER, HE MAY REQUIRE THE DENSITY ANY LIFT OF 1 1/2 INCHES OR GREATER BE VERIFIED BY USE OF A QUALITY CONTROL NUCLEAR DENSITY GAUGE SUPPLIED BY THE CONTRACTOR. IF DENSITY VERIFICATION IS REQUIRED BY THE ENGINEER THE VALUES MUST CONFORM TO THE REQUIREMENTS OF SPECIAL PROVISION SECTION 4.06 IN THE CONTRACT.

TABLE A	
LIFT THICKNESS (IN.)	NUMBER OF PASSES
1 1/4 TO 1 1/2	8
GREATER THAN 1 1/2 TO 2	10
GREATER THAN 2 TO 2 1/2	12

ASPHALTIC PLUG EXPANSION JOINT SYSTEM NOTES

1. A BRIDGING PLATE SHALL BE USED TO SPAN THE GAP BETWEEN TWO DECK ENDS OR THE JOINT BETWEEN A DECK END AND A CONCRETE APPROACH SLAB.
2. DISCONTINUE THE INSTALLATION OF THE BACKER ROD, BRIDGING PLATE AND LOCATING PIN WHERE THE APPROACH SLAB IS DISCONTINUED (TYPICALLY IN THE ROADWAY SHOULDERS). SEE "ASPHALTIC PLUG EXPANSION JOINT SYSTEM" SPECIAL PROVISION.
3. NEW STEEL BRIDGING PLATES SHALL HAVE A MINIMUM THICKNESS OF 1/4". FOR JOINT OPENINGS THAT EXCEED 3" A 3/8" THICK BY 12" WIDE PLATE WILL BE REQUIRED.
4. NO BRIDGING PLATE SHALL BE USED AT THE FOLLOWING LOCATIONS:
 - A. JOINT BETWEEN A DECK END AND A CONCRETE APPROACH PAVEMENT
 - B. WHERE A BRIDGE DECK END MEETS A BITUMINOUS APPROACH PAVEMENT
5. SAW-CUTS MADE 3' EACH SIDE OF CENTERLINE OF JOINT WILL BE PAID AS "CUT BITUMINOUS CONCRETE PAVEMENT".
6. THE REMOVAL OF ALL EXISTING JOINT SYSTEMS, HMA WEARING SURFACE, BITUMINOUS CONCRETE, MEMBRANE WATERPROOFING AND BOND BREAKER WITHIN THE LIMITS SHOWN TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF HMA WEARING SURFACE".
7. INSTALLATION OF MEMBRANE WITHIN THE LIMITS SHOWN TO BE PAID UNDER THE ITEM, "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)".
8. CRACK SEALANT PLACED ALONG VERTICAL FACES OF THE SAW-CUT PAVEMENT TO BE PAID UNDER THE ITEM, "JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT".
9. THE FURNISHING AND PLACING OF HMA S0.375 TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "HMA S0.375".
10. SAW-CUTTING AND REMOVAL OF PAVEMENT FOR JOINT INSTALLATION TO BE INCLUDED UNDER FOR PAYMENT THE ITEM, "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
11. CLOSED CELL BACKER ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.
12. ASPHALTIC PLUG EXPANSION JOINT SYSTEMS MAY BE INSTALLED ONLY WITHIN THE TEMPERATURE RANGE SPECIFIED IN THE SPECIAL PROVISION "ASPHALTIC PLUG EXPANSION JOINT SYSTEM". REFERENCE THE RANGE OF THERMAL MOVEMENT FOR THE SELECTED JOINT PRODUCT IN THE TABLE FOR "INSTALLATION RESTRICTIONS" IN THE SPECIAL PROVISION.
13. EXPLORATION OF PAVEMENT THICKNESS AND JOINT LOCATION TO BE INCLUDED IN THE GENERAL COST OF THE ITEM "REMOVAL OF HMA WEARING SURFACE".

BRIDGE INFORMATION FOR REPLACEMENT OF EXISTING EXPANSION JOINTS			
		BRIDGE NUMBERS	
		00391	03460
JOINT REPLACEMENT LOCATION AND DETAIL	ROUTE	RT. 2 WB	RT. 2 EB
	MILE POINT	18.53	18.54
	CROSSING	BLACKLEDGE RIVER	BLACKLEDGE RIVER
	WEST ABUTMENT	DETAIL B	DETAIL A&B
	THERMAL MOVEMENT RANGE (IN.)	0	0.674
	EAST ABUTMENT	DETAIL B	DETAIL A&B
	THERMAL MOVEMENT RANGE (IN.)	0.674	0
BRIDGE GEOMETRY	BRIDGING PLATE	NO	YES
	NUMBER OF TRAVEL LANES	2	2
	JOINT LENGTH ALONG SKEW	52'-11"	43'-11"
	** SKEW (DEG)	30°	30.06°
DECK JOINT TYPE	ASPHALTIC PLUG EXPANSION JOINT SYSTEM	DETAIL B	DETAIL A&B
INSTALL MEMBRANE (WOVEN GLASS FABRIC)	INSTALL MEMBRANE AT THE PROPOSED ASPHALTIC PLUG JOINT (BRIDGE DECK ENDS OR APPROACH SLABS)	BRIDGE DECK SIDE ONLY	BRIDGE DECK SIDE & WITHIN LIMITS OF APPROACH SLAB
BRIDGE MILLING AND PAVING DEPTHS	***FINE MILLING DEPTH	1 1/2"	1 1/2"
	***PMA S0.5 DEPTH	1 1/2"	2"

** SKEW IS MEASURED FROM A LINE THAT IS PERPENDICULAR OR RADIAL TO TRAVEL LANES

*** FINE MILLING AND PMA S0.5 ARE HIGHWAY ITEMS

DESIGNER/DRAFTER: KP	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON ROUTE 2	TOWN: MARLBOROUGH COLCHESTER	PROJECT NO. 78-91
CHECKED BY: KP		SCALE AS NOTED	APPROVED BY: 		DRAWING TITLE: BRIDGE INFORMATION AND APJ BITUMINOUS CONCRETE NOTES
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 7/29/2015	Filename: ...lsb_78-91_Bridge_Info_APJ_Notes.dgn

GENERAL NOTES

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816 (2004), SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 2015 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS CUSTOMARY U.S. UNITS 7TH EDITION - 2014, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).

MATERIAL PROPERTIES:

REINFORCEMENT:
(ASTM A615 GRADE 60) $f_y = 60,000$ PSI

PATCHING MATERIAL:
-SHALL ATTAIN A 1 HOUR MINIMUM COMPRESSIVE STRENGTH OF 1,000 PSI
-SHALL ATTAIN A COMPRESSIVE STRENGTH OF 2,500 PSI PRIOR TO ALLOWING TRAFFIC ON THE PATCHED SURFACES

EXISTING DIMENSIONS: ALL DIMENSIONS OF THE EXISTING STRUCTURES SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN DRAWINGS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE THE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

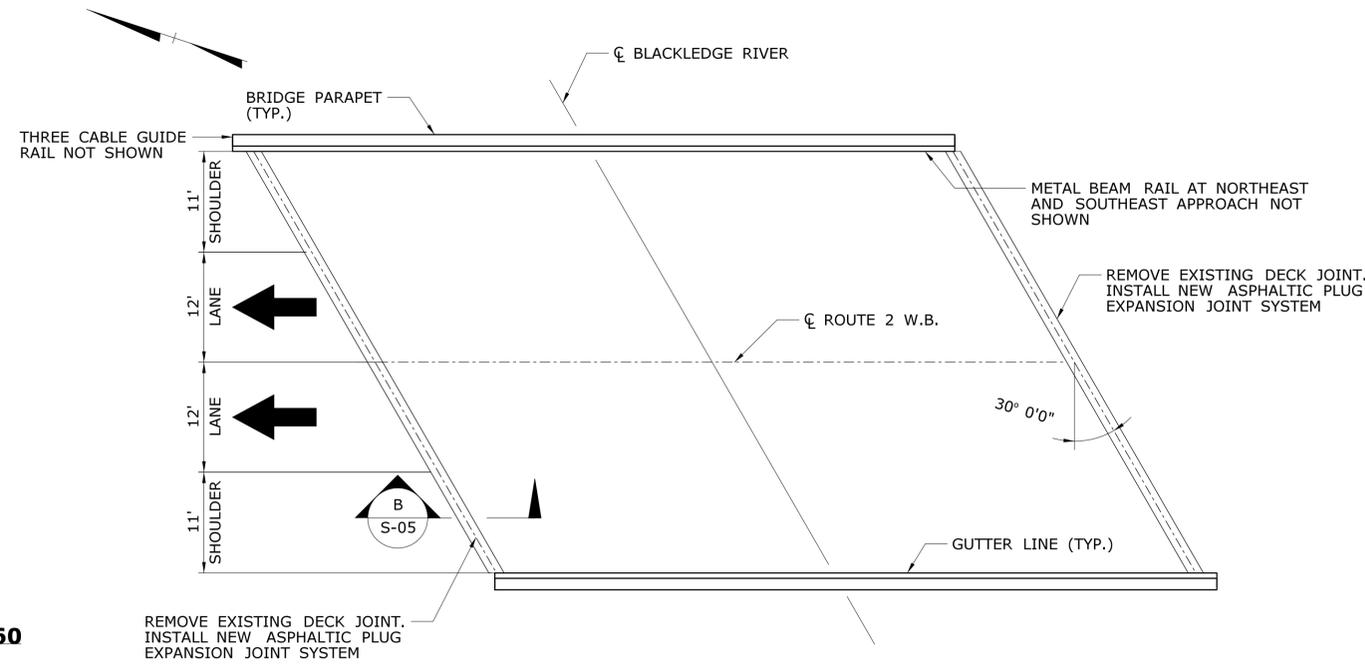
TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL PROVISIONS "MAINTENANCE AND PROTECTION OF TRAFFIC" AND "PROSECUTION AND PROGRESS."

JOINT WORK FOR BRIDGE NO.00391 AND NO.03460

1. ALL WORK TO REMOVE HOT MIX ASPHALT (H.M.A.) WEARING SURFACE, REMOVE AND DISPOSE OF H.M.A. WEARING SURFACE, MEMBRANE WATERPROOFING, EXISTING JOINT COMPONENTS AND SEALING ELEMENTS, SHALL BE INCLUDED IN THE COST OF "REMOVAL OF HMA WEARING SURFACE".
2. WHERE EXISTING BRIDGE DECK JOINTS ARE CONCEALED BENEATH HOT MIX ASPHALT OVERLAY THE CONTRACTOR SHALL VERIFY THE BRIDGE DECK JOINT LOCATION AND HAVE THE LIMITS OF SAW-CUTTING APPROVED BY THE ENGINEER.
3. MEMBRANE WATERPROOFING SHALL BE "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)" AND SHALL BE PLACED PRIOR TO PLACEMENT OF HMA S0.375. THE CONTRACTOR MAY MASK OFF THE LIMITS OF THE NEW BRIDGE JOINTS DURING CONSTRUCTION AS APPROVED BY THE ENGINEER.
4. NEW JOINT ELEMENTS SHALL NOT BE INSTALLED UNTIL AFTER MILLING AND PAVING OPERATIONS ARE COMPLETED.
5. ROUGH OR DAMAGED CONCRETE SURFACES WITHIN THE PAVEMENT CUTOUT AREA SHALL BE REPAIRED WITH A LEVELING COMPOUND, INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
6. THE AVERAGE DEPTH OF PROPOSED ASPHALTIC PLUG JOINT IS ESTIMATED TO BE 2 1/2" AT BRIDGE #00391 AND 3" AT BRIDGE #03460.

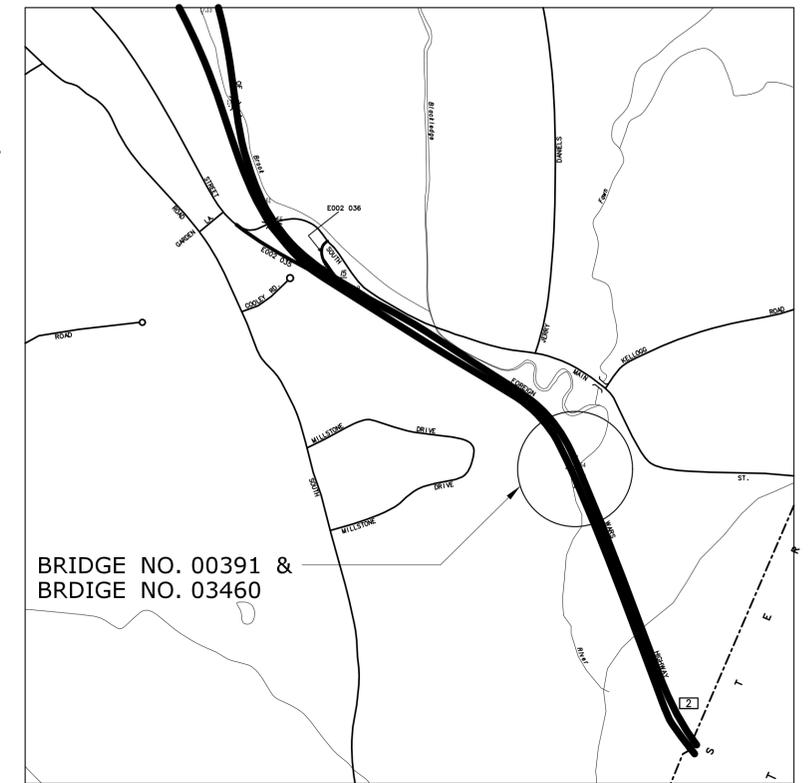
QUANTITIES

ITEM	UNIT	TOTAL
REMOVAL OF HMA WEARING SURFACE	S.Y.	130
CUT BITUMINOUS CONCRETE PAVEMENT	L.F.	412
HMA S0.375	TON	20
JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT	L.F.	412
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	C.F.	74
MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)	S.Y.	63
PARTIAL DEPTH PATCH	C.F.	53



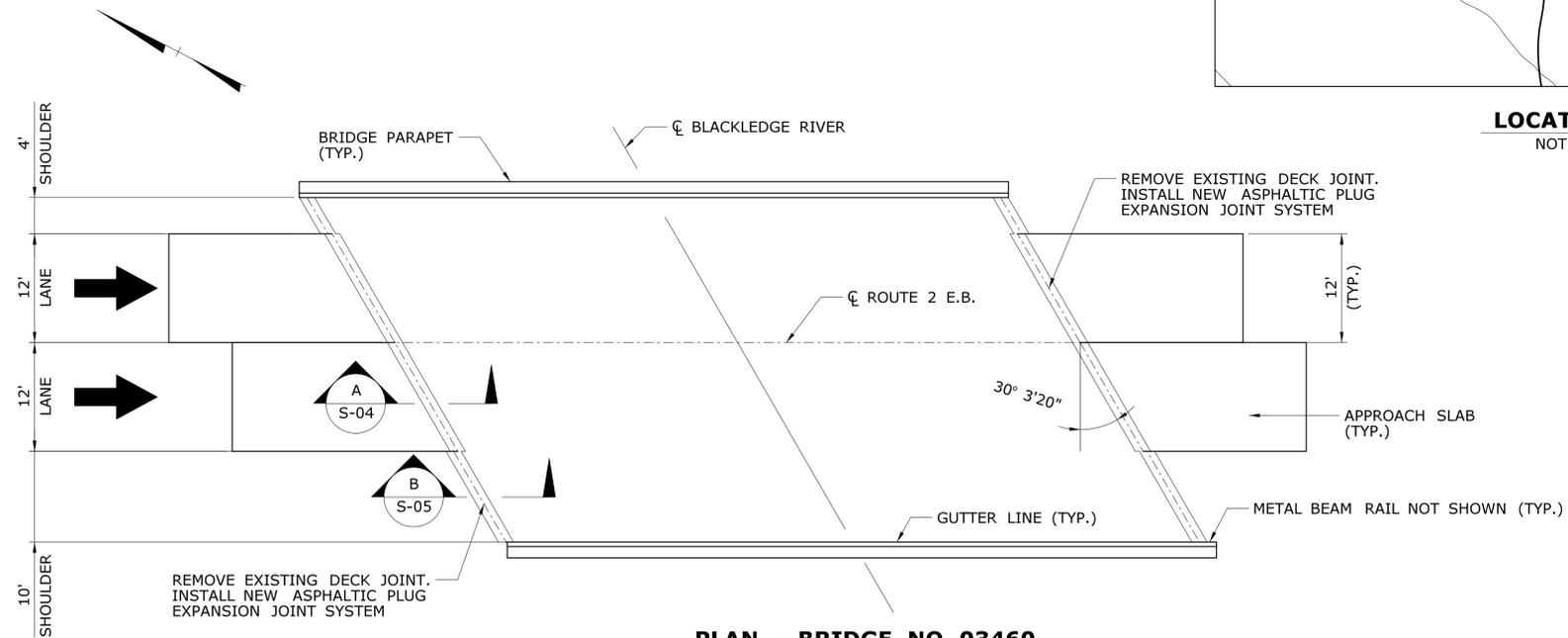
PLAN - BRIDGE NO. 00391
ROUTE 2 W.B. OVER BLACKLEDGE RIVER

SCALE: 1" = 10'



BRIDGE NO. 00391 & BRIDGE NO. 03460

LOCATION PLAN
NOT TO SCALE

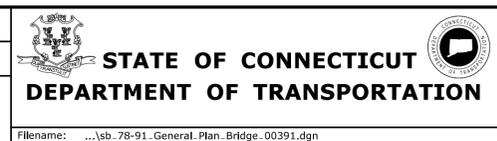


PLAN - BRIDGE NO. 03460
ROUTE 2 E.B. OVER BLACKLEDGE RIVER

SCALE: 1" = 10'

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 7/29/2015

DESIGNER/DRAFTER: **KP**
CHECKED BY: **KP**
SCALE AS NOTED

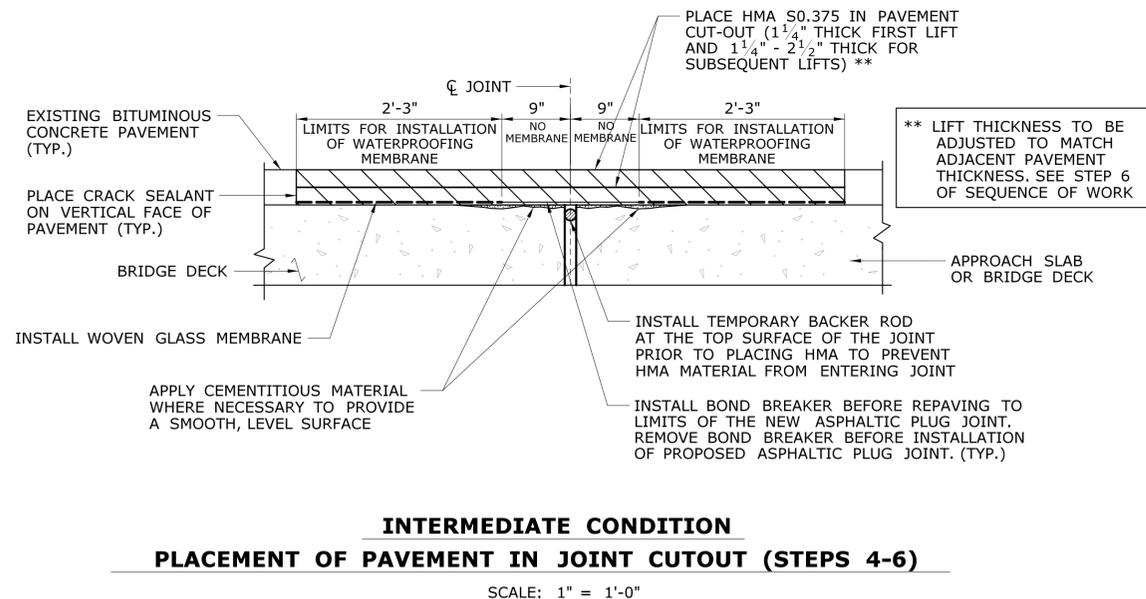
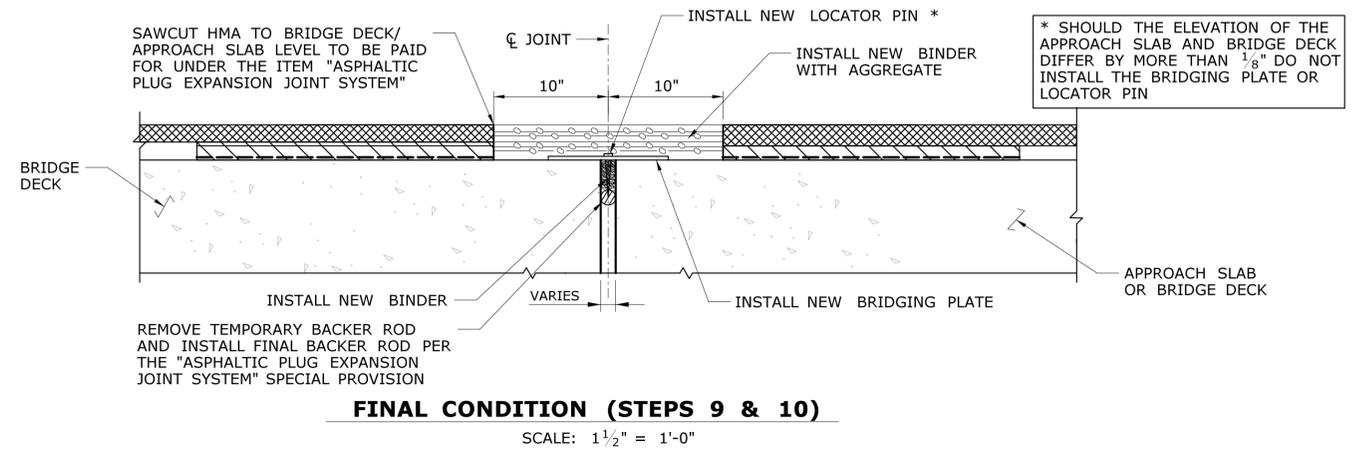
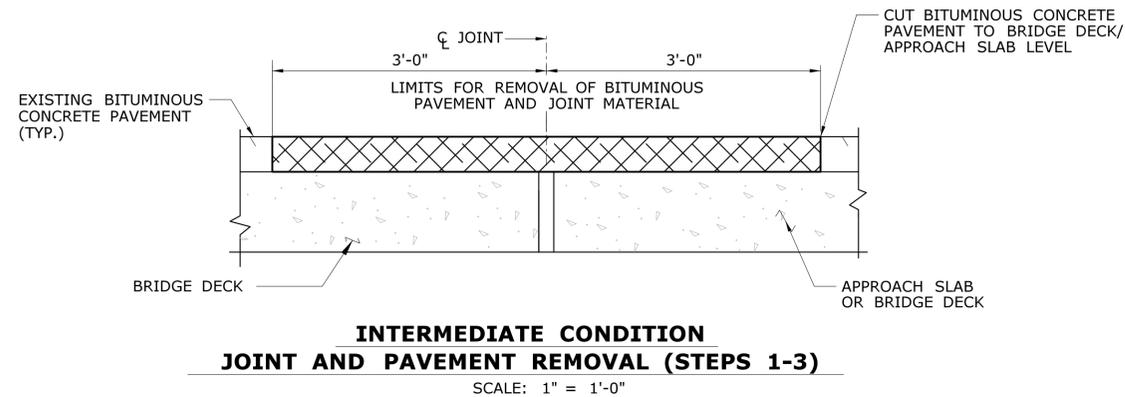
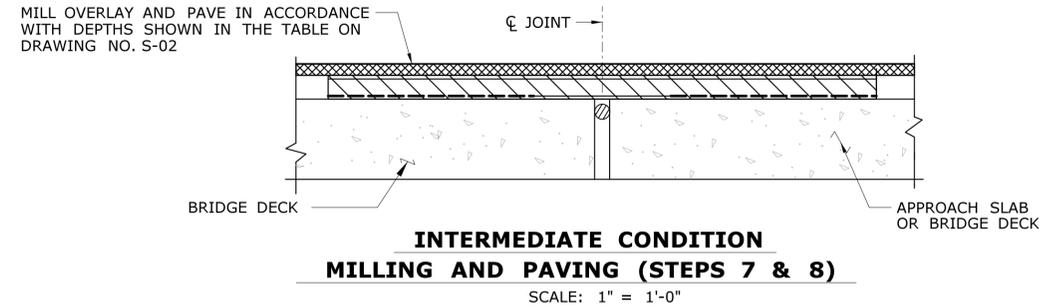
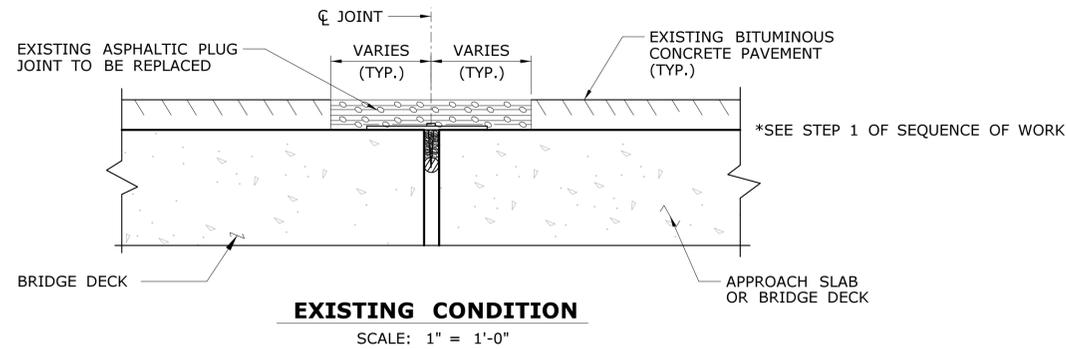


SIGNATURE/BLOCK: **OFFICE OF ENGINEERING**
APPROVED BY: *[Signature]*

PROJECT TITLE: **PAVEMENT PRESERVATION ON ROUTE 2**

TOWN: **MARLBOROUGH COLCHESTER**
DRAWING TITLE: **GENERAL PLAN BRIDGE NO. 00391 & 03460**

PROJECT NO. **78-91**
DRAWING NO. **S-03**
SHEET NO. **04.03**

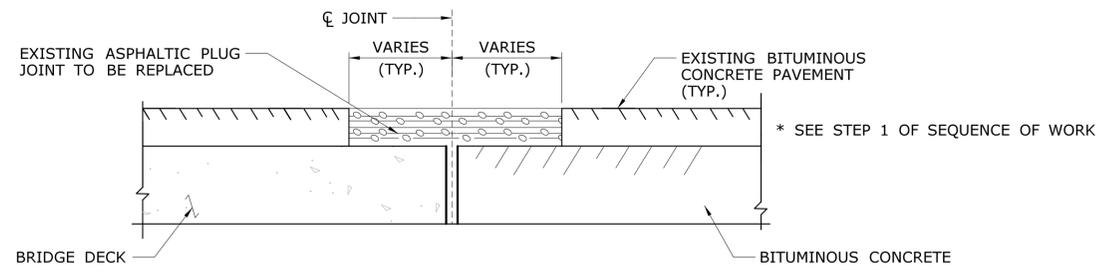


- SEQUENCE OF WORK**
- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK ENDS (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2.
 - STEP 2: SAW CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW CUT SHALL NOT DAMAGE EXISTING DECK OR APPROACH SLAB.
 - STEP 3: REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL WITHIN THE LIMITS SHOWN.
 - STEP 4: REPAIR SURFACE OF DECK AND APPROACH SLAB AS REQUIRED AND INSTALL MEMBRANE TO THE TOP OF DECK WITHIN THE LIMITS SHOWN. INSTALL BOND BREAKER BEFORE REPAVING TO THE LIMITS OF NEW ASPHALTIC PLUG JOINT.
 - STEP 5: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW CUT LINES AND INSTALL TEMPORARY BACKER ROD FLUSH WITH BRIDGE DECK AND APPROACH SLAB.
 - STEP 6: PLACE HMA S0.375 IN THE JOINT CUT-OUT. REFER TO THE APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS ON DRAWING NO. S-02.
 - STEP 7: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTHS.
 - STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
 - STEP 9: CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW CUTS.
 - STEP 10: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM.

PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITH BRIDGING PLATE

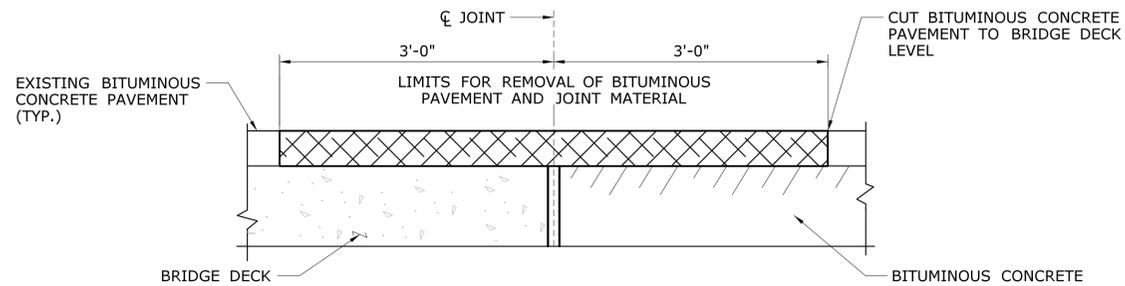
SCALE AS NOTED

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 7/29/2015	DRAWING TITLE: ASPHALTIC PLUG JOINT REPLACEMENT DETAILS 1		



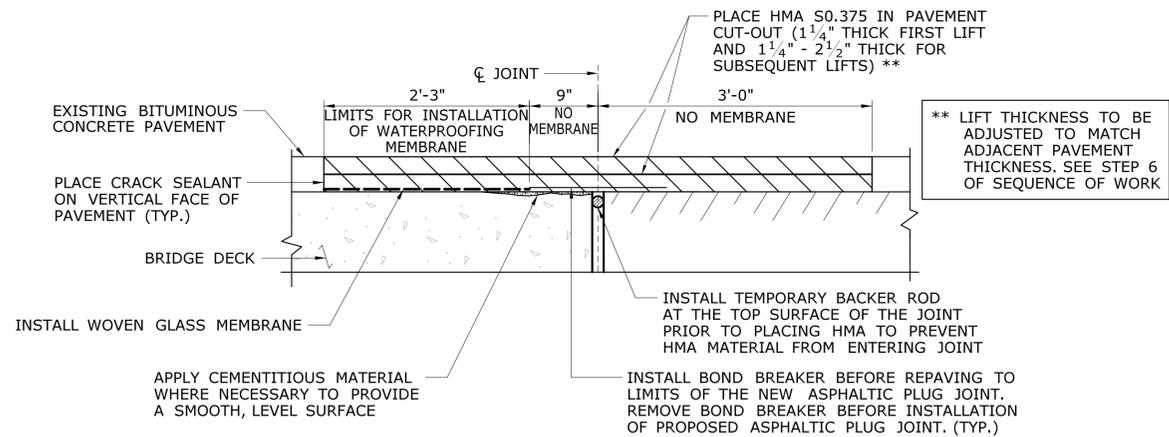
EXISTING CONDITION

SCALE: 1" = 1'-0"



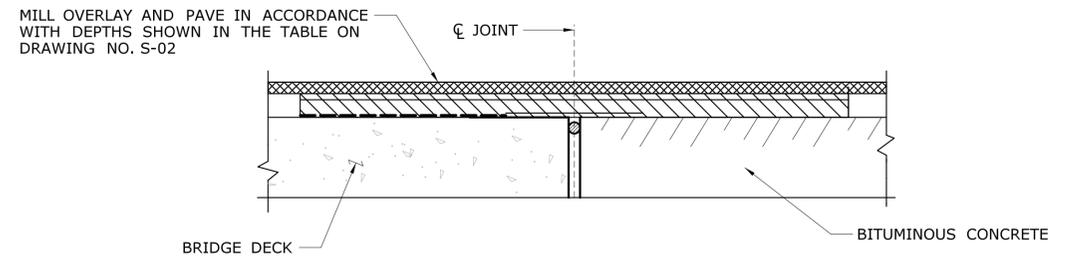
**INTERMEDIATE CONDITION
JOINT AND PAVEMENT REMOVAL (STEPS 1-3)**

SCALE: 1" = 1'-0"



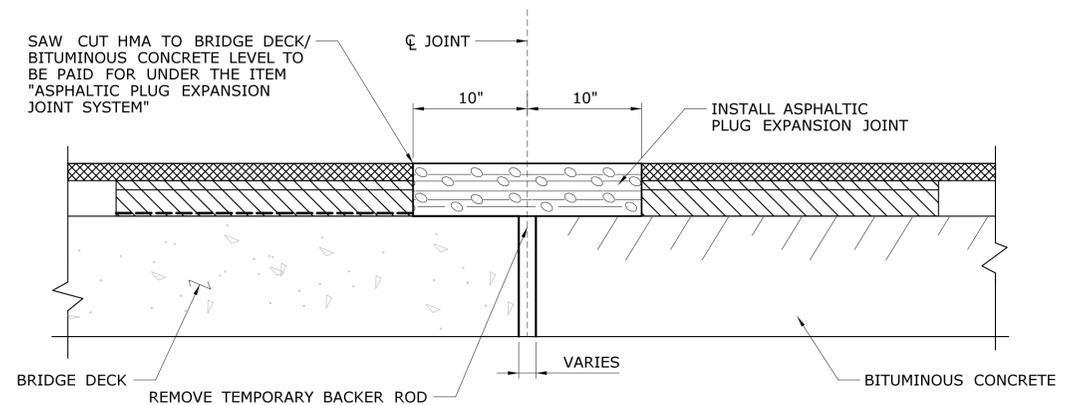
**INTERMEDIATE CONDITION
PLACEMENT OF PAVEMENT IN JOINT CUTOUT (STEPS 4-6)**

SCALE: 1" = 1'-0"



**INTERMEDIATE CONDITION
OVERLAY PAVING (STEPS 7 & 8)**

SCALE: 1" = 1'-0"



FINAL CONDITION (STEPS 9 & 10)

SCALE: 1 1/2" = 1'-0"

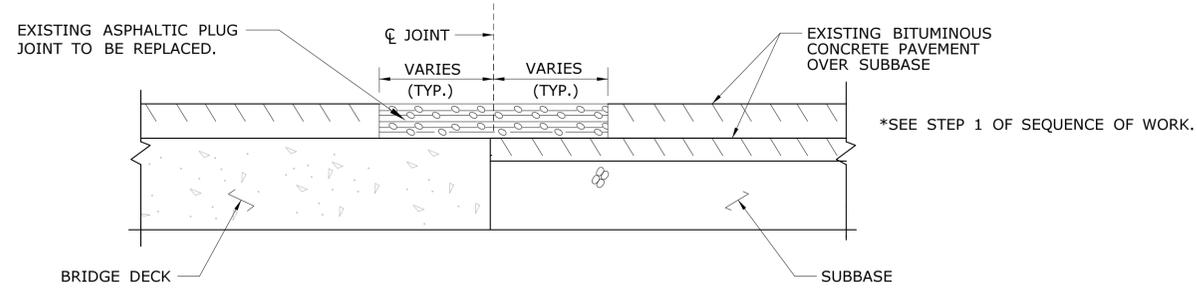
SEQUENCE OF WORK

- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2.
- STEP 2: SAW CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW CUT SHALL NOT DAMAGE EXISTING DECK.
- STEP 3: REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL WITHIN THE LIMITS SHOWN.
- STEP 4: REPAIR SURFACE OF DECK AS REQUIRED AND INSTALL MEMBRANE TO THE TOP OF DECK WITHIN THE LIMITS SHOWN. INSTALL BOND BREAKER BEFORE REPAVING TO THE LIMITS OF THE NEW ASPHALTIC PLUG JOINT
- STEP 5: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW CUT LINES AND INSTALL TEMPORARY BACKER ROD IF GAP BETWEEN BRIDGE DECK AND CONCRETE EXISTS.
- STEP 6: PLACE HMA S0.375 IN THE JOINT CUTOUT. REFER TO THE APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS ON DRAWING NO. S-02.
- STEP 7: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTHS.
- STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 9: CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW CUTS AND THE BOND BREAKER.
- STEP 10: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM.

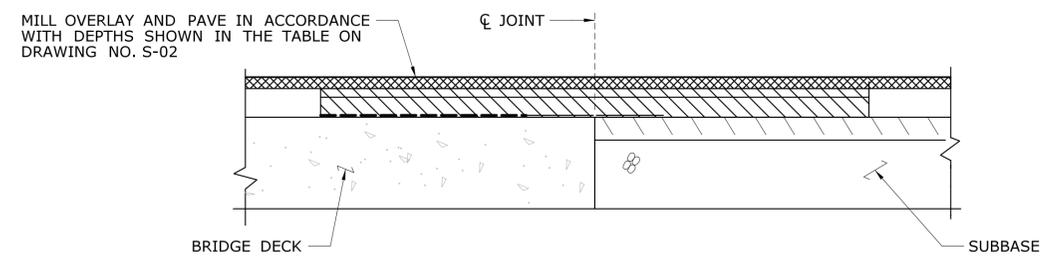
**PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM
WITHOUT BRIDGING PLATE**

**B
S-03**

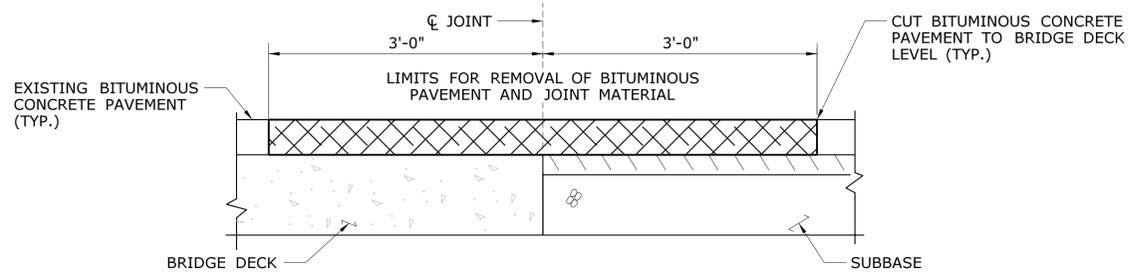
DESIGNER/DRAFTER: KP	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON ROUTE 2	TOWN: MARLBOROUGH COLCHESTER	PROJECT NO. 78-91
CHECKED BY: KP		APPROVED BY: 	DRAWING NO. S-05	DRAWING TITLE: ASPHALTIC PLUG JOINT REPLACEMENT DETAILS 2	SHEET NO. 04.05
SCALE AS NOTED	Plotted Date: 7/29/2015	Filename: ...sb_78-91_APJ_Detail_2.dgn			



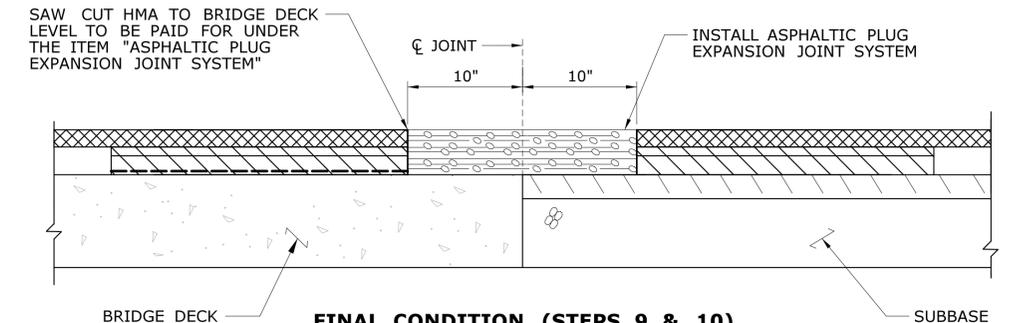
EXISTING CONDITION
SCALE: 1" = 1'-0"



INTERMEDIATE CONDITION
MILLING AND PAVING (STEPS 7 & 8)
SCALE: 1" = 1'-0"



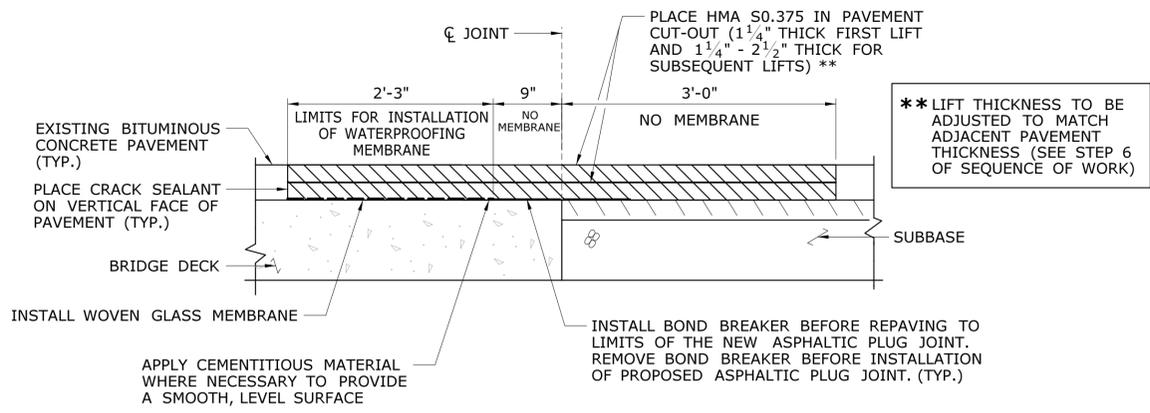
INTERMEDIATE CONDITION
JOINT AND PAVEMENT REMOVAL (STEPS 1-3)
SCALE: 1" = 1'-0"



FINAL CONDITION (STEPS 9 & 10)
SCALE: 1 1/2" = 1'-0"

SEQUENCE OF WORK

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- STEP 6: PLACE HMA S0.375 IN THE JOINT CUTOUT. REFER TO APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS ON DRAWING NO. S-02.
- STEP 7: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTHS.
- STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 9: CUT PAVEMENT FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW CUTS.
- STEP 10: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM.



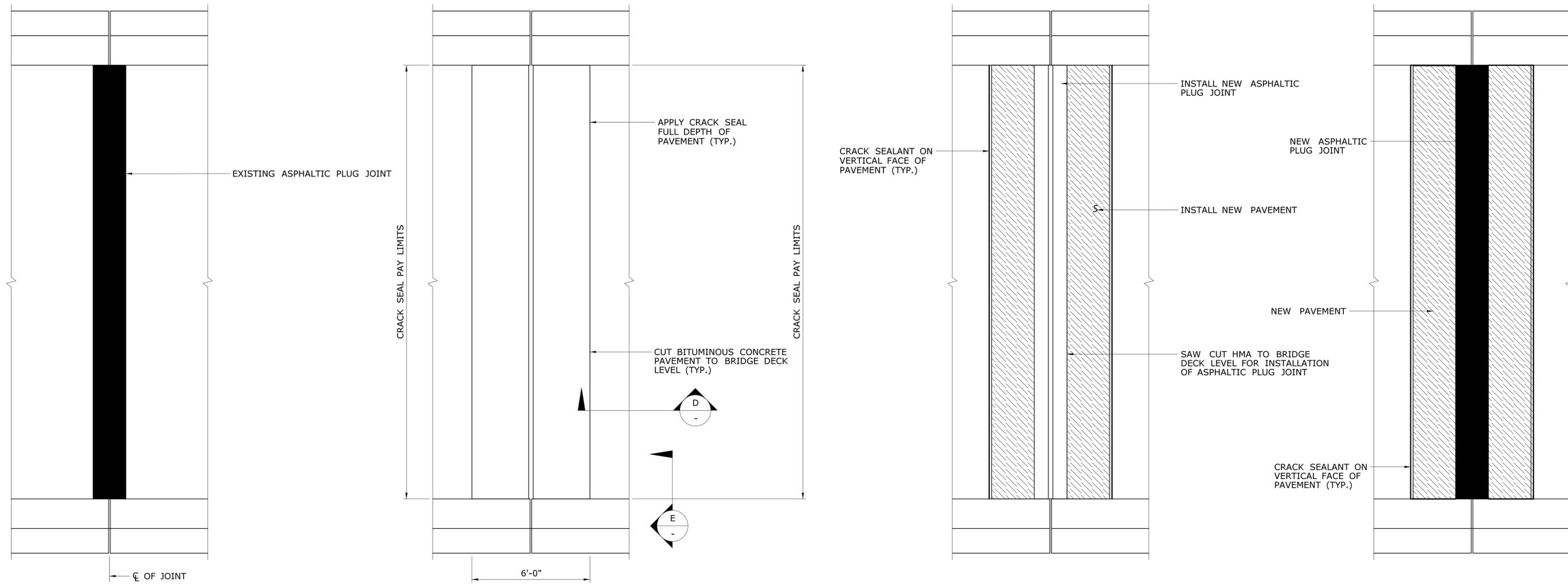
INTERMEDIATE CONDITION
(STEPS 4-6)
SCALE: 1" = 1'-0"

PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITHOUT BRIDGING PLATE

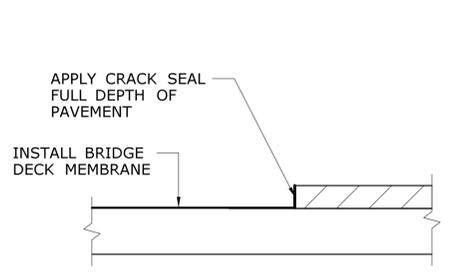
C
S-03

SCALE AS NOTED

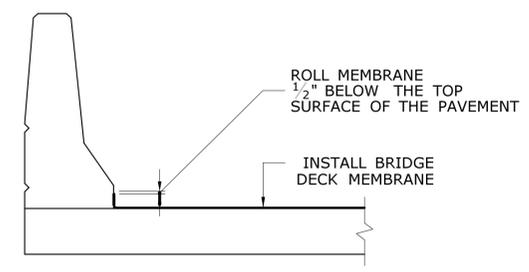
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KP CHECKED BY: KP SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...sb-78-91.AP1.Detail_3.dgn	SIGNATURE/BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION ON ROUTE 2	TOWN: MARLBOROUGH COLCHESTER	PROJECT NO. 78-91 DRAWING NO. S-06 SHEET NO. 04.06
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 7/29/2015			



**PLAN - PAVEMENT SAW CUT, MEMBRANE & CRACK SEAL
NON-STAGED CONSTRUCTION**
NOT TO SCALE

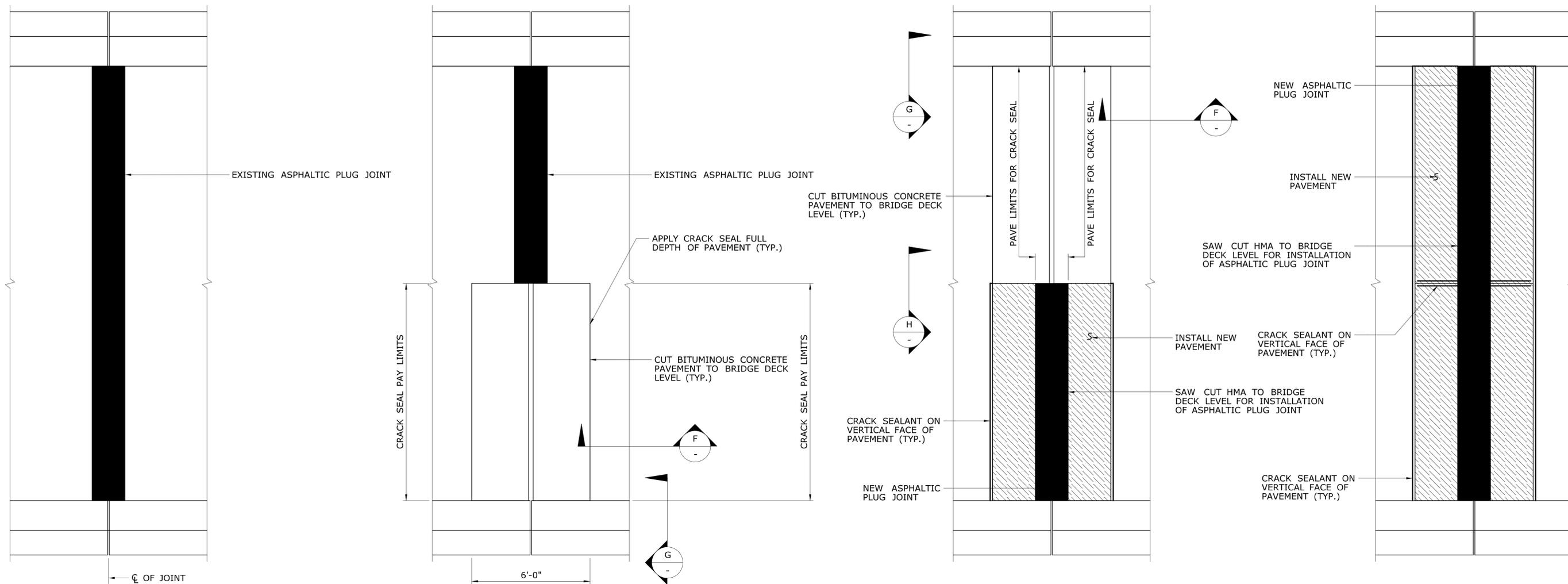


SECTION - MEMBRANE/CRACK SEAL D
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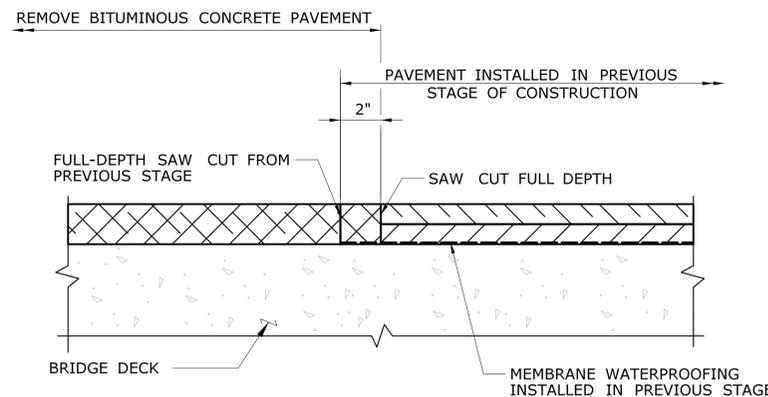
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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: KP CHECKED BY: KP	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: Office of Engineering APPROVED BY: <i>[Signature]</i>	PROJECT TITLE: PAVEMENT PRESERVATION ON ROUTE 2	TOWN: MARLBOROUGH COLCHESTER	PROJECT NO. 78-91 DRAWING NO. S-07 SHEET NO. 04.07
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 7/29/2015	Filename: ...SB-78-91.AP1.Crack_Seal_Details.dgn	APJ CRACK SEAL DETAILS	



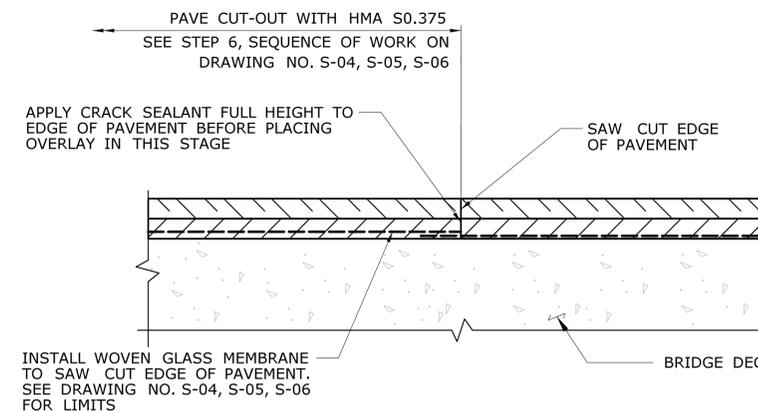
PLAN - PAVEMENT SAWCUT, MEMBRANE & CRACK SEAL STAGED CONSTRUCTION

NOT TO SCALE



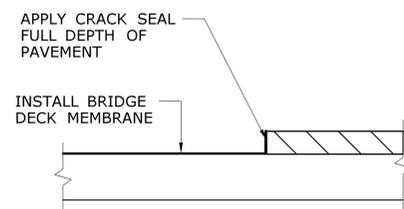
SECTION - INITIAL LONGITUDINAL STAGE CONSTRUCTION JOINT IN PAVEMENT CUTOUT

NOT TO SCALE



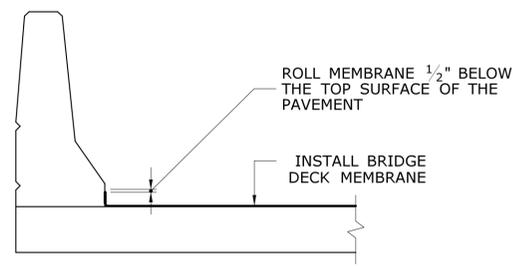
SECTION - FINAL LONGITUDINAL STAGE CONSTRUCTION JOINT IN PAVEMENT CUTOUT

NOT TO SCALE



SECTION - MEMBRANE/CRACK SEAL

NOT TO SCALE



SECTION - MEMBRANE/CRACK SEAL

NOT TO SCALE

SECTION - MEMBRANE/CRACK SEAL

NOT TO SCALE

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 7/29/2015				

