

BRIDGE INFORMATION FOR REPLACEMENT OF EXISTING JOINTS

		BRIDGE NOS.					
		06288	06290	00419	05546	05561	05562
JOINT REPLACEMENT LOCATION AND DETAIL	ROUTE	3 NB	3 SB	3	3	3	3 TR 801
	MILE POINT	11.10	11.34	12.87	13.44	13.68	13.51
	CROSSING	I-91 TR 802	I-91 TR 804	NAUBUCK AVE.	MAIN STREET	RT. 2 & RAMP 080 EB	RT. 2 RAMP 080
	WEST ABUTMENT	APJ REPLACEMENT DETAIL 1	MODULAR JOINT	APJ REPLACEMENT DETAIL 2	APJ REPLACEMENT DETAIL 2	APJ REPLACEMENT DETAIL 1	APJ REPLACEMENT DETAIL 1
	THERMAL MOVEMENT RANGE (IN.)	0.00	1.659	0.00	0.00	1.259	0.481
	PIER 1	N/A	N/A	APJ REPLACEMENT DETAIL 1	N/A	N/A	N/A
	THERMAL MOVEMENT RANGE (IN.)	N/A	N/A	0.251	N/A	N/A	N/A
	PIER 2	N/A	N/A	APJ REPLACEMENT DETAIL 1	N/A	N/A	N/A
	THERMAL MOVEMENT RANGE (IN.)	N/A	N/A	0.502	N/A	N/A	N/A
	EAST ABUTMENT	PREFORMED JOINT SEAL DETAIL	PREFORMED JOINT SEAL DETAIL	APJ REPLACEMENT DETAIL 2	APJ REPLACEMENT DETAIL 1	APJ REPLACEMENT DETAIL 1	APJ REPLACEMENT DETAIL 2
THERMAL MOVEMENT RANGE (IN.)	1.475	2.12	0.00	1.106	1.250	0.00	
BRIDGING PLATE	YES	NO	PIERS ONLY	NO	YES	YES	
BRIDGE GEOMETRY	DIRECTION OF TRAVEL	NORTHBOUND	SOUTHBOUND	BOTH	BOTH	BOTH	SOUTHBOUND
	NUMBER OF TRAVEL LANES	1	2	4	4	2	1
	JOINT LENGTH ALONG SKEW (NB) (FT)	60.6	N/A	37.9	38.2	30.0	N/A
	JOINT LENGTH ALONG SKEW (SB) (FT)	N/A	56.6	37.9	38.2	28.0	36.6
	**SKEW (DEG)	48.7	45.0	0.00	5.57	4.37	40.3
EXISTING DECK JOINT TYPE	WEST ABUTMENT	APJ	MODULAR JOINT	APJ	APJ	APJ	APJ
	PIER 1	N/A	N/A	APJ	N/A	N/A	N/A
	PIER 2	N/A	N/A	APJ	N/A	N/A	N/A
	EAST ABUTMENT	POURABLE SEAL JOINT	POURABLE SEAL JOINT	APJ	APJ	APJ	APJ
REPLACE JOINT SEAL	PARAPET	S-10	S-10	S-10	S-10	S-10	S-10
INSTALL MEMBRANE (WOVEN GLASS FABRIC)	INSTALL MEMBRANE AT THE PROPOSED APJ (BRIDGE DECK OR APPROACH SLABS)	BRIDGE DECK & APPROACH SLAB	BRIDGE DECK & APPROACH SLAB	BRIDGE DECK SIDE ONLY			
BRIDGE MILLING AND PAVING DEPTHS	***FINE MILLING DEPTH	1"	1"	1"	1"	1"	1"
	WEARING SURFACE TYPE AND DEPTH	1" THIN FRICTION WEARING COURSE (TYPE 1)					

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

***FINE MILLING AND THIN FRICTION WEARING COURSE (TYPE 1) ARE HIGHWAY ITEMS

JOINT HMA S0.375 PLACEMENT REQUIREMENTS

- ALL THE REQUIREMENTS OF SPECIAL PROVISION SECTION 4.06 IN THE CONTRACT SHALL BE MET EXCEPT AS DESCRIBED BELOW.
- THE HMA S0.375 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.
- HMA S0.375 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 HMA S0.375 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.
- THE HMA S0.375 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 HMA S0.375 COOLS TO A TEMPERATURE OF 180° F. THE CONTRACTOR SHALL USE THE NUMBER OF COMPACTION EQUIPMENT NECESSARY TO COMPLETE THE PROCEDURE AS REQUIRED.
- ALL INTERMEDIATE (NON-SURFACE) LIFTS SHALL BE COMPACTED WITH AN ASPHALT VIBRATORY PLATE COMPACTOR.
 - THE VIBRATORY PLATE COMPACTOR SHALL MEET THE FOLLOWING REQUIREMENTS:
 - IT SHALL BE DESIGNED TO COMPACT HMA S0.375.
 - IT SHALL BE EQUIPPED WITH A WATER TANK.
 - IT SHALL GENERATE A CENTRIFUGAL FORCE OF AT LEAST 3200 POUNDS BUT NO GREATER THAN 6000 POUNDS.
 - IT SHALL HAVE AN OPERATING WEIGHT (WITHOUT WATER) OF AT LEAST 160 POUNDS.
 - IT SHALL GENERATE A MINIMUM OF 4400 VIBRATIONS PER MINUTE.
 - 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.
- THE FINAL (SURFACE) LIFT SHALL BE COMPACTED WITH A DOUBLE DRUM ROLLER.
 - THE DOUBLE DRUM ROLLER SHALL MEET THE FOLLOWING REQUIREMENTS:
 - IT SHALL BE DESIGNED TO COMPACT HMA S0.375.
 - IT SHALL WEIGH 3 1/2 TO 4 1/2 TONS
- 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.
- 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.

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

- 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.
- DISCONTINUE THE INSTALLATION OF THE EMSEAL AND BRIDGING PLATE WHERE THE APPROACH SLAB IS DISCONTINUED (TYPICALLY IN THE ROADWAY SHOULDERS). SEE "ASPHALTIC PLUG EXPANSION JOINT SYSTEM" SPECIAL PROVISION.
- 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.
- NO BRIDGING PLATE SHALL BE USED AT THE FOLLOWING LOCATIONS:
 - JOINT BETWEEN A DECK END AND A CONCRETE APPROACH PAVEMENT
 - WHERE A BRIDGE DECK END MEETS A BITUMINOUS APPROACH PAVEMENT
- SAW-CUTS MADE 3" EACH SIDE OF CENTERLINE OF JOINT WILL BE INCLUDED FOR PAYMENT UNDER THE ITEM "CUT BITUMINOUS CONCRETE PAVEMENT".
- THE REMOVAL OF ALL EXISTING JOINT SYSTEMS, EXISTING WEARING SURFACE, MEMBRANE WATERPROOFING AND BOND BREAKER WITHIN THE LIMITS SHOWN TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF EXISTING WEARING SURFACE".
- INSTALLATION OF MEMBRANE WITHIN THE LIMITS SHOWN TO BE PAID UNDER THE ITEM, "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)".
- CRACK SEALANT PLACED ALONG VERTICAL FACES OF THE SAW-CUT WEARING SURFACE TO BE PAID UNDER THE ITEM, "JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT".
- THE FURNISHING AND PLACING OF HMA S0.375 TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "HMA S0.375".
- SAW-CUTTING AND REMOVAL OF EXISTING WEARING SURFACE FOR JOINT INSTALLATION TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- 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.
- EXPLORATION OF EXISTING WEARING SURFACE THICKNESS AND JOINT LOCATION TO BE INCLUDED IN THE GENERAL COST OF THE ITEM "REMOVAL OF EXISTING WEARING SURFACE".

PREFORMED JOINT SEAL NOTES

- PRIOR TO INSTALLING THE SILICONE SEALANT, CLEAN JOINT SIDES BY SANDBLASTING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "PREFORMED JOINT SEAL".
- THE ELASTOMERIC CONCRETE HEADER AND PREFORMED JOINT SEAL SHALL BE INSTALLED AFTER THE WEARING SURFACE HAS BEEN PLACED ON THE BRIDGE AND THE DESIGNATED AREA HAS BEEN SAW CUT AND REMOVED.
- THE ELASTOMERIC CONCRETE HEADER SHALL BE BEVELED 1/8" ALONG THE OPENING OF THE JOINT AND SHALL BE RECESSED 1/8" BELOW THE EXISTING WEARING SURFACE.
- THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE ACTUAL GAP WIDTH NECESSARY TO ACCOMMODATE THE PRODUCT OF CHOICE.

DESIGNER/DRAFTER: C. FENTON	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION OF ROUTE 3	TOWN: WETHERSFIELD GLASTONBURY	PROJECT NO. 159-192
CHECKED BY: K. PLUDE		APPROVED BY: 	DRAWING NO. S-02	SHEET NO. 04.02	
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.	SCALE AS NOTED	Plotted Date: 12/1/2015	Filename: ...Project #0159-0192 - Bridge Information & Joint Notes.dgn		

GENERAL NOTES

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816 (2004), SUPPLEMENTAL SPECIFICATIONS DATED JULY 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 3 DAY MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI
-SHALL ATTAIN A COMPRESSIVE STRENGTH OF 2,500 PSI PRIOR TO ALLOWING TRAFFIC ON THE PATCHED SURFACES

DECK END AND APPROACH SLAB PATCHING: THE EXACT LOCATION AND EXTENT OF ALL DETERIORATED DECK AND APPROACH SLAB AREAS TO BE REPAIRED WILL BE DETERMINED BY THE ENGINEER. AFTER REMOVAL OF THE EXISTING WEARING SURFACE, THE ENGINEER WILL CHAIN DRAG AND HAMMER TAP THE DECK AND APPROACH SLAB TO DELINEATE THE DETERIORATED AREAS. THE DETERIORATED DECK AND APPROACH SLAB AREAS SHALL BE REPAIRED BY THE CONTRACTOR UTILIZING THE PARTIAL DEPTH PATCH ITEM AS DIRECTED BY THE ENGINEER. THE ESTIMATED QUANTITIES FOR THE PARTIAL DEPTH ITEM IS NOT ASSIGNED TO ANY SPECIFIC DECK OR APPROACH SLAB BUT SHALL BE USED, AS NECESSARY, WHERE DIRECTED BY THE ENGINEER. IF APPROACH SLABS ARE NOT FOUND WHERE INDICATED IN THE PLANS, THE DETAILS FOR THE ASPHALTIC PLUG JOINT SYSTEM SHALL BE MODIFIED SUCH THAT A STEEL PLATE WILL NOT BE INSTALLED. SEE DRAWING NUMBER S-08 FOR APPROPRIATE DETAILS.

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."

QUANTITIES

ITEM	UNIT	AMOUNT
CUT BITUMINOUS CONCRETE PAVEMENT	L.F.	1908
HMA S0.375	TON	96
JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT	L.F.	1908
REMOVAL OF EXISTING WEARING SURFACE	S.Y.	552
CLEANING WEEPHOLES	E.A.	14
ELASTOMERIC CONCRETE HEADER	C.F.	49
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	C.F.	315
PREFORMED JOINT SEAL	L.F.	605
PARTIAL DEPTH PATCH	C.F.	106
MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)	S.Y.	303

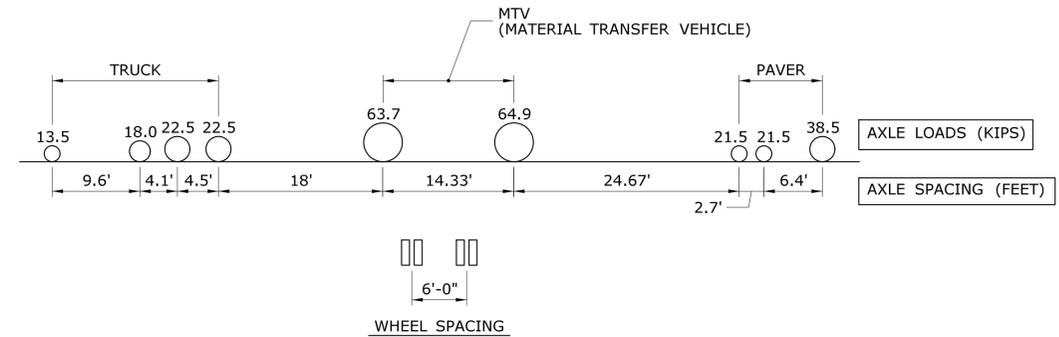
NOTICE TO BRIDGE INSPECTORS

THE DEPARTMENT'S BRIDGE SAFETY PROCEDURES REQUIRE THESE BRIDGES TO BE INSPECTED FOR, BUT NOT LIMITED TO, ALL APPROPRIATE COMPONENTS INDICATED IN THE GOVERNING MANUALS FOR BRIDGE INSPECTION. ATTENTION MUST BE GIVEN TO INSPECTING THE FOLLOWING SPECIAL COMPONENTS AND DETAILS. (THE LISTING OF COMPONENTS FOR SPECIFIC ATTENTION SHALL NOT BE CONSTRUED TO REDUCE THE IMPORTANCE OF INSPECTION OF ANY OTHER COMPONENT OF THE STRUCTURE). THE FREQUENCY OF INSPECTION OF THESE STRUCTURES SHALL BE IN ACCORDANCE WITH THE GOVERNING MANUALS FOR BRIDGE INSPECTION, UNLESS OTHERWISE NOTED.

COMPONENT OR DETAIL	BRIDGE SHEET REFERENCE
FOLLOW NORMAL INSPECTION PROCEDURES	

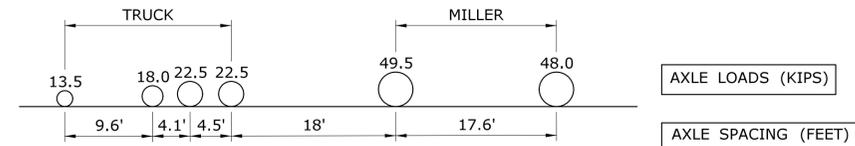
JOINT WORK FOR BRIDGES

- ALL WORK TO REMOVE EXISTING WEARING SURFACE, MEMBRANE WATERPROOFING, EXISTING JOINT COMPONENTS AND SEALING ELEMENTS, SHALL BE INCLUDED IN THE COST OF "REMOVAL OF EXISTING WEARING SURFACE".
- WHERE EXISTING BRIDGE DECK JOINTS ARE CONCEALED BENEATH EXISTING WEARING SURFACE THE CONTRACTOR SHALL VERIFY THE BRIDGE DECK JOINT LOCATION AND HAVE THE LIMITS OF SAW-CUTTING APPROVED BY THE ENGINEER.
- 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.
- NEW JOINT ELEMENTS SHALL NOT BE INSTALLED UNTIL AFTER MILLING AND PAVING OPERATIONS ARE COMPLETED.
- UNEVEN CONCRETE SURFACES WITHIN THE EXISTING WEARING SURFACE CUTOUT AREA SHALL BE REPAIRED WITH A LEVELING COMPOUND. INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".



PAVING TRAIN
(TRI-LOAD COMBINATION OF VEHICLES IN PAVING TRAIN)

SCALE: 1"=10'



MILLING TRAIN

SCALE: 1"=10'

BRIDGE (WEIGHT) RESTRICTIONS

BRIDGE NOS. 06288, 06822, 06289, 00418, 00419, 05546 AND 05562 CAN CARRY THE INDICATED PAVING TRAIN AND MILLING TRAIN WITHOUT RESTRICTIONS.

MATERIAL TRANSFER VEHICLE WILL NOT BE ALLOWED ON BRIDGE NOS. 05561 AND 06290 UNLESS THERE IS PRIOR APPROVAL FROM THE ENGINEER.

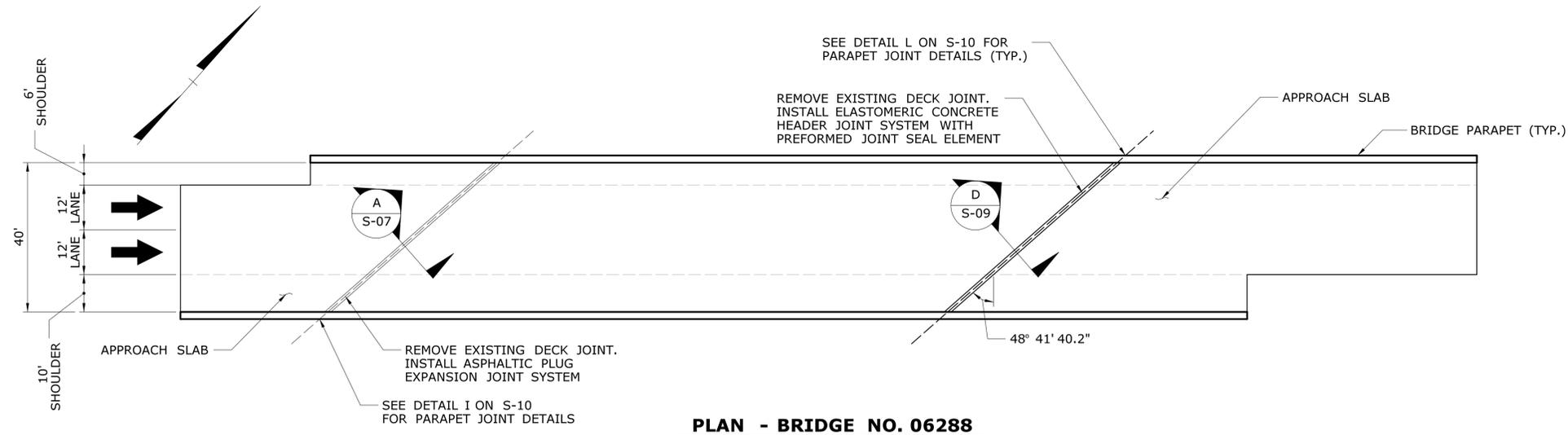
THE AXLE WEIGHTS INDICATED FOR THIS PAVING AND MILLING TRAIN SHALL NOT BE EXCEEDED WITHOUT PRIOR APPROVAL OF THE ENGINEER. IN ADDITION, DECREASING THE INDICATED AXLE SPACINGS SHALL ALSO NOT BE ALLOWED UNLESS THERE IS PRIOR APPROVAL FROM THE ENGINEER.

THE CONTRACTOR SHALL PLAN HIS OPERATIONS TO CONFORM TO THE ABOVE REQUIREMENTS.

DESIGNER/DRAFTER: C. FENTON	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION OF ROUTE 3	TOWN: WETHERSFIELD GLASTONBURY	PROJECT NO. 159-192
CHECKED BY: K. PLUDE		APPROVED BY: 	DRAWING NO. S-03	DRAWING TITLE: GENERAL NOTES, QUANTITIES & LOAD RESTRICTIONS	SHEET NO. 04.03
SCALE AS NOTED	Filename: ...Project_#0159-0192 - General Notes & Quantities.dgn				

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

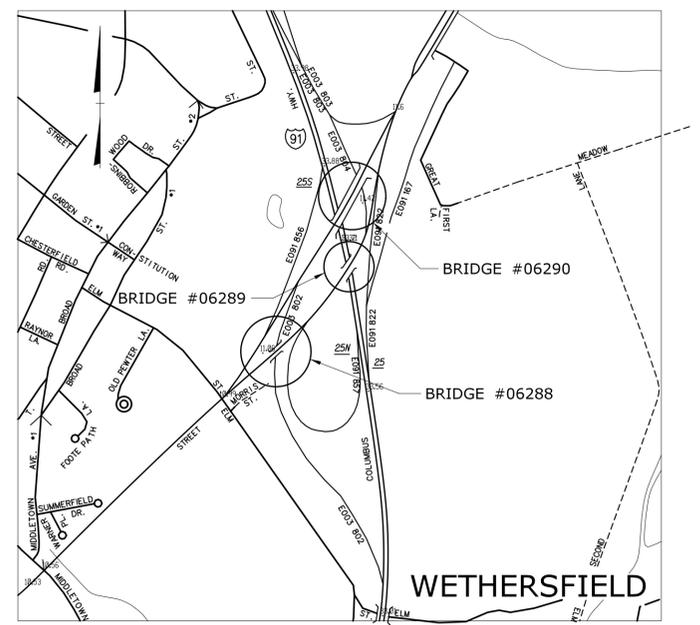
Plotted Date: 12/2/2015



PLAN - BRIDGE NO. 06288

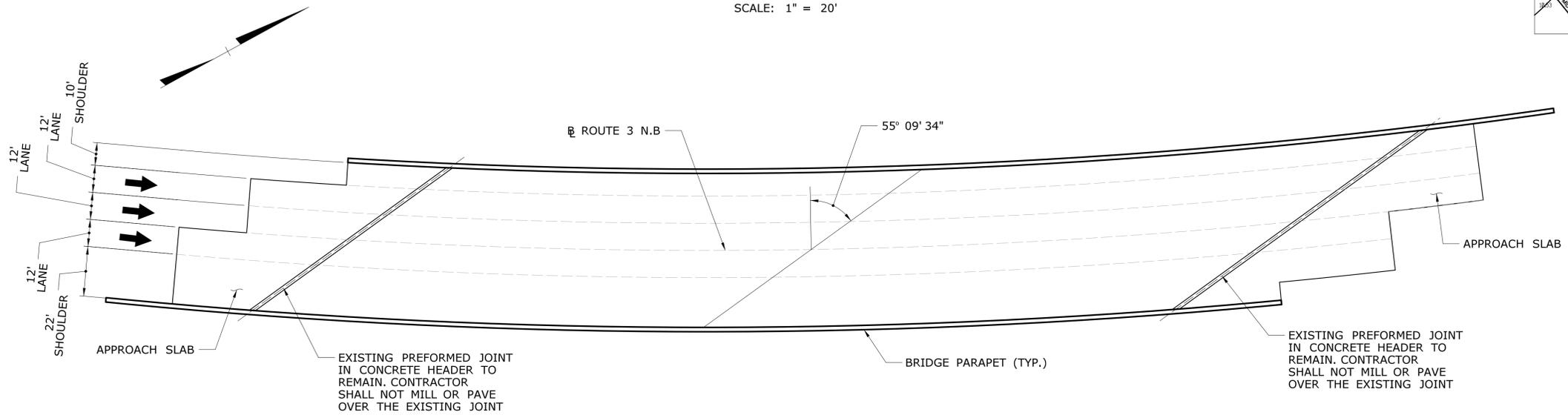
ROUTE 3 NORTHBOUND OVER INTERSTATE 91 TR 802

SCALE: 1" = 20'



LOCATION PLAN

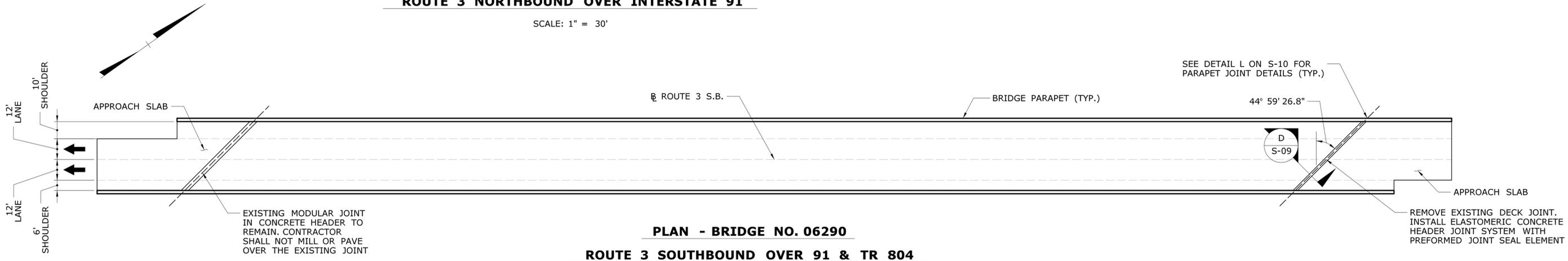
NOT TO SCALE



PLAN - BRIDGE NO. 06289

ROUTE 3 NORTHBOUND OVER INTERSTATE 91

SCALE: 1" = 30'

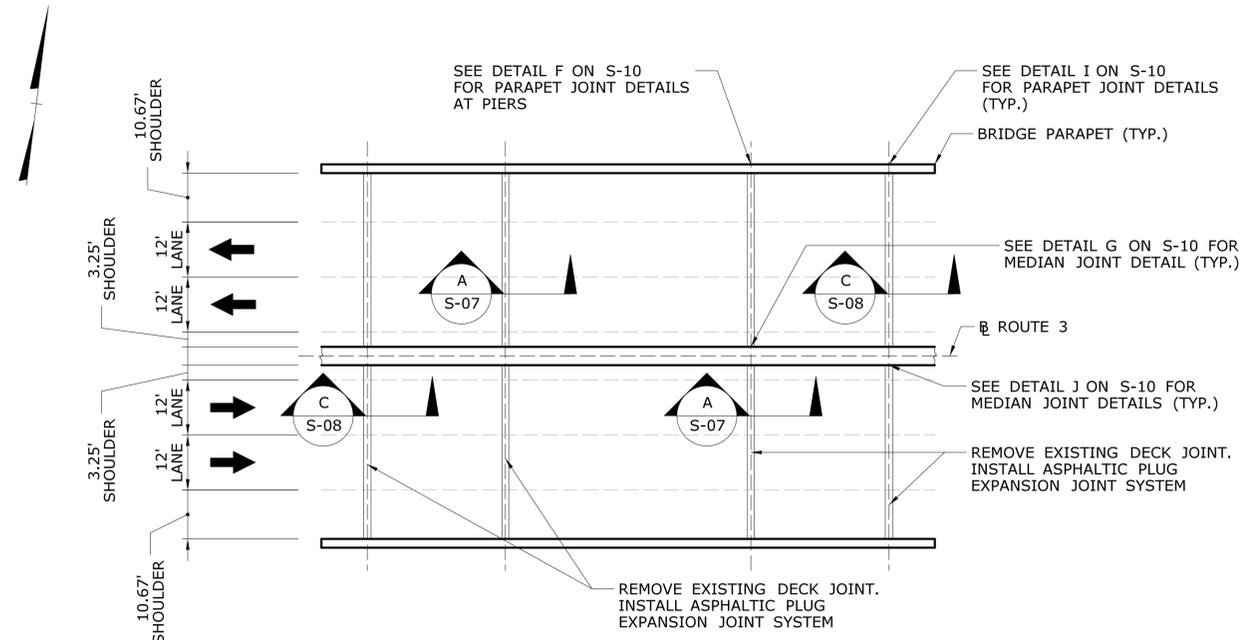


PLAN - BRIDGE NO. 06290

ROUTE 3 SOUTHBOUND OVER 91 & TR 804

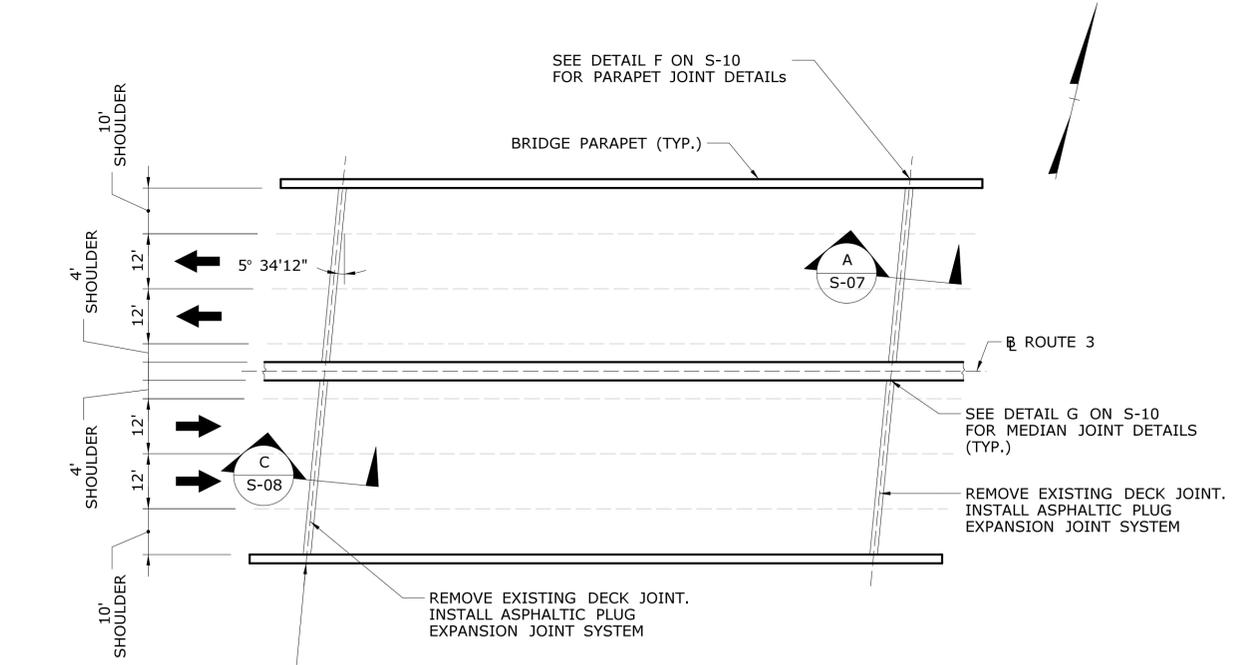
SCALE: 1" = 30'

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/1/2015			



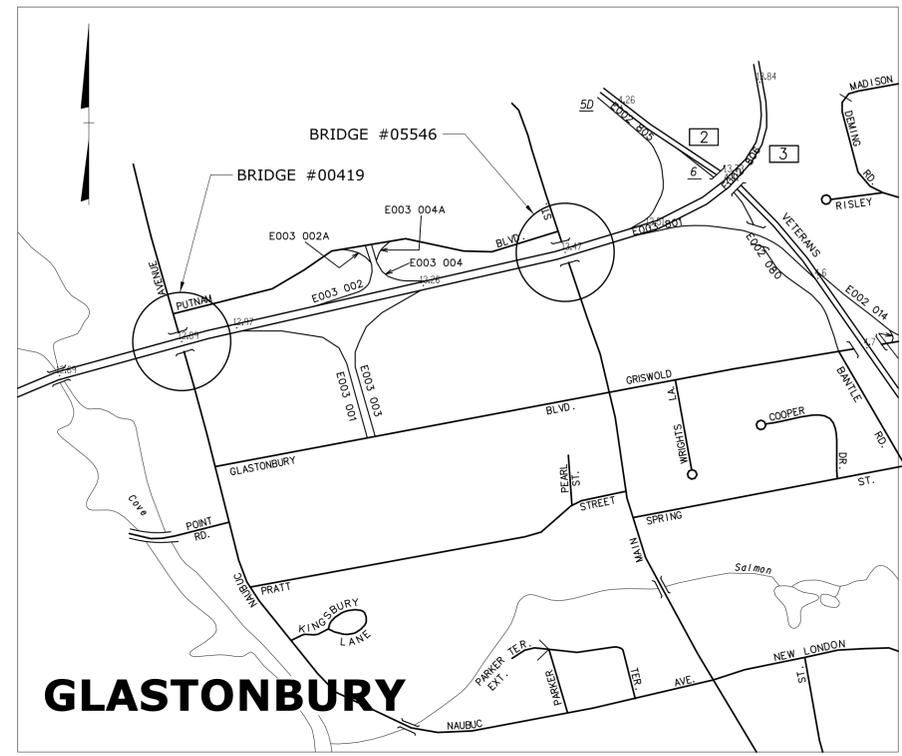
PLAN - BRIDGE NO. 00419
ROUTE 3 OVER NAUBUC AVENUE

SCALE: 1" = 20'



PLAN - BRIDGE NO. 05546
ROUTE 3 OVER MAIN STREET

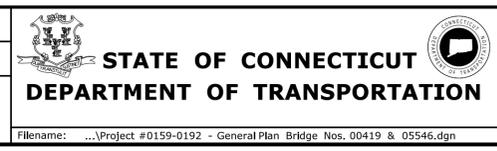
SCALE: 1" = 20'



LOCATION PLAN
 NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/1/2015

DESIGNER/DRAFTER:
C. FENTON
 CHECKED BY:
K. PLUDE
 SCALE AS NOTED

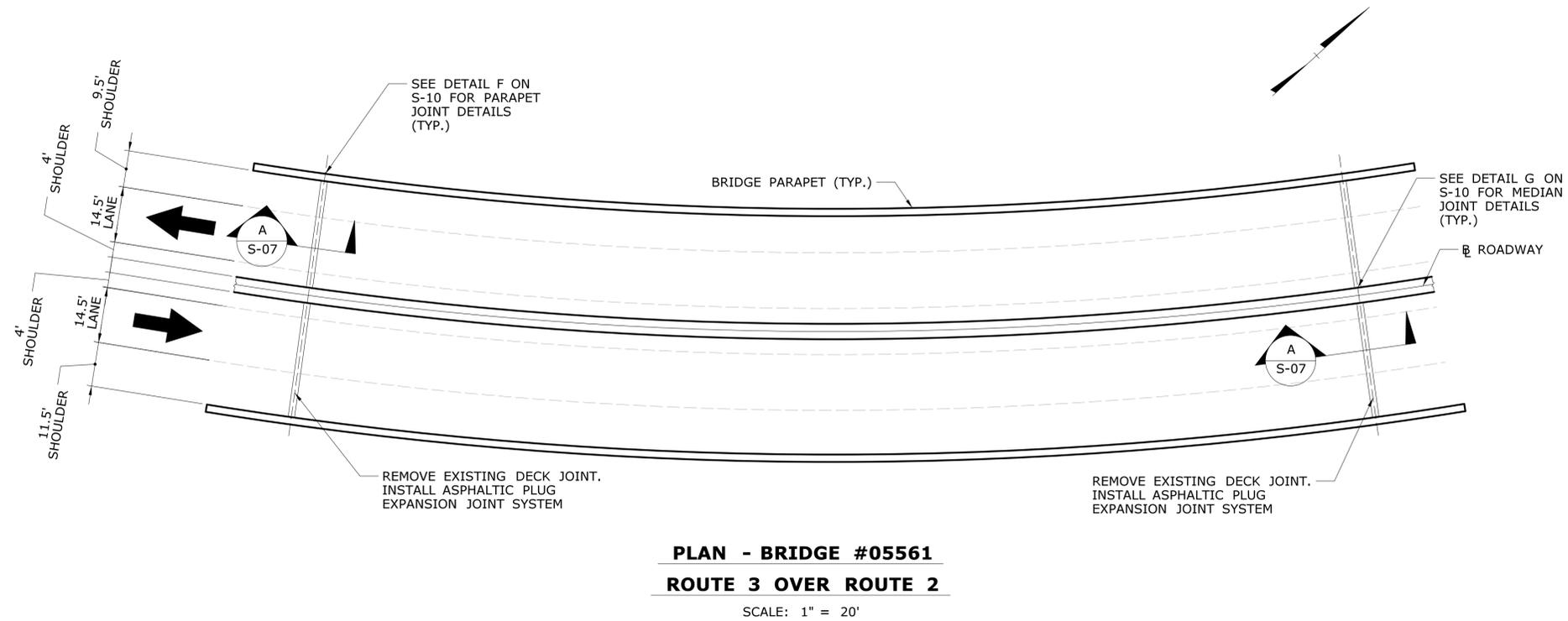


SIGNATURE/BLOCK:
OFFICE OF ENGINEERING
 APPROVED BY:
[Signature]

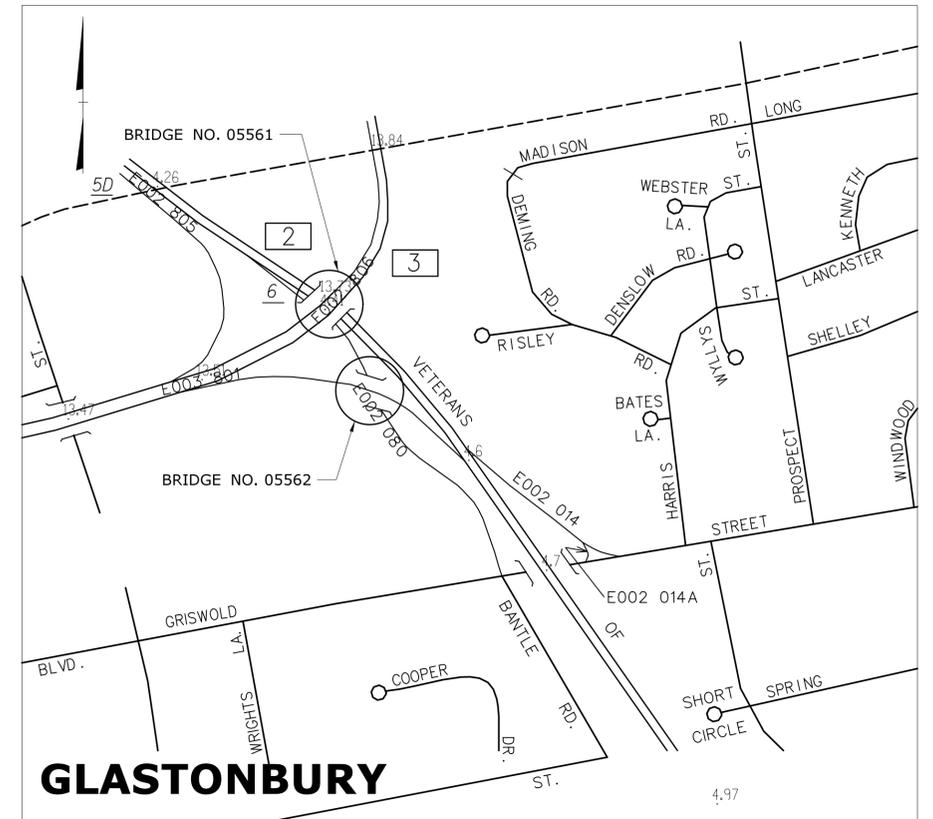
PROJECT TITLE:
**PAVEMENT PRESERVATION OF
 ROUTE 3**

TOWN:
**WETHERSFIELD
 GLASTONBURY**
 DRAWING TITLE:
**GENERAL PLAN BRIDGE
 NOS. 00419 & 05546**

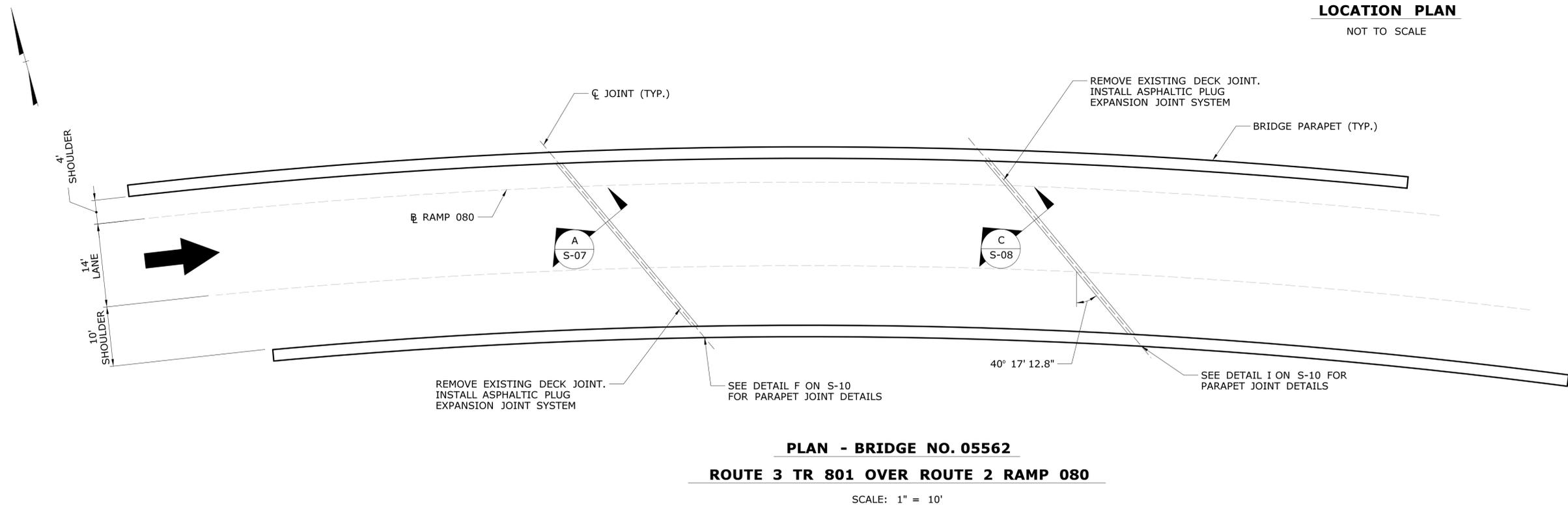
PROJECT NO.
159-192
 DRAWING NO.
S-05
 SHEET NO.
04.05



PLAN - BRIDGE #05561
ROUTE 3 OVER ROUTE 2
 SCALE: 1" = 20'

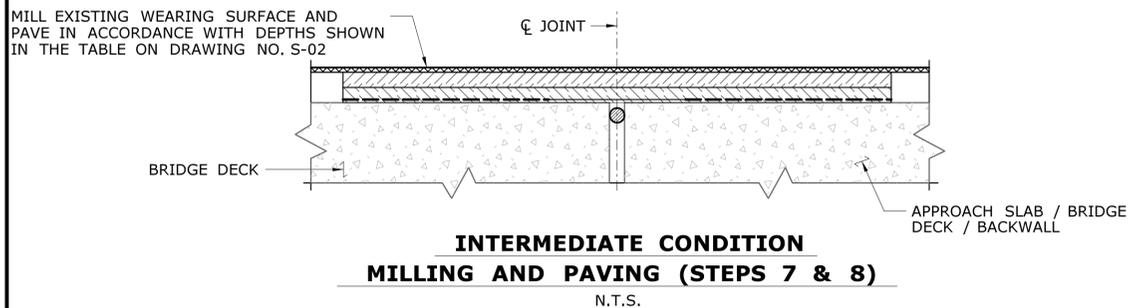
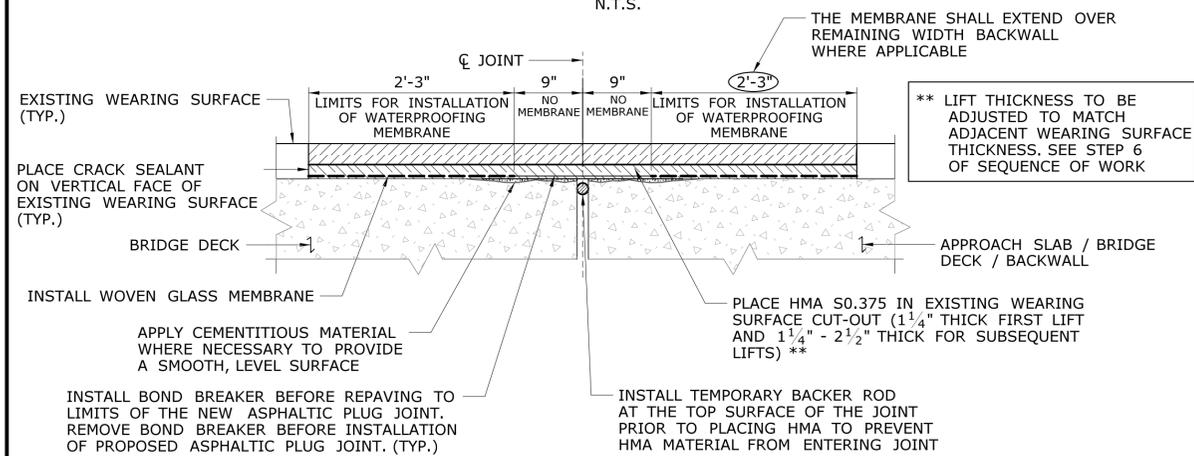
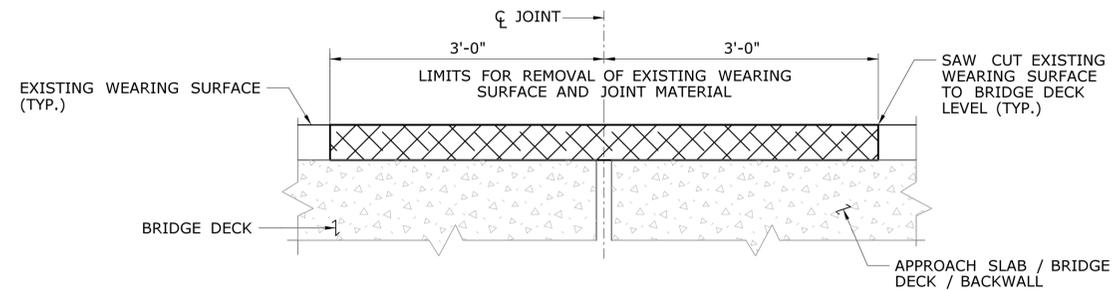
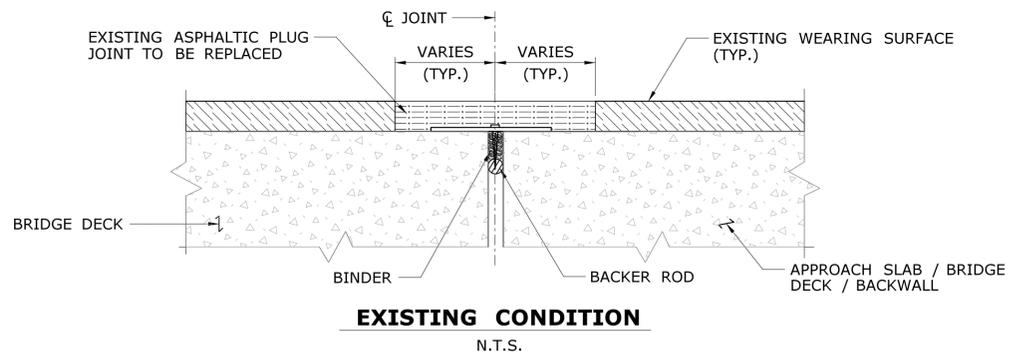


LOCATION PLAN
 NOT TO SCALE

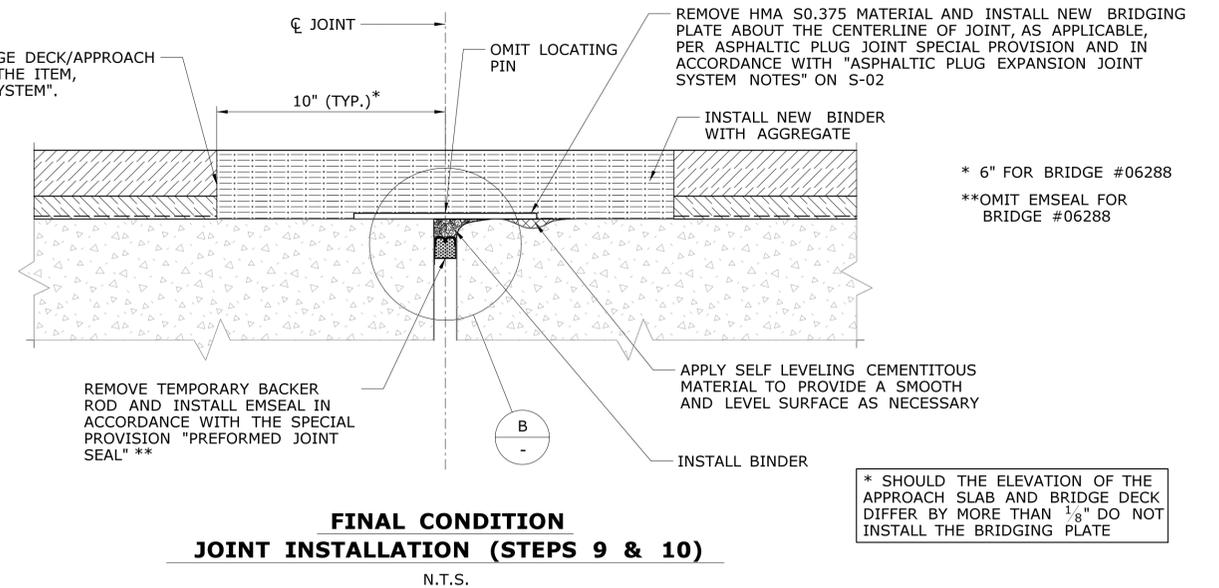


PLAN - BRIDGE NO. 05562
ROUTE 3 TR 801 OVER ROUTE 2 RAMP 080
 SCALE: 1" = 10'

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/1/2015			



SAW-CUT WEARING SURFACE TO BRIDGE DECK/APPROACH SLAB LEVEL TO BE PAID FOR UNDER THE ITEM, "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".

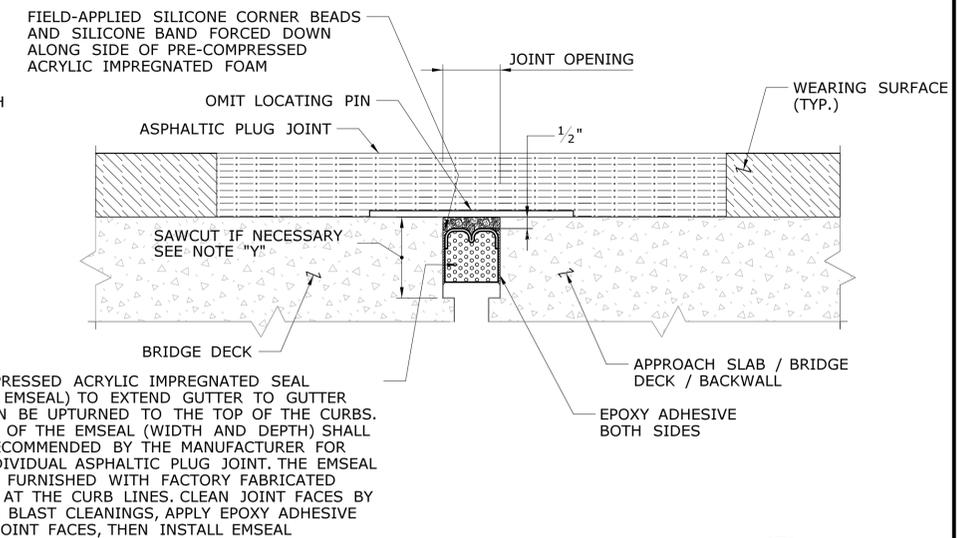


SEQUENCE OF WORK

- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTER LINE AT THE FOUR CORNERS OF THE BRIDGE AND THE CROWN AT THE BEGINNING AND END OF THE BRIDGE. A MINIMUM OF SIX REPRESENTATIVE DEPTH MEASUREMENTS SHALL BE TAKEN, PER BRIDGE, AT THESE LOCATIONS TO DETERMINE THE DEPTH OF EXISTING WEARING SURFACE AND THE LOCATION OF THE DECK ENDS (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2. ADDITIONAL MEASUREMENTS SHALL BE TAKEN IF NEEDED IN ACCORDANCE TO THE "REMOVAL OF EXISTING WEARING SURFACE" SPECIAL PROVISION.
- STEP 2: SAW CUT EXISTING WEARING SURFACE ON BOTH SIDES OF EXISTING JOINT FOR EXISTING WEARING SURFACE CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW CUT SHALL NOT DAMAGE EXISTING DECK, APPROACH SLAB OR BACKWALL.
- STEP 3: REMOVE EXISTING WEARING SURFACE 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 EXISTING WEARING SURFACE ALONG SAW CUT LINES AND INSTALL TEMPORARY BACKER ROD FLUSH WITH BRIDGE DECK AND APPROACH SLAB / BRIDGE DECK / BACKWALL.
- STEP 6: PLACE HMA S0.375 IN THE JOINT CUT-OUT. REFER TO THE JOINT HMA S0.375 PLACEMENT REQUIREMENTS ON S-02.
- STEP 7: MILL ROADWAY AND BRIDGE WEARING SURFACE TO SPECIFIED DEPTHS.
- STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 9: CUT HMA S0.375 FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT, AND REMOVE ALL HMA S0.375 MATERIAL BETWEEN SAWCUTS AND THE BOND BREAKER.
- STEP 10: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITH EMSEAL.

NOTE "Y"

IF THE EXISTING GAP OPENING IS FOUND TO BE TOO SMALL TO ACCOMMODATE THE RECOMMENDED SIZE OF THE PRE-COMPRESSED ACRYLIC IMPREGNATED SEAL, THE CONTRACTOR IS REQUIRED TO SAWCUT THE EDGES OF THE EXISTING CONCRETE BRIDGE DECK. THE WIDTH AND DEPTH OF THE SAWCUTTING SHALL BE AS RECOMMENDED BY THE MANUFACTURER. THE WIDTH OF THE SAWCUTTING SHALL BE ADJUSTED DEPENDING ON THE AMBIENT TEMPERATURE. COST OF SAWCUTTING SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE BID FOR "PREFORMED JOINT SEAL"

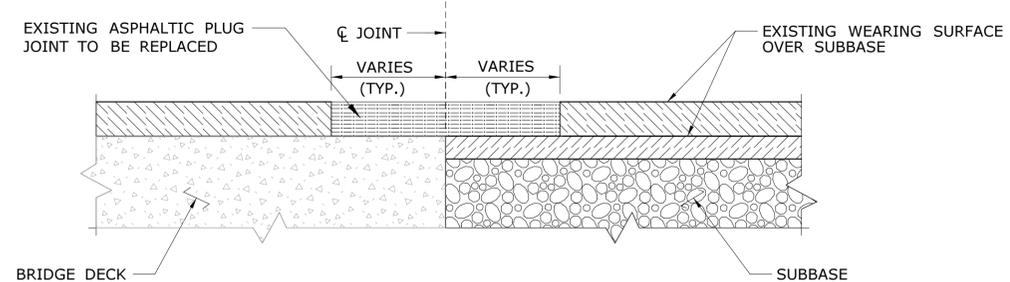


EMSEAL BEJS BELOW BRIDGING PLATE
N. T. S.

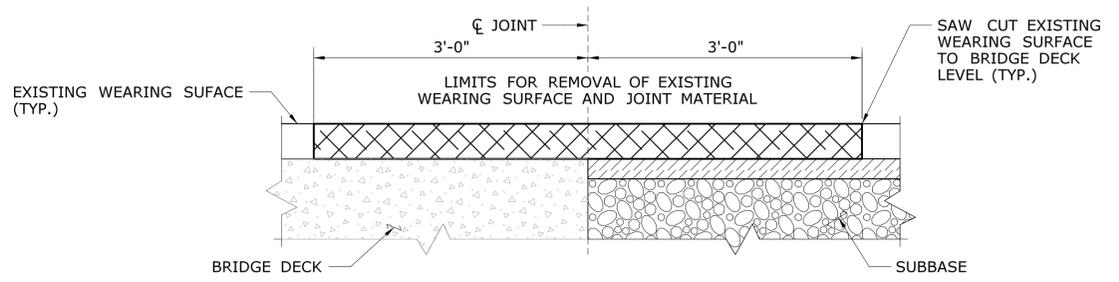
PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITH BRIDGING PLATE

SCALE AS NOTED

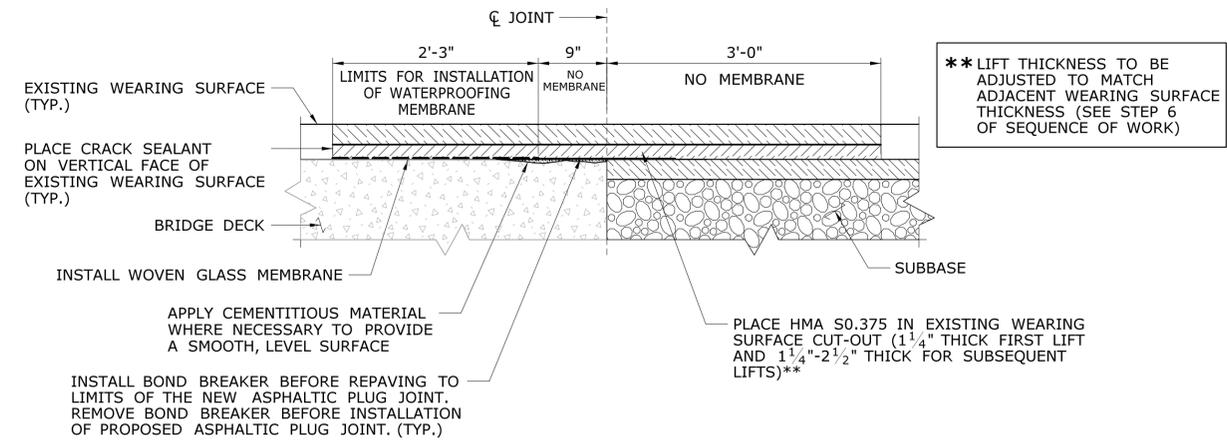
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: C. FENTON CHECKED BY: K. PLUDE SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...Project #0159-0192 - Asphaltic Plug Joint Replacement Detail 1.dgn	SIGNATURE/BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION OF ROUTE 3	TOWN: WETHERSFIELD GLASTONBURY	PROJECT NO. 159-192 DRAWING NO. S-07 SHEET NO. 04.07	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/1/2015				



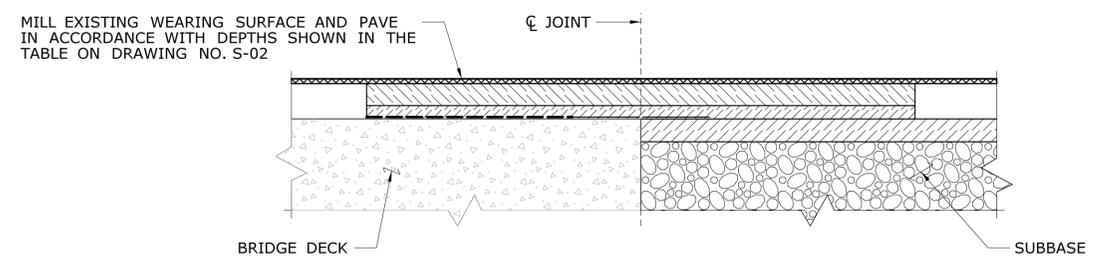
EXISTING CONDITION
N.T.S.



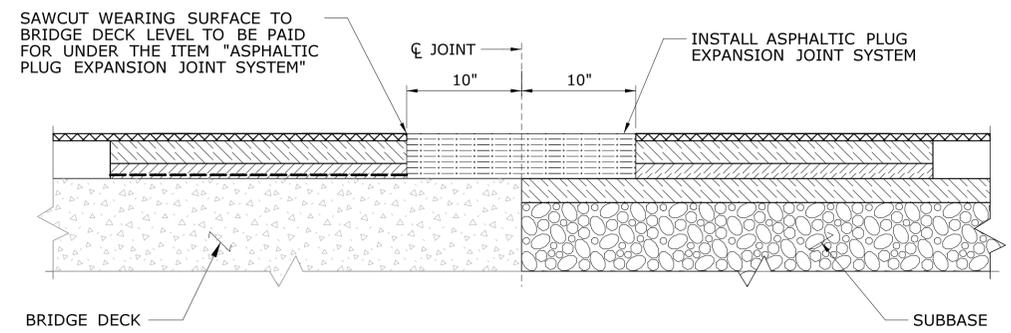
INTERMEDIATE CONDITION
JOINT AND EXISTING WEARING SURFACE REMOVAL (STEPS 1-3)
N.T.S.



INTERMEDIATE CONDITION
PLACEMENT OF HMA S0.375 IN JOINT CUTOUT (STEPS 4-6)
N.T.S.



INTERMEDIATE CONDITION
MILLING AND PAVING (STEPS 7 & 8)
N.T.S.

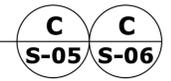


FINAL CONDITION
JOINT INSTALLATION (STEPS 9 & 10)
N.T.S.

SEQUENCE OF WORK

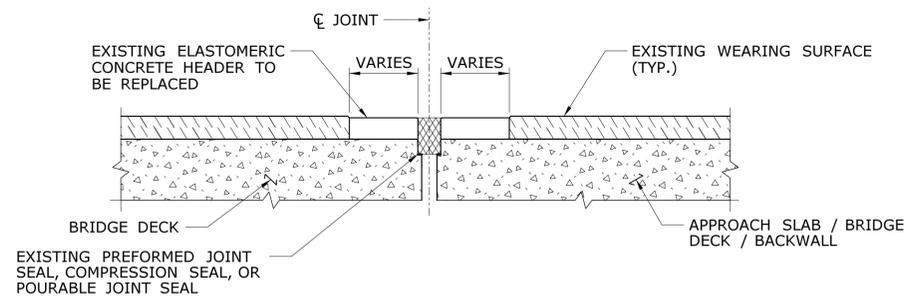
- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTER LINE AT THE FOUR CORNERS OF THE BRIDGE AND THE CROWN AT THE BEGINNING AND END OF THE BRIDGE. A MINIMUM OF SIX REPRESENTATIVE DEPTH MEASUREMENTS SHALL BE TAKEN PER BRIDGE AT THESE LOCATIONS TO DETERMINE THE DEPTH OF EXISTING WEARING SURFACE AND THE LOCATION OF THE DECK ENDS (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2. ADDITIONAL MEASUREMENTS SHALL BE TAKEN IF NEEDED IN ACCORDANCE TO THE "REMOVAL OF EXISTING WEARING SURFACE" SPECIAL PROVISION.
- STEP 2: SAW-CUT EXISTING WEARING SURFACE ON BOTH SIDES OF EXISTING JOINT FOR EXISTING WEARING SURFACE CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW-CUT SHALL NOT DAMAGE EXISTING DECK OR WEARING SURFACE.
- STEP 3: REMOVE EXISTING WEARING SURFACE 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 EXISTING WEARING SURFACE ALONG SAW-CUT LINES.
- STEP 6: PLACE HMA S0.375 IN THE JOINT CUTOUT. REFER TO THE JOINT HMA S0.375 PLACEMENT REQUIREMENTS ON S-02.
- STEP 7: MILL ROADWAY AND BRIDGE WEARING SURFACE TO SPECIFIED DEPTHS.
- STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 9: CUT HMA S0.375 FULL DEPTH, 10" EACH SIDE OF CENTER OF JOINT (6" FOR BRIDGE #06288), AND REMOVE ALL HMA S0.375 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

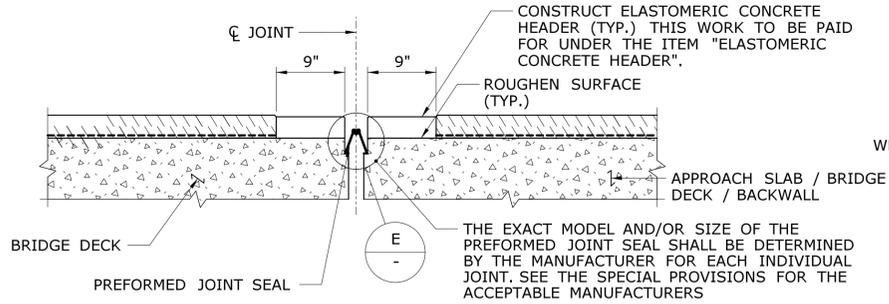


SCALE AS NOTED

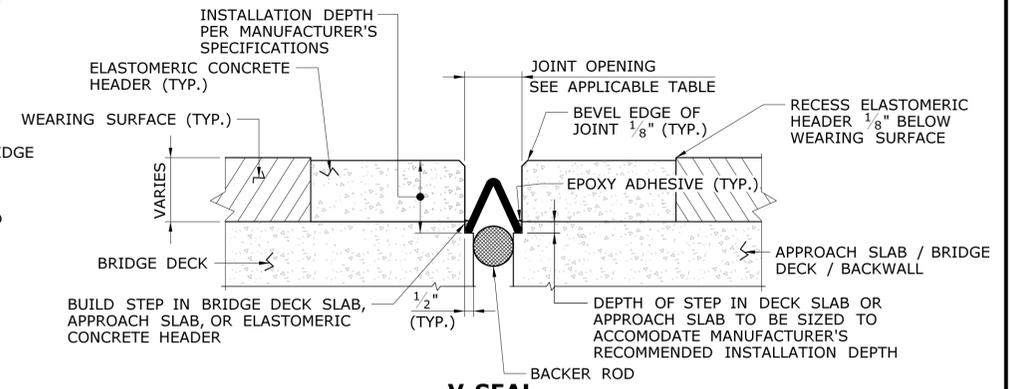
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/1/2015			



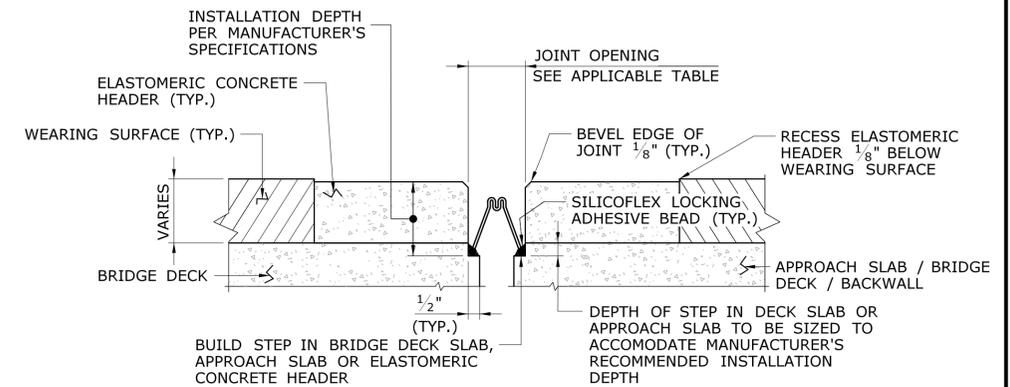
EXISTING CONDITION
N.T.S.



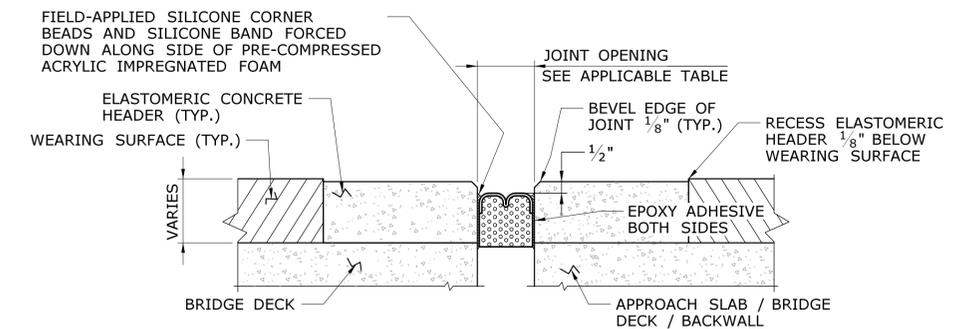
FINAL CONDITION
JOINT INSTALLATION (STEPS 8-11)
N.T.S.



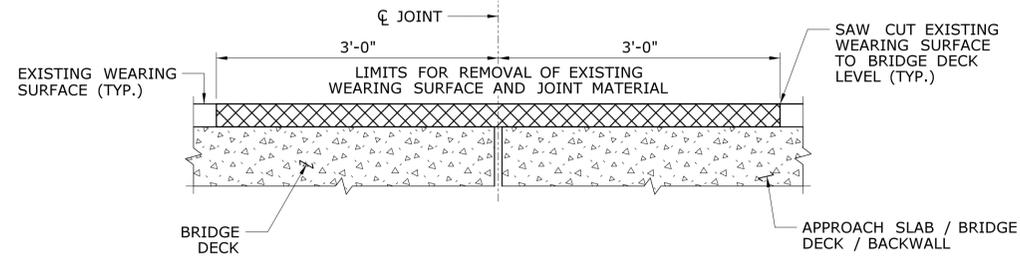
V-SEAL



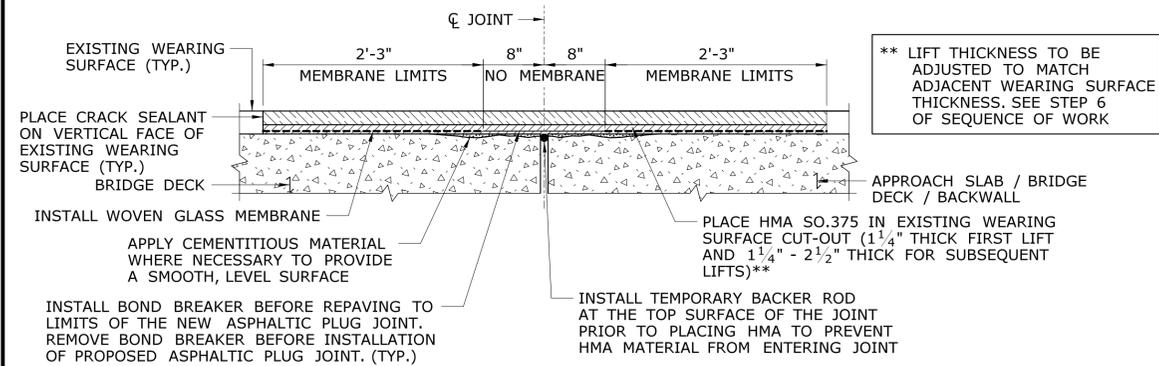
SILICOFLEX



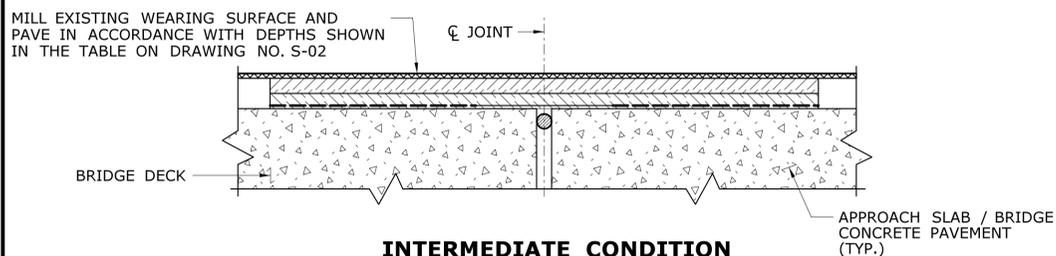
EMSEAL BEJS



INTERMEDIATE CONDITION
JOINT AND EXISTING WEARING SURFACE REMOVAL (STEPS 1-3)
N.T.S.



INTERMEDIATE CONDITION
PLACEMENT OF HMA S0.375 IN JOINT CUTOUT (STEPS 4-6)
N.T.S.



INTERMEDIATE CONDITION
MILLING AND PAVING (STEPS 7 & 8)
N.T.S.

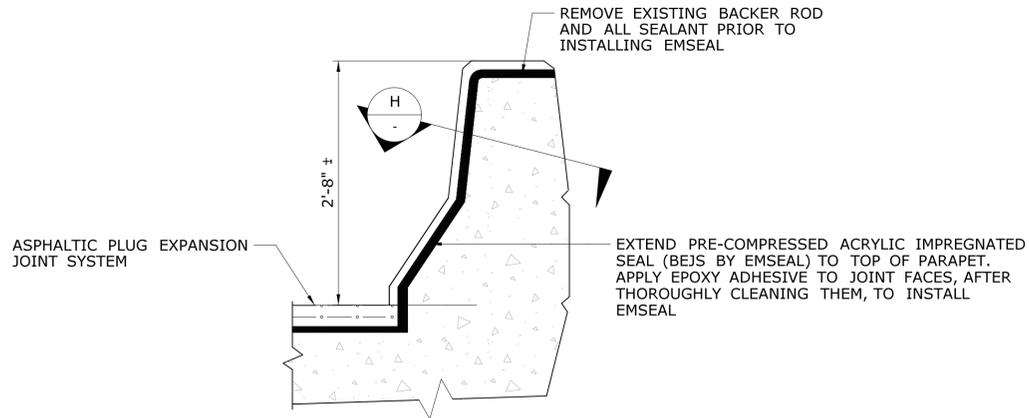
ELASTOMERIC CONCRETE HEADER SEQUENCE OF WORK

- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTER LINE AT THE FOUR CORNERS OF THE BRIDGE AND THE CROWN AT THE BEGINNING AND END OF THE BRIDGE. A MINIMUM OF SIX REPRESENTATIVE DEPTH MEASUREMENTS SHALL BE TAKEN PER BRIDGE AT THESE LOCATIONS OF THE DECK ENDS (CENTER LINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2. ADDITIONAL MEASUREMENTS SHALL BE TAKEN IF NEEDED IN ACCORDANCE TO THE "REMOVAL OF EXISTING WEARING SURFACE" SPECIAL PROVISION.
- STEP 2: SAW CUT EXISTING WEARING SURFACE ON BOTH SIDES OF EXISTING JOINT FOR EXISTING WEARING SURFACE CUT-OUT. EACH SAW CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW CUT SHALL NOT DAMAGE EXISTING DECK, APPROACH SLAB, OR BACKWALL.
- STEP 3: REMOVE EXISTING WEARING SURFACE MATERIAL AND JOINT MATERIAL WITHIN 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 JOINT.
- STEP 5: PLACE CRACK SEALANT ON VERTICAL EDGE OF EXISTING WEARING SURFACE 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 JOINT HMA S0.375 PLACEMENT REQUIREMENTS ON S-02.
- STEP 7: MILL ROADWAY AND BRIDGE WEARING SURFACE TO SPECIFIED DEPTHS.
- STEP 8: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 9: CUT HMA S0.375 FULL DEPTH, 9" FROM DECK END AND 9" FROM DECK / BACKWALL / APPROACH SLAB END, AND REMOVE ALL HMA S0.375 MATERIAL BETWEEN SAW-CUTS AND THE BOND BREAKER.
- STEP 10: INSTALL ELASTOMERIC CONCRETE HEADER.
- STEP 11: INSTALL PREFORMED JOINT SEAL.

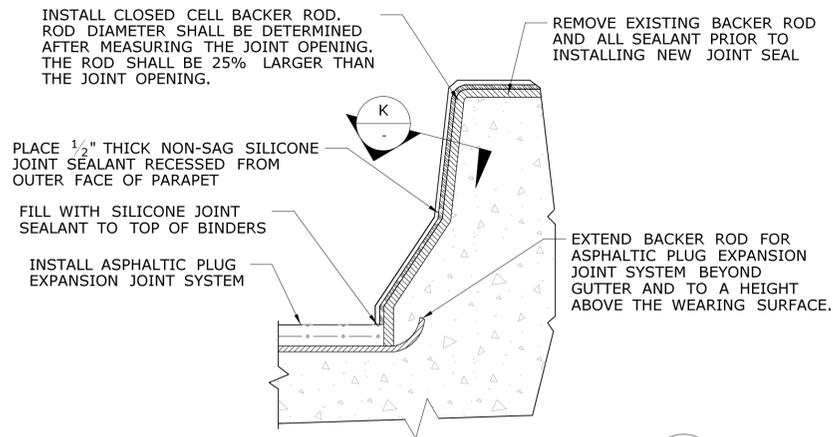
INSTALLATION OF PREFORMED JOINT SEAL **D**
SCALE AS NOTED **S-04**

PREFORMED JOINT SEAL SECTION **E**
NOT TO SCALE

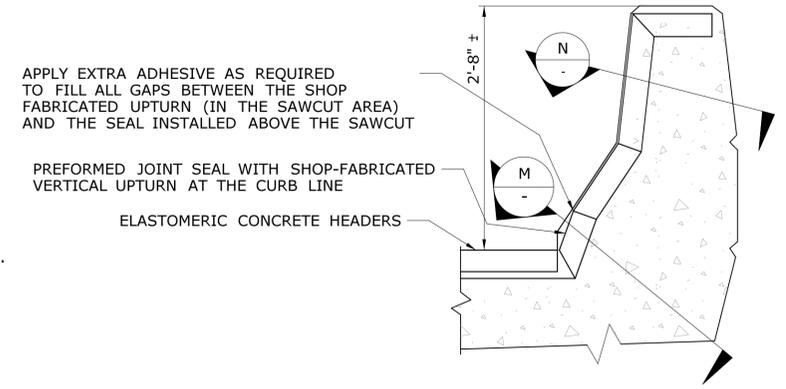
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: C. FENTON CHECKED BY: K. PLUDE SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...Project_#0159-0192 - Preformed Joint Seal Replacement Detail.dgn	SIGNATURE/BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION OF ROUTE 3	TOWN: WETHERSFIELD GLASTONBURY	PROJECT NO. 159-192 DRAWING NO. S-09 SHEET NO. 04.09
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/15/2015			



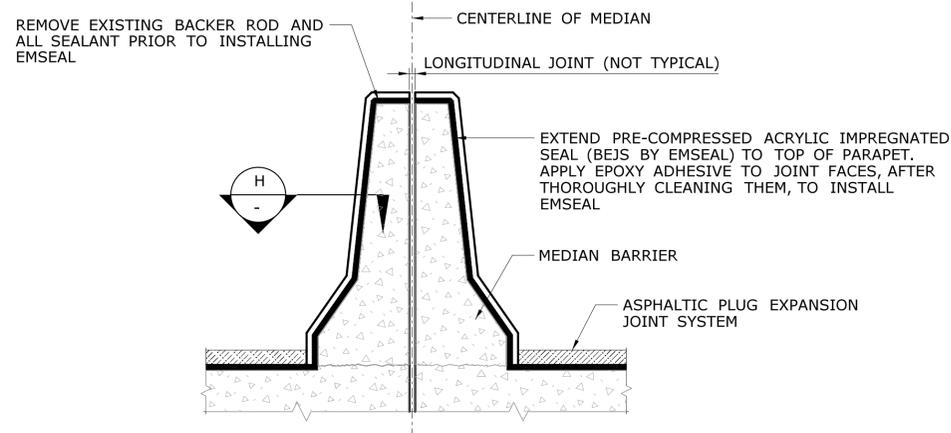
JOINT TREATMENT AT PARAPET **F**
NOT TO SCALE



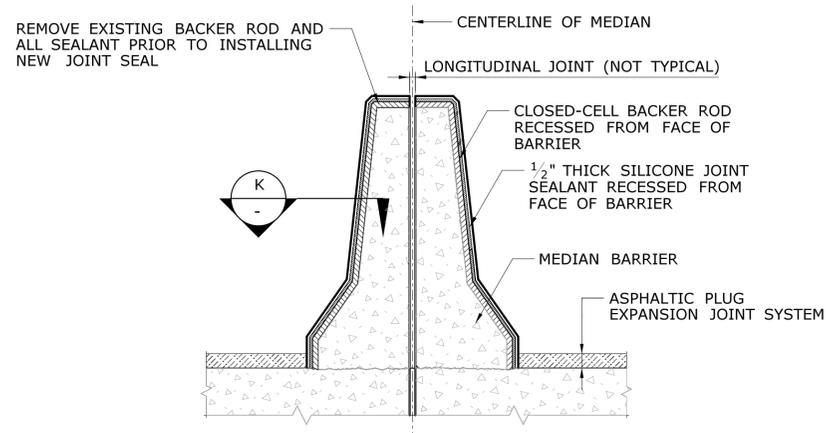
JOINT TREATMENT AT PARAPET **I**
NOT TO SCALE



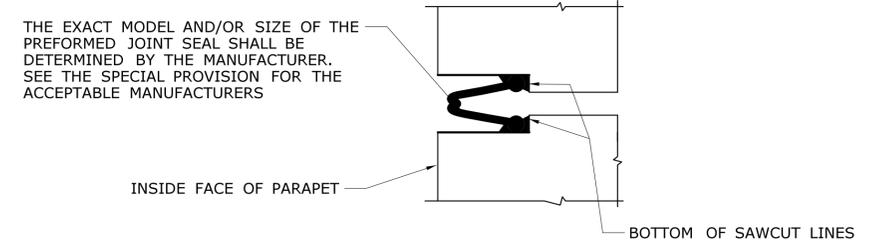
JOINT TREATMENT AT PARAPET **L**
NOT TO SCALE



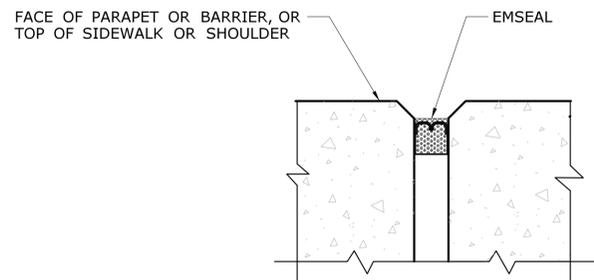
JOINT TREATMENT AT CONCRETE MEDIAN BARRIER **G**
NOT TO SCALE



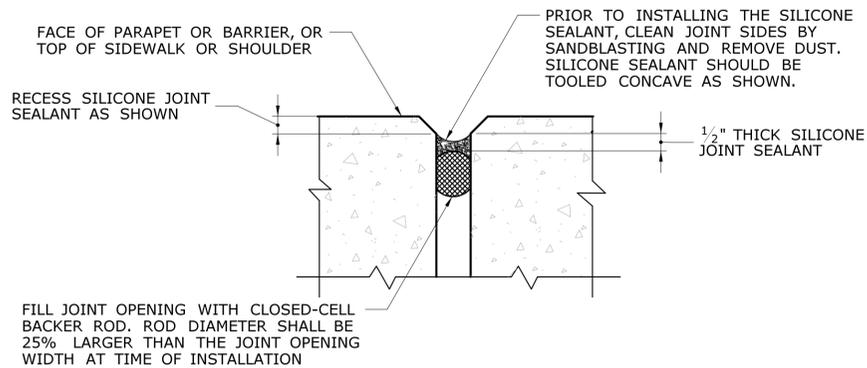
JOINT TREATMENT AT CONCRETE MEDIAN BARRIER **J**
NOT TO SCALE



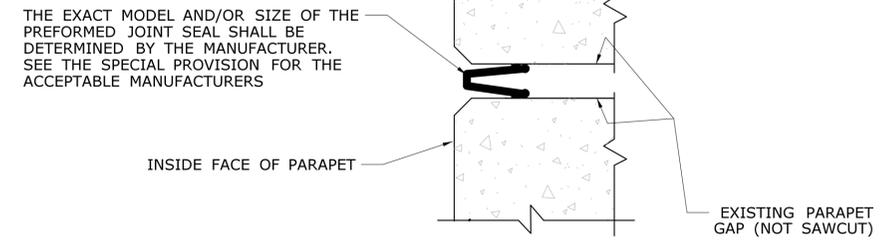
SECTION M
SCALE: NTS



SECTION H
NOT TO SCALE

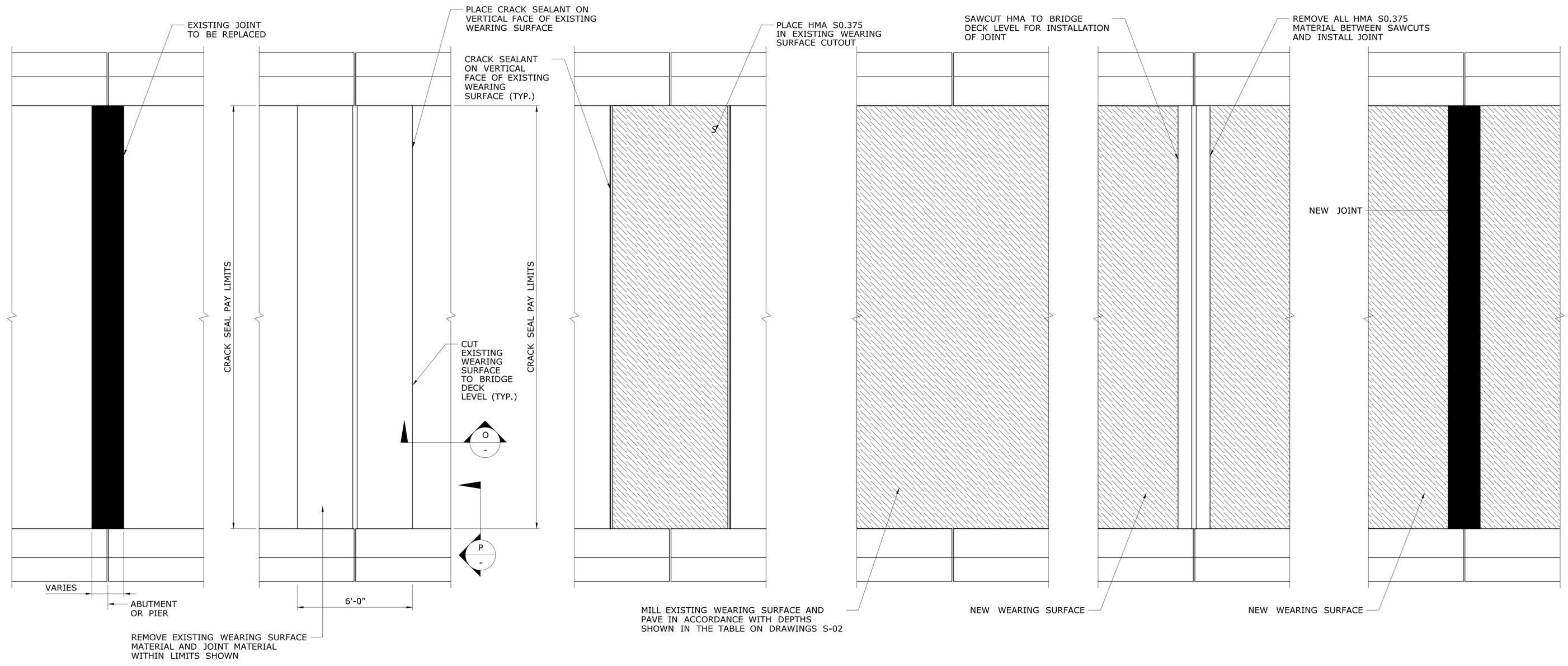


SECTION THROUGH PARAPET OR MEDIAN BARRIER JOINT **K**
NOT TO SCALE



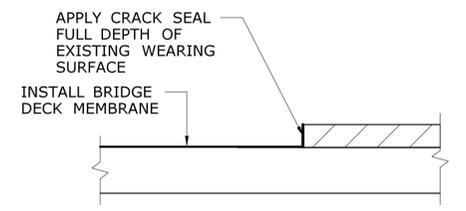
SECTION N
SCALE: NTS

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/1/2015	PARAPET JOINT DETAILS			

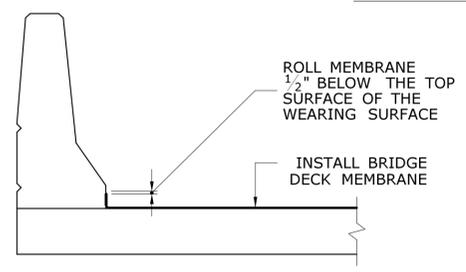


**PLAN - EXISTING WEARING SURFACE SAW CUT, MEMBRANE & CRACK SEAL
NON-STAGED CONSTRUCTION**

NOT TO SCALE

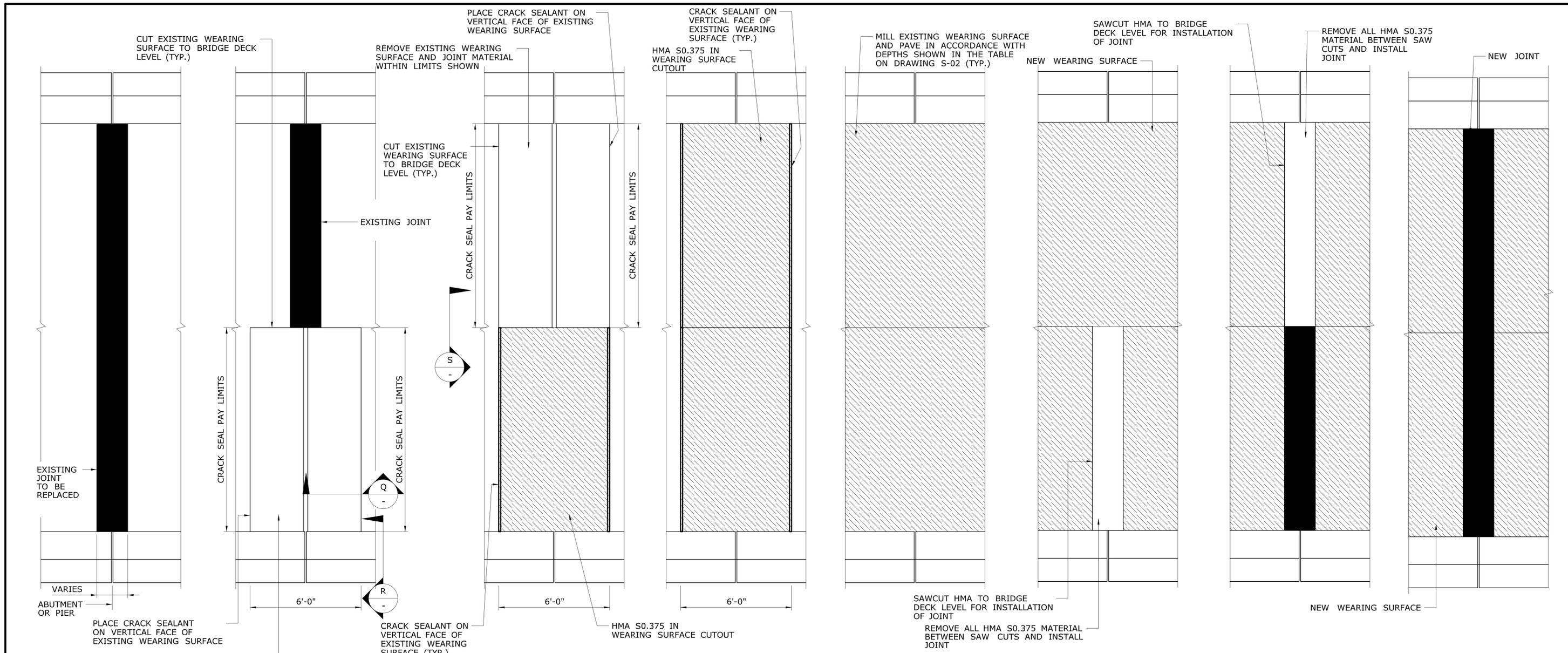


SECTION - MEMBRANE/CRACK SEAL **O**
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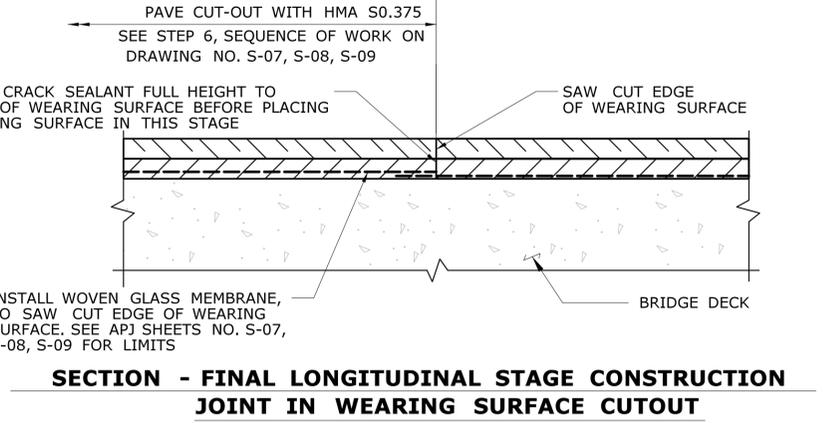
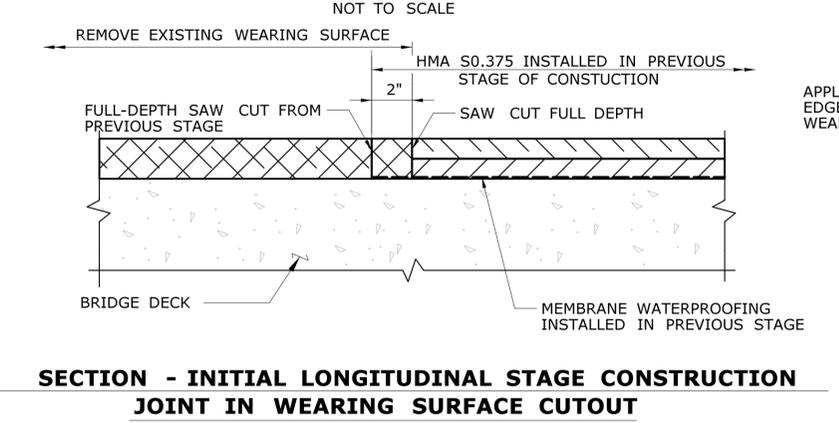
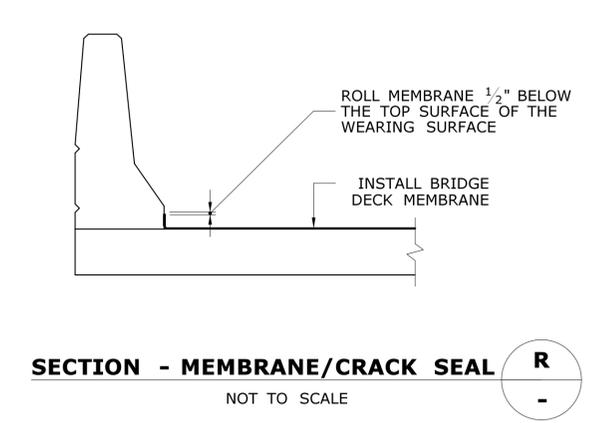
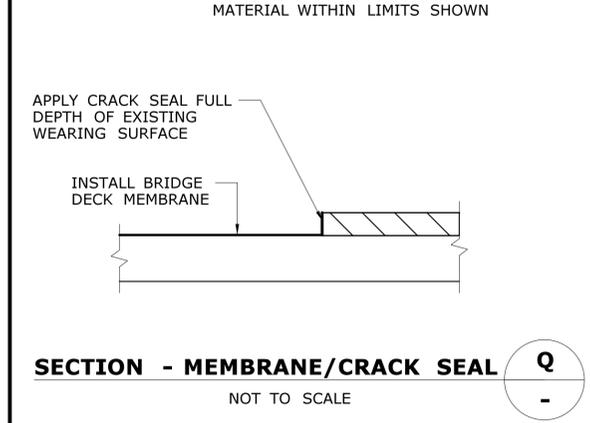


SECTION - MEMBRANE/CRACK SEAL **P**
NOT TO SCALE

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: C. FENTON CHECKED BY: K. PLUDE	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION OF ROUTE 3	TOWN: WETHERSFIELD GLASTONBURY	PROJECT NO. 159-192 DRAWING NO. S-11 SHEET NO. 04.11
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/1/2015	Filename: ...Project #0159-0192 - APJ Crack Seal Details.dgn	APJ CRACK SEAL DETAILS	



PLAN - EXISTING WEARING SURFACE SAWCUT, MEMBRANE & CRACK SEAL STAGED CONSTRUCTION

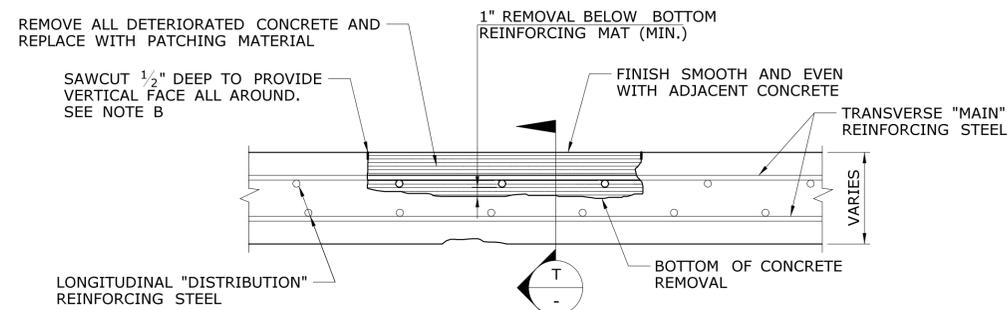


THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: C. FENTON CHECKED BY: K. PLUDE SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...Project #0159-0192 - APJ Crack Seal Details - Stage Construction.dgn	SIGNATURE/BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION OF ROUTE 3	TOWN: WETHERSFIELD GLASTONBURY	PROJECT NO. 159-192 DRAWING NO. S-12 SHEET NO. 04.12	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/1/2015				

NOTES ON DECK PATCHING

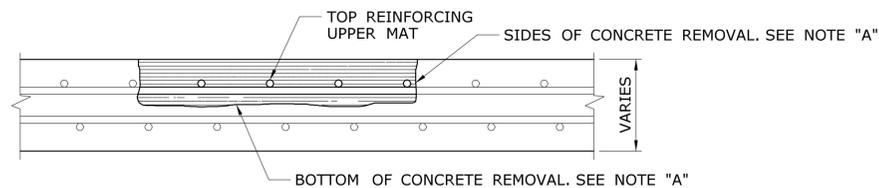
- 1.) AFTER REMOVAL OF DETERIORATED DECK CONCRETE, THE REINFORCEMENT MAY BE FOUND TO BE DETERIORATED PAST THE POINT THAT IT IS ACCEPTABLE TO REUSE. THE EXISTING REINFORCING SHALL BE REPLACED WHEN:
 - EXISTING REINFORCING HAS LOST 25% OR MORE OF THE ORIGINAL SECTIONAL AREA.
 - EXISTING REINFORCING IS BROKEN.
 - AS ORDERED BY THE ENGINEER
- 2.) ALL EXPOSED REINFORCING STEEL TO REMAIN SHALL BE THOROUGHLY CLEAN AND REUSED IN ACCORDANCE WITH THE SPECIAL PROVISION "PARTIAL DEPTH PATCH".
- 3.) REMOVE CONCRETE AS FAR AS REQUIRED TO EXPOSE SOUND REINFORCEMENT TO LAP THE NEW BARS. THE CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1" BELOW THE NEW BARS.
- 4.) MATCH EXISTING BAR SIZES AND SPACING FOR BOTH LONGITUDINAL AND TRANSVERSE BARS.
- 5.) REINFORCEMENT SHALL BE UNCOATED AND CONFORM TO ASTM A615, GRADE 60.
- 6.) THE COST OF REMOVAL OF THE DETERIORATED CONCRETE INCLUDING THE 1" SAW CUT, AND FURNISHING AND PLACING THE PATCHING MATERIAL SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "PARTIAL DEPTH PATCH".

MINIMUM LAP SPLICES ARE AS FOLLOWS: (CLASS C TENSION SPLICE) FOR REBAR SPACED LATERALLY 6 INCHES OR MORE:				
#4: 1'-5"	#5: 1'-9"	#6: 2'-1"	#7: 2'-5"	#8: 2'-9"
FOR REBAR SPACED LATERALLY LESS THAN 6 INCHES:				
#4: 1'-9"	#5: 2'-2"	#6: 2'-7"	#7: 3'-3"	#8: 4'-3"

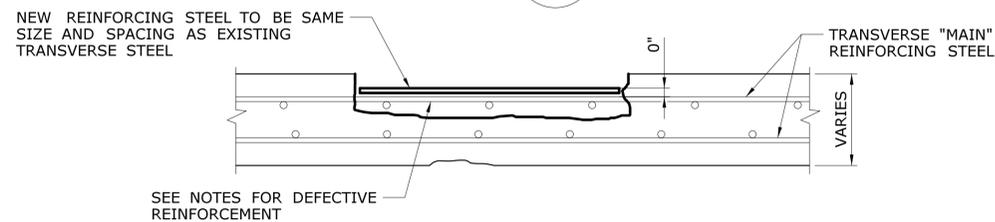


TYPICAL PARTIAL DEPTH PATCH REPAIR

NOT TO SCALE



SECTION T
NOT TO SCALE



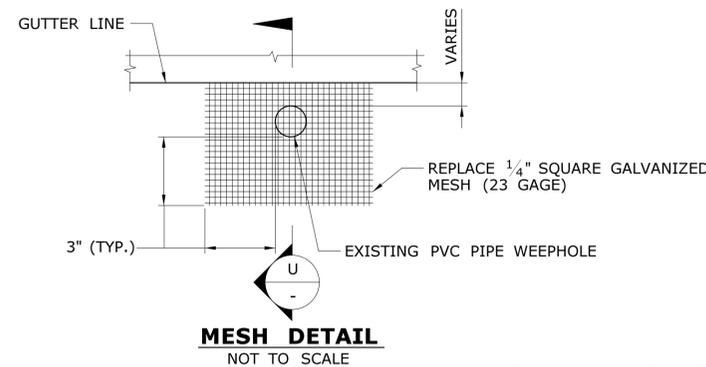
DETAILS FOR DEFECTIVE REINFORCEMENT (PARTIAL DEPTH PATCHES)

NOT TO SCALE

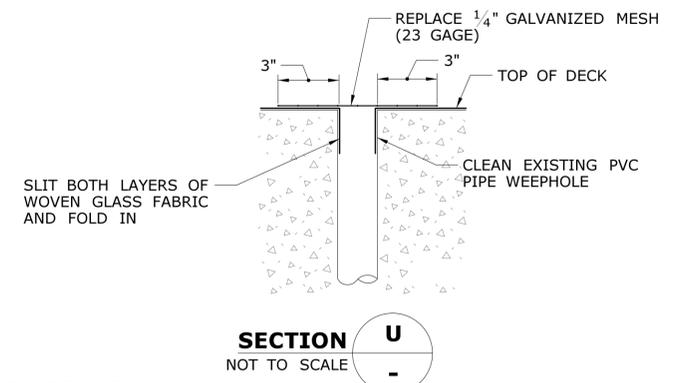
NOTES: DECK AND APPROACH SLAB PATCHING

- NOTE A THE CONCRETE SURFACES AND REINFORCING STEEL IN PARTIAL DEPTH PATCHES SHALL BE EITHER SANDBLASTED OR WATER BLASTED, FOLLOWED BY AIR BLASTING IN ORDER TO REMOVE ALL LOOSE PARTICLES AND DUST. ALL COMPRESSED AIR SOURCES SHALL HAVE PROPERLY SIZED AND DESIGNED OIL SEPARATORS ATTACHED AND FUNCTIONAL TO ALLOW DELIVERED AIR AT THE NOZZLE TO BE OIL-FREE. THE PATCH AREA SHALL BE CLEANED OF ALL ADDITIONAL LOOSE OR POWDER-LIKE RUST, OIL, SOLVENT, GREASE, DIRT, DUST, BITUMEN, LOOSE PARTICLES, AND FOREIGN MATTER JUST PRIOR TO PATCHING.
- NOTE B THE COST OF 1/2" DEPTH SAWCUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR "PARTIAL DEPTH PATCH"
- NOTE C THE EXACT LOCATION AND EXTENT OF ALL DETERIORATED DECK AND APPROACH SLAB AREAS TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER. AFTER THE REMOVAL OF THE EXISTING WEARING SURFACE, THE ENGINEER SHALL CHAIN DRAG AND HAMMER TAP THE DECK AND APPROACH SLABS TO DELINEATE THE DETERIORATED AREAS. THE DETERIORATED DECK AND APPROACH SLAB AREAS SHALL BE REPAIRED BY THE CONTRACTOR UTILIZING THE PARTIAL DEPTH PATCHING ITEM AS DIRECTED BY THE ENGINEER. THE ESTIMATED QUANTITIES FOR THE PARTIAL DEPTH PATCHING ITEM ARE NOT ASSIGNED TO ANY SPECIFIC DECK OR APPROACH SLAB AREAS BUT SHALL BE USED WHERE DIRECTED BY THE ENGINEER.

BRIDGE NO.	BRIDGE DECK				APPROACH SLAB			
	LONGITUDINAL		TRANSVERSE		LONGITUDINAL		TRANSVERSE	
	TOP BARS	BOTTOM BARS	TOP BARS	BOTTOM BARS	TOP BARS	BOTTOM BARS	TOP BARS	BOTTOM BARS
06288	#4 @ 12"	#4 @ 6"	#5 @ 7"	#5 @ 7"	#8 @ 6"	#8 @ 6"	#5 @ 12"	#5 @ 12"
EXTRA BARS	#5 @ 12"	#5 @ 12"	#4 @ 12"	—	—	—	—	—
06290	#4 @ 12"	#4 @ 6"	#5 @ 6 1/2"	#5 @ 6 1/2"	#8 @ 6"	#8 @ 6"	#5 @ 12"	#5 @ 12"
EXTRA BARS	#5 @ 12"	#5 @ 12"	#5 @ 6 1/2"	—	—	—	—	—
00419	#4 @ 12"	#4 EQUALLY SPACED	#5 @ 7"	#5 @ 7"	—	—	—	—
EXTRA BARS	#5 @ 12"	#5 @ 12"	#5 @ 7"	—	—	—	—	—
05546	#4 @ 12"	#5 @ 10"	#5 @ 7"	#5 @ 7"	—	—	—	—
EXTRA BARS	#5 @ 12"	#5 @ 12"	#5 @ 7"	—	—	—	—	—
05561	#4 @ 12"	#5 @ 10"	#5 @ 6"	#5 @ 6"	—	—	—	—
EXTRA BARS	#5 @ 12"	#5 @ 12"	#5 @ 7"	—	—	—	—	—
05562	#4 @ 12"	#5 @ 9 1/2"	#5 @ 6"	#5 @ 6"	—	—	—	—
EXTRA BARS	#5 @ 12"	#5 @ 12"	#5 @ 6 1/2"	—	—	—	—	—



MESH DETAIL
NOT TO SCALE



DECK WEEPHOLES TO REMAIN
NOT TO SCALE

<p>DESIGNER/DRAFTER: C. FENTON</p> <p>CHECKED BY: K. PLUDE</p> <p>SCALE AS NOTED</p>	<p>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.</p> <p>Plotted Date: 12/1/2015</p>	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p> <p>Signature/Block: OFFICE OF ENGINEERING</p> <p>APPROVED BY: <i>[Signature]</i></p>	<p>PROJECT TITLE: PAVEMENT PRESERVATION OF ROUTE 3 TOWNS OF WETHERSFIELD AND GLASTONBURY</p>	<p>TOWN: WETHERSFIELD GLASTONBURY</p> <p>DRAWING TITLE: DECK PATCHING DETAILS</p>	<p>PROJECT NO. 159-192</p> <p>DRAWING NO. S-13</p> <p>SHEET NO. 04.13</p>
<p>REV. DATE REVISION DESCRIPTION SHEET NO.</p>	<p>Plotted Date: 12/1/2015</p>	<p>Filename: ...Project #0159-0192 - Deck Patching Details.dgn</p>			