

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, INCLUDING ALL INTERIM REVISIONS THROUGH 2016 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 2,500 PSI
- SHALL ATTAIN A 24 HOUR MINIMUM COMPRESSIVE STRENGTH OF 3,500 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 BRIDGES

1. FOR BRIDGES 00090-00096, 00100 (EAST ABUTMENT), 00101-00104 AND 00105A (SOUTH ABUTMENT):
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 EXISTING WEARING SURFACE".
FOR BRIDGES 00098, 00099 AND 00100 (WEST ABUTMENT):
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 "RECONSTRUCT CONCRETE DECK ENDS".
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. THE FURNISHING AND PLACING OF TEMPORARY PAVEMENT IN THE JOINT CUT-OUT SHALL CONFORM TO "JOINT BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS" AND SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "HMA S0.375".
4. MEMBRANE WATERPROOFING SHALL BE "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)" AND SHALL BE PLACED PRIOR TO PLACEMENT OF PAVEMENT OVERLAY. THE CONTRACTOR MAY MASK OFF THE LIMITS OF THE NEW BRIDGE JOINTS DURING CONSTRUCTION AS APPROVED BY THE ENGINEER.
5. NEW JOINT ELEMENTS SHALL NOT BE INSTALLED UNTIL AFTER MILLING AND PAVING OPERATIONS ARE COMPLETED.
6. ROUGH OR DAMAGED CONCRETE DECK SURFACES SHALL BE REPAIRED WITH A LEVELING COMPOUND AND INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
7. THE DEPTH OF PROPOSED ASPHALTIC PLUG JOINT IS ESTIMATED TO BE 3" AVERAGE.

CONCRETE REPAIR NOTES

1. THE DETERIORATION AND REPAIR DIMENSIONS SHOWN HEREIN ARE BASED ON LIMITED FIELD OBSERVATIONS AND BRIDGE SAFETY INSPECTION REPORTS. THE INFORMATION IS INTENDED TO BE USED AS A GUIDE AND DOES NOT NECESSARILY REFLECT THE CURRENT CONDITION OF THE STRUCTURE. THE EXACT LOCATION AND LIMITS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
2. AT CONCRETE DECK FOR BRIDGES 00090-00096, 00100 EAST ABUTMENT, 00101-00104, AND 00105A SOUTH ABUTMENT: DETERIORATED CONCRETE SHALL BE REMOVED FROM THE DESIGNATED AREAS IN ACCORDANCE WITH DETAILS AND NOTES ON DRAWINGS S-17: "DECK PATCHING DETAILS", AND THE SPECIAL PROVISIONS FOR "PARTIAL DEPTH PATCH" AND "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)".
3. AT CONCRETE DECK FOR BRIDGES 00098, 00099, AND 00100 WEST ABUTMENT: DETERIORATED CONCRETE SHALL BE REMOVED FROM THE DESIGNATED AREAS IN ACCORDANCE WITH DETAILS AND NOTES ON DRAWINGS S-11: "PREFORMED JOINT SEAL DETAILS", AND THE SPECIAL PROVISIONS FOR "RECONSTRUCT CONCRETE DECK ENDS".

JOINT 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 FIRST LIFT OF HMA S0.375 INCH BITUMINOUS CONCRETE SHALL BE PLACED AT A COMPACTED THICKNESS OF 1 1/4 INCHES. A SECOND LIFT OF HMA S0.375 INCH SHALL BE PLACED AT A COMPACTED THICKNESS BETWEEN 1 1/4 AND 2 1/2 INCHES. IN LIEU OF DENSITY TESTING, THE METHODS DESCRIBED BELOW SHALL BE FOLLOWED TO ASSURE PROPER COMPACTION.
3. THE HMA S0.375 INCH SHALL BE DELIVERED TO THE JOBSITE AT TEMPERATURES BETWEEN 265 AND 325° F. IT SHALL BE PLACED AND SPREAD IN THE PREPARED AREA WITH COMPACTION COMMENCING PRIOR TO THE MATERIAL COOLING TO A TEMPERATURE OF 240° F. WHEN ANY BITUMINOUS CONCRETE MATERIAL IS NOT ABLE TO BE PLACED AT 240 DEGREES OR ABOVE IT SHALL BE PROPERLY DISCARDED BY THE CONTRACTOR AT NO COST TO THE STATE.
4. THE BITUMINOUS CONCRETE MATERIAL SHALL BE COMPACTED IN ALL AREAS, RECEIVING THE MINIMUM NUMBER OF PASSES REQUIRED IN TABLE A. 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 COMPACTION EQUIPMENT DESCRIBED BELOW TO COMPLETE THE REQUIRED NUMBER OF PASSES.
5. ALL INTERMEDIATE (NON-SURFACE) LIFTS SHALL BE COMPACTED WITH A VIBRATORY PLATE COMPACTOR DESIGNED TO COMPACT HOT MIX ASPHALT.
 - 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 HOT MIX ASPHALT.
 - II. IT SHALL WEIGH 3 1/2 TO 4 1/2 TONS
7. THE CONTRACTOR MAY REQUEST TO USE ALTERNATE EQUIPMENT BY SUBMITTING A REQUEST TO THE ENGINEER DESCRIBING THE CHANGE IN METHODS OR PLACEMENT PROCEDURES. THE EQUIPMENT AND PROCEDURES MUST BE APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
8. IF THE WORK IS NOT COMPLETED TO THE REQUIREMENTS DESCRIBED ABOVE, THE WORK SHALL STOP UNTIL SUCH TIME THAT THE CONTRACTOR CAN PERFORM THE COMPACTION REQUIREMENTS DESCRIBED ABOVE.
9. ANY WORK NOT COMPLETED TO THE REQUIREMENTS DESCRIBED SHALL NOT BE PAID FOR OR SHALL BE REMOVED AND REDONE TO THE REQUIREMENTS ABOVE AT NO ADDITIONAL COST TO THE STATE.

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

QUANTITIES

ITEM	UNIT	AMOUNT
HMA S0.375	TON	770
JOINT CRACK SEALING OF BIT. CONCRETE PAVEMENT	L.F.	18,190
REMOVAL OF EXISTING WEARING SURFACE	S.Y.	7,110
RECONSTRUCT CONCRETE DECK ENDS	C.Y.	80
ELASTOMERIC CONCRETE HEADER	C.F.	470
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	C.F.	1,500
PREFORMED JOINT SEAL	L.F.	5,650
FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)	C.Y.	190
PARTIAL DEPTH PATCH	C.F.	5,780
MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)	S.Y.	7,260

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 BRIDGING PLATE 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 BE A MINIMUM OF 1/4" THICK BY 8" WIDE. FOR JOINT OPENINGS WHICH 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. 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 EXISTING WEARING SURFACE".
6. TEMPORARY CLOSED CELL BACKER ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING, THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.
7. INSTALLATION OF MEMBRANE WITHIN THE LIMITS SHOWN TO BE PAID UNDER THE ITEM, "MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)".
8. THE FURNISHING AND PLACING OF PMA S0.25 TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "PMA S0.25".
9. THE FURNISHING AND PLACING OF PMA S0.5 TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "PMA S0.5".
10. SAW-CUTTING AND REMOVAL OF PAVEMENT FOR JOINT INSTALLATION TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
11. INSTALLATION OF EMSEAL TO BE PAID UNDER THE ITEM "PREFORMED JOINT SEAL".
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 EXISTING WEARING SURFACE".
14. CONTRACTOR SHALL NOTIFY THE DEPARTMENT IF THE EXISTING PAVEMENT IS DETERMINED TO BE LESS THAN 2" OR GREATER THAN 6" WITHIN THE BRIDGE LIMITS.

PREFORMED JOINT SEAL NOTES

1. PRIOR TO INSTALLING THE SILICONE SEALANT, CLEAN JOINT SIDES BY ABRASIVE BLAST CLEANING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR UNDER THE ITEM "PREFORMED JOINT SEAL".
2. THE ELASTOMERIC CONCRETE HEADER AND PREFORMED JOINT SEAL SHALL BE INSTALLED AFTER THE PAVEMENT HAS BEEN PLACED ON THE BRIDGE AND THE DESIGNATED AREA HAS BEEN SAW-CUT AND REMOVED.
3. THE ELASTOMERIC CONCRETE HEADER SHALL BE BEVELED 1/8" ALONG THE OPENING OF THE JOINT AND SHALL BE RECESSED 1/8" BELOW THE BITUMINOUS OVERLAY.
4. THE CONTRACTOR IS RESPONSIBLE FOR MEASURING THE JOINT GAP WIDTHS IN BOTH, THE BRIDGE DECKS AND THE PARAPETS, IN ACCORDANCE TO THE "PREFORMED JOINT SEAL" SPECIFICATION. THE MEASUREMENTS SHOULD ALSO INCLUDE THE MINIMUM AND MAXIMUM BRIDGE DECK JOINT WIDTH ALONG THE JOINT AS WELL AS THE CORRESPONDING TEMPERATURE WITH THESE MEASUREMENTS TO DETERMINE THE APPROPRIATELY SIZED JOINT SEAL. THE CONTRACTOR SHALL SUBMIT ALL MEASUREMENTS TO THE DESIGN ENGINEER. THE DESIGN ENGINEER SHALL SELECT THE APPROPRIATE JOINT SIZE BASED ON THE MEASUREMENTS RECEIVED FROM THE CONTRACTOR. IN ADDITION, THE CONTRACTOR SHALL SEND "QUALITY CONTROL PLAN" TO THE DESIGN ENGINEER FOR THE REVIEW AND COMMENT FOR THE INSTALLATION OF THE SELECTED JOINT SYSTEM. THE DESIGN ENGINEER SHALL RECEIVE THE JOINT GAP WIDTH MEASUREMENT AND THE "QUALITY CONTROL PLAN" AT LEAST 30 DAYS PRIOR TO START OF WORK.

DESIGNER/DRAFTER: ACC		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT	PROJECT NO. 050-219	
CHECKED BY: JPC			APPROVED BY: 	DRAWING TITLE: GENERAL NOTES AND QUANTITIES		DRAWING NO. S-2	SHEET NO. 04.02
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015			Filename: ...S-2_15.12.29_General Notes.dgn

BRIDGE (WEIGHT) RESTRICTIONS

ALL BRIDGES EXCEPT FOR BRIDGE NO. 00099 AND 00105A CAN CARRY THE INDICATED CT-TLC PERMIT LIVE LOAD WITHOUT RESTRICTIONS. FOR RESTRICTIONS ON BRIDGE NO. 00099 AND 00105A, REFER TO SECTIONS "MP" AND "TMM".

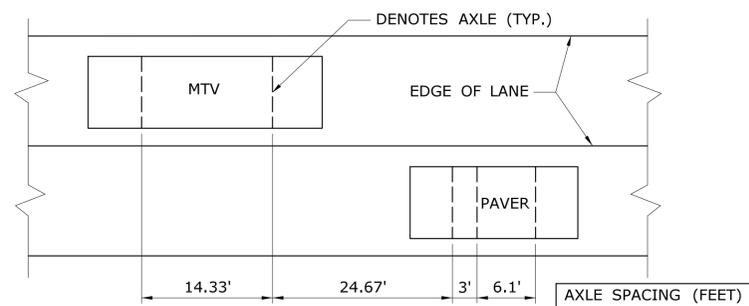
THE AXLE WEIGHTS INDICATED IN SECTIONS TLC, TLM, MP, AND TMM SHALL NOT BE EXCEEDED WITHOUT PRIOR APPROVAL OF THE ENGINEER. IN ADDITION, DECREASING THE INDICATED AXLE SPACINGS SHALL ALSO NOT BE ALLOWED UNLESS THERE IS PRIOR APPROVAL FROM THE ENGINEER.

FINALLY, ANY OTHER CONSTRUCTION VEHICLE OR MACHINE WHOSE COMBINED AXLE WEIGHTS EXCEED 128.6 KIPS (THE TOTAL WEIGHT OF THE MATERIAL TRANSFER VEHICLE) WILL NOT BE ALLOWED ON ANY OF THESE BRIDGES WITHOUT PRIOR APPROVAL OF THE ENGINEER.

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

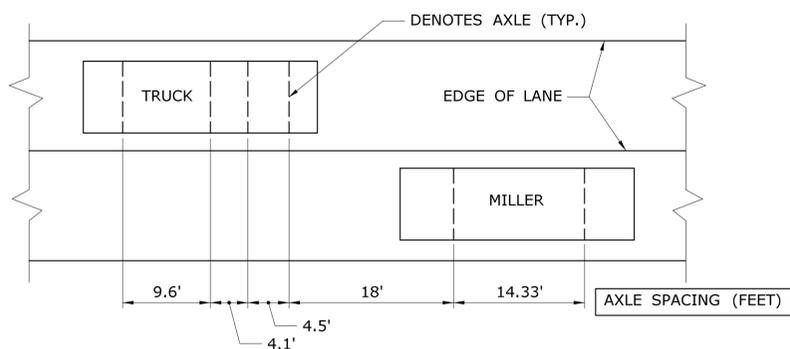
PAVING AND MILLING ALLOWED LOAD					
BRIDGE NO.	MILE POINT BEGIN	MILE POINT END	RAMP	MILLING OPERATIONS	PAVING OPERATIONS
00090	26.28	26.31	NO	TLM	TLC
00091	26.43	26.46	NO	TLM	TLC
00092	26.65	26.69	NO	TLM	TLC
00093	26.72	26.76	NO	TLM	TLC
00094	26.80	26.83	NO	TLM	TLC
00095	27.03	27.07	NO	TLM	TLC
00096	27.25	27.28	NO	TLM	TLC
01680	27.33	27.39	NO	TLM	TLC
00098	27.43	27.50	NO	TLM	TLC
00099	27.50	27.64	NO	TMM*	MP*
00100	27.64	27.71	NO	TLM	TLC
00101	27.91	27.95	NO	TLM	TLC
00102	28.01	28.04	NO	TLM	TLC
00103	28.13	28.16	NO	TLM	TLC
00104	28.29	28.34	NO	TLM	TLC
00105A	28.50	28.94	NO	TMM*	MP*

* VEHICLES SHALL BE IN ADJACENT LANES. SEE (SCHEMATIC) PLAN VIEW OF PAVING EQUIPMENT/MILLING EQUIPMENT.



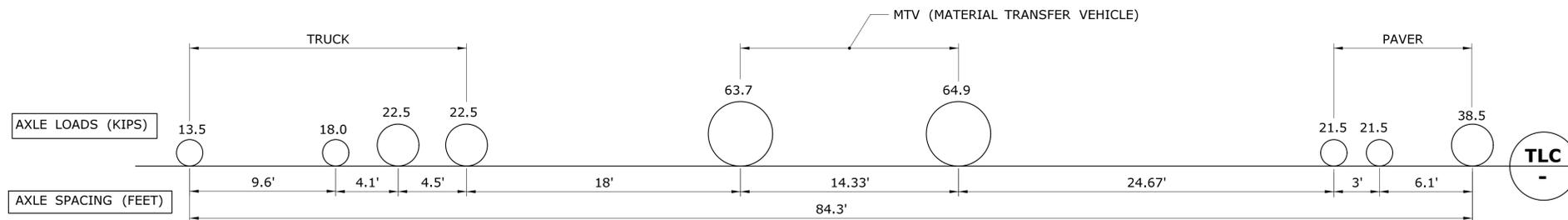
(SCHEMATIC) PLAN VIEW OF PAVING TRAIN FOR BRIDGE NOS. 00099 & 00105A

NOT TO SCALE



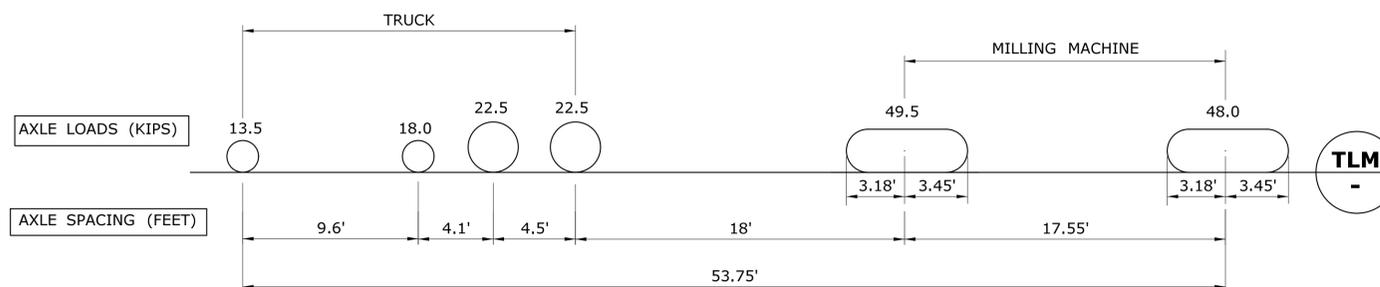
(SCHEMATIC) PLAN VIEW OF MILLING TRAIN FOR BRIDGE NOS. 00099 & 00105A

NOT TO SCALE



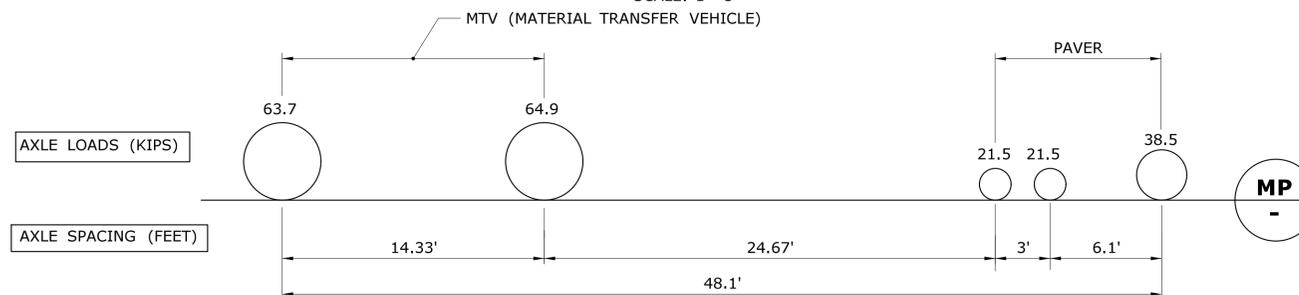
CT-TLC LIVE LOAD (TRI-LOAD COMBINATION OF VEHICLES IN PAVING TRAIN)

SCALE: 1"=5'



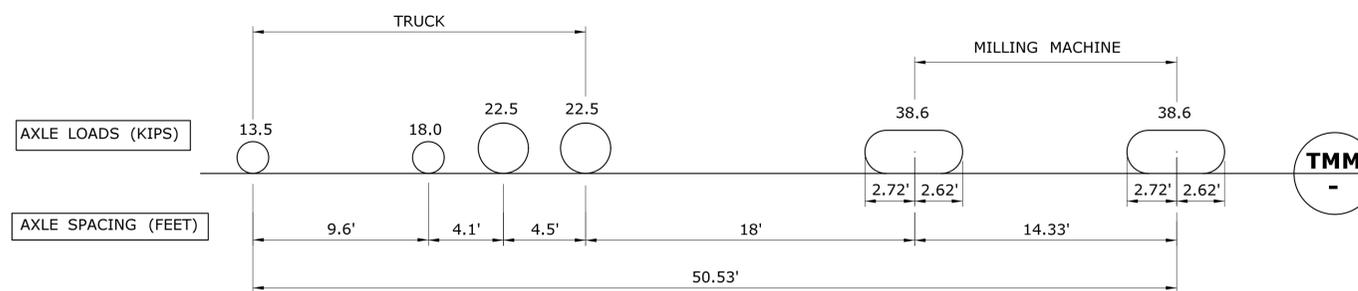
TRI-AXLE AND LARGE MILLER LIVE LOAD

SCALE: 1"=5'



CT-MTV/PAVER LIVE LOAD (MATERIAL TRANSFER VEHICLE)

SCALE: 1"=5'



TRI-AXLE AND MEDIUM MILLER LIVE LOAD

SCALE: 1"=5'

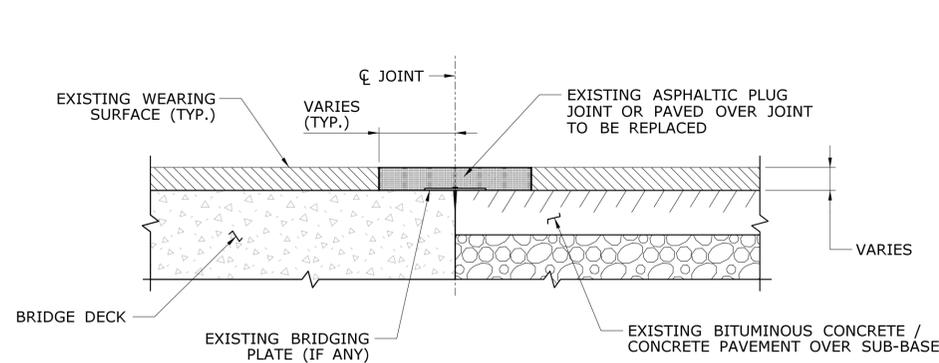
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015	DESIGNER/DRAFTER: ACC	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/BLOCK: OFFICE OF ENGINEERING	<p>PROJECT TITLE: PAVEMENT PRESERVATION ON I-95</p>	TOWN: FAIRFIELD/BRIDGEPORT	PROJECT NO. 050-219
					CHECKED BY: JPC		APPROVED BY: <i>[Signature]</i>		DRAWING TITLE: MILLING AND PAVING RESTRICTIONS	DRAWING NO. S-3
					SCALE AS NOTED	Filename: ...S-3_15.12.28_Milling and Paving Restrictions.dgn				SHEET NO. 04.03

		BRIDGE INFORMATION FOR REPLACEMENT OF EXISTING EXPANSION JOINTS																
		BRIDGE NO.																
		00090	00091	00092	00093	00094	00095	00096	01680	00098	00099	00100	00101	00102	00103	00104	00105A	
JOINT REPLACEMENT LOCATION AND DETAIL	ROUTE	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	I-95	
	MILE POINT	26.28	26.43	26.65	26.72	26.80	27.03	27.25	27.33	27.43	27.50	27.64	27.91	28.01	28.13	28.29	28.50	
	CROSSING	NEW ENGLAND AVE	SUNSET AVE.	ROUTE 1	ROUTE 1	CHAMBERS ST	BRENTWOOD AVE	COOLIDGE ST	ASH CK	COMMERCE DR.	MNRR	RT. 130	CHERRY ST. & BOSTWICK AVE	HANCOCK AVE.	HOWARD AVE.	WORDIN AVE. #2	MNRR & LOCALS	
	TOWN	FAIRFIELD	FAIRFIELD	FAIRFIELD	FAIRFIELD	FAIRFIELD	FAIRFIELD	FAIRFIELD	BRIDGEPORT	BRIDGEPORT	BRIDGEPORT	BRIDGEPORT	BRIDGEPORT	BRIDGEPORT	BRIDGEPORT	BRIDGEPORT	BRIDGEPORT	
	*ABUTMENT NO. 1	APJ (S-5 / S-6)						APJ (S-7 / S-8)		NO JOINT WORK		PJS (S-11)			APJ (S-7 / S-8)			
	EFFECTIVE SPAN LENGTH (FT.)	0	47	64	63	54	0	0	0	N/A	76.5	244	180	34	39	70	95	42.6
	THERMAL MOVEMENT RANGE (IN.)	0	0.44	0.60	0.59	0.51	0	0	0	N/A	0.72	2.28	1.68	0.32	0.37	0.66	0.89	0.40
	BEARING	FIXED	EXPANSION	EXPANSION	EXPANSION	EXPANSION	FIXED	FIXED	FIXED	N/A	EXPANSION	EXPANSION	EXPANSION	EXPANSION	EXPANSION	EXPANSION	EXPANSION	EXPANSION
	BRIDGING PLATE	NO	NO	NO	NO	NO	NO	YES	N/A	NO	NO	NO	NO	YES	YES	YES	YES	YES
	*ABUTMENT NO. 2	APJ (S-5 / S-6)						APJ (S-7 / S-8)		NO JOINT WORK		PJS (S-11)			APJ (S-7 / S-8)			
EFFECTIVE SPAN LENGTH (FT.)	53	0	0	0	0	54	52	52	N/A	76.5	244	0	34	39	0	0	N/A	
THERMAL MOVEMENT RANGE (IN.)	0.50	0	0	0	0	0.51	0.49	0.49	N/A	0.72	2.28	0	0.32	0.37	0	0	N/A	
BEARING	EXPANSION	FIXED	FIXED	FIXED	FIXED	EXPANSION	EXPANSION	EXPANSION	N/A	EXPANSION	EXPANSION	FIXED	EXPANSION	EXPANSION	FIXED	FIXED	N/A	
BRIDGING PLATE	NO	NO	NO	NO	NO	NO	YES	N/A	NO	NO	YES	YES	YES	YES	YES	YES	N/A	
BRIDGE GEOMETRY	SOUTHBOUND/NORTHBOUND	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	SB/NB	
	NUMBER OF TRAVEL LANES	3 / 3	4 / 4	3 / 3	3 / 3	3 / 3	3 / 4	4 / 3	4 / 3	4 / 3	4 / 3	4 / 3	4 / 4	5 / 4	5 / 5	4 / 4	5 / 5	
	CURB - CURB WIDTH (FT) TOTAL BRIDGE WIDTH	59/59	69 / 71.5	58 / 58	58 / 58	58 / 58	59 / 69	74.8 / 70.5	70.5/95	77.1 / 77.1	77.1 / 77.1	77.1 / 77.1	77.1 / 74.8	87 / 77	87 / 87	77.1 / 77.1	87 / 77.1	
	SKEW (DEG)	9	0	35	12	14	14	0	27	58	60	32	13	0	0	30	0	
REPLACE JOINT SEAL	MEDIAN & PARAPET	APJ(S-9 / S-10)						N/A		PJS(S-12/S-15)		PJS (S-12/S-15) APJ (S-9/S-10)		APJ(S-9 / S-10)				
INSTALL MEMBRANE (WOVEN GLASS FABRIC)	INSTALL MEMBRANE AT THE PROPOSED ASPHALTIC PLUG JOINT (BRIDGE DECK ENDS OR APPROACH SLABS)	BRIDGE DECK	BRIDGE DECK	BRIDGE DECK	BRIDGE DECK	BRIDGE DECK	BRIDGE DECK	BOTH	N/A	BOTH	BOTH	BOTH	BOTH	BOTH	BOTH	BOTH	BOTH	
MILL AND PAVE	MILL	TO DECK SURFACE						FINE MILL 2"										
	PAVE	FIRST LIFT: 1" PMA S0.25 - SECOND LIFT: 2" PMA S0.5						2" PMA S0.5										

NOTES
APJ - ASPHALTIC PLUG JOINT
PJS - PREFORMED JOINT SEAL
INTERSTATE 95 IS A SOUTH-TO-NORTH ROUTE
*ABUTMENT NO. 1 = WEST OR SOUTH ABUTMENT
*ABUTMENT NO. 2 = EAST OR NORTH ABUTMENT

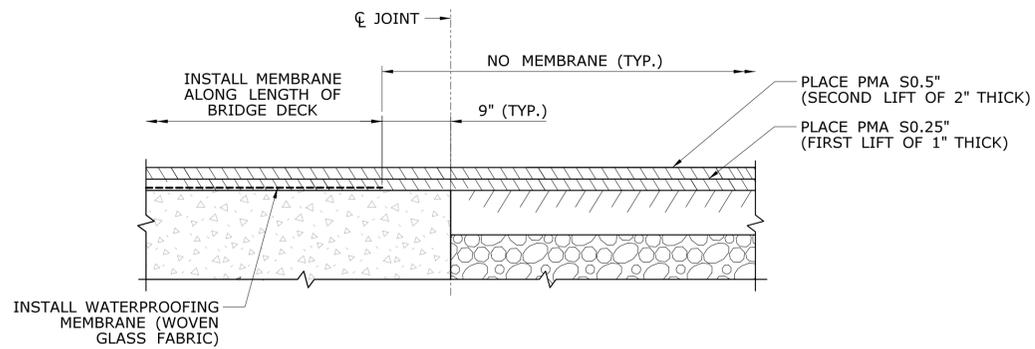
DESIGNER/DRAFTER: ACC	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK: 	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT	PROJECT NO. 050-219
CHECKED BY: JPC		APPROVED BY:		DRAWING TITLE: BRIDGE INFORMATION TABLE	DRAWING NO. S-4
SCALE AS NOTED	Filename: ...S-4_15.12.29.Installation Table 1.dgn				SHEET NO. 04.04

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015



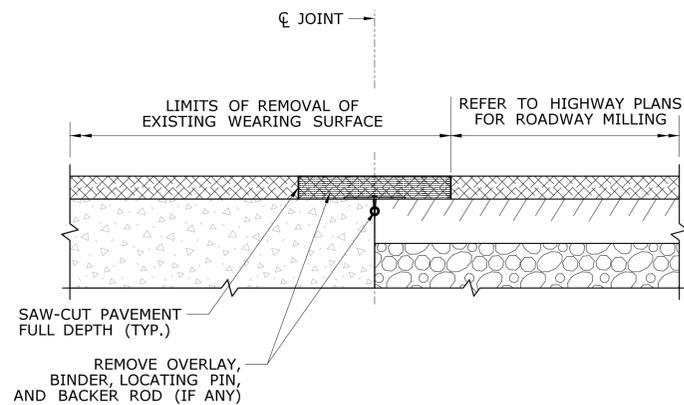
EXISTING CONDITION

N.T.S.



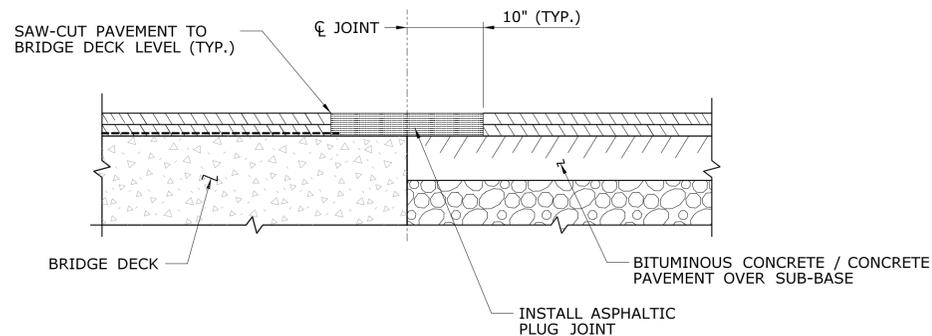
PLACEMENT OF PAVEMENT ALONG THE BRIDGE (STEPS 3-6)

N.T.S.



JOINT AND PAVEMENT REMOVAL (STEPS 1-2)

N.T.S.



FINAL CONDITION (STEPS 7-8)

N.T.S.

SUGGESTED SEQUENCE OF WORK

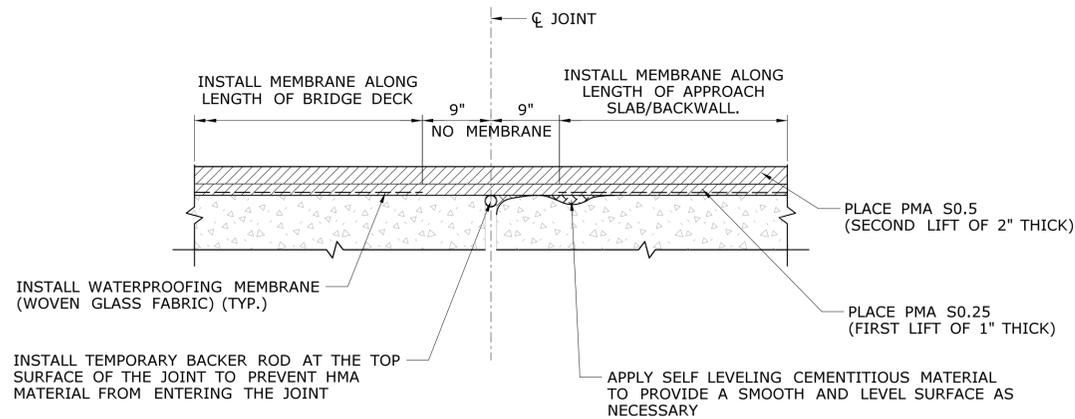
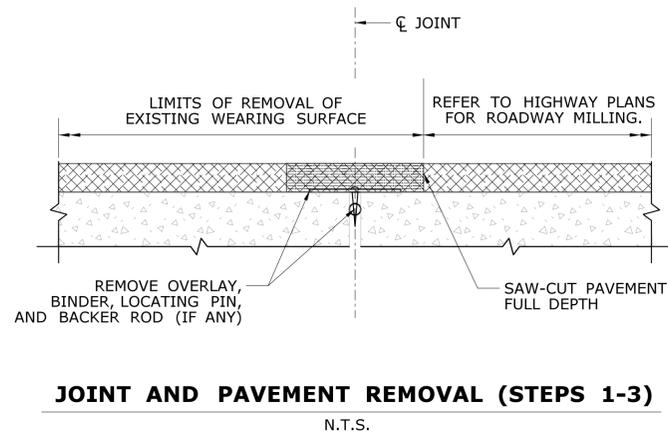
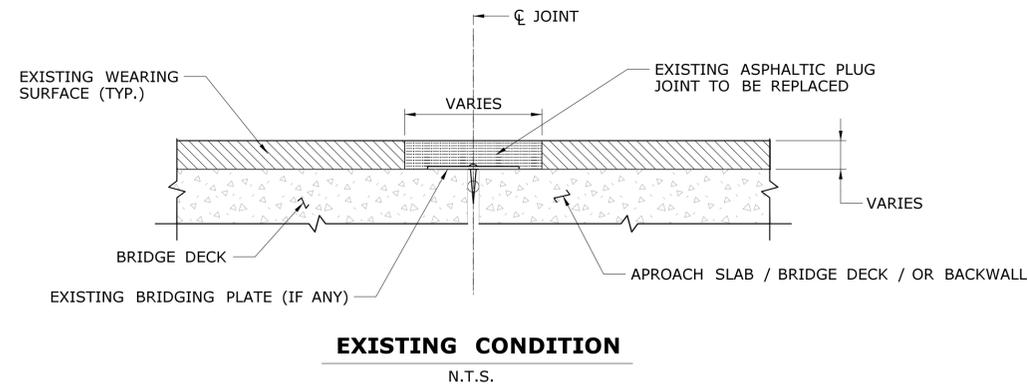
- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE (AT THE FOUR CORNERS OF THE BRIDGE) AND THE CROWN (AT THE BEGINNING AND END OF THE BRIDGE). A MINIMUM OF SIX REPRESENTATIVE DEPTH MEASUREMENTS SHALL BE TAKEN PER BRIDGE AT THESE LOCATIONS TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK ENDS (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2. ADDITIONAL MEASUREMENTS SHALL BE TAKEN IF NEEDED IN ACCORDANCE TO SPECIAL PROVISION OF REMOVAL OF EXISTING WEARING SURFACE.
- STEP 2: REMOVE EXISTING WEARING SURFACE AND ALL JOINT MATERIAL TO BRIDGE DECK LEVEL ALONG ENTIRE LENGTH OF BRIDGE TO BE PAID UNDER "REMOVAL OF EXISTING WEARING SURFACE". REMOVE BRIDGING PLATES PRIOR TO MILLING THE BRIDGE DECK.
- STEP 3: REPAIR DETERIORATED CONCRETE AS NEEDED TO BE PAID UNDER "PARTIAL DEPTH PATCH" OR "FULL DEPTH PATCH (HIGH EARLY STRENGTH)". REFER TO DRAWING NO. S-17.
- STEP 4: INSTALL WATERPROOFING MEMBRANE (WOVEN GLASS FABRIC) TO THE TOP OF DECK WITHIN THE LIMITS SHOWN.
- STEP 5: PLACE PMA S0.25 (1" THICK) ALONG THE BRIDGE.
- STEP 6: PLACE PMA S0.5 (2" THICK) ALONG THE BRIDGE.
- STEP 7: SAW-CUT PAVEMENT FULL DEPTH AT 10" EACH SIDE OF CENTERLINE OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS. TO BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- STEP 8: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITHOUT BRIDGING PLATE.
- STEP 9: INSTALL CRACK SEAL AT CURB LINE ALONG THE LENGTH OF THE BRIDGE, BOTH SIDES. SEE DRAWING NO. S-19 FOR CRACK SEAL DETAIL.

INSTALLATION OF ASPHALTIC PLUG JOINT WITHOUT BRIDGING PLATE

N.T.S.

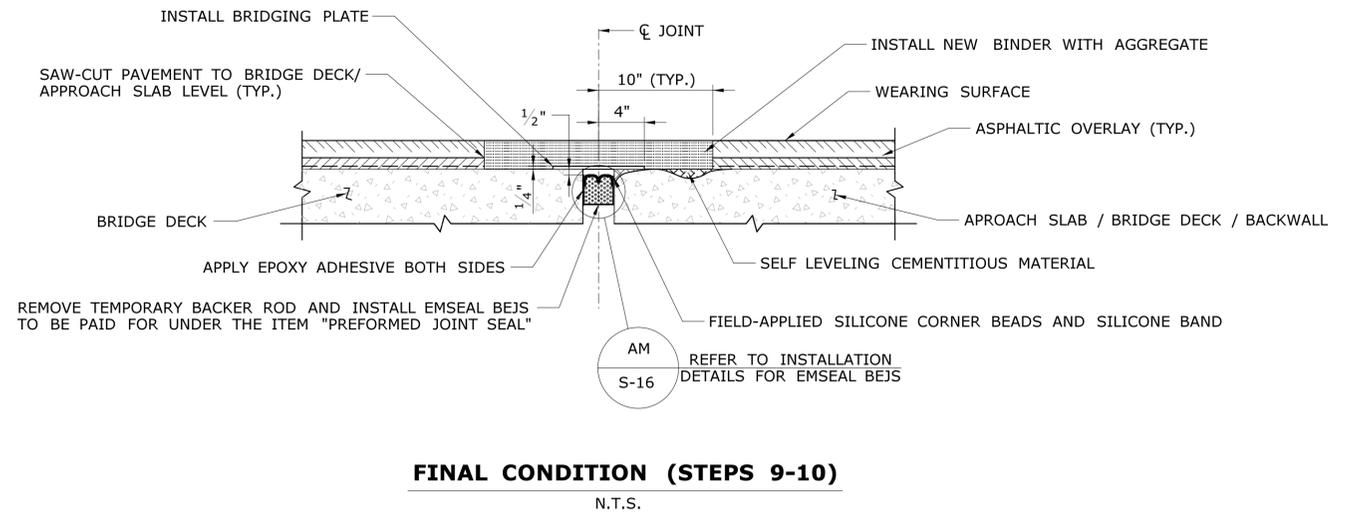


THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: ACC CHECKED BY: JPC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...S-5_15.12.28_FULL DECK APJ Details 1.dgn	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT DRAWING TITLE: ASPHALTIC PLUG JOINT DETAILS 1	PROJECT NO. 050-219 DRAWING NO. S-5 SHEET NO. 04.05
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015			



INSTALLATION OF ASPHALTIC PLUG JOINT WITH BRIDGING PLATE

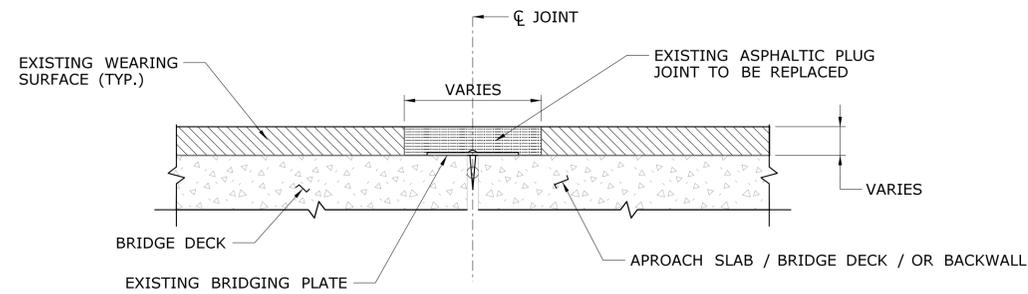
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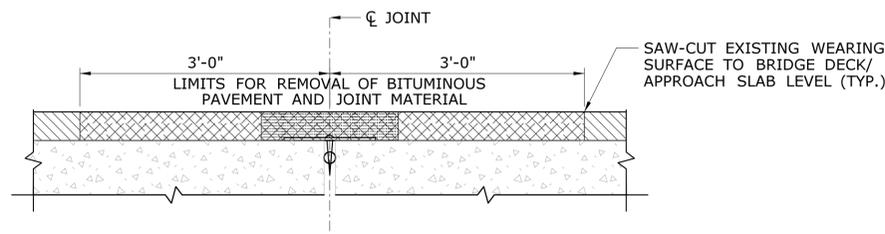
SUGGESTED SEQUENCE OF WORK

- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE (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 PAVEMENT 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 SPECIAL PROVISION OF REMOVAL OF EXISTING WEARING SURFACE. CONTRACTOR SHALL ALSO MEASURE THE DECK JOINT GAP OPENING FOR SIZING OF EMSEAL. ORDERING OF EMSEAL REQUIRES A MINIMUM OF THREE WEEKS.
- STEP 2: THE CONTRACTOR IS RESPONSIBLE FOR FILLING OUT THE EMSEAL BEJS CHECKLIST FOR EACH JOINT LOCATION. THE CHECKLIST SHALL BE FORWARDED TO EMSEAL AND BRIDGE DESIGN FOR REVIEW.
- STEP 3: REMOVE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL TO BRIDGE DECK LEVEL ALONG ENTIRE LENGTH OF BRIDGE. REMOVE BRIDGING PLATES PRIOR TO MILLING THE BRIDGE DECK.
- STEP 4: INSTALL TEMPORARY BACKER ROD FLUSH WITH THE BRIDGE DECK AND APPROACH SLAB OR BACKWALL.
- STEP 5: REPAIR DETERIORATED CONCRETE AS NEEDED TO BE PAID UNDER "PARTIAL DEPTH PATCH" OR "FULL DEPTH PATCH (HIGH EARLY STRENGTH)". REFER TO DRAWING NO. S-17.
- STEP 6: INSTALL WATERPROOFING MEMBRANE (WOVEN GLASS FABRIC) TO THE TOP OF DECK AND APPROACH SLAB WITHIN THE LIMITS SHOWN.
- STEP 7: PLACE PMA S0.25 (1" THICK) ALONG THE BRIDGE DECK.
- STEP 8: PLACE PMA S0.5 (2" THICK) ALONG THE BRIDGE DECK.
- STEP 9: SAW-CUT PAVEMENT FULL DEPTH AT 10" EACH SIDE OF CENTERLINE OF JOINT, AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS. TO BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- STEP 10: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITH EMSEAL BEJS AND BRIDGING PLATE. LOCATING PINS SHALL NOT BE USED TO SECURE THE BRIDGING PLATE.
- STEP 11: INSTALL CRACK SEAL AT CURB LINE ALONG THE LENGTH OF THE BRIDGE, BOTH SIDES. SEE DRAWING NO. S-19 FOR CRACK SEAL DETAIL.

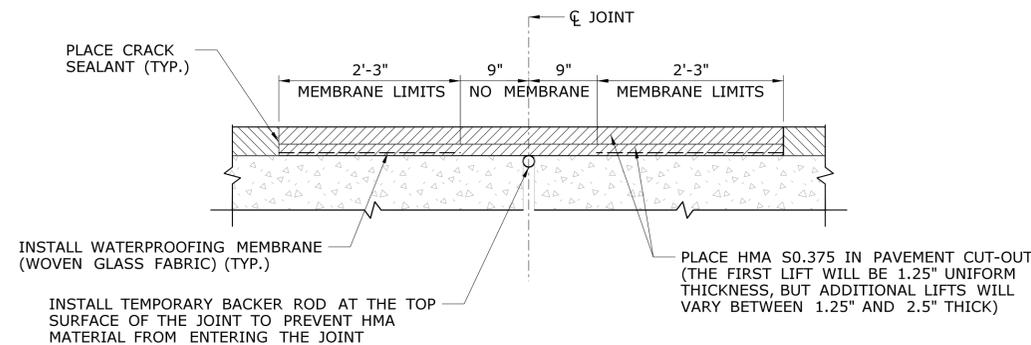
DESIGNER/DRAFTER: ACC		<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT	PROJECT NO. 050-219
CHECKED BY: JPC			APPROVED BY: 	DRAWING NO. S-6		SHEET NO. 04.06
SCALE AS NOTED		Filename: ...S-6_15.12.28_FULL DECK APJ with Bridging Plate Details 2.dgn	DRAWING TITLE: ASPHALTIC PLUG JOINT DETAILS 2			
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015		



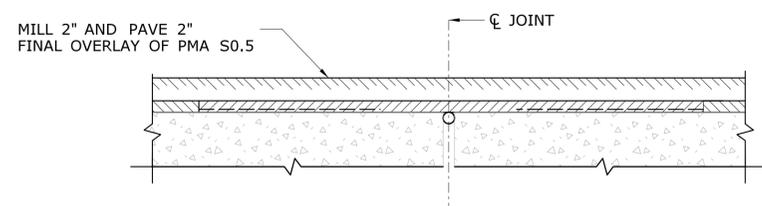
EXISTING CONDITION
N.T.S.



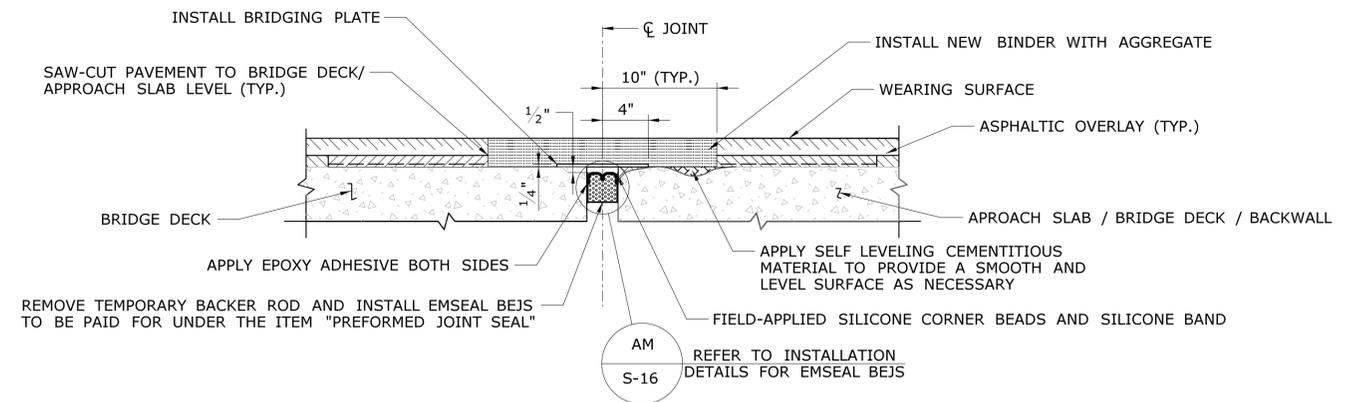
JOINT AND PAVEMENT REMOVAL (STEPS 1-4)
N.T.S.



PLACEMENT OF PAVEMENT IN JOINT CUTOUT (STEPS 5-10)
N.T.S.



MILLING AND PAVING (STEPS 11-12)
N.T.S.



FINAL CONDITION (STEPS 13-14)
N.T.S.

SUGGESTED SEQUENCE OF WORK

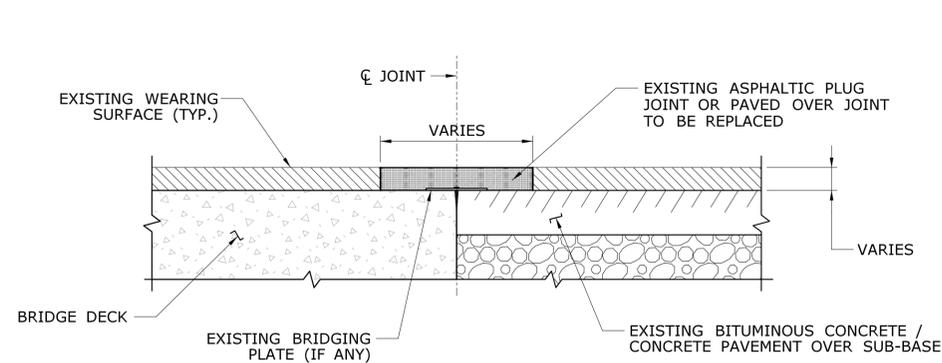
- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE (AT THE FOUR CORNERS OF THE BRIDGE) AND THE CROWN (AT THE BEGINNING AND END OF THE BRIDGE). A MINIMUM OF SIX REPRESENTATIVE DEPTH MEASUREMENTS SHALL BE TAKEN PER BRIDGE AT THESE LOCATIONS TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK ENDS (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2. ADDITIONAL MEASUREMENTS SHALL BE TAKEN IF NEEDED IN ACCORDANCE TO SPECIAL PROVISION OF REMOVAL OF EXISTING WEARING SURFACE. CONTRACTOR SHALL ALSO MEASURE THE DECK JOINT GAP OPENING FOR SIZING OF EMSEAL. ORDERING OF EMSEAL REQUIRES A MINIMUM OF THREE WEEKS.
- STEP 2: THE CONTRACTOR IS RESPONSIBLE FOR FILLING OUT THE EMSEAL BEJS CHECKLIST FOR EACH JOINT LOCATION. THE CHECKLIST SHALL BE FORWARDED TO EMSEAL AND BRIDGE DESIGN FOR REVIEW.
- STEP 3: SAW-CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF EXISTING WEARING SURFACE". EACH SAW-CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW-CUT SHALL NOT DAMAGE THE BRIDGE DECK OR APPROACH SLAB.
- STEP 4: REMOVE THE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL FULL DEPTH WITHIN THE LIMITS SHOWN TO BE PAID UNDER THE ITEM "REMOVAL OF EXISTING WEARING SURFACE".
- STEP 5: INSTALL TEMPORARY BACKER ROD FLUSH WITH THE BRIDGE DECK AND APPROACH SLAB.
- STEP 6: REPAIR DETERIORATED CONCRETE AS NEEDED TO BE PAID UNDER "PARTIAL DEPTH PATCH" OR "FULL DEPTH PATCH (HIGH EARLY STRENGTH)". REFER TO S-17.
- STEP 7: PLACE TEMPORARY PAVEMENT IN JOINT CUT-OUT AS REQUIRED (REFER TO DRAWING NO. S-2 - JOINT BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS) TO BE PAID UNDER "HMA S0.375".
- STEP 8: INSTALL WATERPROOFING MEMBRANE (WOVEN GLASS FABRIC) TO THE TOP OF THE DECK, BACKWALL, AND APPROACH SLAB WITHIN THE LIMITS SHOWN.
- STEP 9: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW-CUT LINES AND STAGE CONSTRUCTION SAW-CUT LINES.
- STEP 10: PLACE HMA S0.375 IN THE JOINT CUT-OUT (REFER TO DRAWING NO. S-2 - JOINT BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS).
- STEP 11: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTH(S).
- STEP 12: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 13: SAW-CUT PAVEMENT FULL DEPTH AT 10" FROM THE CENTER OF THE JOINT (BOTH SIDES OF JOINT) AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS TO BE PAID UNDER THE ITEM "ASPHALTIC PLUG JOINT EXPANSION".
- STEP 14: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITH EMSEAL BEJS AND BRIDGING PLATE. LOCATING PINS SHALL NOT BE USED TO SECURE THE BRIDGING PLATE.
- STEP 15: INSTALL CRACK SEAL AT CURB LINE ALONG THE LENGTH OF THE BRIDGE, BOTH SIDES. SEE DRAWING NO. S-19 FOR CRACK SEAL DETAIL.

INSTALLATION OF ASPHALTIC PLUG JOINT WITH BRIDGING PLATE

N.T.S.

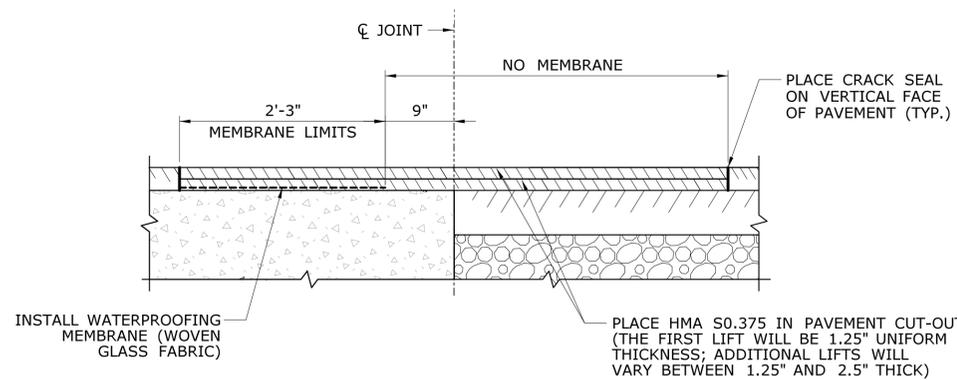


REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015	DESIGNER/DRAFTER: ACC	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT	PROJECT NO. 050-219
					CHECKED BY: JPC		APPROVED BY: 		DRAWING NO. S-7	SHEET NO. 04.07
					SCALE AS NOTED	Filename: ...S-7_15.12.28_MILLING APJ with Bridging Plate Details 3.dgn			DRAWING TITLE: ASPHALTIC PLUG JOINT DETAILS 3	



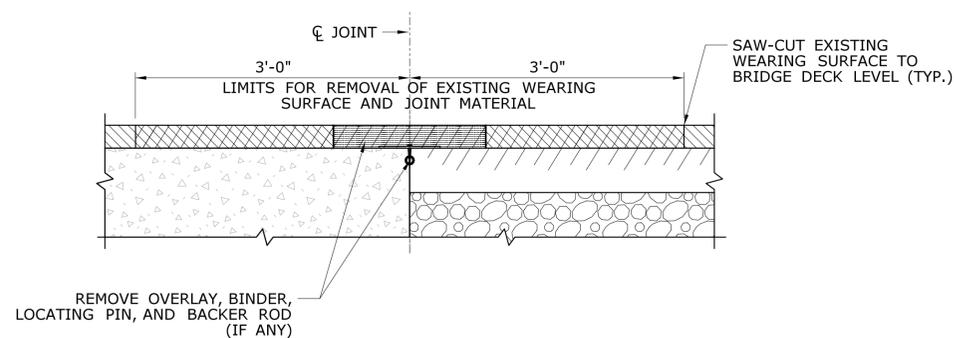
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N.T.S.



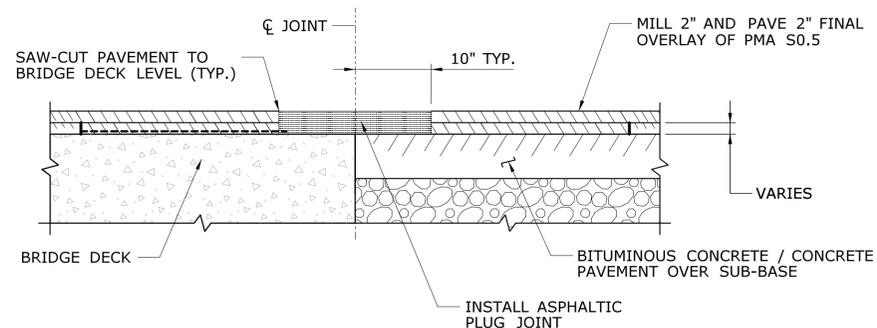
PLACEMENT OF PAVEMENT IN JOINT CUTOUT (STEPS 4-8)

N.T.S.



JOINT AND PAVEMENT REMOVAL (STEPS 1-3)

N.T.S.



FINAL CONDITION (STEPS 9-12)

N.T.S.

SUGGESTED SEQUENCE OF WORK

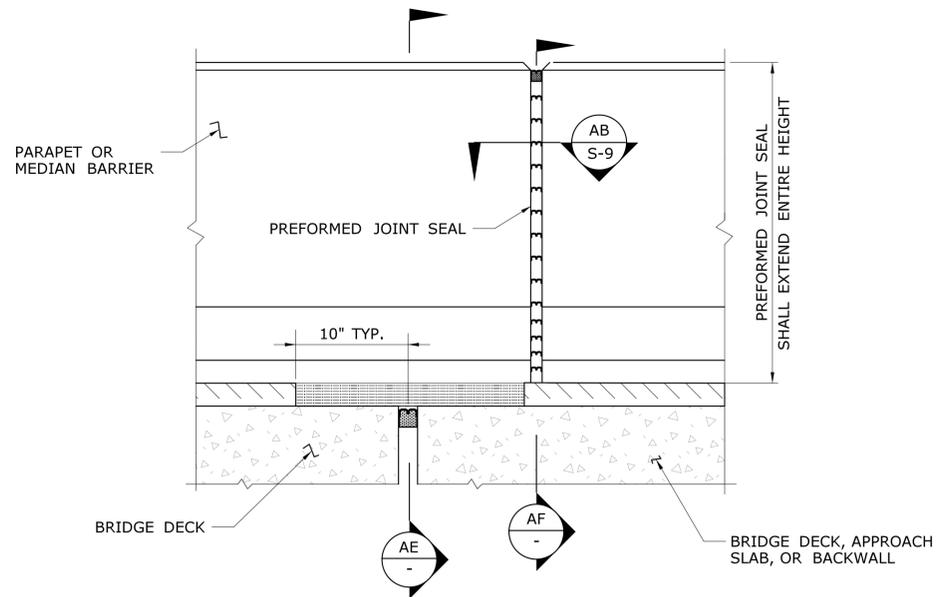
- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE (AT THE FOUR CORNERS OF THE BRIDGE) AND THE CROWN (AT THE BEGINNING AND END OF THE BRIDGE). A MINIMUM OF SIX REPRESENTATIVE DEPTH MEASUREMENTS SHALL BE TAKEN PER BRIDGE AT THESE LOCATIONS TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK ENDS (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2. ADDITIONAL MEASUREMENTS SHALL BE TAKEN IF NEEDED IN ACCORDANCE TO SPECIAL PROVISION OF REMOVAL OF EXISTING WEARING SURFACE.
- 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 THE BRIDGE DECK OR APPROACH SLAB.
- STEP 3: REMOVE THE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL WITHIN THE LIMITS SHOWN.
- STEP 4: REPAIR DETERIORATED CONCRETE AS NEEDED TO BE PAID UNDER "PARTIAL DEPTH PATCH" OR "FULL DEPTH PATCH (HIGH EARLY STRENGTH)". REFER TO S-17.
- STEP 5: PLACE TEMPORARY PAVEMENT IN JOINT CUT-OUT AS REQUIRED (REFER TO DRAWING NO. S-2 - JOINT BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS) TO BE PAID UNDER "HMA S0.375".
- STEP 6: INSTALL WATERPROOFING MEMBRANE (WOVEN GLASS FABRIC) TO THE TOP OF THE BRIDGE DECK WITHIN THE LIMITS SHOWN.
- STEP 7: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW-CUT LINES AND STAGE CONSTRUCTION SAW-CUT LINES.
- STEP 8: PLACE HMA S0.375 IN THE JOINT CUT-OUT (REFER TO DRAWING NO. S-2 - APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS).
- STEP 9: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTH(S).
- STEP 10: PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 11: CUT PAVEMENT FULL DEPTH AT 10" FROM THE CENTER OF THE JOINT (BOTH SIDES OF JOINT) AND REMOVE TEMPORARY BACKER ROD AND ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS. TO BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- STEP 12: INSTALL PROPOSED ASPHALTIC PLUG EXPANSION JOINT SYSTEM WITHOUT BRIDGING PLATE.
- STEP 13: INSTALL CRACK SEAL AT CURB LINE ALONG THE LENGTH OF THE BRIDGE, BOTH SIDES. SEE DRAWING NO. S-19 FOR CRACK SEAL DETAIL.

INSTALLATION OF ASPHALTIC PLUG JOINT WITHOUT BRIDGING PLATE

N.T.S.



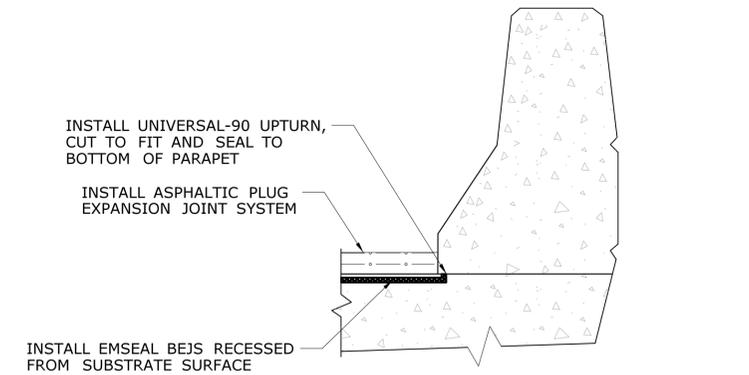
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: ACC CHECKED BY: JPC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...S-8_15.12.29_MILLING APJ Details 4.dgn	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT DRAWING NO. S-8 SHEET NO. 04.08	PROJECT NO. 050-219	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015				



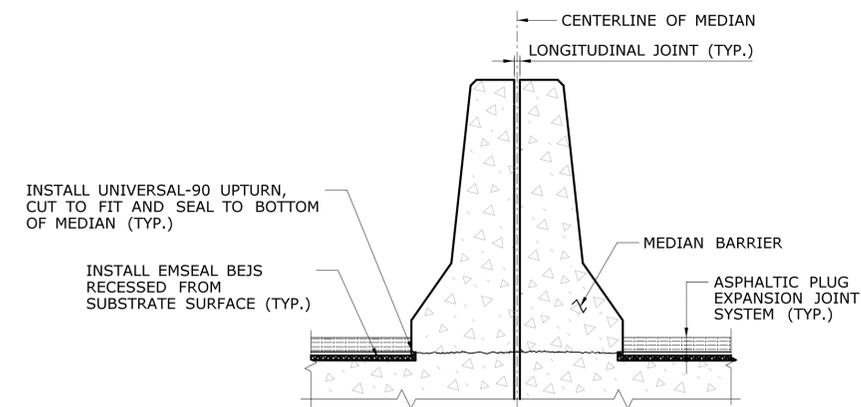
ELEVATION - PROPOSED JOINT TREATMENT AT MEDIAN AND PARAPET JOINT WITH APPROACH SLAB
N. T. S.

NOTES FOR SEALING JOINTS

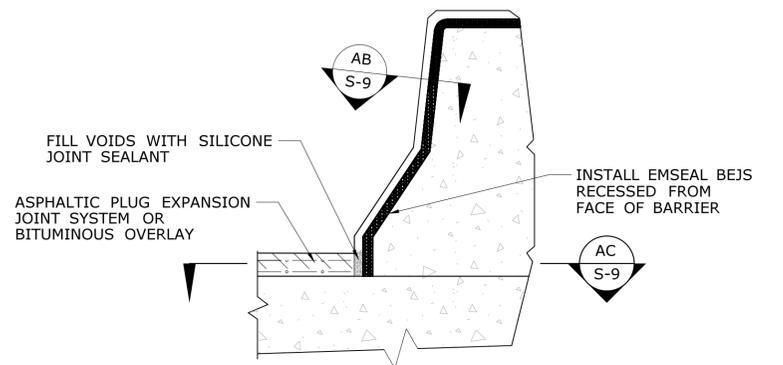
1. ANY EXISTING BACKER ROD AND JOINT SEALANT SHALL BE COMPLETELY REMOVED PRIOR TO INSTALLING NEW JOINTS SEAL.
2. SURFACES OF CONCRETE ALONG JOINT SHALL BE CLEANED BY ABRASIVE BLAST CLEANING. SURFACES TO WHICH EPOXY ADHESIVE WILL ADHERE SHALL BE FREE OF DUST AND LOOSE OR DETERIORATED CONCRETE BEFORE INSTALLING EMSEAL.
3. COST FOR SEALING PARAPET JOINTS TO BE INCLUDED FOR PAYMENT UNDER ITEM "PREFORMED JOINT SEAL".



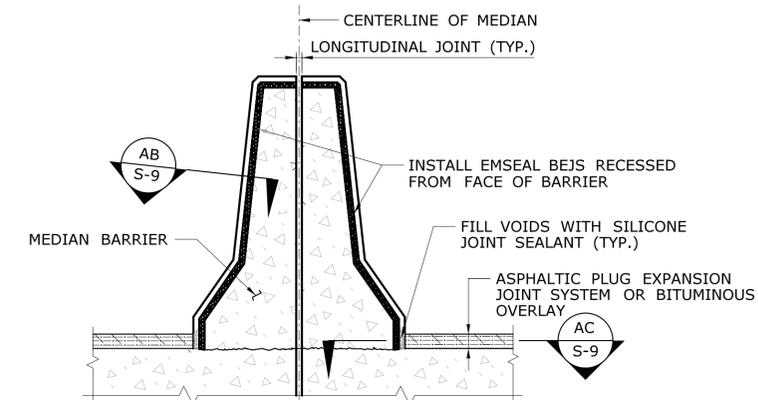
SECTION - PROPOSED PARAPET JOINT TREATMENT AE
N. T. S.



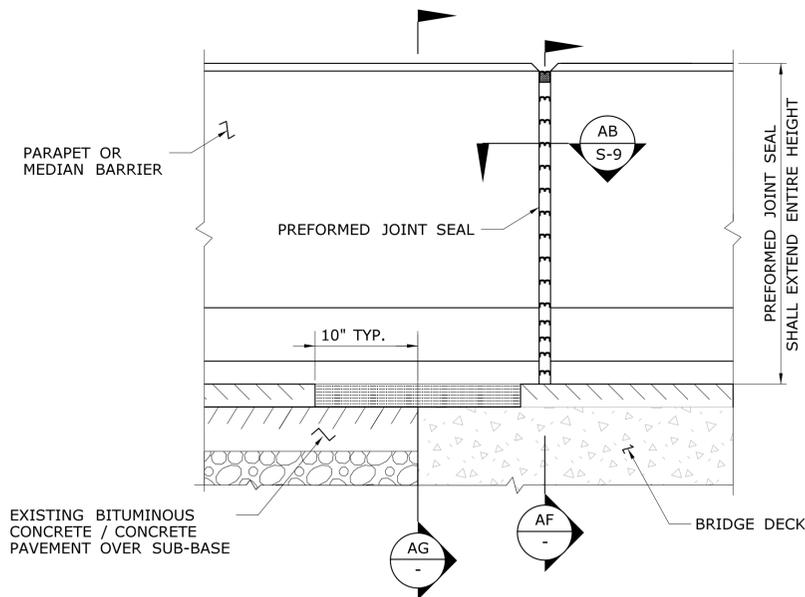
SECTION - PROPOSED MEDIAN JOINT TREATMENT AE
N. T. S.



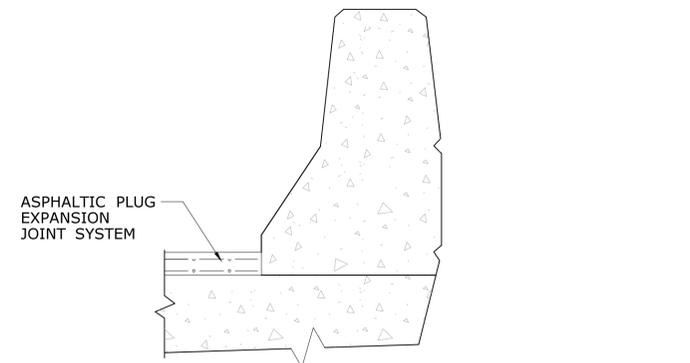
SECTION - PROPOSED PARAPET JOINT TREATMENT AF
N. T. S.



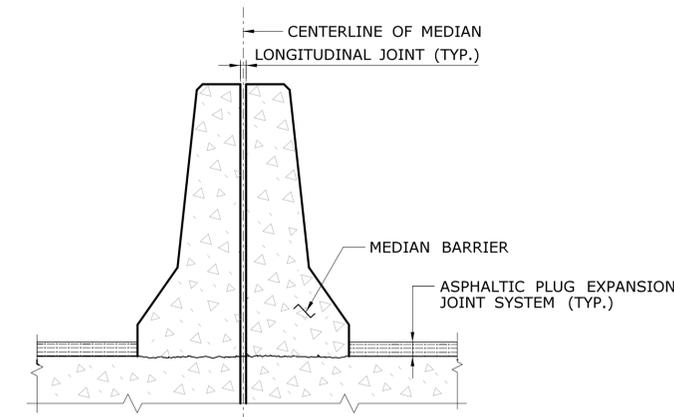
SECTION - PROPOSED MEDIAN JOINT TREATMENT AF
N. T. S.



ELEVATION - PROPOSED JOINT TREATMENT AT MEDIAN AND PARAPET JOINT WITHOUT APPROACH SLAB
N. T. S.

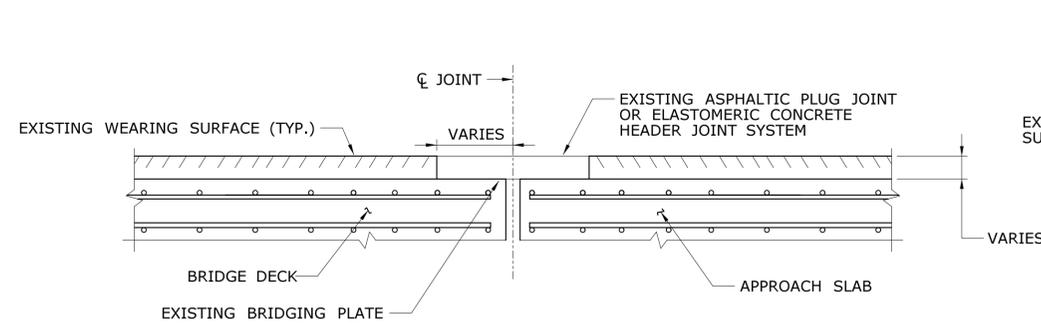


SECTION - PROPOSED PARAPET JOINT TREATMENT AG
N. T. S.

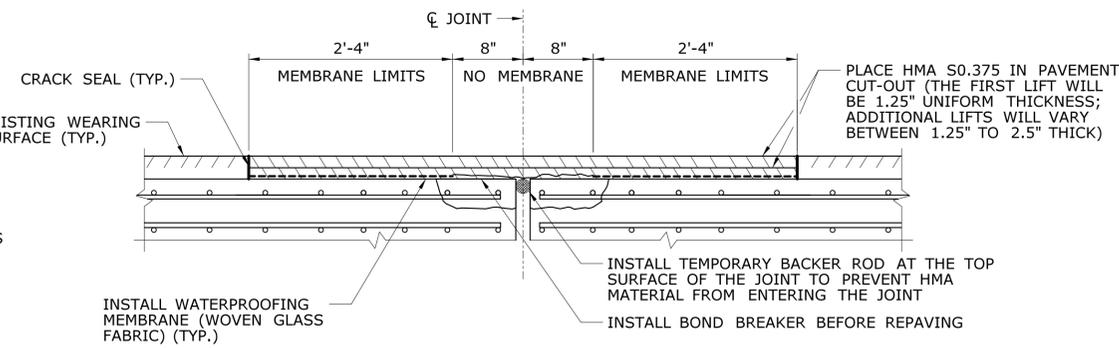


SECTION - PROPOSED MEDIAN JOINT TREATMENT AG
N. T. S.

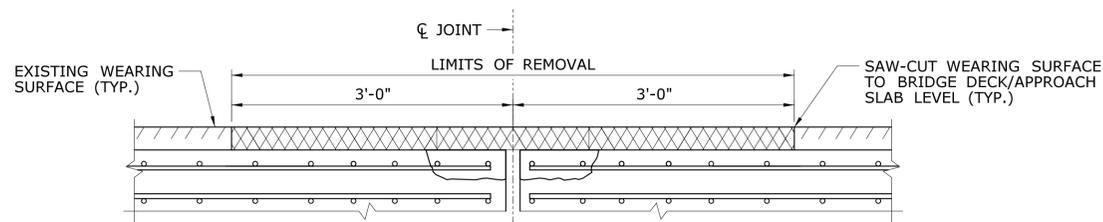
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CHECKED BY: JPC						
SCALE AS NOTED		Filename: ...S-10_15.12.28_APJ Parapet Joint Details 2.dgn	DRAWING TITLE: APJ MEDIAN/PARAPET DETAILS 2		SHEET NO. 04.10	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015		



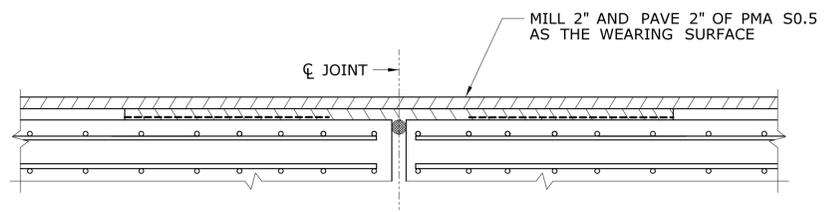
EXISTING CONDITION
N.T.S.



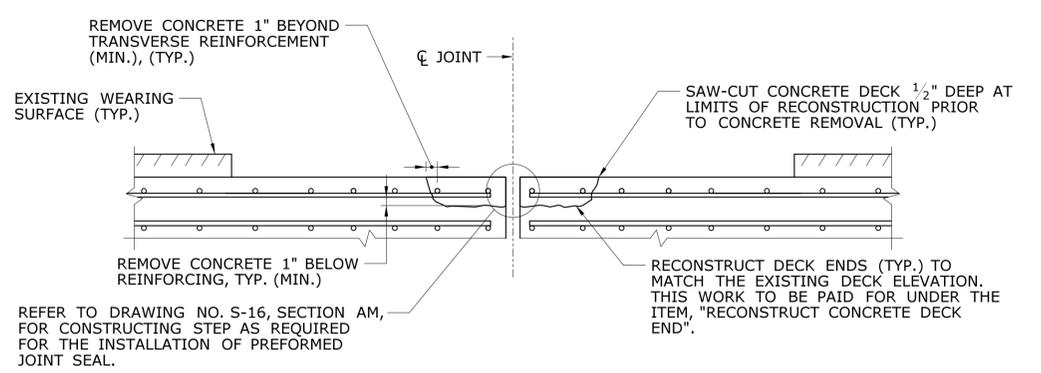
PLACEMENT OF PAVEMENT IN JOINT CUTOUT (STEPS 5-9)
N.T.S.



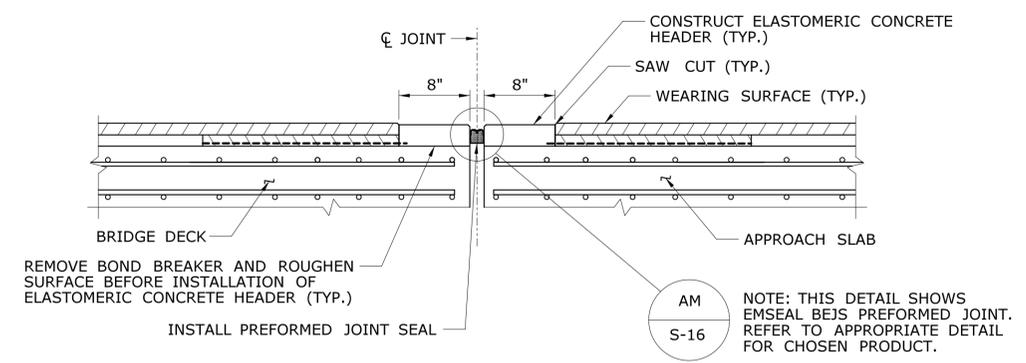
JOINT AND PAVEMENT REMOVAL (STEPS 1-3)
N.T.S.



MILLING AND PAVING (STEPS 10-11)
N.T.S.



CONCRETE REPAIR (STEP 4)
N.T.S.



FINAL CONDITION (STEPS 12-14)
N.T.S.

SUGGESTED SEQUENCE OF WORK

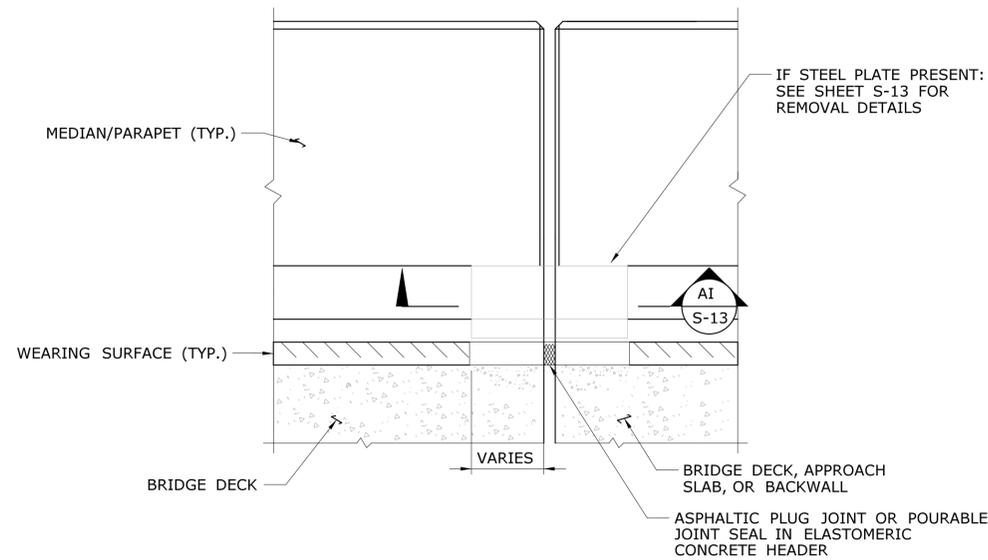
- STEP 1: CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE (AT THE FOUR CORNERS OF THE BRIDGE) AND THE CROWN (AT THE BEGINNING AND END OF THE BRIDGE). A MINIMUM OF SIX REPRESENTATIVE DEPTH MEASUREMENTS SHALL BE TAKEN PER BRIDGE AT THESE LOCATIONS TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK ENDS (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2. ADDITIONAL MEASUREMENTS SHALL BE TAKEN IF NEEDED IN ACCORDANCE TO SPECIAL PROVISION OF RECONSTRUCT CONCRETE DECK ENDS. CONTRACTOR SHALL ALSO MEASURE THE DECK JOINT GAP OPENING FOR SIZING OF EMSEAL. ORDERING OF EMSEAL REQUIRES A MINIMUM OF THREE WEEKS.
- STEP 2: SAW-CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT TO BE INCLUDED FOR PAYMENT UNDER THE ITEM, "RECONSTRUCT CONCRETE DECK END". EACH SAW-CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE JOINT. SAW-CUT SHALL NOT DAMAGE EXISTING BRIDGE DECK OR APPROACH SLAB.
- STEP 3: REMOVE EXISTING PAVEMENT, JOINT MATERIAL, AND ANY OF THE FOLLOWING: ELASTOMERIC CONCRETE HEADER, BACKER ROD, AND/OR BRIDGING PLATE; WITHIN THE LIMITS SHOWN TO BE PAID FOR UNDER THE ITEM "RECONSTRUCT CONCRETE DECK END".
- STEP 4: REPAIR DETERIORATED CONCRETE AS NEEDED TO BE PAID UNDER "RECONSTRUCT CONCRETE DECK END".
- STEP 5: INSTALL TEMPORARY BACKER ROD FLUSH WITH THE BRIDGE DECK AND APPROACH SLAB.
- STEP 6: PLACE TEMPORARY PAVEMENT IN JOINT CUT-OUT AS REQUIRED (REFER TO DRAWING NO. S-2 - JOINT BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS) TO BE PAID UNDER "HMA S0.375".
- STEP 7: INSTALL WATERPROOFING MEMBRANE (WOVEN GLASS FABRIC) TO THE TOP OF BRIDGE DECK AND APPROACH SLAB WITHIN THE LIMITS SHOWN.
- STEP 8: PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW-CUT LINES AND STAGE CONSTRUCTION SAW-CUT LINES.
- STEP 9: PLACE HMA S0.375 IN THE JOINT CUTOUT.
- STEP 10: MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTH(S).
- STEP 11: PAVE TOP COURSE ON ROADWAY AND BRIDGE. REFER TO HIGHWAY PLANS FOR PAVEMENT TREATMENT.
- STEP 12: CUT PAVEMENT FULL DEPTH AT 8" FROM DECK ENDS AND REMOVE BACKER ROD AND ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "ELASTOMERIC CONCRETE HEADER".
- STEP 13: CONSTRUCT ELASTOMERIC CONCRETE HEADERS TO BE PAID FOR UNDER THE ITEM "ELASTOMERIC CONCRETE HEADER".
- STEP 14: INSTALL PREFORMED JOINT SEAL ACCORDING TO DRAWING S-16 TO BE PAID FOR UNDER "PREFORMED JOINT SEAL".
- STEP 15: INSTALL CRACK SEAL AT CURB LINE ALONG THE LENGTH OF THE BRIDGE, BOTH SIDES. SEE DRAWING NO. S-19 FOR CRACK SEAL DETAIL.

INSTALLATION OF PREFORMED JOINT SEAL



N.T.S.

DESIGNER/DRAFTER: PMS	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT	PROJECT NO. 050-219
CHECKED BY: JPC				DRAWING TITLE: PREFORMED JOINT SEAL DETAILS	DRAWING NO. S-11
SCALE AS NOTED	Plotted Date: 12/31/2015	APPROVED BY: 			SHEET NO. 04.11
REV. DATE	REVISION DESCRIPTION	SHEET NO.			



**ELEVATION - EXISTING JOINT
AT MEDIAN AND PARAPET**

NOT TO SCALE

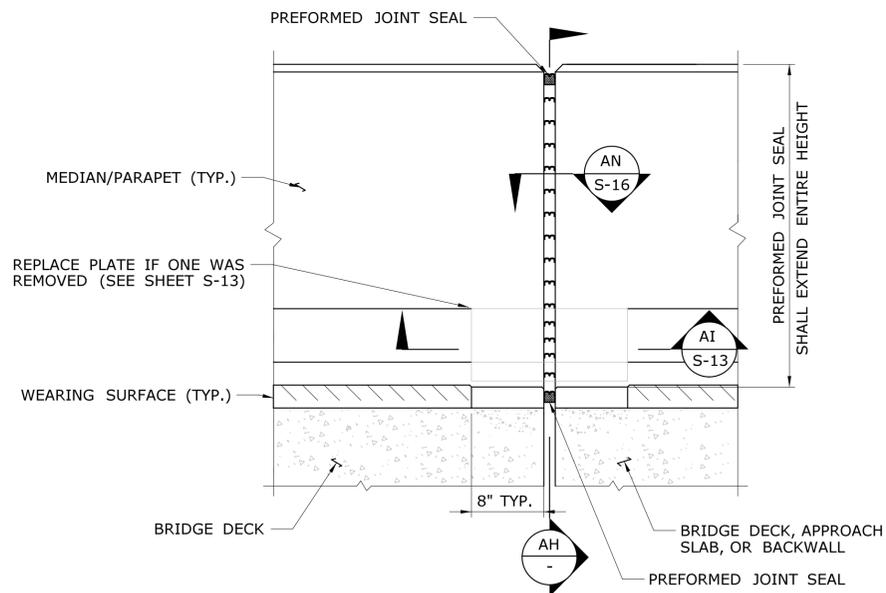
NOTES:

ANY EXISTING BACKER ROD AND JOINT SEALANT SHALL BE COMPLETELY REMOVED PRIOR TO INSTALLING NEW JOINT SEAL. STEEL PLATES, IF PRESENT, SHALL BE REMOVED AND SALVAGED ACCORDING TO SHEET S-13.

CURB SECTION OF MEDIAN/PARAPET SHALL BE RECONSTRUCTED FULL WIDTH OF STEEL PLATE OR ELASTOMERIC CONCRETE HEADER, WHICHEVER IS LARGER, REFER TO SHEET S-14. GAP WIDTH SHALL BE CONSTRUCTED TO MATCH THE OPENING IN THE DECK.

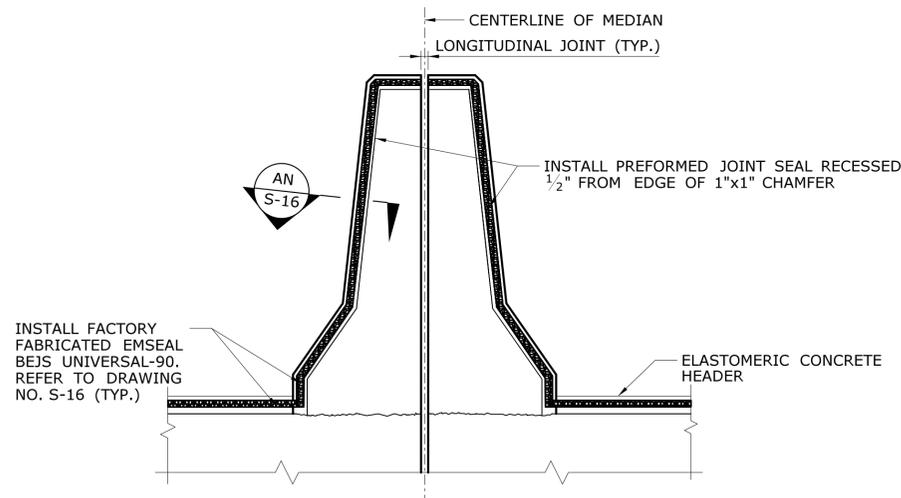
SURFACES OF CONCRETE ALONG JOINT SHALL BE CLEANED BY ABRASIVE BLAST CLEANING. SURFACES TO WHICH EPOXY ADHESIVE WILL ADHERE SHALL BE FREE OF DUST AND LOOSE OR DETERIORATED CONCRETE BEFORE INSTALLING PREFORMED JOINT SEAL.

STEEL PLATES SHOULD BE REINSTALLED OVER JOINT OPENING WITH NEW SCREWS. CARE SHOULD BE TAKEN TO ENSURE THE EXPOSED EDGE OF THE SLIDING STEEL PLATE IS FACING AWAY FROM THE DIRECTION OF TRAVEL ON BOTH MEDIAN/PARAPET.



**ELEVATION - PROPOSED JOINT TREATMENT
AT CENTERED MEDIAN AND PARAPET**

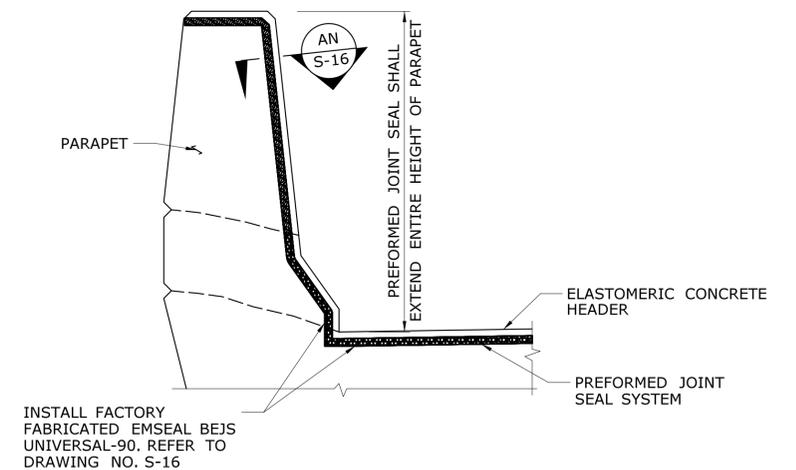
NOT TO SCALE



SECTION - PROPOSED JOINT AT MEDIAN

NOT TO SCALE

NOTE:
STEEL PLATE NOT SHOWN;
SEE S-13 IF PRESENT

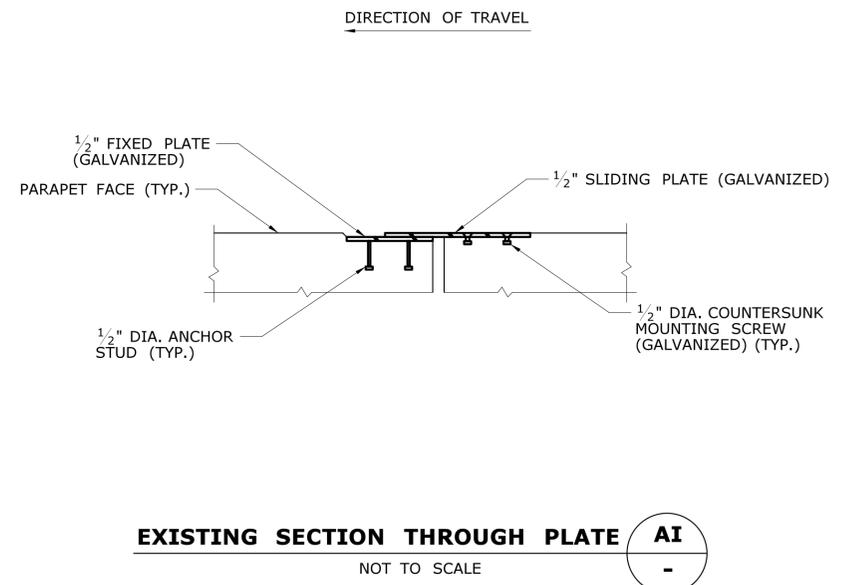
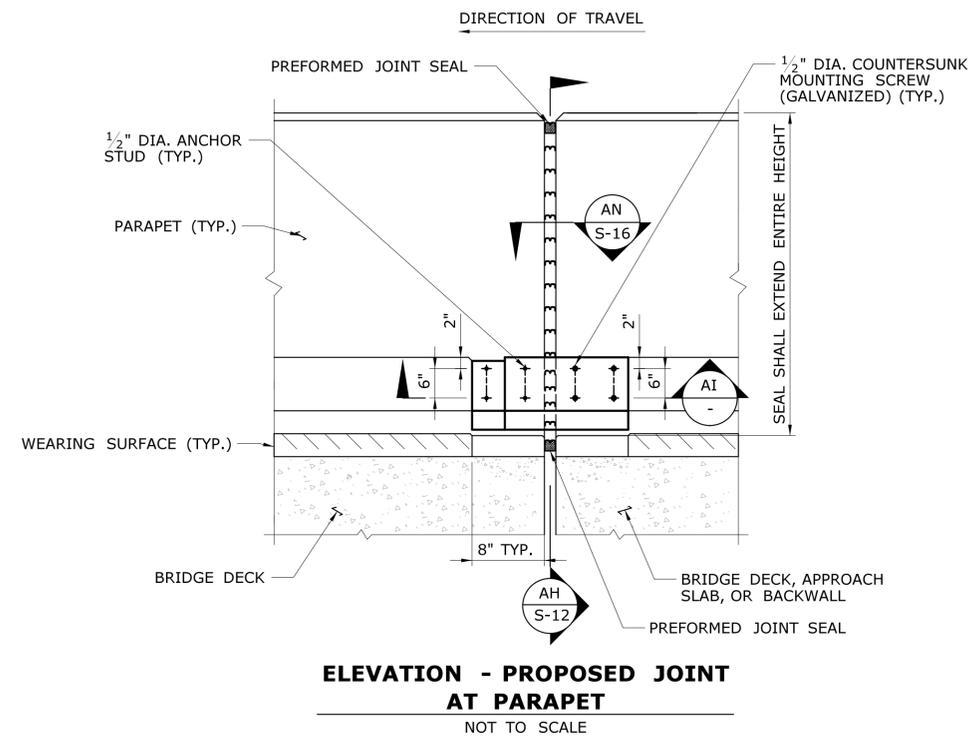
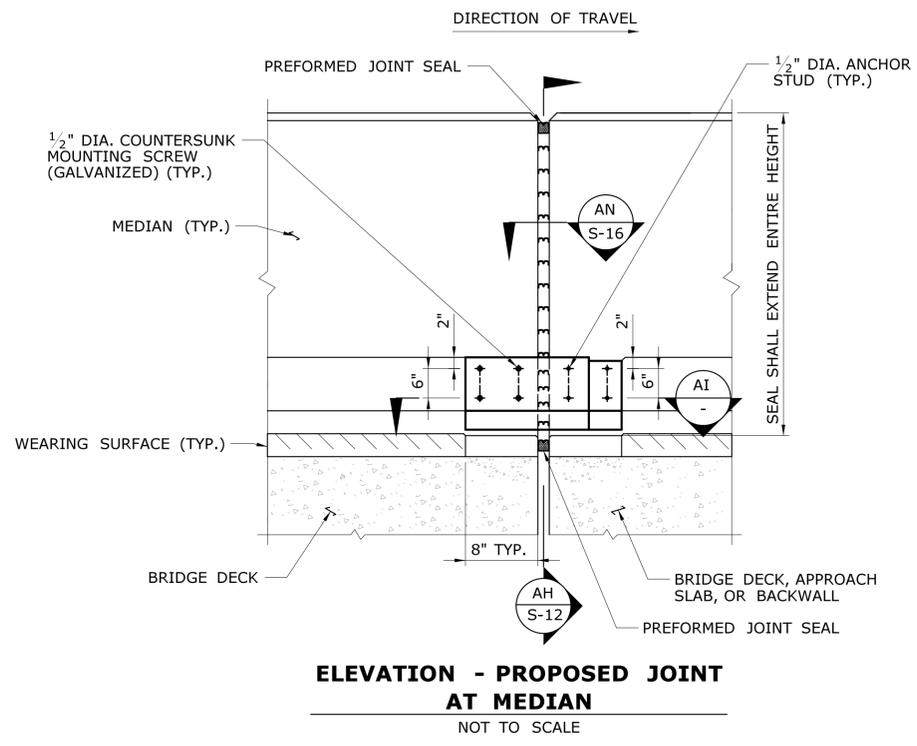


SECTION - PROPOSED JOINT AT PARAPET

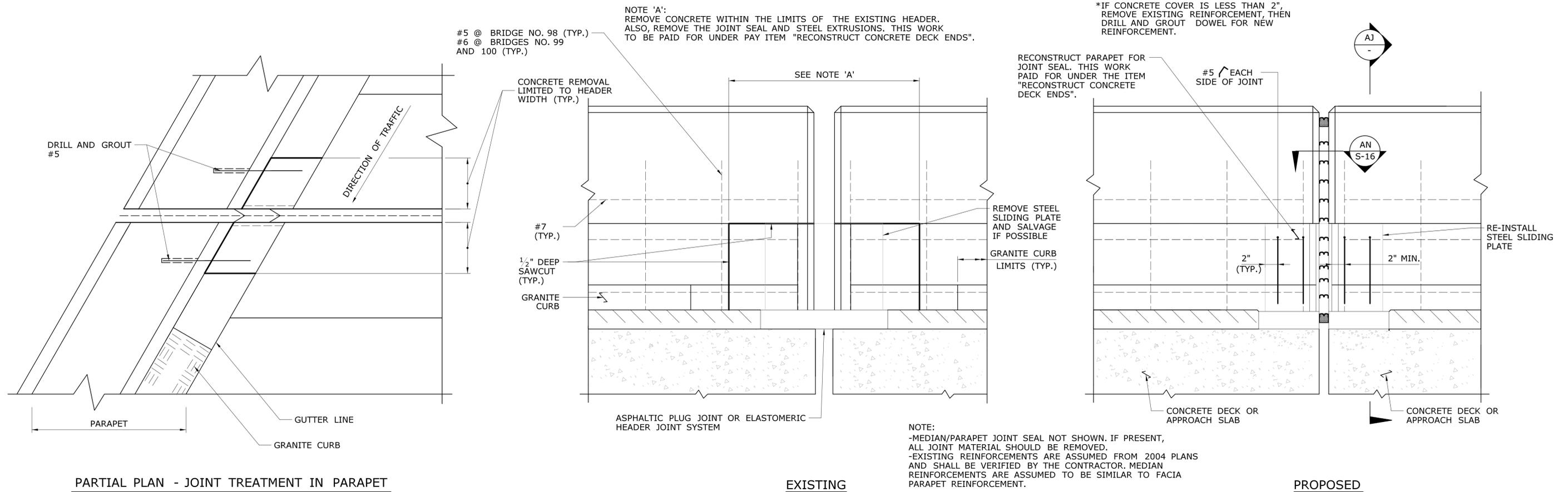
NOT TO SCALE

NOTE:
STEEL PLATE NOT SHOWN;
SEE S-13 IF PRESENT

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: PMS CHECKED BY: JPC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...S-12_15.12.28_Prefomed Median and Parapet Joint Details 1.dgn	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT DRAWING TITLE: PREFORMED JOINT SEAL MEDIAN/PARAPET DETAILS 1	PROJECT NO. 050-219 DRAWING NO. S-12 SHEET NO. 04.12
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015			



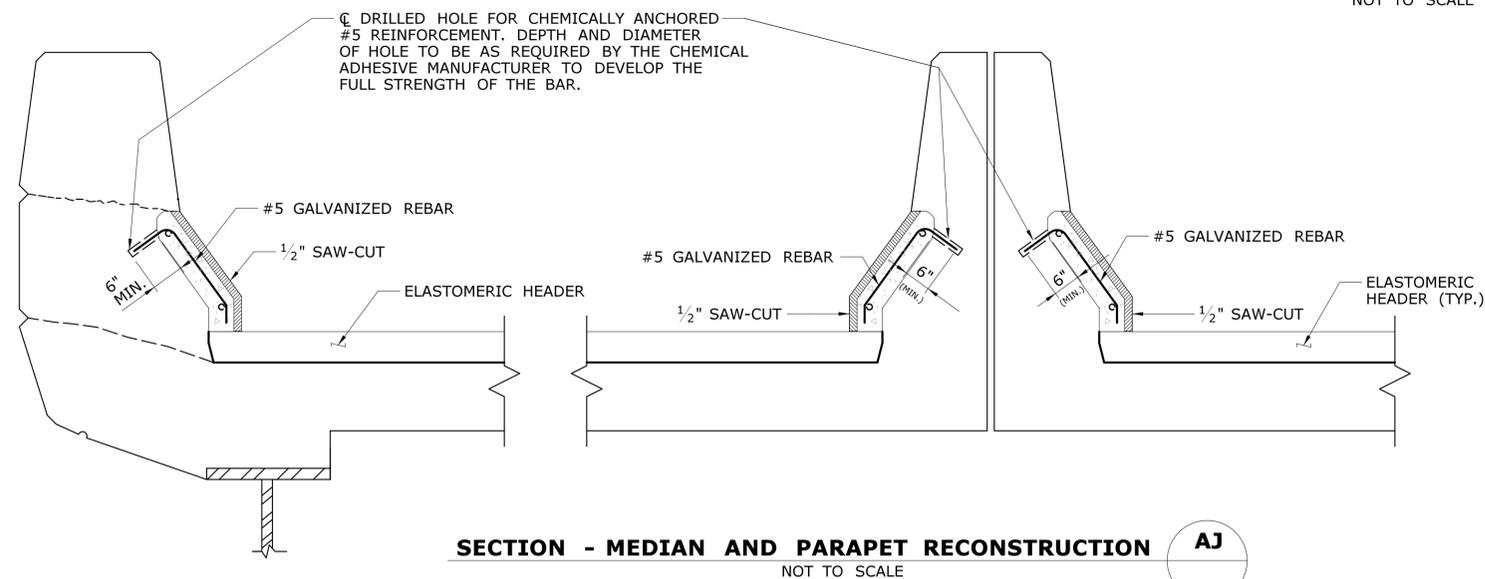
			THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: PMS CHECKED BY: JPC SCALE AS NOTED	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION <small>Filename: ...S-13_15.12.15_SteelPlate on Median and Parapet.dgn</small>	SIGNATURE/BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT	PROJECT NO. 050-219
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015				DRAWING NO. S-13	SHEET NO. 04.13
								MEDIAN/PARAPET SLIDING PLATE DETAILS	



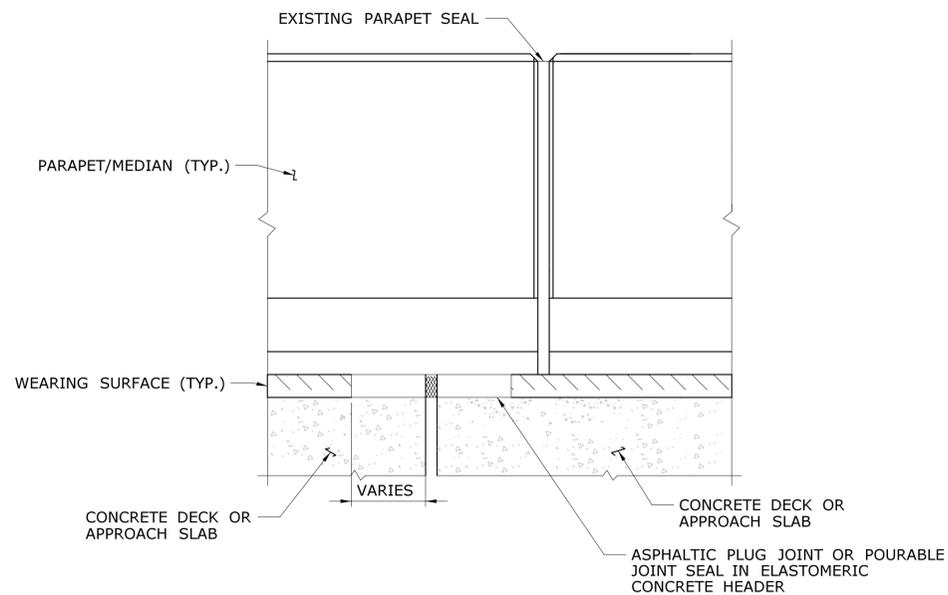
JOINT TREATMENT IN MEDIAN AND PARAPET

NOT TO SCALE

NOTE:
PRIOR TO INSTALLING THE PREFORMED JOINT SEAL, REMOVE EXISTING JOINT MATERIAL. CLEAN JOINT SIDES BY ABRASIVE BLAST CLEANING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK WILL BE PAID FOR UNDER THE ITEM "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".

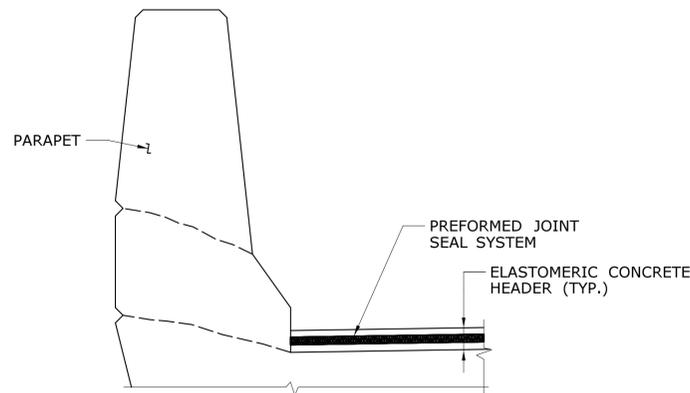


THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: PMS CHECKED BY: JPC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...S-14_15.12.15.Median and Parapet Reconstruction.dgn	SIGNATURE/BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT DRAWING TITLE: MEDIAN/PARAPET RECONSTRUCTION DETAILS	PROJECT NO. 050-219 DRAWING NO. S-14 SHEET NO. 04.14
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015			



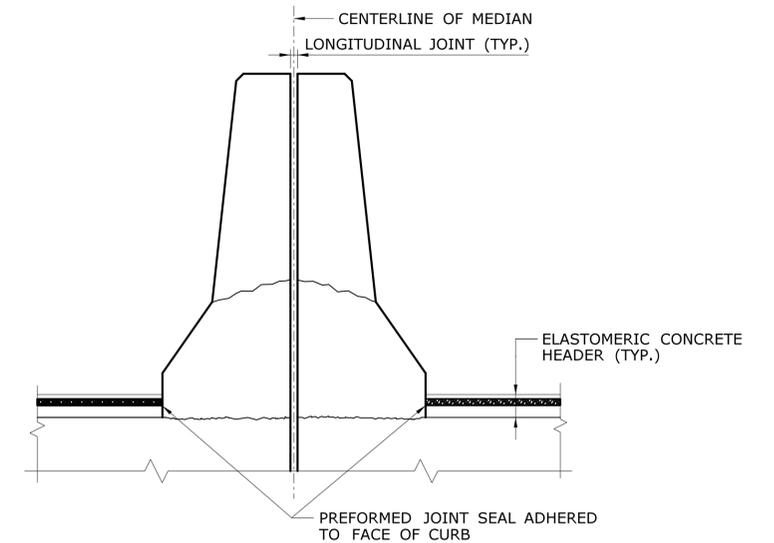
ELEVATION - EXISTING JOINT AT MEDIAN AND PARAPET

NOT TO SCALE



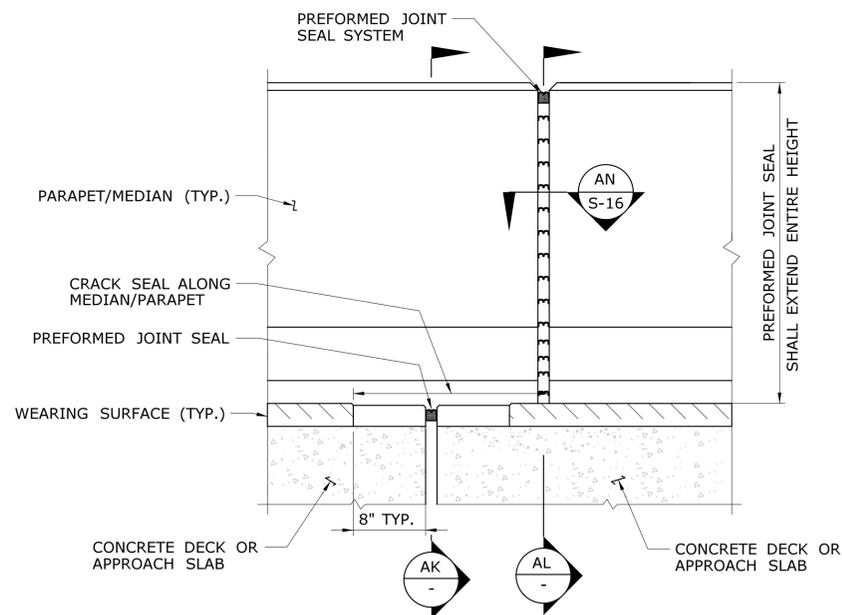
SECTION - PROPOSED DECK JOINT AT PARAPET AK

NOT TO SCALE
NOTE: EMSEAL BEJS SHOWN



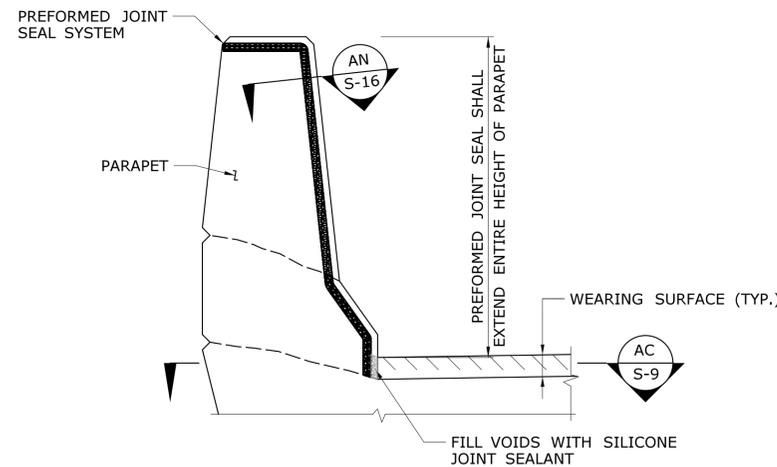
SECTION - PROPOSED DECK JOINT AT MEDIAN AK

NOT TO SCALE



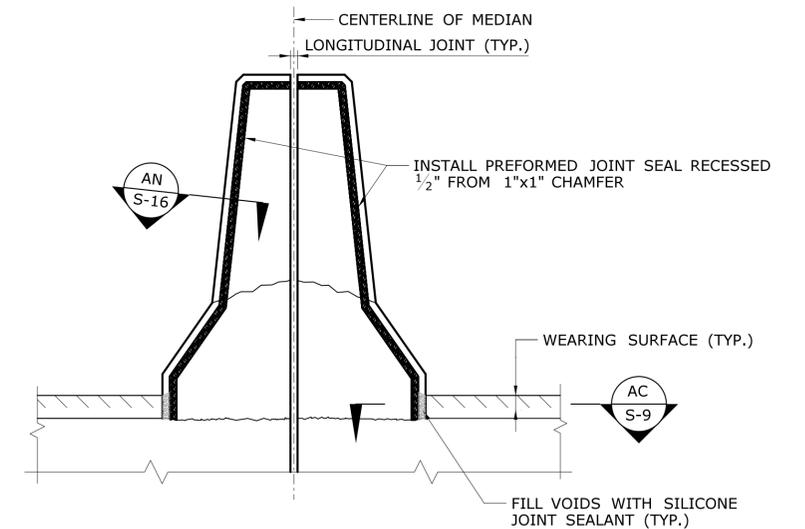
ELEVATION - PROPOSED JOINT TREATMENT AT OFF-SET MEDIAN AND PARAPET

NOT TO SCALE
NOTE: EMSEAL SHOWN



SECTION - PROPOSED PARAPET JOINT AL

NOT TO SCALE
NOTE: EMSEAL BEJS SHOWN



SECTION - PROPOSED MEDIAN JOINT AL

NOT TO SCALE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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.

Plotted Date: 12/31/2015

DESIGNER/DRAFTER: **PMS**
CHECKED BY: **JPC**
SCALE AS NOTED

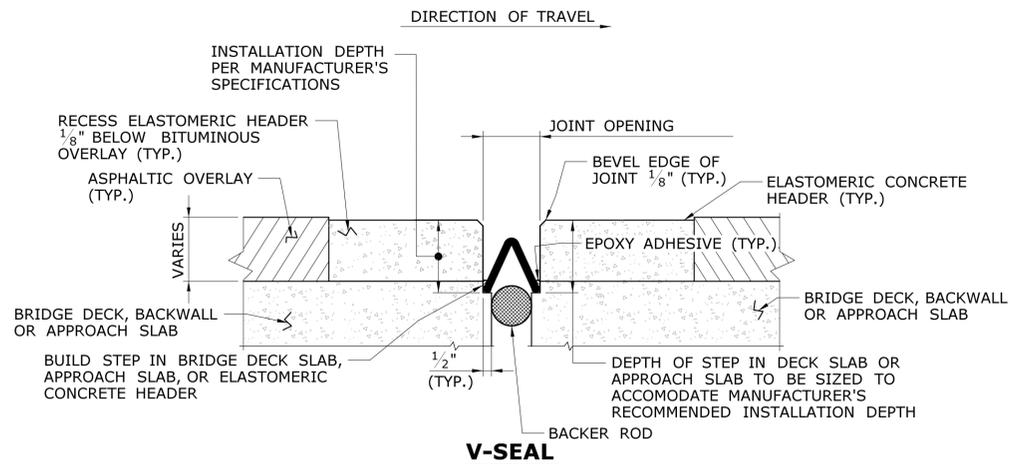


SIGNATURE/BLOCK: **OFFICE OF ENGINEERING**
APPROVED BY: *[Signature]*

PROJECT TITLE: **PAVEMENT PRESERVATION ON I-95**

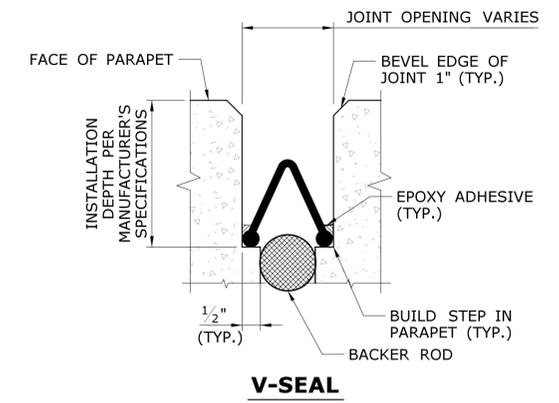
TOWN: **FAIRFIELD/BRIDGEPORT**
DRAWING TITLE: **PREFORMED JOINT SEAL MEDIAN/PARAPET DETAILS 2**

PROJECT NO. **050-219**
DRAWING NO. **S-15**
SHEET NO. **04.15**

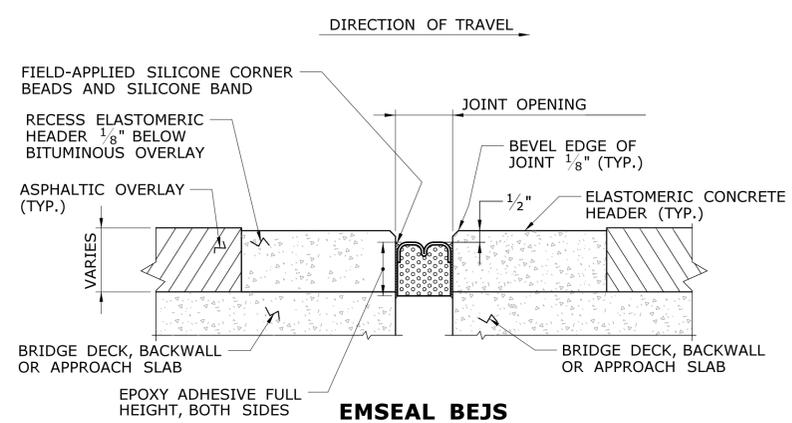


V-SEAL

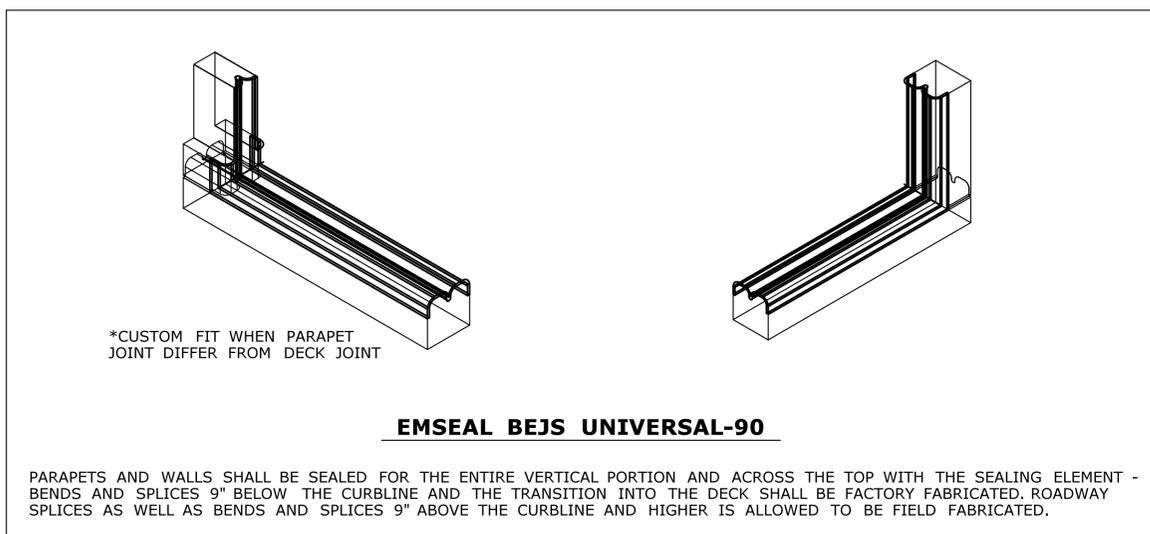
- NOTES**
1. PRIOR TO INSTALLING THE SILICONE SEALANT, CLEAN JOINT SIDES BY ABRASIVE BLAST CLEANING. DUST SHALL BE REMOVED BY THE METHOD APPROVED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR UNDER THE ITEM "PREFORMED JOINT SEAL".
 2. THE ELASTOMERIC CONCRETE HEADER AND PREFORMED JOINT SEAL SHALL BE INSTALLED AFTER THE PAVEMENT HAS BEEN PLACED ON THE BRIDGE AND THE DESIGNATED AREA HAS BEEN SAW CUT AND REMOVED.
 3. THE ELASTOMERIC CONCRETE HEADER SHALL BE BEVELED $\frac{1}{8}$ " ALONG THE OPENING OF THE JOINT AND SHALL BE RECESSED $\frac{1}{8}$ " BELOW THE BITUMINOUS OVERLAY.
 4. THE CONTRACTOR IS RESPONSIBLE FOR MEASURING THE JOINT GAP WIDTHS IN BOTH, THE BRIDGE DECKS AND THE PARAPETS, IN ACCORDANCE TO THE "PREFORMED JOINT SEAL" SPECIFICATION. THE MEASUREMENTS SHOULD ALSO INCLUDE THE MINIMUM AND MAXIMUM BRIDGE DECK JOINT WIDTH ALONG THE JOINT TO DETERMINE THE APPROPRIATELY SIZED JOINT SEAL. THE CONTRACTOR SHALL SUBMIT ALL MEASUREMENTS TO THE DESIGN ENGINEER. THE DESIGN ENGINEER SHALL SELECT THE APPROPRIATE JOINT SIZE BASED ON THE MEASUREMENTS RECEIVED FROM THE CONTRACTOR. IN ADDITION, THE CONTRACTOR SHALL SEND "QUALITY CONTROL PLAN" TO THE DESIGN ENGINEER FOR THE REVIEW AND COMMENT FOR THE INSTALLATION OF THE SELECTED JOINT SYSTEM. THE DESIGN ENGINEER SHALL RECEIVE THE JOINT GAP WIDTH MEASUREMENT AND THE "QUALITY CONTROL PLAN" AT LEAST 30 DAYS PRIOR TO START OF WORK.



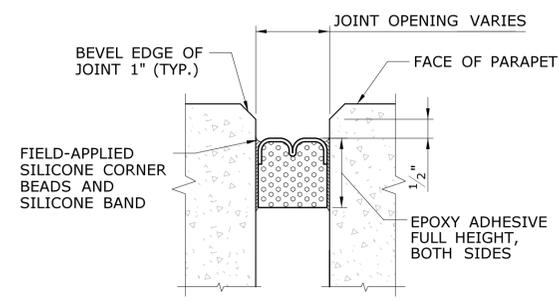
V-SEAL



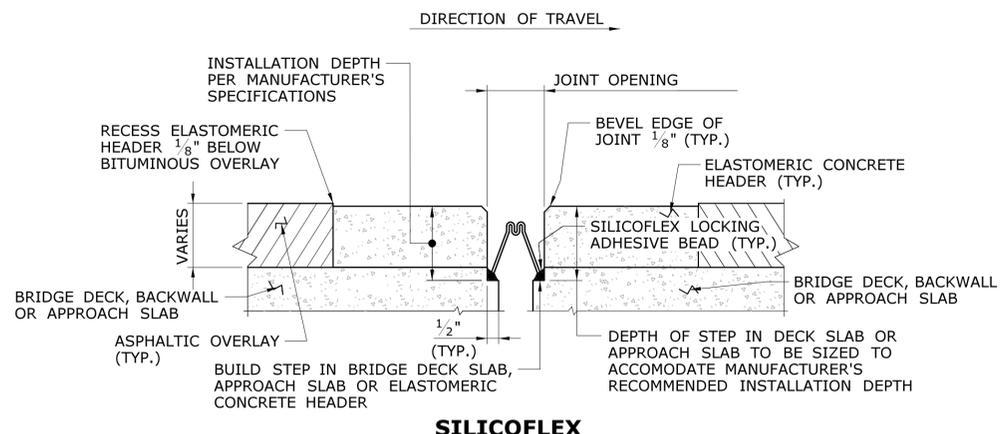
EMSEAL BEJS



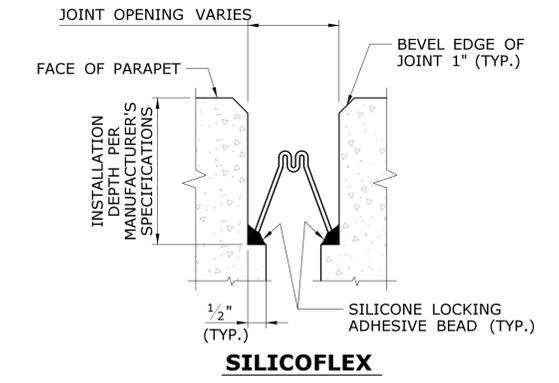
EMSEAL BEJS UNIVERSAL-90



EMSEAL BEJS



SILICOFLEX



SILICOFLEX

SECTION - PREFORMED JOINT SEAL IN BRIDGE DECK
NOT TO SCALE



SECTION - PREFORMED JOINT SEAL IN MEDIAN OR PARAPET
NOT TO SCALE



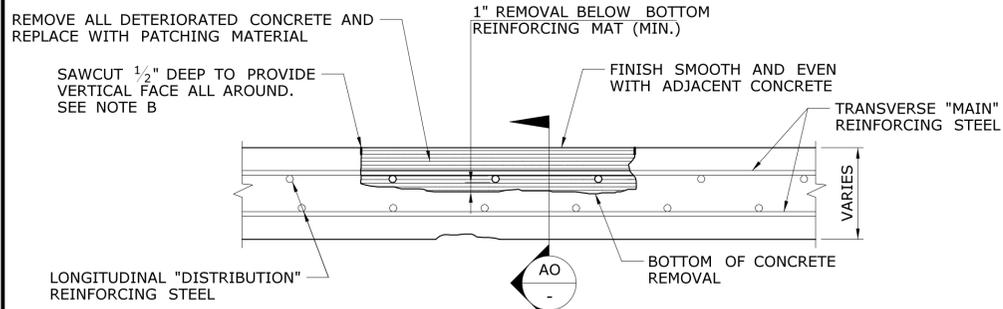
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: PMS CHECKED BY: JPC SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...S-16_15.12.28_Preform_Deck_and_Parapet_Joint_Cross_Sec_.dgn	SIGNATURE/BLOCK: OFFICE OF ENGINEERING APPROVED BY: 	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT DRAWING TITLE: PREFORMED JOINT SEAL CROSS SECTIONS	PROJECT NO. 050-219 DRAWING NO. S-16 SHEET NO. 04.16
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015			

NOTES: DECK AND APPROACH SLAB PATCHING

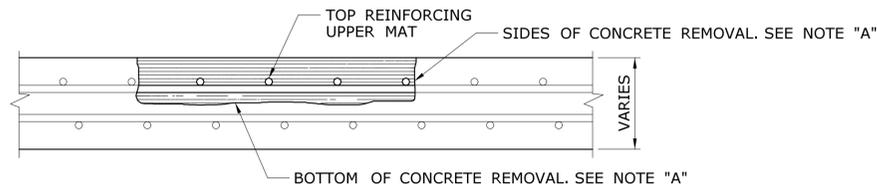
- NOTE A THE CONCRETE SURFACES AND REINFORCING STEEL IN PARTIAL DEPTH PATCHES SHALL BE WATER BLASTED, FOLLOWED BY AIR BLASTING IN ORDER TO REMOVE ALL LOOSE PARTICLES AND DUST. ALL COMPRESSED AIR SOURCES SHALL HAVE PROPERLY SIZED AND DESIGNED OIL SEPARATORS ATTACHED AND FUNCTIONAL TO ALLOW DELIVERED AIR 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" OR "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)" AS APPLICABLE
- 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 OVERLAY, 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.

NOTES FOR DEFECTIVE DECK AND APPROACH SLAB REINFORCEMENT

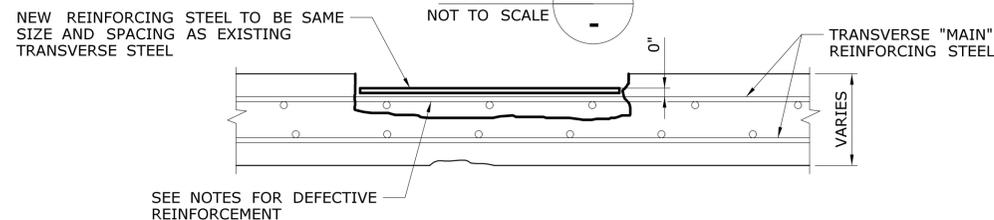
- AFTER REMOVAL OF DETERIORATED DECK AND APPROACH SLAB CONCRETE, IF THE REINFORCEMENT IS FOUND TO BE DEFECTIVE IT SHALL BE REINFORCED BY SPlicing A NEW REINFORCEMENT BAR TO THE DEFECTIVE BAR WITHIN THE LIMITS OF THE REPAIR LOCATION.
THE EXISTING REINFORCEMENT SHALL BE REINFORCED WHEN:
 - THE REINFORCING HAS LOST 25% OR MORE OF ITS ORIGINAL CROSS SECTIONAL AREA.
 - THE REINFORCING IS BROKEN.
 - WHEN ORDERED BY THE ENGINEER.
- ALL EXPOSED REINFORCING STEEL TO REMAIN SHALL BE THOROUGHLY CLEANED AND REUSED.
- THE CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1" BELOW THE NEW BARS.
- MATCH EXISTING BAR SIZES AND SPACING FOR THE TRANSVERSE (MAIN) BARS. SEE DRAWING S-18 FOR "EXISTING STEEL REINFORCEMENT SCHEDULE"
- SUPPLEMENTAL REINFORCEMENT SHALL MATCH EXISTING (COATED OR UNCOATED) AND SHALL CONFORM TO ASTM A615, GRADE 60.
- THE COST OF CLEANING EXISTING REINFORCEMENT, AND THE COST OF FURNISHING AND INSTALLING NEW REINFORCEMENT, SHALL BE PAID FOR UNDER ITEM "RECONSTRUCT CONCRETE DECK ENDS", "PARTIAL DEPTH PATCH" OR "FULL DEPTH PATCH (HIGH EARLY STRENGTH CONCRETE)" AS APPLICABLE.



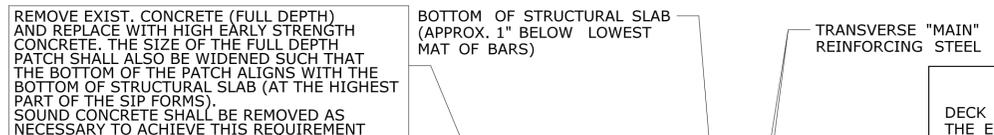
TYPICAL PARTIAL DEPTH PATCH REPAIR



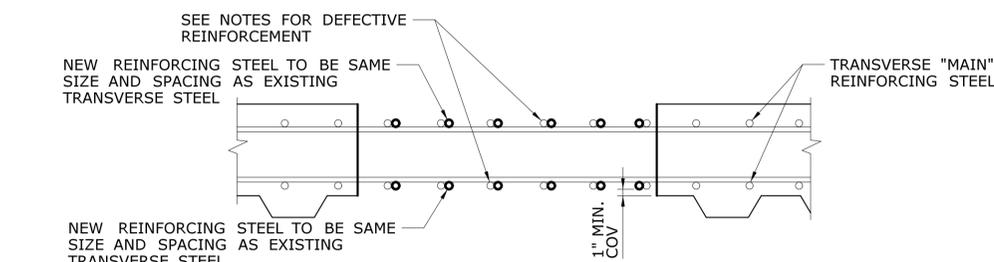
SECTION AO
NOT TO SCALE



DETAILS FOR DEFECTIVE REINFORCEMENT (PARTIAL DEPTH PATCHES)



TYPICAL FULL DEPTH PATCH REPAIR

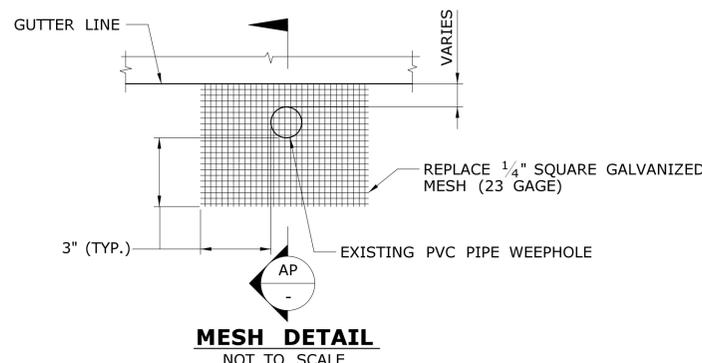


DETAILS FOR DEFECTIVE REINFORCEMENT (FULL DEPTH PATCHES)

WEEPHOLE NOTES

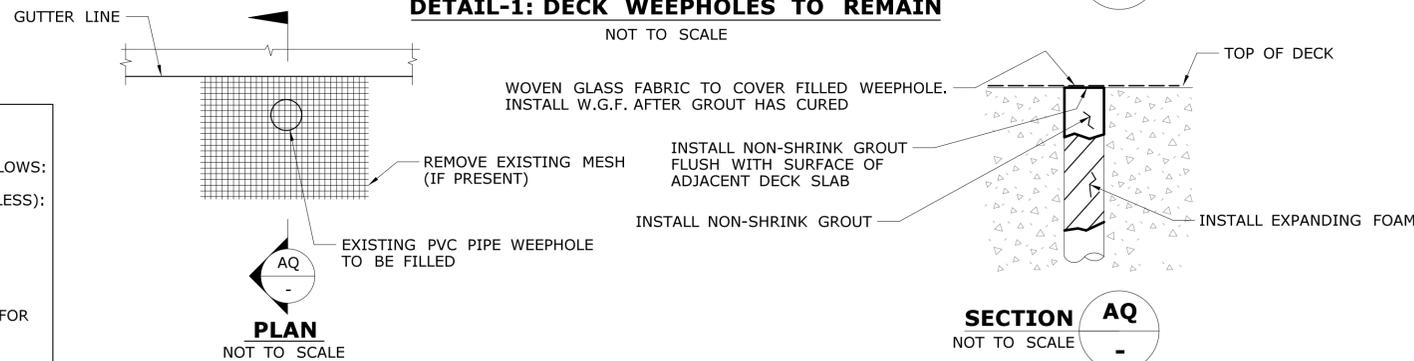
DECK WEEPHOLES EXPOSED AFTER REMOVAL OF THE EXISTING WEARING SURFACE SHALL BE TREATED AS FOLLOWS:

- WEEPHOLES ADJACENT TO EXPANSION JOINTS (2' AWAY OR LESS); SHALL BE REHABILITATED AS INDICATED IN DETAIL-1. THE WORK IN DETAIL-1 SHALL BE PAID FOR UNDER ITEM "PMA S0.25".
- ALL OTHER WEEPHOLES: SHALL BE FILLED AS INDICATED IN DETAIL-2. THE WORK IN DETAIL-2 SHALL BE CONSIDERED INCLUDED FOR PAYMENT UNDER ITEM "PARTIAL DEPTH PATCH"



MESH DETAIL
NOT TO SCALE

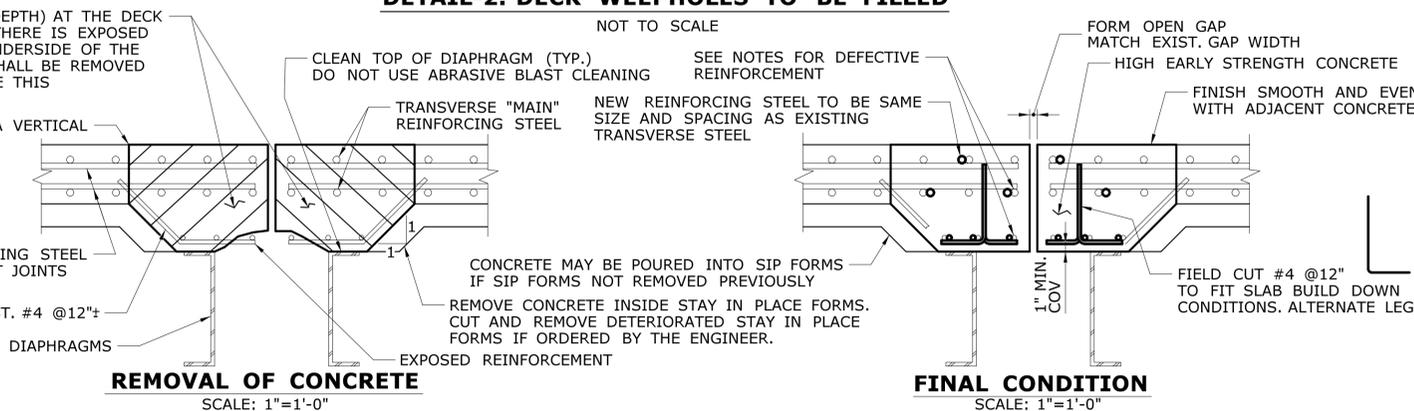
DETAIL-1: DECK WEEPHOLES TO REMAIN



DETAIL-2: DECK WEEPHOLES TO BE FILLED

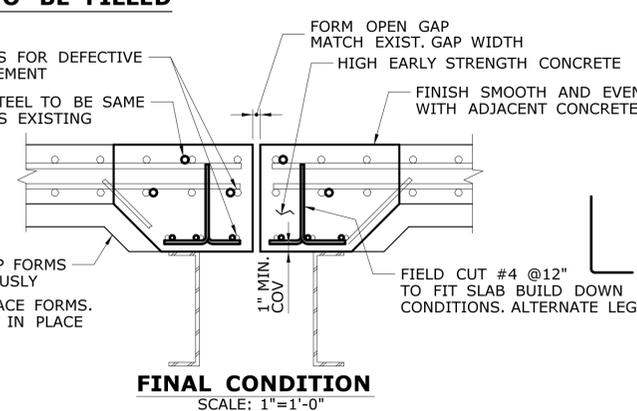
REMOVE CONCRETE (FULL DEPTH) AT THE DECK JOINT LOCATIONS WHERE THERE IS EXPOSED REINFORCEMENT AT THE UNDERSIDE OF THE DECK. SOUND CONCRETE SHALL BE REMOVED AS NECESSARY TO ACHIEVE THIS REQUIREMENT

SAWCUT 1/2" DEEP TO PROVIDE A VERTICAL FACE ALL AROUND. SEE NOTE B



REMOVAL OF CONCRETE
SCALE: 1"=1'-0"

FULL DEPTH PATCH REPAIRS AT DECK JOINTS



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

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 12/31/2015

DESIGNER/DRAFTER: **PMS**
CHECKED BY: **JPC**

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

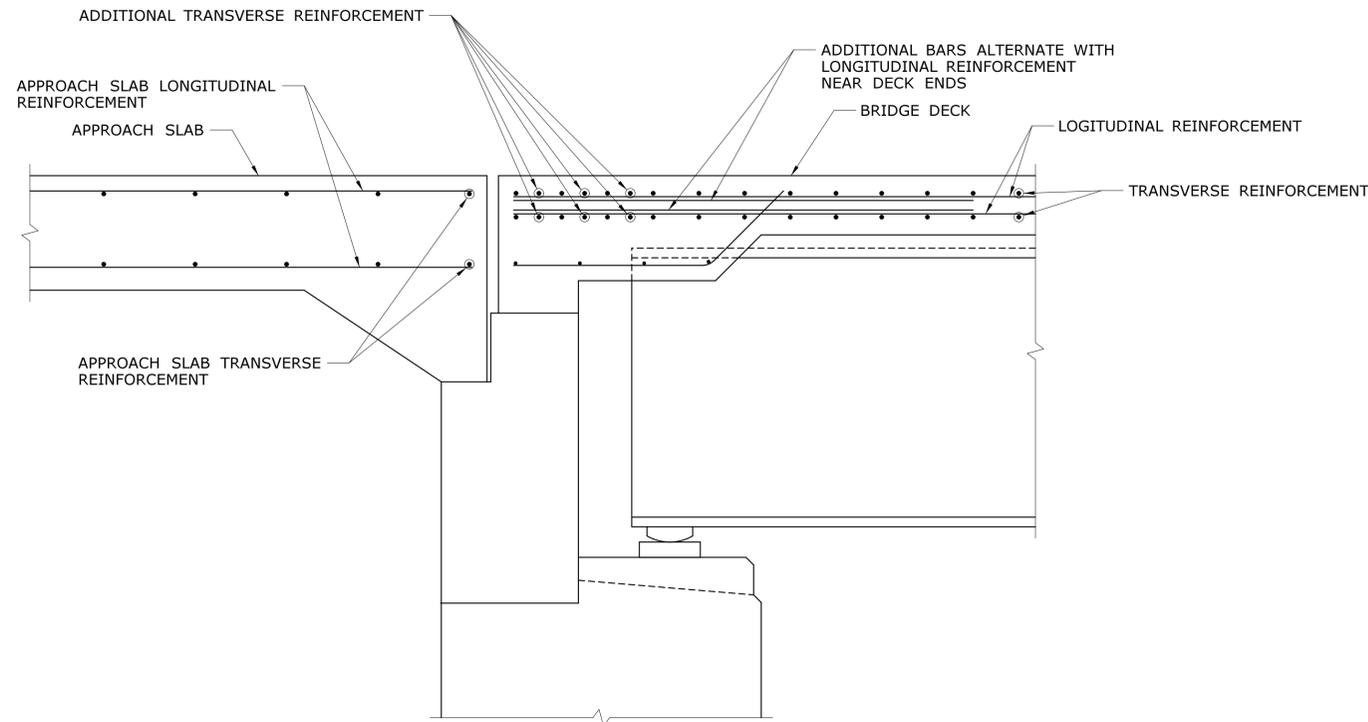
SCALE AS NOTED

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

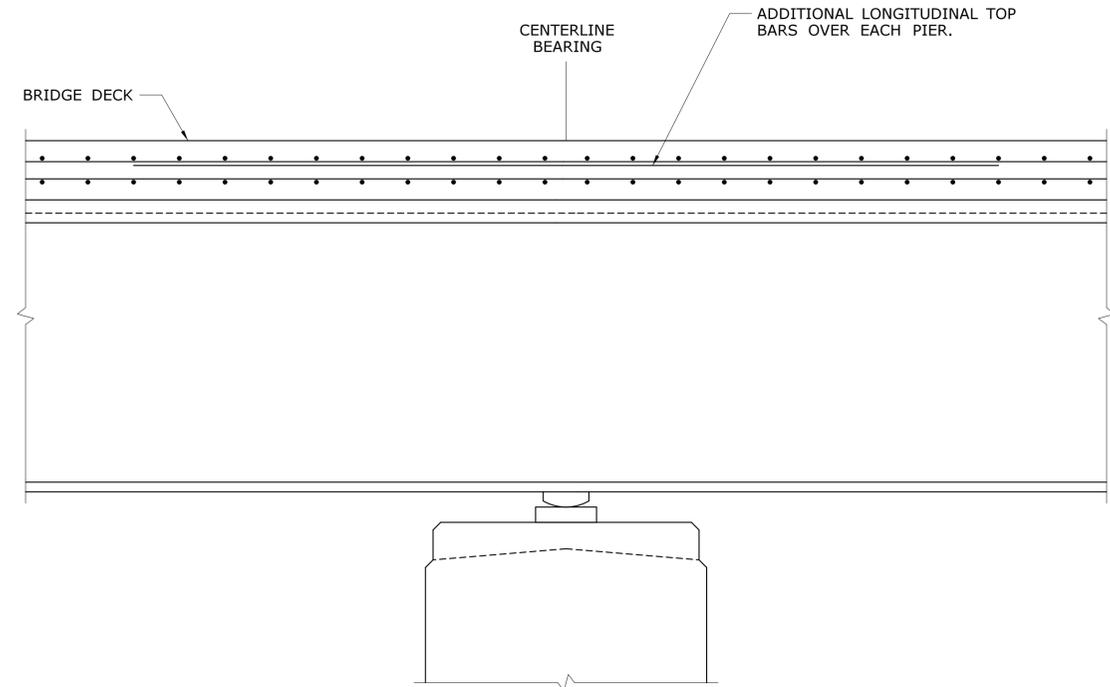
PROJECT TITLE: **PAVEMENT PRESERVATION ON I-95**

TOWN: **FAIRFIELD/BRIDGEPORT**
DRAWING TITLE: **DECK PATCHING DETAILS**

PROJECT NO. **050-219**
DRAWING NO. **S-17**
SHEET NO. **04.17**



TYPICAL EXISTING REINFORCEMENT AT ABUTMENT
N.T.S.



EXISTING REINFORCEMENT AT PIERS BRIDGE NO. 00099
N.T.S.

EXISTING DECK AND APPROACH SLAB REINFORCEMENT

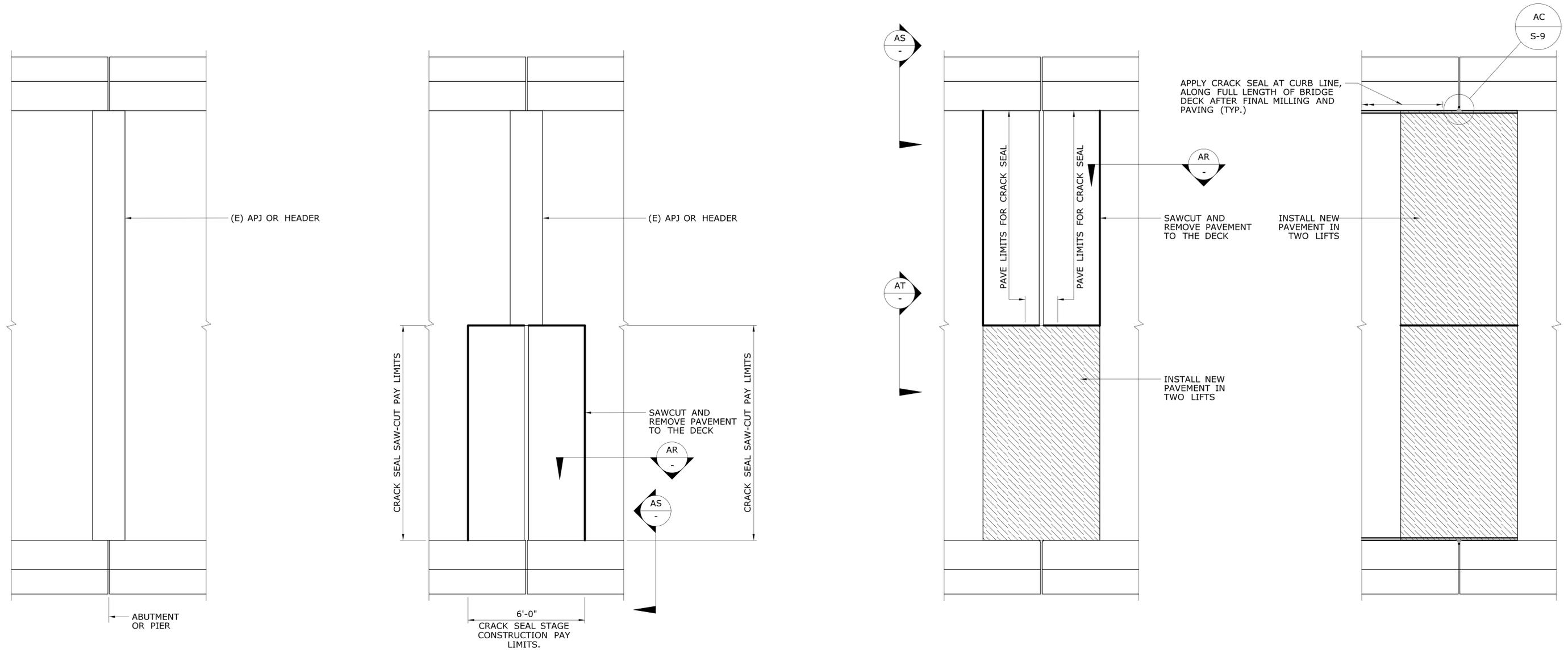
STEEL REINFORCEMENT LAP SPLICES TOP TRANSVERSE BARS	
BAR SIZE	STRAIGHT BAR SPLICE (IN.)
4	9
5	12
6	14
7	16
8	18

STEEL REINFORCEMENT LAP SPLICES BOTTOM TRANSVERSE BARS	
BAR SIZE	STRAIGHT BAR SPLICE (IN.)
4	20
5	25
6	30
7	35
8	40

Bridge No.	BRIDGE DECK				APPROACH SLAB			
	Longitudinal		Traverse		Longitudinal		Traverse	
	Top Bars	Bottom Bars	Top Bars	Bottom Bars	Top Bars	Bottom Bars	Top Bars	Bottom Bars
00090	#4 at 12"	#5/#9 at 15"	#5 at 6"	#5 at 6"				
Additional Bars								
00091	#4 at 12"	#5 at 15"	#5 at 6"	#5 at 6"				
Additional Bars								
00092	#4 at 12"	#5 at 15"	#5 at 6"	#5 at 6"				
Additional Bars								
00093	#4 at 12"	#5 at 15"	#5 at 6"	#5 at 6"				
Additional Bars								
00094	#4 at 12"	#5 at 15"	#5 at 6"	#5 at 6"				
Additional Bars	#5 at 12"	#5 at 12"	3-#5 per end	3-#5 per end				
00095	#4 at 12"	#5 at 15"	#5 at 6"	#5 at 6"				
Additional Bars								
00096	#4 at 12"	11 - #5 per bay	#6 at 8"	#6 at 8"	#8 at 6"	#8 at 6"	#5 at 12"	#5 at 12"
Additional Bars								
00098	#5 at 12"	11 - #5 per bay	#5 at 6"	#5 at 6"	#6 at 6"	#6 at 6"	#5 at 12"	#5 at 12"
Additional Bars								
00099	#4 at 12"	16-#5 per bay	#6 at 6"	#6 at 6"	#6 at 6"	#6 at 6"	#5 at 12"	#5 at 12"
Additional Bars	#5 at 12" x 9.8 ft.	#5 at 12" x 9.8 ft.						
Additional Bars	#7 at 12" x 153 ft.							
00100	#4 at 12"	14-#6 per bay	#6 at 6"	#6 at 6"	#6 at 6"	#6 at 6"	#5 at 12"	#5 at 12"
Additional Bars	#5 at 12" x 9.8 ft.	#5 at 12" x 9.8 ft.	#6 at 6" x 7.5 ft.					
00101	#5 at 12"	11 - #5 per bay	#5 at 6"	#5 at 6"	#8 at 6"	#8 at 6"	#5 at 12"	#5 at 12"
Additional Bars	#5 at 12" x 7.5 ft.	#5 at 12" x 7.5 ft.						
00102	#4 at 12"	10-#5 per bay	#5 at 6"	#5 at 6"	#8 at 6"	#8 at 6"	#5 at 12"	#5 at 12"
Additional Bars	#5 at 12" x 9.8 ft.	#5 at 12" x 9.8 ft.	4-#5 at 12" each end	4-#5 at 12" each end				
00103	#4 at 12"	10-#5 per bay	#5 at 6"	#5 at 6"	#8 at 6"	#8 at 6"	#5 at 12"	#5 at 12"
Additional Bars	#5 at 12" x 7.5 ft.	#5 at 12" x 7.5 ft.	4-#5 at 12"	4-#5 at 12"				
00104	#4 at 12"	15-#6 per bay	#6 at 6"	#6 at 6"	#6 at 6"	#6 at 6"	#5 at 12"	#5 at 12"
Additional Bars	#5 at 12" x 9.8 ft.	#5 at 12" x 9.8 ft.	#6 at 12"	#6 at 12"				

NO APPROACH SLAB

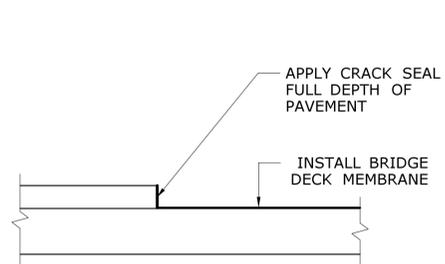
DESIGNER/DRAFTER: PMS	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK: OFFICE OF ENGINEERING	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: FAIRFIELD/BRIDGEPORT	PROJECT NO. 050-219
CHECKED BY: JPC		APPROVED BY: 	DRAWING TITLE: DECK/APPROACH SLAB EXISTING REBAR SCHEDULE	DRAWING NO. S-18	SHEET NO. 04.18
SCALE AS NOTED	Plotted Date: 12/31/2015	Filename: ...S-18_15.11.06_Existing Deck and Approach Slab Reinf..dgn			



PLAN - PAVEMENT SAWCUT, MEMBRANE & CRACK SEAL STAGED CONSTRUCTION

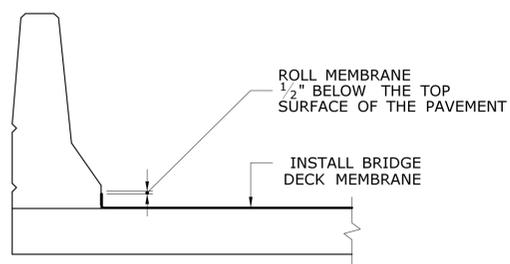
N.T.S.

NOTE:
DETAILS SHOWN ARE ONLY A SCHEMATIC STAGING PLAN. THE PURPOSE OF THE DETAILS IS TO SHOW THE INSTALLATION OF THE CRACK SEAL.



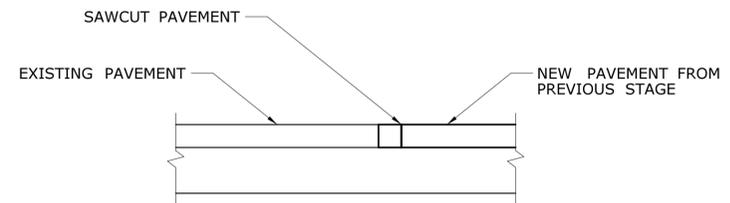
SECTION - MEMBRANE/CRACK SEAL
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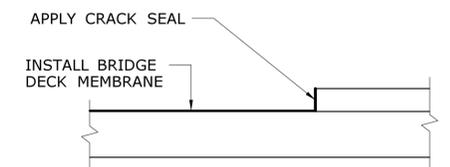
SECTION - MEMBRANE/CRACK SEAL
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SECTION - MEMBRANE/CRACK SEAL
N.T.S.

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S-9

<table border="1"> <tr> <td>REV.</td> <td>DATE</td> <td>REVISION DESCRIPTION</td> <td>SHEET NO.</td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </table>	REV.	DATE	REVISION DESCRIPTION	SHEET NO.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<p>Plotted Date: 12/31/2015</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>DESIGNER/DRAFTER: PMS</p> <p>CHECKED BY: JPC</p> <p>NOT TO SCALE</p>	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p> <p>Filename: ...S-19_15.12.29_APJ and Preformed Joint Crack Seal Details.dgn</p>	<p>SIGNATURE/BLOCK: OFFICE OF ENGINEERING</p> <p>APPROVED BY: <i>[Signature]</i></p>	<p>PROJECT TITLE: PAVEMENT PRESERVATION ON I-95</p>	<p>TOWN: FAIRFIELD/BRIDGEPORT</p> <p>DRAWING TITLE: APJ/PREFORMED JOINT CRACK SEAL DETAILS</p>	<p>PROJECT NO. 050-219</p> <p>DRAWING NO. S-19</p> <p>SHEET NO. 04.19</p>
REV.	DATE	REVISION DESCRIPTION	SHEET NO.																																
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