



ASPHALTIC PLUG JOINT DETAIL
SCALE: 3" = 1'-0"

NOTES:

1. THE JOINT SHALL BE LOCATED CENTRALLY OVER THE EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
 2. THE JOINT SHALL BE INSTALLED FOR THE FULL WIDTH OF THE APPROACH SLAB, APPROXIMATELY 47'-3" IN LENGTH AT THE BEGINNING OF SLAB #1 AND 48'-3" IN LENGTH AT THE END OF SLAB #2.
 3. THE JOINT SHALL BE EXCAVATED AS SHOWN ON THE PLANS BY USE OF SAWS AND PNEUMATIC HAMMER OR A HAMMER AND CHISEL.
 4. THE JOINT AREA SHALL BE BLAST CLEANED OF DEBRIS AND ASPHALT. THE JOINT AREA SHALL BE THOROUGHLY DRIED USING COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
 5. SPALLED AND DEFECTIVE CONCRETE SHALL BE REPAIRED WITH AN APPROVED MATERIAL AS AGREED UPON BY THE RESIDENT ENGINEER.
 6. PROPERLY SIZED HEAT RESISTANT BACKER ROD SHALL BE PLACED IN THE MOVEMENT GAP ALLOWING FOR 1 INCH +/- OF BINDER ABOVE THE ROD.
 7. THE BINDER MATERIAL SHALL BE HEATED AND PLACED AS RECOMMENDED BY THE MANUFACTURER.
 8. THE BINDER MATERIAL AND AGGREGATE SHALL BE HEATED AND MIXED AS RECOMMENDED BY THE MANUFACTURER.
 9. THE INSTALLATION OF MATERIAL, COMPACTION, AND TOPCOATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
 10. IMMEDIATELY AFTER TOPCOATING, AN ANTI-SKID MATERIAL SHALL BE CAST OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
- II. JOINT SHALL BE PROTECTED FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 125°F±.

WEATHER LIMITATIONS

BINDER MATERIAL SHALL BE APPLIED ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL:

- A. THE AMBIENT AIR TEMPERATURE IS AT LEAST 50° F AND RISING.
- B. THE ROAD SURFACE IS SUFFICIENTLY DRY.
- C. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.

RFC PLANS - WORK PACKAGE #11
BRIDGE 5S
JANUARY 23, 2012

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-(150)

**AS BUILT
RECORD PLANS**

BECK & BELLUCCI, INC.

TYLIN INTERNATIONAL

FILE NAME: ZB-100-BR5-459.dgn

PROJECT LEADER: Phillip E. Kendall P.E.

DESIGNED BY: Josh Olund P.E.

BR5N & 5S EXPANSION JOINT DETAILS

PLOT DATE: 1/23/2012

DRAWN BY: Scott Morgan

CHECKED BY: D. Myers

SHEET ZB-100-BR5-459