

EXPANSION JOINT DETAIL

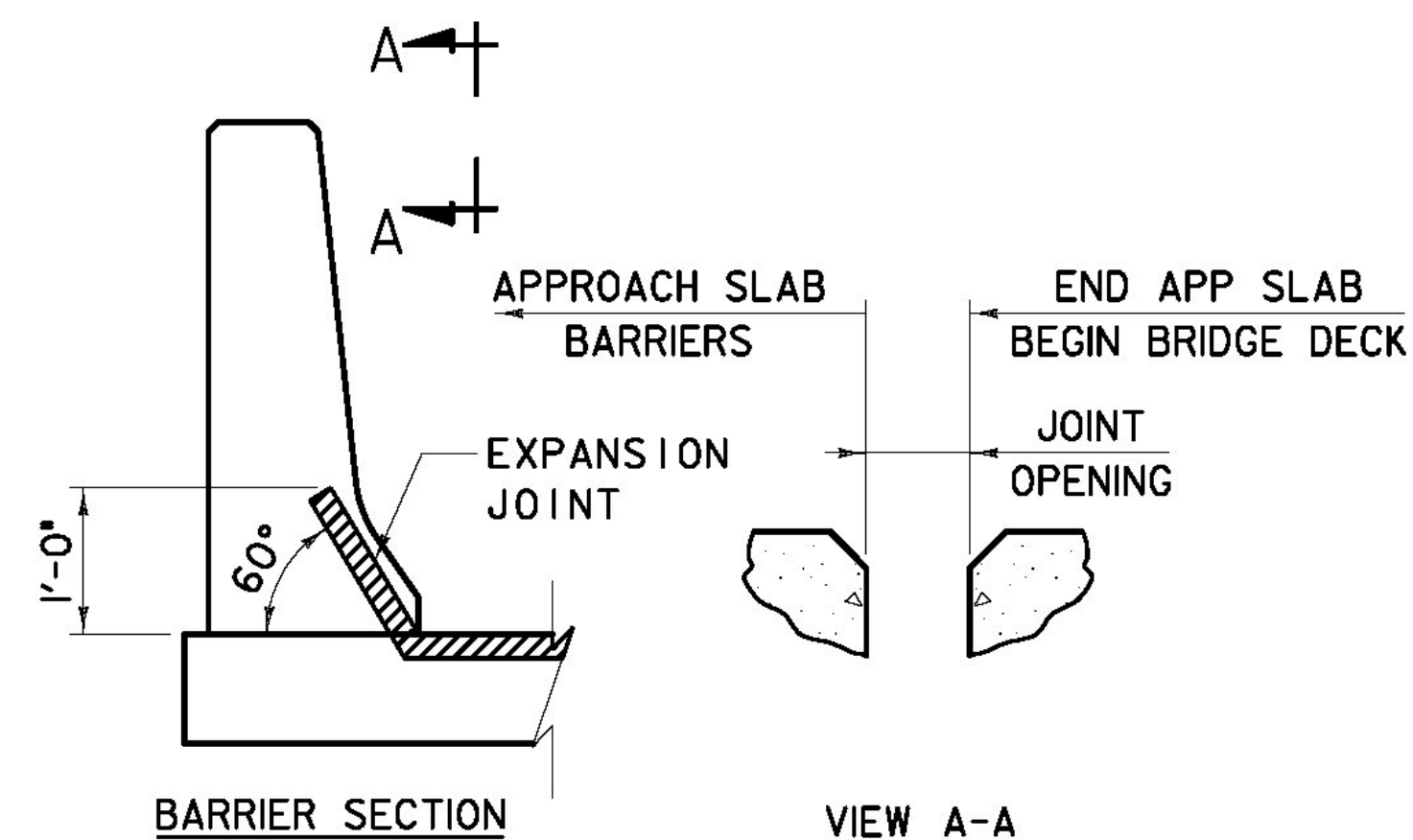
SCALE: 3" = 1'-0"

NOTES:

1. EXPANSION JOINT SHALL BE D.S. BROWN V-SEAL TYPE V-300 OR OTHER EQUIVALENT SYSTEM APPROVED BY THE ENGINEER.
2. THE JOINT SHALL RUN THE FULL WIDTH OF THE APPROACH SLAB BETWEEN GUTTERLINES AND TURN UPWARD BETWEEN BARRIERS AS SHOWN IN THE 'EXPANSION JOINT TERMINATION DETAIL'
3. JOINT PREPARATION AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. INSTALLATION SHALL BE PERFORMED IN THE PRESENCE OF A MANUFACTURER'S REPRESENTATIVE OR A CONTRACTOR WITH EXPERIENCE WITH SIMILAR JOINT TYPES, AS APPROVED BY THE RESIDENT ENGINEER.
4. JOINT INSTALLATION SHALL NOT OCCUR BELOW 45°F OR WHEN THE TEMPERATURE IS EXPECTED TO FALL BELOW 45°F WITHIN 8 HOURS.
5. SPALLED AND DEFECTIVE CONCRETE SHALL BE REPAIRED WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.
6. JOINT SHALL BE PROTECTED FROM TRAFFIC FOR 24 HOURS AFTER INSTALLATION.
7. HEAVY ROOFING FELT SHALL BE A STANDARD BRAND OF SMOOTH SURFACE ASPHALT ROOFING (ORGANIC FELT) CONFORMING TO ASTM D224, TYPE 1.

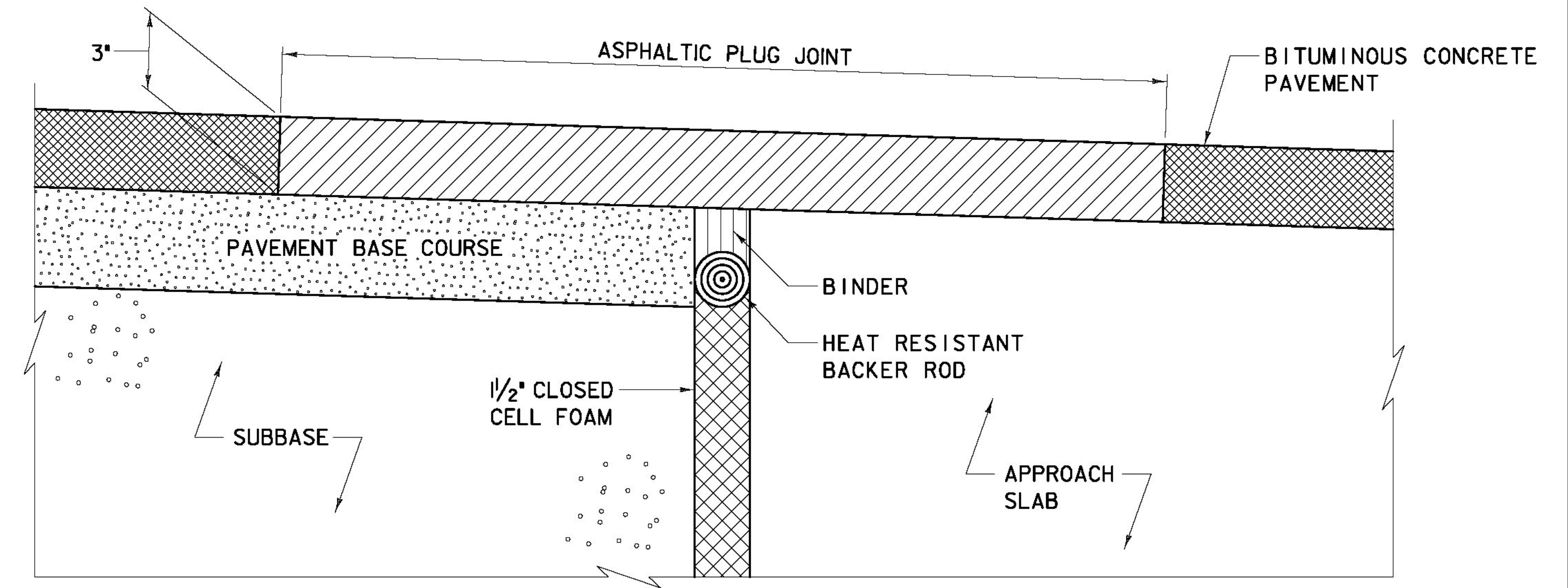
JOINT SETTING TABLE

TEMPERATURE RANGE AT TIME OF JOINT CONSTRUCTION	JOINT OPENING
30°F - 40°F	2 5/16"
40°F - 50°F	2 1/8"
50°F - 60°F	1 15/16"
60°F - 70°F	1 3/4"



**EXPANSION JOINT
TERMINATION DETAIL**

**AS BUILT
RECORD PLANS**



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 4'-4" IN LENGTH AT EACH LOCATION.
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.
11. 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 PACKAGES #5&9
BRIDGE 6N & 6S
SEPTEMBER 30, 2011**

BECK & BELLUCCI, INC.

TYLIN INTERNATIONAL

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-(K50)

FILE NAME: ZB-100-BR6-419.dgn

PROJECT LEADER: Brian W. Clogston P.E.

DESIGNED BY: Josh Olund P.E.

EXPANSION JOINT DETAILS

PLOT DATE: 9/30/2011

DRAWN BY: Scott Morgan

CHECKED BY: J.E. Krajewski

SHEET ZB-100-BR6-419