

ASPHALTIC PLUG TYPE JOINT DETAIL

STA. 5363+03.21 STA. 5578+06 STA. 5579+37
 STA. 5368+29.21 STA. 5578+43 STA. 5579+72

ASPHALTIC PLUG BRIDGE JOINT GENERAL NOTES

INSTALLATION:

THE JOINT SHALL BE LOCATED CENTRALLY OVER THE DECK EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.

THE JOINT SHALL BE EXCAVATED AS SHOWN ON THE PLANS BY USE OF SAWS AND PNEUMATIC HAMMER OR A HAMMER AND CHISEL.

THE JOINT AREA SHALL BE BLAST CLEANED OF DEBRIS AND ASPHALT. THE JOINT AREA SHALL BE THOROUGHLY DRIED USING HOT COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.

SPALLED AND DEFECTIVE CONCRETE SHALL BE REPAIRED WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.

PROPERLY SIZED HEAT RESISTANT BACKER ROD SHALL BE PLACED IN THE MOVEMENT GAP ALLOWING FOR 25MM (1 INCH) +/- OF BINDER ABOVE THE ROD.

THE BINDER MATERIAL SHALL BE HEATED AND PLACED AS RECOMMENDED BY THE MANUFACTURER.

PLACE 6 MM (1/4 INCH) THICK BY 200 MM (8 INCH) WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER.

A. THE STEEL PLATES MAY BE OMITTED WHERE THE APPROACH SLAB IS COVERED WITH A STONE BASE OR BITUMINOUS PAVEMENT, AND VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.

THE BINDER MATERIAL AND AGGREGATE SHALL BE HEATED AND MIXED AS RECOMMENDED BY THE MANUFACTURER.

THE INSTALLATION OF MATERIAL, COMPACTION, AND TOPCOATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.

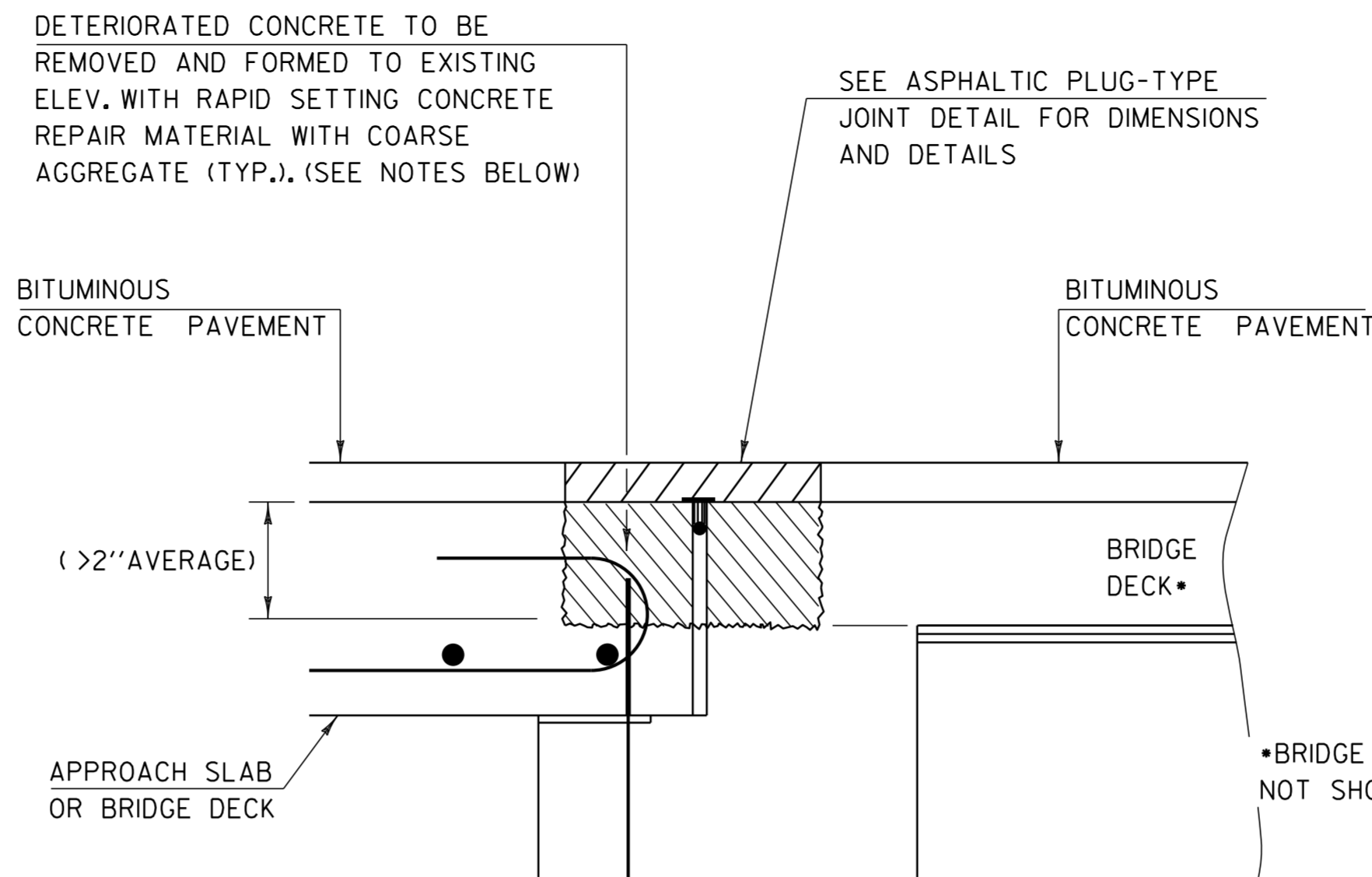
IMMEDIATELY AFTER TOPCOATING, AN ANTI-SKID MATERIAL SHALL BE CAST OVER THE JOINT TO REDUCE THE RISK OF TRACKING.

JOINT SHALL BE PROTECTED FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 52 C +/- (125 F).

WEATHER LIMITATIONS:

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

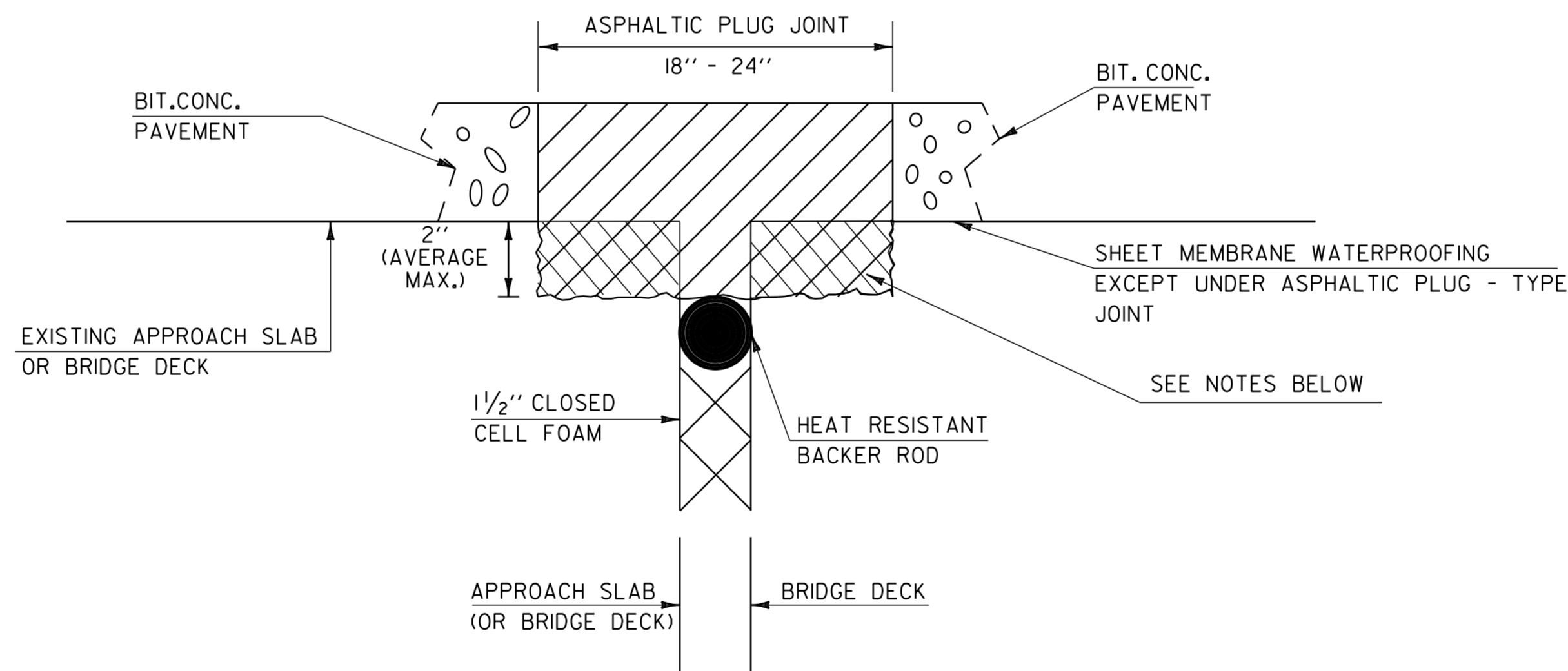
- (A) THE AMBIENT AIR TEMPERATURE IS AT LEAST (50°F) AND RISING FOR MAINLINE PAVING AND (40°F) AND RISING FOR SHOULDER PAVING.
- (B) THE ROAD SURFACE IS SUFFICIENTLY DRY.
- (C) WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF THE SATISFACTORY WORK.



**ASPHALTIC PLUG-TYPE JOINT DETAIL
REMOVAL OF >2\"/>**

NOTES:

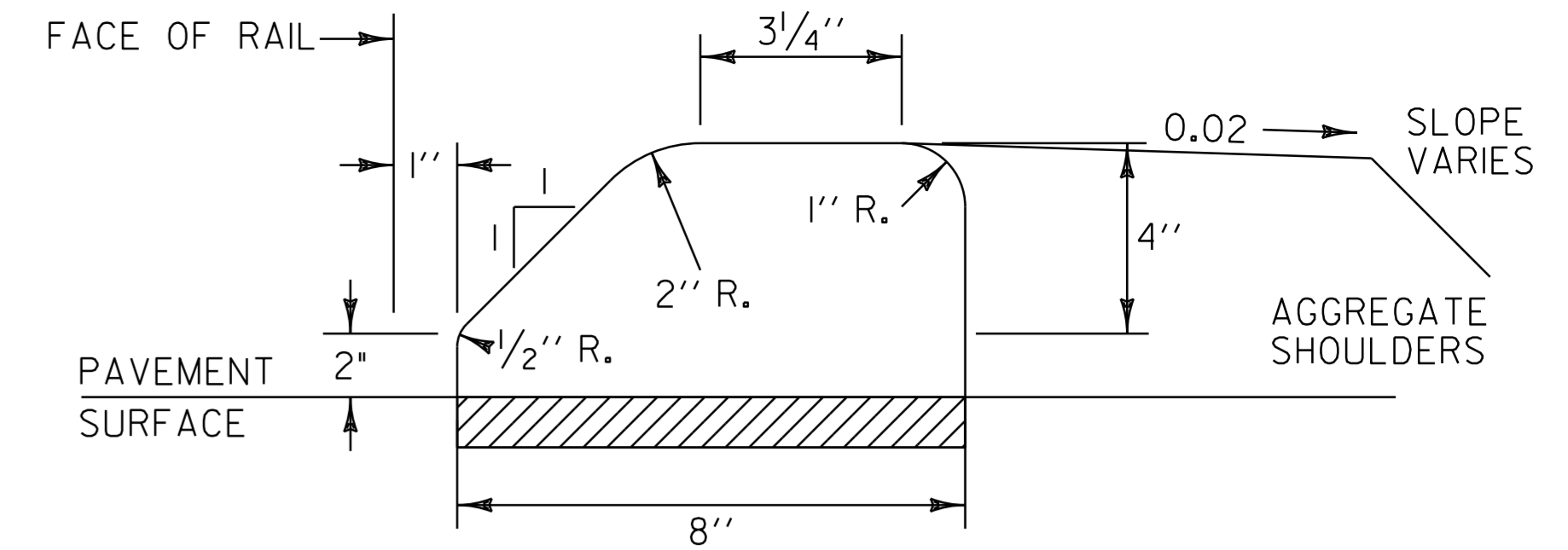
1. UPON ENCOUNTERING GREATER THAN 2\"/>
2. REMOVAL OF THE DETERIORATED CONCRETE WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 580.20 "RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE".
3. THE STEEL PLATE IN THE ASPHALTIC PLUG JOINT MAY BE OMITTED ONLY IF THE REPAIRED SURFACE IS SO IRREGULAR IT WILL CAUSE VERTICAL MOVEMENT AND IT IS DIRECTED BY THE RESIDENT ENGINEER.



ASPHALTIC PLUG-TYPE JOINT DETAIL

NOTES: REMOVAL OF UP TO 2\"/>

1. UPON ENCOUNTERING UP TO 2\"/>
2. REMOVAL OF DETERIORATED CONCRETE WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR ITEM 516.10. THE ADDITIONAL PLUG JOINT MATERIAL BELOW THE DESIGN DEPTH TO REPLACE THE DETERIORATED CONCRETE WILL BE CONSIDERED INCIDENTAL TO THE UNIT BID PRICE FOR THE ITEM 516.10.
3. THE STEEL PLATE IN THE ASPHALTIC PLUG JOINT MAY BE OMITTED AS SHOWN IN THE DETAIL ABOVE IF THE REPAIRED SURFACE IS SO IRREGULAR IT WILL CAUSE VERTICAL MOVEMENT AND IT IS DIRECTED BY THE RESIDENT ENGINEER.

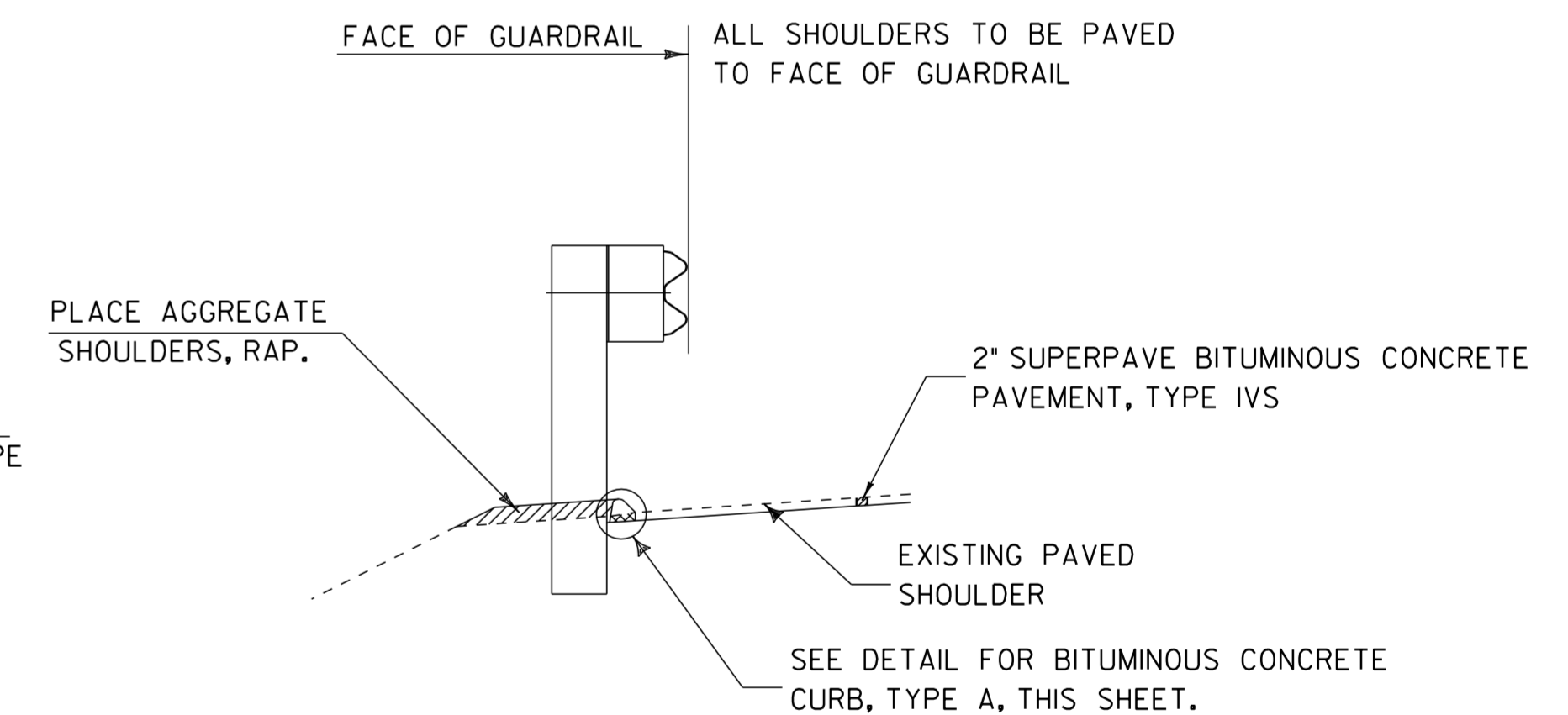


USE ONLY WITH STEEL BEAM GUARDRAIL

DETAIL FOR BITUMINOUS CONCRETE CURB, TYPE A

NOTE:

1. BITUMINOUS CONCRETE CURB IS TO BE PLACED PRIOR TO THE INSTALLATION OF GUARDRAIL AND THE PLACEMENT OF THE WEARING COURSE OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. IN AREAS OF EXISTING BRIDGE CURB, BITUMINOUS CONCRETE CURB SHALL BE TRANSITIONED INTO THE EXISTING BRIDGE CURB AS DIRECTED BY THE RESIDENT ENGINEER.
3. REMOVAL OF EXISTING CURB TO BE PAID FOR UNDER ITEM 616.41, "REMOVAL OF EXISTING CURB". NEW CURB TO BE PAID FOR UNDER ITEM 616.305, "BITUMINOUS CONCRETE CURB, TYPE A".
4. BITUMINOUS CONCRETE CURB SHALL BE IN CONFORMANCE WITH SECTION 616.
5. HEIGHT OF REVEAL OF CURB SHALL NOT EXCEED FOUR INCHES WHERE DESIGN OR POSTED SPEED IS EQUAL TO OR GREATER THAN 40 MPH AND WHEN INSTALLED WITH GUARDRAIL (STANDARD SHAPE TO BE BURIED AT THIS DEPTH).



**TYPICAL SECTION AT GUARDRAIL
(EXISTING STEEL BEAM WITH CURBING)**

NOTE:

1. AN ESTIMATED QUANTITY OF BITUMINOUS CONCRETE CURB, TYPE A, IS INCLUDED IN THE QUANTITIES TO REPLACE DAMAGED OR MISSING CURB, AS DIRECTED BY THE RESIDENT ENGINEER. THIS ITEM WILL ALSO BE USED WHERE DI'S ARE BEING REHABBED ALONG EXISTING BITUMINOUS CURB. AT THESE LOCATIONS, FOUR-FEET OF CURBING WILL BE REPLACED AT THE DI. SEE DETAIL FOR BITUMINOUS CONCRETE CURB, TYPE A, ON THIS SHEET.
2. THE CROSS HATCHED AREA SHALL BE CONSIDERED INCIDENTAL TO ITEM 616.305, "BITUMINOUS CONCRETE CURB, TYPE A".

DETAILS ARE NOT TO SCALE

ASPHALTIC PLUG JOINT DETAIL SHEET	PROJECT NAME: COLCHESTER - GEORGIA	
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