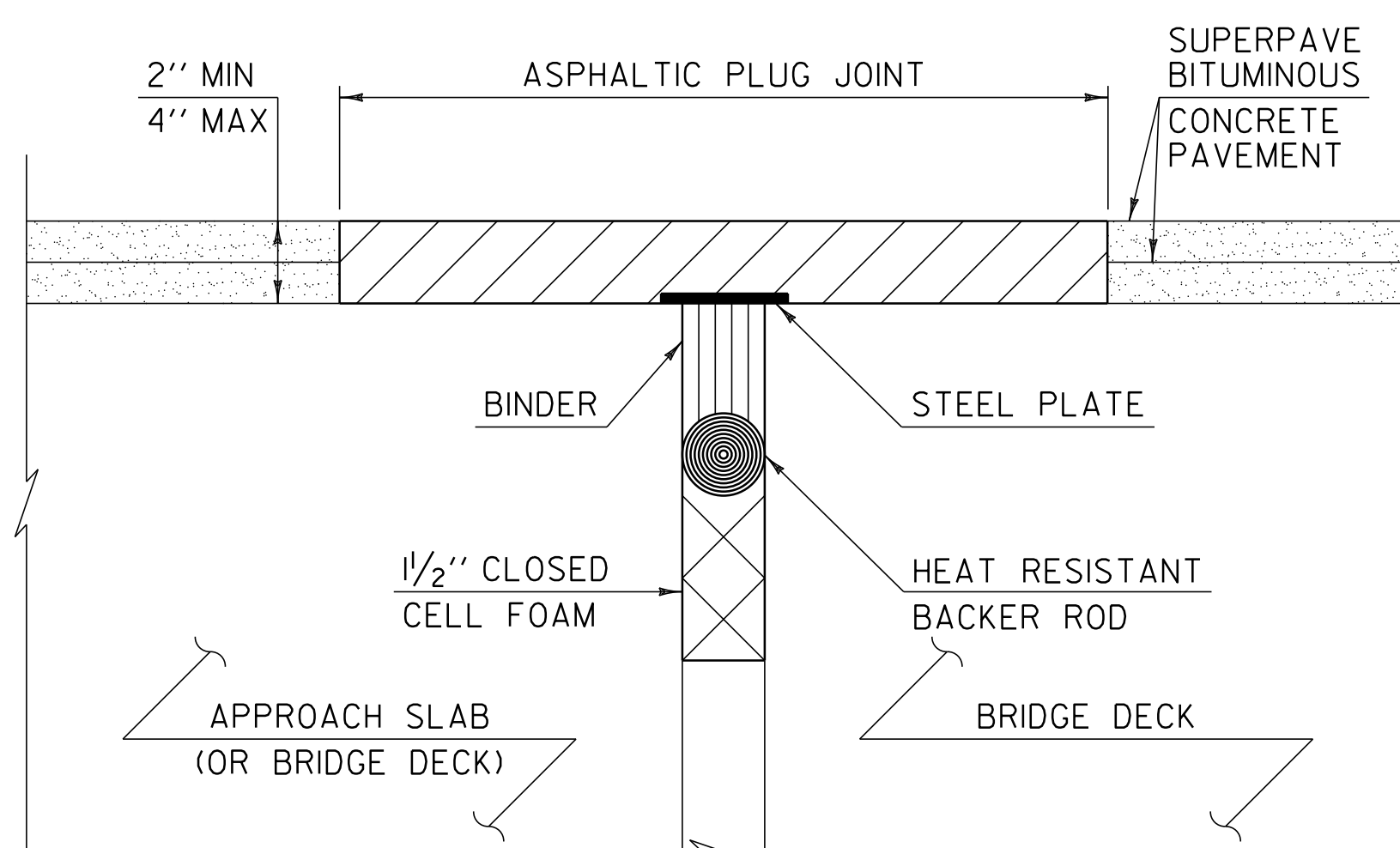


ASPHALTIC PLUG-TYPE JOINT DETAIL - REHAB

NTS



ASPHALTIC PLUG-TYPE JOINT DETAIL - NEW

NTS

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL ASPHALTIC PLUG JOINT MATERIAL AND DETERIORATED CONCRETE AS DIRECTED BY THE ENGINEER. REMOVAL OF THE FIRST 4 INCHES OF MATERIAL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 516.10 BRIDGE EXPANSION JOINT, ASPHALTIC PLUG. ANY REMOVAL OF MATERIAL GREATER THAN 4 INCHES SHALL BE INCLUDED IN THE BID PRICE OF ITEM 580.20 RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE.
2. THE CONTRACTOR SHALL REPLACE REMOVED MATERIAL THAT IS LESS THAN 4" FROM FINISHED GRADE WITH ASPHALTIC PLUG JOINT MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 707.15. ALL REMOVED MATERIAL THAT IS GREATER THAN 4 INCHES FROM FINISHED GRADE SHALL BE REPLACED WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE MEETING THE REQUIREMENTS OF SUBSECTION 780.04.
3. REINFORCING STEEL NOT SHOWN FOR CLARITY.

LOCATIONS

STP 2334(I):
~~BR 4 VT. ROUTE 313 ARLINGTON STA 153+81.00 (39'-6")~~
~~BR 4 VT. ROUTE 313 ARLINGTON STA 154+15.00 (39'-6")~~

STP 2625(I):
 BR 15 HISTORIC VT. ROUTE 7A ARLINGTON STA 248+69.00 ~~(31'-8")~~ 32.7 LF
 BR 15 HISTORIC VT. ROUTE 7A ARLINGTON STA 250+29.00 ~~(32'-4")~~ 32.7 LF
 BR 16 HISTORIC VT. ROUTE 7A ARLINGTON STA 301+65.00 ~~(29'-6")~~ 29.0 LF
 BR 16 HISTORIC VT. ROUTE 7A ARLINGTON STA 303+41.00 ~~(29'-6")~~ 29.0 LF
 BR 35 HISTORIC VT. ROUTE 7A DORSET STA 38+50.50 ~~(45'-5")~~ 44.0 LF
 BR 35 HISTORIC VT. ROUTE 7A DORSET STA 39+16.50 ~~(45'-5")~~ 41.2 LF
 BR 36 HISTORIC VT. ROUTE 7A DORSET STA 63+22.00 ~~(50'-4")~~ 42.2 LF
 BR 36 HISTORIC VT. ROUTE 7A DORSET STA 63+96.50 ~~(50'-8")~~ 42.0 LF

ASPHALTIC PLUG JOINT NOTES

INSTALLATION:

1. LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT, MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
2. REMOVE THE BITUMINOUS CONCRETE PAVEMENT FULL DEPTH AS SHOWN ON THE PLANS. THE PAVEMENT SHALL BE DRY AND SAW CUT TO THE LIMITS REQUIRED TO PLACE THE JOINT. A PNEUMATIC HAMMER AND CHISEL MAY BE USED ADJACENT TO THE CURB ONLY WHEN SAW CUTTING IS NOT POSSIBLE.
3. BLAST CLEAN THE JOINT AREA OF DEBRIS, ASPHALT AND SHEET MEMBRANE. THOROUGHLY DRY THE JOINT AREA WITH COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
4. REPAIR MATERIAL GREATER THAN 4 INCHES FROM FINISHED GRADE WITH RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE MEETING THE REQUIREMENTS OF SUBSECTION 780.04.
5. PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.
6. HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.
7. PLACE 1/4" THICK BY 8" WIDE SECTIONS OF STEEL PLATE OVER THE CENTER OF THE MOVEMENT GAP. SECURE THE PLATES FROM MOVING BY INSERTING LOCATING PINS THROUGH THE PRE-STAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. THE STEEL PLATES MAY BE OMITTED WHERE THE ENGINEER DETERMINES THAT THE APPROACH SLAB OR BRIDGE DECK WILL PROVIDE INADEQUATE SUPPORT AND WHERE VERTICAL MOVEMENT OF THE PLATES MIGHT OCCUR.
8. HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.
9. INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
10. IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
11. ONCE THE JOINT REACHES 82 DEG C (180 DEG F) +/-, WATER MAY BE USED TO EXPEDITE THE COOLING PROCESS.
12. PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C (125 DEG F) +/-.

WEATHER LIMITATIONS:

APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL OR AS RECOMMENDED BY THE MANUFACTURER:

1. THE AMBIENT AIR TEMPERATURE IS AT LEAST 10 DEG C (50 DEG F) AND RISING.
2. THE ROAD SURFACE IS DRY.
3. WEATHER CONDITIONS OR OTHER CONDITIONS ARE FAVORABLE AND ARE EXPECTED TO REMAIN SO FOR THE PERFORMANCE OF SATISFACTORY WORK.

NOT TO SCALE

COMPOSITE ASPHALTIC PLUG JOINT DETAILS SHEET	PROJECT NAME: ARLINGTON & ARLINGTON-DORSET	
	PROJECT NUMBER: STP 2334(I) & STP 2625(I)	
	FILE NAME: OIC042.dgn	PLOT DATE: 20-FEB-2013 16:33
	PROJECT LEADER: D.E.G. DESIGNED BY: M.J.M. IPARM FILE: p0lc042ap.j	DRAWN BY: C.A.K. CHECKED BY: D.W.E. SHEET 7 OF 143