ASPHALTIC PLUG-TYPE JOINT DETAIL

BR 17 VT. ROUTE 73 ROCHESTER STA. 368+04.00(34'-6")
BR 17 VT. ROUTE 73 ROCHESTER STA. 369+06.00(34'-6")
BR 19 VT. ROUTE 73 ROCHESTER STA. 464+51.00 (25'-6")
BR 19 VT. ROUTE 73 ROCHESTER STA. 465+26.00(25'-6")

NOTES:

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

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

3. 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.

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

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

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

7. PLACE ¼ INCH THICK BY 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.

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.

NOT TO SCALE

BRIDGE JOINT DETAIL SHEET

PROJECT NAME: ROCHESTER-CHITTENDEN-ROCHESTER
PROJECT NUMBER: STP 2505(11)S

FILE NAME: p05c046.dgn
PROJECT LEADER: D.E.G.
DESIGNED BY: J.S.P.
IPARM FILE: p05c046pds2.i
PLOT DATE: $DATE$
DRAWN BY: C.A.K.
CHECKED BY: D.E.G.
SHEET 5 OF 56