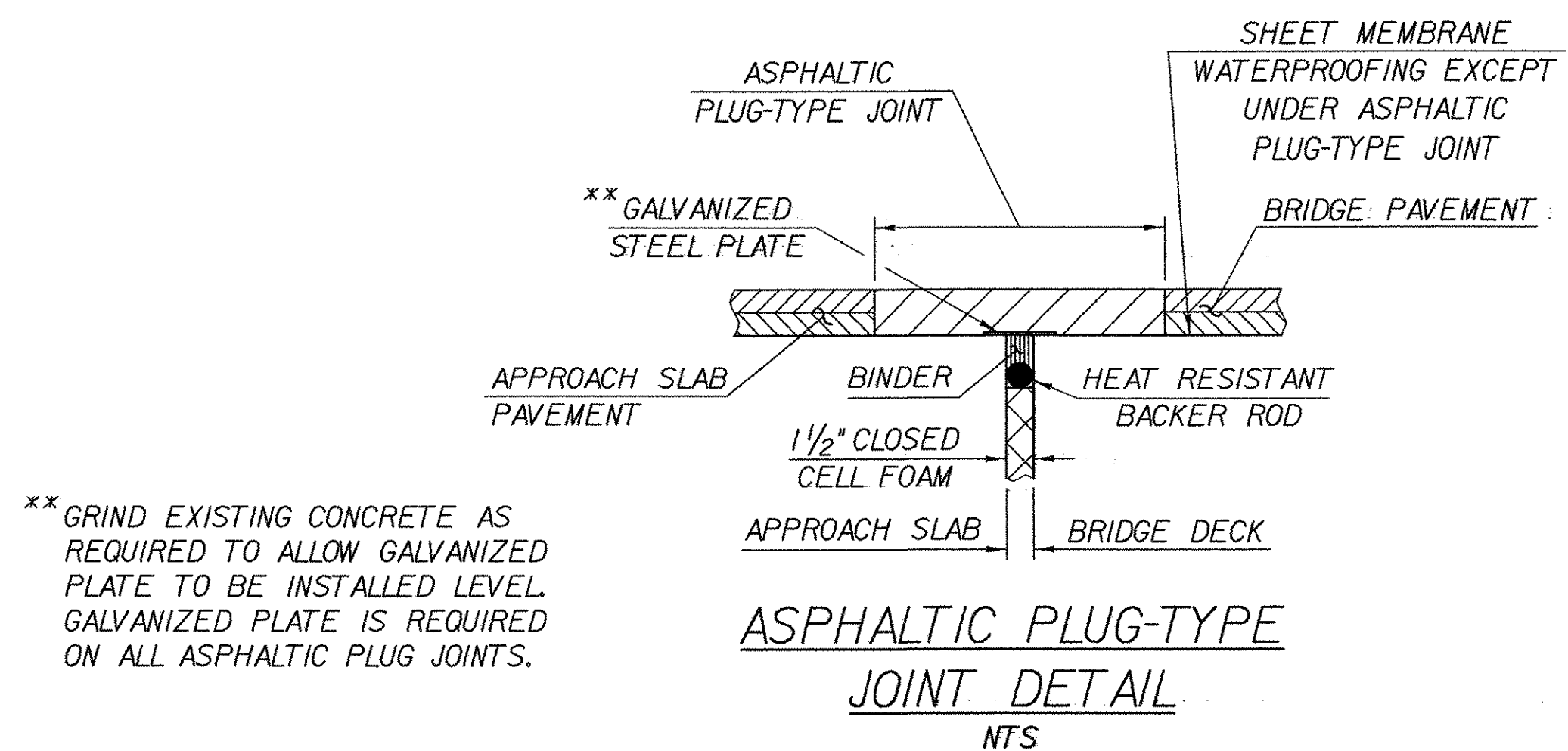




\*\* GRIND EXISTING CONCRETE AS REQUIRED TO ALLOW GALVANIZED PLATE TO BE INSTALLED LEVEL. GALVANIZED PLATE IS REQUIRED ON ALL ASPHALTIC PLUG JOINTS.

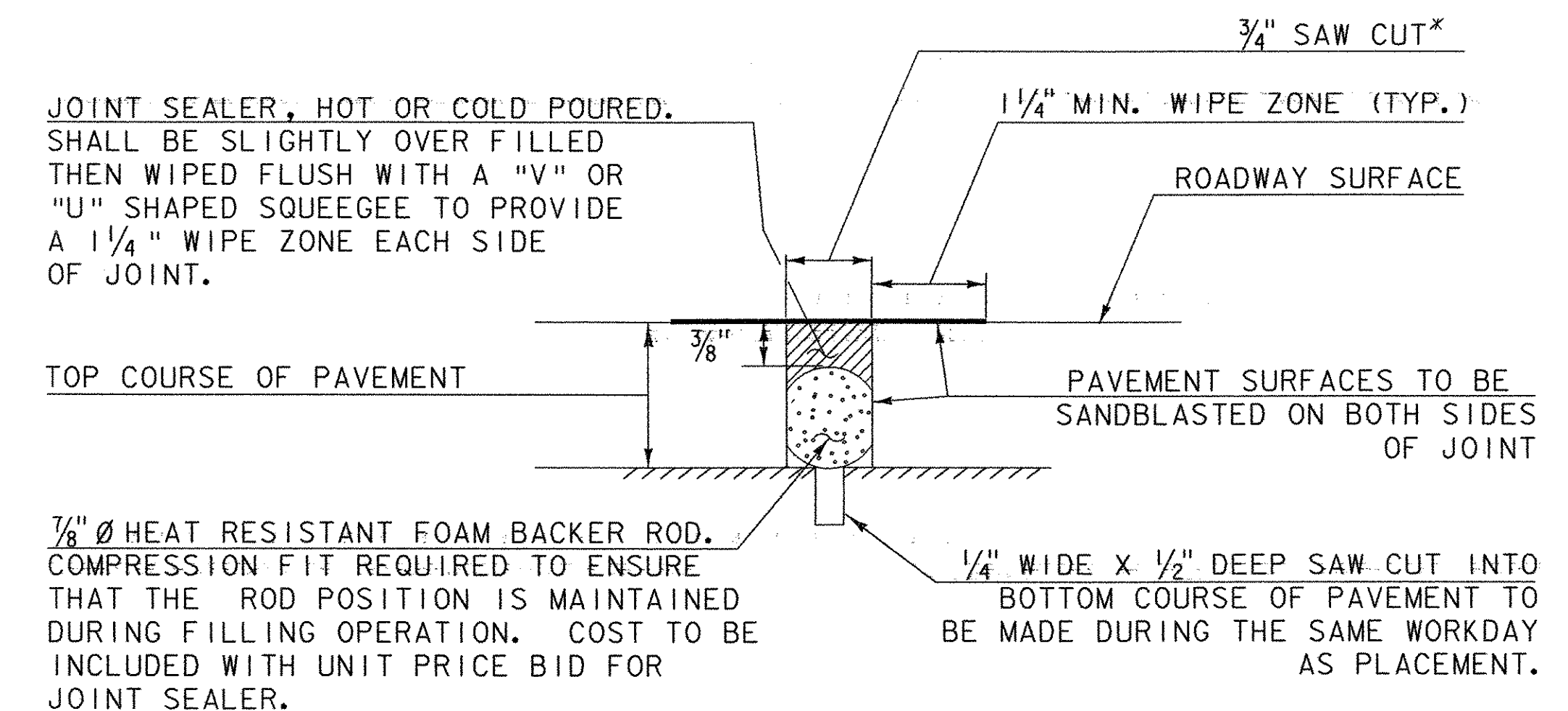
## ASPHALTIC PLUG JOINT NOTES

### 1. INSTALLATION

- LOCATE THE JOINT CENTRALLY OVER THE DECK OVERLAY EXPANSION GAP OR FIXED JOINT MARKED OUT TO THE MANUFACTURER'S RECOMMENDED WIDTH.
- EXCAVATE THE JOINT AS SHOWN ON THE PLANS WITH SAWS AND PNEUMATIC HAMMER OR A HAMMER AND CHISEL.
- BLAST CLEAN THE JOINT AREA OF DEBRIS AND ASPHALT. THOROUGHLY DRY THE JOINT AREA WITH HOT COMPRESSED AIR PRIOR TO APPLYING BINDER MATERIAL.
- REPAIR SPALLED AND DEFECTIVE CONCRETE WITH AN APPROVED MATERIAL AS AGREED UPON BY THE ENGINEER.
- PLACE PROPERLY SIZED HEAT RESISTANT BACKER ROD IN THE MOVEMENT GAP ALLOWING FOR 1" +/- OF BINDER ABOVE THE ROD.
- HEAT AND PLACE THE BINDER MATERIAL AS RECOMMENDED BY THE MANUFACTURER.
- 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 PRESTAMPED HOLES INTO BACKER ROD AND COVER WITH HOT BINDER. 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.
- HEAT AND MIX THE BINDER MATERIAL AND AGGREGATE AS RECOMMENDED BY THE MANUFACTURER.
- INSTALLATION OF MATERIAL, COMPACTION, AND TOP COATING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- IMMEDIATELY AFTER TOP COATING, CAST AN ANTI-SKID MATERIAL OVER THE JOINT TO REDUCE THE RISK OF TRACKING.
- PROTECT JOINT FROM TRAFFIC UNTIL THE MATERIAL HAS COOLED TO 51 DEG C (125 DEG F) +/-.

### 2. WEATHER LIMITATIONS. (APPLY BINDER MATERIAL ONLY WHEN THE FOLLOWING CONDITIONS PREVAIL):

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



**NOTE:** PLACE JOINT SEALER, HOT Poured AT THE BEGINNING OF APPROACH SLAB NO. 1 AND AT THE END OF APPROACH SLAB NO. 2 ON BRIDGES 43S, 48S, 49S AND 50S.

## SAWED PAVEMENT JOINT DETAIL

N. T. S.

\* JOINT IS TO BE LOCATED ACCURATELY BY STRING LINING, OR OTHER MEANS, PRIOR TO PAVING, SO THAT THE SAW CUTS WILL BE MADE DIRECTLY OVER THE END OF CONCRETE DECK. JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED WITHIN 24 HOURS OR PRIOR TO EXPOSURE TO TRAFFIC. JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER.



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| PROJECT NUMBER: ST-IM 089-2(42)        |                      |
| FILE NAME: ...drawing\pvm\ Jt Dets.dgn | PLOT DATE: 7/2/2008  |
| PROJECT LEADER: G. BOGUE               | DRAWN BY: J. SOTER   |
| DESIGNED BY: S. BURBANK                | CHECKED BY: G. BOGUE |
| PAVEMENT JOINT DETAILS                 |                      |
| SHEET 7 OF 25                          |                      |