

BITUMINOUS CONCRETE REPLACEMENT REQUIREMENTS

- ALL THE REQUIREMENTS OF SPECIAL PROVISION SECTION 4.06 IN THE CONTRACT SHALL BE MET EXCEPT AS DESCRIBED BELOW.
- THE BITUMINOUS CONCRETE MATERIAL SHALL BE PLACED AT A COMPACTED THICKNESS OF NO LESS THAN 1 1/4 INCHES TO A MAXIMUM OF 2 1/2 INCHES. IF LIFTS OF VARYING THICKNESS ARE REQUIRED, THEY SHALL BE CONTAINED IN THE INTERMEDIATE LIFTS. THE FINAL LIFT SHALL BE OF UNIFORM THICKNESS. IN LIEU OF DENSITY TESTING, THE METHODS DESCRIBED BELOW SHALL BE FOLLOWED TO ASSURE PROPER COMPACTION.
- BITUMINOUS CONCRETE MATERIAL SHALL BE PLACED AND SPREAD IN THE PREPARED AREA WITH COMPACTION COMMENCING PRIOR TO THE MATERIAL COOLING TO A TEMPERATURE OF 260° F. WHEN ANY BITUMINOUS CONCRETE MATERIAL IS NOT ABLE TO BE PLACED BEFORE REACHING THE MINIMUM DELIVERY TEMPERATURE OF 265° F IT SHALL BE PROPERLY DISCARDED BY THE CONTRACTOR AT NO COST TO THE STATE.
- THE BITUMINOUS CONCRETE MATERIAL SHALL BE COMPACTED BY ALL AREAS RECEIVING THE MINIMUM NUMBER OF PASSES REQUIRED IN TABLE A BEFORE IT COOLS TO A TEMPERATURE OF 180° F. ALL COMPACTION (COMPLETING THE MINIMUM NUMBER OF SPECIFIED PASSES) SHALL BE COMPLETED BEFORE THE BITUMINOUS CONCRETE COOLS TO A TEMPERATURE OF 180° F. THE CONTRACTOR SHALL USE THE NUMBER OF COMPACTING EQUIPMENT NECESSARY TO COMPLETE THE PROCEDURE AS REQUIRED.
- ALL INTERMEDIATE (NON-SURFACE) LIFTS SHALL BE COMPACTED WITH AN ASPHALT VIBRATORY PLATE COMPACTOR.
 - THE VIBRATORY PLATE COMPACTOR SHALL MEET THE FOLLOWING REQUIREMENTS:
 - IT SHALL BE DESIGNED TO COMPACT BITUMINOUS CONCRETE.
 - IT SHALL BE EQUIPPED WITH A WATER TANK.
 - IT SHALL GENERATE A CENTRIFUGAL FORCE OF AT LEAST 3200 POUNDS BUT NO GREATER THAN 6000 POUNDS.
 - IT SHALL HAVE AN OPERATING WEIGHT (WITHOUT WATER) OF AT LEAST 160 POUNDS.
 - IT SHALL GENERATE A MINIMUM OF 4400 VIBRATIONS PER MINUTE.
 - ANY CORNERS OR OTHER AREAS THAT CANNOT BE REACHED BY THE VIBRATORY PLATE COMPACTOR SHALL BE COMPACTED WITH A HAND TAMPER (APPROVED FOR USE BY THE ENGINEER) A MINIMUM OF 20 TIMES (FOR ANY GIVEN AREA) BEFORE THE MATERIAL TEMPERATURE DROPS TO 180° F.
- THE FINAL (SURFACE) LIFT SHALL BE COMPACTED WITH A DOUBLE DRUM ROLLER.
 - THE DOUBLE DRUM ROLLER SHALL MEET THE FOLLOWING REQUIREMENTS:
 - IT SHALL BE DESIGNED TO COMPACT BITUMINOUS CONCRETE.
 - IT SHALL WEIGH 3 1/2 TO 4 1/2 TONS
- THE CONTRACTOR MAY REQUEST TO USE ALTERNATE EQUIPMENT BY SUBMITTING A SUPPLEMENT TO THEIR QC PLAN DESCRIBING THE EQUIPMENT'S SPECIFICATIONS AND PLACEMENT PROCEDURES. THE EQUIPMENT AND PROCEDURES MUST BE APPROVED BY THE ENGINEER PRIOR TO THEIR USE.
- IF THE ABOVE METHODS ARE NOT COMPLETED TO THE SATISFACTION OF THE ENGINEER, HE MAY REQUIRE THE DENSITY ANY LIFT OF 1 1/2 INCHES OR GREATER BE VERIFIED BY USE OF A QUALITY CONTROL NUCLEAR DENSITY GAUGE SUPPLIED BY THE CONTRACTOR. IF DENSITY VERIFICATION IS REQUIRED BY THE ENGINEER THE VALUES MUST CONFORM TO THE REQUIREMENTS OF SPECIAL PROVISION SECTION 4.06 IN THE CONTRACT.

TABLE A

LIFT THICKNESS (IN.)	NUMBER OF PASSES
1 1/4 TO 1 1/2	8
GREATER THAN 1 1/2 TO 2	10
GREATER THAN 2 TO 2 1/2	12

04 - STRUCTURES INDEX OF DRAWINGS

DRAWING NUMBER	DRAWING TITLE
S-1	BRIDGE DESIGN INDEX OF DRAWINGS
S-2	BRIDGE INFORMATION TABLE I
S-3	BRIDGE INFORMATION TABLE II
S-4	BRIDGE NO. 03819 DECK JOINT PLANS
S-5	ASPHALTIC PLUG EXP JOINT SYSTEM DETAILS
S-6	JOINT SEAL AND PARAPET DETAIL
S-7	STRIP SEAL EXPANSION JOINT SYSTEM
S-8	PREFORMED SILICONE JOINT SEALING SYSTEM
S-9	JOINT SEAL AND PARAPET DETAILS AT PIER 9
S-10	JOINT SEAL AND PARAPET DETAILS AT PIER 11, 17 & 34

NOTES:

GENERAL NOTES:

- SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 816 (2004), SUPPLEMENTAL SPECIFICATIONS DATED JULY 2014 AND SPECIAL PROVISIONS.
- DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 5TH EDITION INCLUDING INTERIMS THROUGH 2010, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).
- ALLOWABLE DESIGN STRESSES:
REINFORCEMENT: (ASTM A615 GRADE 60)(GALVANIZED) fy = 60 KSI
HIGH EARLY STRENGTH CONCRETE:
- SHALL ATTAIN A 1 HOUR MINIMUM COMPRESSIVE STRENGTH OF 2,500 PSI
- SHALL ATTAIN A 28 DAY COMPRESSIVE STRENGTH OF 5,000 PSI, AND
- LIVE LOAD: HL 93
- DIMENSIONS: WHEN DECIMAL DEMINIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZEROS.
- EXISTING DIMENSIONS: DIMENSIONS OF THE EXISTING STRUCTURES SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL AND REHABILITATION PLANS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO BEGINNING ANY WORK.
- TRAFFIC: ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SPECIAL PROVISIONS "MAINTENANCE AND PROTECTION OF TRAFFIC" AND "PROSECUTION OF PROGRESS."
- CONCRETE COVER: SEE SPECIFIC DETAILS IN THIS SUBSET.
- REINFORCEMENT: ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60 (GALVANIZED).
- ACCESS: IT IS ANTICIPATED THAT THE CONTRACTOR WILL BE ABLE TO PERFORM ALL WORK ON THE BRIDGE JOINTS FROM THE DECK SURFACE. THEREFORE ACCESS FROM BELOW THE BRIDGE DECK WILL NOT BE REQUIRED.

BRIDGE NO.	CROSSING	TOWN
02611	ROUTE 32 RAMP 002 OVER I-95	NEW LONDON
02864	RAMP 819 OVER HUNTINGTON STREET	NEW LONDON
03820	I-95 NB OVER STATE ROUTE 635	NEW LONDON
03819	I-95 NB OVER THAMES RIVER, RR, AND LOCAL ROADS	NEW LONDON
02572	US ROUTE 1 OVER ROUTE 641	NEW LONDON

NOTE: FOR BRIDGE LOCATIONS SEE HIGHWAY PLANS.

DESIGNED BY:



THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: JPC CHECKED BY: JRH SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...04.01_94-255_Drawing_No_S-1_Index_of_Drawings-CTDOT.dgn	SIGNATURE/BLOCK: Kleinfelder 2 Wall St., Ste. 450 Manchester, NH 03101-1518	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: NEW LONDON	PROJECT NO. 94-255 DRAWING NO. S-1 SHEET NO. 04.01
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 10/13/2014			

BRIDGE INFORMATION FOR REPLACEMENT OF EXISTING EXPANSION JOINTS					
		BRIDGE NOS.			
		02611	02864	03820	02572
JOINT REPLACEMENT LOCATION AND DETAIL	ROUTE	I-95 NB	SR 641	I-95 NB	US Route 1 NB
	MILE POINT	93.20	0.54	93.48	100.73
	CROSSING	ROUTE 32	HUNTINGTON ST.	SR 635	ROUTE 641
	ABUTMENT NO. 1	NO JOINT WORK	DRAWING NO. S-5 DETAIL A	DRAWING NO. S-5 DETAIL A	DRAWING NO. S-5 DETAIL A
	THERMAL MOVEMENT RANGE (IN.)	N/A	1"	1"	1.5"
	ABUTMENT NO. 2	DRAWING NO. S-6 DETAIL B	DRAWING NO. S-5 DETAIL A	NO JOINT WORK REQUIRED	NO JOINT WORK REQUIRED
THERMAL MOVEMENT RANGE (IN.)	1"	1"	N/A	N/A	
BRIDGING PLATE	NO	YES	YES	NO	
BRIDGE GEOMETRY	SOUTHBOUND/NORTHBOUND	Ramp	Ramp	N.B.	N.B.
	NUMBER OF TRAVEL LANES	1	1	4	1
	*CURB - CURB WIDTH (FT) TOTAL BRIDGE WIDTH (EXCLUDING MEDIAN)	26'	34.5'	73.5'	24'
	**SKEW (DEG)	32	10	0	56
DECK JOINT TYPE	ASPHALTIC PLUG EXPANSION JOINT SYSTEM	-	DRAWING NO. S-5 DETAIL A	DRAWING NO. S-5 DETAIL A	DRAWING NO. S-5 DETAIL A
	REPLACE SILICONE JOINT SEAL	DRAWING NO. S-6 DETAIL B	-	-	-
REPLACE JOINT SEAL	PARAPET	DRAWING NO. S-6	DRAWING NO. S-6	DRAWING NO. S-6	DRAWING NO. S-6
INSTALL MEMBRANE (WOVEN GLASS FABRIC)	INSTALL MEMBRANE AT THE PROPOSED ASPHALTIC PLUG JOINT (BRIDGE DECK ENDS OR APPROACH SLABS)	NO MEMBRANE	BOTH SIDES	BOTH SIDES	BRIDGE DECK SIDE
BRIDGE MILLING AND PAVING DEPTHS	FINE MILLING DEPTH	1.5"	1.5"	1.5"	1.5"
	PMA S0.5 DEPTH	1.5"	1.5"	1.5"	1.5"

NOTE
THESE ARE SIMPLE SPAN BRIDGES.
NO LAYOUT PLAN IS SHOWN

*CURB TO CURB WIDTH IS MEASURED PERPENDICULAR OR RADIAL TO TRAVEL LANES

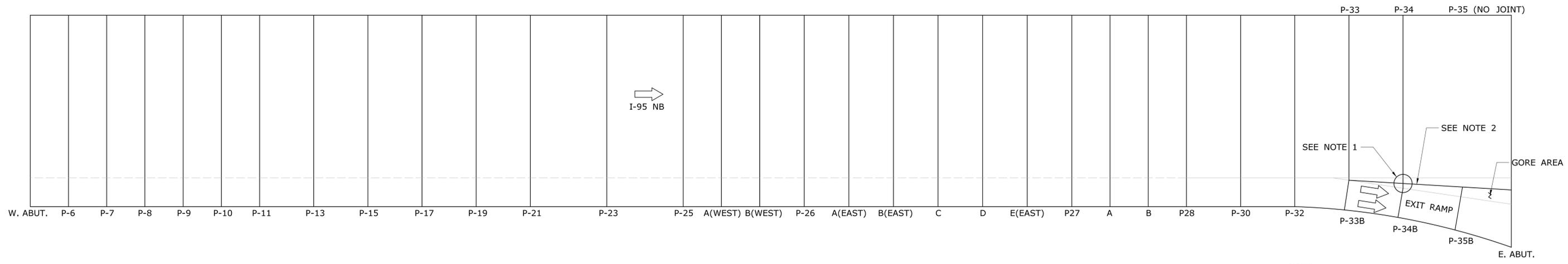
**SKEW IS MEASURED FROM A LINE THAT IS PERPENDICULAR OR RADIAL TO TRAVEL LANES

ASPHALTIC PLUG EXPANSION JOINT SYSTEM NOTES

- A BRIDGING PLATE SHALL BE USED TO SPAN THE GAP BETWEEN TWO DECK ENDS OR THE JOINT BETWEEN A DECK END AND A CONCRETE APPROACH SLAB.
- DISCONTINUE THE INSTALLATION OF THE BACKER ROD, BRIDGING PLATE AND LOCATING PIN WHERE THE APPROACH SLAB IS DISCONTINUED (TYPICALLY IN THE ROADWAY SHOULDERS). SEE ASPHALTIC PLUG EXPANSION JOINT SYSTEM SPECIAL PROVISION.
- NEW STEEL BRIDGING PLATES SHALL HAVE A MINIMUM THICKNESS OF 1/4". FOR JOINT OPENINGS THAT EXCEED 3" A 3/8" THICK BY 12" WIDE PLATE WILL BE REQUIRED.
- NO BRIDGING PLATE SHALL BE USED AT THE FOLLOWING LOCATIONS:
 - JOINT BETWEEN A DECK END AND A CONCRETE APPROACH PAVEMENT
 - WHERE A BRIDGE DECK END MEETS A BITUMINOUS APPROACH PAVEMENT
- SAW-CUTS MADE 3' EACH SIDE OF CENTERLINE OF JOINT WILL BE PAID AS "CUT BITUMINOUS CONCRETE PAVEMENT".
- THE REMOVAL OF ALL EXISTING JOINT SYSTEMS AND BITUMINOUS CONCRETE WITHIN THE LIMITS SHOWN TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF HMA WEARING SURFACE".
- INSTALLATION OF MEMBRANE WITHIN THE LIMITS SHOWN TO BE PAID UNDER THE ITEM, "MEMBRANE WATERPROOFING (SHEET) (TORCH APPLIED)".
- CRACK SEALANT PLACED ALONG VERTICAL FACES OF THE SAW-CUT PAVEMENT TO BE PAID UNDER THE ITEM, "JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT".
- THE FURNISHING AND PLACING OF HMA S0.5 TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "HMA S0.375".
- SAW-CUTTING AND REMOVAL OF PAVEMENT FOR JOINT INSTALLATION TO BE INCLUDED FOR PAYMENT UNDER THE ITEM, "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".
- CLOSED CELL BACKER ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.
- ASPHALTIC PLUG EXPANSION JOINT SYSTEMS MAY BE INSTALLED ONLY WITHIN THE TEMPERATURE RANGE SPECIFIED IN THE SPECIAL PROVISION "ASPHALTIC PLUG EXPANSION JOINT SYSTEM". REFERENCE TABLE D FOR "BRIDGE SUPERSTRUCTURE SURFACE TEMPERATURE" RANGE IN THE SPECIAL PROVISION
- EXPLORATION OF PAVEMENT THICKNESS AND JOINT LOCATION TO BE INCLUDED IN THE GENERAL COST OF THE ITEM "REMOVAL OF HMA WEARING SURFACE".

QUANTITIES		
ITEM	UNIT	AMOUNT
ASPHALTIC PLUG EXPANSION JOINT SYSTEM	C.F.	490
REMOVAL OF HMA WEARING SURFACE	S.Y.	1255
CUT BITUMINOUS CONCRETE PAVEMENT	L.F.	3900
REPLACE JOINT SEAL	L.F.	35
WATERPROOFING MEMBRANE (WOVEN GLASS FABRIC)	S.Y.	45
JOINT AND CRACK SEALING OF BITUMINOUS CONCRETE PAVEMENT	L.F.	6765
HMA S0.375	TON	142
STRIP SEAL EXPANSION JOINT SYSTEM FOR REHABILITATION PROJECT	L.F.	84
PREFORMED SILICONE JOINT SEALING SYSTEM	L.F.	270
VARIABLE DEPTH PATCH	C.F.	3
PARTIAL DEPTH PATCH	C.F.	525
ELASTOMERIC CONCRETE HEADERS	C.F.	110

DESIGNER/DRAFTER: JPC	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/ BLOCK:  Kleinfelder 2 Wall St., Ste. 450 Manchester, NH 03101-1518	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: NEW LONDON	PROJECT NO. 94-255
CHECKED BY: JRH					
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	Plotted Date: 10/13/2014	Filename: ...04.02.94-255.Drawing.No.S-2.Bridge Information Table-CTDOT.dgn	DRAWING TITLE: BRIDGE INFORMATION TABLE I	SHEET NO. 04.02	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.		



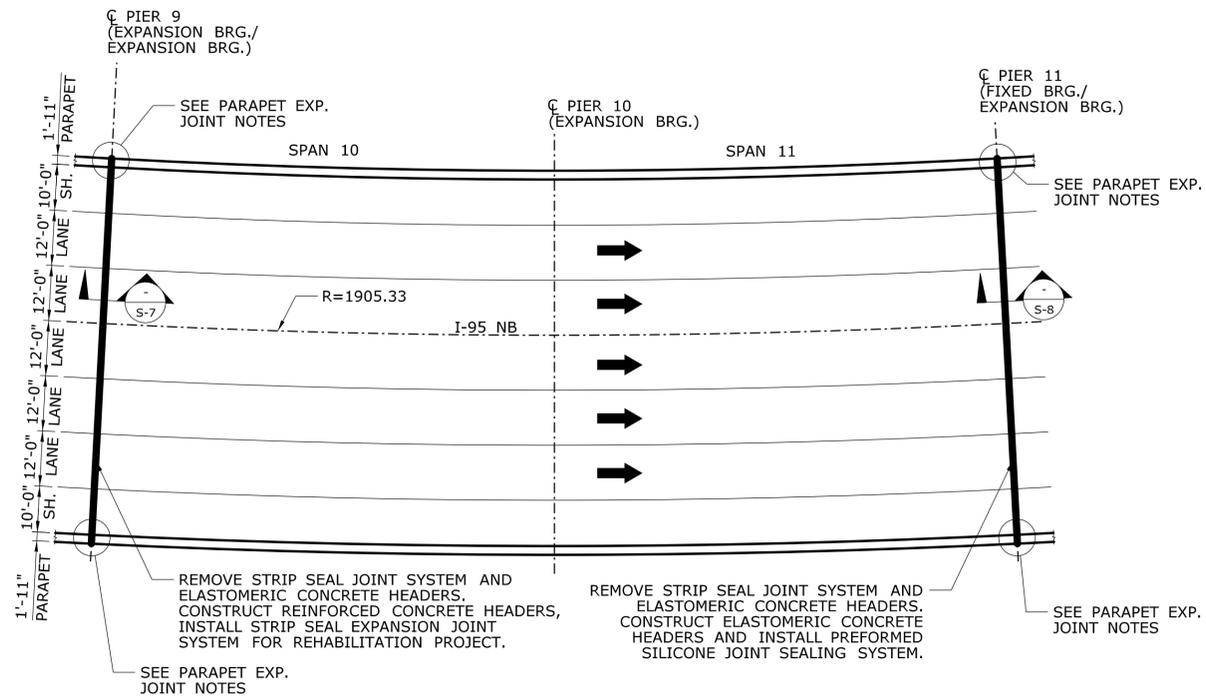
PLAN - BRIDGE NO. 03819
N.T.C

- NOTE
- ELASTOMERIC CONCRETE HEADER IS THE PRIMARY JOINT AT PIER 34 AND SHALL BE PLACED BEFORE THE LONGITUDINAL ASPHALTIC PLUG JOINT IS PLACED.
 - REPLACE LONGITUDINAL ASPHALTIC PLUG JOINT BETWEEN PIER 33 AND THE EAST ABUTMENT.
 - REFERENCE HIGHWAY PLANS FOR A MORE DETAILED PLAN.

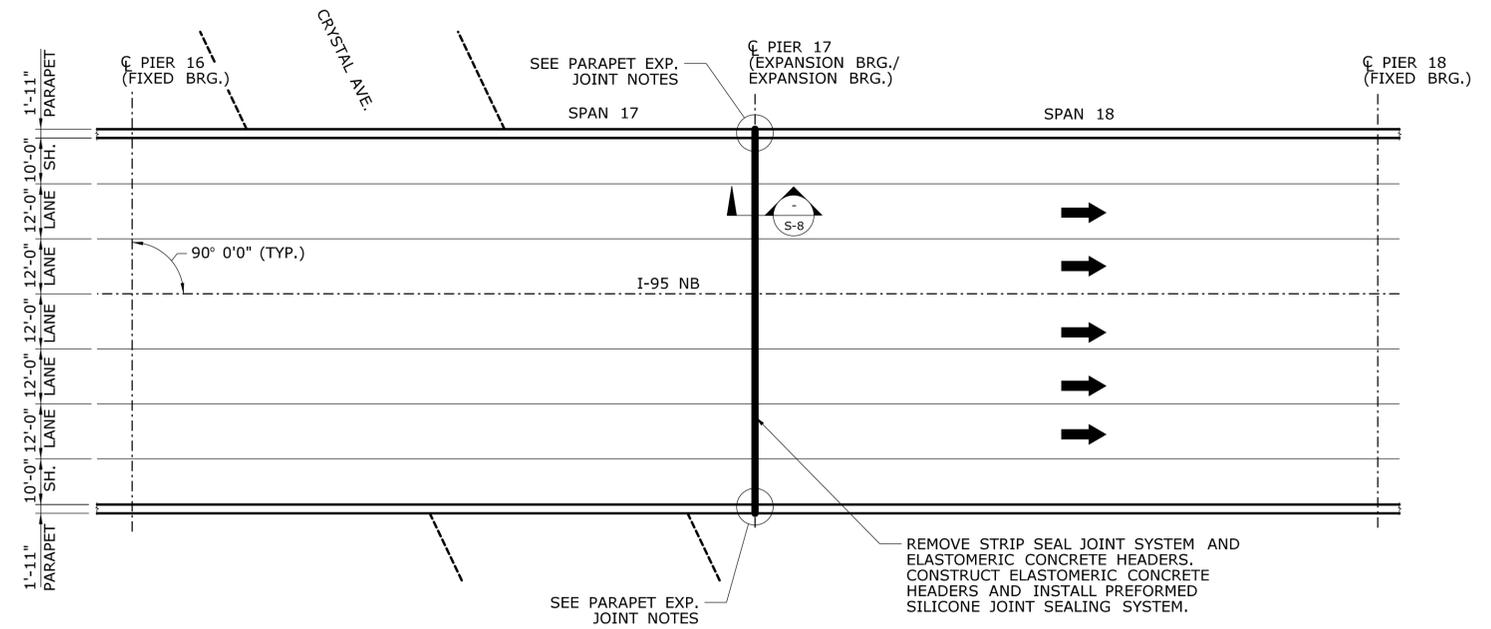
BRIDGE INFORMATION FOR REPLACEMENT OF EXISTING DECK JOINTS																					
BRIDGE NO. 03819 - I-95 NB MILE POINT 93.59 -																					
JOINT REPLACEMENT LOCATION AND DETAIL	ABUTMENT/PIER NUMBER	West Abutment	P-7	P-9	P-11	P-13	P-17	A(WEST)	B(WEST)	P-26	A(EAST)	C	E	P-27	A	B	P-33 & B	P-34 & B	P-35B	EAST ABUTMENT	
	THERMAL MOVEMENT RANGE (IN.)	NO JOINT WORK	0	3 1/2	2	0	2 1/2	0	0	0	0	0	0	0	0	0	0	0	1 3/4	0	3/4
	BRIDGING PLATE	NO	YES	NO	NO	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES
BRIDGE GEOMETRY	SOUTHBOUND/NORTHBOUND	NORTHBOUND																			
	NUMBER OF TRAVEL LANES	5															4 THROUGH LANES AND 2 RAMP LANES				
	*CURB - CURB WIDTH (FT) TOTAL BRIDGE WIDTH (EXCLUDING MEDIAN)	80'															TRANSITIONS TO 130'				
	**SKEW (DEG)	VARIES																			
DECK JOINT TYPE	ASPHALTIC PLUG EXPANSION JOINT SYSTEM	NO JOINT WORK	S-5	-	-	S-5		S-5	S-5	S-5	S-5	S-5	S-5	S-5	S-5	S-5	S-5		S-5	S-5	
	STRIP SEAL EXPANSION JOINT SYSTEM IN REINFORCED CONCRETE HEADERS	NO JOINT WORK	-	S-4, S-7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	PREFORMED SILICONE JOINT SEALING SYSTEM IN ELASTOMERIC CONCRETE HEADERS	NO JOINT WORK	-	-	S-4, S-8	-	S-4, S-8	-	-	-	-	-	-	-	-	-	-	-	S-4, S-8	-	-
REPLACE JOINT SEAL	PARAPET DETAIL	NO JOINT WORK	S-6	S-9	S-10	S-6	S-10	S-6	S-6	S-6	S-6	S-6	S-6	S-6	S-6	S-6	S-6	S-10	S-6	S-6	
INSTALL MEMBRANE (WOVEN GLASS FABRIC)	INSTALL MEMBRANE AT THE PROPOSED ASPHALTIC PLUG JOINT (BRIDGE DECK ENDS OR APPROACH SLABS)	NO MEMBRANE APPLIED ON BRIDGE 03819																			
BRIDGE MILLING AND PAVING DEPTHS	MICROMILLING DEPTH	5/8"																			
	MICROSURFACING TYPE 2	2/8"																			
	MICROSURFACING TYPE 3	3/8"																			

*CURB TO CURB WIDTH IS MEASURED PERPENDICULAR OR RADIAL TO TRAVEL LANES
 **SKEW IS MEASURED FROM A LINE THAT IS PERPENDICULAR OR RADIAL TO TRAVEL LANES

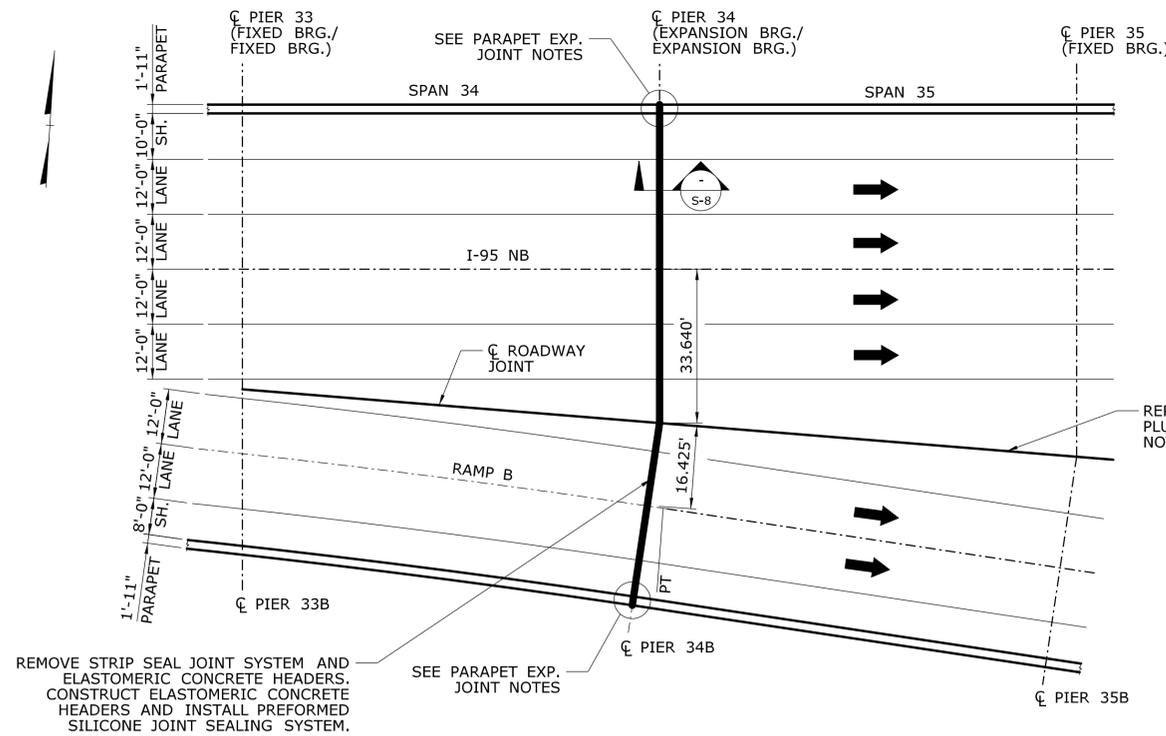
DESIGNER/DRAFTER: JPC	<p align="center">STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/ BLOCK: Kleinfelder 2 Wall St., Ste. 450 Manchester, NH 03101-1518	PROJECT TITLE: <p align="center">PAVEMENT PRESERVATION ON I-95</p>	TOWN: <p align="center">NEW LONDON</p>	PROJECT NO. <p align="center">94-255</p>	
CHECKED BY: JRH						DRAWING NO. <p align="center">S-3</p>
SCALE AS NOTED						
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	Plotted Date: 10/13/2014	Filename: ...04.03.94-255.Drawing.No.S-3.Bridge Information Table Bridge 03819-CTD.dgn	REV. DATE REVISION DESCRIPTION SHEET NO.			



GENERAL PLAN - BRIDGE NO. 03819
I-95 NB OVER THAMES RIVER, RR, AND LOCAL ROADS
PIERS 9-11
 SCALE: 1"=20'



GENERAL PLAN - BRIDGE NO. 03819
I-95 NB OVER THAMES RIVER, RR, AND LOCAL ROADS
PIERS 16-18
 SCALE: 1"=20'



GENERAL PLAN - BRIDGE NO. 03819
I-95 NB OVER THAMES RIVER, RR, AND LOCAL ROADS
PIERS 33-35
 SCALE: 1"=20'

NOTES:

PARAPET EXPANSION JOINT NOTES:

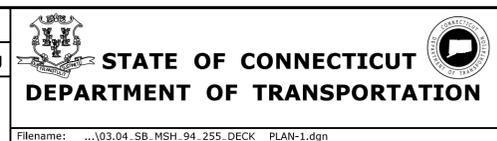
1. WORK ASSOCIATED FOR PARAPET EXPANSION JOINTS AT PIERS 9, 11, 17, AND 34 SHALL BE AS FOLLOWS:
 REMOVE THE EXISTING EXPANSION JOINT IN THE CURB PORTION OF THE PARAPET FOR EACH SPECIFIED LOCATION AND CONSTRUCT THE NEW EXPANSION JOINT TO THE TOP OF THE CURB PORTION OF THE PARAPET OR MATCH THE EXISTING EXPANSION JOINT LIMIT. SEE DWG. NO. S-9 AND S-10 FOR MORE INFORMATION.

REPLACE LONGITUDINAL ASPHALTIC PLUG EXPANSION JOINT SYSTEM. SEE NOTES ON DRAWING S-3.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

DESIGNER/DRAFTER:
D. BILODEAU
 CHECKED BY:
M. CROTEAU
 SCALE AS NOTED



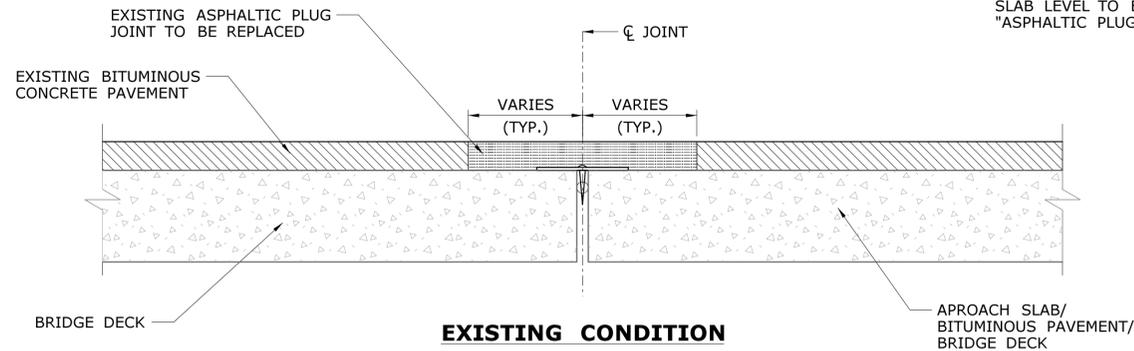
SIGNATURE/BLOCK:

 Kleinfelder
 2 Wall St., Ste. 450
 Manchester, NH
 03101-1518

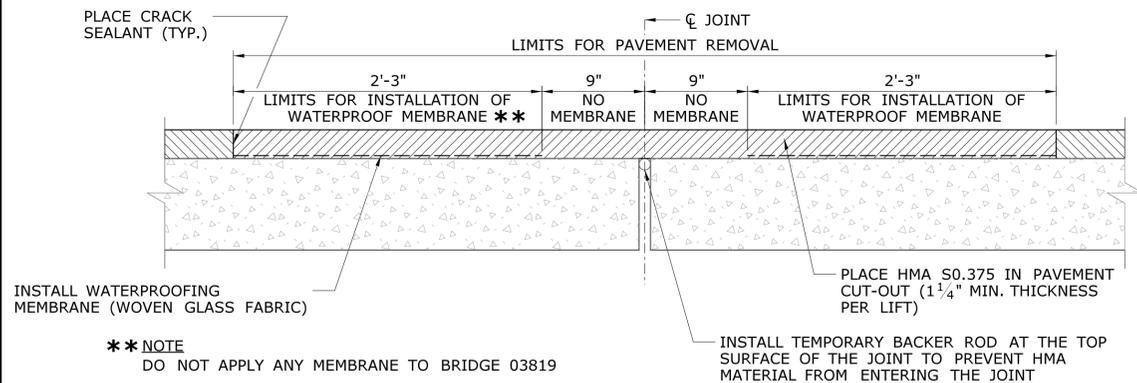
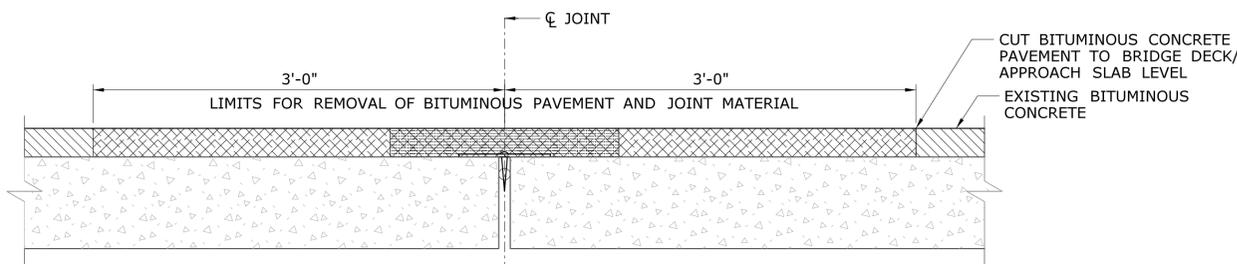
PROJECT TITLE:
PAVEMENT PRESERVATION ON I-95

TOWN:
NEW LONDON
 DRAWING TITLE:
BRIDGE NO. 03819 DECK JOINT PLANS

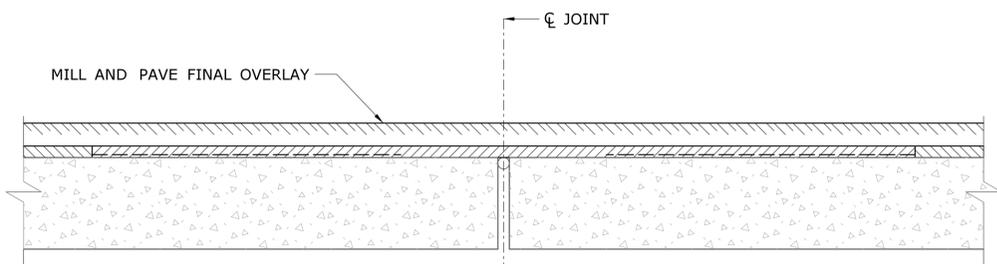
PROJECT NO.
94-255
 DRAWING NO.
S-4
 SHEET NO.
04.04



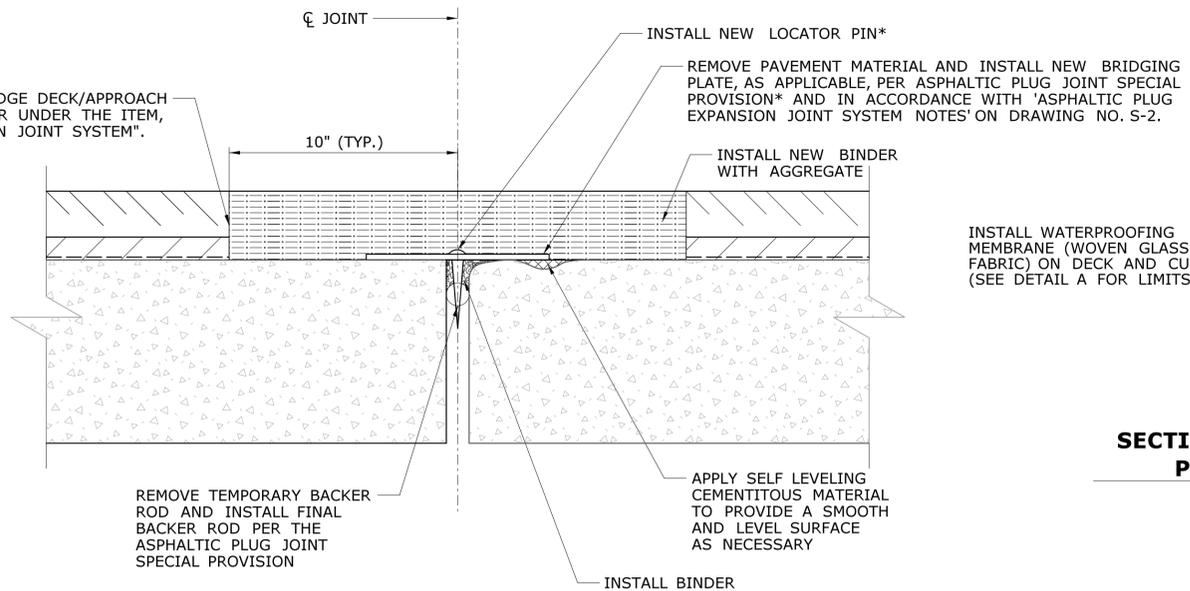
NOTE
 SAME SEQUENCE OF WORK SHALL BE DONE FOR THE REMOVAL AND INSTALLATION OF THE LONGITUDINAL JOINT AT BRIDGE 03819 BETWEEN PIER 33 AND EAST ABUTMENT. ONLY DIFFERENCE IS THE JOINT IS NOT SPANNING BETWEEN DECK ENDS/APPROACH SLABS BUT RATHER SPANNING BETWEEN DECK EDGES.



****NOTE**
 DO NOT APPLY ANY MEMBRANE TO BRIDGE 03819



SAW-CUT PAVEMENT TO BRIDGE DECK/APPROACH SLAB LEVEL TO BE PAID FOR UNDER THE ITEM, "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".



DETAIL A - PROPOSED ASPHALTIC PLUG JOINT WITH BRIDGING PLATE

N.T.S.

NOTE:

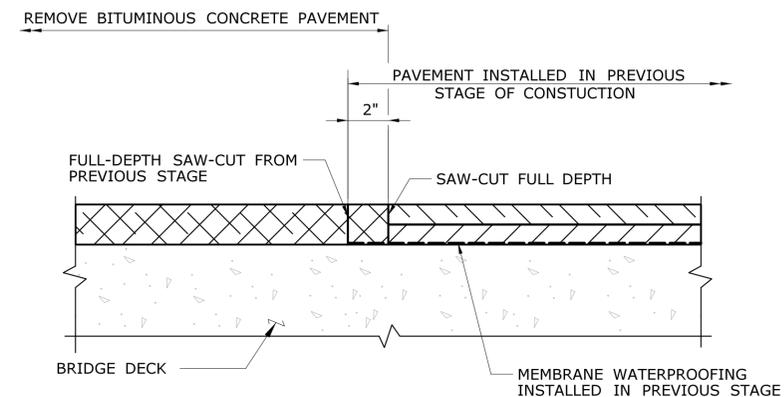
- BOTH EXISTING AND PROPOSED PAVEMENT THICKNESS MAY VARY.
- * SHOULD THE ELEVATION OF THE APPROACH SLAB AND BRIDGE DECK DIFFER BY MORE THAN 1/8" DO NOT INSTALL THE BRIDGING PLATE OR LOCATOR PIN.

SUGGESTED SEQUENCE OF WORK

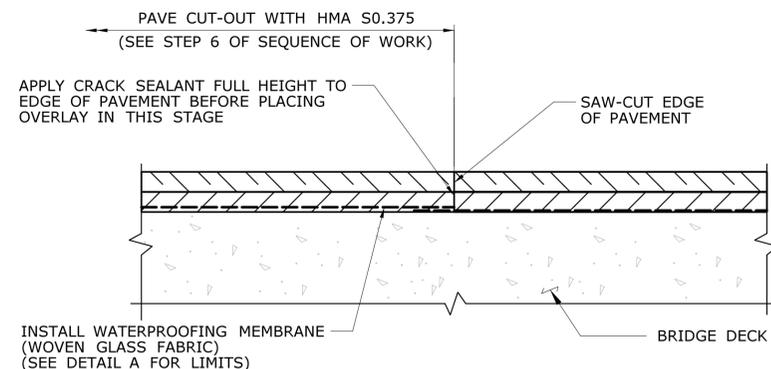
- STEP 1 CONTRACTOR SHALL PERFORM AN EXPLORATION AT THE GUTTERLINE TO DETERMINE THE DEPTH OF PAVEMENT AND THE LOCATION OF THE DECK END (CENTERLINE OF PROPOSED JOINT) BEFORE PROCEEDING TO STEP 2.
- STEP 2 SAW-CUT BITUMINOUS PAVEMENT ON BOTH SIDES OF EXISTING JOINT FOR PAVEMENT CUT-OUT. EACH SAW-CUT LINE SHALL BE 3' FROM THE CENTERLINE OF THE EXISTING JOINT. SAW-CUT SHALL NOT DAMAGE THE BRIDGE DECK OR APPROACH SLAB.
- STEP 3 REMOVE THE EXISTING PAVEMENT MATERIAL AND JOINT MATERIAL WITHIN THE LIMITS SHOWN.
- STEP 4 INSTALL TEMPORARY BACKER ROD FLUSH WITH THE BRIDGE DECK AND APPROACH SLAB.
- STEP 5 REPAIR DETERIORATED CONCRETE AS NEEDED TO BE PAID UNDER "PARTIAL DEPTH PATCH".
- STEP 6 INSTALL WATERPROOFING MEMBRANE (WOVEN GLASS FABRIC) TO THE TOP OF THE DECK AND APPROACH SLAB WITHIN THE LIMITS SHOWN.
- STEP 7 PLACE CRACK SEALANT ON VERTICAL EDGE OF PAVEMENT ALONG SAW-CUT LINES.
- STEP 8 PLACE HMA S0.375 IN THE JOINT CUT-OUT (REFER TO NOTICE TO CONTRACTOR - APJ BITUMINOUS CONCRETE PLACEMENT REQUIREMENTS).
- STEP 9 MILL ROADWAY AND BRIDGE PAVEMENT TO SPECIFIED DEPTH(S).
- STEP 10 PAVE TOP COURSE ON ROADWAY AND BRIDGE.
- STEP 11 CUT PAVEMENT FULL DEPTH AT 10" FROM THE CENTER OF THE JOINT (BOTH SIDES OF JOINT) AND REMOVE ALL PAVEMENT MATERIAL BETWEEN SAW-CUTS.
- STEP 12 INSTALL FINAL ASPHALTIC PLUG JOINT SYSTEM.

INSTALL WATERPROOFING MEMBRANE (WOVEN GLASS FABRIC) ON DECK AND CURB (SEE DETAIL A FOR LIMITS)

SECTION AT GUTTERLINE AT PAVEMENT CUT OUT



SECTION - INITIAL LONGITUDINAL STAGE CONSTRUCTION JOINT IN PAVEMENT CUTOUT



SECTION - FINAL LONGITUDINAL STAGE CONSTRUCTION JOINT IN PAVEMENT CUTOUT

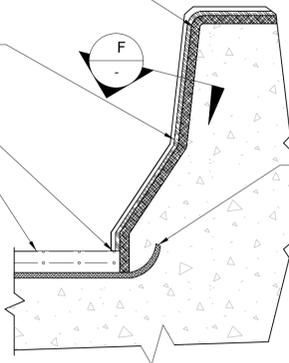
DESIGNER/DRAFTER: JPC		<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	<p>Kleinfelder 2 Wall St., Ste. 450 Manchester, NH 03101-1518</p>	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: NEW LONDON	PROJECT NO. 94-255
CHECKED BY: JRH					DRAWING NO. S-5	
SCALE AS NOTED		SHEET NO. 04.05		DRAWING TITLE: ASPHALTIC PLUG EXP JOINT SYSTEM DETAILS		
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 10/13/2014		

INSTALL CLOSED CELL BACKER ROD. ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.

PLACE 1/2" THICK SILICONE JOINT SEALANT RECESSED FROM OUTER FACE OF PARAPET

FILL WITH SILICONE JOINT SEALANT TO TOP OF BINDERS

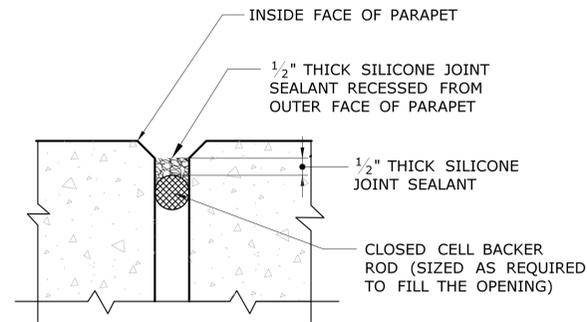
INSTALL ASPHALTIC PLUG EXPANSION JOINT SYSTEM



EXTEND BACKER ROD FOR ASPHALTIC PLUG EXPANSION JOINT SYSTEM BEYOND GUTTER AND TO A HEIGHT ABOVE THE WEARING SURFACE.

SECTION - PARAPET JOINT TREATMENT WITH ASPHALTIC PLUG JOINT SYSTEM

N.T.S.



INSIDE FACE OF PARAPET

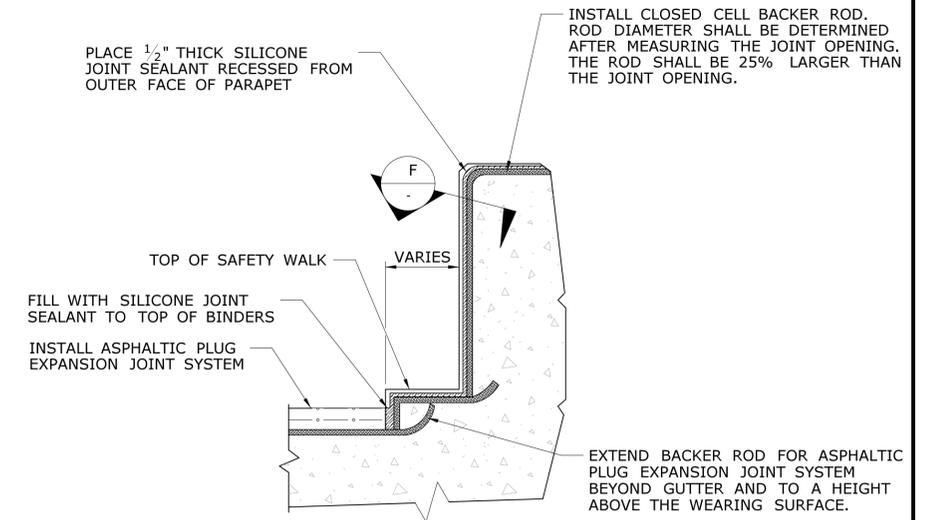
1/2" THICK SILICONE JOINT SEALANT RECESSED FROM OUTER FACE OF PARAPET

1/2" THICK SILICONE JOINT SEALANT

CLOSED CELL BACKER ROD (SIZED AS REQUIRED TO FILL THE OPENING)

SECTION - JOINT TREATMENT AT PARAPET

N.T.S.



PLACE 1/2" THICK SILICONE JOINT SEALANT RECESSED FROM OUTER FACE OF PARAPET

INSTALL CLOSED CELL BACKER ROD. ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.

TOP OF SAFETY WALK

VARIES

FILL WITH SILICONE JOINT SEALANT TO TOP OF BINDERS

INSTALL ASPHALTIC PLUG EXPANSION JOINT SYSTEM

EXTEND BACKER ROD FOR ASPHALTIC PLUG EXPANSION JOINT SYSTEM BEYOND GUTTER AND TO A HEIGHT ABOVE THE WEARING SURFACE.

SECTION - PARAPET JOINT TREATMENT AT BRIDGE 02684 (SAFETY WALK)

N.T.S.

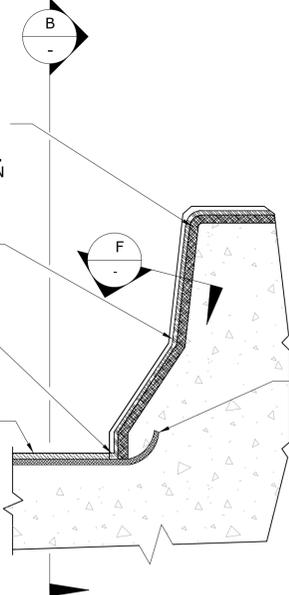


INSTALL CLOSED CELL BACKER ROD. ROD DIAMETER SHALL BE DETERMINED AFTER MEASURING THE JOINT OPENING. THE ROD SHALL BE 25% LARGER THAN THE JOINT OPENING.

PLACE 1/2" THICK SILICONE JOINT SEALANT RECESSED FROM OUTER FACE OF PARAPET

FILL WITH SILICONE JOINT SEALANT TO TOP OF BINDERS

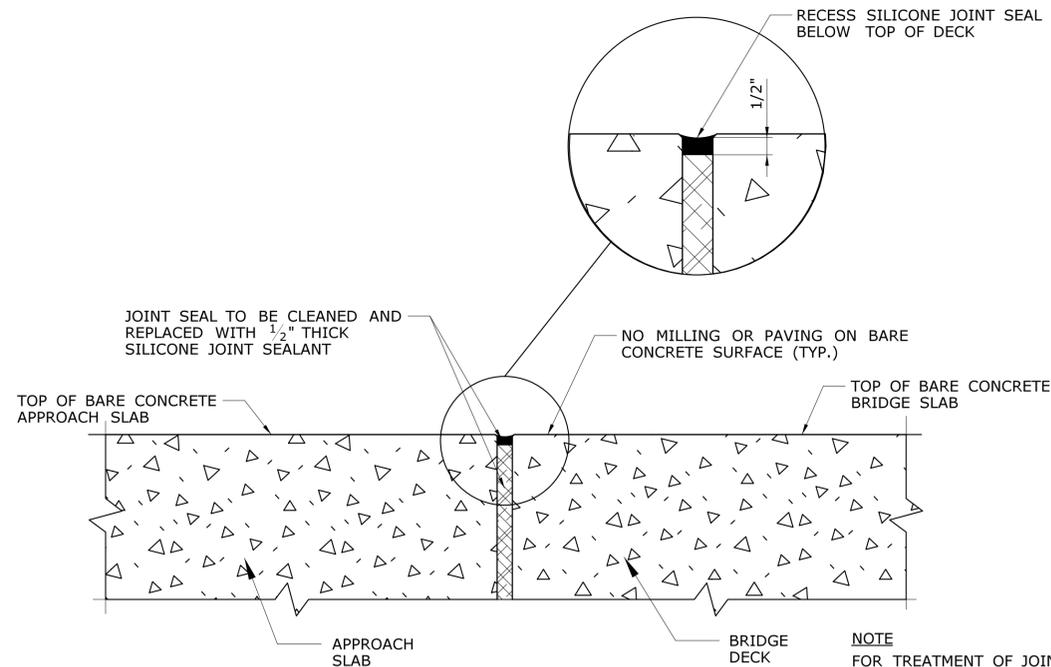
TOP OF BARE CONCRETE ROADWAY



EXTEND BACKER ROD BEYOND GUTTER AND TO A HEIGHT ABOVE THE WEARING SURFACE.

SECTION - PARAPET JOINT TREATMENT AT BRIDGE NO. 02611

N.T.S.



RECESS SILICONE JOINT SEAL BELOW TOP OF DECK

1/2"

JOINT SEAL TO BE CLEANED AND REPLACED WITH 1/2" THICK SILICONE JOINT SEALANT

NO MILLING OR PAVING ON BARE CONCRETE SURFACE (TYP.)

TOP OF BARE CONCRETE APPROACH SLAB

TOP OF BARE CONCRETE BRIDGE SLAB

APPROACH SLAB

BRIDGE DECK

NOTE FOR TREATMENT OF JOINT AT PARAPET SEE 'DETAIL C'

SECTION - DECK EXPANSION JOINT BRIDGE NO. 02611 (SOUTH ABUTMENT)

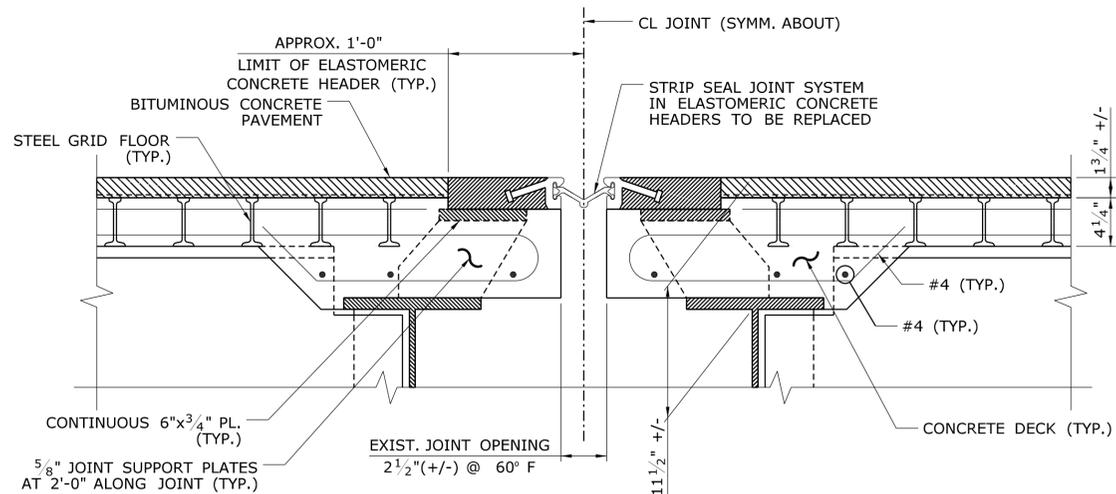
N.T.S.



NOTES FOR SEALING JOINTS

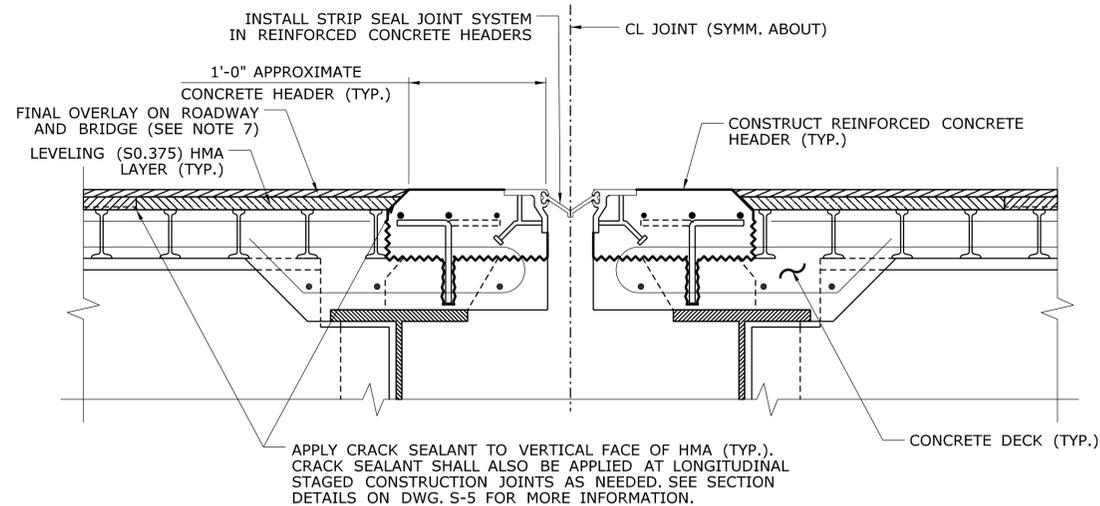
1. ANY EXISTING BACKER ROD AND JOINT SEALANT SHALL BE COMPLETELY REMOVED.
2. SURFACES OF CONCRETE ALONG JOINT SHALL BE CLEANED BY ABRASIVE BLAST CLEANING. SURFACES TO WHICH SILICONE SEALANT WILL ADHERE SHALL BE FREE OF DUST AND LOOSE OR DETERIORATED CONCRETE BEFORE INSTALLING BACKER ROD AND SILICONE JOINT SEAL.
3. COST FOR FOR CLEANING AND SEALING BRIDGE JOINT SEAL AT DECK AND PARAPETS OF BRIDGE NO. 02611 TO BE PAID UNDER "REPLACE JOINT SEAL".
4. COST FOR SEALING PARAPET JOINTS TO BE INCLUDED FOR PAYMENT WITH "ASPHALTIC PLUG EXPANSION JOINT SYSTEM".

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: JPC CHECKED BY: JRH SCALE AS NOTED	<p>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</p>	SIGNATURE/BLOCK: Kleinfelder 2 Wall St., Ste. 450 Manchester, NH 03101-1518	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: NEW LONDON	PROJECT NO. 94-255 DRAWING NO. S-6 SHEET NO. 04.06
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 10/13/2014	Filename: ...04.06.94-255. Drawing. No. S-6. Joint Seal and Parapet Detail-CTDOT.dgn		



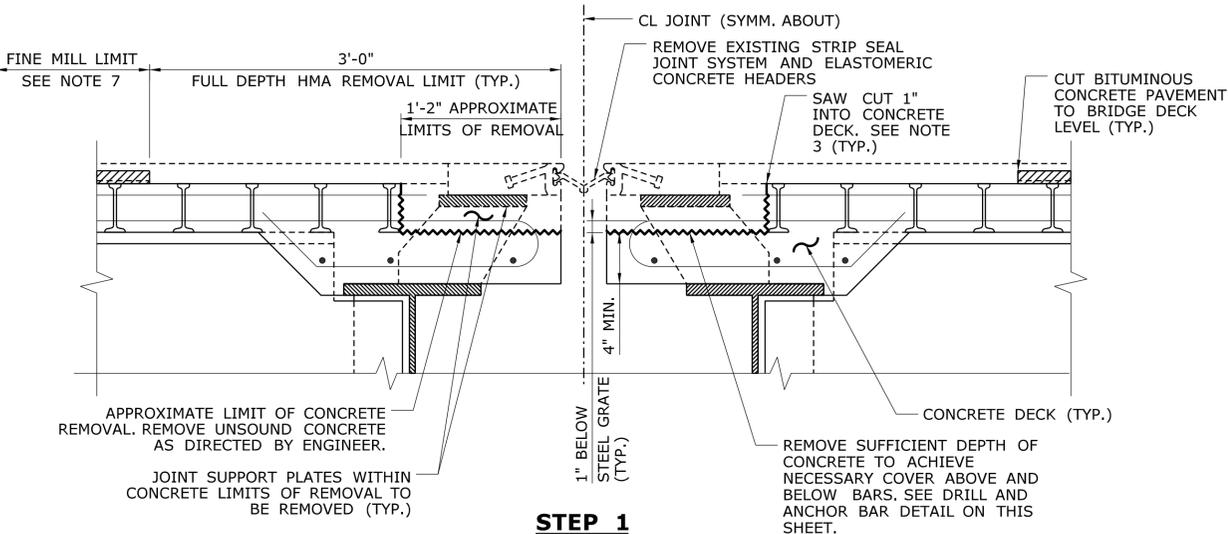
EXISTING ROADWAY JOINT AT PIER 9, BRIDGE NO. 03819

SCALE: 1 1/2"=1'-0"



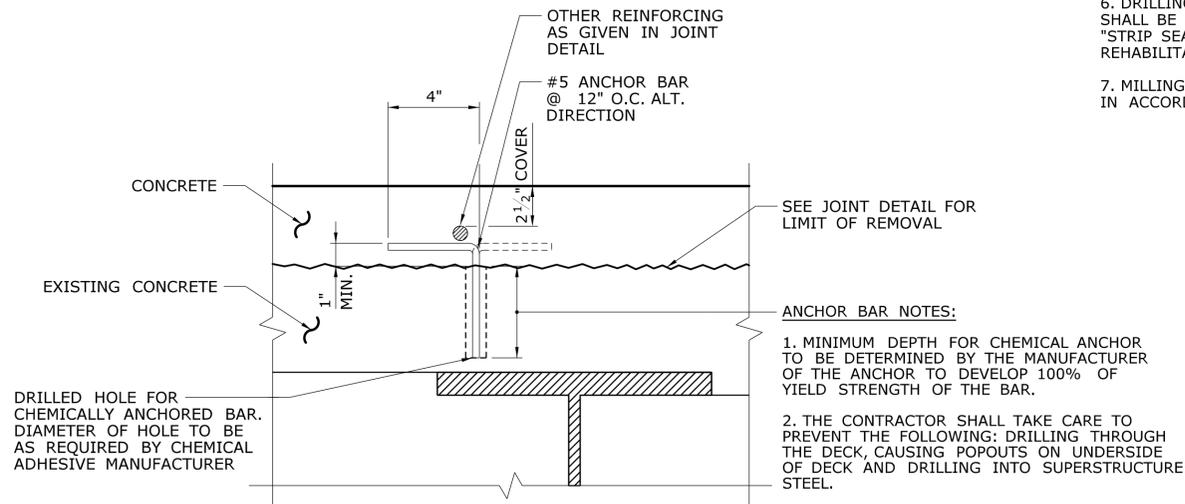
INSTALLED STRIP SEAL JOINT SYSTEM IN REINFORCED CONCRETE HEADERS

SCALE: 1 1/2"=1'-0"



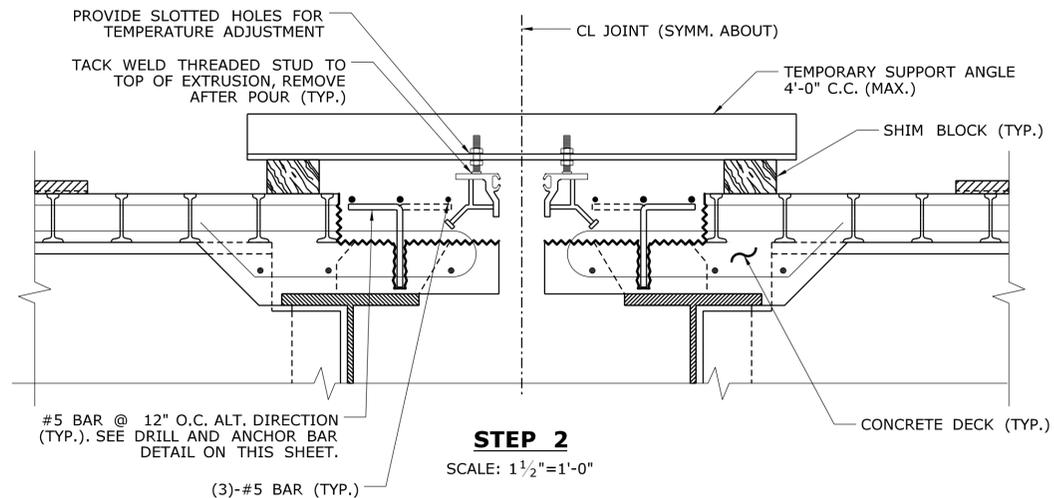
STEP 1

SCALE: 1 1/2"=1'-0"



DRILL AND ANCHOR BAR DETAIL

SCALE: 3"=1'-0"



STEP 2

SCALE: 1 1/2"=1'-0"

TEMPORARY SUPPORT NOTE:
SUPPORT IS SHOWN FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR SHALL DEVELOP A TEMPORARY SUPPORT SYSTEM FOR THE STRIP SEAL EXTRUSIONS TO ALLOW MOVEMENT WHILE THE CONCRETE HEADER DEVELOPS STRENGTH. THE FORMWORK FOR THE CONCRETE HEADERS SHALL BE SECURED WITH THE EXTRUSIONS TO THE TEMPORARY SUPPORT SYSTEM. THE SUPPORT OF THE EXTRUSIONS IN THE PARAPET CURB MUST ALSO BE ADDRESSED. AT NO TIME SHALL THE EXTRUSIONS BE FIXED IN LOCATION TO ONE ANOTHER.

NOTES - BRIDGE NO. 03819 - PIER 9:

1. JOINT REPAIR DESCRIPTIONS:
THE JOINT AT PIER 9 IS A STRIP SEAL EXPANSION JOINT SYSTEM IN ELASTOMERIC CONCRETE HEADERS. REMOVE STRIP SEAL EXPANSION JOINT SYSTEM AND ELASTOMERIC CONCRETE HEADERS. CONSTRUCT REINFORCED CONCRETE HEADERS AND INSTALL STRIP SEAL EXPANSION JOINT SYSTEM FOR REHABILITATION PROJECT. WORK TO BE COMPLETED FROM GUTTER LINE TO GUTTER LINE AND INTO CURB.
2. REMOVAL OF THE EXISTING BITUMINOUS PAVEMENT, EXPANSION JOINT, CONSTRUCTION OF THE REINFORCED CONCRETE HEADERS, INSTALLATION OF THE NEW STRIP SEAL, SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "STRIP SEAL EXPANSION JOINT SYSTEM FOR REHABILITATION PROJECT."
3. SAW CUT PROCEDURE:
FIELD VERIFY LIMITS OF STEEL GRID FLOOR TO ENSURE THAT THE SAW CUT AND CONCRETE REMOVAL DOES NOT EXTEND INTO THE PORTION OF THE CONCRETE DECK CONTAINING STEEL GRID FLOOR.
4. REMOVE CONCRETE TO THE LIMITS AS SHOWN ON THE PLANS. REMOVE UNSOUND CONCRETE AS DIRECTED BY ENGINEER.
5. AFTER REMOVAL OF ANY STEEL EXTRUSIONS OR EMBEDDED STEEL JOINT MATERIALS AND DECK CONCRETE, THE REINFORCEMENT MAY BE FOUND TO BE DETERIORATED PAST THE POINT THAT IT IS ACCEPTABLE TO REUSE. REMOVE CONCRETE AS FAR AS REQUIRED TO EXPOSE SUFFICIENT SOUND REINFORCEMENT TO LAP THE NEW BARS TO PROVIDE SPECIFIED BARS AND MATCH THE EXISTING SPACING FOR BOTH LONGITUDINAL AND TRANSVERSE BARS.
6. DRILLING AND ANCHORING OF REINFORCING BARS SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "STRIP SEAL EXPANSION JOINT SYSTEM FOR REHABILITATION PROJECT."
7. MILLING AND OVERLAYING OF PAVEMENT WILL BE DONE IN ACCORDANCE WITH THE HIGHWAY PLANS.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNER/DRAFTER:
K. CONSTANZER
CHECKED BY:
M. CROTEAU
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

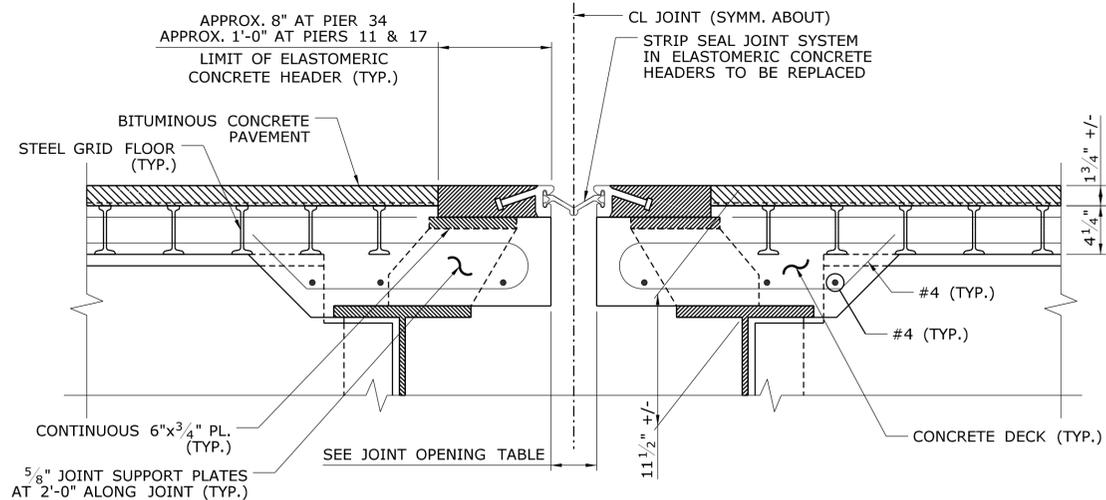
Plotted Date: 10/8/2014
Filename: ...104.07_SB_MSH_94_255_JOINT_DETAILS.dgn

SIGNATURE/
BLOCK:
Kleinfelder
2 Wall St., Ste. 450
Manchester, NH
03101-1518

PROJECT TITLE:
**PAVEMENT PRESERVATION
ON I-95**

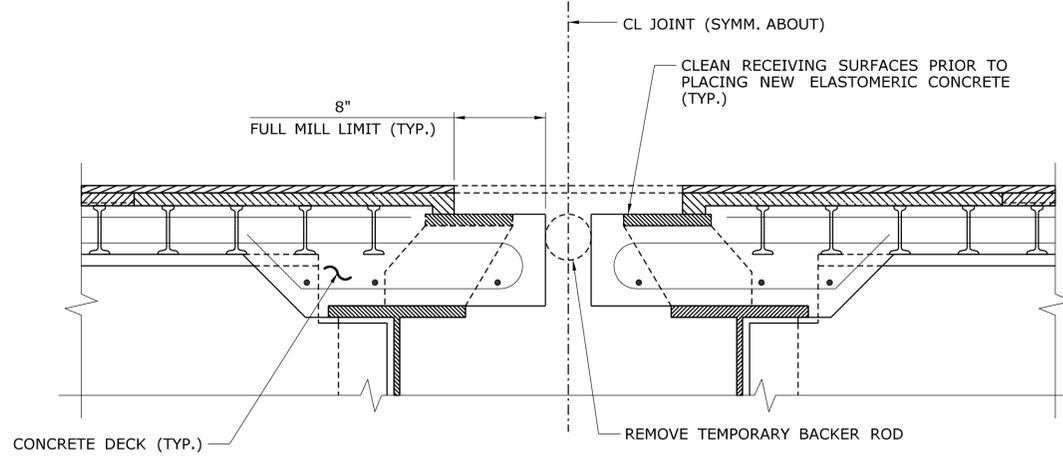
TOWN:
NEW LONDON
DRAWING TITLE:
**STRIP SEAL EXPANSION
JOINT SYSTEM**

PROJECT NO.
94-255
DRAWING NO.
S-7
SHEET NO.
04.07



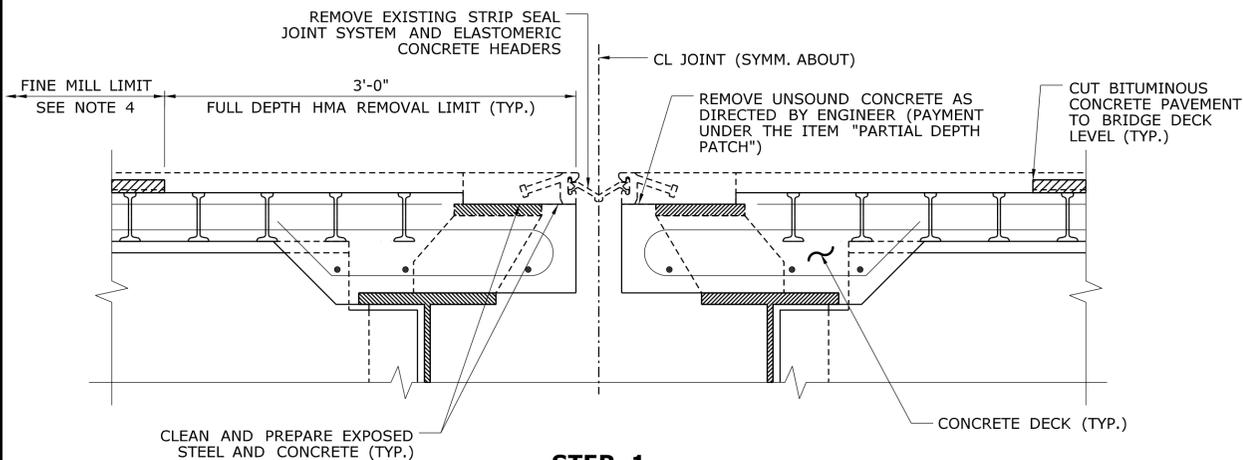
**EXISTING ROADWAY JOINT AT PIER 11, 17, & 34
BRIDGE NO. 03819**

SCALE: 1 1/2"=1'-0"



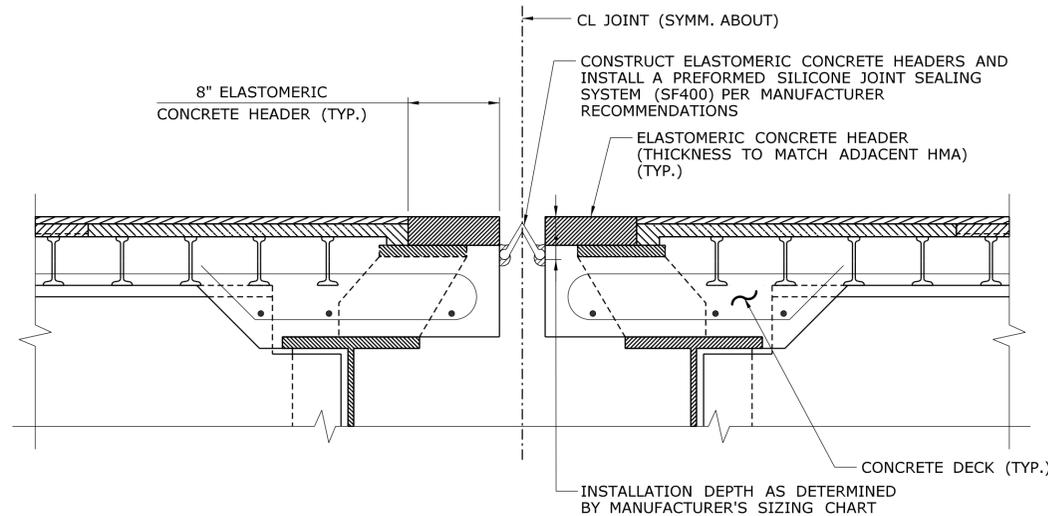
STEP 3

SCALE: 1 1/2"=1'-0"



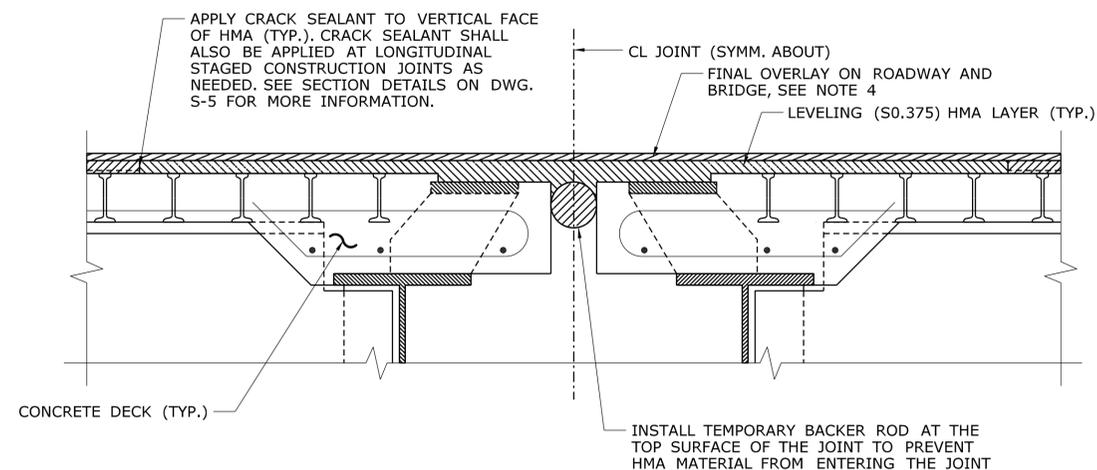
STEP 1

SCALE: 1 1/2"=1'-0"



PREFORMED SILICONE JOINT SEALING SYSTEM

SCALE: 1 1/2"=1'-0"



STEP 2

SCALE: 1 1/2"=1'-0"

**NOTES - BRIDGE NO. 03819 -
PIER 11/PIER 17/PIER 34:**

1. JOINT REPAIR DESCRIPTIONS: THE JOINTS AT PIER 11, PIER 17 AND PIER 34 ARE A STRIP SEAL EXPANSION JOINT SYSTEM IN ELASTOMERIC CONCRETE HEADERS. REMOVE STRIP SEAL EXPANSION JOINT SYSTEM AND ELASTOMERIC CONCRETE HEADERS AS DIRECTED BY ENGINEER, MAKE REPAIRS TO POOR QUALITY CONCRETE AND PREPARE DECK ENDS. CONSTRUCT ELASTOMERIC CONCRETE HEADERS AS SHOWN. INSTALL A PREFORMED SILICONE JOINT SEALING SYSTEM. WORK TO BE COMPLETED FROM GUTTER LINE TO GUTTER LINE AND INTO CURB.
2. REMOVAL OF THE EXISTING BITUMINOUS PAVEMENT, STRIP SEAL JOINT SYSTEM, ELASTOMERIC CONCRETE HEADER, WATERPROOFING MEMBRANE AND BOND BREADER SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF HMA WEARING SURFACE."
3. SAW-CUTTING AND REMOVAL OF HMA RELATING TO THE CONSTRUCTION OF THE ELASTOMERIC CONCRETE HEADERS SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "ELASTOMERIC CONCRETE HEADERS."
4. MILLING AND OVERLAYING OF PAVEMENT WILL BE DONE IN ACCORDANCE WITH THE HIGHWAY PLANS.

JOINT OPENING TABLE		
LOCATION	DIMENSION (+/-)	TEMPERATURE
PIER 11	2.5"	60°F
PIER 17	2.0"	60°F
PIER 34	2.4"	60°F

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

DESIGNER/DRAFTER:
K. CONSTANZER
CHECKED BY:
M. CROTEAU
SCALE AS NOTED

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**

SIGNATURE/
BLOCK:

Kleinfelder
2 Wall St., Ste. 450
Manchester, NH
03101-1518

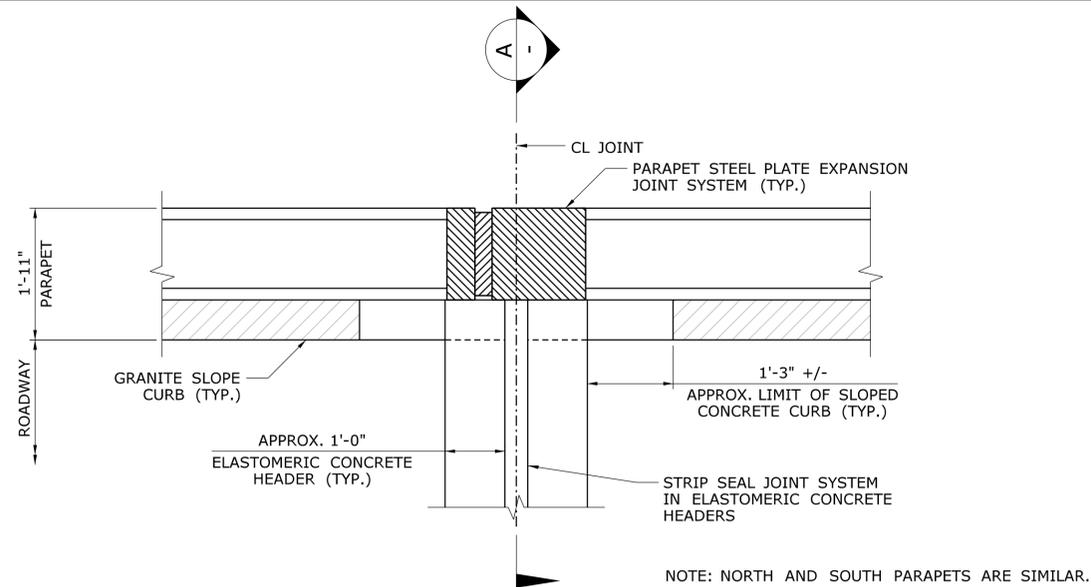
PROJECT TITLE:
**PAVEMENT PRESERVATION
ON I-95**

TOWN:
NEW LONDON
DRAWING TITLE:
**PREFORMED SILICONE
JOINT SEALING SYSTEM**

PROJECT NO.
94-255
DRAWING NO.
S-8
SHEET NO.
04.08

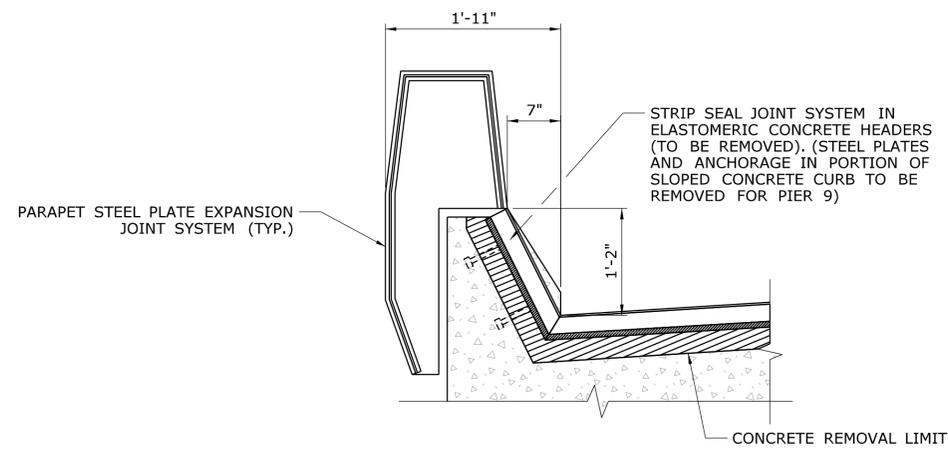
Plotted Date: 10/8/2014

Filename: ...04.08_SB_MSH_94_255_JOINT_DETAILS.dgn



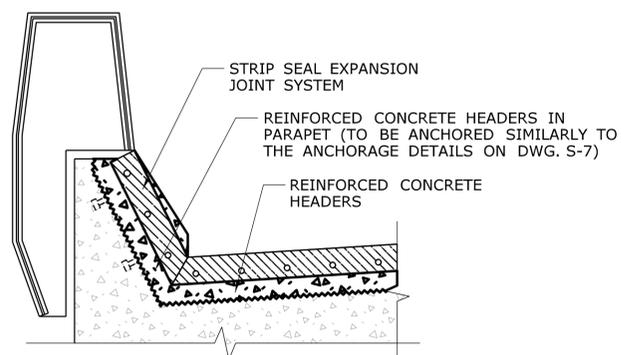
EXISTING EXPANSION JOINT PLAN AT PIER 9, BRIDGE NO. 03819

SCALE: 3/4"=1'-0"



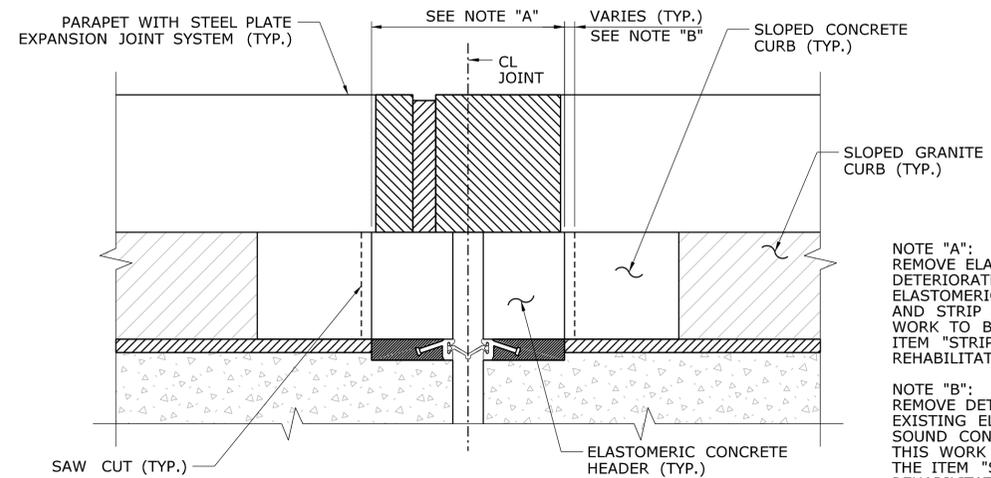
SECTION: EXISTING A

SCALE: 1"=1'-0"



SECTION: PROPOSED A

SCALE: 1"=1'-0"

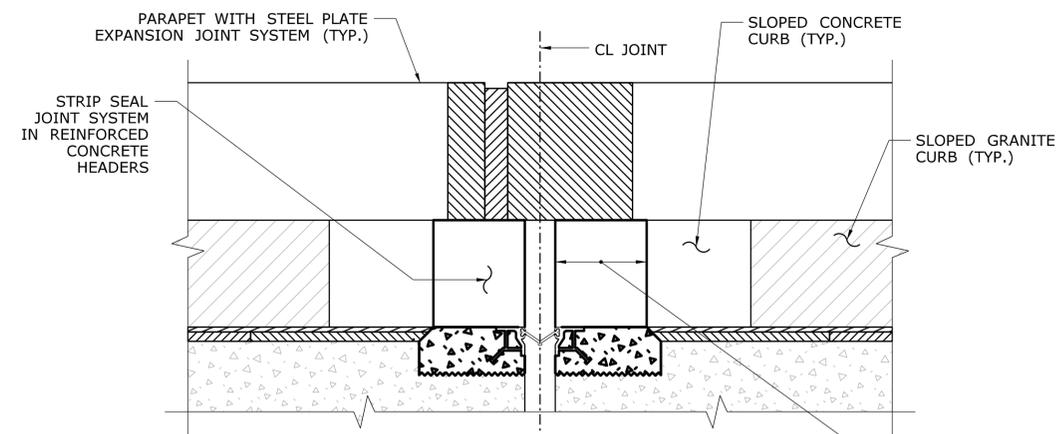


EXISTING EXPANSION JOINT ELEVATION

SCALE: 1"=1'-0"

NOTE "A": REMOVE ELASTOMERIC CONCRETE HEADERS, DETERIORATED REINFORCED CONCRETE BELOW ELASTOMERIC CONCRETE HEADERS, STEEL EXTRUSIONS AND STRIP SEAL WITHIN THE PARAPET LIMITS. THIS WORK TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "STRIP SEAL EXPANSION JOINT SYSTEM FOR REHABILITATION PROJECT".

NOTE "B": REMOVE DETERIORATED CONCRETE ADJACENT TO EXISTING ELASTOMERIC CONCRETE HEADERS TO SOUND CONCRETE AS DETERMINED BY THE ENGINEER. THIS WORK TO BE INCLUDED FOR PAYMENT UNDER THE ITEM "STRIP SEAL EXPANSION JOINT SYSTEM FOR REHABILITATION PROJECT".



PROPOSED EXPANSION JOINT ELEVATION

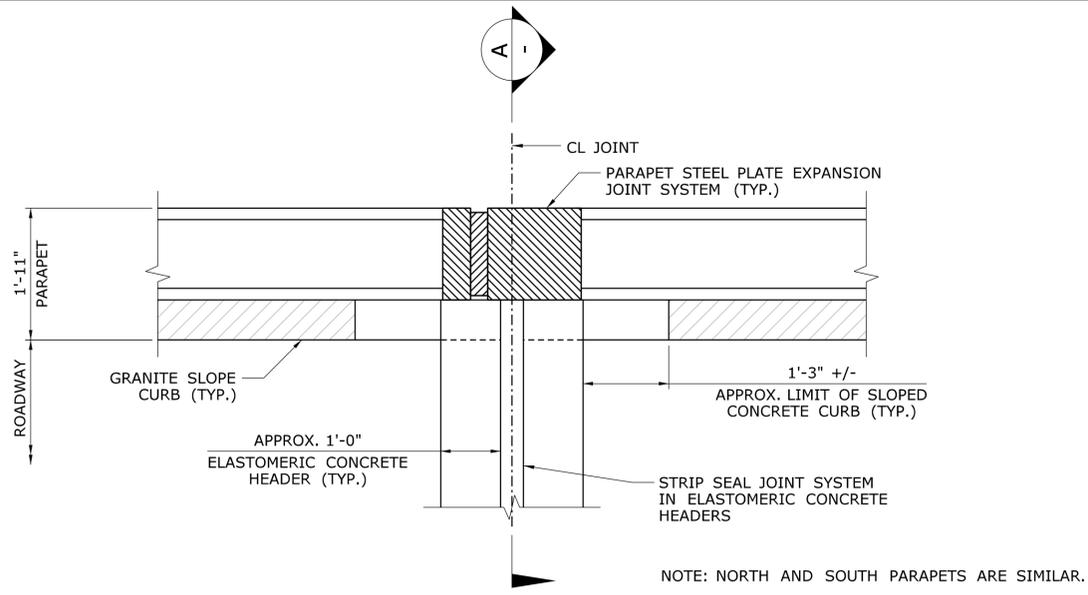
SCALE: 1"=1'-0"

WIDTH OF REINFORCED CONCRETE HEADERS IN THE CURB PORTION OF THE PARAPET AS REQUIRED FOR REMOVAL OF UNSOUND CONCRETE.

NOTES:

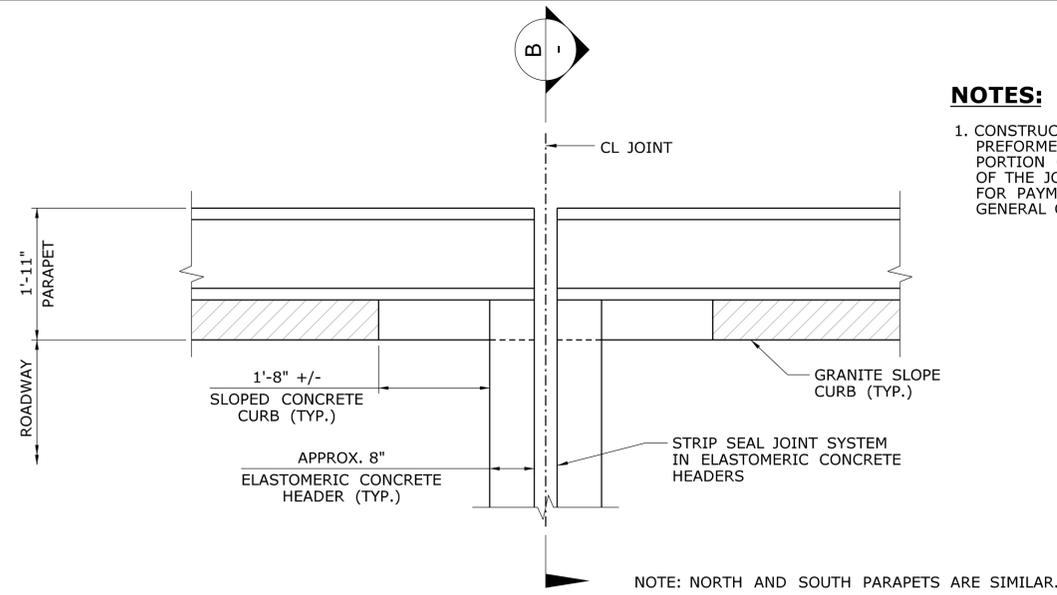
1. CONSTRUCT REINFORCED CONCRETE HEADERS AND INSTALL STRIP SEAL IN THE CURB PORTION OF THE PARAPET SHOWN, TYPICAL AT BOTH ENDS OF THE JOINT. PARAPET WORK SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE GENERAL COST OF THE WORK.

REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 10/8/2014	DESIGNER/DRAFTER: K. CONSTANZER	CHECKED BY: M. CROTEAU	SCALE AS NOTED	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	SIGNATURE/BLOCK: Kleinfelder 2 Wall St., Ste. 450 Manchester, NH 03101-1518	PROJECT TITLE: PAVEMENT PRESERVATION ON I-95	TOWN: NEW LONDON	PROJECT NO. 94-255
											DRAWING TITLE: JOINT SEAL AND PARAPET DETAILS AT PIER 9	DRAWING NO. S-9
												SHEET NO. 04.09



EXISTING EXPANSION JOINT PLAN AT PIER 11 & PIER 17, BRIDGE NO. 03819

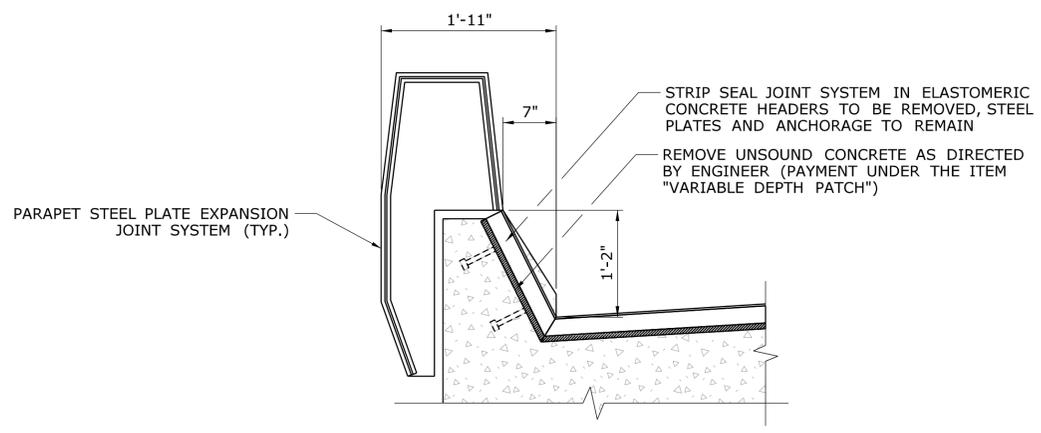
SCALE: 3/4"=1'-0"



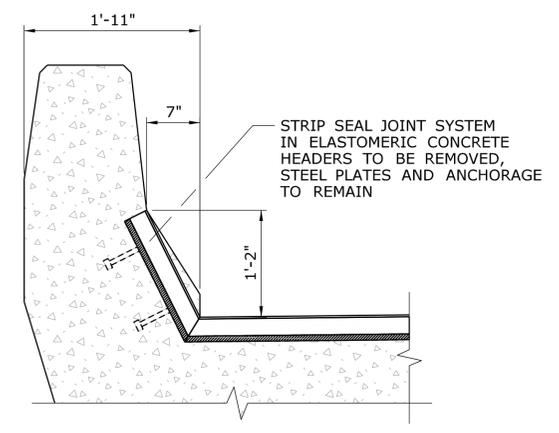
EXISTING EXPANSION JOINT PLAN AT PIER 34, BRIDGE NO. 03819

SCALE: 3/4"=1'-0"

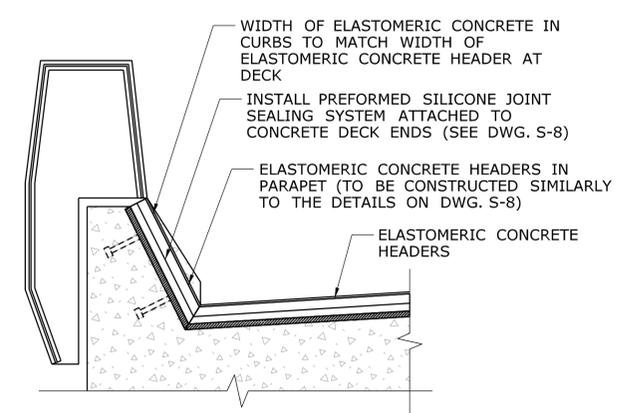
NOTES:
 1. CONSTRUCT ELASTOMERIC CONCRETE HEADERS AND INSTALL PREFORMED SILICONE JOINT SEALING SYSTEM IN THE CURB PORTION OF THE PARAPET SHOWN, TYPICAL AT BOTH ENDS OF THE JOINT. PARAPET WORK SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE GENERAL COST OF THE WORK.



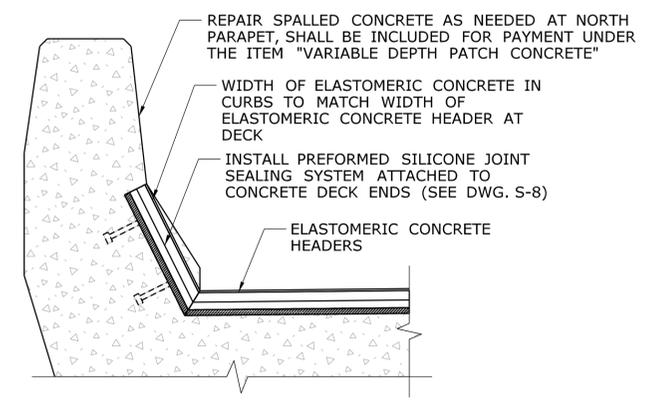
SECTION: EXISTING A
SCALE: 1"=1'-0"



SECTION: EXISTING B
SCALE: 1"=1'-0"



SECTION: PROPOSED A
SCALE: 1"=1'-0"



SECTION: PROPOSED B
SCALE: 1"=1'-0"

REV. DATE REVISION DESCRIPTION SHEET NO.		THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: K. CONSTANZER CHECKED BY: M. CROTEAU SCALE AS NOTED		STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...04.10_SB_MSH_94_255_PARAPET_DETAILS.dgn		SIGNATURE/BLOCK: Kleinfelder 2 Wall St., Ste. 450 Manchester, NH 03101-1518		PROJECT TITLE: PAVEMENT PRESERVATION ON I-95		TOWN: NEW LONDON DRAWING TITLE: JOINT SEAL AND PARAPET DETAILS AT PIERS 11, 17 & 34		PROJECT NO. 94-255 DRAWING NO. S-10 SHEET NO. 04.10	
--	--	--	--	---	--	--	--	---	--	--	--	---	--	--	--