

**State of Connecticut  
Department of Transportation  
Office of Quality Assurance (OQA), Office of Construction (OOC),  
Office of Engineering (OOE) and Bridge Operations Unit (BOU)**

**Summary of Meeting Minutes  
June 2, 2011  
Newington HQ, Room 4208**

<u>Attendees:</u>	Anthony Kwentoh	OOC	X-2673
	Timothy Fields	OOE	X-3217
	Jan Mazeau	OQA	X-2674
	Rich Van Allen	BOU	X-2634
	Mohammed Bishtawi	OQA	X-3256
	Bryan Reed	OOE	X-3418
	Julie Georges	OOE	X-3348
	James Connery	OOC	X-2669

Subject: Asphaltic Plug Joints Lessons Learned

Purpose: Open discussion on issues affecting Asphaltic Plug Joints and to reduce the potential for premature failures of this type of bridge joint system.

Summary of Discussion:

1. There was concern that some Asphaltic Plug Joints (APJ) installed under bridge construction contracts have had failures within 2 to 3 years since installation. Expected useful life is 5 years.
2. The suspected reasons for failures include
  - a. dusty aggregate,
  - b. wrong size or improper installation of plates,
  - c. wrong joint type for conditions,
  - d. cleanliness of joint opening
  - e. and incomplete coating of joint with liquid asphalt prior to introduction of joint mixture.
3. The owned special provision (dated 11/04/10) was reviewed by all prior to the meeting.
  - a. It was noted that the special provision would have more impact if it included warranty language or bond that defines the life of the joint as 5 years.
  - b. OOC showed a Rhode Island DOT warranty specification within their special provision for this item and will forward a copy to OOE for possible inclusion in the APJ special provision.

June 2, 2011 Meeting Minutes (con't.)

- c. There was some discussion whether to have two versions of the special provision - one for rehabilitation projects (unit of measure = cubic feet or cubic meter) and one for new bridge projects (unit of measure = linear feet or linear meter) but it was deemed more desirable to have just one with the cubic foot or cubic meter measurement.
  - d. The materials section currently lists three approved APJ system manufacturers. They will be contacted soon to verify information on their products such as applicability (traffic volume, speed, density of truck traffic, skew angle of bridge, maximum dimensions, etc.) and expected life of joint.
4. OOC also noted that a study was done by UMass and UConn and would send copies to all attendees for review.

Conclusions: OOE will contact the APJ materials manufacturers for information. OOC will forward a copy of the RIDOT special provision to OOE for possible future use. OOC will also forward the APJ study to all attendees.

Submitted by:

Janet Mazeau Date 6/6/11  
Janet Mazeau

Reviewed by:

Mohammed Bishtawi Date 6/6/11  
Mohammed Bishtawi

cc: Attendees