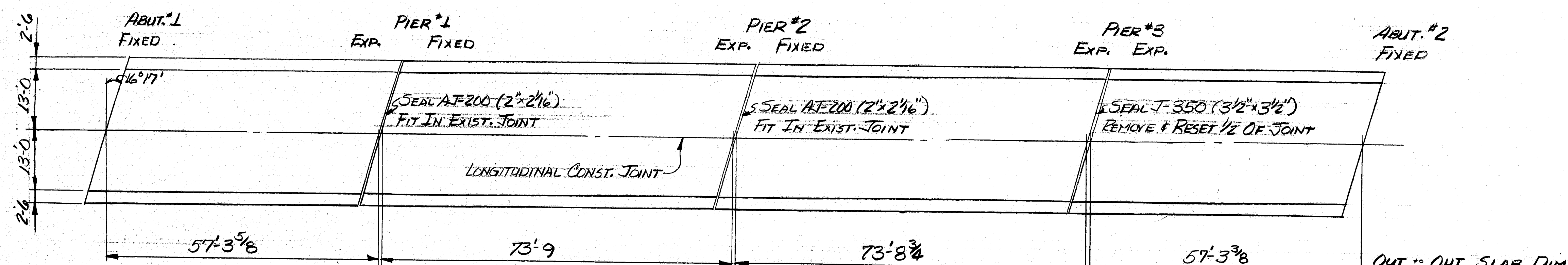
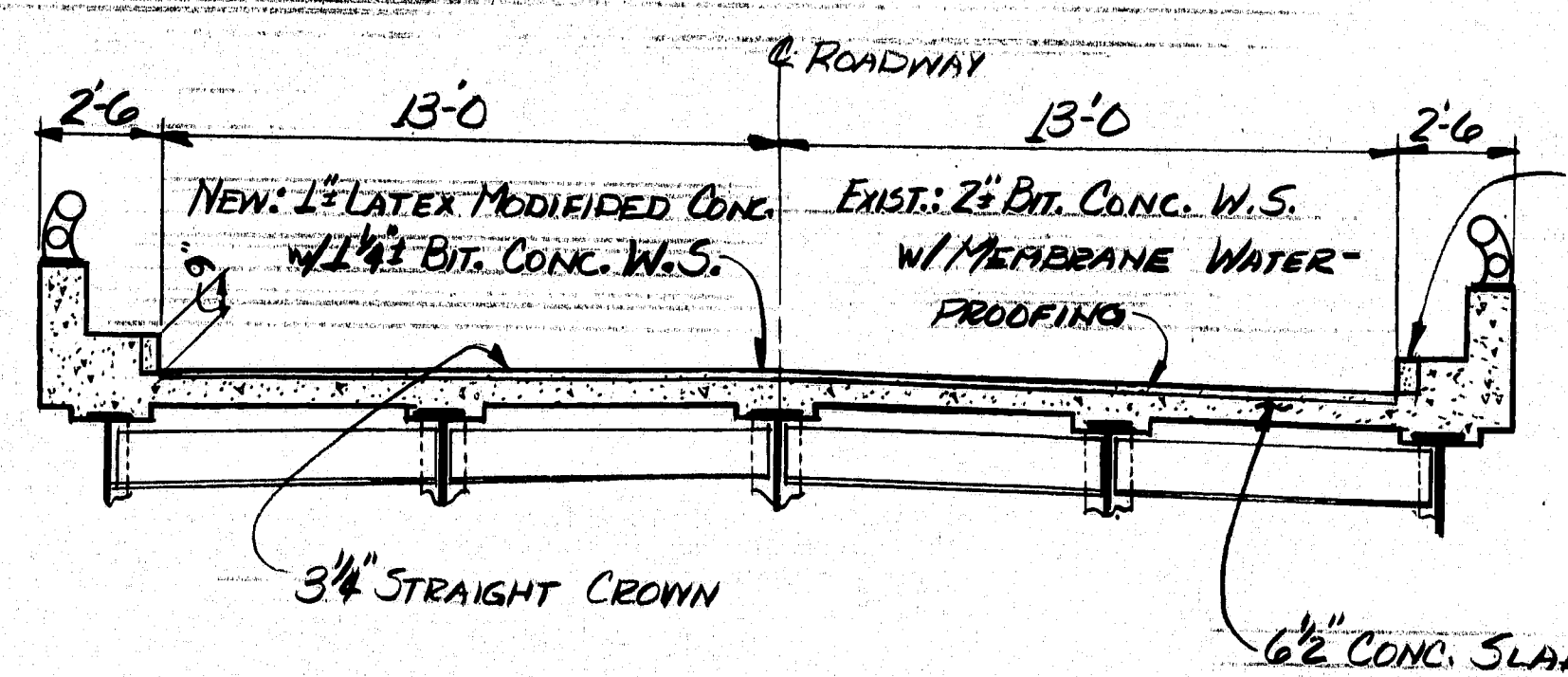


F.R.A. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE			

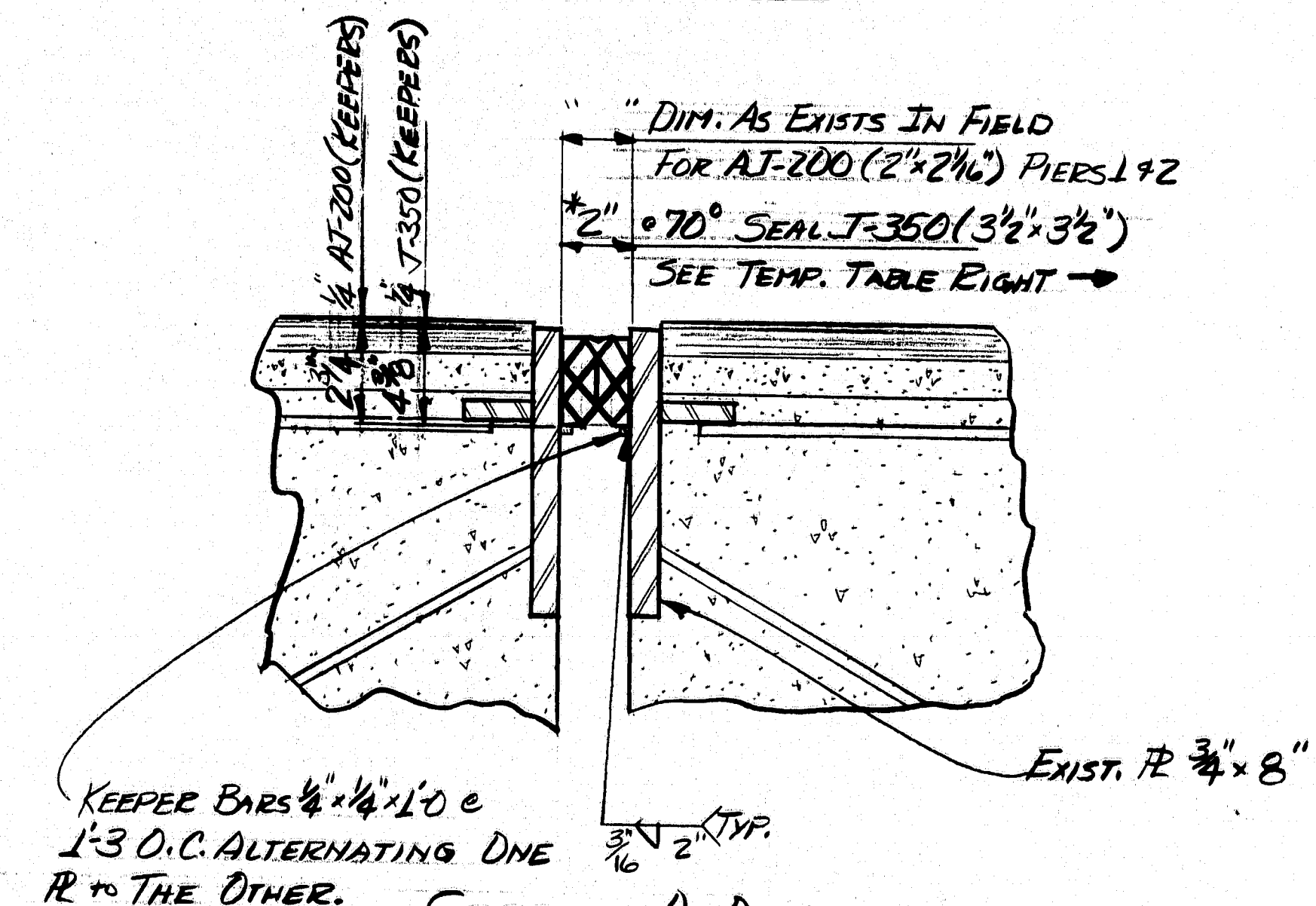


PLAN

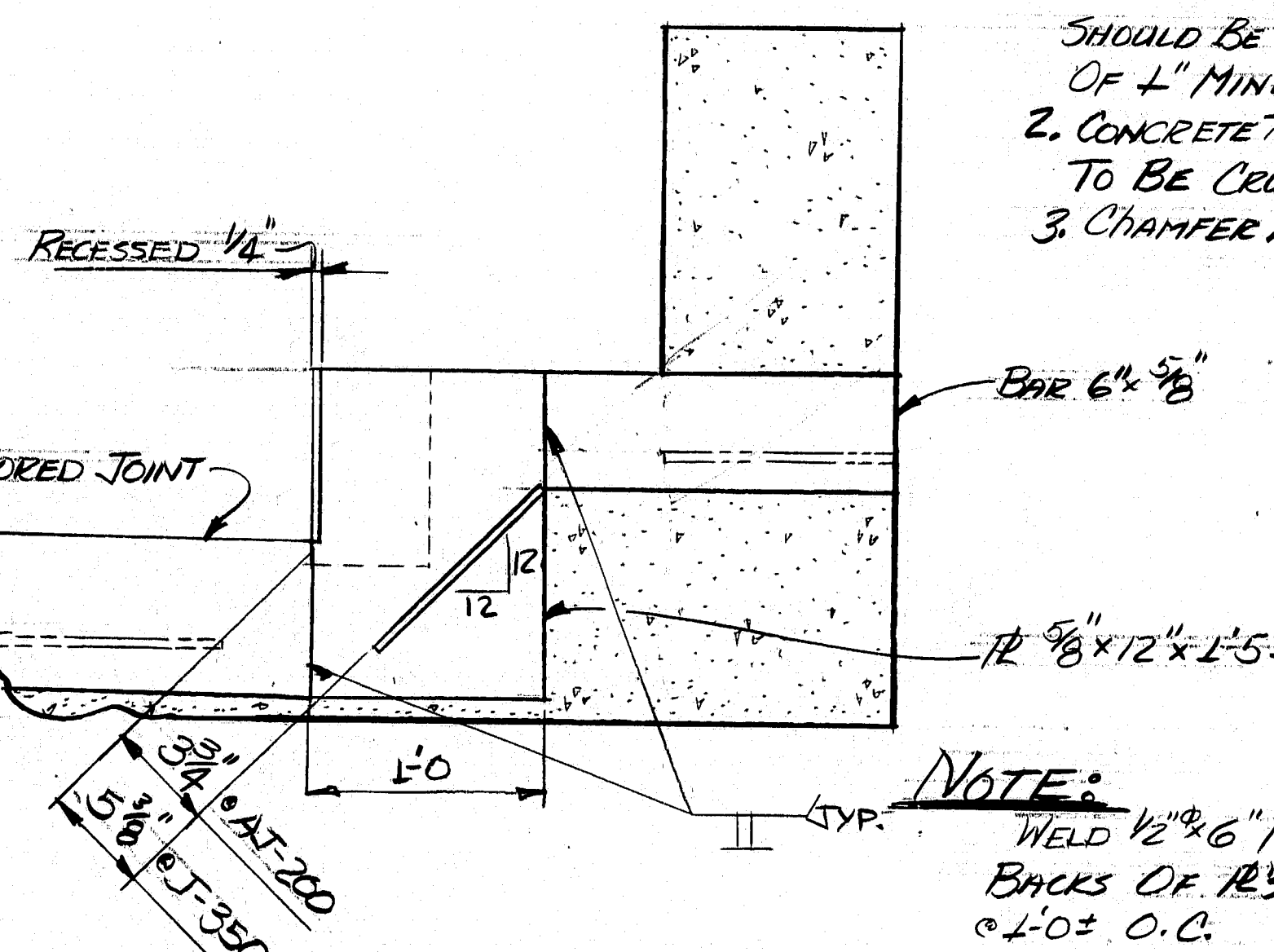
SCOPE OF WORK
 REMOVE EXISTING BIT. CONC. W/S. AND MEMBRANE.
 PLACE 1" LATEX MODIFIED CONC. PLACE 1 1/2" BIT. CONC. W/S.
 INSTALL SEALS AS SHOWN.



TRANSVERSE SECTION



SECTION A-A (PIERS 1 & 2) SECTION B-B (PIER 3)

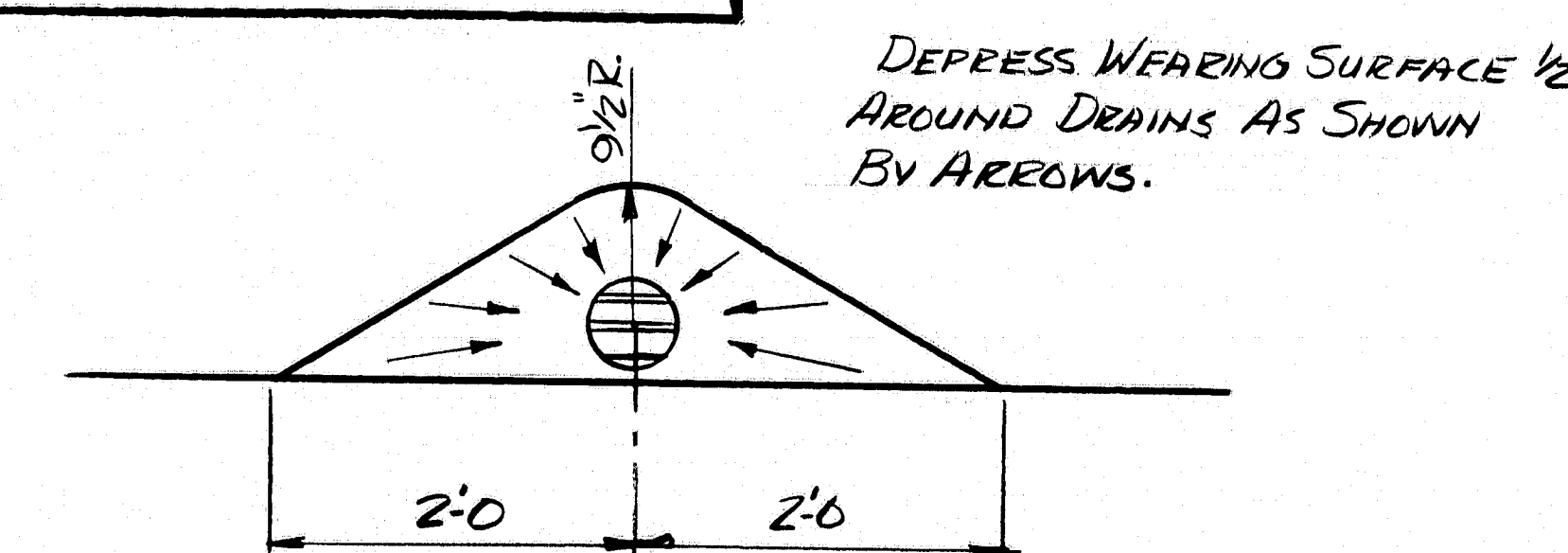


CURB DETAIL (TYP.)

* USE W/ SEAL J-350 (3 1/2" x 3 1/2") ONLY

TEMPERATURE ADJUSTMENT CHART									
TEMP. (F°)	5°	15°	25°	35°	45°	55°	70°	85°	95°
OPENING	2 1/8"	2 3/8"	2 1/2"	2 3/8"	2 1/4"	2 3/16"	2"	1 3/16"	1 1/4"

ALL DIMENSIONS NORMAL TO JOINT



TYPICAL DRAIN SLOPE DETAIL

DEPRESS WEARING SURFACE 1/2"
 AROUND DRAINS AS SHOWN
 BY ARROWS.

GENERAL NOTES

- IF MAIN SLAB STEEL IS EXPOSED, CONCRETE SHOULD BE REMOVED UNDER STEEL TO DEPTH OF 1" MIN.
- CONCRETE TO BE LATEX MODIFIED AND AGGREGATE TO BE CRUSHED LEDGE.
- CHAMFER ALL EXPOSED EDGES 1/2".

LATEX CONCRETE NOTES

THE DECK SURFACE MUST BE THOROUGHLY SABLASTED AND CLEANED TO REMOVE ALL DUST OR LOOSE MATERIALS IMMEDIATELY BEFORE THE LATEX CONCRETE IS PLACED.

JUST PRIOR TO PLACEMENT OF THE LATEX MODIFIED CONCRETE THE CLEAN SURFACE OF THE DECK SHALL BE THOROUGHLY WETTED FOR A PERIOD OF NOT LESS THAN ONE HOUR.

NOTE: ANY STANDING WATER SHALL BE KEPT CLEAR BEFORE THE PLACEMENT IS MADE.

AFTER THOROUGH WETTING OF DECK, AND JUST AHEAD OF PLACEMENT OF CONCRETE, A LATEX CONCRETE MIXTURE IS TO BE EVENLY BECOMED ONTO THE DECK INSURING THAT THE ENTIRE SURFACE IS COVERED AND THAT NO EXCESS COLLECTS IN LOW SPOTS OR POCKETS. CONCRETE SHALL BE THOROUGHLY BECOMED UNDER AND AROUND ANY EXPOSED REINFORCING BARS.

NOTE: ALL EXCESS MATERIAL THAT WAS USED FOR BRUSHING SHALL BE DISPOSED OF, NOT PLACED BACK IN THE MIX.

CARE SHALL BE TAKEN TO INSURE THAT ALL VERTICAL AND HORIZONTAL SURFACES RECEIVE A THOROUGH COAT, AND THAT THE RATE OF APPLICATION IS CONTROLLED SO THAT IT DOES NOT DRY BEFORE THE CONCRETE IS PLACED.

THE SURFACE SHALL BE PROMPTLY COVERED WITH A SINGLE LAYER OF CLEAN, WET BURLAP AS SOON AS THE SURFACE WILL SUPPORT IT WITHOUT DEFORMATION.

IMMEDIATELY FOLLOWING COVERING WITH WET BURLAP, A LAYER OF POLYETHYLENE FILM (MINIMUM 4 MIL) SHALL BE PLACED ON THE WET BURLAP AND THE SURFACE CURED FOR 24 HOURS. THE CURING MATERIAL SHALL THEN BE REMOVED FOR AN ADDITIONAL 72 HOURS AIR CURE. WET BURLAP-POLYETHYLENE SHEETS MAY BE SUBSTITUTED WITH APPROVAL.

MATERIALS

- 2 RECD - PREFORMED SEALS AT-200 (2" x 2 1/4" x 35')
- 1 RECD - PREFORMED SEAL J-350 (3 1/2" x 3 1/2" x 35')
- 78 L.F. - BAR 1/4" x 1/4" C.R. SQUARE
- 17 L.F. - R 3/8" x 12"
- 19 L.F. - BAR 1" x 6"
- 60 RECD - 5/8" x 6" MACH. BOLTS

LATEX MODIFIED CONCRETE

$$\frac{26' \times 264' \times 1.250'}{27} = 31.97 \text{ CY.}$$

$$59 \text{ CY. } 320.4$$

BIT. CONC. EST.

$$= 26' \times 264' = 6,864 \text{ ft.}^2$$

$$= \frac{6,864 \text{ ft.}^2}{9} \times 110 \text{ lbs.} \times 1.25 = 104,867 \text{ lbs.}$$

$$= 52.4 \text{ Ton.}$$

$$\text{Say } 53 \text{ Ton.}$$

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
#5958	
RIDGE ROAD BRIDGE OVER I-95 IN THE TOWN OF NEWPORT IN PENOBSCOT COUNTY	
W.S. SEALS SHEET 1 OF 1 AUGUSTA, MAINE MAY 10, 1984	

96-379