

ELASTOMERIC CONCRETE FOR PRESERVATION			JOINT REPAIR QUANTITY TABLE	
LOCATION	ESTIMATED * (CU. FT.)	ACTUAL (CU. FT.)	ESTIMATED (LIN. FT.)	ACTUAL (LIN. FT.)
END BENT 1	7.8			
BENT 1	7.8			
BENT 2	7.8			
BENT 3	7.8			
END BENT 2	7.8			
TOTAL	39.0		271.3	

* BASED ON THE MINIMUM BLOCKOUT SHOWN.

NOTES

HYDRO-DEMOLITION OR EXCAVATION OF CONCRETE AT THE EXISTING JOINT SHALL RESULT IN THE BOTTOM OF THE EXCAVATION BEING REASONABLY FLAT AND LEVEL, TO PROVIDE SUFFICIENT SUBSTRATE FOR PLACEMENT AND SUPPORT OF ELASTOMERIC CONCRETE.

RETAIN ALL EXISTING REINFORCING STEEL. CLEAN AND REPAIR AS NEEDED.

FINAL JOINT SEALS SHALL NOT BE INSTALL UNTIL THE LMC OVERLAY IS COMPLETE.

THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING JOINT OPENING PRIOR TO ORDERING JOINT SEAL MATERIAL. IF THE ACTUAL JOINT OPENING VARIES FROM THE OPENING INDICATED IN THE DETAILS BY MORE THAN 1/4", NOTIFY THE ENGINEER.

THE MANUFACTURER IS TO PROVIDE THE NOMINAL UNCOMPRESSED SEAL WIDTH OF THE FOAM JOINT SEAL FOR THE SIZE OF THE OPENING ON THE PLANS AND ACCOMMODATE THE MINIMUM EXPANSION SHOWN ON THE PLANS.

FOAM JOINTS SHALL BE INSTALLED AS PER THE MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTOR SHALL TAKE CARE DURING JOINT REHAB OPERATIONS NOT TO DROP ANY MATERIAL BELOW THE BRIDGE, WITHOUT PROTECTIVE DEVICES BELOW TO CATCH THE MATERIAL. ANY MATERIAL THAT FALLS BELOW THE BRIDGE SHALL BE CONTAINED, REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO EXTRA COST TO THE DEPARTMENT. IF THE ENGINEER DETERMINES THAT THE PROTECTIVE DEVICES ARE NOT ADEQUATE OR NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

THE CONTRACTOR WILL NOT BE PERMITTED TO FORM THE JOINTS IN LIEU OF SAWING THE JOINT.

THE INSTALLED FOAM JOINT SEALS SHALL BE WATER TIGHT.

FOR FOAM JOINT SEALS FOR PRESERVATION, SEE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL SAW CUT TO A NOMINAL DEPTH OF 1/2" BUT REINFORCING STEEL SHALL NOT BE DAMAGED. VERIFY THAT SAW-CUT DEPTH WILL NOT DAMAGE EXISTING REINFORCING STEEL.

QUANTITIES SHOWN IN THE ELASTOMERIC CONCRETE FOR PRESERVATION TABLE ARE BASED ON THE MINIMUM JOINT DEMOLITION SHOWN.

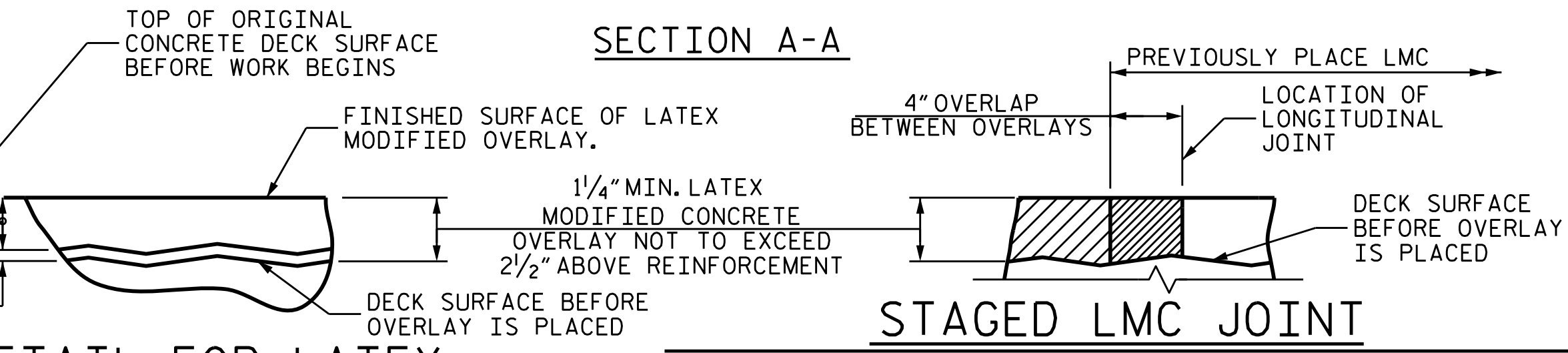
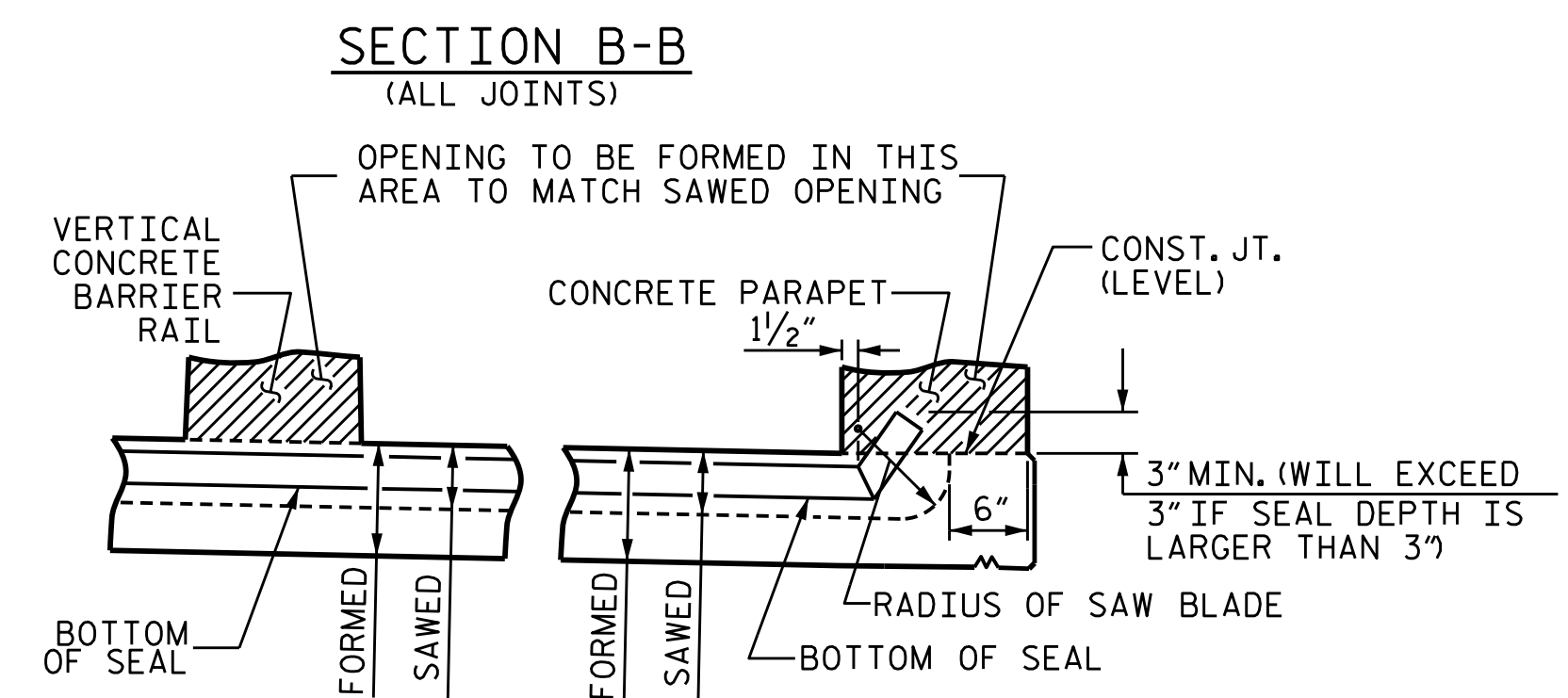
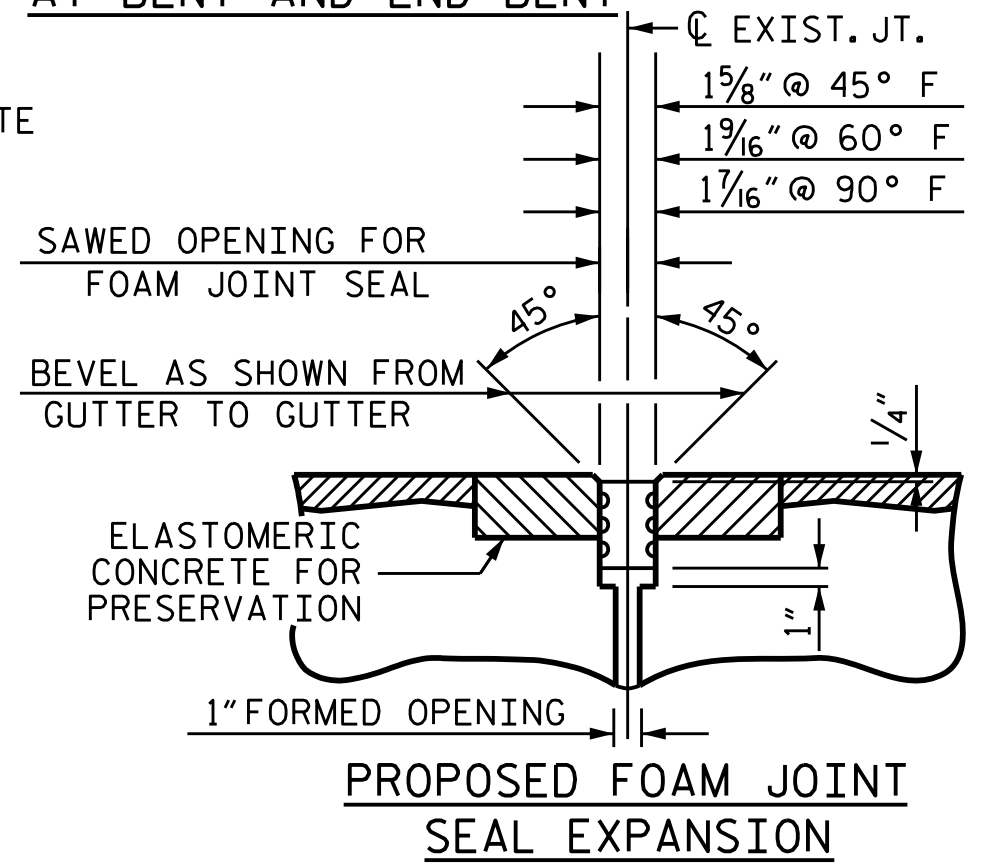
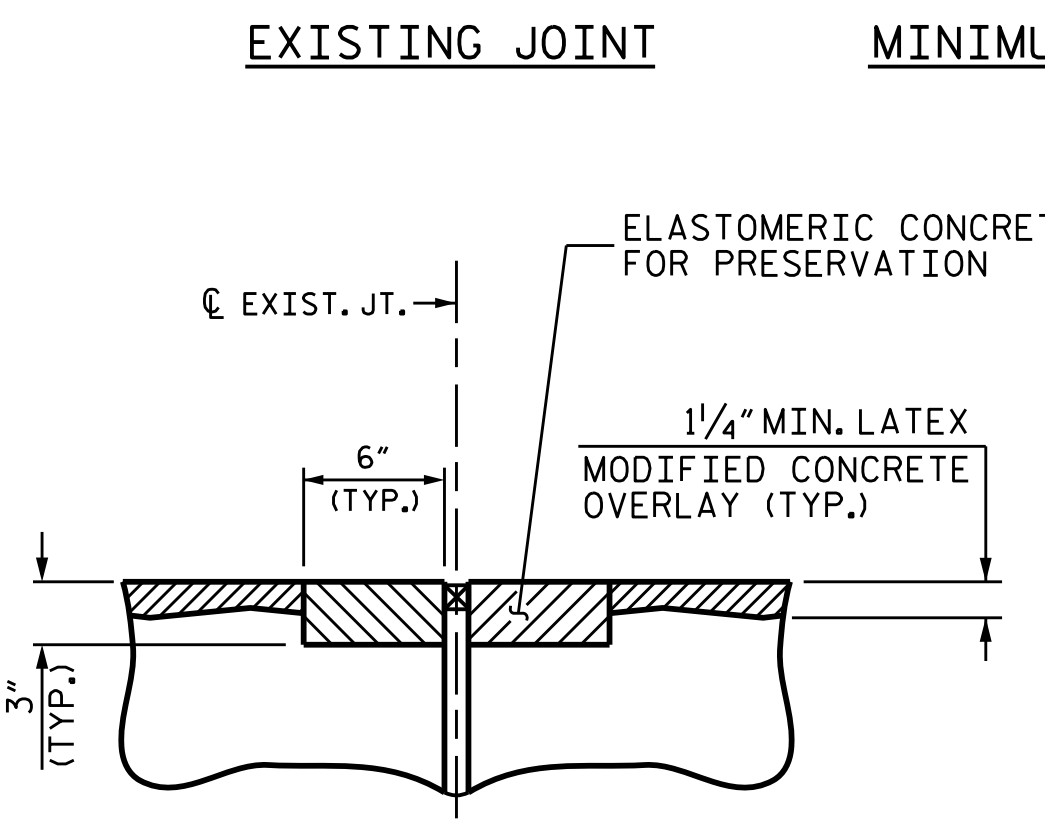
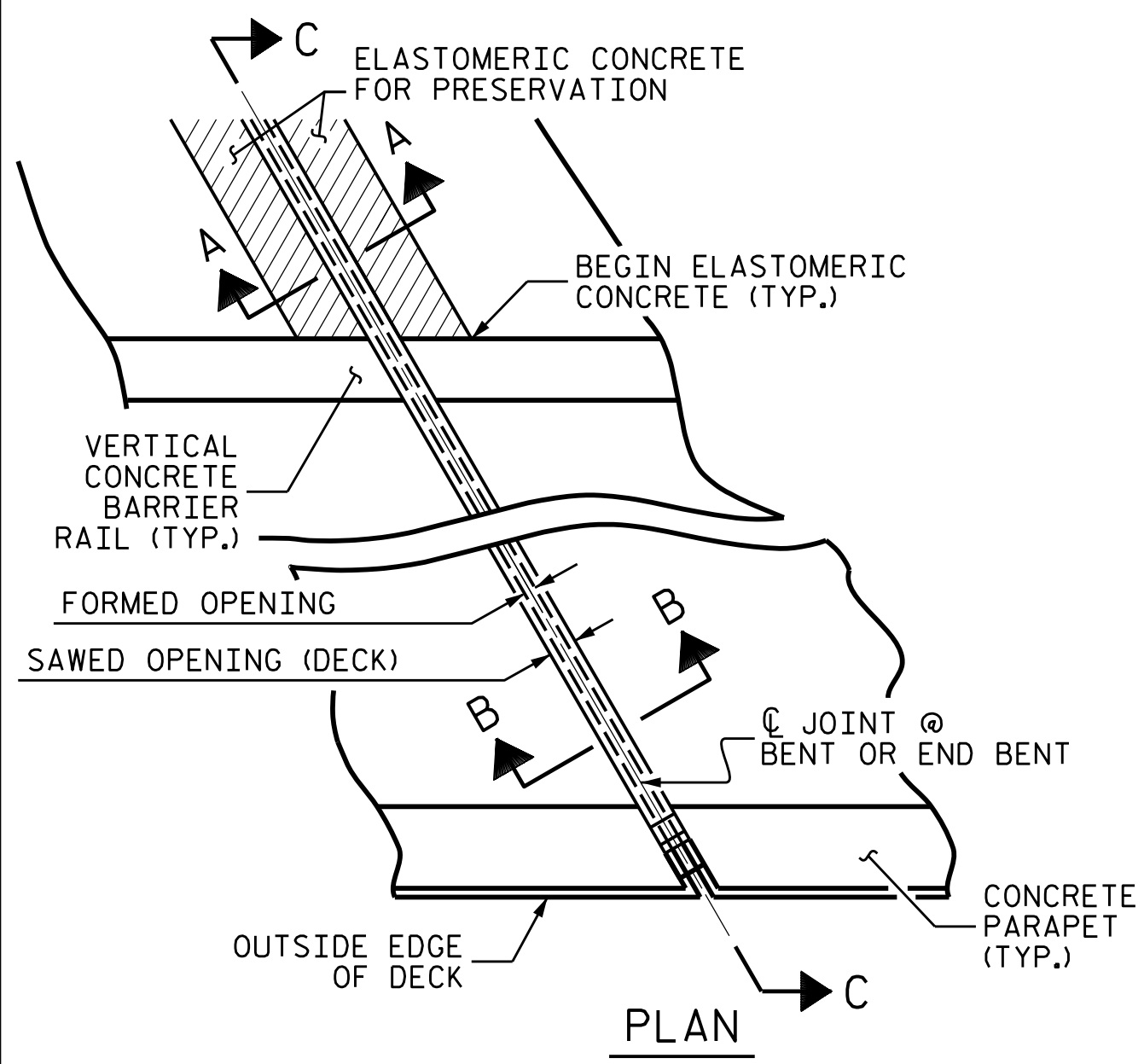
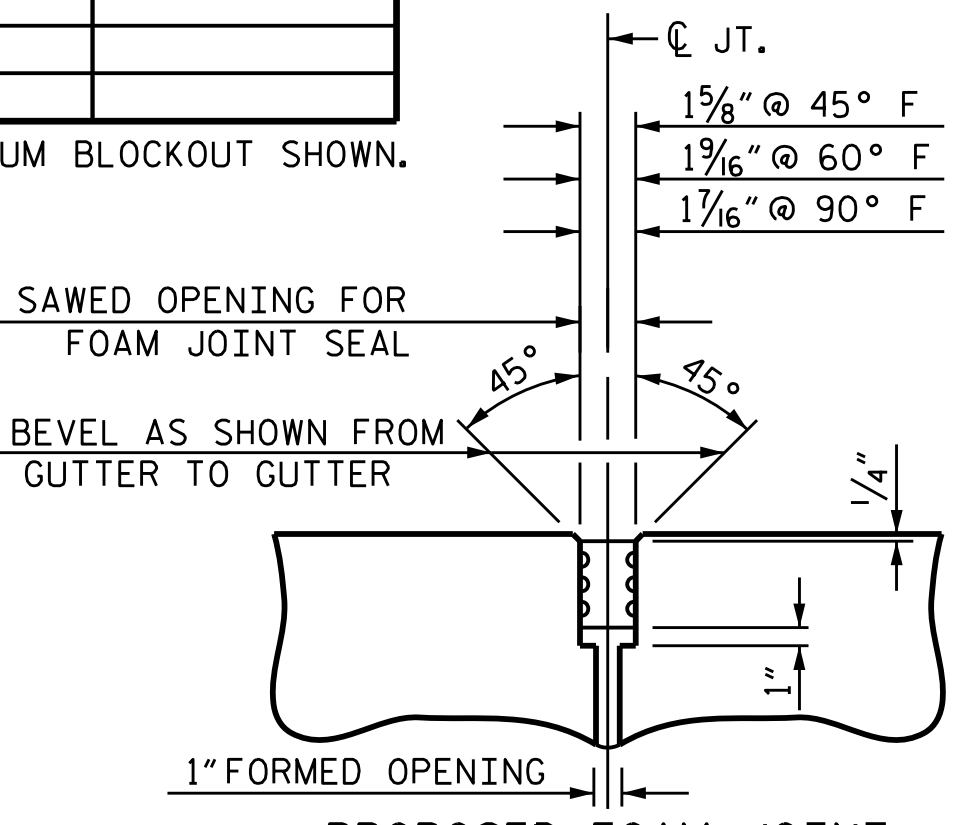
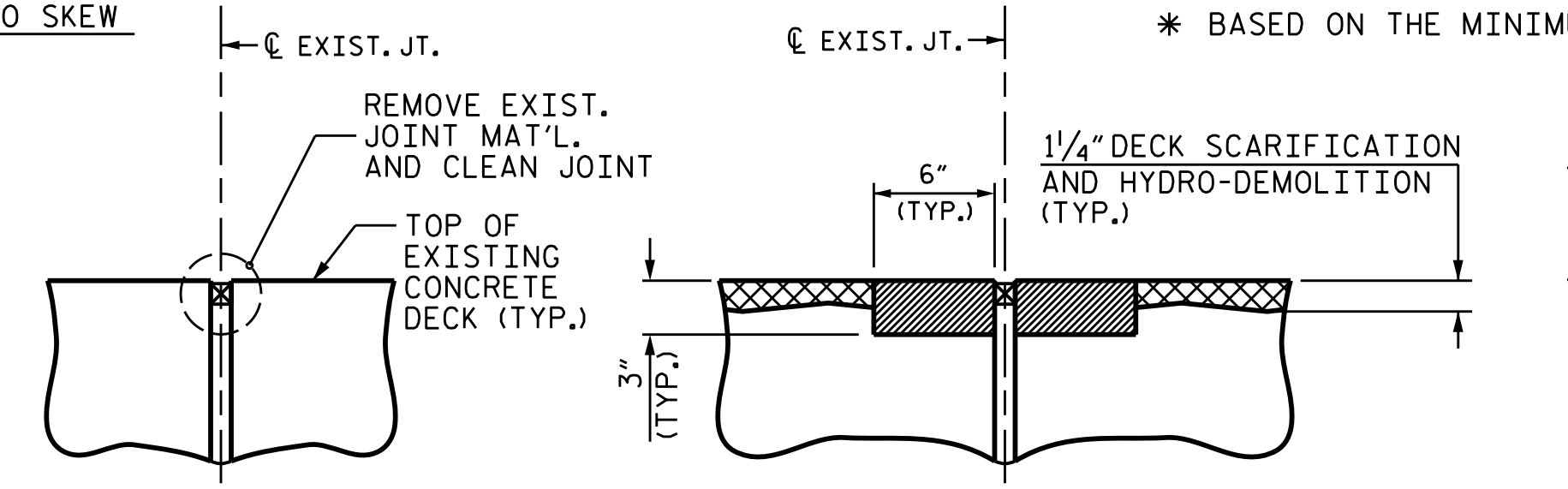
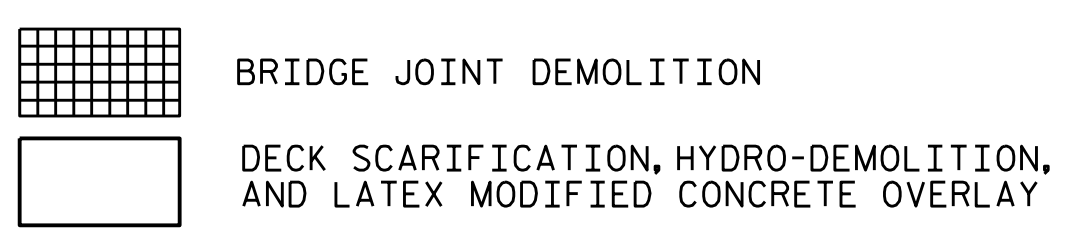
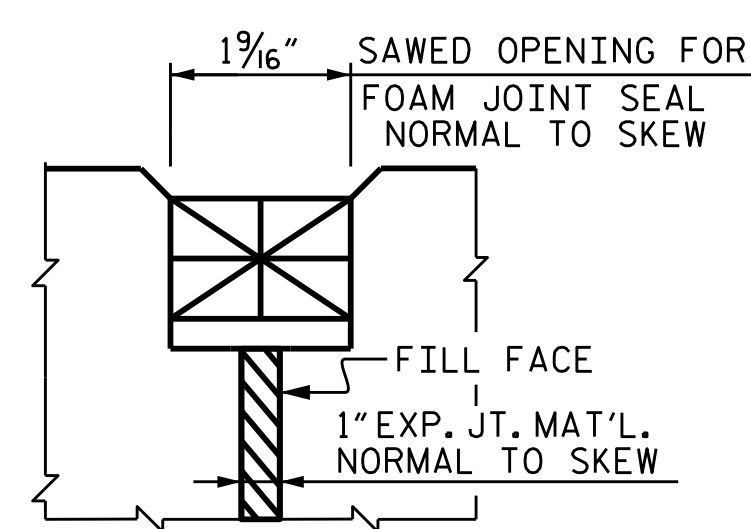
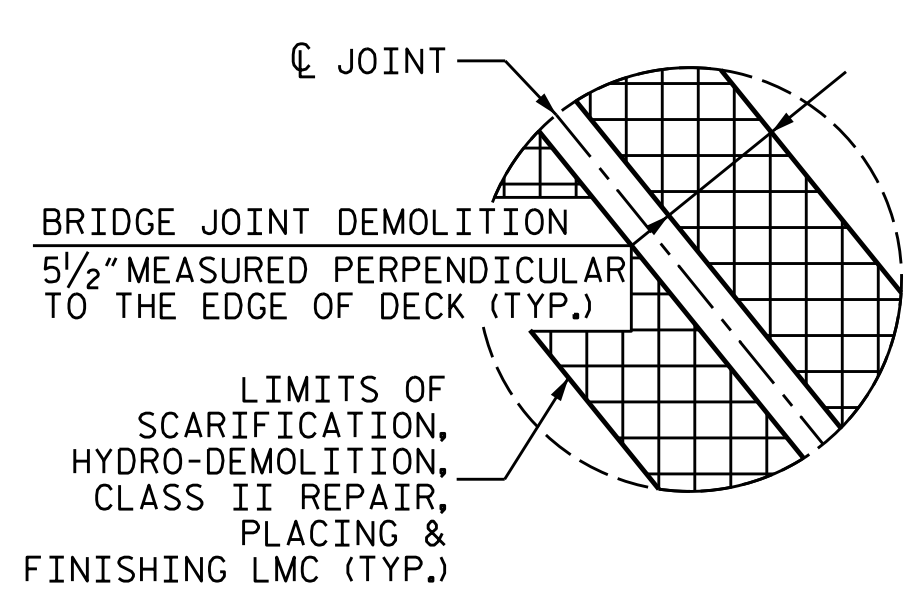
FOR EXCAVATION BELOW THE BOTTOM OF THE PLANNED JOINT DEMOLITION, CONCRETE FOR DECK REPAIRS SHALL BE PLACED IN THE EXCAVATED AREA TO THE ELEVATION AT BOTTOM OF THE PROPOSED ELASTOMERIC CONCRETE FOR PRESERVATION HEADERS SHOWN.

FINAL SURFACE OF THE JOINT DEMOLITION AREA PRIOR TO PLACEMENT OF CONCRETE REPAIR MATERIAL OR ELASTOMERIC CONCRETE FOR PRESERVATION SHOULD BE REASONABLY FLAT AND LEVEL. ENGINEER SHALL DETERMINE THE ACCEPTABILITY OF THE SURFACE PRIOR TO PLACEMENT OF REPAIR CONCRETE OR ELASTOMERIC CONCRETE FOR PRESERVATION.

FOR BRIDGE JOINT DEMOLITION, SEE SPECIAL PROVISIONS.

FOR ELASTOMERIC CONCRETE FOR PRESERVATION, SEE SPECIAL PROVISIONS.

FOR CONCRETE FOR DECK REPAIR, SEE SPECIAL PROVISIONS.



WHEN PREPARING THE SURFACE FOR LMC OVERLAY ADJACENT TO A PREVIOUSLY PLACED LMC STAGE, THE PREVIOUSLY PLACED LMC SHALL BE REMOVED FOR A DISTANCE OF 4" FROM THE LMC EDGE. THE SURFACE OF THE NEW STAGE AREA, ALONG WITH THE 4" OVERLAY AREA SHALL BE PREPARED AS PER THE OVERLAY SURFACE PREPARATION SPECIAL PROVISIONS. NEW LMC SHALL BE PLACED IN THE 4" OVERLAP AS PART OF THE LMC STAGE PLACEMENT. NOTE: CLASS II AND CLASS III REPAIRS AS NEEDED.

PAY ITEM INCLUDES CONCRETE FOR STAGED LMC.

SCARIFICATION AND HYDRO-DEMOLITION APPLY TO EXISTING BRIDGE DECK ONLY. FOR PROPOSED BRIDGE DECK BLOCKOUT FOR LMC OVERLAY DETAILS, SEE CONSTRUCTION SEQUENCE SHEET 1 OF 2. FOR APPROACH SLAB BLOCKOUT DETAILS, SEE BRIDGE APPROACH SLAB FOR FLEXIBLE PAVEMENT SHEET.

PROJECT NO. U-4424

EDGEcombe COUNTY

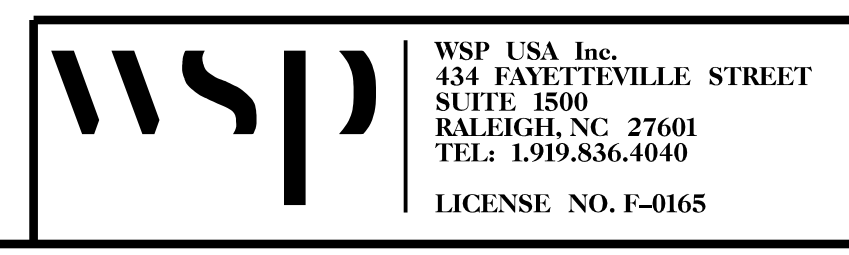
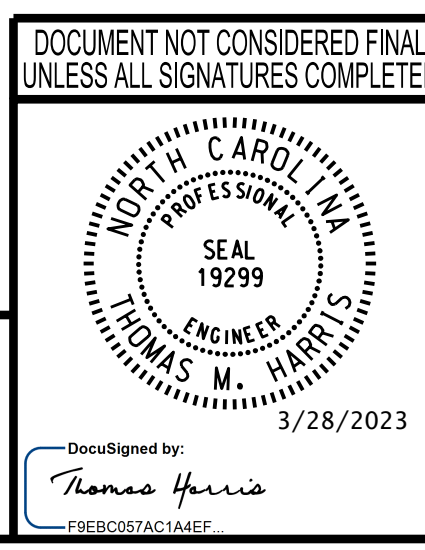
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SHEET 4 OF 4

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
TYPICAL SECTION DETAILS					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO. **S-9**

TOTAL SHEETS **37**



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DESIGNED BY: J. WHEATLEY DATE: MAR 2023
 DRAWN BY: J. WHEATLEY DATE: MAR 2023
 CHECKED BY: T. KIRSCHBAUM DATE: MAR 2023
 DESIGN ENGINEER OF RECORD: T. HARRIS DATE: MAR 2023