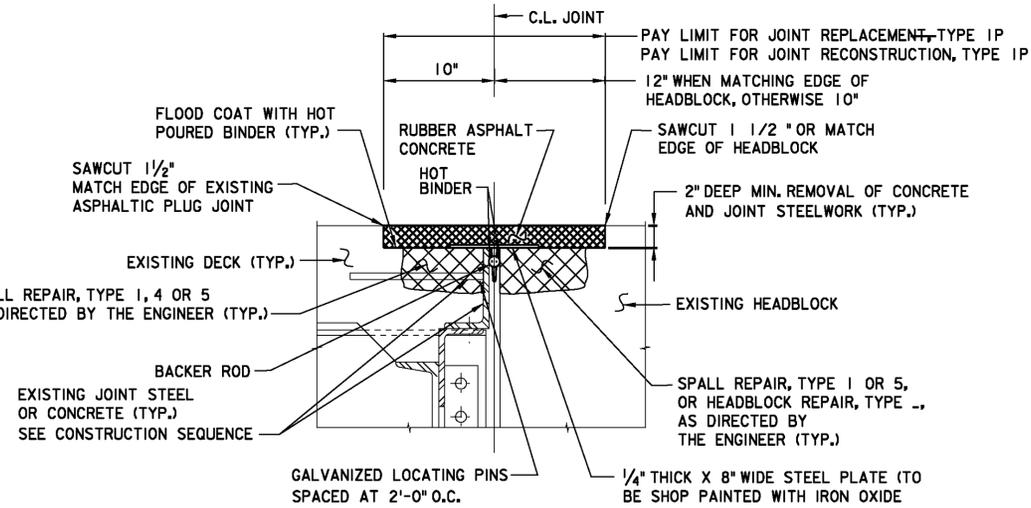


DECK REPLACEMENT AREAS

SPALL REPAIR AREAS

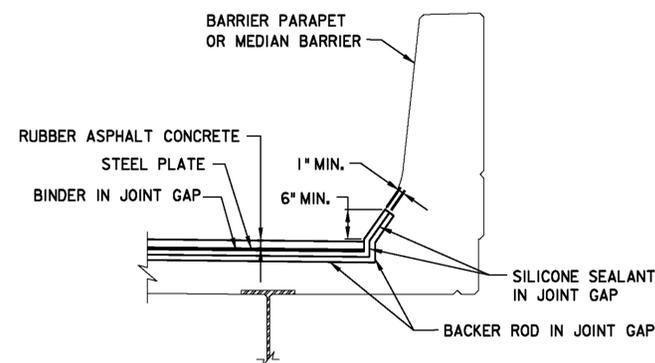
JOINT REPLACEMENT, TYPE IP HALF-SECTIONS
JOINT RECONSTRUCTION, TYPE IP HALF-SECTIONS
 N.T.S.



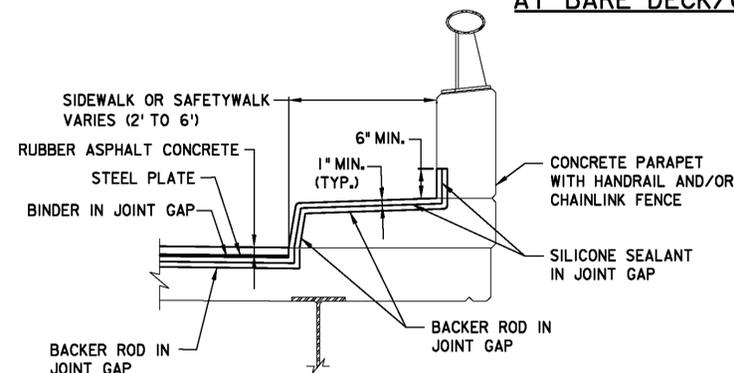
BARE CONCRETE DECK

CONCRETE HEADBLOCK

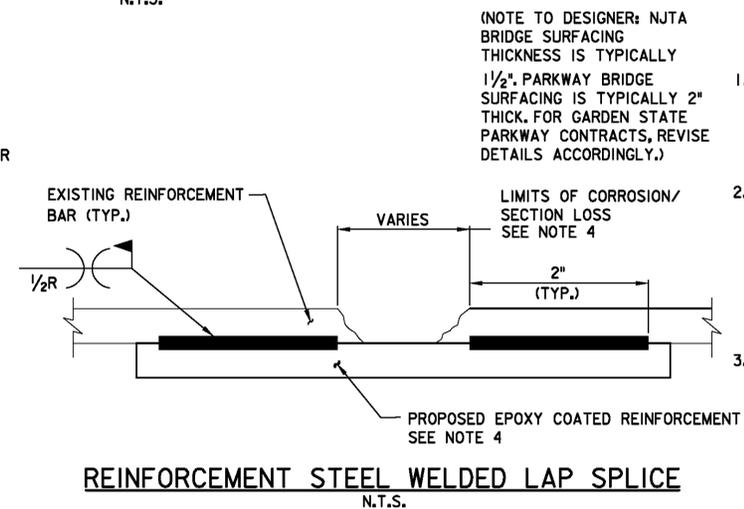
JOINT REPLACEMENT, TYPE IP
JOINT RECONSTRUCTION, TYPE IP
AT BARE DECK/CONCRETE HEADBLOCK LOCATIONS
 N.T.S.



JOINT RECONSTRUCTION, TYPE IP
AT BARRIER PARAPET OR MEDIAN BARRIER LOCATIONS.
JOINT REPLACEMENT, TYPE IP SIMILAR.
 N.T.S.

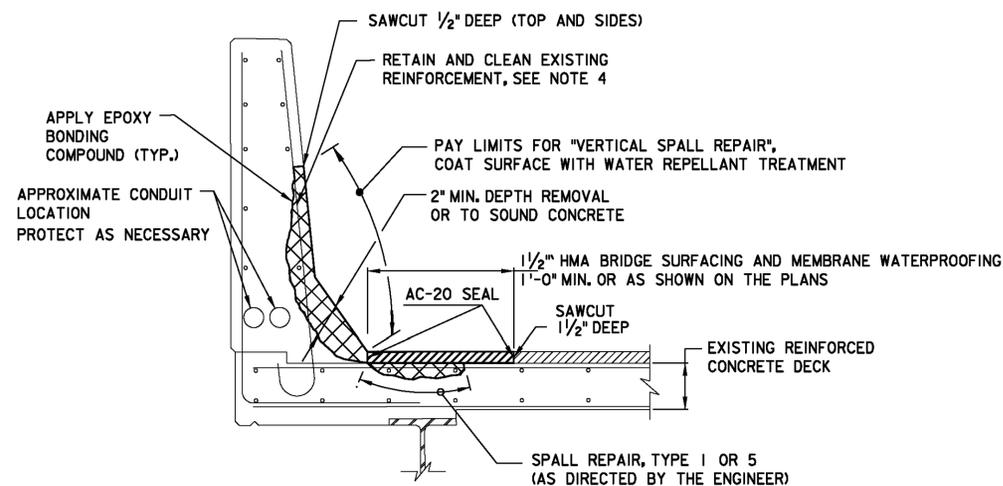


JOINT RECONSTRUCTION, TYPE IP
AT SIDEWALK OR SAFETYWALK LOCATIONS.
JOINT REPLACEMENT, TYPE IP SIMILAR.
 N.T.S.

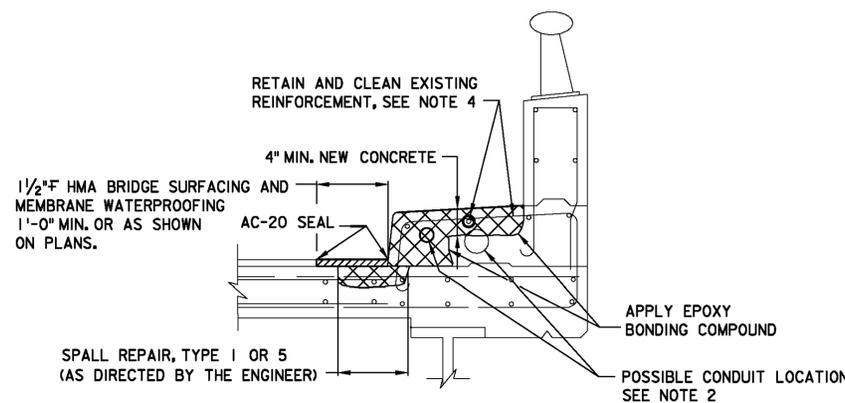


REINFORCEMENT STEEL WELDED LAP SPLICE
 N.T.S.

(NOTE TO DESIGNER: NJTA BRIDGE SURFACING THICKNESS IS TYPICALLY 1 1/2". PARKWAY BRIDGE SURFACING IS TYPICALLY 2" THICK. FOR GARDEN STATE PARKWAY CONTRACTS, REVISE DETAILS ACCORDINGLY.)



VERTICAL SPALL REPAIR DETAIL
 N.T.S.



SIDEWALK, PARAPET, AND CURB SURFACE REPAIRS DETAIL



App.	No.	DATE	REVISION
		04/09	ORIGINAL DRAWING

NOTES:

- SAFETY WALK SLOPES AND CURB REVEALS SHALL BE CONSTRUCTED IN CONFORMANCE WITH STANDARD DRAWING BR-4 AND SHALL MATCH ADJACENT SAFETYWALKS SCHEDULED TO REMAIN.
 - EXISTING CONDUITS ARE EITHER TRANSITE OR RIGID METALLIC CONDUIT. TRANSITE CONDUIT SHALL BE REPLACED WITH RIGID METALLIC CONDUIT. RIGID METALLIC CONDUIT SHALL REMAIN. SEE SECTION 601 OF THE SPECIFICATIONS OR ADDITIONAL INFORMATION.
 - SIDEWALK, PARAPET AND CURB SURFACE REPAIRS AREAS SHALL BE COATED WITH WATER REPELLENT TREATMENT AS PER STANDARD DRAWING BR-4. NO SEPARATE PAYMENT WILL BE MADE FOR THE FURNISHING OF THE WATER REPELLENT TREATMENT.
 - ANY EXISTING REINFORCEMENT THAT IS BROKEN, MISSING OR HAS LOST MORE THAN 25% OF ITS ORIGINAL CROSS SECTIONAL AREA SHALL BE SUPPLEMENTED BY PROVIDING NEW BARS OF THE SAME DIAMETER, AS DIRECTED BY THE ENGINEER. THE SUPPLEMENTAL BARS SHALL BE NEW, EPOXYCOATED REINFORCEMENT AND SHALL BE SPLICED TO THE EXISTING REINFORCEMENT. IF ADEQUATE SPLICE DISTANCE IS NOT AVAILABLE, THE NEW BARS SHALL BE WELDED TO THE EXISTING PROVIDED THAT THERE IS SUFFICIENT LENGTH AND CROSS SECTIONAL AREA. COAT THE AREA DISTURBED BY WELDING WITH FIELD EPOXY COATING IN ACCORDANCE WITH PARAGRAPH 417.04 (A) OF THE SPECIFICATIONS.
 - ALL EXISTING REINFORCEMENT STEEL AND JOINT STEELWORK TO REMAIN SHALL BE CLEANED THOROUGHLY AND COATED WITH FIELD EPOXY COATING IN ACCORDANCE WITH PARAGRAPH 417.04 (A) OF THE SPECIFICATIONS. FOR AREAS WHERE EPOXY BONDING AND FIELD EPOXY COATING ARE BOTH REQUIRED, THE CONTRACTOR MAY USE AN APPROVED DUAL FORMULATED PRODUCT. BONDING COMPOUNDS SHALL NOT BE USED WITH EPOXY MORTARS OR ANY OTHER MATERIAL WHERE NOT IN COMPLIANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
 - FOR DETAILS OF SPALL REPAIR, TYPES 1, 2, 3, 4, 5, 5A, 6 AND 6A, SEE STANDARD DRAWING RE-1.
- CONSTRUCTION SEQUENCE FOR JOINT RECONSTRUCTION, TYPE IP AND JOINT REPLACEMENT, TYPE IP**
- REMOVE THE EXISTING JOINT SYSTEM WITHIN PROPOSED TYPE IP LIMITS INCLUDING, BUT NOT LIMITED TO EXISTING CONCRETE, JOINT ARMOR, BULB ANGLE, RISER BAR AND JOINT SEAL FOR JOINT RECONSTRUCTION, TYPE IP AND EXISTING RUBBER ASPHALT CONCRETE STEEL PLATE AND BACKER BAR FOR JOINT REPLACEMENT, TYPE IP. PERFORM SPALL REPAIRS AND/OR HEADBLOCK REPAIRS AS DIRECTED BY THE ENGINEER.
 - FOR JOINT RECONSTRUCTION, TYPE IP, IF APPLICABLE, REMOVE THE EXISTING RISER BAR ON BOTH SIDES OF JOINT TO PROVIDE THE MINIMUM 2" DEPTH OF RUBBER ASPHALT CONCRETE AND GRIND BULB ANGLES SMOOTH BEFORE PREFORMING JOINT RECONSTRUCTION, TYPE IP. COST TO BE INCLUDED IN THE PAY ITEM "JOINT RECONSTRUCTION, TYPE IP". IF 2" DEPTH CANNOT BE ACHIEVED BY REMOVAL OF THE RISER BAR ONLY, SEE SEQUENCE 3. FOR JOINT REPLACEMENT, TYPE IP, REMOVE EXISTING SILICONE SEALANT AND BACKER ROD WITHIN THE LIMITS OF THE BARRIER PARAPET, SIDEWALK AND/OR SAFETYWALK.
 - IF APPLICABLE, THE EXISTING BULB ANGLES OR ARMORING SHALL BE REMOVED TO A DEPTH TO PROVIDE THE 2" MINIMUM DEPTH OF RUBBER ASPHALT CONCRETE. TO FACILITATE REMOVAL OF THE JOINT STEELWORK, A PORTION OF THE DECK CONCRETE MAY REQUIRE REMOVAL. AT ABUTMENTS, THE HEADBLOCK OR A PORTION OF THE HEADBLOCK WILL REQUIRE REMOVAL TO PROVIDE THE 2" MINIMUM DEPTH OF RUBBER ASPHALT CONCRETE. THE COST FOR SAWCUTTING, PARTIAL REMOVAL OF THE ARMORING, CONCRETE DECK AND CONCRETE HEADBLOCK SHALL BE INCLUDED IN THE PAY ITEM "JOINT RECONSTRUCTION, TYPE IP" OR "JOINT REPLACEMENT, TYPE IP".
 - THOROUGHLY AREA INCLUDING JOINT STEELWORK AND APPLY FIELD EPOXY COATING IN ACCORDANCE WITH PARAGRAPH 417.04(A) OF THE SPECIFICATIONS. IF SPALL AND HEADBLOCK REPAIRS ARE REQUIRED, ALL EXISTING CONCRETE SURFACES THAT ARE TO BE IN CONTACT WITH PROPOSED CONCRETE SHALL BE TREATED WITH EPOXY BONDING COMPOUND. SEE NOTE 5.
 - INSERT BACKER ROD INTO JOINT OPENING. BACKER ROD IN PARAPET OR SAFETYWALK SHOULD BE CONTINUOUS FROM DECK JOINT WITHIN ROADWAY.
 - CONSTRUCT RUBBER ASPHALT CONCRETE IN ACCORDANCE WITH PARAGRAPH 417.07(H) OF THE SPECIFICATIONS.
 - INSERT A NON-SAG, SINGLE COMPONENT SILICONE JOINT SEALANT (DOW CORNING OR APPROVED EQUAL) INTO THE JOINT GAP IN THE PARAPET, SIDEWALK OR SAFETYWALK. TOOL UNTIL SMOOTH.

NEW JERSEY TURNPIKE AUTHORITY

RESURFACING DETAILS - BRIDGE - 3

OFFICE OF THE CHIEF ENGINEER

2009 STANDARD
DRAWING

RE-3