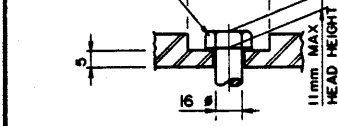
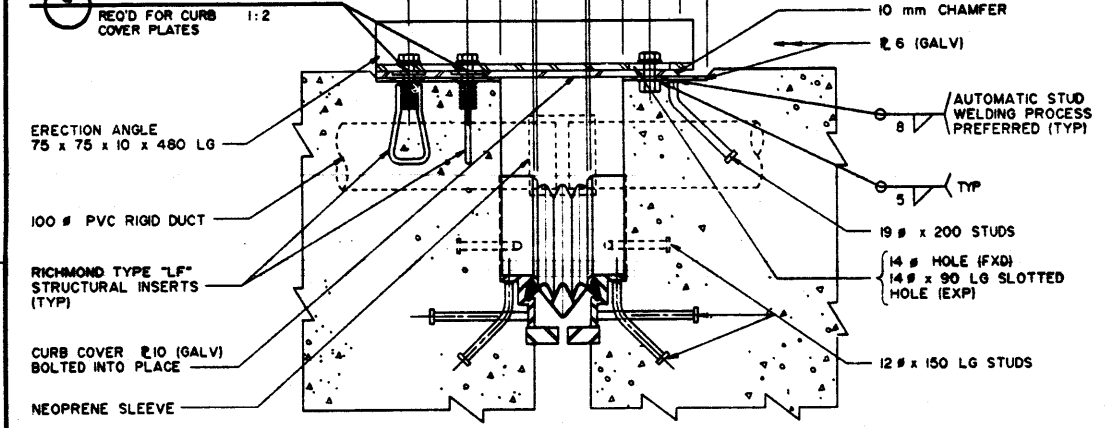


SECTION A
1:10

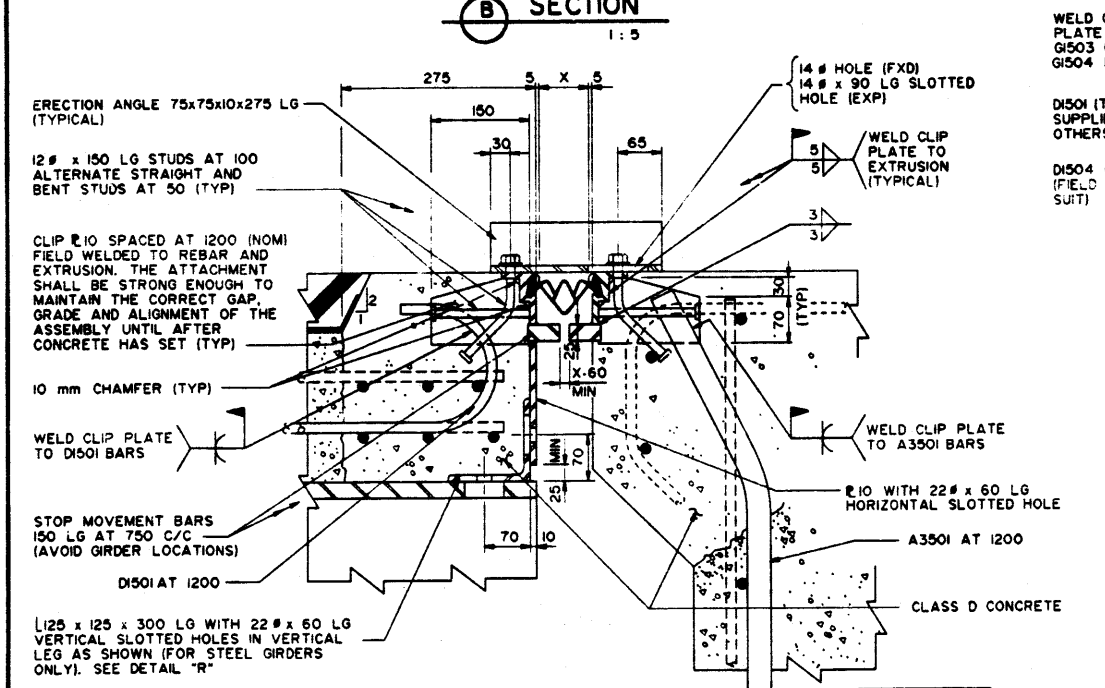
1/2" (5/8") TYPE 304 STAINLESS STEEL HEX HEAD BOLT COUNTERSUNK INTO 50# RECESS. INSTALL USING "KOP-R-KOTE" OR "NEVER SEZ" ON THREADS AND UNDER HEADS. SNUG TIGHTEN BOLTS IN SHOP FOR TRANSPORTATION. FIELD TORQUE BOLTS TO 140 N-m AFTER STRIP SEAL IS INSTALLED.



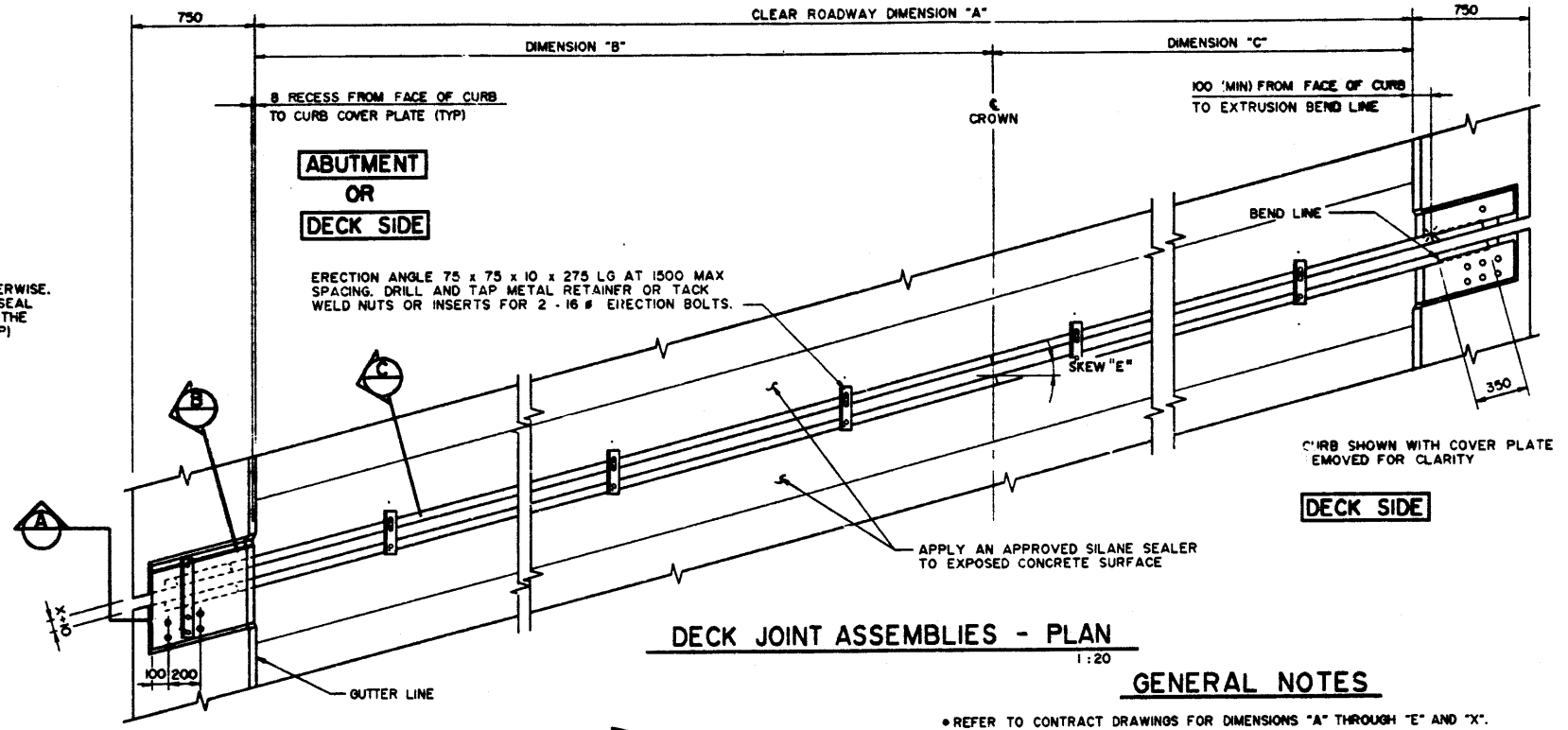
BOLT
1:2



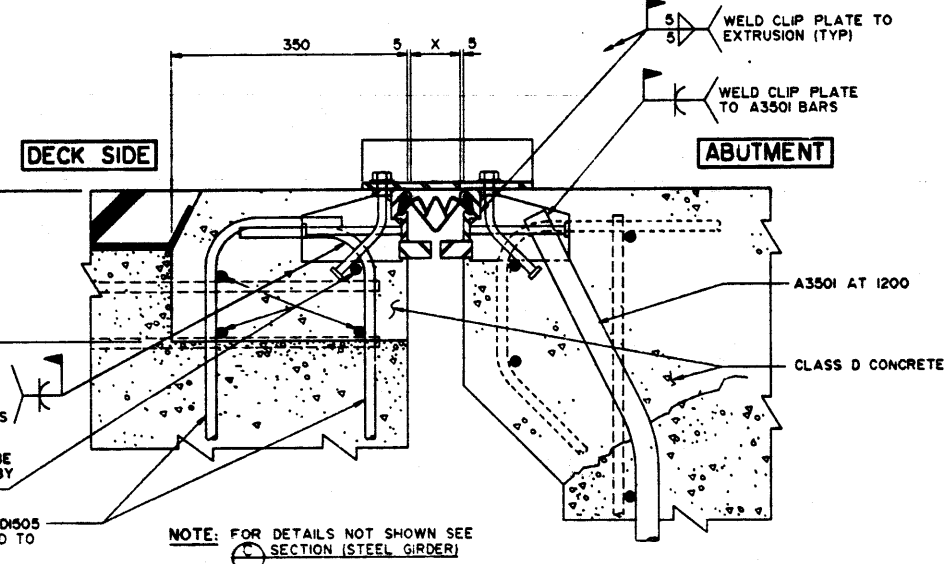
SECTION B
1:5



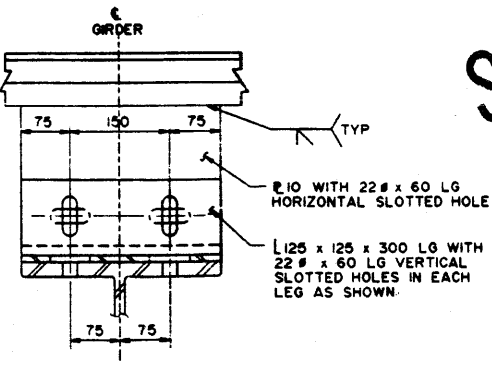
SECTION C (STEEL GIRDER)
1:5



DECK JOINT ASSEMBLIES - PLAN
1:20



SECTION C (CONCRETE GIRDER)
1:5



DETAIL R
1:5

GENERAL NOTES

- REFER TO CONTRACT DRAWINGS FOR DIMENSIONS "A" THROUGH "E" AND "X".
- MAXIMUM GAP "X" SHALL NOT EXCEED 115 mm.
- ALL REQUIREMENTS OF THE CURRENT BRIDGE BRANCH SPECIFICATIONS FOR THE SUPPLY OF STRUCTURAL STEEL FOR BRIDGES (SPEC NO B-187M) SHALL BE MET.
- ALL STEEL SHALL CONFORM TO THE REQUIREMENTS OF CSA G40.21M-300W OR ASTM A36.

MATERIALS AND FABRICATION

- CONTINUOUS SILICONE SEALING SYSTEM TO BE ONE OF THE FOLLOWING TYPES:
 - ELASTOMETAL "PS-57" WITH TYPE "C" EXTRUSION (SHOWN)
 - HONEL GHS 141 "W-DE" SYSTEM
- METAL EXTRUSIONS SHALL BE SUPPLIED IN ONE PIECE UNLESS NOTED OTHERWISE. STRIP SEAL SHALL BE SUPPLIED IN ONE CONTINUOUS LENGTH.
- BOLTED CURB COVER PLATES SHALL BE HOT DIP GALVANIZED AFTER FABRICATION. ALL OTHER METAL PARTS EXCEPT ERECTION ANGLES AND STAINLESS STEEL BOLTS SHALL BE HOT DIP GALVANIZED OR ZINC METALLIZED AFTER FABRICATION.
- ALL GALVANIZING SHALL MEET ASTM SPEC A123 OR A153 AS APPLICABLE.
- ZINC METALLIZING SHALL BE 180 MICRONS THICK AND IN ACCORDANCE WITH CSA G-189.
- ALL WELDING SHALL CONFORM TO CURRENT AWS SPECIFICATION D11.
- SHOP ASSEMBLE FOR INSPECTION IN A RELAXED CONDITION WITH ERECTION ANGLES REMOVED. APPROVAL OF ASSEMBLY REQUIRED PRIOR TO APPLICATION OF ERECTION ANGLES.
- JOINT SHALL BE TRANSPORTED WITH ERECTION ANGLES ATTACHED.

BY CONTRACTOR

- ERECT ASSEMBLY AND SET ELEVATIONS BY INSTRUMENT. SECURE ROADWAY PORTION OF ASSEMBLY TO GRIDERS AND BACKWALL BY BOLTING/WELDING AS REQUIRED. FOR STEEL GRIDERS, ADJUST GIRDER SUPPORT CLIPS AS NECESSARY. MAINTAIN FACTORY GAP SETTING UNLESS ADVISED TO RESET GAP BY THE ENGINEER.
- THE ATTACHMENT SHALL BE STRONG ENOUGH TO MAINTAIN THE CORRECT GAP, GRADE AND ALIGNMENT OF THE ASSEMBLY UNTIL AFTER CONCRETE PLACEMENT BY THE CONTRACTOR. ADDITIONAL SUPPORTS MAY BE REQUIRED TO ENSURE THESE CONDITIONS ARE MET.
- REMOVE ERECTION ANGLES IMMEDIATELY AFTER ASSEMBLY IS SECURELY ATTACHED TO PREVENT DAMAGE OCCURRING DUE TO TEMPERATURE VARIATION.
- PLACE CLASS D CONCRETE IN BLOCKOUTS AS SHOWN.
- REMOVE ALL FORMWORK AND CLEAN EXCESS CONCRETE AND DEBRIS FROM ASSEMBLY.
- INSTALL THE CURB PORTIONS OF THE DECK JOINT ASSEMBLY AND PLACE CONCRETE.

BY SUPPLIER

- REMOVE CURB COVER PLATES WHEN JOINT IS READY FOR STRIP SEAL INSTALLATION. DECK JOINT SUPPLIER SHALL INSTALL SEAL AND TORQUE CURB COVER PLATE BOLTS TO THE PROPER VALUE.

SUPERSEDED

DESIGNED		DRAWN		DATE		CHECKED		DATE		BY		APPROVED		Alberta TRANSPORTATION AND UTILITIES BRIDGE ENGINEERING BRANCH	
DBS		VMV		89-03-23								EXECUTIVE DIRECTOR BRIDGE ENGINEERING PRELIM		SILICONE STRIP SEAL DECK JOINT	
REV	DATE	REVISIONS				BY		STREAM	LOCATION	HIGHWAY	FILE	SHEET	DRAWING		
													or S-1488		