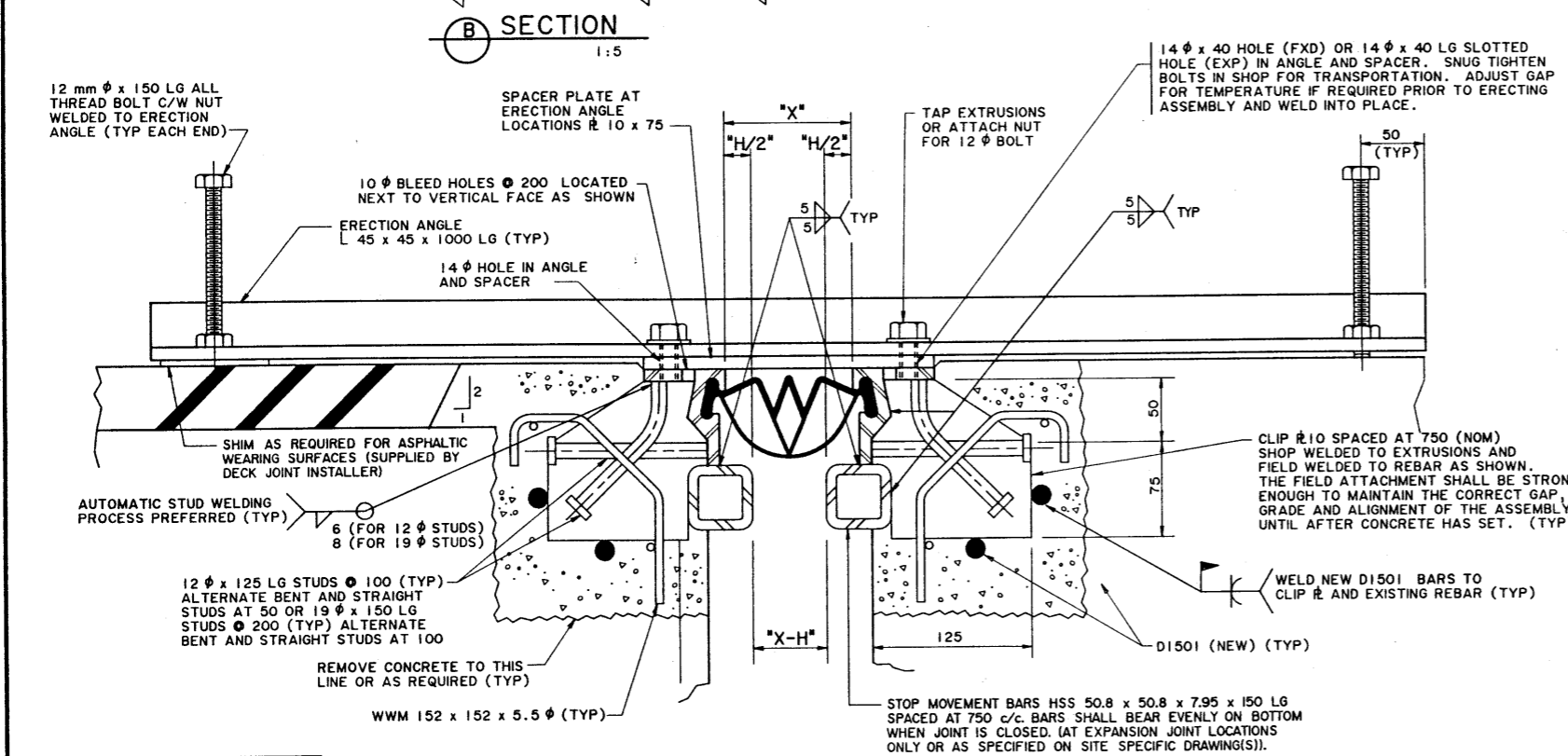
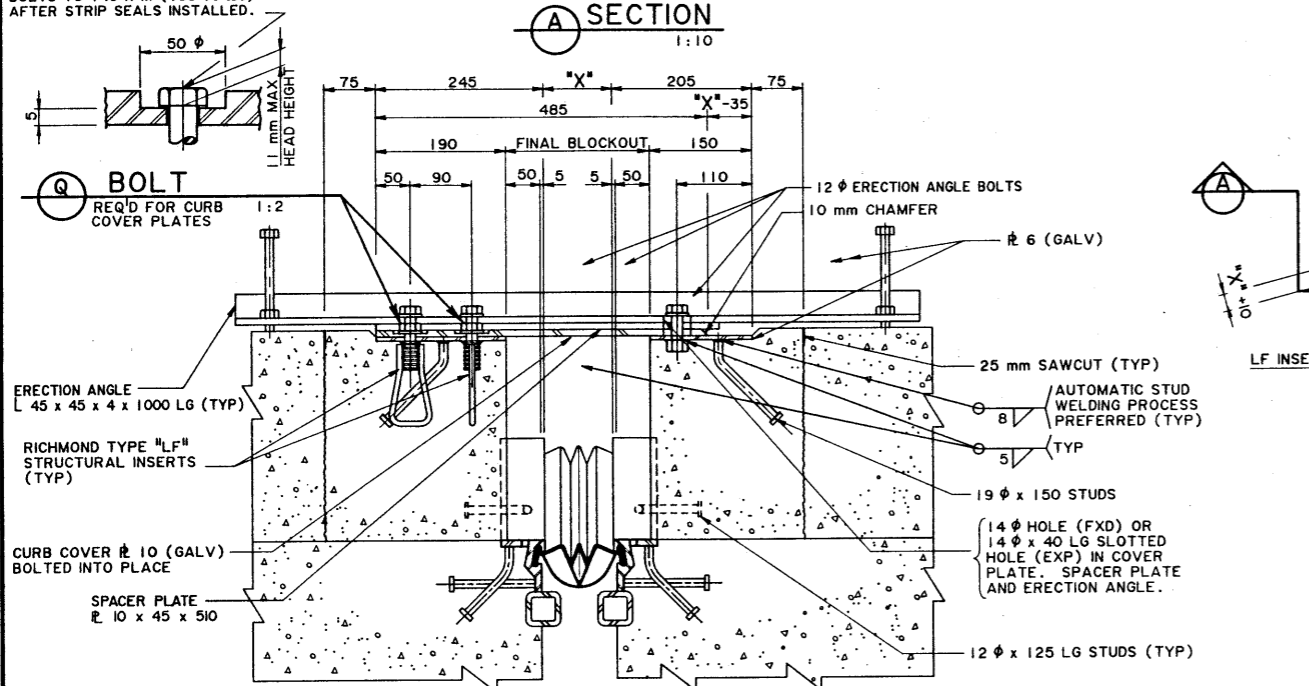
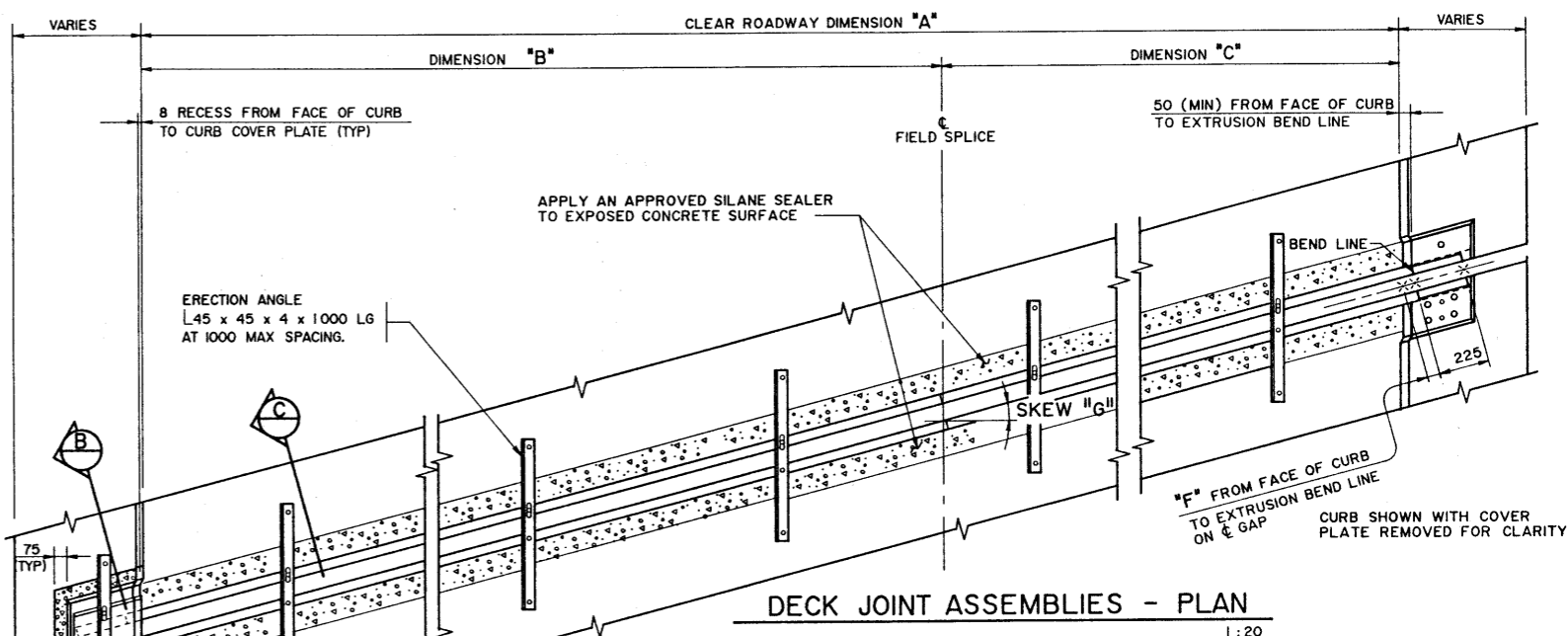


NOTE: ROADWAY SHOWN WITH A CROWN AND FIELD SPLICE AT CENTERLINE ROADWAY. REFER TO DECK JOINT ELEVATION IN SITE SPECIFIC DRAWINGS FOR CROWN DETAILS.



GENERAL NOTES

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- REFER TO SITE SPECIFIC DRAWINGS FOR DIMENSIONS "A" THROUGH "G" AND "X".
- MAXIMUM GAP "X" SHALL NOT EXCEED 115 mm. MINIMUM GAP "H" SHALL NOT BE LESS THAN MANUFACTURERS MINIMUM INSTALLATION WIDTH.
- ALL STEEL SHALL CONFORM TO THE REQUIREMENTS OF CAN3- G40.21M-300W OR ASTM A36.

MATERIALS AND FABRICATION

- CONTINUOUS SEALING SYSTEM TO BE ONE OF THE FOLLOWING TYPES:
 - ELASTOMETAL "EFE400" WITH TYPE "M" EXTRUSION
 - AJ BRAUN BI-100 CELLULAR SYSTEM
 - HONEL GSH 141 "W-DE" SYSTEM (SHOWN)
 - RJ SERIES STRIP SEAL WITH TYPE RJM EXTRUSION.
 - DS BROWN "0400" SEAL WITH TYPE SSCM EXTRUSION
- MULTI-WEB STRIP SEAL SHALL BE NEOPRENE, NATURAL RUBBER OR APPROVED EQUIVALENT.
- ALL REQUIREMENTS OF THE CURRENT BRIDGE BRANCH SPECIFICATION FOR THE SUPPLY OF STRUCTURAL STEEL FOR BRIDGES (SPEC NO B-187M) SHALL BE MET.
- METAL EXTRUSIONS SHALL BE SUPPLIED IN TWO PIECES 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, SPACER PLATES 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 D1.5.
- SHOP ASSEMBLE FOR INSPECTION IN A RELAXED CONDITION WITH ERECTION ANGLES REMOVED. APPROVAL OF ASSEMBLY REQUIRED PRIOR TO APPLICATION OF ERECTION ANGLES.
- PRESET GAP IN SHOP FOR A TEMPERATURE OF +15°C.
- JOINT SHALL BE TRANSPORTED WITH ERECTION ANGLES ATTACHED AND THE EXTRUSION CAVITY SEALED WITH TAPE.

JOINT INSTALLATION

- ERECT ASSEMBLY.
- SECURE ROADWAY PORTION OF ASSEMBLY TO GIRDERS AND BACKWALL BY WELDING.
- MAINTAIN THE DECK JOINT(S) PRESET GAP 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. ADDITIONAL SUPPORTS MAY BE REQUIRED TO ENSURE THESE CONDITIONS ARE MET.
- REMOVE ERECTION ANGLES IMMEDIATELY AFTER ASSEMBLY IS SECURELY ATTACHED TO PREVENT DAMAGE DUE TO TEMPERATURE VARIATION.
- PLACE CONCRETE AS SPECIFIED 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 AS SPECIFIED. REMOVE CURB ASSEMBLY ERECTION ANGLES IMMEDIATELY AFTER CONCRETE IS PLACED.
- APPLY SILANE SEALER TO EXPOSED CONCRETE SURFACES.

SEAL INSTALLATION

- REMOVE CURB COVER PLATES WHEN JOINT IS READY FOR STRIP SEAL INSTALLATION. SEALER SHALL BE APPLIED AND TORQUE CURB COVER PLATE BOLTS TO THE PROPER VALUE.

SUPERSEDED (3)

NOTE: SEE SITE SPECIFIC DRAWINGS FOR DETAILS NOT SHOWN.

DESIGNED		DRAWN		DATE		CHECKED		DATE		STREAM		LOCATION		HIGHWAY		FILE		SHEET		DRAWING	
DBS		WS		94-01-15		WP		94-01-24										OF		S-1493-94	
REV		DATE		REVISIONS		BY															
94-01-15		REDRAWN FROM S-1493-92 REV 2		DBS		DATE		Jan 24/94													
APPROVED																					
 EXECUTIVE DIRECTOR BRIDGE ENGINEERING																					
Albarta TRANSPORTATION AND UTILITIES BRIDGE ENGINEERING BRANCH TYPE I STRIP SEAL FOR DECK JOINT REPLACEMENT																					