



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

WELD TOP OF EXTRUSION AND THE BACKSIDE EXPOSED TO CONCRETE. JOINT AREA IN CONTACT WITH STRIP SEAL SHALL BE CAULKED WITH AN APPROVED SEALANT. PREPARE IN SHOP FOR FIELD WELD.

WELD AREA IN CONTACT WITH STRIP SEAL SHALL BE GROUND FLUSH WITH THE SURFACE OF THE RETAINER (TYP)

ERECTION ANGLE 45 x 45 x 4 x 1000 LG AT 1500 MAX SPACING. TACK WELD 2-12# THREADED STUDS TO METAL RETAINER. (TYP EXCEPT PROVIDE 3-16# ERECTION BOLTS FOR CURB COVERPLATE ERECTION ANGLES)

APPLY AN APPROVED SILANE SEALER TO EXPOSED CONCRETE SURFACE

GENERAL NOTES

- REFER TO ENGINEERING DRAWINGS FOR DIMENSIONS "A" THROUGH "G" AND "X".
- MAXIMUM GAP "X" SHALL NOT EXCEED 115 mm.
- ALL REQUIREMENTS OF THE CURRENT BRIDGE BRANCH SPECIFICATION FOR THE SUPPLY OF STRUCTURAL STEEL FOR BRIDGES (SPEC NO B-187M) SHALL BE MET.
- 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 "A" EXTRUSION (SHOWN)
 - HONEL GSH 141 "W-CS" SYSTEM
 - DS BROWN "0400" SEAL WITH TYPE SSA EXTRUSION
 - AJ BRAUN BI-100 CELLULAR SYSTEM
- MULTI-WEB STRIP SEAL SHALL BE NEOPRENE, NATURAL RUBBER OR APPROVED EQUIVALENT.
- 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.
- PRESET GAP IN SHOP FOR A TEMPERATURE OF +15°C.
- JOINT SHALL BE TRANSPORTED WITH ERECTION ANGLES ATTACHED.

PROCEDURE

- ERECT ASSEMBLY AND SET ELEVATIONS BY INSTRUMENT.
 - SECURE ROADWAY PORTION OF ASSEMBLY TO GIRDERS AND BACKWALL BY BOLTING/WELDING AS REQUIRED. FOR STEEL GIRDERS, ADJUST GIRDER SUPPORT CLIPS AS NECESSARY.
 - MAINTAIN THE DECK JOINT'S 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. 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 IN BLOCKOUTS AS SHOWN.
 - REMOVE THREADED STUDS, GRIND TOP OF EXTRUSION SMOOTH AND PAINT WITH ONE COAT OF GALVAON.
 - REMOVE ALL FORMWORK AND CLEAN EXCESS CONCRETE AND DEBRIS FROM ASSEMBLY.
 - INSTALL THE CURB PORTIONS OF THE DECK JOINT ASSEMBLY AND PLACE CONCRETE.
 - APPLY SILANE SEALER TO EXPOSED CONCRETE SURFACES.
- BY SUPPLIER**
- REMOVE CURB COVER PLATES WHEN JOINT IS READY FOR STRIP SEAL INSTALLATION. SUPPLIER SHALL INSTALL SEAL AND TORQUE CURB COVER PLATE BOLTS TO THE PROPER VALUE.

B15-1495-93
REV 1
(93-01-04)

SUPERSEDED

DESIGNED		DRAWN		DATE		CHECKED		DATE		STREAM		LOCATION		HIGHWAY		FILE		SHEET		DRAWING	
DBS		WS		92-01-15																S-1495-92	

REV	DATE	REVISIONS	BY
92-12-15		EXTRUSION TURN UP & ANGLE SIZE	DBS
92-01-15		REDRAWN FROM S-1495 REV 1	DBS

APPROVED	DATE
<i>[Signature]</i>	FEB 20 1992
EXECUTIVE DIRECTOR	BRIDGE ENGINEERING

