



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

SHOP PREPARE EDGES FOR FIELD WELD. WELD TOP OF EXTRUSION AND THE BACKSIDE EXPOSED TO CONCRETE. AREA IN CONTACT WITH STRIP SEAL SHALL HAVE 90% PENETRATION FROM OUTSIDE. INSIDE FACE SHALL REMAIN SMOOTH AND BE CAULKED WITH AN APPROVED SEALANT.

AREA IN CONTACT WITH STRIP SEAL SHALL HAVE 90% PENETRATION FROM OUTSIDE. INSIDE FACE SHALL REMAIN SMOOTH AND BE CAULKED WITH AN APPROVED SEALANT.

**GENERAL NOTES**

- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- REFER TO SITE SPECIFIC DRAWINGS FOR DIMENSIONS "A" THROUGH "K" AND "X".
- PREFERRED MOVEMENT RANGE FOR EXPANSION JOINTS "X" = 65 mm TO 100 mm . FOR FIXED JOINTS "X" = 65 mm
- 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 "E" EXTRUSION (SHOWN)
  - DS BROWN "0400" SEAL WITH TYPE "SSE2" EXTRUSION
  - RJ SERIES STRIP SEAL WITH TYPE RJE EXTRUSION
  - HONEL GSH 141"W-AS" SYSTEM
  - AJ BRAUN BI-100 CELLULAR SEALING SYSTEM
- MULTI-WEB STRIP SEAL SHALL BE NEOPRENE, NATURAL RUBBER OR APPROVED EQUIVALENT.
- ALL REQUIREMENTS OF THE CURRENT SPECIFICATION FOR BRIDGE CONSTRUCTION (SECTION 6) 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 D 1.5.
- 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.

**BLOCKOUT PREPARATION (AS SPECIFIED ON SITE SPECIFIC DRAWING)**

- CONSTRUCT BLOCKOUTS AS SHOWN ON SITE SPECIFIC DRAWINGS.
- INSTALL CURB COVERPLATE ASSEMBLIES AND PLACE CONCRETE AS SPECIFIED IN ABUTMENT AND DECK CURB BLOCKOUTS.

**JOINT INSTALLATION**

- ERECT ASSEMBLY.
- FORM AND SEAL OPENING BETWEEN EXTRUSIONS.
- USE ERECTION ANGLES TO ADJUST ASSEMBLY PARALLEL TO EXISTING ROADWAY GRADE AS SHOWN ON SECTION C.
- MAINTAIN THE DECK JOINT'S PRESET GAP UNLESS ADVISED TO RESET GAP BY THE ENGINEER.
- PLACE ELASTOMERIC CONCRETE IN BLOCKOUTS AS SHOWN.
- REMOVE ERECTION ANGLES IMMEDIATELY AFTER ELASTOMERIC CONCRETE HAS SET TO PREVENT DAMAGE DUE TO TEMPERATURE VARIATION.
- REMOVE ALL FORMWORK AND CLEAN EXCESS CONCRETE AND DEBRIS FROM ASSEMBLY.

**SEAL INSTALLATION**

- 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.

**SUPERSEDED**  
BY 5-1497-74 BY REVISION (71-12-93)

**SUPERSEDED**  
5

DESIGNED		DRAWN		DATE		CHECKED		DATE		BY		APPROVED	
DBS	WS	93-12-06	WP	94-01-07								J. RAMOTAR	EXECUTIVE DIRECTOR BRIDGE ENGINEERING
97-04-14 EXTRUSION WELD, CURB PLATE & ERECTION BOLT 96-03-15 GENERAL NOTES 93-12-06 REDRAWN FROM S-1497 REV 4												ORIGINAL DRAWING APPROVED BY J. RAMOTAR EXECUTIVE DIRECTOR BRIDGE ENGINEERING JAN 7, 1994	
STREAM LOCATION HIGHWAY FILE SHEET OF DRAWING S-1497-94													

NOTE: SEE SITE SPECIFIC DRAWINGS FOR DETAILS NOT SHOWN.