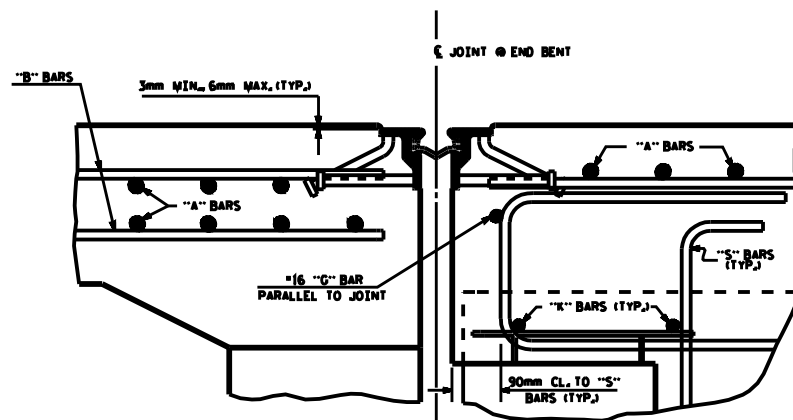


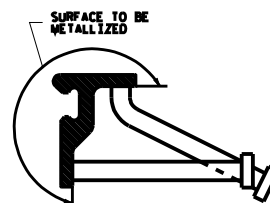
STRIP SEAL DETAILS

SECTION NORMAL TO JOINT AT END BENT - STEEL SUPERSTRUCTURE



STRIP SEAL DETAILS

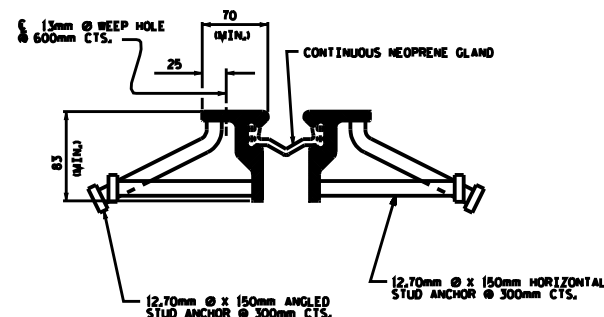
SECTION NORMAL TO JOINT AT END BENT - CONCRETE SUPERSTRUCTURE



STRIP SEAL ASSEMBLY

- GENERAL NOTES**
- COVER PLATES AND STEEL RETAINER RAILS SHALL CONFORM TO AASHTO M270 GRADE 250 OR GRADE 409 STEEL. COVER PLATE BOLTS SHALL CONFORM TO ASTM F593 TYPE 304 STAINLESS STEEL. WASHERS SHALL CONFORM TO ASTM F644 EXCEPT THEY SHALL BE MADE FROM ALLOY 304 STAINLESS STEEL. ALL STUD ANCHORS SHALL CONFORM TO AASHTO M169, GRADES 1010 THRU 1020 OR APPROVED EQUAL. ALL CONCRETE INSERTS SHALL BE CLOSED-END AND SHALL CONFORM TO AASHTO M169, GRADE 12L14, TENSILE CAPACITY SHALL BE 13.3 kN MIN.
 - GLAND SHALL BE CONTINUOUS THROUGHOUT THE JOINT.
 - SHOP DRAWINGS SHALL INCLUDE DETAILS OF THE SHOP WELDED SPLICE OF THE STEEL RETAINER RAIL AT THE UPTURN IN THE BARRIER RAIL.
 - CLOSED END FERRULES AND STUD ANCHORS SHALL BE SHOP WELDED AND ALL HOLES SHALL BE SHOP DRILLED AS SHOWN ON PLANS. STUD ANCHORS SHALL BE ELECTRIC ARC END WELDED WITH COMPLETE FUSION.
 - SURFACES COMING IN CONTACT WITH NEOPRENE SHALL BE GROUND SMOOTH PRIOR TO METALLIZING.
 - UPON COMPLETION OF SHOP FABRICATION, THE STEEL PARTS SHALL BE METALLIZED AS SHOWN IN "STRIP SEAL ASSEMBLY". SEE SPECIAL PROVISIONS FOR THERMAL SPRAYED COATINGS (METALLIZATION).
 - AT FIELD SPLICE LOCATIONS, THE ENDS OF THE STEEL RETAINER RAILS SHALL BE CUT PARALLEL TO THE BRIDGE CENTERLINE FOR SKEWS LESS THAN 80° AND GREATER THAN 100°. FINISHED FIELD WELDS SHALL BE GROUND SMOOTH AND COATED WITH A MINIMUM THICKNESS OF 0.100mm (0.004") OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
 - FIELD SPLICES OF STEEL RETAINER RAILS SHALL BE KEPT TO A MINIMUM. THE CONTRACTOR SHALL FURNISH DETAILED PLANS SHOWING PROPOSED SPLICE LOCATIONS FOR APPROVAL. STEEL RETAINER RAILS SHALL NOT BE SHIPPED IN LENGTHS EXCEEDING 6.1m UNLESS APPROVED BY THE ENGINEER.
 - INSTALLED STEEL RETAINER RAILS SHALL FOLLOW THE ROADWAY SLOPE.
 - AFTER THE CONCRETE HAS BEEN CAST ON BOTH SIDES OF THE JOINT, REMOVE ANY EXCESS CONCRETE THAT COMES OUT OF THE WEEP HOLES. ANY DAMAGED STEEL SHALL BE COATED WITH 0.100mm (0.004") OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
 - FOR STRIP SEALS, SEE SPECIAL PROVISIONS.
 - THE CONTRACTOR MAY, AT HIS OPTION, USE ADHESIVELY ANCHORED ANCHOR BOLTS IN PLACE OF CONCRETE INSERTS FOR COVER PLATES. THE YIELD LOAD OF THE 19.05mm DIA. BOLT IS 44.5 kN. FIELD TESTING OF THE ADHESIVE BONDING SYSTEM IS NOT REQUIRED.

END BENT NO.	SKEW ANGLE	TOTAL MOVEMENT (ALONG & RTWT)	MOVEMENT AND SETTING AT JOINT		
			PERPENDICULAR JOINT OPENING AT 0° C	PERPENDICULAR JOINT OPENING AT 16° C	PERPENDICULAR JOINT OPENING AT 32° C



TYPICAL SECTION THRU JOINT

USE .0014 X SCALE FOR PE SEAL

PROJECT NO. _____ COUNTY _____
STATION _____
SHEET 1 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION BUREAU					
STANDARD STRIP SEAL EXPANSION JOINT DETAILS					
NO.	REV.	DATE	NO.	REV.	DATE
1			2		

ASSEMBLED BY : _____ DATE : _____
CHECKED BY : _____ DATE : _____
DRAWN BY : ELR 5/92 REV. 1/1/98 REV. 1/1/98
CHECKED BY : TRX 5/92 REV. 5/92 REV. 5/92

*****SYTIME CODES*****
*****SYTIME CODES*****
*****SYTIME CODES*****

STD. NO. SSJISV