# General Notes

1. Cover plates and steel tension bars shall conform to AASHTO M270 Grade 36 or Grade 50W steel. Cover plate bolts shall conform to ASTM F593 Type 304 stainless steel. Washers shall conform to ASTM F844 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 3,000 lbs. min.

2. Gland shall be continuous throughout the joint.

3. Shop drawings shall include details of the shop-welded splice of the steel retention rail at the end of the expansion joint.

4. Closed-end ferrules and stud anchors shall be shop welded and all holes shall be drilled as shown on plans. Stud anchors shall be electrically and gas welded with complete fusion.

5. Surfaces coming in contact with neoprene shall be ground smooth prior to metallization.

6. Upon completion of shop fabrication, the steel parts shall be metallized as shown in the strip seal assembly. See special provisions for thermal spray coatings (metallization).

7. At field spliced locations, the ends of the steel retention rails shall be cut parallel to the bridge centerline for splices less than 80° and greater than 100°. Finished field welds shall be ground smooth and coated with a minimum thickness of a zinc-rich paint in accordance with the standard specifications.

8. Field welded steel retention rails shall be bent to a radius of the contraction joint elevation. Ground smooth and coated with zinc-rich paint for approval. Steel retention rails shall not be shipped in lengths exceeding 20 ft unless approved by the Engineer.

9. Installed steel retention rails shall follow the roadway grade.

10. After the concrete has been cast on both sides of the joint, remove any excess concrete and pour-in-place of the new deck. The strands shall be locked with a one-half turn in each end in accordance with the standard specifications.

11. For strip seals, see special provisions.

12. Prior to installation, any surfaces coming in contact with neoprene shall be ground smooth. Filled joints shall be metallized. See special provisions for thermal spray coatings (metallization).

The contractor shall at his option, use adhesively anchored anchor bolts in place of concrete bolts. The field setting of the adhesive bonding system is not required.