GENERAL NOTES

MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011 AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 7TH EDITION WITH INTERIMS THROUGH 2016.

'SSPA' FRAME RAILS SHALL BE AASHTO M270 GRADE 36 (ASTM A36) STEEL.

SURFACES SHALL BE PREPARED BY GRIND ALL EDGES TO A 1/16" MIN. RADIUS, IN ACCORDANCE WITH STANDARD SPECIFICATION, SECTION 506.14.

STUD ANCHORS SHALL BE AASHTO M169 (ASTM-A108) AND AUTOMATIC END WELDED WITH COMPLETE FUSION. A-SM-STUD-REP-01 WILL BE USED, AS REQUIRED, TO REPAIR STUD WELDS.

~~ADDITIONAL SHOP SPLICES SHALL BE PERMITTED IN EACH ASSEMBLY, PROVIDED THAT NO PIECE IS LESS THAN 2'-0" IN LENGTH.~~

ANY TIGHTLY ADHERENT WELD SPATTER NEED NOT BE REMOVED IN COATING AREAS TO BE CAST IN CONCRETE.

EXPANSION JOINT ASSEMBLIES SHALL BE HOT-DIPPED GALVANIZED AFTER FABRICATION TO AASHTO M111 (ASTM-A123) AND IN ACCORDANCE WITH STANDARD SPECIFICATION, SECTION 726.08.
~~DUE TO TANK LIMITATIONS, ASSEMBLIES MAY BE DIPPED IN SECTIONS AND SHOP SPLICED AFTER GALVANIZING.~~
ANY GALVANIZED COATING DAMAGED DURING FIELD WELDING OR FROM OTHER CAUSES MUST BE REPAIRED IN ACCORDANCE WITH ASTM-A780, ANNEX A2.

EXPANSION JOINTS SHALL FOLLOW ROADWAY CROSS SLOPES AND GRADE.

EXPANSION JOINTS SHALL BE SHIPPED IN PAIRS AT A 2" OPENING WITH TEMPORARY SHIPPING DEVICES ATTACHED AS SHOWN ON SHOP DRAWINGS.

GASKETING SHALL BE PLACED IN THE SEAL CAVITY OF THE STEEL RETAINER RAILS AND REMOVED JUST PRIOR TO STRIP SEAL INSTALLATION.

ALL ASSEMBLIES SHALL BE PIECE-MARKED FOR CLEAR IDENTIFICATION.

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO FABRICATION TO ENSURE ACCURACY OF THE EXPANSION JOINT.

CONTRACTOR TO POUR AND VIBRATE CONCRETE INTO BLOCKOUT TO ENSURE PROPER CONSOLIDATION AROUND ALL EMBEDDED COMPONENTS AND REMOVE FORMWORK AFTER CURE TIME, AS DETERMINED BY FIELD ENGINEER.

REMOVE ALL BURRS WHICH MAY BE IN CONTACT WITH SEAL PRIOR TO MAKING THE SPLICE.

NEOPRENE SEAL SHALL BE CONTINUOUS AND FIELD INSTALLED UTILIZING LUBRICANT/ADHESIVE.

There are no splices shown on page 2, and the B.O.M. shows full length pieces, therefore it is assumed splices are not necessary. Furthermore at 30' +/- it seems unnecessary to galvanize in pieces and then weld together. These notes do not seem applicable to this job.

INSTALLATION PROCEDURES

THE JOINT SEAL SHALL ARRIVE AT THE JOBSITE IN LENGTHS AS SHOWN ON MANUFACTURER'S SHOP DRAWINGS.

JOINT SEAL OPENING DIMENSIONS SHALL BE DETERMINED BY THE FIELD ENGINEER.

THE JOINT RAIL, IN LENGTHS AS DELIVERED, IS THEN SUSPENDED FROM THE FORMWORK AND REINFORCING STEEL.

AFTER SECURELY TYING THE STUD ANCHORS TO THE BLOCKOUT REINFORCEMENT, THE SHIPPING HARDWARE SHALL BE REMOVED, BEFORE PLACING SLAB CONCRETE.

REPAIR DAMAGED GALVANIZED AREAS IN ACCORDANCE WITH ASTM-A780, IF NECESSARY.

CARE MUST BE TAKEN DURING THE CONCRETE POUR TO PROTECT THE CHANNELS OF THE "SSPA" FRAME RAILS FROM BEING FOULED BY CONCRETE SPILLOVER BY USE OF THE STYROFOAM GASKET.

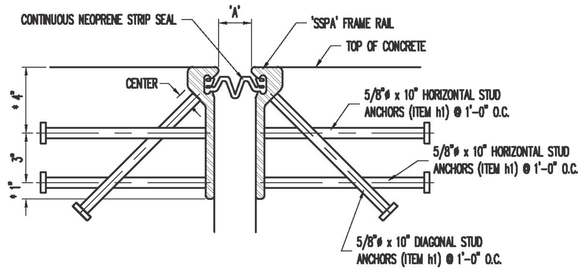
POUR AND VIBRATE CONCRETE INTO BLOCKOUT TO ENSURE PROPER CONSOLIDATION AROUND ALL EMBEDDED COMPONENTS. THEN REMOVE FORMWORK AFTER CURE TIME, AS DETERMINED BY FIELD ENGINEER.

REPAIR GALVANIZATION IN ACCORDANCE WITH ASTM-A780.

PRIOR TO GLAND INSTALLATION, REMOVE GASKETING.

THE FRAME RAILS SHALL BE INSPECTED FOR ANY CONCRETE OR WELD SPLATTER IN THE GLAND CHANNEL. THE NEOPRENE GLAND SHALL BE INSTALLED.

TO EASE THE INSTALLATION OF THE NEOPRENE GLAND, THE LUGS SHALL FIRST BE COATED WITH THE PROPER LUBRICANT ADHESIVE. IT IS ADVISED THAT THE SEAL BE COLLAPSED AND FORCED INTO THE JOINT OPENING UNTIL THE BOTTOM LUG OF THE NEOPRENE GLAND BECOMES ALIGNED WITH THE STEEL FRAME OPENING. THEN, BY USING A BENT BAR (CROW BAR), THE SEAL CAN BE WEDGED INTO PLACE. THE SEALING GLAND SHALL BE INSTALLED IN A CONTINUOUS LENGTH ACROSS THE ENTIRE DECK AND UPTURNS.

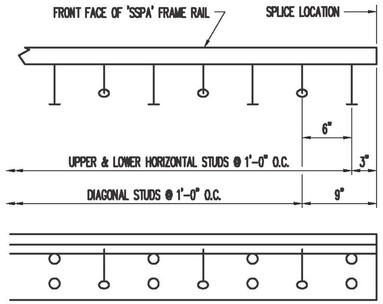


SECTION THRU 'SSPA' EXP. JOINT

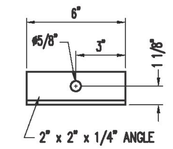
(* SHOP NOTE – STUD DIMENSIONS NOT STANDARD)

EXPANSION JOINT OPENING 'A' (PERPENDICULAR TO JOINT OPENING)				
LOCATION	45°F	60°F	75°F	90°F
APPROACH SLAB NO. 2	2 1/2"	2 1/4"	2"	1 3/4"

NOTE: EXPANSION JOINTS SHALL BE SHIPPED AT 2" OPENING.
CONTRACTOR SHALL ADJUST TO TEMPERATURE IN THE FIELD.

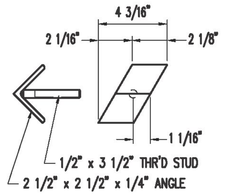


STUD LAYOUT SEQUENCE FROM SPLICE (RDWY)



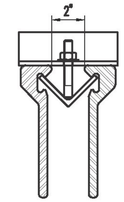
SHIPPING DEVICE

TOP ANGLE



SHIPPING DEVICE

DRAW-UP ANGLE ASSEMBLY

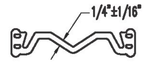


SHIPPING DEVICE ASSEMBLY (h20)

SHOP LOCATED AT 6'-0" MAX. SPACING
(REMOVE PRIOR TO CONCRETE POUR)

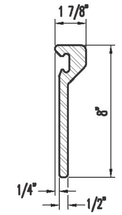
SEAL OPERATING DIMENSIONS	
TEMP.	"W"
MIN.	4"
MID.	2"
MAX.	0"

L2-400 SEAL

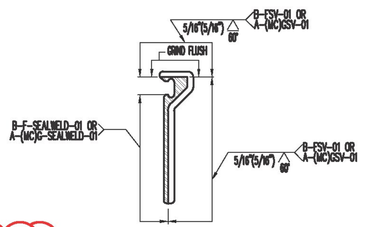


STRIP SEAL DETAIL

'L2' SERIES STRIP SEAL
D.S. BROWN RECOMMENDS A MINIMUM GAP OPENING OF 2" TO ACCOMMODATE EASE OF SEAL INSTALLATION



SSPA FRAME RAIL



SHOP SPLICE DETAIL

Per special provision:

Steel portions of the expansion device shall be galvanized. Galvanizing on the metal surfaces in direct contact with strip seals shall be lightly sandblasted to a dull gray appearance in order to promote a high strength bond between the seal and mating surface, and for smoothness for installation purposes. Alternately, this galvanized surface may be prepared to the manufacturer's published recommendations for installation and bonding of seals.

Please Note

T·Y·LIN INTERNATIONAL

The stamped documents are hereby:

____ Approved
__X__ Approved as noted
____ Revise and resubmit

See transmittal for additional information as applicable.

This review is for general conformance with design concept only. Any deviation from the plans or specifications not clearly noted by the Contractor has not been reviewed. Review by the Engineer shall not relieve the Contractor of the contractual responsibility for any errors or deviation from the contract requirements.

Daniel S. Myers — Reviewer
10/6/17 — Date

Vermont Agency of Transportation

RECEIVED

9-19-17_Strip_Seal_Assembly_Shop_Drawings__Approved as Noted.pdf

CK'D BY RSF OK'D BY CLB

September 19, 2017

RESUBMIT NO Approved AsNoted

BY C. CARLSON DATE 10/10/17

REV.	DESCRIPTION	DATE	DET.	CK'D.

D.S. BROWN
A GIBRALTAR INDUSTRIES COMPANY
THE D.S. BROWN COMPANY
300 E. CHERRY STREET
NORTH BALTIMORE, OHIO 45872
419.257.3561
FAX: 419.257.0332
WWW.DSBROWN.COM

LOCATION — VT-15A OVER LAMOILLE RIVER
BRIDGE — 1
PROJECT NO. — BRS 0240(3)S/STP HES 030-2(28)
PROJECT NAME — MORRISTOWN
P.O. NO. — K1617
DESIGNER — T.Y.LIN INTERNATIONAL
CUSTOMER — WINTERSET, INC.

ITEM	QUANTITY

DESCRIPTION: SSPA STANDARD DETAILS LAMOILLE COUNTY, VERMONT

SCALE:	DRAWN BY:	CHECKED BY:	DATE:	SHEET
N.T.S.	T.BOWERS	T.ELLER	8-2017	1 OF 2
PROJECT NUMBER	PRODUCT CODE	RELEASE	SHEET	
53146	1011		1	