

NOTES

PROPOSED JOINT SHALL BE WATSON BOWMAN TRANSFLEX REINFORCED ELASTOMERIC MOLDED RUBBER EXPANSION JOINT SYSTEM MODEL 1300 OR APPROVED EQUIVALENT.

ALL BLOCKOUT AND FORMED OPENING DIMENSIONS BASED ON MANUFACTURER-PROVIDED JOINT DETAILS AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION.

JOINT MATERIALS SHALL BE ORDERED AND SHOP DRAWINGS APPROVED PRIOR TO CONSTRUCTION OF CONCRETE DECK AT THE JOINT.

FINAL JOINT SHALL NOT BE INSTALLED UNTIL PPC OVERLAY IS COMPLETE.

DIFFERENCES IN ACTUAL JOINT OPENINGS AND INSTALLATION TEMPERATURES SHALL BE REPORTED TO THE ENGINEER, CONTRACTOR SHALL FOLLOW MANUFACTURER'S INSTALLATION GUIDELINES AND MAKE ANY NECESSARY ADJUSTMENTS TO ACCOUNT FOR SUCH DIFFERENCES.

CONTRACTOR SHALL HAVE A REPRESENTATIVE FROM THE JOINT MANUFACTURER PRESENT DURING INSTALLATION OF THE PROPOSED MOLDED RUBBER SEGMENTAL EXPANSION JOINT.

ADHESIVE ANCHOR BOLTS AND HARDWARE FROM THE PROPOSED EXPANSION JOINT SHALL BE STAINLESS STEEL OR GALVANIZED PER ASTM A153 AND INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTORS ATTENTION IS BROUGHT TO THE FACT THAT THE C JOINT DOES NOT COINCIDE WITH C BENT OR BENT CONTROL LINE.

FOR MOLDED RUBBER SEGMENTAL EXPANSION JOINT SEALS, SEE SPECIAL PROVISIONS.

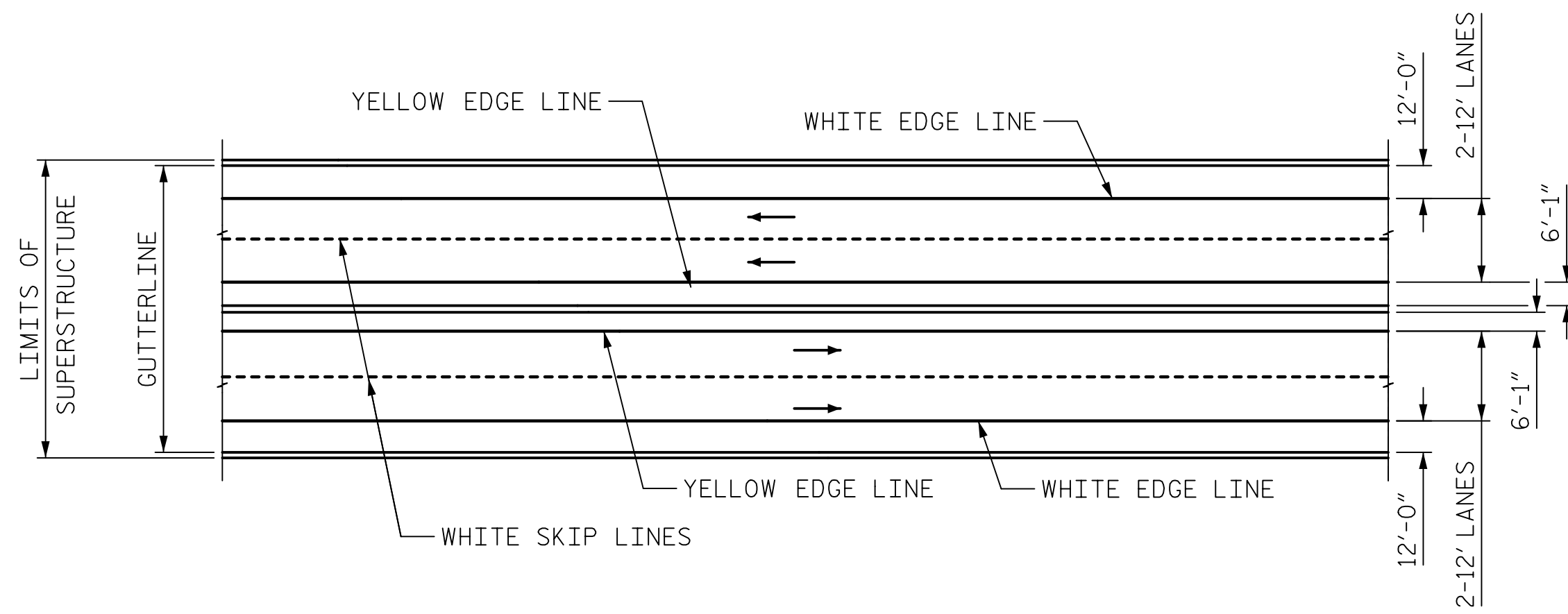
THE STEEL PLATES SHALL CONFORM TO AASHTO M270 GRADE 36 OR APPROVED EQUAL AND BE PAINTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. AT THE CONTRACTOR'S OPTION, THE PLATES MAY BE METALLIZED AFTER FABRICATION. SEE SPECIAL PROVISIONS FOR THERMAL SPRAYED COATINGS (METALLIZATION).

THE $\frac{3}{4}$ " O HEX HEAD BOLTS SHALL CONFORM TO ASTM F593 ALLOY 304 STAINLESS STEEL.

THE $\frac{3}{4}$ " CONCRETE INSERTS SHALL BE CLOSED-END FERRULES WITH LOOPED WIRE STRUTS ATTACHED TO THEM. THE INSERTS SHALL CONFORM TO AASHTO M169, GRADE 12L14 AND SHALL HAVE A TENSILE WORKING LOAD CAPACITY OF 3000 LBS.

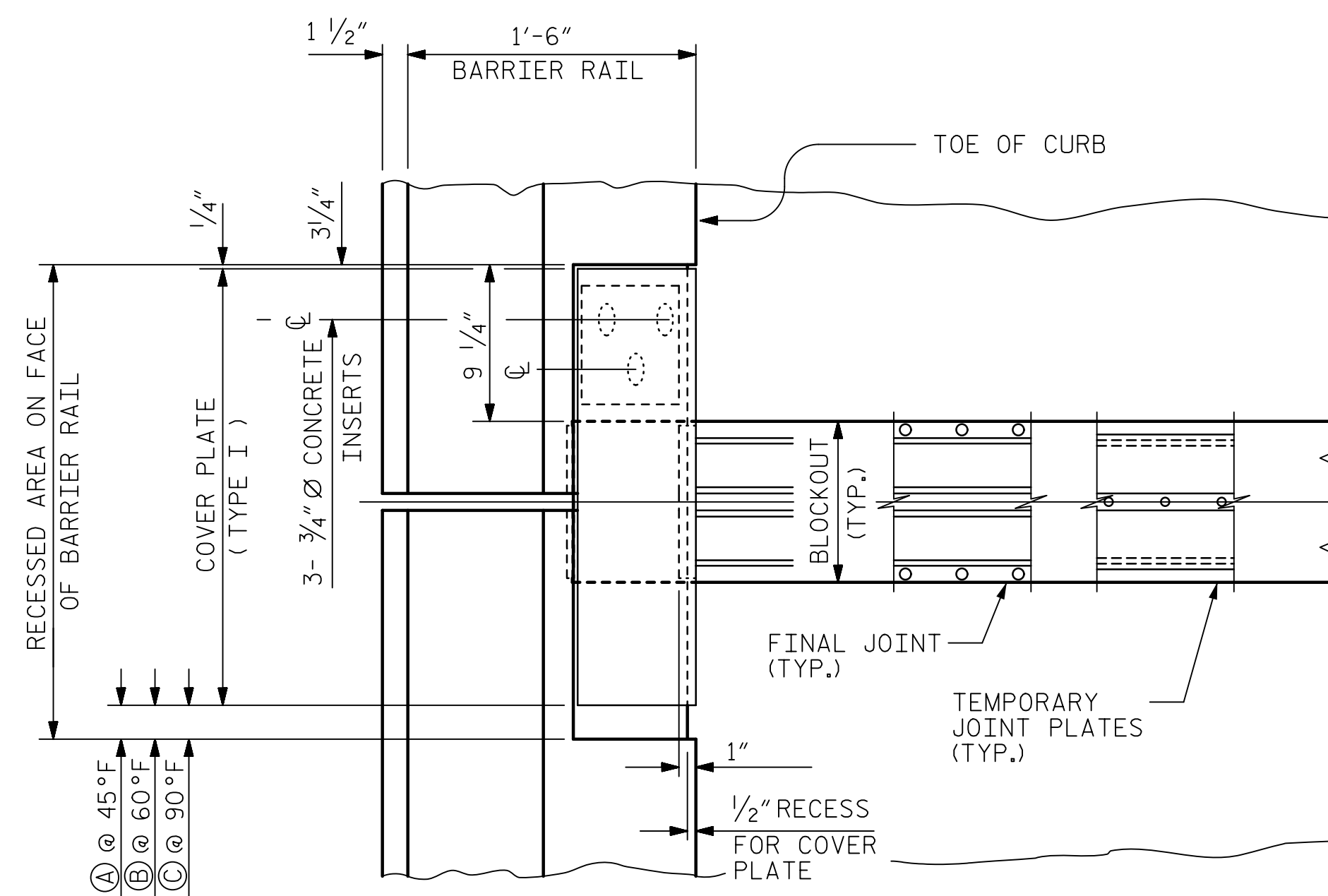
NO SEPARATE PAYMENT WILL BE MADE FOR FURNISHING AND INSTALLING THE COVER PLATES. THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR "MOLDED RUBBER SEGMENTAL EXPANSION JOINT SEALS".

BARRIER COVER PLATES SHALL BE INSTALLED PRIOR TO TRAFFIC ADJACENT TO THAT FACE OF BARRIER.



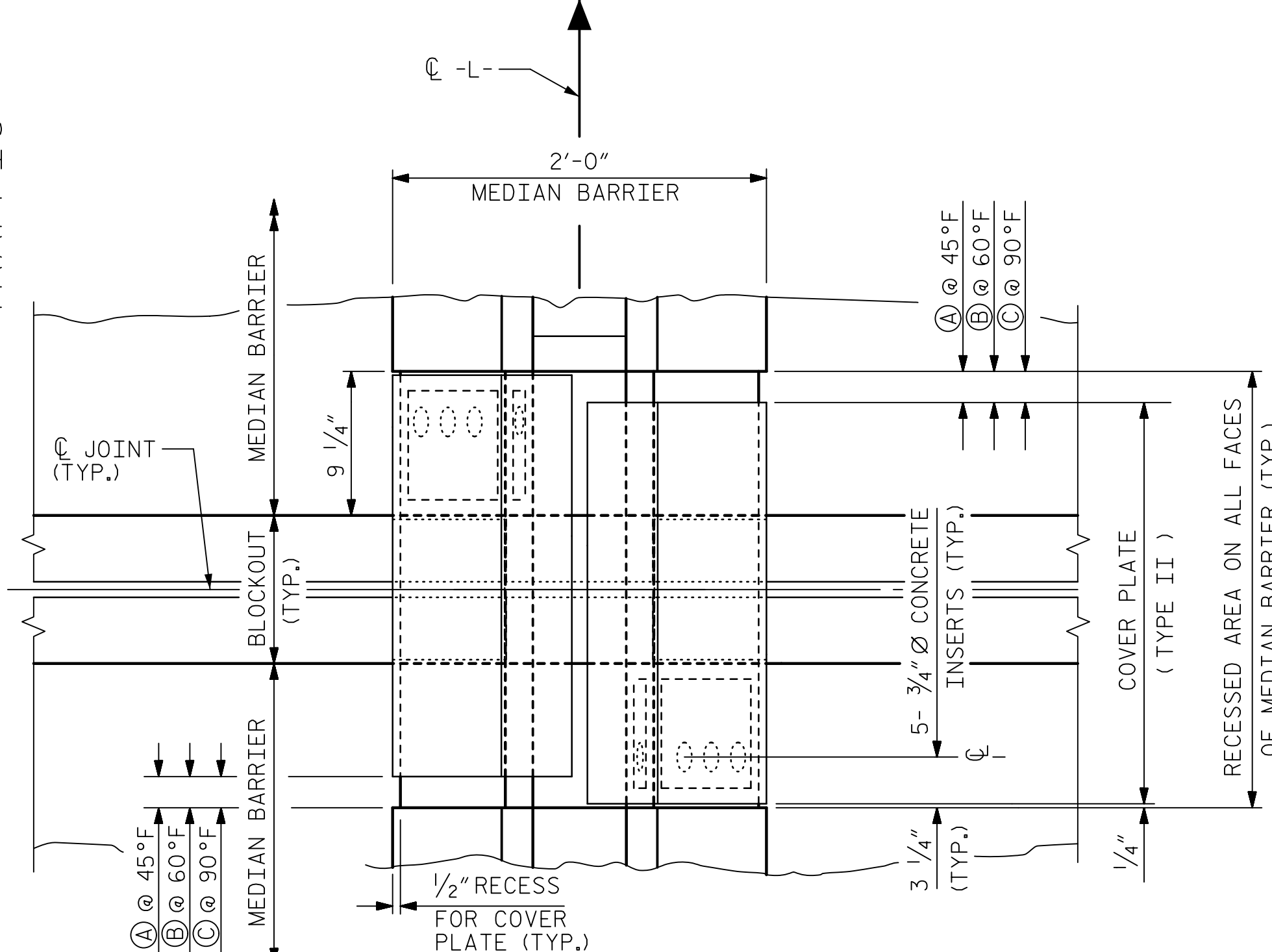
PAVEMENT MARKING ALIGNMENT

SHOWN AT FINAL STAGE. SEE TRANSPORTATION MANAGEMENT PLANS FOR PAVEMENT MARKINGS AT INTERMEDIATE STAGES



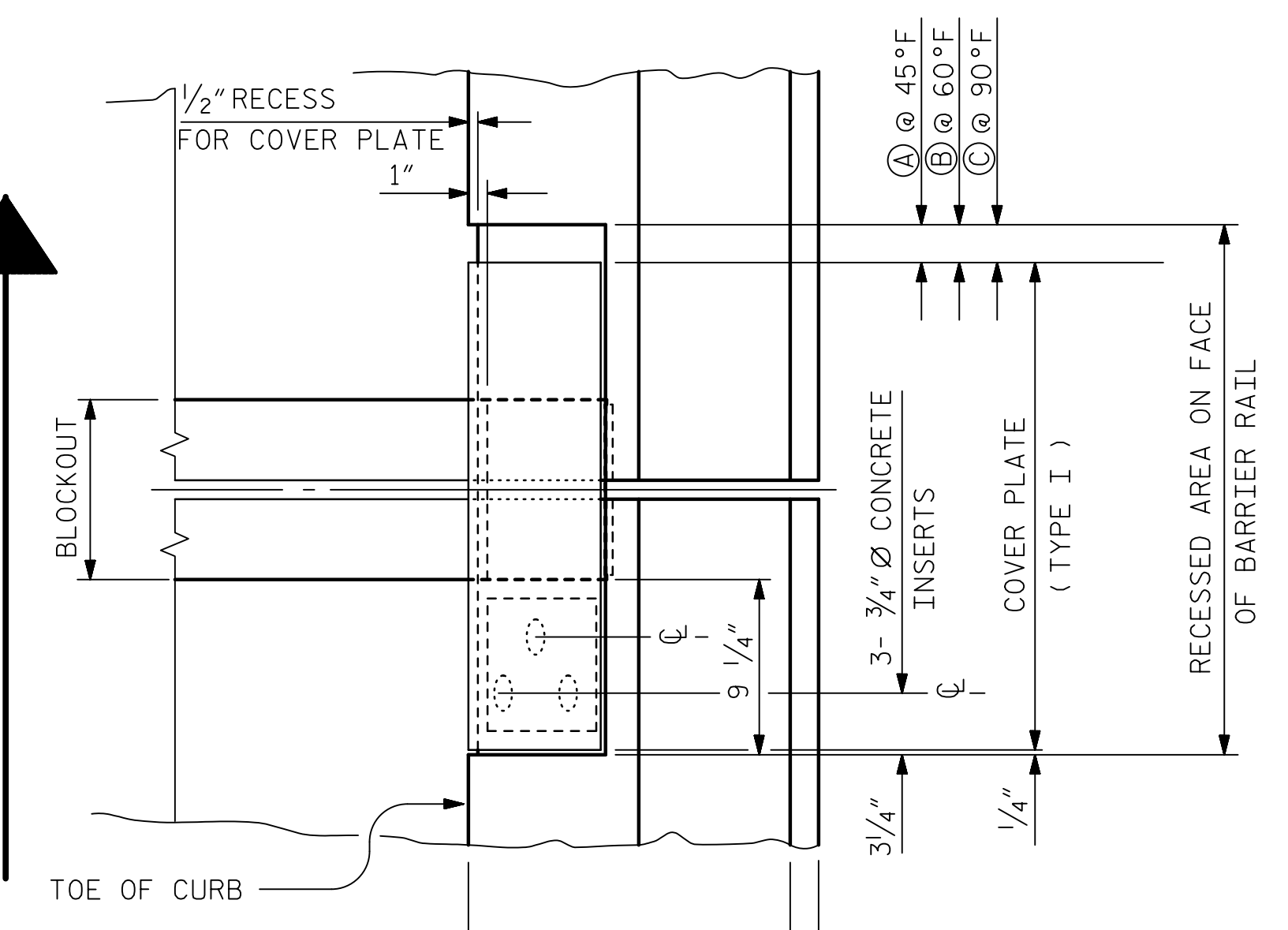
AT LEFT SIDE

FLOW OF TRAFFIC



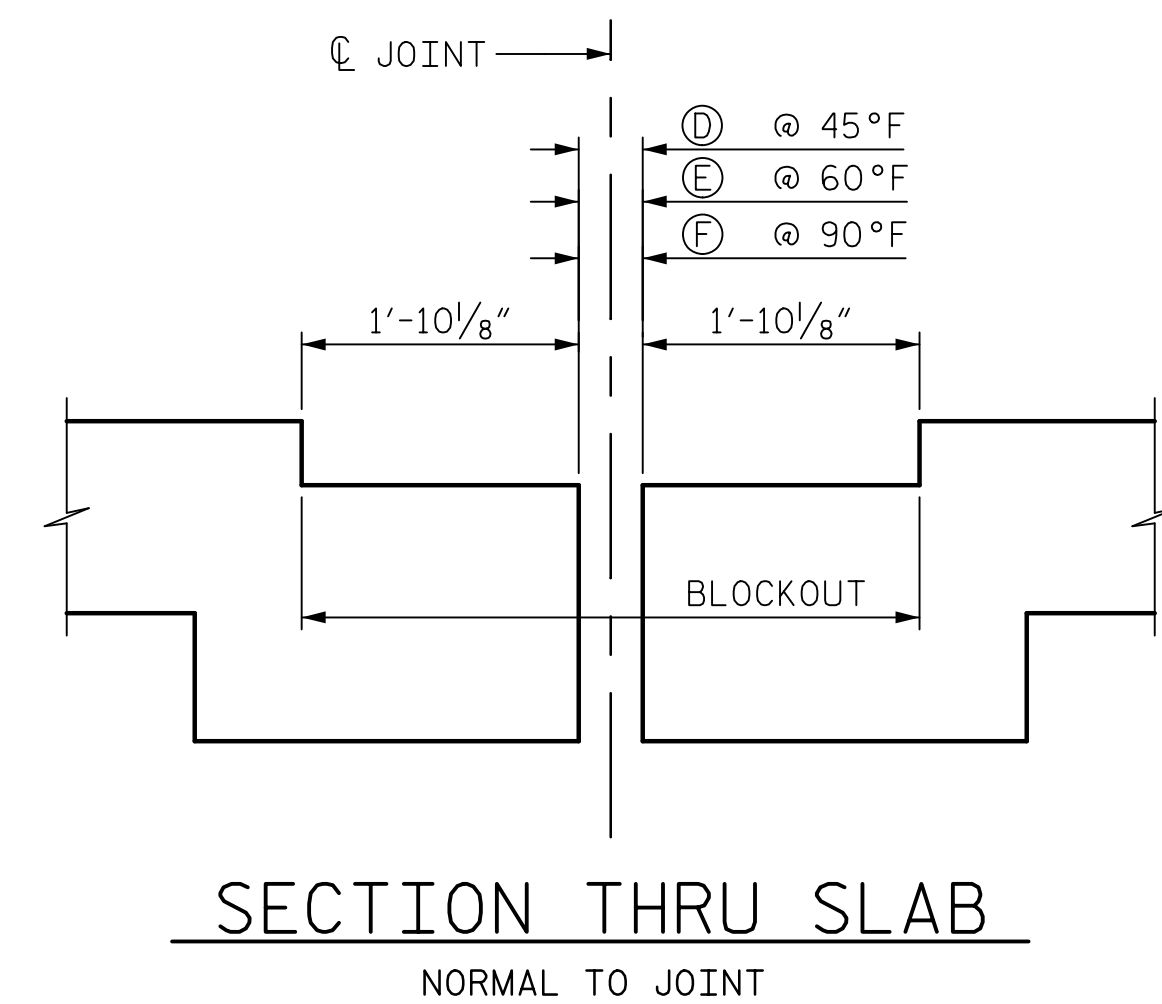
AT MEDIAN

FLOW OF TRAFFIC

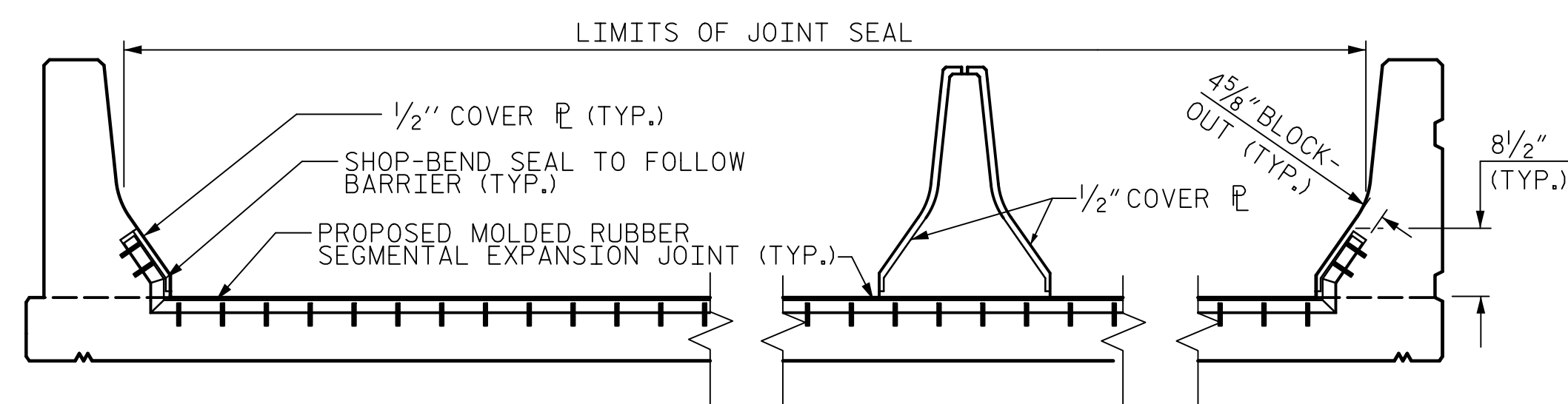


AT RIGHT SIDE

PLAN OF EXPANSION JOINT AT BENTS 1 AND 4



SECTION THRU SLAB
NORMAL TO JOINT



SKETCH SHOWING LIMITS OF JOINT SEAL AT BARRIER RAIL

| MOVEMENT AND SETTING AT JOINT | | | | | | | | |
|-------------------------------|-------------|--|------|--------|---------|--------|------|---------|
| BENT NO. | SKIEW ANGLE | TOTAL MOVEMENT (ALONG C RDWY) | A | B | C | D | E | F |
| 1 | 90°-00'-00" | 3 1/2" | 3/4" | 2 3/4" | 1 3/4" | 3 3/4" | 3/4" | 2 1/4" |
| 4 | 90°-00'-00" | 3 3/16" | 3/8" | 2 5/8" | 1 1/16" | 3 5/8" | 3/8" | 2 3/16" |

PROJECT NO. 15BPR.20
 HENDERSON COUNTY
 STATION: 35+30.22 -L-

SHEET 1 OF 2



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUPERSTRUCTURE
 MOLDED RUBBER
 SEGMENTAL EXPANSION
 JOINT SEAL DETAILS

| REVISIONS | | | | | | SHEET NO. |
|-----------|-----|-------|-----|-----|-------|------------------|
| NO. | BY: | DATE: | NO. | BY: | DATE: | S-103 |
| 1 | | | 3 | | | TOTAL SHEETS 129 |
| 2 | | | 4 | | | |

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

DATE: 2/27/2020
 TIME: 4:00 PM

USER: Merch_Ressened
 DN: R:\Structurals\04 Drawings\401_15BPR.20_SML_ME.Ldgn

DRAWN BY: K.M. DONALD
 CHECKED BY: G.R. COLS
 DESIGNED BY: G.R. COLS
 DESIGN CHECKED BY: K.M. DONALD
 DATE: 01/2019
 DATE: 02/2019
 DATE: 02/2019
 DATE: 02/2019