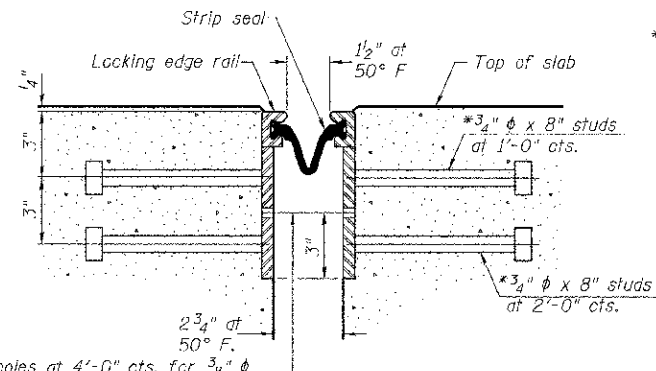


7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

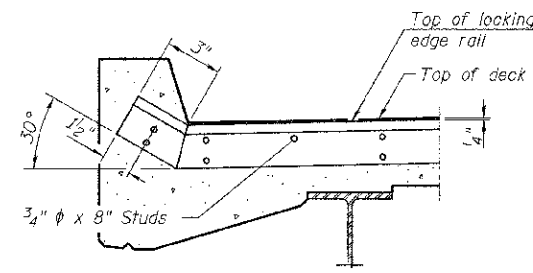
SECTION THRU ROLLED RAIL JOINT



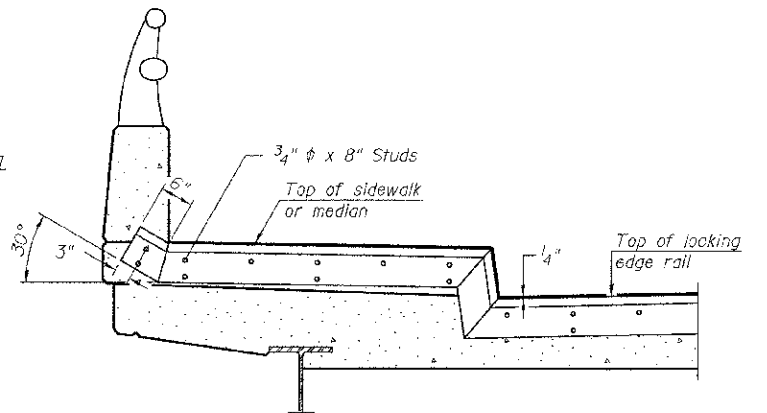
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



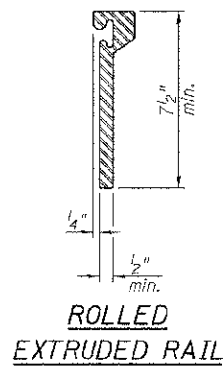
AT CURB



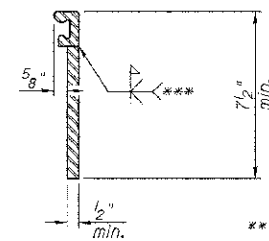
AT SIDEWALK

Shorter plates with a single row of studs at 12" cts. may be necessary on sidewalks or medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS

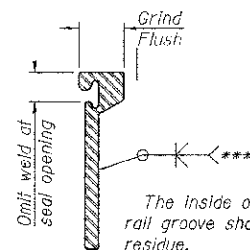


ROLLED EXTRUDED RAIL



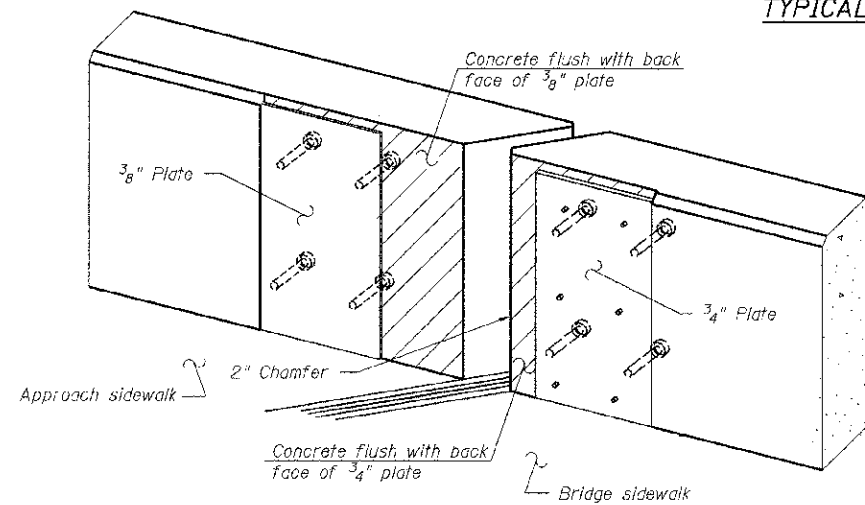
WELDED RAIL

LOCKING EDGE RAILS



*** Back gouge not required if complete joint penetration is verified by mock-up.

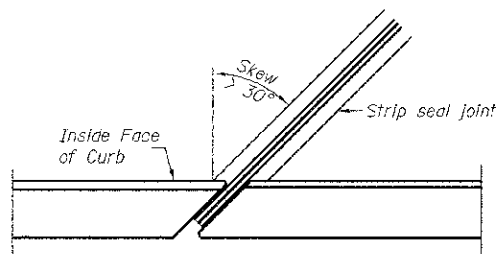
LOCKING EDGE RAIL SPLICE



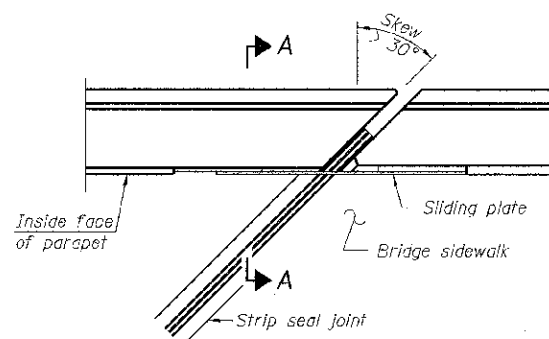
TRIMETRIC VIEW (Showing back plates only)

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the County.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant. Joints in rail within 10' of curbs shall be welded.
Parapet plate anchorage studs for skews >30° included in the cost of Preformed Joint Strip Seal.

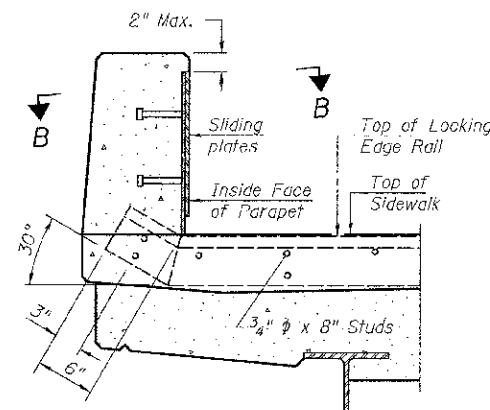
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.



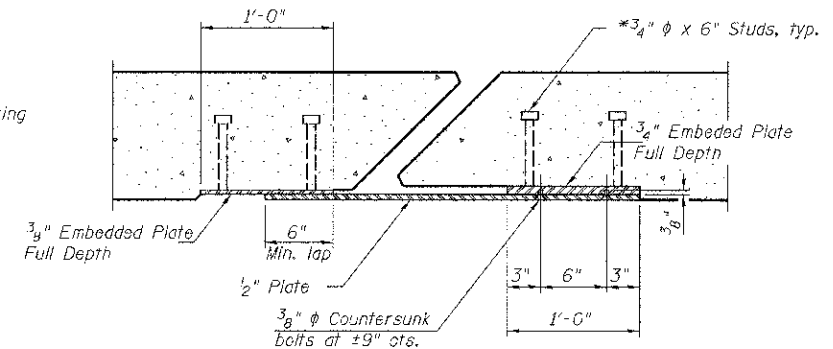
PLAN AT CURB (for skews > 30°)



PLAN AT SIDEWALK (for skews > 30°)



SECTION A-A



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	FOOT	86'

FILE NAME = V:\2555\CADD SHEETS\STRUCTURES - RAIL\02-27-2013\2555-018.dgn	USER NAME = emountal	DESIGNED BAN	REVISED -	DEKALB COUNTY C.H. 26 (FIVE POINTS RD.) OVER SOUTH BRANCH OF KISHWAUKEE RIVER	PREFORMED JOINT STRIP SEAL DETAILS	RTE. NO.	SECTION	COUNTY	TOTAL SHEET
PLOT SCALE = NONE	DRAWN TAC	REVISED -	CH 26			05-00044-01-BR	DEKALB	49	31
PLOT DATE = 3/26/2013	CHECKED CTM	REVISED -	CONTRACT NO. 87477						
	DATE -	REVISED -	FED. AID PROJECT BR5-1122(108)						
				SCALE: N/A	SHEET NO. 16 OF 28 SHEETS	STA. N/A	TO STA. N/A		