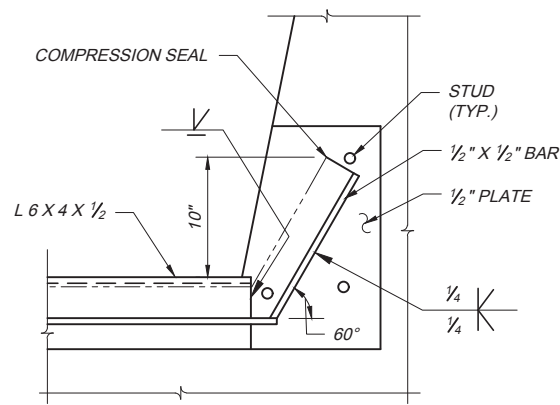


SECTION B-B (STRIP SEAL)
* SEE TABLE B FOR VALUE



SECTION B-B (COMPRESSION SEAL)

NOTES:

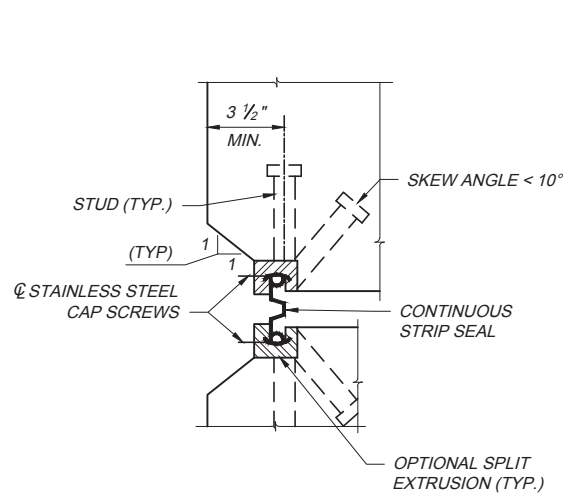
1. THE SPLIT EXTRUSION SHOWN IS A NORMAL EXTRUSION WHICH HAS BEEN MODIFIED. AT JOINT UPTURNS, ESPECIALLY ON SKEWED BRIDGE DECKS, THE USE OF SPLIT EXTRUSIONS MAY BE NECESSARY TO ENSURE GOOD SEAL INSTALLATION. ON SHOP DRAWINGS, WHERE THE SPLIT EXTRUSION IS NOT USED, THE SEAL MANUFACTURER OR HIS AGENT WARRANTS TO THE CHIEF ENGINEER THAT THE FURNISHED CONFIGURATION WILL PROVIDE FOR READY INSTALLATION AND REPLACEMENT OF THE SEAL.
 2. SECTION F-F & G-G - THE BENT STEEL PLATES SHALL BE A-36 STEEL, GALVANIZED IN ACCORDANCE WITH 711.02.
- SHOP DRAWINGS SHALL BE SUBMITTED PER 501.04.

TABLE B

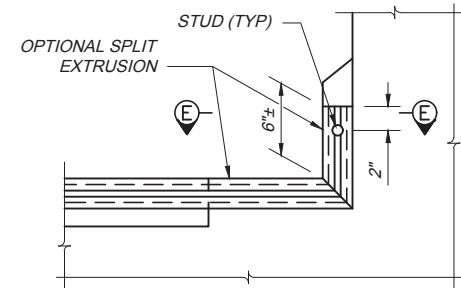
SKEW ANGLE	
<10°	10° - 45°
x	7" 7 1/2"

SEAL MOVEMENT RATING (SIZE)	MANUFACTURER & DESIGNATION *	
	THE D.S. BROWN COMPANY	WATSON-BOWMAN ACME CORP.
3"	300L	SE-300
4"	400L	SE-400
5"	500L	SE-500

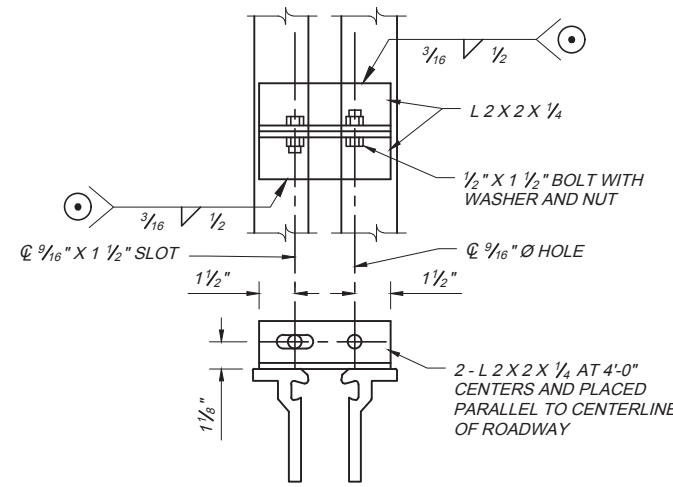
* OR APPROVED EQUAL



SECTION C-C

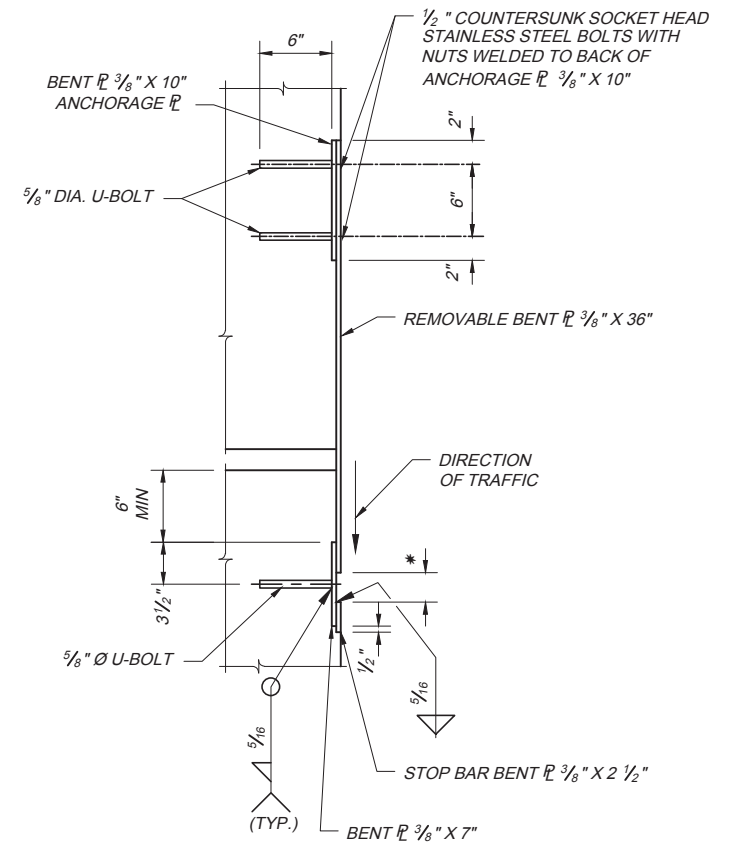


SECTION D-D



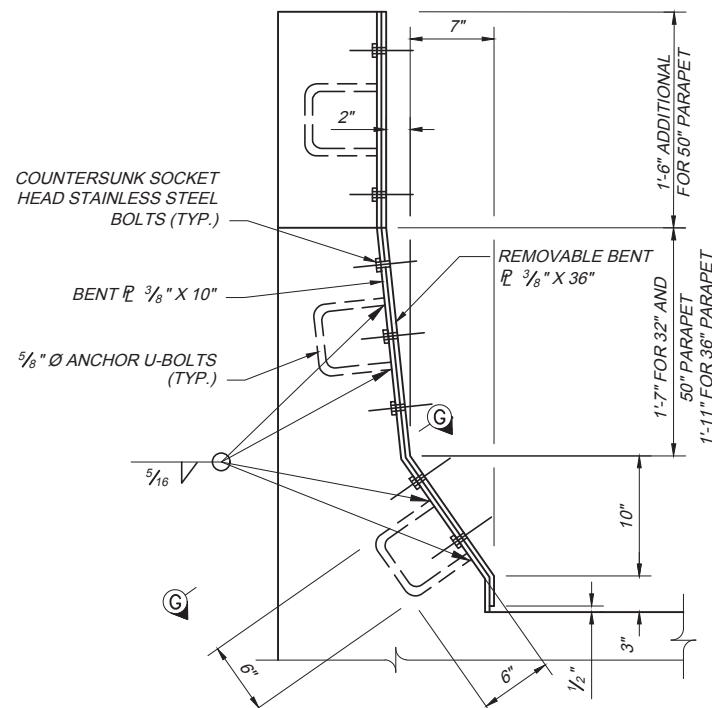
DETAIL - ALIGNMENT BRACKET

(STRIP SEAL SHOWN, COMPRESSION SEAL SIMILAR)
 ○ TEMPORARY WELD TO BE REMOVED AND GROUND SMOOTH IN FIELD. LOOSEN TEMPORARY JOINT ARMOR AFTER INITIAL SET OF CONCRETE, PREFERABLY NOT LATER THAN TWO HOURS AFTER CONCLUSION OF CONCRETE PLACEMENT.

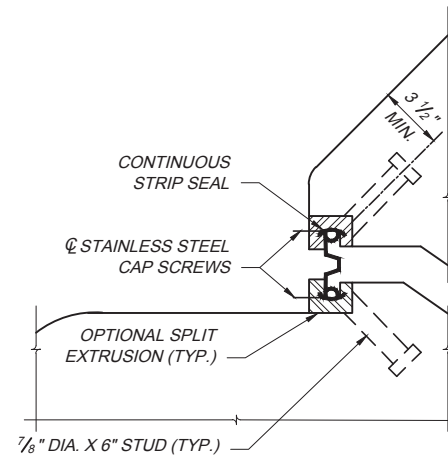


SECTION G-G

* DIMENSION SET EQUAL TO JOINT OPENING AT TIME OF INSTALLATION



SECTION AT MEDIAN PARAPET



SECTION E-E