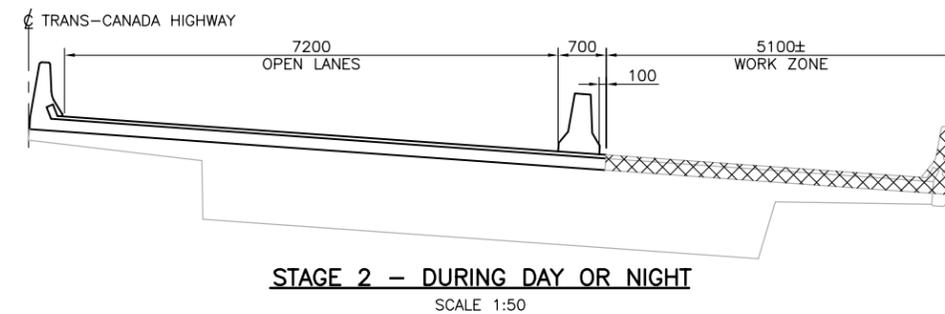
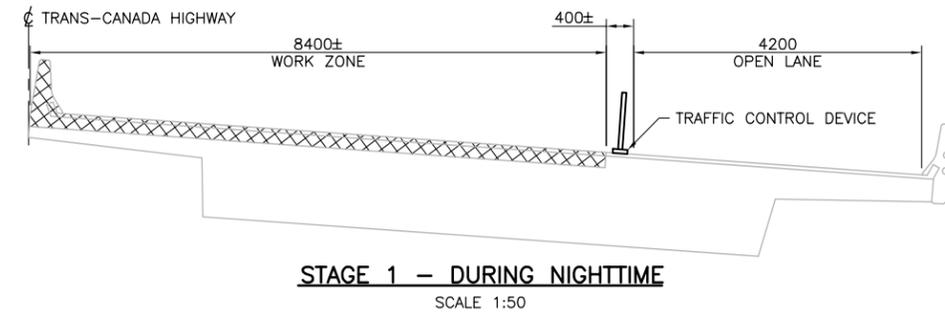
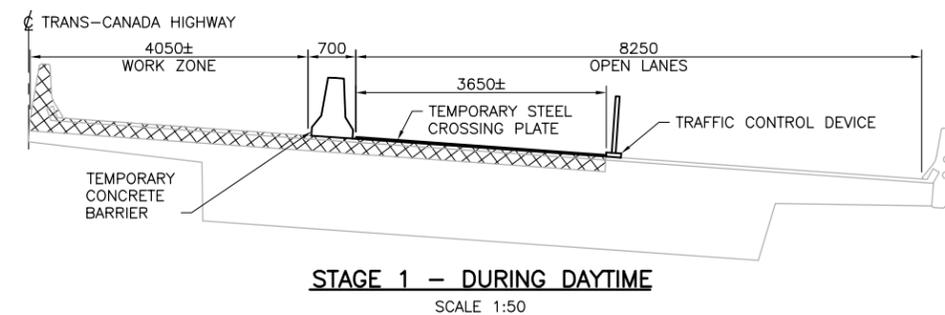


16mm DIA TYPE 304 STAINLESS STEEL HEXAGONAL HEAD BOLT COUNTERSUNK INTO 50 mm DIA RECESS. INSTALL USING "KOP-R-KOTE" OR "NEVER SEEZ" ON THREADS AND UNDER HEADS. SNUG TIGHTEN BOLTS IN SHOP FOR TRANSPORTATION

11 MAX HEAD HEIGHT

DETAIL B
1:1

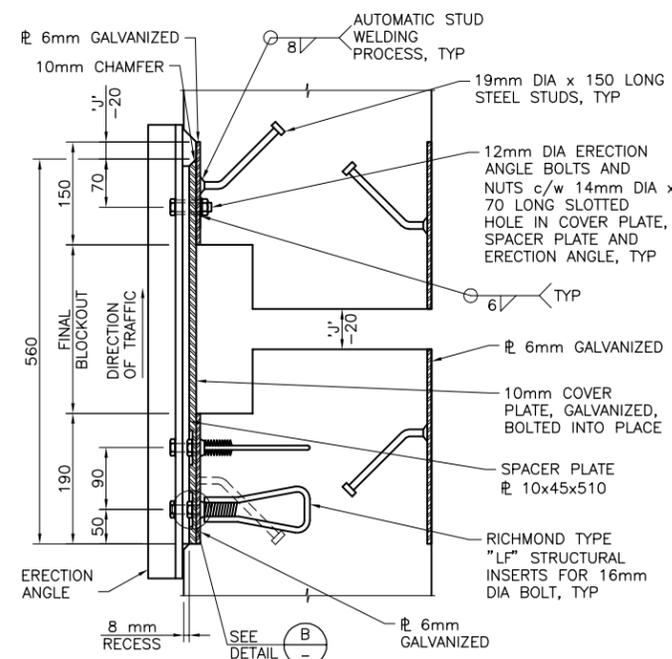
INSTALLATION TEMPERATURE (°C)	GAP 'J' (mm)
-5	65
0	60
5	55
10	50
15	45
20	40



SUGGESTED CONSTRUCTION STAGING (PRIOR TO 2013 SEPT 03)

NOTES:

- NEW EXPANSION JOINTS SHALL BE "GOODFLEX BOLT-DOWN MODEL 'B' JOINT BY GOODCO Z-TECH" OR APPROVED EQUIVALENT, AND SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS.
- FOR GEOMETRY OF EXISTING EXPANSION JOINTS SEE REFERENCE DRAWINGS. ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATION OF NEW EXPANSION JOINT ARMORING ANGLES AND SPLICE DETAILS.
- NEW EXPANSION JOINT ARMORING SHALL BE SUPPLIED IN SEGMENTS TO ALLOW FOR STAGED CONSTRUCTION.
- PRIOR TO 2013 SEPT 03 THE EASTBOUND BRIDGE SHALL HAVE TWO ADJACENT LANES OPEN TO TRAFFIC DURING DAYLIGHT HOURS (06:00 AM TO 10:00 PM), WHICH MAY BE REDUCED TO ONE 4.2m WIDE LANE AT NIGHT (10:00 PM TO 06:00 AM). FOLLOWING 2013 SEPT 03, ONE LANE OF 4.3m MINIMUM WIDTH SHALL BE MAINTAINED FOR BOTH DAYTIME AND NIGHT-TIME CONSTRUCTION.
- PERMANENT STRIP SEAL FOR EACH JOINT SHALL BE SUPPLIED IN ONE CONTINUOUS FULL WIDTH PIECE.
- ALL MITERS FOR STRIP SEAL TRANSITIONS MUST BE HOT VULCANIZED IN THE SHOP.
- THE JOINT ARMORING SHALL BE THOROUGHLY CLEANED WITH WIRE BRUSH AND FREE OF MOISTURE BEFORE THE JOINT SEAL IS INSTALLED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, SUPPLY, INSTALLATION AND REMOVAL OF ANY TEMPORARY SUPPORT SYSTEM REQUIRED TO EXECUTE THE WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, SUPPLY, INSTALLATION AND REMOVAL OF THE TEMPORARY STEEL CROSSING PLATE AND ANY OTHER TRAFFIC OR SAFETY DEVICE REQUIRED TO EXECUTE THE WORK.
- NEW CONCRETE SHALL BE CLASS C (35 MPa).
- NEW REINFORCING STEEL SHALL CONFORM TO CAN/CSA G30.18 GRADE 400W.
- CONSTRUCTION OF THE WORK SHALL COMPLY WITH 'ALBERTA TRANSPORTATION SPECIFICATIONS FOR BRIDGE CONSTRUCTION 2010' UNLESS NOTED OTHERWISE.
- PRIOR TO CONCRETE REMOVAL, CONTRACTOR SHALL CONTACT UTILITY COMPANIES TO VERIFY WHETHER EXISTING UTILITY DUCTS CARRY ACTIVE LINES. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING THE DUCTS AND FOR MAKING ARRANGEMENTS TO DE-ENERGIZE AND PROTECT ANY UTILITY LINES INTERFERING WITH THE WORK TO BE PERFORMED.
- IF STEEL CROSSING PLATES ARE USED AFTER POURING CONCRETE INTO THE JOINT BLOCK-OUTS, CURING SHALL BE MAINTAINED BENEATH AND WITHOUT REMOVING THE CROSSING PLATES.



DO NOT SCALE DRAWINGS

0	ISSUED FOR TENDER	13 MAY 01
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Revision/	Description/Description	Date/Date
0	ISSUED FOR TENDER	13 MAY 01

Client/client	Parcs Canada Agency	L'Agence Parcs Canada
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Project Title/Titre du projet
TRANS-CANADA HIGHWAY BRIDGE REHABILITATION
Km 13.1 DECK JOINT REPLACEMENT BANFF NATIONAL PARK, ALBERTA

Approved by/Approve par
DPG

Designed by/Concept par
HCV

Drawn by/Dealiné par
KAM

PWGSC Project Manager/Administrateur de Projets TPSGC

PWGSC, Architectural and Engineering Resource Manager/ Ressource Architectural et de Directeur d'ingénierie, TPSGC

Client/client

Drawing Title/Titre du dessin

EXPANSION JOINT DETAILS
2 OF 2

Project No./No. du projet	Sheet/Fauille	Revision no./La Révision no.
201305	104 OF 104	0