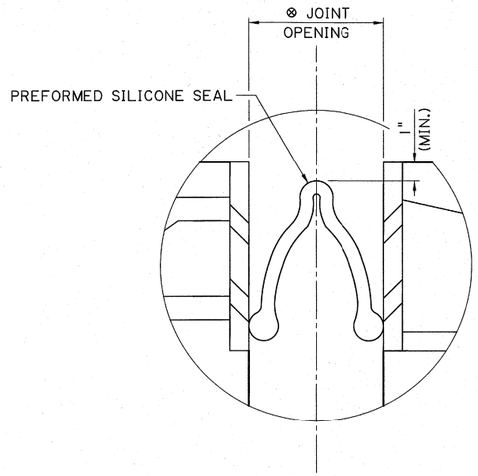
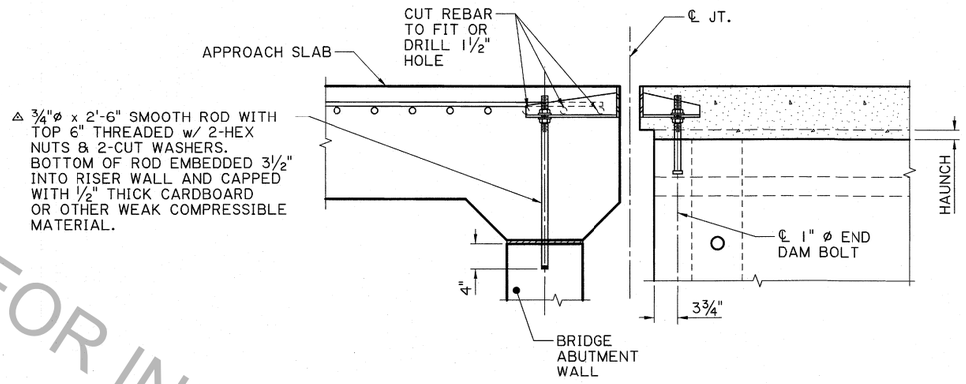
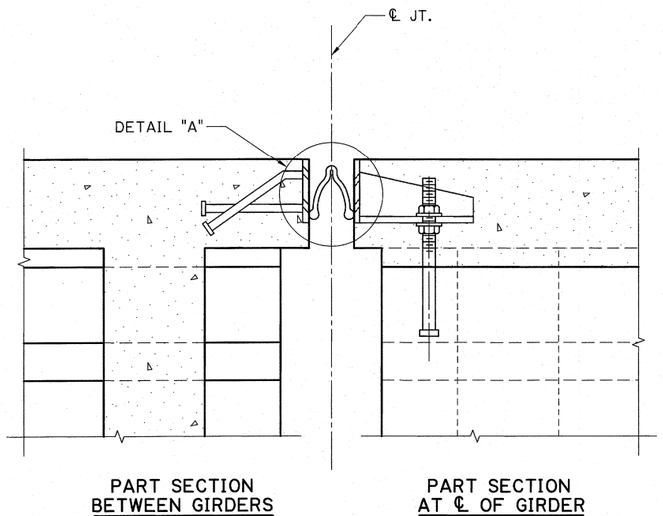


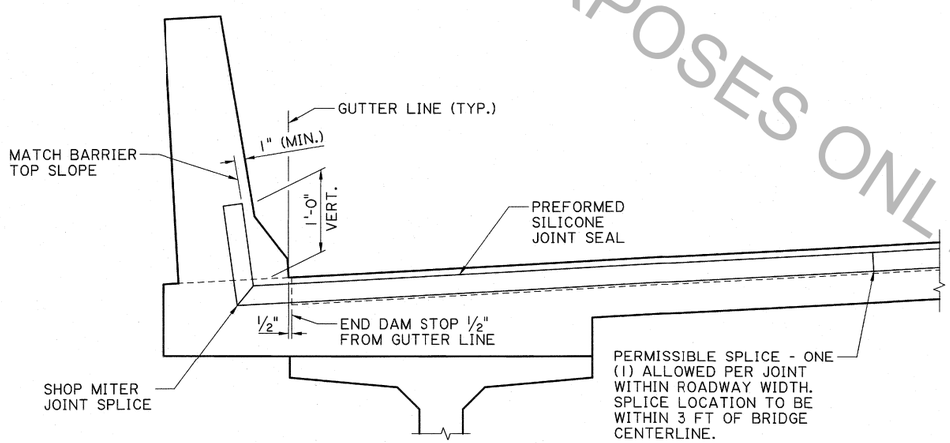
DETAIL "A"
(SILICONE SEAL INSTALLATION RECESS)



END DAM CONNECTION AT BRIDGE END (@ GIRDERS)
(N.T.S.)



PREFORMED SILICONE SEAL DETAIL
(N.T.S.)



SILICONE SEAL AT GUTTER LINES
(HIGH SIDE AND LOW SIDE)

NOTES:

1. JOINT FABRICATION AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH SECTION 815 OF THE DOTD STANDARD SPECIFICATIONS.
2. THE MANUFACTURER'S RECOMMENDED CONSTRUCTION METHODS SHALL BE FOLLOWED.
3. A MANUFACTURER'S REPRESENTATIVE IS TO BE PRESENT DURING THE INSTALLATION OF THE SILICONE SEAL.
4. SHOP DETAILS OF JOINTS SHALL BE SUBMITTED FOR REVIEW PRIOR TO FABRICATION.
5. SHIP END DAMS IN ACCORDANCE WITH THESE DETAILS.
6. FOR WELDS, CONFORM TO SECTION 809 OF THE STANDARD SPECIFICATIONS.
7. WELDED SPLICES OF STEEL END DAMS SHALL BE SHOP SPLICES, AND EACH PORTION OF THE END DAM SHALL BE NOT LESS THAN 15 FEET IN LENGTH. ALL SPLICES SHALL BE MADE SO AS TO OCCUR OUTSIDE THE WHEEL PATHS (SEE DETAIL THIS SHEET). ALL SPLICE LOCATIONS SHALL BE SHOWN ON THE SHOP DRAWINGS. CONNECTION STUDS SHALL BE LOCATED 3 INCHES EITHER SIDE OF WELDED SPLICES.
8. JOINTS UP TO FIFTY-FOUR (54) FEET IN LENGTH SHALL BE DELIVERED TO THE JOB SITE IN ONE PIECE. JOINTS OVER FIFTY-FOUR (54) FEET IN LENGTH MAY HAVE PROVISIONS FOR A FIELD SPLICE IN THE STEEL END DAM, PROVIDING THE SPLICE IS PERFORMED IN SHOP-LIKE CONDITIONS IN THE PRESENCE OF AN LA DOTD INSPECTOR AND MEET THE REQUIREMENTS OF NOTE 7 ABOVE. ALL OTHER WELDED SPLICES OF STEEL END DAMS SHALL BE SHOP SPLICES.
9. BEND STUDS PRIOR TO WELDING. NO FIELD BENDING OF STUDS WILL BE ALLOWED.
10. REPAIR DAMAGED GALVANIZED COATS IN ACCORDANCE WITH 811.08.
11. THE SILICONE SEAL AND LOCKING ADHESIVE SHALL CONFORM TO SECTION 1005.05.2 OF THE STANDARD SPECIFICATIONS.
12. ANCHOR BOLT IN GIRDER WILL BE PAID FOR AS PART OF THE GIRDER. ANCHOR BOLT IN APPROACH SLAB SUPPORT WALL WILL BE PAID FOR UNDER THE STRUCTURAL METALWORK (ANCHOR BOLTS) PAY ITEM. MEASUREMENT AND PAYMENT OF OTHER END DAM AND SILICONE SEAL ELEMENTS WILL BE IN ACCORDANCE WITH SECTION 815.
13. ⊗ SEE PROJECT PLAN JOINT DATA TABLE FOR DESIGN AND INSTALLATION REQUIREMENTS.
14. △ 2'-6" LENGTH OF ROD IS APPLICABLE FOR CLEAR ROADWAY WIDTHS OF 24'-0" TO 44'-0" WITH ONE OR TWO-WAY TANGENT CROSS SLOPE. WIDER BRIDGES WITH TWO-WAY TANGENTS MAY REQUIRE A LONGER SUPPORT ROD.
15. JOINTS SHALL BE PAID FOR UNDER PAY ITEM SEALED EXPANSION JOINT (END DAMS AND PREFORMED SILICONE SEAL).

STATE OF LOUISIANA
ADAM LANCASTER
License No. 35573
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
7/19/18

SHEET NUMBER

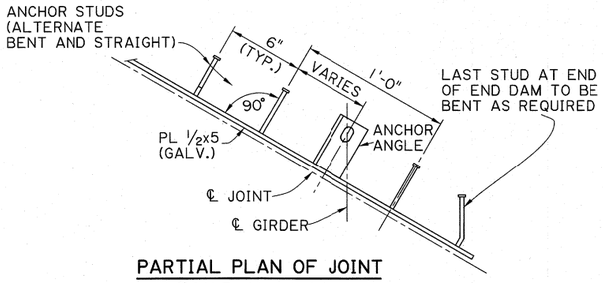
PARISH	CONTROL SECTION	STATE PROJECT
DESIGNED A.LANCASTER	DETAILED A.LANCASTER	REVIEWED Z.Z. FU
CHECKED K. KEMP	CHECKED K. KEMP	SERIES # 1 OF 2

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

MISC. SPAN DETAILS
SEALED EXPANSION JOINT
END DAMS & PREFORMED SILICONE

BD.2.4.5.2.01 MISC. SPAN DETAILS (JOINTS)

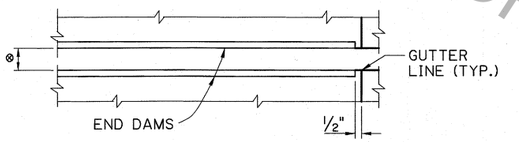
DOTD BRIDGE DESIGN



PARTIAL PLAN OF JOINT

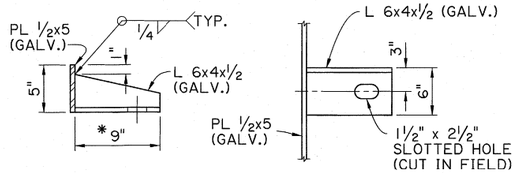
(SCALE: 1" = 1'-0")

(SHOWING TYPICAL END
DAM FOR SKEWED JOINT)



PARTIAL PLAN OF JOINT

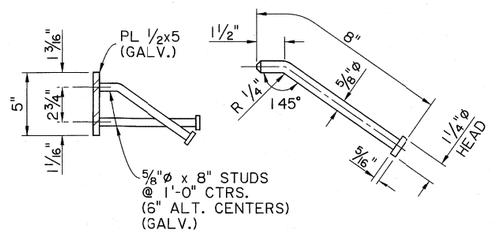
(N.T.S.)



ANCHOR ANGLE

(SCALE: 1½" = 1'-0")

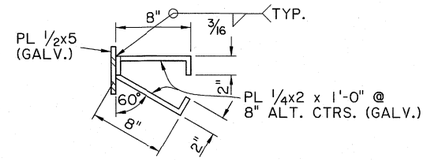
* FOR APPROACH SLAB END DAMS
IN A 6" SACRIFICIAL SECTION,
USE L 6x4x½ x 1'-3"



ANCHOR STUD

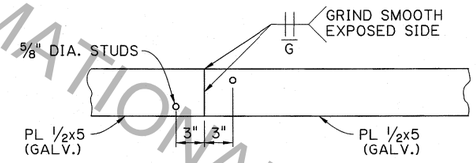
(N.T.S.)

ANCHOR STUDS SHALL BE ⅝" ø x 8" AUTO-
MATIC END WELDED TYPE. ALL BENDS ARE
TO BE MADE PRIOR TO WELDING AND
GALVANIZING.



ANCHOR STRAP ALTERNATE

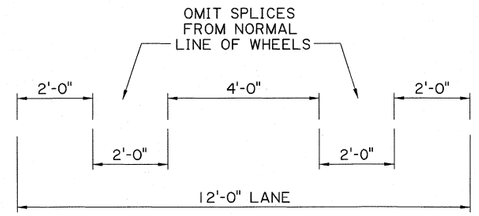
(SCALE: 1½" = 1'-0")



PERMISSIBLE END DAM SPLICE

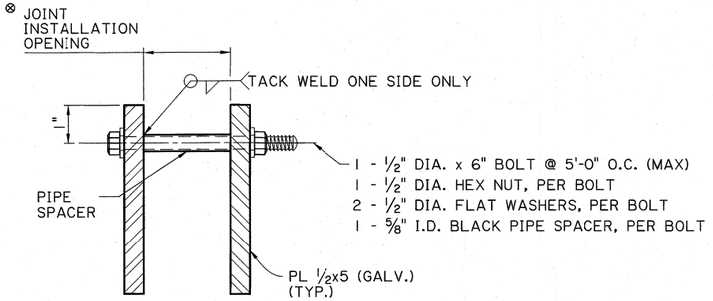
PL ½x5 TO HAVE A UNIVERSAL MILL FACE FINISH
ON TOP, OR TOP EDGE IS TO BE FINISHED SMOOTH
IF CUT TO MATCH CROWN OF ROADWAY.

(N.T.S.)



DIMENSIONS SHOWN ARE NORMAL TO ROADWAY.
WHEN JOINT IS PLACED ON SKEW, THE
DIMENSIONS SHOWN WILL VARY TO MEET
THE SKEW DIMENSIONS ALONG THE ℄ OF THE JOINT.

END DAM SPLICE LOCATIONS

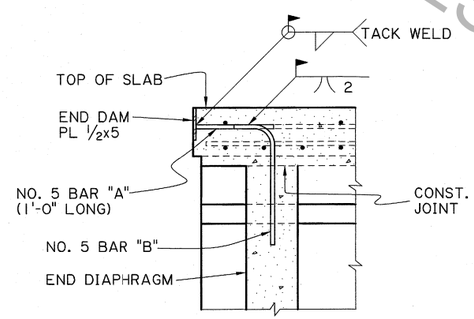


END DAM SHIPPING AND INSTALLATION ASSEMBLY

(ANCHOR ANGLES AND ANCHOR STUDS NOT SHOWN)

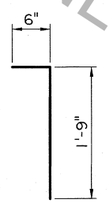
END DAM INSTALLATION PROCEDURE:

1) ONE END DAM STABILIZER (SEE END DAM STABILIZER DETAIL) IS REQUIRED IN EACH END DIAPHRAGM, EQUALLY SPACED BETWEEN GIRDERS, ON ONE SIDE OF THE JOINT ONLY. CAST NO. 5 BARS "B" IN END DAM DIAPHRAGM CONCRETE.
2) PLACE END DAM ASSEMBLY AS A UNIT, WITH PIPE SPACERS AND BOLTS IN PLACE.
3) ADJUST ASSEMBLY TO CORRECT VERTICAL POSITION AND JOINT INSTALLATION OPENING. TIGHTEN INTO PLACE USING ANCHOR BOLTS IN GIRDERS.
4) LOOSELY TIE NO. 5 BARS "A" TO NO. 5 BARS "B" (END DAM STABILIZER).
5) TACK WELD NO. 5 BARS "A" TO END DAM PLATE.
6) WELD NO. 5 BARS "A" TO NO. 5 BARS "B".
7) REMOVE 1#2" DIA. INSTALLATION BOLT BETWEEN END DAMS, PIPE SPACER TO REMAIN.
8) CAST DECK.
9) REMOVE PIPE SPACER AFTER 24 HRS OF DECK CURING.
10) REPAIR ANY DAMAGE TO EXPOSED GALVANIZATION.



END DAM STABILIZER

(PARTIAL SECTION BETWEEN GIRDERS)
(N.T.S.)



NO. 5 BAR "B"

(2½" ø PIN)

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DESIGNED A.LANCASTER CHECKED K. KEMP	DETAILED A.LANCASTER CHECKED K. KEMP	REVIEWED Z.Z. FU SERIES # 1 OF 2

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

MISC. SPAN DETAILS
SEALED EXPANSION JOINT
END DAMS & PREFORMED SILICONE

BD.2.4.5.2.02 | DOTD BRIDGE DESIGN | MISC. SPAN DETAILS (JOINTS)