

# INSTALLATION PROCEDURE



## Wabo®StripSeal Joint System

Armored Small Movement Expansion Joint System for Bridge & Highway Applications

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### A. General

The work shall consist of furnishing and installing a Wabo®StripSeal joint system in accordance with the details shown on the plans and the requirements of the specifications. The Wabo®StripSeal joint system is prefabricated.

### B. Stage Construction

Depending on the time frame for the stage construction sequence, the neoprene seals may or may not be put into the steel rails in the shop.

If the field work schedule calls for a minimal time delay between respective installations of the two joint halves, the seals can be left out of the assemblies when they leave the shop. In this situation, the seals would then be field installed in continuous lengths panning the entire roadway width.

Should this method prove unacceptable, as in the case of significant delays between installation of the two halves, the first joint half can be shipped with temporary seals in place (at additional cost). Once the two joint sections have been coupled in the field, the temporary seals must be removed and the permanent full-length rubber shall be installed.

### C. Field Preparation

Proper field handling is of utmost importance to avoid damage to the fabricated joint system while it is lifted and lowered into its final position. The joint system shall be set to line and grade, ensuring that the system's uppermost plane matches the finished roadway profile.

Before securing or casting in the joint system to the structure, the setting dimension shall be adjusted under the direction of the Field Engineer, to correspond to the proper ambient temperature dimension as shown on the shop drawings. The adjustment is accomplished by means of shipping devices, furnished by the manufacturer, which shall accompany the expansion joint system to the job site.

The structure temperature shall be measured by recording the surface temperature of the concrete and/or steel with a surface thermometer as described below.

Record the temperature of the underside of the concrete slab at each end of the superstructure element adjacent to the expansion joint. Take the average of the readings to use with the temperature chart shown on the plans. In lieu of surface readings, internal slab readings may be taken by drilling a 1/4" diameter hole 3" into the concrete slab; filling the hole with water and inserting a probe thermometer.

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### C. Field Splicing

If the system is to be installed in sections, the manufacturer will ship the joint with the appropriate ends beveled for field welding. Once the first joint section is installed and concrete has been cast, the adjacent length is field welded. Special care should be taken to the field weld details shown on the manufacturer's shop drawings.

### D. Final Joint Placement

Complete all bolted and welded connections to the superstructure. Properly place formwork to maintain joint opening. Prior to placement of the concrete, all shipping devices shall be removed. Devices on top of the joint may remain if their location will not interfere with concrete placement.

When casting the joint system into the structure, care should be taken so that proper compaction of concrete around the system is achieved.

### E. Seal Installation

The neoprene seals shall be field installed in continuous lengths spanning the entire roadway width. To ensure proper fit of the seal and increase the ease of installation, dirt, spatter or standing water shall be removed from the steel cavity using a brush, scraper or compressed air.

Apply Wabo®PrimaLub by brush to the full perimeter on the walls of the steel shape machined cavity. (Refer to sketch below.)

