

NEOPRENE STRIP JOINT SEAL

Neoprene Strip Seals - A2R Series
(A2R-200, A2R-SEAL, A2R-XTRA
Rails - SSA2, SSE2, SSCM2)

D. S. Brown Company

Wabocrete Strip Seal
Type A3, SE Series

Watson-Bowman & Acme Corp.

Method of Documentation of Acceptance: Acceptance of joint seal is by shop drawings supplied for each job/use by the manufacturer. The shop drawings shall indicate the type, location, and details of the mechanical devices needed to compress the joint to its required width based on the ambient temperature at the time of erection. After the armored joint has been set to its proper line and grade and securely attached in accordance with the drawings, the mechanical devices shall be removed and become the property of the fabricator of the armored joint. The neoprene strip seal shall be inserted in one piece across the bridge deck when the entire joint has been completed. The strip seal shall be installed in accordance with manufacturer's recommended construction methods. The brand and manufacturer if not listed above must be approved prior to use.

Method of Approval for Materials to be added to this Qualified Products List:

1. Qualification of a neoprene strip seal manufacturer is based on the submittal of drawings showing proposed seal dimensions and tolerances, including distance from the roadway surface. Steel extrusions shall conform to the requirements of ASTM Designation A 588. Neoprene strip seal shall be an extruded neoprene material meeting the requirements of ASTM D 2628 modified to omit the recovery test and compression - deflection test. Seal test results from a recognized laboratory shall accompany the product information.

The lubricant adhesive shall also be recommended by the manufacturer. The strip seal system will be approved by the Department's Bridge Design Division.

All iron and steel material used on Department projects must be in compliance with "Buy America" requirements and the Department's "Standard Specifications for Highway Construction", Subsection 106.01. This means all manufacturing processes of the iron or steel in a product (i.e., smelting/remelting, and any subsequent process which alters the steel material's physical form or shape or changes its chemical composition) must occur within the United States to be considered of domestic origin. This includes processes such as rolling, extruding, machining, bending, grinding, drilling, and applying coatings. The use of pig iron or processed, pelletized, and reduced iron ore manufactured outside of the United States is permitted in the domestic manufacturing process for steel

and /or iron materials. All steel mill test reports will contain a statement certifying that all manufacturing processes for the steel occurred in the United States. Each supplier/fabricator of an intermediate product will also certify that the product complies with "Buy America" requirements.

2. The armored joint with neoprene strip seal shall be shop assembled and delivered to the job site ready for installation.

Shop drawings shall be required for each job/use. The shop drawings shall indicate the type, location, and details of the mechanical devices needed to compress the joint to its required width based on the ambient temperature at the time of erection. After the armored joint has been set to its proper line and grade and securely attached in accordance with the drawings, the mechanical devices shall be removed and become the property of the fabricator of the armored joint.

The neoprene strip seal shall be inserted in one piece across the bridge deck when the entire joint has been completed. The strip seal shall be installed in accordance with manufacturer's recommended construction methods.

3. When deemed necessary by the Materials Engineer and at a frequency determined by him, random samples will be taken and tested.

4. Material failure of project and/or random samples will be considered sufficient reason to discontinue acceptance of a material from a manufacturer, determination of which shall be made by the Materials Engineer.