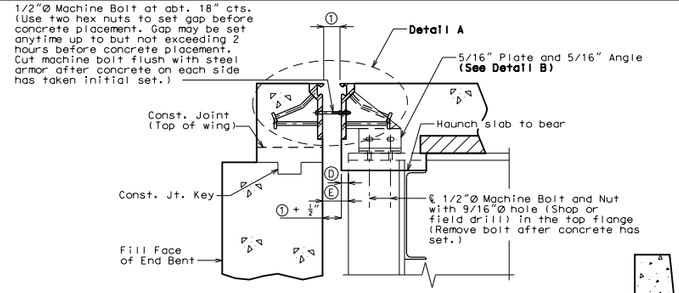
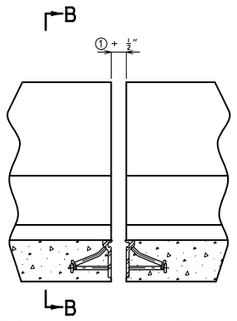


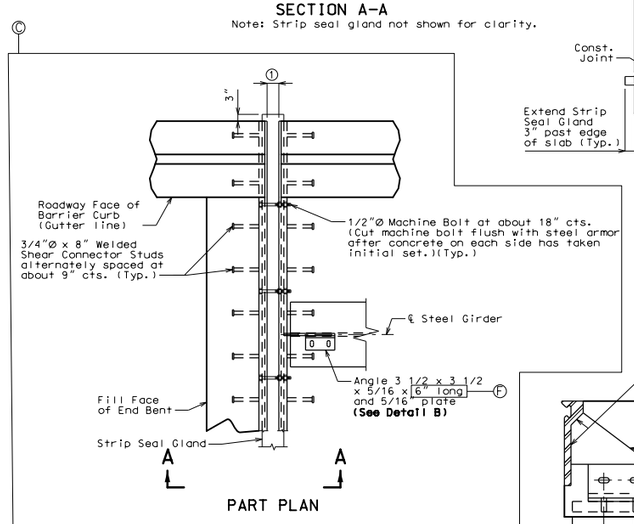
SECTION A-A

Note: Strip seal gland not shown for clarity.

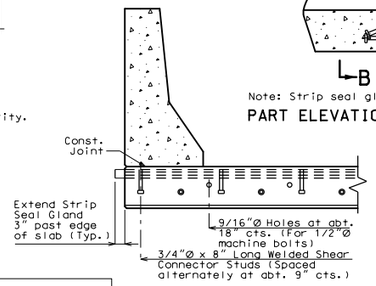


Note: Strip seal gland not shown for clarity.

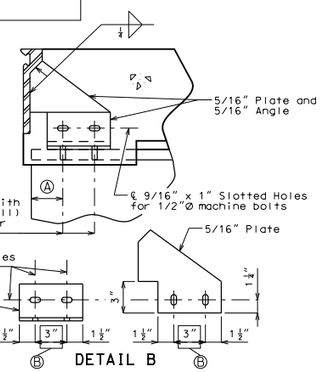
PART ELEVATION OF BARRIER CURB



PART PLAN

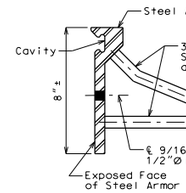


PART SECTION B-B

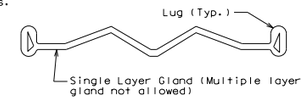


DETAIL A

DETAIL B



DETAIL OF JOINT ARMOR



DETAIL OF GLAND

GENERAL NOTES:

Expansion joint system shall be fabricated in one section, except for staged construction and when the length is over 50 feet. A complete joint penetration groove welded splice shall be required. Welds shall be ground flush to provide a smooth surface. The expansion joint system shall be fabricated and installed to the crown and grade of the roadway.

The strip seal gland shall be installed in joints in one continuous piece without field splices. Factory splicing will be permitted for joints in excess of 53 feet.

Structural steel for the expansion joint system shall be ASTM A709 Grade 36 except the steel armor may be A709 Grade 50W. Anchors for the expansion joint system shall be in accordance with Sec 1037. Strip seal expansion joint system shall be in accordance with Sec 717.

Structural steel for the expansion joint system shall be coated with a minimum of two coats of inorganic zinc primer (5 mils minimum) or galvanized in accordance with ASTM A123. Anchors need not be protected from overspray.

Longitudinal reinforcing steel shall be placed so that ends shall be 1" from the vertical leg of the steel armor at the expansion joint system.

Concrete shall be forced under and around steel armor and anchors. Proper consolidation of the concrete shall be achieved by localized internal vibration.

② The installation temperature shall be taken as the actual air temperature averaged over the 24-hour period immediately preceding installation.

③ MoDOT Construction personnel will indicate the strip seal expansion joint system installed.

Steel armor may also be referred to as extrusion or rail.

Table of Allowed Transverse Strip Seal Expansion Joint System

Manufacturer	Strip Seal System (Designated Name)	Movement Parallel to RDWY	① Allowed Installation Gap Normal to Joint at RDWY Surface @ Air/Surface Temperature ②						③
			@ 40°F	@ 50°F	@ 60°F	@ 70°F	@ 80°F	@ 90°F	
D S Brown	Strip seal L2-400	XXX	XXX	XXX	XXX	XXX	XXX	XXX	□
D S Brown	Strip seal L2-500	XXX	XXX	XXX	XXX	XXX	XXX	XXX	□
Watson Bowman Acme (Wabo)	Strip seal SE-300	XXX	XXX	XXX	XXX	XXX	XXX	XXX	□
Watson Bowman Acme (Wabo)	Strip seal SE-400	XXX	XXX	XXX	XXX	XXX	XXX	XXX	□
Watson Bowman Acme (Wabo)	Strip seal SE-500	XXX	XXX	XXX	XXX	XXX	XXX	XXX	□

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

DATE PREPARED 1/25/2019
ROUTE * STATE MO
DISTRICT BR SHEET NO. *
COUNTY *
JOB NO. *
CONTRACT ID.
PROJECT NO.
BRIDGE NO. STSEJS07

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

DETAILS OF STRIP SEAL EXPANSION JOINT SYSTEM AT END BENT NO.

Detailed
Checked

Note: This drawing is not to scale. Follow dimensions. Sheet No. of

STSEJS_std.dgn 1:47:14 PM 1/25/2019

Standard Drawing Guidance (do not show on plans):

Modify drawing as necessary.

Remove non-applicable rows in table.

Ⓐ Dimension to clear bearing stiffener (1 1/2" Min.). For rehab bridge, dimension should be based on shop drawing or field check.

Ⓑ Use 3". For rehab bridge, dimension should be based on shop drawing or field check.

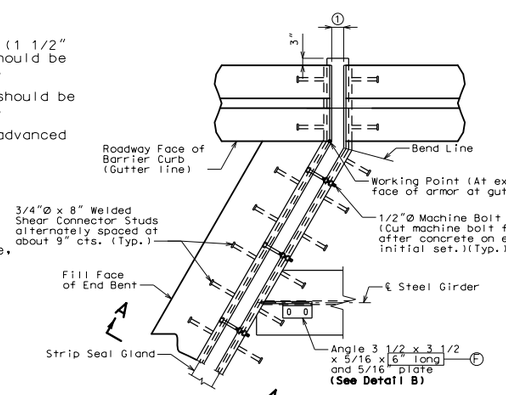
Ⓒ Use squared, left advanced or right advanced Part Plan as needed.

Ⓓ = 3/4" (Min.) @ 60° Verify only.

Ⓔ = ① @ 60° + 1/2" upper lips + 3/4" (Min.) Verify only.

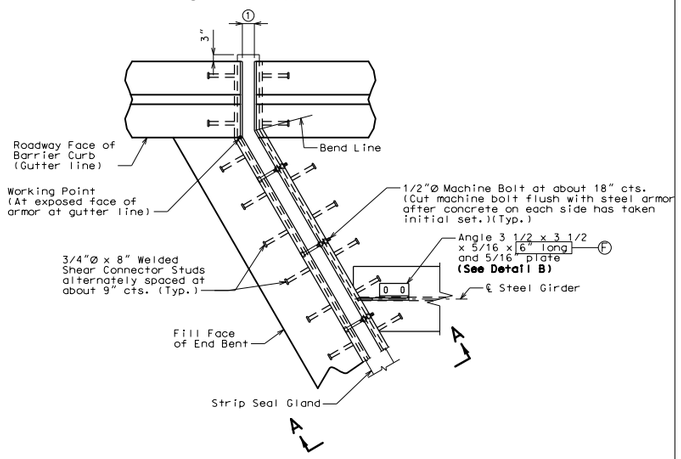
Ⓕ = Use 6" long angle. For rehab bridge, modify angle length based on shop drawing or field check.

Left Advanced



PART PLAN

Right Advanced



PART PLAN