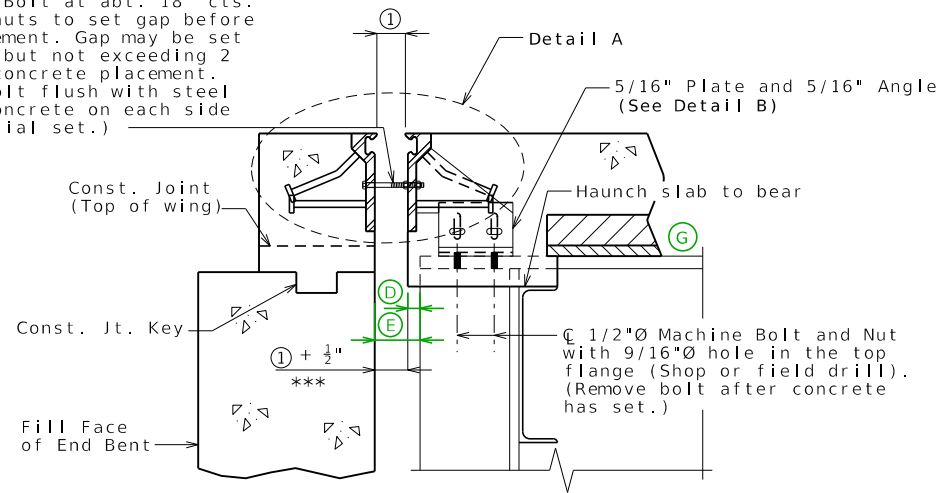
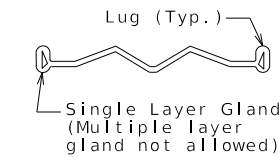


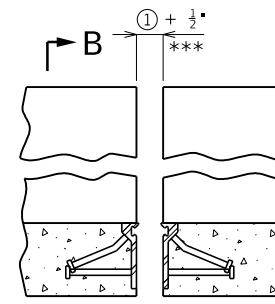
1/2"Ø Machine Bolt at abt. 18" cts.
(Use two hex nuts to set gap before concrete placement. Gap may be set anytime up to but not exceeding 2 hours before concrete placement. Cut machine bolt flush with steel armor after concrete on each side has taken initial set.)



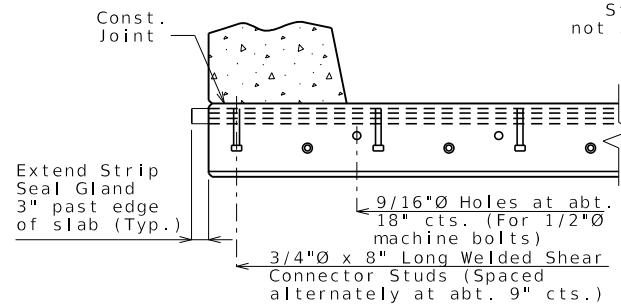
SECTION A-A
Strip seal gland not shown for clarity.



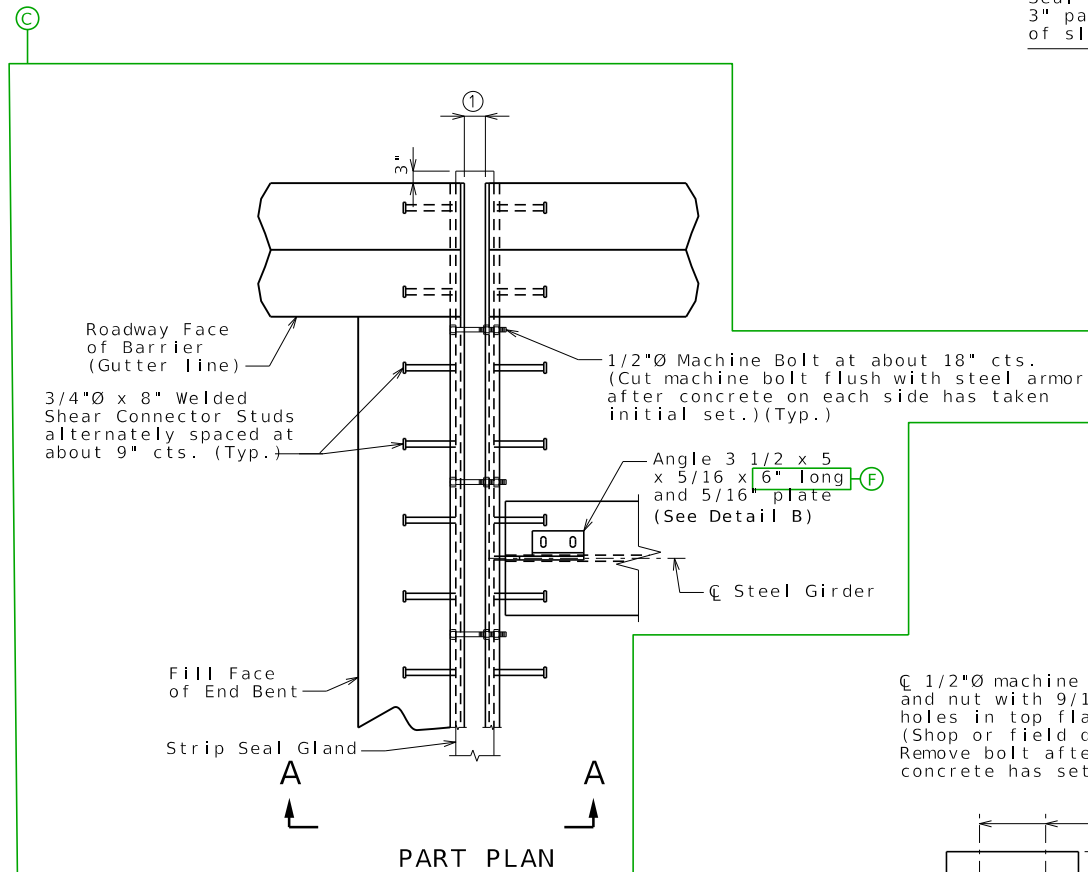
DETAIL OF GLAND



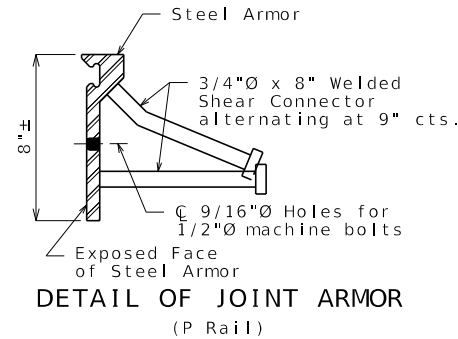
PART ELEVATION OF BARRIER
Strip seal gland not shown for clarity.



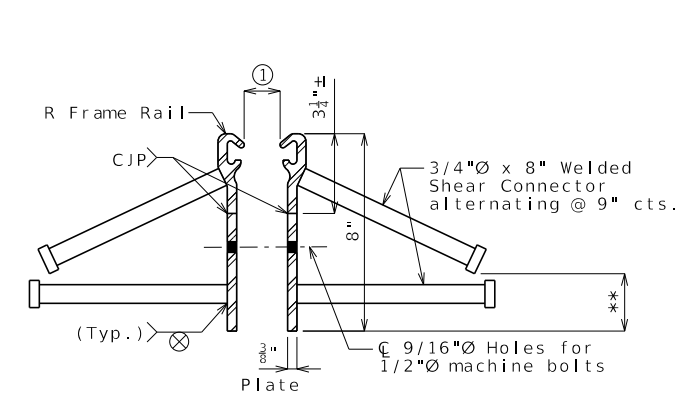
PART SECTION B-B



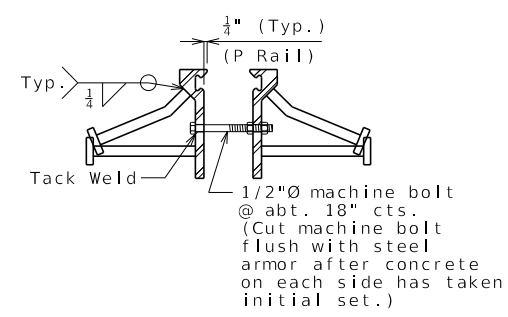
PART PLAN



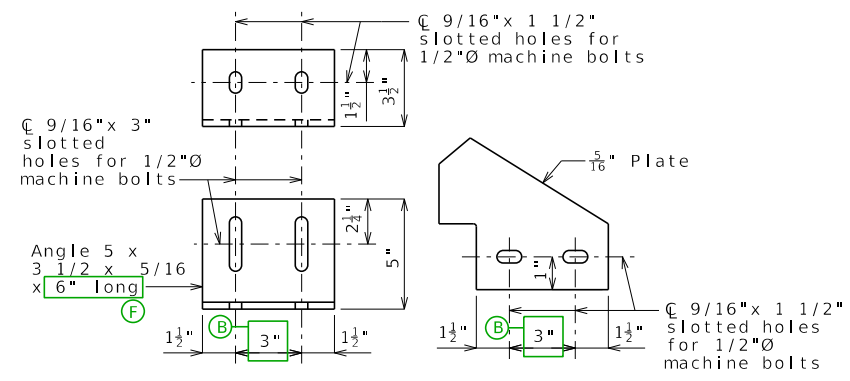
DETAIL OF JOINT ARMOR (P Rail)



OPTIONAL R RAIL DETAIL



DETAIL A
(P Rail shown, R Rail similar)



DETAIL B

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 ASTM 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 to provide a total dry film thickness of 4 mils minimum, 6 mils maximum, 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.

The terms P and R rail are used for identification only, and are not endorsements for any particular manufacturer.

*** Because of variation in armor dimensions, the concrete opening will vary if the optional R rail is used. Dimensions shown are based on the P rail option.

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

STRIP SEAL EXPANSION JOINT SYSTEM AT END BENT NO. _

Detailed Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

DATE PREPARED	7/12/2024
ROUTE	STATE MO
DISTRICT	SHEET NO. 3
COUNTY	
JOB NO.	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
DESCRIPTION	
DATE	

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

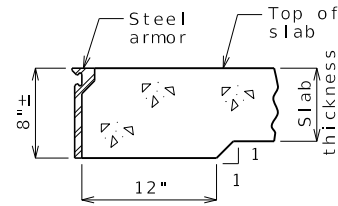
105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)

Standard Drawing Guidance (do not show on plans):

Modify drawing as necessary.

Remove non-applicable rows in table.

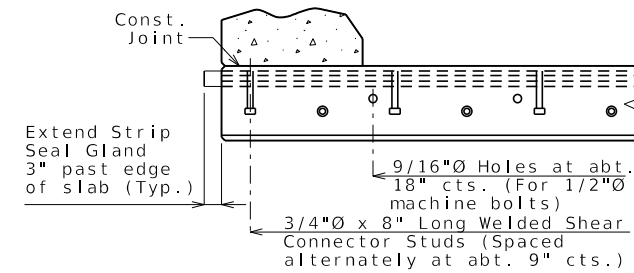
- (A) Dimension to clear bearing stiffener (1 1/2" Min.). For rehab bridge, dimension should be based on shop drawing or field check.
- (B) Use 3". For rehab bridge, dimension should be based on shop drawing or field check.
- (C) Use squared, left advanced or right advanced Part Plan as needed.
- (D) = 3/4" (Min.) @ 60° Verify only. Do not show on plans.
- (E) = ① @ 60° + 1/2" + 3/4" (Min.). Verify only. Do not show on plans.
- (F) = Use 6" long angle. For rehab bridge, modify angle length based on shop drawing or field check.
- (G) Delete precast panel for CIP slab.



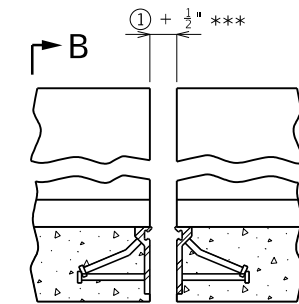
PART SECTION THRU EXPANSION JOINT IN SLAB CANTILEVER

Include this detail on redecks & rehabs when slab thickness is less than 8".

If slab thickness + haunch to bear is less than 8" within the girder bays, a shorter armor may be used.



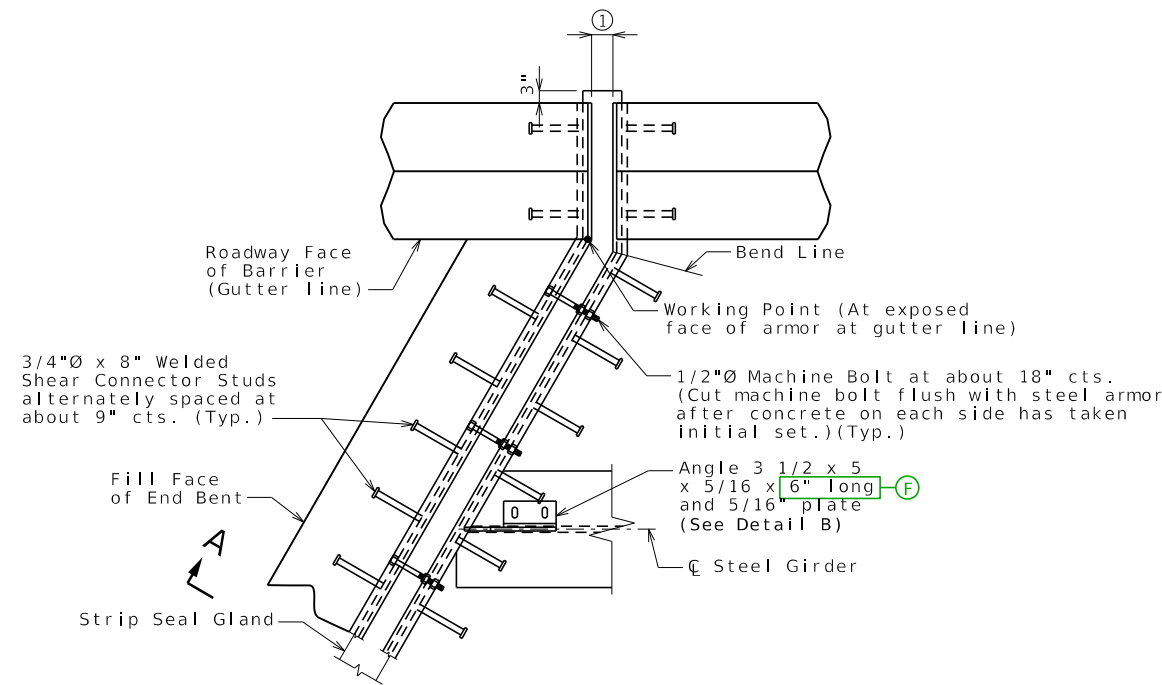
PART SECTION B-B



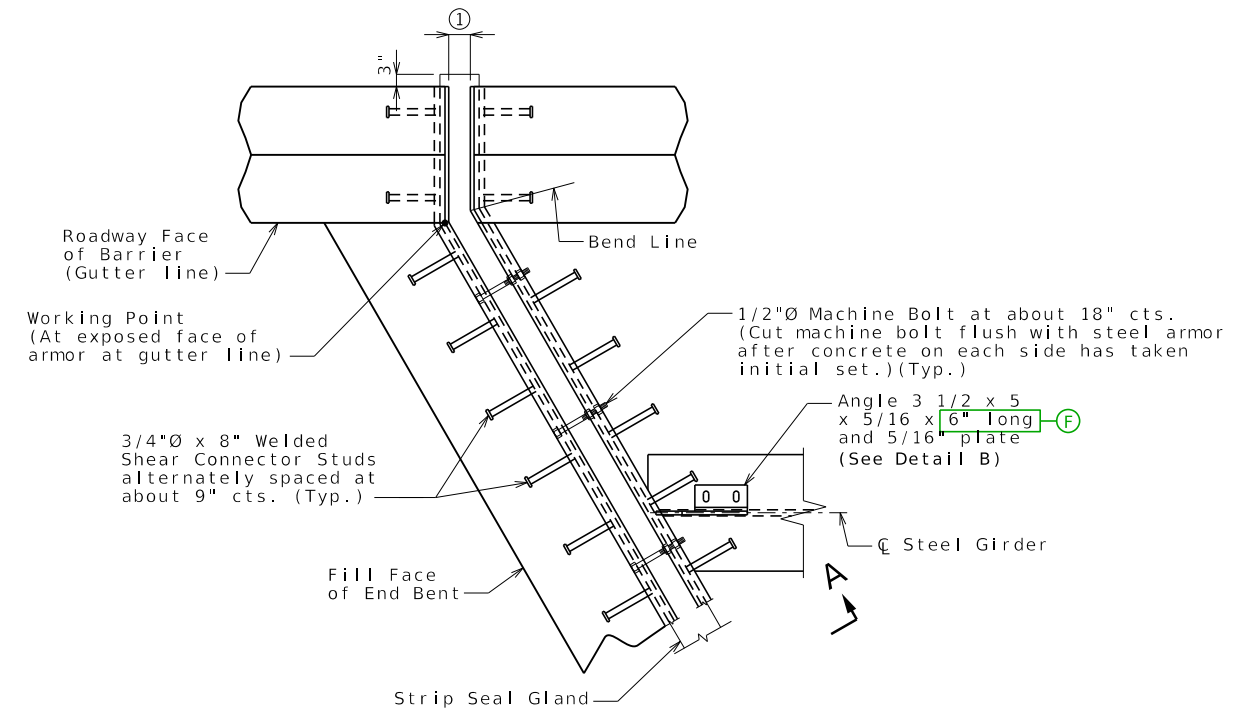
PART ELEVATION OF BARRIER

Strip seal gland not shown for clarity.

Alternate details for Type B barrier (SBC)



PART PLAN Left Advanced



PART PLAN Right Advanced