Preformed Silicone Expansion Joint Seals For Highway Bridges

Presented By: Marc Stafford Rob Carnevale







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Background

- Preformed Silicone Joint Seals (a.k.a. "Inverted V" Joint Seals have been installed on highway bridges for over **20 years**, since 1996.
- Designed to compete against:
 - Neoprene Compression Seals
 - Two-Component Poured in Place Silicone
 - Closed Cell Foam Expansion Joint Seals
 - Asphaltic Plug Joints
 - Strip Seals



Features

• RESILIANT MATERIAL

Inorganic Silicone Material is U.V., Ozone Resistant.
Retains Material Properties from -60°F to 450°F.

• LOW STRESS DESIGN

During normal cyclic movement, the seal is never in tension, due to its folded Inverted "V" shape. This shape reduces stress on both the seal, and the locking adhesive.









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45° Skew Testing - New York DOT Materials Lab (Albany, NY)





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Vertical Load Testing

- R. J. Watson Lab
- Sand/Dirt @ -20°F
- 2,200 lb. vertical load Without failure of bond.





Bond Strength Test

- R. J. Watson Lab
- SF400
- Max. Opening 5"
- 13" of displacementWithout failure.







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Bond Strength Test

- R. J. Watson Lab
- Spliced SF400
- 750 lbs. of Force, i.e. 250psi.





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• Two Component Epoxy Primer

Brushed on Joint Interface. Allowed to dry for up to 30 minutes (depending on temperature).





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Single Component
 Silicone Locking
 Adhesive

(Optional Pneumatic Caulking Gun)





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• Extruded Silicone Gland

SF150 1.5" of movement Closes to .5" Opens to 2"

Recommended for joint openings Between 1'' - 2'' at installation.





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• Extruded Silicone Gland

SF225 2.5" of movement Closes to .75" Opens to 3"

Recommended for joint openings Between $1 \frac{1}{4}$ " – 3" at installation.





• Extruded Silicone Gland

SF400 4" of movement Closes to 1" Opens to 5"

Recommended for joint openings Between 2.5" – 4.5" at installation.





• Extruded Silicone Gland

SF500 5" of movement Closes to 1.5" Opens to 6.5"

Recommended for joint openings Between 2.75" – 5.5" at installation.





Concrete Bridge Joint Rehabilitation









directional changes, upturns, uneven joints





Steel Bridge Joint Rehabilitation





Elastomeric Concrete Bridge Joint Rehabilitation









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Failed Strip Seal Rehabilitation





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New Construction



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PRACTICES WE CAN NOT AFFORD TO DEFER

Case Studies – Tappan Zee Bridge Approaches





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Case Studies – Honolulu Light Rail





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Case Studies – Castleton Bridge over Hudson River (South of Albany, NY)





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Case Studies – I-526 over Ashley River (Charleston, SC)







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Always Follow Installation Instructions!

 This final bead shall be placed to the top of the ridges on the preformed silicone gland, and no higher.





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Still going strong 20 Years +





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Thank you for your attention!

Please visit R. J. Watson at Booth #24 in the Oceans Ballroom, and outside tomorrow morning at Space #11!





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