CONSTRUCTION BULLETIN 26-01

TO: Audra Merrick, State Engineer
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FROM: William P. Fay, State Construction Engineer

DATE: Jul. 31, 2026

EXPIRES: Jul. 31, 2027

EXTENDED - Flangeless Strip Seal - Retainer Rail Steel Type Unavailability

The material shortage outlined in CB 25-03 is hereby extended through July 31st, 2027.

Closures of steel mills across the country have caused suppliers to be unable to provide steel retainer rails that conform to the required shapes and grades of SD 3.03.

Structure Detail (SD) 3.03 - Deck Joint Assembly Flangeless Strip Seal; requires that steel retainer rails (Sheet 2 of 2, Detail F) are a 1.75” x 8” extrusion conforming to: ASTM A572 Grade 50, ASTM A588 Grade 50, or ASTM A709 Grade 36 or Grade 50W.

ADOT Bridge Group may allow a temporary exception for these steel retainer rails on a case by case basis. In order for a temporary exception be to be allowed, all of the following shall be adhered to:

- The contractor shall submit a letter certifying that the steel rail retainer as specified in SD 3.03 is not available at the time of fabrication (either grade, shape, or both).

- The contractor shall submit a proposed alternative.

- The proposed alternative shall meet or exceed the design intent of SD 3.03, and have a factored interface shear resistance of 16.5 kips/ft.

- The proposed alternative shall have documentation of successful use by at least one of the following: the Department, another state DOT, or another local public agency. The contractor shall also provide: approved reference details, approved drawings, or approved shop drawings.

- The proposed alternative shall incorporate all other: project requirements, and requirements of SD 3.03; including: stud grades, neoprene seal, rail splices, shop or field weld requirements, cover plates, bolts, and erection angles. Placement of the steel retainer rail shall conform to: the requirements of SD 3.03, the AASHTO LRFD Bridge Design Specifications (8th Edition), and the ADOT Standard Specifications for Road and Bridge Construction.

- The proposed alternative aligns with future potential Department projects.

- ADOT Bridge Group believes the proposed alternative is appropriate for the intended use.

Weathering steel remains preferable. Non-weathering steel may be allowed if it is hot dip galvanized.

For all galvanized steel: all splice locationsall, and all areas not covered by hot dip; shall be field cold galvanizing.

The Engineer of Record will review the proposed alternative and provide their approval or rejection based on both: their engineering judgement, and the contents of this Bulletin. The Engineer of Record will notify ADOT Bridge Group of their determination and provide all applicable documentation. ADOT Bridge Group will make the final determination if the temporary exception is allowable. If allowable, a Procedural Change Order shall be executed by the project team.

The ADOT Bridge Group contact for this temporary allowance is:
Bridge Standards Engineer - Mokarrom Hye:
602.712.6789 - nviboolmate@azdot.gov.