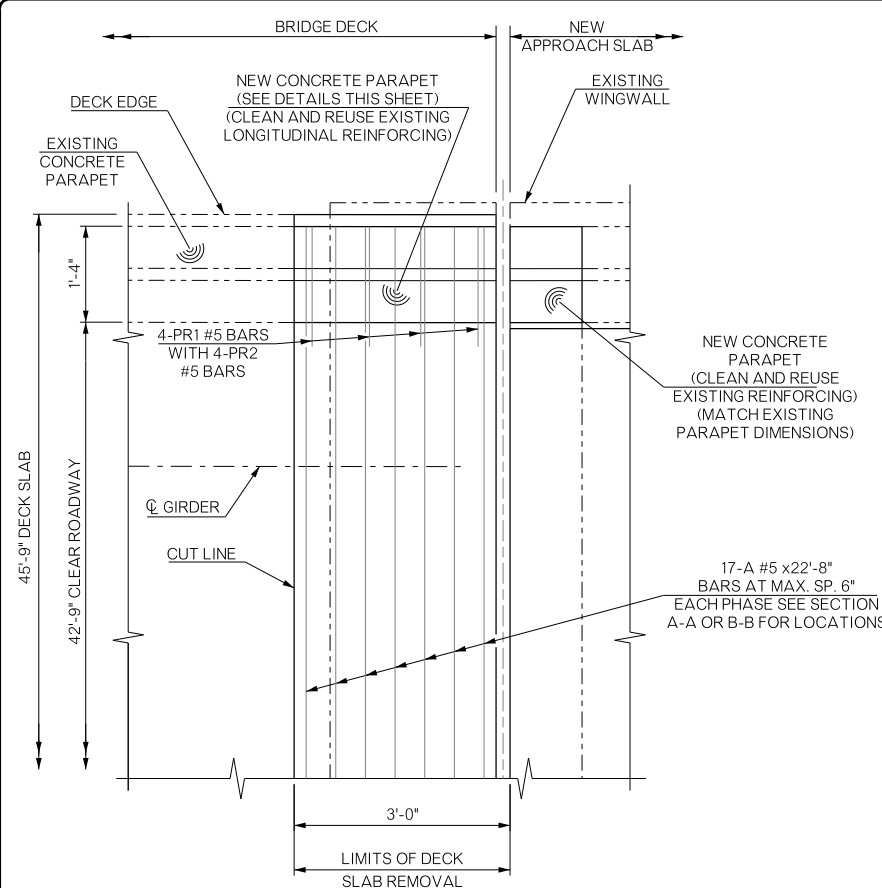
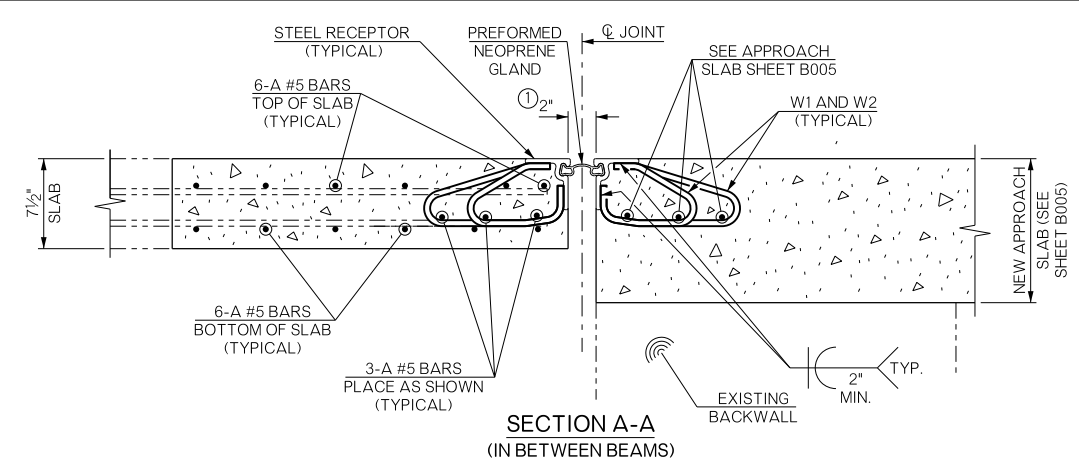


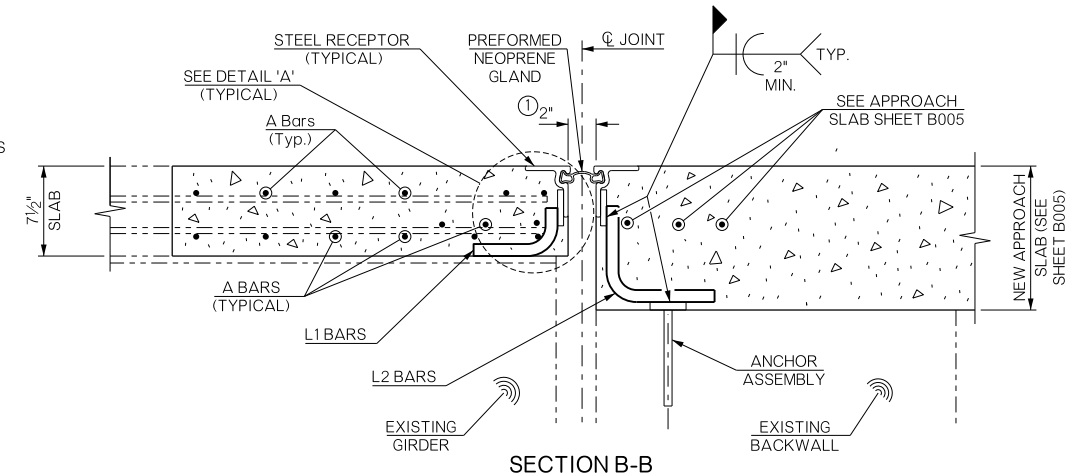
REVISIONS		
REV. NO.	DESCRIPTION	DATE



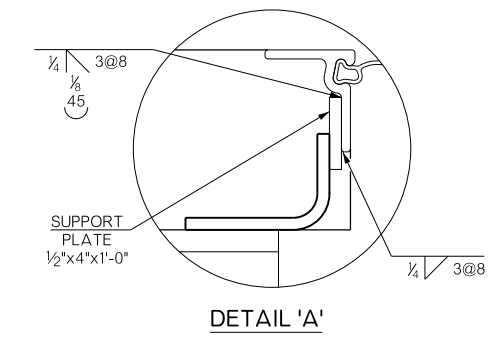
NEW JOINT REINFORCING PLAN



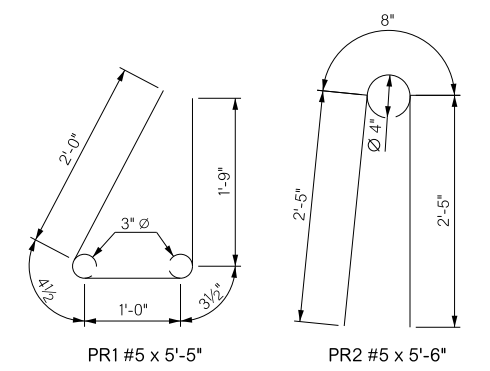
SECTION A-A (IN BETWEEN BEAMS)



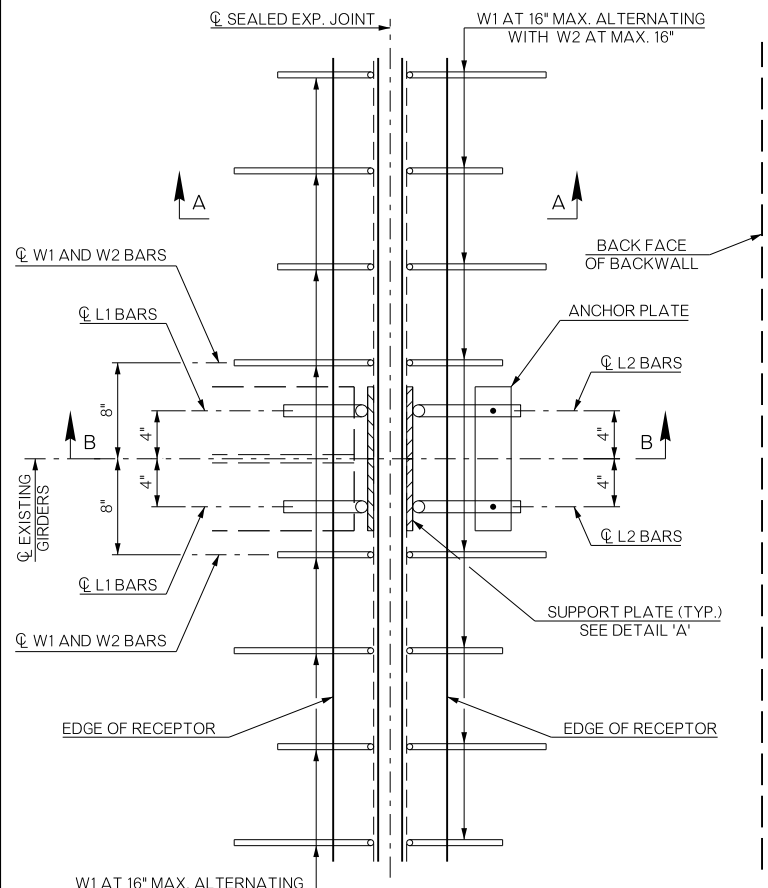
SECTION B-B



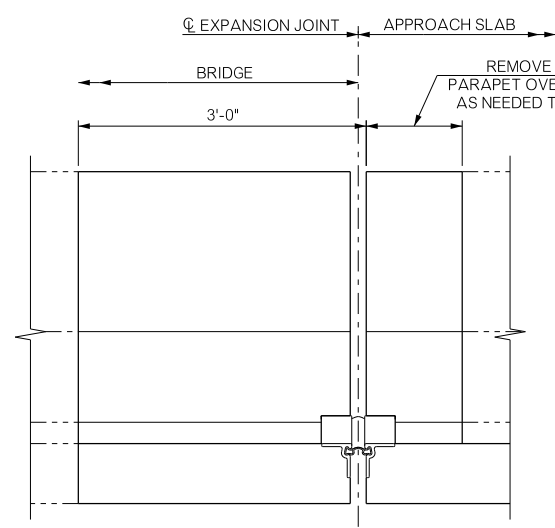
DETAIL 'A'



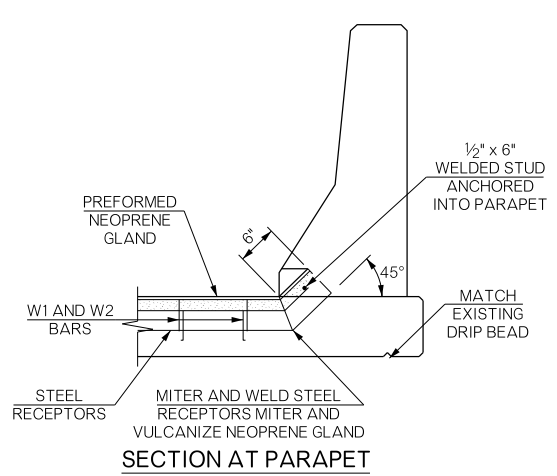
BAR BENDS



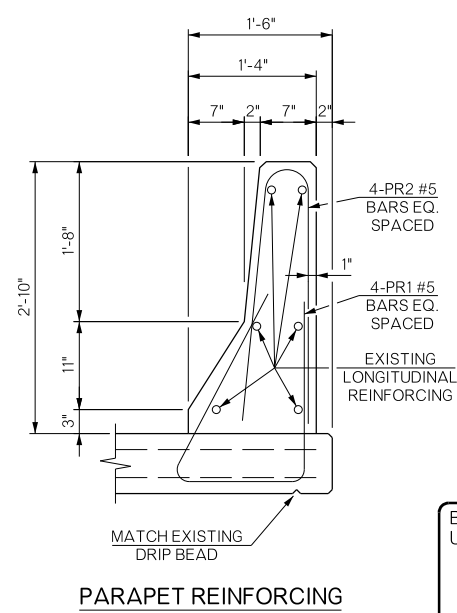
PLAN VIEW OF EXPANSION JOINT



ELEVATION OF EXPANSION JOINT



SECTION AT PARAPET



PARAPET REINFORCING

REPAIR BRIDGE ITEM (TYPE A) AT ABUTMENTS

THIS WORK CONSISTS OF REMOVING THE EXISTING EXPANSION DEVICE ALONG WITH A PORTION OF THE DECK SLAB AND PARAPET ON ONE SIDE AND A PORTION OF BACKWALL AND WING PARAPET ON THE OTHER SIDE. (THE REMOVAL WILL ALSO INCLUDE THE STEEL DRAIN PIPES ATTACHED TO THE BACKWALL, BRIDGE SEAT AND SLOPEWALLS). THE NEW SEALED EXPANSION DEVICE (SEJ) WILL BE INSTALLED AS DETAILED. NEW CONCRETE DECK PORTION AND PARAPETS WILL BE PLACED ALONG WITH NEW APPROACH SLABS. ALL COST OF REMOVAL AND PLACEMENT OF NEW SEJ INCLUDING LABOR, MATERIAL, WELDING, PAINT, SAW CUT, ATTACHMENT OF ANCHOR PLATES TO BACKWALL, NEW DECK, NEW DECK PARAPET AND WING PARAPET AND OTHER INCIDENTALS WILL BE INCLUDED IN PRICE BID PER EACH OF 'REPAIR BRIDGE ITEM (TYPE A)'. THE NEW APPROACH SLAB WILL BE PAID FOR IN SQUARE YARDS OF APPROACH SLAB PAY ITEM.

USE CLASS AA CONCRETE. USE GRADE 60 EPOXY COATED REINFORCING STEEL.

THE SEALED EXPANSION DEVICE SHALL HAVE THE FOLLOWING SPECIFICATIONS:

THE SEALED EXPANSION JOINT SHALL HAVE A TOTAL MOVEMENT RANGE OF 4". THE STEEL RECEPTOR PROVIDED SHALL EITHER BE THE WATSON, BOWMAN AND ACME TYPE Q STEEL EXTRUSION OR THE D.S. BROWN TYPE SSK STEEL EXTRUSION. SEE STANDARD EJ-DTL FOR DETAILS OF STEEL RECEPTORS.

PAINT TWO SHOP COATS, ONE AN INORGANIC ZINC RICH (I2) PRIMER, THE OTHER AN INORGANIC ZINC RICH (I2) INTERMEDIATE COAT, WILL BE APPLIED TO THE ENTIRE SURFACE OF THE STEEL RECEPTOR, SUPPORT PLATES, L SUPPORT BARS, AND W1 AND W2 ANCHOR BARS, ALL PAINTING SHALL BE DONE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

MATERIALS STEEL RECEPTORS, SUPPORT PLATES, L SUPPORT BARS SHALL BE IN ACCORDANCE WITH AASHTO M270 (ASTM A709), GRADE 36, 50 OR 50W (CHARPY V-NOTCH TESTING NOT REQUIRED). W1 AND W2 ANCHOR BARS SHALL CONFORM TO AASHTO M225 (ASTM A496). ALL BAR DIMENSIONS SHALL BE INCLUDED IN THE SHOP DRAWINGS. WELDING OF STEEL RECEPTORS, SUPPORT PLATES, L SUPPORT BARS, AND W1 AND W2 ANCHOR BARS SHALL BE IN ACCORDANCE WITH SUBSECTION 724.03 OF THE STANDARD SPECIFICATIONS. PREFORMED NEOPRENE GLAND LUBRICANT ADHESIVE SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S PUBLISHED LITERATURE.

FABRICATION OF JOINT AT LOCATIONS WHERE JOINT IS SHOWN TO BE MITERED AT ANY ANGLE FOR TURN-UP AT TRAFFIC RAIL OR FOR SKEW, THE MATERIAL SHALL BE SHOP SPLICED WITH HEAT VULCANIZING OR OTHER METHOD OF EQUAL EFFECTIVENESS AS RECOMMENDED BY THE LIST JOINT MANUFACTURER OR APPROVED EQUAL AND APPROVED BY THE ENGINEER.

BAR LIST (EACH JOINT)				
MARK	SIZE	NO.	FORM	LENGTH
EPOXY COATED REINFORCING				
* A	#5	34	STR.	22'-8"
PR1	#5	8	BNT.	5'-5"
PR2	#5	8	BNT.	5'-6"

* THIS REPAIR WILL BE PERFORMED IN TWO PHASES. THE NEW TRANSVERSE A BARS WILL BE TIED USING MECHANICAL SPLICES. THE COST OF MECHANICAL SPLICE, WILL BE INCLUDED IN OTHER ITEMS OF WORK.

BRIDGE "A" US-81 OVER UP RAILROAD REPAIR BRIDGE ITEM (TYPE A) EXPANSION JOINT REPLACEMENT AT ABUTMENTS (SHEET 2 OF 2)

GRADY COUNTY

Design	MLC	04/16
Detail	GLB	04/16
Check	DAH	04/16
Squad	HARJO	
Engr.	MOLLA-ESMAIL	