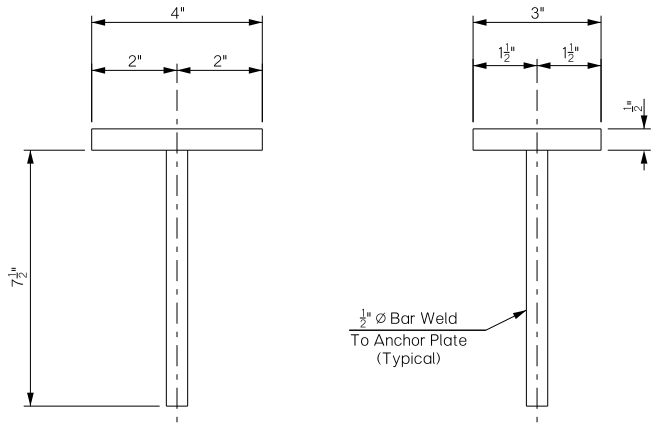


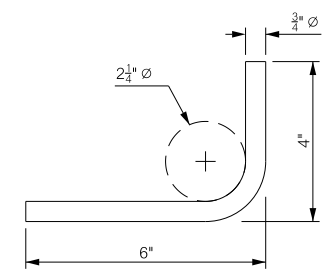
REVISIONS		
REV. NO.	DESCRIPTION	DATE



\* Drill holes in the Existing Diaphragm and Secure Bars with ODOT Approved Epoxy.

**ANCHOR ASSEMBLY**

(EMBEDDED PLATE TO BE ATTACHED TO TOP OF PIER DIAPHRAGMS)



**L BAR**

**REPAIR BRIDGE ITEM (TYPE A) AT PIERS**

This work consists of removing the existing expansion device along with a portion of the deck slab and parapet replacing with new sealed expansion device and new concrete as shown in the plans. All costs of removal of the existing and placement of the new expansion device including labor, concrete, reinforcing steel, Anchor Assembly, welding, paint, saw cut and other incidentals shall be included in price bid per each of "Repair Bridge Item (Type A)".

Use Class AA Concrete.  
Use Grade 60 Reinforcing Steel (Epoxy Coated).

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 SSOOK Steel Extrusion. See Standard EJ-DTL for details of steel receptors.

**PAINT**

Two shop coats, one an inorganic zinc rich (IZ) primer, the other an inorganic zinc rich (IZ) 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.

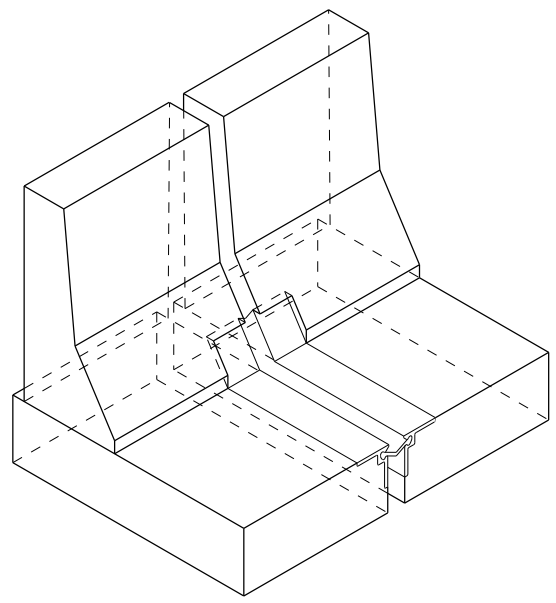
**MATERIALS**

Steel Receptors shall be in accordance with AASHTO M270 (ASTM A709), Grade 36, 50 or 50W (Charpy V-Notch testing not required), Support Plates, L Support Bars, and W1 and W2 Anchor Bars shall conform to AASHTO M225 (ASTM A496). All bar dimensions shall be included in the shop drawings.

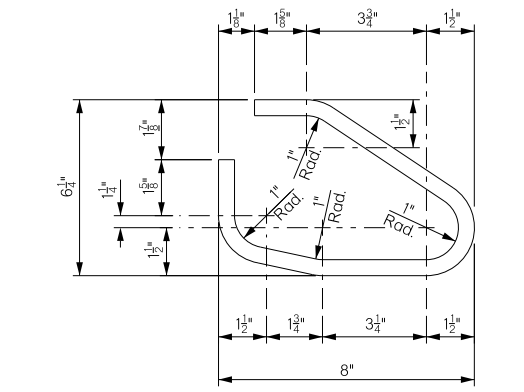
Welding of Steel Receptors, Support Plate, L Support Bars, and W1 and W2 Anchor Bars shall be in accordance with Subsection 724.03 of the Standard Specifications. Preformed Neoprene gland lubricant adhesive shall be in accordance with the manufacturer's published literature.

**FABRICATION OF JOINT**

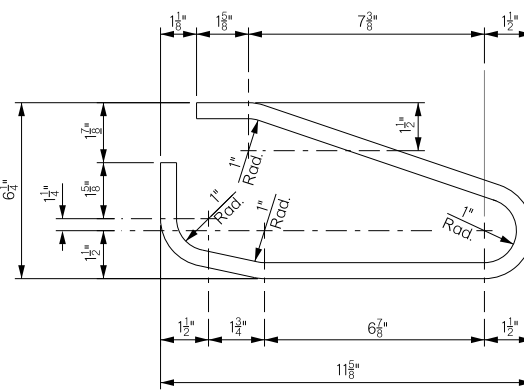
At locations where joint is shown to be mitered at any angle for turn-up at traffic rail or for skew, the material shall be shop spliced with heat vulcanizing or other method of equal effectiveness as recommended by the listed joint manufacturer or approved equal and approved by the Engineer.



**PICTORIAL VIEW OF SEALED JOINT AT PARAPET**

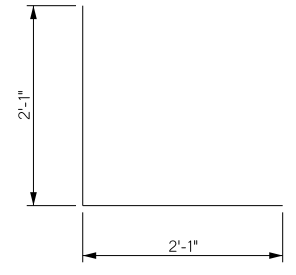


**W1 ANCHOR BAR DETAIL**

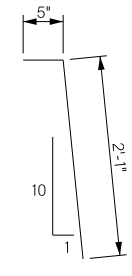


**W2 ANCHOR BAR DETAIL**

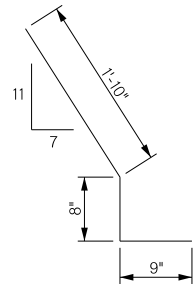
Note:  
W1 and W2 bars shall be fabricated from W-20 Deformed Steel Wire.



**B #5 x 4'-2"**



**PR1 #5 x 2'-6"**



**PR2 #5 x 3'-3"**

**BAR BENDS**

BAR LIST				
GRADE 60 EPOXY COATED REINFORCING				
PER EXPANSION JOINT				
MARK	SIZE	NO.	FORM	LENGTH
A	#5	26	STR.	45'-5"
B	#5	12	BNT.	4'-2"
PR1	#5	12	BNT.	2'-6"
PR2	#5	12	BNT.	3'-3"
PR3	#5	12	STR.	2'-6"

① "A" bars will be provided in two pieces, Mechanically Spliced at the phasing Joint.

BRIDGE "A" U.S.-283 OVER WASHITA RIVER	ROGER MILLS COUNTY		Design	MLC	01/16
	REPAIR BRIDGE ITEM (TYPE A) (EXPANSION JOINT REPLACEMENT) AT PIERS) (SHEET 2 OF 2)		Detail	WDY	02/16
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION	Check	MLC	04/16
JOB/PIECE NO. 31699(04)		SPREAD: HARJO	Engr:	MOLLA-ESMAIL	SHEET NO. B003