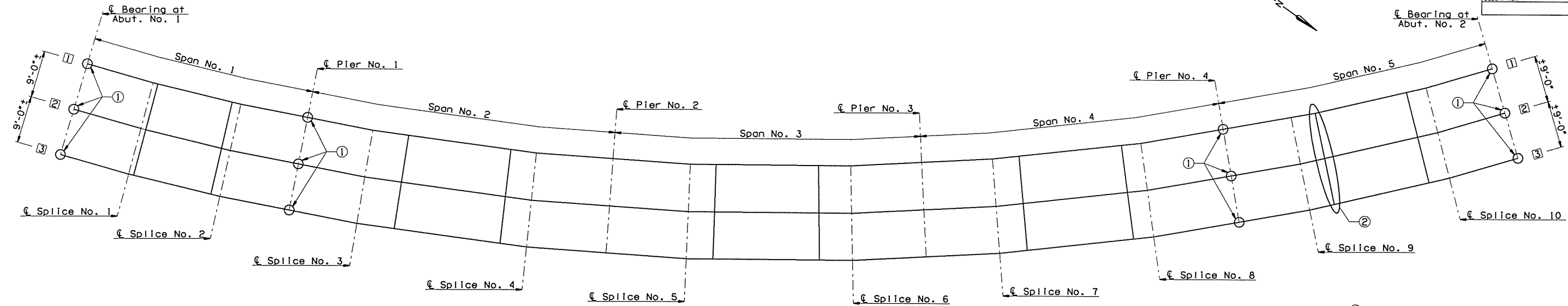
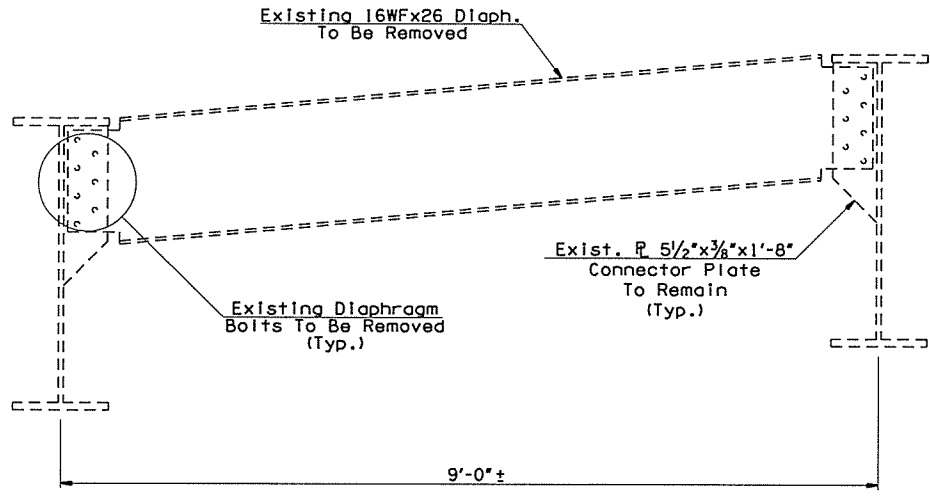


OKLAHOMA DEPARTMENT OF TRANSPORTATION						
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
6	OKLA.	297731041				
DESCRIPTION					REVISIONS	DATE

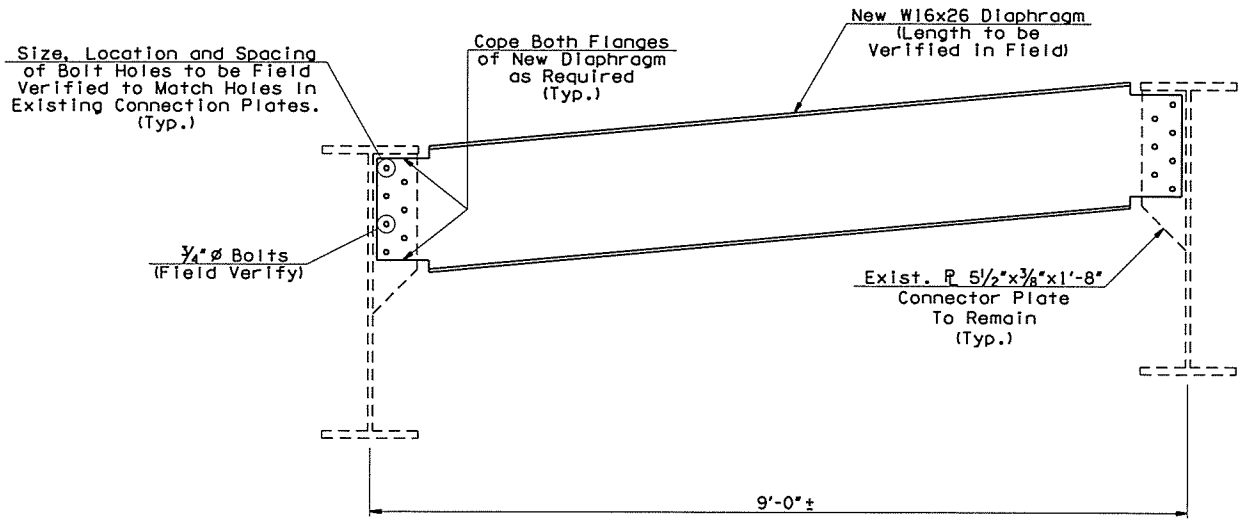


FRAMING PLAN

- ① Existing Expansion Bearings to be reset.
- ② Existing Intermediate Diaphragms to be replaced, see details on this sheet.



EXISTING DIAPHRAGM
(All Intermediate Diaphragms at Span No. 5, Const. Jt. No. 1)



PROPOSED DIAPHRAGM
(All Intermediate Diaphragms at Span No. 5, Const. Jt. No. 1)

GENERAL NOTES:

Repair locations shall be as specified in the plans and at any additional locations as determined by the Field Engineer.

All information shown was obtained from record drawings, the Contractor shall field verify before ordering and starting work.

See the As-Built drawings for the layout of the existing Diaphragms. The Contractor shall remove the existing Diaphragms as needed to perform the work shown on the plans and re-attach or replace after the work is completed.

REMOVAL OF STRUCTURAL STEEL:

The Contractor shall remove the existing Diaphragms as needed to perform the work shown on the plans. Any components of the existing Plate Girders that are damaged during removal activities shall be replaced in like-kind.

STRUCTURAL STEEL REPLACEMENTS:

Replacement structural steel shall be AASHTO M270 Grade 50.

All existing bolts are 3/4" diameter. Attach diaphragm replacements with 3/4" diameter bolts unless otherwise approved by the Engineer. Reuse existing bolt or rivet hole patterns whenever possible. New and replacement bolts shall be 3/4" diameter conforming to AASHTO M164 (ASTM A325). Use direct tension indicator washers as directed by the Engineer. The Contractor shall determine the hole pattern at locations without existing holes.

The Contractor shall not remove and replace more than one existing diaphragm at a time.

WELDING TO EXISTING STRUCTURES:

All welds must be made to sound steel. Adjust weld locations and extents of new structural steel if sound steel is not found at the locations shown in the plans. All removal and welding of steel shall conform to current ODOT and AWS Specifications.

All field welds are to be inspected by the ODOT Materials Division or their representative and shall be in accordance with the current ANSI/AASHTO/AWS D1.5 Bridge Welding Code. Contact the ODOT Materials Division at (405) 522-4999 at least 72 hours prior to the anticipated completion of field welds.

DETERIORATED EXISTING STRUCTURAL STEEL:

Notify the Engineer of any deteriorated structural steel during operations. The Engineer will in turn notify the Bridge Engineer to the extent of the damage. The Bridge Engineer shall then determine if any repairs are necessary, and if so, what method of repair shall be used.

All Costs for Diaphragm replacement including labor, materials, tools and incidentals necessary to complete the work shown in the plans shall be included in the price bid per Pound of "STRUCTURAL STEEL".

GILCREASE EXPRESSWAY RAMP OVER COUNTY ROAD & BNSF RR BRIDGE "A"		TULSA COUNTY	DESIGN	JTR	4/16
			DETAIL	SJL	4/16
			CHECK	BRT	5/16
SUPERSTRUCTURE REPAIR DETAILS			GARVER		
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION				
JOB PIECE NO. 29773(04)		SHEET NO. 21			