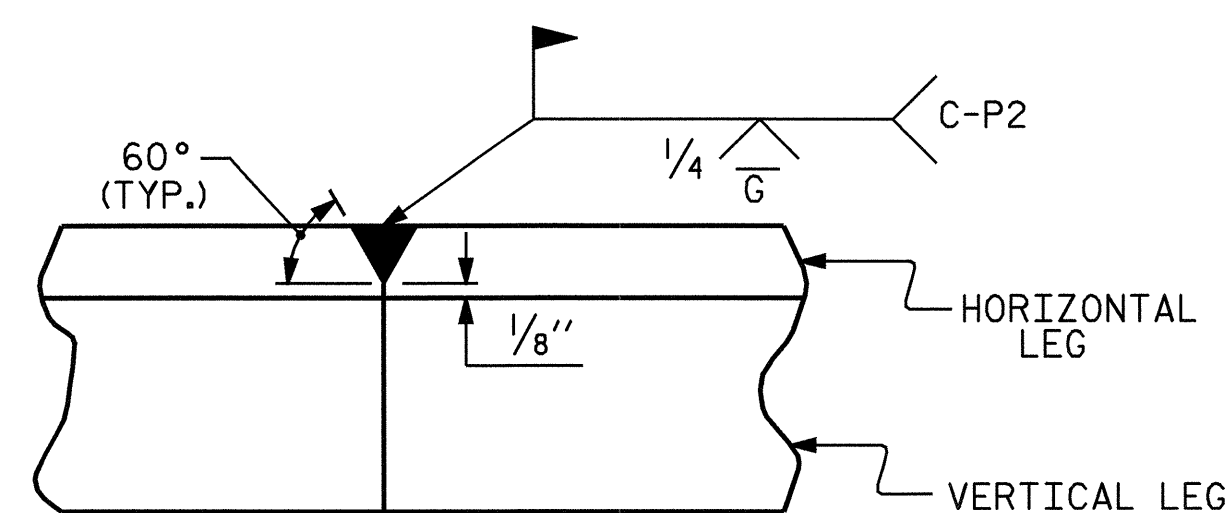
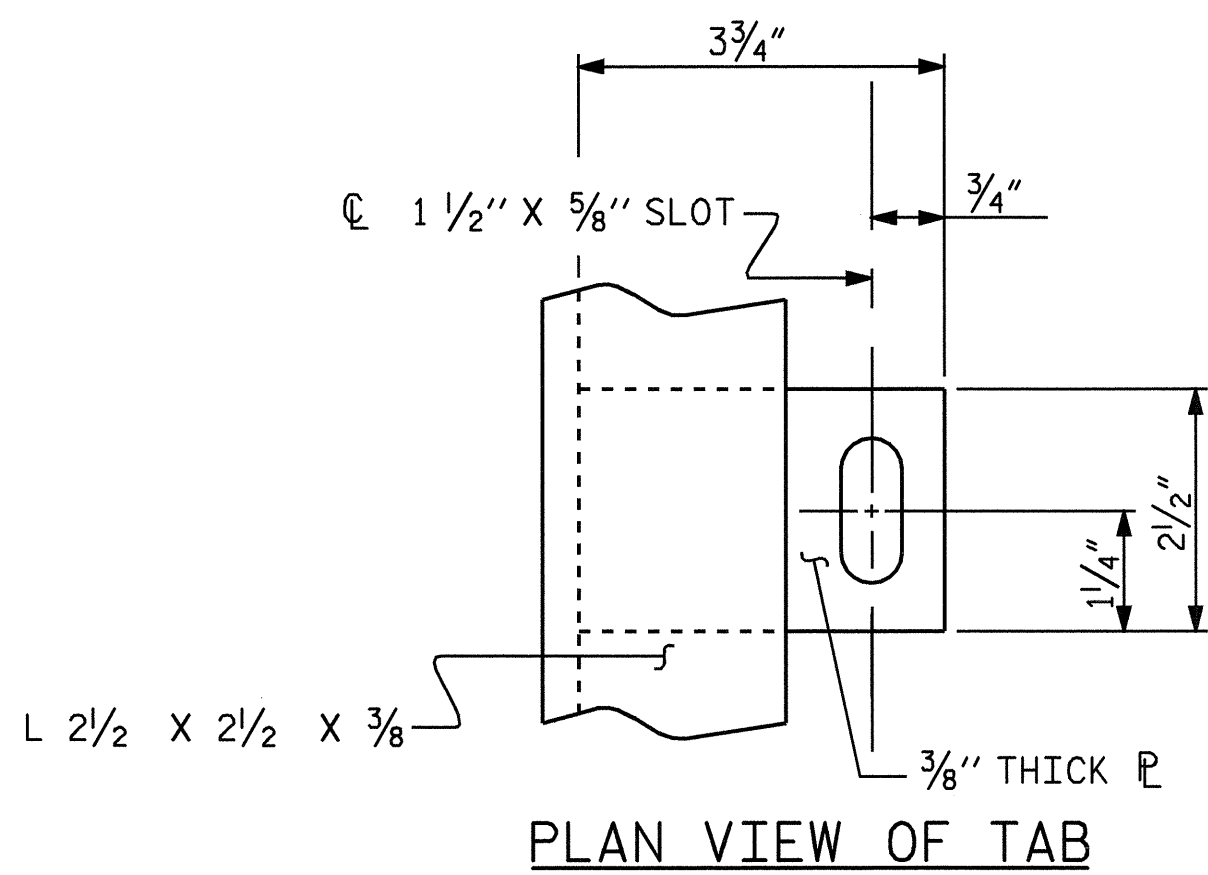


ARMORED JOINT DETAILS

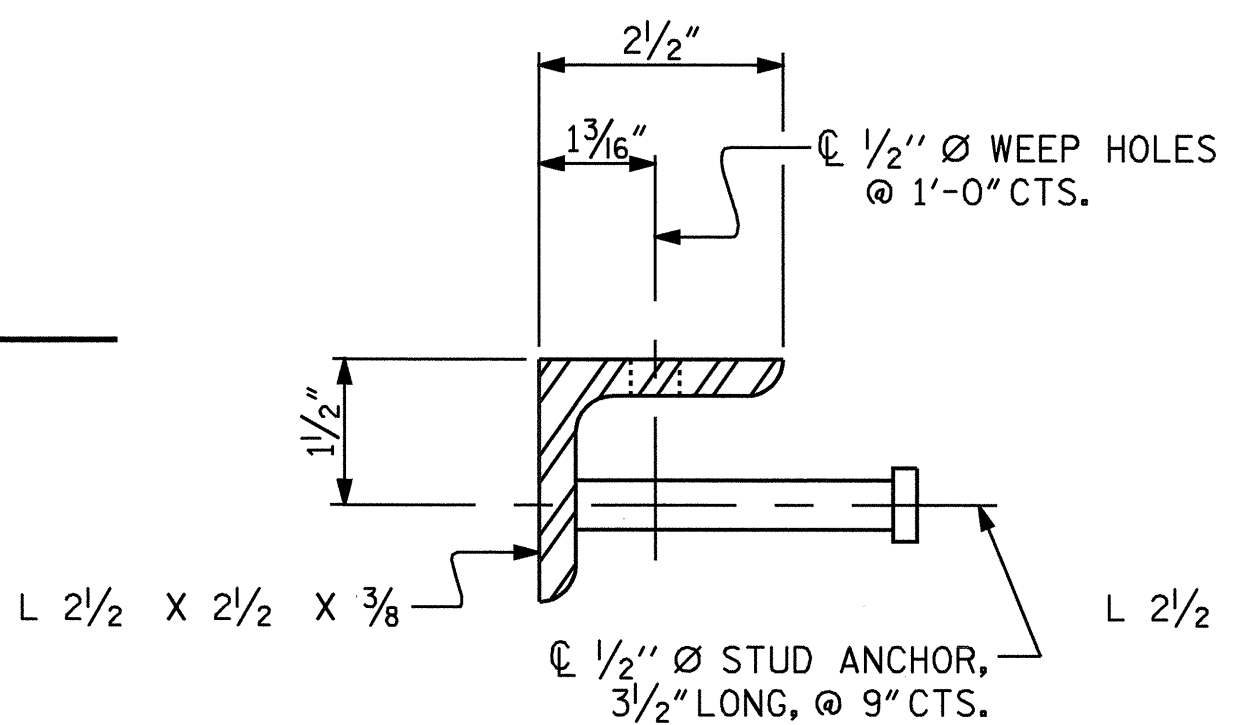
SECTION NORMAL TO JOINT AT BENT



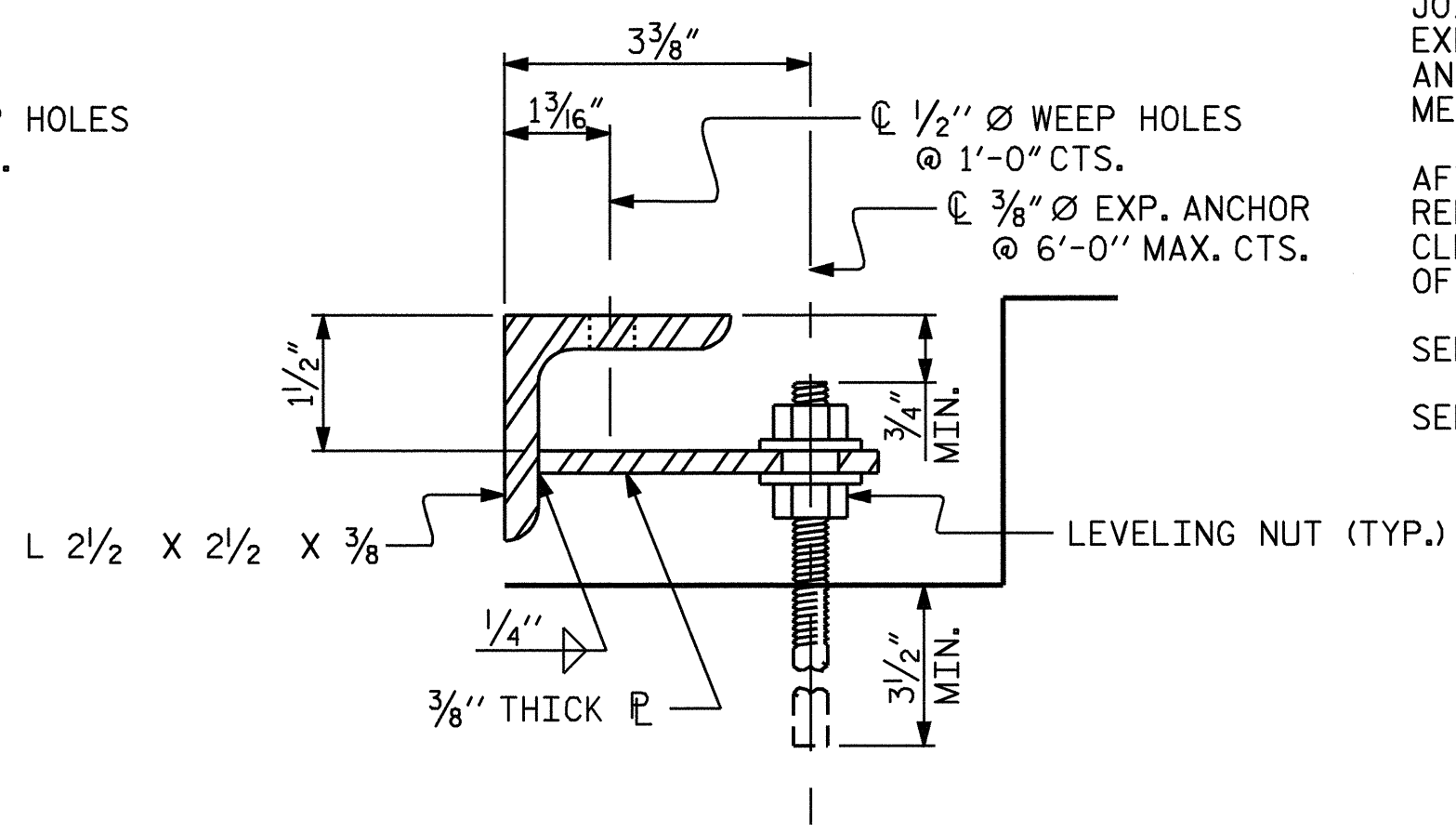
DETAIL- FIELD WELD SPLICE OF ANGLE



PLAN VIEW OF TAB



SECTION VIEW OF STUD



SECTION VIEW OF TAB

ARMORED JOINT ANCHOR ASSEMBLY DETAILS

NOTES

ANGLES SHALL CONFORM TO AASHTO M270 GRADE 36 STEEL OR APPROVED EQUAL. ALL STUD ANCHORS SHALL CONFORM TO AASHTO M169 GRADES 1010 THRU 1020 OR APPROVED EQUAL.

STUD ANCHORS SHALL BE SHOP WELDED AND ALL HOLES SHALL BE SHOP DRILLED AS SHOWN ON THE PLANS. STUD ANCHORS SHALL BE ELECTRIC ARC END WELDED WITH COMPLETE FUSION.

UPON COMPLETION OF SHOP FABRICATION, THE ENTIRE ANCHOR ASSEMBLY SHALL BE METALLIZED TO A MINIMUM THICKNESS OF 6 MILS. THE 1/2" Ø STUD ANCHORS AND ANCHOR TABS NEED NOT BE METALLIZED. SEE SPECIAL PROVISION FOR THERMAL SPRAYED COATINGS (METALLIZATION).

ANCHOR ASSEMBLY SHALL BE MADE CONTINUOUS THE LENGTH OF THE JOINT FROM GUTTER TO GUTTER. FOR FIELD SPLICES AT ALL CROWN BREAK POINTS, THE ENDS OF THE STEEL ANGLES SHALL BE CUT PARALLEL TO THE BRIDGE CENTERLINE. FINISHED FIELD WELDS SHALL BE GROUND SMOOTH AND COATED WITH A MINIMUM THICKNESS OF 4 DRY MILS OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

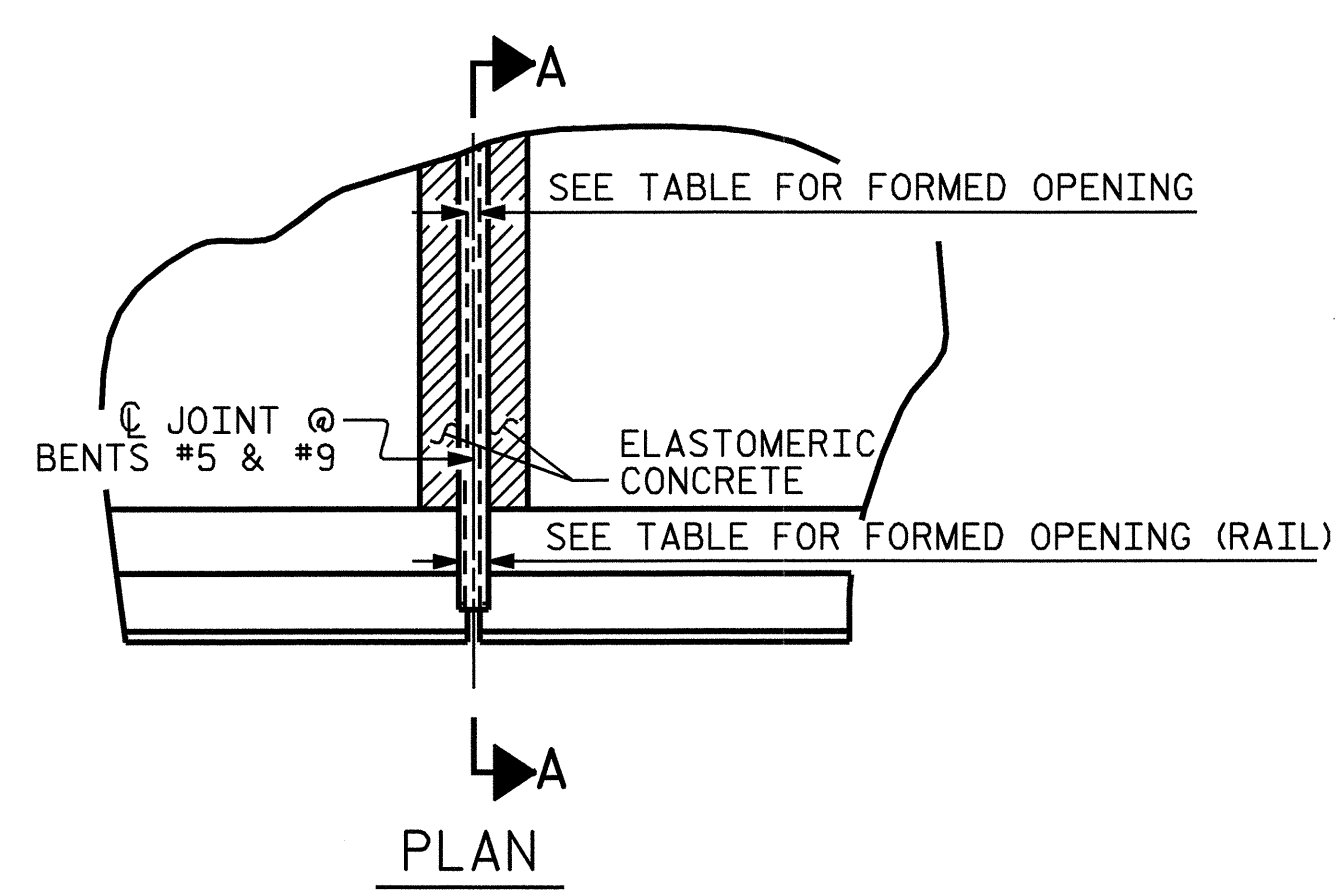
ANCHOR ASSEMBLY SEGMENTS SHALL NOT BE LESS THAN 12 FEET NOR MORE THAN 20 FEET IN LENGTH. SHORTER SEGMENTS MAY BE USED AT THE EDGE OF ROADWAY OR AT POINTS OF STAGED CONSTRUCTION.

THE ANCHOR ASSEMBLY SHALL BE SECURED AND LEVELED AS SHOWN IN THE "ARMORED JOINT ANCHOR ASSEMBLY DETAILS". NO SUBMITTALS ARE REQUIRED FOR 3/8" Ø EXPANSION ANCHORS, NUTS OR WASHERS. THE CONTRACTOR MAY SUBMIT FOR APPROVAL AN ALTERNATE METHOD OF ALIGNING AND LEVELING THE ANGLES. THE ALTERNATE METHOD SHALL NOT INCLUDE ANY WELDING TO THE OUTSIDE FACE OF THE ANGLES.

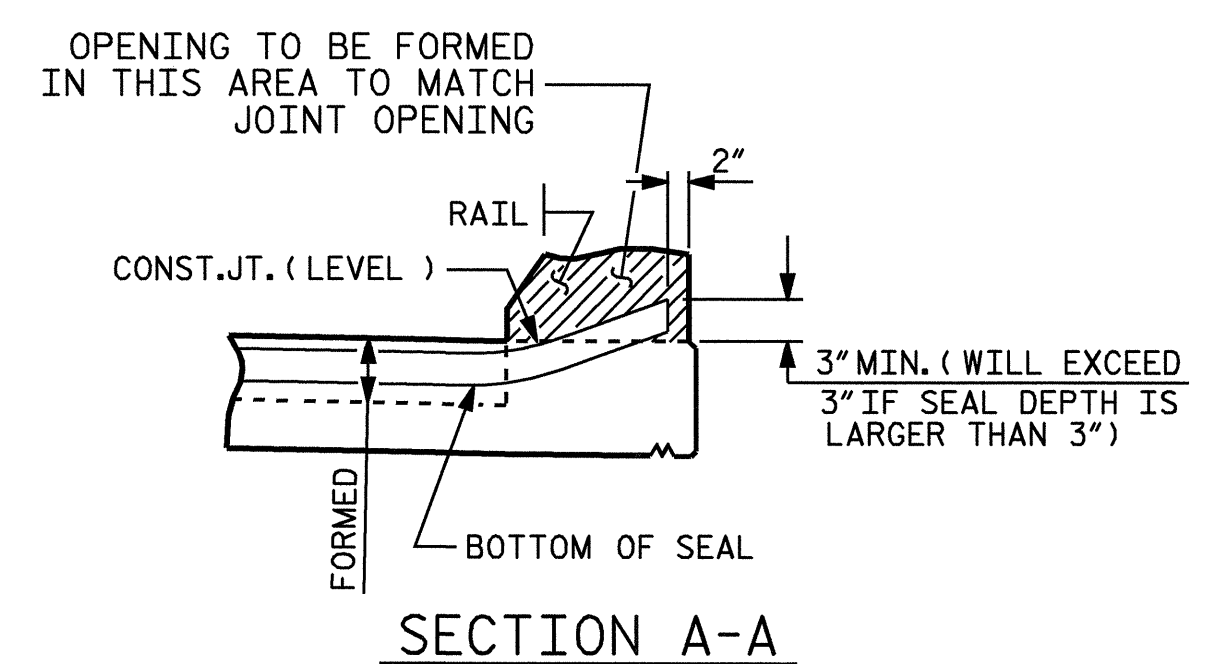
AFTER THE ELASTOMERIC CONCRETE HAS BEEN CAST ON BOTH SIDES OF THE JOINT, REMOVE ANY EXCESS CONCRETE THAT COMES THROUGH THE WEEP HOLES AND THOROUGHLY CLEAN THE ANGLES. ANY DAMAGED STEEL SHALL BE COATED WITH A MINIMUM OF 4 MILS OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

SEE SPECIAL PROVISIONS FOR EVAZOTE JOINT SEALS.

SEE SPECIAL PROVISIONS FOR ELASTOMERIC CONCRETE.



JOINT SEAL DETAILS @ BENTS #5 & #9



SECTION A-A

END BENT NO.	BENT NO.	SKEW ANGLE	NOMINAL UNCOMPRESSED SEAL WIDTH	TOTAL MOVEMENT (ALONG C.RDWAY)	PERPENDICULAR JOINT OPENING AT 45° F	PERPENDICULAR JOINT OPENING AT 60° F	PERPENDICULAR JOINT OPENING AT 90° F
1		90°-00'-00"	2 1/2"	1"	2 3/16"	2"	1 11/16"
	5	90°-00'-00"	3 1/16"	1 3/4"	2 15/16"	2 5/8"	2"
	9	90°-00'-00"	3 1/16"	1 3/4"	2 15/16"	2 9/8"	2"
2		90°-00'-00"	2 1/2"	1"	2 3/16"	2"	1 11/16"

TOTAL MOVEMENT IS CALCULATED ALONG THE CENTERLINE OF ROADWAY. JOINT OPENINGS ARE MEASURED PERPENDICULAR TO THE JOINT.

END BENT NO.	BENT NO.	ELASTOMERIC CONCRETE * (CU. FT.)	TOTAL LENGTH OF ANGLE (FT)
1		8.2	71'-6"
	5	8.2	71'-6"
	9	8.2	71'-6"
2		8.2	71'-6"

* BASED ON THE MINIMUM BLOCKOUT SHOWN.

PROJECT NO. B-4009
ANSON COUNTY
 STATION: 38+66.50-L-



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

STANDARD ARMORED EVAZOTE JOINT DETAILS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-27
1			3			TOTAL SHEETS
2			4			64

ASSEMBLED BY : H. TOM BARBOUR DATE : 3-16-05
 CHECKED BY : A. COLE DATE : 3-05
 DRAWN BY : EEM 1/96 REV. 10/17/00 RWW/LES
 CHECKED BY : RGW 1/96 REV. 7/10/01 LES/RDR
 REV. 5/7/03R RWW/JTE