

NOTES

ANGLES SHALL CONFORM TO AASHTO M270 GRADE 250 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 0.150mm. THE 12.70mm Ø STUD ANCHORS AND ANCHOR TABS NEED NOT BE METALLIZED. SEE SPECIAL PROVISION FOR THERMAL SPRAYED COATINGS (METALLIZATION).

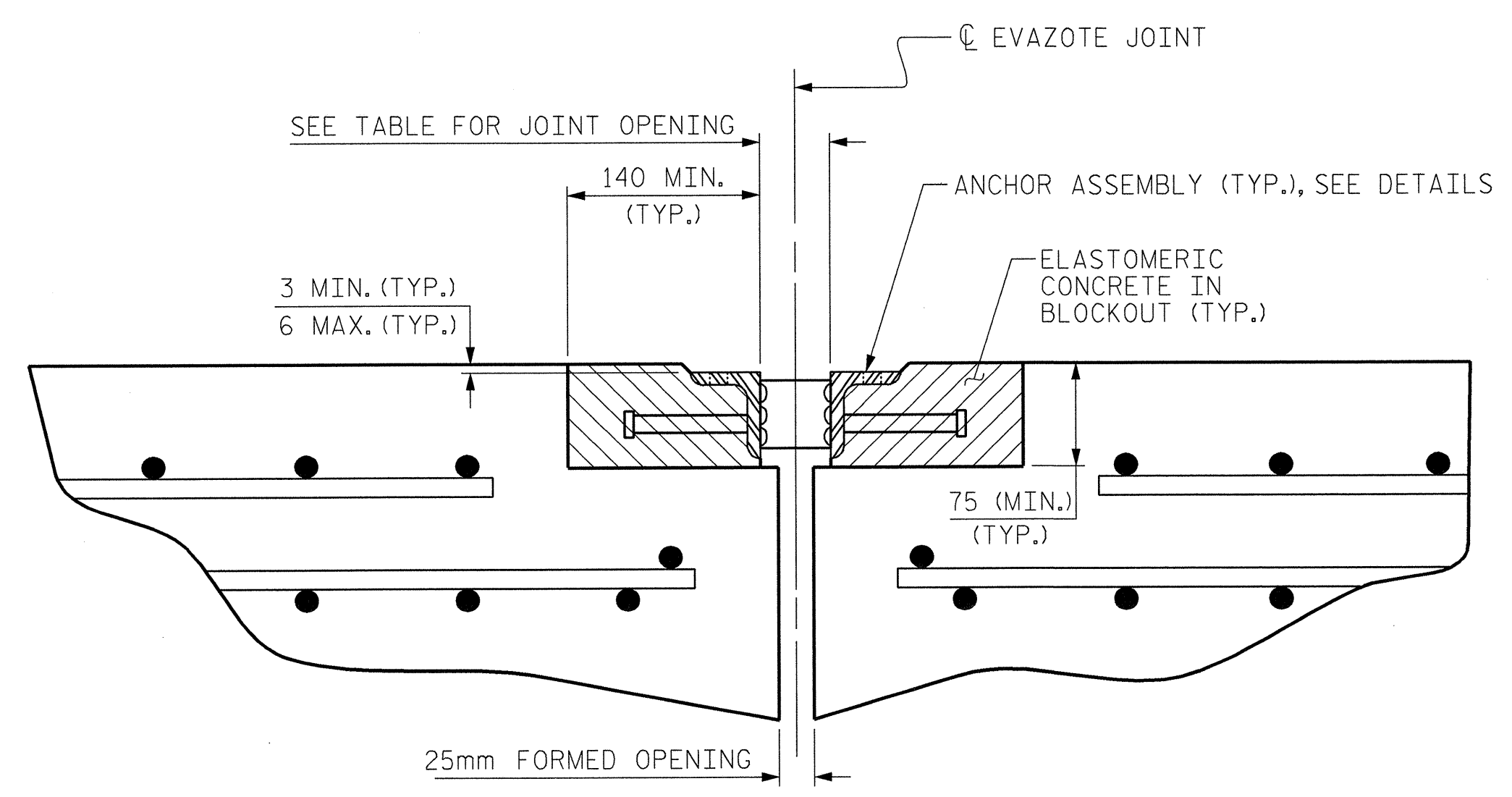
ANCHOR ASSEMBLY SHALL BE MADE CONTINUOUS THE LENGTH OF THE JOINT FROM GUTTER TO GUTTER. FOR FIELD SPLICES AT ALL CROWN BREAK POINTS, THE ENDS OF THE STEEL ANGLES SHALL BE CUT PARALLEL TO THE BRIDGE CENTERLINE. FINISHED FIELD WELDS SHALL BE GROUND SMOOTH AND COATED WITH A MINIMUM THICKNESS OF 0.100mm OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ANCHOR ASSEMBLY SEGMENTS SHALL NOT BE LESS 3.6m NOR MORE THAN 6.1m 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 9.53mm 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.

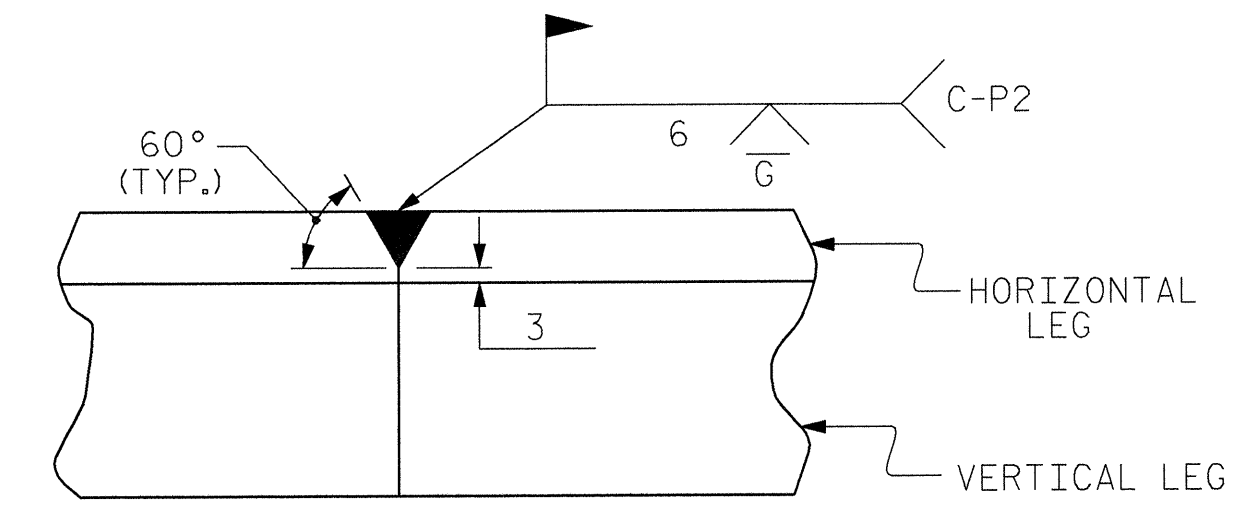
AFTER THE ELASTOMERIC CONCRETE HAS BEEN CAST ON BOTH SIDES OF THE JOINT, REMOVE ANY EXCESS CONCRETE THAT COMES THROUGH THE WEEP HOLES AND THOROUGHLY CLEAN THE ANGLES. ANY DAMAGED STEEL SHALL BE COATED WITH A MINIMUM OF 0.100mm OF ZINC-RICH PAINT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. SEE SPECIAL PROVISIONS FOR EVAZOTE JOINT SEALS.

SEE SPECIAL PROVISIONS FOR ELASTOMERIC CONCRETE.

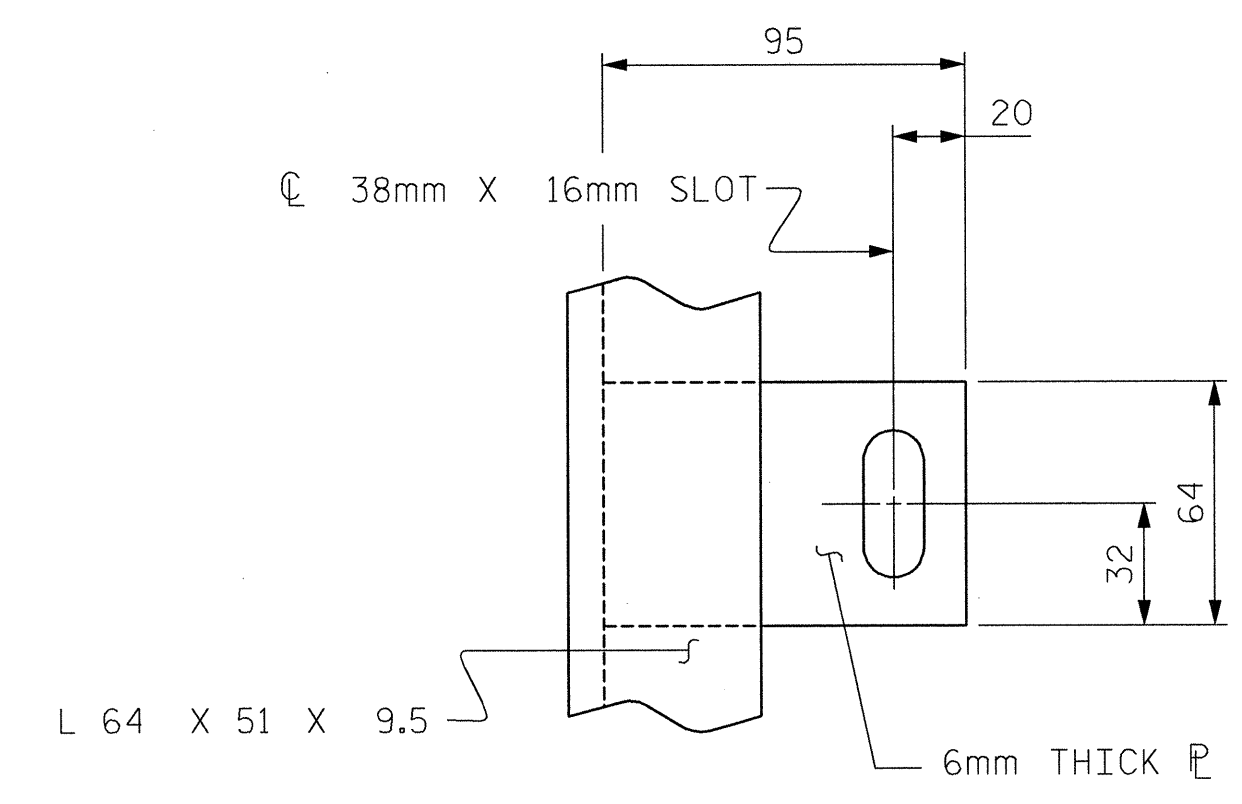


ARMORED JOINT DETAILS

SECTION NORMAL TO JOINT AT BENT



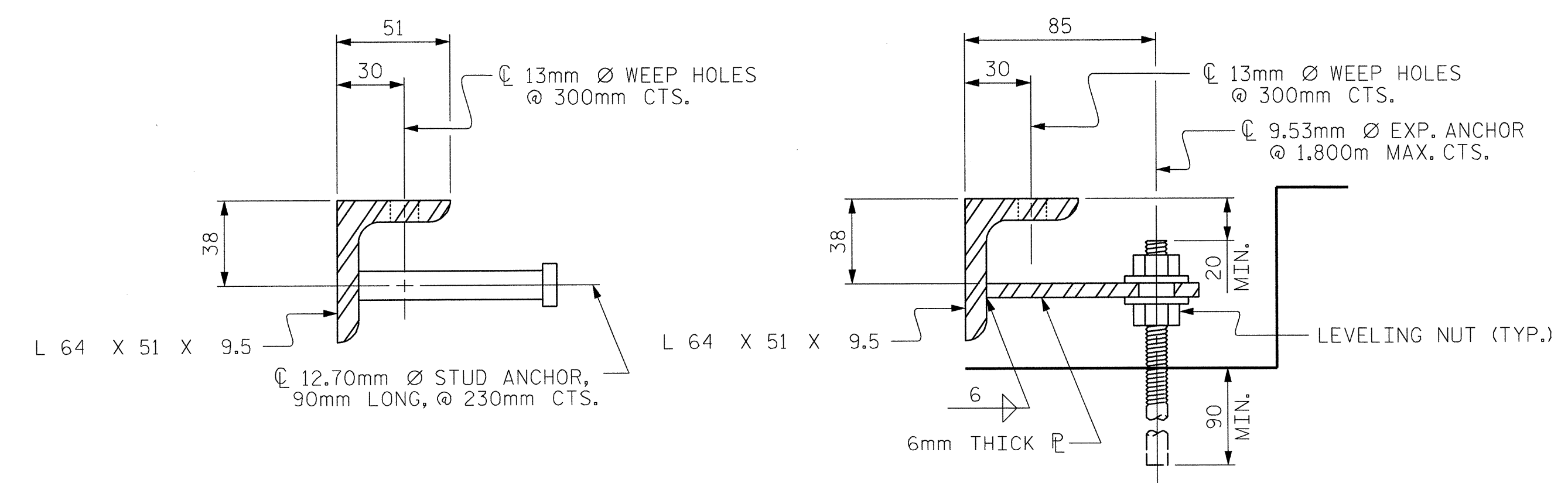
DETAIL- FIELD WELD SPLICE OF ANGLE



PLAN VIEW OF TAB

MOVEMENT AND SETTING AT EVAZOTE JOINT						
BENT NO.	SKEW ANGLE	NOMINAL UNCOMPRESSED SEAL WIDTH	TOTAL MOVEMENT (ALONG C RDWY)	PERPENDICULAR JOINT OPENING AT 7° C	PERPENDICULAR JOINT OPENING AT 16° C	PERPENDICULAR JOINT OPENING AT 32° C
END BENT 1	100°-25'-53"	64mm	8mm	52mm	51mm	48mm
END BENT 2	98°-07'-26"	64mm	9mm	53mm	51mm	48mm

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



SECTION VIEW OF STUD

SECTION VIEW OF TAB

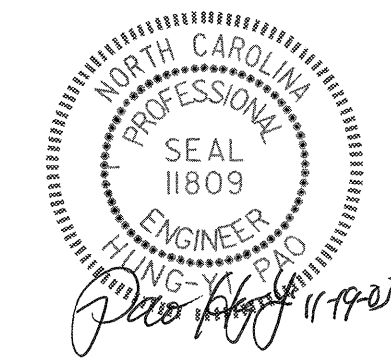
BILL OF MATERIAL		
BENT NO.	ELASTOMERIC CONCRETE * (CU. m)	TOTAL LENGTH OF ANGLE (m)
END BENT 1	0.3	22.0
END BENT 2	0.3	21.8

\* BASED ON THE MINIMUM BLOCKOUT SHOWN.

ARMORED JOINT ANCHOR ASSEMBLY DETAILS

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ASSEMBLED BY : MJ0	DATE : 1-03
CHECKED BY :	DATE :
DRAWN BY : EEM 1/96	REV. 8/16/99 MAB/RDR
CHECKED BY : RGW 1/96	REV. 10/17/00 RWW/LES
	REV. 7/10/01 LES/RDR



PROJECT NO. R-2610A  
CHATHAM COUNTY  
STATION: 18+04.666 -L-

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

**STANDARD ARMORED EVAZOTE JOINT DETAILS (LEFT LANE BRIDGE)**

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			5-18
2			4			82