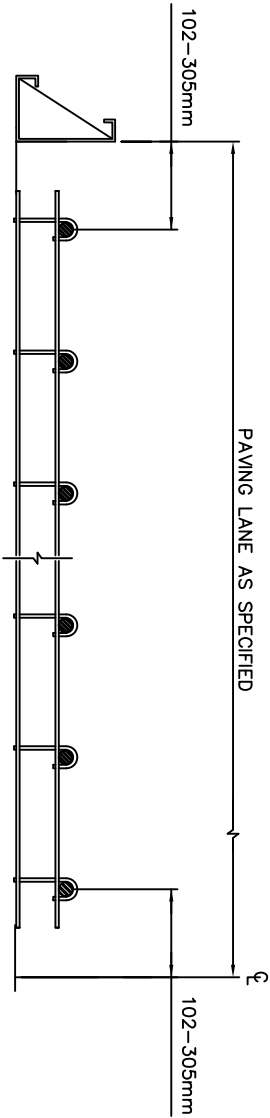
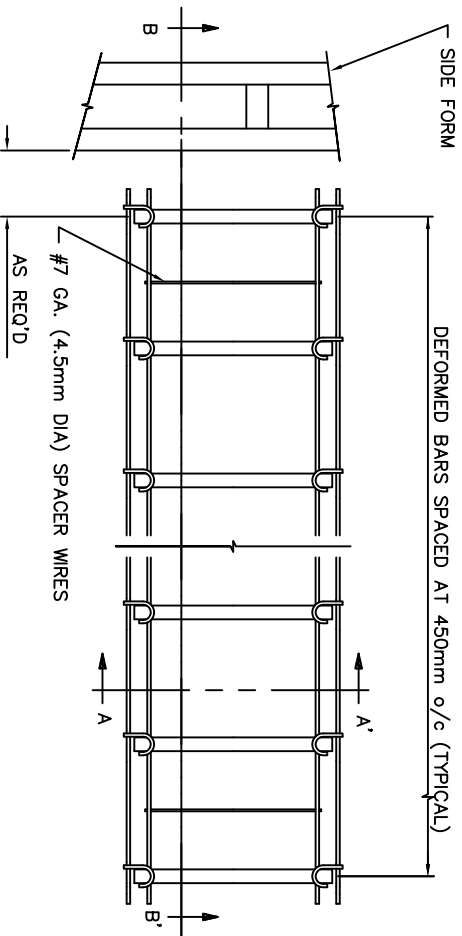


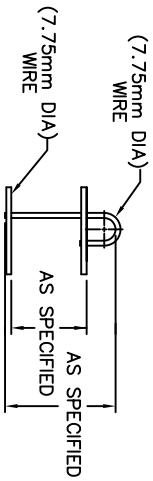
**SECTION: A-A'**



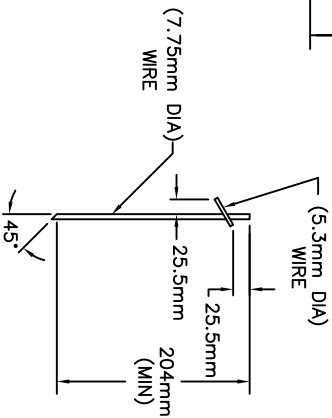
**SECTION: B-B'**



**PLAN VIEW**



**DETAIL: J-LEG**



**DETAIL: STAKE**

**NOTES:**

- 1) DEFORMED BILLET STEEL REBARS PER AASHTO SPECIFICATION M-131 GR 420 LATEST REVISION (ASTM A-615 GR 420)
- 2) BARS ARE TO BE:
  - EPOXY COATED
  - FULL PAINT
  - PLAIN STEEL
  - TECTYL COATED
- 3) REBAR ARE TO BE SAW CUT OR SHEAR CUT.
- 4) WIRE SIZES SHOWN ARE MINIMUM REQ'D.
- 5) ALL WIRE INTERSECTIONS ARE TO BE RESISTANCE WELDED.
- 6) TOLERANCES:
  - A) ±3.2mm UNLESS OTHERWISE SPECIFIED.
  - B) CENTERLINE OF INDIVIDUAL DOWELS SHALL BE PARALLEL TO SUBGRADE AND ALL OTHER DOWELS IN ASSEMBLY WITHIN ±3.2mm.
- 7) T = PAVEMENT THICKNESS

REVISION: A DATE: 03-12-10 BY:K.COUGH

<p>AMERICAN HIGHWAY TECHNOLOGY  <b>A DAYTON SUPERIOR CO.</b>          2150B SOUTH ROUTE 45-52, KANKAKEE, IL 60901          PHONE: 815-936-3300 888-745-3751 FAX: 815-936-3306          WWW.DAYTONSUPERIOR.COM</p>		<p>WEBSITE: www.americanhighwytechnology.com          FILED: \MDA\CONTR\BHB1221</p>
ITEM	WELDED SUPPORT ASSEMBLY	
PROJECT	NEW YORK DEPARTMENT OF TRANSPORTATION HINGE JOINT DETAIL	
LOCATION	NEW YORK	
ACCOUNT	-	
SCALE	NOT TO SCALE	DRAWING NO.
DRAWN	KEVIN COUGH	<b>NYS DOT-5M</b>
DATE	3-08-10	SHEET 1 OF 1