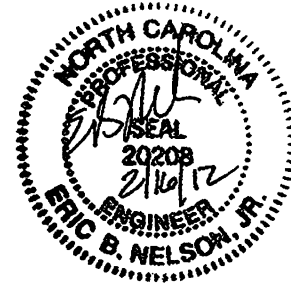


**PROJECT SPECIAL PROVISIONS**

Project 17BP.5.P.4 Durham and Granville Counties

**SCOPE OF WORK**

This work shall consist of furnishing all labor, equipment, and materials to rehabilitate elements of existing bridge structures and overlay existing bridge decks with either latex modified concrete or epoxy and stone as directed in the plans. Work includes: portable lighting, existing deck surface preparation and placement of epoxy and stone overlays, removing deteriorated concrete using hydro-demolition methods and overlaying with latex modified concrete, milling of roadway approaches, disposal of waste material, installing foam joint seals, grooving bridge deck, structural steel repairs, substructure repairs using formed and poured concrete, shotcrete and epoxy injection, jacking spans, cleaning and painting bearings, asphalt paving approaches, pavement markings, seeding and mulching all grassed areas disturbed; and all incidental items necessary to complete the project as specified and shown on the plans. No separate payment will be made for portable lighting as the cost of such is incidental to the work being performed.

Work will be performed on existing bridges at the following locations:

- 1.) Durham County Bridge #193 – SR1671 over I-85 (Latex Modified Concrete Overlay-Very Early Strength)
- 2.) Durham County Bridge #195 – SR1675 over I-85 (Latex Modified Concrete Overlay-Very Early Strength)
- 3.) Granville County Bridge #16 – US15 over I-85 (Substructure Repairs)
- 4.) Granville County Bridge #35 – US158 over I-85 (Latex Modified Concrete Overlay-Very Early Strength)
- 5.) Granville County Bridge #43 – SR1103 over I-85 (Latex Modified Concrete Overlay-Very Early Strength)
- 6.) Granville County Bridge #44 – NC96 over I-85 (Latex Modified Concrete Overlay-Very Early Strength)
- 7.) Granville County Bridge #45 – NC56 over I-85 (Substructure Repairs)
- 8.) Granville County Bridge #50 – SR1127 over I-85 (Epoxy and Stone Overlay)
- 9.) Granville County Bridge #54 – SR1135 over I-85 (Latex Modified Concrete Overlay-Very Early Strength)
- 10.) Granville County Bridge #57 – SR1192 over I-85 (Latex Modified Concrete Overlay-Very Early Strength)

Contractor shall provide all necessary access; provide all traffic control; provide all staging areas, material storage, waste disposal, provide environmental controls to limit loss of materials from collection of hydro-demolition water, jacking equipment, sawing equipment, and chipping equipment; and all else necessary to complete the work.

The contractor shall be responsible for fulfilling all requirements of the NCDOT Standard Specifications for Roads and Structures dated January 2012, except as otherwise specified herein.

**HYDRO-DEMOLITION OF BRIDGE DECK**

SPECIAL

**Description**

Hydro-demolition shall consist of the removal of the deck surface by means of high pressure water blasting which will remove concrete, asphalt, oil, dirt, concrete laitance and rust from the exposed reinforcing bars by direct impact, pressurization of micro and macro cracks and cavitation produced by jet instability. If reinforcing bars or bridge drainage devices are pulled up or snagged during scarification milling operations, the Contractor shall cease operations and consult with the Engineer to determine what adjustments, if any, need to be made to the roto-milling operations.

The Contractor shall submit for approval prior to beginning work, his Hydro-demolition Management Plan. This plan shall include how the Contractor shall provide for the collection, treatment, and disposal of all run-off water generated by the scarification and hydro-demolition processes. This Water Management Plan shall be prepared in accordance the NCDOT Guidelines for Managing Hydro-demolition Water (a copy of which is included in the Appendix). The contractor shall comply with applicable regulation concerning such water disposal.

**Equipment**

Use the following surface preparation equipment:

- Hydro-demolition machine, self-propelled with min. 17,000 psi orifice pressure.
- Sawing equipment capable of sawing concrete to the specified depth.
- Scarifying equipment that is a power-operated, mechanical scarifier or grinder capable of removing at least 1/4 inch (6 mm) for each pass.
- Hand-held high velocity (7,500 psi minimum) water-jet equipment capable of removing rust scale from reinforcing steel, or removing small chips of concrete partially loosened by the scarifying or chipping operation, and of removing rehydrated dust left from scarification.
- Power driven hand tools for removal of unsound concrete are required that meet the following requirements:
  - Pneumatic hammers weighing a nominal 35 lb (16 kg) or less.
  - Pneumatic hammer chisel-type bits that do not exceed the diameter of the shaft in width.
- Hand tools such as hammers and chisels for removal of final particles of unsound concrete.
- Vibratory screed for overlays, except as noted herein.

The hydro-demolition machine shall be self-propelled and capable of producing a water-jet through an orifice at a pressure of at least 17,000 PSI. The machine shall move the jet transversely across the area and forward and backward so that the entire deck is covered with the water-jet and operated at a pressure sufficient to remove the unsound concrete.

The machine shall have sufficient means to control and vary the following functions:

- (1) Water pressure.
- (2) Angle and distance of the orifice in relation to the surface to be blasted.
- (3) Limits of transverse and longitudinal movement of the orifice.
- (4) Speed of the orifice in the transverse and longitudinal direction.

The high pressure pump (or pumps) shall be equipped with over-pressurization relief valves and rupture disc systems. All high pressure components shall be rated at full working pressure of the hydro-demolition system. The complete hydro-demolition system must be capable of depressurization from a single point.

The equipment must operate at a noise level of less than 90 decibels at a distance of 50 feet.

### **Construction Methods**

Remove all existing asphalt overlays and all loose, disintegrated, unsound or contaminated concrete from the bridge deck in accordance with the following surface preparation classifications shown below:

Seal all expansion joints subjected to run-off water from the hydro-demolition process with material approved by the Engineer, prior to beginning the Class I Surface Preparation. The expansion joints shall remain sealed until water from the hydro-demolition process no longer passes over them. The contractor shall take all steps necessary to eliminate the flow of water through the expansion joints, and any other locations water could leak from the deck.

All deck drains in the immediate work area and the other sections of the bridge affected by the work being performed in the immediate work area shall be sealed prior to beginning the Deck Scarification. They shall remain sealed until it has been determined that materials from the hydro-demolition and concrete overlay operations can not be discharged through them any longer.

- A. Scarifying Bridge Deck: Removal of any asphalt wearing surface from the bridge deck or if applicable, the approach roadway pavement, and scarification of the concrete deck to remove the entire concrete surface of the deck to a uniform depth not less than 1/2" above the top mat of steel and not less than 1/2" above the plan demolition depth (1/2" minimum hydro-demolition required).

#### **Estimated average cover to top mat:**

**Bridge #193: 1 3/4" +/-3/8"**

**Bridge #195: 1 3/4" +/-3/8"**

**Bridge #35: 1 1/2" +/-3/8"**

**Bridge #43: Unknown**

**Bridge #44: 1 1/2" +/-3/8"**

**Bridge #54: Unknown**

**Bridge #57: 1 1/2" +/-3/8"**

Remove and dispose of all concrete and asphalt, and thoroughly clean the scarified surface. In areas where reinforcing steel is located in the depth to be scarified, use another method with the Engineer's approval. If reinforcing bars or bridge drainage devices are pulled up or snagged during scarification milling operations, the Contractor shall cease operations and consult with the Engineer to determine what adjustments, if any, need to be made.

- B. Class I Surface Preparation (Partial Depth): Remove by hydro-demolition and by chipping with hand tools all loose, unsound and contaminated deck concrete and in areas where reinforcing steel is exposed by removing deck to an average depth of  $\frac{1}{2}$  inch below the top mat of reinforcing steel. Dispose of the removed concrete, clean, repair or replace rusted or loose reinforcing steel, and thoroughly clean the newly exposed surface.
- Care shall be taken not to cut, stretch, or damage any exposed reinforcing steel.
- C. Class II Surface Preparation (Partial Depth): Remove by hydro-demolition and by chipping with hand tools all loose, unsound and contaminated deck concrete to an average depth of approximately one-half the deck thickness, but no less than  $\frac{3}{4}$  inch below the top mat of steel. In areas where the entire perimeter of the reinforcing steel bar is exposed, chip or use hand-held high velocity water-jet equipment to provide a minimum depth of  $\frac{3}{4}$  inch below the bar. Dispose of the removed concrete, clean, repair or replace rusted or loose reinforcing steel, and thoroughly clean the newly exposed surface.

Care shall be taken not to cut, stretch, or damage any exposed reinforcing steel.

In overhangs, removing concrete areas of less than  $0.60 \text{ ft}^2/\text{ft}$  length of bridge without overhang support is permitted unless the Engineer directs otherwise. Overhang support is required for areas removed greater than  $0.60 \text{ ft}^2/\text{ft}$  length of bridge. Submit details of overhang support to the Engineer for approval prior to beginning the work.

- D. Class III Surface Preparation (Full Depth): Remove by hydro-demolition, and chipping with hand tools all loose, unsound and contaminated deck concrete to the full slab depth. Thoroughly clean the routed out areas and dispose of concrete removed and clean, repair, or replace reinforcing bars.

For areas of less than  $3 \text{ ft}^2$  suspending forms from existing reinforcing steel using wire ties is permitted. For larger areas, support forms by blocking from the beam flanges, or other approved method.

Overhang support is required for full depth removal adjacent to bridge rails. Submit details of overhang support to the Engineer for approval prior to beginning the work.

- E. Under Deck Containment: Under deck containment shall be installed under areas of the bridge deck where Class III surface preparation occurs. The containment shall be

installed prior to hydro-demolition in the areas indicated on the plans and in any other areas where blow thru or full depth removal occurs during surface preparation.

Submit for approval detailed plans for under deck containment. Detail how waste, debris, and wastewater are kept from falling below.

- F. Class AA Concrete: Fill the Class III surface preparation areas with Class AA or latex modified concrete up to the bottom of the proposed concrete overlay in accordance with the methods described below:

Refill areas where concrete was removed with Class AA concrete up to the bottom of the proposed concrete overlay in accordance with Section 420 of the Standard Specifications. Any of the methods for curing Class AA concrete as stated in the Standard Specifications are permitted except the membrane curing compound method.

Provide a raked finish to the surface of the Class AA concrete to provide a minimum relief of 1/16" and a maximum relief of 1/4". Place the overlay course only after the Class AA concrete has attained 2500 psi (17.2 MPa) as measured by an approved, non-destructive test method.

Refilling the areas from which concrete has been removed with latex modified concrete during the Class III repair is permitted if any of the following conditions are met:

- The reinforcing steel cover is 1½ inches or less for the top mat of steel.
- The area being repaired is less than 1 yd<sup>2</sup>.
- The Engineer directs the fill.

For areas of less than 3 ft<sup>2</sup> suspending forms from existing reinforcing steel using wire ties is permitted. For larger areas, support forms by blocking from the beam flanges, or other approved method.

### **Surface Preparation**

Two trial areas shall be designated by the Engineer to demonstrate that the equipment, personnel, and methods of operation are capable of producing results to the satisfaction of the owner's Engineer. The first trial area shall consist of approximately 50 square feet of sound concrete as determined by the Engineer. The equipment shall be calibrated to remove the sound concrete from the scarified surface to the depth required to achieve the plan overlay thickness. After completion of this test area, the equipment shall be moved to the second area consisting of deteriorated or defective concrete, to determine whether this unsound concrete will be completely removed with the previous calibration and to establish a baseline for requiring the contractor to place under-deck containment in areas subject to full depth removal, before beginning the hydro-demolition process in a span. Should it be determined that not all defective concrete has been removed, the hydro-demolition system shall be recalibrated to remove an additional 1/4 inch of sound concrete, then re-test on deteriorated concrete.

If additional defective concrete is found, the depth of cut will increase in 1/4 inch increments until only sound concrete is found remaining.

When satisfactory results are obtained, the machine parameters shall be used for production removal. The contractor shall make adjustments to the operating parameters, as required, to perform concrete removal as indicated on the drawings and to adjust to the variance in the compressive strength of the concrete.

Hand held water blasting equipment, pneumatic hammers, and hand tools may be substituted for the hydro-demolition unit in areas inaccessible (such as adjacent to the curb) or inconvenient (such as small patch areas).

The Engineer will re-inspect after each removal and require additional removals until compliance with plans and specifications are met.

Regardless of the method of removal, the removal operation shall be stopped if it is determined that sound concrete is being removed. Appropriate recalibration, or change in equipment and methods shall be performed prior to resuming the removal operation.

The Contractor shall take all steps necessary to prevent cutting or otherwise damaging existing steel designated to remain in place. Any such bars damaged (nicks deeper than 20% of the bar diameter) by the Contractor's operation shall be repaired or replaced. Defects in embedded reinforcing steel due to corrosion, which has reduced the cross sectional area of the steel by 25% or greater, shall have new reinforcing steel of similar cross section area lap-spliced to each side of the damaged area. Reinforcing bars shall be Grade 60 and meet the material requirements of Section 1070 of the Standard Specifications. Replacement bars shall be spliced to existing bars using either minimum 30 bar diameter lap splices or approved mechanical connectors.

The Contractor shall support and protect the exposed reinforcing steel, which is left unsupported by the hydro-demolition process, against displacement and damage from loads such as those caused by removal equipment and delivery buggies. All reinforcing steel damaged or dislodged by these operations shall be replaced with bars of the same size at the contractor's expense.

Rebar exposed and cleaned by hydro-demolition shall not require re-cleaning if encased in concrete within seven (7) days. Rebar exposed for more than seven (7) days shall be cleaned by high velocity water jets (4,000 PSI minimum) prior to placement of the new concrete.

When large areas of the deck on composite bridges are removed resulting in the debonding of the main stress carrying longitudinal reinforcing bars, the removal shall be performed in stages to comply with the construction sequence shown on the plans or as directed by the Engineer.

The Contractor shall shield his operations to prevent injury or damage from flying or falling debris. The Contractor shall provide a method of handling expected and unexpected blow-through of the deck where shown on the plans and as directed by the Engineer. This method shall provide for the containment of the runoff water and debris, and the protection of the area under the bridge deck. The Contractor shall be responsible for any injury or damage caused by his operations. The containment shall remain in-place until the latex modified concrete has been cast and reach minimum strength.

The removal area shall be thoroughly cleaned of all dirt, foreign materials and loose concrete to the extent necessary to produce a firm solid surface for adherence of new concrete.

Removal of concrete debris shall be accomplished either by hand or by mechanical means capable of removing wet debris and water all in the same pass and directly follow the hydro-demolition process to prevent the debris from re-setting or re-adhering to the surface of the remaining sound concrete. All concrete debris shall become the property of the Contractor and shall be legally disposed of at the contractor's expense. The contractor shall be responsible for disposing of all debris generated by the scarification operations.

Any debris which is allowed to re-settle or re-adhere to the surface of the sound concrete shall be carefully removed by the Contractor (at no additional cost), and the Contractor shall exercise care to avoid any damage to the remaining sound concrete or exposed reinforcement. Following the removal of the debris and prior to the placement of the overlay, the entire surface shall be blasted clean with high pressure water to remove any bond-breaking residue, loose material from the concrete surface, and/or rust from the reinforcing steel. This residue shall be collected and disposed of by the contractor. The Contractor will not be permitted to allow material to fall from the deck.

All water used for hydro-demolition shall be potable. The Contractor is responsible for furnishing all of the water required for the project.

Any areas of the prepared surface contaminated by oil or other materials detrimental to good bond as a result of the contractor's operations shall be removed to such depth as may be required at the contractor's expense.

The Contractor shall provide adequate lighting as required to allow for the safe conduct of nighttime removal operation if he elects to do hydro-demolition at night. Submit a lighting plan to the Engineer for approval prior to beginning work.

#### **Measurement and Payment**

*Scarifying Bridge Deck* will be measured and paid for by the contract unit price per square yard and shall be full compensation for the milling of any existing asphalt wearing surface from the bridge deck or approaches, milling of the entire concrete bridge deck, repairing or replacing any damaged reinforcing steel, and the cleaning and disposal of all waste material generated.

*Hydro-demolition of Bridge Deck* will be measured and paid for by the contract unit price per square yard and shall be full compensation for Classes I, II, and III deck preparation, removal and disposal of unsound and contaminated concrete, cleaning, repairing or replacing of reinforcing steel, under deck containment, class AA concrete, and for furnishing all materials, labor, tools, equipment and incidentals necessary to complete the work.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Scarifying Bridge Deck	Square Yard
Hydro-demolition of Bridge Deck	Square Yard

### **MANAGING HYDRODEMOLITION WATER**

(6-17-08)

SPI 4-03

#### **1.0 Description**

Collect and properly dispose of hydrodemolition water from bridge decks.

#### **2.0 Construction Methods**

- (A) Prepare a written hydrodemolition water management plan in accordance with the Guidelines for Managing Hydrodemolition Water available at <http://www.ncdot.gov/projects/nbridges/#stats>. Submit plan and obtain approval from the Engineer prior to beginning of the hydrodemolition operation.
- (B) Prior to final payment, submit a paper copy of all completed records pertaining to disposal of hydrodemolition water.

#### **3.0 Measurement and Payment**

Payment for collecting, sampling, testing, pH adjustment, monitoring, handling, discharging, hauling, disposing of the hydrodemolition water, documentation, record keeping, and obtaining permits if applicable, shall be included in the payment for other items.

### **BRIDGE JACKING**

#### **1.0 GENERAL**

Bridge jacking at Bridge No. 193 at End Bent 1, Bent 1, Bent 2, Bent 3, and End Bent 2, at Bridge No. 195 at Bent 1 and Bent 2, at Bridge No. 16 at Bent 1, at Bridge No. 43 at Bent 3, and at Bridge No. 45 at Bent 2 and Bent 3 is to facilitate repairs to concrete caps at those locations. Bridge jacking at Bridge No. 193, Bridge No. 195, Bridge No. 35, Bridge No. 43, Bridge No. 44, Bridge No. 45, and Bridge No. 50 is to facilitate in kind replacement of bearings, as needed, at those locations. All beams at a bent shall be jacked simultaneously and shall be raised the same amount and at the same rate. The hydraulic pressure of the jacks shall be adjusted as required to allow



for equal movements. Jacking devices shall be equipped with locking rings. It shall be the responsibility of the contractor performing the jacking to determine a jacking location at each bearing and provide a design for the jacking loads. The contractor shall submit the jacking plan, details, procedures and supporting calculations to the Engineer for review and approval.

Bearing Replacement In Kind will be performed as directed by the Engineer at bents and end bents for Bridge No. 193, Bridge No. 195, Bridge No. 35, Bridge No. 43, Bridge No. 44, Bridge No. 45, and Bridge No. 50.

## **2.0 UTILITY COORDINATION**

Utility owners with active utilities on the bridge shall be notified by the contractor of the jacking operation 30 days before the operation begins.

## **3.0 SCOPE OF WORK**

Work for bridge jacking includes setting blocking and jacks, jacking bridge spans, mechanically locking jacks, setting and maintaining devices to monitor location of beams, and lowering bridge spans onto bearing assemblies.

Work for bearing replacement in kind includes jacking the bridge at the bents and end bents to remove existing bearings at these locations, drilling anchor bolt holes in the concrete caps, and installing new anchor bolts, sole plates, and bearings. Install blocking while the bridge is in the raised condition. While in the raised condition, remove all existing steel bearing components and cut existing anchor bolts flush with the top of the cap. New construction will consist of the following elements: securing anchor bolts in the existing cap with epoxy adhesive anchors, installation of sole plates and bearings. Jack all beams in the span supported at a bent simultaneously and at equal heights. Bearings at all other bents shall remain in place and shall remain intact during jacking operations at each bent.

## **4.0 BASIS OF PAYMENT**

Bridge Jacking will be paid for at the lump sum price. Such lump sum price will be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the work.

All costs to form and pour concrete repairs, including all tools, labor, equipment, and reinforcing steel will be paid for by the contract bid price per cubic foot of *Concrete Repairs*.

Bearing Replacement In Kind will be paid for at the contract bid price for each and will be full compensation for all materials, shop drawings, equipment, tools, labor, and incidentals necessary to furnish and install the bearings, sole plates, and anchor bolts.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Bridge Jacking	Lump Sum
Bearing Replacement In Kind	Each

**CLEANING AND PAINTING EXISTING BEARING PLATES** (9-30-11)

Thoroughly clean the exposed surfaces of all bearing plates, anchor bolts, nuts and washers in the existing structure in accordance with the Article 442-7(B) of the Standard Specifications. Have the Engineer approve the cleaning of each unit before beginning painting.

After cleaning, apply a touch up coat of natural color organic zinc repair paint to the steel followed by a complete coat of the same paint.

Payment will be made at the lump sum price bid for *Cleaning and Painting Existing Bearing Plates*. Such lump sum price will be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the work.

**BEAM REPAIR FOR BRIDGE NO. 193**

**5.0 GENERAL**

Cut and remove deteriorated bottom flange and web of beams above the bearings at the locations shown on the plans. The Engineer will determine the extents of the section to be removed on a per beam basis. Prepare bottom flange and web for welding proposed replacement section as shown on the plans. Weld new sections in place. Welding shall be performed by qualified personnel as specified in the Standard Specifications.

**6.0 FIELD ALTERATIONS**

Since this repair involves working with an existing structure where dimensions may vary throughout the structure, the contractor should expect and shall be prepared to make alterations in the field. This includes, but is not limited to, having qualified personnel on hand to perform necessary alterations and having extra material on hand (or the ability to procure extra material in a timely manner). All such alterations shall be brought to the attention of the Engineer and agreed upon prior to alteration.

**BASIS OF PAYMENT**

*Beam Repairs* will be measured and paid for at the contract unit price bid per pound of steel and will be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the work.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Beam Repair	LBS

### **BEAM REPAIR FOR BRIDGE NO. 35**

#### **7.0 GENERAL**

Cut and remove deteriorated bottom flange, web, bearing stiffener, intermediate transverse stiffener, gusset plate, and end diaphragm angle of girders above the bearings at the locations shown on the plans. The Engineer will determine the extents of the section to be removed on a per beam basis. Prepare bottom flange, web, bearing stiffener, intermediate transverse stiffener, gusset plate, and end diaphragm angle for welding proposed replacement section as shown on the plans. Place new plate over holes in web and bearing stiffener and over bottom flange at the locations shown on the plans. Weld new sections in place. Welding shall be performed by qualified personnel as specified in the Standard Specifications.

#### **8.0 FIELD ALTERATIONS**

Since this repair involves working with an existing structure where dimensions may vary throughout the structure, the contractor should expect and shall be prepared to make alterations in the field. This includes, but is not limited to, having qualified personnel on hand to perform necessary alterations and having extra material on hand (or the ability to procure extra material in a timely manner). All such alterations shall be brought to the attention of the Engineer and agreed upon prior to alteration.

#### **BASIS OF PAYMENT**

*Beam Repairs* will be measured and paid for at the contract unit price bid per pound of steel and will be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the work.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Beam Repair	LBS

**BEAM REPAIR FOR BRIDGE NO. 44****9.0 GENERAL**

Cut and remove deteriorated bottom flange, web, and bearing stiffener of beams above the bearings at the locations shown on the plans. The Engineer will determine the extents of the section to be removed on a per beam basis. Prepare bottom flange, web, and bearing stiffener for welding proposed replacement section as shown on the plans. Weld new sections in place. Welding shall be performed by qualified personnel as specified in the Standard Specifications.

**10.0 FIELD ALTERATIONS**

Since this repair involves working with an existing structure where dimensions may vary throughout the structure, the contractor should expect and shall be prepared to make alterations in the field. This includes, but is not limited to, having qualified personnel on hand to perform necessary alterations and having extra material on hand (or the ability to procure extra material in a timely manner). All such alterations shall be brought to the attention of the Engineer and agreed upon prior to alteration.

**BASIS OF PAYMENT**

*Beam Repairs* will be measured and paid for at the contract unit price bid per pound of steel and will be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the work.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Beam Repair	LBS

**BEAM REPAIR FOR BRIDGE NO. 45****11.0 GENERAL**

Cut and remove deteriorated bottom flange, web, and bearing stiffener of beams above the bearings at the locations shown on the plans. The Engineer will determine the extents of the section to be removed on a per beam basis. Prepare bottom flange, web, and bearing stiffener for welding proposed replacement section as shown on the plans. Place new plate over holes in web at the locations shown on the plans. Weld new sections in place. Welding shall be performed by qualified personnel as specified in the Standard Specifications.

**12.0 FIELD ALTERATIONS**

Since this repair involves working with an existing structure where dimensions may vary throughout the structure, the contractor should expect and shall be prepared to

make alterations in the field. This includes, but is not limited to, having qualified personnel on hand to perform necessary alterations and having extra material on hand (or the ability to procure extra material in a timely manner). All such alterations shall be brought to the attention of the Engineer and agreed upon prior to alteration.

#### **BASIS OF PAYMENT**

*Beam Repairs* will be measured and paid for at the contract unit price bid per pound of steel and will be full compensation for all materials, equipment, tools, labor, and incidentals necessary to complete the work.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Beam Repair	LBS

#### **CONCRETE REPAIRS**

(9-30-11)

##### **DESCRIPTION**

Work includes removal of concrete in spalled, delaminated and/or cracked areas of the existing caps and columns in reasonably close conformity with the lines, depth, and details shown on the plans, described herein and as established by the Engineer. This work also includes straightening, cleaning, and replacement of reinforcing steel, dowelling new reinforcing steel, removing all loose materials, removing and disposing of debris, formwork, applying repair material, and protecting adjacent areas of the bridge and environment from material leakage. The repair material shall be one of the below described materials unless otherwise noted in the plans or provisions.

The location and extent of repairs shown on the plans described herein are general in nature. The Engineer determines the exact extent of removal in the field based on an evaluation of the condition of the exposed surfaces. The Contractor shall coordinate with the Engineer for removal operations such that repairs will not be implemented on more than one face of the concrete element without the approval of the engineer.

Repair, to the Engineer's satisfaction, any portion of the structure that is damaged from construction operations. No extra payment is provided for these repairs.

##### **REPAIR MATERIAL OPTIONS**

###### **Polymer Modified Concrete Repair Material**

Repair material shall be polymer modified cement mortar for vertical or overhead applications and shall be suitable for applications in marine environments. Material shall be approved for use by NCDOT. Submit repair material to the Engineer for

review and approval prior to beginning the work. Color of repair material shall be concrete gray.

Prior to the application of repair mortar, square up edges in repair areas, thoroughly clean surfaces to be repaired and remove all loose materials. Remove grease, wax, salt, and oil contaminants by scrubbing with an industrial grade detergent or degreasing compound followed by a mechanical cleaning. Remove weak or deteriorated concrete to sound concrete by bush hammering, gritblasting, scarifying, waterblasting, or other approved methods. Remove dirt, dust, laitance and curing compounds by gritblasting, sanding, or etching with 15% hydrochloric acid. Only acid etch if approved and follow it by scrubbing and flushing with copious amounts of clean water. Check the cleaning using moist pH paper. Water cleaning is complete when the paper reads 10 or higher. Follow all mechanical cleaning with vacuum cleaning.

When surface preparation is completed, mix and apply repair mortar in accordance with manufacturer's recommendations. Use aggregate that is washed, kiln-dried, and bagged. Apply bonding agent to all repair areas immediately prior to placing repair mortar. Repair areas shall be formed unless otherwise approved by the Engineer. Form areas to establish the original neat lines of the member being repaired.

Apply repair mortar to damp surfaces only when approved. In such instances, remove all free water by air-blasting. After applying the repair mortar, remove excessive material and provide a smooth, flush surface.

### **Class A Concrete Repair Material**

Repair material shall be Class A Portland Cement Concrete as described in Section 1000 of the Standard Specifications.

Prior to the application of Class A concrete, square up edges in repair areas, thoroughly clean surfaces to be repaired and remove all loose materials. Remove grease, wax, salt, and oil contaminants by scrubbing with an industrial grade detergent or degreasing compound followed by a mechanical cleaning. Remove weak or deteriorated concrete to sound concrete by bush hammering, gritblasting, scarifying, waterblasting, or other approved methods. Remove dirt, dust, laitance and curing compounds by gritblasting, sanding, or etching with 15% hydrochloric acid. Only acid etch if approved and follow it by scrubbing and flushing with copious amounts of clean water. Check the cleaning using moist pH paper. Water cleaning is complete when the paper reads 10 or higher. Follow all mechanical cleaning with vacuum cleaning.

When surface preparation is completed, mix and apply concrete in accordance with Standard Specifications and/or manufacturer's recommendations. Use aggregate that is washed, kiln-dried, and bagged. Apply bonding agent to all repair areas immediately prior to placing repair mortar. Repair areas shall be formed unless

otherwise approved by the Engineer. Form areas to establish the original neat lines of the member being repaired.

Apply concrete to damp surfaces only when approved. In such instances, remove all free water by air-blasting. After applying the repair mortar, remove excessive material and provide a smooth, flush surface.

#### **TEMPORARY WORK PLATFORM**

Prior to beginning any repair work, provide details for a sufficiently sized temporary work platform at each repair location. Design steel members to meet the requirements of the American Institute of Steel Construction Manual. Design timber members in accordance with the "National Design Specification for Stress-Grade Lumber and Its Fastenings" of the National Forest Products Association. Submit the platform design and plans for review and approval. The design and plans shall be sealed and signed by a North Carolina registered Professional Engineer. Do not install the platform until the design and plans are approved. Drilling holes in the superstructure for the purpose of attaching the platform is prohibited. Upon completion of work, remove all anchorages in the substructure and repair the substructure at no additional cost to the Department.

#### **MEASUREMENT AND PAYMENT**

*Concrete Repairs* will be measured and paid for at the contract unit price bid per cubic foot and will be full compensation for removal, containment and disposal off-site of unsound concrete including the cost of materials, reinforcing steel, labor, tools, equipment and incidentals necessary to accomplish removal. Depth will be measured from a place at the original outside concrete face. The Contractor and Engineer will measure repair quantities after removal of unsound concrete and before application of repair material. Such payment will also include the cost of sandblasting, surface cleaning and preparation, cleaning of reinforcing steel, placement of new reinforcing steel, cost of temporary work platform, testing of the soundness of the exposed concrete surface, furnishing and installation of repair mortar material, curing and sampling of concrete, and protection/cleaning of adjacent areas from splatter or leakage.

Reinforcing Steel that is required for the repairs will be in accordance with Section 425 of the Standard Specifications.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Concrete Repairs	Cubic Feet

#### **CRANE SAFETY (8-15-05)**

Comply with the manufacturer specifications and limitations applicable to the operation of any and all cranes and derricks. Prime contractors, sub-contractors, and fully operated

rental companies shall comply with the current Occupational Safety and Health Administration regulations (OSHA).

Submit all items listed below to the Engineer prior to beginning crane operations involving critical lifts. A critical lift is defined as any lift that exceeds 75 percent of the manufacturer's crane chart capacity for the radius at which the load will be lifted or requires the use of more than one crane. Changes in personnel or equipment must be reported to the Engineer and all applicable items listed below must be updated and submitted prior to continuing with crane operations.

#### **CRANE SAFETY SUBMITTAL LIST**

**Competent Person:** Provide the name and qualifications of the "Competent Person" responsible for crane safety and lifting operations. The named competent person will have the responsibility and authority to stop any work activity due to safety concerns.

**Riggers:** Provide the qualifications and experience of the persons responsible for rigging operations. Qualifications and experience should include, but not be limited to, weight calculations, center of gravity determinations, selection and inspection of sling and rigging equipment, and safe rigging practices.

**Crane Inspections:** Inspection records for all cranes shall be current and readily accessible for review upon request.

**Certifications:** By July 1, 2006, crane operators performing critical lifts shall be certified by NC CCO (National Commission for the Certification of Crane Operators), or satisfactorily complete the Carolinas AGC's Professional Crane Operator's Proficiency Program. Other approved nationally accredited programs will be considered upon request. All crane operators shall also have a current CDL medical card. Submit a list of anticipated critical lifts and corresponding crane operator(s). Include current certification for the type of crane operated (small hydraulic, large hydraulic, small lattice, large lattice) and medical evaluations for each operator.

#### **ELASTOMERIC CONCRETE (9-30-11)**

##### **1.0 DESCRIPTION**

Elastomeric concrete is a mixture of a two-part polymer consisting of polyurethane and/or epoxy and kiln-dried aggregate. Provide an elastomeric concrete and binder system that is preapproved. Use the concrete in the blocked out areas on both sides of the bridge deck joints as indicated on the plans.

##### **2.0 MATERIALS**

Provide materials that comply with the following minimum requirements at 14 days (or at the end of the specified curing time).



<b>ELASTOMERIC CONCRETE PROPERTIES</b>	<b>TEST METHOD</b>	<b>MINIMUM REQUIREMENT</b>
Compressive Strength, psi	ASTM D695	2000
5% Deflection Resilience	ASTM D695	95
Splitting Tensile Strength, psi	ASTM D3967	625
Bond Strength to Concrete, psi	ASTM D882 (D882M)	450
Durometer Hardness	ASTM D2240	50

<b>BINDER PROPERTIES (without aggregate)</b>	<b>TEST METHOD</b>	<b>MINIMUM REQUIREMENT</b>
Tensile Strength, psi	ASTM D638	1000
Ultimate Elongation	ASTM D638	150%
Tear Resistance, lb/in	ASTM D624	200

In addition to the requirements above, the elastomeric concrete must be resistant to water, chemical, UV and ozone exposure and withstand temperature extremes. Elastomeric concrete systems requiring preheated aggregates are not allowed.

### 3.0 PREQUALIFICATION

Manufacturers of elastomeric concrete materials shall submit samples (including aggregate, primer and binder materials) and a Type 4 certification in accordance with Article 106-3 of the Standard Specifications for prequalification to:

North Carolina Department of Transportation  
Materials and Tests Unit  
1801 Blue Ridge Road  
Raleigh, NC 27607

Prequalification will be determined for the system. Individual components will not be evaluated, nor will individual components of previously evaluated systems be deemed prequalified for use.

The submitted binder (a minimum volume of 1 gallon) and corresponding aggregate samples will be evaluated for compliance with the Materials requirements specified above. Systems satisfying all of the Materials requirements will be prequalified for a one year period. Before the end of this period new product samples shall be resubmitted for prequalification evaluation.

If, at any time, any formulation or component modifications are made to a prequalified system that system will no longer be approved for use.

#### **4.0 MATERIAL CERTIFICATION AND INSTALLATION**

Provide a Type 5 certification in accordance with Article 106-3 of the Standard Specifications, verifying that the materials satisfy the above requirements and proof of NCDOT prequalification.

Prior to placing the elastomeric concrete, thoroughly clean and dry all concrete surfaces. Sandblast the concrete surface in the blockout and clear the surface of all loose debris.

Provide a manufacturer's representative at the bridge site during the installation of the elastomeric concrete to ensure that all steps being performed comply with all manufacturer installation requirements including, but not limited to weather conditions (ambient temperature, relative humidity, precipitation, wind, etc), concrete deck surface preparation, binder and aggregate mixing, primer application, elastomeric concrete placement, curing conditions and minimum curing time before joint exposure to traffic.

#### **5.0 FIELD SAMPLING**

Provide additional production material to allow freshly mixed elastomeric concrete to be sampled for acceptance. A minimum of six 2 inch cube molds and three 3x6 inch cylinders will be taken by the Department for each day's production. Compression, splitting tensile, and durometer hardness testing will be performed by the Department to determine acceptance. Materials failing to meet the requirements listed above are subject to removal and replacement at no cost to the Department.

#### **6.0 BASIS OF PAYMENT**

No separate payment will be made for elastomeric concrete. The lump sum contract price bid for "Foam Joint Seals" will be full compensation for furnishing and placing the Elastomeric Concrete.

#### **FALSEWORK AND FORMWORK**

(9-30-11)

##### **DESCRIPTION**

Use this Special Provision as a guide to develop temporary works submittals required by the Standard Specifications or other provisions; no additional submittals are required herein. Such temporary works include, but are not limited to, falsework and formwork.

Falsework is any temporary construction used to support the permanent structure until it becomes self-supporting. Formwork is the temporary structure or mold used to retain plastic or fluid concrete in its designated shape until it hardens. Access

scaffolding is a temporary structure that functions as a work platform that supports construction personnel, materials, and tools, but is not intended to support the structure. Scaffolding systems that are used to temporarily support permanent structures (as opposed to functioning as work platforms) are considered to be falsework under the definitions given. Shoring is a component of falsework such as horizontal, vertical, or inclined support members. Where the term “temporary works” is used, it includes all of the temporary facilities used in bridge construction that do not become part of the permanent structure.

Design and construct safe and adequate temporary works that will support all loads imposed and provide the necessary rigidity to achieve the lines and grades shown on the plans in the final structure.

### **MATERIALS**

Select materials suitable for temporary works; however, select materials that also ensure the safety and quality required by the design assumptions. The Engineer has authority to reject material on the basis of its condition, inappropriate use, safety, or nonconformance with the plans. Clearly identify allowable loads or stresses for all materials or manufactured devices on the plans. Revise the plan and notify the Engineer if any change to materials or material strengths is required.

### **DESIGN REQUIREMENTS**

#### **Working Drawings**

Provide working drawings for items as specified in the contract, or as required by the Engineer, with design calculations and supporting data in sufficient detail to permit a structural and safety review of the proposed design of the temporary work.

On the drawings, show all information necessary to allow the design of any component to be checked independently as determined by the Engineer.

When concrete placement is involved, include data such as the drawings of proposed sequence, rate of placement, direction of placement, and location of all construction joints. Submit the number of copies as called for by the contract.

When required, have the drawings and calculations prepared under the guidance of, and sealed by, a North Carolina Registered Professional Engineer who is knowledgeable in temporary works design.

If requested by the Engineer, submit with the working drawings manufacturer’s catalog data listing the weight of all construction equipment that will be supported on the temporary work. Show anticipated total settlements and/or deflections of falsework and forms on the working drawings. Include falsework footing settlements, joint take-up, and deflection of beams or girders. Falsework hangers that support concentrated loads and are installed at the edge of thin top flange

concrete girders (such as bulb tee girders) shall be spaced so as not to exceed 75% of the manufacturer's stated safe working load. Use of dual leg hangers (such as Meadow Burke HF-42 and HF-43) are not allowed on concrete girders with thin top flanges. Design the falsework and forms supporting deck slabs and overhangs on girder bridges so that there will be no differential settlement between the girders and the deck forms during placement of deck concrete.

When staged construction of the bridge deck is required, detail falsework and forms for screed and fluid concrete loads to be independent of any previous deck pour components when the mid-span girder deflection due to deck weight is greater than  $\frac{3}{4}$ ".

Note on the working drawings any anchorages, connectors, inserts, steel sleeves or other such devices used as part of the falsework or formwork that remains in the permanent structure. If the plan notes indicate that the structure contains the necessary corrosion protection required for a Corrosive Site, epoxy coat, galvanize or metalize these devices. Electroplating will not be allowed. Any coating required by the Engineer will be considered incidental to the various pay items requiring temporary works.

Design falsework and formwork requiring submittals in accordance with the 1995 AASHTO *Guide Design Specifications for Bridge Temporary Works* except as noted herein.

#### Wind Loads

Table 2.2 of Article 2.2.5.1 is modified to include wind velocities up to 110 mph. In addition, Table 2.2A is included to provide the maximum wind speeds by county in North Carolina.

**Table 2.2 - Wind Pressure Values**

Height Zone feet above ground	Pressure, lb/ft <sup>2</sup> for Indicated Wind Velocity, mph				
	70	80	90	100	110
0 to 30	15	20	25	30	35
30 to 50	20	25	30	35	40
50 to 100	25	30	35	40	45
over 100	30	35	40	45	50

#### Time of Removal

The following requirements replace those of Article 3.4.8.2. Do not remove forms until the concrete has attained strengths required in Article 420-16 of the Standard Specifications and these Special Provisions. Do not remove forms until the concrete has sufficient strength to prevent damage to the surface.

**Table 2.2A - Steady State Maximum Wind Speeds by Counties in North Carolina**

COUNTY	25 YR (mph)	COUNTY	25 YR (mph)	COUNTY	25 YR (mph)
Alamance	70	Franklin	70	Pamlico	100
Alexander	70	Gaston	70	Pasquotank	100
Alleghany	70	Gates	90	Pender	100
Anson	70	Graham	80	Perquimans	100
Ashe	70	Granville	70	Person	70
Avery	70	Greene	80	Pitt	90
Beaufort	100	Guilford	70	Polk	80
Bertie	90	Halifax	80	Randolph	70
Bladen	90	Harnett	70	Richmond	70
Brunswick	100	Haywood	80	Robeson	80
Buncombe	80	Henderson	80	Rockingham	70
Burke	70	Hertford	90	Rowan	70
Cabarrus	70	Hoke	70	Rutherford	70
Caldwell	70	Hyde	110	Sampson	90
Camden	100	Iredell	70	Scotland	70
Carteret	110	Jackson	80	Stanley	70
Caswell	70	Johnston	80	Stokes	70
Catawba	70	Jones	100	Surry	70
Cherokee	80	Lee	70	Swain	80
Chatham	70	Lenoir	90	Transylvania	80
Chowan	90	Lincoln	70	Tyrell	100
Clay	80	Macon	80	Union	70
Cleveland	70	Madison	80	Vance	70
Columbus	90	Martin	90	Wake	70
Craven	100	McDowell	70	Warren	70
Cumberland	80	Mecklenburg	70	Washington	100
Currituck	100	Mitchell	70	Watauga	70
Dare	110	Montgomery	70	Wayne	80
Davidson	70	Moore	70	Wilkes	70
Davie	70	Nash	80	Wilson	80
Duplin	90	New Hanover	100	Yadkin	70
Durham	70	Northampton	80	Yancey	70
Edgecombe	80	Onslow	100		
Forsyth	70	Orange	70		

## Review and Approval

The Engineer is responsible for the review and approval of temporary works' drawings.

Submit the working drawings sufficiently in advance of proposed use to allow for their review, revision (if needed), and approval without delay to the work.

The time period for review of the working drawings does not begin until complete drawings and design calculations, when required, are received by the Engineer.

Do not start construction of any temporary work for which working drawings are required until the drawings have been approved. Such approval does not relieve the Contractor of the responsibility for the accuracy and adequacy of the working drawings.

## CONSTRUCTION REQUIREMENTS

All requirements of Section 420 of the Standard Specifications apply.

Construct temporary works in conformance with the approved working drawings. Ensure that the quality of materials and workmanship employed is consistent with that assumed in the design of the temporary works. Do not weld falsework members to any portion of the permanent structure unless approved. Show any welding to the permanent structure on the approved construction drawings.

Provide tell-tales attached to the forms and extending to the ground, or other means, for accurate measurement of falsework settlement. Make sure that the anticipated compressive settlement and/or deflection of falsework does not exceed 1 inch. For cast-in-place concrete structures, make sure that the calculated deflection of falsework flexural members does not exceed 1/240 of their span regardless of whether or not the deflection is compensated by camber strips.

## Maintenance and Inspection

Inspect and maintain the temporary work in an acceptable condition throughout the period of its use. Certify that the manufactured devices have been maintained in a condition to allow them to safely carry their rated loads. Clearly mark each piece so that its capacity can be readily determined at the job site.

Perform an in-depth inspection of an applicable portion(s) of the temporary works, in the presence of the Engineer, not more than 24 hours prior to the beginning of each concrete placement. Inspect other temporary works at least once a month to ensure that they are functioning properly. Have a North Carolina Registered Professional Engineer inspect the cofferdams, shoring, sheathing, support of excavation structures, and support systems for load tests prior to loading.

## Foundations

Determine the safe bearing capacity of the foundation material on which the supports for temporary works rest. If required by the Engineer, conduct load tests to verify proposed bearing capacity values that are marginal or in other high-risk situations.

The use of the foundation support values shown on the contract plans of the permanent structure is permitted if the foundations are on the same level and on the same soil as those of the permanent structure.

Allow for adequate site drainage or soil protection to prevent soil saturation and washout of the soil supporting the temporary works supports.

If piles are used, the estimation of capacities and later confirmation during construction using standard procedures based on the driving characteristics of the pile is permitted. If preferred, use load tests to confirm the estimated capacities; or, if required by the Engineer conduct load tests to verify bearing capacity values that are marginal or in other high risk situations.

The Engineer reviews and approves the proposed pile and soil bearing capacities.

## **REMOVAL**

Unless otherwise permitted, remove and keep all temporary works upon completion of the work. Do not disturb or otherwise damage the finished work.

Remove temporary works in conformance with the contract documents. Remove them in such a manner as to permit the structure to uniformly and gradually take the stresses due to its own weight.

## **METHOD OF MEASUREMENT**

Unless otherwise specified, temporary works will not be directly measured.

## **BASIS OF PAYMENT**

Payment at the contract unit prices for the various pay items requiring temporary works will be full compensation for the above falsework and formwork.

## **FOAM JOINT SEALS (9-30-11)**

### **SEALS**

Use preformed seals compatible with concrete and resistant to abrasion, oxidation, oils, gasoline, salt and other materials that are spilled on or applied to the surface. Use a resilient, UV stable, preformed, impermeable, flexible, expansion joint seal. The joint seal shall consist of low-density, closed cell, cross-linked polyethylene non-

extrudable, foam. The joint seal shall contain no EVA (Ethylene Vinyl Acetate). Cell generation shall be achieved by being physically blown using nitrogen. No chemical blowing agents shall be used in the cell generation process.

Use seals manufactured with grooves  $1/8'' \pm$  wide by  $1/8'' \pm$  deep and spaced between  $1/4''$  and  $1/2''$  apart along the bond surface running the length of the joint. Use seals with a depth that meets the manufacturer's recommendation, but is not less than 70% of the uncompressed width. Provide a seal designed so that, when compressed, the center portion of the top does not extend upward above the original height of the seal by more than  $1/4''$ . Provide a seal that has a working range of 30% tension and 60% compression and meets the requirements given below.

TEST	TEST METHOD	REQUIREMENT
Tensile strength	ASTM D3575-08, Suffix T	110 – 130 psi
Compression Set	ASTM D1056 Suffix B, 2 hr recovery	10% - 16%
Water Absorption	ASTM D3575	$< 0.03 \text{ lb/ft}^2$
Elongation at Break	ASTM D3575	180% - 210%
Tear Strength	ASTM D624 (D3575-08, Suffix G)	14 – 20 pli
Density	ASTM D3575-08, Suffix W, Method A	$1.8 - 2.2 \text{ lb/ft}^3$
Toxicity	ISO-10993.5	Pass (not cytotoxic)

Have the top of the joint seal clearly shop marked. Inspect the joint seals upon receipt to ensure that the marks are clearly visible before installation.

#### **BONDING ADHESIVE**

Use a two component, 100% solid, modified epoxy adhesive supplied by the joint seal manufacturer that meets the requirements given below.

TEST	TEST METHOD	REQUIREMENT
Tensile strength	ASTM D638	3000 psi (min.)
Compressive strength	ASTM D695	7000 psi (min.)
Hardness	Shore D Scale	75-85 psi
Water Absorption	ASTM D570	0.25% by weight max.
Elongation to Break	ASTM D638	5% (max.)
Bond Strength	ASTM C882	2000 psi (min.)



Use an adhesive that is workable to 40°F. When installing in ambient air or surface temperatures below 40°F or for application on moist, difficult to dry concrete surfaces, use an adhesive specified by the manufacturer of the joint seal.

### **ELASTOMERIC CONCRETE**

The elastomeric concrete shall not be placed until the reinforced concrete deck slab has cured for seven full days and reached a minimum strength of 3000 psi.

Prepare the concrete surface within 48 hours prior to placing the elastomeric concrete. Before placing the elastomeric concrete, all concrete surfaces shall be thoroughly cleaned and dry. Sandblast the concrete surface in the blockout and clear the surface of all loose debris. Do not place the elastomeric concrete until the surface preparation is completed and approved.

A manufacturer's representative shall be present when placing elastomeric concrete. Do not place elastomeric concrete if the ambient air or surface temperature is below 45°F.

Prepare and apply a primer, as per manufacturer's recommendations, to all vertical concrete faces to be in contact with elastomeric concrete, and to areas specified by the manufacturer.

Prepare, batch, and place the elastomeric concrete in accordance with the manufacturer's instructions. Place the elastomeric concrete in the areas specified on the plans while the primer is still tacky and within 2 hours after applying the primer. Trowel the elastomeric concrete to a smooth finish.

### **SAWING THE JOINT**

The joint opening shall be initially formed to the width shown on the plans including the blockout for the elastomeric concrete.

The elastomeric concrete shall cure a minimum of 2 days prior to sawing the elastomeric concrete to the final width and depth as specified in the plans.

When sawing the joint to receive the foam seal, always use a rigid guide to control the saw in the desired direction. To control the saw and to produce a straight line as indicated on the plans, anchor and positively connect a template or a track to the bridge deck. Do not saw the joint by visual means such as a chalk line. Fill the holes used for holding the template or track to the deck with an approved, flowable non-shrink, non-metallic grout.

Saw cut to the desired width and depth in one or two passes of the saw by placing and spacing two metal blades on the saw shaft to the desired width for the joint opening.

The desired depth is the depth of the seal plus 1/4" above the top of the seal plus approximately 1" below the bottom of the seal. An irregular bottom of sawed joint is

permitted as indicated on the plans. Grind exposed corners on saw cut edges to a 1/4" chamfer.

Saw cut a straight joint, centered over the formed opening and to the desired width specified in the plans. Prevent any chipping or damage to the sawed edges of the joint.

Remove any staining or deposited material resulting from sawing with a wet blade to the satisfaction of the Engineer.

#### **PREPARATION OF SAWED JOINT FOR SEAL INSTALLATION**

After sawing the joint, the Engineer will thoroughly inspect the sawed joint opening for spalls, popouts, cracks, etc. All necessary repairs will be made by the Contractor prior to blast cleaning and installing the seal.

Clean the joints by sandblasting with clean dry sand immediately before placing the bonding agent. Sandblast the joint opening to provide a firm, clean joint surface free of curing compound, loose material and any foreign matter. Sandblast the joint opening without causing pitting or uneven surfaces. The aggregate in the elastomeric concrete may be exposed after sandblasting.

After blasting, either brush the surface with clean brushes made of hair, bristle or fiber, blow the surface with compressed air, or vacuum the surface until all traces of blast products and abrasives are removed from the surface, pockets, and corners.

If nozzle blasting is used to clean the joint opening, use compressed air that does not contain detrimental amounts of water or oil.

Examine the blast cleaned surface and remove any traces of oil, grease or smudge deposited in the cleaning operations.

Bond the seal to the blast cleaned surface on the same day the surface is blast cleaned.

#### **SEAL INSTALLATION**

Install the joint seal according to the manufacturer's procedures and recommendations and as recommended below. Do not install the joint seal if the ambient air or surface temperature is below 45°F. Have a manufacturer's certified trained factory representative present during the installation of the first seal of the project.

Before installing the joint seal, check the uninstalled seal length to insure the seal is the same length as the deck opening. When the joint seal requires splicing, use the heat welding method by placing the joint material ends against a teflon heating iron of 425-475°F for 7 - 10 seconds, then pressing the ends together tightly. Do not test the welding until the material has completely cooled.

Begin installation by protecting the top edges of the concrete deck adjacent to the vertical walls of the joint as a means to minimize clean up. After opening both cans of the bonding agent, stir each can using separate stirring rods for each component to prevent premature curing of the bonding agent. Pour the two components, at the specified mixing ratio, into a clean mixing bucket. Mix the components with a low speed drill (400 rpm max.) until a uniform gray color is achieved without visible marbling. Apply bonding agent to both sides of the elastomeric concrete as well as both sides of the joint seal, making certain to completely fill the grooves with epoxy. With gloved hands, compress the joint seal and with the help of a blunt probe, push the seal into the joint opening until the seal is recessed approximately 1/4" below the surface. When pushing down on the joint seal, apply pressure only in a downward direction. Do not push the joint seal into the joint opening at an angle that would stretch the material. Seals that are stretched during installation shall be removed and rejected. Once work on placing a seal begins, do not stop until it is completed. Clean the excess epoxy from the top of the joint seal immediately with a trowel. Do not use solvents or any cleaners to remove the excess epoxy from the top of the seal. Remove the protective cover at the joint edges and check for any excess epoxy on the surface. Remove excess epoxy with a trowel, the use of solvents or any cleaners will not be allowed.

The installed system shall be watertight and will be monitored until final inspection and approval. Do not place pavement markings on top of foam joint seals.

#### **BASIS OF PAYMENT**

Payment for all foam joint seals will be at the lump sum contract price bid for "Foam Joint Seals". Prices and payment will be full compensation for furnishing all material, including elastomeric concrete, labor, tools and equipment necessary for installing these units in place and accepted.

#### **LATEX MODIFIED CONCRETE - VERY EARLY STRENGTH**

**SPECIAL**

##### **Description**

This work consists of furnishing and placing an overlay of latex modified concrete-very early strength (LMC-VES) over conventional existing concrete or repair concrete on bridge decks. Unless otherwise indicated on the plans, groove the bridge floor in accordance with Article 420-14(B) of the *Standard Specifications*.

##### **Materials**

For equipment, proportioning and mixing of modified compositions, see Section 1000-8 of the *Standard Specifications*. Prior to beginning any work, obtain approval for all equipment to be used for deck preparation, mixing, placing, finishing, and curing the latex modified concrete.

For material of modified compositions, revise the *2012 Standard Specifications* as follows:

**Page 10-8, Subarticle 1000-7(A), lines 24-25,** replace the last paragraph with the following:

Cement – For latex modified concrete-very early strength, Cement shall be approximately 1/3 calcium sulfoaluminate (C4A3S) and 2/3 dicalcium silicate (C2S) or other hydraulic cement that will provide a Latex-Modified Concrete that meets the physical requirements for Latex-Modified Concrete as indicated in this special provision.

**Page 10-9, Table 1000-5 PROPERTIES OF LATEX MODIFIED CONCRETE,** add the following:

Minimum compressive strength, normal setting concrete, 3000 psi at 7 days; very early strength concrete, 3000 psi at 3 hours.

Water-Cement Ratio by weight, normal setting concrete, maximum 0.40; very early strength concrete, maximum 0.42

Page 10-11, last paragraph of 1000-8, add the following:

Submit the latex modified concrete mix design, including laboratory compressive strength data for a minimum of six 4-inch by 8-inch cylinders at the appropriate age (7 days for normal setting concrete; 3 hours for very early strength concrete) to the Engineer for review. Include test results for the slump and air content of the laboratory mix. Perform tests in accordance with AASHTO T 22, T 119 and T 152.

### **System Quality Submittals**

**Past Performance Submittal:** At the preconstruction conference, the latex modified concrete overlay Contractor shall submit verifiable records demonstrating that he or his approved subcontractor has performed satisfactorily, or that he has had direct supervision of such satisfactory performance of a subcontractor constructing contracts using very early strength latex modified concrete. At least 5 bridges with similar scope of work in any state shall be the minimum number demonstrated.

### **Construction Methods**

#### **(A) Preparation of Surface**

Completely clean all surfaces within the 48 hours prior to placing the overlay unless otherwise approved.

Thoroughly soak the clean surface for at least 2 hours immediately prior to placing the latex modified concrete. After soaking the surface for at least 2 hours, cover it with a layer of white opaque polyethylene film that is at least 4 mils (0.100 mm)

thick. Immediately prior to placing the latex modified concrete, remove standing water from the surface.

(B) Placing and Finishing

Prior to placing modified material, install a bulkhead of easily compressible material at expansion joints to the required grade and profile. Placing material across expansion joints and sawing it later is not permitted.

Place and fasten screed rails in position to ensure finishing the new surface to the required profile. Do not treat screed rails with parting compound to facilitate their removal. Prior to placing the overlay, attach a filler block sized for the plan overlay thickness to the bottom of the screed and pass it over the area to be repaired to check the thickness. Remove all concrete that the block does not clear.

Separate screed rails or construction dams from the newly placed material by passing a pointing trowel along their inside face. Carefully make this trowel cut for the entire depth and length of rails or dams after the modified composition has sufficiently stiffened and cannot flow back.

Brush a latex cement mixture onto the wetted, prepared surface. Carefully give all vertical and horizontal surfaces a thorough, even coating and do not let the brushed material dry before it is covered with the additional material required for the final grade. Remove all loose aggregate from the latex cement brushed surface prior to latex concrete placement (NOTE: Not required for surfaces prepared with hydro-demolition).

Place the latex modified concrete in one operation.

Provide a minimum overlay thickness of as shown in the plans and a final surface that is approximately the same as the original deck surface.

Construction joints other than those shown on the plans will be submitted to the Engineer for approval.

When a tight, uniform surface is achieved and before the concrete becomes non-plastic, further finish the surface of the floor by burlap dragging or another acceptable method that produces an acceptable uniform surface texture.

Promptly cover the surface with a single layer of clean, wet burlap as soon as the surface will support it without deformation. Wet cure only the surface for minimum 3 hours and until a compressive strength of 3000 psi is reached. Keep the curing material saturated during the wet cure period.

**Field Testing Latex Modified Concrete-Very Early Strength**

*For projects with multiple bridges using the same mix design, or bridge decks with time constraints that require more than one night for placement, a relationship between the compressive strength and rebound hammer readings may be developed and used to obtain the three hour cylinder strength, in lieu of compressive strength testing. For the correct procedure, reference Document: PL11-LMC Rapid Set Overlays. Contact your local M&T representative for a copy of this document or see the following link: <http://www.ncdot.org/doh/operations/materials/eforms.html>*

*under Physical Lab. Seven day concrete compressive strength sampling and testing is required in addition to the use of this method.*

Do not place the latex modified concrete before the burlap is saturated and approved by the Engineer. Drain excess water from the wet burlap before placement.

As soon as practical, after the concrete has hardened sufficiently, test the finished surface with an approved rolling straightedge that is designed, constructed, and adjusted so that it will accurately indicate or mark all floor areas which deviate from a plane surface by more than 1/8 inch in 10 feet (3 mm in 3 m). Remove all high areas in the hardened surface in excess of 1/8 inch in 10 feet (3 mm in 3 m) with an approved grinding or cutting machine. Where variations are such that the corrections extend below the limits of the top layer of grout, seal the corrected surface with an approved sealing agent if required by the Engineer. If approved by the Engineer, correct low areas in an acceptable manner.

Vehicular traffic may travel across an un-grooved deck, however, complete the transverse sawed grooves across the entire deck area after the latex modified concrete achieves design strength and no later than seven days after placing the latex modified concrete.

(C) Limitations of Operations

The mixer will not be permitted on the bridge deck unless otherwise approved.

No traffic is permitted on the finished latex modified concrete surface until the total specified curing time is completed and until the concrete reaches the minimum specified compressive strength.

Do not place latex modified concrete if the temperature of the concrete surface on which the overlay is to be placed is below 40°F (4°C) or above 85°F (29°C). Measure the surface temperature by placing a thermometer under the insulation against the surface.

Prior to placing latex modified concrete, the Engineer determines the air temperature and wind speed. Do not place latex modified concrete if the ambient air temperature is below 45°F (7°C) or above 85°F (29°C), or if the wind velocity is in excess of 10 mph (16 km/h). If working at night, provide approved lighting. Provide aggregates for use in the latex modified concrete that are free from ice, frost and frozen particles when introduced into the mixer.

Do not place latex modified concrete when the temperature of the latex modified concrete is below 45°F (7°C) or above 85°F (29°C).

If the rate of evaporation of surface moisture from the latex modified concrete exceeds 0.05 pounds per square foot per hour during placement, measures shall be taken to reduce the rate of evaporation. The evaporation rate is calculated using the following formula:

$$E=(T_c^{2.5}-rT_a^{2.5})(1+0.4V)(10^{-6}) \text{ where,}$$

E=Evaporation Rate,  $T_c$ =Concrete Temp ( $^{\circ}$ F),  $r$ =Relative Humidity (%/100)

$T_a$ =Air Temp ( $^{\circ}$ F),  $V$ =Wind Velocity (mph)

Stop all placement operations during periods of precipitation. Take adequate precautions to protect freshly placed latex modified concrete from sudden or unexpected precipitation. Keep an adequate quantity of protective coverings at the worksite to protect the freshly placed pavement from precipitation.

### **Measurement and Payment**

*Latex Modified Concrete Overlay-Very Early Strength* will be measured and paid for in cubic yards of latex modified concrete satisfactorily placed in the completed deck.

*Placing and Finishing of Latex Modified Concrete Overlay-Very Early Strength* will be paid for at the contract unit price bid per square yard which price will be full compensation for furnishing all labor, materials, tools, equipment and incidentals required to complete the work in accordance with the contract documents.

*Grooving Bridge Floors* will be measured and paid for in accordance with Section 420 of the *Standard Specifications*.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Latex Modified Concrete Overlay-Very Early Strength	Cubic Yard
Placing and Finishing Latex Modified Concrete Overlay-Very Early Strength	Square Yard

### **SHOTCRETE REPAIRS (9-30-11)**

#### **GENERAL**

The work covered by this Special Provision consists of removing deteriorated concrete from the structure in accordance with the limits, depth and details shown on the plans, described herein and as established by the Engineer. This work also includes removing and disposing all loose debris, cleaning and repairing reinforcing steel and applying shotcrete.

The location and extent of repairs shown on the plans are general in nature. The Engineer shall determine the extent of removal in the field based on an evaluation of the condition of the exposed surfaces.

Any portion of the structure that is damaged from construction operations shall be repaired to the Engineer's satisfaction, at no extra cost to the Department.

**MATERIAL REQUIREMENTS**

Use prepackaged shotcrete conforming to the requirements of ASTM C1480, the applicable sections of the Standard Specifications and the following:

Test Description	Test Method	Age (Days)	Specified Requirements
Silica Fume (%)	ASTM C1240	-	10 (Max.)
Water/Cementitious Materials Ratio	-	-	0.40 (Max.)
Air Content - As Shot (%)	ASTM C231	-	4 ± 1
Slump - As Shot (Range in inches)	ASTM C143	-	2 - 3
Minimum Compressive Strength (psi)	ASTM C39	7 28	3,000 5,000
Minimum Bond Pull-off Strength (psi)	ASTM C1583	28	145
Rapid Chloride Permeability Tests (range in coulombs)	ASTM C1202	-	100 - 1000

Admixtures are not allowed unless approved by the Engineer. Store shotcrete in an environment where temperatures remain above 40°F and less than 95°F

All equipment must operate in accordance with the manufacturer's specifications and material must be placed within the recommended time.

**QUALITY CONTROL****Qualification of Shotcrete Contractor**

The shotcrete Contractor shall provide proof of experience by submitting a description of jobs similar in size and character that have been completed within the last 5 years. The name, address and telephone number of references for the submitted projects shall also be furnished. Failure to provide appropriate documentation will result in the rejection of the proposed shotcrete contractor.

**Qualification of Nozzleman**

The shotcrete Contractor's nozzleman shall be certified by the American Concrete Institute (ACI). Submit proof of certification to the Engineer prior to beginning repair work. The nozzleman shall maintain certification at all times while work is being performed for the Department. Failure to provide and maintain certification will result in the rejection of the proposed nozzleman.



## TEMPORARY WORK PLATFORM

Prior to beginning any repair work, provide details for a sufficiently sized temporary work platform at each repair location. Design steel members to meet the requirements of the American Institute of Steel Construction Manual. Design timber members in accordance with the "National Design Specification for Stress-Grade Lumber and Its Fastenings" of the National Forest Products Association. Submit the platform design and plans for review and approval. The design and plans shall be sealed and signed by a North Carolina registered Professional Engineer. Do not install the platform until the design and plans are approved. Drilling holes in the superstructure for the purpose of attaching the platform is prohibited. Upon completion of work, remove all anchorages in the substructure and repair the substructure at no additional cost to the Department.

## SURFACE PREPARATION

Prior to starting the repair operation, delineate all surfaces and areas assumed to be deteriorated by visually examining and sounding the concrete surface with a hammer or other approved method. The Engineer is the sole judge in determining the limits of deterioration.

Prior to removal, introduce a shallow saw cut approximately  $\frac{1}{2}$ " in depth around the repair area at right angles to the concrete surface. Remove all deteriorated concrete to sound concrete with a 17 lb (maximum) pneumatic hammer with points that do not exceed the width of the shank or with hand picks or chisels as directed by the Engineer. Do not cut or remove the existing reinforcing steel. Unless specifically directed by the Engineer, do not remove concrete deeper than 1 inch below the reinforcing steel. If sound concrete is encountered before existing reinforcing steel is exposed, repair the surface without removing additional concrete. If any reinforcing steel is exposed remove the concrete to a minimum clearance of 1 inch around the reinforcing steel.

Abrasive blast all exposed concrete surfaces and existing reinforcing steel in repair areas to remove all debris, loose concrete, loose mortar, rust, scale, etc. Use a wire brush to clean all exposed reinforcing steel. After sandblasting examine the reinforcing steel to ensure at least 90% of the original diameter remains. If there is more than 10% reduction in the rebar diameter, splice in and securely tie supplemental reinforcing bars as directed by the Engineer.

Provide welded stainless wire fabric at each repair area larger than one square foot if the depth of the repair exceeds 2 inches from the "As Built" outside face. Provide a minimum 4" x 4" - 12 gage stainless welded wire fabric unless otherwise shown on the plans. Rigidly secure the welded wire fabric to existing steel or to  $\frac{3}{16}$ " diameter stainless hook fasteners adequately spaced to prevent sagging. Encase the welded wire fabric in shotcrete a minimum depth of  $1\frac{1}{2}$  inches.

The contractor has the option to use synthetic fiber reinforcement as an alternate to welded wire fabric if attaching welded wire fabric is impractical or if approved by the Engineer. Welded wire fabric and synthetic fiber reinforcement shall not be used in the same repair area.

Thoroughly clean the repair area of all dirt, grease, oil or foreign matter, and remove all loose or weakened material before applying shotcrete. Saturate the repair area with clean water the day before applying shotcrete. Bring the wetted surface to a saturated surface dry (SSD) condition prior to applying shotcrete and maintain this condition until the application begins. Use a blowpipe to facilitate removal of free surface water. Only oil-free compressed air is to be used in the blowpipe.

The time between removal of deteriorated concrete and applying shotcrete shall not exceed 5 days. If the time allowance exceeds 5 days, prepare the surface at the direction of the Engineer before applying shotcrete.

#### **APPLICATION AND SURFACE FINISH**

Apply shotcrete only when the surface temperature of the repair area is greater than 40°F and less than 95°F. Do not apply shotcrete to frosted surfaces. Maintain shotcrete at a minimum temperature of 40°F for 3 days after placement.

Apply shotcrete in layers. The properties of the applied shotcrete determine the proper thickness of each layer or lift.

The nozzleman should hold the nozzle 3 to 4 feet from the surface being covered in a position that ensures the shotcrete strikes at right angles to the surface being covered without excessive impact. The nozzleman shall maintain the water amount at a practicable minimum, so the mix properly adheres to the repair area. Water content should not become high enough to cause the mix to sag or fall from vertical or inclined surfaces, or to separate in horizontal layers.

Use shooting wires or guide strips that do not entrap rebound sand. Use guide wires to provide a positive means of checking the total thickness of the shotcrete applied. Remove the guide wires prior to the final finish coat.

To avoid leaving sand pockets in the shotcrete, blow or rake off sand that rebounds and does not fall clear of the work, or which collects in pockets in the work. Do not reuse rebound material in the work.

If a work stoppage longer than 2 hours takes place on any shotcrete layer prior to the time it has been built up to required thickness, saturate the area with clean water and use a blowpipe as outlined previously, prior to continuing with the remaining shotcrete course. Do not apply shotcrete to a dry surface.

Finish all repaired areas, including chamfered edges, as close as practicable to their original "As Built" dimensions and configuration. Provide a minimum 2" of cover for reinforcing steel exposed during repair. Slightly build up and trim shotcrete to the

final surface by cutting with the leading edge of a sharp trowel. Use a rubber float to correct any imperfections. Limit work on the finished surface to correcting imperfections caused by trowel cutting.

Immediately after bringing shotcrete surfaces to final thickness, thoroughly check for sags, bridging, and other deficiencies. Repair any imperfections at the direction of the Engineer.

Prevent finished shotcrete from drying out by maintaining 95% relative humidity at the repair and surrounding areas by fogging, moist curing or other approved means for seven days.

#### **MATERIAL TESTING & ACCEPTANCE**

Each day shotcreting takes place, the nozzleman shall shoot one 18" x 18" x 3" test panel in the same position as the repair work that is being done to demonstrate the shotcrete is being applied properly. Store, handle and cure the test panel in the same manner as the repaired substructure.

Approximately 72 hours after completing the final shotcrete placement, thoroughly test the surface with a hammer. At this time, the repair area should have sufficient strength for all sound sections to ring sharply. Remove and replace any unsound portions prior to the final inspection of the work. No additional compensation will be provided for removal and replacement of unsound shotcrete.

After 7 days, core three 3" diameter samples from each test panel and from the repaired structure as directed by the Engineer. Any cores taken from the structure shall penetrate into the existing structure concrete at least 2 inches. Cores shall be inspected for delamination, sand pockets, tested for bond strength and compressive strength. If a core taken from a repaired structure unit indicates unsatisfactory application or performance of the shotcrete, take additional cores from the applicable structure unit(s) for additional evaluation and testing as directed by the Engineer. Any repair work failing to meet the requirements of this provision will be rejected and the Contractor shall implement a remediation plan to correct the deficiency at no additional cost to the Department. No extra payment will be provided for drilling extra cores. Patch all core holes in repaired structure units to the satisfaction of the Engineer. All material testing, core testing and sampling will be done by the Materials and Tests Unit of North Carolina Department of Transportation.

#### **METHOD OF MEASUREMENT**

Shotcrete will be measured in cubic feet of shotcrete required for repair. Depth will be measured from the original outside concrete surface. The Contractor and Engineer will measure quantities after removal of unsound concrete and before application of shotcrete.

**BASIS OF PAYMENT**

Repair work will be paid for at the contract unit price bid per cubic foot of "Shotcrete Repairs." Payment will be full compensation for removal, containment and disposal of unsound concrete including the cost of materials, labor, tools, equipment and incidentals necessary to complete the repair work. Payment will also include testing for soundness, curing of shotcrete and taking core samples from the test panels and substructure units.

**SUBMITTAL OF WORKING DRAWINGS (9-30-11)****GENERAL**

Submit working drawings in accordance with Article 105-2 of the *Standard Specifications* and this provision. For this provision, "submittals" refers to only those listed in this provision. The list of submittals contained herein does not represent a list of required submittals for the project. Submittals are only necessary for those items as required by the contract. Make submittals that are not specifically noted in this provision directly to the Resident Engineer. Either the Structure Design Unit or the Geotechnical Engineering Unit or both units will jointly review submittals.

If a submittal contains variations from plan details or specifications or significantly affects project cost, field construction or operations, discuss the submittal with and submit all copies to the Resident Engineer. State the reason for the proposed variation in the submittal. To minimize review time, make sure all submittals are complete when initially submitted. Provide a contact name and information with each submittal. Direct any questions regarding submittal requirements to the Resident Engineer, Structure Design Unit contacts or the Geotechnical Engineering Unit contacts noted below.

In order to facilitate in-plant inspection by NCDOT and approval of working drawings, provide the name, address and telephone number of the facility where fabrication will actually be done if different than shown on the title block of the submitted working drawings. This includes, but is not limited to, precast concrete items, prestressed concrete items and fabricated steel or aluminum items.

**ADDRESSES AND CONTACTS**

For submittals to the Structure Design Unit, use the following addresses:

**Via US mail:**

Mr. G. R. Perfetti, P. E.  
State Bridge Design Engineer  
North Carolina Department  
of Transportation  
Structure Design Unit  
1581 Mail Service Center  
Raleigh, NC 27699-1581

Attention: Mr. P. D. Lambert, P. E.

**Via other delivery service:**

Mr. G. R. Perfetti, P. E.  
State Bridge Design Engineer  
North Carolina Department  
of Transportation  
Structure Design Unit  
1000 Birch Ridge Drive  
Raleigh, NC 27610

Attention: Mr. P. D. Lambert, P. E.

Submittals may also be made via email.

Send submittals to:

[plambert@ncdot.gov](mailto:plambert@ncdot.gov) (Paul Lambert)

Send an additional e-copy of the submittal to the following address:

[jgaither@ncdot.gov](mailto:jgaither@ncdot.gov) (James Gaither)

For submittals to the Geotechnical Engineering Unit, use the following addresses:

For projects in Divisions 1-7, use the following Eastern Regional Office address:

Via US mail:

Mr. K. J. Kim, Ph. D., P. E.  
Eastern Regional Geotechnical  
Manager  
North Carolina Department  
of Transportation  
Geotechnical Engineering Unit  
Eastern Regional Office  
1570 Mail Service Center  
100  
Raleigh, NC 27699-1570

Via other delivery service:

Mr. K. J. Kim, Ph. D., P. E.  
Eastern Regional Geotechnical  
Manager  
North Carolina Department  
of Transportation  
Geotechnical Engineering Unit  
Eastern Regional Office  
3301 Jones Sausage Road, Suite  
Garner, NC 27529

For projects in Divisions 8-14, use the following Western Regional Office address:

Via US mail:

Mr. John Pilipchuk, L. G., P. E.  
Western Regional Geotechnical  
Manager  
North Carolina Department  
of Transportation  
Geotechnical Engineering Unit  
Western Regional Office  
5253 Z Max Boulevard  
Harrisburg, NC 28075

Via other delivery service:

Mr. John Pilipchuk, L. G., P. E.  
Western Region Geotechnical  
Manager  
North Carolina Department  
of Transportation  
Geotechnical Engineering Unit  
Western Regional Office  
5253 Z Max Boulevard  
Harrisburg, NC 28075

The status of the review of structure-related submittals sent to the Structure Design Unit can be viewed from the Unit's web site, via the "Contractor Submittal" link.

Direct any questions concerning submittal review status, review comments or drawing markups to the following contacts:

Primary Structures Contact: Paul Lambert  
(919) 707 – 6407  
(919) 250 – 4082 facsimile  
[plambert@ncdot.gov](mailto:plambert@ncdot.gov)

Secondary Structures Contacts: James Gaither  
(919) 707 – 6409

Eastern Regional Geotechnical Contact (Divisions 1-7):  
K. J. Kim  
(919) 662 – 4710  
(919) 662 – 3095 facsimile  
[kkim@ncdot.gov](mailto:kkim@ncdot.gov)

Western Regional Geotechnical Contact (Divisions 8-14):  
John Pilipchuk  
(704) 455 – 8902  
(704) 455 – 8912 facsimile  
[jpilipchuk@ncdot.gov](mailto:jpilipchuk@ncdot.gov)

#### **SUBMITTAL COPIES**

Furnish one complete copy of each submittal, including all attachments, to the Resident Engineer. At the same time, submit the number of hard copies shown below of the same complete submittal directly to the Structure Design Unit and/or the Geotechnical Engineering Unit.

The first table below covers “Structure Submittals”. The Resident Engineer will receive review comments and drawing markups for these submittals from the Structure Design Unit. The second table in this section covers “Geotechnical Submittals”. The Resident Engineer will receive review comments and drawing markups for these submittals from the Geotechnical Engineering Unit.

Unless otherwise required, submit one set of supporting calculations to either the Structure Design Unit or the Geotechnical Engineering Unit unless both units require submittal copies in which case submit a set of supporting calculations to each unit. Provide additional copies of any submittal as directed.

**STRUCTURE SUBMITTALS**

<b>Submittal</b>	<b>Copies Required by Structure Design Unit</b>	<b>Copies Required by Geotechnical Engineering Unit</b>	<b>Contract Reference Requiring Submittal <sup>1</sup></b>
Arch Culvert Falsework	5	0	Plan Note, SN Sheet & "Falsework and Formwork"
Box Culvert Falsework <sup>7</sup>	5	0	Plan Note, SN Sheet & "Falsework and Formwork"
Cofferdams	6	2	Article 410-4
Foam Joint Seals <sup>6</sup>	9	0	"Foam Joint Seals"
Expansion Joint Seals (hold down plate type with base angle)	9	0	"Expansion Joint Seals"
Expansion Joint Seals (modular)	2, then 9	0	"Modular Expansion Joint Seals"
Expansion Joint Seals (strip seals)	9	0	"Strip Seals"
Falsework & Forms <sup>2</sup> (substructure)	8	0	Article 420-3 & "Falsework and Formwork"
Falsework & Forms (superstructure)	8	0	Article 420-3 & "Falsework and Formwork"
Girder Erection over Railroad	5	0	Railroad Provisions
Maintenance and Protection of Traffic Beneath Proposed Structure	8	0	"Maintenance and Protection of Traffic Beneath Proposed Structure at Station ____"
Metal Bridge Railing	8	0	Plan Note
Metal Stay-in-Place Forms	8	0	Article 420-3
Metalwork for Elastomeric Bearings <sup>4,5</sup>	7	0	Article 1072-8
Miscellaneous Metalwork <sup>4,5</sup>	7	0	Article 1072-8
Optional Disc Bearings <sup>4</sup>	8	0	"Optional Disc Bearings"

Overhead and Digital Message Signs (DMS) (metalwork and foundations)	13	0	Applicable Provisions
Placement of Equipment on Structures (cranes, etc.)	7	0	Article 420-20
Pot Bearings <sup>4</sup>	8	0	“Pot Bearings”
Precast Concrete Box Culverts	2, then 1 reproducible	0	“Optional Precast Reinforced Concrete Box Culvert at Station ____”
Prestressed Concrete Cored Slab (detensioning sequences) <sup>3</sup>	6	0	Article 1078-11
Prestressed Concrete Deck Panels	6 and 1 reproducible	0	Article 420-3
Prestressed Concrete Girder (strand elongation and detensioning sequences)	6	0	Articles 1078-8 and 1078-11
Removal of Existing Structure over Railroad	5	0	Railroad Provisions
Revised Bridge Deck Plans (adaptation to prestressed deck panels)	2, then 1 reproducible	0	Article 420-3
Revised Bridge Deck Plans (adaptation to modular expansion joint seals)	2, then 1 reproducible	0	“Modular Expansion Joint Seals”
Sound Barrier Wall (precast items)	10	0	Article 1077-2 & “Sound Barrier Wall”
Sound Barrier Wall Steel Fabrication Plans <sup>5</sup>	7	0	Article 1072-8 & “Sound Barrier Wall”
Structural Steel <sup>4</sup>	2, then 7	0	Article 1072-8
Temporary Detour Structures	10	2	Article 400-3 & “Construction, Maintenance and Removal of Temporary Structure at Station ____”
TFE Expansion Bearings <sup>4</sup>	8	0	Article 1072-8



## FOOTNOTES

1. References are provided to help locate the part of the contract where the submittals are required. References in quotes refer to the provision by that name. Articles refer to the *Standard Specifications*.
2. Submittals for these items are necessary only when required by a note on plans.
3. Submittals for these items may not be required. A list of pre-approved sequences is available from the producer or the Materials & Tests Unit.
4. The fabricator may submit these items directly to the Structure Design Unit.
5. The two sets of preliminary submittals required by Article 1072-8 of the *Standard Specifications* are not required for these items.
6. Submittals for Fabrication Drawings are not required. Submittals for Catalogue Cuts of Proposed Material are required. See Section 5.A of the referenced provision.
7. Submittals are necessary only when the top slab thickness is 18" or greater.

**GEOTECHNICAL SUBMITTALS**

Submittal	Copies Required by Geotechnical Engineering Unit	Copies Required by Structure Design Unit	Contract Reference Requiring Submittal <sup>1</sup>
Drilled Pier Construction Plans <sup>2</sup>	1	0	Subarticle 411-3(A)
Crosshole Sonic Logging (CSL) Reports <sup>2</sup>	1	0	Subarticle 411-5(A)(2)
Pile Driving Equipment Data Forms <sup>2,3</sup>	1	0	Subarticle 450-3(D)(2)
Pile Driving Analyzer (PDA) Reports <sup>2</sup>	1	0	Subarticle 450-3(F)(3)
Retaining Walls <sup>4</sup>	8 drawings, 2 calculations	2 drawings	Applicable Provisions
Temporary Shoring <sup>4</sup>	5 drawings, 2 calculations	2 drawings	“Temporary Shoring” & “Temporary Soil Nail Walls”

**FOOTNOTES**

1. References are provided to help locate the part of the contract where the submittals are required. References in quotes refer to the provision by that name. Subarticles refer to the *Standard Specifications*.
2. Submit one hard copy of submittal to the Resident or Bridge Maintenance Engineer. Submit a second copy of submittal electronically (PDF via email) or by facsimile, US mail or other delivery service to the appropriate Geotechnical Engineering Unit regional office. Electronic submission is preferred.
3. The Pile Driving Equipment Data Form is available from:  
[www.ncdot.org/doh/preconstruct/highway/geotech/formdet/](http://www.ncdot.org/doh/preconstruct/highway/geotech/formdet/)  
See second page of form for submittal instructions.
4. Electronic copy of submittal is required. See referenced provision.

**EPOXY RESIN INJECTION****(9-30-11)****1.0 GENERAL**

For repairing cracks, an approved applicator is required to perform the epoxy resin injection. Make certain the supervisor and the workmen have completed an instruction program in the methods of restoring concrete structures utilizing the epoxy injection process and have a record of satisfactory performance on similar projects.

The applicator furnishes all materials, tools, equipment, appliances, labor and supervision required when repairing cracks with the injection of an epoxy resin adhesive.

**2.0 SCOPE OF WORK**

Using Epoxy Resin Injection, repair all cracks 5 mils (125  $\mu\text{m}$ ) wide or greater in the interior bent columns and caps and in the end bent caps.

Repair any crack, void, honeycomb or spall area unsuitable for repair by injection with shotcrete.

**3.0 COOPERATION**

Cooperate and coordinate with the Technical Representative of the epoxy resin manufacturer for satisfactory performance of the work.

Have the Technical Representative present when the job begins and until the Engineer is assured that his service is no longer needed.

The expense of having this representative on the job is the Contractor's responsibility and no direct payment will be made for this expense.

#### 4.0 TESTING

The North Carolina Department of Transportation Material and Tests Unit obtains test cores from the repaired concrete. If the failure plane is located at the repaired crack, a minimum compressive strength of 3000 psi is required of these cores.

#### 5.0 MATERIAL PROPERTIES

Provide a two-component structural epoxy adhesive for injection into cracks or other voids. Provide modified epoxy resin (Component "A") that conforms to the following requirements:

	Test Method	Specification Requirements
Viscosity @ 40 ± 3°F, cps	Brookfield RVT Spindle No. 4 @ 20 rpm	6000 - 8000
Viscosity @ 77 ± 3°F, cps	Brookfield RVT Spindle No. 2 @ 20 rpm	400 - 700
Epoxide Equivalent Weight	ASTM D1652	152 - 168
Ash Content, %	ASTM D482	1 max.

Provide the amine curing agent (Component "B") used with the epoxy resin that meets the following requirements:

	Test Method	Specification Requirements
Viscosity @ 40 ± 3°F, cps	Brookfield RVT Spindle No. 2 @ 20 rpm	700 - 1400
Viscosity @ 77 ± 3°F, cps	Brookfield RVT Spindle No. 2 @ 20 rpm	105 - 240
Amine Value, mg KOH/g	ASTM D664*	490 - 560
Ash Content, %	ASTM D482	1 max.
* Method modified to use perchloric acid in acetic acid.		

Certify that the Uncured Adhesive, when mixed in the mix ratio that the material supplier specifies, has the following properties:

Pot Life (60 gram mass)

@ 77 ± 3°F - 15 minutes minimum

@ 100 ± 3°F - 5 minutes minimum

Certify that the Adhesive, when cured for 7 days at  $77 \pm 3^\circ\text{F}$  unless otherwise specified, has the following properties:

	Test Method	Specification Requirements
Ultimate Tensile Strength	ASTM D638	7000 psi (min.)
Tensile Elongation at Break	ASTM D638	4% max.
Flexural Strength	ASTM D790	10,000 psi (min.)
Flexural Modulus	ASTM D790	$3.5 \times 10^5$ psi
Compressive Yield Strength	ASTM D695	11,000 psi (min.)
Compressive Modulus	ASTM D695	$2.0 - 3.5 \times 10^5$ psi
Heat Deflection Temperature Cured 28 days @ $77 \pm 3^\circ\text{F}$	ASTM D648*	125°F min. 135°F min.
Slant Shear Strength, 5000 psi (34.5 MPa) compressive strength concrete Cured 3 days @ $40^\circ\text{F}$ wet concrete Cured 7 days @ $40^\circ\text{F}$ wet concrete Cured 1 day @ $77^\circ\text{F}$ dry concrete	AASHTO T237	3500 psi (min.) 4000 psi (min.) 5000 psi (min.)
* Cure test specimens so that the peak exothermic temperature of the adhesive does not exceed $77^\circ\text{F}$ .		

Use an epoxy bonding agent, as specified for epoxy mortar, as the surface seal (used to confine the epoxy resin during injection).

## 6.0 EQUIPMENT FOR INJECTION

Use portable positive displacement type pumps with interlock to provide positive ratio control of exact proportions of the two components at the nozzle to meter and mix the two injection adhesive components and inject the mixed adhesive into the crack. Use electric or air powered pumps that provide in-line metering and mixing.

Use injection equipment with automatic pressure control capable of discharging the mixed adhesive at any pre-set pressure up to  $200 \pm 5$  psi and equipped with a manual pressure control override.

Use equipment capable of maintaining the volume ratio for the injection adhesive as prescribed by the manufacturer. A tolerance of  $\pm 5\%$  by volume at any discharge pressure up to 200 psi is permitted.

Provide injection equipment with sensors on both the Component A and B reservoirs that automatically stop the machine when only one component is being pumped to the mixing head.

## **7.0 PREPARATION**

Follow these steps prior to injecting the epoxy resin:

- \* Remove all dirt, dust, grease, oil, efflorescence and other foreign matter detrimental to the bond of the epoxy injection surface seal system from the surfaces adjacent to the cracks or other areas of application. Acids and corrosives are not permitted.
- \* Provide entry ports along the crack at intervals not less than the thickness of the concrete at that location.
- \* Apply surface seal material to the face of the crack between the entry ports. For through cracks, apply surface seal to both faces.
- \* Allow enough time for the surface seal material to gain adequate strength before proceeding with the injection.

## **8.0 EPOXY INJECTION**

Begin epoxy adhesive injection in vertical cracks at the lower entry port and continue until the epoxy adhesive appears at the next higher entry port adjacent to the entry port being pumped.

Begin epoxy adhesive injection in horizontal cracks at one end of the crack and continue as long as the injection equipment meter indicates adhesive is being dispensed or until adhesive shows at the next entry port.

When epoxy adhesive appears at the next adjacent port, stop the current injection and transfer the epoxy injection to the next adjacent port where epoxy adhesive appeared.

Perform epoxy adhesive injection continuously until cracks are completely filled.

If port to port travel of epoxy adhesive is not indicated, immediately stop the work and notify the Engineer.

## **9.0 FINISHING**

When cracks are completely filled, allow the epoxy adhesive to cure for sufficient time to allow the removal of the surface seal without any draining or runback of epoxy material from the cracks.

Remove the surface seal material and injection adhesive runs or spills from concrete surfaces.

Finish the face of the crack flush to the adjacent concrete, removing any indentations or protrusions caused by the placement of entry ports.

## 10.0 BASIS OF PAYMENT

Payment for epoxy resin injection will be at the contract unit price per linear foot for "Epoxy Resin Injection". Such payment will be full compensation for all materials, tools, equipment, labor, and for all incidentals necessary to complete the work.

### EPOXY OVERLAY SYSTEM

#### SPECIAL

#### Description

This work shall consist of furnishing and applying an epoxy overlay system over the concrete bridge deck in accordance with the contract documents and consists of a minimum of two (2) layers of hybrid polymer resins with a special blend of extremely hard aggregate designed to provide a 3/8 inch thick overlay for the purpose of crack treatment, complete waterproofing, and providing a non-skid surface. The overlay system shall be formulated and applied to withstand continuous heavy traffic, extreme changes in weather conditions, and deformations due to structure loading and temperature changes.

#### Materials

##### (A) Overlay (Multiple Layers)

This two-part epoxy polymer overlay system shall be free of any fillers or volatile solvents and shall be formulated to provide a simple volumetric mixing ratio of two components such as one to one or two to one by volume. The epoxy polymer overlay system shall be formulated to provide flexibility in the system without any sacrifice of the hardness, chemical resistance or strength of the system. Use of external/conventional flexibilizers will not be accepted. Flexibility shall be by interaction of elastomers to chemically link in the process of curing so that the flexibility of the molecule is least affected during the low temperature conditions that are confronted in actual use.

**Physical Requirements of Epoxy Polymer Overlay:** When components A and B are mixed in the appropriate ratio, the cured resin shall conform to the requirements for Epoxy, Type 2 in Article 1081-1 of the *Standard Specifications* with the following exceptions:

Property	Requirement	Test Method
Pot life	15-45 minutes @ 75 deg. F	ASTM C881
Min. compressive Strength @ 3 hrs.	1,000 psi @ 75 deg. F	ASTM C109
Min. adhesion strength @ 24 hrs.	250 psi @ 75 deg. F	VTM-92

**(B) Aggregate**

Aggregate used for all layers shall be non-friable, non-polishing, clean and free from surface moisture. The aggregate shall be flint rock, 100% fractured, thoroughly washed and kiln dried to a maximum moisture content of 0.2% by weight, measured in accordance with ASTM C566. The fracture requirements shall be at least one mechanically fractured face and will apply to materials retained on a U.S. No. 10 sieve.

Aggregate properties shall conform to the properties of Table 1 and Table 2:

<b>TABLE 1</b>		
<b>AGGREGATE PROPERTIES</b>		
<b>Property</b>	<b>Value</b>	<b>Test Method</b>
Moisture Content, max.	0.2% by weight	AASHTO T255
Mohs Hardness, min.	6.5	
Soundness Loss, 5 cycles in Sodium Sulfate, max.	5.4%	AASHTO T104
Micro-Deval, max.	10%	AASHTO TP58

<b>TABLE 2</b>	
<b>AGGREGATE GRADATION</b>	
<b>Sieve Size</b>	<b>Percent Passing</b>
No. 6	60-100
No. 10	0-20
No. 20	0-10

**System Quality Submittals**

- (1) **Past Performance Submittal:** Prior to beginning work, the selected epoxy polymer overlay system manufacturer shall submit records demonstrating verifiable satisfactory performance under average daily traffic of at least 10,000 for at least five (5) years on at least three (3) bridges in any state.
- (2) **Performance Guarantee:** The Contractor shall guarantee materials and workmanship against latent and patent defects arising from faulty materials, faulty workmanship or negligence for a period of five (5) years following the date of final acceptance of the work for maintenance and shall replace such defective materials and workmanship without cost to the Department. The Contractor will not be responsible for damage due to normal wear and tear, for negligence on the part of the Department, and/or for use in excess of the design.

This guarantee provision shall be invoked for the following conditions:

- (a) Any delaminations
- (b) Excessive loss of aggregate
- (c) Skid resistance less than 40 as measured by AASHTO T242

Payment and/or performance bonds shall cover the guarantee period.

## **Construction Methods**

### **(A) Surface Preparation**

Remove all existing asphalt overlays if applicable, and all loose, disintegrated, unsound or contaminated concrete from the bridge deck.

Prepare the bridge deck prior to applying the overlay system, in accordance with the manufacturer's recommendations, the special provision *Concrete Deck Repair for Epoxy or Asphalt Overlays*, and the following.

After deck repairs have been completed, clean the entire deck surface by steel shot blasting and other means to remove asphaltic material, oils, dirt, rubber, curing compounds, paint carbonation, laitance, weak surface mortar and other potentially detrimental materials that may interfere with the bonding or curing of the overlay. Acceptable cleaning is usually recognized by a significant change in the color of the concrete and mortar, and the beginning exposure of coarse aggregate particles. Mortar that is sound and soundly bonded to the coarse aggregate shall have open pores due to cleaning to be considered adequate for bond. Areas of asphalt larger than one inch in diameter, or smaller areas spaced less than six inches apart, shall be removed. Traffic paint lines shall be considered clean when the concrete has exposed aggregate showing through the paint stripe. Remove all dust and other loose material. Care shall be taken and methods used to fully collect the excess material and limit loss to the environment.

Epoxy based overlays shall not be placed on hydraulic cement concrete that is less than 28 days old. Patching and cleaning operations shall be inspected and approved prior to placing each layer of the overlay. Any contamination of the deck or intermediate courses, after initial cleaning, shall be removed.

The deck shall be completely dry at the time of application of the epoxy concrete overlay.

### **(B) Equipment**

For mechanical applications, equipment shall consist of no less than an epoxy distribution system, aggregate spreader, application squeegee and vacuum trucks. The distribution system or distributor shall accurately blend the epoxy resin and hardening agent, and shall uniformly and accurately apply the epoxy materials at the specified rate to the bridge deck in such a manner as to cover 100% of the work area. The



aggregate spreader shall be propelled in such a manner as to uniformly and accurately apply the aggregate to cover 100% of the epoxy material. The vacuum truck shall be self-propelled.

For hand applications, equipment shall consist of calibrated containers, a paddle type mixer, squeegees, rollers and brooms, which are suitable for mixing the epoxy and applying the epoxy and aggregate.

**(C) Application**

Handling and mixing of the epoxy resin and hardening agent shall be performed in a safe manner to achieve the desired result in accordance with the manufacturer's recommendations as approved and as directed by the Engineer. Epoxy overlay materials shall not be placed when weather or surface conditions are such that the material cannot be properly handled, placed, spread and cured within the specified requirements of traffic control.

The number of layers and the application rates of the liquid in the various layers shall be as recommended by the manufacturer in order to achieve a minimum overlay thickness of 3/8".

After the epoxy mixture has been prepared for the epoxy and stone overlay, it shall be immediately and uniformly applied to the surface of the bridge deck. The temperature of the bridge deck surface and all epoxy and aggregate components shall be 60°F or above at the time of application. Epoxy shall not be applied if the air temperature is expected to drop below 55°F within 8 hours after application, or when high temperatures would cause the gel time to be less than 10 minutes. The dry aggregate shall be applied in such a manner as to completely cover the epoxy mixture so that no wet spots appear and before it begins to gel. First course applications that do not receive enough aggregate prior to gel shall be removed and replaced. A second course insufficiently covered with aggregate may be left in place, but will require additional applications before opening to traffic. Each course of epoxy overlay shall be cured until vacuuming or brooming can be performed without tearing or damaging the surface. Traffic or equipment shall not be permitted on the overlay surface during the curing period. After the first course curing period, all loose aggregate shall be removed by vacuuming or brooming and the next overlay course(s) applied to completion. The minimum curing periods shall be as follows:

**Course: Average temperature of deck, epoxy and aggregate components in °F**

	60-64	65-69	70-74	75-79	80-84	85+
1	4 hrs.	3 hrs.	2.5 hrs.	2 hrs.	1.5 hrs.	1 hr.
2	6.5 hrs.*	5 hrs.	4 hrs.	3 hrs.	3 hrs.	3 hrs.

\*Course 2 shall be cured for 8 hrs. if the air temperature drops below 60°F during the curing period.

The Contractor shall plan and prosecute the work to provide the curing periods as specified herein, or other longer minimum curing periods as prescribed by the manufacturer prior to opening to public or construction traffic, unless otherwise permitted. Course one applications shall not be opened to traffic.

Do not apply epoxy concrete overlay courses over modular joints, metal expansion joints, or evazote joint seals.

In the event the Contractor's operation damages or mars the epoxy concrete overlay, the Contractor shall remove the damaged areas by saw-cutting in rectangular sections to the top of the concrete deck surface and replacing the various courses in accordance with this Specification at no additional cost to the Department.

### **Measurement and Payment**

*Placement of Epoxy Overlay* will be measured and paid for in square feet, which price shall be full compensation for deck preparation, pre-treatment, furnishing and placing the overlay system, providing a 5 year guarantee, and all tools, labor, materials, maintenance and incidentals necessary to complete the work.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Placement of Epoxy Overlay	Square Feet

### **CONCRETE DECK REPAIR FOR EPOXY OR ASPHALT OVERLAYS**

#### **Description**

This work consists of concrete deck repairs prior to placing an epoxy based overlay system or asphalt overlay as designated by the Engineer. The Contractor shall begin work within 60 days of notification. After surface preparation, the Engineer sounds the deck and locates and marks areas to be repaired using a chain drag or other acceptable means.

#### **Materials**

Epoxy Overlays: Concrete deck repair material shall be epoxy based material with a minimum modulus of elasticity of 2,500 ksi, compatible with epoxy based overlay systems, free of magnesium phosphate, and approved for use by the NCDOT for concrete deck repair. Materials containing cement mortar are acceptable with the understanding that a 28 day curing period will be required after installation of the patch material before placing the epoxy overlay can begin. The Contractor shall submit the proposed repair material and schedule of repairs to the Engineer for approval prior to beginning the work.

Asphalt Overlays: Concrete deck repair material shall be approved for use by the NCDOT for concrete deck repair. The Contractor shall submit the proposed repair material and schedule of repairs to the Engineer for approval prior to beginning the work.

### **Construction Methods**

Class II Surface Preparation (Partial Depth): Remove by chipping with hand tools (or hydrodemolition) all loose, unsound and contaminated deck concrete to an average depth of approximately one-half the deck thickness, but no less than 3/4 inch below the top mat of steel. In areas where the entire perimeter of the reinforcing steel bar is exposed, chip or use hand-held high velocity water-jet equipment to provide a minimum depth of 3/4 inch below the bar. Use a small chipping hammer (15 lb. class) to prepare the edges of the repair area to limit micro fractures. Dispose of the removed concrete, clean, repair or replace rusted or loose reinforcing steel, and thoroughly clean the newly exposed surface. Use a bonding agent in accordance with the manufacturer's recommendations.

Care shall be taken not to cut, stretch, or damage any exposed reinforcing steel.

In overhangs, removing concrete areas of less than 0.60 ft<sup>2</sup>/ft length of bridge without overhang support will be permitted unless the Engineer directs otherwise. For concrete areas greater than 0.60 ft<sup>2</sup>/ft length of bridge, approval of the overhang support will be required.

Refill areas where concrete was removed with repair material up to the finished deck surface and cure in accordance with the material manufacturer's recommendations. Provide a raked finish.

### **Measurement and Payment**

*Class II Concrete Deck Repair for Epoxy/Asphalt Overlay* will be measured and paid for in square feet for the appropriate areas so prepared. The cost for concrete deck repair for epoxy or asphalt overlays including, but not limited to, materials, labor, maintenance, equipment, tools, and incidentals will be included in the unit price per square foot.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Class II Concrete Deck Repair for Epoxy/Asphalt Overlay	Square Foot