

AS-BUILT REPAIR QUANTITY TABLE

	TOP OF DECK REPAIRS							
	SPAN 1		SPAN 2		SPAN 3		SPAN 4	
	ESTIMATE	ACTUAL	ESTIMATE	ACTUAL	ESTIMATE	ACTUAL	ESTIMATE	ACTUAL
SCARIFYING BRIDGE DECK	209 SY		300 SY		300 SY		240 SY	
HYDRO-DEMOLITION OF BRIDGE DECK	209 SY		300 SY		300 SY		240 SY	
CLASS II SURFACE PREPARATION	0.2 SY		0.2 SY		0.2 SY		0.2 SY	
CLASS III SURFACE PREPARATION	8.3 SY		12.5 SY		32.5 SY		67.0 SY	
LATEX OVERLAY - VERY EARLY STRENGTH	11.6 CY		16.7 CY		16.7 CY		13.4 CY	
PLACING AND FINISHING LMC OVERLAY	209 SY		300 SY		300 SY		240 SY	
GROOVING BRIDGE FLOORS	1739 SF		2498 SF		2498 SF		1998 SF	
SHOTCRETE REPAIR AREA (SCR)	0.5 CF		0.5 CF		0.5 CF		0.0 CF	

NOTES:

REPAIR LOCATIONS AND ESTIMATED QUANTITIES ARE GIVEN WITH THE BEST INFORMATION AVAILABLE. IF ADDITIONAL REPAIRS NOT SHOWN ON THE DRAWINGS ARE DEEMED NECESSARY BY THE ENGINEER, THE ENGINEER WILL NOTE ON THE DRAWINGS THE APPROXIMATE LOCATIONS AND DESCRIPTION OF THE REPAIRS AND ADJUST THE ACTUAL QUANTITIES ENTERED INTO THE AS-BUILT REPAIR QUANTITY TABLE.

CONCRETE COVER FOR TOP BARS IN THE DECK SLAB IS 1/2" PER THE EXISTING BRIDGE PLANS. ACTUAL CONCRETE COVER SHALL BE DETERMINED BY THE CONTRACTOR AND PRESENTED TO THE ENGINEER PRIOR TO BEGINNING SCARIFICATION. CURRENT AVERAGE COVER IS EXPECTED TO BE FROM 0 TO 1/2" TO 2" BASED ON VISUAL INSPECTION.

MINOR QUANTITIES OF CLASS II AREAS ARE ANTICIPATED, PARTICULARLY NEAR JOINTS. HOWEVER, DUE TO THEIR SMALL SIZE, THE CLASS II LOCATIONS HAVE NOT BEEN DELINEATED ON THESE PLANS. THE CLASS II QUANTITIES INDICATED ARE ANTICIPATED TO BE SUFFICIENT FOR THE ACTUAL QUANTITIES ENCOUNTERED.

BRIDGE DECK GROOVING QUANTITY BASED ON LIMITS REQUIRED IN SECTION 420-14(B) OF STANDARD SPECIFICATIONS.

FOR SCARIFYING BRIDGE DECK, HYDRO-DEMOLITION, CLASS II AND CLASS III SURFACE PREPARATION, SEE OVERLAY SURFACE PREPARATION SPECIAL PROVISION.

THE LMC CONTRACTOR SHALL PROVIDE A METHOD OF HANDLING UNEXPECTED BLOW THROUGH OF THE DECK DURING HYDRO-DEMOLITION.

DURING CONSTRUCTION, BERMS OR APPROPRIATE COUNTERMEASURES SHALL BE USED TO ENSURE HYDRO-DEMOLITION WATER DOES NOT MIGRATE INTO ACTIVE TRAVEL LANES.

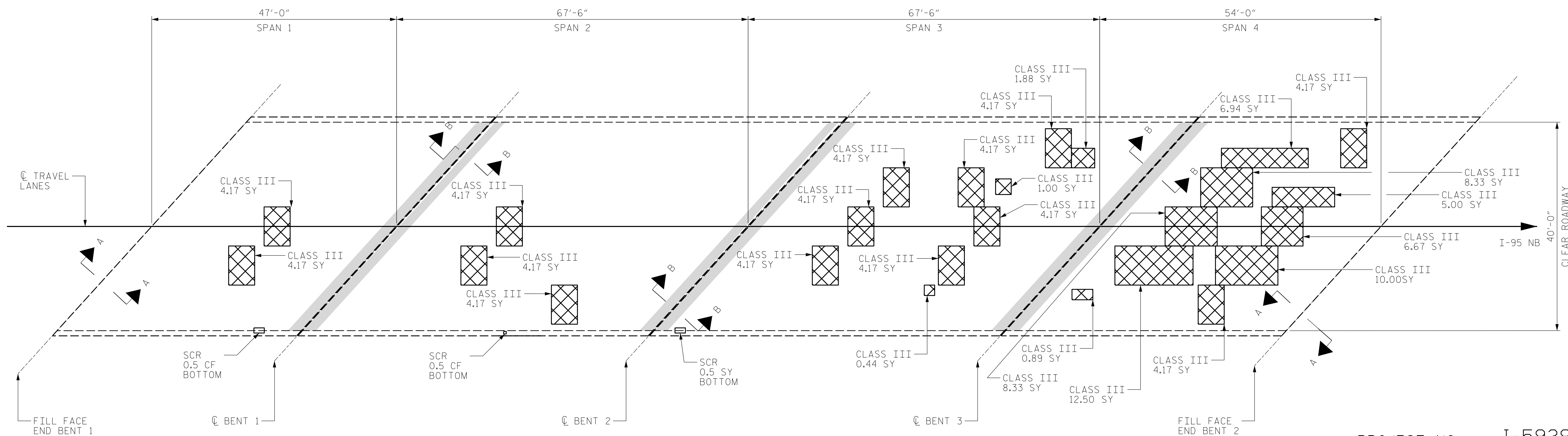
THE CONTRACTOR SHALL COLLECT, TREAT AND DISPOSE OF RUN-OFF WATER FROM HYDRO-DEMOLITION PROCESS, SEE OVERLAY SURFACE PREPARATION SPECIAL PROVISIONS.

FOR CONCRETE FOR DECK REPAIR, SEE SPECIAL PROVISIONS.

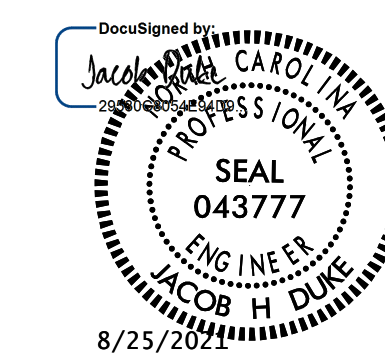
FOR PLACING AND FINISHING LATEX MODIFIED CONCRETE OVERLAY-VERY EARLY STRENGTH (LMC-VES), SEE LATEX MODIFIED CONCRETE-VERY EARLY CONCRETE SPECIAL PROVISIONS.

LONGITUDINAL CONSTRUCTION JOINTS SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE OF TRAVEL LANES.

BRIDGE DECK SCARIFICATION, HYDRO-DEMOLITION, AND LMC-VES, LIMITS ARE THE FULL CLEAR ROADWAY WIDTH (INSIDE FACE OF EACH BRIDGE RAIL). CATION. CURRENT AVERAGE COVER IS EXPECTED TO BE FROM 0 TO 1/2" TO 2" BASED ON VISUAL INSPECTION.



PROJECT NO. I-5939
ROBESON COUNTY
 BRIDGE NO. 770010



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

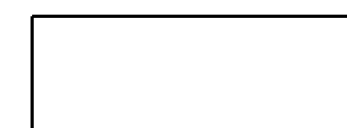
PLAN OF SPANS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S1-3
1			3			TOTAL SHEETS
2			4			14

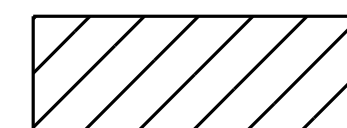
DRAWN BY : JACOB H. DUKE DATE : 06/2021
 CHECKED BY : DIEGO A. AGUIRRE DATE : 06/2021
 DESIGN ENGINEER OF RECORD: JACOB H. DUKE DATE : 06/2021

8/25/2021
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 ffloras

LMC - VES



CLASS II SURFACE PREP.



CLASS III SURFACE PREP.



BRIDGE JOINT DEMOLITION



DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED