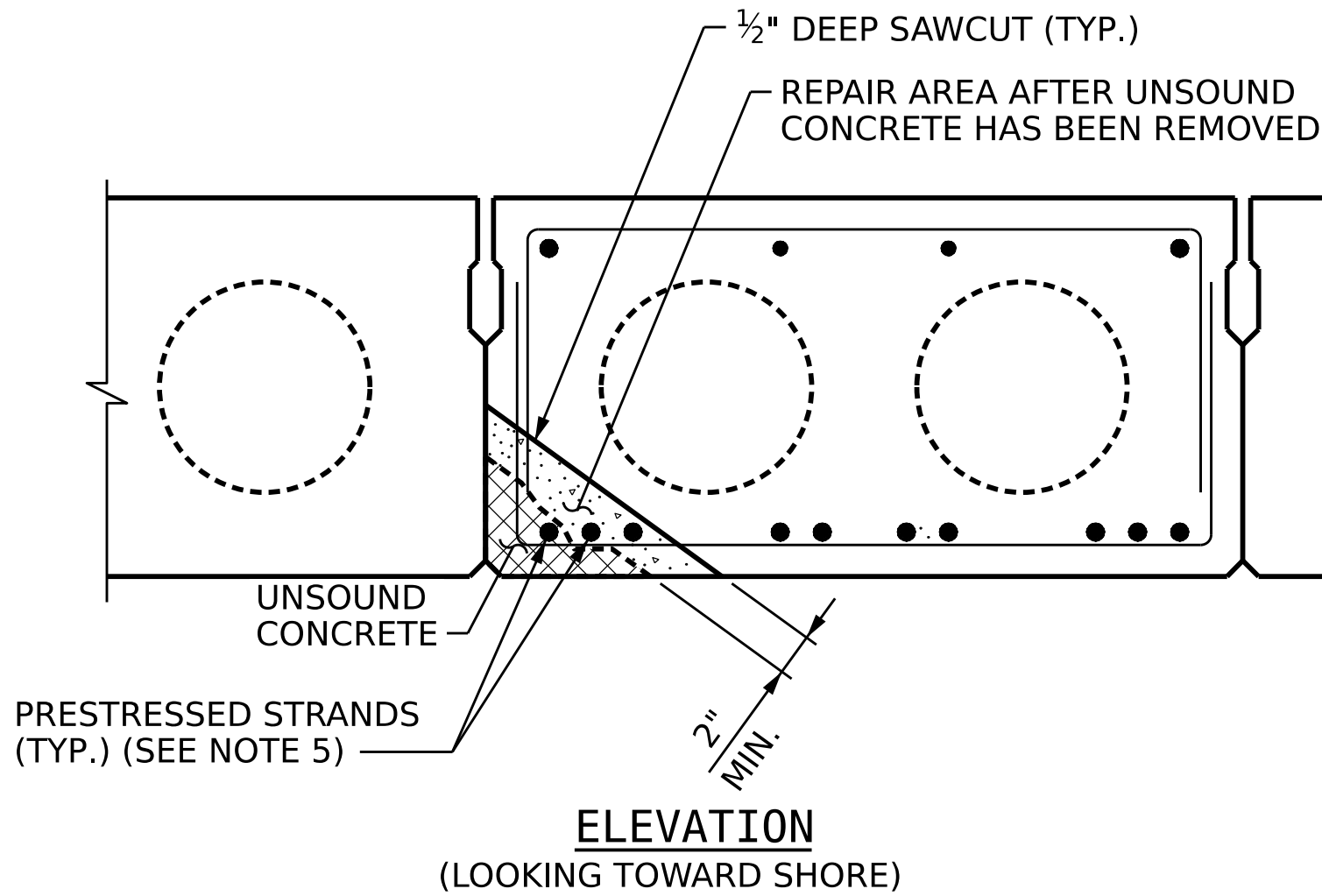


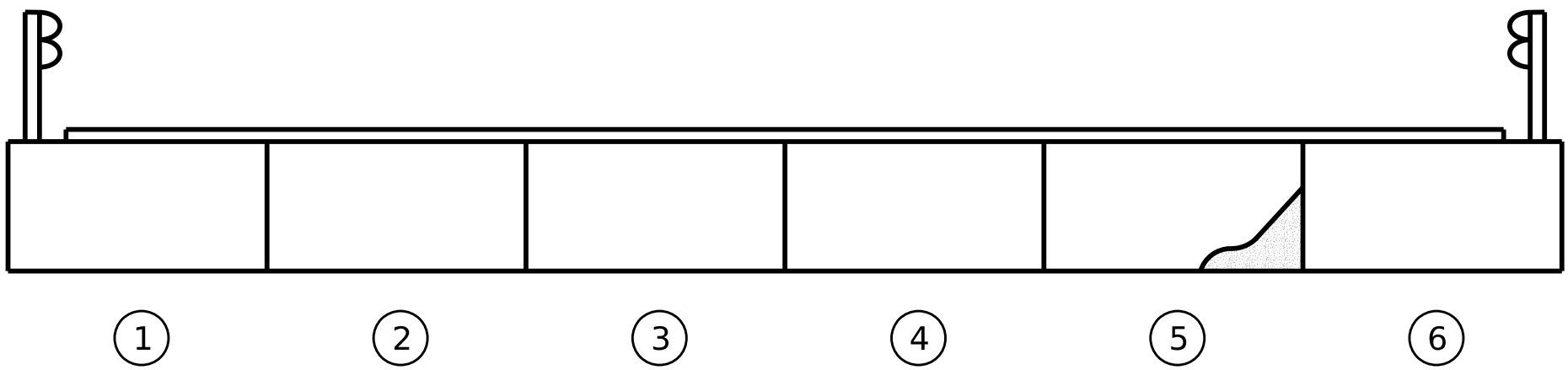


END ELEVATION AT SPAN 2 UNIT 5

SPALL IN END OF UNIT AT BENT 2 ADJACENT TO UNIT 6



CORED SLAB SPALL REPAIR



SUPERSTRUCTURE TYPICAL SECTION

(LOOKING AWAY FROM SHORE)

CORED SLAB UNIT NUMBER

CONCRETE REPAIRS		
	ESTIMATED	AS-BUILT
SPAN 2 UNIT 5 @ BENT 2	0.2 CU. FT.	

REPAIR SEQUENCE:

1. SOUND CONCRETE TO DETERMINE EXTENTS OF REPAIR LOCATION. (PICTURE REQUIRED)
2. REMOVE SURFACE CONCRETE TO VERIFY THAT SAWCUT DEPTH WILL NOT DAMAGE EXISTING REINFORCING STEEL. SAW CUT AROUND REPAIR AREA TO A NOMINAL DEPTH OF 1/2".
3. REMOVE CONCRETE WITHIN SAW CUT AREA TO MINIMUM 1/2" DEPTH. IF CONCRETE IS DAMAGED BEYOND THE LIMITS OF THE ORIGINAL SAW CUT, NOTIFY THE ENGINEER IN WRITING (WITH PHOTOGRAPHS) AND PROPOSE NEW SAW CUT LOCATIONS.
4. IF MORE THAN HALF THE CIRCUMFERENCE OF A REINFORCING BAR IS EXPOSED DURING THIS PROCESS, REMOVE ADDITIONAL CONCRETE TO 1" BEHIND THE BAR. THIS DOES NOT APPLY TO PRESTRESSED STRANDS.
5. UNSOUND CONCRETE MUST BE REMOVED, HOWEVER, PRESTRESSED STRANDS SHOULD NOT BE DISTURBED UNLESS ABSOLUTELY NECESSARY. USE EXTREME CARE TO NOT DAMAGE PRESTRESSED STRANDS.
6. USE A WIRE BRUSH TO CLEAN ALL EXPOSED REINFORCING BARS AND PRESTRESSED STRANDS. FOR BARS WITH MORE THAN 10% SECTION LOSS, SPLICE AND SECURELY TIE SUPPLEMENTAL REINFORCING BARS AS NEEDED. NOTIFY THE ENGINEER IN WRITING WITH DETAILED DOCUMENTATION, INCLUDING LOCATION AND SEVERITY, OF ALL DAMAGE TO PRESTRESSED STRANDS THAT EXCEEDS 10% SECTION LOSS. IF FIVE OR MORE STRANDS ARE DAMAGED, NOTIFY THE ENGINEER PRIOR TO PLACEMENT OF REPAIR MATERIAL.
7. AFTER REMOVING UNSOUND CONCRETE AND REPAIRING ANY DAMAGED REINFORCING BARS OR PRESTRESSED STRANDS, CLEAN THE REPAIR AREA OF DIRT, GREASE, OIL, AND OTHER FOREIGN MATTER. PROVIDE THE ENGINEER WITH A PHOTOGRAPH OF THE CLEANED REPAIR AREA FOR APPROVAL PRIOR TO PROCEEDING FURTHER.
8. SURFACE PREPARATION, PROPORTIONING, MIXING, PLACEMENT, AND CURING OF REPAIR MATERIAL SHALL FOLLOW THE MATERIAL MANUFACTURER'S RECOMMENDATIONS.

NOTES

SEE "BILL OF MATERIAL, GENERAL NOTES, AND KEY PLAN" SHEET FOR GENERAL LAYOUT AND LOCATION OF REPAIRS.

THE REPAIR MATERIAL SHALL BE A PREPACKAGED MATERIAL ON THE NCDOT APPROVED PRODUCTS LIST AND SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI OR GREATER. THE MAXIMUM SIZE OF AGGREGATE IN THE REPAIR MATERIAL SHALL NOT EXCEED 2/3 OF THE MINIMUM DEPTH OF THE REPAIR. USE A BONDING AGENT AS SPECIFIED BY THE REPAIR MATERIAL'S MANUFACTURER. SUBMIT REPAIR MATERIALS TO THE ENGINEER FOR REVIEW PRIOR TO ORDERING MATERIALS OR BEGINNING ANY REPAIR WORK.

FOR REPAIRS SHALLOW REPAIRS THAT DO NOT ENGAGE REINFORCEMENT, ANCHOR PATCH MATERIAL USING 1/4" GALVANIZED BOLTS, EPOXY ANCHORED WITH 2" EMBEDMENT. PLACE BOLTS IN A 6" GRID. USE A LATEX OR EPOXY PATCH MATERIAL FOR IMPROVED BOND. USE EXTREME CARE TO NOT DAMAGE PRESTRESSED STRANDS.

PROJECT NO. **15BPR.164**
BEAUFORT COUNTY
TERMINAL: **AURORA**

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PRESTRESSED
CORED SLAB
REPAIR DETAILS

REVISIONS						SHEET NO. S1-01
NO.	BY:	DATE:	NO.	BY:	DATE:	
1	--	--	3	--	--	TOTAL SHEETS
2	--	--	4	--	--	34



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



DES BY: G. MYERS	DATE : 12/25	DWG BY: B. PETERSON	DATE : 11/25
DES CHK: N. NEIHEISEL	DATE : 12/25	CHK BY: N. NEIHEISEL	DATE : 12/25