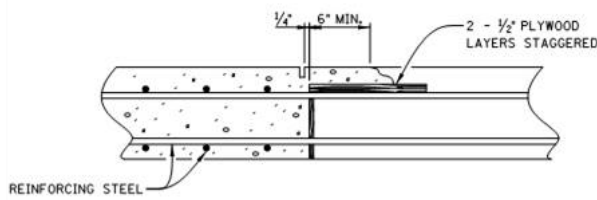


STRUCTURE BULLETIN

NCDOT Construction Unit

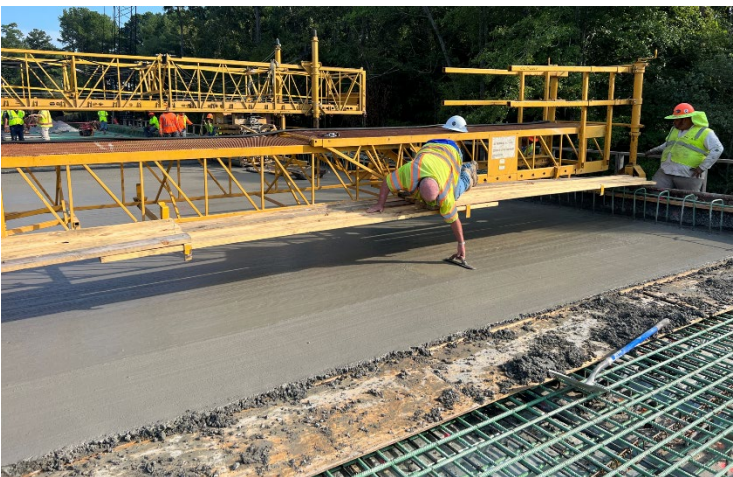
[Website email](#)

Improper concrete finishing at headers during deck pours can compromise ride quality and lead to costly grinding or patching. It is next to impossible to set the header to the exact grade, and when attempted, often leads to the rollers riding up on the header. If the header is set slightly lower than finished grade, it is tempting to hand finish the concrete low to match the header. A recommended practice is to leave the header an inch or two low and let the properly graded screed do the work. Plywood can be placed beyond the header to catch excess concrete which can be removed easily by saw cutting at the header location the following day.



SLAB CONSTRUCTION JOINT DETAIL

The above detail from TDOT illustrates this technique. While it is the contractor's responsibility to meet surface profile requirements, inspectors should stay informed about the contractor's methods and proactively identify potential finishing issues.



1. Finishing Bridge Deck Concrete at Headers
2. Asbestos Containing Materials Inspection for Bridge Demolition
3. Bridge Deck Preparation for Silane Application

Bridge Deck Preparation for Silane Application:

As specified in the Silane Deck Treatment Special Provision, bridge decks must be properly cleaned before applying silane. For decks exposed to vehicle traffic, shot blasting is required to remove all contaminants that could hinder penetration, or curing of the silane. Shot blasting thoroughly cleans the surface, adds roughness, and opens concrete pores for better silane penetration.

For newly constructed bridge decks not yet opened to traffic, if silane is to be applied, pressure washing or sandblasting (or a combination) can remove light dirt or debris from project activity. If heavy hauling has occurred, shot blasting will still be necessary. If the deck has been opened to traffic, shot blasting is required before silane application. Most importantly, it is critical that the deck is completely dry prior to application.

Asbestos Materials Inspection for Bridges That are to be Demolished

Beginning in July of 2016, all NCDOT bridges that were planned to be demolished were required to have an asbestos-containing materials (ACM) inspection performed for them ahead of the demolition beginning.

- Hire a pre-qualified firm that has a North Carolina accredited inspector.
- All asbestos-containing materials must be identified as required by the EPA NESHAP Code of Federal Regulations (CFR).
- If asbestos-containing materials are found, then an abatement of the materials will then be performed and compensation for the work will be handled by supplemental agreement.
- An Asbestos Removal Permit must be obtained prior to the abatement through the Health Hazards Control (HHCU) unit if ACM is found in minimum quantities identified in the provision: 35 cubic feet, 160 square feet, or 260 linear feet.
- **Even if no ACM is found, or quantities are less than those required for a permit, Demolition Notification must be submitted to the HHCU 10 working days prior to the demolition start date.**
 - DHHS 3768 – RACM is present. Form must be mailed.
 - DHHS 3768-D – RACM is not present. Can now email form to general.hhcu@dhhs.nc.gov
 - DHHS 3768-R – Demolition date is rescheduled (email)
- If bridge is located in Buncombe, Forsyth, or Mecklenburg counties there are different requirements that can be found in the special provisions.

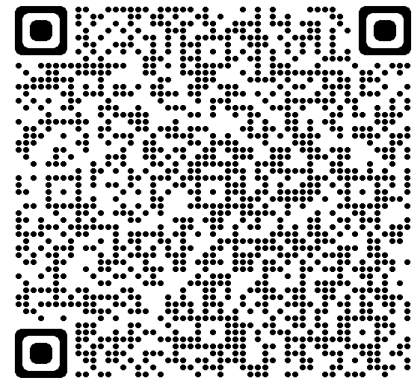
The Resident Engineer should discuss these requirements at the pre-construction conference and follow up to make sure the steps have been followed. If any of the required steps have not been completed, the demolition should be postponed until they are completed.

Structure Bulletins

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