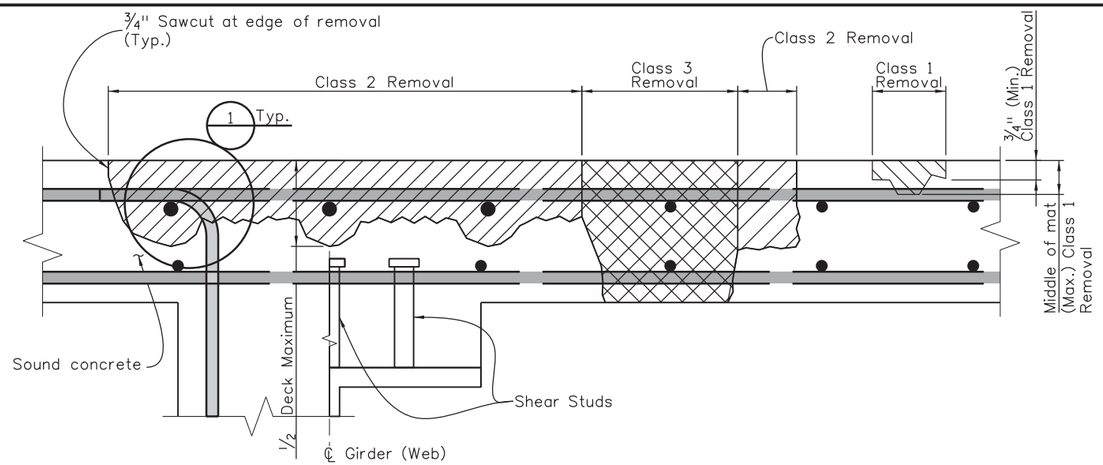
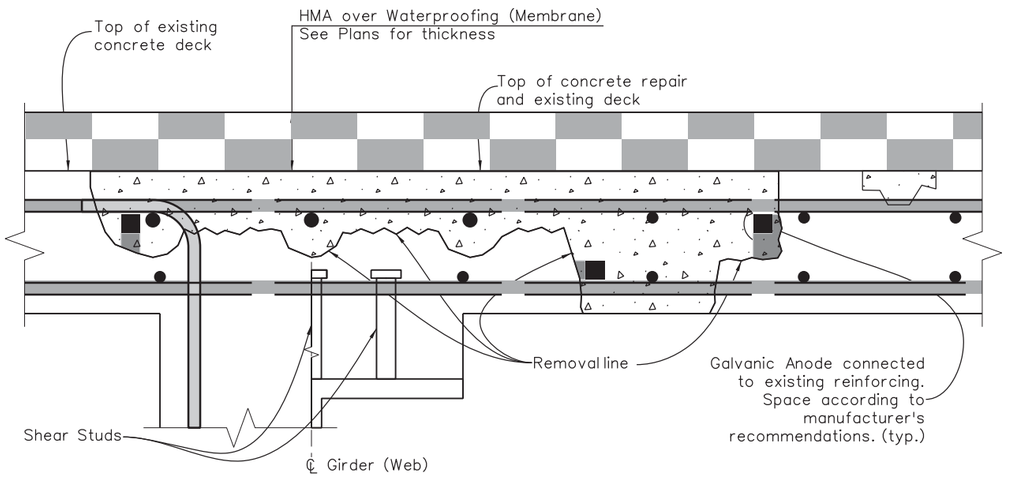


REMOVAL OF PORTIONS OF PRESENT STRUCTURE (CLASS 1, 2, & 3)



CONCRETE REPLACEMENT

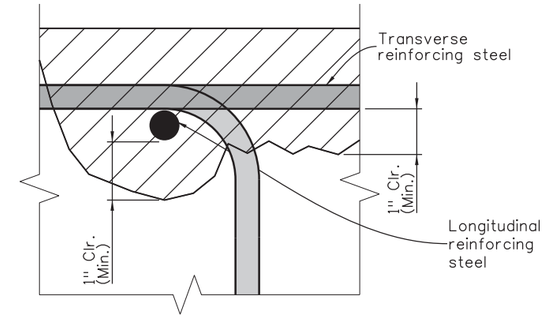
LEGEND

Class 2 Removal: From top of deck to sound concrete, but not less than 1" clear below the top mat of reinforcing steel. If the bottom mat of reinforcing steel is exposed, then Class 3 removal shall be performed at these locations.

Class 3 Removal: From top to bottom of deck, full depth removal.

Patching Material: Concrete Class D (Bridge) (Special).

HMA: HMA design and thickness as designated in the plans.



DETAIL 1

NOTES

These details reflect the scope and the nature of the work. They are not intended to represent the actual structure.

The applicable classes of removal shall be as designated by the summary of quantities in the plans.

Plan quantities are estimates. Actual concrete removal and replacement shall be as needed to reach sound concrete or as directed by the Engineer.

Removal operations shall be coordinated with the Engineer and performed in a manner as required to ensure the structural integrity of the bridge.

If Class 3 removal is performed immediately adjacent to, and on both sides of a Cast in Place concrete girder simultaneously within the middle half of a span, that girder shall be shored from the ground at the third points of that span.

If Class 2 or 3 removal is performed on both sides of a Cast in Place concrete girder simultaneously within the quarter of a span on either side of the pier, that girder shall be shored at the third point each side of that pier. This note is not intended to require shoring for "pothole" type repairs of limited extent where at least one half of the longitudinal deck reinforcing is anchored on both sides of the removal area.

If falsework is required, the falsework load capacity required to support the girders shall be determined by the Contractor and approved by the Engineer unless specified otherwise on the plans.

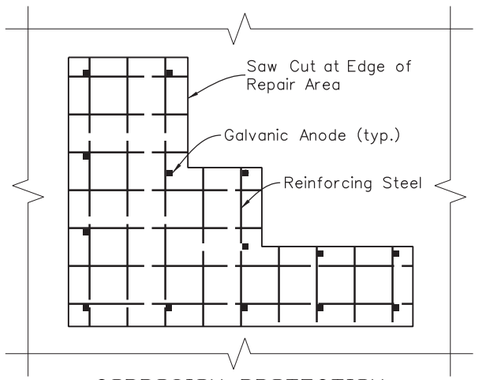
Care shall be taken in removing concrete from around structural steel elements and reinforcing steel to prevent damage to the steel.

All damaged or corroded non-epoxy coated reinforcing steel requires new non-epoxy coated reinforcing steel to be added per Revision of Section 202 Removal of Portions of Present Structure. All exposed non-epoxy coated reinforcing steel shall be cleaned with hand tools, straightened and sandblasted prior to placing concrete.

Galvanic Anode Corrosion protection is required on all areas of exposed non-epoxy or corroded epoxy coated reinforcing prior to placing Concrete. Galvanic Anodes shall be installed per manufacturer's recommendations in accordance with Revision of Section 601 Galvanic Anodes.

Patched deck may be opened to traffic as soon as new concrete has attained required strength.

HMA and Waterproofing membrane shall not be placed until the new concrete has cured for five full days.



CORROSION PROTECTION

▼ Includes:
J-15-A
K-15-W
K-15-H
K-15-G

Design	INITIAL	DATE
Designed By	MS	11/16
Checked By	GM	11/16

Detail	INITIAL	DATE
Detailed By	RW	11/16
Checked By	GMM	11/16

Quantities	INITIAL	DATE
Quantities By	MS	11/16
Checked By	GMM	11/16

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Print Date: 1/25/2017
File Name: US50_SH9-S-B19_DECK REH DET.dgn
Horiz. Scale: 1:1 Vert. Scale:

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Sheet Revisions		
Date:	Comments	Init.

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Region 2 DW

As Constructed
No Revisions:
Revised:
Void:

DECK REHABILITATION DETAILS

Designer: M. SUELAU
Detailer: L. BUSANSKY
Subset: Bridge
Structure Numbers: ▼
Subset Sheets: B13 of B15

Project No./Code
STA 0503-089
21255
Sheet Number 116