



TYPICAL SECTION - SOUTHBOUND LANES

(LOOKING OPPOSITE DIRECTION OF TRAFFIC)

NOTES:

1. THE CLOSURE POUR SHALL BE REPAIRED FOR THE ENTIRE LENGTH OF THE BRIDGE.
2. THE CONTRACTOR SHALL USE EXTREME CAUTION CUTTING THE EXISTING DECK OVER THE EXISTING BEAMS TO ENSURE THE BEAMS ARE NOT DAMAGED. ANY DAMAGE CAUSED BY REMOVAL OPERATIONS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE RCE.
3. THE REINFORCING STEEL USED IN THE CLOSURE POUR REPAIR SHALL BE GALVANIZED.
4. FOR ANY EXISTING REINFORCING STEEL EXPOSED DURING REMOVAL OPERATIONS, AT THE DISCRETION OF THE RCE, THE CONTRACTOR SHALL REPAIR OR REPLACE ANY REINFORCING STEEL THAT IS DAMAGED DURING CONSTRUCTION ACTIVITIES OR EXHIBITS MODERATE OR SEVERE SECTION LOSS.
5. WHEN CASTING NEW CONCRETE AGAINST EXISTING CONCRETE, CLEAN THE CONTACT SURFACE OF THE EXISTING CONCRETE OF ALL LOOSE CONCRETE, DIRT, OIL, GREASE, AND ANY OTHER DELETERIOUS MATERIAL TO THE SATISFACTION OF THE RCE. IN ADDITION, BEFORE PLACING THE NEW DECK SLAB CONCRETE, SAWCUT THE EDGE OF THE EXISTING DECK SLAB (1 INCH MINIMUM) TO GIVE A STRAIGHT LINE TO TIE INTO. THOROUGHLY ROUGHEN TO AN AMPLITUDE OF 1/4" INCH JUST BEFORE CASTING THE NEW CONCRETE. ALSO, JUST PRIOR TO CASTING THE NEW DECK CONCRETE, COAT THE PORTION OF THE EXISTING SLAB FROM THE TOP SURFACE DOWN TO THE TOP LAYER OF REINFORCING STEEL WITH A BONDING EPOXY CONFORMING TO ASTM C 881, TYPE II. APPLY BONDING EPOXY IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN RECOMMENDATIONS.
6. IMBED ALL REINFORCING STEEL PROTRUDING BEYOND THE SURFACE AFTER REMOVAL OF CONCRETE IN THE NEW CONCRETE IF FEASIBLE. CLEAN REINFORCING STEEL OF ANY DIRT, OIL, GREASE, OR ANY OTHER DELETERIOUS MATERIAL PRIOR TO PLACEMENT OF CONCRETE.

7. REPAIR OR REPLACE, AT THE CONTRACTOR'S EXPENSE, ANY PORTION OF THE EXISTING STRUCTURE DAMAGED AS A RESULT OF THE CONTRACTOR'S WORK ACTIVITY IN A MANNER SATISFACTORY TO THE RCE.
8. ALL DIMENSIONS OF NEW CONSTRUCTION ARE SUBJECT TO EXISTING CONDITIONS. IT IS REQUIRED THAT ALL DIMENSIONS WHICH MAY AFFECT MATERIALS AND QUANTITIES AS SHOWN ON THESE PLANS BE VERIFIED BY THE CONTRACTOR.
9. A TRANSVERSE GROOVED FINISH SURFACE SHALL BE APPLIED TO THE PROPOSED CLOSURE POUR FOR THE FULL LENGTH OF THE BRIDGE.
10. RETAIN EXISTING TRANSVERSE SLAB REINFORCING STEEL IF LONGER THAN 2'-6", THE CONTRACTOR MAY ELECT TO CUT THE EXISTING STEEL AT A POINT 2'-6" OR MORE FROM THE EDGE OF THE EXISTING SLAB, LEAVING A MINIMUM 2'-6" OF THE EXISTING REINFORCING TO BE EMBEDDED INTO THE NEW SLAB.
11. THE CUT LINE OF THE PROPOSED CLOSURE POUR SHALL BE 2'-3" FROM THE EDGE OF THE EXISTING CLOSURE POUR. PRIOR TO CUTTING THE EXISTING DECK, THE CONTRACTOR SHALL LOCATE THE EXISTING BEAM AND VERIFY THAT THE CUT LINE DOES NOT CROSS THE CENTERLINE OF THE EXISTING BEAM. THE CUT LINE SHALL BE APPROVED BY THE RCE PRIOR TO BEGINNING REMOVAL OPERATIONS.

LEGEND:

■ - MEASURED RADIALLY

PLANS PREPARED BY:
MEAD & HUNT, INC.
878 SOUTH LAKE DR.
LEXINGTON, SC 29072
(803) 996-2900



**SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION**

DECK REPAIR DETAILS

REV.			
REV.			
REV.			
REVIEWED			
QUAN.			
DR.	CGB	AJS	02/16
DES.			
BY	CHK.	DATE	

COUNTY CHEROKEE ROUTE I-85