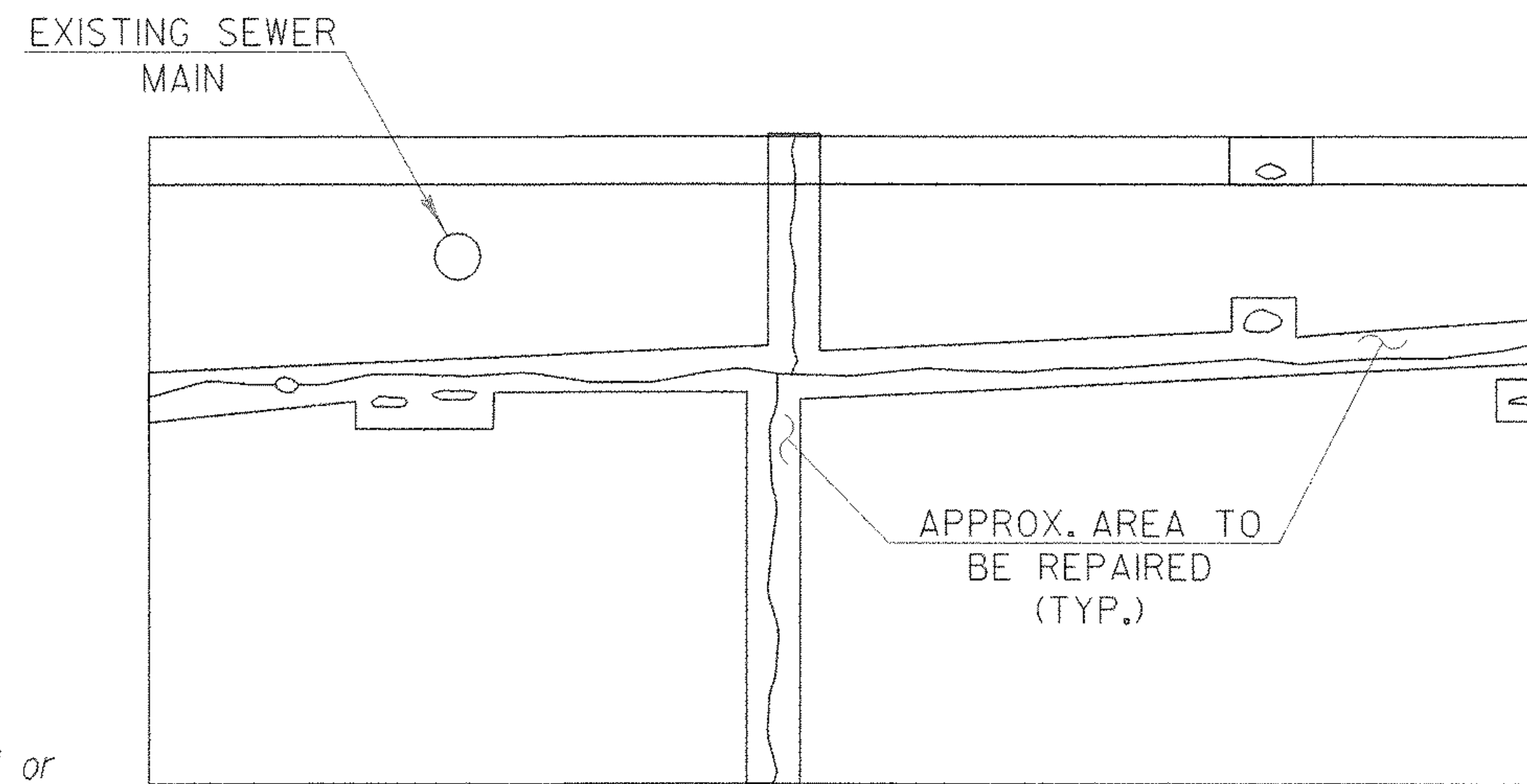
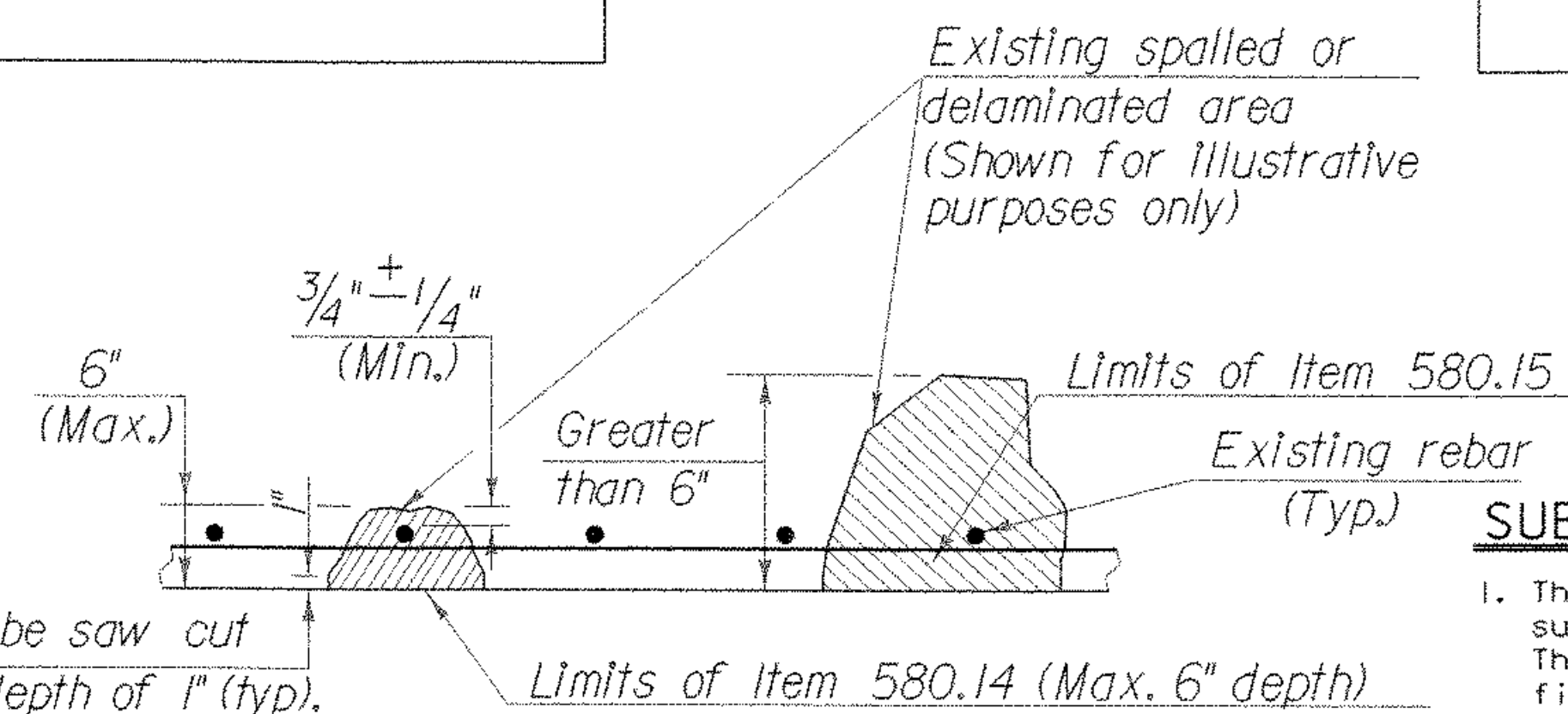


ABUTMENT #1



ABUTMENT #2



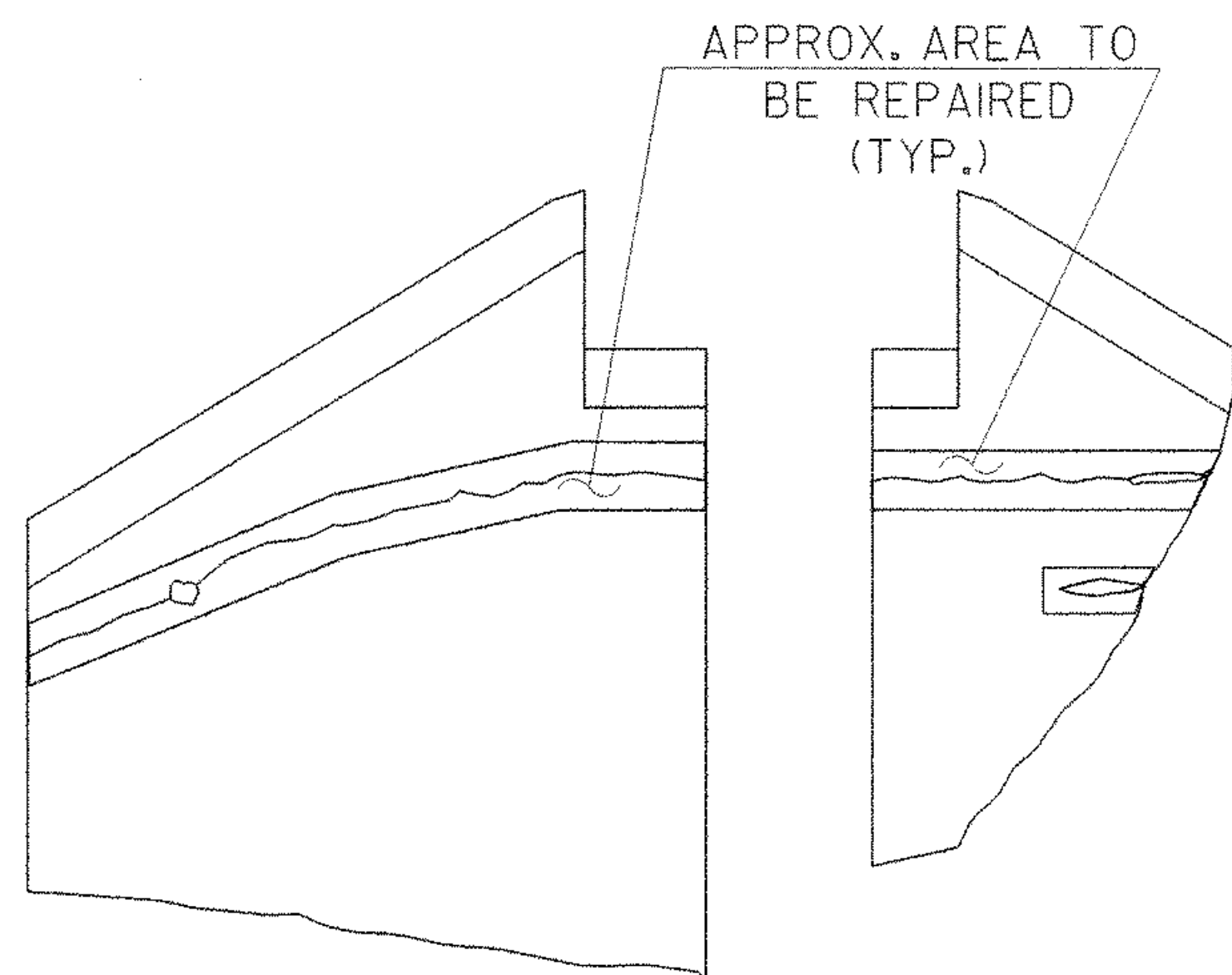
DETAIL SHOWING LIMITS OF ITEMS 580.14 AND 580.15
REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS II OR CLASS III
 N.T.S.

SUBSTRUCTURE REPAIR NOTES FOR ABUTMENTS

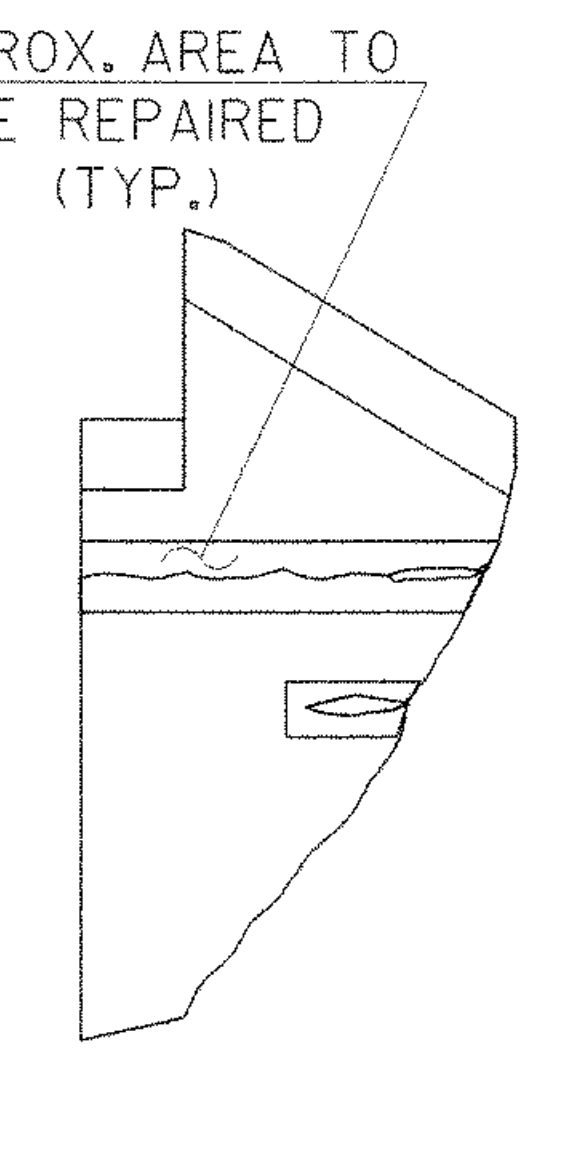
1. This work shall include removal of unsound and delaminated concrete as directed by the engineer. The prepared surfaces shall be thoroughly sandblasted to remove all loose material and any contaminants or efflorescence. The reinforcing steel (if exposed) shall be sandblasted. The material used to fill a patch shall be placed and finished or formed so that the final surface will have the same score marks and exterior face appearance as the original being repaired. The surface shall be thoroughly wetted prior to placement of patching material or new concrete. Immediately prior to placement, the surface shall be coated with neat cement paste, mixed to the consistency of thick latex paint (thoroughly brushed into the surface). When "Overhead and Vertical Concrete Repair Material" conforming with subsection 780.02 is used, the bonding agent (if any required) and its application procedure shall comply with the requirements of the patching material manufacturer. Payment for bonding agent will be subsidiary to Item 580.14 or 580.15.
 - A. The limits for removal of concrete under Item 580.14 "Repair of Concrete Substructure Surface, Class II" shall be from the existing concrete surface to a minimum depth of $(\frac{3}{4}) \pm \frac{1}{4}$ " inside the inside face of reinforcing steel and to a maximum depth of 6" from the existing concrete surface, all work and materials necessary for repairing a patch and filling it shall be included in the unit price bid Item 580.14, "Repair of Concrete Substructure Surface, Class II." The filling material will be "Concrete High Performance, Class A," or an acceptable pneumatically applied concrete (See Special Provisions). The edges of all patches shall be saw cut in straight lines to a minimum depth of one inch.
 - B. The limits for removal of concrete under Item 580.15 "Repair of Concrete Substructure Surface, Class III" shall be from the existing concrete surface to a depth of greater than 6". All work and materials necessary for repairing and filling patches shall be included in the unit price for Item 580.15 "Repair of Concrete Substructure Surface, Class III." The filling material may be either Concrete High Performance, Class A, Concrete High Performance, Class B, or an acceptable pneumatically applied concrete (See Special Provisions). The edges of all patches shall be saw cut in straight lines to a minimum depth of one inch.
 - C. If pneumatically applied concrete is selected for "Repair of Concrete Substructure Surface, Class II or Class III," then this type of concrete shall be confined only to vertical and overhead surfaces of the substructure. Also, the bridge bearings, stringers and truss members should be completely protected from rebound material during the shotcrete application procedure.

----- CUT LINES

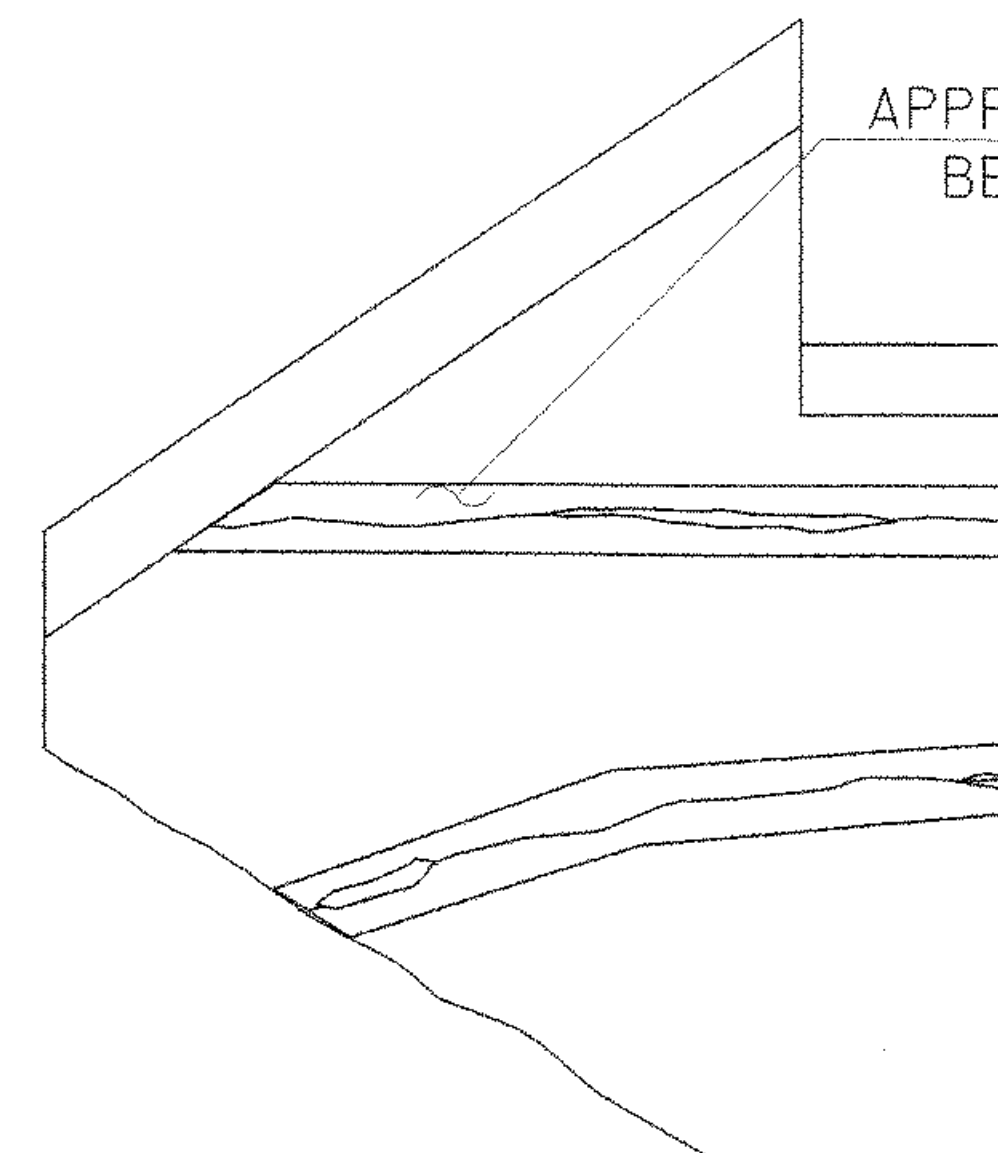
The edges of all patches shall be saw cut in straight lines to a minimum depth of 1" (typ).



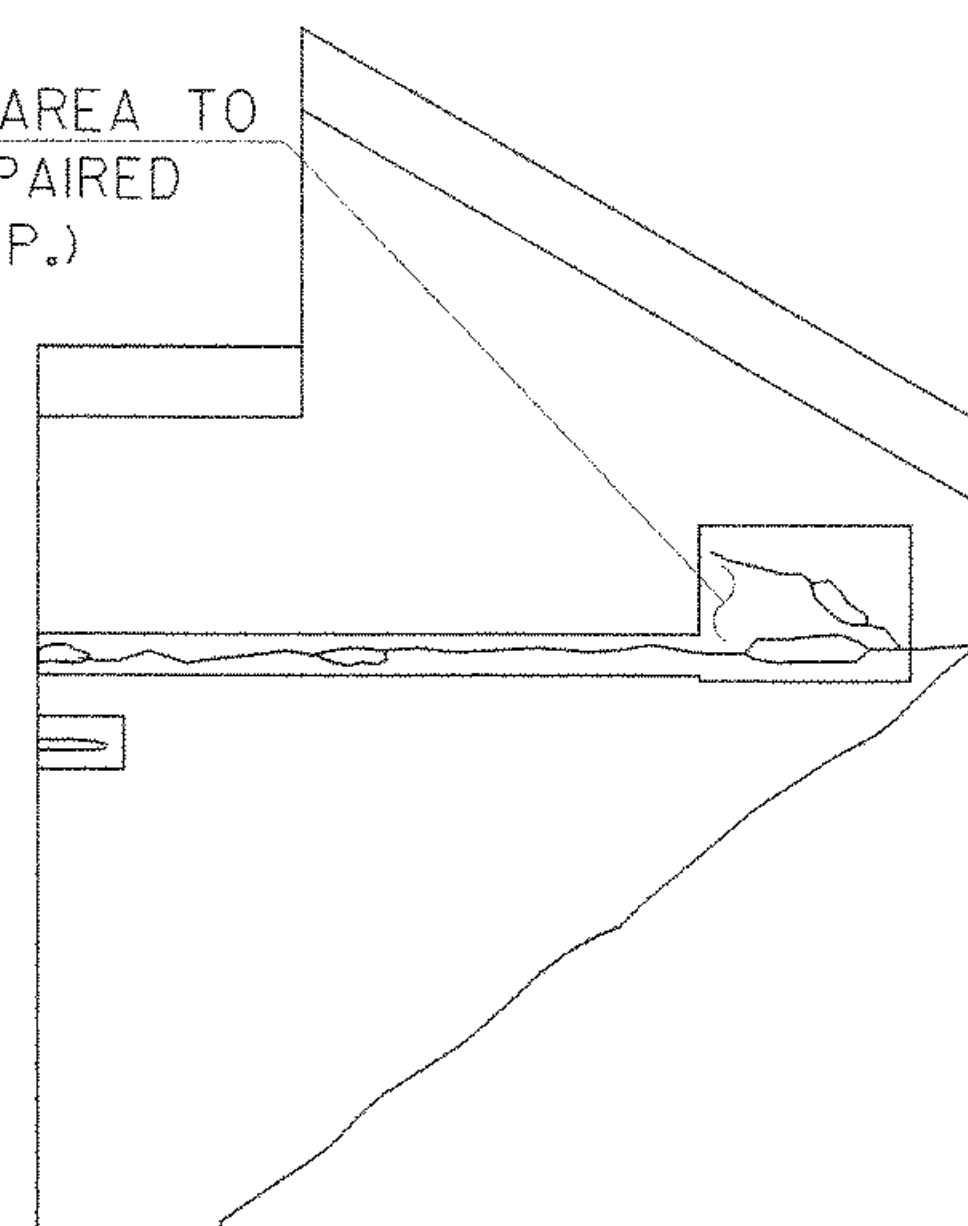
WINGWALL #2



WINGWALL #1



WINGWALL #3



WINGWALL #4

----- CUT LINES

** The defective areas shown on these elevation views are only estimates, the exact area will be determined by the Resident Engineer in the field.

SCALE: $\frac{3}{8}'' = 1'-0''$

SHEET NAME: REPAIR OF SUBSTRUCTURE SURFACE	
PROJECT NAME: JOHNSON	HIGHWAY NO.: TH 2
PROJECT NUMBER: BHO 1448(18)	BRIDGE NO.: 6
	OVER: THE LAMOILLE RIVER
FILE NAME: /s1/90j067/sj067rep.dgn	PLOT DATE: 02-SEP-2005
PROJECT MANAGER: R. WHITCOMB	DRAWN BY: D. BONNEAU
DESIGNED BY: C. MEUNIER	IPARM NAME: sc067rep.i
BRIDGE SHEET NUMBER:	SHEET 45 OF 73