



**GENERAL NOTES**

- DIMENSIONS ARE GIVEN IN MILLIMETRES UNLESS NOTED OTHERWISE.
  - ALL EXPOSED CORNERS TO HAVE 20 mm CHAMFER OR FILLET UNLESS NOTED OTHERWISE.
  - ALL CONCRETE SHALL BE CLASS 'D'. REFER TO THE CURRENT VERSION OF B351 "CAST-IN-PLACE CONCRETE" SECTION 4 OF THE BRIDGE CONSTRUCTION SPECIFICATIONS FOR ADDITIONAL INFORMATION.
  - ALL REINFORCING STEEL SHALL BE GRADE 400, EPOXY COATED AND BE IN ACCORDANCE WITH C.S.A. STANDARD 630J2M "BILLET-STEEL FOR CONCRETE REINFORCEMENT". REFER TO THE CURRENT VERSION OF B352 "REINFORCEMENT" SECTION 5 OF THE BRIDGE CONSTRUCTION SPECIFICATIONS FOR ADDITIONAL INFORMATION.
  - REMOVE ALL LOOSE OR DAMAGED CONCRETE AND PREPARE THE DECK SURFACE BY THOROUGHLY SANDBLASTING, BLOW CLEAN AFTER COMPLETION.
  - APPLY A BONDING AGENT TO THE EXISTING CONCRETE DECK IMMEDIATELY PRIOR TO PLACING THE OVERLAY. THE BONDING AGENT SHALL CONSIST OF EQUAL PARTS OF SAND AND CEMENT MIXED WITH WATER TO FORM A SLURRY WITH THE CONSISTENCY OF PAINT. THE SLURRY SHOULD BE APPLIED WITH A STIFF BRUSH OR BROOM.
  - CARE SHALL BE TAKEN TO ENSURE THAT THE LONGITUDINAL JOINT BETWEEN THE 1st. AND 2nd. STAGE POURS IS NOT DAMAGED DURING CONSTRUCTION BY TRAFFIC INDUCED DIFFERENTIAL MOVEMENTS. PRECAUTIONS WHICH WILL HELP REDUCE THE EFFECTS OF DIFFERENTIAL MOVEMENT ARE:
    - ALWAYS LOCATE THE LONGITUDINAL JOINT ALONG THE CENTRELINE OF A GIRDER.
    - POUR THE MAXIMUM PRACTICAL WIDTH OF DECK IN STAGE 1 AND TAKE AT LEAST TWO TEST CYLINDERS FROM EACH SPAN.
    - MOIST CURE CONCRETE AND ALLOW STAGE 1 TO ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 25MPa BEFORE OPENING TO TRAFFIC.
    - KEEP TRAFFIC ON STAGE 1 AT LEAST 500mm FROM THE LONGITUDINAL JOINT BETWEEN STAGES 1 AND 2.
    - POUR AND MOIST CURE STAGE 2 CONCRETE AND TAKE AT LEAST TWO TEST CYLINDERS FROM EACH SPAN. ALLOW STAGE 2 CONCRETE TO ATTAIN A COMPRESSIVE STRENGTH OF 25MPa AS CONFIRMED BY A TEST CYLINDER RESULT, BEFORE OPENING TO TRAFFIC.
  - APPLY APPROVED TYPE 1b CONCRETE SEALER AFTER CONCRETE HAS CURED FOR A MINIMUM OF 7 DAYS. ADDITIONALLY, THE SURFACE OF THE DECK SHOULD HAVE BEEN DRY FOR AT LEAST 2 DAYS.
  - PATCH THE APPROACHES WITH ASPHALT TO ELIMINATE THE BUMPS CREATED BY THE OVERLAY.
- NOTE:**
- TRAFFIC CONTROL WITH ADEQUATE SIGNS AND FLAGMEN MUST BE PROVIDED.
  - THIS DRAWING SUPERSEDES THE DESIGN SKETCH TITLED "METHOD FOR PAVING SHORT PRECAST CONCRETE SPANS".

**NOTE:**

- THIS OVERLAY SYSTEM IS INTENDED FOR USE ON BRIDGES COMPRISED OF UNCONNECTED PRECAST CONCRETE GIRDERS. GIRDERS TYPE 'A' AND 'G' ARE THE MOST COMMONLY ENCOUNTERED GIRDERS.

APPROVED				<b>Alberta TRANSPORTATION AND UTILITIES</b> BRIDGE ENGINEERING BRANCH	
 EXECUTIVE DIRECTOR BRIDGE ENGINEERING				<b>CONCRETE OVERLAY SYSTEM</b> <b>FOR PAVING SHORT SPAN</b> <b>PRECAST CONCRETE GIRDERS</b>	
REV	DATE	REVISIONS	BY	DATE	DATE
	91-07-18	REDRAWN FROM S-1492	C.T.C.		JULY 22, 1991
DESIGNED	DRAWN	DATE	CHECKED	DATE	STREAM
C.T.C.	W.A.B.	91-07-18	R.G.Q.	90-05-23	
					LOCATION
					FILE
					SHEET
					1 of 1
					DRAWING
					S-1492-91