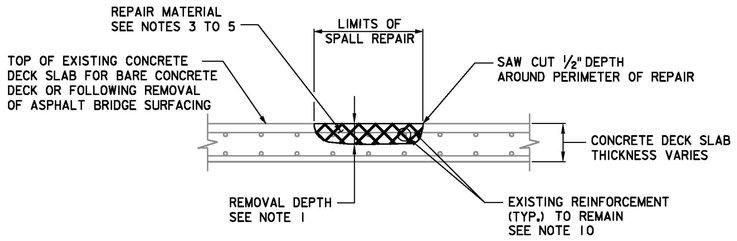
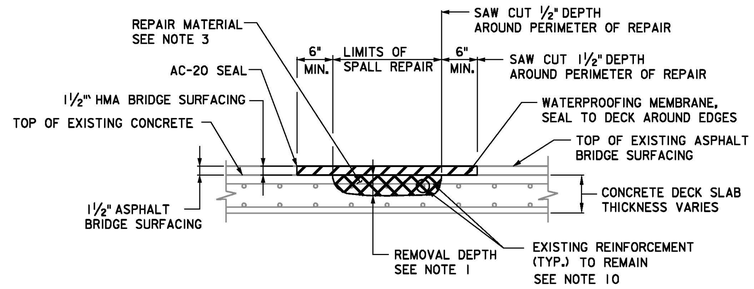
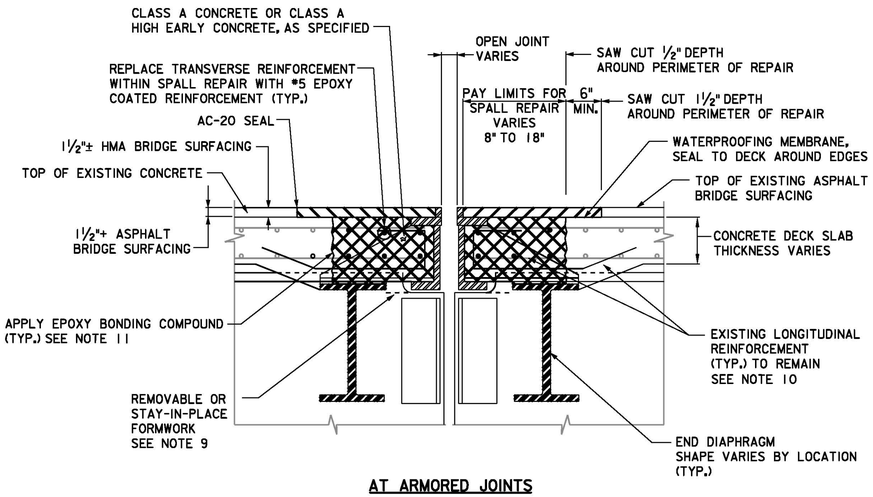


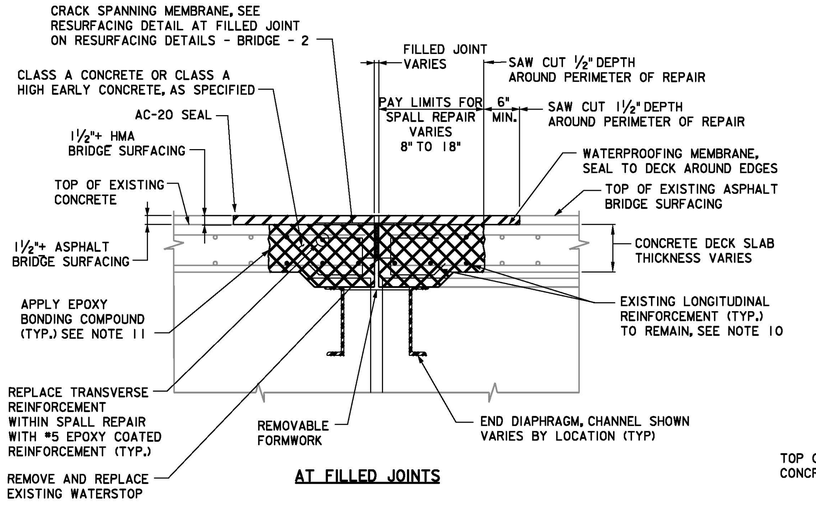
SPALL REPAIR - TYPE 1, 3 & 5
N.T.S.



SPALL REPAIR - TYPE 2
N.T.S.

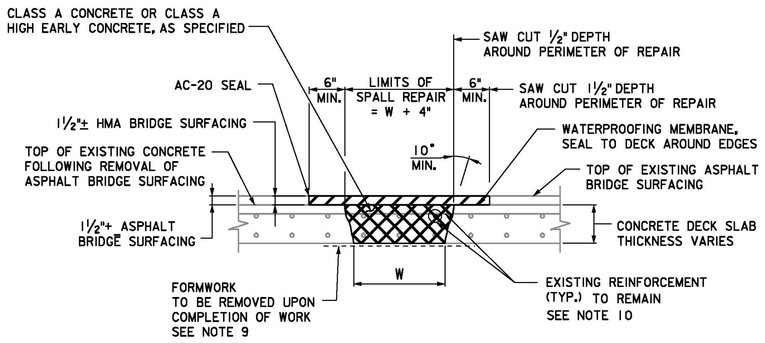


AT ARMORED JOINTS

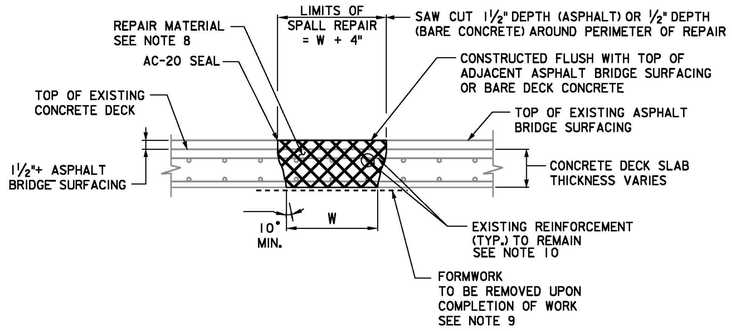


AT FILLED JOINTS

SPALL REPAIR - TYPE 4
N.T.S.



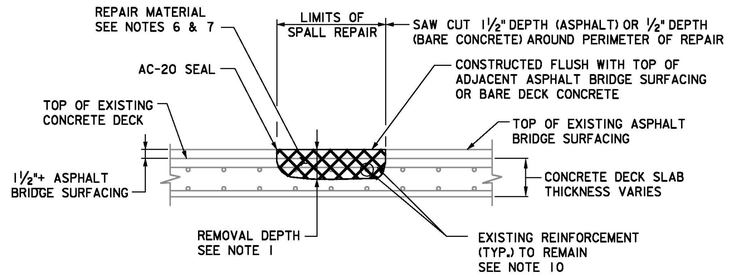
SPALL REPAIR - TYPE 6
N.T.S.



SPALL REPAIR - TYPE 6A
N.T.S.

NOTES:

1. CONCRETE REMOVAL FOR SPALL REPAIRS SHALL CONFORM TO THE FOLLOWING, WHICHEVER PRODUCES THE GREATEST DEPTH OF PREPARATION:
   A. ¼" BELOW SOUND CONCRETE.
   B. MINIMUM DEPTH OF 2".
   C. TO PROVIDE A MINIMUM OF 1" AROUND ALL SURFACES OF ALL REINFORCING BARS WHICH HAVE BEEN EXPOSED.
2. LIMITS OF SPALL REPAIR TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. MATERIAL FOR SPALL REPAIR, TYPES 1 AND 2 SHALL BE NON-SHRINK HIGH STRENGTH MORTAR.
4. MATERIAL FOR SPALL REPAIR, TYPE 3 SHALL BE MODIFIED EPOXY MORTAR, PLACED AS PER SPECIFICATIONS.
5. MATERIAL FOR SPALL REPAIR, TYPE 5 SHALL BE HIGH EARLY STRENGTH MORTAR. SEE SUBSECTION 417.06 OF THE SPECIFICATIONS FOR REQUIREMENTS.
6. MATERIAL FOR SPALL REPAIR, TYPE 5A SHALL BE HIGH EARLY STRENGTH MORTAR. (FLUSH WITH TOP OF EXISTING ASPHALT SURFACE.) SEE SUBSECTION 417.06 OF THE SPECIFICATIONS FOR REQUIREMENTS.
7. MATERIAL FOR SPALL REPAIR, TYPE 5B SHALL BE HIGH EARLY STRENGTH MORTAR (FLUSH WITH TOP OF EXISTING RIDING SURFACE.) SEE SUBSECTION 417.06 OF THE SPECIFICATIONS FOR REQUIREMENTS.
8. MATERIAL FOR SPALL REPAIR, TYPE 6A SHALL BE HIGH EARLY STRENGTH MORTAR.
9. INSTALLATION OF TEMPORARY SHIELDING (CATCHES) IN ADVANCE OF PERFORMING SPALL REPAIRS SHALL BE REQUIRED FOR SPALL REPAIR, TYPES 4, 6 AND 6A AT LOCATIONS DESIGNATED BY THE ENGINEER, SEE SUBSECTION 417.06 OF THE SPECIFICATIONS.
10. RETAIN AND CLEAN EXISTING REINFORCEMENT THAT IS TO REMAIN BY SANDBLASTING OR CLEANING METHOD APPROVED BY THE ENGINEER. ANY EXISTING REINFORCEMENT THAT IS BROKEN, MISSING OR HAS LOST 25% OR MORE OF THE ORIGINAL CROSS SECTIONAL AREA SHALL BE SUPPLEMENTED BY PROVIDING NEW BARS OF THE SAME DIAMETER, AS DIRECTED BY THE ENGINEER. THE SUPPLEMENTAL BARS SHALL BE NEW EPOXY COATED REINFORCEMENT AND SHALL BE SPLICED TO THE EXISTING REINFORCEMENT. IF ADEQUATE SPLICE DISTANCE IS NOT AVAILABLE, THE NEW BARS SHALL BE WELDED TO THE EXISTING REINFORCEMENT PROVIDED THERE IS SUFFICIENT LENGTH AND CROSS SECTIONAL AREA. ONLY WITHIN AREAS OF SPALL REPAIR, TYPE 4, COAT THE AREA DISTURBED BY APPLYING AN ANTI-CORROSION COATING AND COAT THE EXISTING REINFORCEMENT WITH ANTI-CORROSION COATING AFTER SAND BLASTING OR CLEANING WITH APPROVED METHOD.
11. FOR AREAS WHERE EPOXY BONDING AND ANTI-CORROSION COAT ARE BOTH REQUIRED, THE CONTRACTOR MAY USE AN APPROVED DUAL FORMULATED PRODUCT. BONDING COMPOUNDS SHALL NOT BE USED WITH EPOXY MORTARS OR ANY OTHER MATERIAL WHERE NOT IN COMPLIANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.



SPALL REPAIR - TYPE 5A & 5B
N.T.S.

(NOTE TO DESIGNER: NJTA BRIDGE SURFACING THICKNESS IS TYPICALLY 1½". PARKWAY BRIDGE SURFACING IS TYPICALLY 2" THICK. FOR GARDEN STATE PARKWAY CONTRACTS, REVISE DETAILS ACCORDINGLY.)

0 ½ 1 2 3 4

ORIGINAL SIZE IN INCHES

App.	No.	DATE	REVISION
		04/09	ORIGINAL DRAWING

NEW JERSEY TURNPIKE AUTHORITY

RESURFACING DETAILS - BRIDGE - 1

OFFICE OF THE CHIEF ENGINEER

2009 STANDARD DRAWING RE-1

CONTRACT NO.

SHEET NO. OF