Ç COL/BEAM EXISTING 1/2"x6"x1'-10" BEARING PAD WITH 7"x1"x2'-0" STEEL PLATE ABOVE AND BELOW (TO REMAIN). CLEAN BEARING PAD AND PLATES AS NOTED IN "GENERAL SEQUENCE OF WORK" AND APPLY CORROSION-INHIBITING COATING FOR PROTECTION - EXIST EJ, (TO BE REPAIRED) EXISTING COLUMN EXISTING PLT 5/8"x9"x3'-6" EMBEDED IN BEYOND, FV CONCRETE AND WELDED TO REBAR, FV **EXISTING** TOPPING, FV - EXISTING CONCRETE DECK, THICKNESS VARIES, FV SF502/ **EXISTING EXIST STEEL** CONCRETE BOX GIRDER, **EXISTING** CORBEL CONC BEAM, (TO BE BEYOND, FV REPAIRED) SHORING TO BE INSTALLED PRIOR TO **EXISTING** ANY REPAIR WORK. SEE SHEETS CONC BEAM, REINFORCEMENT LOCATION SJ001, SJ002 & SJ003 FOR SHOWN HERE IS APPROXIMATE RECOMMENDED SHORING LAYOUT - AFTER CAREFUL REMOVAL OF ALL LOOSE AND DELAMINATED CONCRETE, FORMWORK SHALL BE ADDED TO ALLOW PLACEMENT OF REPAIR PRODUCT "SIKACRETE-211 SCC PLUS". PREPARE SUBSTRATE IN STRICT ACCORDANCE WITH REFER TO SHEET SF202 FOR CONCRETE REPAIR NOTES

MANUFACTURER'S REQUIREMENTS. REFER TO DETAILS ON SHEET SF503 FOR

SURFACE CRACKS AND OTHER TYPICAL REPAIR CONDITIONS.

REFER TO SHEET SK001 FOR PHOTOGRAPHS OF EXISTING DISTRESS CONDITIONS. SECTION - AT EXISTING BOX BEAM & CONCRETE CORBEL

AND RECOMMENDED GENERAL SEQUENCE OF WORK.

- EXISTING PLT 5/8"x9"x3'-6" **Ģ** ВЕАМ EMBEDED IN CONCRETE AND WELDED TO REBAR. CLEAN CORRODED STEEL PLATES IN SLIDE BEARING PLATE ASSEMBLY. ALLOW ENGINEER TO REVIEW THE CONDITION BEFORE APPLYING CORROSION INHIBITING COATING. EXIST STEEL **BOX GIRDER** EXISTING CONCRETE CORBEL. ONCE SHORING IS IN PLACE REMOVE LOOSE CONCRETE AND FOLLOW REPAIR STEPS **EXISTING** FOR CRACKED, SPALLED AND CONCRETE GIRDER DELAMINATED CONCRETE.

**EXISTING CONCRETE CORBEL PLAN DETAIL** 

EXISTING CORBEL - REBAR IDENTIFIED DURING GPR TESTING (Approximate Locations)

STEEL REINFORCED ANCHOR BLOCKS BASIS OF DESIGN: WABO ELASTO FLEX EFJ - EDGE VOID SERIES SEALANT EXISTING -EXISTING **TOPPING** CONCRETE SLAB, FV DECK, FV ANCHOR  $\cdots$ WHERE SLABS DO NOT ALIGN, PROVIDE CONCRETE WASH TO ALLOW FOR INSTALLATION OF EXPANSION JOINT. EXISTING CONCRETE SHALL BE SEE NOTE 4 CLEANED AND ROUGHENED TO SECURELY BOND NEW CONCRETE - ELASTOMERIC SEAL TOPPING (MINIMUM 4,000 PSI). **INSTALLATION NOTES:** SPALLS MUST BE REPAIRED WITH COMPATIBLE PATCHING MATERIALS.

PREPARE SUBSTRATE BY SAND BLASTING. BLOCKOUT MUST BE CLEAN AND DRY PRIOR

INSTALL EXPANSION JOINT SYSTEM IN STRICT ACCORDANCE WITH MANUFACTURER'S DETAILED INSTALLATION GUIDE.

CONTRACTOR AND MANUFACTURER'S REPRESENTATIVE SHALL JOINTLY FIELD VERIFY INSTALLATION WIDTH (BASED ON TEMPERATURE CONDITIONS) TO SELECT APPROPRIATE E.J. SIZÈ.

**EXPANSION JOINT DETAIL** 





TERMINAL C AT IAH - 16930 JFK BLVD HOUSTON, TX 77032

IAH BRIDGE BEARINGS REPAIRS AT

TERMINAL C C.I.P. No. C.O.H. No. D.O.A. No.

**ARCHITECTS** 

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**DESIGNER PROJECT No.:** 20-03 PROJECT STATUS: CONSTRUCTION DOCUMENTS

REVISIONS			
No.	DESCRIPTION	DATE	ВҮ
1	ISSUED FOR 90% REVIEW	04/17/2020	
2	ISSUED FOR 95% REVIEW	07/07/2020	
3	ISSUED FOR 100% REVIEW	07/31/2020	
4	ISSUED FOR PERMIT	09/10/2020	HRSE
5	ISSUED FOR ADDENDUM 1	01/26/2021	HRSE
	•	•	•

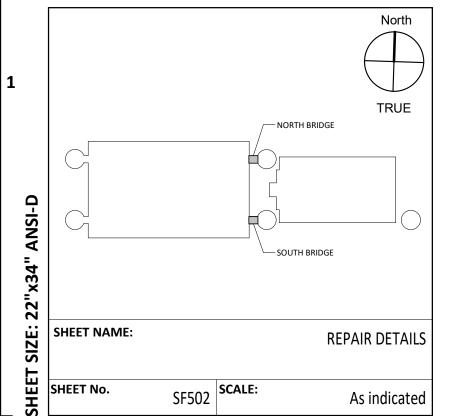
**DESIGNER:** DRAWN BY: **CHECKED BY:** 09/10/2020 **ISSUE DATE: APPROVED BY:** APPROVAL DATE:

DIRECTOR

HOUSTON AIRPORT SYSTEM







EXISTING CORBEL - REBAR IDENTIFIED DURING GPR TESTING (Approximate Locations)