



HIGHWAYS, STREETS AND BRIDGES

Travel the following pages to find asphalt pavers, crack sealers, line strippers, mortar mixers, road reclaimers, sound walls, tactile tiles, and other equipment and supplies.



Workers applied patch material to areas of severe wear on bridge girders (above). In areas of severe flexing, braces held material while patch set (below).



Prior to application, workers from the North Carolina Department of Transportation (NCDOT) mix patch material in the field.

PROVEN PATCH MATERIAL AND APPLICATION TECHNIQUE REPAIR SPALLED CONCRETE ON BRIDGES

For several years, the North Carolina Department of Transportation (NCDOT) has evaluated materials for patching spalled concrete on the underside of bridges. Constant bridge flexing (several ft. in some locations) along with impact from heavy trucks have resulted in excessive spalling on decks. Significant rebar exposure plagued bridges along state routes.

NCDOT was looking for a material that would allow workers to apply patches overhead to a thickness of up to 6 ins. in a single application. Further specifications required that the material withstand severe flexing, weather, and moisture penetration, and adhere to dry or damp concrete.

One of the tested materials was ICO Lastic from International Coatings, Inc., Franklin Park, IL. Through several trials, the manufacturer developed a modified application that met the specifications. The test applications used the following procedures:

1. Sand blast or grind the loose concrete and metal.

2. Apply a direct-to-metal primer over the metal rebar.
3. Prime all surfaces with ICO Primer LV and allow to tack up.
4. Mix in 1 gal. of ICO Lastic Gun Grade liquid with about 2½ gals. of ICO Gel Fill powder (about 20 lbs.) to obtain a dough-like consistency.
5. Work in mix by hand into spalled areas, similar to kneading in dough. Smooth out with water-moistened trowel, as necessary.

The elastomeric qualities of the urethane portion of the ICO Lastic and the strength and adhesive of the epoxy portion combined to meet job requirements.

The lack of solvent enabled installation crews to install the mix in required thicknesses without shrinkage or cracking. Additional filler made 6-in.-thick concentrations possible in single applications.

Since the material has been in place for more than 1 year without failure, the NCDOT has specified the ICO Lastic Gun Grade System for all bridge repairs. Currently, almost 1,200 kits have been ordered to complete several large expansion bridges. □

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