

BRIDGE DECK PRESERVATION MATRIX – Decks with Uncoated “Black” Rebar

DECK CONDITION STATE				REPAIR OPTIONS	POTENTIAL RESULT TO DECK BSIR		ANTICIPATED FIX LIFE
Top Surface		Bottom Surface			Top Surface BSIR #58a	Bottom Surface BSIR #58b	
BSIR #58a	Deficiencies % (a)	BSIR #58b	Deficiencies % (b)				
≥ 5	N/A	N/A	N/A	Hold (c) Seal Cracks/Healer Sealer (d)	No Change	No Change	1 to 4 years
	≤ 5%	> 5	≤ 2%	Epoxy Overlay	8, 9	No Change	10 to 15 years
	≤ 10%	≥ 4	≤ 25%	Deck Patch (e)	Up by 1 pt.	No Change	3 to 10 years
4 or 5	10% to 25%	5 or 6	≤ 10%	Deep Concrete Overlay (h)	8, 9	No Change	25 to 30 years
		4	10% to 25%	Shallow Concrete Overlay (h, i)	8, 9	No Change	20 to 25 years
				HMA Overlay with water-proofing membrane (f, h, i)	8, 9	No Change	8 to 10 years
		2 or 3	> 25%	HMA Cap (g, h, i)	8, 9	No Change	2 to 4 years
≤ 3	>25%	> 5	< 2%	Deep Concrete Overlay (h)	8, 9	No Change	20 to 25 years
		4 or 5	2% to 25%	Shallow Concrete Overlay (h, i)	8, 9	No Change	10 years
				HMA Overlay with water-proofing membrane (f, h, i)	8, 9	No Change	5 to 7 years
		2 or 3	>25%	HMA Cap (g, h, i)	8, 9	No Change	1 to 3 years
				Replacement with Epoxy Coated Rebar (ECR) Deck	9	9	60+ years

- (a) Percent of deck surface area that is spalled, delaminated, or patched with temporary patch material.
- (b) Percent of deck underside area that is spalled, delaminated or map cracked.
- (c) The “Hold” option implies that there is on-going maintenance of filling potholes with cold patch and scaling of incipient spalls.
- (d) Seal cracks when cracks are easily visible and minimal map cracking. Apply healer sealer when crack density is too great to seal individually by hand. Sustains the current condition longer.
- (e) Crack sealing can also be used to seal the perimeter of deck patches.
- (f) Hot Mix Asphalt overlay with waterproofing membrane. Deck patching required prior to placement of waterproofing membrane.
- (g) Hot Mix Asphalt cap without waterproofing membrane for ride quality improvement. Deck should be scheduled for replacement in the 5 year plan.
- (h) If bridge crosses over traveled lanes and the deck contains slag aggregate, do deck replacement.
- (i) When deck bottom surface is rated poor (or worse) and may have loose or delaminated concrete over traveled lanes, an in-depth inspection should be scheduled. Any loose or delaminated concrete should be scaled off and false decking should be placed over traveled lanes where there is potential for additional concrete to become loose.

BRIDGE DECK PRESERVATION MATRIX DECKS WITH UNCOATED “BLACK” REBAR USER GUIDELINES

This matrix is a tool for Bridge Engineers to use in the selection of deck repair options when the concrete bridge deck has uncoated “black” rebar. The condition of the deck is usually the driving force, or the key indicator, leading to a structure being considered for preventive maintenance, rehabilitation or replacement. However, there are times when other issues affecting the bridge may elicit the need for a project and this matrix does not address those situations. Some of these situations are super-structure deterioration, sub-structure deterioration, and functional issues such as under-clearance and/or bridge width. Sometimes it is desirable for an entire corridor to be brought up to a specific condition level as part of an overall strategy. So the user is cautioned to interpret the information from the matrix in the context of each specific case and use engineering judgment.

The matrix can be used from left to right or from right to left. If you have scoping inspection data with a deck delamination survey, select the row in the left column that matches the percent of surface defects. Then select the row in the second column that matches the percent of underside defects. To the right of this you will find a repair option and the associated changes to the NBI and the expected service life of that repair, or “Fix Life”.

If you are looking for a fix that will last for a given period of time, select a row from the right column that matches the length of service desired and scan to the left to find the repair option. Be advised that the condition of the bridge at the time of the rehabilitation affects the expected service life of the selected repair option. So if the structure is in worse condition than shown on the left side of the matrix, the repair will not last as long. Conversely, if the deck is in better condition than shown on the left, a longer service life could be expected.

This matrix has been constructed based on element deterioration data and the best knowledge of individuals from Construction & Technology, Maintenance, region bridge engineers, bridge design engineers, and FHWA with many years of experience working with bridges. When used in conjunction with the Bridge Safety Inspection Report (BSIR), Pontis element data, and detailed bridge project scoping report, the matrix can be an accurate guide in the majority of situations and will lead to a repair option that is economical and consistent with the Department’s goals.