OHIO DEPARTMENT OF TRANSPORTATION

District 6, 400 East William St., Delaware, Ohio 43015

740-833-8000 Fax: 740-833-8095

April 27, 2007

Mr. Edward Liberati
Hydro-Technologies, Inc.
6200 East Hwy. 62
Jeffersonville, IN 47130-8769

Dear Mr. Liberati,

I wanted to write a letter to you about my professional experience using hydrodemolition surface preparation and structural concrete overlays on a bridge deck repair project on I-70 and I-71 in the State of Ohio. Because the ADT of the bridge location was over 70,000 vehicles per day, the project was designed to be performed over two weekends with lane restrictions only being permitted from 9pm Friday to 5am Monday.

1,400 sy of bridge deck surface was repaired and overlayed with a 1 ¾"structural concrete overlay the first weekend and an Ohio weekend record 2,500 sy was overlayed the second weekend. All work was completed with the absolute minimum inconvenience to the traveling public.

Bridge deck surface preparation was performed by using mechanical milling to remove the existing concrete overlays and total surface hydrodemolition to remove deteriorated concrete and to provide a highly bondable surface. This fast track surface preparation method minimized the scheduled time required to remove deteriorated concrete and allowed the project to be completed on time. Upon completion of the hydrodemolition and cleanup operations on Saturday afternoon, the prepared existing bridge deck surfaces were high pressure washed, very rough and bondable, all exposed reinforcing steel was cleaned and all deteriorated concrete was removed. The surfaces were ideal for structural concrete overlays.

On both weekends, the 1 ¾" structural concrete overlays were poured using rapid set materials and were completed by Saturday evening. These "second generation" structural overlays placed on the high traffic bridge decks of I-70 and I-71 will protect the existing concrete and provide an excellent riding surface for many years.

I would recommend the use of hydrodemolition surface preparation as a tool in the removal of deteriorated concrete on bridge decks and to provide a highly bondable surface for structural concrete overlays. This method is economical and work can be performed very quickly and efficiently. The Ohio Department of Transportation repairs and preserves over 100,000 sy of bridge deck surfaces annually.

Sincerely,

William Turner
Transportation Engineer
Ohio Department of Transportation