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ARCADIS U.S., Inc.

Crystal Cadillo, PE
Contracting Officer's Representative
International Boundary and Water Commission, U.S. Section
Headquarters
4191 N. Mesa St.
El Paso, Texas 79902

Water Management Division

Subject:
191BWC22C0011 Sunland Park East Levee Repair
Country Club Bridge West Stoplog Issues

Date:
August 8, 2025

Contact:
Kirk Lowery

Phone:
225-244-8354

Email:
kirk.lowery@
arcadis.com

Our ref:
30001942

ARCADIS U.S., Inc.
TX Engineering License # F-533

Dear Ms. Cadillo:

After reviewing the photographs, videos and survey information over the past year on the west side of Country Club Bridge's stoplogs foundation, Arcadis believes the existing bridge and the approach slab are tied together. We are not certain if they are doweled together, as the as-built plans do not show a detail, but the standard of practice by the Texas Department of Transportation is not to dowel so that the bridge has freedom to move without damaging the approach slab.

Dowelling the stoplog foundation to the existing roadway concrete pavement and bridge approach slab restricts the approach slab transition movement between the bridge deck and roadway pavement. The approach slab helps mitigate the effects of the differential settlement of the bridge structure and the roadway. Restricting the movement of the approach slab can create a noticeable bump or unevenness at the bridge approach, causing safety concerns.

Arcadis recommends saw cutting a ¾" wide joint through the dowel bars at the stoplog and roadway joint toward the roadway to a depth of at least 8 inches; backfill with expansion joint material in accordance with Section 03.15.16, subsection 3.3; with backer road and seal the joint. The attached revised drawings, CS105A and S113A, provide the plan and detail of the joint. This application should allow the approach slab to move and the existing road to settle into place.

In terms of patching the spalled concrete, Arcadis recommends one of the following products:

- Transpo Industries, Inc. - ***T-17 MMA Polymer Concrete Patching*** - https://transpo.com/products/airports/polymer-concrete-patch/runway-rapid-patch/

- The Williamette Valley Company - ***Fastpatch DPR-FAA Kit Demo*** - https://fastpatchsystems.com/airports/

When using these products, the affected area of concrete will need to be cleaned out and the loose dust removed before applying the product. The websites for these products have videos showing the cleaning, mixing and application process.

If you have any questions or comments, please feel free to contact me.

Sincerely,
ARCADIS U.S., Inc.

Kirk Lowery, PE
Project Manager

Attachments: Drawings CS105A and S113A