

STANDARD DRAWING GUIDANCE (do not show on plans):
 This is an index of Standard Drawing details. Modify as required.

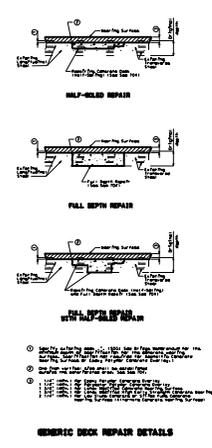
For bridges with epoxy coated steel, see Sec 710 for repairing bars and add notes as necessary. See SPM.

Wearing surface thickness can vary according to grade elevation requirements and minimum barrier curb height requirements. Max. thickness should be limited to 3" (Ref. Organizational Results Research Report OR06.004, May 2006).

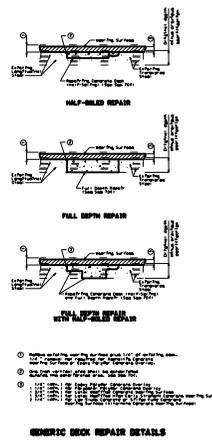
(A) - Match or show difference as plus/minus x" (e.g. $\pm 2\frac{1}{2}$ "). See Bridge Memorandum or SPM.
 (B) - Identify new wearing surface and thickness. See Bridge Memorandum or SPM.
 (C) - Identify existing wearing surface and thickness. See Bridge Memorandum or existing plans.
 (D) - 1/4" typical. See Bridge Memorandum or SPM.
 (E) - 1/2" min. See Bridge Memorandum for the minimum depth of total surface hydro demolition.
 (F) - See existing plans.
 (G) - Use appropriate reference line, i.e. $\&$ Structure, $\&$ Roadway, $\&$ Median, etc.
 (H) - When detailing Epoxy Polymer Concrete Overlay, it is a preferred detailing practice to show a discernible overlay thickness on the plans.
 (I) - Low Slump Concrete and Polyester Polymer Concrete are not allowed for Partial Depth Repair because they are too stiff to be poured monolithically and should only be used with Half-Soled Repair. Any other concrete wearing surface may be used for Partial Depth Repair.
 (J) - Clean & Epoxy Seal may be used in place of Slab Edge Repair for "drain-thru curbs" on older bridge decks. Consult with SPM or SLE.

NO.	DESCRIPTION	DATE
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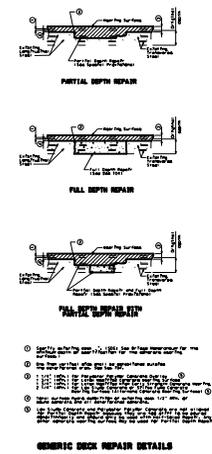
CIP DECK WITHOUT EXISTING WEARING SURFACE



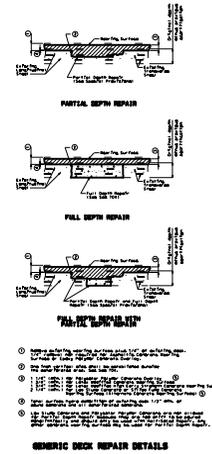
CIP DECK WITH EXISTING WEARING SURFACE



CIP DECK WITHOUT EXISTING WEARING SURFACE-HYDRO DEMOLITION



CIP DECK WITH EXISTING WEARING SURFACE-HYDRO DEMOLITION



USE FOR APPLICATIONS WITHOUT HYDRO DEMOLITION ONLY



USE FOR ALL APPLICATIONS

