U.I.P. AND REHABILITATE EXISTING (X'-X'-X') ___ SPANS (SKEW: x)

Estimated Quantities

<table>
<thead>
<tr>
<th>Item</th>
<th>Total</th>
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<tbody>
<tr>
<td>Total Surface Repair Operations</td>
<td>704-01.06</td>
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<tr>
<td>Removal of Concrete Wearing Surface</td>
<td>216-15.02</td>
</tr>
<tr>
<td>Removal of Existing Deck Repair</td>
<td>704-01.04</td>
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<tr>
<td>Substructure Repair (Formed)</td>
<td>704-01.07</td>
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<tr>
<td>Substructure Repair (Unformed)</td>
<td>704-01.06</td>
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<tr>
<td>Full Depth Repair</td>
<td>704-01.02</td>
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<tr>
<td>Half-Sole Repair</td>
<td>704-01.08</td>
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<td>General Notes:</td>
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**General Notes:**

- Design Specifications:
  - AASHTO LRFD (17th Ed.) Standard Specifications
  - Bridge Deck Rating = A1.1

- Design Unit Stresses:
  - Class B-2 Concrete (Half-Sole and Full Depth Repair) $f'c = 4,000$ psi
  - Supplementary Wearing Surface Material

- Traffic Handling:
  - Year

- Miscellaneous:

Note B3.8 if required

Supplementary wearing surface material for monolithic deck repair will be paid for at the fixed unit price in accordance with Sec 109.

**Note B3.9 if required**

- REPAIRS TO BRIDGE: ROUTE * OVER *
  - ROUTE FROM * TO *
  - ABOUT * MILES *
  - BEGINNING STATION _____± (Match Existing)
  - ENDING STATION _____± (Match Existing)
  - SHEET NO. 1 OF 2

Detailed Checked: __________

Note: This drawing is not to scale. Follow dimensions.
STANDARD DRAWING GUIDANCE (do not show on plans)

This is an index of Standard Drawing details. Draw typical section as required and scale to fit within attached border. Use appropriate deck repair details and modify as required or as per actual reinforcement.

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

Wearing surface thickness can vary according to grade elevation requirements and minimum barrier curb height requirements. Maximum thickness should be limited to 4" (Ref: 3rd Edition Oregon Research Report ORN 006, May 2006). Limit excludes reinforced concrete slab wearing surfaces.

If severe panel deterioration is anticipated at the strand ends (within the development lengths of the strands) at the transverse joint plane, a special repair zone shall be provided to show the limits of strand development and require a hold point on the plans for engineer review when panel deterioration is discovered within these limits.

Note: is required only when stop drawing will be required for example, expansion device replacement, diaphragm replacement, etc.

Add note: (5) One inch vertical side shall be established outside the deteriorated area. See Sec 704.

**Hold Point: Concrete removal exposing prestressing strands within a special repair zone shall require engineer approved repair.**

This will allow the bridge office to assess situation and develop repair method.
Hydro Demolition Case 1: Monolithic Deck Repair
After Hydro Demolition

STANDARD DRAWING GUIDANCE (do not show on plans):

1. May be used with the following concrete wearing surfaces:
   - Steel Trans. Exist.
   - Steel Trans. Exist. (1)
   - Steel Trans. Exist. (2)
   - Steel Trans. Exist. (3)

2. May be used with the following concrete wearing surfaces:
   - 3" to 4" Steel Fiber Reinforced
   - 1 3/4" to 3" CSA Cement Very Early Strength
   - 1 3/4" to 3" Latex Modified Very Early Strength
   - 2 1/4" to 3" Silica Fume
   - 1 3/4" to 3" Latex Modified

3. May be used with the following concrete wearing surfaces:
   - 3" to 4" Steel Fiber Reinforced
   - 1 3/4" to 3" CSA Cement Very Early Strength
   - 1 3/4" to 3" Latex Modified Very Early Strength
   - 2 1/4" to 3" Silica Fume
   - 1 3/4" to 3" Latex Modified

4. May be used with the following concrete wearing surfaces:
   - 3" to 4" Steel Fiber Reinforced
   - 1 3/4" to 3" CSA Cement Very Early Strength
   - 1 3/4" to 3" Latex Modified Very Early Strength
   - 2 1/4" to 3" Silica Fume
   - 1 3/4" to 3" Latex Modified

5. May be used with the following concrete wearing surfaces:
   - 3" to 4" Steel Fiber Reinforced
   - 1 3/4" to 3" CSA Cement Very Early Strength
   - 1 3/4" to 3" Latex Modified Very Early Strength
   - 2 1/4" to 3" Silica Fume
   - 1 3/4" to 3" Latex Modified

PRESTRESSED PANEL JOINT REPAIR

- **Panel joint**: P/S exists. Jt.
- **Panel joint**: P/S exists. Jt.
- **Panel joint**: P/S exists. Jt.
- **Panel joint**: P/S exists. Jt.

**Removing Existing Deck**

- **Removal of existing deck (1)**: 3" to 4" Milling and Hydro demolition
- **Removal of existing deck (2)**: 1 3/4" to 3" Concrete Wearing Surface
- **Removal of existing deck (3)**: 2 1/4" to 3" Scarification of existing deck
- **Removal of existing deck (4)**: 1 3/4" to 3" Concrete Wearing Surface
- **Removal of existing deck (5)**: 2 1/4" to 3" Scarification of existing deck

**Cleaning and Epoxy Coating**

- **Cleaning and Epoxy Coating (1)**: Match existing grade ± X"±
- **Cleaning and Epoxy Coating (2)**: Top of Existing Wearing Surface
- **Cleaning and Epoxy Coating (3)**: Top of Existing Wearing Surface
- **Cleaning and Epoxy Coating (4)**: New Wearing Surface
- **Cleaning and Epoxy Coating (5)**: New Wearing Surface

**Monolithic Deck Repair**

- **Monolithic Deck Repair (1)**: Match existing grade ± X"±
- **Monolithic Deck Repair (2)**: Top of Existing Wearing Surface
- **Monolithic Deck Repair (3)**: Top of Existing Wearing Surface
- **Monolithic Deck Repair (4)**: New Wearing Surface
- **Monolithic Deck Repair (5)**: New Wearing Surface

**Adding First Wearing Surface**

- **Adding First Wearing Surface (1)**: Match existing grade ± X"±
- **Adding First Wearing Surface (2)**: Top of Existing Wearing Surface
- **Adding First Wearing Surface (3)**: Top of Existing Wearing Surface
- **Adding First Wearing Surface (4)**: New Wearing Surface
- **Adding First Wearing Surface (5)**: New Wearing Surface

**Replacing Existing Wearing Surface**

- **Replacing Existing Wearing Surface (1)**: Match existing grade ± X"±
- **Replacing Existing Wearing Surface (2)**: Top of Existing Wearing Surface
- **Replacing Existing Wearing Surface (3)**: Top of Existing Wearing Surface
- **Replacing Existing Wearing Surface (4)**: New Wearing Surface
- **Replacing Existing Wearing Surface (5)**: New Wearing Surface