U.I.P. AND REHABILITATE EXISTING (X'-X'-X') ____ SPANS

### Estimated Quantities

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surfaces Hydro Demolition</td>
<td>sq. yd</td>
<td>216-10.04 sq. yd</td>
</tr>
<tr>
<td>Removal of Concrete Wearing Surface</td>
<td>sq. ft</td>
<td>216-10.02 sq. ft</td>
</tr>
<tr>
<td>Removal of Existing Deck Repair</td>
<td>sq. ft</td>
<td>216-10.03 sq. ft</td>
</tr>
<tr>
<td>Supplementary Wearing Surface Material</td>
<td>sq. yd</td>
<td>216-10.00 sq. yd</td>
</tr>
<tr>
<td>Slab Edge Repair (Bridges)</td>
<td>sq. ft</td>
<td>216-10.01 sq. ft</td>
</tr>
<tr>
<td>Cleaning and Epoxy Coating</td>
<td></td>
<td>216-10.10 sq. ft</td>
</tr>
<tr>
<td>Linear Foot</td>
<td></td>
<td>216-10.13 sq. ft</td>
</tr>
</tbody>
</table>

---

**B3.8** Supplementary wearing surface material will be paid for at the fixed unit price in the contract as shown. Note B3.9 if required.

**General Notes:**

- **A1.2** Design Loadings: 704-01.06
- **A1.3** Design Unit Stresses: Class B-2 Concrete (Half-Sole and Full Depth Repair) f'c = 4,000 psi

**Outline of Old Work:**

- **I1.0** Roadway surfacing adjacent to bridge ends shall match new bridge wearing surface (roadway item).
- **I1.0.1** Outline of old work is indicated by thin dashed lines. Heavy lines indicate new work.
- **I1.0.2** Contractor shall verify all dimensions if field before ordering new materials.

---

**Traffic Control:** Traffic will be maintained as shown.

**Additional Notes:**

- **A5.8** Specifications are subject to change, including the necessity to prepare plans for additional contracts. The contractor will be notified in advance of such changes.

---

**REPAIRS TO BRIDGE: ROUTE:**

**OVER:**

- **STD.**
- **STD.**
- **STD.**
- **STD.**
- **STD.**

---

쎌 electrodes to be used. See roadway plans for alignment, drain, etc. See roadway plans for alignment, drain, etc.
This is an index of standard drawing details. Three typical sections are required and scale to 4x1 within attached border. See appropriate deck repair details and modify as required (check orientation of actual reinforcement). For bridges with epoxy coated steel, see Sec 710 for repairing bars and odd notes as necessary. See SPA.

Wearing surface thickness can vary according to grade elevation requirements and minimum barrier curb height (See Flexibility, Revisions, Utilization, and Standards). For concrete and asphalt, the minimum thickness for crack filler application shall be a minimum of 1/4" of concrete above the top bars after scarification. For asphalt, the minimum thickness is shown for crack filler application.

Consultation shall be noted for additional notes for repairing deterioration of the present prestressed panels, see SPA.

The Prestressed Panel Joint Repair detail is shown transverse because typically deterioration follows the strand closest to the panel edge, referred to as a "joint". The joint is transverse to the panel edge, referred to as a "joint". This detail is an index of standard drawing details. Draw typical section as required and scale to fit within attached border.

If severe panel deterioration is anticipated outside the development lengths of the strands, full depth repair shall be considered. If full depth repair thru panels is anticipated additional deck repair details will be required. Details shown are for conventional deck repair post-demolition when adding first wearing surface. Details for other cases are similar.

**Hold Point:** Concrete removal due to chlorides being trapped behind the epoxy.
Hydro Demolition Case 1: Monolithic Deck Repair

After Hydro Demolition

TYPICAL SECTION THRU EXISTING DECK

Adding First Wearing Surface

Replacing Existing Wearing Surface

Monolithic Deck Repair

Details A

Prestressed Panel Joint Repair
Hydro Demolition Case 2: Conventional Deck Repair After Hydro Demolition

STANDARD DRAWING GUIDANCE (do not show on plans):
1. 1/4" to 3" Low Slump
2. 3/4" to 3" Polyester Polymer

Use appropriate details below on second sheet and add a sheet title using the allowed options for the below details:
- Low Slump Concrete Details
- Conventional Deck Repair
- After Hydro Demolition

(Replacing Existing Wearing Surface)

(Adding First Wearing Surface)
Conventional Deck Repair Only

STANDARD DRAWING GUIDANCE (do not show on plans):

May be used with all wearing surfaces.

- 1/4" to 3/8" Low Slump Concrete
- 1 3/4" to 3" Latex Modified Concrete
- 1 3/4" to 3" Silted Fume Concrete
- 1 3/4" to 3" Latex Modified Very Early Strength Concrete
- 3/4" to 3" Steel Fiber Reinforced Concrete
- 1 3/4" to 3" CSA Cement Very Early Strength Concrete
- 1 3/4" to 3" Latex Modified Concrete
- 2 1/4" to 3" Silica Fume Concrete
- 2 1/4" to 3" Low Slump Concrete

Scarification not required with the following wearing surfaces:

- Seal Coat
- Asphalt
- MMA Polymer
- Epoxy Polymer
- MMA Polymer Slurry

- Or when applying concrete crack filler.

SDG: For seal coat, asphalt, UBAWS, epoxy polymer or MMA polymer:

- Replace "Wearing Surface" with "Concrete Crack Filler".
- Adjust top of the original depth dimension to bottom of new wearing surface.
- Delete existing line inside wearing surface.
- Delete Dimension/Note (1) and renumber others.

For application of concrete crack filler:

- Adjust depth for thin wearing surfaces.
- Adjust top of the original depth dimension to bottom of new wearing surface.
- Delete existing line inside wearing surface.
- Delete Dimension/Note (1) and renumber others.

MMA polymer slurry:

- Adjust depth for thin wearing surfaces.
- Adjust top of the original depth dimension to bottom of new wearing surface.
- Delete existing line inside wearing surface.
- Delete Dimension/Note (1) and renumber others.

May be used with all wearing surfaces.

- 1/2" to 3/4" Alternate Ultrathin Bonded Asphalt
- 1" to 3" Alternate Asphaltic Concrete
- 3/8" Chip Seal Grade A1
- 3/8" MMA Polymer Slurry
- 1/4" Epoxy Polymer
- 3" to 4" Steel Fiber Reinforced Concrete
- 1 3/4" to 3" CSA Cement Very Early Strength Concrete
- 1 3/4" to 3" Latex Modified Very Early Strength Concrete
- 2 1/4" to 3" Silica Fume Concrete
- 2 1/4" to 3" Low Slump Concrete

(Replacing Existing Wearing Surface)

TYPICAL SECTION THRU EXISTING DECK

HALF-SOLE REPAIR

PRESTRESSED PANEL JOINT REPAIR

(Panel joint)

(REPLACING FIRST WEARING SURFACE OR APPLYING CONCRETE CRACK FILLER)

TYPICAL SECTION THRU EXISTING DECK

HALF-SOLE REPAIR

PRESTRESSED PANEL JOINT REPAIR

(Spanner section shown)