STANDARD DRAWING GUIDANCE (do not show on plans) :

This is an index of Standard Drawing details. Modify as required.

For Solid Slabs, all details shall be modified by removing voids and all notes pertaining to void repair.

District/SPM typically estimates the percentage of void tube replacement.

Transverse repair zoning over intermediate bents is required for these structures. Longitudinal repair zoning in spans is required only when hydro demolition is required and is based on anticipated quantity of deck repair if not overlayed. confidence of anticipated quantity of deck repair if overlayed, deck rating (e.g. 6 or better may not need zoning). See EPG 751.40 (If only transverse zoning is required, Zones shall be called "Special Repair Zones").

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. ± 2¼").
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 Memorandun or SPM.

(E) - 1/2" min. See Bridge Memorandum for the minimum depth of total surface hydro demolition.

(F) - See existing plans.

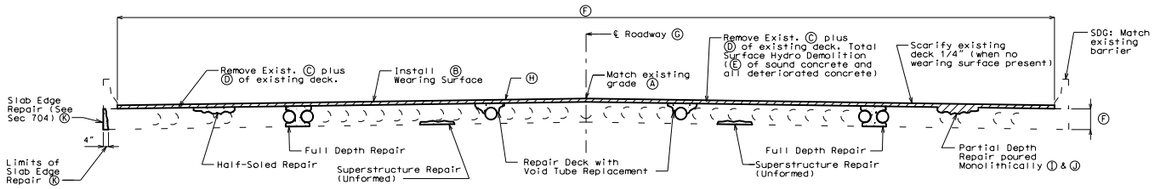
(G) - Use appropriate reference line. ie. ℄ Structure, ℄ Roadway, ℄ Median, etc.

(H) - When detailing Epoxy Polymer Concrete Overlay, it is a preferred detailing practice to show a discernable overlay thickness on the plans.

(I) - Partial Depth Repair should only be allowed where anticipated quantity of deck repair is not significant and longitudinal zoning is not required.

(J) - 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.

(K) - 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.

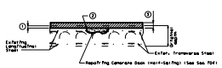


Without Hydro Demolition
or
With Hydro Demolition within
Special Repair Zones

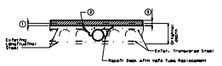
With Hydro Demolition not
within Special Repair Zones

TYPICAL SECTION THRU EXISTING DECK

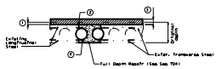
VOIDED SLAB WITHOUT EXISTING WEARING SURFACE



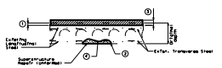
HALF-SOLED REPAIR



DECK REPAIR WITH VOID TUBE REPLACEMENT



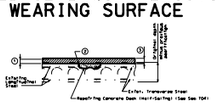
FULL DEPTH REPAIR



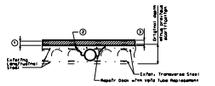
SUPERSTRUCTURE REPAIR (UNFORMED)

DECK REPAIR DETAILS

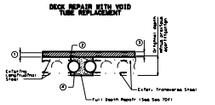
VOIDED SLAB WITH EXISTING WEARING SURFACE



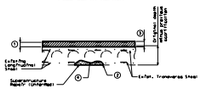
HALF-SOLED REPAIR



DECK REPAIR WITH VOID TUBE REPLACEMENT



FULL DEPTH REPAIR



SUPERSTRUCTURE REPAIR (UNFORMED)

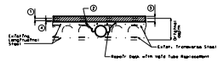
DECK REPAIR DETAILS

VOIDED SLAB WITHOUT EXISTING WEARING SURFACE—HYDRO DEMOLITION

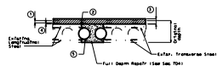
HALF-SOLED REPAIR

AND/OR

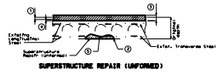
PARTIAL DEPTH REPAIR



DECK REPAIR WITH VOID TUBE REPLACEMENT



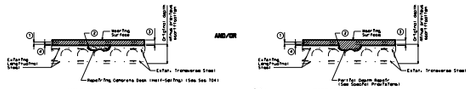
FULL DEPTH REPAIR



SUPERSTRUCTURE REPAIR (UNFORMED)

DECK REPAIR DETAILS

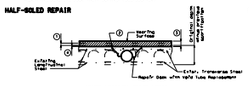
VOIDED SLAB WITH EXISTING WEARING SURFACE—HYDRO DEMOLITION



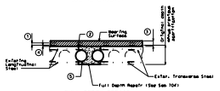
HALF-SOLED REPAIR

AND/OR

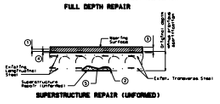
PARTIAL DEPTH REPAIR



DECK REPAIR WITH VOID TUBE REPLACEMENT



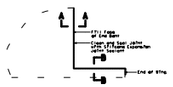
FULL DEPTH REPAIR



SUPERSTRUCTURE REPAIR (UNFORMED)

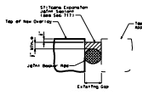
DECK REPAIR DETAILS

USE FOR ALL APPLICATIONS

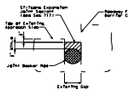


DETAIL FOR CLEAN AND SEAL JOINT AT END BENTS

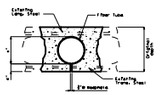
Right Side Shown. Left Side Similar



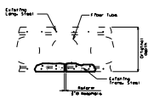
SECTION A-A



SECTION B-B



SECTION SHOWING VOID TUBE REPLACEMENT



SECTION SHOWING SUPERSTRUCTURE REPAIR (UNFORMED)