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DRAWN BY :	ALLEN J.MCSWAIN	_ DATE : <u>01/2022</u>	
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DESIGN ENGINEER	OF RECORD: DIEGO A. AGUIRRE	_ DATE : <u>01/2022</u>	

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NOTES:

BRIDGE DECK GROOVING QUANTITY BASED ON LIMITS REQUIRED IN SECTION 420-14(B) OF STANDARD SPECIFICATIONS. FOR SCARIFYING BRIDGE DECK, HYDRO-DEMOLITION, CLASS II AND CLASS III SURFACE PREPARATION, SEE OVERLAY SURFACE PREPARATION SPECIAL PROVISION. THE LMC CONCTRACTOR SHALL PROVIDE A METHOD OF HANDLING UNEXPECTED BLOW THROUGH OF THE DECK DURING HYDRO- DEMOLITION. DURING CONSTRUCTION, BERMS OR APPROPRIATE COUNTERMEASURES SHALL BE USED TO ENSURE HYDRO-DEMOLITION WATER DOES NOT MIGRATE INTO ACTIVE TRAVEL LANES. THE CONTRACTOR SHALL COLLECT, TREAT AND DISPOSE OF RUN-OFF WATER FROM HYDRO-DEMOLITION PROCESS, SEE OVERLAY SURFACE PREPARATION SPECIAL PROVISIONS. FOR PLACING AND FINISHING LATEX MODIFIED CONCRETE OVERLAY-VERY EARLY STRENGTH (LMC-VES), SEE LATEX MODIFIED CONCRETE-VERY EARLY CONCRETE SPECIAL PROVISIONS. LONGITUDINAL CONSTRUCTION JOINTS SHALL BE LOCATED ALONG THE CENTERLINE OR EDGE OF TRAVEL LANES. BRIDGE DECK SCARIFICATION, HYDRO-DEMOLITION, AND LMC-VES, LIMITS ARE THE FULL CLEAR ROADWAY WIDTH (INSIDE FACE OF EACH BRIDGE RAIL). CATION. CURRENT AVERAGE COVER IS EXPECTED TO BE FROM O TO $1^{1}/_{2}$ " TO 2" BASED ON VISUAL INSPECTION. WORK THIS SHEET WITH "JOINT DETAILS" SHEET. WORK THIS SHEET WITH "TYPICAL SECTION" SHEET.

WORK THIS SHEET WITH "DECK REPAIR DETAILS" SHEET.