ARKANSAS DEPARTMENT OF TRANSPORTATION
MAINTENANCE PLANS

DISTRICT 9 BRIDGE DECK REHAB. (2019) (S)

VARIOUS COUNTIES
VARIOUS ROUTES
JOB 090574
FED. AID PROJ. STPF-0076(201)

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<th>Asset Name/Str. Number</th>
<th>Latitude</th>
<th>Longitude</th>
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<tbody>
<tr>
<td>02157</td>
<td>36° 26' 48.948&quot; N</td>
<td>94° 14' 21.012&quot; W</td>
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<tr>
<td>02158</td>
<td>36° 28' 15.492&quot; N</td>
<td>94° 14' 38.327&quot; W</td>
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<tr>
<td>05330</td>
<td>36° 13' 57.000&quot; N</td>
<td>93° 5' 31.596&quot; W</td>
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<tr>
<td>A2771</td>
<td>36° 11' 19.068&quot; N</td>
<td>93° 24' 55.943&quot; W</td>
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<tr>
<td>03345</td>
<td>36° 7' 13.980&quot; N</td>
<td>93° 41' 38.363&quot; W</td>
</tr>
<tr>
<td>00338</td>
<td>36° 13' 24.239&quot; N</td>
<td>92° 40' 46.704&quot; W</td>
</tr>
<tr>
<td>02469</td>
<td>36° 14' 46.031&quot; N</td>
<td>92° 50' 8.880&quot; W</td>
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BRIDGE DATA:

1. BRIDGE NO. 02158
   US 71, SEC. 19, LM 4.47
   93.64' BR. LENGTH WITH 75.00' CL. RDWY.

2. BRIDGE NO. 02157
   US 71, SEC. 19, LM 2.69
   318.63' BR. LENGTH WITH 75.00' CL. RDWY.

3. BRIDGE NO. 03345
   US 412, SEC. 04, LM 2.55
   357.00' BR. LENGTH WITH 28.00' CL. RDWY.

4. BRIDGE NO. A2771
   US 412, SEC. 05, LM 9.76
   44.17' BR. LENGTH WITH 34.00' CL. RDWY.

5. BRIDGE NO. 05330
   US 62, SEC. 02, LM 0.48
   398.44' BR. LENGTH WITH 50.00' CL. RDWY.

6. BRIDGE NO. 02469
   US 62, SEC. 02, LM 5.22
   47.00' BR. LENGTH WITH 26.00' CL. RDWY.

7. BRIDGE NO. 00338
   SH 14, SEC. 03, LM 0.16
   432.17' BR. LENGTH WITH 24.00' CL. RDWY.
## INDEX OF SHEETS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
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<th>BRIDGE NO.</th>
<th>DRWG. NO.</th>
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<td>TITLE SHEET</td>
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<td>INDEX OF SHEETS AND STANDARD DRAWINGS</td>
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<td>3</td>
<td>GOVERNING SPECIFICATIONS AND GENERAL NOTES</td>
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<td>4</td>
<td>MADISON COUNTY MAP</td>
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<td>5</td>
<td>CARROLL COUNTY MAP</td>
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<td>6</td>
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<td>MARION COUNTY MAP</td>
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<td>MAINTENANCE OF TRAFFIC DETAILS</td>
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<td>9</td>
<td>SPECIAL DETAILS</td>
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<td>10</td>
<td>QUANTITIES</td>
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<td>11</td>
<td>SCHEDULE OF BRIDGE QUANTITIES</td>
<td>02157, 02158, 03345, A2771, 05330, 02469, 00338</td>
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<td>12</td>
<td>SUMMARY OF QUANTITIES AND REVISIONS</td>
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<tr>
<td>13</td>
<td>DETAILS OF LATEX MODIFIED CONCRETE OVERLAY (SHEET 1 OF 2)</td>
<td>02157, 03345, A2771, 05330, 02469, 00338</td>
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<td>14</td>
<td>DETAILS OF LATEX MODIFIED CONCRETE OVERLAY (SHEET 2 OF 2)</td>
<td>02157, 03345, A2771, 05330</td>
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<td>15</td>
<td>DETAILS OF JOINT REPAIR</td>
<td>02157, 03345, A2771, 05330</td>
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## ROADWAY STANDARD DRAWINGS

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<td>TC-1</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>04-13-17</td>
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<td>TC-2</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>09-02-15</td>
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<td>TC-3</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>07-25-19</td>
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<td>TC-4</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>02-27-14</td>
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<tr>
<td>TC-5</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>10-15-09</td>
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</table>
THE CONTRACTOR SHALL PROVIDE 2-WAY RADIO COMMUNICATIONS FOR FLAG PERSONS.

2. THE CONTRACTOR SHALL FURNISH AND MAINTAIN STD. WB-1 “BUMP” SIGNS (20” X 30”) WITH BLACK LEGEND ON ORANGE BACKGROUND AT ALL TRANSVERSE JOINTS EXPOSED TO TRAFFIC.

3. THE CONTRACTOR SHALL FURNISH AND MAINTAIN STD. WB-11 “UNEVEN LANES” SIGNS (48” X 48”) WITH BLACK ON ORANGE BACKGROUND AT ALL LONGITUDINAL JOINTS DURING MILLING AND PAVING OPERATIONS.

4. THE SEQUENCE AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS IS A GENERAL OUTLINE FOR THE CONSTRUCTION OF THIS PROJECT, AND IN NO WAY IS IT INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY STAGE AS APPROVED BY THE RESIDENT ENGINEER.

5. WHERE EXISTING DRIVING LANES ARE TO BE OVERLAPPED, THE CROSS SLOPE SHALL BE AS DIRECTED BY THE ENGINEER (NORMALLY THIS WILL CONFORM TO THE EXISTING CROSS SLOPE).

6. BRIDGE ANALYSIS SHALL BE REQUIRED PER SECTION 105.14 OF THE STANDARD SPECIFICATIONS.


8. THE ENGINEER MAY REQUIRE THE CONTRACTOR TO MODIFY THEIR SCHEDULE, DURING WORK, WHEN SPECIAL EVENTS OR OCCURRENCES MAY CAUSE TRAFFIC TO BECOME CONGESTED.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING U.S. MAILBOXES WITHIN THE PROJECT LIMITS IN SUCH A MANNER THAT THE PUBLIC MAY RECEIVE CONTINUED MAIL SERVICE. PAYMENT WILL BE CONSIDERED INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS.

10. QUANTITIES ARE ESTIMATED AND MAY BE ADJUSTED BY THE ENGINEER TO MATCH SITE CONDITIONS.

11. ANY EQUIPMENT OR APPURTENANCE THAT INTERFERES WITH THE PROPOSED CONSTRUCTION AND WHICH MAY BE THE PROPERTY OF UTILITY SERVICE ORGANIZATIONS SHALL BE MOVED BY THE OWNERS UNLESS OTHERWISE PROVIDED.

12. PREPARATORY WORK SUCH AS CLIPPING THE GRASS AND DEBRIS FROM THE EDGE OF THE EXISTING ROADWAY OR STRUCTURE, WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED A PART OF OTHER WORK ITEMS.

13. MATERIAL GENERATED FROM THE COLD MILLING OPERATIONS SHALL REMAIN THE PROPERTY OF THE DEPARTMENT AND SHALL BE TRANSPORTED TO AND STOCKPILED AT THE LOCATION(S) SPECIFIED. NO DIRECT PAYMENT WILL BE MADE FOR LOADING, HAULING, AND STOCKPILING OF EXCESS MILLING MATERIAL. PAYMENT WILL BE CONSIDERED INCLUDED AS A PART OF OTHER ITEMS OF WORK. COLD MILLING SHALL BE STOCKPILED IN A TRAPEZOIDAL SHAPE, OR AS DIRECTED BY THE ENGINEER, WHICH CAN BE EASILY MEASURED.
NOTE: EACH BRIDGE HAS A 12" RAISED MEDIAN SEPARATING THE NORTHBOUND AND SOUTHBOUND TRAFFIC.

1. BRIDGE NO. 02158
   US 71, SEC. 19, LM 4.47
   93.64' BR. LENGTH WITH 75.00' CL. RDWY.

2. BRIDGE NO. 02157
   US 71, SEC. 19, LM 2.69
   318.63' BR. LENGTH WITH 75.00' CL. RDWY.
BRIDGE NO. 03345
US 40, SEC. 04, LM 2.55
357.17' BR. LENGTH
WITH 28.00' CL RDWY.
BRIDGE NO. A2771
US 412, SEC. 05, LM 9.76
44.67' BR LENGTH
WITH 34.00' CL RDWY.
BRIDGE NO. 05330
US-65, SEC. 02, LM 0.48
398.4' BR. LENGTH
WITH 50.00' CL ROWY.
6. BRIDGE NO. 02469
US 62, SEC. 08, LM 3.22
471.00' BR. LENGTH
WITH 26.0' CL RDWY.

7. BRIDGE NO. 00338
SH 14, SEC. 03, LM 0.16
432.17' BR. LENGTH
WITH 24.00' CL RDWY.
STAGE 1 OVERLAY

1'-9"

STAGE 1 TRAFFIC
(10'-0" MIN.)

DESIRED FINAL CONST. JT LOCATION

PLASTIC DRUM, SEE TC-3.

CROSS SECTION IS SCHEMATIC, SEE EXISTING BRIDGE DRAWINGS FOR DETAILS.

STAGE 1 MAINTENANCE OF TRAFFIC
NOT TO SCALE

STAGE 2 TRAFFIC
(10'-0" MIN.)

1'-9"

STAGE 2 OVERLAY

DESIRED FINAL CONST. JT LOCATION

PLASTIC DRUM, SEE TC-3.

CROSS SECTION IS SCHEMATIC, SEE EXISTING BRIDGE DRAWINGS FOR DETAILS.

STAGE 2 MAINTENANCE OF TRAFFIC
NOT TO SCALE

MAINTENANCE OF TRAFFIC DETAILS
SPECIAL DETAILS
FOR MILL & INLAY

Bridge No. 05330
BRIDGE DECK & APPROACHES

MILL & INLAY

MILL & INLAY

329'
50'
300'

NOT TO SCALE

300' TRANSITION FROM APPROACH SLAB

EXISTING ACHM
EXISTING APPROACH SLAB

COLD MILL EXISTING ASPHALT PAVEMENT TO
CREATE A NOTCH AT THE APPROACH SLAB
AND OVERLAY TO PROVIDE A SMOOTH
TRANSITION WITH THE BRIDGE REHAB.

NOTE:
1. ARKANSAS DEPARTMENT OF TRANSPORTATION WILL ESTABLISH GRADES AND FINISH PROFILE LINE DURING
COLD MILLING AND PRIOR TO ANY ACHM PLACEMENT.
2. COLD MILLING MUST BE PERFORMED PRIOR TO HYDRODEMOLITION.
3. DIMENSIONS AND QUANTITIES SHOWN ARE FOR ESTIMATING AND BIDDING PURPOSES ONLY,
QUANTITIES WILL BE PAID BY ACTUAL MEASUREMENTS TAKEN IN THE FIELD.
4. REMOVAL OF ACHM OVERLAY (APPROX. 4 1/2 INCHES) OVER EXISTING BRIDGE DECK AND APPROACH SLAB OF
BRIDGE NO. 05330 WILL NOT BE PAID DIRECTLY BUT CONSIDERED A PART OF OTHER WORK ITEMS.
5. COORDINATE WITH ARDOT MAINTENANCE DIVISION FOR PERMANENT LANE STRIPING.
### SURFACING

<table>
<thead>
<tr>
<th>LOG MILE</th>
<th>LOG MILE</th>
<th>LOCATION</th>
<th>LENGTH</th>
<th>TACK COAT</th>
<th>ACHM SURFACE COURSE (1/2&quot;)</th>
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<tr>
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<td></td>
<td>AVG. WID.</td>
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<tr>
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### PERMANENT PAVEMENT MARKINGS

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<tr>
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<td>A2771</td>
<td>03345</td>
<td>03338</td>
<td>02469</td>
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### COLD MILLING ASPHALT PAVEMENT

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<th>LOG MILE</th>
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<th>AVG. WIDTH</th>
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<td>0.376</td>
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<td>3494.44</td>
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**NOTE:** AVERAGE MILLING DEPTH 4.25".

MILLING STOCKPILE LOCATION WILL BE DISTRICT 9 HEADQUARTERS LOCATED AT 4590 HWY. 65, HARRISON, AR 72602.

### MOBILIZATION

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### *MAINTENANCE OF TRAFFIC*

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<td>LUMP SUM</td>
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<tr>
<td>TOTAL:</td>
<td>1.00</td>
<td>LUMP SUM</td>
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* ALL TRAFFIC CONTROL DEVICES AND/OR PAVEMENT MARKINGS WILL BE PLACED IF AND WHERE DIRECTED BY THE ENGINEER. ALL ITEMS NECESSARY FOR TRAFFIC CONTROL IS SUBSIDIARY TO THE ITEM OF "MAINTENANCE OF TRAFFIC."
## SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 090574

### ROUTE - SECTION - LOG MILE

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<th>ITEM NO.</th>
<th>SP &amp; SO</th>
<th>55 &amp; 802</th>
<th>803</th>
<th>803</th>
<th>55 &amp; 804</th>
<th>801</th>
<th>SP JOB 090574</th>
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### UNIT | JOINT REHABILITATION TYPE A | GROOVING | CLASS 1 PROTECTIVE SURFACE TREATMENT | CLASS 2 PROTECTIVE SURFACE TREATMENT | REINFORCING STEEL BRIDGE | SILICONE JOINT SEALANT | MODIFICATION OF EXISTING BRIDGE | HYDRODEMOLITION | BRIDGE DECK REPAIR | LATEX MODIFIED CONCRETE OVERLAY (1/2 INCH) |
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<td>SQ. YD.</td>
<td>GAL.</td>
<td>L#</td>
<td>SQ. FT.</td>
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<td>860</td>
<td>875</td>
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<td>TOTALS FOR JOB NO. 090574</td>
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<td>11510</td>
<td>247.7</td>
<td>5804</td>
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<td>1201</td>
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### Notes:
1. Unit of structure.
2. Existing bridge deck for bridge No. 02771 does have a chip seal surface treatment.
3. Existing bridge deck for bridge No. 05330 does have a 4½ asphalt overlay.
4. Existing bridge decks for bridge Nos. 02157, 02158, 03345, 02469, and 00338 do not have asphalt overlays.
5. Quantity shown includes approach slabs and gutters as applicable.
6. Quantity shown is for estimating and bidding purposes only. Actual quantity, if any, will be determined in the field.
7. Quantity includes removal and replacement of neoprene strip seal joint material.

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**SCHEDULE OF BRIDGE QUANTITIES**

**DISTRICT 9 BRIDGE DECK REHAB, 2019**

**BENTON, BOONE, CARROLL, MADISON, MARION COUNTIES**

**ARKANSAS STATE HIGHWAY COMMISSION**

**ROUTE SEC.**

**LITTLE ROCK AIR.**

**ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK AIR.**

**DESIGNED BY:**

**DRAWN BY:**

**PRINT DATE:** 11/09/2018
<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
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<tbody>
<tr>
<td>SS &amp; 401</td>
<td>TACK COAT</td>
<td>594</td>
<td>GAL.</td>
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<tr>
<td>SP, SS, &amp; 407</td>
<td>MINERAL AGGREGATE IN ACMH SURFACE COURSE (1/2&quot;)</td>
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<td>TON</td>
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<tr>
<td>SP, SS, &amp; 407</td>
<td>ASPHALT BINDER (PG 70-22) IN ACMH SURFACE COURSE (1/2&quot;)</td>
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<td>TON</td>
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<tr>
<td>SP &amp; 412</td>
<td>COLD MILLING ASPHALT PAVEMENT</td>
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<td>SQ. YD.</td>
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<tr>
<td>601</td>
<td>MOBILIZATION</td>
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<td>SP &amp; 803</td>
<td>MAINTENANCE OF TRAFFIC</td>
<td>1.00</td>
<td>LUMP SUM</td>
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<tr>
<td>719</td>
<td>THERMOPLASTIC PAVEMENT MARKING WHITE (6&quot;)</td>
<td>5304</td>
<td>LIN. FT.</td>
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<tr>
<td>719</td>
<td>THERMOPLASTIC PAVEMENT MARKING YELLOW (6&quot;)</td>
<td>6702</td>
<td>LIN. FT.</td>
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<tr>
<td>SP &amp; 509</td>
<td>JOINT REHABILITATION (TYPE A)</td>
<td>662</td>
<td>LIN. FT.</td>
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<tr>
<td>SS &amp; 802</td>
<td>GROOVING</td>
<td>11510</td>
<td>SQ. YD.</td>
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<tr>
<td>803</td>
<td>CLASS 1 PROTECTIVE SURFACE TREATMENT</td>
<td>247.7</td>
<td>GAL.</td>
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<td>CLASS 3 PROTECTIVE SURFACE TREATMENT</td>
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<td>REINFORCING STEEL-BRIDGE (GRADE 60)</td>
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<td>POUND</td>
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<tr>
<td>SS &amp; 809</td>
<td>SILICONE JOINT SEALANT</td>
<td>1201</td>
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<tr>
<td>SP</td>
<td>HYDRODEMOLITION</td>
<td>12410</td>
<td>SQ. YD.</td>
</tr>
<tr>
<td>821</td>
<td>MODIFICATION OF EXISTING BRIDGE STRUCTURE (BRIDGE NO. 03345)</td>
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<td>LUMP SUM</td>
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<tr>
<td>SP</td>
<td>BRIDGE DECK REPAIR</td>
<td>9770</td>
<td>SQ. FT.</td>
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<tr>
<td>SP</td>
<td>LATEX MODIFIED CONCRETE OVERLAY (1 1/2&quot; THICK)</td>
<td>12434</td>
<td>SQ. YD.</td>
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### REVISIONS

<table>
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<th>DATE</th>
<th>REVISION</th>
<th>SHEET NUMBER</th>
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<tbody>
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<td>8/27/2019</td>
<td>REVISED THE TABLE OF AFFECTED STRUCTURE(S) IN SPECIAL PROVISION &quot;SPECIAL SAFETY REQUIREMENTS FOR BRIDGES.&quot;</td>
<td>13 &amp; 16</td>
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<tr>
<td>9/5/2019</td>
<td>ADDED QUANTITIES FOR THERMOPLASTIC PAVEMENT MARKING WHITE (6&quot;) AND THERMOPLASTIC PAVEMENT MARKING YELLOW (6&quot;); ADDED FLEXIBLE BEGINNING OF WORK SPECIAL PROVISION TO GOVERNING SPECIFICATIONS</td>
<td>3, 11, &amp; 16</td>
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This page seems to be part of a technical manual or report, possibly related to bridge rehabilitation and construction. The text appears to be providing detailed instructions and specifications for the placement and removal of concrete overlays on bridge decks. It includes references to specific standards and codes, such as the AASHTO Guide Specifications for Highway Bridges (2014 edition), and mentions the use of LaTeX for technical drawings.

For example, there is a section on "LATEX MODIFIED CONCRETE OVERLAY" which details the steps for applying and removing concrete overlays. It includes diagrams showing the placement of concrete and the use of saws and drills for removal. The text also references the use of saws and drills for removing concrete, and mentions the use of specific tools and procedures for this purpose.

Additionally, there are notes on the placement of joints and the use of reinforcement for the concrete overlays. The text also includes references to specific standards and codes, such as the AASHTO Guide Specifications for Highway Bridges (2014 edition), and mentions the use of LaTeX for technical drawings.

Overall, the page appears to be a detailed technical guide for bridge rehabilitation and construction, providing specific instructions and specifications for the placement and removal of concrete overlays.

**General Notes:**
- The text refers to specific standards and codes, such as the AASHTO Guide Specifications for Highway Bridges (2014 edition).
- The use of LaTeX for technical drawings is mentioned.

**Concrete Overlay Details:**
- The removal and replacement of concrete overlays.
- Use of saws and drills for removing concrete.
- Placement of joints and reinforcement.

**References:**
- Use of LaTeX for technical drawings.

**Key Figures:**
- Diagrams showing the placement of concrete and the use of saws and drills for removal.
- Specific steps for applying and removing concrete overlays.

This page is a valuable resource for anyone involved in bridge rehabilitation and construction, providing detailed instructions and specifications for the placement and removal of concrete overlays.
Stages of construction refer to bridge rehabilitation work zones as shown in maintenance of traffic details. See roadway plans. The minimum overlay placement length shall be from joint to joint. Details based on existing bridge drawings.

Stage 1 Overlay

- Apply Class 3 Protective Surface Treatment
- 1/2" Latex Modified Concrete Overlay (Min. Thickness)
- Remove 1/8" of existing concrete

Stage 2 Overlay

- Apply Class 3 Protective Surface Treatment
- 1/2" Latex Modified Concrete Overlay (Min. Thickness)
- Remove 1/8" of existing concrete

Cross section is schematic, see existing plans for details.

Stage 1 Latex Modified Concrete Overlay

Stage 2 Latex Modified Concrete Overlay

Hand tools shall be used as required to remove concrete adjacent to curbs and joints.

For staged construction, the final construction joint location shall be established by the Engineer to satisfy POT and construction requirements. The desired location is at the C.L. Bridge, C.L. Lane, or Edge of Lane, but in no case shall be positioned in the line of a vehicular path.

For staged construction, saw cut and remove 1" of initial Latex Modified Concrete Overlay when preparing surface for adjacent overlay.

For staged construction, the Temporary Construction barrier shall not be connected to the surface of the bridge deck. See Std. Dwg. TC-5 for additional details.

Details shown are typical for staged construction. When full width rehabilitation of a bridge deck is possible, adjust hydrodemolition and latex modified concrete overlay operations and details accordingly.

Bridge Deck Repair (As directed by the Engineer - variable depth)

Pay Limit of Bridge Deck Repair

Top of existing deck and finished surface of UMC

Removing 1/" UMC overlay (as directed by the Engineer)

Top mat of reinforcing steel

Limits of removal by hydrodemolition (as directed by the Engineer)

Bottom mat of reinforcing steel

Details of Hydrodemolition and Latex Modified Concrete Overlay

R.C. 600 Span with voids

Removal of unsound concrete beyond 1/8" below the original surface shall be at the direction of the Engineer. If the bond between existing concrete and new overlay is not satisfactory, the new overlay shall be removed to a maximum of 1" clearance below the bar. This removal shall be subsidiary to the item SP "Hydrodemolition".

Areas requiring additional repair, as determined by the Engineer, shall be repaired in accordance with the Job SP "Bridge Deck Repair".

Depth varies to achieve minimum clearance below top mat of reinforcing steel, where required.

Finished surface of UMC Overlay shall match existing concrete deck surfaces unless increase is required to maintain minimum required UMC Overlay thickness and a minimum of 1/8" cover to reinforcing steel.

See Dwg. No. 59444 for GENERAL NOTES, LONGITUDINAL OVERLAY CONSTRUCTION JOINT DETAIL, TRANSVERSE OVERLAY JOINT DETAIL and POP-DOWN CONCRETE CLEARANCES

REFERENCE TABLE

<table>
<thead>
<tr>
<th>Bridge No.</th>
<th>Existing Dwg. No.</th>
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<tbody>
<tr>
<td>0150</td>
<td>19087, 19095, 19094A, 19095, 19097</td>
</tr>
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</table>

Arkansas State Highway Commission
Existing Joint Seal shall be completely removed, backer rods placed, and Silicone Joint Sealant installed across the entire width of the bridge deck in accordance with these details. Section 9.10 Joint Repair shall not be paid for directly, but shall be considered incidental to the item “Silicone Joint Sealant.” Backer rods shall be extended beyond the length of the poured joint in the initial joint repair area so that the two pieces can be properly spliced together prior to installing sealant for the adjacent joint repair. Manufacturer’s recommendations shall be followed to prevent sealant leakage during repair work.

Backer rods shall be appropriate sized and set to the depth shown in the manufacturer's drawings. Parapet slider plates, where present, do not install more backer rod than can be sealed in the same day. The Contractor shall verify separation of the backer rod from the joint materials after joint repair has set.

Backer rod shall be notched or otherwise fit around any existing seal supports or bumper plates to maintain its proper depth as defined above.

**POURED SILICONE JOINT SEAL DETAILS**

Bridge No. 05330, A2771, Q2157

- Silicone Joint Sealant
- Backer Rod

**JOINT SEAL PLACEMENT AT MEDIAN**

Bridge No. Q2157

- Silicone Joint Sealant
- Backer Rod

**JOINT SEAL PLACEMENT AT RAIL**

Bridge No. Q2157, A2771

- Silicone Joint Sealant
- Backer Rod

**JOINT SEAL PLACEMENT AT SIDEWALK**

Bridge No. 05330

- Silicone Joint Sealant
- Backer Rod

Existing neoprene strip seal joint material shall be completely removed and new neoprene strip seal joint material shall be installed across the entire width of the bridge deck in accordance with these details. Removal and replacement of the existing neoprene strip seal joint material will require the removal of the parapet slider plates, where present. Parapet slider plates removed for this work shall be replaced after installation of the new neoprene strip seal joint material.

The new neoprene strip seal joint material shall provide a movement rating of four inches. The repaired expansion joint shall be capable of sealing the deck surface and parapet areas to prevent moisture and other contaminants from desending through the joint.

**STRIP SEAL JOINT DETAILS**

Bridge No. 03345

- Neoprene Strip Seal
- Steel Joint Extension

**STRIP SEAL JOINT PLACEMENT AT CURB**

Bridge No. 03345

- Neoprene Strip Seal
- Steel Joint Extension

**DETAILS OF JOINT REPAIR**

**SECTION AND SUBSECTION REFER TO THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (2014 EDITION).**

**LABOR**

**LITTLE ROCK, ARK.
PROFESSIONAL ENGINEER
ARKANSAS STATE HIGHWAY COMMISSION**

**DATE MODIFIED**

**DATE REVISED**

**DRAWN BY:**

**DESIGNED BY:**

**CHECKED BY:**

**PREPARED BY:**

**EDITED BY:**

**PRINTED BY:**

**LARGE SCALE:
1:125,000**

**SHEET NO.**

**SCALE:**

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**SCALE:**
Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual for Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."

When shown on the Plans, the ends of the Temporary Precast Concrete Barrier shall be protected with an NCHRP-350 or Manual for Assessing Safety Hardware (MASH) approved Crash Cushion. Payment for Crash Cushions shall be made under the item of "Temporary Impact Attenuation Barrier."