NOTES:
1. BRIDGE DATA IS ON PLAN SHEETS 2 & 3.
2. REFER TO SPECIAL DETAILS FOR INSET

DISTRICTS 1, 5, 6 & 10 BRIDGE PRESERVATION (2022) (S)
VARIOUS COUNTIES
JOB 012406
FED. AID PROJ. NHPP-0076(266)
### INDEX OF SHEETS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>TITLE</th>
<th>BRIDGE NO.</th>
<th>DRWG. NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TITLE SHEET</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>BRIDGE DATA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>INDEX OF SHEETS AND STANDARD DRAWINGS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>GOVERNING SPECIFICATIONS AND GENERAL NOTES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>TYPICAL SECTIONS OF IMPROVEMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>SPECIAL DETAILS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>MAINTENANCE OF TRAFFIC DETAILS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>PERMANENT PAVEMENT MARKING DETAILS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>QUANTITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>SCHEDULE OF BRIDGE QUANTITIES – DISTRICTS 1, 5, 6, &amp; 10</td>
<td>ALL BRIDGES</td>
<td>65097</td>
</tr>
<tr>
<td>11</td>
<td>SUMMARY OF QUANTITIES AND REVISIONS</td>
<td>DISTRICTS 1 &amp; 5 BRIDGES</td>
<td>65098</td>
</tr>
<tr>
<td>12</td>
<td>BRIDGE PRESERVATION DATA TABLE – DISTRICT 6</td>
<td>DISTRICT 6 BRIDGES</td>
<td>65099</td>
</tr>
<tr>
<td>13</td>
<td>BRIDGE PRESERVATION DATA TABLE – DISTRICT 10</td>
<td>DISTRICT 10 BRIDGES</td>
<td>65100</td>
</tr>
</tbody>
</table>

### BRIDGE STANDARD DRAWINGS

<table>
<thead>
<tr>
<th>DRWG. NO.</th>
<th>TITLE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>55064</td>
<td>STANDARD DETAILS FOR JOINT REPAIRS &amp; MODIFICATION</td>
<td>11-07-19</td>
</tr>
<tr>
<td>55085</td>
<td>STANDARD DETAILS FOR BACKWALL REPAIRS</td>
<td>11-07-19</td>
</tr>
</tbody>
</table>

### ROADWAY STANDARD DRAWINGS

<table>
<thead>
<tr>
<th>DRWG. NO.</th>
<th>TITLE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM-1</td>
<td>PAVEMENT MARKING DETAILS</td>
<td>02-27-20</td>
</tr>
<tr>
<td>PM-2</td>
<td>PERMANENT PAVEMENT MARKING ON ACCESS CONTROLLED ROADWAYS</td>
<td>05-14-20</td>
</tr>
<tr>
<td>TC-1</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>11-07-19</td>
</tr>
<tr>
<td>TC-2</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>05-20-21</td>
</tr>
<tr>
<td>TC-3</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</td>
<td>06-12-21</td>
</tr>
<tr>
<td>TC-4</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER</td>
<td>11-07-19</td>
</tr>
<tr>
<td>TC-5</td>
<td>STANDARD TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION-TEMPORARY PRECAST BARRIER</td>
<td>11-07-19</td>
</tr>
</tbody>
</table>

INDEX OF SHEETS AND STANDARD DRAWINGS
GENERAL NOTES

1. 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 BY FOR THE VARIOUS BID ITEMS.

2. ALL LAND MARKINGS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS.

3. THE CONTRACTOR, AT ITS OWN EXPENSE, SHALL BE RESPONSIBLE FOR PROVIDING A FENCE TO CONTROL AND CONTAIN DUG-COR. IF PEONING OF HAZARDS IS REQUIRED.

4. ALL TREES THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED IF AND WHERE DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO ENSURE THAT ALL TREES NOT TO BE REMOVED SHALL BE HANDED MULTIPLE AS POSSIBLE DURING THE CONSTRUCTION OPERATIONS.

5. PREPARATORY WORK SUCH AS DRIVING THE GRABS AND DESCRIBES FROM THE EDGE OF THE EXISTING ROADWAY, WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED A PART OF THE OTHER ITEMS OF WORK. AFTER THE ROADWAY IS COMPLETED, MATERIALS SHALL BE PULLED UP TO THE EDGE OF THE NEW ROADWAY AT LOCATIONS WHERE THE DROP OFF IS GREATER THAN 4' RESULTING FROM THE TRANSITIONS OR CURVILINEAR ROADWAY IMPROVEMENTS. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.

6. ASPHALT DESCRIBES RESULTING FROM THE PREPARATORY WORK SHALL BE REMOVED FROM THE PROJECT. THIS MATERIAL SHALL NOT BE BURIED OR STORED WITHIN THE RIGHT OF WAY.

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

8. THE EXISTING ASPHALT Pavement TO BE REMOVED FROM THE REMAINING PAVEMENT SHALL BE SEPARATED BY SAWING ALONG A MEAT. IN. AFTER SAWING, THE PAVEMENT TO BE REMOVED SHALL BE CAREFULLY REMOVED IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT THAT IS TO REMAIN. ANY DAMAGE OF THE ASPHALT PAVEMENT THAT IS TO REMAIN IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

9. ROADWAY COLD MILED TRANSITION SHALL BE OVERLAPPED WITHIN 15 CALENDAR DAYS. IF THE AREA OF THE PROJECT IS COLD MILED AND IS NOT OVERLAPPED ON OR BEFORE THE 15TH DAY, NO ADDITIONAL COLD MILLING SHALL TAKE PLACE UNTIL THE MILLING AREA IS OVERLAPPED.

10. 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.

11. THE SEQUENCE AS SHOWN ON THE PLANS AND SCHEDULES ARE GENERAL OUTLINES FOR THE CONSTRUCTION OF THIS PROJECT AND IN NO WAY IT IS INTENDED TO COVER EVERY ITEM IN THE PROJECT. ITEMS NOT CRITICAL TO THE CONSTRUCTION SEQUENCE MAY BE CONSTRUCTED IN ANY SEQUENCE IF AND WHERE DIRECTED BY THE ENGINEER.

12. BRIDGE PRESERVATION PROJECTS AND PAVEMENT PRESERVATION PROJECTS ARE ONGOING SIMULTANEOUSLY IN ALL DISTRICTS IN ARKANSAS. THE CONTRACTOR SHALL COORDINATE THE WORK SCHEDULE AND PROVIDE A GENERAL OUTLINE OF THE WORK ASSIGNMENT IF AND WHERE DIRECTED BY THE ENGINEER IN THE DISTRICT. WORKER FOR THE BRIDGE REHABILITATION TO BE COMPLETED BEFORE THE ASSOCIATED PAVEMENT PRESERVATION PROJECT BEGINS WORK. THERE WILL BE NO DIRECT PAYMENT FOR FULL LINING THIS REQUIREMENT, BUT PAYMENT WILL BE CONSIDERED INCLINED IN THE PRICES AS THE VARIOUS BID ITEMS.
TYPICAL SECTIONS OF IMPROVEMENT

2 LANE ROADWAY
(SHOWN FOR MOT)

40 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

84 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

6 LANE ROADWAY
(SHOWN FOR MOT)

6 LANE BRIDGE (I-40 OVERPASS)

84 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
**TYPICAL SECTIONS OF IMPROVEMENT**

**64'-0" EXISTING PAVEMENT**

- 4 LANE ROADWAY
- 12'-0" LANE
- 12'-0" LANE
- 12'-0" LANE
- 12'-0" LANE
- 8'-0" SHLD.
- 0.040' (TYP.)
- 0.020' (TYP.)
- 0.020' (TYP.)
- 0.040' (TYP.)

**EXISTING PAVEMENT**

**64'-0" CLEAR ROADWAY (POLYMER OVERLAY)**

- 4 LANE ROADWAY
- 12'-0" LANE
- 12'-0" LANE
- 12'-0" LANE
- 12'-0" LANE
- 8'-0" SHLD.
- 0.040' (TYP.)
- 0.020' (TYP.)
- 0.020' (TYP.)

**64'-0" EXISTING BRIDGE DECK**

**4 LANE BRIDGE**

**64 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY**

**NOTE:**

All cross slopes are to match existing cross slopes unless otherwise approved by the Engineer.
TYPICAL SECTIONS OF IMPROVEMENT

38'-0" EXISTING PAVEMENT
2 LANE ROADWAY
(Shown for MOT)

12'-0" LANE
12'-0" LANE
10'-0" SHLD.
0.040' (Typ.)
0.020' (Typ.)
EXIST SLOPE
EXIST SLOPE

38'-0" CLEAR ROADWAY (POLYMER OVERLAY)
2 LANE ROADWAY
(Shown for MOT)

12'-0" LANE
12'-0" LANE
10'-0" SHLD.
0.020' (Typ.)
0.020' (Typ.)

38'-0" EXISTING BRIDGE DECK
2 LANE BRIDGE
(UNION PACIFIC RAILROAD OVERPASS)

38'-0" CLEAR ROADWAY BRIDGE - POLYMER OVERLAY
BR NO. A7043 - HWY, 1

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
TYPICAL SECTIONS OF IMPROVEMENT

5 LANE ROADWAY (SHOWN FOR MOT)

75 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

5 LANE BRIDGE (L'ANGUILLE RIVER)

75 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

2 LANE ROADWAY (SHOWN FOR MOT)

40 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

NOTE:
All cross slopes are to match existing cross slopes unless otherwise approved by the engineer.
TYPICAL SECTIONS OF IMPROVEMENT

40' CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- BR NO. 06297 - HWY. 25

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

34' CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- BR NO. 05242 - HWY. 5
**TYPICAL SECTIONS OF IMPROVEMENT**

**40 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY**

- BR No. 06797 - HWY. 367

**40 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY**

- BR No. 06771 - HWY. 69

**NOTE:**

All cross slopes are to match existing cross slopes unless otherwise approved by the engineer.
TYPICAL SECTIONS OF IMPROVEMENT

30'-0" CLEAR ROADWAY (POLYMER OVERLAY)

2 LANE ROADWAY
(SHOWN FOR MOT)

30 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- BR NO. 05857 - MAY, 89

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

40'-0" CLEAR ROADWAY (POLYMER OVERLAY)

2 LANE ROADWAY
(SHOWN FOR MOT)

40 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- BR NO. 05858 - MAY, 89 - MISSOURI & ARKANSAS RAILROAD OVERPASS

- BR NO. 06849 - MAY, 93

TYPICAL SECTIONS OF IMPROVEMENT
TYPICAL SECTIONS OF IMPROVEMENT

39.5 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY
39.5 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

2 LANE BRIDGE

2 LANE BRIDGE

2 LANE ROADWAY (SHOWN FOR MOT)

2 LANE ROADWAY (SHOWN FOR MOT)

1. STRINGLINE WILL BE USED TO MAINTAIN A UNIFORM HORIZONTAL ALIGNMENT.

2. LONGITUDINAL JOINTS DURING MILLING AND PAVING OPERATIONS.

3. LONGITUDINAL JOINTS ARE TO BE PLACED PER TYPICAL SECTION IN CONFORMITY WITH STANDARD SPECIFICATIONS

4. MILLING & INLAY TRANSITION (SHOWN FOR MOT)

12'-0" LANE
12'-0" LANE

7'-6" SHLD.
8'-0" SHLD.

* DUE TO BACKWALL REPAIR BEING EXECUTED ON BRIDGE.

BR. NO. 20 - B6493 WILL REQUIRE COLD MILLING AND TRANSITION (ROADWAY TRANSITION)

NOTE:

1. SPECIAL CARE WILL BE USED TO MAINTAIN A UNIFORM HORIZONTAL ALIGNMENT.

2. LONGITUDINAL JOINTS ARE TO BE PLACED PER TYPICAL SECTION IN CONFORMITY WITH STANDARD SPECIFICATIONS

3. MILLING & INLAY TRANSITION (SHOWN FOR MOT)

12'-0" LANE
12'-0" LANE

7'-6" SHLD.
8'-0" SHLD.

* DUE TO BACKWALL REPAIR BEING EXECUTED ON BRIDGE.

BR. NO. 20 - B6493 WILL REQUIRE COLD MILLING AND TRANSITION (ROADWAY TRANSITION)
64'-0" EXISTING PAVEMENT
4 LANE ROADWAY (SHOWN FOR MOT)

64'-0" CLEAR ROADWAY (POLYMER OVERLAY)

64'-0" EXISTING BRIDGE DECK

4 LANE BRIDGE (LAKE HAMILTON)
64 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

50'-0" CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

50 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY
(ROADWAY TRANSITION)

NOTES:
1. STRINGLINE WILL BE USED TO MAINTAIN A UNIFORM HORIZONTAL ALIGNMENT.
2. THE CONSTRUCTION SHEET FLUSHES & MARKINGS ARE TO BE PER TYPICAL SECTION & QUANTITY SHEETS FOR ROADWAY TRANSITIONS.
3. LONGITUDINAL JOINTS ARE TO BE PLACED PER TYPICAL SECTION IN ACCORDANCE WITH STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION, 2014 EDITION, SECTION 410.07 UNLESS OTHERWISE APPROVED IF AND WHERE BY THE ENGINEER.
4. ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. REFER TO SPECIAL DETAILS AND QUANTITY SHEETS FOR ROADWAY TRANSITIONS.

* BR: NO. 22 - 01093 WILL REQUIRE COLD MILLING AND TRANSITION DUE TO BACKWALL REPAIR BEING EXECUTED ON BRIDGE.

21 - BR NO. 05872 - HWY. 70
22 - BR NO. 01093 - HWY. 270

REVISED DATE:
3-23-22

TYPICAL SECTIONS OF IMPROVEMENT
TYPICAL SECTIONS OF IMPROVEMENT

52'-0" CLEAR ROADWAY (POLYMER OVERLAY)

- 2 LANE ROADWAY - ENTRANCE APPROACH
  (SHOWN FOR MOT)

- NOTE:
  THE FIRST 65' FROM THE SOUTH BRIDGE END HAS A STRIPING TAPER
  FOR THE INTERSECTION TURN LANE. BRIDGE NO. 07089 IS A CONSISTENT WIDTH
  OF 52'-0" FROM BRIDGE END TO BRIDGE END.

- 3 LANE ROADWAY - EXIT APPROACH
  (SHOWN FOR MOT)

- NOTE:
  ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS
  OTHERWISE APPROVED BY THE ENGINEER.

- 52 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- 2 LANE BRIDGE
TYPICAL SECTIONS OF IMPROVEMENT

50 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

46 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
**Notes:**

1. Stringline will be used to maintain a uniform horizontal alignment.
2. The contractor shall furnish a matting of standard lanes - conditioning for new black layers or during backfilling at all longitudinal joints during milling and paving operations.
3. Longitudinal joints are to be placed per typical section in accordance with standard specification for highway construction, 2014 edition, section 410.07 unless otherwise approved by the engineer.
4. All cross slopes are to match existing cross slopes unless otherwise approved by the engineer.
5. Refer to special details and quantity sheets for roadway transitions.
TYPICAL SECTIONS OF IMPROVEMENT

5 LANE ROADWAY (SHOWN FOR MOT)

58'-0" CLEAR ROADWAY (POLYMER OVERLAY)

58'-0" EXISTING BRIDGE DECK

34'-0" CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

CONCRETE SLAB STRUCTURE.

* NOTE: THIS BRIDGE IS A VOIDED CONCRETE SLAB STRUCTURE.
TYPICAL SECTIONS OF IMPROVEMENT

2 LANE ROADWAY
(SHOWN FOR MOT)

36'-0" EXISTING PAVEMENT
2 LANE ROADWAY
12'-0" LANE
8'-0" SHLD.
0.040" (TYP.)
0.020" (TYP.)
0.020" (TYP.)

36'-0" CLEAR ROADWAY (POLYMER OVERLAY)
2 LANE BRIDGE
12'-0" LANE
8'-0" SHLD.
0.020" (TYP.)
0.020" (TYP.)
0.040" (TYP.)

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

36 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY
8 - BR NO. A7017 - HWY. 5
9 - BR NO. B7017 - HWY. 5

TYPICAL SECTIONS OF IMPROVEMENT
TYPICAL SECTIONS OF IMPROVEMENT

20'-0" EXISTING PAVEMENT
2 LANE ROADWAY
10'-0" LANE
0.020' / (TYP.)
EXIST. SLOPE
0.020' / (TYP.)
20'-0" CLEAR ROADWAY
POLYMER OVERLAY

20 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

40'-0" EXISTING BRIDGE DECK
12'-0" LANE
8'-0" SHLD.
0.040' / (TYP.)
EXIST. SLOPE
0.020' / (TYP.)
40'-0" CLEAR ROADWAY
POLYMER OVERLAY

40 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2 LANE BRIDGE (I-40 OVERPASS)
2 LANE ROADWAY
(ShOWN FOR MOT)

2 LANE BRIDGE (WHITE RIVER)
2 LANE ROADWAY
(Shown for MOT)
TYPICAL SECTIONS OF IMPROVEMENT

40' CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- 40'-0" EXISTING PAVEMENT
- 0.040" (Typ.)
- 0.020" (Typ.)

70' CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- 70'-0" EXISTING PAVEMENT
- 0.040" (Typ.)
- 0.020" (Typ.)

5 LANE ROADWAY
(SHOWN FOR MOT)

2 LANE BRIDGE

2 LANE ROADWAY
(SHOWN FOR MOT)

NOTES:

ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

PROFESSIONAL ENGINEER

ARKANSAS STATE SHEET NO.

TOTAL SHEETS

DATE

REVISED

FED. RD. DIST. NO.

JOB NO.

TYPICAL SECTIONS OF IMPROVEMENT

40'-0" EXISTING PAVEMENT

12'-0" LANE

8'-0" SHLD.

0.040" (Typ.)

EXIST SLOPE

RETURN

40'-0" CLEAR ROADWAY (POLYMER OVERLAY)

12'-0" LANE

8'-0" SHLD.

0.040" (Typ.)

EXIST SLOPE

RETURN

70'-0" EXISTING PAVEMENT

11'-0" LANE

11'-0" LANE

11'-0" LANE

11'-0" LANE

8'-0" SHLD.

0.040" (Typ.)

EXIST SLOPE

RETURN

70'-0" CLEAR ROADWAY (POLYMER OVERLAY)

11'-0" LANE

11'-0" LANE

11'-0" LANE

11'-0" LANE

7'-6" SHLD.

0.040" (Typ.)

EXIST SLOPE

RETURN

5 LANE BRIDGE

70 FT. CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- 70'-0" EXISTING BRIDGE DECK

- 7'-6" SHLD.

0.040" (Typ.)

0.020" (Typ.)

5 LANE ROADWAY
(SHOWN FOR MOT)

2 LANE ROADWAY
(SHOWN FOR MOT)
TYPICAL SECTIONS OF IMPROVEMENT

5 LANE ROADWAY
(SHOWED FOR MOT)

75'-0" CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
TYPICAL SECTIONS OF IMPROVEMENT

2 LANE ROADWAY (SHOWN FOR MOT)

30' CLEAR ROADWAY BRIDGE - POLYMER OVERLAY

- BR NO. 06253 - HWY. 34

NOTE:
ALL CROSS SLOPES ARE TO MATCH EXISTING CROSS SLOPES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
**SPECIAL DETAILS**

*Detail for pavement mill & inlay at bridge ends to repair asphalt roadway*

*interfaces are directed by the engineer.*

**NOTES:**

*Joint configuration for type 3 & 4 joint sealant*

<table>
<thead>
<tr>
<th>Width</th>
<th>Joint Sealant Width</th>
<th>Backer Rod Diameter</th>
<th>Joint Sealant Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/4</td>
<td>1/4</td>
<td>1/2</td>
<td>1/2</td>
</tr>
<tr>
<td>3/8</td>
<td>1/4</td>
<td>1/2</td>
<td>1/2</td>
</tr>
<tr>
<td>1/2</td>
<td>1/4</td>
<td>5/8</td>
<td>1/2</td>
</tr>
<tr>
<td>5/8</td>
<td>5/16</td>
<td>3/4</td>
<td>5/16</td>
</tr>
<tr>
<td>3/4</td>
<td>3/8</td>
<td>7/8</td>
<td>7/8</td>
</tr>
<tr>
<td>5/8</td>
<td>7/16</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>1</td>
<td>1/2</td>
<td>3/4</td>
<td>3/4</td>
</tr>
</tbody>
</table>

*Contraction joints shall be sawed to min. width of 1/4". Widening & longitudinal joints shall be sawed to min. width of 1/4" in both ends.*

*Joint rehabilitation details of type A or type B*

*Joint sealant width 2*

*Backer Rod*

*Details of type A or type B joint rehabilitation*
CONSTRUCTION SEQUENCE

STAGE 1:
1. INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS AT THE LOCATIONS SHOWN FOR STAGE 1.
2. INSTALL MAINTENANCE OF TRAFFIC DEVICES AS SHOWN IN STAGE 1 AND INSTALL ADVANCE WARNING SIGNS AND END ROAD WORK SIGNS FOR STAGE 2.
3. INSTALL MAINTENANCE OF TRAFFIC DEVICES FOR STAGE 2 AND SIMULTANEOUSLY CONSTRUCT BRIDGE POLYMOR OVERLAY.
4. REFER TO FLAGGING NOTE UNDER MAINTENANCE OF TRAFFIC DEVICES FOR BRIDGES WITH CLEAR ROADWAY.
5. INSTALL PORTABLE TRAFFIC SIGNAL SYSTEM.
6. INSTALL MAINTENANCE OF TRAFFIC DEVICES AND ADVANCE WARNING SIGNS.
7. RETURN TRAFFIC TO NORMAL PATTERN ON ROADWAY.

MAINTENANCE OF TRAFFIC NOTES (CONT.)

5. ENSURE MACHINES MAY BE IN OPERATING AREAS AT THE GROOVE TECH & WORK AREAS FOR THE FIRST 48 HOURS. TRANSITION TO POLYMER OVERLAY AT WORK IS ONGOING. VERTICAL PANEL QUANTITIES ARE PROVIDED FOR BRIDGES WITH CLEAR ROADWAY WIDTH OF 35'-0" OR LESS.
6. TRANSVERSE JOINTS EXPOSED TO TRAFFIC. (30" X 30") WITH BLACK LEGEND ON ORANGE BACKGROUND AT ALL TRANSVERSE JOINTS DURING WORK AND DURING OPERATIONS.

TRANSPORTATION DEPARTMENT OF ARKANSAS
LICENSED No. 9678

DATE: 3-23-22
CONSTRUCTION SEQUENCE

STAGE 1:
- Install advance warning signs and end road work signs at the locations shown for stage 1.
- Install maintenance of traffic devices as shown in Stage 1 and install permanent construction pavement markings.
- Shift traffic onto opposite lane for stage 2.
- Provide lane closures in both travel directions.
- Shift traffic onto opposite lane for stage 2.
- Install advance warning signs and end road work signs.
- Return traffic to normal pattern on roadway.

STAGE 2:
- Install advance warning signs and end road work signs at the locations shown for stage 1.
- Install maintenance of traffic devices as shown in Stage 1 and install permanent construction pavement markings.
- Shift traffic onto opposite lane for stage 2.
- Provide lane closures in both travel directions.
- Shift traffic onto opposite lane for stage 2.
- Install advance warning signs and end road work signs.
- Return traffic to normal pattern on roadway.

LANE CLOSURE WITH TRAFFIC DRUMS

FOR POLYMER OVERLAY BRIDGES

(4 LANE GRASS OR BARRIER WALL MEDIAN DIVIDED HIGHWAY)

(Var. Clear Roadway Width on the Bridge Decks)

NOTE: MAINTAIN EXISTING LANE MARKINGS ON LANE REMAINING OPEN.
**Left Lane Closure (In Direction of Traffic) Stage 1**

**Right Lane Closure (In Direction of Traffic) Stage 2**

**Construction Sequence**

**Stage 1**
- Install advance warning signs and end road work signs at the location shown on the Stage 2 advance warning details.
- Construct temporary traffic signs and traffic flow arrows.
- Install maintenance of traffic devices as shown in Stage 1.

**Stage 2**
- Install advance warning signs and end road work signs at the location shown on the Stage 2 advance warning details.
- Install remaining maintenance of traffic devices.

**Notes:**
- A quantity of "Furnishing and Installing Precast Concrete Barriers Wall" is included in the quantity sheets for cold milled asphalt pavement and asphalt concrete surface course.

**Lane Closure with Traffic Drums**

**4 Lane Highway (Var. Clear Roadway Widths on the Bridge Decks)**

**Legend**
- "TRAFFIC DRUM"
- "TEMPORARY TRAFFIC SIGN"
- "TRAFFIC FLOW ARROWS"

** parentheses**

**Construction:**
- 100' downstream taper for lane closure.
- Traffic drums and spacing varies for polymer overlay bridges.

**Advance Warning**
- Polymeric overlay on bridge and roadway transitions.
- Construct temporary traffic signs and traffic flow arrows.
- Install maintenance of traffic devices as shown in Stage 1.

**Return Traffic to Normal Pattern On Roadway**
- Install permanent pavement warning signs.

**Temporary Traffic Signs**
- Special end treatments shall be included in the price bid for "Furnishing and Installing Precast Concrete Barrier Wall."
CONSTRUCTION SEQUENCE

STAGE 1

RIGHT LANE CLOSURE
(IN DIRECTION OF TRAFFIC)
STAGE 2

DIVERSION FOR RT. LANE WORK ZONE
STAGE 2

DIVERSION FOR LT. LANE WORK ZONE
STAGE 1
**MAINTENANCE OF TRAFFIC DETAILS**

**CONSTRUCTION SEQUENCE**

**STAGE 1**
- Install advance warning signs and end road work signs at the locations shown on the stage 1 advance warning details.
- Install stage 1 maintenance of traffic devices, and remove construction pavement markings, shift traffic to inside lanes.
- Construct polymer overlay on bridge for left travel lanes.
- Retain advance warning signs and end road work signs at the locations shown on the stage 1 advance warning details.
- Install stage 2 maintenance of traffic devices, and remove construction pavement markings, shift traffic to inside lanes.
- Construct polymer overlay on bridge for inside travel lanes.
- Return traffic to normal pattern on roadway, install permanent pavement markings, open traffic.

**STAGE 2**
- Match line A and stage 2: lane closure with traffic drums.
- Construct polymer overlay on bridge for inside travel lanes.
- Retain advance warning signs and end road work signs at the locations shown on the stage 1 advance warning details.
- Install stage 2 maintenance of traffic devices, and remove construction pavement markings, shift traffic to inside lanes.
- Construct polymer overlay on bridge for left travel lanes.
- Return traffic to normal pattern on roadway, install permanent pavement markings, open traffic.

**NOTE:**
- Maintain existing width on lanes remaining open.
- To be used if and when opened by the engineer.

** Works:**
- Projects: ARDOT _186557_012406_Bridge Preservation
- Design: Civil - Bridge Only
- Drawings: R012406_06_MOT_006.dgn
- Workspace: Travis. Keymer
- ARDOT
- 12:18:34 PM
- 3/22/2022
- $ $ REV DATE $ $
- REVISED DATE:

**Legend:**
- Traffic Drum
- Temporary Traffic Sign
- Traffic Flow Arrows

**Construction Details:**
- Bridge ID: BRIDGID
- Bridge No: BRIDGE
- Route: ROUTE
- Section: SECT
- Log: LOG
- Traffic: TRAFFIC
- Color: COLOR
- NCHRP Report 737
- Road Work
- Steel
- End Road Work
- Advance Warning
- Speed Limit
- Do Not Pass
- Stage 1
- Stage 2
- LT Lane Work Zone
- RT Lane Work Zone
- 6 Lane Highway

**Advance Warning (6 Lane Highway)**

**Maintenance of Traffic Details**
MAINTENANCE OF TRAFFIC DETAILS

2 LANE BRIDGE

STAGE 1

VERTICAL PANEL

10'-0" LANE
20'-0" BRIDGE DECK

SHLD.

5'

STAGE 2

VERTICAL PANEL

10'-0" LANE
20'-0" BRIDGE DECK

SHLD.

5'

TYPICAL SECTIONS

STAGE 1 OVERLAY

2' (TYP.)

0.020 '/'

10'-0 LANE

26'-0" BRIDGE DECK

STAGE 2 OVERLAY

2' (TYP.)

0.020 '/'

10'-0 LANE

26'-0" BRIDGE DECK

STAGE 1 OVERLAY

2' (TYP.)

0.020 '/'

11'-0 LANE

26'-0" BRIDGE DECK

STAGE 2 OVERLAY

2' (TYP.)

0.020 '/'

11'-0 LANE

26'-0" BRIDGE DECK

STAGE 1 OVERLAY

2' (TYP.)

0.020 '/'

10'-0 LANE

30'-0" BRIDGE DECK

STAGE 2 OVERLAY

3' (TYP.)

0.020 '/'

10'-0 LANE

30'-0" BRIDGE DECK

TYPICAL SECTIONS

(2 LANE ROADWAYS)

MAINTENANCE OF TRAFFIC DETAILS

DESIRED FINAL CONST. JT LOCATION

(2 LANE ROADWAYS)

OF TRAFFIC DETAILS

(2 LANE ROADWAYS)
PERMANENT PAVEMENT MARKING DETAILS

TWO LANE ROADWAYS W/ BRIDGE

BRIDGES < 2,000 ADT

<table>
<thead>
<tr>
<th>BRIDGE</th>
<th>ROUTE</th>
<th>MILE</th>
<th>LOG</th>
<th>SECTION</th>
<th>BRIDGE</th>
<th>ROUTE</th>
<th>MILE</th>
<th>LOG</th>
<th>SECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR.06795</td>
<td>HWY. 79</td>
<td>0.274</td>
<td>18</td>
<td>HWY. 79</td>
<td>BR.06793</td>
<td>HWY. 79</td>
<td>0.274</td>
<td>18</td>
<td>HWY. 79</td>
</tr>
<tr>
<td>BR.06795</td>
<td>HWY. 79</td>
<td>0.274</td>
<td>18</td>
<td>HWY. 79</td>
<td>BR.06793</td>
<td>HWY. 79</td>
<td>0.274</td>
<td>18</td>
<td>HWY. 79</td>
</tr>
</tbody>
</table>

BRIDGES > 2,000 ADT

<table>
<thead>
<tr>
<th>BRIDGE</th>
<th>ROUTE</th>
<th>MILE</th>
<th>LOG</th>
<th>SECTION</th>
<th>BRIDGE</th>
<th>ROUTE</th>
<th>MILE</th>
<th>LOG</th>
<th>SECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>BR.06297</td>
<td>HWY. 25</td>
<td>0.703</td>
<td>16</td>
<td>HWY. 25</td>
<td>BR.06297</td>
<td>HWY. 25</td>
<td>0.703</td>
<td>16</td>
<td>HWY. 25</td>
</tr>
<tr>
<td>BR.06297</td>
<td>HWY. 25</td>
<td>0.703</td>
<td>16</td>
<td>HWY. 25</td>
<td>BR.06297</td>
<td>HWY. 25</td>
<td>0.703</td>
<td>16</td>
<td>HWY. 25</td>
</tr>
</tbody>
</table>

NOTES:
1. Bridge dimensions vary for each site; refer to typical sections.
2. Refer to "Permanent Pavement Markings" quantity box for striping and raised pavement marker quantities at each bridge site.

NOTE: The 6" yellow striping quantity has been estimated based on a double yellow centerline stripe for each project site.

TO SCHEDULE THE ZONING OF THE PROJECT. DIVISION AFTER THE FINAL LIFT OF SURFACE COURSE HAS BEEN PLACED TO THE PLACEMENT OF THE FINAL STRIPING. CONTACT THE MAINTENANCE PROJECT MUST BE MARKED FOR PASSING/NO PASSING ZONES PRIOR TO THE PLACEMENT OF THE FINAL SURFACE COURSE HAS BEEN PLACED TO THE SCHEDULE OF THE PROJECT.
### PERMANENT PAVEMENT MARKINGS DETAILS

1. **2 Lane Grass Median Divided Roadways**

   **NOTE:**
   - Striped across median grass with a width of 0.02 ft.
   - Continuous edge line pavement marking white (6") - thermoplastic
   - Thermoplastic pavement marking yellow (6") - solid line
   - Red/white at 80' spacing (typ.)
   - Skip line w/ raised pavement markers (typ. II)
   - Thermoplastic pavement marking white (6") - w/ bridge

2. **Thermoplastic Pavement Marking Yellow (6") - Solid Line**

   **NOTE:**
   - Ref. striping pattern shown for bridge B.

### Bridge Dimensions

<table>
<thead>
<tr>
<th>Bridge ID</th>
<th>Bridge #</th>
<th>Section</th>
<th>Route</th>
<th>Dist. 1</th>
<th>Log Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>BR. A7043</td>
<td>9</td>
<td>HWY. 1</td>
<td>3.433</td>
<td>2.077</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10</td>
<td>12</td>
</tr>
</tbody>
</table>

### Bridge Notes

Refer to "Permanent Pavement Markings" for typical sections.

**2.** Bridge dimensions vary for each site. Refer to typical sections.

**1.** PAVEMENT MARKER QUANTITIES AT EACH BRIDGE SITE.

Refer to "Permanent Pavement Markings" for bridge B.

**TYPICAL SECTIONS:**

2. Ref. striping pattern shown for bridge B.
PERMANENT PAVEMENT MARKING DETAILS
2 LANE BARRIER WALL DIVIDED ROADWAYS W/ BRIDGE

NOTES:
1. BRIDGE DIMENSIONS VARY FOR EACH SITE. REFER TO TYPICAL SECTIONS.
2. REFER TO "PERMANENT PAVEMENT MARKINGS" QUANTITY BOX FOR STRIPING AND RAISED MARKERS QUANTITIES AT EACH BRIDGE SITE.
3. REFER TO QUANTITY BOX FOR ROADWAY TRANSITION STRIPING AT BR. SITE 20 - BR. B6493 DUE TO BACK WALL REPAIR.

PERMANENT PAVEMENT MARKING DETAILS
2 TO 3 LANE ROADWAY TRANSITION W/ BRIDGE

NOTE: BRIDGE IS CONSISTENT WIDTH. STRIPING IS FOR INTERSECTION TURN LANE ON SOUTH END OF BRIDGE.
PERMANENT PAVEMENT MARKINGS DETAILS

**FIVE LANE ROADWAYS W/ BRIDGE**

**Notes:**
1. Refer to typical sections for bridge dimensions.
2. Refer to "Permanent Pavement Markings" quantity box for striping and raised pavement marker quantities at each bridge site.
3. Refer to quantity box for roadway transition striping at bridge site 22 due to backwall repair.

**PERMANENT PAVEMENT MARKING DETAILS**

**FOUR LANE ROADWAYS W/ BRIDGE**

**Notes:**
1. Refer to typical sections for bridge dimensions.
2. Refer to "Permanent Pavement Markings" quantity box for striping and raised pavement marker quantities at each bridge site.
3. Refer to quantity box for roadway transition striping at bridge site 22 due to backwall repair.
**PERMANENT PAVEMENT MARKING DETAILS**

**SIX LANE ROADWAYS W/ BRIDGE**

**NOTES:**
1. REFER TO TYPICAL SECTIONS FOR BRIDGE DIMENSIONS.
2. REFER TO "PERMANENT PAVEMENT MARKINGS" QUANTITY BOX FOR STRIPING AND RAISED PAVEMENT MARKER QUANTITIES AT EACH BRIDGE SITE.
3. REFER TO QUANTITY BOX FOR ROADWAY TRANSITION AT BR. SITE 26 - 05705 DUE TO BACK WALL REPAIR.

---

**SIX LANE ROADWAYS BARRIER WALL MEDIAN DIVIDED W/ BRIDGE**

**NOTES:**
1. REFER TO TYPICAL SECTIONS FOR BRIDGE DIMENSIONS.
2. REFER TO "PERMANENT PAVEMENT MARKINGS" QUANTITY BOX FOR STRIPING AND RAISED PAVEMENT MARKER QUANTITIES AT EACH BRIDGE SITE.
3. REFER TO QUANTITY BOX FOR ROADWAY TRANSITION AT BR. SITE 26 - 05705 DUE TO BACK WALL REPAIR.
### ADVANCE WARNING SIGNS AND DEVICES - DISTRICTS 1, 5, 6, & 10

#### LANE CLOSURE FOR POLYMER OVERLAY BRIDGES

<table>
<thead>
<tr>
<th>SIGN NUMBERS</th>
<th>DESCRIPTION</th>
<th>SIGN SIZE</th>
<th>TOTAL SIGN REQUIRED</th>
<th>VERTICAL PANELS</th>
<th>TRAFFIC DRUMS</th>
<th>FURNISHING &amp; INSTALLING PRESS CONCRETE BARRIER</th>
<th>RELOCATING PRESS CONCRETE BARRIER</th>
<th>TEMP IMPACT ATTENUATION BARRIER</th>
<th>TEMP IMPACT SYSTEM ACTUATED</th>
<th>PORTABLE TRAFFIC SIGNALS</th>
<th>PORTABLE MESSAGE SIGN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>L: FT. E: EACH</td>
<td>R: FT. E: EACH</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ADVANCE SIGN</strong></td>
<td><strong>DISTRICT</strong></td>
<td><strong>TOTAL</strong></td>
<td><strong>QUANTITIES</strong></td>
<td><strong>LICENSED</strong></td>
<td><strong>SHEETS</strong></td>
<td><strong>TOTAL</strong></td>
<td><strong>QUANTITIES</strong></td>
<td><strong>LICENSED</strong></td>
<td><strong>SHEETS</strong></td>
<td><strong>TOTAL</strong></td>
<td><strong>QUANTITIES</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### NOTES:
- All locations have both high and low traffic volumes in districts 1, 5, 6, 10 as defined in Section 3040.5. Standard specifications for highway construction refer to permanent pavement warning devices for high and low traffic volumes in each district.
- Furnishing and installing press concrete barrier and relocating press concrete barrier quantity are to be placed in accordance with guidelines of existing bridge structures.
- The portable traffic signal system actuated quantity is estimated and must be used if and where directed by the engineer for two-lane bridges. Trained flaggers are to be used if and where directed by the engineer for bridges that can be returned to normal traffic when the contractor leaves the site after the work shift.

**QUANTITIES**

**LICENSED PROFESSIONAL ENGINEER**

**DATE:** 3-23-22
### CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS - DIST. 1 (BOX 1 OF 4)

<table>
<thead>
<tr>
<th>#</th>
<th>DATE</th>
<th>MILE</th>
<th>WHITE MARKERS</th>
<th>DESCRIPTION</th>
<th>RAISED PAVEMENT MARKERS</th>
<th>THERMOPLASTIC PAVEMENT MARKING</th>
<th>REFLECTORIZED PAINT PAVEMENT MARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>04/23</td>
<td>79</td>
<td>0.714</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>07/23</td>
<td>118</td>
<td>3.283</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>04/13</td>
<td>3</td>
<td>0.318</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>A1043</td>
<td>1</td>
<td>3.433</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>B1043</td>
<td>1</td>
<td>0.849</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>06/22</td>
<td>1</td>
<td>4.629</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>06/22</td>
<td>79</td>
<td>4.288</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Subtotal:**

- WHITE MARKERS: 6.673
- RAISED PAVEMENT MARKERS: 1
- THERMOPLASTIC PAVEMENT MARKING: 2
- REFLECTORIZED PAINT PAVEMENT MARKING: 2

**Note:**
- Все дорожные работы должны быть выполнены в соответствии с требованиями по минимальной интенсивности трафика на всем протяжении, указанном в таблице.
- На пересечениях, где интенсивность трафика меньше 604,03 рыцарей, могут быть установлены только желтые полосы безопасности.
- Надпись на дорожных знаках может быть выполнена только на основании проектов ARDOT 18657_012406 Bridge Preservation Designs - Bridge Only Drawings - REV DATED:

### CONSTRUCTION PAVEMENT MARKINGS AND PERMANENT PAVEMENT MARKINGS - DIST. 2 (BOX 2 OF 4)

<table>
<thead>
<tr>
<th>#</th>
<th>DATE</th>
<th>MILE</th>
<th>WHITE MARKERS</th>
<th>DESCRIPTION</th>
<th>RAISED PAVEMENT MARKERS</th>
<th>THERMOPLASTIC PAVEMENT MARKING</th>
<th>REFLECTORIZED PAINT PAVEMENT MARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>06/22</td>
<td>35</td>
<td>3.695</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>06/24</td>
<td>5</td>
<td>0.845</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>06/27</td>
<td>287</td>
<td>6.079</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>06/27</td>
<td>59</td>
<td>1.360</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>06/27</td>
<td>69</td>
<td>0.318</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>06/27</td>
<td>69</td>
<td>0.445</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>06/27</td>
<td>235</td>
<td>2.193</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Subtotal:**

- WHITE MARKERS: 9.212
- RAISED PAVEMENT MARKERS: 3
- THERMOPLASTIC PAVEMENT MARKING: 2
- REFLECTORIZED PAINT PAVEMENT MARKING: 2

**Note:**
- Все дорожные работы должны быть выполнены в соответствии с требованиями по минимальной интенсивности трафика на всем протяжении, указанном в таблице.
- На пересечениях, где интенсивность трафика меньше 604,03 рыцарей, могут быть установлены только желтые полосы безопасности.
- Надпись на дорожных знаках может быть выполнена только на основании проектов ARDOT 18657_012406 Bridge Preservation Designs - Bridge Only Drawings - REV DATED:
<table>
<thead>
<tr>
<th>REF. SHEET NO.</th>
<th>DIST. NO.</th>
<th>TOTAL SHEETS</th>
<th>DATE</th>
<th>REVISED</th>
<th>TOTAL WID.</th>
<th>TOTAL SQ.YD.</th>
<th>TOTAL SQ.YD. / POUND</th>
<th>TOTAL GALLONS</th>
</tr>
</thead>
</table>

**COLD MILLING ASPHALT PAVEMENT - DIST. 6**

**BASE AND SURFACING - MAIN LANE TRANSITIONS - DIST. 6**

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>LOCATION</th>
<th>LENGTH</th>
<th>TOTAL WID.</th>
<th>TOTAL SQ.YD.</th>
<th>TOTAL SQ.YD. / POUND</th>
<th>TOTAL GALLONS</th>
</tr>
</thead>
</table>

**BASE OF ESTIMATE (DIST. 6):**

- MILLING COLD ASPHALT MILLING COLD
- BASE AND SURFACING COURSE (1/2") 0.5% MIN. AGG. 5% ASPHALT BINDER

**MAXIMUM NUMBER OF CYCLES = 109 FOR PG 79-22**

TACK COAT QUANTITIES WERE CALCULATED USING THE EMULSION ASPHALT RATES. REFER TO SS-468-17 FOR THE RECYCLED ASPHALT APPLICATION RATES.

**SUBTOTALS DIST. 6: (IN$ 1/01) - 6: (DIST. SUBTOTALS) 2238.89 ONLY. INFORMATION FOR SHOWN AND ESTIMATED IS ASPHALT OF DEPTH *AVERAGE**

**TOTALS: PROJECT 2238.89**

**QUANTITIES**
### SCHEDULE OF BRIDGE QUANTITIES - JOB NO. 012406

<table>
<thead>
<tr>
<th>DISTRICT</th>
<th>SITE NO.</th>
<th>COUNTY</th>
<th>ROUTE</th>
<th>SECTION</th>
<th>LOG MILE</th>
<th>BRIDGE NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>B7017</td>
<td>06978</td>
<td>I-440</td>
<td>1-1</td>
<td>2.792</td>
<td>100062</td>
</tr>
<tr>
<td>2</td>
<td>010011</td>
<td>06978</td>
<td>I-440</td>
<td>1-2</td>
<td>2.106</td>
<td>100062</td>
</tr>
<tr>
<td>3</td>
<td>B7017</td>
<td>06978</td>
<td>I-440</td>
<td>1-3</td>
<td>1.977</td>
<td>100062</td>
</tr>
<tr>
<td>4</td>
<td>B7017</td>
<td>06978</td>
<td>I-440</td>
<td>1-4</td>
<td>1.911</td>
<td>100062</td>
</tr>
<tr>
<td>5</td>
<td>B7017</td>
<td>06978</td>
<td>I-440</td>
<td>1-5</td>
<td>0.626</td>
<td>100062</td>
</tr>
<tr>
<td></td>
<td>06797</td>
<td>06978</td>
<td>I-440</td>
<td>1-6</td>
<td>0.524</td>
<td>100062</td>
</tr>
</tbody>
</table>

**REFERENCE TABLE**

<table>
<thead>
<tr>
<th>BRIDGE NO.</th>
<th>CONTRACTING FIRM</th>
<th>DATE</th>
<th>SHEET</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>010011</td>
<td>01/2022</td>
<td>47</td>
</tr>
</tbody>
</table>

**SCHEDULE OF BRIDGE QUANTITIES - DISTRICTS 1, 2, & 3 BRIDGES - QUANTITIES: 012406**

1. **EXISTING BRIDGE DECK HAS NO ASPHALT OVERLAY.**
2. **EXISTING BRIDGE DECK HAS REMNANTS OF AN ASPHALT OVERLAY NEAR THE BRIDGE ENDS.**
3. **EXISTING BRIDGE DECK HAS SMALLS FILLED WITH ASPHALT.**
4. **QUANTITY SHOWN IS FOR ESTIMATING AND BIDDING PURPOSES ONLY. ACTUAL QUANTITY, IF ANY, WILL BE DETERMINED IN THE FIELD.**
5. **EXISTING BRIDGE HAS PULLED JOINTS TO BE REMOVED AND REPLACED WITH POURED CONCRETE JOINTS.**
6. **REMOVE IMPACTED DEBRIS FROM STEEL SEAL JOINTS BY POWERWASHING TOP OF JOINTS. COST WILL BE CONSIDERED SUBSIDIARY TO BRIDGE DECK REMOVAL FOR BRIDGE ENDS.**
7. **MODIFICATION OF EXISTING BRIDGE STRUCTURE INCLUDES REMOVAL OF DEBRIS AT SLIDER PLATE JOINTS BY POWERWASHING TOP OF JOINTS.**
8. **MODIFICATION OF EXISTING BRIDGE STRUCTURE INCLUDES REPAIR OF BACKWALL AND JOINT ARMOR AT BENT 1.**
9. **MODIFICATION OF EXISTING BRIDGE STRUCTURE INCLUDES REMOVAL OF DEBRIS AT FINGER JOINTS BY POWERWASHING THROUGH ACCESS BETWEEN FINGERS.**
10. **MODIFICATION OF EXISTING BRIDGE STRUCTURE INCLUDES REMOVAL OF DEBRIS AT SLIDER PLATE JOINTS BY POWERWASHING TOP OF JOINTS AND AT VARIOUS JOINTS BY POWERWASHING THROUGH ACCESS BETWEEN FINGERS.**

### SCHEDULE OF BRIDGE QUANTITIES - VARIOUS COUNTIES

**NOTE:**

- **LITTLE ROCK, ARKANSAS**
- **PRINT DATE:** 03/24/2022
- **SHEET:** B012406_Q1.dgn
- **SCALE:** 1/2" = 1'-0"
SUMMARY OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>601.01</td>
<td>ROAD COVER</td>
</tr>
<tr>
<td>601.02</td>
<td>BRIDGE ASSISTANT (FULL-TIME COURSE 292)</td>
</tr>
<tr>
<td>601.03</td>
<td>BRIDGE ASSISTANT (FULL-TIME COURSE 293)</td>
</tr>
<tr>
<td>601.04</td>
<td>BRIDGE ASSISTANT (FULL-TIME COURSE 294)</td>
</tr>
<tr>
<td>601.05</td>
<td>BRIDGE ASSISTANT (FULL-TIME COURSE 295)</td>
</tr>
<tr>
<td>601.06</td>
<td>BRIDGE ASSISTANT (FULL-TIME COURSE 296)</td>
</tr>
<tr>
<td>602.01</td>
<td>BARRIERS</td>
</tr>
<tr>
<td>602.02</td>
<td>BARRIERS</td>
</tr>
<tr>
<td>602.03</td>
<td>BARRIERS</td>
</tr>
<tr>
<td>602.04</td>
<td>BARRIERS</td>
</tr>
<tr>
<td>602.05</td>
<td>BARRIERS</td>
</tr>
<tr>
<td>602.06</td>
<td>BARRIERS</td>
</tr>
<tr>
<td>603.01</td>
<td>MAINTENANCE OF TRAFFIC</td>
</tr>
<tr>
<td>603.02</td>
<td>MAINTENANCE OF TRAFFIC</td>
</tr>
<tr>
<td>603.03</td>
<td>MAINTENANCE OF TRAFFIC</td>
</tr>
<tr>
<td>603.04</td>
<td>MAINTENANCE OF TRAFFIC</td>
</tr>
<tr>
<td>603.05</td>
<td>MAINTENANCE OF TRAFFIC</td>
</tr>
<tr>
<td>603.06</td>
<td>MAINTENANCE OF TRAFFIC</td>
</tr>
<tr>
<td>604.01</td>
<td>MACHINERY, PLANT, AND EQUIPMENT</td>
</tr>
<tr>
<td>604.02</td>
<td>MACHINERY, PLANT, AND EQUIPMENT</td>
</tr>
<tr>
<td>604.03</td>
<td>MACHINERY, PLANT, AND EQUIPMENT</td>
</tr>
<tr>
<td>604.04</td>
<td>MACHINERY, PLANT, AND EQUIPMENT</td>
</tr>
<tr>
<td>604.05</td>
<td>MACHINERY, PLANT, AND EQUIPMENT</td>
</tr>
<tr>
<td>604.06</td>
<td>MACHINERY, PLANT, AND EQUIPMENT</td>
</tr>
<tr>
<td>605.01</td>
<td>MATERIALS</td>
</tr>
<tr>
<td>605.02</td>
<td>MATERIALS</td>
</tr>
<tr>
<td>605.03</td>
<td>MATERIALS</td>
</tr>
<tr>
<td>605.04</td>
<td>MATERIALS</td>
</tr>
<tr>
<td>605.05</td>
<td>MATERIALS</td>
</tr>
<tr>
<td>605.06</td>
<td>MATERIALS</td>
</tr>
<tr>
<td>606.01</td>
<td>TYPICAL PROFILES</td>
</tr>
<tr>
<td>606.02</td>
<td>TYPICAL PROFILES</td>
</tr>
<tr>
<td>606.03</td>
<td>TYPICAL PROFILES</td>
</tr>
<tr>
<td>606.04</td>
<td>TYPICAL PROFILES</td>
</tr>
<tr>
<td>606.05</td>
<td>TYPICAL PROFILES</td>
</tr>
<tr>
<td>606.06</td>
<td>TYPICAL PROFILES</td>
</tr>
<tr>
<td>607.01</td>
<td>BRIDGE MAINTENANCE SYSTEM, ENHANCED</td>
</tr>
<tr>
<td>607.02</td>
<td>BRIDGE MAINTENANCE SYSTEM, ENHANCED</td>
</tr>
<tr>
<td>607.03</td>
<td>BRIDGE MAINTENANCE SYSTEM, ENHANCED</td>
</tr>
<tr>
<td>607.04</td>
<td>BRIDGE MAINTENANCE SYSTEM, ENHANCED</td>
</tr>
<tr>
<td>607.05</td>
<td>BRIDGE MAINTENANCE SYSTEM, ENHANCED</td>
</tr>
<tr>
<td>607.06</td>
<td>BRIDGE MAINTENANCE SYSTEM, ENHANCED</td>
</tr>
<tr>
<td>608.01</td>
<td>THERMOPLASTIC PAVEMENT MODIFICATION, REFLECTORIZED</td>
</tr>
<tr>
<td>608.02</td>
<td>THERMOPLASTIC PAVEMENT MODIFICATION, REFLECTORIZED</td>
</tr>
<tr>
<td>608.03</td>
<td>THERMOPLASTIC PAVEMENT MODIFICATION, REFLECTORIZED</td>
</tr>
<tr>
<td>608.04</td>
<td>THERMOPLASTIC PAVEMENT MODIFICATION, REFLECTORIZED</td>
</tr>
<tr>
<td>608.05</td>
<td>THERMOPLASTIC PAVEMENT MODIFICATION, REFLECTORIZED</td>
</tr>
<tr>
<td>608.06</td>
<td>THERMOPLASTIC PAVEMENT MODIFICATION, REFLECTORIZED</td>
</tr>
<tr>
<td>609.01</td>
<td>POLYMER BRIDGE MODIFICATION, TEMPORARY</td>
</tr>
<tr>
<td>609.02</td>
<td>POLYMER BRIDGE MODIFICATION, TEMPORARY</td>
</tr>
<tr>
<td>609.03</td>
<td>POLYMER BRIDGE MODIFICATION, TEMPORARY</td>
</tr>
<tr>
<td>609.04</td>
<td>POLYMER BRIDGE MODIFICATION, TEMPORARY</td>
</tr>
<tr>
<td>609.05</td>
<td>POLYMER BRIDGE MODIFICATION, TEMPORARY</td>
</tr>
<tr>
<td>609.06</td>
<td>POLYMER BRIDGE MODIFICATION, TEMPORARY</td>
</tr>
<tr>
<td>610.01</td>
<td>ROADWAY MARKINGS</td>
</tr>
<tr>
<td>610.02</td>
<td>ROADWAY MARKINGS</td>
</tr>
<tr>
<td>610.03</td>
<td>ROADWAY MARKINGS</td>
</tr>
<tr>
<td>610.04</td>
<td>ROADWAY MARKINGS</td>
</tr>
<tr>
<td>610.05</td>
<td>ROADWAY MARKINGS</td>
</tr>
<tr>
<td>610.06</td>
<td>ROADWAY MARKINGS</td>
</tr>
<tr>
<td>611.01</td>
<td>TEMPORARY ROADWAY MARKINGS</td>
</tr>
<tr>
<td>611.02</td>
<td>TEMPORARY ROADWAY MARKINGS</td>
</tr>
<tr>
<td>611.03</td>
<td>TEMPORARY ROADWAY MARKINGS</td>
</tr>
<tr>
<td>611.04</td>
<td>TEMPORARY ROADWAY MARKINGS</td>
</tr>
<tr>
<td>611.05</td>
<td>TEMPORARY ROADWAY MARKINGS</td>
</tr>
<tr>
<td>611.06</td>
<td>TEMPORARY ROADWAY MARKINGS</td>
</tr>
<tr>
<td>612.01</td>
<td>PORTABLE ROADWAY FURNISHING</td>
</tr>
<tr>
<td>612.02</td>
<td>PORTABLE ROADWAY FURNISHING</td>
</tr>
<tr>
<td>612.03</td>
<td>PORTABLE ROADWAY FURNISHING</td>
</tr>
<tr>
<td>612.04</td>
<td>PORTABLE ROADWAY FURNISHING</td>
</tr>
<tr>
<td>612.05</td>
<td>PORTABLE ROADWAY FURNISHING</td>
</tr>
<tr>
<td>612.06</td>
<td>PORTABLE ROADWAY FURNISHING</td>
</tr>
</tbody>
</table>

REVISIONS

<table>
<thead>
<tr>
<th>DATE</th>
<th>REVISION</th>
<th>SHEET NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>9/23/22</td>
<td>WATER GENERAL NOTES ARE INCLUDED IN SPECIFICATIONS. REVERSES SIGNS LOCATION NOTE.</td>
<td>1, 2, 3, 4, 5, 6</td>
</tr>
</tbody>
</table>

SUMMARY OF QUANTITIES
### BRIDGE PRESERVATION DATA TABLE
#### (DISTRICT 1)

<table>
<thead>
<tr>
<th>BRIDGE NO.</th>
<th>CURRENT CONTRACT SITE NO.</th>
<th>COUNTY</th>
<th>ROUTE</th>
<th>SECTION</th>
<th>DECK TREATMENT TYPE</th>
<th>BRIDGE JOINT TREATMENT STD. DRAWING</th>
<th>BRIDGE JOINT TREATMENT LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>06795</td>
<td>CRITTENDEN</td>
<td>HWY. 79</td>
<td>10</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 6</td>
</tr>
<tr>
<td>2</td>
<td>07305</td>
<td>CRITTENDEN</td>
<td>HWY. 188</td>
<td>4</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 5</td>
</tr>
<tr>
<td>3</td>
<td>07332</td>
<td>CRITTENDEN</td>
<td>HWY. 188</td>
<td>4</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 4</td>
</tr>
<tr>
<td>4</td>
<td>07343</td>
<td>LEE (DIST. 5)</td>
<td>LEE</td>
<td>10</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 6</td>
</tr>
<tr>
<td>5</td>
<td>07463</td>
<td>LEE (DIST. 5)</td>
<td>LEE</td>
<td>10</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 5</td>
</tr>
<tr>
<td>6</td>
<td>07452</td>
<td>LEE (DIST. 5)</td>
<td>LEE</td>
<td>10</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 5</td>
</tr>
<tr>
<td>7</td>
<td>08576</td>
<td>LEE (DIST. 5)</td>
<td>LEE</td>
<td>10</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 5</td>
</tr>
</tbody>
</table>

### BRIDGE PRESERVATION DATA TABLE
#### (DISTRICT 5)

<table>
<thead>
<tr>
<th>BRIDGE NO.</th>
<th>CURRENT CONTRACT SITE NO.</th>
<th>COUNTY</th>
<th>ROUTE</th>
<th>SECTION</th>
<th>DECK TREATMENT TYPE</th>
<th>BRIDGE JOINT TREATMENT STD. DRAWING</th>
<th>BRIDGE JOINT TREATMENT LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>06797</td>
<td>CLEVELAND</td>
<td>HWY. 25</td>
<td>3</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1-4</td>
</tr>
<tr>
<td>9</td>
<td>07342</td>
<td>WHITE</td>
<td>HWY. 5</td>
<td>13</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 2 &amp; 3</td>
</tr>
<tr>
<td>10</td>
<td>07487</td>
<td>WHITE</td>
<td>HWY. 307</td>
<td>15</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 5</td>
</tr>
<tr>
<td>11</td>
<td>08771</td>
<td>INDEPENDENCE</td>
<td>HWY. 88</td>
<td>3</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>REMOVE DEBRIS FROM STEM SEAL. JOINTS AT JOINTS AT JOINTS AT BENTS 1, 4, 7, 11 &amp; 12</td>
</tr>
<tr>
<td>12</td>
<td>08857</td>
<td>IND.</td>
<td>HWY. 88</td>
<td>3</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 2 &amp; 3</td>
</tr>
<tr>
<td>13</td>
<td>08859</td>
<td>IND.</td>
<td>HWY. 88</td>
<td>3</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1-4</td>
</tr>
<tr>
<td>14</td>
<td>08849</td>
<td>SHARP</td>
<td>HWY. 226</td>
<td>3</td>
<td>POLYMER OVERLAY</td>
<td>55064</td>
<td>BENTS 1 &amp; 4</td>
</tr>
</tbody>
</table>
## BRIDGE PRESERVATION DATA TABLE (DISTRICT 6)

<table>
<thead>
<tr>
<th>BRIDGE NO.</th>
<th>ORIGINAL CONTRACT NO.</th>
<th>COUNTY</th>
<th>ROUTE</th>
<th>SECTION</th>
<th>DECK TREATMENT TYPE</th>
<th>BRIDGE JOINT TREATMENT STD. DRAWING</th>
<th>BRIDGE JOINT TREATMENT LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>R60037</td>
<td>GARLAND</td>
<td>HWY. 270</td>
<td>6</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 6</td>
</tr>
<tr>
<td>16</td>
<td>R60037</td>
<td>GARLAND</td>
<td>HWY. 270</td>
<td>6</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 6</td>
</tr>
<tr>
<td>17</td>
<td>R60037</td>
<td>GARLAND</td>
<td>HWY. 270</td>
<td>6</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 4</td>
</tr>
<tr>
<td>18</td>
<td>R60037</td>
<td>GARLAND</td>
<td>HWY. 270</td>
<td>6</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 4</td>
</tr>
<tr>
<td>19</td>
<td>R60037</td>
<td>GARLAND</td>
<td>HWY. 270</td>
<td>6</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 4</td>
</tr>
<tr>
<td>20</td>
<td>R60037</td>
<td>GARLAND</td>
<td>HWY. 270</td>
<td>6</td>
<td>POLYMER OVERLAY</td>
<td>15506 &amp; ISSUES</td>
<td>BENTS 6</td>
</tr>
<tr>
<td>21</td>
<td>06070</td>
<td>LONOKE</td>
<td>HWY. 305</td>
<td>8</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 7</td>
</tr>
<tr>
<td>22</td>
<td>01393</td>
<td>GARLAND</td>
<td>HWY. 270</td>
<td>5</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 6</td>
</tr>
<tr>
<td>23</td>
<td>01899</td>
<td>SALINE</td>
<td>HWY. 35</td>
<td>1</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 7</td>
</tr>
<tr>
<td>24</td>
<td>06827</td>
<td>LONOKE</td>
<td>HWY. 308</td>
<td>3</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 6</td>
</tr>
<tr>
<td>25</td>
<td>03945</td>
<td>PULASKI</td>
<td>HWY. 208</td>
<td>1</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 7</td>
</tr>
<tr>
<td>26</td>
<td>03945</td>
<td>PULASKI</td>
<td>HWY. 208</td>
<td>1</td>
<td>POLYMER OVERLAY</td>
<td>S5064</td>
<td>BENTS 1 &amp; 7</td>
</tr>
<tr>
<td>27</td>
<td>01725</td>
<td>PULASKI</td>
<td>460 (0.75)</td>
<td>33</td>
<td>POLYMER OVERLAY</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>28</td>
<td>01725</td>
<td>PULASKI</td>
<td>460 (0.75)</td>
<td>33</td>
<td>POLYMER OVERLAY</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>29</td>
<td>01637</td>
<td>LONOKE</td>
<td>HWY. 5</td>
<td>12</td>
<td>POLYMER OVERLAY</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>30</td>
<td>01637</td>
<td>LONOKE</td>
<td>HWY. 5</td>
<td>12</td>
<td>POLYMER OVERLAY</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>31</td>
<td>01525</td>
<td>PULASKI</td>
<td>460 (0.75)</td>
<td>43</td>
<td>POLYMER OVERLAY</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>32</td>
<td>01525</td>
<td>PULASKI</td>
<td>460 (0.75)</td>
<td>43</td>
<td>POLYMER OVERLAY</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>33</td>
<td>01637</td>
<td>LONOKE</td>
<td>HWY. 70</td>
<td>16</td>
<td>POLYMER OVERLAY</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**NOTE:**
- **BENTS 1 & 6:** Bents 1 and 6.
- **BENTS 1 & 7:** Bents 1 and 7.
- **BENTS 1 & 4:** Bents 1 and 4.
- **BENTS 2 & 3:** Bents 2 and 3.
- **BENTS 2 & 4:** Bents 2 and 4.
- **BENTS 6:** Bents 6.
- **SOUTH ABUTMENT, 15506 & ISSUES:** Treatment for south abutment.
- **BENTS 1 (WITH BACKMALL) REPAIR & BENT 6:** Repair and bent 6.
- **BENTS 1 (WITH BACKMALL) REPAIR & BENTS 2-3:** Repair and bents 2-3.
- **BENTS 1 (WITH BACKMALL) REPAIR:** Repair with backmall.
- **SOUTH ABUTMENT (WITH BACKMALL REPAIR):** South abutment repair with backmall.
- **BENTS 2 & 3 (WITH BACKMALL):** Bents 2 and 3 with backmall.
- **BENTS 2 & 4 (WITH BACKMALL):** Bents 2 and 4 with backmall.

---

**Arkansas State Highway Commission**

**District 6**

**Bridge Preservation Data Table**

**Print Date:** 3/30/2022

**Designed by:**

**CHECKED BY:**

**DRAWN BY:**

**District No.:** 6

**Job No.:** 012406

**Rev.:** 0

**Sheet No.:** 1

**Scale:** NO SCALE

**File Name:** B012406_DT6.dgn

**Printed by:**

**FILMED DATE:**

**DISTRICT 6 BRIDGES - BRIDGE DATA - 65099**

**ARKANSAS STATE HIGHWAY COMMISSION**

**LITTLE ROCK, ARKANSAS**

**BRIDGE ENGINEER**

**PROFESSIONAL ENGINEER**

**LICENSED IN ARKANSAS**

**DATE OF PROFESSIONAL PRACTICE:** 01/2022

**DATE OF PRACTICE:** 01/2022

**FED.AID PROJ.NO.:** 65099

**ROUTE:** 02/2022

**SHEETS:** 50

**TOTAL SHEETS:** 6
## Bridge Preservation Data Table (District 10)

<table>
<thead>
<tr>
<th>Bridge No.</th>
<th>Original Contract No.</th>
<th>County</th>
<th>Route</th>
<th>Section</th>
<th>Deck Treatment Type</th>
<th>Bridge Joint Treatment (STD)</th>
<th>Bridge Joint Treatment Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>34</td>
<td>06530</td>
<td>Poinsett</td>
<td>Hwy. 38</td>
<td>12</td>
<td>Polymer Overlay</td>
<td>55064</td>
<td>BENTS 1-4</td>
</tr>
<tr>
<td>35</td>
<td>06013</td>
<td>Craighead</td>
<td>Hwy. 48</td>
<td>4</td>
<td>Polymer Overlay</td>
<td>55064</td>
<td>BENTS 2 &amp; 3</td>
</tr>
<tr>
<td>36</td>
<td>06531</td>
<td>Greene</td>
<td>Hwy. 49</td>
<td>2</td>
<td>Polymer Overlay</td>
<td>55064</td>
<td>BENTS 1 &amp; 4</td>
</tr>
<tr>
<td>37</td>
<td>07086</td>
<td>Greene</td>
<td>Hwy. 40</td>
<td>2</td>
<td>Polymer Overlay</td>
<td>55064</td>
<td>BENTS 2 &amp; 4</td>
</tr>
<tr>
<td>38</td>
<td>06253</td>
<td>Greene</td>
<td>Hwy. 34</td>
<td>3</td>
<td>Polymer Overlay</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>39</td>
<td>07085</td>
<td>Greene</td>
<td>Hwy. 42</td>
<td>9</td>
<td>Polymer Overlay</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>40</td>
<td>07086</td>
<td>Greene</td>
<td>Hwy. 42</td>
<td>9</td>
<td>Polymer Overlay</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>41</td>
<td>07043</td>
<td>Greene</td>
<td>Hwy. 42</td>
<td>9</td>
<td>Polymer Overlay</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>42</td>
<td>07041</td>
<td>Greene</td>
<td>Hwy. 42</td>
<td>9</td>
<td>Polymer Overlay</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>43</td>
<td>06971</td>
<td>Greene</td>
<td>Hwy. 42</td>
<td>9</td>
<td>Polymer Overlay</td>
<td>N/A</td>
<td>REMOVE IMPACTED DEBRIS FROM STEP SEAL, BENTS 2 &amp; 3</td>
</tr>
<tr>
<td>44</td>
<td>06972</td>
<td>Greene</td>
<td>Hwy. 42</td>
<td>9</td>
<td>Polymer Overlay</td>
<td>N/A</td>
<td>REMOVE IMPACTED DEBRIS FROM STEP SEAL, BENTS 2 &amp; 3</td>
</tr>
<tr>
<td>45</td>
<td>07041</td>
<td>Mississippi</td>
<td>Hwy. 138</td>
<td>1</td>
<td>Polymer Overlay</td>
<td>55064</td>
<td>BENTS 1 &amp; 4</td>
</tr>
</tbody>
</table>
Broken Line Striping

Solid Line Striping on Concrete Pavement

Solid Line Striping on Asphalt Pavement

Striping at Adjacent No Passing Lanes

Pavement Edge Line Marking

Detail of Standard Raised Pavement Markers

Notes:
1. Refer to the striping details for pavement marking line widths.
2. This drawing shall be used in conjunction with the latest revised edition of the "Manual on Uniform Traffic Control Devices.
3. Raised pavement markers shall be placed on an 80 feet spacing unless otherwise shown in the plans.

Arkansas State Highway Commission

Pavement Marking Details

Standard Drawing PM-1
This drawing is intended for use in conjunction with the "Manual on Uniform Traffic Control Devices". The location and final location of the striping and pavement markings shall be determined by the engineer. This drawing should be considered as typical only.

**Entrance Ramps**

- **Standard Type II RPMs**: 60'-0" (14) RPMs spaced 10' O.C.
- **Start RPM Notation**: 1520' - Standard Type II RPMs @ 40' O.C. (Typ.)

**Exit Ramps**

- **Standard Type II RPMs**: 60'-0" (14) RPMs spaced 10' O.C.
- **Start RPM Notation**: 375' - Standard Type II RPMs @ 24' O.C.

**Notes**:
- RPMs shall be determined by the engineer.
- Dimensions shown for raised pavement markers are theoretical and should be confirmed by the contractor.
- The red lens of the marker is exposed to traffic.
- The yellow line shall be unbroken.

**Specifications**:
- RPMs shall be placed as shown.
- RPMs shall be placed at the beginning and end of the entrance and exit ramps.
- RPMs shall be placed at the beginning and end of the acceleration lane.

**Pavement Marking Details**

- **6" White Line**: 6" white line 30' O.C.
- **6" Yellow Line**: 6" yellow line 24' O.C.
- **12" White Line**: 12" white line 30' O.C.
- **12" Dotted White Line**: 12" dotted white line 30' O.C.
- **DIRECTIONAL ARROW**: 2' wide and 6' long.

**RAISED PAVEMENT MARKERS**

- Type 11 (White/Red): 48 each
- Type II RPMs: 19 each

**Dimensions**:
- 40' (Typ.)
- 10' (Typ.)
- 4' SHLDR. (Typ.)
- 10' SHLDR. (Typ.)

**Pavement Marking Quantities**

- 12" White = 815 Lin. Ft.
- 6" White = 280 Lin. Ft.
- 12" Dotted White = 370 Lin. Ft.

**General Notes**:
- The contractor may substitute similar pavement markers.
- Approval for similar markers may be made by referring to the ARDOT Qualified Products List.
- The use of pavement markers shall be confirmed by the engineer.
- The red lens of the markers shall be exposed to traffic.
- The yellow line shall be unbroken.

**Note**:
- Various dimensions provided for raised pavement markers and pavement markings are theoretical and should be confirmed by the contractor.


General Notes

- 4 feet or greater preferred. If less than 4 feet, Precast Units shall be connected to slab (see Barrier Stabilization Detail-Bridge Decks Std. Drwg. TC-4).

- Special End Unit
  - 18
  - 12
  - (FT.)
  - Offset Distance (see Table)

- Traffic Lane
  - 1'-0''
  - 12'-0''

- Proposed Cut Line
  - 40' Min.

- C.L. Bridge
  - Parallel to C.L.

- Traffic Lane
  - 1'-0''
  - 12'-0''

- Traffic
  - Lane
  - Either Way

- Work Area
  - 4'-0''
  - #5 Bars

- Delineator
  - 1" Dia. Hole for 2-#5 Bars

- Offset Distance Table
  - Offset Distance
  - Offset Distance (See Table)
  - Offset Distance

- If offset distance is not attainable, then see “Barrier Placement With Attenuator” detail shown below.

- Edge of Travel Lane
  - 3'-0'' From Edge of Travel Lane to Nearest Edge of Attenuator

- Special End Unit
  - C.L. Bridge
  - Parallel to C.L.

- Traffic
  - Lane
  - Either Way

- Offset Distance for Two Way Traffic Only
  - No Scale

- ** Offset Distance for Two Way Traffic Only
  - No Scale

- Section J-J
  - No Scale

- Special End Unit
  - No Scale

**General Notes**

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