

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
10-14-11					ARK.			
						JOB NO. 110394	48	196
				06830	GENERAL NOTES		41960	

GENERAL NOTES

BENCH MARK: T.B.M. #915 "R.R. Spike in 8" Elm" 137.91' Rt. of Sta. 324+74.3108; Elev. 169.48
B.M. 8 Spike in 12" Hackberry 77.82' Rt. of Sta. 311+76.8109; Elev. 165.61

CONSTRUCTION SPECIFICATIONS: Arkansas State Highway and Transportation Department
Standard Specifications for Highway Construction (2003 edition) with applicable
supplemental specifications and special provisions.

DESIGN SPECIFICATIONS: AASHTO Standard Specifications for Highway Bridges (2002 edition) with
current interim specifications.

LIVE LOADING: HS20
Seismic Performance Category: B

METHOD OF DESIGN: Load Factor

MATERIALS AND STRENGTHS:

Seal Concrete	f'c = 2,100 psi
Class B Concrete (pier footing)	f'c = 3,000 psi
Class S Concrete (substructure)	f'c = 3,500 psi
Class S(AE) Concrete (superstructure)	f'c = 4,000 psi
Class S Concrete (Prestressed Girders)	f'c = 6,000 psi
Reinforcing Steel (M31 or M53, Gr. 60)	fy = 60,000 psi
Structural Steel (M270, Gr. 50W)	Fy = 50,000 psi
Structural Steel (M270, Gr. 36)	Fy = 36,000 psi

BORING LOGS: Boring logs may be obtained from the Programs and Contracts Division
upon request.

DETAIL DRAWINGS:

DRAWING NO.

End Bents 41974-41975
Intermediate Bents 41964-41973
Piers 1, 2 & 3 41976-41978
1050'-0" Cont. Comp. Plate Girder Unit 41979-41993
363'-0" Prestressed Concrete Girder Units 41994-42000
368'-0" Prestressed Concrete Girder Units 42001-42007
Expansion Joints 42008-42011
Finger Joints 42049-42050
Details of Elastomeric Bearing Pads w/ Shear Blocks 42012-42013
Details for Concrete Piles 42054
Type Special Approach Slabs and Gutters 42014-42015
Navigation Lighting 42016
Clearance Gauges 42017

CONCRETE PILING: Piling for White River Bridge Bents 84-97 shall be 18" square precast
prestressed concrete piles and shall be driven with an approved air, steam, or diesel
hammer to a minimum ultimate bearing capacity of 150 tons per pile. The driving system
approval and the ultimate bearing capacity shall be based on the requirements of Section
805.09(c) (Method C "Dynamic Load Test").

Drive a 46' Dynamic Test Pile at White River Bent 88. Drive 44' Test Pile at White River Bent 85.
Drive 41' Test Piles at White River Bents 91 and 95.

The Dynamic Test Pile at White River Bent 88 shall be used to approve the proposed driving system
before all Test Piles and piles for White River Bents 84-97 are driven.

Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field.
Piles shall be driven a minimum of 20 feet below the bottom of footing. Piling in End Bents
shall be driven after embankment to bottom of cap is in place. Piling in
End Bents shall have a minimum penetration of 20' below natural ground.
Payment for cut-off or build-up of the piling shall be based upon the Standard Specifications.

~~STEEL PILING: Piling for Piers 1, 2 & 3 and White River Bents 82 and 83 shall be HP 14X89
(AASHTO M270, Gr. 50) and shall be driven with an approved air, steam, or diesel hammer
to a minimum ultimate bearing capacity of 250 tons per pile. The driving system approval
and the ultimate bearing capacity determination shall be based on the requirements of
Method C "Dynamic Load Test".~~

STEEL PILING: Piling for Piers 1, 2 & 3 and White River Bents 82 and 83 shall be HP 14X89
(AASHTO M270, Gr. 50) and shall be driven with an approved air, steam, or diesel hammer
to a minimum ultimate bearing capacity of 250 tons per pile at Piers 1 & 3 and White River
Bents 82 & 83, and to a minimum ultimate bearing capacity of 273 tons at Pier 2. The
driving system approval and the ultimate bearing capacity determination shall be based on the
requirements of Method C "Dynamic Load Test".

Drive 72' Dynamic Test Piles at White River Bents 82 and 83. The Dynamic Test Piles shall be used
to approve the proposed driving system before all piles are driven for that Bent.

Five piles in each Pier designated as long piles in the Standard Specifications shall be
driven without a follower and shall serve as test piles to determine the established tip
elevation. See Details of Piers 1, 2 & 3 for the locations of the test piles. The lengths
of the test piles shown on the Layout are the estimated lengths of the test piles to be left in place.
The first long pile in each Pier requires Dynamic Testing. The Dynamic Load Test in the Pier
shall be used to approve the proposed driving system before all piles and test piles for that Pier
are driven.

Lengths of piling shown are assumed for estimating quantities only. Actual lengths to be determined in the field.
Payment for piles and for test piles will be based on the actual accepted length left in place.

No payment will be made for cut-off or build-up of the piles or test piles.

Standard drawing 14995A will not be included in the plans since welded splices are detailed for
H-Piles in the drawings.

~~COFFERDAM: For dewatering cofferdam, the maximum water surface elevation is 160.0 for the seal shown in the plans.~~

COFFERDAM: For dewatering cofferdam at Piers 1 & 3, the maximum water surface elevation is 160.0 for the seal
shown in the plans. For dewatering cofferdam at Pier 2, the maximum water surface elevation is 176.0 for the seal
shown in the plans.

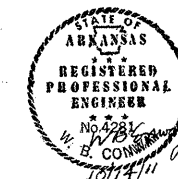
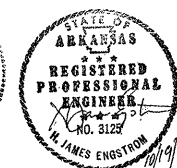
FOOTINGS: The top of footings for bents shall be a minimum of 5 feet below the natural ground.

At bents with significant ground slope, the top of footings shall be a minimum of 2 feet below the natural ground.
Backfilling after construction of bents shall be to the natural ground profile.
Foundation for the footing shall be set in accordance with Section 801.04 of the Standard Specifications.

BRIDGE DECK: The concrete deck shall be given a fine finish as specified for
finishing in subsection 802.19 for Class 5 Bridge Roadway Surface Finish.

CLASS I PROTECTIVE SURFACE TREATMENT. Treatment shall be applied to the roadway surface and to the
roadway face and the top of the concrete parapet rail.

MAINTENANCE OF TRAFFIC: See Roadway Plans.



ALTERNATE NO. 1 GENERAL NOTES

WHITE RIVER STR. & APPRS.
(CLARENDON) (PH 1) (F)
MONROE COUNTY

ROUTE 79 SEC. 13

ARKANSAS STATE HIGHWAY COMMISSION
LITTLE ROCK, ARK.

Engstrom/Modjeski and Masters, Inc.

DRAWN BY: FS DATE: Nov. 07 FILENAME: b1103941_15
CHECKED BY: YO DATE: Feb. 06 SCALE: 1/2"=1'-0"
DESIGNED BY: FS DATE: Feb. 06
BRIDGE NO. 06830 DRAWING NO. 41960

BRIDGE ENGINEER

Revised 'Steel Piling' and 'Cofferdam' Notes by HJE/MM
GPT 10-14-2011 Per Change Order No. 9