

GENERAL NOTES

BENCH MARK: T.B.M. #901 "RR Spike in 8" Twin Oak" 238.95' Rt. of Sta. 155+72.2652; Elev. 162.62  
T.B.M. #905 "C.P.S. in 10" Hackberry" 103.03' Lt. of Sta. 222+92.7953; Elev. 166.63

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:

Class S Concrete (substructure)	$f'_c = 3,500$ psi
Class S(AE) Concrete (superstructure)	$f'_c = 4,000$ psi
Class S Concrete (Prestressed Girders)	$f'_c = 5,000$ psi
Reinforcing Steel (M31 or M53, Gr. 60)	$f_y = 60,000$ psi
Structural Steel (M270, Gr. 50W)	$F_y = 50,000$ psi
Structural Steel (M270, Gr. 36)	$F_y = 36,000$ psi

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

DETAIL DRAWINGS:	DRAWING NO.
End Bents	41892-41893
Intermediate Bents	41894
308'-0" Prestressed Concrete Girder Units	41895-41901
Expansion Joints	41902
Details of Elastomeric Bearing Pads w/ Shear Blocks	41903
Details of Concrete Piles	41874
Type Special Approach Slabs and Gutters	41904-41905

CONCRETE PILING: Piling for White River Relief Bridge Bents 1-21 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").

A test pile shall be driven in Bents 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, and 21. The test piles in  
Bents 1, 7, 15, and 21 require dynamic testing. The dynamic test at Bent 7 shall be used to  
approve the proposed driving system before the remaining test piles and production piles are  
driven. See the bridge layout for test pile lengths.

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.

PILE DESIGN CAPACITY: 60 tons

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.

DATE REVISED	DATE FILMED	DATE REVISED	DATE FILMED	FED. ROAD NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
					ARK.			
					JOB NO.	110503	85	233
					07027	GENERAL NOTES		41889

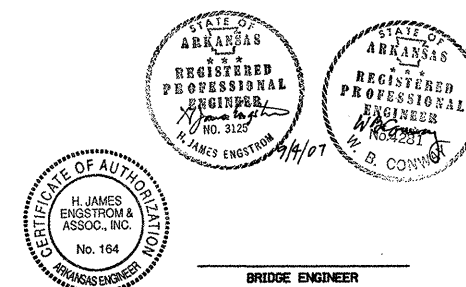
ALTERNATE NO. 1  
GENERAL NOTES

WHITE RIVER RELIEF BRIDGE  
ROC ROE & WHITE RIVER RELIEF  
STRS. & APPRS. (CLARENDON) (F)  
MONROE COUNTY

ROUTE 79 SEC. 13

ARKANSAS STATE HIGHWAY COMMISSION  
LITTLE ROCK, ARK.

Engstrom/Modjeski and Masters, Inc.



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