

**FOUNDATION LAYOUT**

(DIMENSIONS LOCATION PILES OR DRILLED PIERS ARE SHOWN TO THE PILE OR DRILLED PIER CENTERLINE AT THE BOTTOM OF THE CAP)

**NOTES:**

THE DRILLED PIERS AT END BENT No.1 HAVE BEEN DESIGNED FOR BOTH SKIN FRICTION AND TIP BEARING. THE REQUIRED TIP BEARING CAPACITY IS 20 TSF.

THE REQUIRED TIP BEARING CAPACITY AT END BENT No.1 SHALL BE VERIFIED.

DRILLED PIERS FOR END BENT No.1 HAVE BEEN DESIGNED FOR AN APPLIED LOAD OF 125 TONS EACH AT THE TOP OF THE COLUMN.

PERMANENT STEEL CASING IS NOT REQUIRED FOR DRILLED PIERS AT END BENT No.1.

DRILLED PIERS AT END BENT No.1 SHALL EXTEND TO AN ELEVATION NO HIGHER THAN 414.0 FEET AND SATISFY THE REQUIRED TIP BEARING CAPACITY.

PILES FOR END BENT No.2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

THE DRILLED PIERS AT BENT No.1 AND 2 HAVE BEEN DESIGNED FOR BOTH SKIN FRICTION AND TIP BEARING. THE REQUIRED TIP BEARING CAPACITY IS 20 TSF.

THE REQUIRED TIP BEARING CAPACITY AT BENT No.1 AND 2 SHALL BE VERIFIED.

DRILLED PIERS FOR BENT No.1 AND 2 HAVE BEEN DESIGNED FOR AN APPLIED LOAD OF 185 TONS EACH AT THE TOP OF THE COLUMN.

PERMANENT STEEL CASING IS NOT REQUIRED FOR DRILLED PIERS AT BENT No.1 AND 2.

DRILLED PIERS AT BENT No.1 SHALL EXTEND TO AN ELEVATION NO HIGHER THAN 403.0 FEET AND SATISFY THE REQUIRED TIP BEARING CAPACITY.

DRILLED PIERS AT BENT No.2 SHALL EXTEND TO AN ELEVATION NO HIGHER THAN 403.0 FEET (RIGHT), 400.0 FEET (LEFT), AND SATISFY THE REQUIRED TIP BEARING CAPACITY.

THE SCOUR CRITICAL ELEVATION FOR BENT No.1 AND 2 IS ELEVATION 410.0. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

FOR DRILLED PIERS, SEE SPECIAL PROVISIONS.

SPT TESTING IS NOT REQUIRED TO DETERMINE THE TIP BEARING CAPACITY OF THE DRILLED PIERS AT END BENT No.1, BENT No.1, AND BENT No.2.

SLURRY CONSTRUCTION SHALL NOT BE USED FOR THIS PROJECT.

SID INSPECTIONS ARE NOT REQUIRED TO DETERMINE THE BOTTOM CLEANLINESS OF THE DRILLED PIERS AT END BENT No.1, BENT No.1, AND BENT No.2.

CSL TUBES ARE REQUIRED AND CSL TESTING MAY BE REQUIRED FOR THE DRILLED PIERS AT END BENT No.1, BENT No.1, AND BENT No.2. SEE SPECIAL PROVISION FOR CROSSHOLE SONIC LOGGING.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS AT BENT No.1 AND BENT No.2 IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

(CONTINUED ON SHEET 3 OF 3)

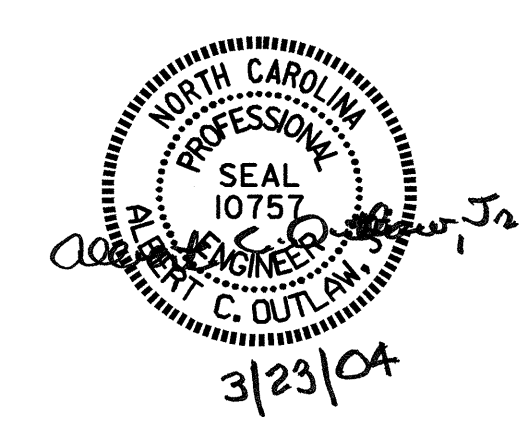
PROJECT NO. B-3885  
ORANGE COUNTY  
 STATION: 17+75.00 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**

BRIDGE OVER CANE CREEK  
 ON SR 1958 BETWEEN  
 SR 1960 AND SR 1959



DRAWN BY : P.C. BREWER DATE : 1/21/04  
 CHECKED BY : M. BRITT DATE : 1/04

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			33