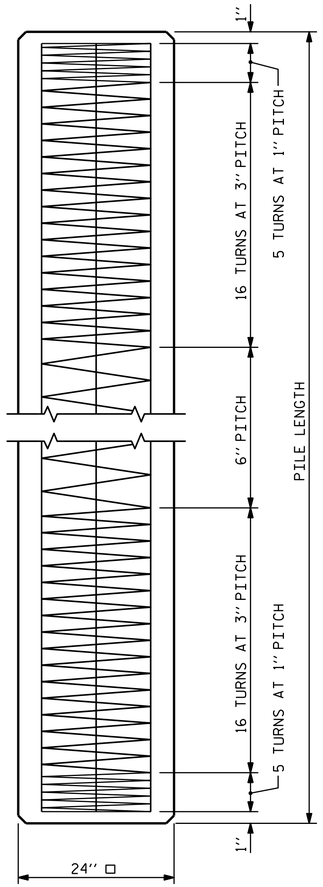

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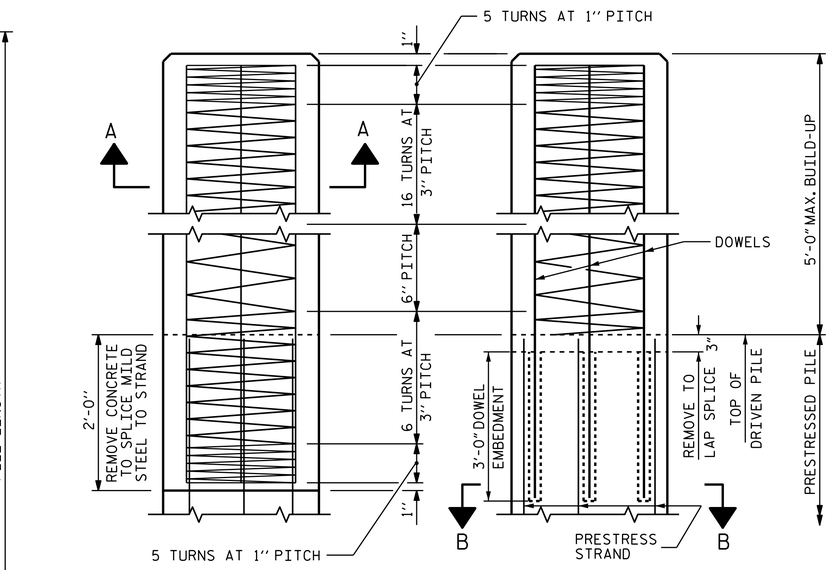
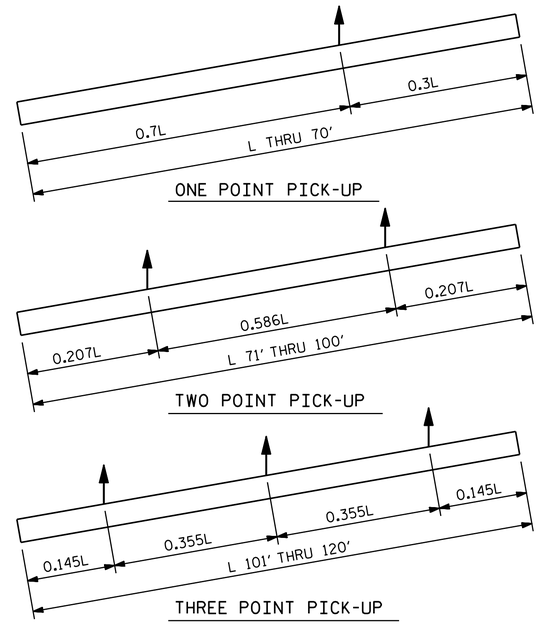
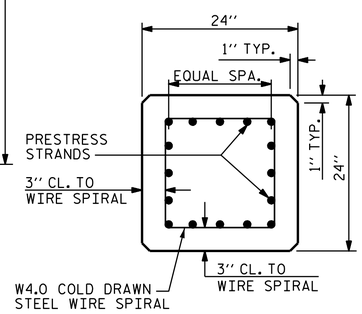


BUILD-UP AND SPIRAL REINFORCING

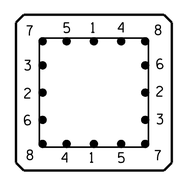
OPTIONAL BUILD-UP WITH DOWELS



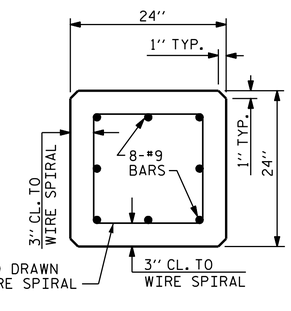
PICK-UP POINTS



TYPICAL SECTION



TYPICAL PATTERN FOR BURNING STRANDS



SECTION A-A

1/2'' OR 0.6'' Ø GRADE 270 L.R. PRESTRESS STRANDS

DOWEL INSTALLATION FOR OPTIONAL BUILD-UP

GROUT COMPRESSIVE STRENGTH: f'c= 5,000 PSI

BEFORE DRILLING DOWEL HOLES, REMOVE THE UPPER 3" OF CONCRETE FROM THE TOP OF THE PILE WITHOUT DAMAGE TO THE REINFORCING STEEL. THE REMOVAL PLANE SHOULD BE NORMAL TO THE EDGE OF THE PILE.

DOWEL HOLES SHALL BE POSITIONED TO MAINTAIN 1/2" CLEAR TO ALL EXISTING PRESTRESSING STRANDS IN THE CONCRETE PILE.

FIELD DRILLED HOLES SHALL BE CLEAN AND FREE OF ANY OBSTRUCTIONS BEFORE GROUTING OF DOWELS. DOWEL BARS SHALL BE INSTALLED AND GROUTED WITH AN APPROVED NON-SHRINK GROUT.

THE SPIRAL REINFORCING IN ALL BUILD-UPS SHALL BE W4.0 COLD DRAWN WIRE WHICH SHALL BE SECURED TO THE LONGITUDINAL REINFORCEMENT TO MAINTAIN PITCH.

THE SPIRAL REINFORCING IN THE BUILD-UP AND THE PRESTRESSED CONCRETE PILE SHALL BE SPLICED BY OVERLAPPING A MIN. OF ONE TURN.

NOTES

PRESTRESSED CONCRETE STRENGTH : f'c= 7,500 PSI

BUILD-UP CONCRETE STRENGTH : f'c= 7,500 PSI

STRAND DATA:

SIZE	GRADE	AREA	ULTIMATE STRENGTH	APPLIED PRESTRESS FORCE
1/2''	270 L.R.	0.153	41,300# PER STRAND	30,980# PER STRAND
0.6"	270 L.R.	0.217	58,600# PER STRAND	43,940# PER STRAND

ALL PRESTRESSING STRANDS SHALL BE 7-WIRE LOW-RELAXATION GRADE 270 STRANDS CONFORMING TO AASHTO M203. STRAND SAMPLING REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

AT THE CONTRACTOR'S OPTION, 1/2" OR 0.6" STRANDS MAY BE USED IN THE STRAND CONFIGURATION SHOWN IN THE TYPICAL SECTION DETAIL. MIXING OF STRAND SIZE IS NOT ALLOWED.

THE SLIP-FORM METHOD OF CASTING PILES WILL NOT BE PERMITTED.

TRANSFER THE LOAD FROM THE ANCHORAGES TO THE PILE AFTER THE CONCRETE HAS ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.

IF STRAND STRESS IS RELIEVED BY BURNING, THE STRANDS SHALL BE BURNED IN OPPOSITE PAIRS AS INDICATED IN THE TYPICAL PATTERN SHOWN. FOR ANY NUMBER OF STRANDS, BURN IN OPPOSITE PAIRS AND SYMMETRICALLY ABOUT BOTH THE VERTICAL AND HORIZONTAL AXES. STRANDS 1-1 SHALL BE BURNED BEFORE 2-2, ETC. NOT MORE THAN 4 STRANDS, SAY 5-5 AND 6-6, MAY BE BURNED AT ANY ONE SECTION BEFORE THESE SAME PAIRS OF STRANDS ARE BURNED AT BOTH ENDS OF THE BED AND BETWEEN EACH PAIR OF PILES IN THE BED.

PROPOSED DEVICES FOR LIFTING PILES, RECESS DETAILS, AND PATCHING MATERIAL SHALL BE DETAILED IN SHOP DRAWINGS. AFTER ATTACHMENTS HAVE BEEN REMOVED, OPENINGS SHALL BE REPAIRED SUCH THAT THE APPEARANCE OF THE PILE IS UNIFORM.

WHERE CAST-IN-PLACE LIFTING DEVICES ARE NOT USED, PICK-UP POINTS ARE TO BE INDICATED WITH A 2" WIDE BLACK MARK.

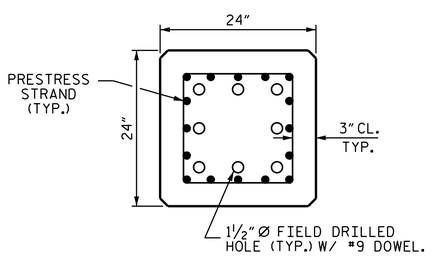
DRIVE PILES USING A METHOD APPROVED BY THE ENGINEER, WHEREBY THE HEAD OF THE PILE IS NOT DAMAGED.

DRIVING OF THE BUILT-UP PILE WILL NOT BE PERMITTED UNTIL THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF 5,000 PSI AND UNTIL A PERIOD OF SEVEN DAYS HAS ELAPSED SINCE CASTING OF THE BUILD-UP.

THE CONCRETE IN THE PILES OF ALL BENTS SHALL CONTAIN SILICA FUME. SILICA FUME SHALL BE SUBSTITUTED FOR 5% OF THE PORTLAND CEMENT BY WEIGHT. IF THE OPTION OF ARTICLE 1024-1 OF THE STANDARD SPECIFICATIONS TO PARTIALLY SUBSTITUTE CLASS F FLY ASH FOR PORTLAND CEMENT IS EXERCISED, THEN THE RATE OF FLY ASH SUBSTITUTION SHALL BE REDUCED TO 1.0 LB OF FLY ASH PER 1.0 LB OF CEMENT. NO PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.

THE WATER/CEMENT RATIO FOR CONCRETE PILES SHALL NOT EXCEED 0.40.

PRESTRESSED PILES SHALL CONTAIN CALCIUM NITRITE CORROSION INHIBITOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

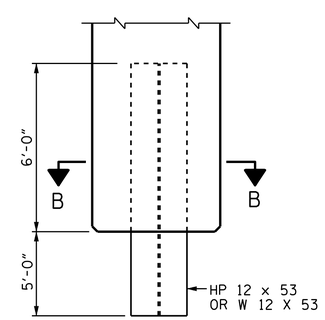


SECTION "B-B"

(AT THE CONTRACTOR'S OPTION, PILE BUILD-UP MAY BE CONSTRUCTED WITH DOWELS.)

QUANTITIES FOR ONE 24'' SQUARE PILE

LENGTH	CONCRETE CU. YDS.	PILE WT. TONS	ONE POINT PICK-UP 0.3L	ONE POINT PICK-UP 0.7L	TWO POINT PICK-UP 0.207L	TWO POINT PICK-UP 0.586L	THREE POINT PICK-UP 0.145L	THREE POINT PICK-UP 0.355L
25'-0''	3.69	7.47	7'-6''	17'-6''				
30'-0''	4.43	8.97	9'-0''	21'-0''				
35'-0''	5.17	10.46	10'-6''	24'-6''				
40'-0''	5.91	11.96	12'-0''	28'-0''				
45'-0''	6.64	13.45	13'-6''	31'-6''				
50'-0''	7.38	14.95	15'-0''	35'-0''				
55'-0''	8.12	16.44	16'-6''	38'-6''				
60'-0''	8.86	17.94	18'-0''	42'-0''				
65'-0''	9.60	19.43	19'-6''	45'-6''				
70'-0''	10.33	20.93	21'-0''	49'-0''				
75'-0''	11.07	22.42			15'-6 1/2''	43'-11''		
80'-0''	11.81	23.92			16'-6 1/2''	46'-11''		
85'-0''	12.55	25.41			17'-7''	49'-10''		
90'-0''	13.29	26.91			18'-7 1/2''	52'-9''		
95'-0''	14.03	28.40			19'-8''	55'-8''		
100'-0''	14.76	29.90			20'-8 1/2''	58'-7''		
105'-0''	15.50	31.39					15'-3''	37'-3''
110'-0''	16.24	32.89					15'-11 1/2''	39'-0 1/2''
115'-0''	16.98	34.38					16'-8''	40'-10''
120'-0''	17.72	35.87					17'-5''	42'-7''



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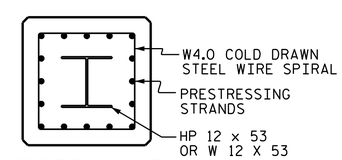

SECTION B-B

STEEL PILE TIP DETAILS

NORTH CAROLINA PROFESSIONAL SEAL 22005 ENGINEER A. KEITH PASCHAL

DocuSigned by: A. Keith Paschal F8B6AD6DB2FC48F... 1/16/2015

PROJECT NO. B-4722B

CARTERET COUNTY

STATION: 47+75.00 -L-

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

STANDARD

24'' PRESTRESSED CONCRETE PILE

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-44
1			3			TOTAL SHEETS
2			4			45

STD. NO. PCP4

ASSEMBLED BY : D. G. ELY		DATE : 7/15/14	
CHECKED BY : B. N. BARODAWALA		DATE : 7/17/14	
DRAWN BY : WJH 1/89	REV. 5/1/06R	TLA/GM	
CHECKED BY : CRK 3/89	REV. 11/30/10	WMC/GM	
	REV. 10/1/11	MAA/GM	

16-JAN-2015 15:10
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kpaschal