

FOUNDATION LAYOUT

DIMENSIONS LOCATING PILES ARE SHOWN TO THE PILE \odot AT THE BOTTOM OF THE CAP.

NOTES

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO.1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 125 TONS PER PILE.

DRIVE PILES AT END BENT NO.1 TO A REQUIRED DRIVING RESISTANCE OF 208 TONS PER PILE.

OBSERVE A 60 DAY WAITING PERIOD AFTER CONSTRUCTING THE EMBANKMENT TO WITHIN 2 FT OF FINISHED GRADE BEFORE BEGINNING END BENT CONSTRUCTION AT END BENT NO.1.

PILES AT BENT NO.1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 145 TONS PER PILE.

DRIVE PILES AT BENT NO.1 TO A REQUIRED DRIVING RESISTANCE OF 242 TONS PER PILE.

IT HAS BEEN ESTIMATED THAT A HAMMER WITH AN EQUIVALENT RATED ENERGY IN THE RANGE OF 40,000 FT-LBS TO 70,000 FT-LBS PER BLOW WILL BE REQUIRED TO DRIVE PILES AT BENT NO.1. THIS ESTIMATED ENERGY RANGE DOES NOT RELEASE THE CONTRACTOR FROM PROVIDING DRIVING EQUIPMENT IN ACCORDANCE WITH SUBARTICLE 450-3(D)(2) OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO.2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 120 TONS PER PILE.

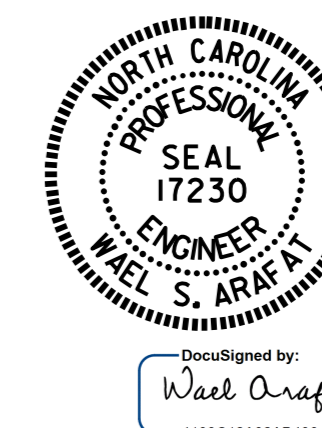
DRIVE PILES AT END BENT NO.2 TO A REQUIRED DRIVING RESISTANCE OF 200 TONS PER PILE.

OBSERVE A 60 DAY WAITING PERIOD AFTER CONSTRUCTING THE EMBANKMENT TO WITHIN 2 FT OF FINISHED GRADE BEFORE BEGINNING END BENT CONSTRUCTION AT END BENT NO.2.

TESTING PILES WITH THE PDA DURING DRIVING, RESTRIKING OR REDRIVING MAY BE REQUIRED. THE ENGINEER WILL DETERMINE THE NEED FOR PDA TESTING. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS (AND FOR PILE DRIVING CRITERIA, SEE PILE DRIVING CRITERIA PROVISION).

DRAWN BY : H. T. BARBOUR DATE : 3-23-15
 CHECKED BY : D. HODGE DATE : 3-15
 DESIGN ENGINEER OF RECORD : J. P. McCARTHA DATE : 4-28-15

24-JUL-2015 09:12
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PROJECT NO. R-2915A
 WATAUGA/ASHE COUNTY
 STATION: 11+18.63-L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
GENERAL DRAWING FOR BRIDGE ON US 221 OVER US 421 BETWEEN SR 1360 AND US 421					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
SHEET NO.					S-2
TOTAL SHEETS					31

STR. #1