

**NOTES**

OBSERVE A 1 MONTH WAITING PERIOD AFTER CONSTRUCTING THE MECHANICALLY STABILIZED EARTH (MSE) ABUTMENT WALL TO WITHIN 1 FT. OF THE BOTTOM OF CAP ELEVATION BEFORE BEGINNING END BENT CONSTRUCTION AT END BENTS 1 AND 2. FOR BRIDGE WAITING PERIODS, SEE ROADWAY PLANS AND SECTION 235 OF THE STANDARD SPECIFICATIONS.

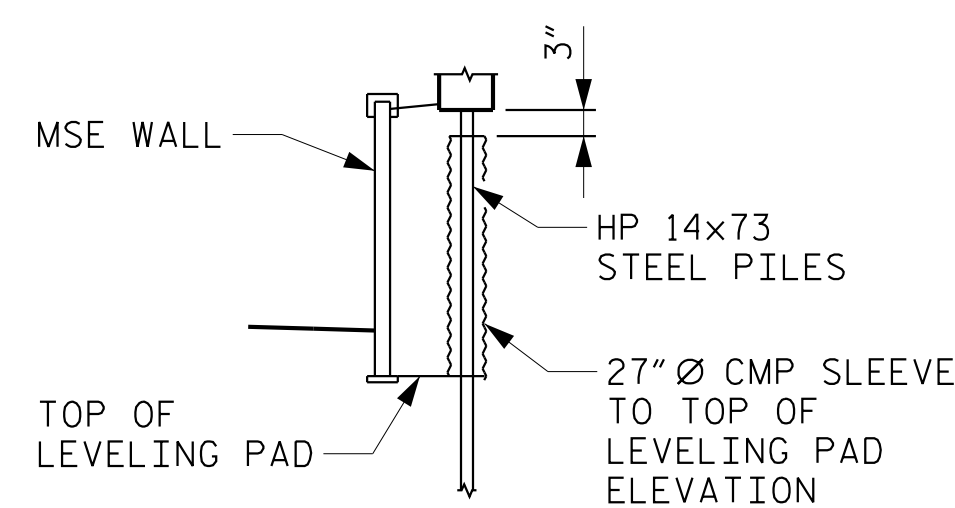
FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

IT HAS BEEN ESTIMATED THAT A HAMMER WITH AN EQUIVALENT RATED ENERGY IN THE RANGE OF 50-85 FT-KIPS PER BLOW WILL BE REQUIRED TO DRIVE PILES AT END BENT 1 AND END BENT 2. 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.

INSTALL 27" DIAMETER CORRUGATED METAL PIPE (CMP) SLEEVES AT EACH PILE LOCATION BEFORE PLACING FILL OR CONSTRUCTING MSE ABUTMENT WALLS AT END BENTS 1 AND 2.

FILL CMP SLEEVES WITH SELECT MATERIAL CLASS VI OR OTHER GRANULAR MATERIALS APPROVED BY THE ENGINEER AFTER COMPLETION OF PILE DRIVING AT END BENTS 1 AND 2.

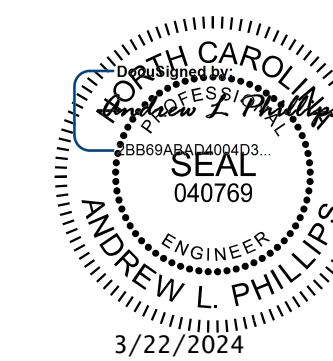
FOR ADDITIONAL FOUNDATION INFORMATION, NOTES, AND QUANTITIES, SEE SHEET S-2A FOR FOUNDATION TABLES.



**27" Ø CMP SLEEVE DETAIL**  
(END BENT 2 SHOWN, END BENT 1 SIMILAR)

PROJECT NO. P-5720  
WAKE COUNTY  
STATION: 32+23.01 -L-

SHEET 2 OF 4



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

**GENERAL DRAWING**  
FOR BRIDGE ON DURANT ROAD (SR2006)  
OVER CSX RAILROAD BETWEEN  
US 1 AND SR 2000

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

**Kimley»Horn**  
421 Fayetteville Street, Suite 600  
Raleigh, NC 27601-1772  
Phone (919) 677-2000  
NC LICENSE # F-0102

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**

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DRAWN BY: J. I. KIMBLE DATE: 1/19  
CHECKED BY: M. D. MAGEE DATE: 1/19  
DESIGN ENGINEER OF RECORD: S. A. DENNEY DATE: 1/19