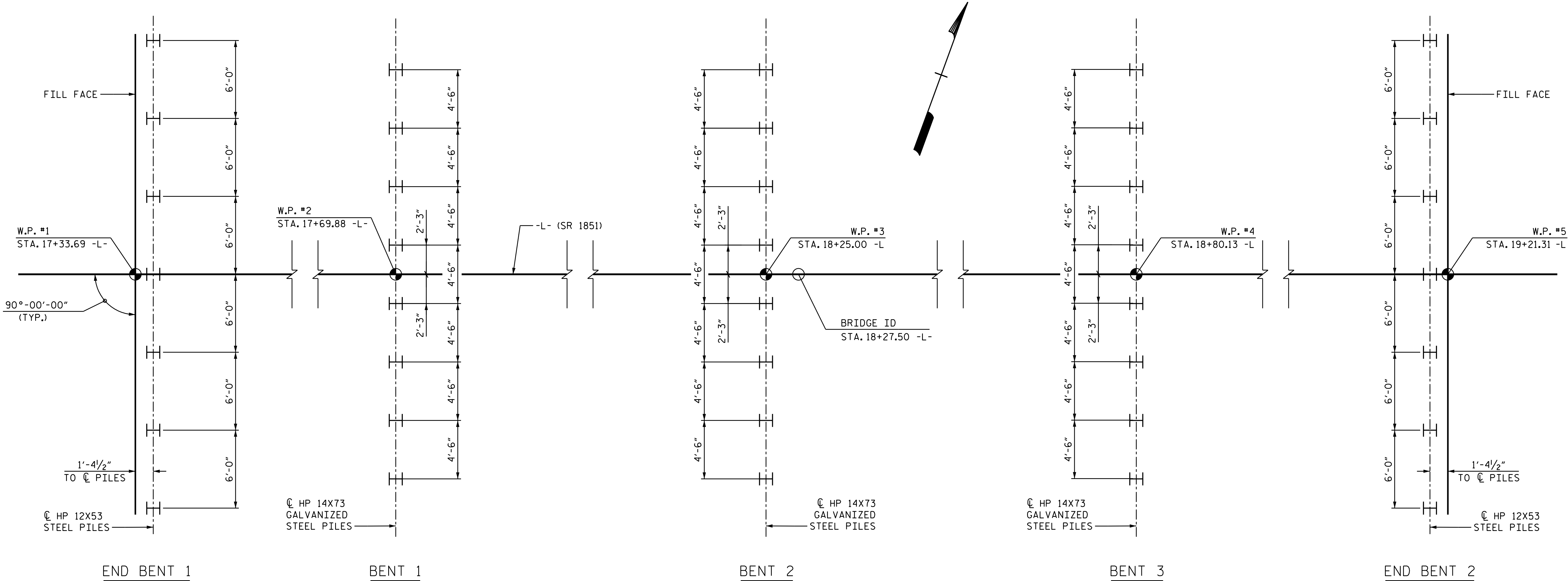




FOUNDATION LAYOUT

DIMENSIONS LOCATING PILES ARE SHOWN TO THE CENTERLINE

FOUNDATION NOTES

FOR PILES, SEE GEOTECHNICAL SPECIAL PROVISIONS AND SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT NO.1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 55 TONS PER PILE.

DRIVE PILES AT END BENT NO.1 TO A REQUIRED DRIVING RESISTANCE OF 75 TONS PER PILE.

PILES AT END BENT NO.2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 60 TONS PER PILE.

DRIVE PILES AT END BENT NO.2 TO A REQUIRED DRIVING RESISTANCE OF 80 TONS PER PILE.

PILES AT BENT NO.1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 100 TONS PER PILE.

DRIVE PILES AT BENT NO.1 TO A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE.

PILES AT BENT NO.2 AND BENT NO.3 ARE DESIGNED FOR A FACTORED RESISTANCE OF 120 TONS PER PILE.

DRIVE PILES AT BENT NO.2 AND BENT NO.3 TO A REQUIRED DRIVING RESISTANCE OF 165 TONS PER PILE.

INSTALL PILES AT BENT NO.1, BENT NO.2, AND BENT NO.3 TO A TIP ELEVATION NO HIGHER THAN 60 FT.

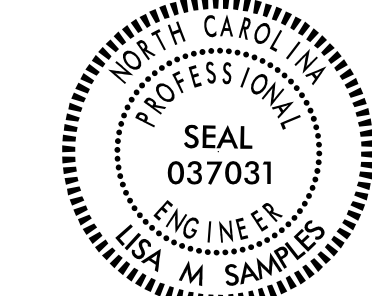
THE SCOUR CRITICAL ELEVATION FOR BENT NO.1, BENT NO.2, AND BENT NO.3 IS ELEVATION 80 FT. SCOUR CRITICAL ELEVATIONS ARE USED TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

TESTING THE FIRST PRODUCTION PILE WITH THE PDA DURING DRIVING, RESTRIKING OR REDRIVING IS REQUIRED AT END BENT NO.1 OR END BENT NO.2 AND BENT NO.1, BENT NO.2, OR BENT NO.3. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

DRAWN BY :	J.M. KEPICH	DATE :	10/16
CHECKED BY :	L.M. SAMPLES	DATE :	11/16
DESIGN ENGINEER OF RECORD :	L.M. SAMPLES	DATE :	11/16



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DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

PROJECT NO. B-4950

CUMBERLAND/SAMPSON COUNTY

STATION: 18+27.50 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
FOUNDATION LAYOUT					
BRIDGE 172 ON SR 1851 OVER SOUTH RIVER BETWEEN SR 1848 & SR 1424					
REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
TOTAL SHEETS					27

STR. 2