



FOUNDATION LAYOUT

(DIMENSIONS LOCATING PILES & DRILLED PIERS ARE SHOWN TO CENTERLINE OF PILES & DRILLED PIERS)

NOTES : (CONT.)

PERMANENT STEEL CASING IS NOT REQUIRED FOR DRILLED PIERS AT BENT 1 AND 2.
 1524mm DIAMETER PERMANENT STEEL CASING MAY BE REQUIRED FOR DRILLED PIERS AT BENT 3. IF REQUIRED, THE CASING SHALL NOT EXTEND BELOW ELEVATION 209.200 WITHOUT THE ENGINEER'S PERMISSION. THE NEED FOR PERMANENT STEEL CASING WILL BE DETERMINED BY THE ENGINEER.
 FOR PERMANENT STEEL CASING, SEE SPECIAL PROVISIONS FOR DRILLED PIERS.
 THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND LINE ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 300mm BELOW THE GROUND LINE.
 SID INSPECTIONS ARE NOT REQUIRED TO DETERMINE THE BOTTOM CLEANLINESS OF THE DRILLED PIERS AT BENTS 1 AND 2.
 SID INSPECTIONS ARE REQUIRED TO DETERMINE THE BOTTOM CLEANLINESS OF THE DRILLED PIERS AT BENT 3. SEE DRILLED PIERS SPECIAL PROVISION.
 CSL TUBES ARE REQUIRED AND CSL TESTING MAY BE REQUIRED FOR THE DRILLED PIERS AT BENTS 1, 2 AND 3. SEE SPECIAL PROVISION FOR CROSSHOLE SONIC LOGGING.
 PILES FOR END BENT 1 AND 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 530 KN EACH.
 STEEL PILE POINTS ARE REQUIRED FOR PILES AT END BENT 1 AND 2. SEE SPECIAL PROVISION FOR STEEL PILE POINTS.

THE CONTRACTOR SHALL OBSERVE A 2 MONTH WAITING PERIOD BEFORE BEGINNING ANY WORK FOR END BENT CONSTRUCTION AFTER COMPLETION OF THE EMBANKMENT AT EACH END BENT. THE CONTRACTOR MAY BEGIN THE REINFORCED BRIDGE APPROACH FILL CONSTRUCTION AFTER COMPLETION OF END BENT INCLUDING WINGWALLS. NO OTHER WAITING PERIOD WILL BE REQUIRED FOR THE APPROACH SLAB CONSTRUCTION AT BOTH END BENTS.
 FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.
 THE CLASS AA CONCRETE IN THE BRIDGE DECK SHALL CONTAIN FLY ASH OR GROUND GRANULATED BLAST FURNACE SLAG AT THE SUBSTITUTION RATE SPECIFIED IN ARTICLE 1024-1 AND IN ACCORDANCE WITH ARTICLES 1024-5 AND 1024-6 OF THE STANDARD SPECIFICATIONS. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS SUBSTITUTION AS IT IS CONSIDERED INCIDENTAL TO THE COST OF THE REINFORCED CONCRETE DECK SLAB.
 THE USE OF NEEDLE BEAMS IS REQUIRED TO SUPPORT THE OVERHANGS FOR A DISTANCE OF 12.000m ADJACENT TO THE END BENT JOINTS, BUT WILL NOT BE PERMITTED IN THE REMAINDER OF THE SPANS. THE NEEDLE BEAMS SHALL BE PLACED ALONG THE SKEW.
 FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.
 FOR METRIC STRUCTURAL STEEL, SEE SPECIAL PROVISIONS.
 REMOVABLE FORMS MAY BE USED IN LIEU OF METAL STAY-IN-PLACE FORMS IN ACCORDANCE WITH ARTICLE 420-3 OF THE STANDARD SPECIFICATIONS.
 FOR MINIMIZING RAILROAD FLAGGING SERVICE, SEE SPECIAL PROVISIONS.
 FOR MAINTENANCE AND PROTECTION OF TRAFFIC BENEATH PROPOSED STRUCTURE, SEE SPECIAL PROVISIONS.



PROJECT NO. R-2206B
LINCOLN COUNTY
 STATION: 123+38.105 -L-
14+35.584 -Y8-
 SHEET 4 OF 5

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
GENERAL DRAWING
 FOR BRIDGE ON
 NC 16 BYPASS SOUTHBOUND
 OVER CSX RAILROAD
 & FORNEY CREEK
 BETWEEN NC 73 & SR 1380
 (LEFT LANE)

| REVISIONS | | | | | | SHEET NO. |
|-----------|-----|-------|-----|-----|-------|--------------|
| NO. | BY: | DATE: | NO. | BY: | DATE: | S-4 |
| 1 | | | 3 | | | TOTAL SHEETS |
| 2 | | | 4 | | | 86 |

DRAWN BY : W.R. BRILEY DATE : 4-17-01
 CHECKED BY : E.G. ALLEN DATE : 6-8-01