

**FOUNDATION LAYOUT**

(DIMENSIONS LOCATING PILES AND DRILLED PIERS ARE SHOWN TO THE PILE OR DRILLED PIER CENTERLINE AT THE BOTTOM OF THE CAP)

**NOTES:**

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS AT BENT No. 1 IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

DRILLED PIERS AT BENT No. 1 AND BENT No. 2 ARE DESIGNED FOR BOTH SKIN FRICTION AND END BEARING. CHECK FIELD CONDITIONS FOR THE REQUIRED END BEARING CAPACITY OF 30' TSF.

DRILLED PIERS FOR BENT No. 1 ARE DESIGNED FOR AN APPLIED LOAD OF 314 TONS EACH AT THE TOP OF THE COLUMN.

DRILLED PIERS FOR BENT No. 2 ARE DESIGNED FOR AN APPLIED LOAD OF 350 TONS EACH AT THE TOP OF THE COLUMN.

PERMANENT STEEL CASING MAY BE REQUIRED FOR DRILLED PIERS AT BENT No. 1. IF REQUIRED, DO NOT EXTEND THE CASING BELOW ELEVATION 708 FT. LEFT AND 712 FT. RIGHT RESPECTIVELY WITHOUT PRIOR APPROVAL FROM THE ENGINEER. THE ENGINEER WILL DETERMINE THE NEED FOR PERMANENT STEEL CASING.

PERMANENT STEEL CASING MAY BE REQUIRED FOR DRILLED PIERS AT BENT No. 2. IF REQUIRED, DO NOT EXTEND THE CASING BELOW ELEVATION 710 FT. LEFT AND 702 FT. RIGHT, RESPECTIVELY WITHOUT PRIOR APPROVAL FROM THE ENGINEER. THE ENGINEER WILL DETERMINE THE NEED FOR PERMANENT STEEL CASING.

FOR PERMANENT STEEL CASING, SEE SPECIAL PROVISION FOR DRILLED PIERS.

DRILLED PIERS AT BENT No. 1 MUST EXTEND TO AN ELEVATION NO HIGHER THAN 700 FT. LEFT AND 704 FT. RIGHT AND SATISFY THE REQUIRED END BEARING CAPACITY.

DRILLED PIERS AT BENT No. 2 SHALL EXTEND TO AN ELEVATION NO HIGHER THAN 694 FT. AND SATISFY THE REQUIRED END BEARING CAPACITY.

THE SCOUR CRITICAL ELEVATION FOR BENT No. 1 IS 712 FT. AND BENT No. 2 IS 702 FT. THE SCOUR CRITICAL ELEVATIONS ARE FOR USE BY MAINTENANCE FORCES TO MONITOR POSSIBLE SCOUR PROBLEMS DURING THE LIFE OF THE STRUCTURE.

FOR DRILLED PIERS, SEE SPECIAL PROVISIONS.

SPT TESTING IS NOT REQUIRED TO DETERMINE THE END BEARING CAPACITY OF THE DRILLED PIERS AT BENT No. 1 AND BENT No. 2.

DO NOT USE SLURRY CONSTRUCTION FOR THIS PROJECT.

SID INSPECTIONS MAY BE REQUIRED TO INSPECT THE BOTTOM CLEANLINESS OF THE DRILLED PIERS. THE ENGINEER WILL DETERMINE THE NEED FOR SID INSPECTIONS. SEE 'DRILLED PIERS' SPECIAL PROVISION.

CSL TUBES ARE REQUIRED AND CSL TESTING MAY BE REQUIRED FOR THE DRILLED PIERS. THE ENGINEER WILL DETERMINE THE NEED FOR CSL TESTING. SEE SPECIAL PROVISION FOR CROSSHOLE SONIC LOGGING.

PILES FOR END BENT No. 1 AND END BENT No. 2 SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 50 TONS EACH.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

FOR STEEL H PILES, SEE SPECIAL PROVISIONS.

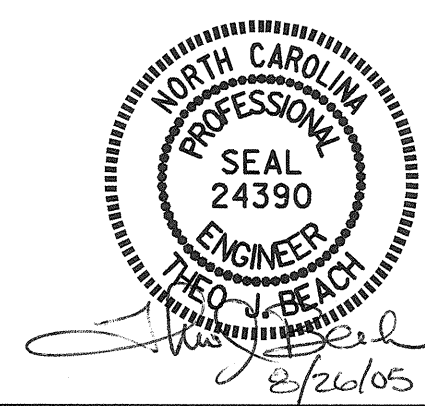
(CONTINUED ON SHEET 3 OF 3)

PROJECT NO. B-3652  
GUILFORD COUNTY  
 STATION: 21+87.50 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**  
 BRIDGE OVER DEEP RIVER  
 ON SR 4121 BETWEEN  
 SR 1332 AND SR 1334



DRAWN BY : P.C. BREWER DATE : 9/27/04  
 CHECKED BY : M. BRITT DATE : 11/19/04

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-2
1			3			TOTAL SHEETS
2			4			42