

FOUNDATION LAYOUT

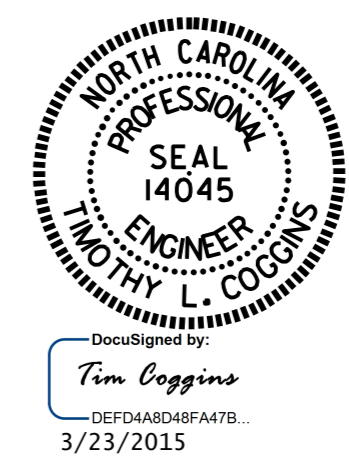
DIMENSION LOCATING PILES ARE SHOWN TO THE PILE CENTER LINE.
 BRACE PILES AT END BENTS ARE TO BE BATTERED AT 3:12.
 ALL WING BRACE PILES ARE 12" PRESTRESSED CONCRETE PILES.

--- NOTES ---

- FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.
- PILES AT END BENT NO.1 AND END BENT NO.2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 100 TONS PER PILE.
- PILES AT BENT NO.1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 270 TONS PER PILE.
- DRIVE PILES AT END BENT NO.1 AND END BENT NO.2 TO A REQUIRED DRIVING RESISTANCE OF 135 TONS PER PILE.
- DRIVE PILES AT BENT NO.1 TO A REQUIRED DRIVING RESISTANCE OF 365 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE FOR DOWNDRAG OR SCOUR.
- INSTALL PILES AT BENT NO.1 TO A TIP ELEVATION NO HIGHER THAN -18.0 FT.
- THE SCOUR CRITICAL ELEVATION FOR BENT NO.1 IS ELEVATION 12.0 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. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.
- TESTING THE FIRST PRODUCTION PILE WITH THE PDA DURING DRIVING, RESTRIKING OR REDRIVING IS REQUIRED AT BENT NO.1. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.
- IT HAS BEEN ESTIMATED THAT A HAMMER WITH AN EQUIVALENT RATED ENERGY IN THE RANGE OF 95-170 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.
- OBSERVE A 1 MONTH WAITING PERIOD AFTER CONSTRUCTING THE EMBANKMENT TO WITHIN 2 FT OF FINISHED GRADE BEFORE BEGINNING END BENT CONSTRUCTION AT END BENT NO.1 AND END BENT NO.2.

PROJECT NO. R-2514D
JONES & CRAVEN COUNTY
 STATION: 19+43.00 -Y10RPA-

SHEET 2 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

GENERAL DRAWING
 BRIDGE OVER DEEP GULLY
 ON RAMP FROM US 17 BYPASS
 TO EXISTING US 17 BETWEEN
 SR 1330 AND SR 1224

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S17-002
1			3			TOTAL SHEETS
2			4			32

DRAWN BY: N. Ruffin DATE: 1/2/15
 CHECKED BY: D.G. ELY DATE: 1/9/15
 DESIGN ENGINEER OF RECORD: N. RUFFIN DATE: 1/28/15