

**FOUNDATION LAYOUT**

NOTE: ALL PILES ARE VERTICAL

**FOUNDATION NOTES**

FOR PILES, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

PILES AT END BENT 1 ARE DESIGNED FOR A FACTORED RESISTANCE OF 95 TONS PER PILE.

PILES AT END BENT 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 90 TONS PER PILE.

PILES AT BENT 1 AND BENT 2 ARE DESIGNED FOR A FACTORED RESISTANCE OF 195 TONS PER PILE.

DRIVE PILES AT END BENT 1 TO A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE.

DRIVE PILES AT END BENT 2 TO A REQUIRED DRIVING RESISTANCE OF 150 TONS PER PILE.

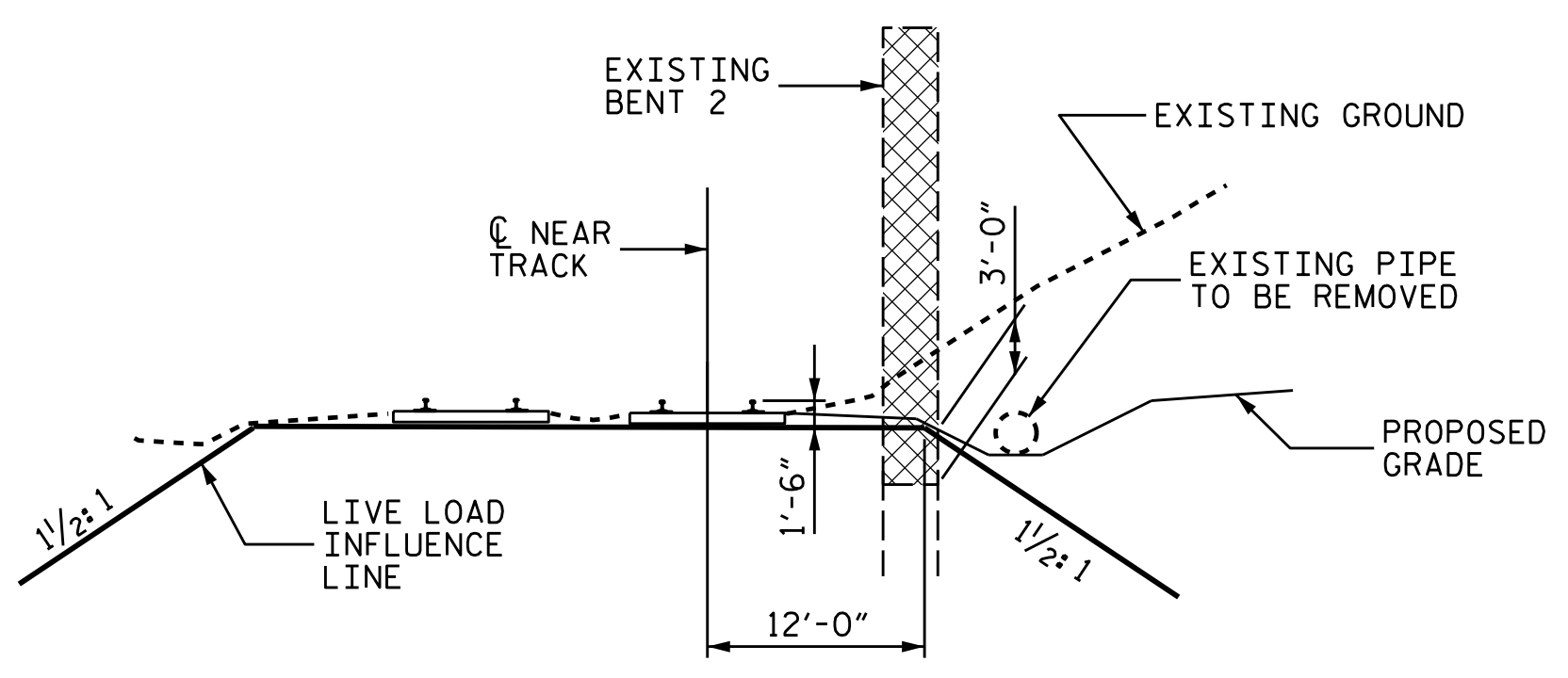
INSTALL PILES AT BENT 1 TO A TIP NO HIGHER THAN ELEVATION OF 97.0 FT.

INSTALL PILES AT BENT 2 TO A TIP NO HIGHER THAN ELEVATION OF 91.0 FT.

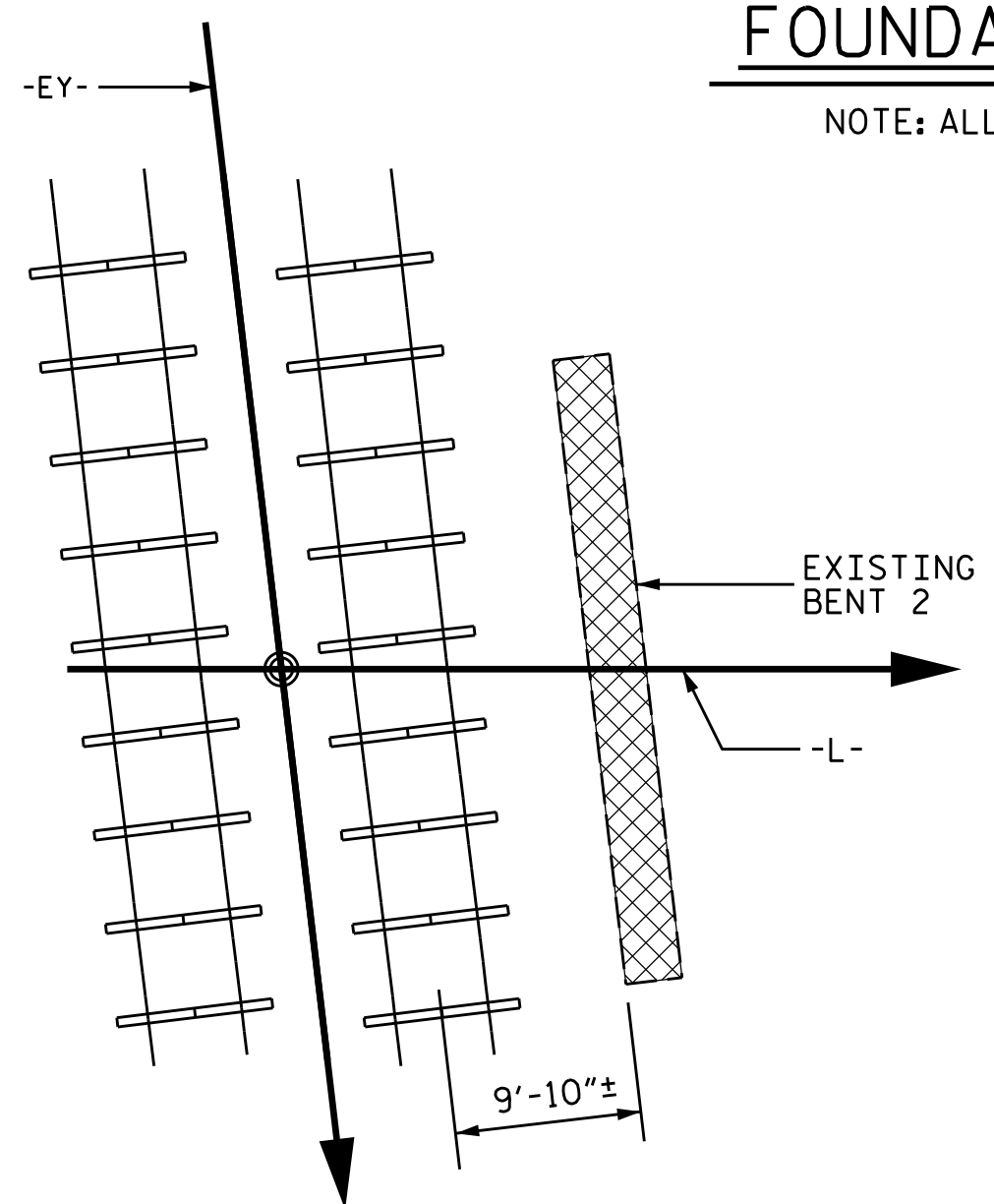
TESTING THE FIRST PRODUCTION PILE WITH THE PDA DURING DRIVING, RESTRIKING, OR REDRIVING IS REQUIRED AT BENT 1 OR BENT 2. FOR PDA TESTING, SEE SECTION 450 OF THE STANDARD SPECIFICATIONS.

DRIVE PILES AT BENT 1 TO A REQUIRED DRIVING RESISTANCE OF 335 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE DUE TO DRIVING OF PILES BEFORE FUTURE EXCAVATION.

DRIVE PILES AT BENT 2 TO A REQUIRED DRIVING RESISTANCE OF 340 TONS PER PILE. THIS REQUIRED DRIVING RESISTANCE INCLUDES ADDITIONAL RESISTANCE DUE TO DRIVING OF PILES BEFORE FUTURE EXCAVATION.



SECTION A-A



PLAN

▨ SUBSTRUCTURE TO BE REMOVED

EXISTING BENT 2 SHALL BE REMOVED TO 3'-0" BELOW PROPOSED GROUND LEVEL. METHOD FOR REMOVAL OF EXISTING BENTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO BEGINNING WORK. SEE SECTION IV: DEMOLITION PROCEDURE AND SECTION VI: TEMPORARY EXCAVATION AND SHORING OF THE CSX TRANSPORTATION CONSTRUCTION SUBMISSION REQUIREMENTS INCLUDED IN THE PROJECT SPECIAL PROVISIONS.

OTHER EXISTING SUBSTRUCTURE UNITS WITHIN RAILROAD RIGHT-OF-WAY SHALL BE ENTIRELY REMOVED.

THE CONTRACTOR SHALL COORDINATE WITH THE RAILROAD FLAGGER SO THAT REMOVAL ACTIVITIES OF BENT ADJACENT TO RAIL LINES IS PERFORMED DURING STOPPAGES OF TRAINS. WHEN REMOVAL ACTIVITIES ARE SUSPENDED TO ALLOW FOR TRAIN PASSAGE, THE RAILROAD EMBANKMENT SHALL BE RESTORED AND COMPACTED TO AT LEAST THE CROSS SECTION OF THE LIVE LOAD INFLUENCE LINE SHOWN ON THE PLANS.

PROPOSED DITCH TO BE FIELD LOCATED TO MATCH THE EXISTING CSXT ROADBED SHOULDER LOCATION.

LOCATION OF CSXT SIGNALS INFRASTRUCTURE SHALL BE COORDINATED THROUGH THE CONSTRUCTION MONITORING REPRESENTATIVE WORKING ON BEHALF OF CSXT.

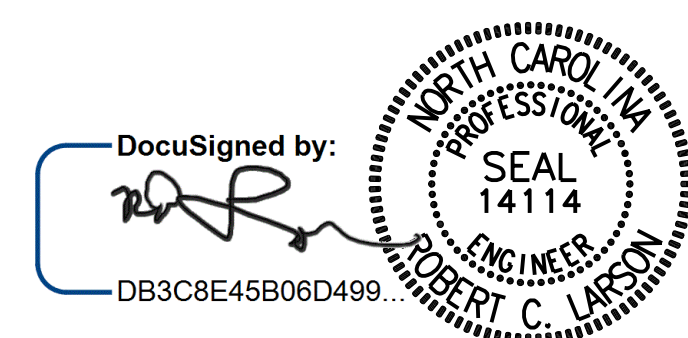
**PLAN FOR STRUCTURE REMOVAL**

PROJECT NO. B-5666  
WILSON COUNTY  
 STATION: 17+37.36 -L-

SHEET 2 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**GENERAL DRAWING**  
 FOR BRIDGE ON US 117 OVER  
 CSX RAILROAD BETWEEN  
 SR 1613 AND US 301



2/16/2021

DESIGN ENGINEER OF RECORD	DATE
<i>R. C. Larson</i>	2/16/2021
DRAWN BY: R. C. LARSON	DATE: 02/13/20
CHECKED BY: R. J. FLORY	DATE: 02/21/20

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

**KCI Associates**  
 of North Carolina, P.A.  
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REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

TOTAL SHEETS: 30

KCI JOB NO: 251801945.22