

## PROJECT NOTES (CONT.)

42. POST-TENSION TRANSVERSE TENDONS:
- A. GROUT SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 1500 PSI, BASED ON THE MANUFACTURER'S RECOMMENDATIONS, PRIOR TO STRESSING. THE GROUT NEED NOT BE CURED FOR THREE DAYS PRIOR TO THE COMMENCING OF POST-TENSIONING.
  - B. PROVIDE APPROPRIATE CUBE MOLDS AS DESCRIBED IN AASHTO T106 FOR 3 SETS OF 3 DAY CUBES, 3 SETS OF 28 DAY CUBES AND A MINIMUM OF 3 MORE CUBES TO TEST FOR THE 3000 PSI MINIMUM COMPRESSIVE STRENGTH.
  - C. POST-TENSION TENDONS TO 47 KIPS EACH USING A CALIBRATED JACK OPERATED BY QUALIFIED PERSONNEL. BEGIN WITH TENDONS AT END AND WORK SYMMETRICALLY TOWARDS MID-SPAN FROM EACH END.
43. END DETAILS:
- A. GROUT ANCHOR BOLTS INTO THE SLEEVES IN THE PRE-STRESSED UNITS, BEFORE THE GROUT CURES, PLACE THE WASHER PLATE, AND INSTALL THE NUT ON TOP AND TIGHTEN.
  - B. GROUT OVER THE NUT AND BOLT IN THE ANCHOR BOLT BLOCK OUTS.
44. FINISH WORK: REMOVE WEDGES, AND PATCH SURFACE AND FASCIA BEAMS AT TRANSVERSE TENDONS.

### H-PILES

45. THE PILES SHALL BE HP 14x89.
46. PILES SHALL BE DRIVEN TO REFUSAL IN BEDROCK. A NOMINAL PILE DRIVING RESISTANCE (RNDR) OF 332 KIPS IS REQUIRED BY DESIGN, PROVIDED A MINIMUM PENETRATION OF 25 FEET BELOW THE BOTTOM OF PILE CAP HAS BEEN ACHIEVED. TO PREVENT DAMAGE TO THE PILES, PILE SHOES ARE REQUIRED AND SHALL CONFORM TO SUBSECTION 505.04(f).
47. A MINIMUM OF THREE DYNAMIC TESTS ARE REQUIRED DURING PILE INSTALLATION. NO LESS THAN ONE DYNAMIC PILE TEST SHALL BE CONDUCTED AT EACH ABUTMENT. PAYMENT WILL BE MADE UNDER ITEM 505.45, "DYNAMIC PILE LOADING TEST".
48. THE TOPS OF THE PILES AFTER DRIVING SHALL NOT VARY FROM THE POSITION SHOWN ON THE PLANS BY MORE THAN 3 INCHES. THE PILE ORIENTATION SHALL NOT VARY BY MORE THAN 5 DEGREES. THE CONTRACTOR SHALL DEMONSTRATE TO THE SATISFACTION OF THE ENGINEER HOW THE TOLERANCES WILL BE MET. THESE MEASURES SHALL BE DEMONSTRATED IN A SUBMITTAL TO BE ACCEPTED BEFORE PILE DRIVING COMMENCES.
49. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL PLACE LENGTHS MAY VARY.