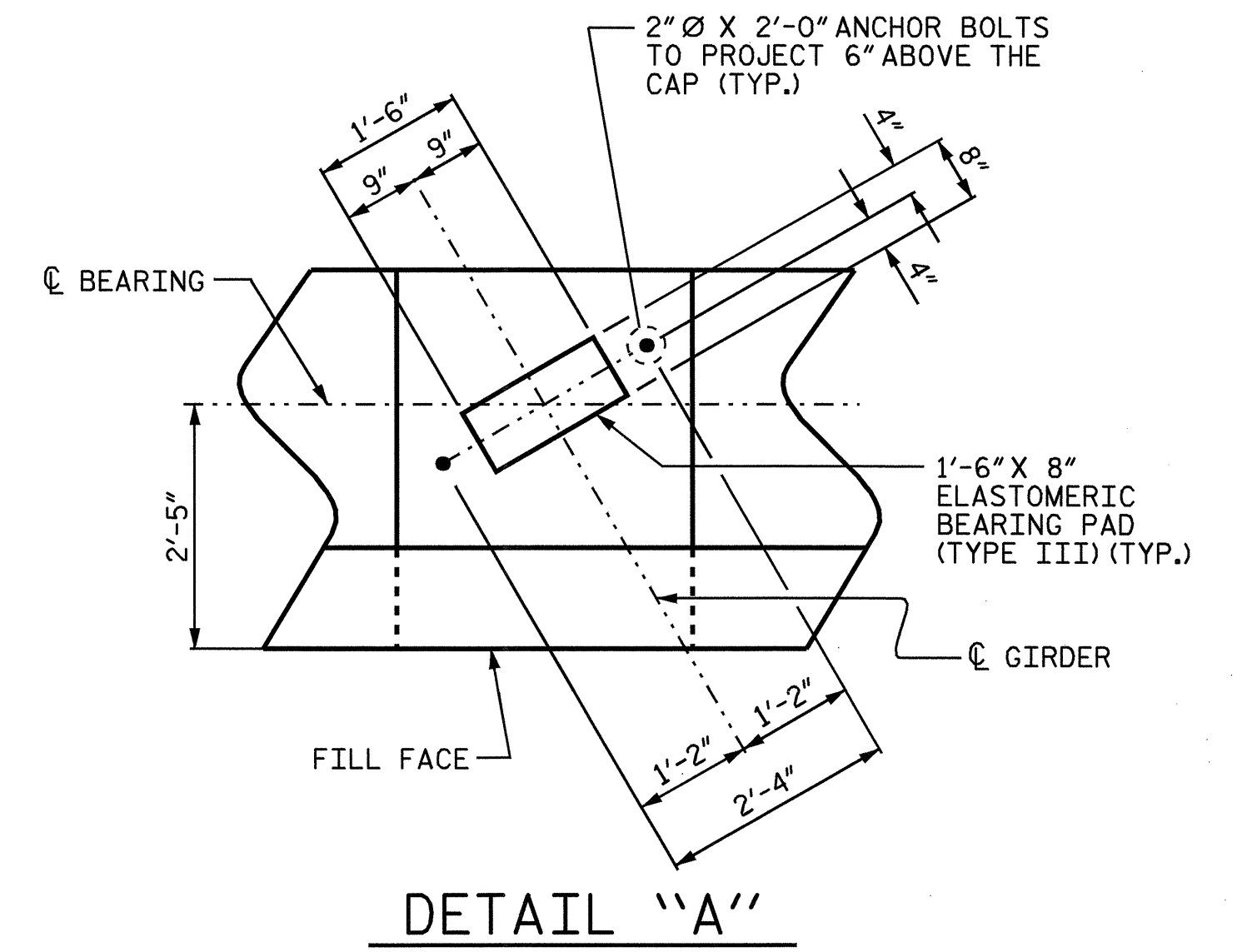
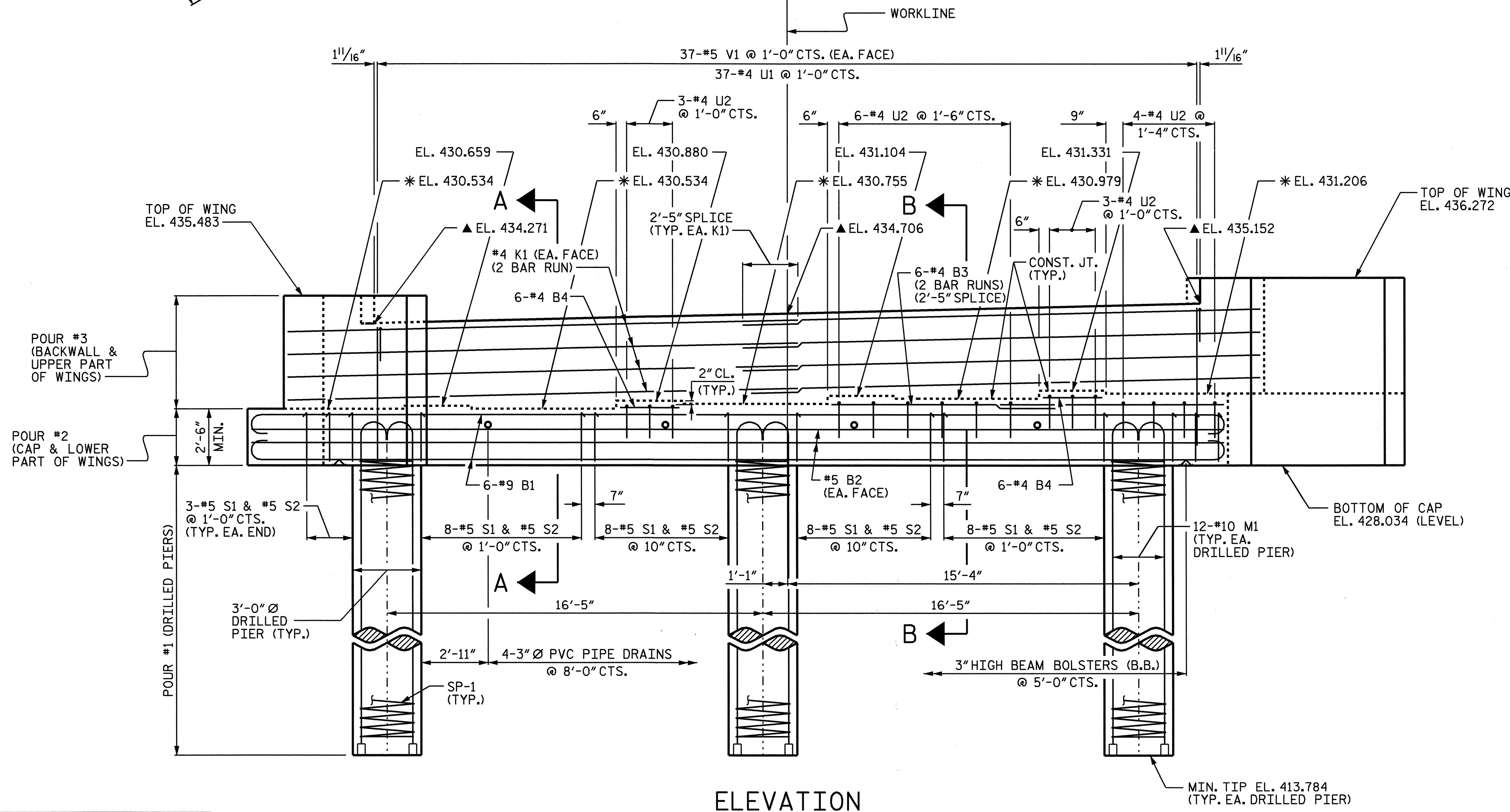


NOTES:

- * FOR LOCATION OF ELEVATIONS BETWEEN BUILDUPS, SEE SECTION A-A ON SHEET 4 OF 4.
- #5 V1 BARS IN BACKWALL SHALL BE PLACED 2" CLEAR FROM TOP OF BACKWALL.
- STIRRUPS AND U2 BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
- FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.
- PIPE DRAINS MAY BE SHIFTED SLIGHTLY AS NECESSARY TO CLEAR REINFORCING STEEL AND ANCHOR BOLTS.
- BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.
- THE TOP SURFACE OF THE END BENT CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.
- ▲ THIS ELEVATION TAKEN ON FILL FACE OF BACKWALL.
- THE CONTRACTOR SHALL PROVIDE FOR THE INSTALLATION OF THE 4" DIAMETER DRAIN PIPE THROUGH THE WING WALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE LONGITUDINAL REINFORCEMENT FOR THE DRILLED PIERS IS DETAILED WITH 3 FEET OF EXTRA LENGTH.
- THE CONTRACTOR SHALL ADJUST THE LENGTH OF THE LONGITUDINAL BARS IN THE DRILLED PIERS TO MAINTAIN A MINIMUM OF 1'-11" AND A MAXIMUM OF 2'-1" EMBEDMENT OF THE HOOK END OF THE BARS INTO THE END BENT CAP.
- HOOKS ON "M" BARS MAY BE TURNED AS NECESSARY FOR PLACING REINFORCING STEEL.
- ALL STEEL IN THE DRILLED PIERS IS INCLUDED IN THE PAY ITEMS FOR "REINFORCING STEEL" AND "SPIRAL COLUMN REINFORCING STEEL".
- FOR DRILLED PIERS, SEE SPECIAL PROVISIONS.



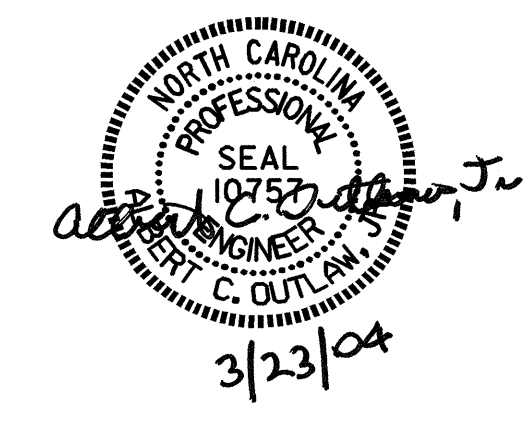
PROJECT NO. B-3885

ORANGE COUNTY

STATION: 17+75.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE END BENT No. 1					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
				SHEET NO.	S-19
				TOTAL SHEETS	33



DRAWN BY: P.C. BREWER DATE: 1/20/04

CHECKED BY: S.B. WILLIAMS DATE: 1/29/04

(DIMENSIONS & REINFORCING STEEL ARE TYPICAL FOR EACH DRILLED PIER)