NOTES

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

HOOKS ON M1 BARS MAY BE TURNED AS NECESSARY FOR PLACING REINFORCING STEEL.

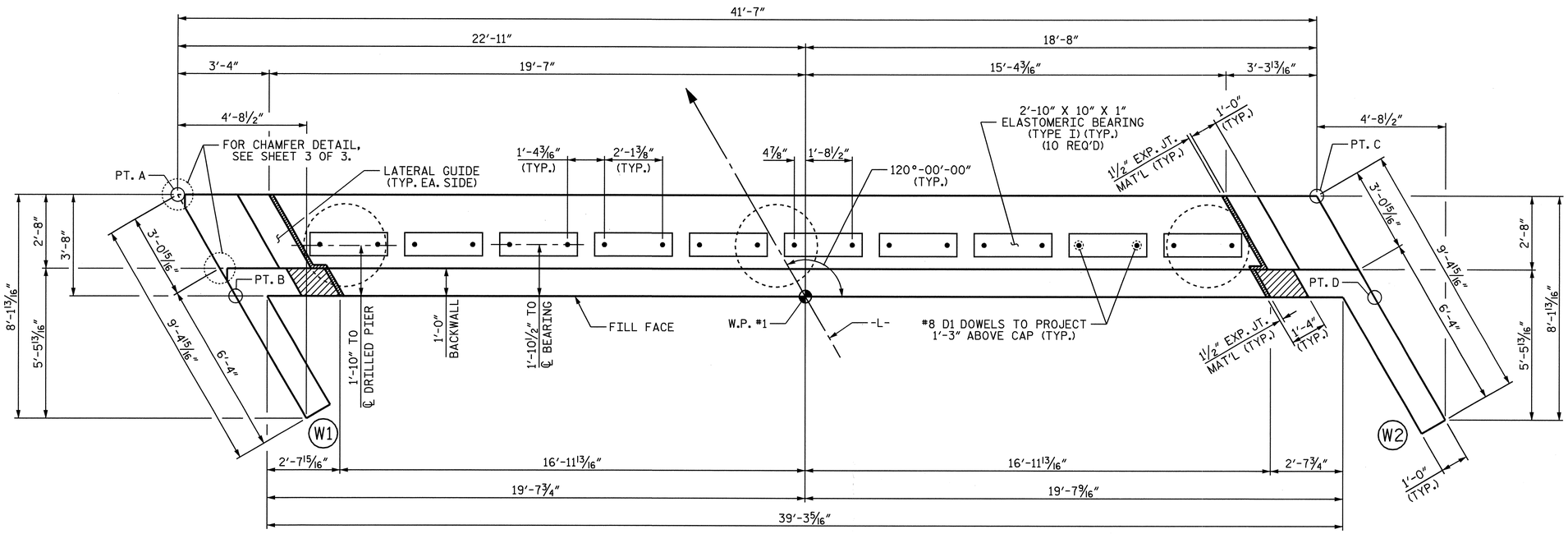
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE PARAPET AND END POST ARE CAST IF SLIP FORMING IS USED.

ALL STEEL IN THE DRILLED PIERS IS INCLUDED IN THE PAY ITEMS FOR "REINFORCING STEEL" AND "SPIRAL COLUMN REINFORCING STEEL."

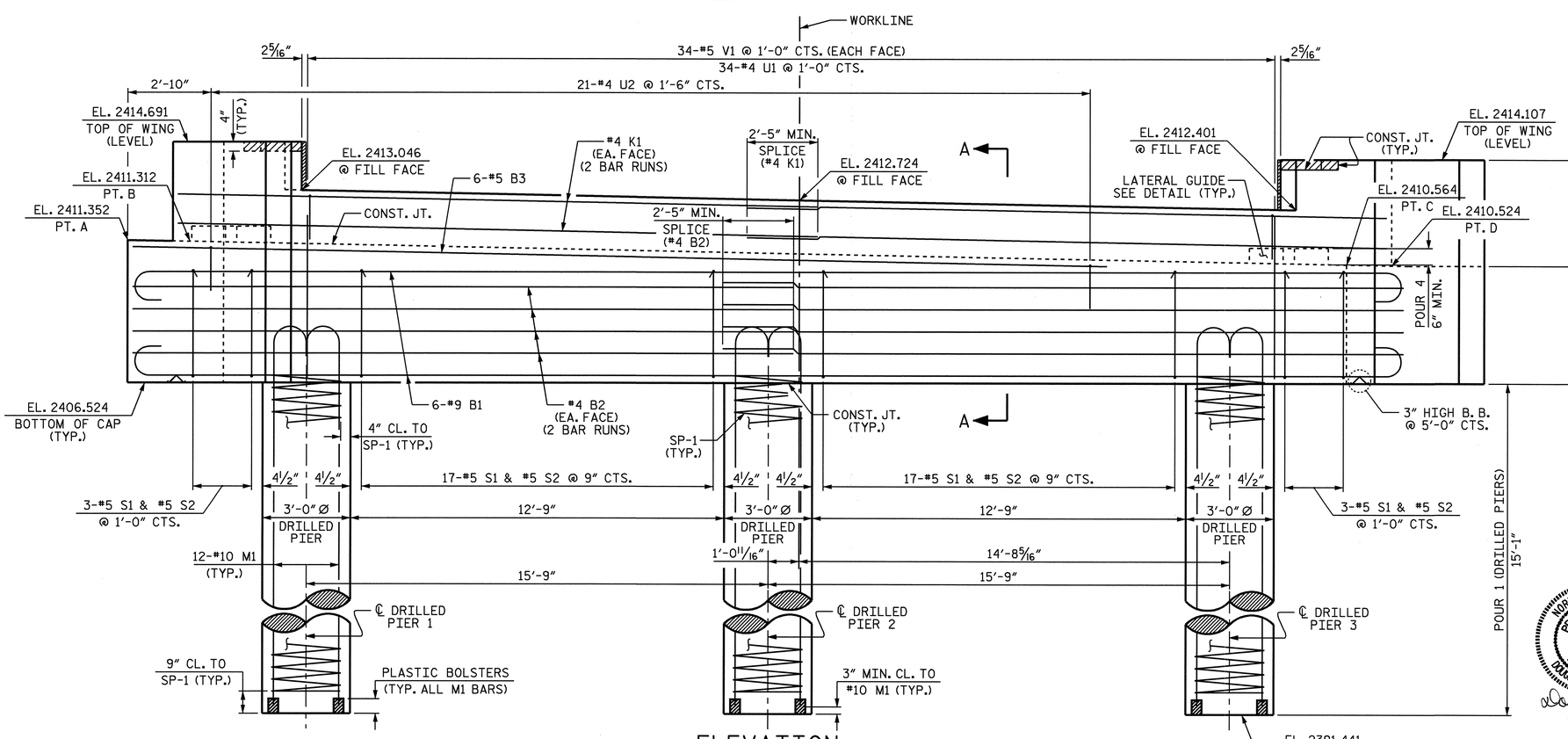
THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE LONGITUDINAL REINFORCEMENT FOR THE DRILLED PIERS IS DETAILED WITH 3 FEET OF EXTRA LENGTH.

THE LATERAL GUIDE AT EACH END OF THE CAP IS NOT TO BE POURED UNTIL AFTER THE BOX BEAM UNITS ARE IN PLACE.

THE CONTRACTOR SHALL PROVIDE FOR 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.

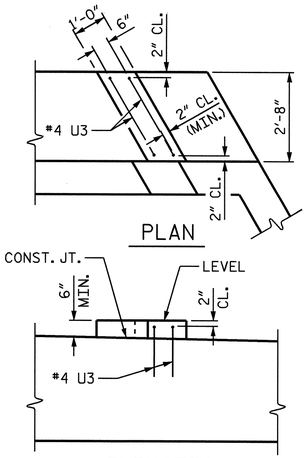


PLAN



ELEVATION

FOR ADDITIONAL DETAILS OF DRILLED PIERS, SEE SHEET 3 OF 3.



LATERAL GUIDE

RIGHT SIDE SHOWN, LEFT SIDE SIMILAR

PROJECT NO. B-3205

MADISON COUNTY

STATION: 14+81.00 -L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

NORTH CAROLINA PROFESSIONAL SEAL 14855 ENGINEER DOUGLAS R. CALHOUN
10-5-05

SUBSTRUCTURE END BENT 1

REVISIONS							SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:		S-13
1			3				TOTAL SHEETS
2			4				21

DRAWN BY : T. A. HARRIS DATE : 5/26/05
CHECKED BY : K. P. SEDAI DATE : 6/16/05

04-OCT-2005 15:00
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taharris