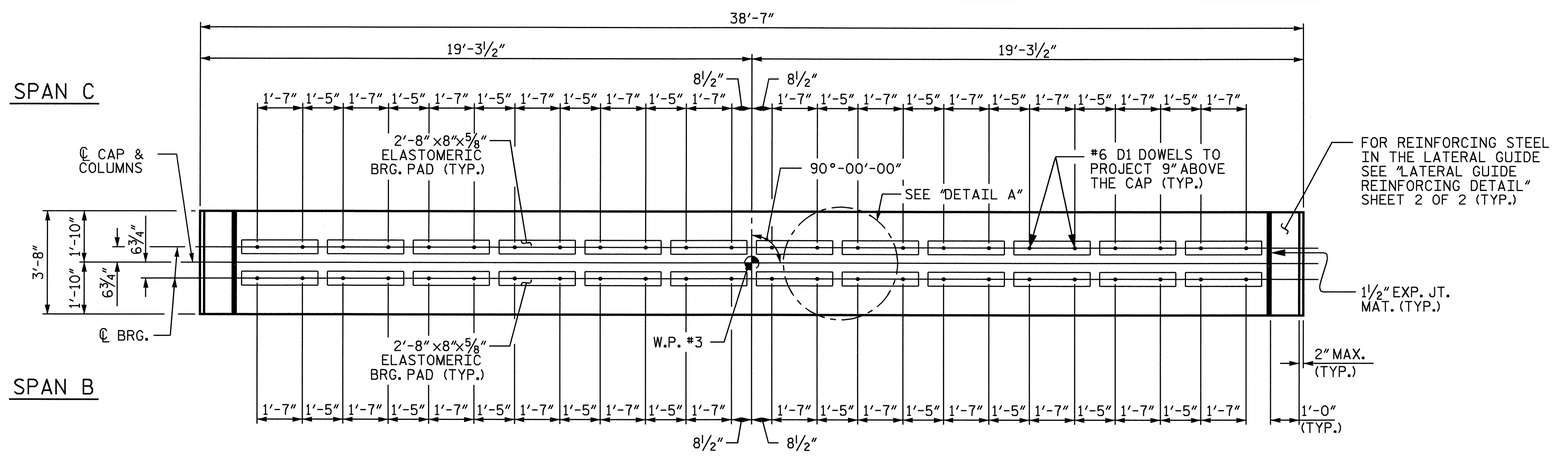


NOTES:

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

THE CONTRACTOR SHALL ALIGN THE "V" & "M" BARS AS SHOWN IN THE PLAN OF DRILLED PIERS AND COLUMNS.

NO SEPERATE PAYMENT SHALL BE MADE FOR ADDITIONAL STEEL REQUIRED IN CONSTRUCTION OF THE DRILLED PIERS AS THIS IS CONSIDERED INCIDENTAL TO THE LINEAR FOOT PRICE FOR DRILLED PIER.

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

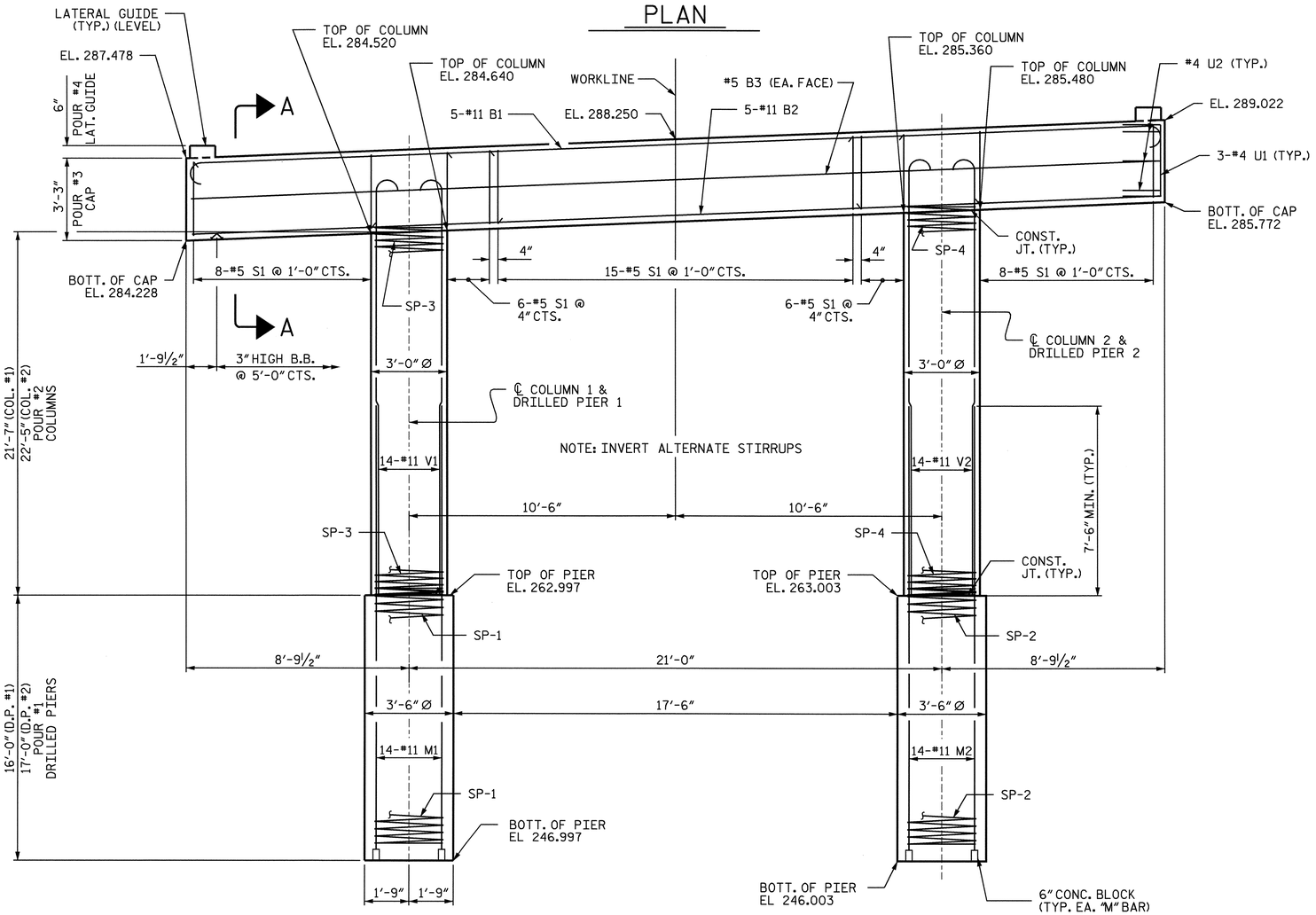
THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE LONGITUDINAL REINFORCEMENT FOR THE DRILLED PIER IS DETAILED WITH 3'-0" OF EXTRA LENGTH.

FOR DRILLED PIERS, SEE SPECIAL PROVISIONS.

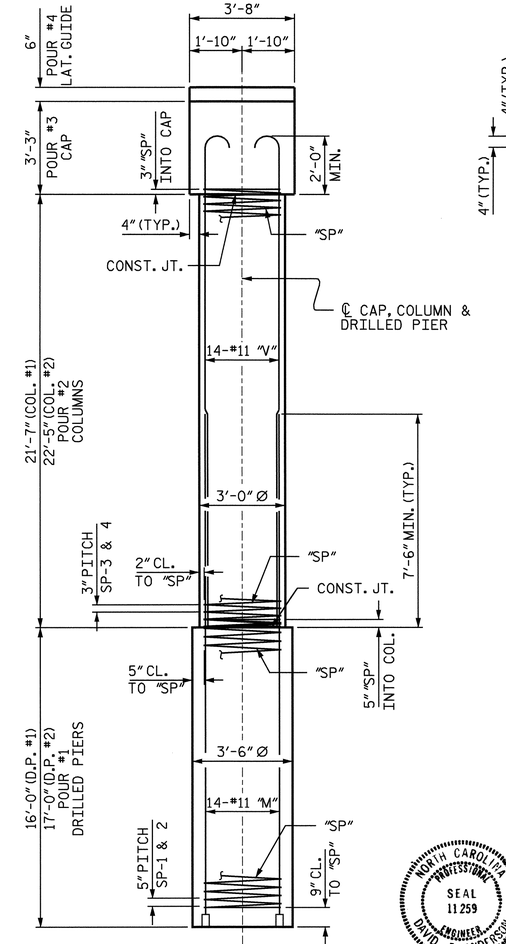
THE LATERAL GUIDE AT EACH END OF THE CAP IS NOT TO BE POURED UNTIL AFTER THE CORED SLAB UNITS ARE IN PLACE.

THE LOCATION OF THE CONSTRUCTION JOINT IN THE DRILLED PIERS IS BASED ON AN APPROXIMATE GROUND LINE ELEVATION. IF THE CONSTRUCTION JOINT IS ABOVE THE ACTUAL GROUND LINE ELEVATION, THE CONTRACTOR SHALL PLACE THE CONSTRUCTION JOINT 1 FT. BELOW THE GROUND LINE.

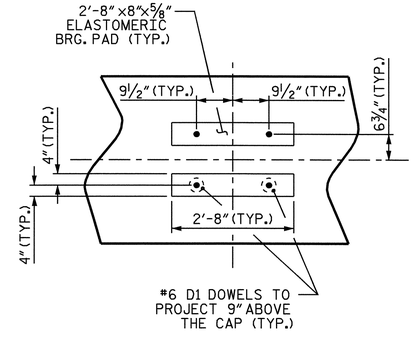
PLAN



ELEVATION



END ELEVATION



DETAIL A

PROJECT NO. B-3704

WAKE COUNTY

STATION: 17+05.00 -L-

SHEET 1 OF 2

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

BENT 2

NORTH CAROLINA PROFESSIONAL SEAL 11259 ENGINEER DAVID R. ANDERSON

9-27-04

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-17
1			3			TOTAL SHEETS
2			4			23

DRAWN BY : W.K. FISCHER DATE : 3/5/04
CHECKED BY : N.Q. TRAN DATE : 3/29/04

23-SEP-2004 14:40
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