

NOTES

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR #6 DOWELS.

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

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

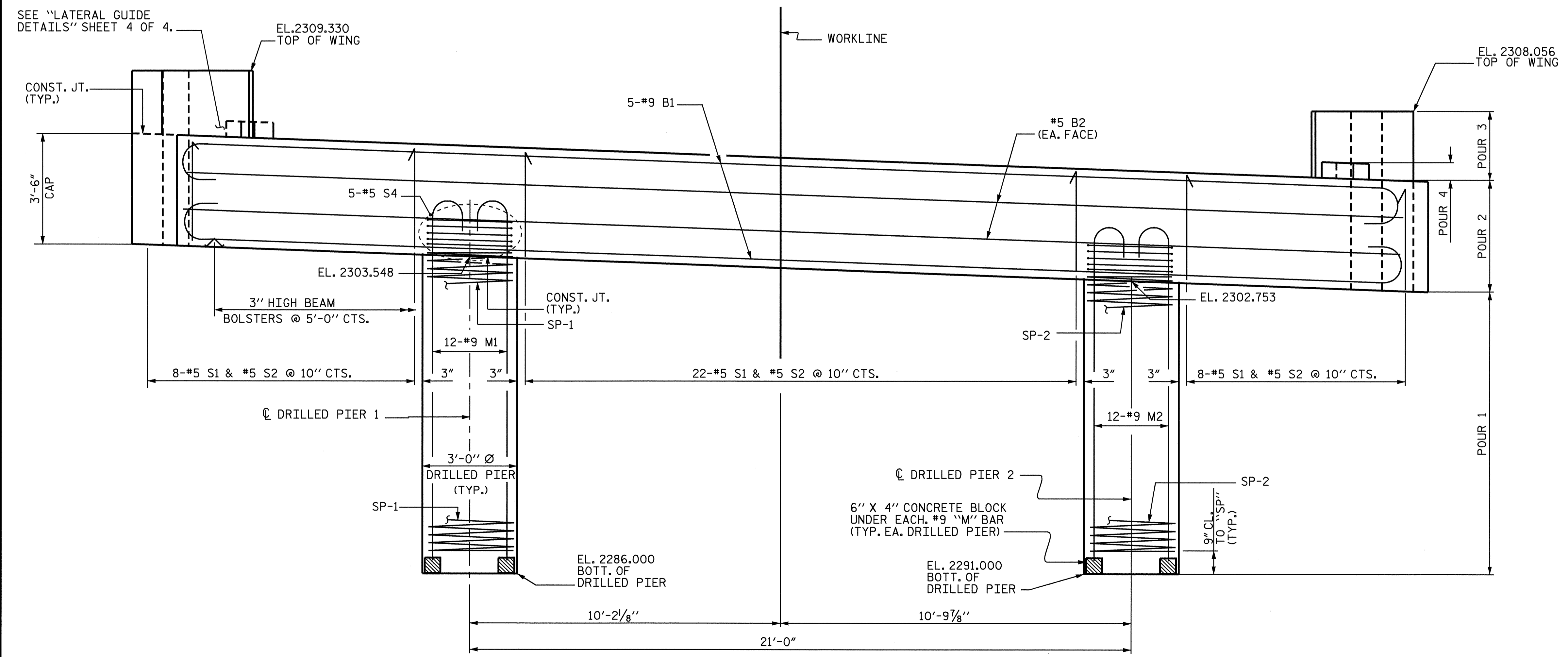
SPLICING OF THE LONGITUDINAL BARS IN THE DRILLED PIER WILL NOT BE PERMITTED.

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

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

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



TOP OF CAP	
POINT	ELEV.
A	2307.390
B	2307.413
C	2305.887
D	2305.910
BOTTOM OF CAP	
POINT	ELEV.
A	2303.890
B	2303.913
C	2302.387
D	2302.410

ELEVATION

FOR REINFORCING STEEL IN DRILLED PIERS, SEE SHEET 3 OF 4.

PROJECT NO. B-3914
 TRANSYLVANIA COUNTY
 STATION: 14+59.00 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**SUBSTRUCTURE
 END BENT 2**



REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-11	
1			3			TOTAL SHEETS	18
2			4				

DRAWN BY : M. POOLE DATE : 07/04
 CHECKED BY : D. HODGE DATE : 09/04