



NOTES:

STIRRUPS & U4 BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.

ALTERNATELY INVERT STIRRUPS & STIRRUP PAIRS.

FOR "SECTION A-A" AND "SECTION B-B", SEE "BENT 1 DETAILS" SHEET 1 OF 2.

FOR "SECTION C-C", "SECTION D-D", "SECTION E-E", "SECTION F-F" AND "SECTION G-G", SEE "BENT 1 DETAILS" SHEET 2 OF 2.

FOR ADDITIONAL INFORMATION AND NOTES, SEE "GENERAL DRAWING", SHEET 2 OF 4.

HOOKS ON V1 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 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 COLUMN REINFORCING STEEL".

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

THE CONTRACTOR SHALL ADJUST THE BEARING SEAT AND BOTTOM OF CAP ELEVATIONS AS NECESSARY TO INCORPORATE A MAXIMUM PERMISSIBLE VARIATION IN DISC BEARING DEPTH OF 1/2". SEE SPECIAL PROVISION FOR DISC BEARING.

PROJECT NO. U-3330
NASH COUNTY
 STATION: 18+22.61 -Y1-

DRAWN BY: C. E. MAYHEW DATE: 8-18-16
 CHECKED BY: A. H. SHARPE DATE: 9-2-16

DIMENSIONS AND REINFORCING STEEL ARE TYPICAL FOR EACH COLUMN AND DRILLED PIER UNLESS OTHERWISE NOTED.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	 Documented by: Bradley J. Bell 1/27/2017		STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUBSTRUCTURE BENT 1 RIGHT LANES		SHEET NO. S2-29 TOTAL SHEETS 39
	REVISIONS				
	NO.	BY:	DATE:	NO.	
1			3		
2			4		

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