

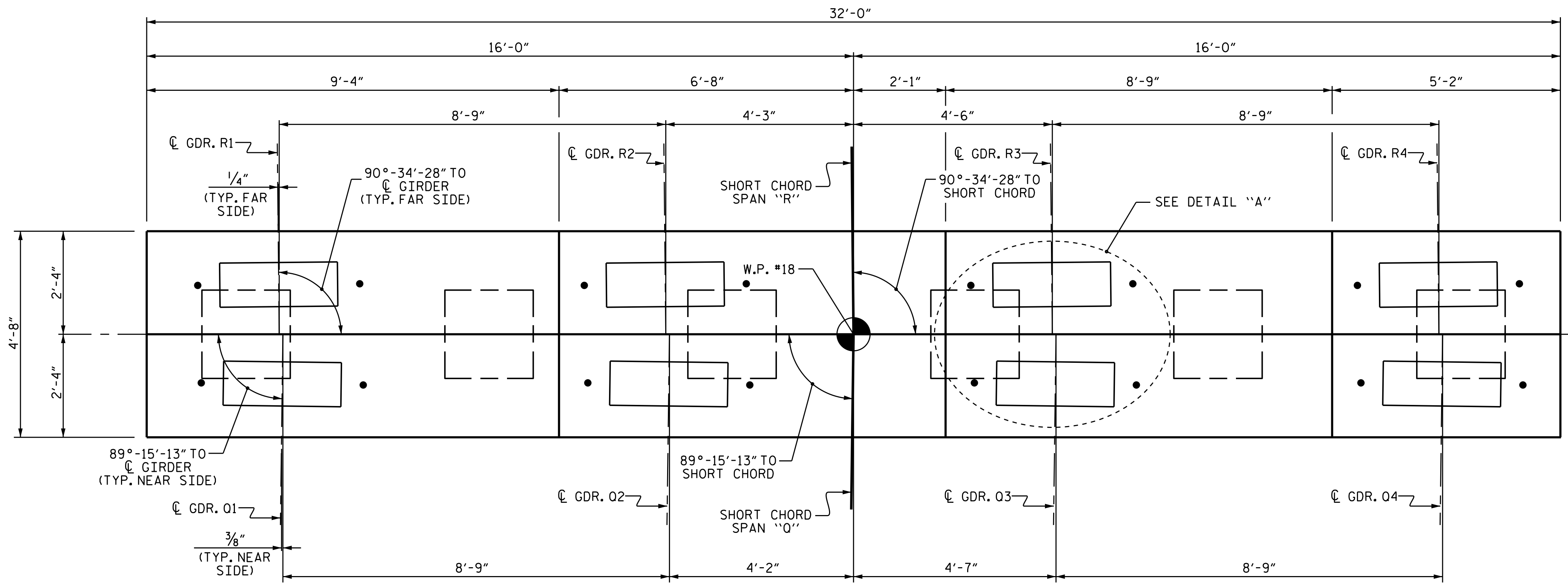
NOTES

STIRRUPS AND U1 BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.

CONCRETE DISPLACED BY CONCRETE PILES HAS BEEN DEDUCTED FROM THE CAP CONCRETE QUANTITY.

THE TOP SURFACE AREAS OF THE BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

ALL REINFORCING IN THE CAP IS TO BE GLASS FIBER REINFORCED POLYMER (GFRP) BARS, FOR GLASS FIBER REINFORCED POLYMER BARS, SEE SPECIAL PROVISIONS.

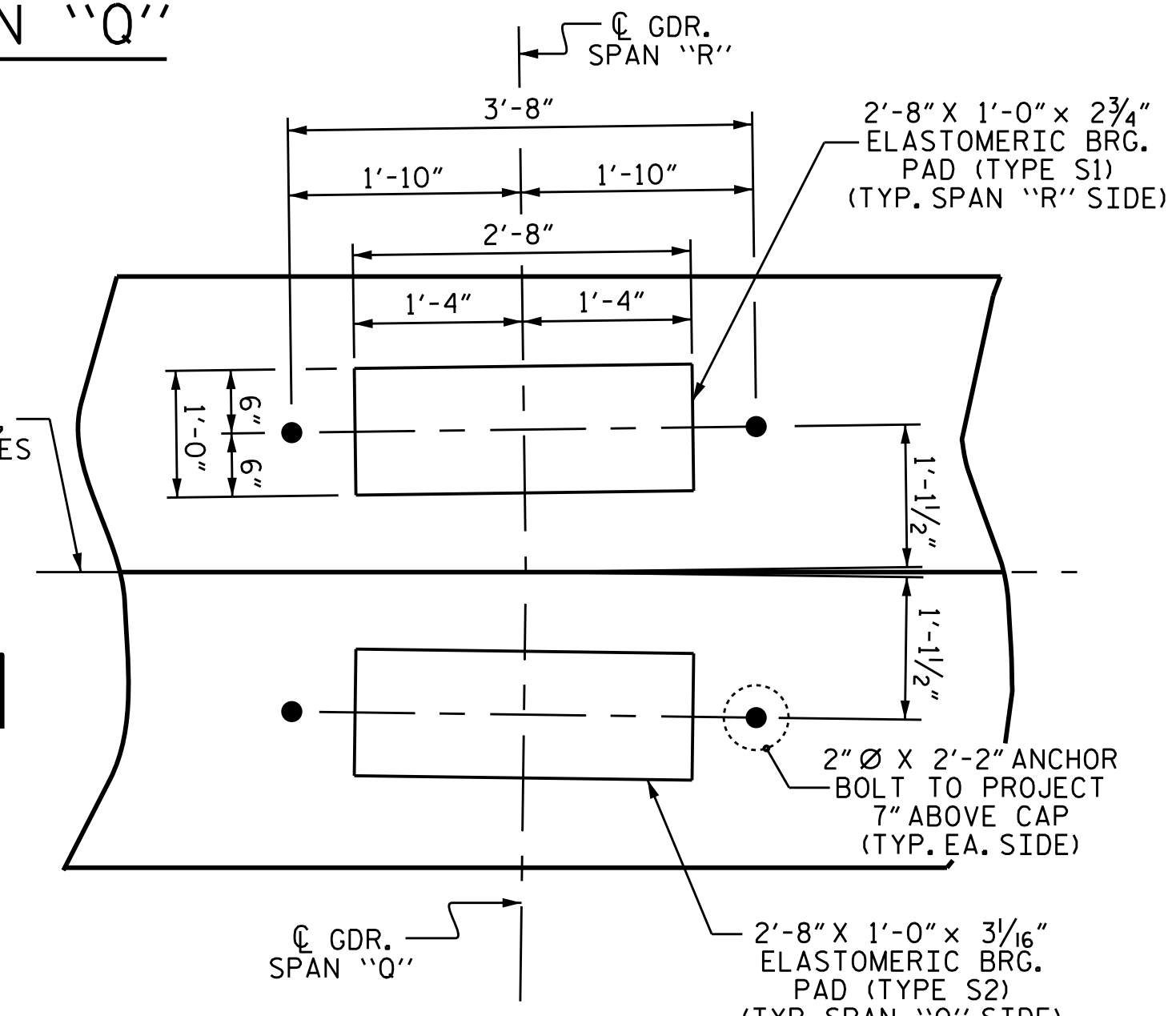


PLAN

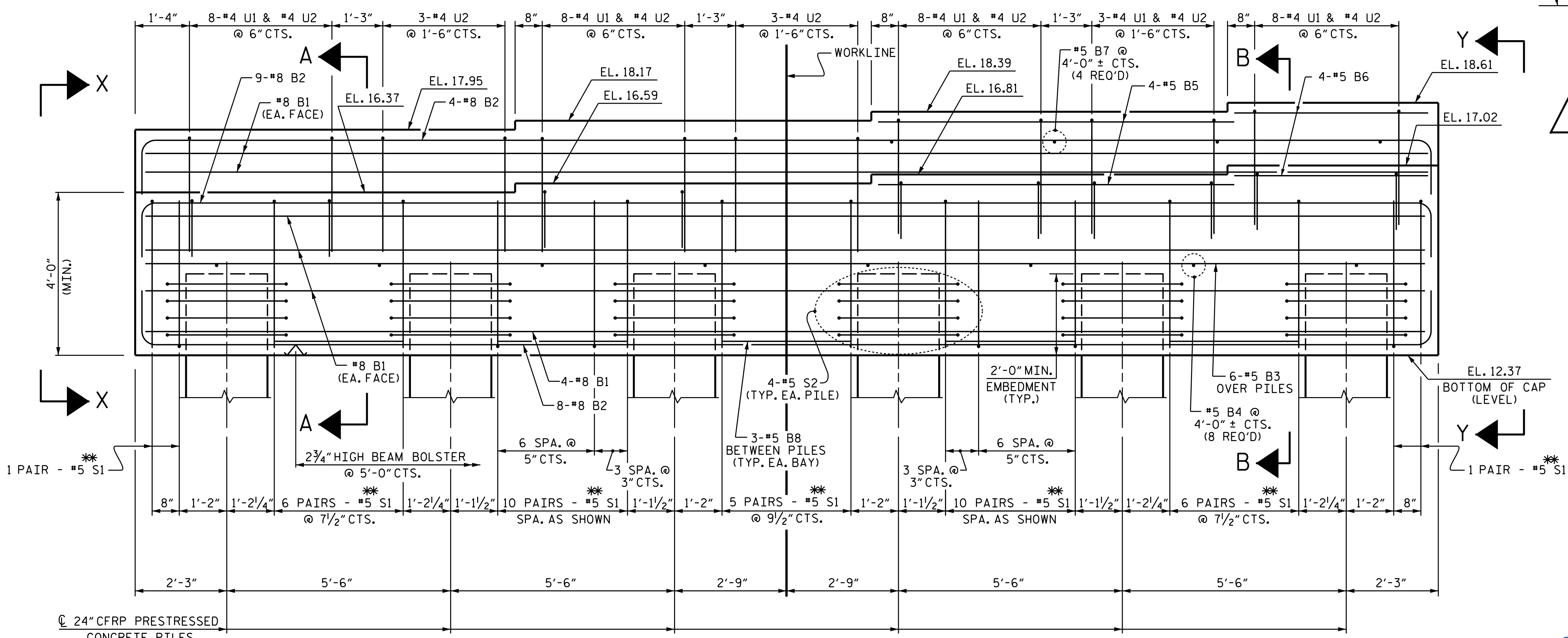
SPAN "R"

SPAN "Q"

BENT #17 CONTROL LINE, @ CAP & @ PILES



DETAIL "A"
(TYP. @ EACH GDR.)

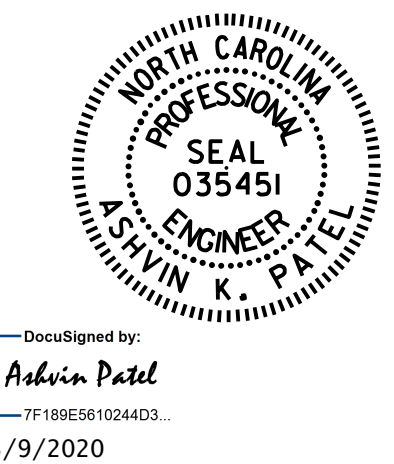


ELEVATION

FOR ADDITIONAL REINFORCING BARS IN ENDS OF CAP, SEE VIEW X-X AND VIEW Y-Y ON SHEET 2 OF 2.

**** INVERT ALTERNATE STIRRUPS**

PROJECT NO. B-4863
CARTERET COUNTY
 STATION: 34+75.00 -L-
 SHEET 1 OF 2



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
SUBSTRUCTURE
BENT #17

DRAWN BY : I.L. AVERETTE DATE : 02/2019
 CHECKED BY : A.K. PATEL DATE : 11/2019
 DESIGN ENGINEER OF RECORD : A.K. PATEL DATE : 11/2019

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	TOTAL SHEETS
1			3			S1-165
2			4			194