NOTES:

1. DRILLED SHAFT CONCRETE SHALL BE 4000 PSI, 3/8 IN, 660 CEMENT CONCRETE. (Drilled shaft concrete shall have the same compressive strength as the pier column concrete. Modify as required.)

   THE CLEAR SPACING BETWEEN STEEL REINFORCEMENT BARS SHALL BE AT LEAST 1 7/8”.

2. THE FACTORED GEOTECHNICAL SHAFT RESISTANCE IS X KIPS AND IS THE PRODUCT OF THE NOMINAL GEOTECHNICAL RESISTANCE OF X KIPS AND A RESISTANCE FACTOR OF 0.25. THE FACTORED DESIGN AXIAL LOAD PER SHAFT IS X KIPS AS PER AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS STRENGTH I LOAD COMBINATION. (Designer to specify the Limit State and Group Load Combination that produce the highest axial load)

   THE FACTORED STRUCTURAL SHAFT RESISTANCE IS X KIPS AND IS THE PRODUCT OF THE NOMINAL STRUCTURAL RESISTANCE OF X KIPS AND A RESISTANCE FACTOR OF 0.25.

3. CENTERING DEVICES SHALL BE CONSTRUCTED OF AN APPROVED NON–METALLIC DURABLE MATERIAL.


5. THERE SHALL BE A MINIMUM OF 3 GROUPS OF NON–METALLIC CENTERING DEVICES FOR SHAFTS LESS THAN 26’–0” IN LENGTH.

6. NON–METALLIC CENTERING DEVICES SHALL BE PLACED AT A MAXIMUM SPACING OF 2’–6” AROUND THE CIRCUMFERENCE OF THE SHAFT.

7. EACH LONGITUDINAL BAR SHALL BE SUPPORTED BY A 3” HIGH BOLSTER OF APPROVED NON–METALLIC DURABLE MATERIAL.

8. SPLICES IN THE LONGITUDINAL REINFORCEMENT SHALL BE MADE WITH MECHANICAL REINFORCING BAR SPICERS AND SHALL BE STAGGERED A MINIMUM OF 2’–0”.

9. IF SPLICING OF SPIRAL REINFORCEMENT IS NECESSARY, A MINIMUM OF 2” CLEARANCE SHALL BE PROVIDED BETWEEN THE OUTSIDE SURFACE OF MECHANICAL REINFORCING BAR SPICERS AND THE DRILLED SHAFT CASING OR EXCAVATED SURFACE. (Refer to Dwg. No. 3.5.4 and provide spiral splice detail on the Construction Drawings)

10. WELDING OF LONGITUDINAL REINFORCEMENT SHALL NOT BE PERMITTED. WELDING OF OTHER REINFORCING BARS MAY BE PERMITTED WITH THE WRITTEN APPROVAL OF THE ENGINEER.