

TEMPORARY DRAINAGE AT END BENT

DRAINAGE NOTES:

BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR EFFECTIVENESS.

NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

NOTES:

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR PIPE INSERTS.

FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

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

THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE FRONT FACE AT THE RATE OF 2%.

FOR PIPE INSERTS DETAILS, SEE "POT BEARING DETAILS" SHEET.

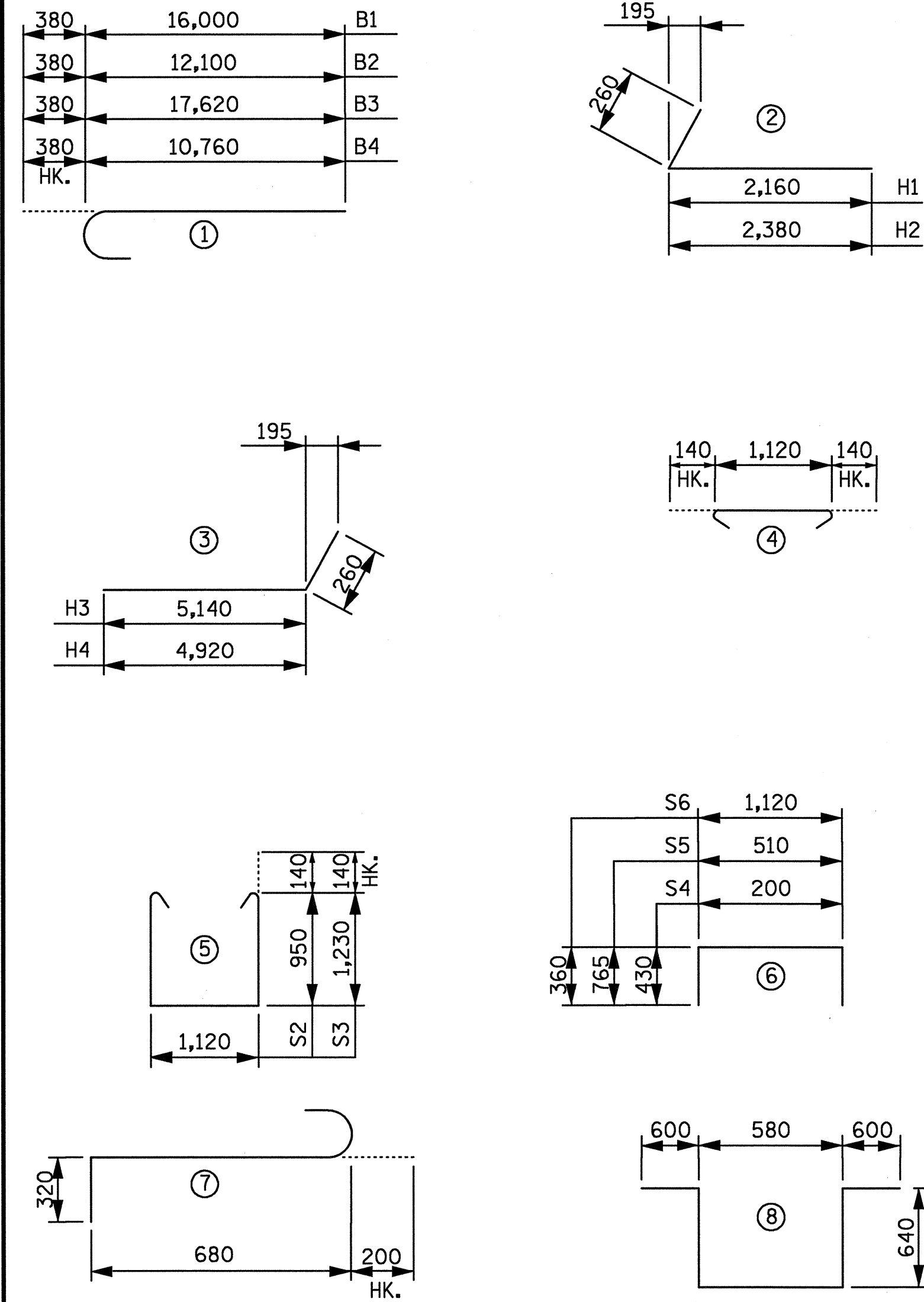
PILES SHALL BE DRIVEN TO A MINIMUM BEARING CAPACITY OF 530 KN EACH.

WHEN DRIVING PILES, THE MAXIMUM BLOW COUNT SHALL NOT BE EXCEEDED.

FOR OTHER NOTES, SEE "GENERAL DRAWING LOCATION SKETCH, GENERAL NOTES & TOTAL BILL OF MATERIAL" SHEETS.

THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 102mm Ø DRAIN PIPE THROUGH THE WING WALLS AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALLS MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF REINFORCING

MARK	NO.	SIZE	TYPE	LENGTH (mm)	MASS (kg)
B1	5	#29	①	16,380	414
B2	5	#29	①	12,480	316
B3	5	#29	①	18,000	455
B4	5	#29	①	11,140	282
B5	5	#16	STR.	6,460	50
B6	12	#16	STR.	13,500	251
B7	30	#16	STR.	900	42
B8	2	#16	STR.	9,380	29
B9	32	#13	STR.	7,080	225
B10	22	#13	STR.	1,120	24
H1	12	#16	②	2,420	45
H2	12	#16	②	2,640	49
H3	14	#16	③	5,400	117
H4	14	#16	③	5,180	113
K1	24	#16	STR.	13,500	503
K2	2	#16	STR.	10,400	32
K3	2	#16	STR.	6,860	21
K4	2	#16	STR.	2,880	9
K5	4	#16	STR.	1,380	9
K6	4	#16	STR.	1,360	8
S1	62	#16	④	1,400	135
S2	35	#16	⑤	3,300	179
S3	27	#16	⑤	3,860	162
S4	76	#13	⑥	1,060	80
S5	42	#13	⑥	2,040	85
S6	39	#16	⑥	1,840	111
S7	3	#19	⑦	1,200	8
S8	1	#19	⑧	3,060	7
V1	152	#16	STR.	2,460	580
V2	24	#16	STR.	2,860	107
V3	42	#16	STR.	3,240	211

TOTAL REINFORCING STEEL = 4,659 kg

QUANTITIES - END BENT 1

REINFORCING STEEL	4,659 kg
CLASS A CONCRETE	POUR 1 : 43.4 CU. METERS POUR 2 : 16.6 CU. METERS TOTAL : 60.0 CU. METERS
HP 310 X 79 STEEL PILES	15 (NO.) 173.0 METERS

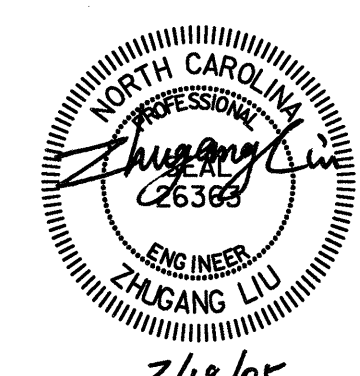
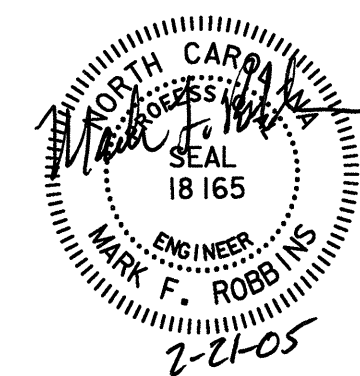
PROJECT No. R-252C
JOHNSTON COUNTY
STATION: POT 148+08.446 -L2-
POT 23+96.446 -Y4-

SHEET 3 OF 3

REVISIONS	NO.	DATE	BY
	1		
	2		
	3		
	4		

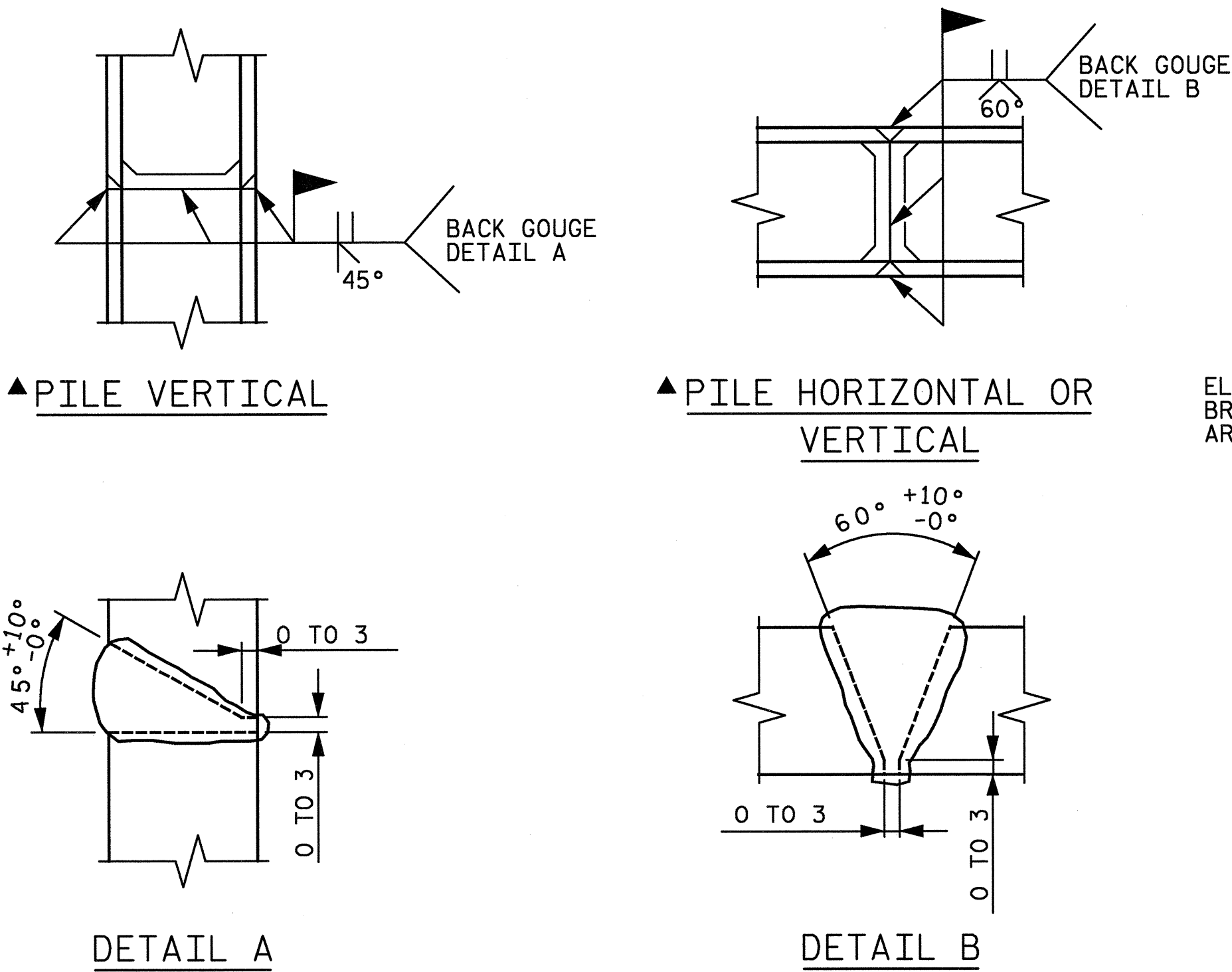
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

END BENT 1
-LEFT LANE-

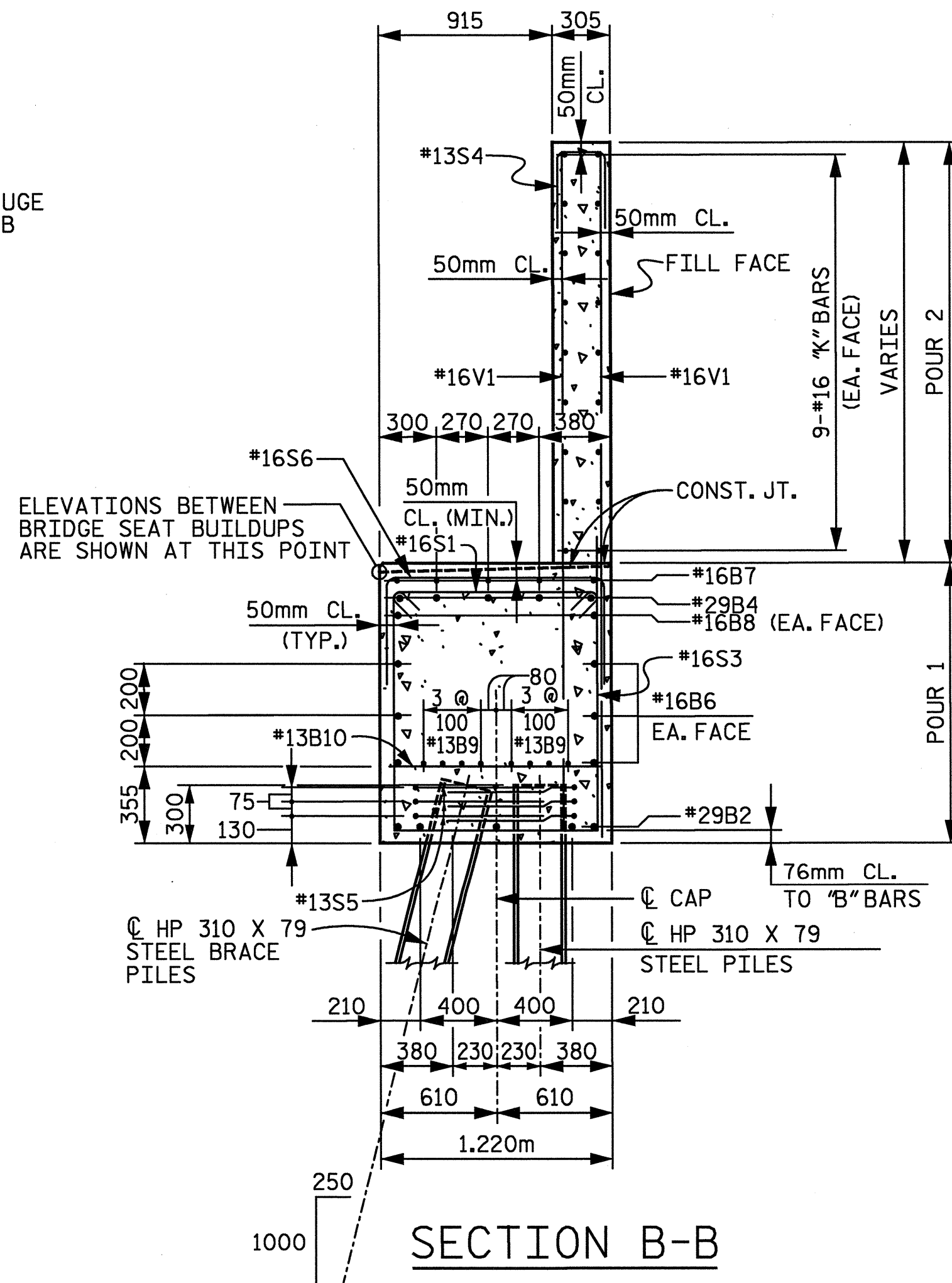


RALPH WHITEHEAD ASSOCIATES, INC.
CONSULTING ENGINEERS
P.O. BOX 35624 CHARLOTTE, N.C. 28235
DRAWN BY KPM, LGH DATE 8-04 DWG. NO.
CHECKED BY TVR DATE 12-04 D-1749.23

SHEET NO. 5-244
TOTAL SHEETS 431



PILE SPLICE DETAILS



SECTION B-B