

NOTES:

STIRRUPS AND #4U1 BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR PIPE INSERTS.

#5V1 BARS IN BACKWALL SHALL BE PLACED 2"CLEAR FROM THE TOP OF BACKWALL.

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 BACK FACE AT THE RATE OF 2%.

INSTALL 4"Ø DRAIN PIPE THROUGH THE WINGWALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILL, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WINGWALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.

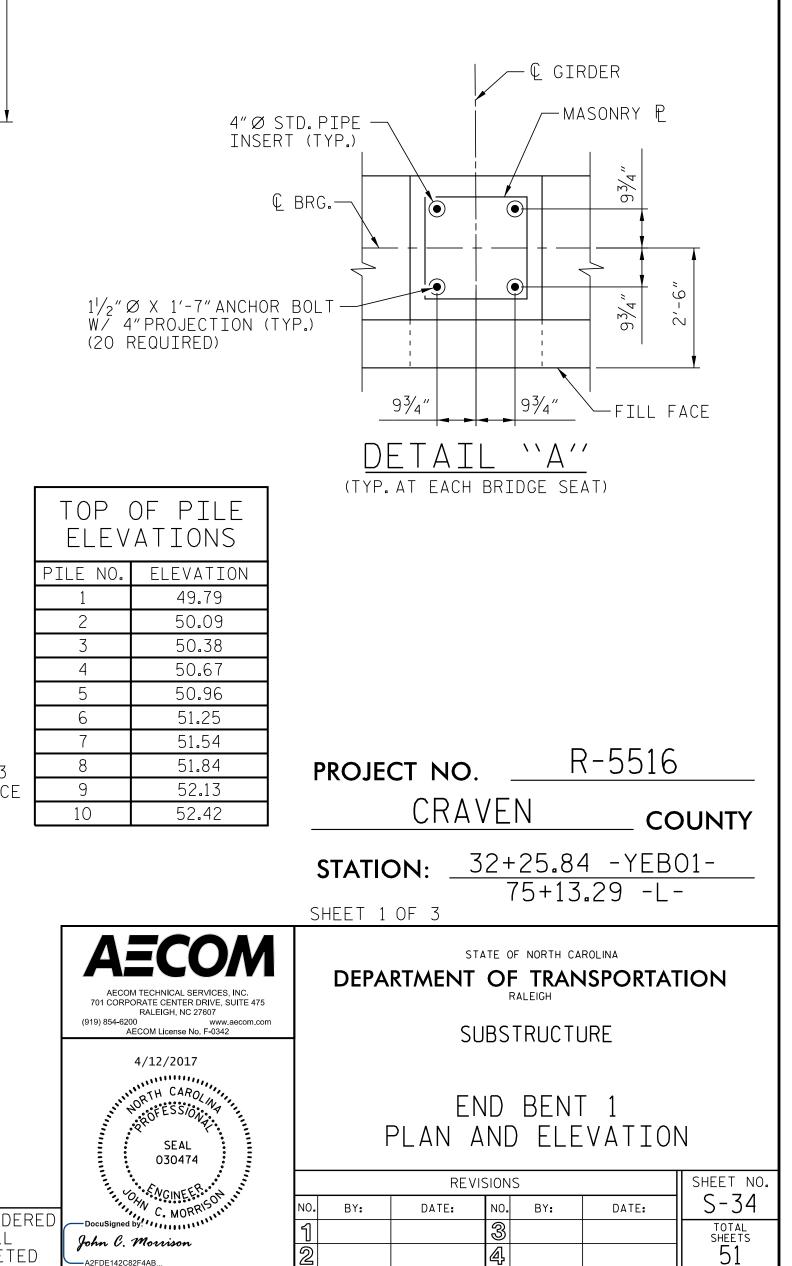
FOR PIPE INSERT DETAILS, SEE BEARING SHEET.

FOR PILE SPLICE DETAILS, SEE SHEET 3 OF 3.

FOR SECTION A-A & B-B, SEE SHEET 3 OF 3.

FOR TEMPORARY DRAINAGE DETAILS, SEE SHEET 3 OF 3.

FOR BLOCKOUT IN WINGWALL DETAIL, SEE END BENT 1, SHEET 3 OF 3. THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE BARRIER RAIL (PARAPET AND END POST) ARE CAST IF SLIP FORMING IS USED.



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