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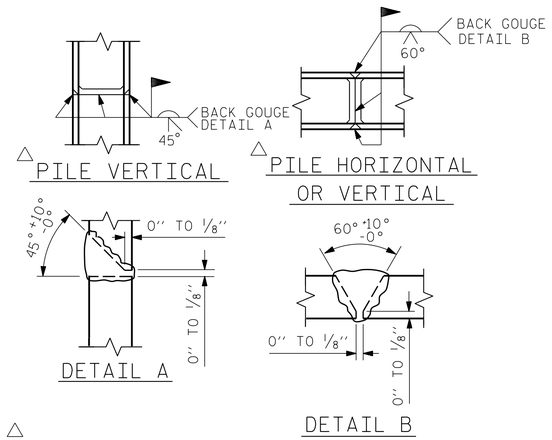
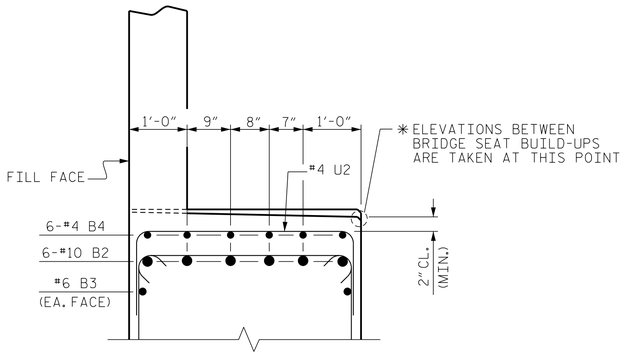
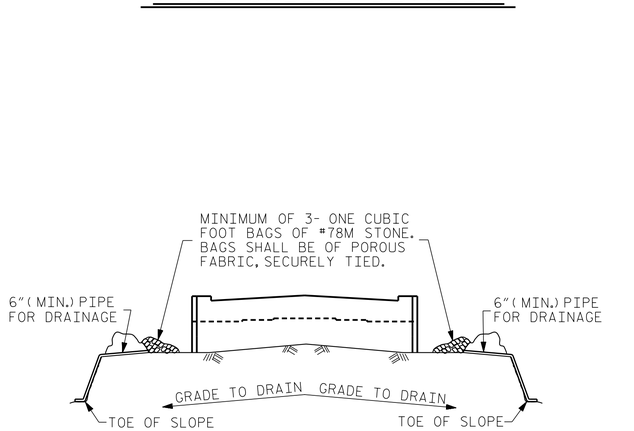


△ POSITION OF PILE DURING WELDING.

PILE SPLICE DETAILS



SECTION B-B

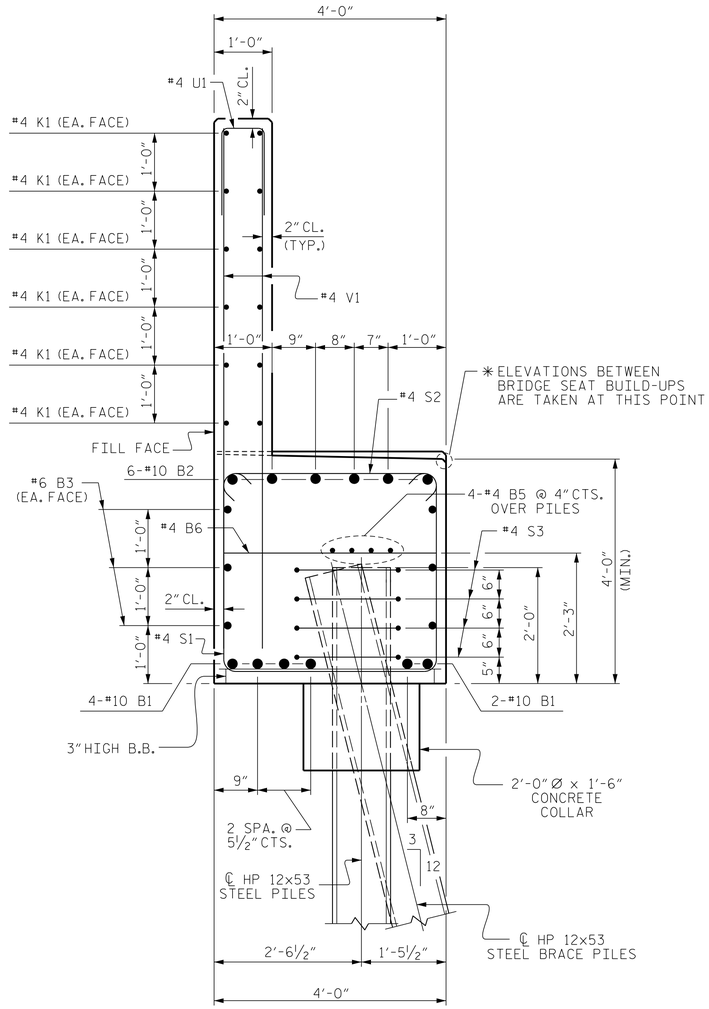


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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.

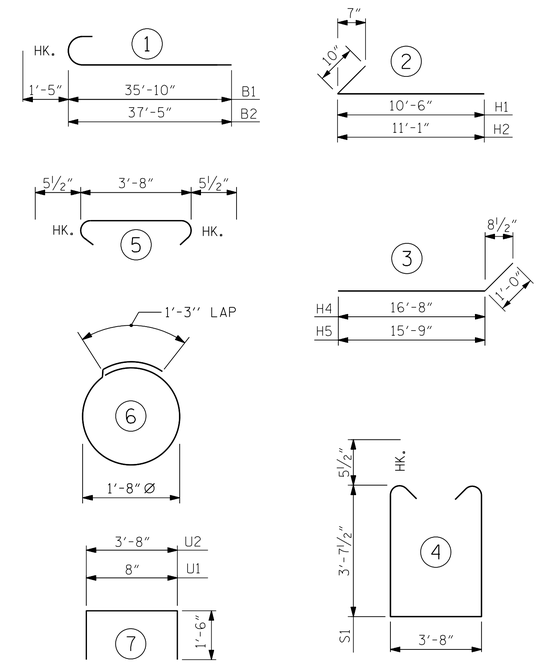
NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK AND THE ENTIRE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT CONTRACT PRICE BID FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



SECTION A-A

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

END BENT No. 1

BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	12	#10	1	37'-3"	1923
B2	12	#10	1	38'-10"	2005
B3	12	#6	STR	33'-10"	610
B4	12	#4	STR	22'-1"	177
B5	12	#4	STR	22'-11"	184
B6	16	#4	STR	3'-8"	39
H1	17	#5	2	11'-4"	201
H2	17	#5	2	11'-11"	211
H3	8	#4	STR	4'-10"	26
H4	22	#6	3	17'-8"	584
H5	22	#6	3	16'-9"	553
K1	36	#4	STR	22'-10"	549
S1	70	#5	4	11'-10"	864
S2	70	#5	5	4'-7"	335
S3	44	#4	6	6'-6"	191
U1	53	#4	7	3'-8"	130
U2	26	#4	7	6'-8"	116
V1	106	#5	STR	9'-1"	1004
V2	33	#5	STR	11'-3"	387
V3	43	#5	STR	10'-10"	486

REINFORCING STEEL 10,575 LBS.

CLASS A CONCRETE BREAKDOWN

POUR #1 CAP, CONC. COLLARS & LOWER PART OF WINGS 47.6 C.Y.

POUR #2 BACKWALL AND UPPER PART OF WINGS 22.7 C.Y.

TOTAL CLASS A CONCRETE 70.3 C.Y.

HP 12 X 53 STEEL PILES
NO: 11 605 L.F.

PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES 11 EA.

PILE REDRIVES 6 EA.

NOTES

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

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 THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

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

THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE JOINT BETWEEN THE DECK AND THE APPROACH SLAB HAS BEEN SAWED AND THE BARRIER RAILS ARE CAST IF SLIP FORMING IS USED.

EPOXY COAT THE END BENT CAP AFTER ADJUSTMENTS ARE MADE TO BEARINGS AND ANCHOR BOLTS ARE GROUTED.

PROJECT NO. I-5786
JOHNSTON COUNTY
STATION: 17+77.11 -Y1-

SHEET 3 OF 3

ENGINEER OF RECORD:
DocuSigned by: Gregory M. Gilland
NORTH CAROLINA PROFESSIONAL SEAL 37400 ENGINEER GREGORY M. GILLAND
6/6/2017

WETHERILL ENGINEERING
1223 Jones Franklin Rd.
Raleigh, N.C. 27606
Bus: 919 851 8077
Fax: 919 851 8107
LICENSE NO. F-0377

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE
END BENT No. 1

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S01-23
1			3			TOTAL SHEETS
2			4			32

DRAWN BY : D. HODGE DATE : 5/17
CHECKED BY : B.C. HUNT DATE : 5/17

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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