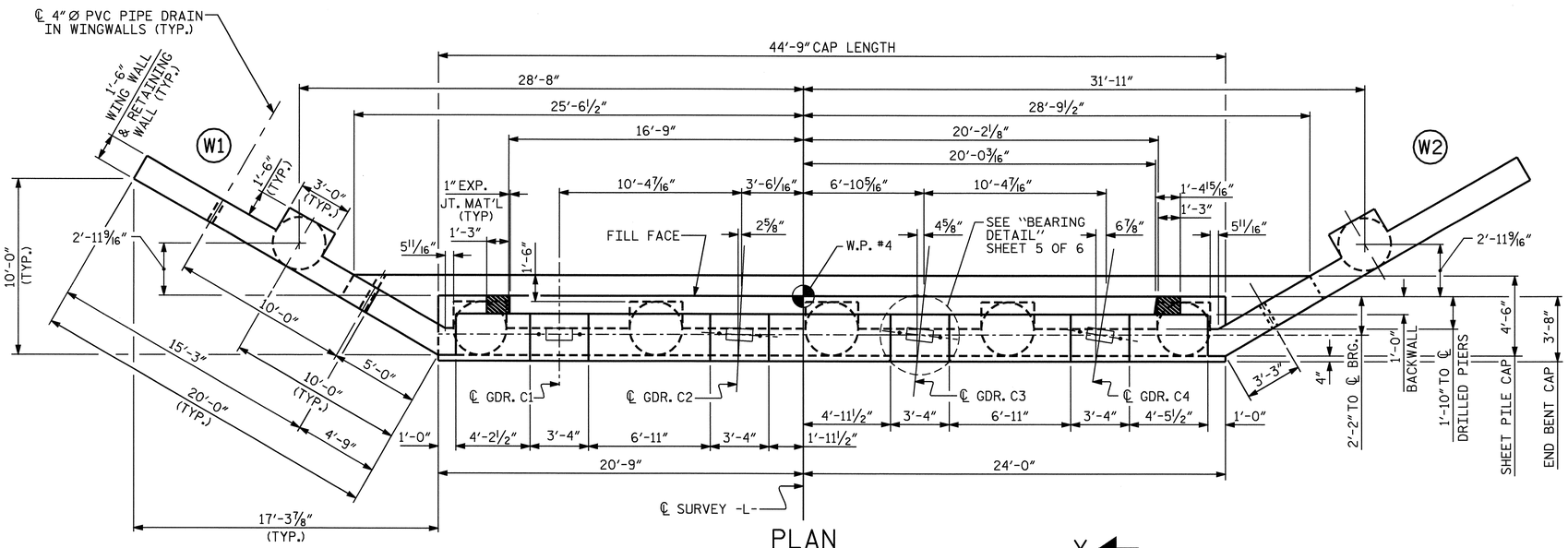
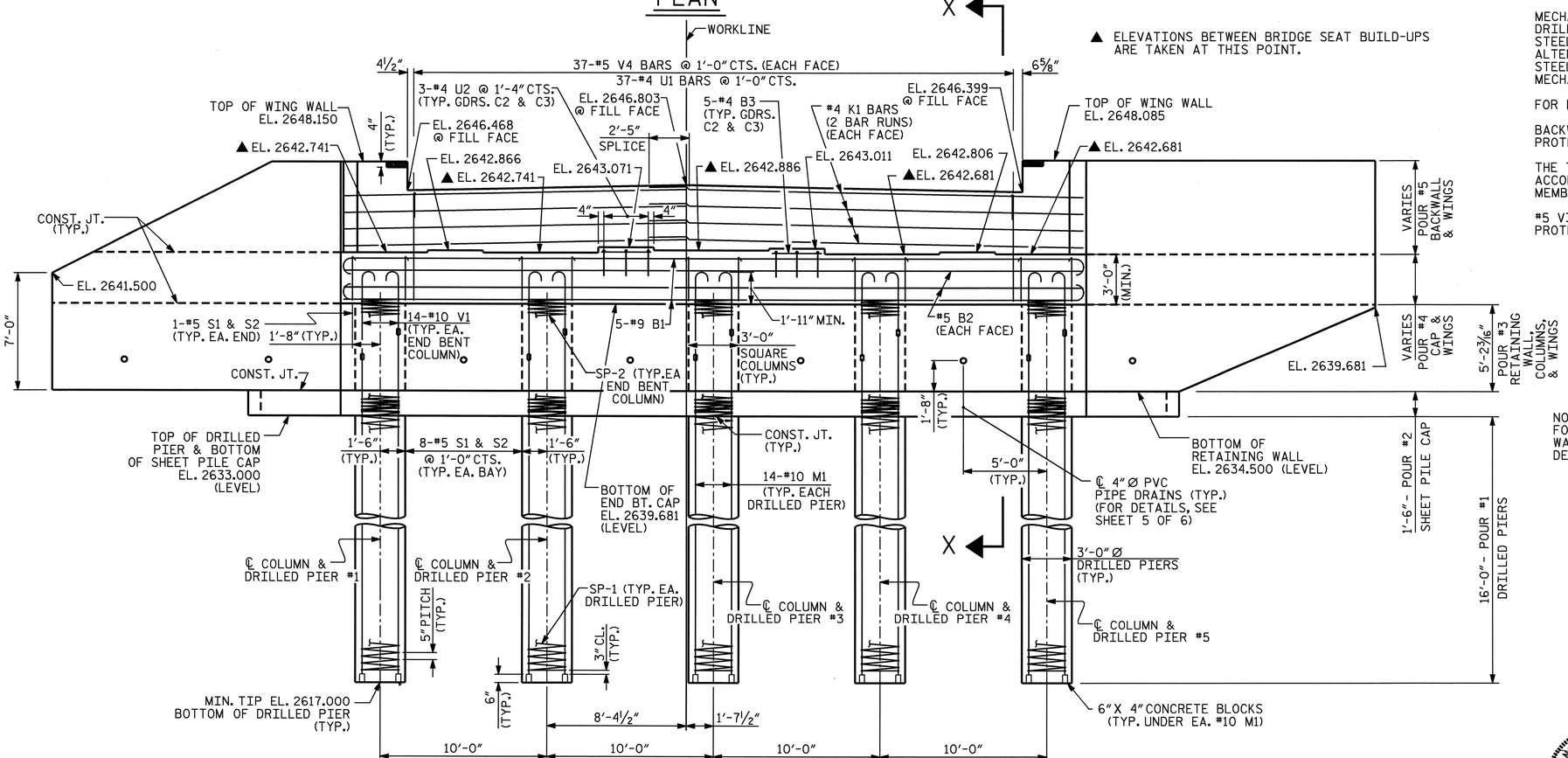


PLAN



ELEVATION

COLUMNS & DRILLED PIERS IN WINGS NOT SHOWN FOR CLARITY

NOTES

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

PIPE DRAINS IN WALL MAY BE SHIFTED SLIGHTLY AS NECESSARY TO CLEAR REINFORCING STEEL.

HOOKS ON "V" BARS MAY BE TURNED AS NECESSARY FOR PLACING REINFORCING STEEL.

ALL STEEL IN THE DRILLED PIERS IS INCLUDED IN THE PAY ITEMS FOR "REINFORCING STEEL" AND "SPIRAL COLUMN REINFORCING STEEL".

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE LONGITUDINAL REINFORCEMENT FOR THE DRILLED PIERS IS DETAILED WITH THREE FEET OF EXTRA LENGTH.

SPLICING OF THE LONGITUDINAL BARS IN THE DRILLED PIERS WILL NOT BE PERMITTED.

STEEL SHEET PILING SHALL BE DRIVEN TO ROCKLINE AND EMBEDDED 1'-0" INTO SHEET PILE CAP.

THE STEEL SHEET PILES SHALL BE HOT ROLLED.

THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 4" Ø DRAIN PIPE THROUGH THE WING WALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.

▲ FOR LOCATIONS OF ELEVATION BETWEEN BRIDGE SEAT BUILD-UPS, SEE SECTION X-X, SHEET 5 OF 6.

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 PARAPET AND END POST ARE CAST IF SLIP FORMING IS USED.

MECHANICAL COUPLERS SHALL BE USED TO JOIN THE LONGITUDINAL DRILLED PIER REINFORCING STEEL TO THE COLUMN REINFORCING STEEL. THE HEIGHT OF THE COUPLERS SHALL BE STAGGERED ON ALTERNATING BARS BY 1'-6" AND THE DRILLED PIER AND COLUMN STEEL SHALL BE CUT ACCORDINGLY. SEE SPECIAL PROVISIONS FOR MECHANICAL BUTT SPLICING FOR REINFORCING STEEL.

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 THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

#5 V3 BARS IN BACKWALL SHALL BE PLACED BEFORE THE EPOXY PROTECTION COATING.

NOTE:
FOR ADDITIONAL REINFORCING STEEL REQUIRED, SEE "RETAINING WALL AND SHEET PILE CAP DETAILS", SHEET 2 OF 6 AND WING DETAILS, SHEET 3 & 4 OF 6.

PROJECT NO. B-3922
WATAUGA COUNTY
STATION: 11+06.50 -L-

SHEET 1 OF 6

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT No.2

NORTH CAROLINA PROFESSIONAL SEAL 11310 ENGINEER DOUGLAS E. PETREE

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-29
1			3			TOTAL SHEETS
2			4			41

DRAWN BY : A. V. ROYAL DATE : 2/05
CHECKED BY : M. BRITT DATE : 2/11/05

24-FEB-2005 13:54
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