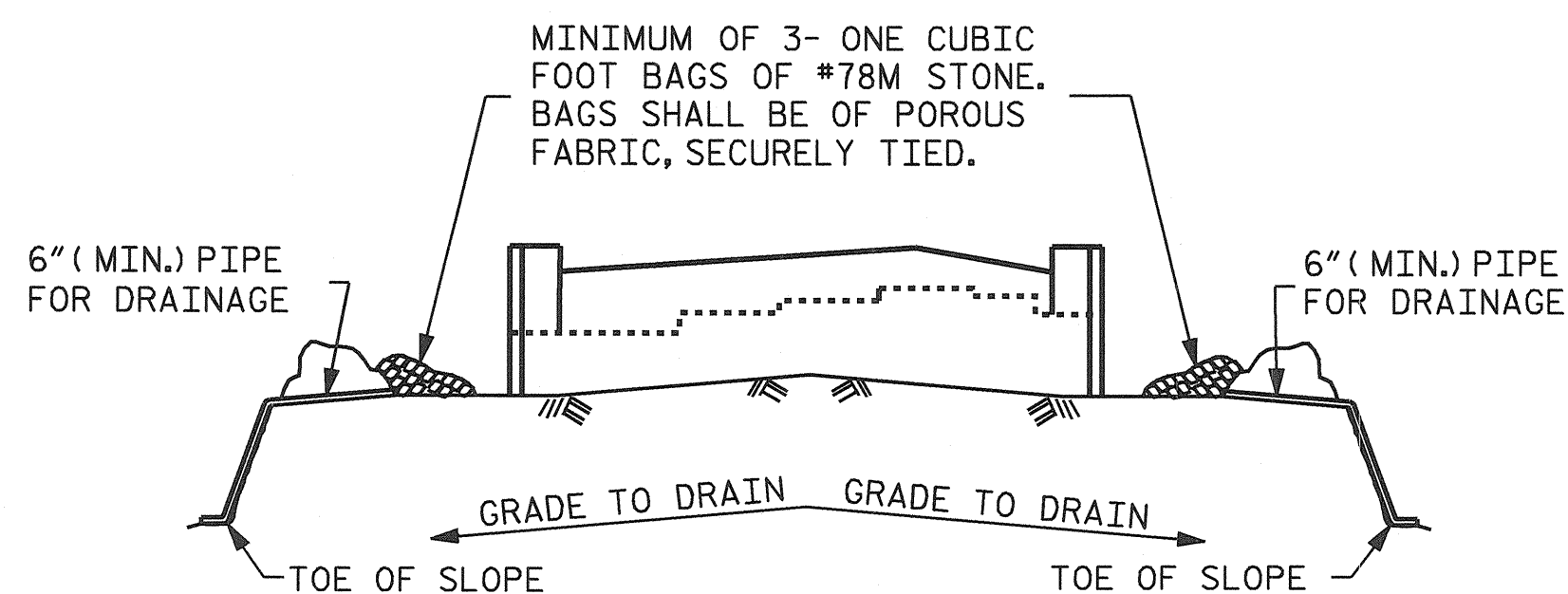


*POSITION OF PILE DURING WELDING.



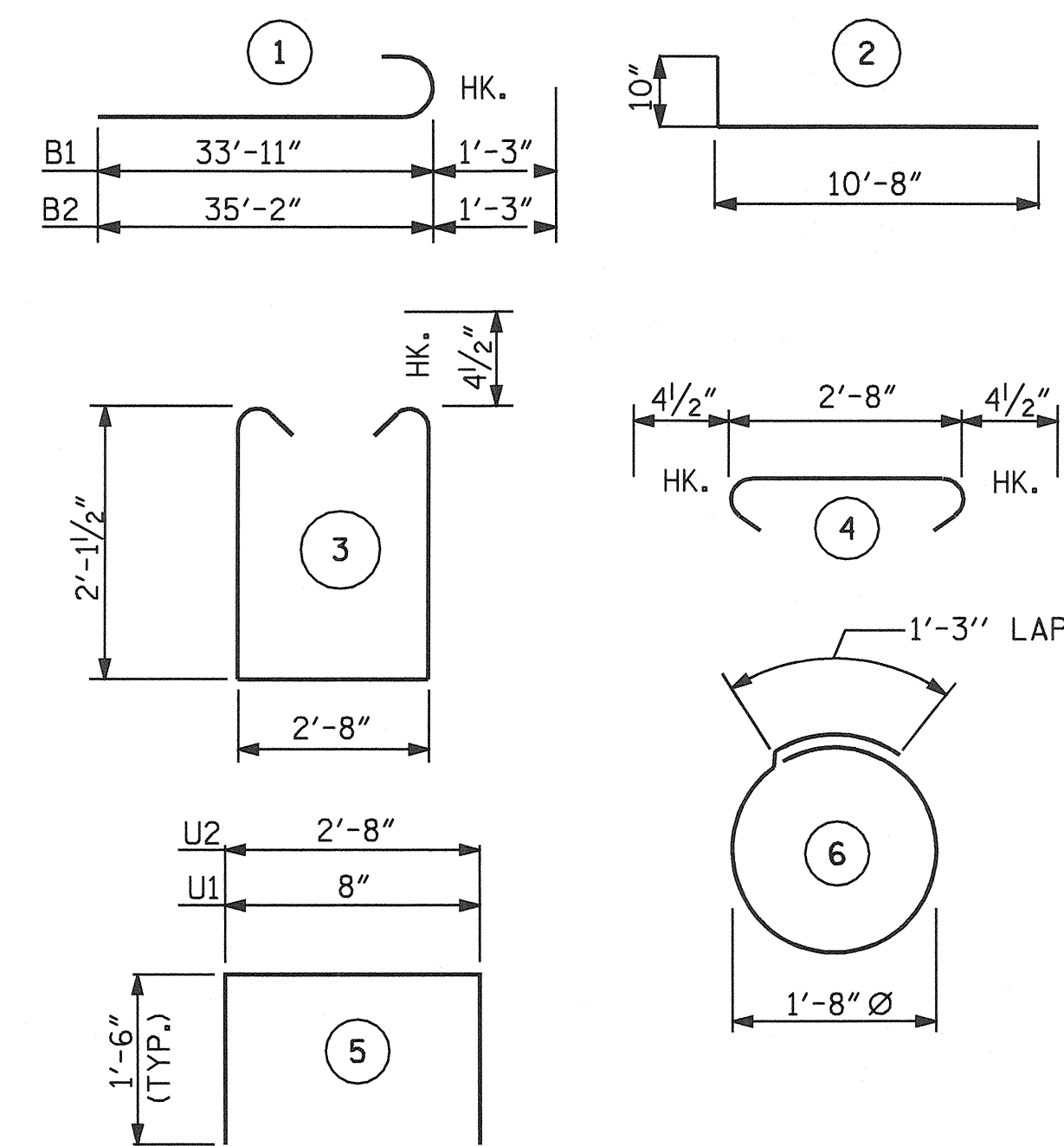
BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

END BENT No. 1

BAR NO	SIZE	TYPE	LENGTH	WEIGHT	
B1	8	9	1	35'-2"	957
B2	8	9	1	36'-5"	991
B3	8	5	STR	32'-5"	270
B4	12	4	STR	22'-3"	178
B5	16	4	STR	2'-8"	29
B6	8	4	STR	19'-8"	104
B7	12	4	STR	3'-3"	26
H1	42	5	2	11'-6"	504
K1	30	4	STR	22'-3"	446
K2	4	4	STR	3'-10"	10
K3	4	4	STR	3'-2"	8
S1	65	4	3	7'-8"	333
S2	65	4	4	3'-5"	148
S3	24	4	6	6'-6"	104
U1	55	4	5	3'-8"	135
U2	34	4	5	5'-8"	129
V1	110	5	STR	6'-6"	746
V2	32	5	STR	8'-7"	286
V3	30	5	STR	8'-6"	266
REINFORCING STEEL				LBS.	5,670

CLASS A CONCRETE BREAKDOWN

POUR #1 (CAP, LOWER WINGS & WING W2 BRACE PILE CAP)	21.6 C.Y.
POUR #2 (BACKWALL & UPPER WINGS)	15.6 C.Y.
TOTAL CLASS A CONCRETE	37.2 C.Y.

HP 12 X 53 STEEL PILES
NO. 12 300 LIN. FT.

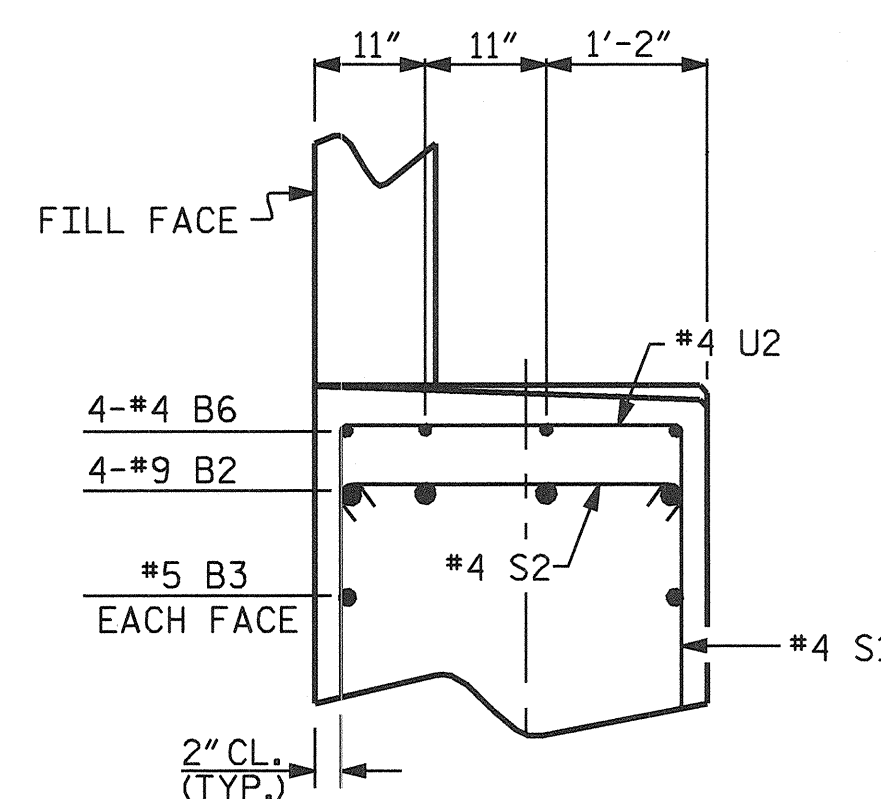
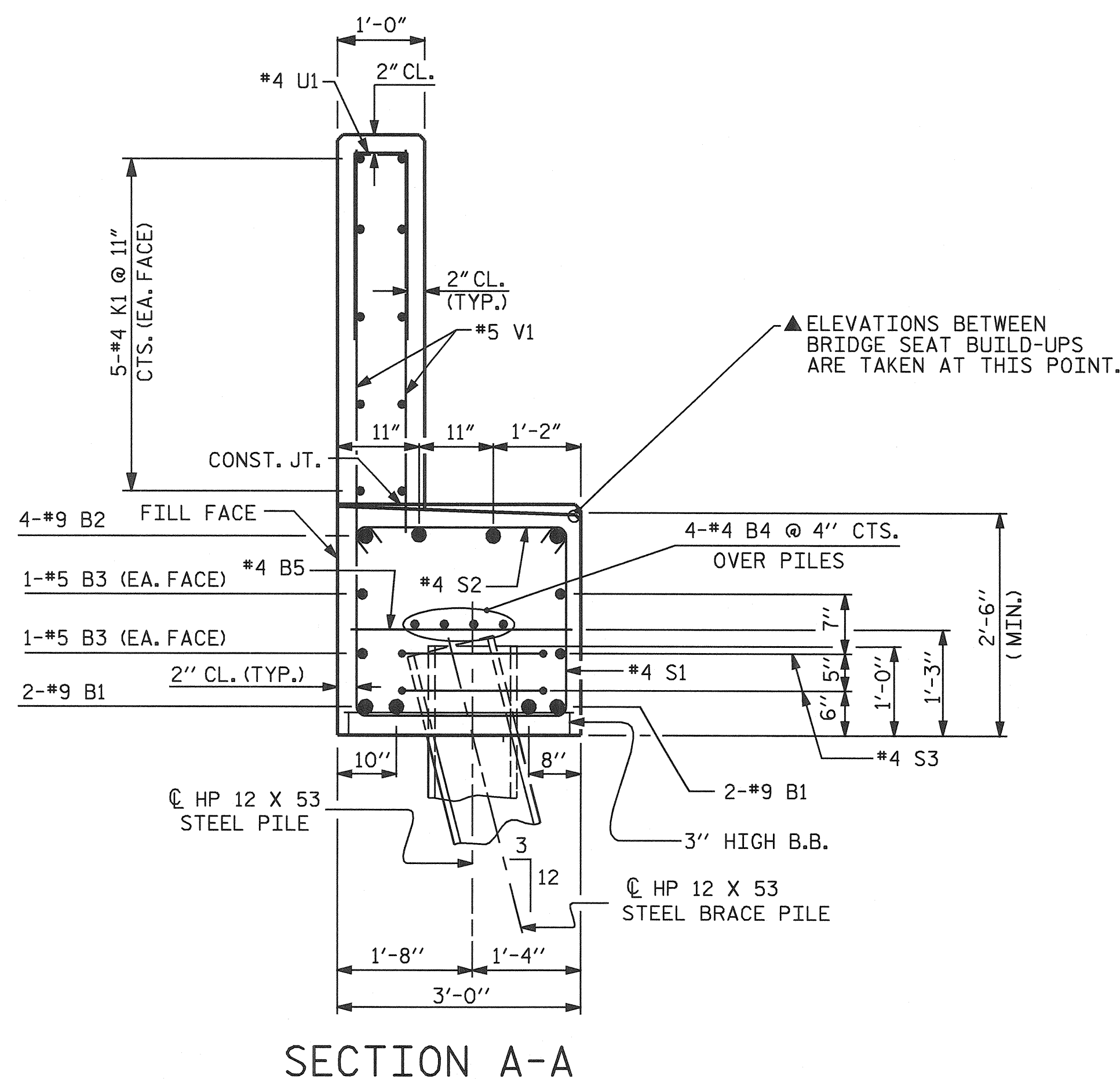
NOTES:

(CONTINUED FROM SHEET 1 OF 3.)

THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 4" DIAMETER 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.

THE CONCRETE IN THE SHADED AREA OF WING W2 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.

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%.



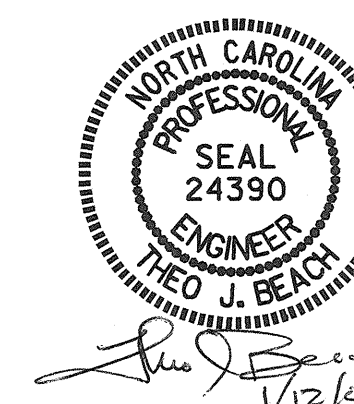
PARTIAL SECTION B-B

PROJECT NO. B-3652
GUILFORD COUNTY
 STATION: 21+87.50 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT No. 1



DRAWN BY : C. H. SIMPSON DATE : 06/21/04
 CHECKED BY : P. C. BREWER DATE : 06/29/04

11-JAN-2005 08:12
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 pbrewer

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-26
1			3			TOTAL SHEETS
2			4			42