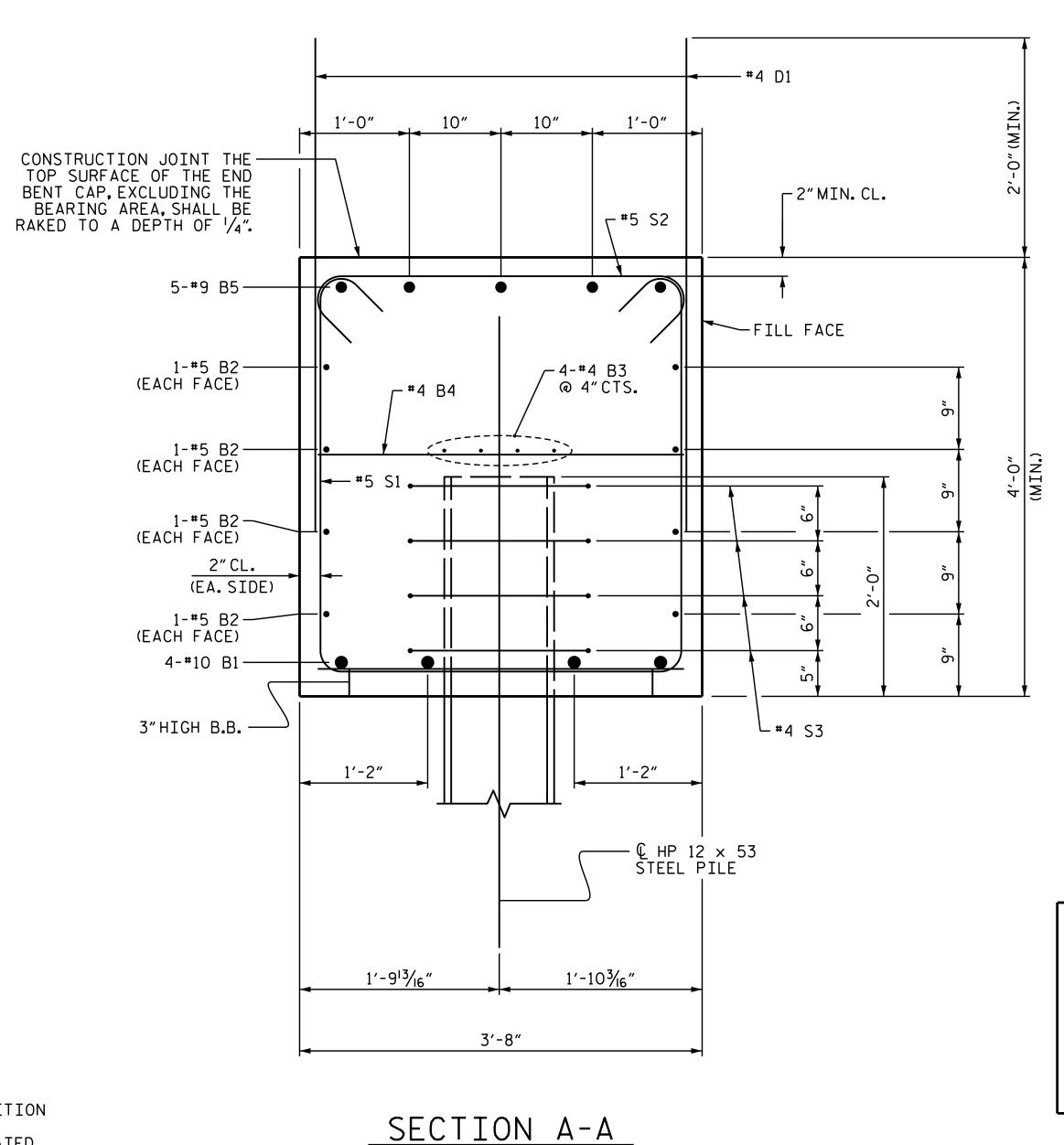


BAGGED STONE AND PIPE SHALL BE PLACED IMMEDIATELY AFTER COMPLETION OF END BENT EXCAVATION. PIPE MAY BE EITHER CONCRETE, CORRUGATED STEEL, CORRUGATED ALUMINUM ALLOY, OR CORRUGATED PLASTIC. PERFORATED PIPE WILL NOT BE ALLOWED.

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



1'-5" B1 | 1'-5" 44'-0" B5 1'-3" 44'-0" 1'-3" 3'-4" 3'-4" ~1′-3′′ LAP 1′-8″ Ø ALL BAR DIMENSIONS ARE OUT TO OUT.

BAR TYPES

INTEGRAL END BENT LENGTH | WEIGHT 46'-10" #10 44'-2" #5 STR 369 8 #4 STR 23'-5" #4 STR 3′-4″ 46'-6" 791 B5 #9 #4 STR 4'-6" D1 80 240 56 **#**5 2 11'-6" S2 42 #5 4'-3" 186 6'-6" S3 28 #4 REINFORCING STEEL LBS. 3,335 CLASS "A" CONCRETE POUR #1 CU. YDS. 24.7

BILL OF MATERIAL

HP 12 X 53 STEEL PILE LIN.FT. 525 NO. = 7 PILE REDRIVES EACH

PILE DRIVING EQUIPMENT SET UP FOR HP 12X53 STEEL PILES

7 EACH

TOTAL = CU. YDS. 24.7

FILL FACE 1.52 KIP/FT

MSE REINFORCING STRAP LOAD DETAIL

DESIGN REINFORCEMENT CONNECTED TO INTEGRAL END BENT CAPS FOR THE LOADING SHOWN AND CAST THE REINFORCEMENT CONNECTION HARDWARE INTO THE INTEGRAL END BENT. MAINTAIN A CLEARANCE OF 3" BETWEEN THE HARDWARE AND REINFORCING STEEL IN THE CAP.

B-4616 PROJECT NO._ ROBESON COUNTY 31+55.47 -L-STATION:

SHEET 2 OF 2

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE

INTEGRAL END BENT 1

REVISIONS SHEET NO. S1-21 NO. BY: DATE: DATE: BY: TOTAL SHEETS

WSP PARSONS BRINCKERHOFF 434 FAYETTEVILLE STREET

SUITE 1500 RALEIGH, NC 27601 LICENSE NO. F-0165

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

"H CARO

4/13/2017

J.B. BORUTA DATE : 04/2016

M.J. OSTRISHKO DATE : 05/2016

E. ULLMER DATE : 05/2016 DESIGNED BY: CHECKED BY: DESIGN ENGINEER OF RECORD: N.A. PIERCE DATE: 06/2016