│<mark>◄──</mark>#4S3 @ 1′-0″ CTS. FILL FACE—— CTS. **|≺|** #5V1 @ 1′-0″ CTS. 2" CLR. ■ = SLOPE 2% BETWEEN (TYP.) BRIDGE SEATS - DROP IN ELEVATION BETWEEN BRIDGE SEAT BUILDUPS IS SHOWN 1'-0" 1'-0" AT THIS POINT CONSTR. JT.-#4M2 ¬ \_2" CLR. TO #5S1 6-#9B1 #5S1<sub>-</sub> 8-#4B3 @ 1'-4" #4B4 @ 4'-0" CTS.-\_\_\_\_\_\_ 2" CLR. (MIN.) 5-#9B1 └─3" HIGH B.B. @ 5'-0" CTS. - #7U1 (BETWEEN PILES) P 14×73 BRACE PILE (BATTER 3H:12V) © HP 14×73 VERTICAL PILE-1'-8" 1'-7" 1'-10" 1'-4" 4'-9" SECTION A-A DES BY: A. ZEITOUNI DATE : 07/19 DWG BY: B. PETERSON DATE: 07/19 DES CHK: J. EARNEST \_ DATE : 07/19 CHK BY: J. EARNEST \_ DATE : 08/19

4'-9"

1'-0"

3′-9″

## NOTES:

FOR PIPE INSERT DETAILS, SEE BEARING SHEETS.

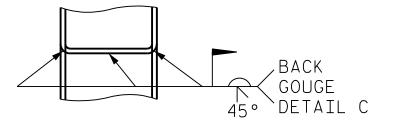
THE TOP SURFACE AREAS OF THE END BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THAT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

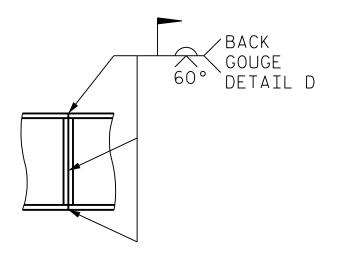
THE TOP SURFACE OF THE END BENT CAP. EXCEPT THE BRIDGE SEAT BUILDUPS, SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.

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

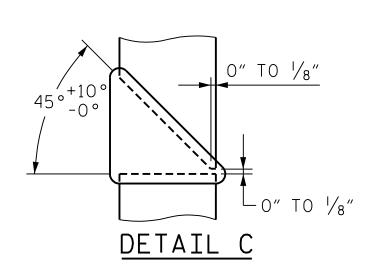
SEE GENERAL DRAWING "FOUNDATION LAYOUT" FOR ADDITIONAL NOTES FOR DRIVING PILES.

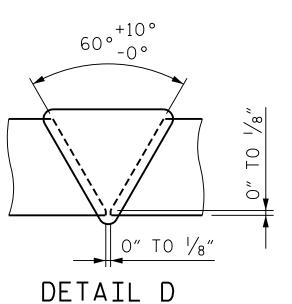


\* PILE VERTICAL



\* PILE HORIZONTAL OR VERTICAL





PILE SPLICE DETAILS

\* = POSITION OF PILE DURING WELDING

-MINIMUM OF 3-ONE CUBIC FOOT BAGS OF #78M STONE. BAGS SHALL BE OF POROUS FABRIC, SECURELY TIED. GRADE TO DRAIN \_6" (MIN.) PIPE FOR DRAINAGE TOE OF SLOPE

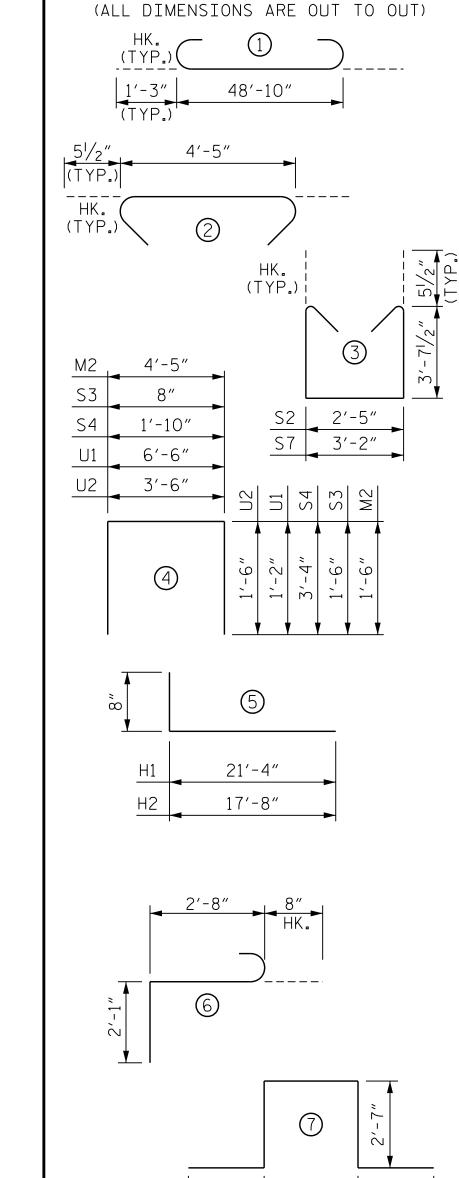
## NOTES:

BAGGED STONE AND PIPE SHALL 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.

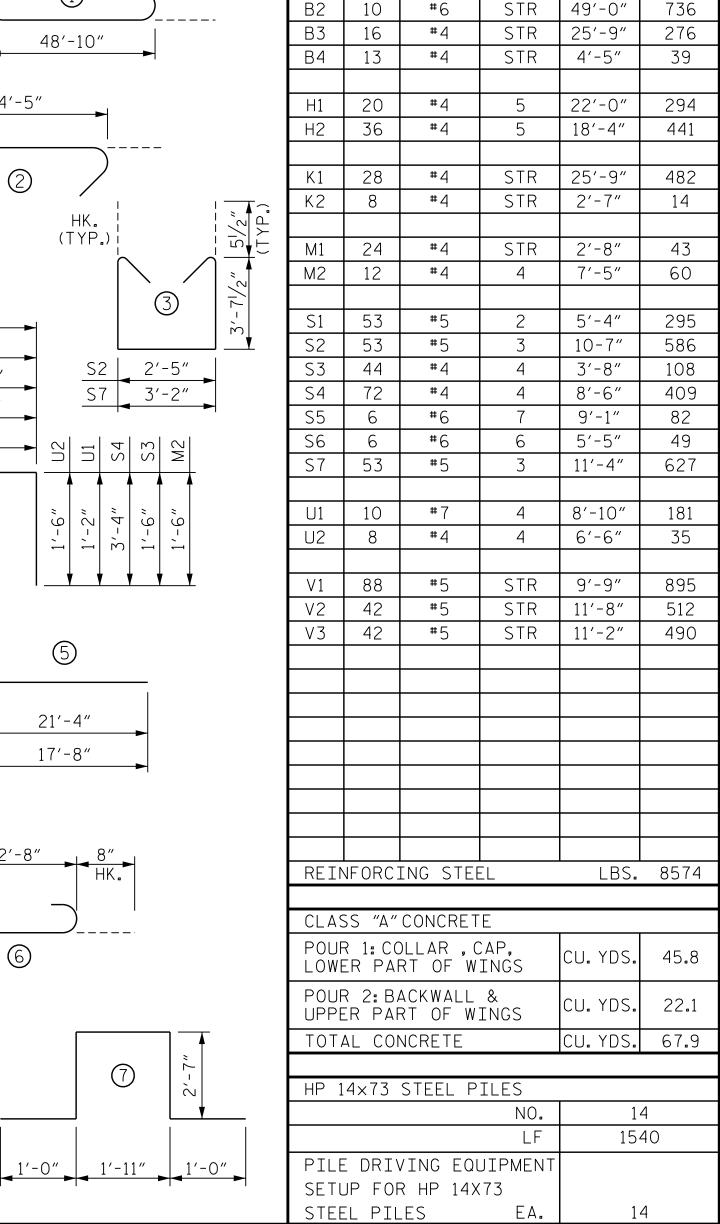
BAGGED STONE SHALL REMAIN IN PLACE UNTIL THE ENGINEER DIRECTS THAT IT BE REMOVED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SILT ACCUMULATIONS AT BAGGED STONE WHEN SO DIRECTED BY THE ENGINEER. BAGS SHALL BE REMOVED AND REPLACED WHENEVER THE ENGINEER DETERMINES THAT THEY HAVE DETERIORATED AND LOST THEIR 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 FOR THE SEVERAL PAY ITEMS.

TEMPORARY DRAINAGE AT END BENT



BAR TYPES



BILL OF MATERIAL

TYPE

SIZE

LENGTH | WEIGH

1920

51'-4"

BAR NO.

U-2579AB PROJECT NO.\_\_\_\_ FORSYTH

STATION: 47+63.62 -Y15FLYBD-

SHEET 3 OF 3

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

COUNTY

SUBSTRUCTURE END BENT 2 SECTION & DETAILS

REVISIONS NO. BY: DATE: BY: DATE: S05-113 TOTAL SHEETS 116 DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



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