

SECTION A-A

**NOTES:**

FOR PIPE INSERT DETAILS, SEE BEARING SHEETS.

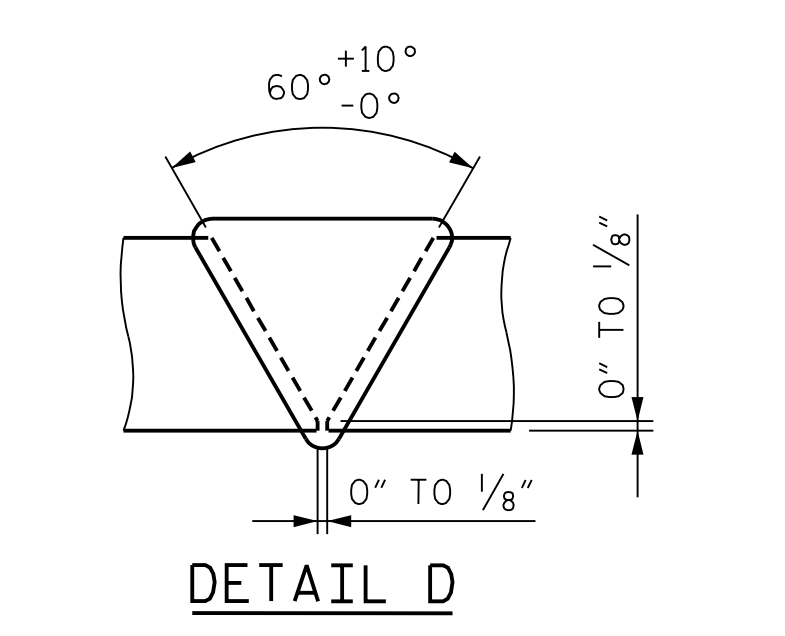
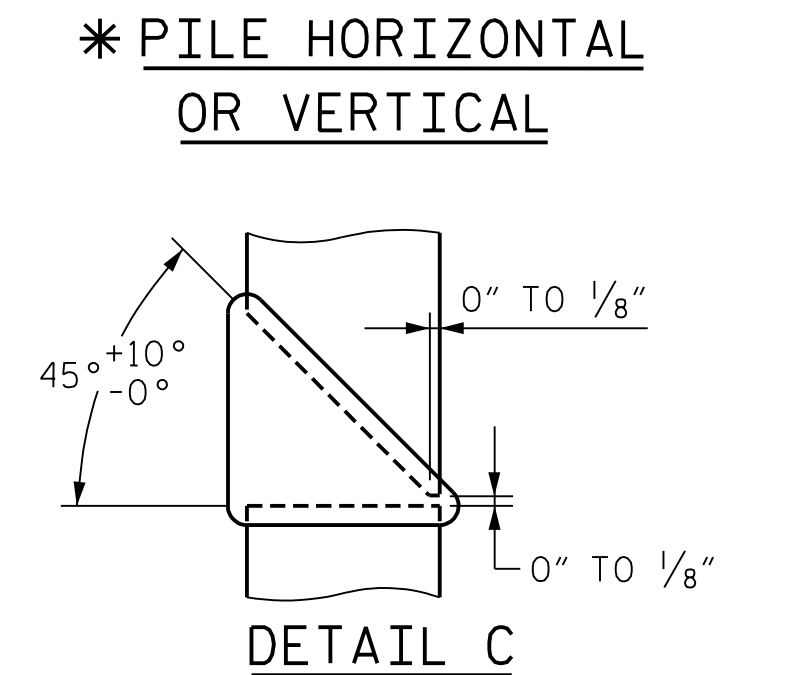
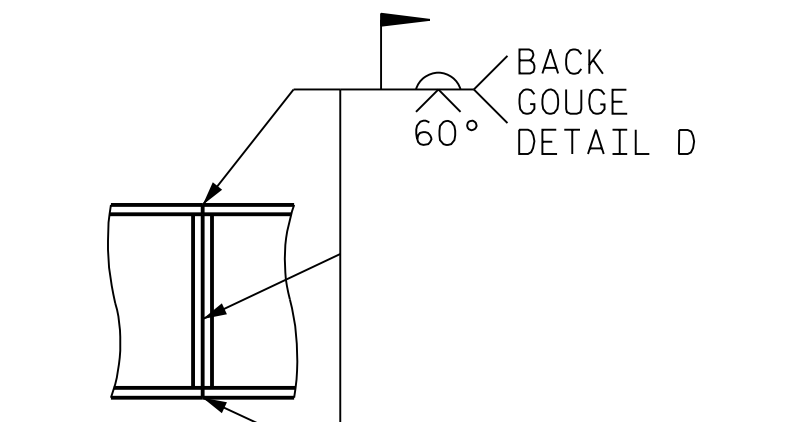
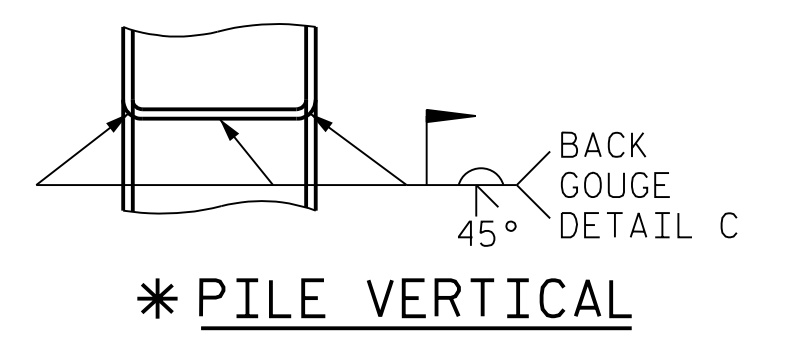
THE TOP SURFACE AREAS OF THE END BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THAT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

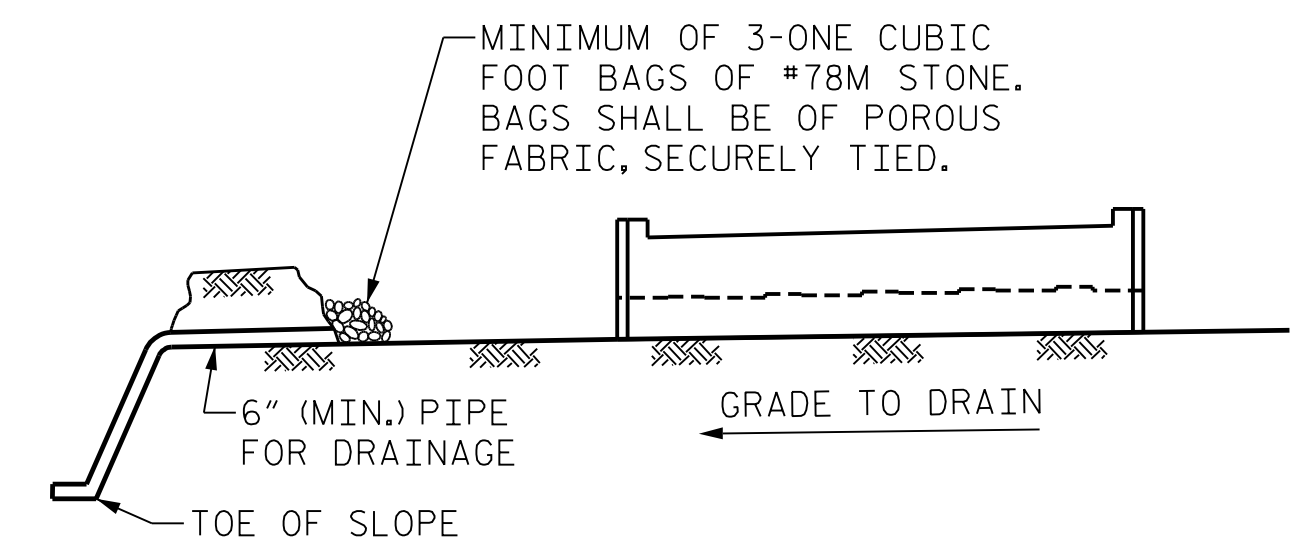
THE TOP SURFACE OF THE END BENT CAP, EXCEPT THE BRIDGE SEAT BUILDUPS, SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.

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

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



**PILE SPLICE DETAILS**  
\* = POSITION OF PILE DURING WELDING



**NOTES:**

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 FOR THE SEVERAL PAY ITEMS.

**TEMPORARY DRAINAGE AT END BENT**

BAR TYPES		(ALL DIMENSIONS ARE OUT TO OUT)	
HK. (TYP.)	①	1'-3" (TYP.)	48'-10"
HK. (TYP.)	②	5/2" (TYP.)	6'-2"
HK. (TYP.)	③	3'-11"	5/2"
④	U1, U3, U4	1'-2"	1'-6"
	U2, S4, S3, M2	1'-6"	1'-6"
		3'-3"	1'-6"
		1'-6"	1'-6"
	⑤	1'-0"	
H1		27'-1"	
H2		21'-8"	
	⑥	1'-3"	2'-0" Ø
	⑦	2'-8"	8" HK.
	⑧	1'-0"	1'-11"
		1'-0"	2'-7"

BILL OF MATERIAL					
BAR NO.	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	14	#9	1	51'-4"	2443
B2	10	#6	STR	49'-0"	736
B3	28	#4	STR	25'-9"	482
B4	13	#4	STR	6'-2"	54
H1	24	#6	5	28'-1"	1013
H2	64	#6	5	22'-8"	2179
K1	44	#4	STR	25'-9"	757
K2	8	#4	STR	2'-7"	14
M1	32	#4	STR	2'-8"	58
M2	12	#4	4	9'-2"	74
S1	59	#5	2	7'-1"	436
S2	47	#5	3	12'-1"	593
S3	44	#4	4	3'-8"	108
S4	72	#4	4	8'-4"	401
S5	6	#6	8	9'-1"	82
S6	6	#6	7	5'-5"	49
S7	53	#5	3	11'-6"	636
S8	6	#5	3	10'-6"	66
S9	36	#4	6	7'-7"	183
U1	14	#7	4	8'-10"	253
U2	12	#5	4	6'-6"	82
U3	2	#7	4	7'-0"	29
U4	1	#7	4	3'-10"	8
V1	88	#5	STR	13'-6"	1240
V2	8	#5	STR	15'-4"	128
V3	2	#5	STR	15'-3"	32
V4	8	#5	STR	15'-1"	126
V5	8	#5	STR	14'-11"	125
V6	8	#5	STR	14'-8"	123
V7	8	#5	STR	14'-6"	121
V8	8	#5	STR	14'-3"	119
V9	8	#5	STR	13'-9"	115
V10	8	#5	STR	13'-11"	117
V11	8	#5	STR	14'-2"	119
V12	8	#5	STR	14'-4"	120
V13	8	#5	STR	14'-6"	121
V14	2	#5	STR	14'-8"	31
V15	8	#5	STR	14'-9"	124
REINFORCING STEEL					LBS. 13,497
CLASS 'A' CONCRETE					
POUR 1: COLLARS, CAP & LOWER PART OF WINGS				CU. YDS.	61.5
POUR 2: BACKWALL & UPPER PART OF WINGS				CU. YDS.	36.0
TOTAL				CU. YDS.	97.5
HP 14x73 STEEL PILES		NO.	20		
		LF	1500		
PILE DRIVING EQUIPMENT SETUP FOR HP 14x73 STEEL PILES		EA.	20		

PROJECT NO. U-2579AB  
 FORSYTH COUNTY  
 STATION: 58+33.94 -Y15FLYCA-  
 SHEET 4 OF 4



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUBSTRUCTURE  
 END BENT 2  
 SECTION & DETAILS**

REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1	--	--	3	--	--
2	--	--	4	--	--

SHEET NO. S06-125  
 TOTAL SHEETS 129

PLOT DRIVER: NCDOT...  
 USER: PPETERSO  
 DATE: 10/14/2021  
 TIME: 5:25:48 PM  
 FILE: ...SUBSTR

DES BY: <u>M. BARNES</u>	DATE: <u>07/19</u>	DWG BY: <u>B. PETERSON</u>	DATE: <u>07/19</u>
DES CHK: <u>J. EARNEST</u>	DATE: <u>07/19</u>	CHK BY: <u>J. EARNEST</u>	DATE: <u>08/19</u>

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