

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

NOTES

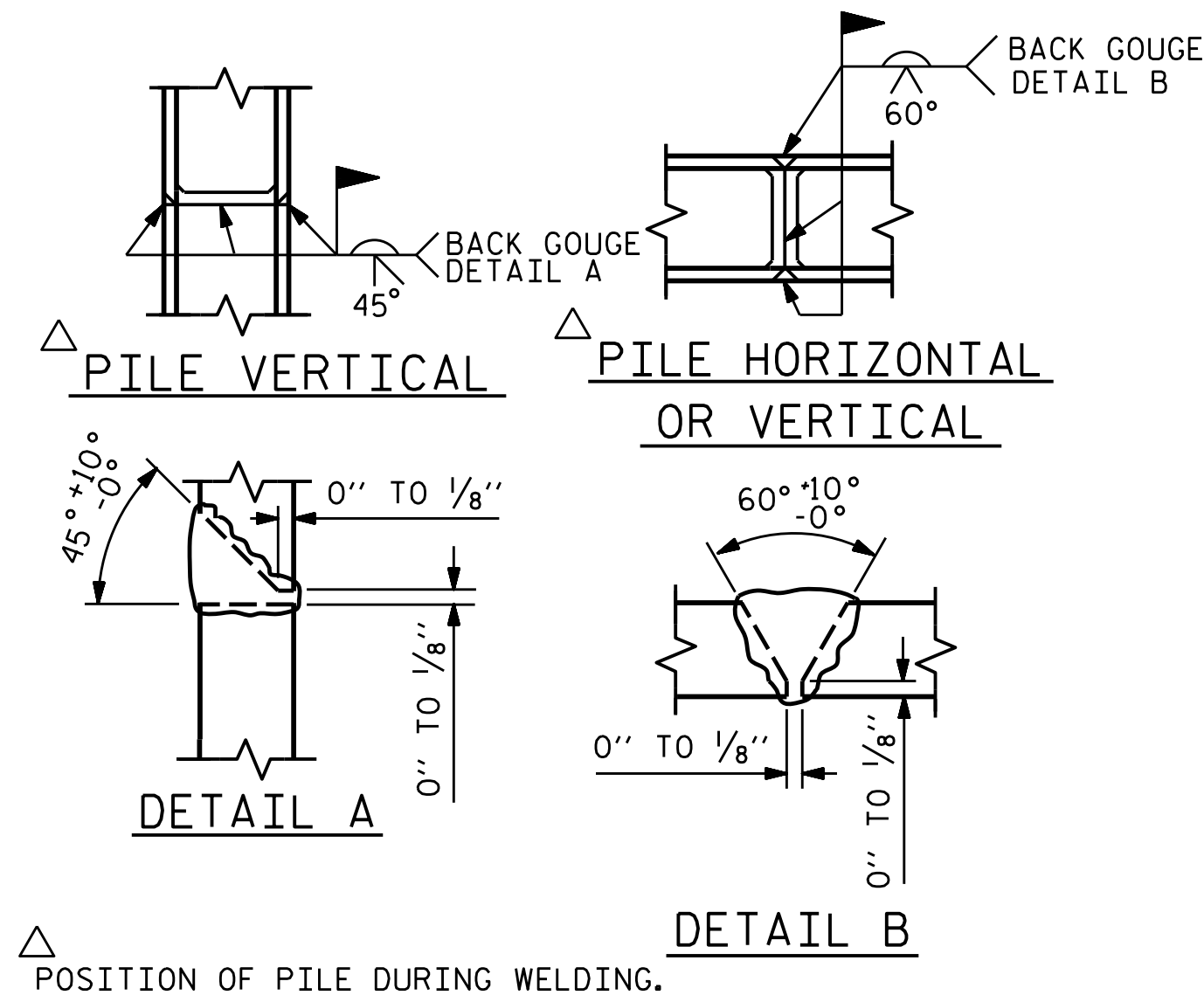
STIRRUPS IN THE CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

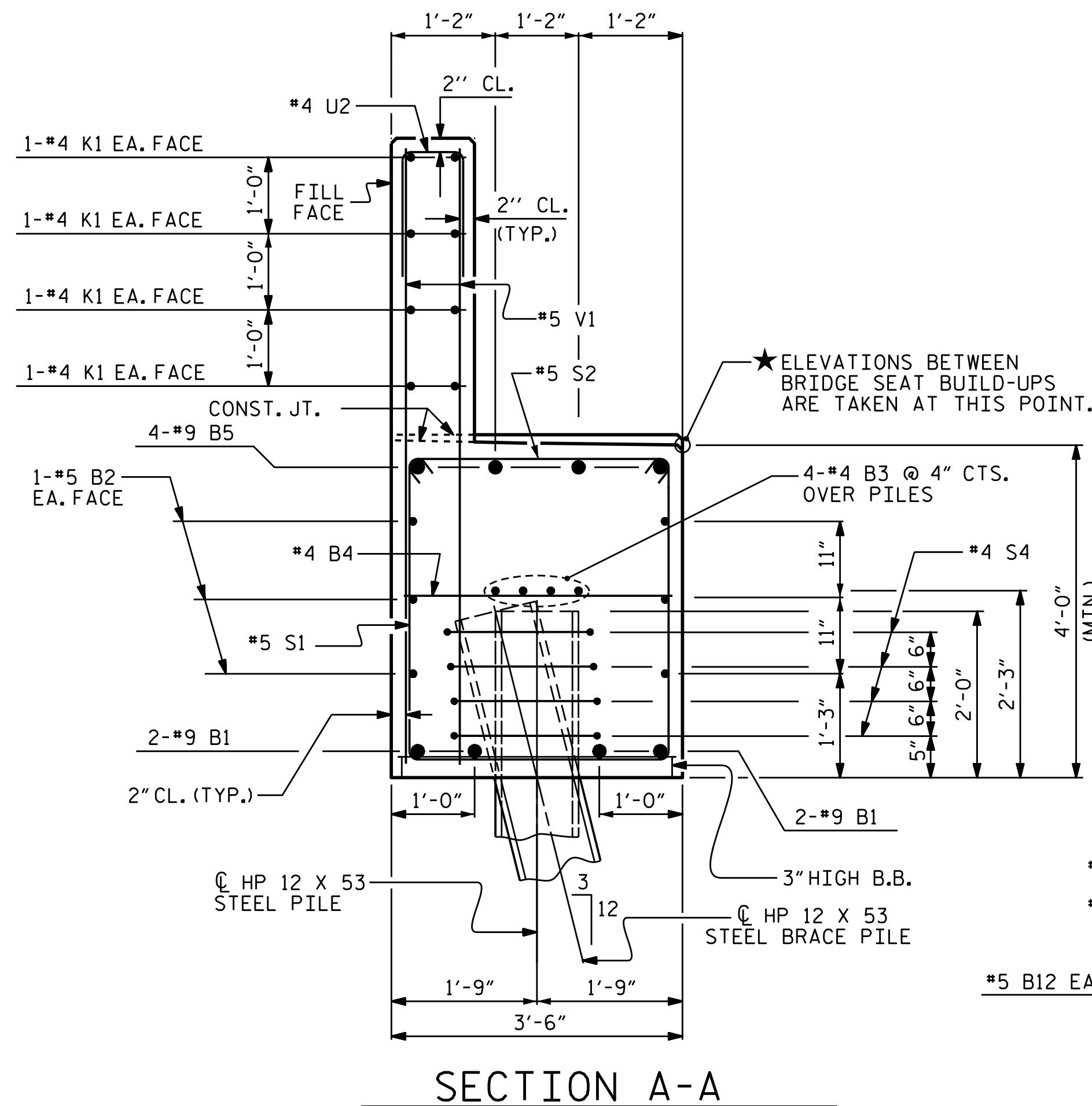
THE TOP SURFACE AREAS OF THE END BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THAT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

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%.

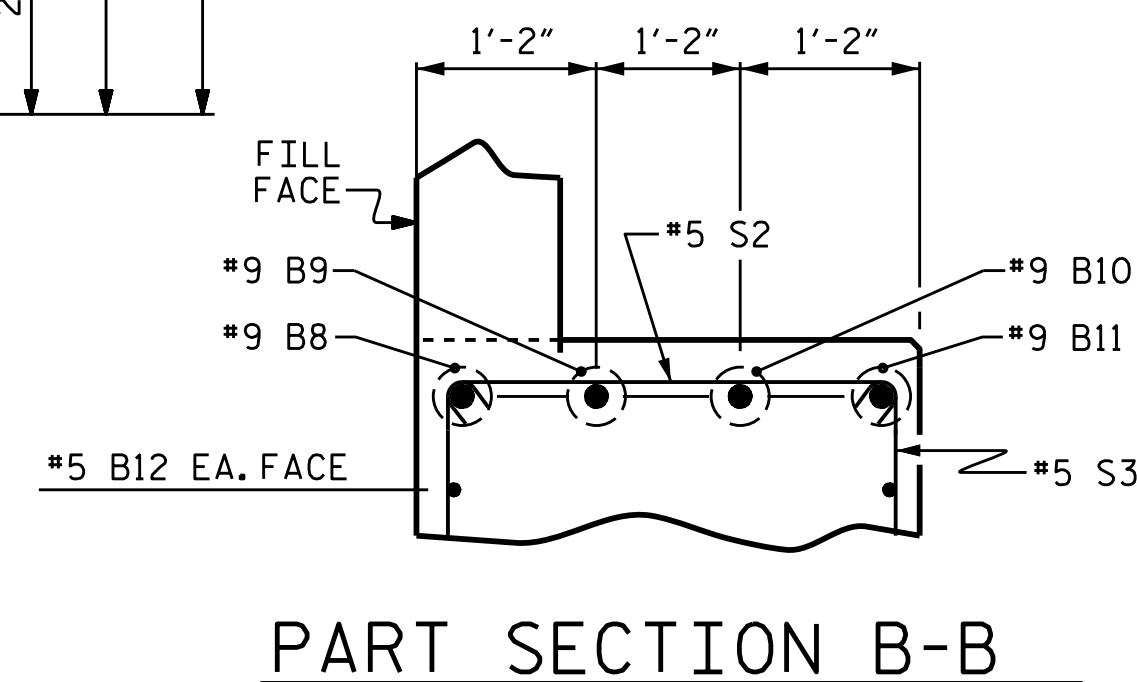
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.



PILE SPLICE DETAILS

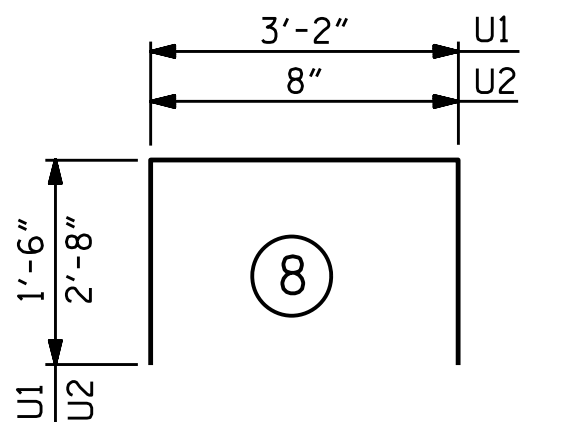
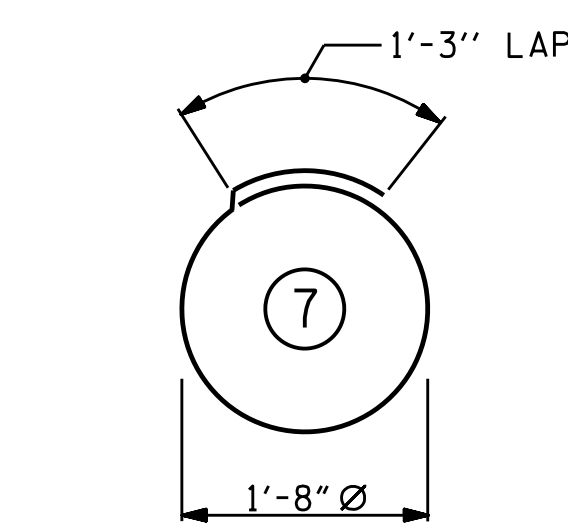
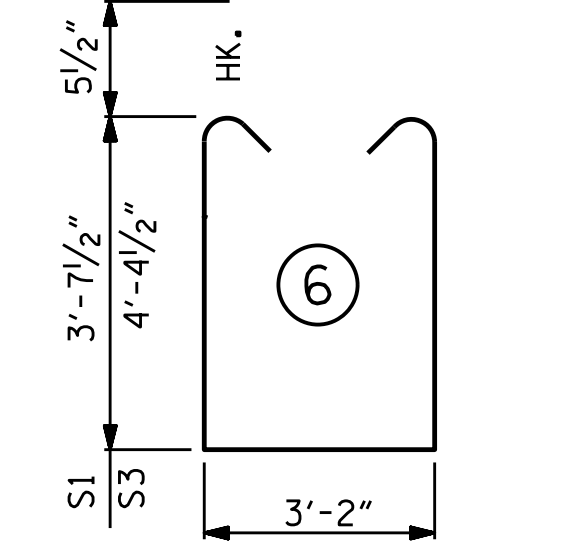
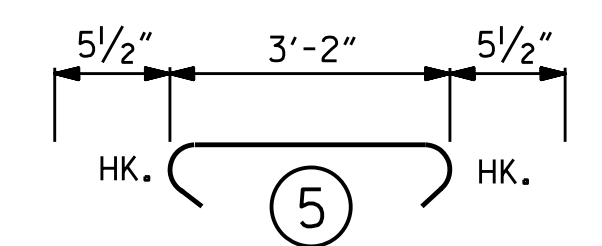
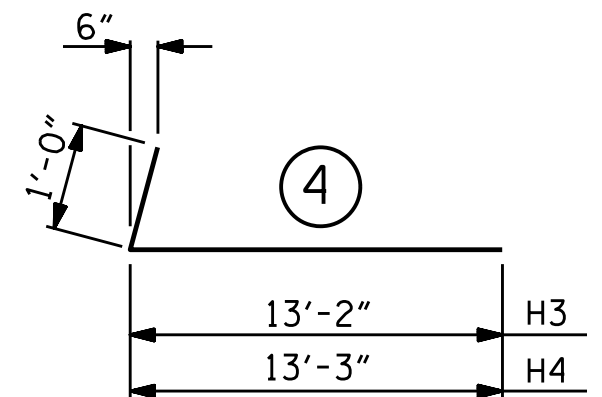
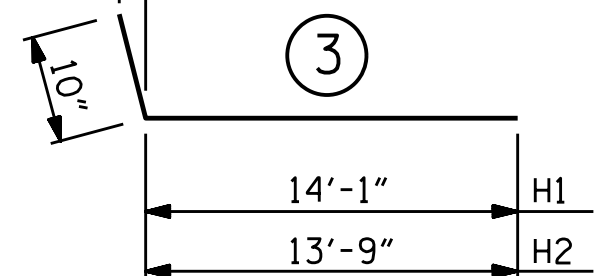
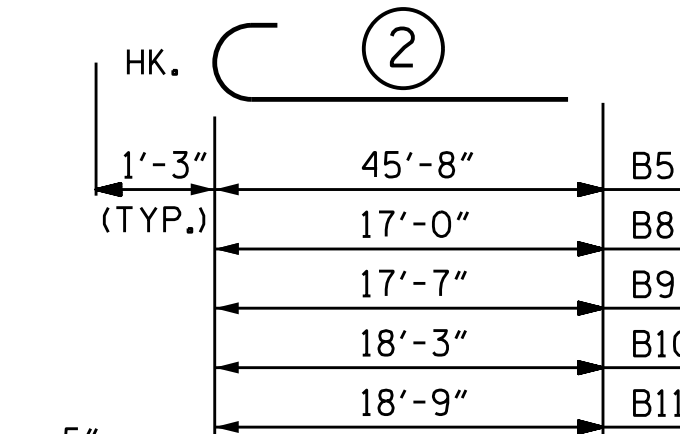
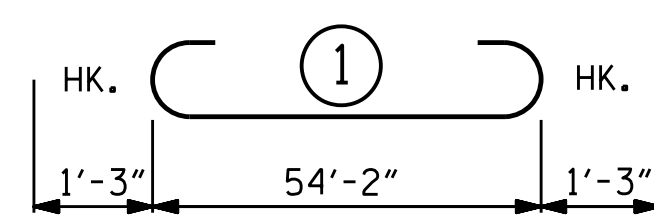


SECTION A-A



PART SECTION B-B

BAR TYPES



ALL BAR DIMENSIONS ARE OUT TO OUT.

BILL OF MATERIAL

END BENT 2

BAR NO.	NO.	SIZE	TYPE	LENGTH	WEIGHT
B1	4	#9	1	56'-8"	771
B2	6	#5	STR	54'-4"	340
B3	8	#4	STR	28'-5"	152
B4	16	#4	STR	3'-2"	36
B5	4	#9	2	46'-11"	638
B6	4	#4	STR	2'-8"	7
B7	4	#4	STR	9'-10"	26
B8	1	#9	2	18'-3"	62
B9	1	#9	2	18'-10"	64
B10	1	#9	2	19'-6"	66
B11	1	#9	2	20'-0"	68
B12	2	#5	STR	11'-8"	24
B13	4	#4	STR	7'-1"	19
H1	19	#5	3	14'-11"	296
H2	19	#5	3	14'-7"	289
H3	21	#6	4	14'-2"	447
H4	21	#6	4	14'-3"	449
K1	16	#4	STR	28'-5"	304
K2	4	#4	STR	3'-4"	9
K3	4	#4	STR	3'-3"	9
S1	50	#5	6	11'-4"	591
S2	74	#5	5	4'-1"	315
S3	24	#5	6	12'-10"	321
S4	36	#4	7	6'-6"	156
U1	15	#4	8	6'-2"	62
U2	48	#4	8	6'-0"	192
V1	96	#5	STR	7'-4"	734
V2	38	#4	STR	9'-0"	228
V3	36	#5	STR	10'-2"	382
REINFORCING STEEL					7057 LBS.
CLASS A CONCRETE					
POUR #1 (CAP, COLLARS, LOWER PART OF WINGS)					37.7 C.Y.
POUR #2 (BACKWALL & UPPER PART OF WINGS)					13.3 C.Y.
TOTAL CLASS A CONCRETE					51.0 C.Y.
HP 12 X 53 STEEL PILES					
NO. = 9 LIN. FT. = 675					
PILE REDRIVES					EA. 5
PILE DRIVING EQUIPMENT SETUP FOR HP 12 X 53 STEEL PILES					EA. 9

PROJECT NO. B-4786

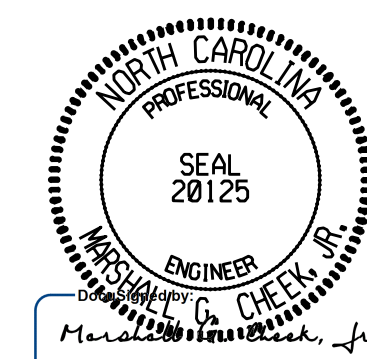
PITT COUNTY

STATION: 28+03.00 -L-

SHEET 3 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE
END BENT 2



2/24/2022 | 7:41 AM EST

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

TGS ENGINEERS
706 HILLSBOROUGH STREET
SUITE 200
RALEIGH, NC 27603
PH (919) 773-8887
CORP. LICENSE NO.: C-0275

REVISIONS

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

SHEET NO.

S-53
SHEETS
57

DRAWN BY: S. B. WILLIAMS DATE: 6-19
CHECKED BY: MGC DATE: 7-19
DESIGN ENGINEER OF RECORD: TBE DATE: 8-19

9/28/2021
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Users\sbwilliams