NOTES:

△ AREA BETWEEN APPROACH SLAB CURB AND BLOCKOUT SHALL MATCH THE FINISHED SURFACE OF THE BRIDGE DECK.

CONCRETE TO BE POURED IN THE HATCHED AREA TO MATCH THE TOP OF THE CURB AND THE INTEGRAL END BENT WING ELEVATION.

THE CONCRETE IN THE HATCHED AREA OF THE WING IS TO BE POURED AFTER THE JOINT BETWEEN THE BRIDGE DECK AND THE APPROACH SLAB HAS BEEN SAWED AND IF SLIP FORMING IS USED, THE BARRIER HAS BEEN CAST.

#7 H7 & #6 H6 BARS MAY BE REPOSITIONED SLIGHTLY VERTICALLY TO CLEAR CAP REINFORCEMENT AND HORIZONTALLY TO CLEAR THE PILE.

(A) 3-#5 V4 @ EQ. SPA. (FRONT FACE).

(B) 1'-1" CLEAR FROM FILL FACE.

(C) 4-#5 V5 @ EQ. SPA. (EA. FACE).

FOR SECTION E-E & SECTION F-F, SEE END BENT 2 DETAIL, SHT. 3 OF 4.
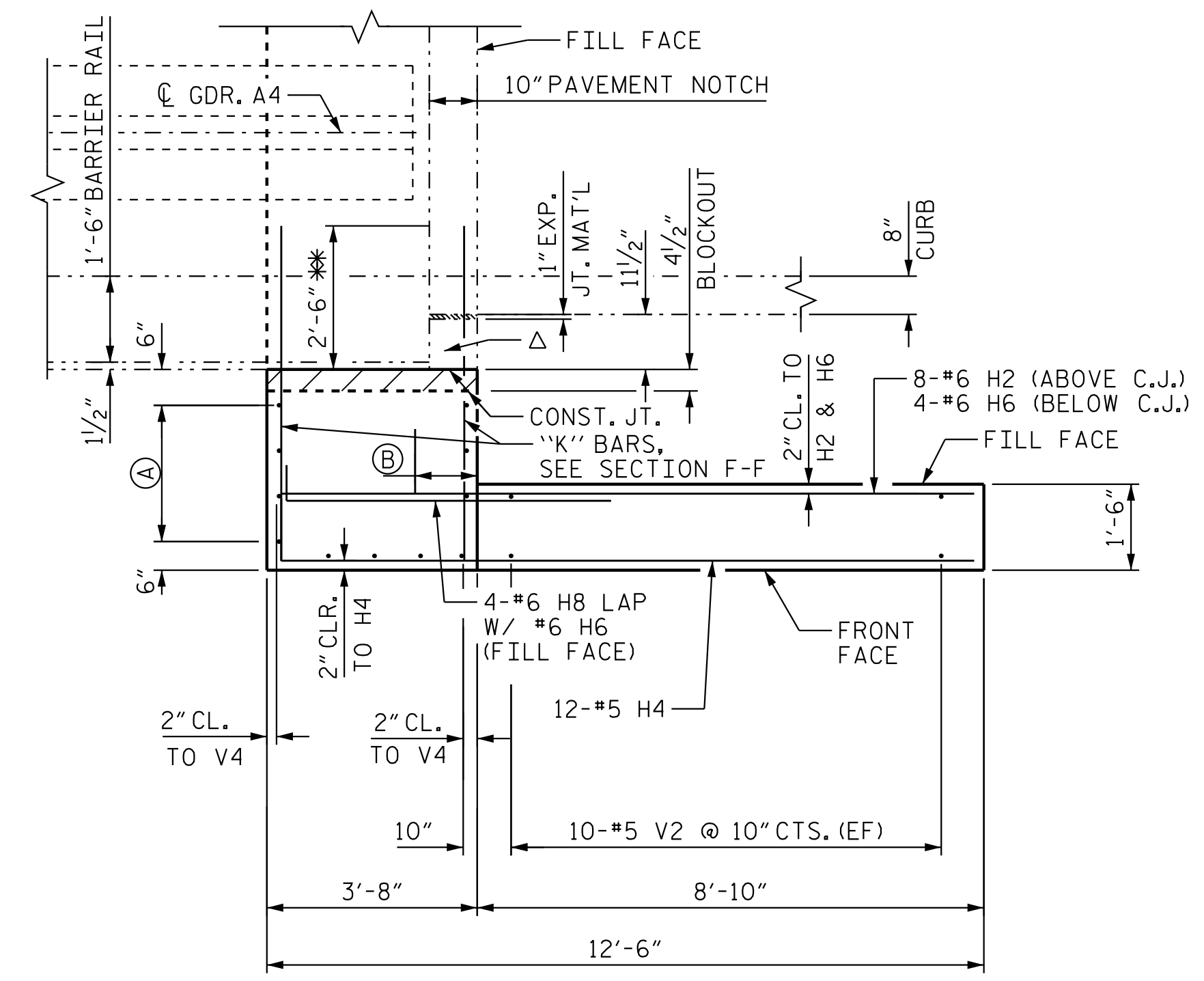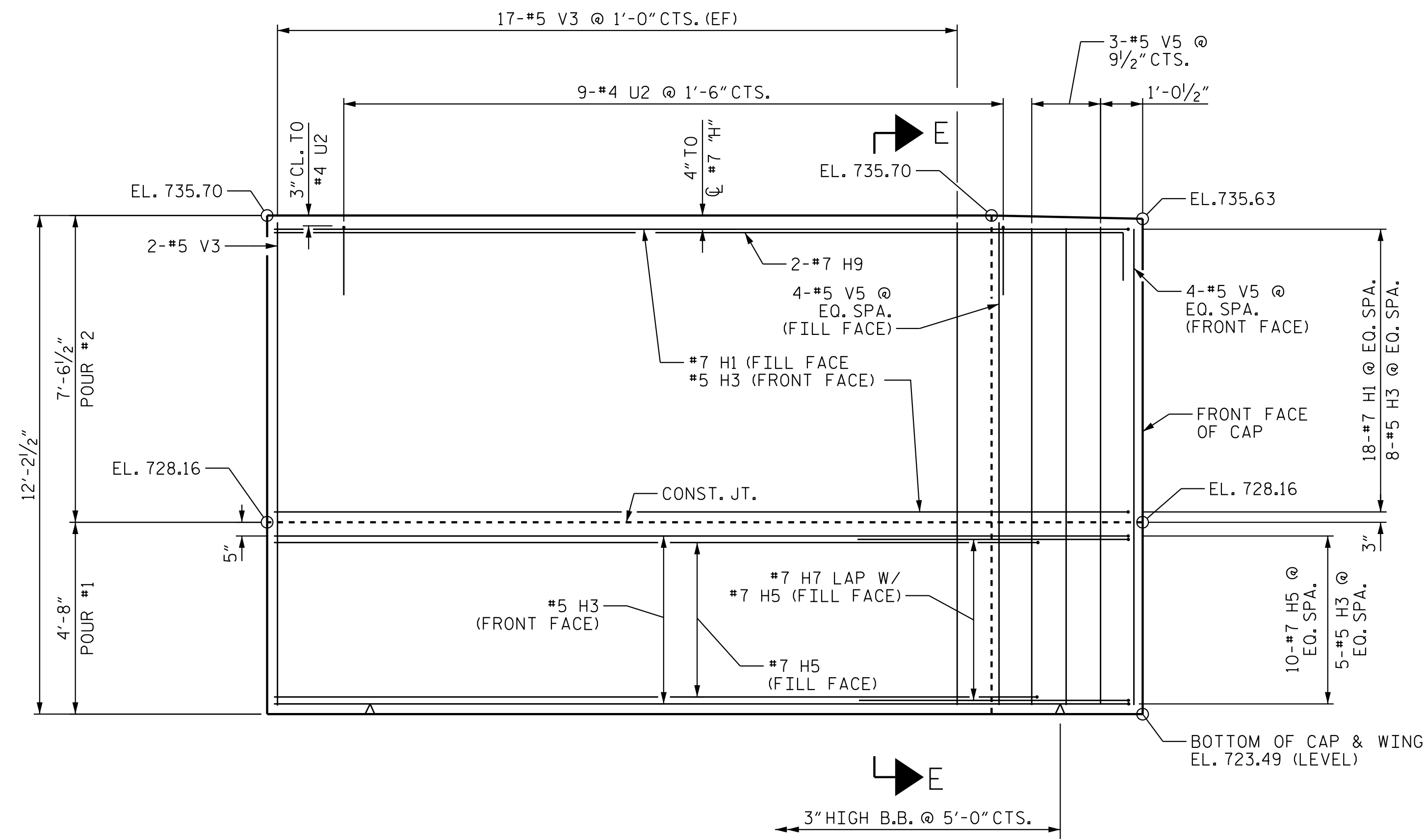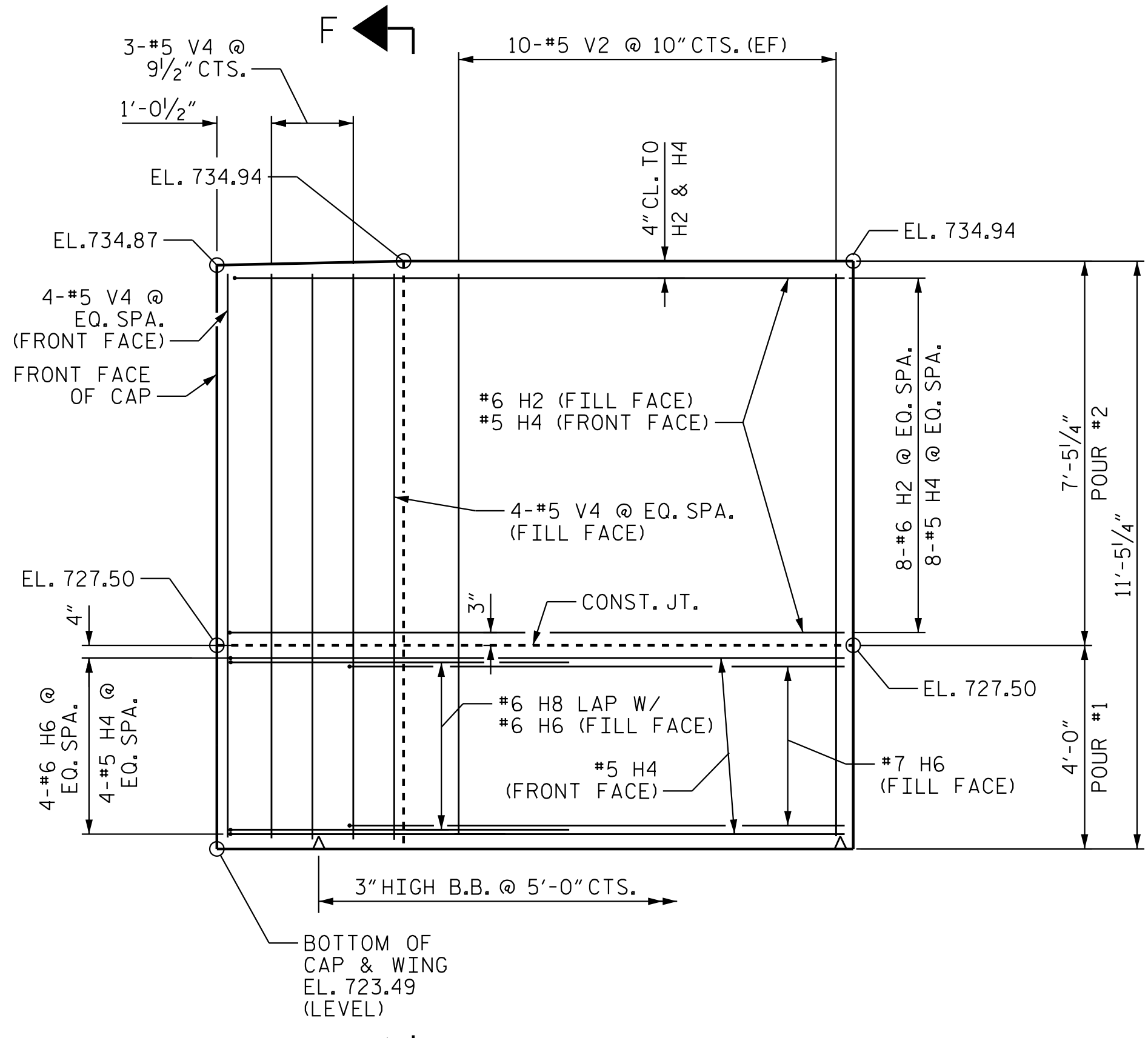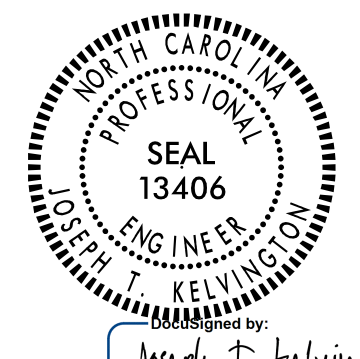
PLAN OF LEFT WING (W3)

PLAN OF RIGHT WING (W4)

ELEVATION OF RIGHT WING (W3)

NOTE: K1 & K2 BARS NOT SHOWN FOR CLARITY.

ELEVATION OF LEFT WING (W4)

NOTE: K1 & K2 BARS NOT SHOWN FOR CLARITY.

NOTE: TOP SURFACE OF END BENT WING CAST ON TOP OF THE END BENT CAP SHALL BE SLOPED TRANSVERSELY FROM FILL FACE OF THE CAP TO FRONT FACE AT A RATE OF 1/4"/FT.

(EF) DENOTES EACH FACE.

✳✳ #4 K2 2'-6" PROJECTION BEYOND CONST. JOINT.

PROJECT NO. R-2707D

CLEVELAND COUNTY

STATION: 810+00.00 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUBSTRUCTURE

END BENT 2 -
WING WALLS

(RL)

SHEET NO. S9-25

TOTAL SHEETS 30

STR. #9

REVISIONS

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED