

APPROACH SLAB-

Ų JT. ⊚ -END BENT

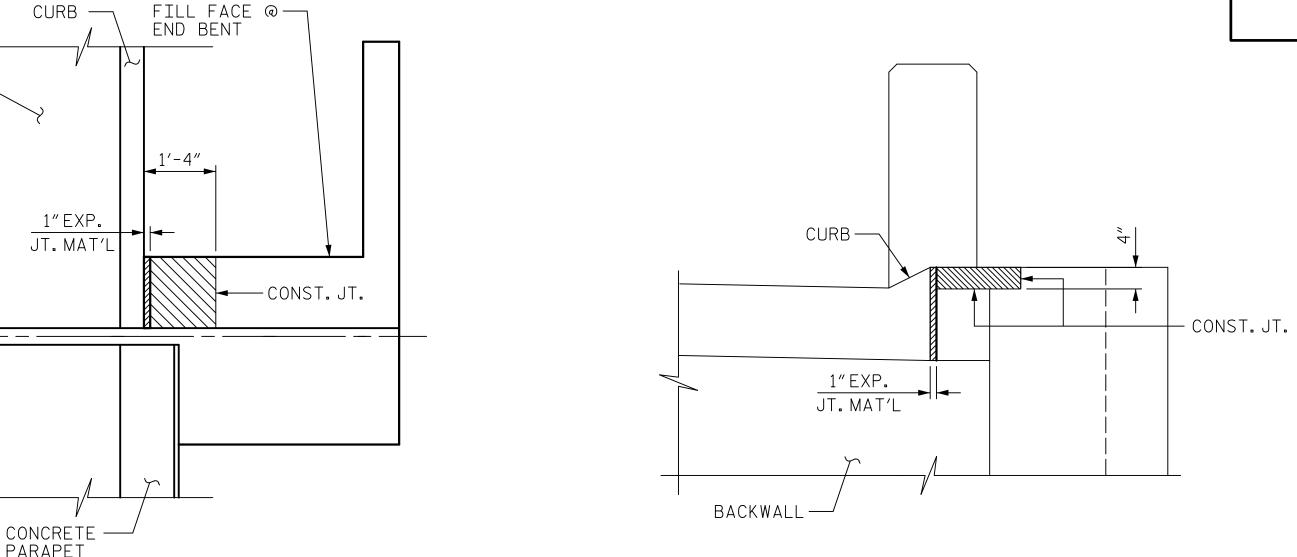
MINIMUM OF 3 - ONE CUBIC FOOR BAGS OF #78 STONE. BAGS SHALL BE OF POROUS FABRIC, SECURELY TIED. /─ 6"(MIN.) PIPE FOR DRAINAGE GRADE TO DRAIN TOE OF SLOPE-

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 DETER-MINES 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 2



ELEVATION

NOTES:

REMOVE EXISTING CAP, BACKWALL AND WINGWALL AS SHOWN AND REPAIR WITH CLASS A CONCRETE OR GROUT FOR STRUCTURES. THE COST OF CLASS A CONCRETE OR GROUT SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM COST FOR REMOVAL OF EXISTING STRUCTURE.

FACE OF EXISTING END BENT CAP AND BACKWALL SHALL BE ROUGHENED TO $\frac{1}{4}$ "MIN.AMPLITUDE PRIOR TO PLACEMENT OF PROPOSED END BENT CAP OR BACKWALL.

BLOCKOUT IN WINGWALL

THE CONTRACTOR SHALL USE AN ADHESIVE ANCHOR SYSTEM FOR THE #9D1 DOWELS AND #4D2 DOWELS.LEVEL 1 FIELD TESTING IS REQUIRED. THE YIELD LOAD FOR #9D1 DOWELS IS 60.0 KIPS.THE YIELD LOAD FOR THE #4D2 DOWELS IS 12.0 KIPS.ADHESIVE ANCHOR SYSTEM SHALL DEVELOP 125% OF THE YIELD LOAD OF THE BAR. FOR ADHESIVELY ANCHORED BOLTS OR DOWELS, SEE SECTION 420-13 OF THE STANDARD SPECIFICATIONS.

STIRRUPS AND U1 BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.

#5 V1 BARS IN BACKWALL SHALL BE PLACED 2"CLEAR FROM TOP OF BACKWALL.

PLAN

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 FRONT FACE AT THE RATE OF 2%.

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

THE CONCRETE IN THE SHADED AREA OF THE WINGWALL SHALL BE POURED AFTER THE JOINT BETWEEN THE DECK AND THE APPROACH SLAB HAS BEEN SAWED AND PARAPET IS CAST IF SLIP FORMING IS USED.

FOR WING DETAILS, SEE SHEET 2 OF 3.

BAR TYPE BAR NO. SIZE TYPE LENGTH В2 25'-4" В3 В4 В6 2'-11" D1 D2 Κ2 S1 32 S2 2'-11" (4) S3 S4 8 U1 1'-8" U2 V1 V2 28 9'-7" ALL BAR DIMENSIONS ARE OUT TO OUT.

REINFORCING STEEL				2,612 LBS.	
		CLASS	A CONC	RETE	
	COLL,				0.4.0.
LOWER WINGWALLS)				9.1 C.Y.	
POUR (RAC	#2 CKWALL	&			
UPPER WINGWALL)				5.7 C.Y.	
				TOTAL = 1	4.8 C.Y.

BILL OF MATERIAL

END BENT 2

STR

STR

STR

STR

STR

STR

6

STR

STR

2

2

4

5

STR

STR

1 | 27'-11"

STR 25′-5″

25′-5″

3′-4″

4′-9″

2'-11"

7′-6″

3′-0″

10′-5″

25′-9″

3′-3″

3′-10″

8'-0"

8'-10"

6′-6″

5′-11″

3′-8″

5′-11″

7′-5″

#9

#5

#4

#4

#4

#4

#9

#4

#4

#4

#4

#4

#4

#4

#4

#4

#5

#4

9

4

4

5

4

4

24

12

26

6

22

44

WEIGHT

854

106

68

11

16

14

102

8

239

206

9

82

139

54

35

24

54

272

139

U-5748 PROJECT NO. WAKE

COUNTY 24+88.00 -L-

SHEET 3 OF 3



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE

END BENT 2

(NORTHBOUND LANES)

REVISIONS SHEET NO. S1-47 NO. BY: DATE: DATE: BY: John C. Morrison TOTAL SHEETS -A2FDE142C82F4AB... SIGNATURES COMPLETED

030474

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL

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