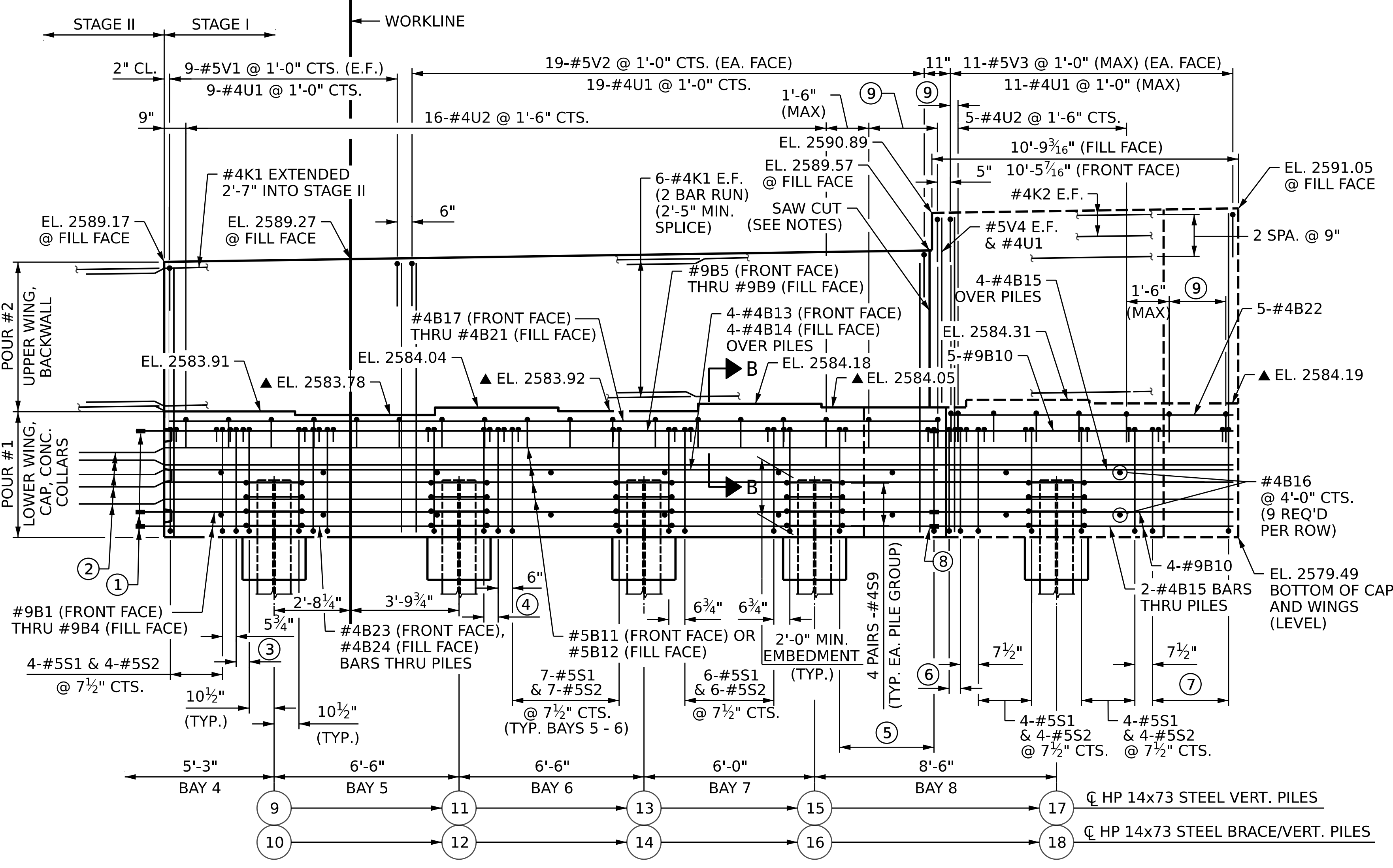


PLAN



ELEVATION

NOTES:

MECHANICAL COUPLERS SHALL BE USED TO JOIN THE #9 "B" BARS IN STAGE I WITH THE #9 "B" BARS IN STAGE II. REINFORCING DIMENSIONS ARE PROVIDED ASSUMING A 1FT EXTENSION BEYOND THE CONSTRUCTION JOINT. THE CONTRACTOR SHALL ADJUST FABRICATED DIMENSIONS AS NECESSARY TO ACCOMMODATE THE COUPLER USED. SEE MECHANICAL BUTT SPLICES FOR REINFORCING STEEL IN STANDARD SPECIFICATIONS. NO ADDITIONAL PAYMENT WILL BE MADE FOR ANY ADJUSTMENTS.

STIRRUPS AND "U" BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHORS.

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 BENT CAPS 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 WING SHALL BE POURED AFTER THE JOINT BETWEEN THE DECK AND THE APPROACH SLAB HAS BEEN SAWED AND THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

DURING STAGE I CONSTRUCTION, A 3/4" TRIANGULAR BLOCKOUT (SEE DETAIL "C" ON SHEET 4 OF 5) WILL BE PLACED IN THE FRONT FACE OF THE BACKWALL AND FRONT AND TOP FACES OF THE CAP AT THE SAW CUT LOCATION TO FACILITATE SAW CUT AND SUCH THAT FINAL END BENT FACES MAY BE CHAMFERED ACCORDING TO THE STANDARD NOTES.

THREADED MECHANICAL COUPLERS SHALL BE USED TO JOIN THE #9 "B" BARS ON EITHER SIDE OF THE SAW-CUT LINE BETWEEN THE PERMANENT AND OVERBUILT PORTIONS OF STAGE I. THE CONTRACTOR SHALL ADJUST THE FABRICATED DIMENSIONS OF THE REINFORCING AS NECESSARY TO ACCOMMODATE FOR THE COUPLER USED WHILE PROVIDING AT LEAST 3" CLEAR FROM COUPLER TO THE SAW-CUT LINE. REINFORCING DIMENSIONS ARE PROVIDED ASSUMING A 3" EXTENSION BEYOND THE SAW-CUT LINE TO FACE OF COUPLER. DEBOND THE BAR BETWEEN THE COUPLER AND THE SAW-CUT LINE. #5 "B" BARS SHALL EXTEND THROUGH THE SAW-CUT LINE WITHOUT DEBONDING AND SHALL BE DRILLED OUT TO A DEPTH OF 2" DURING OVERBUILD REMOVAL. SEE "TEMPORARY OVERBUILD AND REMOVAL" SPECIAL PROVISION.

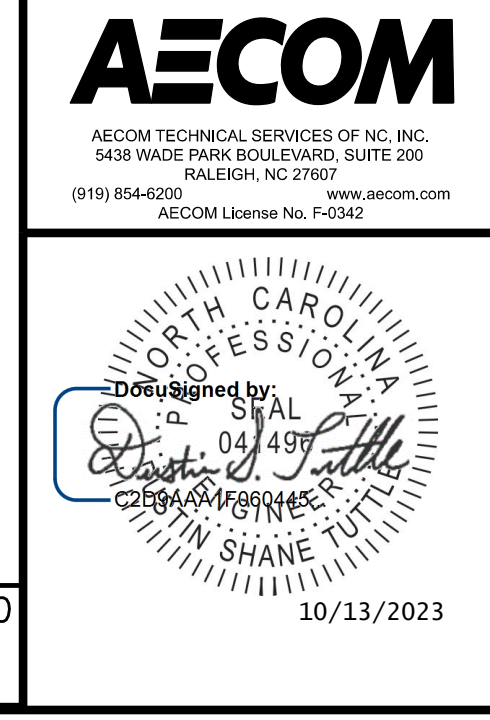
DURING STAGE III CONSTRUCTION, THE CONTRACTOR SHALL SAW CUT THE CAP AND BACKWALL. THE CAP SHALL BE CUT PARALLEL TO THE SKEWED ENDS OF THE CAP AND THE BACKWALL SHALL BE CUT NORMAL TO THE FILL FACE AS SHOWN ON THE PLANS. AFTER SAW CUTTING THE CAP AND BACKWALL, THE CONTRACTOR SHALL REMOVE THE OVERBUILD PORTION, UNTHREAD AND REMOVE OVERBUILD REINFORCEMENT FROM MECHANICAL COUPLERS IN STAGE I, DRILL OUT #5B11, #5B12, AND #4K1 BARS TO A DEPTH OF 2", AND PATCH EXTERIOR FACE WITH AN APPROVED GROUT. SEE SPECIAL PROVISIONS FOR DETAILS.

CONTRACTOR SHALL DRILL 1" DIAMETER HOLE IN THE PILES TO PERMIT #4B15, #4B23, & #4B24 BARS TO PASS THROUGH AT THE LOCATIONS SHOWN ON SECTION A-A. THE HOLE SHALL BE DRILLED AFTER PILE IS INSTALLED AND CUT-OFF. FLAME CUTTING SHALL NOT BE PERMITTED.

FOR DETAIL "A", SEE SHEET 2 OF 5.
 FOR WING DETAILS, SEE SHEET 3 OF 5.
 FOR SECTION A-A, SEE SHEET 4 OF 5.
 FOR SECTION B-B, SEE SHEET 4 OF 5.
 FOR PILE SPLICE DETAILS SEE SHEET 5 OF 5.
 FOR TEMPORARY DRAINAGE DETAILS, SEE SHEET 5 OF 5.
 FOR CONSTRUCTION JOINT DETAILS, SEE "KEYED CONSTRUCTION JOINT DETAIL" ON SHEET 4 OF 5.

- ① MECHANICAL COUPLER, SEE NOTES
- ② #5B11, #5B12, #4B13, & #4B14 EXTENDED 3'-2" MIN. INTO STAGE II. FIELD BEND AS NEEDED TO AVOID TEMPORARY SHORING.
- ③ 2-#5S1 & 2-#5S2 @ 5 1/2" CTS.
- ④ 2-#5S1 & 2-#5S2 @ 6" CTS.
- ⑤ 5 BAR PAIRS: #5S1 & #5S2, 2-#5S3 & 2-#5S4, #5S5 & #5S6 AND #5S7 & #5S8 @ 11" MAX (AS SHOWN IN DETAIL "B")
- ⑥ 5 BAR PAIRS: 2-#5S1 & 2-#5S2, #5S3 & #5S4, #5S5 & #5S6 AND #5S9 & #5S10 @ 11" MAX (AS SHOWN ABOVE IN PLAN)
- ⑦ 4 BAR PAIRS: #5S3 & #5S2, #5S3 & #5S4, #5S5 & #5S6 AND #5S9 & #5S10 @ 11" MAX (AS SHOWN ABOVE IN PLAN)
- ⑧ THREADED MECHANICAL COUPLER REQ'D (SEE NOTES) (TYP. AT SAW CUT LOCATION)
- ⑨ #4U3, #4U4, AND #4U5 @ 1'-6" MAX (AS SHOWN IN DETAIL "D")

PROJECT NO. **B-3186 / B-5898**
HAYWOOD COUNTY
 STATION: **24+70.00 -L LT-**
 SHEET 1 OF 5



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH		SUBSTRUCTURE END BENT 1 STAGE I	
REVISIONS			
NO.	BY:	DATE:	NO.
1			3
2			4
SHEET NO.			S3-32
TOTAL SHEETS			50

DRAWN BY: D. RITACCO DATE: 05/2023
 CHECKED BY: D. TUTTLE DATE: 06/2023
 DESIGN ENGINEER OF RECORD: D. TUTTLE DATE: 06/2023

▲ FOR LOCATION OF ELEVATIONS BETWEEN BRIDGE SEAT BUILDUPS, SEE SECTION A-A ON SHEET 4 OF 5.

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED