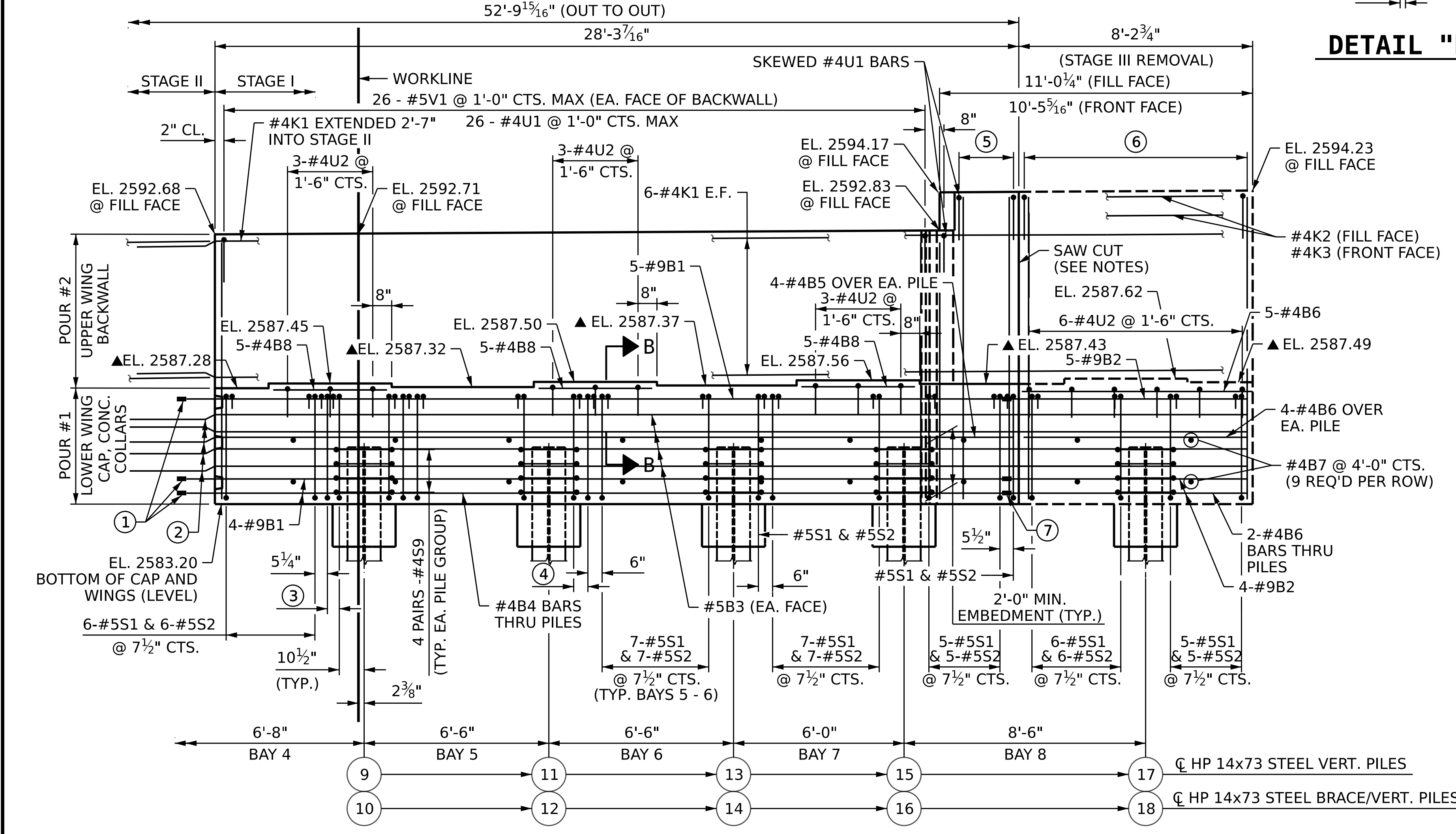
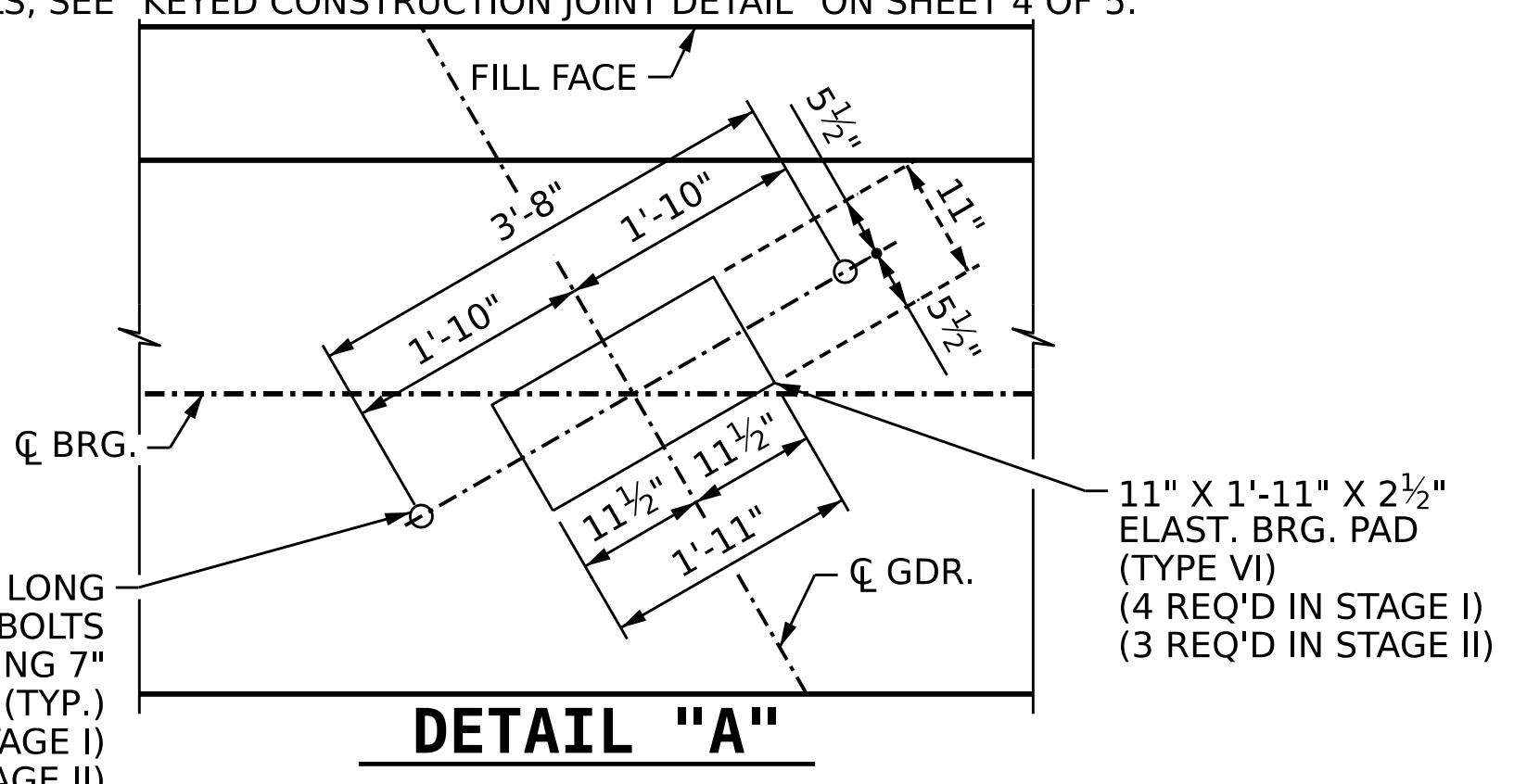
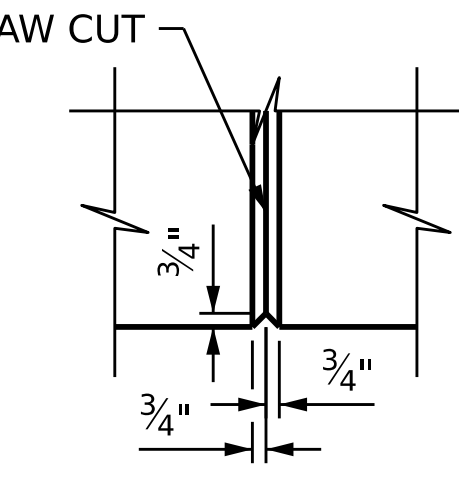


PLAN



ELEVATION

DETAIL "B"



DETAIL "A"

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 "B") 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 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 #5B3, AND #4K1, #4K2, AND #4K3 TO A DEPTH OF 2", AND PATCH EXTERIOR FACE WITH AN APPROVED GROUT. FOR DETAILS OF STAGE III REMOVAL, SEE SPECIAL PROVISIONS.

CONTRACTOR SHALL DRILL 1" DIAMETER HOLE IN THE PILES TO PERMIT #4B4, #4B6, #4B9 & #4B10 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 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 #9 "B" BARS MECHANICAL COUPLER LOCATED 1'-0" FROM CONST. JT.
- ② #5B3 AND #4B5 EXTENDED 3'-2" INTO STAGE II.
- ③ 2-#5S1 & 2-#5S2 @ 5" CTS.
- ④ 2-#5S1 & 2-#5S2 @ 6" CTS.
- ⑤ 3-#4V2 @ 11 1/2" C.T.S. (E.F.)
3-#4U1 @ 11 1/2" C.T.S.
- ⑥ 9-#5V2 @ 1'-0" CTS. MAX (E.F.)
9-#5U1 @ 1'-0" CTS. MAX
- ⑦ THREADED MECHANICAL COUPLER REQ'D (SEE NOTES) (TYP. AT SAW CUT LOCATION)

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

PROJECT NO. **B-3186 / B-5898**

HAYWOOD COUNTY

STATION: **24+70.00 -L_LT-**

SHEET 1 OF 5

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH		SUBSTRUCTURE END BENT 2 STAGE I	
REVISIONS			
NO.	BY:	DATE:	NO.
1			3
2			4
SHEET NO.			S3-40
TOTAL SHEETS			50