

NOTES

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

FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.

FOR PIPE INSERT DETAILS, SEE "POT BEARING DETAILS" SHEETS.

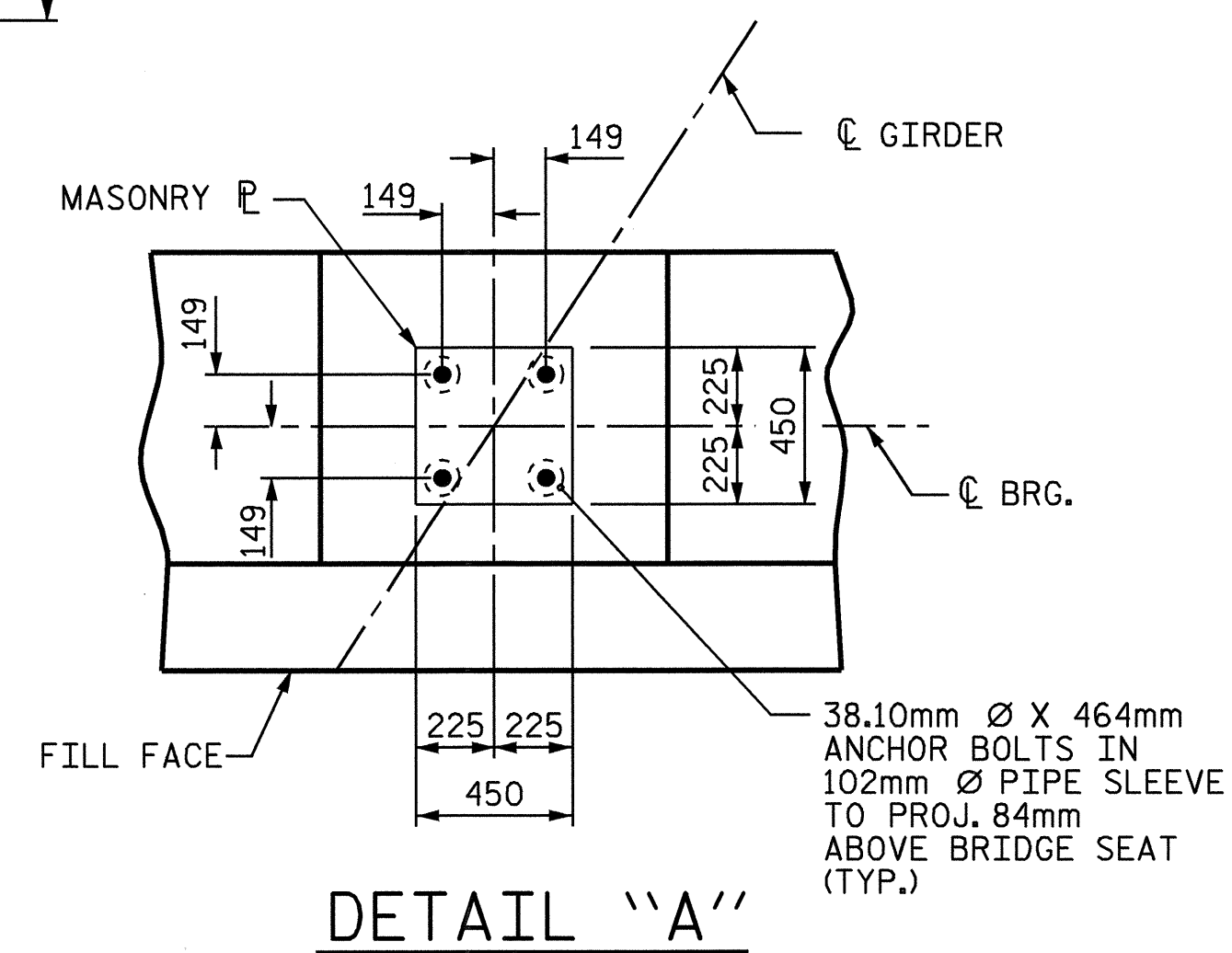
BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

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

THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2 %.

THE CONTRACTOR SHALL ADJUST THE GIRDER BUILDUPS AS NECESSARY TO INCORPORATE A MAXIMUM PERMISSIBLE VARIATION IN POT BEARING DEPTH OF 13mm, SEE SPECIAL PROVISION FOR POT BEARINGS.

THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 102mm DIAMETER DRAIN PIPE THROUGH THE WING WALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.



SPLICE LENGTH CHART

	SIZE	MIN. SPLICE
B3	#13	740
K1	#13	740

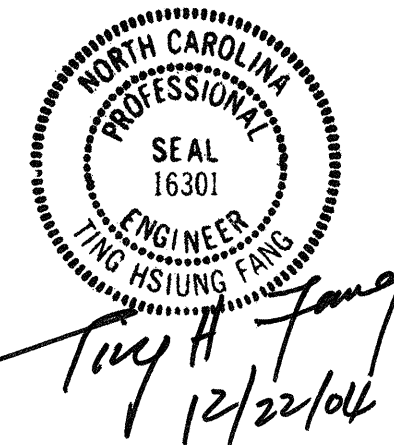
PROJECT NO. **R-0977A**
CHEROKEE COUNTY
 STATION: **41+19.524-LREV-**

SHEET 1 OF 3

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**SUBSTRUCTURE
 END BENT 1**

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-155
1			3			TOTAL SHEETS 230
2			4			



DRAWN BY: THF/A.S. CALLAWAY DATE: 10/26/04
 CHECKED BY: J.P. ADAMS DATE: 11/5/04

* FOR LOCATION OF ELEVATIONS BETWEEN BRIDGE SEAT BUILDUPS SEE SECTIONS THRU CAP, SHEET 2 OF 3