

NOTES

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

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

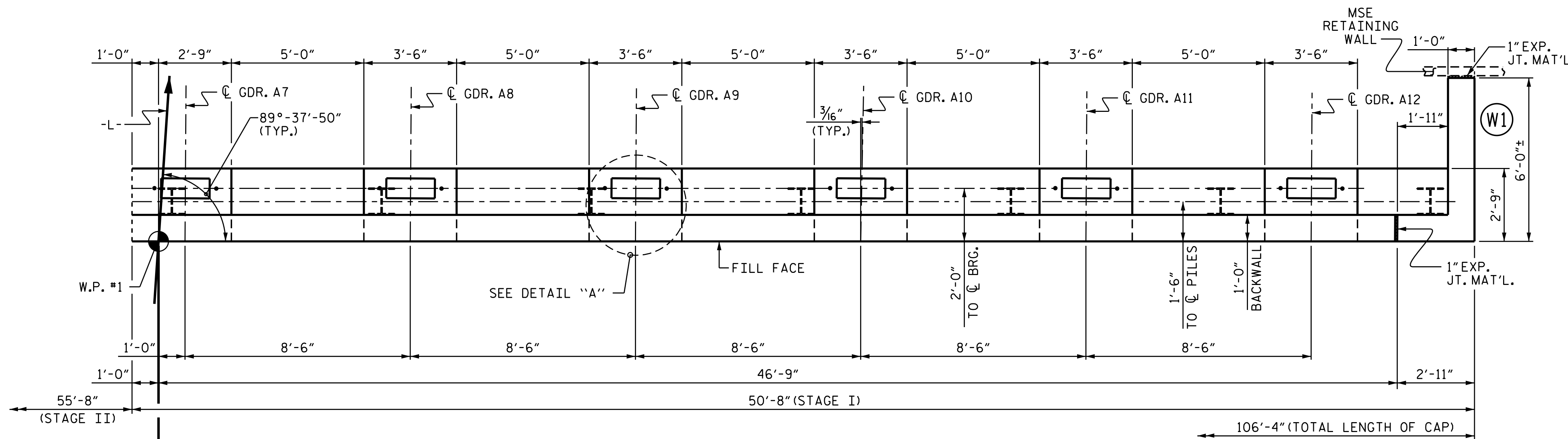
THE TOP SURFACE OF THE END BENT CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.

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.

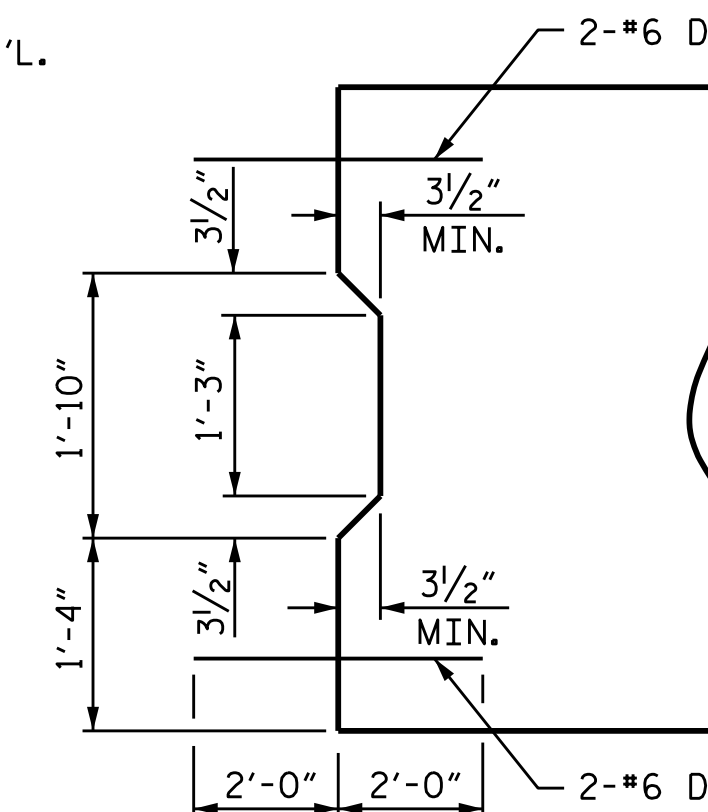
★ FOR LOCATION OF ELEVATIONS BETWEEN BUILDUPS, SEE SECTIONS ON SHEET 4 OF 4.

FOR TEMPORARY DRAINAGE AT END BENT, SEE END BENT 2, SHEET 4 OF 4.

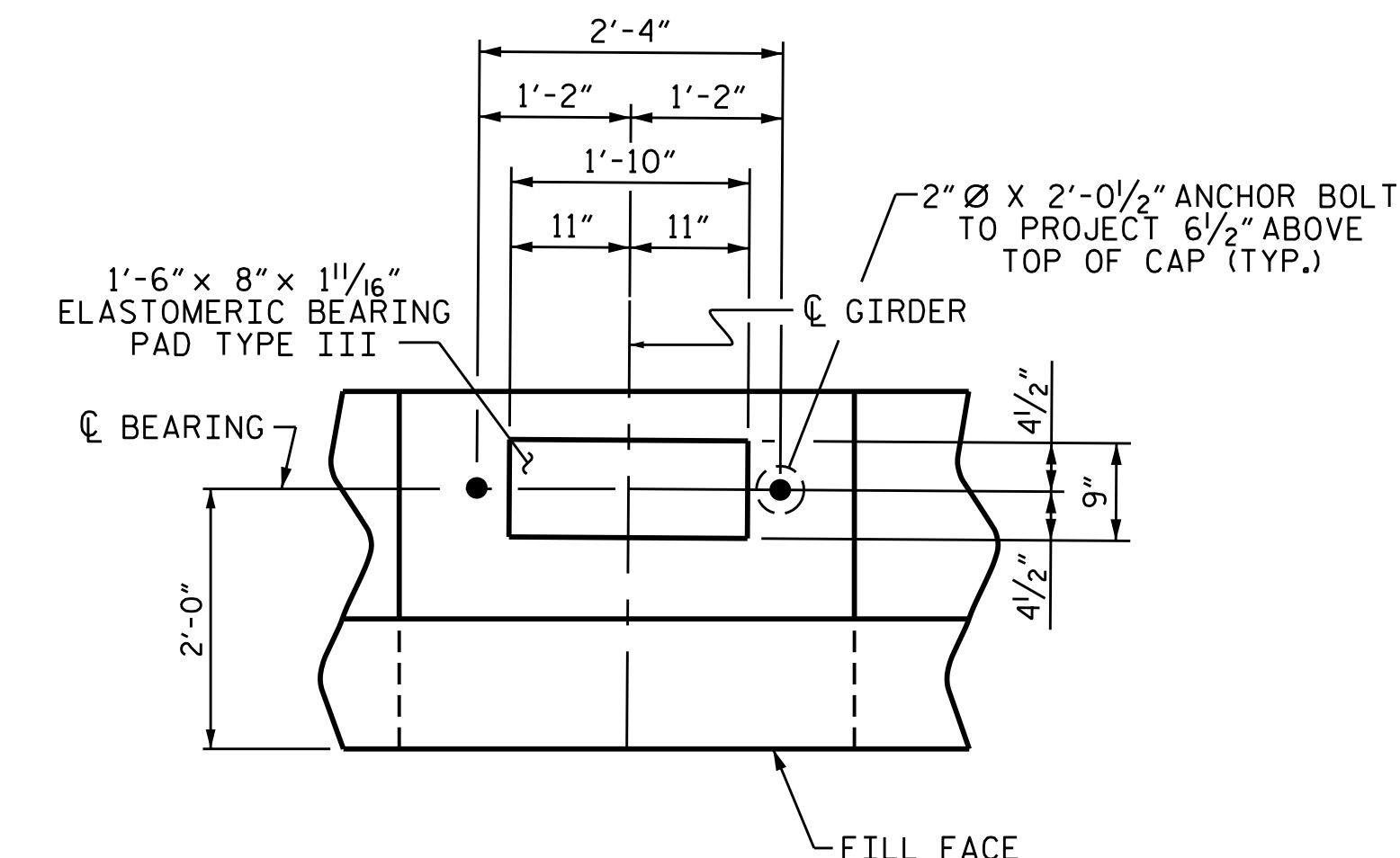
FOR MSE RETAINING WALLS, SEE SPECIAL PROVISIONS.



PLAN

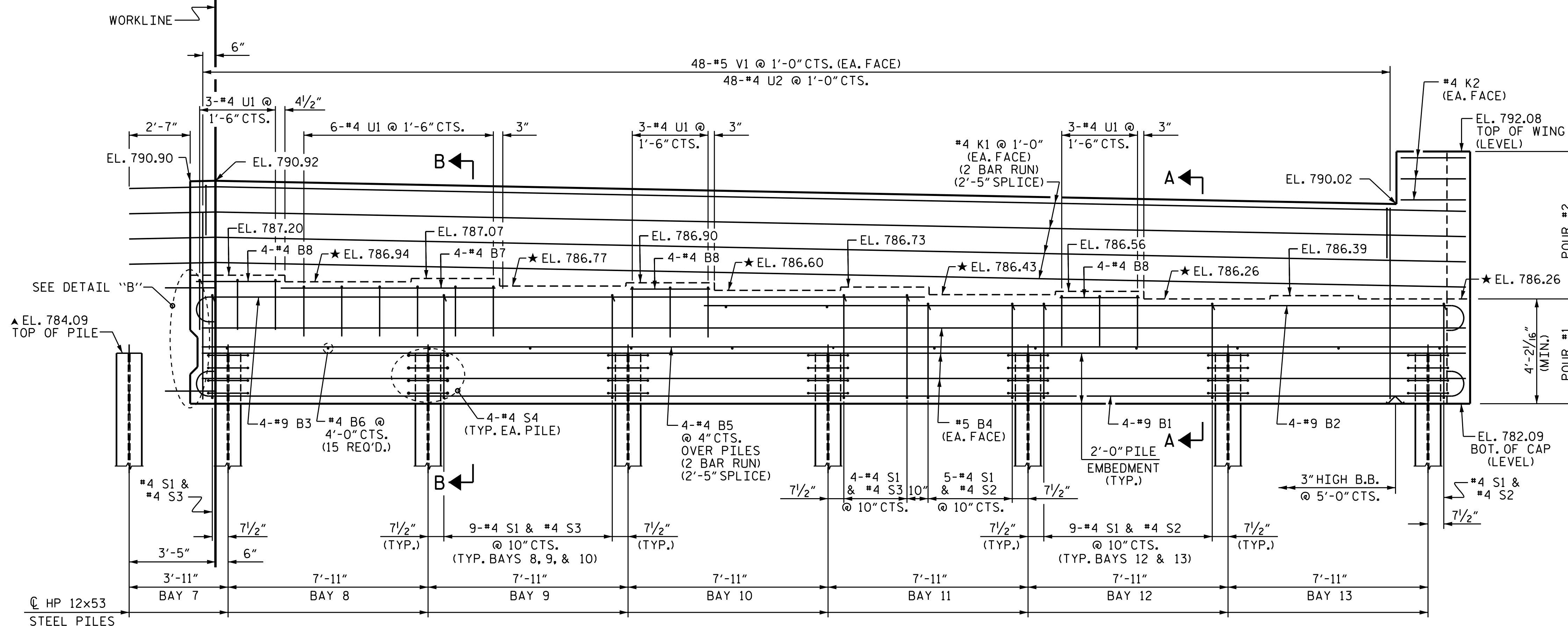


DETAIL "B"



DETAIL "A"

(TYP. EACH GDR.)



ELEVATION

▲ DRIVE PILE WITH STAGE I.

FOR "TIE BACK DETAILS", FOR MSE RETAINING WALL, SEE SHEET 2 OF 4.

PROJECT NO. B-3159
DAVIDSON COUNTY
 STATION: 13+41.72 -L-

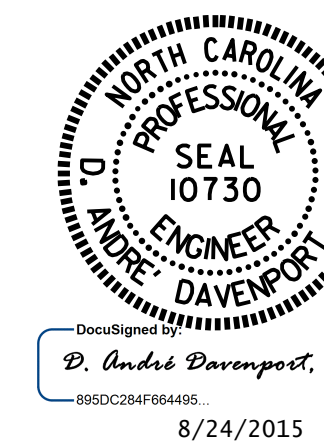
SHEET 1 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE
 END BENT 1

STAGE I

REVISIONS				SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

S-27
TOTAL SHEETS
43



DRAWN BY: K. D. LAYNE DATE: 5/15/15
 CHECKED BY: H. P. KIM DATE: 5/28/15
 DESIGN ENGINEER OF RECORD: R. L. CHESSON DATE: 6/10/15

24-AUG-2015 12:28
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 dadavenport

STR. #1