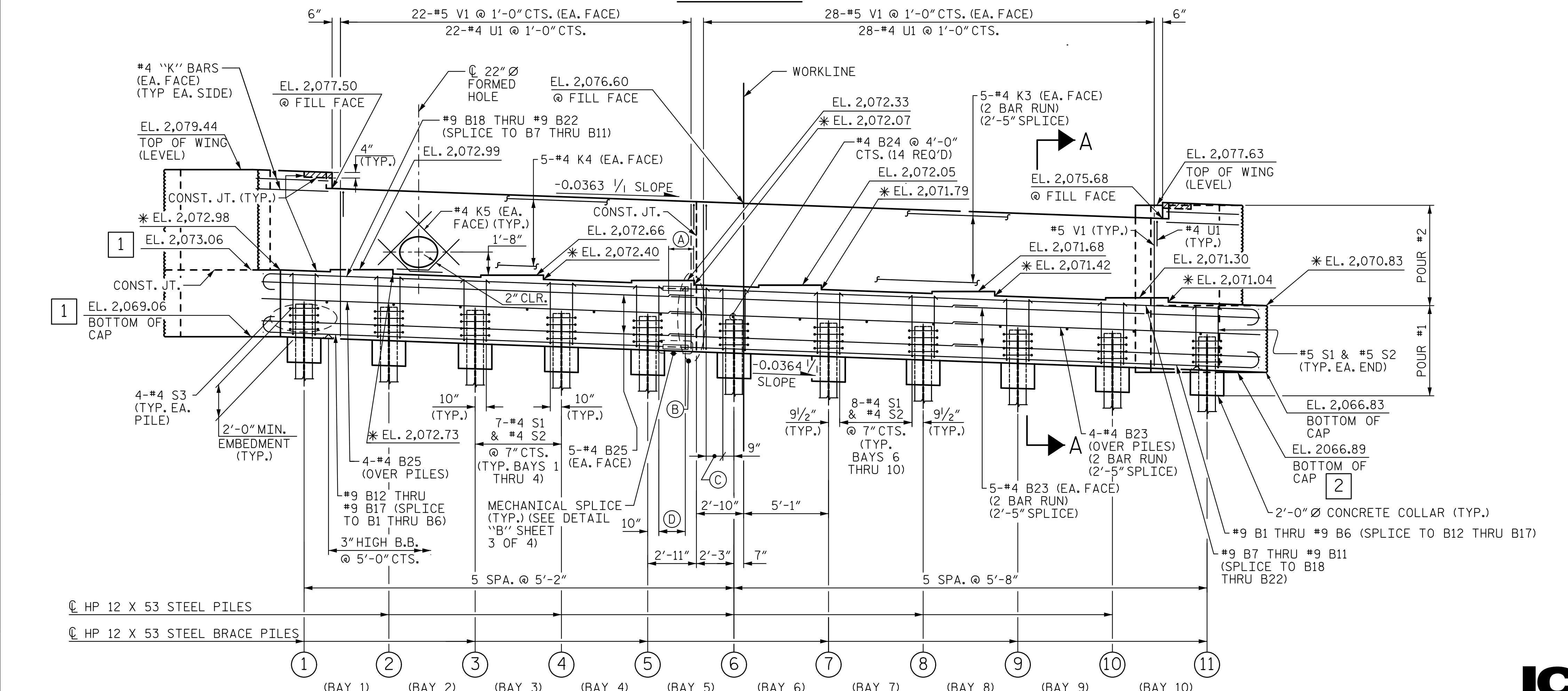


** LIMITS OF BRIDGE COATING ON FRONT FACE OF BACKWALL. SEE SPECIAL PROVISIONS FOR APPLICATION OF BRIDGE COATING.

PLAN



ELEVATION

NOTES

- STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BLOTS.
- THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE JOINT BETWEEN THE DECK AND APPROACH SLAB HAS BEEN SAWED AND THE CONCRETE PARAPET IS CAST IF SLIP FORMING IS USED.
- 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.
- THE COST OF THE FORM LINERS AND SPECIAL SURFACE FINISH ARE INCLUDED IN THE SQ.FT. BID FOR ARCHITECTURAL CONCRETE SURFACE TREATMENT.
- FOR ARCHITECTURAL CONCRETE SURFACE TREATMENT, SEE SPECIAL PROVISIONS.
- INSTALL THE 4" Ø DRAIN PIPE THROUGH THE WINGWALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WINGWALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.
- "V" BARS AND "K" BARS IN THE BACKWALL SHALL BE FIELD BENT OR CUT IN THE AREA OF THE 22" Ø FORMED HOLE.

TOP OF PILE ELEVATIONS			
①	2,070.93	⑦	2,069.78
②	2,070.74	⑧	2,069.58
③	2,070.55	⑨	2,069.37
④	2,070.37	⑩	2,069.16
⑤	2,070.18	⑪	2,068.96
⑥	2,069.99		

- (A) 2'-5" MIN. SPLICE (TYP. #4 "B" AND #4 "K" BARS)
- (B) SEE "SHEAR KEY DETAIL" ON SHEET 3 OF 4
- (C) 3-#4 S1 & #4 S2 @ 6" CTS.
- (D) 4-#4 S1 & #4 S2 @ 7" CTS.

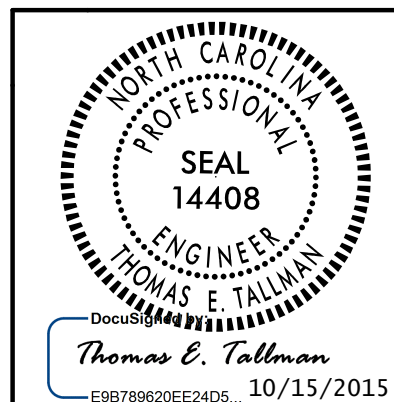
PROJECT NO. B-4159
 JACKSON COUNTY
 STATION: 20+16.00 -L-
 SHEET 1 OF 4

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
 END BENT 2

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

SHEET NO. S-53
 TOTAL SHEETS 64



10/14/2015
 C:\Engineering\B4159\Substructure\B4159_sd.e6c.01.dgn
 TCA Engineering, Inc.

DRAWN BY: D. H. CARTER DATE: SEP 2015
 CHECKED BY: K. M. MOBLEY/M. T. NEIHEISEL DATE: SEP 2015
 DESIGN ENGINEER OF RECORD: T. E. TALLMAN DATE: OCT 2015

* SEE SHEET 3 OF 4 FOR LOCATION OF ELEVATIONS BETWEEN BRIDGE SEAT BUILD-UPS.