

**NOTES**

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

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.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

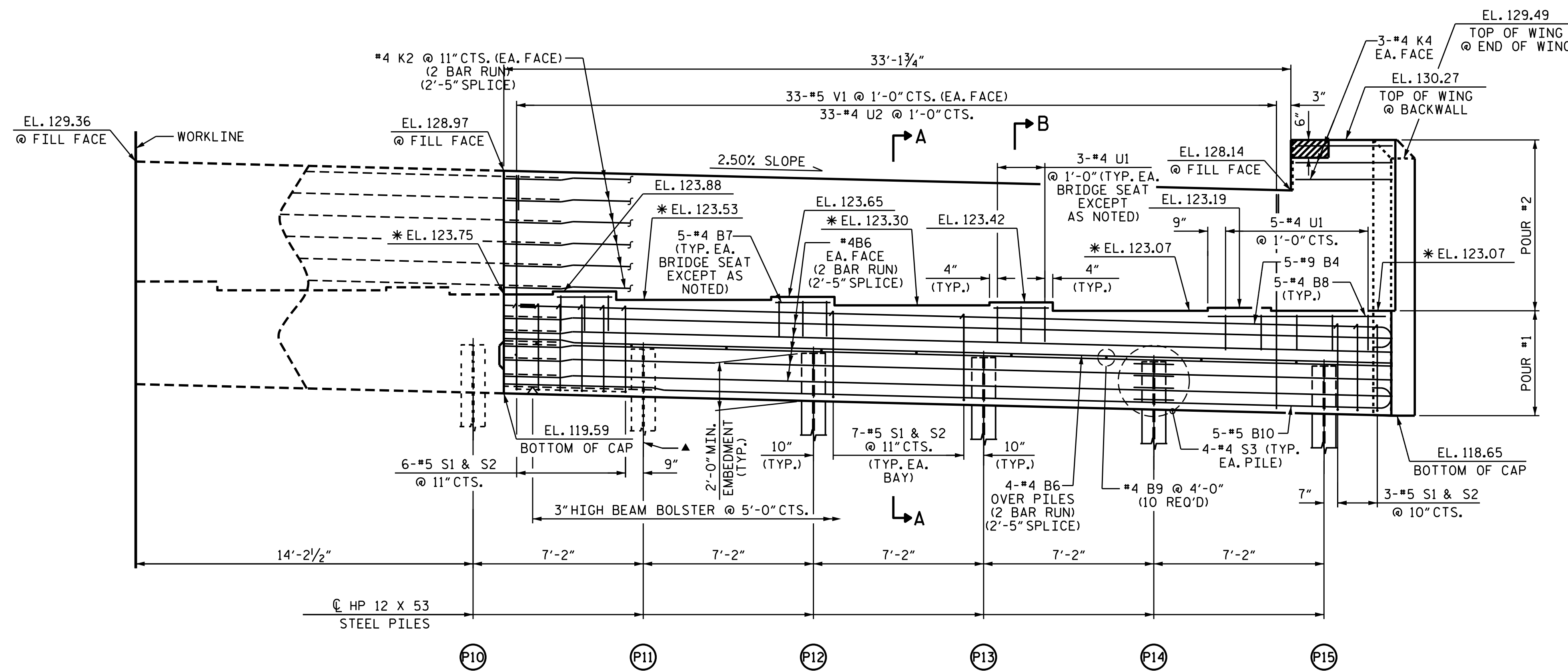
THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.

THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE PARAPET AND END POST ARE CAST IF SLIP FORMING IS USED.

THE #5 "V" BARS SHALL BE PLACED 2" CLEAR FROM THE TOP OF THE BACKWALL.

**TOP OF PILE ELEVATIONS**

P1	123.26
P2	123.08
P3	122.90
P4	122.73
P5	122.55
P6	122.37
P7	122.19
P8	121.01
P9	121.83
P10	121.65
P11	121.47
P12	121.30
P13	121.12
P14	120.94
P15	120.76



\* FOR LOCATION OF ELEVATION BETWEEN BRIDGE SEAT BUILD-UPS, SEE SHEET 4 OF 4.

FOR SHEAR KEY DETAIL, SEE SHEET 4 OF 4.

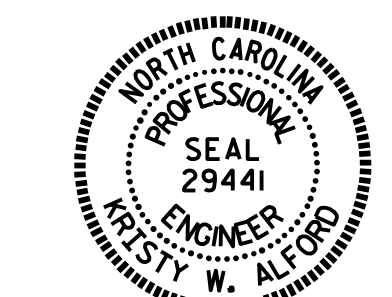
▲ THIS PILE SHALL BE DRIVEN DURING STAGE 1.

PROJECT NO. B-4490  
CUMBERLAND COUNTY  
 STATION: 35+23.40 -L-

SHEET 2 OF 4

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

SUBSTRUCTURE  
 END BENT 2  
 STAGE II



3/29/2016

DRAWN BY : D. SHACKELFORD DATE : 03/2015  
 CHECKED BY : J.P. ADAMS DATE : 07/2015  
 DESIGN ENGINEER OF RECORD : P.K. NEWTON DATE : 09/2015

REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-79	
1			3			TOTAL SHEETS	
2			4			84	