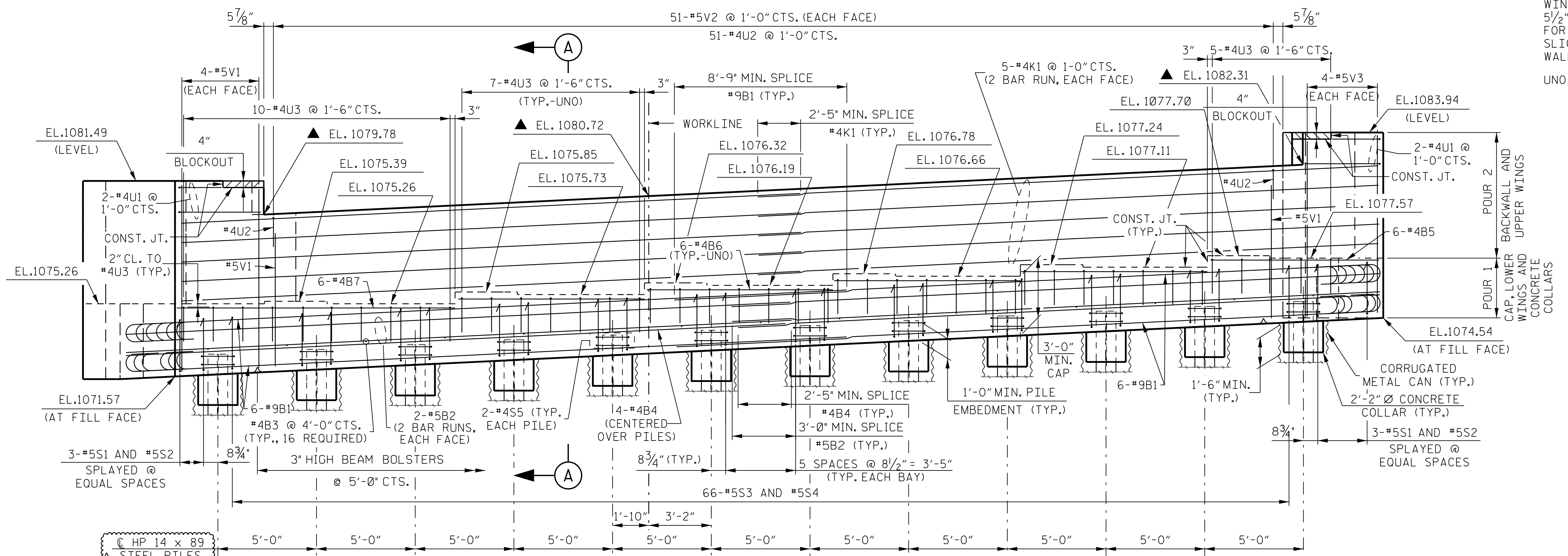


PLAN



ELEVATION

TABLE OF GIRDER VARIABLES				
END BENT 1	A (FT.)	B (FT.)	C (DEG.)	D (FT.)
GIRDER A1	3'-3 <sup>3</sup> / <sub>16</sub> "	1'-10 <sup>11</sup> / <sub>16</sub> "	125°07'48"	3'-2"
GIRDER A2	3'-3 <sup>3</sup> / <sub>16</sub> "	1'-10 <sup>1</sup> / <sub>4</sub> "	124°36'28"	3'-1 <sup>1</sup> / <sub>4</sub> "
GIRDER A3	3'-2 <sup>15</sup> / <sub>16</sub> "	1'-9 <sup>3</sup> / <sub>16</sub> "	124°06'07"	3'-0 <sup>9</sup> / <sub>16</sub> "
GIRDER A4	3'-2 <sup>3</sup> / <sub>4</sub> "	1'-9 <sup>1</sup> / <sub>16</sub> "	123°36'44"	2'-11 <sup>7</sup> / <sub>8</sub> "
GIRDER A5	3'-2 <sup>1</sup> / <sub>2</sub> "	1'-9 <sup>1</sup> / <sub>16</sub> "	123°08'14"	2'-11 <sup>1</sup> / <sub>4</sub> "
GIRDER A6	3'-2 <sup>9</sup> / <sub>16</sub> "	1'-8 <sup>11</sup> / <sub>16</sub> "	122°40'36"	2'-10 <sup>5</sup> / <sub>8</sub> "

**NOTES**

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

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

THE TOP SURFACE OF THE END BENT CAP EXCEPT THE BRIDGE SEAT BUILD-UPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE FRONT FACE AT THE RATE OF 2%.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

▲ THIS ELEVATION IS TAKEN AT FILL FACE OF BACKWALL.

FOR SECTION A-A, SEE SHEET 3 OF 3.

FOR LOCATION OF ELEVATIONS BETWEEN BRIDGE SEAT BUILD-UPS, SEE SECTION VIEWS ON SHEET 3 OF 3.

FOR PILE SPLICE DETAILS, SEE SHEET 3 OF 3.

FOR TEMPORARY DRAINAGE AT END BENT DETAIL, SEE SHEET 3 OF 3.

THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

THE COST TO FURNISH AND INSTALL THE 30" Ø CORRUGATED METAL CANS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR MSE RETAINING WALL.

WING (W1) AND WING (W2) DETAILS ARE BASED ON A 5<sup>1</sup>/<sub>2</sub>" WALL PANEL THICKNESS AND USING DOWELS FOR THE COPING. CONTRACTOR MAY ADJUST WINGS SLIGHTLY AS NECESSARY, BASED ON APPROVED MSE WALL SHOP DRAWINGS.

UNO = UNLESS NOTED OTHERWISE

PROJECT NO. **I-4729A**  
**POLK** COUNTY  
 STATION: **21+44.22 -RP\_F-**

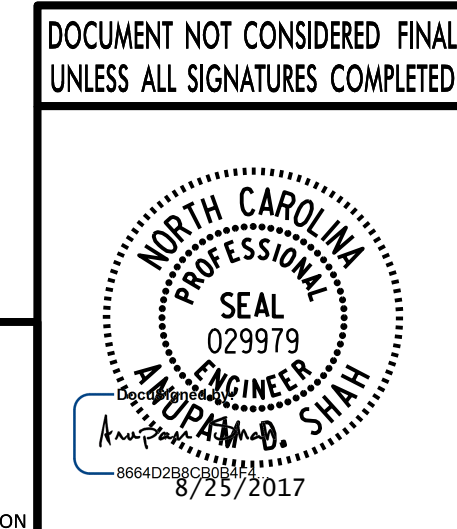
SHEET 1 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUBSTRUCTURE**  
**END BENT 1**

REVISIONS					
No.	BY:	DATE:	No.	BY:	DATE:
1	LOFTON	8-25-17	3		
2			4		

SHEET No. **S2-20.1**  
 TOTAL SHEETS **31**  
 STR. #2



PLANS PREPARED BY:  
**PARSONS**  
 5540 Centerview Drive, Suite 217  
 Raleigh, NC 27606-3386  
 NC LICENSE No. F-0246

REVISION: **1** REVISED PILE SIZE.

DRAWN BY: M. CLAREY / T. DETMERS DATE: 7-17  
 CHECKED BY: D. PRETORIUS DATE: 7-17  
 DESIGN ENGINEER: D. PRETORIUS DATE: 7-17

FILE: I:\Projects\Information Systems\Email\RP\_F\I-4729A\_smc\_uf2\_ab7\_Rev1.dgn  
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