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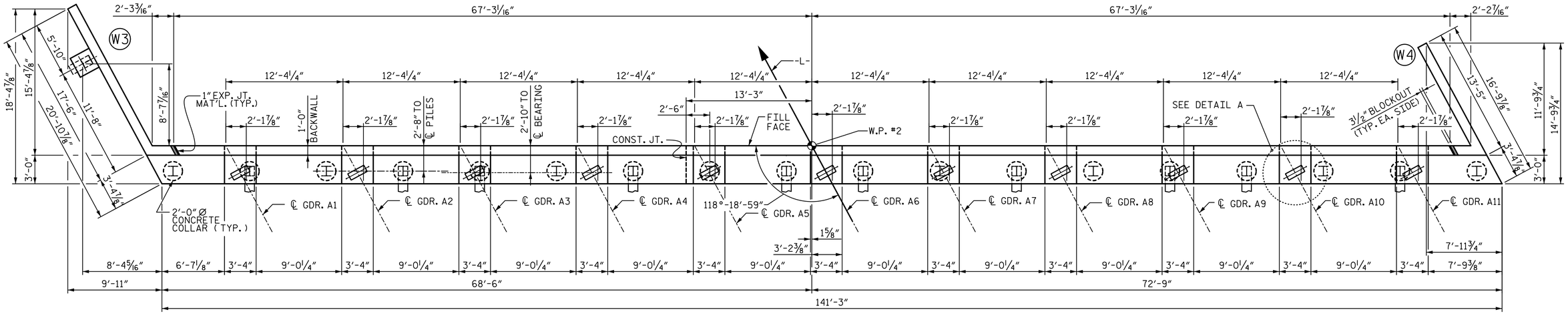
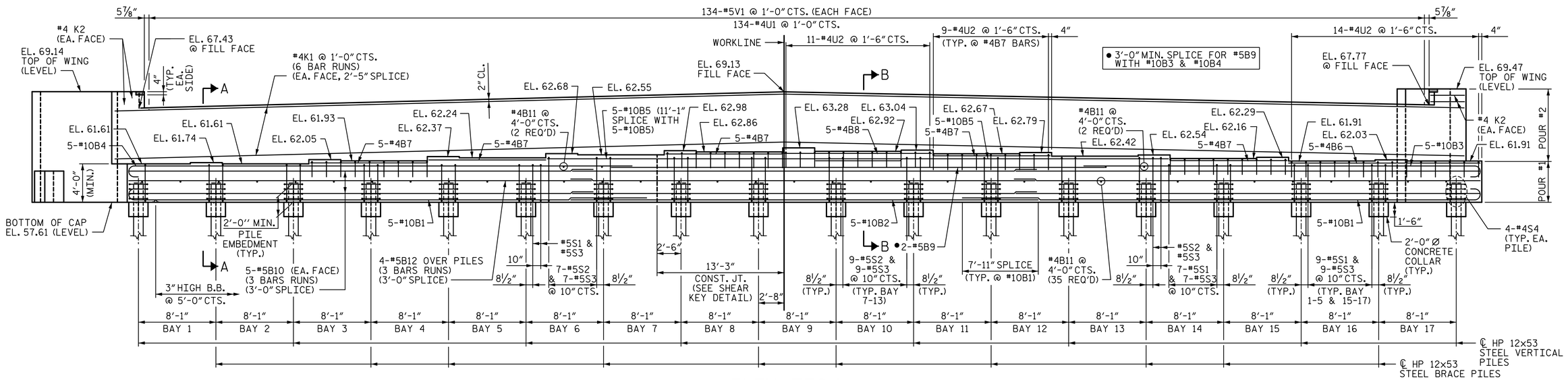


PLAN



ELEVATION

(FOR SECTIONS A-A & B-B, SEE SHEET 3 OF 3)

NOTES:

STIRRUPS 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 SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, EXCEPT THAT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

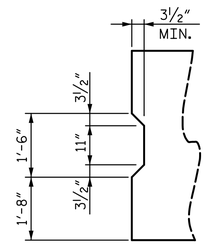
THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE OUTSIDE FACE AT THE RATE OF 2%.

DIMENSIONS LOCATING THE PILES ARE SHOWN TO THE CENTERLINE OF THE PILE AT THE BOTTOM OF THE END BENT CAP.

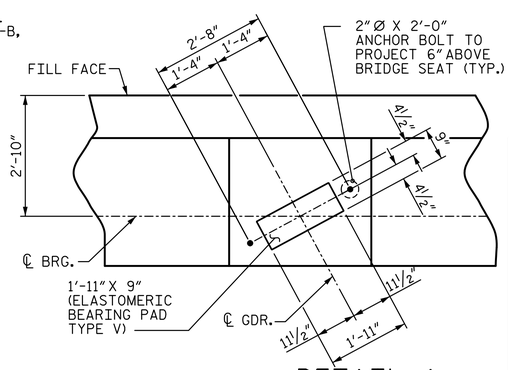
INSTALL THE 4" Ø DRAIN PIPE THROUGH THE WING WALL AS REQUIRED FOR THE REINFORCED BRIDGE APPROACH FILL, SEE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.

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

PILE SPLICE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AWS D1.1.



SHEAR KEY DETAIL



DETAIL A

PROJECT NO. U-4751

NEW HANOVER COUNTY

STATION: 62+99.10 -L-

SHEET 1 OF 3

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA PROFESSIONAL SEAL 34955 ENGINEER TIMOTHY J. TOWNSEND

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6/29/2017

STV 100 Years

STV ENGINEERS, INC.
900 West Trade St., Suite 715
Charlotte, NC 28202
NC License Number F-0991

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. S2-25

TOTAL SHEETS 30

DRAWN BY : TJT	DATE : 3-17	DESIGN ENGINEER OF RECORD: T. TOWNSEND	DATE : 3-17
CHECKED BY : TRL	DATE : 5-17		

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