

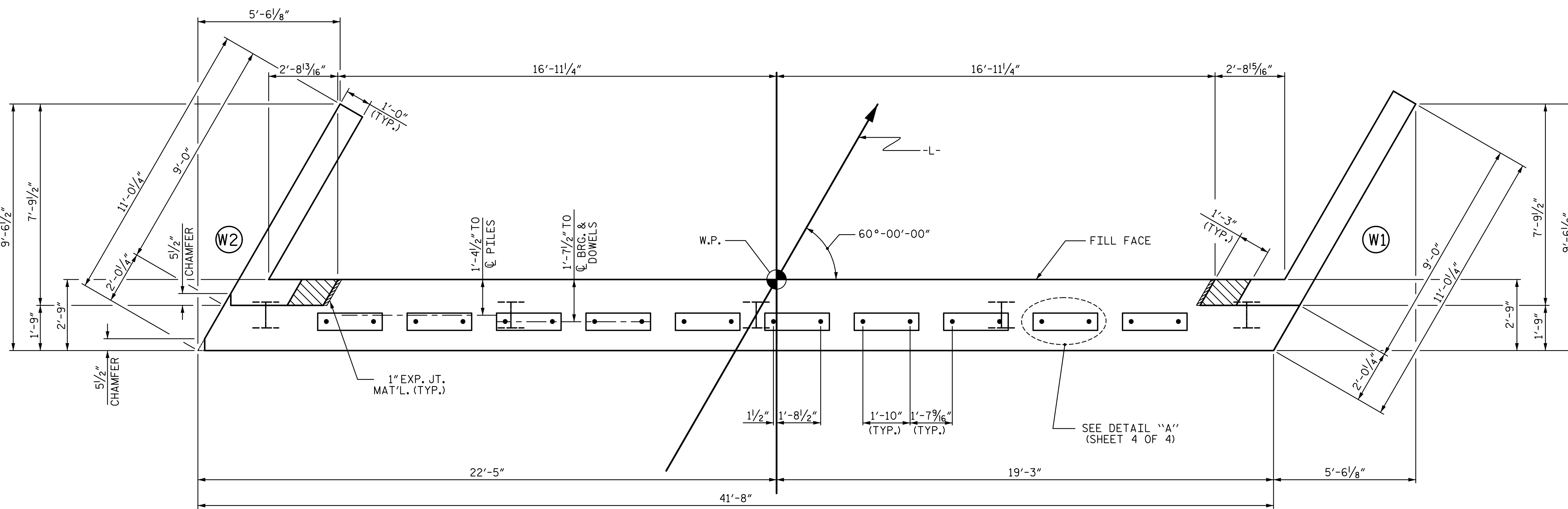
**NOTES**

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

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

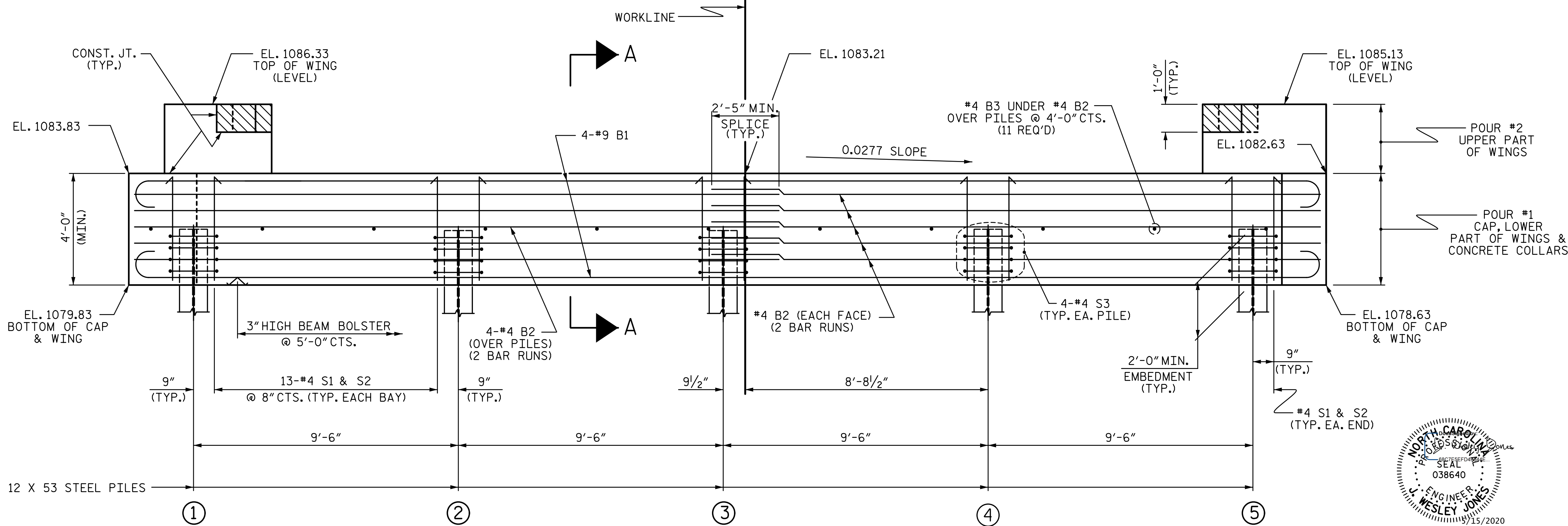
FOR PILE SPLICE DETAILS, SEE SHEET 4 OF 4.

FOR WING DETAILS, SEE SHEET 3 OF 4.



**PLAN**

TOP OF PILE ELEVATIONS	
①	1081.78
②	1081.52
③	1081.25
④	1080.99
⑤	1080.73



**ELEVATION**

WINGS NOT SHOWN FOR CLARITY.  
FOR SECTION A-A, SEE SHEET 4 OF 4.  
CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.  
SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 4.

PROJECT NO. **BR-0115**

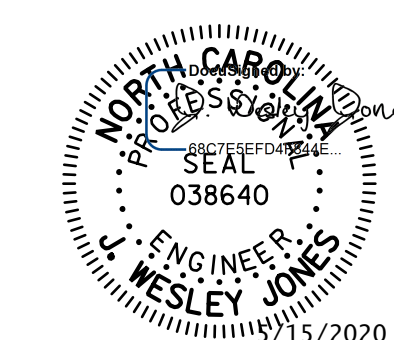
**IREDELL** COUNTY

STATION: **15+74.00 -L-**

SHEET 2 OF 4

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

SUBSTRUCTURE  
END BENT No. 2



**STV** 100 YEARS  
STV ENGINEERS, INC.  
900 West Trade St., Suite 715  
Charlotte, NC 28202  
NC License Number F-0991

DOCUMENT NOT CONSIDERED  
FINAL UNLESS ALL  
SIGNATURES COMPLETED

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

S-15  
TOTAL SHEETS 23

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DRAWN BY : WAW	DATE : 10-19
CHECKED BY : JWJ	DATE : 1-20
DESIGN ENGINEER OF RECORD : JWJ	DATE : 3-20
DRAWN BY : WJH 12/11	REV. 4/15
CHECKED BY : AAC 12/11	MAA/TMG