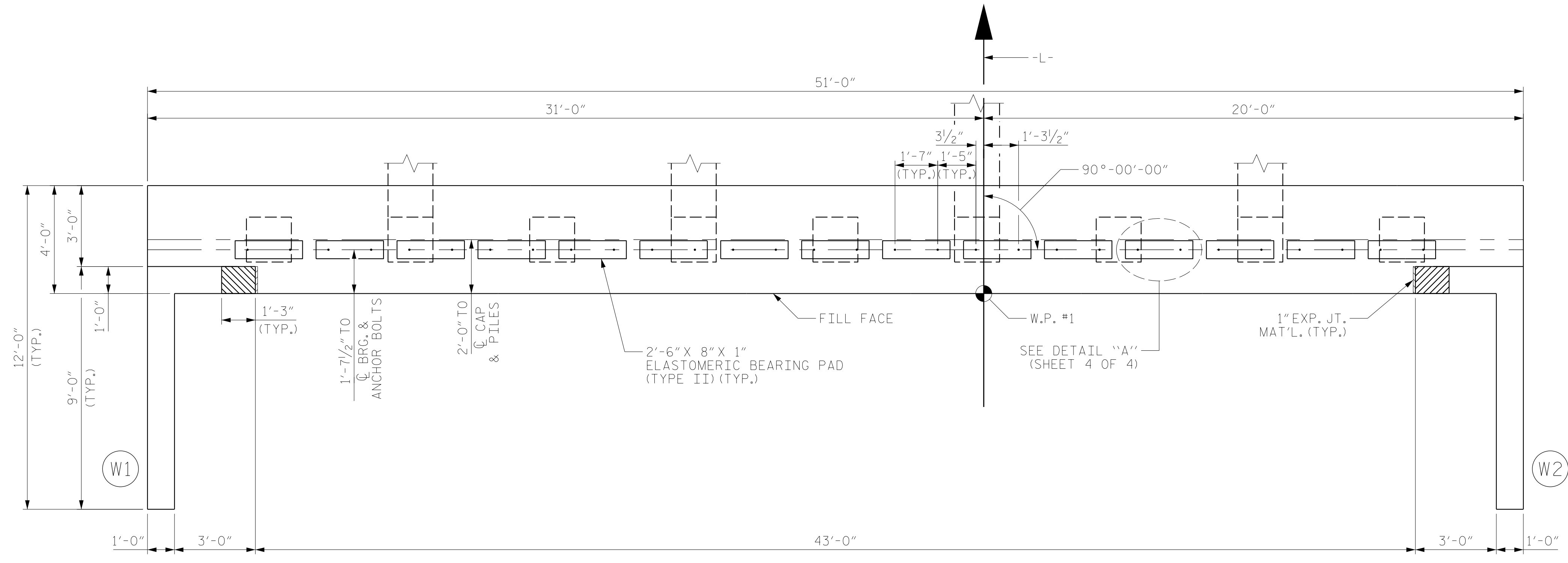
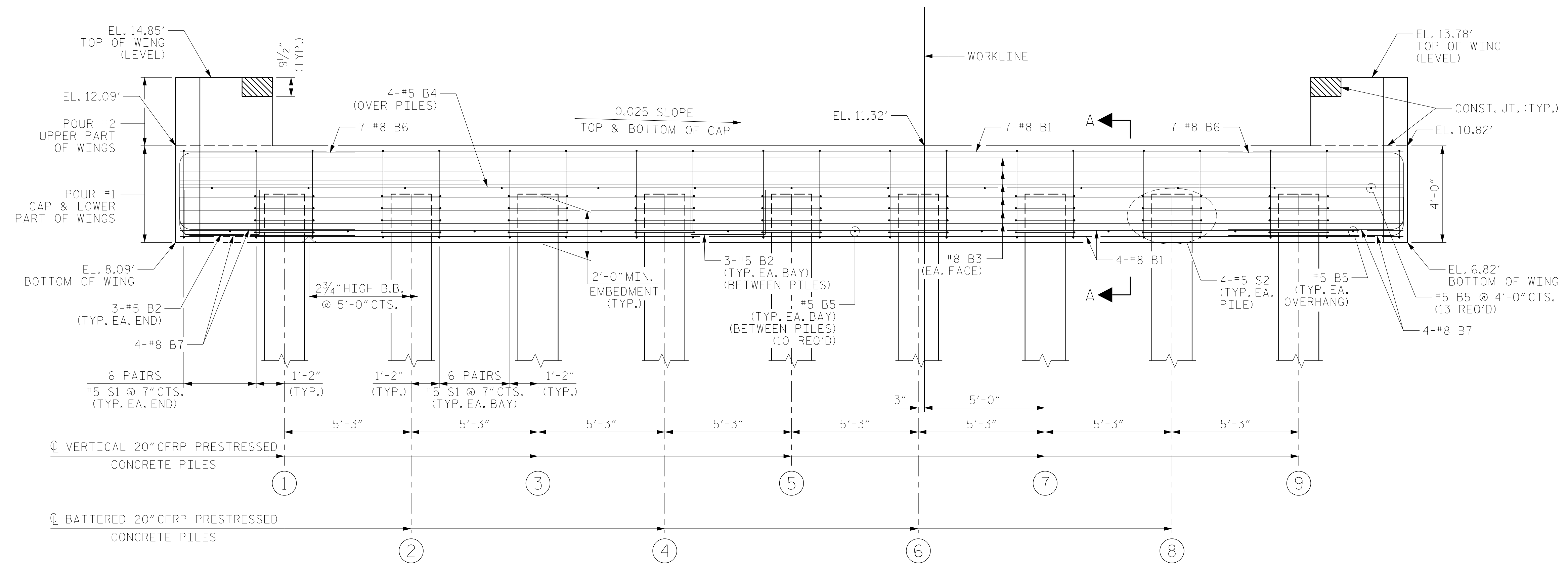


NOTES

- STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
- CONCRETE DISPLACED BY THE CONCRETE PILES HAS BEEN DEDUCTED FROM THE CAP CONCRETE QUANTITY.
- 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 OREGON RAIL CURB IS CAST IF SLIP FORMING IS USED.
- ALL REINFORCING IN THE CAP IS TO BE GLASS FIBER REINFORCED POLYMER (GFRP) BARS. FOR GLASS FIBER REINFORCED POLYMER BARS, SEE SPECIAL PROVISIONS.
- FOR SECTION A-A, SEE SHEET 4 OF 4.
- FOR WING DETAILS, SEE SHEET 3 OF 4.
- ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM F1554 GR. 105. ANCHOR PLATES, WASHERS, AND NUTS SHALL MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS. ANCHOR BOLTS, ANCHOR PLATES, WASHERS, AND NUTS SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- NO SEPARATE PAYMENT SHALL BE MADE FOR THE ANCHOR BOLTS, ANCHOR PLATES, WASHERS, AND NUTS. THE COST OF THE MATERIAL AND INSTALLATION SHALL BE CONSIDERED INCIDENTAL TO VARIOUS PAY ITEMS.
- THE TOP SURFACE OF THE END BENT CAPS SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, EXCEPT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.
- EPOXY COAT THE TOP SURFACE OF THE END BENT CAPS, AND SECTION 420-18(b) LINES 13 AND 14 OF THE STANDARD SPECIFICATIONS SHALL BE DISREGARDED. THE EPOXY PROTECTIVE COATING SHALL NOT BE PLACED WITHIN THE LIMITS OF THE APPROACH SLAB ON THE END BENT CAP. NO SEPARATE PAYMENT SHALL BE MADE FOR THE EPOXY PROTECTIVE COATING AS THIS IS CONSIDERED INCIDENTAL TO THE VARIOUS PAY ITEMS.
- MATERIAL QUANTITIES FOR GFRP BARS INCLUDE THE ANTICIPATED SPLICES DETAILED ON THE PLANS. ADDITIONAL SPLICES REQUIRED DUE TO MANUFACTURING LIMITATIONS WILL BE AT NO ADDITIONAL COST TO THE DEPARTMENT.



PLAN



ELEVATION

TOP OF PILE ELEVATIONS	
①	9.98'
②	9.85'
③	9.72'
④	9.58'
⑤	9.45'
⑥	9.32'
⑦	9.19'
⑧	9.06'
⑨	8.93'

PROJECT NO. BR-0160
 BRUNSWICK COUNTY
 STATION: 21+77.50 -L-

SHEET 1 OF 4

DRAWN BY : MRA DATE : 01/2023
 CHECKED BY : MKO DATE : 01/2023
 DESIGN ENGINEER OF RECORD: RLB DATE : 03/2023

3/28/2023
 X:\P1034226004.BR-0160 Brunswick 15\Design\Structures\CAD\401.057_BR0160.SMU.E.S-29_090015.dgn
 CuonyN

DOCUMENT NOT CONSIDERED
 FINAL UNLESS ALL
 SIGNATURES COMPLETED



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE

END BENT NO. 1

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-29
1			3			TOTAL SHEETS 42
2			4			