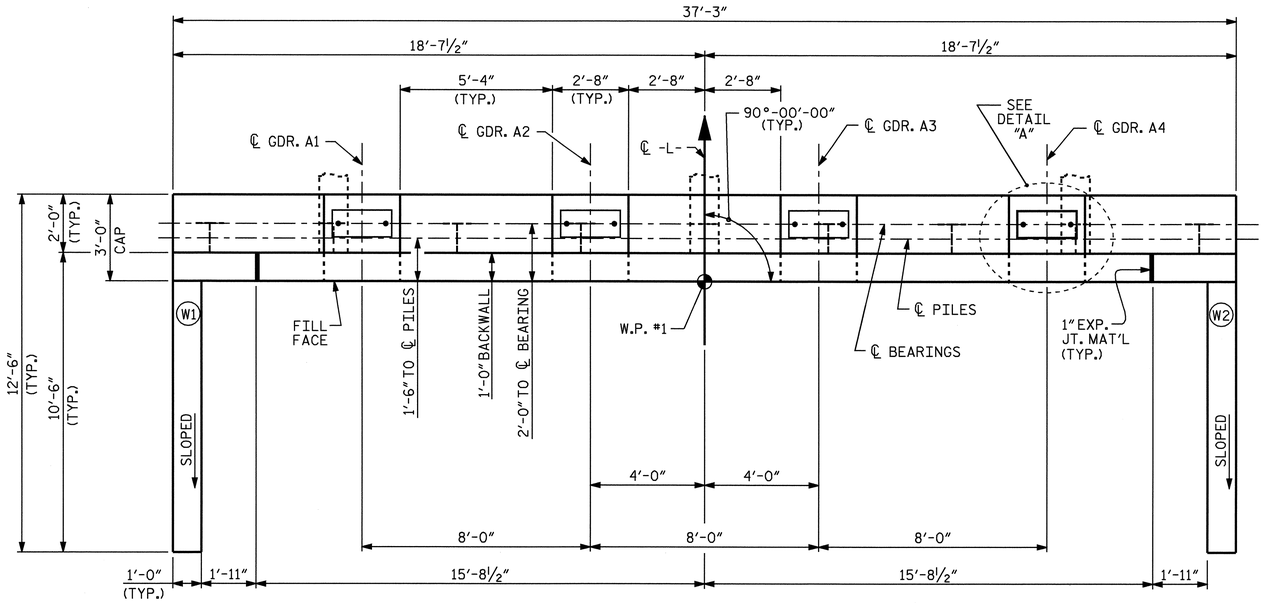
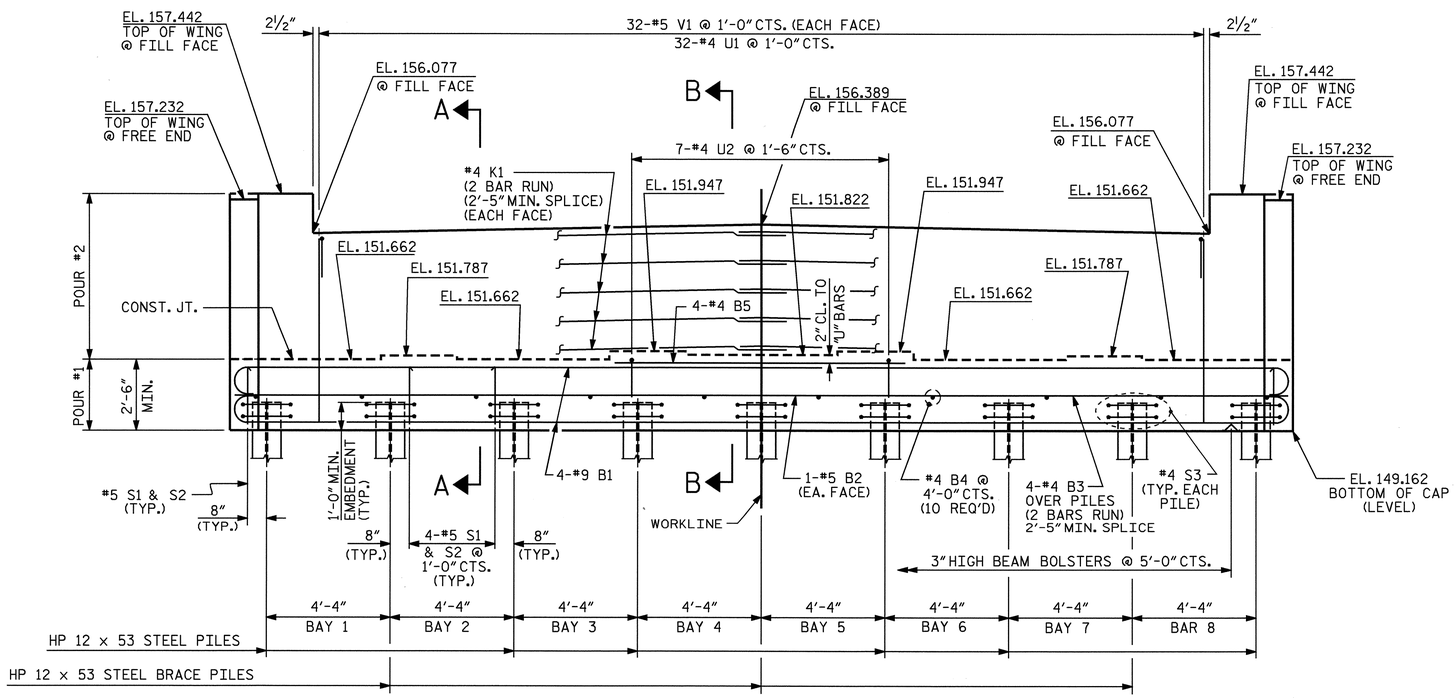


PLAN



ELEVATION

NOTES

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

FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.

EPOXY COAT THE END BENT CAP AFTER ADJUSTMENTS ARE MADE TO BEARINGS AND ANCHOR BOLTS ARE GROUTED.

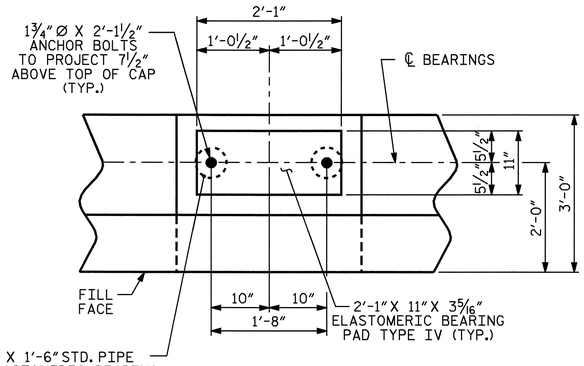
BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

THE TOP SURFACE AREAS 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 BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.

THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 4″ Ø DRAIN PIPE THROUGH THE WING WALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WING WALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.

FOR PIPE INSERT DETAILS, SEE BEARINGS SHEET.



DETAIL "A"
(TYP. EACH GDR.)

PROJECT NO. B-4327
WILSON COUNTY
STATION: 23+80.00 -L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT #1

NORTH CAROLINA PROFESSIONAL SEAL 14045 ENGINEER TIMOTHY L. COGGINS
2/2/05

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-14
1			3			TOTAL SHEETS
2			4			24

NCDOS

DRAWN BY : PEGGY ADKINS DATE : 11-04
CHECKED BY : G. KOUCHEKI DATE : 11-04

02-FEB-2005 08:40
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padkins