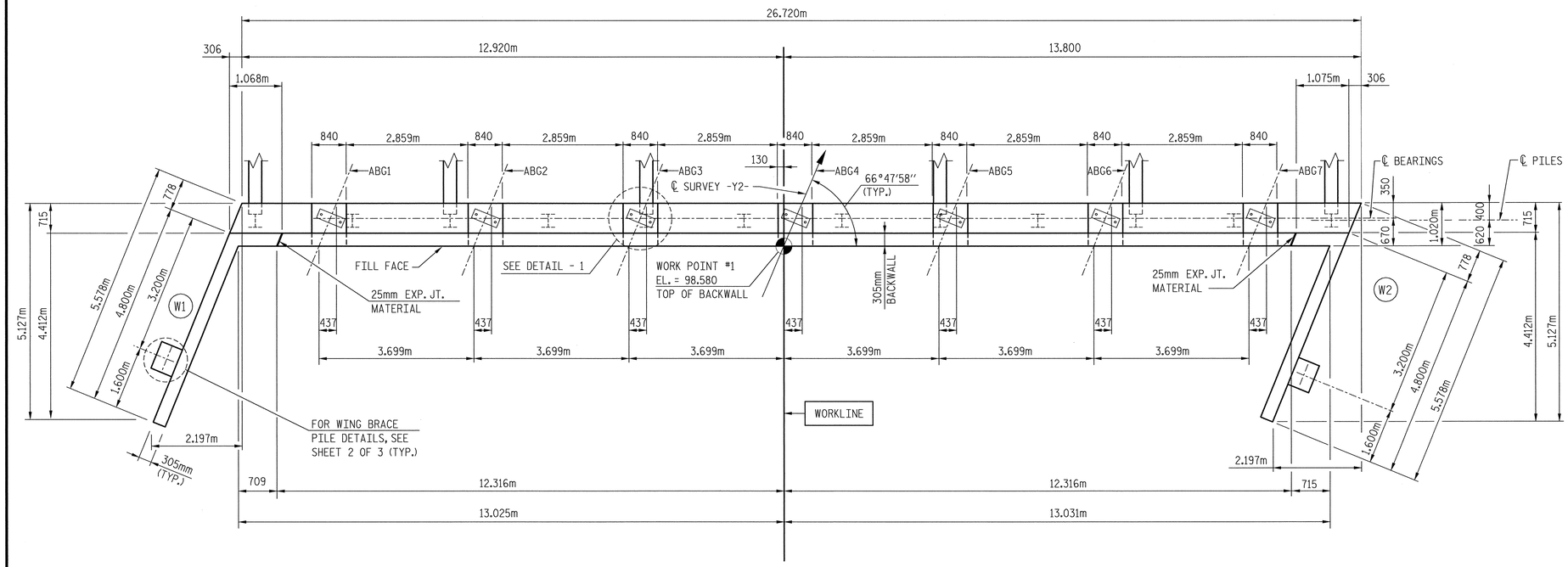
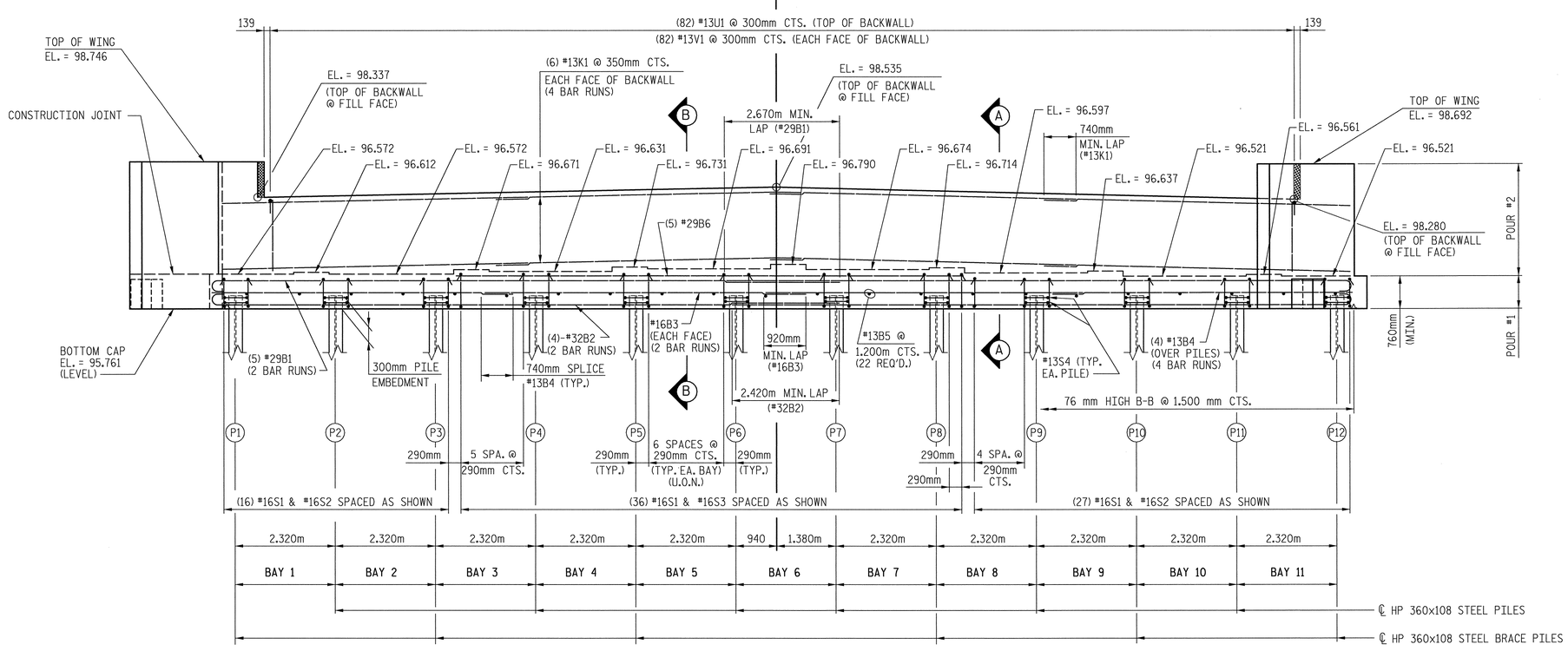
NOTES

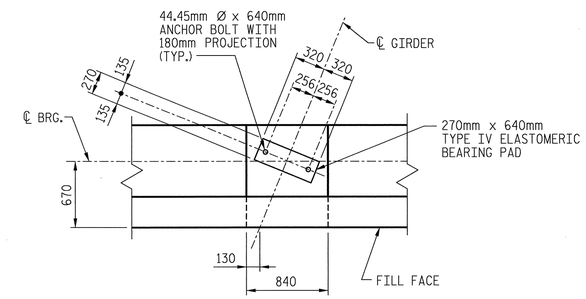
1. STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
2. FOR EPOXY PROTECTIVE COATING, SEE SPECIAL PROVISIONS.
3. BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.
4. THE TOP SURFACE AREAS OF THE END BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THAT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.
5. 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 PERCENT BETWEEN BRIDGE SEATS.
6. FOR PILE SPLICE DETAILS, SEE SHEET 3 OF 3.
7. THE CONTRACTOR SHALL PROVIDE FOR INSTALLATION OF THE 102mm DIAMETER DRAIN PIPE THROUGH THE WING WALL AS REQUIRE 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.



PLAN



ELEVATION



DETAIL #1

PROJECT NO. R-2552AB

JOHNSTON COUNTY

STATION: 52+34.693 -L- = 18+60.011 -Y2-

SHEET 1 OF 3

TRANSYSTEMS CORPORATION
75 Beattie Place, Suite 400
Greenville, SC 29601 (864) 234-0866

NORTH CAROLINA PROFESSIONAL SEAL 16335 ENGINEER DAVID B. HOFF

3-18-05

19 of 31

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE
END BENT #1
PLAN AND ELEVATION

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-417
1			3			TOTAL SHEETS
2			4			429

DRAWN BY : J.C. PENDERGRAFT DATE : 11/01
CHECKED BY : D.B HOFF DATE : 12/01

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