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NOTES:

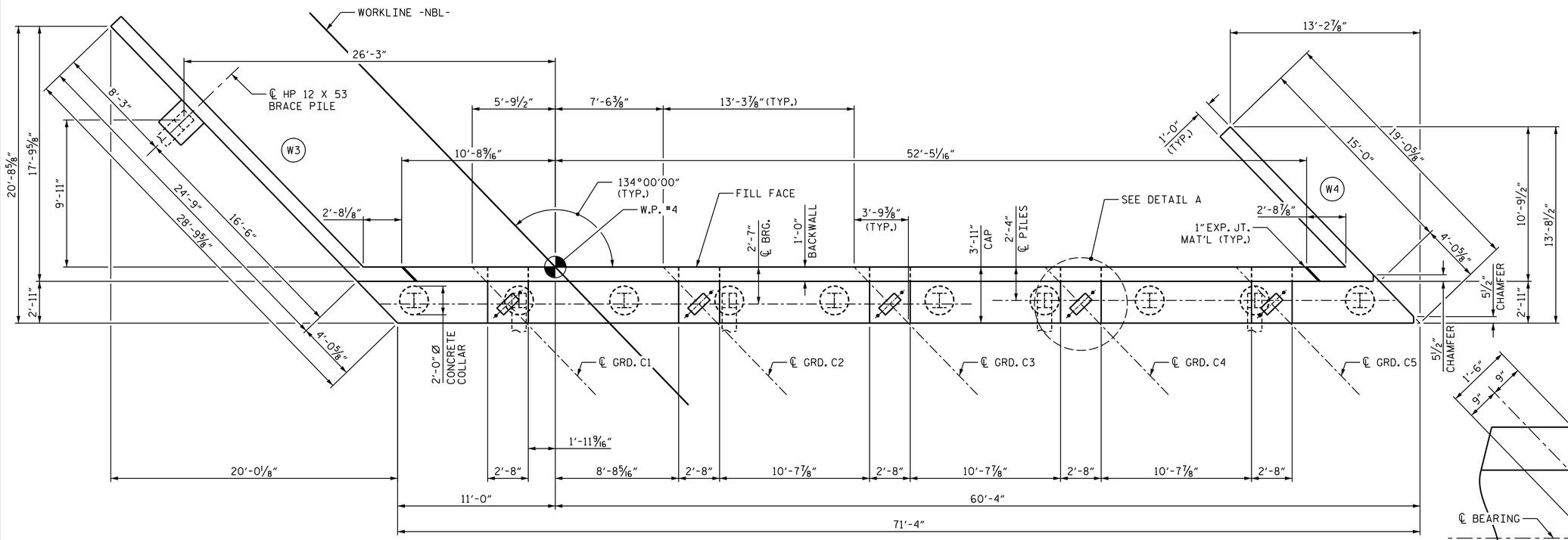
STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

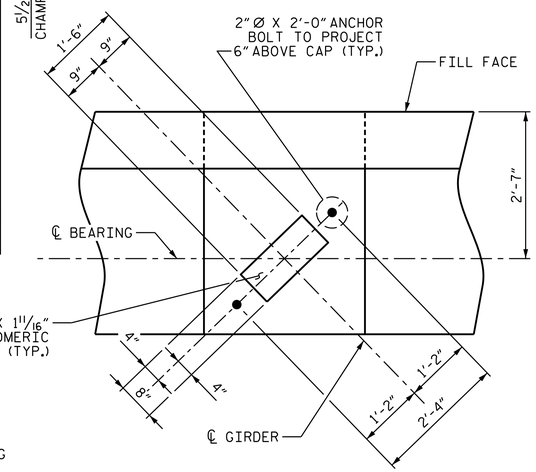
THE TOP SURFACE AREAS OF THE END BENT CAPS SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

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

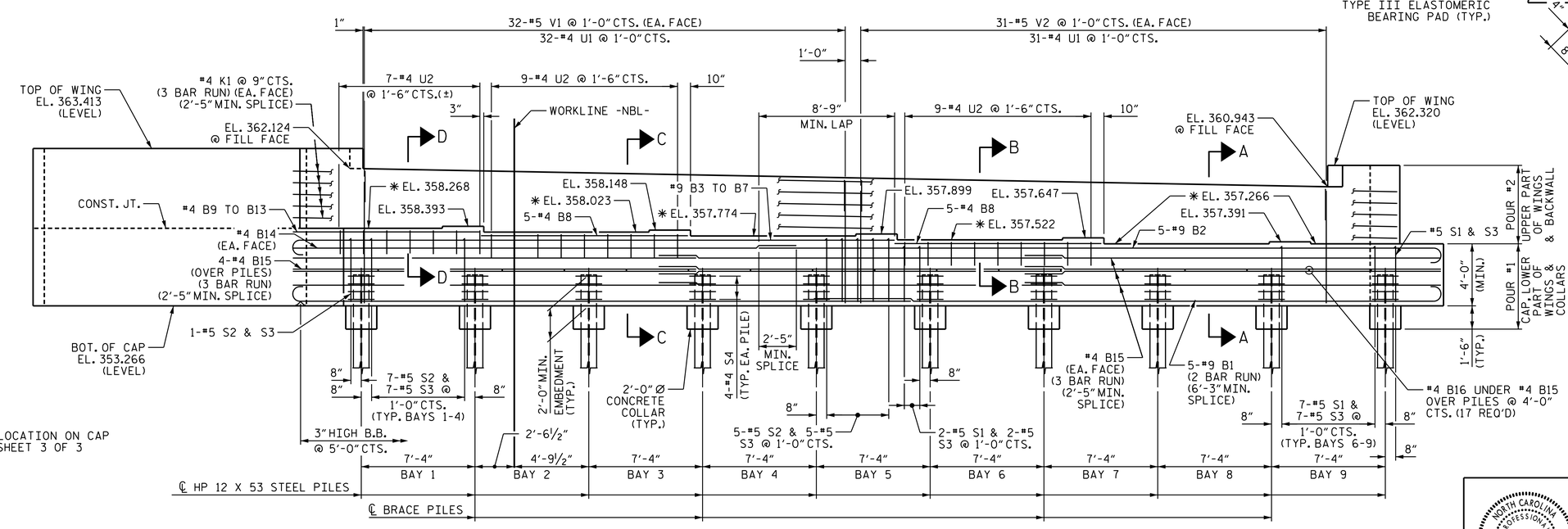
INSTALL THE 4"DIAMETER DRAIN PIPE THROUGH THE WINGWALL AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS. SEE THE ROADWAY PLANS. REINFORCING STEEL IN THE WINGWALL MAY BE SHIFTED AS NECESSARY TO CLEAR THE DRAIN PIPE.



PLAN



DETAIL A



✱ FOR LOCATION ON CAP SEE SHEET 3 OF 3

ELEVATION

(RIGHT WING NOT SHOWN FOR CLARITY)

PROJECT NO. I-0914BB

WARREN COUNTY

STATION: 197+54.33 -L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT #2

(NORTHBOUND LANE)

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-65
1			3			TOTAL SHEETS
2			4			72

DRAWN BY: J. T. WILLIAMS DATE: 6-2014
CHECKED BY: J. E. MONDOLFI DATE: 6-2014
DESIGN ENGINEER OF RECORD: J. E. MONDOLFI DATE: 6-2014

PLANS PREPARED BY:
Hatch Mott MacDonald
PO Box 700 Fuquay-Varina, NC 27526 (919) 552-2253 www.hatchmott.com
LICENSE NO. F-0669

NORTH CAROLINA PROFESSIONAL SEAL 20532 ENGINEER JAMES E. MONDOLFI
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