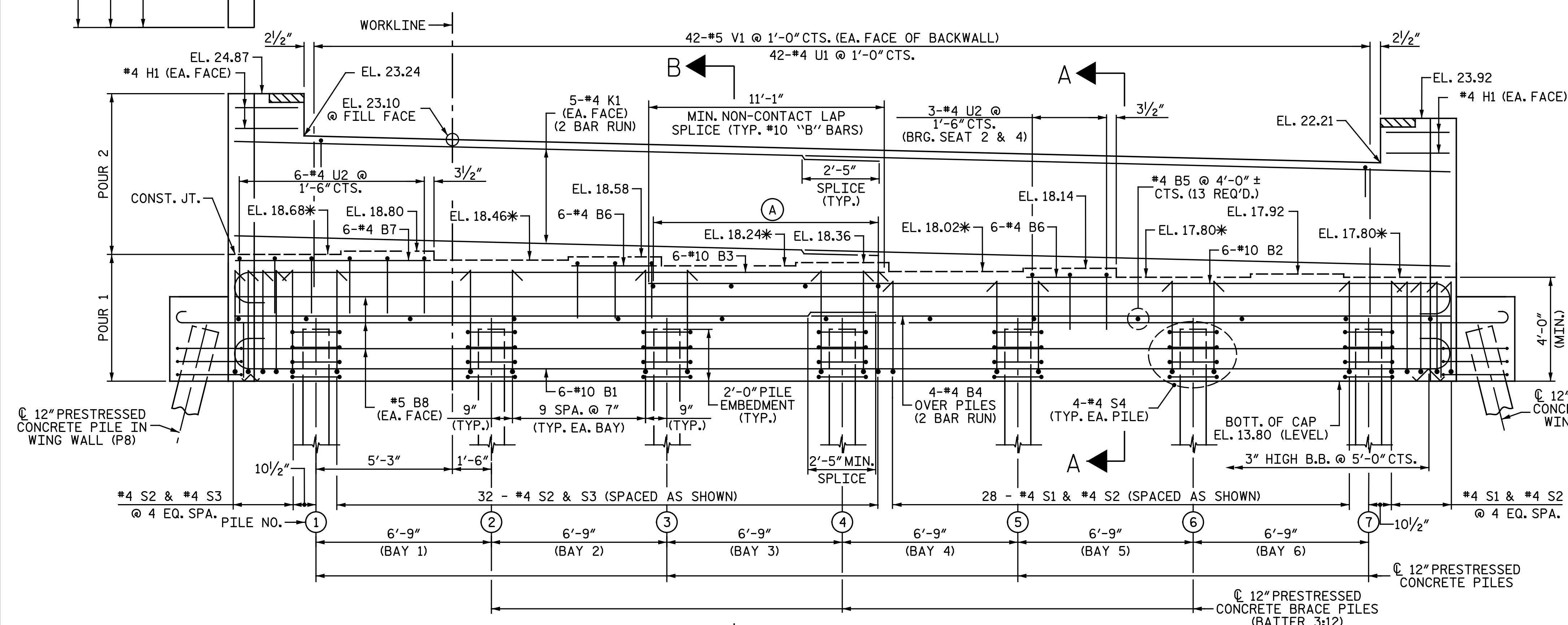


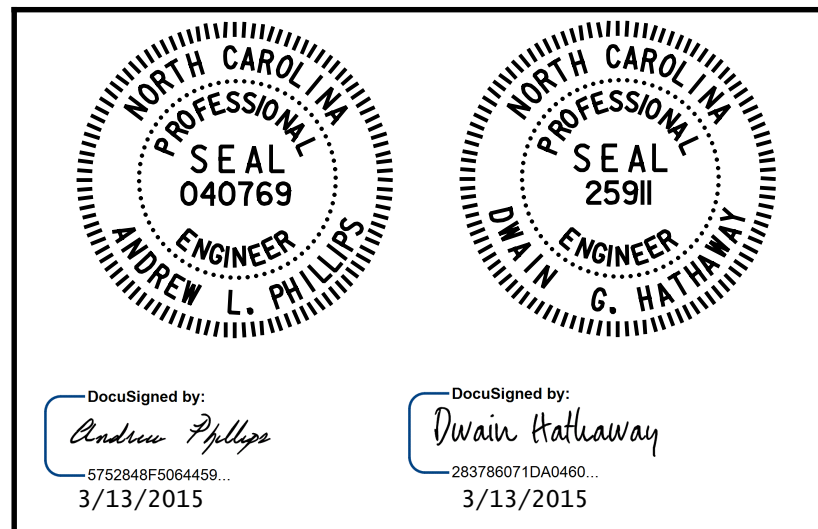
PLAN



ELEVATION

- NOTES:**
- FOR "SECTION A-A" AND "SECTION B-B", SEE SHEET 3 OF 3.
 - (A) #4 B5 @ 4'-0"± CTS. (4 REQUIRED UNDER #10 B2 BARS)
 - FOR ADDITIONAL INFORMATION AND NOTES, SEE "GENERAL DRAWING" SHEET 3 OF 5.
 - 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" 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.

PROJECT NO. R-2514D
JONES COUNTY
 STATION: 389+47.50 -L-
 SHEET 1 OF 3



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH
 SUBSTRUCTURE
 END BENT 1
 RIGHT LANE

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S08-33
1			3			TOTAL SHEETS
2			4			68

DRAWN BY: N. B. SPEAKS DATE: 3-18-14
 CHECKED BY: A. M. HOUSTON DATE: 3-18-14

*FOR LOCATION OF ELEVATION BETWEEN BRIDGE SEATS, SEE "SECTION A-A", SHEET 3 OF 3

DWG. 33 OF 68



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