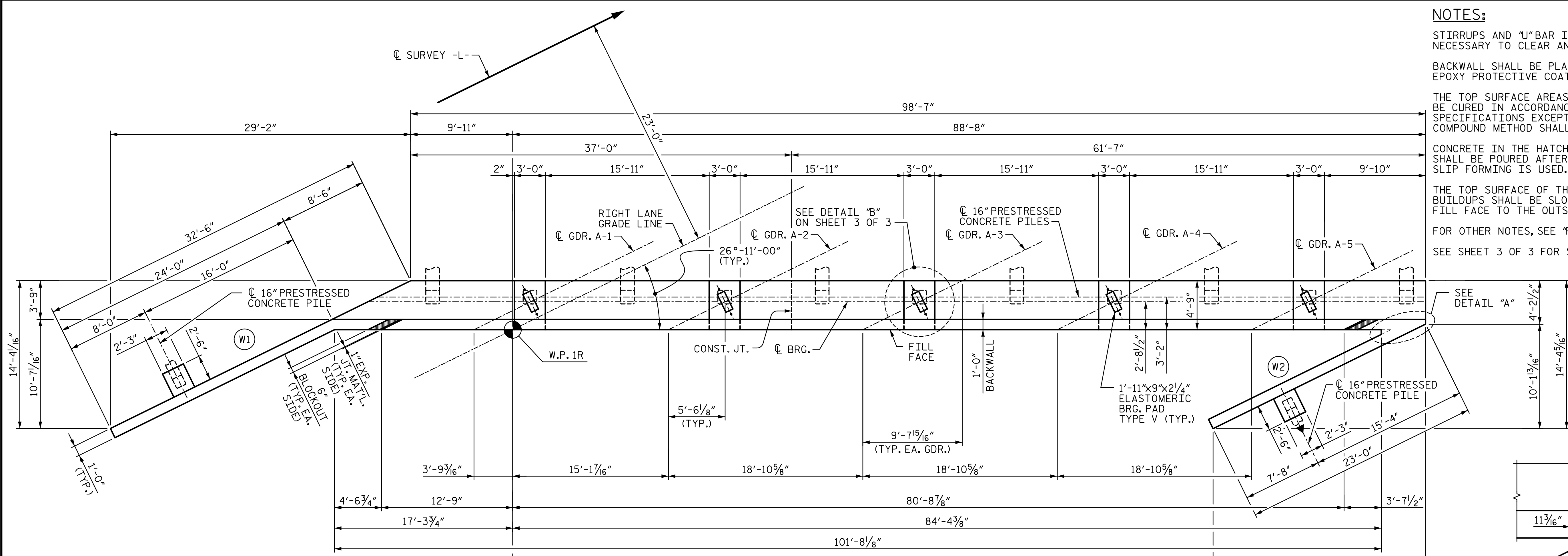
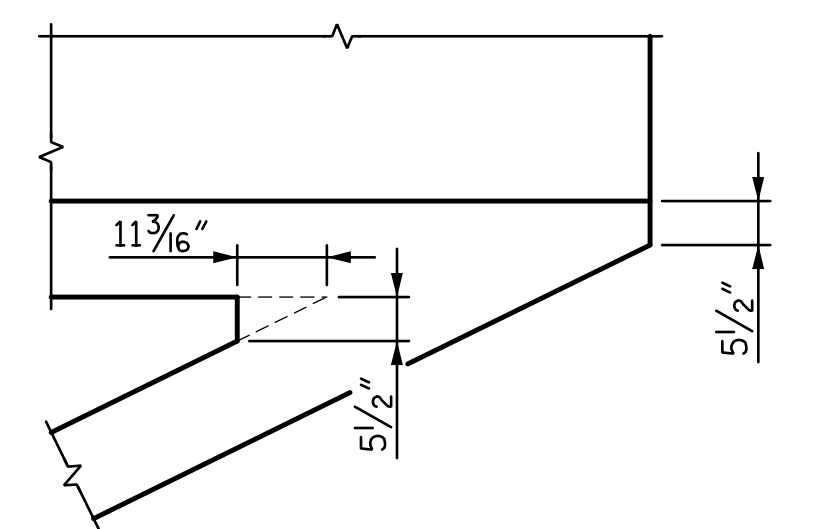


NOTES:

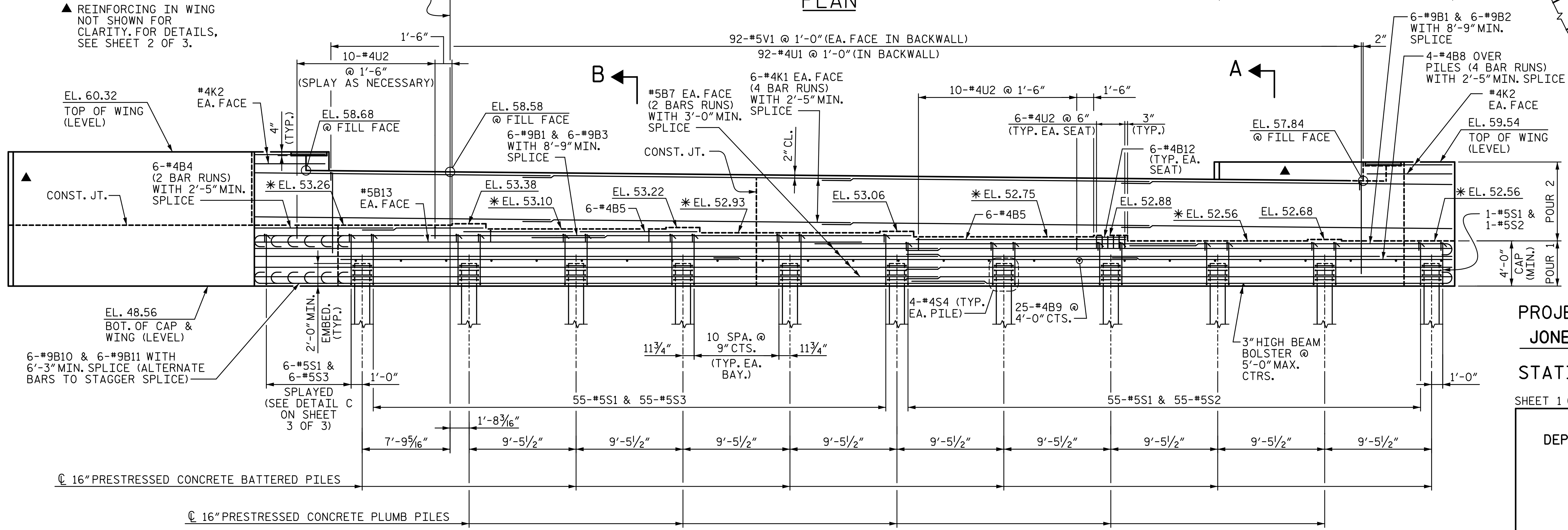
- STIRRUPS AND "U" BAR IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
- BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.
- THE TOP SURFACE AREAS OF THE END BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THAT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.
- CONCRETE IN THE HATCHED AREA OF THE BACKWALL SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.
- THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE OUTSIDE FACE AT THE RATE OF 2%.
- FOR OTHER NOTES, SEE "FOUNDATION LAYOUT" SHEET.
- SEE SHEET 3 OF 3 FOR SECTION A-A AND B-B.



PLAN



DETAIL "A"



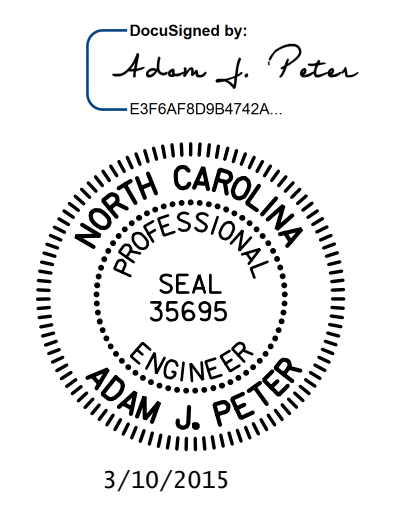
ELEVATION

(WING WALL PILES NOT SHOWN FOR CLARITY)

\* SEE SECTION A-A ON SHEET 3 OF 3 FOR LOCATION OF ELAVATIONS BETWEEN BRIDGE SEATS.

PROJECT NO. R-2514D  
 JONES & CRAVEN COUNTY  
 STATION: 526+71.12 -L-  
 = 16+08.07 -Y6-  
 SHEET 1 OF 3

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



DRAWN BY: VMW DATE: 6-14  
 CHECKED BY: PEK DATE: 6-14  
 DESIGN ENGINEER OF RECORD: P. KELLY DATE: 6-14

STV / Ralph Whitehead Associates, Inc.  
 900 West Trade Street, Suite 715  
 Charlotte, NC 28202  
 NC License Number F-0991

REVISIONS		SHEET NO.	
NO.	BY:	DATE:	NO.
1			3
2			4

TOTAL SHEETS: 38

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