

NOTES

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

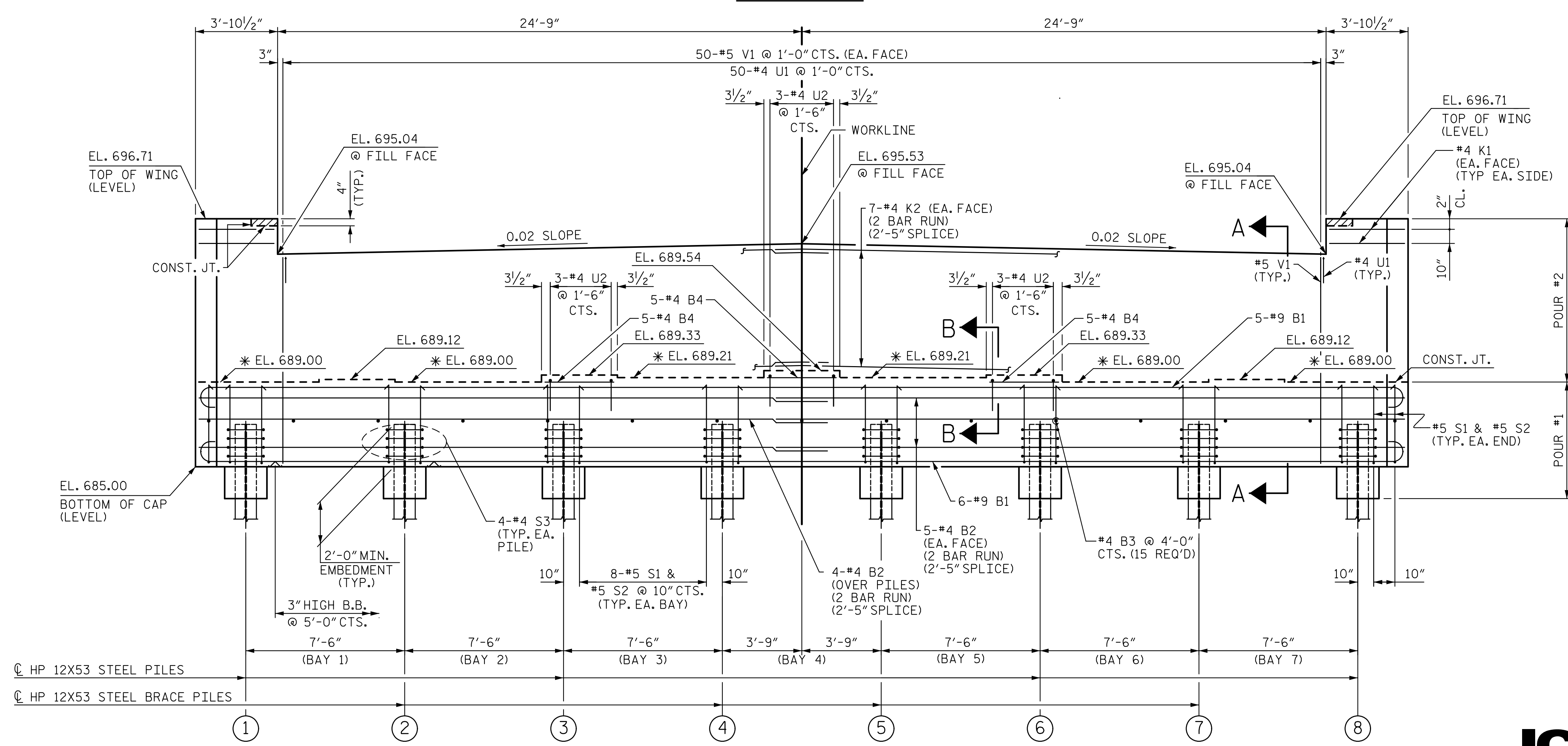
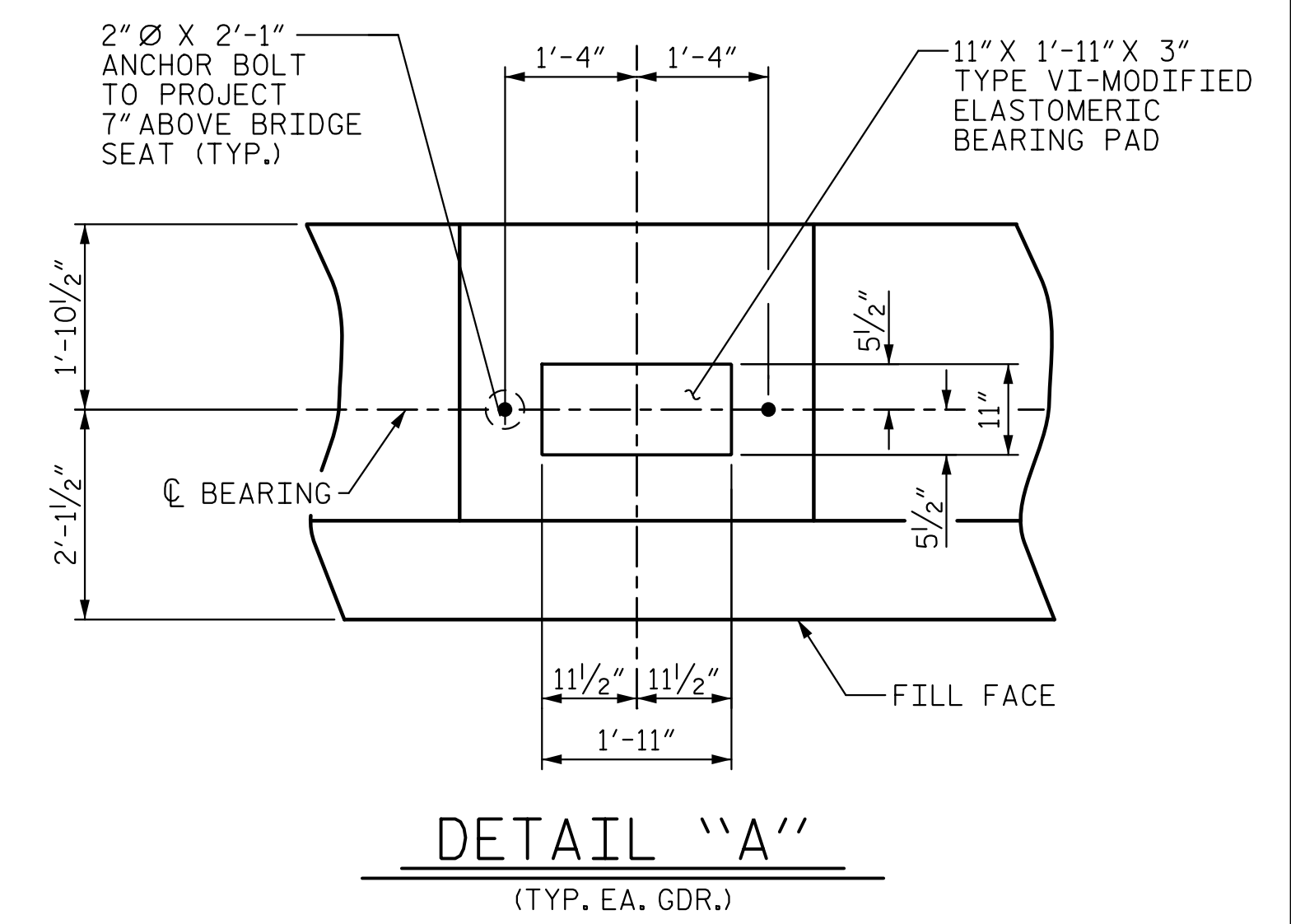
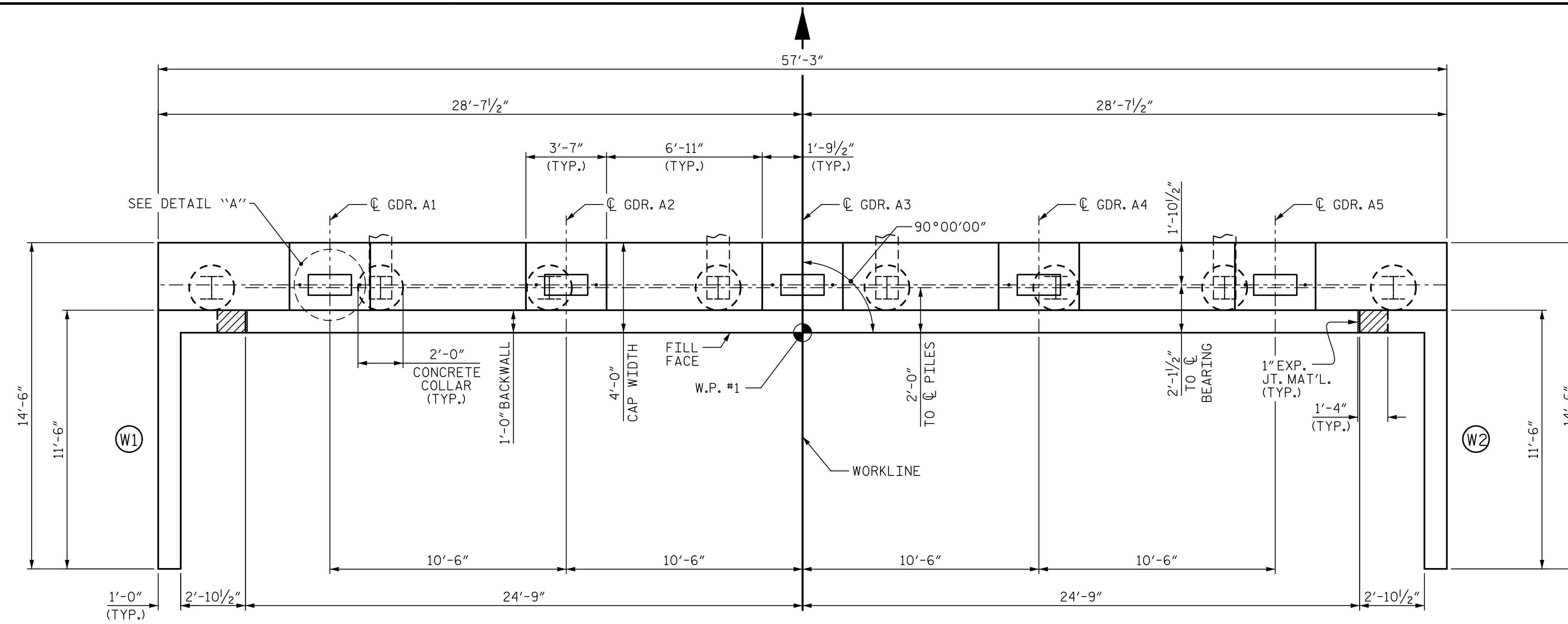
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE JOINT BETWEEN THE DECK AND APPROACH SLAB HAS BEEN SAWED AND THE CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

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 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.

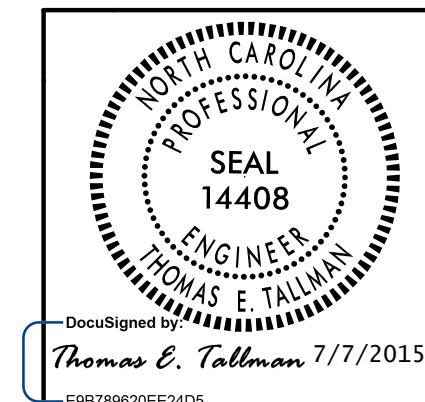
FOR SECTION A-A AND B-B, SEE SHT. 3 OF 3.



PROJECT NO. W-5516  
 ROWAN COUNTY  
 STATION: 61+79.40 -L-  
 SHEET 1 OF 3

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

SUBSTRUCTURE  
 END BENT 1



REVISIONS						SHEET NO.	
NO.	BY:	DATE:	NO.	BY:	DATE:	S-25	
1			3			TOTAL SHEETS 41	
2			4				

5/28/2015 10:58 AM S:\Projects\5516\Drawings\5516-Substructure\5516-Substructure.dwg  
 T. E. Tallman, Inc.

DRAWN BY: D. H. CARTER DATE: MAY 2015  
 CHECKED BY: M. T. NEIHEISEL DATE: MAY 2015  
 DESIGN ENGINEER OF RECORD: T. E. TALLMAN DATE: MAY 2015

\* SEE SHEET 3 OF 3 FOR LOCATION OF ELEVATIONS BETWEEN BRIDGE SEAT BUILDUPS.