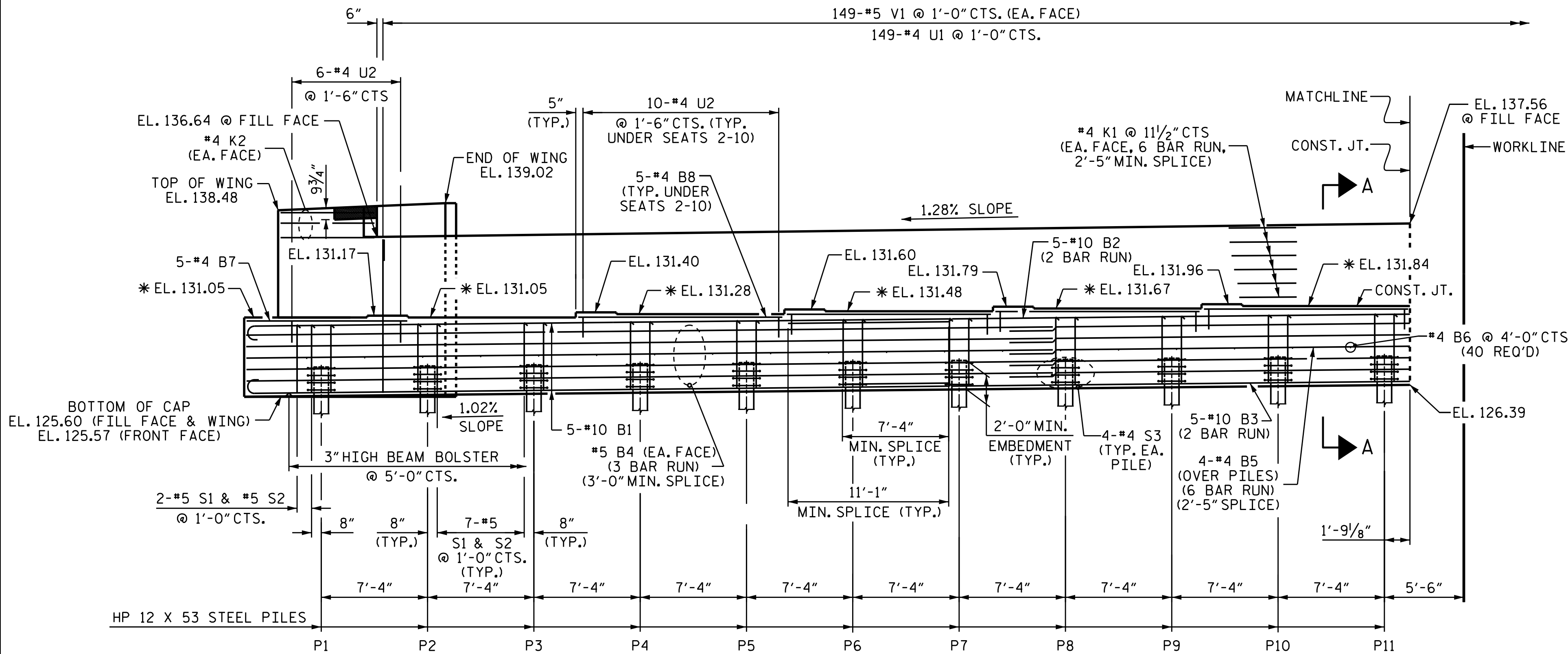


PLAN



ELEVATION

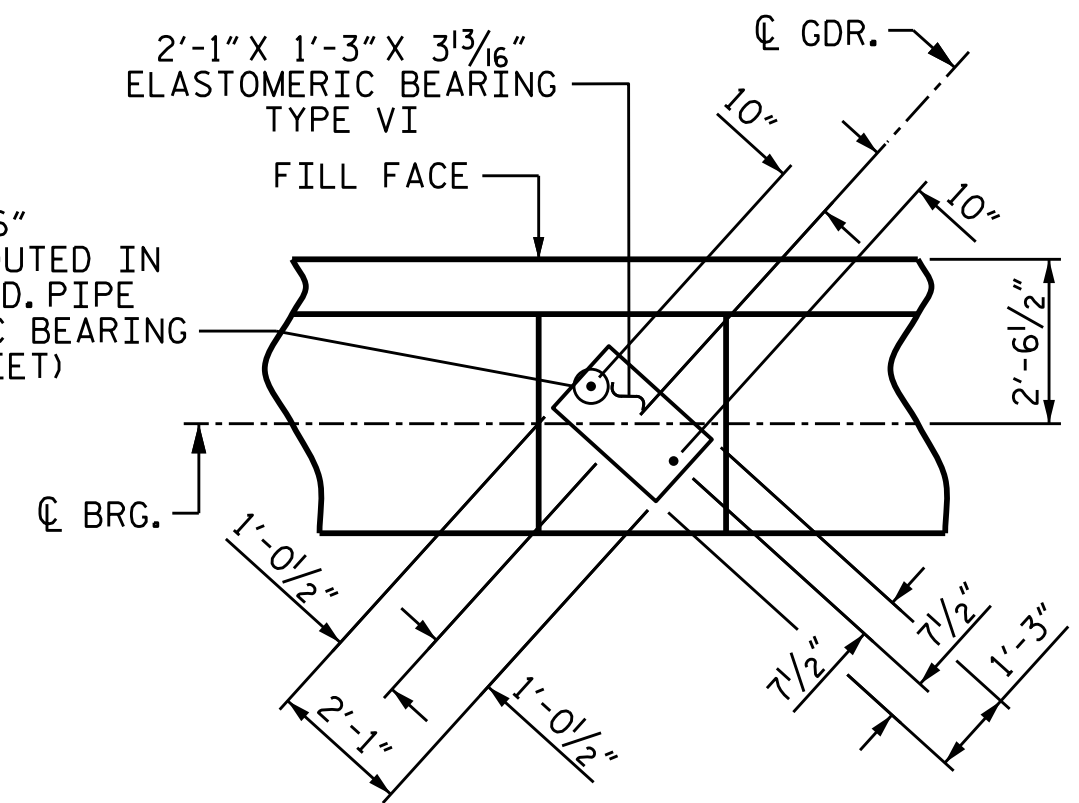
FOR TOP OF PILE ELEVATIONS, SEE SHEET 2 OF 4

\* FOR LOCATION OF ELEVATION BETWEEN BRIDGE SEAT BUILD-UPS, SEE SHEET 4 OF 4.

DRAWN BY : A. SORSENGINH DATE : 3/2015  
CHECKED BY : J.P. ADAMS DATE : 8/2015  
DESIGN ENGINEER OF RECORD : A. SORSENGINH DATE : 9/2015

NOTES

- STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
- 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.
- BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.
- 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%.
- THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER PARAPET AND END POSTS ARE CAST IF SLIP FORMING IS USED.
- EPOXY COAT THE END BENT CAP AFTER ADJUSTMENTS ARE MADE TO BEARINGS AND ANCHOR BOLTS ARE GROUDED.
- THE #5 "V" BARS SHALL BE PLACED 2" CLEAR FROM THE TOP OF THE BACKWALL.
- FOR PIPE INSERT DETAILS, SEE BEARINGS SHEET.



DETAIL A  
(TYP. EA. GIRDER)

PROJECT NO. B-4490  
CUMBERLAND COUNTY  
STATION: 29+57.01 -L-

SHEET 1 OF 4

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

SUBSTRUCTURE  
END BENT 2



DocuSigned by:  
JEFFREY W. ALFARO

3/29/2016

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-36
1			3			TOTAL SHEETS 84
2			4			

STR. #1