

# NOTES

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

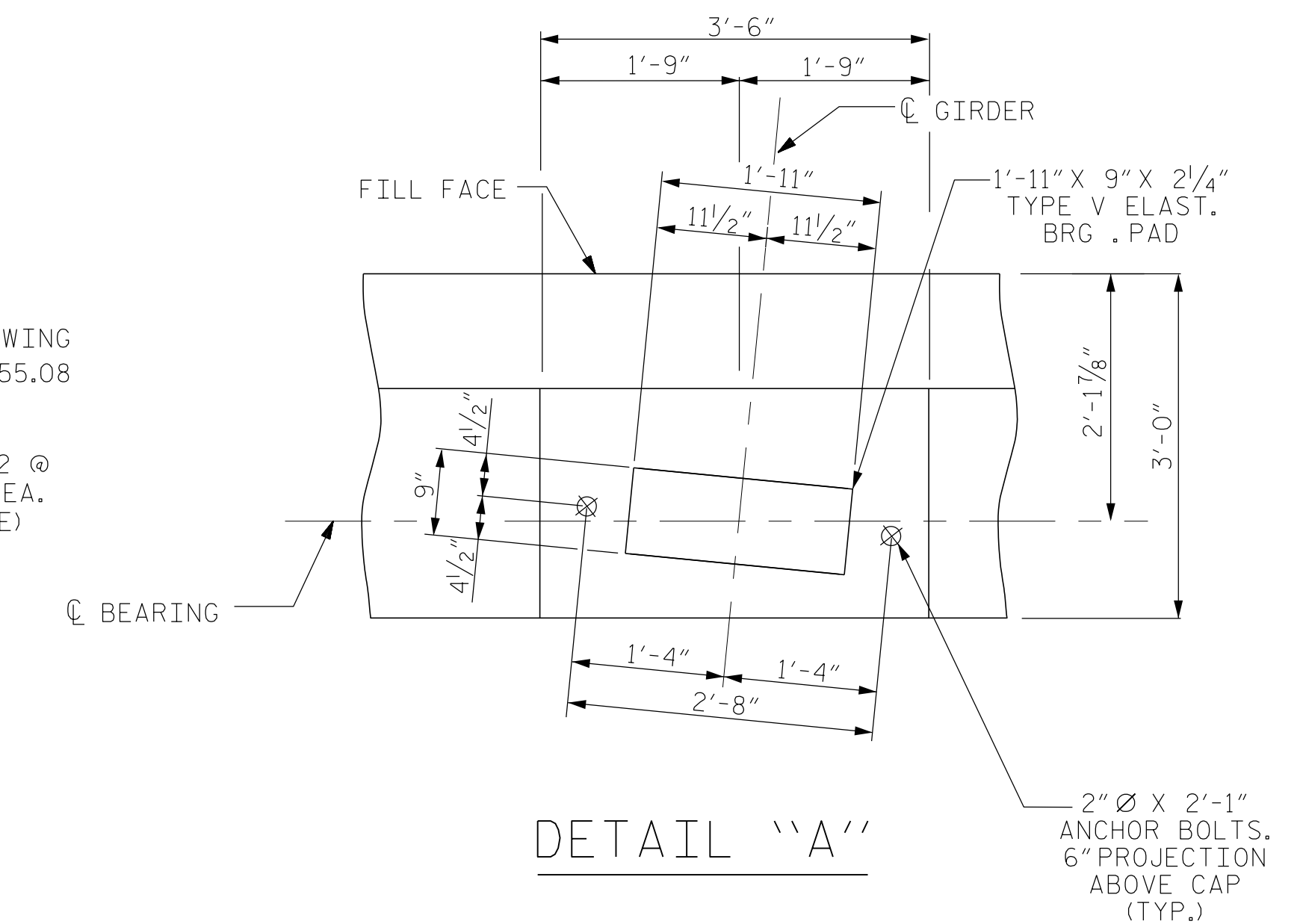
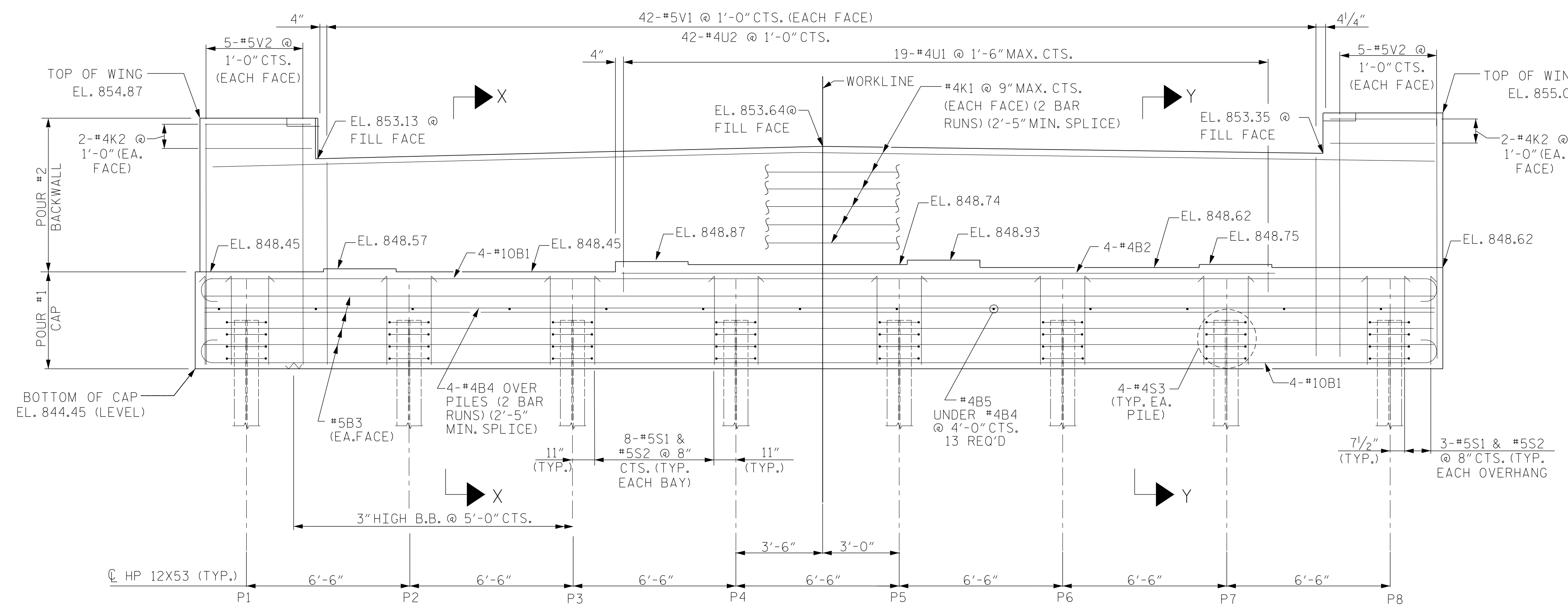
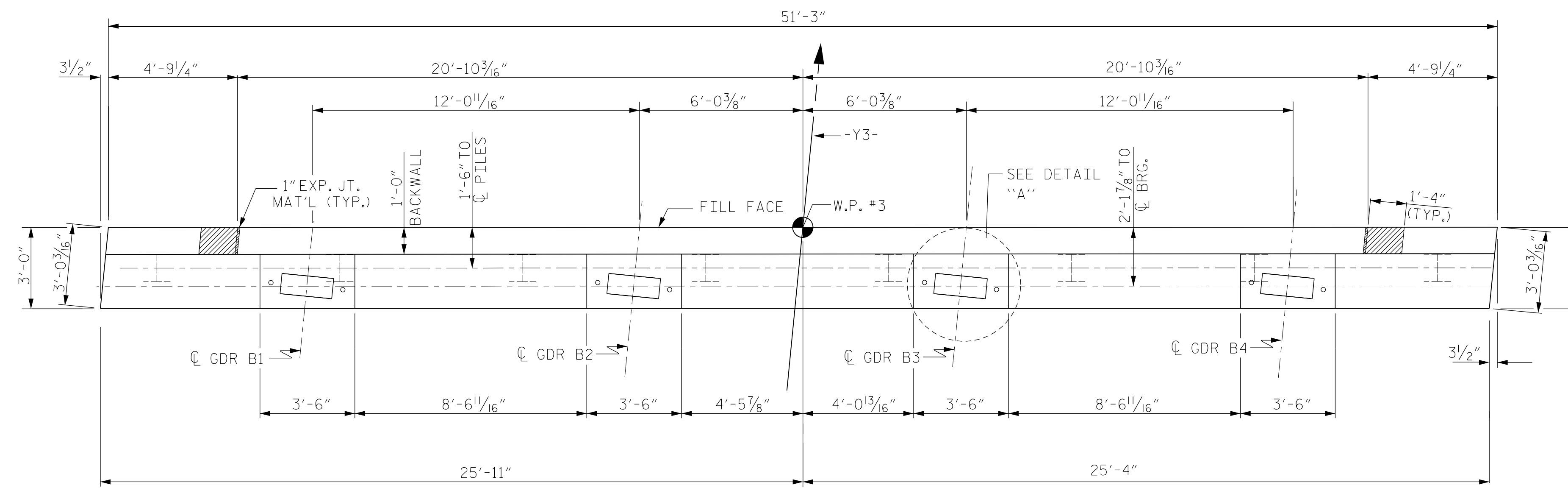
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

FOR BEARING DETAILS, SEE ELASTOMERIC BEARING DETAILS SHEET.

FOR PILE SPLICE DETAILS, SEE SHEET 2 OF 2.

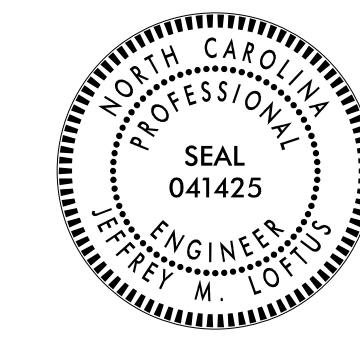
BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

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.



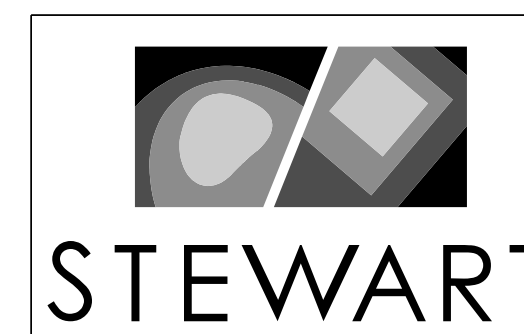
PROJECT NO. R-2707C  
 CLEVELAND COUNTY  
 STATION: 20+70.23-Y3- POT

SHEET 1 OF 2



DocuSigned by:  
 Jeff Capus  
 2/6/2017

Firm License No. C-1051  
 421 Fayetteville St,  
 Suite 400  
 Raleigh, NC 27601  
 T 919.380.8750  
 www.stewartinc.com



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE END BENT NO. 2					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO. S4-24
TOTAL SHEETS 29

STR. #4

DRAWN BY: HASSFOURA DATE: 09/16  
 CHECKED BY: JLOFTUS DATE: 11/16  
 DESIGN ENGINEER OF RECORD: JLOFTUS DATE: 01/17

R 2707C-SITE 3  
 2/6/2017  
 \\V04-047-R2707C-SMU-2EB1-S4-24.dgn  
 USER:deFault