

NOTES

STIRRUPS AND "U" BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.

THE TOP SURFACE AREA 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.

THE TOP SURFACE OF THE END BENT CAP EXCEPT THE BRIDGE SEAT BUILD-UPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE FRONT FACE AT THE RATE OF 2%.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

THIS ELEVATION IS TAKEN AT FILL FACE OF BACKWALL.

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

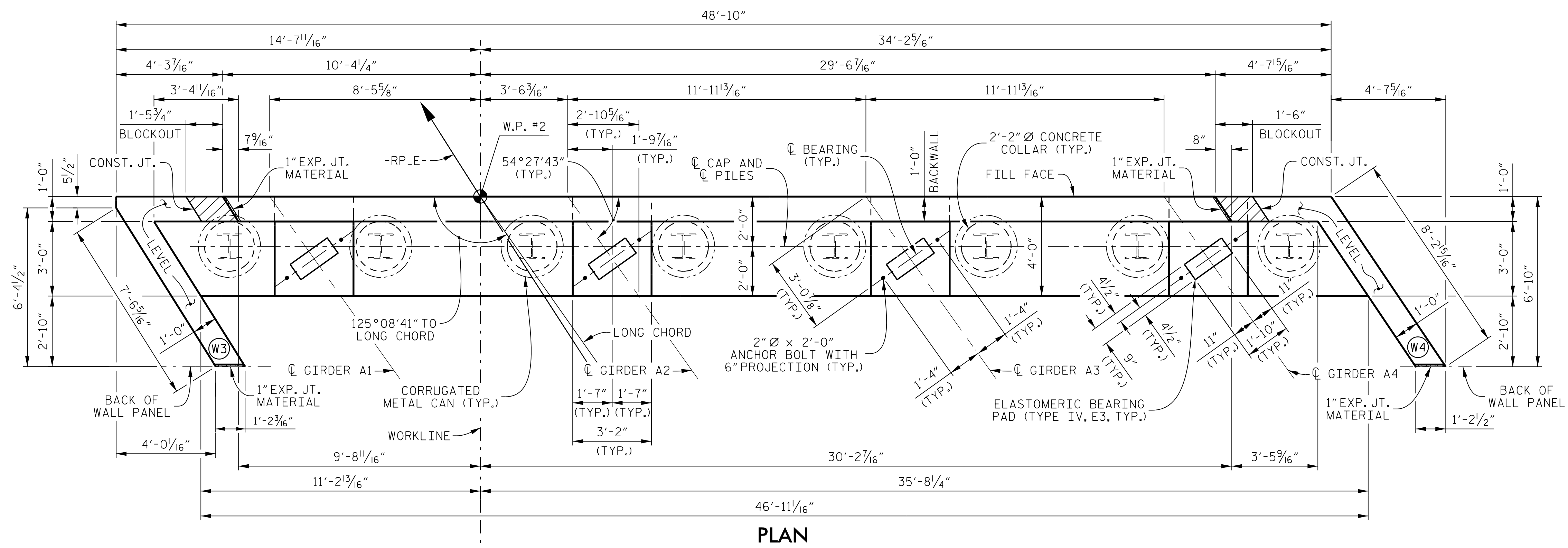
FOR LOCATION OF ELEVATIONS BETWEEN BRIDGE SEAT BUILD-UPS, SEE SECTION VIEWS ON SHEET 3 OF 3.

FOR PILE SPLICE DETAILS, SEE SHEET 3 OF 3.

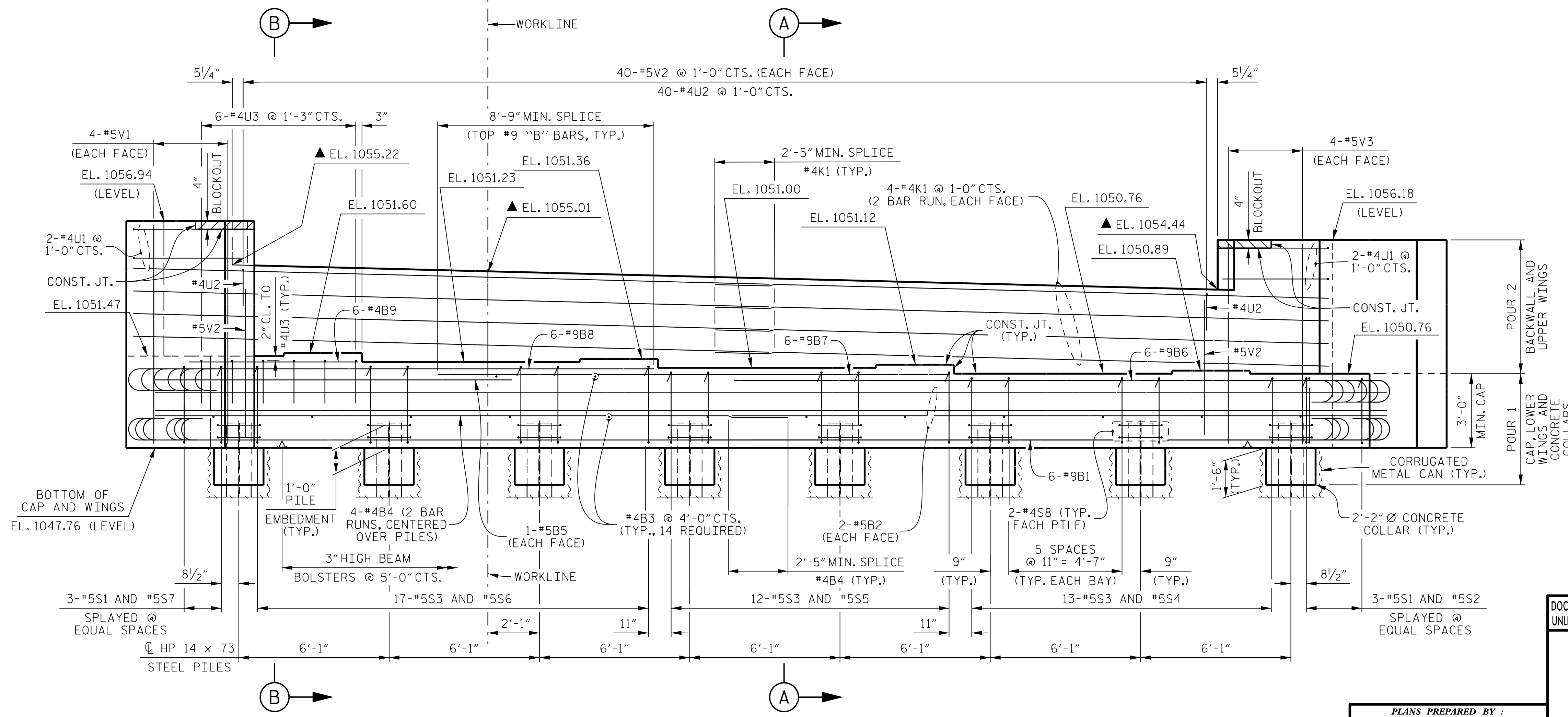
FOR TEMPORARY DRAINAGE AT END BENT DETAIL, SEE SHEET 3 OF 3.

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

THE COST TO FURNISH AND INSTALL THE 30" Ø CORRUGATED METAL CANS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR MSE RETAINING WALL. WING (W3) AND WING (W4) DETAILS ARE BASED ON A 5 1/2" WALL PANEL THICKNESS AND USING DOWELS FOR THE COPING. CONTRACTOR MAY ADJUST WINGS SLIGHTLY AS NECESSARY, BASED ON APPROVED MSE WALL SHOP DRAWINGS.



PLAN



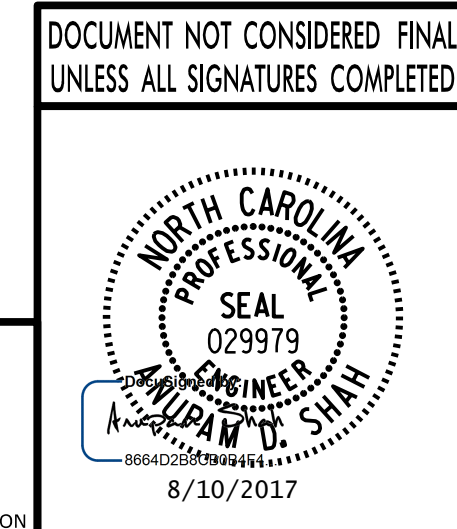
ELEVATION

PROJECT NO. I-4729A
POLK COUNTY
STATION: 22+87.20 -RP-E-

SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUBSTRUCTURE
END BENT 2

Table with columns for REVISIONS (No., BY, DATE) and SHEET No. (51-18, TOTAL SHEETS 24, STR. #1)



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DRAWN BY: K. E. LOFTON DATE: 6-17
CHECKED BY: D. PRETORIUS DATE: 7-17
DESIGN ENGINEER: A. D. SHAH DATE: 8-17

FILE: I:\Projects\Structures\Substructures\EndBent\RP_E-I-4729A.dwg, srf1.dwg, 8/10/2017 10:38:17 AM