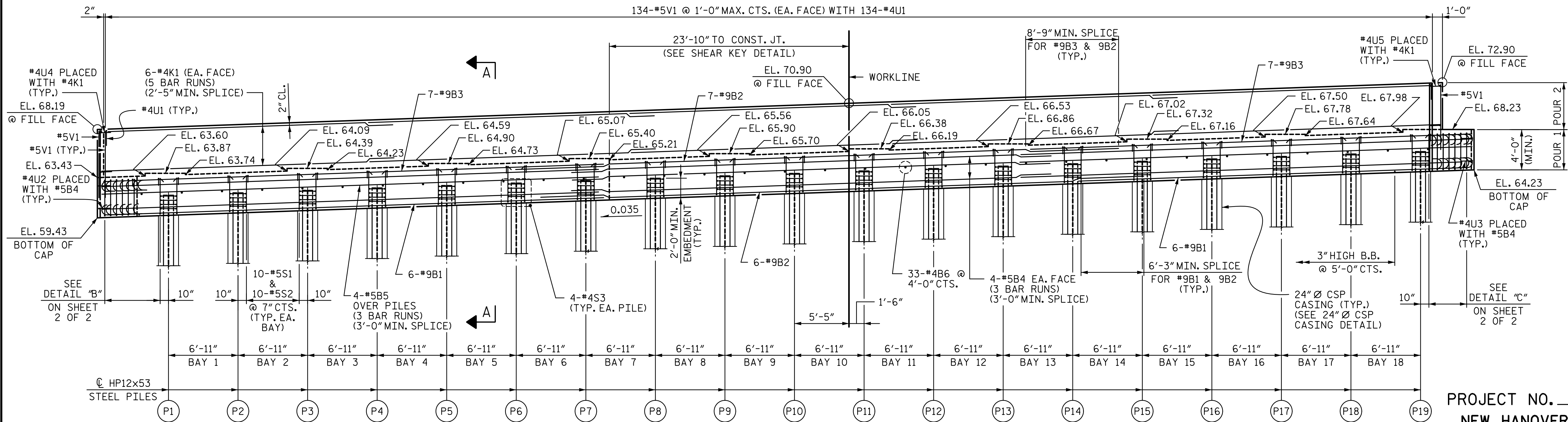


PLAN

(24" Ø CSP CASING NOT SHOWN FOR CLARITY)

134-#5V1 @ 1'-0" MAX. CTS. (EA. FACE) WITH 134-#4U1

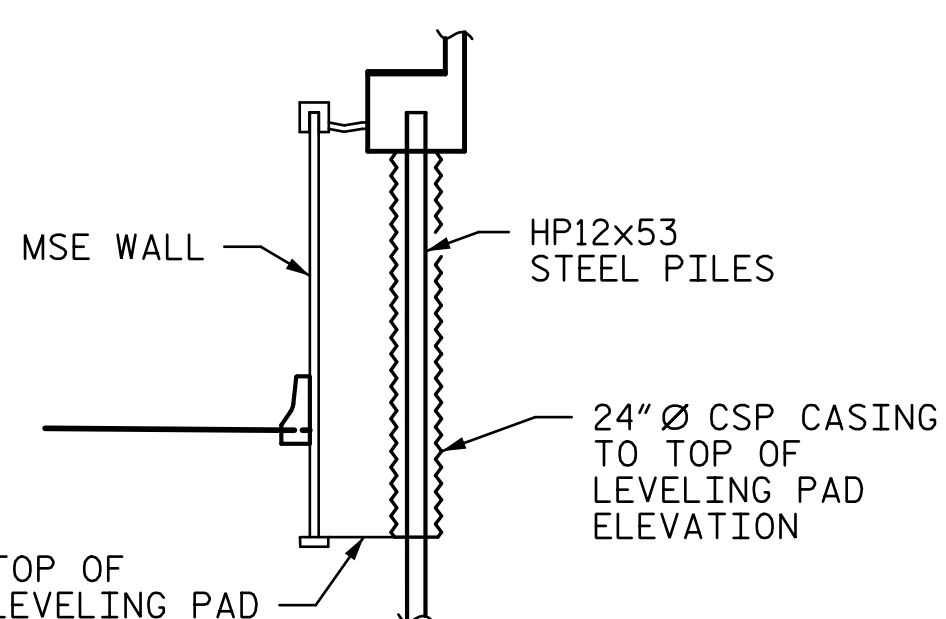


ELEVATION

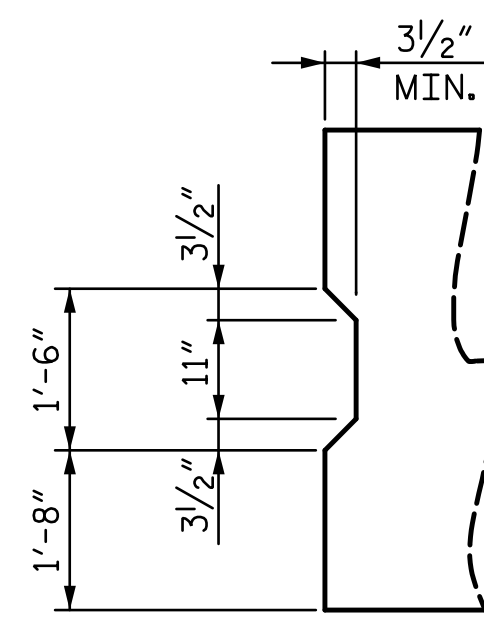
(LOOKING IN THE DIRECTION OF STATIONING)

NOTES:

- STIRRUPS 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.
- 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%.
- DIMENSIONS LOCATING PILES ARE SHOWN TO THE CENTERLINE OF THE PILE AT THE BOTTOM OF THE END BENT CAP.
- PILE SPLICE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AWS D1.1.



24" Ø CSP CASING DETAIL



SHEAR KEY DETAIL

PROJECT NO. U-4751
NEW HANOVER COUNTY
 STATION: 38+94.20 -L-

SHEET 1 OF 2

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DRAWN BY: VMW DATE: 4-17 DESIGN ENGINEER OF RECORD: V. WU DATE: 5-17
 CHECKED BY: TJT DATE: 4-17

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

**SUBSTRUCTURE
 END BENT 1**

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

REVISIONS

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

SHEET NO. **S1-25**
 TOTAL SHEETS **36**