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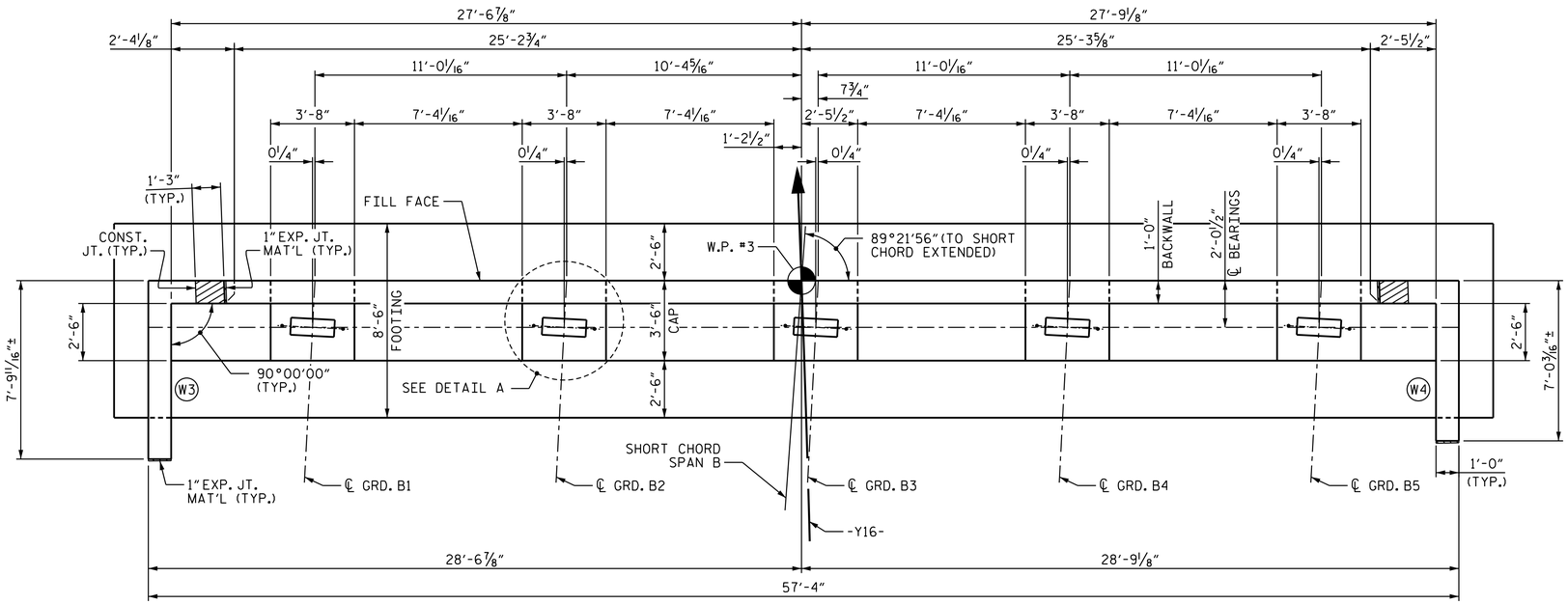


PLAN

NOTES:

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

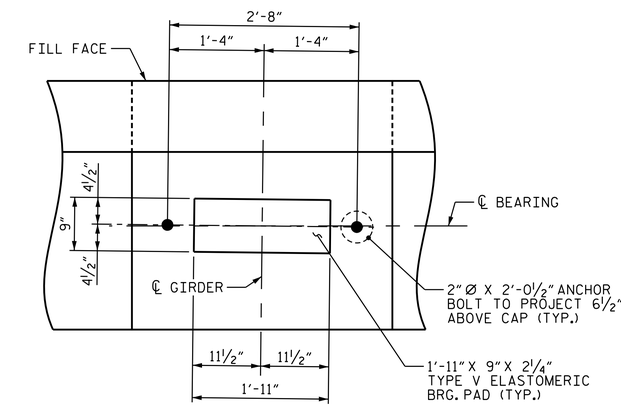
BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

THE TOP SURFACE AREAS OF THE END BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THE MEMBRANE CURING COMPOUND METHOD SHALL NOT BE USED.

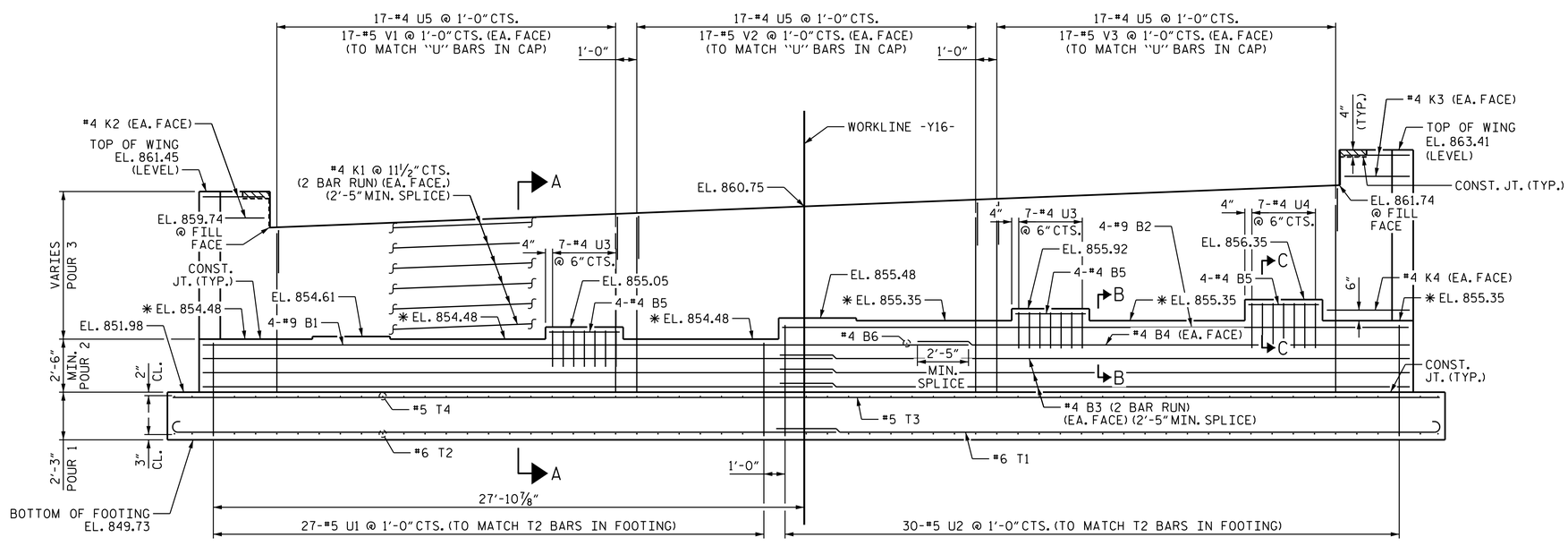
THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE FRONT FACE AT THE RATE OF 2%.

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 BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

THE WING WALLS ARE DETAILED TO FIT WITH MSE WALL COPING DETAIL A AS SHOWN ON THE SLOPE PROTECTION DETAIL SHEET. IF MSE WALL COPING DETAIL B IS USED, WING WALLS SHALL BE SHORTENED TO FIT. COORDINATE WITH THE MSE WALL FABRICATOR FOR COPING DETAIL TO BE USED. H BAR LENGTHS AND V BAR POSITIONS SHALL BE ADJUSTED TO FIT FINAL WINGWALL LENGTHS.



DETAIL A



✳ FOR LOCATION ON CAP SEE SHEET 3 OF 3

ELEVATION

PROJECT NO. U-2525C

GUILFORD COUNTY

STATION: 17+37.28 -Y16-

SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT 2

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED BY:
MOTT MACDONALD
PO Box 700
Fuquay-Varina, NC 27526
(919) 552-2253
www.mottmac.com
LICENSE NO. F-0669

NORTH CAROLINA PROFESSIONAL SEAL 11915 ENGINEER JOHN C. FRYE

DocuSigned by: John C. Frye
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12/22/2017

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S1-24
1			3			TOTAL SHEETS
2			4			29

DRAWN BY: J. T. WILLIAMS DATE: 9-2017
CHECKED BY: J. E. MONDOLFI DATE: 10-2017
DESIGN ENGINEER OF RECORD: J. E. MONDOLFI DATE: 11-2017

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