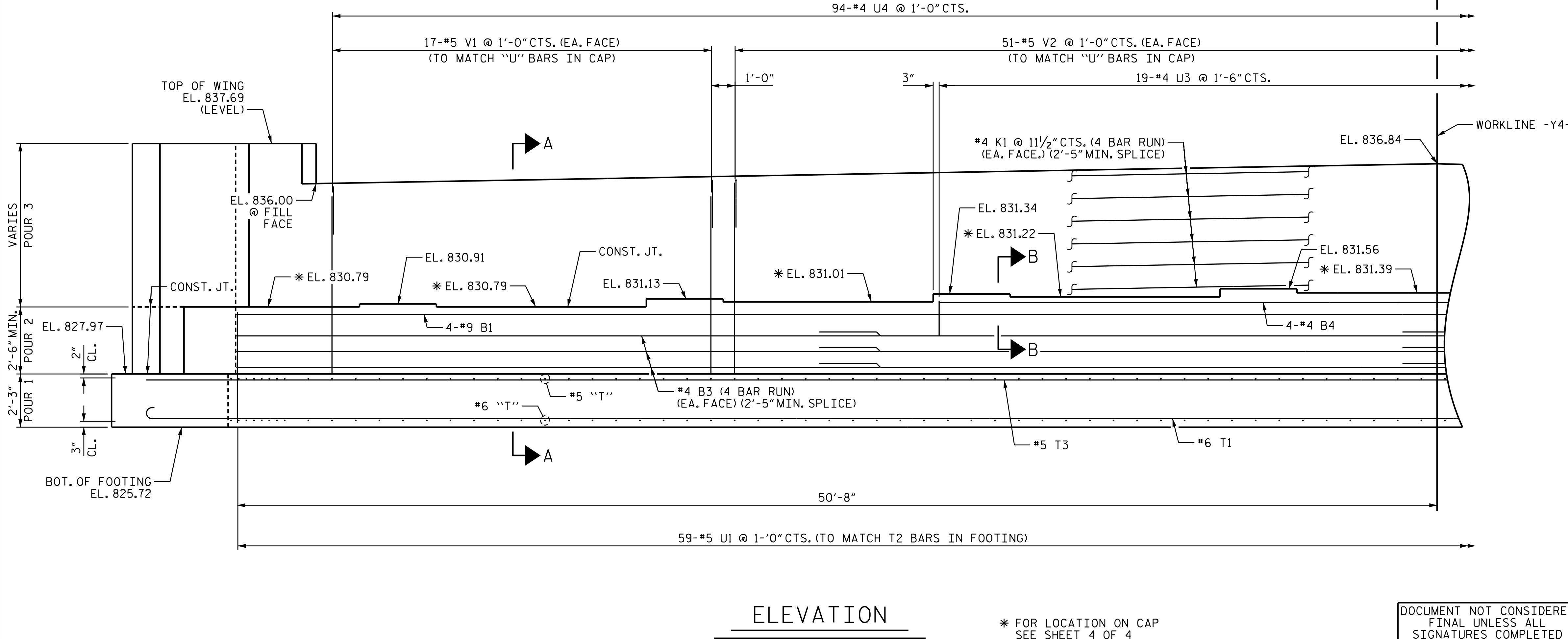
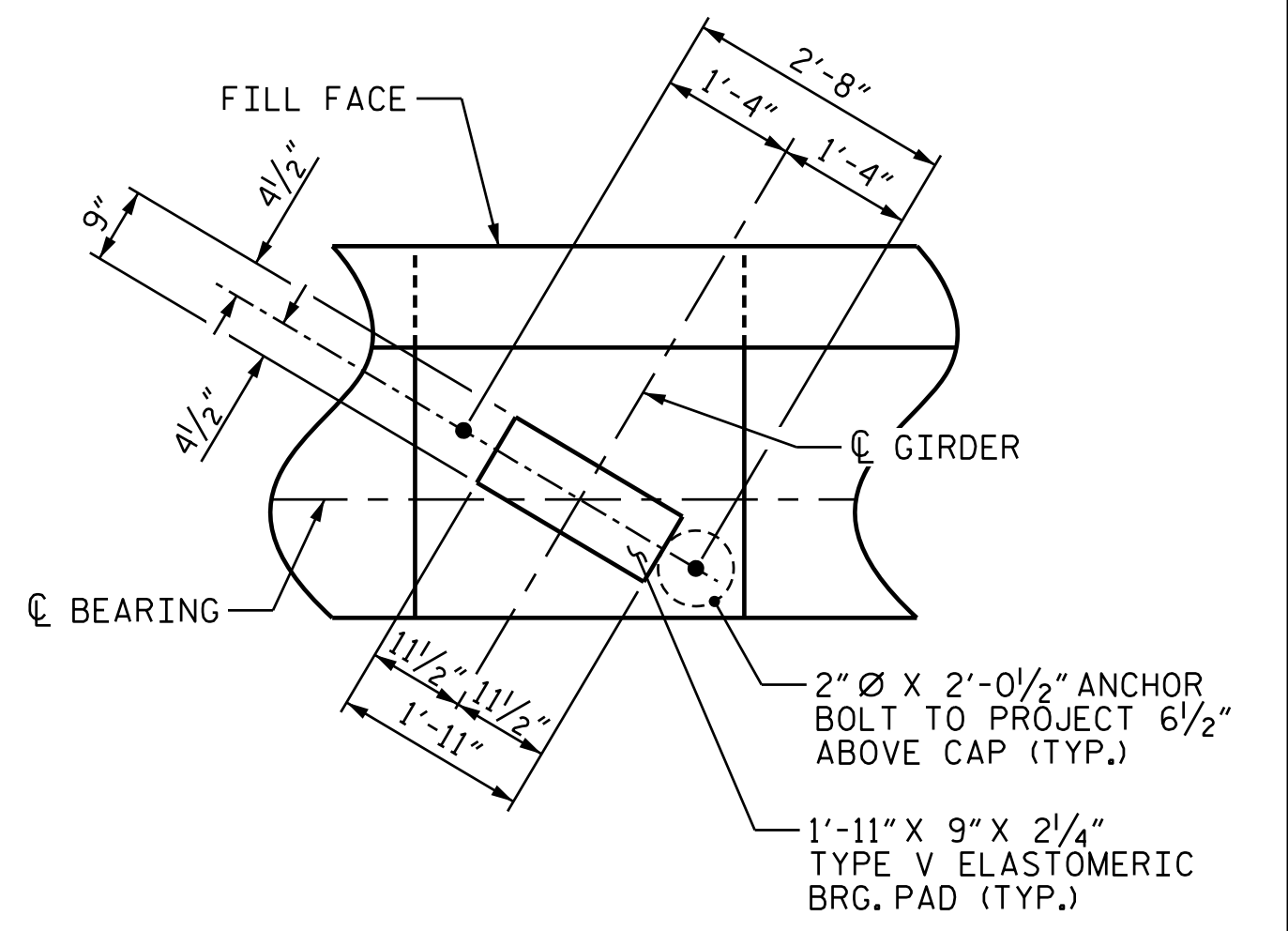
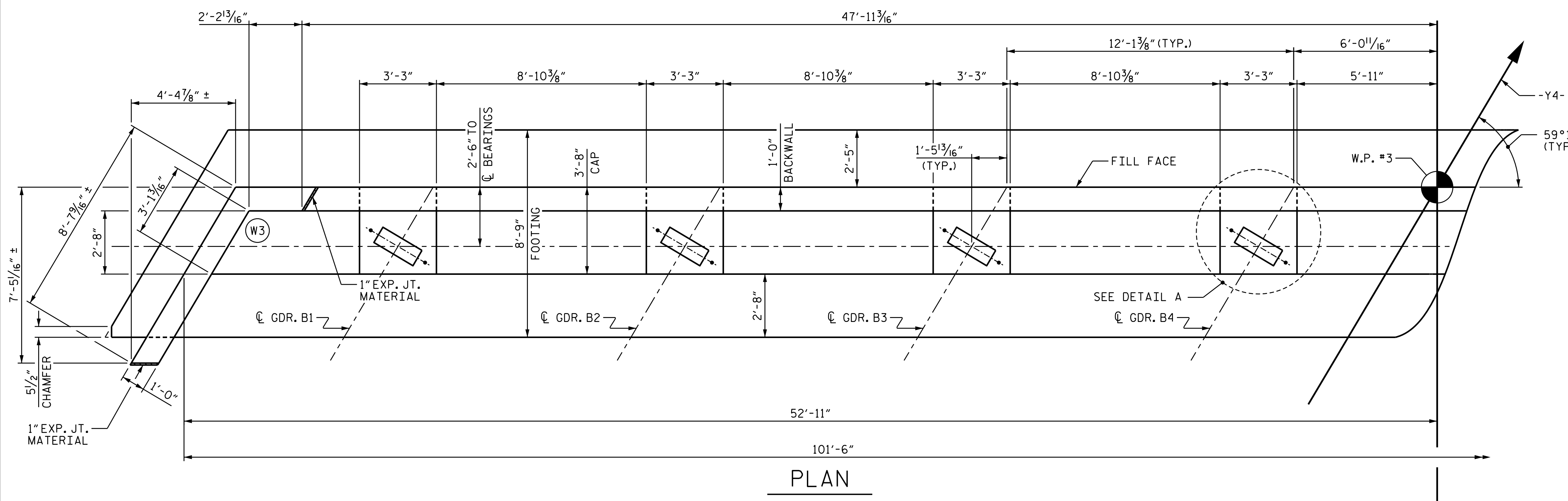


NOTES:

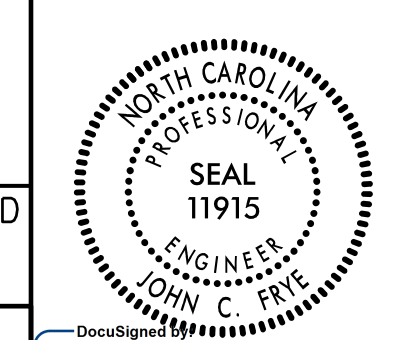
- "U" BARS IN CAP AND FOOTING MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
- BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.
- THE TOP SURFACE AREAS OF THE END BENT CAP SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THE MEMBRANE CURING COMPOUND METHOD 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 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.



PROJECT NO. U-2525C
 GUILFORD COUNTY
 STATION: 28+98.81 -Y4-

SHEET 1 OF 4

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



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED BY:
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John C. Frye
 PROFESSIONAL ENGINEER
 SEAL 11915
 12/22/2017

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S6-28
1			3			TOTAL SHEETS
2			4			34

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DRAWN BY: L. T. FORBIS DATE: 6-2017
 CHECKED BY: J. T. WILLIAMS DATE: 9-2017
 DESIGN ENGINEER OF RECORD: J. E. MONDOLFI DATE: 9-2017

ELEVATION

* FOR LOCATION ON CAP
 SEE SHEET 4 OF 4