

**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 BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

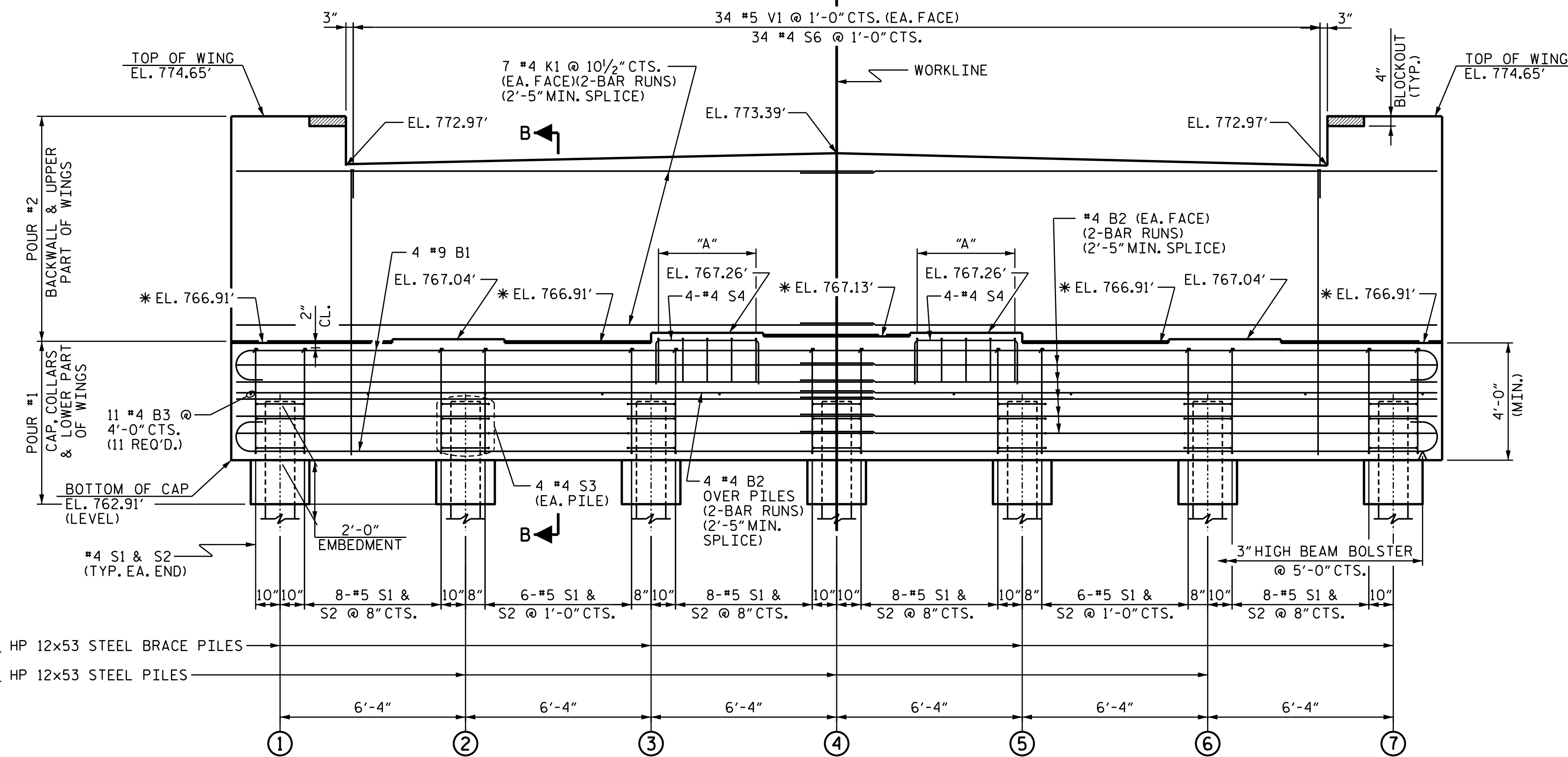
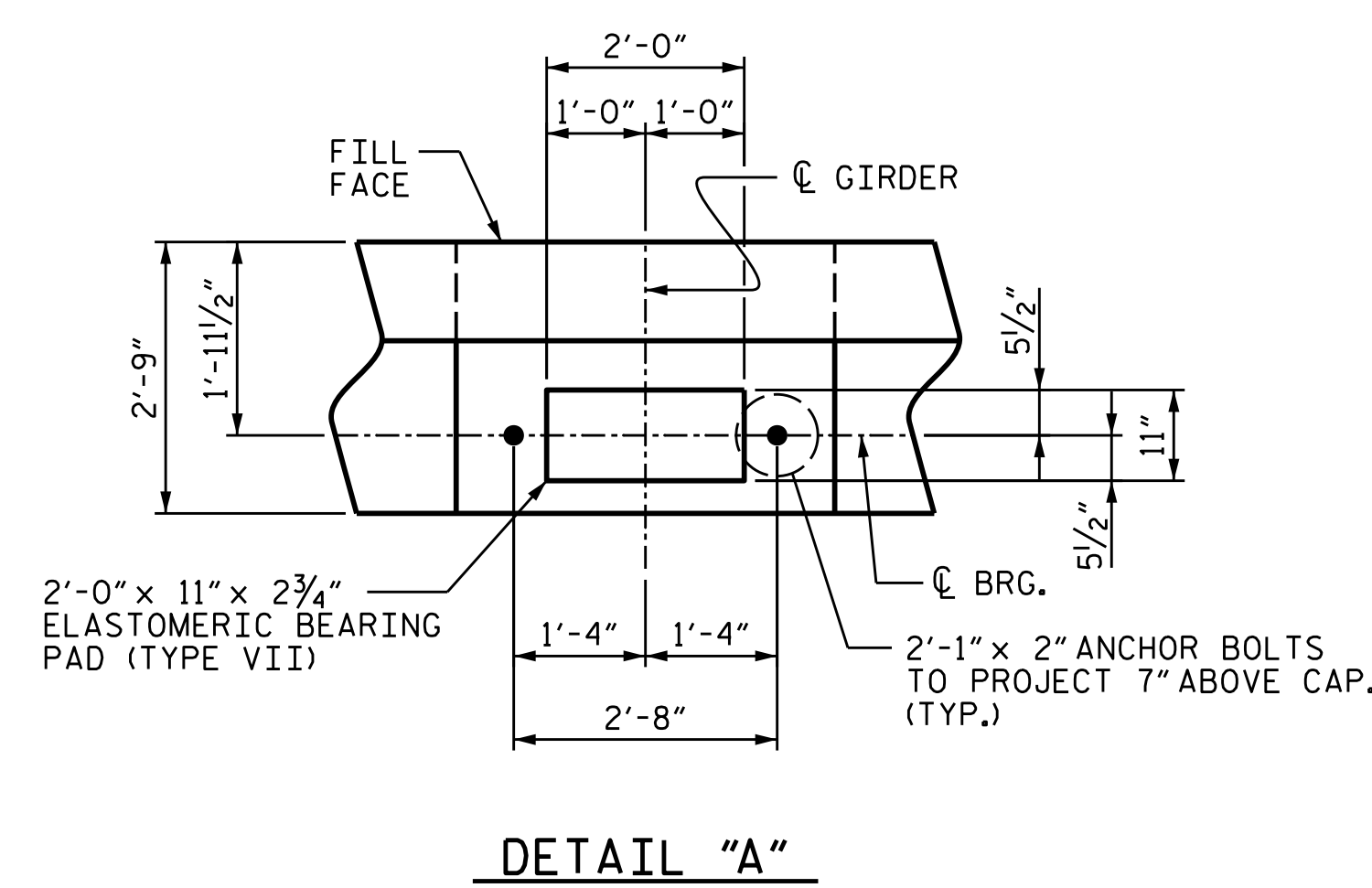
FOR PILE SPLICE DETAILS, SEE SHEET 3 OF 3.

FOR WING DETAILS, SEE SHEET 2 OF 3.

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 END BENT CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.



"A" = 5 #4 S5 @ 10" CTS.

PROJECT NO. B-5825

YADKIN/FORSYTH COUNTY

STATION: 34+65.50-L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

END BENT No. 2

4/14/2020

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

IGS ENGINEERS  
804-C N. LAFAYETTE ST  
SHELBY, NC 28150  
PH (704) 476-0003  
CORP. LICENSE NO.: C-0275

REVISIONS

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

SHEET NO. S-55  
TOTAL SHEETS 60

DRAWN BY: JLA DATE: 11/19  
CHECKED BY: RAR DATE: 12/19  
DESIGN ENGINEER OF RECORD: TBE DATE: 2/20

(WINGS NOT SHOWN FOR CLARITY)  
FOR BRIDGE SEAT REINFORCING STEEL SEE SHEET 3 OF 3, FOR SECTION B-B SEE SHEET 3 OF 3  
\* FOR LOCATION OF ELEVATION BETWEEN BRIDGE SEAT BUILDUPS, SEE TYPICAL SECTION