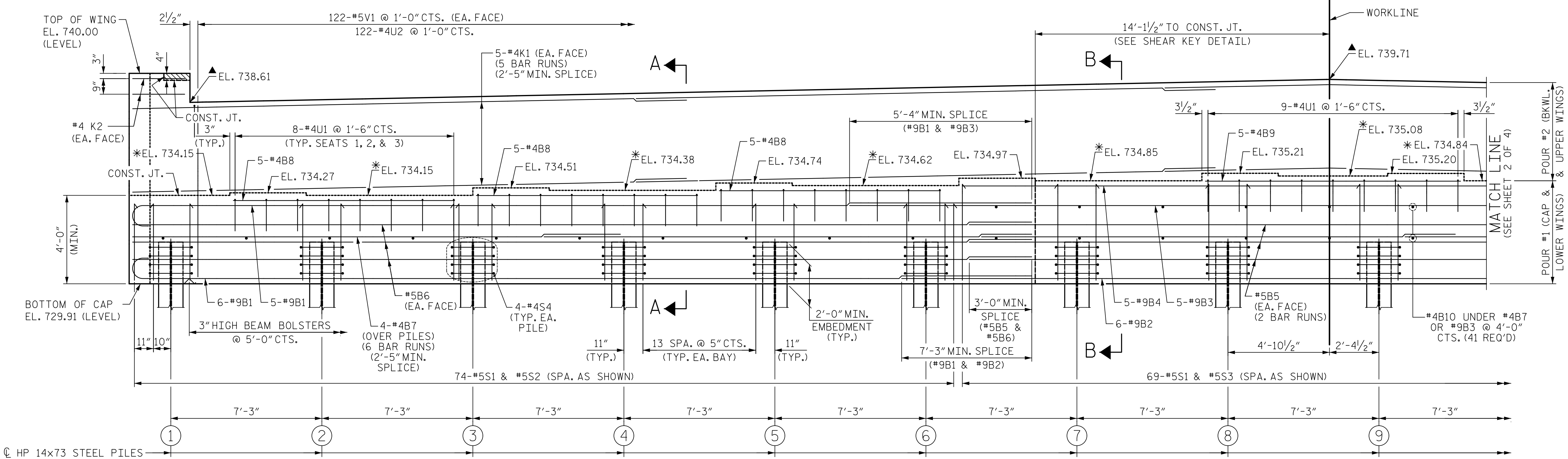


PLAN

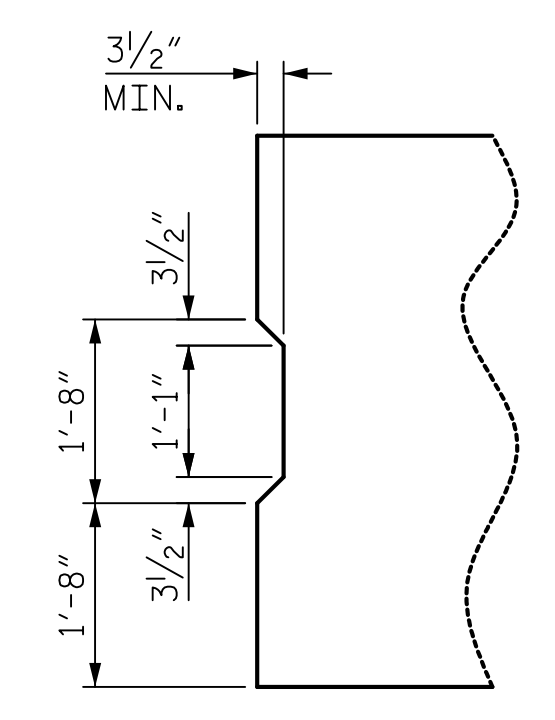


ELEVATION

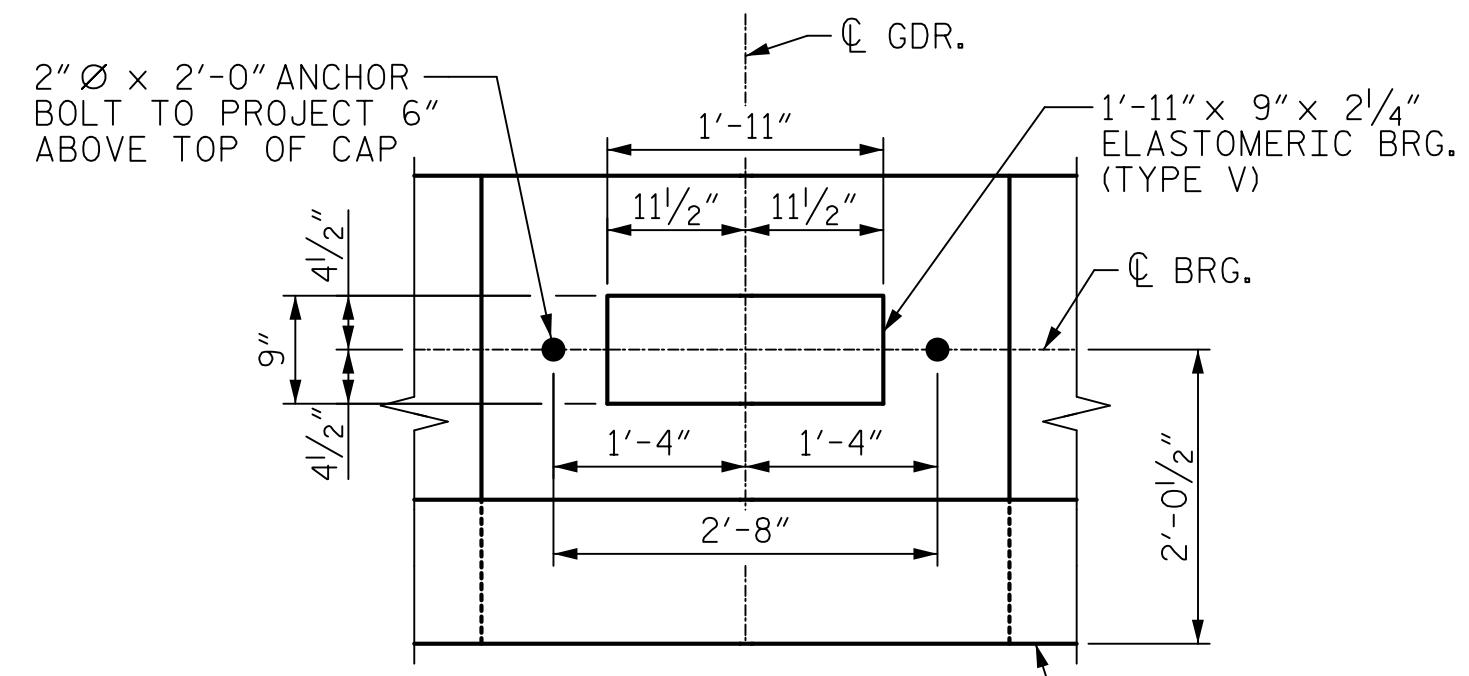
(SEE SECTIONS ON SHEET 4 OF 4 FOR CORRUGATED METAL CAN DETAILS)

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 CAPS 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 BUILD-UPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE BACK FACE AT THE RATE OF 2%.
- THE CONCRETE IN THE SHADED AREA OF THE WINGS SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED, SEE SHEET 2 OF 4.
- \* FOR LOCATION OF ELEVATION BETWEEN BUILDUPS, SEE SECTIONS ON SHEET 4 OF 4.
- ▲ ELEVATION TAKEN ALONG FILL FACE OF BACKWALL.



SHEAR KEY DETAIL



DETAIL "A"  
(TYPICAL AT EACH BEARING)

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PROJECT NO. R-4707  
GUILFORD COUNTY  
 STATION: 41+39.51 -Y-  
 SHEET 1 OF 4

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE					
END BENT 1					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					SHEET NO. S-23
					TOTAL SHEETS 39

DRAWN BY :	J.S. HOBSON	DATE :	01/28/19
CHECKED BY :	A.J. FORFA	DATE :	02/14/19
DESIGN ENGINEER OF RECORD :	J.S. HOBSON	DATE :	02/07/20

DOCUMENT NOT CONSIDERED  
 FINAL UNLESS ALL  
 SIGNATURES COMPLETED