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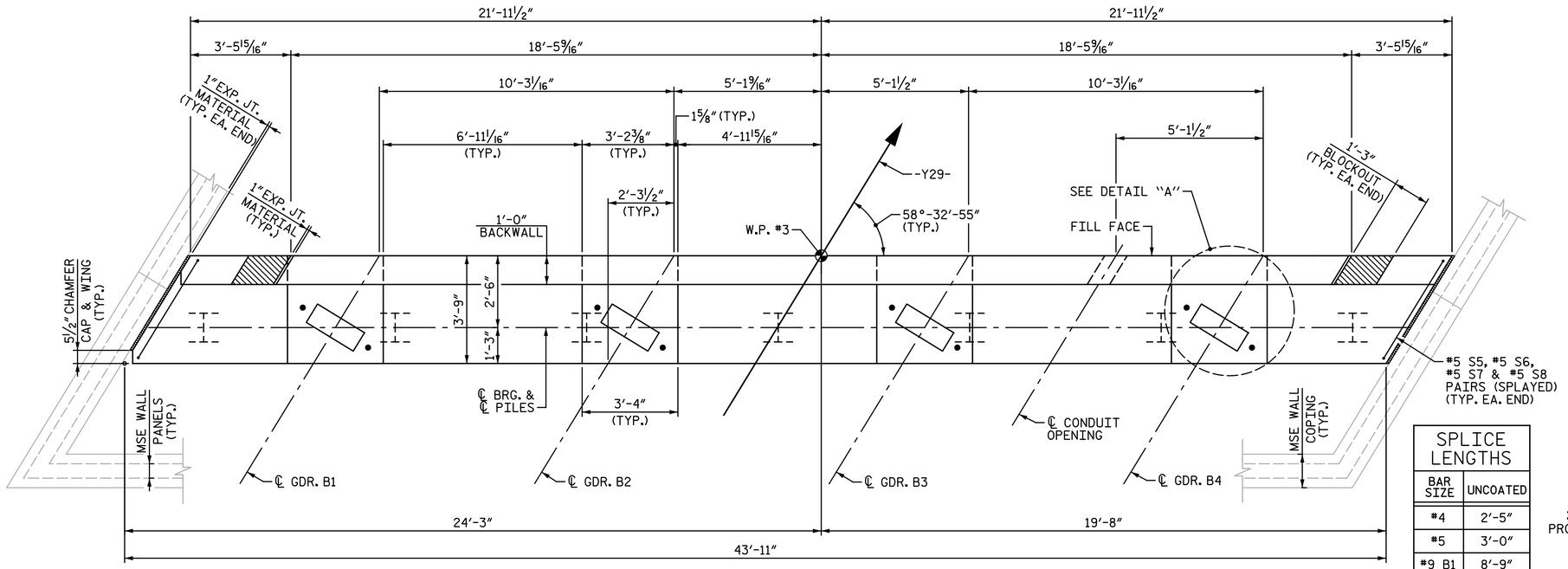


PLAN

SPLICE LENGTHS	
BAR SIZE	UNCOATED
#4	2'-5"
#5	3'-0"
#9 B1	8'-9"
#9 B2	6'-3"

NOTES:

FOR "SECTION A-A", "PARTIAL SECTION B-B", "PARTIAL SECTION C-C" AND "PARTIAL SECTION D-D", SEE "END BENT 2 DETAILS" SHEET.

STIRRUPS & U2 BARS 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 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 BACK FACE AT THE RATE OF 2%.

THE CONCRETE IN THE HATCHED AREA OF THE WING SHALL BE POURED AFTER THE JOINT BETWEEN THE DECK AND THE APPROACH SLAB HAS BEEN SAWED AND THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

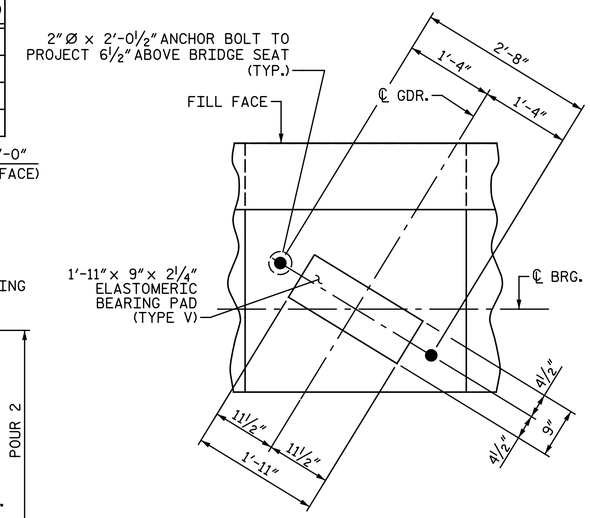
FOR MSE WALLS, SEE SPECIAL PROVISIONS.

FOR LOCATION OF MSE WALL AND PILE SLEEVES, SEE MSE WALL PLANS.

LENGTH OF CAP AND EACH WING SHALL BE FIELD ADJUSTED AS REQUIRED TO PROVIDE 1" EXPANSION JOINT MATERIAL AS SHOWN BETWEEN THESE COMPONENTS AND THE MSE WALL COPING.

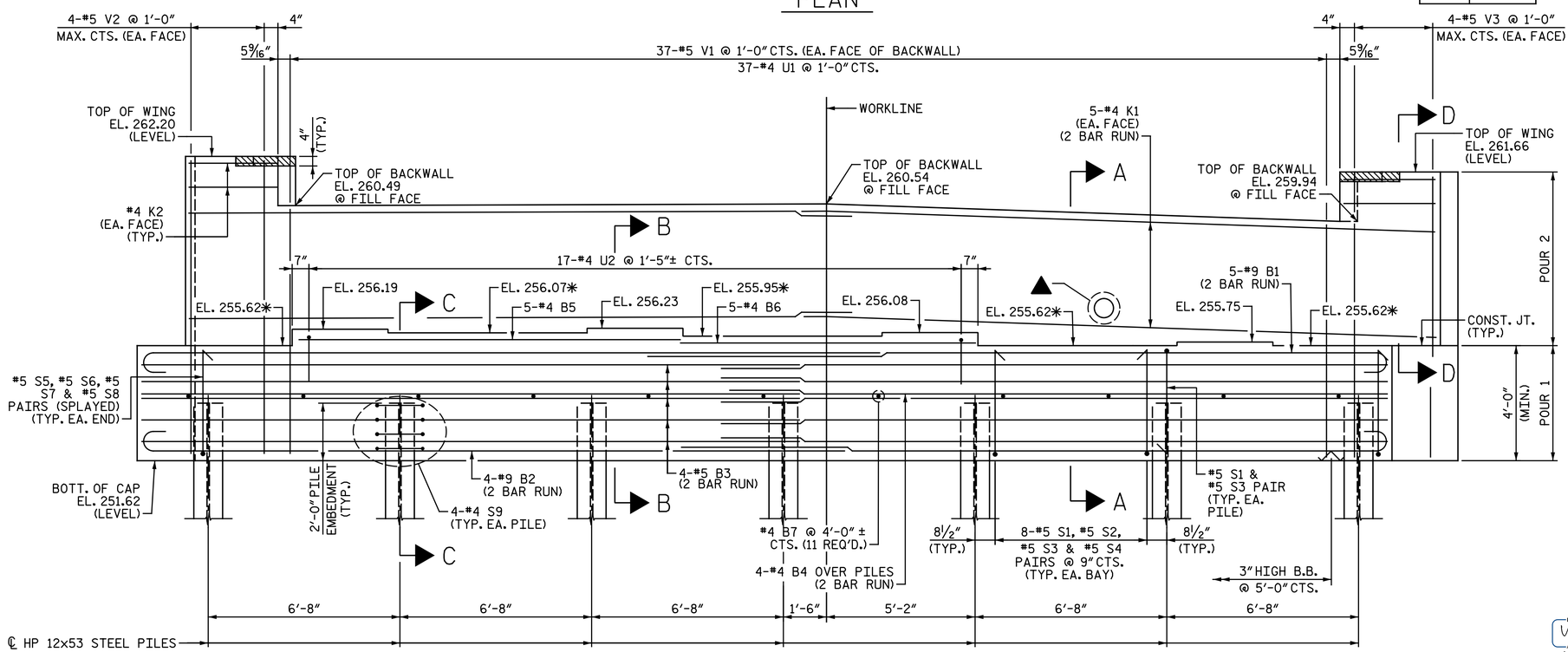
FOR MSE REINFORCING STRAP LOAD DETAIL, SEE "END BENT 1 DETAILS" SHEET.

V1 AND K1 BARS IN BACKWALL MAY BE SHIFTED AS NECESSARY TO CLEAR CONDUIT OPENING.



DETAIL "A"

(TYP. EA. BRIDGE SEAT)



ELEVATION

▲ CONDUIT OPENING. SEE DETAIL "E" ON "END BENT 2 DETAILS" SHEET.

FOR END OF CAP REINFORCEMENT, SEE END BENT 2 DETAILS SHEET.

* FOR LOCATION OF ELEVATIONS BETWEEN BRIDGE SEAT BUILD-UPS, SEE "SECTION A-A" ON "END BENT 2 DETAILS" SHEET.

PROJECT NO. I-5986B

JOHNSTON COUNTY

STATION: 28+39.21 -Y29-

NORTH CAROLINA PROFESSIONAL SEAL 023371 ENGINEER VIPUL A. PATEL

DocuSigned by: Vipul A. Patel
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4/13/2020

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

END BENT 2

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Cary, North Carolina 27518
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REVISIONS							SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:		S2-22
1			3				TOTAL SHEETS
2			4				28

DRAWN BY : C. E. MAYHEW DATE : 9-24-19
CHECKED BY : V. A. PATEL DATE : 1-27-20