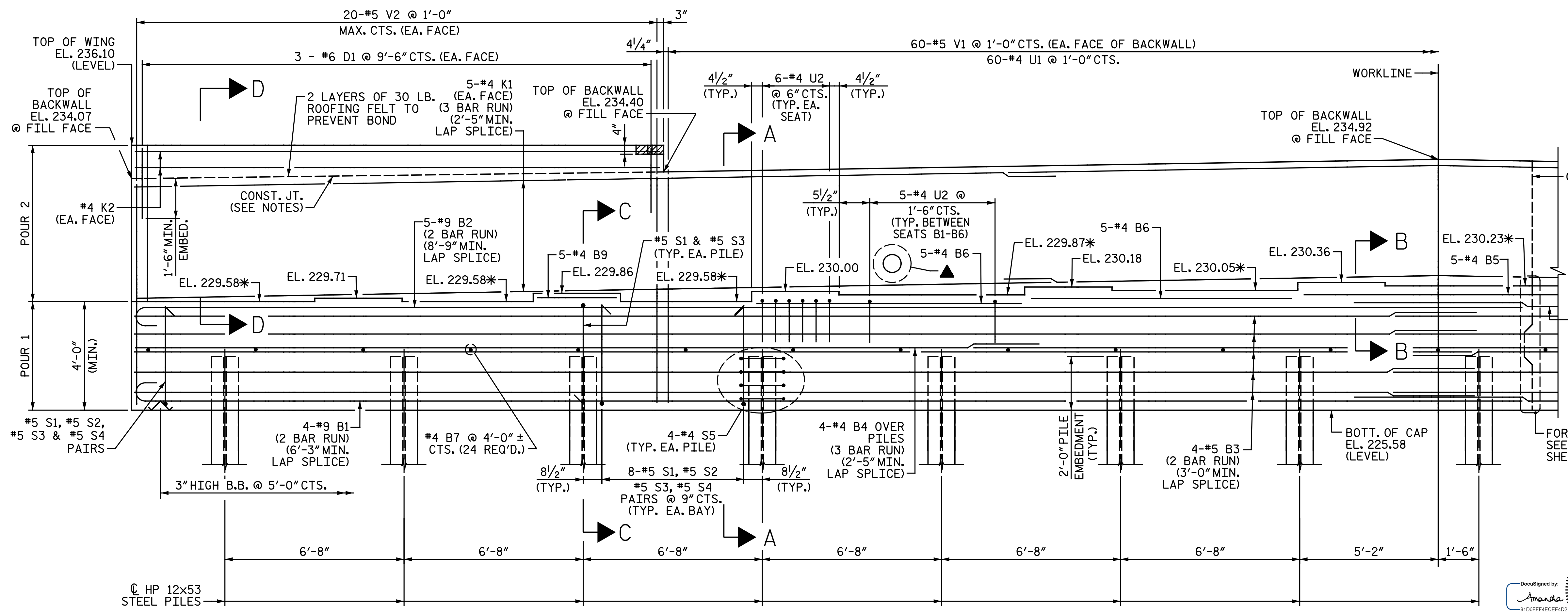


PLAN

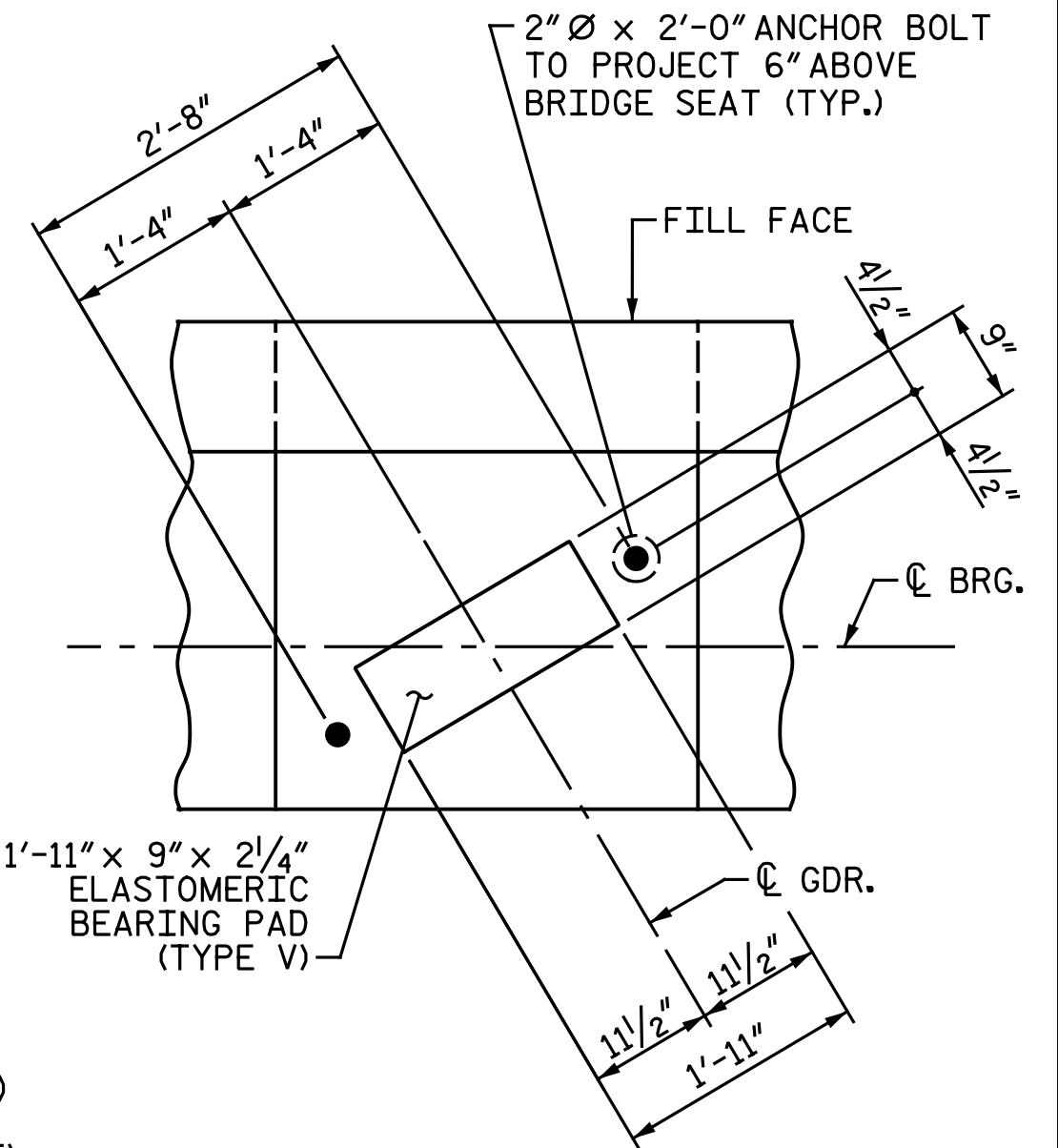
U.N.O. - DENOTES "UNLESS NOTED OTHERWISE"
 † GIRDER B1A & B2A REPRESENTS FUTURE GIRDER LINES

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%.
 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.
 V1 & K1 BARS IN BACKWALL MAY BE SHIFTED AS NECESSARY TO CLEAR CONDUIT OPENING.
 PROVIDE ANCHOR BOLT CAPS FOR ANCHOR BOLTS AT GIRDER B1A, B2A, B3A, AND B4A. THE COST FOR ANCHOR BOLT CAPS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PRESTRESSED CONCRETE GIRDERS.
 CONSTRUCTION JOINTS IN THE BACK WALL HAVE BEEN ADDED TO AID IN THE REMOVAL OF THE UPPER PORTION FOR FUTURE WIDENING.



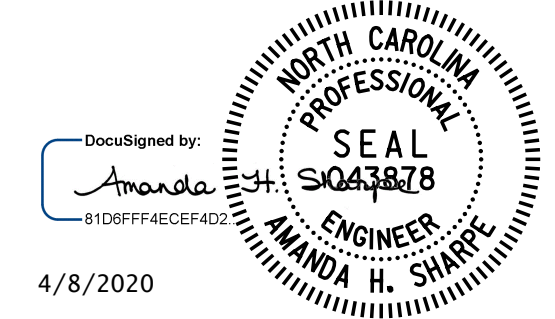
ELEVATION

* FOR LOCATION OF ELEVATIONS BETWEEN BRIDGE SEAT BUILDUPS, SEE "SECTION A-A" ON "END BENT 2 DETAILS" SHEET.
 ▲ CONDUIT OPENING. SEE DETAIL "E" ON "END BENT 1 DETAILS" SHEET.



DETAIL "A"
 (TYP. EA. BRIDGE SEAT)

PROJECT NO. I-5883
 HARNETT COUNTY
 STATION: 27+09.19 -Y16-
 SHEET 1 OF 2



DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

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STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE END BENT 2					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		

SHEET NO. **SI-27**
 TOTAL SHEETS **35**

DRAWN BY: N. B. SPEAKS DATE: 1-10-19
 CHECKED BY: A. H. SHARPE DATE: 3-26-20