

**NOTES**

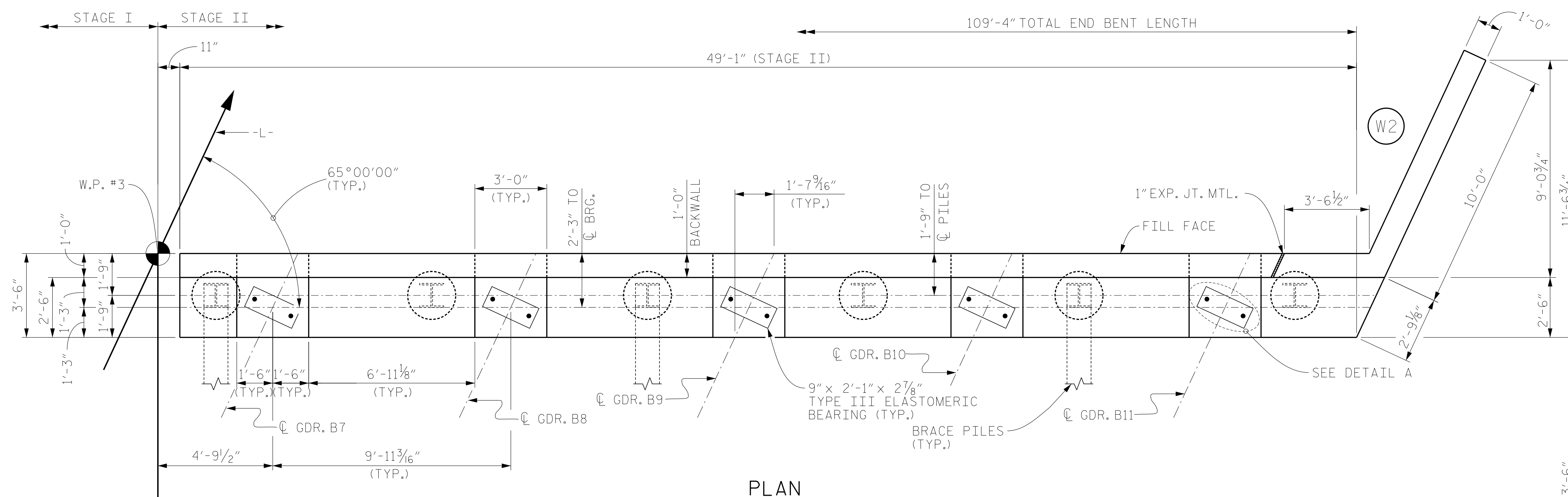
STIRRUPS IN CAPS MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.

BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING.

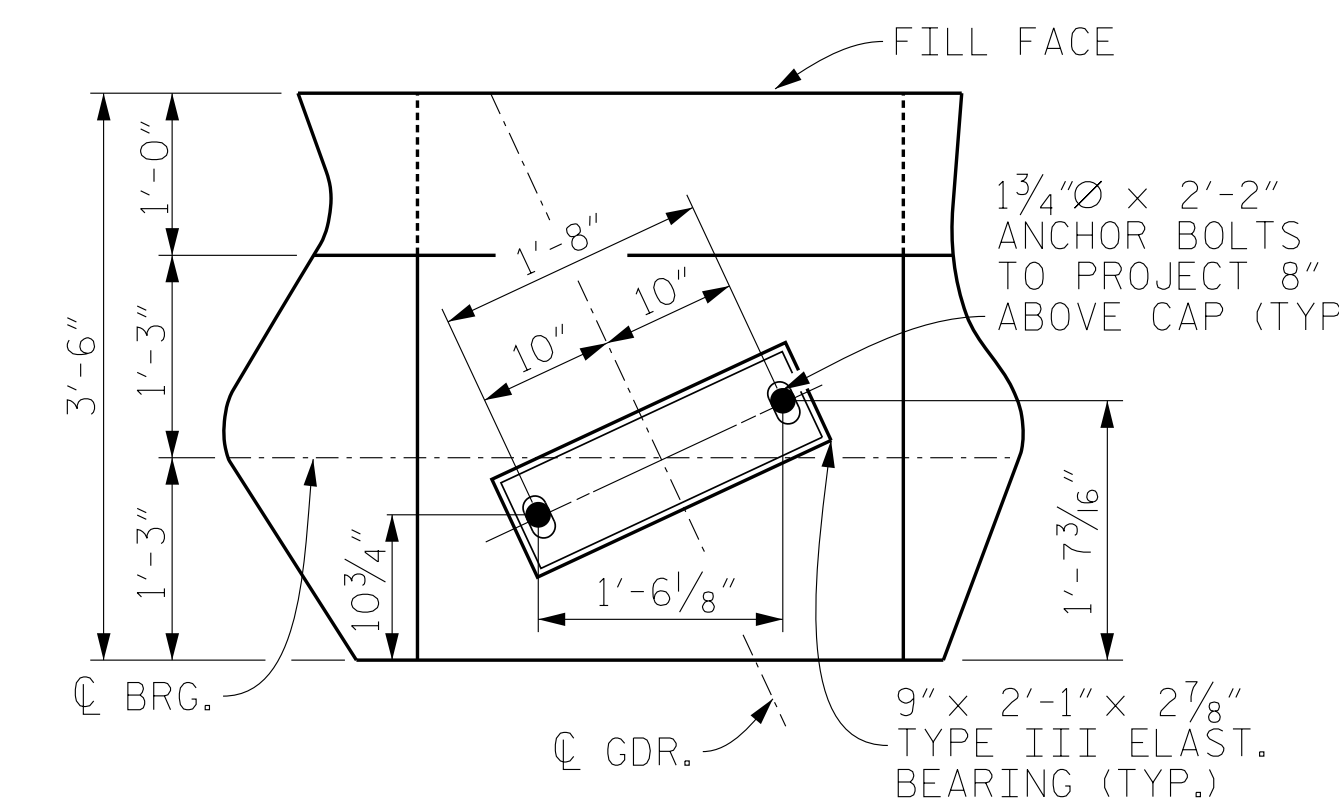
EPOXY COAT THE END BENT CAP AFTER ADJUSTMENTS ARE MADE TO BEARINGS AND ANCHOR BOLTS ARE PLACED.

\* 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 TOP SURFACE AREAS OF THE CAPS SHALL BE CURED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS EXCEPT THE MEMBRANE CURING METHOD SHALL NOT BE USED.

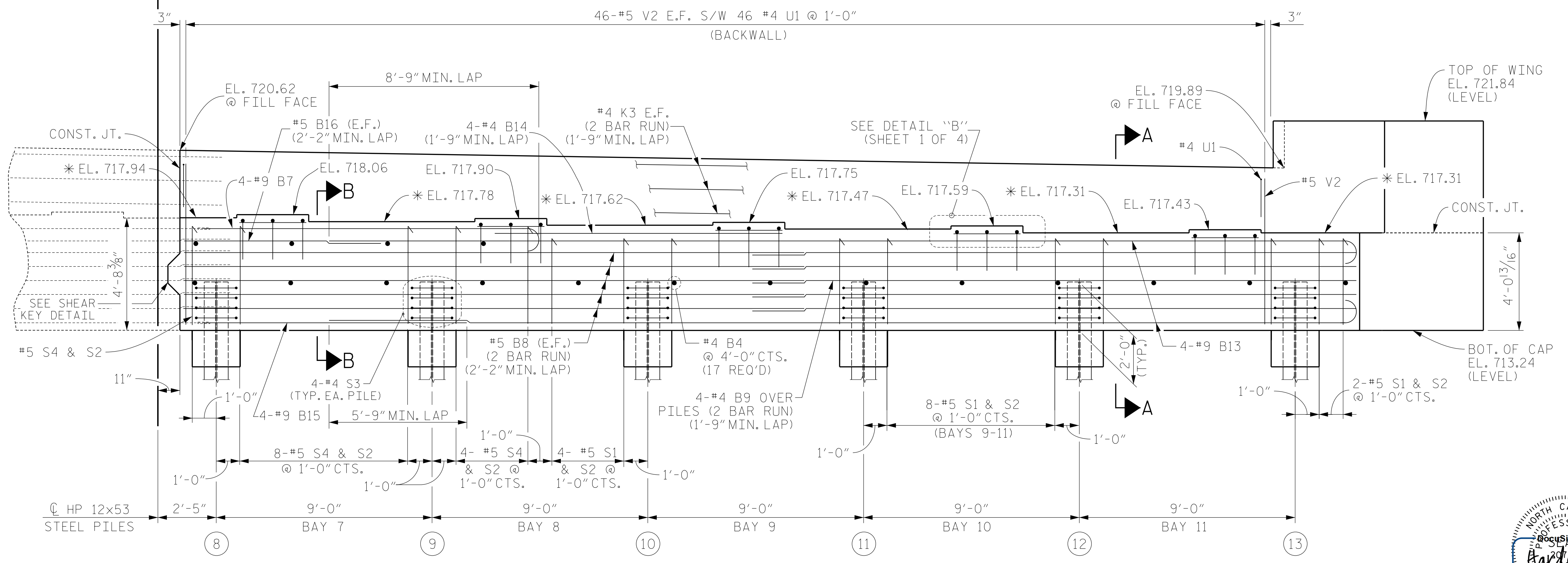


**PLAN**



**DETAIL "A"**

(DIMENSIONS ARE TYPICAL EACH GIRDER)



**ELEVATION**

**V&M**  
**Vaughn & Melton**  
 Consulting Engineers  
 Asheville, North Carolina  
 828-253-2736

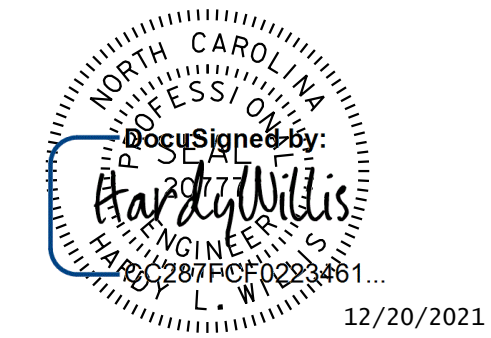
- Boone, NC 828-355-9933
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- Knoxville, TN 865-546-5800
- Spartanburg, SC 864-574-4775
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PROJECT NO. U-5738  
 ROWAN COUNTY  
 STATION: 70+72.50 -L-  
 SHEET 2 OF 4

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUBSTRUCTURE**  
**END BENT 2**  
**STAGE II**



DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED						DWN. BY: FRJ	DATE: 11/18
						CHKD. BY: CDB	DATE: 11/18
						DES. EGR. OF RECORD: CDB	DATE: 11/18
REVISIONS							
NO.	BY:	DATE:	NO.	BY:	DATE:		
1			3				
2			4				

SHEET NO. **S-32**  
 TOTAL SHEETS **39**