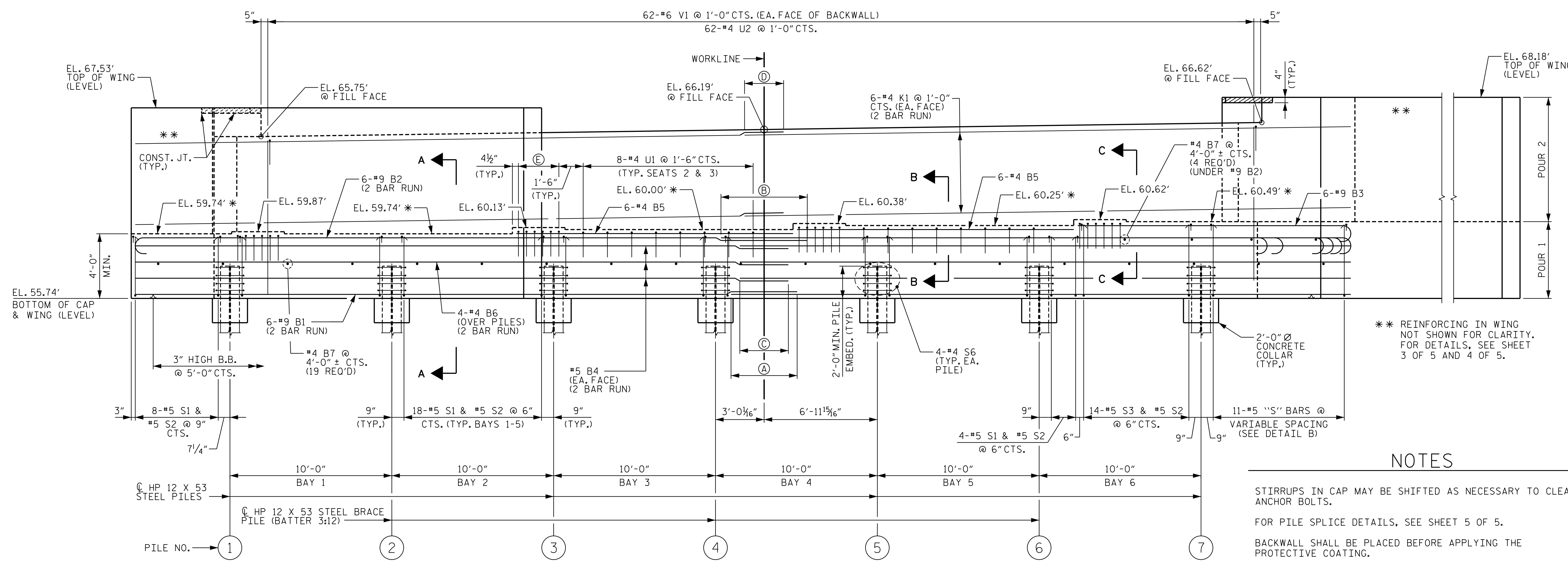


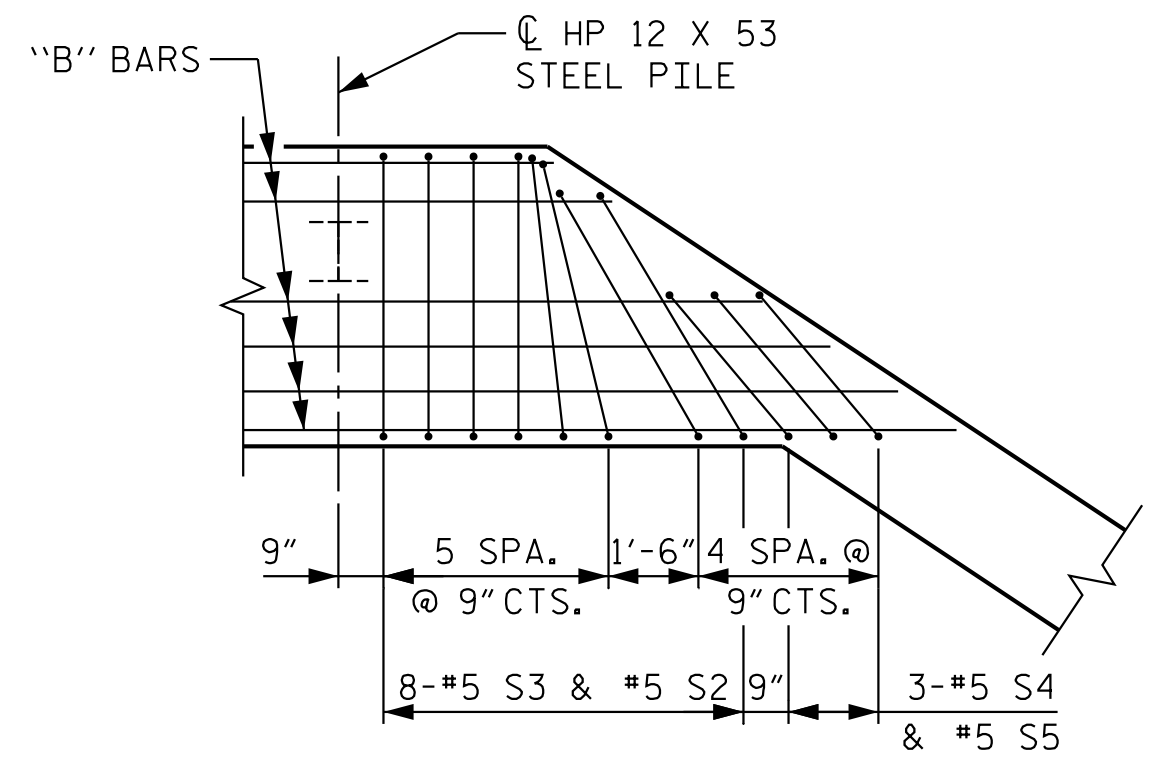
C:\Users\andrew.phillips\Documents\B-5301\Code\Drawings\401\_077\_B5301\_SML\_E02\_039\_730087.dgn



- (A) 4'-1" MIN. SPLICE (#9 B1)
- (B) 5'-4" MIN. SPLICE (#9 B2)
- (C) 3'-0" MIN. SPLICE (#5 B4)
- (D) 2'-5" MIN. SPLICE (#4 B6 & #4 K1)
- (E) 6-#4 U1 @ 6" CTS. (TYP. EA. SEAT)

### ELEVATION

\* FOR LOCATION OF ELEVATION BETWEEN BRIDGE SEATS, SEE "SECTION A-A" ON SHEET 5 OF 5. WING PILES & PILE CAPS NOT SHOWN FOR CLARITY.



DETAIL D

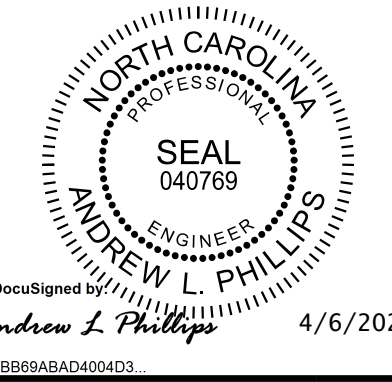
\*\* REINFORCING IN WING NOT SHOWN FOR CLARITY. FOR DETAILS, SEE SHEET 3 OF 5 AND 4 OF 5.

### NOTES

- STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
- FOR PILE SPLICE DETAILS, SEE SHEET 5 OF 5.
- BACKWALL SHALL BE PLACED BEFORE APPLYING THE 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 CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE FRONT FACE AT THE RATE OF 2%.
- THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE PARAPET & END POSTS ARE CAST IF SLIP FORMING IS USED.

PROJECT NO. B-5301  
PITT COUNTY  
 STATION: 25+98.05 -L-

SHEET 2 OF 5



**Kimley»Horn**  
 421 Fayetteville Street, Suite 600  
 Raleigh, NC 27601-1772  
 Phone (919) 677-2000  
 NC LICENSE # F-0102

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUBSTRUCTURE END BENT 1					
SHEET NO. S-39					

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

DRAWN BY: D. D. LOWERY DATE: 2/20  
 CHECKED BY: C. I. POOLE DATE: 2/20  
 DESIGN ENGINEER OF RECORD: A. L. PHILLIPS DATE: 2/20

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