

Plotted By: vwu

1. FOR SECTION A-A, B-B, AND C-C, SEE SHEET 4 OF 4. 2. STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS. 3. BACKWALL SHALL BE PLACED BEFORE APPLYING THE EPOXY PROTECTIVE COATING. 4. 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. 5. THE TOP SURFACE OF THE CAP EXCEPT THE BRIDGE SEAT BUILDUPS SHALL BE SLOPED TRANSVERSELY FROM THE FILL FACE TO THE OUTSIDE FACE AT THE RATE OF 2%. 6. THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED. 7. MECHANICAL COUPLERS SHALL BE CONSIDERED INCIDENTAL TO REINFORCING STEEL NO SEPERATE PAYMENT WILL BE MADE. -2"ØX 2'-0" ANCHOR BOLT PROJECTING 6" ABOVE BRIDGE SEAT (TYP.) -ELASTOMERIC BEARING PAD ~75°-00′-00″ ⊢€ BEARING 4 (TYP) -111 2'-'8" FILL FACE € GIRDER-11[|]/4″ (TYP.EA.GDR.) DETAIL "A" (TYP. @ EA. BEARING) <u>3¹/2″</u> D 31/2″ Δ D Þ . D 11″ Δ · 0 BR-0029 . D PROJECT NO. 3^{1/2}" MACON COUNTY 15+52.07 -L-STATION: 31/2" SHEET 1 OF 4 SHEAR KEY DETAIL STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUBSTRUCTURE END BENT 1 STAGE I Docustioned by SEAL Viv. W 42 884 SHEET NO. REVISIONS S-23 NO. BY: DATE: DATE: BY:

TOTAL SHEETS

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