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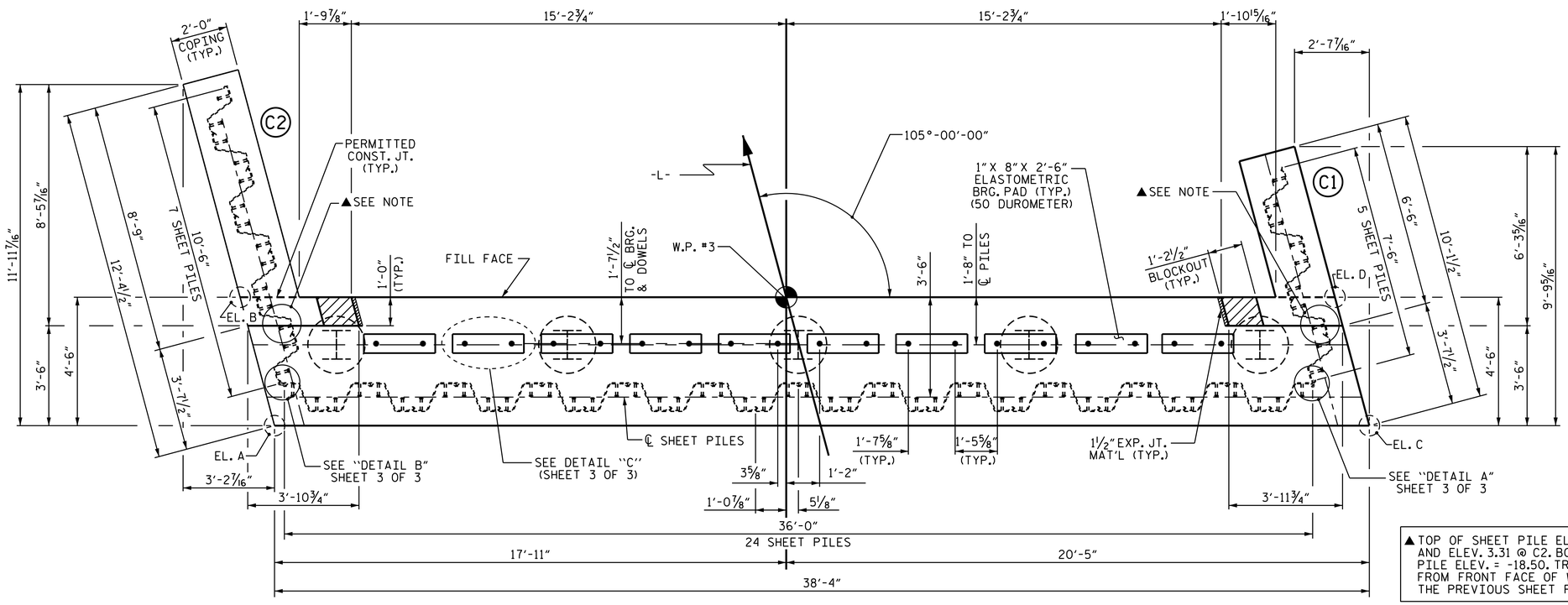


PLAN

NOTES

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE VERTICAL CONCRETE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

INSTALL THE 4" Ø DRAIN PIPE THROUGH THE SHEET PILES AS REQUIRED FOR REINFORCED BRIDGE APPROACH FILLS, SEE THE ROADWAY PLANS.

FOR PILE SPLICE DETAILS, SEE SHEET 3 OF 3.

ALL 2" Ø MAX. HOLES IN STEEL SHEET PILING TO BE DRILLED AND NOT BURNED.

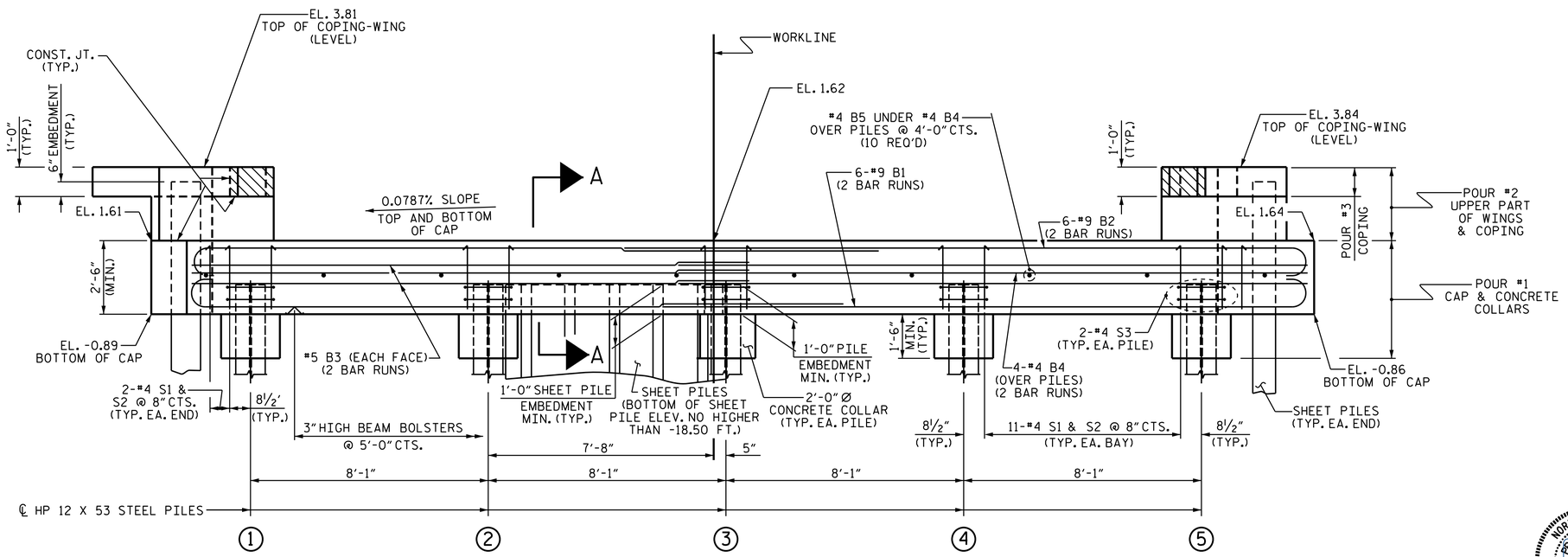
STEEL SHEET PILES SHALL BE GALVANIZED. FOR STEEL SHEET PILES, SEE SPECIAL PROVISIONS.

THE STEEL SHEET PILING SHALL HAVE A MINIMUM SECTION MODULUS OF 30.2 IN.³/FT.

▲TOP OF SHEET PILE ELEV. = 3.34 @ C1 AND ELEV. 3.31 @ C2. BOTTOM OF SHEET PILE ELEV. = -18.50. TRIM BACK TO 6" FROM FRONT FACE OF WING AND DOWN TO THE PREVIOUS SHEET PILE IN CAP.

TOP OF CAP ELEVATIONS	
POINT	EL.
Ⓐ	1.61
Ⓑ	1.61
Ⓒ	1.64
Ⓓ	1.64

TOP OF PILE ELEVATIONS	
① THRU ⑤	0.14



ELEVATION

FOR SECTION A-A, SEE SHEET 3 OF 3.
SHEET PILING PARTIALLY OMITTED IN ELEVATION VIEW FOR CLARITY.

PROJECT NO. 17BP.1.R.69
CURRITUCK COUNTY
STATION: 13+90.70 -L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE
END BENT No. 2

NORTH CAROLINA PROFESSIONAL SEAL 14045 ENGINEER TIMOTHY L. COGGINS

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

SHEET NO. S-17
TOTAL SHEETS 20

DRAWN BY : K. P. SEDAI DATE : 8/20/14
CHECKED BY : REZA KOUCHEKI DATE : 9/2/14
DESIGN ENGINEER OF RECORD : K. P. SEDAI DATE : 9/3/14

21-NOV-2014 14:34
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