

NOTES

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

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.

FOR PILE SPLICE DETAILS, SEE SHEET 3 OF 3.

FOR WING DETAILS, SEE SHEET 2 OF 3.

ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF ASTM A449. ANCHOR PLATES, WASHERS, AND NUTS SHALL MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

ELEVATIONS		
	TOP OF CAP	BOT. OF CAP
ELEV. A	2133.38	2125.88
ELEV. B	2133.35	2125.85
ELEV. C	2132.83	2125.33
ELEV. D	2132.80	2125.30

TOP OF PILE ELEVATIONS	
①	2128.83
②	2128.70
③	2128.58
④	2128.45
⑤	2128.33

PLAN

WORKLINE

A

A

ELEVATION

WINGS NOT SHOWN FOR CLARITY.
FOR SECTION A-A, SEE SHEET 4 OF 4.
CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.
SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 3 OF 3.



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PROJECT NO. BP14-R010

CLAY COUNTY

STATION: 12+60.00 -L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

**END BENT 1
PLAN AND ELEVATION**

REVISIONS					SHEET NO.
NO.	BY:	DATE:	NO.	BY:	
1			3		S-10
2	17		4		TOTAL SHEETS 17

DESIGNED BY: E. LAWES DATE : NOV 2023
DRAWN BY: J. WHEATLEY DATE : NOV 2023
CHECKED BY: T. KIRSCHBAUM DATE : NOV 2023
DESIGN ENGINEER OF RECORD: E. LAWES DATE : JUNE 2024