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NOTES

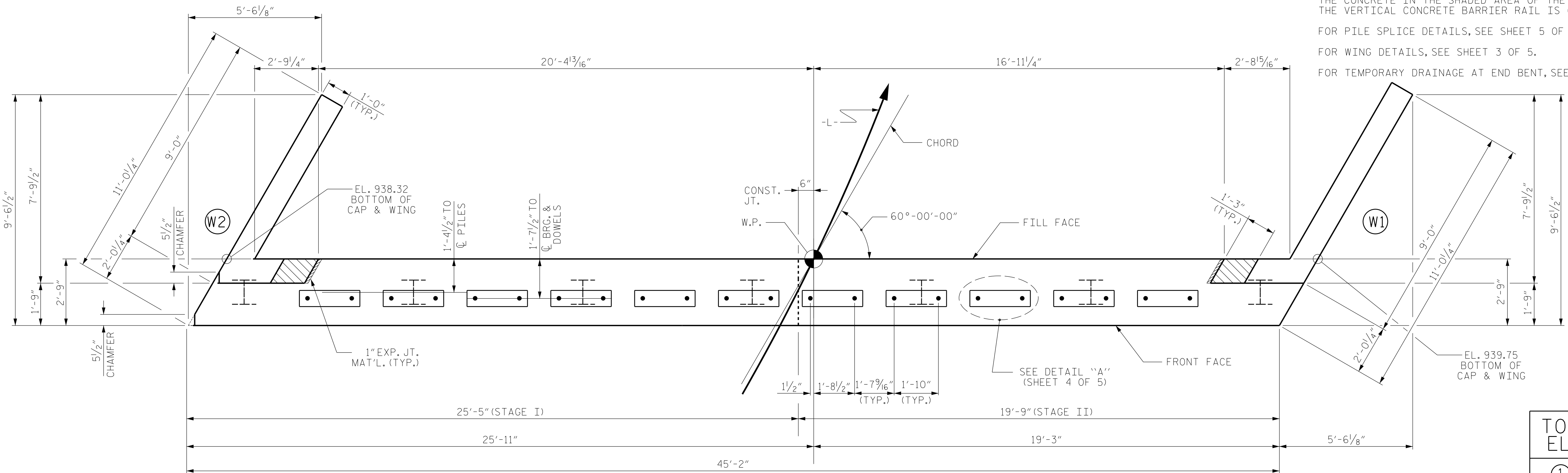
STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

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.

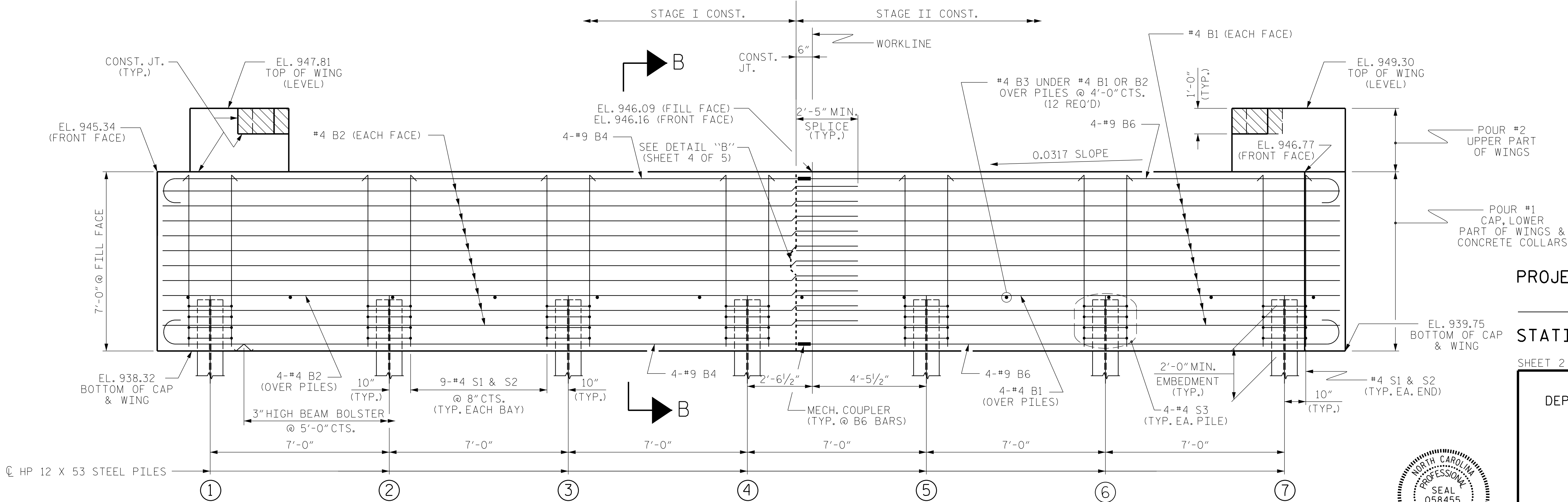
FOR PILE SPLICE DETAILS, SEE SHEET 5 OF 5.

FOR WING DETAILS, SEE SHEET 3 OF 5.

FOR TEMPORARY DRAINAGE AT END BENT, SEE SHEET 5 OF 5.



## PLAN



## ELEVATION

WINGS NOT SHOWN FOR CLARITY.  
FOR SECTION B-B, SEE SHEET 5 OF 5.  
CONCRETE COLLARS FOR STEEL PILES NOT SHOWN IN PLAN AND ELEVATION VIEWS FOR CLARITY.  
SEE "CORROSION PROTECTION FOR STEEL PILES DETAIL", SHEET 4 OF 5.

TOP OF PILE ELEVATIONS	
①	940.36
②	940.59
③	940.81
④	941.03
⑤	941.25
⑥	941.47
⑦	941.69

NV5

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P: 919.851.1912 [www.NV5.com](http://www.NV5.com)  
NC License # F-1333

PROJECT NO. BP14.R006

POLK COUNTY

STATION: 12+92.50 -L-

SHEET 2 OF 5

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
RALEIGH

SUBSTRUCTURE  
END BENT No. 2

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-15
1			3			TOTAL SHEETS 20
2			4			

**DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED**

DESIGN ENGINEER OF RECORD: R. C. LARSON		DATE : 6/23	
ASSEMBLED BY : J. M. DAVIS		DATE : 5/23	
CHECKED BY : R. C. LARSON		DATE : 5/23	
DRAWN BY : WJH CHECKED BY : AAC		12/11 12/11	REV. 4/15 MAA/TMG

10/9/2025  
 DGN  
 11:23:30 AM

STD. NO. EB\_33\_60S4