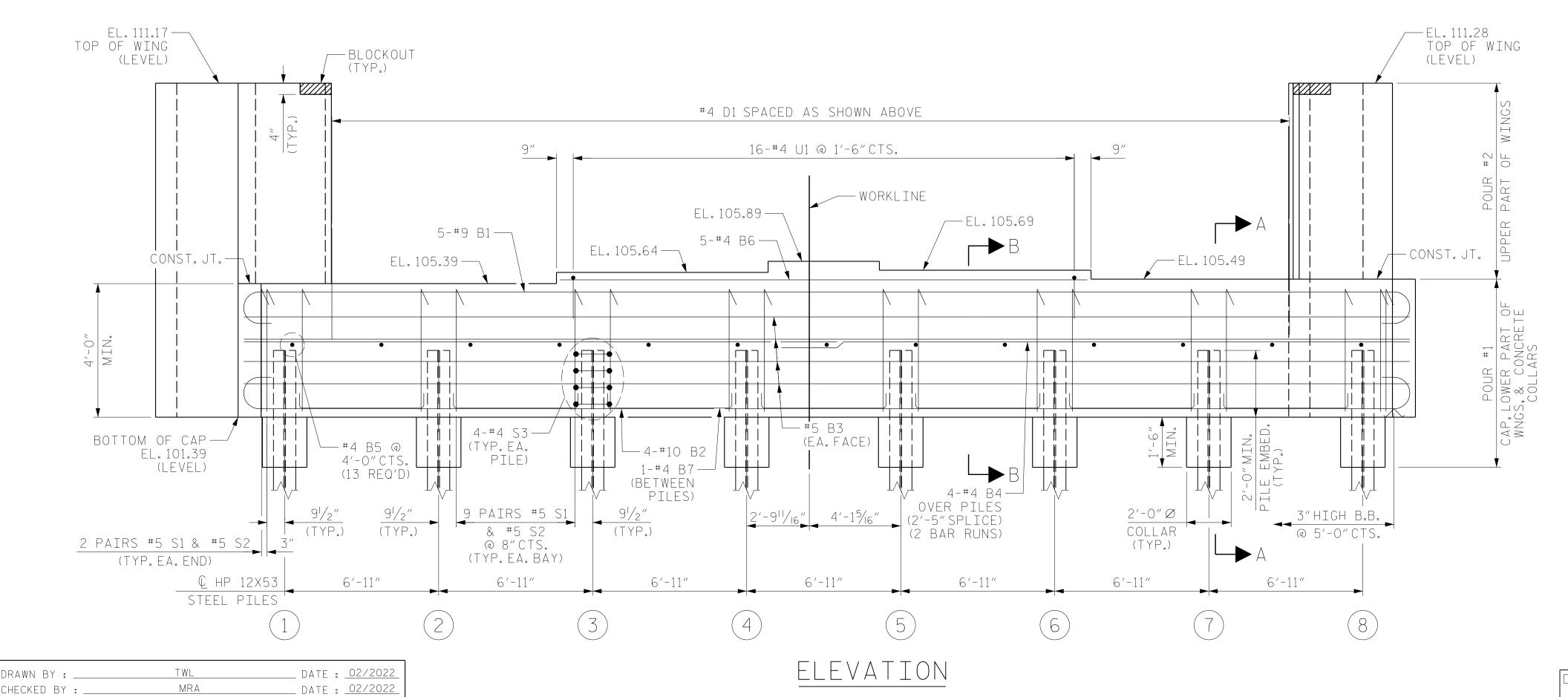
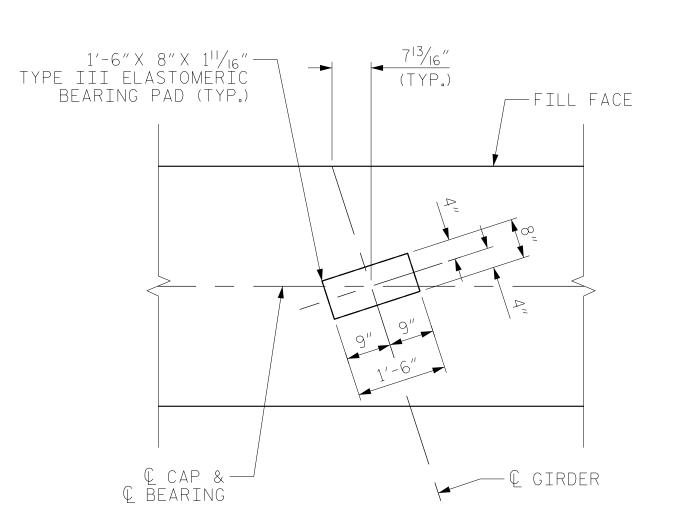


PLAN



NOTES:

- THE CONCRETE IN THE BLOCKOUTS SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.
- #4 D1 BARS MAY BE SHIFTED SLIGHTLY TO AVOID STIRRUPS IN THE CAP.
- FOR SECTION A-A AND SECTION B-B, SEE SHEET 3 OF 3.
- THE TOP SURFACE OF THE END BENT CAP AND LOWER WINGS, EXCLUDING THE BEARING AREA, SHALL BE RAKED TO A DEPTH OF $\frac{1}{4}$ ".
- IT SHALL BE BROUGHT TO THE CONTRACTOR'S ATTENTION THAT THE WINGWALLS ARE TO RETAIN NO FILL UNTIL THE INTEGRAL END BENT DIAPHRAGM CONCRETE HAS ATTAINED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI.
- SEE SUPERSTRUCTURE SHEETS FOR UPPER PART OF INTEGRAL END BENT DETAILS.
- STIRRUPS NEAR SKEWED ENDS MAY BE SKEWED TO FIT TO ENSURE CONCRETE CLEARANCES.



DETAIL "A" (TYP.EA.GIRDER) (PILES AND DOWELS NOT SHOWN FOR CLARITY)

R-5751 PROJECT NO.____ ROBESON COUNTY STATION: 37+99.89 -Y1B-

SHEET 1 OF 3



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH

SUBSTRUCTURE END BENT 2

RS&H Architects-Engineers-Planners, Inc. 8521 Six Forks Road, Suite 400 Raleigh, NC 27615 919-926-4100 FAX 919-846-9080 www.rsandh.com

SHEET NO REVISIONS S-23 DATE: BY: DATE: VO. BY: TOTAL SHEETS 28 North Carolina License Nos. 50073 * F-0493 * C-28

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

_ DATE : <u>10/2022</u>

DESIGN ENGINEER OF RECORD: _____MKO