

PLAN

NOTES:

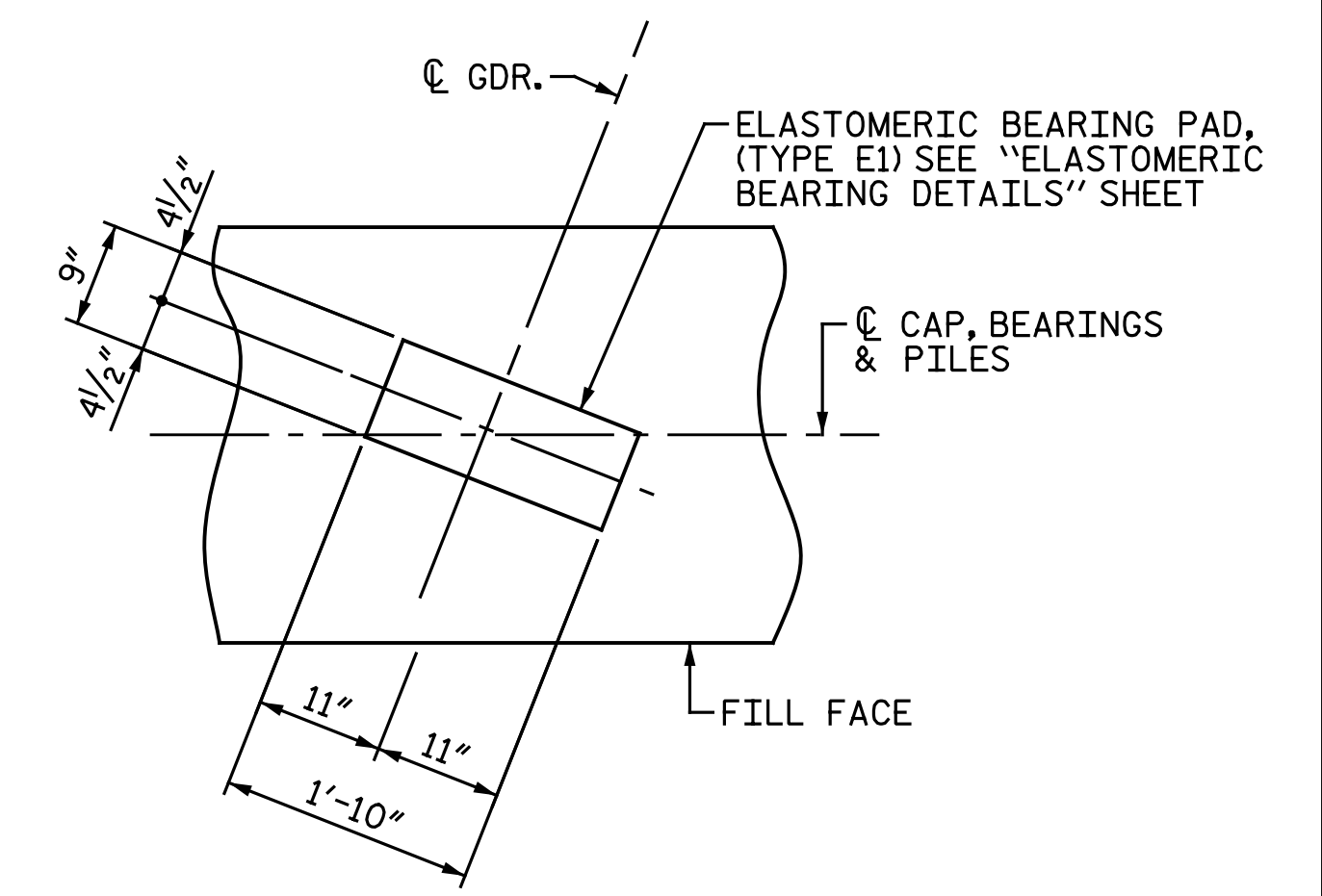
FOR "SECTION A-A" AND "SECTION B-B", SEE "INTEGRAL END BENT 1 DETAILS" SHEET.

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR #4 V1 BARS.

THE TOP SURFACE OF THE END BENT CAP, EXCLUDING THE BEARING AREA, SHALL BE RAKED TO A DEPTH OF 1/4".

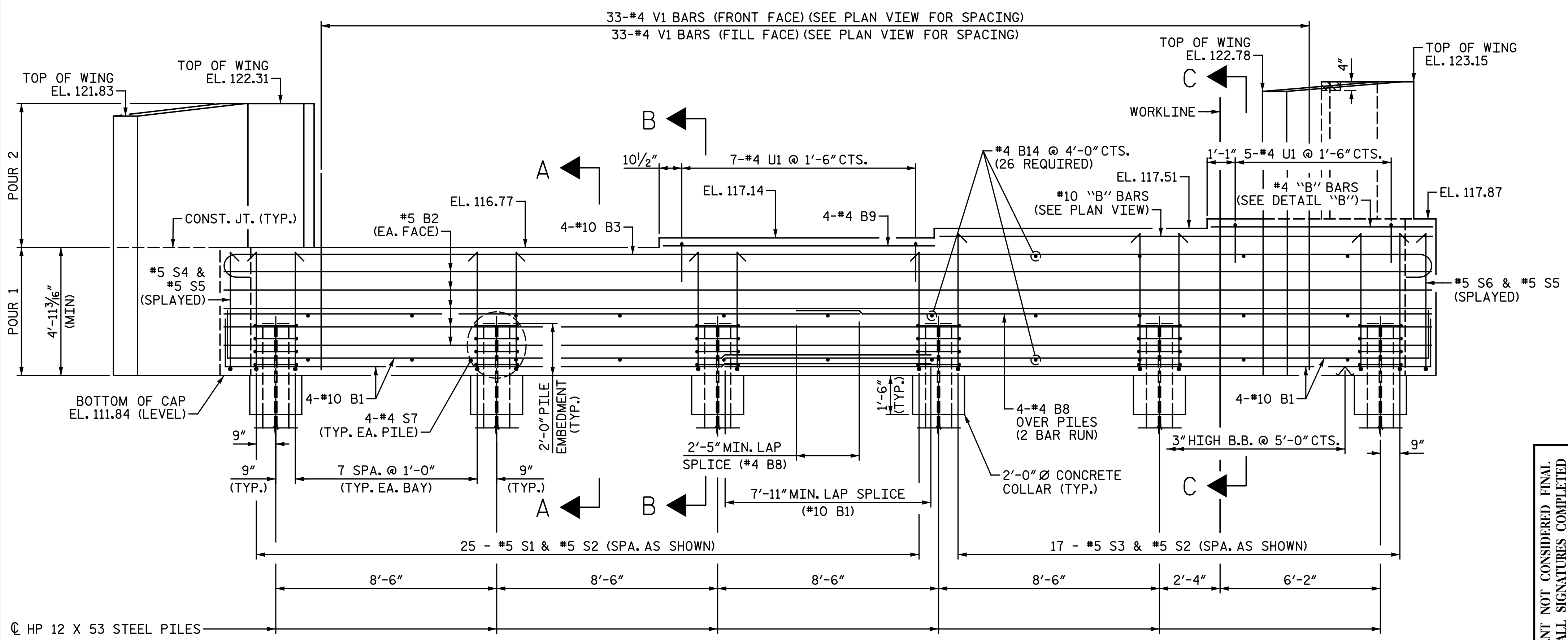
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

#4 B14 BARS MAY BE SHIFTED AS NECESSARY TO CLEAR THE STEEL PILES.

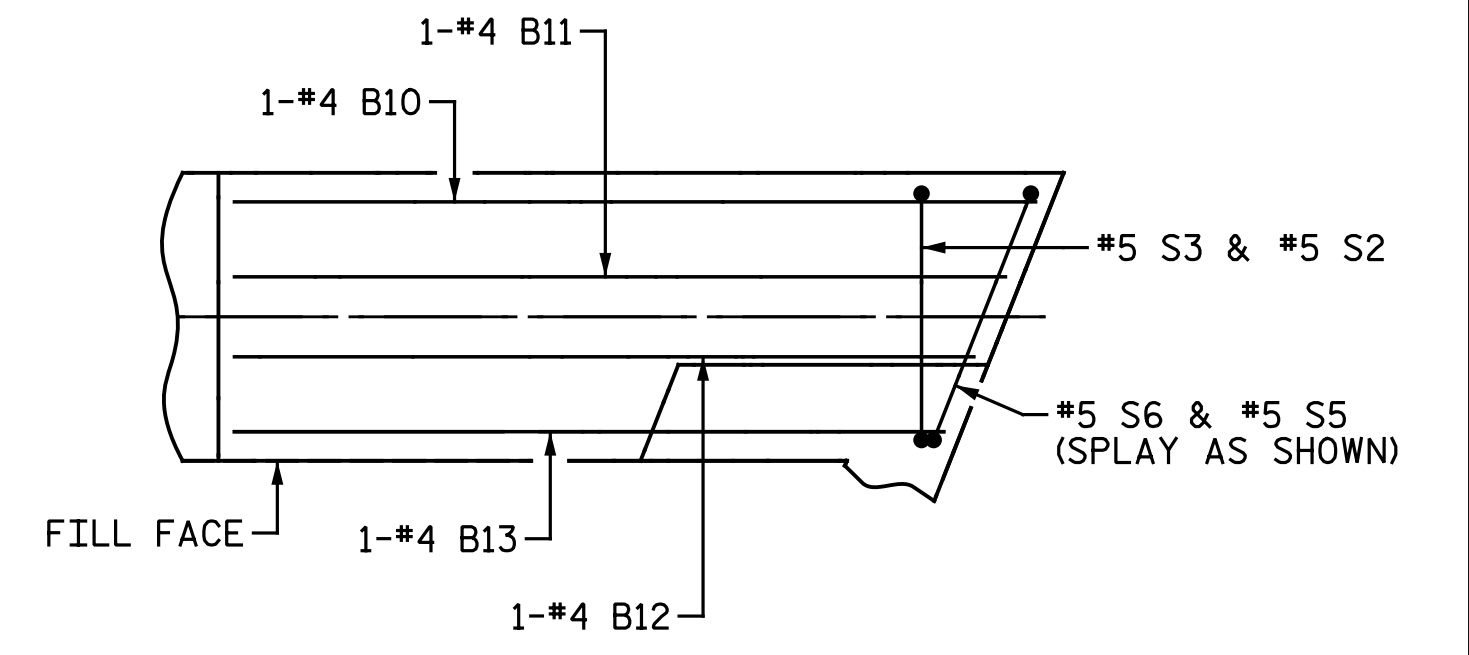


DETAIL "A"

ALL DIMENSIONS AND DETAILS SHOWN ARE TYPICAL FOR ALL BEARINGS AT EACH BRIDGE SEAT LOCATION.



ELEVATION



DETAIL "B"

WING ABOVE CAP NOT SHOWN FOR CLARITY

PROJECT NO. U-3330
NASH COUNTY
 STATION: 18+22.61 -Y1-
 SHEET 1 OF 2

DRAWN BY: M. D. MAYHEW DATE: 8-8-16
 CHECKED BY: J. M. GARRISON DATE: 8-16-16

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Professional Engineer Seal for Bradley J. Bell, State of North Carolina, License No. 042399, dated 1/27/2017.

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STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH SUBSTRUCTURE INTEGRAL END BENT 1 LEFT LANES					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
SHEET NO. SI-25					TOTAL SHEETS 38