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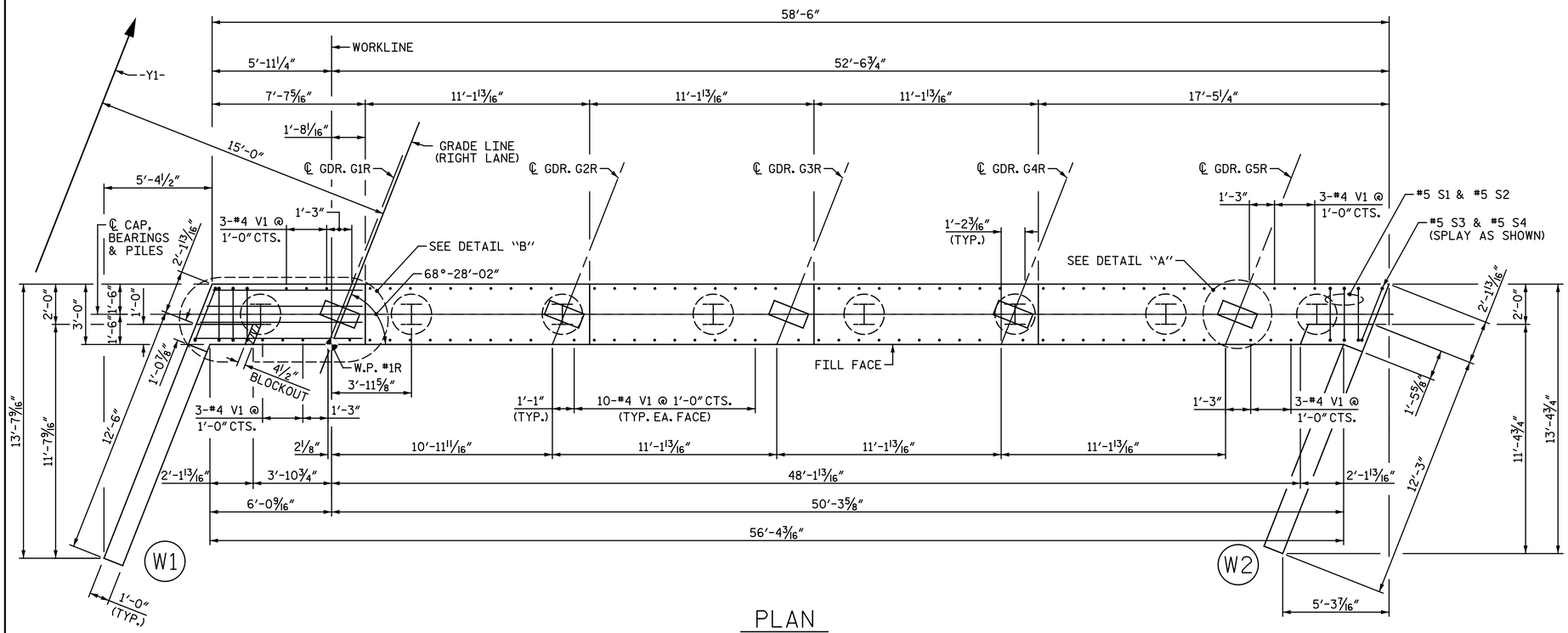
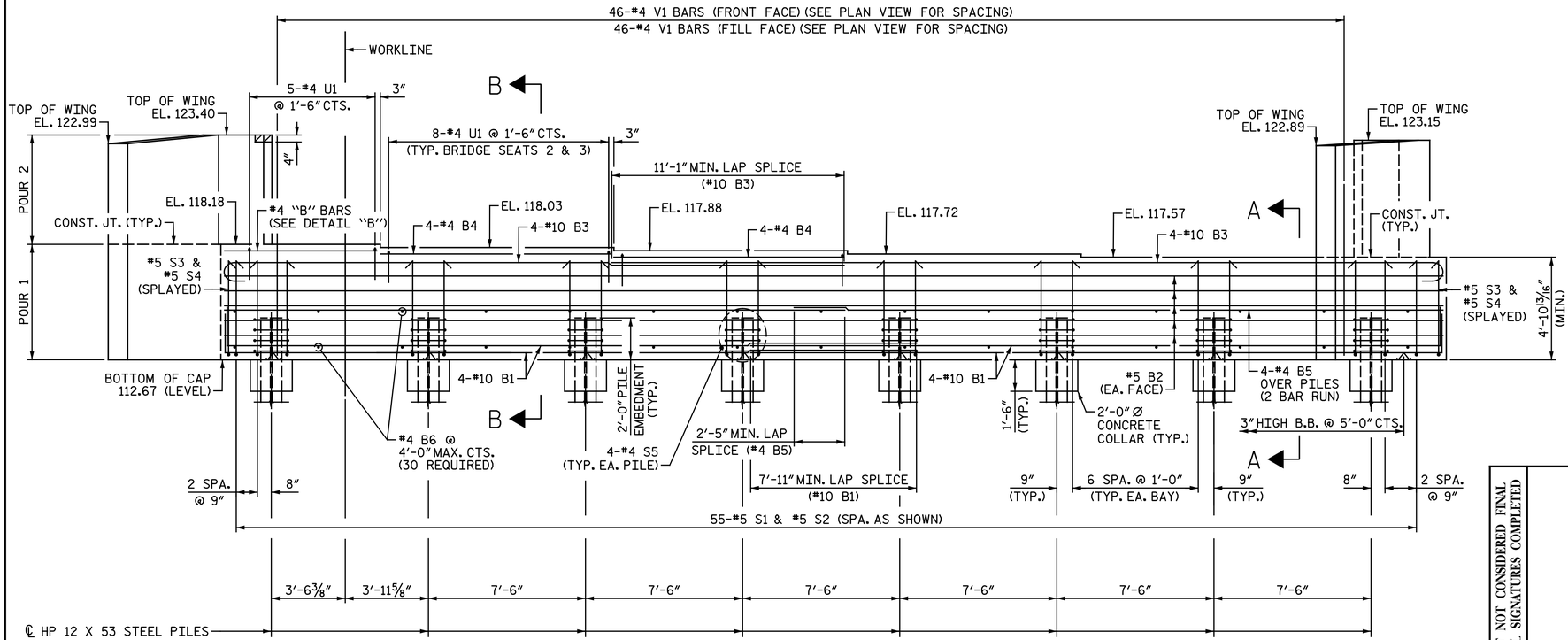


PLAN



ELEVATION

NOTES:

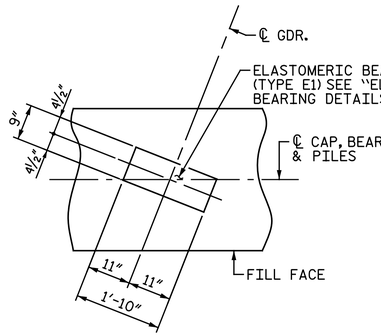
FOR ″SECTION A-A″ AND ″SECTION B-B″, SEE ″INTEGRAL END BENT 1 DETAILS″ SHEET.

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 ¼″.

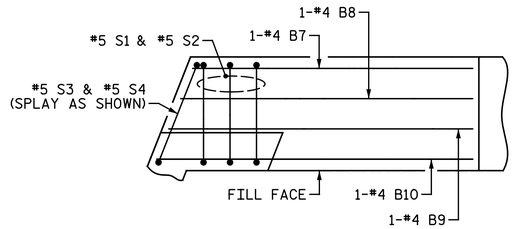
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

#4 B6 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.



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 : 8-10-16

CHECKED BY : A. H. SHARPE DATE : 8-15-16

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NORTH CAROLINA PROFESSIONAL SEAL 042399 ENGINEER BRADLEY J. BELL

DocuSigned by: Bradley J. Bell C41A3FBECA3C434...

1/27/2017

Michael Baker INTERNATIONAL

Michael Baker Engineering
8000 Regency Parkway, Suite 600
Cary, North Carolina 27518
NC License No. : F-1084

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUBSTRUCTURE

INTEGRAL END BENT 1

RIGHT LANES

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S2-26
1			3			TOTAL SHEETS
2			4			39