

NOTES:

FOR "SECTION A-A" AND "SECTION B-B", SEE "INTEGRAL END BENT 1 DETAILS" SHEET 1 OF 2.

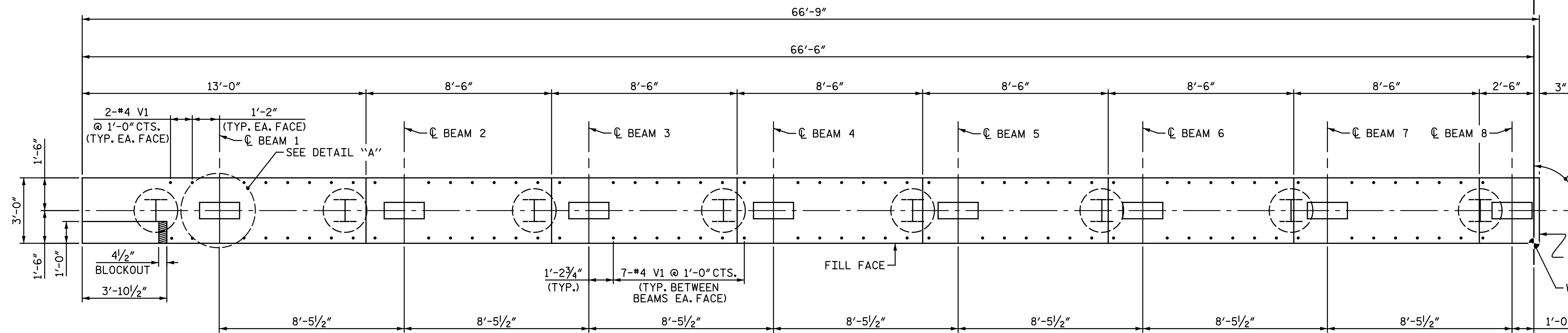
STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR #4 V1 BARS.

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

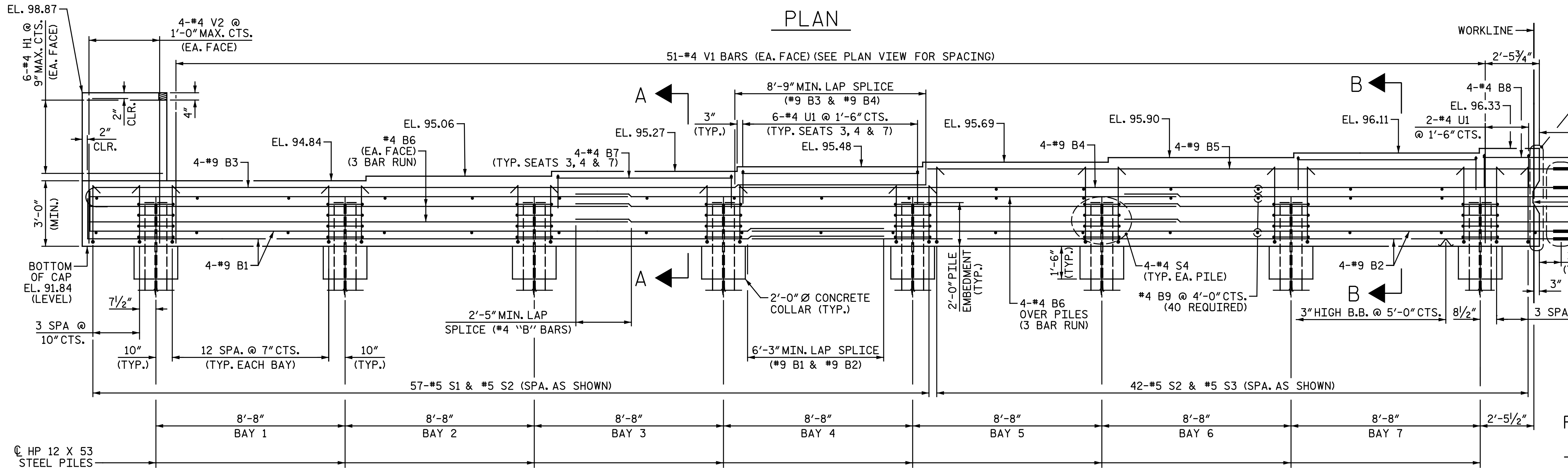
THE CONCRETE IN THE SHADED AREA OF THE WING SHALL BE POURED AFTER THE BARRIER RAIL IS CAST IF SLIP FORMING IS USED.

#4 B9 BARS MAY BE SHIFTED AS NECESSARY TO CLEAR THE STEEL PILES.

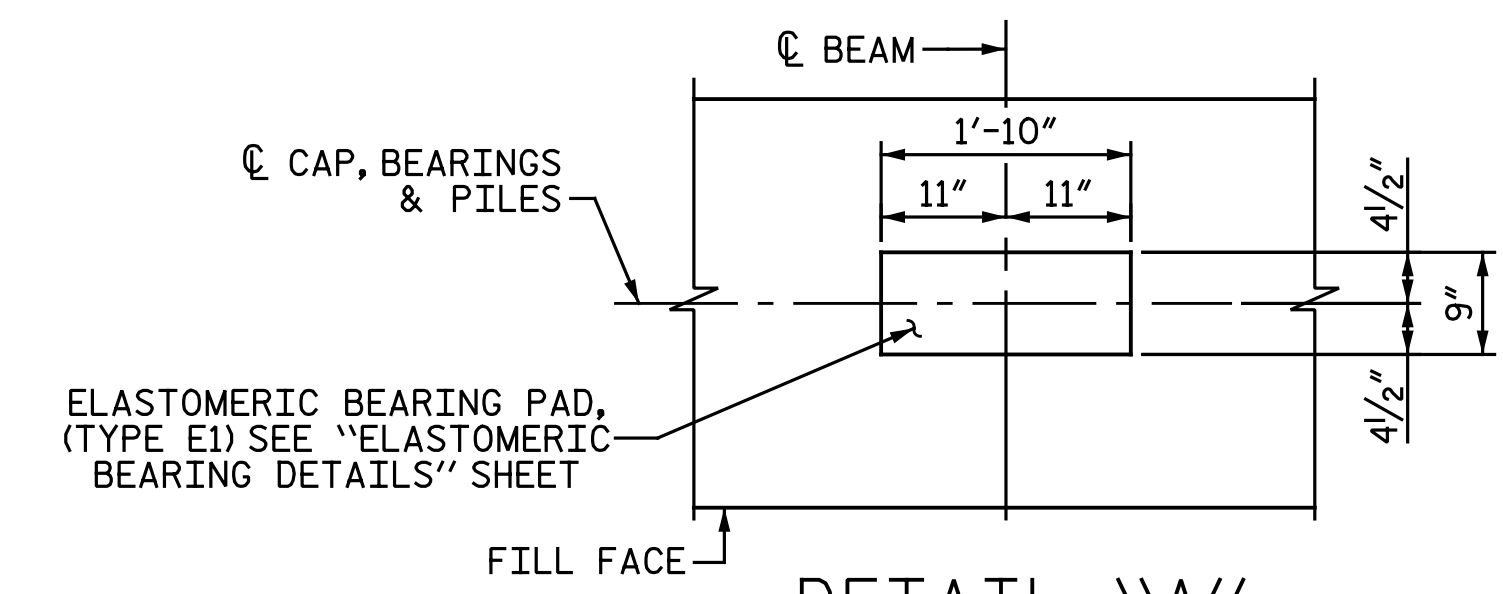
FOR MECHANICAL BUTT SPlicing OF REINFORCING STEEL, SEE SECTION 425-5 OF THE STANDARD SPECIFICATIONS.



PLAN

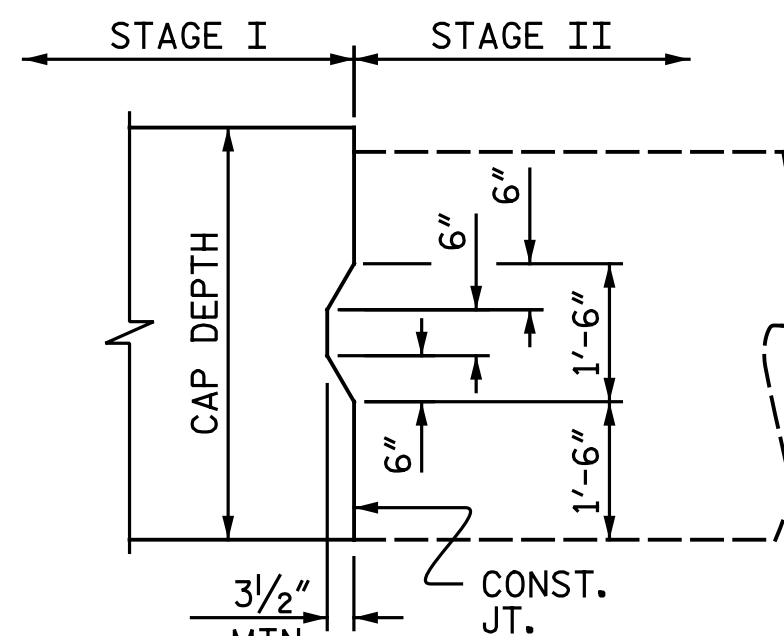


ELEVATION



DETAIL "A"

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



DETAIL "B"

PROJECT NO. U-3330
NASH COUNTY
 STATION: 61+03.00 -L-

SHEET 1 OF 2

DRAWN BY : N. B. SPEAKS DATE : 11-3-16
 CHECKED BY : A. H. SHARPE DATE : 11-14-16

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



DocuSigned by:
 Todd M. Garrison
 61EAF7523943466
 2/3/2017

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

STAGE I

REVISIONS						SHEET NO. S3-24
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			TOTAL SHEETS 42
2			4			