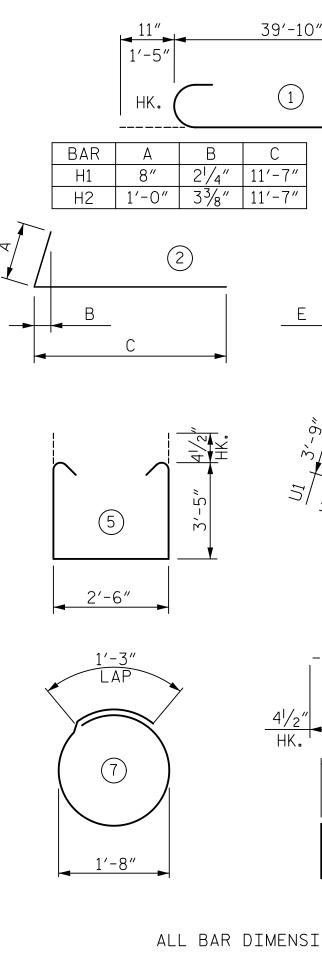


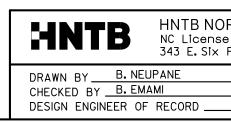
PLAN

BLOCKOUT IN WINGWALL



NOTES: The top surface of the end bent cap, except the bearing area, shall be raked to a depth of $\frac{1}{4}$ ".

ELEVATION



BAR TYPES	BILL OF REINFORCING						
39'-10"	END BENT 1						
1'-5" B6	BAR	NO.	SIZE	TYPE	LENGTH	WEIGHT	
	B1	6	#8	1	41'-8"	668	
(<u>1</u>) HK.	B2	32	#4	STR.	21'-2"	452	
	B3	9	#4	STR.	3'-6"	21	
B C BAR D E F	B4	6	#4	STR.	9'-0"	36	
2 ¹ / ₄ " 11'-7" H5 8" 2 ¹ / ₄ " 17'-10"	B5	6	#4	STR.	13'-1"	52	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	B6	8	#10	1	42'-8"	1,469	
	D1	56	#5	STR.	6'-5″	375	
$\langle \rangle$ (3)	D2	16	#5	STR.	8'-3"	138	
	H1	7	#4	2	12'-3″	57	
E	H2	12	#6	2	12'-7"	227	
F	H3	5	#4	STR.	13'-3"	44	
	H4	9	#6	STR.	13'-0"	176	
<u>U1 1'-05/8</u> "	H5	11	#4	3	18'-6"	136	
<u>U2</u> 9 ¹ / ₄ ″	H6	20	#7	3	19'-3"	787	
		20		0			
$ \begin{array}{c} & & & \\ & & & \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} & & \\ & \\ \end{array} \\ \end{array}$	S1	100	#4	5	10'-1"	674	
	S2	100	#4	6	3'-3"	217	
	S3	28	#4	7	6'-6"	122	
$U_1 = 2' - 8''_1$	S3S4	15	#4	8	7'-0"	70	
	5	15		0		10	
<u>U2</u> <u>3'-8"</u>	V1	32	#5	STR.	10'-1"	337	
	V2	43	#5	STR.	9'-4"	419	
<							
	U1	7	#5	4	10'-2"	74	
	U2	7	#5	4	9'-2"	67	
4 ¹ / ₂ "	QUANTITIES						
3'-6"	EPOXY CO)ATED REI	INFORCING	STEEL	LBS.	6,618	
			re breakd	UWN		30.9	
(8) (5) (1)	8POUR 1 - CAPCU. YDS.POUR 2 - WINGSCU. YDS.						
B POUR 2 - WINGS CU. YDS.							
• • •	TOTAL:				CU.YDS.	41.4	
	HP 12×53	STEEL P	ILES		NO.	7	
BAR DIMENSIONS ARE OUT TO OUT					525		

	F	PROJE	ROJECT NO		R-5021		21			
	_			RUNSWICK			_col	JNTY		
	S	STATION: POC 390+15.00 -L-								
		SHEET	3 OF	3						
STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH								DN		
SEAL		SUBSTRUCTURE								
046632 1/24/2019	END BENT 1									
	RIGHT LANE									
RTH CAROLINA, P.C. > No. C-1554 Forks Rd., Suite 200, Raleigh, N.(NO.	BY	REVISI DATE	ONS NO.	ВҮ	DATE	sheet no. S6-28			
DATE 8/17 DATE 9/17 J. GREGG DATE 8/18	DWG. NO. 28	1			3			TOTAL SHEETS		
UATE		2			4			39		