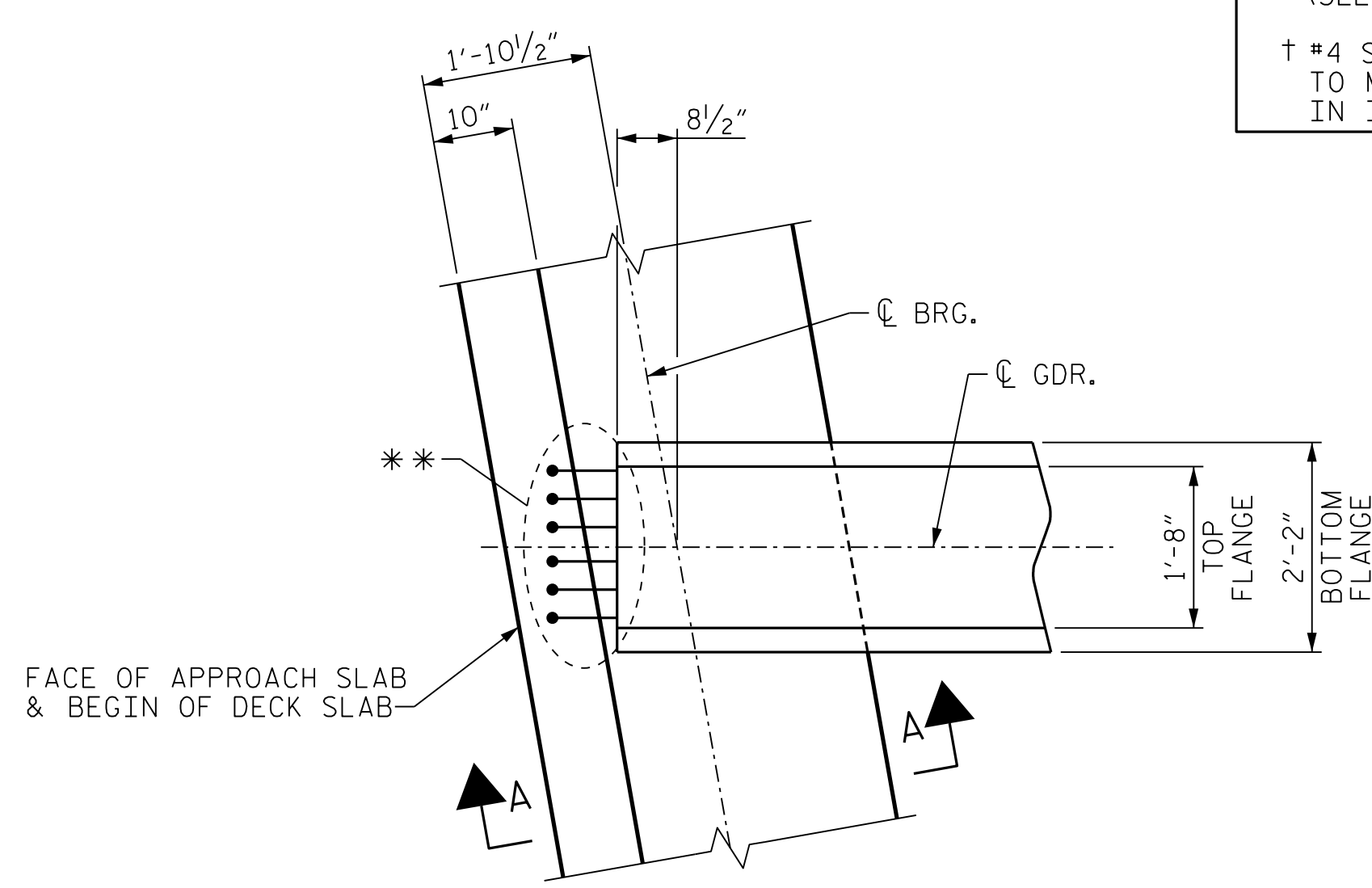
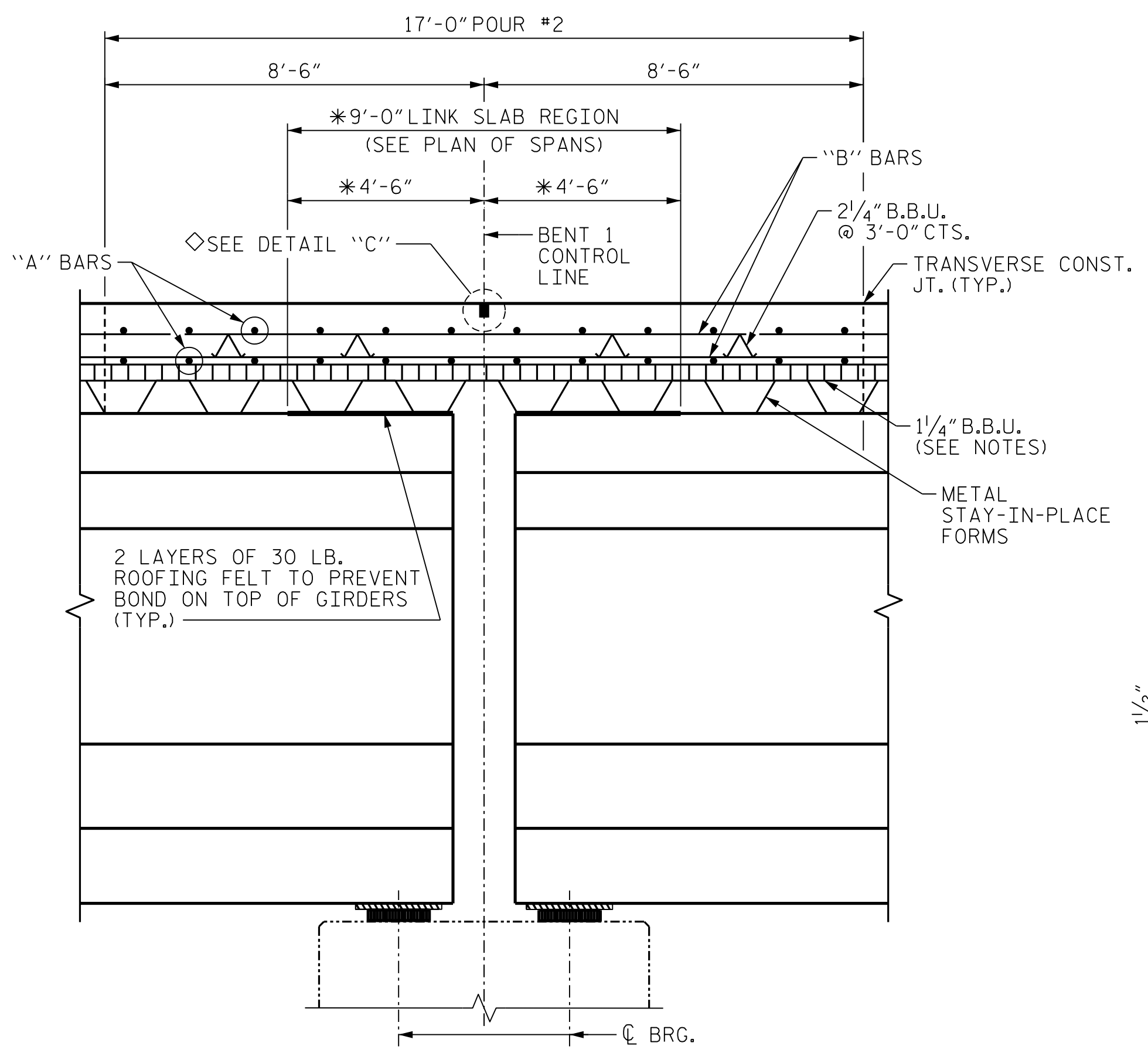


**SECTION A-A**  
INTEGRAL END BENT

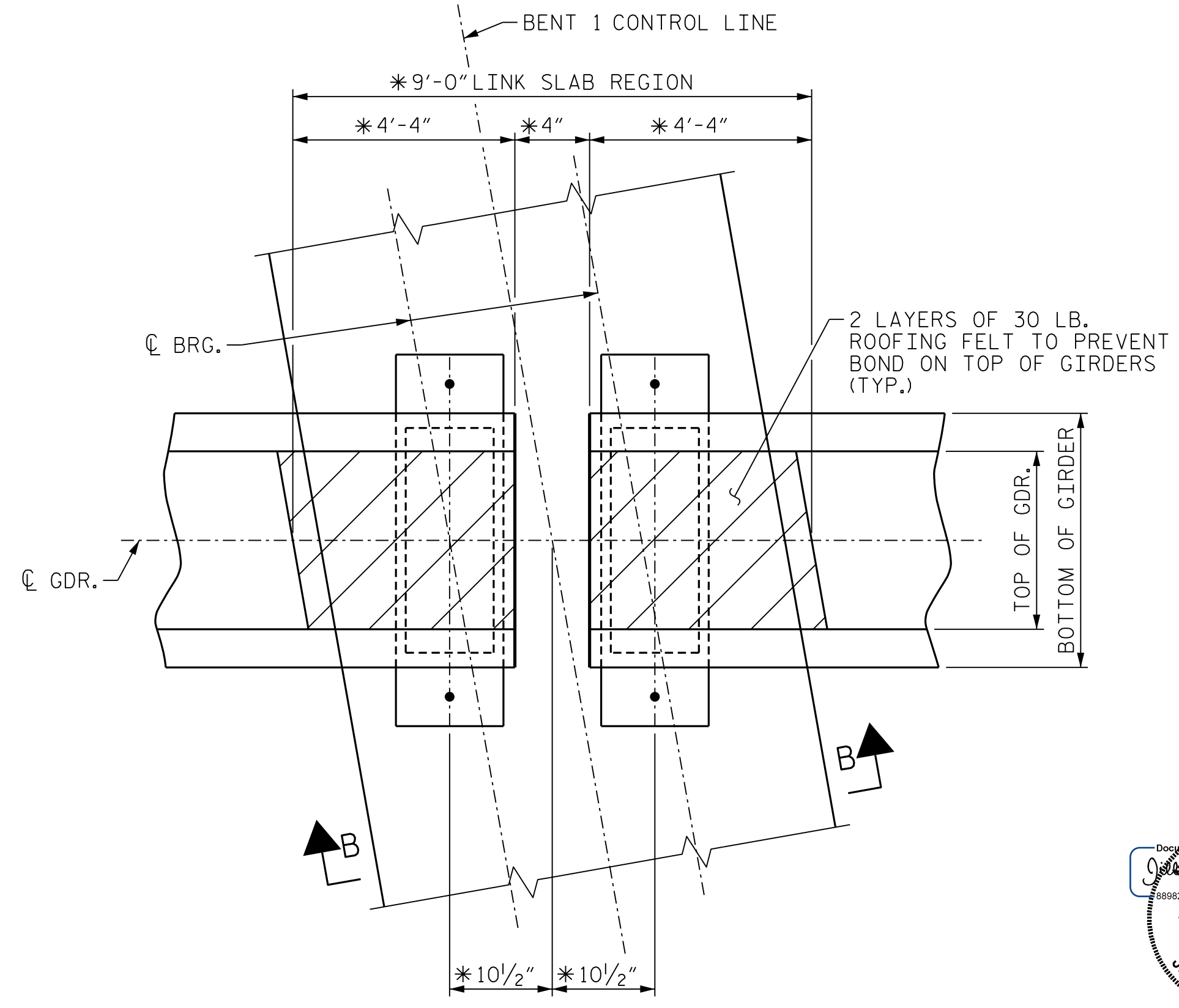
\* MEASURED ALONG  $\bar{C}$  GIRDER  
 \*\* #5 'S' BARS (TYP.) (SEE GIRDER SHEETS)  
 † #4 S1, #4 S2, AND #4 U1 BARS TO MATCH WITH #4 'V' BARS IN INTEGRAL END BENT CAP.



**PLAN OF GIRDER AT INTEGRAL END BENT**  
(END BENT 1 SHOWN, END BENT 2 SIMILAR)

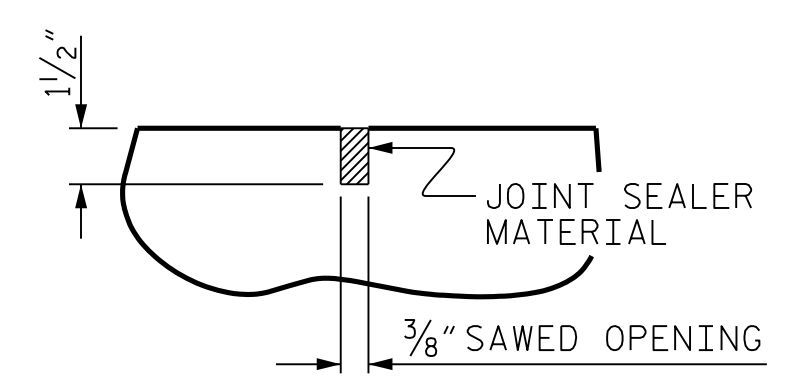


**SECTION B-B**  
SECTION SHOWN ALONG GIRDER

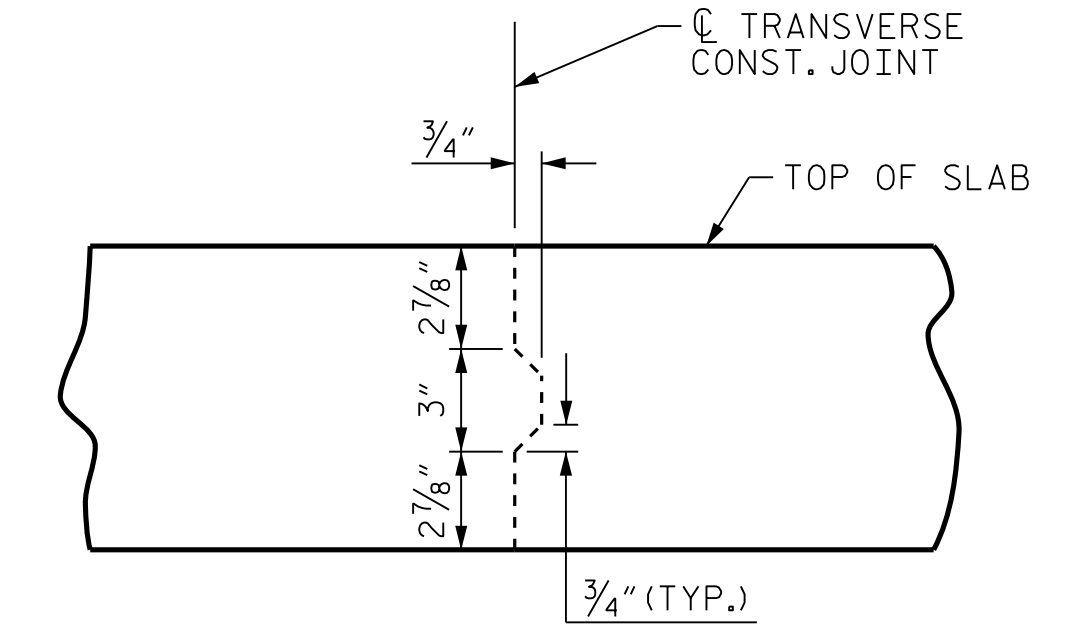


**PLAN OF GIRDER AT INTERIOR BENT**

◊ A 1/2" DEEP, 3/8" WIDE CONTRACTION JOINT AT BENT CONTROL LINE SHALL BE SAWN WITHIN 24 HOURS OF POURING THE DECK. THE JOINT SHALL BE FILLED WITH JOINT SEALER MATERIAL. THE JOINT SEALER MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1028-3 OF THE STANDARD SPECIFICATIONS.



**DETAIL 'C'**  
SAW CUT CONTRACTION JOINT

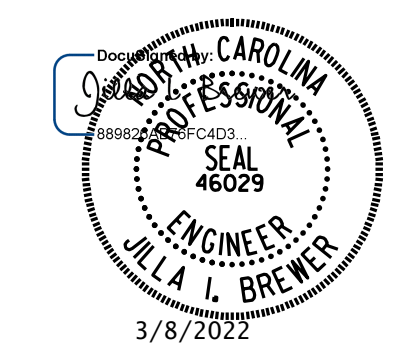


**TRANSVERSE CONSTRUCTION JOINT DETAIL**

NOTE: REINFORCING STEEL IN SLAB NOT SHOWN. LONGITUDINAL REINFORCING STEEL SHALL BE CONTINUOUS THRU JOINT.

PROJECT NO. **I-5987B**  
**ROBESON** COUNTY  
 STATION: **29+70.72 -Y7-**

SHEET 3 OF 3



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 SUPERSTRUCTURE  
 TYPICAL SECTION  
 DETAILS

**DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED**

MI ENGINEERING  
 1011 SCHAUB DRIVE, SUITE 100  
 RALEIGH, NC 27606  
 (919) 851-6606  
 FIRM PE NUMBER: P-0671

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			S10-8 TOTAL SHEETS 33
2			4			

THE TOP OF GIRDER IN THE REGION OF THE LINK SLAB SHALL BE SMOOTH (NOT RAKED) AND FREE OF STIRRUPS, ANCHOR STUDS, DECK FORMWORK ATTACHMENTS, AND OVERHANG FALSEWORK/FORMWORK ATTACHMENTS.

3/8/2022 10:37:49 AM User: blanning  
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DRAWN BY: **B.E. LANNING** DATE: **03/2021**  
 CHECKED BY: **J.I. BREWER** DATE: **03/2021**  
 DESIGN ENGINEER OF RECORD: **J.I. BREWER** DATE: **03/2022**