

NOTES:

STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR DOWELS.

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

FOR PILE SPLICE DETAILS, SEE SHEET 3 OF 3.

FOR WING DETAILS, SEE SHEET 2 OF 3.

FOR CONSTRUCTION JOINT DETAILS, SEE SHEET 3 OF 3.

FOR DETAILS ON CONSTRUCTION STAGING, SEE CONSTRUCTION STAGING SHEETS.

TOP OF PILE ELEVATIONS	
①	1743.33
②	1743.12
③	1742.92
④	1742.71
⑤	1742.50
⑥	1742.20
⑦	1741.89

+ BAR LENGTH IS BASED ON "B" BAR PROJECTING FROM THE CONSTRUCTION JOINT 1'-0" FOR MECHANICAL SPLICE. BAR LENGTH MAY NEED TO BE INCREASED PER MANUFACTURER'S RECOMMENDATIONS.

* BARS ARE DETAILED WITH ADEQUATE LENGTH FOR A SPLICE. MECHANICAL REBAR SPLICES WILL BE REQUIRED IF THE TEMPORARY SHORING LOCATION DOES NOT ALLOW FOR MIN. REQUIRED SPLICE LENGTH. ALL COSTS ASSOCIATED WITH MECHANICAL BAR SPLICES SHALL BE CONSIDERED INCIDENTAL TO THE REINFORCING STEEL, NO ADDITIONAL PAYMENT WILL BE MADE.

PROJECT NO. DF18314.2045332

HENDERSON COUNTY

STATION: 13+70.81 -L-

SHEET 1 OF 3

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUBSTRUCTURE

END BENT 1



REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			S-21
2			4			TOTAL SHEETS 32

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

DRAWN BY : J. SCACCA DATE : 01/2025
CHECKED BY : M. ACOSTA DATE : 01/2025
DESIGN ENGINEER OF RECORD: M. ACOSTA DATE : 03/2026