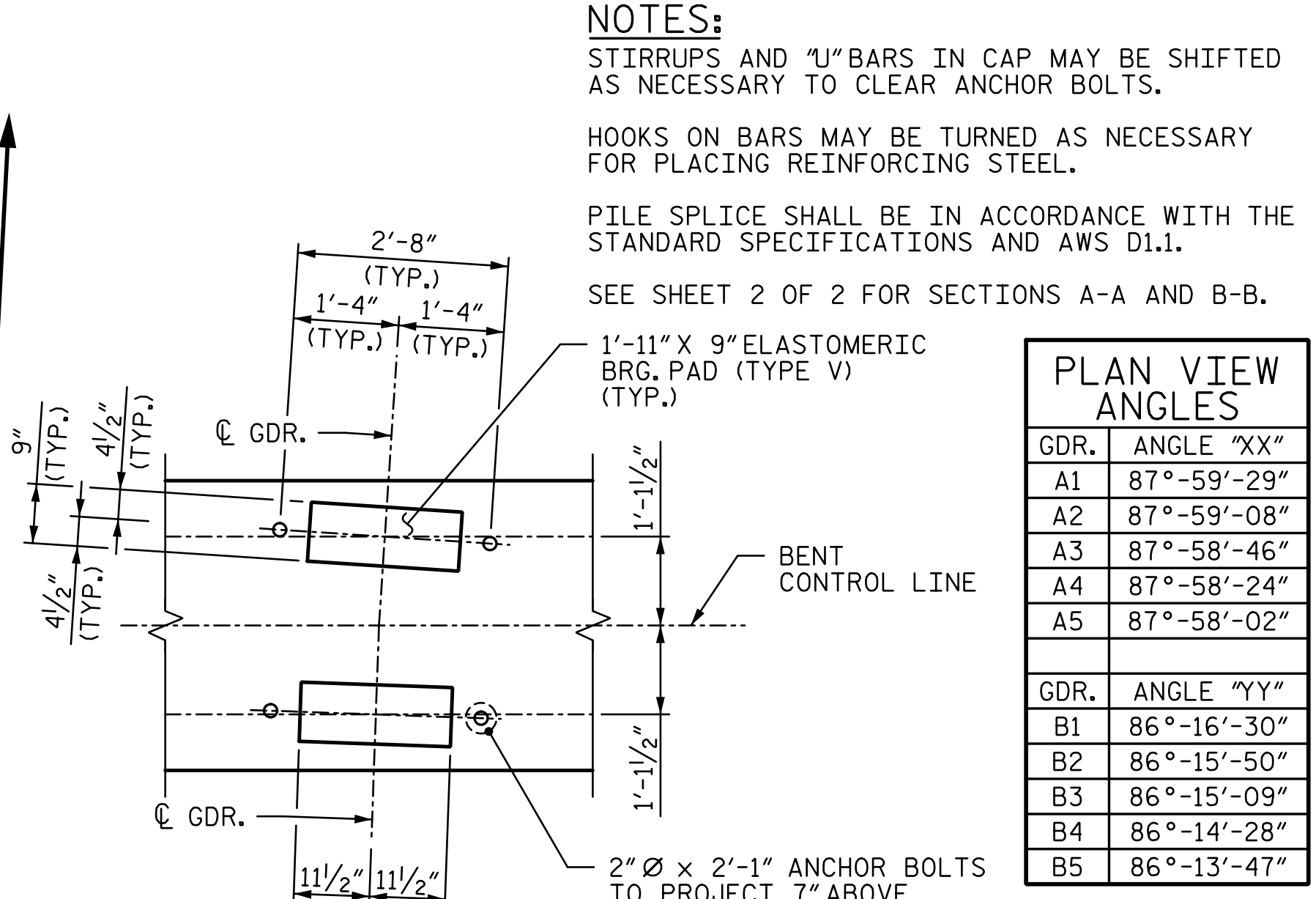
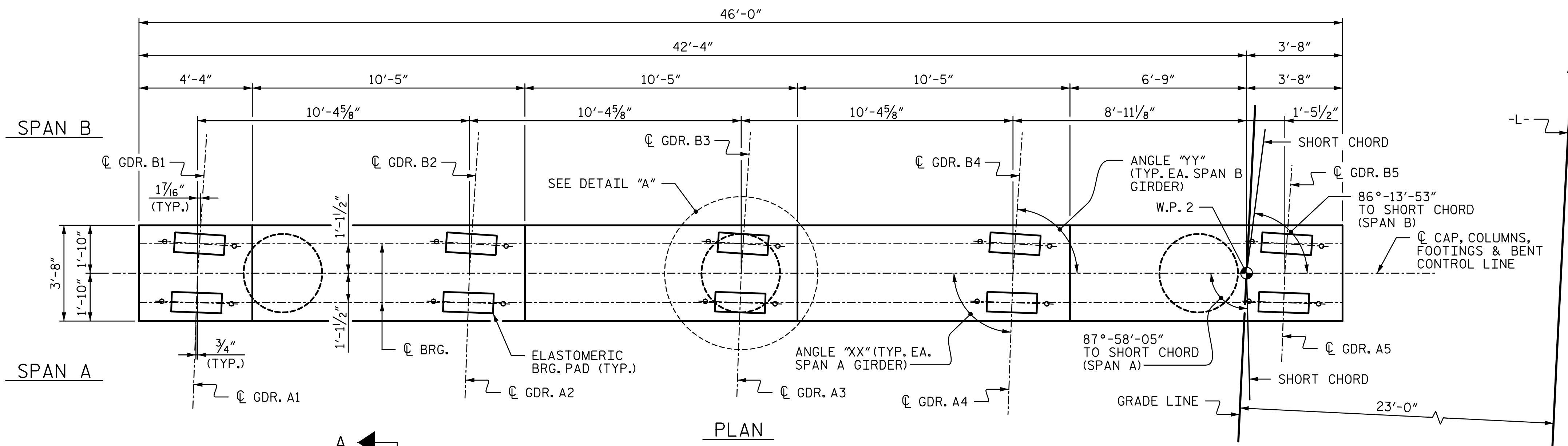
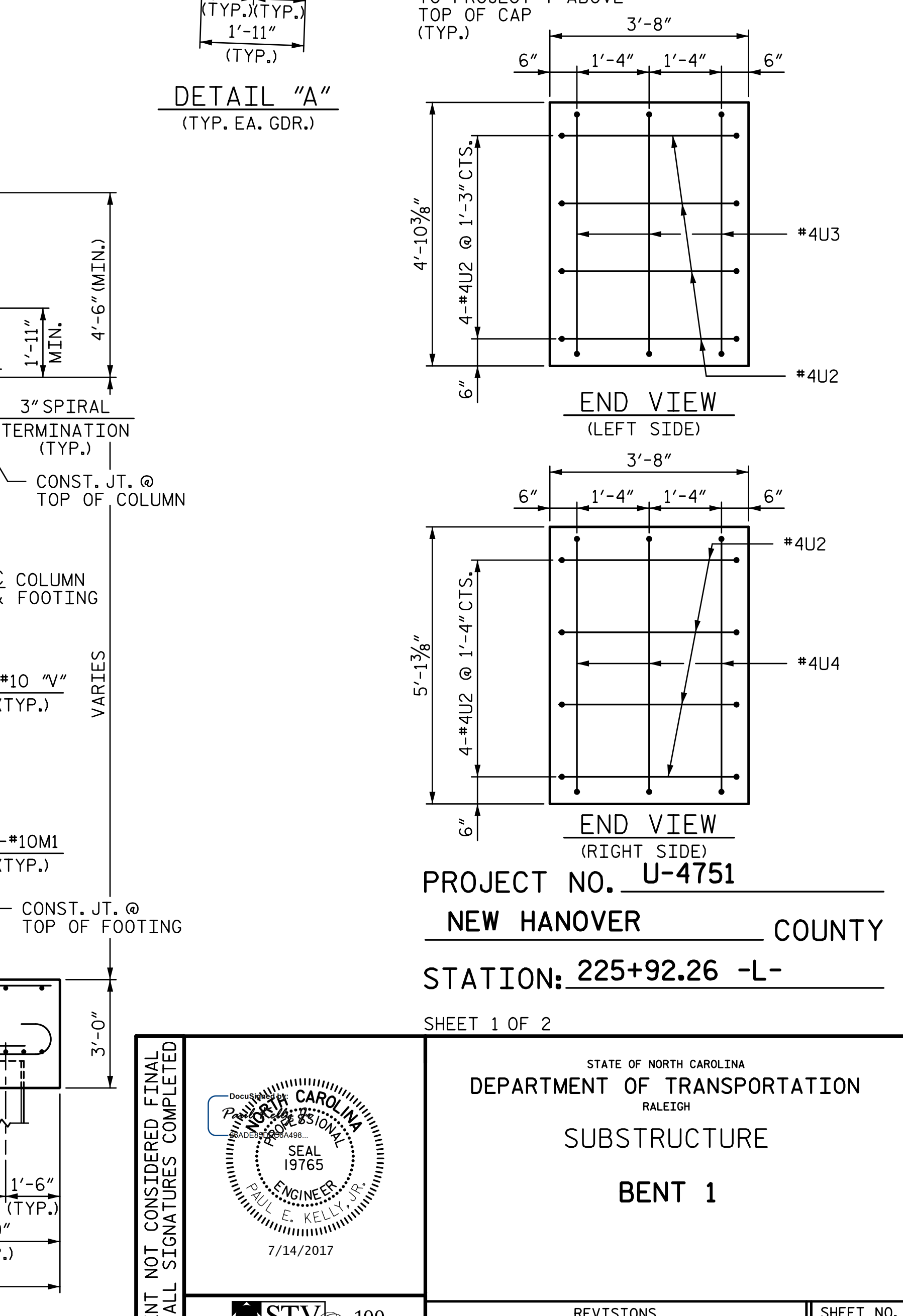
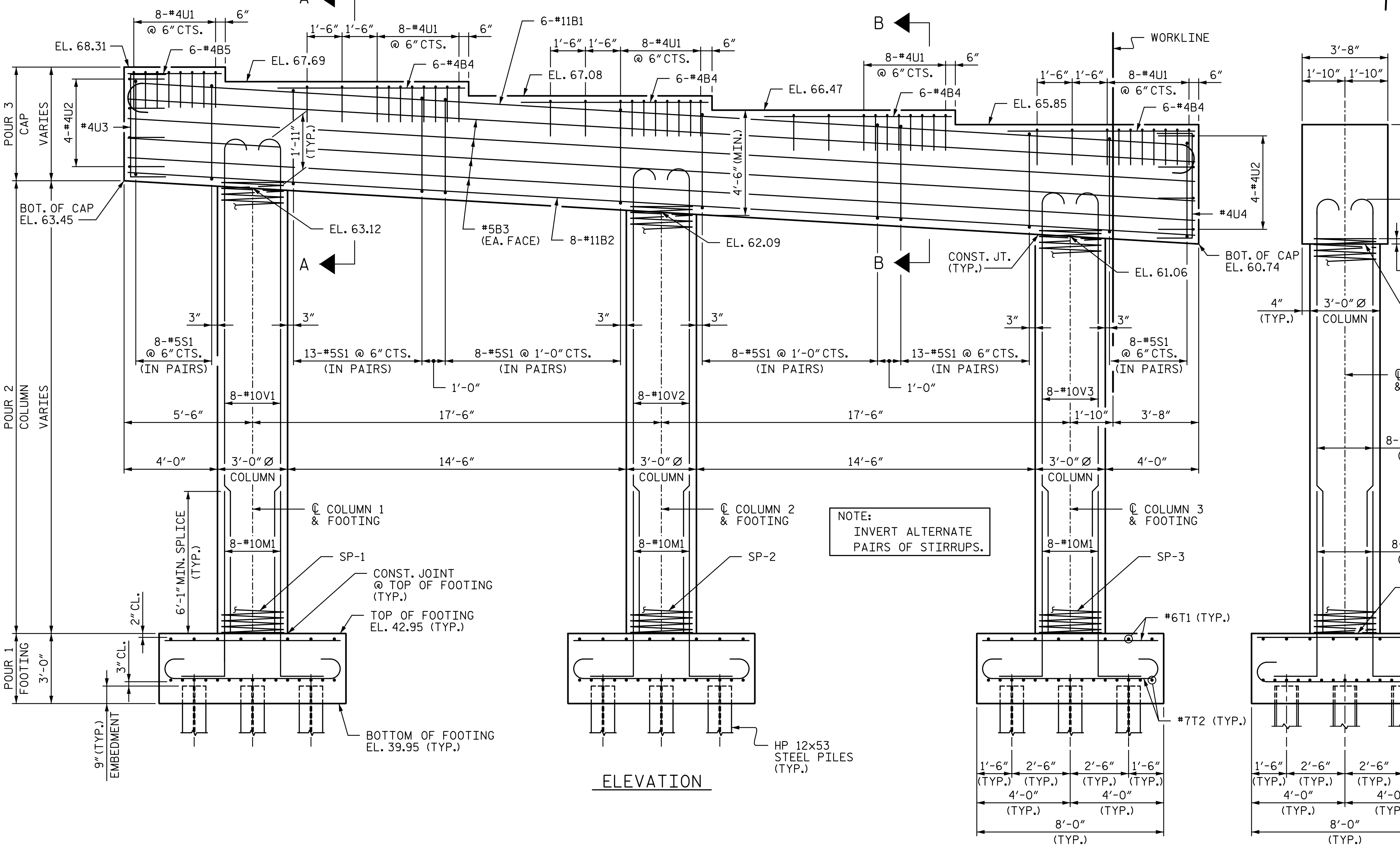


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NOTES:
 STIRRUPS AND "U" BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
 HOOKS ON BARS MAY BE TURNED AS NECESSARY FOR PLACING REINFORCING STEEL.
 PILE SPLICE SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AWS D1.1.
 SEE SHEET 2 OF 2 FOR SECTIONS A-A AND B-B.

PLAN VIEW ANGLES	
GDR. A1	87°-59'-29"
A2	87°-59'-08"
A3	87°-58'-46"
A4	87°-58'-24"
A5	87°-58'-02"
GDR. B1	86°-16'-30"
B2	86°-15'-50"
B3	86°-15'-09"
B4	86°-14'-28"
B5	86°-13'-47"



NOTE:
 INVERT ALTERNATE PAIRS OF STIRRUPS.

PROJECT NO. U-4751
 NEW HANOVER COUNTY
 STATION: 225+92.26 -L-
 SHEET 1 OF 2

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

STV 100 years
 STV ENGINEERS, INC.
 900 West Trade St., Suite 715
 Charlotte, NC 28202
 NC License Number F-5991

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUBSTRUCTURE
BENT 1

REVISIONS			
NO.	BY:	DATE:	DATE:
1			
2			
3			
4			

SHEET NO. S3-28
 TOTAL SHEETS 36

DRAWN BY: MBC DATE: 3-17
 CHECKED BY: VMW DATE: 5-17
 DESIGN ENGINEER OF RECORD: P. KELLY DATE: 5-17