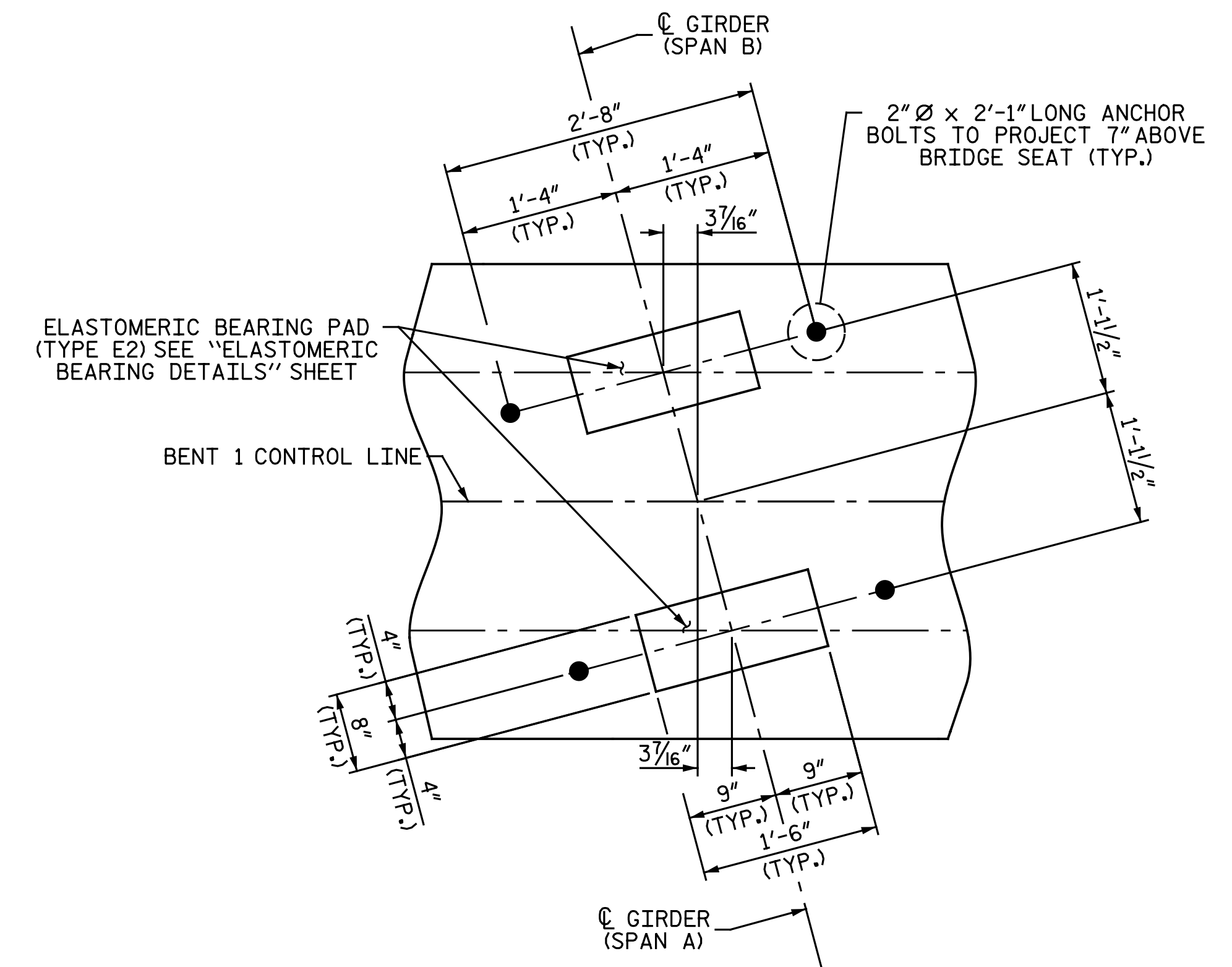


**NOTES:**

- STIRRUPS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.
- ALTERNATELY INVERT STIRRUP PAIRS AS NOTED.
- FOR FOOTING REINFORCING DETAILS, SEE "BENT 1 DETAILS" SHEET.
- FOR "SECTION A-A", "SECTION B-B", "VIEW C-C", AND "SECTION D-D", SEE "BENT 1 DETAILS" SHEET.
- FOR ADDITIONAL INFORMATION AND NOTES, SEE "GENERAL DRAWING", SHEET 2 OF 4.
- HOOKS ON "V1" BARS MAY BE TURNED AS NECESSARY FOR PLACING REINFORCING STEEL.
- T1 BARS IN FOOTING MAY BE SHIFTED AS NECESSARY TO CLEAR M1 BARS IN FOOTING.



**DETAIL "A"**  
ALL DIMENSIONS AND DETAILS SHOWN ARE TYPICAL FOR ALL BEARINGS @ EACH BRIDGE SEAT LOCATION.

PROJECT NO. U-2524D  
GUILFORD COUNTY  
 STATION: 13+62.84 -PED-

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DRAWN BY: M. D. MAYHEW DATE: 2-9-16  
 CHECKED BY: A. M. HOUSTON DATE: 2-16-16

**ELEVATION**

**END ELEVATION**

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED		STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
		SUBSTRUCTURE					
		BENT 1					
<b>Michael Baker INTERNATIONAL</b>		Michael Baker Engineering 8000 Regency Parkway, Suite 600 Cary, North Carolina 27518 NC License No.: F-1084		REVISIONS NO. BY: DATE: NO. BY: DATE:		SHEET NO. S2-28	
				1 2		TOTAL SHEETS 33	