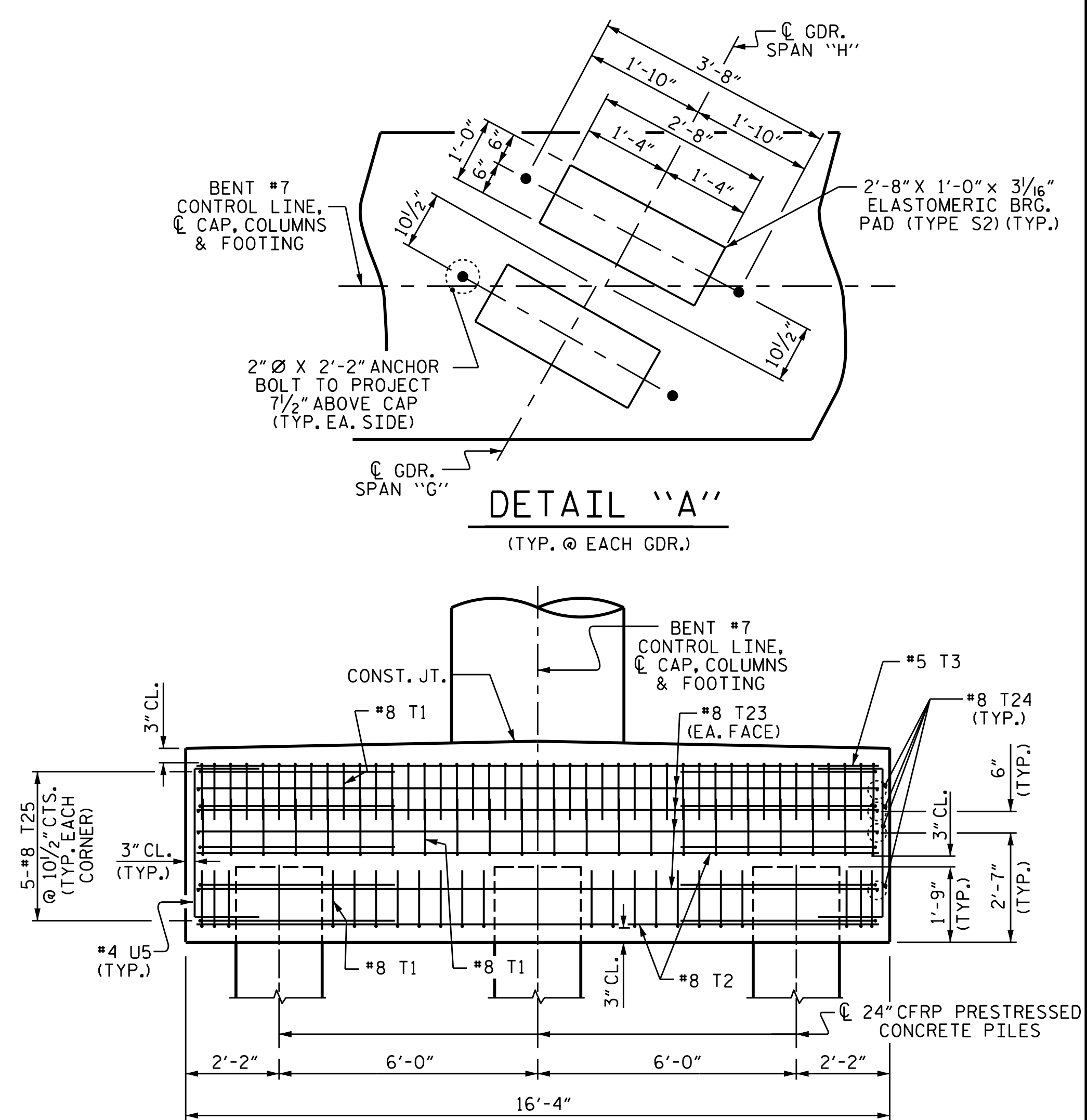
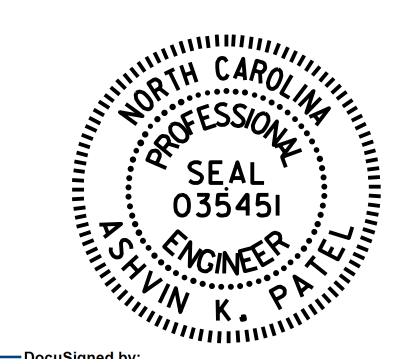


**NOTES**

STIRRUPS AND U1 BARS IN CAP MAY BE SHIFTED AS NECESSARY TO CLEAR ANCHOR BOLTS.  
 HOOKS ON "V" AND "M" BARS MAY BE TURNED AS NECESSARY FOR PLACING REINFORCING BARS.  
 CONCRETE DISPLACED BY CONCRETE PILES HAS BEEN DEDUCTED FROM THE FOOTING CONCRETE QUANTITY.  
 ALL REINFORCING IN THE CAP, COLUMNS AND FOOTING IS TO BE GLASS FIBER REINFORCED POLYMER (GFRP) BARS. FOR GLASS FIBER REINFORCED POLYMER BARS, SEE SPECIAL PROVISIONS.  
 \* THE FOOTING HAS A DROP OF 2" FROM THE CENTER OF THE FOOTING TO THE EDGE OF THE FOOTING TO ACCOMMODATE DRAINAGE.



PROJECT NO. B-4863  
CARTERET COUNTY  
 STATION: 34+75.00 -L-  
 SHEET 1 OF 3



DocuSigned by:  
 Ashwin Patel  
 7F189E5610244E3  
 3/9/2020

STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH  
 SUBSTRUCTURE  
 BENT #7

DRAWN BY: I.L. AVERETTE DATE: 02/2019  
 CHECKED BY: A.K. PATEL DATE: 12/2019  
 DESIGN ENGINEER OF RECORD: A.K. PATEL DATE: 12/2019

REINFORCING BAR DIMENSIONS AND DETAILS ARE TYPICAL FOR EACH COLUMN  
 FOR ADDITIONAL REINFORCING BARS IN ENDS OF CAP, SEE VIEW X-X AND VIEW Y-Y ON SHEET 3 OF 3  
 \*4 U5 BARS IN FOOTING NOT SHOWN, SEE SHEET 2 OF 3

DOCUMENT NOT CONSIDERED  
 FINAL UNLESS ALL  
 SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S1-139
1			3			TOTAL SHEETS 194
2			4			