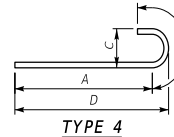
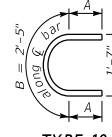


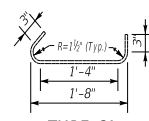
45° SKEW 16'-0" - 17'-6" BRIDGE WIDTH (No Seismic Load)

[illegible]

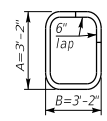
TYPE 4



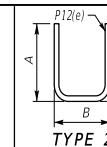
TYPE 10



TYPE 3.



TYPE 14



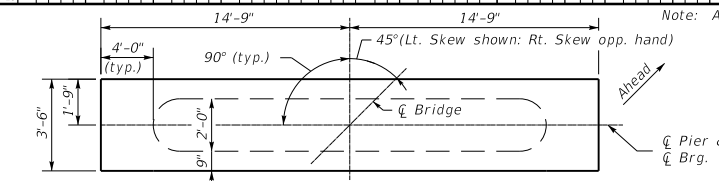
TYPE 2

(For Stepped Cap)
A=Ht. diff.-2" Cl.
+2'-0" emb.
B=1'-2½"

H	A		B		C	
	ft.	in.	ft.	in.	ft.	in.
10-11	2	6	2	9	13	6
12-13	2	6	2	9	13	6
14-15	2	6	2	9	13	6
16-17	2	6	2	9	13	6
18-19	2	6	2	9	13	6
20-21	2	6	2	9	13	6
22-23	2	6	2	9	13	6
24-25	2	6	2	9	13	6

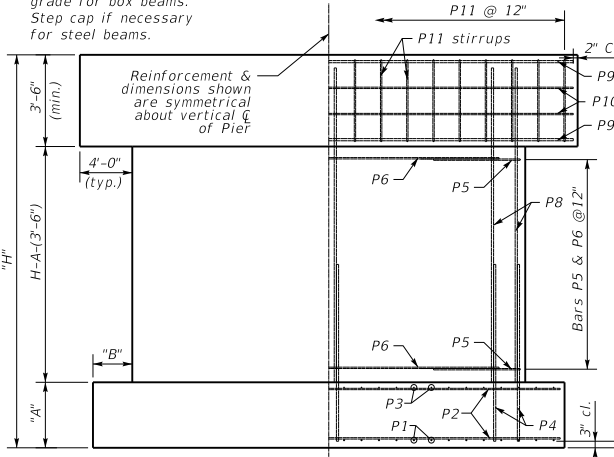
QUANTITIES				
H		CONCRETE CLASS "A"	STEEL REINFORCEMENT EPOXY COATED	STEEL REINFORCEMENT
D		CU. YDS. (1)	LBS.	LBS.
6	10-11	49.1	1146	5362
6	12-13	52.2	1146	5839
6	14-15	55.3	1146	6317
6	16-17	58.5	1146	6794
6	18-19	61.6	1146	7271
6	20-21	64.7	1146	7748
6	22-23	67.8	1146	8225
6	24-25	70.9	1146	8692

(1) Quantity is based on taller height.
Reduce by 1.5 cubic yd. for shorter height.

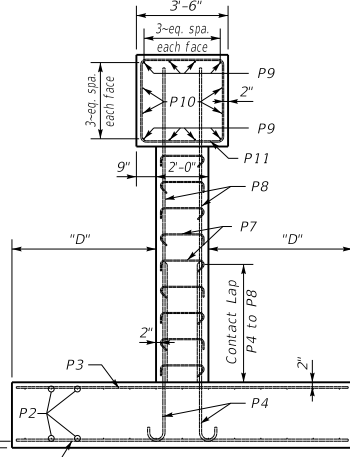


PLAN OF CAP

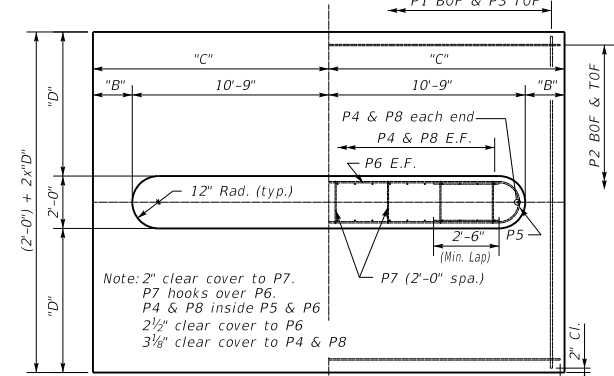
Note: Grade cap to roadway grade for box beams.
Step cap if necessary for steel beams.



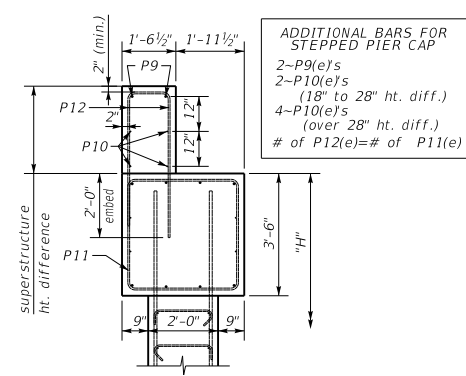
ELEVATION



END ELEVATION



PLAN OF FOOTING



STEPPED CAP
(if necessary)

GENERAL NOTES

SPECIFICATIONS: Construct piers according to the current edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. Piers are designed for side by side box beams as detailed in Standard Drawings BDP-001 through BDP-012, current edition. They may be slightly modified to allow for 17'-6" rolled steel beam bridge width.

FOUNDATION PRESSURE: Construct pier footings on solid rock bearing material that can support a pressure of 8000 psf service or 10,800 psf strength factored as recommended by a geotechnical engineer.

DESIGN LOADS: Pier is designed for the CB42 beam superstructure with 3-97 foot spans. Pier is designed to handle a half a 97 foot span for thermal load with expansion bearings under the beams. Pier is designed for 100 mph wind. Wind on superstructure is for 1-97' span longitudinal and transverse. Pier is designed for stream flow of 10 ft./sec. up to the top of the pier. It is not designed for flow acting on the superstructure. Pier is not designed for earthquake loading.

DESIGN APPLICABILITY: Consult with a structural engineer to determine if these details are applicable for any particular project.

FOOTING ELEVATION: Construct bottom of footing below the anticipated scour elevation. (This typically entails embedding the footings 1'-0" to 2'-0" into rock and pouring concrete directly against cut rock faces as recommended by geotechnical engineer.)

NOTE: Distances to bars shown are clear dimensions unless otherwise noted

MATERIAL SPECIFICATIONS:
Concrete, Class "A" = 3500 psi
Steel Reinforcement = Grade 60

KENTUCKY DEPARTMENT OF HIGHWAYS	
<i>Standard Pier</i> <i>45° Skew</i> <i>16'-0"-17'-6" Bridge Width</i>	
STANDARD DRAWING NO. <i>BSP-010</i>	
SUBMITTED <i>BSP-010</i> DIRECTOR DIVISION OF STRUCTURAL DESIGN	<u>02-26-20</u> DATE
APPROVED <i>[Signature]</i> STATE HIGHWAY ENGINEER	<u>02-26-20</u> DATE