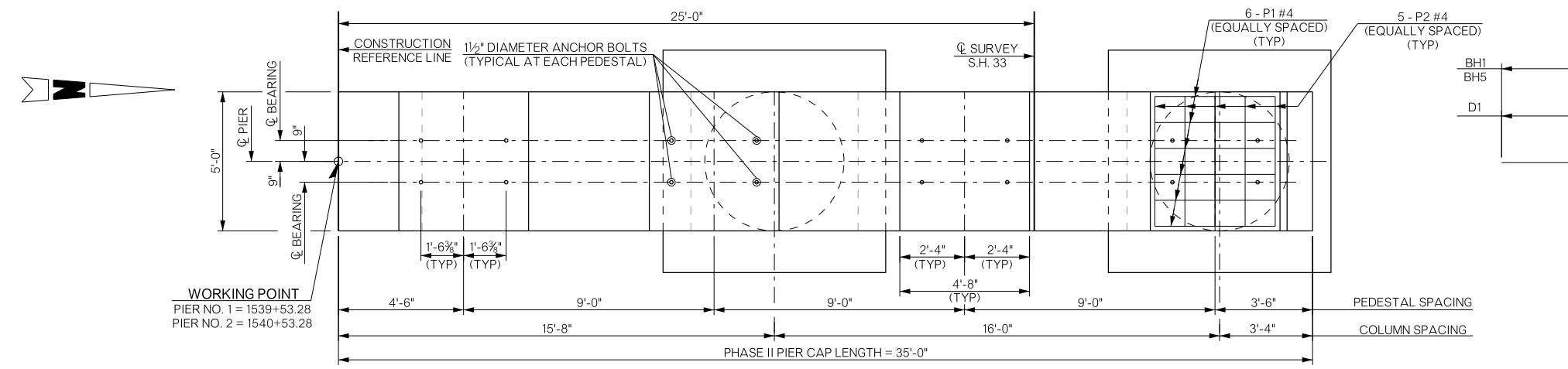


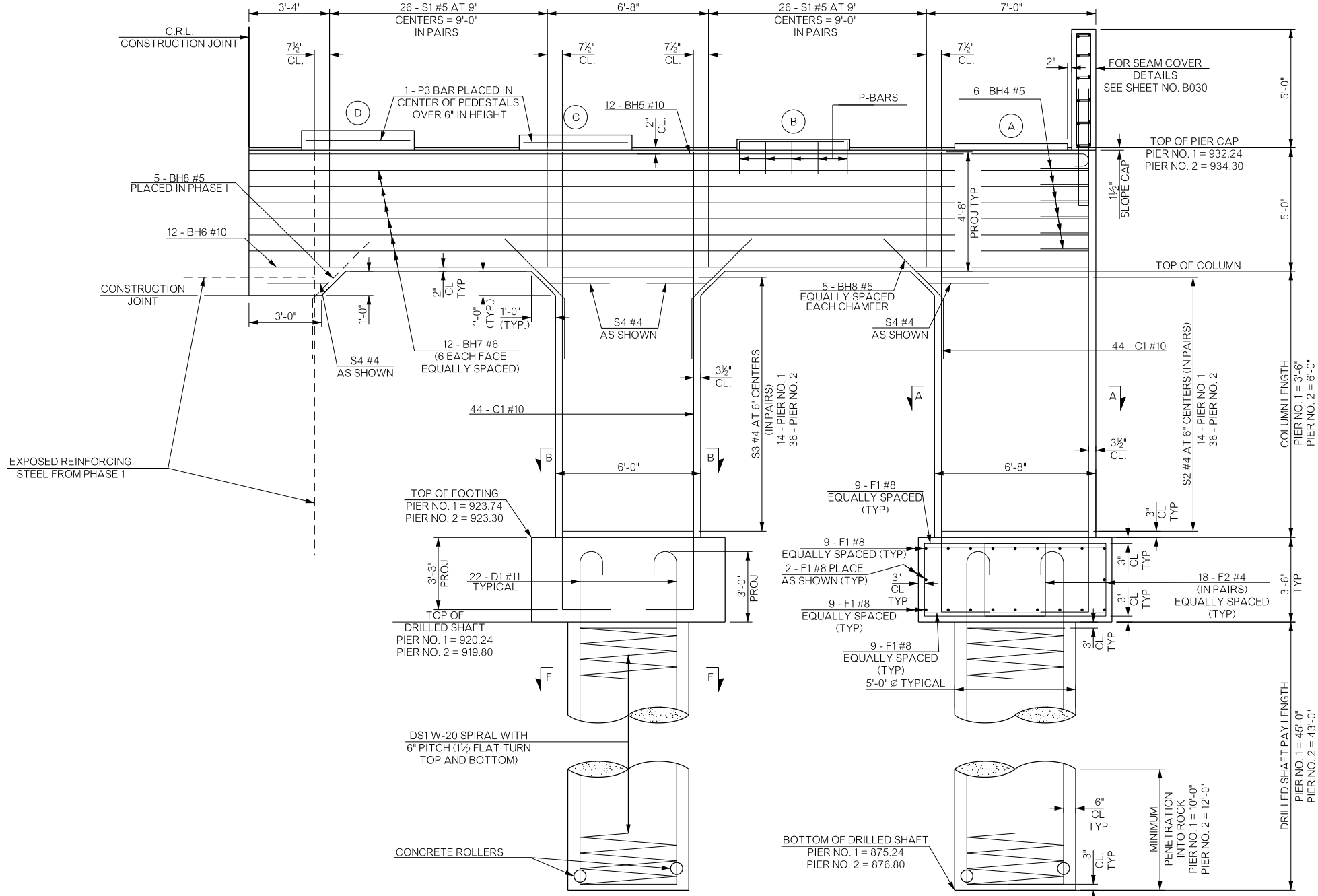
REVISIONS		
REV. NO.	DESCRIPTION	DATE



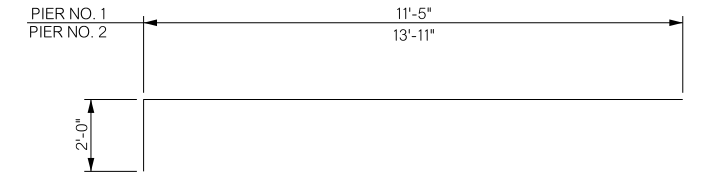
BH1 #10 X 37'-1"
 BH5 #10 X 36'-3"
 D1 #11 X 49'-3" (PIER NO. 1)
 D1 #11 X 47'-3" (PIER NO. 2)

BH4 #5 X 8'-5"
 P1 #4 X 7'-10"
 P2 #4 X 7'-11"
 S4 #4 X 9'-5"

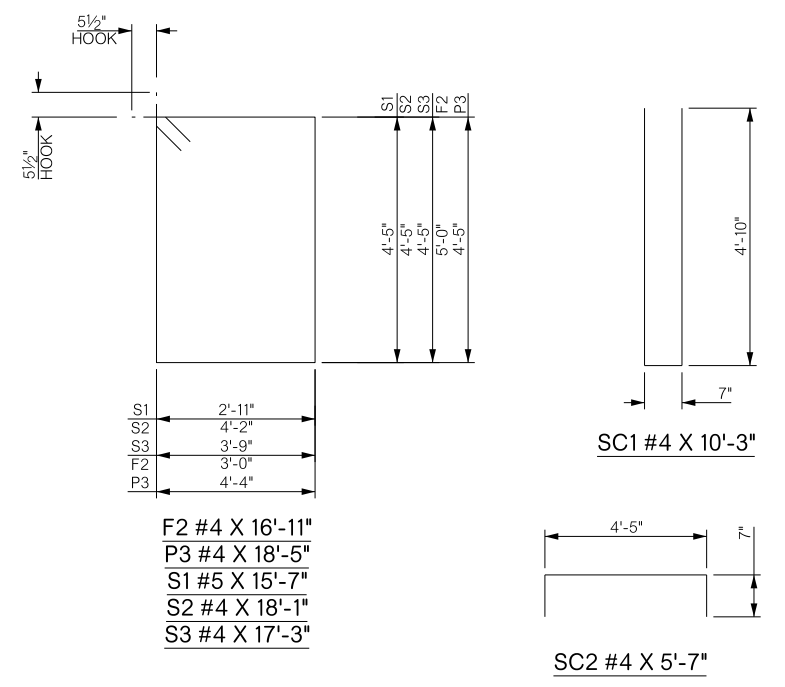
PHASE II PLAN



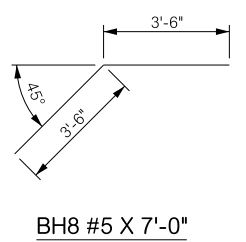
PHASE II - ELEVATION



C1 #10 X 13'-5" (PIER NO. 1)
 C1 #10 X 15'-11" (PIER NO. 2)



NOTES:
 ANY PROJECTED LENGTH PAST TOP OF DRILLED SHAFT SHALL NOT BE CONSIDERED ADDITIONAL PAY LENGTH FOR DRILLED SHAFT
 PENETRATING WATER REPELLENT TREATMENT SHALL BE APPLIED TO THE TOP OF THE PIER CAP, TOP OF SEAM COVER, INCLUDING ALL SURFACES OF THE PEDESTALS, ALL VERTICAL FACES OF THE PIER CAP AND SEAM COVER.
 ALL EDGES OF PIER CAP SHALL HAVE A 1/2" CHAMFER EXCEPT FOR PEDESTAL EDGES WHICH SHALL HAVE A 3/4" CHAMFER.
 FOR DETAILS OF PIER AESTHETIC TREATMENTS, SEE SHEET B045.



BH8 #5 X 7'-0"

BRIDGE "A" SH-33 OVER COTTONWOOD CREEK		LOGAN COUNTY	
DETAILS OF PIERS NO. 1 & 2 (SHEET 2 OF 4)		Design	GT 11/15
		Detail	TIS 2/16
		Check	
		Squad	PEARSON
		Engr:	HERNANDEZ
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION	JOBPIECE NO. 21860(O4)	SHEET NO. B031