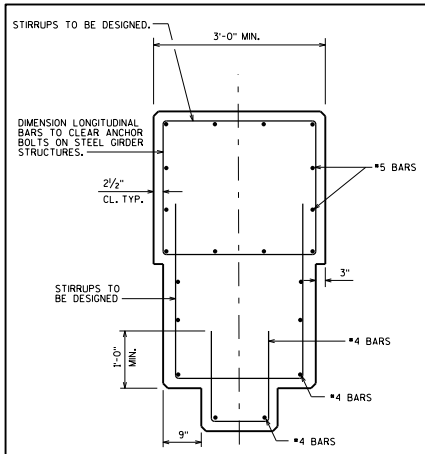
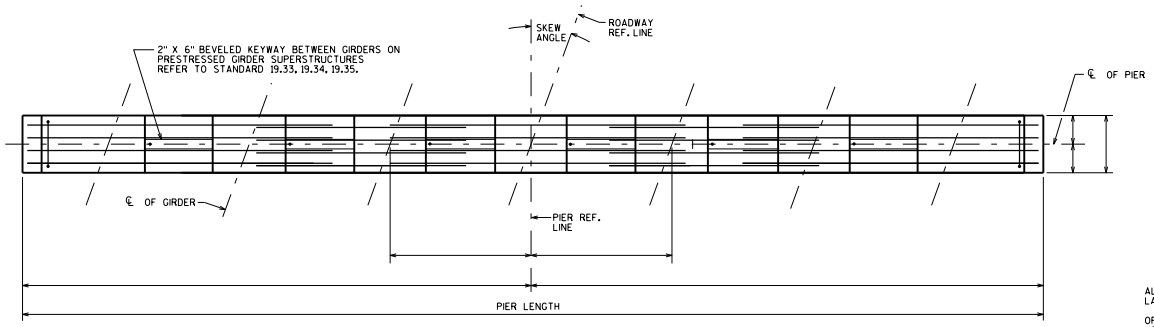
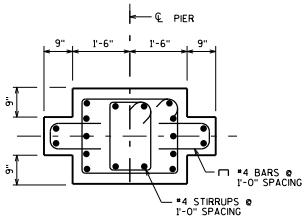


SECTION P1



PLAN OF PIER CAP



SECTION P2

DESIGNER NOTES

ALL BAR SPLICES TO BE BASED ON "CLASS C" TENSION LAP SPLICE UNLESS OTHERWISE SHOWN.

OPTIONAL KEYED CONSTRUCTION JOINTS IN COLUMNS (IF USED) AND REQUIRED KEYED JOINTS FOR FOOTINGS SHALL BE FORMED BY A BEVELED KEYWAY 2" DEEP x 1'-3" X 1'-3". EXPOSED EDGES OF CONSTRUCTION JOINTS SHALL BE FLUSH AND NOT BEVELED IN COLUMNS.

BEARING SEAT AREAS SHALL BE LEVEL EXCEPT FOR THE TWO CASES LISTED BELOW:

1. FOR GIRDERS WITH ½" ELASTOMERIC BEARING PADS WHEN THE BOTTOM OF THE GIRDERS SLOPE MORE THAN 1%. SEE STANDARD 13.01.

2. FOR CONCRETE SLAB SUPERSTRUCTURES MAKE THE TOP OF THE CAP PARALLEL TO GRADE. SEE STANDARD 18.01.

BEAM SEATS MAY BE ANGLED TO MATCH SKEW AT THE DESIGN ENGINEER'S DISCRETION.

SEE STANDARD 12.01 FOR ADDITIONAL REINFORCING STEEL IN BEARING AREA FOR BEAM SEATS THAT ARE 4" OR MORE ABOVE LOWEST BEAM SEAT.

EPOXY COAT BAR STEEL DOWN TO TOP OF FOOTINGS IN ALL PIERS UNDER EXPANSION JOINTS AND ON ALL PIERS AT GRADE SEPARATIONS.

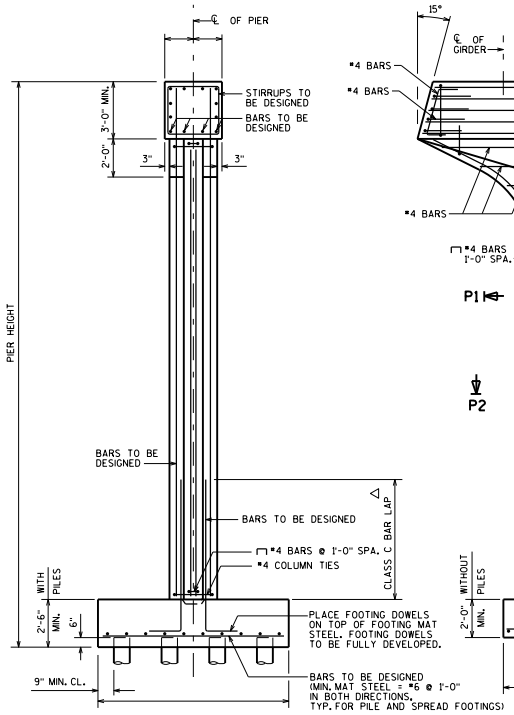
BAR STEEL REQUIRED FOR BENDING IN PIER CAP SHALL BE DETAILED IN LENGTHS AS REQUIRED FOR CONSTRUCTIBILITY AND BY DESIGN SPECIFICATIONS. MAXIMUM REQUIRED BAR STEEL IN THE TOP OF THE PIER CAP (NEGATIVE MOMENT STEEL) MAY BE DETAILED FULL LENGTH IF A MINOR COST INCREASE.

SEE STANDARD 13.01 FOR MINIMUM OFFSETS FROM BEARINGS TO SIDES OF CAP AND TO ADJACENT BEARING SEAT STEPS.

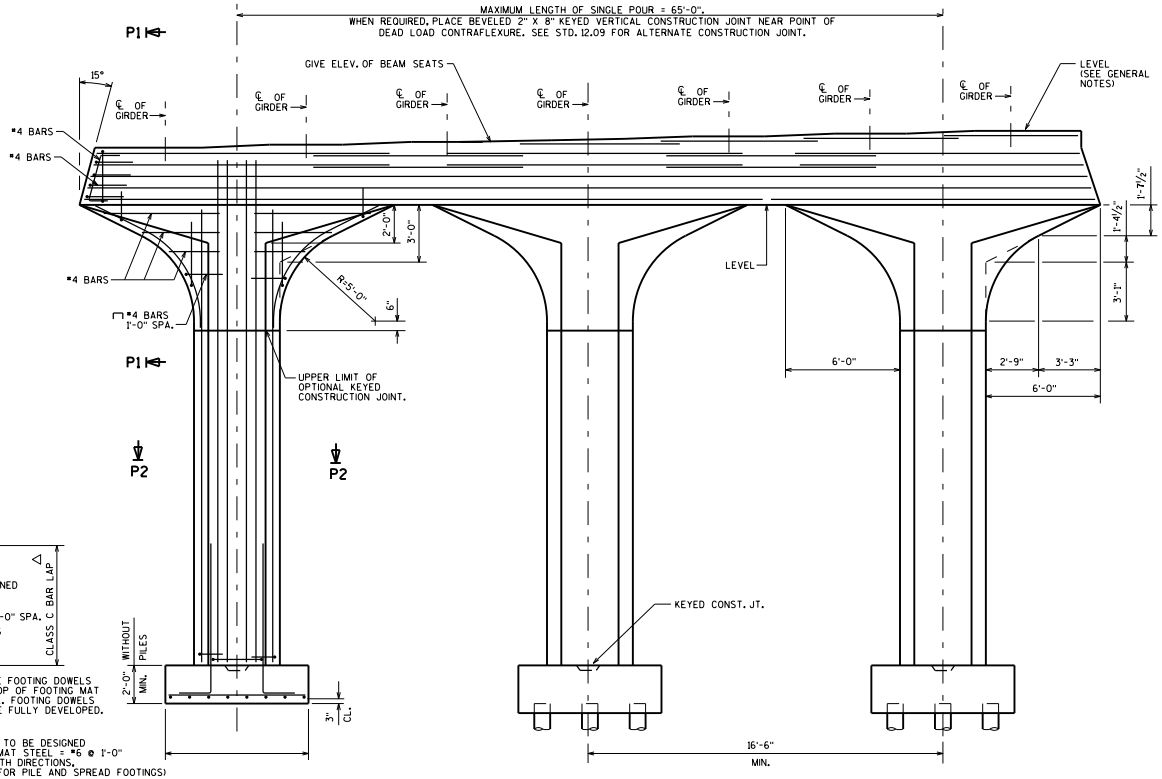
FOR CASES WITH CRASH WALLS, DEFER TO NON-AESTHETIC TYPE MULTI-COLUMNED PIERS.

SEE BRIDGE MANUAL 13.4.10 FOR MULTI-COLUMNED PIER DESIGN REGARDING VEHICULAR COLLISION FORCE.

△ NORMALLY THIS LAP IS OMITTED AND FOOTING DOWELS EXTENDED INTO THE CAP IF THE LAP IS GREATER THAN ONE-HALF THE COLUMN HEIGHT.



END VIEW



ELEVATION
LOOKING UP STATION

MULTI-COLUMNED PIER TYPE 2

BUREAU OF STRUCTURES

APPROVED: Bill Oliva

DATE: 1-20

STANDARD 13.05