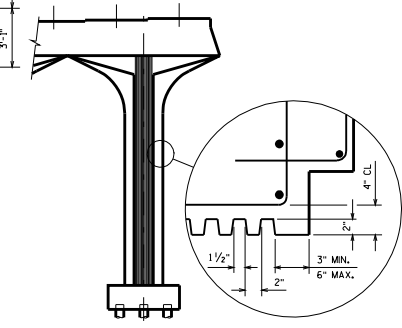
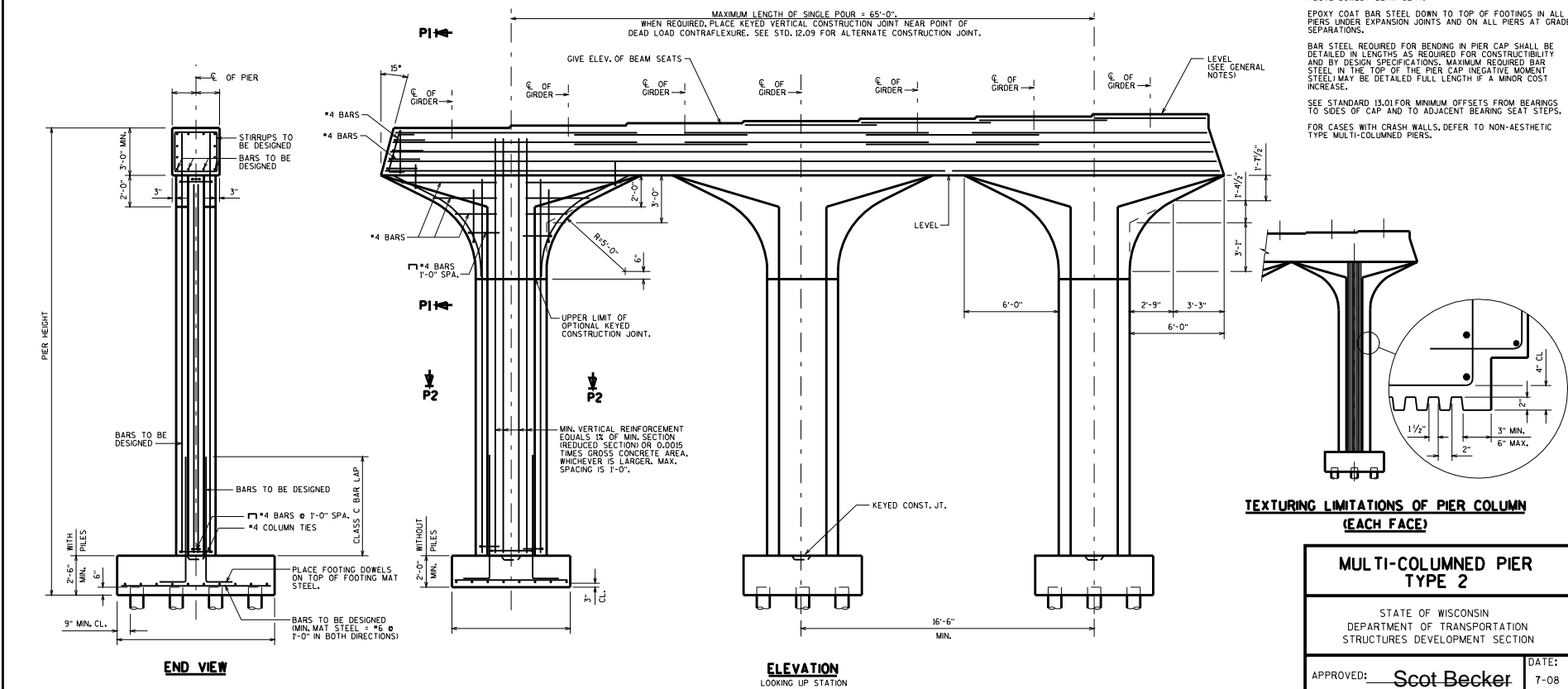


**GENERAL NOTES**

- ALL BAR SPLICES TO BE BASED ON "CLASS C" TENSION LAP SPICE.
- KEYED CONSTRUCTION JOINTS IN COLUMNS AND FOOTINGS SHALL BE FORMED BY A BEVELED KEYWAY 2" DEEP X 1-3/4" X 1-3/4". 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:
  - FOR GIRDERS WITH 1/2" ELASTOMERIC BEARING PADS WHEN THE BOTTOM OF THE GIRDERS SLOPE MORE THAN 1%. SEE STANDARD 13.01.
  - FOR CONCRETE SLAB SUPERSTRUCTURES MAKE THE TOP OF THE CAP PARALLEL TO GRADE. SEE STANDARD 18.01.
- 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.



<b>MULTI-COLUMNED PIER TYPE 2</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DEVELOPMENT SECTION	
APPROVED: <b>Scot Becker</b>	DATE: 7-08