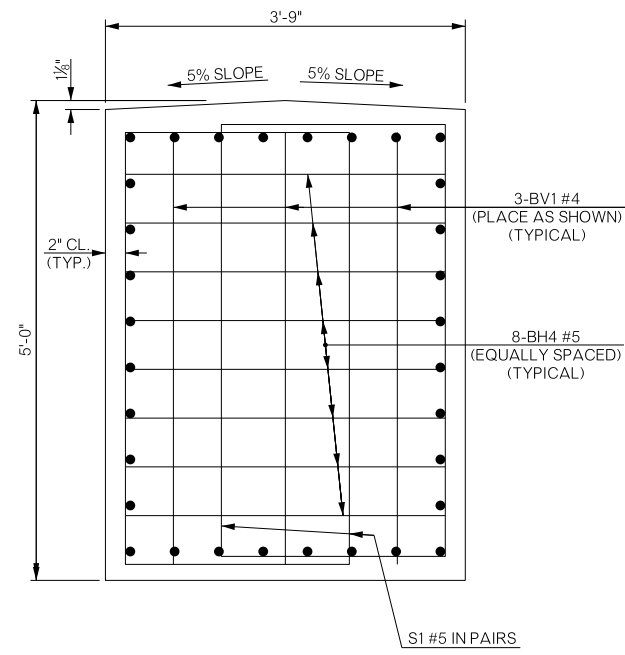
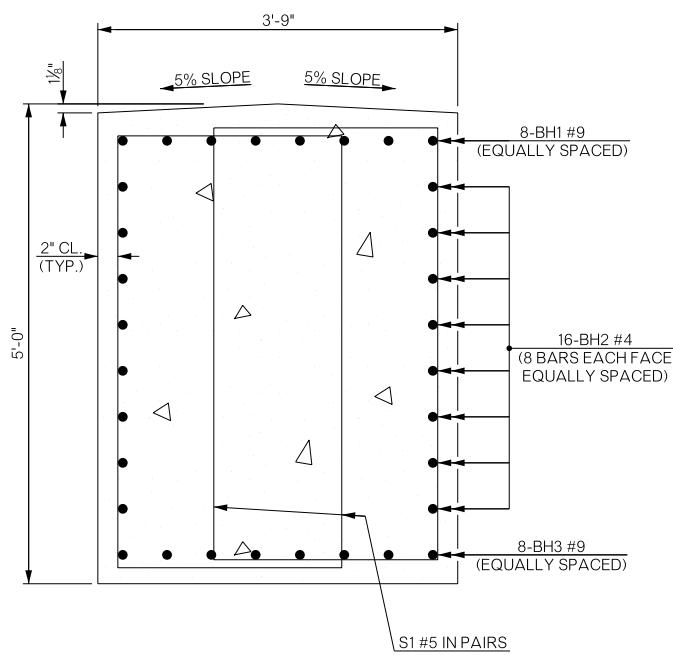


REVISIONS		
REV. NO.	DESCRIPTION	DATE



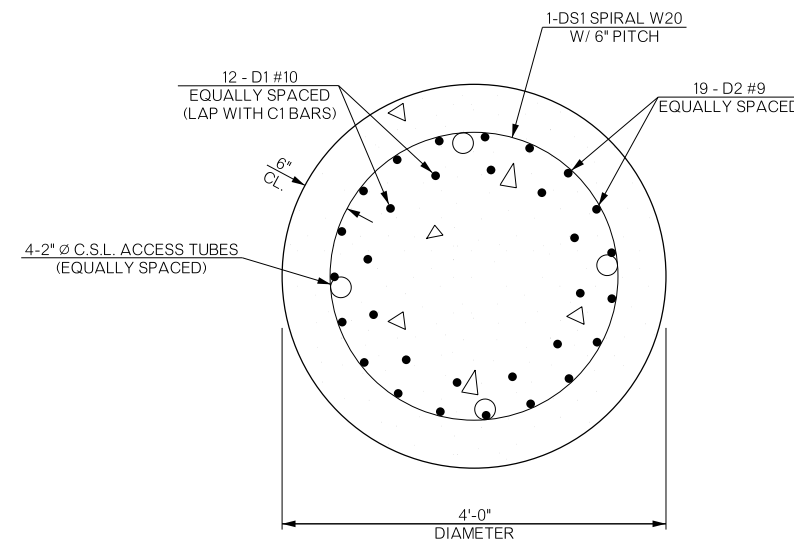
END OF PIER CAP REINFORCING

NOTE: TOP OF PIER CAPS ARE TO BE "ROOF-TOPPED" IN SHAPE AND SHALL SLOPE TO EDGES AT A RATE OF 5%

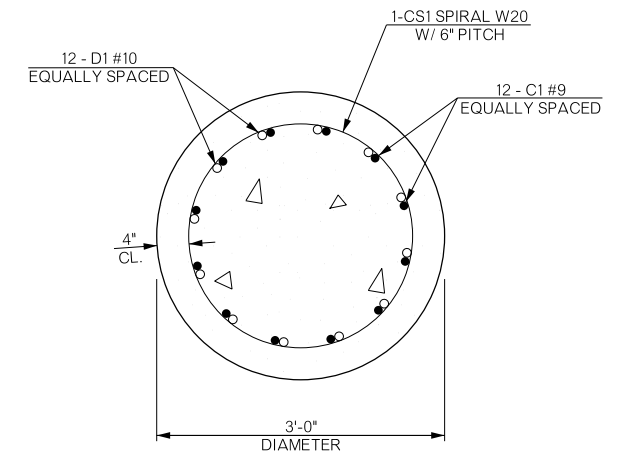


TYPICAL SECTION THROUGH PIER CAP BETWEEN PEDESTALS

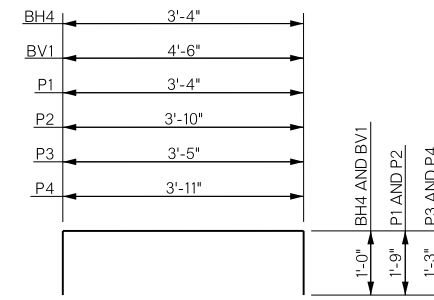
NOTE: TOP OF PIER CAPS ARE TO BE "ROOF-TOPPED" IN SHAPE AND SHALL SLOPE TO EDGES AT A RATE OF 5%



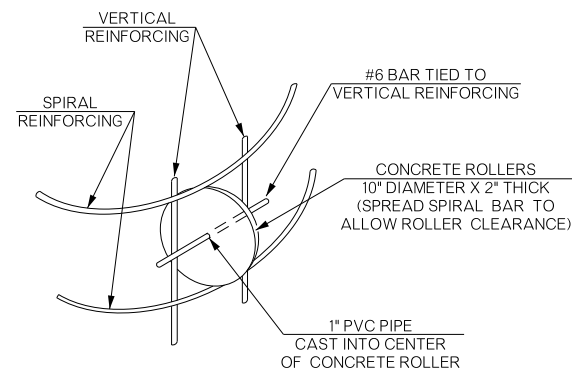
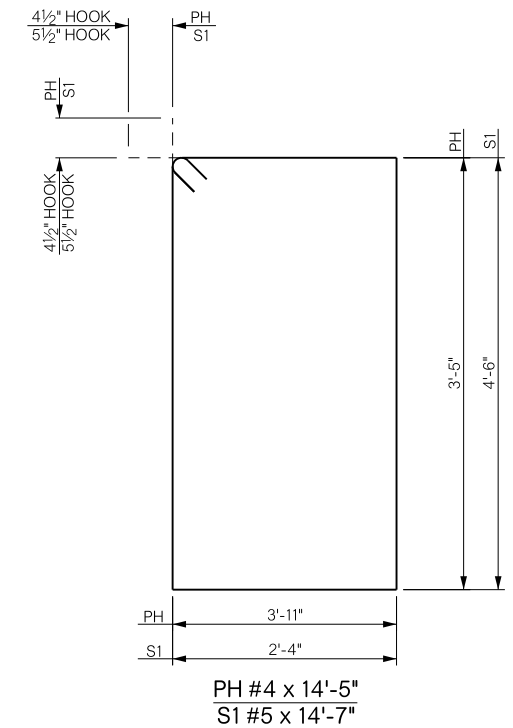
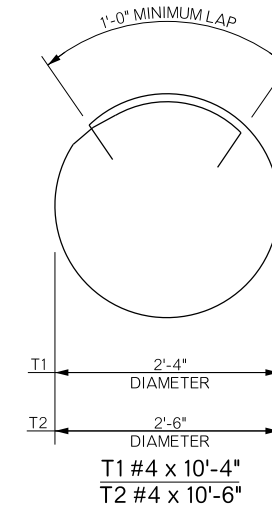
SECTION "B-B"



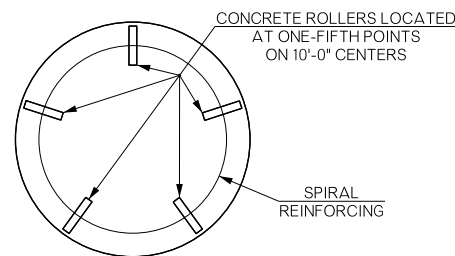
SECTION "A-A"



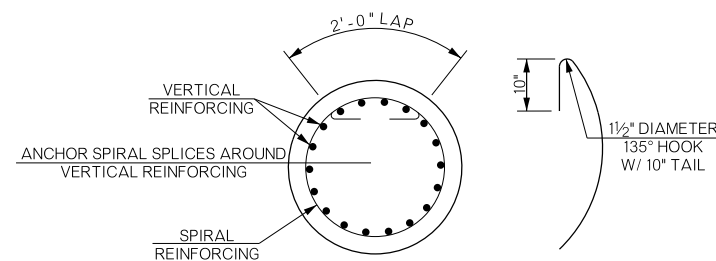
- BH4 #4 x 5'-4"
- BV1 #4 x 6'-6"
- P1 #4 x 6'-10"
- P2 #4 x 7'-4"
- P3 #4 x 5'-11"
- P4 #4 x 6'-5"



ROLLER INSTALLATION



ROLLER PLACEMENT



DETAIL OF SPIRAL REINFORCING SPLICE

NOTE: SPIRAL BARS SHALL CONFORM TO AASHTO M32. SPIRAL BAR LENGTH DOES NOT INCLUDE LAP. IF LAP IS REQUIRED, THE LENGTH OF THE LAP SHALL BE AS SHOWN.

DETAIL OF CONCRETE ROLLERS

NOTE: CONCRETE USED IN THE CONCRETE ROLLERS SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 P.S.I. SLAB BOLSTERS, HIGH CHAIRS, AND PLASTIC ROLLERS SHALL NOT BE SUBSTITUTED FOR THE CONCRETE ROLLERS.

BRIDGE "A" SH-78 OVER CHUCKWA CREEK	BRYAN COUNTY	Design	CJO	6/15
PIER DETAILS (SHEET 3 OF 3)		Detail	DPG	8/15
		Check	TEE	9/15
STATE OF OKLAHOMA		DEPARTMENT OF TRANSPORTATION		Sheet: HENSLEY Eng: DEFRANCO
JOB/PIECE NO. 27912(04)	SHEET NO. B017			