
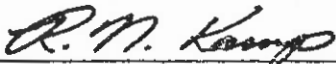


TO: SUBDIVISION PERSONNEL  <b>SUPERSEDED BY EB 97-020</b> <b>EFFECTIVE 4/4/1997</b>	 <b>ENGINEERING INSTRUCTION</b> NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Distribution: <input type="checkbox"/> Main Office <input type="checkbox"/> Regions <input checked="" type="checkbox"/> Special	Code: <u>EI 72-70</u> Date: <u>8/4/72</u> Supersedes:
APPROVED:  Deputy Chief Engineer (Structures)	

Effective immediately, the following procedures will be instituted for pier design:

1. Use of the old pier program (B6000) for pier design will be discontinued.

A new pier analysis and design program is now under development by the Systems Design Unit. The analysis portion of this program is now complete and operational. Until the complete analysis and design package is ready for use, all pier design will be done by hand utilizing the output from the new pier analysis program.

2. When individual footings are used a 50% fixity shall be assumed between footings and column bases unless the footings are on rock. If on rock 100% fixity shall be used.
3. When continuous footings are used 100% fixity between footing and column bases shall be assumed; however, the coefficient of shrinkage shall be reduced by one-half, and 25°F shall be assumed for both the effective temperature rise and the effective temperature fall.
4. Uplift under footings shall be considered only for AASHO Groups I, II and III, and shall be neglected for AASHO Groups IV, V and VI, provided the foundation pressure is not excessive.
5. The pier configuration shown on the preliminary plan is assumed to be a guide. The member proportions should be adjusted to reduce stresses and to provide for a more economical design. The positioning of columns should be adjusted to reduce and balance cap moments caused by an unfavorable number and location of stringers.