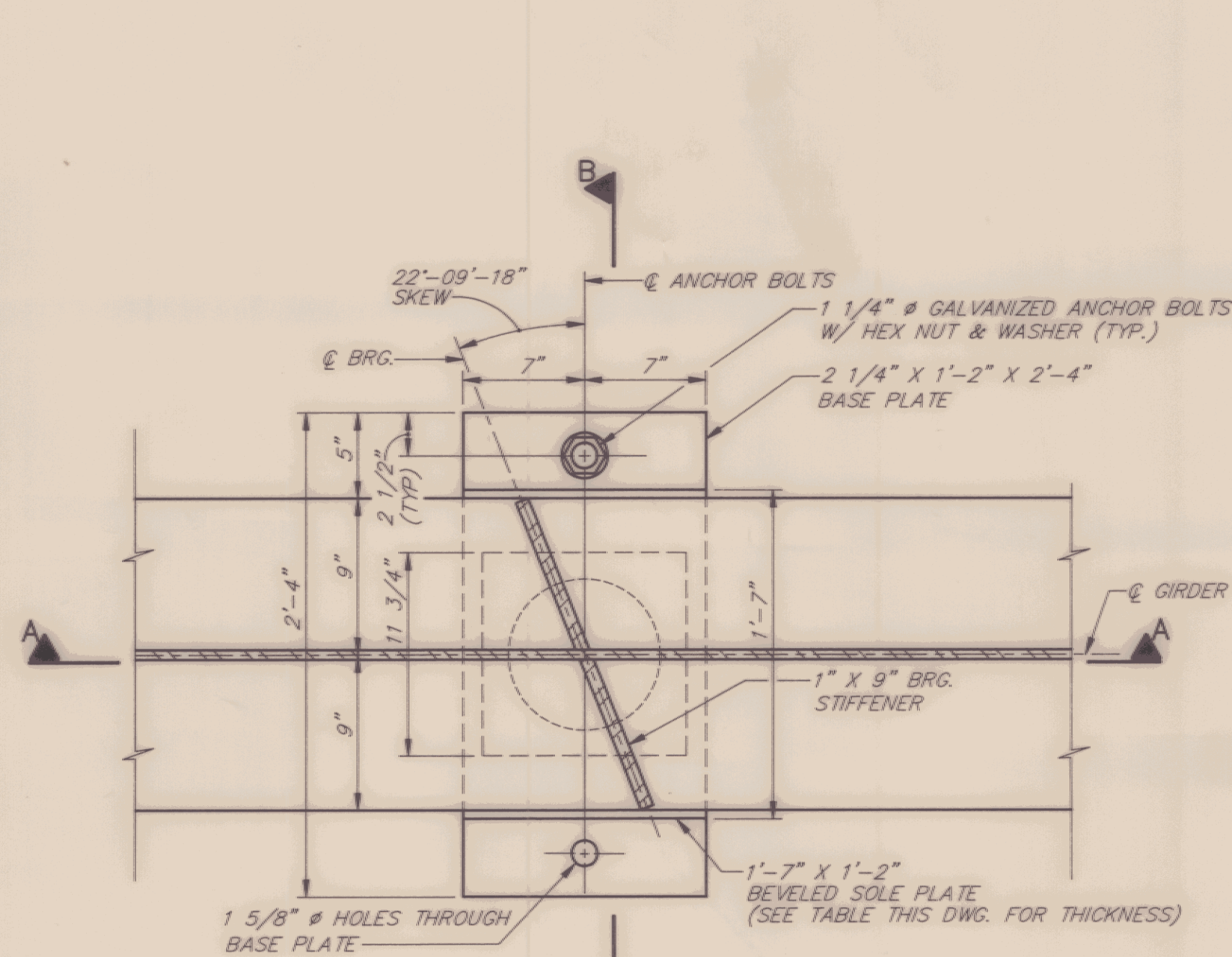
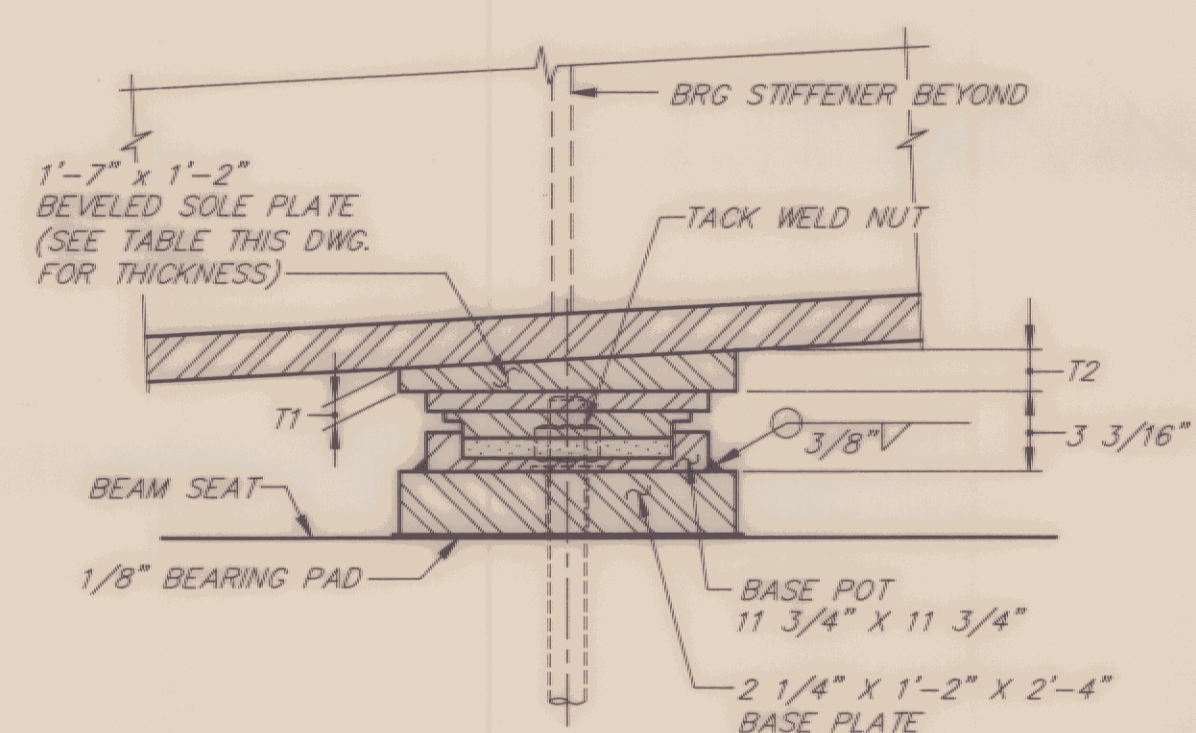
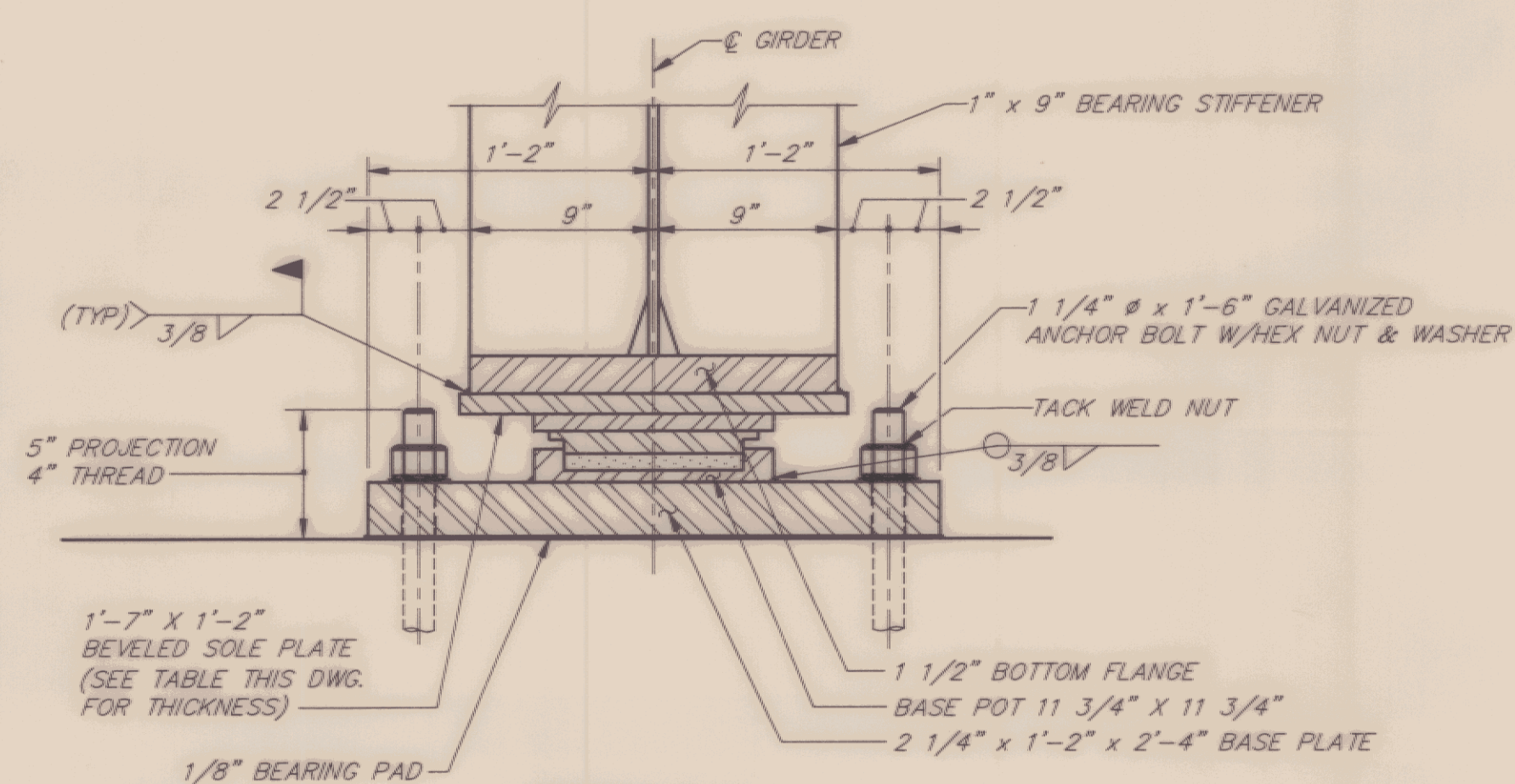




PLAN



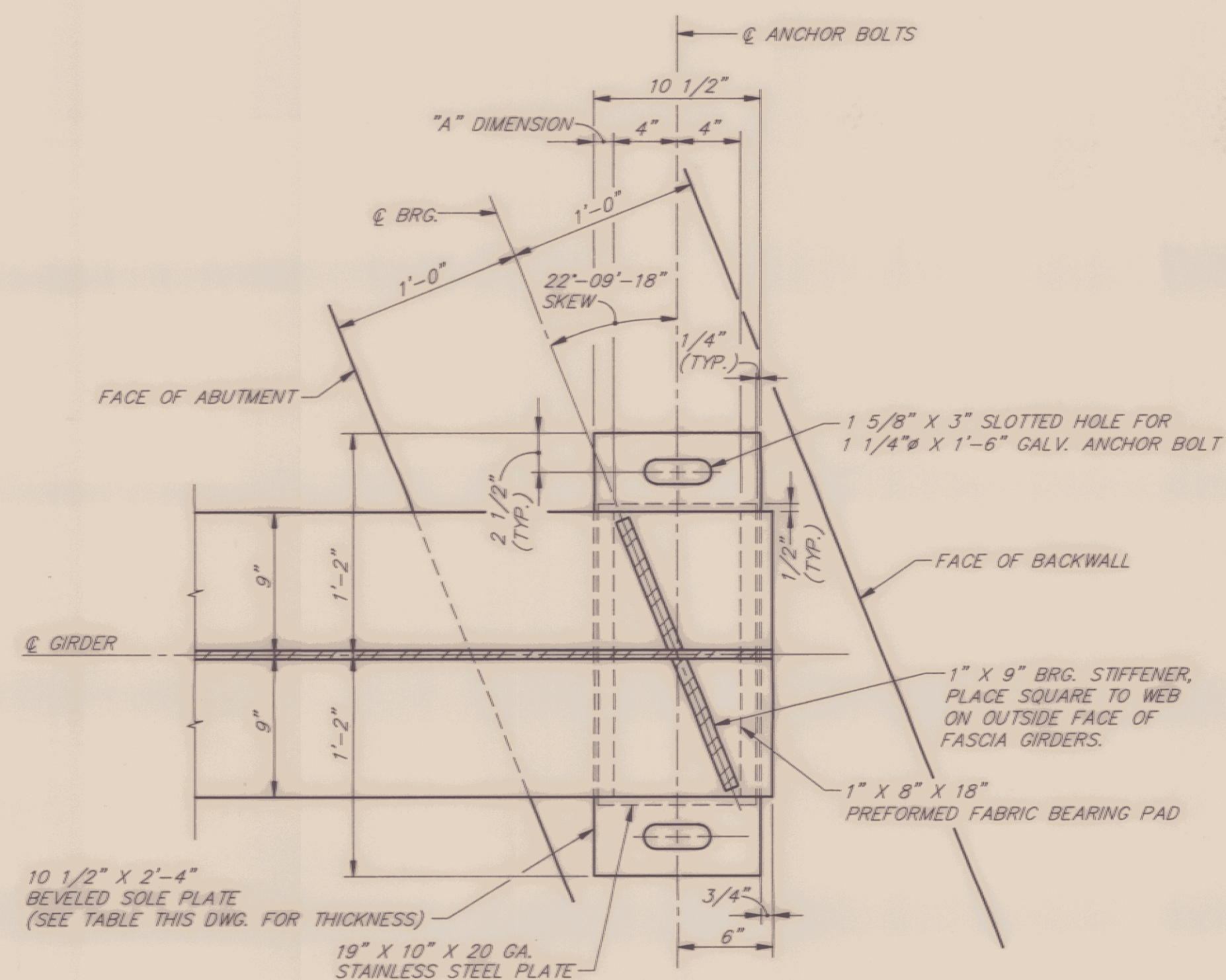
SECTION A-A



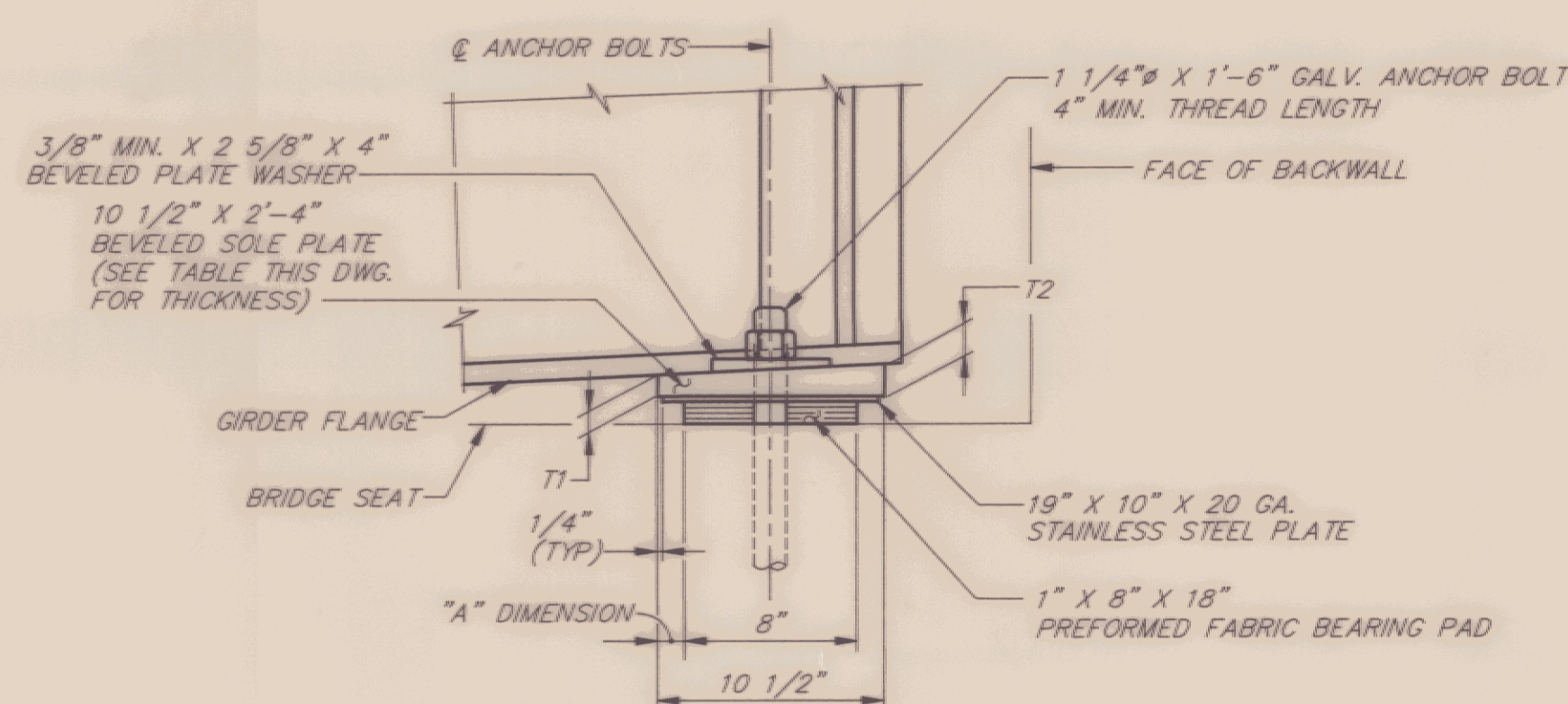
SECTION B-B

CONFINED ELASTOMER POT BEARING - (AT PIER, FIXED)

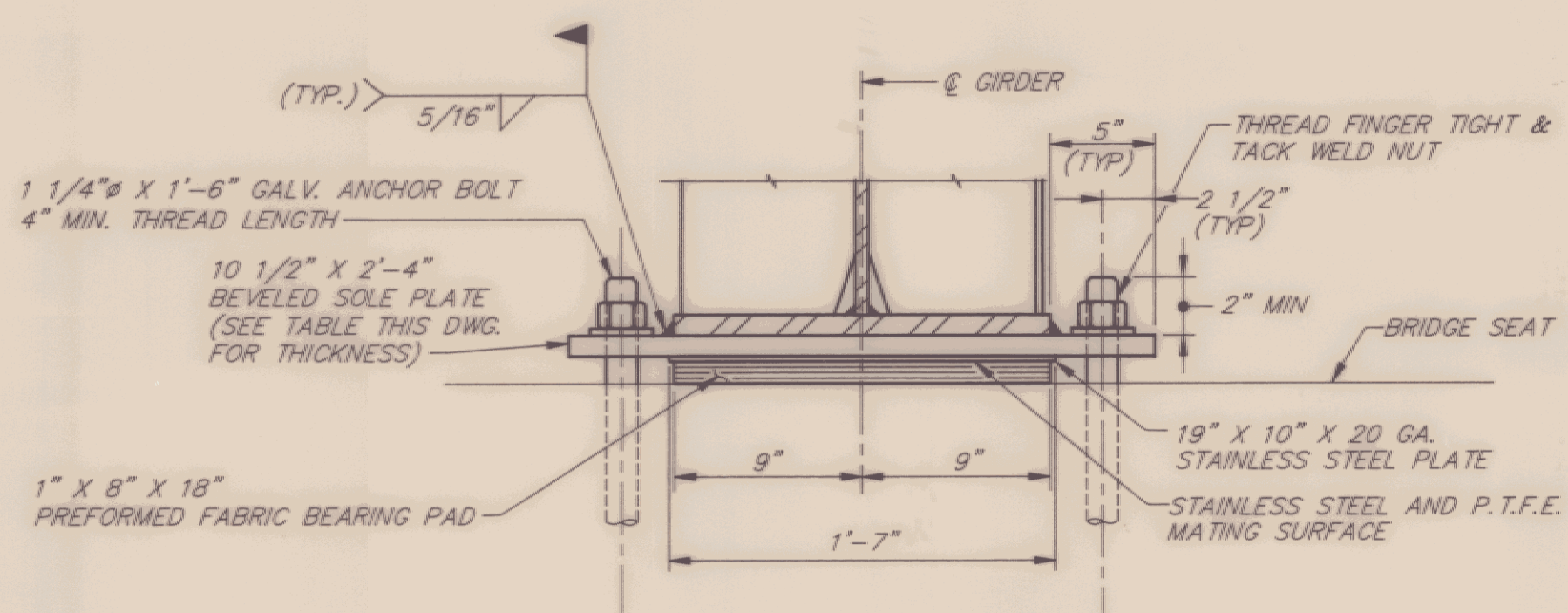
1 1/2" = 1'-0"



PLAN VIEW



ELEVATION



FRONT VIEW

FABRIC BEARING - (AT ABUTMENTS 1 & 2, EXP.)

1 1/2" = 1'-0"

SETTING TABLE				
	ABUT. NO. 1		ABUT. NO.2	
TEMP. (°F)	DIM. "A"	DIM. "B"	DIM. "A"	DIM. "B"
15°	1 3/8"	1 3/8"	1 1/2"	1 7/8"
30°	1 5/16"	1 5/16"	1 3/8"	1 3/4"
45°	1 1/4"	1 1/4"	1 1/4"	1 5/8"
60°	1 3/16"	1 3/16"	1 1/8"	1 1/2"
75°	1 1/8"	1 1/8"	1"	1 3/8"
90°	1"	1"	15/16"	1 5/16"

SOLE PLATE THICKNESS TABLE						
	ABUT. NO. 1		PIER		ABUT. NO.2	
GIRDER	T1	T2	T1	T2	T1	T2
1	1 3/8"	1 7/8"	1 1/4"	2"	1"	1 1/2"
2	1 1/4"	1 3/4"	1 1/8"	1 7/8"	1"	1 1/2"
3	1 1/8"	1 5/8"	1 1/8"	1 7/8"	1 1/8"	1 5/8"
4	1"	1 1/2"	1"	1 3/4"	1 1/4"	1 3/4"

NOTE: T1 IS UPSTATION FROM T2

BEARING DEVICE NOTES

- BEARINGS SHALL CONFORM TO REQUIREMENTS OF SECTION 531. COMPONENTS SHALL CONFORM TO DESIGN, FABRICATION AND MATERIAL REQUIREMENTS OF THE APPLICABLE SUBSECTIONS OF SECTION 731.
- BEARINGS SHALL BE PAID FOR UNDER ITEM 531.10, "BEARING DEVICE ASSEMBLY," - RAMP D OVER CVRR
- SHOP DRAWINGS CONFORMING TO SUBSECTION 531.03 SHALL BE SUBMITTED AND SHALL INCLUDE WELDING AND BONDING PROCEDURES. SHOP DRAWINGS SHALL ALSO INDICATE WHETHER BEARING COMPONENTS ARE TO BE GALVANIZED OR METALIZED. IF METALIZING IS USED, THE SHOP DRAWINGS SHALL DENOTE THE TYPE OF SEAL COATING THAT WILL BE PLACED ON THE METALIZING.
- SOLE PLATES AND WASHERS ARE TO BE GALVANIZED OR METALIZED AS PER SUBSECTION 506.15 (b) OR (c). **SOLE PLATES & BASE PLATES SHALL BE AASHTO M270 GRADE 50W STEEL.**
- THE WELD BETWEEN THE SOLE PLATE AND BOTTOM FLANGE SHALL BE SMAW 8018 (C3). AREAS OF GALVANIZING ON THE SOLE PLATE DESTROYED IN THE WELDING PROCESS SHALL BE PAINTED WITH A ZINC-RICH PAINT.
- THE CONCRETE SURFACE UNDER THE BEARING SHALL BE LEVEL.
- ANCHOR BOLTS SHALL HAVE A 15-INCH MINIMUM EMBEDMENT INTO CONCRETE.
- "A" DISTANCE IS THE FINAL SETTING FOR THE BEARING PAD AFTER THE CONCRETE SLAB, CURB, AND BRIDGE RAIL ARE IN PLACE. HOWEVER, THE CONTRACTOR MAY ADJUST THE BEARING PAD AFTER THE STRUCTURAL STEEL HAS BEEN ERECTED AND BEFORE THE CONCRETE DECK IS POURED. THEREFORE, "B" DISTANCE IS LISTED FOR USE IN SETTING THE BEARING PAD BEFORE POURING THE DECK. THE DIFFERENCE, 0 INCHES (SPAN 1) AND 3/8 INCH (SPAN 2), IS THE ELONGATION IN THE BOTTOM FLANGE DUE TO DEAD LOAD DEFLECTION CAUSED BY THE CONCRETE SLAB, CURBS, PAVEMENT AND BRIDGE RAIL. THIS DIFFERENCE IS A THEORETICAL DISTANCE AND SHOULD NOT BE CONSIDERED AS A FINAL SETTING. THE FINAL "A" DISTANCE AS SHOWN IN THE TABLE MUST BE REACHED WITHIN 1/8 INCH.
- AN ALTERNATE BEARING CONFIGURATION MAY BE SUBMITTED FOR APPROVAL. THE ALTERNATE SUBMITTED SHALL BE DESIGNED AND CERTIFIED TO MEET THE DESIGN LOADS AND CRITERIA SHOWN BELOW AND SHALL MAINTAIN THE ANCHORAGE SYSTEM SHOWN.
- IF AN ALTERNATE BEARING CONFIGURATION IS USED, BRIDGE SEAT ELEVATIONS SHALL BE ADJUSTED ACCORDINGLY.
- DESIGN CRITERIA:

- MAXIMUM ALLOWABLE CONCRETE BEARING PRESSURE: 1,000 PSI
- DESIGN LOADS

ABUT. 1 - 137K MAXIMUM VERTICAL REACTION.
8K MAXIMUM LATERAL LOAD

PIER - 252K MAXIMUM VERTICAL REACTION
25.2K MAXIMUM LATERAL LOAD

ABUT. 2 - 102K MAXIMUM VERTICAL REACTION
8K MAXIMUM LATERAL LOAD
AS BUILT 5/12/94

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

TOWN OF	ESSEX	Bridge No.	13
HIGHWAY NO.	VT. RTE. 289	Log Sta.	
		Surv. Sta.	RAMP 15+00
VT. RT. 289 "RAMP D" OVER CVRR			
BEARING DETAILS			
Designed by	KRH / GSB	Drawn by	RFU
Checked by	RJS date 10/12/90	Bridge Design Supervisor	MWO date 10/12/90
PROJECT	WILLISTON - COLCHESTER	PROJECT NO.	PB 033-1(2)
Bridge Sheet No.	BR310	Sheet	175 of 400