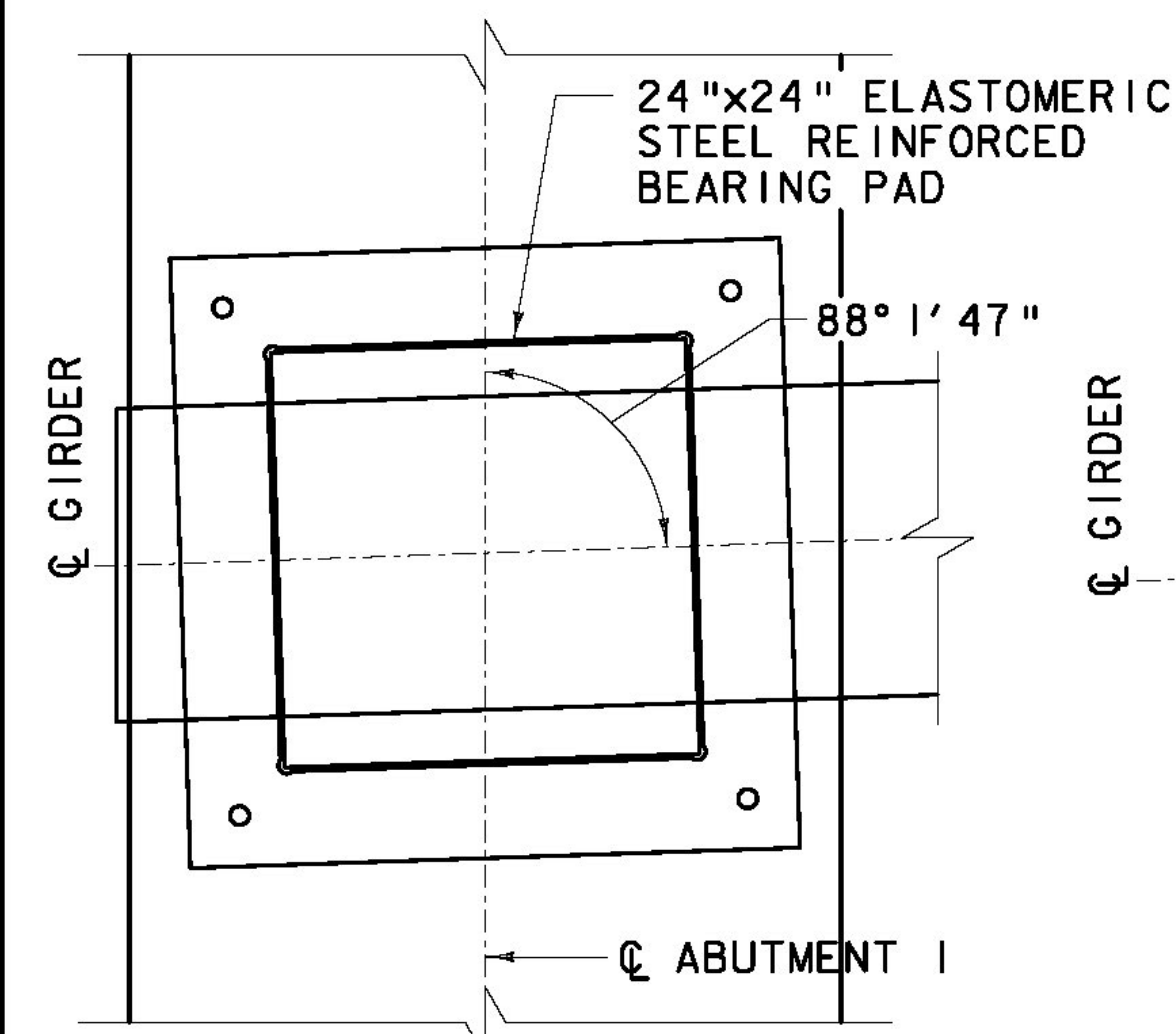
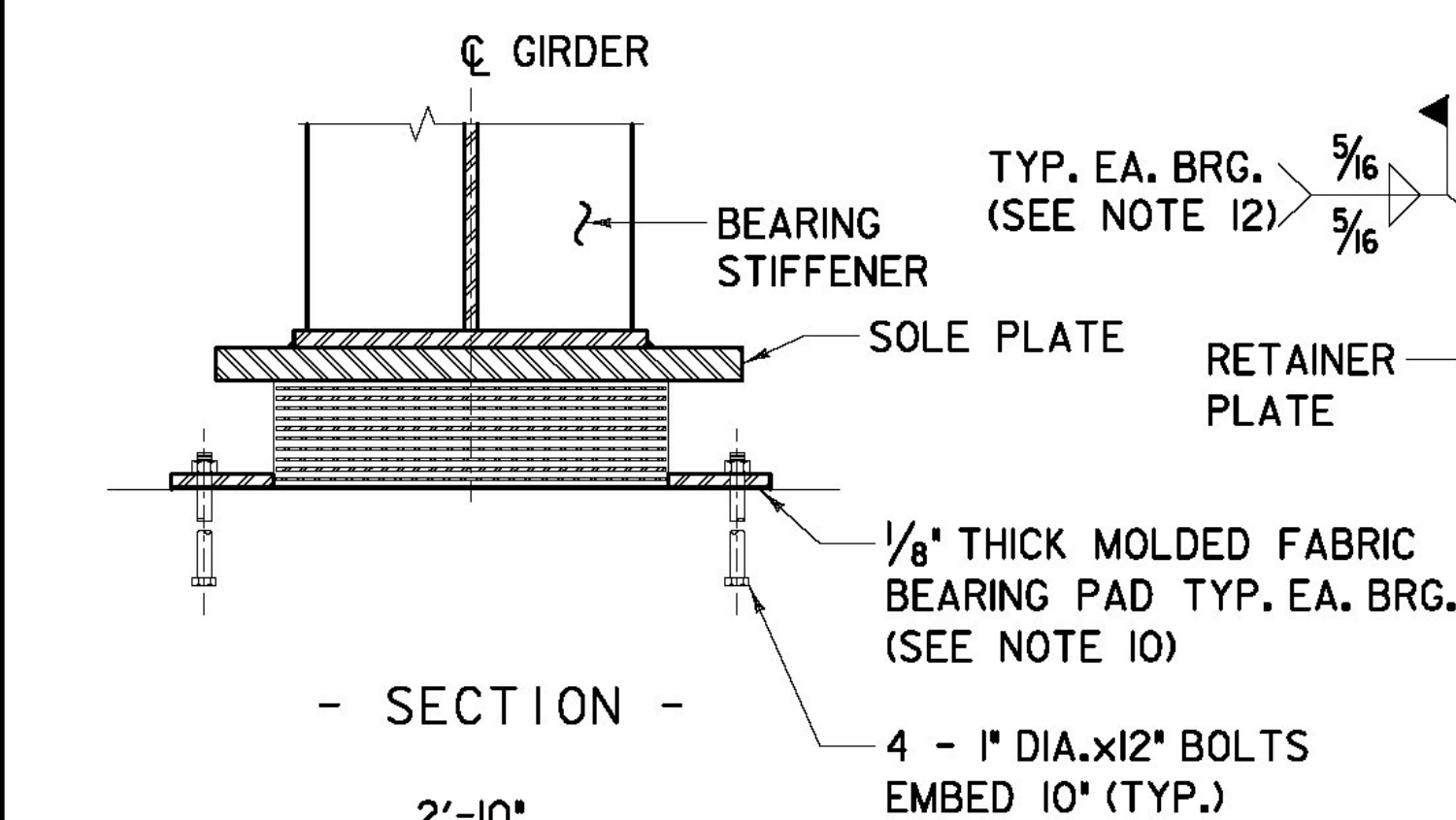


### BEARING @ ABUTMENT #1

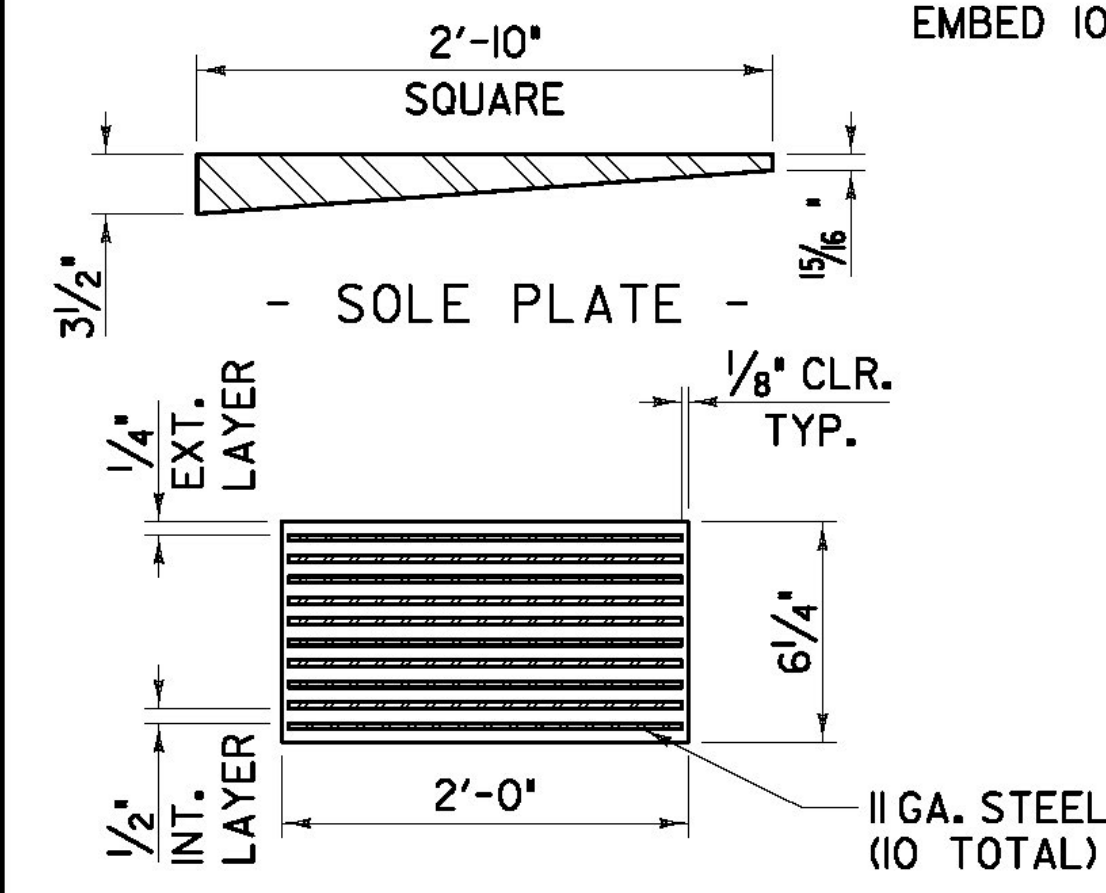
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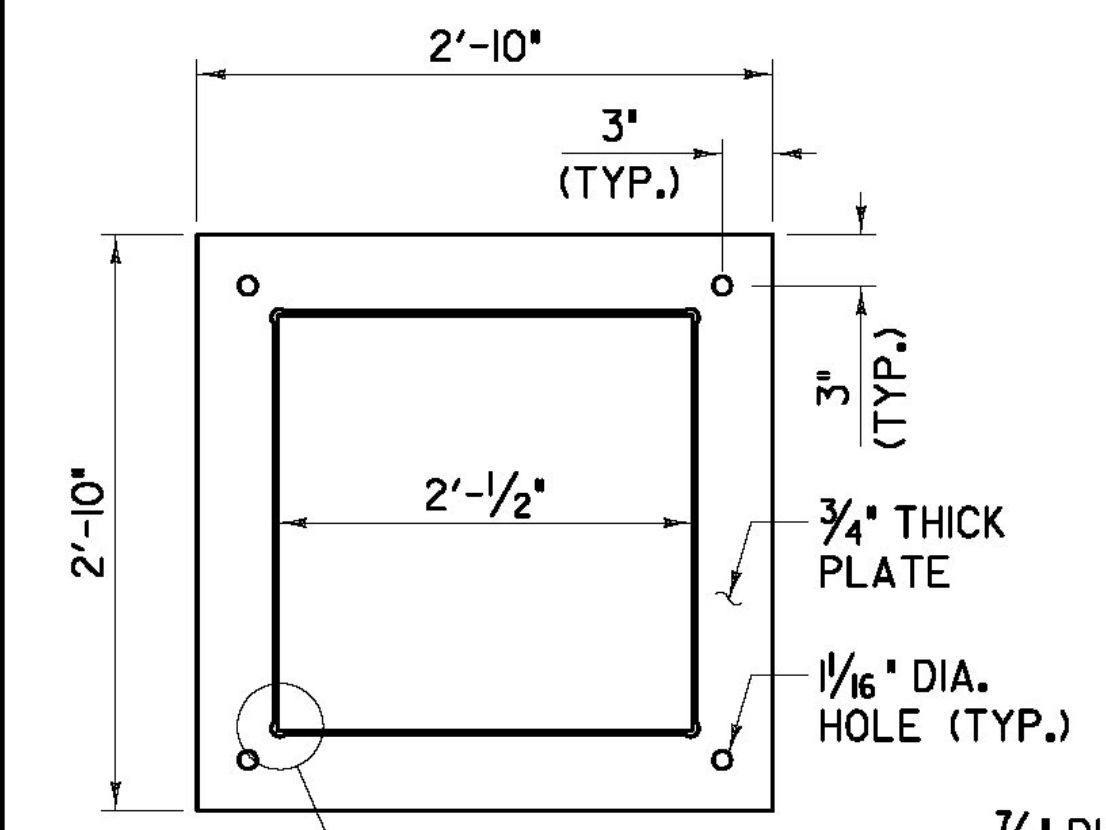
- PLAN -



- SECTION -



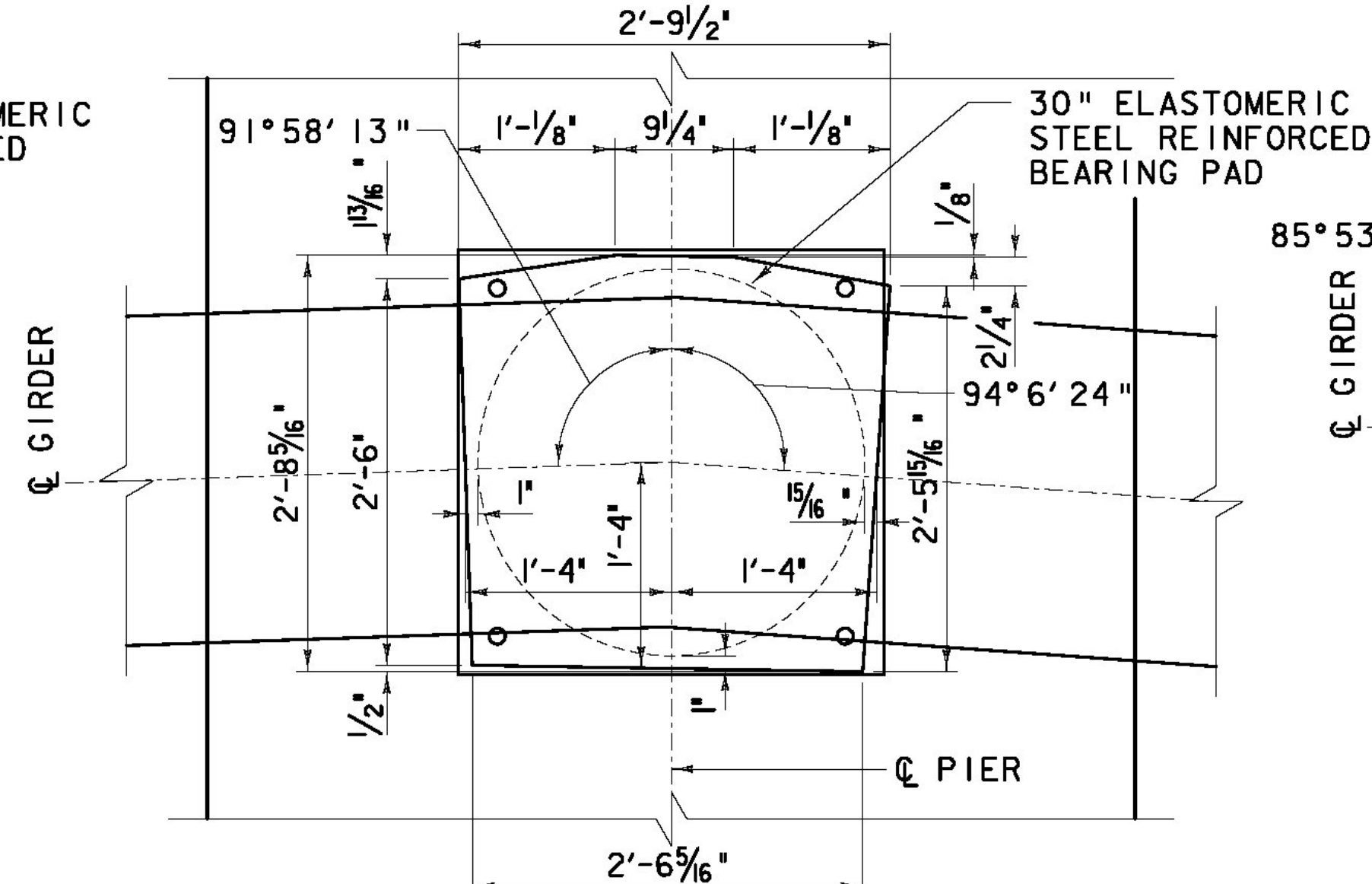
- SOLE PLATE -



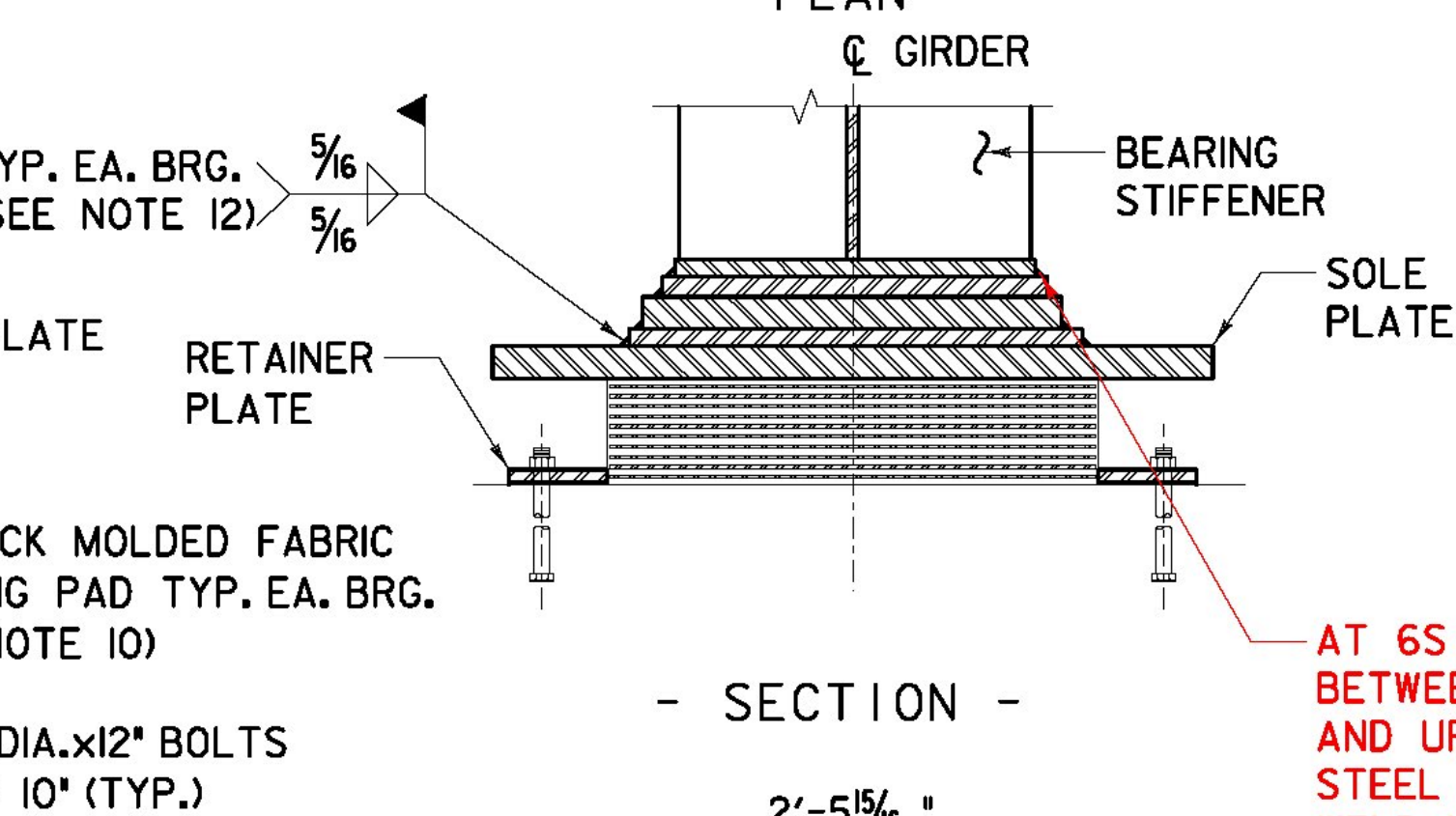
- RETAINER PLATE -

### BEARING @ PIER #1

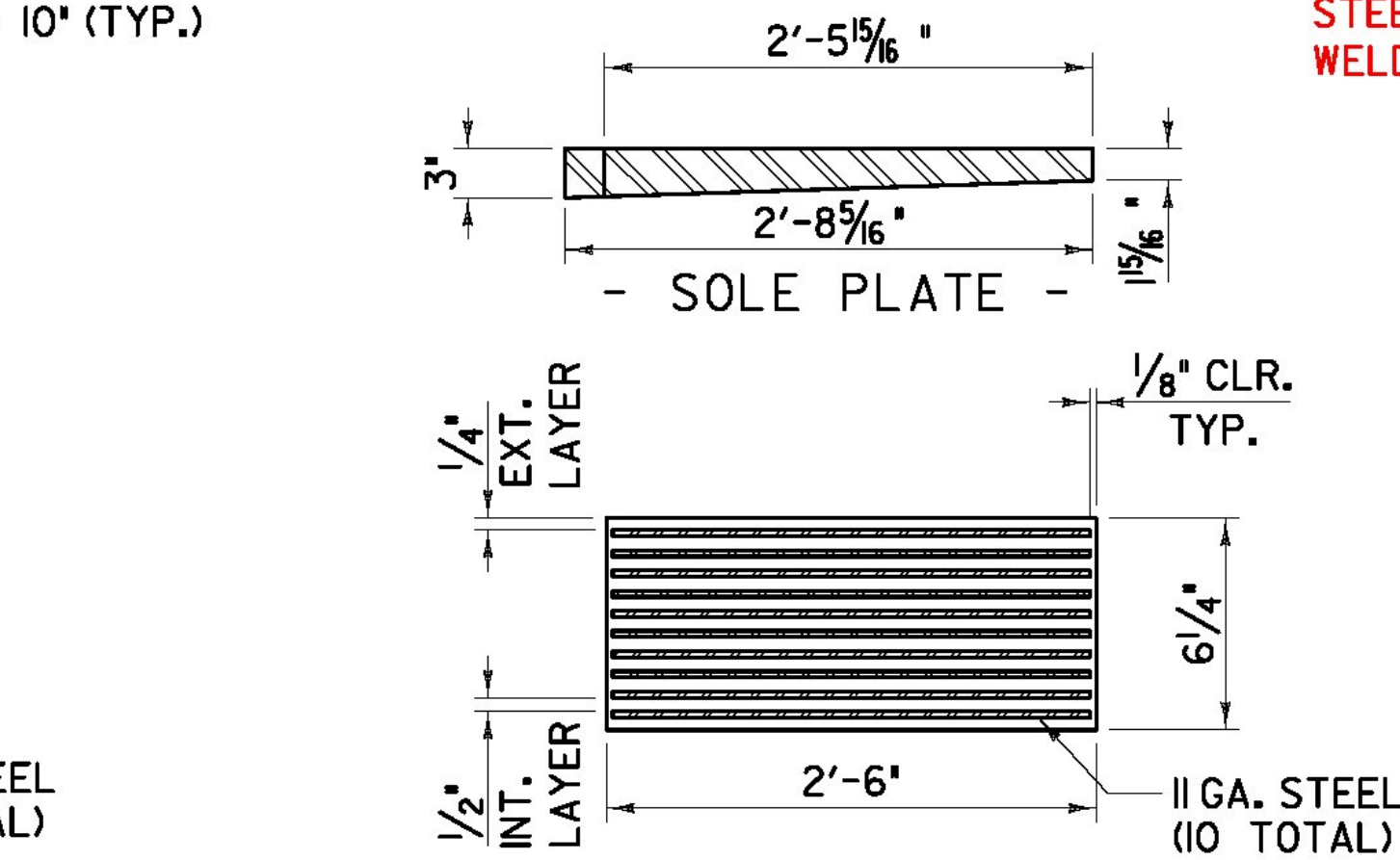
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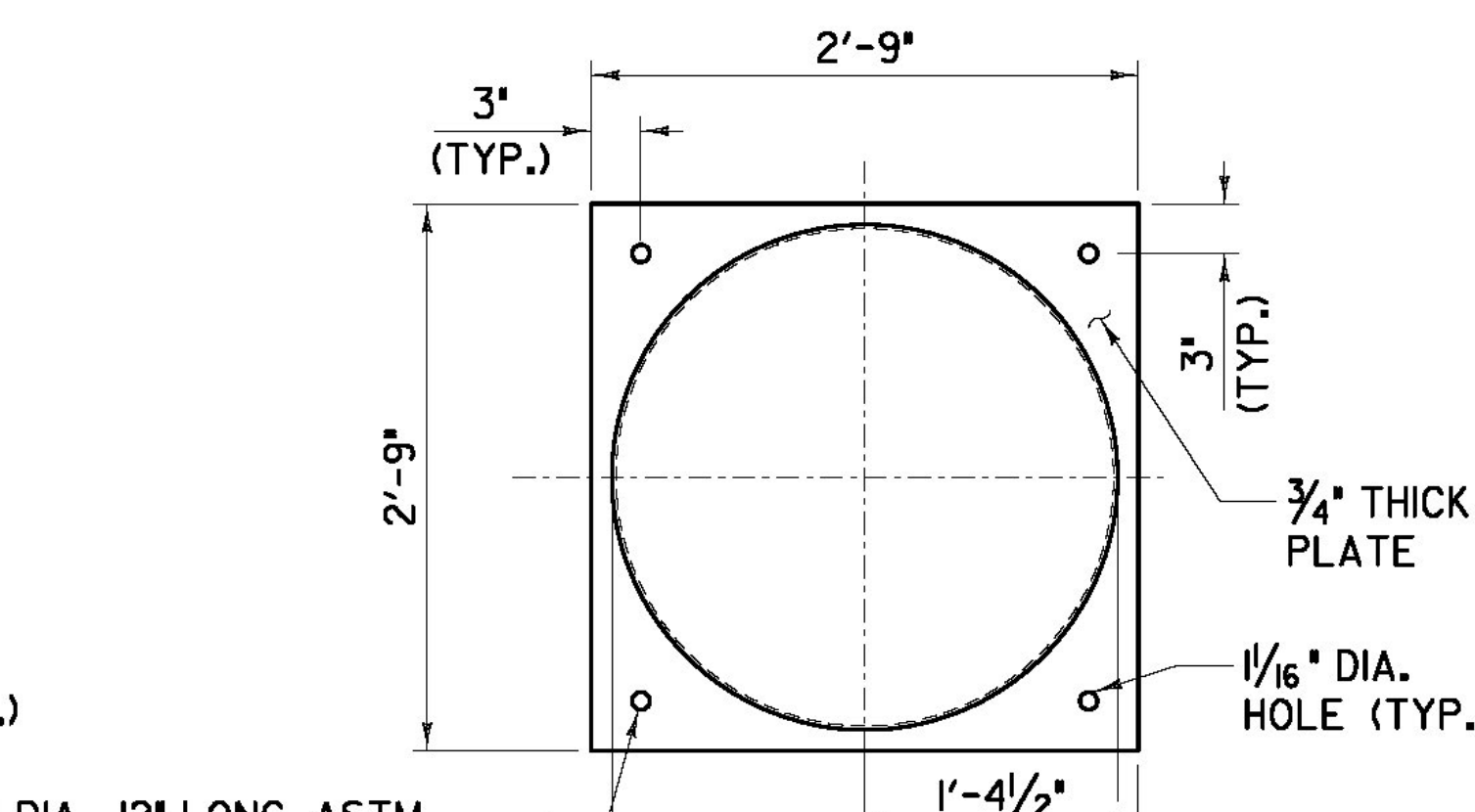
- PLAN -



- SECTION -



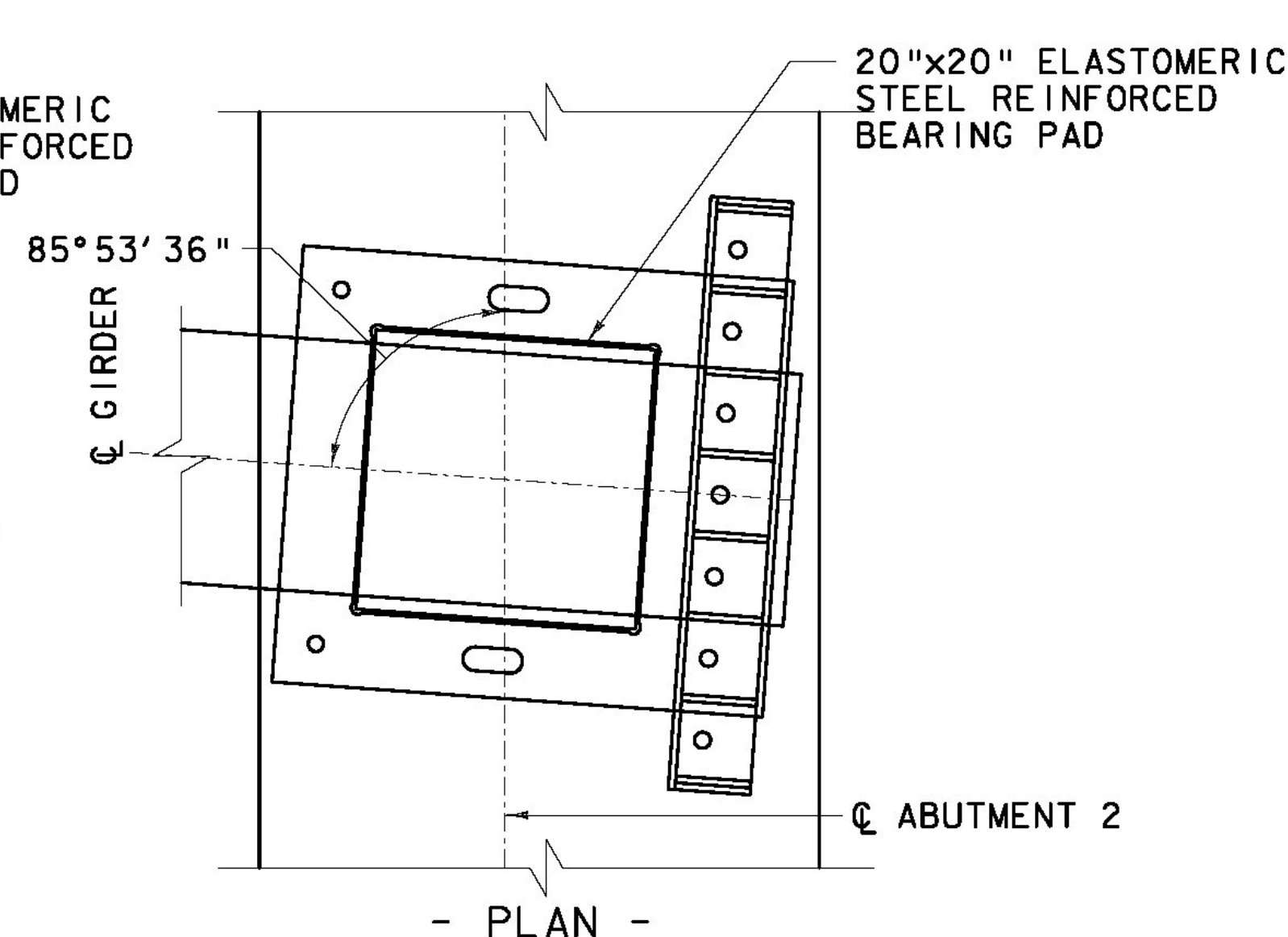
- SOLE PLATE -



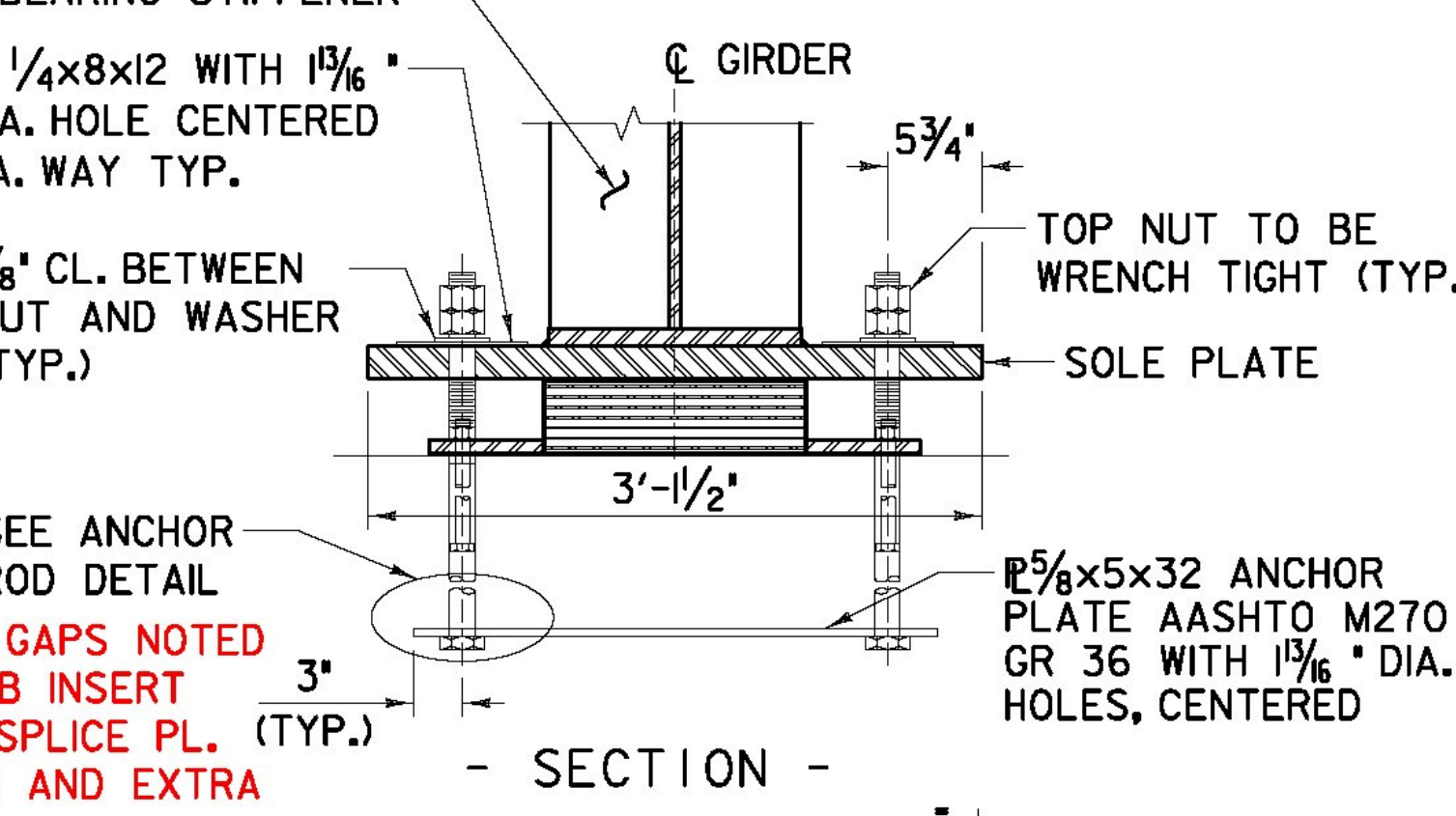
- RETAINER PLATE -

### BEARING @ ABUTMENT #2

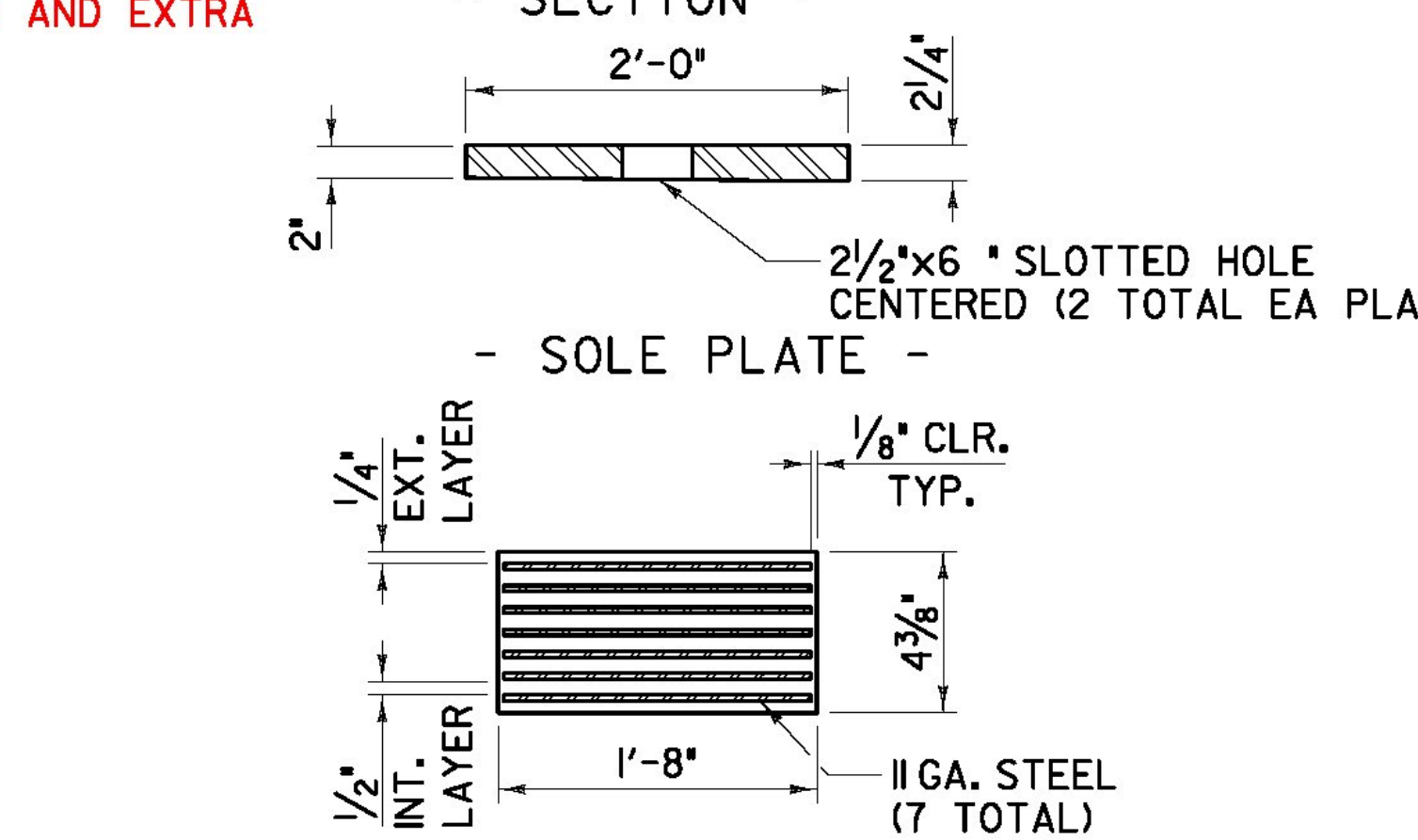
SCALE: 1/2" = 1'-0"



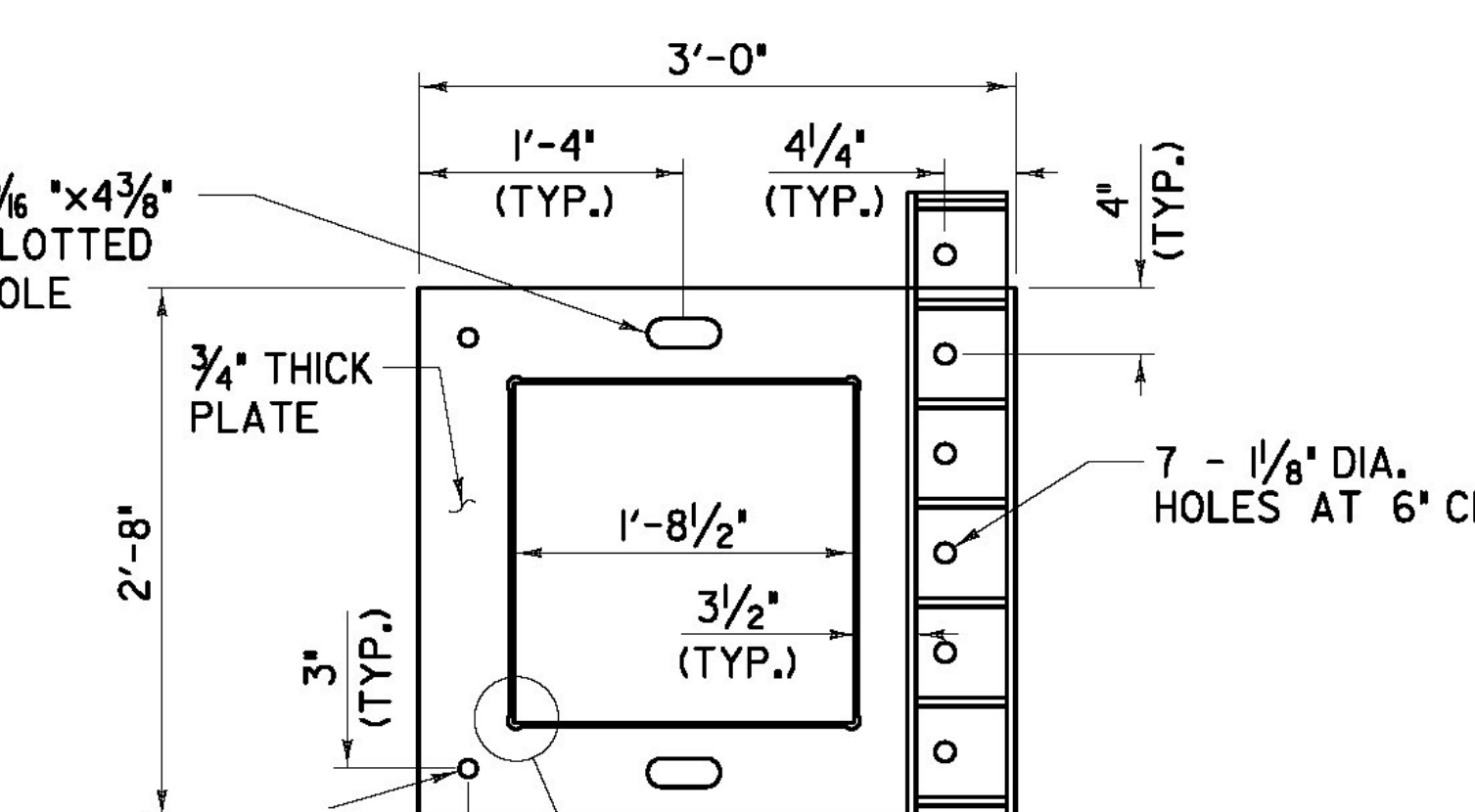
- PLAN -



- SECTION -



- SOLE PLATE -



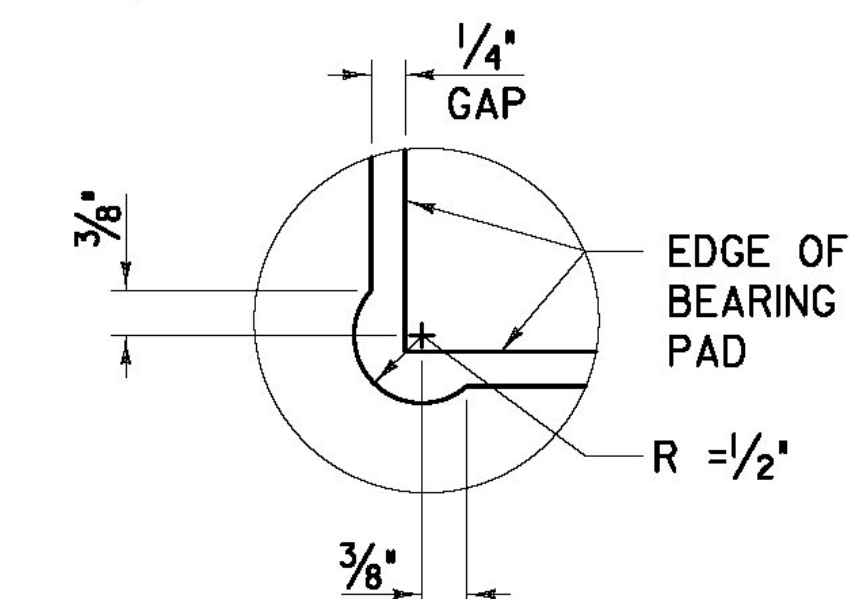
- RETAINER PLATE -

### NOTES:

- STEEL SOLE SHALL CONFORM TO AASHTO M270 GRADE 50 AND SHALL BE HOT-DIP GALVANIZED, EXCEPT FOR 1" WIDTH STRIPS WHERE THE SOLE PLATE SHALL BE WELDED TO THE FLANGE. AFTER WELDING APPLY A GALVANIZING REPAIR PAINT WITH A MINIMUM DRY FILM THICKNESS OF 3 MILLS TO THESE STRIPS. RETAINER PLATES SHALL CONFORM TO AASHTO M270 GR36 AND SHALL BE HOT DIP GALVANIZED. ALL HOT DIP GALVANIZING SHALL CONFORM TO AASHTO M 111.
- GIRDERS SHALL BE ERECTED WHEN THE AMBIENT TEMPERATURE IS 45° +/- 10°F. IF ARE ERECTED AT OTHER AMBIENT TEMPERATURES, THE ELASTOMER OF THE BEARINGS WILL HAVE TO BE HORIZONTALLY DEFORMED IN ACCORDANCE WITH THE TABLE ON SHEET 411A.
- AFTER THE SOLE PLATE ASSEMBLY IS IN ITS FINAL POSITION, WELD IT TO THE BEAM BOTTOM FLANGE.
- TEMPERATURE OF STEEL ADJACENT TO ELASTOMER DURING FIELD WELDING SHALL BE KEPT BELOW 400 °F (VTRANS STD. SPECIAL PROVISIONS 173 SECTION 531.05 ON PAGE 44 OF THE VTRANS STANDARD SPECIAL PROVISIONS).
- ANCHOR BOLTS, NUTS, AND WASHERS SHALL CONFORM TO ASTM 568M, CLASS 4.6 (ASTM A307) AND SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO M232.
- ELASTOMER SHALL HAVE A SHEAR MODULUS OF 0.130 KSI AND SHALL BE 60 DUROMETER, GRADE 4. ELASTOMERIC PADS SHALL BE BONDED TO SOLE PLATE.
- STEEL LAMINATES SHALL CONFORM TO ASTM A1011 GRADE 36 OR HIGHER.
- SEE BEARING TABLE FOR THE COMPRESSIVE DESIGN STRESS. THE COMPRESSIVE DESIGN STRESS IS THE RESULT OF DIVIDING THE COMPRESSIVE DESIGN LOAD BY THE AREA OF THE PAD.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A 1/2" DEEP DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER BEARING IS INSTALLED.
- MOLDED FABRIC PAD SHALL CONSIST OF FABRIC AND RUBBER BODY. THE PAD SHALL BE MADE WITH NEW UNVULCANIZED RUBBER AND UNUSED FABRIC FIBERS IN PROPER PROPORTION TO MAINTAIN STRENGTH AND STABILITY. THE SURFACE HARDNESS EXPRESSED IN STANDARD RUBBER HARDNESS FIGURES SHALL BE 80 SHORE DUROMETER 10 DUROMETER AVERAGE, THE ULTIMATE BREAKDOWN LIMIT OF THE PAD UNDER COMPRESSION LOADING SHALL BE NO LESS THAN 7,000 PSI FOR THE SPECIFIED THICKNESS WITHOUT EXTRUSION OR DETRIMENTAL REDUCTION IN THICKNESS. THE PADS SHALL BE CUT TO THE SAME SHAPE AS THE RETAINER PLATE.
- ALL STEEL LAMINATES SHALL BE SAND BLASTED AND FREE OF COATINGS, RUST AND MILL SCALE. STEEL LAMINATES SHALL BE FREE OF SHARP EDGES AND BURRS.
- WELDS SHALL TERMINATE 1/4" FROM EDGE OF PLATE, MASKING AND TOUCH UP SHALL BE PER THE STANDARD SPECIFICATIONS.
- BEVEL SOLE PLATES TO REMAIN LEVEL WITH BEARING AT ABUTMENT 1 & PIER. ABUTMENT 2 SOLE PLATE SHALL HAVE 1/8" + CAMBER BEVEL. VERIFY ALL SOLE PLATES WITH CAMBER DIAGRAM.

BEARING TABLE

	ABUTMENT #1	PIER #1	ABUTMENT #2
DESIGN METHOD	A	B	A
COMPRESSIVE DESIGN STRESS	1.16 ksi	1.82 ksi	1.28 ksi
INTERNAL ELASTOMER LAYERS	9 @ 1/2"	9 @ 1/2"	6 @ 1/2"
EXTERNAL ELASTOMER LAYERS	2 @ 1/4"	2 @ 1/4"	2 @ 1/4"



DETAIL A  
NOT TO SCALE

AS BUILT  
RECORD PLANS

BECK & BELLUCCI, INC.

TYLIN INTERNATIONAL

PROJECT NAME: BRATTLEBORO

PROJECT NUMBER: IM 091-(K50)

FILE NAME: ZB-100-BR6-411.dgn

PROJECT LEADER: Phillip E. Kendall P.E.

DESIGNED BY: Evan Sinn

BEARING DETAILS 1 OF 2

PLOT DATE: 5/15/2013

DRAWN BY: S. A. Morgan

CHECKED BY: J. E. Krajewski

SHEET ZB-100-BR6-411