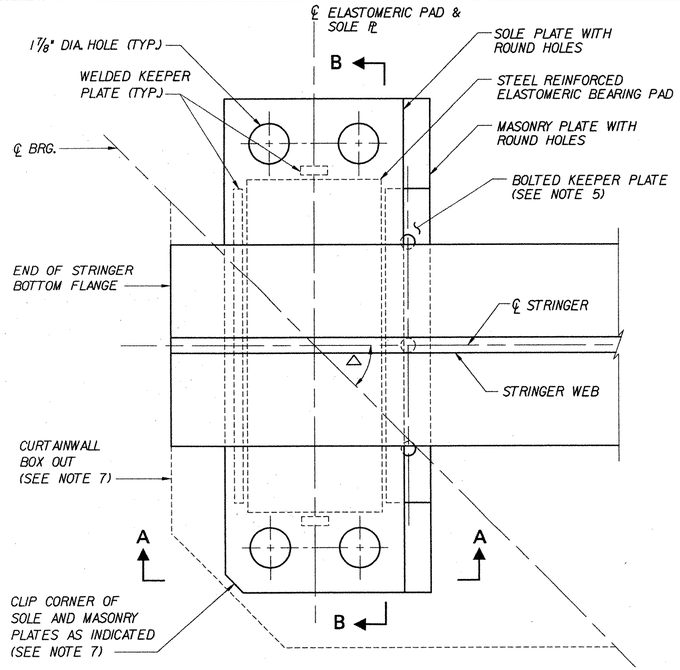
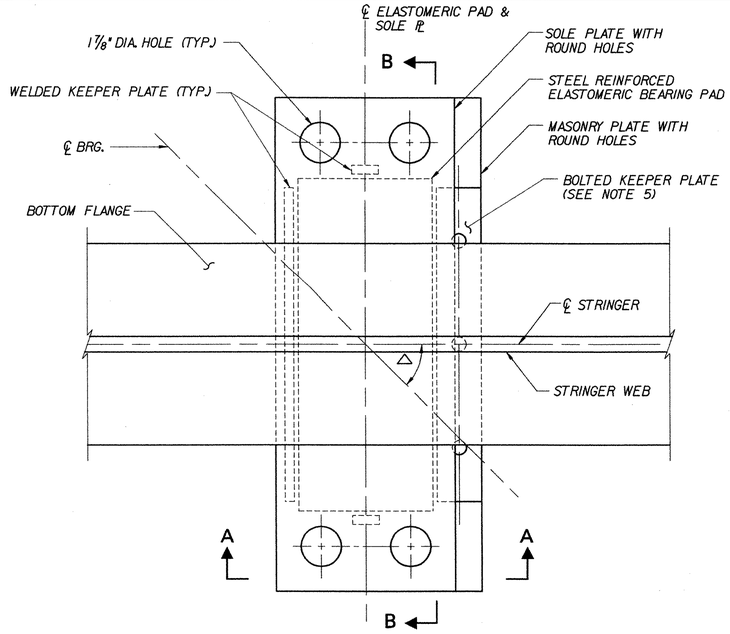


(ANCHOR BOLTS NOT SHOWN FOR CLARITY)

BEARING PLAN AT ABUTMENT

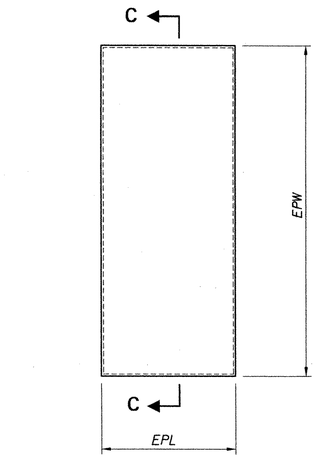
NOT TO SCALE



(ANCHOR BOLTS NOT SHOWN FOR CLARITY)

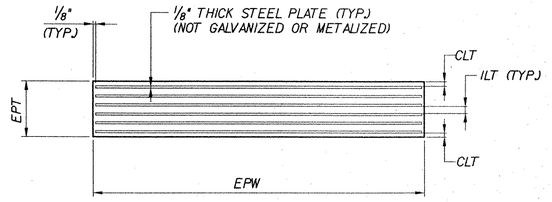
BEARING PLAN AT PIER

NOT TO SCALE



STEEL REINFORCED ELASTOMERIC PAD PLAN

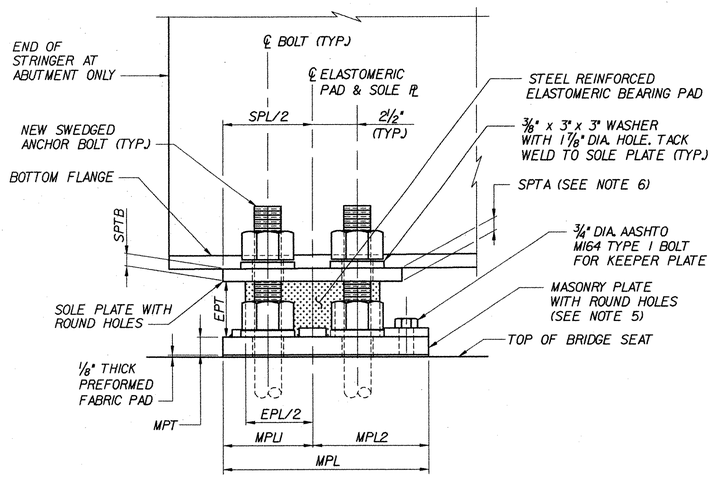
NOT TO SCALE



NOTE : NUMBER OF STEEL PLATES VARIES (SEE TABLE ON BRIDGE SHEET C-22)

SECTION C–C

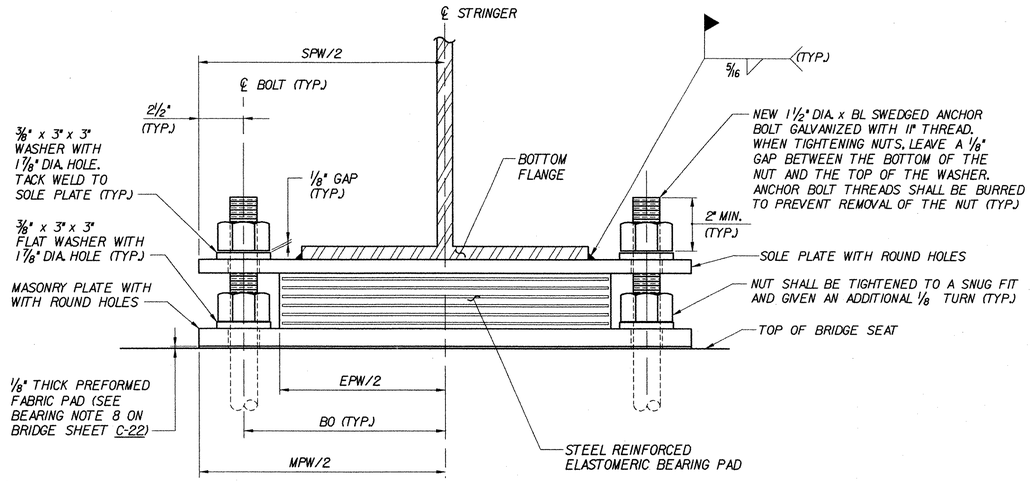
NOT TO SCALE



(BEARING AT ABUTMENT SHOWN, BEARING AT PIER SIMILAR)

SECTION A–A

NOT TO SCALE



SECTION B–B

NOT TO SCALE

NOTES:

1. SEE BRIDGE SHEET C-22 FOR BEARING NOTES & FIXED BEARING TABLES.
2. SEE BRIDGE SHEET C-25 FOR SOLE PLATE, MASONRY PLATE AND KEEPER PLATE DETAILS.
3. SKEW DIRECTION SHOWN IS 'AHEAD RIGHT'.
4. BEARING STIFFENERS/DIAPHRAGM CONNECTION PLATES ARE NOT SHOWN FOR CLARITY.
5. AT ABUTMENT, MASONRY PLATE SHALL BE ORIENTED SO THAT THE BOLTED KEEPER PLATE IS ACCESSIBLE FROM THE FACE OF THE ABUTMENT TO ACCOMMODATE ELASTOMERIC PAD REMOVAL, IF REQUIRED IN THE FUTURE. AT PIER, THE ENGINEER SHALL DETERMINE THE MASONRY PLATE ORIENTATION.
6. "SPTA" DIMENSION FOR SOLE PLATE SHALL BE MEASURED AND SET ON THE UPSTATION SIDE OF THE BEARING.
7. SOLE & MASONRY PLATES MAY REQUIRE ONE CORNER TO BE CLIPPED TO CLEAR CURTAINWALL AT FIXED ABUTMENTS ONLY. FOR DETAILS AND DIMENSIONS OF THE SOLE AND MASONRY PLATE CLIP, SEE BRIDGE SHEETS C-22 AND C-25. FOR CURTAINWALL DETAILS AND DIMENSIONS, SEE BRIDGE SHEET C-42.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of BOLTON	Bridge No.
Highway No. I-89	Log Sta. / Surv. Sta.

FIXED BEARING DETAILS

Designed By K.L. JAMES	Drawn By N.J. HOYT
Checked By M.H. GALLO Date 10/99	Bridge Design Supervisor J.P. HALSTEAD Date 10/99

Hayashi Corporation
Consulting Engineers

PROJECT BOLTON	PROJECT NO. IM-089-2(29)
TVGA CAD Drawing No. 127fxb2.dgn	Date 10/99
Bridge Sheet No. C-21	Sheet 21 of 307