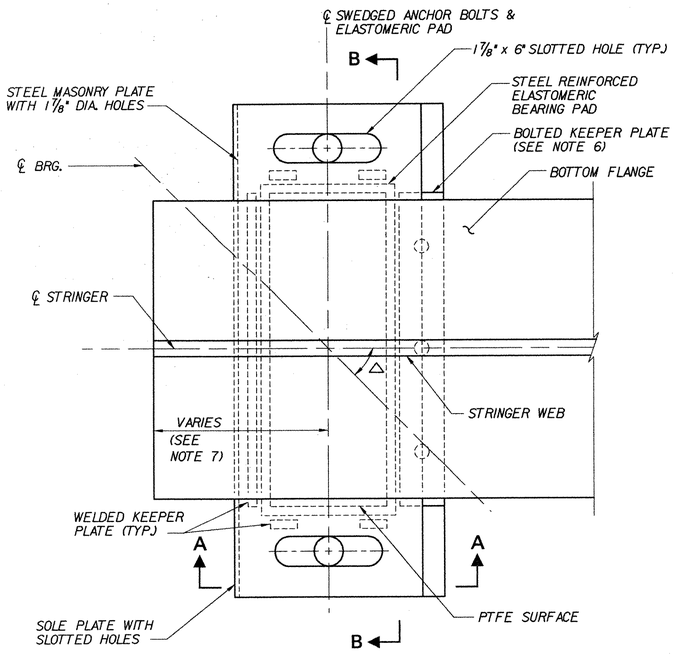
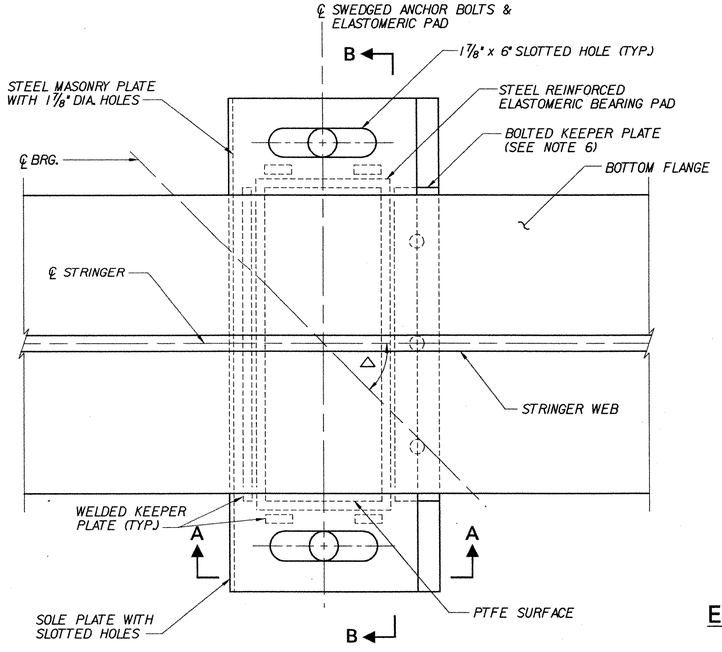


(ANCHOR BOLTS NOT SHOWN FOR CLARITY)

BEARING PLAN AT ABUTMENT

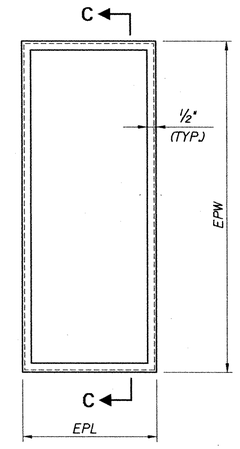
NOT TO SCALE



(ANCHOR BOLTS NOT SHOWN FOR CLARITY)

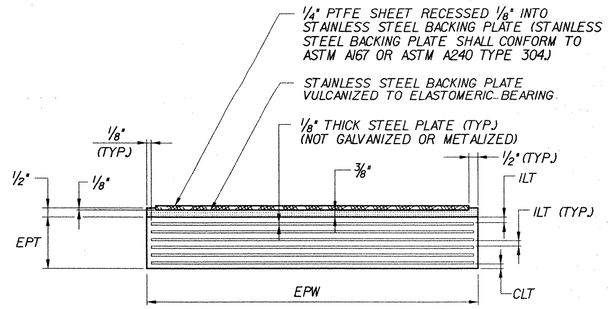
BEARING PLAN AT PIER

NOT TO SCALE



STEEL REINFORCED ELASTOMERIC PAD PLAN WITH PTFE SURFACE

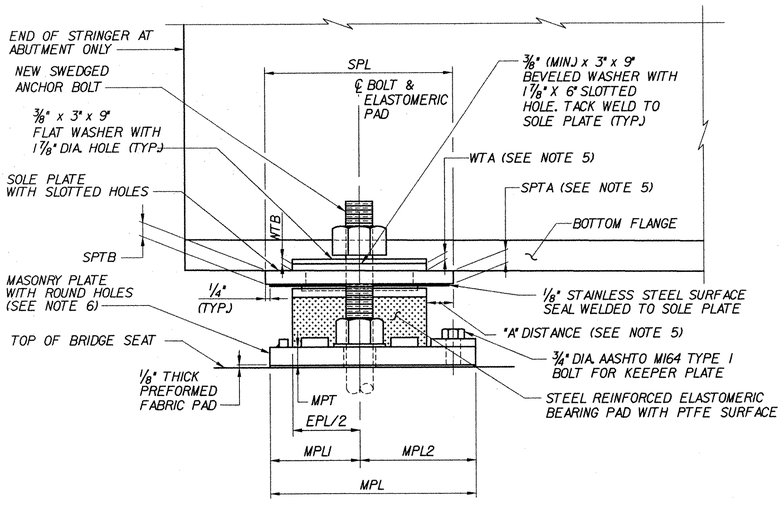
NOT TO SCALE



NOTE: NUMBER OF STEEL PLATES VARIES (SEE TABLE ON BRIDGE SHEET C-24)

SECTION C–C

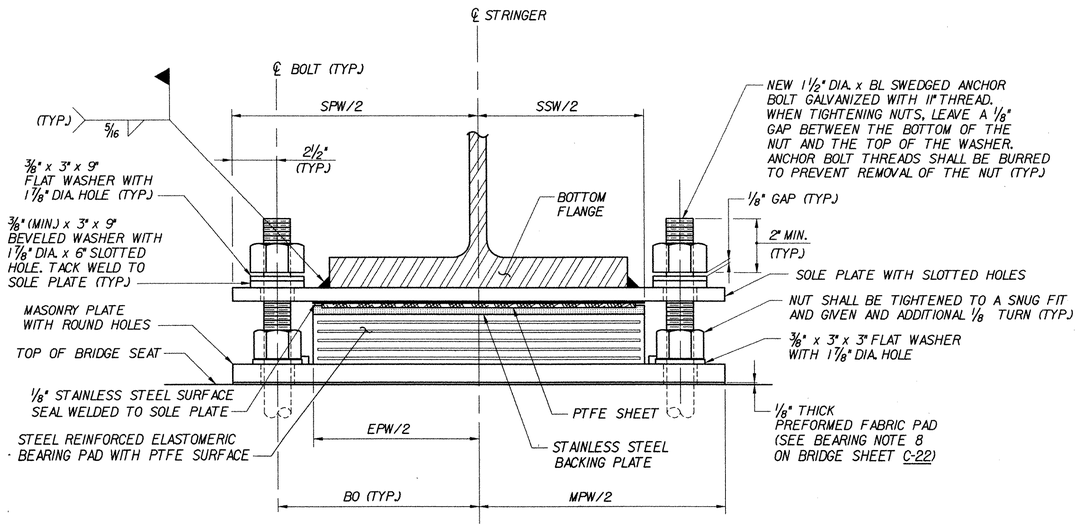
NOT TO SCALE



(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 AND C-24 FOR EXPANSION 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. THE "A" DISTANCE, "SPTA" AND "WTA" DIMENSIONS SHALL BE MEASURED AND SET ON THE UPSTATION SIDE OF THE BEARING.
6. 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 WITH ONE BEARING LINE, THE ENGINEER SHALL DETERMINE THE MASONRY PLATE ORIENTATION. AT PIER WITH TWO BEARING LINES (BR 5IN PIER 1 AND BR 5IS PIER 1), THE MASONRY PLATE SHALL BE ORIENTED SO THAT THE BOLTED KEEPER PLATE IS ACCESSIBLE FROM THE PIER FACE NEAREST TO THE BEARING LINE.
7. THE DISTANCE FROM ℄ BEARING TO THE END OF THE STRINGER VARIES AT EACH BEARING LOCATION. FOR THIS DIMENSION AT BRIDGES 43, 48, 50 AND 51, SEE THE STRINGER ELEVATION FOR EACH BRIDGE. FOR THIS DIMENSION AT BRIDGE 49, SEE THE TRANSVERSE SECTION, BRIDGE SHEET BR49-4.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

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

EXPANSION 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
PROJECT BOLTON	PROJECT NO. IM-089-2(29)
TVGA CAD Drawing No. 127exb2.dgn	Date 10/99
Bridge Sheet No. **C-23**	Sheet 23 of 307

Hayashi Corporation
Consulting Engineers