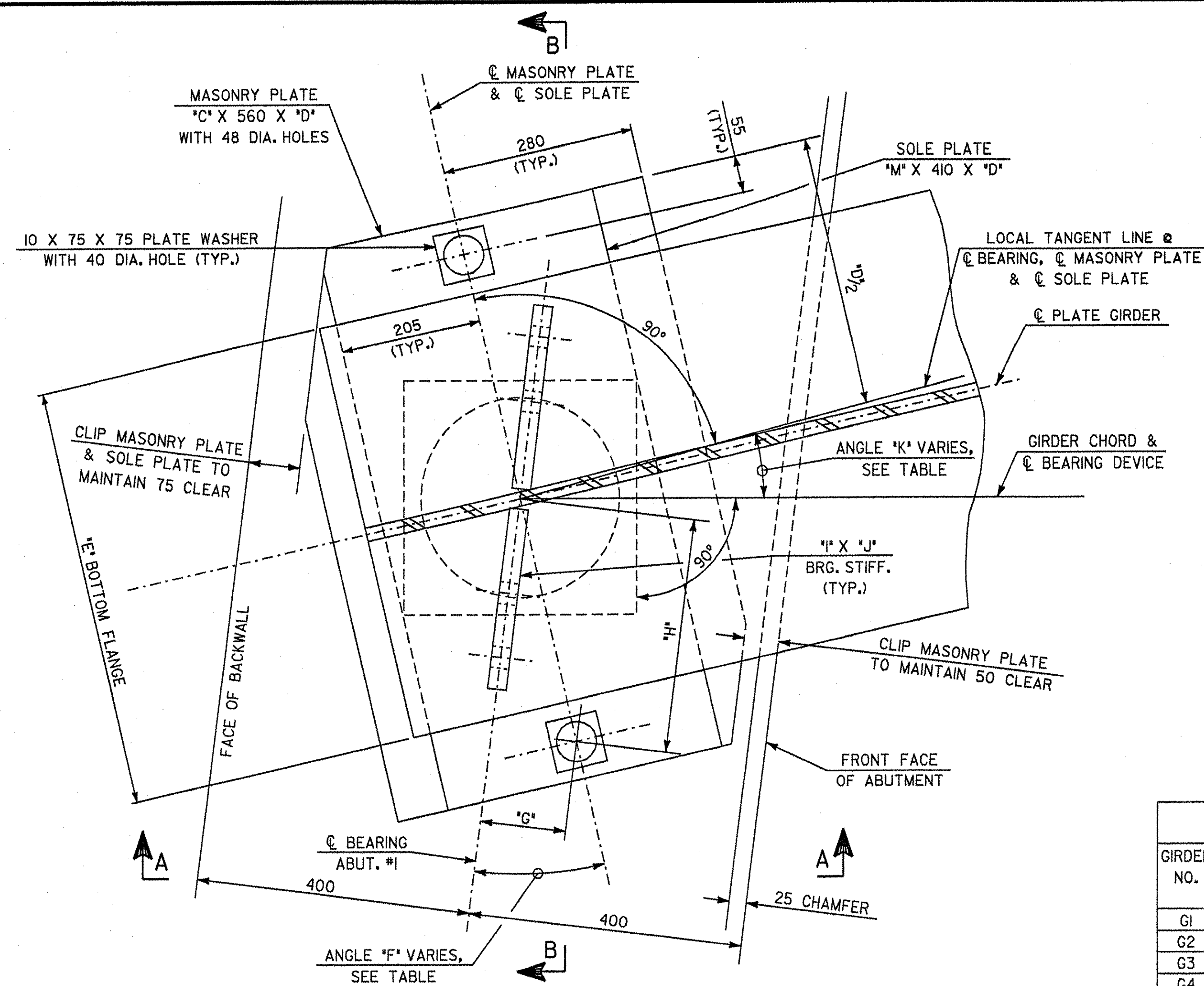


BEARING NOTES

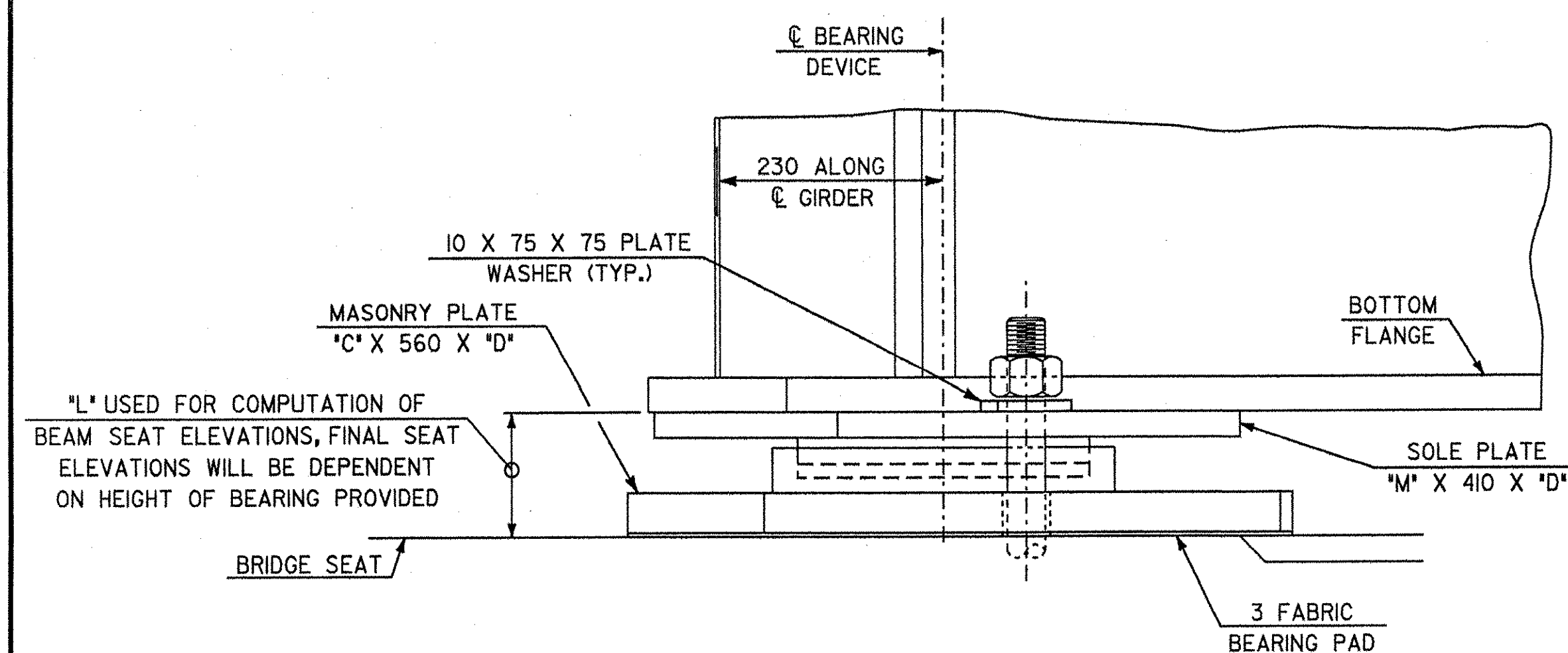
- BEARINGS SHALL CONFORM TO APPLICABLE SUBSECTIONS OF SECTION 531 AND 731 AND SHALL BE PAID FOR UNDER THE ITEM 531.0 'BEARING DEVICE ASSEMBLY'.
- THE FIELD WELD CONNECTING THE BOTTOM FLANGE WITH THE BEARING DEVICE SHALL BE MADE WITH E7018 RODS.
- ALL BEARING DEVICES SHALL BE GALVANIZED OR METALIZED AS PER SECTION 531.04(b) AND 506.15(a) AND (b). AREAS OF GALVANIZING OR METALIZING DAMAGED BY FIELD WELDS OR HANDLING SHALL BE PAINTED WITH AN APPROVED SEALANT IN ACCORDANCE WITH SUBSECTION 531.04.
- ALTERNATE CONFIGURATIONS FOR BEARINGS MAY BE SUBMITTED FOR APPROVAL. ANY ALTERNATE SUBMITTED SHALL BE DESIGNED AND CERTIFIED TO MEET THE DESIGN LOADS AND CRITERIA SHOWN ON THIS SHEET, AND SHALL MAINTAIN THE ANCHORAGE SYSTEM SHOWN.
- BRIDGE SEAT ELEVATIONS MAY BE REVISED TO ACCOMMODATE AN ALTERNATE CONFIGURATION.
- THE CONCRETE SURFACE UNDER THE BEARING DEVICE SHALL BE LEVEL.
- 'A' DISTANCE IS THE FINAL SETTING FOR THE BEARING PAD AFTER THE CONCRETE SLAB, CURB, PAVEMENT AND BRIDGE RAIL ARE PLACED. 'B' DISTANCE IS LISTED FOR SETTING THE BEARING AFTER THE STRUCTURAL STEEL IS ERECTED AND BEFORE THE CONCRETE DECK IS POURED. THE DIFFERENCE IS THE THEORETICAL ELONGATION OF THE BOTTOM FLANGE DUE TO DEAD LOAD DEFLECTION. THE FINAL 'A' DISTANCE AS SHOWN IN THE TABLE, MUST BE ATTAINED WITHIN 3 MM.
- DESIGN CRITERIA:
 - BASE PLATE TO CONCRETE DESIGN PRESSURE = 6,895 kPa MAXIMUM.
 - MINIMUM ALLOWABLE DESIGN ROTATION = 0.015 RADIAN.
 - HORIZONTAL CAPACITY SHALL BE A MINIMUM 10% OF VERTICAL LOAD. GUIDE BARS SHALL BE DESIGNED FOR THIS CAPACITY.
 - DESIGN LOAD PER BEARING = 1,690 kN AT ABUTMENT 1 AND 1,335 kN AT ABUTMENT 2.
- THE MINIMUM GAP BETWEEN THE GUIDE BARS AND THE BEARING ON THE EXPANSION BEARINGS SHALL 14 MIN. TO ALLOW FOR LATERAL MOVEMENT.



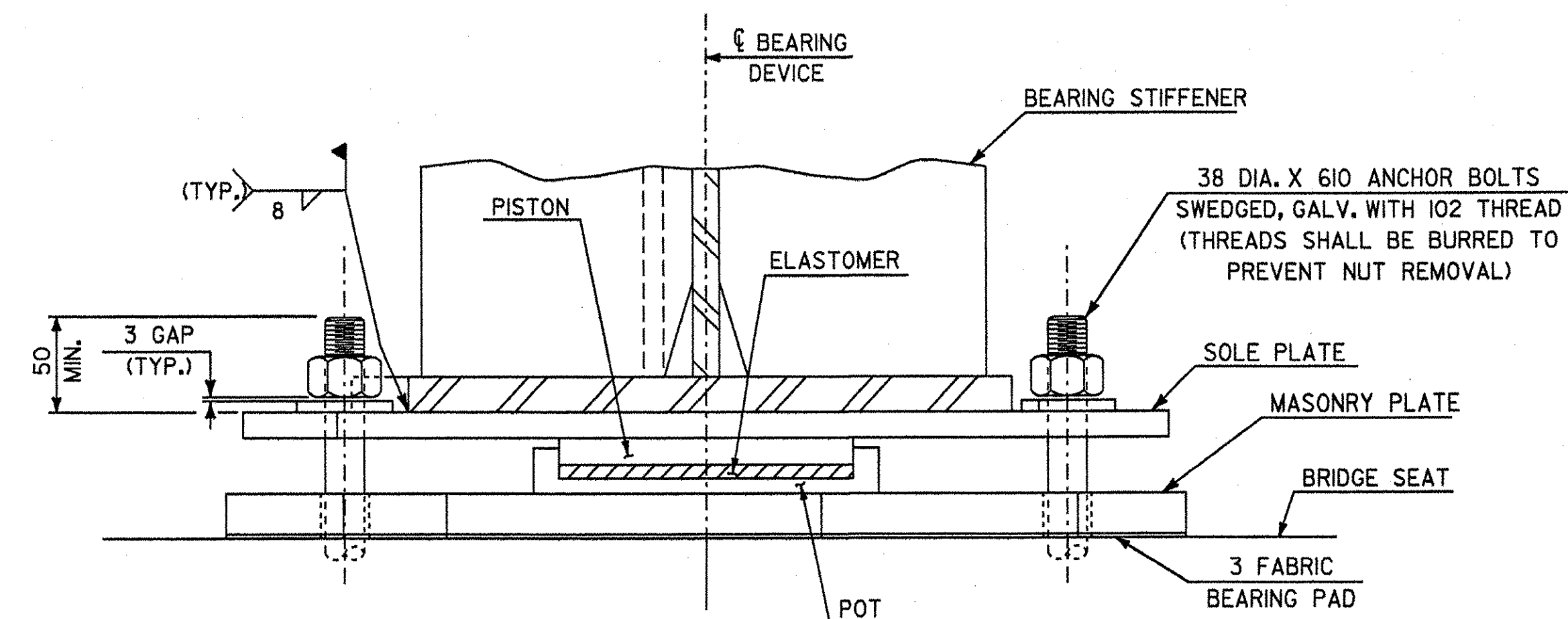
PLAN VIEW

TABLE OF FIXED BEARING DIMENSIONS AT ABUTMENT NO. 1

GIRDER NO.	PLATE THICKNESS, DIM. 'C'	PLATE LENGTH DIM. 'D'	FLANGE WIDTH DIM. 'E'	ANGLE 'F' BETWEEN ϕ BRG. & ϕ MAS. P.	HOLE DIM. 'G'	HOLE DIM. 'H'	STIFF. R. DIM. 'I'	STIFF. R. DIM. 'J'	ANGLE 'K' BETWEEN GIRDER CHORD & LOCAL TANGENT ϕ BEARING	HEIGHT 'L' BETWEEN TOP OF BRIDGE SEAT & BOTTOM OF GIRDER FLANGE	PLATE THICKNESS, DIM. 'M'
G1	60	840	610	19°-00'-15.8"	119	345	32	290	11°-59'-55.3"	174	38
G2	48	840	610	19°-29'-21.2"	122	344	32	290	12°-03'-44.2"	154	30
G3	32	686	460	20°-00'-00.0"	99	271	25	215	12°-07'-46.3"	133	25
G4	32	636	410	20°-32'-20.0"	92	246	22	190	12°-12'-02.7"	127	25
G5	32	636	410	21°-06'-30.6"	95	245	22	190	12°-16'-35.1"	127	25



SECTION A-A



SECTION B-B

FIXED BEARING DETAIL AT ABUTMENT NO. 1



STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	HARTLAND	Bridge No.	60
Highway No.	U.S. ROUTE 5	Log Sta.	
		Surv. Sta.	
U.S. ROUTE 5 OVER LULLS BROOK			
ABUTMENT NO. 1 FIXED BEARING			
Designed By	S. BAKI	Drawn By	W. GAYNOR
Checked By	Date	Bridge Design Supervisor	J. MIECZKOWSKI Date
PROJECT	HARTLAND	PROJECT NO.	BRS No. 0113122)
I.G.C. Info. M:\145620\VAOT Hartland\struct\zf204bdt.dgn			
Bridge Sheet No.	BRII5	Sheet	50 of 86