

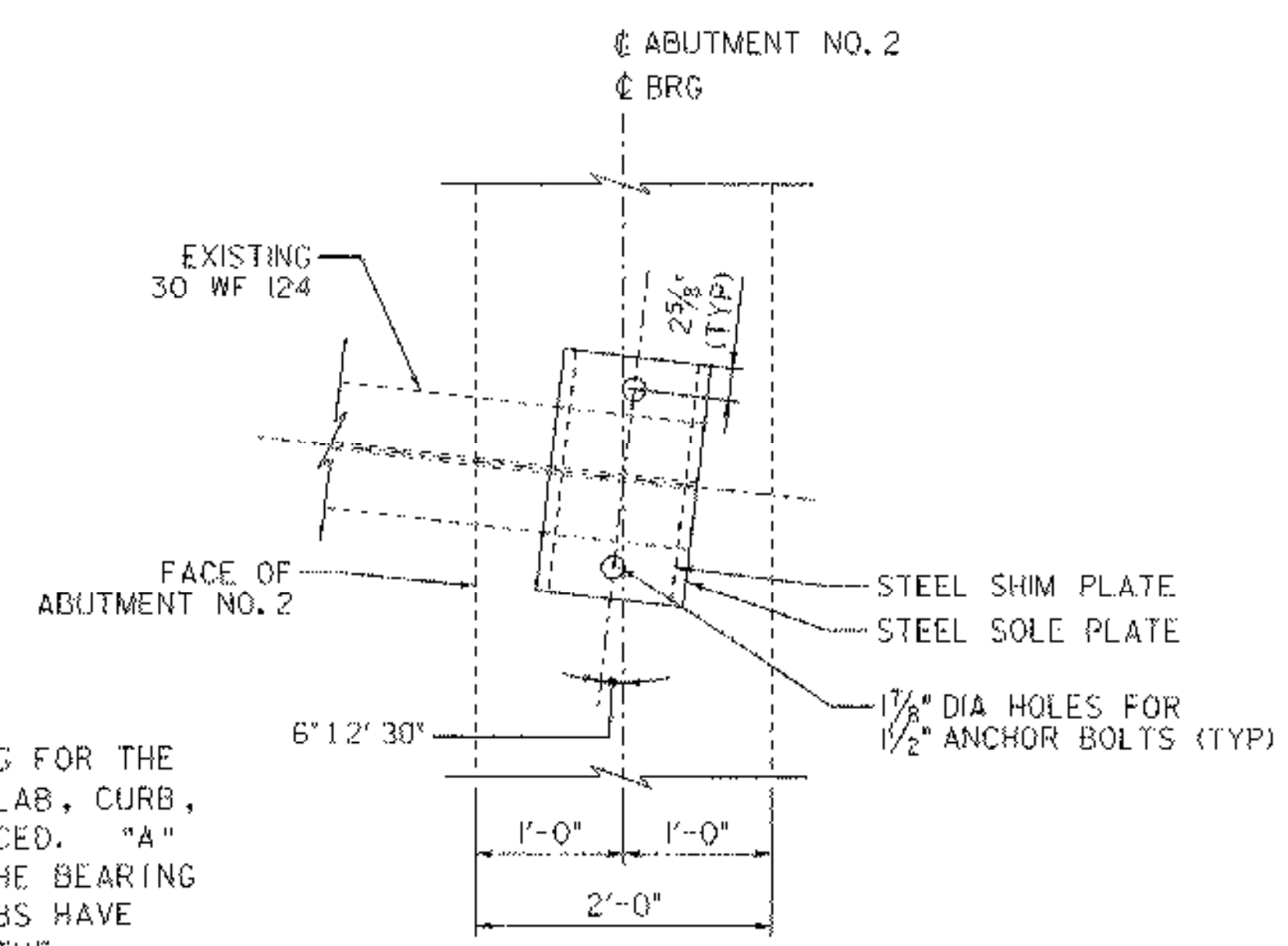
**EXPANSION BEARINGS
@ PIER NO. 2**
SCALE: 1" = 1'-0"

"A" OR "B" TABLE

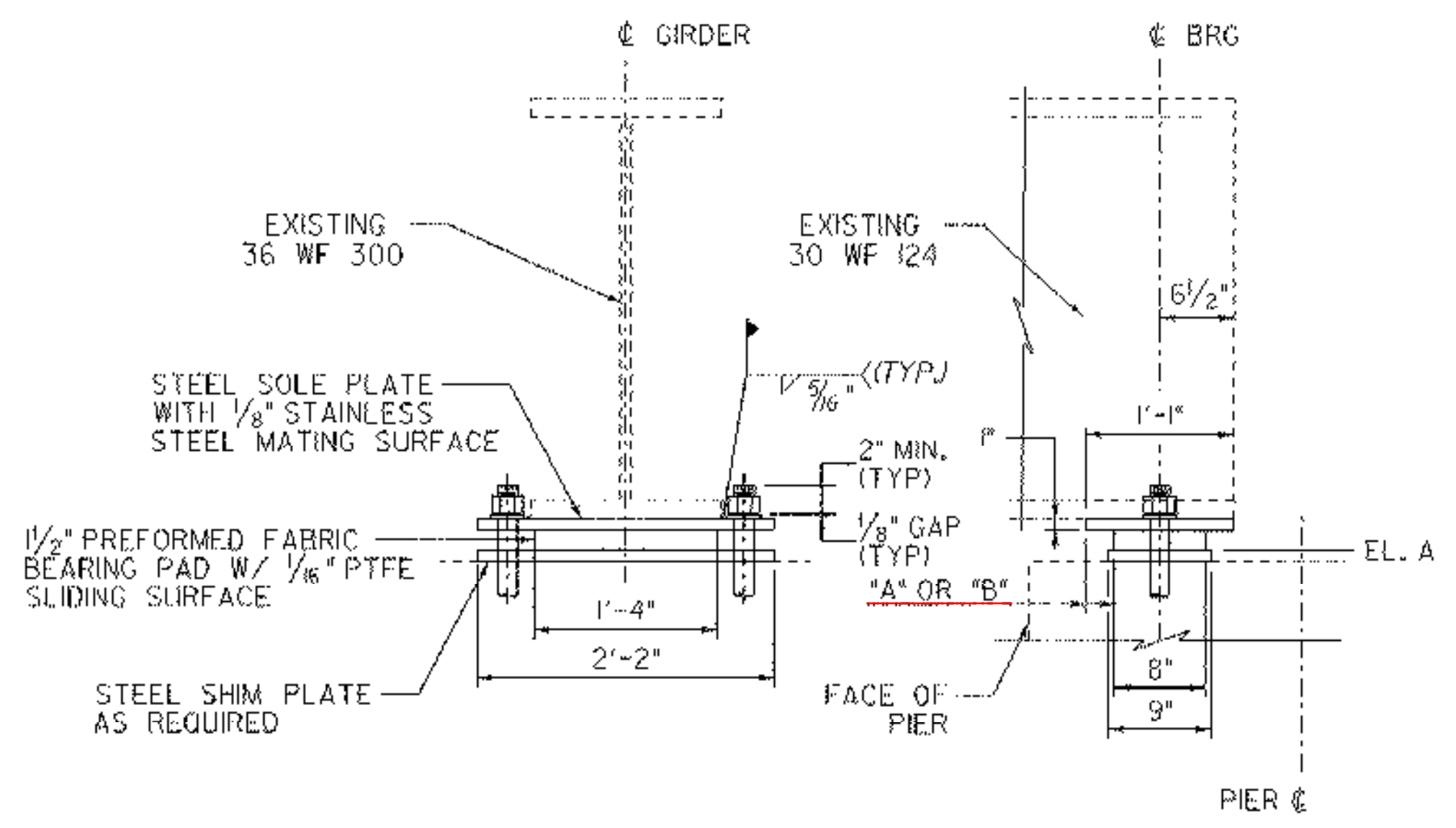
TEMP.	"A" DIST.	"B" DIST.
-30°F	2 7/8"	2 3/4"
-15°F	2 11/16"	2 11/16"
0°F	2 3/4"	2 5/8"
15°F	2 3/4"	2 5/8"
30°F	2 1/4"	2 9/16"
45°F	2 5/8"	2 1/2"
60°F	2 9/16"	2 1/16"
75°F	2 1/2"	2 3/8"
90°F	2 1/2"	2 3/8"
105°F	2 7/16"	2 5/16"
120°F	2 3/8"	2 1/4"

(FOR SPAN 2 BOTH SIDES ONLY)

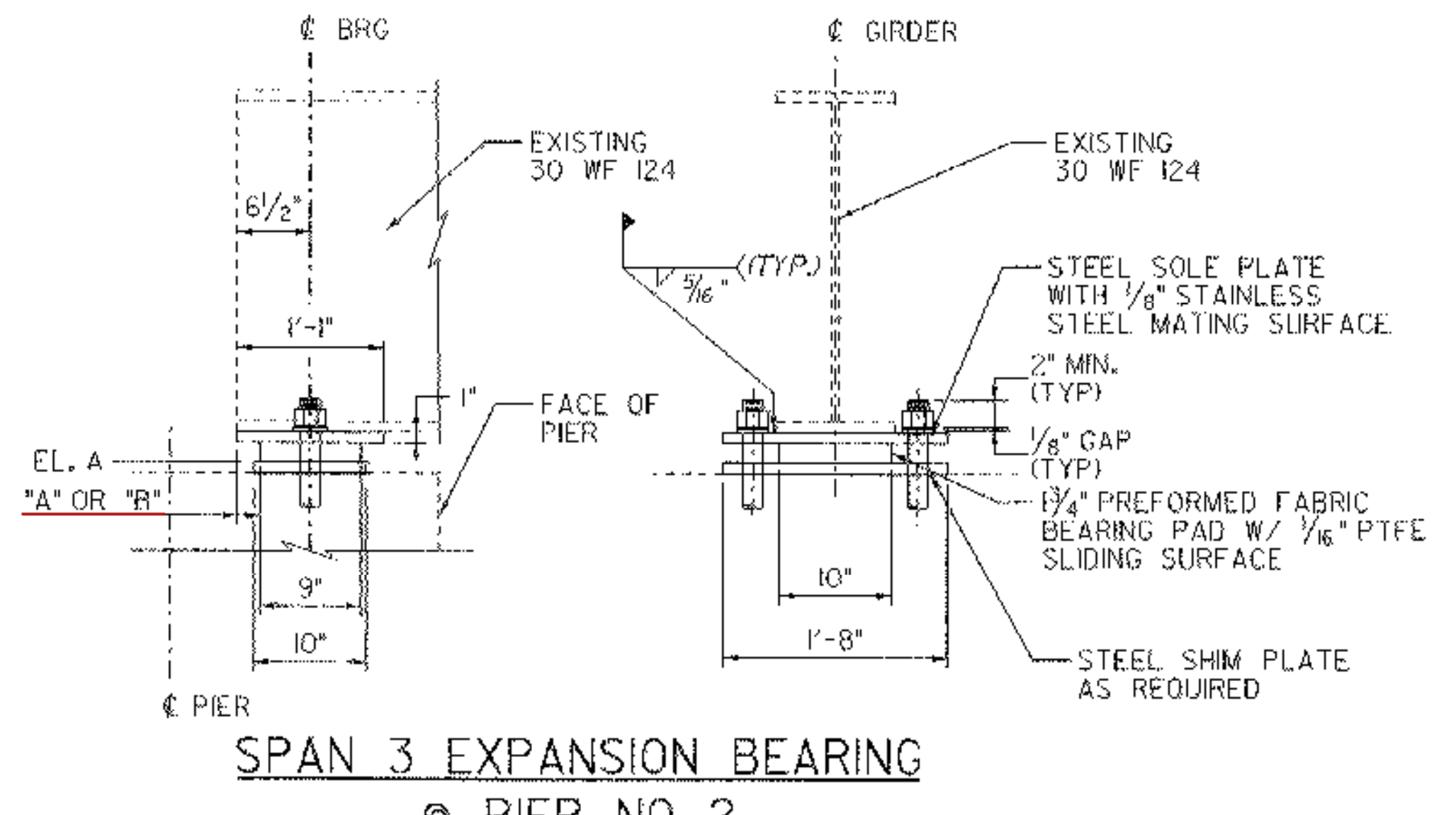
"B" DISTANCE IS THE FINAL SETTING FOR THE BEARING PAD AFTER THE CONCRETE SLAB, CURB, PAVEMENT AND BRIDGE RAIL ARE PLACED. "A" DISTANCE IS LISTED FOR SETTING THE BEARING BEFORE THE CONCRETE DECK AND CURBS HAVE BEEN PLACED. THE DIFFERENCE IS THE THEORETICAL ELONGATION OF THE BOTTOM FLANGE DUE TO DEAD LOAD DEFLECTION. THE FINAL "B" DISTANCE, AS SHOWN IN THE TABLE, MUST BE ATTAINED WITHIN 1/16 OF AN INCH.



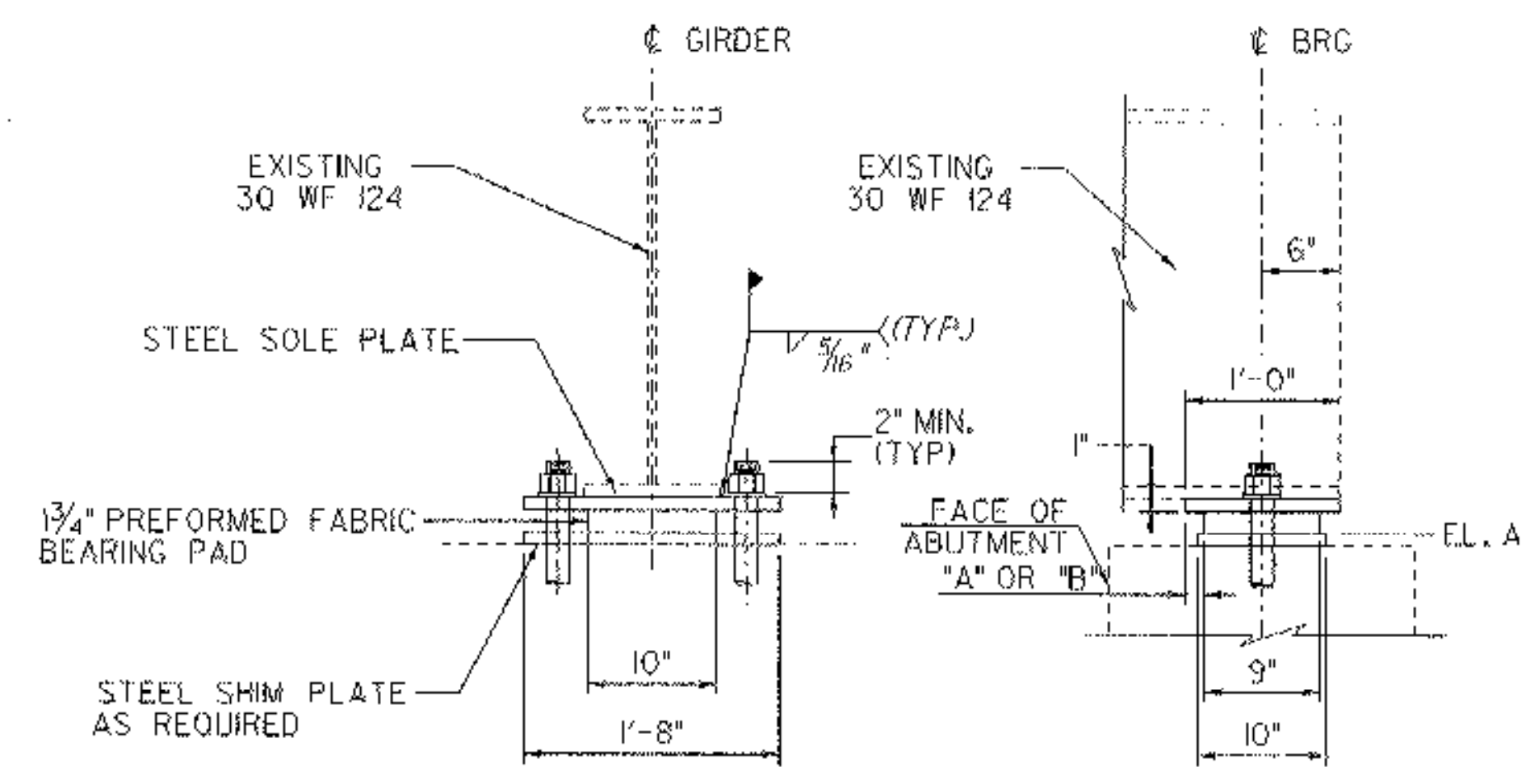
**FIXED BEARING PAD
@ ABUTMENT NO. 2**
SCALE: 1" = 1'-0"



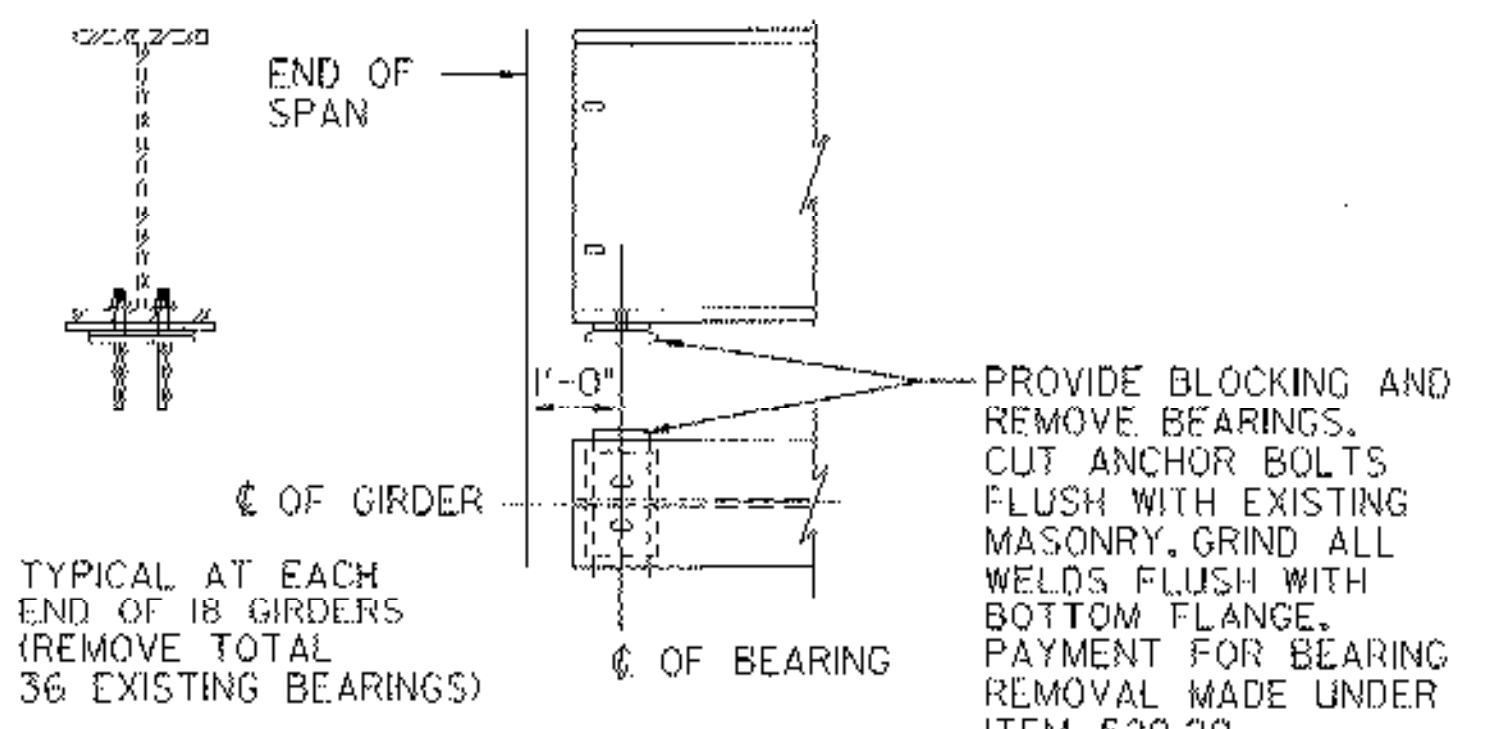
**SPAN 2 EXPANSION BEARING
@ PIER NO. 2**
SCALE: 1" = 1'-0"



**SPAN 3 EXPANSION BEARING
@ PIER NO. 2**
SCALE: 1" = 1'-0"



**SPAN 3 FIXED BEARING
@ ABUTMENT NO. 2**
SCALE: 1" = 1'-0"



EXISTING BEARING PLATE DETAIL
NOT TO SCALE.

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town of **MONTGOMERY** Bridge No. **21**
 Highway No. **VT 118** Log Sta. **Surv. Sta.**
VT 118 OVER TROUT RIVER
BEARING DETAILS (2)

Designed By **J. Howe** Date **08/31/01** Drawn By **J. Davis** Date **08/31/01**
 Checked By **R. Hebert** Bridge Design Supervisor **R. WHITCOMB** Date **08/31/01**

PROJECT **MONTGOMERY** PROJECT NO. **BHF 0283(8)S**
 I.G.C. Info. **ZC316ddl.dgn**
 Bridge Sheet No. **21** of **45**

NO SHIM PLATES REVISED 3/13/06

TYLIN INTERNATIONAL