



- BEARING DEVICE NOTES:**
- BEARING SHALL CONFORM TO REQUIREMENTS OF SECTION 531 AND SUBSECTION 531.04 (CONFINED ELASTOMER (POT) BEARING COMPONENTS SHALL CONFORM TO DESIGN, FABRICATION AND MATERIAL REQUIREMENTS OF THE APPLICABLE SUBSECTIONS OF SECTION 731
 - BEARINGS SHALL BE PAD FOR UNDER ITEM 531.03 BEARING DEVICE ASSEMBLY.
 - SHOP DRAWINGS CONFORMING TO SUBSECTION 531.03 SHALL BE SUBMITTED AND SHALL INCLUDE WELDING AND BONDING PROCEDURES. SHOP DRAWINGS SHALL ALSO INDICATE WHETHER BEARING COMPONENTS ARE TO BE GALVANIZED OR METALIZED. IF METALIZED IS USED, THE SHOP DRAWINGS SHALL DENOTE THE TYPE OF SEAL COATING THAT WILL BE PLACED ON THE METALIZING.
 - SOLE PLATES AND WASHERS ARE TO BE GALVANIZED OR METALIZED AS PER SUBSECTION 506.15 (a) OR (b).
 - THE WELD BETWEEN THE SOLE PLATE AND BOTTOM FLANGE SHALL BE SHAW 8018 (C3). AREAS OF GALVANIZING ON THE SOLE PLATE DESTROYED IN THE WELDING PROCESS SHALL BE PAINTED WITH A ZINC-RICH PAINT. REFER TO SUPPLEMENTAL SPECIFICATION 513.
 - THE CONCRETE SURFACE UNDER THE BEARING SHALL BE LEVEL.
 - ANCHOR BOLTS SHALL HAVE A 380 mm MINIMUM EMBEDMENT INTO CONCRETE. ANCHOR BOLTS SHALL CONFORM TO AASHTO M183/M 183M, NUTS SHALL BE HEAVY HEX CONFORMING TO ASTM A307 AND WASHERS SHALL CONFORM TO ASTM F844, PER SUBSECTION 714.08.
 - AN ALTERNATE BEARING CONFIGURATION MAY BE SUBMITTED FOR APPROVAL. THE ALTERNATE SUBMITTED SHALL BE DESIGNED AND CERTIFIED TO MEET THE DESIGN LOADS AND CRITERIA SHOWN BELOW AND SHALL MAINTAIN THE ANCHORAGE SYSTEM SHOWN.
 - IF AN ALTERNATE BEARING CONFIGURATION IS USED, BRIDGE SEAT ELEVATIONS SHALL BE ADJUSTED ACCORDINGLY.

* ONE WAY LONGITUDINAL MOVEMENT IS THE MAXIMUM MOVEMENT (CONTRACTION) OF THE SUPERSTRUCTURE WHEN BEARINGS ARE SET @ 7C PLUS ELONGATION DUE TO CAMBER, PLUS AN ADDITIONAL 25 mm FOR TOLERANCE.

** BEARINGS SHALL BE CAPABLE OF MAINTAINING A MINIMUM LOAD OF 20% OF MAXIMUM DESIGN CAPACITY AT ALL TIMES.

*** ALL BEARINGS SHALL BE CAPABLE OF RESISTING BOTH THEIR MAXIMUM HORIZONTAL AND VERTICAL DESIGN LOADS

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BEARING TABLE																						
LOCATION	QTY. REQ'D	MAX. VERT. LOAD (KN) ***	MAX. HORIZ. LOAD (KN) ***	MIN. VERT. LOAD (KN) **	MAX. BEARING LOAD (KN)	DL+SDL (KN)	LL W/ I (KN)	ONE WAY * LONGIT. MOVEMENT	MASONRY R.			SOLE R.				LOAD R. BRG.		ANCHOR BOLTS				
									A	B	T	C	B	G	T ₁	T ₂	D	F	H	DIA.	E _T	E _L
ABUT. 1	8	795	79	200	1000	395	400	135	376	760	60	600	760	202	50	20	550	320	70	42	72	106
ABUT. 2 (G1 THRU G6)	6	1044	112	250	1250	562	482	107	370	740	70	570	740	172	32	24	520	350	73	42	72	106
ABUT. 2 (G7 & G8)	2	1044	112	250	1250	562	482	107	370	800	70	570	800	172	32	24	520	410	73	42	72	106

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town of	BENNINGTON	Bridge No.	BR700
Highway No.	VT. RTE. 9	Log Sta.	
		Surv. Sta.	16+800
VT. RTE. 9 OVER SILK ROAD AND WALLOOMSAC RIVER			
EXPANSION BEARING DETAILS-ABUTMENTS			
Designed By	F. GOGUEN	Drawn by	B. WEATHERBY
Checked By	R. SIPZNER	Date	6/00
		Bridge Design Supervisor	M. OLSTAD
		Date	9/00
PROJECT	BENNINGTON-HOOSICK	PROJECT NO.	D.P.L. 014611 C/4
I.G.C. Info.			
Bridge Sheet No.	BR729	Sheet	212 OF 385