

## ELASTOMERIC BEARING NOTES

- 1) ABUTMENT BEARINGS SHALL BE PAID FOR UNDER ITEM 531.14 "BEARING DEVICE ASSEMBLY, INTEGRAL ABUTMENT". PIER BEARINGS SHALL BE PAID FOR UNDER THE ITEM 531.11 "BEARING DEVICE ASSEMBLY, ELASTOMERIC PAD". BOTH BEARING DEVICES SHALL CONFORM TO APPLICABLE SUBSECTIONS OF SECTIONS 531 AND 731.
- 2) ALL MATERIALS SHALL CONFORM TO SECTION 14 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND SECTION 18 OF AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS AND ALL AASHTO OR ASTM SPECIFICATIONS REFERENCED IN THE CONTRACT DOCUMENTS.
- 3) THE ELASTOMERIC COMPOUND SHALL BE VIRGIN CRYSTALLIZATION RESISTANT POLYCHLOROPRENE (NEOPRENE) OR VIRGIN NATURAL POLYISOPRENE (NATURAL RUBBER) AS THE RAW POLYMER, EXCEPT WHEN USING A DISC THE COMPOUND SHALL BE BASED ON POLYETHER URETHANE, USING ONLY VIRGIN MATERIALS. THE RESULTING PRODUCT SHALL BE FREE OF POROUS AREAS, WEAK SECTIONS, BUBBLES, FOREIGN MATTER, OR OTHER DEFECTS AFFECTING SERVICEABILITY. IT SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 251.
- 4) ELASTOMER WAS DESIGNED USING METHOD A, WITH A NOMINAL HARDNESS OF 50 +/- 5 ON THE SHORE A SCALE, EXCEPT FOR DISCS WHICH SHALL HAVE A HARDNESS OF 50 +/- 5 ON THE SHORE D SCALE. IT IS ACCEPTABLE TO TEST PER AASHTO M 251 APPENDIX X1. ELASTOMER SHALL MEET THE REQUIREMENTS FOR LOW-TEMPERATURE ZONE D, GRADE 4.
- 5) 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. THE ALTERNATE SHALL MAINTAIN THE ANCHORAGE SYSTEM SHOWN AND SHALL BE DESIGNED PER THE LATEST AASHTO LRFD BRIDGE DESIGN SPECIFICATION. BRIDGE SEAT ELEVATIONS MAY BE REVISED TO ACCOMMODATE AN ALTERNATIVE CONFIGURATION.
- 6) STEEL REINFORCED ELASTOMERIC PADS SHALL BE WITHIN THE TOLERANCES LISTED IN TABLE 2 IN AASHTO M251. EXTERNAL LOAD PLATES SHALL BE WITHIN THE TOLERANCES GIVEN IN SECTION 18 OF THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS.
- 7) BEARING SHALL BE SET LEVEL AND PARALLEL WITHIN 0.03125 IN./FT. WITH FULL AND UNIFORM BEARING. THE CONCRETE UNDER THE BEARING DEVICE SHALL BE LEVEL.
- 8) DURING ANY WELDING, SURFACES IN CONTACT WITH THE ELASTOMER SHALL BE RESTRICTED TO 200 DEGREES FAHRENHEIT, AND SURFACES IN CONTACT WITH PTFE SHALL BE RESTRICTED TO 300 DEGREES FAHRENHEIT. TEMPERATURE SHALL BE DETERMINED BY TEMPERATURE INDICATING WAX PENCILS OR OTHER SUITABLE MEANS.
- 9) PRIOR TO ORDERING MATERIALS AND STARTING THE WORK, THE CONTRACTOR SHALL SUBMIT A DRILLING AND MORTARING PROPOSAL TO THE ENGINEER FOR APPROVAL, INCLUDING A PREMIXED MORTAR MATERIAL BRAND NAME.
- 10) THE MORTAR SHALL BE MIXED IN A MECHANICAL MIXER ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND SHALL BE READILY POURABLE SO THAT WHEN Poured IT COMPLETELY FILLS THE REMAINING HOLE CAVITIES. THE PLACEMENT OF MORTAR FOR EACH BEARING SHALL BE CONTINUOUS AND COMPLETE AT ALL HOLE LOCATIONS.
- 11) ALL EXPOSED MORTAR SHALL BE CURED FOR A PERIOD OF NOT LESS THAN THREE (3) DAYS BY THE WETTED BURLAP METHOD IN ACCORDANCE WITH SECTION 501. CURING SHALL COMMENCE AS SOON AS PRACTICAL AFTER MORTAR PLACEMENT. THE CONTRACTOR SHALL NOT APPLY ANY FORCES TO THE ANCHOR BOLTS DURING THE CURING PERIOD.
- 12) ANCHOR BOLTS TO BE DOUBLE NUTTED SHALL USE THE FOLLOWING PROCEDURE: INSTALL THE LOWER NUT IN CONTACT WITH TOP OF SOLE PLATE, AND THEN BACK OFF 1/2 TURN. INSTALL UPPER NUT SNUG TIGHT TO PREVENT LOWER NUTS FROM LOOSENING.
- 13) BRIDGE SEAT ELEVATIONS ARE BASED ON THE BEARING HEIGHTS SHOWN. PRIOR TO CASTING THE SUBSTRUCTURE UNITS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE PROPOSED BEARING HEIGHT AS PROVIDED BY THE MANUFACTURER AND ANY ELEVATION MODIFICATIONS REQUIRED BEFORE CONSTRUCTING THE SUBSTRUCTURE UNITS.
- 14) BOLTS INSTALLED IN PAINTED STRUCTURAL COMPONENTS SHALL BE TYPE 1, SHALL BE PROVIDED WITH APPROPRIATE NUTS AND WASHERS, AS REQUIRED, AND THE COMBINATION OF BOLT, NUT, AND WASHER SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH AASHTO M 298, CLASS 50, TYPE 1.
- 15) BOLTS FURNISHED FOR BEARINGS SHALL CONFORM TO SUBSECTION 714.08. THE BOLTS, NUTS, AND WASHERS FURNISHED SHALL BE TESTED AND CERTIFIED AS MEETING THE REQUIREMENTS OF THE ZINC THICKNESS TEST AS SPECIFIED IN SUBSECTION 714.05, IN ADDITION TO ANY OTHER TEST AND CERTIFICATION REQUIREMENTS.
- 16) THE WELDS FOR THE SOLE PLATE CONNECTION SHOULD ONLY BE ALONG THE LONGITUDINAL GIRDER AXIS. TRANSVERSE JOINTS SHOULD BE SEALED WITH AN ACCEPTABLE CAULKING MATERIAL.
- 17) PRIOR TO WELDING GIRDERS TO SOLE PLATES AT THE PIERS, THE CONCRETE DECK SHALL BE PLACED AND CURED, AND THE GIRDERS SHALL BE RAISED TO ALLOW RELEASE OF INITIAL BEARING DEFORMATION DUE TO GIRDER CAMBER RELAXATION.
- 18) GALVANIZING THAT HAS BEEN DAMAGED SHALL BE REPAIRED IN ACCORDANCE WITH ASTM A780, STANDARD PRACTICE FOR REPAIR OF DAMAGED HOT DIPPED GALVANIZED COATINGS, ANNEX A2. THE PAINT USED IN THE REPAIR SHALL BE ORGANIC-RICH, CONTAINING 92 PERCENT(MIN.) ZINC BY WEIGHT IN THE DRY FILM. THE PAINT SHALL BE APPLIED PER MANUFACTURER'S RECOMMENDATIONS TO A THICKNESS EQUIVALENT TO THE SURROUNDING GALVANIZING.
- 19) METALIZING THAT HAS BEEN DAMAGED SHALL BE REPAIRED USING THE METHODS DESCRIBED IN NOTE 20.
- 20) STEEL REINFORCED ELASTOMERIC BEARINGS SHALL HAVE A MINIMUM 1/8 INCH EDGE SEAL OF ELASTOMER INTEGRAL WITH BEARING OVER ALL INTERNAL PLATES.
- 21) DESIGN CRITERIA:
  - A) DESIGN ROTATION
 

ABUTMENTS 1&2	= 0.018 RAD
PIER 1	= 0.011 RAD
PIER 2	= 0.015 RAD
  - B) HORIZONTAL CAPACITY SHALL BE MINIMUM OF 20% VERTICAL LOAD IN ANY UNRESTRAINED DIRECTION.
  - C) DESIGN LOAD PER BEARING
 

ABUTMENTS 1&2	RDL = 54.1 KIPS	RLL = 0.0 KIPS
PIER 1&2	RDL = 109.6 KIPS	RLL = 128.1 KIPS
  - D) NO FABRIC REINFORCEMENT WILL BE ALLOWED IN ELASTOMERIC PADS

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