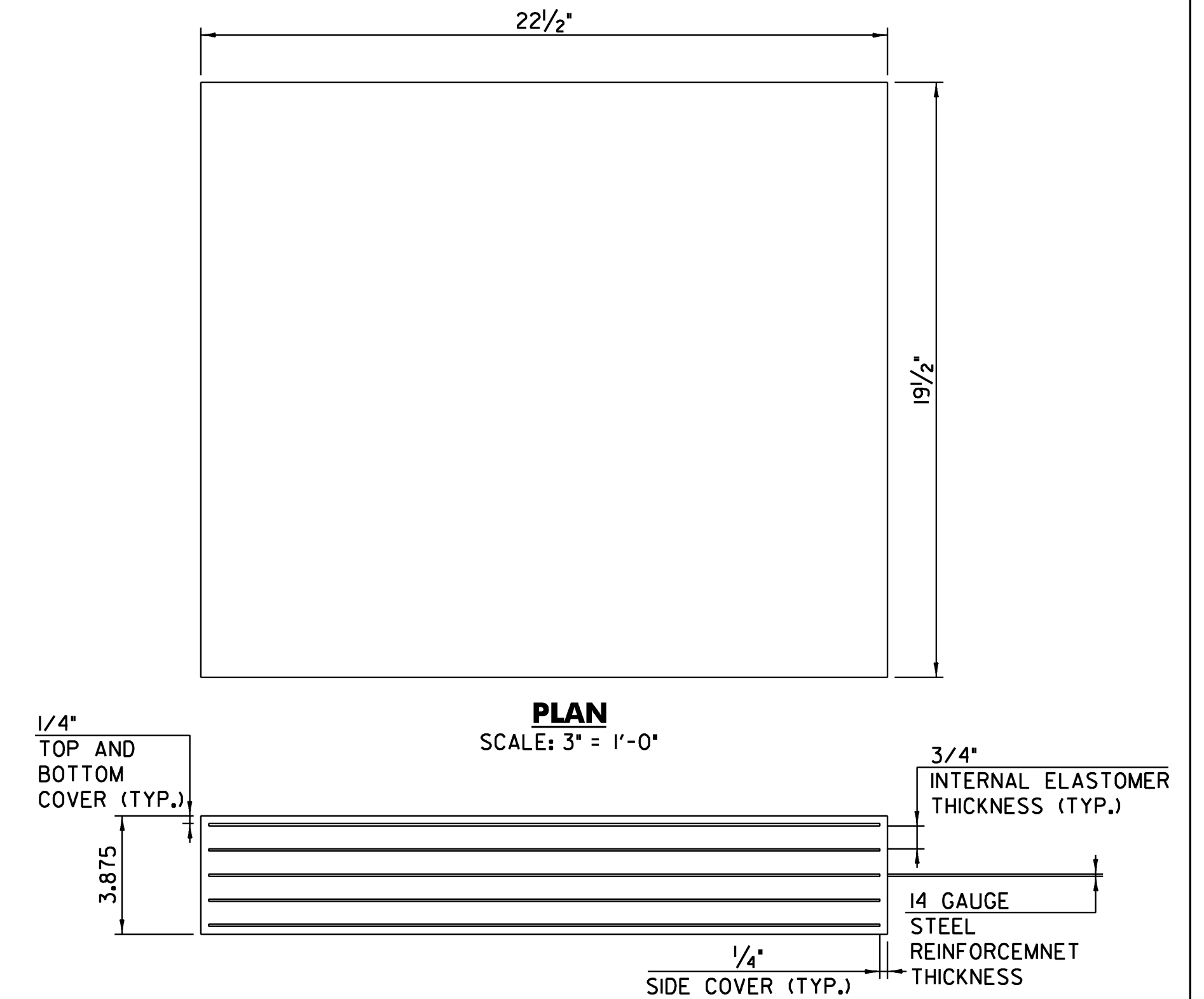


BEARING NOTES

1. BEARINGS SHALL CONFORM TO APPLICABLE SUBSECTIONS OF SECTIONS 53I AND 73I.
2. FABRICATION DRAWINGS CONFORMING TO SUBSECTION 53I.03 SHALL INCLUDE WELDING AND BONDING PROCEDURES.
3. FOR ABUTMENT BEARINGS: THE "A" DISTANCE IS THE SOLE PLATE ADJUSTMENT TO BE USED AFTER THE DECK SYSTEM, SIDEWALKS AND BRIDGE RAIL ARE PLACED. THE "B" DISTANCE IS THE SOLE PLATE ADJUSTMENT TO BE USED BEFORE DEAD LOAD IS ADDED TO THE GIRDER SELFWEIGHT. THE FINAL "A" DISTANCE, S SHOWN IN THE TABLE, MUST BE ATTAINED WITHIN 1/8" INCH.
4. ALL STEEL FOR BEARING DEVICES (EXCEPT STAINLESS) SHALL BE AASHTO M270M/M270, GRADE 36, BOLTS AND NUTS SHALL BE PER ASTM A 449. ALL HARDWARE SHALL BE GALVANIZED PER SUBSECTION 53I.04(D).
5. PAYMENT FOR SUPPLYING AND PLACEMENT OF THE STEEL REINFORCED ELASTOMERIC BEARING PADS, SOLE PLATES, STAINLESS STEEL SURFACE, ANCHOR BOLTS, NUTS AND WASHERS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 53I.II, "BEARING DEVICE ASSEMBLY, ELASTOMERIC PAD".
6. THE CONCRETE SURFACE UNDER THE BEARING DEVICE SHALL BE LEVEL.
7. DRILL AND SET ANCHOR BOLTS WITH A MINIMUM OF 15-IN EMBEDDED INTO CONCRETE. HOLES FOR ANCHOR BOLTS SHALL BE 3-IN IN DIAMETER. ANCHOR BOLTS ARE TO BE GROUTED WITH MORTAR, TYPE IV IN ACCORDANCE WITH SECTION 53I. ALL COSTS SHALL BE INCLUDED IN ITEM 53I.II, "BEARING DEVICE ASSEMBLY, ELASTOMERIC PAD".
8. ANCHOR BOLTS SHALL BE SWEDGED WITH 4-IN OF THREAD. EXPANSION BEARING NUTS SHALL BE DRAWN UP FINGER TIGHT AND THEN BACKED OFF 1/8-IN. THREADS SHALL BE BURRED ABOVE THE NUT TO PREVENT NUT REMOVAL.
9. EXISTING ANCHOR BOLTS THAT ARE NOT COVERED WITH A NEW BRIDGE SEAT CAP SHALL BE CUT ONE INCH MINIMUM BELOW EXISTING SUBSTRUCTURE SEATS, BLAST CLEANED AND FILLED WITH MORTAR TYPE IV. COSTS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 53I.II, "BEARING DEVICE ASSEMBLY, ELASTOMERIC PAD".
10. ALL REINFORCEMENT BETWEEN LAYERS OF ELASTOMER SHALL BE STEEL GRADE 36. NO FABRIC REINFORCEMENT WILL BE PERMITTED.
11. ELASTOMERIC BEARING REINFORCED WITH STEEL SHALL HAVE 1/4" EDGE SEAL OF ELASTOMER INTEGRAL WITH THE BEARING OVER ALL PLATES.
12. ALL MATERIAL AND FABRICATION SHALL BE PER AASHTO DIVISION II SECTION 18.2 AND AASHTO MATERIAL SPECIFICATIONS M25I.
13. DESIGN CRITERIA:

- A) TEMPERATURE ZONE: C
- B) HARDNESS: 60 (SHORE A SCALE)
- C) MAXIMUM BEARING STRESS: ABUTMENT 979 psi
PIER 989 psi
- D) DESIGN ROTATION: ABUTMENT 0.0065 RADIAN
PIER 0.004 RADIAN
- E) BEARING SHAPE FACTOR: ABUTMENTS 5.83
PIER 6.96



STEEL REINFORCED ELASTOMERIC BEARING PAD - PIER

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	JOHNSON	Bridge No.	5
Highway No.	1	Log Sta.	
		Surv. Sta.	

TH NO. 1 OVER THE GIHON RIVER

BEARING DETAILS - PIER

Designed By	A.P. GUYETTE	Drawn By	A.P. GUYETTE
Checked By	Date	Bridge Design Supervisor	Date
J. W. TUCKER	2/09	J. W. TUCKER	2/09
PROJECT	JOHNSON	PROJECT NO.	BHO 1448 (29)
I.G.C. Info.	z98J372bear.dgn	D & K DWG NO.	
Bridge Sheet No.		Sheet	33 of 68

DuBois & King
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engineering planning management development

PLOTTED 2/10/2009