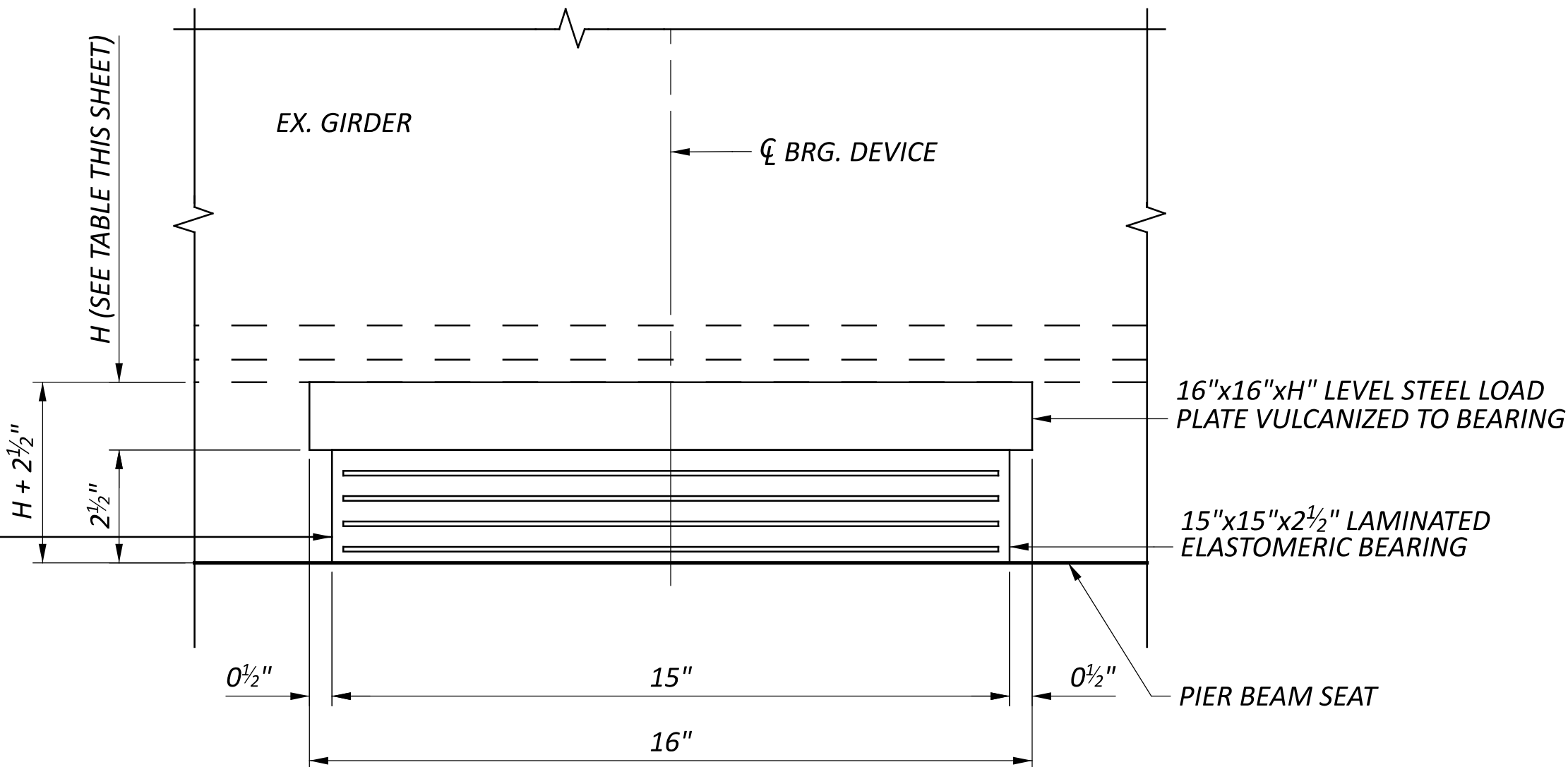
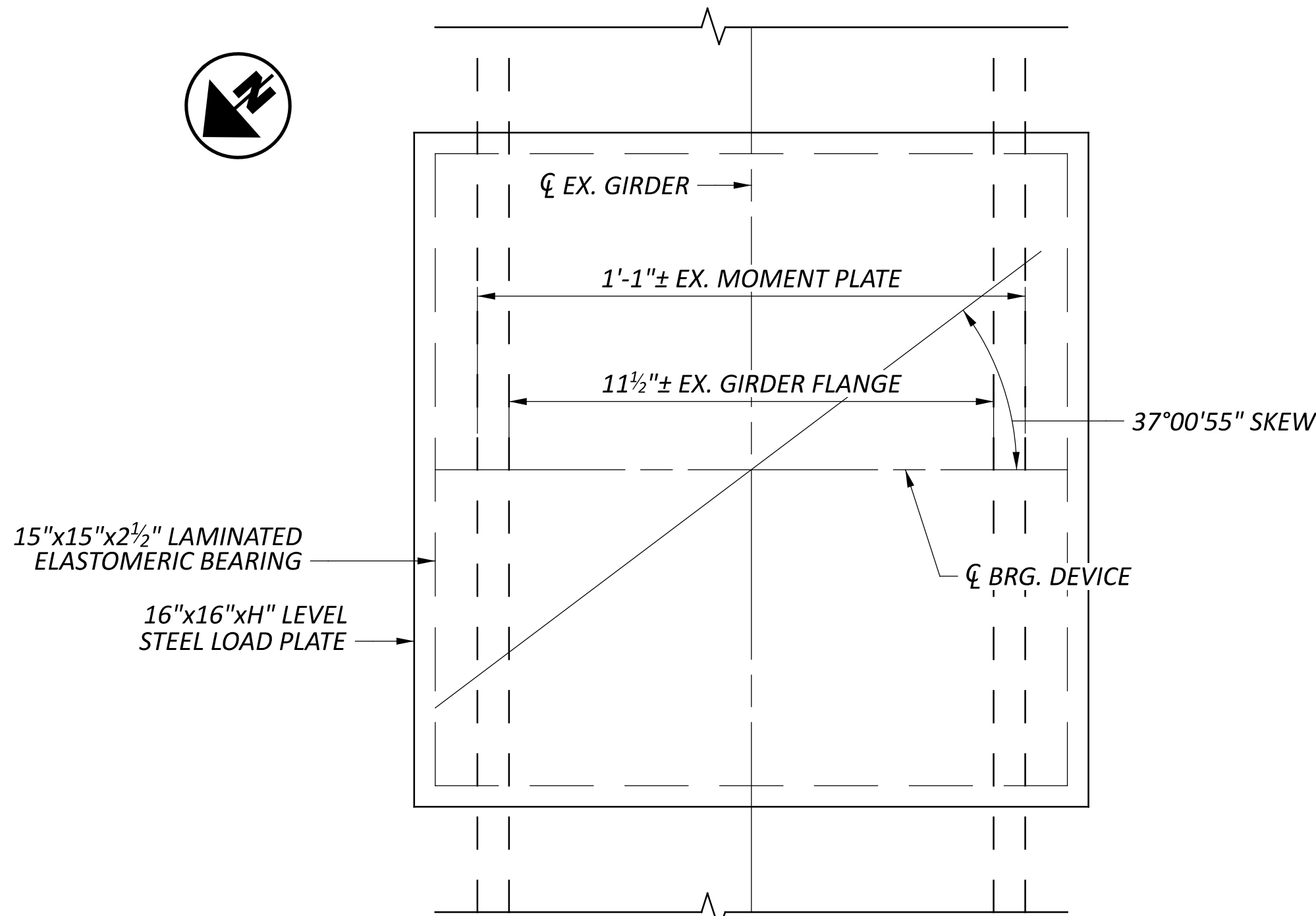


PIER 1 BEARINGS - FRONT VIEW
(LOOKING PERPENDICULAR TO GIRDER LINES)

LAMINATED ELASTOMERIC BEARING:
(1) - 0.2500" THICK EXTERNAL LAYER
(4) - 0.4579" THICK INTERNAL LAYERS
(4) - 0.1046" THICK INTERNAL LAMINATES
BETWEEN ELASTOMER LAYERS



PIER 1 BEARINGS - SIDE VIEW
(LOOKING PARALLEL TO GIRDER LINES)



PIER 1 BEARINGS - PLAN VIEW

WESTBOUND - PLATE HEIGHT DATA *						
LOCATION	GIRDER LINE					
	A	B	C	D	E	F
CL BRG. PIER 1	2 1/2"	2 3/4"	2 1/4"	2 1/4"	2 1/8"	2 5/8"

* ALL PLATE HEIGHTS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATION BASED ON FIELD MEASUREMENTS OF THE BOTTOM OF GIRDER ELEVATIONS.

NOTES

- BEARING DESIGN LOADS: PIER
DEAD LOADS: 90.1 KIP
LIVE LOADS: 97.4 KIP (W/O IMPACT)
TOTAL DESIGN LOADING: 187.5 KIP (UNFACTORED SERVICE LOADS)
- THE STEEL LOAD PLATES SHALL BE ASTM A709 GRADE 50 STEEL. THE LOAD PLATES SHALL BE VULCANIZED BONDED TO THE LAMINATED ELASTOMERIC PADS DURING THE MOLDING PROCESS. COAT STEEL LOAD PLATES ACCORDING TO CMS ITEMS 513 AND 514.
- THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UPSTATION. ALL MARKS SHALL BE PERMANENT AND VISIBLE AFTER THE BEARING IS INSTALLED.
- BASIS OF PAYMENT: THE UNIT PRICE BID SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS AND STEEL LOAD PLATES. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.