NOTES:

GENERAL

1. MARK CENTERLINES ON BEARING MASONRY PLATE EDGES. THESE IDENTIFICATION IDENTIFICATION MARKS WILL BE USED TO MEASURE OFFSETS IN THE FIELD. USE INDELIBLE INK TO PLACE THESE MARKS.
2. THIS SHOP DRAWING WAS PREPARED IN ACCORDANCE WITH CONTRACT DOCUMENTS.

MATERIALS

1. ALL STEEL FOR BEARINGS SHALL BE ASTM A709 GR. 50. NO SUPPLEMENTARY REQUIREMENTS OF ASTM A709 GR. 50 ARE SPECIFIED FOR BEARING PLATES. THEREFORE, ASTM A572 GR. 50 IS AN ACCEPTABLE EQUIVALENT.

COATINGS

1. ALL MILL SCALE SHALL BE REMOVED FROM STEEL PLATES VIA ABRASIVE BLASTING IN ACCORDANCE WITH SSPC-SP10. THE PLATE SURFACES BELOW THE POLYTRON DISC SHALL BE ABRASIVE BLASTED TO A NEAR WHITE CONDITION AS DEFINED IN SSPC-SP10. THE BLAST PROFILE SHALL BE JAGGED RATHER THAN "PEENED".
2. PAINT ALL EXPOSED STEEL SURFACES WITH AN IZEU PAINT SYSTEM IN ACCORDANCE WITH CMS514. THE TOP COAT COLOR SHALL BE SW 7008 ALABASTER.

   THE FOLLOWING SHALL NOT BE COATED:
   - SRM HOLE

   PRIME COAT CARBOZINC 11 HS (MAY BE FIELD APPLIED, CONTRACTORS OPTION). INTERMEDIATE AND FINISH COATS TO BE FIELD APPLIED.

WELDING

1. ALL STEEL FABRICATION SHALL CONFORM TO THE CONTRACT SPECIFICATIONS AND APPLICABLE SECTIONS OF AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. ALL WELDING SHALL BE PERFORMED BY WELDERS/WELDING OPERATORS QUALIFIED TO PROCESS AND POSITION IN ACCORDANCE WITH AWS D1.5.
2. WELDING TO BEARING PLATES AFTER ASSEMBLY IS PERMITTED PROVIDED WELDING PROCEDURES RESTRICT THE MAXIMUM TEMPERATURE IN THE AREAS OF THE POLYTRON DISC AND PTFE TO NO MORE THAN 225°F AS DETERMINED BY USE OF TEMPERATURE INDICATING WAX PENCILS. PROTECTIVE MATERIAL SHALL BE PLACED OVER THE BEARING ASSEMBLY TO PROTECT AGAINST SPARKS AND FLASH. AFTER WELDING IS COMPLETE, EXPOSED STEEL IS TO BE COATED IN ACCORDANCE WITH THE SPECIFIED COATING SYSTEM.

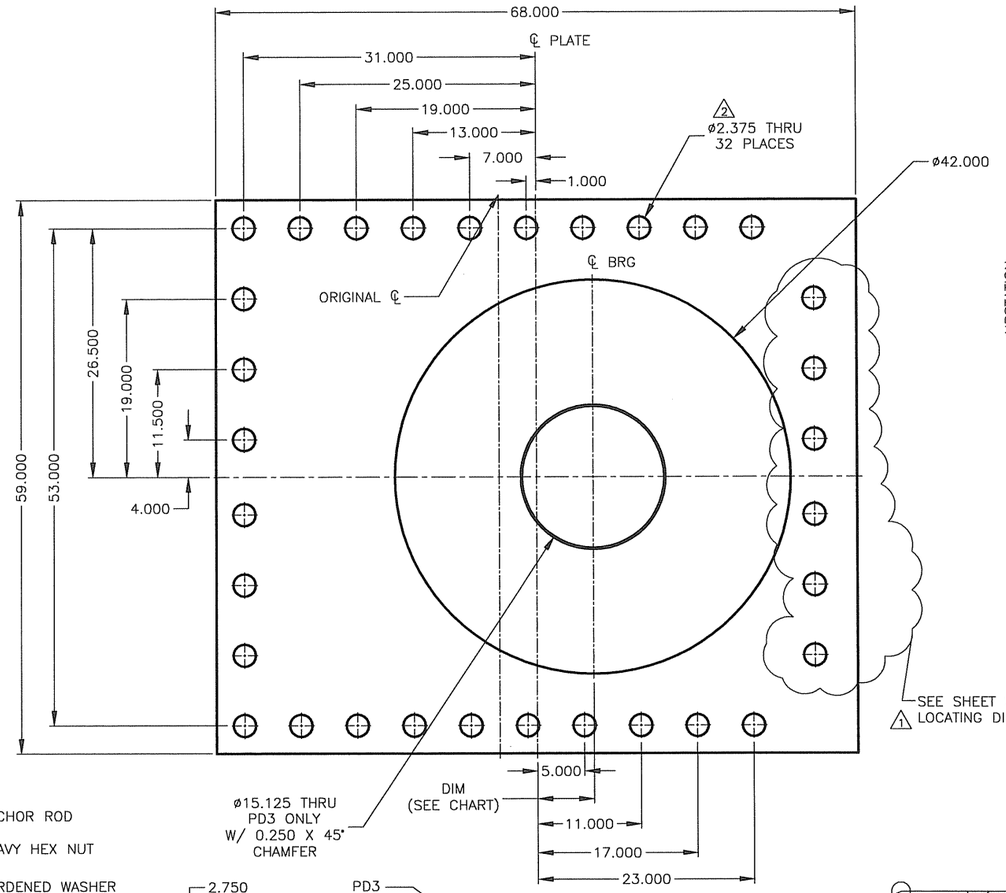
SHIPPING AND HANDLING

1. COMPLETED BEARINGS SHALL BE INDIVIDUALLY BANDED IN THE UPRIGHT POSITION.
2. BEARING ASSEMBLIES SHALL BE HANDLED BY THEIR BOTTOM SURFACES ONLY, AND SHALL NOT BE LIFTED BY THEIR TOPS, SIDES AND/OR SHIPPING BANDS.
3. BEARINGS SHALL BE STORED IN A CLEAN, DRY AND UPRIGHT POSITION.
4. AT NO TIME PRIOR TO THE COMPLETION OF THE PROJECT MAY ANY BEARING BE DISASSEMBLED WITHOUT AUTHORIZATION FROM RJ WATSON, INC. AND WRITTEN APPROVAL OF THE ENGINEER.

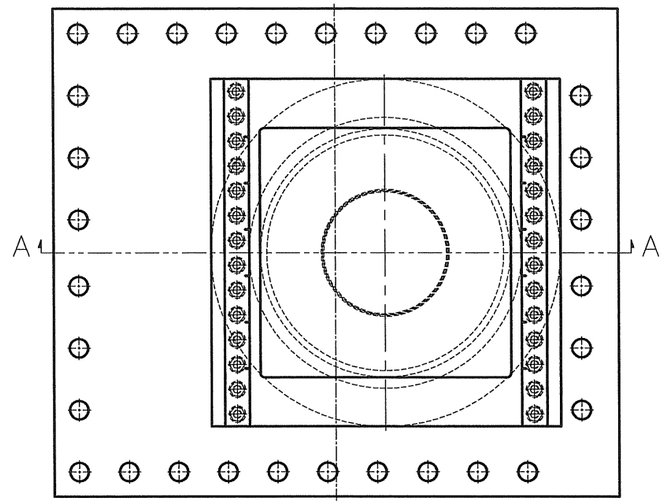
INSTALLATION

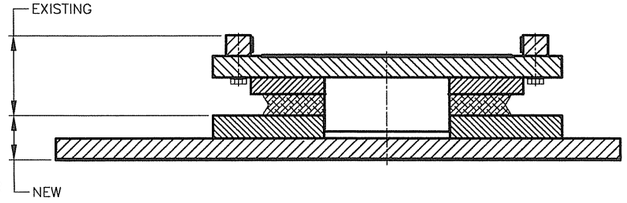
1. CONTRACTOR SHALL ADJUST BEARING SEAT ELEVATIONS TO ACCOMMODATE FINAL BEARING HEIGHT.
2. BEARINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE TOLERANCES PROVIDED IN THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS SECTION 18.1.7.

DB2650F		3	LOCATION: UNIT 2 – PIER 6, GIRDERS 2,3,4						
MARK	QTY UNIT	QTY TOTAL	DESCRIPTION (IN) DIM1	DIM2	DIM3	PIECE	COATING	MATERIAL	REMARKS
PC3	1	3	59.000	68.000	2.500	MASONRY PLATE	PAINT	ASTM A709 GR 50	
PD3	1	3	42.000	Ø	2.750	LOWER BEARING PLATE	PAINT	ASTM A709 GR 50	
MC3	1	3	59.000	68.000	0.125	BEARING PAD	NONE	CMS 711.21	
1 MD3	6	18	2.000	Ø	23.000	ANCHOR ROD	GALVANIZE	ASTM A449	SWEDGED W/ 4.000 THREAD
1 ME3	6	18	2.000	Ø	6.000	COUPLER	GALVANIZE	ASTM A563 GR DH OR EQUIV.	

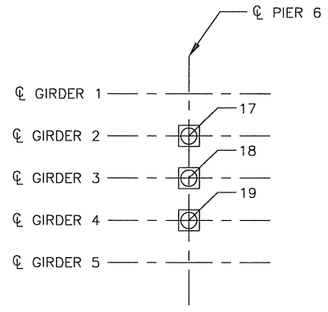


PIER 6, GIRDERS 2,3,4
DB2650F
ASSY 3 / 3 MASONRY PLATE ASSEMBLY
SCALE: 1:5

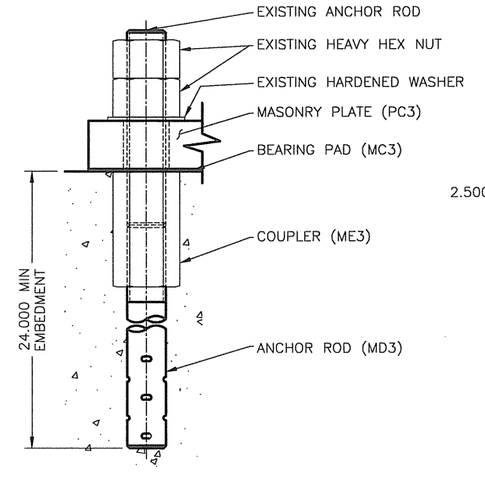




SECT A–A / QTY 3 — DB2650F ASSEMBLY
SCALE: 1:5



PLAN — BEARING LOCATIONS
MAIN SPAN – UNIT 2
NOT TO SCALE



1 DET. — ANCHOR ROD DETAIL
NOT TO SCALE

BEARING	DIM	
DB2650F-17	6.500	1
DB2650F-18	6.000	
DB2650F-19	6.375	

TOTAL 3 / PC3 1 — MASONRY PLATE

TOTAL 3 / PD3 1 — LOWER BEARING PLATE

ALL DIMENSIONS IN INCHES

LEGEND

— DENOTES QUANTITY

CLOUDED NOTES ARE TO BE PERMANENTLY MARKED IN POSITIONS SHOWN ON DETAILS

TYP=TYPICAL
TPI=THREADS PER INCH
THDS=THREADS

⊗ — DENOTES THICK END

TOLERANCING:
AS PER AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS TABLE 18.1.4.2-1 UNLESS NOTED OTHERWISE

SCALE: AS NOTED — DO NOT SCALE DRAWING

REVISION	DATE	DTL'D	CHK'D
1 ANCHOR FIELD MEASUREMENTS	7/10/12	AMT	JCC
2 ANCHOR HOLE SIZE INCREASE	7/13/12	AMT	JCC

PROJECT INFORMATION:
MAIN SPAN – UNIT 2
INNERBELT BRIDGE
I-90 WB, BRIDGE NO. CUY-90-1566
CLEVELAND, OHIO
CUY-90-14.90
PID NO. 77332/85531

OWNER: OHIO DEPARTMENT OF TRANSPORTATION
CONSULTANT: HNTB
CONTRACTOR: WALSH CONSTRUCTION COMPANY

R. J. WATSON, INC.
78 JOHN GLENN DRIVE
AMHERST, NEW YORK 14228

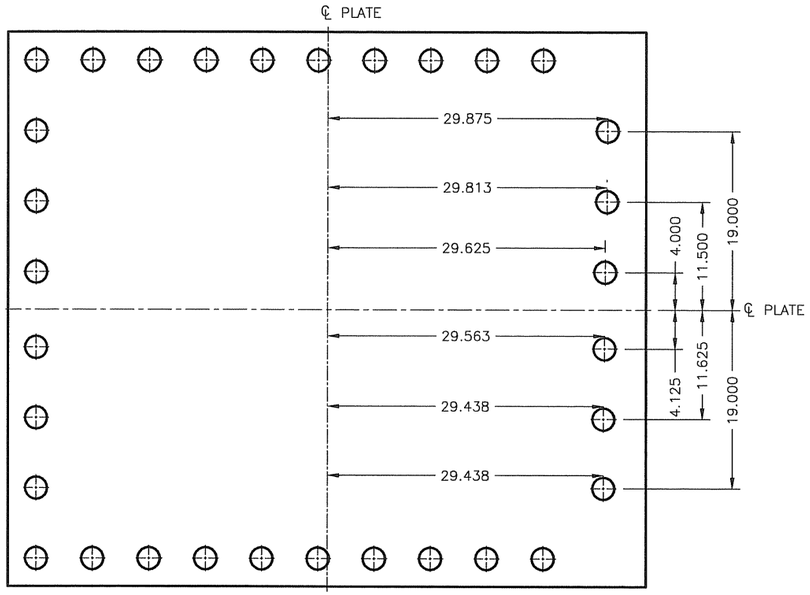
TITLE:
DB2650F MASONRY PLATE ASSEMBLY DETAILS
UNIT 2 – PIER 6, GIRDERS 2,3,4 RETROFIT

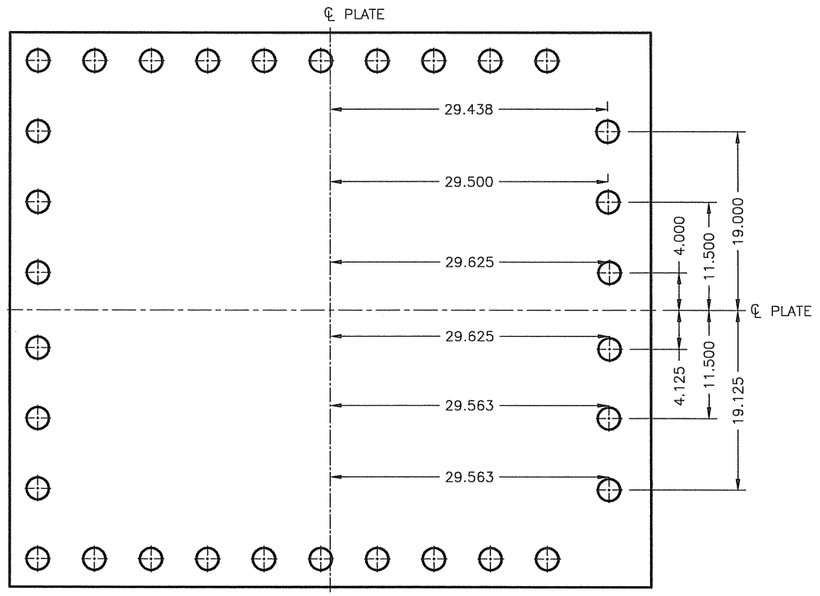
DTL'D BY: JSM — DATE: 6-27-12
CHK'D BY: JCC — DATE: 6-27-12
BEARING TYPE: DISKTRON

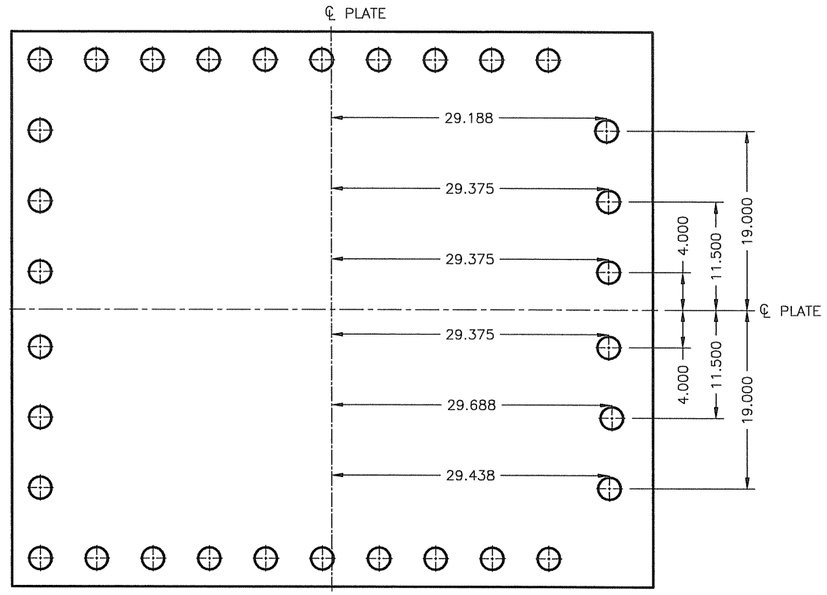
RJW PO No. 2687A
SHEET: 1 OF 2

STATE OF OHIO
THOMAS W. BRINKWORTH
E-74957
REGISTERED PROFESSIONAL ENGINEER
7/13/12

LOWER BEARING PLATES NOT SHOWN FOR CLARITY.







△1 PC3 / 1 BEARING NO. 17 MASONRY PLATE (PIER 6 G2)

△1 PC3 / 1 BEARING NO. 18 MASONRY PLATE (PIER 6 G3)

△1 PC3 / 1 BEARING NO. 19 MASONRY PLATE (PIER 6 G4)

NOTE: HOLE LOCATING DIMENSIONS PROVIDED BY WALSH – 7/9/12.

STATE OF OHIO
THOMAS W. BRINKWORTH
E-70612
REGISTERED PROFESSIONAL ENGINEER
7/19/12

ALL DIMENSIONS IN INCHES

LEGEND

DENOTES QUANTITY

CLOUDED NOTES ARE TO BE PERMANENTLY MARKED IN POSITIONS SHOWN ON DETAILS

TYP=TYPICAL
TPI=THREADS PER INCH
THDS=THREADS
⊗ →DENOTES THICK END

TOLERANCING:
AS PER AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS TABLE 18.1.4.2-1 UNLESS NOTED OTHERWISE

SCALE: AS NOTED DO NOT SCALE DRAWING

REVISION	DATE	DTL'D	CHK'D
△1 ANCHOR FIELD MEASUREMENTS	7/10/12	AMT	JCC

PROJECT INFORMATION:
MAIN SPAN – UNIT 2
INNERBELT BRIDGE
I-90 WB, BRIDGE NO. CUY-90-1566
CLEVELAND, OHIO
CUY-90-14.90
PID NO. 77332/85531

OWNER: OHIO DEPARTMENT OF TRANSPORTATION
CONSULTANT: HNTB
CONTRACTOR: WALSH CONSTRUCTION COMPANY

R. J. WATSON, INC.
78 JOHN GLENN DRIVE
AMHERST, NEW YORK 14228

TITLE: DB2650F MASONRY PLATE CONTRACTOR VERIFIED HOLE DIMENSIONS

DTL'D BY: JSM/AMT DATE: 7-9-12
CHK'D BY: JCC DATE: 7-10-12
BEARING TYPE: DISKTRON

RJW PO No. 2687A
SHEET: △1 2 OF 2