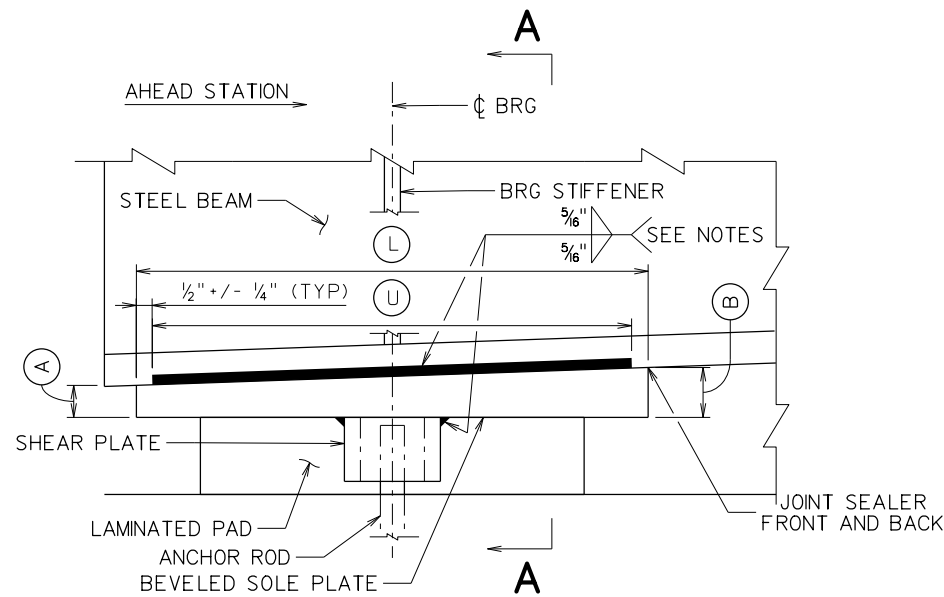
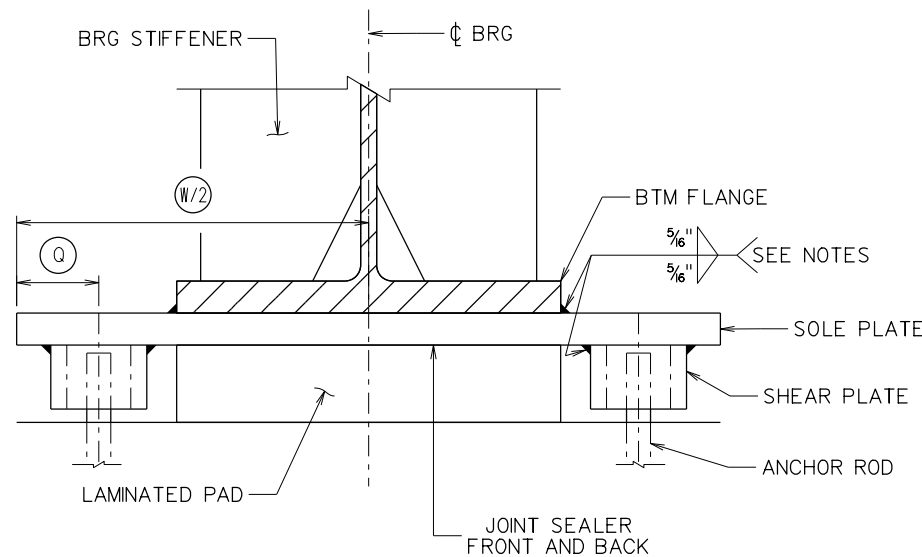


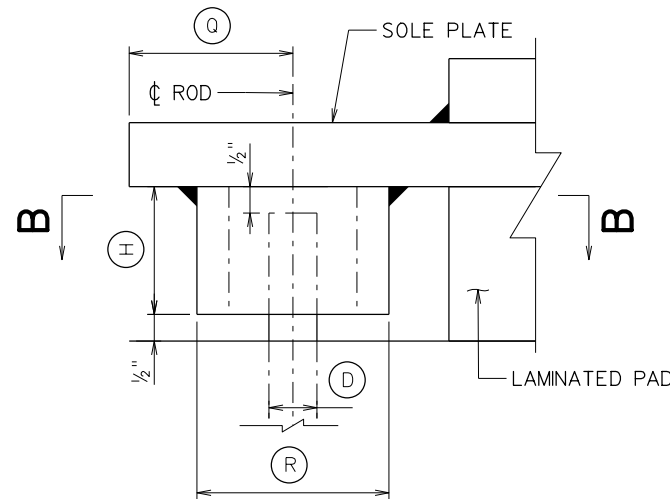
GUIDED SIDE ELEVATION
(SLOPES < 0.50% ALONG BEAM)



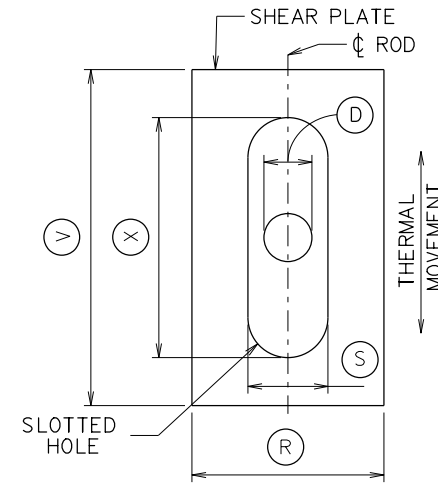
GUIDED SIDE ELEVATION
(SLOPES > 0.50% ALONG BEAM)



SECTION A-A



SHEAR KEY DETAIL



SECTION B-B

BEARING RESTRAINTS CONTROL DIMENSIONS					
CODE	DESCRIPTION	ABUT 1	PIER 1	PIER 2	ABUT 2
A	PLATE THICKNESS (IN)				
B	PLATE THICKNESS (IN)				
L	PLATE LENGTH (IN)				
W	PLATE WIDTH (IN)				
U	WELD LENGTH (IN)				
D	ANCHOR ROD DIAMETER (IN)				
Q	SHEAR PLATE OFFSET (IN)				
H	SHEAR PLATE HEIGHT (IN)				
R	SHEAR PLATE WIDTH (IN)				
S	SLOTTED HOLE WIDTH (IN)				
V	SHEAR PLATE LENGTH (IN)				
X	SLOTTED HOLE LENGTH (IN)				
FACTORED LATERAL LOAD (KIP)					

NOTES:

- UNLESS OTHERWISE NOTED, SOLE PLATES SHALL BE MADE OF THE SAME STEEL AS THE ABUTTING BOTTOM FLANGE. WHERE DIFFERING MATERIALS ARE SPECIFIED WELDABILITY OF THE MATERIALS SHALL BE VERIFIED IN ACCORDANCE WITH AWS D1.5 - BRIDGE WELDING CODE.
- SOLE PLATES SHALL HAVE A MINIMUM THICKNESS OF 3/4" AND MINIMUM BEVEL, IF APPLICABLE, OF 0.01 RADIAN.
- EPOXY GRIT COATING SHALL BE APPLIED TO ALL STEEL SURFACES CONTACTING THE BEARING PAD AND EXTEND 1/2" IN ALL DIRECTIONS BEYOND THE PAD'S LIMITS. THE EPOXY GRIT SHALL BE INSTALLED IN ACCORDANCE WITH THE EPOXY MANUFACTURER'S INSTRUCTIONS. ALLOW THE EPOXY TO FULLY CURE FOR THE MINIMUM TIME RECOMMENDED BY THE MANUFACTURER THEN REMOVE ANY LOOSE GRIT BEFORE BEARING INSTALLATION. EPOXY GRIT SHALL MEET THE REQUIREMENTS OF SSPC AB1 ABRASIVE SPECIFICATIONS #1 - MINERAL & SLAG ABRASIVES, TYPE 2 OR BETTER.
- SHOP WELDING OF SOLE PLATES IS PREFERRED. WHERE FIELD WELDING IS NECESSARY, ALL COATINGS SHALL BE REMOVED BY GRINDING IN THE VICINITY OF THE WELD TO A BRIGHT METAL SURFACE AT LEAST 1 INCH IN ALL DIRECTIONS OF THE AREA TO BE WELDED. THE WELD AND DAMAGED AREA OF PAINTED SURFACE SHALL BE CLEANED AND REPAIRED AS SPECIFIED BY THE ENGINEER.
- WELDING WHILE THE LAMINATED BEARING PAD IS IN CONTACT WITH METAL IS DISCOURAGED. IF REQUIRED, TEMPERATURE INDICATING WAX PENS OR OTHER SUITABLE MEAN SHALL BE USED TO ENSURE THE PAD IS NOT EXPOSED TO TEMPERATURES GREATER THAN 250° F. ANY DAMAGE TO THE PAD DUE TO WELDING WILL BE CAUSE FOR REJECTION.
- THE ENGINEER SHALL VERIFY WELDS ARE CAPABLE OF WITHSTANDING ALL SUBJECT FORCE EFFECTS.
- THE DETAILS AND NOTES HEREIN ARE NOT APPLICABLE FOR VULCANIZED BEARINGS. REFER TO AASHTO-NSBA STEEL BRIDGE COLLABORATION G9.1 FOR MORE INFORMATION.
- UNLESS OTHERWISE NOTED, SHEAR PLATES SHALL BE MADE OF THE SAME STEEL AS THE ABUTTING SOLE PLATE. WHERE DIFFERING MATERIALS ARE SPECIFIED WELDABILITY OF THE MATERIALS SHALL BE VERIFIED IN ACCORDANCE WITH AWS D1.5 - BRIDGE WELDING CODE.
- SHEAR PLATES SHALL BE WELDED TO THE SOLE PLATE ALL AROUND. THE ENGINEER SHALL VERIFY WELDS ARE CAPABLE OF WITHSTANDING ALL SUBJECT FORCE EFFECTS.
- THE WIDTH OF THE SLOTTED HOLE SHALL BE AS RECOMMENDED FOR ANCHOR RODS IN AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) UNLESS OTHERWISE NOTED. OVERSIZING HOLE WIDTH SHOULD BE AVOIDED.
- THE LENGTH OF THE SLOTTED HOLE SHALL BE NO LESS THAN THE COMPUTED THERMAL MOVEMENT AT THE BEARING.
- ANCHOR RODS SHALL COMPLY WITH AASHTO M111, GRADE 55 AND BE FULL LENGTH HOT DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M232. THE ENGINEER SHALL SIZE ANCHOR RODS FOR ALL FORCE EFFECTS. ANCHOR ROD FLEXURE SHALL BE CONSIDERED.

PRINT DATE
7-FEB-2022 07:40

7-FEB-2022 07:40

NOT TO SCALE

NO.	REVISION	DATE	BY

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

DESIGNED	DATE	CHECKED	DATE
DRAWN	DATE	REVIEWED	DATE

STANDARD BRIDGE PLANS
STEEL BEAM
GUIDED BEARING RESTRAINTS
SHEET NUMBER 1800BR2