NOTES:
1. BRIDGE SEATS ON WHICH BEARING PADS WILL BE MOUNTED SHALL BE FINISHED TO A TRUE LEVEL PLANE AT THE EXACT REQUIRED ELEVATION. FULL CONTACT BETWEEN BEARING AND SUPPORTING members shall be made to ensure full contact subject to the approval of the Engineer.
2. RELAX TENSION ON BEARING AND IN CONTACT WITH METAL IS DUE TO THE SUPPORTING CONTACT.
3. PLAIN ELASTOMERIC BEARING SHALL BE DUROMETER 50 OR 60 CORRESPONDING TO A SHEAR MODULUS OF 93 OR 165 PSI RESPECTIVELY.
4. DUROMETER 50 BEARINGS ARE RECOMMENDED FOR BRIDGES WITH MODERATE LONGITUDINAL SLOPE, SLIGHT OR CURVATURE
5. PLAN BEARINGS SHALL ONLY BE USED FOR TEMPORARY SUPPORT UNLESS THE ENGINEER DISAPPROVES OF THE PERMANENT METHOD FOR ACCEMODATING THERMAL MOVEMENTS.
6. PRIOR TO SHIPMENT, BEARINGS SHALL BE WRAPPED WITH A WATERPROOFING COVERING. ALL FOREIGN MATERIAL SHALL BE REMOVED BY THE CONTRACTOR PRIOR TO INSTALLATION.
7. THE CONTRACTOR SHALL FINISH ALL CLOSURE POOLS AT ITALIAN SUBSURFACE DATE PRIOR TO ACHIEVING TOTAL CONTACT AFTER EXTREME LOW OR HIGH TEMPERATURE EVENTS.
8. THE CONTRACTOR SHALL VERIFY THE POSITIONING OF BEAMS AND SUPPORTING MEMBERS PRIOR TO INSTALLATION. A DEGREASING AGENT COMMITED BY THE ENGINEER IS REQUIRED FOR RESETTING BEAMS AND BEARING REPLACEMENT IF NEEDED.
9. THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS TO AVOID ENCASING WATER SPILLS OF GREASE, DIRT AND OTHER FOREIGN MATERIAL ON BEARINGS DURING INSTALLATION. ALL FOREIGN MATERIAL SHALL BE REMOVED BY AN APPROVED METHOD PRIOR TO FINAL INSTALLATION. A DEGREASING AGENT COMMITED BY THE ENGINEER IS REQUIRED FOR ALL SPELLS.
10. A DEGREASING AGENT COMMITED BY THE CONTRACTOR IS REQUIRED FOR THE PERMANENT METHOD FOR ACCOMODATING THERMAL MOVEMENTS.

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

BRIDGE ELEVATION SCHEMATIC

NOT TO SCALE

PLAN ELASTOMERIC
BEARING DETAILS

STANDARD BRIDGE PLANS

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