



PLAN

SCALE: 1" = 1'-0"

NOTES:

1. Shown above is the standard MassDOT bearing assembly, which satisfies the standard MassDOT "bridge floating" concept, as discussed in Section 3.4 of Part I of this Bridge Manual, and shall be used wherever possible.
2. D = Diameter of Elastomeric Bearing Pad;
 LS = Length of Sole Plate = The greatest of: $(D + 2")$ or $(\text{Width of bottom flange} + 2")$;
 WS = Width of Sole Plate = $D + 2"$.
3. The end of the beam and sole plate may be flush, however the sole plate cannot extend beyond the beam end. If required, increase the length of beam so that it stays flush with the sole plate.
4. If necessary, cope sole plate and beam bottom flange to maintain a minimum of 3" clearance.
5. Depending on the bearing pad size, the width of the bridge seat may need to be increased to maintain a minimum of 3" clearance.
6. Sole plate should be tapered if slope of beam bottom flange due to roadway grade and camber exceeds 1%. Provide detail of tapered sole plate as shown on Dwg. No. 8.1.6.
7. Minimum thickness of sole plate after beveling shall be $1\frac{1}{2}"$ if weld made in field is directly over elastomer. Beveled plates may be as thin as $\frac{3}{4}"$ if there is a lateral separation between the weld and elastomer of $1\frac{1}{2}"$ thick or greater.



LRFD BRIDGE
MANUAL, PART II

ELASTOMERIC BEARING PAD ASSEMBLY PLAN

ELASTOMERIC BEARINGS – STEEL BEAMS

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