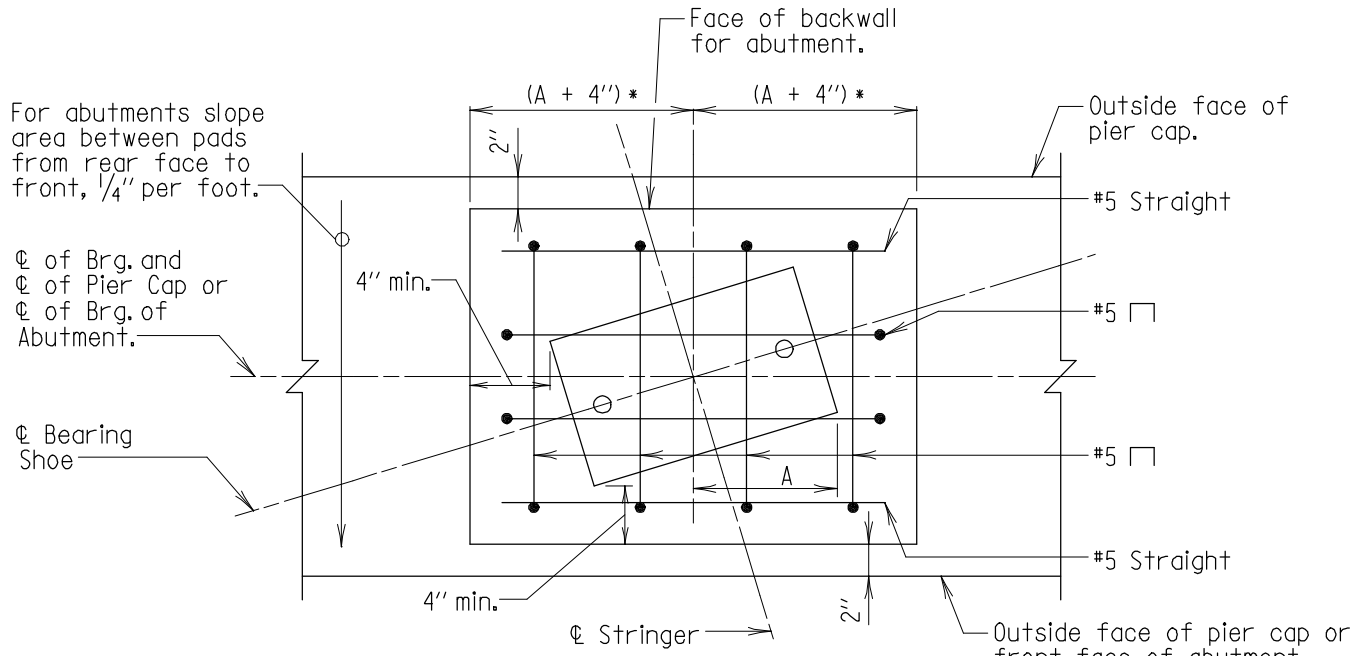


Chapter 02 - Substructure

SECTION 05

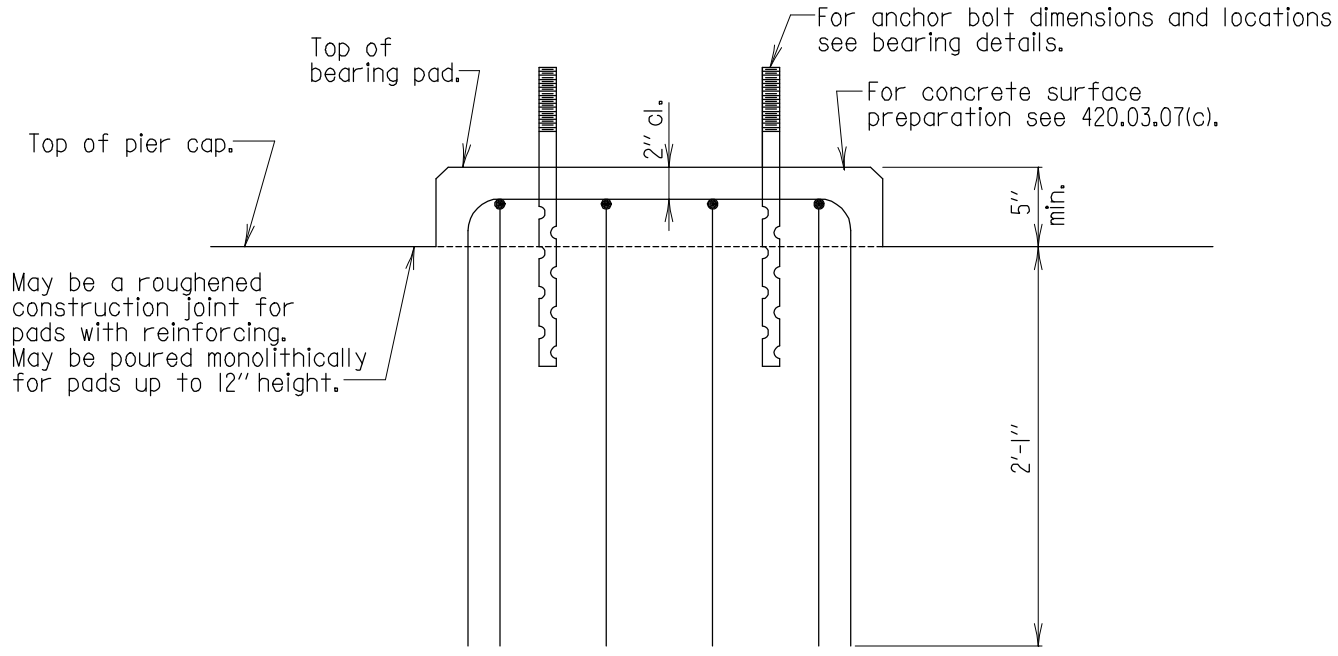
**BEARING PADS
(SUB-BP)**



* If this dimension is not shown on Contract Drawing it shall be established for the largest value necessary on a support to the nearest higher inch, and the same dimension used for every pad on that support.

Note: Chamfer not shown.

PLAN
Scale: 1" = 1'-0"



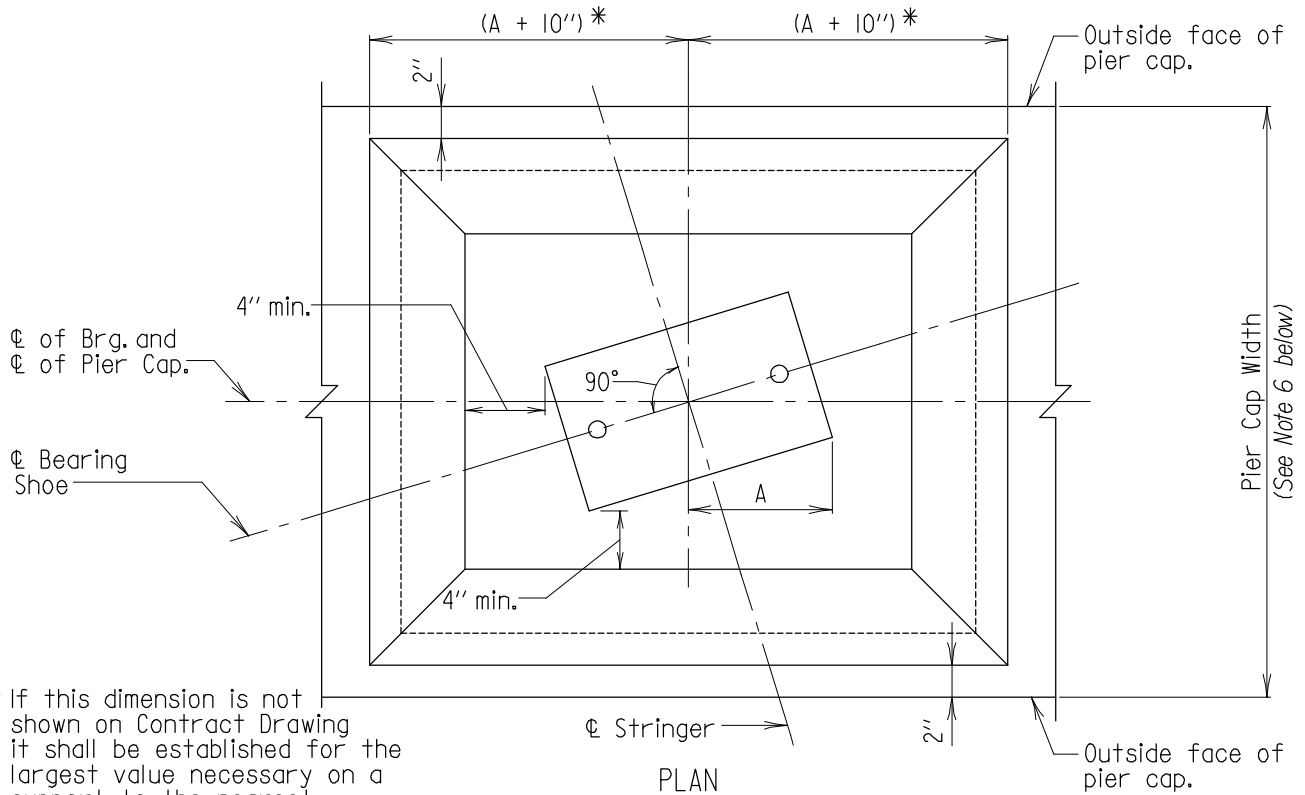
ELEVATION
Scale: 1" = 1'-0"

- Notes:
1. Anchor bolts shall be set in round holes drilled or cored into the masonry.
 2. The drilled or cored holes shall have a diameter of at least 1" larger than the diameter of the bolts.
 3. Holes shall be filled with nonshrink grout conforming to 902.11(c).
 4. For size of pad see pertinent substructure sheets, if not available see note in plan above.
 5. Space reinforcing steel to clear anchor bolts.

APPROVAL
 DIRECTOR OFFICE OF STRUCTURES DATE: 05/07/2018
VERSION
1.01

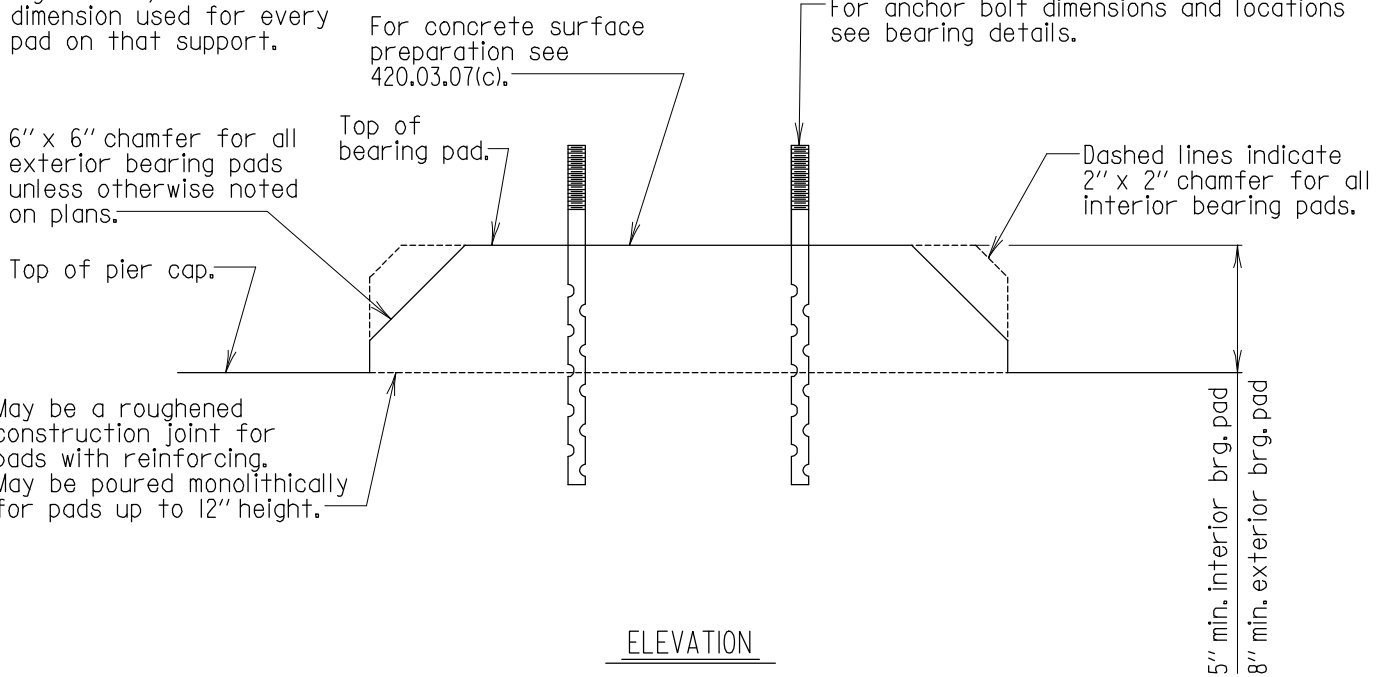
STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF STRUCTURES
BEARING PAD WHERE ONLY A SINGLE SHOE IS REQUIRED ON A SUPPORT
DETAIL NO. SUB-BP-101
SHEET <u> </u> OF <u> </u>

SUBSTRUCTURE - BEARING PAD



* If this dimension is not shown on Contract Drawing it shall be established for the largest value necessary on a support to the nearest higher inch, and the same dimension used for every pad on that support.

PLAN
Scale: 1" = 1'-0"



ELEVATION
Scale: 1" = 1'-0"

Slanted lettering indicates notes

"For Office Use Only".

Notes:

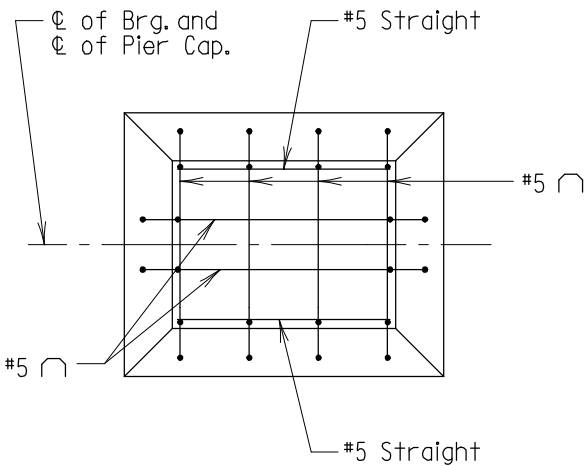
1. Anchor bolts shall be set in round holes drilled or cored into the masonry.
2. The drilled or cored holes shall have a diameter of at least 1" larger than the diameter of the bolts.
3. Holes shall be filled with nonshrink grout in accordance with 902.11(c) T-160.
4. For size of pad see pertinent substructure sheets, if not available see note in plan above.

5. Space reinforcing steel to clear anchor bolts.
6. If it is necessary to increase the pier cap width beyond what is required for design in order to provide the 6" x 6" chamfer, then the chamfer at the exterior pad will be the maximum which can be provided using the pier cap width required for design.

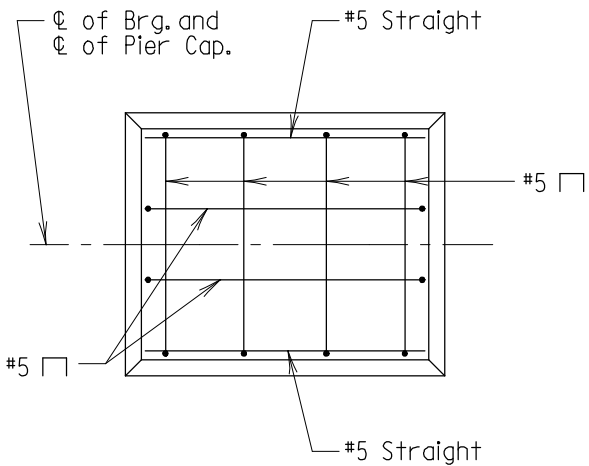
APPROVAL
<i>Ben C. Dawson</i> DIRECTOR OFFICE OF STRUCTURES
DATE: 05/07/2018
VERSION
1.01

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF STRUCTURES
BEARING PAD (FOR SPECIAL PIERS) WHERE ONLY A SINGLE SHOE IS REQUIRED ON SUPPORT
DETAIL NO. SUB-BP-102
SHEET <u>1</u> OF <u>2</u>

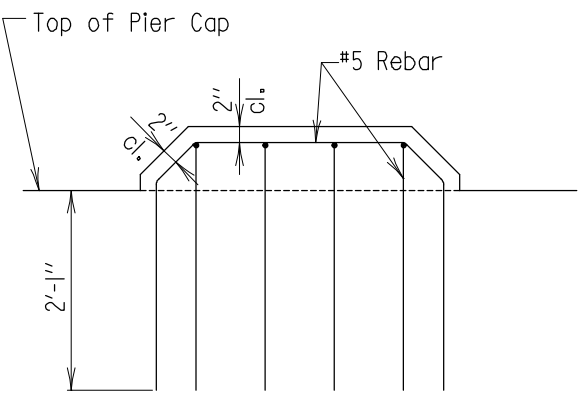
SUBSTRUCTURE - BEARING PAD



PLAN



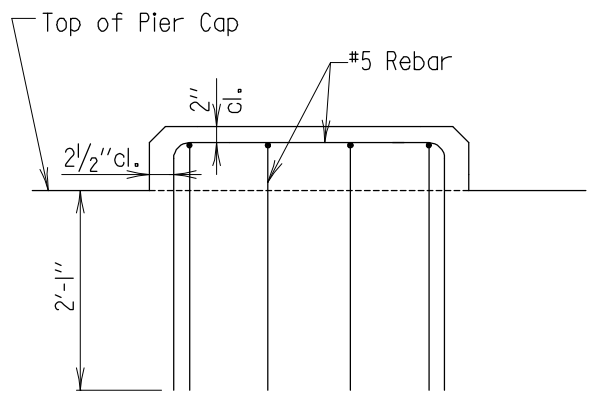
PLAN



ELEVATION

EXTERIOR BEARING PAD

Scale: 1/2" = 1'-0"



ELEVATION

INTERIOR BEARING PAD

Scale: 1/2" = 1'-0"

APPROVAL
<i>Ben C. Dawson</i> DIRECTOR OFFICE OF STRUCTURES
DATE: 05/07/2018
VERSION
1.01

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF STRUCTURES

BEARING PAD (FOR SPECIAL PIERS) WHERE ONLY
A SINGLE SHOE IS REQUIRED ON SUPPORT

DETAIL NO. SUB-BP-102

SHEET 2 OF 2

SUBSTRUCTURE - BEARING PAD