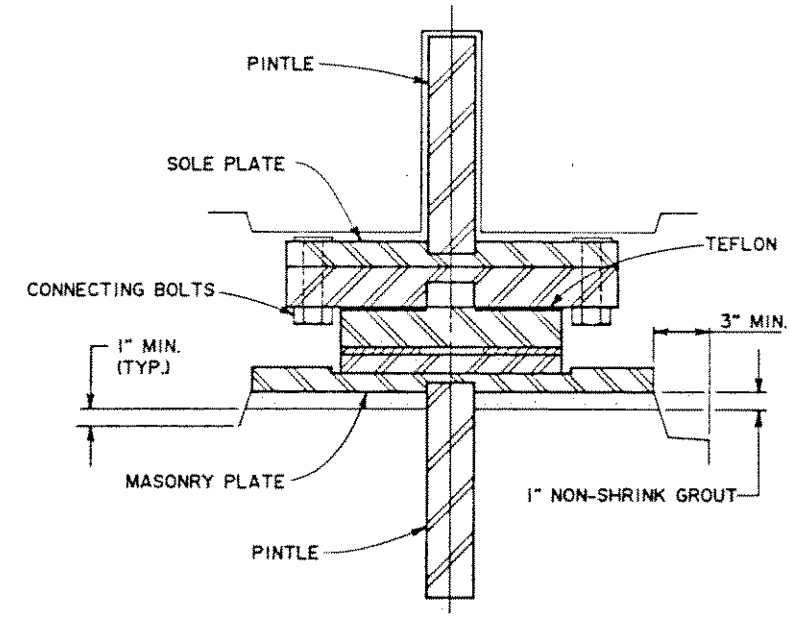
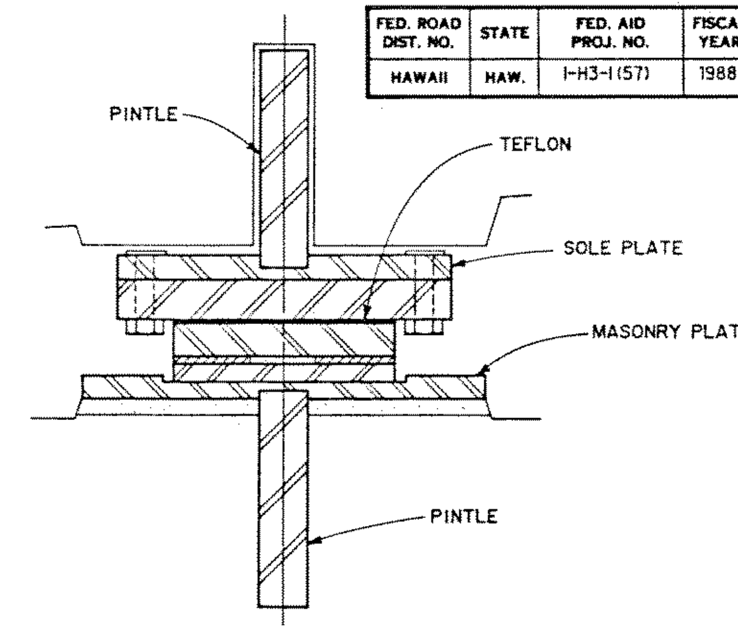
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-H3-1(57)	1988		

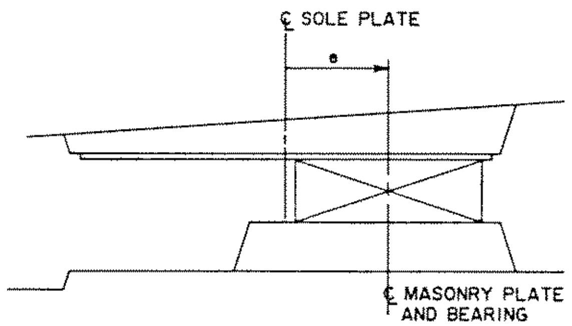
LOCATION	DEAD LOAD REACTION (kips)	LATERAL CAPACITY (kips)	VERTICAL CAPACITY (kips)	TOTAL MOVEMENT	INSTALLATION DISTANCE ("e")	BEARING HEIGHT	BEARING AZIMUTH
INBOUND STRUCTURE							
ABUTMENT 1	500	200	1000	7"	2"	11 5/8"	291° 22' 29"
PIER 4	1400	0	3000	7"	-2 1/2"	9 3/8"	288° 58' 51"
HINGE 1	700	200	1000	12"	+6"	10"	283° 12' 51"
PIER 5	1600	0	3000	7"	2 1/2"	9 3/8"	278° 33' 48"
PIER 8	2000	0	3000	7"	-3 1/2"	9 3/8"	247° 18' 40"
HINGE 2	550	200	1000	12"	+5 1/2"	10"	245° 17' 2"
PIER 12	1800	0	3000	7"	-3 1/2"	9 3/8"	236° 36' 07"
HINGE 3	600	200	1000	12"	+6	10"	241° 29' 36"
PIER 13	1600	0	3000	7"	2 1/2"	9 3/8"	250° 22' 48"
HINGE 4	650	200	1000	12"	5 1/2"	10"	278° 57' 10"
PIER 17	1700	0	3000	7"	+2"	9 3/8"	279° 36' 28"
HINGE 5	650	200	1000	12"	+5"	10"	304° 54' 34"
PIER 23	1700	0	3000	7"	-2"	9 3/8"	314° 26' 18"
ABUTMENT 2	600	200	1000	7"	-2 1/2"	11 5/8"	314° 36' 59"
OUTBOUND STRUCTURE							
ABUTMENT 1	500	200	1000	7"	2"	11 5/8"	287° 54' 43"
PIER 4	1600	0	3000	7"	-2 1/2"	9 3/8"	288° 28' 19"
HINGE 1	700	200	1000	12"	+6"	10"	282° 53' 54"
PIER 5	1700	0	3000	7"	2 1/2"	9 3/8"	278° 9' 6"
PIER 8	2000	0	3000	7"	-3 1/2"	9 3/8"	247° 11' 26"
HINGE 2	700	200	1000	12"	+5 1/2"	10"	245° 14' 33"
PIER 12	1700	0	3000	7"	-3 1/2"	9 3/8"	236° 43' 41"
HINGE 3	650	200	1000	12"	+6"	10"	241° 26' 48"
PIER 13	1600	0	3000	7"	2 1/2"	9 3/8"	250° 27' 16"
HINGE 4	650	200	1000	12"	5 1/2"	10"	278° 28' 01"
PIER 17	1500	0	3000	7"	+2"	9 3/8"	279° 31' 49"
HINGE 5	650	200	1000	12"	+5"	10"	305° 10' 23"
PIER 23	1400	0	3000	7"	-2"	9 3/8"	314° 58' 25"
ABUTMENT 2	600	200	1000	7"	-2 1/2"	11 5/8"	315° 01' 22"



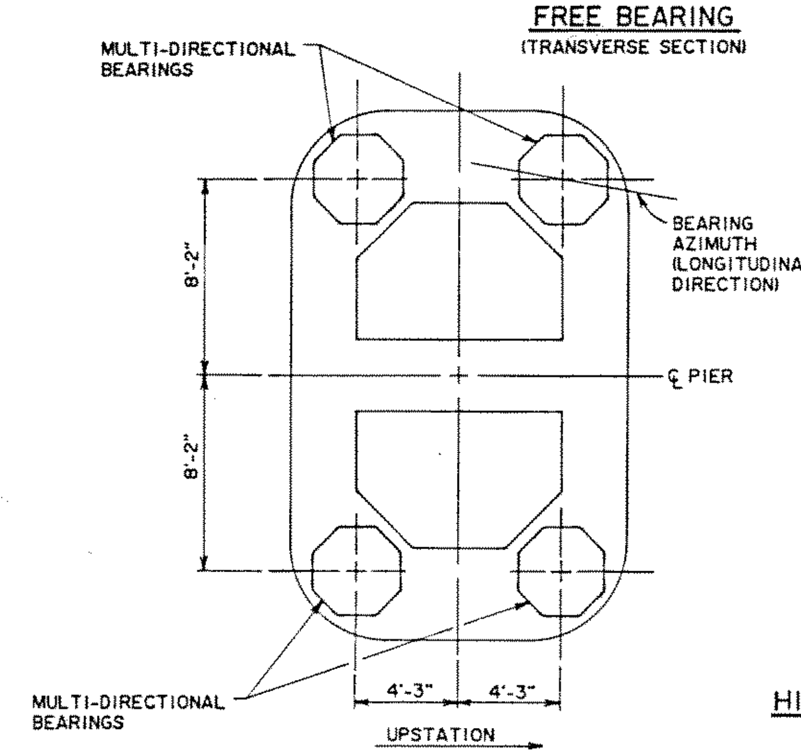
GUIDED BEARING
(TRANSVERSE SECTION)



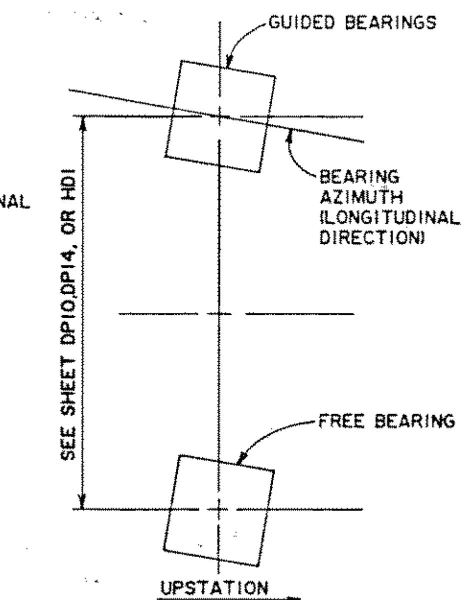
FREE BEARING
(TRANSVERSE SECTION)



INSTALLATION DISTANCE



PIER BEARINGS
(WHERE APPLICABLE)



HINGE AND ABUTMENT BEARINGS

NOTES:

1. ALL BEARINGS SHALL ALLOW A MINIMUM ROTATION OF 0.015 RADIANS.
2. THE HORIZONTAL AND VERTICAL CAPACITY GIVEN IN THE TABLE ARE FOR ONE BEARING AND THE ACTUAL CAPACITY OF THE BEARING PROVIDED SHALL BE EQUAL TO OR GREATER THAN THE VALUE GIVEN. THE LATERAL CAPACITY IS FOR THE TRANSVERSE DIRECTION ON THE UNIDIRECTIONAL GUIDED BEARINGS ONLY.
3. THE BEARINGS SHALL BE DESIGNED TO BE REPLACEABLE BY JACKING THE BRIDGE UP, REMOVING THE CONNECTING BOLTS AND EXTRACTING THE BEARING.
4. THE UPPER PINTLE SHALL BE CAST WITH THE SLIDING PIER SEGMENT OR GROUTED INTO THE PRECAST HINGE OR ABUTMENT SEGMENT AFTER THE SEGMENT HAS BEEN SET TO GRADE AND ELEVATION.
5. THE MASONRY PLATE SHALL BE GROUTED WITH NON-SHRINK GROUT TO THE BEARING SEAT AFTER THE BEARING HAS BEEN SET TO GRADE AND ELEVATION.
6. THE BEARING HEIGHTS GIVEN REPRESENT THE TOTAL HEIGHT FROM THE BASE OF THE MASONRY PLATE TO THE TOP OF THE SOLE PLATE AT THE CENTERLINE OF BEARING UNDER FULL DESIGN LOAD. THE CONTRACTOR WILL VERIFY THESE DIMENSIONS TO REFLECT THE HEIGHT OF THE BEARING ACTUALLY SUPPLIED. WHERE GUIDED AND MULTI-DIRECTIONAL BEARINGS ARE USED, THE HEIGHT IS GIVEN FOR THE GUIDED BEARING.
7. THE INSTALLATION DISTANCE, e, IS POSITIVE FOR THE CENTERLINE OF THE BEARING AND MASONRY PLATE UPSTATION OF THE CENTERLINE OF THE SOLE PLATE.
8. THE BEARING AZIMUTHS ARE GIVEN UPSTATION BASED FROM TRUE SOUTH.

DATE	REVISION
06/21/91	UPDATED DRAWING.
05/03/91	UPDATED DRAWING.
04/02/91	UPDATED DRAWING.
02/08/91	UPDATED DRAWING.
10/04/90	UPDATED DRAWING.

J. MULLER INTERNATIONAL
Libby Engineers

JAMES R. LIBBY
REGISTERED PROFESSIONAL ENGINEER
No. 2375
HAWAII, U.S.A.

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

BEARING SCHEDULE

INTERSTATE ROUTE H-3
F.A.I. PROJECT No. I-H3-1(57)
F.A.I. PROJECT No. I-H3-1(58)
SCALE : AS NOTED DATE : JUN. 1990
SHEET No. BD1 OF SHEETS

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ORIGINAL PLAN
NOTE BOOK
No.
SURVEY PLOTTED BY
DRAWN BY
TRACED BY
DESIGNED BY
QUANTITIES BY
CHECKED BY
DATE