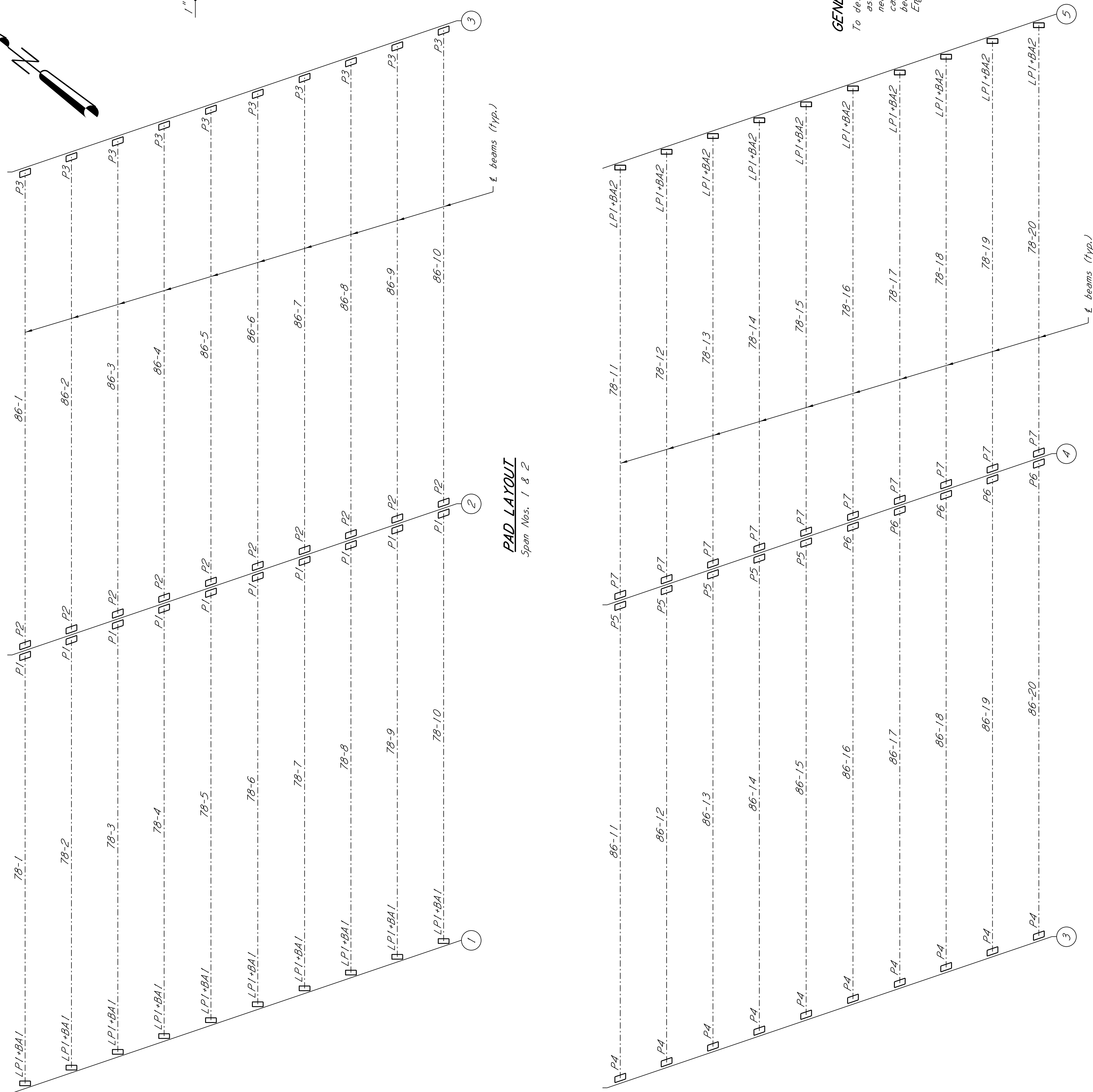


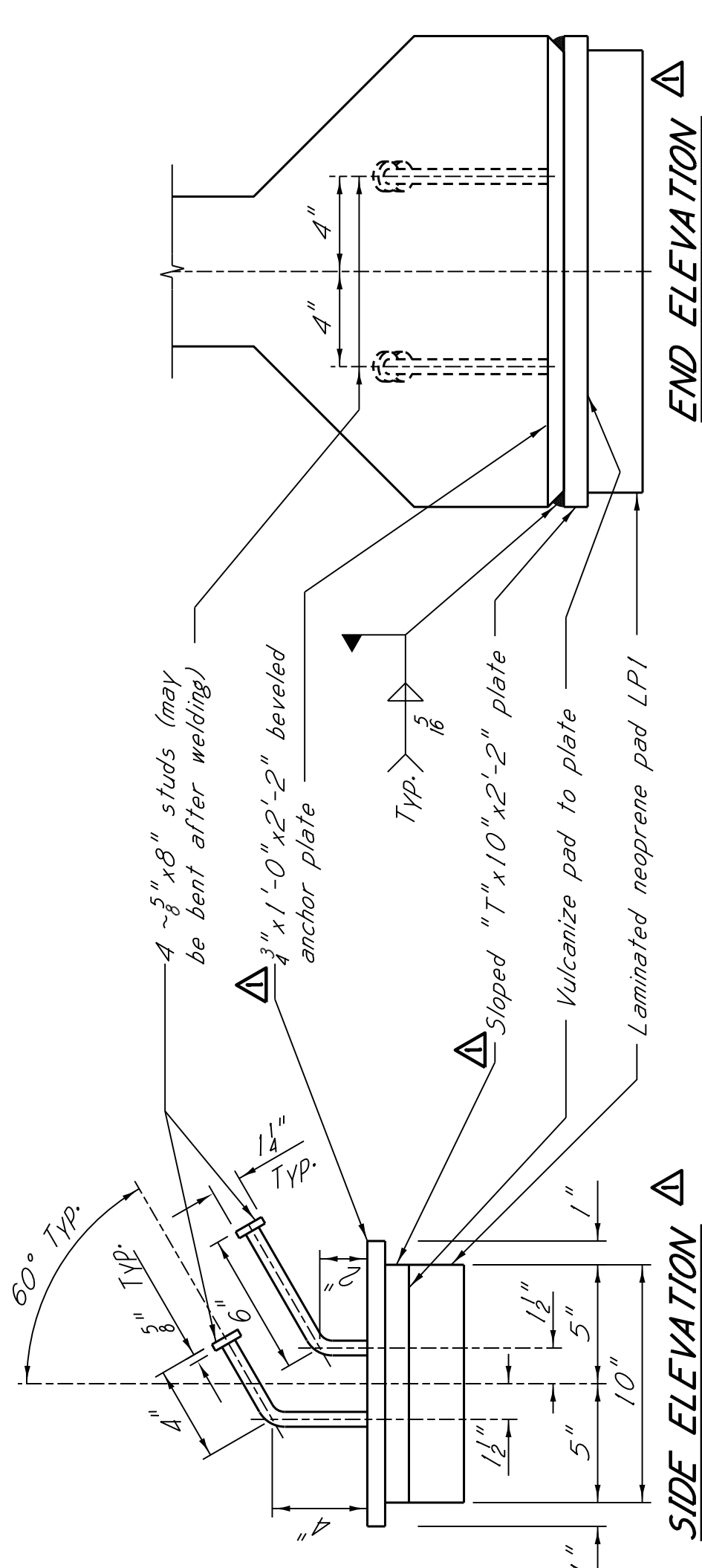
ADDENDUM

STATE PROJECT NO.
MISS. SP-0020-01(171)



PAD LAYOUT
Span Nos. 1 & 2

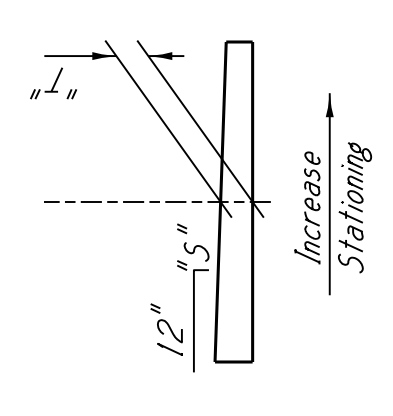
PAD LAYOUT
Span Nos. 3 & 4



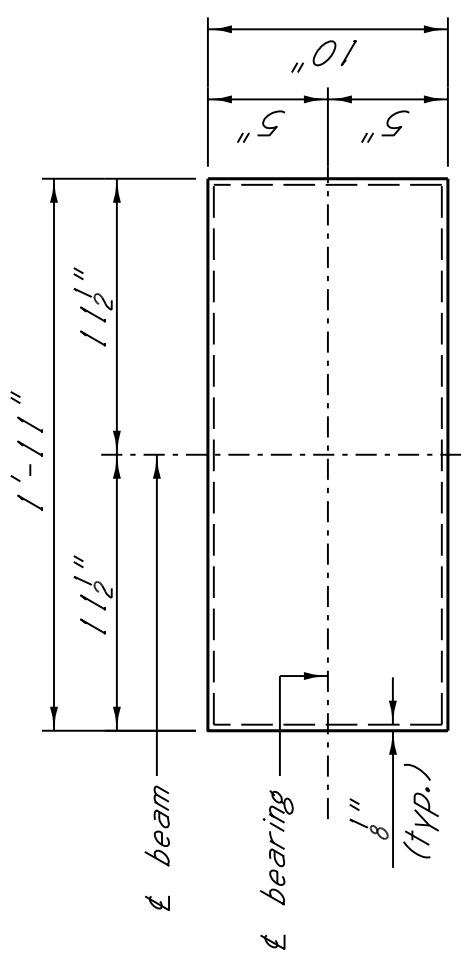
BEARING ASSEMBLY THICKNESS AND SLOPE TABLE

Assembly No.	Thickness	"S" Number	Number Of Each
BA1	1"	8"	10
BA2	1"	8"	10

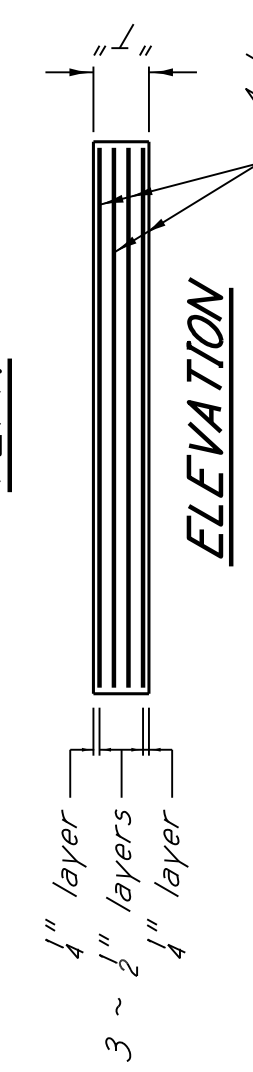
BEARING ASSEMBLY (BA1 & BA2) DETAILS



SLOPED PLATE



50 Hardness PLAN



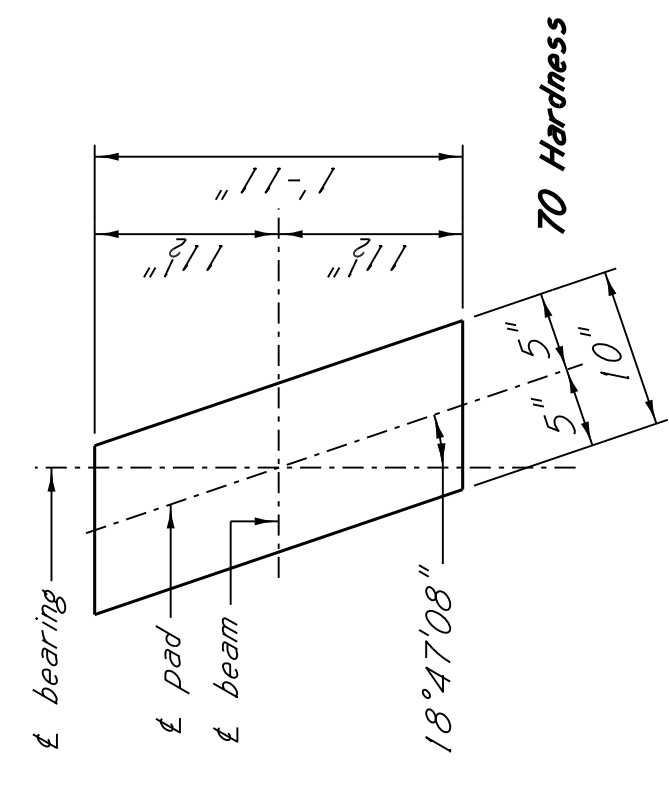
50 Hardness ELEVATION

LAMINATED PAD (LP1) DETAILS

Testing acceptance procedure shall be in accordance with Section 714.70.6 of the specifications. Elastomer shall have a hardness of 50 durometer with a minimum shear modulus at 73° F of 0.095 ksi and a maximum shear modulus at 73° F of 0.130 ksi. Bearing area on top of cap shall be cast smooth and true to grade.

GENERAL NOTES:

To determine the dimension from finish grade to cap, the assumption is made that the compressed thickness of the neoprene pad is as shown in the table and that the original camber of the beams will be within the limits shown on the beam detail sheets. The Director of Structures, State Bridge Engineer shall be notified if the cambers are not within these limits.



PLAN

ELEVATION

NEOPRENE PAD (PA) DETAILS

In no case shall neoprene pads be field cut. Bearing area on top of cap shall be cast smooth and true to grade.

BEARING PAD THICKNESS TABLE

Pad No.	Thickness	"T" Thickness	Compressed "CT"	Slope	Number Of Each
LP1	2 3/8"	2 1/4"	1 1/4"	5"	20
P1	1 5/8"	1 1/4"	5/8"	5"	10
P2	1 1/2"	1 1/8"	7/8"	5"	10
P3	1 1/2"	1 1/8"	7/8"	5"	10
P4	1 1/2"	1 1/8"	7/8"	5"	10
P5	1 1/2"	1 1/8"	7/8"	5"	5
P6	1 1/2"	1 1/8"	7/8"	5"	5
P7	1 1/2"	1 1/8"	7/8"	5"	10

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
OVERPASS AT STA. 214+17.77

BEARING PAD LAYOUT

PROJECT SP-0020-01(171)
104299/301000

WARREN COUNTY

WORKING NUMBER 22 OF 31
SHEET NUMBER 8024

DATE: 7/15/19

Stantec

REVISIONS: 8/19/19 REVISIONS: 8/19/19

DESIGNED BY: S. SAUER, B. JOHNSON
CHECKED BY: D. SIDES, B. JOHNSON
DATE: 8/19/19
REVISIONS: 8/19/19

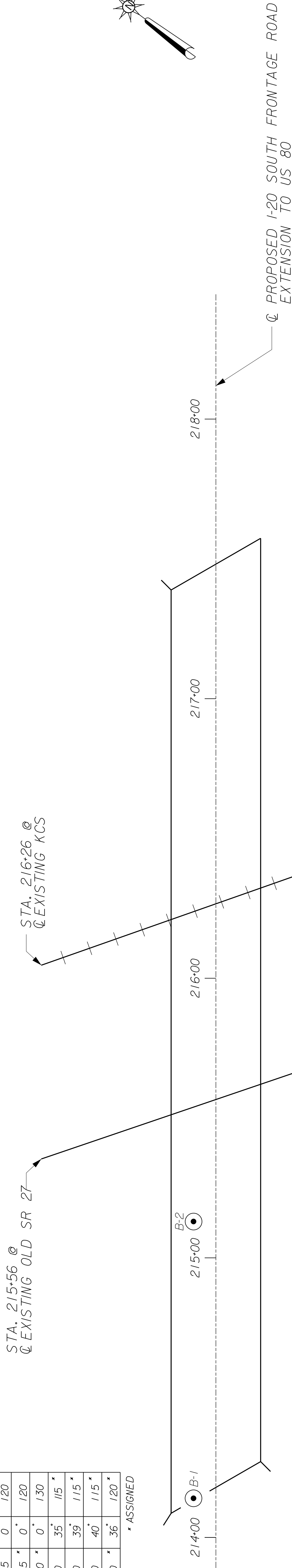
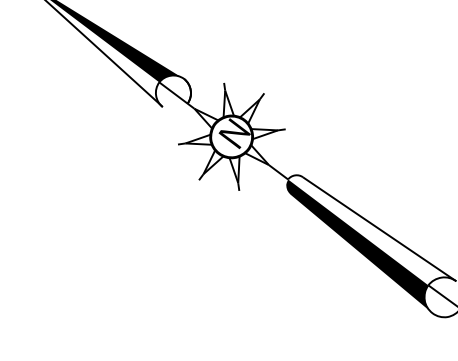
DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER - JUSTIN WALKER PE
DEP. DIR. OF STRUCTURES, ASST. STATE BRIDGE ENGINEER - SCOTT WESTERFIELD PE

ADDENDUM

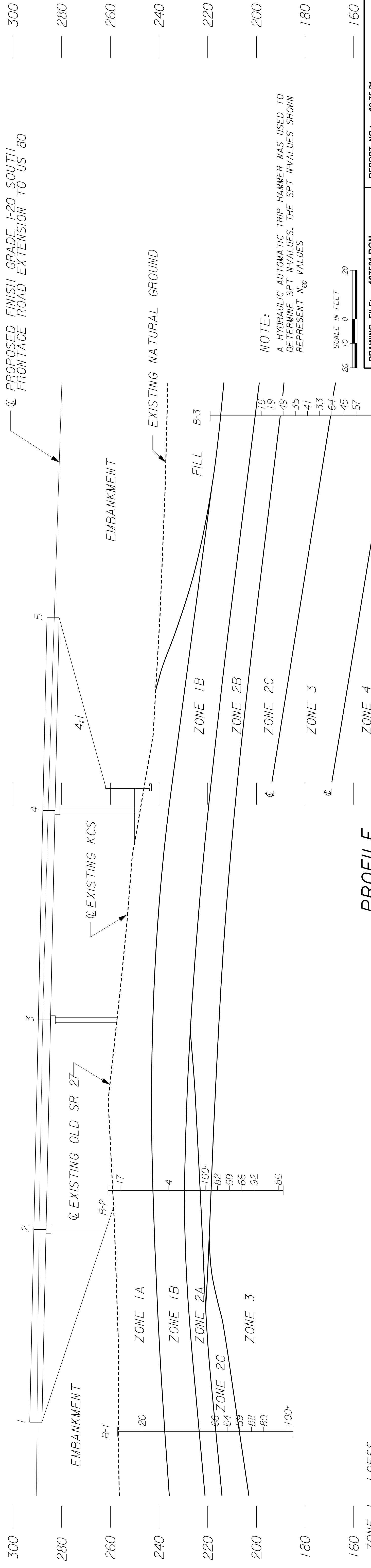
SOIL STRENGTHS			
ZONE	C (ksf)	φ	δ (pcf)
1A	1.5	0°	120
1B	1.5*	0°	120
2A	3.0*	0°	130
2B	0	35°	115*
2C	0	39°	115*
3	0	40°	115*
4	0	36°	120*

* ASSIGNED

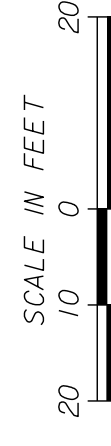
PLATE 1



PLAN



NOTE:
A HYDRAULIC AUTOMATIC TRIP HAMMER WAS USED TO DETERMINE SPT N-VALUES. THE SPT N-VALUES SHOWN REPRESENT N_{60} VALUES



PROFILE

NOTICE TO CONTRACTOR:

- THE GENERALIZED SOIL PROFILE SHOWN WITH ITS VARIOUS SOIL ZONE DESCRIPTIONS AND INDICATED BOUNDARIES IS BASED UPON AN ENGINEERING AND GEOLOGICAL INTERPRETATION OF ALL AVAILABLE GEOTECHNICAL INFORMATION BY THE GEOTECHNICAL BRANCH, MDT AND MAY NOT NECESSARILY REFLECT THE ACTUAL VARIATION IN SUBSURFACE CONDITIONS BETWEEN BORINGS AND SAMPLES. DETAILED DATA AND FIELD INTERPRETATION OF CONDITIONS ENCOUNTERED IN INDIVIDUAL BORINGS ARE SHOWN ON THE BORING LOGS. THE GEOTECHNICAL REPORT IS AVAILABLE FOR INSPECTION THROUGH THE GEOTECHNICAL BRANCH.
- SOUND ENGINEERING JUDGEMENT WAS EXERCISED IN PREPARING THE SUBSURFACE INFORMATION PRESENTED ON THIS SHEET. THIS INFORMATION WAS PREPARED AND IS INTENDED FOR MDT DESIGN AND ESTIMATE PURPOSES. ITS PRESENTATION ON THE PLANS OR ELSEWHERE IS FOR THE PURPOSE OF PROVIDING INTENDED USERS WITH ACCESS TO THE SAME INFORMATION AVAILABLE TO THE MDT. THIS SUBSURFACE INFORMATION INTERPRETATION IS PRESENTED IN GOOD FAITH AND IS NOT INTENDED AS A SUBSTITUTE FOR PERSONAL INVESTIGATION, INDEPENDENT INTERPRETATIONS OR JUDGEMENT BY OTHERS.
- ALL STRUCTURAL DETAILS SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY AND MAY NOT BE INDICATIVE OF THE FINAL DESIGN CONDITIONS SHOWN ELSEWHERE IN THE CONTRACT PLANS.
- BRIDGE PLAN PROFILE STATIONING MAY NOT BE THE FINAL DESIGN (SEE NOTICE TO CONTRACTOR NOTE 3)

ZONE 1 - LOESS

- 1A - FIRM, BROWN, LIGHT GRAY AND BROWN SILT (CL-ML)
- 1B - LOOSE TO FIRM, LIGHT BROWNISH GRAY, SILT, WET (CL-ML)

ZONE 2 - PRE-LOESS SAND AND GRAVEL

- 2A - STIFF-ORANGISH BROWN, GRAYISH BROWN AND RED MOTTLED, SLIGHTLY SILTY CLAY (CL-ML)
- 2B - MEDIUM DENSE, LIGHT BROWN, ORANGISH BROWN, SLIGHTLY CLAYEY SILT INTERMIXED WITH FINE TO COARSE GRAVEL (SM-GM)
- 2C - DENSE TO VERY DENSE, BROWNISH-ORANGE, SLIGHTLY SILTY, VERY FINE TO FINE SAND WITH SOME SANDY SILTY LAMINA (SC-SM)

ZONE 3 - CATAHOULA FORMATION

- 3 - DENSE TO VERY DENSE, YELLOWISH WHITE TO BEIGE, LIGHT GRAY, SLIGHTLY SILTY, VERY FINE TO FINE SAND (SC-SM)

ZONE 4 - BUCKA TUNNA FORMATION

- 4 - DENSE TO VERY DENSE, DARK GRAYISH BROWN, SILTY, CLAYEY SAND WITH SOME LIGHT GRAY, SLIGHTLY SANDY SILT, LAMINATED (SM)

MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
GENERALIZED SOIL PROFILE	
I-20 SOUTH FRONTAGE ROAD EXTENSION	
STATION NO.: 214+18 TO 217+48	
SITE NO.: 09-75-2073	
PROJECT NO:	104299/301000
COUNTY:	WARREN
DESIGNED: W.F.W.	DETAILED: W.F.W.
CHECKED: M.L.S.	ISSUED: R.S.F.
DATE: 8/20/19	DATE: 02-10-16

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