



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

August 16, 2022
Subject: Interstate95 Bridge projects
and north main street roadway
reconstruction
State
WIN:023603.00,023607.00,023609.
00 &023613.00
Location: **Pittsfield**
Amendment No. 1

In the plan set:

REMOVE plan sheet 96, “STEEL BEARING DETAILS” and **REPLACE** with the attached revised plan sheet 96 “STEEL BEARING DETAILS”.

The following questions have been received:

Question: Can required type and thickness of HDPE Geomembrane be provided?

Response: The type of HDPE Geomembrane is “Concrete Protective Liner” and shall have UV inhibitors and stabilizers and a minimum thickness of 5mm. As manufactured by Agru America or approved equal.

Type: “HDPE Ultra Grip CPL SHEET”

Color: “Black”

Thickness: “5mm”

Question: Regarding the I-95 SB North Main Street bearing replacement items and associated structural support, if none of the bridge seats are being replaced, and bearing anchor locations are not being adjusted from the original locations, is it MDOT’s expectation that the existing diaphragm located at centerline of bearing will be removed in order to facilitate coring and removing the existing anchor rods as well as drilling and installing the new anchor rods? If so will this work be paid for under the associated temporary structural support item?

Response: Please see aforementioned changes to the bid documents for more information on the bearing installation. If any structural steel work is required to facilitate the installation of the replacement bearings on bridge #1445, payment will be considered incidental item 524.301 Temporary Structural Support.

Question: Is there a time limitation for the North Main St. closure. Also, can North Main Street reconstruction be done with the road open with closures?

Response: North Main St. must be open to traffic between the hours of 6 AM and 6 PM. The bridge work On I-95 over North Main St. may be done with North Main St. open to traffic. All safety guidelines for work over live traffic shall be followed if North Main St. remains open to traffic during active construction activities. Please see special provision 105 General Scope of work for more information.

Question: Would the MDOT consider an integral concrete wearing surface for the bridge decks requiring staged construction (WINs 23607 & 23609). Due to the single lane closure restrictions, one of the phases would necessarily fall outside of weather suitable for the paving and membrane.

Response: An integral concrete wearing surface will not be permitted for WINs: 23607.00 & 23609.00.

Consider these changes and information prior to submitting your bid on August 17, 2022.

Sincerely,

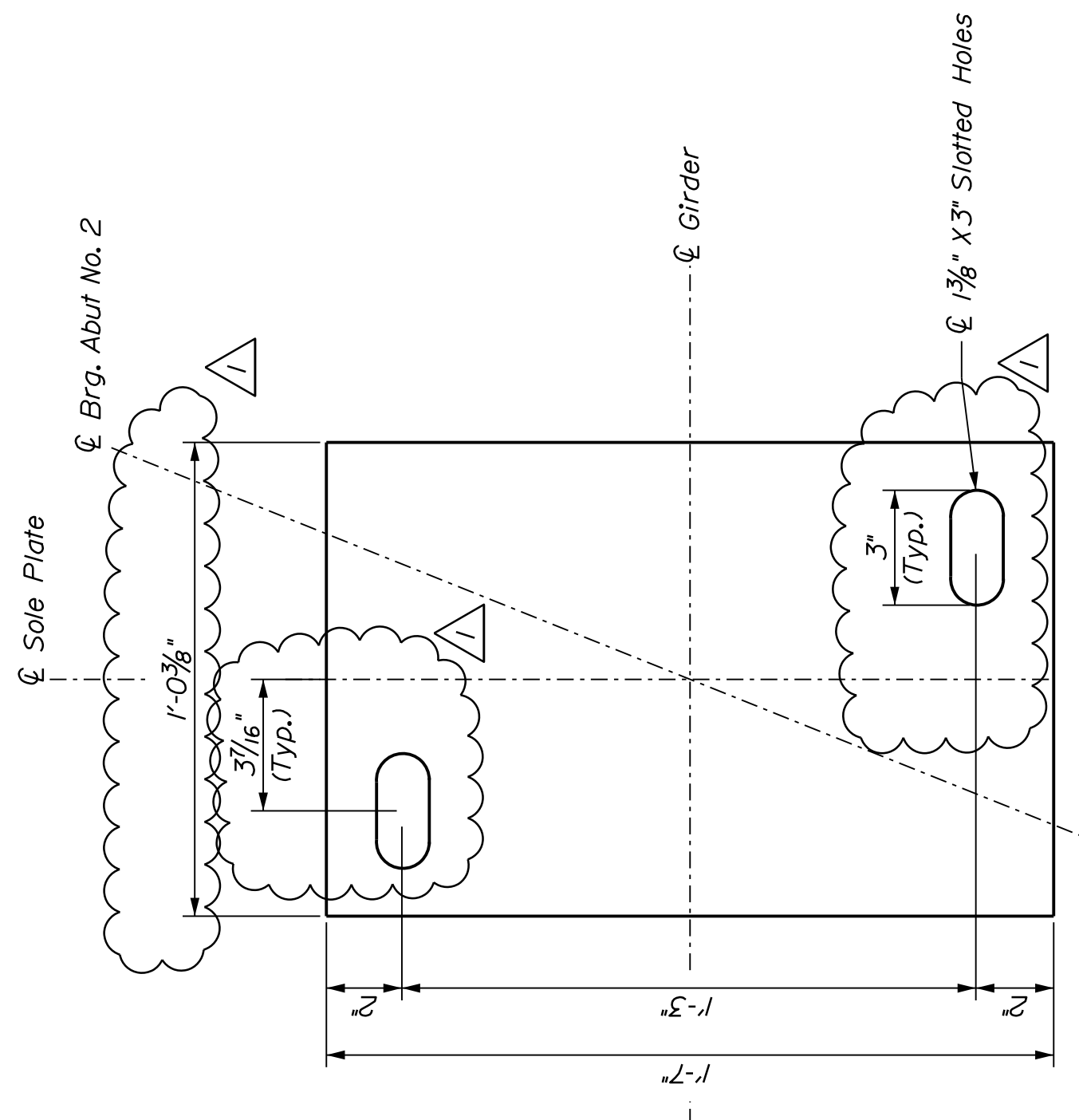


George M. A. Macdougall P.E
Contracts & Specifications Engineer

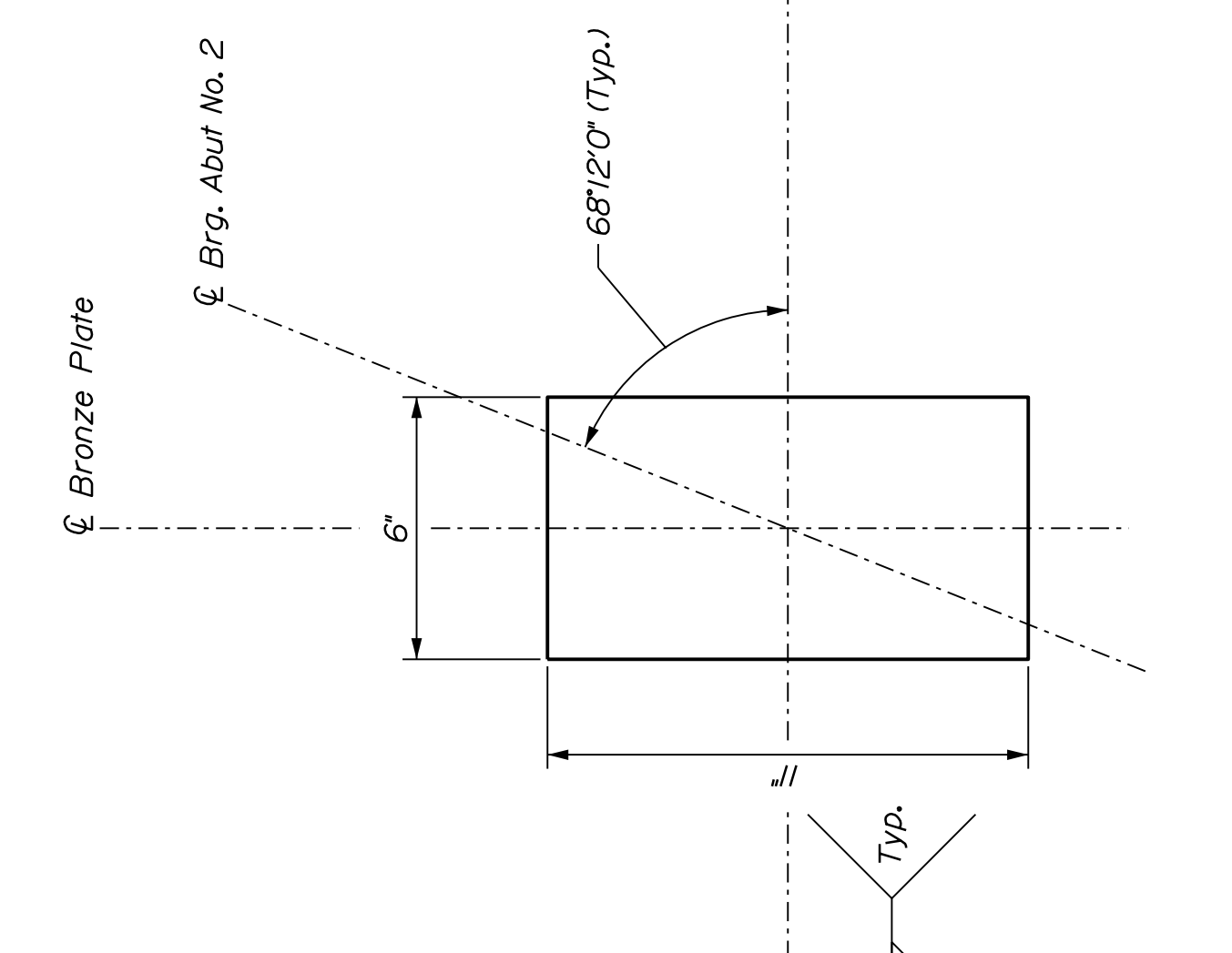
DATE					
P.E. NUMBER	08-22	ANCHOR BOLT REVISION			
SIGNATURE					
DESIGN-DETAILS	M. DOREO	DESIGN-REVIEWED	I. ACILLAR	DESIGN-DETAILS	D. EATON
CHECKED-REVIEWED	B. COLBURN	CHECKED-REVIEWED	B. COLBURN	CHECKED-REVIEWED	B. COLBURN
DESIGN-DEVELOPED	S. LINDSEY	DESIGN-DEVELOPED	N. EDMAN	DESIGN-DEVELOPED	N. EDMAN
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 2		REVISIONS 3		REVISIONS 4	
REVISIONS 3		REVISIONS 4		FIELD CHANGES	

STEEL BEARING NOTES

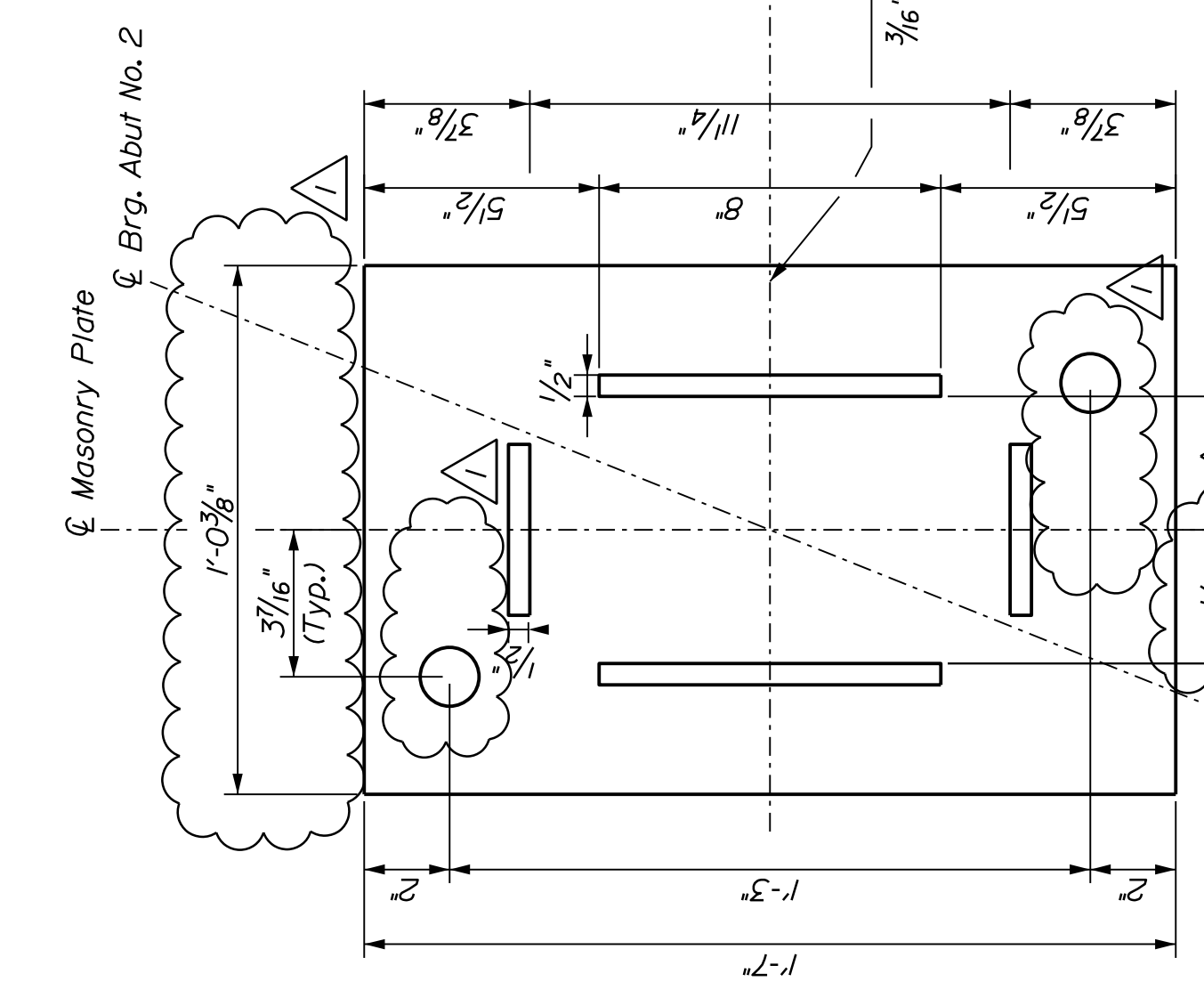
- Masonry plates, sole plates, and keeper bars shall meet the requirements on ASTM A709/A709M, Grade 50. Anchor rods shall meet the requirements of ASTM F1554, Grade 105 and shall be swaged on the embedded portion of the rod.
- Masonry plates, sole plates, and keeper bars shall be galvanized in accordance with ASTM A123.
- Anchor rods, washers, and nuts shall be galvanized to ASTM A153 or ASTM B695, Class 50, Type I.
- All bearings shall be marked prior to shipping. The marks shall include the bearing location on the bridge and a direction arrow which points upstation. All marks shall be permanent and shall be visible after the bearing is installed.
- Bearings shall be covered during transit.
- All necessary precautions shall be taken to protect bearing components from field weld flash and spatter.
- Burr threads on anchor rods after nuts tightened snug to prevent removal. Touch up damaged galvanized areas with zinc-rich paint. Cost included in bearing item.
- Contractor shall verify bearing dimensions to ensure they match existing bearing dimensions.
- Anchor rods shall be drilled and grouted into bearing pedestals. Grout shall be from MaineDOT approved grout from Qualified Products List.
- Masonry plates shall be placed on a 1/8" thick preformed pad in accordance with the Standard Specifications, Subsection 523.09, Installation of Bearings.



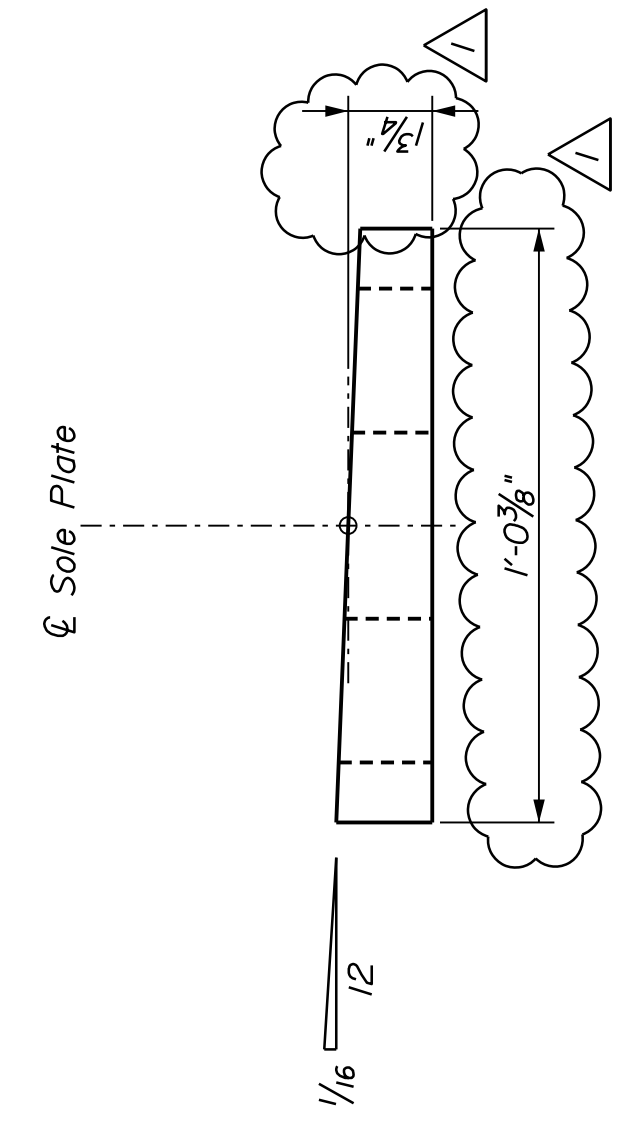
SOLE PLATE



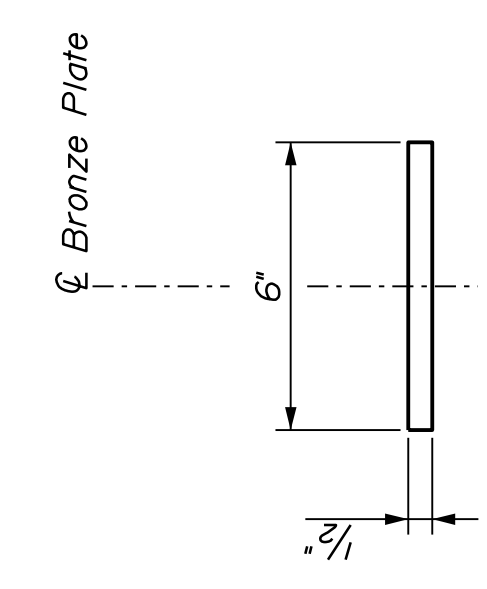
SELF-LUBRICATING BRONZE PLATE



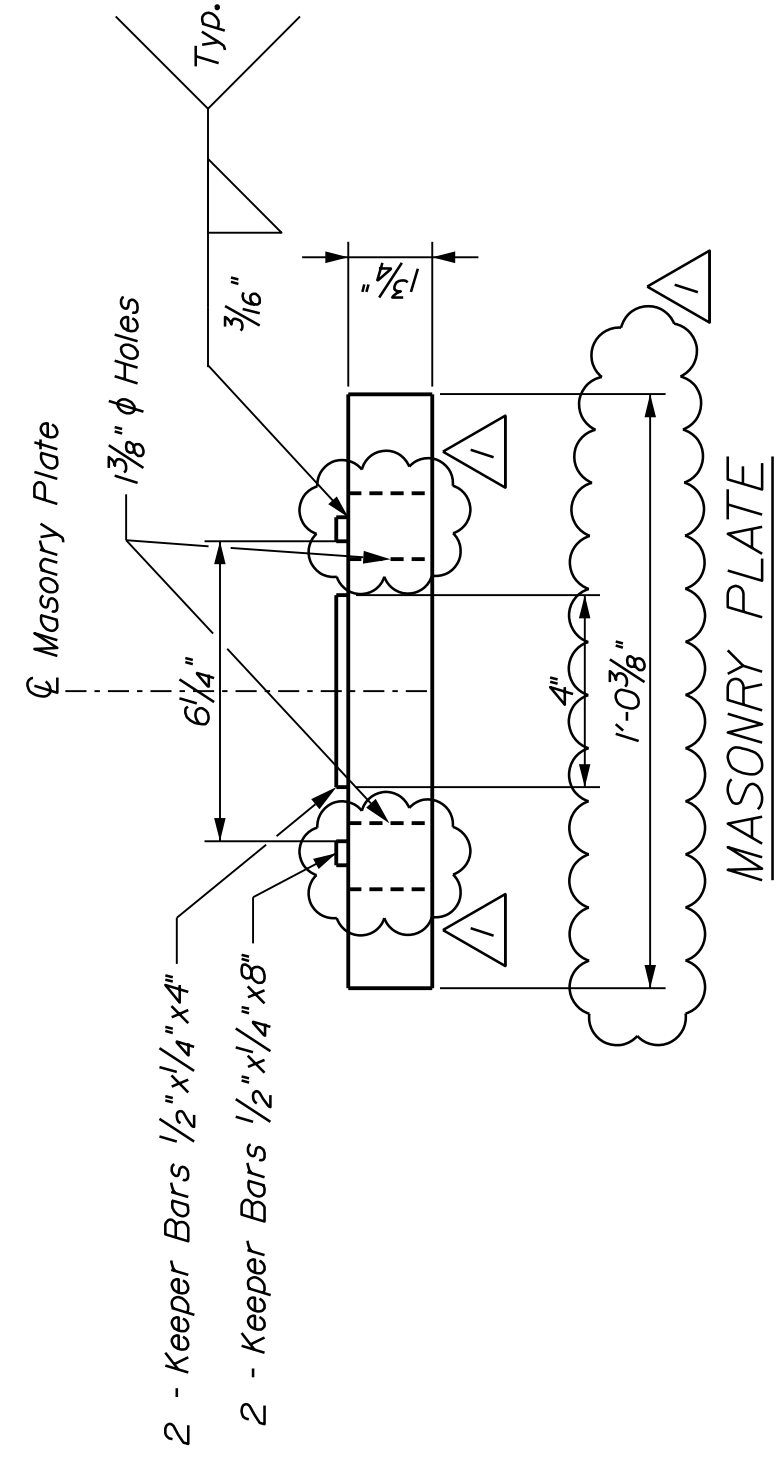
MASONRY PLATE



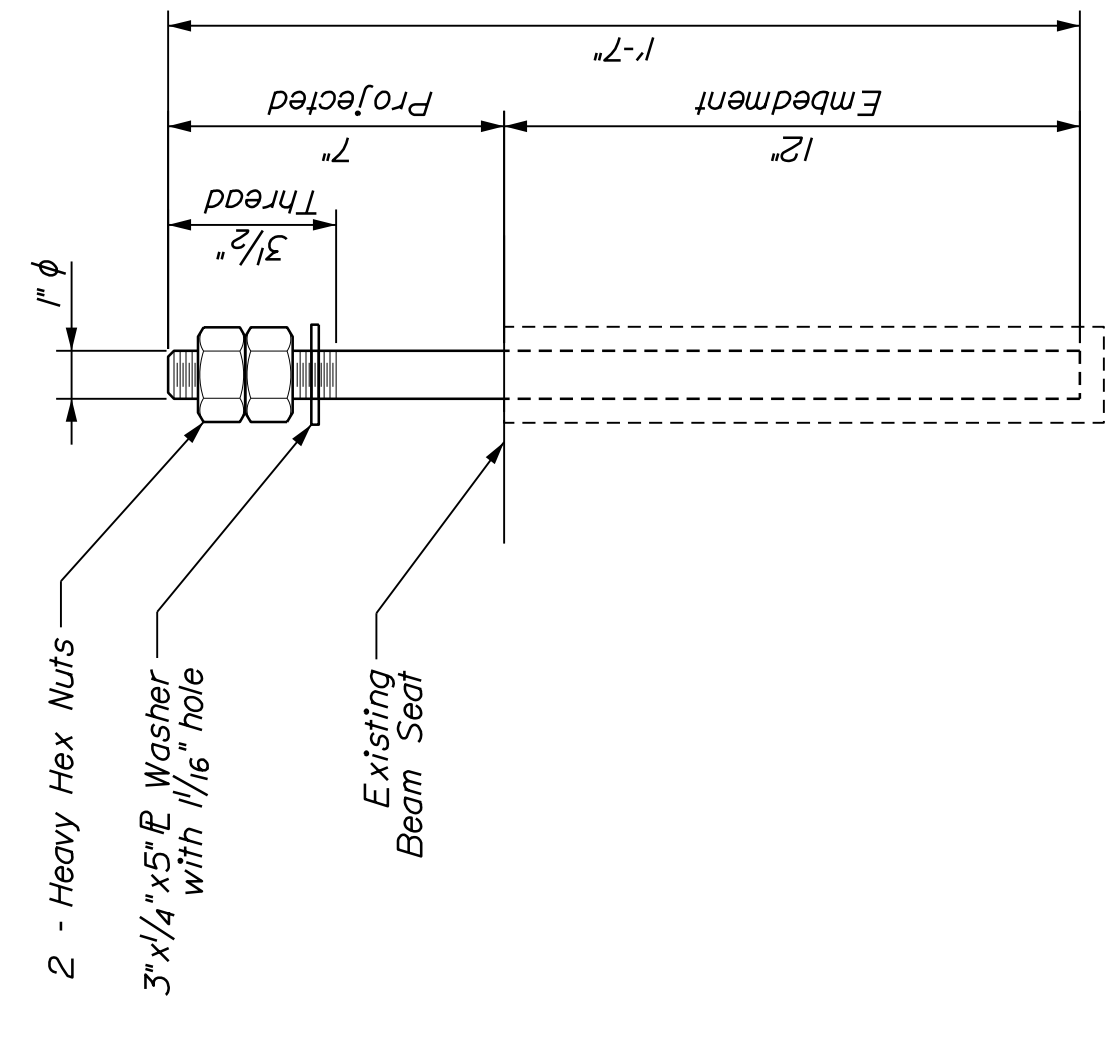
SOLE PLATE



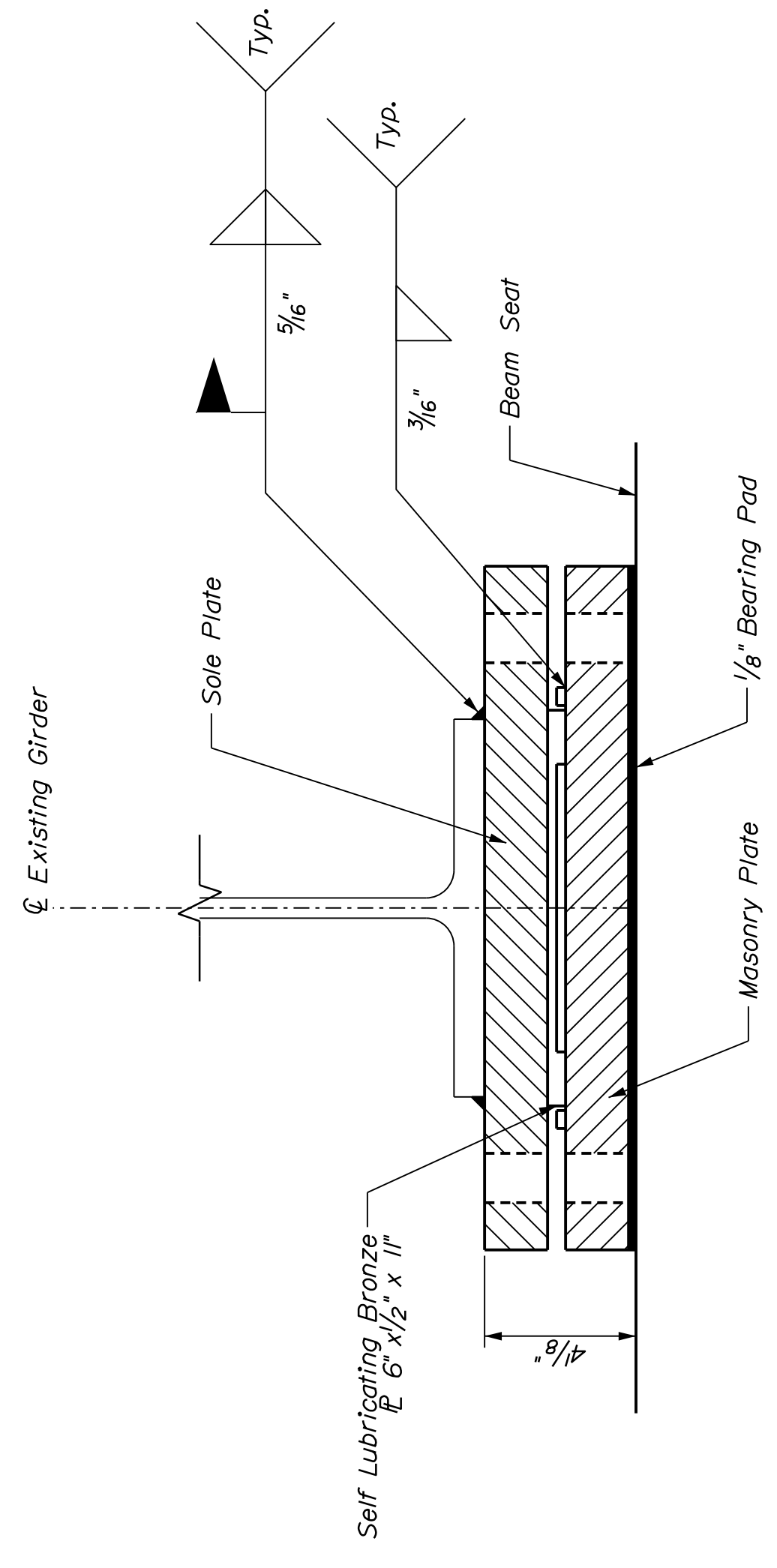
SELF-LUBRICATING BRONZE PLATE



MASONRY PLATE



ANCHOR ROD



BEARING PLATE ELEVATION