



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Phillip Eng, Interim MassDOT Secretary
Jonathan L. Gulliver, Undersecretary and Highway Administrator



March 20, 2026

613295-133722

ADDENDUM NO. 1

To Prospective Bidders and Others on:

GREENFIELD

**Federal Aid Project No. STP(BR-OFF)-003S(930)X
Deck Replacement, G-12-022 (144), Log Plain Road West over G&W Railroad**

THIS PROPOSAL TO BE OPENED AND READ: TUESDAY, MARCH 31, 2026, AT 2:00 P.M.

Transmitting changes to the Contract Documents as follows:

<u>QUESTIONS AND RESPONSES:</u>	1 page.
<u>DOCUMENT 00104:</u>	Revised page 3.
<u>DOCUMENT 00813:</u>	Deleted document in its entirety and inserted new document (4 pages).
<u>DOCUMENT A00801:</u>	Revised page 84 and 86.
<u>PLANS:</u>	Revised plan sheets 31 and 41 of 49.

Please take note of the above, substitute the revised pages for the originals, delete document indicated, insert the new document in proper order, and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

Eric M. Cardone, P.E.
Construction Contracts Engineer

JPB
cc: Muazzez Reardon, Project Manager

THIS PAGE INTENTIONALLY LEFT BLANK

GREENFIELD
Federal Aid Project No. STP(BR-OFF)-003S(930)X
Deck Replacement, G-12-022 (144), Log Plain Road West over G&W Railroad

(613295-133722)

Questions and Responses

Addendum No. 1, March 20, 2026

Atlantic Bridge and Engineering e-mail dated March 17, 2026 @ 2:11 P.M.

Question 1.) Installation of Proposed Expansion Bearings – Note 2 on Bridge Sheet 22 of 28 indicates that the existing anchor bolts are to be removed to ¼” below the concrete surface with mortar to be placed over them whereas Removal of Existing Expansion Bearings – Note 3 on Bridge Sheet 12 of 28 indicates that the existing anchor bolts are to be removed by coring a 1-1/2” diameter hole to full embedment depth. Please confirm our assumption that the existing anchor bolts only need to be removed ¼” with mortar placed over them and that fully coring them out is not required.

Response 1.) Note 3 on plan sheet 31 of 49 is correct, see revised plan sheet 41 of 49.

Question 2.) The sequence of construction requires that the existing diaphragms and connection angles in Bay 3 be fully removed in Stage 1 prior to the existing deck being demolished and then reinstalled with new connection angles in Stage 2 after the new deck has been constructed. Please advise as to which Item this work will be compensated.

Response 2.) Item 953.2, Temporary Support of Deck, see revised pages A00801-84 and A00801-86.

Question 3.) With regards to the Suggested Sequence Notes for the Temporary Jacking and Shoring on Bridge Sheet 12 of 28, please advise on the following:

1. Note 6 indicates to install ½” x 9” plates to the top flange of girders 5 & 6. These plates are not shown in the details on this page nor anywhere else in the Contract plans. Please clarify.
2. Note 7 indicates to install the proposed W4x13 between G5 & G6 while the these girders are in the jacked position (Note 9 indicates to release the load in the jacks). Please clarify.
3. Note 8 indicates to follow the installation procedure on Sheet 20 of the Plans. Bridge Sheet 20 contains only crack/concrete spall/concrete injection repair procedures. Please clarify.

Response 3.) See revised plan sheet 31 of 49.

NOTICE TO CONTRACTORS (Continued)

① **Addendum No. 1, March 20, 2026**

① **PRICE ADJUSTMENTS**

This Contract contains price adjustments for hot mix asphalt and Portland cement mixtures, diesel fuel, and gasoline. For reference the base prices are as follows: liquid asphalt \$640.00 per ton, Portland cement \$425.13 per ton, diesel fuel \$3.141 per gallon, and gasoline \$2.270 per gallon, and Steel Base Price Index 368.9. MassDOT posts the **Price Adjustments** on their Highway Division's website at

<https://www.mass.gov/massdot-contract-price-adjustments>

This Contract contains Price Adjustments for steel. See Document 00813 - PRICE ADJUSTMENT FOR STRUCTURAL STEEL AND REINFORCING STEEL for their application and base prices.

MassDOT projects are subject to the rules and regulations of the Architectural Access Board (521 CMR 1.00 et seq.)

Prospective bidders and interested parties can access this information and more via the internet at WWW.COMMBUYS.COM.

BY: Phillip Eng, Interim MassDOT Secretary
Jonathan L. Gulliver, Undersecretary and Highway Administrator
SATURDAY, FEBRUARY 28, 2026

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

March 4, 2026

This special provision applies to all projects containing the use of structural steel and/or reinforcing steel as specified elsewhere in the Contract work. It applies to all structural steel and all reinforcing steel, as defined below, on the project. Compliance with this provision is mandatory, i.e., there are no “opt-in” or “opt-out” clauses. Price adjustments will be handled as described below and shall only apply to unfabricated reinforcing steel bars and unfabricated structural steel material, consisting of rolled shapes, plate steel, sheet piling, pipe piles, steel castings and steel forgings.

Price adjustments will be variances between Base Prices and Period Prices. Base Prices and Period Prices are defined below.

Price adjustments will only be made if the variances between Base Prices and Period Prices are 5% or more. A variance can result in the Period Price being either higher or lower than the Base Price. Once the 5% threshold has been achieved, the adjustment will apply to the full variance between the Base Price and the Period Price.

Price adjustments will be calculated by multiplying the number of pounds of unfabricated structural steel material or unfabricated reinforcing steel bars on a project by the index factor calculated as shown below under Example of a Period Price Calculation.

Price adjustments will not include guardrail panels or the costs of shop drawing preparation, handling, fabrication, coatings, transportation, storage, installation, profit, overhead, fuel costs, fuel surcharges, or other such charges not related to the cost of the unfabricated structural steel and unfabricated reinforcing steel.

The weight of steel subject to a price adjustment shall not exceed the final shipping weight of the fabricated part by more than 10%.

Base Prices and Period Prices are defined as follows:

Base Prices of unfabricated structural steel and unfabricated reinforcing steel on a project are fixed prices determined by the Department and found in the table below. While it is the intention of the Department to make this table comprehensive, some of a project’s unfabricated structural steel and/or unfabricated reinforcing steel may be inadvertently omitted. Should this occur, the Contractor shall bring the omission to the Department’s attention so that a contract alteration may be processed that adds the missing steel to the table and its price adjustments to the Contract.

The Base Price Date is the month and year of the most recent finalized period price index at the time that MassDOT opened bids for the project. The Base Price Index for this contract is the Steel PPI listed in the Notice to Contractors.

Period Prices of unfabricated structural steel and unfabricated reinforcing steel on a project are variable prices that have been calculated using the Period Price Date and an index of steel prices to adjust the Base Price.

The Period Price Date is the date the steel was delivered to the fabricator as evidenced by an official bill of lading submitted to the Department containing a description of the shipped materials, weights of the shipped materials and the date of shipment. This date is used to select the Period Price Index.

The index used for the calculation of Period Prices is the U.S. Department of Labor Bureau of Labor Statistics Producer Price Index (PPI) Series ID WPU101702 (Not Seasonally Adjusted, Group: Metals and Metal Products, Item: Semi-finished Steel Mill Products.) As this index is subject to revision for a period of up to four (4) months after its original publication, no price adjustments will be made until the index for the period is finalized, i.e., the index is no longer suffixed with a “(P)”.

Period Prices are determined as follows:

Period Price = Base Price X Index Factor

Index Factor = Period Price Index / Base Price Index

Example of a Period Price Calculation:

Calculate the Period Price for December 2009 using a Base Price from March 2009 of \$0.82/Pound for 1,000 Pounds of ASTM A709 (AASHTO M270) Grade A36 Structural Steel Plate.

The Period Price Date is December 2009. From the PPI website*, the Period Price Index = 218.0.

The Base Price Date is March 2009. From the PPI website*, the Base Price Index = 229.4.

Index Factor = Period Price Index / Base Price Index = 218.0 / 229.4 = 0.950

Period Price = Base Price X Index Factor = \$0.82/Pound X 0.950 = \$0.78/Pound

Since \$0.82 - \$0.78 = \$0.04 is less than 5% of \$0.82, no price adjustment is required.

If the \$0.04 difference shown above was greater than 5% of the Base Price, then the price adjustment would be 1,000 Pounds X \$0.04/Pound = \$40.00. Since the Period Price of \$0.78/Pound is less than the Base Price of \$0.82/Pound, indicating a drop in the price of steel between the bid and the delivery of material, a credit of \$40.00 would be owed to MassDOT. When the Period Price is higher than the Base Price, the price adjustment is owed to the Contractor.

* To access the PPI website and obtain a Base Price Index or a Period Price Index, go to

<http://data.bls.gov/cgi-bin/srgate>

End of example.

The Contractor will be paid for unfabricated structural steel and unfabricated reinforcing steel under the respective contract pay items for all components constructed of either structural steel or reinforced Portland cement concrete under their respective Contract Pay Items.

Price adjustments, as herein provided for, will be paid separately as follows:

Structural Steel

Pay Item Number 999.449 for positive (+) pay adjustments (payments to the Contractor)

Pay Item Number 999.457 for negative (-) pay adjustments (credits to MassDOT Highway Division)

Reinforcing Steel

Pay Item Number 999.466 for positive (+) pay adjustments (payments to the Contractor)

Pay Item Number 999.467 for negative (-) pay adjustments (credits to MassDOT Highway Division)

No price adjustment will be made for price changes after the Contract Completion Date, unless the MassDOT Highway Division has approved an extension of Contract Time for the Contract.

TABLE

Steel Type	Price per Pound	
1	ASTM A615/A615M Grade 60 (AASHTO M31 Grade 60 or 420) Reinforcing Steel	\$0.57
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.79
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.79
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.82
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.86
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.81
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.86
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.81
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.89
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.82
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.89
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.82
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.93
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$1.00
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.53
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.89
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.82
18	ASTM A276 Type 316 Stainless Steel	\$4.59
19	ASTM A240 Type 316 Stainless Steel	\$4.59
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.58
21	ASTM A53 Grade B Structural Steel Pipe	\$1.00
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$1.00
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.79
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.79
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.84
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.51
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.51
28	ASTM A36/36M, Grade 50	\$0.86
29	ASTM A570, Grade 50	\$0.84
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.86
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$1.00
32	AREA 140 LB Rail and Track Accessories	\$0.52

NOTE: Steel Castings are generally used only on moveable bridges. Cast iron frames, grates and pipe are not "steel" castings and will not be considered for price adjustments.

END OF DOCUMENT

THIS PAGE IS INTENTIONALLY LEFT BLANK

① Addendum No. 1, March 20, 2026

ITEM 953.2**TEMPORARY SUPPORT OF DECK****LUMP SUM**

The work under this Item shall conform to the relevant provisions of Subsections 960 and 961 of the Standard Specifications and the following:

The Contractor shall design, furnish, install, maintain, and remove a temporary support structure(s) to be used in the demolition and construction of the existing and proposed deck slabs along the staged construction line.

- ① Work shall also include the removal, storage and re-installation of the diaphragms in Bay 3 for stage construction. This includes the steel material used to connect the diaphragms to the girders again.

The temporary support shall be designed and constructed to support the transverse deck overhang, and any additional dead load, from the centerline of girders G3 and G4 during staged construction. There shall be no live load permitted on the deck ends past the centerline of these girders towards the end of the deck.

The temporary support at locations shown on the plans shall be fully designed by the Contractor to carry all the applicable AASHTO loads. It shall be designed in accordance with the AASHTO Guide Design Specifications for Bridge Temporary Works, 1995, and all interims published as of the bid opening date.

The Contractor is responsible for determining all structural calculations associated with the temporary support. Maximum design stresses in steel members shall not exceed 125% of the allowable basic stresses specified in the current specifications of the American Institute of Steel Construction. The design shall provide for all anticipated load conditions that may occur during the entire construction period. The minimum factor of safety for each of the design conditions shall be 2.0 per Section 2.2.5.3 of the AASHTO Guide Design Specifications for Bridge Temporary Works.

The Contractor shall note that certain locations are known to have obstacles that are in conflict with the work that is to be performed. Work required to move, remove, replace, work around, or modify any obstacles interfering with the structural steel repair work, such as utilities and diaphragms, shall be included in this item and be performed with no additional compensation, and shall be incidental to the unit price bid for this item.

Structural steel components damaged by the Contractor's operation shall be repaired in conformance with these specifications. The costs of such repairs shall be borne by the Contractor. Structural steel repairs will include repairing deteriorated girders at locations as directed by the Engineer; also, the in-kind replacement of deteriorated bracing and/or utility supports when required by the Engineer.

ITEM 953.2 (Continued)

① Addendum No. 1, March 20, 2026

The Contractor is responsible for Quality Control Inspection and Non-Destructive Weld Testing of all shop welding and field welding of non-fracture-critical members in accordance with the requirements herein specified. These costs shall be considered incidental to the various steel repair pay items.

Submittals:

The temporary support must be designed and stamped by a Professional Engineer registered in the Commonwealth of Massachusetts. Complete detailed drawings and calculations shall be submitted to the Engineer for approval. Detailed drawings shall include all materials, sizes of members, connections, methods and sequence of installation. Written approval must be obtained prior to installation of the temporary support. Furnishing such plans and calculations shall not relieve the Contractor of sole responsibility for safety of the public, personnel, equipment, and structures, as well as successful project completion.

BASIS OF PAYMENT

Item 953.2 will be paid for at the Contract unit price per Lump Sum, which price shall include all labor, materials, equipment, Contractor's design and plans, submittals, and all incidental costs required to complete the work.

Payment of 60% of the lump sum price of this item will be made upon complete installation and removal of demolition and construction of stage 1.

- ① The remaining 40% of the Lump Sum price of this Item will be paid upon complete removal of the temporary support of deck elements and installation of the diaphragms after stage 2 construction, and upon the acceptance of the Engineer.

**GREENFIELD
LOG PLAIN ROAD WEST OVER G&W RAILROAD**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP(BR-OFF)-003S(930)X	31	49
PROJECT FILE NO.		613295	

TEMPORARY JACKING AND SHORING DETAILS

REMOVAL OF EXISTING EXPANSION BEARINGS:

- LIVE LOAD AND DEAD LOAD FROM THE DECK, ROADWAY, SAFETY CURB, AND SIDEWALK SHALL BE REMOVED FROM THE GIRDERS PRIOR TO ANY JACKING. THE CONTRACTOR SHALL SUBMIT A TEMPORARY JACKING AND SHORING PLAN AND PROCEDURE WITH STRUCTURAL DESIGN CALCULATIONS STAMPED BY A STRUCTURAL ENGINEER LICENSED IN THE COMMONWEALTH OF MASSACHUSETTS TO THE ENGINEER FOR APPROVAL.
- JACK GIRDERS AND REMOVE EXISTING EXPANSION BEARING ASSEMBLY BY REMOVING SOLE PLATE TO BOTTOM FLANGE WELD. PULL THE SOLE PLATE AND BRONZE PLATE OUT TOWARDS THE FACE OF THE PIER AND REMOVE. CUP OFF AND/OR DRILL OUT EXISTING ANCHOR BOLT (OR PLUG WELD) AND REMOVE EXISTING MASONRY PLATE.
- REMOVE EXISTING ANCHOR BOLTS BY CORING A 1 1/2" Ø HOLE TO FULL EMBEDMENT DEPTH. JACKING POSTS MAY BE REMOVED IN ORDER TO ACCOMPLISH CORE DRILLING.

SUGGESTED SEQUENCE:

NOTE: GIRDERS 5 AND 6 ARE SHOWN, BUT REMAINING GIRDERS SHALL FOLLOW THE SAME PROCESS.

- REMOVE DIAPHRAGM 5.
- ATTACH TEMPORARY W8X18 (MIN.) LONGITUDINALLY TO TOP FLANGES OF GIRDERS 5 & 6. USE TEMPORARY STEEL BLOCKING AS NECESSARY TO ENSURE THE HEADER BEAM IS LEVEL.
- INSTALL JACK SHORING AND 15 TON LOCK COLLAR JACK (MIN.).
- DETACH GIRDER 5 AND 6 FROM THEIR BEARINGS.
- JACK GIRDERS 5 & 6 TO FREE GIRDER ENDS FROM THE BEARINGS. GIRDERS ARE TO BE JACKED TO MAX LOAD*. JACKING SHALL BE DONE IN 500 LB INCREMENTS TO MAX LOAD*.

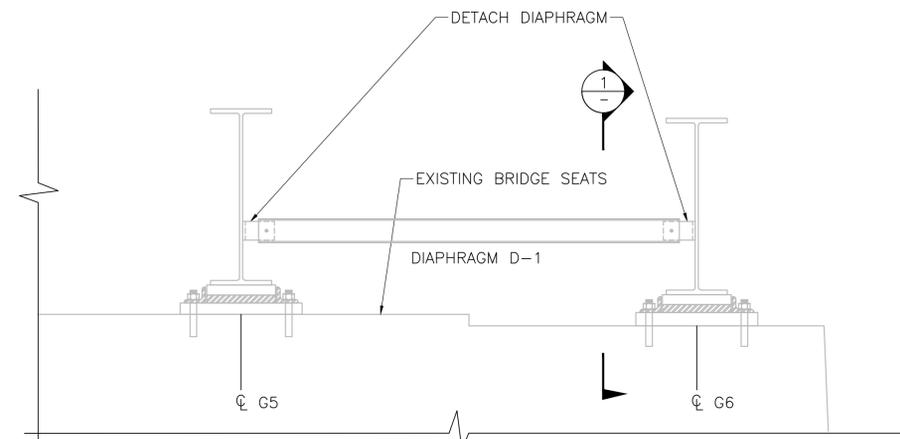
THE GIRDERS 5 AND 6 SHALL BE MEASURED, FROM FIXED POINTS ON THE CONCRETE BRIDGE SEAT TO A FIXED POINT ATTACHED TO THE STEEL GIRDERS. WITH A DEVICE ACCURATE TO 1/32" OR BETTER BEFORE JACKING STARTS. DURING JACKING, AT EACH 500 LB INCREMENT, MEASUREMENTS SHALL BE TAKEN AND DISPLACEMENT CALCULATED. THE TOTAL DISPLACEMENT FOR GIRDERS 5 AND 6 CAN RANGE FROM (0" TO ±1/8") WITH ±1/8" BEING THE MAXIMUM ALLOWABLE IN REFERENCE TO THE GIRDERS ORIGINAL LOCATION. DURING JACKING THE MAXIMUM DIFFERENTIAL DISPLACEMENT BETWEEN GIRDERS 5 AND 6 IS LIMITED TO 1/16". JACKS SHALL BE MECHANICALLY LOCKED ONCE MAX LOAD* IS REACHED TO PREVENT LOSS OF SUPPORT AND UPWARD JACKING FORCE.

*MAX LOAD IN EACH JACK = 24.5 KIPS
*LOAD INCLUDES A 2.5 FACTOR OF SAFETY PER AASHTO TEMPORARY WORKS 2.2.5.3

- FOLLOW THE INSTALLATION PROCEDURE ON SHEET 22 OF THE BRIDGE PLANS.
- RELEASE JACKS, RESET TO ORIGINAL POSITION, REMOVE ALL TEMPORARY JACKING COMPONENTS, INSTALL PROP. DIAPHRAGM W4X13 AND CONNECTION PLATES PER SHEET 21 OF THE BRIDGE PLANS, AND REPEAT FOR THE REMAINING BEARING ASSEMBLIES.
- JACKING FORCES ARE LARGEST FOR GIRDERS 5 AND 6. OTHER GIRDERS SHALL USE SIMILAR LOADING AND PROCEDURES.

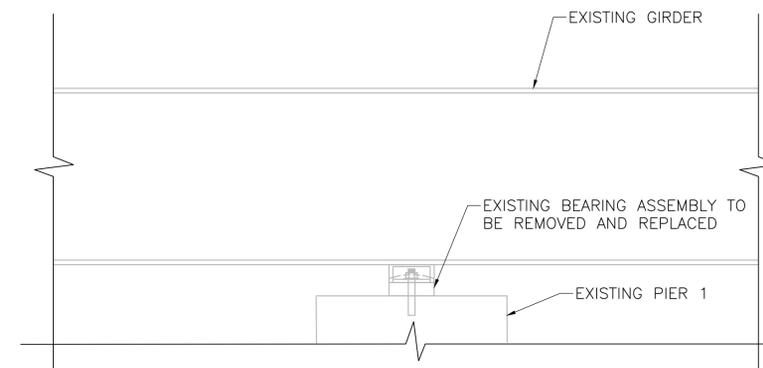
ESTIMATED JACKING FORCES

LOCATION	GIRDER #	MAX. JACKING LOAD
PIER 1	G1	24.5 KIPS (12.25 TONS)
PIER 1	G2	24.5 KIPS (12.25 TONS)
PIER 1	G3	24.5 KIPS (12.25 TONS)
PIER 1	G4	24.5 KIPS (12.25 TONS)
PIER 1	G5	24.5 KIPS (12.25 TONS)
PIER 1	G6	24.5 KIPS (12.25 TONS)



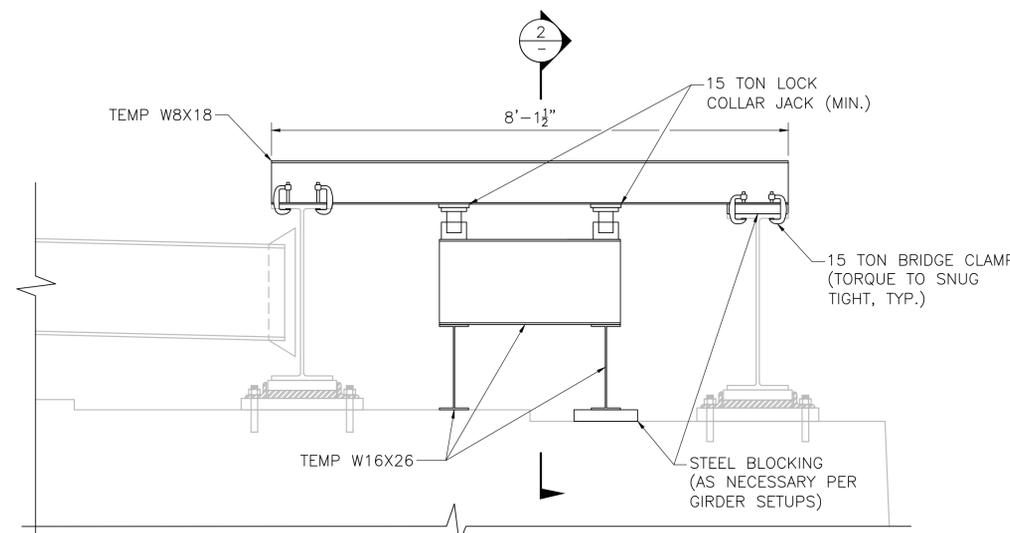
TEMPORARY JACKING ELEVATION - PHASE 1

SCALE: 3/4" = 1'-0"



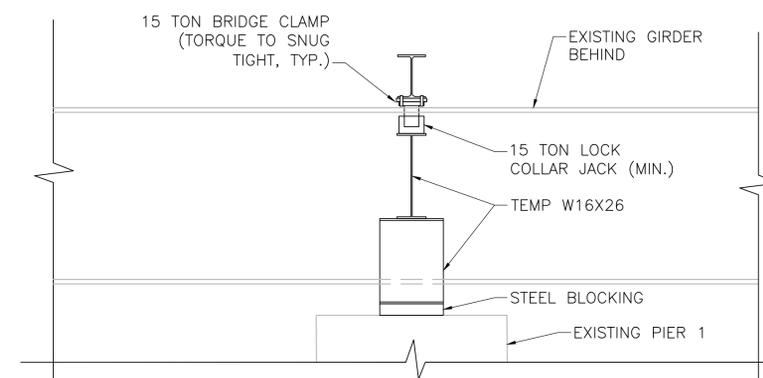
SECTION 1

SCALE: 3/4" = 1'-0"



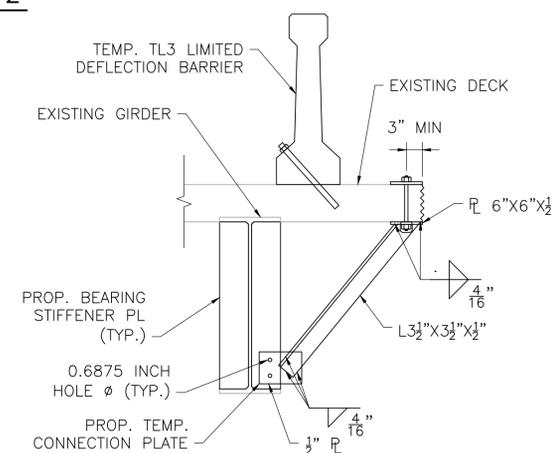
TEMPORARY JACKING ELEVATION - PHASE 2

SCALE: 3/4" = 1'-0"



SECTION 2

SCALE: 3/4" = 1'-0"



TEMPORARY DECK SUPPORT (SUGGESTED DETAIL)

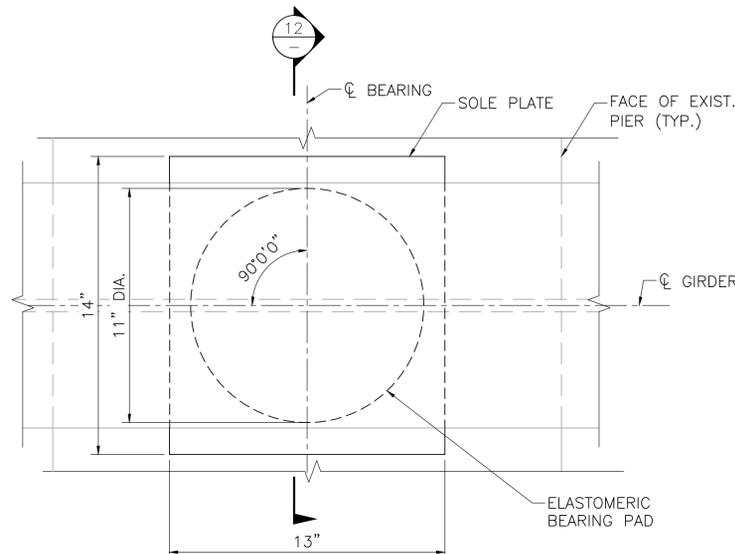
SCALE: 3/4" = 1'-0"

FEBRUARY 28, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	

**GREENFIELD
LOG PLAIN ROAD WEST OVER G&W RAILROAD**

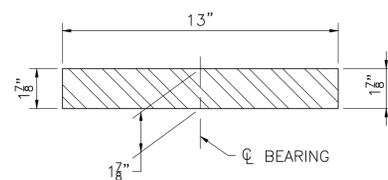
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	STP(BR-OFF)-003S(930)X	41	49
PROJECT FILE NO.		613295	

BEARING DETAILS



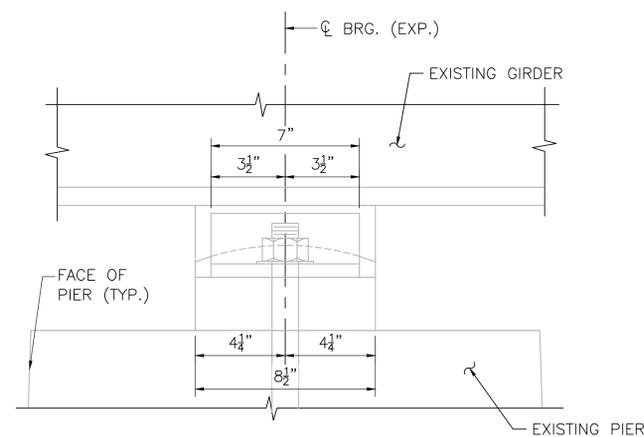
PROPOSED BEARING PLAN

SCALE: 3" = 1'-0"



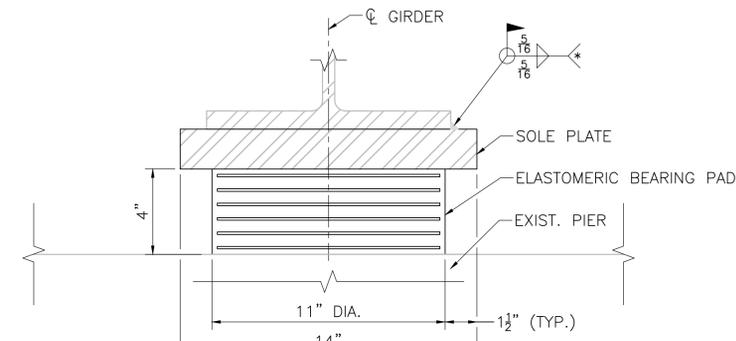
SOLE PLATE DETAIL

SCALE: 3" = 1'-0"



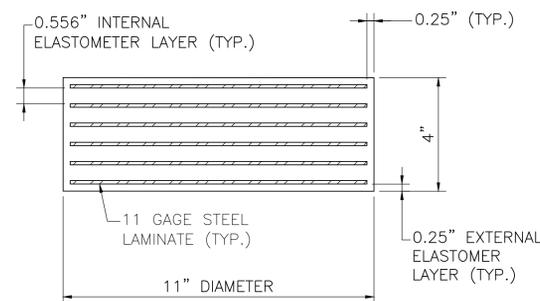
EXISTING EXPANSION BEARING ELEVATION

SCALE: 3" = 1'-0"



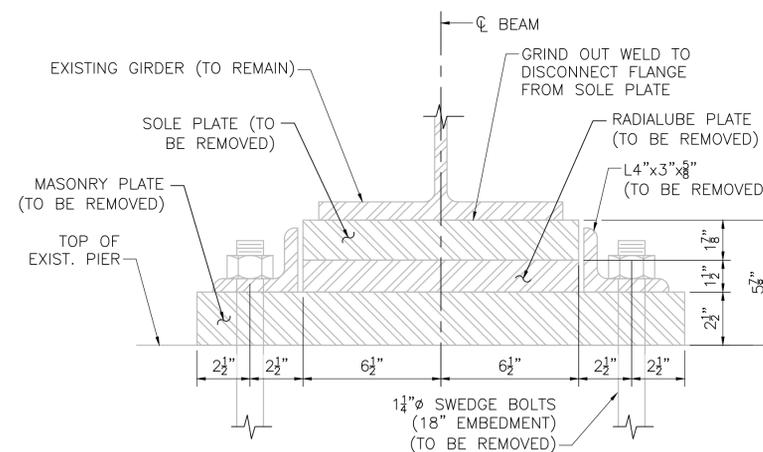
(*) - WELDS SHALL TERMINATE 1/4" FROM EDGE OF PLATE

SECTION 12
SCALE: 3" = 1'-0"



ELASTOMERIC BEARING PAD

SCALE: 4" = 1'-0"



EXISTING EXPANSION BEARING SECTION

SCALE: 3" = 1'-0"

NOTES:

1. THIS BEARING IS DESIGNED USING AASHTO METHOD B.
2. ELASTOMER SHALL HAVE A SHEAR MODULUS OF 0.160 KSI.
3. STEEL LAMINATES SHALL CONFORM TO ASTM A 1011 GRADE 36 OR HIGHER. ALL EDGES OF STEEL LAMINATES SHALL BE GROUND SMOOTH.
4. THE COMPRESSIVE DESIGN LOAD ON THE BEARING PAD IS 130.43 KIPS. THE COMPRESSIVE DESIGN STRESS IS THE RESULT OF DIVIDING THE COMPRESSIVE DESIGN LOAD BY THE AREA OF THE PAD AND IS EQUAL TO 1.372 KSI.
5. THE 25 YEAR CREEP STRAIN SHALL BE LIMITED TO 35%.
6. ELASTOMERIC BEARING PAD SHALL NOT BE VULCANIZED TO THE SOLE PLATE.
7. STEEL SOLE PLATE SHALL CONFORM TO AASHTO M 270 GRADE 36 OR GRADE 50 AND SHALL BE HOT-DIP GALVANIZED OR METALIZED.
8. CENTER THE ELASTOMERIC PAD UNDER THE SOLE PLATE DURING BEAM ERECTION.
9. BEAMS SHALL BE ERECTED WHEN THE AMBIENT TEMPERATURE IS BETWEEN 30 °F AND 90 °F. IF BEAMS ARE ERECTED AT OTHER AMBIENT TEMPERATURES, THEY WILL HAVE TO BE JACKED AND THE ELASTOMERIC BEARINGS RE-CENTERED WHEN THE TEMPERATURE RETURNS TO THAT RANGE.

INSTALLATION OF PROPOSED EXPANSION BEARINGS:

1. LIVE LOAD SHALL BE REMOVED FROM THE ROADWAY ABOVE THE REPAIR LOCATION UNTIL JACKING IS COMPLETED AND HYDRAULIC JACKS ARE LOCKED.
2. UNINSTALL THE EXISTING BEARING ASSEMBLY AND REMOVE. CORE THE EXISTING ANCHOR BOLTS PER NOTE 3 ON SHEET 12. GRIND THE BEARING SEAT FOR THE PROPOSED BEARINGS TO ENSURE LEVEL BEARING.
3. EXPOSED FAYING SURFACE OF EXISTING SOLE PLATE AND BEAM BOTTOM FLANGE TO BE CLEANED AFTER REMOVAL OF EXISTING BEARING AND PRIOR TO INSTALLATION OF NEW BEVELED SOLE PLATE.
4. BEARING PADS SHALL BE SET WHEN THE AMBIENT TEMPERATURE IS BETWEEN 50° AND 77°F. IF THE BEARINGS ARE SET AT OTHER AMBIENT TEMPERATURES, THEY WILL HAVE TO BE RE-JACKED AND THE SOLE PLATE ASSEMBLY AND ELASTOMERIC BEARINGS RE-CENTERED WHEN THE TEMPERATURE RETURNS TO THAT RANGE.
5. PLACE THE SOLE PLATE ASSEMBLY SO THAT IT IS CENTERED AROUND THE CENTERLINE OF BEARING. CENTER THE ELASTOMERIC PAD UNDER THE SOLE PLATE.
6. AFTER THE SOLE PLATE ASSEMBLY IS IN ITS FINAL POSITION, WELD IT TO THE BEAM BOTTOM FLANGE.
7. TEMPERATURE OF THE STEEL ADJACENT TO THE ELASTOMER DURING FIELD WELDING SHALL BE KEPT BELOW 250°F.
8. SLOWLY RELEASE JACKS AND REMOVE TEMPORARY SHORING.
9. CONTRACTOR SHALL FIELD VERIFY EXISTING BEARING HEIGHTS PRIOR TO FABRICATION OF PROPOSED BEARINGS. FIELD VERIFIED BEARING HEIGHTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW, BEARING AND SOLE PLATE DIMENSIONS MAY BE ALTERED BASED ON FIELD CONDITIONS.

FEBRUARY 28, 2026	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY:	STATE BRIDGE ENGINEER
USE ONLY PRINTS OF LATEST DATE	