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January 29, 2025

Co3212 – Woodstock BF 0166(12)

ADDENDUM #1

Bidders:

Changes have been made to the documents located on the Bid Opportunity website as noted below:

REVISED: Project Special Provisions Page 1, and Plan Sheet 4.

ADDED: None.

DELETED: None.

VTrans Mission and Vision

Through excellent customer service, provide for the safe and efficient movement of people and goods.
A safe, reliable, and multimodal transportation system that grows the economy, is affordable to use and operate, and serves vulnerable populations.



SPECIAL PROVISIONS

1. NOTICE TO BIDDERS – CONTRACT COMPLETION DATE. This Contract shall be completed on or before October 24th, 2025.
2. NOTICE TO BIDDERS – PROHIBITION OF RUSSIAN GOODS. The Contractor is hereby notified that, pursuant to Vermont Executive Order No. 02-22, dated March 3rd, 2022, the purchase of Russian-sourced goods and goods produced by Russian entities (defined as institutions or companies that are headquartered in Russia or have their principal place of business in Russia) is prohibited. The awarded Contractor must fill out and sign the Executive Order 02-22 Vendor Certification as part of Contract awarding process.
3. NOTICE TO BIDDERS – INCENTIVE/DISINCENTIVE (I/D). In accordance with Subsection 108.10 and as described below, there shall be an Incentive/Disincentive period on this Contract.

- (a) Dates and Meetings. The allowable I/D work period shall start at 7:00 a.m. and end 45 days later by 5:59 p.m. This 45 day work period is herein defined as the I/D period. The begin construction date for the I/D period shall be determined by the Contractor. However, in no case shall the I/D period begin before 7:00 a.m. on June 16th, 2025, and it shall end no later than 5:59 p.m. on August 29, 2025.

During the I/D period, the Contractor will be allowed to work on the project for 7 days per week, including holiday periods. Night work will not be allowed during the I/D period.

- (b) Identified Work. All work identified below shall be completed before the end of the I/D period:

- (1) Bridge open to two-way traffic
- (2) All items of work paid for under the Category “1211 – Bridge No. 1” **except for items 509.1500, 514.1000, 516.1000, and 524.1100.**
- (3) All permanent guardrail installed and wearing course of pavement placed

No daily lane closures will be allowed until 14 calendar days prior to the start of the I/D period, except to progress work for EPSC and traffic control.

During the 14 calendar days prior to and following the I/D period the Contractor will be allowed to maintain a minimum of one-lane (11 foot lane and two 2 foot shoulders) alternating traffic during daytime hours in order to perform preparatory work. No night work will be allowed during this window, and two-lane, two-way traffic must be maintained on the existing alignment during nighttime hours.

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2024, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS 9TH EDITION, DATED 2020, AND ITS LATEST REVISIONS.
2. FULL ACCESS TO ALL DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.1100 "TRAFFIC CONTROL, ALL-INCLUSIVE".
3. THE CONTRACTOR SHALL VERIFY ALL EXISTING DIMENSIONS SHOWN IN PLANS PRIOR TO STARTING WORK. ANY CONFLICTS BETWEEN FIELD MEASUREMENTS AND THESE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER.
4. ITEM 529.2000, "PARTIAL REMOVAL OF STRUCTURE" WILL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETELY REMOVE THE EXISTING DECK DOWN TO THE TOP FLANGE OF THE EXISTING BEAMS. THIS WORK SHALL INCLUDE BUT NOT BE LIMITED TO: THE BRIDGE RAILING, CURBS, PAVEMENT, CURTAIN WALLS, APPROACH SLABS, AND WINGWALLS TO THE ELEVATION OF THE BRIDGE SEAT.
5. THE EXISTING DRY HYDRANT LOCATED BY WINGWALL 1 AT STATION 100+86, OFFSET 22 FEET LEFT FROM THE MAINLINE SHALL BE REMOVED BY THE CONTRACTOR. THE HYDRANT HEAD (CAP) AND STRAINER SHALL BE RETAINED AND BECOME PROPERTY OF THE TOWN OF WOODSTOCK. PAYMENT FOR ANY REQUIRED EXCAVATION OUTSIDE OF THE LIMITS OF STRUCTURE EXCAVATION AND UNCLASSIFIED CHANNEL EXCAVATION SHALL BE PAID AS COMMON EXCAVATION. PAYMENT FOR THE REMOVAL AND DISPOSAL OF THE DRY HYDRANT SHALL BE INCIDENTAL TO THE RESPECTIVE EXCAVATION ITEMS.

TRAFFIC CONTROL

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND IMPLEMENTATION OF A SITE-SPECIFIC TRAFFIC CONTROL PLAN FOR ALL STAGES OF CONSTRUCTION. THE PLAN SHALL CLEARLY DETAIL HOW TRAFFIC WILL BE MAINTAINED. THE PLAN SHALL SPECIFY ALL CONSTRUCTION ACTIVITIES REQUIRING ALTERNATING ONE-WAY TRAFFIC, RELATE THOSE ACTIVITIES TO THE CONSTRUCTION SCHEDULE, AND SHOW APPROPRIATE TEMPORARY TRAFFIC CONTROL. ALL COSTS WILL BE INCLUDED IN ITEM 641.1100 "TRAFFIC CONTROL, ALL-INCLUSIVE".
7. FAS 0166 (TH-1/POMFRET RD) IN PROXIMITY OF THE PROJECT WILL BE CLOSED DURING CONSTRUCTION AND TRAFFIC WILL BE MAINTAINED ON AN OFF-SITE DETOUR. THE TOWN OF WOODSTOCK WILL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE TEMPORARY DETOUR.

STRUCTURAL STEEL

8. THE EXISTING STRUCTURAL STEEL IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE REGULATIONS WHEN HANDLING AND WORKING WITH THIS STEEL, AND WHEN HANDLING ANY PAINT REMOVED INTENTIONALLY OR NOT. ANY REMOVED STRUCTURAL STEEL OR PAINT IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, IT'S OFFICERS AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE REMOVED STRUCTURAL STEEL OR PAINT.
9. THE LOCATIONS OF THE SHEAR CONNECTORS AND CLIP ANGLES SHALL BE MARKED OUT BEFORE SURFACE PREPARATION BEGINS. THE CONTACT AREAS SHALL BE CLEANED TO AN EXTENT APPROXIMATELY 1 INCH BEYOND THE BORDER OF EACH OF THE CONNECTED PART IN ACCORDANCE UNDER ITEM 511.1002 "REMOVAL, CONTAINMENT, AND DISPOSAL OF LEAD PAINT, TYPE II". THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LEAD ABATEMENT PERMITS. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 511.1002 "REMOVAL, CONTAINMENT, AND DISPOSAL OF LEAD PAINT, TYPE II".
10. AREAS ON THE WEB OF THE BEAMS THAT HAVE BEEN CLEANED SHALL BE FIELD-PRIMED BY THE CONTRACTOR. AFTER ERECTION OF THE NEW STEEL, THE CONTRACTOR SHALL APPLY A MID AND TOP COAT TO THE PRIMED AREAS, IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS. THIS PRIMER, MID, AND TOP COAT SHALL BE THE SAME PRODUCT AS WAS APPLIED TO THE SHOP PAINTED STEEL. PAYMENT FOR THIS WORK WILL BE INCLUDED UNDER ITEM 506.6000 "STRUCTURAL STEEL (PAINTED)". THE CONTRACTOR MAY PERFORM THIS WORK WITHOUT HOLDING SSPC-QP1 AND SSPC-QP2 CERTIFICATIONS.
11. FAYING SURFACES OF BOLTED CONNECTIONS ARE NOT REQUIRED TO MEET AASHTO SLIP COEFFICIENT VALUES.

12. ALL NEW STRUCTURAL STEEL SHALL CONFORM TO AASHTO M 270 GRADE 50, UNLESS OTHERWISE NOTED, AND BE PAID FOR UNDER ITEM 506.6000, "STRUCTURAL STEEL (PAINTED)". ALL NEW STRUCTURAL STEEL SHALL BE SHOP PAINTED IN ACCORDANCE WITH SUBSECTION 506.22(e) AND BE GREEN AS SPECIFIED IN TABLE 708.03A. CLIP ANGLES AND FAYING SURFACES OF DIAPHRAGMS SHALL BE SHOP PRIMED ONLY.

12A. IT IS ACCEPTABLE FOR ALL NEW STRUCTURAL STEEL TO BE GALVANIZED IN ACCORDANCE WITH SUBSECTION 506.22(b) IN LIEU OF PAINTING. IF THE CONTRACTOR ELECTS TO USE GALVANIZED STRUCTURAL STEEL, THEN THE EXISTING PAINT ON THE WEB FAYING SURFACES NEED NOT BE REMOVED AND THE FAYING SURFACES (AND 1" BEYOND) SHALL INSTEAD BE PREPARED BY SOLVENT CLEANING IN ACCORDANCE WITH SSPC-SP1. ALL COSTS FOR GALVANIZING STEEL IN LIEU OF PAINTED STEEL WILL BE PAID FOR UNDER ITEM 506.6000 "STRUCTURAL STEEL (PAINTED)".

13. FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE SPACED AS REQUIRED BY DESIGN, BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 4 FEET. THE DESIGN OF FALSEWORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL EXTEND AT LEAST 75% OF WEB DEPTH.
14. THE USE OF 7/8" X 6" SHEAR STUDS MAY BE REQUIRED ON LIMITED PORTIONS OF THE INTERIOR BEAMS. THE EXTENT AND QUANTITY OF THESE SHEAR STUDS WILL DEPEND ON THE RESIDUAL CAMBER OF THE BEAMS AFTER THE EXISTING DECK IS REMOVED. ALL COSTS FOR SHORTER SHEAR STUDS SHALL BE INCLUDED IN ITEM 508.1500 "SHEAR CONNECTORS".

REINFORCED CONCRETE

15. THE BRIDGE DECK SHALL BE CAST WITH AN INITIAL THICKNESS OF 9 3/4" INCHES. AFTER THE DECK HAS BEEN CURED AND APPROACH PAVING IS COMPLETE, THE BRIDGE DECK SURFACE SHALL BE GROUND A NOMINAL 3/4" FOR A RESULTING DECK THICKNESS OF 9 INCHES. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 509.1500 "CONCRETE BRIDGE DECK SURFACE PREPARATION".
16. THE BRIDGE DECK SCREED AND SCREED RAILS SHALL BE MOUNTED DIRECTLY ABOVE THE EXTERIOR BEAM. THE TOTAL WEIGHT FROM THE SCREED AND WORK PLATFORM(S) COMBINED SHALL BE A MAXIMUM OF 1.3 KIPS ON EACH SIDE OF THE BRIDGE.
17. THE CONCRETE FOR THE DECK AND CURTAIN WALLS SHALL MEET THE REQUIREMENTS OF ITEM 541.2900 CONCRETE, CLASS LW AND PAID FOR UNDER THIS ITEM.
18. THE CONCRETE FOR THE WINGWALLS AND APPROACH SLABS SHALL MEET THE REQUIREMENTS OF ITEM 501.3800 PERFORMANCE-BASED CONCRETE, CLASS PCS AND PAID FOR UNDER THIS ITEM.
19. THE DECK IS TO BE Poured IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A TRANSVERSE CONSTRUCTION JOINT SHALL BE USED BETWEEN ADJACENT POURS. A MINIMUM 96 HOUR DELAY BETWEEN ADJACENT POURS SHALL BE OBSERVED.
20. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
21. ALL REINFORCING STEEL IN THE DECK, CURTAIN WALLS, AND WINGWALLS SHALL MEET THE REQUIREMENTS FOR LEVEL II CORROSION RESISTANCE, AND ARE MARKED WITH A ".2" IN THEIR SUFFIX
22. ALL REINFORCING STEEL IN THE APPROACH SLABS SHALL MEET THE REQUIREMENTS FOR LEVEL I (EPOXY COATED) CORROSION RESISTANCE.
23. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:

i. ALONG BACK FACES OF WALLS AGAINST EARTH:	2 INCHES
ii. ALONG TOP SURFACE OF DECK SLAB (AFTER GRINDING):	3 INCHES
iii. ALONG BOTTOM SURFACE OF DECK SLAB:	1.5 INCHES
iv. ELSEWHERE UNLESS OTHERWISE INDICATED:	3 INCHES
24. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:

SPACING:	+/- 1 INCH
CLEARANCE:	+/- 1/4 INCH
25. WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL CUT CONCRETE AND ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES.
26. A BRIDGE PLAQUE, FURNISHED BY THE AGENCY, SHALL BE CAST INTO WINGWALL NO. 2, SEE S-501 FOR DETAILS.
27. PAYMENT FOR THE 1/2 INCH EXPANSION MATERIAL BETWEEN THE FASCIA AND WINGWALLS WILL BE INCIDENTAL TO THE ADJACENT CONCRETE ITEM.

28. PAYMENT FOR "WATERPROOFING MEMBRANE SYSTEM, TYPE III" AT THE JOINT BETWEEN THE EXISTING ABUTMENT AND NEW CURTAIN WALL WILL BE INCIDENTAL TO THE ADJACENT CONCRETE ITEM. WATERPROOFING MEMBRANE SYSTEM, TYPE III SHALL MEET THE REQUIREMENTS OF SUBSECTION 726.08(c).

ENVIRONMENTAL

29. THE CONTRACTOR SHALL PROVIDE A SITE-SPECIFIC EROSION PREVENTION AND SEDIMENT CONTROL PLAN IN ACCORDANCE WITH SECTION 653 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION. ESTIMATED QUANTITIES FOR EPSC WORK HAVE BEEN INCLUDED IN THE CONTRACT FOR BIDDING PURPOSES. IF THE CONTRACTOR'S EPSC PLAN REQUIRES ITEMS OF WORK THAT ARE NOT INCLUDED IN THE PLANS, IT SHALL BE PAID FOR AS PART OF ITEM 653.0300. "MAINTENANCE OF EPSC PLAN (N.A.B.I.)".
30. THE AREAS OF DISTURBANCE ARE SHOWN ON THE ENVIRONMENTAL IMPACT PLANS, WHICH ARE REFERENCED IN THE SPECIAL PROVISIONS, NOTICE TO BIDDERS - OTHER SPECIFICATIONS AND CONTRACT REQUIREMENTS.

ADDENDUM	REVISION	DATE	DESCRIPTION	BY
1	I	01-29-2025	REVISED STEEL COATING REQUIREMENTS	AAL

PROJECT NAME:	WOODSTOCK
PROJECT NUMBER:	BF 0166(12)
FILE NAME: s12j672notes.dgn	PLOT DATE: 28-JAN-2025
PROJECT LEADER: A. GOUDREAU	DRAWN BY: A. LEMIEUX
DESIGNED BY: A. LEMIEUX	CHECKED BY: K. LIHIC
PROJECT NOTES	SHEET 4 OF 27