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May 20, 2026

CO3275 – Northfield BF 0241(58)

ADDENDUM #3

Bidders:

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

REVISED:

Plan Sheet 5.

ADDED:

DELETED:

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.



GENERAL

- 1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION 2024, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, DATED 2020.
2. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
3. THE REMOVAL OF EXISTING STRUCTURE WILL BE PAID FOR UNDER ITEM 529.2000, "PARTIAL REMOVAL OF STRUCTURE." THIS WORK SHALL INCLUDE THE REMOVAL OF:
A. APPROACH SLABS
B. APPROACH RAILING AND BRIDGE RAILING
C. BRIDGE SIDEWALKS
D. DECK AND SUPERSTRUCTURE
E. PORTIONS OF THE ORIGINAL (CIRCA 1926) AND WIDENED (CIRCA 1958) EXISTING ABUTMENTS, WINGWALLS, AND RETAINING WALLS AS SHOWN IN THE PLANS
F. PORTIONS OF THE EXISTING WINGWALLS AND RETAINING WALLS WITHIN THE LIMITS OF THE PROPOSED SUBSTRUCTURES AND SOLDIER PILE RETAINING WALLS
G. PIERS AND PIER FOOTINGS IN THEIR ENTIRETY
4. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, INCLUDING MONITORING WELLS, FROM DAMAGE DURING ALL STAGES OF CONSTRUCTION PER SUBSECTION 107.12 OF THE STANDARD SPECIFICATIONS.
5. THE PROJECT INVOLVES EXCAVATION WHERE GROUNDWATER MONITORING WELLS HAVE BEEN PREVIOUSLY INSTALLED. THE CONTRACTOR'S ENVIRONMENTAL PROFESSIONAL SHALL COORDINATE CLOSURE OF THE MONITORING WELLS WITH VTRANS AND DEC. UNLESS OTHERWISE SPECIFIED BY THE ENGINEER, WELL CLOSURE SHALL BE IN ACCORDANCE WITH THE LATEST VERMONT WATER SUPPLY RULE. WELLS LOCATED WHERE CONTAMINANTS ARE PRESENT SHALL BE COMPLETELY FILLED WITH SUITABLE GROUT MATERIAL TO PREVENT MIGRATION OF FLUIDS IN THE BORE HOLE. REFER TO BORING LOCATIONS PLAN SHEET FOR LOCATIONS OF H-101MW & B-104MW TO BE REMOVED. ALL WORK, MATERIAL, ENVIRONMENTAL WORK, AND COORDINATION REQUIRED TO CLOSE THE MONITORING WELLS WILL BE INCLUDED IN THE PAYMENT OF ITEM 230.0030, "PROJECT OPERATIONS PLAN".
6. PORTIONS OF THE EXISTING WINGWALLS AND RETAINING WALLS MAY CAUSE AN OBSTRUCTION TO PRE-DRILLING THE PROPOSED PILES. IF THE CONTRACTOR ELECTS TO EXCAVATE TO PERFORM PARTIAL REMOVAL OF THE EXISTING WINGWALLS AND RETAINING WALLS WITHIN THE LIMITS OF THE PROPOSED SUBSTRUCTURES AND SOLDIER PILE RETAINING WALLS PRIOR TO PRE-DRILLING, THE HORIZONTAL LIMITS WILL BE 1'-6" OUTSIDE THE PROPOSED SUBSTRUCTURE LIMITS AND EXCAVATION SHALL BE PAID UNDER ITEM 204.2500, "STRUCTURE EXCAVATION". (SPECIAL SPECIFICATION SUBSECTIONS 225-000.05 CONSTRUCTION REQUIREMENTS, (B) PILES, AND (C) EXCAVATION INDICATES THAT TOP DOWN EXCAVATION OF THE SOLDIER PILE WALLS ARE REQUIRED UNLESS OTHERWISE NOTED IN THE PLANS. FOR THIS PROJECT, TOP DOWN EXCAVATION OF THE SOLDIER PILE WALLS IS NOT REQUIRED. DISPOSAL OF ANY CONTAMINATED SOIL OR MANAGEMENT OF CONTAMINATED GROUNDWATER SHALL BE PAID UNDER ITEM 230.0010 AND ITEM 230.0060 RESPECTIVELY.
7. THE EXISTING SIGN AT THE SOUTHEAST CORNER OF THE N/F WESCO REALTY, LLC. PROPERTY SHALL BE REMOVED 21 DAYS PRIOR TO THE BRIDGE CLOSURE PERIOD AND ERECTED WITHIN 21 DAYS OF THE BRIDGE CLOSURE PERIOD CONCLUDING. THE PROPOSED SIGN FOUNDATION SHALL NOT INTERFERE WITH PROPOSED WINGWALL 3 AND THE DESIGN OF THE SIGN FOUNDATION SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN AN APPROPRIATE DISCIPLINE IN THE STATE OF VERMONT. THE PROPOSED LOCATION OF THE SIGN SHALL BE APPROVED BY THE ENGINEER. A TEMPORARY STANDALONE SIGN TO ADVERTISE FUEL PRICES SHALL BE INSTALLED FOR THE DURATION THAT A PERMANENT SIGN IS NOT IN PLACE, SEE NOTICE TO BIDDERS. THE TEMPORARY SIGN SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. PAYMENT FOR THE TEMPORARY AND PERMANENT SIGNS SHALL BE INCLUDED UNDER ITEM 675.6000002, "REMOVE AND RESET PRIVATE SIGN ASSEMBLY, LIGHTED".
8. THE EXISTING WHITE PICKET FENCE SHALL BE REMOVED AND REPLACED IN KIND. THE PROPOSED FENCE SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. THE EXPENSE OF REMOVAL OF THE EXISTING FENCE AND CONSTRUCTION OF THE PROPOSED FENCE, AND ALL INCIDENTAL WORK PERTAINING THERETO, WILL NOT BE PAID DIRECTLY BUT WILL BE INCIDENTAL TO ALL OTHER CONTRACT ITEMS.
9. EXISTING CONCRETE ROADWAY SLABS BELOW THE EXISTING PAVEMENT WILL BE REMOVED BETWEEN THE LIMITS OF STA 221+75.00 AND STA 225+25.00. THE SIZE AND EXTENTS OF THE CONCRETE SLABS WILL BE VERIFIED IN THE FIELD BY THE CONTRACTOR AND ENGINEER. CONCRETE SLABS ARE APPROXIMATELY 24' WIDE AND 7" THICK. THE COST TO REMOVE EXISTING CONCRETE SLABS SHALL BE PAID UNDER ITEM 203.1600, "SOLID ROCK EXCAVATION".
10. THE REMOVAL OF TREES LODGED AGAINST THE PIERS AND FLOOD DEBRIS WILL BE CONSIDERED INCIDENTAL TO ITEM 201.1000.

TRAFFIC CONTROL

- 11. TRAFFIC MANAGEMENT WILL BE ACCOMPLISHED USING AN OFF-SITE LOCAL DETOUR ON WATER STREET AND WALL STREET, AND A TRUCK DETOUR ON VT-64/1-89/US-2 DURING A 12 WEEK BRIDGE CLOSURE PERIOD. A BICYCLE/PEDESTRIAN DETOUR VIA LOCAL ROADS WILL BE SIGNED AS SHOWN. REFER TO 'TRAFFIC CONTROL NOTES' SHEET FOR ADDITIONAL INFORMATION PERTAINING TO TRAFFIC CONTROL.
12. THE SIDEWALK AND CURB ADJACENT TO THE WESCO FUEL PUMP ISLAND WILL BE REMOVED TO MAINTAIN ACCESS TO THE FUEL PUMPS DURING THE BRIDGE CLOSURE PERIOD. PAYMENT TO BE INCLUDED IN ITEM 203.1500, "COMMON EXCAVATION".
13. THE COST TO MAINTAIN ACCESS TO EACH PROPERTY WILL BE INCLUDED IN THE PAYMENT OF ITEM 641.1100, "TRAFFIC CONTROL, ALL-INCLUSIVE".

Table with 5 columns: ADDENDUM, REVISION, PLOT DATE, DESCRIPTION, BY. Row 1: A, 1, 20-MAY-2026, NOTES REVISED, S. BROWN

EPSC

- 14. FOR THE WET CROSSING, ALL CONSTRUCTION EQUIPMENT SHALL BE CLEAN AND WELL MAINTAINED, FREE OF DEBRIS, SEDIMENT, VEGETATION, FUEL, HYDRAULIC AND GEAR OIL LEAKS.

EARTHWORK AND RELATED ITEMS

- 15. THE CONTRACTOR SHALL REVIEW AND ABIDE BY THE REQUIREMENTS LISTED IN THE SOIL MANAGEMENT PLAN THROUGHOUT ALL CONSTRUCTION ACTIVITIES OF THE PROJECT.
16. AN OPEN CUT METHOD OF EXCAVATION IS NOT PERMISSIBLE FOR THE CONSTRUCTION OF WINGWALL 2 OR WINGWALL 3.
17. THE "E-STONE FILL, TYPE IV" AND "STONE FILL TYPE IV" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW STEEL GIRDERS ARE SET.
18. PAYMENT FOR THE CAUSEWAY BETWEEN ABUTMENT 1 AND THE EXISTING PIERS, INCLUDING TEMPORARY STONE FILL AND THE WET ROAD, SHALL BE MADE UNDER ITEM 240.0200, "TEMPORARY CAUSEWAY".
19. PAYMENT FOR TEMPORARILY SUPPORTING EXISTING AND PROPOSED UNDERGROUND UTILITIES DURING EXCAVATIONS WITHIN THE PROJECT, INCLUDING SHORING, SHALL BE CONSIDERED INCIDENTAL TO ITEM 204.2000, "TRENCH EXCAVATION OF EARTH".

STRUCTURAL STEEL

- 20. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
21. WHERE GALVANIZED FASTENERS ARE IDENTIFIED, THE BOLTS, NUTS, AND WASHERS FURNISHED SHALL MEET THE REQUIREMENTS OF ASTM F2329.
22. END OF GIRDERS ARE TO BE VERTICAL IN THEIR FINAL POSITION.
23. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER, FOR USE IN DETERMINING THE HEIGHT OF DECK PANEL BEDDING STRIPS. AFTER THE DECK PANELS HAVE BEEN SET AND BEFORE THE HAUNCH POUR IS PLACED, THE CONTRACTOR SHALL RE-PROFILE THE TOP FLANGES OF THE GIRDER AS DIRECTED BY THE ENGINEER, FOR USE IN DETERMINING SCREED RAIL ELEVATIONS AND CHAIR HEIGHTS FOR REINFORCING STEEL.
24. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE SPACED AS REQUIRED BY DESIGN BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 4 FEET. THE DESIGN OF FALSE WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL EXTEND AT LEAST 75% OF THE DEPTH OF THE WEB.

PAVEMENT

- 25. AT BEGIN AND END BRIDGE, PRIOR TO GRINDING, THE 9 3/4" DECK WILL BE 2 1/2" HIGHER THAN THE TYPE III'S INTERMEDIATE COURSE. INSTALL A TEMPORARY TAPER OR WEDGE OF BITUMINOUS CONCRETE PAVEMENT MEETING THE REQUIREMENTS OF SUBSECTION 406.09 (A) PRIOR TO ALLOWING TRAFFIC ON THE BRIDGE. TAPER AND/OR WEDGE SHALL BE REMOVED WHEN DECK GRINDING OCCURS.

CONCRETE

- 26. THE APPROACH SLABS AND PORTIONS OF THE ABUTMENT BELOW THE BRIDGE SEAT ELEVATION SHALL BE PERFORMANCE-BASED CONCRETE, CLASS PCS AND SHALL BE PAID UNDER ITEM 501.3800, "PERFORMANCE-BASED CONCRETE, CLASS PCS". DECK CONCRETE (INCLUDING THE ABUTMENT CONCRETE ABOVE BRIDGE SEAT OR CAP ELEVATION), THE SIDEWALKS, AND MOMENT SLABS SHALL BE PERFORMANCE-BASED CONCRETE, CLASS PCD AND SHALL BE PAID UNDER ITEM 501.3700, "PERFORMANCE-BASED CONCRETE, CLASS PCD".
27. THE DECK SHALL BE CAST TO AN INITIAL THICKNESS OF 9 3/4". AFTER THE DECK HAS CURED, THE TYPE IVS WEARING SURFACE HAS BEEN PLACED, AND BRIDGE RAIL AND SIDEWALK ARE INSTALLED THE ENTIRE BRIDGE DECK SURFACE AND PORTIONS OF THE BRIDGE APPROACHES SHALL BE GROUND FOR A RESULTING DECK THICKNESS OF 9 INCHES. PAYMENT WILL BE MADE UNDER ITEM 509.1500, "CONCRETE BRIDGE DECK SURFACE PREPARATION".
28. THE DECK SHALL BE POURED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. THE CONTRACTOR MAY ELECT TO INCLUDE THE PLACEMENT OF THE UPPER PORTIONS OF THE ABUTMENTS, ABOVE THE CONSTRUCTION JOINTS, MONOLITHICALLY WITH THE DECK POUR. HOWEVER, CONCRETE MUST REMAIN PLASTIC DURING PLACEMENT. THE ENDS OF THE DECK AND UPPER PORTIONS OF THE ABUTMENTS MAY BE SEPARATED FROM THE DECK POUR USING OPTIONAL CONSTRUCTION JOINTS, AS SHOWN ON THE BRIDGE DECK PLAN SHEET. THE MINIMUM TIME DELAY BETWEEN ADJACENT POURS SHALL INCLUDED IN THE CONTRACTOR'S CONCRETE PLACEMENT PLAN, AND SHALL BE AT LEAST 72 HOURS OR OF SUFFICIENT TIME FOR THE CONCRETE TO REACH 80% OF ITS DESIGN STRENGTH AS INDICATED BY THE CONCRETE TESTING. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THE PLACEMENT IN ONE POUR, A TRANSVERSE CONSTRUCTION JOINT SHALL BE USED BETWEEN ADJACENT POURS.

- 29. WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDES OF THE DECK BETWEEN DRIP NOTCHES.

CONCRETE (CONTINUED)

- 30. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
31. THE BRIDGE NUMBER PLAQUE SHALL BE CONSTRUCTED PER STANDARD T-42 AND PLACED IN WINGWALL 2 AS DIRECTED BY THE ENGINEER.
REINFORCING STEEL
32. ALL REINFORCING STEEL IN THE APPROACH SLABS SHALL MEET THE REQUIREMENTS FOR LEVEL I EPOXY COATED, ITEM 507.1100, "REINFORCING STEEL, LEVEL I". ALL OTHER REINFORCING SHALL BE LEVEL II, IN ACCORDANCE WITH SECTION 507 OF THE STANDARD SPECIFICATIONS AND PAID FOR UNDER ITEM 507.1200, "REINFORCING STEEL, LEVEL II" UNLESS OTHERWISE NOTED.
33. REINFORCING STEEL ENTIRELY IN THE BRIDGE RAILING WILL BE INCLUDED IN THE PAYMENT OF ITEM 525.5200, "BRIDGE RAILING, TEXAS RAIL WITH WINDOWS".
34. REINFORCING STEEL EXTENDING FROM THE BRIDGE DECK INTO THE BRIDGE RAILING WILL BE INCLUDED IN THE PAYMENT OF ITEM 507.1200, "REINFORCING STEEL, LEVEL II" AND SCHEDULED HEREIN.
35. FABRICATION DRAWINGS FOR THE BRIDGE RAILING AND APPROACH RAILING, SECTION 525.03, SHALL INCLUDE THE DETAILING OF THE CONCRETE FORMS FOR THE BRIDGE RAILING, APPROACH RAILING, AND INCLUDE REINFORCING STEEL BENDING SCHEDULE IN ACCORDANCE WITH SECTION 105.06 AND SECTION 506.

PILES - INTEGRAL ABUTMENTS AND WINGWALLS

- 36. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS AND THE PROPOSED PILE SUMMARY TABLE. THE ACTUAL IN PLACE LENGTHS MAY VARY.
37. THE INTERIOR OF THE PRE-BORED HOLES SHALL BE THOROUGHLY CLEANED OF SOIL AND DEBRIS PRIOR TO THE LOWERING OF THE PILE. A WEIGHTED TAPE SHALL BE USED TO INSPECT THE BOTTOM OF THE HOLE FOR CLEANLINESS.
PILES - INTEGRAL ABUTMENTS
38. PILES SHALL BE PRE-DRILLED PER THE REQUIREMENTS OF ITEM 546.1000, "PRE-EXCAVATION OF ABUTMENT PILES, EARTH" AND ITEM 546.2000, "PRE-EXCAVATION OF ABUTMENT PILES, ROCK" TO THE DEPTHS SHOWN ON THE PLANS.
39. FOLLOWING THE PLACEMENT OF THE PILE, FILL THE ANNULUS BETWEEN THE PILE AND THE ROCK SOCKET WITH ITEM 541.2800, "CONCRETE, CLASS SCC" (SCC) BY GRAVITY FROM THE LOWEST POINT OF THE SOCKET USING THE TREMIE METHOD. SCC PLACEMENT SHALL CONTINUE UNTIL UNCONTAMINATED CONCRETE SURPASSES THE LIMITS OF THE ROCK SOCKET, BUT DOES NOT EXTEND PAST THE LIMITS OF SCC SHOWN ON THE ABUTMENT PILE DETAIL SHEET. THE TEMPORARY CASING SHALL BE EXTRACTED WHILE PLACING THE SCC SUCH THAT THE BOTTOM OF THE TEMPORARY CASING IS AT THE TOP OF THE CONCRETED SOCKET.
40. AFTER THE SCC HAS CURED, BACKFILL THE REMAINDER OF THE ANNULUS WITH SAND BORROW AND CUSHION SAND AT ABUTMENT PILE LOCATIONS WHILE SIMULTANEOUSLY REMOVING THE TEMPORARY CASING. SAND BORROW AND CUSHION SHALL MEET THE REQUIREMENTS OF SUBSECTION 703.03 OF THE STANDARD SPECS.

PILES - WINGWALLS

- 41. THE COMPRESSION RESISTANCE FACTOR FOR THE PROPOSED ROCK SOCKETS IS 0.50 FOR THE STRENGTH LIMIT STATE LOAD COMBINATION.
42. THE SCC PLACEMENT SHALL CONTINUE UNTIL THE BOTTOM OF THE CONCRETE WALL PANELS AS SHOWN ON THE WINGWALL PILE DETAIL SHEET. THE TEMPORARY CASING SHOULD BE EXTRACTED WHILE PLACING THE SCC SUCH THAT THE BOTTOM OF THE TEMPORARY CASING IS AT THE TOP OF THE CONCRETED SOCKET.
43. AFTER THE SCC HAS CURED, BACKFILL THE REMAINDER OF THE ANNULUS WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) AT PILE LOCATIONS WHILE SIMULTANEOUSLY REMOVING THE TEMPORARY CASING.
44. THE COMPRESSION RESISTANCE FACTOR FOR THE PROPOSED ROCK SOCKETS IS 0.50 FOR THE STRENGTH LIMIT STATE LOAD COMBINATION.

SOLDIER PILE RETAINING WALLS

- 45. WINGWALLS 2 & 3 SHALL BE SOLDIER PILE WALLS. UNLESS OTHERWISE NOTED, PAYMENT FOR SOLDIER PILE WALL COMPONENTS SHALL BE PAID UNDER ITEM 225.0300006, "CONCRETE FACING FOR SOLDIER PILE AND LAGGING WALL".
46. AN ASHLAR STONE ARCHITECTURAL CONCRETE FACING PATTERN SHALL BE USED ON WINGWALLS 2 & 3. THE ASHLAR PATTERN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTING.
47. DRILLING FOR PRE-BORED HOLES FOR SOLDIER PILE WALLS SHALL BE PAID UNDER ITEM 225.0300003, "DRILLED HOLE IN EARTH FOR SOLDIER PILE AND LAGGING WALL" AND ITEM 225.0300004, "DRILLED HOLE IN ROCK FOR SOLDIER PILE AND LAGGING WALL".
48. PILES FOR SOLDIER PILE WALLS SHALL BE PAID UNDER ITEM 225.0300002, "SOLDIER PILES FOR SOLDIER PILE AND LAGGING WALL".
49. TIMBER LAGGING FOR SOLDIER PILE WALLS SHALL BE PAID UNDER ITEM 225.0300005, "TIMBER LAGGING FOR SOLDIER PILE AND LAGGING WALL".

Table with 2 columns: PROJECT NAME, PROJECT NUMBER, FILE NAME, PROJECT LEADER, DESIGNED BY, GENERAL NOTES SHEET, PLOT DATE, DRAWN BY, CHECKED BY, SHEET OF. Values include NORTHFIELD, BF 0241(58), z19j223notes.dgn, K. SMITH, S. BROWN, 5/20/2026, C. JAMISON, K. SMITH, 5 OF 108

