Town of Upton, MA
Proposed Bridge Replacement
Grove Street over Center Brook
Bridge No. U-01-004 (CRH) Bridge Replacement and
Bridge No. U-01-004 (CRJ) Pedestrian Bridge
Addendum No. 2

To be considered as part of the contract drawings and specifications for the Proposed Bridge Replacement – Grove Street over Center Brook – Bridge U-01-004 (CRH) and Proposed Pedestrian Bridge – Bridge U-01-004 (CRH). Bidders are advised that this Addendum must be acknowledged in the appropriate space provided on the Form for General Bid.

CLARIFICATIONS

Not applicable.

SPECIFICATIONS

SECTION 02000 - SPECIAL PROVISIONS

1. Page 02000-119 (Page 498 of the PDF), under subheading “Qualified Bridge Manufacturer”, DELETE paragraphs 2 and 3.

2. Page 02000-120 (Page 499 of the PDF), under subheading “BRIDGE SYSTEM TYPE”, DELETE the first paragraph and replace with the following paragraph:

   “The truss shall be a Pratt configuration. The vertical trusses shall be designed such that the top and bottom chord members are parallel for the entire length of bridge. The interior vertical of the trusses shall be perpendicular to the top face of the bottom chord and the end verticals of the trusses shall be plumb. Trusses shall be laid out such that diagonals shall be at an angle of 30-degrees or more with respect to the bottom chord. The vertical truss shall use a single-diagonal, Pratt configuration, where all the diagonals are in tension for gravity loads.”

3. Page 02000-129 (Page 508 of the PDF), under subheading “QUALITY CONTROL”, DELETE the first paragraph and replace with the following paragraph:

   “AISC Certification: The bridge shall be fabricated in a shop owned by the Bridge Manufacturer. This facility shall have up to date quality certification by AISC as Certified Bridge Fabricator – Intermediate or Advanced with Fracture Critical Endorsement (FCE) and Complex Coating Endorsement – Enclosed (CCE-1) or Covered (CCE-2).

DRAWINGS

SHEET S-16

1. DELETE sheet and replace with Sheet S-16, attached at the end of this Addendum. Revised bridge plan to provide clarification on bridge width, revised the elevation to remove member callouts, and added the location of lighting.

Sheet S-17

1. DELETE sheet and replace with Sheet S-17, attached at the end of this Addendum. Revised Pedestrian Bridge cross-section to show pickets on the inside of the truss, to remove member callouts, and added the location of lighting.

QUESTIONS

Q1. On Sheet S-15 on the 8" water line you call out Foamglass with SS Jacket. There is nothing I can find for a specification for what the SS Jacket is. Can you please tell me where I can find the specification for exactly what you're looking for.

A1. The specification for the water line insulation and jacket is found in the 2026 MassDOT Standard Specification for Highway and Bridges, as indicated in Section 02000.

Q2. Within the contract documents, Division 2, Section 02000 Technical Special Provisions, ITEM 995.02 Bridge Structure, Pedestrian Bridge, the QUALITY CONTROL subheading states (p. 129) that "AISC Certification: The bridge shall be fabricated in a shop owned by the Bridge Manufacturer. This facility shall have up to date quality certification by AISC as Certified Bridge Fabricator Advanced (Major) with Fracture Critical Endorsement…"

According to the AISC website, AISC no longer includes the (MAJOR) designation with certifications. Categories are currently defined as Simple (SBR), Intermediate (IBR), and Advanced (ABR).

Advanced and Intermediate are defined as:

a. **Certified Bridge Fabricator - Intermediate (IBR)** is a typical bridge that does not require extraordinary measures. Typical examples might include: (1) a rolled beam bridge with field or shop splices, either straight or with a radius over 500 ft; (2) a built-up I-shaped plate girder bridge with constant web depth (except for dapped ends), with or without splices, either straight or with a radius over 500 ft; (3) a built-up I-shaped plate girder with variable web depth (e.g., haunched), either straight or with a radius over 1000 ft; (4) *a truss with a length of 200 ft or less that is entirely or substantially pre-assembled at the certified location.*

b. **Certified Bridge Fabricator - Advanced (ABR)** are those requiring an additional standard of care in fabrication and erection, particularly with regard to geometric tolerances. Examples include tub or trapezoidal box girders, closed box girders, large or non-preassembled trusses, arches, bascule bridges, cable-support bridges, moveable bridges, and bridges with particularly tight curve radius.

The requirement that bridges of the type designed for the Pedestrian Structure (35' span x 6' Parallel Pratt Truss) on the above referenced project be supplied by a facility that is Certified AISC Advanced has, in our experience, eliminated many bridge manufacturers that are well experienced and qualified to supply this type of bridge. Fewer qualified suppliers has reduced competitive bids and consequently increased the cost to the end user.

Will the owner accept AISC INTERMEDIATE with Fracture Critical Endorsement from bridge fabricators for the Pedestrian bridge on this project?

A2. AISC Intermediate with Fracture Critical Endorsement will be accepted in addition to AISC Advanced with Fracture Critical Endorsement.

Q3. The same Special Provision (995.02 Bridge Structure, Pedestrian Bridge) mentions in multiple locations that the manufacturer is responsible for the design of the superstructure within parameters set out within the Special Provision (bridge style, loading, steel finish, etc.). The plan drawings specify member sizes and placements that are typically left to bridge superstructure designer to submit with calculations.

Will the owner allow the superstructure designer to alter the design information on the plan as needed while following the design parameters set forth in the special provision? (i.e. member size, etc.)

A3. The pedestrian bridge designer is allowed to use alternate member sizes, as needed, then what is shown on the plans while adhering to the design parameters indicated on the plans and special provisions. Any proposed alterations will be reviewed during the shop drawing review process. Sheet S-16 and Sheet S-17 have been revised to remove the member sizes.

Q4. In the same Special Provision (995.02 Bridge Structure, Pedestrian Bridge), the ATTACHMENTS subheading states “Safety rail system shall be placed on the inside of the structure…”. The plan drawings, Sheet S-17 – Pedestrian Bridge Cross Section, indicate the safety pickets are on the exterior.

Please clarify.

A4. The safety rail pickets shall be placed on the inside of the structure, as depicted in the special provisions. Sheet S-17 has been revised to reflect this and has been attached as part of this Addendum.

Q5. Regarding the temporary supports for the gas main and the conduit duct bank during construction, you’re asking Contractors to price something that (1) can’t be investigated in the field or discussed with Eversource & Verizon prior to the bid date, (2) have yet to be designed or stamped by a Professional Engineer, and (3) have yet to be approved by Eversource or Verizon.

We respectively request that allowances be provided for Bid Items 992.33 & 992.34.

A5. Bid Items 992.33 and 992.34 are to be lump sum, as indicated in the special provisions.

Q6. The Scope of Work and Specification 995.02 state that bridge lighting is to be installed on the pedestrian bridge. However, there are no electrical drawings or specifications describing the type and location of the lighting being requested.

Please clarify if bridge lighting is actually required. If so, we request that the bid due date be extended at least two weeks beyond your answer date. This will provide time to solicit prices from electrical subcontractors.

A6. Bridge lighting is required. Sheets S-16 and S-17 have been revised to show location of lighting on the pedestrian bridge. The electrical drawings will be provided in an upcoming Addendum.

Q7. The drawings and specifications indicate that HMA is required for driveways and a sidewalk to the pedestrian bridge. However, the Bid Form does not provide items or estimated quantities for that work.

Can you please provide the HMA work items on the Bid Form. Also, can you please show on the site plans the extent/limits of the HMA sidewalk for the pedestrian bridge.

A7. The Bid Form provides the following item and estimated quantity for the HMA driveway and sidewalk for the pedestrian bridge; they are included under Item 702. – HOT MIX ASPHALT SIDEWALK OR DRIVEWAY, as seen on Sheet 6 of 8 of the Bid Form (Page 00410-8 or PDF Page 65 of the specifications). The extents/limits of the HMA driveway and sidewalk are shown on the CONSTRUCTION PLAN on Sheet C-03 of the contract plans.

Q8. Please confirm that all cast-in-place concrete for the pedestal walls & footings, retaining walls and wingwalls, etc. shall be 4,000 psi, 1.5”, 565 cement concrete per specification Section 995.01.

A8. All cast-in-place concrete for the pedestal walls & footings, retaining walls and wingwalls shall be 4,000 psi, 1.5” 565 cement concrete per specification Section 995.01 and the General Notes on Sheet S-02 of the contract plans.

Q9. The bridge plan on sheet S-19 references a 6’-0” clear width. However, the section detail on sheet S-17 shows the 6’-0” dimension as being measured between face of top chords, which will result in a clear width of less than 6’-0” between the handrails. Please clarify.

A9. The 6’-0” dimension shall be between the top chords, as indicated on Sheet S-17. The bridge plan on Sheet S-16 has been revised for clarification.

Q10. Note #1 on sheet S-17 indicates that the pedestrian bridge is to be designed by the bridge manufacturer, however the plans also provide member sizes and bay spacings. Do either of those design aspects need to be held, or does the bridge manufacturer have the flexibility to make adjustments?

A10. The pedestrian bridge designer is allowed to use alternate member sizes, as needed, then what is shown on the plans while adhering to the design parameters indicated on the plans and special provisions. Any proposed alterations will be reviewed during the shop drawing review process. Sheets S-16 and S-17 have been revised to remove the member size callouts.

Q11. The “basis of payment” section of the specification includes a table with a sub item #820 with a description of “pedestrian bridge lighting”. However, that item # does not appear to be provided in the special provisions, and there is no other mention of lighting on the bridge. Please confirm that it is required, and if it is then please describe the method for lighting the bridge, including quantity, locations, and mounting concept/configuration.

A11. Bridge lighting is required. Sheets S-16 and S-17 have been revised to show location of lighting on the pedestrian bridge. The electrical work is covered under special provision 100.5 – ELECTRICAL WORK. The electrical drawings will be provided in an upcoming Addendum.

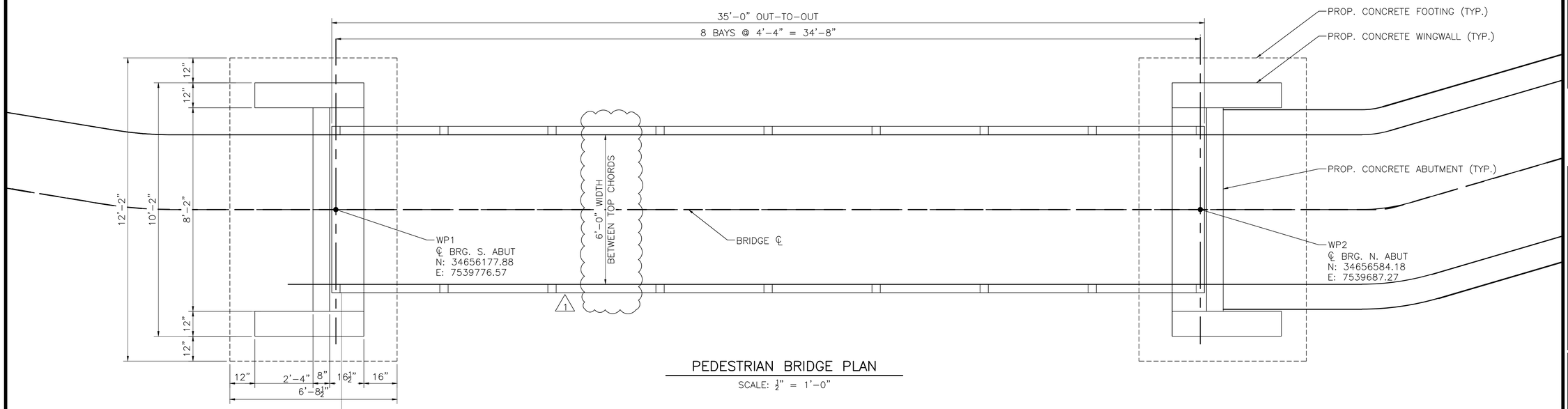
ATTACHMENTS

1. Sheets S-16 – PEDESTRIAN BRIDGE PLAN & ELEVATION and S-17 – PEDESTRIAN BRIDGE DETAILS

END OF ADDENDUM NO. 2

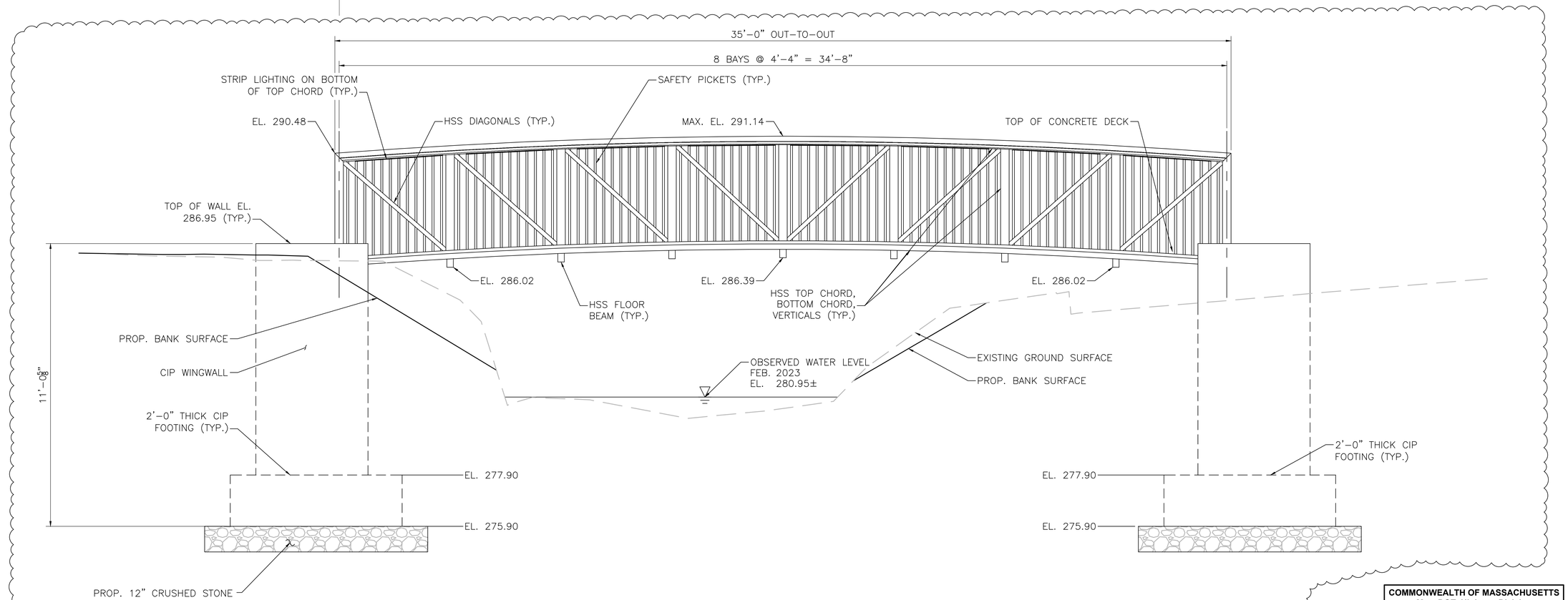
Attachment 1

Sheets S-16 – PEDESTRIAN BRIDGE PLAN & ELEVATION and S-17 – PEDESTRIAN BRIDGE DETAILS



PEDESTRIAN BRIDGE PLAN

SCALE: ½" = 1'-0"



PEDESTRIAN UPSTREAM BRIDGE ELEVATION

SCALE: ½" = 1'-0"

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COMMONWEALTH OF MASSACHUSETTS
MassDOT, Highway Division
CONCEPTUAL DESIGN IS ACCEPTABLE TO MASSDOT FOR CONTRACTING

DISTRICT 3 BRIDGE ENGINEER _____ DATE _____

BRIDGE SHEET 16 OF 18. BRIDGE NO. U-01-004 (*)

Project:
GROVE STREET BRIDGE
UPTON, MA 01568

Weston & Sampson
Weston & Sampson Engineers, Inc.
100 Foxborough Boulevard, Suite 250
Foxborough, MA 02035
978.532.1900 800.SAMPSON
www.westonandsampson.com

Consultants:

Revisions:

No.	Date	Description
1	6/9/26	ADDENDUM 2

COA:

Seal:

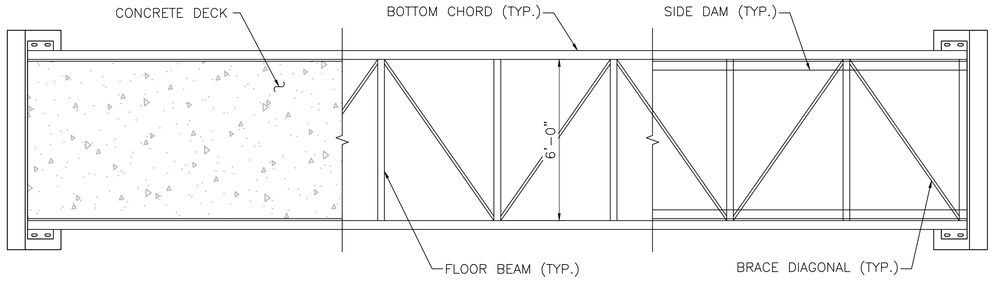
Issued For:
BID DOCUMENTS

Scale: AS NOTED

Date: MAY 27, 2026
Drawn By: BMG/SAP
Reviewed By: BM/RPM
Approved By: SRB
W&S Project No.: ENG22-1175
W&S File No.:

Drawing Title:
PEDESTRIAN BRIDGE PLAN & ELEVATION

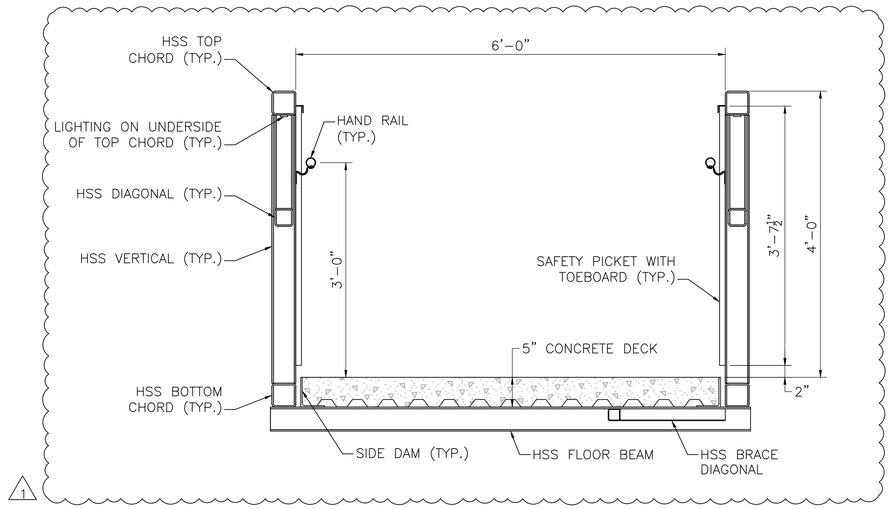
Sheet Number:
S-16



DECK BRACING FRAMING

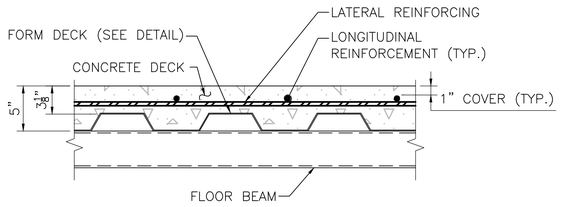
PEDESTRIAN BRIDGE SUPERSTRUCTURE PLAN

SCALE: $\frac{3}{8}$" = 1'-0"



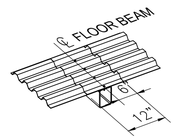
PEDESTRIAN BRIDGE CROSS-SECTION

SCALE: 1" = 1'-0"



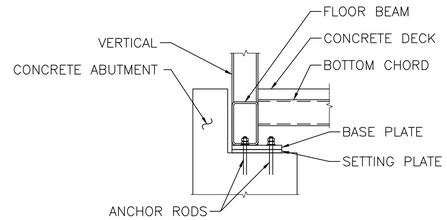
DECK REINFORCEMENT DETAIL

SCALE: 1½" = 1'-0"



FORM DECK DETAIL

NOT TO SCALE

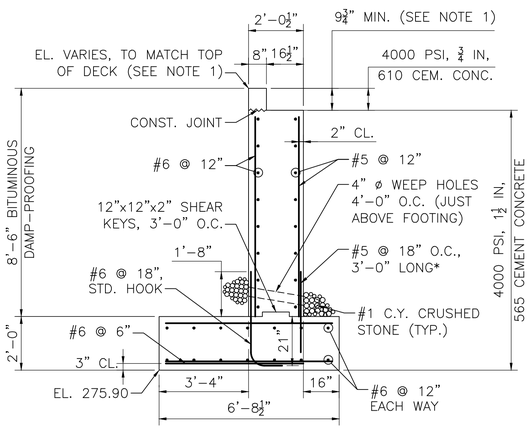


BEARING DETAIL

SCALE: 3" = 1'-0"

NOTES:

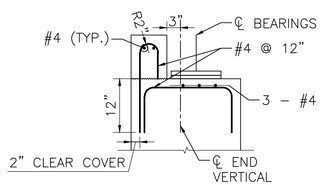
1. PEDESTRIAN BRIDGE STEEL TRUSS IS TO BE DESIGNED BY BRIDGE MANUFACTURER, INCLUDING MEMBER SIZES AND BEARING DETAILS. DESIGN LOADING AND DESIGN REQUIREMENTS ARE PROVIDED IN THE CONTRACT SPECIFICATIONS. THE DESIGN COMPUTATIONS AND SHOP DRAWINGS SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN THE COMMONWEALTH OF MASSACHUSETTS AND SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
2. FORM DECK TO BE PROVIDED AND INSTALLED BY BRIDGE MANUFACTURER.
3. THE DESIGN OF THE PEDESTRIAN BRIDGE ABUTMENT WALLS AND FOOTINGS ARE BASED ON THE MEMBER SIZES AND BRIDGE GEOMETRY SHOWN ON SHEET S-16. ANY DEVIATIONS FROM THE BASIS OF THIS DESIGN MADE BY THE BRIDGE MANUFACTURER AND THEIR DESIGN ENGINEER SHALL BE CONVEYED TO THE ENGINEER IMMEDIATELY TO DETERMINE WHETHER ADJUSTMENTS TO THE ABUTMENTS ARE REQUIRED.
4. STEEL FINISH SHALL BE A 2-COAT PAINT SYSTEM. COLOR OPTIONS AND MOCKUP SHALL BE PROVIDED PRIOR TO FABRICATION. PAINT FINISH TO BE SELECTED BY THE OWNER.
5. FOOTING DESIGN BASED ON A FACTORED BEARING PRESSURE OF 1.66 KSF PER AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS STRENGTH I LOAD COMBINATION. THE ACTUAL FACTORED BEARING PRESSURE SHALL BE DETERMINED BY THE CONTRACTOR AND MEET THE REQUIREMENTS AS SPECIFIED IN THE GEOTECHNICAL REPORT.
6. THE FACTORED BEARING RESISTANCE = 5.25 KSF. FACTORED BEARING RESISTANCE IS THE PRODUCT OF THE NOMINAL BEARING RESISTANCE AND A RESISTANCE FACTOR OF 0.45.



* ONE-HALF OF THE BAR LENGTH SHALL BE EMBEDDED INTO THE FOOTING.

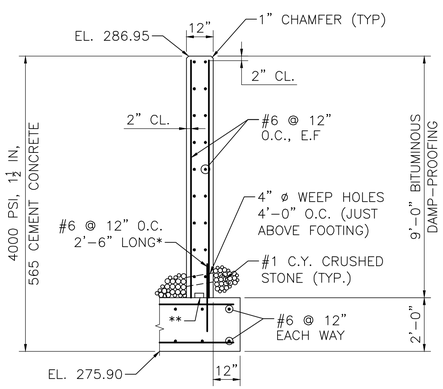
ABUTMENT SECTION

SCALE: $\frac{3}{8}$" = 1'-0"



BACKWALL DETAIL

SCALE: ¾" = 1'-0"



* ONE-HALF OF THE BAR LENGTH SHALL BE EMBEDDED INTO THE FOOTING.

** CONSTRUCTION JOINT WITH 4"x2" KEY.

WINGWALL SECTION

SCALE: $\frac{3}{8}$" = 1'-0"

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CRH
CRJ

COMMONWEALTH OF MASSACHUSETTS
MassDOT, Highway Division
CONCEPTUAL DESIGN IS ACCEPTABLE TO MASSDOT FOR CONTRACTING

DISTRICT 3 BRIDGE ENGINEER _____ DATE _____

Project:
GROVE STREET BRIDGE
UPTON, MA 01568

Weston & Sampson
Weston & Sampson Engineers, Inc.
100 Foxborough Boulevard, Suite 250
Foxborough, MA 02035
978.532.1900 800.SAMPSON
www.westonandsampson.com

Consultants:

Revisions:

No.	Date	Description
1	6/9/26	ADDENDUM 2

COA:

Seal:

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BID DOCUMENTS

Scale: AS NOTED

Date: MAY 27, 2026
Drawn By: BMG/SAP
Reviewed By: BM/RPM
Approved By: SRB

W&S Project No.: ENG22-1175
W&S File No.:

Drawing Title:
PEDESTRIAN BRIDGE DETAILS

Sheet Number:
S-17