



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



June 26, 2026

Proposal No. 608634-134590

ADDENDUM NO. 1

To Prospective Bidders and Others on:

DEERFIELD
Federal Aid Project No. BFL(BR-OFF)-0032(052)X
Bridge Replacement, D-06-001,
Upper Road Over Deerfield River

PROPOSAL TO BE OPENED AND READ: **TUESDAY, JUNE 30, 2026 at 2:00 P.M.**

Transmitting revisions to the Contract Documents as follows:

QUESTIONS AND RESPONSES

6 pages

DOCUMENT 00010

Revised page 2

DOCUMENT 00104

Revised page 3

DOCUMENT 00813

Deleted document in its' entirety and inserted new document – 4 pages

DOCUMENT A00803

Inserted new document – 4 pages

PLAN SHEET REVISIONS

Revised Plan Sheets 47, 49, 50, 51, 52, 61 & 63 of 92.

Take note of the above, substitute the revised pages and Plan Sheets for the originals, delete the document indicated and insert the new documents in the 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

jb
cc C. Cameron, Project Manager

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DEERFIELD
Federal Aid Project No. BFL(BR-OFF)-0032(052)X
Bridge Replacement, D-06-001,
Upper Road Over Deerfield River

Questions and Responses

Addendum No.1, June 26, 2026

S&R Corporation, E-mail dated June 22, 2026 @ 9:56 AM

Question 1)

The proposed Pier 1 shows 24 H-piles driven to a tip elevation of 61.5, each pile with a length in excess of 85 feet. All 24 piles are shown to be installed in Stage 1, and it appears that approximately half of these piles are shown to be installed under the remaining portion of the existing bridge deck (Bridge Drawings, Sheet 13 of 41 Sheets). If this is the intent, then the piles to be installed with limited overhead room may not be able to be installed in accordance with the Standard Specifications for Subsection 940: Driven Piles, in regards to pile lengths, use of fixed leads on a crane, etc.

Can Pier 1 be installed and built with construction joints in the footing and stem for the phased construction approach, like what is shown for construction joints in the south abutment?

Response 1

See revised Plan Sheets 47 of 92 (11 of 41), 49 of 92 (13 of 41), 50 of 92 (14 of 41), 52 of 92 (16 of 41), 61 of 92 (25 of 41), and 63 of 92 (27 of 41) issued via this addendum.

J.F. White Contracting Company, E-mail dated June 22, 2026 @ 2:06 PM

Question 2)

Sheet 46/53 shows the bottom of south abutment footing elevation of 162.00. Drawing 51 shows south abutment El 158.00. Please confirm the elevation of the south abutment.

Response 2

See revised Plan Sheet 51 of 92 (15 of 41) issued via this addendum.

Question 3)

There is a detail for the Eversource manhole in the specifications but nothing on the Verizon or Comcast manholes and handholes. Please provide details.

Response 3

See attached Document A00803 issued via this addendum. The Contractor shall verify all utility structure specifications with Verizon and Comcast and coordinate a review and approval prior to procurement and installation.

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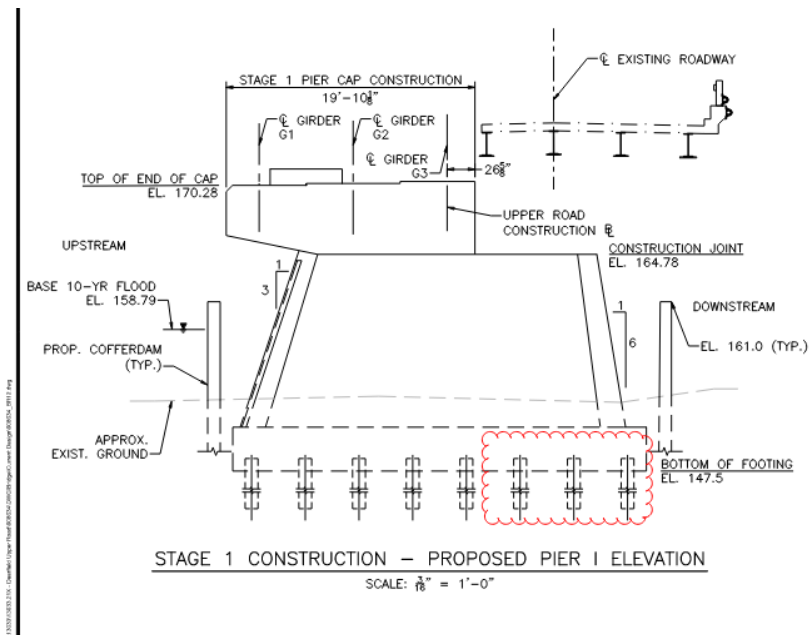
Questions and Responses

Addendum No.1, June 26, 2026

New England Infrastructure, Inc., E-mail dated June 22, 2026 @ 4:06 PM

Question 4)

Item No. 944.124 – Steel Pile Splices, HP12x84 identifies a quantity of 46 pile splices. Based on the contract drawings and the limited headroom conditions at several locations, there appear to be three rows of piles that will require a substantially greater number of splices than indicated. Please refer to the sketch below for reference. Kindly confirm the criteria/restrictions on splicing.

**Response 4**

See revised Plan Sheets 47 of 92 (11 of 41), 49 of 92 (13 of 41), 50 of 92 (14 of 41), 52 of 92 (16 of 41), 61 of 92 (25 of 41), and 63 of 92 (27 of 41) issued via this addendum.

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Questions and Responses

Addendum No.1, June 26, 2026

New England Infrastructure, Inc., Email (Continued)

Question 5)

The contract drawings appear to indicate traffic detours for portions of the work. However, the specifications state that the bridge and Upper Road shall remain open to traffic throughout construction, with one lane of traffic maintained using staged construction and temporary traffic signals.

Please confirm whether the Contractor is permitted to detour traffic at any point during construction. If detours are permitted, please identify the specific phases or scopes of work for which a detour will be allowed, along with any associated restrictions or approval requirements.

Response 5

The detour on Sheet 29 is to be implemented for activities requiring use of a crane and for delivery and installation of beams. As stated on Note 6 of this sheet, this detour is to be implemented for less than one day. The detour on Sheet 30 is to be implemented, per Note 6 of this sheet, for only the closure of Lower Road in Stage 2 for regrading of the east side of the intersection of Upper Road at Lower Road. Please also note that when the detour route is no longer in effect (thus, by the end of the work day for Sheet 29's detour) all of the detour signs shall be covered or removed per the general temporary traffic control notes.

Question 6)

For pile locations requiring multiple splices due to headroom limitations, please confirm the required pile driving criteria, including any restrictions on driving spliced piles, maximum allowable hammer energy, splice inspection requirements, and any special procedures necessary to achieve the specified pile capacity.

Response 6

See revised sheets 47 of 92 (11 of 41), 49 of 92 (13 of 41), 50 of 92 (14 of 41), 52 of 92 (16 of 41), 61 of 92 (25 of 41), and 63 of 92 (27 of 41) issued via this addendum.

The Middlesex Corporation, E-mail dated June 23, 2026 @ 3:11 PM

Question 7)

Please confirm that Builders Risk is not required on this project.

Response 7

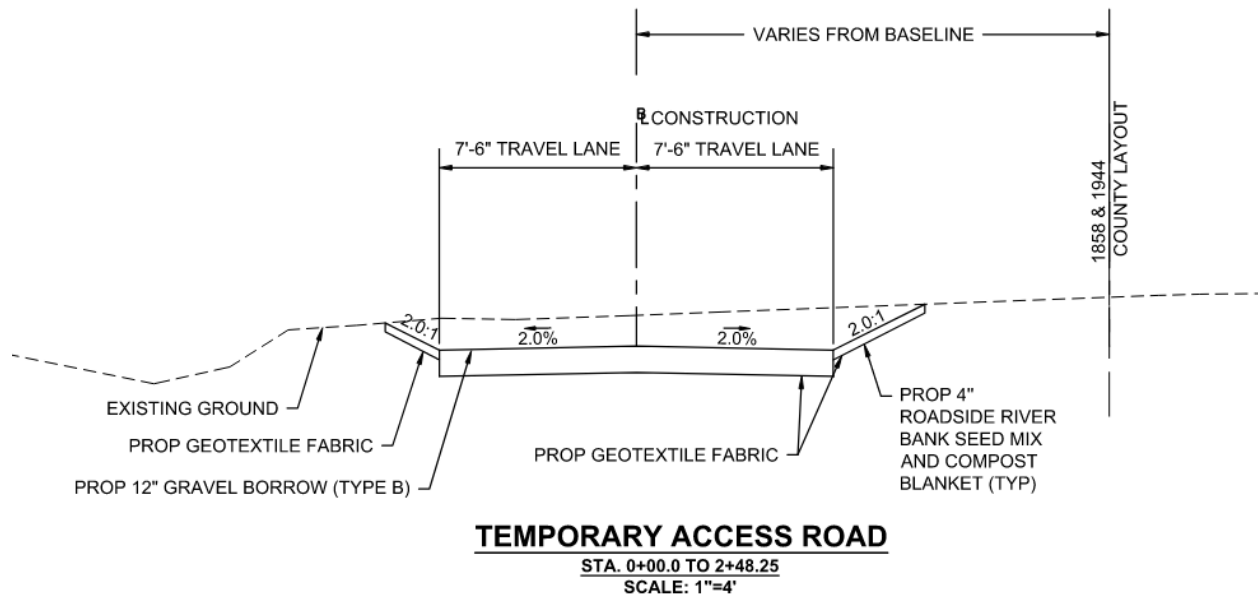
Builder's Risk Insurance is not required for this project.

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Questions and Responses

Addendum No.1, June 26, 2026

J.F. White Contracting Company, E-mail dated June 24, 2026 @ 4:25 PM

**Question 8)**

How is the Clearing and Grubbing necessary for the construction of the Access Road paid for? Item 101- Clearing & Grubbing or Item 118.1-Temporary Construction Access Road?

Response 8

All clearing and grubbing required for the construction of the Temporary Construction Access Road shall be included in Item 118.1 - Temporary Construction Access Road per the special provisions. No separate payment will be made under Item 101 – Clearing & Grubbing for work associated with the access road.

Question 9)

How is the Earth Excavation necessary for the construction of the Access Road paid for? Item 120- Earth Excavation or Item 118.1-Temporary Construction Access Road?

Response 9

All earth excavation required for the construction of the Temporary Construction Access Road shall be included in Item 118.1 - Temporary Construction Access Road per the special provisions. No separate payment will be made under Item 120 - Earth Excavation for work associated with the access road.

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Questions and Responses

Addendum No.1, June 26, 2026

J.F. White Contracting Company, E-mail (Continued)

Question 10)

How is the Gravel Borrow necessary for the construction of the Access Road paid for? Item 151- Gravel Borrow or Item 118.1-Temporary Construction Access Road?

Response 10

All earthwork materials required for the construction of the Temporary Construction Access Road shall be included in Item 118.1 - Temporary Construction Access Road per the special provisions. No separate payment will be made under Item 151 - Gravel Borrow for work associated with the access road.

Question 11)

How is the Geotextile Fabric necessary for the construction of the Access Road paid for? Item 698.36- Geotextile Fabric for Separation or Item 118.1-Temporary Construction Access Road?

Response 11

All geotextile fabric required for the construction of the Temporary Construction Access Road shall be included in Item 118.1 - Temporary Construction Access Road per the special provisions. No separate payment will be made under Item 698.36 - Geotextile Fabric for Separation for work associated with the access road.

Question 12)

How is the Compost Blanket necessary for the construction of the Access Road paid for? Item 751.7- Compost Blanket or Item 118.1-Temporary Construction Access Road?

Response 12

All erosion control materials required for the construction of the Temporary Construction Access Road shall be included in Item 118.1 - Temporary Construction Access Road per the special provisions. No separate payment will be made under Item 751.7 - Compost Blanket for work associated with the access road.

Question 13)

How is the Roadside Riverbank Mix necessary for the construction of the Access Road paid for? Item 765.442-Roadside Riverbank Mix or Item 118.1-Temporary Construction Access Road?

Response 13

All roadside riverbank mix required for the construction of the Temporary Construction Access Road shall be included in Item 118.1 - Temporary Construction Access Road per the special provisions. No separate payment will be made under Item 765.442 - Roadside Riverbank Mix for work associated with the access road.

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Questions and Responses

Addendum No.1, June 26, 2026

Question 14)

Contract Drawing Sheet #19 for the Infiltration Basin shows a scale of 1" = 5'. The Scale bar above is incorrect and does not represent 1" = 5'. Please confirm that the scale is 1" = 5' for the Infiltration Basin and correct the scale bar.

Response 14

The scale for the infiltration basin shown on contract drawing is correct at 1" = 5'. The scale bar is accurate and corresponds to the plan scale.

① ADDENDUM NO. 1, JUNE 26, 2026

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① ADDENDUM NO.1, JUNE 26, 2026

NOTICE TO CONTRACTORS (Continued)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 **\$712.50** per ton, Portland cement **\$452.13** per ton, diesel fuel **\$4.497** per gallon, and gasoline **\$3.752** per gallon, and Steel Base Price Index **362.0**. 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, MAY 30, 2026

DOCUMENT 00813

SPECIAL PROVISIONS

PRICE ADJUSTMENTS FOR STRUCTURAL STEEL AND REINFORCING STEEL

June 17, 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 = $\$0.82/\text{Pound} \times 0.950 = \$0.78/\text{Pound}$

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	\$0.56
2	ASTM A27 (AASHTO M103) Steel Castings, H-Pile Points & Pipe Pile Shoes (See Note below.)	\$0.78
3	ASTM A668 / A668M (AASHTO M102) Steel Forgings	\$0.78
4	ASTM A108 (AASHTO M169) Steel Forgings for Shear Studs	\$0.80
5	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Plate	\$0.84
6	ASTM A709/A709M Grade 36 / AASHTO M270M/M270 Grade 36 or 250 Structural Steel Shapes	\$0.79
7	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Plate	\$0.84
8	ASTM A709/A709M Grade 50 / AASHTO M270M/M270 Grade 50 or 345 Structural Steel Shapes	\$0.79
9	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Plate	\$0.87
10	ASTM A709/A709M Grade 50WT / AASHTO M270M/M270 Grade 50WT or 345WT Structural Steel Shapes	\$0.80
11	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W 345W Structural Steel Plate	\$0.87
12	ASTM A709/A709M Grade 50W / AASHTO M270M/M270 Grade 50W or 345W Structural Steel Shapes	\$0.80
13	ASTM A709/A709M Grade HPS 50W / AASHTO M270M/M270 Grade HPS 50W or 345W Structural Steel Plate	\$0.91
14	ASTM A709/A709M Grade HPS 70W / AASHTO M270M/M270 Grade HPS 70W or 485W Structural Steel Plate	\$0.98
15	ASTM A514/A514M-05 Grade HPS 100W / AASHTO M270M/M270 Grade HPS 100W or 690W Structural Steel Plate	\$1.50
16	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Plate	\$0.87
17	ASTM A992/A992M Grade 50S / AASHTO M270M/M270 Grade 50S or 345S Structural Steel Shapes	\$0.80
18	ASTM A276 Type 316 Stainless Steel	\$4.51
19	ASTM A240 Type 316 Stainless Steel	\$4.51
20	ASTM A148 Grade 80/50 Steel Castings (See Note below.)	\$1.55
21	ASTM A53 Grade B Structural Steel Pipe	\$0.98
22	ASTM A500 Grades A, B, 36 & 50 Structural Steel Pipe	\$0.98
23	ASTM A252, Grades 240 (36 KSI) & 414 (60 KSI) Pipe Pile	\$0.78
24	ASTM 252, Grade 2 Permanent Steel Casing	\$0.78
25	ASTM A36 (AASHTO M183) for H-piles, steel supports and sign supports	\$0.82
26	ASTM A328 / A328M, Grade 50 (AASHTO M202) Steel Sheetpiling	\$1.48
27	ASTM A572 / A572M, Grade 50 Sheetpiling	\$1.48
28	ASTM A36/36M, Grade 50	\$0.84
29	ASTM A570, Grade 50	\$0.82
30	ASTM A572 (AASHTO M223), Grade 50 H-Piles	\$0.84
31	ASTM A1085 Grade A (50 KSI) Steel Hollow Structural Sections (HSS), heat-treated per ASTM A1085 Supplement S1	\$0.98
32	AREA 140 LB Rail and Track Accessories	\$0.51

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.

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DRAWINGS AND SKETCHES

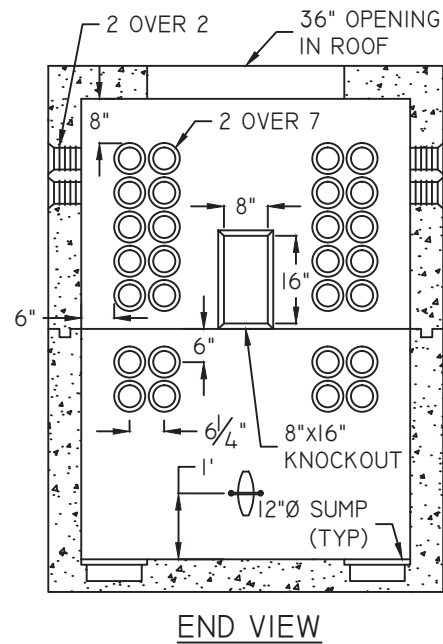
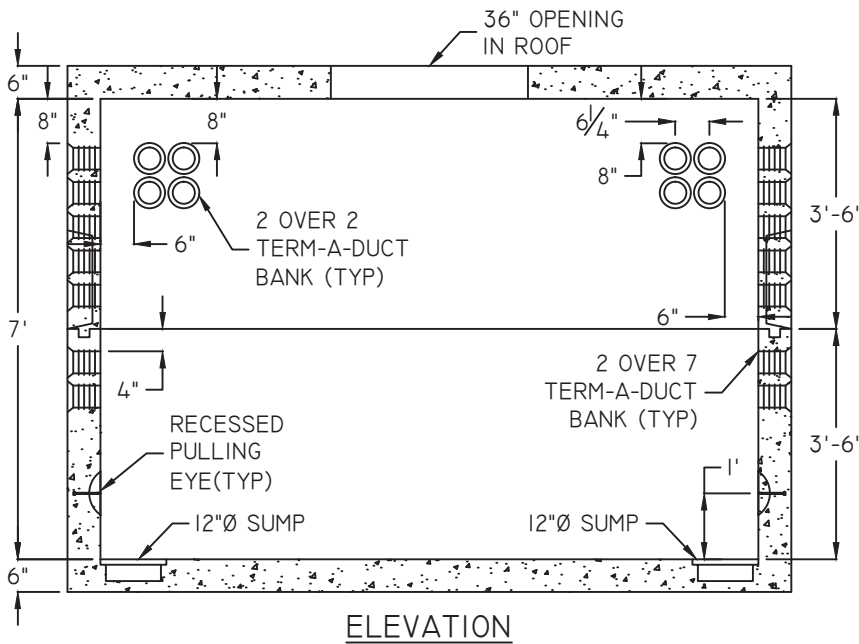
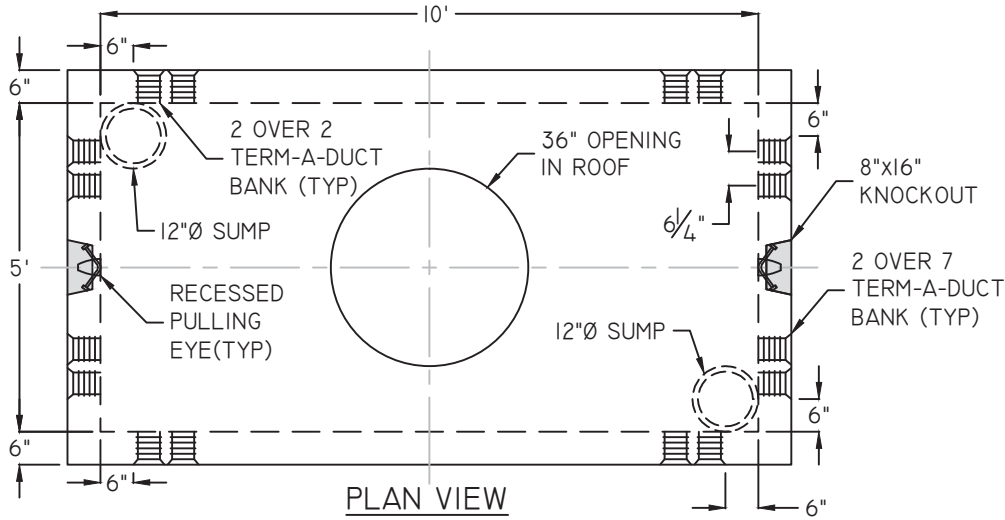
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MCI 046 302 3802
Issue 07, April 2005

Outside Plant Handbook



VERIZON MANHOLE DETAILS



DESIGN NOTES:

1. CONCRETE - 5,000 PSI, 28 DAYS
2. REINFORCING STEEL CONFORMS TO LATEST ASTM A615 AND A82 OR A185 SPECS.
3. H-20 DESIGN LOADING PER AASHTO HS-20-44
4. BUTYL RUBBER JOINT SEALANT CONFORMS TO LATEST ASTM C990-91 SPEC., FED SPEC. SS-S-210 (210A), AND AASHTO M-198B
5. RACKING BY OTHERS IN FIELD

WEIGHT:

TOP = 14,100 LBS
BASE = 14,685 LBS

ANY MODIFICATIONS TO THIS DOCUMENT WITHOUT THE WRITTEN CONSENT OF ARROW CONCRETE PRODUCTS SHALL RENDER IT INVALID AND UNUSABLE.

APPROVAL:

5' x 10' x 7' ID
TELEPHONE MANHOLE

SCALE:
N.T.S.

WEIGHT:
28,785 LBS

SIGNATURE

DATE

DATE:
11/18/14

DRAWN:
JPW

DWG #

~

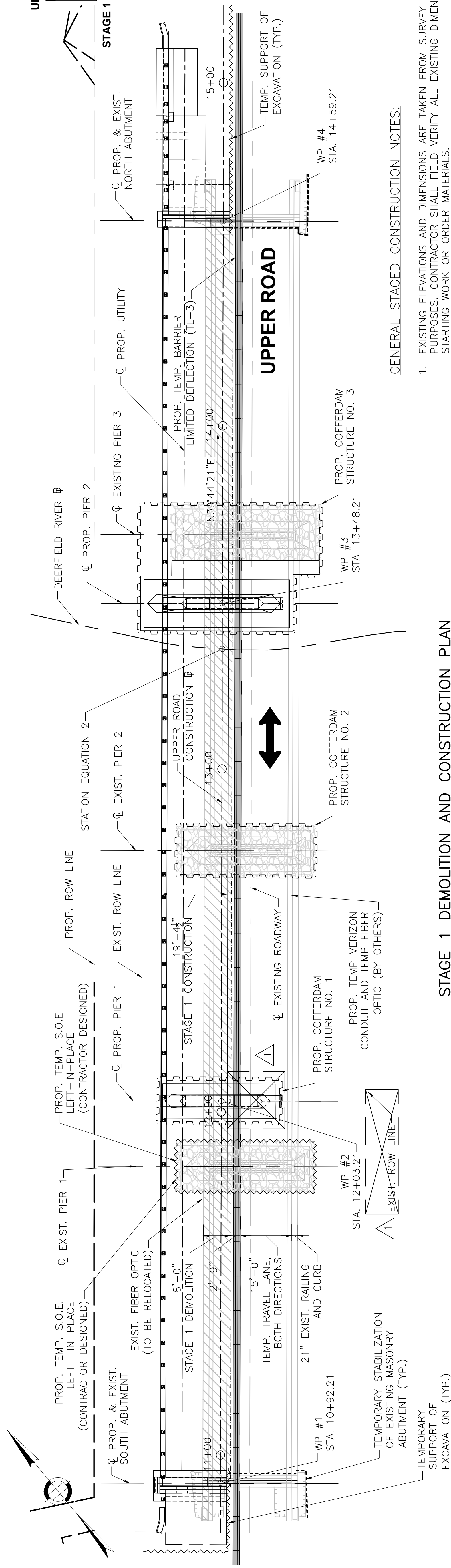
ARROW CONCRETE PRODUCTS
P R O G R E S S I N P R E C A S T

560 SALMON BROOK STREET GRANBY, CT 06035 • (860) 653-5063 • www.arrow-concrete.com

**DEERFIELD
UPPER ROAD OVER DEERFIELD RIVER**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	BFL(BR-OFF)-0032(052)X	47	92
PROJECT FILE NO.			608634

STAGE 1 CONSTRUCTION PLAN AND SECTION 1 OF 2

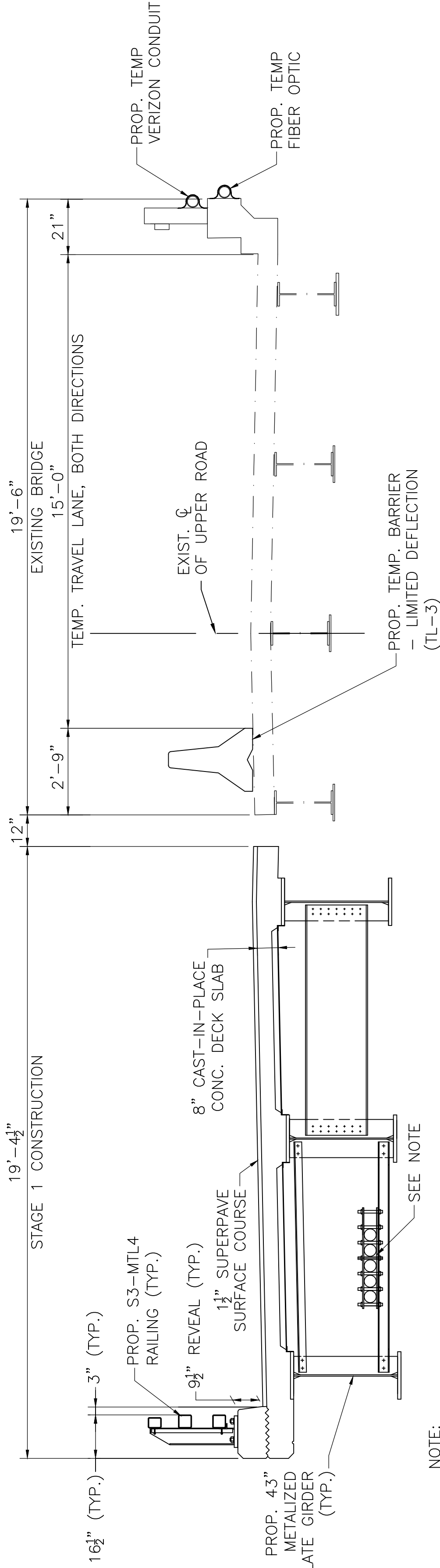
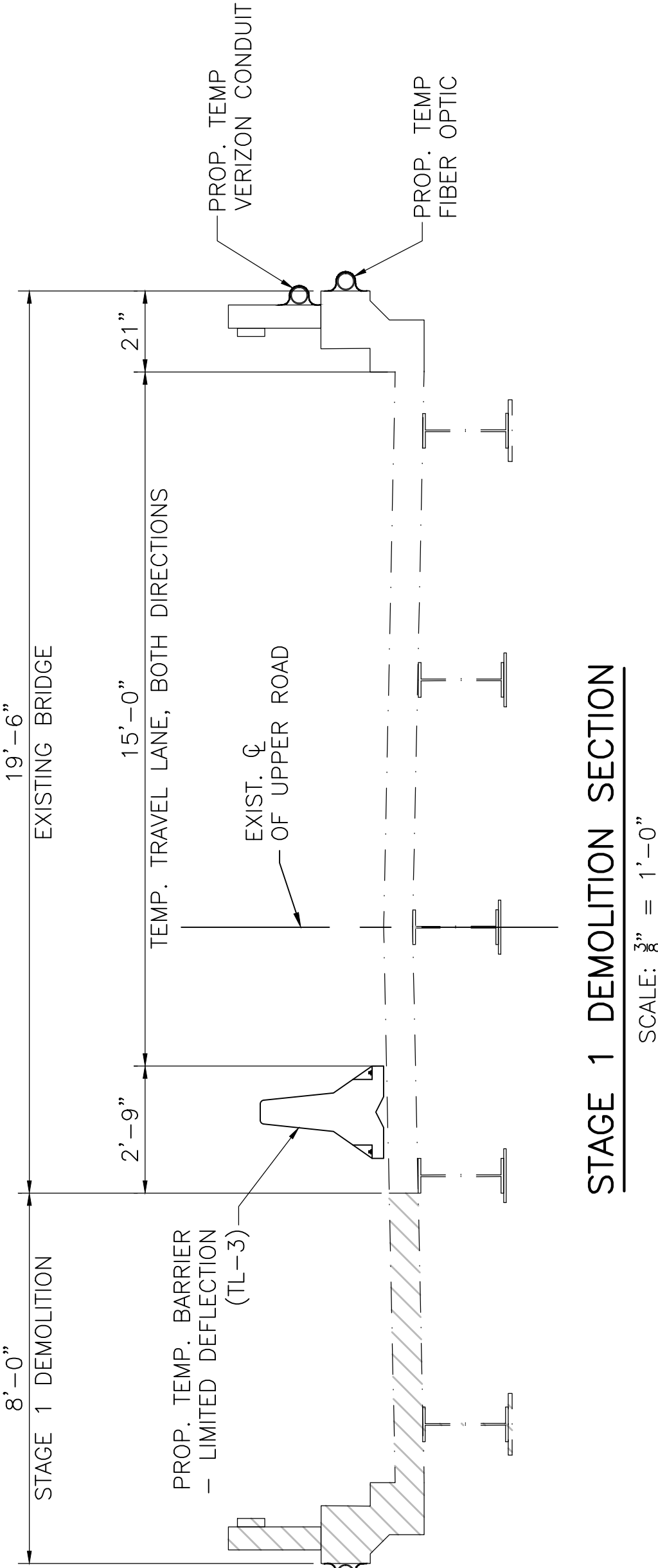


GENERAL STAGED CONSTRUCTION NOTES:

1. EXISTING ELEVATIONS AND DIMENSIONS ARE TAKEN FROM SURVEY AND EXISTING PLANS FOR BIDDING PURPOSES. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING DIMENSIONS AND ELEVATIONS PRIOR TO STARTING WORK OR ORDER MATERIALS.
2. SEE HIGHWAY PLANS FOR ADDITIONAL TRAFFIC MANAGEMENT REQUIREMENTS FOR UPPER ROAD, STILLWATER ROAD, AND LOWER ROAD AS WELL AS ANY PROPOSED DETOURS.
3. TEMPORARY SUPPORT OF EXCAVATION AND TEMPORARY STABILIZATION OF EXISTING MASONRY ABUTMENTS AND PIER NO. 1 SHALL BE DESIGNED BY THE CONTRACTOR IN ACCORDANCE WITH THEIR MEANS AND METHODS FOR DEMOLITION AND CONSTRUCTION, AND FOLLOW THE REQUIREMENTS OF THE SPECIAL PROVISIONS FOR ITEM NOS. 953. AND 953.12.
4. THE COFFERDAMS SHALL BE DESIGNED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR ITEM NOS. 990.1, 990.2, AND 990.3 FOR COFFERDAM STRUCTURE NOS. 1, 2, AND 3 RESPECTIVELY. SEE SHEET 15 FOR PROPOSED COFFERDAM LAYOUT AND ADDITIONAL INFORMATION.
5. THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR THE MASH TEST LEVEL 3 REQUIREMENTS FOR ITEM NO. 853.33 TEMPORARY BARRIER - LIMITED DEFLECTION (TL-3).
6. THE CONTRACTOR SHALL DESIGN AND INSTALL THE TEMPORARY SUPPORT AND PROTECTION OF THE FIBER OPTIC LINE RELOCATED DURING CONSTRUCTION FOR REVIEW BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 114.1 DEMOLITION OF THE SUPERSTRUCTURE BRIDGE NO. D-06-001.
7. THE CONTRACTOR SHALL SUPPORT THE TEMPORARY 3" TRAFFIC SIGNAL AS SHOWN IN THE TEMPORARY TRAFFIC CONTROL PLANS.
8. THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS IF DIRECTED BY THE ENGINEER TO MAKE EMERGENCY REPAIRS TO THE EXISTING DECK DURING CONSTRUCTION.
9. DISPOSAL OF ALL MATERIALS UTILIZED BY THE CONTRACTOR FOR DEMOLITIONS AND CONSTRUCTION PURPOSES SHALL BE IN COMPLIANCE WITH ALL PERTINENT FEDERAL AND STATE REGULATIONS.
10. CONTRACTOR TO COORDINATE WITH ALL UTILITY COMPANIES CARRIED BY THE NEW BRIDGE TO PROVIDE ACCESS FOR INSTALLATION AS NECESSARY.
11. CONTRACTOR SHALL MONITOR THE EXISTING SUBSTRUCTURE ELEMENTS TO BE PARTIALLY DEMOLISHED AND MAINTAINED FOR STAGE 1 IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR ITEM 127.1 REINFORCED CONCRETE EXCAVATION.

SUGGESTED SEQUENCE OF STAGE 1 SUPERSTRUCTURE CONSTRUCTION:

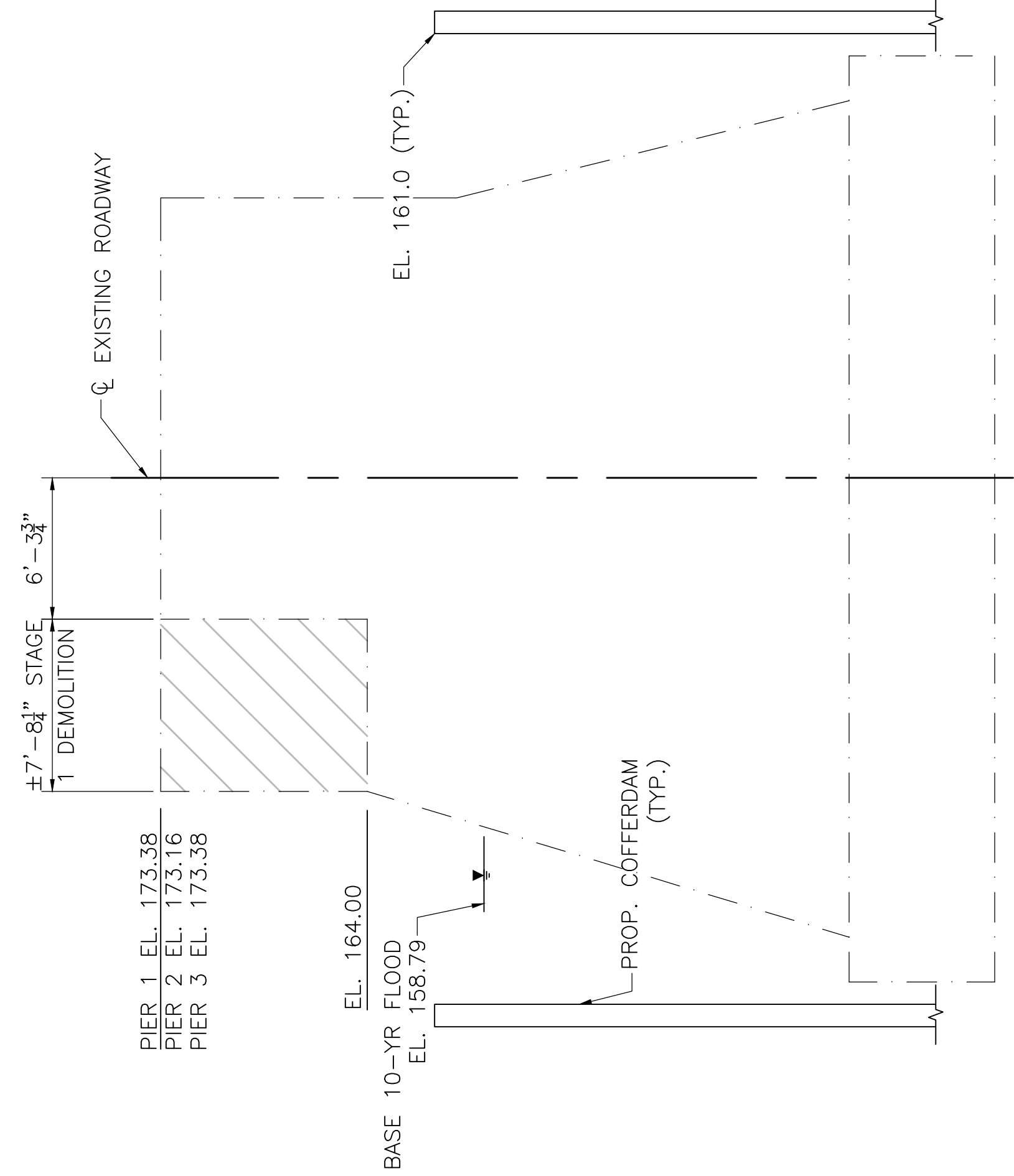
1. THE CONTRACTOR SHALL RELOCATE THE EXISTING OVERHEAD LINE WEST OF THE EXISTING BRIDGE AND ATTACH IT TO THE STRUCTURE AS SHOWN IN THE STAGE 1 DEMOLITION SECTION.
2. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND TEMPORARY LIMITED DEFLECTION BARRIER.
3. TEMPORARILY RELOCATE FIBER OPTIC UTILITY TO EAST SIDE OF BRIDGE.
4. TRANSITION TO SINGLE LANE ALTERNATING TRAFFIC OVER THE BRIDGE ON THE EAST PORTION OF THE EXISTING STRUCTURE.
5. REMOVE STAGE 1 LIMITS OF THE EXISTING STRUCTURE.
6. RECONSTRUCT STAGE 1 LIMITS OF THE PROPOSED STRUCTURE AND APPROACHES.
7. RELOCATE COMMUNICATION UTILITIES TO FINAL PROPOSED LOCATION ON WEST SIDE OF NEWLY BUILT BRIDGE.



NOTE:
PROP. UTILITY WORK:
(1) - 4" DIA. MCI FIBER OPTIC CONDUIT
(2) - 4" DIA. VERIZON CONDUIT
(2) - 4" DIA. COMCAST CONDUIT

STAGE 1 CONSTRUCTION SECTION

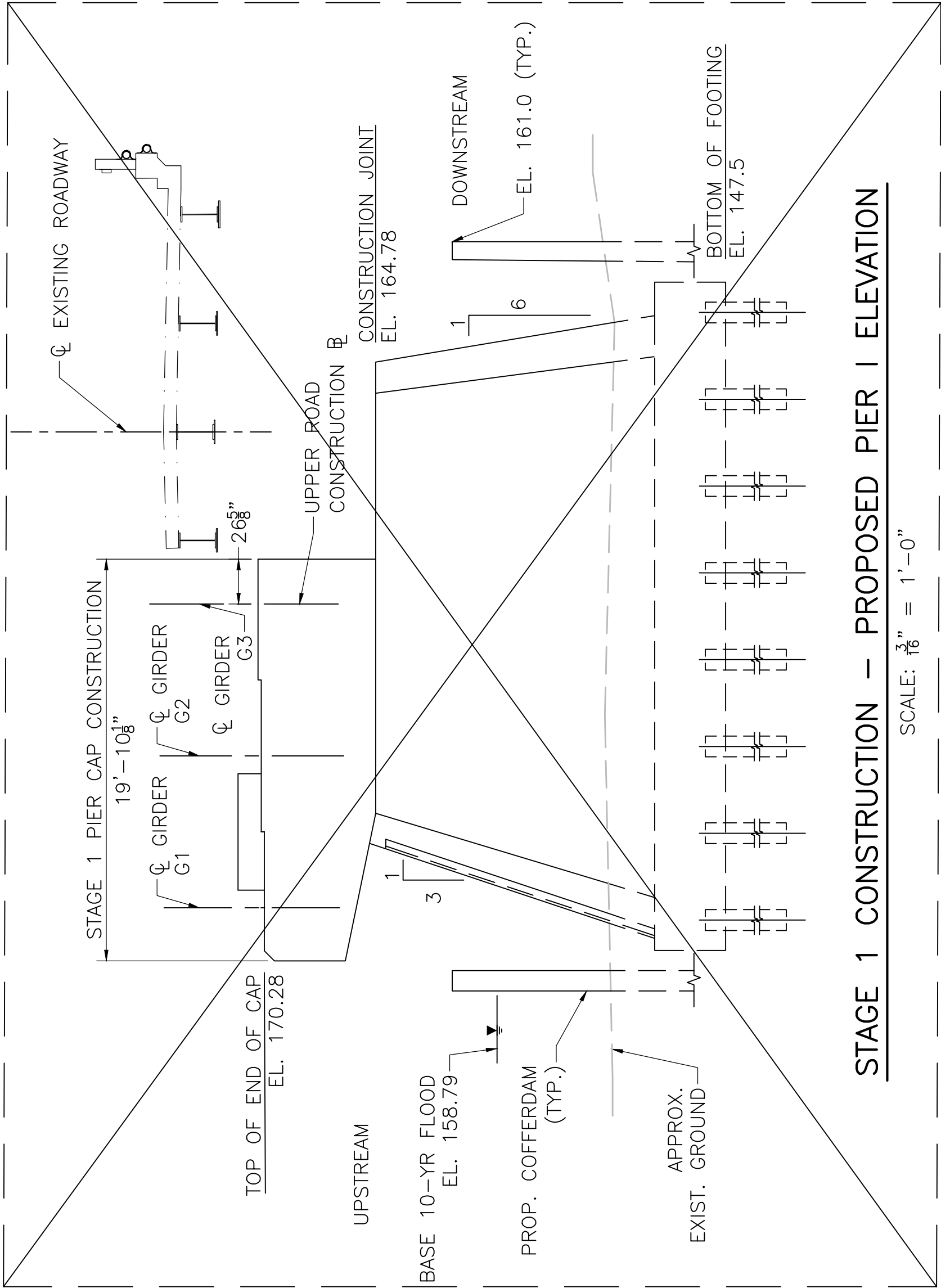
SCALE: $\frac{3}{8}'' = 1'-0''$



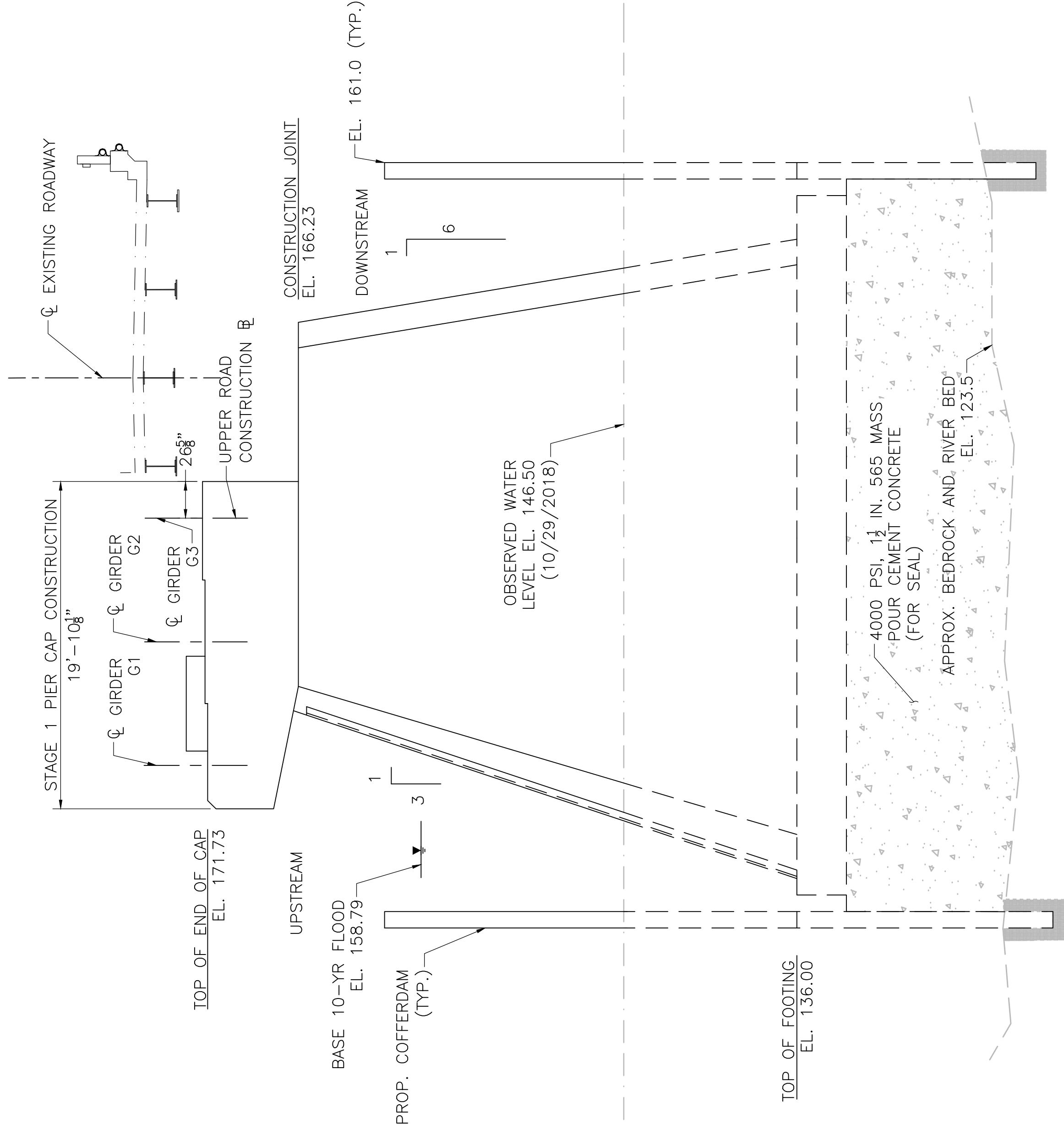
NOTE:
PIER 1 SHOWN, PIER 2 AND 3 SIMILAR. SEE SHEET 15 FOR COFFERDAM LAYOUT AT EXISTING PIERS.

STAGE 1 DEMOLITION – EXISTING PIER I (SHOWN)

SCALE: 3/8" = 1'-0"

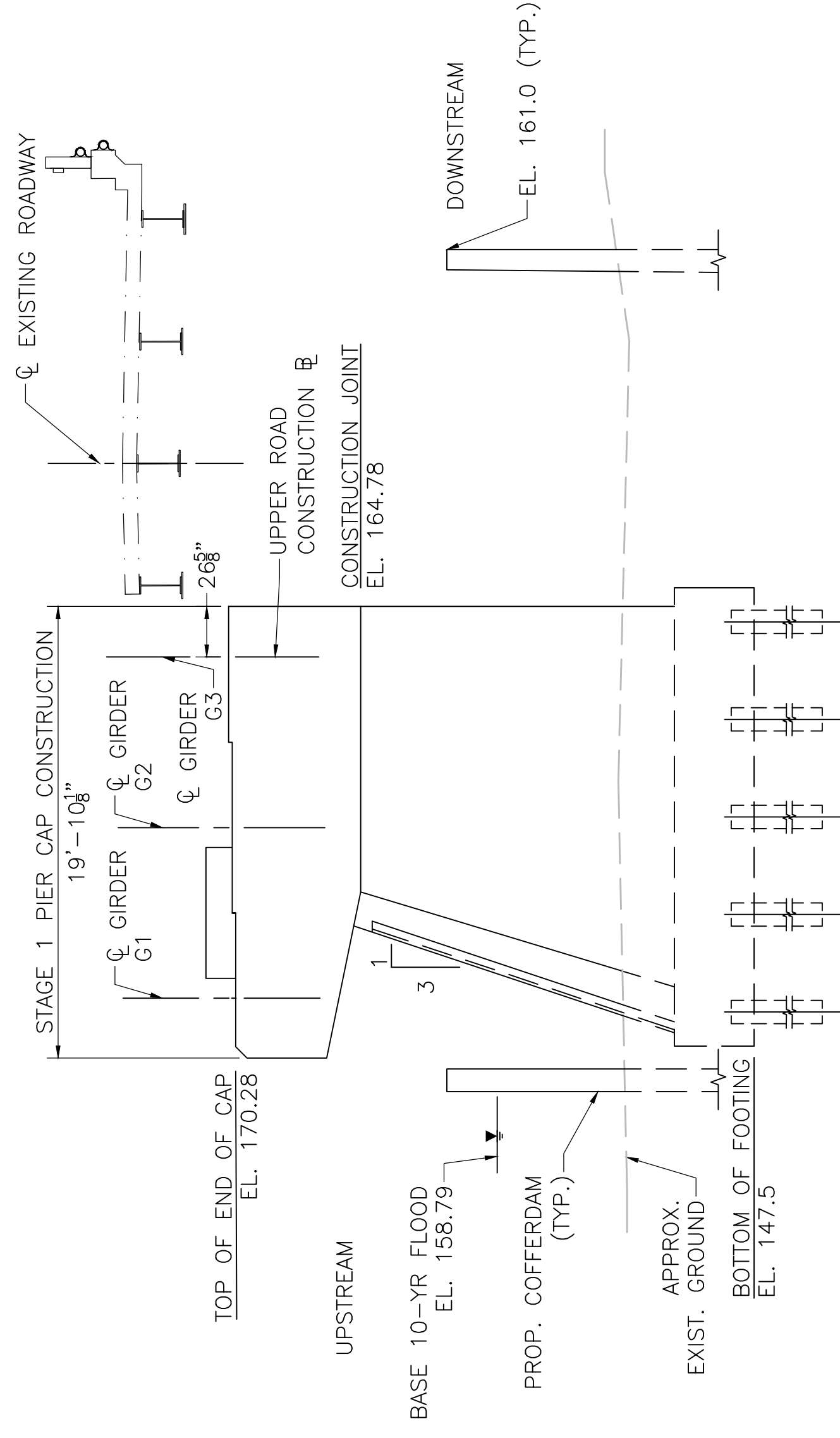


1 SEE REVISED DETAIL, THIS SHEET.



STAGE 1 CONSTRUCTION – PROPOSED PIER 2 ELEVATION

SCALE: 3/8" = 1'-0"



STAGE 1 CONSTRUCTION – PROPOSED PIER I ELEVATION

SCALE: 3/8" = 1'-0"

1

1

DEERFIELD			
UPPER ROAD OVER DEERFIELD RIVER			
STATE	FED AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	BFU(BR-OFF-0032(092)X	49	92
PROJECT FILE NO.		608634	

STAGED CONSTRUCTION SUBSTRUCTURE 1 OF 2

REFER TO SHEET 11 FOR GENERAL STAGED CONSTRUCTION NOTES.

PIER STAGING NOTES:

- EXISTING ELEVATIONS AND DIMENSIONS ARE TAKEN FROM SURVEY AND EXISTING PLANS FOR BIDDING PURPOSES. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING DIMENSIONS AND ELEVATIONS PRIOR TO STARTING WORK OR ORDER MATERIALS.
- PIER SECTIONS ARE TAKEN AT CL OF PIER.
- PIER DEMOLITION AND CONSTRUCTION ACTIVITIES SHALL BE COORDINATED WITH THE TRAFFIC MANAGEMENT, SEE HIGHWAY PLANS.
- STAGING SHOWN FOR EXISTING PIER NO. 1. DEMOLITION AND PROPOSED PIERS NO. 1 AND 2. CONSTRUCTION. DEMOLITION FOR EXISTING PIERS NO. 1, 2 AND 3 SHALL BE SIMILAR, WITH EXISTING PIER NO. 1 CUT DOWN TO 2'-0" BELOW THE MUD LINE IN THE FINAL CONDITION.

SUGGESTED SEQUENCE OF STAGE 1 SUBSTRUCTURE CONSTRUCTION:

- ESTABLISH WATER AND LAND ACCESS TO THE EXISTING BRIDGE FOR THE PROPOSED DEMOLITION AND CONSTRUCTION. BASED ON CONTRACTORS MEANS AND METHODS.
- INSTALL TEMPORARY SAFETY MEASURES UPSTREAM AND DOWNSTREAM OF THE WORK ZONE IN THE DEERFIELD RIVER TO PROTECT RECREATIONAL USERS.
- INSTALL PROPOSED COFFERDAM STRUCTURE NO. 1, 2, AND 3 AS SHOWN ON SHEET 15, AND INSTALL TEMPORARY SUPPORT OF EXCAVATION FOR EXISTING PIER NO. 1 REMOVAL, INCLUDING CONTROL OF WATER MEASURES.
- INSTALL TEMPORARY STABILIZATION OF EXISTING MASONRY ABUTMENT MEASURES, AND TEMPORARY SUPPORT OF EXCAVATION REQUIRED FOR STAGED ABUTMENT DEMOLITION AND CONSTRUCTION, INCLUDING OF WATER MEASURES.
- EXCAVATE AND DE-WATER WITHIN THE LIMITS OF COFFERDAM STRUCTURE NO. 1 THROUGH 3 FOR THE CONSTRUCTION OF PROPOSED PIER NO. 1 AND 2.
- EXCAVATE THE STAGE 1 LIMITS OF THE PROPOSED ABUTMENTS AT THE SOUTH ABUTMENT REMOVE THE EXISTING MASONRY ABUTMENT DOWN TO EL. 157.00 AND BACKFILL WITH ITEM NO. 151.2 TO THE PROPOSED BOTTOM OF FOOTING ELEVATION.
- INSTALL THE PROPOSED DRIVEN H-PILES AT THE SOUTH ABUTMENT AND PROPOSED PIER NO. 1. POUR THE MASS CONCRETE FOR PROPOSED PIER NO. 2 AS SHOWN. ITEM NO. 944.2 PRE-DRILLING FOR PILES AND ITEM NO. 944.3 DRILLING FOR PILE OBSTRUCTION TO BE USED AS APPROPRIATE FOR THE PILE INSTALLATION WORK.
- CONSTRUCT THE PROPOSED ABUTMENTS AND PIERS FOR THE STAGE 1 LIMITS SHOWN.
- PERFORM SAW CUTTING OF EXISTING PIER NO. 1, 2 AND 3 FOR STAGE 1 LIMITS AS SHOWN ON THE DRAWINGS

1

June 26, 2026	STAGE 1 LIMIT ALTERED
May 30, 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	

1

DEERFIELD
UPPER ROAD OVER DEERFIELD RIVER

STATE	FED AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	BFLBR-OFF-0032(052)X	50	92
PROJECT FILE NO.		608634	

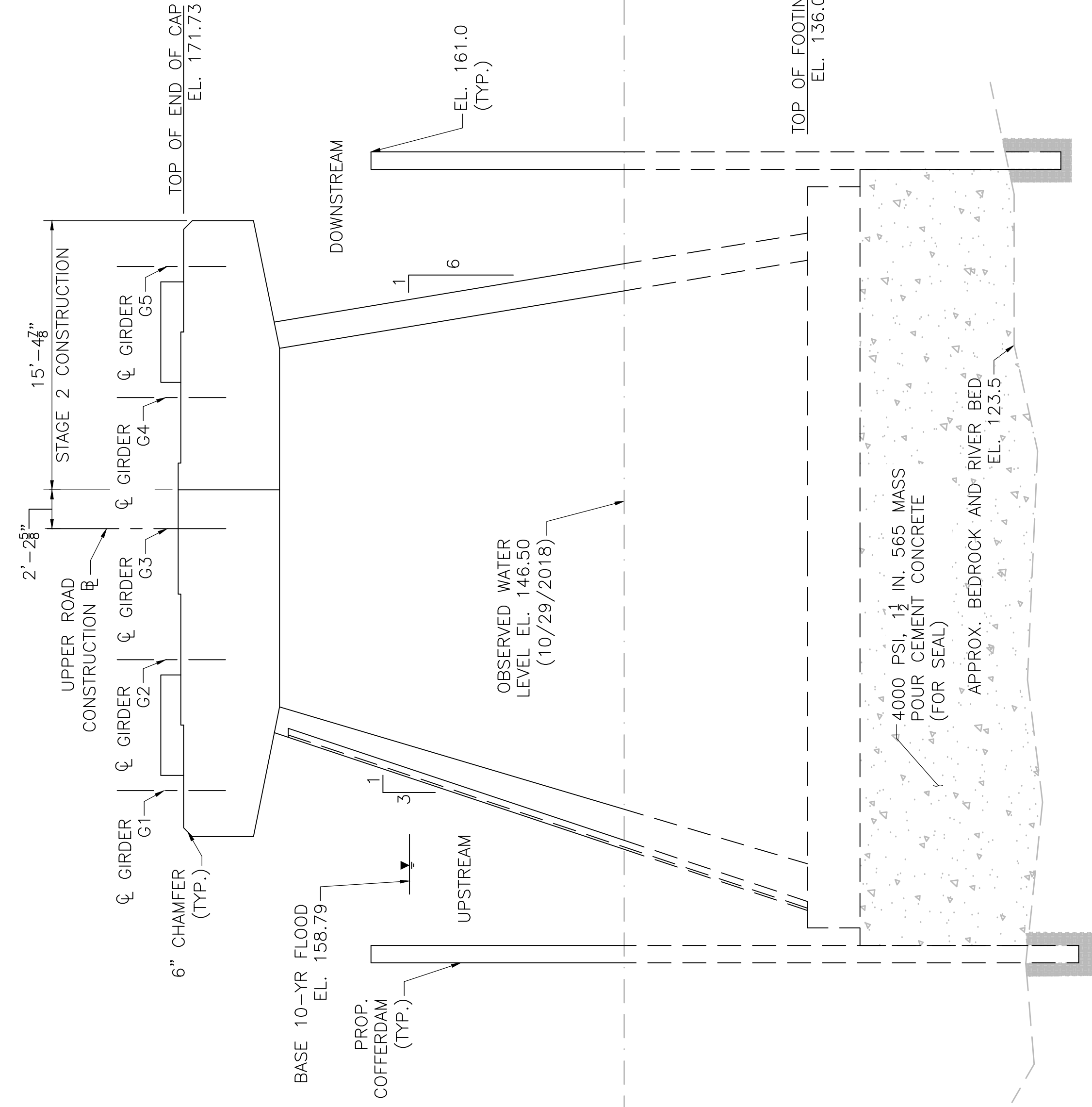
STAGED CONSTRUCTION SUBSTRUCTURE 2 OF 2

REFER TO SHEET 11 FOR GENERAL STAGED CONSTRUCTION NOTES AND SHEET 13 FOR PIER STAGING NOTES.

SUGGESTED SEQUENCE OF STAGE 2 SUBSTRUCTURE CONSTRUCTION:

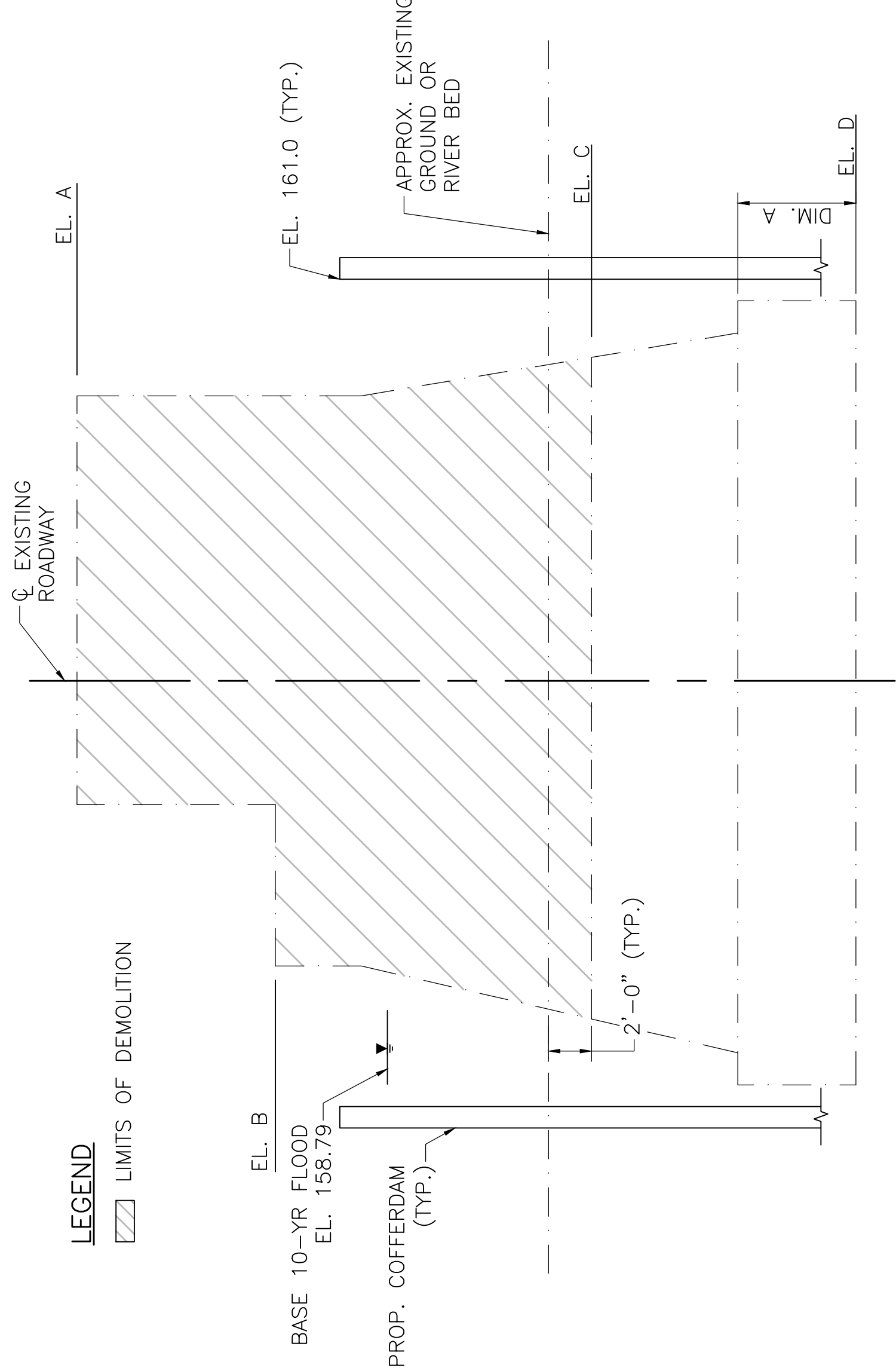
1. REMOVE THE REMAINING LIMITS OF EXISTING PIER NOS. 1, 2 AND 3 AS SHOWN, CUT OFF TO MINIMUM 2'-FEET BELOW THE MUDLINE.
2. CONSTRUCT THE STAGE 2 LIMITS OF THE PROPOSED ABUTMENTS AND WINGWALLS.
3. REMOVE COFFERDAMS AND TEMPORARY SUPPORT OF EXCAVATION MEASURES DOWN TO THE CUT OFF ELEVATIONS SHOWN, AND THE PORTIONS BELOW THE CUTOFF ELEVATIONS SHALL REMAIN LEFT-IN-PLACE.
4. REMOVE TEMPORARY SAFETY MEASURES FROM THE DEERFIELD RIVER TO PROTECT RECREATIONAL USERS FROM ENTERING THE WORK ZONE.

- 2A. INSTALL THE REMAINING PROPOSED DRIVEN H-PILES AT THE SOUTH ABUTMENT AND AT PIER 1.
- 2B. CONSTRUCT THE STAGE 2 LIMITS OF THE PROPOSED ABUTMENTS, PIER 1, AND WINGWALLS.



STAGE 2 CONSTRUCTION – PROPOSED PIER 2 ELEVATION

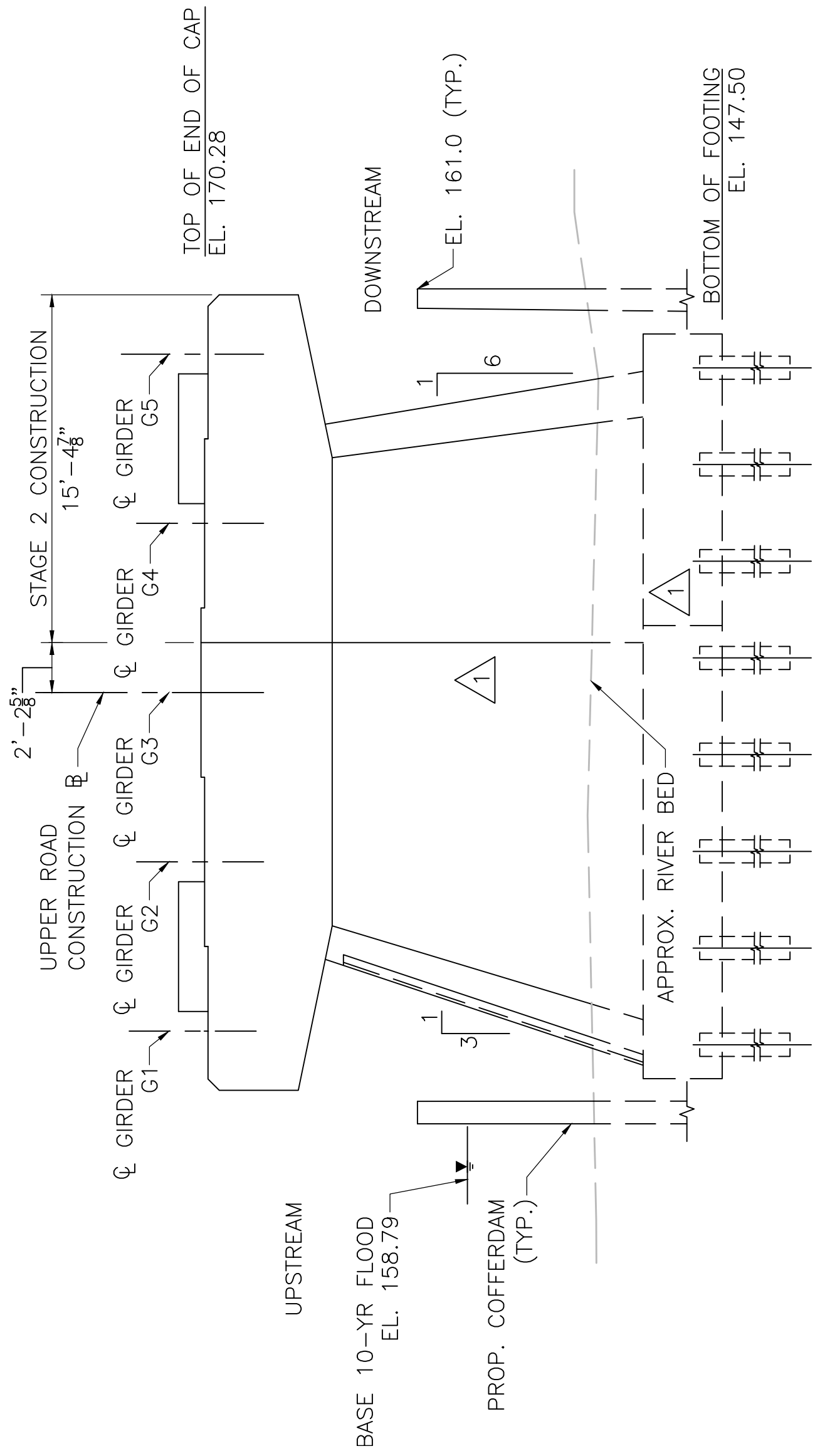
SCALE: 3/8" = 1'-0"



PIER DEMOLITION ELEVATIONS AND DIMENSIONS					
PIER	EL. A	EL. B	EL. C	ELD	DIM. A
1	173.36 ±	164.00	149.00 ±	136.50	6'-6"
2	173.16 ±	164.00	137.00 ±	137.00	5'-0"
3	173.36 ±	164.00	130.00 ±	130.00	18'-0"

STAGE 2 DEMOLITION – EXISTING PIER 1 (SHOWN)

NOT TO SCALE



STAGE 2 CONSTRUCTION – PROPOSED PIER 1 ELEVATION

SCALE: 3/8" = 1'-0"

June 26, 2026	STAGE 1 LIMIT ALTERED
May 30, 2026	ISSUED FOR CONSTRUCTION
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USE ONLY PRINTS OF LATEST DATE	

DEERFIELD
UPPER ROAD OVER DEERFIELD RIVER

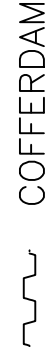
STATE	FED AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	BFL(BR-OFF-0032(092)X	51	92
PROJECT FILE NO.		608634	

COFFERDAM LAYOUT AND DETAILS

NOTES:

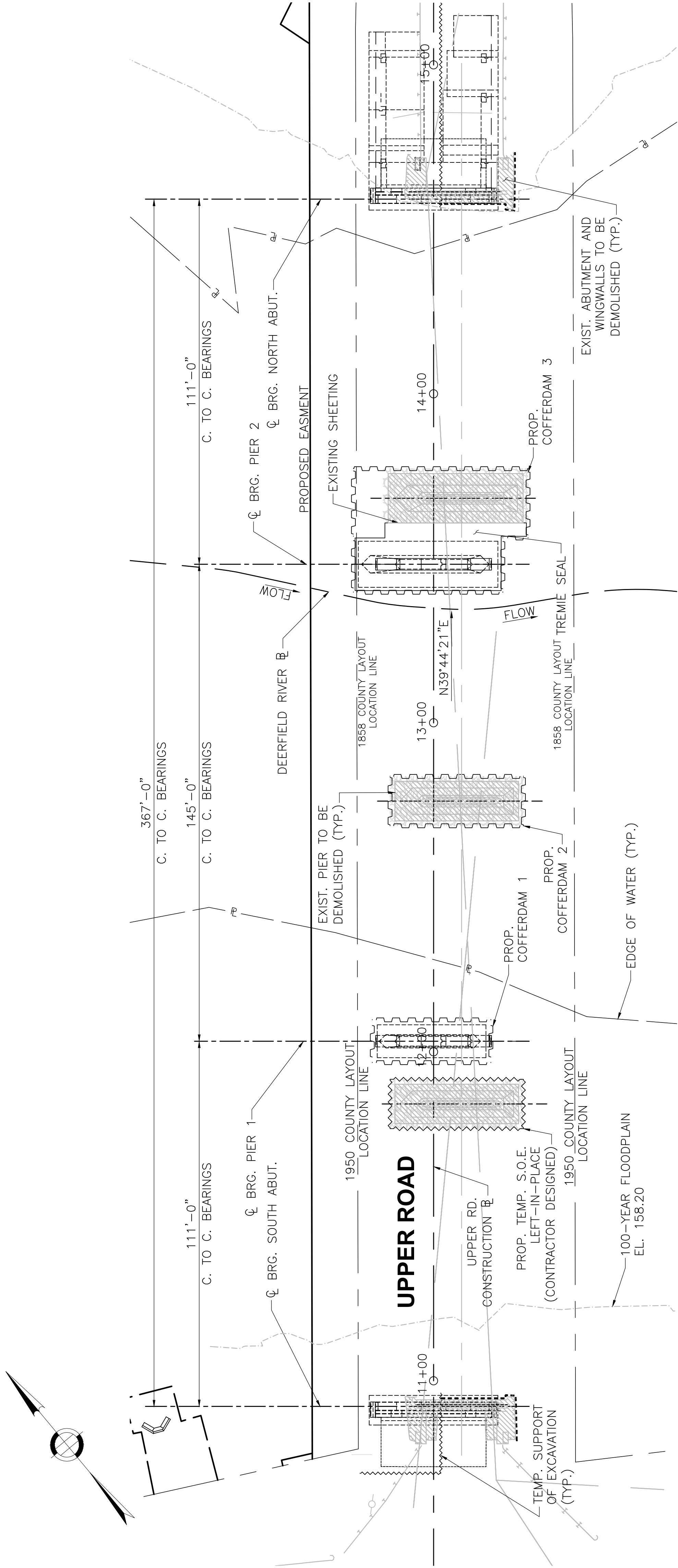
- ALL TEMPORARY WORK SHOWN IS FOR GRAPHICAL REPRESENTATION ONLY.
- COFFERDAM STRUCTURES NUMBERS 1, 2, AND 3 SHALL BE CONTRACTOR DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SPECIAL PROVISIONS FOR ITEMS NUMBERS 990.1, 990.2, AND 990.3.
- COFFERDAM STRUCTURES AND TEMPORARY SUPPORT OF EXCAVATION SHALL BE CUT DOWN TO THE ELEVATIONS SHOWN ON THE PLANS AND LEFT IN PLACE.
- ALL COFFERDAM STRUCTURES TO BE DESIGNED TO ELEVATION 161.0 TO MEET HYDRAULIC REQUIREMENTS.
- COFFERDAM STRUCTURES NO. 1 AND NO. 2 SHALL BE INSTALLED TO A MINIMUM ELEVATION OF 128.50 TO MEET SCOUR REQUIREMENTS. COFFERDAM STRUCTURE NO. 3 TO BE INSTALLED TO BEDROCK.

LEGEND:



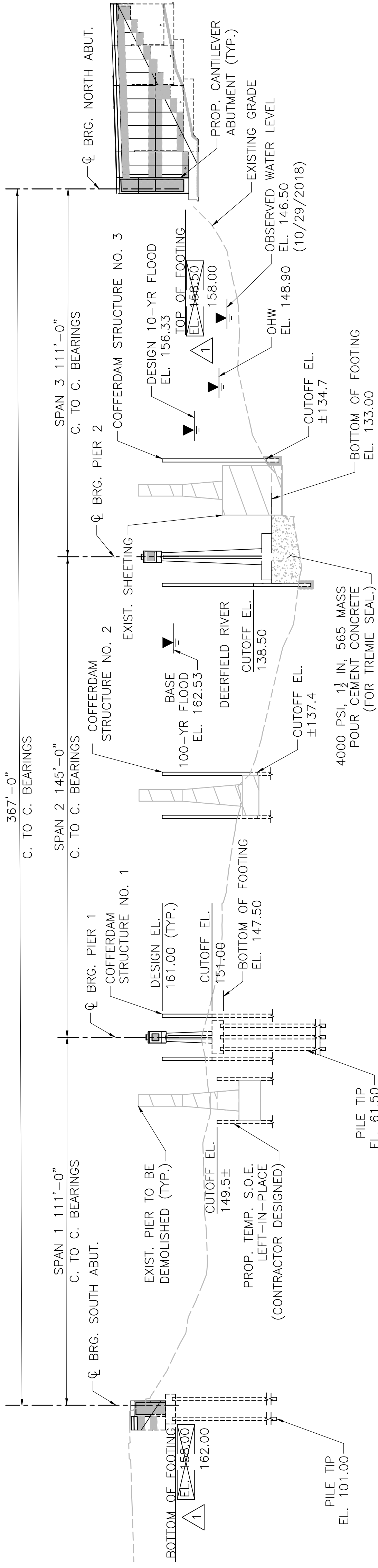
LIMITS OF TEMPORARY SUPPORT
OF EXCAVATION

LIMITS OF TEMPORARY STABILIZATION
OF EXISTING MASONRY ABUTMENTS



COFFERDAM PLAN

SCALE: 1" = 20'



COFFERDAM LONGITUDINAL SECTION

SCALE: 1" = 20'

1

June 26, 2026	REVISED FOOTING ELEVATIONS
May 30, 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	

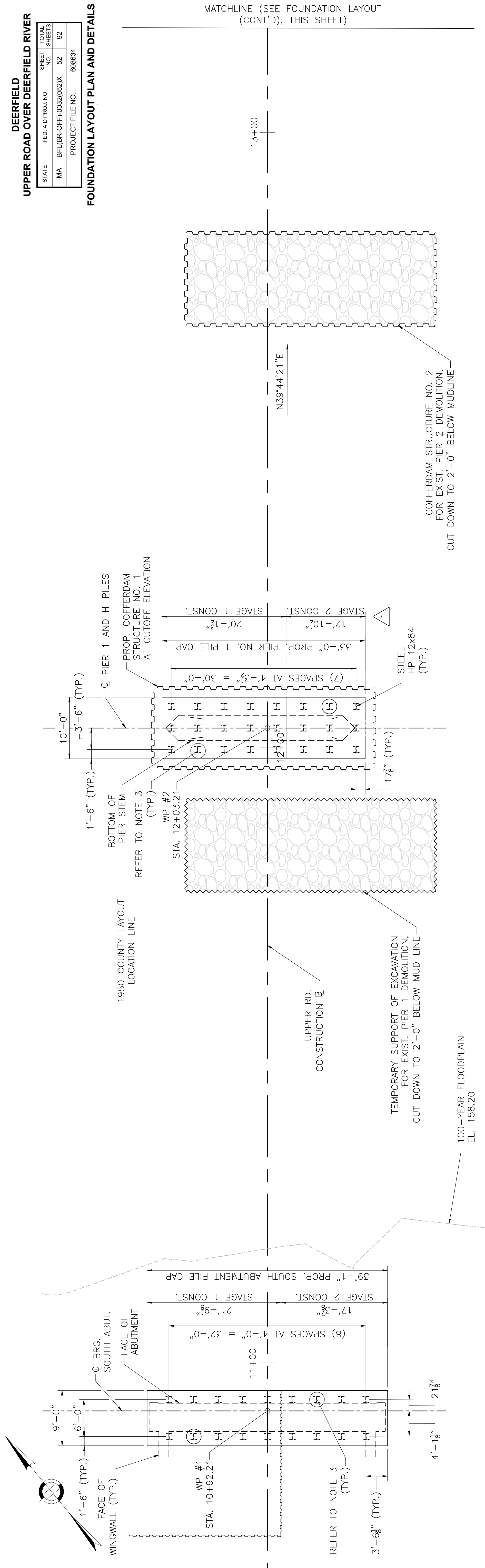
1

1

DEERFIELD
UPPER ROAD OVER DEERFIELD RIVER

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	BFL(BR-OFF)-0032(052)X	52	92
PROJECT FILE NO.			608634

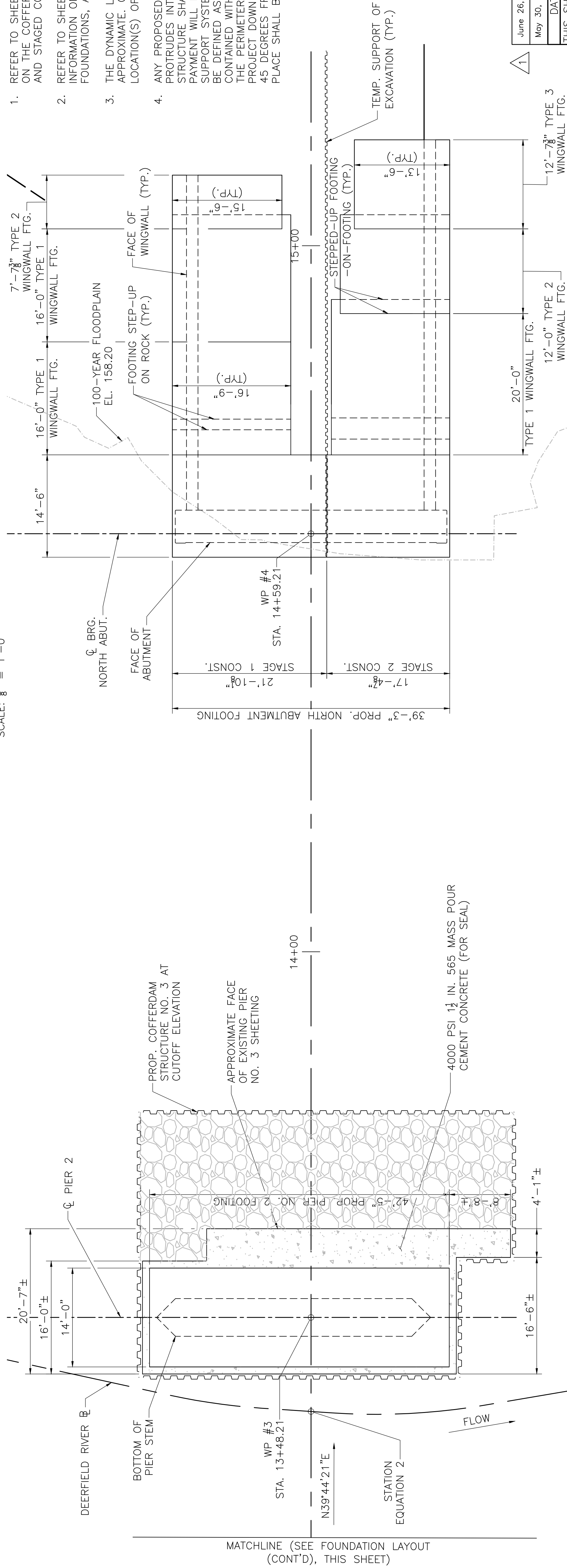
FOUNDATION LAYOUT PLAN AND DETAILS



FOUNDATION LAYOUT PLAN

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

- NOTES:
1. REFER TO SHEETS 11-15 FOR MORE DETAILED INFORMATION ON THE COFFERDAMS, TEMPORARY SUPPORT OF EXCAVATION, AND STAGED CONSTRUCTION SHOWN ON THIS SHEET.
 2. REFER TO SHEETS 19, 21 AND 25 FOR MORE DETAILED INFORMATION ON THE PROPOSED H-PILES AND SPREAD FOUNDATIONS, AS WELL AS PILE TESTING REQUIREMENTS.
 3. THE DYNAMIC LOAD TEST (DLT) LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR TO SELECT THE EXACT LOCATION(S) OF THE DLTs WITH APPROVAL BY THE ENGINEER.
 4. ANY PROPOSED TEMPORARY EARTH SUPPORT SYSTEM THAT PROTRUDES INTO THE SOIL THAT SUPPORTS THE BRIDGE STRUCTURE SHALL BE LEFT IN PLACE, AND NO ADDITIONAL STAYMENT WILL BE MADE FOR THE TEMPORARY EARTH SUPPORT SYSTEM LEFT IN PLACE. SUPPORTING SOIL SHALL BE DEFINED AS ALL SOIL DIRECTLY BELOW THE FOOTING CONTAINED WITHIN A SERIES OF PLANES THAT ORIGINATE AT THE PERIMETER OF THE BOTTOM OF THE FOOTING AND PROJECT DOWN AND AWAY FROM THE PILE AT AN ANGLE OF 45 DEGREES FROM THE HORIZONTAL. ALL SOE TO REMAIN IN PLACE SHALL BE CUTOFF.

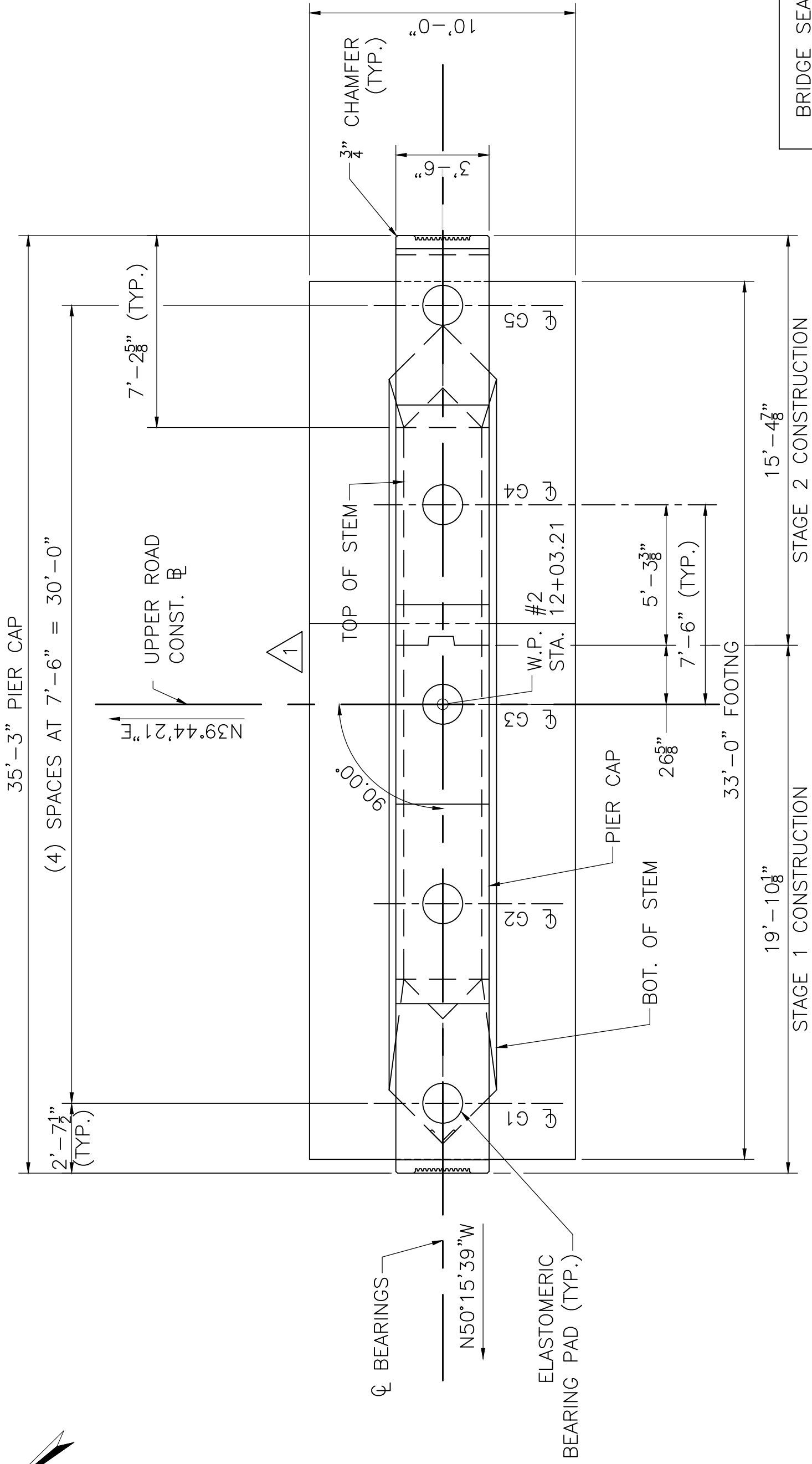
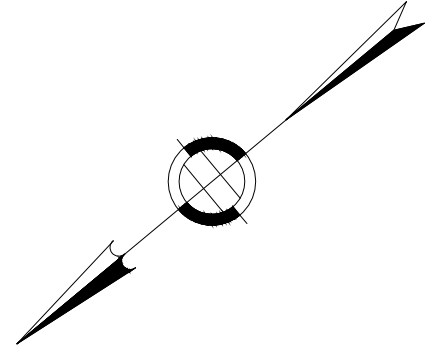


STATION EQUATION 2: UPPER ROAD @ STA. 13+34.28
= DEERFIELD RIVER @ STA. 14+78.39

FOUNDATION LAYOUT PLAN (CONT'D)

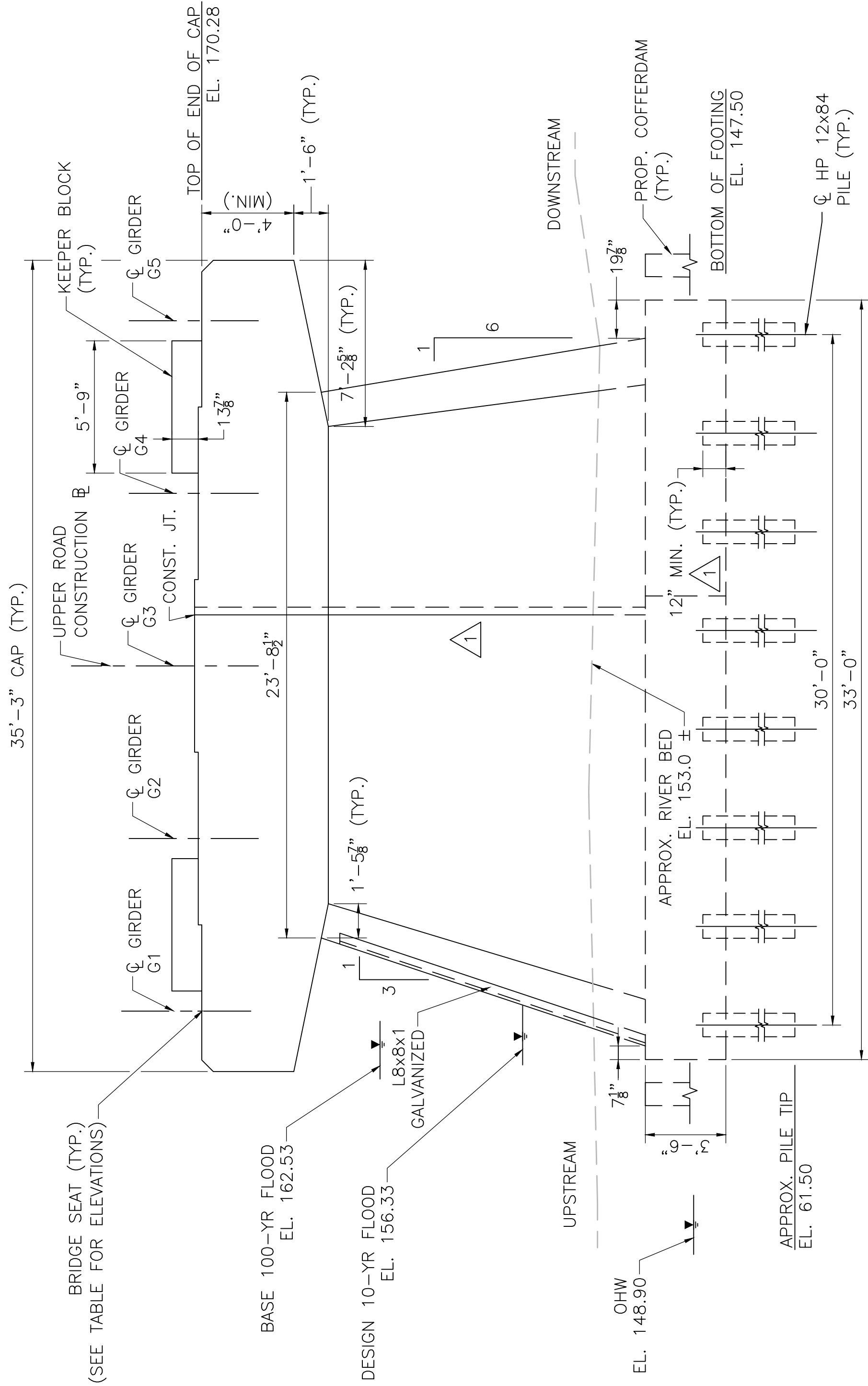
SCALE: 1" = 1'-0"

June 26, 2026	STAGE 1 LIMIT ALTERED
May 30, 2026	ISSUED FOR CONSTRUCTION
	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT	
AUTHORIZED SIGNATORY: <u>STATE BRIDGE ENGINEER</u>	
USE ONLY PRINTS OF LATEST DATE	



PIER 1 PLAN

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



PIER 1 ELEVATION

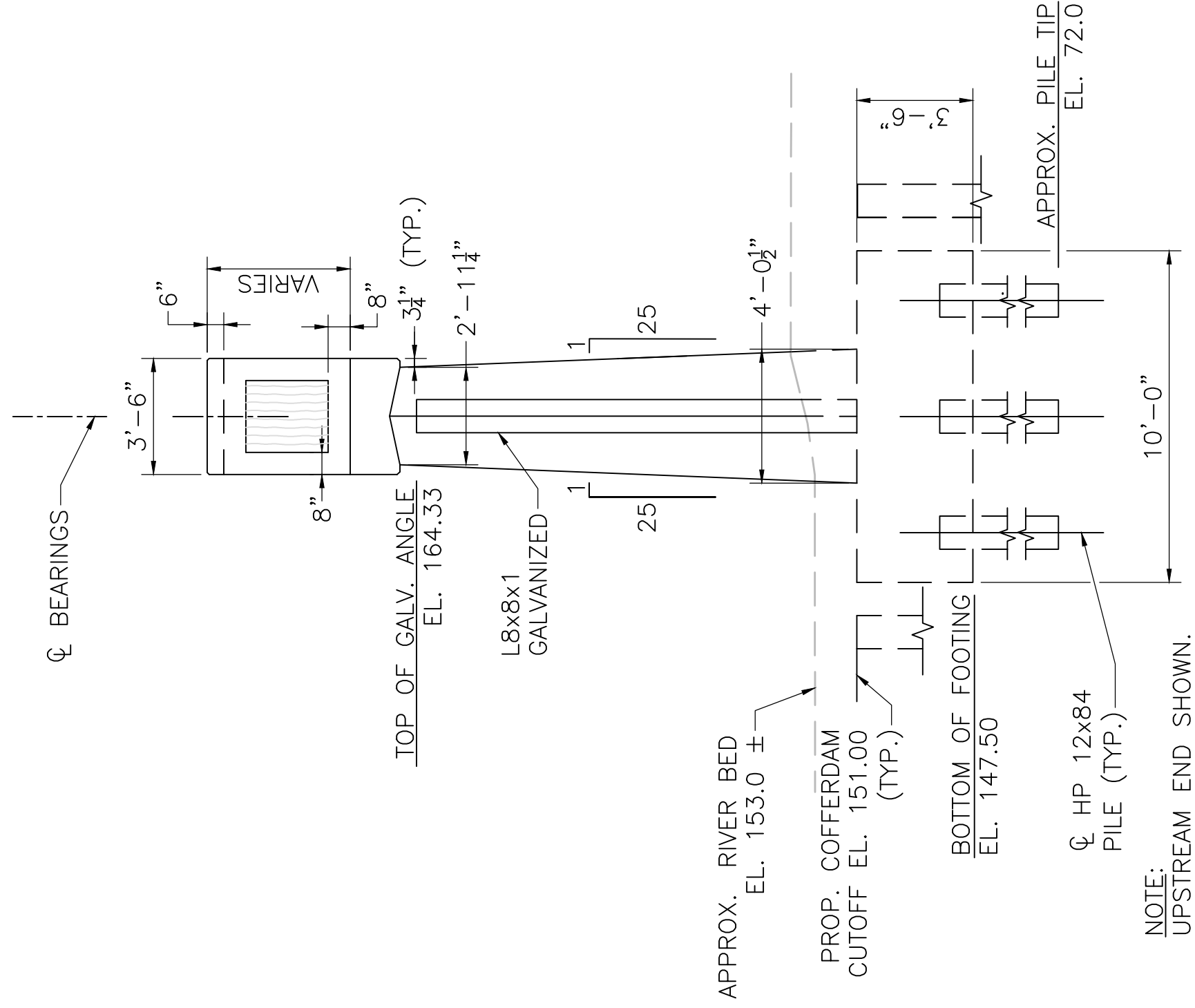
SCALE: 1/4" = 1'-0"

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	BFL(BR-OFF-0032(052)X	61	92
PROJECT FILE NO.			608634

PIER 1 PLAN AND ELEVATION

- NOTES:
- SEE SHEET 15 FOR COFFERDAM LAYOUT AND DETAILS.
 - SEE SHEET 16 FOR PILE AND FOUNDATION LAYOUT AND DIMENSIONS NOT SHOWN HERE.
 - THE FACTORED AXIAL DESIGN LOAD PER PILE IS 180 KIPS AS PER AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS STRENGTH I LOAD COMBINATION.
 - THE FACTORED GEOTECHNICAL PILE RESISTANCE IS 180 KIPS AND IS THE PRODUCT OF THE NOMINAL GEOTECHNICAL RESISTANCE OF 400.0 KIPS AND A RESISTANCE FACTOR OF 0.45. THE ESTIMATED TIP ELEVATION IS 61.5 FEET.
 - DETERMINATION OF THE DRIVEN PILE RESISTANCE, PILE DRIVING CRITERIA, AND PILE INTEGRITY SHALL BE PERFORMED ON THE FIRST PILE INSTALLED FOR EACH PHASE OF PROPOSED PIER NO. 1 CONSTRUCTION USING DYNAMIC TESTING WITH A RESISTANCE FACTOR OF 0.65. PILES SHALL BE INSTALLED TO ACHIEVE A FACTORED DRIVEN RESISTANCE EQUAL TO OR GREATER THAN THE FACTORED AXIAL DESIGN LOAD NEGLECTING AN ESTIMATED 2.14 KIPS OF SIDE RESISTANCE THAT WILL BE LOST DUE TO 5.00 FEET OF DESIGN SCOUR.
 - ALL PILE SPLICES SHALL BE EITHER BUTT JOINTS MADE USING COMPLETE JOINT PENETRATION WELDS OR MECHANICAL TYPE SPLICES INSTALLED IN ACCORDANCE WITH THE APPROVED INSTALLATION NOTES. ALL SPLICE WELDS WITHIN 37.5 FEET FROM PROPOSED PIER 1 SHALL BE 100% INSPECTED USING UT.
 - THE CONTRACTOR SHALL SUBMIT A PILE SCHEDULE, PILE INSTALLATION, AND PILE DRIVING/TESTING PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER.

- AFTER PILE DRIVING IS COMPLETE, THE CONTRACTOR SHALL SUBMIT PILE DRIVING LOGS INCLUDING THE FINAL TIP ELEVATIONS AND THE RESULTS OF ANY DYNAMIC OR STATIC LOAD TESTING. SIGNIFICANT DEVIATIONS SHALL BE NOTED AS REVISIONS ON THE CONSTRUCTION DRAWINGS.
- ALL PROPOSED H-PILES SHALL BE INSTALLED WITH A PILE SHOE ITEM NO. 948.5.
- PROPOSED PILES TO BE INSTALLED UTILIZING ITEM NO. 944.2 PRE-DRILLING FOR PILES AND ITEM NO. 944.3 DRILLING FOR PILE OBSTRUCTION AS APPROPRIATE AND IN ACCORDANCE WITH THE SPECIFICATION REQUIREMENTS.
- LAP SPLICES IN PIER WALL LONGITUDINAL REINFORCEMENT SHALL BE ALTERNATED AND STAGGERED AND SHOWN ON THE CONSTRUCTION DRAWINGS.
- BRIDGE SEAT REINFORCING IS REQUIRED FOR BRIDGE SEAT SUPPORTING BEAM 1 THROUGH BEAM 5.
- CONTRACTOR SHALL PREPARE THE SURFACE OF ANY PREVIOUSLY CAST CONCRETE BY WATER-BLAST TO REMOVE ALL LAITANCE AND DEBRIS.
- THE CONTRACTOR SHALL MAKE SURE THAT THE FORM LINER PANELS ARE ORIENTATED APPROPRIATELY, PLUMB AND LINED UP VERTICALLY FROM PANEL TO PANEL FOR THE FULL HEIGHT OF THE WALL.
- THE FORM LINER PANELS SHALL BE INSTALLED END TO END WITHOUT CREATING A VISIBLE SEAM IN THE FINAL CAST CONCRETE
- SEE SHEET 27 FOR CAP END DETAILS.
- SEE SHEET 27 FOR KEEPER BLOCK DETAILS.



PIER 1 END ELEVATION

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

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