TOWN OF GLASTONBURY

GL-2021-06

MAIN STREET SIDEWALKS PHASE 3A AND 3B

ADDENDUM NO. 1

September 8, 2020

Bid Due Date: 09-10-2020 @ 11:00 A.M.

The attention of bidders submitting proposals for the above-referenced project is called to the following Addendum to the specifications. The items set forth herein, whether of omission, addition, substitution or other change, are all to be included in and form a part of the proposed Contract Documents for the work. Bidders shall acknowledge this Addendum on the Bid Proposal Page (BP-1).

Question 1: ***Will the prefabricated bridge manufacturer be subject to shop drawing review and/or in-plant inspections during fabrication by CTDOT?***

Answer: This is not a CTDOT project and consequently, CTDOT will not be involved in the shop drawing review, working drawing review or inspection during fabrication. The Town's designer will review the working drawings and shop drawings for conformance with contract plans and specifications.

Question 2: ***The bridge structure is only 6' wide, but requires an H-5 (10,000 lb) vehicle. AASHTO recommends the H-5 vehicle only for pedestrian bridge structures between 7' and 10' clear width. Please confirm this vehicle loading requirement.***

Answer: The bridge needs to be designed for vehicular loading in order to facilitate maintenance operations. Design for H-5 loading is required. In addition, the bridge needs to be designed to carry the Town of Glastonbury's maintenance vehicle: Maintenance Vehicle MT2 - 10,000 Gross Vehicle Weight with a wheelbase of 75 inches and a track width of 51 inches, with all four wheels equally loaded.

Question 3: ***As it is not typical for load ratings to be provided for pedestrian bridges, please confirm this requirement which is stated in several locations.***

Answer: A bridge load Rating is required for the following vehicles

- H-5 Loading
- Maintenance Vehicle MT2 - 10,000 Gross Vehicle Weight with a wheelbase of 75 inches and a track width of 51 inches, with all four wheels equally loaded.

Question 4: ***In the special provision for the bridge, there is a requirement for the contact information of the metallizer to be provided with the set of working drawings and computations. Please confirm that this is an uncoated weathering steel bridge and metallizing or any other coatings are not required.***

Answer: The proposed bridge is an uncoated weathering steel bridge.

Question 5: ***There is a statement in the special provision for the bridge which states that "All Fracture-Critical Members (FCM) shall be fabricated according to D1.5 Welding Code, Section 12." However, The Federal Highway Administration recently published a document (Publication No. FHWA-HIF-19-088) which states "Under the AASHTO pedestrian bridge design specification, AWS D1.1 (AWS, 2015) is to be used for pedestrian bridges, and this approach is sound. The Bridge Welding Code was not developed with pedestrian bridges in mind. The loads associated with pedestrians on bridges do not create the stress ranges that are associated with highway fatigue loading; occasional vehicular traffic on a pedestrian bridge will not constitute a sufficient number of loading cycles to create a fatigue-sensitive situation. In addition, many pedestrian bridges incorporate AESS (architecturally exposed structural steel) members, a condition not addressed in the Code. Tubular steel, a material form not currently addressed in the Code, is often incorporated into pedestrian bridges." Standard pedestrian bridge fabrication practices would be to use AWS D1.1 as the welding code for this structure without a fracture control plan, and the bridge materials would be Charpy V-notch (CVN) fracture tested with Fracture Critical Designations as required by design. Is this approach acceptable?***

Answer: Design shall be done in accordance with Section 4.2 and Section 8.2.3 of the AASHTO Guide specification for the design of Pedestrian Bridges, which requires a fracture control plan.

Note: This addendum consists of 2 pages including the above text.

END OF TEXT