

May 2, 2014

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7548656

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2013-DF-109

FEDERAL-AID PROJECT NO. FAP Nos: FLD-EMRG(056)

Atwells Ave Bridge No. 975 Replacement

Atwells Avenue in Providence, RI from 50' west of Tuxedo Avenue to 306' east.

CITY/TOWN OF Providence

COUNTY OF PROVIDENCE

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 3 Prospective bidders and all concerned are hereby notified of the following changes in the Plans, Specifications, Proposal and Distribution of Quantities for this contract. These changes shall be incorporated in the Plans, Specifications, Proposal and Distribution of Quantities, and shall become an integral part of the Contract Documents.

A. Clarification

1. Structural Steel shall be metalized and painted. Railing components shall be color galvanized.

B. Contract Documents

1. Proposal Pages
 - a. Pages P-26(R-2) and P-27(R-2)
Delete Pages P-26(R-2) and P-27(R-2) in their entirety and replace them with pages P-26(R-3) and P-27(R-3) attached to this Addendum No. 3. The Addendum Posting Date has been posted.
2. Specifications - Job Specific
 - a. Page JS-113
Delete Page JS-113 in its entirety and replace it with Page JS-113(R-1) attached to this Addendum No. 3. The specification has been revised.
 - b. Page JS-142
Delete Page JS-142 in its entirety and replace it with Page JS-142(R-1) attached to this Addendum No. 3. The specification has been revised.


C. Drawings/Plans - Change/Addition

1. Sheet 4 - Job Specific General Notes 2

Delete Plan Sheet 4 in its entirety and replace it with Plan Sheet 4(R-1) attached to this Addendum No 3. Under Concrete section, notes have been resequenced. Under Structural Steel section, note 12 has been deleted and note 28 has been revised.

2. Sheet 18 - Steel Details

Modify this plan as shown on Sketch No. 1 attached to this Addendum No. 3. Paint limit has been revised.



RI Department of Transportation
Chief Engineer

Revised: 2/19/2002

Total or gross sum of bid for Rhode Island Contract Number: 2013-DF-109

Federal-Aid Project Number(s): FLD-EMRG(056)

WRITTEN IN WORDS:

The undersigned bidder declares that this Proposal is made without connection with any other person or persons making proposals for the same work, and is in all respects fair and without collusion or fraud. The undersigned bidder submits herewith, a proposal guarantee in the form of a bid bond in favor of the State of Rhode Island in the amount of 5% of the total or gross sum of the bid and agrees and consents that the proposal guarantee shall be forfeited to the State as liquidated damages if the required contract agreement and contract bond are not executed within ten(10) days of the notice of award. All surety companies must be listed with The Department of the Treasury, Fiscal Services, Circular 570, (Latest Revision published by The Federal Register). The State reserves the right to retain the surety of all bidders until the successful bidder enters into the Contract or until such time as the award or cancellation of the Contract is announced at which point Sureties will be returned to all bidders by the State of Rhode Island, Office of Purchases. The undersigned bidder further agrees, if awarded the contract on this proposal, to begin work within ten (10) calendar days after the date of execution of the contract unless otherwise specified under special provisions or permitted by the Engineer, and further agrees to complete the work on or before the dates outlined in the Contract Documents.

COMPLETION DATE(S)

DESCRIPTION	DATE
Substantial Completion Date	December 11, 2015
Bid-Opening Date	May 7, 2014
Pre-Bid Date	April 17, 2014
Advertise Date	April 11, 2014

THE BIDDER ACKNOWLEDGES RECEIPT OF THE FOLLOWING:

ADDENDA	DATE POSTED	DOCUMENT(S)	PAGE
NO.1	April 24, 2014	1. Status Certification for: Debarment, Eligibility, Indictments, Convictions or Civil Judgements	1
NO.2	May 1, 2014	2. Anti-Collusion Certificate	2
NO.3	May 2, 2014	4. DBE Affirmative Action Certification	3 - 9
		3. Disclosure of Lobbying Activities	

Total or gross sum of bid for Rhode Island Contract Number: 2013-DF-109

Federal-Aid Project Number(s): FLD-EMRG(056)

Whoever, being an officer, agent, or employee of the United States, or of any State, or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the costs thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction of any highway or related project submitted for approval to the Secretary of Transportation; or Whoever, knowingly makes any false statement, false representation, false report, or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or Whoever, knowingly makes any false statement or false representation as to a material fact in any statement, certificate, or report submitted pursuant to the provisions of the Federal-aid Road Act approved July 11, 1916 (39 Stat. 355), as amended and supplemented, Shall be fined not more than \$10,000 or imprisoned not more than five years, or both. By signing here the signee agrees that the disk submitted is the same as the paper submitted and that any discrepancies may result in disqualification of the bid.

BEING EITHER A (INDIVIDUAL, PARTNERSHIP,
(OR CORPORATION INCORPORATED)
(UNDER THE LAWS OF ANY STATE)
(IN THE UNITED STATES OF AMERICA)

Contractor

COMPOSED OF OFFICERS, PARTNERS
OR OWNER, AS FOLLOWS.

President

Vice-President

Secretary

Treasurer

Address

CERTIFICATION SUMMARY: I hereby certify that I have read all of the above requirements and understand that it affects the acceptability of my bid(s).

Name of Signatore - Title

Date

The top surface of the roadway shall be given a textured finish as designated by the Engineer.

The casting bed and forms shall have provisions for straightening and holding the steel grid panels flat and square prior to placing concrete. The steel grid panels shall be checked for conformity with the required dimensions as to cross slope, and must be supported to prevent displacement during precasting operations to obtain the proper concrete thickness.

Precast panels shall not be removed from the forms or moved until the concrete has reached 3,750 psi.

Precast panels shall be properly cured in accordance with RIDOT's Standard Specification Section 809.

The dimensional tolerances of a completed precast panel in any direction shall be $\pm 1/4$ inch.

After curing, all form release material and any other forming materials adhering to the vertical faces of concrete shall be removed. Precast concrete vertical faces shall be sandblasted, with care taken to avoid damage to the galvanized coatings.

A rigid lifting frame shall be used whenever the precast panels are moved. Lifting locations must be positioned to limit stresses in the panel and analysis shall consider stresses caused by deflection of the lifting frame. Proposed handling methods must limit the actual concrete tensile stresses below the concrete modulus of rupture based upon the proposed support locations and expected dynamic loading during handling, storage, and transportation of the panels. Particular care shall be taken to avoid twisting of the panels or bending of the panels in the weak (perpendicular to the main bar) direction. The panels shall not be damaged during lifting and shipping.

The completed panels shall be marked with their proper identification number. Panels shall be stored and shipped right side up, and wood lagging shall be used (with due regard to built-in panel camber) to prevent steel, concrete, sheet metal, or galvanized coating damage. At a minimum, lagging shall be placed immediately adjacent to the proposed lifting locations and at the ends of the panel. Preferably, blocking should be placed at all stringer block-outs and at the ends of the panel. Blocking between stacked panels must be in vertical alignment across the panel width. Stack no more than four precast panels high.

CODE 827.9902

HOT-DIP GALVANIZING AND FACTORY-APPLIED COLOR FINISH

DESCRIPTION: This work consists of applying hot-dip galvanizing to the two bar steel railing; and coating with it with an approved paint system in accordance with plans, and in a manner satisfactory to the Engineer.

This work shall be performed in conformance with these Special Provisions, and the Rhode Island Standard Specifications for Road and Bridge Construction, 2010 Edition as amended, as modified by this provision, and as directed by the Engineer.

MATERIALS, SURFACE PREPARATION, GALVANIZING AND COATING APPLICATION:

Hot-Dip Galvanizing: For steel exposed to the elements, weather or corrosive environments and other steel indicated to be galvanized, provide a uniform dry film thickness (DFT) coating for iron and steel fabrications applied by the hot-dip process. Galvanizing bath shall contain special high grade zinc (98% minimum) and other elements.

Galvanize Properties:

- a. Comply with AASHTO M111 for fabricated products and AASHTO M232 for hardware. Any piece that does not meet the standards must be stripped and re-galvanized. Record the average DFT as measured by SSPC PA-2.
- b. Prepare the galvanized surfaces in accordance with the latest ASTM method D 6386-99 as described under Section 5.4.1 Sweep Blasting. Select abrasive size and type based on the type, grade and surface condition of the galvanizing to be treated. The target profile is at 1.5-2.0 mils. Measures to ensure that excessive removal of the zinc does not occur must be provided.
- c. Adhesion: The minimum acceptance bond strength is 1050 psi, in accordance with ASTM D 4541. If the results are less than 1050 psi, remove the galvanizing by blast cleaning. Evaluate the tensile bond strength of the galvanizing daily. Test every 500 square feet. Use a self aligning adhesion tester in accordance with ASTM D4541. Select a rapid curing adhesive and perform the test in a timely manner, to enable application of the primer within the maximum allowable time the galvanizing can remain uncoated (8 hours).

Factory-Applied Finish over Galvanized Steel: Provide factory-applied coating over hot-dip galvanized steel matching approved samples. Use a coating system from the NEPCOAT QPL for new and existing 100% bare steel, but without the zinc rich primer. Use all coatings from the same manufacturer's approved system.

CONCRETE NOTES

- CLASSES OF CONCRETE SHALL BE HIGH PERFORMANCE CLASS HP AND CLASS XX, AS DESCRIBED IN THE RI STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS. REFER TO THE "MATERIAL" NOTES FOR CLASSES OF CONCRETE SPECIFIED FOR VARIOUS COMPONENTS.

THE CONTRACTOR MAY, AT THE APPROVAL OF THE ENGINEER, PROPOSE THE USE OF SELF-CONSOLIDATING CONCRETE FOR ANY CLASS OF CONCRETE ON THIS PROJECT. SECTION 606 "SELF CONSOLIDATING CONCRETE (SCC)", CONTAINS THE REQUIREMENTS FOR MODIFYING ALL CLASSES OF CONCRETE MIX DESIGN FOR SELF-CONSOLIDATING APPLICATIONS.
- ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED.
- UNLESS OTHERWISE NOTED, ALL REINFORCING STEEL SHALL BE GALVANIZED. ALL WIRE TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF GALVANIZED REINFORCING SHALL BE NON-CONDUCTING OR GALVANIZED MATERIAL. REINFORCING STEEL SHALL BE GALVANIZED PER ASTM A767 CLASS I (GALVANIZED STEEL).
- ALL CRITICAL LAP SPLICES SHALL BE AS SHOWN ON THE PLANS. ALL SPLICES NOT SHOWN ON THE PLANS SHALL BE LAPPED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR CLASS C LAP SPLICES.
- THE TOP BARS IN THE DECK SLABS SHALL BE SPLICED AT THE CENTER OF SPANS BETWEEN GIRDERS. THE BOTTOM BARS SHALL BE SPLICED OVER THE GIRDERS.
- UNLESS OTHERWISE INDICATED ON THE PLANS, ALL MAIN REINFORCING BARS SHALL HAVE THE FOLLOWING MINIMUM COVER:

CONCRETE CAST AGAINST OR PERMANENTLY EXPOSED TO EARTH (BACKWALLS)	3"
DECK SLABS (WITH WEARING SURFACE)	TOP 2" (+1/4", -0") BOTTOM 1" (+1/8", -0")
ALL OTHER BARS	2"

COVER TO TIES AND STIRRUPS MAY BE 0.5 INCH LESS THAN THE ABOVE VALUES SPECIFIED FOR MAIN REINFORCING, BUT IN NO CASE LESS THAN 1.5 INCHES.

- ALL ANCHOR BOLTS SHALL BE ASTM DESIGNATION F1554 GR 36 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 232 OR METALIZED IN ACCORDANCE WITH SECTION M.05.
- ALL ANCHOR BOLTS SHALL BE SET PRIOR TO PLACEMENT OF CONCRETE UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- HORIZONTAL CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON PLANS WILL NOT BE PERMITTED WITHOUT A WRITTEN REQUEST BY THE CONTRACTOR AND PRIOR AUTHORIZATION BY THE ENGINEER.
- UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CONCRETE SURFACES VISIBLE IN ELEVATION TO ONE FOOT BELOW FINAL GROUND LINE (AND THE UNDERSIDE OF ALL CONCRETE DECK SLABS OUTSIDE OF THE FASCIA BEAMS), SHALL RECEIVE A CONCRETE SURFACE RUBBED FINISH IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS. FINISHING THE CONCRETE WITH A PARGED MORTAR FINISH IS NOT AN ACCEPTABLE SUBSTITUTE.
- THE ENTIRE TOPSIDE SURFACES OF ABUTMENT BEAM SEATS, AS WELL AS VERTICAL FACES OF BACKWALLS, SHALL BE PROVIDED WITH A FILM-FORMING SEALER (M12.03.1) CONCRETE SURFACE TREATMENT-PROTECTIVE COATING IN ACCORDANCE WITH SECTION 820 OF THE RI STANDARD SPECIFICATIONS.
- ALL EXPOSED EDGES AND REENTRANT CORNERS NOT OTHERWISE DETAILED ON THE PLANS SHALL HAVE A MINIMUM 3/4" CHAMFER.
- ALL JOINT SEALANT SHALL BE POLYURETHANE, POLYURETHANE ELASTOMERIC, OR SILICONE SEALANT AS DESIGNATED ON THE PLANS. THE COLOR OF THE JOINT SEALANT, WHERE EXPOSED, SHALL BE NEUTRAL (LIGHT GRAY OR TAN). THE COLOR OF THE SEALANT, WHERE NOT EXPOSED, WILL BE AT THE DISCRETION OF THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATIONS DURING CONSTRUCTION UNTIL SUCH TIME WHEN THE SURFACES ARE APPROVED AND ACCEPTED. ANY CONCRETE STAINS OR DISCOLORATIONS OCCURRING PRIOR TO ACCEPTANCE OF THE SURFACES SHALL BE REMOVED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- UNLESS OTHERWISE NOTED ON THE PLANS, JOINT FILLER IS TO BE A PREFORMED, NON-EXPANSIVE, NON-EXTRUDING TYPE IN ACCORDANCE WITH SECTION M.02.11.1 OF THE RI STANDARD SPECIFICATIONS.
- PLACEMENT, FINISHING AND CURING OF BRIDGE DECK CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 814 OF THE RI STANDARD SPECIFICATIONS.
- UNLESS OTHERWISE INDICATED ON THE PLANS, ALL DECK FORMS SHALL BE OF THE REMOVABLE TYPE THAT WILL PRODUCE THE DIMENSIONS SHOWN ON THE PLANS.
- IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS, ALL METAL TIES OR ANCHORAGES WHICH ARE REQUIRED FOR CONCRETE FORMWORK SHALL BE SO CONSTRUCTED THAT THEY CAN BE REMOVED TO AT LEAST TWO INCHES BELOW THE EXPOSED SURFACE OF THE CONCRETE WITHOUT CAUSING DAMAGE TO THE CONCRETE SURFACE. SNAP TIES MAY BE USED ONLY IF APPROVED BY THE ENGINEER. IF THE CONTRACTOR PROPOSES TO USE THEM, A CATALOG CUT AND OTHER NECESSARY INFORMATION MUST BE SUBMITTED TO THE ENGINEER TO DEMONSTRATE THAT THE TIES WILL SNAP-OFF FAR ENOUGH INTO THE CONCRETE TO ALLOW FOR PROPER PATCHING. SNAP TIES MUST PROVIDE ADEQUATE STRENGTH TO SUPPORT THE FORMS. ALL CAVITIES SHALL BE FILLED WITH AN APPROVED CEMENT MORTAR MEETING THE REQUIREMENTS OF ASTM C 928.

- WATER STOPS ARE REQUIRED FOR HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS IN ABUTMENTS AND WALLS WHEN EXPOSED TO BACKFILL EARTH MATERIAL. WATER STOPS SHALL BE INSTALLED AT THE LOCATIONS DETAILED ON THE PLANS, AT THE LOCATIONS AS SPECIFIED ABOVE AND AT ALL LOCATIONS AS DIRECTED BY THE ENGINEER, ALL IN ACCORDANCE WITH SECTION 812 OF THE RI STANDARD SPECIFICATIONS.
- EMBEDMENT LENGTHS FOR DRILLED AND GROUTED DOWELS SHALL BE IN ACCORDANCE WITH SECTION 819 OF THE STANDARD SPECIFICATION, UNLESS OTHERWISE INDICATED ON THE PLANS.
- HAND-HELD VIBRATORS SHALL BE EQUIPPED WITH RUBBER TIPPED HEADS WHEN USED TO CONSOLIDATE CONCRETE AROUND REINFORCEMENT AND EMBEDMENTS.
- SUPPORT RAILS FOR THE FINISHING MACHINE(S) SHALL BE LOCATED SUCH THAT THE ENTIRE BRIDGE DECK SHALL RECEIVE A MACHINE FINISH. THE CONTRACTOR SHALL INCLUDE THE LOADING OF THE FINISHING MACHINE(S) AND THE SUPPORT RAIL SYSTEM IN THE DESIGN OF THE CANTILEVER DECK SUPPORT SYSTEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST AND DESIGN OF THIS SUPPORT SYSTEM WHICH MAY REQUIRE THE ADDITION OF TEMPORARY DIAPHRAGMS OR BRACES TO PREVENT FASCIA STRINGER ROTATION. ALLEN SCREED WILL NOT BE ALLOWED.
- FOR CLASS XX CONCRETE, 3500 MAX COULOMBS AT 28 DAYS AS TESTED BY AASHTO T-277 WOULD BE REQUIRED. CONCRETE CURING SHOULD BE PERFORMED BY WATER METHOD.

STRUCTURAL STEEL NOTES

- FRAMING DIMENSIONS ARE GIVEN ALONG CENTERLINES OF GIRDERS AND ALONG CENTERLINES OF BEARINGS ON ABUTMENTS AND PIERS. THE FABRICATOR IS RESPONSIBLE FOR INCORPORATING THE CAMBER, CROSS SLOPE, AND OTHER EFFECTS THAT MAY IMPACT THE OVERALL GIRDER LENGTHS, DIMENSIONS AND/OR THE DETAILING.
- THE SHOPS FABRICATING THE STRUCTURAL STEEL (EXCEPT FOR EXPANSION JOINTS, RAILINGS, EXODERMIC DECK AND BEARINGS), MUST BE CERTIFIED FOR "MAJOR STEEL BRIDGES (CBR)" IN ACCORDANCE WITH THE AISC QUALITY CERTIFICATION PROGRAM OR EQUIVALENT. SHOPS FABRICATING THE EXPANSION JOINTS, RAILINGS, EXODERMIC DECK AND BEARINGS SHALL, AT A MINIMUM, BE CERTIFIED FOR "SIMPLE STEEL BRIDGE STRUCTURES (Sbr)".

THE SHOPS SHALL ALSO BE CERTIFIED UNDER THE AISC "SOPHISTICATED PAINT ENDORSEMENT (SPE)" QUALITY PROGRAM OR THE SSPC-QP3 PAINT CERTIFICATION PROGRAM.

THE FABRICATOR MUST SUBMIT PROOF OF CURRENT CERTIFICATION AS SPECIFIED.

- THE STEEL ERECTOR/CONTRACTOR FOR THIS PROJECT SHALL BE CERTIFIED FOR "ADVANCED CERTIFIED STEEL ERECTOR (ASCE)" IN ACCORDANCE WITH THE AISC QUALITY CERTIFICATION PROGRAM. THE ERECTOR/CONTRACTOR OF THE STRUCTURAL STEEL SHALL BE REQUIRED TO SUBMIT PROOF OF CURRENT CERTIFICATION AS SPECIFIED.
- SHOP DRAWINGS FOR ALL FABRICATED STEEL INCLUDING BEARINGS, EXPANSION JOINTS, RAILINGS AND FALSEWORK SHALL BE SUBMITTED TO THE ENGINEER IN SUFFICIENT TIME TO PERMIT CAREFUL CHECKING PRIOR TO FABRICATION.
- INSPECTION OF WELDS INCLUDING RADIOGRAPHIC TESTING (RT) AND MAGNETIC PARTICLE TESTING (MT) SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS AND THE AASHTO/AWS BRIDGE WELDING CODE, EXCEPT THAT THE REMAINING PERCENTAGE OF ALL GROOVE WELDS NOT RT TESTED SHALL BE MT OR DYE-PENETRANT TESTED.
- STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE LATEST PROVISIONS OF AASHTO DESIGNATION M 270 GRADE 36, GRADE 50.
- ALL AASHTO M 270 STRUCTURAL STEEL USED IN GIRDERS (INCLUDING CONNECTION PLATES AND STIFFENERS), SHALL MEET THE ZONE 2 CHARPY V-NOTCH FRACTURE TOUGHNESS TEST REQUIREMENTS AS SPECIFIED IN TABLE 6.6.2-2 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR "NONFRACTURE-CRITICAL" COMPONENTS. THE ZONE 2 FRACTURE TOUGHNESS REQUIREMENTS ARE AS FOLLOWS:

NONFRACTURE-CRITICAL

GRADE 36	15 FT-LBS @ 40°F (UP TO 4 INCHES THICK)
GRADE 50	15 FT-LBS @ 40°F (UP TO AND INCLUDING 2 INCHES THICK)
GRADE 50	20 FT-LBS @ 40°F (FROM 2 INCH THICK UP TO AND INCLUDING 4 INCHES THICK)

SAMPLING AND TESTING PROCEDURES SHALL BE IN ACCORDANCE WITH AASHTO T 243. THE FREQUENCY OF TESTING SHALL BE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

THE CHARPY V-NOTCH FRACTURE TOUGHNESS TEST REQUIREMENT IS NOT MANDATORY FOR THE FOLLOWING STEEL COMPONENTS:

- BEARINGS, MASONRY PLATES AND SOLE PLATES
 - EXPANSION JOINTS SYSTEMS
 - DRAINAGE MATERIAL
 - RAILINGS
 - SUPPORT OF EXCAVATION COMPONENTS
- WELDING SHALL BE IN ACCORDANCE WITH THE LATEST STRUCTURAL WELDING CODE AASHTO/AWS D1.5 (INCLUDING ALL INTERIMS TO DATE) AND APPLICABLE SUPPLEMENTAL AWS PUBLICATIONS.
 - ALL HIGH STRENGTH BOLTS SHALL CONFORM TO AASHTO DESIGNATION M 164, AND THEY SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 824 OF THE RI STANDARD SPECIFICATIONS.

R-1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	FLD-EMRG(056)	2014	4	62

- WASHERS MEETING AASHTO DESIGNATION M 293 ARE TO BE USED OVER ALL HOLES THAT ARE MORE THAN 1/16" IN DIAMETER GREATER THAN THE BOLT DIAMETER AND UNDER ALL PARTS TURNED DURING ASSEMBLY.
- WELDING ELECTRODES SHALL HAVE THE SAME CORROSION RESISTANCE AS THE BASE METAL AND SHALL BE FREE OF MOISTURE AT THE TIME OF USE.
- UNLESS OTHERWISE SPECIFIED, THE UPPER SURFACES OF GIRDER TOP FLANGES SHALL BE FREE OF PAINT, OIL OR OTHER IMPURITIES THAT WOULD IN ANY WAY REDUCE THE BOND OF CONCRETE TO STEEL.
- PRIOR TO FABRICATION, ALL MATERIALS SHALL BE BLAST-CLEANED TO AT LEAST SSPC-SP6 TO REMOVE ALL OIL, DIRT, GREASE, MILL SCALE AND OTHER DELETERIOUS MATERIALS FROM THE SURFACES OF THE STEEL TO BE FABRICATED.
- PRIOR TO SHOP COATING AS SPECIFIED IN SECTION 825 OF THE RI STANDARD SPECIFICATIONS, ALL CORNERS AND EDGES OF STEEL WHICH HAVE BEEN FLAME CUT OR OTHERWISE HARDENED SHALL BE SOFTENED BY GRINDING OR BLAST-CLEANING TO PROVIDE A SURFACE SUITABLE FOR APPLICATION OF THE SPECIFIED PAINT SYSTEM.
- WELDING OF ATTACHMENTS TO GIRDER FLANGES OR WEBS FOR CONSTRUCTION PURPOSES IS NOT PERMITTED EXCEPT WHEN APPROVED BY THE ENGINEER.
- THE ENDS OF ALL GIRDERS SHALL BE VERTICAL AFTER ALL DEAD LOADS HAVE BEEN PLACED.
- INTERMEDIATE STIFFENERS SHALL BE PLACED ON THE INTERIOR SIDE OF THE FASCIA PLATE GIRDER WEBS AND ON BOTH SIDES OF ALL INTERIOR PLATE GIRDER WEBS.
- BEARING STIFFENERS SHALL BE FABRICATED AS SHOWN ON THE PLANS AND SHALL BE PLACED ON BOTH SIDES OF ALL PLATE GIRDER WEBS.
- INTERMEDIATE STIFFENERS AND CONNECTION PLATES SHALL BE SET PERPENDICULAR TO THE FLANGES OF THE GIRDERS.
- END BEARING STIFFENERS AT GIRDER ENDS SHALL BE PLUMB.
- BOLTED CONNECTIONS SHALL BE DESIGNED AS SLIP-CRITICAL CONNECTIONS. THE FAYING SURFACES SHALL SATISFY CLASS B SURFACE CONDITION AS DEFINED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
- ALL SHOP CONNECTIONS AND SPLICES SHALL BE WELDED. WELDING PROCEDURES AND TECHNIQUES TO BE USED IN FABRICATION AND ERECTION OF THE GIRDERS SHALL BE AS SHOWN ON THE SHOP DRAWINGS AND SHALL INCORPORATE THE FOLLOWING:
 - BOTH FLANGES AND THE WEB SHALL BE COMPLETELY FABRICATED FOR THEIR ENTIRE LENGTHS BEFORE THE WELDING OF THE FLANGES TO THE WEB IS PERFORMED.
 - ALL WEB AND FLANGE SPLICES OTHER THAN THOSE SHOWN ON THE PLANS MUST BE APPROVED BY THE ENGINEER. ALTERNATE OR ADDITIONAL SPLICES ARE TO BE LOCATED AND DESIGNED BY THE FABRICATOR AND SHOWN ON THE SHOP DRAWINGS. THESE SPLICES ARE TO FULLY DEVELOP THE STRENGTH OF THE WEB AND FLANGE PLATES. WEB SPLICES, IF USED, SHALL BE LOCATED 2'-0" MINIMUM FROM ANY STIFFENER.
 - NO MORE THAN TWO SHOP WEB SPLICES WILL BE PERMITTED BETWEEN FIELD SPLICES. SPLICING OF GIRDERS BY FIELD WELDING WILL NOT BE PERMITTED.
- NO SHOP FILLET WELD SHALL BE LESS THAN 1/4".
- ALL SHEAR STUD CONNECTORS SHALL BE WELDED BY THE AUTOMATIC TIMED ELECTRIC ARC PROCESS. SHEAR STUDS SHALL BE INSPECTED AND TESTED IN ACCORDANCE WITH SECTION 824 OF THE RI STANDARD SPECIFICATIONS.
- WHEN STEEL DIE STAMPS ARE USED TO IDENTIFY PIECES AND MEMBERS, FABRICATORS SHALL UTILIZE LOW STRESS STAMPS.
- FOR SIZE AND LOCATION OF ANCHOR BOLTS, SEE BEARING DRAWING.
- BRIDGE COMPONENTS, EXCEPT AS NOTED, SHALL BE METALIZED AND PAINTED. RAILING COMPONENTS SHALL BE PREPARED COLOR GALVANIZED. ALL SURFACE TREATMENT SHALL BE IN ACCORDANCE WITH THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND SPECIAL PROVISIONS AS APPLICABLE. THE COLOR OF THE SURFACES SHALL BE "GRAYISH REDDISH BROWN", MUNSELL NOTATION 2.5YR3/2. ALL DAMAGES DUE TO HANDLING, SHIPPING, ERECTION AND VISUAL IMPERFECTIONS WHEN VIEWED FROM A DISTANCE OF 30 FEET SHALL BE FIELD SURFACE PREPARATION, FIELD TOUCH-UP AND REPAIRED TO BLEND WITH FINISH COATS EQUIVALENT TO THE ORIGINAL SYSTEMS, IN ACCORDANCE WITH THE MANUFACTURER RECOMMENDATIONS AND THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

REVISIONS

NO.	DATE	BY
1	5/1/14	VHB

**RHODE ISLAND
DEPARTMENT OF TRANSPORTATION**

**REPLACEMENT OF
ATWELLS AVE. BRIDGE NO. 975**

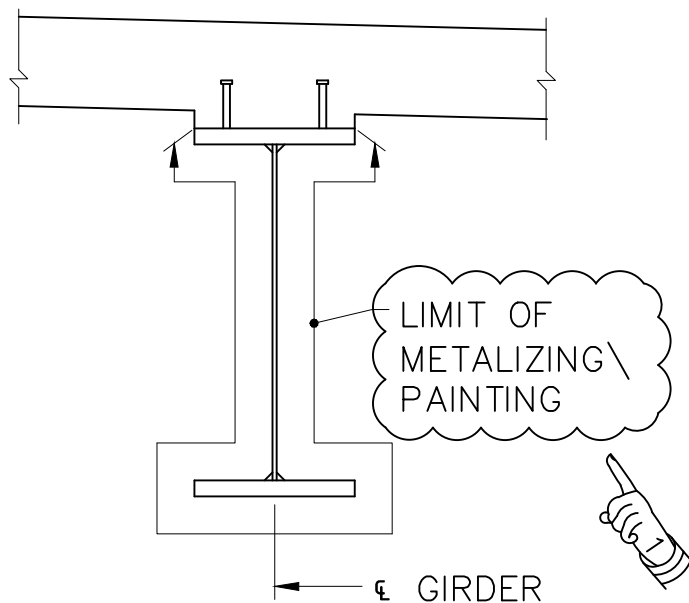
PROVIDENCE, RHODE ISLAND

**JOB SPECIFIC
GENERAL NOTES 2**

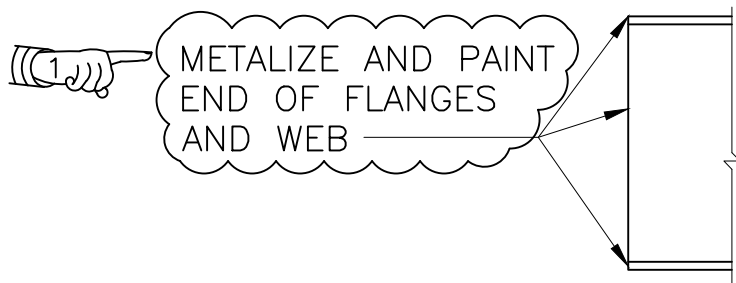
CHECKED BY _____ DATE _____ SCALE _____



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SECTION



ELEVATION
AT THE END OF GIRDER



VANASSE HANGEN BRUSTLIN, INC.
TRANSPORTATION LAND DEVELOPMENT
ENVIRONMENTAL SERVICES
PROVIDENCE, RHODE ISLAND

REVISION TO
STEEL DETAILS

R.I. CONTACT
NO.

2013-DF-109

SKETCH NO.

1

MAY 1, 2014

ADDENDUM NUMBER 3

REVISION TO SHEET NO. 18