

June 19, 2017

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION  
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7553508

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2017-CH-039

FEDERAL-AID PROJECT NO. FAP Nos: 3RD-PRTY(239), 405-421-835, STP-BRBW(002)

**Blackstone River Bikeway (Segment 8C)**

The project limits are from Cold Spring Park, Woonsocket to The Meadows Park, North Smithfield, a distance of 0.62± miles.

CITY/TOWN OF North Smithfield, Woonsocket

COUNTY OF PROVIDENCE

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 2 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. Addendum No. 1 Plans

The plans sheets from Addendum No. 1 have been attached to this Addendum No. 2 at full scale.

**B. Contract Documents**

1. Proposal Pages

a. Pages P-18(R-1) through P-20(R-1)

Delete pages P-18(R-1) through P-20(R-1) in their entirety and replace them with pages P-18(R-2) through P-20(R-2) attached to this Addendum No. 2. The Addendum No. 2 Posting Date has been added.

2. Specifications - Job Specific

a. Page JS-26

Delete page JS-26 in its entirety and replace it with page JS-26(R-1) attached to this Addendum No. 2. The specification has been revised.

**C. Drawings/Plans - Change/Addition**

1. Plans - Volume 2

a. Sheet 4 - Job Specific General Note 2

Delete Plan Sheet 4 and replace it with Plan Sheet 4(R-1) attached to this Addendum No. 2. The notes have been revised.

b. Sheet 15 - Prefabricated Truss Section

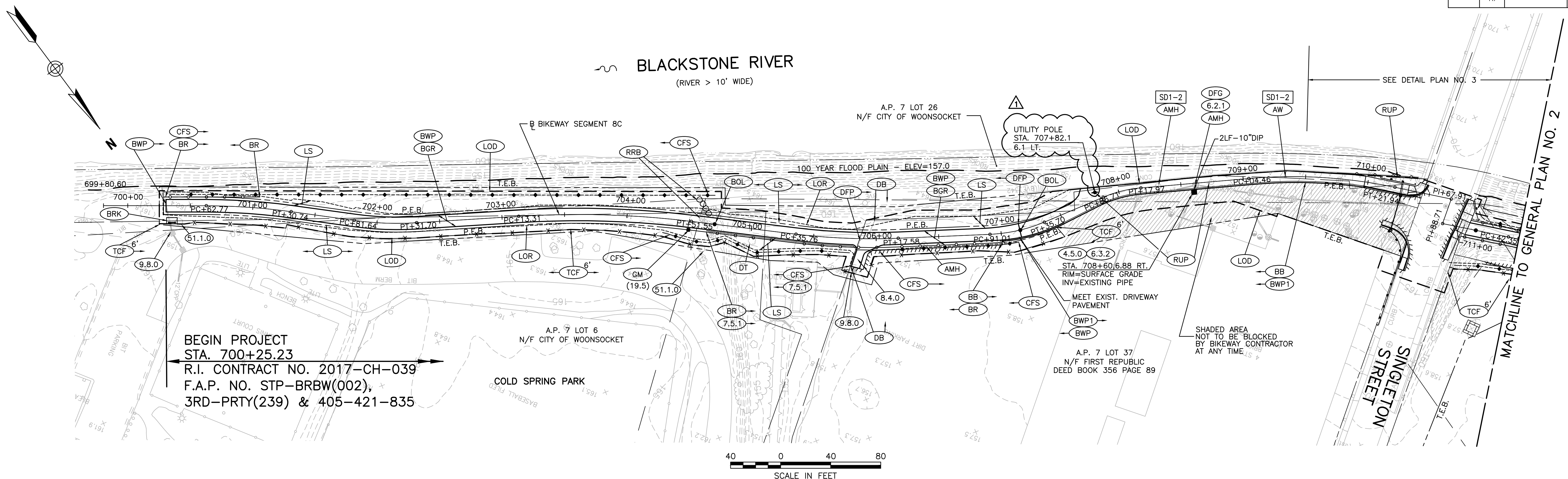
Delete Plan Sheet 15 and replace it with Plan Sheet 15(R-1) attached to this Addendum No. 2. The notes have been revised.



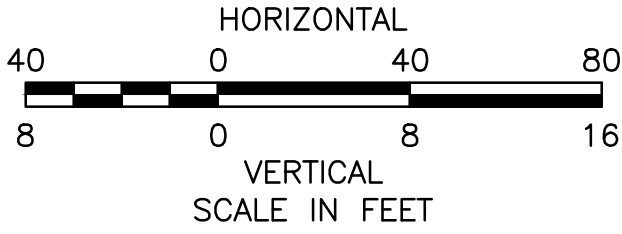
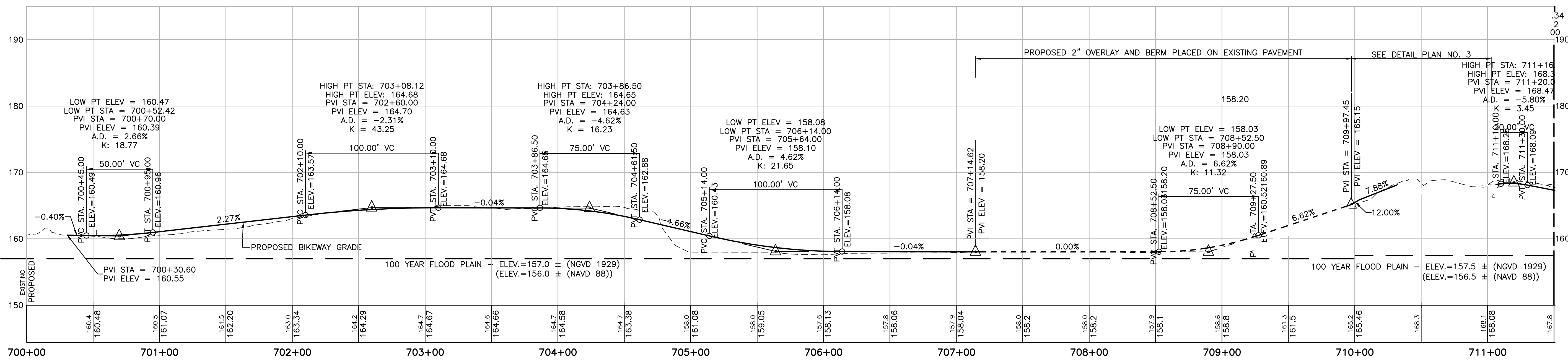
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RI Department of Transportation

Administrator, Division of Project Management



BEGIN PROJECT  
 STA. 700+25.23  
 R.I. CONTRACT NO. 2017-CH-039  
 F.A.P. NO. STP-BRW(002),  
 3RD-PRTY(239) & 405-421-835



- NOTES:  
 1. R.I. STD. 7.3.3 TRANSITION CURB CONNECTING INTO EXISTING BRIDGE CURBS SHALL BE RAISED TO MATCH 8" REVEAL.  
 2. ANY TREE TRIMMING WORK SHALL BE PROVIDED THROUGH THE STATEWIDE TREE TRIMMING CONTRACT. PLEASE COORDINATE WITH THE RESIDENT ENGINEER DURING CONSTRUCTION.

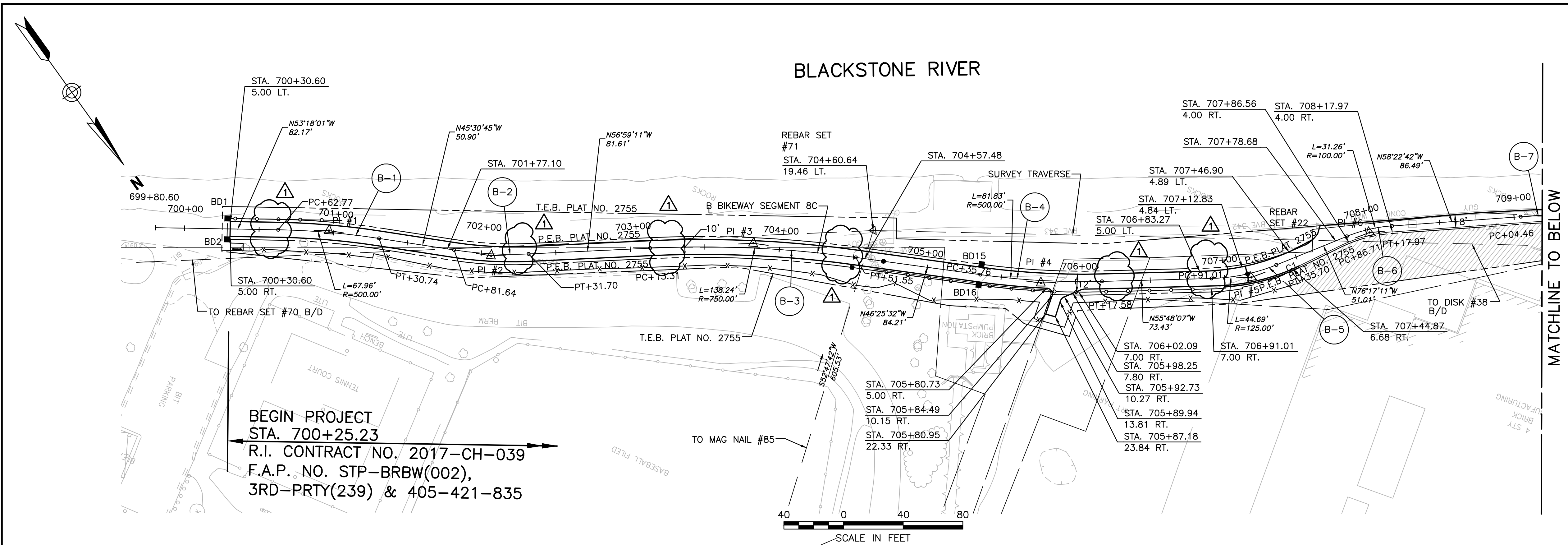
REVISIONS		
NO.	DATE	BY
1	6/13/17	VHB

RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 BLACKSTONE RIVER BIKEWAY  
 SEGMENT 8C  
 WOONSOCKET TO N. SMITHFIELD  
 GENERAL PLAN &  
 PROFILE NO. 1

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_ SCALE \_\_\_\_\_



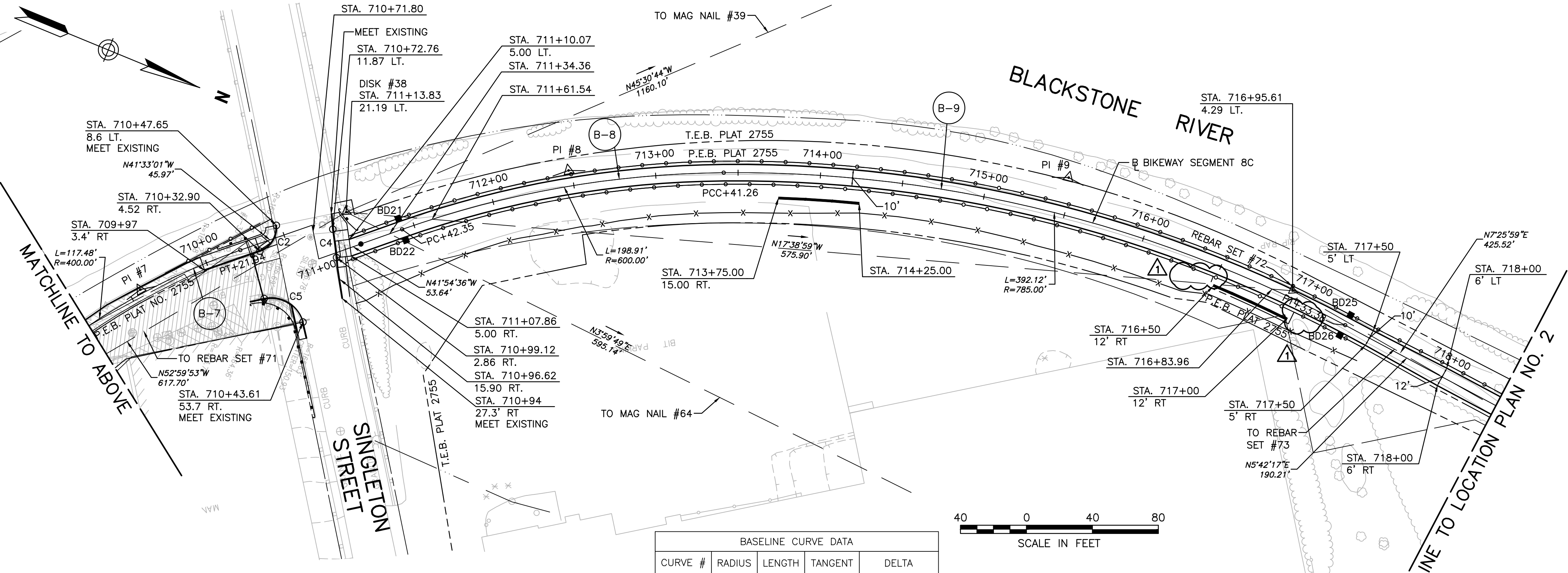
### BLACKSTONE RIVER



BEGIN PROJECT  
 STA. 700+25.23  
 R.I. CONTRACT NO. 2017-CH-039  
 F.A.P. NO. STP-BRW(002),  
 3RD-PRTY(239) & 405-421-835

CURVE	DESCRIPTION	NORTHING	EASTING
B-1	PC 700+62.77	337119.143	320972.229
	CC	337520.033	321271.039
	PT 701+30.74	337163.331	320920.663
B-2	PC 701+81.64	337198.999	320884.351
	CC	337020.649	320709.162
	PT 702+31.70	337230.284	320845.372
B-3	PC 703+13.31	337274.748	320776.939
	CC	337903.653	321185.569
	PT 704+51.55	337360.294	320668.597
B-4	PC 705+35.76	337418.339	320607.589
	CC	337056.099	320262.941
	PT 706+17.58	337469.649	320543.967
B-5	PC 706+91.01	337510.918	320483.237
	CC	337407.531	320412.980
	PT 707+35.70	337528.967	320442.614
B-6	PC 707+86.71	337541.061	320393.056
	CC	337638.210	320416.763
	PT 708+17.97	337553.057	320364.332
B-7	PC 709+04.46	337598.404	320290.684
	CC	337939.016	320500.407
	PT 710+21.94	337673.705	320201.058
B-8	PC 711+42.35	337759.604	320152.009
	CC	338160.381	320598.527
	PCC 713+41.26	337926.756	320045.879
B-9	PCC 713+41.26	337926.756	320045.879
	CC	338222.605	320724.217
	PT 717+33.38	338310.446	319987.814

SCALE IN FEET



BOUND #	CONST. STA.	OFFSET	R.I. STD.
BD1	700+28.60	7.00' LT	14.1.0
BD2	700+28.60	7.00' RT	14.1.0
BD3	700+62.77	7.00' LT	14.1.0
BD4	700+62.77	7.00' RT	14.1.0
BD9	702+31.70	7.00' LT	14.1.0
BD10	702+31.70	7.00' RT	14.1.0
BD11	703+13.31	7.00' LT	14.1.0
BD12	703+13.31	7.00' RT	14.1.0
BD13	704+51.55	7.00' LT	14.1.0
BD14	704+51.55	7.00' RT	14.1.0
BD15	705+35.76	7.00' LT	14.1.0
BD16	705+35.76	7.00' RT	14.1.0
BD17	706+17.58	7.00' LT	14.1.0
BD18	706+17.58	9.00' RT	14.1.0
BD19	706+88.11	7.00' LT	14.1.0
BD20	706+91.01	9.00' RT	14.1.0
BD21	711+42.35	7.00' LT	14.1.0
BD22	711+42.35	7.00' RT	14.1.0
BD23	716+48.19	7.00' RT	14.1.0
BD24	717+02.16	7.00' RT	14.1.0
BD25	717+33.38	7.00' LT	14.1.0
BD26	717+33.38	7.00' RT	14.1.0

SCALE IN FEET

TRAVERSE COORDINATES				
NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
70	337002.3252	321182.8172	159.84	REBAR SET
71	337352.4591	320648.5946	164.23	REBAR SET
85	337718.6041	321130.8860	-	MAG NAIL
38	337724.2187	320155.8281	168.99	DISK
72	338273.0121	319980.6786	164.82	REBAR SET
39	338537.1688	319327.6735	-	MAG NAIL
64	338317.9156	320196.7718	-	MAG NAIL

P.I. COORDINATE DATA		
P.I. NO.	NORTHING	EASTING
P.I. #1	337139.4823	320944.9425
P.I. #2	337216.6000	320866.4326
P.I. #3	337312.5140	320718.8149
P.I. #4	337446.6026	320577.8821
P.I. #5	337523.6128	320464.5561
P.I. #6	337544.7960	320377.7492
P.I. #7	337629.4259	320240.3018
P.I. #8	337839.2823	320080.4925
P.I. #9	338121.2554	319968.9144

BASELINE CURVE DATA				
CURVE #	RADIUS	LENGTH	TANGENT	DELTA
B-1	500.00	67.96	34.03	007° 47' 16"
B-2	250.00	50.06	25.12	011° 28' 26"
B-3	750.00	138.24	69.32	010° 33' 29"
B-4	500.00	81.83	41.00	009° 22' 35"
B-5	125.00	44.69	44.45	020° 29' 03"
B-6	100.00	31.26	31.13	017° 54' 29"
B-7	400.00	117.48	117.06	016° 49' 41"
B-8	600.00	198.91	100.37	018° 59' 40"
B-9	785.00	392.12	200.24	028° 37' 13"

CURB CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C1	200.00	87.15	44.28	024° 58' 04"
C2	15.00	20.10	20.10	076° 46' 00"
C4	391.99	17.36	17.36	002° 32' 14"
C5	20.00	30.41	30.41	087° 07' 06"

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RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION

### BLACKSTONE RIVER BIKEWAY SEGMENT 8C

WOONSOCKET TO N. SMITHFIELD

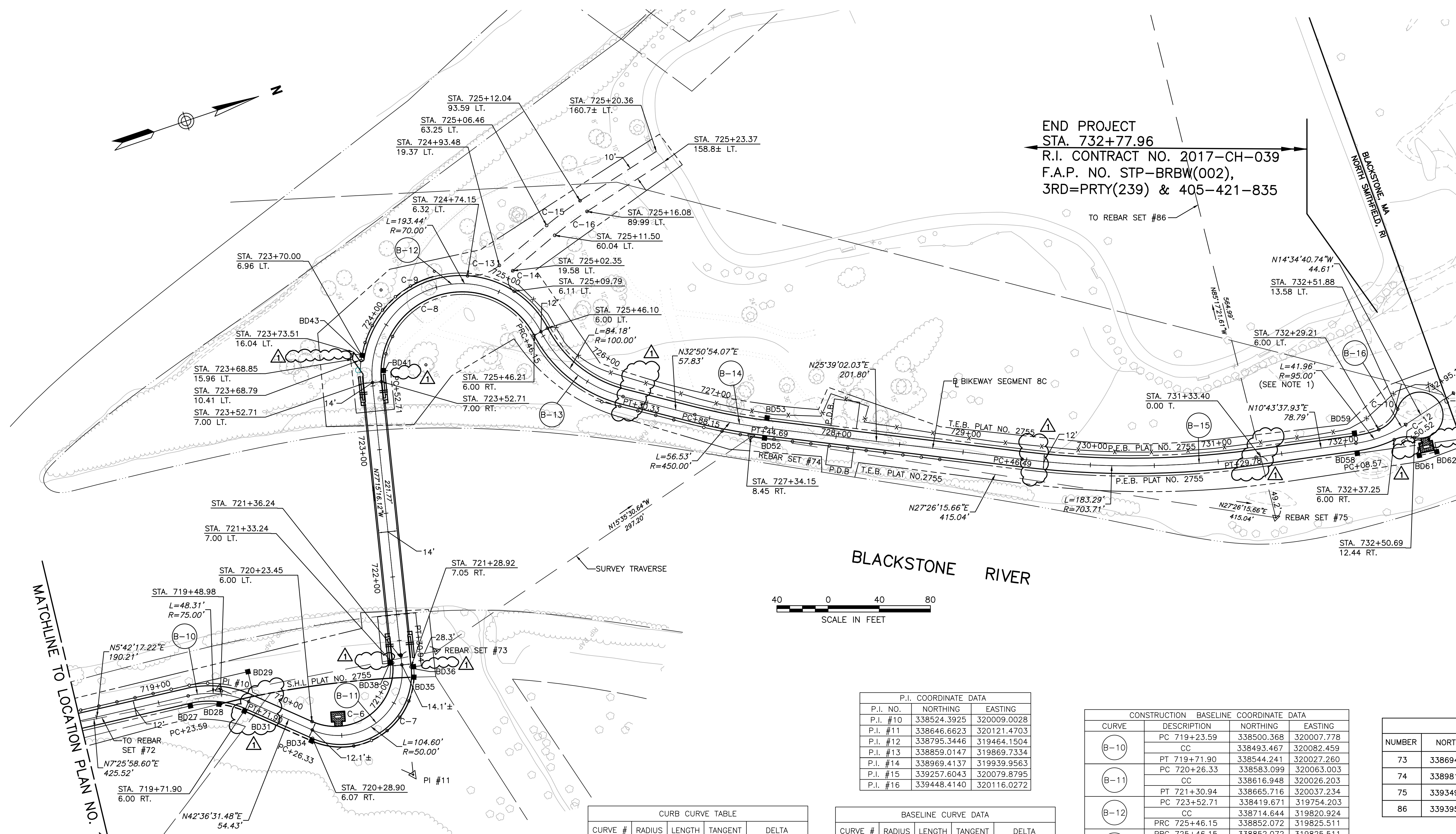
## LOCATION PLAN NO. 1

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_ SCALE \_\_\_\_\_



END PROJECT  
 STA. 732+77.96  
 R.I. CONTRACT NO. 2017-CH-039  
 F.A.P. NO. STP-BRBW(002),  
 3RD=PRTY(239) & 405-421-835

R.I. HIGHWAY BOUNDS				
BOUND #	CONST. STA.	OFFSET	R.I. STD.	
BD27	719+23.59	8.0' RT	14.1.0	
BD28	719+48.77	8.0' RT	14.2.0	
BD29	719+64.15	21.8' LT	14.1.0	
BD30	719+71.90	8.0' LT	14.1.0	
BD31	719+71.90	8.0' RT	14.2.0	
BD32	719+85.05	13.4' LT	14.2.0	
BD33	719+86.03	8.0' RT	14.2.0	
BD34	720+28.82	8.1' RT	14.2.0	
BD35	721+22.04	9.3 RT	14.2.0	
BD36	721+28.99	9.0' RT	14.1.0	
BD37	721+29.16	15.6' RT	14.1.0	
BD38	721+33.24	9.0' LT	14.1.0	
BD39	721+33.24	15.6' LT	14.1.0	
BD40	723+62.47	14.5' RT	14.1.0	
BD41	723+62.47	9.4' RT	14.1.0	
BD42	723+72.30	18.4' LT	14.1.0	
BD43	723+72.49	9.2' LT	14.1.0	
BD48	726+36.33	8.0' RT	14.1.0	
BD49	726+36.33	8.0' LT	14.1.0	
BD52	727+44.69	8.0' RT	14.1.0	
BD53	727+44.69	8.0' LT	14.1.0	
BD54	729+46.49	8.0' RT	14.1.0	
BD55	729+46.49	8.0' LT	14.1.0	
BD56	731+29.78	8.0' RT	14.1.0	
BD57	731+29.78	8.0' LT	14.1.0	
BD58	732+08.57	8.0' RT	14.1.0	
BD59	732+08.57	8.0' LT	14.1.0	
BD60	732+56.42	18.3' RT	14.1.0	
BD61	732+47.04	26.1' RT	14.1.0	
BD62	732+59.12	31.1' RT	14.1.0	
BD63	732+63.43	21.3' RT	14.1.0	



P.I. COORDINATE DATA		
P.I. NO.	NORTHING	EASTING
P.I. #10	338524.3925	320009.0028
P.I. #11	338646.6623	320121.4703
P.I. #12	338795.3446	319464.1504
P.I. #13	338859.0147	319869.7334
P.I. #14	338969.4137	319939.9563
P.I. #15	339257.6043	320079.8795
P.I. #16	339448.4140	320116.0272

CONSTRUCTION BASELINE COORDINATE DATA			
CURVE	DESCRIPTION	NORTHING	EASTING
B-10	PC 719+23.59	338500.368	320007.778
	CC	338493.467	320082.459
	PT 719+71.90	338544.241	320027.260
B-11	PC 720+26.33	338583.099	320063.003
	CC	338616.948	320026.203
	PT 721+30.94	338665.716	320037.234
B-12	PC 723+52.71	338419.671	319754.203
	CC	338714.644	319820.924
	PRC 725+46.15	338852.072	319825.511
B-13	PC 725+46.15	338852.072	319825.511
	CC	338950.863	319810.003
	PT 726+30.33	338896.621	319894.014
B-14	PC 726+88.15	338945.202	319925.380
	CC	338839.962	319795.795
	PT 727+44.69	338994.493	319952.984
B-15	PC 729+46.49	339176.405	320040.339
	CC	339481.030	319405.975
	PT 731+29.78	339350.045	320097.392
B-16	PC 732+08.57	339427.460	320112.057
	CC	339445.142	320018.717
	PT 732+50.52	339469.054	320110.659

TRAVERSE COORDINATES				
NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
73	338694.9560	320035.7263	164.52	REBAR SET
74	338981.2184	319955.8444	155.34	REBAR SET
75	339349.5695	320147.0868	157.71	REBAR SET
86	339395.9686	319584.0070	-	DH SET

CURB CURVE TABLE				
CURVE #	RADIUS	LENGTH	TANGENT	DELTA
C-6	45.00	94.14	77.73	119° 51' 48"
C-7	55.00	115.06	95.00	119° 51' 48"
C-8	63.50	175.44	331.31	158° 18' 02"
C-9	76.50	192.34	235.81	144° 03' 10"
C-10	24.00	22.66	12.25	054° 05' 14"
C-11	18.06	84.48	0.00	268° 02' 46"
C-12	24.00	16.26	8.45	038° 48' 34"
C-13	35.00	26.87	14.13	043° 58' 49"
C-14	10.00	18.67	13.50	106° 57' 38"
C-15	255.00	32.56	16.30	007° 18' 59"
C-16	245.00	31.28	15.66	007° 18' 59"

BASELINE CURVE DATA				
CURVE #	RADIUS	LENGTH	TANGENT	DELTA
B-10	75.00	48.86	48.00	037° 19' 44"
B-11	50.00	104.60	86.54	119° 51' 48"
B-12	70.00	193.44	365.79	158° 19' 58"
B-13	100.00	84.18	44.76	048° 13' 48"
B-14	450.00	56.53	28.30	007° 11' 52"
B-15	703.71	183.29	92.17	014° 55' 24"
B-16*	95.00	41.96	21.33	025° 18' 19"

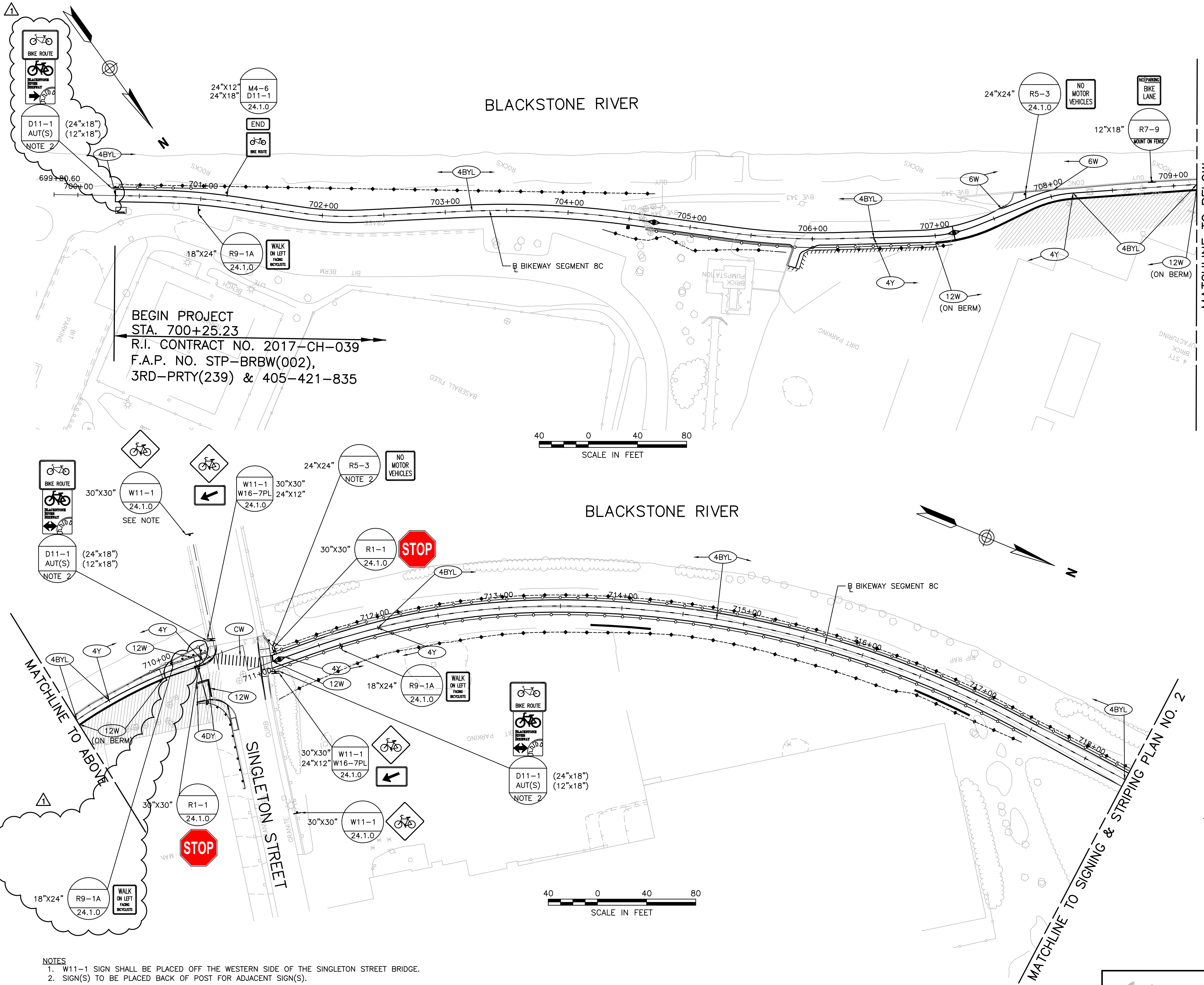
\*(SEE NOTE 1)

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NO.	DATE	BY
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RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 BLACKSTONE RIVER BIKEWAY  
 SEGMENT 8C  
 WOONSOCKET TO N. SMITHFIELD  
 LOCATION PLAN NO. 2  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_ SCALE \_\_\_\_\_

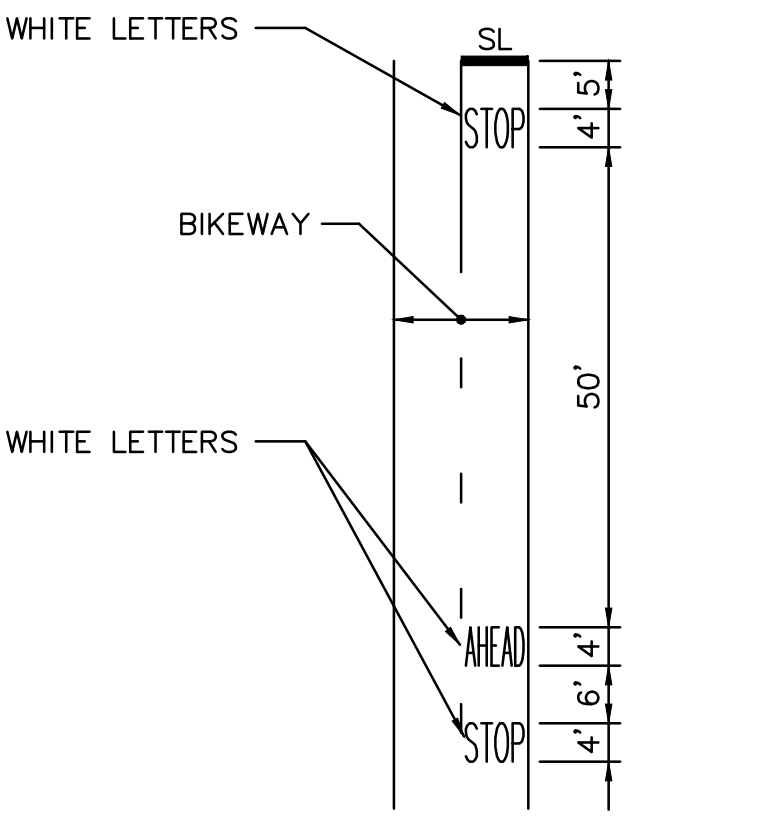
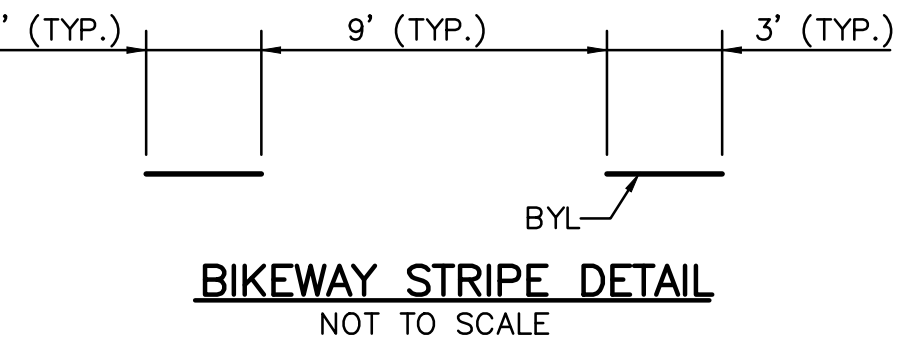
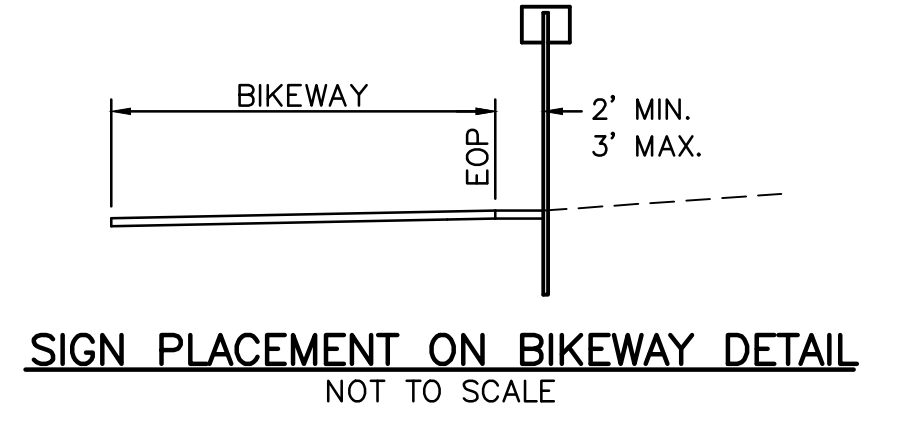


NOTES:  
 1. THE LOCATION OF THE CUL-DE-SAC MAY BE ADJUSTED IN THE FIELD TO A MINOR EXTENT BY A RIDOT REPRESENTATIVE TO PRESERVE LOCAL VEGETATION.

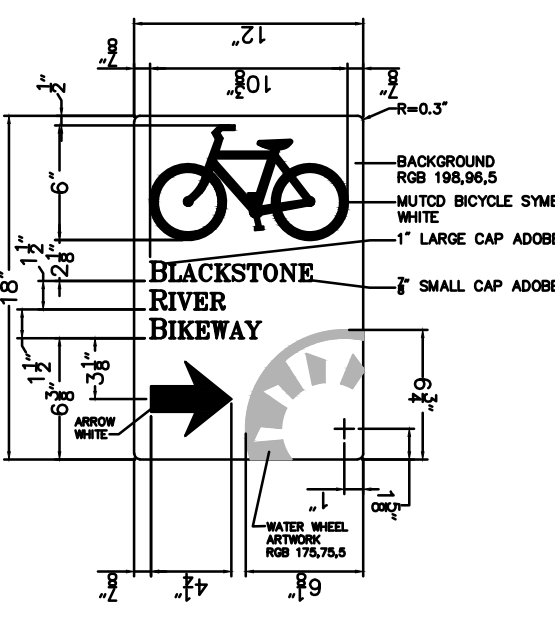
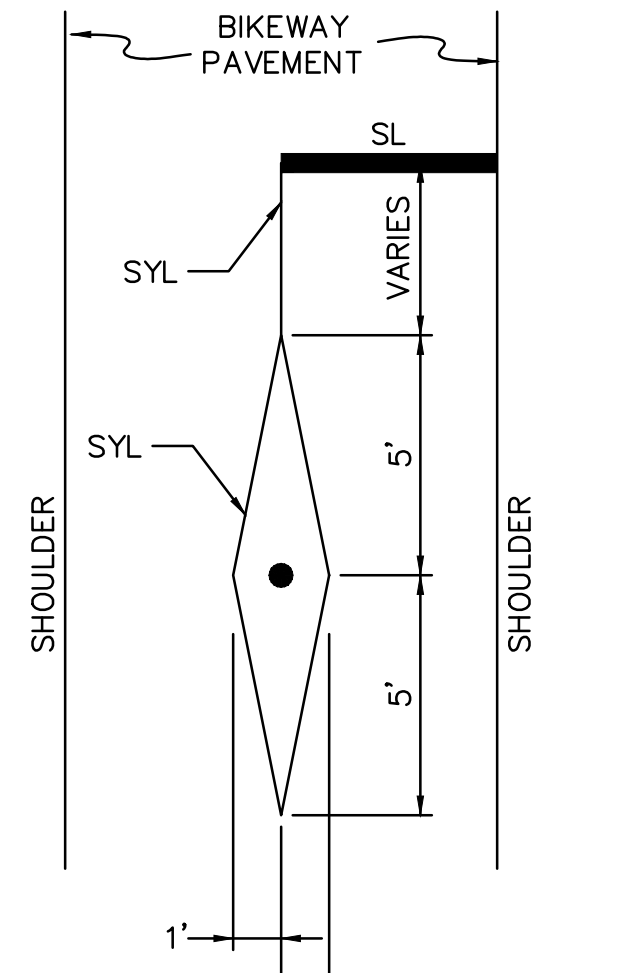


BEGIN PROJECT  
 STA. 700+25.23  
 R.I. CONTRACT NO. 2017-CH-039  
 F.A.P. NO. STP-BRW(002),  
 3RD-PRTY(239) & 405-421-835

- NOTES
1. W11-1 SIGN SHALL BE PLACED OFF THE WESTERN SIDE OF THE SINGLETON STREET BRIDGE.
  2. SIGN(S) TO BE PLACED BACK OF POST FOR ADJACENT SIGN(S).



STOPLINE STATION/LOCATION
STA. 710+27 LT
STA. 711+09 RT

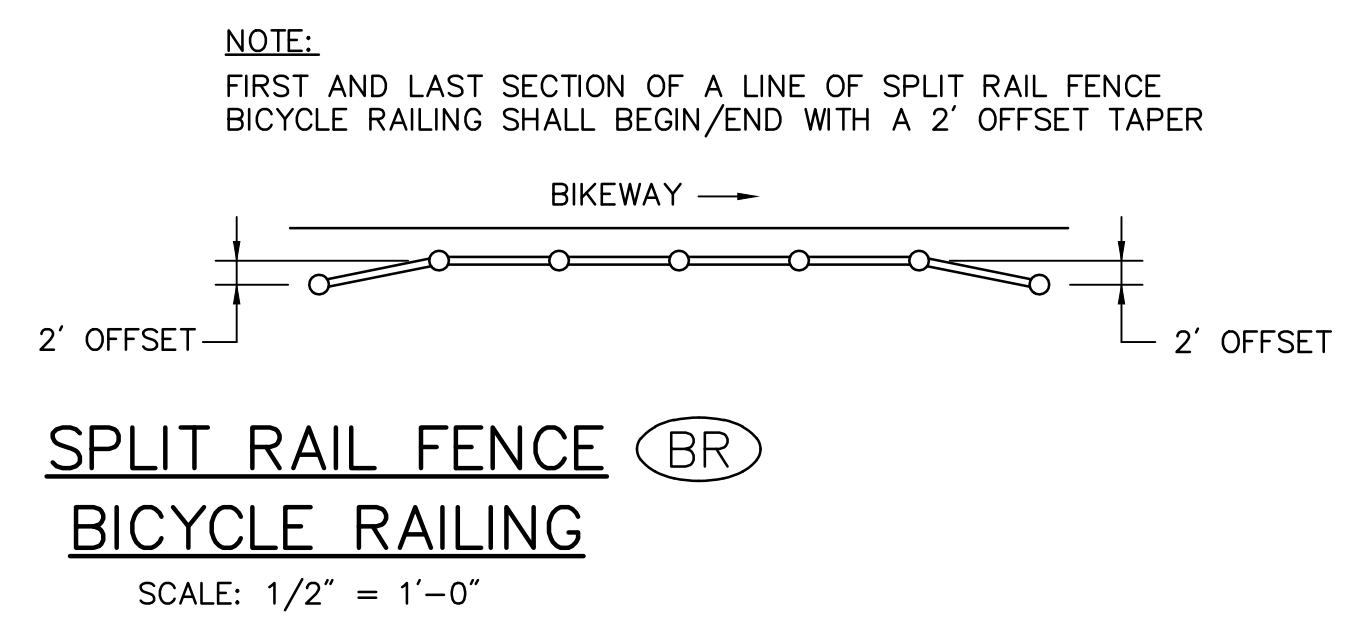
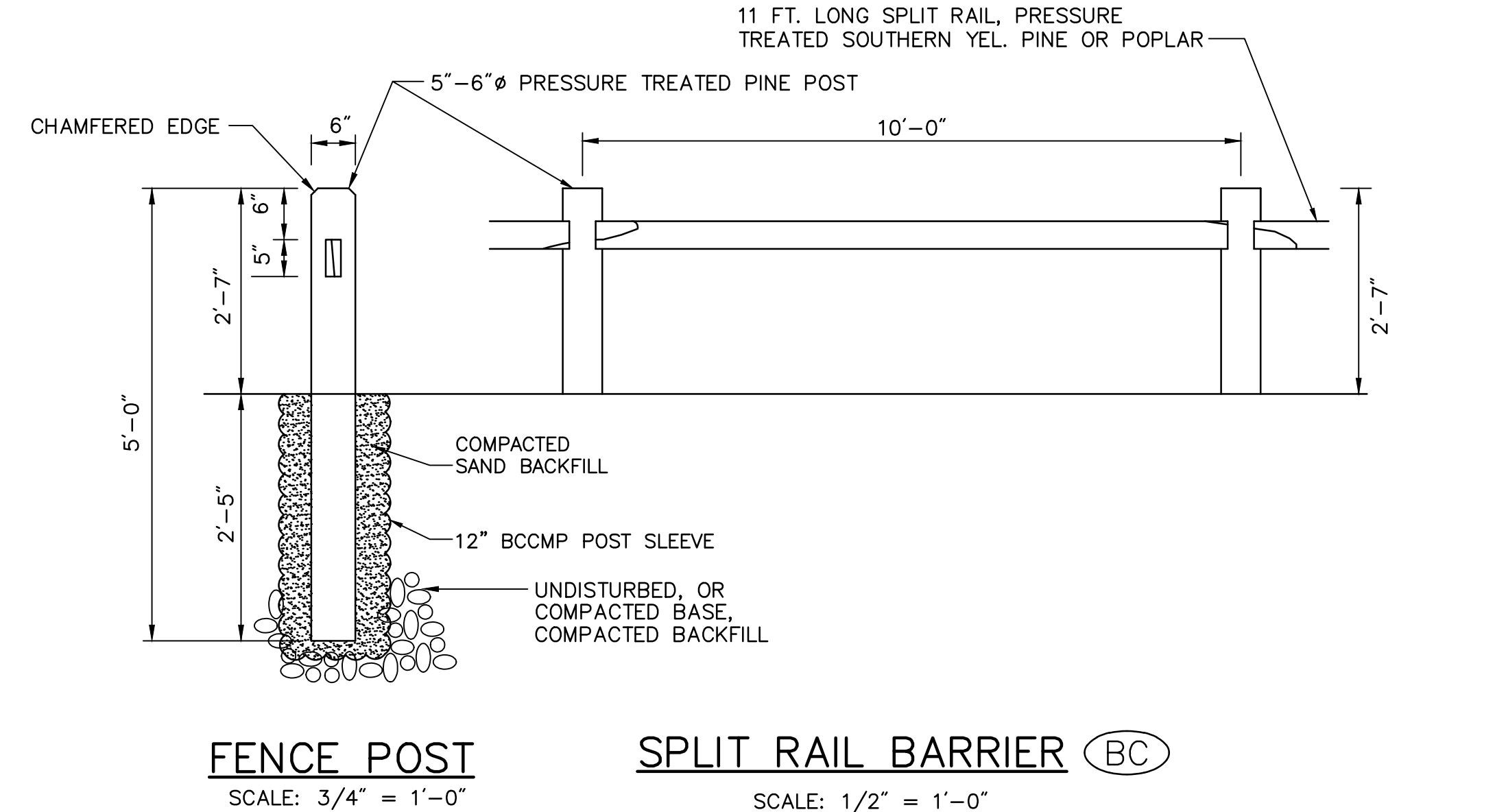
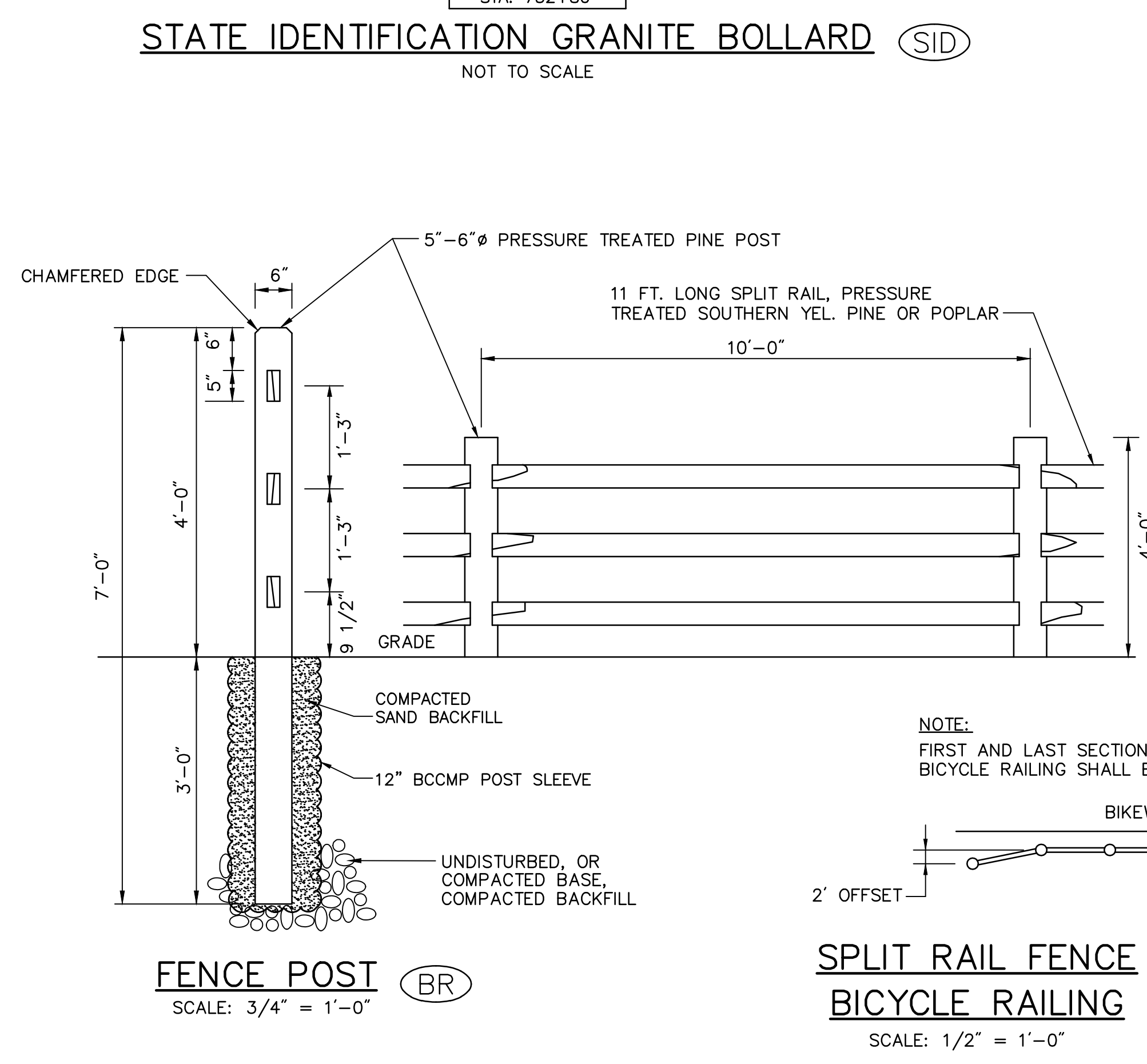
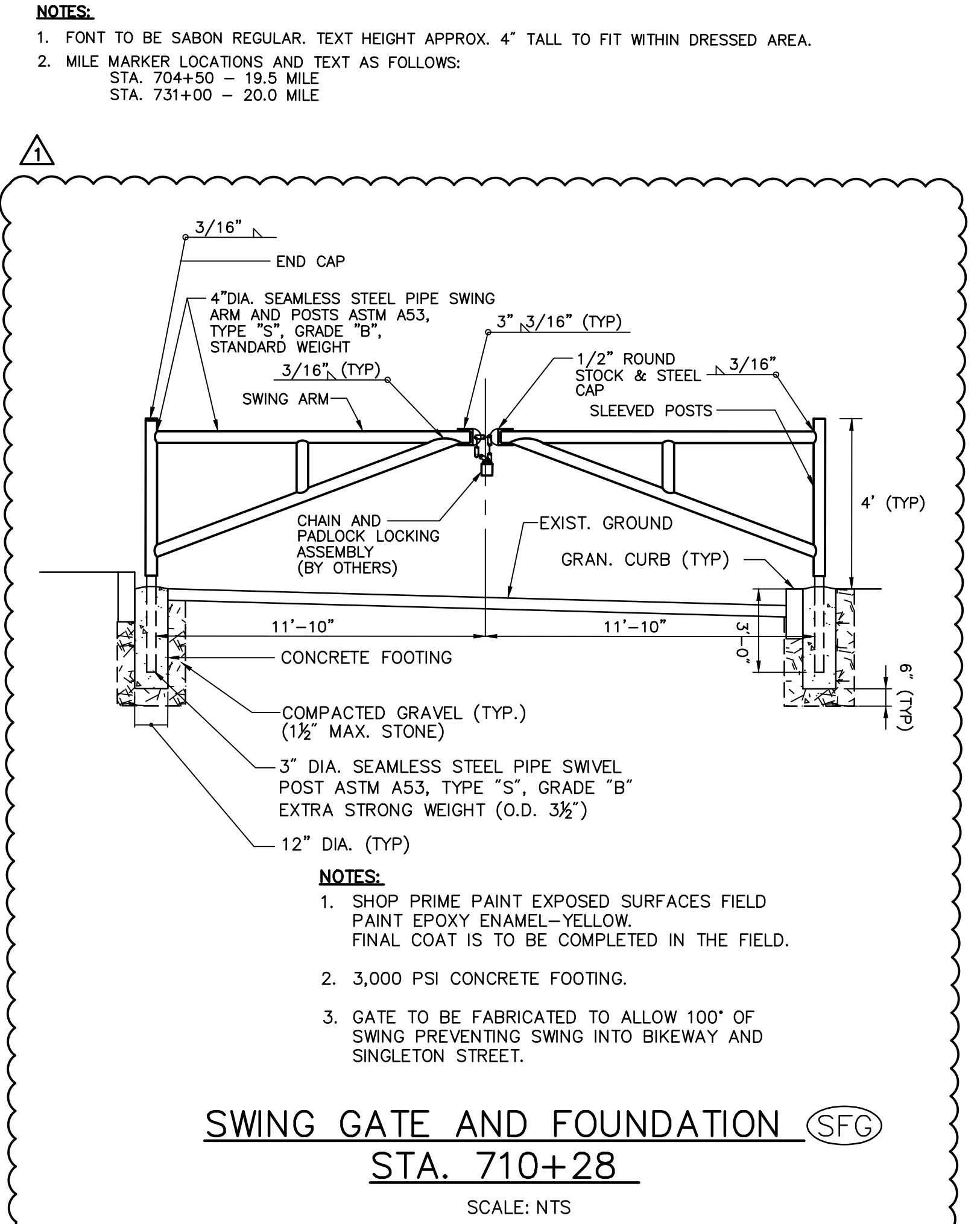
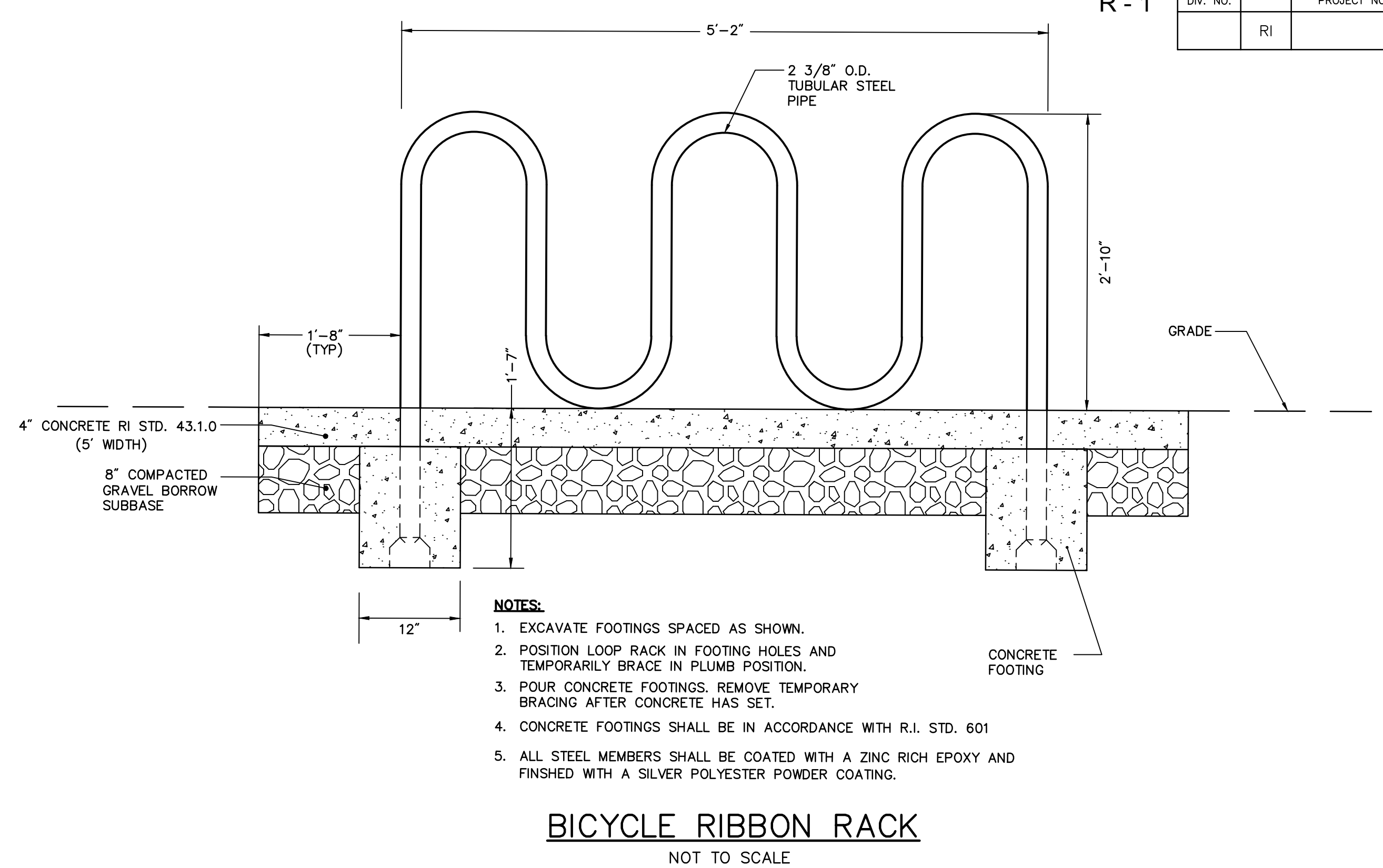
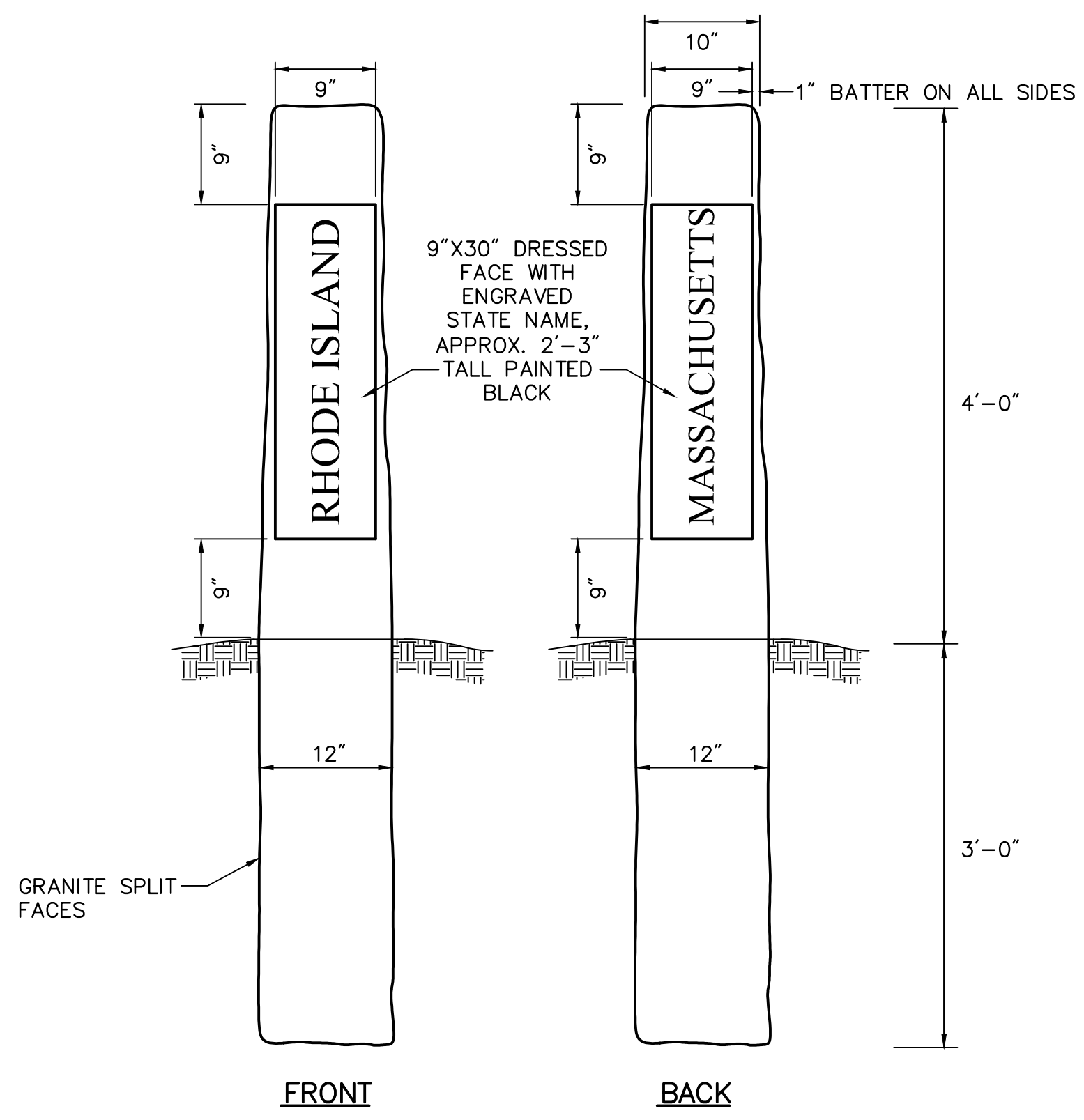
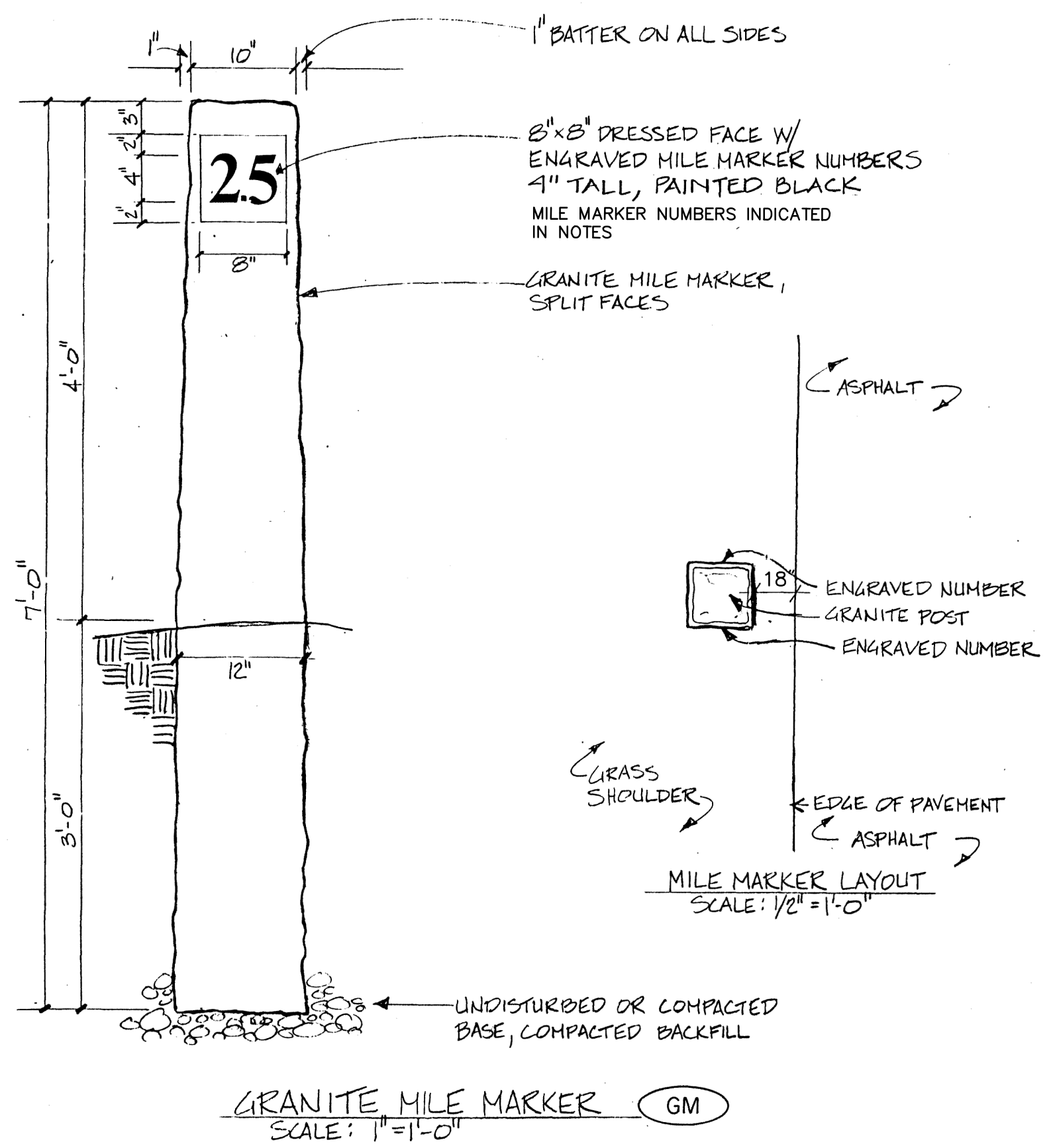


NOTE:  
 WATER WHEEL ARTWORK MAY BE OBTAINED FROM THE CORRIDOR COMMISSION  
 ALTERNATIVE URBAN TRAILBLAZER DETAIL (AUT)  
 NOT TO SCALE

REVISIONS		
NO.	DATE	BY
1	6/13/17	VHB

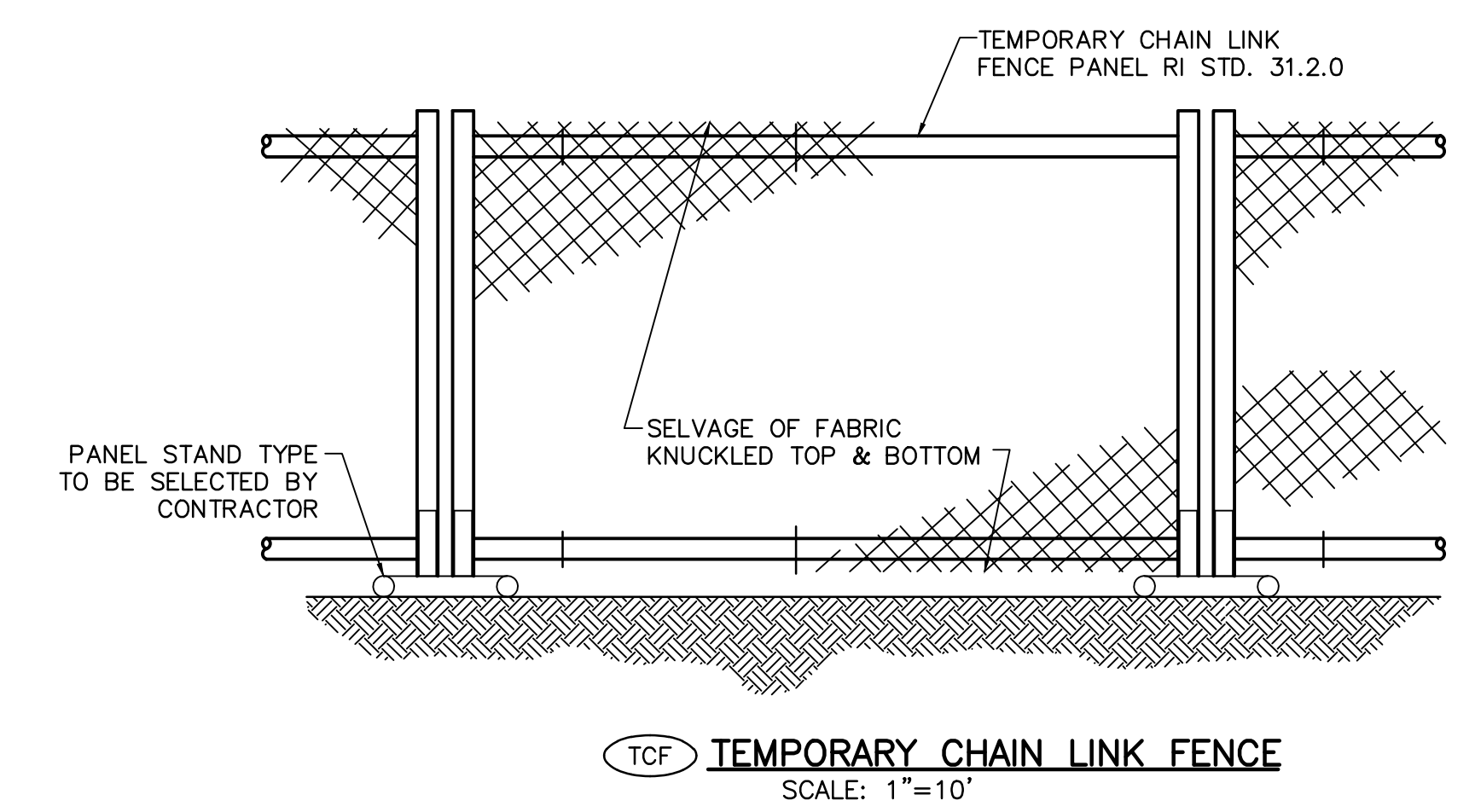
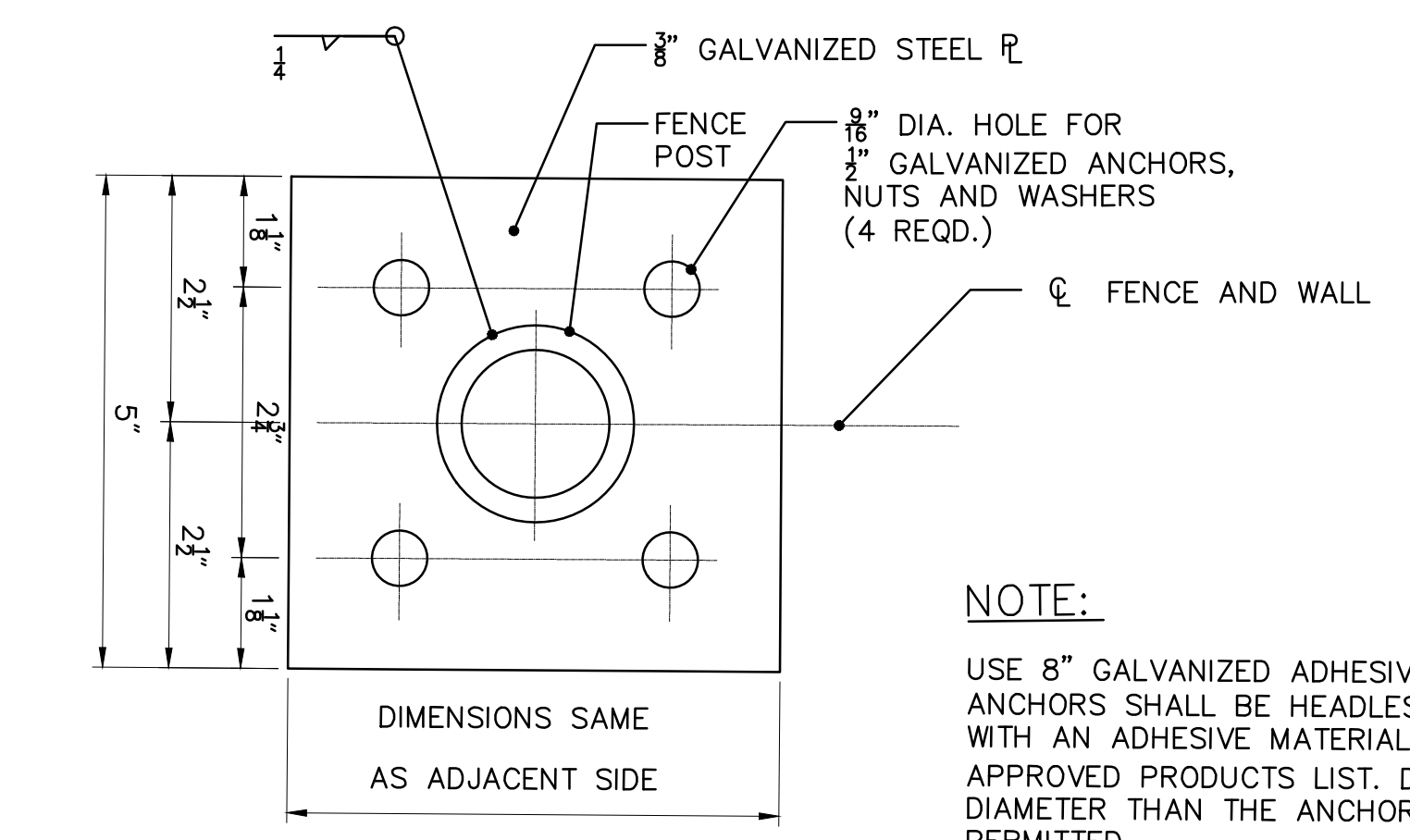
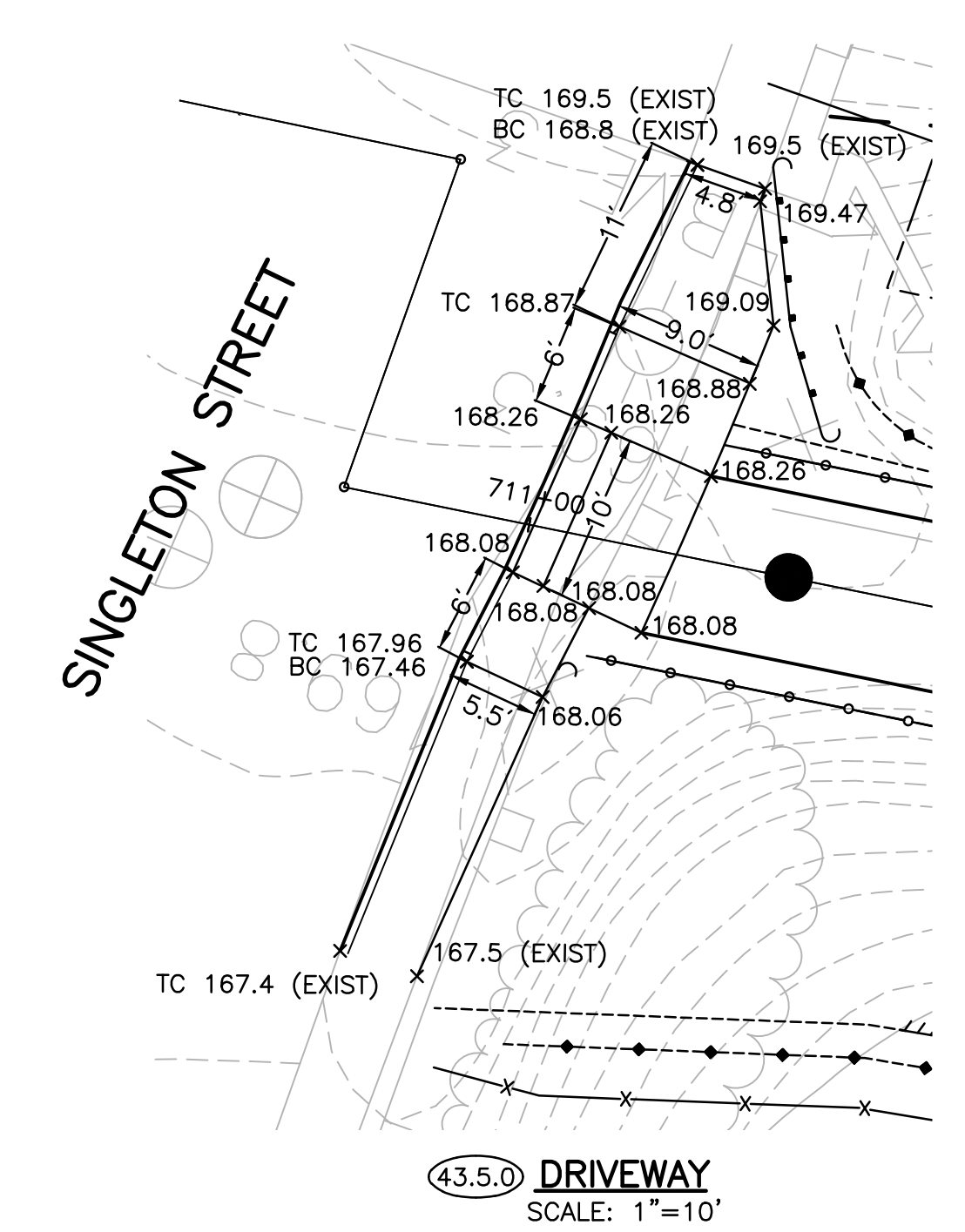
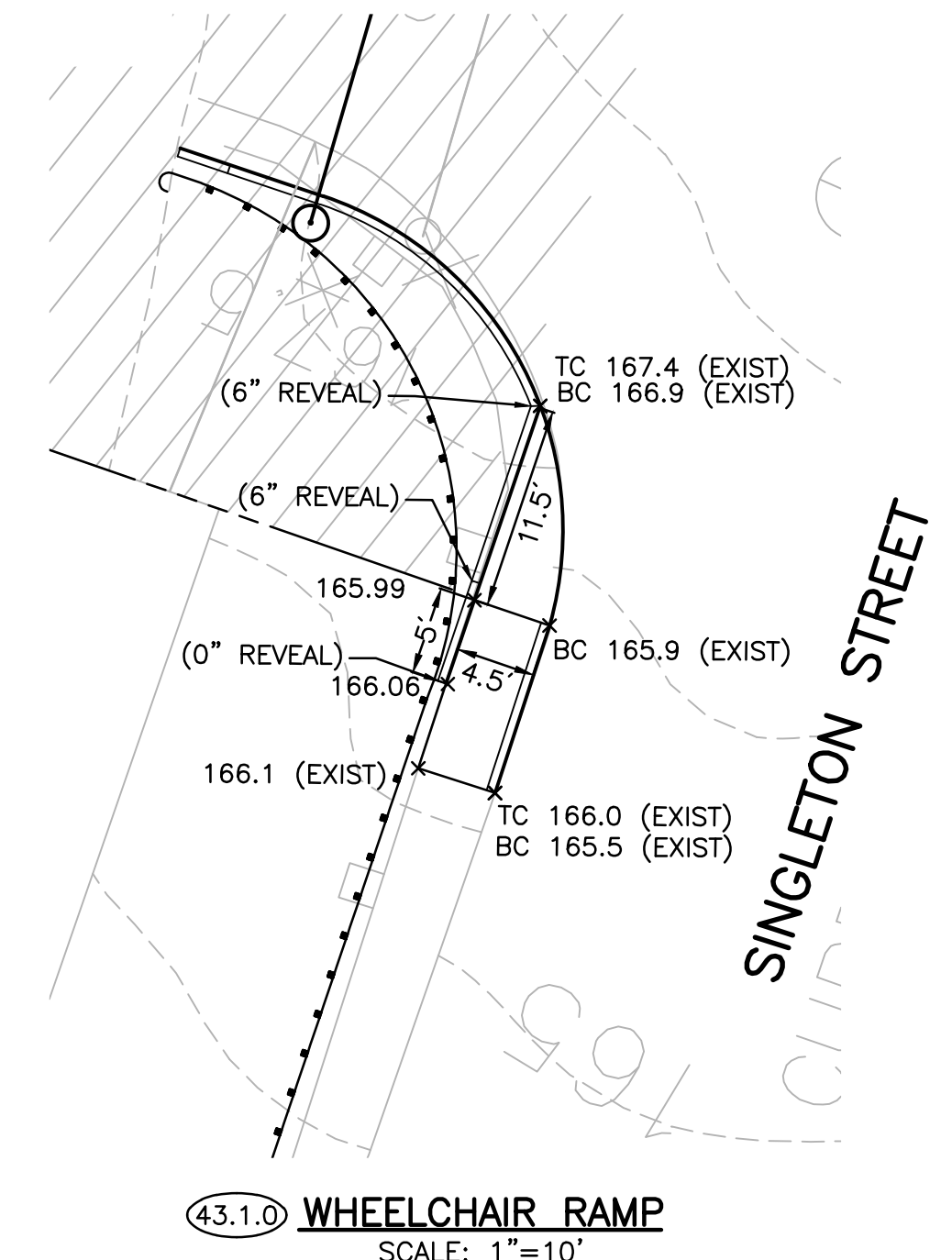
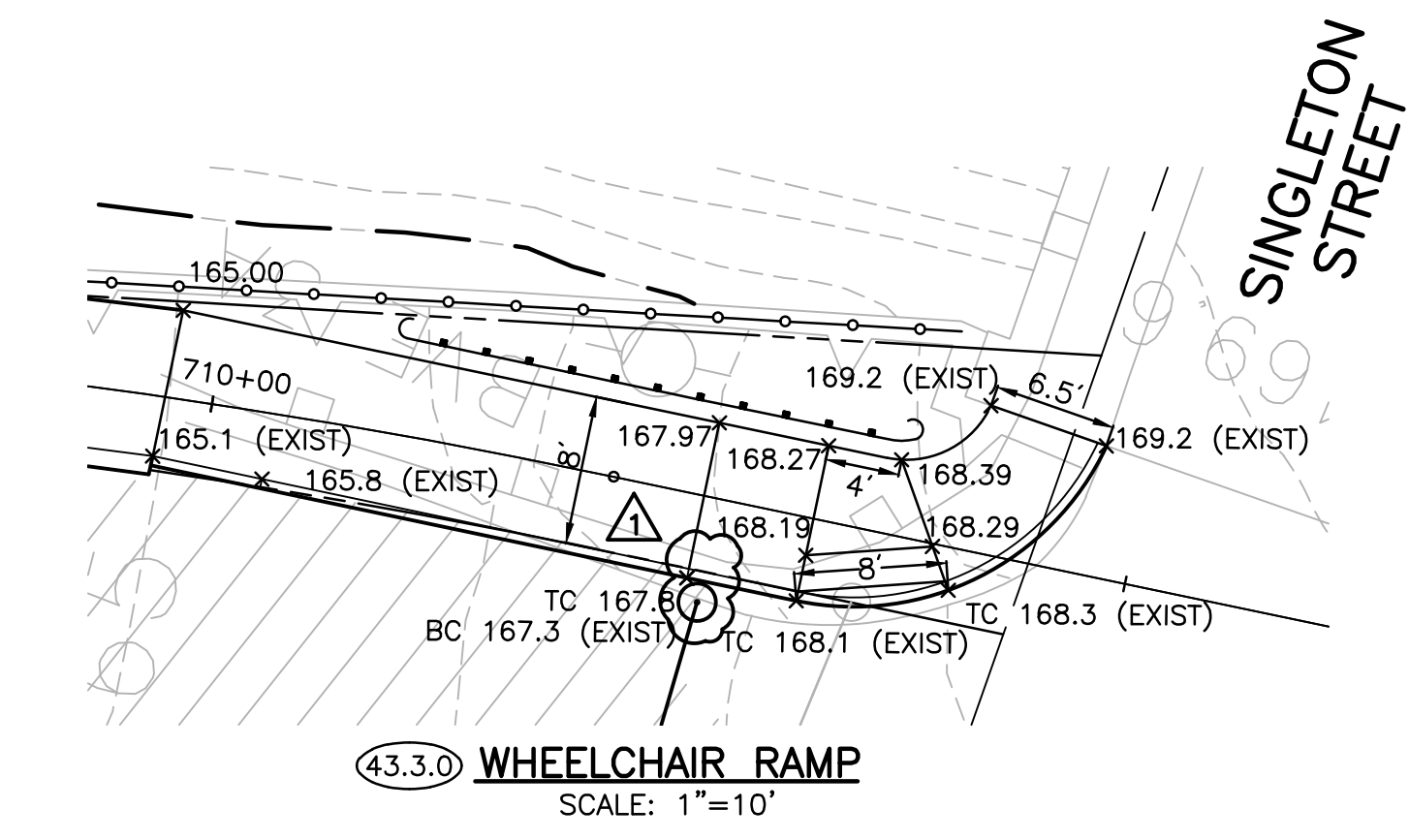
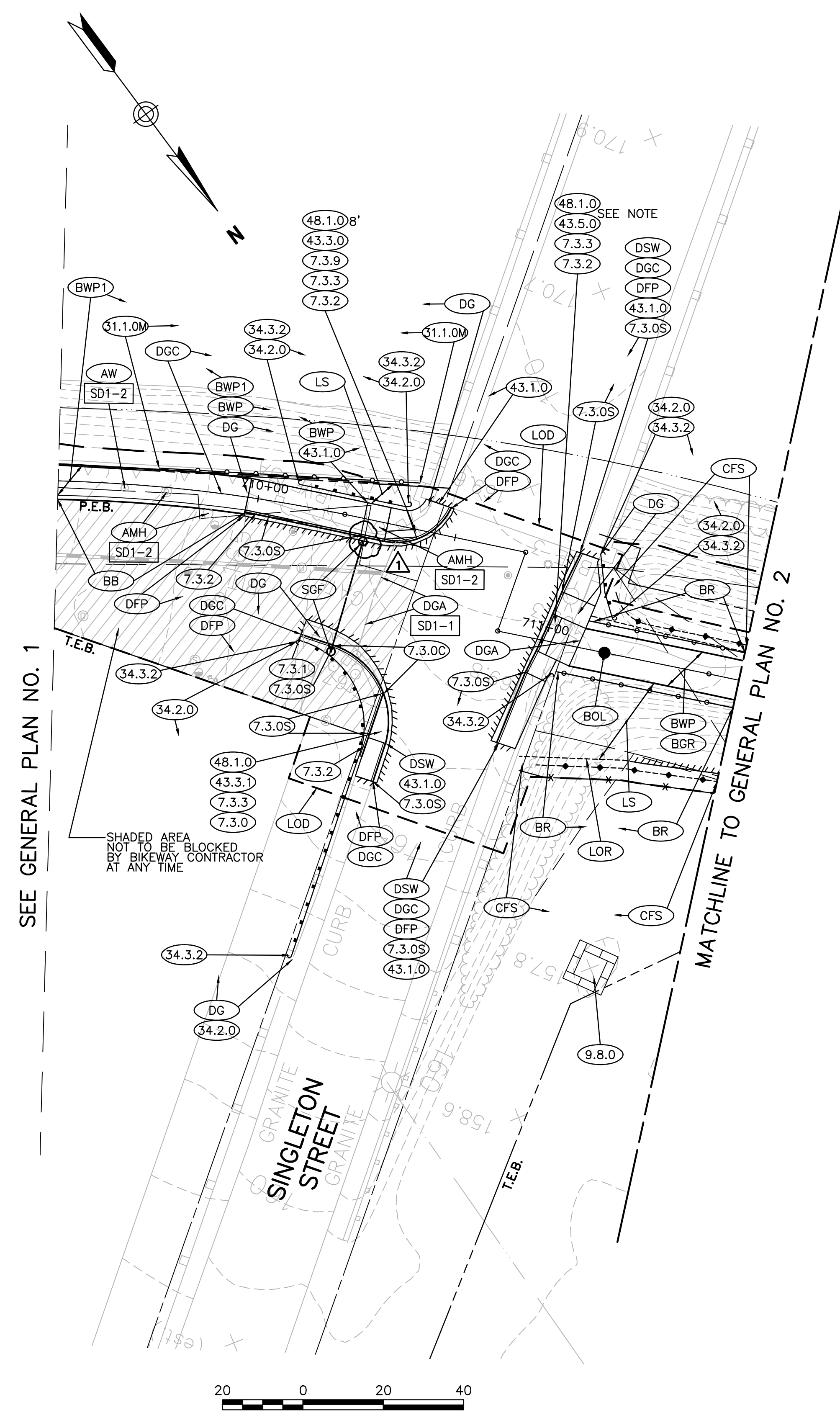
RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 BLACKSTONE RIVER BIKEWAY  
 SEGMENT 8C  
 WOONSOCKET TO N. SMITHFIELD  
 SIGNING & STRIPING  
 PLAN NO. 1  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_ SCALE \_\_\_\_\_





REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
1	6/13/17	VHB		
			BLACKSTONE RIVER BIKEWAY SEGMENT 8C	
			WOONSOCKET	TO N. SMITHFIELD
			DETAIL PLAN NO. 2	
			CHECKED BY	DATE
				SCALE





REVISIONS			RHODE ISLAND	
NO.	DATE	BY	DEPARTMENT OF TRANSPORTATION	
1	6/13/17	VHB	BLACKSTONE RIVER BIKEWAY SEGMENT 8C	
			WOONSOCKET	TO N. SMITHFIELD
<b>DETAIL PLAN NO. 3</b>				
			CHECKED BY	DATE
				SCALE





**GENERAL NOTES**

- ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
  - THE STATE OF RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED 2010 INCLUDING ALL REVISIONS OR SUPPLEMENTS TO DATE.
  - THE 2007 EDITION OF THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION LRFD BRIDGE DESIGN MANUAL, INCLUDING ALL REVISIONS OR SUPPLEMENTS TO DATE.
  - 2012 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, INCLUDING LATEST INTERIMS TO DATE.
  - THE SPECIFICATIONS ACCOMPANYING THESE PLANS.

IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS SHALL GOVERN.
- DIMENSIONS, STATIONS, AND ELEVATIONS ARE SHOWN TO THE NEAREST ONE-HUNDREDTH OF A FOOT OR ONE-EIGHTH OF AN INCH, EXCEPT STRUCTURAL STEEL DIMENSIONS WHICH ARE TO THE NEAREST ONE-SIXTEENTH OF AN INCH.
- ANGLES ARE SHOWN TO THE NEAREST SECOND.
- ALL ABUTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.
- ALL ELEVATIONS ARE REFERENCED TO NGVD 1929.
- ANY DAMAGE TO EXISTING STATE OR PRIVATE PROPERTY CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST THE STATE.
- THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL IN HIS FIELD YARD OR AT A SITE APPROVED BY THE ENGINEER. THE EQUIPMENT AND MATERIAL SHALL BE PLACED IN A STORAGE AREA SO AS NOT TO CAUSE A SAFETY HAZARD.
- THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTION TO ENSURE THE STABILITY OF ALL STRUCTURAL ELEMENTS DURING ALL PHASES OF CONSTRUCTION UNTIL THE TOTAL STRUCTURE IS IN PLACE.
- CONTRACTOR SHALL CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO STARTING THE WORK TO VERIFY LOCATIONS OF EXISTING UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH UTILITY COMPANIES.
- COORDINATES USED ON THESE PLANS ARE BASED ON THE STATEWIDE COORDINATE SYSTEM, THE NORTH AMERICAN DATUM OF 1983 (NAD 83).
- TOPOGRAPHIC CONDITIONS WERE OBTAINED FROM AERIAL PHOTOGRAMMETRY. ACCURACY OF VERTICAL TOPOGRAPHY IS WITHIN 10% OF ONE-HALF THE CONTOUR INTERVAL.
- FOR BENCH MARKS AND TIES SEE BIKEWAY LOCATION PLANS (VOLUME 1).
- ALL FOOTINGS SHALL BE APPROVED BY ENGINEER AS TO DIMENSIONS, ELEVATIONS, AND SUITABILITY OF FOUNDATION MATERIAL BEFORE THE PLACING OF CONCRETE.
- ALL WORKING POINTS ARE SHOWN AT THE CENTERLINES OF ABUTMENT BEARING, UNLESS OTHERWISE NOTED.

**DESIGN DATA**

**DESIGN SPECIFICATIONS:**

- THE 2010 EDITION OF STATE OF RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, INCLUDING ALL REVISIONS TODATE.
- ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2010.
- THE 2007 EDITION OF THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION LRFD BRIDGE DESIGN MANUAL, INCLUDING ALL REVISIONS OR SUPPLEMENTS TO DATE.
- 2012 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, INCLUDING LATEST INTERIMS TO DATE.
- IN CASE OF CONFLICT, THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL SHALL GOVERN.

**LOAD MODIFIERS:**

THE LOAD MODIFIERS FOR THIS PROJECT ARE AS FOLLOWS:

- THE LOAD MODIFIER FOR DUCTILITY SHALL BE TAKEN AS 1.0 FOR ALL LIMIT STATES.
- THE LOAD MODIFIER FOR REDUNDANCY SHALL BE TAKEN AS 1.0.
- THE LOAD MODIFIER FOR OPERATIONAL IMPORTANCE SHALL BE TAKEN AS 1.0.

**LOAD FACTORS:**

ALL LOAD FACTORS SHALL BE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, EXCEPT AS MODIFIED IN THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL

- THE LOAD FACTOR FOR LIVE LOAD FOR THE EXTREME EVENT I SHALL BE TAKEN AS 0.0.
- THE LOAD FACTOR FOR DEAD LOAD FOR THE EXTREME EVENT I AND EXTREME EVENT II SHALL BE TAKEN AS 1.0.
- THE LOAD FACTOR FOR SETTLEMENT FOR ALL LIMIT STATES SHALL BE TAKEN AS 1.0

**LIVE LOADS:**

- THE DESIGN LIVE LOAD SHALL BE THE AASHTO H15-44 TRUCK OR 90 PSF PEDESTRIAN LIVE LOAD NOT APPLIED SIMULTANEOUSLY. THE DYNAMIC LOAD ALLOWANCE SHALL NOT BE CONSIDERED.
- DEFLECTIONS DUE TO DESIGN LIVE LOAD SHALL BE LIMITED TO 1/500 OF THE SPAN.

\* THE VIBRATION FREQUENCY SHALL BE IN ACCORDANCE WITH CHAPTER 6 OF THE "LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES."

**WIND LOADING DESIGN DATA:**

THE WIND LOADING DESIGN SHALL BE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL, AND AS MODIFIED HEREIN.

- EXCEPT DURING CONSTRUCTION, THE DESIGN WIND PRESSURE IS BASED ON A DESIGN WIND SPEED OF 110 MPH.
- THE DESIGN WIND PRESSURES DURING CONSTRUCTION SHALL BE AS SPECIFIED UNDER THE NOTES TITLED "GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS".
- THE HORIZONTAL DEFLECTION DUE TO LATERAL WIND LOAD SHALL NOT EXCEED 1/360 OF THE SPAN.

**TRAFFIC DATA:**

N/A - PEDESTRIAN BRIDGE

**THERMAL DESIGN FORCE DATA:**

UNIFORM TEMPERATURE EFFECTS HAVE BEEN TAKEN INTO CONSIDERATION IN ACCORDANCE WITH THE PROCEDURE B OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE MINIMUM DESIGN TEMPERATURE SHALL BE -10 DEGREES F, AND THE MAXIMUM TEMPERATURE SHALL BE 105 DEGREES F.

**SEISMIC DESIGN DATA:**

N/A - PEDESTRIAN BRIDGE

**HYDRAULIC DATA:**

DESIGN FLOW DRAINAGE AREA	368.0 SQ. MI.
FLOODWAY WIDTH	158.0 FEET
100 YEAR FLOOD EL.	158.0 (NGVD 1929)
	157.0 (NAVD 1988)
MEAN VELOCITY	8.0 F.P.S.

**FOUNDATION DESIGN DATA:**

**DEEP FOUNDATIONS:**

THE FACTORED AXIAL UPLIFT RESISTANCE FOR THE VARIOUS DEEP FOUNDATION TYPES ARE AS FOLLOWS:

LOCATION	PILE TYPE	FACTORED UPLIFT RESISTANCE (KIPS)	
		STRENGTH LIMIT STATES	EXTREME LIMIT STATES
ABUTMENTS AND RETURN WALLS	HP14x73	35	70

- PILES WILL BE DRIVEN TO A FACTORED RESISTANCE EQUAL OR GREATER THAN THE FACTORED PILE DEMAND VALUES INDICATED BELOW.

LOCATION	PILE TYPE	FACTORED AXIAL RESISTANCE (KIPS)*			
		GEOTECHNICAL		STRUCTURAL	
		STRENGTH LIMIT STATES	EXTREME/SERVICE LIMIT STATES	STRENGTH LIMIT STATES	EXTREME/SERVICE LIMIT STATES
ABUTMENTS AND RETURN WALLS	H-PILE	270	215	370	745

- THE FACTORED DESIGN AXIAL RESISTANCE AT EACH LOCATION IS THE LESSER VALUE OF THE FACTORED GEOTECHNICAL AND THE FACTORED STRUCTURAL RESISTANCES INDICATED.
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE STRENGTH LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE USING THE NORDLUND METHOD AND A RESISTANCE FACTOR OF 0.65.
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE EXTREME LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE USING THE NORDLUND METHOD AND A RESISTANCE FACTOR OF 1.00.
- THE FACTORED GEOTECHNICAL UPLIFT RESISTANCE FOR THE STRENGTH LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE USING THE NORDLUND METHOD AND A RESISTANCE FACTOR OF 0.50.
- THE FACTORED GEOTECHNICAL UPLIFT RESISTANCE FOR THE EXTREME LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE USING THE NORDLUND METHOD AND A RESISTANCE FACTOR OF 1.00.

REVISIONS		
NO.	DATE	BY
1	06/13/17	VHB

RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION  
BLACKSTONE RIVER BIKEWAY  
SEGMENT 8C  
WOONSOCKET TO N. SMITHFIELD

JOB SPECIFIC  
GENERAL NOTES 1



CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_ SCALE \_\_\_\_\_

## STRUCTURAL STEEL NOTES

- FRAMING DIMENSIONS ARE GIVEN ALONG CENTERLINES OF GIRDERS AND ALONG CENTERLINES OF BEARINGS ON ABUTMENTS. 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 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 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, INCLUDING THE QUALITY CONTROL PLAN AND SAFETY PLAN THAT IS REQUIRED TO OBTAIN THE CERTIFICATION.

- FRACTURE CRITICAL MEMBERS (FCM) IF ANY, SHALL BE DESIGNATED ON THE PREFABRICATED TRUSS SHOP DRAWING BY THE FABRICATOR.

- 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.
- STRUCTURAL STEEL SHAPES AND PLATES FOR TRUSSES SHALL CONFORM TO THE LATEST PROVISIONS OF AASHTO DESIGNATION M 270, GRADE 50, AS DESIGNATED ON THE PLANS. STRUCTURAL STEEL TUBULAR MEMBERS FOR TRUSSES SHALL CONFORM TO ASTM DESIGNATION A 500 (GRADE C). UNLESS OTHERWISE NOTED ALL STRUCTURAL STEEL SHALL BE GRADE 50.
- STRUCTURAL STEEL SHAPES AND PLATES FOR RAILING SHALL CONFORM TO THE LATEST PROVISIONS OF AASHTO DESIGNATION M 270, GRADE 36, AS DESIGNATED ON THE PLANS. STRUCTURAL STEEL TUBULAR MEMBERS FOR RAILING SHALL CONFORM TO ASTM DESIGNATION A 500 (GRADE B).

- 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 INCHES THICK UP TO AND INCLUDING 4 INCHES THICK)

### FRACTURE-CRITICAL

GRADE 36	25 FT-LBS @ 40°F (UP TO 4 INCHES THICK)
GRADE 50	25 FT-LBS @ 40°F (UP TO AND INCLUDING 2 INCHES THICK)
GRADE 50	30 FT-LBS @ 40°F (FROM 2 INCHES THICK UP TO AND INCLUDING 4 INCHES THICK)

SAMPLING AND TESTING PROCEDURES SHALL BE IN ACCORDANCE WITH AASHTO T243. 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
- FOUNDATION MICROPILES, H-PILES AND PIPE PILES
- SUPPORT OF EXCAVATION COMPONENTS

- WELDING SHALL BE IN ACCORDANCE WITH THE LATEST STRUCTURAL WELDING CODE AASHTO/AWS D1.1 (PREFABRICATED TRUSS, ORNAMENTAL RAILING) AND D1.5 (ALL OTHERS) AND APPLICABLE SUPPLEMENTAL AWS PUBLICATIONS.
- ALL HIGH STRENGTH BOLTS SHALL CONFORM TO ASTM A325, TYPE 1, AND SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH ASTM B695 CLASS 50. HIGH STRENGTH BOLTS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 824 OF THE RI STANDARD SPECIFICATIONS. ALL NUTS AND WASHERS SHALL BE MECHANICALLY GALVANIZED IN ACCORDANCE WITH M05.04.4 OF THE RI STANDARD SPECIFICATIONS. UNLESS NOTED OTHERWISE, ALL STRUCTURAL STEEL CONNECTIONS ARE "SLIP CRITICAL" WITH CLASS B SURFACE CONDITIONS.
- WASHERS MEETING AASHTO DESIGNATION M 293 (ASTM F436, TYPE 1) ARE TO BE USED OVER ALL HOLES THAT ARE MORE THAN  $\frac{1}{8}$ " 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, STRUCTURAL STEEL SHALL BE PREPARED AND PAINTED IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.

ADDENDUM NO. 1

## STRUCTURAL STEEL NOTES (CONTINUED)

- 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.
- THE TRUSSES SHALL BE CAMBERED TO THE AMOUNTS SHOWN ON THE PLANS. THE FABRICATOR'S SHOP DRAWINGS SHALL INCLUDE, IN ADDITION TO ANY CUTTING OR CAMBER DIAGRAMS NECESSARY FOR THEIR PURPOSES, A SHOP ASSEMBLY DIAGRAM WHICH PROVIDES CAMBER OFFSETS CALCULATED BY THE FABRICATOR AT THE REFERENCE POINTS PROVIDED BY THE ENGINEER (USUALLY TENTH POINTS OF THE SPAN). THE INFORMATION PROVIDED SHALL BE SUFFICIENT ENOUGH FOR THE ENGINEER TO EVALUATE WHETHER THE CAMBER HAS BEEN CORRECTLY INTERPRETED.  
  
AT THE TIME AND PLACE OF ERECTION, TRUSSES SHALL HAVE THE REQUIRED AMOUNT OF CAMBER. THE ERECTED VERTICAL ALIGNMENT (CAMBER) SHALL NOT DEVIATE FROM THE THEORETICAL ERECTED VERTICAL ALIGNMENT BY MORE THAN FOLLOWING:  $-0, +\frac{1}{4}$ " x (TOTAL LENGTH, IN FEET, FROM THE NEAREST SUPPORT)/10. THE MAXIMUM DEVIATION IS  $\frac{1}{2}$ " BETWEEN SUPPORTS.
- 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. SPICING OF GIRDERS BY FIELD WELDING WILL NOT BE PERMITTED.
- NO SHOP FILLET WELD SHALL BE LESS THAN  $\frac{1}{4}$ ".
- 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 ABUTMENT AND BEARING DRAWINGS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXPANSION JOINT SYSTEM PROVIDED WILL BE COMPATIBLE WITH BOTH THE END OF DECK HAUNCHES AND/OR THE STRUCTURAL STEEL FRAMING CONFIGURATION. THAT IS, THE EXPANSION JOINT SYSTEM AND ALL ITS INHERENT COMPONENTS AND ATTACHMENT DEVICES SHALL BE SIZED OR ARRANGED TO BE COMPATIBLE WITH THE GIRDER AND DIAPHRAGM FLANGES, CONNECTION PLATES, BOLTS, SHEAR STUDS AND REINFORCING STEEL THAT SHARE THE END HAUNCH REGION.
- THE DESIGN OF THE STRUCTURE IS BASED ON THE SELF-WEIGHT OF THE STRUCTURAL STEEL IN ITS COMPLETELY ERECTED CONFIGURATION ONLY. DEFLECTION INCURRED DURING THE VARIOUS STAGES OF THE ERECTION PROCESS ARE NOT CONSIDERED. THEREFORE, THE ACTUAL ERECTION METHODS AND SEQUENCES EMPLOYED BY THE CONTRACTOR MAY HAVE A SUBSTANTIAL EFFECT ON (1) THE TOTAL STRESS, I.E. THE DESIGN PLUS ERECTION STRESS, AND/OR (2) THE STEEL PROFILE AS ERECTED. THE CONTRACTOR SHALL SUBMIT AN ERECTION PROCEDURE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 824.03.10 ERECTION, OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE CALCULATIONS FOR ALL PHASES AND ERECTION CONDITIONS WHICH DEMONSTRATE THAT THE ALLOWABLE STRESSES ARE NOT EXCEEDED AND THAT THE GEOMETRY AS ERECTED (HORIZONTAL AND VERTICAL) WILL BE CONSISTENT WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. ANY CORRECTIVE WORK NECESSARY TO REPOSITION PREVIOUSLY ERECTED STEEL TO ACHIEVE ACCEPTABLE ALIGNMENT AND PROFILE MUST BE APPROVED BY THE ENGINEER AND SHALL BE PERFORMED AT NO EXTRA COST TO THE STATE.

R-1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			5	20

## SHOP DRAWING SUBMITTALS

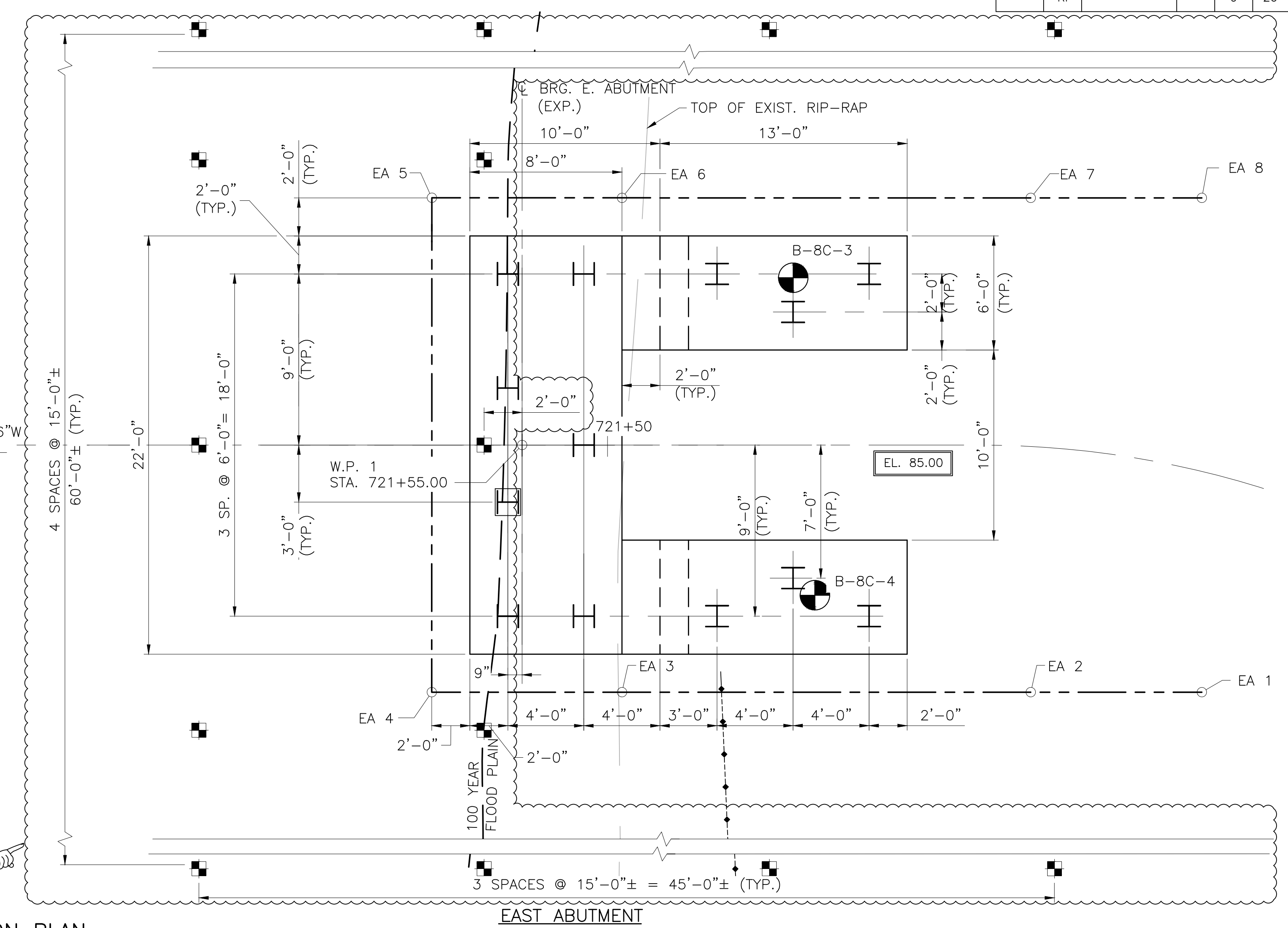
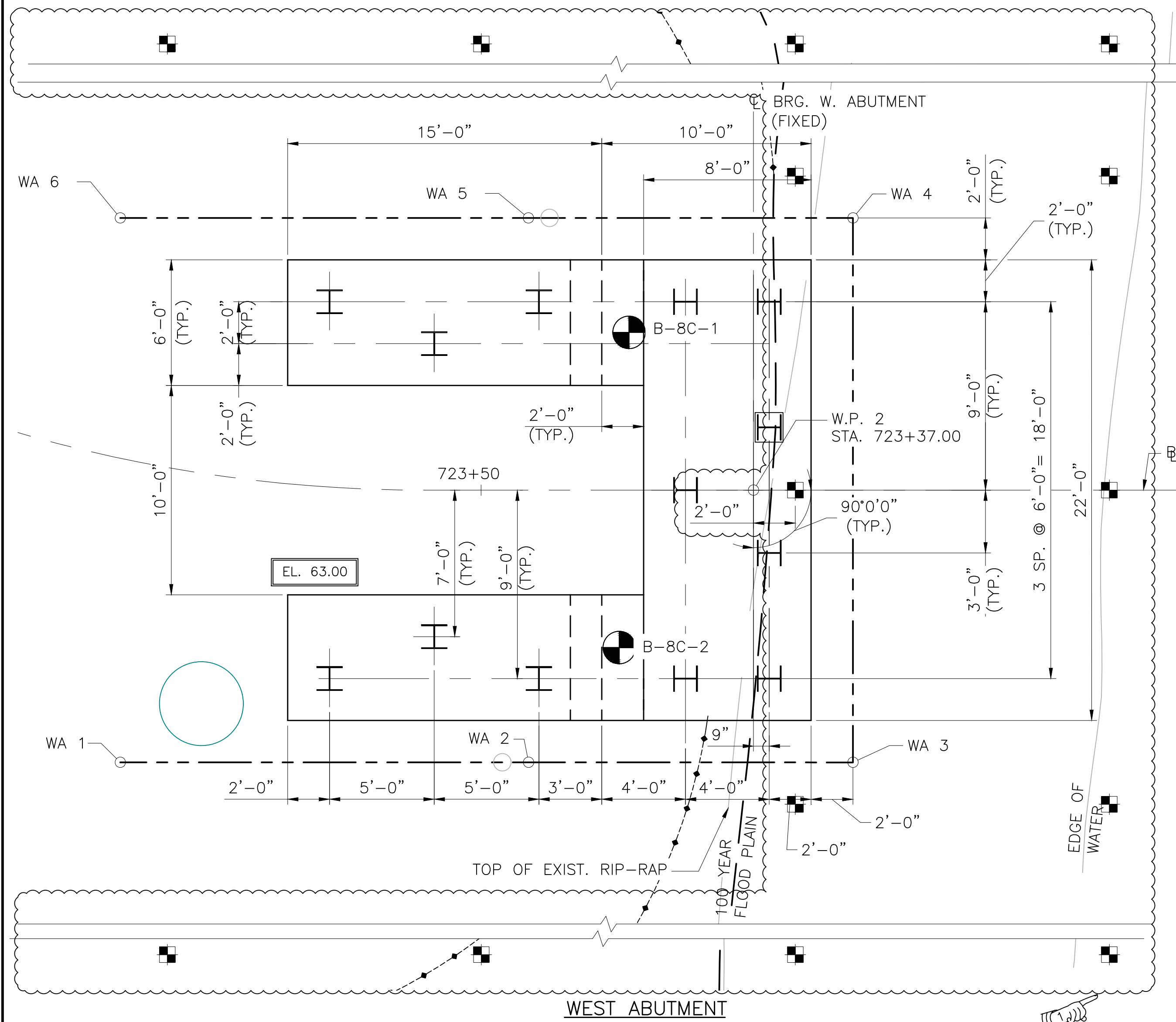
- PREFABRICATED TRUSS
- CONCRETE: MIX DESIGNS, PLACING, METHODS, EQUIPMENT, CURING PLAN AND METHODS, PERSONNEL RESOURCES
- REINFORCING STEEL, SPLICES AND INSERTS
- STRUCTURAL STEEL
- BRIDGE BEARING ASSEMBLY
- BRIDGE NAME/SEAL TABLETS
- FIXED AND EXPANSION JOINT ASSEMBLIES
- CONCRETE SUBCONTRACTOR'S QUALIFICATIONS AND EXPERIENCE
- STRUCTURAL COMPUTATIONS
- DETAILED SEQUENCE OF WORK
- FOUNDATION PILES; INSTALLATION AND LOAD TESTING PROCEDURES, EQUIPMENT AND DETAIL INCLUDING WEAP ANALYSIS
- PILE POINTS AND SPLICES
- EARTH SUPPORT SYSTEMS/COFFERDAMS (SHEETING, ETC.)
- TEMPORARY PROTECTION SHIELDS FOR CONSTRUCTION
- ARCHITECTURAL TREATMENTS (SPECIAL FORMLINERS, ETC.)
- CONCRETE FORMS; STAY-IN-PLACE, SPECIALTY FORMWORK
- ERECTION PROCEDURES (INCLUDING STEEL ERECTOR'S QUALITY CONTROL PLAN); EQUIPMENT (TYPE/SIZE AND PLACEMENT), DETAILED SEQUENCE OF WORK
- BRIDGE AND APPROACH RAILINGS
- PAINTING
- WELDING PROCEDURES; WELD SPLICES
- DEWATERING

NECESSARY SUBMITTALS MAY NOT BE LIMITED TO THE ABOVE LIST AND MAY REQUIRE OTHER SUBMITTALS AT THE RESIDENT ENGINEER'S REQUEST FOR; SHOP DRAWINGS, CERTIFICATE OF COMPLIANCE, PRODUCT INFORMATION, CATALOG CUTS, TEST DATA OR OTHER.

REVISIONS			NO.	DATE	BY
NO.	DATE	BY			
1	06/13/17	VHB			

<b>RHODE ISLAND</b>	
<b>DEPARTMENT OF TRANSPORTATION</b>	
<b>BLACKSTONE RIVER BIKEWAY</b>	
<b>SEGMENT 8C</b>	
WOONSOCKET	TO N. SMITHFIELD
<b>JOB SPECIFIC</b>	
<b>GENERAL NOTES 3</b>	
CHECKED BY _____	DATE _____ SCALE _____

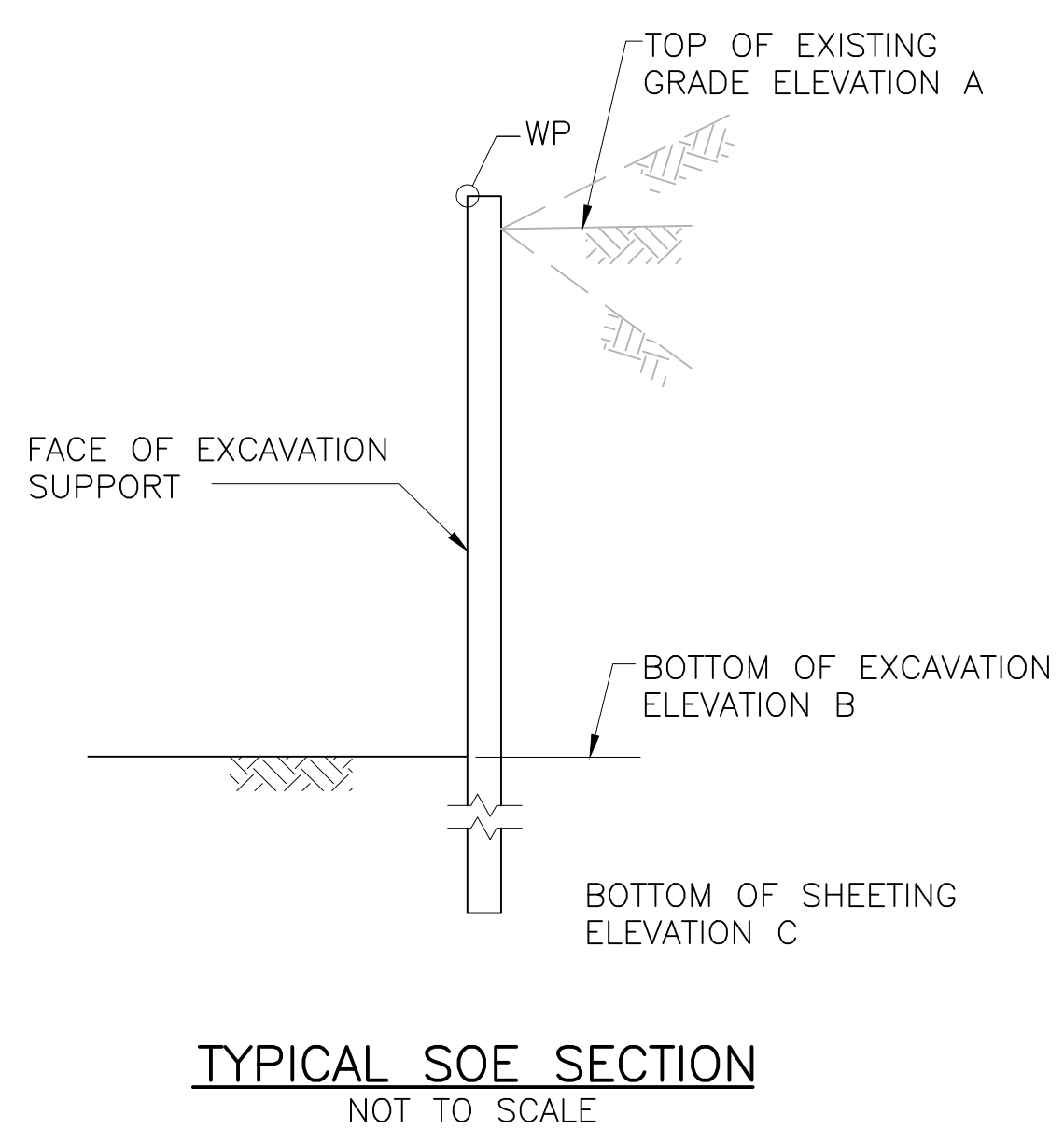




**FOUNDATION PLAN**  
 SCALE: 1/4" = 1'-0"

**SOE GENERAL CONSTRUCTION NOTES**

- ALL SOE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 203 "STRUCTURE EXCAVATION AND BACKFILL" AND SECTION 805 "EARTH RETAINING SYSTEMS" OF THE RIDOT STANDARD SPECIFICATIONS.
- EXCAVATION BELOW THE ELEVATIONS SHOWN IN TABLES WILL NOT BE ALLOWED, UNLESS DIRECTED BY THE ENGINEER.
- INTERPOLATION BETWEEN CONSECUTIVE BOTTOM OF SHEETING ELEVATIONS IS PERMITTED ALONG SLOPING GROUND. SHEETING SHALL EXTEND BELOW THE INTERPOLATED LINE.
- ALL SOE WILL BE TEMPORARY SHEETING (ABANDONED IN PLACE) SHALL BE INSTALLED TO THE ELEVATIONS GIVEN IN THE S.O.E. ELEVATIONS TABLE. THE SHEETING SHALL BE CUT OFF A MINIMUM OF 1'-6" BELOW THE TOP OF FINISHED GRADE UNLESS OTHERWISE INDICATED DURING ABUTMENT BACKFILL OPERATIONS.
- ALL UNSUITABLE MATERIAL SHALL BE REMOVED WITHIN THE EXCAVATION LIMITS AND REPLACED WITH SUITABLE FILL, AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO STARTING THE WORK TO VERIFY LOCATIONS OF EXISTING UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH UTILITY COMPANIES.
- SOE HAS BEEN DESIGNED WITH A CONSTRUCTION SURCHARGE OF 400 PSF IN ACCORDANCE WITH RIDOT LRFD BRIDGE MANUAL.
- EXTREME CAUTION SHOULD BE TAKEN WHEN OPERATING CONSTRUCTION EQUIPMENT AROUND THE SOE.
- THE MAXIMUM ALLOWABLE SOE DISPLACEMENT AT GROUND SURFACE AFTER PRELOADING SHALL BE 1 INCH.
- SHEET PILING SHALL BE INSTALLED WITH A HIGH FREQUENCY VIBRATORY HAMMER.
- SHEETING SHALL BE ASTM A572, GR 50 AND SECTION CAPACITY SHALL BE EQUIVALENT OR GREATER THAN PZ-40.



**LEGEND**

- B-8C-X BORING LOCATION
- PROPOSED STEEL HP 14x73 PILE
- PROPOSED STEEL HP 14x73 INDICATOR PILE
- PROPOSED SURFACE MONITORING POINT
- FACE OF TEMPORARY S.O.E. ABD. IN PLACE
- EL. XX.XX ESTIMATED PILE TIP ELEVATION (FOR ESTIMATING PURPOSES ONLY)

**EAST ABUTMENT S.O.E. ELEVATION TABLE**

LOCATION			CONSTRUCTION ELEVATIONS (FT)		
WORKING POINT	STATION	OFFSET (FT)	A	B	C
EA 1	721+15.63	11.19 LT.	165.00±	155.00	143.00
EA 2	721+27.30	12.90 LT.	165.00±	152.50	138.00
EA 3	721+49.74	13.00 LT.	162.00±	151.50	138.00
EA 4	721+59.74	13.00 LT.	158.00±	151.50	142.00
EA 5	721+59.74	13.00 RT.	158.00±	151.50	142.00
EA 6	721+49.74	13.00 RT.	162.00±	151.50	138.00
EA 7	721+28.80	13.06 RT.	165.00±	152.50	138.00
EA 8	721+21.76	14.08 RT.	165.00±	155.00	143.00

**WEST ABUTMENT S.O.E. ELEVATION TABLE**

LOCATION			CONSTRUCTION ELEVATIONS (FT)		
WORKING POINT	STATION	OFFSET (FT)	A	B	C
WA 1	723+64.84	14.26 LT.	159.00±	152.50	146.00
WA 2	723+47.74	13.00 LT.	159.00±	152.50	142.00
WA 3	723+32.24	13.00 LT.	159.00±	151.50	142.00
WA 4	723+32.24	13.00 RT.	159.00±	151.50	142.00
WA 5	723+47.74	13.00 RT.	159.00±	152.50	142.00
WA 6	723+70.18	11.18 RT.	159.00±	152.50	146.00

**REVISIONS**

NO.	DATE	BY
1	06/13/17	VHB

**RHODE ISLAND**  
**DEPARTMENT OF TRANSPORTATION**

**BLACKSTONE RIVER BIKEWAY**  
**SEGMENT 8C**

WOONSOCKET TO N. SMITHFIELD

**FOUNDATION AND PILE PLAN**

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_ SCALE \_\_\_\_\_

ADDENDUM NO. 1



Revised: 2/19/2002

Total or gross sum of bid for Rhode Island Contract Number: 2017-CH-039

Federal-Aid Project Number(s): 3RD-PRTY(239), 405-421-835, STP-BRBW(002)

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)**

<b>DESCRIPTION</b>	<b>DATE</b>
Bid-Opening Date	June 28, 2017
Substantial Completion Date	July 19, 2019

**THE BIDDER ACKNOWLEDGES RECEIPT OF THE FOLLOWING:**

<b>ADDENDA</b>	<b>DATE POSTED</b>	<b>DOCUMENT(S)</b>	<b>PAGE</b>
NO.1	June 15, 2017	Status Certification for: Debarment, Eligibility, Indictments, Convictions or Civil Judgements	
NO.2		Anti-Collusion Certificate	
		DBE Affirmative Action Certification	
		Disclosure of Lobbying Activities	

**Total or gross sum of bid for Rhode Island Contract Number: 2017-CH-039**  
**Federal-Aid Project Number(s): 3RD-PRTY(239), 405-421-835, STP-BRBW(002)**

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

CONCRETE SUBSTRUCTURE CLASS XX ¾" APPROACH SLABS	CY			
CONCRETE SUBSTRUCTURE CLASS HP ¾" BACKWALLS	CY			
CONCRETE SUBSTRUCTURE CLASS XX ¾" ABUT FOOTING	CY			
CONCRETE SUBSTRUCTURE CLASS HP ¾" WALL STEMS	CY			
CONCRETE SUBSTRUCTURE CLASS MC ¾" ABUT STEMS	CY			

Total Lump Sum Price for Item **800.9902** = \_\_\_\_\_ Total

The preceding schedule applies only to the bridge substructure. Similar materials and construction at locations other than the bridge substructure are not included under this item.

Any work no covered in this schedule, but shown on the plans, shall be included in the Contract Lump Sum Price for this item.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			4	20

**MATERIALS**

**STRUCTURAL STEEL:**

- \* AASHTO DESIGNATION M 270 (ASTM DESIGNATION A 709) GRADE 50 PAINTED.

**REINFORCING STEEL:**

- \* AASHTO DESIGNATION M 31 (ASTM DESIGNATION A 615) GRADE 60.
- \* ASTM DESIGNATION A706 GRADE 60

**CONCRETE:**

- \* CLASS HP  $f'c = 5,000$  PSI  
BRIDGE DECK, ABUTMENT, BACKWALL, RETURN WALL STEM, BRIDGE SEATS.
- \* CLASS MC  $f'c = 5,000$  PSI  
ABUTMENT STEMS.
- \* CLASS XX  $f'c = 4,000$  PSI  
APPROACH SLABS, APPROACH RAILING FOOTING, FOOTINGS (ABUTMENTS, RETURN WALLS) ALL OTHER CONCRETE.

**CONCRETE NOTES**

- CLASSES OF CONCRETE SHALL BE HP, MC AND XX, AS DESCRIBED IN THE LATEST REVISION OF TABLES (1) AND (2) UNDER SECTION 601 "PORTLAND CEMENT CONCRETE" OF THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.
- 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 PORTLAND CEMENT CONCRETE.
- EXCEPT FOR FOOTINGS CAST BELOW GRADE, ALL REINFORCING STEEL SHALL BE GALVANIZED. ALL WIRE TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF GALVANIZED REINFORCING SHALL BE NON-METALIC. REINFORCING STEEL SHALL BE GALVANIZED PER ASTM A767 CLASS 1 (GALVANIZED STEEL).
- ALL LAP SPLICES NOT SHOWN ON THE PLANS SHALL BE LAPPED IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR CLASS C LAP SPLICES.
- UNLESS OTHERWISE SPECIFIED ALL REINFORCING BARS SHALL HAVE THE FOLLOWING MINIMUM COVER:

	MINIMUM COVER
CONCRETE CAST AGAINST AND PERMANENTLY EXPOSED TO EARTH (FOOTINGS, ABUTMENT AND WALL FACES, BACKWALLS)	3"
DECK SLABS (EXPOSED DECKS)	TOP $2\frac{1}{2}" (+\frac{1}{4}", -0")$ BOTTOM $1" (+\frac{1}{8}", -0")$
ALL OTHER BARS	2"
- COVER TO TIES AND STIRRUPS MAY BE 0.5 INCH LESS THAN ABOVE VALUES SPECIFIED FOR MAIN REINFORCING, BUT IN NO CASE LESS THAN 2 INCHES.
- UNLESS OTHERWISE NOTED ON THE PLANS, ALL ANCHOR BOLTS SHALL BE ASTM DESIGNATION F 1554 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 232. SWEDGED RODS SHALL BE AASHTO DESIGNATION M 270 GRADE 36 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 232.
- ALL ANCHOR BOLTS SHALL BE SET BY TEMPLATES PRIOR TO PLACEMENT OF CONCRETE UNLESS OTHERWISE INDICATED ON THE PLANS OR AS AUTHORIZED BY THE ENGINEER.

**CONCRETE NOTES (CONTINUED)**

- 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.
- 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  $\frac{3}{4}"$  CHAMFER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATIONS DURING CONSTRUCTION UNTIL SUCH TIME AS THE SURFACES ARE APPROVED AND ACCEPTED BY THE ENGINEER. 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.
- 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). COLOR OF THE SEALANT WHERE NOT EXPOSED, WILL BE AT THE DISCRETION OF THE CONTRACTOR.
- UNLESS OTHERWISE NOTED ON THE PLANS, JOINT FILLER IS TO BE PREFORMED NON-EXPANSIVE, NON-EXTRUDING TYPE IN ACCORDANCE WITH SECTION M.02.11.1 OF THE RI STANDARD SPECIFICATIONS.
- PLACEMENT AND CURING OF BRIDGE DECK CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 814 OF THE RI STANDARD SPECIFICATIONS. THE CONTRACTOR IS NOT REQUIRED TO USE A SELF-PROPELLED FINISHING MACHINE.
- 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.
- HAND-HELD VIBRATORS SHALL BE EQUIPPED WITH RUBBER TIPPED HEADS WHEN USED TO CONSOLIDATE CONCRETE AROUND REINFORCEMENT AND EMBEDMENT.
- THE ENTIRE BRIDGE DECK SHALL RECEIVE A BROOM FINISH.
- 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.
- UNLESS OTHERWISE DIMENSIONED ON THE PLANS, ALL REINFORCEMENT BENDS SHOWN ARE STANDARD HOOKS.
- ALL EXPOSED FACES OF ABUTMENTS FROM THE BRIDGE SEATS TO THE GROUND SURFACE AND EXPOSED WALL SURFACES SHALL RECEIVE AN ANTI-GRAFFITI COATING.
- UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CONCRETE SURFACES VISIBLE IN ELEVATION TO ONE FOOT BELOW FINAL GROUND LINE SHALL RECEIVE CONCRETE SURFACE RUBBED FINISH IN ACCORDANCE WITH THE R.I. STANDARD SPECIFICATIONS.

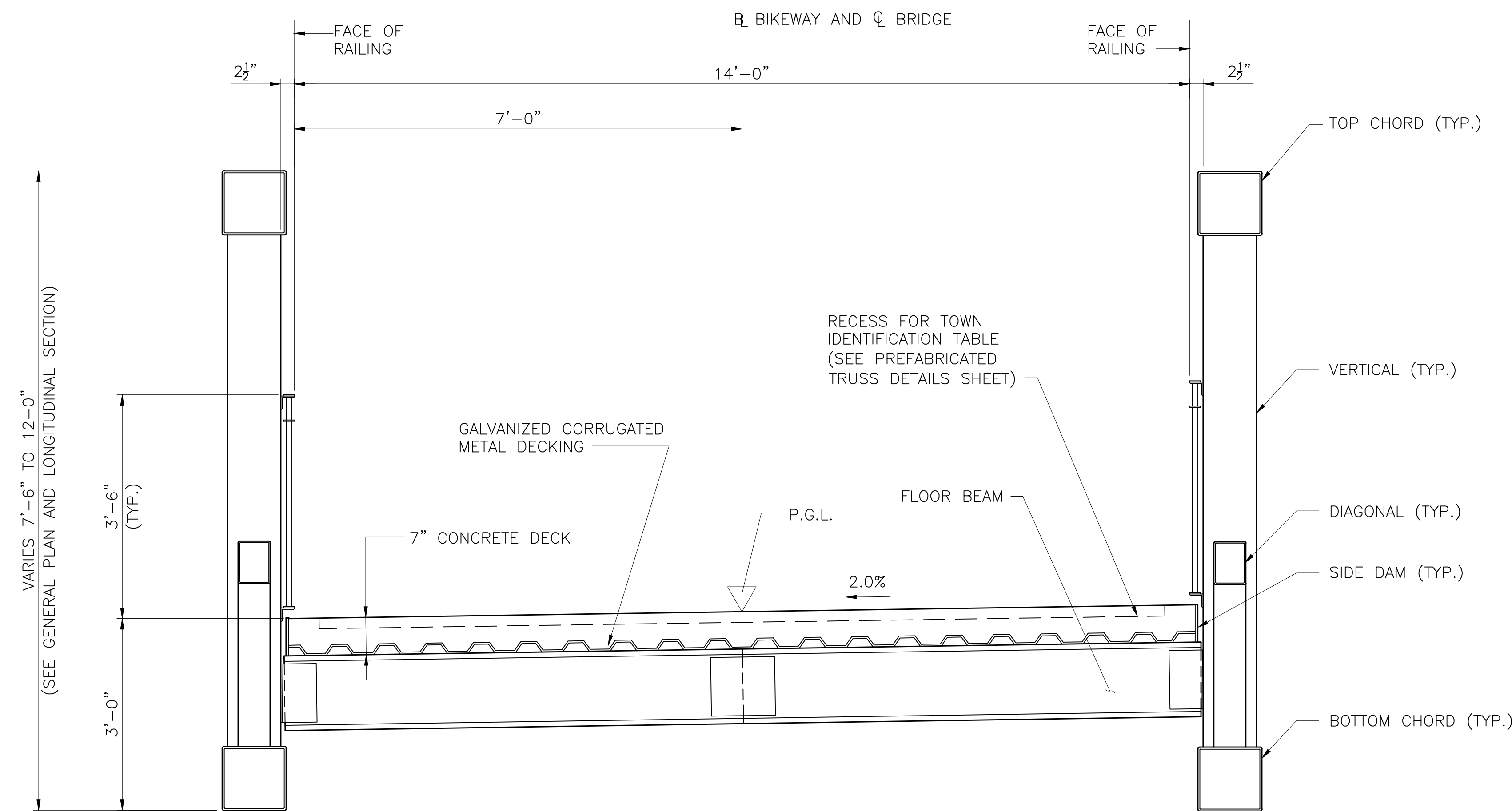
**REINFORCEMENT NOTE**

THE CONTRACTOR'S BAR FABRICATOR SHALL VERIFY THE CORRECTNESS IN PREPARING HIS ORDER LISTS AND BENDING DIAGRAMS. ANY INCIDENTAL EXPENSE REQUIRING REVISION OF MATERIALS AS SHOWN ON THE ORDER LISTS AND BENDING DIAGRAMS IN ORDER TO MAKE IT COMPLY WITH THE DESIGN DRAWINGS SHALL BE BORNE BY THE CONTRACTOR. SHOP DRAWINGS FOR ALL REINFORCEMENT DETAILS AND SCHEDULE SHALL BE SUBMITTED TO THE ENGINEER IN SUFFICIENT TIME TO PERMIT CAREFUL CHECKING.

REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
1	06/16/17	VHB	BLACKSTONE RIVER BIKEWAY SEGMENT 8C	
			WOONSOCKET TO N. SMITHFIELD	
			JOB SPECIFIC GENERAL NOTES 2	
			CHECKED BY _____	DATE _____ SCALE _____



FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			15	20



**TYPICAL TRUSS SECTION**  
(LOOKING UPSTATION)  
SCALE: 3/4" = 1'-0"

**NOTE TO PREFABRICATED TRUSS MANUFACTURER**

DETAILS OF FLOORBEAMS, STRINGERS, JOINT ANGLES, DECK, RAILING AND SIGN POST CONNECTIONS AND BEARINGS ARE SCHEMATIC ONLY. ACTUAL DETAILS AND CALCULATIONS SPECIFIC TO THE TRUSS MANUFACTURER SHALL BE SUBMITTED WITH A RHODE ISLAND P.E. STAMP FOR REVIEW AND APPROVAL BY THE ENGINEER.

**PREFABRICATED TRUSS NOTES:**

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TRUSS CONFIGURATIONS AS SHOWN ON THE PLANS, THE PREFABRICATED TRUSS MANUFACTURER'S APPROVED SHOP DRAWINGS AND SPECIFICATIONS AND IN ACCORDANCE WITH THE REQUIREMENTS OF SPECIAL PROVISION CODE 824.9901 "PREFABRICATED TUBULAR STEEL TRUSS" OF THE PROJECT SPECIFICATIONS.
- LOCATION OF ANCHOR BOLTS, FACE OF BACKWALL, AND BEARING ASSEMBLY IS DEPENDENT ON SPECIFIC PREFABRICATED TRUSS DIMENSIONS. THE CONTRACTOR SHALL NOT COMMENCE THE ASSOCIATED CONSTRUCTION ACTIVITIES UNTIL SHOP DRAWINGS OF THE PREFABRICATED TRUSS ARE RECEIVED AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE PREFABRICATED TRUSS MANUFACTURER WITH ALL APPROPRIATE DESIGN/CONSTRUCTION INFORMATION INCLUDING BUT NOT LIMITED TO A COMPLETE PLAN SET AND THE CONTRACT BOOK FOR THE PROJECT.
- THE PREFABRICATED TRUSS MANUFACTURER SHALL DESIGN/DETAIL THE TRUSS BEARING ASSEMBLY SUCH THAT ANCHOR BOLTS ARE PROVIDED WITH 6" MINIMUM CONCRETE COVER.
- THE CONTRACTOR SHALL INSTALL THE ANCHOR BOLTS IN ACCORDANCE WITH THE DIMENSIONAL REQUIREMENTS OF THE PREFABRICATED TRUSS MANUFACTURER AND IN ACCORDANCE WITH THE LIMITATIONS SHOWN OR SPECIFIED ON THESE PLANS.
- DESIGN LOADS, LOAD COMBINATIONS, AND DESIGN ALLOWABLE FOR THE PREFABRICATED TRUSS SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2012, WITH LATEST INTERIMS, EXCEPT AS OTHERWISE NOTED IN SPECIAL PROVISION CODE 824.9901 "PREFABRICATED TUBULAR STEEL TRUSS".
- WELDED TUBULAR STRUCTURE DESIGN SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE ANSI/AWS D1.1 STRUCTURAL WELDING CODE, CHAPTER 10 TUBULAR STRUCTURES WHERE APPLICABLE.
- INSPECTION OF WELDS SHALL MEET, AS A MINIMUM, THE REQUIREMENTS OF THE RHODE ISLAND STANDARD SPECIFICATIONS, INCLUDING ALL REVISIONS OR SUPPLEMENTS UP TO YEAR 2012. WHEN THE REQUIREMENTS OF THE 2004 EDITION OF THE PREFABRICATED TRUSS MANUFACTURER FOR INSPECTION OF WELDS EXCEEDS THE REQUIREMENTS OF THE ABOVE SPECIFICATION, THEY SHALL GOVERN.
- ALL TRUSS MEMBERS SHALL BE STRUCTURAL STEEL, TUBULAR SECTIONS SATISFYING THE REQUIREMENTS OF ASTM A500, GRADE C. THE MINIMUM THICKNESS OF TUBULAR SECTIONS SHALL BE 1/4 INCH NOMINAL.
- ALL OTHER STRUCTURAL SHAPES AND PLATES SHALL BE FABRICATED FROM MATERIAL MEETING THE REQUIREMENTS OF AASHTO DESIGNATION M270 GRADE 50.
- FLOOR BEAMS MAY BE EITHER STRUCTURAL STEEL TUBULAR SECTIONS OR STANDARD WIDE FLANGE SECTIONS.
- BOTTOM CHORD SHALL BE PARALLEL TO PROPOSED PROFILE.
- THE ENTIRE PREFABRICATED TUBULAR STEEL TRUSS SYSTEM, RAILING, AND APPURTENANCES SHALL BE SHOP PAINTED IN ACCORDANCE WITH SECTION 825 "PAINTING STRUCTURAL STEEL". THE COLOR OF THE TOP COAT SHALL BE DARK GREEN TO MATCH MUNSELL COLOR NUMBER 10G 2/4 18627. ALL DAMAGED MEMBERS SHALL BE FIELD TOUCH-UP PER PAINT MANUFACTURER RECOMMENDATIONS AND IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 825. COST OF ALL PAINTING, SURFACE PREPARATIONS, AND FIELD TOUCH-UP SHALL BE INCLUDED UNDER ITEM CODE 800.9901.
- JOINT ANGLES SHALL BE ASSEMBLED, ERECTED, AND SET TO GRADE PRIOR TO POURING BACKWALL CONCRETE. JOINT ANGLES SHALL BE CONSTRUCTED TO FOLLOW BIKEWAY PROFILE AND CROSS SLOPE.
- CONCRETE DECK, CLASS HP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SPECIAL PROVISIONS 800.9901 AND DESIGNED BY THE CONTRACTOR. CONCRETE DECK SURFACE SHALL HAVE A BROOM FINISH. ALL DESIGN AND REINFORCEMENT STEEL SHALL BE INCLUDED UNDER PAID ITEM CODE 800.9901.
- SEE JOB SPECIFIC GENERAL NOTES SHEETS 1-4 FOR ADDITIONAL NOTES.
- FOR RAILING DETAILS SEE RAILING DETAILS 1-2.



REVISIONS			RHODE ISLAND	
NO.	DATE	BY	DEPARTMENT OF TRANSPORTATION	
1	06/16/17	VHB	BLACKSTONE RIVER BIKEWAY SEGMENT 8C	
			WOONSOCKET	TO N. SMITHFIELD
			PREFABRICATED TRUSS SECTION	
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