

April 17, 2019

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION  
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7598710

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2019-CB-045

FEDERAL-AID PROJECT NO. FAP Nos: BHO-0574(001)

**Bridge Group 01 - PVD**

Between Eddy Street and Broadway on Interstate 95 Providence, RI

CITY/TOWN OF Providence

COUNTY OF PROVIDENCE

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 1 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.

**C. Specifications – Job Specific**

1. JS-2 – JS-3

Delete pages JS-2 and JS-3 in their entirety and replace with JS-2(R-1) and JS-3(R-1) attached to this Addendum No. 1. The index of job specific specifications has been revised.

2. JS-20 – JS-25D

Delete pages JS-20 – JS-25 in their entirety and replace with JS-20(R-1) through JS – 25(R-1) attached to this Addendum No. 1. Add pages JS-25A – JS-25D attached to Addendum No.1. Specification Code 109.06 for Payment of Work has been revised.

3. JS-30 – JS-32

Delete pages JS-30 and JS-32 in their entirety and replace with JS-30(R-1) and JS-32(R-1) attached to this Addendum No. 1. Specification Code 800.9901 Temporary Deck Underside and Side Protection Shielding has been revised to clarify limits of work.

4. JS-33A

Add page JS-33A in their entirety attached to this Addendum No. 1. Specification Code 803.9901 Remove and Dispose Existing Deck Joint has been added.

5. JS-35  
Delete page JS-35 in its entirety and replace with JS-35(R-1) attached to this Addendum No. 1. Specification Code 817.9901 Repairs to Structural Concrete Masonry (Form and Cast in Place) has been revised to clarify supplemental reinforcement payment.
6. JS-35A  
Add pages JS-35A in its entirety attached to this Addendum No. 1. Specification Code 818 Portland Cement Concrete Bridge Deck Repair has been added to clarify required compressive strength prior to traffic loading.
7. JS-42  
Delete page JS-42 in its entirety and replace with JS-42(R-1) attached to this Addendum No. 1. Specification Code 824.9901 – 824.9905 Steel Girder Repairs Bridge No. 537, 571, 572, 573, and 574 has been revised to clarify incidental work and method of measurement.
8. JS-49A  
Add page JS-49A in its entirety attached to this Addendum No. 1. Specification Code 9226.9901 Temporary Impact Attenuator has been added.

**D. Plans**

1. SHEET NO. 14 – Bridge No. 537 I-95 over Eddy Street DEMOLITION PLANS  
Remove and replace Sheet 14 in its entirety with Sheet 14(R-1) attached to this Addendum No. 1. This sheet has been revised.
2. SHEET NO. 15 – Bridge No. 537 I-95 over Eddy Street REPAIR PLANS  
Remove and replace Sheet 15 in its entirety with Sheet 15(R-1) attached to this Addendum No. 1. This sheet has been revised.
3. SHEET NO. 16 – Bridge No. 537 I-95 over Eddy Street DECK REPAIR DETAILS  
Added additional sections attached to this Addendum No. 1. This sheet has been revised.
4. SHEET NO. 22 – Bridge No. 537 I-95 over Eddy Street CONCRETE DECK REPAIR DETAILS  
Deleted Note 8 attached to this Addendum No. 1. This sheet has been revised.
5. SHEET NO. 30 – Bridge No. 571 Broad Street over I-95 ROADWAY JOINTS SHEET 2 OF 2  
Revised Strip Seal installation detail attached to this Addendum No. 1. This sheet has been revised.
6. SHEET NO. 35 – Bridge No. 571 Broad Street over I-95 CONCRETE DECK REPAIR DETAILS  
Deleted Note 8 attached to this Addendum No. 1. This sheet has been revised.

7. SHEET NO. 36 – Bridge No. 572 Westminster Street over I-95 GENERAL PLAN  
Replaced Note 1 with new note attached to this Addendum No. 1. This sheet has been revised.
8. SHEET NO. 40 – Bridge No. 572 Westminster Street over I-95 ROADWAY JOINTS SHEET 2 OF 2  
Revised Strip Seal installation detail attached to this Addendum No. 1. This sheet has been revised.
9. SHEET NO. 44 – Bridge No. 572 Westminster Street over I-95 CONCRETE DECK REPAIR DETAILS  
Remove and replace Sheet 44 in its entirety with Sheet 44(R-1) attached to this Addendum No. 1. This entire sheet's contents have been deleted.
10. SHEET NO. 45 – Bridge No. 573 Washington Street over I-95 GENERAL PLAN  
Replaced Note 1 with new note attached to this Addendum No. 1. This sheet has been revised.
11. SHEET NO. 47 – Bridge No. 573 Washington Street over I-95 ABUTMENT ELEVATIONS  
Repair callouts removed and revised attached to this Addendum No. 1. This sheet has been revised.
12. SHEET NO. 50 – Bridge No. 573 Washington Street over I-95 ROADWAY JOINTS SHEET 2 OF 2  
Revised Strip Seal installation detail attached to this Addendum No. 1. This sheet has been revised.
13. SHEET NO. 54 – Bridge No. 573 Washington Street over I-95 CONCRETE DECK REPAIR DETAILS  
Remove and replace Sheet 54 in its entirety with Sheet 54(R-1) attached to this Addendum No. 1. This entire sheets contents have been deleted.
14. SHEET NO. 55 – Bridge No. 574 Broadway over I-95 GENERAL PLAN  
Added Note 6 attached to this Addendum No. 1. This sheet has been revised.
15. SHEET NO. 59 – Bridge No. 574 Broadway over I-95 ROADWAY JOINTS SHEET 2 OF 2  
Revised Strip Seal installation detail attached to this Addendum No. 1. This sheet has been revised.
16. SHEET NO. 63 – Bridge No. 574 Broadway over I-95 CONCRETE DECK REPAIR DETAILS  
Deleted Note 8 attached to this Addendum No. 1. This sheet has been revised.
17. SHEET NO. 6 – GENERAL BRIDGE NOTES SHEET 1 of 3  
Revised concrete strength notes attached to this Addendum No. 1. This sheet has been revised.

**E. Distribution of Quantities**

1. Index Pages

Delete page Index 1 and Index 2 in its entirety and replace with revised pages Index 1(R-1) and Index 2(R-1) attached to this Addendum No. 1. Items highlighted in bold have been reordered, added or deleted to the contract.

2. Pages 1, 2, 3, 4, 6, 9

Delete Pages 1, 2, 3, 4, 6, 9 in its entirety and replace with revised pages 1(R-1), 2(R-1), 3(R-1), 4(R-1), 6(R-1), 9(R-1) attached to this Addendum No. 1. Items in bold have been revised due to quantity changes or group location changes.

3. Pages 1a(R-1), 2a(R-1), 3a(R-1), 6a(R-1), 9a(R-1)

Add Pages 1a(R-1), 2a(R-1), 3a(R-1), 6a(R-1), 9a(R-1) attached to this Addendum No. 1. Items have expanded due to group location descriptions.

4. Page 14

Delete Page 14 and replace with 14(R-1) attached to this Addendum No. 1. Item 808.1640 has been added.



RI Department of Transportation

Administrator, Division of Project Management

**INDEX**  
**SPECIFICATIONS - JOB SPECIFIC**  
RIC No. 2019 – CB-045

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105.14	Open Sections of Project to Traffic	JS-6
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820.9901-820.9905	High Pressure Water Cleaning – Bridge No. 537, 571, 572, 573, and 574	<b>JS-Error! Bookmark not defined.</b>
820.9906	Concrete Surface Treatment (Protective Coating)	JS-39
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936	Mobilization and Demobilization	JS-56
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Remove **Subsection 109.06, Partial Payments**, pages AC-13 through AC-16 of the September 2018 Compilation of Approved Specifications and replace it with the following.

**CODE 109.06**

**PAYMENT FOR WORK**

**109.06 PAYMENT FOR WORK.**

- a. **General.** The Department will make payment for Work before the Project is accepted and final payment is made. These payments for Work will be processed via progress payments. To receive a payment for Work, the Contractor shall prepare an invoice in accordance with **Subsection 109.06 (c)**. The Department may suspend progress payments if the Contractor does not comply with the terms of the Contract or the Engineer's instructions or written directives. The Department will notify the Contractor whenever progress payments will be suspended. Processing of progress payments for work prior to the Department's acceptance and final payment of the Work does not constitute the Department's acceptance of the Work, and does not relieve the Contractor of responsibility for the Work, which includes but is not limited to:
  - i. Protecting, repairing, correcting, maintaining, or renewing the Work where necessary to meet Contract requirements before acceptance.
  - ii. Replacing or repairing all defective work or materials used in the construction of the Work, and repairing all damage to other work or materials whose damage is attributable to such defective work or materials.
  - iii. All defects or damage that the Engineer may discover on or before the Engineer's acceptance and final payment of the Work. The Engineer is the sole judge of these defects or damage.
- b. **Frequency.** The department will make progress payments bi-weekly (every two weeks) in accordance with established Department procedures. Progress payments will be subject to a 5 percent retainage.
- c. **Invoice for Payment for Work.** The Contractor shall submit an invoice for payment bi-weekly (every two weeks), and, as requested by the Engineer, a weekly progress report for review detailing the items included in the invoice. The Contractor shall utilize and complete invoice forms supplied by the Department, including a certification for payment, in accordance with the instructions contained thereon.
- d. **Invoice for Partial Payment for Materials, Supplies, and Equipment.** The Engineer may allow invoicing as provided above and permit partial payments for those materials, supplies, and equipment delivered to an approved location but not yet incorporated into

the Work. Payment for materials, supplies and equipment furnished at an approved site but not yet incorporated into the Work shall not exceed the lesser of the following amounts:

- i. 100 percent of the cost incurred by the Contractor, or
- ii. 80 percent of the value calculated by multiplying the quantity of the item delivered by the unit price for the corresponding item in the Bid Schedule.

For verification of costs, the Contractor shall provide the Engineer with an original paid supplier's invoice for the furnished materials, supplies or equipment within thirty (30) days after receiving the partial payment. Otherwise, the amount of the partial payment will be deducted from subsequent invoices.

The Engineer will not approve any payment for perishable plant materials until such plant materials are planted as specified in the Contract.

- e. **Engineer's Review of Contractor's Request for Payment for Work and Request for Partial Payment for Materials, Supplies, and Equipment.** Upon receipt of the Contractor's invoice, the Engineer will review the invoice and may approve or reject payment or portions thereof. The Engineer will notify the Contractor in writing of any modifications and/or rejection of the invoice. Modifications and reasons for the change will be made to the Excel spreadsheet in the columns provided. In the case of a rejection, the Engineer will request that the invoice be resubmitted.
- f. **Subcontractor Payments and Release of Retainage.** The Contractor shall notify RIDOT within 7 days upon the Contractor's assessment that the subcontractor's work is complete and ready for inspection for partial acceptance by RIDOT.

The Contractor shall make progress payments to the subcontractor incrementally as the Contractor is paid progress payments by RIDOT, with each progress payment made no more than 30 days for when so paid by RIDOT. The Work of a subcontractor will be inspected by RIDOT within 14 days of the date of Contractor's notification for partial acceptance. Within 30 days of partial acceptance of the completed subcontract work, the Department will pay the Contractor for all work covered by the acceptance including the relevant portion of retainage due the subcontractor. Within 30 days of receipt of such payment, the Contractor shall pay the subcontractor for all accepted subcontract work including all retainage owed. The Contractor must obtain RIDOT's prior written consent for good cause delays in or postponement of payment to the subcontractor.

- g. **Final Release of Contractor Retainage.** Retainage due the Contractor will be released when all documentation requirements and items on the Punch List have been addressed to the satisfaction of the Engineer.



### Procedures for Section 109.06 – Payment for Work

The Contractor shall prepare an invoice to apply for a payment for work completed. This invoice shall utilize the Request for Payment templates supplied by the Department, including the following attachments:

**A. Detailed Invoice** – The detailed invoice shall be submitted in both hard copy and Excel and include the following information:

1. The date of the invoice.
2. The Project Name and State and Federal-Aid Project Numbers.
3. The Contract Item number(s) and name(s) for which the Contractor is seeking payment, as they appear in the Contract Proposal.
4. The date(s) each Contract Item was performed.
5. Name of Contractor/Subcontractor(s) that performed the work.
6. The location(s) where the Work associated with each Contract Item was performed, cross referenced to the location(s) shown in the Distribution of Quantities.
7. Invoiced Item Quantities: The quantity of each Contract Item performed by date and by location since the previous invoice.

For Lump Sum Items, the Contractor shall provide the percentage of work completed since the previous invoice. Prior to the start of work, the Contractor shall submit a Lump Sum Item Breakdown for the Engineer's review, acceptance and allocation of payments for the item, in accordance with **Section 109.07** of the Standard Specifications.

All calculations shall conform to the Method of Measurement and Basis of Payment portions of the appropriate Item Code(s). Documentation shall include, but is not limited to, backup calculations, measurements, sketches, and related supporting information.

8. Cumulative Item Quantities: A cumulative total of the quantities performed for each Contract Item, including the current request.
9. Bid Prices: The Contract Price for each Contract Item, including Unit Bid Items and Lump Sum Bid items as applicable, shall be listed for each item being invoiced.
10. Extended Prices: Calculate the extended price for each item being invoiced in this request.

For Unit Bid Items, this is to be calculated by multiplying each item by the percentage of work completed during the invoice period by its Contract Unit Bid Price (i.e., Extended Price \$ = Qty. Invoiced x Unit Bid Price.)

11. Total Invoice Price: Sum all extended prices calculated in step 10 and report this amount as the total amount being invoiced under the request.

- B. Certificates of Compliance** – A list of the Certificate(s) of compliance attached or that have been submitted to the Department, including date(s) submitted, for the work that is listed on the invoice in accordance with **Section 106.04, Certification of Compliance.**
- C. Certified Payrolls** – A list of the certified payrolls attached or that have been submitted to the Department, including date(s) submitted, for the work that is listed on the invoice. List all outstanding payrolls yet to be submitted by week ending date and Contractor/Subcontractor(s).
- D. Subcontractor Payments** – A list of all payments (including all retainage payments) made to date to subcontractors for amounts previously billed and paid by the State for the related project.
- E. Extra Work** – A list of approved and/or potential extra work subject to approval, including dates(s) when the work was identified and/or approved, and a description and associated cost(s) of the work, including information pertaining to when and by whom the work was performed.
- F. EEO Certification** – A statement that all EEO documentation has been submitted as required by the Contract.
- G. As-Built Data** – A set of as-built data in hard copy or electronic form of the work billed on the invoice, including plans, sketches, diagrams and all other information necessary for resulting in a complete and accurate set of as-built data representing the work completed. A final set of as-built plans is also required in accordance with **Section 934.03.3 (h), Field Control and Construction Layout.**

**General** – Outstanding or missing documentation for Items A through G above will be a basis for rejection and/or modification of the Request for Payment.

Addendum 1

R-1

**REQUEST FOR PAYMENT**

From: (Contractor Name) (Address) (City, State, Zip) To: DOT Accounts Payable @ dot.ri.gov  
 RI DEPT OF TRANSPORTATION  
 TWO CAPITOL HILL Room 230/Accounts Payable  
 PROVIDENCE, RI 02903  
 Invoice: (Invoice #)  
 PTSID # (Enter #)  
 Invoice date: 4/11/2019  
 Period ending date: MM/DD/YYYY

Contract For: Insert Contract Name

**Request for payment:**

Original contract amount \$  
 Approved changes \$  
 Revised contract amount \$  
 Total Requested Todate \$  
 Approved This period \$  
 Retainage This period \$  
 Approved for Payment This period \$  
 Total Retainage todate \$  
 Remaining Contract to bill \$

Project: (Project Name)  
 Location: (Location(s))  
 NTP: MM/DD/YYYY  
 Contract Completion: MM/DD/YYYY  
 Contract No.: RI 20 \_\_\_\_  
 ATT: Construction Manager  
 Project Manager

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Changes approved in previous months by Owner		
Total approved this month		
<b>TOTALS</b>	\$	\$
<b>NET CHANGES by Change Order</b>		

Current Billing Requirements	Y/N
Detailed Invoice	
Certificates of Compliance	
Payrolls Received	
Subcontractor Payments	
EEO Certification	
As-Built Data	

I certify that, to the best of my knowledge, the Work performed and materials supplied under this invoice have been completed in accordance with the Contract (including all authorized changes). I certify that the payment requested in this invoice represents the actual value of the Work completed under the terms and requirements of the Contract (including all authorized changes). I understand that failure to notify the Resident Engineer/staff of any Work performed and included on this invoice will be considered null until adequate investigation/inspection by the State is completed and justified. I also certify that the Contractor (Contractor Name) has paid all subcontractors by terms of their contracts) the amounts previously billed and paid by the owner. This certification is made in compliance with all federal and state laws and regulations for false statements including, but not limited, to 18 U.S.C. §1020, Fraud and False Statements, and 23 C.F.R. §635.119, False Statements. I am duly authorized to certify on behalf of (Contractor Name).

CONTRACTOR: (Contractor name) State Of RHODE ISLAND County Of PROVIDENCE  
 By: Subscribed and sworn to before me this \_\_\_\_ day of \_\_\_\_  
 Date: Notary Public My commission expires: \_\_\_\_  
 C. M. Resident Project Manager









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**E-Additional and Potential Extra Work**

Invoice Date: 2/12/2019

Project Name:  
 R.I. Contract No.:  
 F.A.P. No.:

Insert Contract Name:  
 Project Specific Contract #1:  
 Project Specific Contract #2:

Number	Date Extra work Identified	Name Contractor/subcontractor	Issue Description	RI Standard Specification Supporting Request for Extra Work.	Extra Work Value	RI DOT Position	Date Issue Received	Change Order #	Item #	Amount Paid
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
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and Debris Nets. The combined-use nets shall have a minimum working rating of not less than 10,000 ft-lb. The Contractor shall determine the size, weight and height-of-fall of anticipated debris. The debris netting shall have a mesh of the size and strength sufficient to contain the expected debris without penetration when properly supported by the personnel net. The debris net shall not compromise the design, construction or performance of personnel nets.

**SUBMITTALS:**

1. Shop drawings.
2. Netting Qualifications Test per ANSI A 10.11, Part 8.2, if applicable.

The Contractor shall submit shop drawings and design calculations stamped by Professional Engineer registered in Rhode Island, in accordance with Subsection 105.2 “Plans and Shop Drawings”. The Contractor shall also submit the design calculations for the system to be employed including an analysis of the load which will be added to the structure by the protective shield. The analysis shall assure that the system will not induce a load on the bridge that will create an overstress condition or compromise the structural integrity of the bridge. The shop drawings and calculations shall be submitted in sufficient time to allow for review and approval by the Engineer. In no case shall the protective shield encroach upon minimum bridge clearance.

**CONSTRUCTION METHODS:** The deck underside and side protective shielding shall be erected at the locations and to the limits indicated on the contract drawings and/or as directed by the Engineer. All work shall be performed in accordance with the Maintenance and Protection of Traffic Plans, and in accordance with the demolition and construction sequences shown on the Plans and as specified in the Contract Documents.

All shielding shall meet or exceed the following requirements:

1. It shall be the Contractor’s responsibility, as part of this item of work, to design and detail the protective shielding to conform to all Federal, State, and Local laws and regulations, as well as to the requirements contained here in this Specification.
2. The shielding shall extend under all areas of concrete decks, safety walks, and safety barriers to be removed. It shall extend horizontally a minimum of 3 feet beyond the bridge railings or parapets, and it shall extend vertically to a point 2 feet above the top of the bridge parapet, or to a point 4 feet above the top of bridge safety walks or decks, whichever is higher. It shall extend longitudinally 3’ from the face of substructure units towards the center of the span.
3. The various components of the deck underside protective shielding system shall be designed for the anticipated weight of all material and debris to be supported, based on the Contractor’s method and sequence of removal, but in no case shall it be designed for less than 150 pounds per square foot. Vertical shielding shall be designed for anticipated loads, or a minimum of 30 pounds per square foot, whichever is higher.
4. The shielding shall be placed and secured in a manner as to prevent it from being blown out by wind. If, in the opinion of the Engineer, the shielding is not secure, then the Contractor shall make corrections to secure the shielding in place or remove and reinstall it to the Engineer’s satisfaction. The Contractor’s Engineer shall provide written approval that the

corrected measures have secured the shielding before the Engineers final acceptance.

Shielding shall be placed so as to maintain the existing vertical clearance under the bridges.

5. The Contractor may utilize the existing beams as supports. However, the Contractor will not be permitted to drill or weld to any existing beam, unless otherwise noted in this section or on the Construction Drawings.
6. The Protective Shield is intended to act as a barrier against construction materials falling below the work area. The shielding shall not contain any gaps or openings that would allow debris to pass through, and shall be sufficiently strong to support any debris or section of demolished concrete from falling onto the roadway or walkway below.
7. If the Contractor's operations damage any existing portions of the bridges that are not within the scope of the contract, such damage shall be repaired at the Contractor's expense, and to the satisfaction of the Engineer.
8. The Protective Shield shall be in place prior to commencing any removal work.
9. The protective shield shall be erected at a level below the construction area so as not to exceed the shield rating under the shield design load.
10. For the debris net system selected, the care, maintenance and storage of protective shielding shall be in accordance with the manufacturer's recommendations if prefabricated. Due attention shall be given to factors affecting net life. Nets shall be inspected weekly. Nets shall be tested immediately following installation, relocation or major repair and when left in one locations, at six-month intervals in accordance with ANSI A.10.11 Part 9.
11. The debris nets shall not carry more than 5 psf of ice, snow or other weather-related material. Debris shall be removed daily to prevent potential overload of shielding.
12. Protective shield shall be designed to safely withstand all loads that it will be subjected to. The allowable design stresses shall be in accordance with AASHTO Standard Specifications for Highway Bridges. The design shall also include a complete description of the equipment and construction methods proposed.
13. In the event debris falls onto the roads or rivers below, the Contractor shall promptly remove the debris. The Contractor shall be liable for any consequences as a result of falling debris and shall correct any deficiencies in the shield as required. The Contractor shall correct the deficiencies in place or remove and reinstall it to the Engineer's satisfaction. The Contractor's Engineer shall provide written approval that the corrected measures have secured the shielding before the Engineers final acceptance.
14. All locations of work shall have Temporary Protective Shield. Temporary Protective Shield shall be installed or removed only on approval of the Engineer.
15. Temporary Protective Shield may be anchored to portions of the existing structures exhibiting sound concrete. Drilling through existing rebar to anchor the shield will not be permitted. The Contractor shall use a Pachometer or other suitable non-destructive means to located existing rebar. Cost of locating rebar shall be included in the cost of Temporary Protective Shield.

Use of existing shielding is at the discretion of the Contractor. The requirements and design specifications shall apply to the suitability of the existing shielding. It will be the Contractor's responsibility to verify the suitability of the existing shielding.

All materials used in the shielding system shall become the property of the Contractor and shall be removed from the site at the completion of the Project.

All work shall be performed in accordance with the phased construction, as designated on the Plans.

**METHOD OF MEASUREMENT:** This work will be measured for payment by the numbers of square foot” of “Temporary Deck Underside And Side Protective Shielding” complete and accepted in place within the limits shown on the plans or as directed by the Engineer.

**BASIS OF PAYMENT:** The quantity determined under “Method of Measurement” section will be paid for at the contract unit price bid per square foot” of “Temporary Deck Underside And Side Protective Shielding” as listed in the proposal. The price so stated shall constitute full compensation for all labor, materials, equipment, tools, design and installation, and removal and disposal of the Temporary Deck Underside And Side Protective Shielding and all other incidentals required to finish the work, complete and accepted by the Engineer.

**CODE 803.9901**

**REMOVE AND DISPOSE EXISTING DECK JOINT**

**DESCRIPTION:** The work included under this item shall consist of removing and disposing the existing bridge deck joint in accordance with the plans and the requirements of these specifications. The work shall be performed in accordance with the contract drawings, the Rhode Island Standard Specifications for Road and Bridge Construction, Amended March 2018, all applicable compilations of approved specifications, as modified by this special provision, and as directed by the Engineer.

**CONSTRUCTION REQUIREMENTS:** The removal of the existing expansion joint systems shall be completed with care to avoid damaging the anchorages and any hardware anchored to the bridge deck and/or approach slab that shall remain. The Contractor shall survey and document the existing joints and review existing plans to avoid damaging the bridge deck or anchor rods. Any damage caused to the bridge deck, anchor rods, or other anchor materials during the removal of the joint membrane shall be repaired or replaced at the contractor's sole expense.

**METHOD OF MEASUREMENT:** This work will be measured for payment by the numbers of linear feet of "Remove and Dispose Existing Deck Joint" complete and accepted in place within the limits shown on the plans or as directed by the Engineer.

**BASIS OF PAYMENT:** The quantity determined under "Method of Measurement" section will be paid for at the contract unit price per linear feet of "Remove and Dispose Existing Deck Joint" complete in place including all disposal, materials, equipment, tools, labor, and incidental expenses associated with this work.

**CODE 817.9901**

**REPAIRS TO STRUCTURAL CONCRETE MASONRY (FORM AND CAST IN PLACE)**

**DESCRIPTION:** The work under this item shall consist of making structural concrete masonry repairs to the bridge superstructures, including reinforced concrete beams and prestressed concrete beams, and substructure at locations indicated on the Plans or as directed by the Engineer. Work shall consist of saw cutting; removing and disposing deteriorated concrete; furnishing and installing welded wired fabric, anchors, and supplemental reinforcement as required; preparing bonding surfaces of concrete; replacing the deteriorated concrete with new concrete; and finishing and curing to the lines and grades specified at the locations indicated on the Plans, all in accordance with these Specifications and as directed by the Engineer.

This Special Provision is intended to apply to spalled concrete areas where the depth of the repair extends beyond the reinforcing steel. The engineer shall be the sole judge in determining the repair locations. All repairs shall be performed only as directed by the Engineer.

Except as modified by this Special Provision, all work under this item shall be performed in accordance with Section 817 of the Rhode Island Standard Specifications for Road and Bridge Construction, amended 2018, including all revisions and supplements.

**MATERIALS:** Concrete shall conform to Class HP 3/8” concrete in accordance with the applicable provisions of Section 601 of the RI Standard Specifications and the Special Provisions.

Reinforcement:

**Bar Reinforcement:** All bar reinforcement shall meet the requirements of Section 810 of the RI Standard Specifications. All bar reinforcement shall be galvanized in accordance with Section 810 of the RI Standard Specifications.

**Weld Wire Fabric:** Welded wire fabric shall meet the requirements of ASTM A1064. All welded wire fabric shall be galvanized in accordance with ASTM A1060.

**CONSTRUCTION METHODS:** Construction shall be in accordance with the relevant provisions of Section 817.03 of the RI Standard Specifications.

**METHOD OF MEASUREMENT:** This work will be measured for payment by the numbers of cubic feet of “Repairs to Structural Concrete Masonry (Form and Cast in Place)” complete and accepted in place within the lines shown on the plans or as directed by the Engineer.

**BASIS OF PAYMENT:** The quantity determined under “Method of Measurement” section will be paid for at the contract unit price per cubic feet of “Repairs to Structural Concrete Masonry (Form and Cast in Place)” complete in place including all surface preparation, material, equipment, tools labor and incidental expense.

Costs for furnishing and installing supplemental steel reinforcement bars shall be paid separately via FORCE ACCOUNT in accordance with the provisions of **Subsections 109.04** of these Specifications.

Revise **Subsection 818.03.5, Placing and Finishing Concrete**, pages 8-113 through 8-114 of the RI Standard Specifications for Road and Bridge Construction as follows.

**CODE 818**

**PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIR**

**818.03.5 Placing and Finishing Concrete:** Delete the 5<sup>th</sup> paragraph of the referenced section and replace with the following:

Traffic or external loads from heavy equipment such as pavers shall not be allowed on the repaired deck surfaces until the concrete has reached the compressive design strength as indicated on the plans.

work shall be in accordance with the relevant sections of the State of Rhode Island Standard Specifications for Road and Bridge Construction.

If, in the opinion of the Engineer, the Contractor's operations damage other members of the structure being repaired, he shall be required to change his methods of operations and make all necessary repairs as ordered by the Engineer at no additional or extra cost to the State.

**METHOD OF MEASUREMENT:**

Work under this Item 824.9901, 824.9902, 824.9903, 824.9904, and 824.9905 will be measured and paid for at the Contract unit price per Pound, installed in place and accepted by the Engineer. Replacing and tightening of anchor bolt nuts shall be considered incidental to the steel girder repairs and shall not be measured separately for payment.

**BASIS OF PAYMENT:**

The quantity determined under "Method of Measurement" section will be paid at the contract unit price per Pound as listed in the Proposal. The price so stated will constitute full and complete compensation for all materials, labor, equipment, bolted connections and all else necessary, including but not removing and disposing portions of existing structural steel; furnishing, fabricating, erecting, and painting new structural elements; local deleading (including proper personnel protection and collection & disposal of paint removed); surface preparation; any miscellaneous shields, staging, access, scaffolding; field drilling; field bolting; replacement of anchor bolt nuts; tightening of anchor bolt nuts; temporary protective shielding for utilities; field measurements; shop drawings to complete the work in accordance with these specifications and as required by the Engineer.

**CODE 926.9901**

**TEMPORARY IMPACT ATTENUATOR**

**DESCRIPTION:**

The Contractor shall furnish and install a Temporary Impact Attenuator at locations shown on the plans and as directed by the Engineer. The temporary impact attenuator shall meet the requirements of AASHTO Manual for Assessing Safety Hardware (MASH) and be accepted by the Federal Highway Administration.

**MATERIALS:**

The Temporary Impact Attenuator shall be approved by AASHTO Manual for Assessing Safety Hardware (MASH) Test Level 3 and must be approved by the Engineer.

Before installation, the Contractor shall submit a copy of the manufacture's documents indicating satisfactory testing in accordance with MASH Test Level 3 rating and/or its subsequent revisions, and a copy of the approval by the FHWA for use of the impact attenuator as intended.

No work shall commence under these items until all documents have been returned approved by the Engineer.

**EXECUTION:**

Installation and securing of the impact attenuator units shall be done according to the manufacturer's recommendations so that the unit meets MASH Test Level 3 criteria. Installation must be approved by the Engineer.

Additional construction details shall be coordinated based on the barrier type to be protected. Impact attenuator connection to the proposed barrier shall be considered incidental to this item.

**MEASUREMENT:**

The Temporary Impact Attenuator will be measured per the single unit each, each in place.

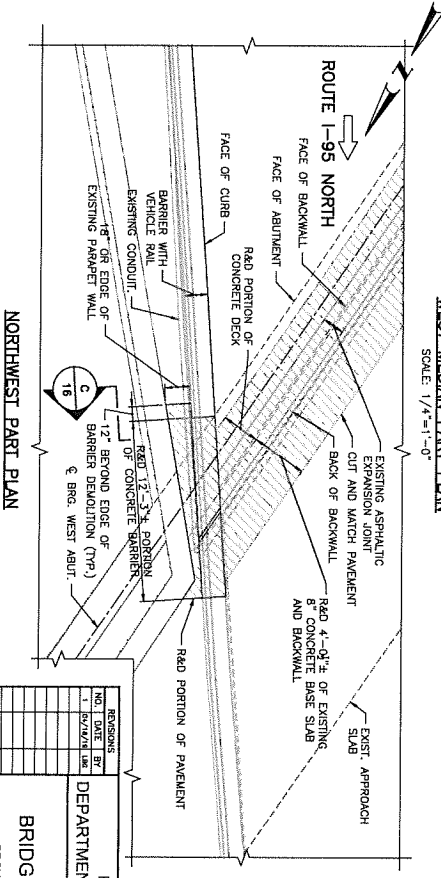
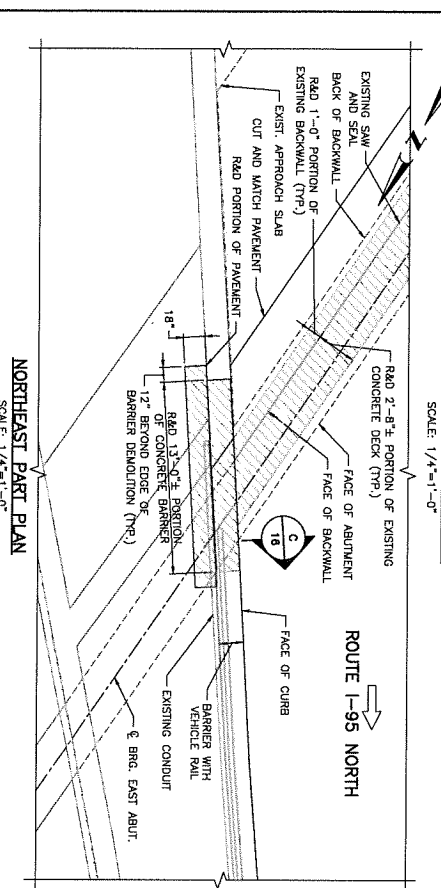
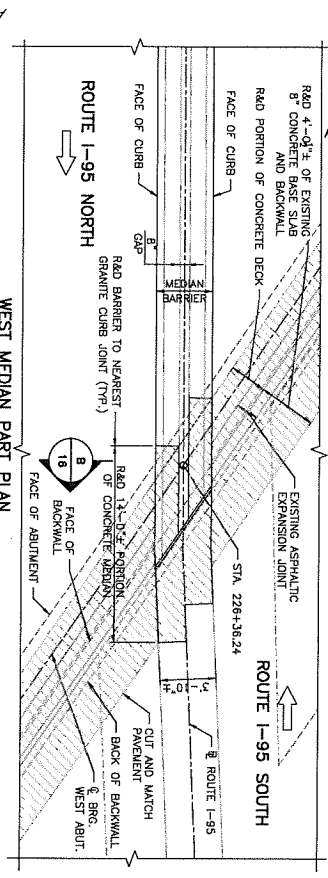
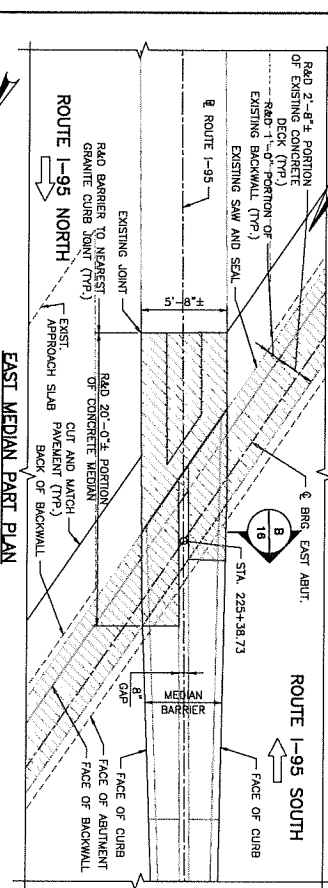
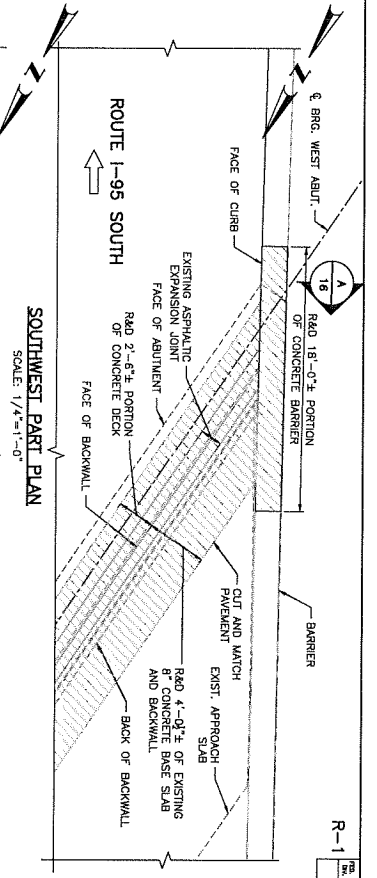
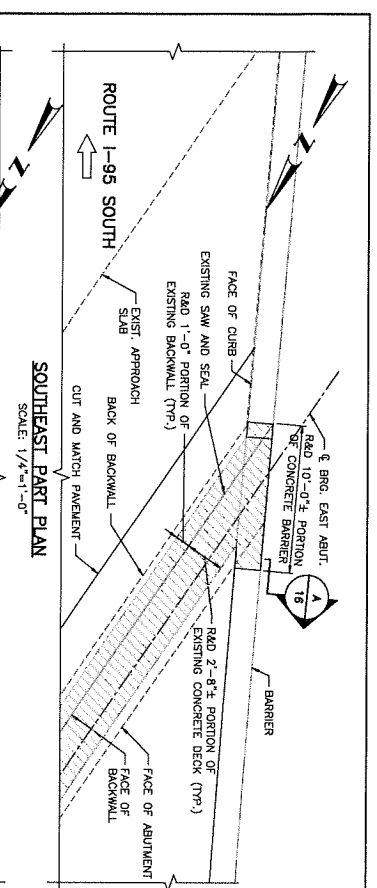
**BASIS OF PAYMENT:**

Temporary Impact attenuators will be paid for at the contract bid price, per each unit, for each location. Payment shall be considered full compensation for all labor, tools, equipment, materials, design calculations, shop drawings and all incidental items of work necessary for a complete operational system that meets MASH Test Level 3.

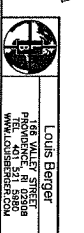
Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
926.9901 Temporary Impact Attenuator	Each





ENTIRE SHEET REPLACED BY ADDENDUM NO. 1



LOUIS BERGER  
166 WILLET STREET  
PROVIDENCE, RI 02908  
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NO.	DATE	BY	REVISIONS
1	02/24/18	JF	REVISED PER COMMENTS

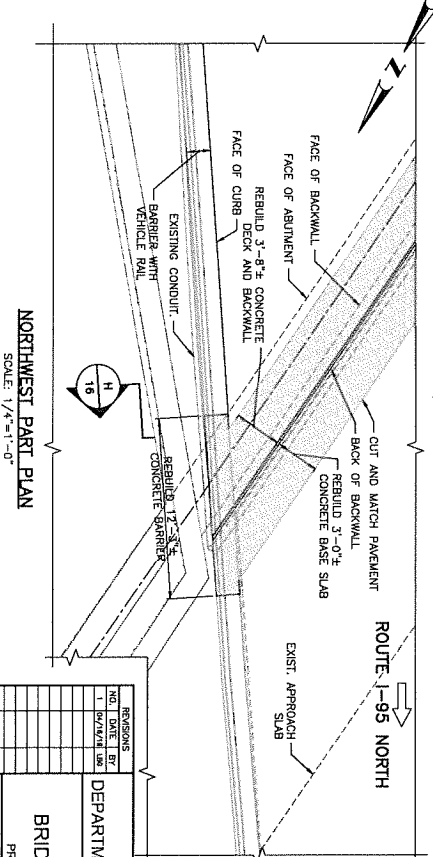
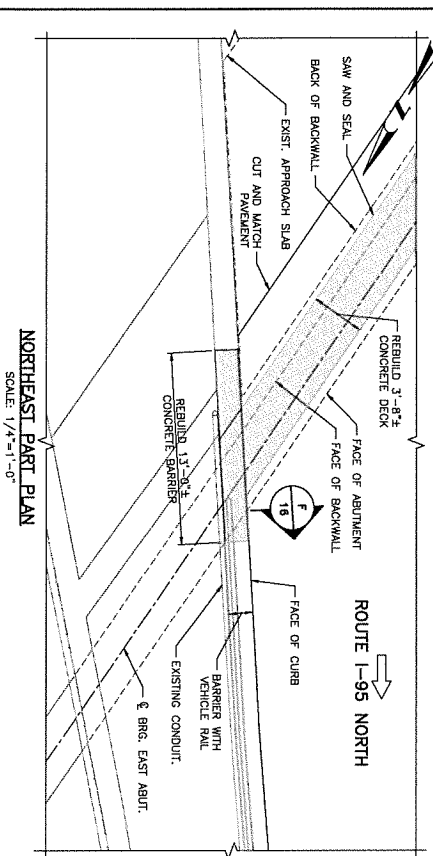
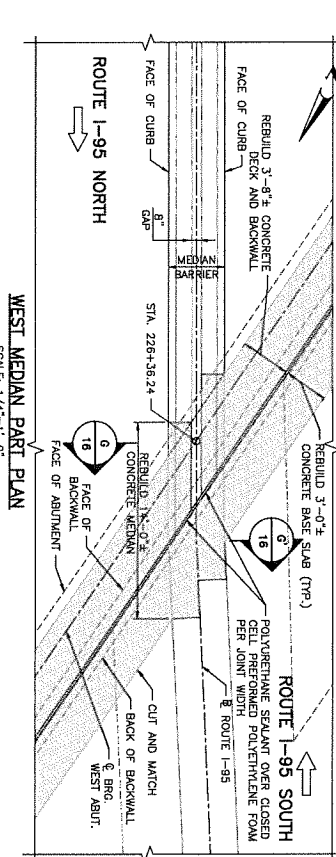
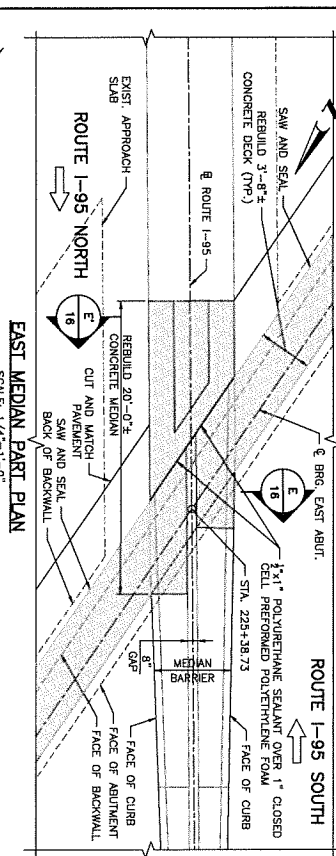
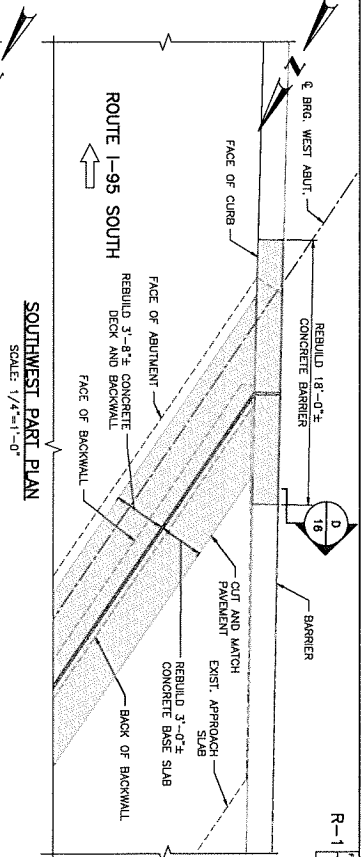
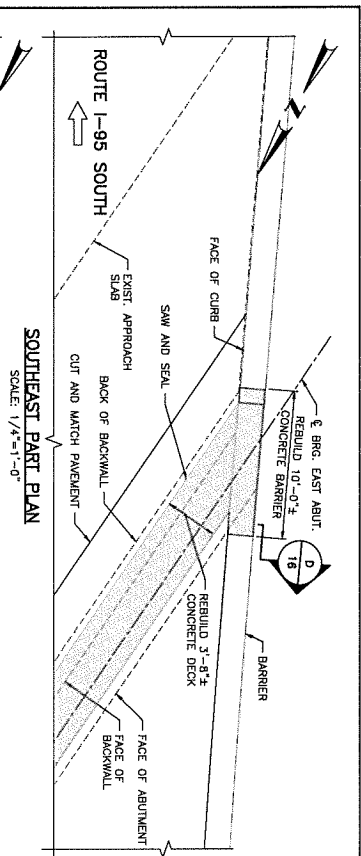
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BRIDGE GROUP 01-PVD  
PROVIDENCE, RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 537/106 OVER EDDY STREET  
DEMOLITION PLANS

ADDENDUM NO. 1  
RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

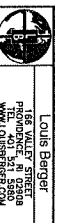
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RI	BHO-0574(001)	2018	14	14	99



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

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

ENTIRE SHEET REPLACED BY  
ADDENDUM No. 1



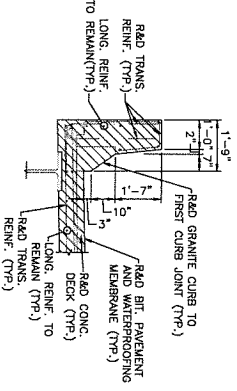
Louis Berger  
166 WILLET STREET  
PROV. RI 02904  
TEL: 401 581 8580  
WWW.LOUIBERGER.COM

BRIDGE GROUP 01-PVD  
DEPARTMENT OF TRANSPORTATION  
RHODE ISLAND  
PROVIDENCE, RHODE ISLAND  
BRIDGE NO. 537 145 OVER EDVY STREET  
REPAIR PLANS  
CHECKED BY: [ ] DATE: 02/21/18 SCALE: AS SHOWN  
537 REPAIR PLAN LINK

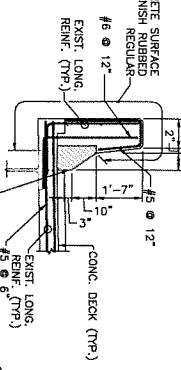
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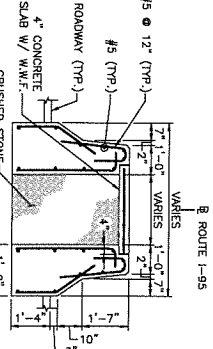
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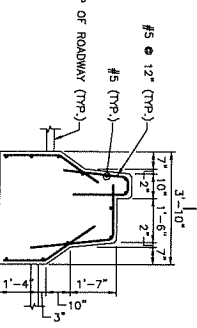
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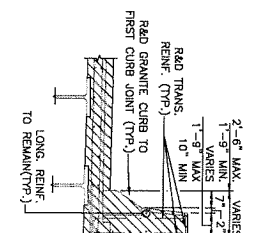
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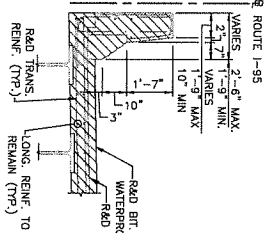
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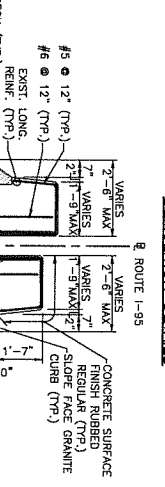
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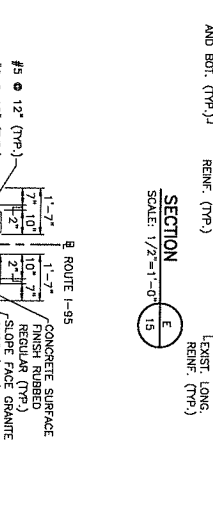
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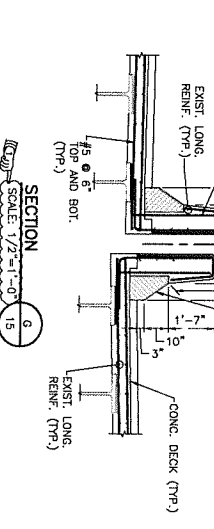
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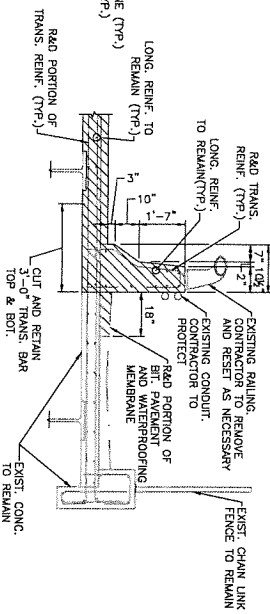
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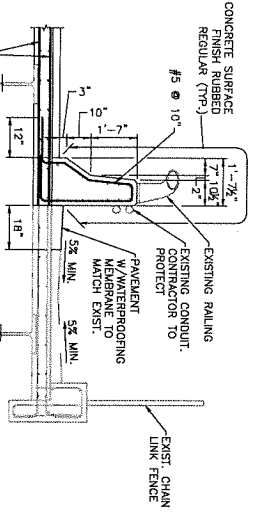
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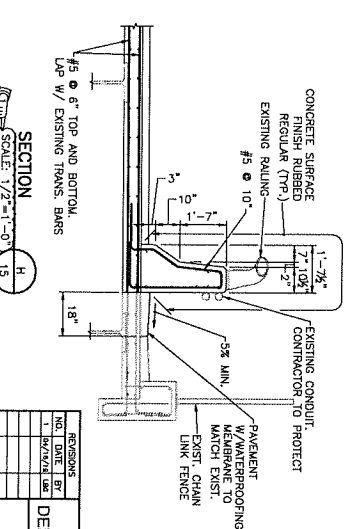
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SECTION J  
SCALE: 1/2"=1'-0"  
14



SECTION K  
SCALE: 1/2"=1'-0"  
15



SECTION L  
SCALE: 1/2"=1'-0"  
15

ADDENDUM No. 1

DEPARTMENT OF TRANSPORTATION

RHODE ISLAND

BRIDGE GROUP 01-PVD

PROVIDENCE, RHODE ISLAND

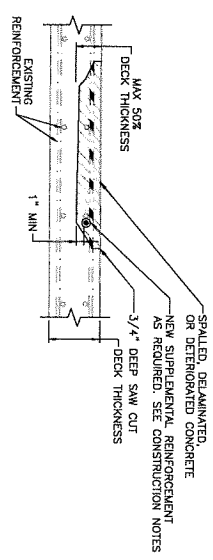
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DECK REPAIR DETAILS

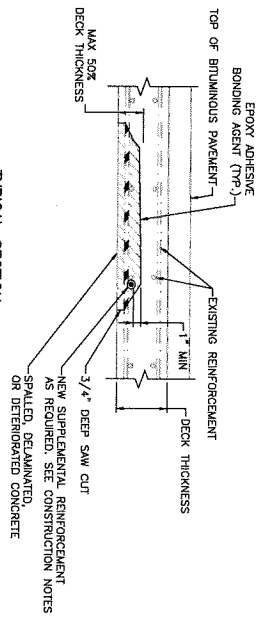
LOUIS BERGER  
188 WILLET STREET  
PROVIDENCE, RI 02908  
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CHECKED BY: JF DATE: 02/21/18 SCALE: AS SHOWN

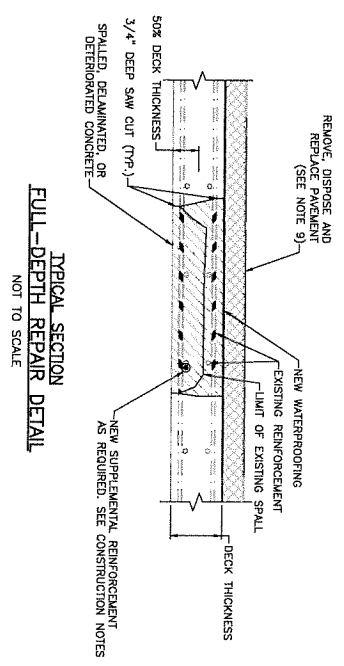
357 ROAD SECTIONS.DWG



**TYPICAL SECTION  
PARTIAL-DEPTH TOPSIDE PATCH REPAIR DETAIL**  
NOT TO SCALE



**TYPICAL SECTION  
PARTIAL-DEPTH UNDERSIDE PATCH REPAIR DETAIL**  
NOT TO SCALE



**TYPICAL SECTION  
FULL-DEPTH REPAIR DETAIL**  
NOT TO SCALE

**LEGEND:**

	DETERIORATED CONCRETE TO BE REMOVED.
	EXPOSED REINFORCING STEEL.
	DEMOLITION AREA.

- CONCRETE DECK REPAIR - NOTES:**
- CONCRETE BRIDGE DECK REPAIRS TO THE TOP OF THE DECK AND FOR FULL DEPTH PATCH REPAIR SHALL BE IN ACCORDANCE WITH SECTION 818 PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIR.
  - PARTIAL DEPTH PATCH REPAIRS TO THE UNDERSIDE OF THE DECK SHALL BE IN ACCORDANCE WITH SECTION 817 REPAIRS TO CONCRETE MASONRY.
  - ALL PARTIAL-DEPTH DECK PATCHES TO THE UNDERSIDE OF DECK SHALL BE PAID FOR UNDER ITEM 817.2110 - REPAIRS TO STRUCTURAL CONCRETE MASONRY (PATCHING MORTAR). PATCHES WITH DEPTHS GREATER THAN 50% OF CONCRETE DECK THICKNESS OR AREAS GREATER THAN 4 SF SHALL BE PAID FOR UNDER ITEM 818.2010 - PORTLAND CEMENT CONCRETE BRIDGE REPAIRS (FULL DEPTH REPAIRS). SEE PROVISIONS FOR ACCEPTABLE MATERIALS AND METHODS.
  - THE CONTRACTOR SHALL REPORT TO THE ENGINEER ANY DETRIORATION THAT EXCEED THE LIMITS SHOWN ON THE PLANS AND SHALL NOT CONTINUE WORK WITHOUT DIRECTIONS FROM THE ENGINEER.
  - IF DURING REMOVAL OF DETERIORATED CONCRETE THE CONTRACTOR DAMAGES EXISTING REINFORCEMENT CLEANING EXISTING REINFORCING STEEL, AND FURNISHING AND INSTALLING REPLACEMENT REINFORCING STEEL SHALL BE AT THE CONTRACTOR'S EXPENSE. INSTALL ACCORDING TO REINFORCING REPLACEMENT DETAIL.
  - REINFORCEMENT USED TO REPLACE EXISTING DETERIORATED REINFORCING STEEL SHALL BE GALVANIZED. COST OF REPLACEMENT SHALL BE INCLUDED IN THE RESPECTIVE REPAIR ITEMS.
  - PARTIAL-DEPTH PATCHES SHALL BE USED IN AREAS WHERE SOUND CONCRETE IS REQUIRED MORE THAN 1' DEPTH FROM THE FACE OF THE DECK. SLAG OR SAND SHALL BE USED TO FILL THE VOID. THE CONCRETE DECK THICKNESS, REPAIRS THAT REQUIRE REMOVAL OF MORE THAN 50% OF THE CONCRETE DECK THICKNESS SHALL BE FULL-DEPTH REPAIRS.
  - DELETED
  - FULL DEPTH REPAIRS SHALL BE CONSOLIDATED WITH THE PAVEMENT REPLACEMENT TO AVOID UNNECESSARY FINISHING OF THE NEW PAVEMENT.

- SURFACE PREPARATION NOTES:**
- SAW CUT AROUND REPAIR AREA PRIOR TO CONCRETE EXCAVATION. USE A CUT DEPTH OF 3/4" OR LESS AS REQUIRED TO AVOID CUTTING REINFORCING STEEL.
  - IF REINFORCING STEEL IS EXPOSED, CLEAN EXPOSED STEEL AND SURROUNDING CONCRETE AS SPECIFIED IN THE PROVISIONS FOR PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.
  - THE CONTRACTOR SHALL ENSURE THAT ALL BOND INHIBITING MATERIALS (OIL, GREASE, LOOSELY BONDED AGGREGATE) HAVE BEEN REMOVED IMMEDIATELY PRIOR TO PATCHING.
  - WET CONCRETE REPAIR AREA SO THAT SUBSTRATE IS SATURATED SURFACE DRY WITH NO STANDING WATER. WATER USED TO PREPARE AND WET THE SURFACE SHALL CONTAIN NO DETRIMENTAL OR BOND INHIBITING CHEMICALS.
  - ALL CONCRETE REPAIR MATERIALS SHALL BE IN ACCORDANCE WITH SPECIFICATIONS PROVIDED IN SECTION 818 PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.

- CONSTRUCTION NOTES:**
- A NEW (GALVANIZED) REINFORCING BAR SHALL BE PLACED TO SUPPLEMENT AN EXISTING REINFORCING BAR WHEN AN EXISTING REINFORCING BAR HAS SECTION LOSS OF 25% OR MORE. THE CROSS SECTION, AS DETERMINED BY THE ENGINEER, OR THE EXISTING REINFORCEMENT HAS BEEN BROKEN. THE NEW REINFORCING BAR SHALL EXTEND 30 BAR DIAMETERS PAST LOCATIONS WHERE DETERIORATION OR BREAK AS PRESENT AND SHALL BE PLACED AT THE SAME LEVEL ALONG THE ENTIRE LENGTH OF THE BAR. THE CONTRACTOR SHALL PROVIDE MECHANICAL SPICE BETWEEN THE NEW BAR TO EXISTING REINFORCEMENT. SEE SUBSTRUCTURE CONCRETE REPAIRS FOR DETAILS.
  - THE FINISHED SURFACE OF ALL PATCHES SHALL BE EVEN WITH THE ADJACENT EXISTING DECK SLAB. DISCONTINUITIES GREATER THAN 1/8" SHALL BE GRIND DOWN OR REPAIRED.
  - DECK REINFORCEMENT AND CONCRETE PATCH DETAILS PROVIDED ARE GENERAL. ACTUAL REINFORCEMENT SIZE AND SPACING WILL VARY.

ADDENDUM No. 1

RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP 01-PVD  
PROVIDENCE, RHODE ISLAND

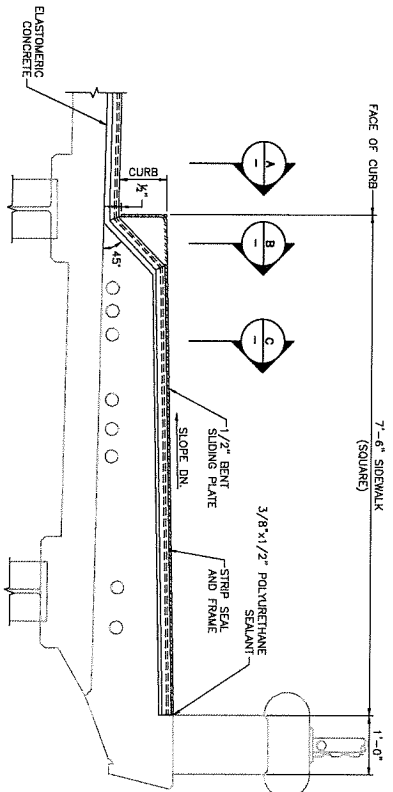
BRIDGE NO. 537 OVER EDDY STREET  
CONCRETE DECK REPAIR  
DETAILS

LOUIS BERTON  
168 WILLY STREET  
PROVIDENCE, RI 02908  
WWW.LBSERVICES.COM

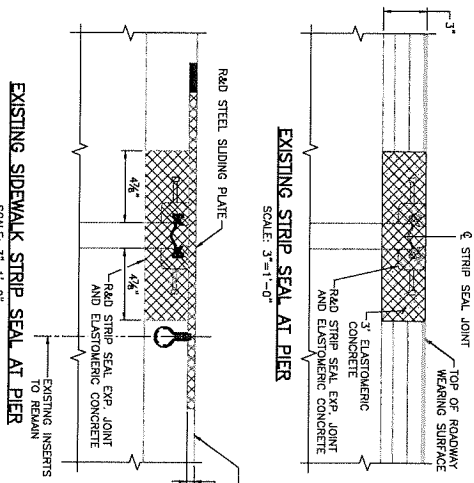
NO.	DATE	BY	REVISIONS
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CHECKED BY: JF DATE: 02/21/18 SCALE: AS NOTED

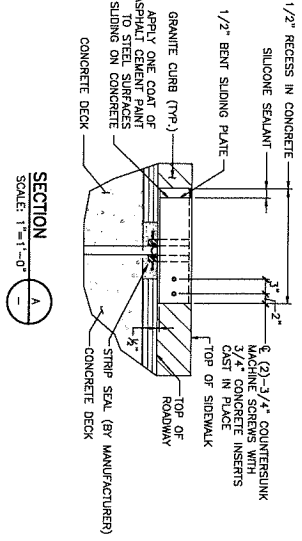
537 CONCRETE DECK REPAIR DETAIL.DWG



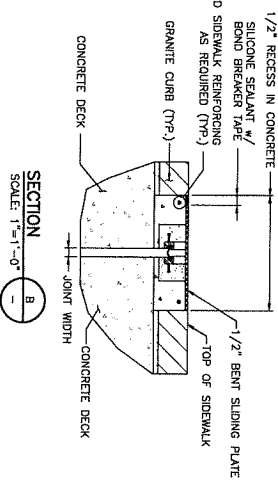
**SIDEWALK SECTION AT STRIP SEAL JOINT**  
SCALE: 1"=1'-0"



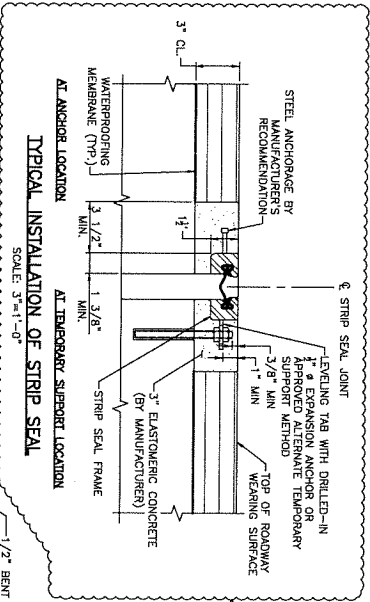
**EXISTING SIDEWALK STRIP SEAL AT PIER**  
SCALE: 3"=1'-0"



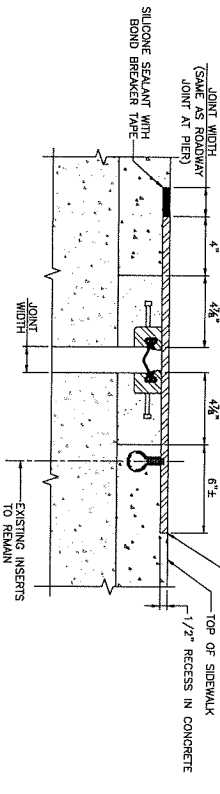
**SECTION A-A**  
SCALE: 1"=1'-0"



**SECTION B-B**  
SCALE: 1"=1'-0"



**TYPICAL INSTALLATION OF STRIP SEAL**  
SCALE: 3"=1'-0"



**SECTION C-C**  
SCALE: 3"=1'-0"

**NOTES:**

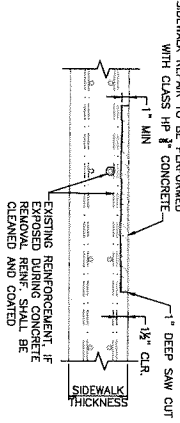
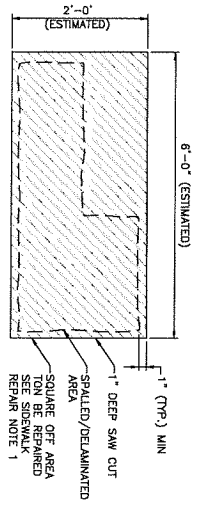
1. INSTALL CONTINUOUS NEOPRENE STRIP SEAL IN FIELD. FIELD SPlicing OF STRIP SEAL IS NOT PERMITTED.
2. THE ENTIRE EXPANSION STRIP SEAL FRAME SHALL BE ASSEMBLED, ERECTED AND SET TO GRADE PRIOR TO POURING THE DECK CONCRETE. THE EXPANSION DAM SHALL BE CONSTRUCTED TO FOLLOW ROADWAY GRADE AND CROSS SLOPE.
3. STRIP SEAL FRAME SHALL BE AS TO DESIGNATION M 270 GRADE 35. THE STUDS SHALL BE AS TO DESIGNATION A 108, AND SHALL BE WELDED BY THE PRESSURE PROCESS.
4. A COAT OF ASPHALT CEMENT PAINT SHALL BE APPLIED TO STEEL SURFACES SLIDING ON THE CONCRETE.
5. ALL MATERIALS SHALL BE HOT DIPPED GALVANIZED OR METALIZED EXCEPT WHERE IN CONTACT WITH THE CONCRETE.
6. THESE STAMPING DRAWINGS ARE TO BE USED AS A GUIDE IN THE PREPARATION OF THE SHOP DRAWINGS.
7. THE NEOPRENE STRIP SEAL SHALL BE BONDED TO THE SEAL FRAME WITH AN APPROVED ADHESIVE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
8. THE TRANSVERSE BUTT WELDS FOR SPlicing OF THE STEEL FRAME SHALL BE PARTIAL PENETRATION DOUBLE V-GROOVE WELDS ON 1/2" AS PRACTICAL TO ACHIEVE WELDED JOINTS. THE JOINT SHALL BE WELDED TO ACHIEVE WELDED JOINTS. WHERE A TRANSVERSE JOINT OCCURS, TWO ADDITIONAL STUDS MUST BE ADDED ON EACH SIDE OF THE JOINT.
9. THE MOVEMENT CLASSIFICATION OF THE JOINT SHALL NOT BE LESS THAN THE CLASSIFICATION SPECIFIED ON THE DRAWINGS.
10. PLACE CURBS AND SIDEWALKS WITH STEEL SLIDING PLATES, WITH INSERTS AND BOLTS IN PLACE TO INSURE ALIGNMENT OF INSERTS WITH HOLES IN THE STEEL SLIDING PLATES. REMOVE PLATES TO INSTALL SEAL. APPLY BOND BREAKER TO SLIDING PLATES PRIOR TO INSTALLATION.
11. THE SEALS FURNISHED WITH THE STRIP SEAL FRAME MUST BE COMPATIBLE WITH THE SEAL FRAME AND PROVIDE A WATER-TIGHT JUNT.

JOINT WIDTH TABLE		
TEMPERATURE (°F)	JOINT WIDTH (IN)	
15	2 11/16	
30	2 7/16	
45	2 1/4	
60	2	
75	1 3/4	
90	1 9/16	

**LEGEND:**  
 DEVOLUTION AREA

LOUIS BERGER  
 108 VALLEY STREET  
 PROVIDENCE, RI 02908  
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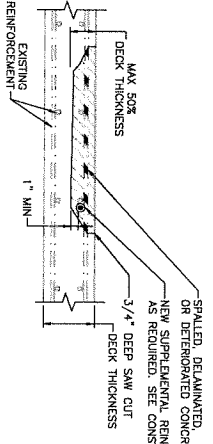
ADDENDUM No. 1  
 RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 BRIDGE GROUP 01-PVD  
 PROVIDENCE, RHODE ISLAND  
 BRIDGE NO. 571 BROAD STREET OVER I-95  
 ROADWAY JOINTS  
 SHEET 2 OF 2  
 CHECKED BY: JF DATE: 02/21/18 SCALE: AS SHOWN  
 571 ROADWAY JOINTS 2.0K



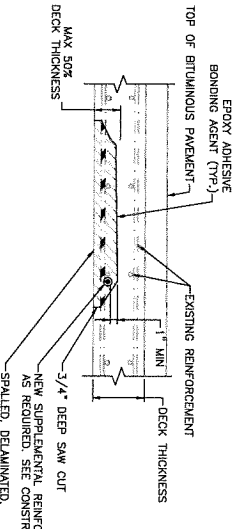
**SIDEWALK PATCH REPAIR DETAIL**  
NOT TO SCALE

**SIDEWALK REPAIR NOTES:**

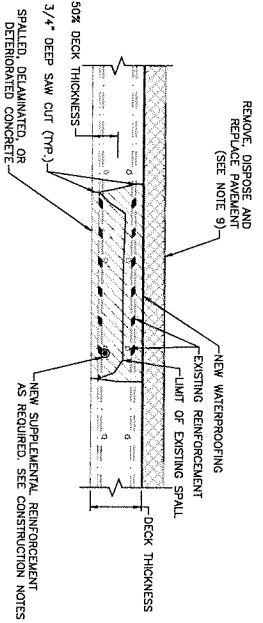
1. HAMMER SOUND AREA AROUND SPALLED AND PATCH AREA, UNSOUND CONCRETE SHALL BE REMOVED AND REPAIRED.
2. THE CONTRACTOR IS HEREBY NOTIFIED OF UTILITIES WITHIN SIDEWALK. CARE SHALL BE TAKEN TO PROTECT UTILITIES AT ALL TIMES.
3. REMOVAL AND DISPOSAL OF DETERIORATED SIDEWALK CONCRETE SHALL BE PERFORMED BY THE CONTRACTOR. PARTIAL REMOVAL AND DISPOSAL OF EXISTING CONCRETE MASONRY.
4. REPAIR CONCRETE AND ALL ASSOCIATE WORK, INCLUDING CLEANING AND COATING OF EXPOSED REBAR SHALL BE PAID UNDER ITEM 808.1502 CONCRETE SUPERSTRUCTURE CLASS HP #3 BRIDGE SIDEWALKS.
5. SAWCUT AROUND REPAIR AREA PRIOR TO CONCRETE EXCAVATION. DEPTH OF SAWCUT MAY BE REDUCED TO AVOID REINFORCEMENT OR UTILITIES.
6. COST OF SAWCUT SHALL BE CONSIDERED INCIDENTAL TO ITEM 803.0300 PARTIAL REMOVAL AND DISPOSAL OF EXISTING CONCRETE MASONRY.
7. SAWCUT 3/4" DEEP CRACK RELIEF JOINT AT LOCATIONS OF EXISTING SIDEWALK JOINTS.
8. COST OF SAWCUT CRACK RELIEF JOINT SHALL BE INCIDENTAL TO ITEM 808.1502 CONCRETE SUPERSTRUCTURE CLASS HP #3 BRIDGE SIDEWALKS.



**TYPICAL SECTION PARTIAL-DEPTH TOPSIDE PATCH REPAIR DETAIL**  
NOT TO SCALE



**TYPICAL SECTION PARTIAL-DEPTH UNDERSIDE PATCH REPAIR DETAIL**  
NOT TO SCALE



**TYPICAL SECTION FULL-DEPTH REPAIR DETAIL**  
NOT TO SCALE

**LEGEND:**

	DETERIORATED CONCRETE TO BE REMOVED.
	EXPOSED REINFORCING STEEL.
	DEMOLITION AREA

**CONCRETE DECK REPAIR NOTES:**

1. CONCRETE BRIDGE DECK REPAIRS TO THE TOP OF THE DECK AND FOR FULL DEPTH PATCH REPAIR SHALL BE IN ACCORDANCE WITH SECTION 818 PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIR.
2. PARTIAL DEPTH PATCH REPAIRS TO THE UNDERSIDE OF THE DECK SHALL BE IN ACCORDANCE WITH SECTION 817 REPAIRS TO CONCRETE MASONRY.
3. ALL PARTIAL-DEPTH DECK PATCHES TO THE UNDERSIDE OF DECK SHALL BE PAID FOR UNDER ITEM 811.2010 REPAIRS TO CONCRETE MASONRY. PATCHES WITH DEPTHS GREATER THAN 50% OF CONCRETE DECK THICKNESS OR FOR UNDER ITEM 818.2010 - PORTLAND CEMENT CONCRETE DECK REPAIRS (FULL DEPTH REMOVAL). SEE PROVISIONS FOR ACCEPTABLE MATERIALS AND METHODS.
4. THE CONTRACTOR SHALL REPORT TO THE ENGINEER ANY DETERIORATION THAT EXCEEDS THE LIMITS SHOWN ON THE PLANS AND SHALL NOT CONTINUE WORK WITHOUT DIRECTIONS FROM THE ENGINEER.
5. IF DURING REMOVAL OF DETERIORATED CONCRETE, THE CONTRACTOR DAMAGES EXISTING REINFORCEMENT OR OTHER ADJACENT STRUCTURES, ANY ADDITIONAL CONCRETE REMOVAL, PATCHING MATERIAL, CLEANING AND FINISHING SHALL BE THE CONTRACTOR'S EXPENSE. INSTALL ACCORDING TO REINFORCING REINFORCEMENT DETAIL.
6. REINFORCEMENT USED TO REPLACE EXISTING DETERIORATED REINFORCING STEEL SHALL BE GALVANIZED. COST OF REINFORCEMENT SHALL BE INCLUDED IN THE RESPECTIVE REPAIR ITEMS.
7. PARTIAL-DEPTH PATCHES SHALL BE USED IN AREAS WHERE SOUND CONCRETE IS REACHED MORE THAN 1 1/2" DEPTH FROM THE FACE OF THE DECK SLAB OR REINFORCING STEEL IS ENCOUNTERED. CONCRETE OF THE CONCRETE DECK THICKNESS REMAINS THAT REQUIRE REMOVAL OF MORE THAN 50% OF THE CONCRETE DECK THICKNESS SHALL BE FULL-DEPTH REPAIRS.
8. DELETED
9. FULL DEPTH REPAIRS SHALL BE COORDINATED WITH THE PAVEMENT REPLACEMENT TO AVOID UNNECESSARY PATCHING OF THE NEW PAVEMENT.

**SURFACE PREPARATION NOTES:**

1. SAW CUT AROUND REPAIR AREA PRIOR TO CONCRETE EXCAVATION. USE A CUT DEPTH OF 3/4" OR LESS AS REQUIRED TO AVOID CUTTING REINFORCING STEEL.
2. IF REINFORCING STEEL IS EXPOSED, CLEAN EXPOSED STEEL, AND SURROUNDING CONCRETE AS SPECIFIED IN THE PROVISIONS FOR PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.
3. THE CONTRACTOR SHALL ENSURE THAT ALL BOND INHIBITING MATERIALS (OIL, GREASE, LOOSELY BOUND AGGREGATE) HAVE BEEN REMOVED IMMEDIATELY PRIOR TO PATCHING.
4. WET CONCRETE REPAIR AREA SO THAT SUBSTRATE IS SATURATED. SURFACE DRY WITH NOT STANDING WATER. WATER USED TO PREPARE AND WET THE SURFACE SHALL CONTAIN NO DETRIMENTAL OR BOND INHIBITING CHEMICALS.
5. ALL CONCRETE REPAIR MATERIALS SHALL BE IN ACCORDANCE WITH SPECIFICATIONS PROVIDED IN PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.

**CONSTRUCTION NOTES:**

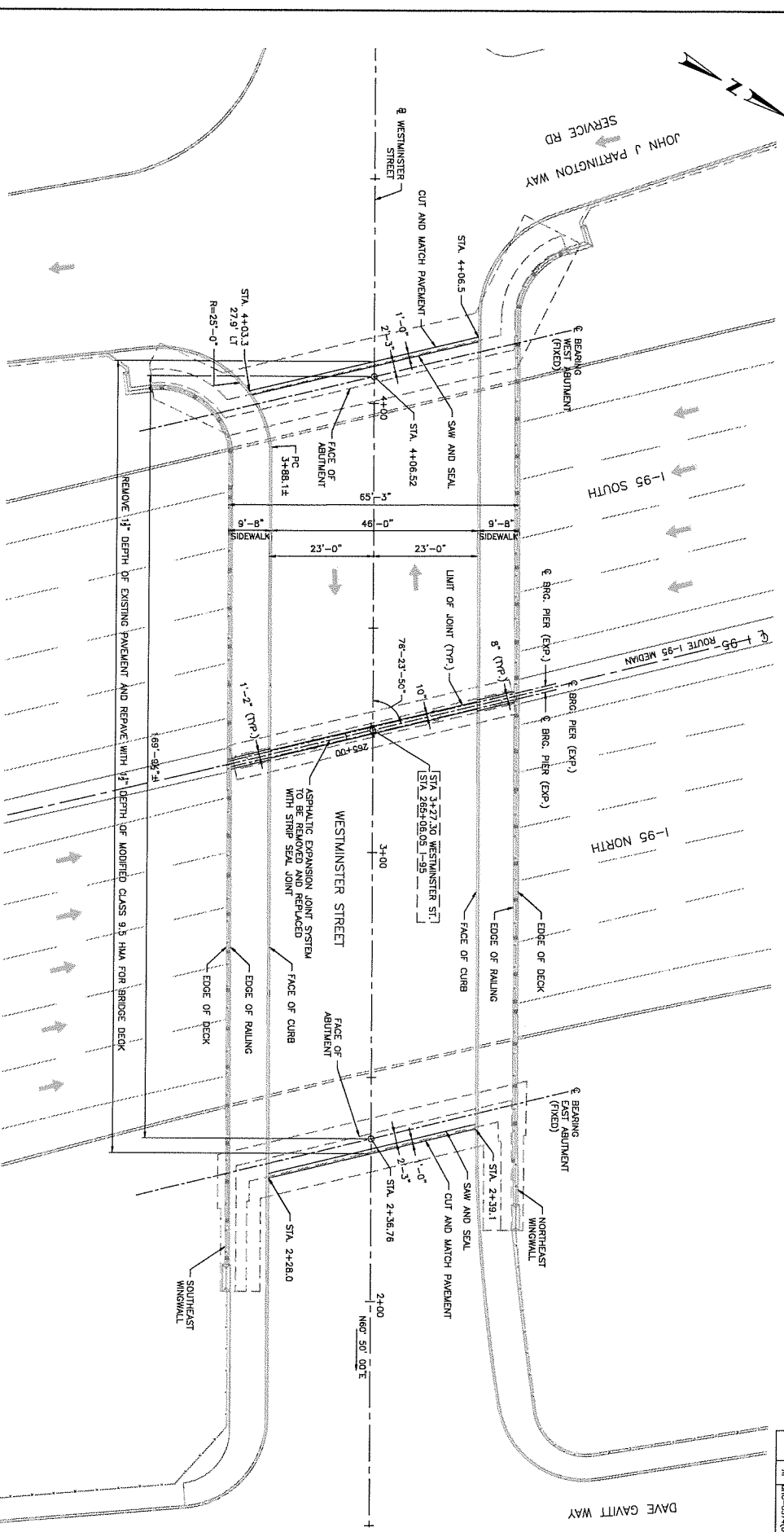
1. A NEW GALVANIZED REINFORCING BAR SHALL BE PLACED TO SUPPLEMENT AN EXISTING REINFORCING BAR WHEN AN EXISTING REINFORCING BAR HAS SECTION LOSS OF 25% OR MORE OF THE ORIGINAL GROSS SECTION, AS DETERMINED BY THE ENGINEER OR THE EXISTING REINFORCEMENT HAS BEEN CORRODED TO THE POINT WHERE IT WILL BE REBAR. REBAR SHALL BE PLACED IN THE SAME LOCATION WHERE THE SECTION LOSS OR BREAK IS PRESENT. REBAR SHALL BE WELDED TO THE EXISTING BAR. THE CONTRACTOR MAY CUT OUT THE DETERIORATED BAR AND MECHANICALLY SPlice THE NEW BAR TO EXISTING REINFORCEMENT. SEE SUBSTRUCTURE CONCRETE REPAIRS FOR DETAILS.
2. THE FINISHED SURFACE OF ALL PATCHES SHALL BE EVEN WITH THE ADJACENT EXISTING DECK SLAB. DISCONTINUITIES GREATER THAN 1/8" SHALL BE GRIND DOWN OR REPAIRED.
3. DECK REINFORCEMENT AND CONCRETE PATCH DETAILS PROVIDED ARE GENERAL. ACTUAL REINFORCEMENT SIZE AND SPACING WILL VARY.

ADDENDUM No. 1

RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
BRIDGE GROUP 01-PVD PROVIDENCE, RHODE ISLAND	
BRIDGE NO. 571 BROAD STREET OVER I-95 CONCRETE DECK REPAIR DETAILS	
LOUIS BERGER 168 VILLET STREET PROVIDENCE, RI 02908 WWW.LOUISBERGER.COM	CHECKED BY: <u>        </u> DATE: 02/21/18 SCALE: AS NOTED

R-1	REV.	DATE	DESCRIPTION
	RI	05/24/2018	35

PROJECT NO.	RI 840-0574(001)	DATE	2018	38	89
PROJECT NAME	BRIDGE NO. 572 WESTMINSTER STREET OVER I-95				
DESIGNER	BRIDGE GROUP 01-PVD				
CHECKED BY	DATE 02/21/18				

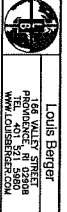


**DESCRIPTION OF PROPOSED PRESERVATION WORK FOR BRIDGE NO. 572.**

1. REPLACEMENT OF THE EXISTING EXPANSION JOINT AT THE PIER WITH NEW STRIP SEAL EXPANSION JOINT.
2. DETROGATED CONCRETE ON THE ABUTMENTS AND PIERS SHALL BE REMOVED AND REPAVED WITH NEW CONCRETE. THE ABUTMENTS AND THE PIERS ARE TO BE SEALED. SEE ABUTMENT AND PIER SHEETS FOR LOCATIONS OF DETROGATION.
3. STEEL GIRDERS ARE TO BE BLAST CLEANED AND PAINTED. GIRDERS WITH AREAS OF SECTION LOSS ARE TO BE REINFORCED WITH STEEL PLATES. SEE UNDERSIDE PLAN FOR LOCATIONS.
4. REMOVE 1/2" DEPTH OF EXISTING PAVEMENT AND REPAVE WITH 1 1/2" DEPTH OF MODIFIED CLASS 9.5 HMA FOR BRIDGE DECK.
5. CONTRACTOR SHALL SURVEY AND RECORD STRIPING LOCATIONS AND PATTERNS PRIOR TO DECK PAVEMENT REMOVAL. SEE SPECIAL PROVISIONS.

**GENERAL PLAN**  
SCALE: 1/32"=1'-0"

DIMENSIONS, STATIONS, ELEVATION AND ANGLES OF THE EXISTING CONSTRUCTION. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ANGLES IN THE FIELD. CONDITIONS MAY EXIST WHICH DEVIATE FROM THE DIMENSIONS SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FABRICATION AND FIT OF HIS WORK.

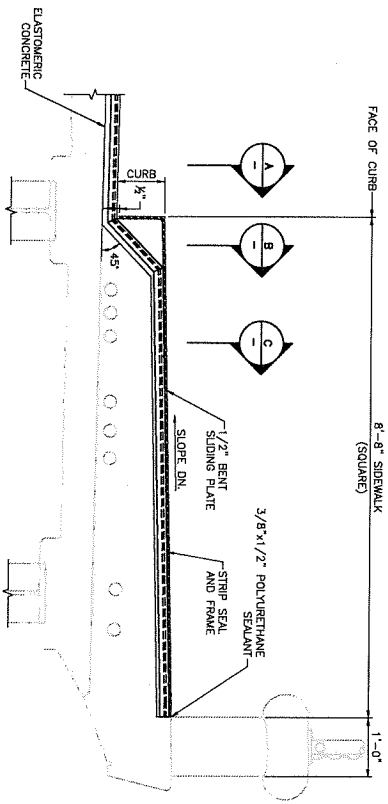


ADDENDUM No. 1  
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PROVIDENCE, RI 02908  
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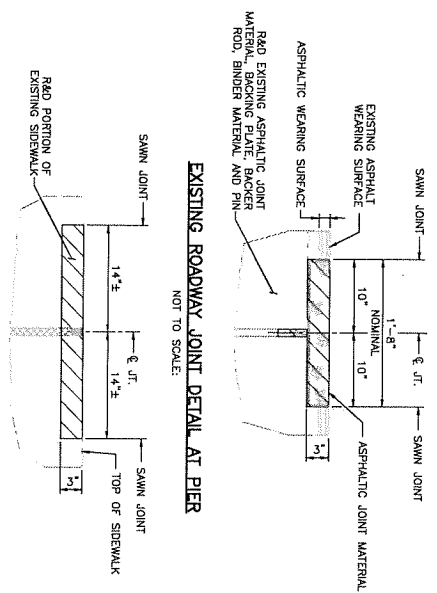
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1	04/11/18	LSB	

DEPARTMENT OF TRANSPORTATION  
RHODE ISLAND  
BRIDGE GROUP 01-PVD  
PROVIDENCE, RHODE ISLAND  
BRIDGE NO. 572 WESTMINSTER STREET OVER I-95  
GENERAL PLAN

CHECKED BY: [Signature] DATE: 02/21/18 SCALE: AS NOTED  
572 PLAN.DWG

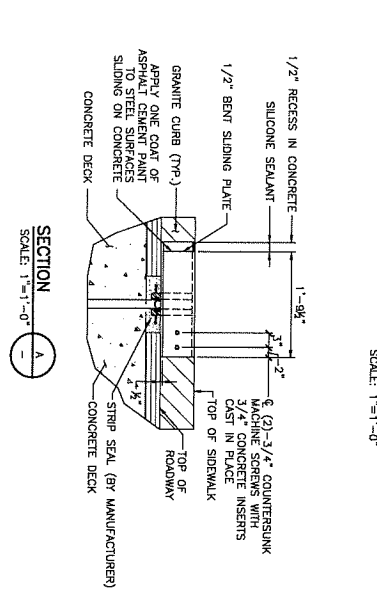


**SIDEWALK SECTION AT STRIP SEAL JOINT**  
SCALE: 1"=1'-0"

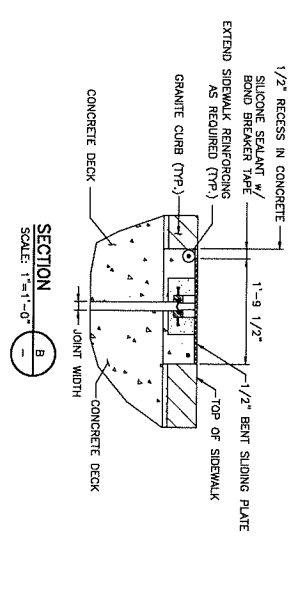


**EXISTING ROADWAY JOINT DETAIL AT PIER**  
NOT TO SCALE:

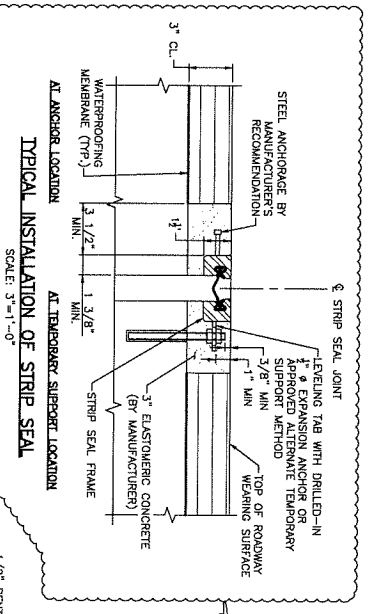
**EXISTING SIDEWALK JOINT DETAIL AT PIER**  
NOT TO SCALE:



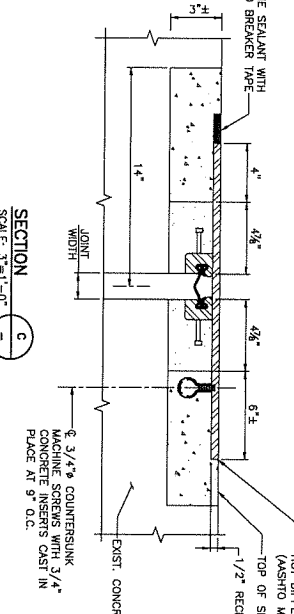
**SECTION A-A**  
SCALE: 1"=1'-0"



**SECTION B-B**  
SCALE: 1"=1'-0"



**TYPICAL INSTALLATION OF STRIP SEAL**  
SCALE: 3/4"=1'-0"



**SECTION C-C**  
SCALE: 3/4"=1'-0"

**NOTES:**

1. INSTALL CONTINUOUS NEOPRENE STRIP SEAL IN FIELD. FIELD SPlicing OF STRIP SEAL IS NOT PERMITTED.
2. THE ENTIRE EXPANSION STRIP SEAL FRAME SHALL BE ASSEMBLED, ERECTED AND SET TO GRADE PRIOR TO POURING THE DECK CONCRETE. CONCRETE DAM SHALL BE CONSTRUCTED TO FOLLOW ROADWAY GRADE AND CROSS SLOPE.
3. STRIP SEAL FRAME SHALL BE ASHTO DESIGNATION M 270 GRADE 36. THE STUDS SHALL BE ASHTO DESIGNATION A 109, AND SHALL BE WELDED BY THE PRESSURE PROCESS.
4. A COAT OF ASPHALT CEMENT PAINT SHALL BE APPLIED TO STEEL SURFACES SLIDING ON THE CONCRETE.
5. ALL MATERIALS SHALL BE HOT DIPPED GALVANIZED OR METALIZED EXCEPT WHERE IN CONTACT WITH THE CONCRETE.
6. THESE STANDARD DRAWINGS ARE TO BE USED AS A GUIDE IN THE PREPARATION OF THE SHOP DRAWINGS.
7. THE NEOPRENE STRIP SEAL SHALL BE BONDED TO THE SEAL FRAME WITH AN APPROVED ADHESIVE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
8. THE TRANSVERSE BUTT WELDS FOR SPlicing OF THE STEEL FRAME SHALL BE PARTIAL PENETRATION DOUBLE V-GROOVE WELDS ON PREPARED BEVELLED EDGES EXTENDING ALL AROUND THE JOINT AS SHOWN. THE WELDS SHALL BE WELDED BY THE PRESSURE PROCESS. THE SEAL CAVITY SHALL NOT BE WELDED WHERE THE INSIDE OF JOINT OCCURS. TWO ADDITIONAL STUDS MUST BE ADDED ON EACH SIDE OF THE JOINT.
9. THE MOVEMENT CLASSIFICATION OF THE JOINT SHALL NOT BE LESS THAN THE CLASSIFICATION SPECIFIED ON THE DRAWINGS.
10. PLACE CURBS AND SPURWAYS WITH STEEL SLIDING PLATES, WITH INSERTS AND BOLTS IN PLACES TO INSURE THAT THE PLATES FIT WITH HOLES IN THE STEEL SLIDING PLATES. REMOVE PLATES TO INSTALL SEAL. APPLY BOND BREAKER TO SLIDING PLATES PRIOR TO INSTALLATION.
11. THE SEALS FURNISHED WITH THE STRIP SEAL FRAME MUST BE COMPATIBLE WITH THE STEEL FRAME AND PROVIDE A WATERRIGHT JOINT.

**JOINT WIDTH TABLE**

TEMPERATURE (°F)	JOINT WIDTH (IN.)
15	1 15/16
30	1 3/4
45	1 9/16
60	1 3/8
75	1 3/16
90	1 1/8



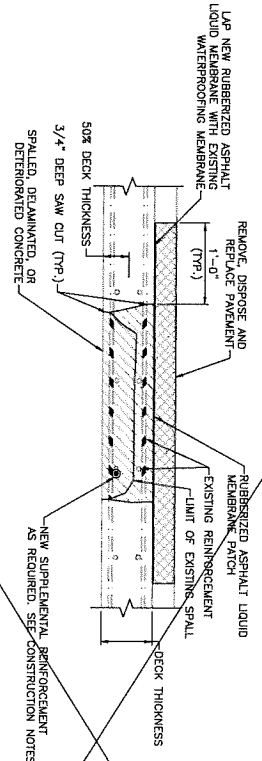
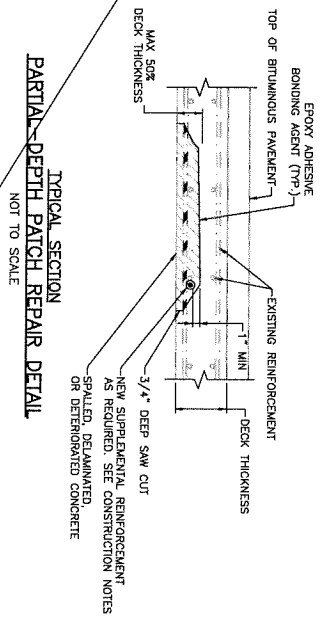
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NO.	DATE	REVISIONS
1	04/24/19	ISSUE

BRIDGE GROUP 01-PVD  
PROVIDENCE, RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION  
RHODE ISLAND  
BRIDGE NO. 572 WESTMINSTER STREET OVER I-95  
ROADWAY JOINTS

CHECKED BY: JF DATE: 02/21/19 SCALE: AS NOTED  
572 ROADWAY JOINT DETAILS.DWG



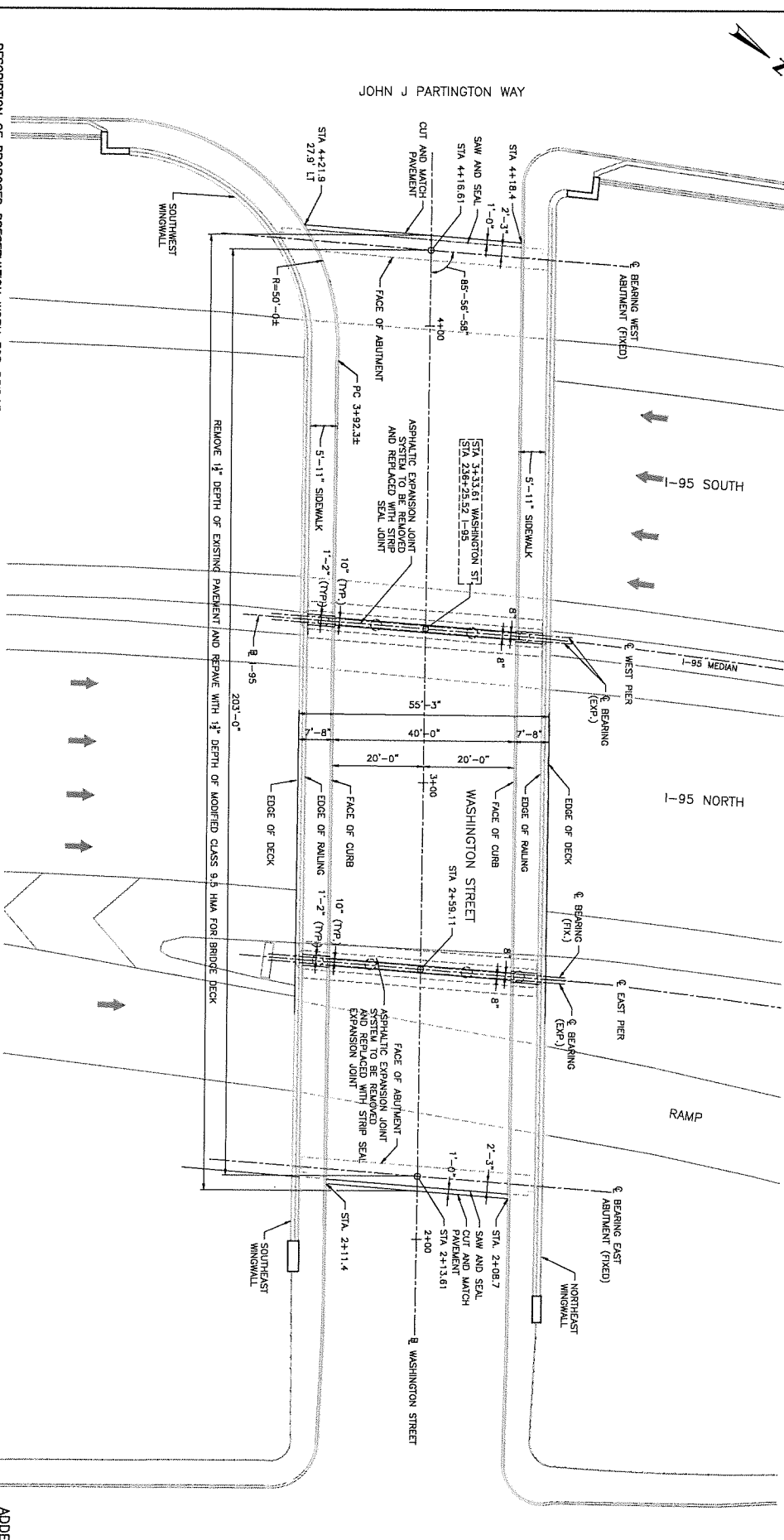


- LEGEND:**
- DETERIORATED CONCRETE TO BE REMOVED.
  - EXPOSED REINFORCING STEEL.
  - DEMOLITION AREA

- CONCRETE DECK REPAIR - NOTES:**
1. CONCRETE BRIDGE DECK REPAIRS FOR FULL DEPTH PATCH REPAIR SHALL BE IN ACCORDANCE WITH SECTION B18 PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIR.
  2. PARTIAL DEPTH PATCH REPAIRS TO THE UNDERSIDE OF THE DECK SHALL BE IN ACCORDANCE WITH SECTION B17 REPAIRS TO CONCRETE MASONRY.
  3. ALL PARTIAL-DEPTH DECK PATCHES TO THE UNDERSIDE OF DECK SHALL BE PAID FOR UNDER ITEM 12 PORTLAND CEMENT CONCRETE MASONRY (PATCHING MORTAR) PATCHES WITH DEPTH GREATER THAN 1/8" BUT NOT GREATER THAN 1/4" UNLESS PROVISIONS FOR ACCEPTABLE MATERIALS AND METHODS.
  4. THE CONTRACTOR SHALL REPORT TO THE ENGINEER ANY DETERIORATION THAT EXCEEDS THE LIMITS SHOWN ON THE PLANS AND SHALL NOT CONTINUE WORK WITHOUT DIRECTIONS FROM THE ENGINEER.
  5. IF DURING REMOVAL OF DETERIORATED CONCRETE, THE CONTRACTOR DAMAGES EXISTING REINFORCEMENT TO THE EXTENT REQUIRING REPLACEMENT, ANY ADDITIONAL CONCRETE REMOVAL, PATCHING MATERIAL, STEEL SHALL BE AT THE CONTRACTOR'S EXPENSE. INSTALL ACCORDING TO REINFORCING REPLACEMENT DETAIL.
  6. REINFORCEMENT USED TO REPLACE EXISTING DETERIORATED REINFORCING STEEL SHALL BE GALVANIZED. COST OF REPLACEMENT SHALL BE INCLUDED IN THE RESPECTIVE REPAIR ITEMS.
  7. PARTIAL-DEPTH PATCHES SHALL BE USED IN AREAS WHERE SOUND CONCRETE IS REACHED MORE THAN 1" DEPTH FROM THE FACE OF THE DECK SLAB OR REINFORCING STEEL IS ENCOUNTERED. CONCRETE TO BE REMOVED SHALL BE AT LEAST ONE LAYER OF EXISTING STEEL UP TO 50% OF THE CONCRETE DECK THICKNESS. REPAIRS TO BE FULL-DEPTH REPAIRS.
  8. IF DETERIORATION IN THE UNDERSIDE OF THE DECK COMPLETELY EXPOSES THE REINFORCEMENT FOR AN AREA EQUAL TO OR GREATER THAN 4 SQ. FT. THE AREA SHALL BE TREATED WITH A FULL DEPTH REPAIR.
- SURFACE PREPARATION NOTES:**
1. SAW CUT AROUND REPAIR AREA PRIOR TO CONCRETE EXCAVATION, USED A CUT DEPTH OF 3/4" OR LESS AS REQUIRED TO AVOID CUTTING REINFORCING STEEL.
  2. IF REINFORCING STEEL IS EXPOSED, CLEAN EXPOSED STEEL AND SURROUNDING CONCRETE AS SPECIFIED IN THE PROVISIONS FOR PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.
  3. THE CONTRACTOR SHALL ENSURE THAT ALL BOND INHIBITING MATERIALS (OIL, GREASE, LOOSELY BONDED AGGREGATE) HAVE BEEN REMOVED IMMEDIATELY PRIOR TO PATCHING.
  4. WET CONCRETE REPAIR AREA SO THAT SUBSTRATE IS SATURATED, SURFACE DRY WITH NOT STANDING WATER. WATER USED TO PREPARE AND WET THE SURFACE SHALL CONTAIN NO DETRIMENTALS OR BOND INHIBITING CHEMICALS.
  5. ALL CONCRETE REPAIR MATERIALS SHALL BE IN ACCORDANCE WITH SPECIFICATIONS PROVIDED IN PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.
- CONSTRUCTION NOTES:**
1. A NEW (GALVANIZED) REINFORCING BAR SHALL BE PLACED TO SUPPLEMENT AN EXISTING REINFORCING BAR WHEN AN EXISTING REINFORCING BAR HAS SECTION LOSS OF 25% OR MORE OF THE ORIGINAL GROSS SECTION, AS DETERMINED BY THE ENGINEER. ON THE EXISTING REINFORCEMENT HAS BEEN REMOVED OR IS DAMAGED TO THE EXTENT THAT THE REINFORCEMENT WILL LOOSEN OR WHERE SECTION LOSS OR A BREAK IS PRESENT AND SHALL BE PLACED IN THE SAME LOCATION AS THE DETERIORATED OR BROKEN BAR. IN LIEU OF SUPPLEMENTING A BAR ADVANTAGE TO A DETERIORATED BAR, THE CONTRACTOR MAY CUT OUT THE DETERIORATED BAR AND MECHANICALLY SPlice THE NEW BAR TO EXISTING REINFORCEMENT. SEE SUBSTRUCTURE CONCRETE REPAIRS FOR DETAILS.
  2. THE FINISHED SURFACE OF ALL PATCHES SHALL BE EVEN WITH THE ADJACENT EXISTING DECK SLAB. DISCONTINUITIES GREATER THAN 1/8" SHALL BE GRIND DOWN OR REPAIRED.
  3. DECK REINFORCEMENT AND CONCRETE PATCH DETAILS PROVIDED ARE GENERAL. ACTUAL REINFORCEMENT SIZE AND SPACING WILL VARY.

SHEET DELETED BY  
ADDENDUM NO. 1

	RHODE ISLAND DEPARTMENT OF TRANSPORTATION BRIDGE GROUP 01-PVD PROVIDENCE, RHODE ISLAND	BRIDGE NO. 572 WESTMINSTER STREET OVER I-95 CONCRETE DECK REPAIR DETAILS
LOUIS BERGER 166 WILEY STREET PROVIDENCE, RI 02908 WWW.LBERGER.COM		
CHECKED BY: JF DATE: 02/21/19 SCALE: AS NOTED		



**DESCRIPTION OF PROPOSED PRESERVATION WORK FOR BRIDGE NO. 573:**

1. REPLACEMENT OF THE EXISTING EXPANSION JOINT AT THE WEST AND EAST PIER WITH NEW STRIP SEAL EXPANSION JOINT.
2. DETERIORATED CONCRETE ON THE ABUTMENTS AND PIERS SHALL BE REMOVED AND PATCHED. BOTH ABUTMENTS AND THE PIERS ARE TO BE SEALED. SEE ABUTMENT AND PIER SHEETS FOR LOCATIONS.
3. STEEL GIRDERS ARE TO BE BLAST CLEANED AND PAINTED. GIRDERS WITH AREAS OF SECTION LOSS ARE TO BE REINFORCED WITH STEEL PLATES. SEE UNDERSIDE PLAN FOR LOCATIONS.
4. REMOVE 1/2" DEPTH OF EXISTING PAVEMENT AND REPLACE WITH 1/2" DEPTH OF MODIFIED CLASS 9.5 HMA FOR BRIDGE DECK.
5. CONTRACTOR SHALL SURVEY AND RECORD STRIPPING LOCATIONS AND PATTERNS PRIOR TO DECK PAVEMENT REMOVAL. SEE SPECIAL PROVISIONS.

**GENERAL PLAN**

SCALE: 3/32"=1'-0"

DIMENSIONS, STATIONS, ELEVATION AND ANGLES OF THE EXISTING STRUCTURE SHALL BE VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS REQUIRED FOR PROPER PERFORMANCE OF THE WORK. FIELD CONDITIONS MAY EXIST WHICH DEVIATE FROM THE DIMENSIONS SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FABRICATION AND FIT OF HIS WORK.

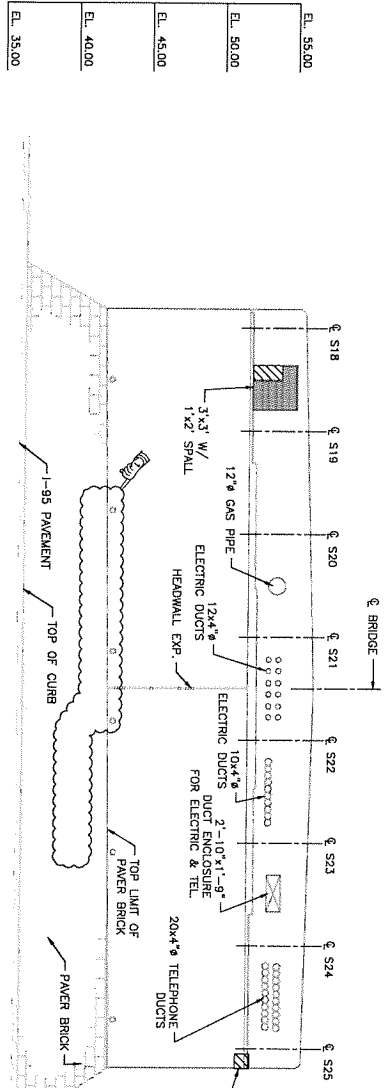
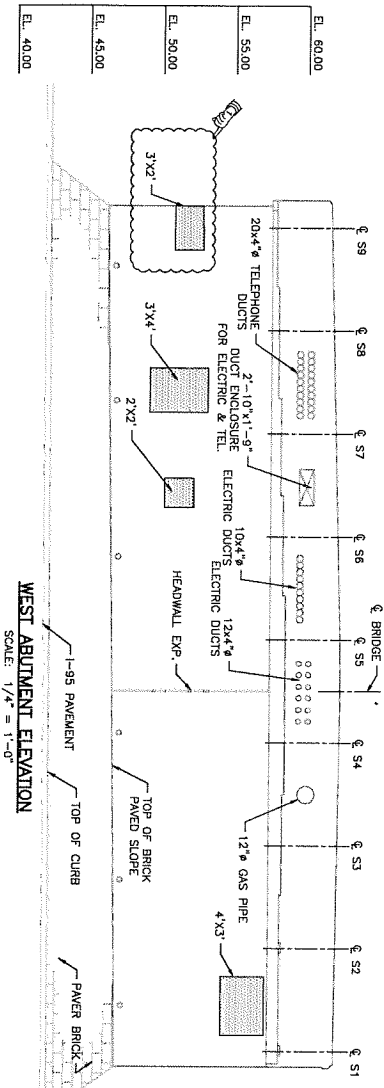
LOUIS BERGER  
166 WILEY STREET  
PROVIDENCE, RI 02908  
WWW.LOUISBERGER.COM

NO.	DATE	REVISIONS
1	02/24/18	ISS

BRIDGE GROUP 01-PVD  
PROVIDENCE, RHODE ISLAND

BRIDGE NO. 573 WASHINGTON STREET OVER I-95  
GENERAL PLAN

CHECKED BY: JF DATE: 02/22/18 SCALE: AS NOTED



- NOTES:**
1. ALL DIMENSIONS ARE APPROXIMATE AND TAKEN FROM LIMITED EXISTING PLANS, FIELD MEASUREMENTS AND INSPECTION REPORTS. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS PRIOR TO THE START OF WORK.
  2. SEE SHEET 53 FOR CONCRETE REPAIR DETAILS.
  3. CONCRETE REPAIR SHALL BE TYPE "B" REPAIR AND SHALL BE PAID UNDER ITEM 817.2110 "REPAIRS TO STRUCTURE CONCRETE MASONRY PATCHING MORTAR."
  4. CONCRETE REPAIR SHALL BE TYPE "A" REPAIR. THIS WORK SHALL BE PAID UNDER ITEM 817.9901 "REPAIRS TO STRUCTURAL CONCRETE MASONRY FORM AND CAST-IN-PLACE CONCRETE."
  5. ALL EXPOSED SURFACES OF ABUTMENT BACKWALLS, CHECKWALLS, AND BEAM SEATS SHALL BE WASHED AND CLEANED PER THE REQUIREMENTS OF ITEM NO. 820.9904 "HIGH PRESSURE WATER CLEANING - BRIDGE NO. 573."
  6. ALL EXPOSED FACES OF ABUTMENT STEPS, BEAM SEATS, BACKWALLS, AND CHECKWALLS SHALL RECEIVE CONCRETE SEALER PER REQUIREMENTS OF ITEM 820.0110 "CONCRETE SURFACE TREATMENT (PHOTOCURE COATING)."

**LEGEND:**

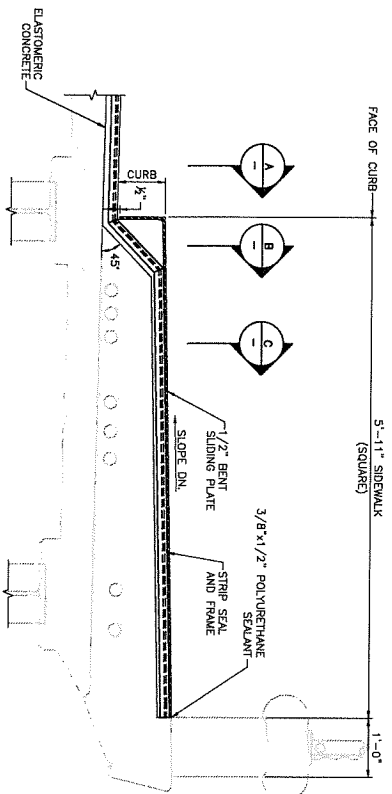
- DEMANICATED (HOLLOW) CONCRETE AREA, SEE NOTE 3
- SPALLED OR SPALLED AND DEMANICATED CONCRETE AREA WITH OR WITHOUT EXPOSED REBAR, SEE NOTE 4

Louis Berger  
 PROJECT ENGINEER  
 PROVIDENCE, RHODE ISLAND  
 WMA CONSULTING ENGINEERS

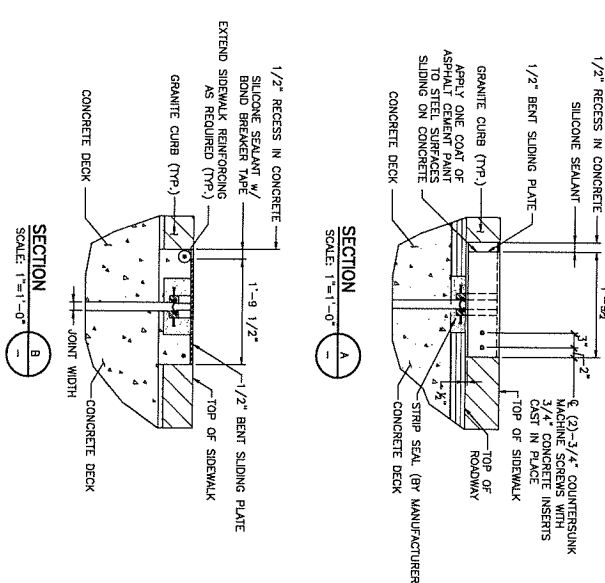
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1	03/21/19	ISSUED FOR PERMITS

DEPARTMENT OF TRANSPORTATION  
 BRIDGE GROUP 01-PVD  
 PROVIDENCE, RHODE ISLAND  
 BRIDGE NO. 573 WASHINGTON STREET OVER I-95  
 ABUTMENT ELEVATIONS

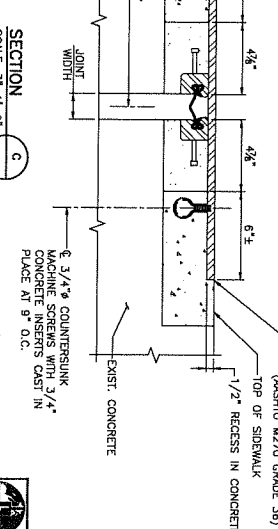
CHECKED BY: JF DATE: 03/21/19 SCALE: AS NOTED  
 573 ABUTMENTS.DWG



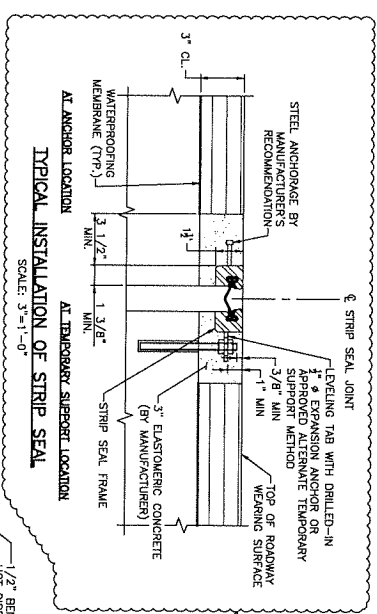
**SIDEWALK SECTION AT STRIP SEAL JOINT**  
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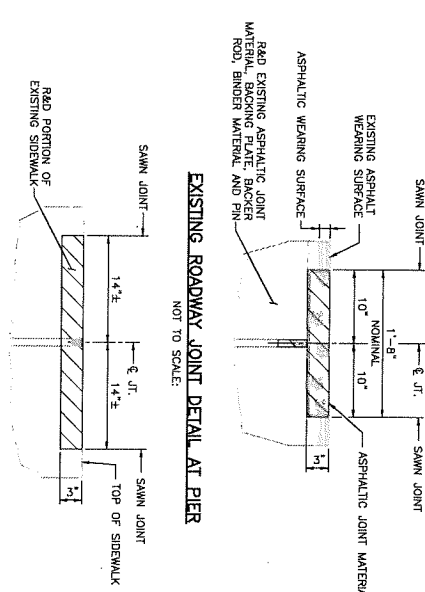
**SECTION A**  
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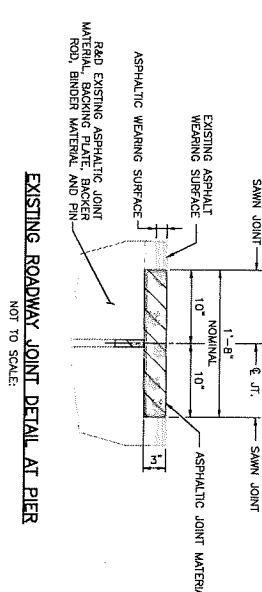
**SECTION B**  
SCALE: 1"=1'-0"



**TYPICAL INSTALLATION OF STRIP SEAL**  
SCALE: 3"=1'-0"



**EXISTING SIDEWALK JOINT DETAIL AT PIER**  
NOT TO SCALE



**EXISTING ROADWAY JOINT DETAIL AT PIER**  
NOT TO SCALE

JOINT WIDTH TABLE		
TEMPERATURE (°F)	JOINT WIDTH (IN.)	
	WEST PIER	EAST PIER
15	2	1 7/8
30	1 7/8	1 3/4
45	1 11/16	1 11/16
60	1 9/16	1 9/16
75	1 7/16	1 7/16
90	1 5/16	1 3/8

- NOTES:**
- INSTALL CONTINUOUS NEOPRENE STRIP SEAL IN FIELD. FIELD SPlicing OF STRIP SEAL IS NOT PERMITTED.
  - THE ENTIRE EXPANSION STRIP SEAL FRAME SHALL BE ASSEMBLED, ERECTED AND SET TO GRADE PRIOR TO POURING THE DECK CONCRETE. THE EXPANSION DIAL SHALL BE CONSTRUCTED TO FOLLOW ROADWAY GRADE AND CROSS SLOPE.
  - STRIP SEAL FRAME SHALL BE ASHTO DESIGNATION M 270 GRADE 36. THE STUDS SHALL BE ASHTO DESIGNATION A 106, AND SHALL BE WELDED BY THE PRESSURE PROCESS.
  - A COAT OF ASPHALT CEMENT PAINT SHALL BE APPLIED TO STEEL SURFACES SLIDING ON THE CONCRETE.
  - ALL MATERIALS SHALL BE HOT DIPPED GALVANIZED OR METALIZED EXCEPT WHERE IN CONTACT WITH THE CONCRETE.
  - THREE STAMPED GRAININGS ARE TO BE USED AS A GUIDE IN THE PREPARATION OF THE SHOP DRAWINGS.
  - THE NEOPRENE STRIP SEAL SHALL BE BONDED TO THE SEAL FRAME WITH AN APPROVED ADHESIVE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
  - THE TRANSVERSE BUTT WELDS FOR SPlicing OF THE STEEL FRAME SHALL BE PARTIAL PENETRATION DOUBLE V-GROOVE WELDS ON BOTH SIDES OF THE JOINT. THE JOINT SHALL BE WELDED AS FAR AS PRACTICAL TO ACHIEVE A WATERPROOF SEAL. THE SEAL CAVITY SHALL NOT BE WELDED. WHERE A TRANSVERSE JOINT OCCURS, TWO ADDITIONAL STUDS MUST BE ADDED ON EACH SIDE OF THE JOINT.
  - THE MOVEMENT CLASSIFICATION OF THE JOINT SHALL NOT BE LESS THAN THE CLASSIFICATION SPECIFIED ON THE DRAWINGS.
  - PLACE CURBS AND SIDEWALKS WITH STEEL SLIDING PLATES WITH INSERTS AND BOLTS IN PLACE TO INSURE ALIGNMENT OF INSERTS WITH HOLES IN THE STEEL SLIDING PLATES. REMOVE PLATES TO INSTALL SEAL. APPLY BOND BREAKER TO SLIDING PLATES PRIOR TO INSTALLATION.
  - THE SEALS FINISHED WITH THE STRIP SEAL FRAME MUST BE COMPATIBLE WITH THE STEEL FRAME AND PROVIDE A WATERPROOF JOINT.

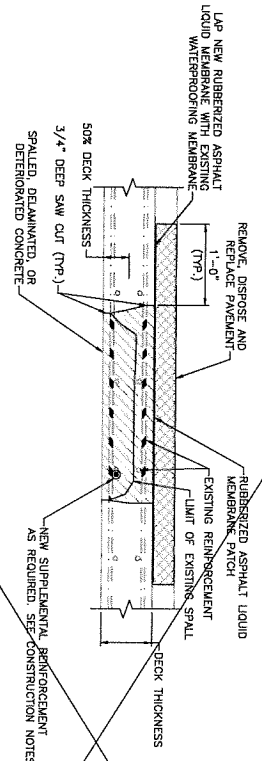
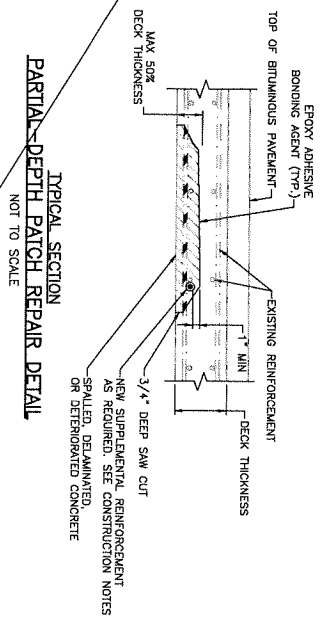
ADDENDUM NO. 1  
DEPARTMENT OF TRANSPORTATION  
BRIDGE GROUP 01-PVD  
PROVIDENCE, RHODE ISLAND

168 WALKER STREET  
PROVIDENCE, RI 02908  
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CHECKED BY: [Signature] DATE: 02/21/19 SCALE: AS NOTED

BRIDGE NO. 573 WASHINGTON STREET OVER I-95  
ROADWAY JOINTS

573 ROADWAY JOINT DETAILS.DWG

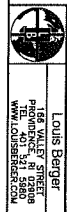


- LEGEND:**
- DETERIORATED CONCRETE TO BE REMOVED.
  - EXPOSED REINFORCING STEEL.
  - DEMOLITION AREA

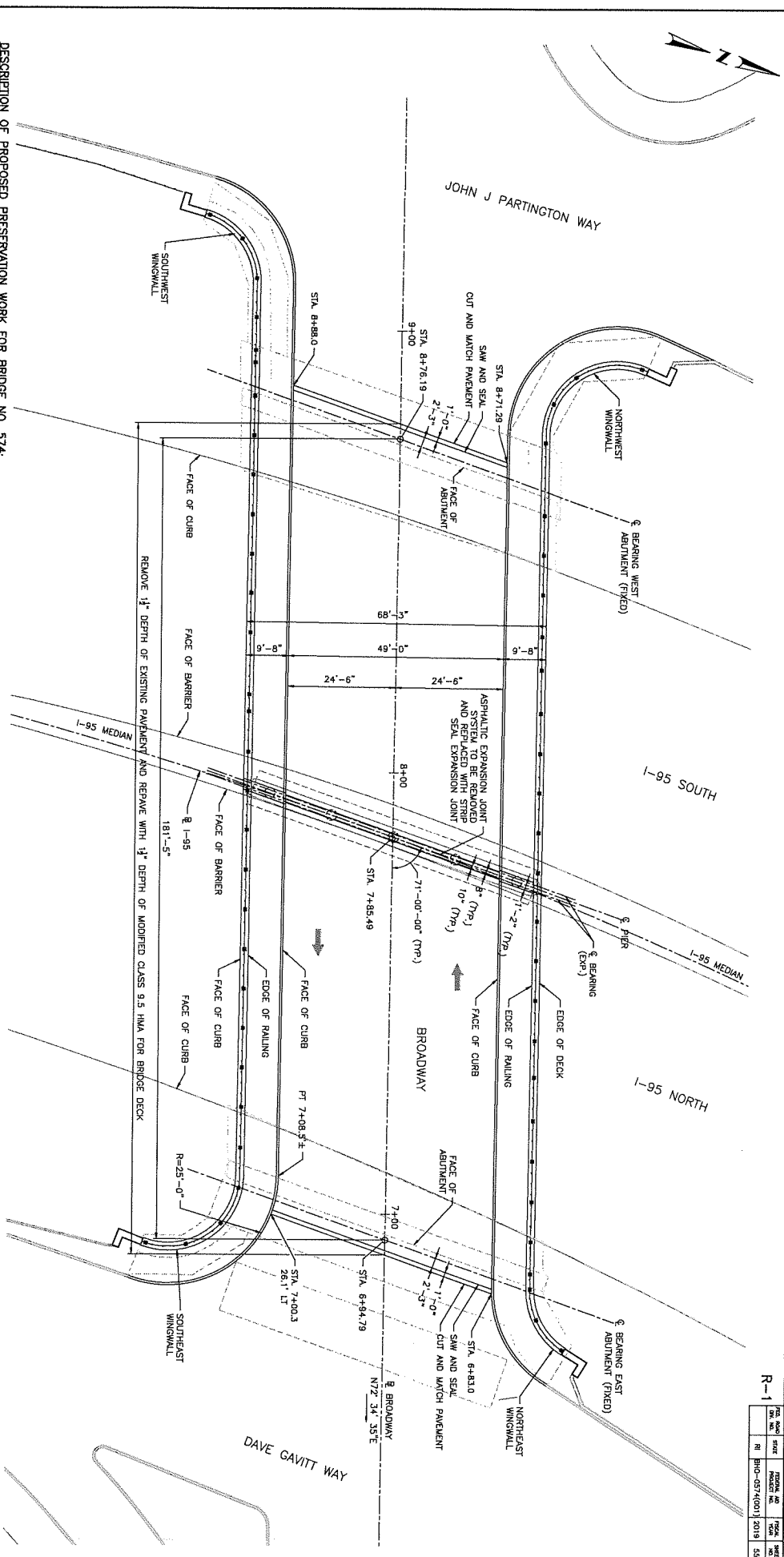
- CONCRETE DECK REPAIR - NOTES:**
1. CONCRETE BRIDGE DECK REPAIRS FOR FULL DEPTH PATCH REPAIR SHALL BE IN ACCORDANCE WITH SECTION B18 PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIR.
  2. PARTIAL DEPTH PATCH REPAIRS TO THE UNDERSIDE OF THE DECK SHALL BE IN ACCORDANCE WITH SECTION B17 REPAIRS TO CONCRETE MASSING.
  3. ALL PARTIAL-DEPTH DECK PATCHES TO THE UNDERSIDE OF DECK SHALL BE PAID FOR UNDER ITEM B17.210 REPAIRS TO STRUCTURAL CONCRETE MASONRY (PATCHING MORTAR). PATCHES WITH B18.2010 - PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIR (FULL DEPTH REPAIR). SEE PROVISIONS FOR ACCEPTABLE MATERIALS AND METHODS.
  4. THE CONTRACTOR SHALL REPORT TO THE ENGINEER ANY DETRIORATION THAT EXCEEDS THE LIMITS SHOWN ON THE PLANS AND SHALL CONTINUE WORK WITHOUT DIRECTIONS FROM THE ENGINEER.
  5. IF DURING REMOVAL OF DETERIORATED CONCRETE, THE CONTRACTOR DAMAGES EXISTING REINFORCEMENT TO THE EXTENT REQUIRING REPLACEMENT, ANY ADDITIONAL CONCRETE REMOVAL, PATCHING MATERIAL, STEEL SHALL BE AT THE CONTRACTOR'S EXPENSE. INSTALL ACCORDING TO REINFORCING REPLACEMENT DETAIL.
  6. REINFORCEMENT USED TO REPLACE EXISTING DETERIORATED REINFORCING STEEL SHALL BE GALVANIZED. COST OF REPLACEMENT SHALL BE INCLUDED IN THE RESPECTIVE REPAIR ITEMS.
  7. PARTIAL-DEPTH PATCHES SHALL BE USED IN AREAS WHERE SOUND CONCRETE IS REACHED MORE THAN 1" DEPTH FROM THE FACE OF THE DECK SLAB OR REINFORCING STEEL IS ENCOUNTERED. CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1" BEHIND THE LAYER OF EXISTING STEEL, UP TO 50% OF CONCRETE DECK THICKNESS SHALL BE FULL-DEPTH REPAIRS.
  8. IF DETRIORATION IN THE UNDERSIDE OF THE DECK COMPLETELY EXPOSES THE REINFORCEMENT FOR AN AREA EQUAL TO OR GREATER THAN 4 SQ. FT. THE AREA SHALL BE TREATED WITH A FULL DEPTH REPAIR.
- SUBFACE PREPARATION NOTES:**
1. SAW CUT AROUND REPAIR AREA PRIOR TO CONCRETE EXCAVATION, USED A CUT DEPTH OF 3/4" OR LESS AS REQUIRED TO AVOID CUTTING REINFORCING STEEL.
  2. IF REINFORCING STEEL IS EXPOSED, CLEAN EXPOSED STEEL AND SURROUNDING CONCRETE AS SPECIFIED IN THE PROVISIONS FOR PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.
  3. THE CONTRACTOR SHALL ENSURE THAT ALL BOND INHIBITING MATERIALS (OIL, GREASE, LOOSELY BONDED AGGREGATE) HAVE BEEN REMOVED IMMEDIATELY PRIOR TO PATCHING.
  4. WET CONCRETE REPAIR AREA SO THAT SUBSTRATE IS SATURATED. SURFACE DRY WITH NOT STANDING WATER. WATER USED TO PREPARE AND WET THE SURFACE SHALL CONTAIN NO DEFERENTS OR BOND INHIBITING CHEMICALS.
  5. ALL CONCRETE REPAIR MATERIALS SHALL BE IN ACCORDANCE WITH SPECIFICATIONS PROVIDED IN PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.
- CONSTRUCTION NOTES:**
1. A NEW (GALVANIZED) REINFORCING BAR SHALL BE PLACED TO SUPPLEMENT AN EXISTING REINFORCING BAR WHEN AN EXISTING REINFORCING BAR HAS SECTION LOSS OF 25% OR MORE OF THE ORIGINAL CROSS SECTION, AS DETERMINED BY THE ENGINEER OR THE EXISTING REINFORCEMENT HAS BEEN REMOVED OR A BREAK IS PRESENT AS BAR DIAPHRAGM EAST LOOKING WHERE DETRIORATED OR BROKEN BAR. IN LIEU OF SUPPLEMENTING A BAR ADJACENT TO A DETERIORATED EXISTING REINFORCEMENT, SEE SUBSTRUCTURE CONCRETE REPAIRS FOR DETAILS.
  2. THE FINISHED SURFACE OF ALL PATCHES SHALL BE EVEN WITH THE ADJACENT EXISTING DECK SLAB. DISCONTINUITIES GREATER THAN 1/8" SHALL BE GRIND DOWN OR REPAIRED.
  3. DECK REINFORCEMENT AND CONCRETE PATCH DETAILS PROVIDED ARE GENERAL. ACTUAL REINFORCEMENT SIZE AND SPACING WILL VARY.

SHEET DELETED BY  
ADDENDUM NO. 1

RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION  
 BRIDGE GROUP 01-PVD  
 PROVIDENCE, RHODE ISLAND  
 BRIDGE NO. 573 WASHINGTON STREET OVER I-95  
 CONCRETE DECK REPAIR  
 DETAILS  
 CHECKED BY: JLW DATE: 02/21/18 SCALE: AS SHOWN  
 573 CONCRETE DECK REPAIR DETAIL.DWG



PROJECT NO.	RI 84-0574(0001)	PROJECT NO.	2019	DATE	5/5	SCALE	AS NOTED
DATE	02/21/19	DATE	02/21/19	SCALE	AS NOTED	DATE	02/21/19



- DESCRIPTION OF PROPOSED PRESERVATION WORK FOR BRIDGE NO. 574:**
1. DETERIORATED CONCRETE ON THE UNDERSIDE OF THE CONCRETE DECK SHALL BE REMOVED AND PATCHED. SEE UNDERSIDE PLAN FOR LOCATIONS.
  2. DETERIORATED CONCRETE ON THE ABUTMENTS AND PIERS SHALL BE REMOVED AND PATCHED. BOTH ABUTMENTS AND THE PIERS ARE TO BE SEALED. SEE ABUTMENT AND PIER SHEETS FOR LOCATIONS.
  3. STEEL GIRDERS ARE TO BE BLAST CLEANED AND PAINTED. GIRDERS WITH AREAS OF SECTION LOSS ARE TO BE REINFORCED WITH STEEL PLATES. SEE UNDERSIDE PLAN FOR LOCATIONS.
  4. REMOVE 1/2" DEPTH OF EXISTING PAVEMENT AND REPAVE WITH 1/2" DEPTH OF MODIFIED CLASS 9.5 HMA FOR BRIDGE DECK.
  5. CONTRACTOR SHALL SURVEY AND RECORD STRIPING LOCATIONS AND PATTERNS PRIOR TO DECK PAVEMENT REMOVAL. SEE SPECIAL PROVISIONS.
  6. REPLACEMENT OF THE EXISTING EXPANSION JOINT AT THE PIER WITH NEW STRIP SEAL EXPANSION JOINT.

**GENERAL PLAN**  
SCALE: 3/32"=1'-0"

DIMENSIONS, STATIONS, ELEVATION, AND ANGLES OF THE EXISTING BRIDGE SHALL BE OBTAINED FROM PLANS OF THE ORIGINAL CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE DIMENSIONS AND ANGLES OF THE EXISTING BRIDGE. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FABRICATION AND FIT OF HIS WORK.

ADDENDUM No. 1

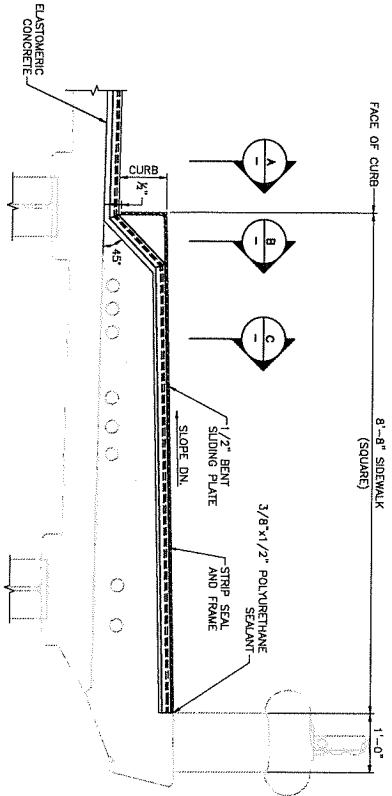
RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP 01-PVD  
PROVIDENCE, RHODE ISLAND

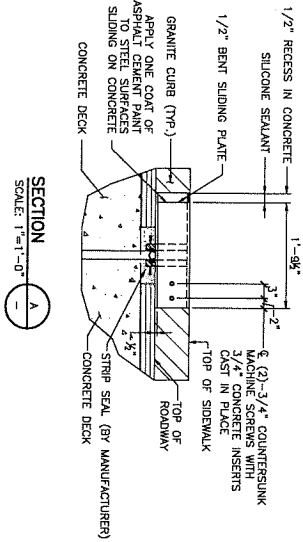
BRIDGE NO. 574 BROADWAY OVER I-95  
GENERAL PLAN

CHECKED BY: \_\_\_\_\_ DATE: 02/21/19 SCALE: AS NOTED

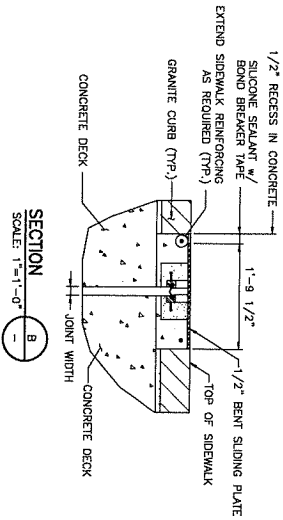
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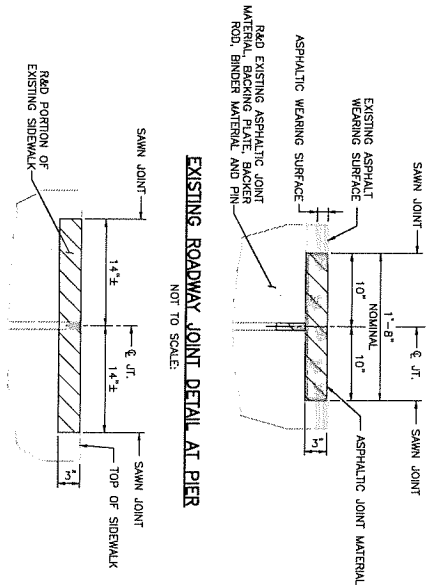
**SIDEWALK SECTION AT STRIP SEAL JOINT**  
SCALE: 1"=1'-0"



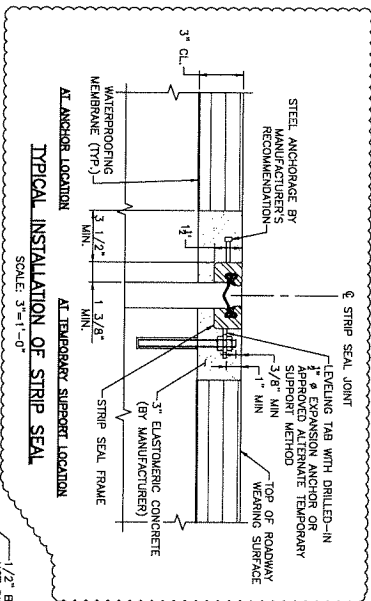
**SECTION A-A**  
SCALE: 1"=1'-0"



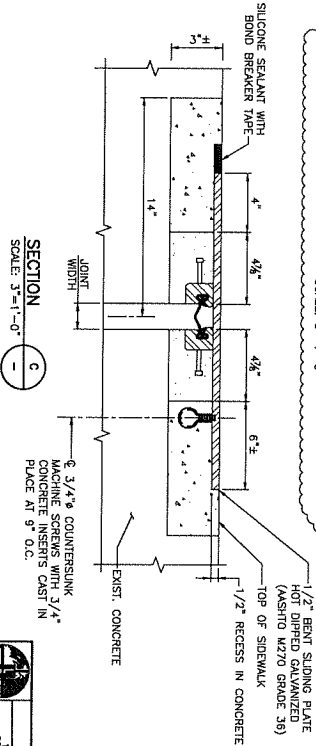
**SECTION B-B**  
SCALE: 1"=1'-0"



**EXISTING SIDEWALK JOINT DETAIL AT PIER**  
NOT TO SCALE



**TYPICAL INSTALLATION OF STRIP SEAL**  
SCALE: 3"=1'-0"



**SECTION C-C**  
SCALE: 3"=1'-0"

JOINT WIDTH TABLE	
TEMPERATURE (°F)	JOINT WIDTH (IN.)
15	2 3/16
30	2
45	1 3/4
60	1 9/16
75	1 3/8
90	1 1/8

- NOTES:**
- INSTALL CONTINUOUS NEOPRENE STRIP SEAL IN FIELD. FIELD SPlicing OF STRIP SEAL IS NOT PERMITTED.
  - THE ENTIRE EXPANSION STRIP SEAL FRAME SHALL BE ASSEMBLED, ERECTED AND SET TO GRADE PRIOR TO POURING THE DECK CONCRETE. THE EXPANSION DAW SHALL BE CONSTRUCTED TO FOLLOW ROADWAY GRADE AND CROSS SLOPE.
  - STRIP SEAL FRAME SHALL BE ASHTO DESIGNATION M 270 GRADE 35. THE STUDS SHALL BE ASHTO DESIGNATION A 108, AND SHALL BE WELDED BY THE PRESSURE PROCESS.
  - A COAT OF ASPHALT CELENT PAINT SHALL BE APPLIED TO STEEL SURFACES SLIDING ON THE CONCRETE.
  - ALL MATERIALS SHALL BE HOT DIPPED GALVANIZED OR METALIZED EXCEPT WHERE IN CONTACT WITH THE CONCRETE.
  - THESE STANDARD DRAWINGS ARE TO BE USED AS A GUIDE IN THE FABRICATION OF THE SHOP DRAWINGS.
  - THE NEOPRENE STRIP SEAL SHALL BE BONDED TO THE SEAL FRAME WITH AN APPROVED ADHESIVE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
  - THE TRANSVERSE BUTT WELDS FOR SPlicing OF THE STEEL FRAME SHALL BE PARTIAL PENETRATION DOUBLE V-GROOVE WELDS ON ALL JOINTS. WELDS SHALL BE EXTENDED ALL AROUND THE JOINT AS FOLLOWS: 1. WELDS SHALL BE EXTENDED TO THE CENTER OF THE SEAL CAVITY SHALL NOT BE WELDED WHERE A TRANSDVERSE JOINT OCCURS. TWO ADDITIONAL STUDS MUST BE ADDED ON EACH SIDE OF THE JOINT.
  - THE MOVEMENT CLASSIFICATION OF THE JOINT SHALL NOT BE LESS THAN THE CLASSIFICATION SPECIFIED ON THE DRAWINGS.
  - PLACE CURBS AND SIDEWALKS WITH STEEL SLIDING PLATES, WITH INSERTS AND BOLTS IN PLACE TO INSURE ALIGNMENT OF STUDS WITH HOLES IN THE STEEL SLIDING PLATES. REMOVE PLATES TO INSTALL SEAL. APPLY BOND BREAKER TO SLIDING PLATES PRIOR TO INSTALLATION.
  - THE SEALS FURNISHED WITH THE STRIP SEAL FRAME MUST BE COMPATIBLE WITH THE STEEL FRAME AND PROVIDE A WATERIGHT



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NO.	DATE	BY	REVISIONS
1	8/21/19	LBK	REVISED FOR 2019

ADDITIONAL No. 1

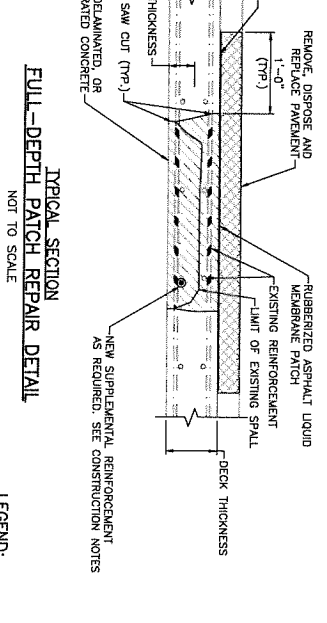
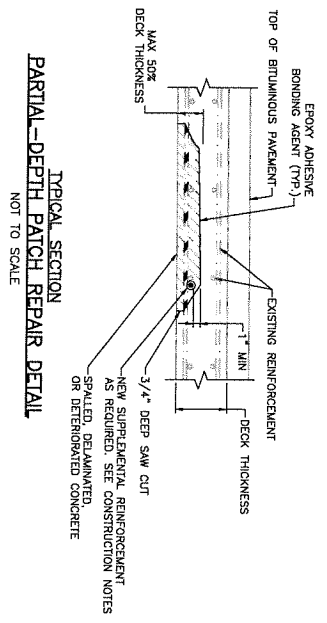
BRIDGE GROUP 01-PVD  
PROVIDENCE, RHODE ISLAND

BRIDGE NO. 574 BROADWAY OVER I-95  
ROADWAY JOINTS

CHECKED BY: \_\_\_\_\_ DATE: 09/21/19 SCALE: AS NOTED

R-1

REV.	DATE	BY	PROJECT NO.	TITLE	SHEET NO.	TOTAL SHEETS
1	8/21/19	LBK	PHO-0574(00)	2019	59	88



- LEGEND:**
- DETERIORATED CONCRETE TO BE REMOVED.
  - EXPOSED REINFORCING STEEL.
  - DEMOLITION AREA.

- CONCRETE DECK REPAIR - NOTES:**
- CONCRETE BRIDGE DECK REPAIRS FOR FULL DEPTH PATCH REPAIR SHALL BE IN ACCORDANCE WITH SECTION 818 PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIR.
  - PARTIAL DEPTH PATCH REPAIRS TO THE UNDERSIDE OF THE DECK SHALL BE IN ACCORDANCE WITH SECTION 817 REPAIRS TO CONCRETE MASONRY.
  - ALL PARTIAL-DEPTH DECK PATCHES TO THE UNDERSIDE OF DECK SHALL BE PAID FOR UNDER ITEM 818.1210 - REPAIRS TO STRUCTURAL CONCRETE MASONRY (PATCHING MORNING) PATCHES WITH DEPTH FROM THE FACE OF THE DECK SLAB OR REINFORCING STEEL IS ENCOUNTERED. CONCRETE THICKNESS SHALL BE PAID FOR UNDER ITEM 818.2010 - PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIR (FULL DEPTH REPAIR). SEE PROVISIONS FOR ACCEPTABLE MATERIALS AND METHODS.
  - THE CONTRACTOR SHALL REPORT TO THE ENGINEER ANY DETEIORATION THAT EXCEEDS THE LIMITS SHOWN ON THE PLANS AND SHALL NOT CONTINUE WORK WITHOUT DIRECTIONS FROM THE ENGINEER.
  - IF DURING REMOVAL OF DETERIORATED CONCRETE, THE CONTRACTOR DAMAGES EXISTING REINFORCEMENT TO THE EXTENT REQUIRING REPLACEMENT, ANY ADDITIONAL CONCRETE REPAIRING MATERIAL, EXISTING REINFORCING STEEL, AND FINISHING AND INSTALLING REPLACEMENT REINFORCING STEEL SHALL BE AT THE CONTRACTOR'S EXPENSE. INSTALL ACCORDING TO REINFORCING REPLACEMENT DETAIL.
  - REINFORCEMENT USED TO REPLACE EXISTING DETERIORATED REINFORCING STEEL SHALL BE GALVANIZED. COST OF REPLACEMENT SHALL BE INCLUDED IN THE RESPECTIVE REPAIR ITEMS.
  - PARTIAL-DEPTH PATCHES SHALL BE USED IN AREAS WHERE SOUND CONCRETE IS REACHED MORE THAN 1" DEPTH FROM THE FACE OF THE DECK SLAB OR REINFORCING STEEL IS ENCOUNTERED. CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1" PAST THE LAYER OF EXISTING STEEL, UP TO 50% OF CONCRETE DECK THICKNESS SHALL BE FULL-DEPTH REPAIRS.
  - DELETED

- SURFACE PREPARATION NOTES:**
- SAW CUT AROUND REPAIR AREA PRIOR TO CONCRETE EXCAVATION, USED A CUT DEPTH OF 3/4" OR LESS AS REQUIRED TO AVOID CUTTING REINFORCING STEEL.
  - IF REINFORCING STEEL IS EXPOSED, CLEAN EXPOSED STEEL AND SURROUNDING CONCRETE AS SPECIFIED IN THE PROVISIONS FOR PORTLAND CEMENT BRIDGE DECK REPAIRS.
  - THE CONTRACTOR SHALL ENSURE THAT ALL SOUND INHIBITING MATERIALS (OIL, GREASE, LOOSELY BONDED AGGREGATE) HAVE BEEN REMOVED IMMEDIATELY PRIOR TO PATCHING.
  - WET CONCRETE REPAIR AREA SO THAT SUBSTRATE IS SATURATED, SURFACE DRY WITH NOT STANDING INHIBITING CHEMICALS.
  - ALL CONCRETE REPAIR MATERIALS SHALL BE IN ACCORDANCE WITH SPECIFICATIONS PROVIDED IN PORTLAND CEMENT CONCRETE BRIDGE DECK REPAIRS.
- CONSTRUCTION NOTES:**
- A NEW (GALVANIZED) REINFORCING BAR SHALL BE PLACED TO SUPPLEMENT AN EXISTING REINFORCING BAR WHEN AN EXISTING REINFORCING BAR HAS SECTION LOSS OF 25% OR MORE OF THE ORIGINAL BROKEN. THE NEW REINFORCING BAR SHALL BE SPACED TO MATCH THE EXISTING REINFORCING BAR. THE NEW REINFORCING BAR SHALL BE PLACED AT THE SAME LEVEL AS THE DETERIORATED OR BROKEN BAR. IN LIEU OF SUPPLEMENTING A BAR ADJACENT TO A DETERIORATED OR BROKEN BAR, THE CONTRACTOR MAY CUT OUT THE DETERIORATED BAR AND MECHANICALLY SPlice THE NEW BAR TO EXISTING REINFORCEMENT. SEE SUBSTRUCTURE CONCRETE REPAIRS FOR DETAILS.
  - THE FINISHED SURFACE OF ALL PATCHES SHALL BE EVEN WITH THE ADJACENT EXISTING DECK SLAB. DISCONTINUITIES GREATER THAN 1/8" SHALL BE GROUND DOWN OR REPAIRED.
  - DECK REINFORCEMENT AND CONCRETE PATCH DETAILS PROVIDED ARE GENERAL. ACTUAL REINFORCEMENT SIZE AND SPACING WILL VARY.

ADDENDUM No. 1

NO.	DATE	BY	REASONS
1	02/21/19	Louis Berger	BRIDGE GROUP 01-PVD
			PROVIDENCE, RHODE ISLAND
			BRIDGE NO. 574 BROADWAY OVER I-95
			CONCRETE DECK REPAIR
			DETAILS

CHECKED BY:                      DATE: 02/21/19 SCALE: AS NOTED  
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 574 CONCRETE DECK REPAIR DETAILS.DWG



NO.	DATE	BY	REVISION
1	04/24/18	BR	ISSUED FOR BIDDING
2	05/01/18	BR	REVISED PER COMMENTS
3	05/01/18	BR	REVISED PER COMMENTS
4	05/01/18	BR	REVISED PER COMMENTS
5	05/01/18	BR	REVISED PER COMMENTS
6	05/01/18	BR	REVISED PER COMMENTS
7	05/01/18	BR	REVISED PER COMMENTS
8	05/01/18	BR	REVISED PER COMMENTS
9	05/01/18	BR	REVISED PER COMMENTS
10	05/01/18	BR	REVISED PER COMMENTS

**GENERAL NOTES:**

- ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
  - THE LATEST EDITION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).
  - THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (ASHTO) LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, EIGHTH EDITION, INCLUDING THE LATEST INTERNAL REVISIONS.
  - THE SPECIFICATIONS ACCOMPANYING THESE PLANS.
- IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS SHALL GOVERN.
- DIMENSIONS AND ELEVATION ARE SHOWN TO THE NEAREST ONE-HUNDRETH OF A FOOT OR ONE-SIXTEENTH OF AN INCH.
- DIMENSIONS, STATIONS, ELEVATION AND ANGLES OF THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE RECORD DRAWINGS AND FIELD SURVEY. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS REQUIRED FOR PROPER PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FABRICATION AND FIT OF HIS WORK.
- THE BASE OF LEVELS TO WHICH PLAN ELEVATIONS ARE REFERENCED, ARE BASED ON THE ORIGINAL CONSTRUCTION PLANS, INCLUDED WITHIN THE CONTRACT DOCUMENTS.
- ALL ADJUSTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.
- ANY DAMAGE TO EXISTING STATE OR PRIVATE PROPERTY CAUSED BY THE CONTRACTORS OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIALS IN THE 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.
- IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FIELD VERIFY ALL ELEVATIONS, DIMENSIONS, DETAILS, ANGLES, STRUCTURAL MEMBER SIZES AND LOCATIONS. STRUCTURAL WORK SHALL BE FIELD VERIFICATION IS ESPECIALLY PERTINENT FOR PRE-FABRICATED STRUCTURAL ITEMS WORK IN THE VICINITY OF UTILITIES, AND FOR EXISTING STRUCTURAL ITEMS TO REMAIN.
- THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTION TO ENSURE THE STABILITY OF ALL STRUCTURAL ELEMENTS DURING CONSTRUCTION UNTIL ALL REPAIRS ARE COMPLETE.
- FOR REQUIRED SEQUENCE OF CONSTRUCTION, SEE CONTRACT DOCUMENTS UNDER GENERAL PROVISIONS/CONSTRUCTION SECTION, AND HIGHWAY PLANS FOR MAINTENANCE AND PROTECTION OF TRAFFIC.
- IF THIS PROJECT IS ON A HURRICANE EVACUATION ROUTE AS DESIGNATED ON THE COVER SHEET, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 12 HOURS NOTICE. THE ROADWAY SHALL BE OPEN TO TRAFFIC AND EMERGENCY PERSONNEL AT ALL TIMES AND SHALL BE COMPLETELY WITH THESE REQUIREMENTS WILL BE REMBURSED UNDER FORCE ACCOUNT PROCEDURES.

**CONCRETE NOTES:**

- CLASSES OF CONCRETE SHALL BE HIGH PERFORMANCE CLASS HP AS DESCRIBED IN THE RI STANDARD SPECIFICATIONS. THE DESIGNATIONS REFER TO THE "MATERIALS" 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 B06 OF THE RI STANDARD SPECIFICATIONS SHALL APPLY TO ALL SELF-CONSOLIDATING APPLICATIONS.
- ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED.
- UNLESS OTHERWISE NOTED ON THE PLANS, ALL REINFORCING STEEL SHALL BE GALVANIZED. ALL TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF REINFORCING STEEL SHALL BE GALVANIZED. ALL GALVANIZING SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS, SECTION M.03.
- LAP SPICES SHOWN ON THE PLANS SHALL BE CONSIDERED CRITICAL, UNLESS OTHERWISE NOTED. SPICES NOT SHOWN ON THE PLANS SHALL BE LAPPED IN ACCORDANCE WITH THE ASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS FOR CLASS C LAP SPICES.
- THE TOP BARS IN THE DECK SLABS SHALL BE SPICED AT THE CENTER OF SPANS BETWEEN 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 (FOOTINGS, ABUTMENTS AND WALL FACES, BACKWALLS)	3"
DECK SLABS (WITH WEARING SURFACE)	TOP 2" (+ 1/4", -0") BOTTOM 1" (+ 1/8", -0")
DECK SLABS (EXPOSED DECK)	TOP 2" (+ 1/4", -0") BOTTOM 1" (+ 1/8", -0")
ALL OTHER BARS	2"
- COVER TO TIES AND STRUPTS MAY BE 0.5 INCH LESS THAN THE ABOVE VALUES SPECIFIED FOR MAIN REINFORCING, BUT IN NO CASE LESS THAN 1.5 INCHES.
- ANCHOR ROOS SHALL CONFORM TO ASTM F1554, ANCHOR ROOS, NUTS AND WASHERS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASHTO DESIGNATION M 232.
- ALL ANCHOR BOLTS SHALL BE SET PRIOR TO PLACEMENT OF CONCRETE UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- ALL EXPOSED ENDS AND REINFORCING CONCRETE NOT OTHERWISE DETAILED ON THE PLANS SHALL HAVE A MINIMUM OF 3" CHAMFER.
- ALL JOINT SEALANT SHALL BE SILICONE SEALANT AS DESIGNATED ON THE PLANS. THE COLOR OF THE SEALANT, WHEN NOT EXPOSED, SHALL BE NEUTRAL (LIGHT GRAY OR TAN). THE COLOR OF THE SEALANT, WHEN EXPOSED, WILL BE AT THE DISCRETION OF THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATION ON THE EXPOSED SURFACE OF THE CONCRETE. THE SURFACES ARE APPROVED AND ACCEPTED. ANY CONCRETE STAINS OR DISCOLORATION SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATION.
- UNLESS OTHERWISE NOTED ON THE PLANS, JOINT FILLER IS TO BE PERFORMED, NON-EXPANSIVE.
- UNLESS OTHERWISE INDICATED ON THE PLANS, ALL DECK FORMS SHALL BE OF THE REMOVABLE TYPE THAT WILL PRODUCE THE DIMENSIONS SHOWN ON THE PLANS.
- EMBEDMENT LENGTHS FOR DRILLED AND GROUTED DOWELS SHALL BE IN ACCORDANCE WITH SECTION B19 OF THE RI STANDARD SPECIFICATIONS.
- IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS, ALL METAL TIES OR ANCHORS 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENGINEER. IF THE CONTRACTOR PROPOSES TO USE TIEWALL, CHAMFER CUT AND OTHER METHODS, THE CONTRACTOR SHALL BE SUBMITTED TO THE ENGINEER TO DEMONSTRATE THE TIES WILL SWAP-OFF FAR ENOUGH INTO THE CONCRETE TO ALLOW FOR PROPER PATCHING. SWAP TIES MUST PROVIDE ADEQUATE STRENGTH TO REMAIN IN PLACE THROUGHOUT THE REMOVAL OF FORMS.
- UNLESS OTHERWISE NOTED ON THE PLANS, JOINT FILLER SHALL BE FILLED WITH APPROVED ADMIXTURE MORTAR MEETING THE REQUIREMENTS OF ASTM C 928.
- HAND HELD VIBRATORS SHALL BE EQUIPPED WITH RUBBER TIPPED HEADS WHEN USED TO CONSOLIDATE CONCRETE AROUND SPAN REINFORCEMENT AND EMBEDMENTS.

**REINFORCEMENT NOTES:**

THE CONTRACTOR SHALL VERIFY ALL ORDER LISTS AND BIDDING DIAGRAMS BASED ON COMMENTS RECEIVED. ANY REVISIONS REQUIRED TO CORRECT THE ORDER LISTS AND BIDDING DIAGRAMS SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER OF RECORD ALL REINFORCEMENT DETAILS AND SCHEDULES WITH SUFFICIENT LEAD TIME TO PERMIT THE REVIEW, REVIEW OF DETAILS AND SCHEDULE DOES NOT ABSOLVE THE CONTRACTOR OF THE RESPONSIBILITY TO MEET THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.

**DESIGN DATA:**

- DESIGN SPECIFICATIONS:
  - THE ASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, EIGHTH EDITION, 2018, INCLUDING ALL INTERNAL REVISIONS TO DATE.
  - THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL, 2007 EDITION INCLUDING ALL REVISIONS TO DATE.
  - ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2007.
  - THE LATEST REVISIONS OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).
  - IN CASE OF CONFLICT, THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL SHALL GOVERN.

**MATERIALS:**

- STRUCTURAL STEEL:
- ASHTO DESIGNATION M 270, GRADE 50
- REINFORCING STEEL:
- ASHTO DESIGNATION A31, GRADE 60

**CONCRETE STRENGTHS:**

- CLASS HP 3' f'c = 5000 PSI (28 DAYS)
- SUBSTRUCTURE FORM AND CAST-IN-PLACE REPAIR AND SIDEWALK REPAIRS
- CLASS HP 2' f'c = 5000 PSI (28 DAYS)
- DECK OVER BACKWALL, BACKWALL MODIFICATIONS, APPROACH SLAB AND BARRIERS
- RAPID SETTING MORTAR f'c = 5000 PSI (28 DAYS)
- SUBSTRUCTURE PATCHING MORTAR REPAIR (AND UNDERSIDE OF DECK REPAIRS)

NOTE: RAPID SET HIGH EARLY CONCRETE f'c = 3000 PSI (PRIOR TO TRAFFIC LOADING), 5000 PSI (28 DAYS) FOR DECK AND SIDEWALK REPAIRS.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
BRIDGE GROUP 01-PVD	
PROVIDENCE, RHODE ISLAND	
GENERAL BRIDGE NOTES SHEET 1 OF 3	
CHECKED BY: <u>          </u>	DATE: <u>02/21/18</u>
SCALE AS NOTED	
GENERAL NOTES/ISSUE	

Louis Berger  
PROVIDENCE, RI 02908  
WWW.LOUISBERGER.COM

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203.0400	<b>STRUCTURAL EXCAVATION UNCLASSIFIED</b>	1
203.0650	<b>CRUSHED STONE FILL UNDER STRUCTURES</b>	1
401.9901	<b>MODIFIED CLASS 9.5 HMA FOR BRIDGE DECKS</b>	1
401.9902	REMOVE AND REPLACE OVERLAY AND WATERPROOF MEMBRANE BRIDGE NO. 537	1
401.9903	REMOVE AND REPLACE OVERLAY AND WATERPROOF MEMBRANE BRIDGE NO. 571	1
403.0300	<b>ASPHALT EMULSION TACK COAT</b>	2
800.9901	<b>TEMPORARY DECK UNDERSIDE AND SIDE PROTECTION SHIELDING</b>	2
800.9902	<b>MISCELLANEOUS BRIDGE REPAIRS</b>	2
803.0300	<b>PARTIAL REMOVAL AND DISPOSAL OF EXISTING CONCRETE MASONRY</b>	2
803.9901	<b>REMOVE AND DISPOSE EXISTING DECK JOINT</b>	2
808.1200	<b>CONCRETE SUPERSTRUCTURE CLASS HP 3/4''</b>	2
808.1506	<b>CONCRETE SUPERSTRUCTURE CLASS HP 3/4'' BARRIERS</b>	3
808.1642	<b>PREFORMED POLYETHYLENE FOAM JOINT FILLER 1''</b>	3
808.1644	<b>PREFORMED POLYETHYLENE FOAM JOINT FILLER 1-1/2''</b>	3
808.1675	<b>POLYURETHANE ELASTOMERIC JOINT SEALANT</b>	3
808.1810	<b>CONCRETE SURFACE FINISHING RUBBED REGULAR</b>	3
808.9901	CONCRETE SUPERSTRUCTURE CLASS HP 3/8" BRIDGE SIDEWALKS	3
810.0210	<b>GALVANIZED BAR REINFORCEMENT GRADE 60</b>	4
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813.0400	RUBBERIZED ASPHALT LIQUID MEMBRANE (WATERPROOFING MEMBRANE)	4
817.2110	REPAIRS TO STRUCTURAL CONCRETE MASONRY (PATCHING MORTAR)	4
817.9901	REPAIRS TO STRUCTURE CONCRETE MASONRY (FORM AND CAST-IN-PLACE)	4
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820.9903	HIGH PRESSURE WATER CLEANING - BRIDGE NO. 572	5
820.9904	HIGH PRESSURE WATER CLEANING - BRIDGE NO. 573	6
820.9905	HIGH PRESSURE WATER CLEANING - BRIDGE NO. 574	6
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824.9904	STEEL GIRDER REPAIRS BRIDGE NO. 573	7
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825.9903	REPAINTING EXISTING STRUCTURAL STEEL - BRIDGE NO. 572	8
825.9904	REPAINTING EXISTING STRUCTURAL STEEL - BRIDGE NO. 573	8
825.9905	REPAINTING EXISTING STRUCTURAL STEEL - BRIDGE NO. 574	8
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<b>839.0100</b>	<b>PARTIAL-DEPTH REMOVAL AND DISPOSAL OF BITUMINOUS PAVEMENT FROM CONCRETE BRIDGE DECKS</b>	<b>9</b>
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923.0125	PLASTIC PIPE TYPE III BARRICADE STANDARD 26.3.1	10
923.0200	FLUORESCENT TRAFFIC CONES STANDARD 26.1.0	10
924.0113	ADVANCE WARNING ARROW PANEL	10
925.0112	PORTABLE CHANGEABLE MESSAGE SIGN	10
926.0121	UNANCHORED PRECAST CONCRETE BARRIER FOR TEMPORARY TRAFFIC CONTROL STANDARD 40.5.0	11
926.0140	REFLECTIVE DELINEATORS FOR TEMPORARY CONCRETE BARRIERS	11
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T20.1000	REMOVE EXISTING PAVEMENT MARKINGS	12
T20.1106	6 INCH TEMPORARY WATERBORNE PAINT PAVEMENT MARKINGS WHITE	13
T20.1206	6 INCH TEMPORARY WATERBORNE PAINT PAVEMENT MARKINGS YELLOW	13
T20.2006	6 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	13
T20.2012	12 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	13
T20.2014	4 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW	13
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<b>808.1640</b>	<b>PREFORMED POLYETHYLENE FOAM JOINT FILLER 1/2''</b>	<b>14</b>

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
001	201.0401	REMOVE AND DISPOSE GRANITE CURB	LF			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		100.00	0014	01
		<b>Item 201.0401 Total:</b>		<b>100.00</b>		
002	203.0400	STRUCTURAL EXCAVATION UNCLASSIFIED	CY			
		BRIDGE GROUP 1				
		Br 537		10.00	0014	01
		BR 571		15.00	0014	01
		<b>Item 203.0400 Total:</b>		<b>25.00</b>		
003	203.0650	CRUSHED STONE FILL UNDER STRUCTURES	CY			
		BRIDGE GROUP 1				
		BR 571		15.00	0014	01
		BRIDGE GROUP 1		15.00	0014	01
		<b>Item 203.0650 Total:</b>		<b>30.00</b>		
004	401.9901	MODIFIED CLASS 9.5 HMA FOR BRIDGE DECKS	TON			
		BRIDGE GROUP 1				
		BR 572		72.00	0014	01
		BR 573		75.00	0014	01
		BR 574		83.00	0014	01
		<b>Item 401.9901 Total:</b>		<b>230.00</b>		
005	401.9902	REMOVE AND REPLACE OVERLAY AND WATERPROOF MEMBRANE BRIDGE NO. 537	LS			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
		<b>Item 401.9902 Total:</b>		<b>1.00</b>		
006	401.9903	REMOVE AND REPLACE OVERLAY AND WATERPROOF MEMBRANE BRIDGE NO. 571	LS			

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<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
006	401.9903 Cont.	BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
<b>Item 401.9903 Total:</b>				<b>1.00</b>		

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
007	403.0300	<b>ASPHALT EMULSION TACK COAT</b>	<b>SY</b>			
		BRIDGE GROUP 1				
		BR 572		905.00	0014	01
		BR 573		940.00	0014	01
		BR 574		1,025.00	0014	01
<b>Item 403.0300 Total:</b>				<b>2,870.00</b>		
008	800.9901	<b>TEMPORARY DECK UNDERSIDE AND SIDE PROTECTION SHIELDING</b>	<b>SF</b>			
		BRIDGE GROUP 1				
		BR 537		2,200.00	0014	01
		BR 571		700.00	0014	01
<b>Item 800.9901 Total:</b>				<b>2,900.00</b>		
009	800.9902	<b>MISCELLANEOUS BRIDGE REPAIRS</b>	<b>LS</b>			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		150,000.00	0014	01
<b>Item 800.9902 Total:</b>				<b>150,000.00</b>		
010	803.0300	<b>PARTIAL REMOVAL AND DISPOSAL OF EXISTING CONCRETE MASONRY</b>	<b>CY</b>			
		BRIDGE GROUP 1				
		BR 537		110.00	0014	01
		BR 571		25.00	0014	01
		BR 572		1.00	0014	01
		BR 573		1.00	0014	01
		BR 574		1.00	0014	01
<b>Item 803.0300 Total:</b>				<b>138.00</b>		
011	803.9901	<b>REMOVE AND DISPOSE EXISTING DECK JOINT</b>	<b>LF</b>			
		BRIDGE GROUP 1				
		BR 537		245.00	0014	01

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
011	803.9901	Cont.				
		BR 571		65.00	0014	01
		BR 572		70.00	0014	01
		BR 573		111.00	0014	01
		BR 574		73.00	0014	01
<b>Item 803.9901 Total:</b>				<b>564.00</b>		
012	808.1200	CONCRETE SUPERSTRUCTURE CLASS HP 3/4''	CY			
		BRIDGE GROUP 1				
		BR 537		110.00	0014	01
		BR 571		25.00	0014	01
		BR 572		1.00	0014	01
		BR 573		1.00	0014	01
		BR 574		1.00	0014	01
<b>Item 808.1200 Total:</b>				<b>138.00</b>		

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
013	808.1506	CONCRETE SUPERSTRUCTURE CLASS HP 3/4'' BARRIERS	CY			
		BRIDGE GROUP 1				
		BR 537		20.00	0014	01
<b>Item 808.1506 Total:</b>				<b>20.00</b>		
014	808.1642	PREFORMED POLYETHYLENE FOAM JOINT FILLER 1''	SF			
		BRIDGE GROUP 1				
		BR 537		535.00	0014	01
		BR 571		105.00	0014	01
<b>Item 808.1642 Total:</b>				<b>640.00</b>		
015	808.1644	PREFORMED POLYETHYLENE FOAM JOINT FILLER 1-1/2''	SF			
		BRIDGE GROUP 1				
		BR 537		670.00	0014	01
<b>Item 808.1644 Total:</b>				<b>670.00</b>		
016	808.1675	POLYURETHANE ELASTOMERIC JOINT SEALANT	CI			
		BRIDGE GROUP 1				
		BR 537		4,000.00	0014	01
		BR 571		1,000.00	0014	01
		BR 572		200.00	0014	01
		BR 573		250.00	0014	01
		BR 574		200.00	0014	01
<b>Item 808.1675 Total:</b>				<b>5,650.00</b>		
017	808.1810	CONCRETE SURFACE FINISHING RUBBED REGULAR	SF			
		BRIDGE GROUP 1				



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017	808.1810	Cont. BR 537		790.00	0014	01
<b>Item 808.1810 Total:</b>				<b>790.00</b>		

018	808.9901	CONCRETE SUPERSTRUCTURE CLASS HP 3/8" BRIDGE SIDEWALKS BRIDGE GROUP 1	CF			
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018	808.9901	Cont. BRIDGE GROUP 1		2.00	0014	01
<b>Item 808.9901 Total:</b>				<b>2.00</b>		
019	810.0210	GALVANIZED BAR REINFORCEMENT GRADE 60 BRIDGE GROUP 1	LBS			
		BR 537		21,000.00	0014	01
		BR 571		3,000.00	0014	01
<b>Item 810.0210 Total:</b>				<b>24,000.00</b>		
020	811.1401	THERMOPLASTIC PIPE 3 INCH COMMERCIAL GRADE PLASTIC BRIDGE GROUP 1	LF			
		BRIDGE GROUP 1		35.00	0014	01
<b>Item 811.1401 Total:</b>				<b>35.00</b>		
021	813.0400	RUBBERIZED ASPHALT LIQUID MEMBRANE (WATERPROOFING MEMBRANE) BRIDGE GROUP 1	SY			
		BRIDGE GROUP 1		50.00	0014	01
<b>Item 813.0400 Total:</b>				<b>50.00</b>		
022	817.2110	REPAIRS TO STRUCTURAL CONCRETE MASONRY (PATCHING MORTAR) BRIDGE GROUP 1	CF			
		BRIDGE GROUP 1		1,450.00	0014	01
<b>Item 817.2110 Total:</b>				<b>1,450.00</b>		
023	817.9901	REPAIRS TO STRUCTURE CONCRETE MASONRY (FORM AND CAST-IN-PLACE) BRIDGE GROUP 1	CF			
		BRIDGE GROUP 1		215.00	0014	01
<b>Item 817.9901 Total:</b>				<b>215.00</b>		

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
024	818.2010	PORTLAND CEMENT CONCRETE DECK	SF			
		REPAIRS (FULL DEPTH REMOVAL)				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1,650.00	0014	01
		<b>Item 818.2010 Total:</b>		<b>1,650.00</b>		
025	818.2020	PORTLAND CEMENT CONCRETE DECK	SF			
		REPAIRS (PARTIAL DEPTH REMOVAL)				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1,100.00	0014	01
		<b>Item 818.2020 Total:</b>		<b>1,100.00</b>		
026	819.0800	DRILL AND GROUT REINFORCING DOWELS	EACH			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		730.00	0014	01
		<b>Item 819.0800 Total:</b>		<b>730.00</b>		
027	820.9901	HIGH PRESSURE WATER CLEANING -	LS			
		BRIDGE NO. 537				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
		<b>Item 820.9901 Total:</b>		<b>1.00</b>		
028	820.9902	HIGH PRESSURE WATER CLEANING -	LS			
		BRIDGE NO. 571				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
		<b>Item 820.9902 Total:</b>		<b>1.00</b>		
029	820.9903	HIGH PRESSURE WATER CLEANING -	LS			
		BRIDGE NO. 572				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01

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029	820.9903	Cont.				
Item 820.9903 Total:				1.00		
030	820.9904	HIGH PRESSURE WATER CLEANING - BRIDGE NO. 573 BRIDGE GROUP 1 BRIDGE GROUP 1	LS			
				1.00	0014	01
Item 820.9904 Total:				1.00		
031	820.9905	HIGH PRESSURE WATER CLEANING - BRIDGE NO. 574 BRIDGE GROUP 1 BRIDGE GROUP 1	LS			
				1.00	0014	01
Item 820.9905 Total:				1.00		
032	820.9906	CONCRETE SURFACE TREATMENT (PROTECTIVE COATING) BRIDGE GROUP 1 BRIDGE GROUP 1	SF			
				33,060.00	0014	01
Item 820.9906 Total:				33,060.00		
033	821.1690	SAW & SEALING JOINTS IN BITUMINOUS CONCRETE PAVEMENT BRIDGE GROUP 1 BR 571 BR 573 BR 574	LF			
				95.00	0014	01
				85.00	0014	01
				105.00	0014	01
Item 821.1690 Total:				285.00		
034	823.1760	STRIP SEAL EXPANSION JOINT ASSEMBLIES BRIDGE GROUP 1 BRIDGE GROUP 1	LF			
				560.00	0014	01

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034	823.1760	Cont.				
<b>Item 823.1760 Total:</b>				<b>560.00</b>		
035	824.9901	STEEL GIRDER REPAIRS BRIDGE NO. 537 LBS				

### Distribution of Quantities

Project Name - Bridge Group 01 - PVD

Estimate Name - Addendum 1 to PS&E

R.I. Contract No. - 2019-CB-045

FAP Nos: BHO-0574(001)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
035	824.9901 Cont.	BRIDGE GROUP 1				
		BRIDGE GROUP 1		220.00	0014	01
<b>Item 824.9901 Total:</b>				<b>220.00</b>		
036	824.9902	<b>STEEL GIRDER REPAIRS BRIDGE NO. 571 LBS</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		140.00	0014	01
<b>Item 824.9902 Total:</b>				<b>140.00</b>		
037	824.9903	<b>STEEL GIRDER REPAIRS BRIDGE NO. 572 LBS</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		280.00	0014	01
<b>Item 824.9903 Total:</b>				<b>280.00</b>		
038	824.9904	<b>STEEL GIRDER REPAIRS BRIDGE NO. 573 LBS</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		560.00	0014	01
<b>Item 824.9904 Total:</b>				<b>560.00</b>		
039	824.9905	<b>STEEL GIRDER REPAIRS BRIDGE NO. 574 LBS</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		275.00	0014	01
<b>Item 824.9905 Total:</b>				<b>275.00</b>		
040	824.9906	<b>TEMPORARY TRAFFIC PLATE BRIDGE 571 LS</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
<b>Item 824.9906 Total:</b>				<b>1.00</b>		
041	825.9901	<b>REPAINTING EXISTING STRUCTURAL</b>	<b>LS</b>			
		<b>STEEL - BRIDGE NO. 537</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01

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R.I. Contract No. - 2019-CB-045

FAP Nos: BHO-0574(001)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
041	825.9901	Cont.				
				<b>Item 825.9901 Total:</b>		<b>1.00</b>
042	825.9902	<b>REPAINTING EXISTING STRUCTURAL</b>	<b>LS</b>			
		<b>STEEL - BRIDGE NO. 571</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
				<b>Item 825.9902 Total:</b>		<b>1.00</b>
043	825.9903	<b>REPAINTING EXISTING STRUCTURAL</b>	<b>LS</b>			
		<b>STEEL - BRIDGE NO. 572</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
				<b>Item 825.9903 Total:</b>		<b>1.00</b>
044	825.9904	<b>REPAINTING EXISTING STRUCTURAL</b>	<b>LS</b>			
		<b>STEEL - BRIDGE NO. 573</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
				<b>Item 825.9904 Total:</b>		<b>1.00</b>
045	825.9905	<b>REPAINTING EXISTING STRUCTURAL</b>	<b>LS</b>			
		<b>STEEL - BRIDGE NO. 574</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
				<b>Item 825.9905 Total:</b>		<b>1.00</b>
046	826.0100	<b>CONTAINMENT, COLLECTION, STORAGE</b>	<b>LS</b>			
		<b>AND DISPOSAL OF DEBRIS AND SPENT</b>				
		<b>MATERIALS</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
				<b>Item 826.0100 Total:</b>		<b>1.00</b>

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R.I. Contract No. - 2019-CB-045

FAP Nos: BHO-0574(001)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
047	826.0200	PERSONNEL PROTECTION DURING PAINTING AND CLEANING OPERATIONS BRIDGE GROUP 1 BRIDGE GROUP 1	LS			
		Item 826.0200 Total:		1.00		
048	830.0200	ALUMINUM BRIDGE RAIL REMOVE AND RESET BRIDGE GROUP 1 BR 537	LF			
		Item 830.0200 Total:		90.00		
049	834.0212	SLOPE FACE GRANITE CURB STRAIGHT 10' X 15' BRIDGE GROUP 1 BRIDGE GROUP 1	LF			
		Item 834.0212 Total:		100.00		
050	839.0100	PARTIAL-DEPTH REMOVAL AND DISPOSAL OF BITUMINOUS PAVEMENT FROM CONCRETE BRIDGE DECKS BRIDGE GROUP 1 BR 572 BR 573 BR 574	SY			
		Item 839.0100 Total:		2,870.00		
051	914.5010	FLAGPERSONS BRIDGE GROUP 1 BRIDGE GROUP 1	MHRS			
		Item 914.5010 Total:		500.00		
052	914.5020	FLAGPERSONS - OVERTIME	MHRS			



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R.I. Contract No. - 2019-CB-045

FAP Nos: BHO-0574(001)

<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
052	914.5020 Cont.	BRIDGE GROUP 1				
		BRIDGE GROUP 1		100.00	0014	01

**Distribution of Quantities**

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R.I. Contract No. - 2019-CB-045

FAP Nos: BHO-0574(001)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
052	914.5020	Cont.				
				<b>Item 914.5020 Total:</b>		<b>100.00</b>
053	922.0100	<b>TEMPORARY CONSTRUCTION SIGNS</b>	<b>SF</b>			
<b>STANDARD 29.1.0 AND 27.1.1</b>						
BRIDGE GROUP 1						
				BRIDGE GROUP 1	4,400.00	0014 01
				<b>Item 922.0100 Total:</b>		<b>4,400.00</b>
054	923.0105	<b>DRUM BARRICADE STANDARD 26.2.0</b>	<b>BDAY</b>			
BRIDGE GROUP 1						
				BRIDGE GROUP 1	75,525.00	0014 01
				<b>Item 923.0105 Total:</b>		<b>75,525.00</b>
055	923.0125	<b>PLASTIC PIPE TYPE III BARRICADE</b>	<b>EACH</b>			
<b>STANDARD 26.3.1</b>						
BRIDGE GROUP 1						
				BRIDGE GROUP 1	20.00	0014 01
				<b>Item 923.0125 Total:</b>		<b>20.00</b>
056	923.0200	<b>FLUORESCENT TRAFFIC CONES STANDARD</b>	<b>EACH</b>			
<b>26.1.0</b>						
BRIDGE GROUP 1						
				BRIDGE GROUP 1	240.00	0014 01
				<b>Item 923.0200 Total:</b>		<b>240.00</b>
057	924.0113	<b>ADVANCE WARNING ARROW PANEL</b>	<b>PDAY</b>			
BRIDGE GROUP 1						
				BRIDGE GROUP 1	430.00	0014 01
				<b>Item 924.0113 Total:</b>		<b>430.00</b>
058	925.0112	<b>PORTABLE CHANGEABLE MESSAGE SIGN</b>	<b>PDAY</b>			
BRIDGE GROUP 1						
				BRIDGE GROUP 1	390.00	0014 01

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R.I. Contract No. - 2019-CB-045

FAP Nos: BHO-0574(001)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
058	925.0112	Cont.				
Item 925.0112 Total:				390.00		
059	926.0121	UNANCHORED PRECAST CONCRETE BARRIER FOR TEMPORARY TRAFFIC CONTROL STANDARD 40.5.0 BRIDGE GROUP 1 BRIDGE GROUP 1	LF			
Item 926.0121 Total:				6,560.00	0014	01
060	926.0140	REFLECTIVE DELINEATORS FOR TEMPORARY CONCRETE BARRIERS BRIDGE GROUP 1 BRIDGE GROUP 1	EACH			
Item 926.0140 Total:				200.00	0014	01
061	926.9901	TEMPORARY IMPACT ATTENUATOR BRIDGE GROUP 1 BRIDGE GROUP 1	EACH			
Item 926.9901 Total:				10.00	0014	01
062	926.9902	REMOVE AND RESET TEMPORARY IMPACT ATTENUATOR BRIDGE GROUP 1 BRIDGE GROUP 1	EACH			
Item 926.9902 Total:				22.00	0014	01
063	926.9903	RELOCATE PRECAST MEDIAN BARRIER FOR TEMPORARY TRAFFIC CONTROL BRIDGE GROUP 1 BRIDGE GROUP 1	LF			
Item 926.9903 Total:				16,564.00	0014	01
064	928.9901	TRUCK MOUNTED ATTENUATOR WITH	HRS			

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
064	928.9901 Cont.	<b>TRUCK MOUNTED FLASHING ARROW</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		2,880.00	0014	01
		<b>Item 928.9901 Total:</b>		<b>2,880.00</b>		
065	929.0110	<b>FIELD OFFICE</b>	<b>PMO</b>			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		29.00	0014	01
		<b>Item 929.0110 Total:</b>		<b>29.00</b>		
066	932.0100	<b>CUTTING AND MATCHING ASPHALT</b>	<b>LF</b>			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		285.00	0014	01
		<b>Item 932.0100 Total:</b>		<b>285.00</b>		
067	936.0110	<b>MOBILIZATION</b>	<b>LS</b>			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
		<b>Item 936.0110 Total:</b>		<b>1.00</b>		
068	937.0200	<b>MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION</b>	<b>LS</b>			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1.00	0014	01
		<b>Item 937.0200 Total:</b>		<b>1.00</b>		
069	943.0200	<b>TRAINEE MAN-HOURS</b>	<b>MHRS</b>			
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		1,300.00	0014	01
		<b>Item 943.0200 Total:</b>		<b>1,300.00</b>		
070	T20.1000	<b>REMOVE EXISTING PAVEMENT MARKINGS</b>	<b>LF</b>			
		BRIDGE GROUP 1				

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
070	T20.1000 Cont.	BRIDGE GROUP 1		194,570.00	0014	01
<b>Item T20.1000 Total:</b>				<b>194,570.00</b>		
071	T20.1106	6 INCH TEMPORARY WATERBORNE PAINT PAVEMENT MARKINGS WHITE BRIDGE GROUP 1	LF			
		BRIDGE GROUP 1		73,660.00	0014	01
<b>Item T20.1106 Total:</b>				<b>73,660.00</b>		
072	T20.1206	6 INCH TEMPORARY WATERBORNE PAINT PAVEMENT MARKINGS YELLOW BRIDGE GROUP 1	LF			
		BRIDGE GROUP 1		24,940.00	0014	01
<b>Item T20.1206 Total:</b>				<b>24,940.00</b>		
073	T20.2006	6 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE BRIDGE GROUP 1	LF			
		BRIDGE GROUP 1		8,810.00	0014	01
<b>Item T20.2006 Total:</b>				<b>8,810.00</b>		
074	T20.2012	12 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE BRIDGE GROUP 1	LF			
		BRIDGE GROUP 1		2,030.00	0014	01
<b>Item T20.2012 Total:</b>				<b>2,030.00</b>		
075	T20.2014	4 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW BRIDGE GROUP 1	LF			
		BRIDGE GROUP 1		1,730.00	0014	01
<b>Item T20.2014 Total:</b>				<b>1,730.00</b>		

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FAP Nos: BHO-0574(001)

<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
076	T20.2016	6 INCH EPOXY RESIN PAVEMENT	LF			
		<b>MARKINGS YELLOW</b>				
		BRIDGE GROUP 1				
		BRIDGE GROUP 1		4,350.00	0014	01
		<b>Item T20.2016 Total:</b>		<b>4,350.00</b>		
077	808.1640	PREFORMED POLYETHYLENE FOAM JOINT	SF			
		<b>FILLER 1/2''</b>				
		BRIDGE GROUP 1				
		BR 537		315.00	0014	01
		BR 571		180.00	0014	01
		<b>Item 808.1640 Total:</b>		<b>495.00</b>		