

March 15, 2013

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION  
DEPARTMENT OF TRANSPORTATION  
RHODE ISLAND CONTRACT NO.2013-DF-043  
FEDERAL-AID PROJECT NO. FAP Nos: STP-HRSY(001)

**Hurricane Sandy Repairs to the Newport Cliff Walk**

Bailey's Beach to Ruggles Avenue

CITY/TOWN OF

COUNTY OF

NOTICE TO PROSPECTIVE BIDDERS

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

**A. Contract Documents**

1. CS-Pages

a. Pages CS-3 and CS-4

Remove pages CS-3 and CS-4 in their entirety and replace them with revised pages CS-3 (R-1) and CS-4 (R-1) attached to this Addendum No. 3. Section 8 has been revised.

2. JS-Pages

a. Page JS-12

Remove page JS-12 in its entirety and replace it with revised page JS-12 (R-1) attached to this Addendum No. 3. The last bullet has been revised.

b. Page JS-21

Remove page JS-21 in its entirety and replace it with revised page JS-21 (R-1) attached to this Addendum No. 3. The first paragraph of the Construction Methods section has been revised.

c. Page JS-22

Remove page JS-22 in its entirety and replace it with revised page JS-22 (R-1) attached to this Addendum No. 3. The first paragraph has been revised.

d. Page JS-27

Remove page JS-27 in its entirety and replace it with revised page JS-27 (R-1) attached to this Addendum No. 3. The third paragraph of the Galvanizing portion of the Materials section has been revised.

- e. Page JS-28  
Remove page JS-28 in its entirety and replace it with revised page JS-28 (R-1) attached to this Addendum No. 3. Zinc-rich paint requirement B has been revised.
- f. Page JS-33  
Remove page JS-33 in its entirety and replace it with revised page JS-33 (R-1) attached to this Addendum No. 3. The third paragraph has been revised.
- g. Pages JS-34 and JS-35  
Remove pages JS-34 and JS-35 in their entirety and replace them with revised pages JS-34 (R-1) and JS-35 (R-1) attached to this Addendum No. 3. This Special Provision has been revised.
- h. Pages JS-36 and JS-37  
Remove pages JS-36 and JS-37 in their entirety and replace them with revised pages JS-36 (R-1) and JS-37 (R-1) attached to this Addendum No. 3. This Special Provision has been revised.
- i. Pages JS-38 and JS-38a  
Remove page JS-38 in its entirety and replace it with revised page JS-38 (R-1) and insert new page JS-38a attached to this Addendum No. 3. This Special Provision has been revised.
- j. Page JS-46  
Remove page JS-46 in its entirety and replace it with revised page JS-46 (R-1) attached to this Addendum No. 3. The first paragraph of the Materials section has been revised.
- k. Page JS-55 (R-1)  
Remove page JS-55 (R-1) in its entirety and replace it with revised page JS-55 (R-2) attached to this Addendum No. 3. Item 1 and Item 2 have been revised.

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

- 1. Sheet No. 2 - Key Plan  
Remove Sheet No. 2 in its entirety and replace it with revised Sheet No.2 (R-1) attached to this Addendum No. 3. A Note has been added.
- 2. Sheet No. 3 (R-1) - General Notes & Legend Job Specific  
Remove Sheet No. 3 (R-1) in its entirety and replace it with revised Sheet No. 3 (R-2) attached to this Addendum No. 3. The "Concrete Notes" note No. 3 has been revised.
- 3. Sheet No. 5 (R-1) - Standard Details Sheet 2  
Remove Sheet No. 5 (R-1) in its entirety and replace it with revised Sheet No. 5 (R-2) attached to this Addendum No. 3. The "Transverse Expansion Joint in Conc. Walk" detail has been revised. The Concrete Walk, Stone Dust, Bituminous Walk details have been revised. The rip rap slope revetment detail has been revised.
- 4. Sheet No. 21 (R-1) - General Plan Sheet 15  
Remove Sheet No. 21 (R-1) in its entirety and replace it with revised Sheet No. 21 (R-2) attached to this Addendum No. 3. A Note has been added in regards to Location W8.

5. Sheet No. 22 - General Plan Sheet 16


Remove Sheet No. 22 in its entirety and replace it with revised Sheet No.22 (R-1) attached to this Addendum No. 3. A Note has been added in regards to Location W8.

6. Sheet No. 29 - Sections - Locations 26 & 27

Remove Sheet No. 29 in its entirety and replace it with revised Sheet No.29 (R-1) attached to this Addendum No. 3. The "Existing Decorative Railing Notes" have been revised.

7. Sheet No. 31 - Decorative Railing & Fence Details

Remove Sheet No.31 in its entirety and replace it with revised Sheet No.31 (R-1) attached to this Addendum No. 3. The "Permanent 4' High Chain Link Fence Notes" and the "Decorative Railing Notes" have been revised.

  
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RI Department of Transportation  
Chief Engineer

#### **4. PRE BID SITE MEETING**

Following the pre-bid meeting, an optional pre-bid site meeting will be held at Rough Point and Rosecliff to enable bidders to view the available access areas at these two locations. The site meeting will begin at 10:00 am at Rough Point, and at 11:00 am at Rosecliff.

The Contractor can also coordinate with the City of Newport (Refer to Paragraph 8 for contact person) to make arrangements for a site visit through another access point (excluding private properties) to the Cliff Walk.

#### **5. SCHEDULE LEVEL**

The Contractor must submit, for the Department's review and acceptance, a detailed construction schedule that complies with the Specification 12.108.03. The required Schedule Level for this project is B.

#### **6. CONTRACT SUBMITTAL LIST (CSL)**

Critical to commencement of construction is the requirement to make all necessary submittal as required in the contract documents.

The Contractor shall prepare the CSL, identifying all Submittals (shop drawings, certification, catalog cuts, material certification, material samples, etc.) required under the Contract Documents, Plans, and Specifications. The Departments' Project Schedule for Sampling, Testing, and Certification shall also be referred to as a guide in obtaining all typical material submittal requirements. At a minimum the following Shop Drawings will be required:

- Stone Masonry Contractor Qualifications
- Painting – Materials and Procedures
- Zinc Metalizing – Methods and Procedures

#### **7. UNIT BID ITEM AND LUMP SUM BID ITEM PAYMENTS**

For requirements and work described in the Contract Documents but not expressly identified to be measured separately for payment, the costs thereof shall be included in the contract bid prices of the items of work to which they pertain as listed in the Proposal.

#### **8. COORDINATION AND COOPERATION WITH CITY OF NEWPORT AND OTHER AGENCIES**

The Contractor will coordinate his work and cooperate with the local representatives from the City of Newport and other parties. All contact, coordination and communication with the private property owners and the City of Newport will be through the RIDOT Resident Engineer and/or his/her designee for this project.

The contact persons for this project are:

Mr. William Riccio, Jr., P.E.  
Director of Public Services  
City of Newport  
280 Spring Street  
Newport, RI 02840  
Telephone: (401) 845-5840

Mr. Curt Genga  
Properties Director  
The Preservation Society of Newport County (Rosecliff)  
424 Bellevue Avenue  
Newport, RI 02840  
Telephone: (401) 847-1000 Ext 115  
Cell: (401) 662-2475

Mr. Pieter N. Roos  
Executive Director  
Newport Restoration Foundation (Rough Point)  
51 Touro Street  
Newport, RI 02840  
Telephone: (401) 849-7300

All marine based activity shall be coordinated with:

Edward G. LeBlanc  
Chief, Waterways Management Division  
Coast Guard Sector Southeastern New England  
Office 401-435-2351  
Cell 401-580-8747  
Fax 401-435-2399  
E-mail: [Edward.G.LeBlanc@uscg.mil](mailto:Edward.G.LeBlanc@uscg.mil)

## **9. COORDINATION WITH OTHER CONTRACTORS**

The Contractor is advised that there will be construction activity at Cliff Walk north of Ruggles Avenue as well as on the grounds of the Newport Restoration Foundation (Rough Point) property. It shall be the Contractor's responsibility to coordinate, cooperate and schedule work with the Engineer, other contractors, property owners and local authorities so as to not interfere or hinder the progress or completion of work being performed by other contractors. Refer to Section 12.105.07 of the RI Department of Administration Procurement Regulations for additional requirements.

- The seeding shall be with a seed mixture comparable to the surrounding lawn area and meeting the approval of NRF and the RIDOT Landscape Representative. Approval must be received prior to placing the seed. Loaming and seeding (materials and methods) shall be done in accordance with the applicable provisions of Sections L and M.18 of the RIDOT Standard Specifications for Road and Bridge Construction, 2004 Edition, and all Revisions, the contract Special Provisions and as directed by the Engineer.
- All landscape restoration work shall be performed with certified organic materials to accepted best management practices and in accordance with all applicable RIDOT standards.
- Care of seeded lawn access area shall include watering for a one-year establishment period. The one-year establishment period for seeding shall be one full calendar year following the satisfactory completion of the seeding placement as confirmed, in writing, by the Engineer. The seeded lawn shall be required to be watered during establishment. Initial watering after sowing the seed shall thoroughly soak the soil to a six (6) inch depth. Continue to water 3-4 times daily to keep the top inch of soil moist until the seeds germinate. Once even germination occurs, watering shall occur every second to third day or as directed by the RIDOT Landscape Representative. The watering rate shall be 5 gallons per square yard (24,200 gallons per acre). Water shall be applied at a controlled rate and in such a manner to insure the water reaches the root zone. Watering operations shall not flood adjacent areas, erode soil or cause any damage to the surrounding areas.
- Replace the plantings, which have been removed, with the same plant species of a similar height, in accordance with the applicable provisions of Sections L and M.18 of the RIDOT Standard Specifications for Road and Bridge Construction, 2004 Edition, and all Revisions, the contract Special Provisions and as directed by the Engineer. The RIDOT Landscape Representative will be required to tag plantings according to section L.06.03. Any substitutions shall be approved prior to delivery by the RIDOT Landscape Representative and the Owner. Plant materials shall conform to all RIDOT standards as to materials, installation practices, watering, and guarantee.
- Air spade the existing tree (located at the beginning of the temporary access drive). This work shall be performed by a licensed arborist and processed with organic compost (six inches deep) within the drip line zone impacted by construction. Organic compost certified by the **Organic Materials Review Institute** according to the USDA National Organic Program Rule shall be used. Certification documents as to the components and source shall be provided prior to the delivery of the compost on the site.
- Over seed the disturbed lawn areas: The disturbed lawn shall be sliced and over seeded (3 directional) in September 2013.
- At the completion of work, reset all curbing which has been removed and stockpiled
- At the completion of the work, reset all fencing which has been removed for access to the Cliff Walk restoration sites.
- Restore existing stone walkway surfaces and/or stone/asphalt driveways: The existing stone walkway surfaces and/or stone/asphalt driveways that are impacted during construction shall be replaced with in-kind materials and to same depth and dimension to the satisfaction of the NRF (including full depth replacement if required). Upon completion of the construction activities through this site, the Engineer will make the determination on the level of restoration and/or replacement of the driveway based on consultation with NRF. The Contractor and/or subcontractor performing this work shall meet the approval of NRF. The following Contractor has satisfactorily

**CODE 803.9901**  
**REMOVE AND DISPOSE PORTIONS OF CONCRETE WALLS, STONE MASONRY**  
**WALLS AND STONE MASONRY STAIRS**

**DESCRIPTION:** The work under this item shall consist of the removal and disposal of existing reinforced concrete, stone masonry walls and stone masonry stairs and other related items, as described in this Special Provision and to the limits indicated on the Contract Drawings. Within the limits and at the locations indicated on the contract drawings, this item of work shall also include the cutting, removal and disposal of associated reinforcing steel and other structural steel components embedded in the concrete.

**CONSTRUCTION METHODS:**

Removal and Disposal of Concrete: The boundaries of the concrete areas to be removed where indicated on the Contract Drawings or as directed by the Engineer, shall be saw cut square to a minimum depth of 1 inch. Concrete removal shall be by means of suitable power and hand tools which will not cause over-breakage. Care shall be taken during the removal of the designated portions of the structure to avoid damaging the portions that are to remain. The pneumatic hammer used to remove concrete shall not be heavier than the nominal 15 pound class.

Regardless of the method of removal, if in the opinion of the Engineer the removal operation causes excessive damage to portions of the concrete which are to remain, the Contractor shall cease operations until such time that an alternate removal method has been proposed by the Contractor and has been approved by the Engineer. Any resulting damage will be repaired to the satisfaction of the Engineer and at the expense of the Contractor. Additionally, any resulting delays in operation will not result in claims for additional payment by the Contractor to the State, nor an extension of the project completion date.

All newly exposed concrete surfaces shall be free of loose particles and other foreign material. They shall be cleaned and be left roughened by the use of sandblasting, compressed air, air and water blasting, steam, wire brushing, or by other suitable methods approved by the Engineer.

The exposed concrete surfaces shall be dampened with fresh water immediately prior to placement of the new concrete by "hosing down" the areas. The surface shall be free of standing water.

Removal and Disposal of Stone Masonry: The boundaries of the stone masonry areas

to be removed where indicated on the Contract Drawings or as directed by the Engineer, shall be cut along existing mortar joints. Stone and mortar removal shall be by means of suitable power and hand tools which will not cause over-breakage. Care shall be taken during the removal of the designated portions of the structure to avoid damaging the portions that are to remain. The pneumatic hammer used to remove masonry shall not be heavier than the nominal 15 pound class.

Regardless of the method of removal, if in the opinion of the Engineer the removal operation causes excessive damage to portions of the stone masonry which are to remain, the Contractor shall cease operations until such time that an alternate removal method has been proposed by the Contractor and has been approved by the Engineer. Any resulting damage will be repaired to the satisfaction of the Engineer and at the expense of the Contractor. Additionally, any resulting delays in operation will not result in claims for additional payment by the Contractor to the State, nor an extension of the project completion date.

All newly exposed stone surfaces shall be free of loose particles and other foreign material. They shall be cleaned and be left roughened by the use of sandblasting, compressed air, air and water blasting, steam, wire brushing, or by other suitable methods approved by the Engineer.

General: The Contractor shall prevent debris or other material from falling into the ocean. Any material, debris or equipment that accidentally falls to the shore, ground or water shall be immediately retrieved and disposed of properly. All materials removed shall be taken from the site as the work progresses. Storing or burying of materials/debris on site shall not be permitted.

The methods and equipment to be used for the removal and disposal, as described in this Special Provision, and the disclosure of the Contractor's proposed disposal area(s), shall be submitted by the Contractor to the Engineer for approval prior to the commencement of work. Said approval(s) shall in no way relieve the Contractor of sole liability for damages resulting from his operations.

**METHOD OF MEASUREMENT:** Item 803.9901 "REMOVE AND DISPOSE PORTIONS OF CONCRETE WALLS, STONE MASONRY WALLS AND STONE MASONRY STAIRS" will be measured for payment by the "Cubic Yard" of concrete removed, in accordance with the Contract Documents and/or as directed by the Engineer.

**BASIS OF PAYMENT:** The accepted quantity of "REMOVE AND DISPOSE PORTIONS OF CONCRETE WALLS, STONE MASONRY WALLS AND STONE MASONRY STAIRS" will be paid for at the contract unit price per "Cubic Yard", as listed

## CODE 810.99 GALVANIZED BAR REINFORCEMENT FOR STRUCTURES

**DESCRIPTION:** This work consists of furnishing and placing deformed galvanized reinforcing steel in accordance with the Plans, and in a manner satisfactory to the Engineer.

### **MATERIALS:**

**Bar Reinforcement.** Galvanized steel reinforcing bars shall be billet steel bars, AASHTO M31 or ASTM A706 as designated on the plans, Grade 60.

**Galvanizing** - The bar reinforcement shall be class 1 galvanized after bar fabrication, in accordance with ASTM A767, Zinc-Coated (Galvanized) Steel Bars for Concrete Reinforcement, including Supplemental Requirements S1 and S3.

In accordance with ASTM A767, the average coating thickness, of a minimum of 3 tests, shall be 3.5 oz/sf or 6 mils.

Chromating is not allowed.

Bending of reinforcing bars or fabric reinforcement after galvanizing as provided for in Section 7.2 of ASTM A767 shall not be allowed except as provided for in these special provisions.

Prior to galvanizing, the material shall have all grease, dirt, mortar, mill scale, injurious rust, or any other foreign substance removed.

For the purpose of these special provisions, the term "injurious rust" shall be interpreted to mean rust which is not firmly bonded to the steel. Rust which is difficult to remove, even by vigorous scrubbing with a wire brush, shall be considered firmly bonded to the steel.

The galvanized threads of nuts and mechanical connectors used for assembly with galvanized bolts and reinforcement shall be tapped oversize prior to coating and need not be retapped afterwards. The minimum additional diameter for Class-2A threads galvanized to Class C is as follows:

<u>Class-2A Thread Diameter (in.)</u>	<u>Additional Diameter (in.)*</u>
7/16" and smaller:	0.016"
Over 7/16" to 1":	0.021"
Over 1":	0.031"

\* applies to both pitch and minor diameters, minimum and maximum limits.

Material galvanized in accordance with these special provisions shall be free from any buildup of unadhered wet storage stains (white rust). These corrosion deposits, if present, shall be removed in a manner satisfactory to the Engineer prior to incorporation of the material in the work. After removal of these deposits, the coating shall have a uniform appearance free from uncoated spots, lumps, blisters, gritty areas, acid flux and black spots. Materials with these defects, or not meeting the finish and adherence of coating requirements as defined in the above ASTM specification, will be rejected and immediately removed from the work site. Acceptable material shall be provided to replace rejected material at no additional cost to the State.

Zinc-Rich Paint. Zinc-rich paint used for the field application and repair of galvanized coatings shall meet the following requirements:

- A. One application of the material shall provide a dry coating thickness of at least 2.0 mils.
- B. The applied coating shall provide barrier protection and shall be anodic to steel.
- C. Application of the coating material shall be possible under shop or field conditions.
- D. The dried film shall have a minimum zinc dust content equal to 94% (by weight).
- E. The brand of material used shall be approved by the galvanizer, and shall be compatible with the galvanizing, and inert in concrete.

Miscellaneous Hardware - Chairs, tie wires, nuts, bolts, washers, other devices, and miscellaneous hardware used to support, position, or fasten the reinforcement shall be made of or coated with, a non-conducting material, or galvanized. The specific hardware that the Contractor proposes to use shall be approved by the Engineer. If the specific hardware is galvanized, the hardware shall be prepared and galvanized in accordance with the requirements of both ASTM A153 and this special provision.

**CONSTRUCTION METHODS:** Placing and Fastening Bar Reinforcement - Prior to placing galvanized reinforcement, all grease, dirt, mortar and any other foreign substances shall be removed. Galvanized reinforcement shall be placed in the position indicated and within the allowable tolerances specified. Before concrete is placed, all reinforcement shall be securely fastened and supported with approved chairs or other approved devices. The chairs shall be properly sized to provide the specified concrete clear cover.

Inspection - Concrete shall not be placed until the reinforcing steel is inspected and permission for placing concrete is granted by the Engineer. All concrete placed in violation of this provision will be rejected and shall be removed.

Hazardous Materials - The Contractor's operations shall conform with all OSHA regulations that apply to working with zinc based materials. Contractor's operations which may be affected by these regulations include, but are not limited to, welding splices and coating repair.

pertinent information for future reference and inspection during the course of the cleaning operations.

The cleaning shall proceed in an orderly manner. No residue from the cleaning operation shall be left on the surfaces to be cleaned at the completion of the operation.

The Contractor shall exercise due caution and take all necessary precautions to prevent property damage, and to protect personnel from exposure to spray, debris, and any other potentially hazardous conditions. Any damage caused to property as a result of the Contractor's operations and/or equipment (including the structural steel and the coating) shall be repaired and restored to their original conditions at the Contractor's expense. The repair/restoration work shall meet the approval of the Engineer.

**METHOD OF MEASUREMENT:** This item will not be measured for payment.

**BASIS OF PAYMENT:** The item "High Pressure Water Bridge Cleaning" will be paid for at its respective contract unit price per "Lump Sum" as listed in the Proposal. The price so stated shall constitute full and complete compensation for all labor, materials, tools, equipment, and all incidentals required to complete the work as described in these Special provisions and elsewhere in the Contract Documents, complete and accepted by the Engineer.

**CODE 830.9901 DECORATIVE RAILING**  
**CODE 830.9902 DECORATIVE RAILING – POST EXTENSION**

The work under this item shall conform to the requirements of Section 830 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition, except as modified below:

*Replace Section 830.01 with*

**830.01 DESCRIPTION:** The work under this item consists of furnishing, fabricating, metalizing, painting, and installing steel decorative railing at the designated locations and as specified and detailed on the contract drawings. The work shall also include coring the concrete, setting of the posts and subsequent grouting of the posts using epoxy grout.

*Replace Section 830.02.5a with*

a. The steel decorative railing shall be metallized in accordance with the Rhode Island Specifications for Road and Bridge Construction, including latest revisions.

*Replace Section 830.02.5c with*

c. Metallized railing shall be painted in accordance with the Rhode Island Standard Specifications, including latest revisions (Refer to Section 825 and 827). Color of the finish coat shall be sea foam green matching the color of existing railings on the Cliff Walk (specifically located at the Breakers), or a color to be approved by the Engineer. Color of the prime coat shall not distort the color of the finish coat.

*Add Section 830.02.6*

**830.02.6 Epoxy Grout**

Epoxy grout shall be an expansive nonshrink grout which exhibits positive expansion when tested in accordance with ASTM C827. The minimum 28 day compressive strength shall be 5,000 psi.

**830.03 CONSTRUCTION METHODS:**

*Modify Section 830.03 to read (add following paragraph)*

The Contractor shall take all necessary field measurements prior to the fabrication of the decorative railing assembly.

*Replace Section 830.04 and 830.05 with*

**830.04 METHOD OF MEASUREMENT:** Item 830.9901 “Decorative Railing” will be measured (along the centerline from end to end of the top rail) for payment by the “Linear Feet” of railing actually installed in accordance with the Contract Documents and/or as directed by the Engineer.

Item 830.9902 “Decorative Railing – Post Extension” will be measured for payment by the “Each” of railing post extension actually installed in accordance with the Contract Documents and/or as directed by the Engineer.

**830.05 BASIS OF PAYMENT:** The accepted quantity of “Decorative Railing” will be paid for at its respective contract unit price per “Linear Feet”, as listed in the Proposal. The price so stated shall constitute full and complete compensation for all labor, material, tools, and equipment, and all incidentals required to complete the work as described in these Special Provisions and elsewhere in the Contract Documents, complete and accepted by the Engineer.

The accepted quantity of “Decorative Railing - Post Extension” will be paid for at its respective contract unit price per “Each”, as listed in the Proposal. The price so stated shall constitute full and complete compensation for all labor, material, tools, and equipment, and all incidentals required to complete the work as described in these Special Provisions and elsewhere in the Contract Documents, complete and accepted by the Engineer.

## **CODE 830.9910 REMOVE, REFURBISH AND REINSTALL DECORATIVE RAILING**

The work under this item shall conform to the requirements of Section 830 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition, except as modified below:

*Replace Section 830.01 with*

**830.01 DESCRIPTION:** The work under this item consists of removing the entire existing steel decorative railing (including posts) and transporting to an offsite facility; refurbishing the railing system by removing the existing paint and galvanization; metalizing and painting the railing; stockpiling as necessary; and reinstalling the steel decorative railing using new hardware at the designated locations and as specified and detailed on the contract drawings. The work shall also include setting of the posts in the preexisting holes and subsequent grouting of the posts using epoxy grout.

*Replace Section 830.02.5a with*

a. Steel decorative railing assembly shall be metallized in accordance with the Rhode Island Specifications for Road and Bridge Construction, including latest revisions.

*Replace Section 830.02.5c with*

c. Metallized railing shall be painted in accordance with the Rhode Island Standard Specifications, including latest revisions (Refer to Section 825 and 827). Color of the finish coat shall be sea foam green matching the color of existing railings on the Cliff Walk (specifically located at the Breakers), or a color to be approved by the Engineer. Color of the prime coat shall not distort the color of the finish coat.

*Add Section 830.02.6*

### **830.02.6 Epoxy Grout**

Epoxy grout shall be an expansive nonshrink grout which exhibits positive expansion when tested in accordance with ASTM C827. The minimum 28 day compressive strength shall be 5,000 psi.

**830.03 CONSTRUCTION METHODS:**

*Modify Section 830.03 to read (add following paragraph)*

The rail posts shall be reset into the existing holes in the top of the wall as specified and detailed on the Contract drawings.

Any damage resulting from the removal, refurbishing and reinstallation of the existing railings shall be repaired to the satisfaction of the Engineer at no additional cost to the State.

*Replace Section 830.04 and 830.05 with*

**830.04 METHOD OF MEASUREMENT:** Item 830.9910 "Remove, Refurbish, and Reinstall Decorative Railing" will be measured (along the centerline from end to end of the top rail) for payment by the "Linear Feet" of railing actually installed in accordance with the Contract Documents and/or as directed by the Engineer.

**830.05 BASIS OF PAYMENT:** The accepted quantity of "Remove, Refurbish, and Reinstall Decorative Railing" will be paid for at its respective contract unit price per "Linear Feet", as listed in the Proposal. The price so stated shall constitute full and complete compensation for all labor, material, tools, and equipment, and all other incidentals required to complete the work as described in these Special Provisions and elsewhere in the Contract Documents, complete and accepted by the Engineer.

**CODE 830.9911 REMOVE, STOCKPILE AND RESET DECORATIVE METAL  
RAILING AND POSTS – LOCATION 1**

The work under this item shall conform to the requirements of Section 830 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition, except as modified below:

*Replace Section 830.01 with*

**830.01 DESCRIPTION:** The work under this item consists of removing a portion of the existing decorative railing (including posts), stockpiling in a secure facility, and reinstalling steel decorative railing using new hardware at the designated locations and as specified and detailed on the contract drawings. The work shall also include setting of the posts in the preexisting holes or coring new holes and subsequent grouting of the posts using epoxy grout.

*Add Section 830.02.6*

**830.02.6 Epoxy Grout**

Epoxy grout shall be an expansive nonshrink grout which exhibits positive expansion when tested in accordance with ASTM C827. The minimum 28 day compressive strength shall be 5,000 psi.

**830.03 CONSTRUCTION METHODS:**

*Modify Section 830.03 to read (add following paragraph)*

The rail posts shall be reset into new or existing holes top of the new or existing wall. The new holes, if necessary shall be cored to the appropriate diameter and depth in the top of the wall. If existing holes are reused they shall be cleaned out prior to grouting.

Any damage resulting from the removal, stockpiling and resetting of the existing railings shall be repaired to the satisfaction of the Engineer at no additional cost to the State.

*Replace Section 830.04 and 830.05 with*

**830.04 METHOD OF MEASUREMENT:** Item 830.9911 "Remove, Stockpile and Reset Decorative Metal Railing and Posts – Location 1" will be measured (along the centerline from end to end of the top rail) for payment by the "Linear Feet" of railing actually installed in accordance with the Contract Documents and/or as directed by the Engineer.

**830.05 BASIS OF PAYMENT:** The accepted quantity of "Remove, Stockpile and Reset Decorative Metal Railing and Posts – Location 1" will be paid for at its respective contract unit price per "Linear Feet", as listed in the Proposal. The price so stated shall constitute full and complete compensation for all labor, material, tools, and equipment, and all incidentals required to complete the work as described in these Special Provisions and elsewhere in the Contract Documents, complete and accepted by the Engineer.

**CODE 911.9901 STONE MASONRY WALLS**  
**CODE 911.9902 MORTAR CAP ON CONCRETE OR STONE MASONRY WALLS**  
**CODE 911.9903 STONE MASONRY STAIRWAY**  
**CODE 911.9904 STONE MASONRY PARAPET WALLS**  
**CODE 911.9905 RESET EXISTING STONE STEPS**  
**CODE 911.9906 FURNISH AND INSTALL GRANITE STONE STEPS**  
**CODE 911.9907 REPAIR SPIKE STONE WALL CAP**  
**CODE 911.9908 REPAIR STONE MASONRY WALL**  
**CODE 911.9909 RESET STONE COPING**

**DESCRIPTION:** This work shall consist of construction of new masonry walls (Code 911.9901), repairs to mortared cap on concrete or stone masonry walls (Code 911.9902), construction of stone masonry stairways (Code 911.9903), construction of new stone masonry parapet walls (Code 911.9904), resetting existing stone steps (Code 911.9905), and furnishing and installing stone steps (Code 911.9906), repair (furnishing and installing) spike stone wall cap (Code 911.9907), repairing stone masonry wall (Code 911.9908), and resetting stone coping (Code 911.9909) in historic and scenic areas. The construction of new stone masonry walls, stairways, parapets and steps shall be composed of approved stone, laid in full mortar beds and constructed in such shapes, and to the lines, grades, dimensions and cross-sections indicated on the plans or as directed by the Engineer and in accordance with the provisions and requirements of these special provisions.

**MATERIALS:**

*Mortar:* Except for stairs and stairways, the mortar for the stone joints and bedding material shall be mixed in accordance with **Subsection M.04.03.5; Mortar** of the Standard Specifications. Mortar that has been mixed and unused for more than 30 minutes shall be considered unusable and shall be discarded. Retempering will not be permitted. The mortar used for the stairs and stairways shall be an epoxy mortar suitable for outside use, mixed and placed in accordance with the manufacture's recommendations. Epoxy mortar shall have minimum 28 day strength of 6,000 psi and minimum 14 day bond strength of 1,600 psi (ASTM C 882).

*Stones for New Walls, Stairways and Steps:* In addition to the requirements of Section M.14 of the Rhode Island Standard Specifications, stones for new walls, stairways and steps shall conform to stones found in nearby walls relative to shape, color size, texture and geological composition. Stones used below grade, for the core, or for the back of the wall where not exposed need not meet this special criteria, but must conform to Section M.14 and be sized and shaped to allow for proper interlocking with the rest of the stone work.

*Stones for Repairs to Existing Walls, Caps and Steps:* At all locations where repairs to existing walls, caps and steps are indicated on the plans, the Contractor shall provide stones that conform to the shape, size, color, texture and geological composition of the existing wall. At the approval of the Engineer, the Contractor may reclaim and reinstall

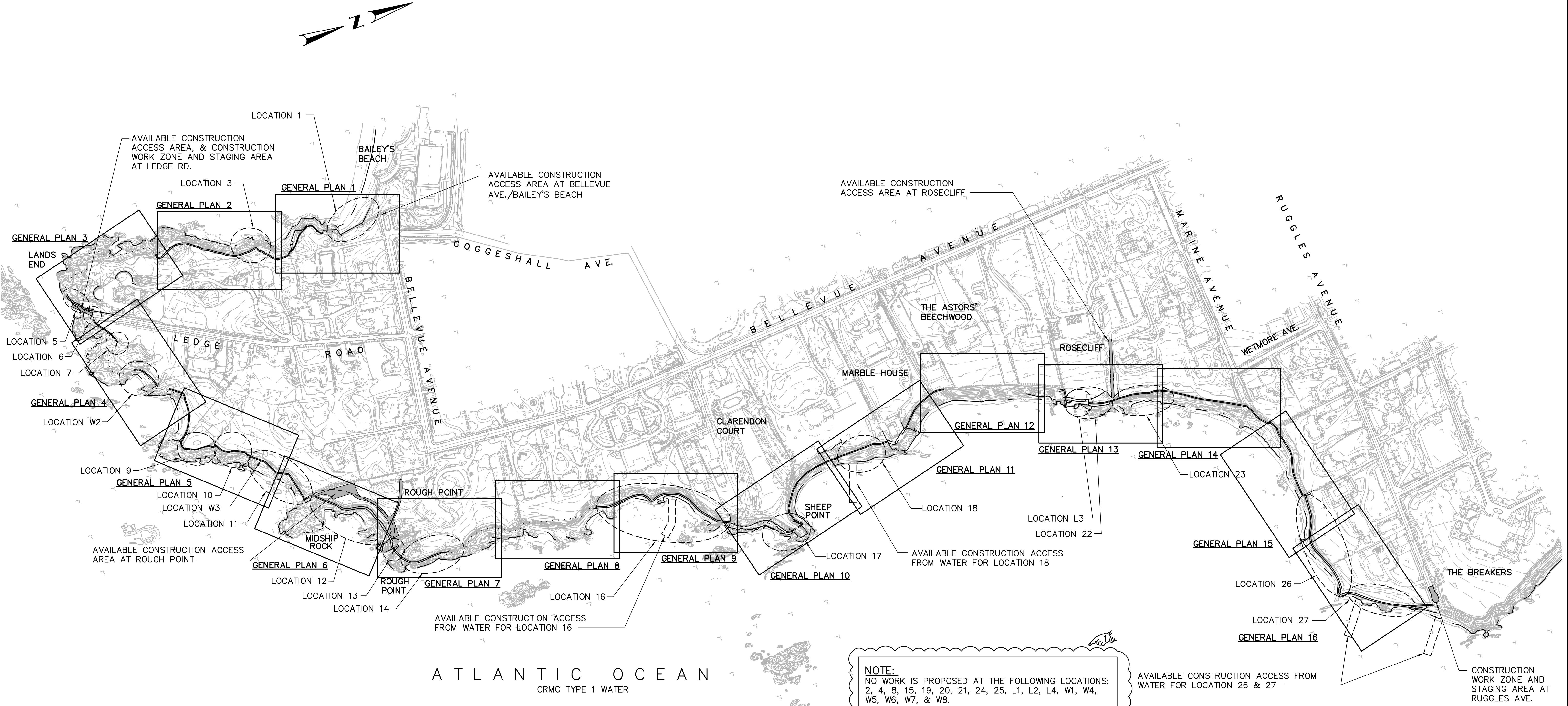
## **CODE 934.99 PRE AND POST DOCUMENTATION**

**DESCRIPTION:** This item shall consist of the preparation of documentation in the form of electronic video files and drawing files, representing both pre and post construction conditions, at the locations and per the requirements described herein and as directed by the Engineer.

**CONSTRUCTION METHODS:** The documentation shall be as follows:

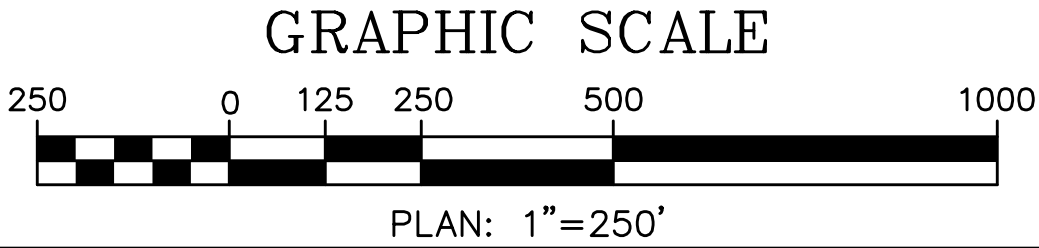
1. Video Documentation – Produce video documentation of a) all areas of land access to the work locations, b) all areas of water access to the work locations (underwater video) and c) all work locations themselves, for the purpose of comparing the final restored state with that prior to construction. In the case of access areas, the horizontal limits of the video will be determined by the Engineer. Videos are to be produced for both pre and post construction. The electronic video file format, resolution, etc., of the videos is to be approved by the Engineer. The videos shall be comprehensive enough so that all pre and post conditions can be observed in detail, and shall include voice-narration to describe conditions when necessary. No work may commence in any given access area or construction location until the pre-construction video in that area has been approved. Demobilization, including removal of temporary causeways, may not commence until each associated post-construction video has been approved.
2. Hydrographic Survey – In addition to the video survey, a pre-construction hydrographic survey of all areas of water access shall be performed prior to the placement of temporary causeways and a post-construction hydrographic survey of all areas of water access shall be performed once the temporary causeways are removed. The limits of the hydrographic surveys shall include the entire area within the limit of disturbance. The hydrographic surveys shall consist of the following:
  - Dive inspection of the waterway – The Contractor shall procure the services of a qualified, experienced, underwater diver to conduct underwater Pre- and Post-Construction condition surveys.
  - Survey report - Upon completion of each dive inspection and survey, the Contractor shall complete and submit a survey report as described herein for approval by the Engineer.

Upon completion of each dive inspection and survey, the Contractor shall complete and submit a survey report. The report shall be stamped by a Rhode Island registered Professional Engineer. For both the pre and post construction survey, the survey report shall at a minimum include the following information:



**NOTE:**  
NO WORK IS PROPOSED AT THE FOLLOWING LOCATIONS:  
2, 4, 8, 15, 19, 20, 21, 24, 25, L1, L2, L4, W1, W4,  
W5, W6, W7, & W8.

BENCH MARK LOCATION DATA				
BENCH MARK	NORTHING	EASTING	ELEVATION	PLAN SHT.
TBM#1	134,184.88	379,914.66	14.34	8
TBM#2	134,146.74	379,908.06	22.58	8
TBM#3	135,274.97	381,560.40	23.16	12
TBM#4	135,302.14	381,629.39	26.93	12
TBM#5	136,383.00	381,730.88	14.74	13
TBM#6	137,983.59	381,919.83	35.34	16
TBM#7	138,154.44	381,919.83	28.90	16
TBM#8	139,057.38	382,043.08	20.96	18



REVISIONS			RHODE ISLAND	
NO.	DATE	BY	DEPARTMENT OF TRANSPORTATION	
1	3/13/13	KK	HURRICANE SANDY REPAIRS TO THE NEWPORT CLIFF WALK	
			NEWPORT, RHODE ISLAND	
			KEY PLAN	
CHECKED BY _____			DATE _____ SCALE AS SHOWN	

GENERAL NOTES:

- ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
  - THE LATEST REVISION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).
  - THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS INCLUDING THE LATEST INTERIM SPECIFICATIONS.
  - THE SPECIFICATIONS ACCOMPANYING THESE PLANS.
- IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS SHALL GOVERN.
- DIMENSIONS, STATIONS, AND ELEVATIONS ARE SHOWN TO THE NEAREST ONE- HUNDREDTH OF A FOOT OR ONE-EIGHTH OF AN INCH, EXCEPT STRUCTURAL STEEL DIMENSIONS WHICH ARE TO THE NEAREST ONE-SIXTEENTH OF AN INCH.
- ALL ELEVATIONS ARE REFERENCED TO NGVD 1929.
- COORDINATES USED ON THESE PLANS ARE BASED ON THE STATE RECTANGULAR COORDINATE SYSTEM.
- ANGLES ARE SHOWN TO THE NEAREST SECOND.
- MEAN HIGH WATER ELEVATION = 2.43 FEET.
- ALL FOOTINGS SHALL BE APPROVED BY THE ENGINEER AS TO DIMENSIONS, ELEVATIONS, AND SUITABILITY OF FOUNDATION MATERIAL BEFORE THE PLACING OF CONCRETE.
- ALL WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.
- PHOTOGRAMMETRIC SURVEY PERFORMED BY COL-EAST, INC. OF NORTH ADAMS, MASSACHUSETTS, ON APRIL 14, 2001 AND APRIL 11, 2003. THE EDGE OF WATER LINE SHOWN IS BASED ON THE TIME OF THE AERIAL SURVEY. THE ACTUAL EDGE OF WATER LINE WILL VARY.
- LOCATION OF PHYSICAL SITE FEATURES AND REPAIRS ARE APPROXIMATE AND HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL CHECK AND VERIFY FIELD CONDITIONS PRIOR TO BEGINNING THAT WORK.

DESIGN DATA:

SPECIFICATIONS:

- THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS INCLUDING THE LATEST INTERIM SPECIFICATIONS.
- THE LATEST REVISION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).

DESIGN MANUAL:

- THE LATEST EDITION OF THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL, INCLUDING ALL REVISIONS TO DATE.
- SHORE PROTECTION MANUAL, VOLUME 1 & 2, 1984, DEPARTMENT OF THE ARMY, U.S. ARMY CORPS OF ENGINEERS.

DESIGN LOADING:

- PEDESTRIAN LIVE LOAD – 85 PSF

MATERIALS:

STRUCTURAL STEEL:

- AASHTO DESIGNATION M 270 (ASTM DESIGNATION A 709) GRADE 36
- AASHTO DESIGNATION M 270 (ASTM DESIGNATION A 709) GRADE 50
- STRUCTURAL TUBES SHALL CONFORM TO THE LATEST REQUIREMENTS OF ASTM DESIGNATION A 500 GRADE B.

REINFORCING STEEL:

- AASHTO DESIGNATION M 31 (ASTM DESIGNATION A 615) GRADE 60

CONCRETE:

- CLASS XX(AE) f'c = 4,000 PSI

CONCRETE NOTES:

- CLASS OF CONCRETE SHALL BE XX(AE), AS DESCRIBED IN THE RI STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.
- ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED.
- REINFORCING STEEL SHALL CONFORM TO AASHTO DESIGNATION M 31 GRADE 60. ALL REINFORCING SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A767. ALL WIRE TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF GALVANIZED REINFORCING SHALL ALSO BE GALVANIZED.
- WELDED WIRE FABRIC FOR REINFORCING SHALL CONFORM TO AASHTO DESIGNATION M 55 (ASTM DESIGNATION A 185) GRADE 60 AND SHALL BE GALVANIZED.
- ALL LAP SPLICES NOT SHOWN ON THE PLANS SHALL BE LAPPED IN ACCORDANCE WITH AASHTO SPECIFICATIONS FOR CLASS C LAP SPLICES.  
NOTE: LAP LENGTHS DIFFER PER EPOXY COATED REINFORCEMENT.
- HORIZONTAL CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON THE PLANS WILL NOT BE PERMITTED WITHOUT A WRITTEN REQUEST BY THE CONTRACTOR AND PRIOR AUTHORIZATION BY THE ENGINEER.
- ALL EXPOSED EDGES AND REENTRANT CORNERS NOT OTHERWISE DETAILED ON THE PLANS SHALL HAVE A MINIMUM 3/4" CHAMFER.

ADDENDUM No. 3

- UNLESS OTHERWISE INDICATED ON THE PLANS, ALL REINFORCING BARS SHALL HAVE THE FOLLOWING MINIMUM COVER:

	MINIMUM COVER
CONCRETE DIRECTLY EXPOSED TO SALT WATER	4"
CONCRETE CAST AGAINST OR PERMANENTLY EXPOSED TO EARTH (FOOTINGS, WALL FACES, BACKWALLS)	3"
SLABS ON GRADE	MID-DEPTH
ALL OTHER BARS	2"

- UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF CONCRETE RETAINING WALLS VISIBLE IN ELEVATION TO ONE FOOT BELOW FINAL GROUND LINE, SHALL RECEIVE A CONCRETE SURFACE RUBBED FINISH IN ACCORDANCE WITH THE R.I. STANDARD SPECIFICATIONS.
- ALL JOINT SEALANT SHALL BE POLYURETHANE BASE OR SILICONE SEALANT UNLESS OTHERWISE DESIGNATED ON THE PLANS. THE COLOR OF THE JOINT SEALANT, WHERE EXPOSED, SHALL BE NEUTRAL (LIGHT GRAY OR TAN). COLOR OF THE SEALANT, WHERE NOT EXPOSED, WILL BE AT THE DISCRETION OF THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATIONS DURING CONSTRUCTION UNTIL SUCH TIME AS THE SURFACES ARE APPROVED AND ACCEPTED. ANY CONCRETE STAINS OR DISCOLORATIONS OCCURRING PRIOR TO ACCEPTANCE OF THE SURFACES SHALL BE REMOVED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- UNLESS OTHERWISE NOTED ON THE PLANS, JOINT FILLER IS TO BE PREFORMED, NON- EXPANSIVE, NON-EXTRUDING TYPE IN ACCORDANCE WITH SECTION M.02.11.1 OF THE RI STANDARD SPECIFICATIONS.
- ALL 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 810.03.5 AND 819 OF THE RI STANDARD SPECIFICATIONS UNLESS OTHERWISE INDICATED ON THE PLANS.
- IN ACCORDANCE WITH THE RHODE ISLAND STANDARD SPECIFICATIONS, ALL METAL TIES OR ANCHORAGES WHICH ARE REQUIRED FOR CONCRETE FORM WORK SHALL BE SO CONSTRUCTED THAT THEY CAN BE REMOVED TO AT LEAST TWO INCHES FROM THE EXPOSED SURFACE OF THE CONCRETE WITHOUT CAUSING DAMAGE TO THE CONCRETE SURFACE. SNAP TIES MAY BE USED ONLY IF APPROVED BY THE ENGINEER. IF A CONTRACTOR PROPOSES TO USE THEM HE MUST SUBMIT A CATALOG CUT AND OTHER NECESSARY INFORMATION TO THE ENGINEER TO DEMONSTRATE THAT THE TIES WILL SNAP-OFF FAR ENOUGH INTO THE CONCRETE TO ALLOW FOR PROPER PATCHING. SNAP TIES MUST PROVIDE ADEQUATE STRENGTH TO SUPPORT THE FORMS. ALL CAVITIES SHALL BE FILLED WITH AN APPROVED CEMENT MORTAR TO THE SATISFACTION OF THE ENGINEER.
- ALL GROUT SHALL BE HIGH STRENGTH, NON-SHRINK GROUT HAVING A MINIMUM COMPRESSIVE STRENGTH OF 8000 PSI AT 28 DAYS, EXCEPT FOR SETTING DECORATIVE RAILING POSTS. DECORATIVE RAILING POSTS SHALL BE SET IN A HIGH STRENGTH EPOXY GROUT HAVING A MINIMUM COMPRESSIVE STRENGTH OF OF 10,000 PSI AT 28 DAYS.
- ALL GROUT AND MORTAR MATERIALS SHALL BE SUITABLE FOR MARINE ENVIRONMENTS.

STRUCTURAL STEEL NOTES:

- STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE LATEST PROVISIONS OF AASHTO DESIGNATION M 270 (ASTM DESIGNATION A 709) GRADE 36 AND GRADE 50, AS DESIGNATED ON THE PLANS. HOLLOW STRUCTURAL STEEL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B.
- INSPECTION OF WELDS INCLUDING RADIOGRAPHIC TESTING (RT) AND MAGNETIC PARTICLE TESTS (MT) SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS AND THE BRIDGE WELDING CODE EXCEPT THAT THE REMAINING PERCENTAGE OF ALL GROOVE WELDS NOT RT TESTED SHALL BE MT OR DYE-PENETRANT TESTED.
- STRUCTURAL STEEL SHALL BE PREPARED, METALIZED AND PAINTED IN ACCORDANCE WITH THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.
- HIGH STRENGTH BOLTS SHALL CONFORM TO AASHTO DESIGNATION M 164 (ASTM DESIGNATION A 325). THE CONTRACTOR SHALL REFER TO SECTION 824 OF THE STANDARD SPECIFICATIONS FOR MATERIAL AND INSTALLATION REQUIREMENTS.
- WASHERS MEETING AASHTO STANDARD M 293 (ASTM DESIGNATION F 436) ARE TO BE USED OVER ALL HOLES THAT ARE MORE THAN 1/16" IN DIAMETER GREATER THAN THE BOLT DIAMETER AND UNDER ALL PARTS TURNED DURING ASSEMBLY.
- WELDING SHALL BE IN ACCORDANCE WITH THE LATEST BRIDGE WELDING CODE ANSI/AASHTO/AWS D1.5 (INCLUDING ALL INTERIMS TO DATE) AND APPLICABLE SUPPLEMENTAL AWS PUBLICATIONS. ALL SHOP CONNECTIONS SHALL BE WELDED.
- WELDING ELECTRODES SHALL HAVE THE SAME CORROSION RESISTANCE AS THE BASE METAL.
- NO SHOP FILLET WELD SHALL BE LESS THAN 3/16".
- PRIOR TO FABRICATION, ALL MATERIALS SHALL BE BLAST-CLEANED TO AT LEAST SSPC-SP6 TO REMOVE ALL OIL, DIRT, GREASE, MILL SCALE AND OTHER DELETERIOUS MATERIALS FROM THE SURFACES OF THE STEEL TO BE FABRICATED.
- PRIOR TO SHOP COATING AS SPECIFIED IN SECTION 825 OF THE RI STANDARD SPECIFICATIONS, ALL CORNERS AND EDGES OF STEEL WHICH HAVE BEEN FLAME CUT OR OTHERWISE HARDENED SHALL BE SOFTENED BY GRINDING OR BLAST-CLEANING TO PROVIDE A SURFACE SUITABLE FOR APPLICATION OF THE SPECIFIED PAINT SYSTEM.
- THE SHOPS FABRICATING THE STRUCTURAL STEEL COMPONENTS, SHALL BE CERTIFIED FOR SIMPLE STEEL BRIDGE STRUCTURES (SBR) IN ACCORDANCE WITH THE AISC QUALITY CERTIFICATION PROGRAM OR EQUIVALENT. THE FABRICATOR MUST SUBMIT PROOF OF CURRENT CERTIFICATION AS SPECIFIED.
- WHEN STEEL DIE STAMPS ARE USED TO IDENTIFY PIECES AND MEMBERS, FABRICATORS SHALL UTILIZE LOW STRESS STAMPS.

EROSION CONTROL NOTES:

- THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL PERMITS ISSUED FOR THIS PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (DEM), THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC) AND THE ARMY CORPS OF ENGINEERS (ACOE). ALL COSTS ASSOCIATED WITH THESE CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM.
- THE PLANS CONTAIN APPROVED AREAS FOR EQUIPMENT & MATERIALS STORAGE AND STOCKPILING. IF THE CONTRACTOR ELECTS TO UTILIZE ANY OTHER AREAS FOR THESE PURPOSES, THIS SHALL BE DONE ONLY AFTER OBTAINING ANY NECESSARY PERMITS AND/OR PERMIT MODIFICATIONS FROM THE APPROPRIATE REGULATORY AUTHORITY(IES). ANY PERMITTING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AT NO COST TO THE STATE. THE RIDOT RESIDENT ENGINEER WILL COORDINATE SUBMISSION OF ANY REQUIRED PERMIT MATERIALS WITH THE RIDOT NATURAL RESOURCES UNIT.
- PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES, EROSION AND SEDIMENTATION CONTROLS SHALL BE INSTALLED AT THOSE AREAS INDICATED ON THE PLANS. CLEARING MAY OCCUR PRIOR TO INSTALLATION OF SUCH CONTROLS, HOWEVER NO GRUBBING, GRADING, FILLING, OR OTHER SOIL DISTURBANCE SHALL OCCUR PRIOR TO INSTALLATION.
- ALL DISTURBED AREAS WHICH DO NOT HAVE ADEQUATE VEGETATIVE STABILIZATION, AS DETERMINED BY THE RIDOT RESIDENT ENGINEER OR ENVIRONMENTAL INSPECTOR, BY NOVEMBER 15 OF ANY CALENDAR YEAR, MUST BE STABILIZED THROUGH THE USE OF EROSION CONTROL MATTING OR HAY MULCH, IN ACCORDANCE WITH SPECIFICATIONS CONTAINED WITHIN THE RI SOIL EROSION AND SEDIMENT CONTROL HANDBOOK. IF WORK CONTINUES WITHIN ANY OF THESE AREAS DURING THE PERIOD FROM OCTOBER 15 THROUGH APRIL 15, CARE MUST BE TAKEN TO ENSURE THAT ONLY THE AREA REQUIRED FOR THAT DAY'S WORK IS EXPOSED, AND ALL ERODABLE SOIL MUST BE RESTABILIZED WITHIN 5 WORKING DAYS. ANY ADDITIONAL WORK REQUIRED TO CORRECT PROBLEMS RESULTING FROM FAILURE TO COMPLY WITH THIS PROVISION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THERE WILL BE NO SEPARATE PAYMENT FOR THIS PROVISION, IT SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION OPERATIONS.
- ALL HAY BALES AND SILT FENCE SHALL BE INSTALLED WITH THE LOWER 6 INCHES BURIED AND BACKFILLED WITH COMPACTED SOIL MATERIAL. WHEN USED IN COMBINATION, A SUFFICIENT AMOUNT OF THE SILT FENCE SHALL BE PLACED IN THE TRENCH SO THAT THE HAY BALE STAKES ARE DRIVEN THROUGH THE FABRIC OF THE FENCE.
- THE TOE OF ANY FILL SLOPE IS TO REMAIN AT LEAST ONE FOOT INSIDE OF ALL EROSION CONTROLS. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR COVER ANY PORTION OF THE EROSION CONTROLS WITH FILL MATERIAL. ANY FILL MATERIAL WHICH IS PLACED ON ANY EROSION CONTROLS BY THE CONTRACTOR, SHALL BE IMMEDIATELY REMOVED BY THE CONTRACTOR, AND ANY NECESSARY REPAIRS TO THE EROSION CONTROLS ACCOMPLISHED, AT NO COST TO THE STATE.
- ADDITIONAL EROSION CONTROLS SHALL BE INSTALLED AS CONDITIONS WARRANT, OR AS DIRECTED BY THE RIDOT RESIDENT ENGINEER. ANY ADDITIONAL EROSION CONTROLS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MAINTENANCE AND SHALL INSPECT/REPLACE ALL CONTROLS AS NEEDED. MAINTENANCE WILL BE CARRIED OUT IN ACCORDANCE WITH SECTION 212 OF THE RI STANDARD SPECIFICATIONS. THE CONTRACTOR IS RESPONSIBLE FOR CARRYING OUT NECESSARY MAINTENANCE DURING ALL PHASES OF PROJECT CONSTRUCTION, INCLUDING PERIODS OF INACTIVITY, AS APPLICABLE.

LANDSCAPE NOTES:

- ALL PLANT MATERIAL MUST BE TAGGED AT THE NURSERY (A RECOGNIZED GROWER OF PLANT MATERIAL) IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION. ALL PLANT MATERIAL MUST BE NURSERY GROWN; NO PLANTATION GROWN PLANT MATERIAL WILL BE ACCEPTED.
- ALL PLANT SUBSTITUTIONS AND/OR CHANGES IN PLANT LOCATION MUST BE APPROVED IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL PLANT MATERIAL IS TO BE FIELD LOCATED BY A REPRESENTATIVE FROM THE R.I.D.O.T. LANDSCAPE ARCHITECTURE UNIT.
- A R.I.D.O.T. LANDSCAPE REPRESENTATIVE MUST BE ON SITE TO APPROVE ALL TRIMMING AND CLEARING NECESSARY TO COMPLETE THE WORK AS SHOWN ON THE PLANS.
- ANY TOPSOIL USED AS PLANTABLE SOIL SHALL HAVE A SANDY LOAM TEXTURE RELATIVELY FREE OF SUBSOIL MATERIAL, STONES, ROOTS, LUMPS OF SOIL, TREE LIMBS, TRASH OR CONSTRUCTION DEBRIS, AND SHALL CONFORM TO SECTION M.18 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL TREES AND SHRUBS SHALL BE MULCHED WITH PINE BARK MULCH IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL TREES AND/OR SHRUBS THAT ARE PLANTED AS A BED SHALL BE MULCHED AS A BED.
- PROVIDE A MINIMUM 6'-8" BRANCHING STANDARD ON ALL TREES INSTALLED ADJACENT TO SIDEWALKS AND/OR PEDESTRIAN ACCESS AREAS.

PAYMENT FOR REINFORCING STEEL:

REINFORCING STEEL WILL NOT BE MEASURED OR PAID FOR SEPARATELY ON THIS PROJECT. PAYMENT FOR ALL REINFORCING STEEL SHALL BE INCLUDED UNDER THE CONCRETE ITEM(S) FOR WHICH IT IS REQUIRED.

SPECIAL NOTE ON BALED HAY EROSION CONTROL:

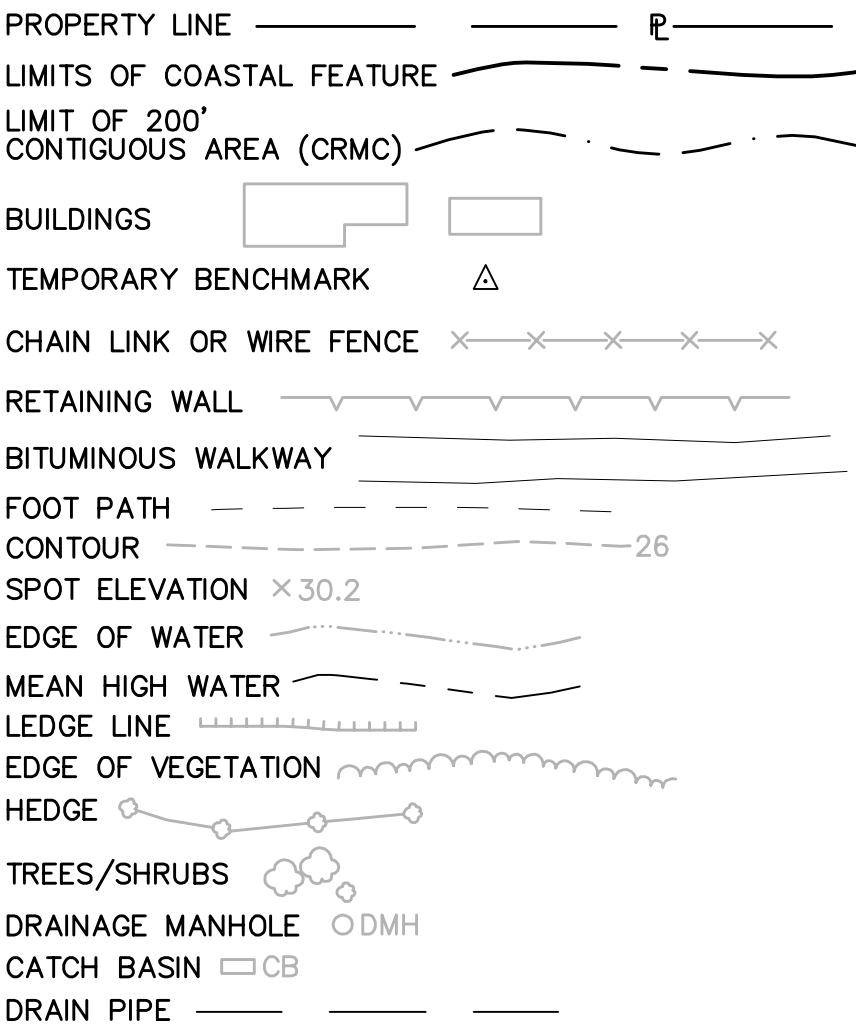
- HAY BALES ARE NOT PERMITTED. ALL REFERENCE TO "BALED HAY EROSION CHECK AND SILT FENCE COMBINED" (RI STANDARDS 9.1.0 & 9.3.0) SHOWN IN THE CONTRACT DOCUMENTS SHALL MEAN "COMPOST FILTER SOCK". THE COMPOST FILTER SOCK SHALL BE IN CONFORMANCE WITH THE LATEST REVISION OF SECTION 206 INCLUDED IN THE COMPILATION OF APPROVED SPECIFICATIONS. THE INSTALLATION AND SUBSEQUENT REMOVAL OF THE COMPOST FILTER SOCK SHALL BE PAID FOR UNDER ITEM CODE 206.9901 "COMPOST FILTER SOCK" AND ITEM CODE 206.9902 "REMOVAL AND DISPOSAL OF COMPOST FILTER SOCK" RESPECTIVELY.

STANDARD SYMBOL

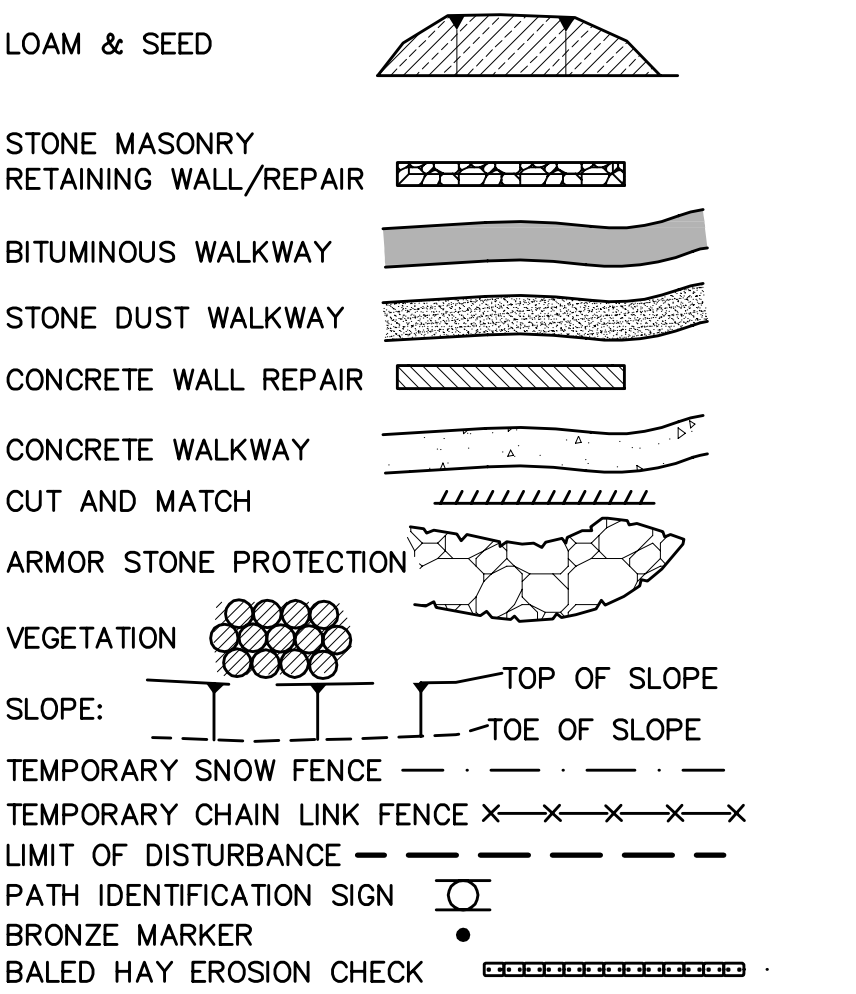
- 8.3.0 RIP-RAP DITCH
- \* 9.1.0 BALED HAY EROSION CHECK (SEE SPECIAL NOTE ABOVE)
- \* 9.3.0 BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED (SEE SPECIAL NOTE ABOVE)
- 31.1.0 CHAIN LINK FENCE 3'-0" TO 4'-0"
- 51.1.0 TREE PROTECTION DEVICE
- 51.2.0 SHRUB PROTECTION DEVICE

LEGEND:

EXISTING:

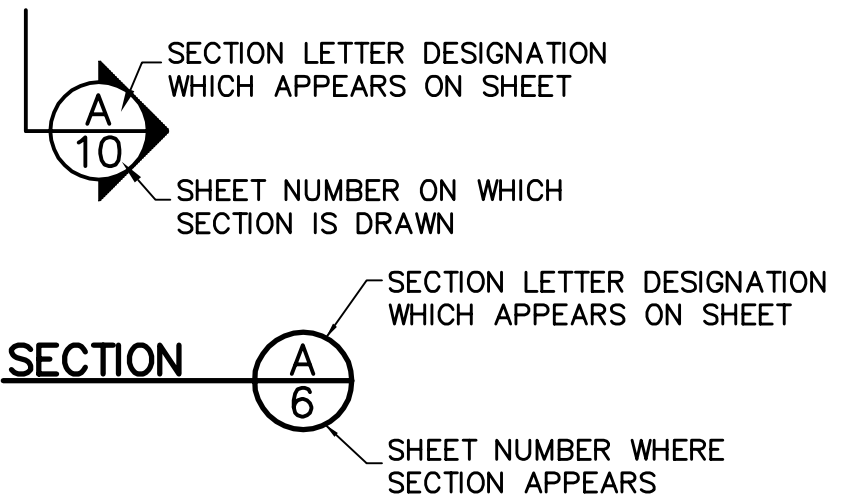


PROPOSED:



ABBREVIATIONS:

- BIT. = BITUMINOUS
- B.O.F. = BOTTOM OF FOOTING
- C.F. = CUBIC FEET
- C.J. = CONSTRUCTION/CONTRACTOR JOINT
- CLSM = CONTROLLED LOW STRENGTH MATERIAL
- CONC. = CONCRETE
- EL. = ELEVATION
- EXIST. = EXISTING
- E.W. = EACH WAY
- E.F. = EACH FACE
- L.F. = LINEAR FEET
- MAX. = MAXIMUM
- M.H.W. = MEAN HIGH WATER
- MIN. = MINIMUM
- O.C. = ON CENTER
- PROP. = PROPOSED
- R&D = REMOVE AND DISPOSE
- T.O.F. = TOP OF FOOTING
- T.O.W. = TOP OF WALL
- TYP. = TYPICAL
- VCP = VITRIFIED CLAY PIPE
- V.I.F. = VERIFY IN FIELD



SECTION & DETAIL DESIGNATION



TEMPORARY CONSTRUCTION CONDITIONS:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF TEMPORARY BRACING SYSTEMS FOR ALL MATERIALS AND EQUIPMENT AS REQUIRED GIVEN THE DESIGN WIND LOADING IN THE TABLE BELOW. THIS DESIGN WIND LOADING SHALL GOVERN THROUGHOUT THE DURATION OF THE CONTRACT.

HEIGHT ABOVE GROUND* (FT.)	WIND PRESSURE FOR TRUSSES (PSF)	WIND PRESSURE ALL OTHER MATERIALS & EQUIPMENT (PSF)
17	32	22
33	39	26
50	43	28
100	48	33
295	59	40

- \* – FOR HEIGHTS NOT GIVEN, USE THE WIND PRESSURE FOR THE NEXT HIGHEST HEIGHT.
- THE CONTRACTOR SHALL SUBMIT AN ERECTION PLAN THAT PROVIDES COMPLETE DETAILS OF THE PROCESS INCLUDING, BUT NOT LIMITED TO, TEMPORARY SUPPORTS, SCHEDULING AND OPERATING SEQUENCING, CRANE PLACEMENT, ASSUMED LOADS AND CALCULATED STRESSES DURING VARYING STAGES OF LIFTING. THIS APPLIES TO STRUCTURES OF ANY KIND.
- A REGISTERED PROFESSIONAL ENGINEER, LICENSED IN THE STATE OF RHODE ISLAND, WILL BE REQUIRED TO STAMP THE CONTRACTOR'S ERECTION PLAN.
- THE CONTRACTOR'S PROFESSIONAL ENGINEER WILL BE REQUIRED TO INSPECT AND PROVIDE WRITTEN APPROVAL OF EACH PHASE OF A GIRDER INSTALLATION PRIOR TO ALLOWING VEHICLES OR PEDESTRIANS ON OR BELOW THE STRUCTURE. THE PROFESSIONAL ENGINEER MUST ALSO STAMP ALL CHANGES TO THE CONTRACTOR'S ERECTION PLAN. ADDITIONALLY, ALL PROPOSED CHANGES MUST BE SUBMITTED TO RIDOT FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION.
- A MANDATORY PRE-ERECTION CONFERENCE WILL BE HELD AT LEAST TWO WEEKS PRIOR TO THE START OF GIRDER INSTALLATION TO DISCUSS THE PLAN AND PROCEDURES, WORK SCHEDULES, CONTINGENCY PLANS, AND SAFETY REQUIREMENTS. THE CONTRACTOR'S PROFESSIONAL ENGINEER AND ERECTION SUBCONTRACTOR WILL BE REQUIRED TO ATTEND THIS MEETING. THE RIDOT RESIDENT, THE DESIGN PROJECT ENGINEER, AND THE DESIGN CONSULTANT. BASED UPON DISCUSSIONS AT THIS MEETING AND REVIEW OF THE CONTRACTOR'S ERECTION PLAN, RIDOT MAY ORDER THE CONTRACTOR TO MODIFY AND RESUBMIT THE ERECTION PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.
- THE CONTRACTOR WILL BE REQUIRED TO PERFORM DAILY INSPECTIONS OF THE ERECTED GIRDERS UNTIL THE BRIDGE DECK IS COMPLETELY POURED.
- THE COST OF PREPARING AND STAMPING THE ERECTION PLAN, COMPUTATIONS, AND REPORTS, RESPONDING TO RIDOT'S COMMENTS AND MAKING THE NECESSARY REVISIONS, AND ATTENDANCE AT MEETINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE SUPERSTRUCTURE PAY ITEM, BE IT CONCRETE, STEEL OR TIMBER.

BRONZE MARKER NOTES:

- BRONZE MARKERS ARE INSTALLED IN LEDGE ON THE CLIFF WALK TO ASSIST HIKERS WITH THE DIRECTION OF THE PATH. THE LOCATION OF THESE MARKERS ARE SHOWN ON GENERAL PLAN NOS. 3, 4 AND 7 OF THESE PLANS. SOME OF THESE MARKERS ARE NOW MISSING. UNDER THIS CONTRACT THE CONTRACTOR SHALL REPLACE THE MISSING MARKERS WITH NEW BRONZE MARKERS, AS DETAILED ON THE PLANS, AND AT THE DIRECTION OF THE ENGINEER. THE LOCATION OF THE MISSING BRONZE MARKERS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

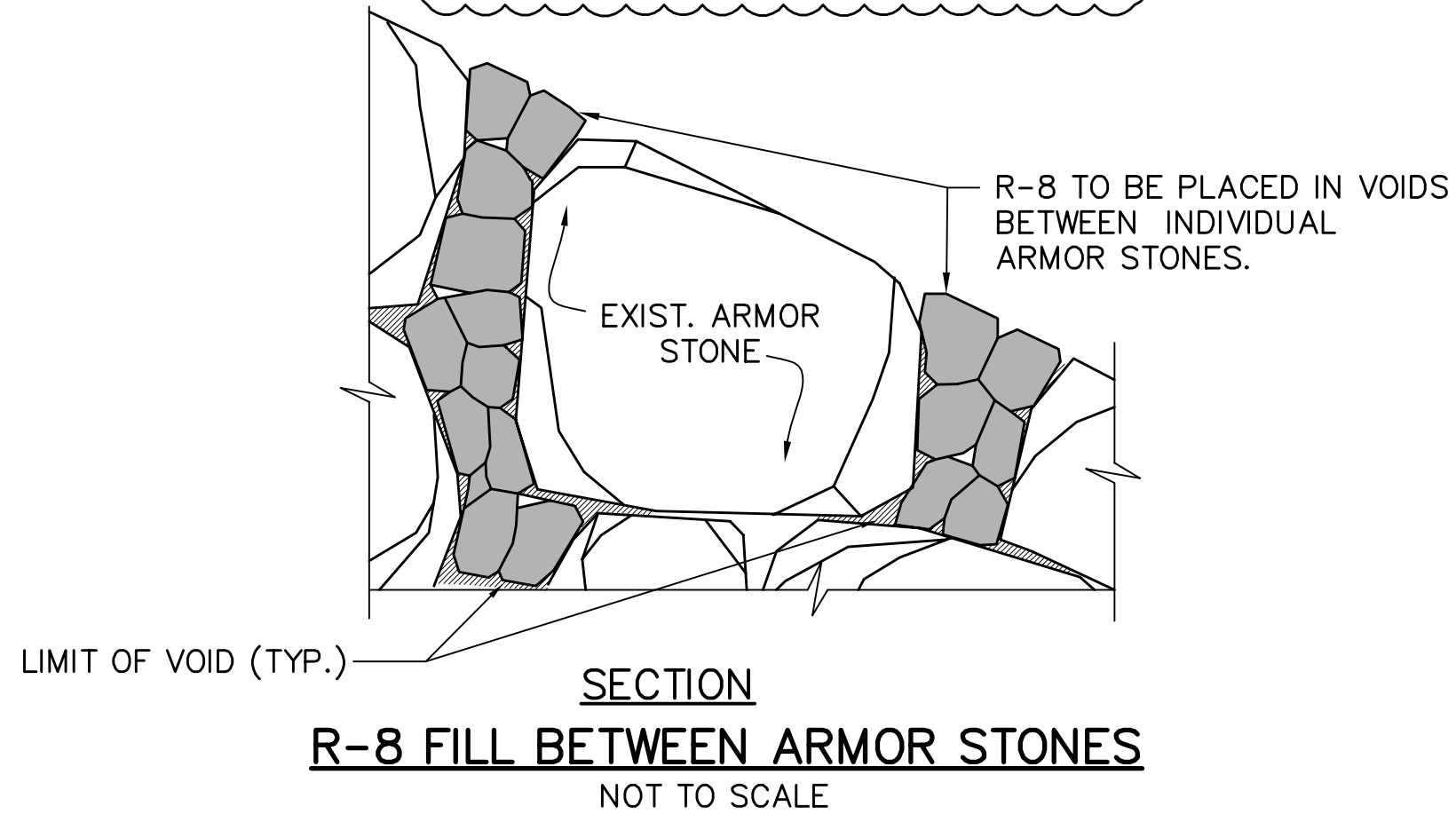
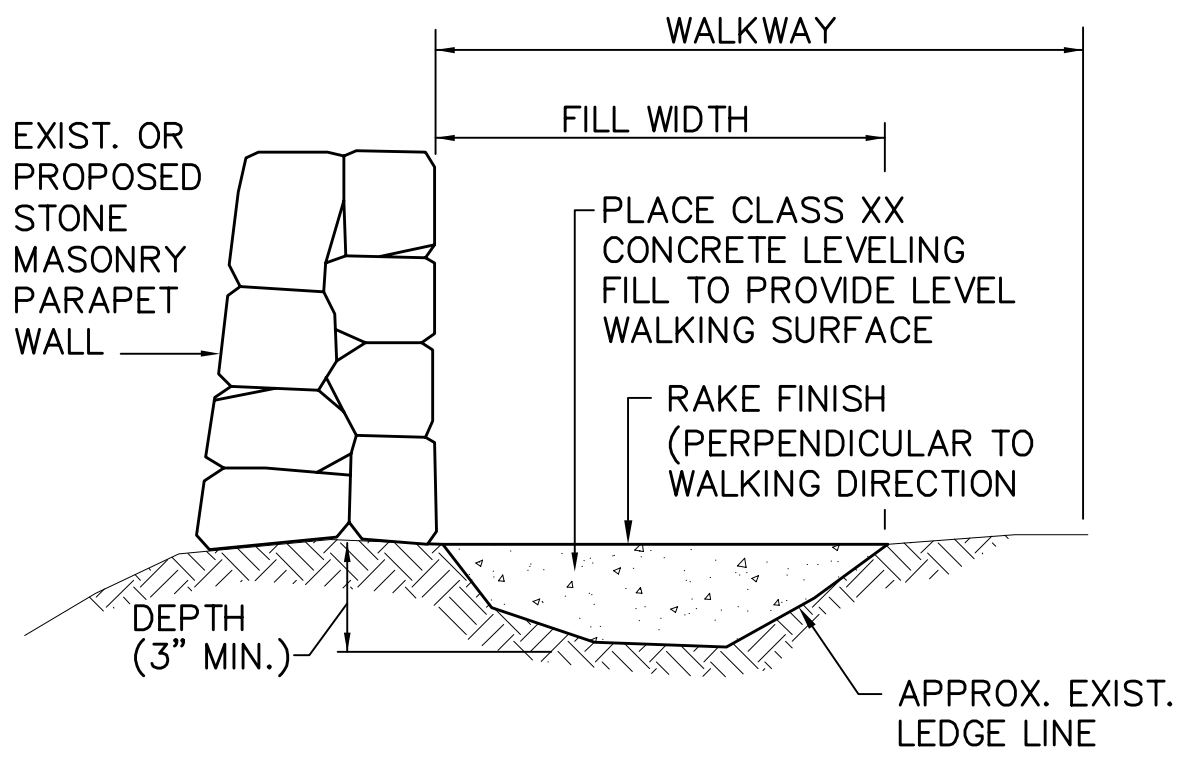
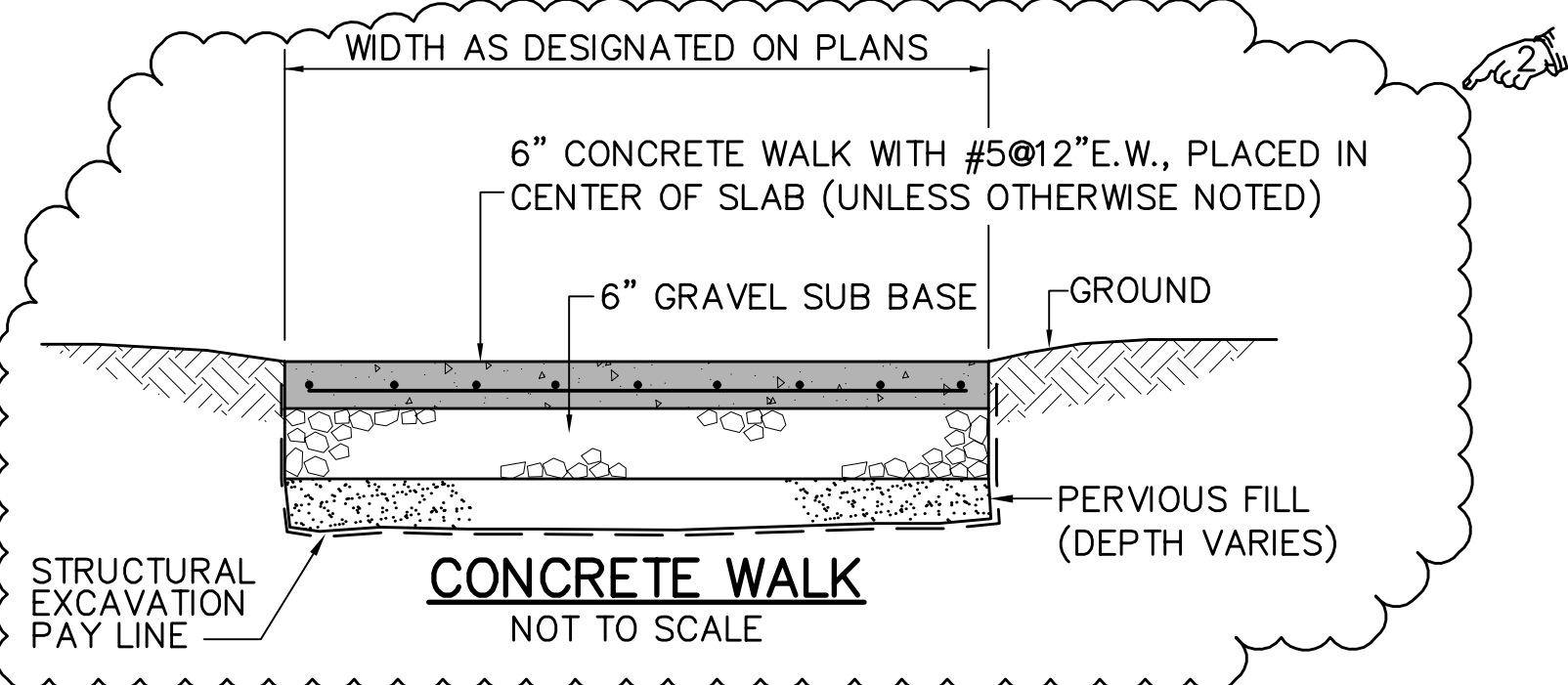
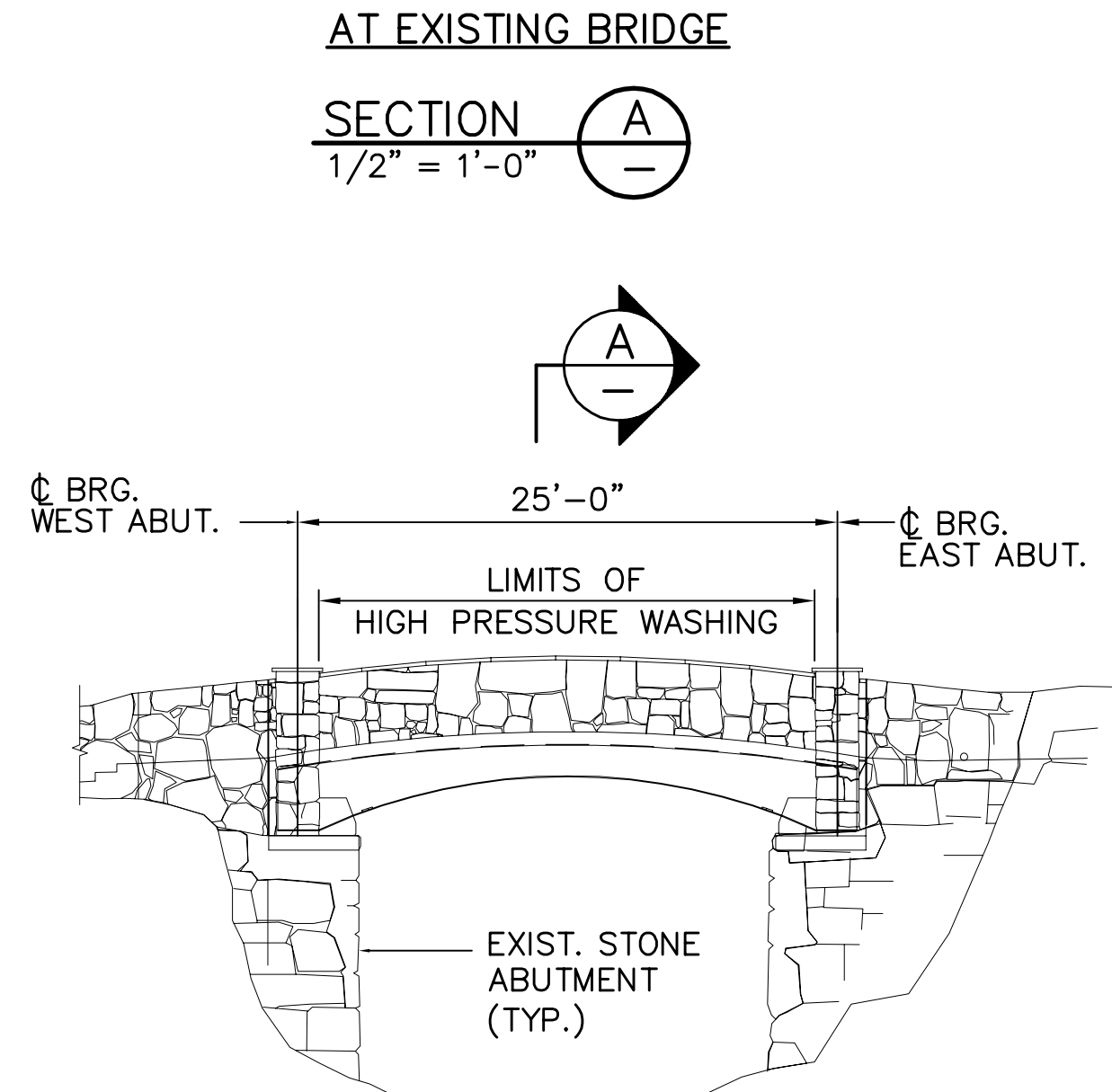
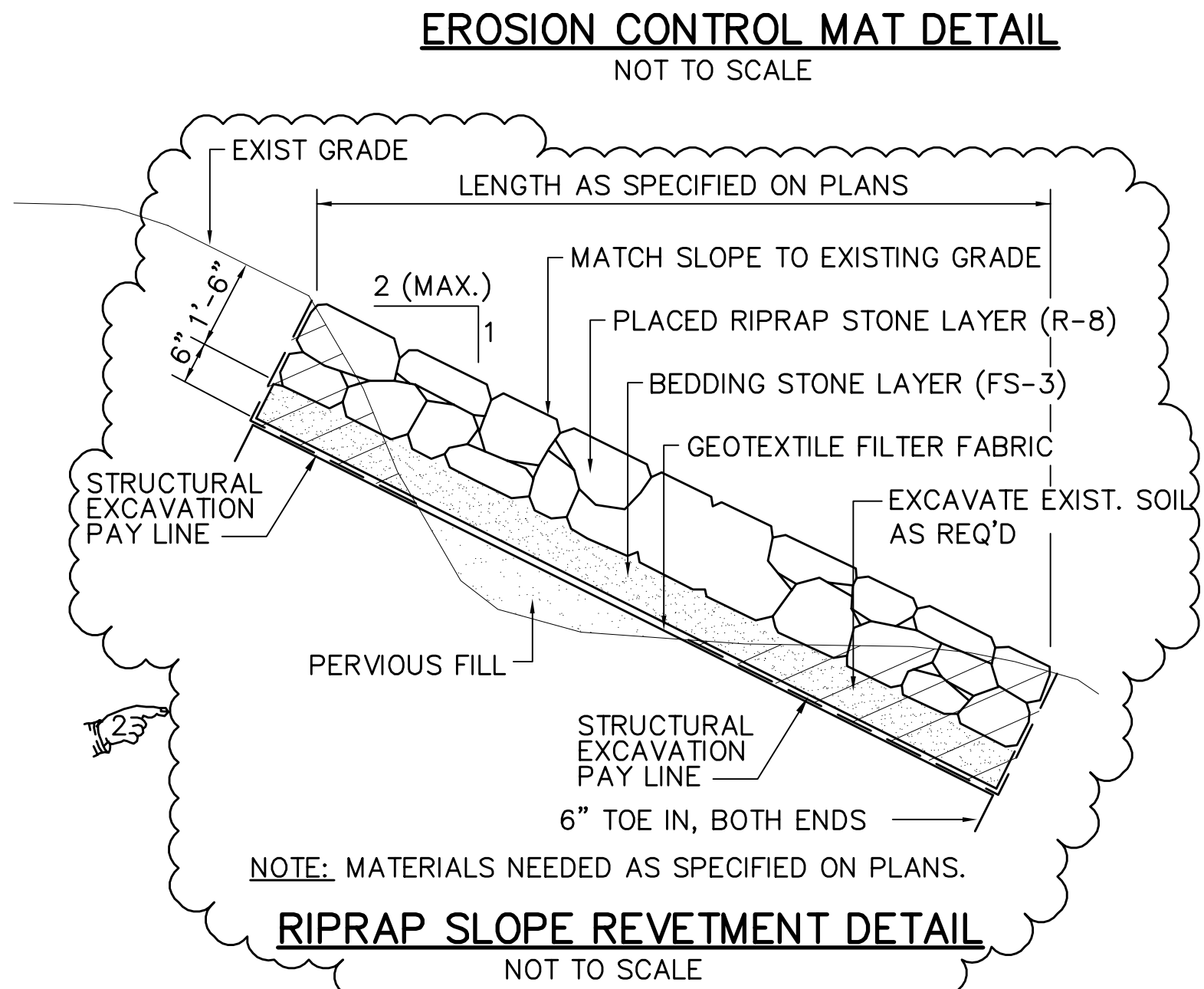
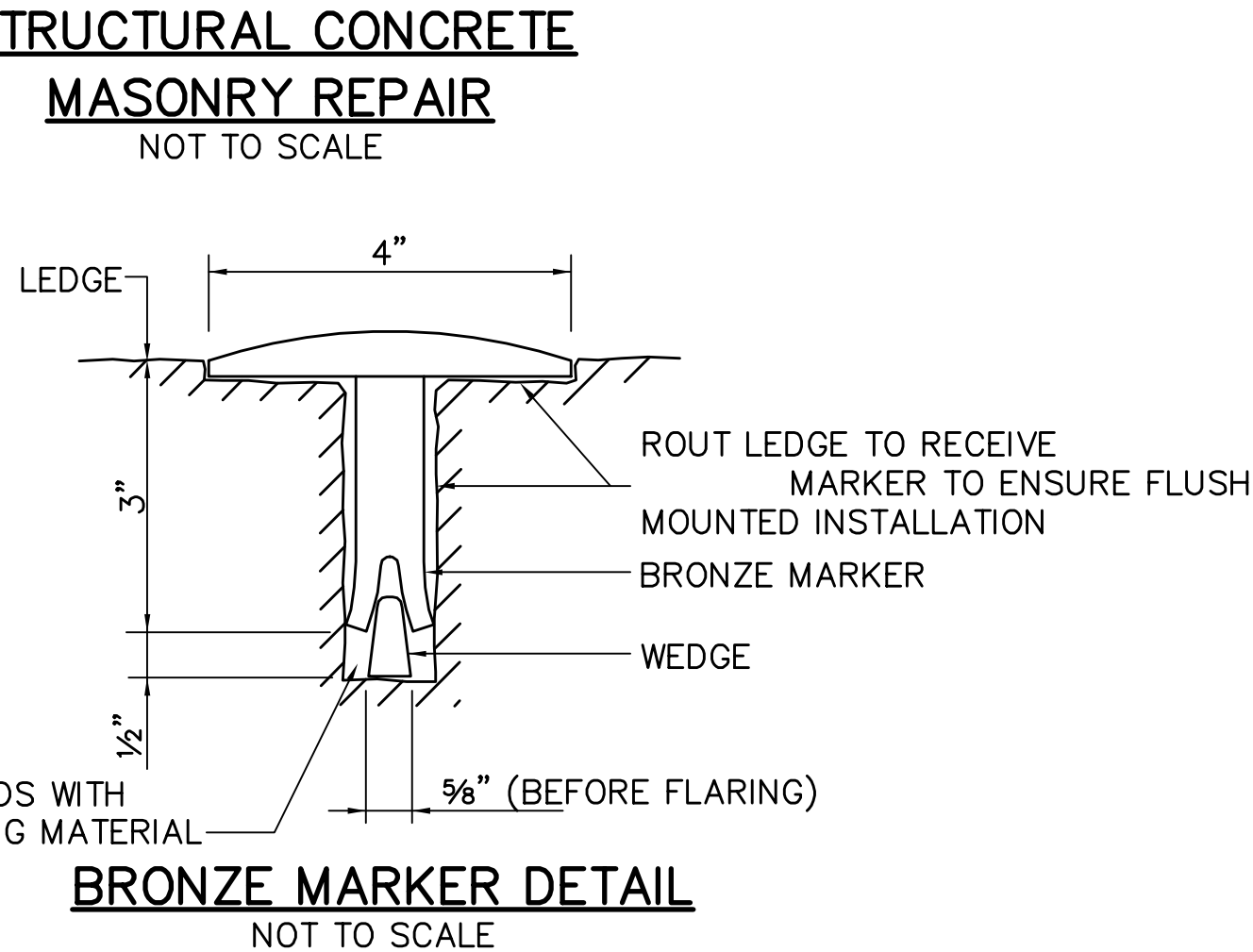
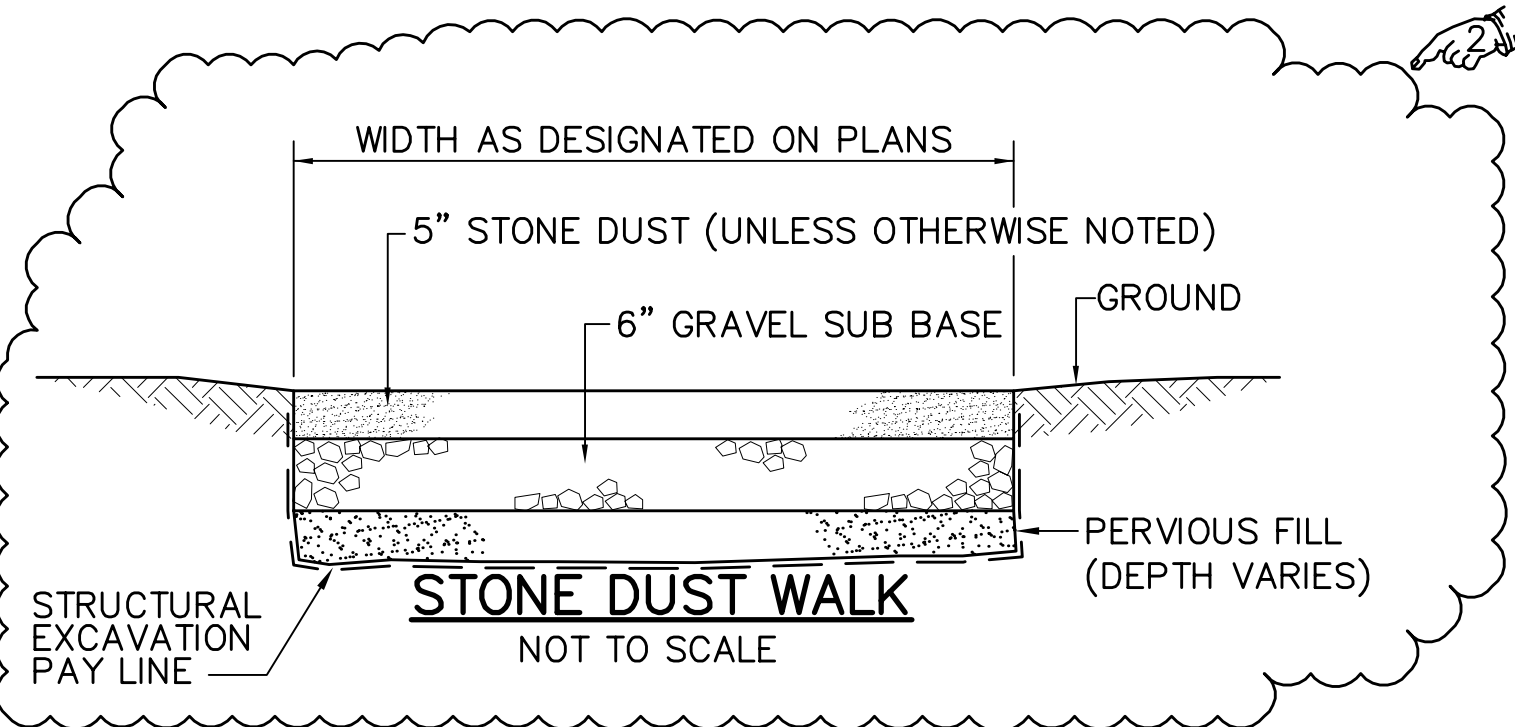
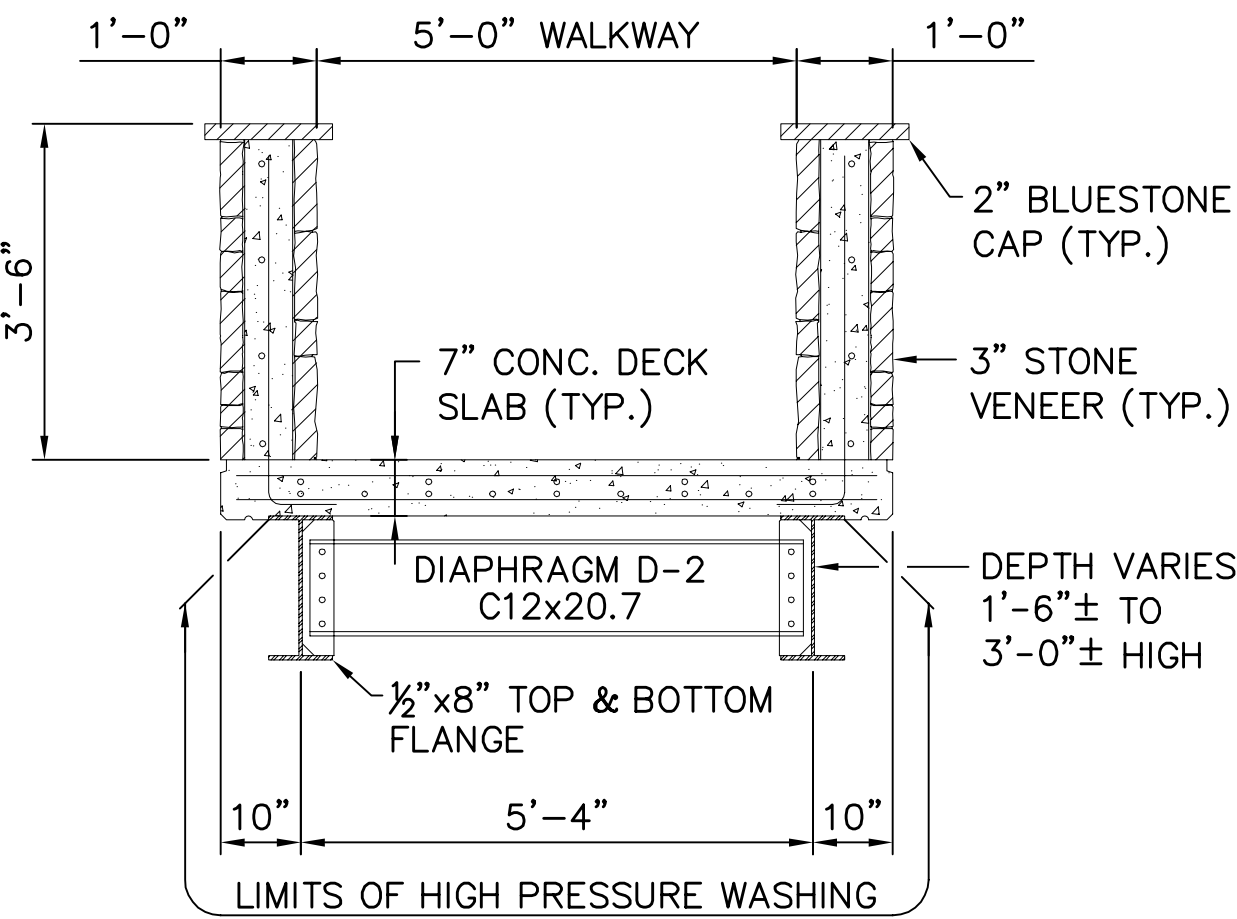
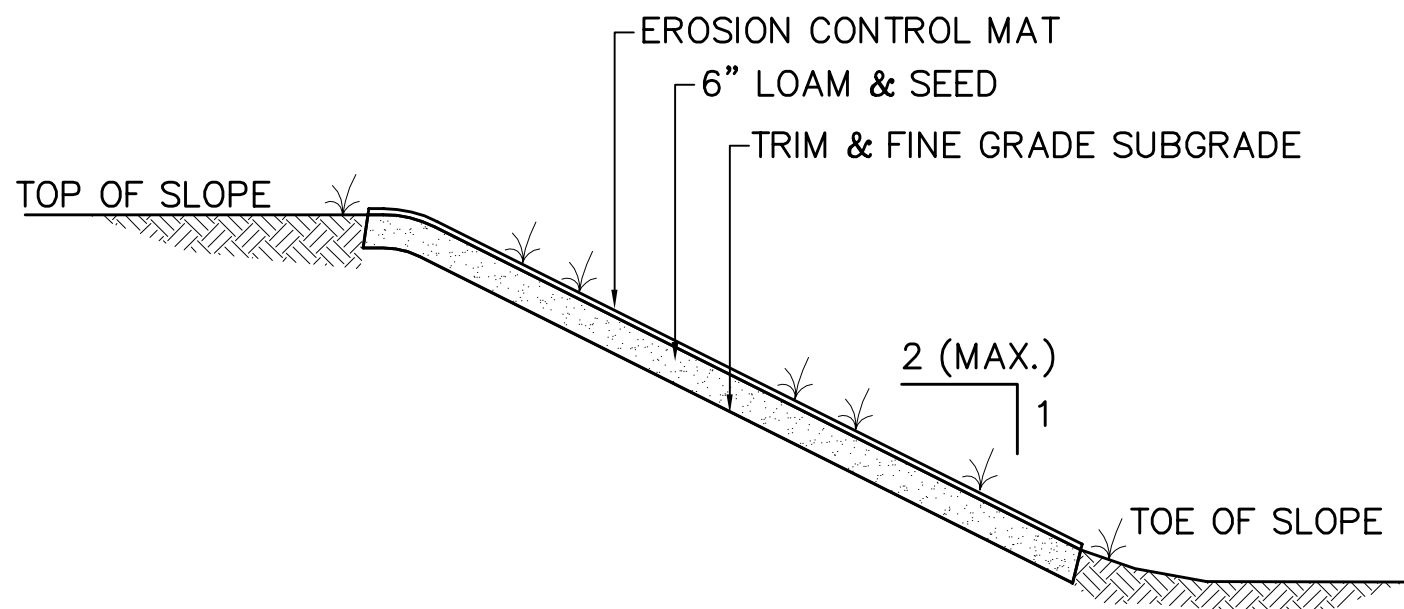
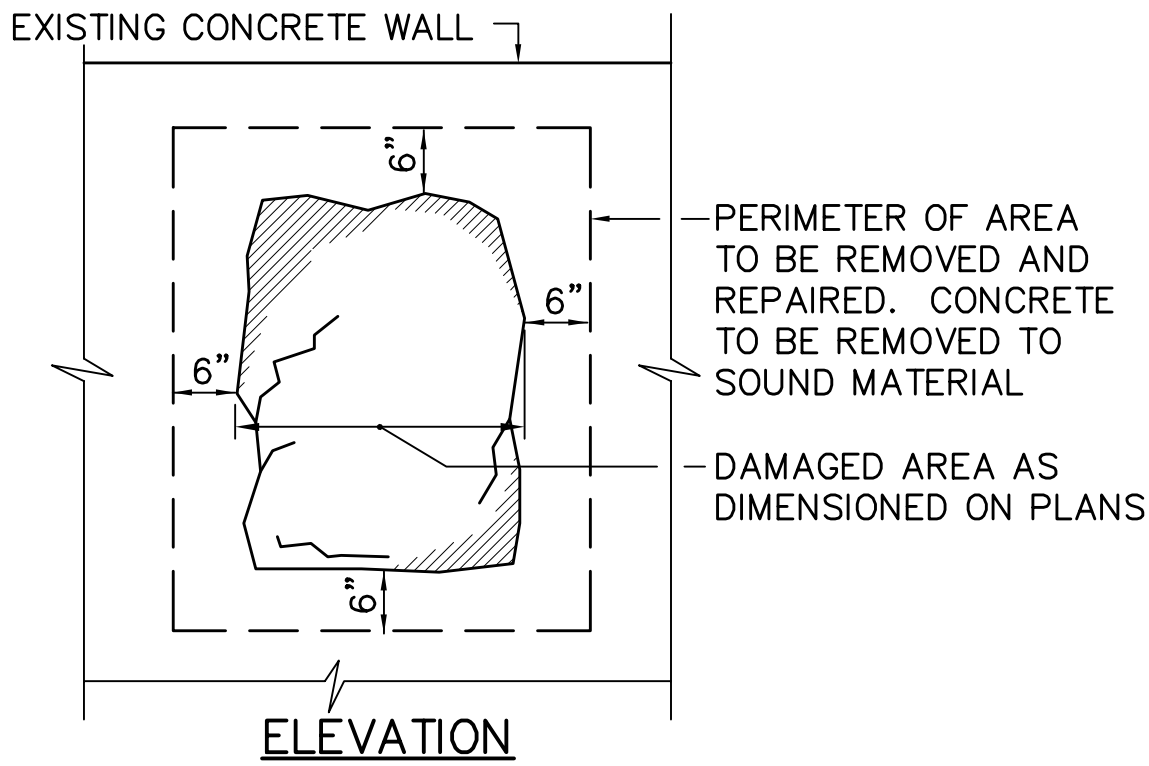
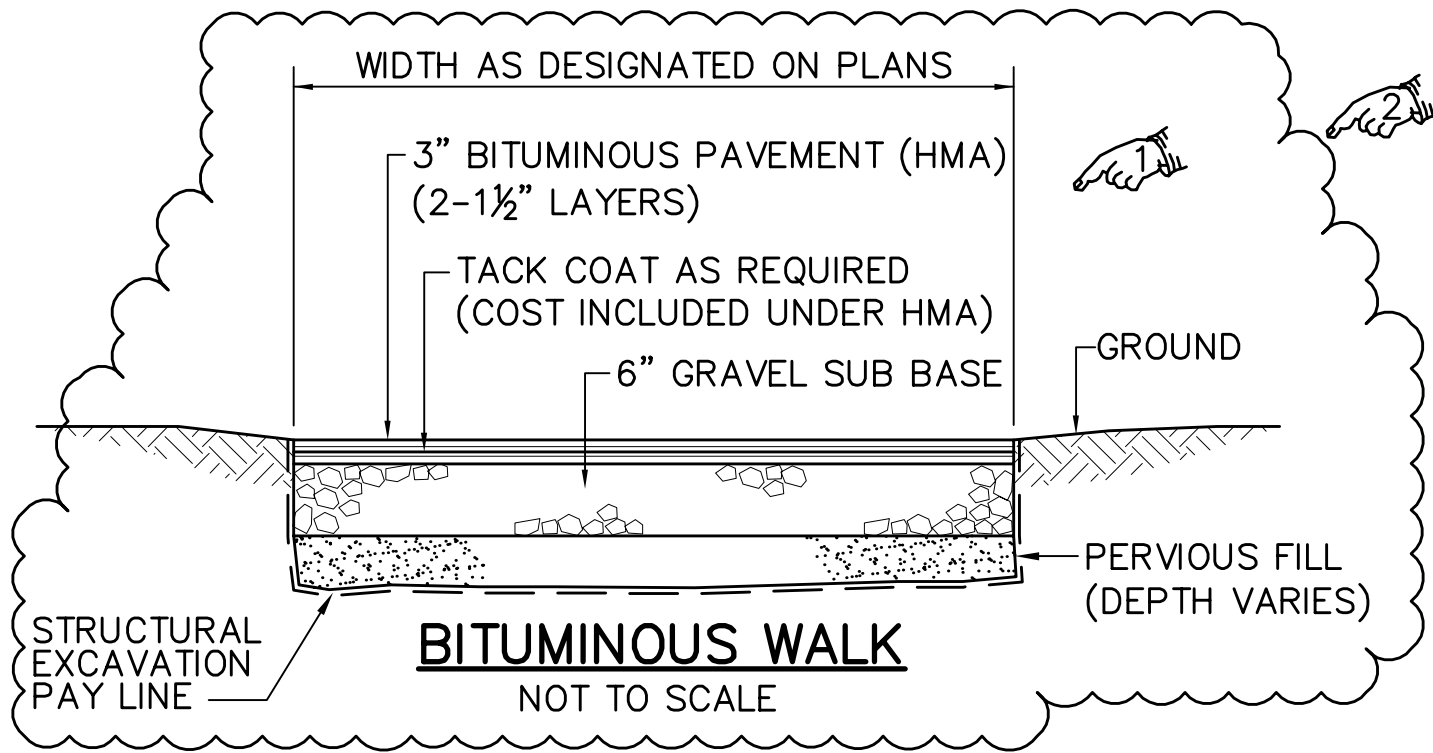
DRAIN PIPE NOTES:

- MANY PIPES AND DRAIN LINES CROSS UNDER THE CLIFF WALK PATH WITHIN THE PROJECT LIMITS. SOME OF THESE PIPES MAY NOT HAVE BEEN IDENTIFIED ON THE PLANS AS NO RECORDS WERE AVAILABLE. IF THE REPAIRS PROPOSED UNDER THIS CONTRACT EXPOSES THESE PIPES AND THEY ARE FOUND TO BE DAMAGED, THE CONTRACTOR SHALL REPLACE THE PIPE AT THE DIRECTION OF THE ENGINEER. THE LIMITS OF THE REPLACEMENT SHALL NOT EXTEND FURTHER INLAND THAN THE CLIFF WALK PATH.
- THE ENGINEER WILL INSPECT THE OUTLET TO ALL DRAINAGE PIPES CROSSING UNDER THE CLIFF WALK PATH AND DISCHARGING TO THE OCEAN. IF REQUIRED, THE PIPES SHALL BE CLEANED OUT AT THE DIRECTION OF THE ENGINEER. THE LIMITS OF CLEANING SHALL NOT EXTEND FURTHER INLAND THAN THE CLIFF WALK PATH.
- IF THE CONTRACTOR IS DIRECTED TO REPLACE OR CLEAN THESE PIPES, THIS WORK SHALL BE PERFORMED ON A FORCE ACCOUNT BASIS.

CONSTRUCTION ACCESS NOTE:

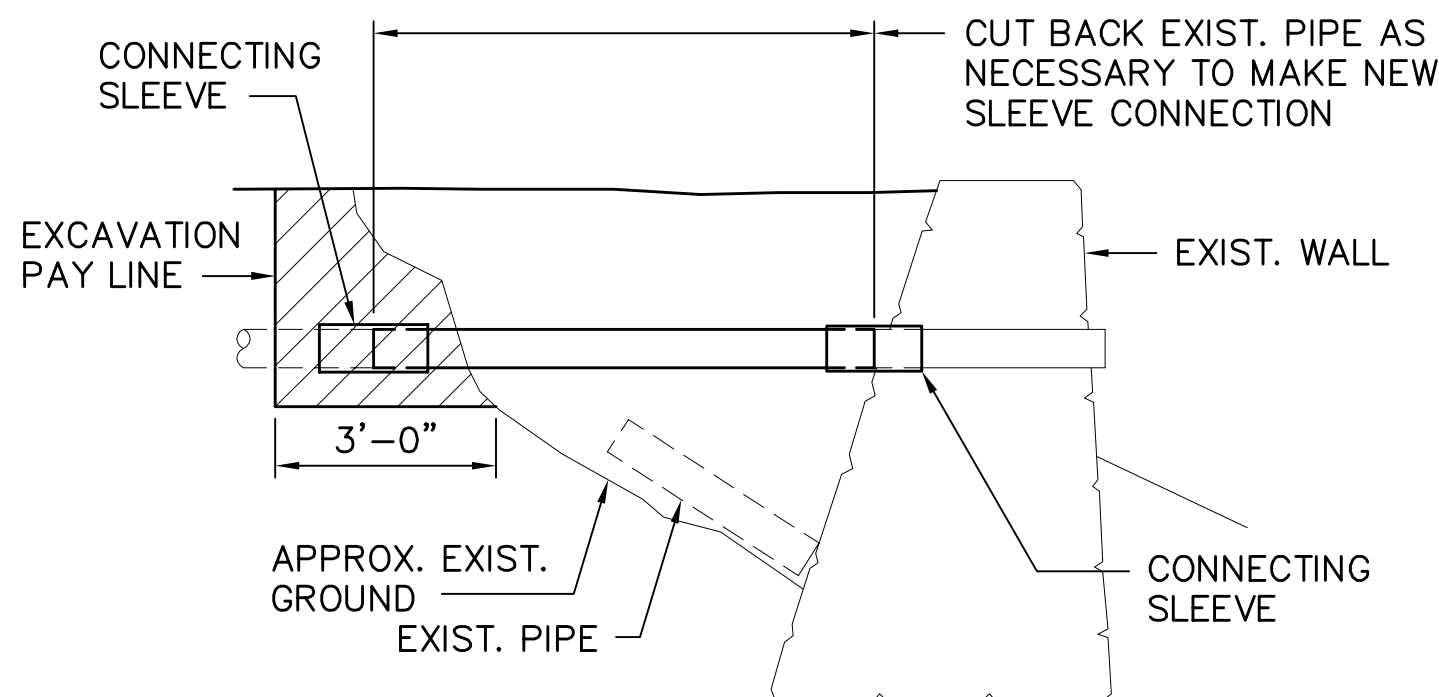
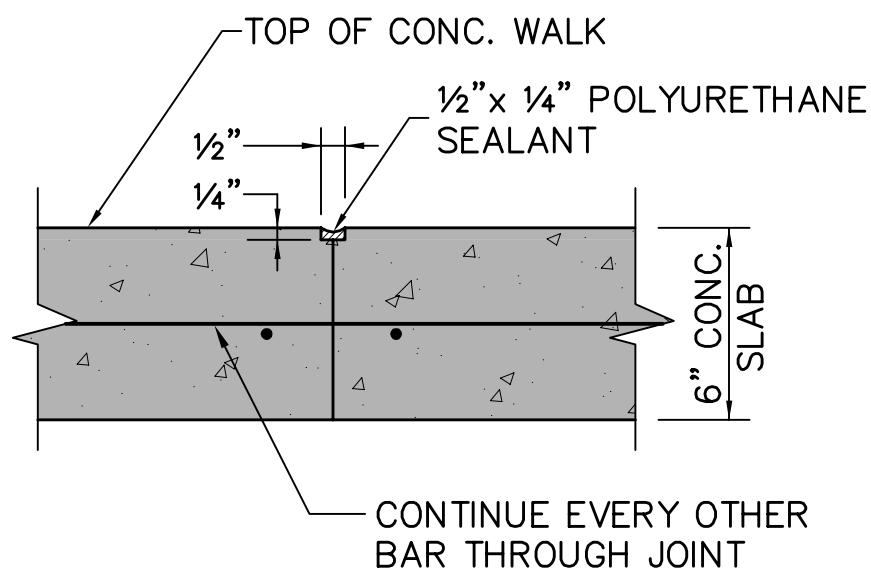
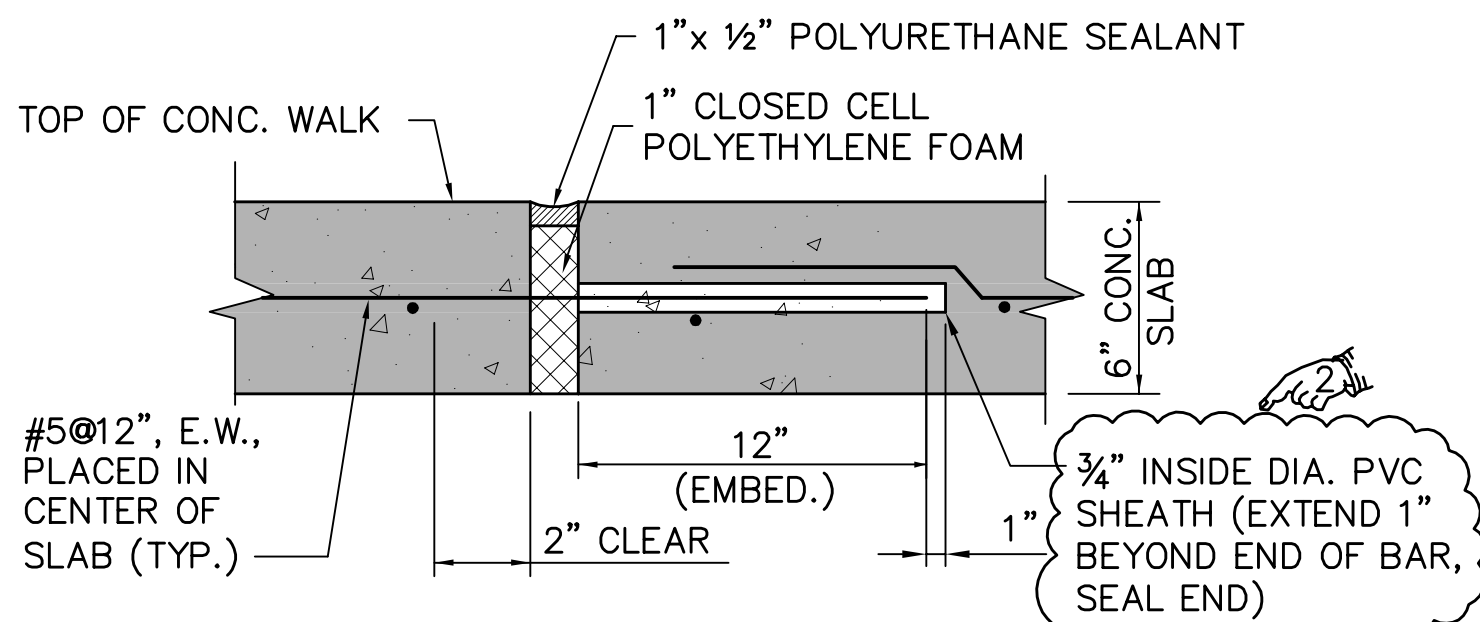
THE CONTRACTOR CAN PROPOSE OPTIONAL GATE WIDTHS TO ACCOMMODATE EQUIPMENT AS NECESSARY AT NO ADDITIONAL COST TO THE STATE.

REVISIONS			RHODE ISLAND	
NO.	DATE	BY	DEPARTMENT OF TRANSPORTATION	
1	3/4/13	KK	HURRICANE SANDY REPAIRS TO THE NEWPORT CLIFF WALK	
2	3/13/13	KK		
			NEWPORT, RHODE ISLAND	
			GENERAL NOTES & LEGEND	
			JOB SPECIFIC	
			CHECKED BY _____ DATE _____ SCALE NONE	



- CONCRETE WALK NOTES:**
1. CLASS XX(AE) CONCRETE SHALL BE USED.
  2. JOINTS TO BE PLACED AT 25' MAX. EVERY THIRD JOINT TO BE EXPANSION, AND ALL REMAINING JOINTS TO BE CONTRACTION. SEE DETAILS BELOW.
  3. JOINT MATERIAL & PVC EXPANSION SHEATH INCLUDED UNDER CONCRETE WALK ITEM.
  4. SIDEWALK SURFACE SHALL BE FINISHED IN ACCORDANCE WITH SECTION 905.03.3.e OF THE STANDARD SPECIFICATIONS.

NOTE: DEPTH, WIDTH & LENGTH AS SPECIFIED ON PLANS.



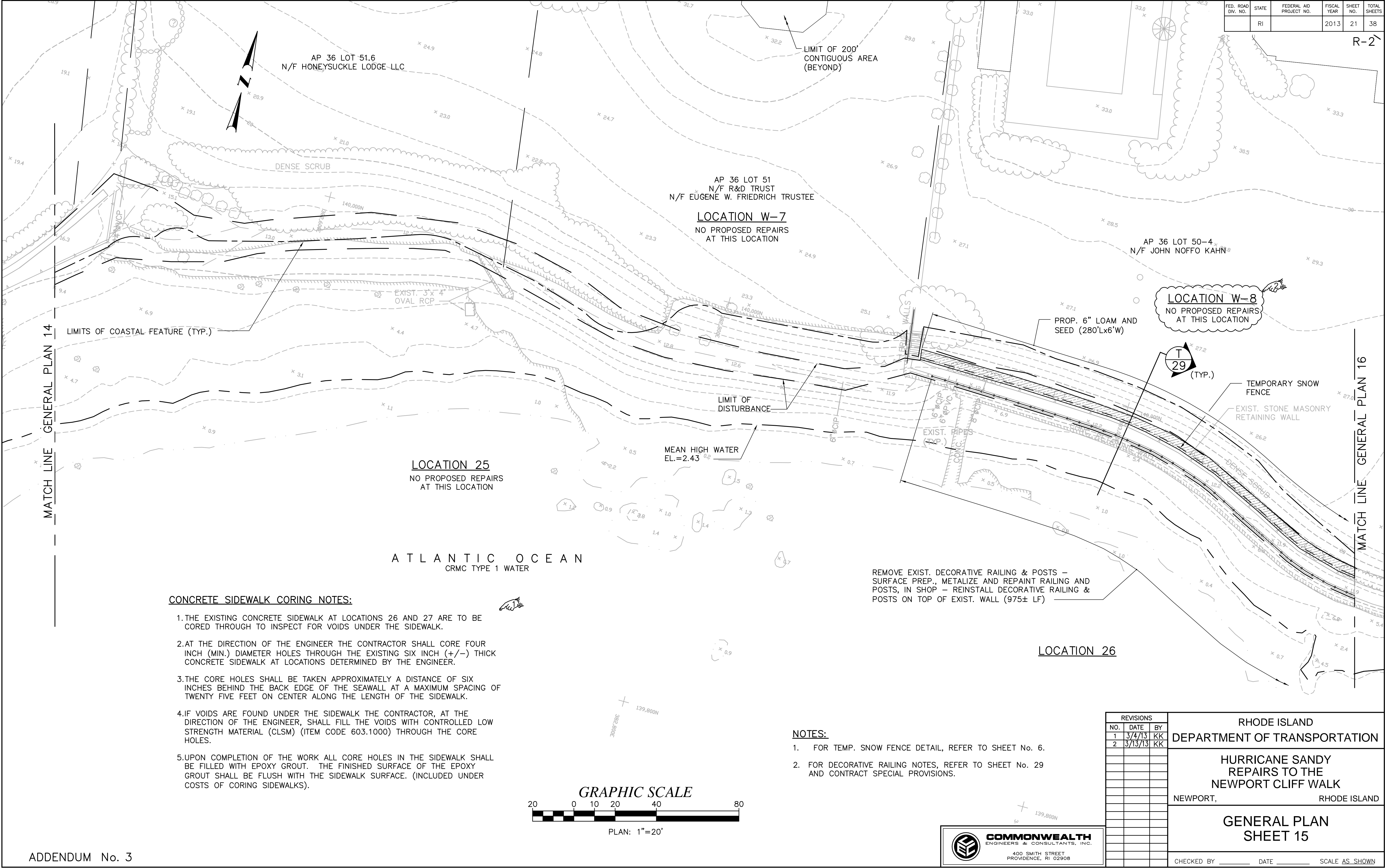
**LIMITS OF HIGH PRESSURE WASHING OF STRUCTURAL STEEL**  
**LOCATION 13**  
SCALE: 1/8"=1'-0"

REVISIONS			RHODE ISLAND	
NO.	DATE	BY	DEPARTMENT OF TRANSPORTATION	
1	3/4/13	KK	HURRICANE SANDY REPAIRS TO THE NEWPORT CLIFF WALK	
2	3/13/13	KK	NEWPORT, RHODE ISLAND	
			STANDARD DETAILS SHEET 2	
			CHECKED BY	DATE

S:\10000\10027.00 0h-Call Bridge Design\10027.17 Cliff Walk Drawings\Current Drawings\9103N\_V1\_021\_GENERAL015\_ADD03.dwg 3/14/2013 10:13:19 AM jls

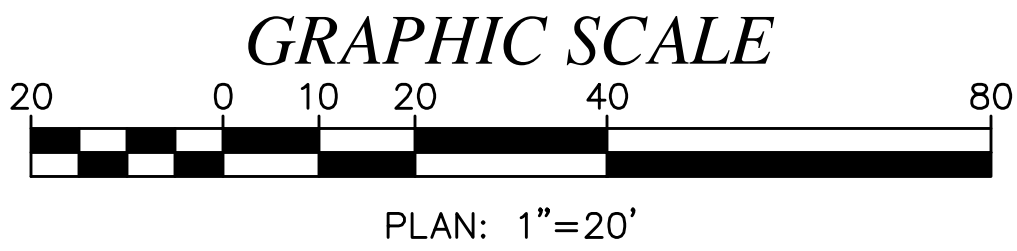
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2013	21	38

R-2



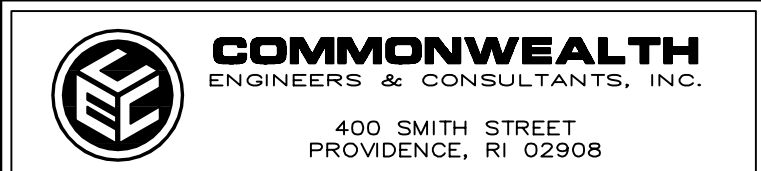
CONCRETE SIDEWALK CORING NOTES:

- 1.THE EXISTING CONCRETE SIDEWALK AT LOCATIONS 26 AND 27 ARE TO BE CORED THROUGH TO INSPECT FOR VOIDS UNDER THE SIDEWALK.
- 2.AT THE DIRECTION OF THE ENGINEER THE CONTRACTOR SHALL CORE FOUR INCH (MIN.) DIAMETER HOLES THROUGH THE EXISTING SIX INCH (+/-) THICK CONCRETE SIDEWALK AT LOCATIONS DETERMINED BY THE ENGINEER.
- 3.THE CORE HOLES SHALL BE TAKEN APPROXIMATELY A DISTANCE OF SIX INCHES BEHIND THE BACK EDGE OF THE SEAWALL AT A MAXIMUM SPACING OF TWENTY FIVE FEET ON CENTER ALONG THE LENGTH OF THE SIDEWALK.
- 4.IF VOIDS ARE FOUND UNDER THE SIDEWALK THE CONTRACTOR, AT THE DIRECTION OF THE ENGINEER, SHALL FILL THE VOIDS WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) (ITEM CODE 603.1000) THROUGH THE CORE HOLES.
- 5.UPON COMPLETION OF THE WORK ALL CORE HOLES IN THE SIDEWALK SHALL BE FILLED WITH EPOXY GROUT. THE FINISHED SURFACE OF THE EPOXY GROUT SHALL BE FLUSH WITH THE SIDEWALK SURFACE. (INCLUDED UNDER COSTS OF CORING SIDEWALKS).



NOTES:

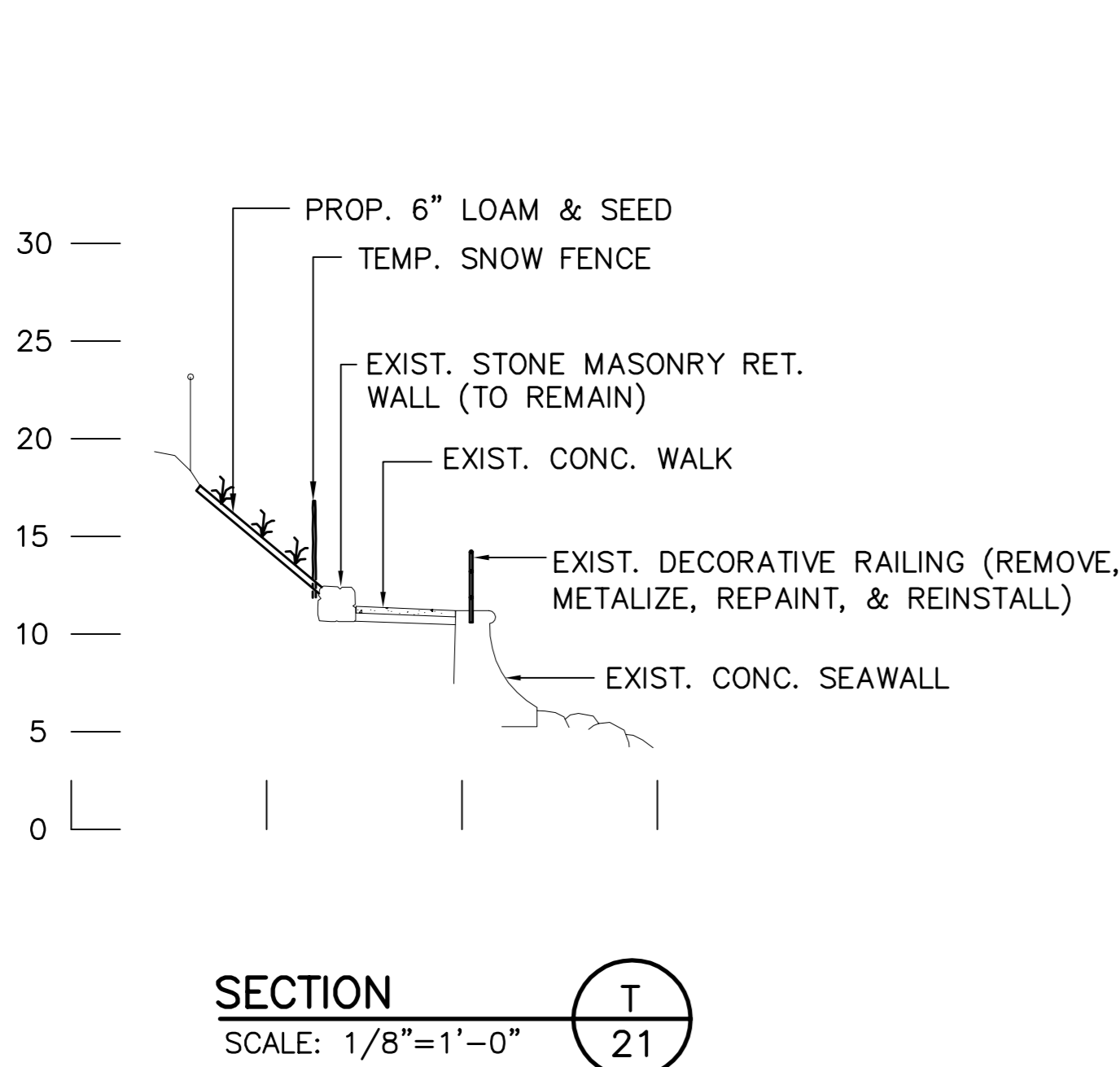
1. FOR TEMP. SNOW FENCE DETAIL, REFER TO SHEET No. 6.
2. FOR DECORATIVE RAILING NOTES, REFER TO SHEET No. 29 AND CONTRACT SPECIAL PROVISIONS.



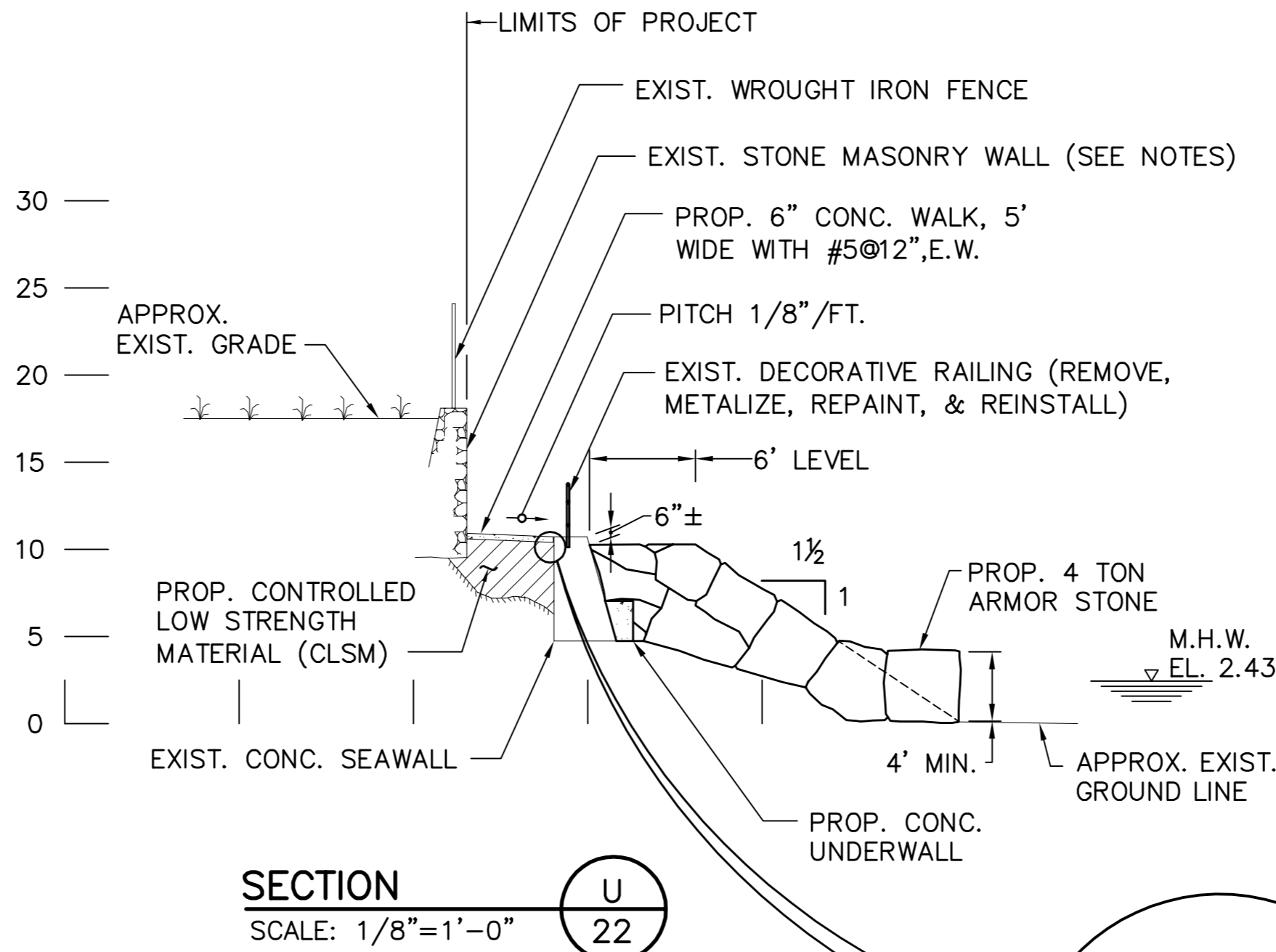
REVISIONS			RHODE ISLAND	
NO.	DATE	BY	DEPARTMENT OF TRANSPORTATION	
1	3/4/13	KK	HURRICANE SANDY REPAIRS TO THE NEWPORT CLIFF WALK	
2	3/13/13	KK		
			NEWPORT, RHODE ISLAND	
			GENERAL PLAN SHEET 15	
			CHECKED BY _____	DATE _____ SCALE AS SHOWN

9103N\_V1\_021\_GENERAL015\_ADD03





SECTION T  
SCALE: 1/8"=1'-0" 21  
LOCATION 26



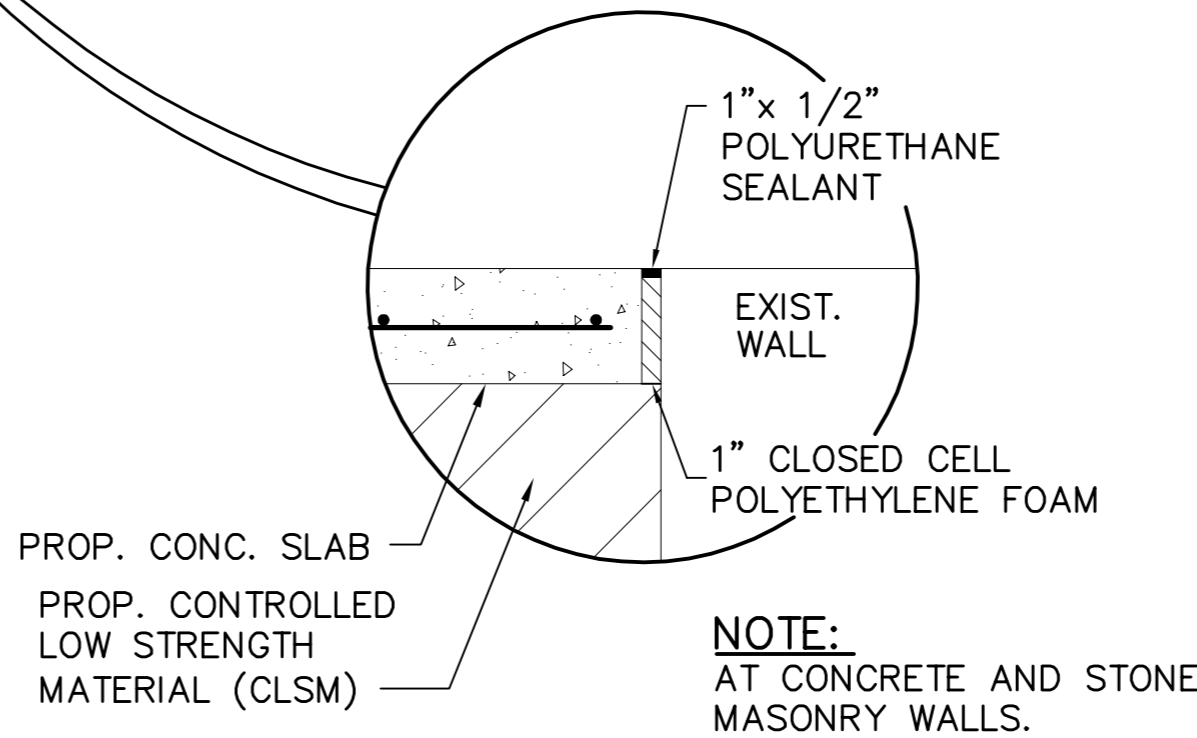
SECTION U  
SCALE: 1/8"=1'-0" 22  
LOCATION 26

NOTES:

1. THE CONTRACTOR SHALL PROVIDE TEMPORARY SUPPORT OF THE EXISTING WALL TO REMAIN AS NECESSARY.
2. ALL COSTS ASSOCIATED WITH TEMPORARY SUPPORT OF EXISTING WALL SHALL BE INCLUDED UNDER THE DEMOLITION COSTS FOR R&D SIDEWALKS

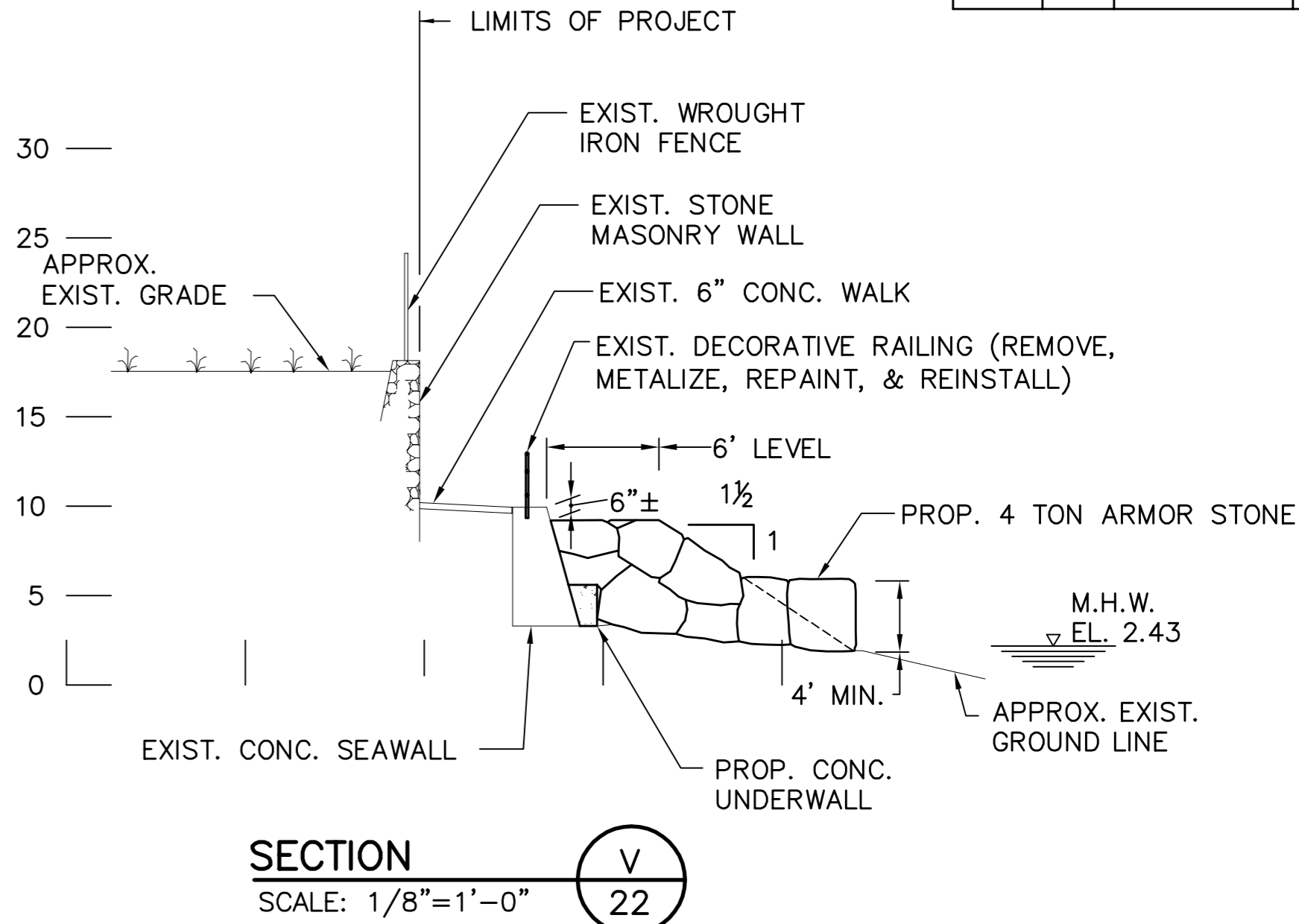
EXISTING DECORATIVE RAILING NOTES:

1. THE EXISTING DECORATIVE RAILING AT LOCATIONS 22, 26 AND 27 ARE TO BE REFURBISHED AS DESCRIBED BELOW AND IN THE SPECIAL PROVISIONS OF THE CONTRACT DOCUMENTS. DETAILS OF THE EXISTING DECORATIVE RAILING ARE SIMILAR TO THE NEW DECORATIVE RAILING DETAILS SHOWN OF SHEET 31.
2. THE EXISTING RAILINGS AND POSTS ARE TO BE CAREFULLY REMOVED FROM THE TOP OF THE EXISTING SEA WALLS WITHOUT DAMAGING THE TOP OF THE WALLS OR THE STEEL RAILING COMPONENTS. THE CONTRACTOR SHALL DOCUMENT THE PRESENT LOCATION OF THE EXISTING POST AND RAIL ELEMENTS SO THAT THEY CAN BE REINSTALLED IN THE SAME LOCATION. LOW STRESS STEEL DIE STAMPS (AT LOCATIONS WHICH WILL NOT BE OBSCURED BY THE METALIZING/PAINT) CAN BE USED TO IDENTIFY PIECES. THE EXISTING CORE HOLES IN THE TOP OF THE WALL SHALL BE CLEANED OUT OF ANY GROUT OR DEBRIS TO CLEAR THE HOLES FOR REUSE. ANY DAMAGE TO THE EXISTING WALLS OR STEEL RAILING AND POSTS WILL BE REPAIRED OR REPLACED AT THE DIRECTION OF THE ENGINEER AND AT NO ADDITIONAL COST TO THE STATE.
3. THE CONTRACTOR WILL BE ALLOWED TO CUT THE EXISTING BOLTS CONNECTING THE RAILINGS TO THE POSTS. THE BOLTS ARE NOT TO BE SALVAGED AND WILL BE REMOVED AND DISPOSED OF OFF SITE.
4. THE RAILINGS AND POSTS ARE TO BE DELIVERED BY THE CONTRACTOR TO THE FABRICATOR'S SHOP.
5. THE STEEL RAILINGS AND POSTS ARE TO BE REFURBISHED AS FOLLOWS:
  - a.REMOVE REMNANTS OF GROUT FROM POSTS
  - b.CLEAN ALL STRUCTURAL STEEL
  - c.REPAIR EXISTING WELDS AS NECESSARY
  - d.SURFACE PREPARATION OF THE STEEL RAILINGS AND POSTS SHALL BE TO MEET SSPC-SP10 STANDARDS "NEAR-WHITE BLAST CLEANING".
  - e.METALIZE AND PAINT ALL STRUCTURAL STEEL IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS (SECTIONS 825 AND 827) INCLUDING THE LATEST SUPPLEMENTAL SPECIFICATIONS. THE TOP COAT COLOR SHALL BE SEAFOAM GREEN AT THE APPROVAL OF THE DEPARTMENT.
6. THE CONTRACTOR SHALL PROVIDE NEW BOLTS, NUTS AND OVERSIZED WASHERS. THE BOLTS AND NUTS SHALL CONFORM TO ASTM A307 AND ASTM 563 GRADE A RESPECTIVELY. THE WASHERS SHALL BE HARDENED STEEL COMMERCIAL TYPE 'A' PLAIN WIDE WASHERS AND SHALL MEET THE DIMENSIONAL REQUIREMENTS OF ANSI B.18.22.
7. ALL NEW FASTENERS AND HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 (ASTM 153) AND AASHTO M111 (ASTM A123).
8. AFTER THE INSTALLATION OF THE RAILING IS COMPLETE THE EXPOSED PORTION OF THE GALVANIZED FASTENERS AND HARDWARE SHALL BE PAINTED IN THE FIELD. THE TOP COAT COLOR SHALL BE SEAFOAM GREEN TO MATCH THE RAILING AND POSTS. THE PRIMER SYSTEM USED OVER THE GALVANIZING SHALL BE A SURFACE TOLERANT PRIMER COMPATIBLE WITH THE TOP COAT. MECHANICAL SURFACE PREP SHALL BE USED PRIOR TO APPLYING THE PRIMER.
9. THE RAILINGS AND POSTS ARE TO BE DELIVERED BACK TO THE CLIFF WALK AND CAREFULLY STOCKPILED TO PREVENT DAMAGE.
10. THE CONTRACTOR SHALL REINSTALL THE POSTS AND RAILING ELEMENTS AND NEW FASTENERS.
11. THE POSTS SHALL BE RESET IN THE EXISTING HOLES IN THE TOP OF THE WALL WITH AN EPOXY GROUT.



TYPICAL DETAIL WHERE  
SLAB ABUTS WALL  
NOT TO SCALE

NOTE:  
AT CONCRETE AND STONE  
MASONRY WALLS.



SECTION V  
SCALE: 1/8"=1'-0" 22  
LOCATION 27

NOTES:

1. FOR DECORATIVE RAILING NOTES, REFER TO SHEET No. 29 AND THE CONTRACT SPECIAL PROVISIONS.
2. FOR EROSION CONTROL MAT DETAILS, REFER TO SHEET No. 5.
3. FOR TEMP. SNOW FENCE DETAILS, REFER TO SHEET No. 5.
4. FOR CONCRETE WALK DETAILS, REFER TO SHEET No. 5.

REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY	HURRICANE SANDY REPAIRS TO THE NEWPORT CLIFF WALK	
1	3/13/13	KK	NEWPORT, RHODE ISLAND	
			SECTIONS: LOCATIONS 26 & 27	
			CHECKED BY _____ DATE _____ SCALE AS SHOWN	



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### TYPICAL RAIL JOINT DETAIL

## PLAN

SCALE 3"=1'-0"

- ELEVATION - 4' CHAIN LINK FENCE

### ELEVATION - INTERMEDIATE POST DETAIL

SCALE: 1"=1'-0"

9103N\_V1\_031\_STELDETL\_ADD03