

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2024-CB-048	2024	1	45

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STATE OF RHODE ISLAND



DEPARTMENT OF TRANSPORTATION

PLAN, PROFILE AND SECTIONS OF PROPOSED

STATE HIGHWAY BRIDGE GROUP 44H - NONQUIT POND

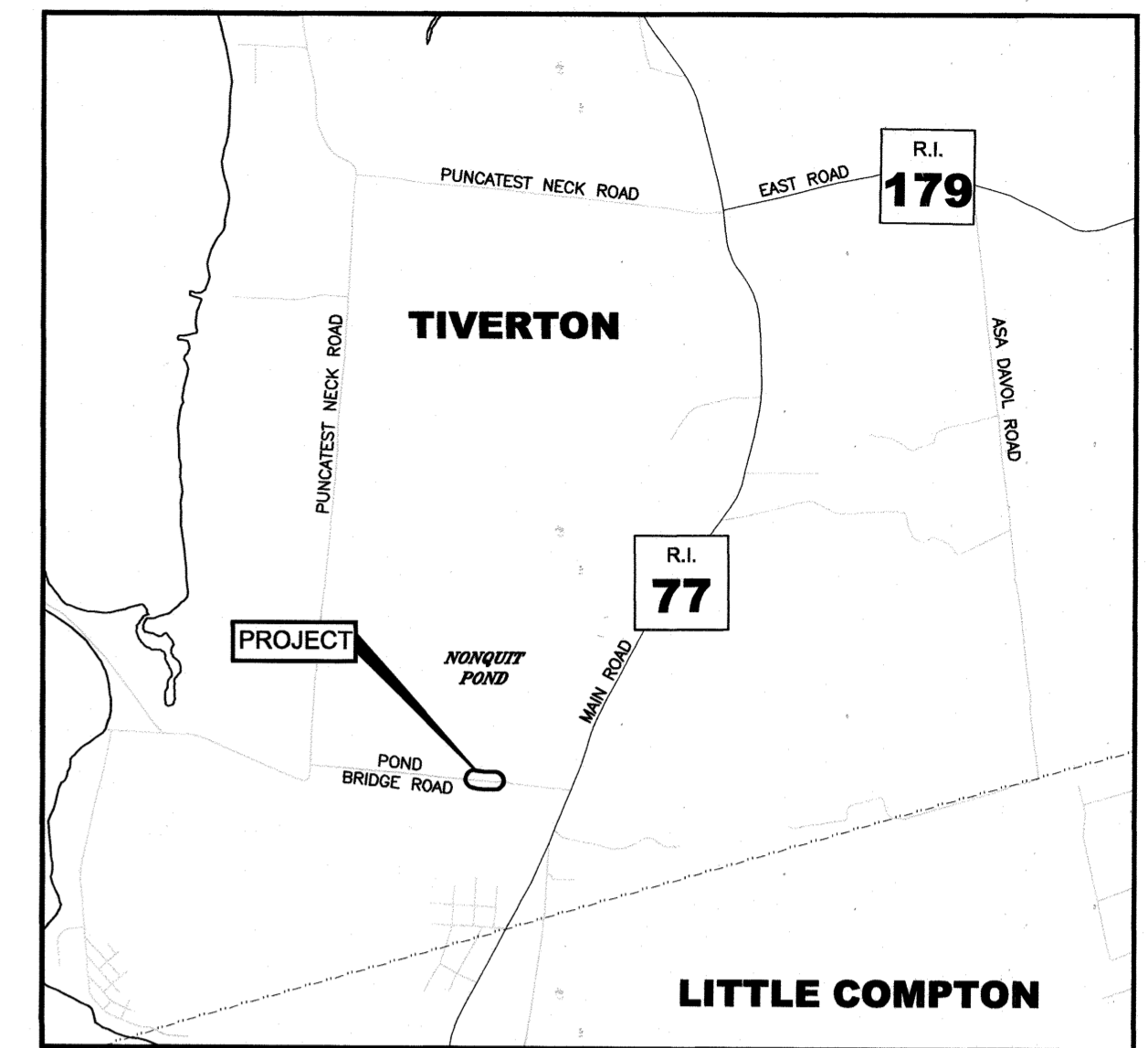
TOWN OF TIVERTON
NEWPORT COUNTY

R.I. CONTRACT NO. 2024-CB-048 F.A. PROJECT NO. BRO-044H(002)

PAVEMENT STRUCTURE

3" MODIFIED CLASS 9.5 HMA (PLACED IN TWO 1.5" LIFTS)
4" CLASS 19.0 HMA
12" GRAVEL BORROW SUBBASE COURSE

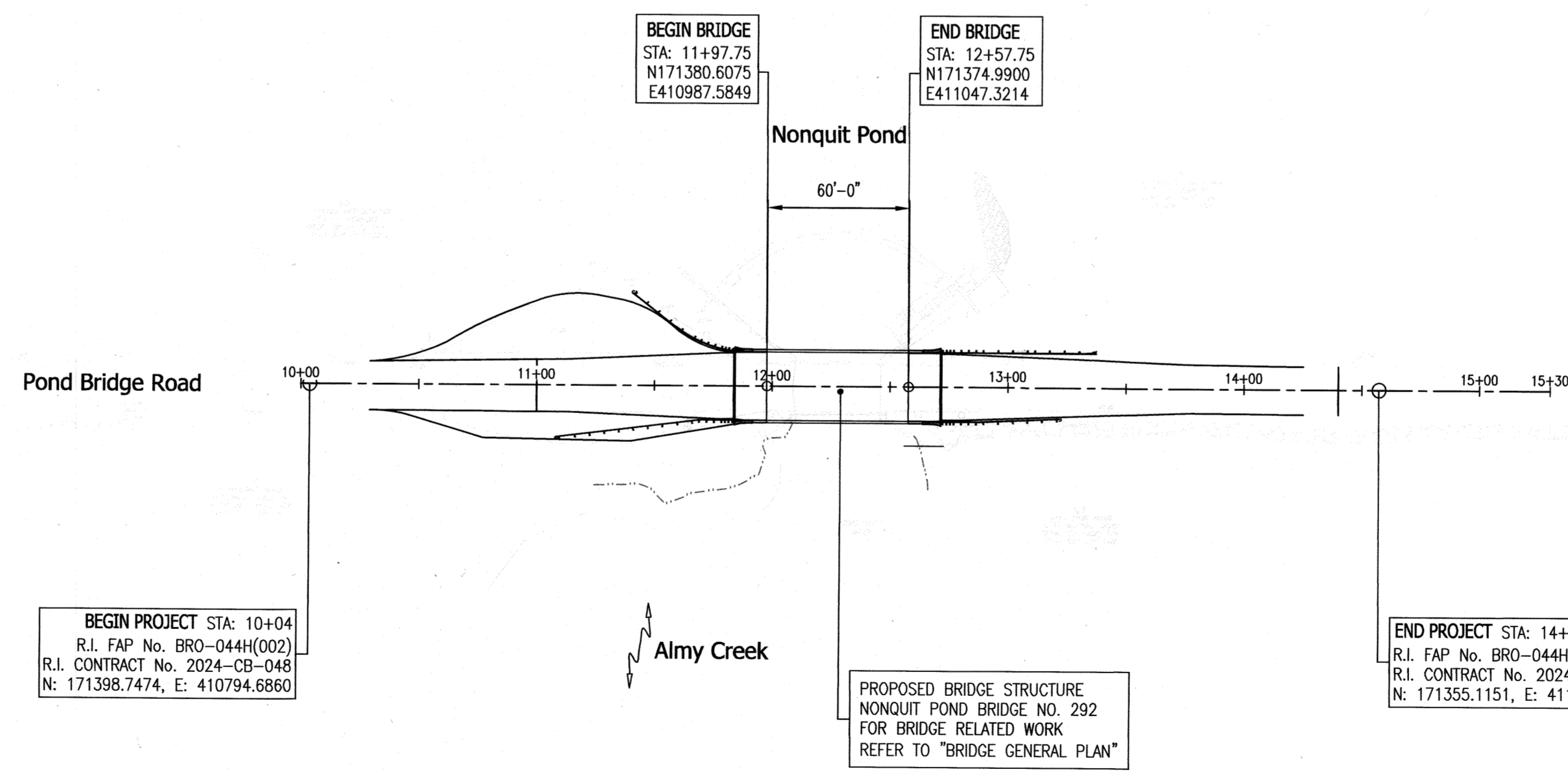
0.09 MILES



LOCATION MAP
SCALE: 1"=2000'

DESIGN DESIGNATION

POND BRIDGE ROAD	
2024 AADT	1,100 V.P.D.
2045 AADT	1,200 V.P.D.
D	55%/45%
T	1%
2024 DHV	100 V.P.H.
2045 DHV	110 V.P.H.
DESIGN SPEED	30 M.P.H.

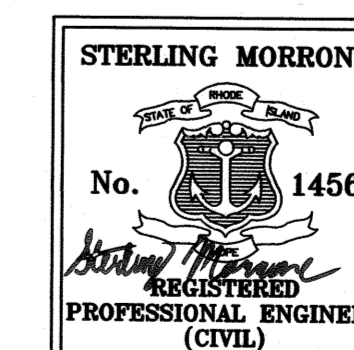
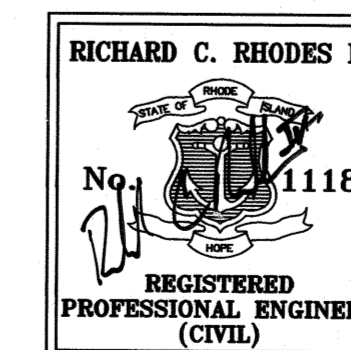
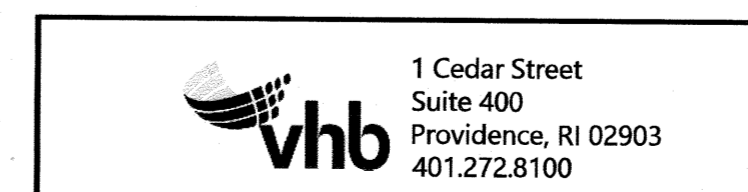


LAYOUT PLAN
SCALE: 1" = 50'

SCALES OF DRAWINGS

Plans	1 inch = 20 feet
Profiles	1 inch = 20 feet Horizontal
Profiles	1 inch = 4 feet Vertical
Cross Sections	1 inch = 4 feet Horizontal
Cross Sections	1 inch = 4 feet Vertical

BASE OF LEVELS
NAVD 88
NAD 83 (2007) (2002.00)



SHEETS 1-15, 42-44
8-6-24

SHEETS 16-41
8-6-24

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, FEBRUARY 2024, WITH ALL REVISIONS AND THE STATE AND FEDERAL SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

STANDARD DETAILS FOR THIS PROJECT ARE R.I. STANDARD DETAILS, 1998 EDITION, WITH ALL REVISIONS.

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED: *Rm A Jasty* 8/8/24
DIRECTOR, DIVISION OF PROJECT MANAGEMENT DATE

APPROVED: *Robert Neuhoff* 8/2/24
CHIEF ENGINEER OF INFRASTRUCTURE DATE

APPROVED: *[Signature]* 8-9-24
DIRECTOR DATE

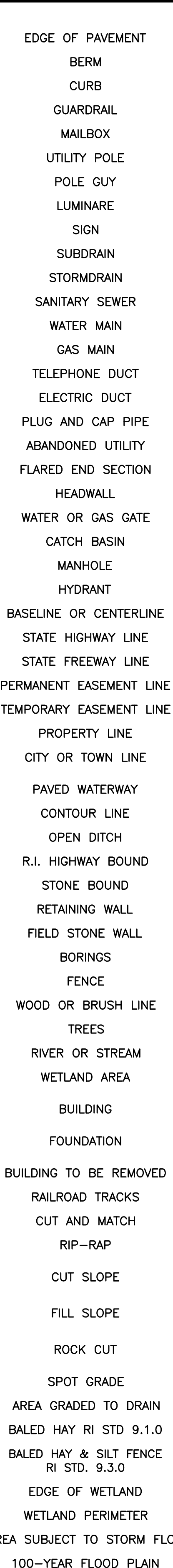
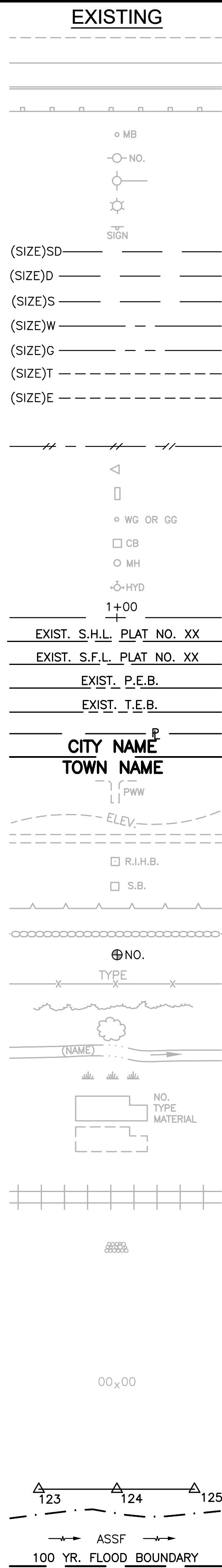
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

Contract Number 2024-CB-048

Number of Sheet 1

Total Sheets 45



1.1.0	UNDERDRAIN	7.5.1	BITUMINOUS BERM	43.5.0	CEMENT CONCRETE DRIVEWAYS		
1.3.0	CONCRETE CONNECTING COLLAR	7.6.0	CURB SETTING DETAIL	48.1.0	DETECTABLE WARNING SYSTEM		
2.1.0	CONCRETE HEADWALLS FOR PIPE CULVERTS	8.2.0	BITUMINOUS CONCRETE DITCH	51.1.0	TREE PROTECTION DEVICE		
2.2.0	STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0" PIPE CULVERTS	8.3.0	RIP-RAP DITCH	51.1.1	DRIP LINE TREE PROTECTION DEVICE FOR EXISTING TREES	(NIC)	NOT IN THIS CONSTRUCTION CONTRACT
2.3.0 (DIA.)	PRECAST CONCRETE FLARED END SECTION	8.4.0	PAVED WATERWAY	51.2.0	SHRUB PROTECTION DEVICE	(NWB)	FURNISH AND INSTALL NEW WATER GATE VALVE BOX
3.2.0	BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE	9.3.0	BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED	51.3.0	TREE WELL	(NWVB)	FURNISH AND INSTALL NEW WATER GATE VALVE AND BOX
3.2.1 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE	9.4.0	BALED HAY DITCH AND SWALE EROSION CHECK	51.4.0	TREE WALL	(NWCB)	FURNISH AND INSTALL NEW WATER CURB STOP BOX
3.3.0	BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN	9.5.0	LOG AND HAY CHECK DAM	(AB)	ADJUST CATCH BASIN TO GRADE	(NWSB)	FURNISH AND INSTALL NEW WATER CURB STOP AND BOX
3.3.2	BRICK/SOLID BLOCK TYPE "F" SQUARE CATCH BASIN	9.7.0	DEWATERING BASIN	(ABM)	ADJUST CATCH BASIN TO MANHOLE	(PCD)	PERMANENT CHECK DAM
3.3.3	SOLID BLOCK FLUSH SQUARE CATCH BASIN	9.8.0	BALED HAY CATCH BASIN INLET PROTECTION	(AC)	ADJUST CURB STOP TO GRADE	(PS)	4" PLANTABLE SOIL AND SEED
3.4.0	BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN	9.9.0	CONSTRUCTION ACCESS	(AD)	ADJUST DRAINAGE MANHOLE TO GRADE	(RCB)	RECONSTRUCT TYPE "D" CATCH BASIN, TO CATCH BASIN WITH GUTTER INLET
3.4.1	BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET	10.1.0	WET STONE MASONRY RETAINING WALL	(AE)	ADJUST ELECTRIC MANHOLE TO GRADE	(RCM)	R.I.D.O.T. COMMUNICATIONS MANHOLE
3.4.2	BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN	10.2.0	RUBBLE MASONRY WALL	(AFC)	ADJUST FRAME AND COVER TO GRADE	(RHH)	REMOVE, HANDLE, HAUL, TRIM, RESET CURB EDGING, STRAIGHT, CIRCULAR (ALL TYPES)
3.4.3	BRICK/SOLID BLOCK TYPE "R" CATCH BASIN	10.3.0	CONCRETE RETAINING WALL	(AFG)	ADJUST FRAME AND GRATE TO GRADE	(RLP)	RELOCATE LAMP POST
3.4.4	SOLID BLOCK FLUSH ROUND CATCH BASIN	10.4.0	STONE MASONRY STEPS	(AG)	ADJUST GAS GATE BOX TO GRADE	(RMB)	RELOCATE MAILBOX (BY OTHERS)
3.4.5 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN	14.1.0	CONCRETE HIGHWAY BOUND	(AHH)	ADJUST HANDHOLE TO GRADE	(RPM)	REMOVE PAVEMENT MARKINGS
3.5.0	SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN	15.1.0	POST AND MOUNTINGS FOR RURAL MAILBOX	(AS)	ADJUST SANITARY SEWER MANHOLE TO GRADE	(RRP)	RIP-RAP PAD (SEE DETAIL)
3.5.1 (SIZE)	SOLID BLOCK SHALLOW 5'-0" OR 6'-0" SQUARE CATCH BASIN	15.2.0 (NO.)	POST AND MULTIPLE MOUNTINGS FOR RURAL MAILBOXES	(AT)	ADJUST TELEPHONE MANHOLE TO GRADE	(RRS)	REMOVE AND RELOCATE SIGN
3.6.0	BRICK/SOLID BLOCK DROP INLET	18.2.0	PRECAST TYPE "A" HANDHOLE	(AW)	ADJUST WATER GATE BOX TO GRADE	(RUP)	RELOCATE UTILITY POLE (BY OTHERS)
3.7.0 (DIA.)	BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0"	18.2.2	HEAVY DUTY TYPE "H" HANDHOLE	(BCD)	BITUMINOUS CONCRETE DRIVEWAY 3" CLASS 9.5 HMA 8" GRAVEL BORROW SUBBASE COURSE	(SB)	STONE BAFFLE
4.2.0	PRECAST 4'-0" ROUND MANHOLE	18.3.0	ALUMINUM LIGHTING STANDARDS	(BPS)	BUILD NEW STRUCTURE OVER EXISTING PIPE	(SBTE)	STEEL BEAM BRIDGE CONNECTION APPROACH END (W/O NESTED RAIL)
4.2.1	PRECAST 5'-0" ROUND MANHOLE	20.2.0	BI-DIRECTIONAL CONTROL DEVICE	(CCB)	CLEAN CATCH BASIN	(SD-)	STEEL BEAM BRIDGE CONNECTION TRAILING END (W/NESTED RAIL)
4.2.2	PRECAST 6'-0" ROUND MANHOLE	24.6.1	STREET SIGN MOUNTING DETAIL	(CCP)	CUT AND CAP PIPE WITH RESTRAINT (ALL SIZES)	(SF)	STRUCTURAL DISPOSITION - SEE CS PAGES OF SPECIFICATION
4.3.0 (SIZE)	PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN	26.2.0	POLYETHYLENE DRUM WITH MARKINGS	(CG)	CLEAN AND FLUSH PIPE	(SGA)	REMOVE AND STOCKPILE FENCE
4.4.0 (DIA.)	PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN	26.3.0	PVC PLASTIC PIPE TYPE III BARRICADE	(CFP)	CLEARING AND GRUBBING	(SGC)	REMOVE AND STOCKPILE GRANITE CURB
4.5.0	PRECAST CONCRETE DROP INLET	31.1.0	CHAIN LINK FENCE 3'-0" TO 4'-0"	(CMH)	CLEAN MANHOLE	(SGR)	REMOVE AND STOCKPILE GUARDRAIL
4.5.1	PRECAST CONCRETE DROP INLET LATERAL OUTLET	31.2.0	CHAIN LINK FENCE 5'-0" TO 6'-0"	(CP)	(DEPTH) COLD PLANE	(SH)	REMOVE AND STOCKPILE HYDRANT
4.5.2	PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET	31.2.1	CHAIN LINK FENCE 5'-0" TO 6'-0" INTERMEDIATE POST	(CP)	CUT AND PLUG PIPE (ALL TYPES, ALL SIZES)	(SS)	REMOVE AND STOCKPILE SIGN
5.3.0	CATCH BASIN AND MANHOLE STEP	31.3.0	WOVEN WIRE RIGHT-OF-WAY FENCE (STEEL POST)	(DB)	REMOVE AND DISPOSE BITUMINOUS CURB	(STS)	REMOVE AND STOCKPILE TRAFFIC SIGNAL SYSTEM
5.4.0	CONCRETE COLLARS	34.1.0	ROADSIDE GUARDRAIL (GENERAL NOTES, INSTALLATION, POST & OFFSET BLOCK DETAILS)	(DC)	REMOVE AND DISPOSE CONCRETE CURB	(TB)	CONCRETE THRUST BLOCK
6.1.0	LIGHT-DUTY SQUARE FRAME AND ROUND COVER	34.1.1	TYPICAL GUARDRAIL INSTALLATION AT STRUCTURES	(DCB)	REMOVE AND DISPOSE CATCH BASIN	(TEP)	TIE EXISTING PIPE INTO NEW STRUCTURE
6.1.1	HEAVY DUTY SQUARE FRAME AND ROUND COVER	34.1.2	STEEL BEAM GUARDRAIL ENCASED POST FOR SHALLOW INSTALLATION	(DDI)	REMOVE AND DISPOSE DROP INLET	(TNP)	TIE NEW PIPE INTO EXISTING STRUCTURE
6.2.0	LIGHT-DUTY ROUND FRAME AND COVER	34.1.3	STEEL BEAM GUARDRAIL DEEP POST INSTALLATION	(DF)	REMOVE AND DISPOSE FENCE	(TBT)	THRIE BEAM TRANSITION
6.2.1	HEAVY-DUTY ROUND FRAME AND COVER	34.1.4	STEEL BEAM GUARDRAIL INSTALLED IN CONCRETE OR HMA SURFACE	(DFC)	REMOVE AND DISPOSE FRAME AND COVER	(TBBC)	THRIE BEAM BRIDGE CONNECTION
6.3.0	SQUARE FRAME AND GRATE	34.2.0	STEEL BEAM GUARDRAIL, TL-3	(DFE)	REMOVE AND DISPOSE FLARED END SECTION	(TT)	TREE TRIMMING
6.3.1	SQUARE FRAME AND GRATE	34.2.1	STEEL BEAM GUARDRAIL, TL-2	(DFG)	REMOVE AND DISPOSE FRAME AND GRATE	(WCM)	4" WOOD CHIP MULCH
6.3.2	SQUARE FRAME AND GRATE (BICYCLE SAFE)	34.2.2	STEEL BEAM GUARDRAIL DOUBLE FACE ASSEMBLY	(DFH)	REMOVE AND DISPOSE FIRE HYDRANT	(4DY)	4" EPOXY RESIN PAVEMENT MARKINGS - DOUBLE YELLOW
6.3.3	HIGH CAPACITY FRAME AND GRATE	34.2.5	STEEL BEAM GUARDRAIL REFLECTORIZED TRIANGULAR DELINEATOR	(DFP)	REMOVE AND DISPOSE FLEXIBLE PAVEMENT	(6W)	6" EPOXY RESIN PAVEMENT MARKINGS - WHITE
6.3.4	HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE)	34.3.0	STEEL BEAM GUARDRAIL APPROACH END TREATMENT	(DG)	REMOVE AND DISPOSE GUARDRAIL	(12W)	12" EPOXY RESIN PAVEMENT MARKINGS - WHITE
6.4.0	ROUND FRAME AND GRATE	34.3.1	STEEL BEAM GUARDRAIL TERMINAL END SECTION	(DH)	REMOVE AND DISPOSE HEADWALL	(6WT)	6" PREFORMED PATTERNED MARKING (HIGH PERFORMANCE TAPE)
7.1.0S	PRECAST CONCRETE CURB (STRAIGHT)	34.3.2	STEEL BEAM GUARDRAIL ANCHORAGE TRAILING END SECTION	(DHB)	REMOVE AND DISPOSE HIGHWAY BOUND	(4Y)	4" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
7.1.0C	PRECAST CONCRETE CURB (CIRCULAR)	34.3.3	STEEL BEAM GUARDRAIL THRIE BEAM TRANSITION PANEL	(DHH)	REMOVE AND DISPOSE HANDHOLE	(6Y)	6" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
7.1.1	3'-0' PRECAST CONCRETE TRANSITION CURB	34.3.4	STEEL BEAM GUARDRAIL CONNECTION TO NEW END POST GUARDRAIL CONNECTION TO EXISTING END POST APPROACH END SECTION	(DL)	REMOVE AND DISPOSE LIGHT AND FOUNDATION	P.G.L.	PROFILE GRADE LINE
7.1.2	6'-0' PRECAST CONCRETE TRANSITION CURB	34.3.5	GUARDRAIL CONNECTION TO EXISTING END POST TRAILING END SECTION	(DMB)	REMOVE AND DISPOSE MEDIAN BARRIER		
7.1.4	PRECAST 2'-0" RADIUS CORNER	34.3.6	STEEL BEAM GUARDRAIL TRANSITION TO RIGID BARRIER	(DMH)	REMOVE AND DISPOSE MANHOLE		
7.1.5	PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN)	34.3.7	MASH GUARDRAIL TRANSITION TO EXISTING GUARDRAIL	(DMM)	REMOVE AND DISPOSE MEDIAN MARKER		
7.1.6	PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN)	34.3.8	STEEL BEAM GUARDRAIL LONG SPAN, TL-3	(DOW)	REMOVE AND DISPOSE OBSERVATION WELL		
7.1.7	PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN)	34.3.9	STEEL THRIE BEAM GUARDRAIL SINGLE FACE	(DP)	REMOVE AND DISPOSE PIPE		
7.1.8	PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN)	34.5.3	STEEL THRIE BEAM GUARDRAIL DOUBLE FACE	(DPB)	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE		
7.2.0S	PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT)	34.5.4	STEEL THRIE BEAM GUARDRAIL LONG SPAN	(DRB)	REMOVE AND DISPOSE RIGID BASE		
7.2.0C	PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR)	34.5.5	F SHAPE CONCRETE BARRIER DOUBLE FACE	(DS)	REMOVE AND DISPOSE SIGN		
7.2.1	PRECAST CONCRETE SLOPED FACE TRANSITION CURB	40.1.0	F SHAPE CONCRETE BARRIER SINGLE FACE	(DSS)	REMOVE AND DISPOSE TRAFFIC SIGNAL SYSTEM		
7.2.2	PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SLOPED FACE)	40.2.0	F SHAPE CONCRETE BARRIER WITH CONCRETE SEPARATOR	(DSW)	REMOVE AND DISPOSE SIDEWALK		
7.3.0S	GRANITE CURB (STRAIGHT)	40.2.1	PRECAST MEDIAN BARRIER TRANSITION UNIT	(DTD)	REMOVE AND DISPOSE TELEPHONE DUCT BANKS		
7.3.0C	GRANITE CURB (CIRCULAR)	40.3.0	PRECAST MEDIAN BARRIER FOR LIGHT STANDARD	(DUP)	REMOVE AND DISPOSE UTILITY POLE		
7.3.2	6'-0" GRANITE TRANSITION CURB	40.4.0	BARRIER MOUNTED DELINEATOR	(DWW)	REMOVE AND DISPOSE PAVED WATERWAY		
7.3.3	GRANITE WHEELCHAIR RAMP TRANSITION CURB	40.5.0	SINGLE-FACED PRECAST MEDIAN BARRIER	(FF)	FILTER FABRIC RIPRAP FLARED END UNDERLAYMENT		
7.3.4	GRANITE 2'-0" RADIUS CORNER	40.2.1	PRECAST MEDIAN BARRIER TRANSITION UNIT	(GET)	FLARED GUARDRAIL END TREATMENT		
7.3.5	GRANITE INLET STONE (FOR SQUARE CATCH BASIN)	40.3.0	BARRIER MOUNTED DELINEATOR	(IA)	IMPACT ATTENUATOR		
7.3.6	GRANITE INLET STONE (FOR ROUND CATCH BASIN)	40.5.0	CEMENT CONCRETE SIDEWALK	(IDL)	IMPERVIOUS DITCH LINER		
7.3.7	GRANITE APRON STONE (FOR SQUARE CATCH BASIN)	43.1.0	BITUMINOUS CONCRETE SIDEWALK	(LOD)	LIMIT OF DISTURBANCE		
7.3.8	GRANITE APRON STONE (FOR ROUND CATCH BASIN)	43.2.0	WHEELCHAIR RAMP	(LOR)	LIMIT OF REGRADING		
7.4.0	GRANITE SLOPED FACE CURB	43.3.0	WHEELCHAIR RAMP FOR LIMITED RIGHT-OF-WAY AREAS	(LS)	4" LOAM AND SEED		
7.4.1	GRANITE SLOPED FACE TRANSITION CURB	43.3.1	DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB	(NFH)	NEW FIRE HYDRANT WITH GATE VALVE		
7.4.2	GRANITE TRANSITION CURB (VERTICAL FACE TO SLOPE FACE)	43.4.0	DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB				
7.5.0	BITUMINOUS CONCRETE LIP CURB	43.4.1					

1 Cedar Street
 Suite 400
 Providence, RI 02903
 401.272.8100

RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION

DESIGNED BY:

CHECKED BY:

DATE:

SHEET: 2

OF: 45

REVISIONS		REVISIONS			
NO.	DATE	BY	NO.	DATE	BY
1	6/07	TRB			
2	12/22	RS			

SCALE: NOT TO SCALE

BRIDGE GROUP 44H - NONQUIT POND

TIVERTON RHODE ISLAND

STANDARD PLAN SYMBOLS & STANDARD LEGEND

2602V_V1_002_STDSYM

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2024-CB-048	2024	3	45

GENERAL NOTES:

- ANY DAMAGE TO EXISTING PAVEMENT, BRIDGES, DRAINAGE STRUCTURES, DRAINAGE PIPES, INFILTRATION AREAS, ROADSIDE, CONDUIT, SIDEWALK, FENCES, ETC., CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT TO CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 106.05 OF THE R.I.D.O.T. STANDARD SPECIFICATION, LATEST EDITION. EQUIPMENT AND MATERIAL SHALL NOT BE STORED IN AREAS DESIGNATED FOR STORMWATER INFILTRATION OR OUTSIDE THE L.O.D. WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXISTING CONDITIONS ARE NOT DISTURBED OR OBLITERATED BEFORE SURVEY GROUND CONTROL POINTS ARE LOCATED, VERIFIED, AND DEEMED ADEQUATE FOR CONSTRUCTION LAYOUT. THE CONSTRUCTION LAYOUT SHALL BE PROVIDED IN SUFFICIENT DETAIL, THEREBY ENABLING THE CONTRACTOR TO CONSTRUCT THE PROJECT IN CONFORMITY WITH THE PLANS AND SPECIFICATIONS. SURVEY WILL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL ADEQUATE SURVEY GROUND CONTROL POINTS HAVE BEEN ESTABLISHED, TIED DOWN, AND VERIFIED IN WRITING BY THE CONTRACTOR'S PROFESSIONAL LAND SURVEYOR.
- ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.
- THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE DETERMINED BY THE CONTRACTOR TO MEET THE REQUIREMENTS OF SECTION 907.
- ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO PAVEMENT PLACEMENT ON THE CONCRETE BASE OR COLD PLANED PAVEMENT, AND ON ANY NEW COURSE WHICH HAS BEEN OPEN TO TRAFFIC, OR ANY NEW COURSE WHICH HAS BEEN EXPOSED FOR MORE THAN 7 DAYS, AND/OR AS DIRECTED BY THE ENGINEER. IT SHALL ALSO BE APPLIED TO VERTICAL PAVEMENT FACES BETWEEN ADJOINING PAVEMENT SECTIONS. ALL APPLICATIONS ON BOTH HORIZONTAL AND VERTICAL SURFACES SHALL BE INCIDENTAL TO THE APPLICABLE PAVEMENT ITEMS.
- THE LIMITS OF CLEARING AND SURFACE DISTURBANCE SHALL BE STRICTLY ADHERED TO IN ALL AREAS. IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND PLACING, AT ITS OWN EXPENSE, PLANTABLE SOIL AND SEED IN AREAS WHICH ARE OUTSIDE OF THE PROJECT'S AREAS OF DISTURBANCE AND WHICH ARE IMPACTED BY CONSTRUCTION OPERATIONS INCLUDING THOSE AREAS WHERE VEHICLES, EQUIPMENT AND MATERIALS ARE STORED.
- THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
- CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT DEBRIS PRIOR TO THE PLACEMENT OF EACH BITUMINOUS PAVEMENT LIFT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. CLEANING WITH COMPRESSED AIR SHALL ONLY BE ALLOWED WITH THE APPROVAL OF THE ENGINEER.
- PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS AND SHOP DRAWINGS OR AS MODIFIED BY THE ENGINEER.
- THE COORDINATE SYSTEM, IF SHOWN, IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.
- PAVEMENT OPERATIONS FOR CURBED SECTIONS: IN AREAS WHERE CURBING IS SET TO FINISH LINE AND GRADE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE THE SENSOR AND SKY-TYPE DEVICE FOR AUTOMATIC GRADE CONTROL, BUT WILL BE ALLOWED TO MANUALLY ADJUST THE BITUMINOUS PAVER FOR CONTROLLING GRADE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAYS FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO MAINTAIN THE SAFE TRAVEL OF THE PUBLIC AT NO ADDITIONAL COST TO THE STATE.
- NO FUEL STORAGE, VEHICLE REFUELING, OR EQUIPMENT STORAGE SHALL TAKE PLACE IN DESIGNATED WETLANDS, NOR WITHIN 100' OF ANY WATER BODY. THIS REQUIREMENT SHALL NOT SUPERSEDE ANY FEDERAL, STATE OR LOCAL LAW, ORDINANCE, RULE OR REGULATION THAT APPLIES TO THE SAME, UNLESS THIS REQUIREMENT IS MORE STRINGENT THAN SAID LAW, ORDINANCE, RULE OR REGULATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT AT THE END OF FINAL PAVING OPERATIONS, FLOW TO NEW AND EXISTING DRAINAGE STRUCTURES HAS BEEN PROPERLY ESTABLISHED AND THAT NO ISOLATED DEPRESSIONS REMAIN. THERE SHALL BE NO SEPARATE PAYMENT FOR THIS PROVISION; ANY CORRECTIVE ACTION SHALL BE CONSIDERED INCIDENTAL TO PAVING AND COLD PLANING OPERATIONS.
- ALL EMBANKMENTS SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 12" (AFTER COMPACTION) AND SHALL BE COMPACTED AS SPECIFIED BEFORE THE NEXT LAYER IS PLACED. ALSO, EMBANKMENT CONSTRUCTION SHALL CONFORM TO SECTION 202.03.2 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- IF THIS PROJECT IS ON A HURRICANE EVACUATION AND DIVERSIONARY ROUTE, AS DESIGNATED ON THE COVERSHEET, THE CONTRACTOR IS ADVISED THAT UPON 12 (TWELVE) HOURS NOTICE THE ROADWAY SHALL BE OPEN TO EVACUEES AND EMERGENCY PERSONNEL. ANY EXTRA WORK NECESSARY TO COMPLY WITH THIS REQUIREMENT WILL BE REIMBURSED UNDER FORCE ACCOUNT PROCEDURES.
- THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL APPROVALS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM), AND/OR THE ARMY CORPS OF ENGINEERS (ACOE), AND/OR THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC). COPIES OF EACH OF THESE PERMITS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH THESE CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).

GENERAL NOTES (CONTINUED):

- FOR ALL PROJECTS INVOLVING KNOWN SITE REMEDIATION ISSUES, THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE CONSTRUCTION RELATED PROVISIONS, CONDITIONS, AND STIPULATIONS OF ANY REMEDIAL ACTION WORK AND/OR SOIL MANAGEMENT PLANS DEVELOPED FOR THE PROJECT. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH COMPLIANCE WITH THESE DOCUMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
- NO UNPROTECTED CONSTRUCTED FEATURE MAY PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. HEADWALL, DRAINAGE INLET, ETC.
- THE REMAINING SECTION OR STUB OF A BREAKAWAY BASE MAY NOT PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. SIGN POSTS, LIGHT POLES, FIRE HYDRANTS, ETC.

DRAINAGE AND EROSION CONTROL NOTES:

- THE CONTRACTOR IS REQUIRED TO ADHERE WITH THE A SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ORDER TO REMAIN IN COMPLIANCE WITH THE RIPDES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS OF THE GENERAL PERMIT AND THE SITE-SPECIFIC SWPPP FOR THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR MODIFYING THE SWPPP AS SITE CONDITIONS WARRANT. A COPY OF THE SWPPP MUST BE ON-SITE AT ALL TIMES. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS.
- NO UNDISTURBED AREAS SHALL BE GRUBBED OF EXISTING VEGETATION AFTER OCTOBER 15 OF ANY CALENDAR YEAR OR DURING ANY PERIOD OF FULL OR LIMITED WINTER SHUTDOWN. ALL DISTURBED SOILS EXPOSED PRIOR TO OCTOBER 15 OF ANY CALENDAR YEAR SHALL BE SEEDED OR PROTECTED BY THAT DATE. ANY SUCH AREAS THAT DO NOT HAVE ADEQUATE VEGETATIVE STABILIZATION, AS DETERMINED BY THE 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 R.I. 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 ERODIBLE SOIL MUST BE RESTABILIZED WITHIN 5 WORKING DAYS. ANY WORK 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. STABILIZATION OF ONE FORM OR ANOTHER AS DESCRIBED ABOVE SHALL BE ACHIEVED WITHIN 2 WEEKS OF FINAL GRADING.
- STOCKPILES OF MATERIAL SHALL NOT BE LOCATED WITHIN REGULATED WETLANDS OR BUFFER ZONE AREAS. THEY SHALL HAVE SIDE SLOPES NO GREATER THAN 30% AND STOCKPILES OF ERODIBLE MATERIAL SHALL ALSO BE SEEDED AND RINGED WITH APPROPRIATE SEDIMENT AND EROSION CONTROL MEASURES TO STABILIZE. STOCKPILES OF CONTAMINATED MATERIALS MUST BE PLACED ON TOP OF A POLY-ETHYLENE SHEET AND COVERED AT ALL TIMES UNLESS IT IS AN ACTIVE WORKING PILE.
- IF THE PLANS INCLUDE SPECIFIC AREAS FOR PLACEMENT OF CONSTRUCTION DEWATERING BASINS AND/OR EQUIPMENT AND MATERIALS STORAGE AND STOCKPILING, AND IF THE CONTRACTOR ELECTS TO UTILIZE ANY OTHER AREAS FOR THESE PURPOSES, THIS SHALL BE APPROVED BY THE ENGINEER 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 ENGINEER WILL COORDINATE SUBMISSION OF ANY REQUIRED PERMIT APPLICATION MATERIALS WITH THE R.I.D.O.T. ENVIRONMENTAL DIVISION.
- SURFACE EROSION CONTROL MATTING SHALL BE USED TO STABILIZE PLANTABLE SOIL AND/OR LOAM IN ALL DITCHES, ON ALL SLOPES ADJACENT TO WETLANDS AND WETLAND PERIMETERS, AND ON ALL SLOPES WITHIN WATER QUALITY BASINS. JUTE MESH IN DITCHES SHALL EXTEND TO AN ELEVATION 2 FEET ABOVE THE BOTTOM OF THE DITCH.
- SEEDING ON ALL SLOPES 3 TO 1 OR STEEPER SHALL CONSIST OF THE FOLLOWING APPLICATIONS UNLESS CHANGED IN THE CONTRACT.
 - SEEDING TYPE I.
 - ADHESIVE MULCH STABILIZER
- UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.
- PRIOR TO CONSTRUCTION OPERATIONS, THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL CATCH BASINS AND FLUSHING THE PIPES, AND THEN VERIFYING THE LOCATION (HORIZONTAL AND VERTICAL) OF ALL EXISTING PIPES AND/OR STRUCTURES WHICH ARE TO BE CONNECTED. ANY VARIATION FOUND FROM THE PLANS MUST BE BROUGHT TO THE ENGINEER'S ATTENTION.
- ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EFFICACY OF THE DRAINAGE SYSTEM. ONCE CONSTRUCTION IS COMPLETED THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL CATCH BASINS AND FLUSHING ALL PIPES OF ANY CONSTRUCTION RELATED DEBRIS AT NO ADDITIONAL COST.
- CATCH BASIN RIM GRADES FOR STRUCTURES NOT IN A TRAVEL LANE NOTED ON PLANS ARE DEPRESSED 0.1' LOWER THAN THE GUTTER GRADE. RIM ELEVATIONS SHOWN ARE FINAL GRADES. THE CONTRACTOR SHALL PLACE FRAMES AND GRATES 0.1' BELOW THE GRADE CONSTRUCTED IN THIS CONTRACT OR AS DIRECTED BY THE ENGINEER.
- PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL STRICTLY ADHERE TO THE PLANS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL INSTALL ALL SEDIMENT AND EROSION CONTROL DEVICES FOR OUTLET PROTECTION PRIOR TO CLEANING AND FLUSHING STORM WATER DRAINAGE. SEDIMENT AND EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL ALL FLUSHED SEDIMENTS ARE REMOVED. AT ALL OUTFALL LOCATIONS WHERE PIPES ARE TO BE CLEANED AND FLUSHED, OUTLET PROTECTION (R.I. STD. 9.1.0 OR 9.3.0) SHALL BE INSTALLED TO TRAP SEDIMENTS. THESE SEDIMENTS SHALL THEN BE REMOVED AND DISPOSED OF LEGALLY BEFORE THE OUTLET PROTECTION DEVICES ARE REMOVED. IF OUTLET PROTECTION AT THE OUTFALL IS NOT FEASIBLE, THEN THE OUTLET PIPE OF THE LAST DRAINAGE STRUCTURE TO BE CLEANED SHALL BE PLUGGED TO CAPTURE ALL MATERIALS FLUSHED FROM PIPES. AFTER THE MATERIALS ARE REMOVED FROM THE DRAINAGE STRUCTURE, THE OUTLET SHALL BE UNPLUGGED TO RESUME NORMAL FUNCTIONING.
- R.I. STD. 9.8.0 BALED STRAW INLET PROTECTION SHALL BE INSTALLED AT ALL CATCH BASINS AND INLETS WHENEVER SUBBASE IS EXPOSED, AND SHALL REMAIN IN PLACE UNTIL THE ABUTTING GROUND SURFACES ARE STABILIZED.
- WHERE BALED STRAW INLET PROTECTION AND SILT FENCES ARE USED AT CATCH BASINS, THEY SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE ENGINEER IN ORDER TO PREVENT CLOGGING OF THE INLET.

DRAINAGE AND EROSION CONTROL NOTES (CONTINUED):

- DETENTION AND RETENTION BASINS MAY BE ROUGH GRADED AND STABILIZED WITH VEGETATION AND/OR OTHER EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO USE AS TEMPORARY SEDIMENTATION BASINS DURING PROJECT CONSTRUCTION. FINAL BASIN CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL SOURCES OF SEDIMENT HAVE BEEN REMOVED AND INFILTRATION IS REESTABLISHED. FINAL ROADSIDE VEGETATION IS ESTABLISHED AND USE OF TEMPORARY BASINS IS NO LONGER REQUIRED TO COMPLY WITH THE PLANS, SPECIFICATIONS, AND PERMITS. ANY ISSUES RELATING TO EROSION AND/OR SEDIMENT TRANSPORT INTO WETLAND AREAS RESULTING FROM SUCH USE OF SEDIMENTATION BASINS DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY CORRECTIVE ACTION AND COSTS REQUIRED TO RESOLVE SUCH ISSUES IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE TOE OF ANY FILL SLOPE IS TO REMAIN AT LEAST 1' INSIDE OF ALL EROSION CONTROLS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR COVER ANY PORTION OF THE EROSION CONTROL MEASURES WITH MATERIAL. ANY MATERIAL THAT IS PLACED ON ANY EROSION CONTROLS BY THE CONTRACTOR, OR ANY AGENT OF THE CONTRACTOR, SHALL BE IMMEDIATELY REMOVED BY THE CONTRACTOR, AND ANY NECESSARY REPAIRS TO THE EROSION CONTROLS ACCOMPLISHED.
- 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. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS.
- ALL COMPOST FILTER SOCK, STRAW BALES, SILT FENCE OR TEMPORARY PROTECTION SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED. IF NEEDED, TEMPORARY SEEDING CAN HELP TO MINIMIZE EROSION. TEMPORARY SEED WILL CONFORM TO R.I.D.O.T. STANDARD TEMPORARY SEED MIX.
- THE CONTRACTOR MUST REPAIR AND/OR RESEED ANY AREAS THAT DO NOT DEVELOP WITHIN THE PERIOD OF ONE YEAR AND SHALL DO SO AT NO ADDITIONAL EXPENSE TO THE STATE.
- THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL COSTS ASSOCIATED WITH ADHERENCE TO THE SWPPP SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEMS. ADDITIONAL SEDIMENT AND EROSION CONTROLS, SHALL BE INSTALLED IN ACCORDANCE WITH THE SWPPP REPORT. THESE ADDITIONAL ITEMS WILL BE PAID AT THE UNIT PRICE FOR THAT BID ITEM.
- ANY OBSERVATIONS OF ILLICIT CONNECTIONS OR DISCHARGES TO RIDOT'S DRAINAGE NETWORK OR OUTFALLS SHALL BE REPORTED TO THE RIDOT STORMWATER UNIT IMMEDIATELY.

UTILITY NOTES:

- EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. BUILDING SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER AND SANITARY) ARE NOT SHOWN. CONTRACTOR IS TO ASSUME SERVICES ARE PRESENT TO ALL BUILDINGS.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES BOTH UNDERGROUND AND OVERHEAD BEFORE EXCAVATION BEGINS IN ACCORDANCE WITH CHAPTER 39-1.2 OF THE R.I. GENERAL LAWS ENTITLED "EXCAVATION NEAR UNDERGROUND UTILITY FACILITIES", WITH AMENDMENTS EFFECTIVE AS OF NOVEMBER 1, 2009 AND, WHEN NECESSARY, BY CONTACTING THE INDIVIDUAL UTILITY COMPANIES. EXCAVATION SHALL BE IN ACCORDANCE WITH ALL STATUTES, ORDINANCES, RULES AND REGULATIONS OF ANY APPLICABLE CITY, TOWN, STATE OR FEDERAL AGENCY. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE DIG SAFE PROGRAM. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES AND AND AND ENSURE THAT ALL UTILITIES HAVE BEEN MARKED PRIOR TO COMMENCING THEIR WORK. ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANY, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.
- ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE CAPPED.
- EXISTING WATER SERVICES SHALL BE RECONNECTED TO THE NEW WATER MAINS.
- UTILITY SERVICE CONNECTIONS SHALL BE MAINTAINED TO ALL EXISTING FACILITIES TO REMAIN.
- FIRE HYDRANTS SHALL NOT BE REMOVED FROM SERVICE WITHOUT WRITTEN AUTHORIZATION FROM THE FIRE DEPARTMENT OR THE WATER AUTHORITY.
- ALL NEW WATER LINES SHALL BE DISINFECTED TO THE SATISFACTION OF THE WATER AUTHORITY IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL UTILITY POLE RELATED WORK SHALL BE BY OTHERS.
- THE CONTRACTOR SHALL PROVIDE 72-HOUR ADVANCE NOTICE TO THE RIDOT TMC (401-222-2378) FOR WORK AROUND RIDOT OWNED INFRASTRUCTURE (DRAINAGE, LIGHTING, ITS EQUIPMENT, TOLL GANTRIES, COUNTING STATIONS, ETC.). ANY DAMAGE TO THIS INFRASTRUCTURE MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT RIDOT IN ADVANCE, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.

1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 3
OF: 45

SCALE: NOT TO SCALE

REVISIONS		REVISIONS			
NO.	DATE	BY	NO.	DATE	BY
1	4/07	TRB	4	12/22	JRP
2	3/10	RBH			
3	4/14	MLP			

BRIDGE GROUP 44H - NONQUIT POND

TIVERTON

RHODE ISLAND

STANDARD NOTES - 1

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2024-CB-048	2024	4	45

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.
- COORDINATE WITH THE R.I.D.O.T. CONSTRUCTION MANAGER PRIOR TO 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.
- THE CONTRACTOR SHALL PROVIDE CERTIFICATION THAT THERE ARE NO CONTAMINANTS THAT EXCEED THE R.I.D.E.M. PERMISSIBLE LEVELS IN THE SOILS USED AS LOAM OR PLANTABLE SOIL.

STRUCTURAL NOTES FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS:

GENERAL

- ALL SUPPORT DESIGNS AND ASSOCIATED SHOP DRAWING REVIEWS SHALL BE IN CONFORMANCE WITH THE LATEST EDITION AND REVISIONS, OF THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, INCLUDING THE LATEST INTERIM SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.

CONSTRUCTION DRAWINGS AND DETAILS

- THE FOLLOWING NOTES SHALL BE INCLUDED ON ALL PLANS AND/OR SHOP DRAWINGS IN REFERENCE TO ANCHOR BOLTS:
 - "PRETENSIONING OF ALL ANCHOR NUTS IS REQUIRED, AND SHALL BE ACCOMPLISHED BY TIGHTENING TO 1/6TH TURN BEYOND THE SNUG-TIGHT POSITION."
 - "THE MAXIMUM CLEARANCE BETWEEN THE BOTTOM OF THE LEVELING NUTS AND THE TOP OF THE CONCRETE IS CRITICAL AND SHALL NOT EXCEED THE AMOUNT SPECIFIED ON THIS DRAWING."
- THE USE OF GROUT UNDER BASE PLATES SHALL GENERALLY NOT BE PERMITTED. IF SPECIFIC CONDITIONS WARRANT ITS USE, THE GROUT SHALL NOT BE CONSIDERED LOAD CARRYING; LOADS SHALL BE DIRECTLY SUPPORTED BY THE ANCHOR BOLTS. ADEQUATE DRAINAGE SHALL BE PROVIDED.
- THE DAMPENING EFFECTS OF VIBRATION MITIGATION DEVICES SHALL NOT BE CONSIDERED IN THE DESIGN OF STRUCTURAL SUPPORTS FOR SIGNS AND TRAFFIC SIGNALS. IF THE CONTRACTOR CHOOSES TO USE THESE DEVICES FOR WARRANTY PURPOSES, THE TYPE OF DEVICES PROPOSED SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO FABRICATION OF SUPPORTS.

TRAFFIC SIGNAL NOTES:

- ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE R.I.D.O.T. MAINTENANCE HEADQUARTERS, 360 LINCOLN AVENUE, WARWICK, RHODE ISLAND, 02888. THE COST FOR DELIVERY IS CONSIDERED INCIDENTAL TO THE WORK.
- BACK PLATES SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL HEADS.
- THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OF THE CONTROLLER CABINET DOOR A LAMINATED INTERSECTION GRAPHIC AND TABLE DEPICTING THE TRAFFIC DETECTOR RELAY CHANNEL ASSIGNMENTS. THE DIAGRAM SHALL BE A GRAPHIC OF THE INDIVIDUAL INTERSECTION ORIENTED SIMILAR TO THE PLANS SHOWING THE LOCATIONS OF EACH OF THE LOOP DETECTORS. THE DIAGRAM SHALL, AT A MINIMUM, INCLUDE DETECTOR NUMBERS, STREET NAME LABELS, NORTH ARROW, AND CONTROLLER CABINET LOCATION. THE ASSIGNMENT INFORMATION SHALL BE INCLUDED IN A TABLE WHICH SHALL INCLUDE, AT A MINIMUM, THE APPROACH NAME, DETECTOR NUMBER, TERMINAL NUMBER, DETECTOR RACK SLOT NUMBER, RELAY NUMBER, RELAY CHANNEL NUMBER, AND PHASE ASSOCIATED WITH EACH DETECTOR.
- TRAFFIC CONTROLLER CABINETS, UNLESS OTHERWISE NOTED, SHALL BE NEMA TS2 TYPE 1 CABINET SIZE 6 ("P" TYPE) WITH NOMINAL DIMENSIONS OF 52"Hx44"Wx24"D.
- ALL DELAY AND EXTENSION TIMES, AS CALLED FOR ON THE PLANS, FOR PROPOSED LOOP DETECTORS SHALL BE PROGRAMMED IN THE TRAFFIC SIGNAL CONTROLLER AND NOT THE DETECTOR RELAY.
- INSULATED GROUND WIRE SHALL BE PLACED IN ALL PVC CONDUITS AND SHALL BE BONDED TO GROUND RODS IN ACCORDANCE WITH SECTION T.03 OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- THE FINAL POSITION OF SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, DETECTORS, AND STOP LINE AND CROSSWALK PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD ACCORDING TO ACTUAL INTERSECTION CHARACTERISTICS.
- A 2' MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL SIGNAL POLES AND TRAFFIC/PEDESTRIAN SIGNAL HEADS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES.
- ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
- WHEN PLACING TRAFFIC SIGNAL HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED IN ACCORDANCE WITH R.I. STD. 43.1.0. NO PATCHES WILL BE ALLOWED.
- ALL PEDESTRIAN PUSHBUTTONS SHALL BE COMPLIANT WITH "THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES" (ADAAG) AND SHALL INCLUDE A PRESSURE-ACTIVATED (NON-MOVING) BUTTON. SIGNS APPLICABLE TO PUSHBUTTON ACTUATION SHALL BE INSTALLED SUCH THAT THE CROSSING ASSIGNED TO EACH BUTTON IS CLEARLY INDICATED. IF SITE CONDITIONS DO NOT ALLOW PEDESTRIAN PUSHBUTTONS TO BE INSTALLED WHERE CALLED FOR ON THE PLANS, THE R.I.D.O.T. TRAFFIC ENGINEERING UNIT SHALL BE CONSULTED WITH THROUGH AN R.F.I. PRIOR TO INSTALLING THE PUSHBUTTONS. THE FINAL PLACEMENT OF ALL PEDESTRIAN PUSHBUTTONS SHALL BE IN ACCORDANCE WITH ADAAG AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
- ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
- TRAFFIC SIGNAL CONTROLLERS AND CABINETS SHALL BE PROGRAMMED AND WIRED SO THAT ANY FIRE PRE-EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
- THE CONTRACTOR SHALL WORK CONTINUOUSLY TO RESTORE TRAFFIC SIGNAL OPERATION TO ITS INTENDED PURPOSE WHEN REPLACING THE TRAFFIC SIGNAL EQUIPMENT. A POLICE DETAIL IS REQUIRED TO DIRECT TRAFFIC AT THE INTERSECTION AT ALL TIMES WHEN THE TRAFFIC SIGNAL IS INOPERATIVE. AT NO TIME SHALL THE CONTRACTOR LEAVE THE SITE BEFORE RESTORING FULL TRAFFIC OPERATIONS.

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

- ALL MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL SETUPS, SIGNS, CHANNELIZING DEVICES, ETC., SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL SIGN MOUNTINGS FOR TEMPORARY AND CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- THE CONTRACTOR SHALL COVER ALL EXISTING AND/OR TEMPORARY SIGNS THAT ARE NOT RELEVANT TO THE TRAFFIC CONTROL REQUIRED DURING ANY PARTICULAR STAGE OF THE CONTRACT.
- ADVANCE FLAGPERSON SIGNS (W20-7A) SHALL BE USED IN ADVANCE OF ANY POINT AT WHICH A FLAGPERSON OR A POLICE OFFICER HAS BEEN STATIONED TO CONTROL TRAFFIC. WHEN NEEDED, AN APPROPRIATE DISTANCE MESSAGE MAY BE DISPLAYED ON A SUPPLEMENTAL PLATE (24"x18") BELOW THE FLAGPERSON SYMBOL SIGN. THE SIGN SHALL BE PROMPTLY REMOVED OR COVERED WHENEVER THE FLAGPERSON IS NOT AT THE STATION.
- POLICE OFFICERS AND FLAGPERSONS SHALL BE UTILIZED AS OUTLINED IN SECTIONS 913 & 914 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- POLYETHYLENE DRUMS SHALL BE UTILIZED AS A CHANNELIZING DEVICE WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN BEYOND WORKING HOURS WHEN NO WORKERS ARE PRESENT. CONES SHALL BE UTILIZED WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN ONLY DURING WORKING HOURS AND IS SUBSEQUENTLY BROKEN DOWN AT THE END OF THE WORKDAY.
- ARROW PANELS SHALL BE SET IN THE FLASHING FOUR CORNERS CAUTION MODE UNLESS UTILIZED FOR A MERGING TAPER. ARROW PANELS SET IN THE FLASHING ARROW MODE SHALL NOT BE UTILIZED FOR LANE SHIFTS.
- TEMPORARY CONSTRUCTION SIGNS AND OTHER WORKZONE TRAFFIC CONTROL DEVICES THAT ARE DAMAGED OR REQUIRE RELOCATION SHALL BE REPLACED AND / OR RELOCATED UNDER THE PAY ITEM FOR "MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION."
- THE PRIVATE VEHICLES OF CONSTRUCTION WORKERS SHALL NOT BE PARKED ON THE TRAVEL LANES OR SHOULDERS. THEY MAY BE PARKED WITHIN THE STATE RIGHT-OF-WAY ONLY IN AREAS BEYOND THE OUTSIDE EDGE OF THE TRAVEL LANES AND/OR IN AREAS APPROVED BY THE ENGINEER.
- TEMPORARY CONSTRUCTION SIGNS AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE START OF WORK IN ANY AREA OPEN TO TRAFFIC, AND SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER APPROPRIATE.
- THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. APPROVED PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANNED AND NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT. FAILURE TO COMPLY WILL RESULT IN AN ASSESSMENT OF A CHARGE AS OUTLINED IN SECTION 937 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 4
OF: 45

SCALE: NOT TO SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
1	4/07	TRB	4	12/22	JRP
2	11/07	TRB			
3	3/10	RBH			

BRIDGE GROUP 44H - NONQUIT POND

TIVERTON

RHODE ISLAND

STANDARD NOTES - 2

JOB SPECIFIC GENERAL NOTES:

- EXISTING CONDITIONS SURVEY WAS PREPARED BY MARTINEZ COUCH & ASSOCIATES. ROCKY HILL, CONNECTICUT, IN SEPTEMBER OF 2020.
- FOR SURVEY WORK PERFORMED BY THE CONTRACTOR, ALL SURVEY FIELD BOOKS AND ELECTRONIC DATA SHALL BE SUBMITTED TO THE RIDOT SURVEY SECTION UPON COMPLETION OF THE CONSTRUCTION WORK. FIELD BOOKS SHALL INCLUDE A LISTING OF ALL RI HIGHWAY BOUNDS THAT WERE SET WITH STATIONS, OFFSETS, COORDINATES, AND DATE SET CERTIFIED BY THE CONTRACTOR'S PROFESSIONAL LAND SURVEYOR.
- ALL REQUIRED TREE TRIMMING WILL BE COMPLETED UNDER THE RIDOT STATEWIDE TRIMMING CONTRACT. THERE IS NO SEPARATE PAY ITEM FOR THIS WORK.
- EXCEPT WHERE NOTED OTHERWISE ALL GRASSED AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REESTABLISHED WITH LOAM AND TYPE 2 SEED. IF AREAS ARE BEYOND WORK LIMIT LINES, THEN THE COST SHALL BE BORNE BY THE CONTRACTOR.
- TREE AND SHRUB PROTECTION DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE CONSTRUCTION MANAGER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING TREES AND THEIR ROOT SYSTEMS DURING CONSTRUCTION.
- ALL WORK WITHIN THE STATE RIGHT-OF-WAY AND PORTIONS OF WORK ON TOWN ROADWAYS SHALL CONFORM TO THE RHODE ISLAND STANDARD SPECIFICATIONS, DETAILS, AND ALL ADDENDA.
- THE CONTRACTOR SHALL BE AWARE OF THE PRESENCE OF OVERHEAD UTILITIES WITHIN THE WORK ZONE AND SHALL PLAN ALL CONSTRUCTION ACCORDINGLY. NO ADDITIONAL PAYMENT WILL BE MADE FOR EQUIPMENT AND METHODS REQUIRED TO ACCOMMODATE THE OVERHEAD UTILITIES.
- NO SEPARATE PAYMENT WILL BE MADE FOR TEMPORARY EARTH SUPPORT. SHOULD THE CONTRACTOR USE ANY TEMPORARY EARTH SUPPORT STRUCTURES, THE COST SHALL BE CONSIDERED INCIDENTAL TO THE CORRESPONDING ITEMS OF WORK.
- THERE SHALL BE NO PARKING OR STORING OF CONSTRUCTION EQUIPMENT UNDER THE DRIPLINE OF ANY TREE.
- THERE ARE NO DESIGNATED CONCRETE WASHOUT AREAS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL COORDINATE WITH THE CONSTRUCTION MANAGER TO EITHER DESIGNATE AN AREA WITHIN THE PROJECT LIMITS OR TO ENSURE THAT THE CONCRETE WASHOUT IS BEING PERFORMED OFFSITE.
- CONTRACTOR TO EXCAVATE TEST PITS IN AREAS OF POTENTIAL UTILITY CONFLICTS AND RELAY INFORMATION TO THE CONSTRUCTION MANAGER PRIOR TO COMMENCEMENT OF UTILITY WORK.
- WETLANDS WERE FLAGGED BY PARE ON JULY 16, 2020 AND SURVEYED BY MARTINEZ COUCH & ASSOCIATES. SALT MARSH AREAS FROM THIS DELINEATION HAVE BEEN INCORPORATED INTO THIS PLAN SET. VHB CONDUCTED WETLAND DELINEATION ON JANUARY 23, 2024 AND DELINEATED WETLAND FLAG SERIES 1-100 TO 1-111; 1-201 TO 1-215; AND 2-100 TO 2-115. VHB WETLAND FLAGS WERE LOCATED USING AN EOS ARROW 100 GNSS RECEIVER.
- ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR BRISTOL COUNTY, RHODE ISLAND (COMMUNITY PANEL 44005C0112J, EFFECTIVE DATE SEPTEMBER 4, 2013), THE SITE IS LOCATED WITHIN THE 100-YEAR FLOODPLAIN ASSOCIATED WITH ALMY CREEK AND NONQUIT POND. NONQUIT POND IS MAPPED AS ZONE AE, SUBJECT TO WAVE ACTION, WITH A BASE FLOOD ELEVATION OF 16 FEET. THE AREAS TO THE NORTHEAST AND NORTHWEST OF THE BRIDGE, THE BRIDGE ITSELF, AND THE ROADWAY ARE MAPPED AS ZONE AE WITH A BASE FLOOD ELEVATION OF 14 FEET. ALMY CREEK DOWNSTREAM OF THE BRIDGE IS MAPPED AS A COASTAL BARRIER RESOURCE AREA (D02) SYSTEM UNIT UNDER JURISDICTION OF THE USFWS. THE ALMY CREEK CHANNEL IS MAPPED AS A ZONE AE, COASTAL FLOOD ZONE SUBJECT TO WAVE ACTION, WITH A BASE FLOOD ELEVATION OF 16 FEET. THE AREA DOWNSTREAM OF THE BRIDGE IS MAPPED AS ZONE AE, COASTAL FLOOD ZONE SUBJECT TO WAVE ACTION, WITH A BASE FLOOD ELEVATION OF 15 FEET.

JOB SPECIFIC GUARDRAIL REPLACEMENT NOTES:

- NEW GUARDRAIL AND GUARDRAIL INSTALLATIONS SHALL MEET THE 2016 MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
- THE APPROXIMATE LOCATION AND LENGTH OF PARTIAL AND COMPLETE GUARDRAIL REMOVAL AND REPLACEMENT ARE SHOWN IN THE REFERENCE DRAWINGS. PRIOR TO DISMANTLING ANY SECTION OF THE GUARDRAIL, THE CONTRACTOR SHALL VERIFY THESE LOCATIONS AND LENGTHS WITH THE ENGINEER. ALL GUARDRAIL SECTIONS THAT ARE TO BE REMOVED SHALL BE REPLACED THE SAME DAY. IF SAME DAY REPLACEMENT IS NOT POSSIBLE, THE CONTRACTOR SHALL PROVIDE CONCRETE BARRIERS WITH FLARE OUTSIDE THE CLEAR ZONE OR CRASH CUSHION. PLACEMENT AND REMOVAL OF CONCRETE BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL REPLACEMENT. THEREFORE THERE IS NO SEPARATE PAYMENT.
- THE CONTRACTOR SHALL NOT INSTALL GUARDRAIL POSTS WITHIN PAVED WATERWAYS, ON TOP OF DRAIN LINES, OR ON TOP OF BOX CULVERTS. WHERE NECESSARY, POST SPACING SHALL BE ADJUSTED TO AVOID CONFLICTS, PROVIDED MINIMUM DEFLECTION REQUIREMENTS ARE STILL MET. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO INSTALL STEEL BEAM GUARDRAIL POSTS ON EITHER SIDE OF AN OBSTRUCTION THAT IS LESS THAN SIX (6) FEET WIDE USING THE NORMAL 6'-3" POST SPACING. THIS MAY REQUIRE THAT THE GUARDRAIL INSTALLATION IS STARTED AT THE OBSTRUCTION AND CONTINUED IN EITHER DIRECTION AWAY FROM THE OBSTRUCTION TO THE DESIRED LENGTH SHOWN ON THE PLANS AND SPECIFIED IN THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL NOTE THAT THE REQUIRED INSTALLATION OF REFLECTORIZED DELINEATORS ON ALL GUARDRAIL AND GUARDRAIL END TREATMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE GUARDRAIL ITEM. NO SEPARATE PAYMENT WILL BE MADE FOR THE REFLECTORIZED DELINEATORS. DELINEATION STICKERS ARE ALSO REQUIRED ON ALL APPROACH END SECTIONS, AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE END TREATMENT.
- WHERE EXISTING GUARDRAIL POSTS ARE REMOVED AND NO NEW GUARDRAIL IS INSTALLED, THE POST HOLES SHALL BE FILLED WITH COMMON BORROW. PLANTABLE SOIL AND SEED SHALL BE SPREAD ACROSS THE FILLED HOLES. HOLES SHALL BE FILLED WITH CONCRETE BITUMINOUS PATCH ON IMPERVIOUS SURFACES. THE COST OF THIS ITEM SHALL BE INCIDENTAL TO ITEM CODE 201.0415 REMOVE AND DISPOSE GUARDRAIL AND POST ALL TYPES.
- THERE WILL BE NO DIRECT PAYMENT FOR ANY HARDWARE, UNLESS OTHERWISE NOTED, REQUIRED TO PROPERLY COMPLETE THE INSTALLATION OF GUARDRAIL IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, STANDARD DETAILS, OR SPECIAL DETAILS CONTAINED IN THE CONTRACT. HARDWARE SHALL INCLUDE ALL NUTS, BOLTS, AND WASHERS.

JOB SPECIFIC EROSION CONTROL NOTES:

- BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROLS MUST BE USED AND MAINTAINED IN EFFECTIVE OPERATIONAL CONDITION DURING THE ACTIVITY, AND ALL EXPOSED SOIL AND OTHER FILLS MUST BE PERMANENTLY STABILIZED AT THE EARLIEST POSSIBLE DATE. (SEE "RHODE ISLAND SOIL EROSION AND SEDIMENT CONTROL HANDBOOK" ("RISESC HANDBOOK") AND THE LATEST VERSION OF THE "RHODE ISLAND STORMWATER DESIGN AND INSTALLATION STANDARDS MANUAL ("RISDIS MANUAL") FOR DESIGN GUIDANCE AND ADDITIONAL REQUIREMENTS.")
- NO ACTIVITY SHALL RESULT IN SEDIMENT TRANSPORT TO WETLANDS AND/OR WATERWAYS.
- NO EQUIPMENT SHALL BE PLACED IN ANY WATERCOURSE OR WETLAND FOR THE PURPOSE OF THE WORK, UNLESS AUTHORIZED BY THE GOVERNING AUTHORITY.
- ANY MATERIAL REMOVED FROM THE STRUCTURE DURING THE REPAIR SHALL BE DISPOSED PROPERLY OFFSITE.
- EXCEPT AS PROVIDED FOR BY PAY ITEMS, ALL WORK REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED INCIDENTAL TO THE WORK.
- PROPER CONTAINMENT MEASURES SUCH AS NETTING, TARP OR OTHER METHODS MUST BE USED TO PREVENT BRIDGE DEMOLITION DEBRIS AND ANY OTHER MATERIAL FROM ENTERING THE WATERWAY. DEBRIS AND OTHER MATERIAL THAT DOES ENTER THE WATERWAY SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR.

JOB SPECIFIC CONSTRUCTION ACTIVITY NOTES:

- ALL WETLAND FUNCTIONS AND VALUES MUST BE PROTECTED TO THE MAXIMUM EXTENT POSSIBLE SO AS TO PREVENT POLLUTANTS, SEDIMENT, DIRECT DISCHARGE OF STORMWATER RUNOFF, OR ANY MATERIAL FOREIGN TO A WETLAND OR HAZARDOUS TO LIFE, FROM ENTERING ANY WETLAND.
- STATE AND LOCAL PERMITTING AGENCIES MAY REQUIRE A WORK PLAN PRIOR TO THE ISSUANCE OF A PERMIT.
- NO CONCRETE WASHOUT AREAS WILL BE PERMITTED WITHIN 150 FEET OF THE WATERBODIES.
- ALL CONSTRUCTION ACTIVITIES MUST STRICTLY ADHERE TO THE CONTRACT DOCUMENTS REGARDING THE PROTECTION OF ESSENTIAL FISH HABITAT, MIGRATORY BIRDS, NORTHERN LONG-EARED BAT, AND NORTHERN DIAMONDBACK TERRAPIN.
- THE CONTRACTOR SHALL ALLOW ACCESS TO THE FISH LADDER AT ALL TIMES DURING CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE ACCESS TO THE EXISTING DRY HYDRANTS AT ALL TIMES DURING CONSTRUCTION.

GENERAL NOTE REGARDING TEMPORARY CONSTRUCTION CONDITIONS :

- CONTRACTOR SHALL EXERCISE CARE NOT TO DAMAGE THE EXISTING PAVEMENT DURING THE INSTALLATION AND RELOCATION OF TEMPORARY BARRIERS.

JOB SPECIFIC VERIZON UTILITY NOTES:

- A RADIAL CLEARANCE OF THREE FEET (3') MUST BE MAINTAINED BETWEEN VERIZON'S AERIAL EQUIPMENT (CABLES, TERMINALS, POLES, ETC) IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REQUIREMENTS. THIS INCLUDES TRAFFIC SIGNAL AND CONSTRUCTION EQUIPMENT.... EITHER TEMPORARY OR PERMANENT. PLEASE REFER TO R.I.D.O.T. DOCUMENT TAC-0342 FOR ADDITIONAL INFORMATION.

JOB SPECIFIC PLAN SYMBOLS

EXISTING		NEW
	DIRECTION OF TRAVEL	
	CHAIN LINK FENCE	
	STONE WALL	
	TREE	
	BOLLARD	
	SIGN	
	TEMPORARY CHAIN LINK FENCE	
	GAS GATE	
	HYDRANT	
	WATER GATE	
	DRAIN MANHOLE	
	CATCH BASIN	
	CURB INLET	
	BITUMINOUS	
	CONCRETE	
	CONCRETE WALK	
	CONTROL OF WATER	
	HIGH TIDE LINE	
	200-FOOT CONTIGUOUS AREA	
	OVERHEAD WIRES	
	UTILITY POLE	
	STONE MASONRY RETAINING WALL	
	GUARDRAIL	
	COMPOST FILTER SOCK	
	GEOPROBE	
	RIPRAP	
	CONTROL OF WATER	
	PERMANENT AERIAL EASEMENT BOUNDARY	

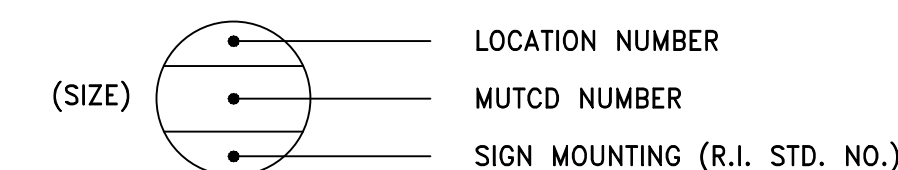
JOB SPECIFIC LEGEND:

- COMPOST FILTER SOCK (SEE DETAILS)
- EXISTING TO REMAIN
- GUARDRAIL END DELINEATOR - GREEN
- GUARDRAIL END DELINEATOR - RED
- FULL DEPTH RECONSTRUCTION - ROADWAY
3" MODIFIED CLASS 9.5 HMA (PLACED IN TWO 1.5" LIFTS)
4" CLASS 19.0 HMA
12" GRAVEL BORROW SUBBASE COURSE
- NEW UTILITY POLE (BY OTHERS)
- PLACEMENT OF MILLINGS BENEATH GUARDRAIL TO A MINIMUM DEPTH OF 5"
- REMOVE AND REBUILD NEW DRY-LAID STONE WALL
- TEMPORARY CHAIN LINK FENCE
- TEMPORARY UTILITY POLE (BY OTHERS)

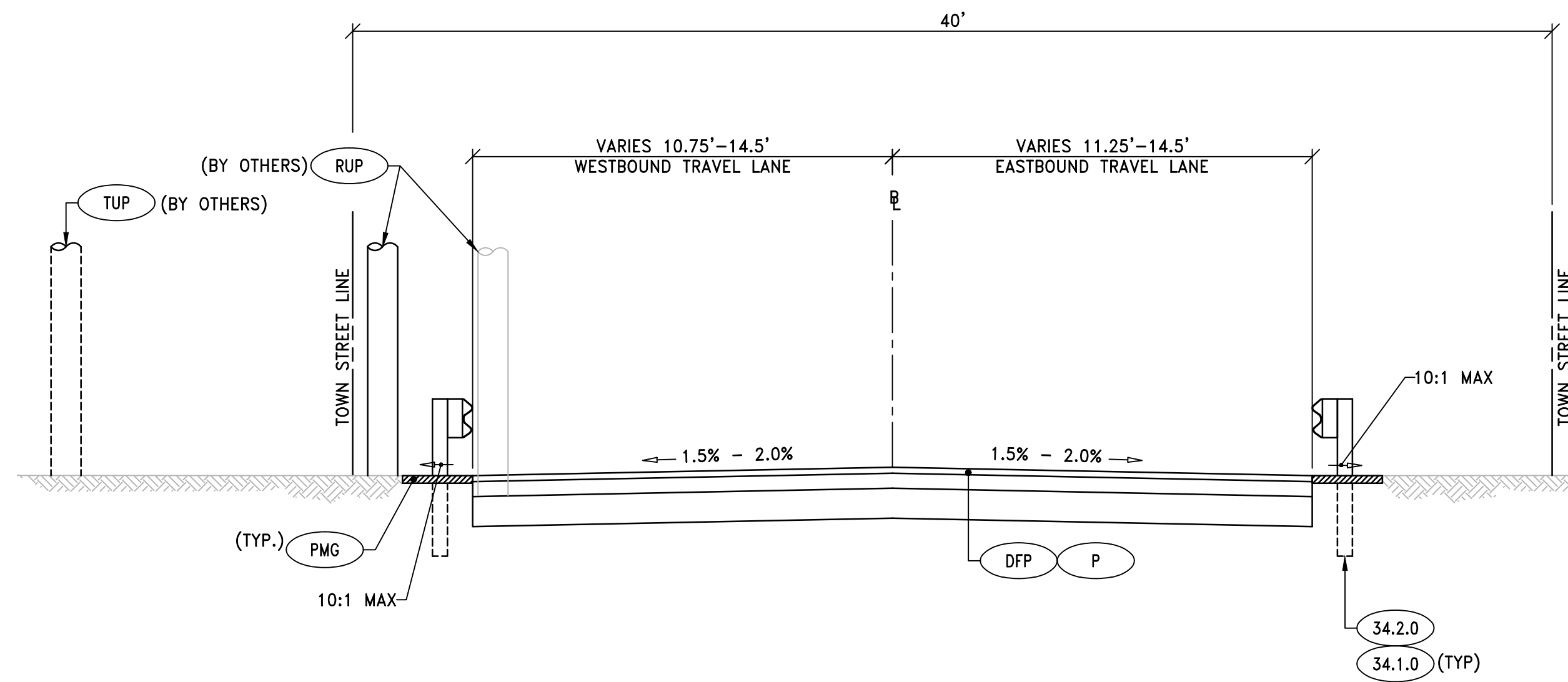
R.I. STD. DETAILS:

- SEEDED DITCH
- RIPRAP DITCH (MODIFIED)(SEE DETAILS)
- GRANITE HIGHWAY BOUND R.I. STD. 14.2.0
- PVC PLASTIC PIPE TYPE III BARRICADE

TYPICAL SIGN DESIGNATION SYMBOL

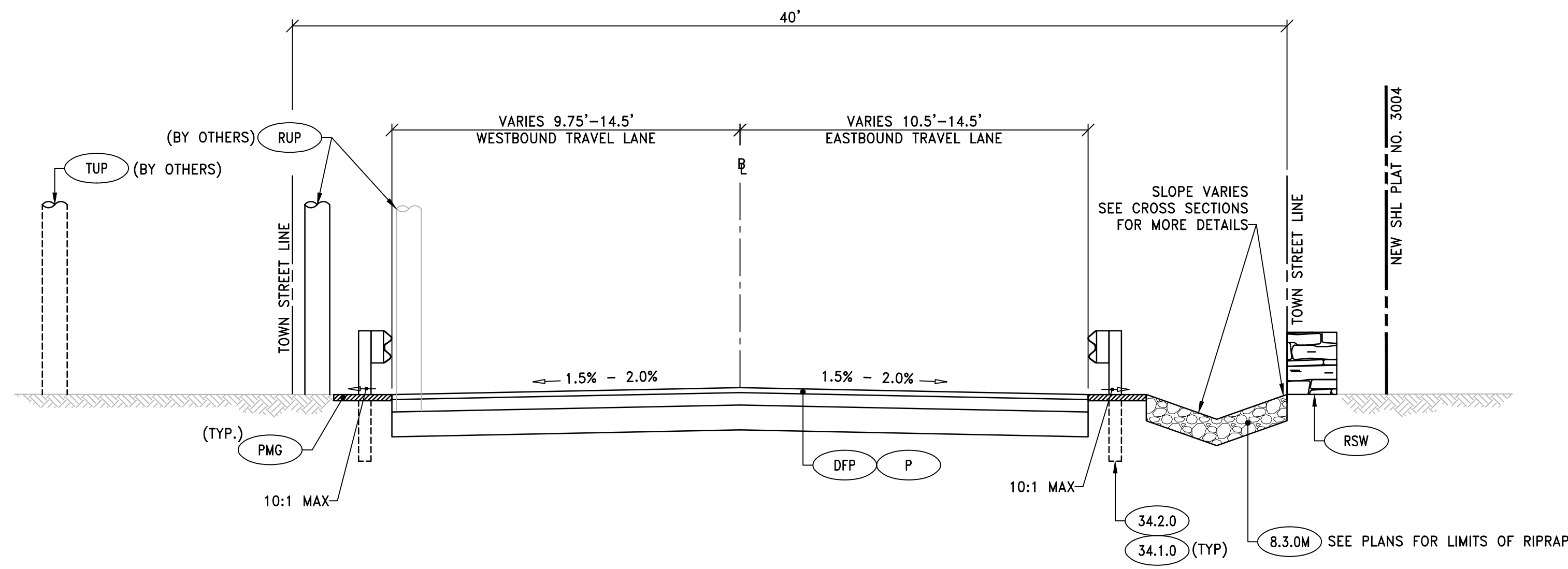


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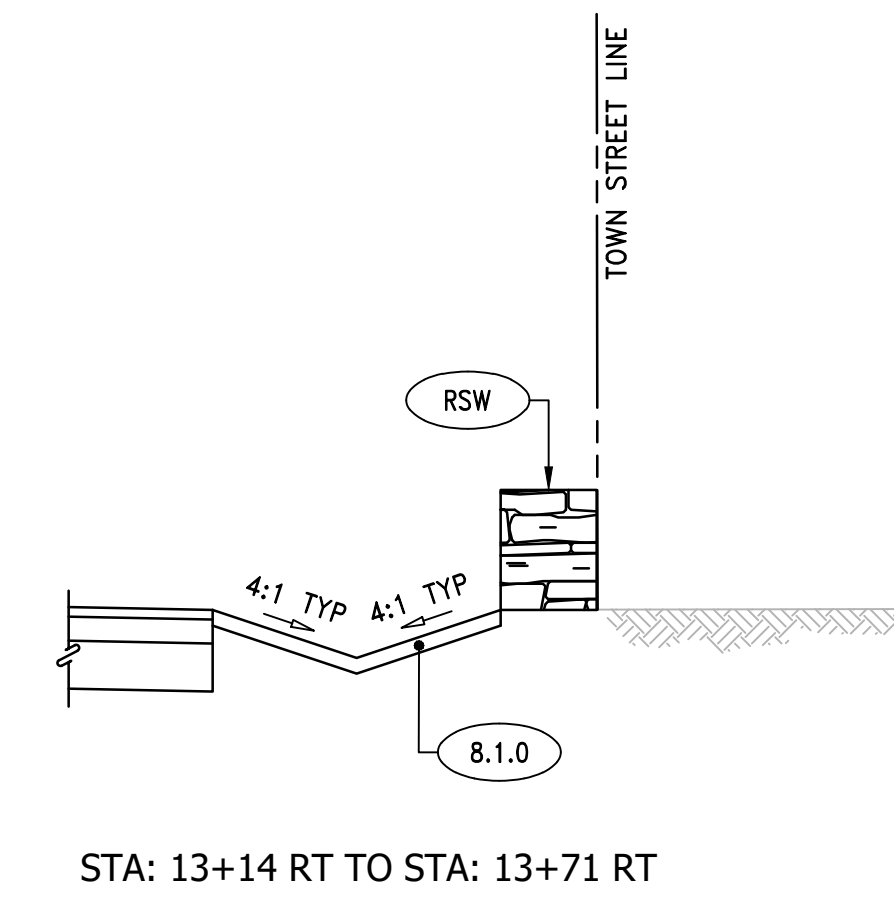


TYPICAL ROADWAY SECTION
STA: 11+00 TO STA: 11+84

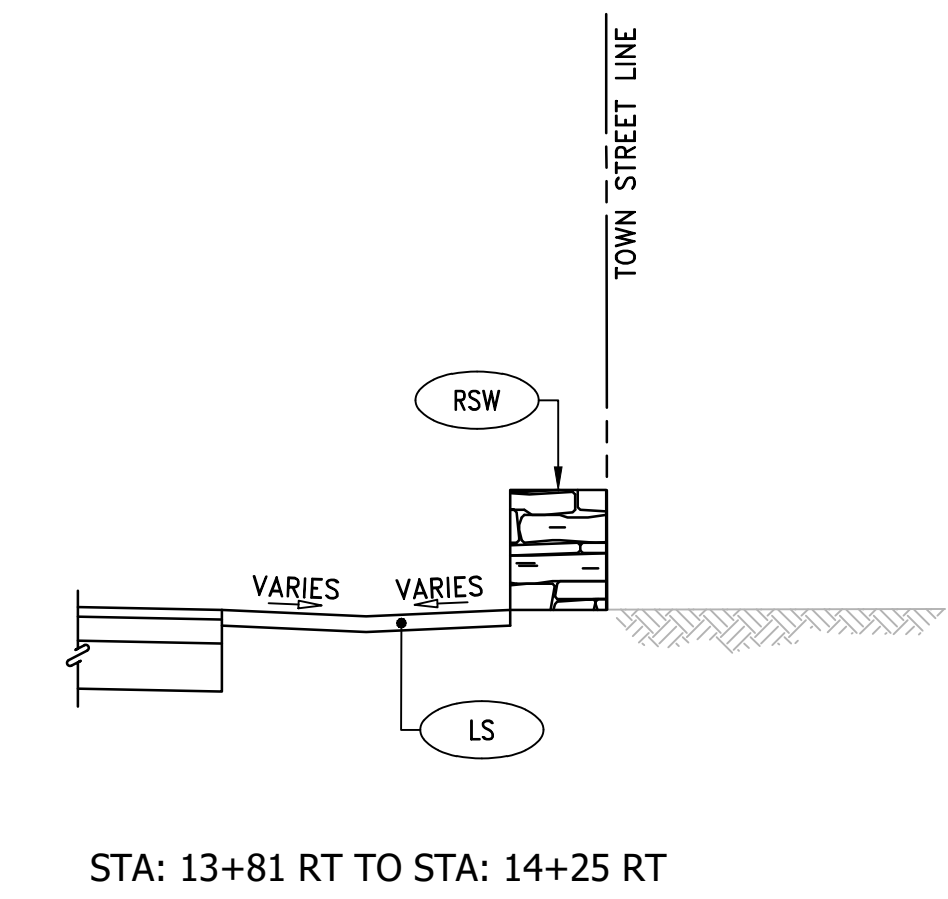
PAVEMENT STRUCTURE:
 3" MODIFIED CLASS 9.5 HMA (PLACED IN TWO 1.5" LIFTS)
 4" CLASS 19.0 HMA
 12" GRAVEL BORROW SUBBASE COURSE



TYPICAL ROADWAY SECTION
STA: 12+72 TO STA: 14+40



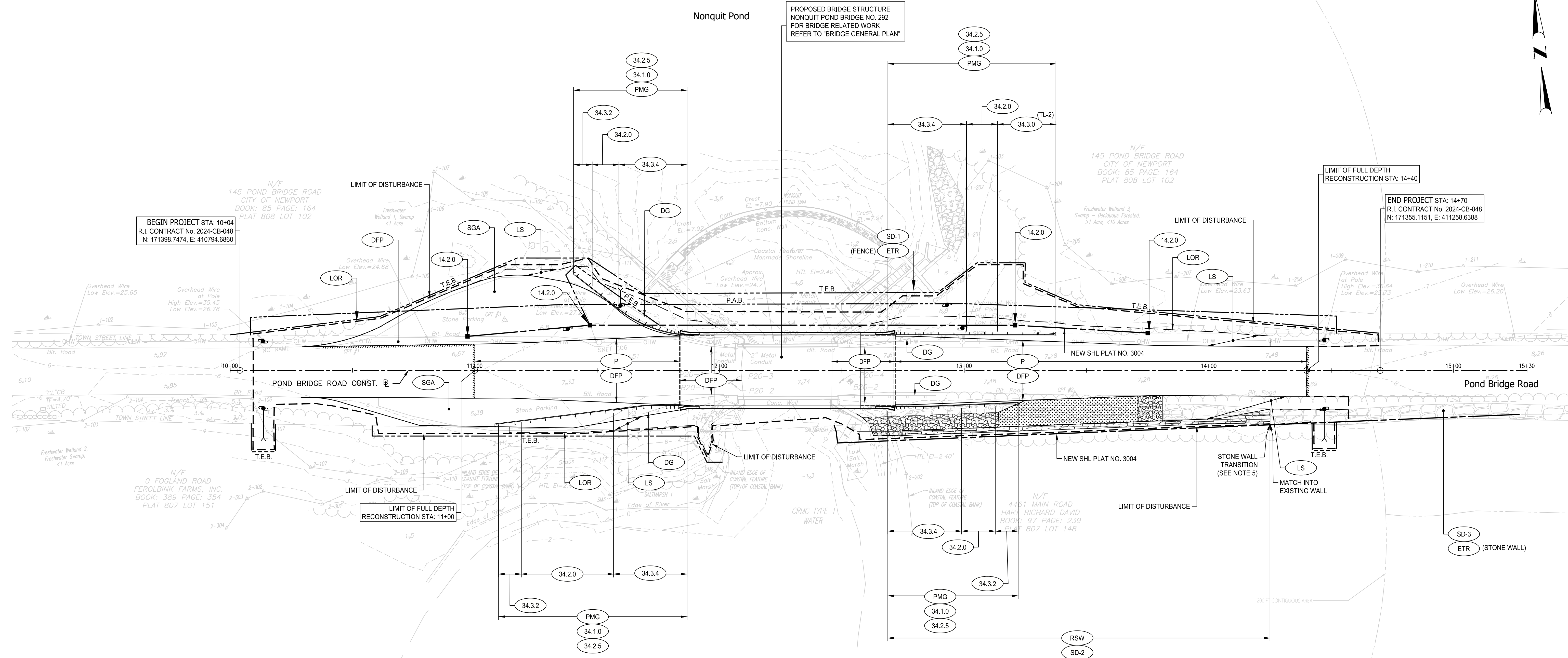
STA: 13+14 RT TO STA: 13+71 RT



STA: 13+81 RT TO STA: 14+25 RT

NOTES:

- CONTRACTOR SHALL PAVE THE FINAL SURFACE COURSE, BRIDGE APPROACHES, AND BRIDGE DECK IN ONE CONTINUOUS PULL.



PROPOSED BRIDGE STRUCTURE
NONQUIT POND BRIDGE NO. 292
FOR BRIDGE RELATED WORK
REFER TO "BRIDGE GENERAL PLAN"

BEGIN PROJECT STA: 10+04
R.I. CONTRACT No. 2024-CB-048
N: 171398.7474, E: 410794.6860

END PROJECT STA: 14+70
R.I. CONTRACT No. 2024-CB-048
N: 171355.1151, E: 411258.6388

NOTES

- IN ENVIRONMENTALLY SENSITIVE AREAS THAT REQUIRE CONTROL OF WATER, MEASURES USED TO CONTROL THE WATER SHOULD BE REMOVED UPON COMPLETION OF WORK IN THAT AREA.
- CONTRACTOR TO USE MAXIMUM 60 LB. SANDBAGS ACROSS SALT MARSH.
- CONTRACTOR SHALL NOT DISTURB OR ENCOACH ON SALT MARSH OTHER THAN TO PLACE AND REMOVE CONTROL OF WATER MEASURES.
- ANY DISPOSAL OF EXCESS STONES REMOVED FROM THE EXISTING STONE WALL THAT ARE NOT TO BE REUSED FOR REBUILDING THE NEW STONE WALL SHALL BE CONSIDERED INCIDENTAL TO ITEM 912.0106 "REMOVE AND REBUILD NEW DRY-LAID STONE WALLS".
- THE TRANSITION FROM EXISTING STONE WALL TO THE NEW STONE WALL SHALL BE CONSIDERED INCIDENTAL TO ITEM 912.0106 "REMOVE AND REBUILD NEW DRY-LAID STONE WALLS".
- THE ENTIRE WORK AREA IS WITHIN JURISDICTIONAL AREA AND BUFFER ZONE OF CRMC FRESHWATER WETLANDS IN THE VICINITY OF THE COAST.
- THE WEST SIDE OF THE PROJECT IS WITHIN THE 200 FT CONTIGUOUS AREA AND 200 FT JURISDICTIONAL AREA/BUFFER AREA.
- SPECIAL GRADED AGGREGATE, SGA, FOR PARKING LOTS SHALL BE 8" IN DEPTH.

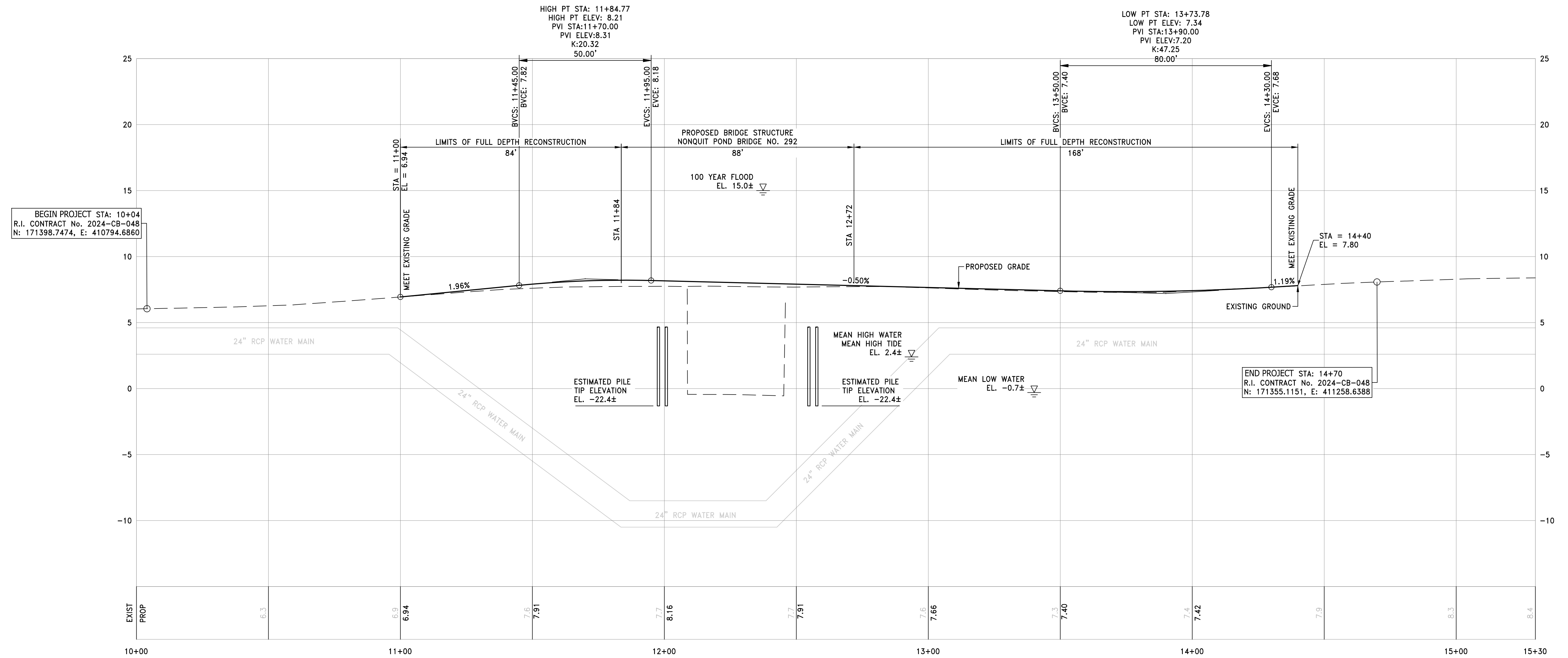


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

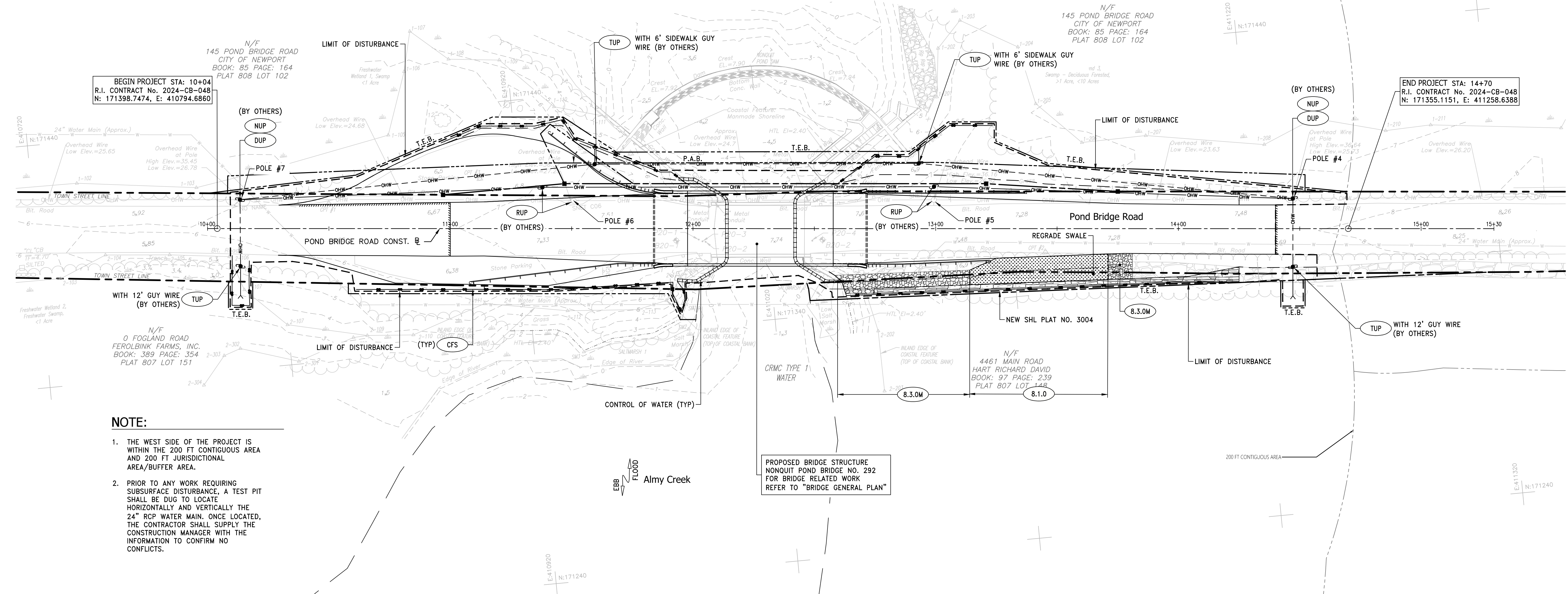
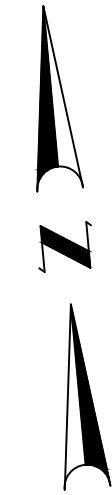
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0 10' 20' 40'					
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BRIDGE GROUP 44H - NONQUIT POND
TIVERTON RHODE ISLAND
GENERAL PLAN



Nonquit Pond



BEGIN PROJECT STA: 10+04
R.I. CONTRACT No. 2024-CB-048
N: 171398.7474, E: 410794.6860

END PROJECT STA: 14+70
R.I. CONTRACT No. 2024-CB-048
N: 171355.1151, E: 411258.6388

NOTE:

1. THE WEST SIDE OF THE PROJECT IS WITHIN THE 200 FT CONTIGUOUS AREA AND 200 FT JURISDICTIONAL AREA/BUFFER AREA.
2. PRIOR TO ANY WORK REQUIRING SUBSURFACE DISTURBANCE, A TEST PIT SHALL BE DUG TO LOCATE HORIZONTALLY AND VERTICALLY THE 24" RCP WATER MAIN. ONCE LOCATED, THE CONTRACTOR SHALL SUPPLY THE CONSTRUCTION MANAGER WITH THE INFORMATION TO CONFIRM NO CONFLICTS.

PROPOSED BRIDGE STRUCTURE
NONQUIT POND BRIDGE NO. 292
FOR BRIDGE RELATED WORK
REFER TO "BRIDGE GENERAL PLAN"



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
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OF: 45

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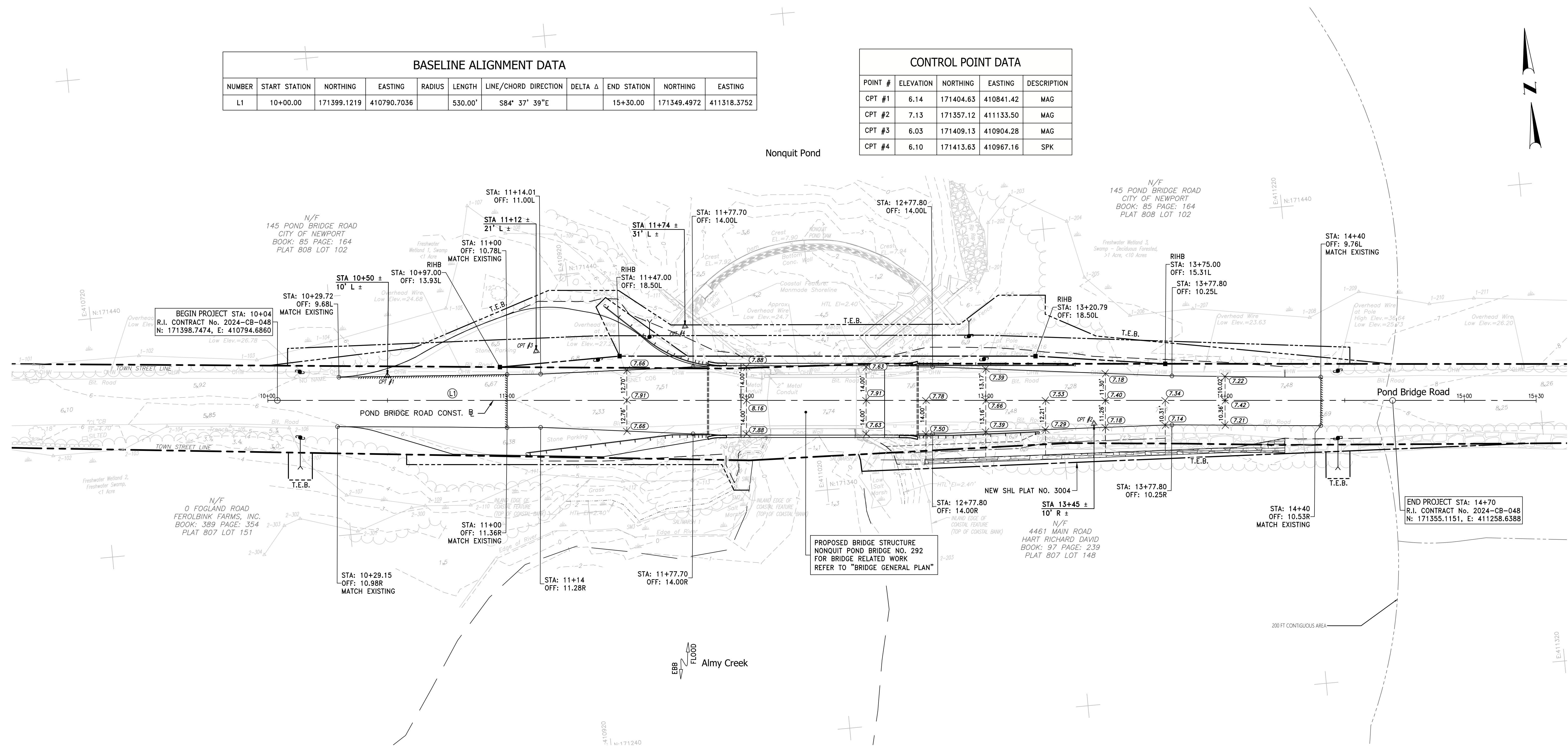
BRIDGE GROUP 44H - NONQUIT POND

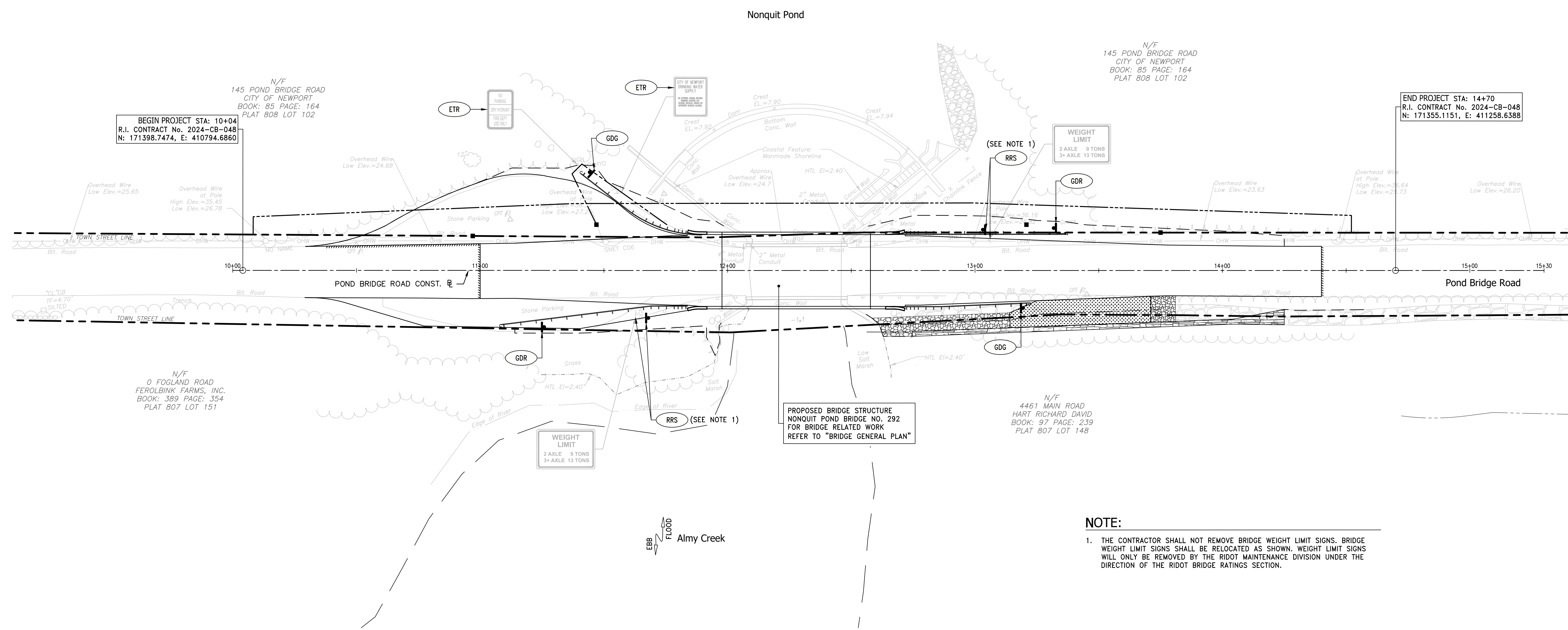
TIVERTON RHODE ISLAND

DRAINAGE AND UTILITY PLAN

BASELINE ALIGNMENT DATA										
NUMBER	START STATION	NORTHING	EASTING	RADIUS	LENGTH	LINE/CHORD DIRECTION	DELTA Δ	END STATION	NORTHING	EASTING
L1	10+00.00	171399.1219	410790.7036		530.00'	S84° 37' 39"E		15+30.00	171349.4972	411318.3752

CONTROL POINT DATA				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
CPT #1	6.14	171404.63	410841.42	MAG
CPT #2	7.13	171357.12	411133.50	MAG
CPT #3	6.03	171409.13	410904.28	MAG
CPT #4	6.10	171413.63	410967.16	SPK





BEGIN PROJECT STA: 10+04
 R.I. CONTRACT No. 2024-CB-048
 N: 171398.7474, E: 410794.6860

N/F
 145 POND BRIDGE ROAD
 CITY OF NEWPORT
 BOOK: 85 PAGE: 164
 PLAT 808 LOT 102

N/F
 145 POND BRIDGE ROAD
 CITY OF NEWPORT
 BOOK: 85 PAGE: 164
 PLAT 808 LOT 102

END PROJECT STA: 14+70
 R.I. CONTRACT No. 2024-CB-048
 N: 171355.1151, E: 411258.6388

N/F
 0 FOGLAND ROAD
 FEROLBINK FARMS, INC.
 BOOK: 389 PAGE: 354
 PLAT 807 LOT 151

N/F
 4461 MAIN ROAD
 HART RICHARD DAVID
 BOOK: 97 PAGE: 239
 PLAT 807 LOT 148

PROPOSED BRIDGE STRUCTURE
 NONQUIT POND BRIDGE NO. 292
 FOR BRIDGE RELATED WORK
 REFER TO "BRIDGE GENERAL PLAN"

NOTE:

1. THE CONTRACTOR SHALL NOT REMOVE BRIDGE WEIGHT LIMIT SIGNS. BRIDGE WEIGHT LIMIT SIGNS SHALL BE RELOCATED AS SHOWN. WEIGHT LIMIT SIGNS WILL ONLY BE REMOVED BY THE RIDOT MAINTENANCE DIVISION UNDER THE DIRECTION OF THE RIDOT BRIDGE RATINGS SECTION.



RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION

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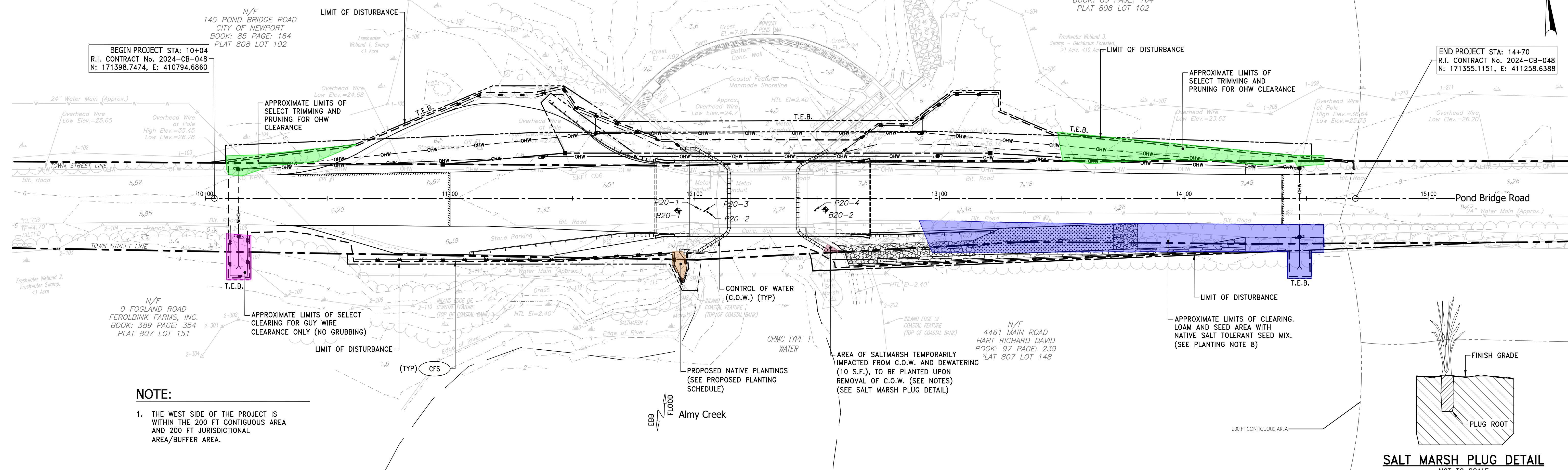
BRIDGE GROUP 44H - NONQUIT POND
 TIVERTON RHODE ISLAND
SIGNING AND STRIPING PLAN

Nonquit Pond

N/F
145 POND BRIDGE ROAD
CITY OF NEWPORT
BOOK: 85 PAGE: 164
PLAT 808 LOT 102

BEGIN PROJECT STA: 10+04
R.I. CONTRACT No. 2024-CB-048
N: 171398.7474, E: 410794.6860

END PROJECT STA: 14+70
R.I. CONTRACT No. 2024-CB-048
N: 171355.1151, E: 411258.6388



NOTE:

1. THE WEST SIDE OF THE PROJECT IS WITHIN THE 200 FT CONTIGUOUS AREA AND 200 FT JURISDICTIONAL AREA/BUFFER AREA.

GENERAL VEGETATION REMOVAL NOTES:

1. VEGETATION CLEARING, TRIMMING AND PRUNING MUST BE PERFORMED DURING THE FOLLOWING TIME-OF-YEAR WINDOWS:
SEP 1- FEB 28 (DURING MIGRATORY BIRD NON-BREEDING SEASON), AND NOV 1- MAR 31 (DURING NLEB INACTIVE SEASON)
2. IF VEGETATION REMOVAL CANNOT BE PERFORMED DURING THE SPECIFIED TIMEFRAMES, THE CONTRACTOR SHALL NOTIFY RIDOT NRU IMMEDIATELY TO EVALUATE PRIOR TO COMMENCEMENT OF ACTIVITIES.

NORTHERN LONG-EARED BAT (NLEB) NOTES:

1. GENERAL AVOIDANCE AND MINIMIZATION MEASURE (AMM) 1: ALL OPERATORS, EMPLOYEES, AND CONTRACTORS WORKING IN AREAS OF KNOWN OR PRESUMED BAT HABITAT ARE AWARE OF ALL FHWA/FRA/FTA (TRANSPORTATION AGENCIES) ENVIRONMENTAL COMMITMENTS, INCLUDING ALL APPLICABLE AVOIDANCE AND MINIMIZATION MEASURES.
2. TREE REMOVAL AMM 1: ALL PHASES/ASPECTS OF THE PROJECT (E.G., TEMPORARY WORK AREAS, ALIGNMENTS) WILL BE MODIFIED, TO THE EXTENT PRACTICABLE, TO AVOID TREE REMOVAL IN EXCESS OF WHAT IS REQUIRED TO IMPLEMENT THE PROJECT SAFELY.
3. TREE REMOVAL AMM 2: TIME OF YEAR RESTRICTIONS WILL BE APPLIED FOR TREE REMOVAL WHEN BATS ARE NOT LIKELY TO BE PRESENT (INACTIVE SEASON NOV 1- MAR 1).
4. TREE REMOVAL AMM 3: TREE REMOVAL WILL BE LIMITED TO THAT SPECIFIED ON THIS PLAN SHEET AND ENSURE THAT CONTRACTORS UNDERSTAND CLEARING LIMITS AND HOW THEY ARE MARKED IN THE FIELD (E.G., INSTALL BRIGHT COLORED FLAGGING/FENCING PRIOR TO ANY TREE CLEARING TO ENSURE CONTRACTORS STAY WITHIN CLEARING LIMITS).
5. TREE REMOVAL AMM 4: THE PROJECT WILL AVOID CUTTING DOWN/REMOVAL OF ALL (1) DOCUMENTED INDIANA BAT OR NLEB ROOSTS (THAT ARE SUITABLE FOR ROOSTING), (2) TREES WITHIN 0.25 MILES OF ROOSTS, AND (3) DOCUMENTED FORAGING HABITAT ANY TIME OF YEAR.
6. REFER TO PARAGRAPH 9 OF GENERAL PROVISIONS - CONTRACT SPECIFIC

PLANTING NOTES:

1. THE INTENT OF THE PLAN IS TO PROVIDE NATIVE VEGETATION IN THE DISTURBED AREAS.
2. THE PROPOSED NATIVE VEGETATION AREA SOUTHWEST OF THE BRIDGE IS APPROXIMATELY 55 SQUARE FEET.
3. CONTRACTOR TO COORDINATE WITH RIDOT NATURAL RESOURCES UNIT (NRU) AND ONSITE ENGINEER TO IDENTIFY APPROPRIATE LOCATIONS FOR SHRUB PLANTINGS.
4. GRADING AND EXCAVATION AROUND EXISTING ROOTS TO REMAIN SHALL BE UNDERTAKEN WITH CARE TO AVOID DISTURBANCE TO THE EMBANKMENT SLOPE.
5. ALL PLANTING SHALL BE CONDUCTED IN ACCORDANCE WITH FEBRUARY 2024 RIDOT BLUE BOOK STANDARDS, SECTION L.06.03.2, PLANTING DATES.
6. PLANT MATERIAL SHALL CONFORM TO THE SIZES AND TYPES SPECIFIED ON THE PLANTING SCHEDULE. IN THE EVENT THAT SPECIFIED PLANT MATERIALS ARE NOT AVAILABLE, APPROPRIATE SUBSTITUTIONS MAY BE ALLOWED WITH RIDOT NRU APPROVAL.
7. VEGETATION IN THE NATIVE PLANTING AREA, INCLUDING GROUND COVER, SHALL NOT BE CUT OR REMOVED, UNLESS FOR THE PURPOSE OF INVASIVE SPECIES REMOVAL.
8. LOAM AND SEED ALL DISTURBED AREAS WITH NATIVE COASTAL SALT TOLERANT SEED MIX.
9. SEED MIX WILL CONSIST OF NATIVE SALT TOLERANT GRASS MIX WITH THE FOLLOWING SPECIES OR A SIMILAR MIX: CANADA WILD RYE (ELYMUS CANADENSIS), RED FESCUE (FESTUCA RUBRA), ATLANTIC COASTAL PANIC GRASS (PANICUM AMARUM), BIG BLUESTEM (ANDROPOGON GERARDII), INDIAN GRASS (SORGHASTRUM NUTANS), SWITCH GRASS (PANICUM VIRGATUM), PATH RUSH (JUNCUS TENUIS). SHOP DRAWING OF SEED MIX REQUIRED FOR APPROVAL.
10. SPARTINA ALTERNIFLORA PLUGS SHALL BE PLANTED 12" APART USING HAND TOOLS. PLUGS WILL BE PLANTED TO A DEPTH EQUAL TO THE BASE OF GRASS STEMS SUCH THAT NO ROOTS ARE EXPOSED.
11. THE CONTRACTOR SHALL NOT DISTURB OR ENCROACH ON SALT MARSH OTHER THAN TO PLACE AND REMOVE C.O.W. MEASURES.

PROPOSED PLANTING SCHEDULE			
SPECIES	QUANTITY	SIZE	SPACING
SHRUBS			
WILD ROSE (ROSA VIRGINIANA)	4	1 GAL.	3-5' O.C., EL. 5-6
BAYBERRY (MORELLA PENNSYLVANICA)	4	1 GAL.	3-5' O.C., EL. 3-5
MARSH ELDER (IVA FRUTESCENS)	5	1 GAL.	3-5' O.C., EL. 2.4-3
PLUGS			
SMOOTH CORDGRASS (SPARTINA ALTERNIFLORA)	10	12-18"	1' O.C.

LEGEND:

- APPROXIMATE CLEARING LIMITS
- SELECTIVE CLEARING FOR GUY WIRE LIMITS
- SELECTIVE TRIMMING AND PRUNING FOR OHW LIMITS
- TEMPORARILY IMPACTED SALTMARSH AREA
- AREA FOR PROPOSED NATIVE PLANTINGS



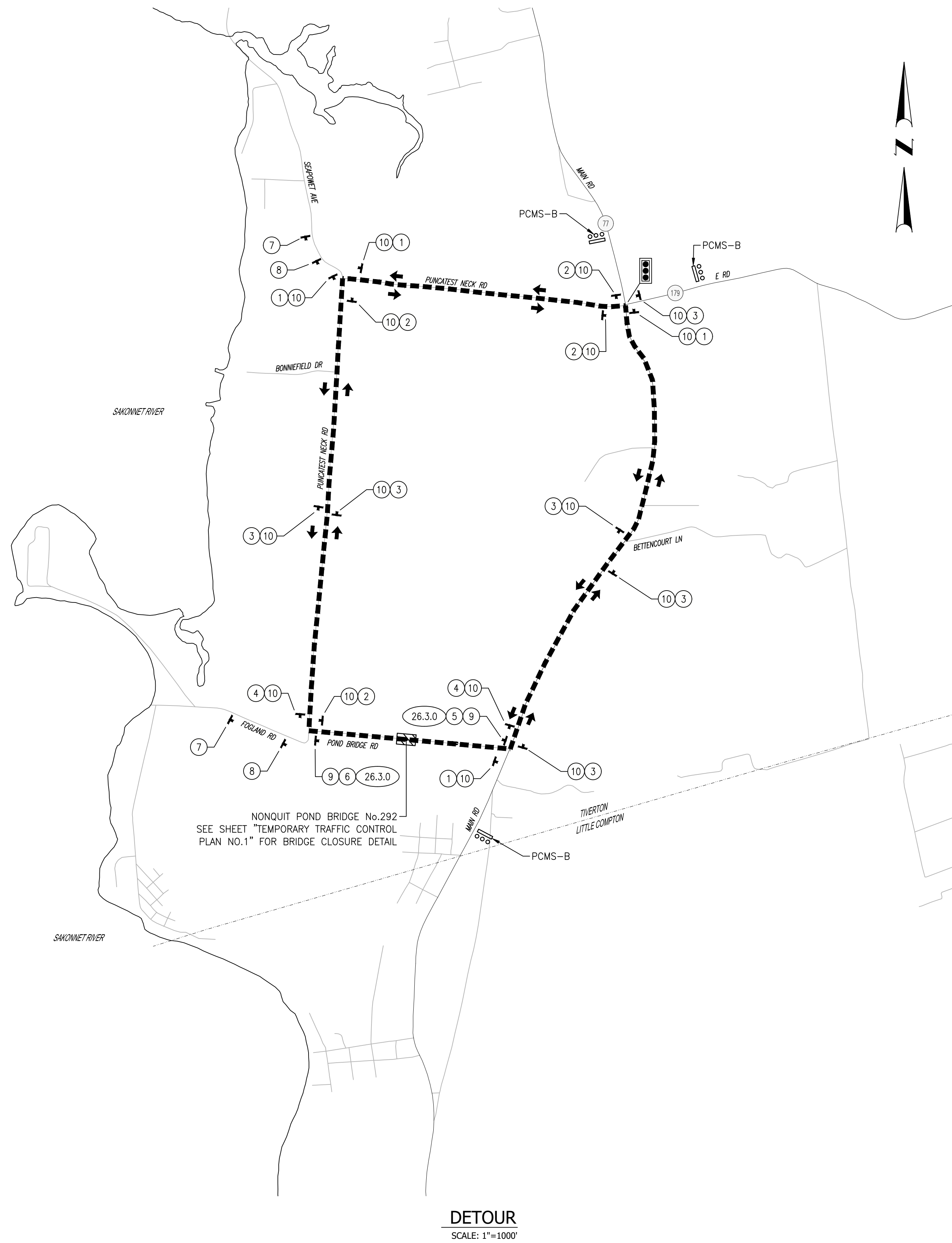
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 12
OF: 45

Scale: 1"=20'					
0 10' 20' 40'					
REVISIONS			REVISIONS		
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BRIDGE GROUP 44H - NONQUIT POND

VEGETATION IMPACT AND LANDSCAPE PLAN



DETOUR SIGN SCHEDULE

SYM.	LEGEND	DESIGNATION	SIZE	QTY
①		M4-9L	30" x 24"	4
②		M4-9R	30" x 24"	4
③		M4-9V	30" x 24"	6
④		M4-8A	24" x 18"	2
⑤		M4-10R	48" x 18"	1
⑥		M4-10L	48" x 18"	1
⑦		W20-3	36" x 36"	2
⑧		W20-2	36" x 36"	2
⑨		R11-4	60" x 30"	2
⑩		SP-1	18" x 12"	16

PORTABLE CHANGEABLE MESSAGE SIGN

- SEE "TEMPORARY TRAFFIC CONTROL PLAN No.1" FOR NOTES AND LEGEND APPLICABLE TO THIS SHEET.
- THE DETOUR SHALL BE IN PLACE PRIOR TO THE CLOSING OF THE WORK AREA.
- ALL SIGNS MAY BE FIELD ADJUSTED AS DIRECTED BY THE CONSTRUCTION MANAGER.
- THE CONTRACTOR MUST COVER ALL SIGNS WHEN THE DETOUR IS NOT IN PLACE.
- CONTRACTOR TO REMOVE BARRIERS AS NECESSARY TO GAIN ACCESS TO THE SITE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC PROTECTION."
- PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY OR IF PRACTICAL SET WELL AWAY FROM THE TRAVEL LANE. MESSAGE SIGNS SHOULD BE PROTECTED WITH RETROREFLECTIVE TEMPORARY TRAFFIC CONTROL DEVICES WHEN PLACED WITHIN THE AVAILABLE CLEAR ZONE OR ELSE SHIELDED WITH BARRIER OR CRASH CUSHION. THE LOCATION AND USE OF THE PCMS SHALL BE DETERMINED DURING THE PRE-CONSTRUCTION MEETING OR AS DIRECTED BY THE CONSTRUCTION MANAGER. THE SUGGESTED MESSAGE SHALL BE DISPLAYED TWO WEEKS IN ADVANCED OF CONSTRUCTION AND SHOULD READ AS FOLLOWS:

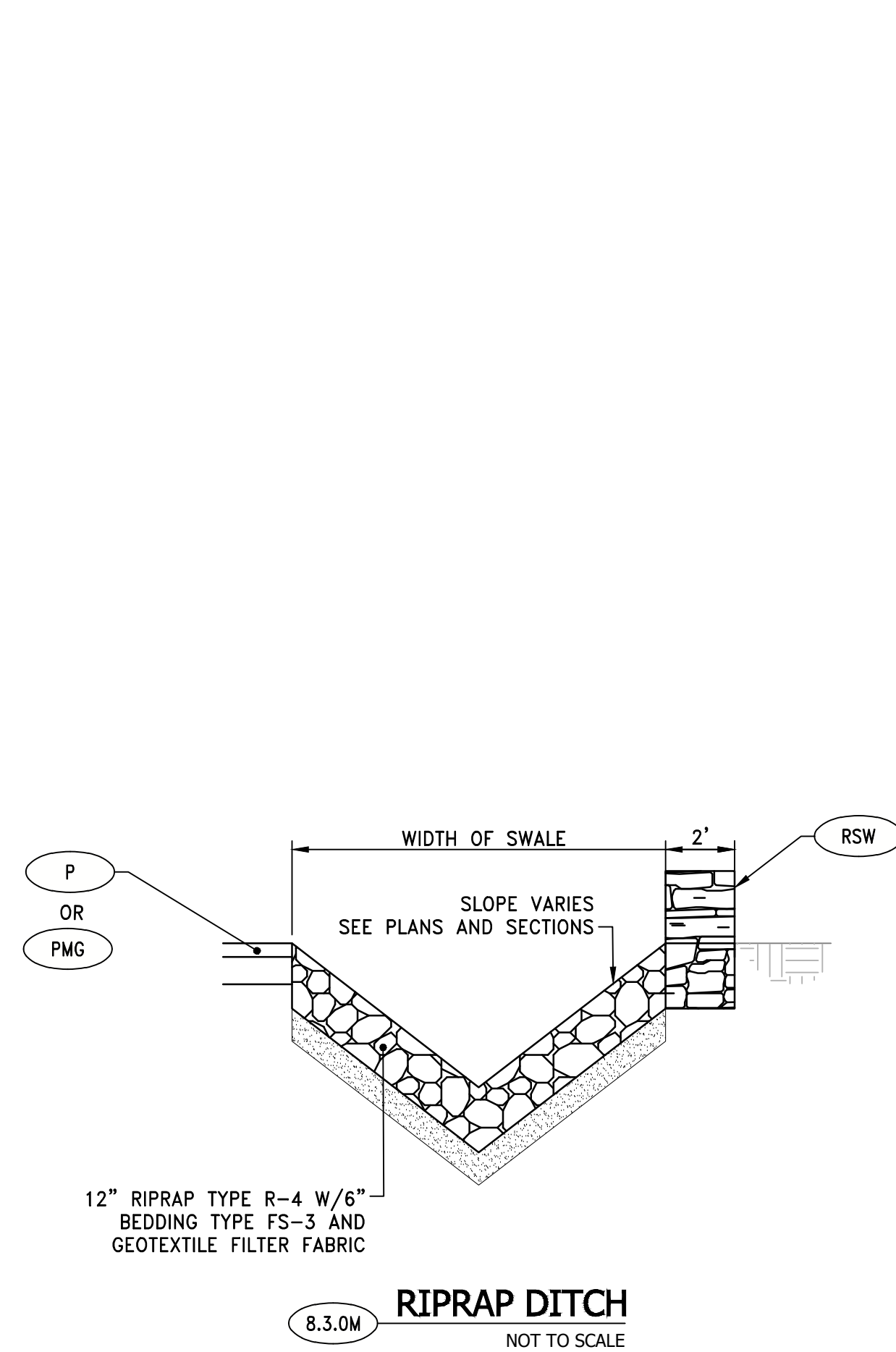
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DURING CONSTRUCTION THESE SIGNS SHALL BE RELOCATED TO EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER. THE SUGGESTED MESSAGE SHALL BE DISPLAYED FOR THE DURATION OF THE CLOSURE AND SHOULD READ AS FOLLOWS:

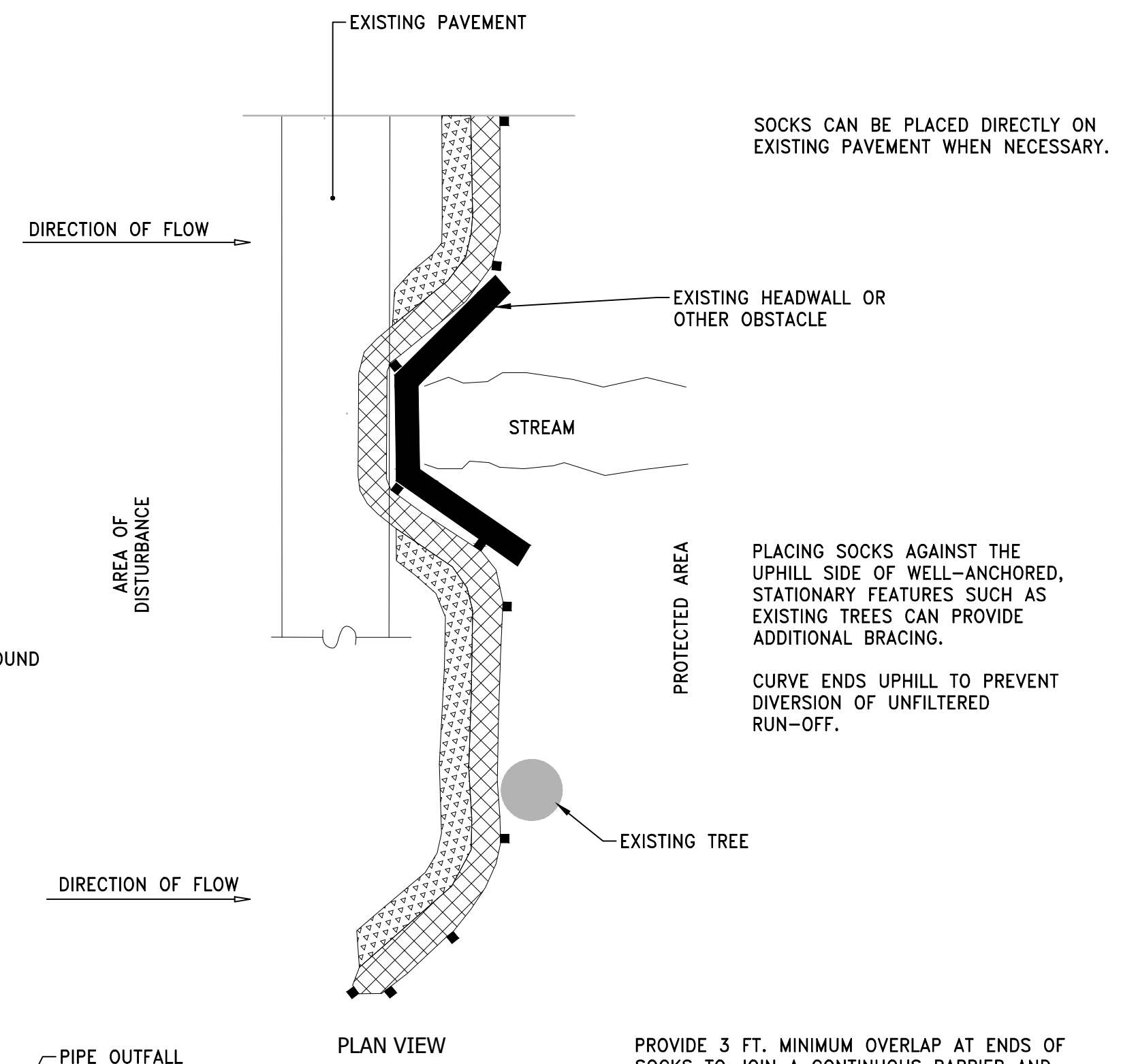
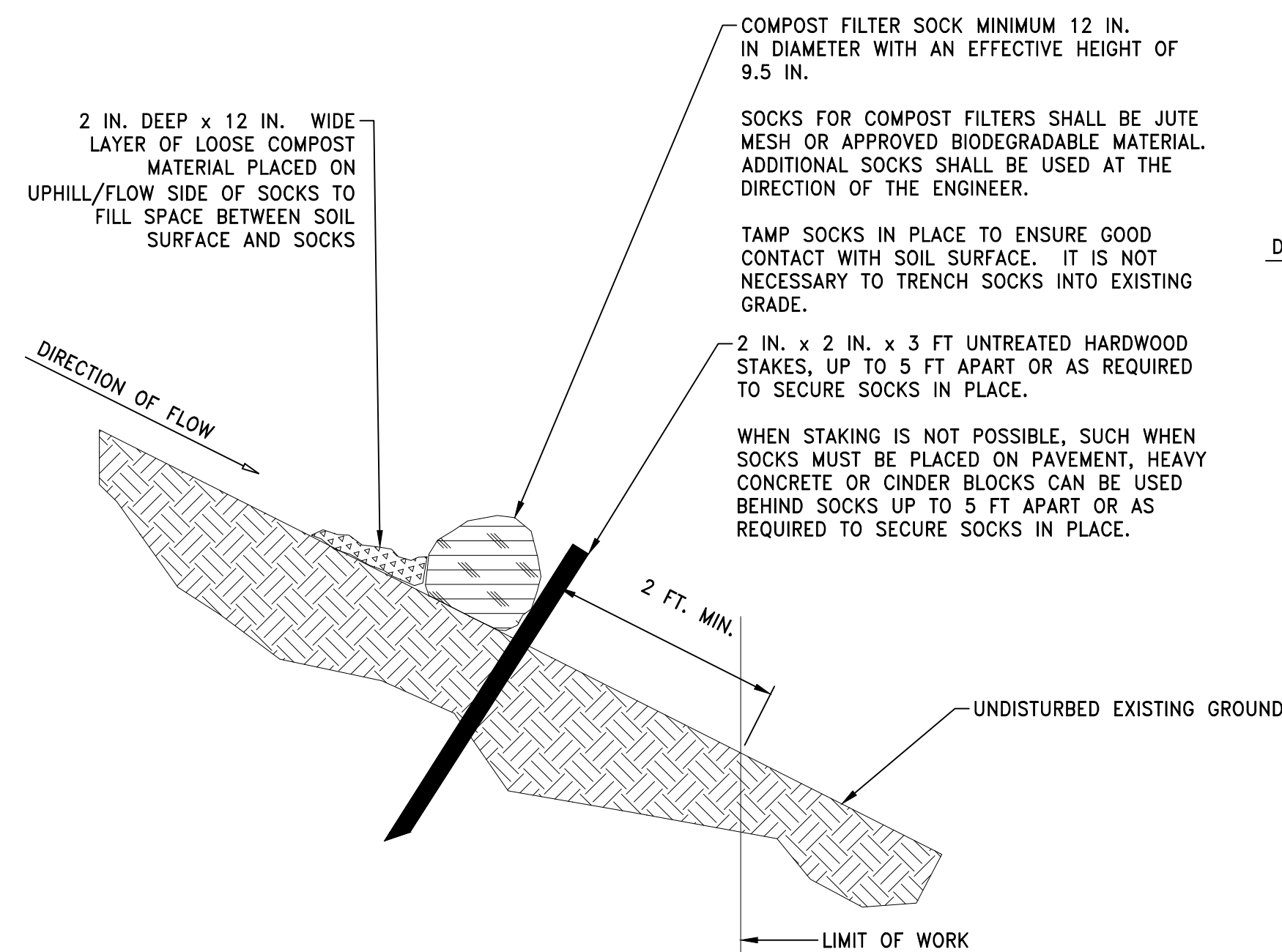
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DETOUR
SCALE: 1"=1000'

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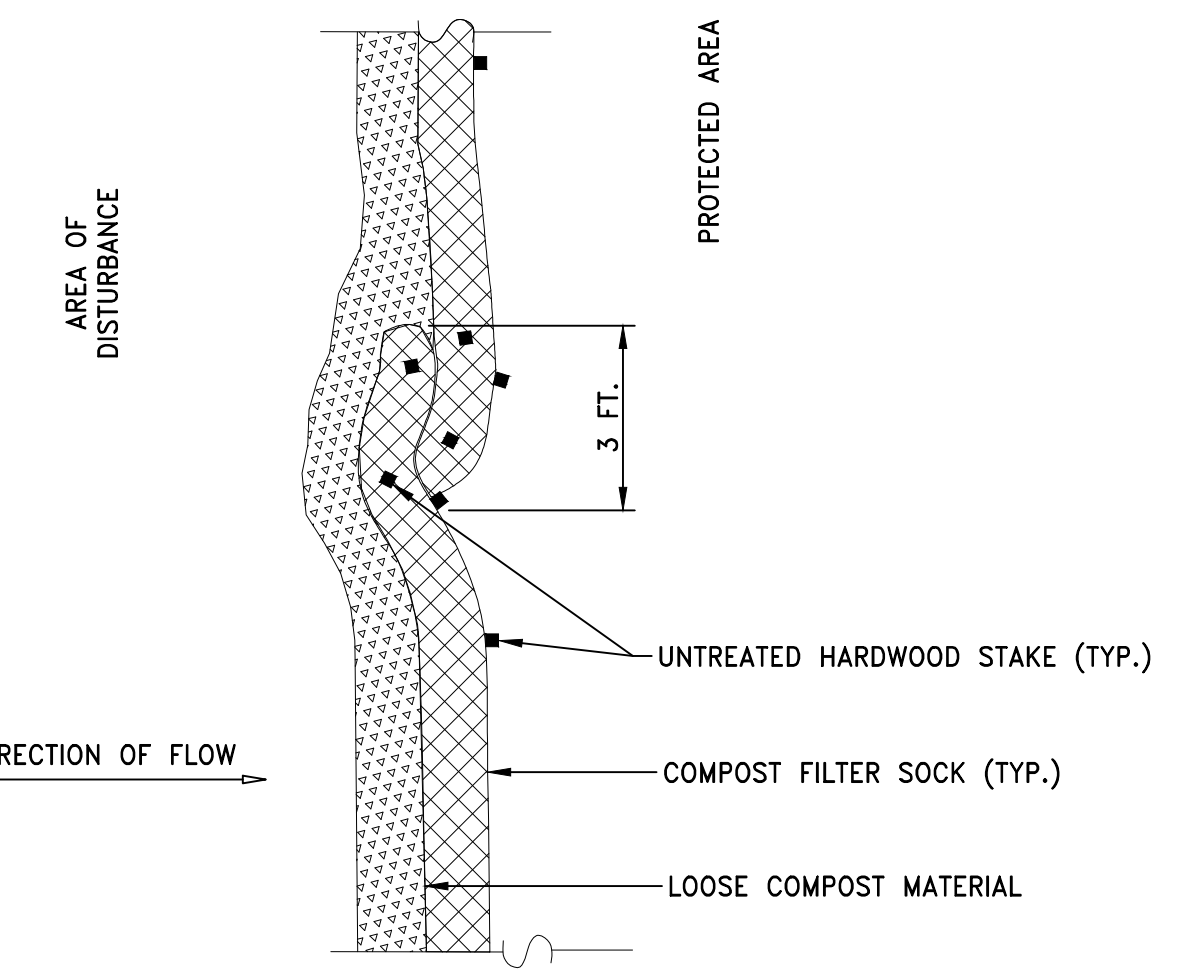
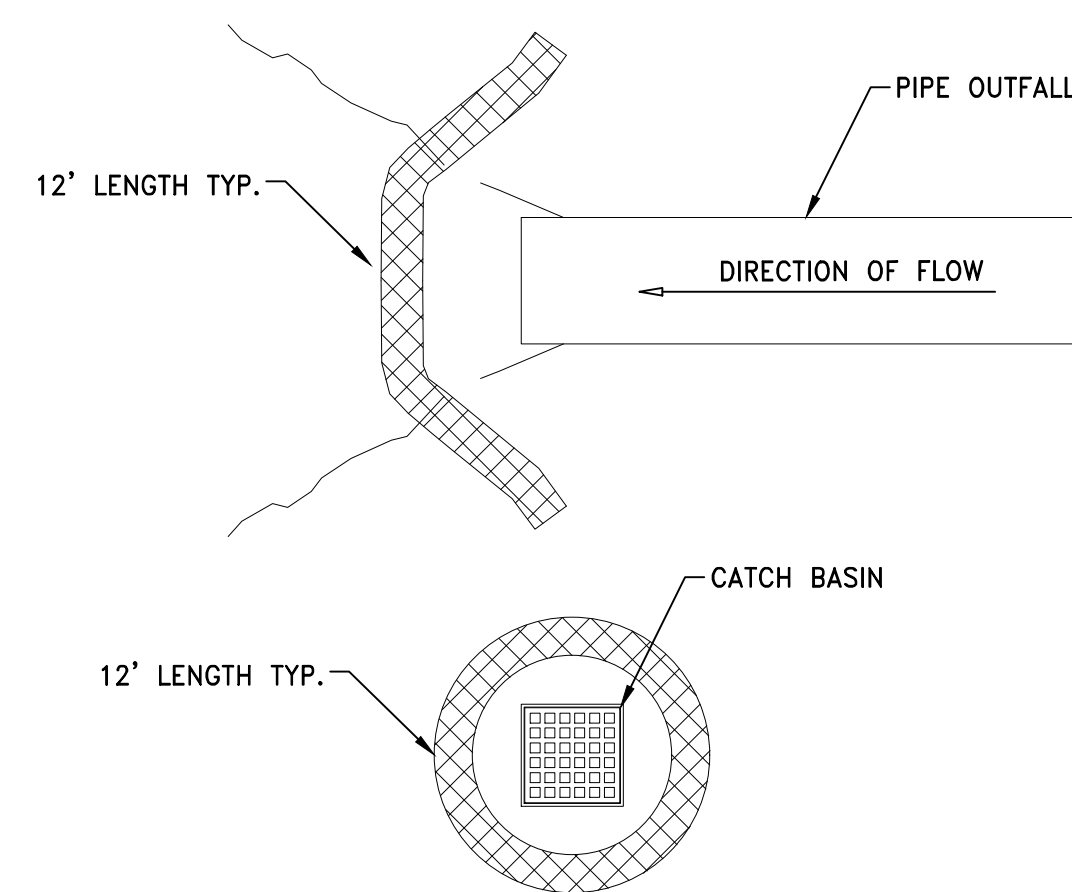


8.3.0M RIPRAP DITCH
NOT TO SCALE



PLAN VIEW

PROVIDE 3 FT. MINIMUM OVERLAP AT ENDS OF SOCKS TO JOIN A CONTINUOUS BARRIER AND MINIMIZE UNIMPEDED FLOW. STAKE JOINING SOCKS SNUGLY AGAINST EACH OTHER TO PREVENT UNFILTERED FLOW BETWEEN THEM.
SECURES ENDS OF SOCKS WITH STAKES SPACED 18 IN. APART THROUGH TOPS OF SOCKS.

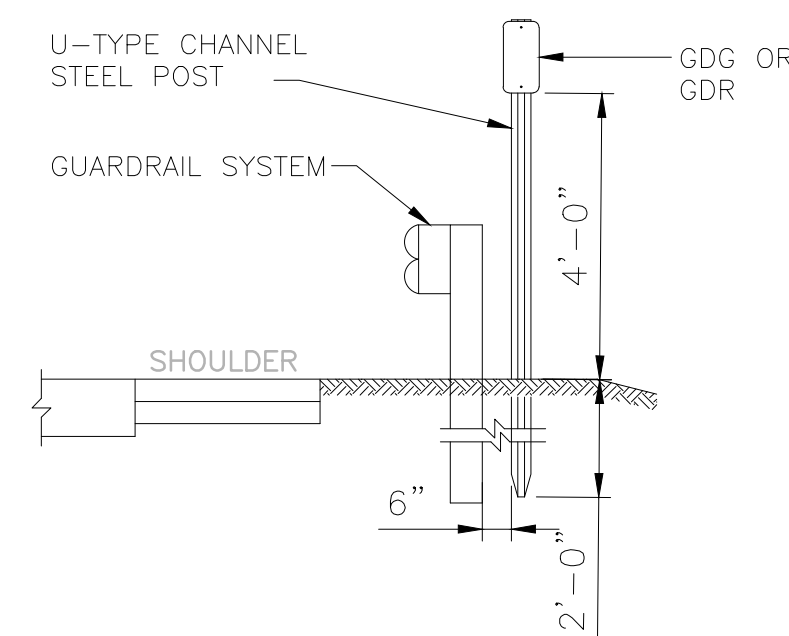


PLAN VIEW - JOIN DETAIL

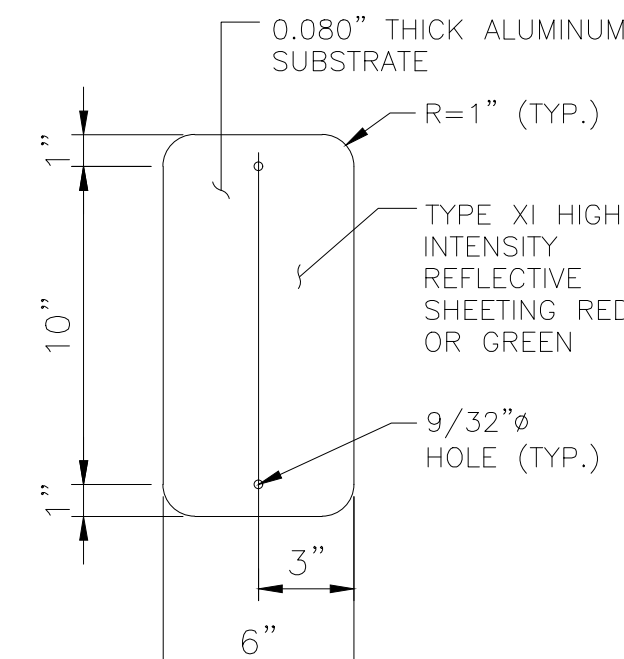
NOTES:

1. PROVIDE A MINIMUM SOCK DIAMETER OF 12 INCHES FOR SLOPES UP TO 50 FEET IN LENGTH WITH A SLOPE RATIO OF 3H:1V OR STEEPER. LONGER SLOPES OF 3H:1V MAY REQUIRE LARGER SOCK DIAMETER OR ADDITIONAL COURSING OF FILTER SOCKS TO CREATE A FILTER BERM. REFER TO MANUFACTURER'S RECOMMENDATIONS FOR SITUATIONS WITH LONGER OR STEEPER SLOPES.
2. INSTALL SOCKS ALONG CONTOURS AND PERPENDICULAR TO SHEET OR CONCENTRATED FLOW.
3. DO NOT INSTALL IN PERENNIAL, EPHEMERAL OR INTERMITTENT STREAMS.
4. CONFIGURE SOCKS AROUND EXISTING SITE FEATURES TO MINIMIZE SITE DISTURBANCE AND MAXIMIZE CAPTURE AREA OF STORMWATER RUN-OFF.

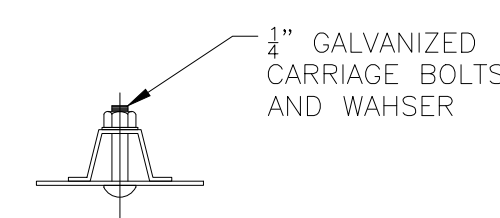
CFS COMPOST FILTER SOCK DETAIL
NOT TO SCALE



TYPICAL SHOULDER SECTION FOR GUARDRAIL END DELINEATOR
NOT TO SCALE



SINGLE FACE DELINEATOR PANEL 6X12
NOT TO SCALE



SINGLE REFLECTOR PANEL TO POST ATTACHMENT
NOT TO SCALE

NOTES:

1. GUARDRAIL END DELINEATORS GDR AND GDG SHALL BE USED TO MARK THE STARTS AND ENDS OF A LONGITUDINAL GUARDRAIL AND SHALL BE INSTALLED IMMEDIATELY BEHIND GUARD RAIL TERMINAL ENDS (ALL TYPES) AS SHOWN ON THIS SHEET. THE HOLE SHALL BE THOROUGHLY PAINTED WITH TOUCH-UP GALVANIZED SPRAY PAINT PRIOR TO ATTACHING THE DELINEATOR POST. THIS WORK SHALL BE INCIDENTAL TO THE WORK UNDER THE POST MOUNTED DELINEATOR ITEM.
2. WHEN LEDGE IS ENCOUNTERED BEFORE THE 2'-0" MINIMUM EMBEDMENT DEPTH, POSTS SHALL BE SECURED A MINIMUM OF 12" INTO LEDGE.
3. U-CHANNEL POST AND REFLECTOR SIZE AND HARDWARE SHALL MEET THE REQUIREMENTS AS SHOWN IN DELINEATOR PANEL DETAILS AND NOTES FOR SINGLE FACE REFLECTOR, WITH EXCEPTION OF THE COLOR OF THE REFLECTOR TO BE GREEN AND RED.

DELINEATOR PANEL DETAILS AND NOTES
NOT TO SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

GENERAL NOTES

- ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
 - THE FEBRUARY 2024 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 (AASHTO) LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, 9TH EDITION, 2020, INCLUDING THE LATEST INTERIM REVISIONS.
 - THE SPECIFICATIONS ACCOMPANYING THESE PLANS.
- 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 THE NATIONAL GEODETIC VERTICAL DATUM OF NAVD 88.
- COORDINATES USED ON THESE PLANS ARE BASED ON THE STATEWIDE COORDINATE SYSTEM, THE NORTH AMERICAN DATUM OF 1983 (NAD 83).
- TOPOGRAPHIC CONDITIONS WERE OBTAINED FROM THE PLAN ENTITLED "EXISTING CONDITIONS PLAN; TOPOGRAPHIC/BOUNDARY SURVEY; NONQUIT POND ROAD BRIDGE; TIVERTON, RHODE ISLAND PREPARED BY MARTINEZ COUCH & ASSOCIATES; SEPT. 23, 2020; SCALE: 1"=20'.
- FOR BENCH MARKS AND TIES, SEE HIGHWAY LOCATION PLANS.
- ANGLES ARE SHOWN TO THE NEAREST SECOND.
- ALL FOOTINGS AND PILE CAPS SHALL BE APPROVED BY THE ENGINEER AS TO DIMENSIONS, ELEVATIONS, AND SUITABILITY OF FOUNDATION MATERIAL BEFORE THE PLACING OF CONCRETE.
- ALL WORKING POINTS ARE SHOWN AT THE CENTERLINES OF BEARINGS OF ABUTMENTS AND AT THE CENTERLINES OF PIERS, UNLESS OTHERWISE NOTED.
- ALL ABUTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.
- BOTH FEDERAL AND STATE LAW (RI. GENERAL LAW 39-1.2) REQUIRE NOTIFICATION OF APPROPRIATE UTILITY COMPANIES BEFORE DIGGING, TRENCHING, BLASTING, DEMOLISHING, BORING, BACK FILLING, GRADING, LANDSCAPING, OR OTHER EARTH MOVING OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES (INCLUDING THROUGH THE "DIG SAFE" PROGRAM) TO ENSURE THAT ALL UTILITIES, BOTH UNDERGROUND AND OVERHEAD, HAVE BEEN MARKED BEFORE COMMENCEMENT OF SUCH WORK. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE "DIG SAFE" PROGRAM. ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANIES, SHALL BE REPAIRED OR REPLACED (AS DEEMED APPROPRIATE BY THE STATE AND/OR THE IMPACTED UTILITY COMPANY) AT NO ADDITIONAL COST TO THE STATE.
- TEMPORARY PROTECTIVE SHIELDING: DEBRIS SHIELDS SHALL BE PROVIDED AND INSTALLED TO PROTECT MOTORISTS, WATER WAYS, ETC. FROM ANY DEMOLITION OR CONSTRUCTION DEBRIS.

DESIGN DATA

- DESIGN SPECIFICATIONS**
 - THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020, INCLUDING ALL INTERIM REVISIONS TO DATE.
 - THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL 2008 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 2008.
 - THE FEBRUARY 2024 REVISION 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.

2. LOAD MODIFIERS

THE LOAD MODIFIERS FOR THIS PROJECT ARE AS FOLLOWS:

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

3. LOAD FACTORS

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

- THE LOAD FACTOR FOR TEMPERATURE GRADIENT SHALL BE TAKEN AS 0.0 FOR STRENGTH AND EXTREME LIMIT STATES, AND 0.5 OR 1.0 FOR SERVICE LIMIT STATES.
- THE LOAD FACTOR FOR LIVE LOAD FOR THE EXTREME EVENT I SHALL BE TAKEN AS ZERO.
- THE LOAD FACTOR FOR DEAD LOAD FOR THE EXTREME EVENT I AND EXTREME EVENT II SHALL BE TAKEN AS 1.0
- THE LOAD FACTOR FOR SETTLEMENT FOR ALL LIMIT STATES SHALL BE TAKEN AS 1.0

4. LIVE LOADS

- THE DESIGN VEHICULAR LIVE LOAD SHALL BE THE HL-93 DESIGNATION ADJUSTED FOR DYNAMIC LOAD ALLOWANCE, MULTIPLE PRESENCE FACTOR, AND AS REQUIRED BY TO ALL CONSULTANTS MEMO 347.

5. FOUNDATION DESIGN DATA

DEEP FOUNDATIONS:

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

		FACTORED AXIAL RESISTANCE (KIPS)	
LOCATION	TYPE	STRENGTH LIMIT STATES	EXTREME LIMIT STATES
ABUTMENT	9 ⁵ / ₈ " O.D. MICROPILE	120	171

		FACTORED UPLIFT RESISTANCE (KIPS)	
LOCATION	TYPE	STRENGTH LIMIT STATES	EXTREME LIMIT STATES
PROJECT WIDE	9 ⁵ / ₈ " O.D. MICROPILE	47	47

- THE FACTORED DESIGN AXIAL RESISTANCE AT EACH LOCATION IS THE LESSER VALUE OF THE FACTORED GEOTECHNICAL AND THE FACTORED STRUCTURAL RESISTANCES INDICATED.
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE STRENGTH LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE OF 100 PSI AND A RESISTANCE FACTOR OF 0.7.
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE EXTREME LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE OF 100 PSI AND A RESISTANCE FACTOR OF 1.0.
- THE FACTORED STRUCTURAL UPLIFT RESISTANCE FOR THE STRENGTH LIMIT STATE IS BASED ON THE NOMINAL UPLIFT RESISTANCE OF THE CORE STEEL REINFORCING BAR CAPACITY AND A STRENGTH LIMIT RESISTANCE FACTOR OF 0.8 (FOR TENSION).
- THE FACTORED STRUCTURAL UPLIFT RESISTANCE FOR THE EXTREME LIMIT STATE IS BASED ON THE NOMINAL UPLIFT RESISTANCE OF THE CORE STEEL REINFORCING BAR CAPACITY AND A STRENGTH LIMIT RESISTANCE FACTOR OF 0.8 (FOR TENSION).

6. WIND LOADING DESIGN DATA

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

- EXCEPT DURING CONSTRUCTION, THE DESIGN WIND PRESSURE IS BASED ON A DESIGN WIND SPEED OF 120 MPH.
- THE DESIGN WIND PRESSURES DURING CONSTRUCTION SHALL BE AS SPECIFIED UNDER THE NOTES TITLED "GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS".

7. TRAFFIC DATA

SEE COVER SHEET FOR TRAFFIC DATA.

8. HYDRAULIC AND SCOUR DATA

DRAINAGE AREA = 6.0 SQ. MI.
100-YEAR FLOOD EL. UPSTREAM OF BRIDGE = 15.0

9. DESIGN TIDAL INFORMATION (NAVD 88)

MEAN HIGH TIDE WATER ELEVATION = 2.4
MEAN HIGH WATER ELEVATION = 2.4
MEAN LOW WATER ELEVATION = -0.7

THE CONTRACTOR SHALL NOTE THAT HIGHER AND LOWER TIDES ARE POSSIBLE.

THE HIGH TIDE LINE WAS SURVEYED IN THE FIELD ON 1/12/2021. FIELD OBSERVATIONS SHOW THAT MEAN HIGH TIDE AND MEAN HIGH WATER ELEVATIONS TO BE SIMILAR. THE TIDAL RANGE IS REFERENCED FROM RIDOT PLAN ENTITLED "BRIDGE REPLACEMENT, SEAPOWET BRIDGE, TIVERTON, RHODE ISLAND" CRMC FILE #1994-01-04.

10. THERMAL DESIGN FORCE DATA

UNIFORM TEMPERATURE EFFECTS HAVE BEEN TAKEN INTO CONSIDERATION IN ACCORDANCE WITH THE PROCEDURE B OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE MINIMUM DESIGN TEMPERATURE SHALL BE 0 DEGREES F, AND THE MAXIMUM TEMPERATURE SHALL BE 100 DEGREES F.

11. SEISMIC DESIGN DATA

- THE SEISMIC ANALYSIS AND DESIGN SHALL BE IN ACCORDANCE WITH THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL AND THE "GEOTECHNICAL INVESTIGATION AND FOUNDATION REPORT FOR THE RECONSTRUCTION OF THE NONQUIT POND BRIDGE NO. 029201" BY PARE CORPORATION, DATE NOVEMBER 2020.
- THE COMBINATION OF SEISMIC FORCE EFFECTS IS IN ACCORDANCE WITH THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL.
- THIS BRIDGE HAS BEEN CLASSIFIED AS NON-CRITICAL.
- THE SITE HAS BEEN CLASSIFIED AS SITE CLASS C.
- SCOUR AND LIQUEFACTION EFFECTS HAVE BEEN CONSIDERED IN THE SEISMIC ANALYSIS OF THIS BRIDGE.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 16
OF: 45

REVISIONS			REVISIONS		
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BRIDGE GROUP 44H - NONQUIT POND

TIVERTON RHODE ISLAND

BRIDGE NOTES - 1

MATERIALS

STEEL PILES:

- AMERICAN PETROLEUM INSTITUTE (API) N-80 THREADED PIPE, MINIMUM YIELD STRENGTH OF 80 KSI

STEEL PLATES:

- AASHTO M270, GRADE 50

REINFORCING STEEL:

- AASHTO DESIGNATION M 31, GRADE 60

PRESTRESSING STEEL:

- UNCOATED SEVEN WIRE LOW-RELAXATION STRAND, AASHTO DESIGNATION M 203, GRADE 270

CONCRETE STRENGTHS:

- CLASS HP 3/4" fc=8,000 PSI**
PRESTRESSED BEAMS
- CLASS HP 3/4" fc=5,000 PSI**
PARAPETS, BACKWALLS, END DIAPHRAGMS, ENDPOSTS, CLOSURE POURS, CURTAIN WALLS, ABUTMENT CAPS
- CLASS XX 3/4" fc=4,000 PSI**
APPROACH SLABS
- CLASS MC 3/4" fc=5,000 PSI**
ABUTMENT STEMS, WINGWALLS
- CLASS MC 3/4" fc=4,000 PSI**
PILE CAPS, WALL CAPS
- PATCHING MORTAR fc=4,000 PSI**
EXISTING ABUTMENT REPAIRS

FOUNDATIONS

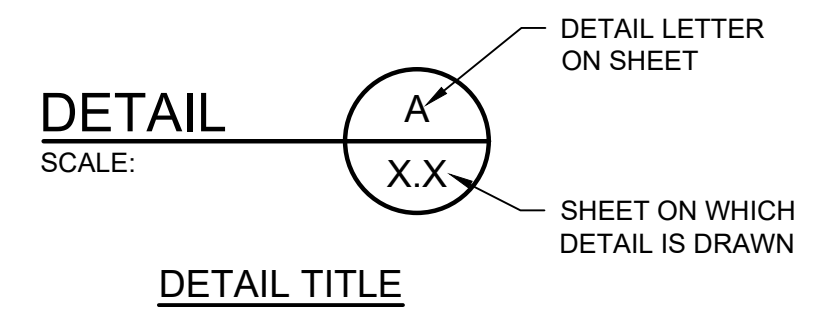
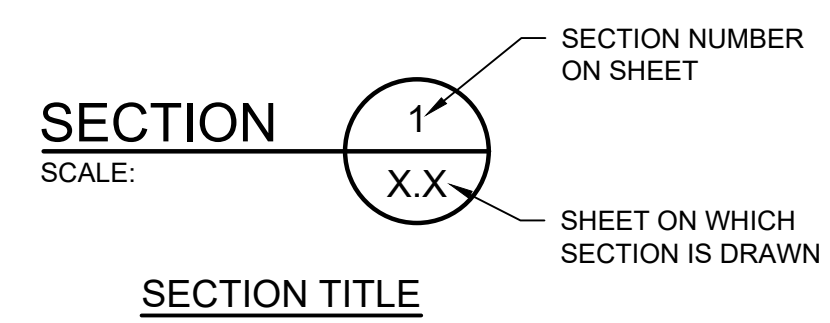
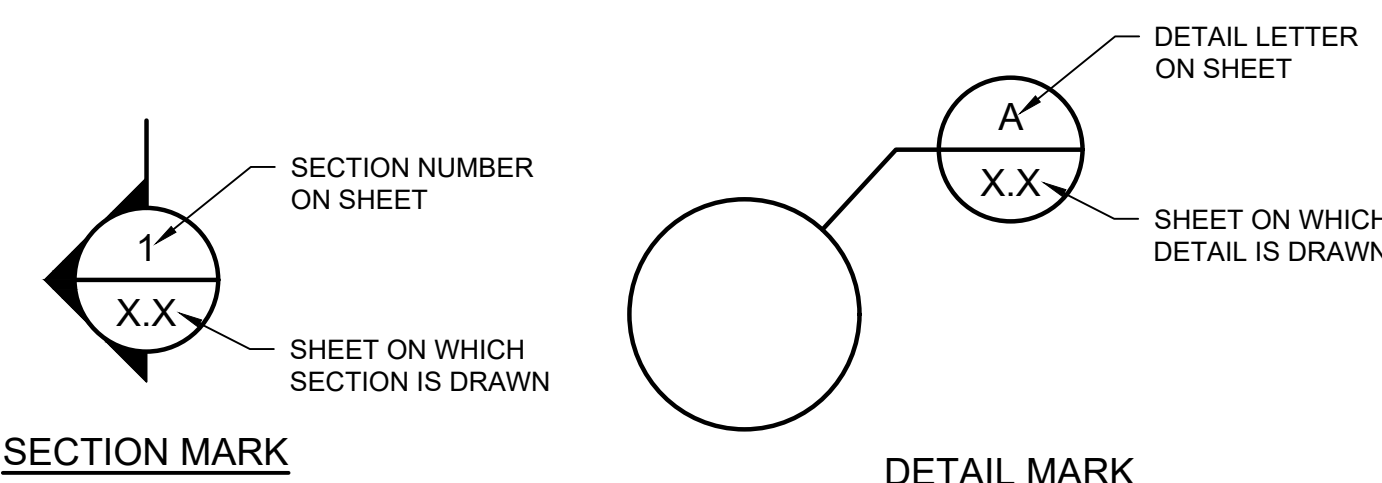
- THE FURNISHING AND INSTALLING OF THE DEEP FOUNDATIONS TYPES SPECIFIED IN THIS CONTRACT SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS .
- REFER TO THE BORING LOGS SHOWN ON THE "SUBSURFACE EXPLORATION PLAN" AND "SUBSURFACE EXPLORATION LOGS" SHEETS FOR GEOTECHNICAL DATA.

CONCRETE NOTES

- CLASSES OF CONCRETE SHALL BE HIGH PERFORMANCE CLASS HP, CLASS MC, AND CLASS XX, AS DESCRIBED IN THE RI STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS. REFER TO THE "MATERIAL" NOTES FOR CLASSES OF CONCRETE SPECIFIED FOR VARIOUS COMPONENTS.
- THE CONTRACTOR MAY, AT THE APPROVAL OF THE ENGINEER, PROPOSE THE USE OF SELF-CONSOLIDATING CONCRETE FOR ANY CLASS OF CONCRETE ON THIS PROJECT. SECTION 606 "SELF CONSOLIDATING CONCRETE (SCC)", CONTAINS THE REQUIREMENTS FOR MODIFYING ALL CLASSES OF CONCRETE MIX DESIGN FOR SELF-CONSOLIDATING APPLICATIONS.
- ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED.
- ALL REINFORCING STEEL SHALL BE GALVANIZED. ALL WIRE TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF GALVANIZED REINFORCING SHALL ALSO BE GALVANIZED. GALVANIZED COATING FOR REINFORCING STEEL SHALL CONFORM TO ASTM A767 CLASS 1.
- ALL CRITICAL LAP SPLICES SHALL BE AS SHOWN ON THE PLANS. ALL SPLICES NOT SHOWN ON THE PLANS SHALL BE LAPPED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR CLASS B LAP SPLICES.
- 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, ABUTMENT AND WALL FACES, BACKWALLS)	3"
CONCRETE DIRECTLY EXPOSED TO SALT WATER	4"
ALL OTHER BARS	2"
- COVER TO TIES AND STIRRUPS MAY BE 0.5 INCH LESS THAN THE ABOVE VALUES SPECIFIED FOR MAIN REINFORCING, BUT IN NO CASE LESS THAN 1.5 INCHES.

- HORIZONTAL CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON PLANS WILL NOT BE PERMITTED WITHOUT A WRITTEN REQUEST BY THE CONTRACTOR AND PRIOR AUTHORIZATION BY THE ENGINEER.
- UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CONCRETE SURFACES VISIBLE IN ELEVATION TO ONE FOOT BELOW FINAL GROUND LINE (AND THE UNDERSIDE OF ALL CONCRETE DECK SLABS OUTSIDE OF THE FASCIA BEAMS), SHALL RECEIVE A CONCRETE SURFACE RUBBED FINISH IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.
- THE ENTIRE TOPSIDE SURFACES OF ABUTMENT BEAM SEATS, AS WELL AS VERTICAL FACES OF BACKWALLS, SHALL BE PROVIDED WITH A FILM-FORMING SEALER (M12.03.1) CONCRETE SURFACE TREATMENT-PROTECTIVE COATING IN ACCORDANCE WITH SECTION 820 OF THE RI STANDARD SPECIFICATIONS.
- THE ENTIRE SURFACE OF THE PARAPETS/BARRIERS SHALL BE PROVIDED WITH A PENETRANT SEALER (M.12.03.2) CONCRETE SURFACE TREATMENT-PROTECTIVE COATING IN ACCORDANCE WITH SECTION 820 OF THE RI STANDARD SPECIFICATIONS.
- ALL EXPOSED EDGES AND REENTRANT CORNERS NOT OTHERWISE DETAILED ON THE PLANS SHALL HAVE A MINIMUM 3/4" CHAMFER.
- ALL JOINT SEALANT SHALL BE POLYURETHANE, POLYURETHANE ELASTOMERIC, OR SILICONE SEALANT AS DESIGNATED ON THE PLANS. THE COLOR OF THE JOINT SEALANT, WHERE EXPOSED, SHALL BE NEUTRAL (LIGHT GRAY OR TAN). THE COLOR OF THE SEALANT, WHERE NOT EXPOSED, WILL BE AT THE DISCRETION OF THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATIONS DURING CONSTRUCTION UNTIL SUCH TIME WHEN THE SURFACES ARE APPROVED AND ACCEPTED. ANY CONCRETE STAINS OR DISCOLORATIONS OCCURRING PRIOR TO ACCEPTANCE OF THE SURFACES SHALL BE REMOVED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- UNLESS OTHERWISE NOTED ON THE PLANS, JOINT FILLER IS TO BE A PREFORMED, NON-EXPANSIVE, NON-EXTRUDING TYPE IN ACCORDANCE WITH SECTION M.02.11.1 OF THE RI STANDARD SPECIFICATIONS.
- EMBEDMENT LENGTHS FOR DRILLED AND GROUTED DOWELS SHALL BE IN ACCORDANCE WITH SECTION 819 OF THE RI STANDARD SPECIFICATIONS.
- IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS, ALL METAL TIES, NON-METALLIC TIES OR ANCHORAGES WHICH ARE REQUIRED FOR CONCRETE FORMWORK SHALL BE SO CONSTRUCTED THAT THEY CAN BE REMOVED TO AT LEAST ONE INCH BELOW THE EXPOSED SURFACE OF THE CONCRETE WITHOUT CAUSING DAMAGE TO THE CONCRETE SURFACE. SNAP TIES MAY BE USED ONLY IF APPROVED BY THE ENGINEER. IF THE CONTRACTOR PROPOSES TO USE THEM, A CATALOG CUT AND OTHER NECESSARY INFORMATION MUST BE SUBMITTED TO THE ENGINEER TO DEMONSTRATE THAT THE TIES WILL SNAP-OFF FAR ENOUGH INTO THE CONCRETE TO ALLOW FOR PROPER PATCHING. SNAP TIES MUST PROVIDE ADEQUATE STRENGTH TO SUPPORT THE FORMS. ALL CAVITIES SHALL BE FILLED WITH AN APPROVED CEMENT MORTAR MEETING THE REQUIREMENTS OF ASTM C 928.
- WATER STOPS ARE REQUIRED FOR HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS IN ABUTMENTS AND WALLS WHEN EXPOSED TO BACKFILL EARTH MATERIAL. WATER STOPS SHALL BE INSTALLED AT THE LOCATIONS DETAILED ON THE PLANS, AT THE LOCATIONS AS SPECIFIED ABOVE AND AT ALL LOCATIONS AS DIRECTED BY THE ENGINEER, ALL IN ACCORDANCE WITH SECTION 812 OF THE RI STANDARD SPECIFICATIONS.



SECTION & DETAIL DESIGNATIONS

LIST OF ABBREVIATIONS			
A	ABUTMENT = ABUT.	F	FABRICATE = FAB.
	ALTERNATE = ALT.		FACE TO FACE = F TO F
	ANCHOR BOLT = A.B.		FAR FACE = F.F.
	AND = &		FAR SIDE = F.S.
	APPROVED = APPD.		FLANGE = FLG.
	APPROXIMATE = APPROX.		FLAT HEAD = F.H.
	AT = @		FOOTING = FTG.
	AVERAGE = AVG.		FOUNDATION = FDN.
B	BACK TO BACK = B TO B		FURNISH, FABRICATE & ERECT = F.F. & E.
	BASELINE = B	G	GAGE = GA.
	BEAM = BM.		GALVANIZE = GALV.
	BEARING = BRG.		GRADE = GR.
	BETWEEN = BTWN		GRATING = GRGTG.
	BITUMINOUS = BIT.		GROUND = GND.
	BOLT CIRCLE = B.C.	H	HEIGHT = HGT.
	BOTTOM = BOT.		HEXAGON = HEX.
	BUILDING = BLDG.		HIGH POINT = HP
	BUILDING LINE = B.L.		HORIZONTAL = HORIZ.
C	CENTER TO CENTER = C TO C	I	INCH = IN.
	CENTERLINE = CL		INFORMATION = INFO.
	CIRCLE = CIR.		INSIDE DIAMETER = I.D.
	CLASS I CONTROLLED LOW STRENGTH MATERIAL = CLSM		INVERT = INV.
	CLEARANCE = CL	J	JOINT = JT.
	COLUMN = COL.	L	LENGTH = LGTH. OR LEN
	CONCRETE = CONC.		LIGHTING = LTG.
	CONDUIT = COND.		LOAD AND RESISTANCE FACTOR DESIGN = LP
	CONNECTION = CONN.		LONG = LG.
	CONSTRUCTION = CONST.		LOW POINT = LP
	CONTRACTION = CONTR.	M	MATERIAL = MATL.
	CONTROL OF WATER = C.O.W.		MAXIMUM = MAX.
	COUNTERSINK = CSK.		MEAN HIGH WATER = M.H.W.
	COUPLING = CPLG.		MEAN SEA LEVEL = M.S.L.
D	DETAIL = DET.		MINIMUM = MIN.
	DIAGONAL = DIAG.		MISCELLANEOUS = MISC.
	DIAMETER = DIA.	N	NEAR FACE = N.F.
	DIAPHRAGM = DIAPHM.		NEAR SIDE = N.S.
	DIMENSION = DIM.		NORTHBOUND = N.B.
	DRAIN = DR.		NORTHBOUND = N.B.
	DRAWING = DWG.		NORTHEAST EXTREME TEE = NEXT
E	EACH = EA.		NOT TO SCALE = N.T.S.
	EACH FACE = E.F.		NUMBER = NO.
	EACH WAY = E.W.	O	ON CENTER = O.C.
	EASTBOUND = E.B.		OPENING = OPNG.
	ELEVATION = EL.		OPTIONAL = OPT.
	EQUAL = EQ.		OUTSIDE DIAMETER = O.D.
	EXISTING = EXIST.	P	PLATE = P
	EXPANSION = EXP.		POINT OF CURVATURE = P.C.
			POINT OF TANGENCY = P.T.
			POINT OF VERTICAL CURVATURE = P.V.C.
			POINT OF VERTICAL INTERSECTION = P.V.I.
			POINT OF VERTICAL TANGENCY = P.V.T.
			POLYVINYL CHLORIDE = PVC
			POUNDS PER SQUARE FOOT = P.S.F.
			POUNDS PER SQUARE INCH = P.S.I.
		R	RADIUS = RAD.
			RAILROAD = RR
			REHABILITATION = REHAB.
			REINFORCING = REINF.
			REMOVE & DISPOSE = R & D
			REMOVE & STOCKPILE = R & S
			REQUIRED = REQD.
		S	SCHEDULE = SCH.
			SCHEMATIC = SCHEM.
			SECTION = SECT.
			SHEET = SH.
			SIDEWALK = SW
			SOUTHBOUND = S.B.
			SPACES = SP.
			STATION = STA.
			STAY IN PLACE = S.I.P.
			SYMMETRICAL = SYM.
		T	TOP = T
			TOP AND BOTTOM = T&B
			TOP OF WALL = T.O.W.
			TYPICAL = TYP.
		V	VARIES = VAR.
			VERTICAL = VERT.
			VERTICAL CURVE = V.C.
		W	WELDED WIRE FABRIC = W.W.F.
			WESTBOUND = W.B.
			WIDE FLANGE = W
			WITH = W/
			WORKING POINT = W.P.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 17
OF: 45

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 44H - NONQUIT POND

TIVERTON RHODE ISLAND

BRIDGE NOTES - 2

PRESTRESSED CONCRETE NOTES

1. THE FABRICATION OF ALL PRESTRESSED ELEMENTS SHALL BE IN ACCORDANCE WITH SECTION 809 "PRECAST/PRESTRESSED CONCRETE MASONRY" OF THE RI STANDARD SPECIFICATIONS.
2. ANY PRECAST MANUFACTURING PLANT FURNISHING PRECAST PRESTRESSED BRIDGE MEMBERS MUST BE CERTIFIED BY THE PRECAST PRESTRESSED CONCRETE INSTITUTE PLANT CERTIFICATION PROGRAM. THE CERTIFICATION SHALL BE AS A MINIMUM IN THE B3 CATEGORY, EXCEPT FOR DRAPED STRAND BRIDGE MEMBERS IN WHICH CASE A B4 CATEGORY WILL BE REQUIRED. THE MANUFACTURER SHALL SUBMIT PROOF OF CERTIFICATION PRIOR TO THE START OF PRODUCTION.
3. LIFTING DEVICES ARE THE RESPONSIBILITY OF THE PRECASTER.
4. THE CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 8000 PSI. THE MINIMUM REQUIRED COMPRESSIVE STRENGTH AT STRESS TRANSFER SHALL NOT BE LESS THAN 6000 PSI.
5. PRESTRESSING STRANDS SHALL CONSIST OF UNCOATED HIGH STRENGTH SEVEN WIRE LOW-RELAXATION STRANDS HAVING A NOMINAL DIAMETER OF 0.6" CONFORMING TO THE REQUIREMENTS OF AASHTO DESIGNATION M 203 GRADE 270.
6. NON-PRESTRESSED REINFORCEMENT SHALL CONFORM TO AASHTO DESIGNATION M 31 GRADE 60 AND SHALL BE GALVANIZED.
7. ALL EXPOSED CORNERS SHALL BE CHAMFERED ¼ UNLESS OTHERWISE NOTED.
8. ANY STRUCTURAL MEMBERS DAMAGED DURING FABRICATION, SHIPPING OR ERECTION, SUCH THAT THEIR STRUCTURAL INTEGRITY IS COMPROMISED, SHALL BE REJECTED AND REPLACED AT THE CONTRACTOR'S OWN EXPENSE. THE ENGINEER SHALL BE THE SOLE JUDGE IN DETERMINING THE STRUCTURAL INTEGRITY OF DAMAGED PRESTRESSED MEMBERS. ANY DAMAGE THAT IS NOT STRUCTURAL IN NATURE SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE STATE.
9. DURING HANDLING, THE BEAMS MUST BE MAINTAINED IN AN UPRIGHT POSITION AT ALL TIMES AND MUST BE PICKED UP ONLY BY MEANS OF APPROVED LIFTING DEVICES AT THEIR APPROVED SUPPORT POINTS.
10. DIMENSIONAL TOLERANCES SHALL NOT EXCEED THOSE RECOMMENDED IN THE LATEST EDITION OF THE PCI "MANUAL FOR QUALITY CONTROL FOR PLANTS AND PRODUCTION OF PRECAST AND PRESTRESSED CONCRETE PRODUCTS".
11. THE EXTERIOR FACES OF FASCIA BEAMS SHALL RECEIVE A RUBBED FINISH (IN FIELD OR IN THE PLANT) IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS. THE COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PRESTRESSED CONCRETE MEMBERS.
12. THE TOP SURFACES OF THE PRESTRESSED SLABS, BOX BEAMS, & GIRDERS SHALL HAVE EITHER A SMOOTH OR A RAKED FINISHED (1/4" AMPLITUDE) AS INDICATED ON THE PLANS.
13. ALL SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER IN SUFFICIENT TIME TO PERMIT CAREFUL CHECKING.
14. ALL GALVANIZED PRESTRESSING STEEL AND GALVANIZED REINFORCING BARS SHALL BE SECURELY TIED TO PREVENT DISLOCATION. TIES USED FOR THE GALVANIZED REINFORCING STEEL SHALL ALSO BE GALVANIZED.
15. THE DETAILS OF ALL INSERTS, ANCHORS, AND ANY OTHER ITEMS REQUIRED TO BE CAST INTO THE PRECAST PRESTRESSED UNITS (WHETHER DETAILED ON THE CONTRACT DRAWINGS OR PROVIDED FOR THE CONTRACTOR'S CONVENIENCE) SHALL BE SHOWN ON THE SHOP DRAWINGS. PRECAST UNITS SHALL NOT BE FIRED OR DRILLED INTO FOR ATTACHMENT PURPOSES. ALL HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232.
16. THE ENDS OF BEAMS SHALL BE VERTICAL AFTER ALL DEAD LOADS HAVE BEEN PLACED.
17. HANDHELD VIBRATORS SHALL BE EQUIPPED WITH RUBBER TIPPED HEADS.

GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS:

1. DESIGN WIND PRESSURES FOR CONSTRUCTION:

MINIMUM WIND PRESSURES TO BE USED BY THE CONTRACTOR FOR DESIGN DURING THE CONSTRUCTION CONTRACT (WITH THE EXCEPTION OF SIGNS) SHALL BE FROM THE FOLLOWING TABLE:

HEIGHT ABOVE GROUND	WIND PRESSURE (PSF)
UP TO 17'	33
OVER 17' AND UP TO 33'	37
OVER 33' AND UP TO 50'	41
OVER 50' AND UP TO 75'	44
OVER 75' AND UP TO 100'	47

TABLE NOTES:

- A. APPLICATION OF THE TABULAR PRESSURE:

- BRIDGE COMPONENTS DURING CONSTRUCTION, PRIOR TO THE INSTALLATION OF THE PERMANENT BRACING SYSTEMS, NOT INCLUDING CRANE LIFTING.
- FALSE WORK, SHORING, AND SCAFFOLDING AS DEFINED IN FHWA "GUIDE DESIGN SPECIFICATION FOR BRIDGE TEMPORARY WORKS", EXCLUDING 3-DIMENSIONAL LATTICED OR TRUSSED FRAMES OR TOWERS;
- TEMPORARY SHIELDING.

WIND PRESSURES FOR ALL OTHER STRUCTURES SHALL BE CALCULATED BASED ON ASCE "DESIGN LOADS ON STRUCTURES DURING CONSTRUCTION", SEI/ASCE 37-02 (ALL REFERENCES TO THE ASCE 7 IN THE SEI/ASCE 37-02 PUBLICATION, SHALL BE THE LATEST REVISION OF ASCE 7). THE EXPOSURE CATEGORY SHALL BE C.

2. ERECTION OF BRIDGE COMPONENTS:

FOR THE ERECTION OF STRUCTURES, THE FOLLOWING SHALL APPLY:

- THE CONTRACTOR SHALL SUBMIT AN ERECTION PLAN THAT PROVIDES COMPLETE DETAILS OF THE PROCESS INCLUDING, BUT NOT LIMITED TO, TEMPORARY SUPPORTS, SCHEDULING AND OPERATION SEQUENCING, CRANE PLACEMENT, AND ASSUMED LOADS AND CALCULATED STRESSES DURING VARYING STAGES OF LIFTING. THIS APPLIES TO STRUCTURES OF ANY KIND. THE CAPACITY OF THE CRANE AND ALL LIFTING AND CONNECTING DEVICES SHALL BE ADEQUATE FOR 125 PERCENT (150 PERCENT OVER AMTRAK) OF THE TOTAL PICK LOAD INCLUDING SPREADERS, RIGGING, HOOKS, AND ALL OTHER MATERIALS. THIS FACTOR OF SAFETY SHALL BE IN ADDITION TO ALL MANUFACTURERS' PUBLISHED FACTORS OF SAFETY.
- 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 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 THE GIRDER INSTALLATION TO DISCUSS THE PLAN AND PROCEDURES, WORK SCHEDULES, CONTINGENCY PLANS, SAFETY REQUIREMENTS AND TRAFFIC CONTROL. THE CONTRACTOR'S PROFESSIONAL ENGINEER AND ERECTION SUBCONTRACTOR WILL BE REQUIRED TO ATTEND THIS MEETING, AS WILL THE RIDOT RESIDENT ENGINEER, THE DESIGN PROJECT ENGINEER AND THE DESIGN CONSULTANT. BASED UPON DISCUSSIONS AT THIS MEETING AND A 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.

3. TEMPORARY BARRIERS AND CRASH CUSHIONS TO BE UTILIZED ON THE BRIDGE AND ITS APPROACHES DURING CONSTRUCTION AT ANY TIME ANY PORTION OF THE BRIDGE IS OPEN TO TRAFFIC SHALL MEET TEST LEVEL TL-3 (MASH 2016).
4. FOR DEWATERING DURING CONSTRUCTION, REFER TO THE JOB SPECIFIC SPECIFICATIONS CODE 208.9901, AND RIDOT STANDARD SPECIFICATIONS SECTION 208.

SHOP DRAWINGS (STRUCTURAL/BRIDGE)

THE FOLLOWING LIST OF ITEMS OF WORK FOR WHICH SHOP DRAWINGS AND/OR OTHER SUBMITTALS ARE REQUIRED IS PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. THIS LIST INCLUDES ONLY THE MAJOR ITEMS OF BRIDGE/STRUCTURAL WORK; IT DOES NOT ITEMIZE ALL SUBMITTALS REQUIRED BY THE CONTRACT DOCUMENTS. ALL SUBMITTALS SHALL BE IN ACCORDANCE WITH SECTION 105.02 OF STANDARD SPECIFICATIONS. THE CONTRACTOR IS RESPONSIBLE FOR THE TIMELY SUBMISSION OF ALL SHOP DRAWINGS AND OTHER DOCUMENTS REQUIRED BY THE CONTRACT. NO EXTRA PAYMENT WILL BE MADE, NOR WILL ANY EXTENSION BE MADE TO THE CONTRACT COMPLETION DATE FOR MAKING REQUIRED SUBMITTALS.

A SUBMITTAL FOR THE GUARDRAIL END TREATMENT, ENERGY ABSORBING TERMINAL IS REQUIRED FOR INFORMATION DETAILING THE END TREATMENT MEASUREMENTS AND MUST BE A PRODUCT LISTED ON THE RIDOT APPROVED MATERIALS LIST FOR APPROVED EQUAL.

1. CONSTRUCTION PROCEDURE: TYPE, SIZE, AND PLACEMENT OF EQUIPMENT, DETAILED SEQUENCE OF WORK, METHODS, CONCRETE FALSEWORK DETAILS, ETC.
2. CONTROL OF WATER: METHODS, EQUIPMENT, AND DETAILED SEQUENCE OF WORK
3. BRIDGE DEMOLITION: METHODS, EQUIPMENT, SHIELDING, AND DETAILED SEQUENCE OF WORK
4. STEEL MICROPILES: PIPE, REINFORCEMENT, CONCRETE FILL, COATINGS, INSTALLATION OF EQUIPMENT AND SEQUENCE, AND LOAD TESTING PLAN AND RESULTS
5. CONCRETE AND CLSM: MIX DESIGNS, PLACING & POURING SEQUENCE, METHODS AND EQUIPMENT, CURING PLAN INCLUDING HEAT FLOW ANALYSES AND METHODS, PERSONNEL RESOURCES, FORMLINERS, FINISHING METHODS
6. WATERSTOPS
7. JOINT FILLERS
8. PRECAST CONCRETE BEAMS
9. WATERPROOFING MEMBRANE
10. NON-SHRINK GROUT
11. REINFORCING STEEL, SPLICERS, AND INSERTS
12. ELASTOMERIC BEARINGS
13. FILTER FABRIC
14. EARTH RETAINING SYSTEMS/SUPPORT OF EXCAVATION (SOE)

SOE GENERAL CONSTRUCTION NOTES

1. ALL SOE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 203 "STRUCTURE EXCAVATION AND BACKFILL" AND SECTION 805 "EARTH RETAINING SYSTEMS" OF THE RIDOT STANDARD SPECIFICATIONS.
2. EXCAVATION BELOW THE ELEVATIONS SHOWN IN THE PLANS WILL NOT BE ALLOWED, UNLESS DIRECTED BY THE ENGINEER.
3. ALL SOE WILL BE TEMPORARY.
4. ALL UNSUITABLE MATERIAL SHALL BE REMOVED WITHIN THE EXCAVATION LIMITS AND REPLACED WITH SUITABLE FILL, AS DIRECTED BY THE ENGINEER.
5. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT DESIGN CALCULATIONS AND SHOP DRAWINGS (STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN STATE OF RI) FOR REVIEW AND APPROVAL BY THE ENGINEER. SUBMITTALS SHALL INCLUDE DESIGN CALCULATIONS AND SHOP DRAWINGS FOR SOE EXTENDING ON TOP OF EXISTING FOUNDATIONS CONNECTING TO THE WALL STEMS AS WELL AS A CONSTRUCTION SCHEDULE AND PROPOSED CONSTRUCTION METHODS AND EQUIPMENT.
6. THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO AVOID DAMAGE TO EXISTING STRUCTURES. ALL STRUCTURES DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
7. CONTRACTOR SHALL CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO STARTING THE WORK TO VERIFY LOCATIONS OF EXISTING UTILITIES.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH UTILITY COMPANIES.
9. ALL BRACING SHALL BE MEASURED, CUT IN FIELD AND INSTALLED ONLY AFTER INSTALLATION OF THE SOE TO ENSURE PROPER FIT.
10. ALL BRACING FOR THE SHEETING SOE SHALL BE PRELOADED IN THE PRESENCE OF THE ENGINEER.
11. SURFACE AFTER PRELOADING SHALL BE 3/8 INCH, ADJACENT TO BRIDGE AND BUILDING FOUNDATIONS, AND 1 INCH ELSEWHERE.
12. SHEET PILING (IF USED) SHALL BE INSTALLED WITH A HIGH FREQUENCY VIBRATORY HAMMER.

SUPPORT OF EXCAVATION (SOE) DESIGN DATA

SPECIFICATIONS

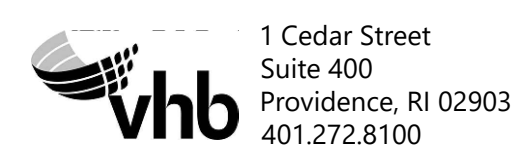
RHODE ISLAND DEPARTMENT OF TRANSPORTATION (RIDOT), "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", FEBRUARY 2024 EDITION AND ALL SUPPLEMENTS.

THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020, INCLUDING ALL INTERIM REVISIONS UP TO YEAR 2024.

LATEST ANSI/ AASHTO / AWS "BRIDGE WELDING CODE D.1.5" WITH THE LATEST INTERIMS.

DESIGN LOADS

CONSTRUCTION SURCHARGE IN ACCORDANCE WITH RIDOT LRFD BRIDGE MANUAL MINIMUM SURCHARGE LOAD SHALL BE 400 PSF.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

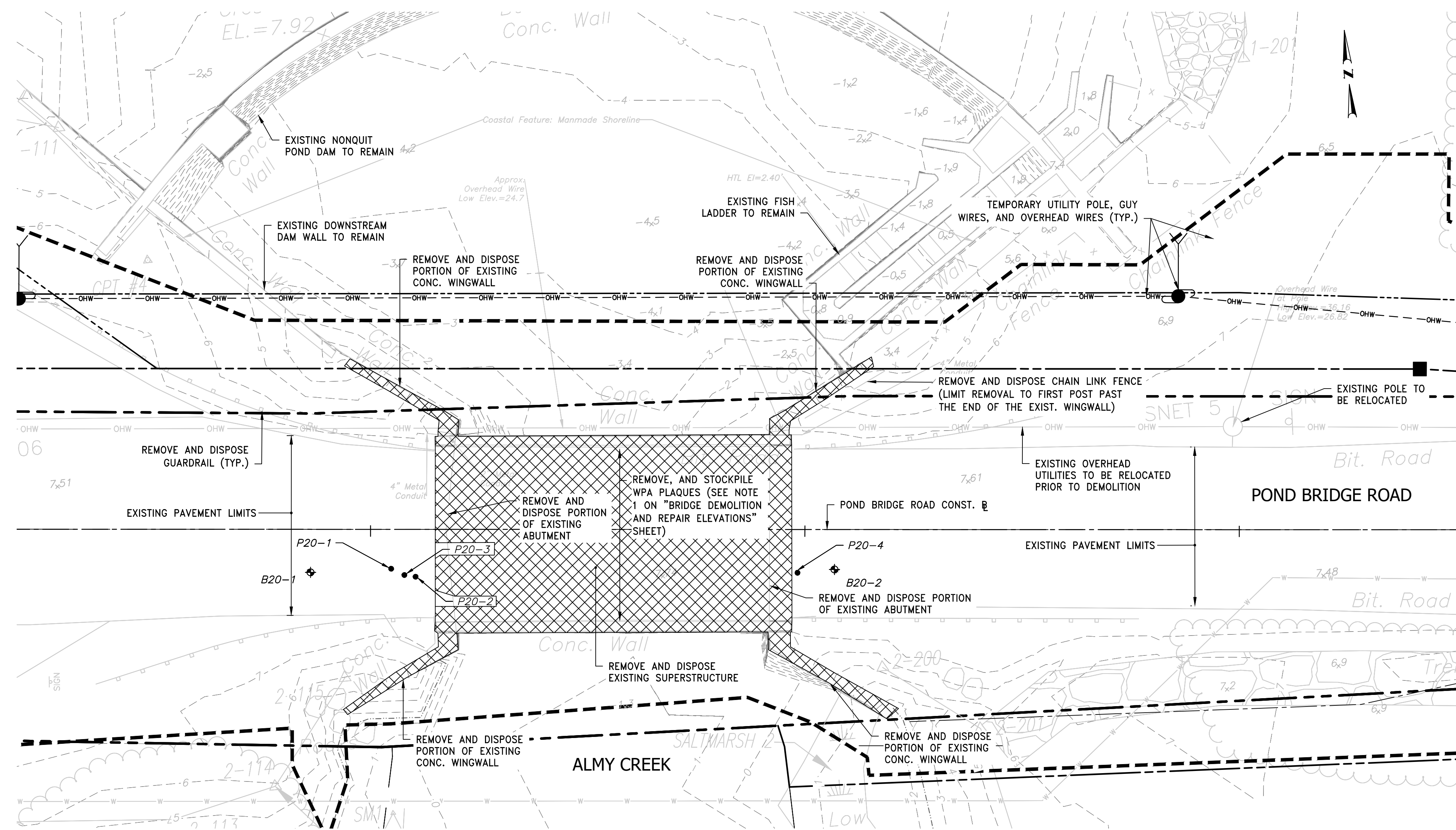
DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 18
OF: 45

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 44H - NONQUIT POND


TIVERTON RHODE ISLAND

BRIDGE NOTES - 3



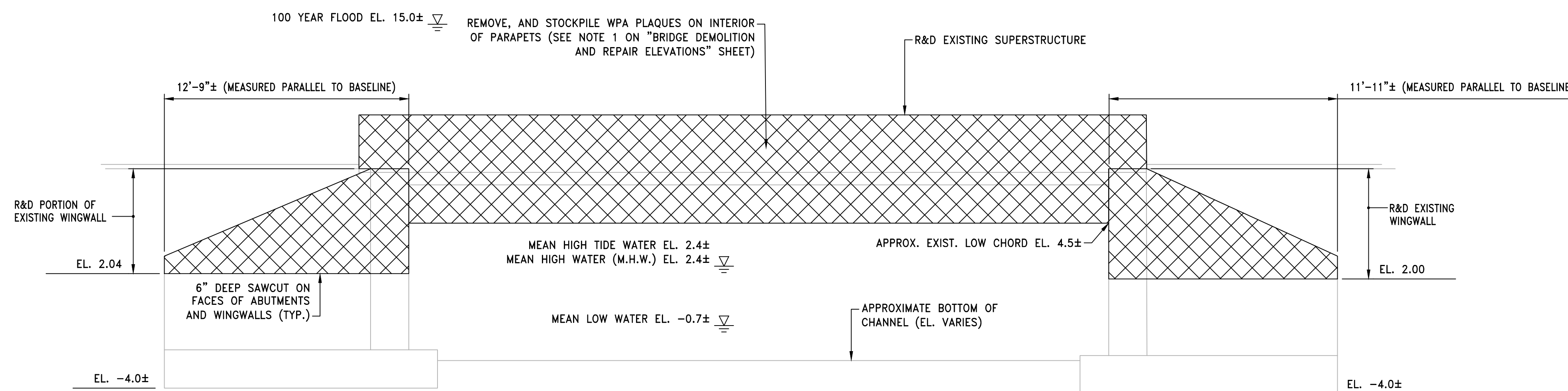
DEMOLITION PLAN
SCALE: 1/8" = 1'-0"

LEGEND:

 PORTION OF EXISTING STRUCTURE TO BE REMOVED AND DISPOSED.

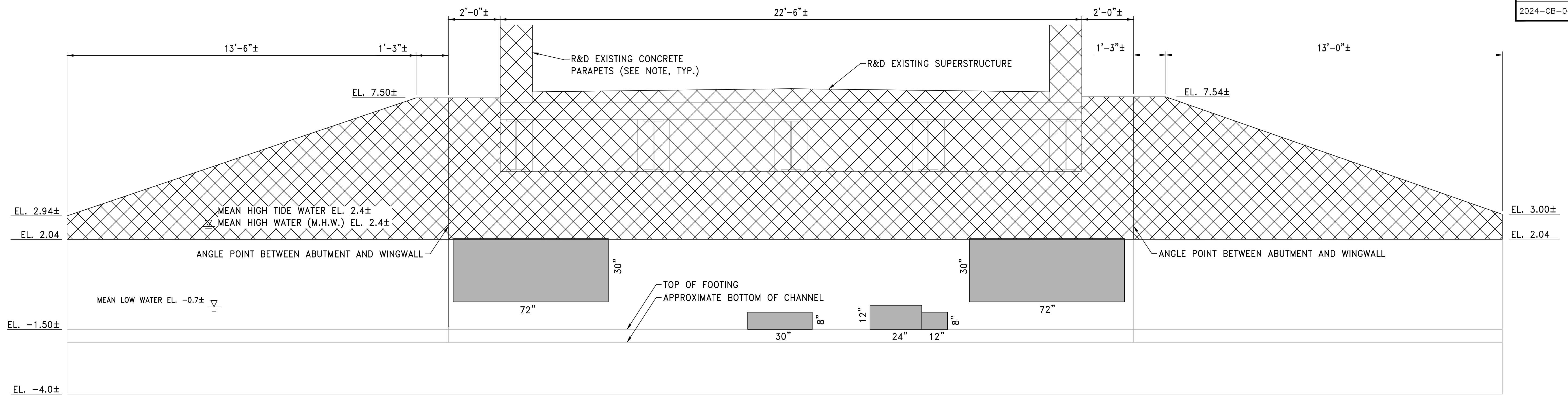
DEMOLITION NOTES:

- THE EXISTING STRUCTURE SHALL BE DEMOLISHED IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.
 - THE CONTRACTOR SHALL PROTECT THE WATERWAY AND SURROUNDING AREAS FROM DEBRIS DURING CONSTRUCTION. EXCEPT AS PROVIDED FOR BY CONTRACT ITEMS, THIS WORK SHALL BE CONSIDERED TO ITEM CODES 803.9901 AND 803.9902.
 - ITEMS TO BE REMOVED AND DISPOSED UNDER ITEM 803.9901 "REMOVAL AND DISPOSAL EXISTING BRIDGE NO. 292 SUPERSTRUCTURE" INCLUDE, BUT ARE NOT LIMITED TO: ALL THE COMPONENTS ABOVE THE BEAM SEATS INCLUSIVE OF ALL THE BRIDGE BEARINGS AND ALL EMBEDDED OR ATTACHED COMPONENTS.
 - ITEMS TO BE REMOVED AND DISPOSED UNDER ITEM 803.9902 "PARTIAL REMOVAL AND DISPOSAL EXISTING BRIDGE NO. 292 SUBSTRUCTURE" INCLUDE, BUT ARE NOT LIMITED TO:
 - BACKWALLS
 - ROADWAY JOINT MATERIALS
 - ABUTMENT STEMS TO THE LIMITS SHOWN
 - WINGWALL STEMS TO THE LIMITS SHOWN
 - ALL EMBEDDED AND ATTACHED COMPONENTS
- SAWCUTS ON THE FACES OF THE ABUTMENTS AND WINGWALLS SHALL BE CONSIDERED INCIDENTAL TO ITEM CODE 803.9902.
- THE CONTRACTOR SHALL FULLY DEWATER TO ELEVATION REQUIRED TO PERFORM REPAIRS TO SUBSTRUCTURE TO REMAIN.



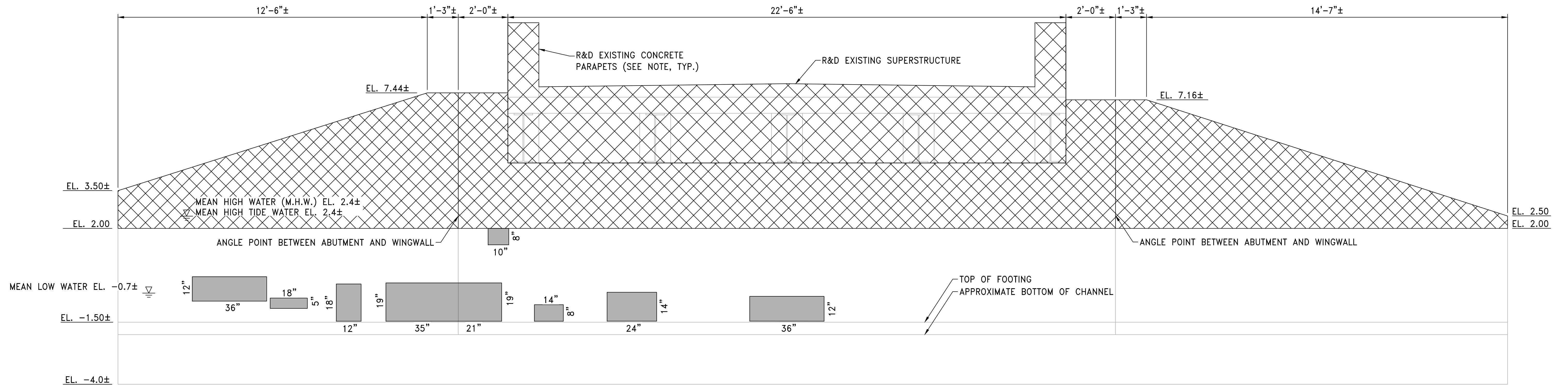
DEMOLITION ELEVATION
SCALE: 1/4" = 1'-0"

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WEST ABUTMENT AND WINGWALLS

SCALE: 1/2" = 1'-0"



EAST ABUTMENT AND WINGWALLS

SCALE: 1/2" = 1'-0"

LEGEND:

- APPROXIMATE CONCRETE REPAIR AREA (DIMENSIONS ARE SHOWN IN INCHES).
- PORTION OF EXISTING STRUCTURE TO BE REMOVED AND DISPOSED.

NOTE:

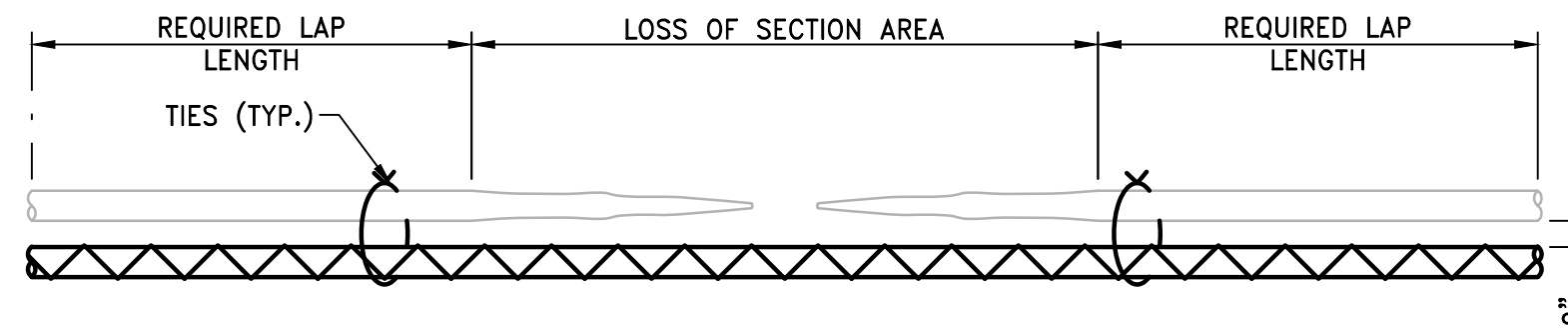
1. THE CONTRACTOR SHALL REMOVE AND STOCKPILE THE EXISTING BRASS WPA PLAQUES ON THE EXISTING PARAPETS. THE PLAQUES SHALL BE REMOVED PRIOR TO OTHER DEMOLITION ACTIVITIES TAKING PLACE, AND THE REMOVAL METHODS SHALL BE COORDINATED WITH AND APPROVED BY THE RIDOT CULTURAL RESOURCES UNIT PRIOR TO THEIR REMOVAL. CARE SHOULD BE TAKEN TO AVOID DAMAGE TO THE PLAQUES. THE PLAQUES SHALL BE STORED AT THE FIELD OFFICE PRIOR TO INSTALLATION ON THE PROPOSED PARAPETS. SEE SHEET 37 FOR PROPOSED LOCATIONS. IF THE PLAQUES ARE DAMAGED OR LOST BY THE CONTRACTOR, REPLICAS SHALL BE FABRICATED AND INSTALLED AT NO ADDITIONAL COST TO THE STATE.
2. REMOVAL, CLEANING, RESTORATION, AND RESETTING EXISTING WPA PLAQUES SHALL BE PER THE 899.9901 SPECIAL PROVISION.
3. THE CONTRACTOR SHALL FULLY DEWATER TO ELEVATION REQUIRED TO PERFORM REPAIRS TO SUBSTRUCTURE TO REMAIN.

REVISIONS			REVISIONS		
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CONCRETE REPAIR NOTES:

- ALL CONCRETE REPAIRS SHALL BE IN ACCORDANCE WITH RI STANDARD SPECIFICATIONS SECTION 817, "REPAIRS TO STRUCTURE CONCRETE MASONRY".
- CONCRETE REPAIR TYPES SHALL BE PATCHING MORTAR AND FORM AND CAST-IN-PLACE. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A PLAN IDENTIFYING THE PROPOSED METHOD(S) AND MATERIALS FOR VARIOUS CONDITIONS (DEPTH RELATIVE TO REINFORCEMENT, SQUARE FOOTAGE, ETC.). THE FOLLOWING SHALL APPLY:
 - REPAIRS WITH A DEPTH NOT BEYOND REINFORCEMENT SHALL BE PATCHING MORTAR.
 - REPAIRS WITH DEPTHS BEYOND REINFORCEMENT UP TO 1 INCH MAXIMUM SHALL BE PATCHING MORTAR. FORM AND CAST-IN-PLACE WITH CLASS XX 3/8" MAY BE USED WHERE THE DEPTH BEYOND REINFORCEMENT IS NO LESS THAN 1"
 - REPAIRS WITH DEPTHS MORE THAN 1 INCH BEYOND REINFORCEMENT SHALL BE FORM AND CAST-IN-PLACE.
- UN SOUND CONCRETE SHALL BE REMOVED ONLY TO THE DEPTH NECESSARY TO EXPOSE A BONDING SURFACE OF SOUND CONCRETE MATERIAL AS DETERMINED BY THE ENGINEER.
- ALL DETERIORATED AREAS TO BE REPAIRED SHALL BE MARKED AND IDENTIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER THAT ALL REPAIR AREAS ARE CORRECTLY MARKED PRIOR TO MAKING SAWCUTS FOR REMOVAL OF CONCRETE.
- ALL DETERIORATED AREAS TO BE REPAIRED SHALL THEN BE OUTLINED WITH 1" (±1/8") DEEP SAW-CUTS ON A RECTANGULAR SHAPE AROUND THE PERIPHERY OF THE DEFECT. THE ENGINEER WILL INSPECT THE SAWCUT AREAS PRIOR TO REMOVAL OF THE DETERIORATED CONCRETE. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER THAT ALL REPAIR AREAS ARE CORRECTLY SAWCUT PRIOR TO REMOVAL OF ANY CONCRETE.
- THE CONTRACTOR SHALL CAREFULLY REMOVE SPALLED, LOOSE AND HOLLOW CONCRETE FROM WITHIN THE SAWCUT LIMITS. POWER TOOLS SHALL BE AS REQUIRED BY THE RI STANDARD SPECIFICATIONS. ANY OVERBREAKAGE OR DAMAGE BEYOND THE LIMITS OF THE APPROVED REPAIR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- SAWCUTS SHALL BE PERFORMED IN THE PRESENCE OF THE ENGINEER. THE CONTRACTOR SHALL COORDINATE THE SCHEDULE FOR CONCRETE REMOVAL WITH THE RESIDENT ENGINEER.
- ALL NEW CONCRETE REPAIRS SHALL BE RESTORED TO ORIGINAL CONTOUR.
- WHERE REPAIR DEPTH EXCEEDS 1/2" GALVANIZED WIRE MESH SHALL BE USED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 817.
- THE CONTRACTOR SHALL LOCATE EXISTING REINFORCING PRIOR TO DEMOLITION OF REPAIR AREA. THE EXISTING REINFORCING SHALL NOT BE DAMAGED.
- ALL CORRODED REINFORCING BARS TO REMAIN WITHIN THE CONCRETE REMOVAL BOUNDARIES SHALL BE THOROUGHLY CLEANED BY SANDBLASTING OR BY OTHER SUITABLE METHODS APPROVED BY THE ENGINEER TO REMOVE ALL RUST. THOSE BARS THAT HAVE LOST 1/2 OR MORE OF THEIR ORIGINAL DIAMETER SHALL BE SUPPLEMENTED BY NEW BARS SPLICED IN PLACE. NEW BARS SHALL BE LAPPED TO EXISTING REINFORCEMENT AS NECESSARY TO PROVIDE THE REQUIRED LAP LENGTH. THE COST FOR SUPPLEMENTAL REINFORCEMENT SHALL BE PAID FOR UNDER ITEM CODE 810.0210.
- ALL CORRODED REINFORCING BARS TO REMAIN SHALL BE THOROUGHLY CLEANED TO REMOVE ALL RUST, AND ZINC PRIMER SHALL BE APPLIED TO EXISTING BARS PRIOR TO PATCHING.
- THE COST OF WELDED WIRE FABRIC IN CONCRETE REPAIRS SHALL BE INCLUDED IN THE COST OF ITEM CODE 817.2142 REPAIRS TO STRUCTURAL CONCRETE MASONRY - FORM AND CAST IN PLACE CONCRETE.
- DURING REMOVAL OF DETERIORATED CONCRETE, IF THE CONTRACTOR'S OPERATIONS CAUSE ANY DAMAGE TO THE EXISTING STRUCTURE, HE SHALL BE REQUIRED TO REPAIR THE AREA TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
- THE BONDING SURFACES OF THE REPAIR AREA SHALL BE PREPARED IN ACCORDANCE WITH THE RIDOT STANDARD SPECIFICATION SECTION 817. THE SURFACES AGAINST WHICH MORTAR OR CONCRETE IS TO BE PLACED SHALL BE KEPT WET FOR AT LEAST ONE HOUR AND THEN ALLOWED TO DRY TO A SATURATED SURFACE DRY CONDITION JUST PRIOR TO APPLICATION OF THE MORTAR OR CONCRETE.
- REPAIR LIMITS SHOWN ON THESE PLANS ARE BASED ON THE LATEST RIDOT INSPECTION REPORTS.

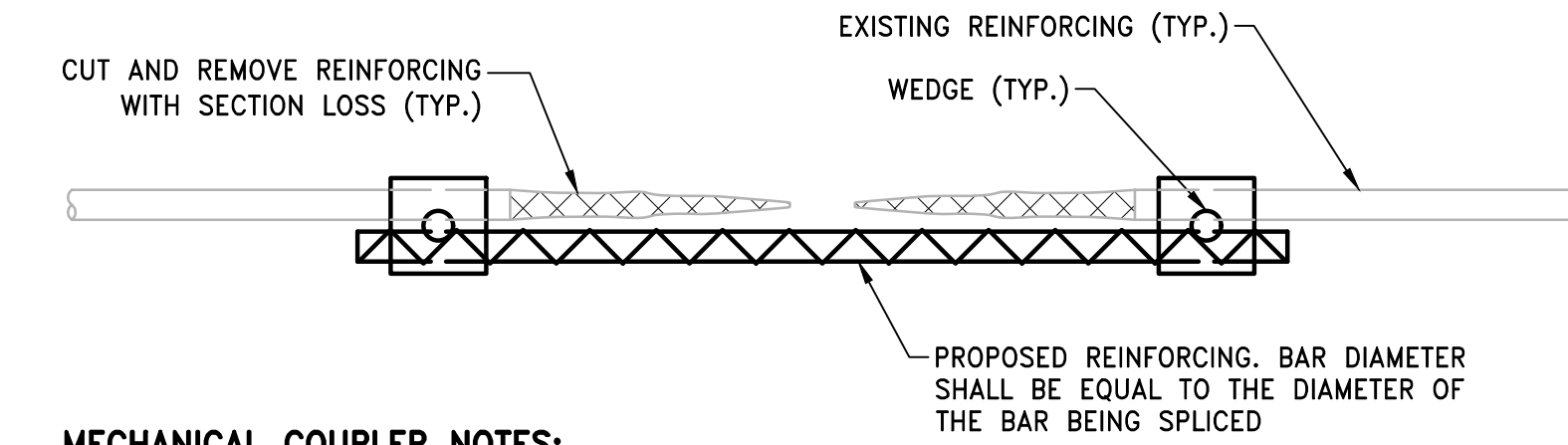
ADDITIONAL REPAIR AREAS IDENTIFIED DURING CONSTRUCTION SHALL BE REPAIRED AS DIRECTED AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL PREVENT DEMOLITION DEBRIS AND REPAIR MATERIALS FROM ENTERING THE WATERWAY, INCLUDING THE BED OF DEWATERED AREAS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONCRETE REPAIR ITEM. ANY DEBRIS OR MATERIALS THAT FALL IN THE WATERWAY OR DEWATERED AREAS SHALL BE REMOVED BY THE CONTRACTOR.



LAP SPLICE NOTES:

- EXTEND THE CONCRETE REMOVAL LIMIT TO ACCOUNT FOR BAR LAP. (NO EXTRA PAYMENT FOR ADDITIONAL CONCRETE REMOVAL).
- COVER FOR BOTH BARS IS THE SAME.
- FOR MINIMUM REQUIRED LAP LENGTH, SEE CONCRETE NOTE 6 ON BRIDGE NOTES 2 SHEET.

LAP SPLICE - OPTION 1



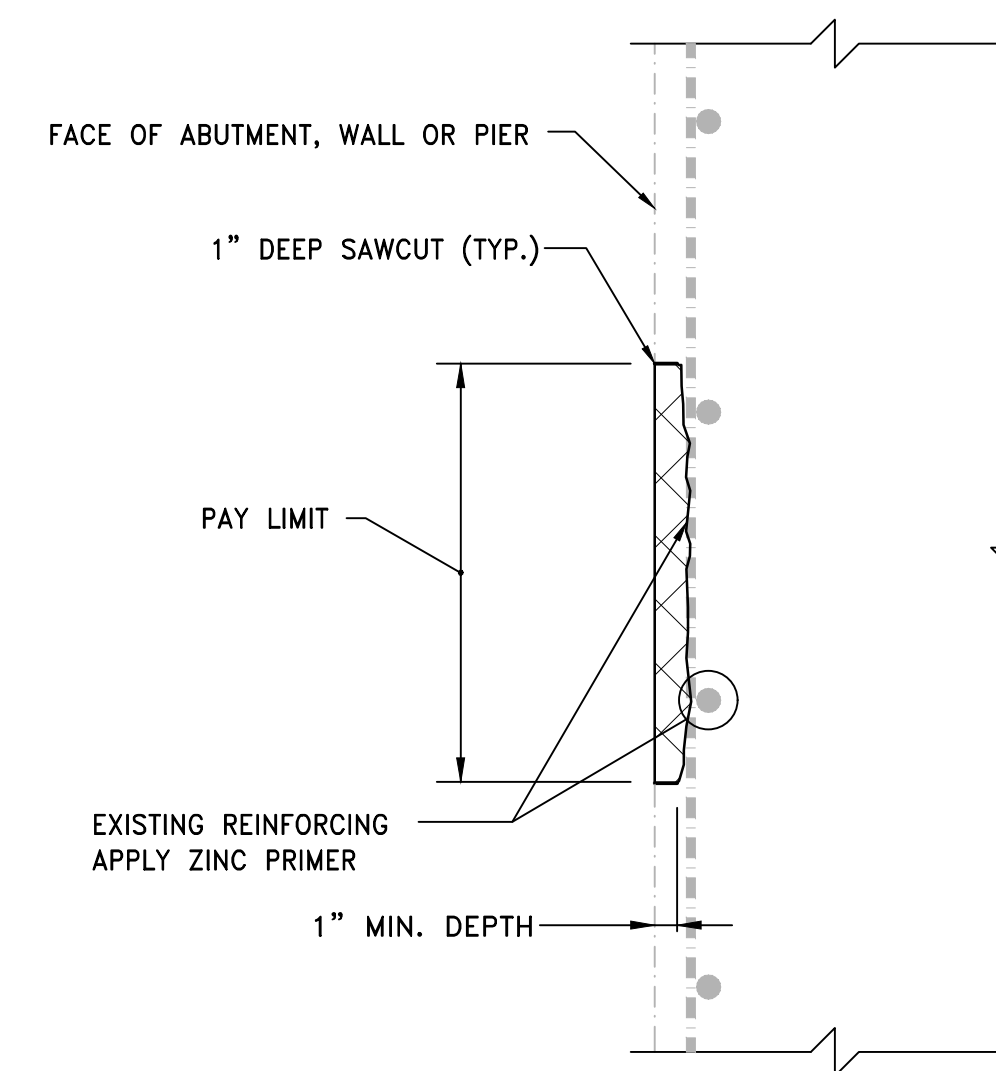
MECHANICAL COUPLER NOTES:

- COVER TO SPLICER AND REINFORCING BAR SHALL NOT BE LESS THAN EXISTING REBAR COVER.
- MECHANICAL COUPLERS SHALL BE SET WHERE NO SECTION LOSS IS PRESENT ON THE EXISTING REINFORCING.

MECHANICAL COUPLER - OPTION 2

REINFORCING STEEL REPAIR DETAIL

NOT TO SCALE

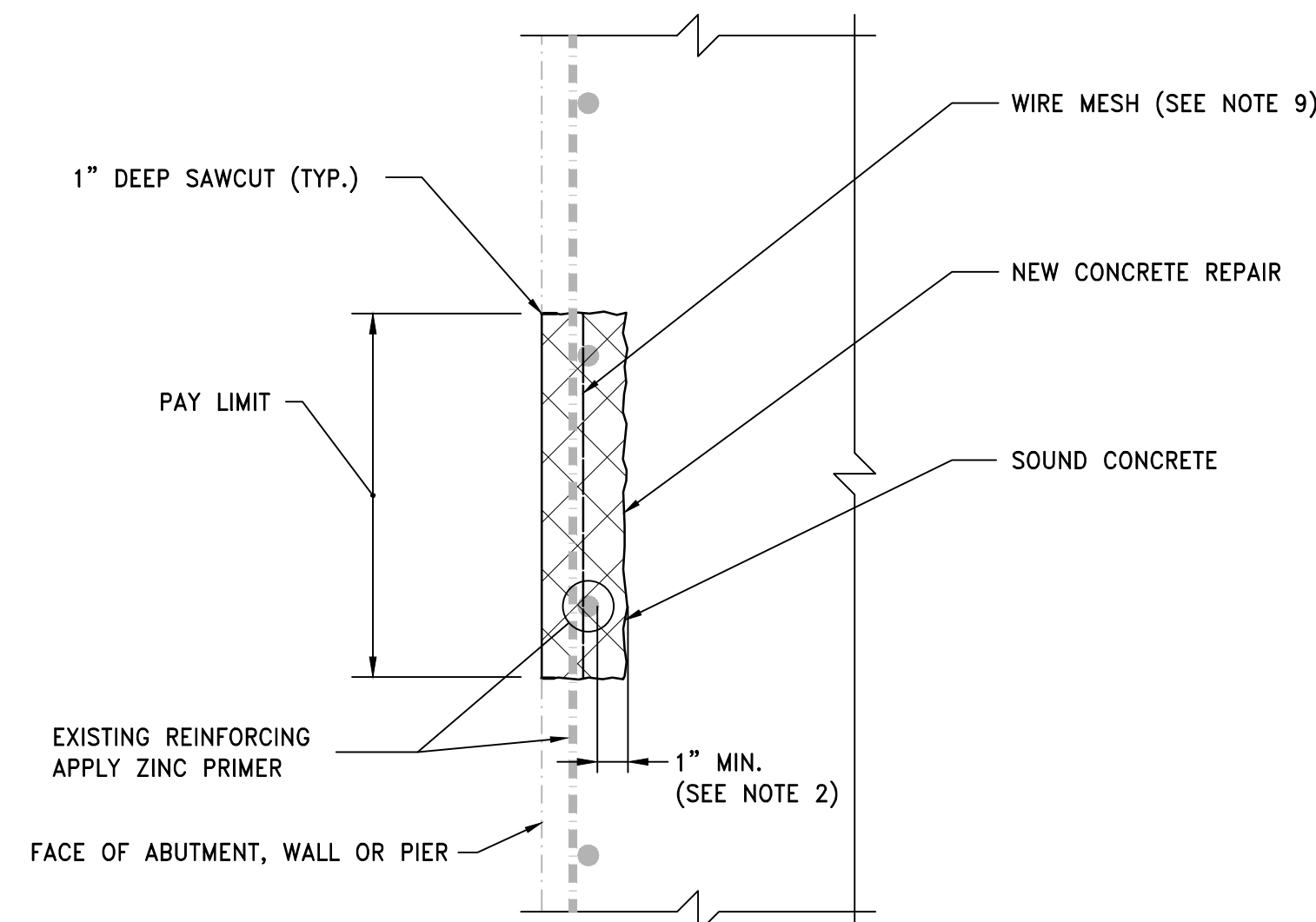


NOTE:

THIS REPAIR APPLIES TO AREAS WHERE NO MORE THAN ONE-HALF OF THE REBAR SURFACE IS EXPOSED AND SURROUNDING CONCRETE IS SOUND.

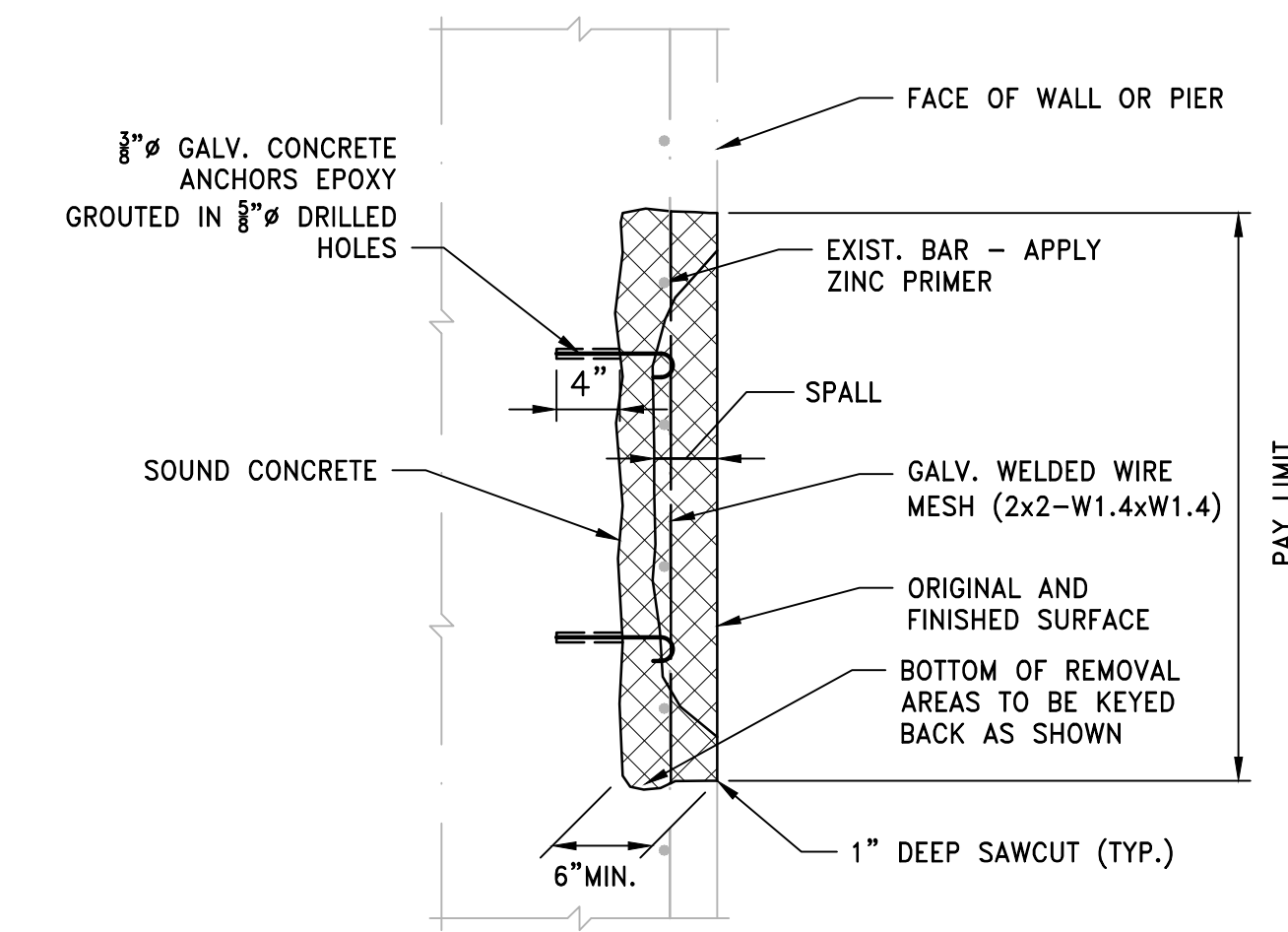
CONCRETE REPAIR DETAIL (DEPTH TO REINFORCEMENT)

NOT TO SCALE



CONCRETE REPAIR DETAIL (DEPTH BEYOND REINFORCEMENT)

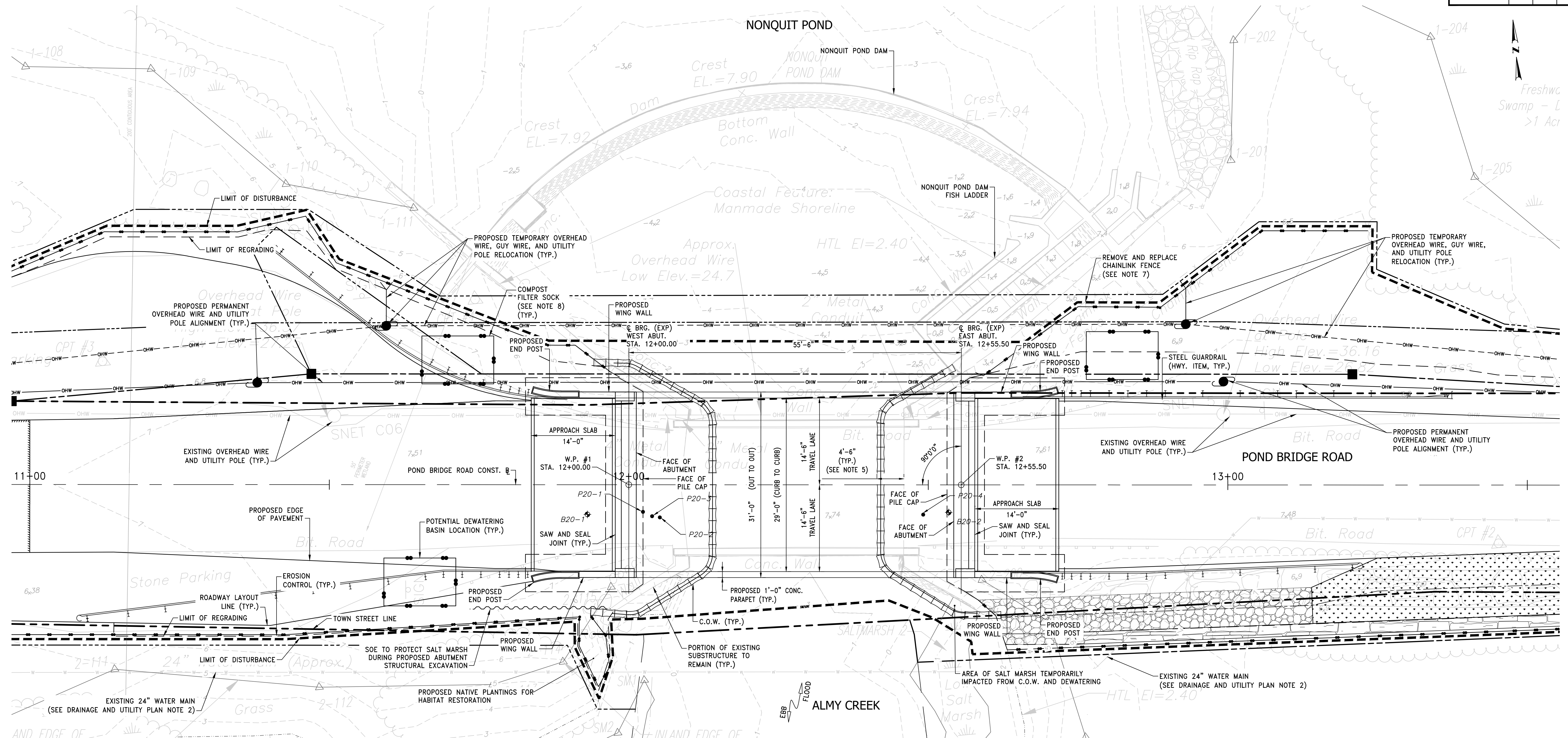
NOT TO SCALE



DEEP SPALL REPAIR DETAIL (> 6" DEEP)

NOT TO SCALE

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BRIDGE GENERAL PLAN

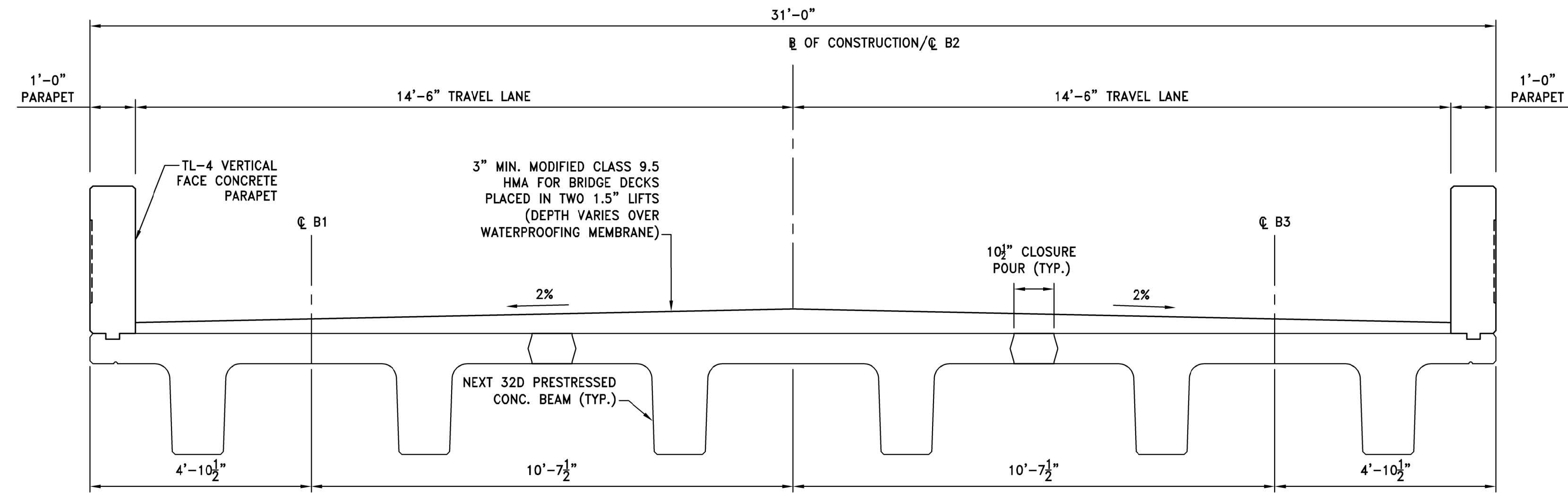
SCALE: 1/8" = 1'-0"

NOTES

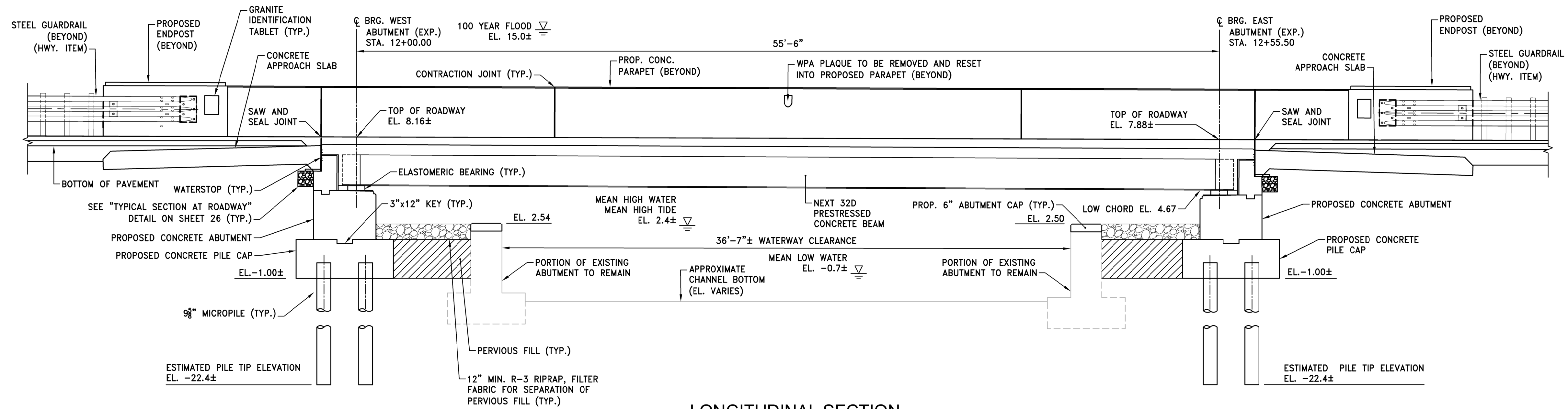
- IN ENVIRONMENTALLY SENSITIVE AREAS THAT REQUIRE CONTROL OF WATER, THE WATER CONTROL MEASURES SHALL BE REMOVED IMMEDIATELY UPON COMPLETION OF WORK IN THAT AREA.
- CONTRACTOR TO USE MAXIMUM 60 LB. SANDBAGS ACROSS SALT MARSH.
- CONTRACTOR SHALL NOT DISTURB OR ENCR OACH ON SALT MARSH OTHER THAN TO PLACE AND REMOVE CONTROL OF WATER MEASURES.
- WATER CONTROL SHALL BE INSTALLED AND REMOVED OUTSIDE OF THE SPRING (FEBRUARY 1ST TO JUNE 30TH) AND FALL (SEPTEMBER 1ST TO NOVEMBER 30TH) TIME OF YEAR RESTRICTIONS.
- THE CONTROL OF WATER MEASURES SHOWN ARE THE MAXIMUM EXTENTS IF MEASURES ARE PLACED ON BOTH SIDES OF THE CHANNEL WHILE MAINTAINING THE ALLOWABLE 25% CHANNEL CONSTRICTION MEASURED FROM MHW AT ANY TIME OF YEAR. IF NECESSARY, WATER CONTROLS MAY BE INSTALLED ON ONE SIDE OF THE CHANNEL INDIVIDUALLY, PROVIDED THAT THEY DO NOT EXCEED 25% OF THE WATERWAY WIDTH MEASURED FROM MHW AT ANY TIME OF THE YEAR.
- WORK CAN TAKE PLACE DURING THE TIME OF YEAR RESTRICTIONS IN THE DRY BEHIND THE WATER CONTROLS.
- THE COST TO REMOVE AND REPLACE CHAINLINK FENCE AT THE NORTHEAST CORNER SHALL BE INCLUDED IN THE ITEM CODE 800.9901 NONQUIT POND BRIDGE NO. 292.
- COMPOST FILTER SOCK AT DEWATERING BASIN SHALL BE INCLUDED IN ITEM CODE 208.9901 CONTROL OF WATER.

WORKING POINT COORDINATES			
W.P. #1	N 171380.3968	E 410989.8251	
W.P. #2	N 171375.2006	E 411045.0813	

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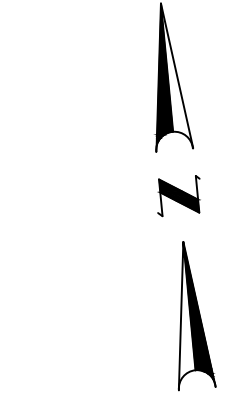
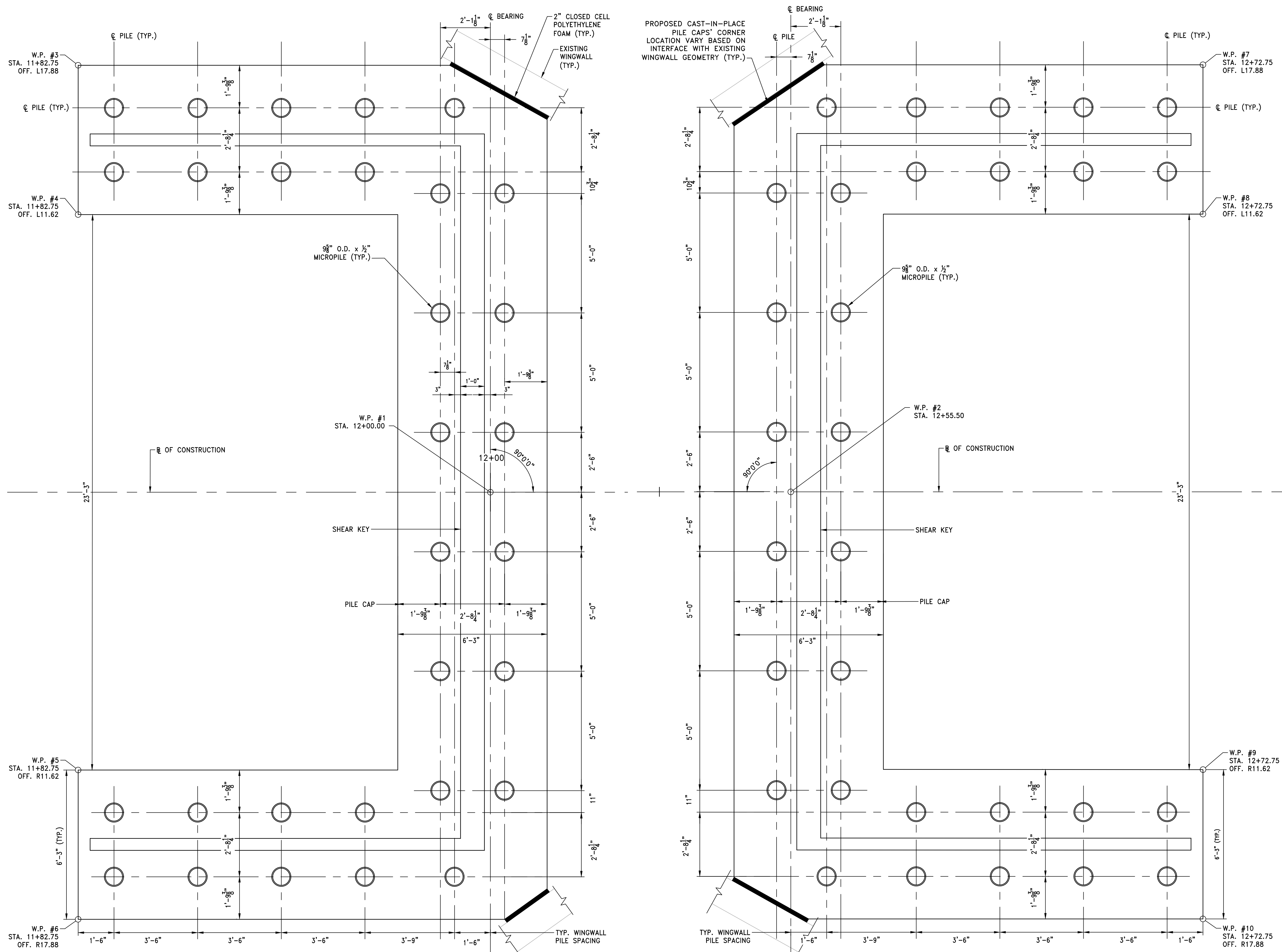


TRANSVERSE SECTION
SCALE: 1/2" = 1'-0"



LONGITUDINAL SECTION
SCALE: 1/4" = 1'-0"

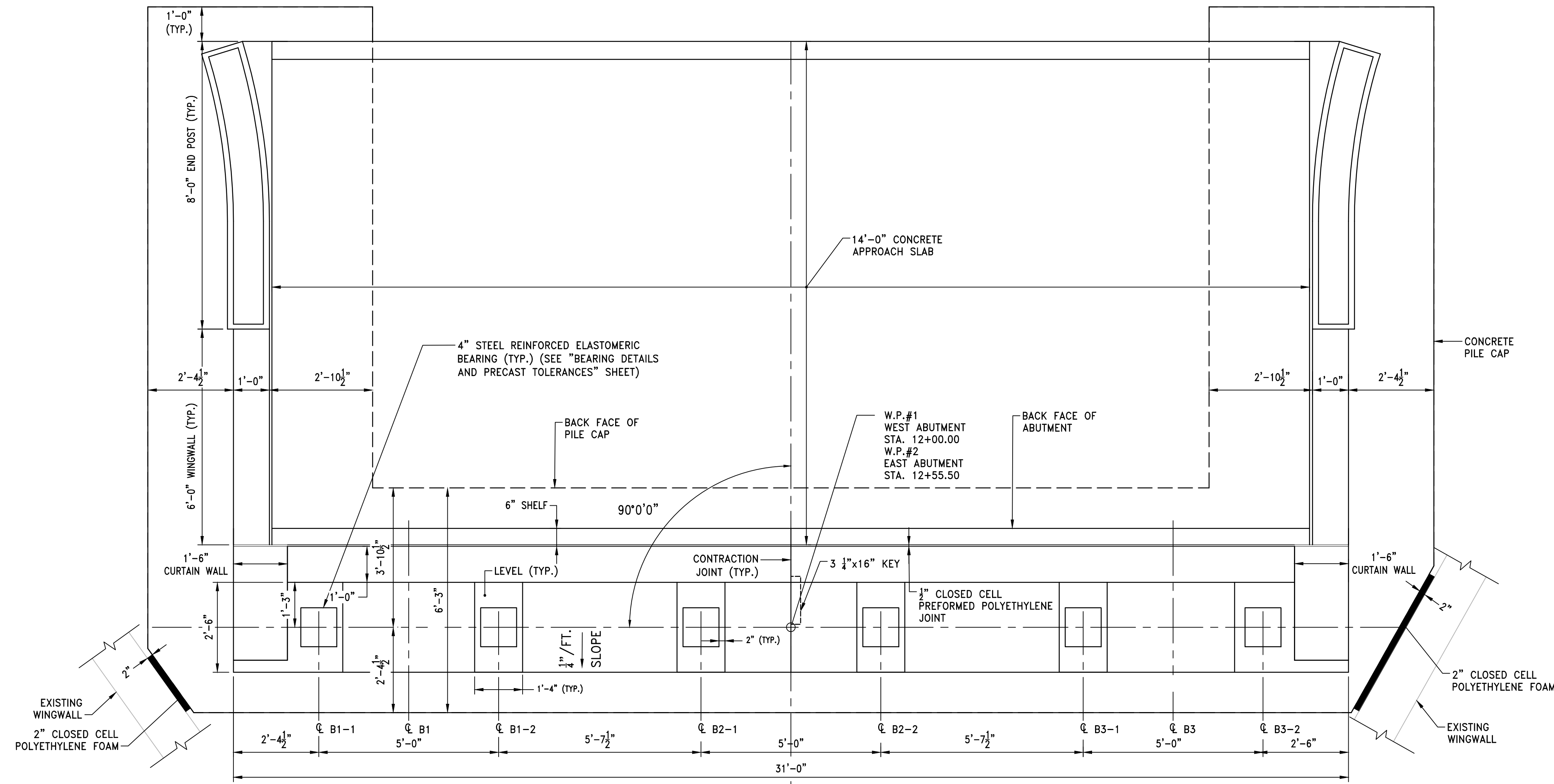
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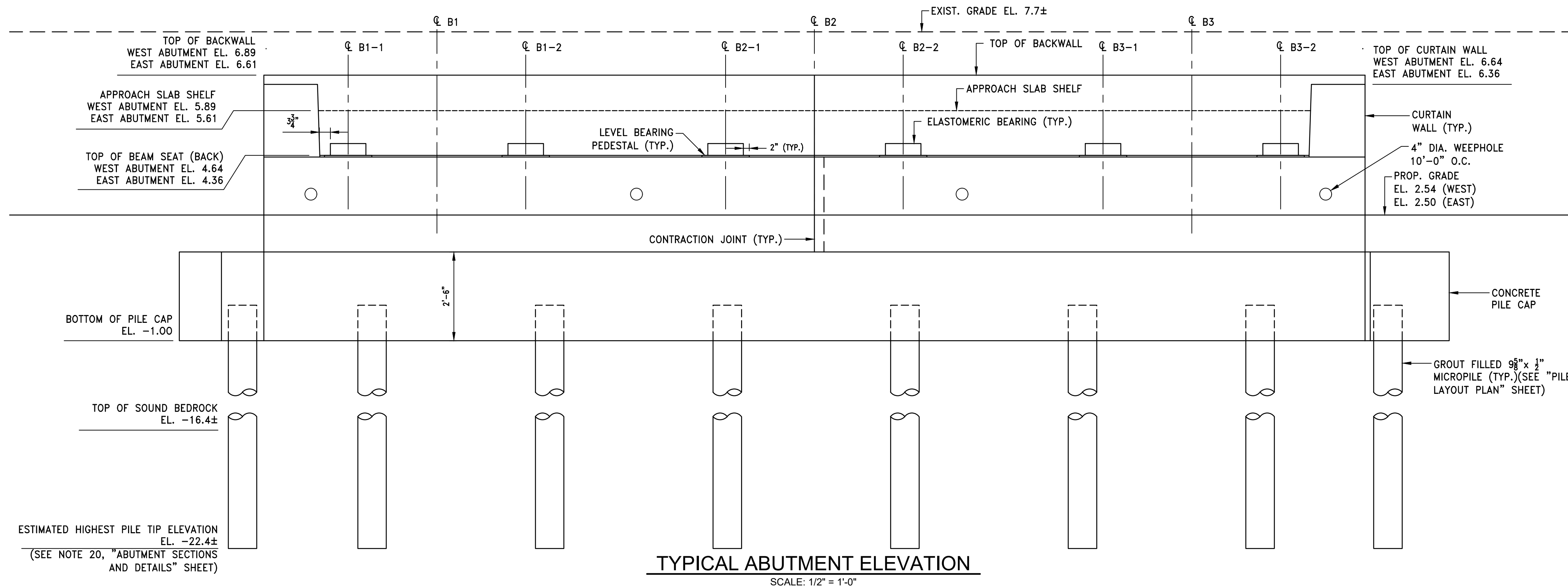
NOTE: THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF THE EXISTING SUBSTRUCTURE, THE PROPOSED PILE CAPS, AND THE PROPOSED MICROPILES TO DETERMINE THE LOCATIONS WHERE THE PROPOSED PILE CAPS WILL INTERFERE WITH THE EXISTING STRUCTURE. THE ENGINEER SHALL BE NOTIFIED IF PILE LOCATIONS NEED TO BE MOVED TO ACCOMMODATE THE EXISTING STRUCTURE.

FOUNDATION LOCATION PLAN
SCALE: 1/2" = 1'-0"

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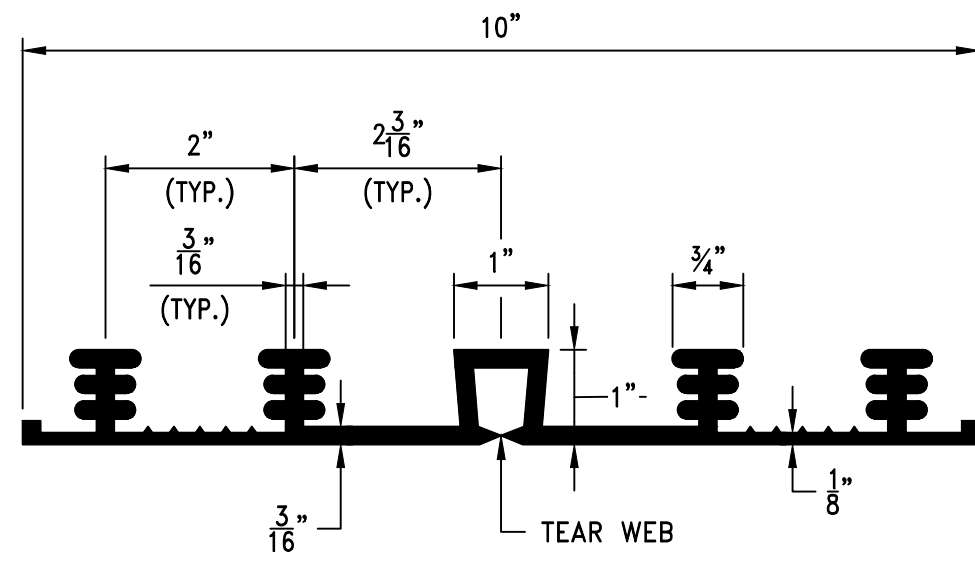


OF CONSTRUCTION/
 TYPICAL ABUTMENT PLAN
 SCALE: 1/2" = 1'-0"

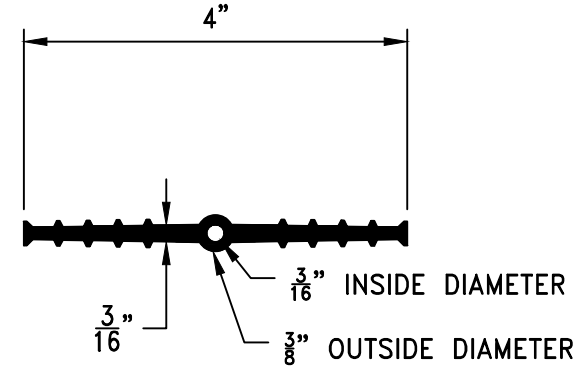


TYPICAL ABUTMENT ELEVATION
 SCALE: 1/2" = 1'-0"

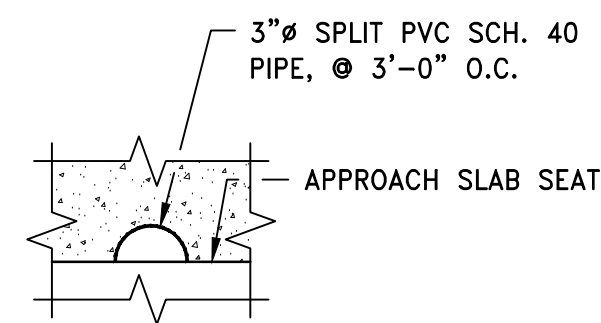
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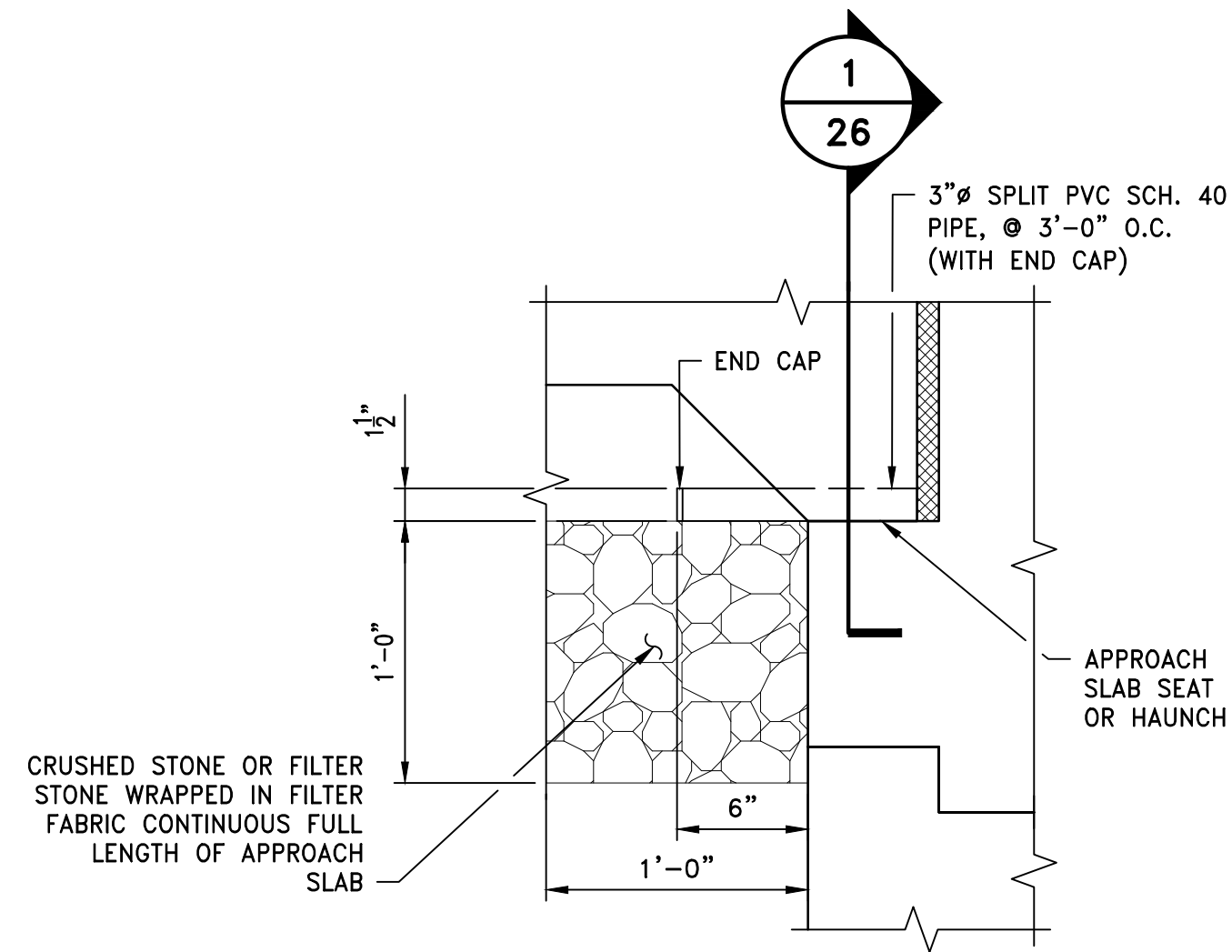
10" WATER STOP DETAIL
SCALE: 6" = 1'-0"



4" WATER STOP DETAIL
SCALE: 6" = 1'-0"

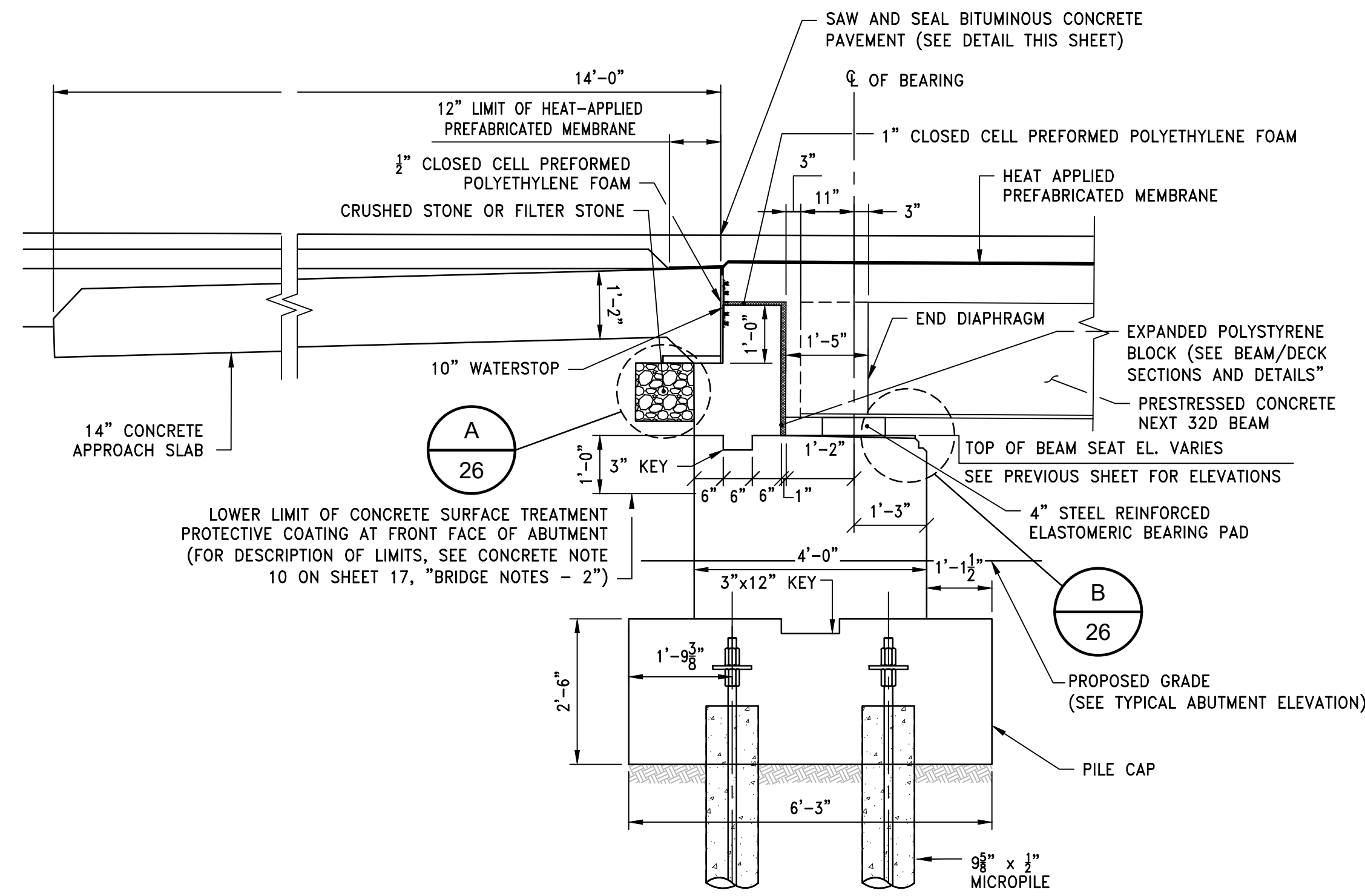


SECTION 1
NOT TO SCALE

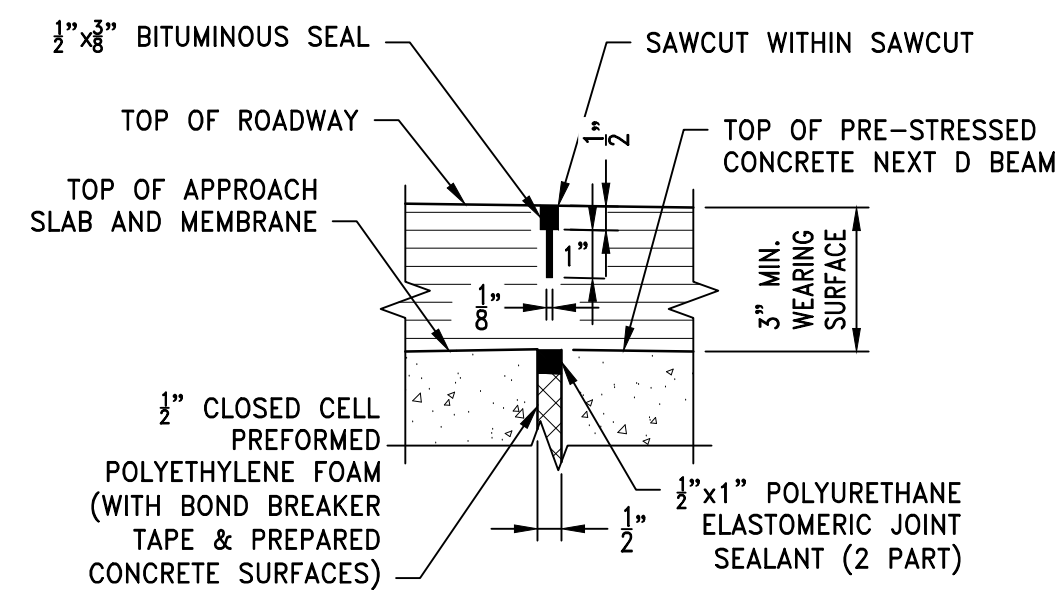


DETAIL A
NOT TO SCALE

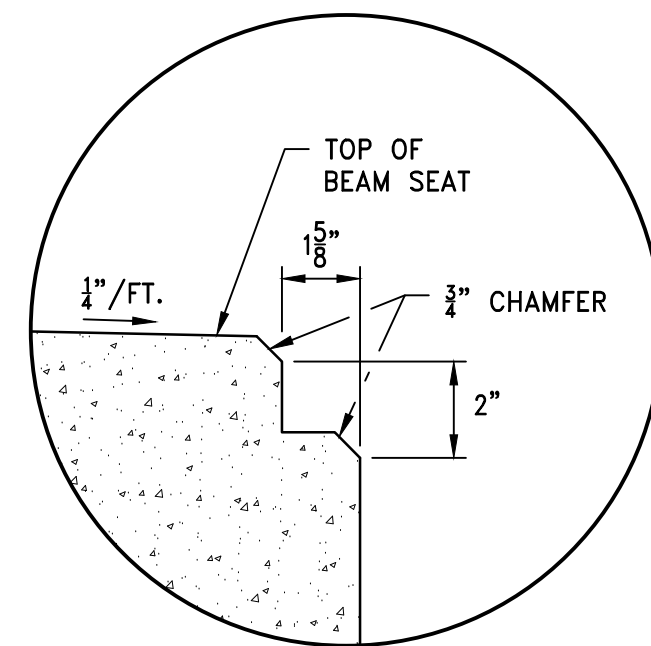
NOTE:
THE COST FOR THE PIPE DRAINS AND CRUSHED STONE SHALL BE CONSIDERED INCIDENTAL TO, AND INCLUDED WITHIN, THE PAYMENT FOR THE CONCRETE APPROACH SLAB.



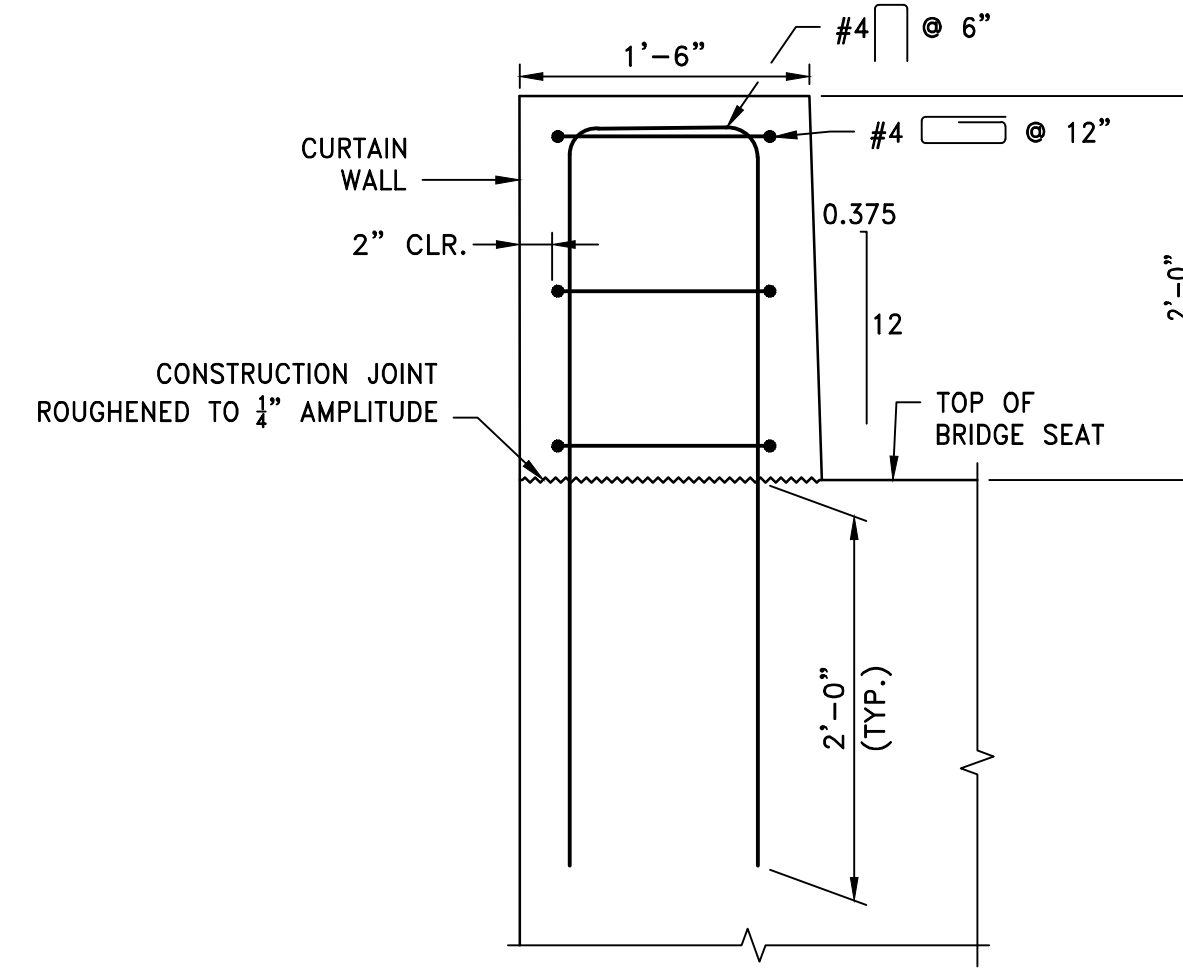
TYPICAL SECTION AT ROADWAY
SCALE: 1/2" = 1'-0"



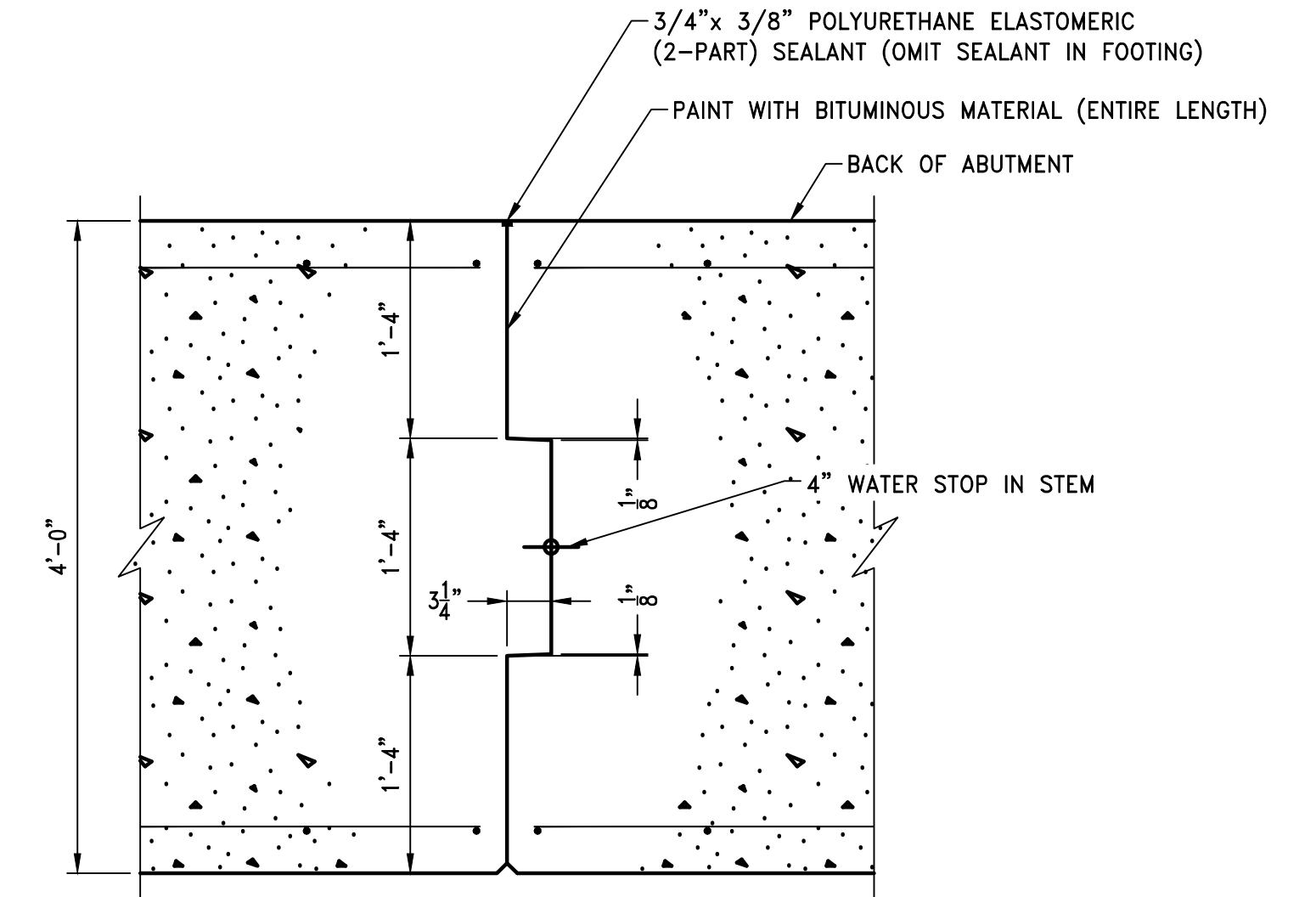
SAW AND SEAL DETAIL
SCALE: 3" = 1'-0"



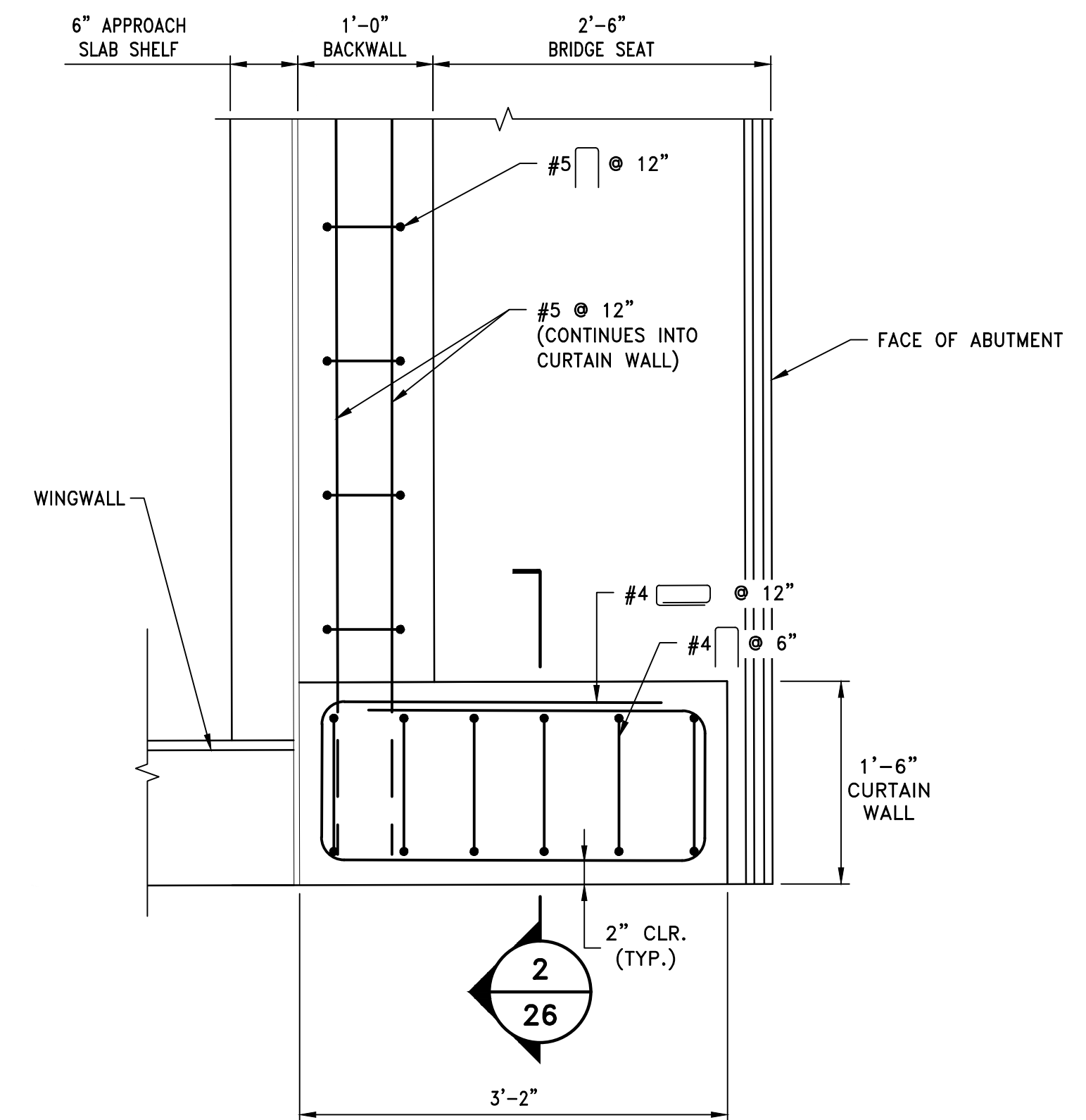
DETAIL B
NOT TO SCALE



SECTION 2
SCALE: 1" = 1'-0"

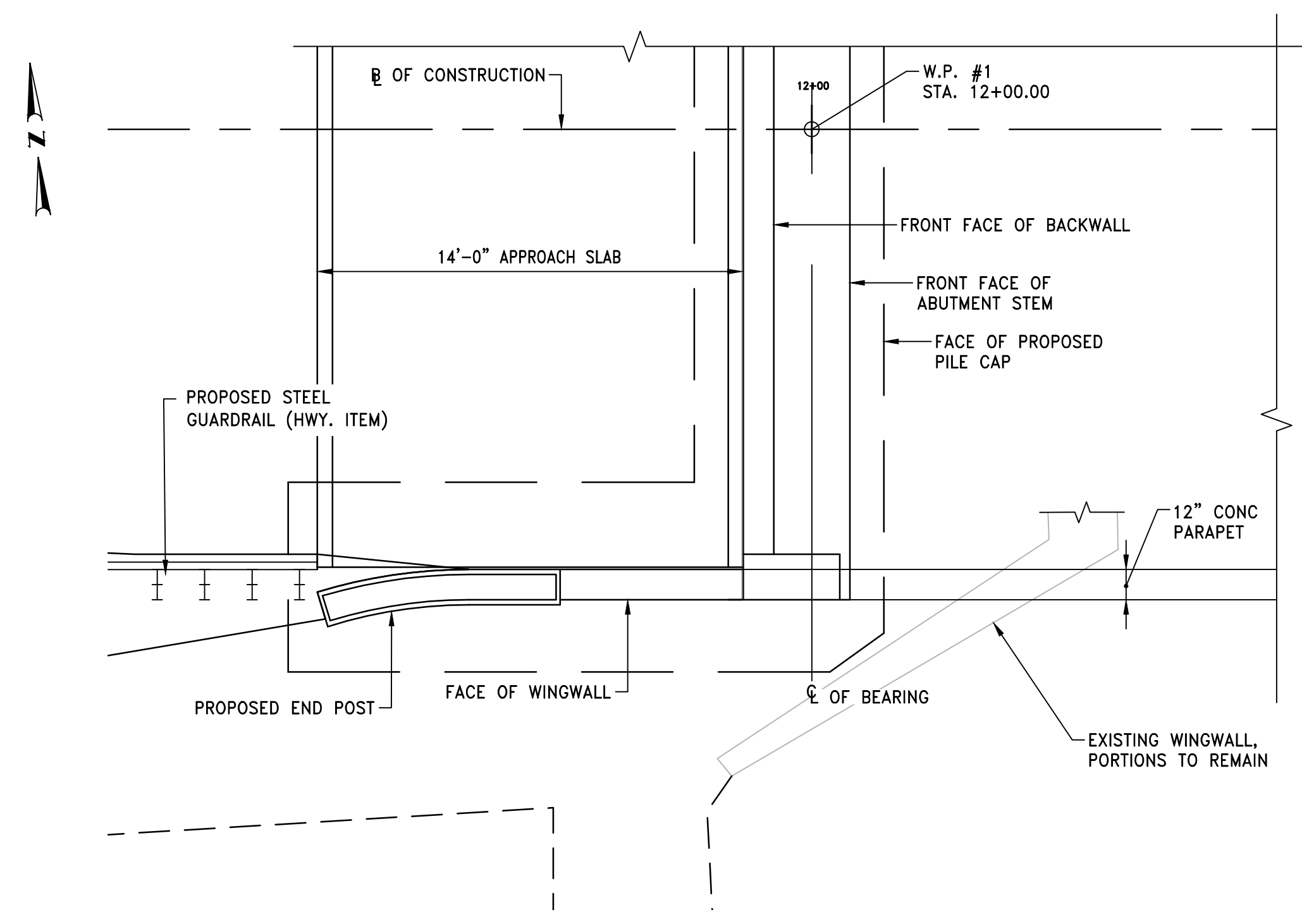


TYPICAL CONTRACTION JOINT IN ABUTMENT
SCALE: 1" = 1'-0"

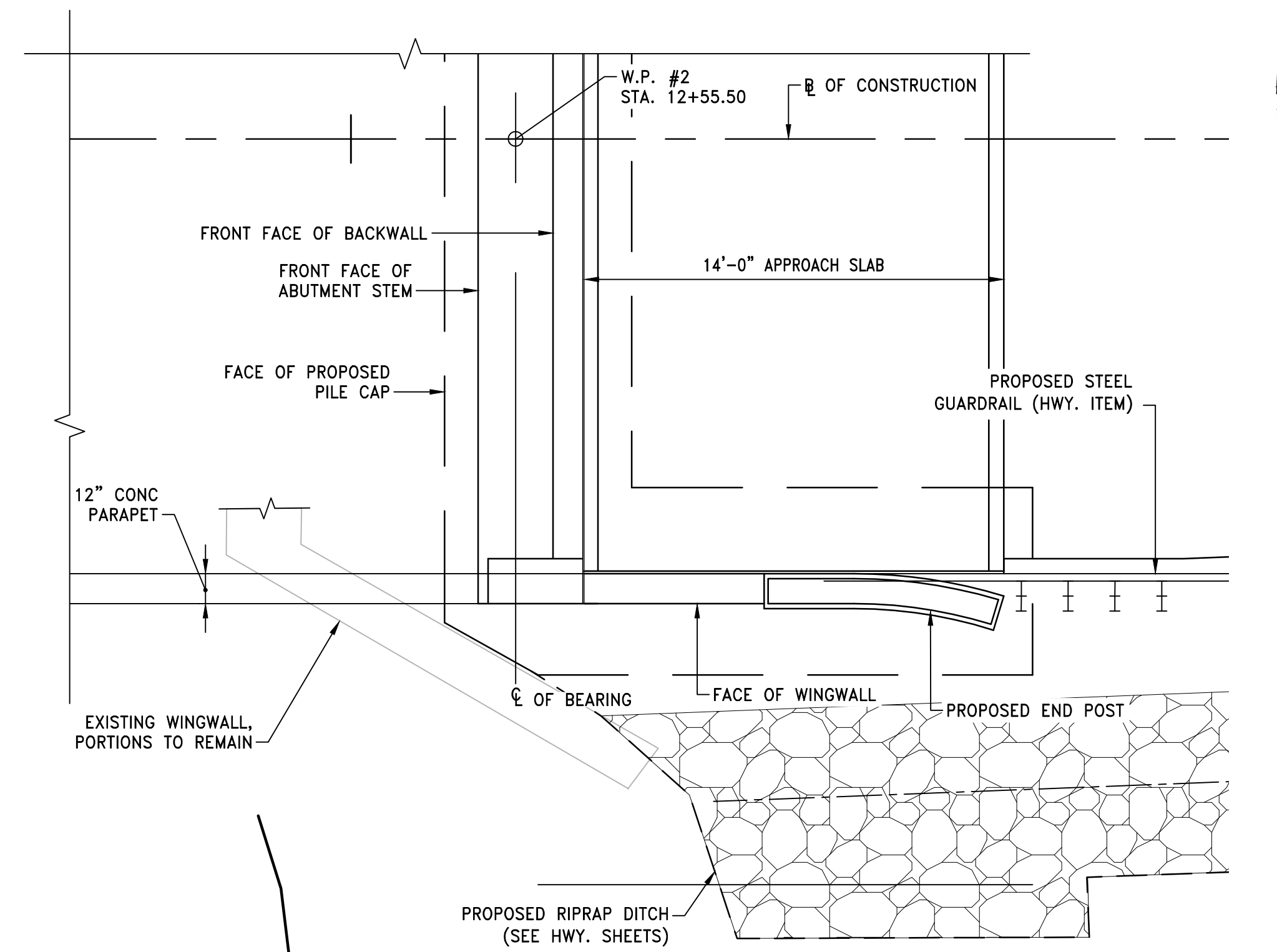


TYPICAL CURTAIN WALL DETAIL (PLAN VIEW)
SCALE: 1" = 1'-0"

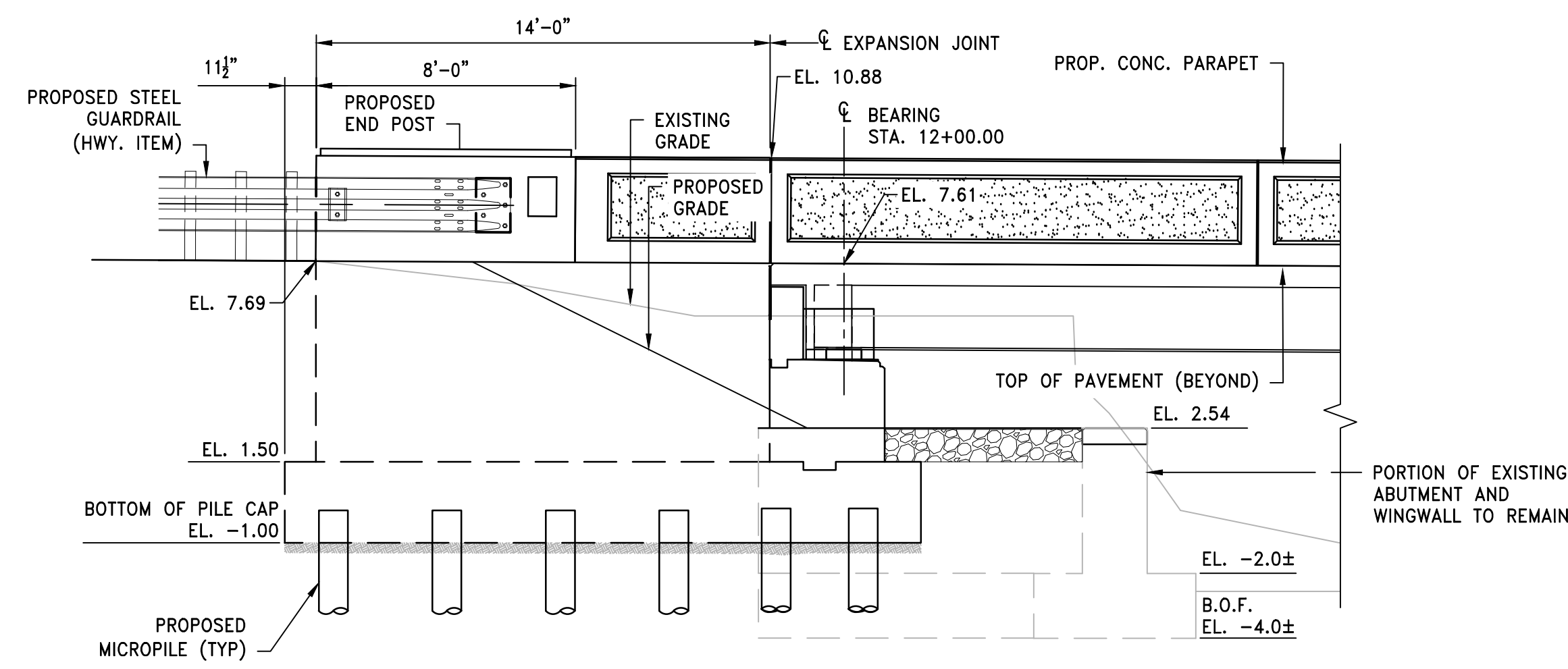
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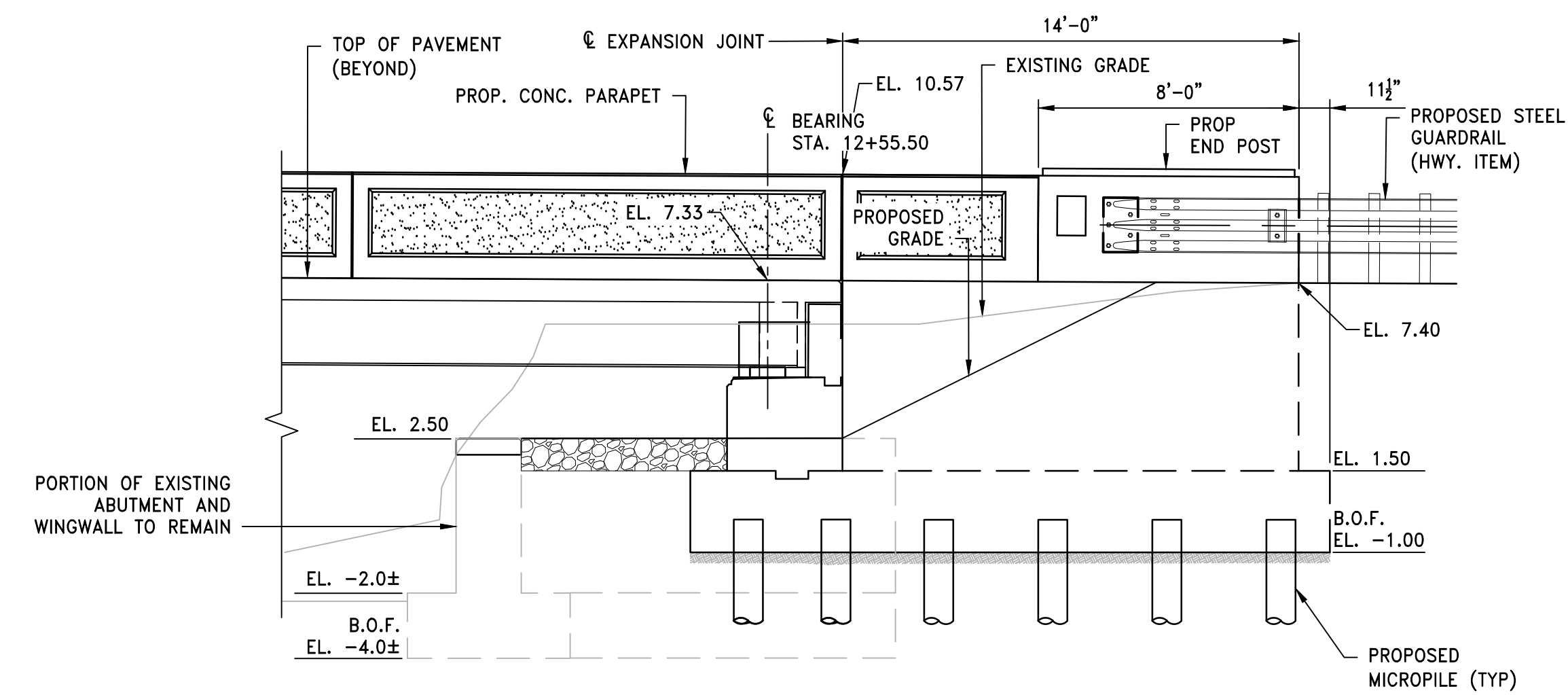
SOUTHWEST WINGWALL PLAN
SCALE: 1/4" = 1'-0"



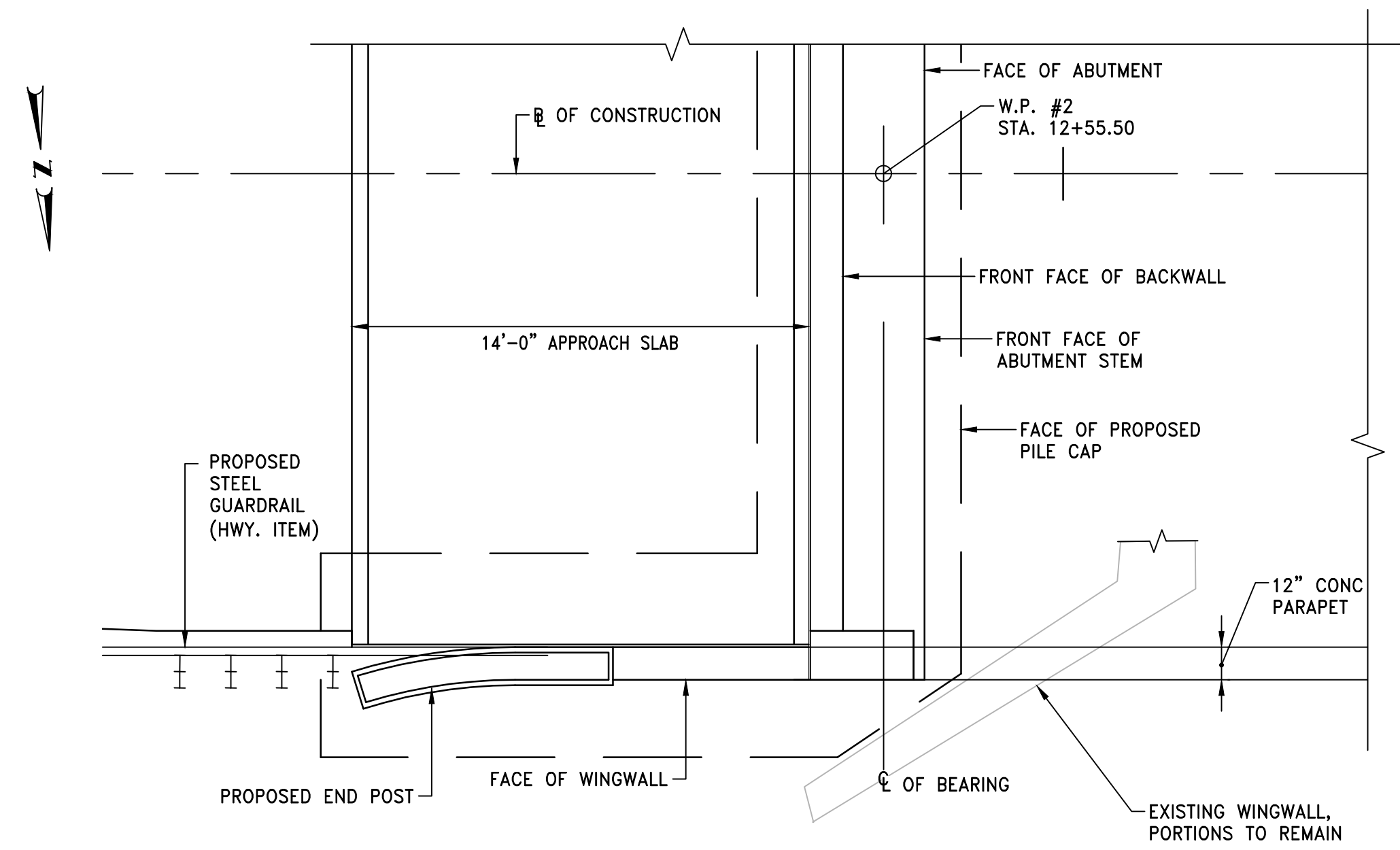
SOUTHEAST WINGWALL PLAN
SCALE: 1/4" = 1'-0"



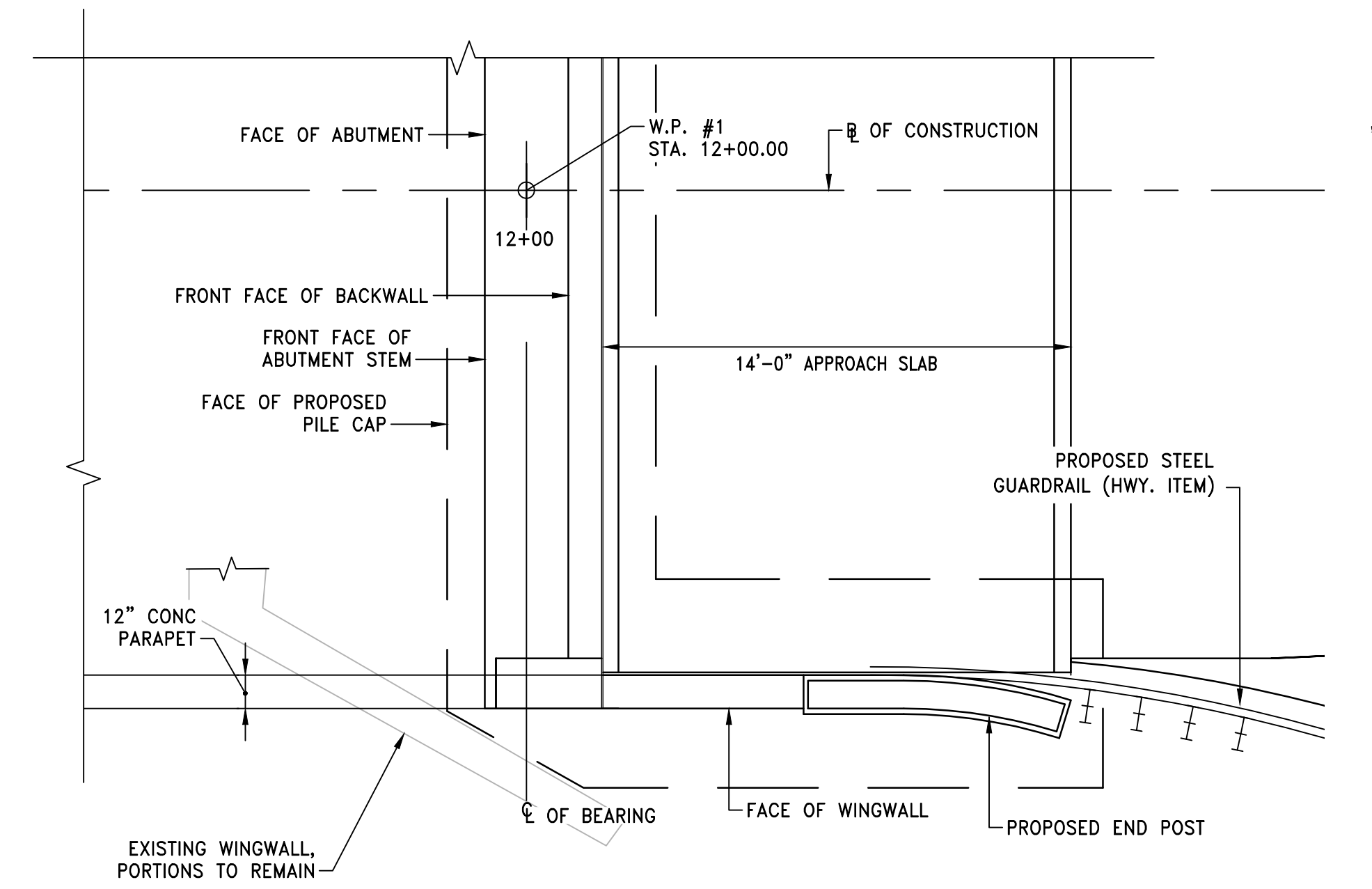
SOUTHWEST WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"



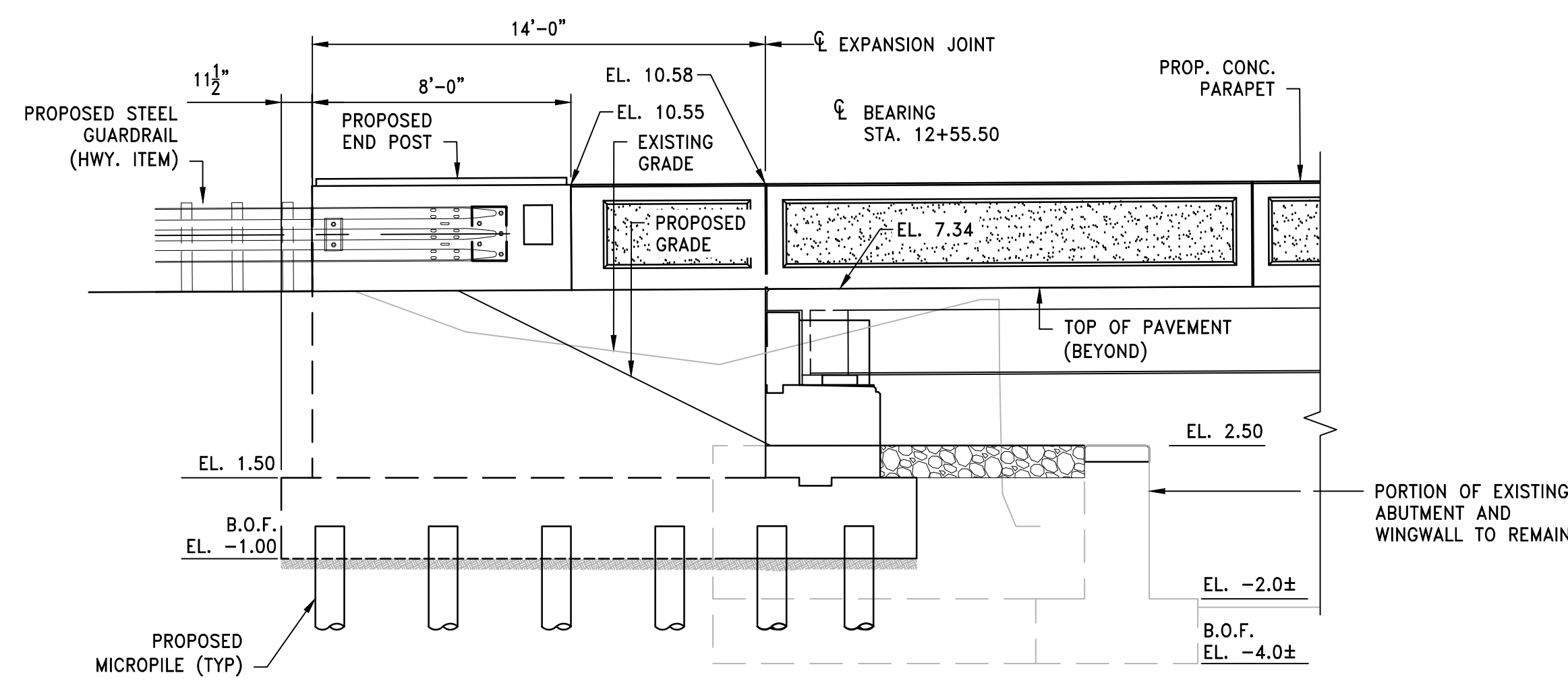
SOUTHEAST WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"



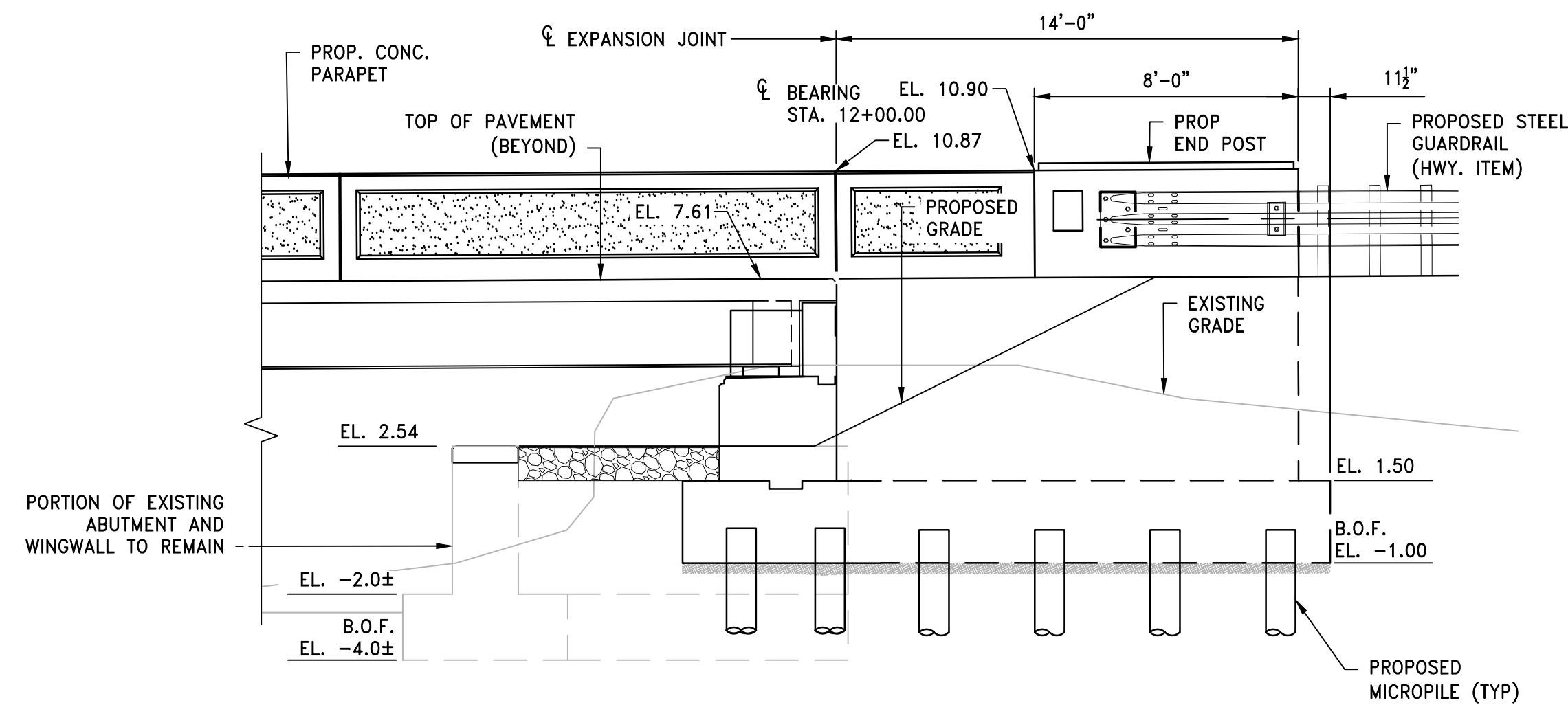
NORTHEAST WINGWALL PLAN
SCALE: 1/4" = 1'-0"



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

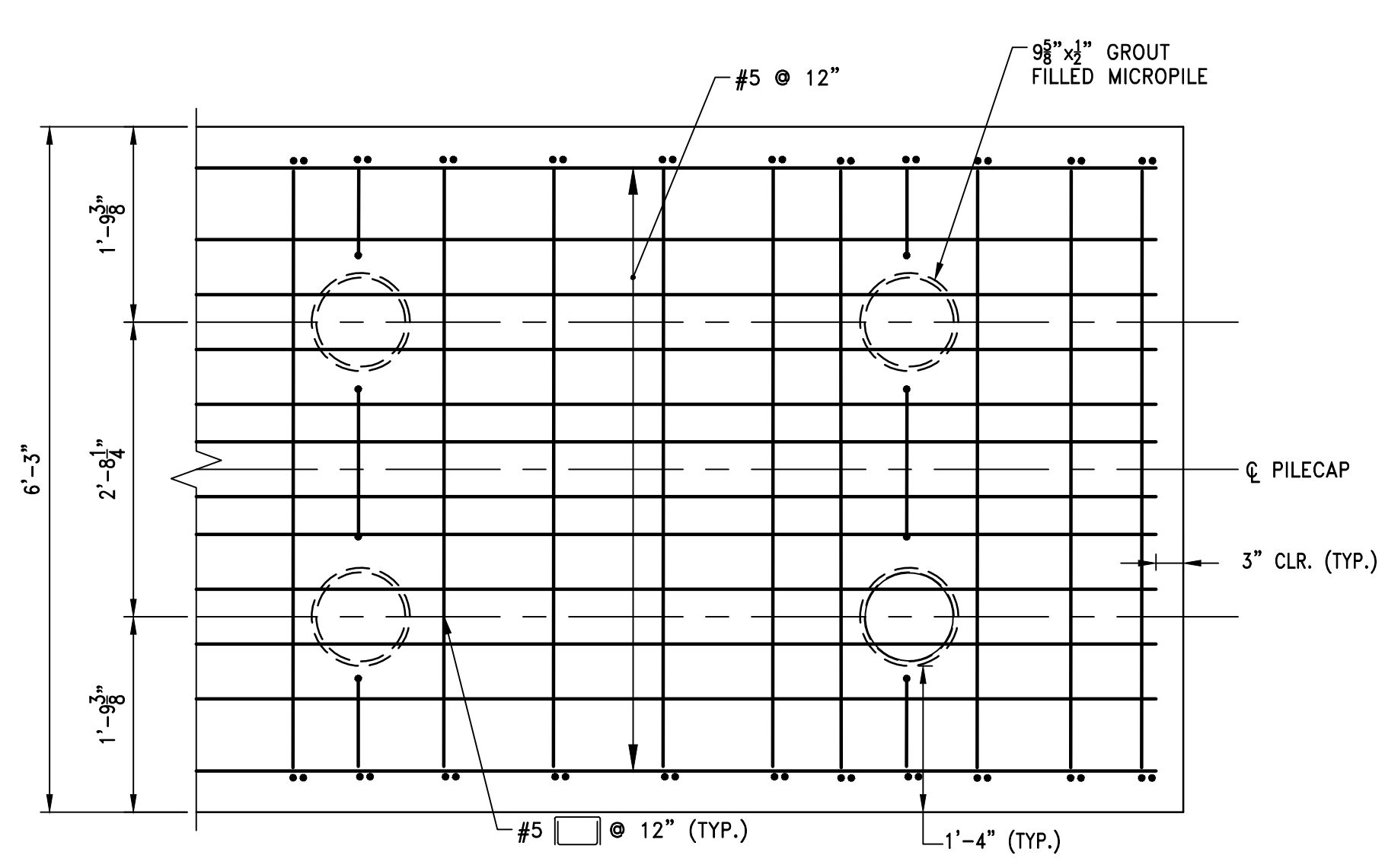


NORTHEAST WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"

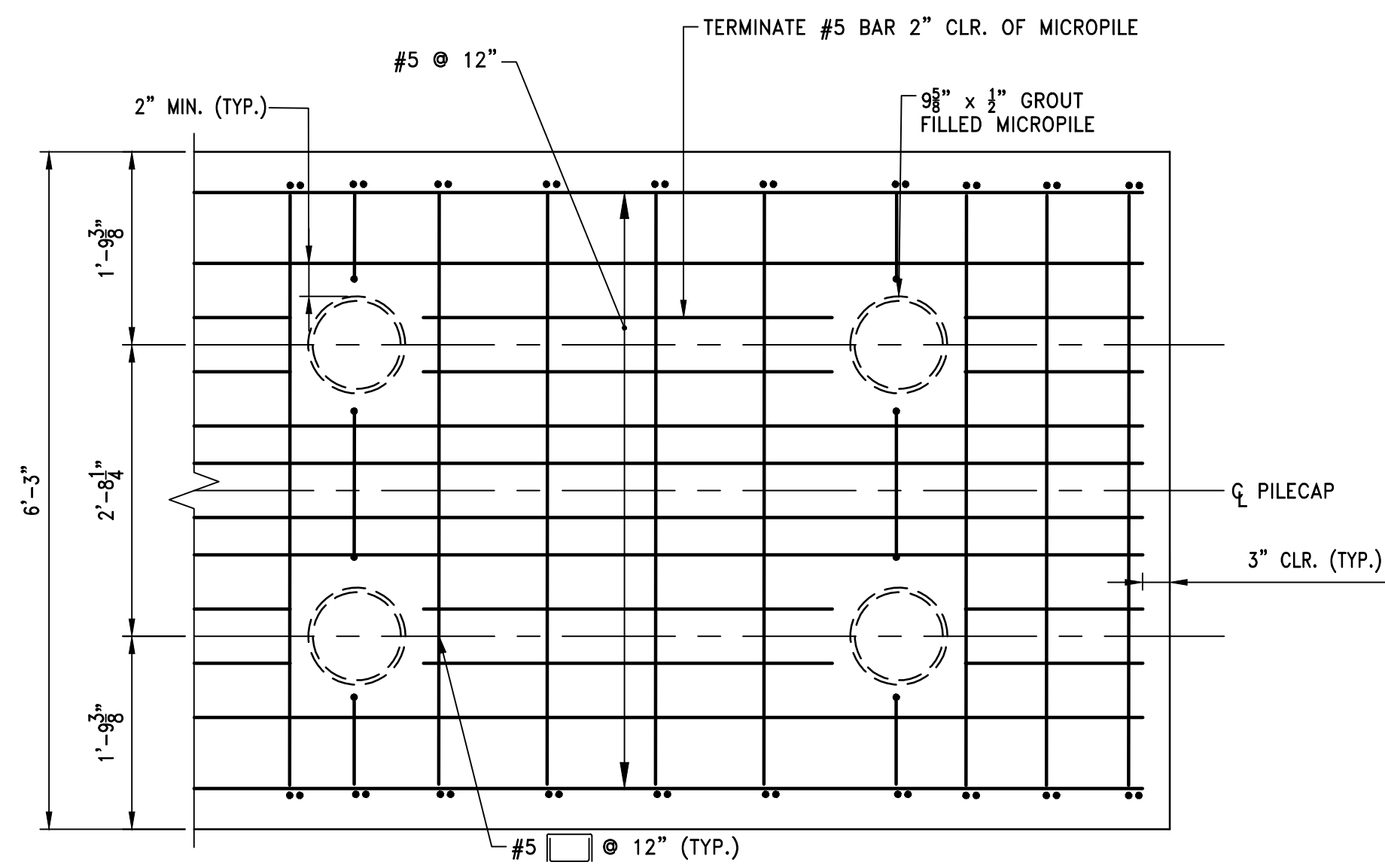


NORTHWEST WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"

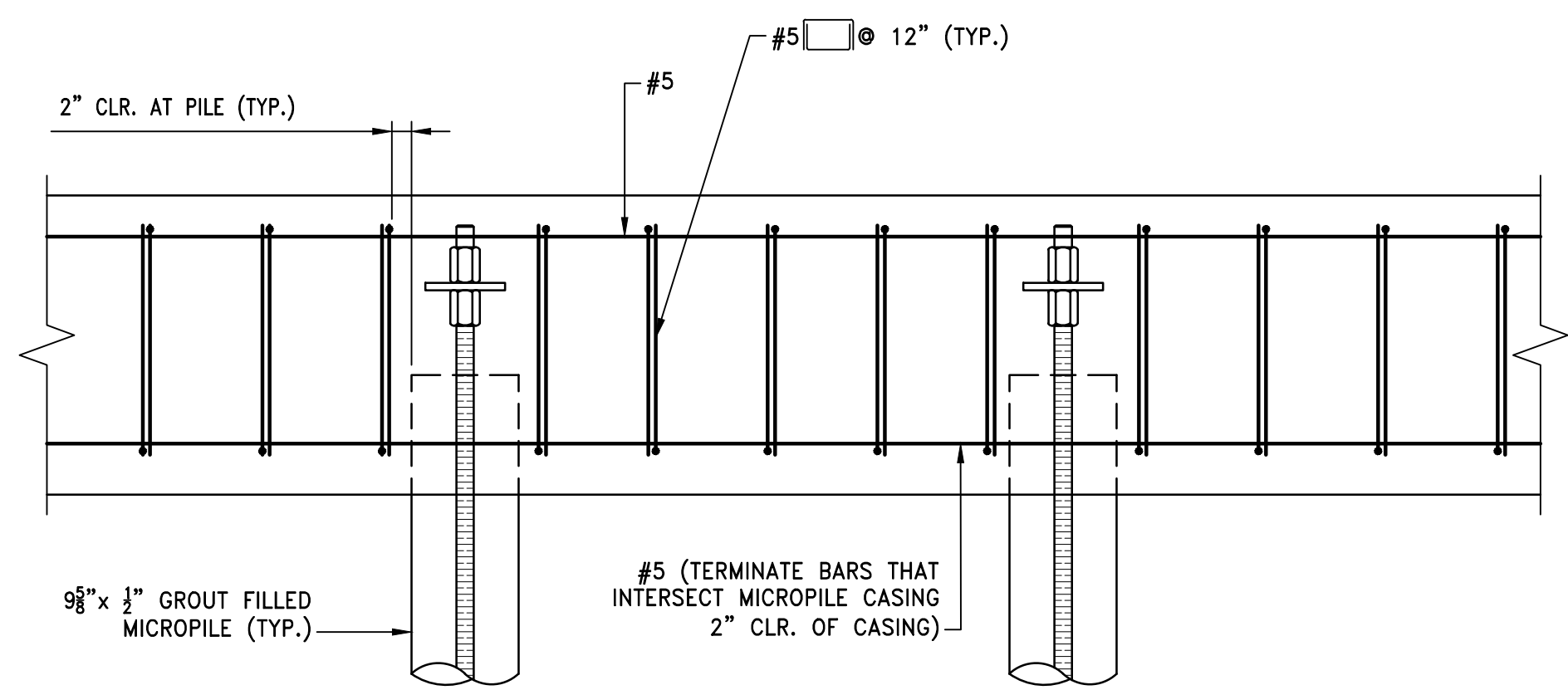
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TYPICAL PILE CAP TOP SECTION
SCALE: 3/4" = 1'-0"



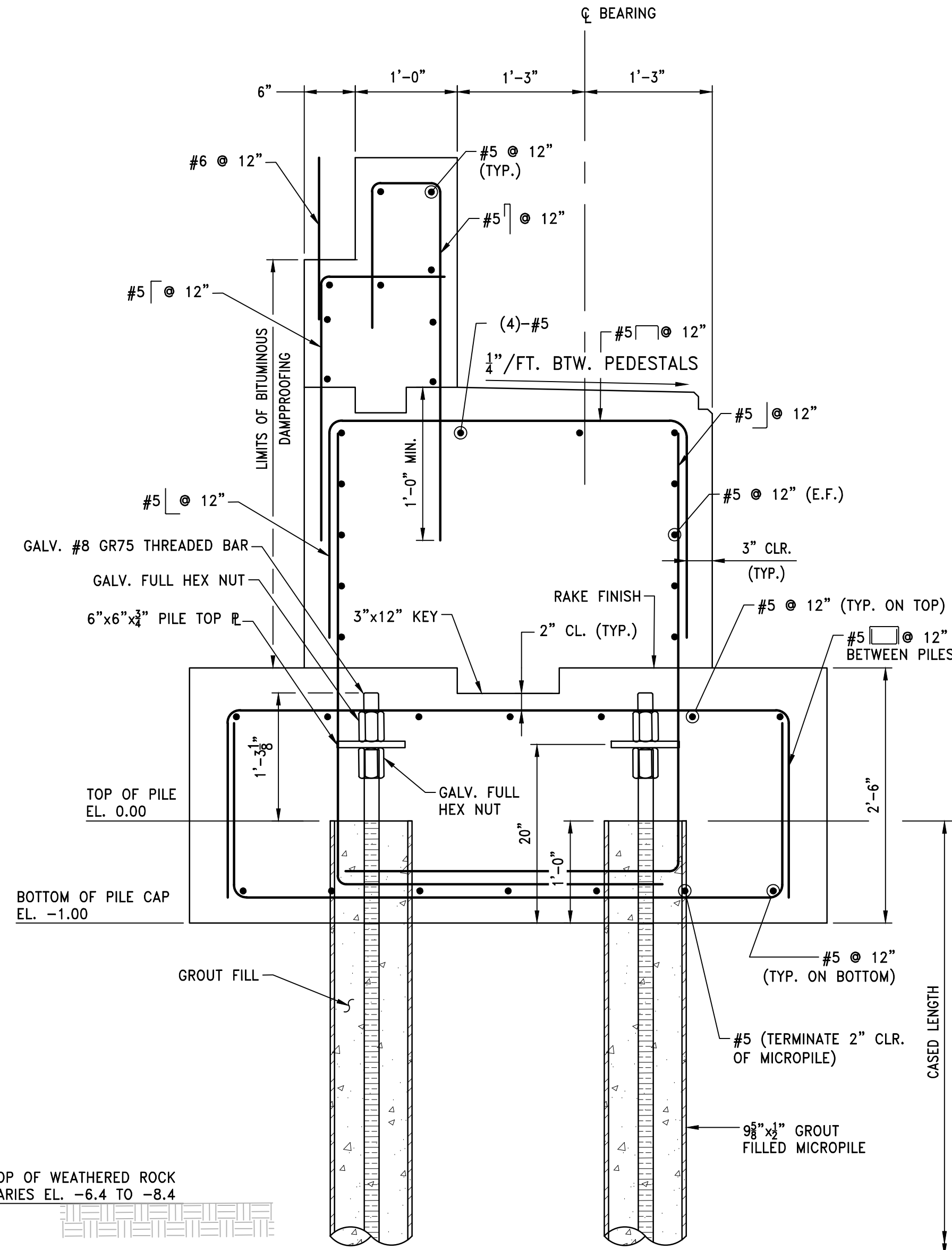
TYPICAL PILE CAP BOTTOM SECTION
SCALE: 3/4" = 1'-0"



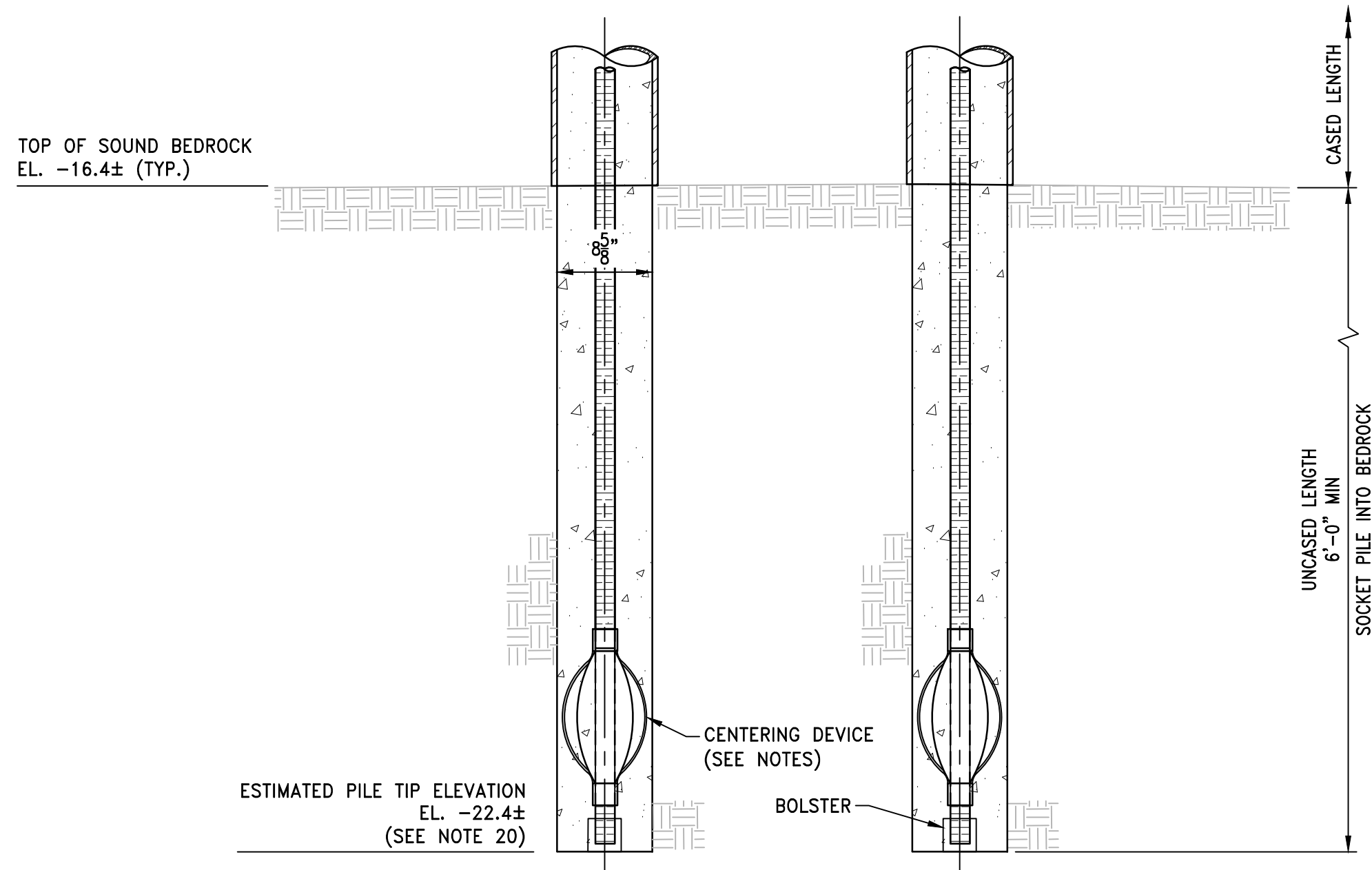
PILE CAP ELEVATION
SCALE: 3/4" = 1'-0"

NOTE:

SPLICES WILL NOT BE PERMITTED IN PILE CAP REINFORCING.



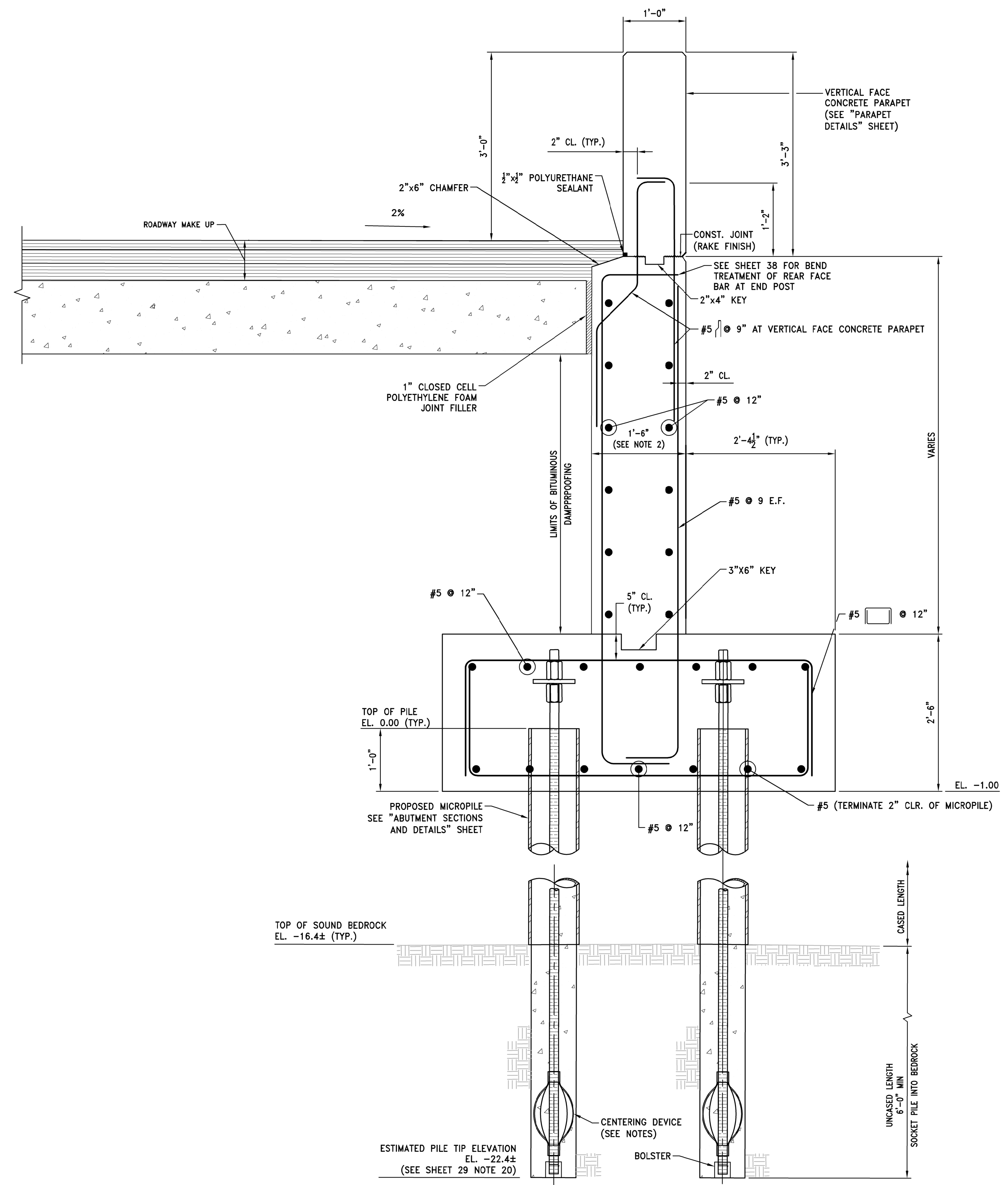
SECTION THRU ABUTMENT
SCALE: 1" = 1'-0"



MICROPILE DETAIL
SCALE: 1" = 1'-0"

PILE NOTES:

1. THE CONTRACTOR SHALL BE AWARE OF THE PRESENCE OF OVERHEAD UTILITIES WITHIN THE WORK ZONE AND SHALL SELECT INSTALLATION EQUIPMENT ACCORDINGLY. NO ADDITIONAL PAYMENT WILL BE MADE FOR LOW-CLEARANCE EQUIPMENT.
2. THE CONTRACTOR SHALL SUBMIT A PILE SCHEDULE AND A PILE INSTALLATION AND TESTING PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER.
3. STEEL CASINGS SHALL BE AMERICAN PETROLEUM INSTITUTE (API) N-80 THREADED PIPE WITH A MINIMUM YIELD STRENGTH OF 80KSI. THE PERMANENT CASING SHALL BE INSTALLED TO SOUND ROCK AT ELEVATION -16.4 OR LOWER.
4. CEMENT GROUT SHALL BE A NEAT MIX OF PORTLAND CEMENT (TYPE I OR TYPE II) CONFORMING TO THE REQUIREMENTS OF AASHTO DESIGNATION M85 (ASTM DESIGNATION C150) WITH A WATER-CEMENT RATIO OF 0.45 AND A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
5. THE QUALITY OF THE GROUT SHALL BE MONITORED BY COLLECTING GROUT CUBES FOR LATER COMPRESSION TESTING AND BY MEASURING THE SPECIFIC GRAVITY OF THE GROUT FROM ONE BATCH PER DAY. COMPRESSION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO DESIGNATION T106 (ASTM DESIGNATION C109).
6. STEEL PILE TOP PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 (ASTM A709) GRADE 50. PLATES SHALL BE FABRICATED WITH 1 1/4" HOLES AT THEIR CENTERS FOR #8 REINFORCING BARS.
7. ALL REINFORCING BARS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF AASHTO M31 (ASTM A615) GRADE 60 OR 75, OR AASHTO M275 (ASTM A702) GRADE 50.
8. ALL REINFORCING BAR HARDWARE SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M232 (ASTM DESIGNATION A153).
9. WELDING OF THE REINFORCING BARS SHALL NOT BE PERMITTED.
10. BAR TENDON COUPLERS, IF NECESSARY, SHALL DEVELOP THE ULTIMATE TENSILE STRENGTH OF THE BARS WITHOUT ANY EVIDENCE OF FAILURE.
11. CENTERING DEVICES SHALL BE CONSTRUCTED OF AN APPROVED NON-METALLIC DURABLE MATERIAL.
12. THE NON-METALLIC CENTRALIZERS SHALL BE OF ADEQUATE SIZE TO ENSURE THE STEEL REINFORCING BAR WILL BE CENTERED IN THE STEEL CASING.
13. CENTERING DEVICES SHALL BE PLACED WITHIN 3 FEET OF THE TOP AND BOTTOM OF THE PLACED REBAR AND EVERY 10 FEET THEREAFTER.
14. THE TOPS-OF-PILES SHALL HAVE A HORIZONTAL TOLERANCE OF ±3" FROM THE EXACT LOCATIONS SHOWN ON THE PLANS IN ANY DIRECTION.
15. DETERMINATION OF THE MICROPILE RESISTANCE, MICROPILE INSTALLATION CRITERIA, AND MICROPILE INTEGRITY SHALL BE PERFORMED AS FOLLOWS:
 - PERFORM ONE VERIFICATION LOAD TEST ON A SACRIFICIAL TEST PILE AT EITHER THE EAST OR WEST ABUTMENT IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 844. THE TEST PILE ROCK SOCKET SHALL BE THE SAME ELEVATION AND LENGTH AS THE PRODUCTION PILES. THE MAXIMUM VERIFICATION TEST LOAD SHALL BE EQUAL TO 1.5 TIMES THE FACTORED PILE CAPACITY (180 KIPS). THE CORE STEEL REINFORCEMENT OF THE TEST PILE SHALL BE #14 GR 75 OR 1-3/8" GR 150 THREADED BAR.
 - PERFORM A PROOF TEST ON ONE PRODUCTION PILE AT THE EAST ABUTMENT AND ONE PRODUCTION PILE AT THE WEST ABUTMENT IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 844. THE MAXIMUM PROOF TEST LOAD SHALL BE EQUAL TO THE FACTORED PILE CAPACITY OF 120 KIP. THE CORE STEEL REINFORCEMENT OF THE PROOF TEST PILES SHALL BE #14 GR 75 OR 1-3/8" GR 50 THREADED BAR.
16. PILE SHALL BE PLUMB WITHIN 2 PERCENT OF TOTAL LENGTH PLAN ALIGNMENT.
17. TOP ELEVATION OF PILE SHALL BE PLUS 1" OR MINUS 2" MAXIMUM FROM VERTICAL ELEVATION INDICATED.
18. CENTERLINE OF REINFORCING STEEL SHALL NOT BE MORE THAN 1/4" FROM INDICATED LOCATION.
19. ALL WELDING SHALL BE IN ACCORDANCE WITH THE LATEST ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE.
20. THE ESTIMATED PILE TIP ELEVATIONS (MINIMUM MICROPILE LENGTHS) INDICATED ON THE MICROPILE DETAIL ARE PROVIDED FOR ESTIMATING PURPOSES ONLY.



- NOTES:**
1. SEE "PARAPET DETAILS" SHEET FOR RECESSED PANEL DETAILS.
 2. SEE "END POST DETAILS" SHEET FOR DIMENSIONS OF WINGWALL UNDER END POST.

TYPICAL WINGWALL SECTION
SCALE: 1" = 1'-0"



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

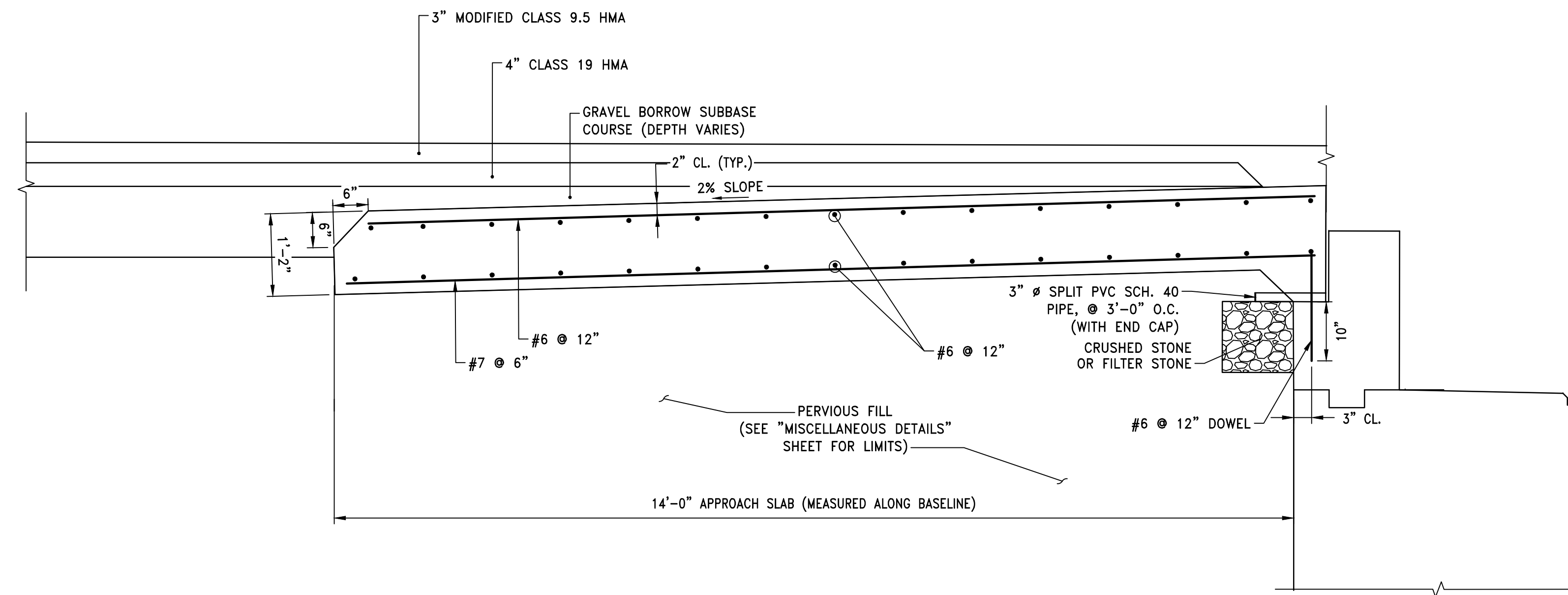
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OF: 45

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BRIDGE GROUP 44H - NONQUIT POND

TIVERTON RHODE ISLAND

WINGWALL SECTION

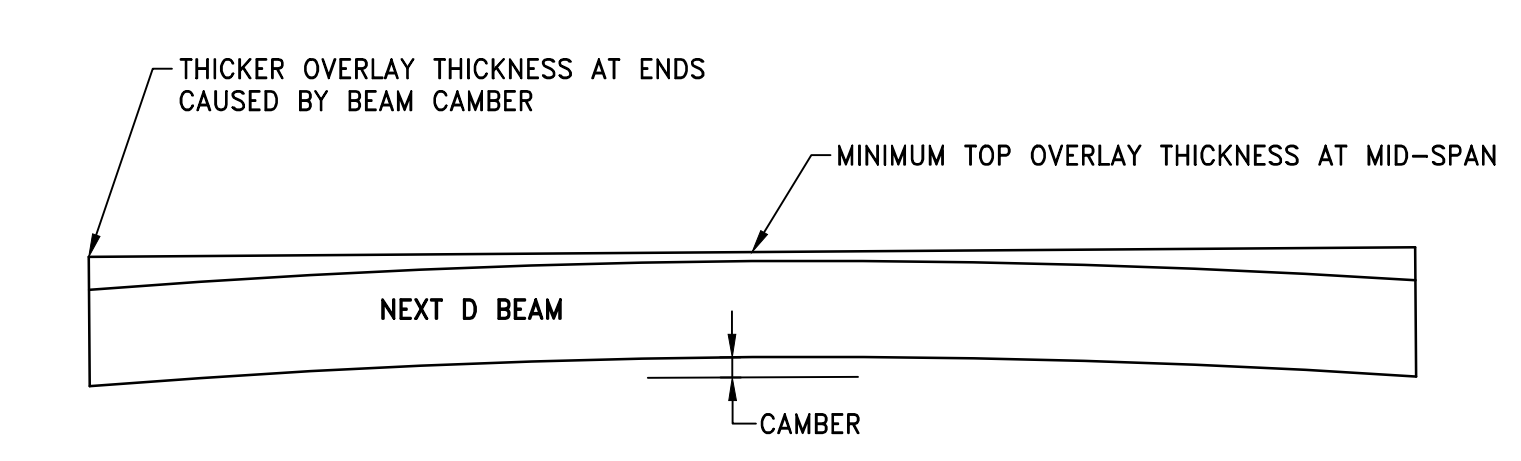
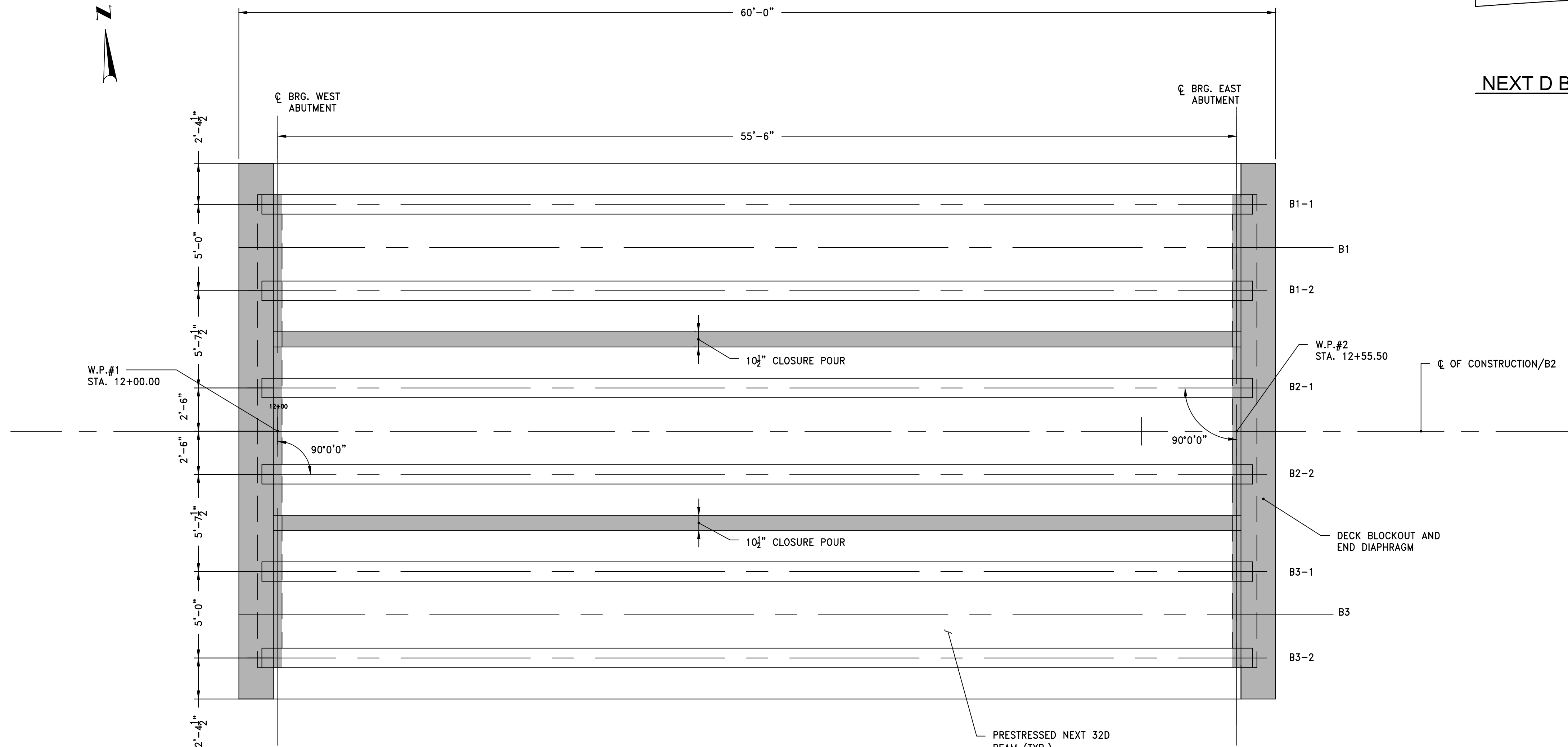
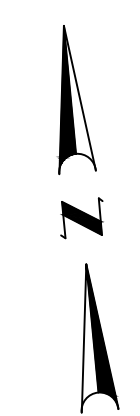


TYPICAL SECTION AT ROADWAY
SCALE: 3/4" = 1'-0"

NOTES:

1. PLACE LONGITUDINAL REINFORCEMENT PERPENDICULAR TO ABUTMENT. PLACE TRANSVERSE REINFORCEMENT PARALLEL TO ABUTMENT.
2. SEE "TYPICAL ABUTMENT DETAILS" SHEET FOR ADDITIONAL INFORMATION NOT SHOWN.
3. AT NO ADDITIONAL COST TO THE STATE, PRECAST APPROACH SLABS CAN BE USED IN LIEU OF THE C.I.P. APPROACH SLABS SHOWN. PRECAST APPROACH SLABS SHALL BE FABRICATED PER THE LATEST EDITION OF THE RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. DETAILS AND CONSTRUCTION PLAN SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER.

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY



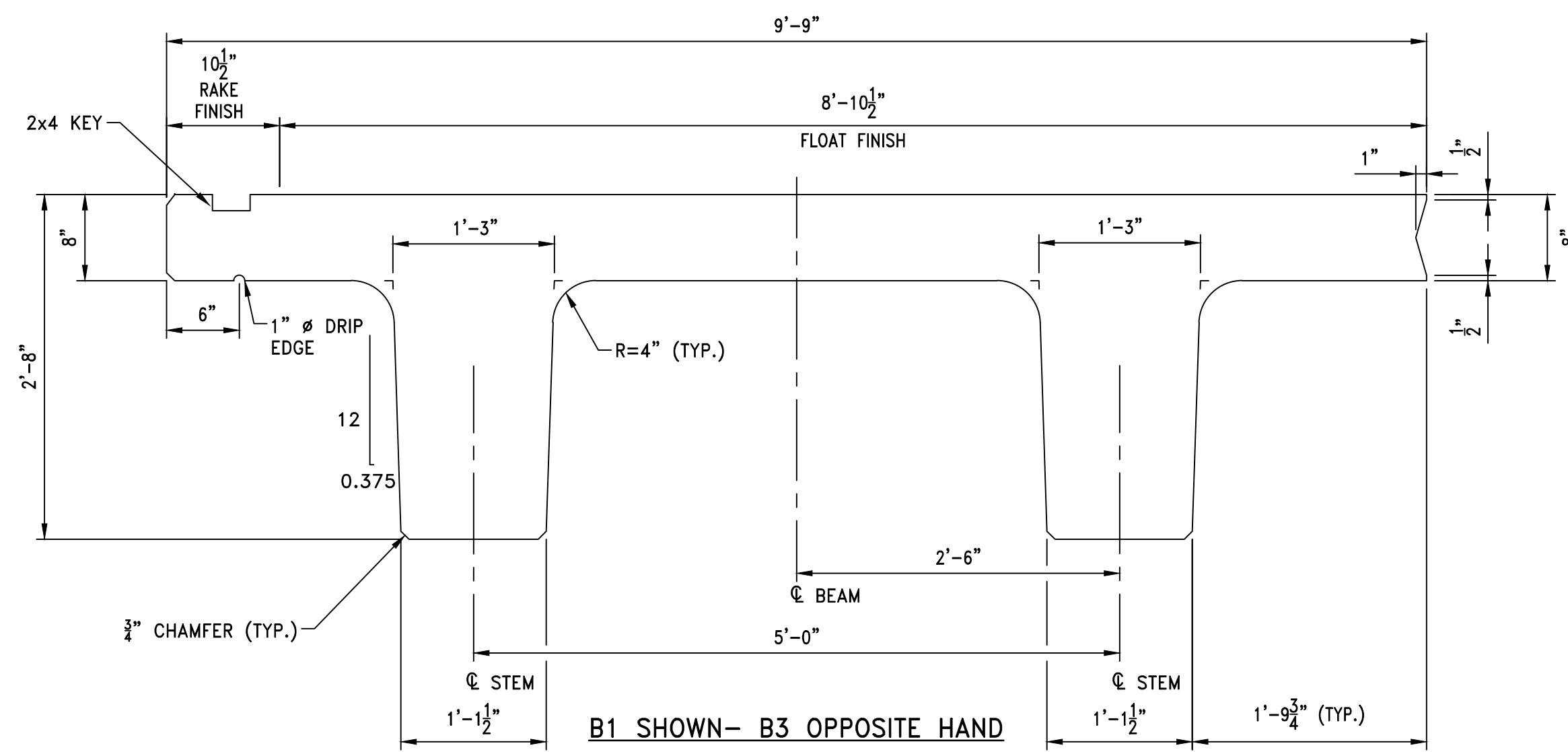
NEXT D BEAM - VARYING OVERLAY THICKNESS DETAIL
NOT TO SCALE

FRAMING PLAN
SCALE: 1/4" = 1'-0"

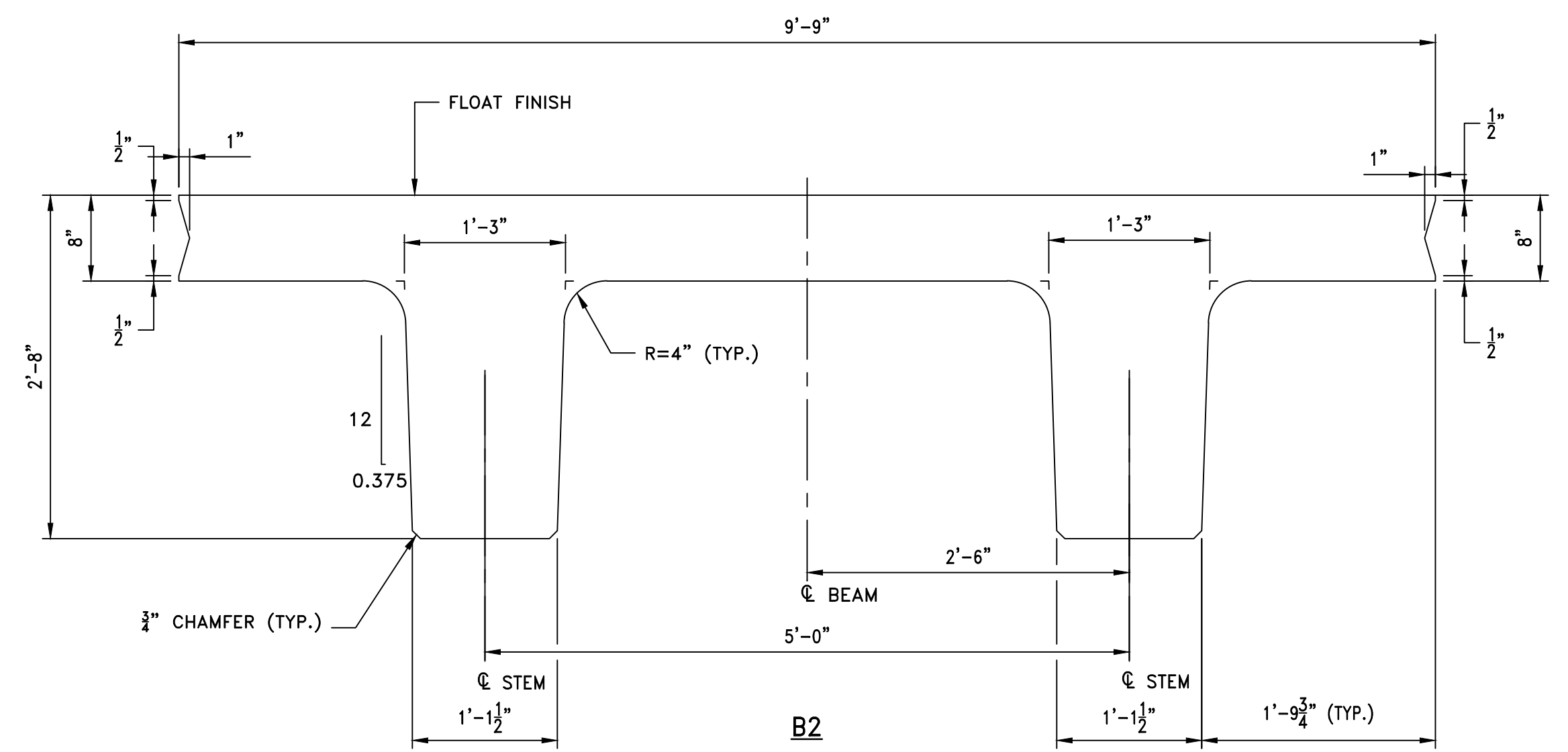
ESTIMATED CAMBER/DEFLECTION AT MIDSPAN		
	INT. BEAM	DIRECTION
CAMBER AT TRANSFER	1.19 IN.	UP
CAMBER AT ERECTION	1.89 IN.	UP
NON-COMPOSITE DEAD LOAD DEFLECTION	1.02 IN.	DOWN
COMPOSITE DEAD LOAD DEFLECTION	0.23 IN.	DOWN

ESTIMATED CAMBER/DEFLECTION AT MIDSPAN		
	EXT. BEAM	DIRECTION
CAMBER AT TRANSFER	1.19 IN.	UP
CAMBER AT ERECTION	1.82 IN.	UP
NON-COMPOSITE DEAD LOAD DEFLECTION	1.02 IN.	DOWN
COMPOSITE DEAD LOAD DEFLECTION	0.29 IN.	DOWN

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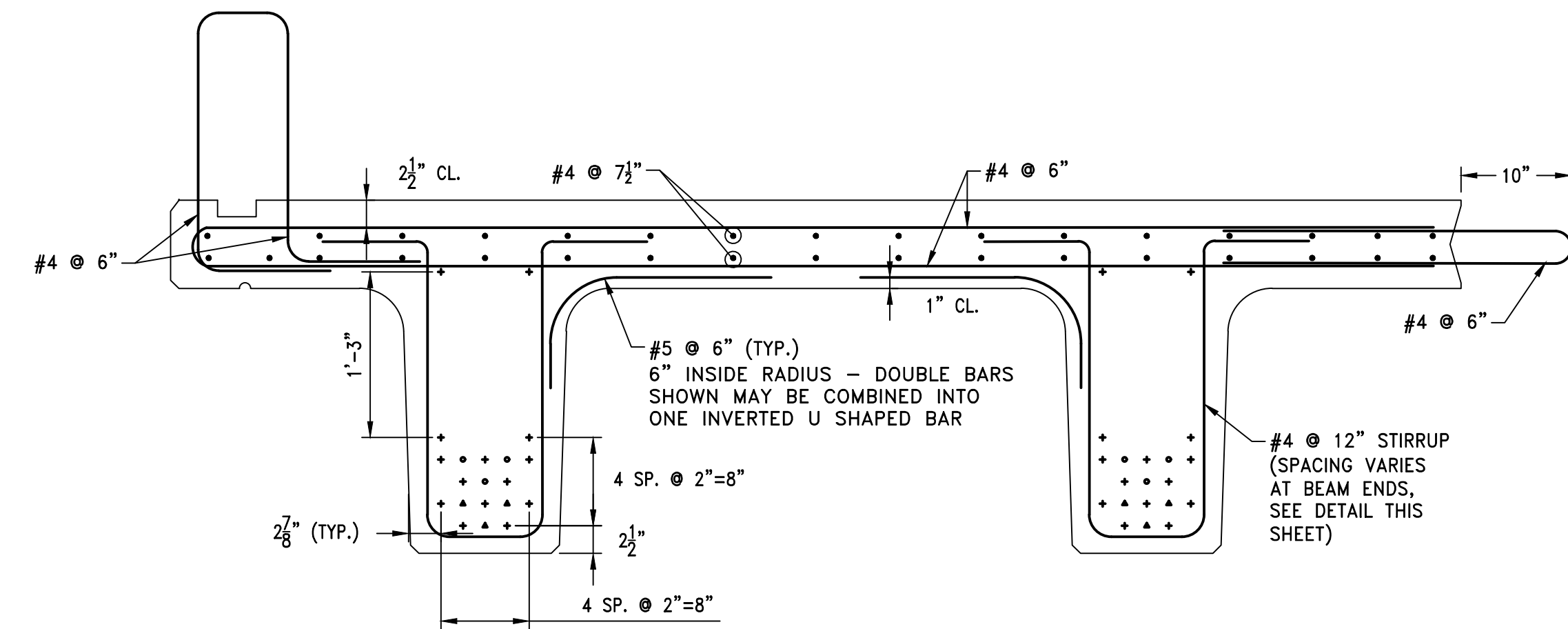


B1 SHOWN- B3 OPPOSITE HAND

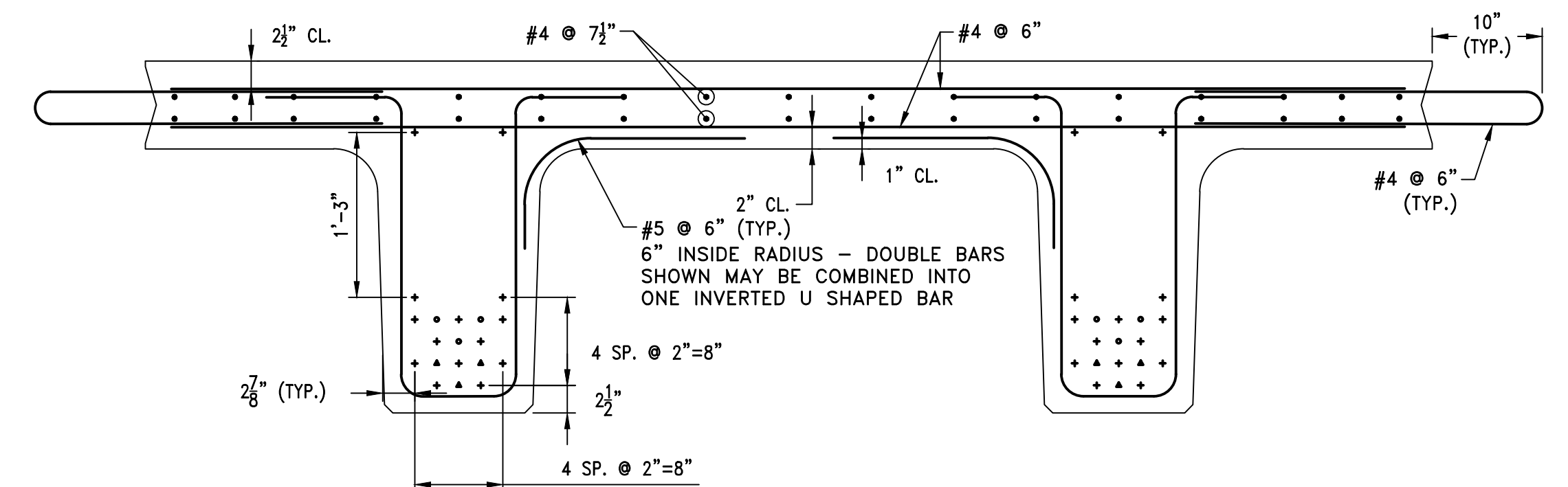


B2

BEAM PROPERTIES
SCALE: 1" = 1'-0"

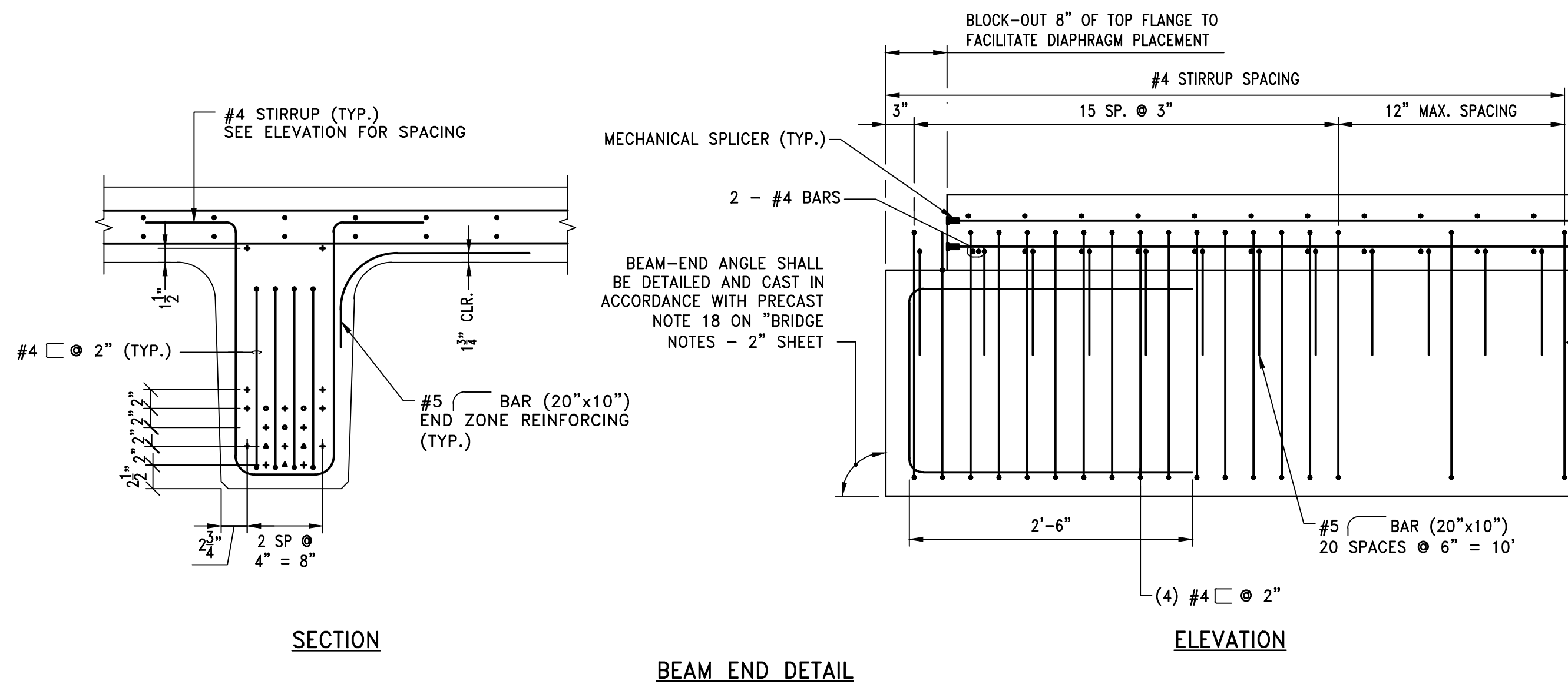


B1 SHOWN- B3 OPPOSITE HAND



B2

TYPICAL REINFORCING AND STRAND LOCATIONS
SCALE: 1" = 1'-0"
PRESTRESSED CONCRETE NEXT 32D BEAMS



SECTION

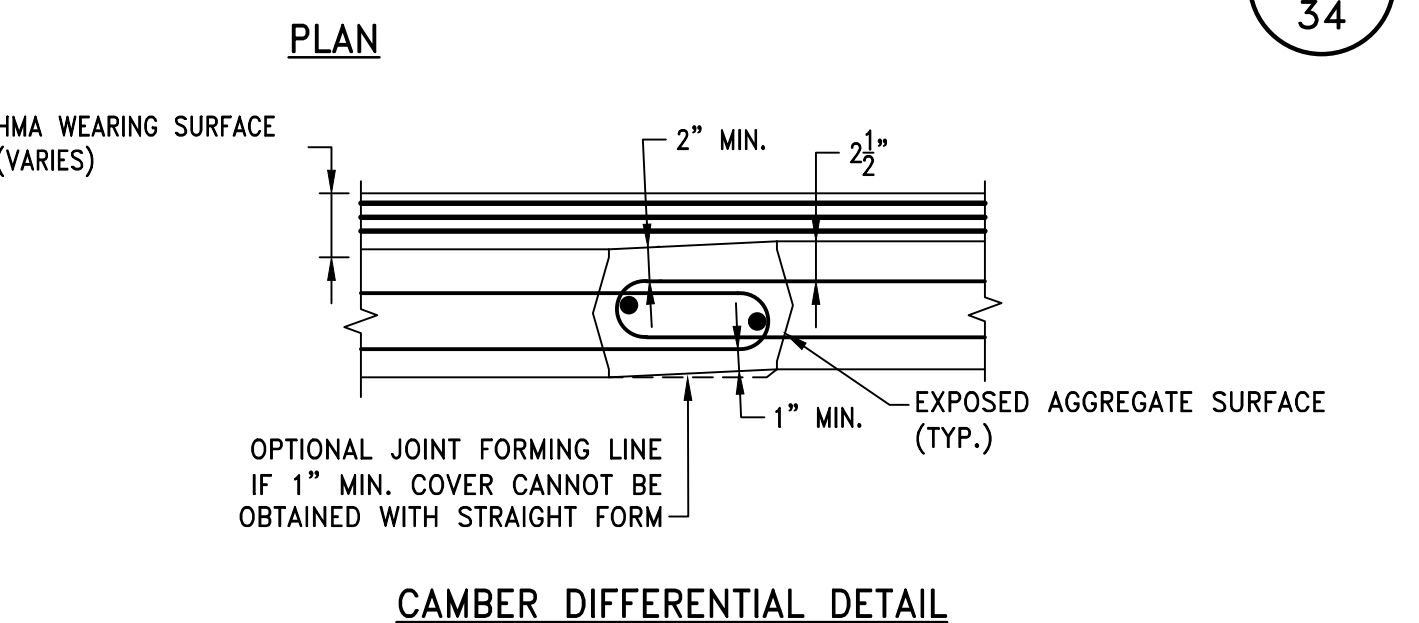
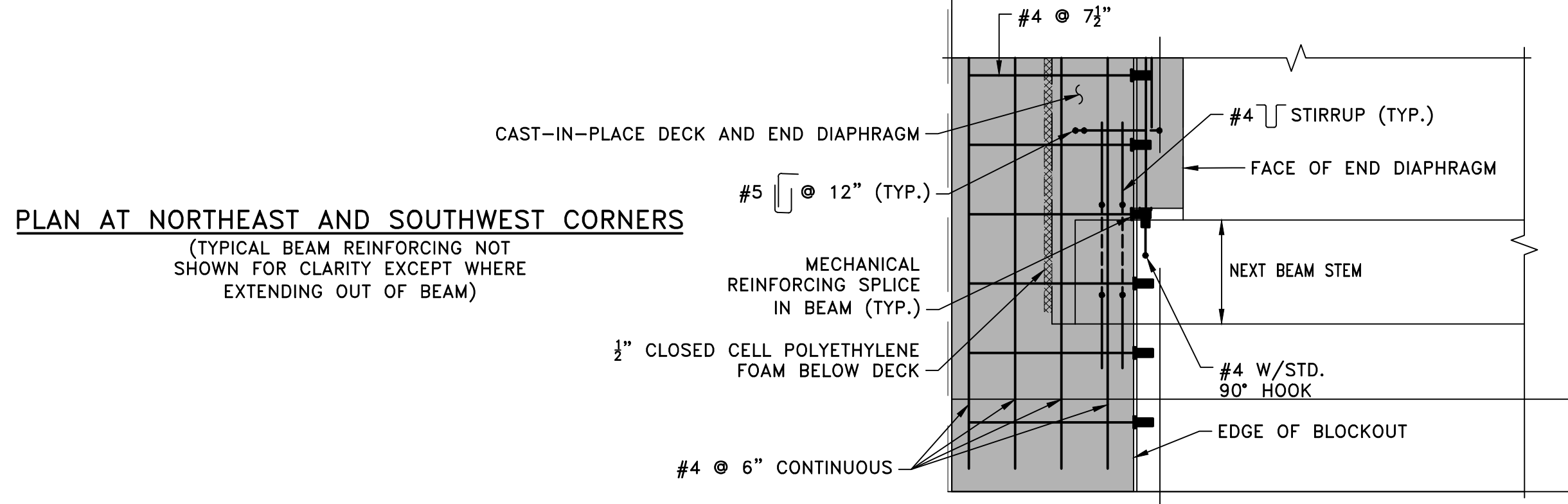
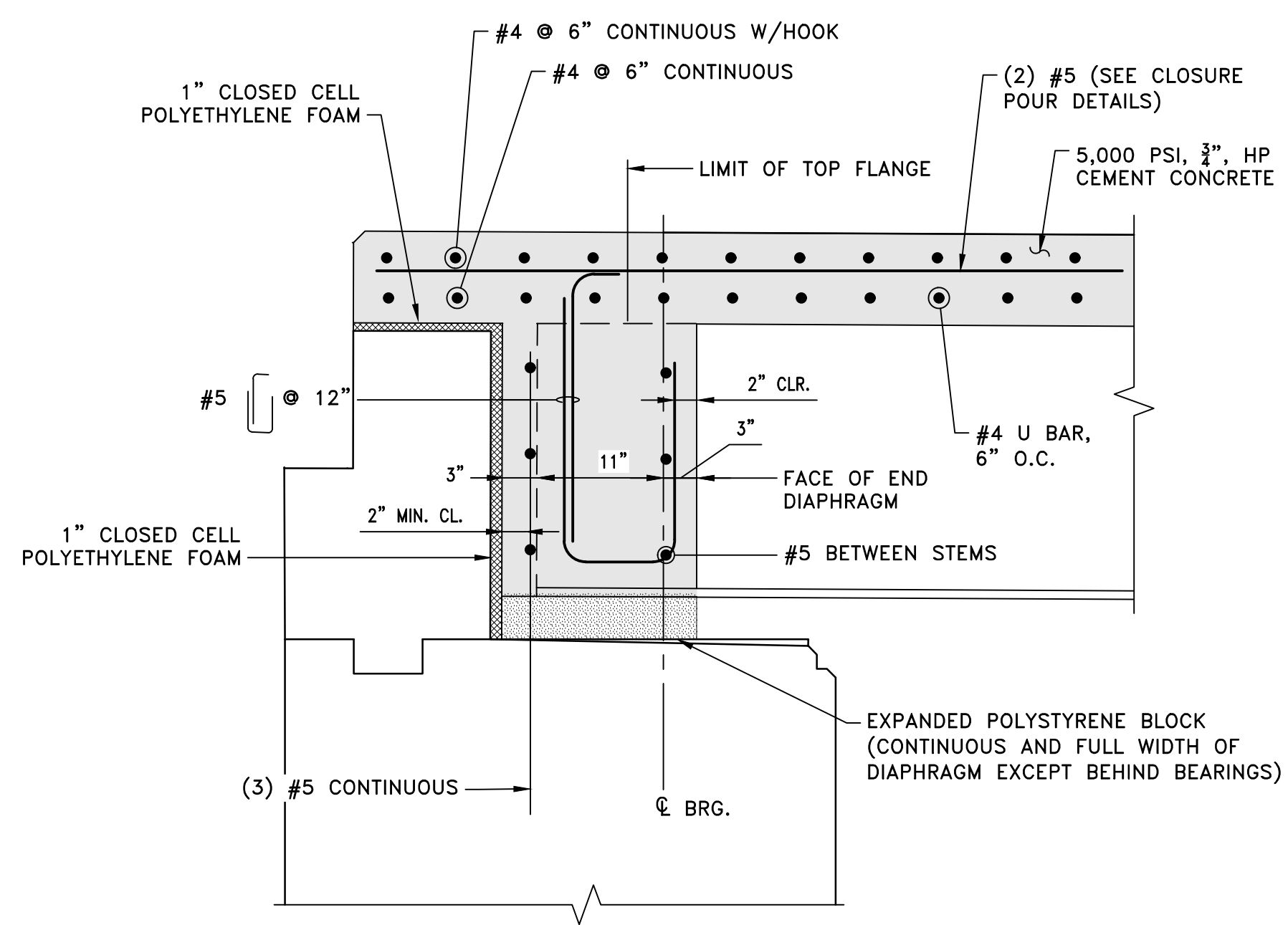
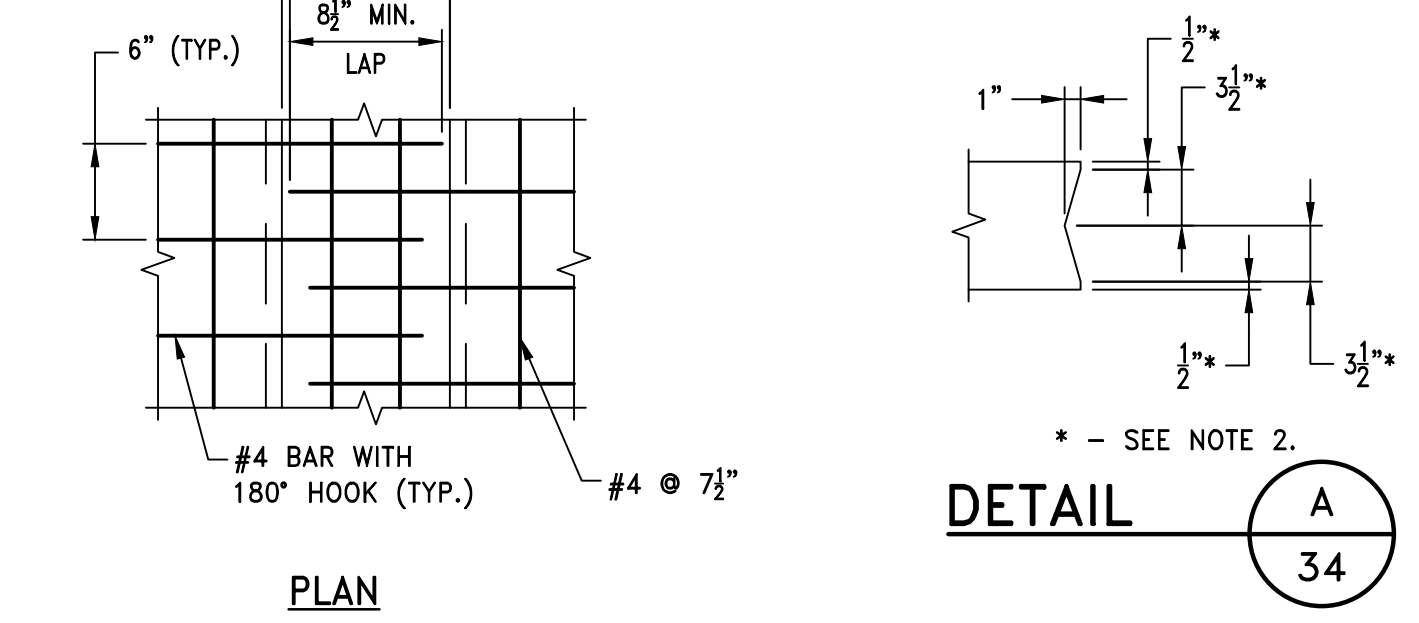
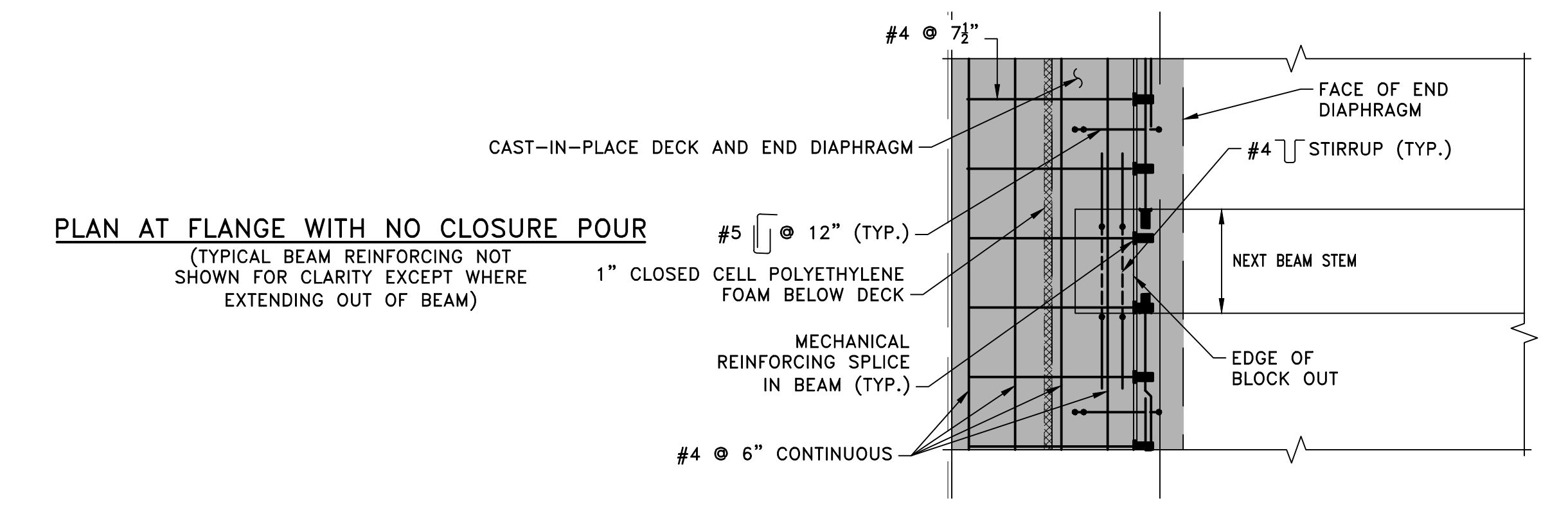
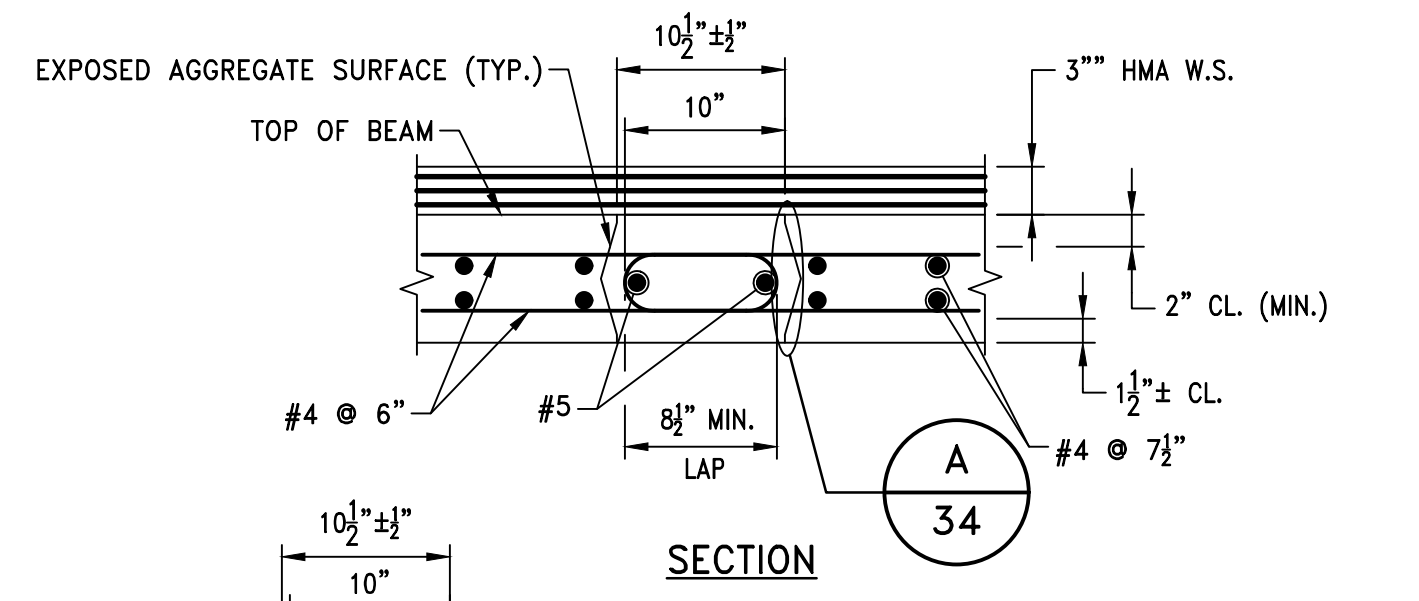
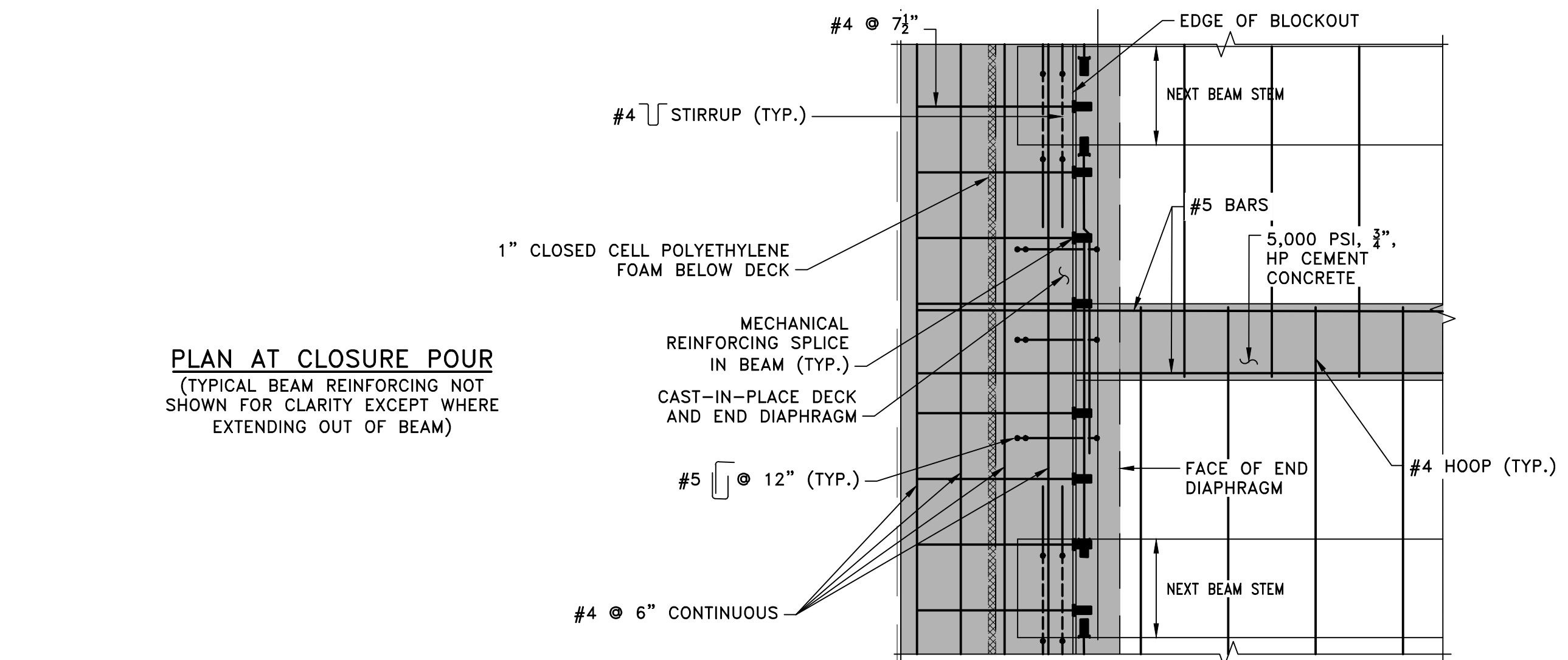
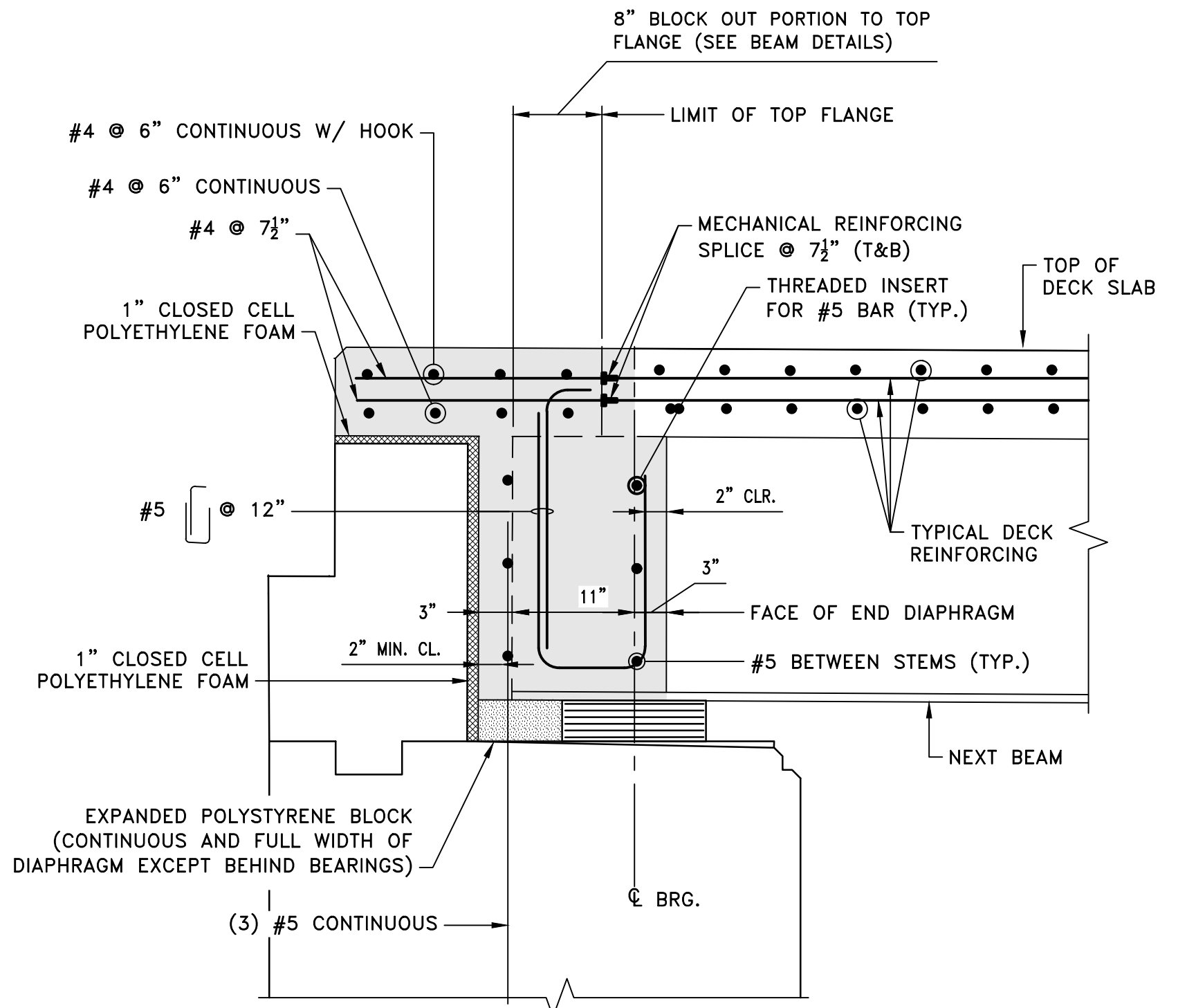
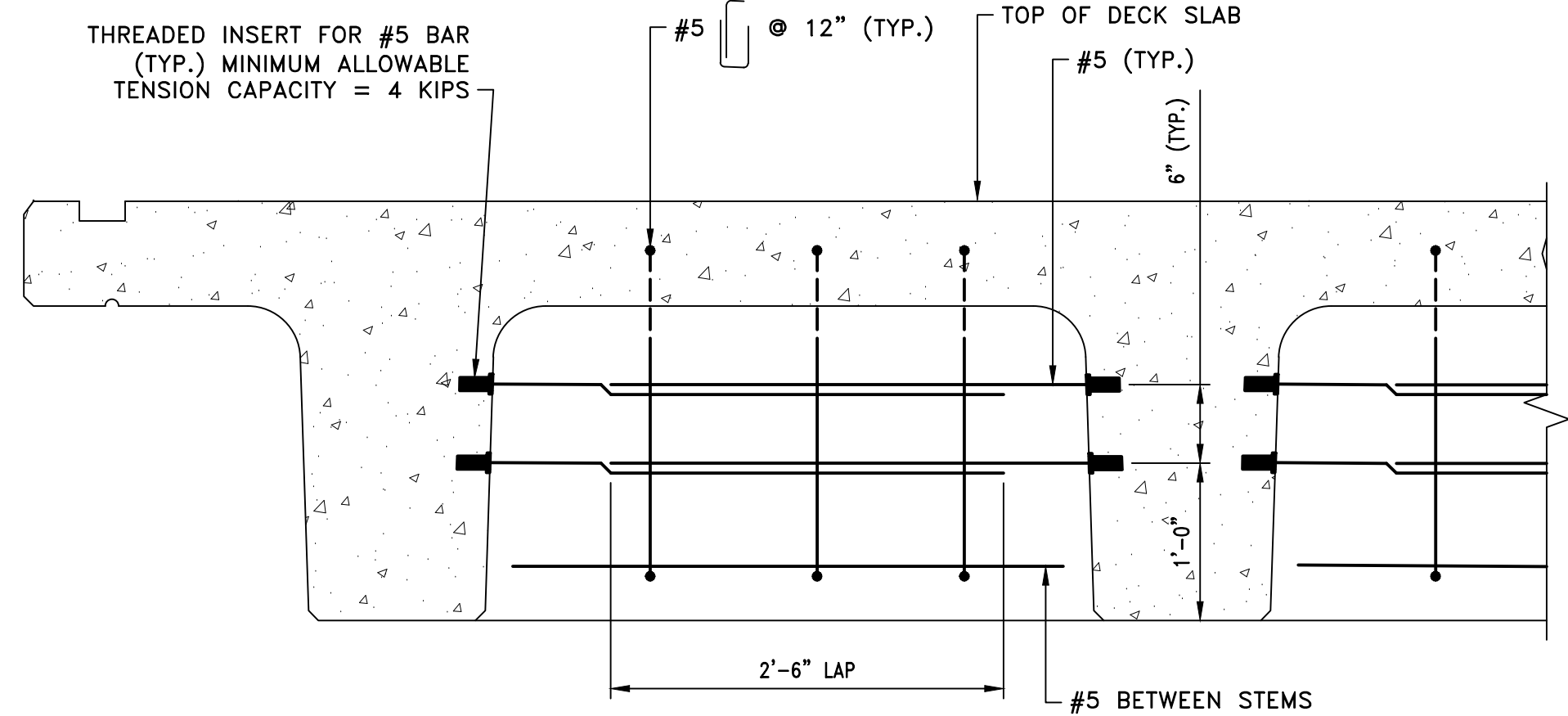
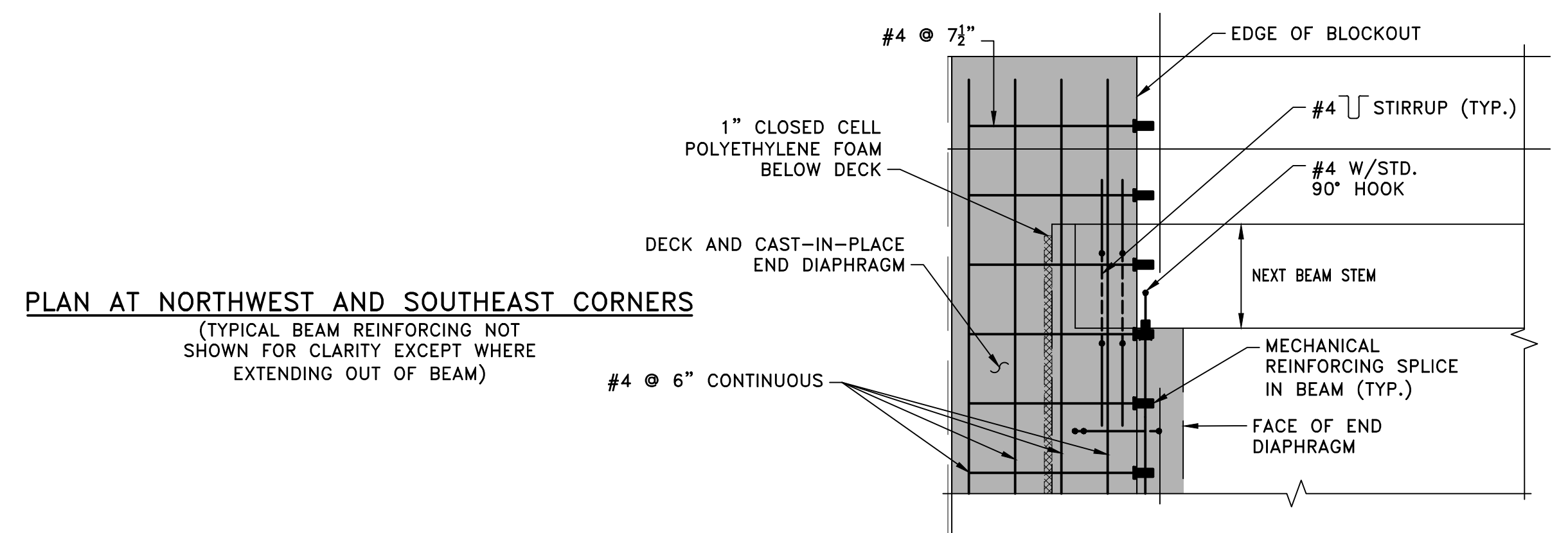
BEAM END DETAIL

ELEVATION

LEGEND:

- + STRAIGHT STRAND 0.60Ø
- Δ DEBONDED STRAND 0.60Ø (DEBOND 11'-0" EACH END)
- DEBONDED STRAND 0.60Ø (DEBOND 8'-0" EACH END)

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- NOTES:**
1. THE FABRICATOR MAY CHANGE THE 1/2" AND 3/4" DIMENSIONS IN THE SHEAR KEY TO 1" AND 3" RESPECTIVELY.
 2. SHEAR KEY TO HAVE EXPOSED AGGREGATE FINISH.
 3. CLOSURE POUR REINFORCING TO BE PLACED ALONG THE ENTIRE SPAN.
 4. PLACE CLOSURE POUR REINFORCING PERPENDICULAR TO BEAM EDGE.
 5. METHOD OF FORMING CLOSURE POUR TO BE DETERMINED BY THE CONTRACTOR. THE FORMS SHALL BE REMOVABLE AND SHALL BE ABLE TO ACCOMMODATE DIFFERENTIAL CAMBER. FORM SUPPORTS SHOULD NOT PENETRATE THROUGH TOP OF POUR UNLESS APPROVED BY THE ENGINEER.
 6. CLOSURE POUR MATERIAL SHALL BE 5000 PSI, 3/4" IN, HP CEMENT CONCRETE. AT THE CONTRACTOR'S OPTION, AN APPROVED UHPC MATERIAL MAY BE USED, WITH THE ENGINEER'S APPROVAL.
 7. AT THE CONTRACTOR'S OPTION, GALVANIZED INSERTS MAY BE CAST IN TO THE BEAMS TO FACILITATE FORMING OF THE CLOSURE POUR. THE INSERTS SHALL BE SHOWN ON THE SHOP DRAWINGS AND MAY NOT BE CLOSER THAN 2'-0" O.C.. CALCULATIONS SHALL BE PROVIDED ALONG WITH MANUFACTURER'S RECOMMENDATIONS DEMONSTRATING THAT THE INSERTS ARE SUFFICIENT FOR THE INTENDED PURPOSE.

END DIAPHRAGM AND DECK DETAILS
SCALE: 3/4"=1'-0"

TYPICAL CLOSURE POUR DETAIL
SCALE: 1"=1'-0"



1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

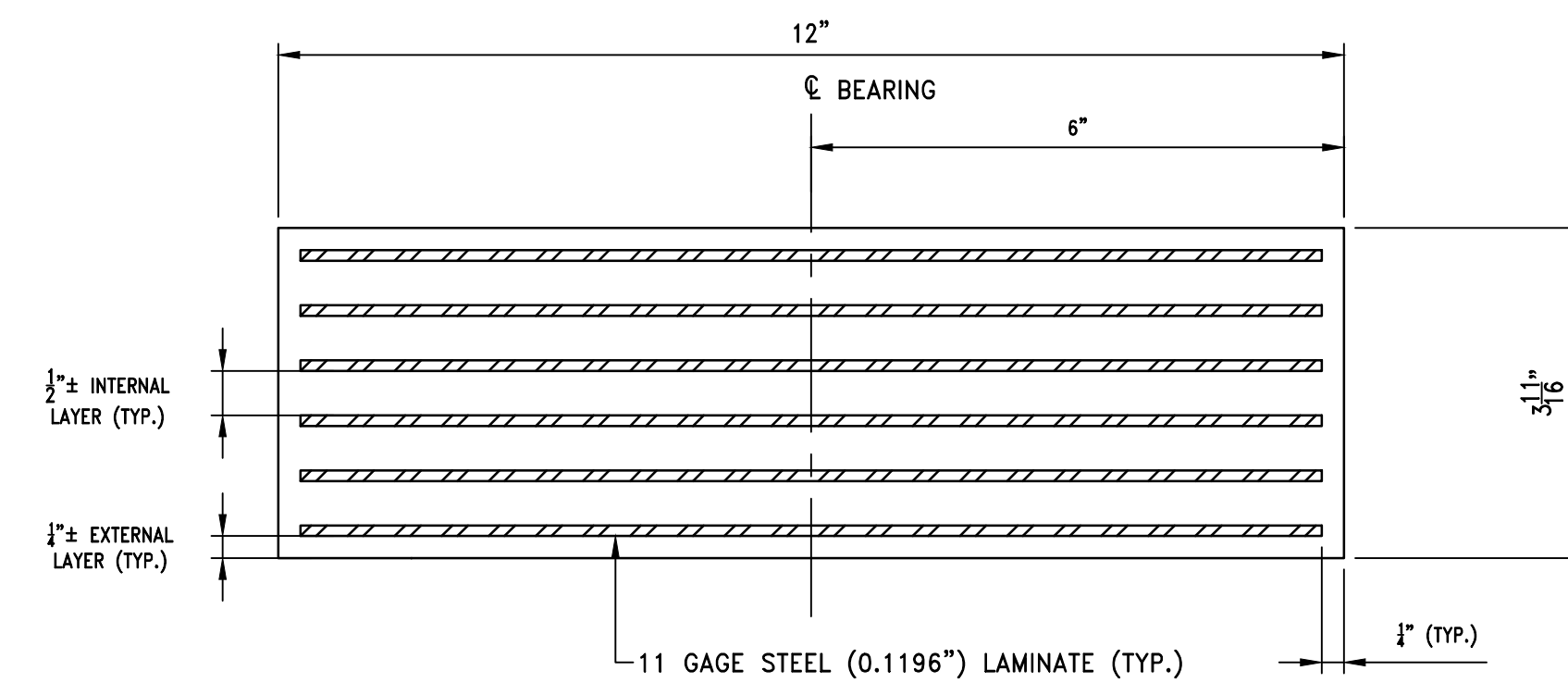
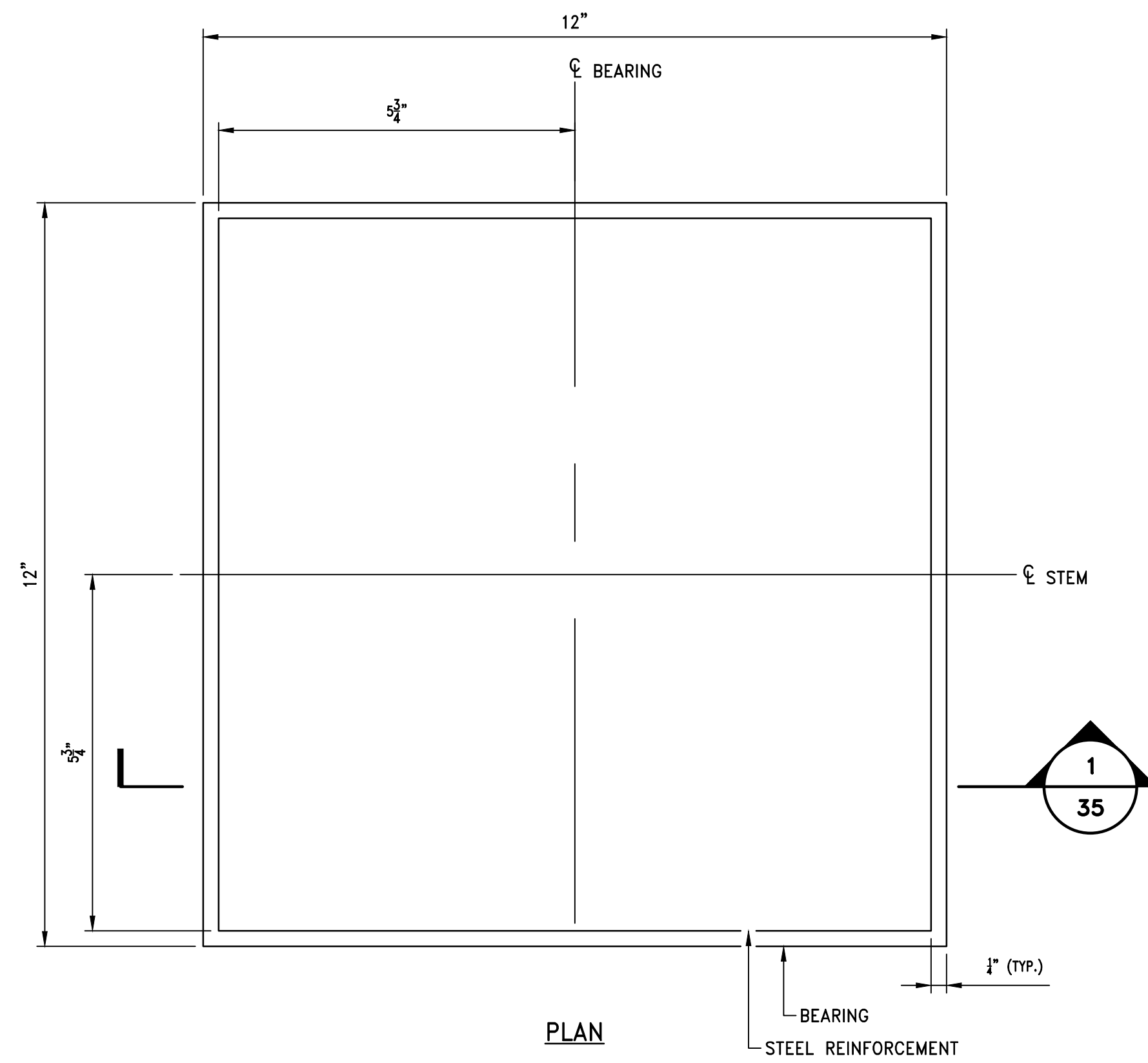
DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 34
OF: 45

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BRIDGE GROUP 44H - NONQUIT POND

TIVERTON RHODE ISLAND

BEAM SECTIONS AND
DETAILS NO. 2



SECTION 1
SCALE: 6" = 1'-0"
ELASTOMERIC BEARING PAD
SCALE: 6" = 1'-0"

MAXIMUM BEARING SERVICE LOAD TABLE (KIPS)			
LOCATION	DEAD LOAD	LIVE LOAD + IMPACT	TOTAL
ABUTMENT 1	41	82	123
ABUTMENT 2	41	82	123

BEARING NOTES:

- THE GIRDERS SHALL BE INSTALLED ON THE BEARINGS WHEN THE AMBIENT TEMPERATURE IS BETWEEN 20°F AND 80°F. IF THE TEMPERATURE FALLS OUTSIDE THIS RANGE AT THE TIME OF ERECTION, THE BEAMS SHALL BE JACKED WHEN THE TEMPERATURE FALLS WITHIN THIS RANGE FOR 6 CONSECUTIVE HOURS AND THE BEARINGS ALLOWED TO RESUME THEIR UNLOADED CONFIGURATION BEFORE RESETTING THE BEAMS.
- ELASTOMER SHALL HAVE A SHEAR MODULUS OF 0.160 KSI.
- ELASTOMERIC BEARING PADS SHALL BE CEMENTED TO THE BEAM SEAT PRIOR TO APPLYING THE CONCRETE SURFACE TREATMENT-PROTECTIVE COATING IN ACCORDANCE WITH THE R.I. STANDARD SPECIFICATIONS.
- STEEL LAMINATES SHALL CONFORM TO ASTM A 1011 GRADE 36 OR BETTER.
- THE MAXIMUM COMPRESSIVE LOAD ON THE BEARING PAD IS 123 KIPS. THE COMPRESSIVE DESIGN STRESS IS THE RESULT OF DIVIDING THE COMPRESSIVE DESIGN LOAD BY THE AREA OF THE PAD AND IS EQUAL TO 0.854 KSI.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A 3/8" DEEP DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER BEARING IS INSTALLED.



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DEPARTMENT OF TRANSPORTATION

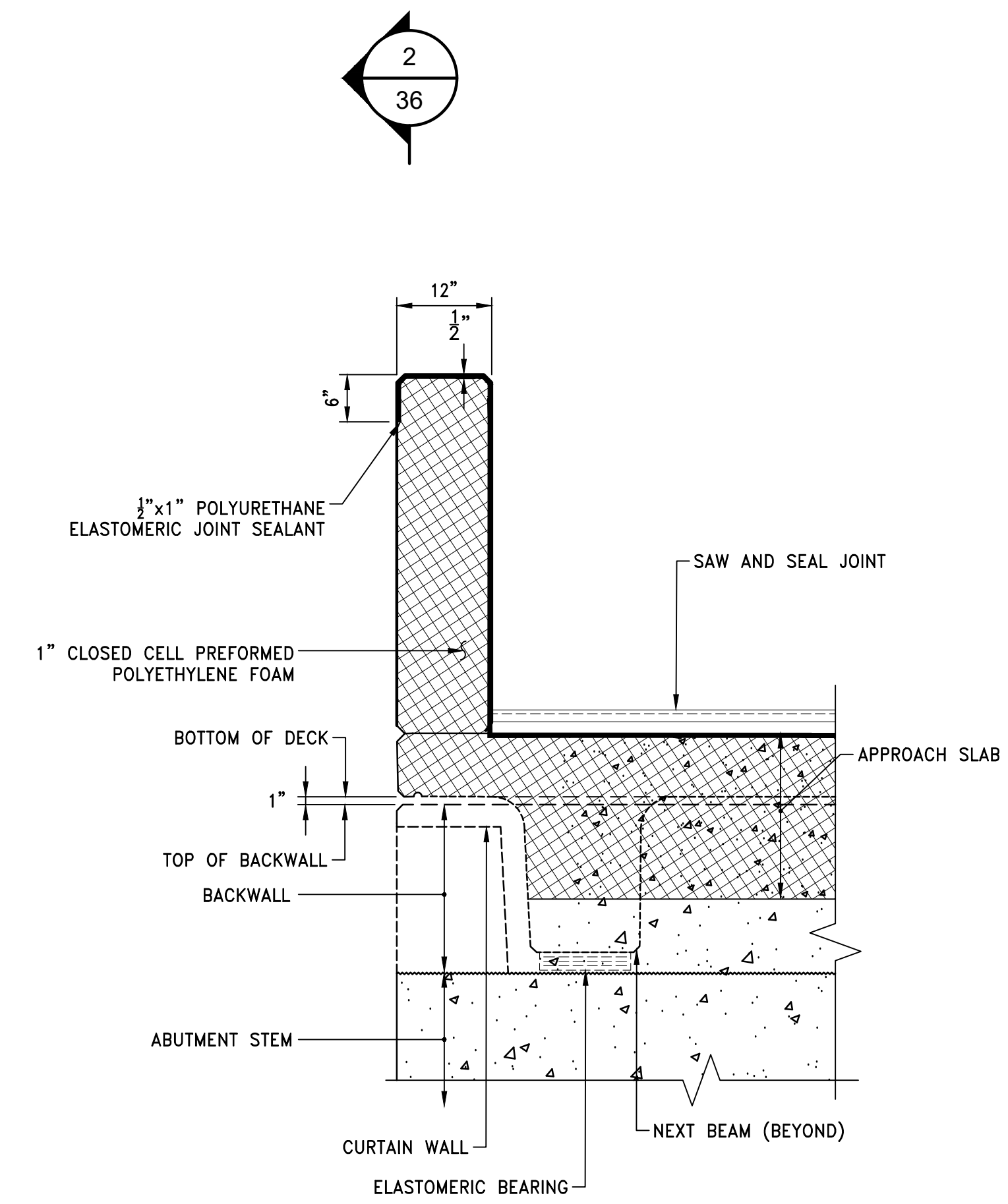
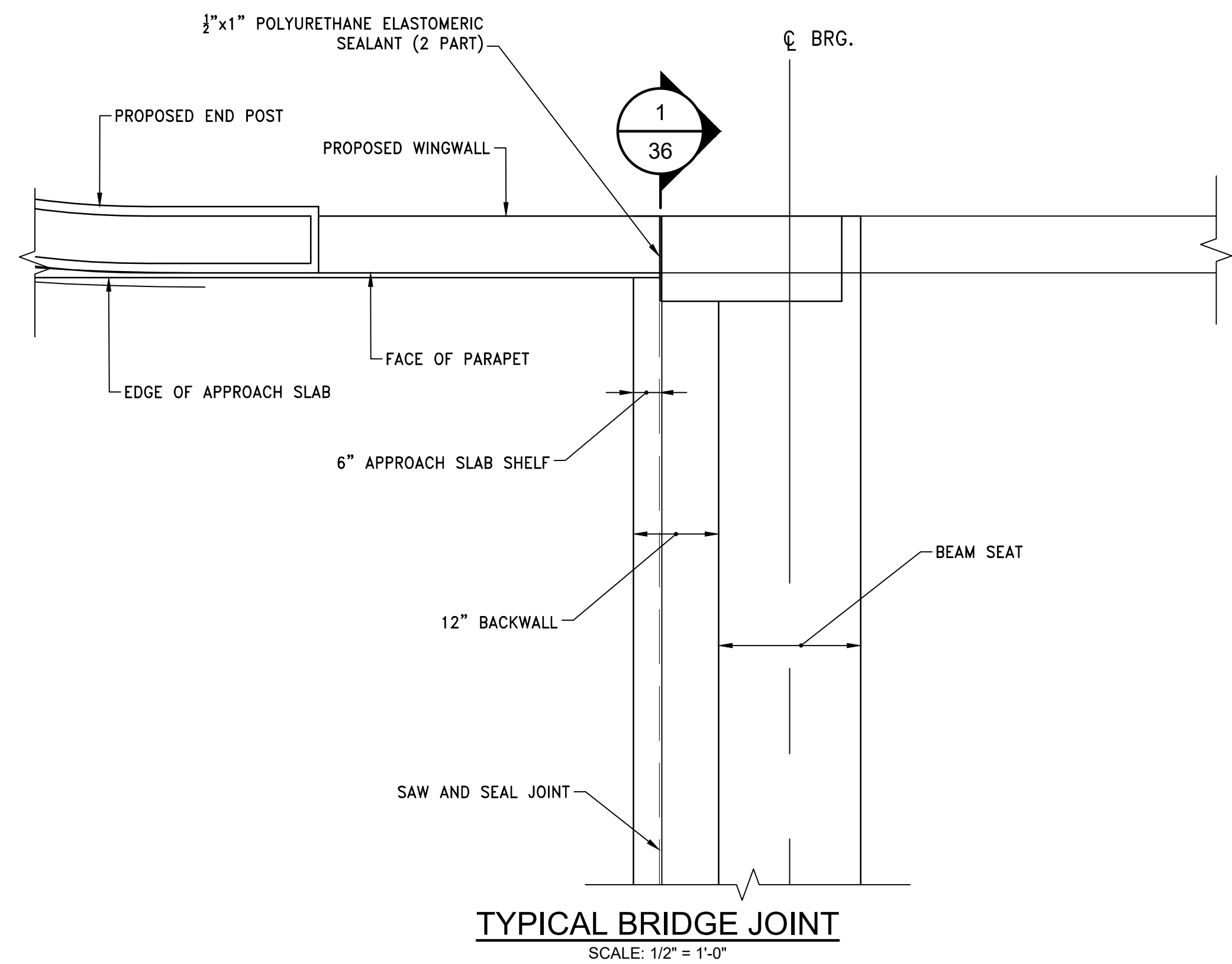
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OF: 45

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 44H - NONQUIT POND

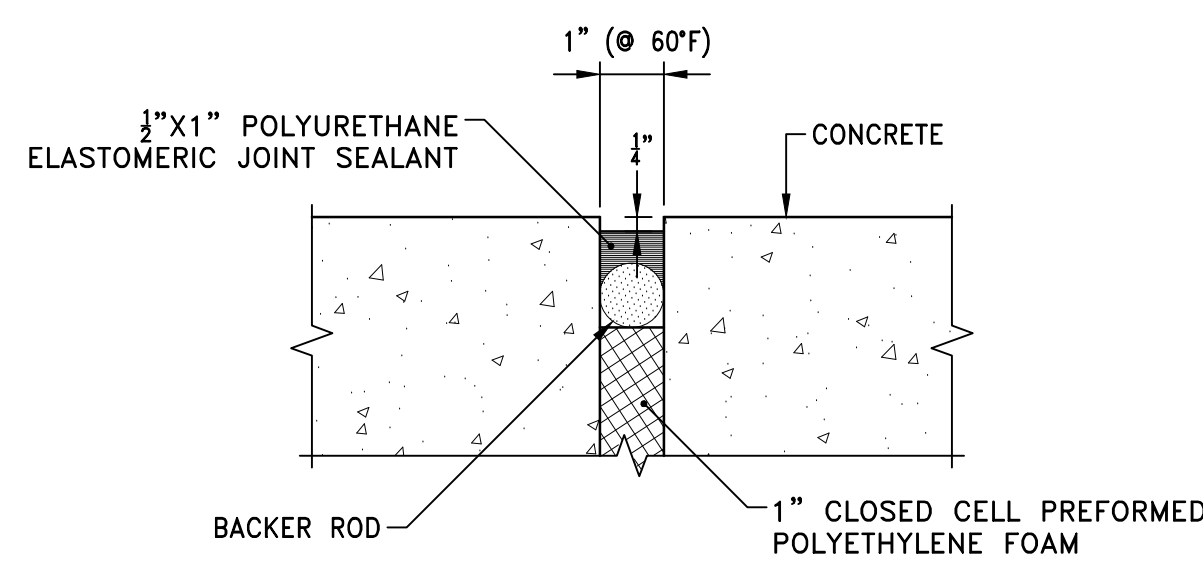
TIVERTON RHODE ISLAND

BEARING DETAILS

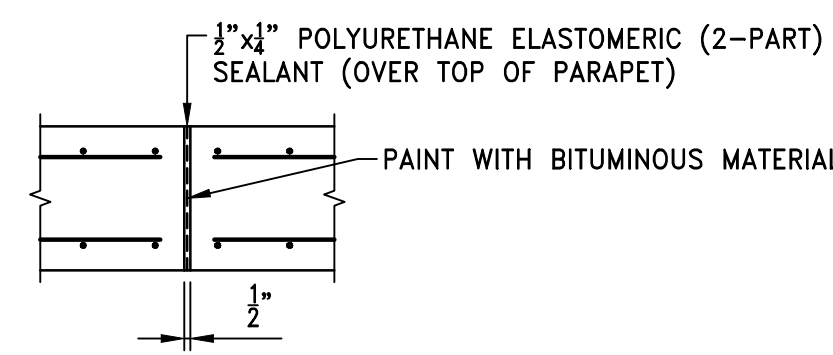
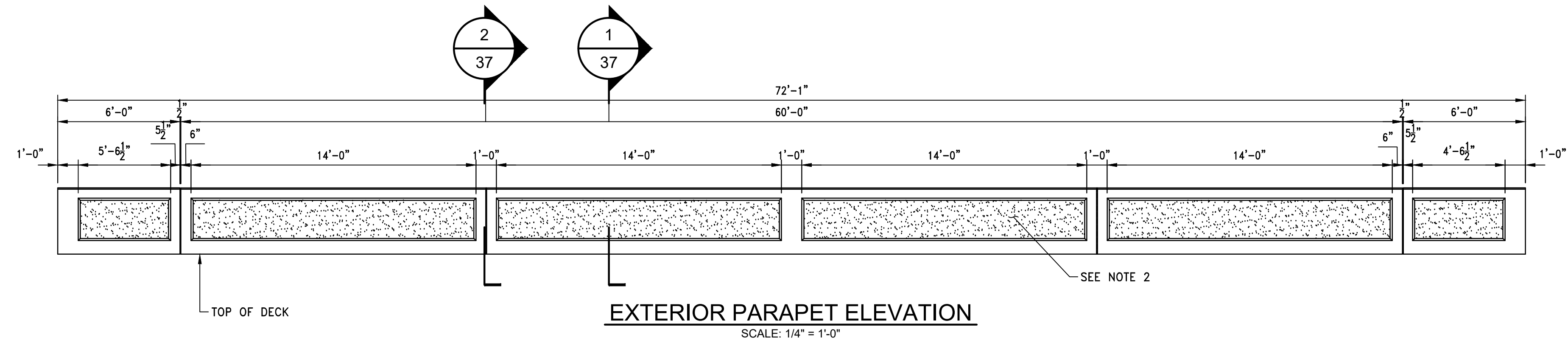
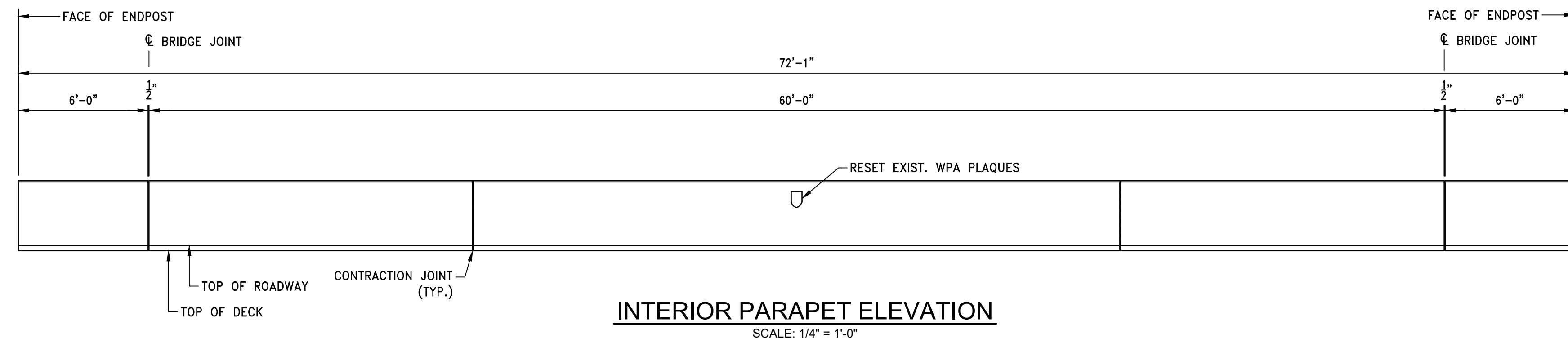


TEMPERATURE (°F)	JOINT WIDTH (IN)
15	1.11
30	1.07
45	1.04
60	1.00
75	0.96
90	0.93
105	0.89

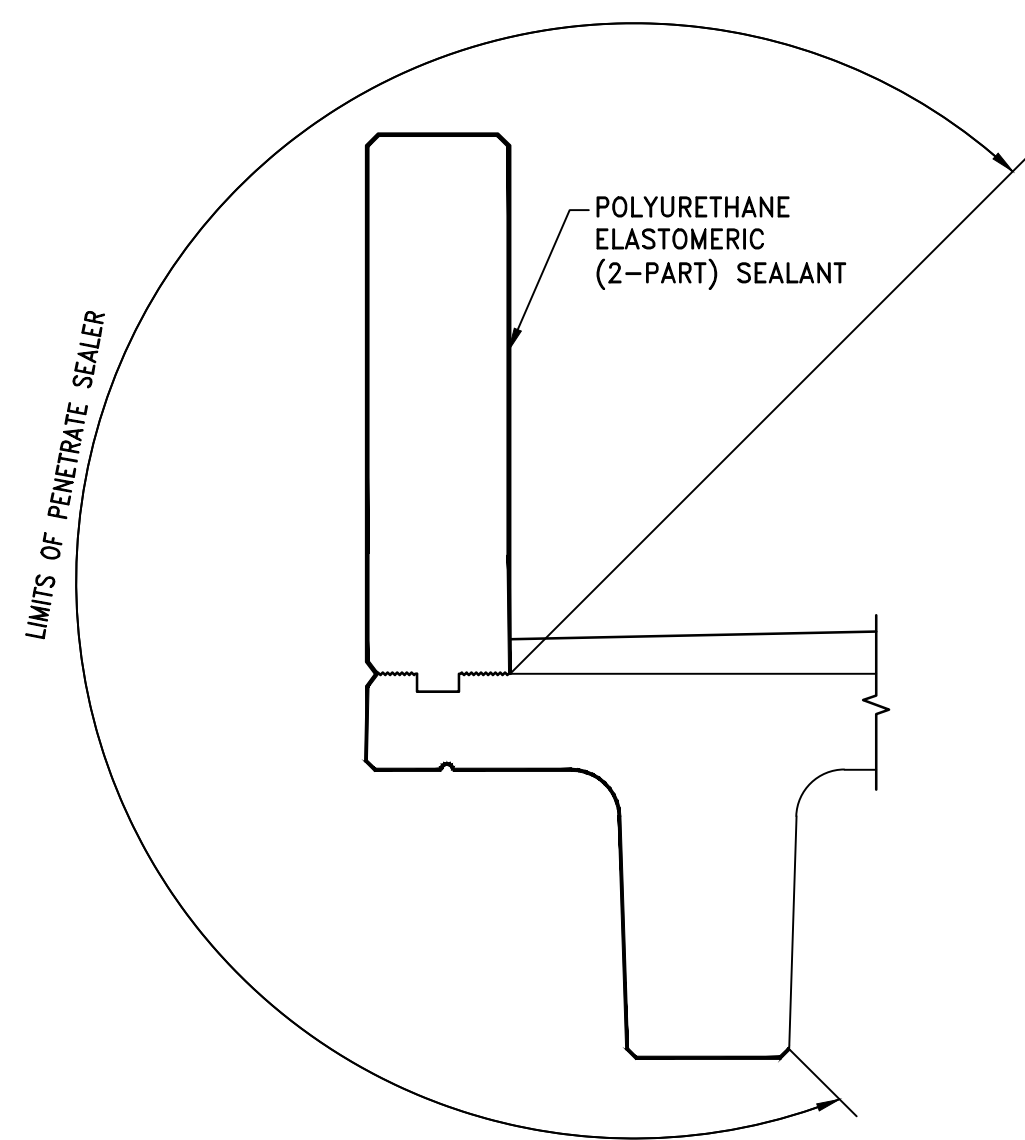
NOTE: JOINT SHALL ACCOMMODATE A TOTAL MOVEMENT OF 0.20 IN.



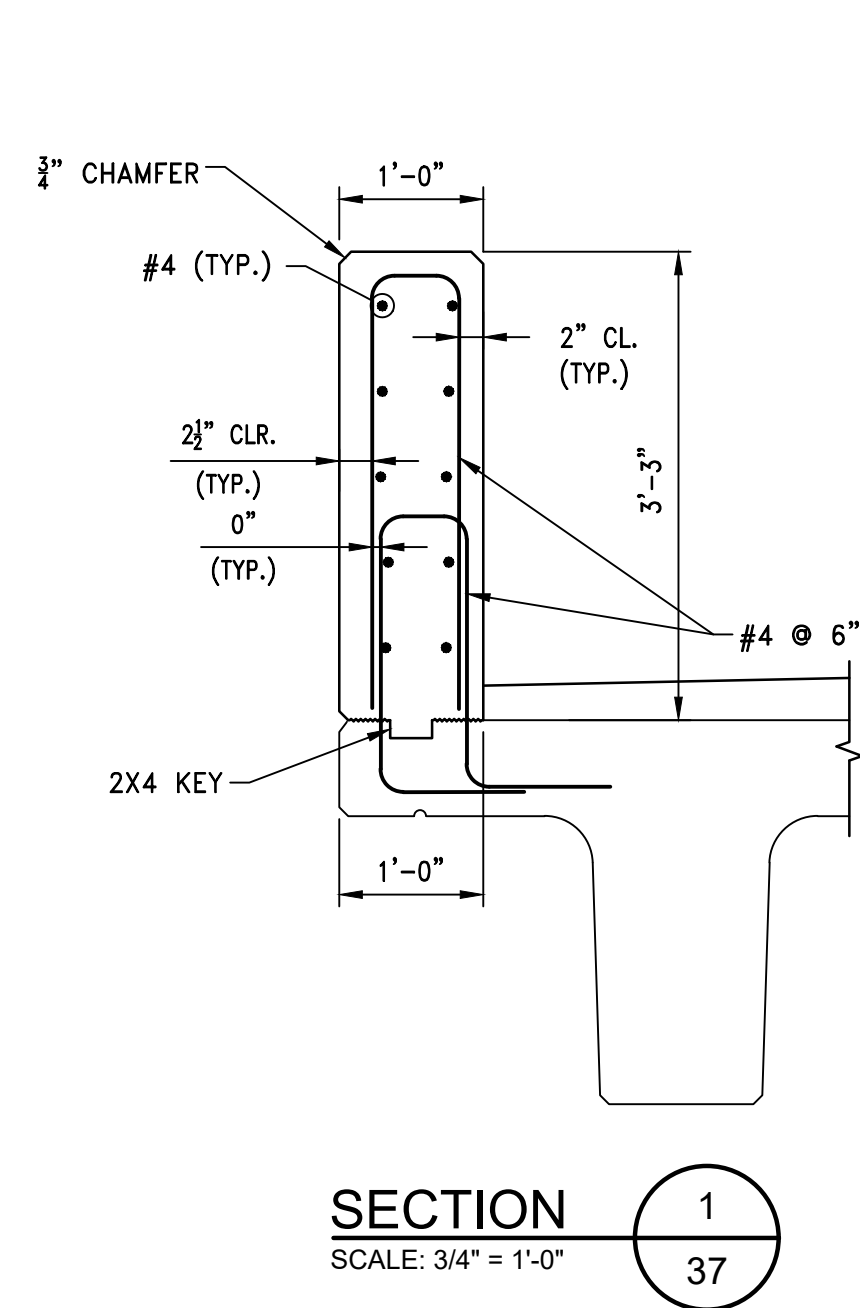
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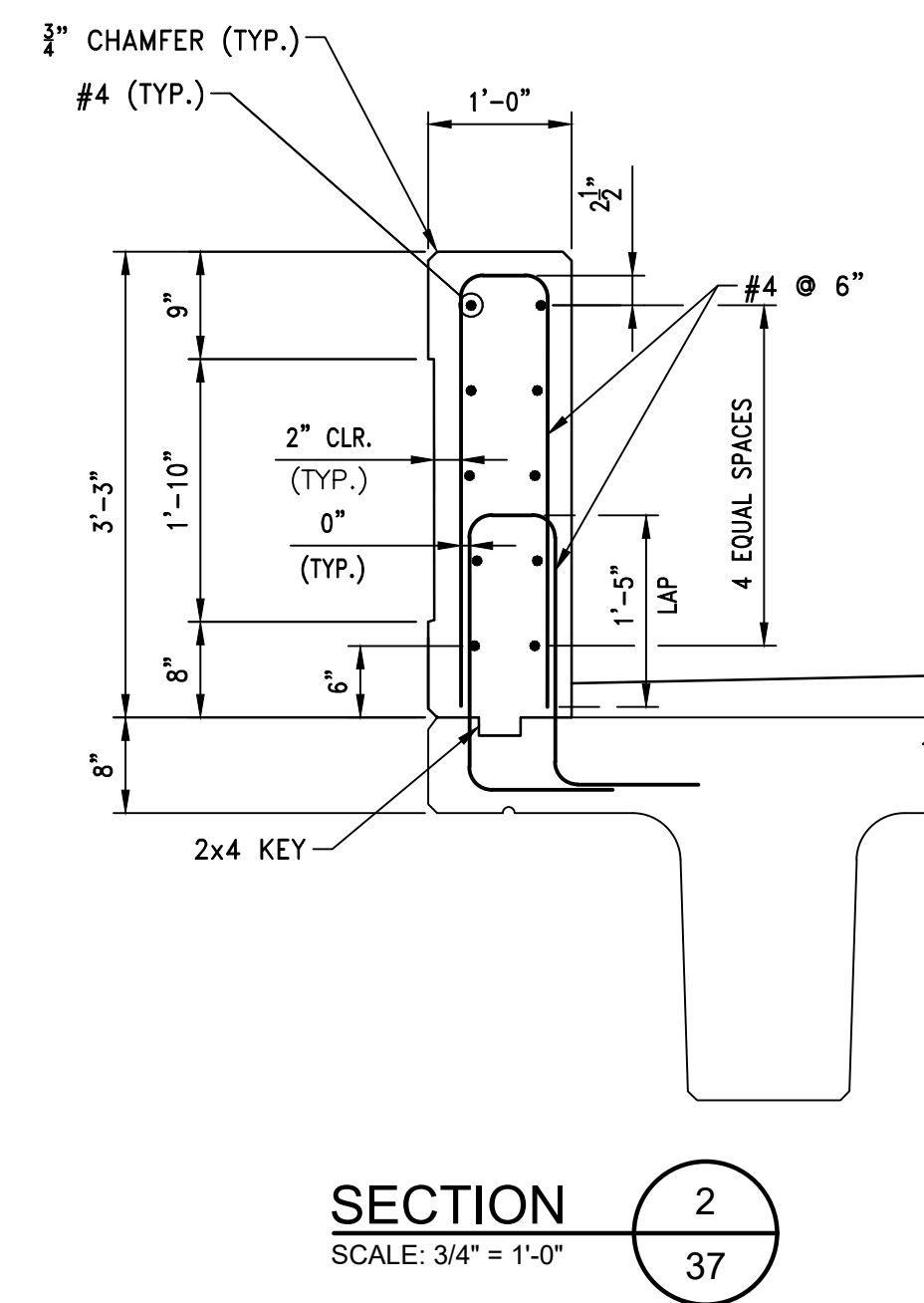
CONTRACTION JOINT IN PARAPET DETAIL
SCALE: 3/4" = 1'-0"



PARAPET CONTRACTION JOINT DETAIL
SCALE: 3/4" = 1'-0"



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

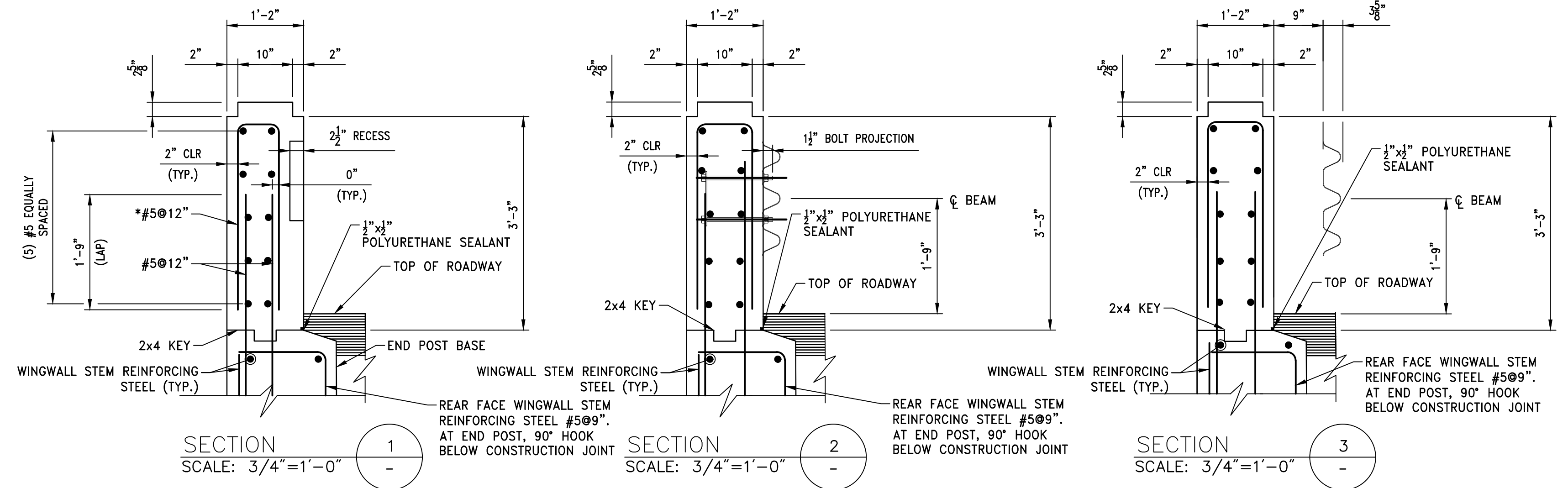
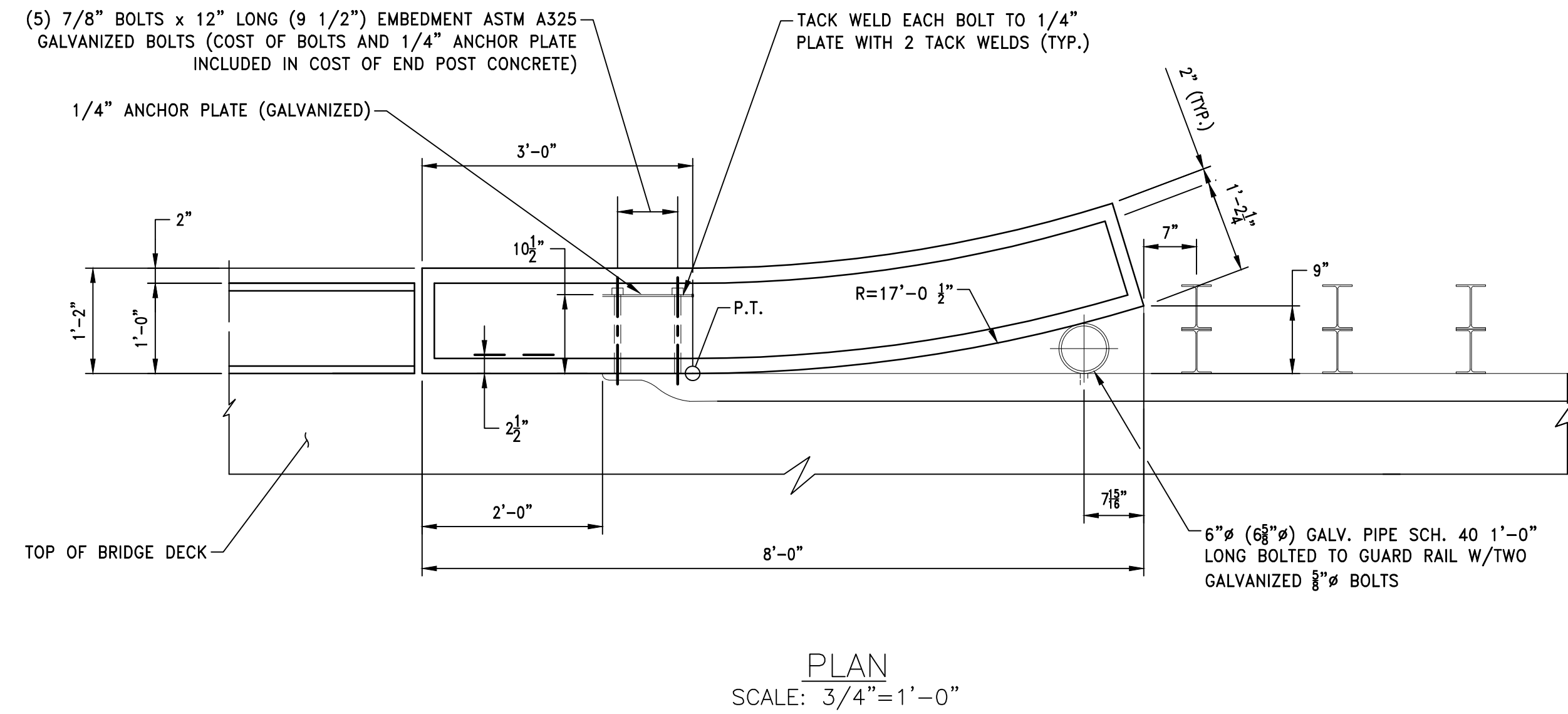


SECTION 2
SCALE: 3/4" = 1'-0"

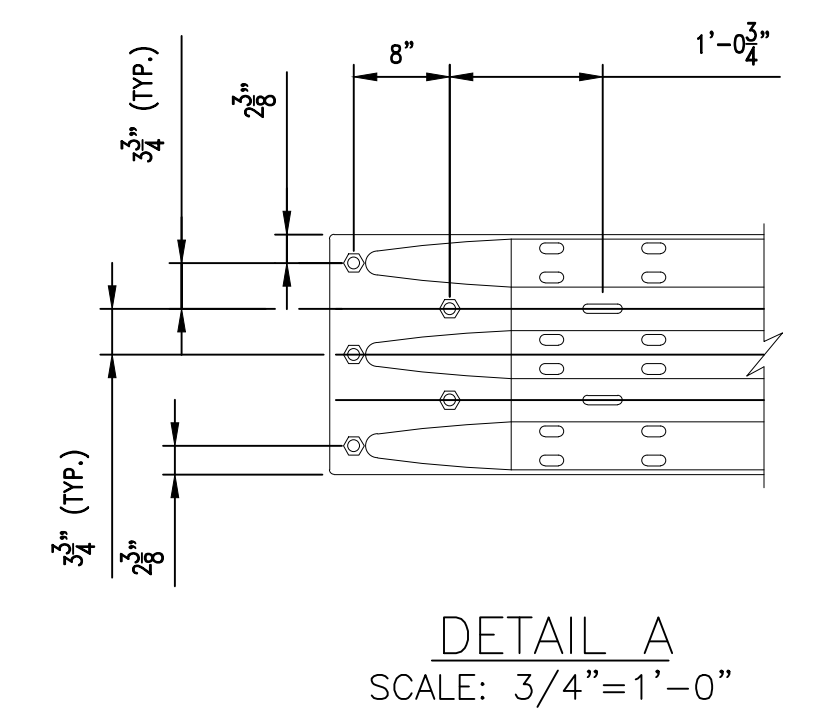
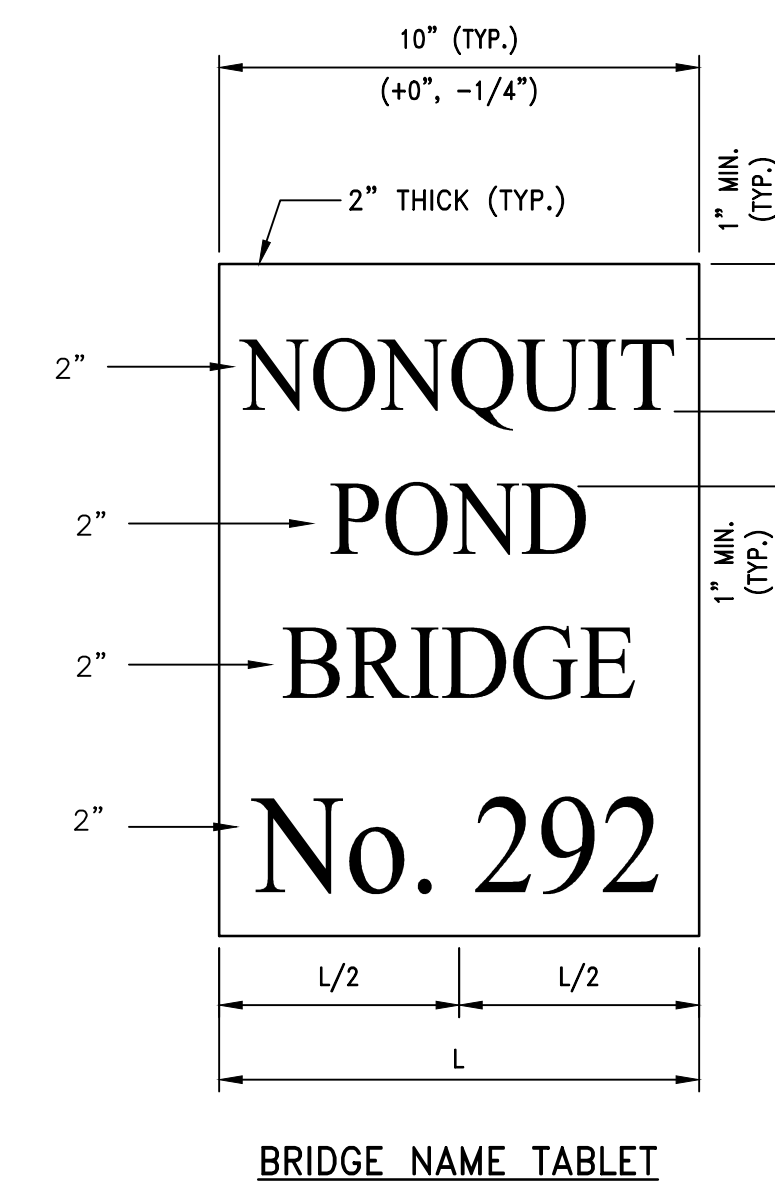
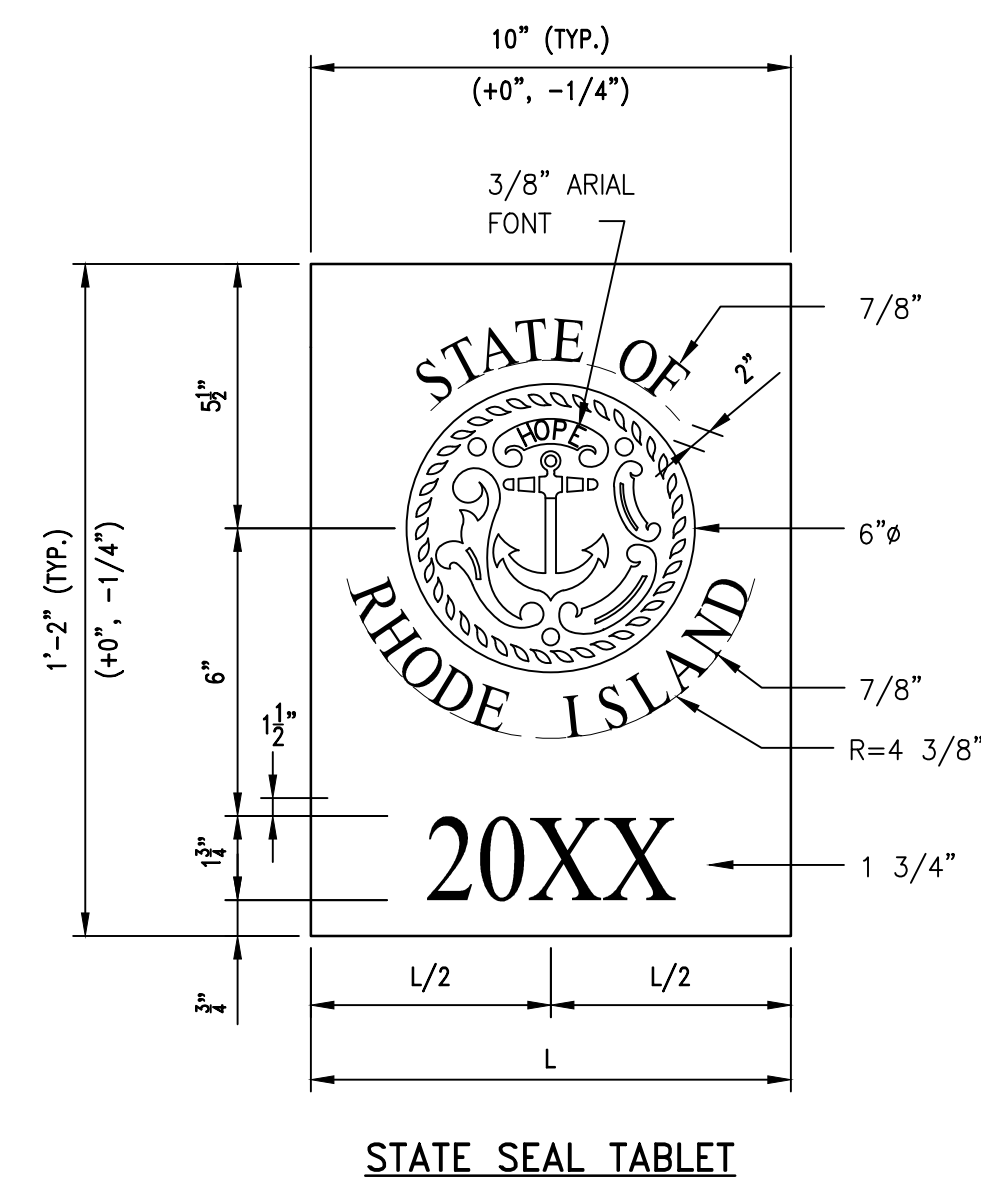
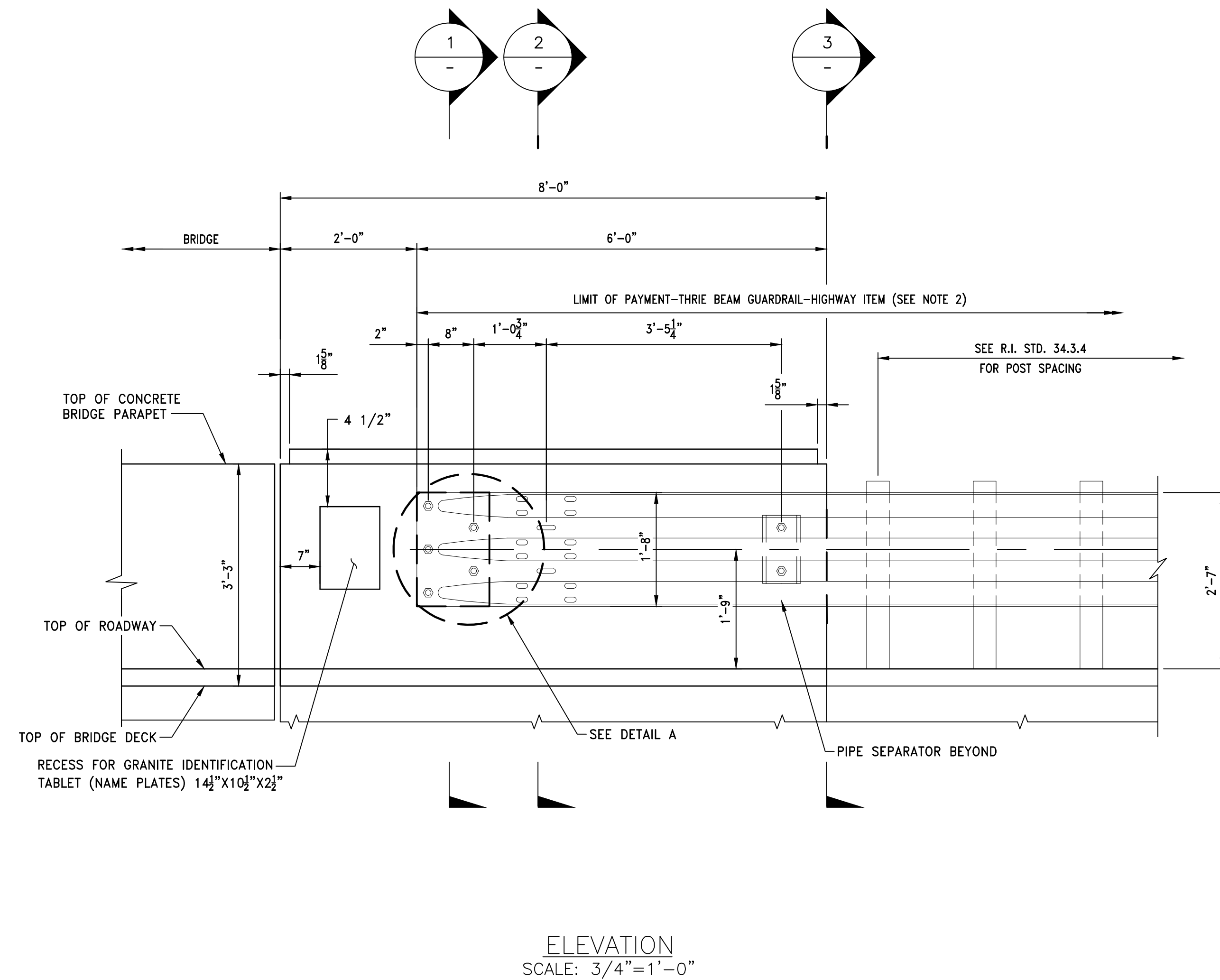
NOTES:

1. REINSTALLATION OF WPA PLAQUES SHALL BE PAID FOR UNDER ITEM 800.9901.
2. THE CONTRACTOR SHALL SUBMIT A SHOP DRAWING FOR THE PROPOSED FORM LINER OR METHOD TO PROVIDE A TEXTURED PATTERN WITHIN THE PARAPET PANELS TO BE APPROVED BY THE ENGINEER.

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* IN THE CURVED SECTION OF THE END POST, THE REINFORCING SHALL BE DETAILED WITH A MAXIMUM SPACING OF 12" AND A MINIMUM SPACING OF 3" ALONG THE ARC.



NOTES:

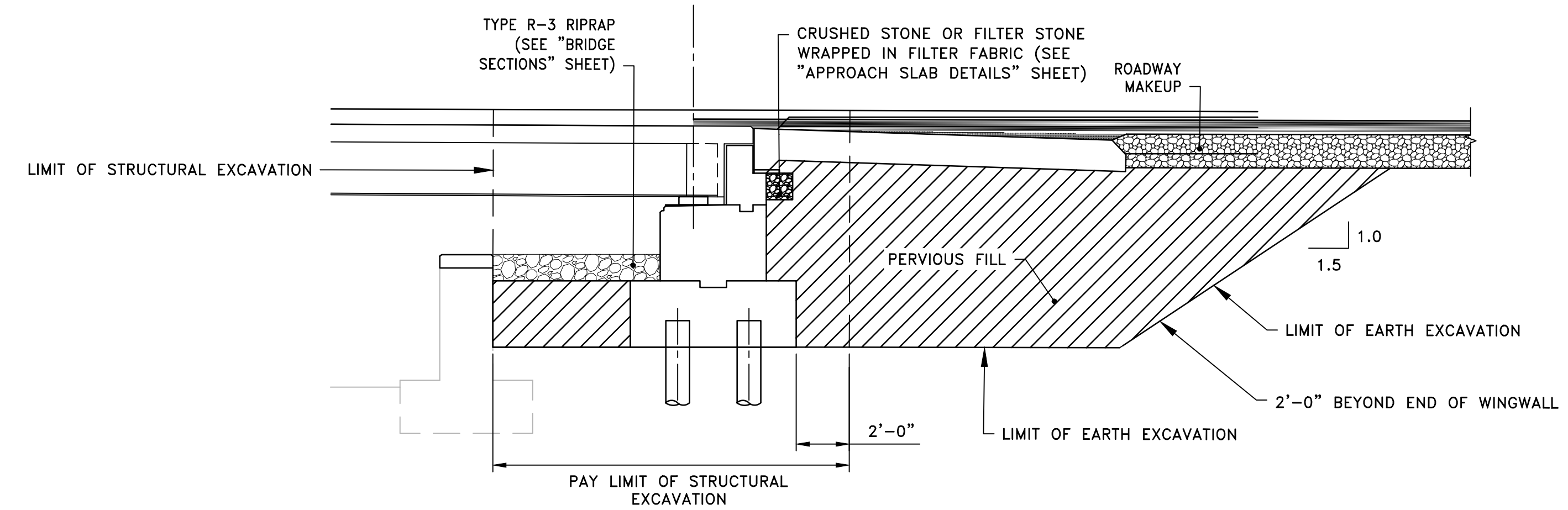
1. THE STATE SEAL TABLET SHALL BE PLACED ON THE SOUTHEAST AND NORTHWEST END POSTS.
2. THE BRIDGE NAME TABLET SHALL BE PLACED ON THE SOUTHWEST AND NORTHEAST END POSTS.
3. ALL FONT STYLES ARE TO BE TIMES NEW ROMAN, UNLESS NOTED OTHERWISE.

GRANITE IDENTIFICATION TABLETS

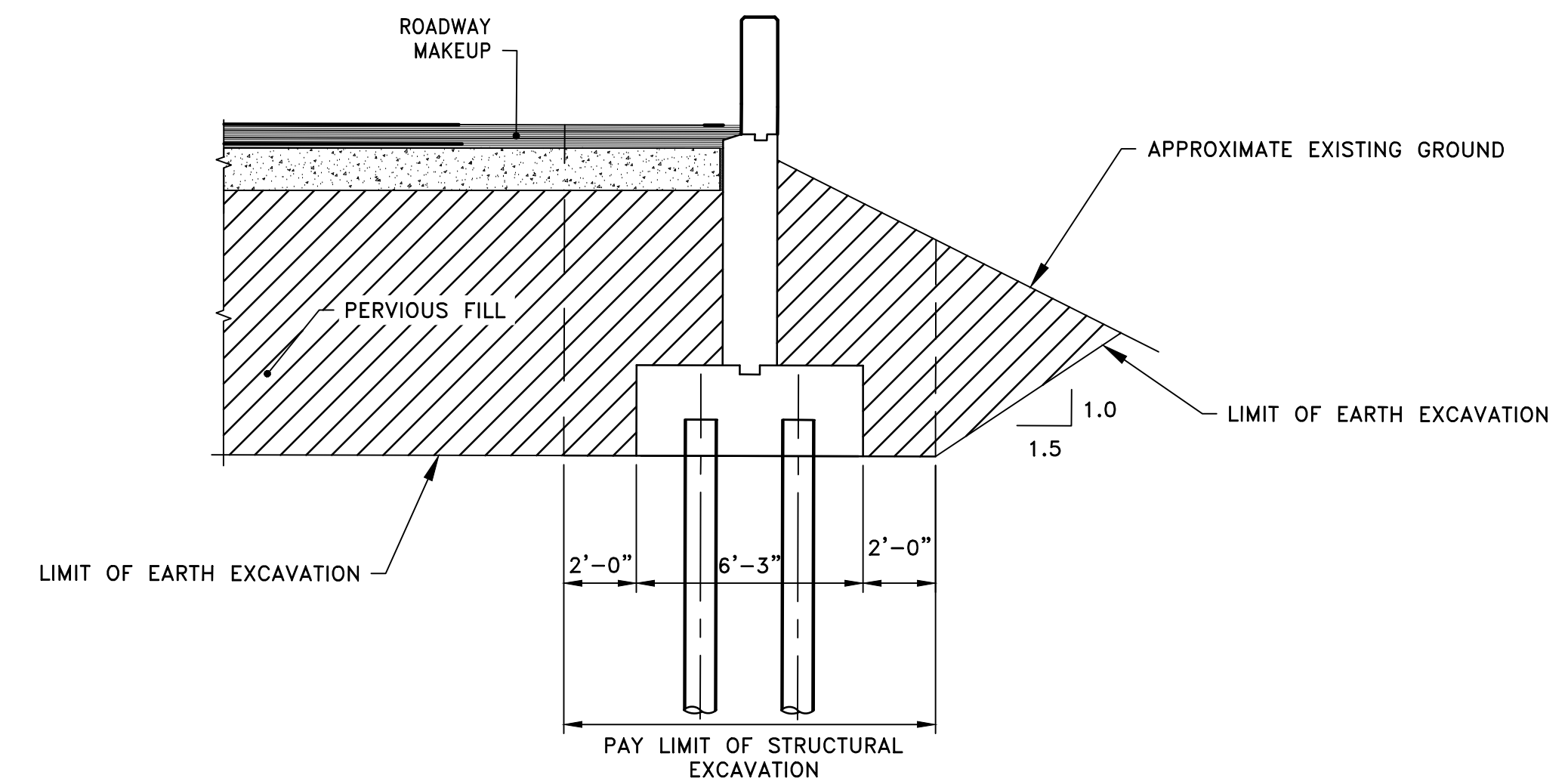
SCALE: 3"=1'-0"

END POST NOTES:

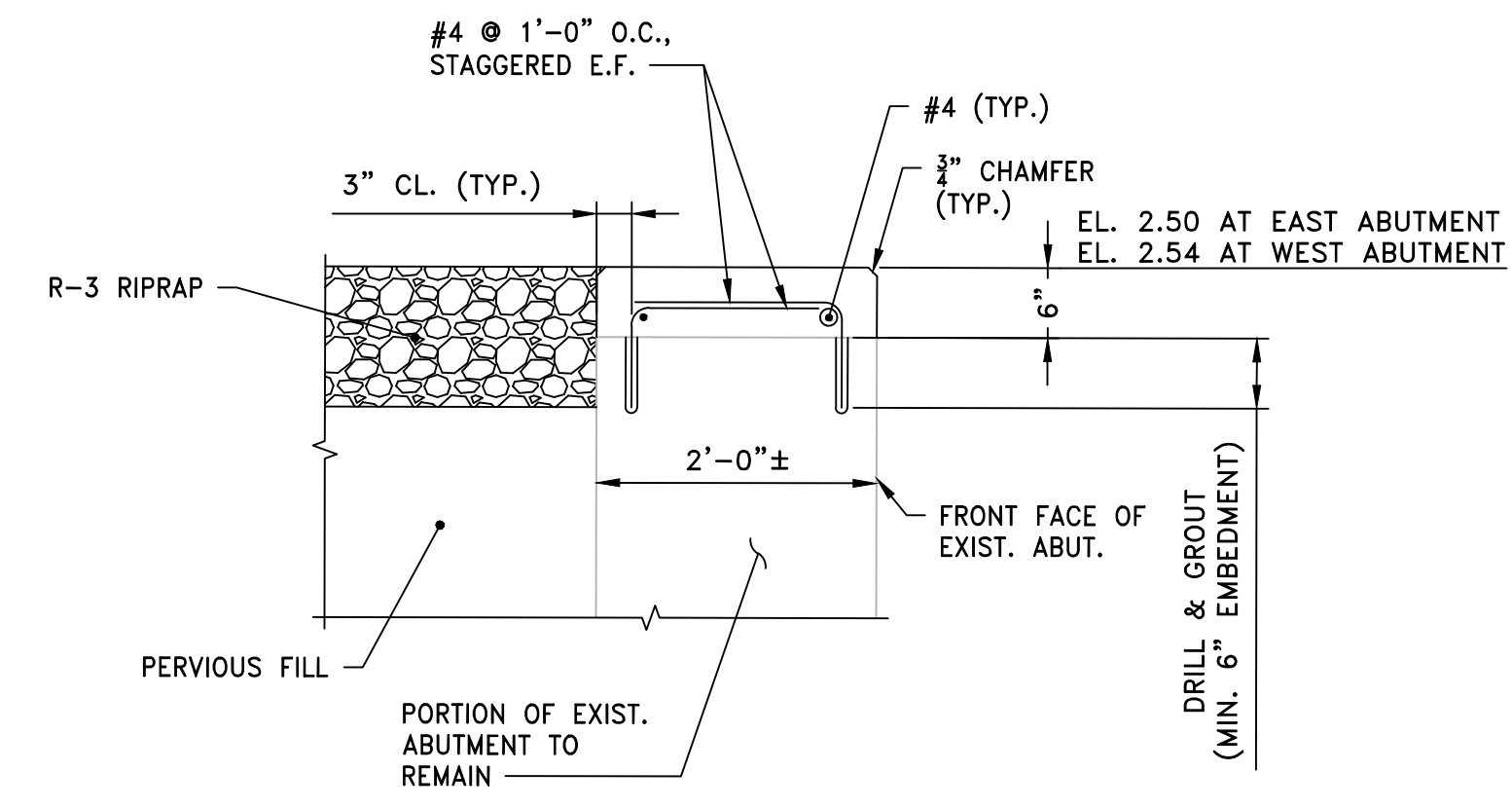
1. TO INSURE PROPER GUARD RAIL ANCHORAGE, THE GUARD RAIL INSTALLATION SHALL BEGIN AT EACH END OF THE BRIDGE.
2. THE COST OF THE GUARD RAIL TRANSITION TO BRIDGE END POSTS ARE HIGHWAY ITEMS. APPROACH SECTIONS AND TRAILING SECTIONS ARE SEPARATE ITEMS IN THE PROPOSAL.



ABUTMENT PAY LIMITS
SCALE: 1/4" = 1'-0"



WINGWALL PAY LIMITS
SCALE: 1/4" = 1'-0"



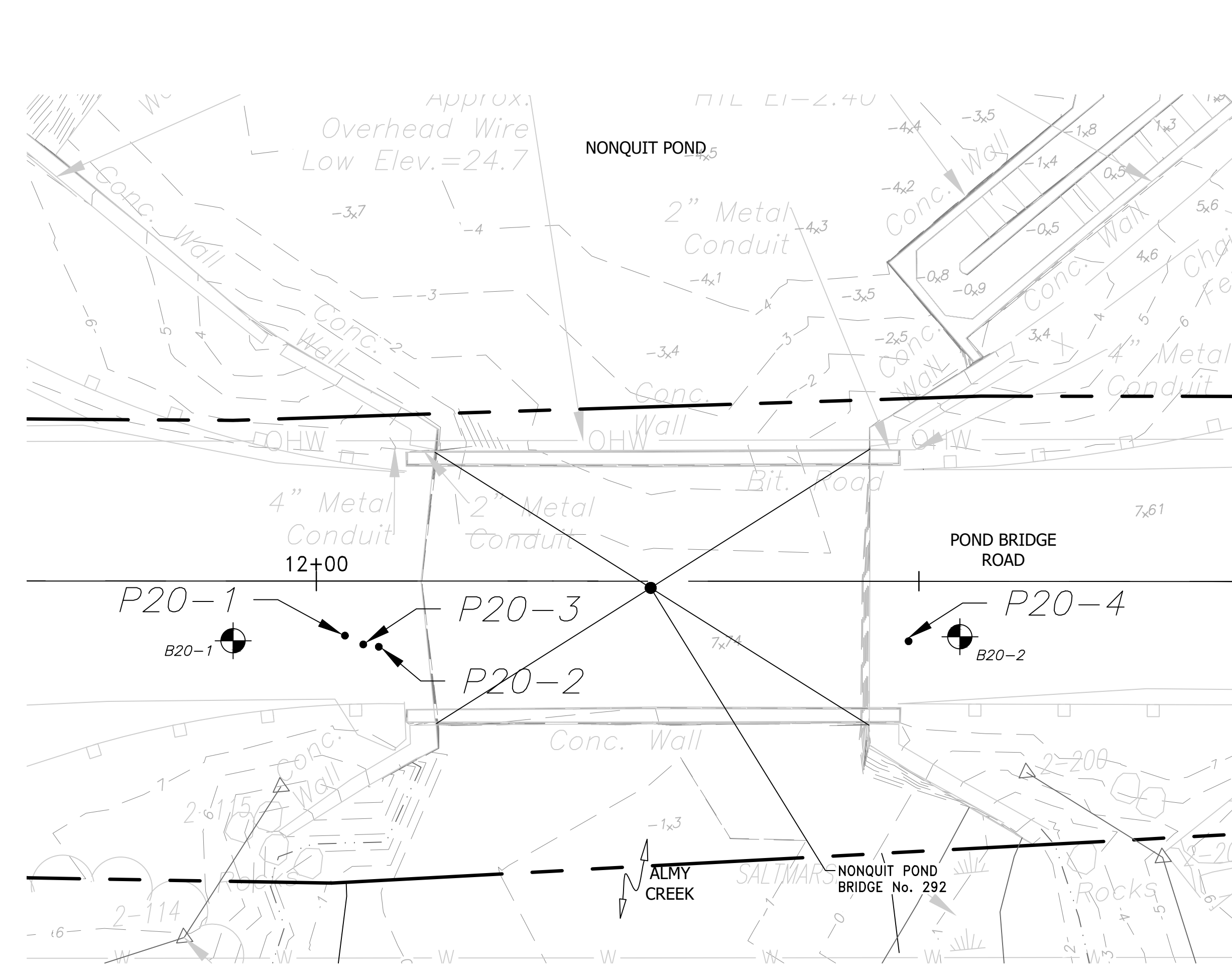
NOTE: CAP ON EXISTING ABUTMENT SHOWN. EXISTING WINGWALL SIMILAR.

EXISTING ABUTMENT AND CONCRETE CAP DETAIL
SCALE: 3/4" = 1'-0"



NOTES:

- DEWATERING WITHIN THE EXCAVATIONS SHOWN ON THIS SHEET SHALL BE IN ACCORDANCE WITH SECTION 203.03.3 AND SHALL BE INCLUDED IN THE COST OF ITEM CODE 203.0100 STRUCTURAL EXCAVATION EARTH.

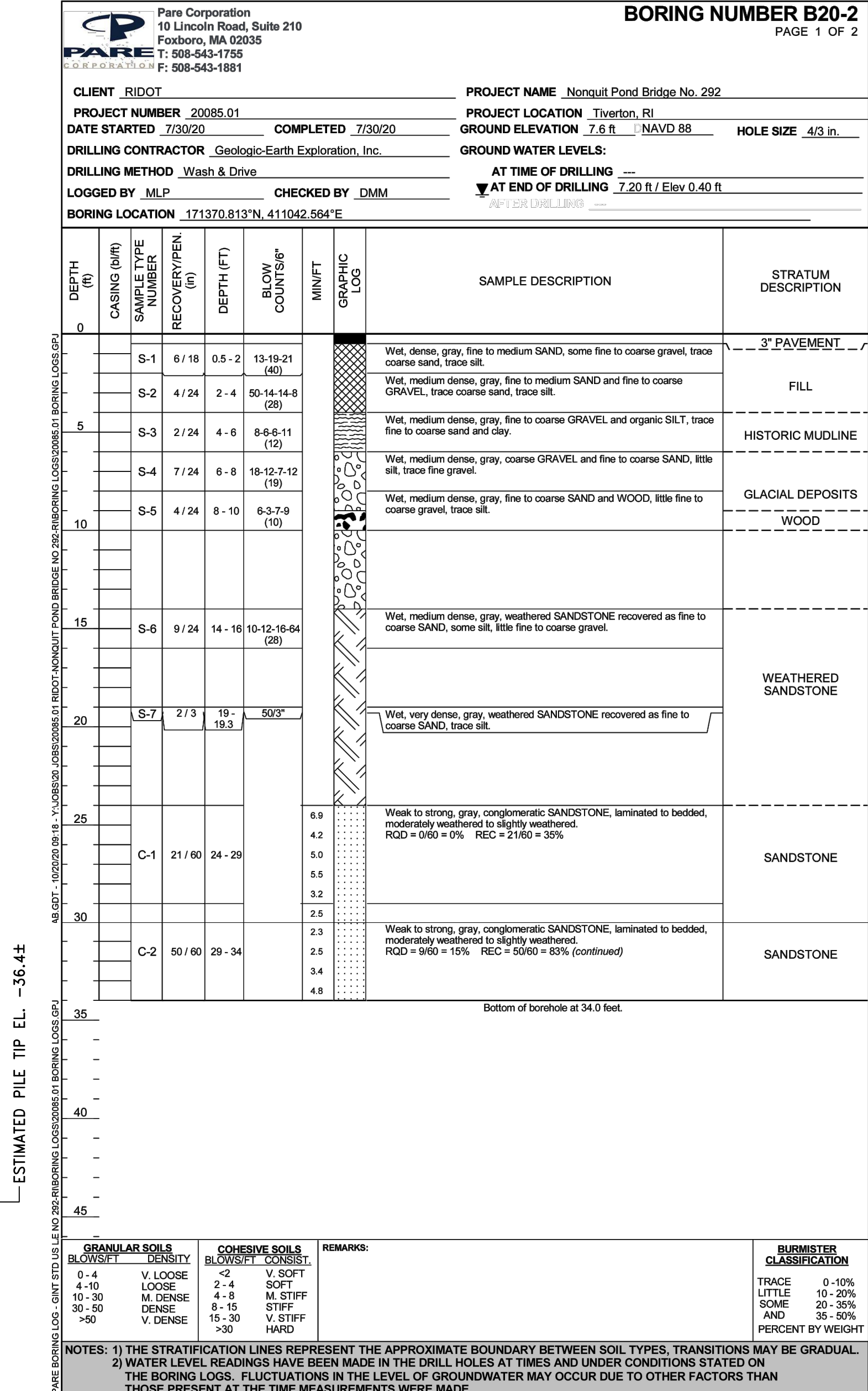
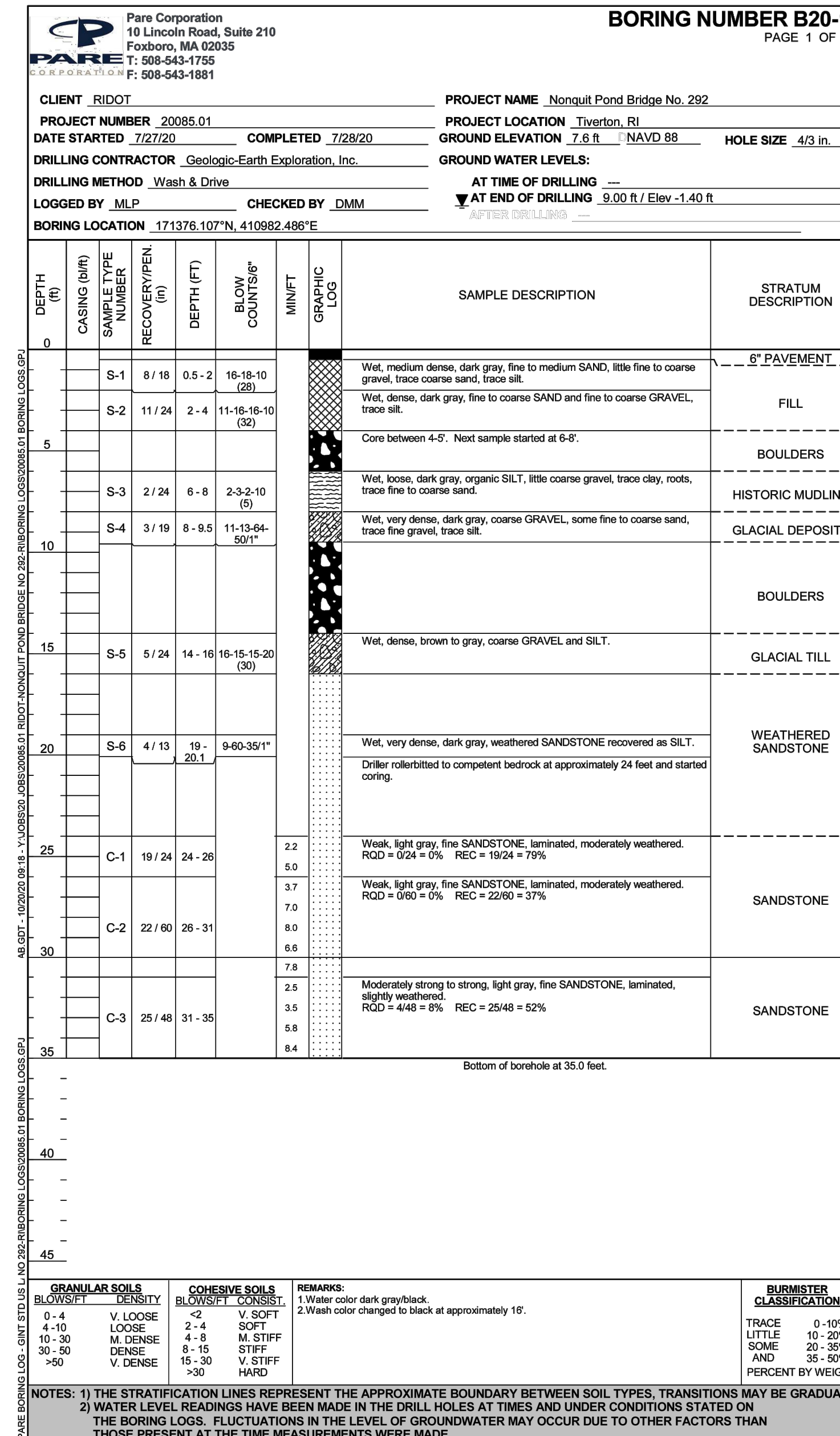
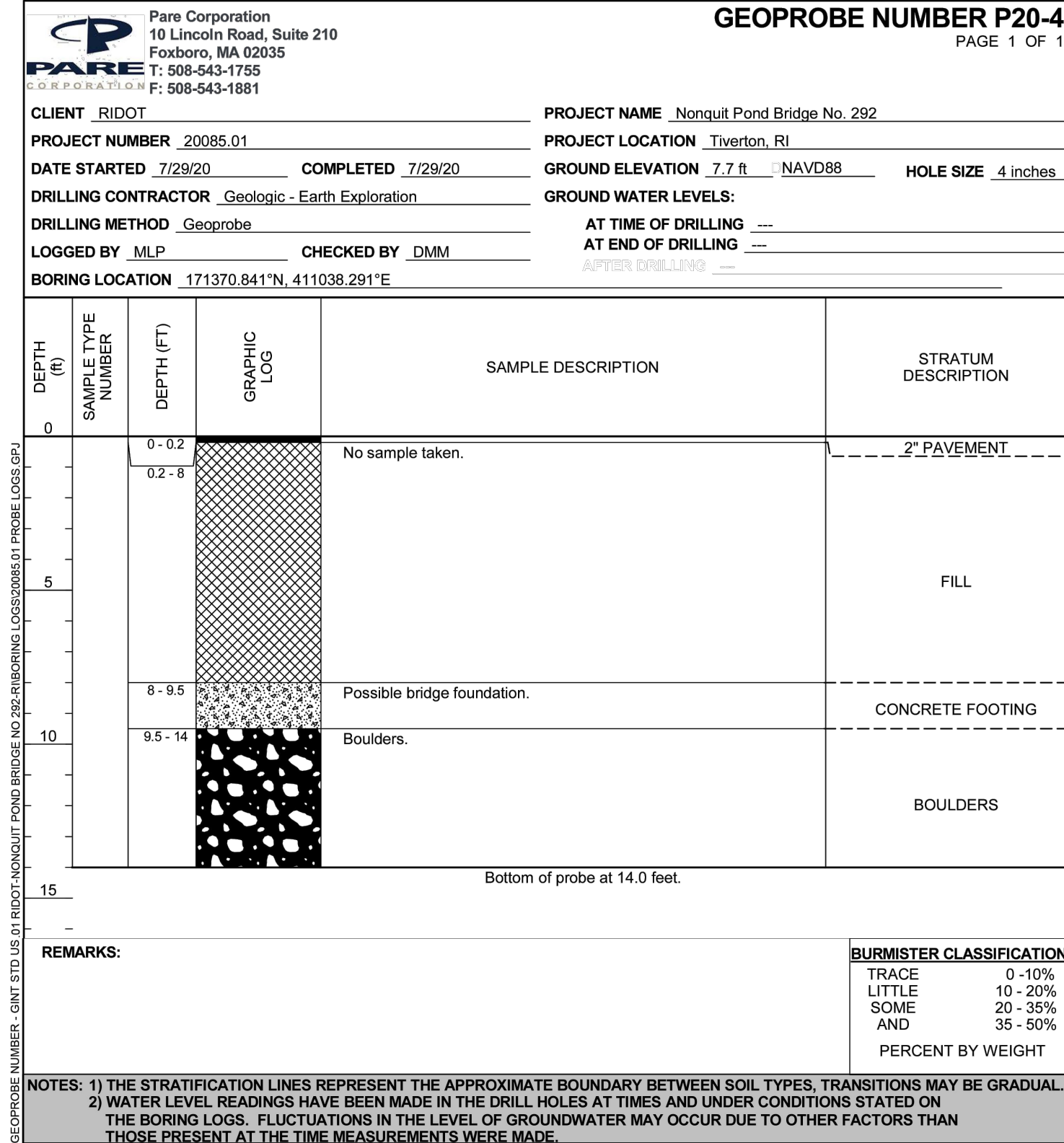
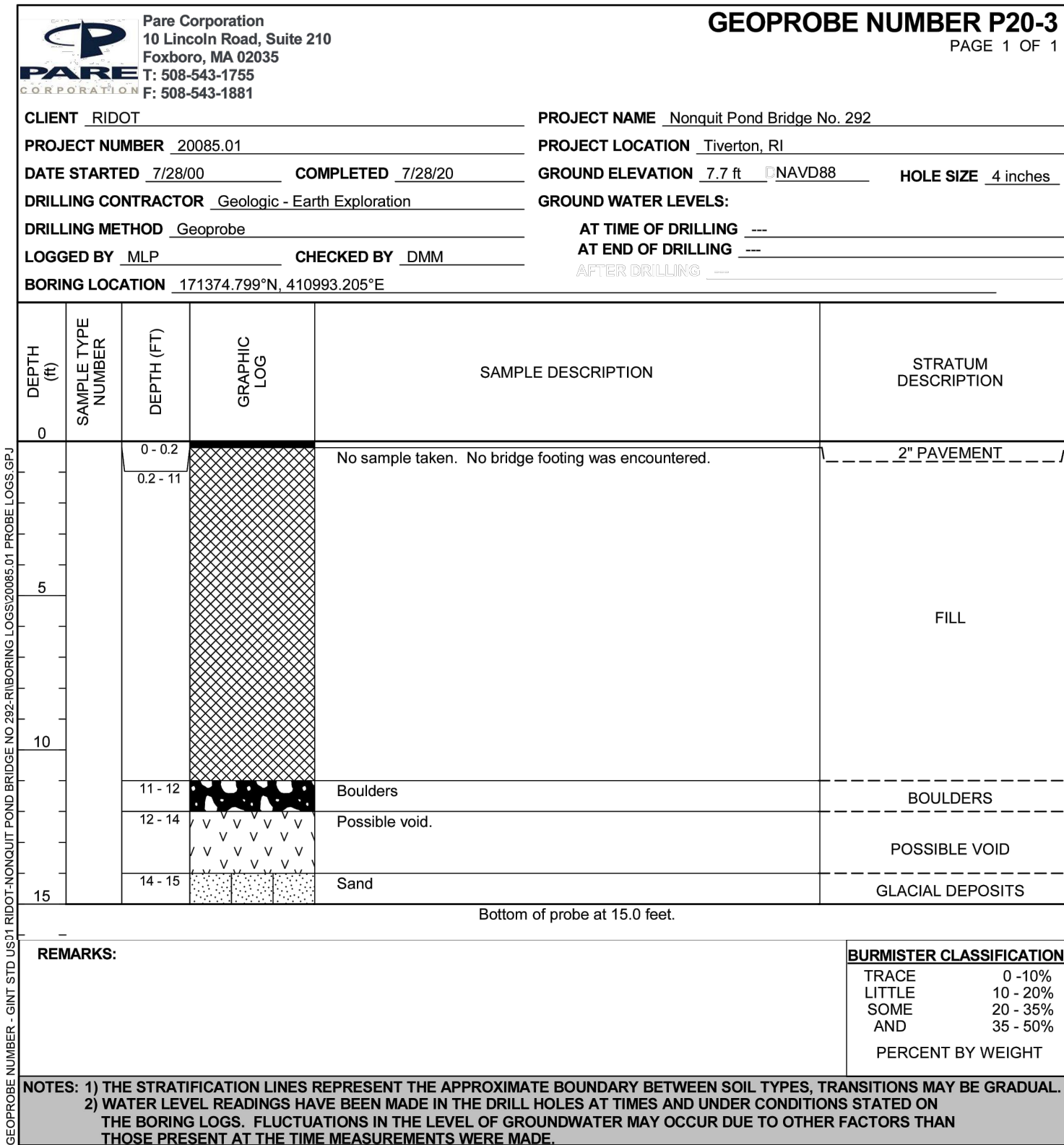
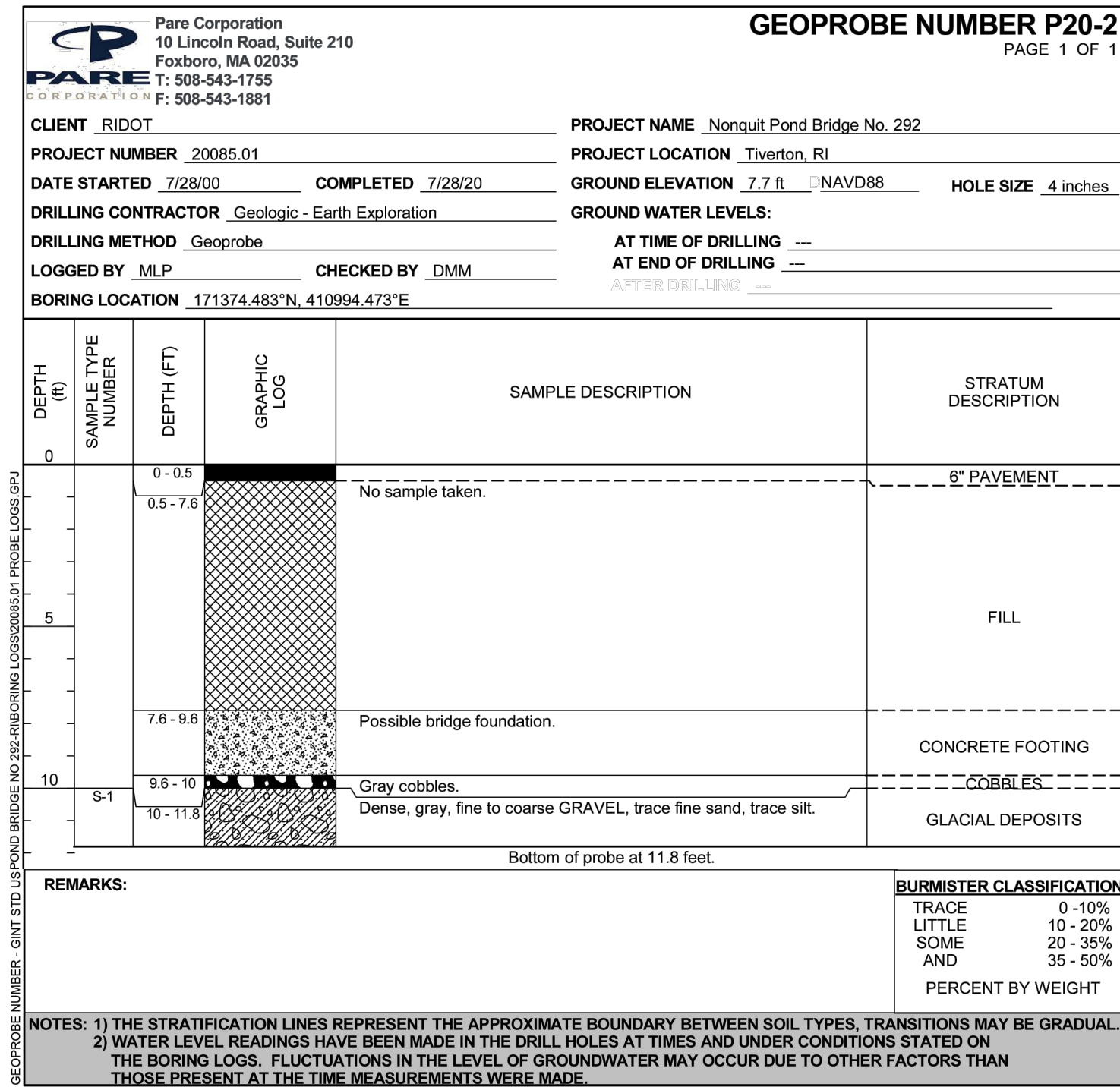
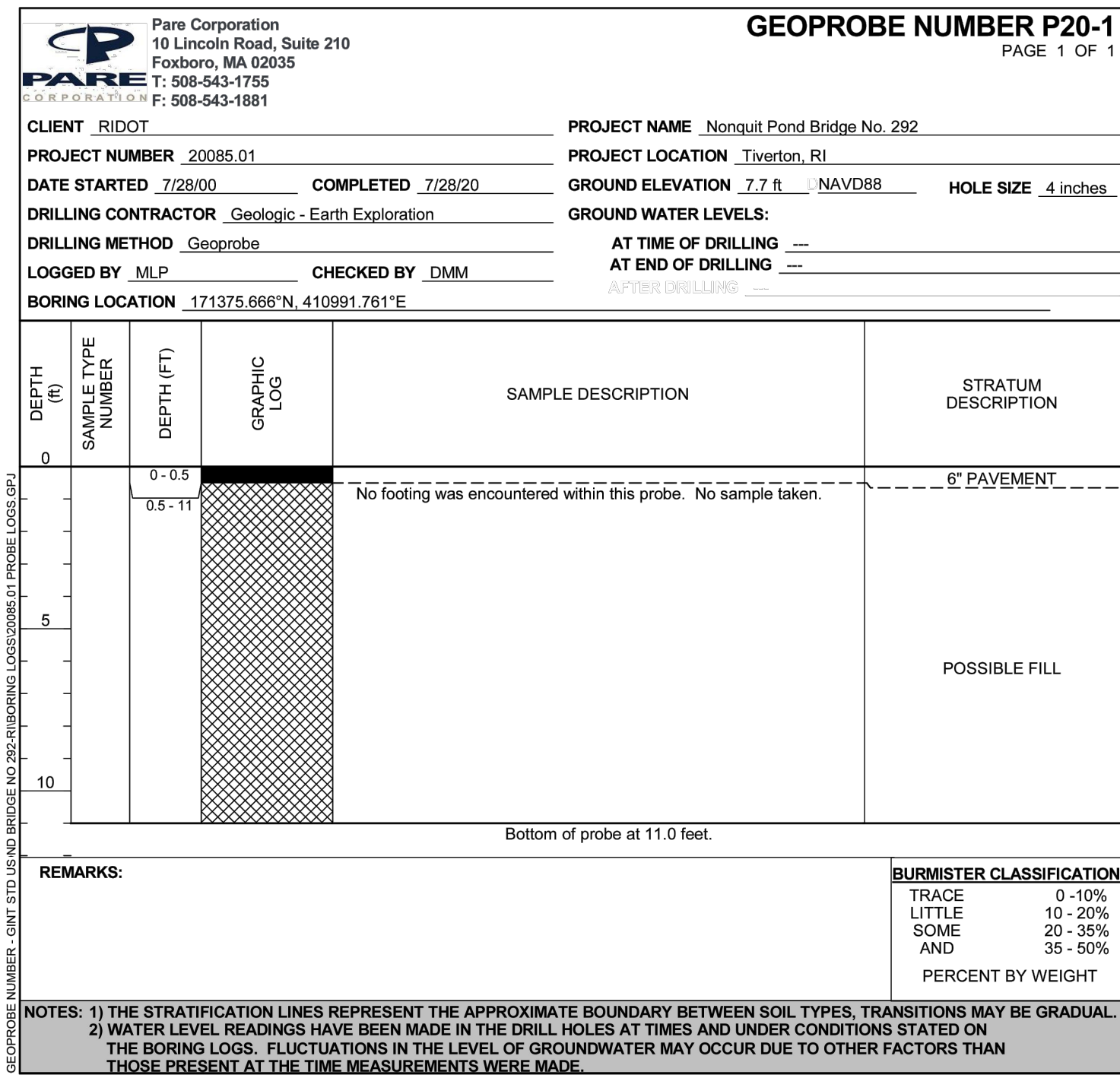
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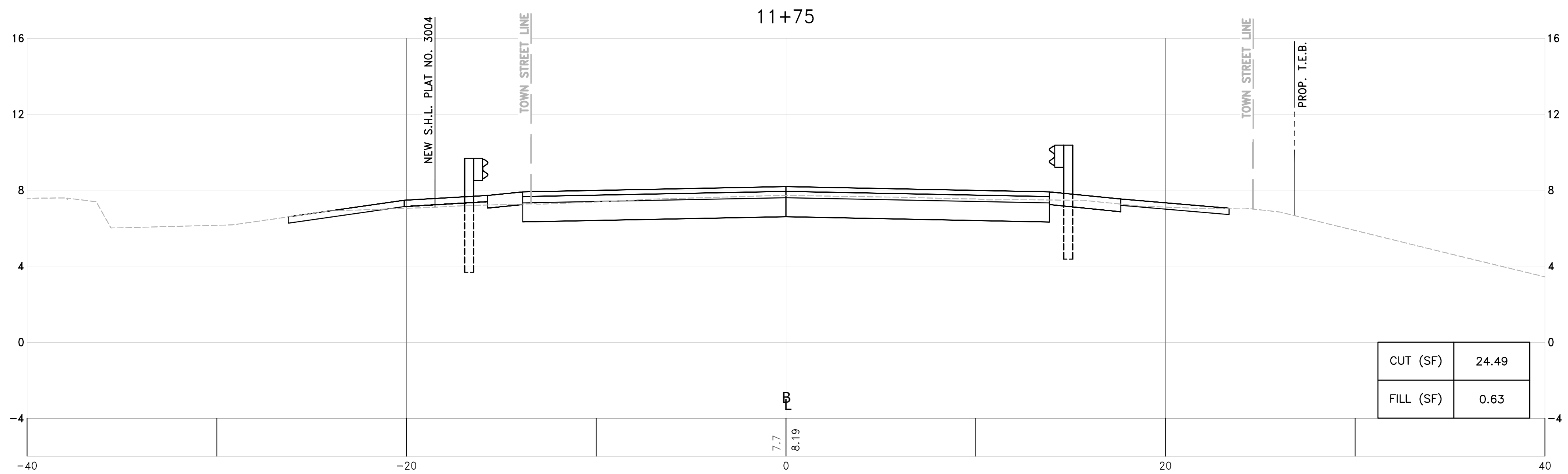
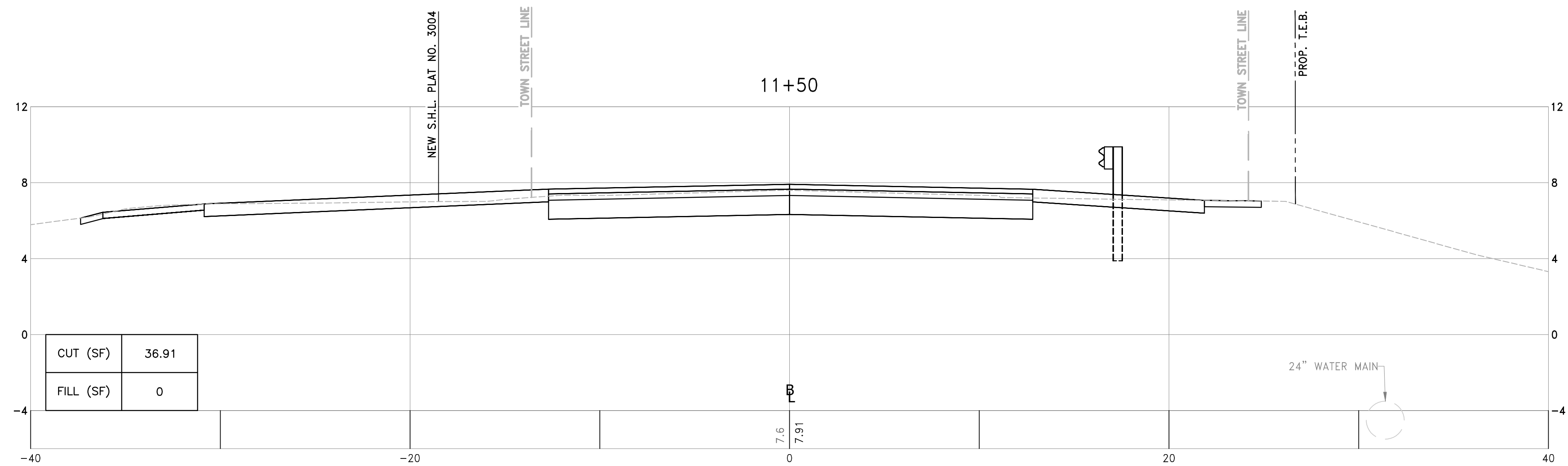
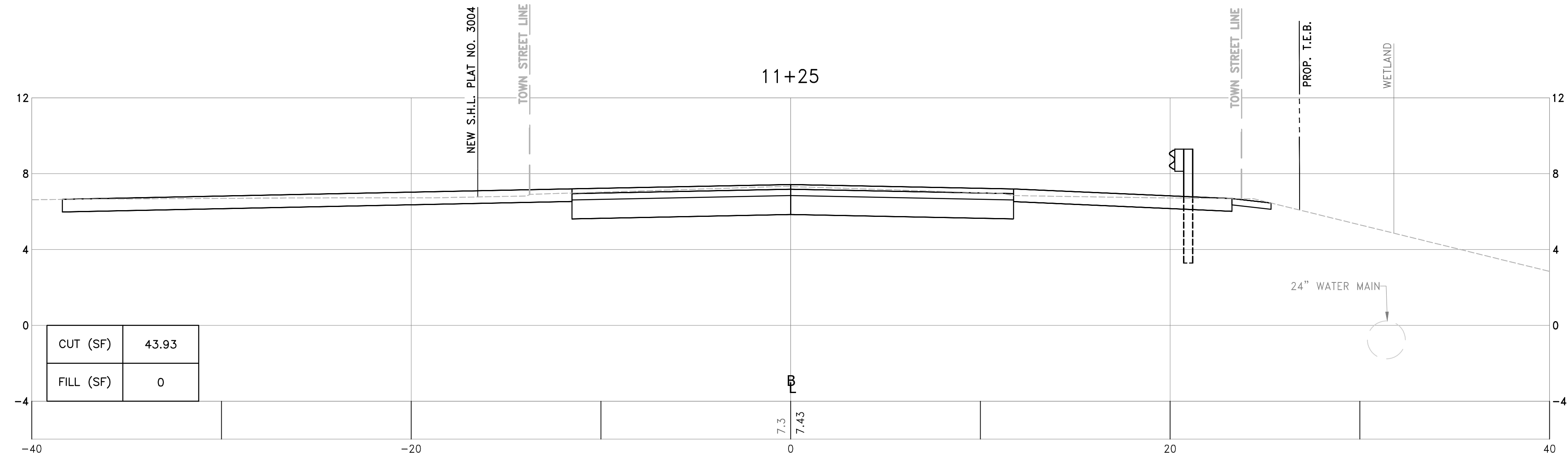


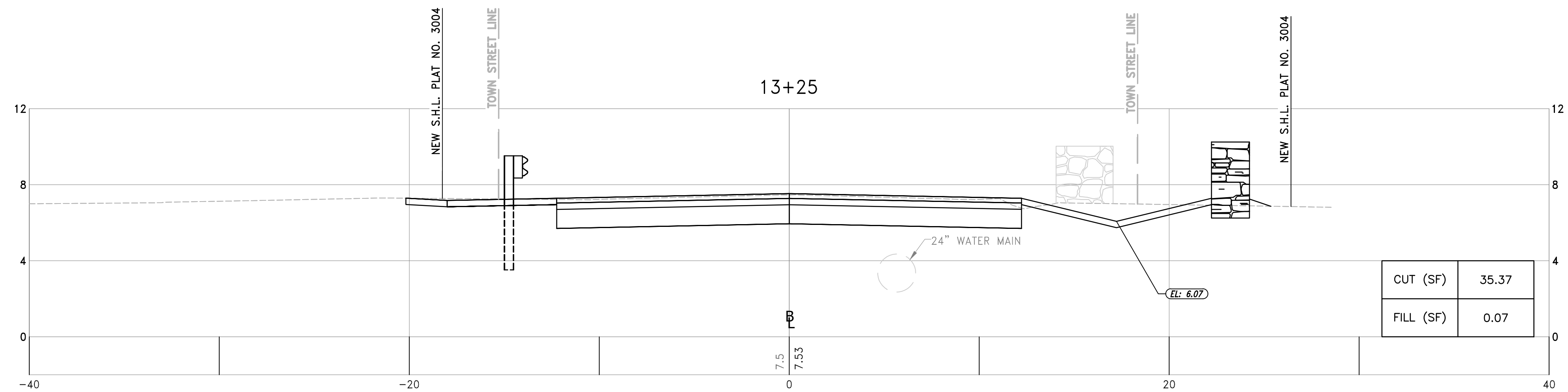
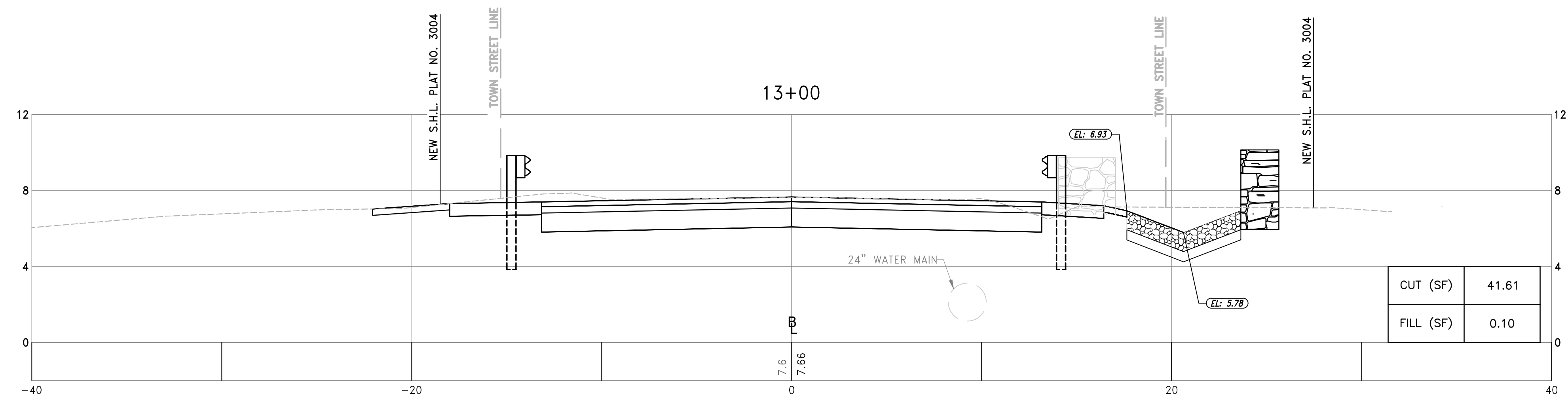
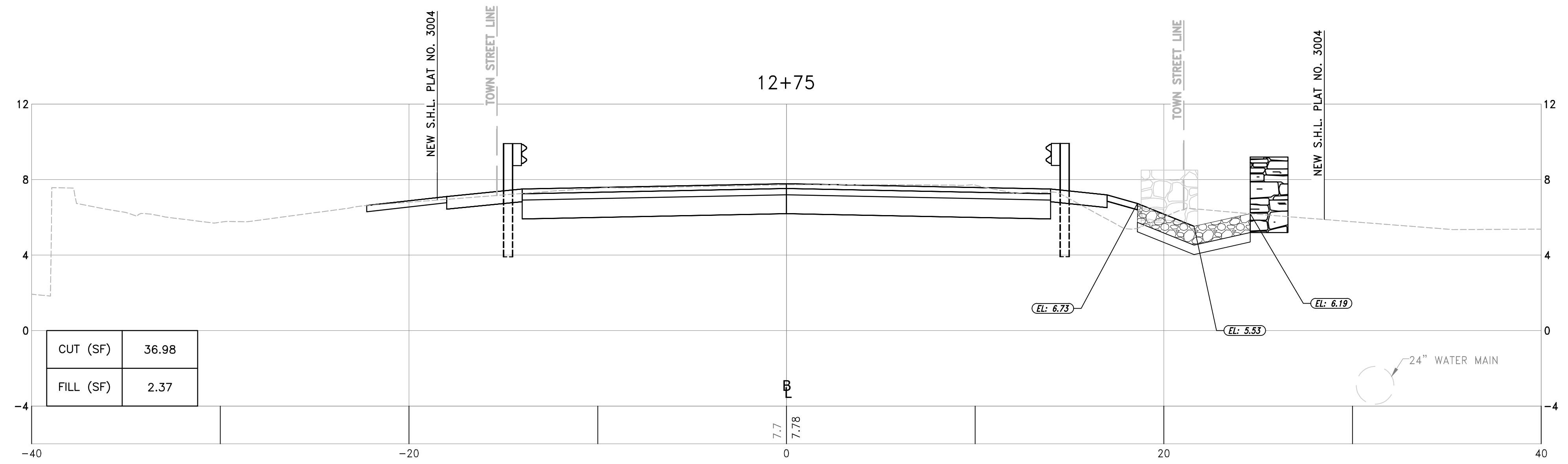
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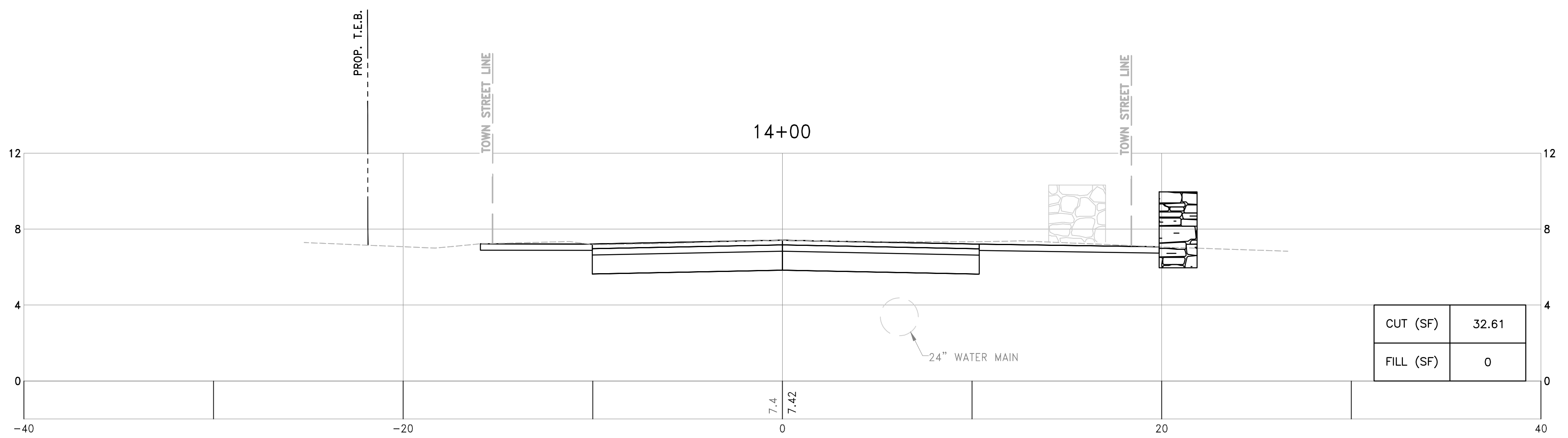
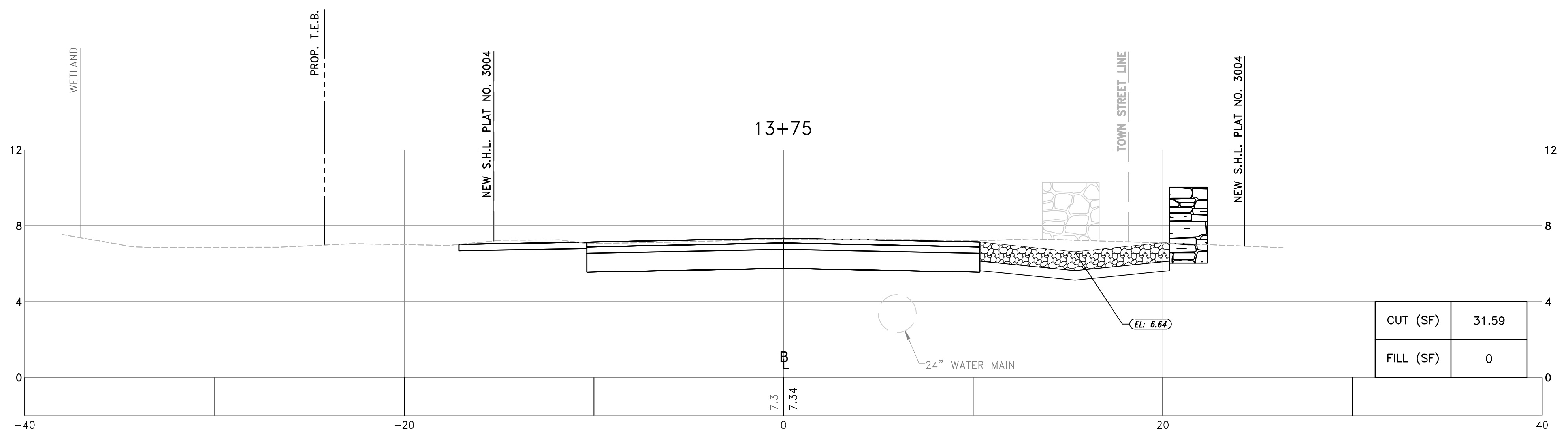
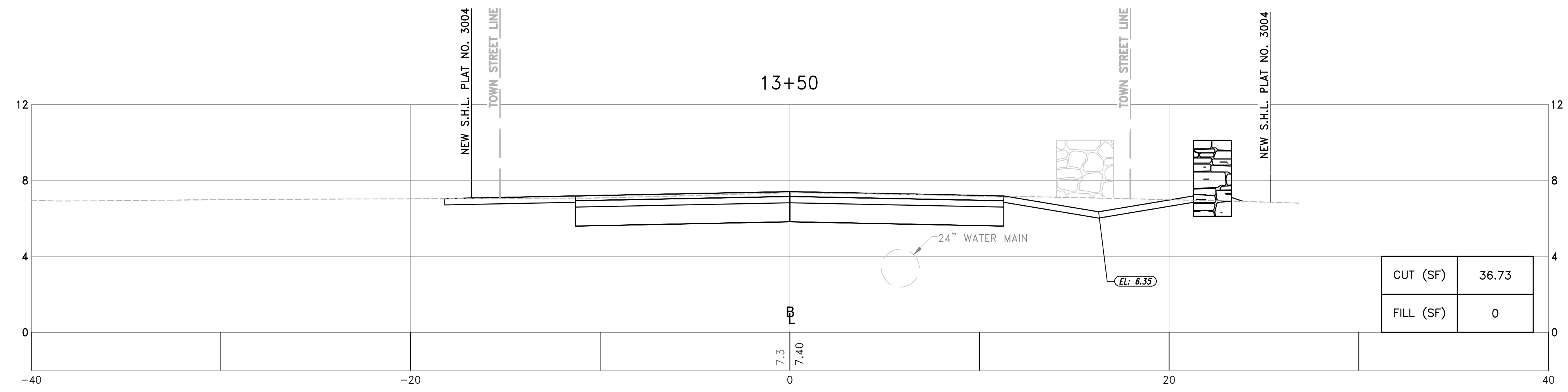
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B20-1 BORINGS COMPLETED BY GEOLOGIC-EARTH EXPLORATION, INC. ON JULY 27, 28, & 30, 2020. BORINGS WERE OBSERVED BY PARE CORPORATION PERSONNEL.
- 
P20-1 PROBES COMPLETED BY GEOLOGIC-EARTH EXPLORATION, INC. ON JULY 27, 28, & 30, 2020. PROBES WERE OBSERVED BY PARE CORPORATION PERSONNEL.

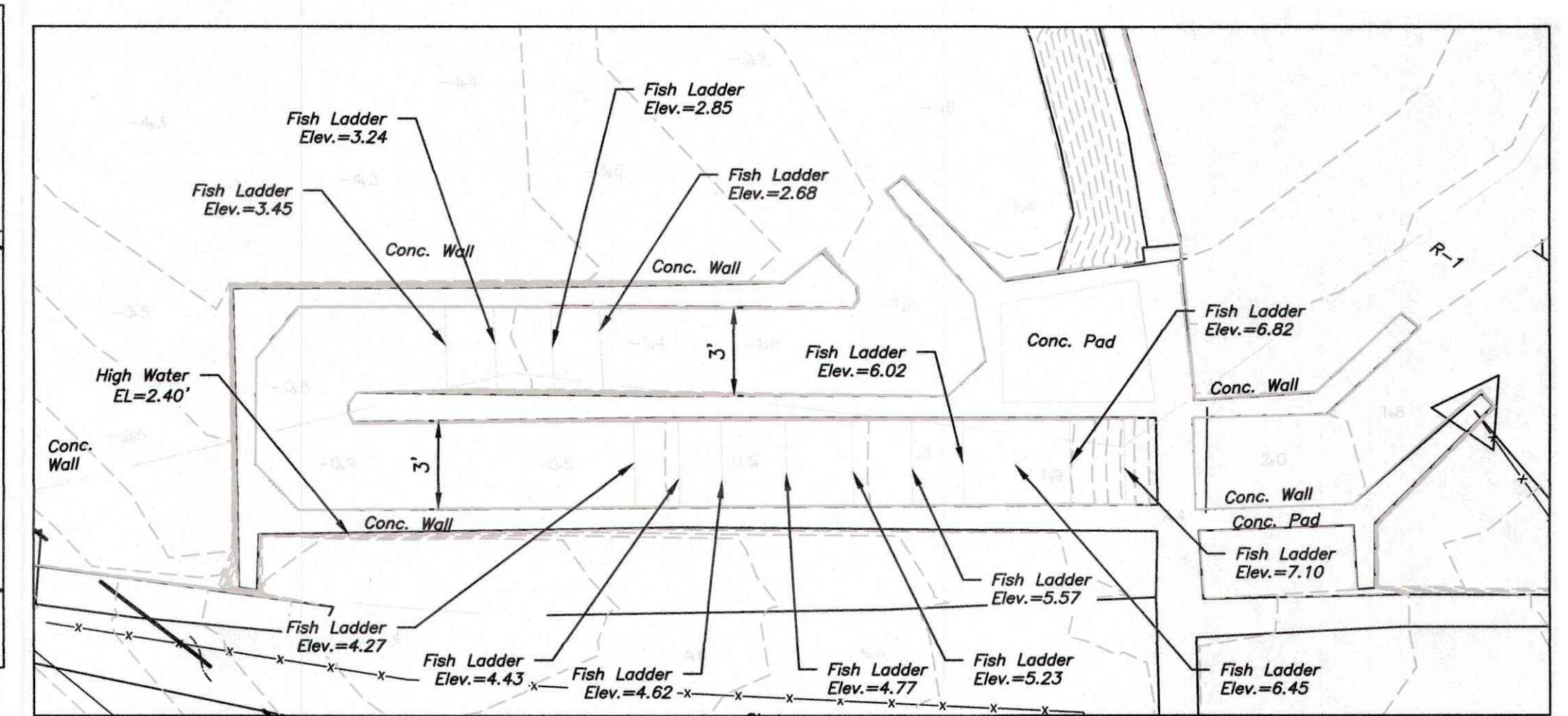
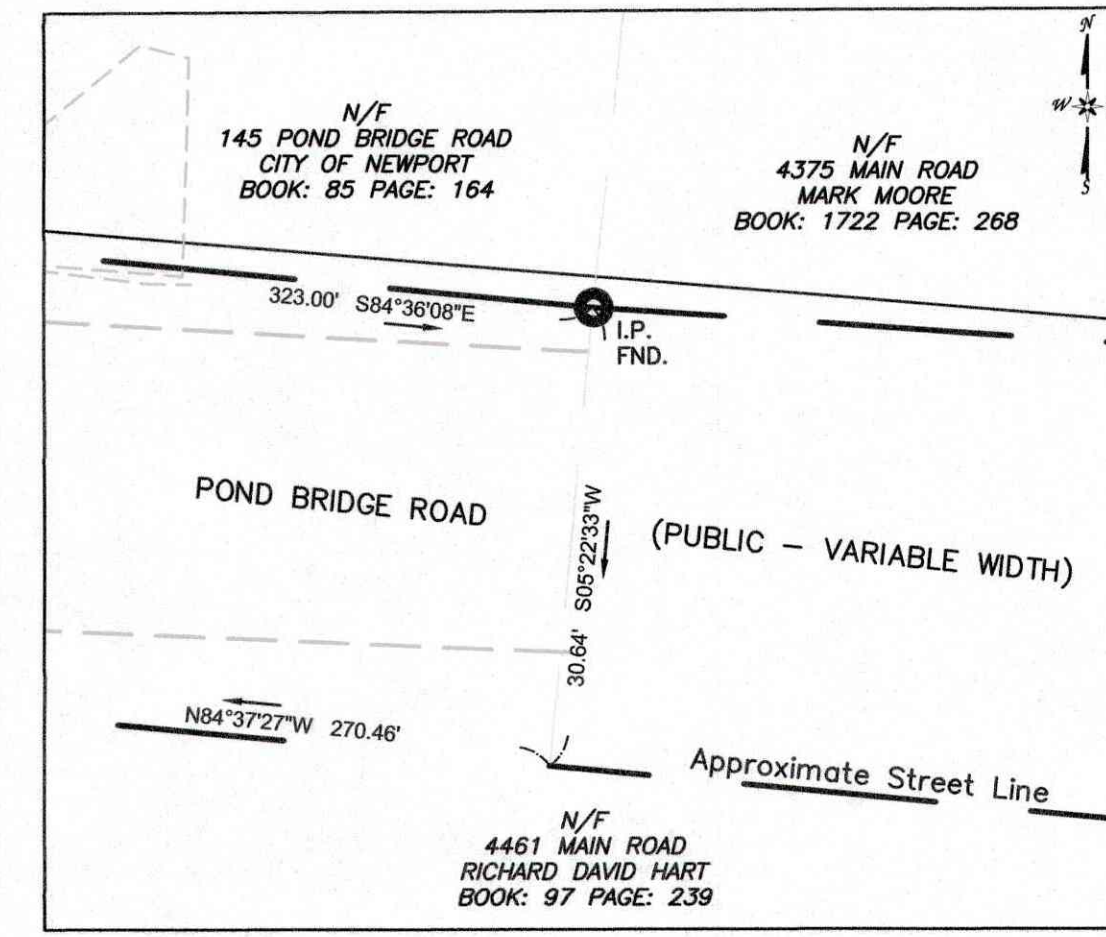
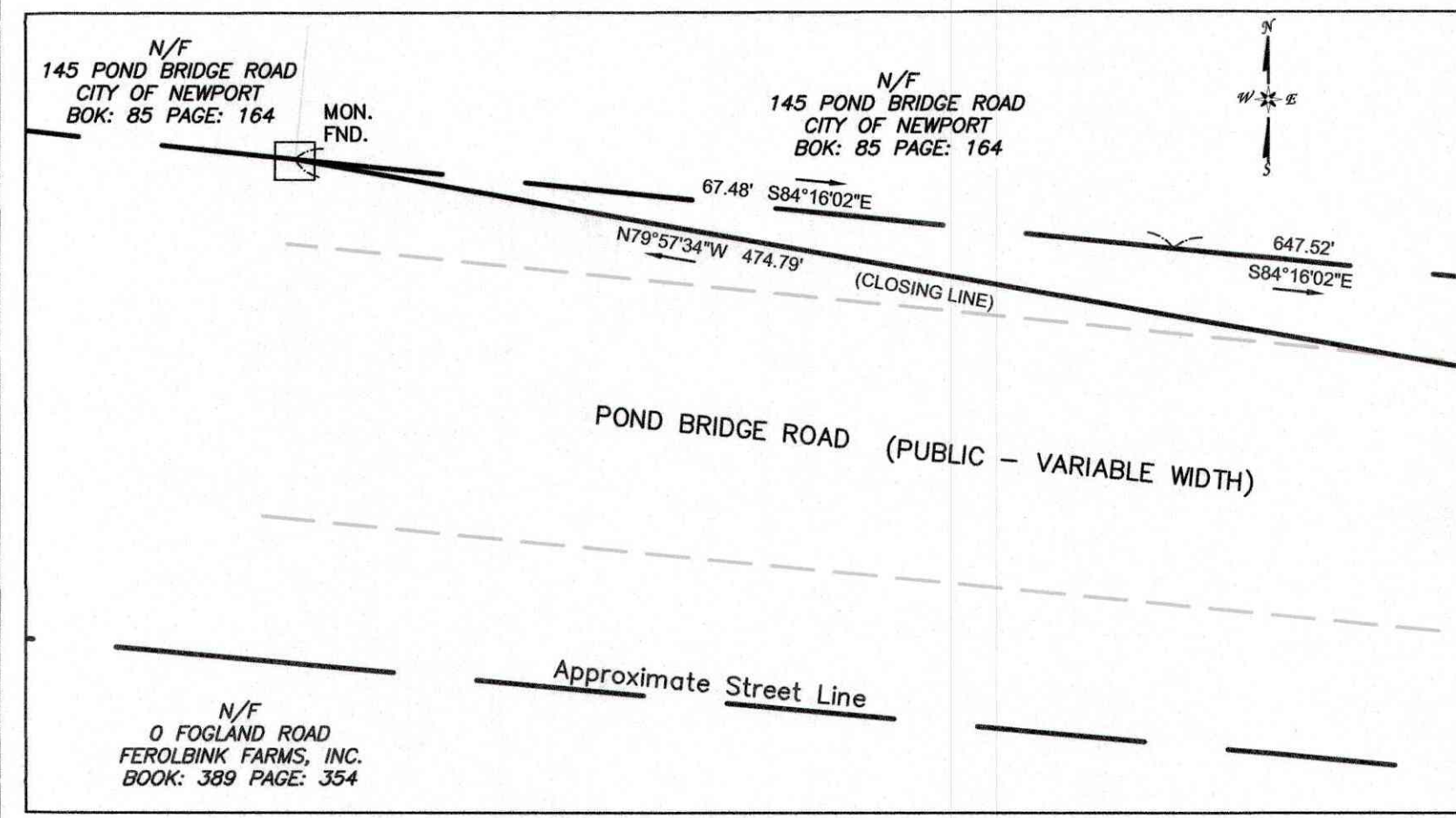
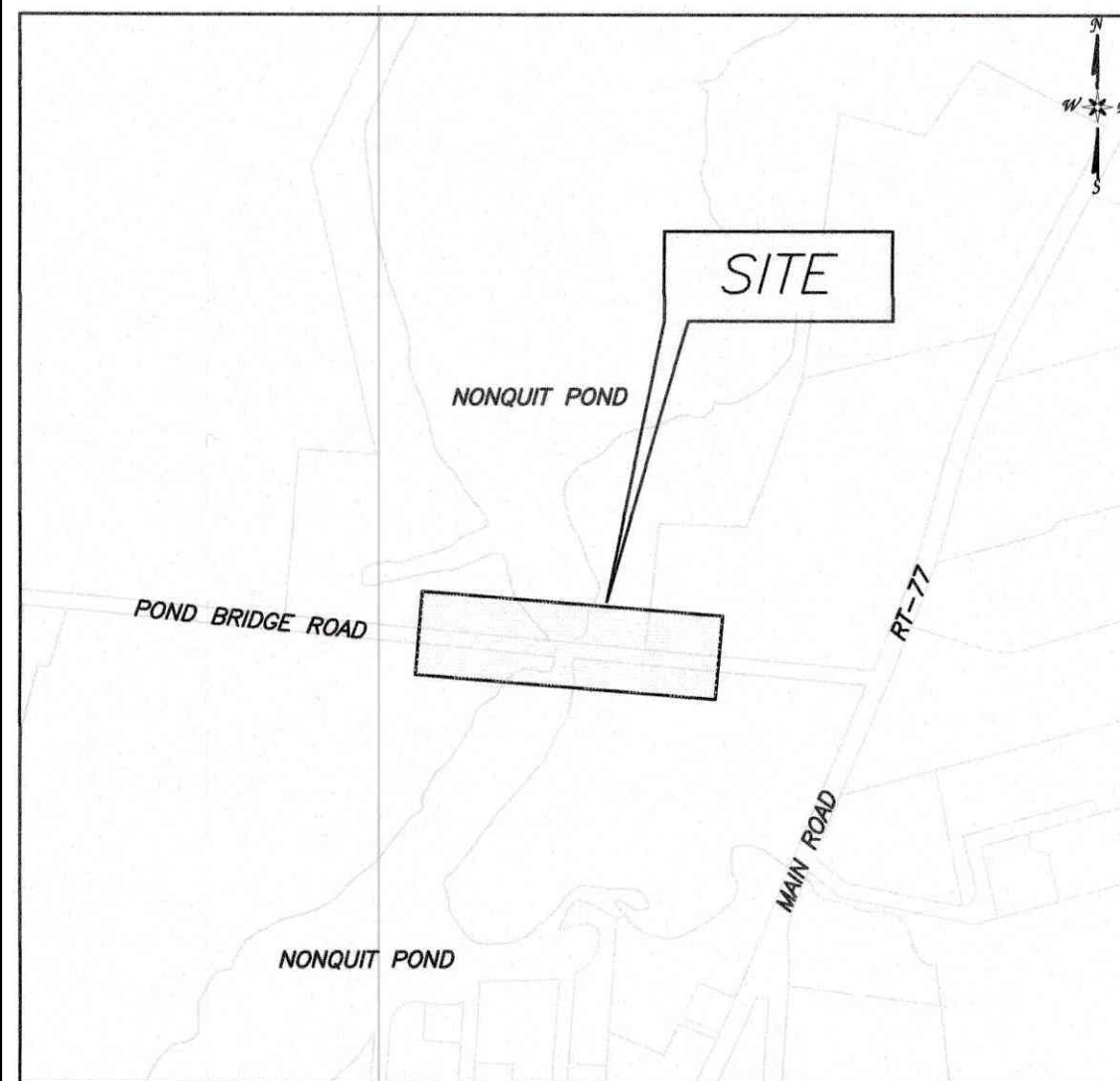
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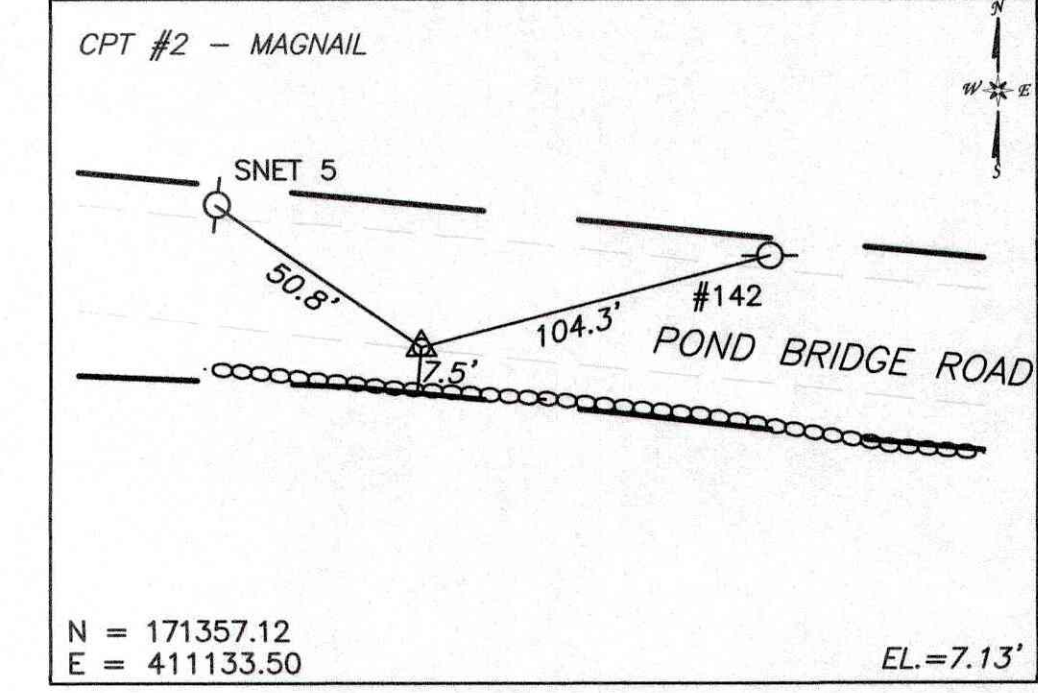
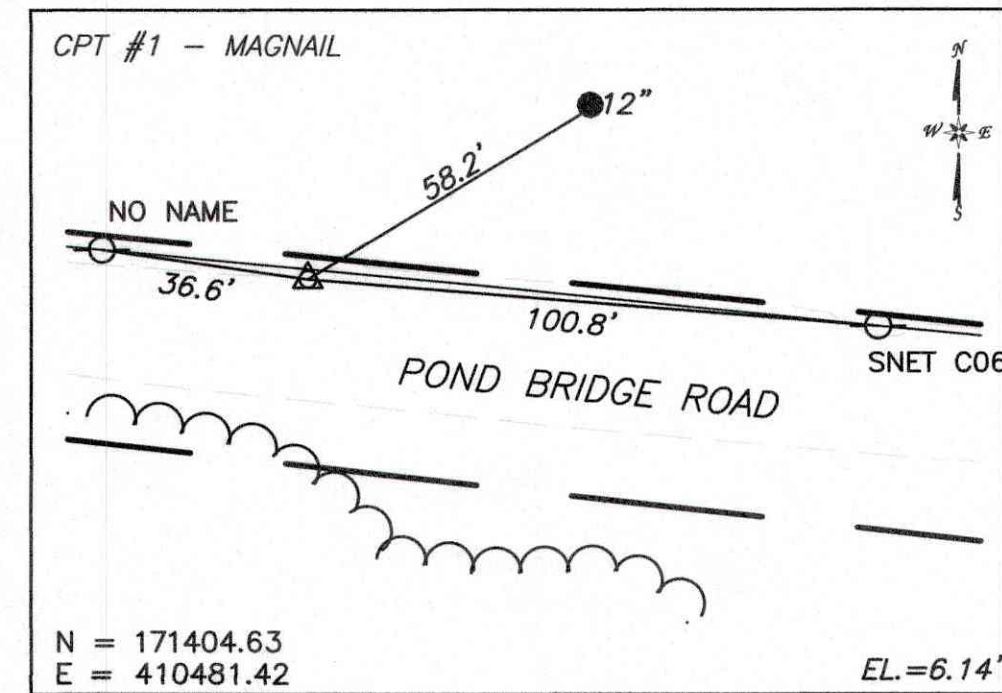
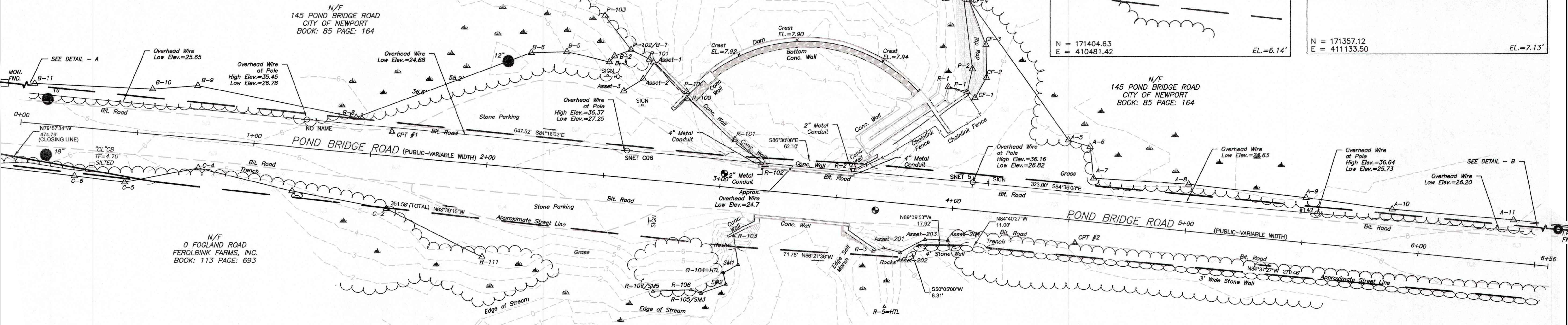






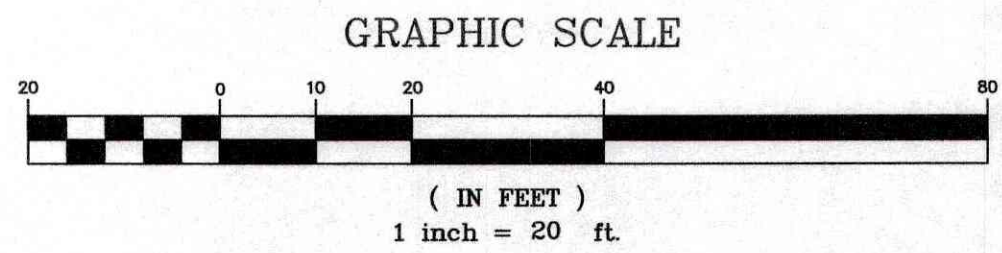
- NOTES:
- THIS SURVEY AND MAP HAS BEEN PREPARED TO HORIZONTAL ACCURACY CLASS 1, TOPOGRAPHIC ACCURACY CLASS T-2, PROPERTY LINES AND STREET LINES ACCURACY CLASS I AND IS INTENDED TO BE USED TO DEPICT EXISTING STREET LINES AND EXISTING TOPOGRAPHIC CONDITIONS.
 - NORTH ORIENTATION AND COORDINATES REFER TO RHODE ISLAND GRID SYSTEM MAD 83.
 - ELEVATIONS ARE BASED ON NAVD 88 OBTAINED UTILIZING RTK GPS METHODS, OBSERVATIONS MADE ON 7/17/20.
 - CENTERLINE BASE LINE DEPICTED HEREON BASED ON FIELD LOCATED ROADWAY FOR THE PURPOSE OF CREATING CROSS SECTION AND NOT INTENDED TO BE A R.O.W. BASELINE.
 - NOT ALL IMPROVEMENTS ARE SHOWN.

- MAP REFERENCES
- "METES AND BOUNDS SURVEY OF AREA TO BE ACQUIRED FOR RESERVOIR PURPOSES", SCALE: 1"=200', SHEET 1 OF 1, PREPARED BY CHARLES A. MAGUIRE AND ASSOCIATES DATED: OCTOBER 22, 1942. LAST REVISION 11/20/1942.
 - "LAND OF BERNARD AG TARADASH & JASON M. PECKHAM" SCALE: 1"=200', SHEET 1 OF 1, PREPARED BY WARREN HALL DATED: OCTOBER 22, 1997.
 - "5 LOT MINOR SUBDIVISION - FINAL PLAN" PREPARED FOR FEROLBINK FARMS, INC. SCALE: 1"=100', MAP 1-2 BLOCK 123, SHEET 1 OF 4, PREPARED BY CIVIL ENGINEERING CONCEPTS, INC DATED: JANUARY 13, 2009. LAST REVISION ON JUNE 7, 2010.
 - "AREA SUBJECT TO AGRICULTURAL DEED TO DEVELOPMENT RIGHTS" SCALE: 1"=80', SHEET 1 OF 1, PREPARED BY BAKER LAND SURVEYING, INC. DATED: NOVEMBER 11, 2018, LAST REVISION ON MARCH 31, 2019.



SYMBOLS LEGEND

	EDGE OF PAVEMENT		CONTOUR LINE
	PROPERTY LINE		EDGE OF WETLAND
	STREET LINE		WOOD OR BRUSH LINE
	UTILITY POLE		WETLAND AREA
	POLE GUY		RIP-RAP
	SIGN		SPOT GRADE
	CATCH BASIN		IRON PIN FOUND
	FENCE		FIRE HYDRANT
	APPROX. BORING LOCATION		
	MONUMENT FOUND		



NOTES:
INDICATED UNDERGROUND UTILITIES ARE BASED ON ACTUAL FIELD LOCATIONS AND AVAILABLE NOTES AND MAPPING BY OTHERS. THE LOCATIONS ARE APPROXIMATE AND ALL UTILITIES MAY NOT BE SHOWN. PRIOR TO ANY CONSTRUCTION THE CONTRACTOR SHALL HAVE ALL UTILITIES MARKED ON THE GROUND.



THIS SURVEY HAS BEEN CONDUCTED AND THE PLAN HAS BEEN PREPARED PURSUANT TO SECTION 9 OF THE RULES AND REGULATIONS ADOPTED BY THE RHODE ISLAND BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS ON NOVEMBER 25, 2015, AS FOLLOWS:
LIMITED CONTENT BOUNDARY SURVEY - CLASS I
CONTROL SURVEY - CLASS I
DATA ACCUMULATION - CLASS III
THE PURPOSE FOR THE CONDUCT OF THE SURVEY AND FOR THE PREPARATION OF THE PLAN IS AS FOLLOWS: TO DEPICT EXISTING TOPOGRAPHIC CONDITIONS.
DAVID A. ANNINO - P.L.S. #1963, COA #LS-A711
THIS MAP IS NOT VALID WITHOUT A LINE SIGNATURE AND SEAL.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DAVID A. ANNINO
No. 1963
PROFESSIONAL LAND SURVEYOR

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 45
OF: 45

Scale: 1"=20'

REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE

BRIDGE GROUP 44H - NONQUIT POND
TIVERTON
RHODE ISLAND
EXISTING CONDITIONS SURVEY PLAN