



State of Rhode Island
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

(401) 783-3370
Fax (401) 783-2069

PUBLIC NOTICE

File Number: 2023-04-094

Date: February 23, 2024

This office has under consideration the application of:

Department of Transportation
Attn: Alisa Richardson
360 Lincoln Avenue
Warwick, RI 02888

for a State of Rhode Island Assent to construct and maintain the Reconstruction of the East Bay Bike Path bridges over the Barrington River and Palmer River (RIC #2022-DB-012) including the installation of new piers, abutments, truss spans, riprap scour protection, and stormwater management. The revised submission includes plans for fishing access and additional rip rap fill for scour protection. Fishing access consists of a permanent bulkhead on the western side of the Palmer River and a public fishing pier on the eastern side of the Barrington River. The fishing pier is a public recreational facility consisting of a 33'8"x11'4" fixed pier and 24'x11'4" terminal T. This project requires special exceptions to CRMP § 1.3.1(L)(3)(c) – alterations to coastal wetlands not designated for preservation adjacent to Type3 Waters § 1.3.1(M)(2)(a) – the construction of new public transportation facilities in tidal waters, § 1.3.1(G)(3)(c) – the filling on a coastal feature or tidal waters, and § 1.3.1(J)(3)(a) – filling in Type 2 waters Variances are required for (CRMP § 1.3.1(B)(3)(a)(6)), filling rather than cutting on causeway slopes and §1.3.1(B)(3)(e)(1)(AA).filling on slopes steeper than 15 percent.

Project Location:	East Bay Bike Path Bridges
City/Town:	Barrington and Warren
Waterway:	Barrington River and Palmer River

Plans of the proposed work can be requested at Cstaff1@crmc.ri.gov.

In accordance with the Administrative Procedures Act (Chapter 42-35 of the Rhode Island General Laws) you may request a hearing on this matter.

You are advised that if you have good reason to enter protests against the proposed work it is your privilege to do so. It is expected that objectors will review the application and plans thoroughly, visit site of proposed work if necessary, to familiarize themselves with the conditions and cite what law or laws, if any, would in their opinion be violated by the work proposed.

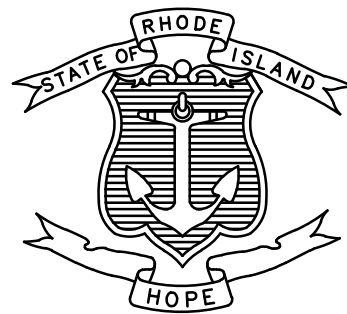
If you desire to protest, you must attend the scheduled hearing and give sworn testimony. A notice of the time and place of such hearing will be furnished you as soon as possible after receipt of your request for hearing. If you desire to request a hearing, to receive consideration, it should be in writing (**with your correct mailing address, e-mail address and valid contact number**) and be received at this office on or before **March 25, 2024**. Please email your comments/hearing requests to: cstaff1@crmc.ri.gov; or mail via USPS to: Coastal Resources Management Council; O. S. Government Center, 4808 Tower Hill Road, Rm 116; Wakefield, RI 02879.

/lat

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STATE OF RHODE ISLAND



DEPARTMENT OF TRANSPORTATION

PLAN, PROFILE AND SECTIONS OF PROPOSED
EAST BAY BIKE PATH BRIDGE REPLACEMENTS
BIKE PATH AND BRIDGE APPROACH PLANS
RECONSTRUCTION PLANS
ENVIRONMENTAL PERMITTING SET
VOLUME 1

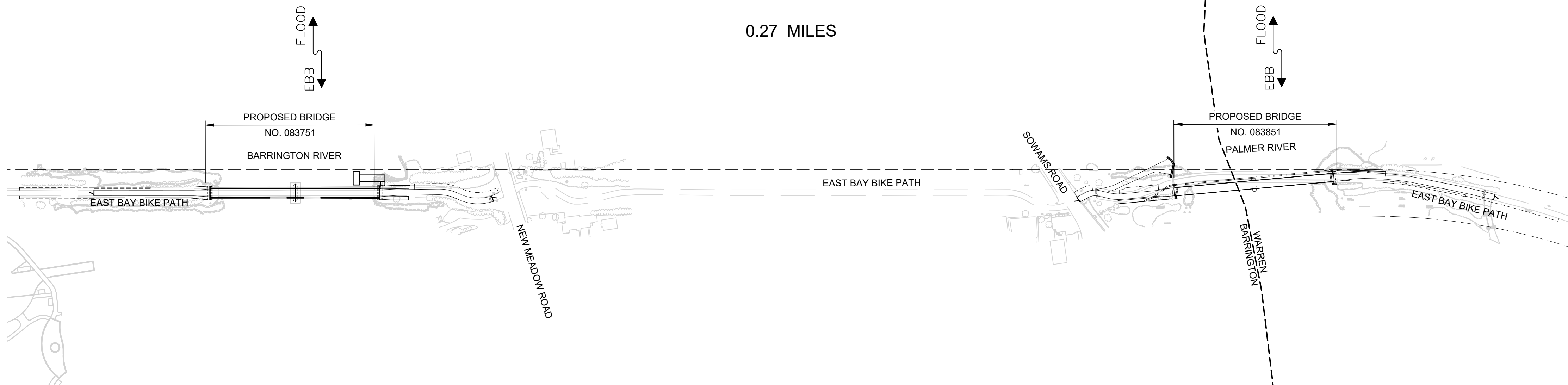
EAST BAY BIKE PATH OVER BARRINGTON RIVER AND PALMER RIVER

TOWNS OF BARRINGTON AND WARREN
COUNTY OF BRISTOL

R.I. CONTRACT NO. 2022-DB-012 F.A. PROJECT NO. BRO-0838(002)

PAVEMENT STRUCTURE
1" CLASS 4.75 HMA
3" CLASS 19.0 HMA
12" GRAVEL BORROW SUBBASE COURSE

0.27 MILES



LAYOUT PLAN
SCALE: 1"=120'

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, MARCH 2018, 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.

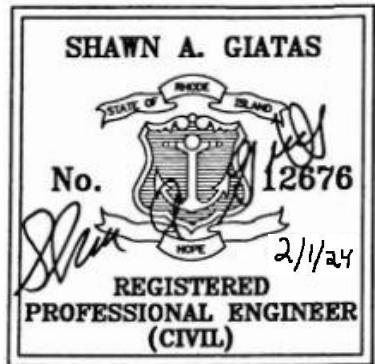


SCALES OF DRAWINGS	
Plans	1 inch = 20 feet
Profiles	1 inch = 20 feet Horizontal
Profiles	1 inch = 4 feet Vertical
Cross Sections	1 inch = 4 feet Horizontal
Cross Sections	1 inch = 4 feet Vertical

BASE OF LEVELS
NAVD 88
NAD 83 (2011)



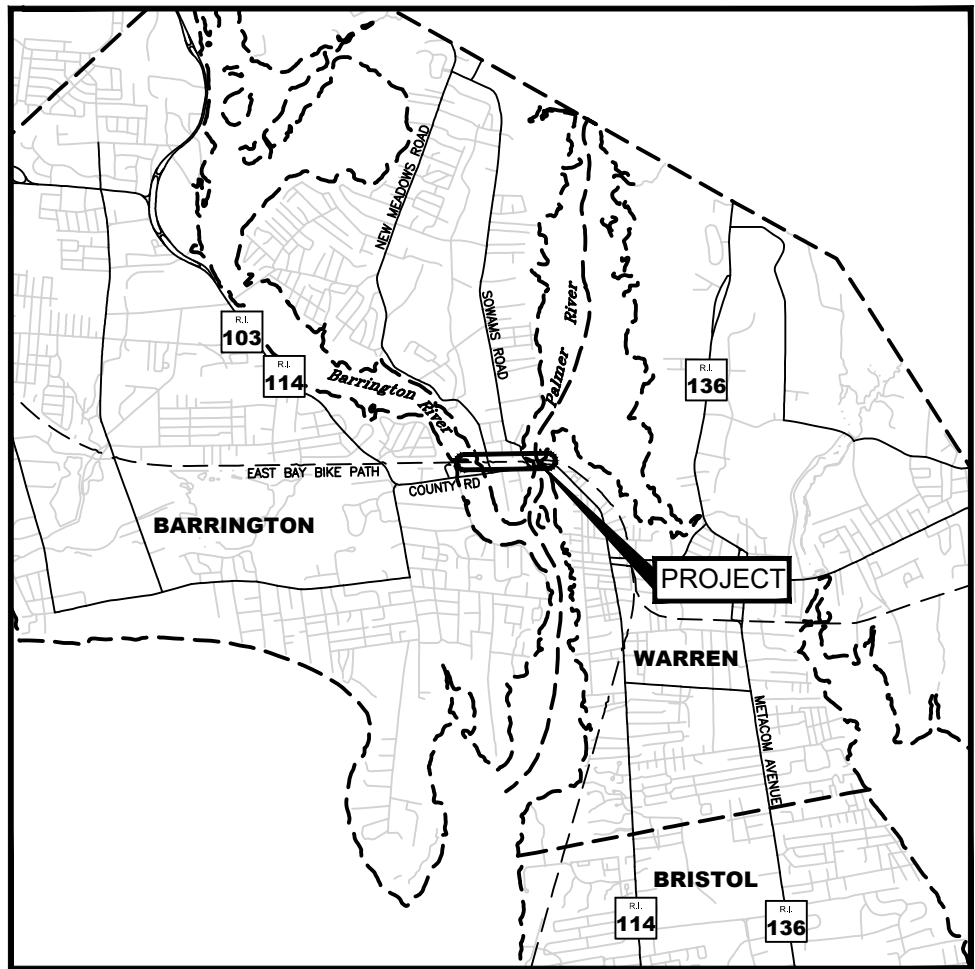
Contract Number 2022-DB-012
Number of Sheet 1
Total Sheets 26



PERMIT PLAN
REVISIONS
FEBRUARY 2024

R.I. DEPARTMENT OF TRANSPORTATION	
APPROVED	
ADMINISTRATOR, PROJECT MANAGEMENT	DATE
APPROVED	
CHIEF ENGINEER OF INFRASTRUCTURE	DATE
APPROVED	
DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	
DIVISION ADMINISTRATOR	DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	1	26



LOCATION MAP
SCALE: 1"=5000'

GENERAL NOTES:

1. 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.
2. 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.
3. 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.
4. ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.
5. THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE DETERMINED BY THE CONTRACTOR TO MEET THE REQUIREMENTS OF SECTION 907.
6. ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. 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.
8. 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.
9. THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
10. 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.
11. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS AND SHOP DRAWINGS OR AS MODIFIED BY THE ENGINEER.
12. THE COORDINATE SYSTEM, IF SHOWN, IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.
13. 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.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. 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):

20. 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).
21. 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.
22. 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:

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. SEEDING ON ALL SLOPES 3 TO 1 OR STEEPER SHALL CONSIST OF THE FOLLOWING APPLICATIONS UNLESS CHANGED IN THE CONTRACT.

a. SEEDING TYPE I.

b. ADHESIVE MULCH STABILIZER
7. UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.
8. 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.
9. ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.
10. 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.
11. 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.
12. PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL STRICTLY ADHERE TO THE PLANS AND SPECIFICATIONS.
13. 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.
14. 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.
15. 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):


16. 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.
17. 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.
18. 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.
19. 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.
20. 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.
21. THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
22. 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.
23. 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:

1. 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.
2. 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 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.
3. ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE CAPPED.
4. EXISTING WATER SERVICES SHALL BE RECONNECTED TO THE NEW WATER MAINS.
5. UTILITY SERVICE CONNECTIONS SHALL BE MAINTAINED TO ALL EXISTING FACILITIES TO REMAIN.
6. FIRE HYDRANTS SHALL NOT BE REMOVED FROM SERVICE WITHOUT WRITTEN AUTHORIZATION FROM THE FIRE DEPARTMENT OR THE WATER AUTHORITY.
7. ALL NEW WATER LINES SHALL BE DISINFECTED TO THE SATISFACTION OF THE WATER AUTHORITY IN ACCORDANCE WITH THE SPECIFICATIONS.
8. ALL UTILITY POLE RELATED WORK SHALL BE BY OTHERS.
9. 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.


FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	3	26

RECEIVED
2/7/2024
COASTAL RESOURCES
MANAGEMENT COUNCIL


na Bridge Company



1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

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			

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN
VOLUME 1
RHODE ISLAND

STANDARD NOTES - 1

0188A_V1_003_STDNOTES01

LANDSCAPE NOTES:

1. 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.
2. 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.
3. ALL PLANT MATERIAL IS TO BE FIELD LOCATED BY A REPRESENTATIVE FROM THE R.I.D.O.T. LANDSCAPE ARCHITECTURE UNIT.
4. 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.
5. 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.
6. ALL TREES AND SHRUBS SHALL BE MULCHED WITH PINE BARK MULCH IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
7. ALL TREES AND/OR SHRUBS THAT ARE PLANTED AS A BED SHALL BE MULCHED AS A BED.
8. PROVIDE A MINIMUM 6”–8” BRANCHING STANDARD ON ALL TREES INSTALLED ADJACENT TO SIDEWALKS AND/OR PEDESTRIAN ACCESS AREAS.
9. 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

1. 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

1. 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."
2. 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.
3. 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:

1. 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.
2. BACK PLATES SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL HEADS.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.
9. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
10. 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.
11. 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.
12. ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
13. ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
14. TRAFFIC SIGNAL CONTROLLERS AND CABINETS SHALL BE PROGRAMMED AND WIRED SO THAT ANY FIRE PRE–EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
15. 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:

1. 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.
2. ALL SIGN MOUNTINGS FOR TEMPORARY AND CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
3. 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.
4. 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.
5. POLICE OFFICERS AND FLAGPERSONS SHALL BE UTILIZED AS OUTLINED IN SECTIONS 913 & 914 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
6. 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.
7. 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.
8. 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."
9. 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.
10. 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.
11. 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–PLANED 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.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	4	26



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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OF:

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			

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN

VOLUME 1

RHODE ISLAND

STANDARD NOTES - 2

JOB SPECIFIC LEGEND(HIGHWAY):

- 9.2.0

SILT FENCE
- CFS

COMPOST FILTER SOCK 12" DIAMETER
- IT-1

INFILTRATION TRENCH - 1 (SEE MISCELLANEOUS DETAILS)
- IT-2

INFILTRATION TRENCH - 2 (SEE MISCELLANEOUS DETAILS)
- OBR

54" OPEN BRIDGE RAIL (SEE VOLUME 2)
- PRR

PLACED STONE RIP RAP (SEE VOLUME 2)
- QPA

QUALIFIED PERVIOUS AREA (SEE MISCELLANEOUS DETAILS)
- SRF

SPLIT RAIL FENCE (SEE MISCELLANEOUS DETAILS)
- SUP

1" CLASS 4.75 HMA
3" CLASS 19 HMA
12" GRAVEL BORROW SUBBASE COURSE
- RS

REMOVE AND RESET SIGN
- TLOR

TEMPORARY LIMIT OF REGRADING (DURING TEMPORARY PLATFORM CONSTRUCTION)



JOB SPECIFIC PLAN SYMBOLS

EXISTING

- COMPOST FILTER SOCK
- SPLIT RAIL FENCE
- TIMBER AND COMPOSITE PEDESTRIAN
BRIDGE APPROACH RAIL
- QUALIFIED PERVIOUS AREA
- STONE RIPRAP AT TEMPORARY
BULKHEAD
- DUMPED RIPRAP TO SUPPLEMENT
EXISTING RIPRAP
- PLACED RIPRAP PROTECTION FROM
PROPOSED ABUTMENT TO EXISTING
ABUTMENT

NEW

-
-
-
-
-
-
-

JOB SPECIFIC GENERAL NOTES

1. ALL ITEMS NOT REFERENCED FOR MODIFICATION ON THE PLANS OR IN THE CONTRACT DOCUMENTS WILL BE "EXISTING TO REMAIN" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. ALL EQUIPMENT AND MATERIALS SHALL BE PLACED AN ADEQUATE DISTANCE (AS DETERMINED BY THE ENGINEER) FROM THE ROADWAY TO AVOID INTERFERENCE WITH VEHICULAR OR PEDESTRIAN TRAFFIC.
3. THE CONTRACTOR SHALL TAKE SPECIAL CARE NOT TO DAMAGE ANY EXISTING VEGETATION WHICH OVERHANGS OR IS ADJACENT TO THE CONSTRUCTION ZONE. ANY DAMAGE THAT IS CAUSED BY THE CONTRACTOR'S NEGLIGENCE WILL BE FIXED AT HIS OWN EXPENSE.
4. DIMENSIONS SHOWN ON THE PLANS ARE APPROXIMATE.
5. PER RIDOT STANDARD SPECIFICATIONS, CLEAR AND GRUB ALL AREAS WITHIN FILL LOCATIONS AND LESS THAN 3 FEET IN HEIGHT TO SUBGRADE WITHIN THE LIMITS OF DISTURBANCE OF THE PROJECT. AFTER CLEARING AND GRUBBING, THE AREA SHALL BE STABILIZED AND FINISHED WITH LOAM AND SEED.
6. ALL MATERIALS IMPORTED TO THE SITE BY THE CONTRACTOR SHALL BE CLEAN AND FREE OF CONTAMINATION AND IN ACCORDANCE WITH SECTION M OF THE R.I.D.O.T STANDARD SPECIFICATIONS, LATEST EDITION.
7. THE CONTRACTOR SHALL REUSE ANY CLEAN EXCAVATED MATERIAL REQUIRED FOR BULKHEAD ACCESS AS COMMON BORROW AS DIRECTED BY THE ENGINEER. IN LOCATIONS WHERE SUPPLEMENTAL MATERIAL IS NEEDED, CRUSHED STONE SHALL BE USED AS FILL.
8. THE CONTRACTOR SHALL CAREFULLY REMOVE EXISTING RIPRAP FROM THE EMBANKMENTS WITHIN THE LIMIT OF DISTURBANCE AS NECESSARY AS SHOWN ON PLANS. EXISTING RIPRAP MAY BE USED TEMPORARILY TO REINFORCE SIDE SLOPES OF TEMPORARY ACCESS LOCATIONS TO BULKHEADS OR IN OTHER APPLICATIONS AT THE SATISFACTION OF THE ENGINEER.
9. NON-WOVEN GEOTEXTILE FABRIC SHALL BE USED FOR SOIL SEPARATION. INSTALLATION SHALL BE AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. FILTER FABRIC SHALL CONFORM TO AASHTO M-288-06 AND BE A MATERIAL SUITABLE FOR SOIL SEPARATION APPLICATIONS AND BE ONE OF THOSE INCLUDED ON RIDOT'S APPROVED MATERIALS LIST.
10. ANY CONTAMINATED SOILS SHALL BE PROPERLY REMOVED, HANDLED, HAULED AND DISPOSED AS REQUIRED.
11. FOR DEWATERING THAT MAY BE REQUIRED FOR EXCAVATION AND INSTALLATION OF ABUTMENTS AND RETAINING WALLS, SEE PLANSET VOLUME 2.

JOB SPECIFIC UTILITY NOTES

1. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. LOCATIONS OF THE SERVICES WILL BE CHECKED BY THE CONTRACTOR WITH THE APPROPRIATE UTILITY COMPANIES.
2. ALL EXISTING MANHOLES, CATCH BASINS, ROADWAY BOXES, AND SIDEWALK CURB STOPS FOR ALL UTILITIES WITHIN THE PROJECT WORK LIMITS SHALL BE ADJUSTED TO GRADE AS REQUIRED EXCEPT WHERE REPLACEMENT OR RECONSTRUCTION IS CALLED FOR ON THE PLANS, IN THE CONTRACT DOCUMENTS, OR DIRECTED BY THE ENGINEER.
3. ONLY NON-MECHANICAL MEANS OF EXCAVATION SHALL BE USED IN AREAS ADJACENT TO UNDERGROUND UTILITIES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.

JOB SPECIFIC EROSION CONTROL NOTES

1. INLET SEDIMENT CONTROL DEVICES (ISCD) SHALL BE INSTALLED, IN LIEU OF R.I. STD. 9.8.0 BALED HAY INLET PROTECTION, AT ALL CATCH BASINS WHENEVER SUBBASE IS EXPOSED OR AS DIRECTED BY THE ENGINEER, AND SHALL REMAIN IN PLACE UNTIL THE ABUTTING GROUND SURFACES ARE STABILIZED.
2. IN ORDER TO PREVENT CLOGGING IN THE ROADWAY AND SEDIMENT INTRUSION INTO THE DRAINAGE SYSTEM, ALL INLET SEDIMENT CONTROL DEVICES SHALL BE CLEANED OR REPLACED REGULARLY UNTIL THE CONTRIBUTING AREA HAS BEEN STABILIZED. THE INLET SEDIMENT CONTROL DEVICES SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. CONCRETE WASHOUT DISCHARGED INTO DRAINAGE SYSTEMS IS PROHIBITED. THE CONTRACTOR MUST PROVIDE A CONCRETE WASHOUT AREA.

R-1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	5	26



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT
MODIFICATIONS SINCE
OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

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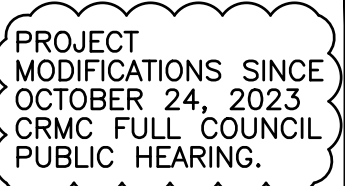
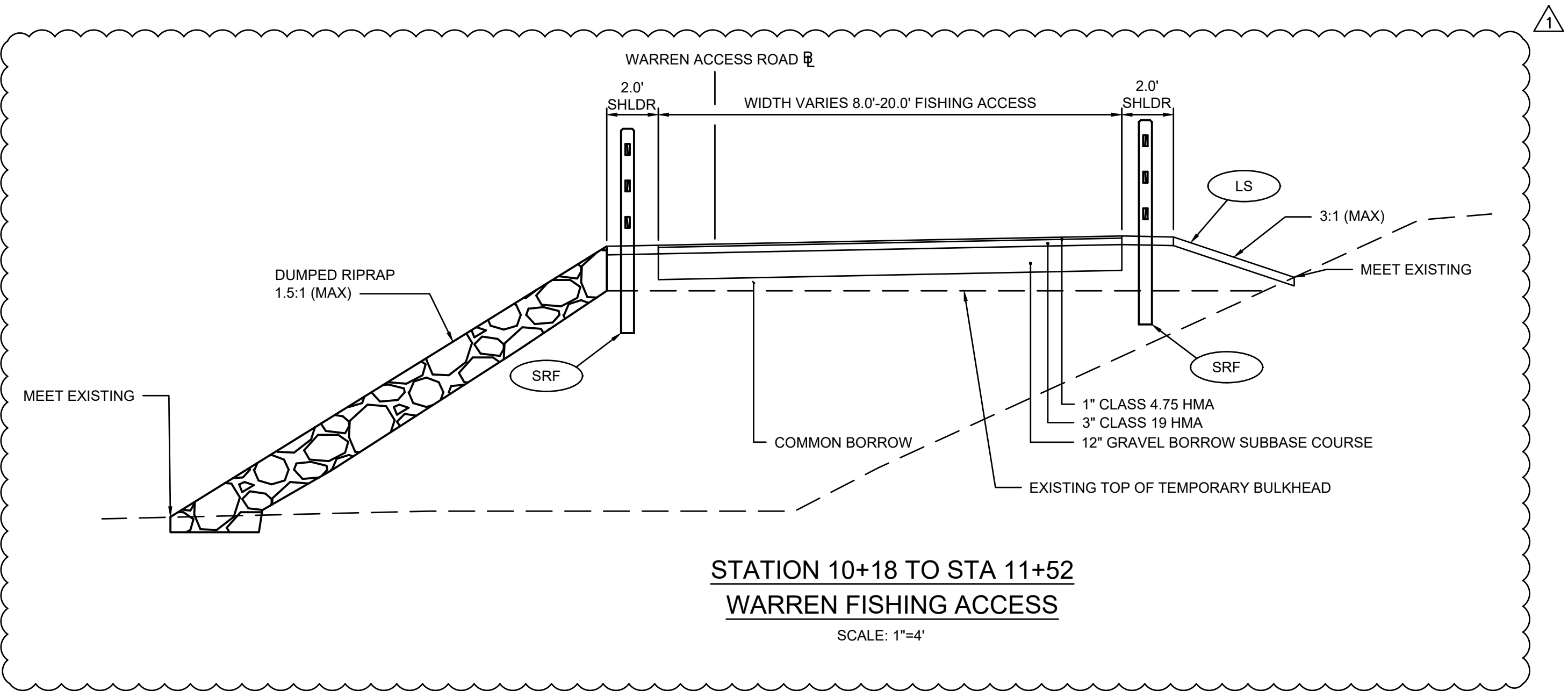
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN

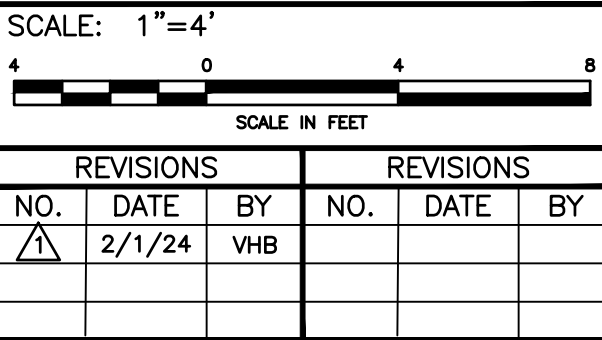
VOLUME 1

RHODE ISLAND

JOB SPECIFIC
PLAN SYMBOLS, LEGEND & NOTES



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OF: 26



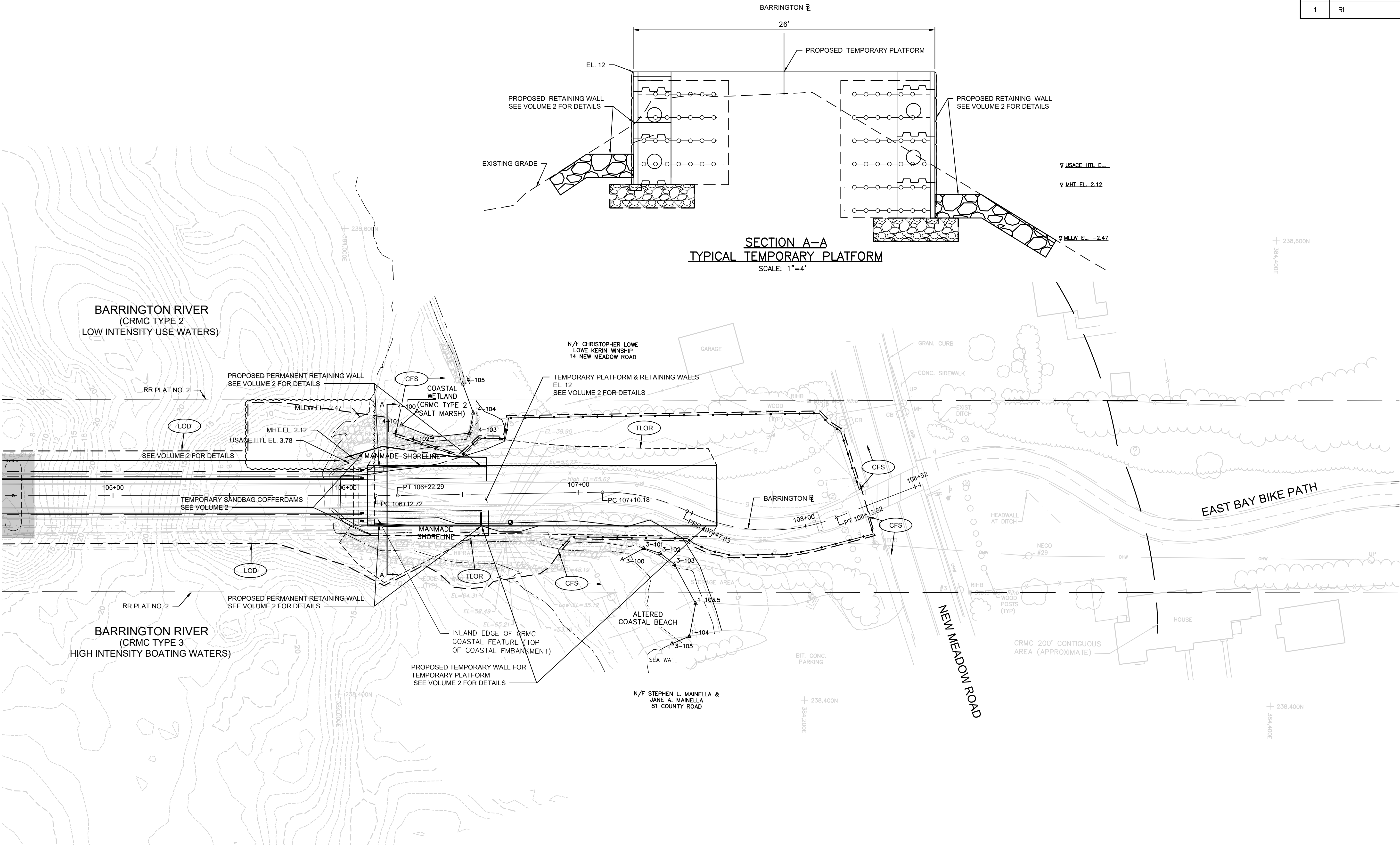
EAST BAY BIKE PATH BRIDGE REPLACEMENT

(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

TYPICAL SECTIONS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	7	26



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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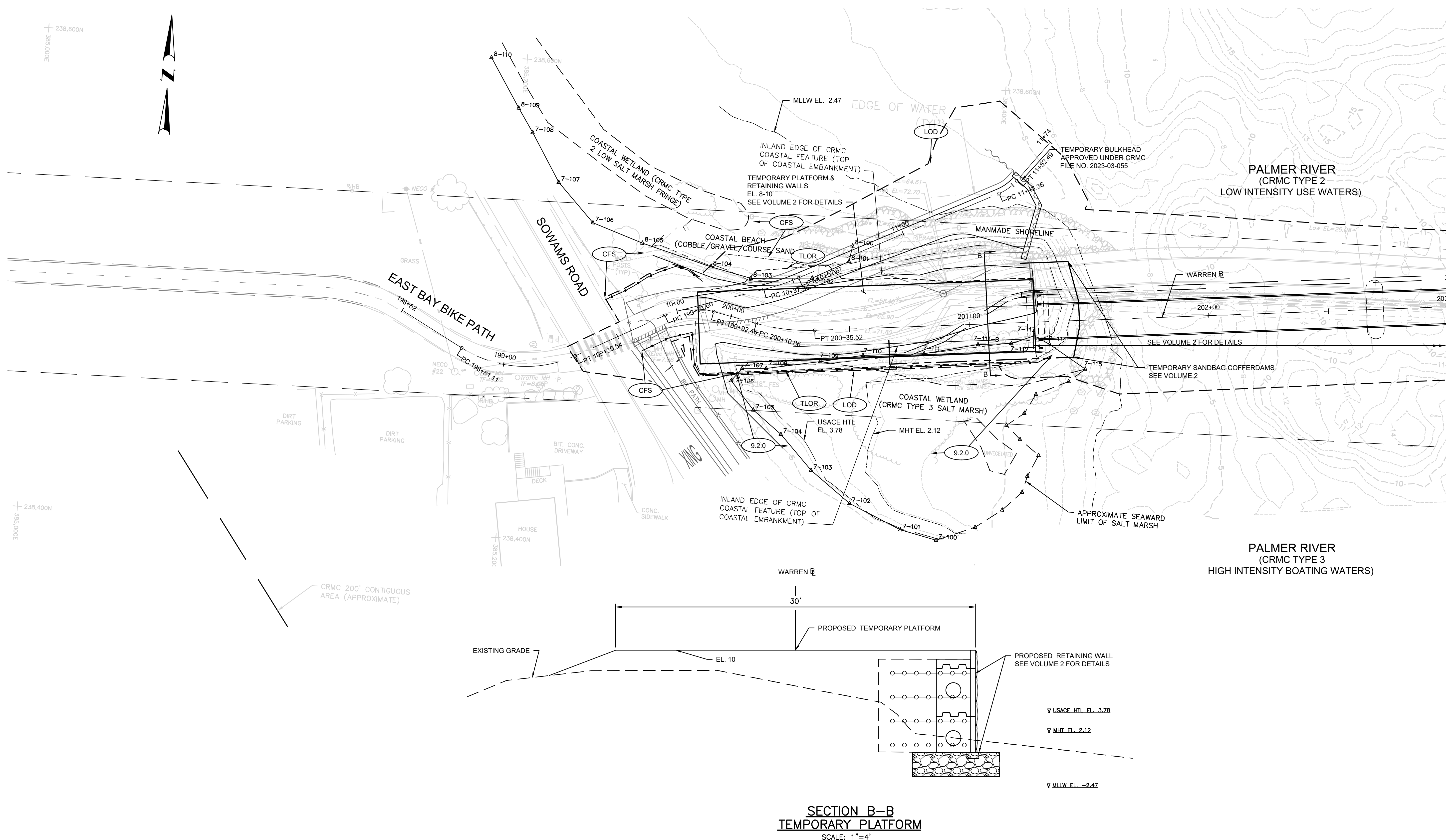
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EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

TEMPORARY WORK PLATFORM
PLAN AND SECTION NO. 1

0188A_V1_007_TEMPPLAT001



1 Cedar Street
Suite 400
Providence, RI 02903
401.272.6100



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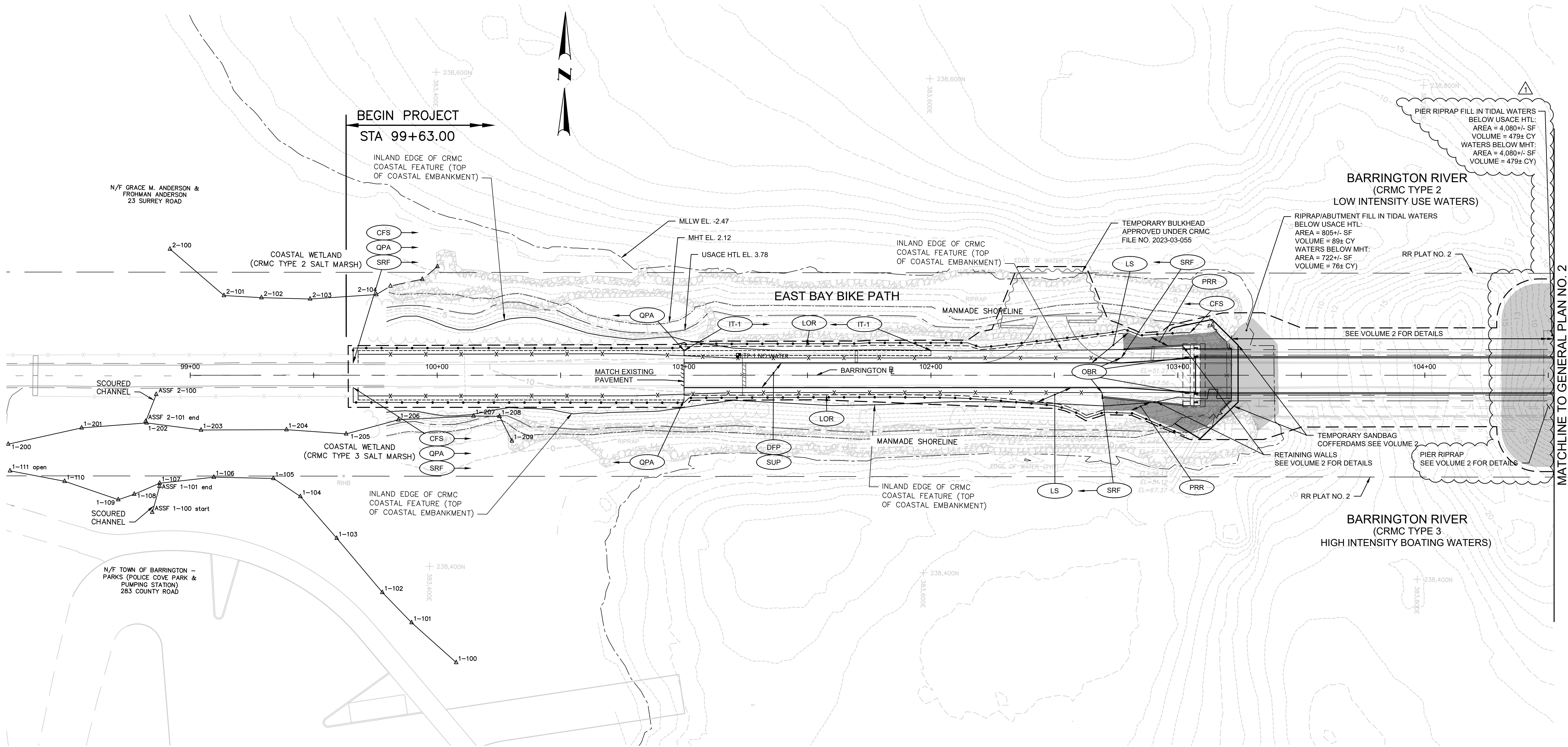
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EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

TEMPORARY WORK PLATFORM
PLAN AND SECTION NO. 2

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	9	26



1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
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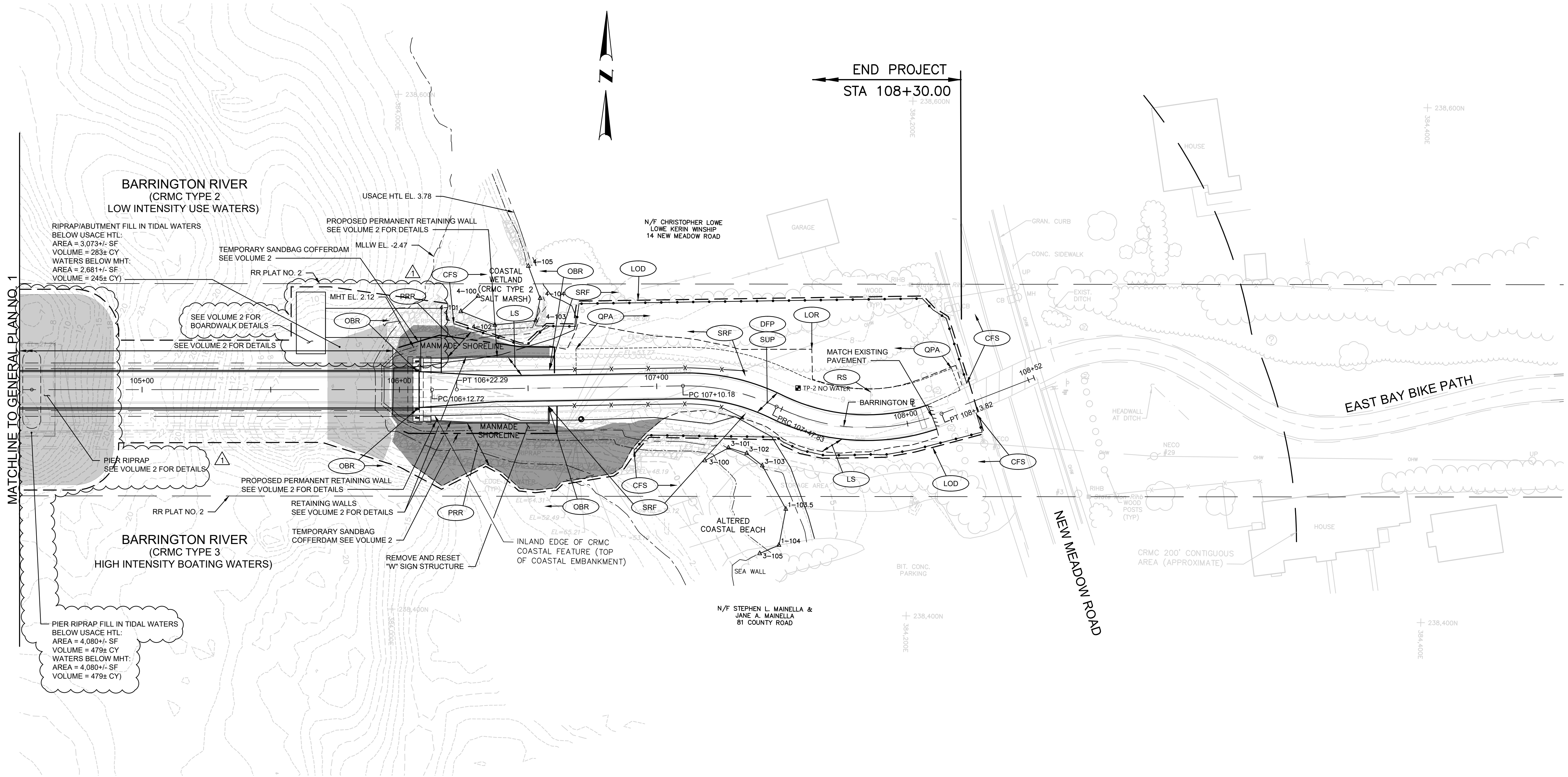
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EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

GENERAL PLAN NO. 1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	10	26



1 Cedar Street
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Providence, RI 02903
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RHODE ISLAND
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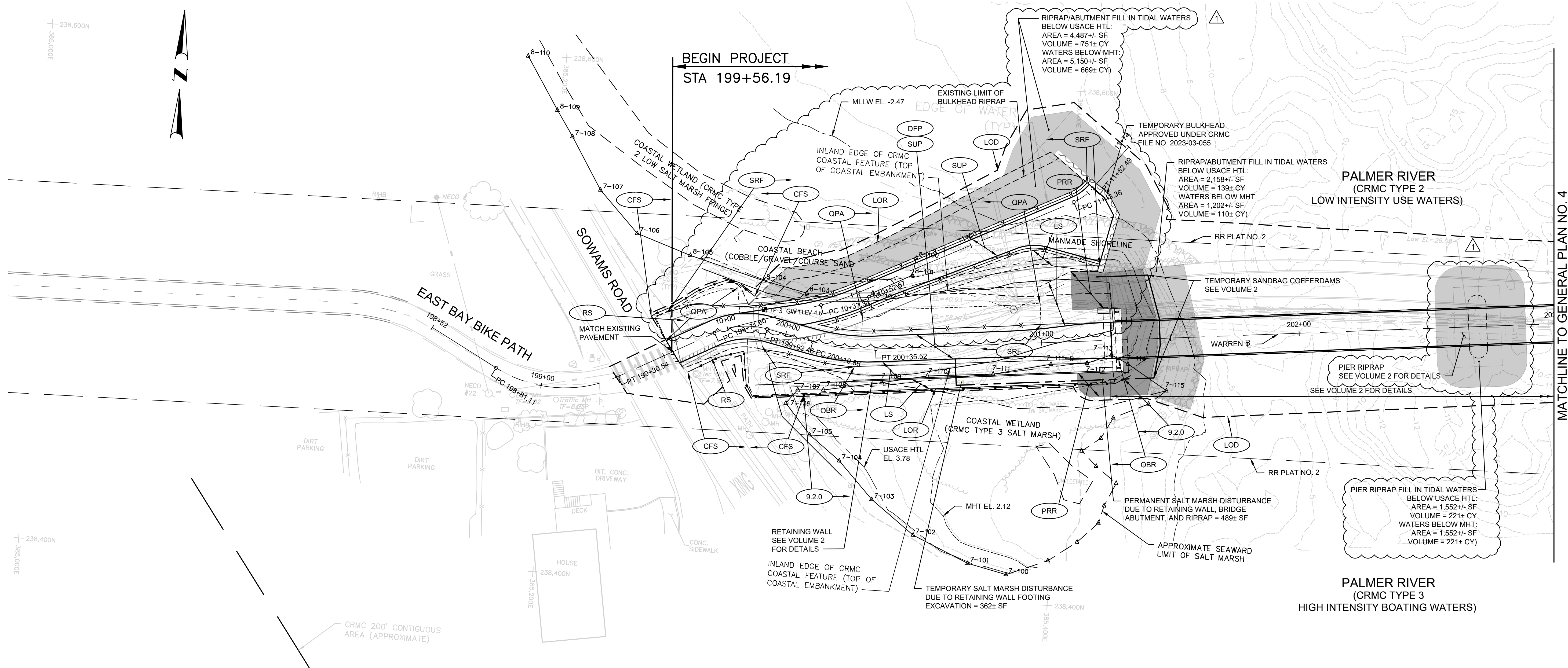
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EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

GENERAL PLAN NO. 2

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	11	26



MATCHLINE TO GENERAL PLAN NO. 4



vhb
1 Cedar Street
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RHODE ISLAND
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OCTOBER 24, 2023
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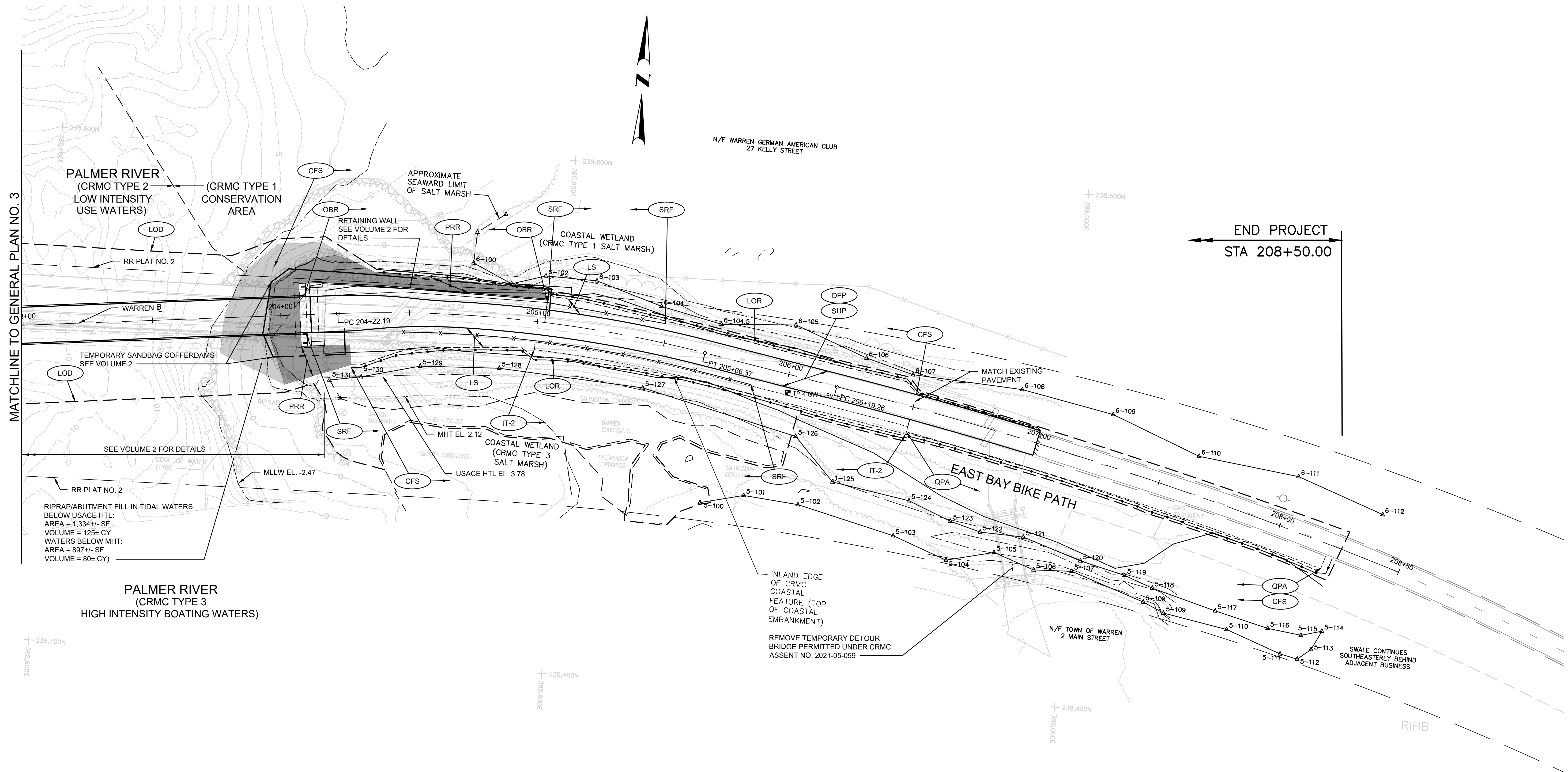
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EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

GENERAL PLAN NO. 3

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	12	26



1 Cedar Street
Suite 400
Providence, RI 02903
401.272.6100



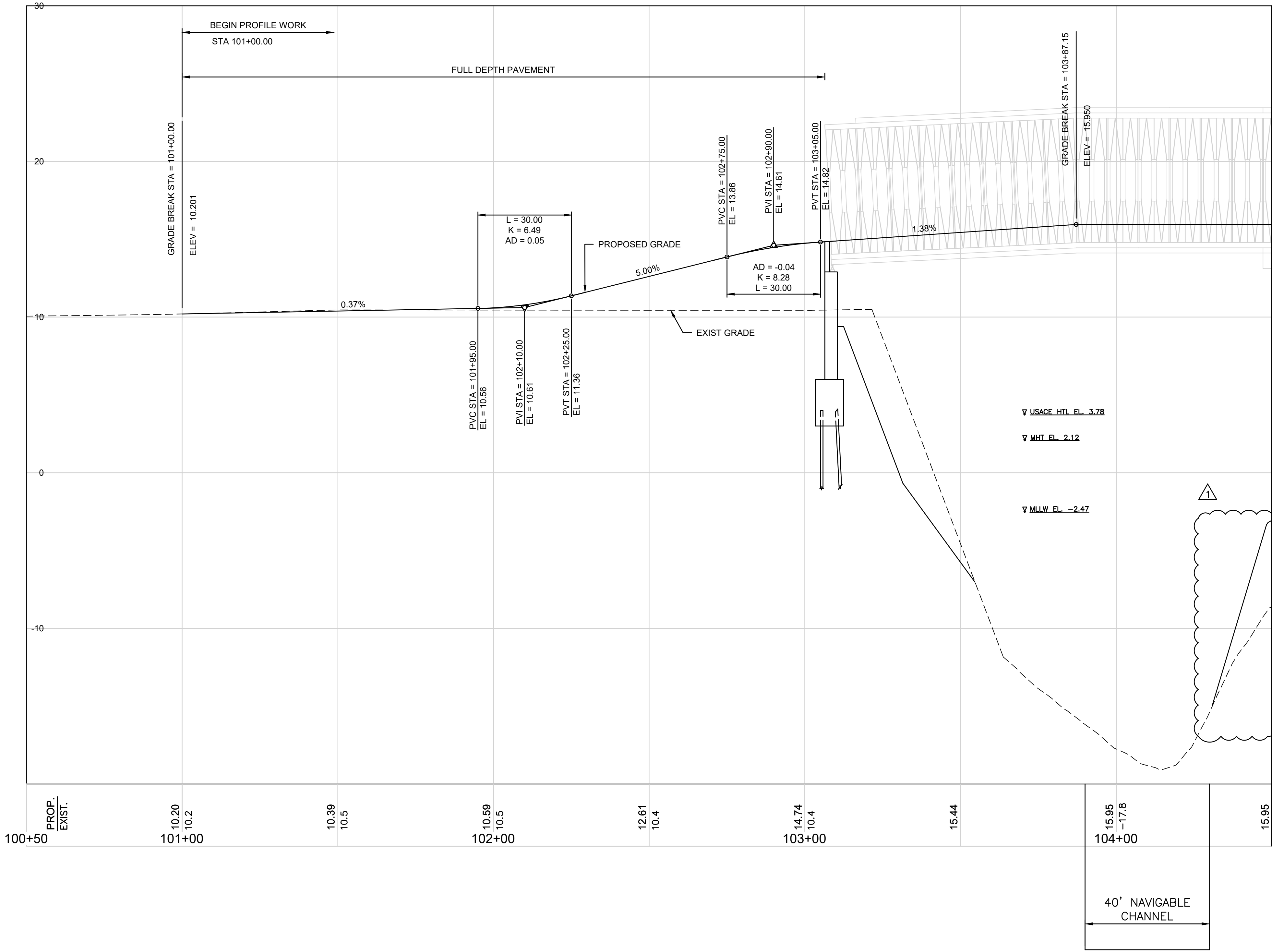
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DEPARTMENT OF TRANSPORTATION

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EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BARRINGTON/WARREN VOLUME 1 RHODE ISLAND
GENERAL PLAN NO. 4

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	13	26



MATCHLINE TO PROFILE NO. 2



1 Cedar Street
Suite 400
Providence, RI 02903
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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT MODIFICATIONS SINCE OCTOBER 24, 2023
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DATE:
SHEET: 13
OF: 26

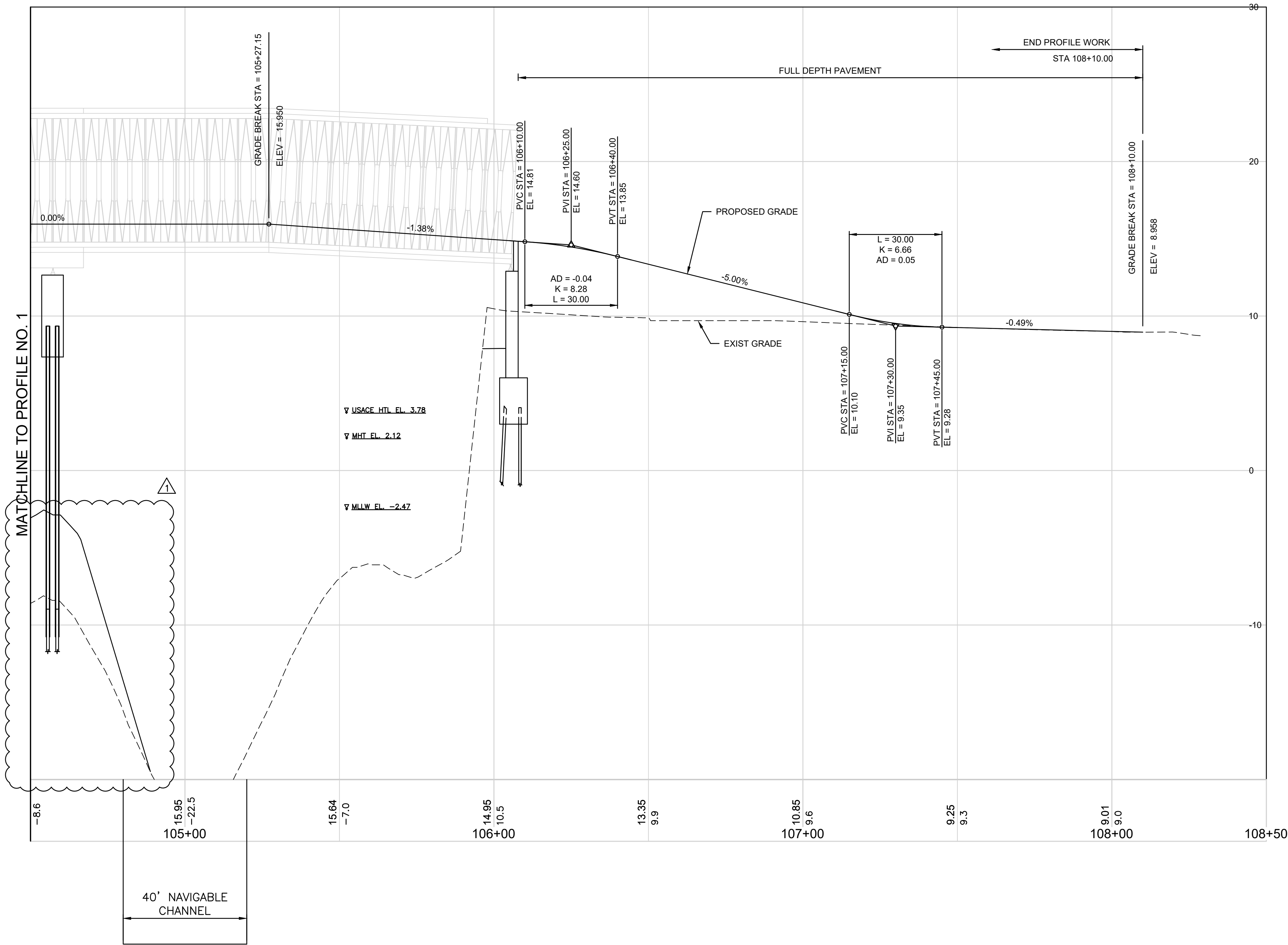
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NO.	DATE	BY		NO.	DATE	BY	
1	2/1/24	VHB					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

PROFILE NO. 1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	14	26



vhb
1 Cedar Street
Suite 400
Providence, RI 02903
401.272.6100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT MODIFICATIONS SINCE OCTOBER 24, 2023
CRMC FULL COUNCIL PUBLIC HEARING.

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 14
OF: 26

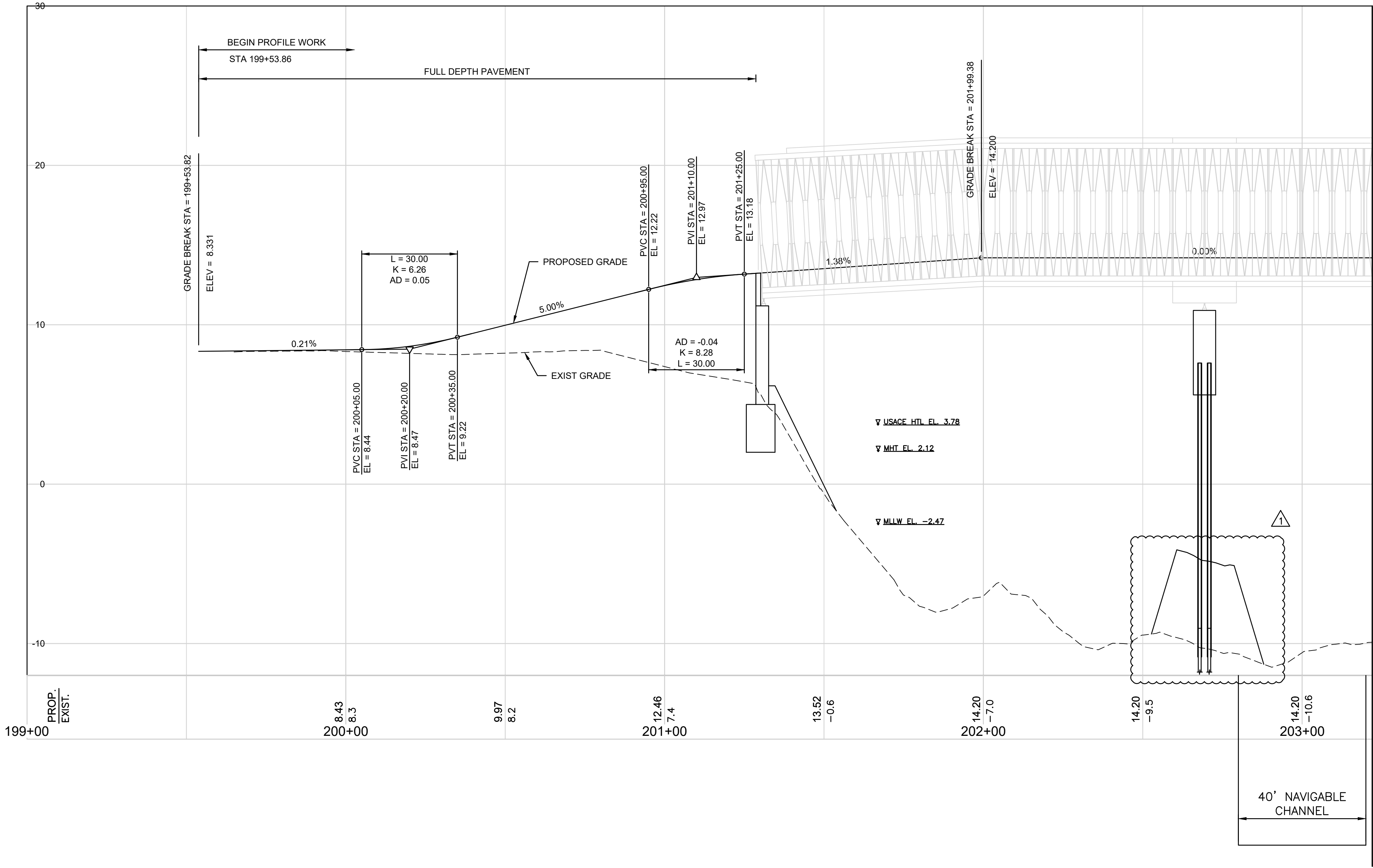
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NO.	DATE	BY	NO.	DATE	BY
1	2/1/24	VHB			

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

PROFILE NO. 2

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	15	26



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1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

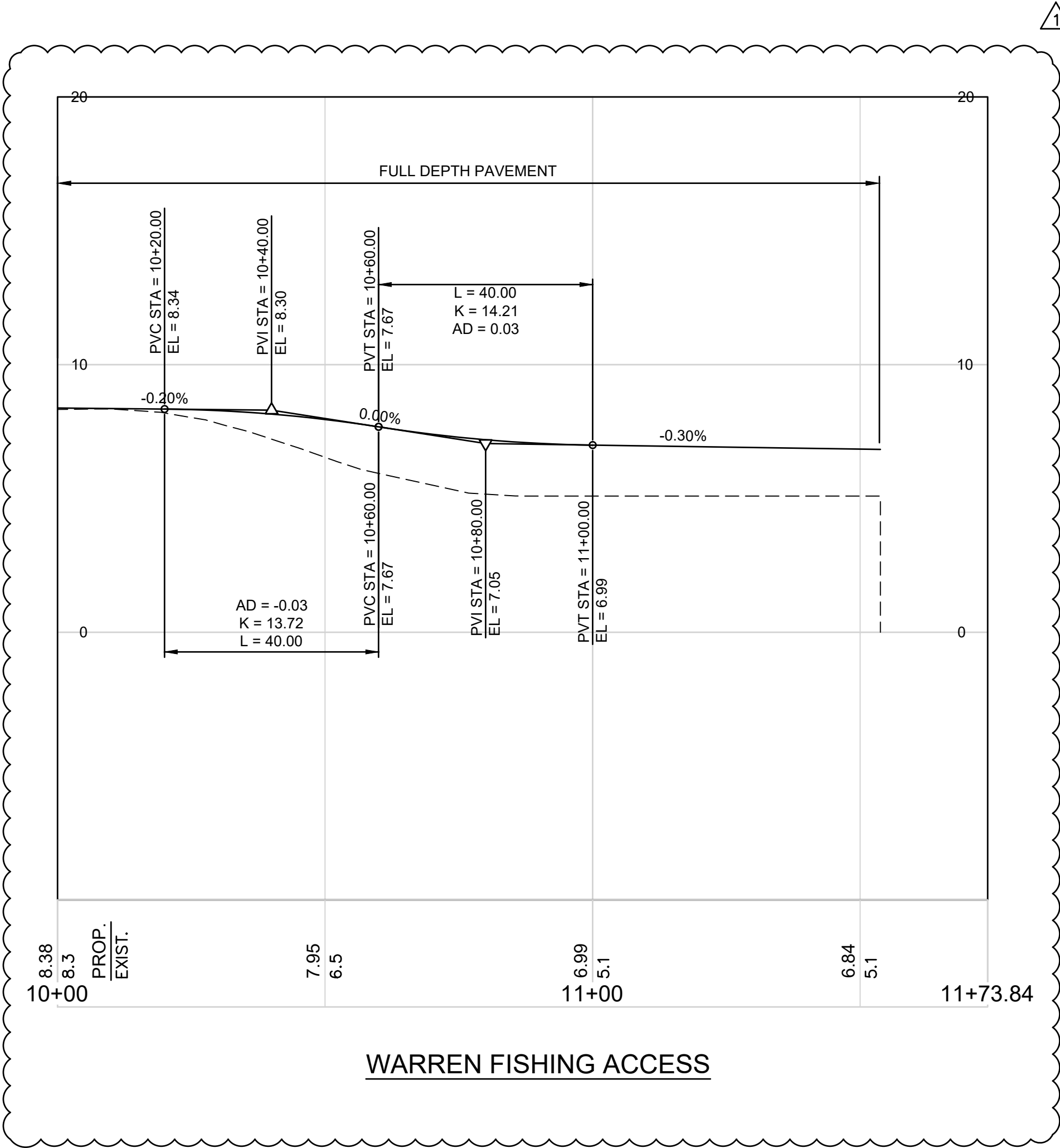
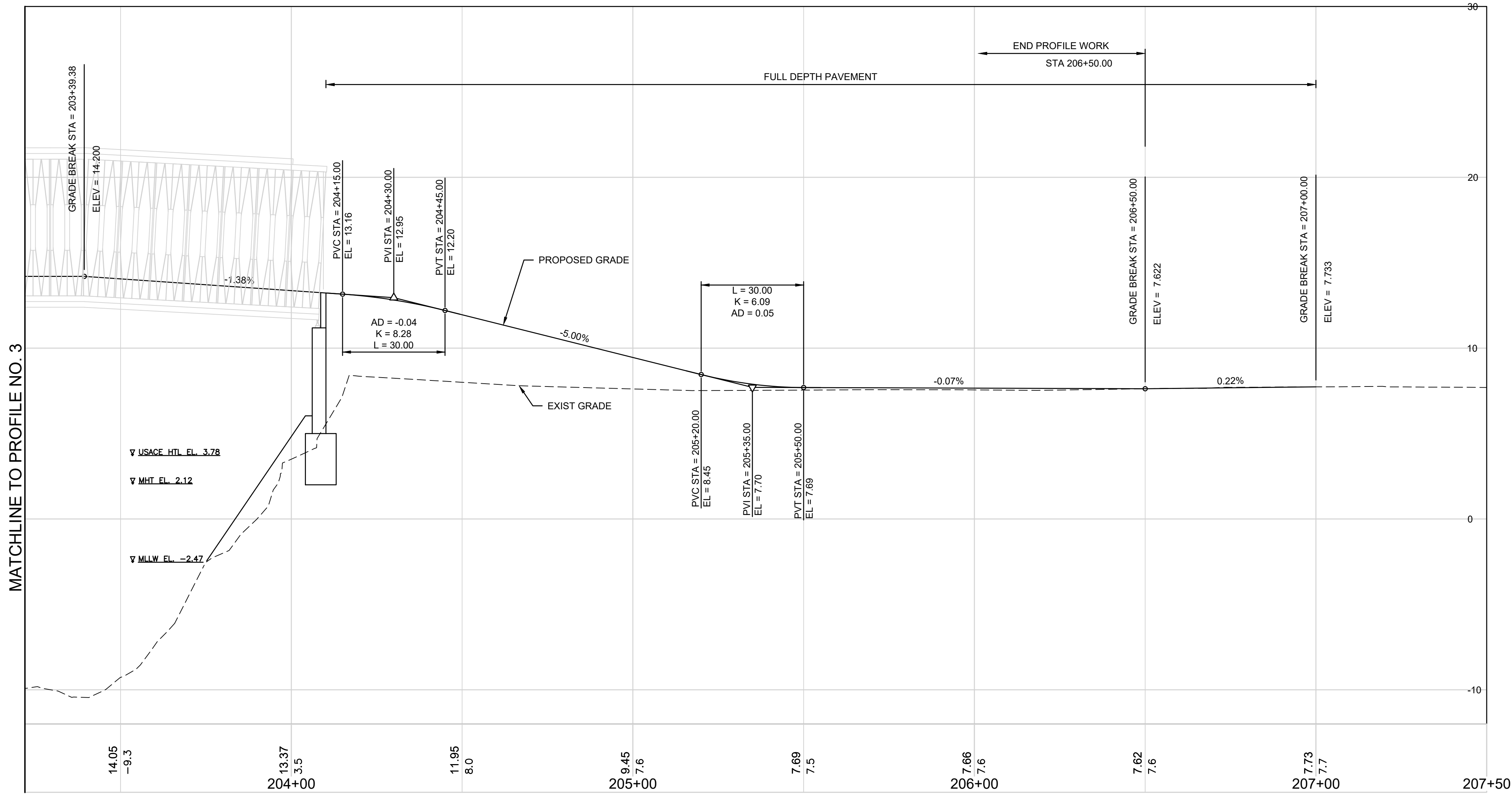
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MODIFICATIONS SINCE
OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 15
OF: 26

REVISIONS				REVISIONS			
NO.	DATE	BY		NO.	DATE	BY	
1	2/1/24	VHB					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BARRINGTON/WARREN VOLUME 1 RHODE ISLAND
PROFILE NO. 3

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	16	26



1 Cedar Street
Suite 400
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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT MODIFICATIONS SINCE OCTOBER 24, 2023
CRMC FULL COUNCIL PUBLIC HEARING.

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 16
OF: 26

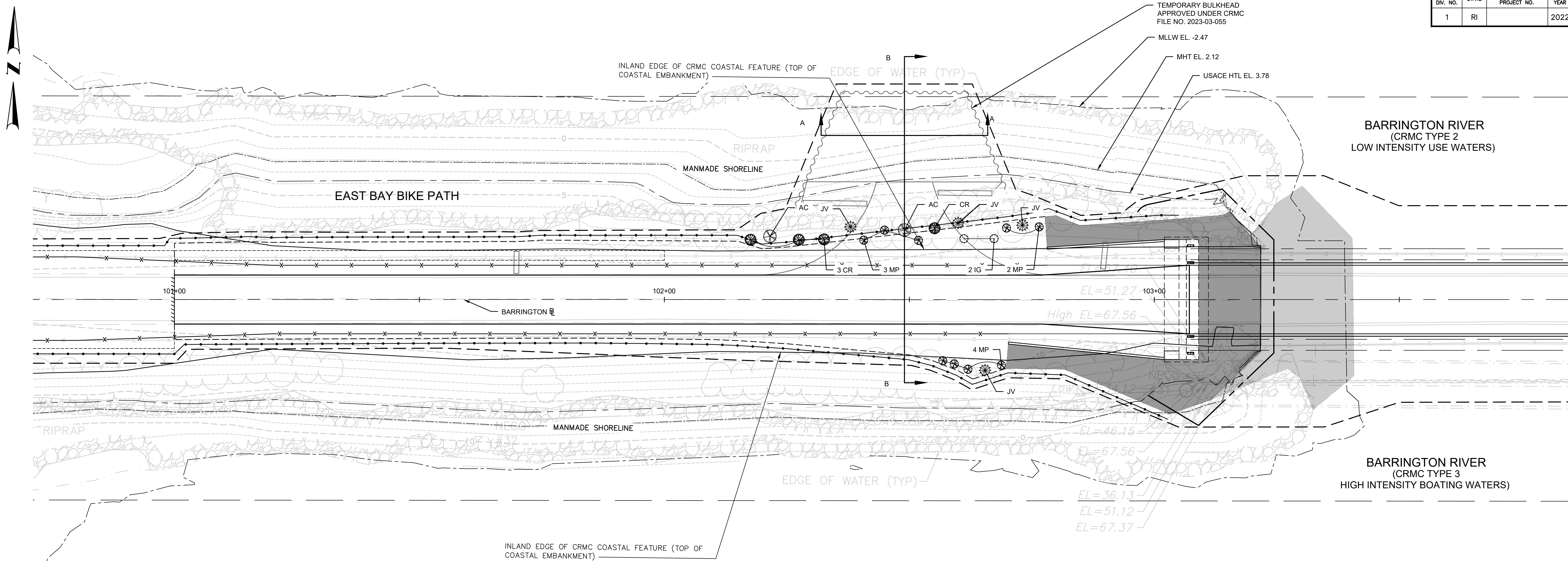
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NO.	DATE	BY	NO.	DATE	BY
1	2/1/24	VHB			

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

PROFILE NO. 4

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	18	26

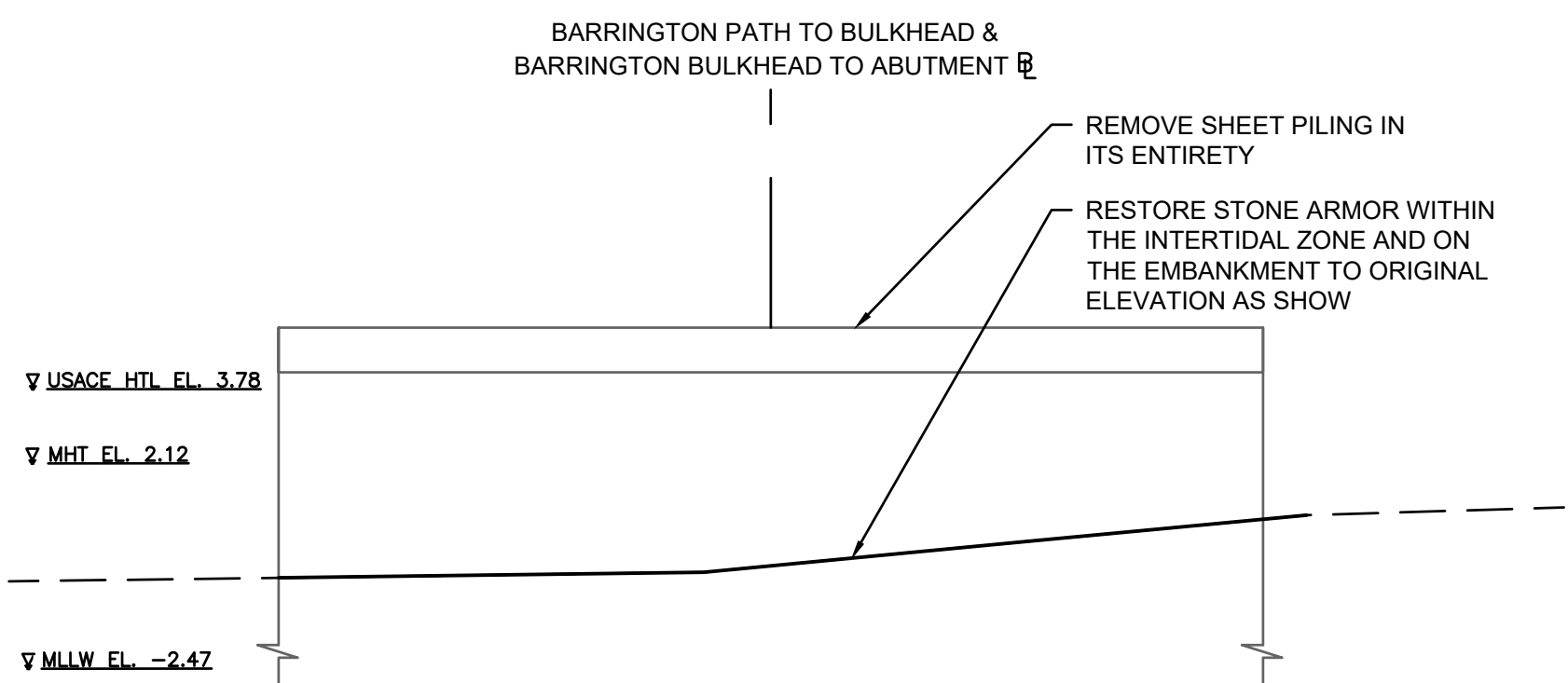


RESTORATION PLANT LIST

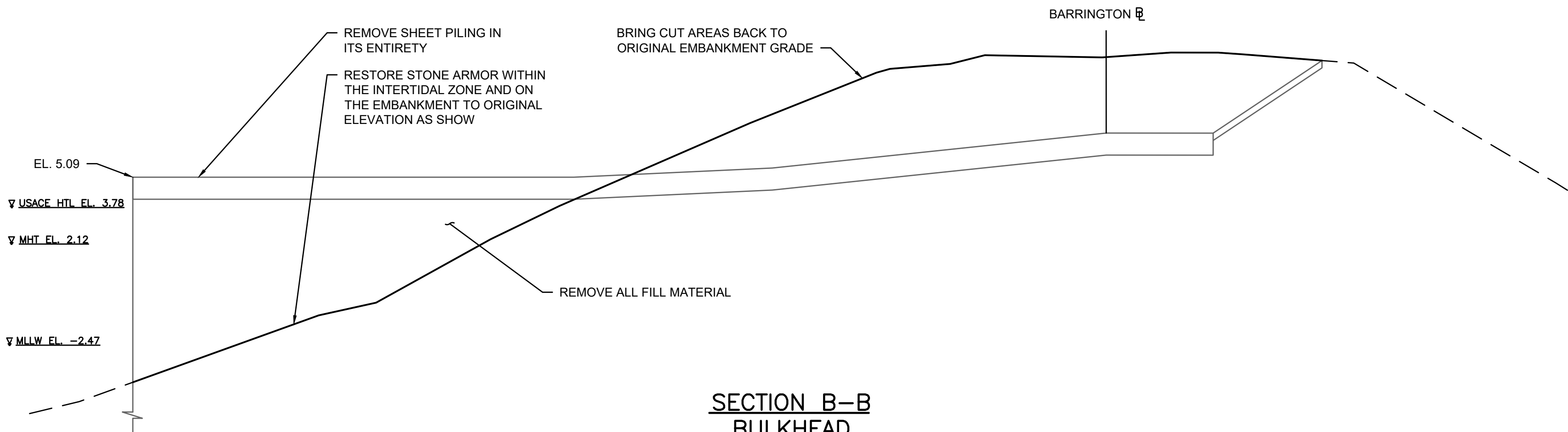
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4	JV		EASTERN RED CEDAR	(JUNIPERUS VIRGINIANA)	B&B	4' MIN.
9	MP		NORTHERN BAYBERRY	(MORELLA PENNSYLVANICA)	B&B	3' MIN.
2	IG		INKBERRY HOLLY	(ILEX GLABRA)	B&B	3' MIN.
4	CR		GRAY DOGWOOD	(CORNUS RACEMOSA)	B&B	3' MIN.

RESTORATION NOTES

1. REMOVE SHEET PILING IN ITS ENTIRETY, AFTER REMOVING INTERIOR FILLS.
2. REMOVE ALL FILL MATERIAL AND BRING CUT AREAS BACK TO ORIGINAL EMBANKMENT GRADE.
3. RESTORE STONE ARMOR WITHIN THE INTERTIDAL ZONE AND ON THE EMBANKMENT TO ORIGINAL ELEVATION AS SHOWN.
4. REGRADE, LOAM AND SEED EMBANKMENT FROM EMBANKMENT STONE UP TO BIKE PATH.
5. INSTALL TREE AND SHRUB PLANTINGS AS SHOWN.



SECTION A-A
BULKHEAD
SCALE: 1"=4'



SECTION B-B
BULKHEAD
SCALE: 1"=4'




vhb
1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 18
OF: 26

SCALE: 1"=10'



SCALE IN FEET

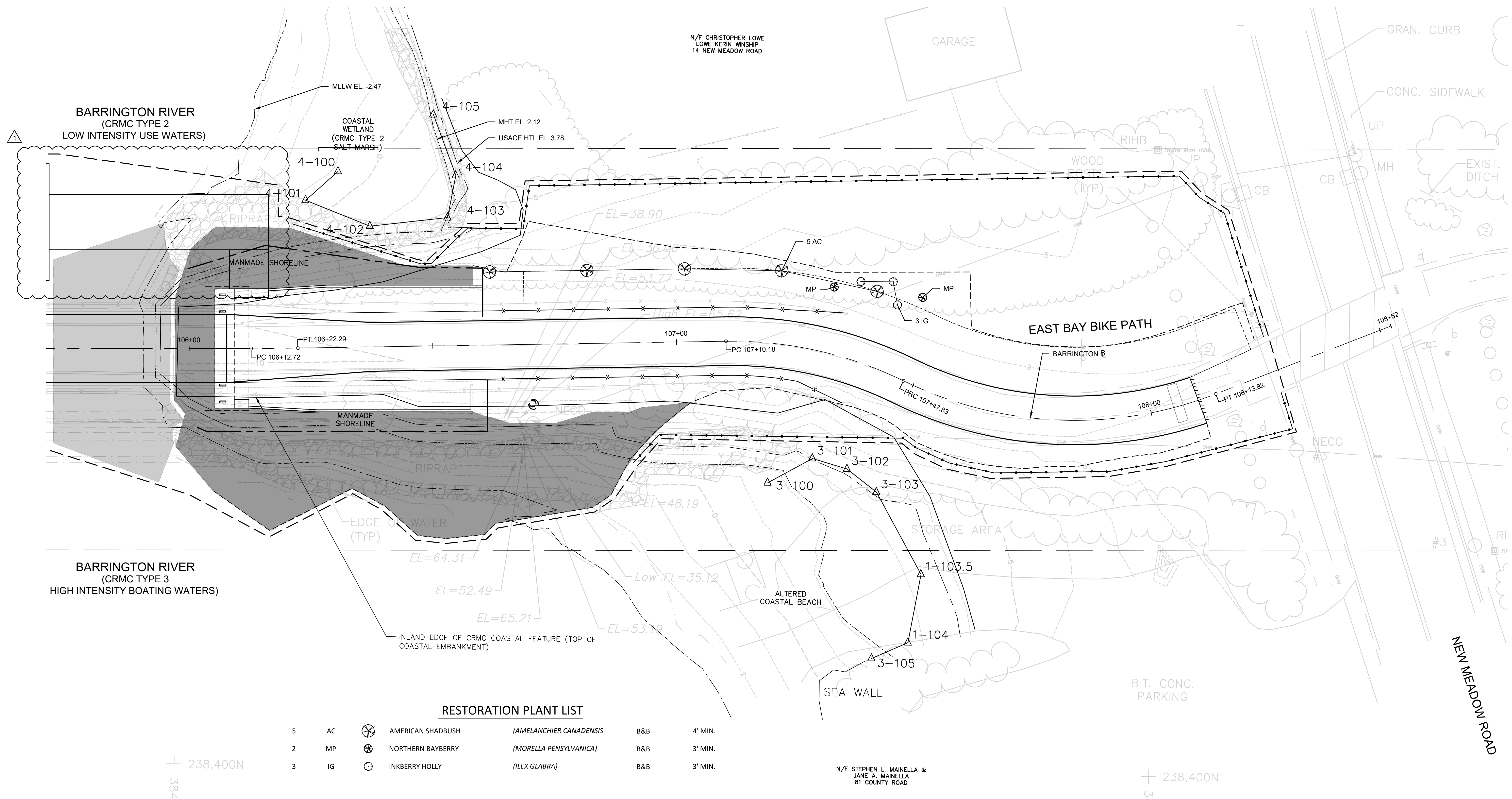
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

RESTORATION PLAN NO. 1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	19	26



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT
MODIFICATIONS SINCE
OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 19
OF: 26

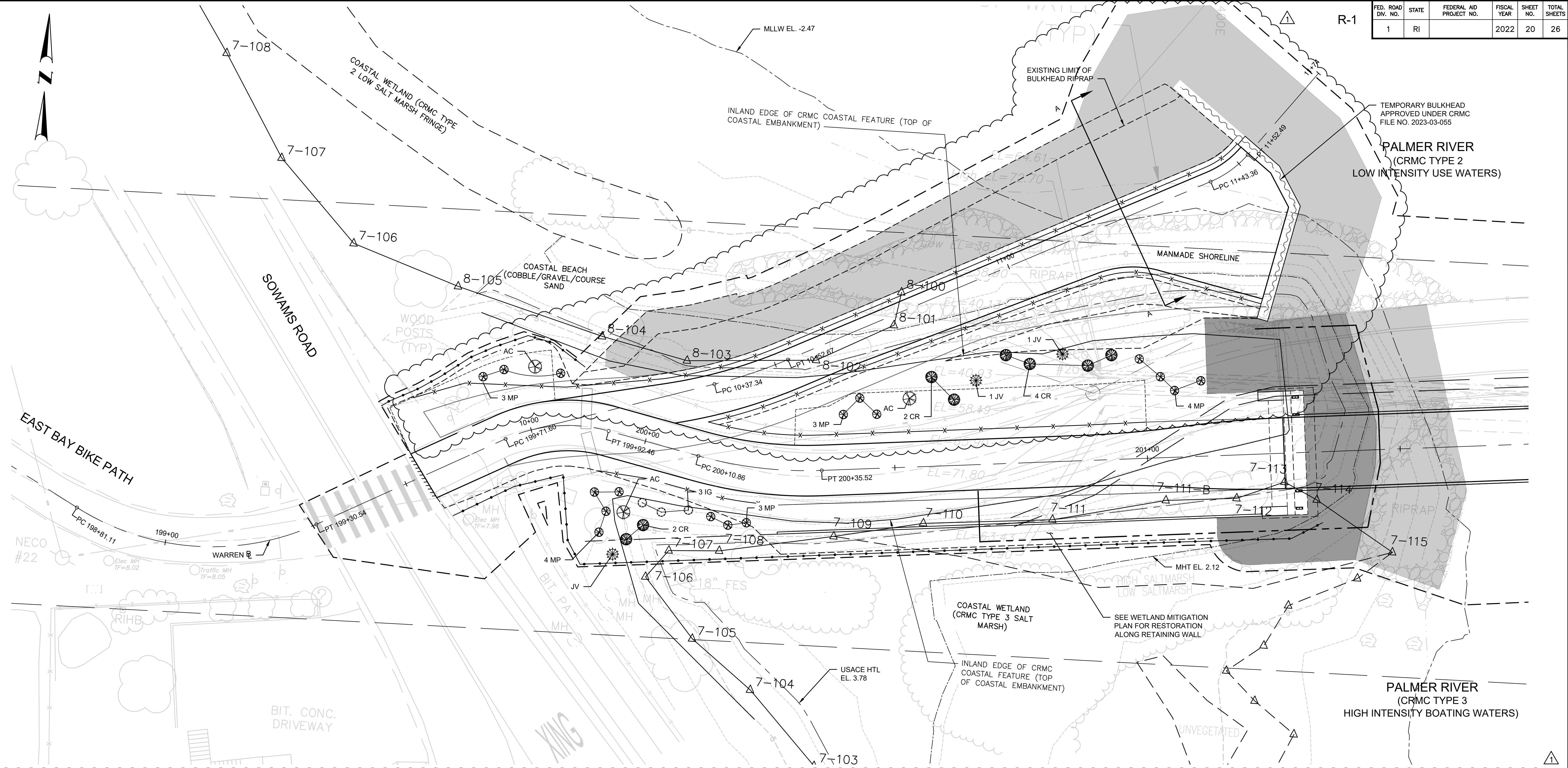
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NO.	DATE	BY	NO.	DATE	BY
1	2/1/24	VHB			

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

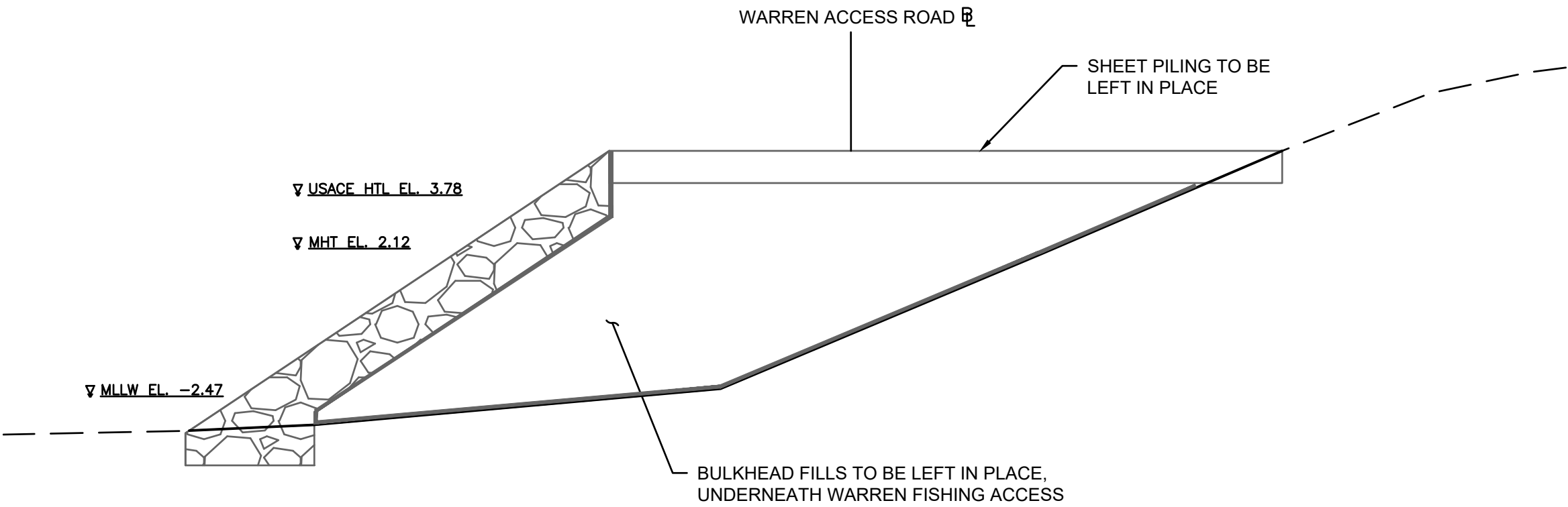
RESTORATION PLAN NO. 2

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	20	26



RESTORATION PLANT LIST

3	AC		AMERICAN SHADBUSH (AMELANCHIER CANADENSIS)	B&B	4' MIN.
3	JV		EASTERN RED CEDAR (JUNIPERUS VIRGINIANA)	B&B	4' MIN.
17	MP		NORTHERN BAYBERRY (MORELLA PENSYLVANICA)	B&B	3' MIN.
3	IG		INKBERRY HOLLY (ILEX GLABRA)	B&B	3' MIN.
8	CR		GRAY DOGWOOD (CORNUS RACEMOSA)	B&B	3' MIN.



SECTION A-A
ACCESS ROAD

SCALE: 1"=4'

RESTORATION NOTES

1. SHEET PILING TO BE LEFT IN PLACE.
2. NON-WOVEN GEOTEXTILE FABRIC TO BE LEFT IN PLACE.
3. REGRADE, LOAM, AND SEED AREA BETWEEN WARREN BIKE PATH AND WARREN FISHING ACCESS
4. REGRADE, LOAM, AND SEED SHOULDER BETWEEN EMBANKMENT CREST AND PAVEMENT OF WARREN FISHING ACCESS
5. INSTALL TREE AND SHRUB PLANTINGS AS SHOWN.

REVISIONS				REVISIONS			
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE
1	2/1/24	VHB					

EAST BAY BIKE PATH BRIDGE REPLACEMENT (BARRINGTON RIVER AND WARREN BRIDGES)		VOLUME 1		RHODE ISLAND	
BARRINGTON/WARREN		RESTORATION PLAN NO. 3			

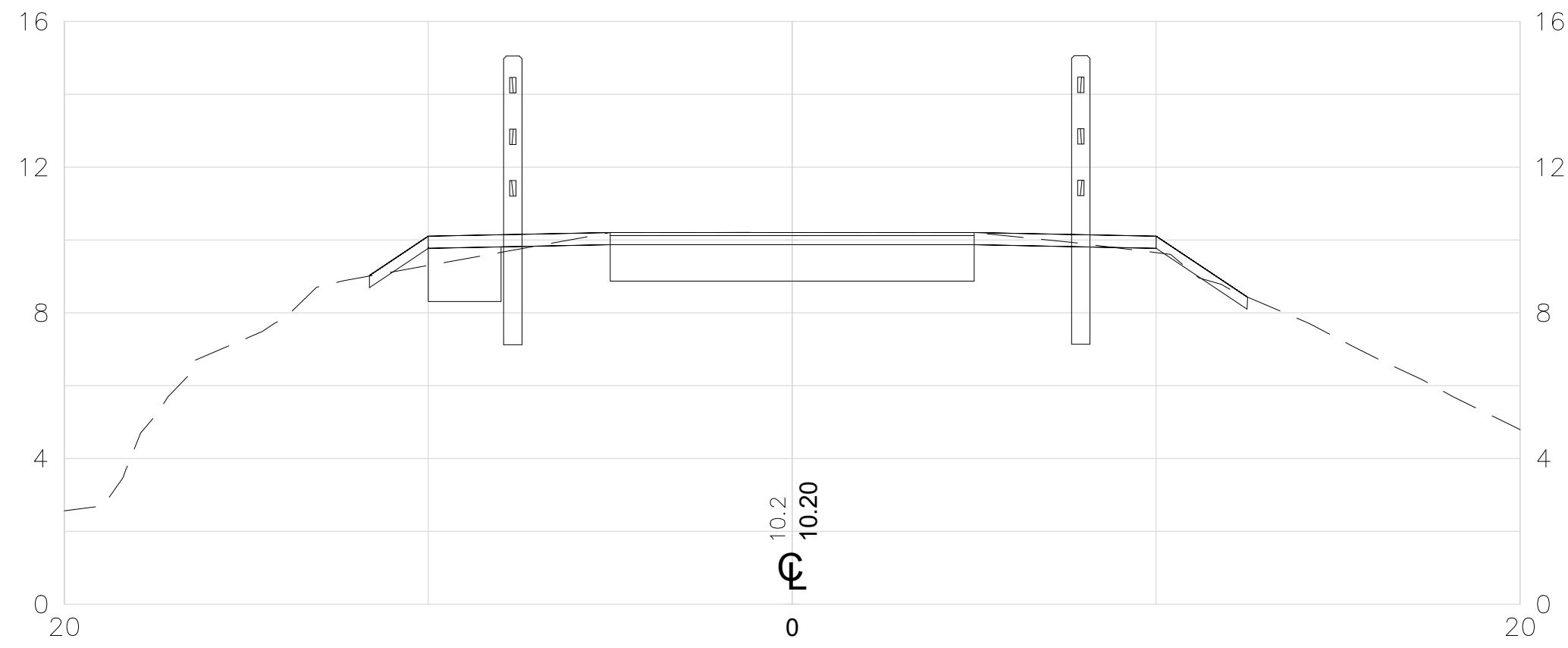


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

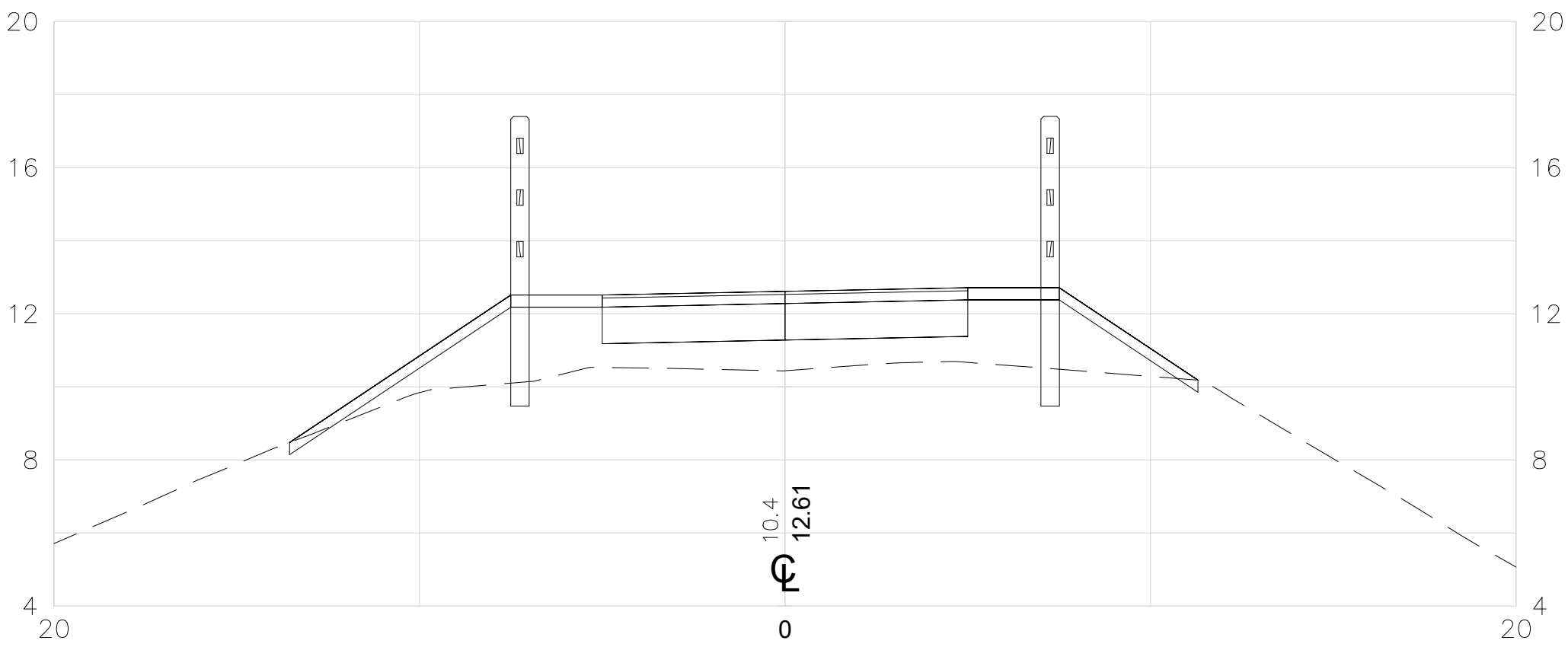
PROJECT
MODIFICATIONS SINCE
OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 20
OF: 26

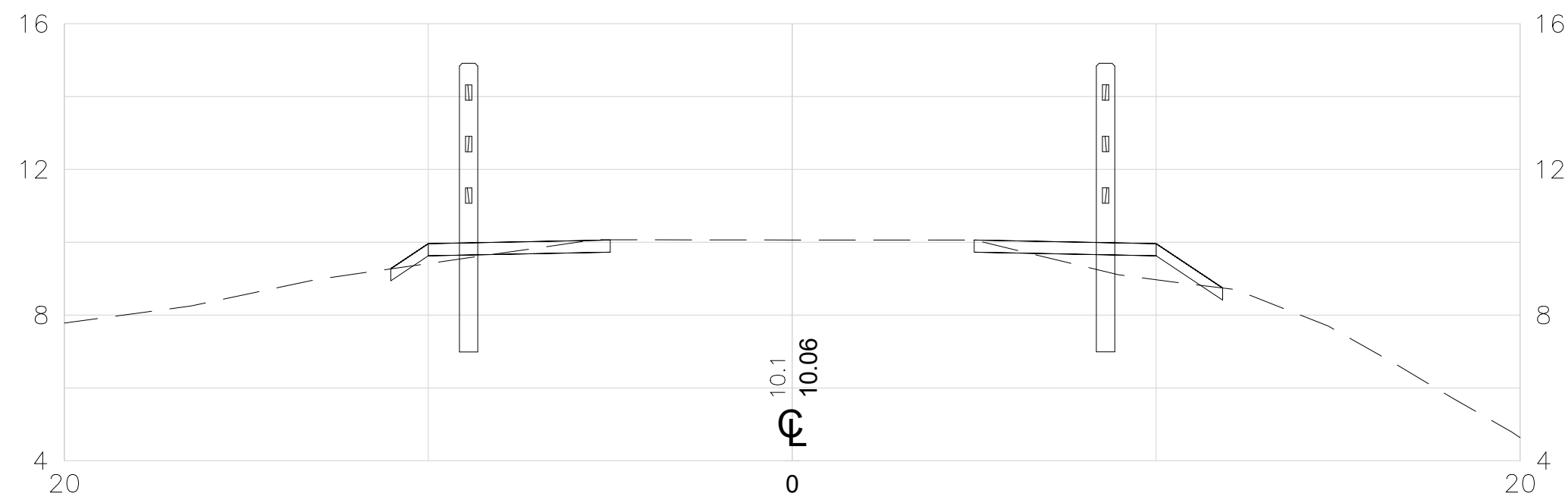
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1	RI		2022	22	26



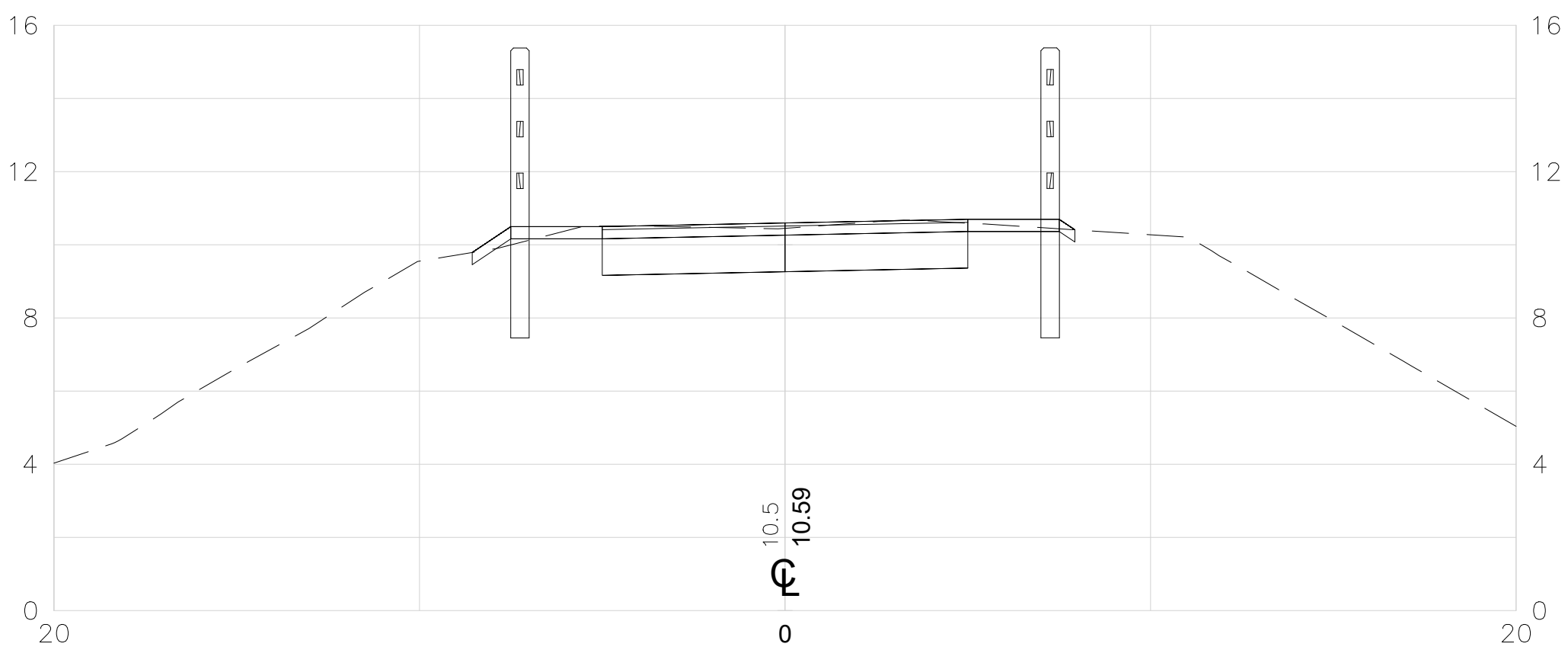
101+00



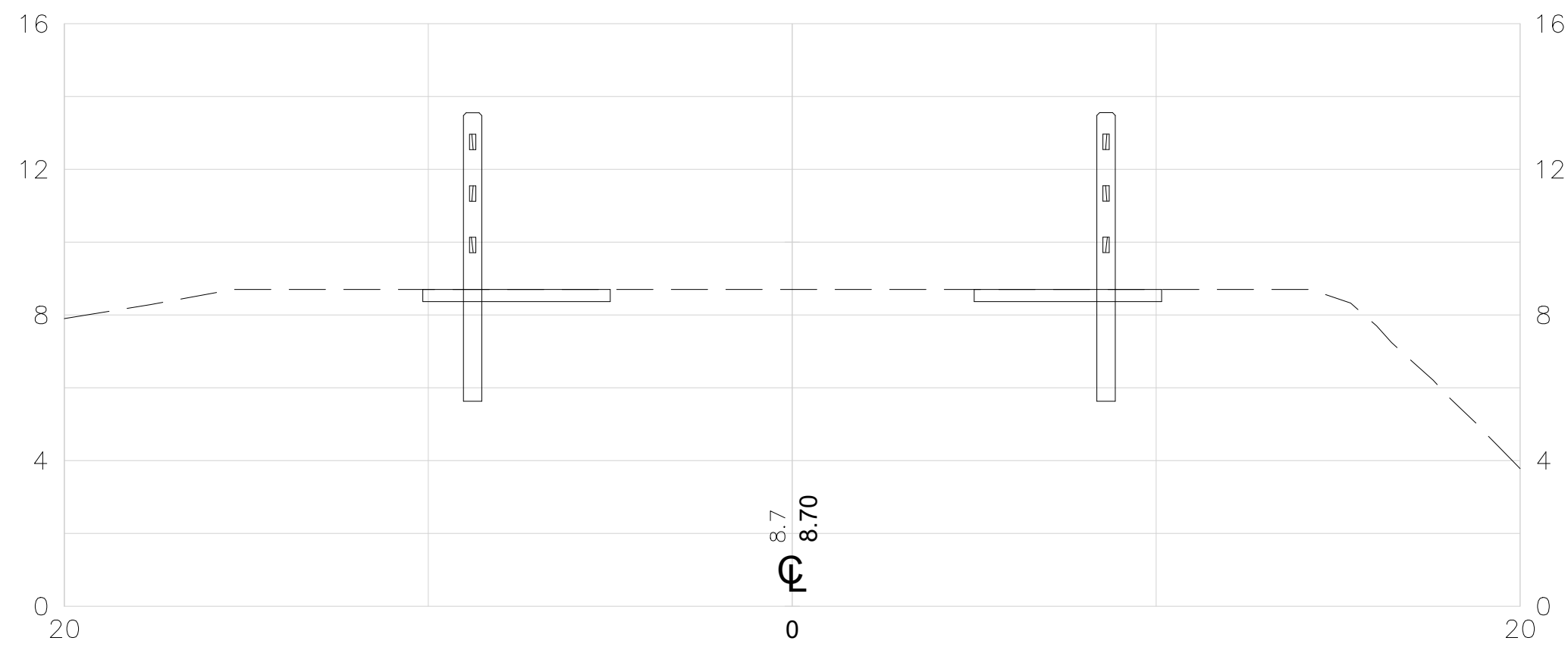
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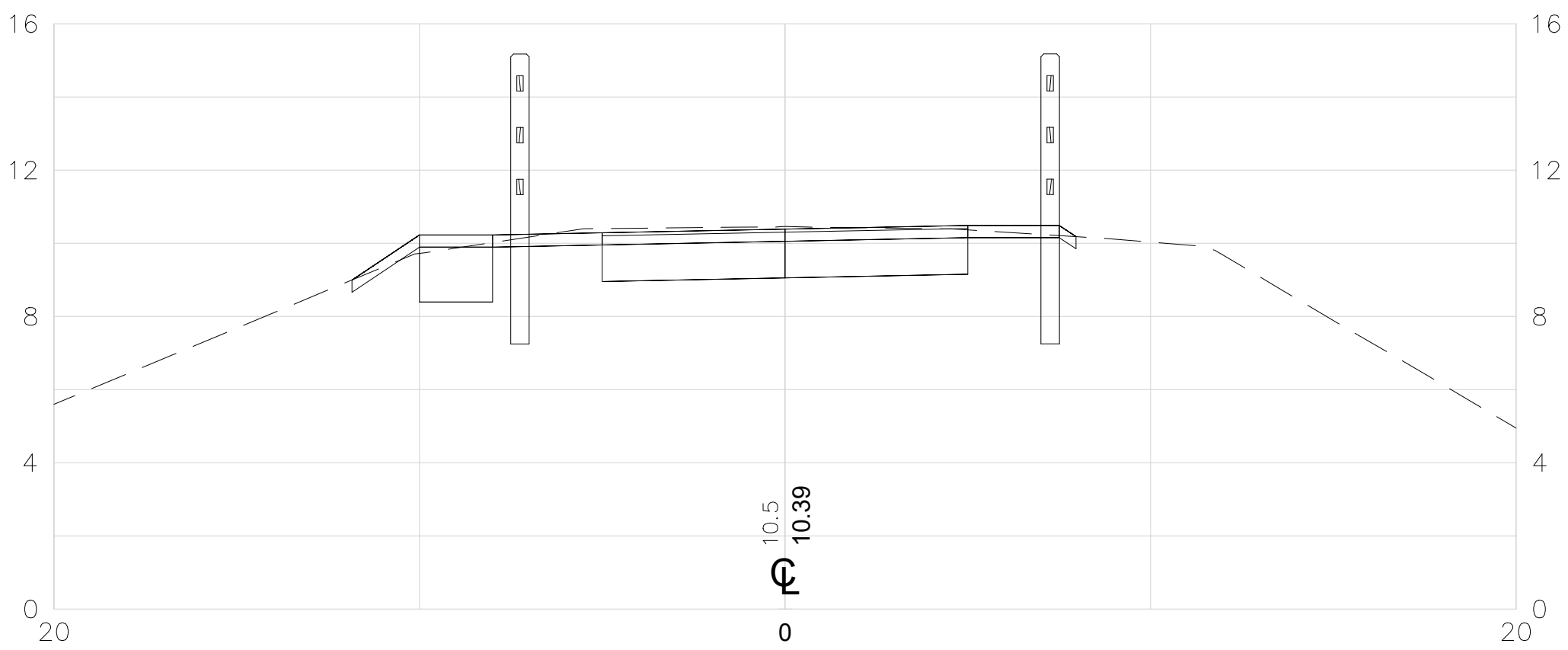
100+50



102+00



100+00



101+50



1 Cedar Street
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401.272.6100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 22
OF: 26

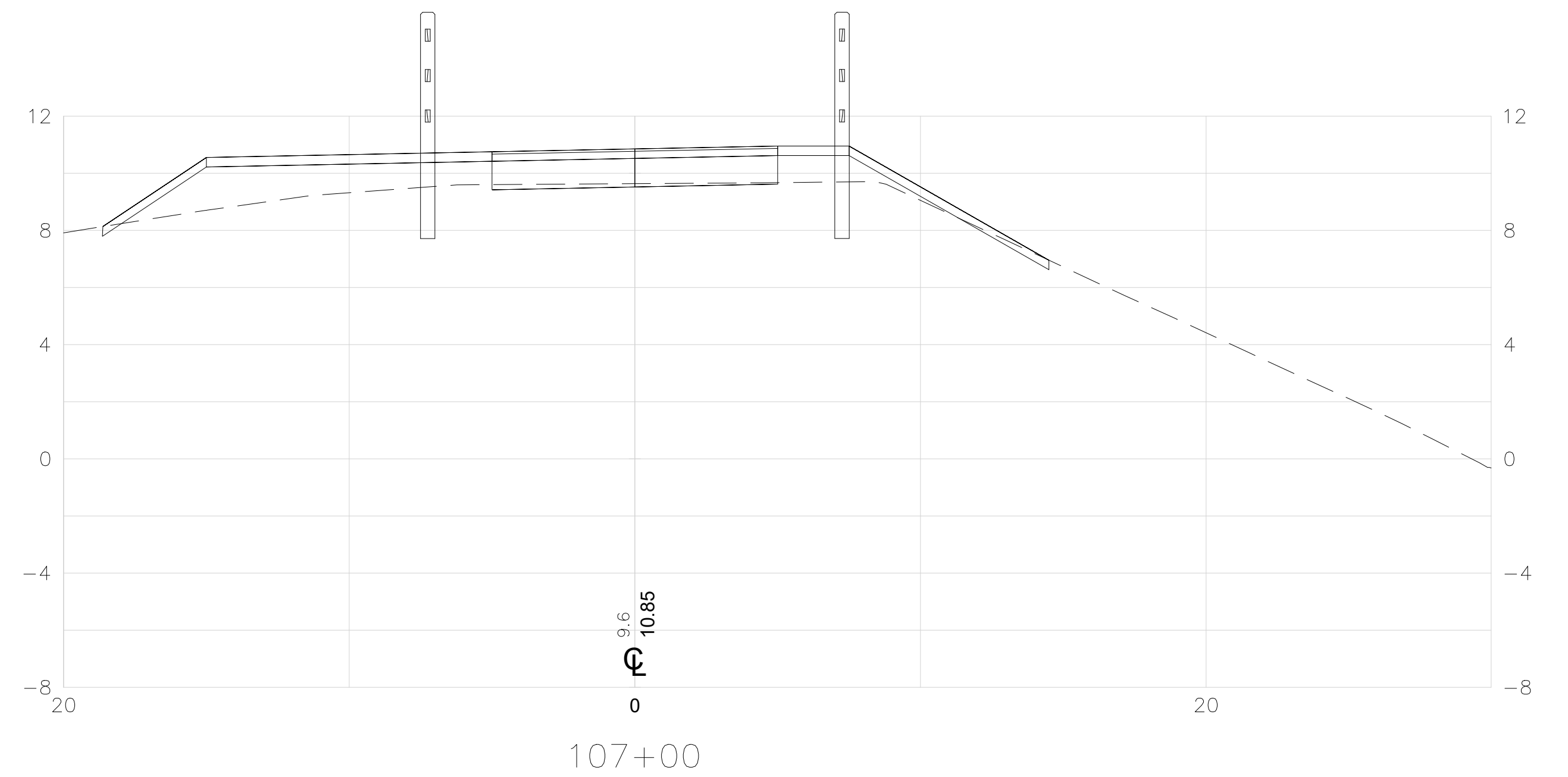
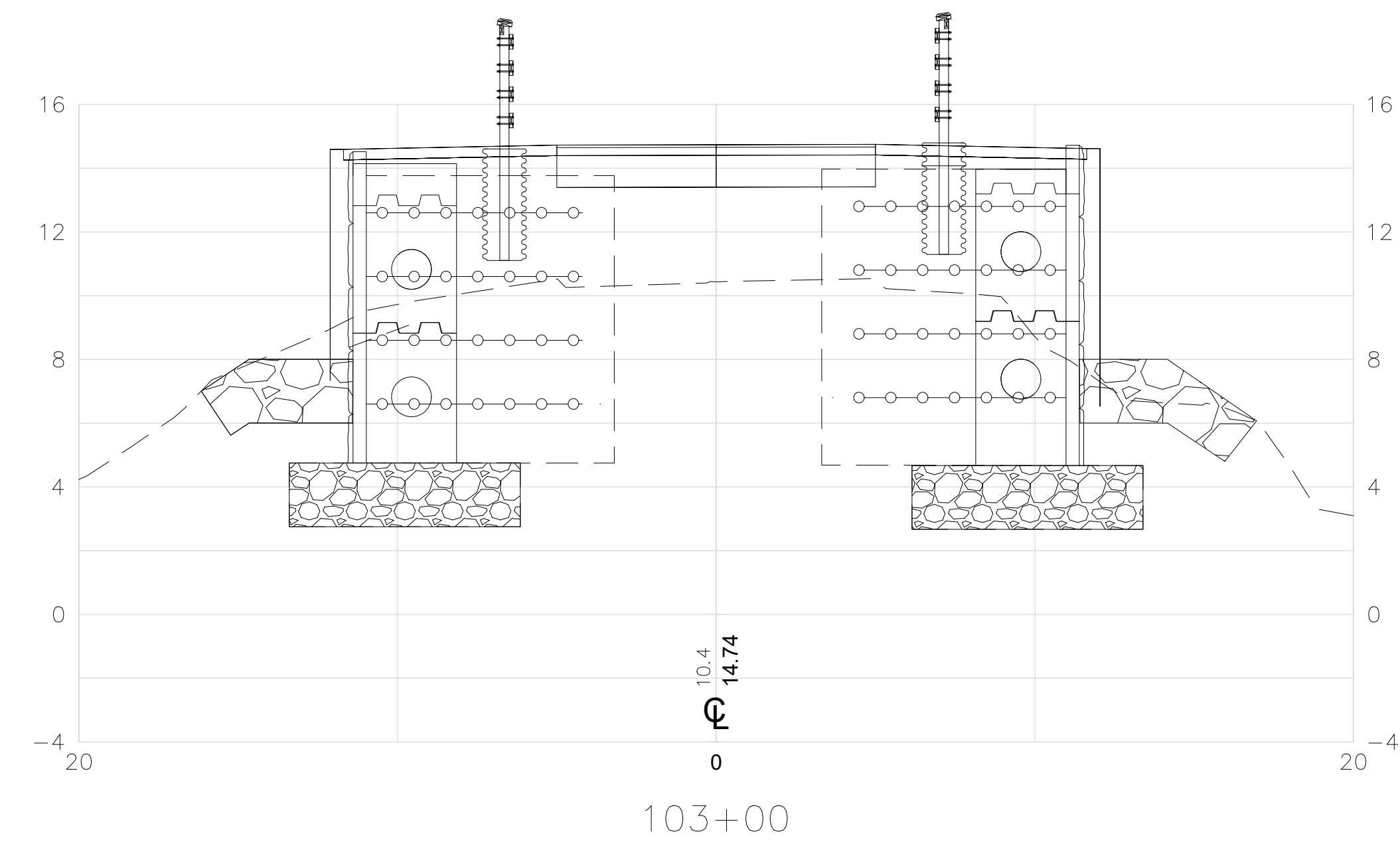
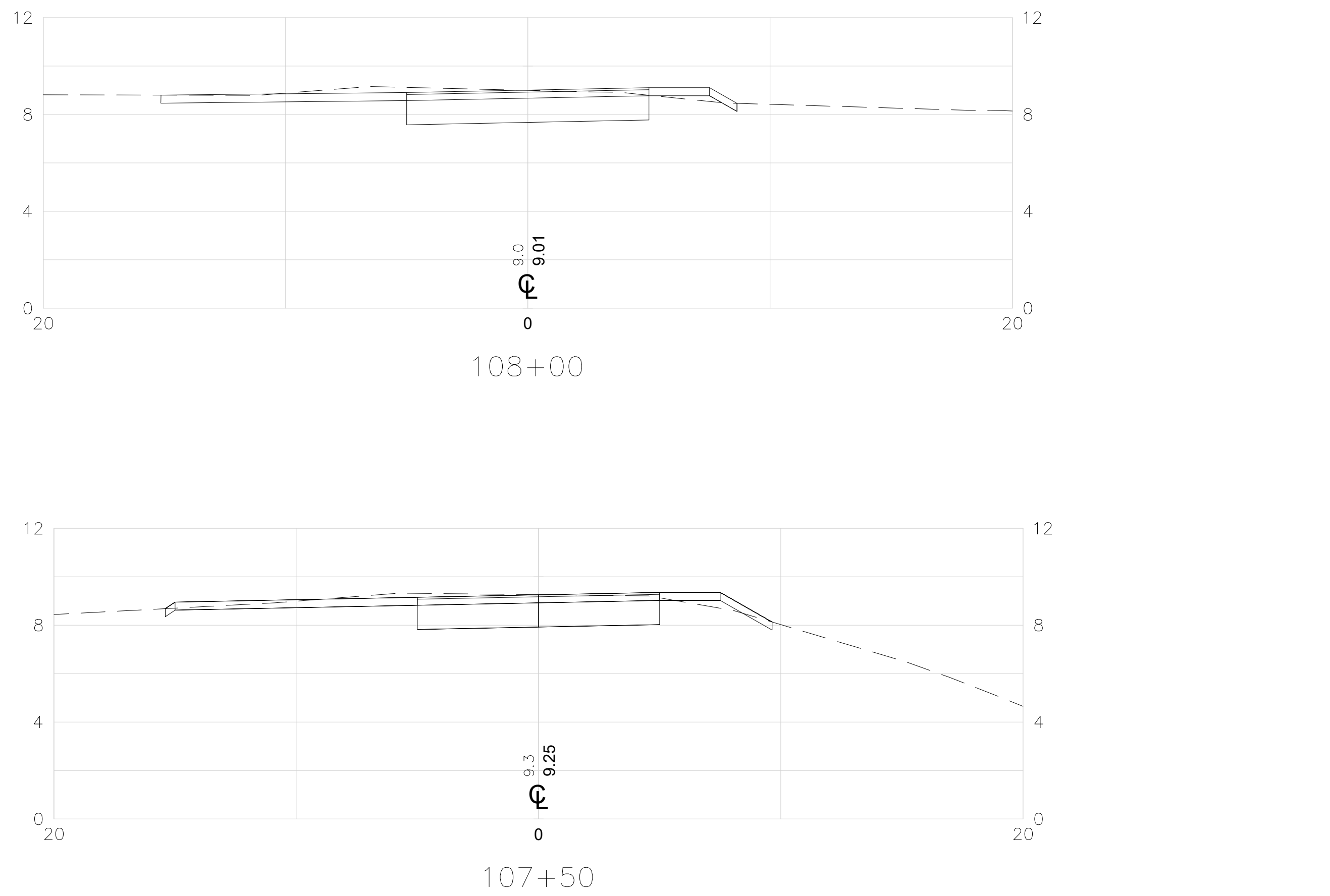
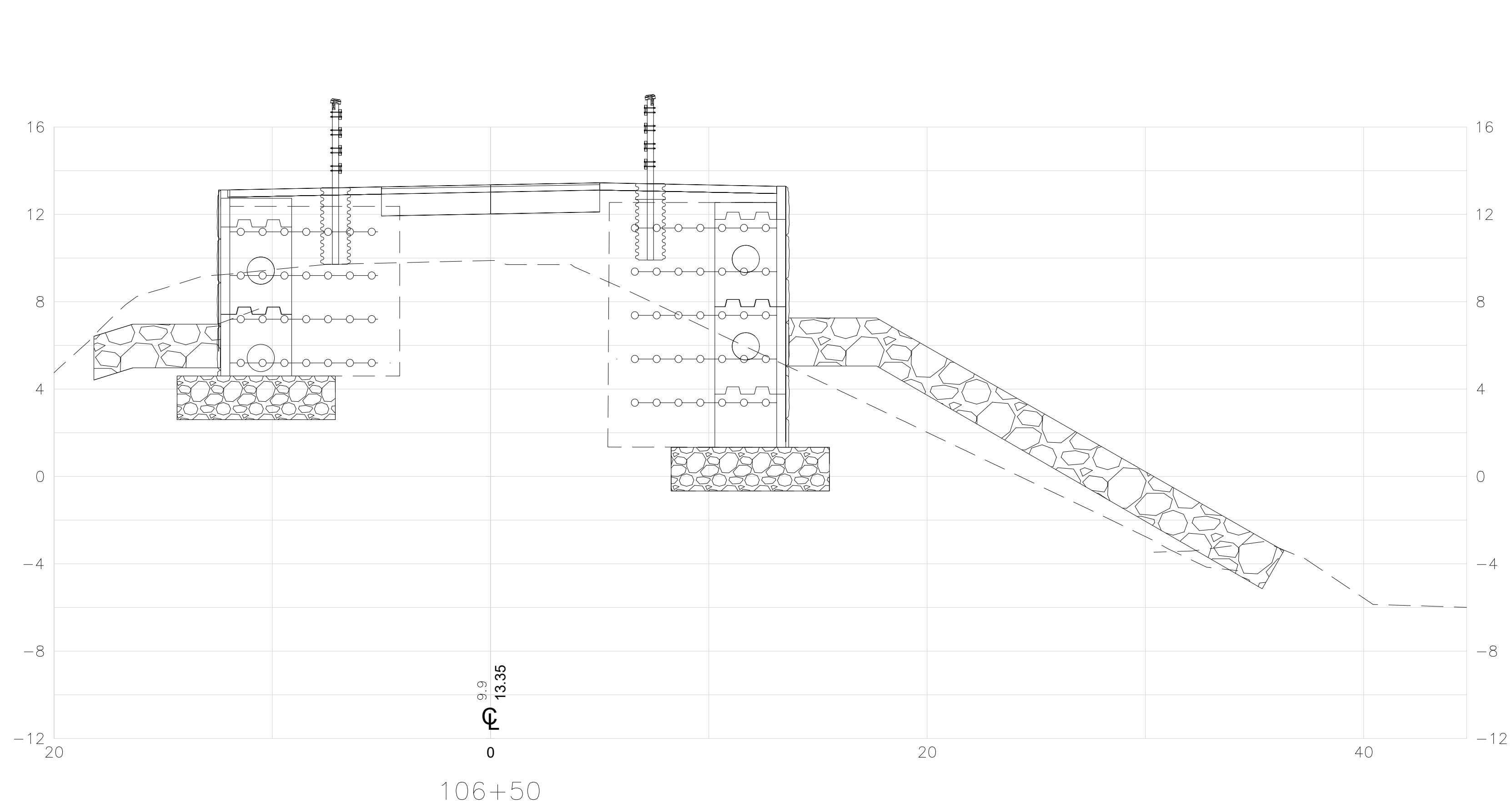
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NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

CROSS SECTIONS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	23	26



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 23
OF: 26

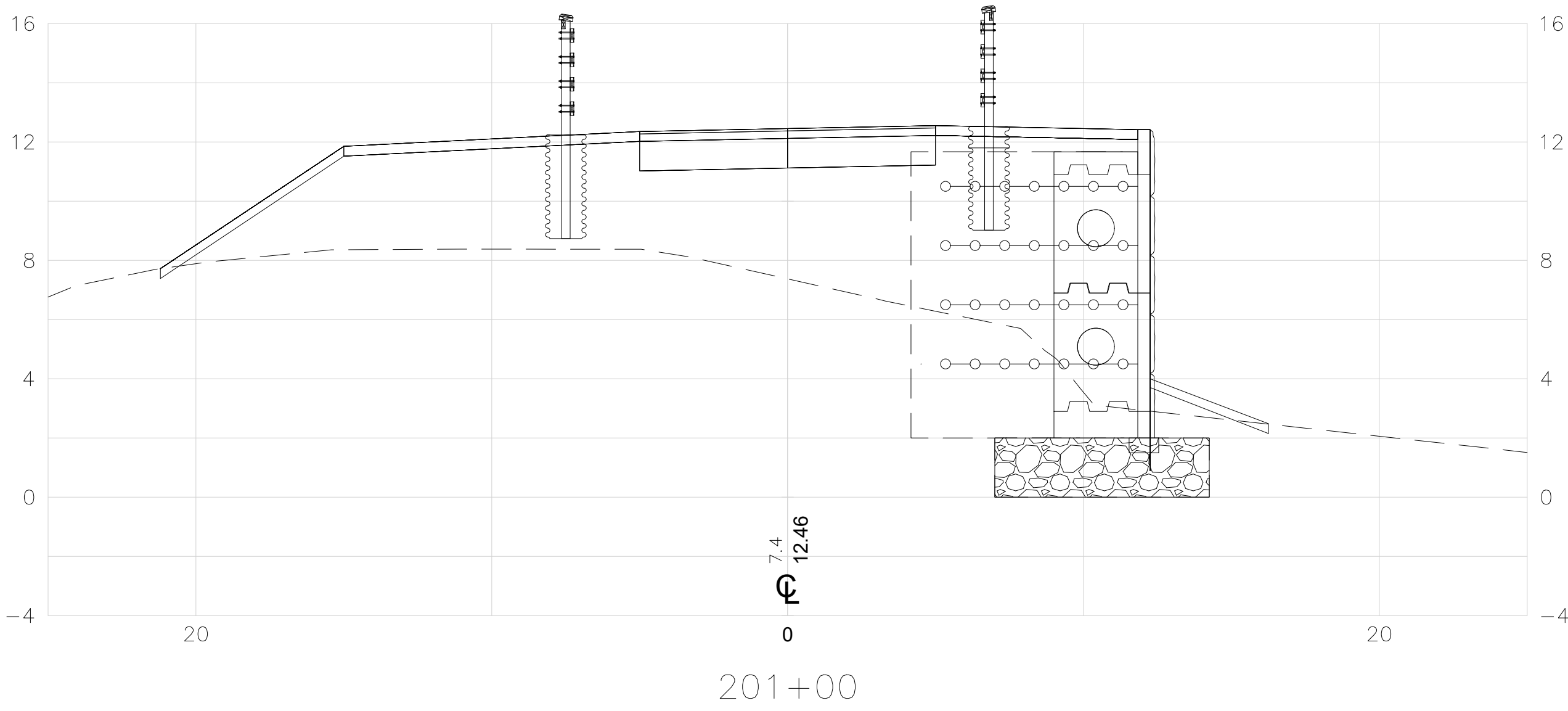
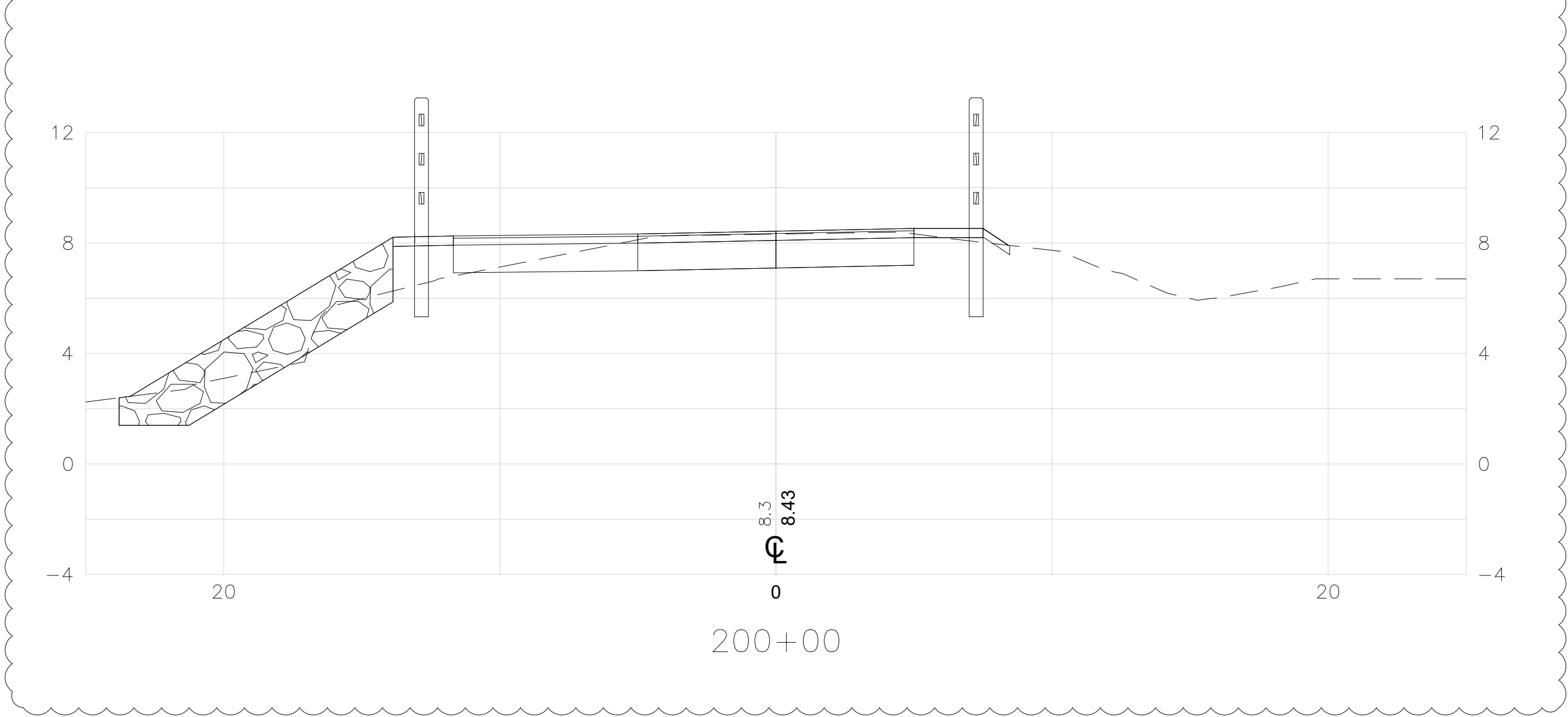
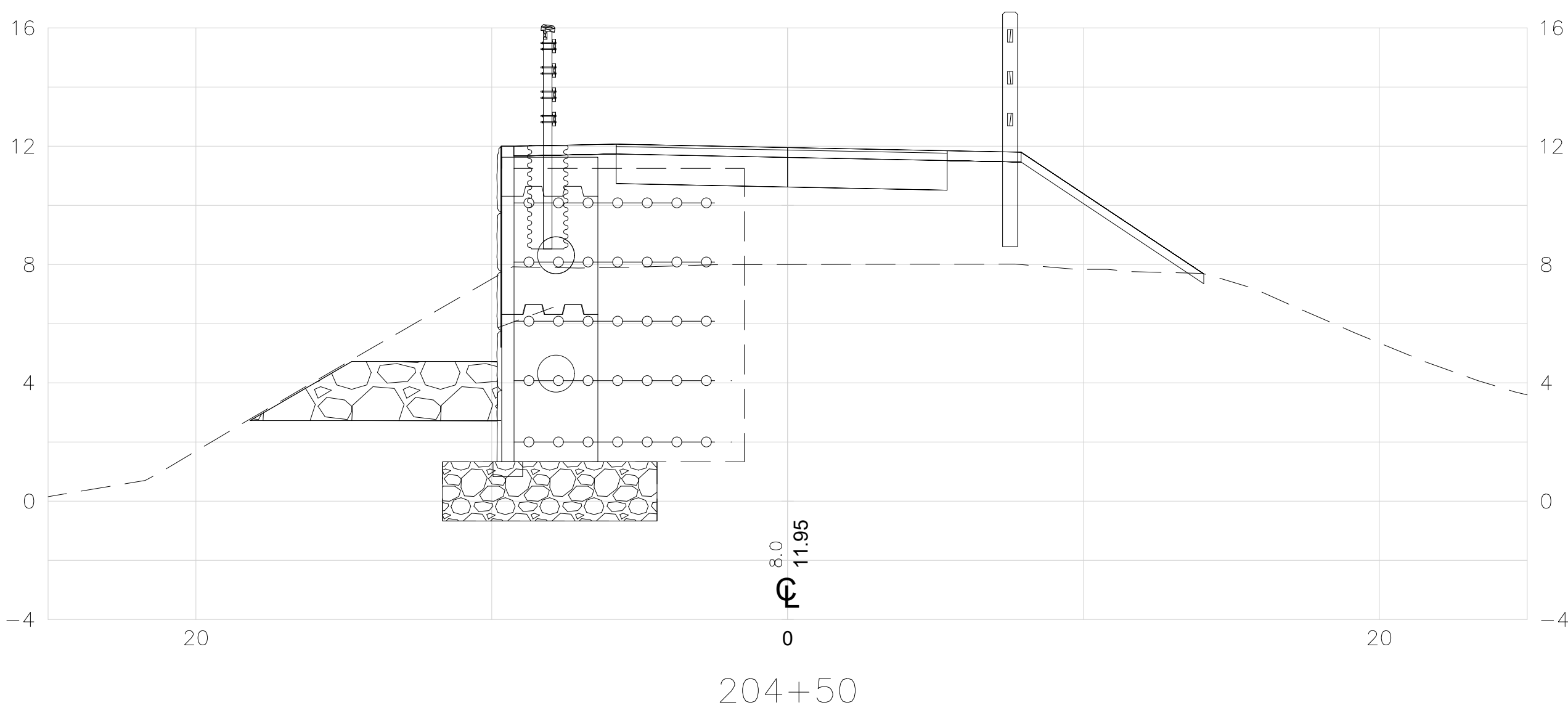
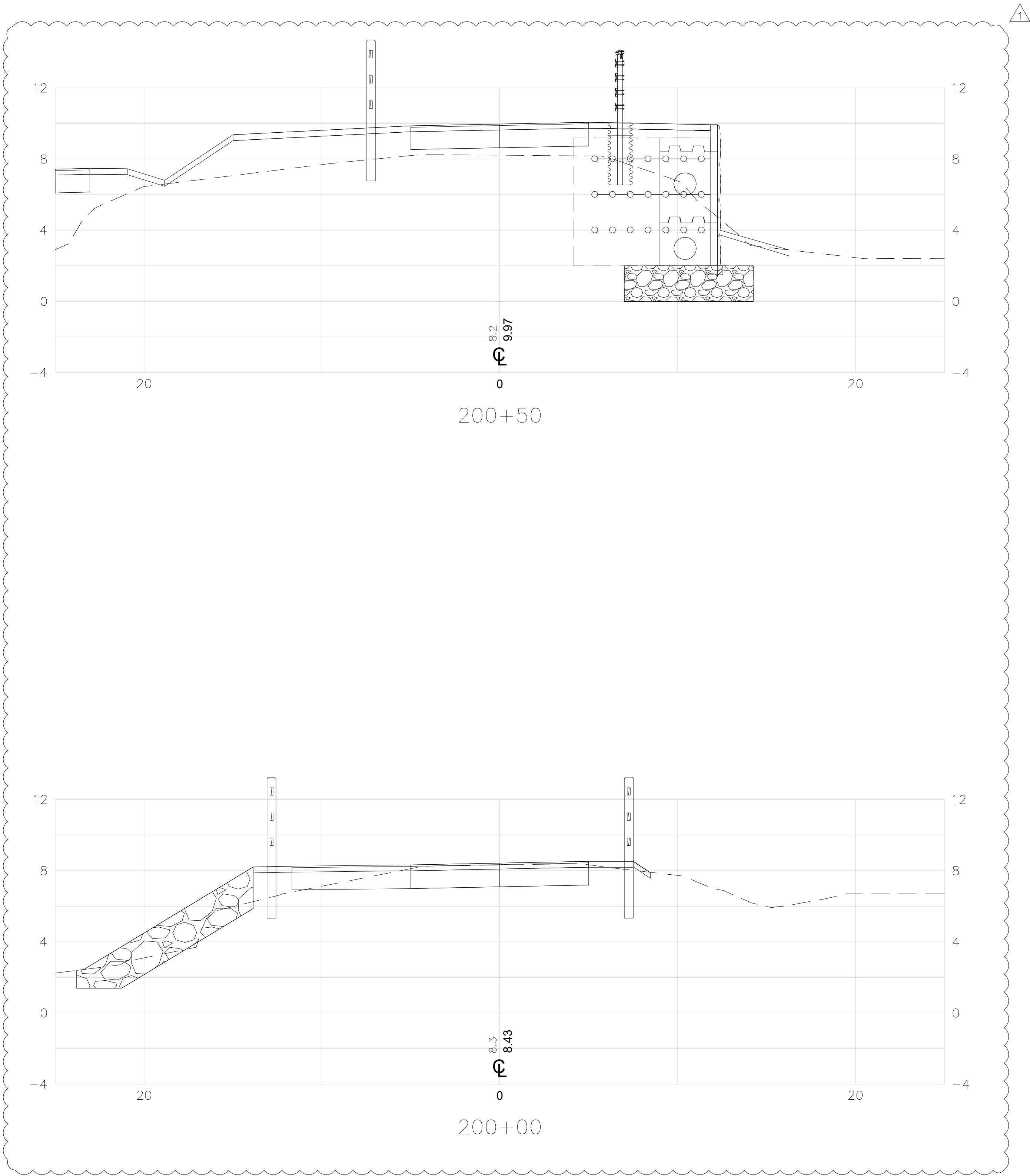
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NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

CROSS SECTIONS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	24	26



1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT MODIFICATIONS SINCE
OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 24
OF: 26

SCALE: 1"=4'



REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
1	2/1/24	VHB			

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

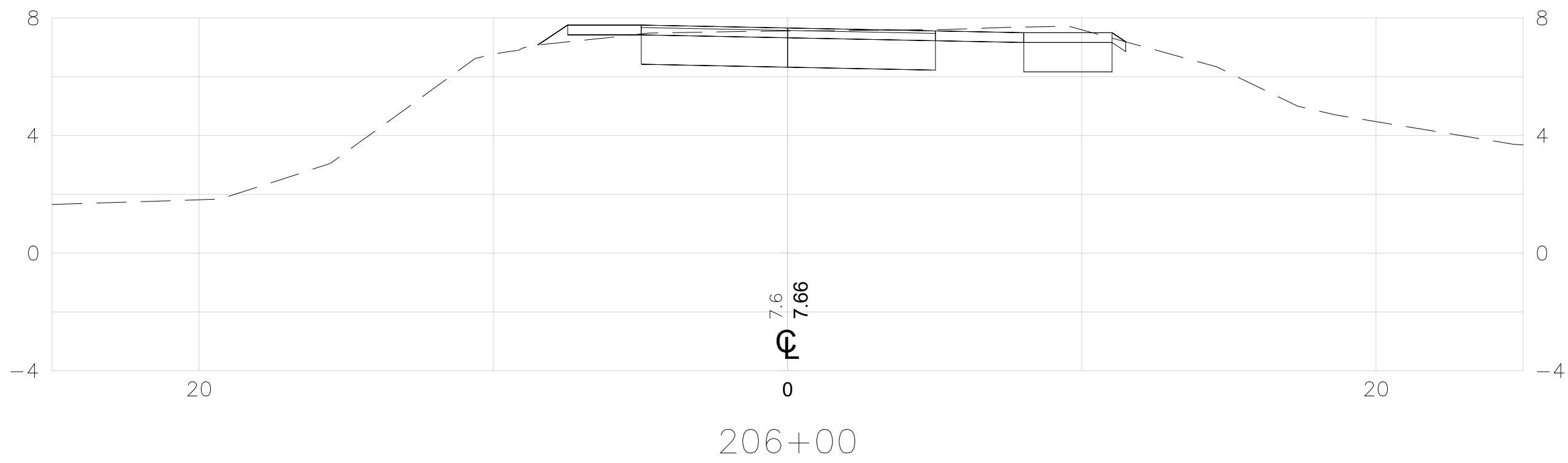
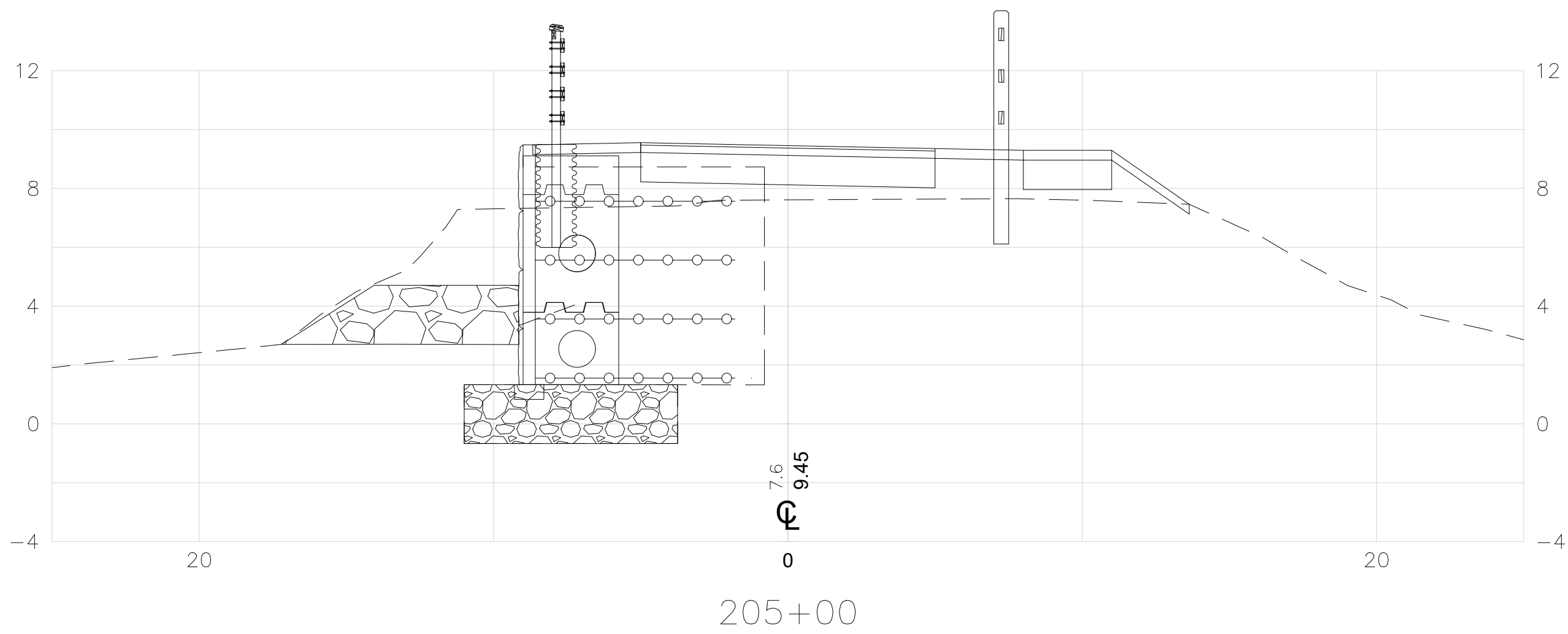
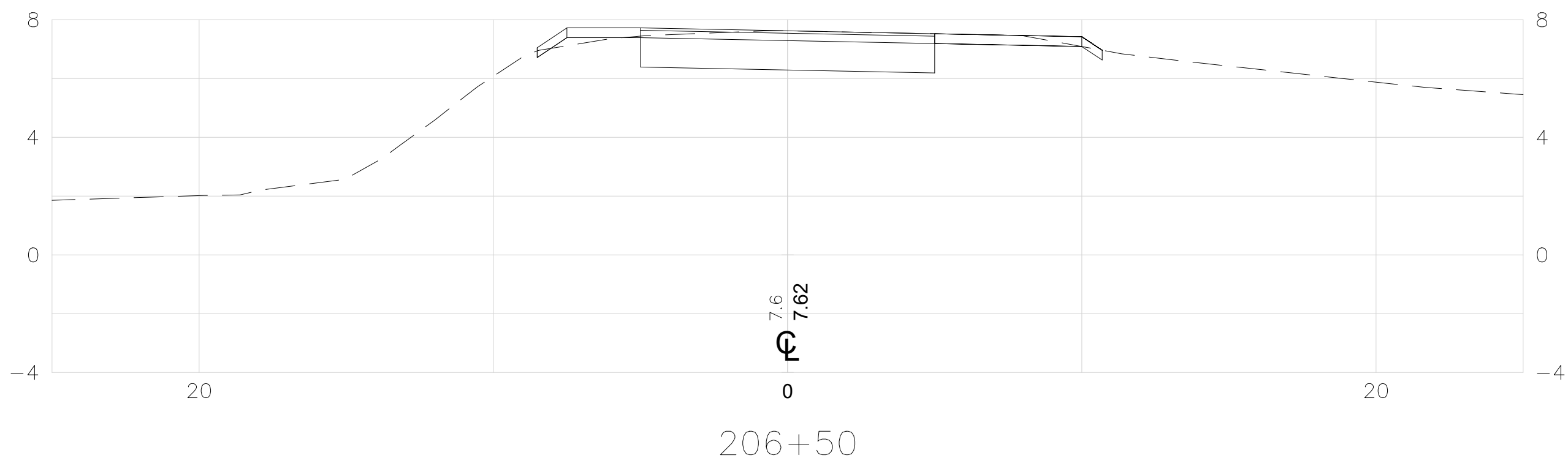
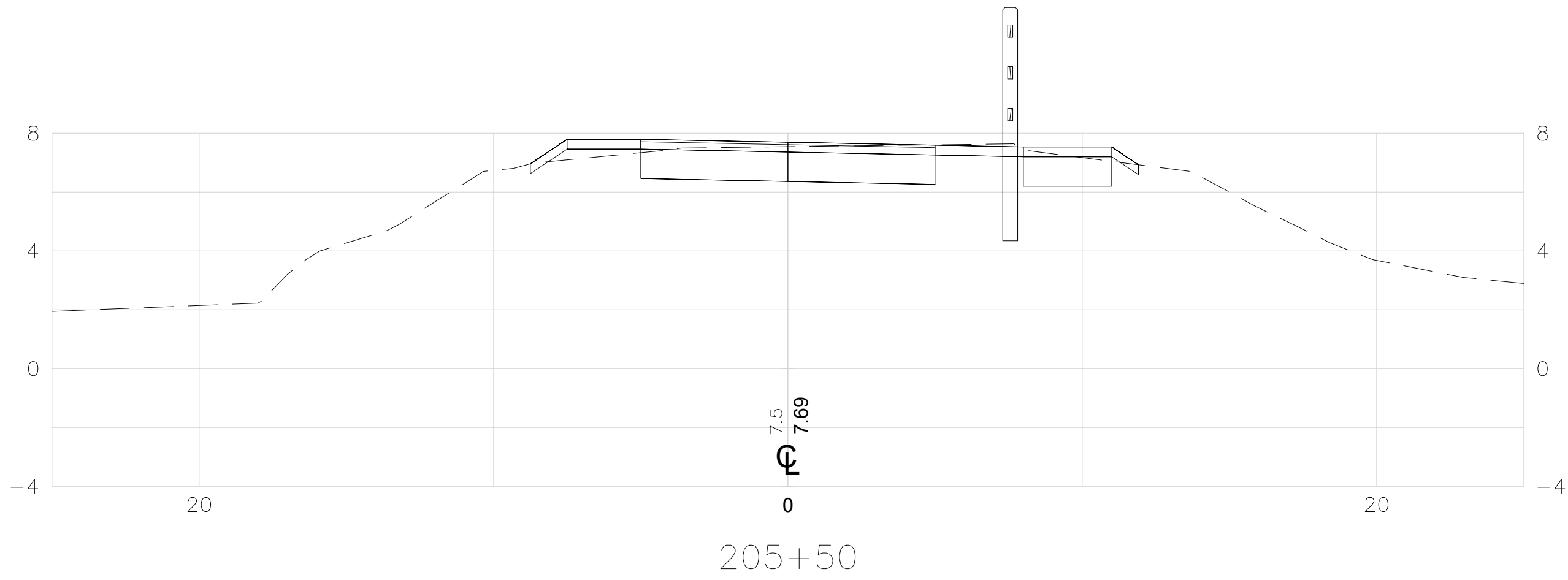
BARRINGTON/WARREN

VOLUME 1

RHODE ISLAND

CROSS SECTIONS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	25	26



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 25
OF: 26

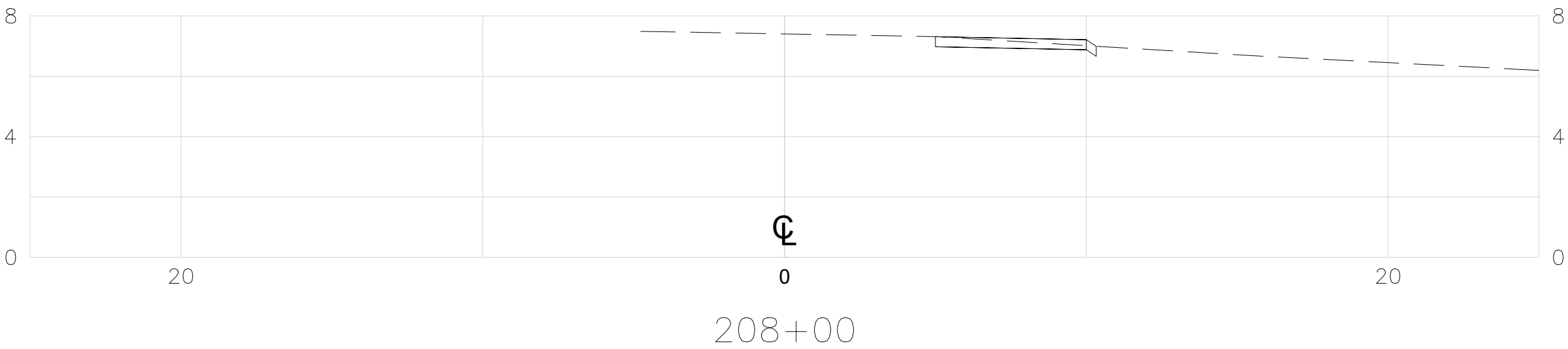
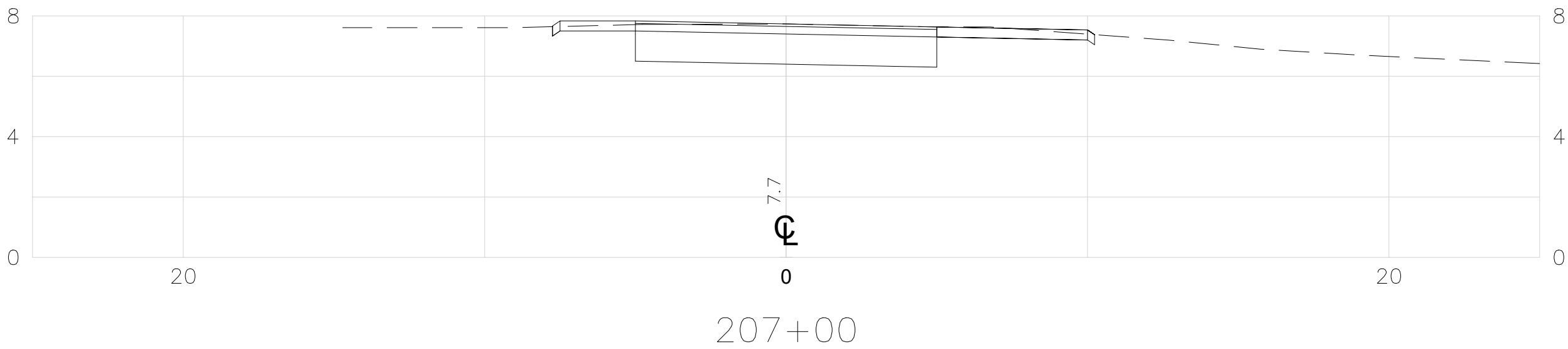
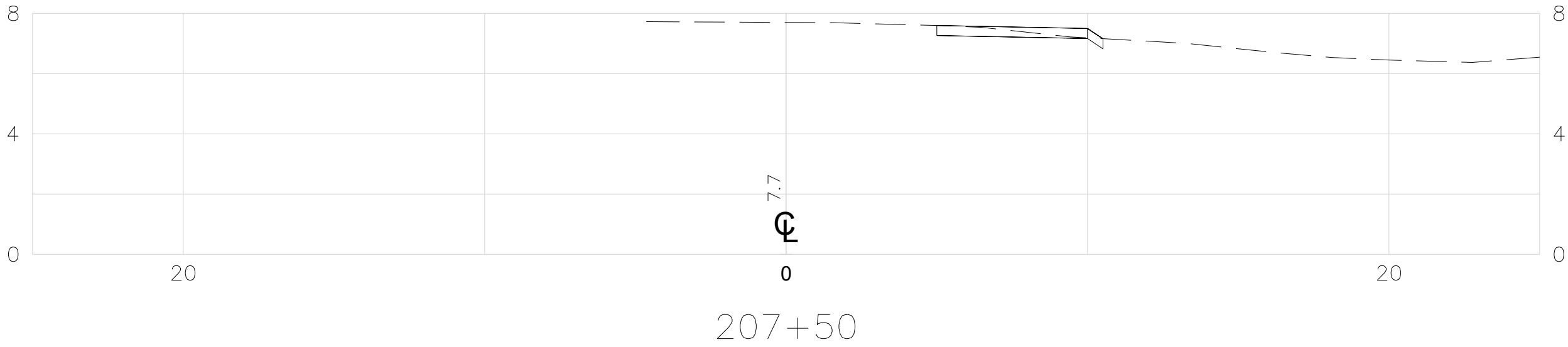
SCALE: 1"=4'



REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BARRINGTON/WARREN VOLUME 1 RHODE ISLAND
CROSS SECTIONS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	26	26



1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE:
SHEET: 26
OF: 26

SCALE: 1"=4'					
SCALE IN FEET					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)

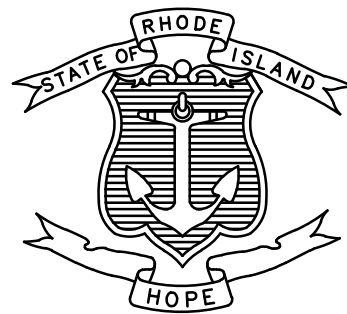
BARRINGTON/WARREN VOLUME 1 RHODE ISLAND

CROSS SECTIONS

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2	LIST OF ABBREVIATIONS AND LEGEND
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4	JOB SPECIFIC GENERAL NOTES 2
5	JOB SPECIFIC GENERAL NOTES 3
6	JOB SPECIFIC GENERAL NOTES 4
7	BR. 083751 GENERAL PLAN
8	BR. 083751 BRIDGE TYPICAL SECTION
9	BR. 083751 PROFILE
10	BR. 083751 FOUNDATION PLAN
11	BR. 083751 WEST ABUTMENT PLAN AND ELEVATION
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13	BR. 083751 ABUTMENT DETAILS
14	BR. 083751 RETAINING WALL PLAN 1
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35	BR. 083751 & 083851 BRIDGE RAIL DETAILS 1
36	BR. 083751 & BR. 083851 RAIL DETAILS 2
37	BR. 083751 & 083851 RAIL DETAILS 3
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STATE OF RHODE ISLAND



DEPARTMENT OF TRANSPORTATION

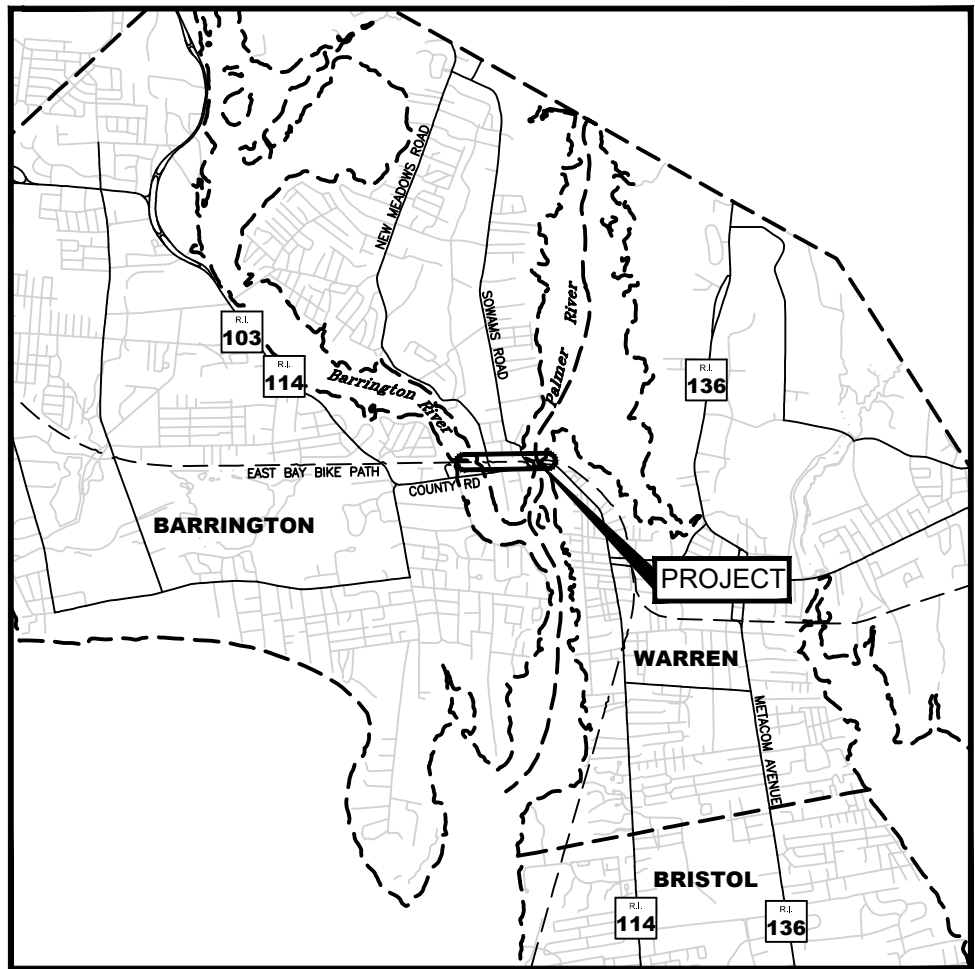
PLAN, PROFILE AND SECTIONS OF PROPOSED
EAST BAY BIKE PATH BRIDGE REPLACEMENTS
BRIDGE NOS. 083751 & 083851
RECONSTRUCTION PLANS
ENVIRONMENTAL PERMITTING SET
VOLUME 2

EAST BAY BIKE PATH OVER BARRINGTON RIVER AND PALMER RIVER

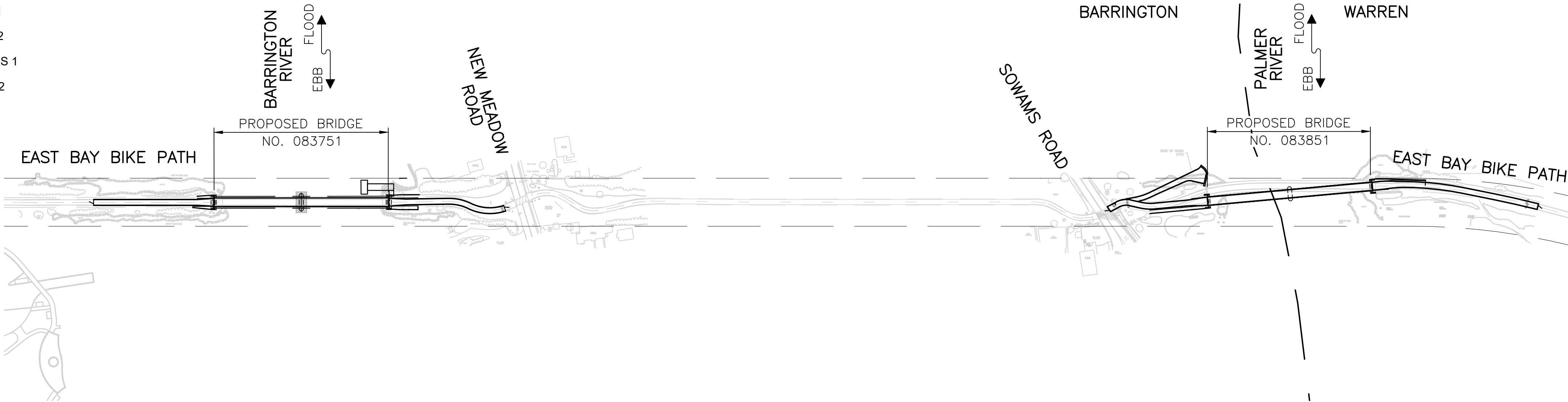
TOWNS OF BARRINGTON AND WARREN
COUNTY OF BRISTOL

R.I. CONTRACT NO. 2022-DB-012 F.A. PROJECT NO. BRO-0838(002)

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	1	38



LOCATION MAP
SCALE: 1"=5000'



LAYOUT PLAN
SCALE: 1"=120'

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS
SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, MARCH 2018, 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.

PERMIT PLAN
REVISIONS
FEBRUARY 2024

R.I. DEPARTMENT OF TRANSPORTATION	
APPROVED	
ADMINISTRATOR, PROJECT MANAGEMENT	DATE
APPROVED	
CHIEF ENGINEER OF INFRASTRUCTURE	DATE
APPROVED	
DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	
DIVISION ADMINISTRATOR	DATE





Contract Number 2022-DB-012
Number of Sheet 1
Total Sheets 38



BASE OF LEVELS
NAVD 88
NAD 83 (2011)



LIST OF ABBREVIATIONS

A		J		W	
ABANDONED	= ABD.	JOINT	= JT.	WEARING SURFACE	= W.S.
ABUTMENT	= ABUT.	L		WELDED WIRE FABRIC	= W.W.F.
ADDITIONAL	= ADD'L	LEFT	= LT.	WEST	= W.
ALTERNATE	= ALT.	LENGTH	= LGTH.	WESTBOUND	= WB
AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	= AASHTO	LIGHTING	= LTG.	WITH	= W/
ANCHOR BOLT	= A.B.	LONG	= LG.	WIDE FLANGE	= W
AMERICAN PETROLEUM INSTITUTE	= API	LONGITUDINAL	= LONGIT.	WORKING POINT	= W.P.
APPROVED	= APPD.	M			
APPROXIMATE	= APPROX.	MATERIAL	= MATL.		
AT	= 	MAXIMUM	= MAX.		
AVERAGE	= AVG.	MEAN HIGH TIDE	= M.H.T.		
B		MEAN HIGH WATER	= M.H.W.		
BASELINE OF CONSTRUCTION	= 	MEAN LOW LOWER WATER	= M.L.L.W		
BACK TO BACK	= B TO B	MEAN LOW WATER	= M.L.W.		
BEAM	= BM.	MEAN SEA LEVEL	= M.S.L.		
BEARING	= BRG.	MINIMUM	= MIN.		
BEND POINT	= B.P.	MISCELLANEOUS	= MISC.		
BETWEEN	= BTWN	N			
BITUMINOUS	= BIT.	NEAR FACE	= N.F.		
BITUMINOUS COATED		NEAR SIDE	= N.S.		
CORRUGATED METAL PIPE	= B.C.C.M.P.	NORTH	= N.		
BUILDING	= BLDG.	NORTHBOUND	= NB, N.B.		
BUILDING LINE	= B.L.	NOT IN CONTRACT	= N.I.C.		
BOLT CIRCLE	= B.C.	NOT TO SCALE	= N.T.S.		
BOTH SIDES	= B.S.	NUMBER	= NO.		
BOTTOM	= BOT.	O			
BOTTOM OF FOOTING	= B.O.F.	ON CENTER	= O.C.		
C		OPENING	= OPNG.		
CAST IN PLACE	= C.I.P.	OPPOSITE	= OPP.		
CENTER TO CENTER	= C TO C, C/C	OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION	= OSHA		
COLLECTOR/DISTRIBUTOR	= C/D	OUTSIDE DIAMETER	= O.D.		
CENTERLINE	= 	OPTIONAL	= OPT.		
CIRCLE	= CIR.	OVERHEAD WIRE	= O.H.W.		
CONTROLLED LOW STRENGTH MATERIAL	= CLSM	P			
CLEARANCE	= CLR.	PARALLEL	= PRL.		
COLUMN	= COL.	PEDESTRIAN	= PED.		
CONCRETE	= CONC.	PLATE	= 		
CONDUIT	= COND.	POINT OF VERTICAL CURVATURE	= P.V.C.		
CONNECTION	= CONN.	POINT OF VERTICAL TANGENCY	= P.V.T.		
CONSTRUCTION	= CONST.	POINT	= PT.		
CONTINUOUS	= CONT.	POINT OF CURVATURE	= PC		
CONTRACTION	= CONTR.	POINT OF TANGENCY	= PT		
CORRUGATED METAL PIPE	= CMP	POLYVINYL CHLORIDE	= PVC		
COUNTERSINK	= CSK.	POUNDS PER SQUARE INCH	= P.S.I.		
COUPLING	= CPLG.	PRECAST CONCRETE INSTITUTE	= PCI		
D		PRECAST	= P/C		
DETAIL	= DET.	PRESTRESSED	= P/S		
DIAGONAL	= DIAG.	PROFILE GRADE LINE	= PGL		
DIAPHRAGM	= DIAPHM.	PROPOSED	= PROP.		
DIAMETER	= DIA.	R			
DIMENSION	= DIM.	RADIUS	= RAD., R		
DRAIN	= DR.	RAILROAD	= RR.		
DRAWING	= DWG.	REHABILITATION	= REHAB.		
DRILL & GROUT	= D&G	REINFORCED CONCRETE PIPE	= RCP		
E		REINFORCING	= REINF.		
EACH	= EA.	RELOCATED	= RELOC.		
EACH FACE	= E.F.	REMOVE & DISPOSE	= R&D		
EACH WAY	= E.W.	REMOVE & RESET	= R&R		
EAST	= E.	REQUIRED	= REQD.		
EASTBOUND	= EB	RETAINING	= RET.		
ELECTRIC	= ELEC.	RHODE ISLAND	= R.I.		
ELEVATION	= EL.	RIGHT	= RT.		
EMBANKMENT	= EMBANK.	RIGID STEEL CONDUIT	= R.S.C.		
EMBEDMENT	= EMBED.	ROAD WEATHER INFORMATION SYSTEM	= RWIS		
EXISTING	= EXIST.	S			
EXPANSION	= EXP.	SECTION	= SECT.		
EQUAL	= EQ.	SCHEDULE	= SCH.		
F		SCHEMATIC	= SCHEM.		
FABRICATE	= FAB.	SHEET	= SH., SHT.		
FACE TO FACE	= F TO F	SHOULDER	= SHLDR.		
FAR FACE	= F.F.	SIMILAR	= SIM.		
FAR SIDE	= F.S.	SOLDIER PILE & LAGGING	= SPL		
FLANGE	= FLG.	SOUTH	= S.		
FLAT HEAD	= F.H.	SOUTHBOUND	= SB, S.B.		
FOOTING	= FTG.	SPACES	= SP.		
FOUNDATION	= FDN.	SPACING	= SPC.		
FURNISH, FABRICATE & ERECT	= F.F. & E.	STANDARD	= STD.		
G		STAY-IN-PLACE	= S.I.P.		
GAGE	= GA.	STANDARD	= STD.		
GALVANIZED	= GALV.	STATION	= STA.		
GRADE	= GR.	STAINLESS STEEL	= S.S.		
GRATING	= GRTG.	STIFFENER	= STIFF.		
GROUND	= GND.	SUPPORT OF EXCAVATION	= SOE, S.O.E.		
H		SYMMETRICAL	= SYM.		
HEIGHT	= HGT., HT.	I			
HEXAGON	= HEX.	TANGENT	= TAN.		
HIGH STRENGTH	= HS	TEMPORARY	= TEMP.		
HIGH TIDE LINE	= H.T.L.	TOP	= T		
HOT MIXED ASPHALT	= HMA	TOP AND BOTTOM	= T&B		
HOLLOW STRUCTURAL SECTION	= HSS	TOP OF STEEL	= T.O.S.		
HORIZONTAL	= HORIZ.	TOP OF WALL	= T.O.W.		
I		TRANSVERSE	= TRANSV.		
INCH	= IN.	TUBE SECTION	= TS		
INFORMATION	= INFO.	TYPICAL	= TYP.		
INSIDE DIAMETER	= I.D.	U			
INTELLIGENT TRANSPORTATION SYSTEMS	= I.T.S.	UNLESS NOTED OTHERWISE	= U.N.O.		
INVERT	= INV.	ULTRA HIGH PERFORMANCE CONCRETE	= UHPC		
		UNITED STATES ARMY CORPS OF ENGINEERS	= USACE		
		V			
		VARIABLES	= VAR.		
		VERTICAL CURVE	= V.C.		
		VERTICAL	= VERT.		

SECTION LETTER
ON SHEET

SHEET ON
WHICH SECTION
IS DRAWN

SECTION MARK

DETAIL NUMBER
ON SHEET

SHEET ON WHICH
DETAIL IS DRAWN

DETAIL MARK

SECTION LETTER
ON SHEET

SECTION
SCALE:

SHEET ON WHICH
SECTION IS TAKEN

SECTION TITLE

DETAIL NUMBER
ON SHEET

DETAIL
SCALE:

SHEET ON WHICH
DETAIL IS CALLED OUT

DETAIL TITLE

SECTION & DETAIL DESIGNATIONS



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

LIST OF ABBREVIATIONS AND LEGEND

GENERAL NOTES:

1. ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
 - THE 2004 EDITION (AMENDED MARCH 2018) 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, 4TH EDITION, 2017, INCLUDING THE LATEST INTERIM REVISIONS.
 - THE SPECIFICATIONS ACCOMPANYING THESE PLANS.IN CASE OF CONFLICT BETWEEN THE PLANS, SPECIFICATIONS OR MANUAL LISTED ABOVE, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS SHALL GOVERN
2. ALL ELEVATIONS ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF NAVD 88.
3. COORDINATES USED ON THESE PLANS ARE BASED ON THE STATEWIDE COORDINATE SYSTEM, THE NORTH AMERICAN DATUM OF 1983 (NAD 83 / 2011).
4. 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.
5. ALL ANGLES ARE SHOWN TO THE NEAREST SECOND.
6. TOPOGRAPHIC CONDITIONS WERE OBTAINED FROM AERIAL PHOTOGRAMMETRY. ACCURACY OF VERTICAL TOPOGRAPHY IS WITHIN ONE--HALF OF A FOOT.
7. FOR BENCH MARKS AND TIES SEE HIGHWAY LOCATION PLANS.
8. IT SHALL BE THE CONTRACTOR’S RESPONSIBILITY TO FIELD VERIFY ALL ELEVATIONS, DIMENSIONS, DETAILS, ANGLES, STRUCTURAL MEMBER SIZES, AND LAYOUTS AS SHOWN ON THESE PLANS. THIS PRIOR FIELD VERIFICATION IS ESPECIALLY PERTINENT FOR PRE--FABRICATED STRUCTURAL ITEMS AND WORK IN THE VICINITY OF UTILITIES.
9. TEMPORARY PROTECTIVE SHIELDING: DEBRIS SHIELDS SHALL BE PROVIDED AND INSTALLED TO PROTECT MOTORISTS, WATER WAYS, ETC. FROM ANY DEMOLITION OR CONSTRUCTION DEBRIS.
10. EXISTING DETAILS, DIMENSIONS AND ELEVATIONS PROVIDED IN THIS PLAN SET HAVE BEEN OBTAINED FROM THE ORIGINAL DRAWINGS AND SURVEY AND ARE NOT GUARANTEED.
11. FIELD CONDITIONS MAY EXIST WHICH DEViate FROM THE TYPICAL AND THEORETICAL DIMENSIONS SHOWN ON THE PLANS. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY.
12. THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTION TO ENSURE THE STABILITY OF ALL STRUCTURAL ELEMENTS DURING ALL PHASED CONSTRUCTION UNTIL THE TOTAL STRUCTURE IS IN PLACE.
13. THE CONTRACTOR SHALL CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO STARTING THE WORK TO VERIFY LOCATIONS OF EXISTING UTILITIES.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH UTILITY OWNERS.
15. ALL FOOTINGS SHALL BE APPROVED BY THE ENGINEER AS TO DIMENSIONS, ELEVATIONS, AND SUITABILITY OF FOUNDATION MATERIAL BEFORE THE PLACING OF CONCRETE.
16. ALL WORKING POINTS ARE SHOWN AT THE CENTERLINES OF BEARINGS OF ABUTMENTS, UNLESS OTHERWISE NOTED.
17. ALL ABUTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.
18. THE EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND WERE LOCATED USING THE BEST AVAILABLE INFORMATION. NO BUILDING SERVICE CONNECTIONS (ELECTRIC, TELEPHONE, GAS, WATER, SANITARY AND OTHERS) ARE SHOWN. THE CONTRACTOR IS TO ASSUME THAT SERVICES TO ALL BUILDINGS ARE PRESENT.
19. 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.

DESIGN DATA

DESIGN SPECIFICATIONS

- THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020, INCLUDING ALL INTERIM REVISIONS.
- THE AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES, 2009 INCLUDING ALL INTERIM REVISIONS.
- THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL 2007 EDITION INCLUDING ALL REVISIONS.
- ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2007.
- THE 2004 EDITION (AMENDED MARCH 2018) 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.

LOAD MODIFIERS

UNLESS NOTED OTHERWISE, 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.

LOAD FACTORS

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

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

LIVE LOADS

- THE DESIGN VEHICULAR LIVE LOAD SHALL BE THE H15--44 DESIGNATION ADJUSTED FOR THE DYNAMIC LOAD ALLOWANCE, MULTIPLE PRESENCE FACTOR AND PER RI TAC 0347.

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 140 MPH.
- THE DESIGN WIND PRESSURES DURING CONSTRUCTION SHALL BE AS SPECIFIED UNDER THE NOTES TITLED “GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS”.

TRAFFIC DATA

NOT APPLICABLE

THERMAL DESIGN FORCE DATA

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

SEISMIC DESIGN DATA

PER RIDOT LRFD BRIDGE MANUAL AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, EAST BAY BIKE PATH BRIDGES 083751 & 083851 SHALL MEET SEISMIC ZONE 1 DESIGN CRITERIA AND RFP ADDENDUM 3 CRITERIA.

ALL REFERENCES IN THESE GENERAL NOTE SHEETS AND THROUGHOUT THE CONTRACT DRAWINGS TO THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SHALL EXCLUDE THE METHOD OF MEASUREMENT SECTION AND BASIS OF PAYMENT SECTION FOR ITEMS PAID FOR BY THE LUMP SUM ITEMS IN THIS CONTRACT.

FOUNDATION DESIGN DATA:

SPREAD FOUNDATIONS:

THE FACTORED BEARING RESISTANCE FOR THE VARIOUS SHALLOW FOUNDATION TYPES ARE AS FOLLOWS:

		BEARING RESISTANCE (KSF)	
LOCATION	TYPE OF BEARING MATERIAL	STRENGTH LIMIT STATES ($\phi=0.45$)	SERVICE LIMIT STATES ($\phi=1.0$)
ABUTMENTS	UNDISTURBED NATURAL GRANULAR SOILS	7	3.2

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
BR. 083751 PIER	DMP	200	286
BR. 083851 PIER	DMP	220	315
BR. 083751 ABUTMENT	DMP	218	312

		FACTORED UPLIFT RESISTANCE (KIPS)	
LOCATION	TYPE	STRENGTH LIMIT STATES	EXTREME LIMIT STATES
BR. 083751 PIER	DMP	123	141
BR. 083851 PIER	DMP	127	145
BR. 083751 ABUTMENT	DMP	23	26.5

- 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 AS DETERMINED USING A NOMINAL BOND RESISTANCE OF 3.6 KSF AND A RESISTANCE FACTOR OF 0.7 (FOR COMPRESSION LOADING).
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE EXTREME LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE AS DETERMINED USING A NOMINAL BOND RESISTANCE OF 3.6 KSF AND A RESISTANCE FACTOR OF 1.0 (FOR COMPRESSION LOADING).
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE STRENGTH LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE AS DETERMINED USING A NOMINAL BOND RESISTANCE OF 3.6 KSF AND A RESISTANCE FACTOR OF 0.7 (FOR TENSION).
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE EXTREME LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE AS DETERMINED USING A NOMINAL BOND RESISTANCE OF 3.6 KSF AND A RESISTANCE FACTOR OF 0.8 (FOR TENSION).

NOTE:

MODULAR WALLS SHALL BE DESIGNED BY THE WALL SUPPLIER. THE CONTRACTOR SHALL SUBMIT FOR REVIEW AND APPROVAL DESIGN CALCULATIONS AND WORKING DRAWINGS SIGNED AND STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF RHODE ISLAND.

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FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	4	38

MATERIALS

STRUCTURAL STEEL:

- AASHTO DESIGNATION M 270, GRADE 50, GALVANIZED
- TRUSS BRIDGE STEEL, REFER TO CODE 801.9901 PREFABRICATED MODULAR BRIDGE FOR MATERIAL.
- API N80 CASING

REINFORCING STEEL:

- AASHTO DESIGNATION M 31, GRADE 60
- GALVANIZED COATING ASTM A767, CLASS I
- ASTM A615 GRADE 75 OR ASTM 722 GRADE 150 FOR MICRO-PILES

TREATED TIMBER

- 2x4 THRU 2x10, 4x4, 4x6 SHALL BE SOUTHERN PINE, GRADE NO. 1 OR BETTER

HARDWARE AND FASTENERS:

- CARRIAGE BOLTS, THREADED RODS, LAG SCREWS ASTM A307 GRADE A
- HEX BOLTS ASTM A307 GRADE A
- OGEE WASHERS ASTM A48

COMPOSITE TOP RAIL:

- COMPOSITE TOP RAIL BOARDS SHALL BE CONSTRUCTED, MANUFACTURED, AND FABRICATED IN ACCORDANCE WITH ASTM D7032-6A STANDARD SPECIFICATIONS. BOARDS SHALL BE SOLID COMPOSITE AND CAPPED. COLOR OF TOP RAIL SHALL BE GRAY.

CONCRETE STRENGTHS:

- CLASS HP ¾" F'C=5,000 PSI
RETURN WALLS, BACKWALLS
- CLASS MC ¾" F'C=3,500 PSI @ 28 DAYS, F'C=5,000 PSI @ 56 DAYS
ALL COMPONENTS GREATER THAN 3 FEET IN THICKNESS, INCLUDING, BUT NOT LIMITED TO: ABUTMENT STEMS, PIER CAPS
- CLASS XX ¾" F'C=4,000 PSI
FOOTINGS
- 4,000 PSI NEAT CEMENT GROUT
MICRO-PILES
- CLASS A CONCRETE ¾" F'C=3,000 PSI
PEDESTRIAN BRIDGE RAIL POSTS

CONCRETE NOTES:

- CLASSES OF CONCRETE SHALL BE HIGH PERFORMANCE CLASS HP, CLASS MC AND CLASS XX, AS DESCRIBED THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS. REFER TO THE "MATERIALS" NOTES FOR CLASSES OF CONCRETE SPECIFIED FOR VARIOUS COMPONENTS.
- THE CONTRACTOR MAY, AT THE APPROVAL OF THE ENGINEER, PROPOSE THE USE OF SELF-CONSOLIDATING CONCRETE FOR ANY CLASS OF CONCRETE ON THIS PROJECT. SECTION 606 "SELF CONSOLIDATING CONCRETE (SCC)", CONTAINS THE REQUIREMENTS FOR MODIFYING ALL CLASSES OF CONCRETE MIX DESIGN FOR SELF-CONSOLIDATING APPLICATIONS. THE MAXIMUM WATER-CEMENT RATIO FOR SCC SHALL BE 0.40.
- 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 LAP 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 WALL FACES, AND BACKWALLS)	COVER 3"
ALL OTHER BARS	2"




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

- UNLESS OTHERWISE NOTED ON THE PLANS, ALL ANCHOR BOLTS SHALL BE ASTM DESIGNATION F1554, GR 55, AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 232 OR METALIZED IN ACCORDANCE WITH SECTION M.05. SWEDGED RODS SHALL BE AASHTO DESIGNATION M 270 GRADE 36 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 232.
- ALL ANCHOR BOLTS SHALL BE SET BY TEMPLATES PRIOR TO PLACEMENT OF CONCRETE UNLESS OTHERWISE INDICATED ON THE PLANS OR AUTHORIZED BY THE ENGINEER.
- HORIZONTAL CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON PLANS WILL NOT BE PERMITTED WITHOUT A WRITTEN REQUEST BY THE CONTRACTOR AND PRIOR AUTHORIZATION BY THE ENGINEER.
- UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CONCRETE SURFACES VISIBLE IN ELEVATION TO ONE FOOT BELOW FINAL GROUND LINE, 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.
- ALL EXPOSED EDGES AND REENTRANT CORNERS NOT OTHERWISE DETAILED ON THE PLANS SHALL HAVE A MINIMUM ¼" CHAMFER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATIONS DURING CONSTRUCTION UNTIL SUCH TIME AS THE SURFACES ARE APPROVED AND ACCEPTED BY THE ENGINEER. ANY CONCRETE STAINS OR DISCOLORATIONS OCCURRING PRIOR TO ACCEPTANCE OF THE SURFACES SHALL BE REMOVED BY THE CONTRACTOR.
- 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.
- 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, UNLESS OTHERWISE INDICATED ON THE PLANS.
- 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 TWO INCHES BELOW THE EXPOSED SURFACE OF THE CONCRETE WITHOUT CAUSING DAMAGE TO THE CONCRETE SURFACE. SNAP TIES MAY BE USED ONLY IF APPROVED BY THE ENGINEER. IF THE CONTRACTOR PROPOSES TO USE THEM, A CATALOG CUT AND OTHER NECESSARY INFORMATION MUST BE SUBMITTED TO THE ENGINEER TO DEMONSTRATE THAT THE TIES WILL SNAP-OFF FAR ENOUGH INTO THE CONCRETE TO ALLOW FOR PROPER PATCHING. SNAP TIES MUST PROVIDE ADEQUATE STRENGTH TO SUPPORT THE FORMS. ALL CAVITIES SHALL BE FILLED WITH AN APPROVED CEMENT MORTAR MEETING THE REQUIREMENTS OF ASTM C 928.
- HAND-HELD VIBRATORS SHALL BE EQUIPPED WITH RUBBER TIPPED HEADS WHEN USED TO CONSOLIDATE CONCRETE AROUND REINFORCEMENT AND EMBEDMENTS.
- WATER STOPS ARE REQUIRED FOR HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS IN ABUTMENTS AND WALLS WHEN EXPOSED TO BACKFILL EARTH MATERIAL. WATER STOPS SHALL BE INSTALLED AT THE LOCATIONS DETAILED ON THE PLANS, AT THE LOCATIONS AS SPECIFIED ABOVE AND AT ALL LOCATIONS AS DIRECTED BY THE ENGINEER, ALL IN ACCORDANCE WITH SECTION 812 OF THE RI STANDARD SPECIFICATIONS.
- UNLESS OTHERWISE DIMENSIONED ON THE PLANS, ALL REINFORCEMENT BENDS SHOWN ARE STANDARD HOOKS.
- ALL EXPOSED FACES ABUTMENTS FROM THE BRIDGE SEATS TO THE GROUND SURFACE AND EXPOSED WALL SURFACES SHALL RECEIVE A CONCRETE SURFACE TREATMENT - PROTECTIVE SEALER THAT SHALL BE GRAY IN COLOR. A CLEAR, NON-SACRIFICIAL TYPE ANTI-GRAFFITI COATING THAT CONFORMS TO SECTION 842 SHALL BE APPLIED OVER THE FULLY CURED CONCRETE PROTECTIVE COATING.
- ANY METALLIC ELEMENTS THAT ARE TO BE LEFT IN PLACE AND NOT STATED HEREIN SHALL BE GALVANIZED. THIS INCLUDES, BUT IS NOT LIMITED TO REINFORCING STEEL, WIRE MESH, SNAP TIES, METAL TIES, ANCHORAGES FOR FORM WORK, SUPPORTS FOR MASS CONCRETE COOLING PIPES, ETC.

REINFORCEMENT NOTE:

THE CONTRACTOR'S REINFORCING BAR FABRICATOR SHALL VERIFY THE CORRECTNESS IN PREPARING HIS ORDER LISTS AND BENDING DIAGRAMS. SHOP DRAWINGS FOR ALL REINFORCEMENT DETAILS AND SCHEDULE SHALL BE SUBMITTED TO THE ENGINEER IN SUFFICIENT TIME TO PERMIT CAREFUL CHECKING.

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(ERC 1)
APRIL 2023

<div><div>RECEIVED 2/7/2024 COASTAL RESOURCES MANAGEMENT COUNCIL</div><div> na Bridge Company</div></div>	<div><div>1 Cedar Street Suite 400 Providence, RI 02903 401.272.8100</div></div>	<div><div>RHODE ISLAND DEPARTMENT OF TRANSPORTATION</div></div>	<div>DESIGNED BY: . CHECKED BY: . DATE: . SHEET: 4 OF: 38</div>	<div><div>SCALE:</div><table><tr><th colspan="3">REVISIONS</th><th colspan="3">REVISIONS</th></tr><tr><th>NO.</th><th>DATE</th><th>BY</th><th>NO.</th><th>DATE</th><th>BY</th></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table></div>	REVISIONS			REVISIONS			NO.	DATE	BY	NO.	DATE	BY																			<div>EAST BAY BIKE PATH BRIDGE REPLACEMENT (BARRINGTON RIVER AND WARREN BRIDGES) BRIDGE NO. 083751 & 083851 ENVIRONMENTAL PERMITTING BARRINGTON/WARREN RHODE ISLAND JOB SPECIFIC GENERAL NOTES 2</div>
REVISIONS			REVISIONS																																
NO.	DATE	BY	NO.	DATE	BY																														

FED. ROAD D.W. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	5	38

STRUCTURAL STEEL NOTES

1. ALL STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH CODE 801.9901 PREFABRICATED MODULAR BRIDGE AND SECTION 824 OF THE RI STANDARD SPECIFICATIONS AS APPLICABLE.

TIMBER CONSTRUCTION NOTES

1. ALL TIMBER SHALL BE PRESSURE TREATED. WOOD SHALL BE PRESSURE TREATED IN ACCORDANCE WITH THE AMERICAN WOOD PROTECTION ASSOCIATION (AWPA).
2. GROUP CONTACT POSTS SHALL BE TREATED WITH PRESERVATIVES TO THE REQUIREMENTS FOR GROUND CONTACT/FRESHWATER, GENERAL USE SERVICE CONDITIONS (UC4A) IN ACCORDANCE WITH AWPA STANDARD U1 OR ICC-ES EVALUATION REPORTS.
3. ALL BOLTS SHALL BE ASTM A307 OR AS ALTERNATE A3125, GRADE A325.
4. ALL BOLTED CONNECTIONS SHALL INCLUDE WASHERS AT BOLT HEADS AND NUTS.
5. LAG SCREWS SHALL BE LOW CARBON STEEL, ASTM A307 OR BETTER.
6. ALL BOLTS, WASHERS AND OTHER HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M232.
7. TIMBER WHICH AT THE DISCRETION OF THE ENGINEER IS SEVERELY WARPED, BOWED, SPLIT, OR SPLINTERED SHALL NOT BE USED.
8. RAILS AND RAIL CAPS SHALL BE CONTINUOUS OVER 1 POST MINIMUM. BUTT JOINTS IN RAILS AND RAIL CAPS SHALL BE STAGGERED AS SHOWN ON SHEET 35 TYPICAL ELEVATION OF PEDESTRIAN BRIDGE RAIL.
9. ALL TIMBER RAILING COMPONENTS SHALL BE TREATED WITH PRESERVATIVES TO THE REQUIREMENTS FOR AN ABOVE GROUND, EXPOSE SERVICE CONDITION (UC3B) IN ACCORDANCE WITH AWPA STANDARD U1 OR ICC-ES EVALUATION REPORTS.
10. TREAT ALL CUT ENDS, HOLES, NOTCHES AND RECESSES WITH COPPER NAPHTHENATE PRESERVATIVE.
11. ALL TIMBER SIZES ARE NOMINAL DIMENSION LUMBER UNLESS OTHERWISE NOTED.
12. LUMBER SUPPLIED SHALL MEET THE REQUIREMENTS OF "SECTION 806 OF THE STANDARD SPECIFICATIONS" AND "THE 2018 NATIONAL DESIGN SPECIFICATIONS FOR WOOD CONSTRUCTION". CONDITION AND TREAT STRUCTURAL TIMBER AND LUMBER IN ACCORDANCE WITH THE "2018 NATIONAL DESIGN SPECIFICATIONS FOR WOOD CONSTRUCTION".
13. GALVANIZED CARRIAGE BOLTS TO BE USED FOR ALL RAILING/POST CONNECTIONS.

DEMOLITION NOTES

1. DIMENSIONS ARE BASED ON ORIGINAL DESIGN DRAWINGS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. ALL ABUTMENTS SHALL REMAIN IN PLACE, SO AS NOT TO CAUSE ANY SHORELINE DISTURBANCES. ONCE THE ENVIRONMENTAL APPROVALS FOR CONSTRUCTION OF THE NEW BRIDGES HAS BEEN GRANTED, THE EXISTING ABUTMENTS MAY BE DEMOLISHED.
3. IF THE CONTRACTOR'S DEMOLITION OPERATIONS CAUSE ANY DAMAGE TO ACCESS ROUTES AND PROPERTIES OUTSIDE OF THE PROJECT WORK AREA, THE CONTRACTOR SHALL BE REQUIRED TO REPAIR THE AREA TO THE SATISFACTION OF THE ENGINEER.
4. ALL DEMOLITION MATERIALS SHALL BE CONTAINED, COLLECTED, AND LEGALLY DISPOSED. IF DEBRIS FALLS TO THE RIVER, THE CONTRACTOR SHALL IMMEDIATELY REMOVE THE DEBRIS FROM THE WATER.
5. TIMBER PILES SHALL BE REMOVED IN THEIR ENTIRETY. STEEL PILES, THE STONE PIER IN THE BARRINGTON RIVER, AND ANY TIMBER PILES THAT BREAK MUST BE TRIMMED A MINIMUM OF 2'-0" BELOW THE RIVERBED SUBSTRATE LINE.
6. ALL DEMOLITION MATERIALS SHALL BE TAKEN FROM THE SITE TO AN APPROVED DESTINATION AS THE WORK PROGRESSES.
7. THE CONTRACTOR IS NOTIFIED THAT THE EXISTING PAINT SYSTEM OF THE STEEL AND THE TIMBER MAY CONTAIN TOXIC SUBSTANCES, SUCH AS LEAD, CHROMIUM, OR CREOSTATE, WHICH MAY REQUIRE SPECIAL HANDLING AND MAY BE HAZARDOUS WASTE WHEN REMOVED. PROTECT PERSONS AND ENVIRONMENT DURING THE REMOVAL OF THE EXISTING STEEL, IN ACCORDANCE WITH SECTION 826 OF THE STANDARD SPECIFICATIONS.
8. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER, IN WRITING, HIS PROPOSED METHOD OF DEMOLITION. DEMOLITION OPERATIONS SHALL NOT BEGIN UNTIL HIS METHOD HAS BEEN APPROVED BY THE ENGINEER. THIS SUBMISSION SHALL INCLUDE THE DEMOLITION PLANS, EQUIPMENT, SEQUENCE AND METHOD THE CONTRACTOR PROPOSED TO USE, IN DETAIL.

THE DEMOLITION AND FALSEWORK SUBMITTALS MUST BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF RHODE ISLAND. THE FURNISHING OF DEMOLITION AND FALSEWORK SUBMITTALS AND PLANS SHALL NOT SERVE TO RELIEVE THE CONTRACTOR OF ANY PART OF HIS/HER RESPONSIBILITY FOR THE SAFETY OF THE WORK OR FOR THE SUCCESSFUL COMPLETION OF THE WORK.

EARLY RELEASE FOR
CONSTRUCTION
(ERC 1)
APRIL 2023



 1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: .
CHECKED BY: .
DATE: .
SHEET: 5
OF: 38

REVISIONS						REVISIONS					
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN RHODE ISLAND

JOB SPECIFIC GENERAL NOTES 3

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.

B. WHERE APPLICABLE HIGHER AMTRAK WIND REQUIREMENTS SHALL SUPERSEDE THESE REQUIREMENTS.

C. FOR STRUCTURES SITUATED ABOVE LIVE INTERSTATE TRAFFIC, THE TABULAR VALUES SHALL BE INCREASED BY 5 PSF.

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.

CONSTRUCTION NOTES:

- THE CONTRACTOR IS RESPONSIBLE FOR THE IMPLEMENTATION, CONSTRUCTION, OPERATION AND SAFETY OF ALL EQUIPMENT AND PROCEDURES.
- THE CONTRACTOR SHALL SUBMIT WORKING DOCUMENTS SHOWING PROPOSED METHODS OF LIFTING, SEQUENCING OF LIFTING, LOCATION OF CRANES, CRANE CAPACITIES, LOCATION OF THE LIFTING POINTS ON THE BRIDGE COMPONENTS, WEIGHTS OF THE COMPONENTS, LIFTING DEVICES AND LOAD DISTRIBUTION DEVICE DETAIL. THE METHOD AND ALL SUBMISSIONS SHALL BE PREPARED AND STAMPED BY A RHODE ISLAND REGISTERED PROFESSIONAL ENGINEER.
- COORDINATE ALL CONSTRUCTION ACTIVITIES WITHIN THE WORKING AREA WITH RIDOT REGARDING UTILITIES, PROTECTION OF TRAFFIC AND SCHEDULE.
- THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO AVOID DAMAGE TO EXISTING STRUCTURES. ALL STRUCTURES DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- ALL SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER IN SUFFICIENT TIME TO PERMIT CAREFUL CHECKING AS NOT TO DELAY THE PROJECT.
- ALL RIGGING IS TO BE IN EXCELLENT WORKING CONDITION.
- UNLOADED CRANES ARE ALLOWED TO TRAVEL IN THE WORKING AREA.
- CRANE DELIVERY LOCATIONS MAY VARY AS LONG AS MAXIMUM CRANE RADIUS IS NOT EXCEEDED.
- TEMPORARY EXCAVATION SUPPORT SYSTEM SHALL BE DESIGNED, FURNISHED AND INSTALLED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE START OF ANY EXCAVATION.
- CONTRACTOR SHALL SECURE ALL WORK AREAS AT ALL TIMES TO PREVENT UNAUTHORIZED ACCESS.
- STOCKPILED SOIL SHALL BE NOT CLOSER THAN 30 FEET FROM PIERS, WALLS AND ABUTMENTS.

UTILITY NOTES:

- EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND WERE LOCATED USING THE BEST AVAILABLE INFORMATION. NO BUILDING SERVICE CONNECTIONS (ELECTRIC, TELEPHONE, GAS, WATER, SANITARY AND OTHERS) ARE SHOWN. THE CONTRACTOR IS TO ASSUME THAT SERVICES TO ALL BUILDINGS ARE PRESENT.
- BOTH FEDERAL AND STATE LAW (RI. GENERAL LAW 39-1.2) REQUIRE NOTIFICATION OF APPROPRIATE UTILITY COMPANIES BEFORE DIGGING. TRENCHING, BLASTING, DEMOLISHING, BORING, BACKFILLING, 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.
- CONSTRUCTION EQUIPMENT OR PERSONNEL SHALL FOLLOW OSHA REGULATION IN REGARDS TO MINIMUM CLEARANCE TO ENERGIZED OVERHEAD LINES.
- UNDERGROUND UTILITY LINES MAY BE IN CONFLICT WITH REQUIRED TEMPORARY OR PERMANENT CONSTRUCTION, OR THE EQUIPMENT NECESSARY TO PERFORM THIS REQUIRED CONSTRUCTION. DEPENDING UPON THE CONTRACTOR'S METHOD OF CONSTRUCTION, THESE UTILITIES MAY NEED TO BE RELOCATED FOR PORTIONS OF THE CONSTRUCTION PERIOD AND THEN MOVED BACK TO PERMANENT LOCATIONS WHICH MAY BE OTHER THAN CURRENT LOCATIONS. THE ACTUAL RELOCATIONS (TEMPORARY OR PERMANENT) ARE THE RESPONSIBILITY OF THE INDIVIDUAL UTILITY OWNER. HOWEVER, THE CONTRACTOR WILL BE REQUIRED TO COORDINATE THE EXACT LOCATION AND TIMING OF ALL UTILITY RELOCATIONS WITH THE INDIVIDUAL UTILITY OWNER, AND TO PHASE HIS CONSTRUCTION OPERATIONS AS REQUIRED TO ACCOMMODATE ALL (TEMPORARY AND PERMANENT) UTILITY RELOCATIONS. IN ADDITION TO FIELD MEETINGS AND CORRESPONDENCE, THIS COORDINATION MAY INCLUDE STAKING OF LOCATIONS, EXCAVATION AND TEMPORARY GRADING, PROVIDING ACCESS TO EXISTING AND FUTURE UTILITY POLE AND CONDUIT LOCATIONS, OR OTHER PHYSICAL WORK AS REQUIRED TO ALLOW FOR UTILITY RELOCATION WORK. THE CONTRACTOR SHALL ENGAGE IN THE NECESSARY COORDINATION OF UTILITY RELOCATIONS AND ASSOCIATED WORK AT NO ADDITIONAL COST TO THE PROJECT OR THE STATE, AND SHALL HAVE NO RIGHT TO ADDITIONAL COMPENSATION FOR DELAYS OR STAGING AND PHASING OF HIS WORK AS A RESULT OF UTILITY RELOCATION WORK.

TEMPORARY CONSTRUCTION STRUCTURAL STEEL NOTES:

- STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE LATEST PROVISIONS OF THE ASTM DESIGNATION A 709 GRADE 36 OR AS DESIGNATED ON THE PLANS.
- HIGH STRENGTH STEEL BOLTS SHALL CONFORM TO ASTM DESIGNATION A F3125 GRADE A325. THE CONTRACTOR SHALL REFER TO SECTION 824 "CONNECTIONS USING HIGH STRENGTH BOLTS" OF THE STATE OF RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (1997) FOR MATERIAL AND INSTALLATION REQUIREMENTS. ALL HIGH STRENGTH BOLTS SHALL BE 7/8" DIAMETER ON 15/16" DIAMETER HOLES UNLESS OTHERWISE NOTED.
- WASHERS MEETING ASTM DESIGNATION F 436 ARE TO BE USED OVER ALL HOLES THAT ARE MORE THAN 1/16" IN DIAMETER GREATER THAN THE BOLT DIAMETER AND UNDER ALL PARTS TURNED DURING ASSEMBLY.
- WELDING SHALL BE IN ACCORDANCE WITH THE LATEST STRUCTURAL WELDING CODE ANSI/AASHTO/AWS D1.5-2015 (INCLUDING ALL INTERIMS TO DATE) AND APPLICABLE SUPPLEMENTAL AWS PUBLICATIONS. ALL SHOP CONNECTIONS SHALL BE WELDED AND ALL FIELD CONNECTIONS SHALL BE BOLTED UNLESS OTHERWISE NOTED.
- WELDING ELECTRODES SHALL HAVE THE SAME CORROSION RESISTANCE AS THE BASE METAL.
- NO SHOP FILLET WELD SHALL BE LESS THAN 3/16", UNLESS OTHERWISE SPECIFIED.
- PRIOR TO FABRICATION, ALL MATERIALS SHALL BE BLAST-CLEANED TO AT LEAST SSPC-SP6 TO REMOVE ALL OIL, DIRT, GREASE, MILL SCALE AND OTHER DELETERIOUS MATERIALS FROM THE SURFACES OF THE STEEL TO BE FABRICATED.
- WHEN STEEL DIE STAMPS ARE USED TO IDENTIFY PIECES AND MEMBERS, FABRICATORS SHALL UTILIZE LOW STRESS STAMPS.

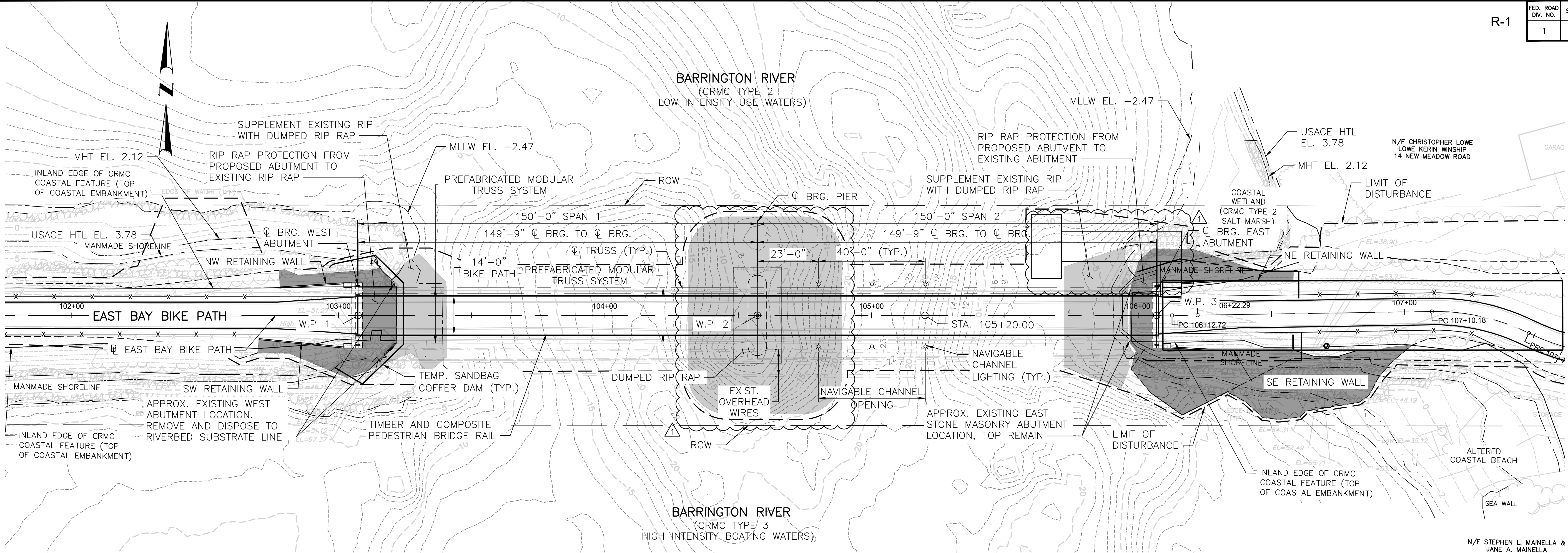
DESIGN TIDAL INFORMATION

UNITED STATES ARMY CORPS ENGINEERS HIGH TIDE LINE (USACE HTL) =	EL. 3.78
MEAN HIGH WATER (MHW) =	EL. 2.12
MEAN LOW WATER (MLW) =	EL. -1.90
MEAN LOW LOW WATER (MLLW) =	EL. -2.47
100 YEAR FLOOD (BARRINGTON RIVER) =	EL. 9.70
100 YEAR FLOOD (PALMER RIVER) =	EL. 8.20

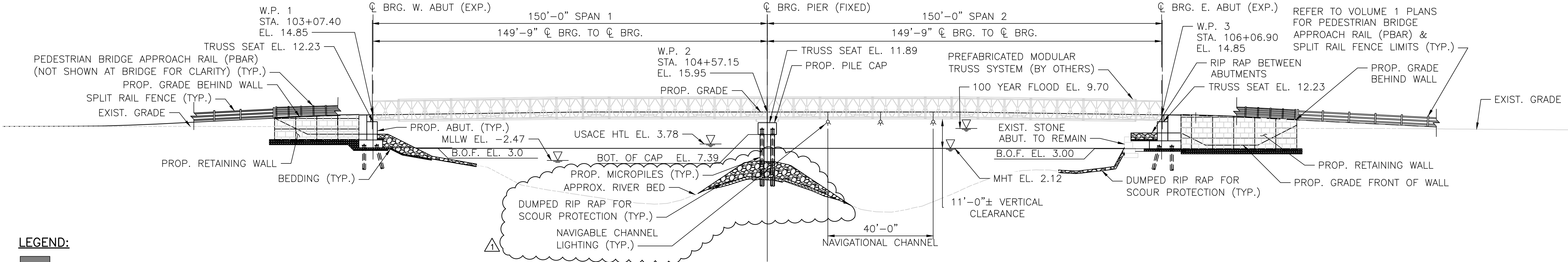
THE CONTRACTOR SHALL NOTE THAT HIGHER AND LOWER TIDES ARE POSSIBLE.

EARLY RELEASE FOR
CONSTRUCTION
(ERC 1)
APRIL 2023

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	7	38



BRIDGE GENERAL PLAN
SCALE: 1"=20'



SOUTH BRIDGE ELEVATION
(LOOKING NORTH)
SCALE: 1"=20'

WORKING POINTS			
WORKING POINT	STATION	NORTHING	EASTING
W.P. 1	103+07.40	238481.4311	383709.3991
W.P. 2	104+57.15	238483.3985	383859.1362
W.P. 3	106+06.90	238485.3659	384008.8732



1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT
MODIFICATIONS SINCE
OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

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

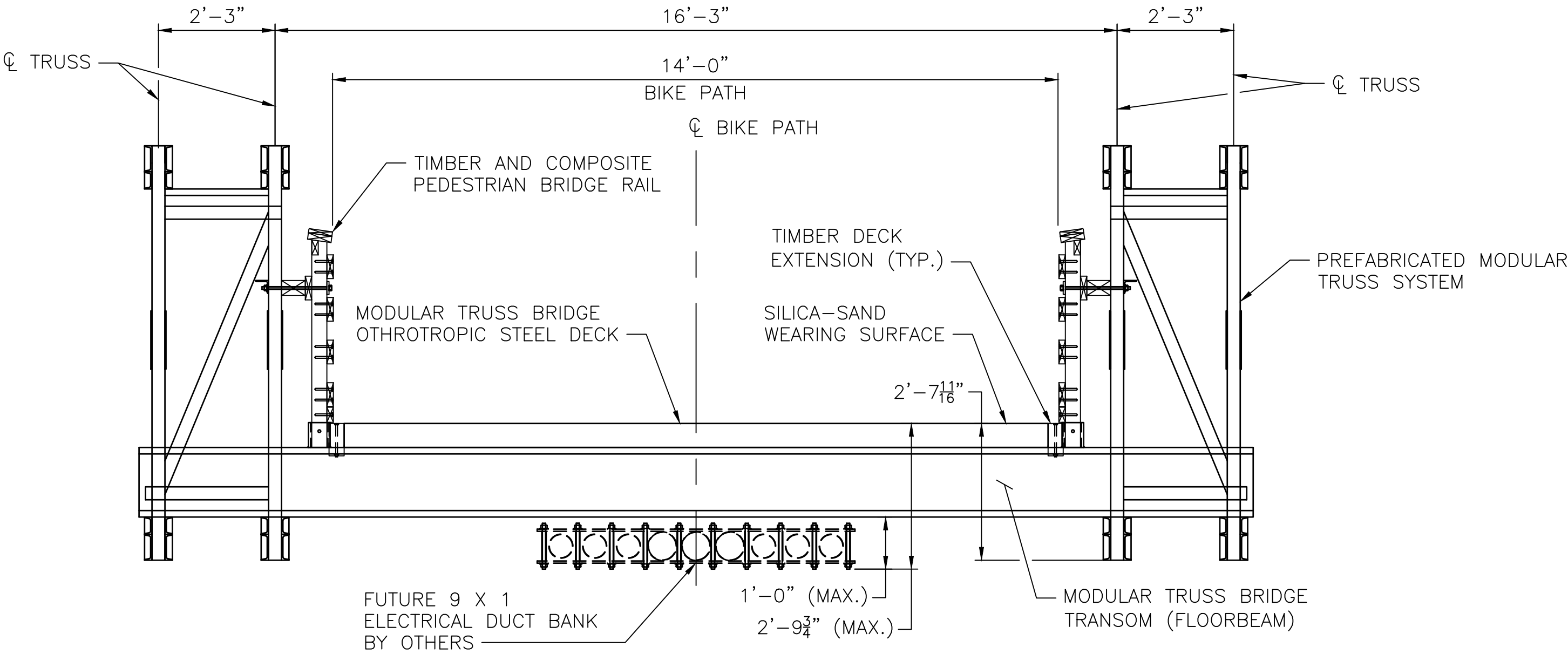
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NO.	DATE	BY	NO.	DATE	BY
7	2/1/24	VHB			
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083751 GENERAL PLAN

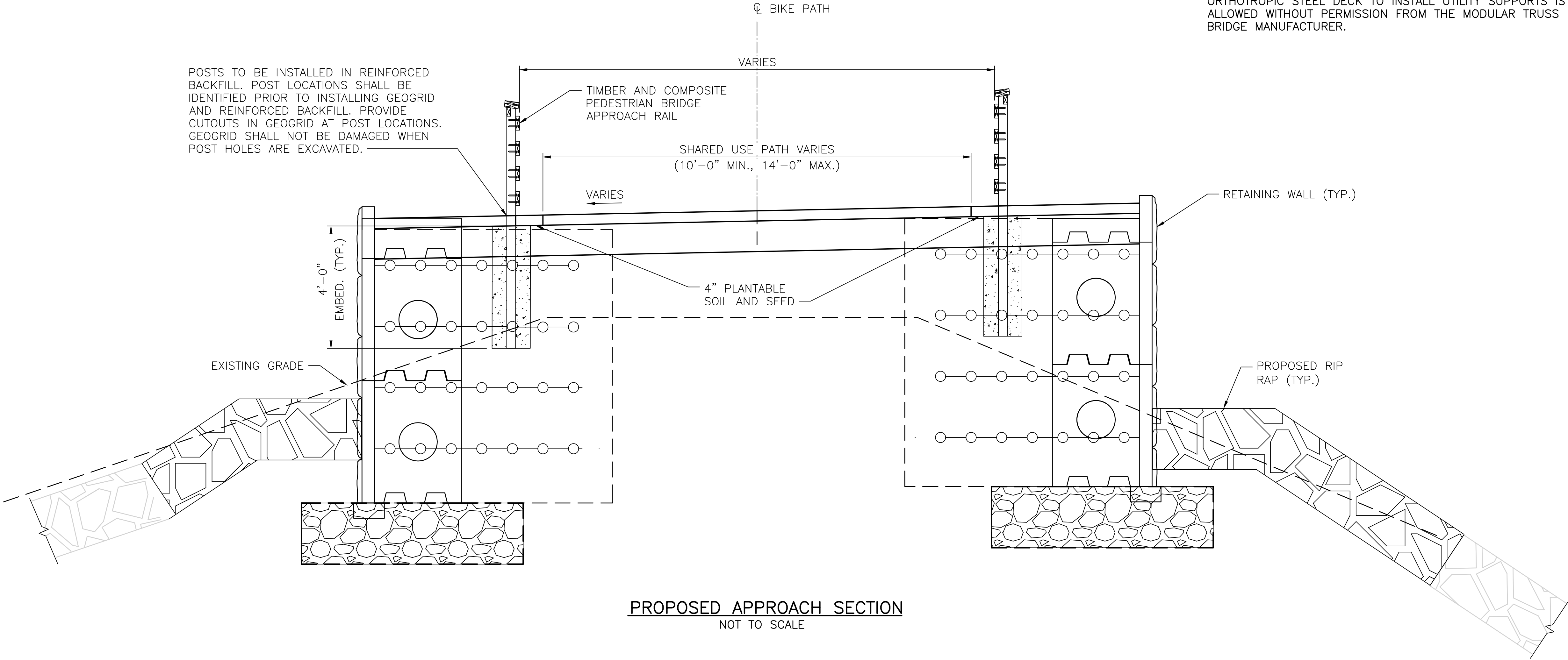
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	8	38



TYPICAL TRUSS SECTION
NOT TO SCALE

NOTES:

1. FUTURE DUCT BANK AND SUPPORTS BY OTHERS. DRILLING AND WELDING TO THE MODULAR TRUSS BRIDGE TRANSOM BEAMS OR ORTHOTROPIC STEEL DECK TO INSTALL UTILITY SUPPORTS IS NOT ALLOWED WITHOUT PERMISSION FROM THE MODULAR TRUSS BRIDGE MANUFACTURER.



PROPOSED APPROACH SECTION
NOT TO SCALE



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

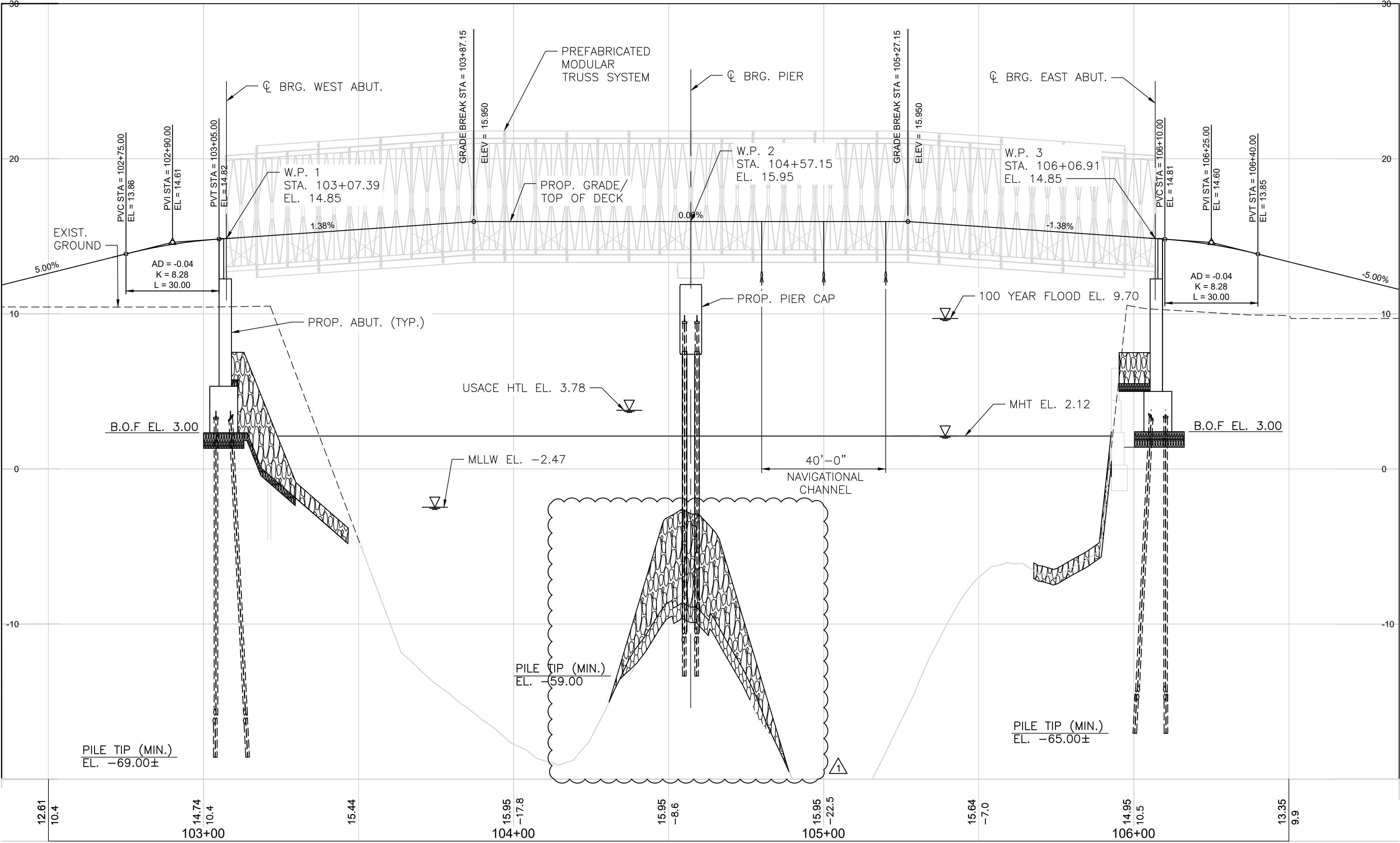
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EAST BAY BIKE PATH BRIDGE REPLACEMENT
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BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
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RHODE ISLAND

BR. 083751 BRIDGE TYPICAL SECTION

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	9	38



B BARRINGTON PROFILE
SCALE HORIZONTAL: 1"=20'
SCALE VERTICAL: 1"=4'

NOTE:
REFER TO HIGHWAY PLANS FOR ADDITIONAL INFORMATION.

RECEIVED
2/7/2024
COASTAL RESOURCES
MANAGEMENT COUNCIL

1 Cedar Street
Suite 400
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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT MODIFICATIONS SINCE
OCTOBER 24, 2023
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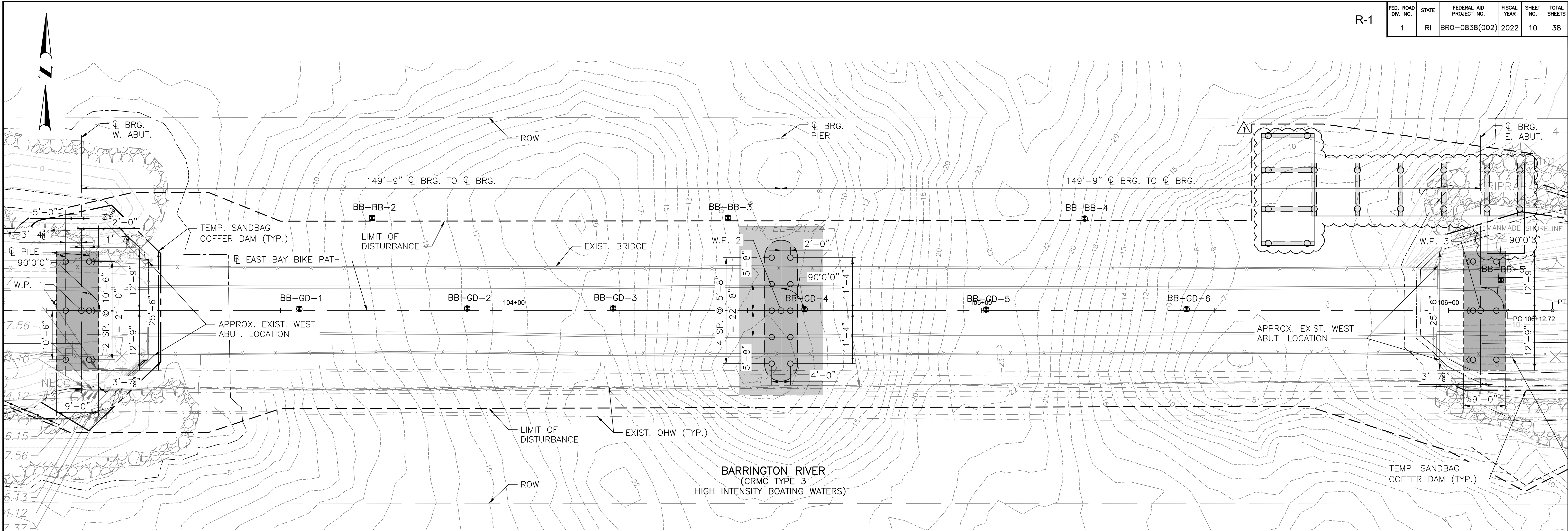
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9	2/1/24	VHB			
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083751 PROFILE



FOUNDATION PLAN
SCALE: 1"=10'

LEGEND

- PROPOSED FOUNDATION
- PIER CAP
- PROPOSED DRILLED MICROPILE (9.625" DIA.) (BATTERED 4:12)
- PROPOSED DRILLED MICROPILE (9.625" DIA. AT ABUTMENT, 14" DIA. AT PIER) (VERTICAL)
- PROPOSED DRILLED STEEL PIPE PILE AT FISHING PIER

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(ERC 2)
JUNE 2023



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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT
MODIFICATIONS SINCE
OCTOBER 24, 2023
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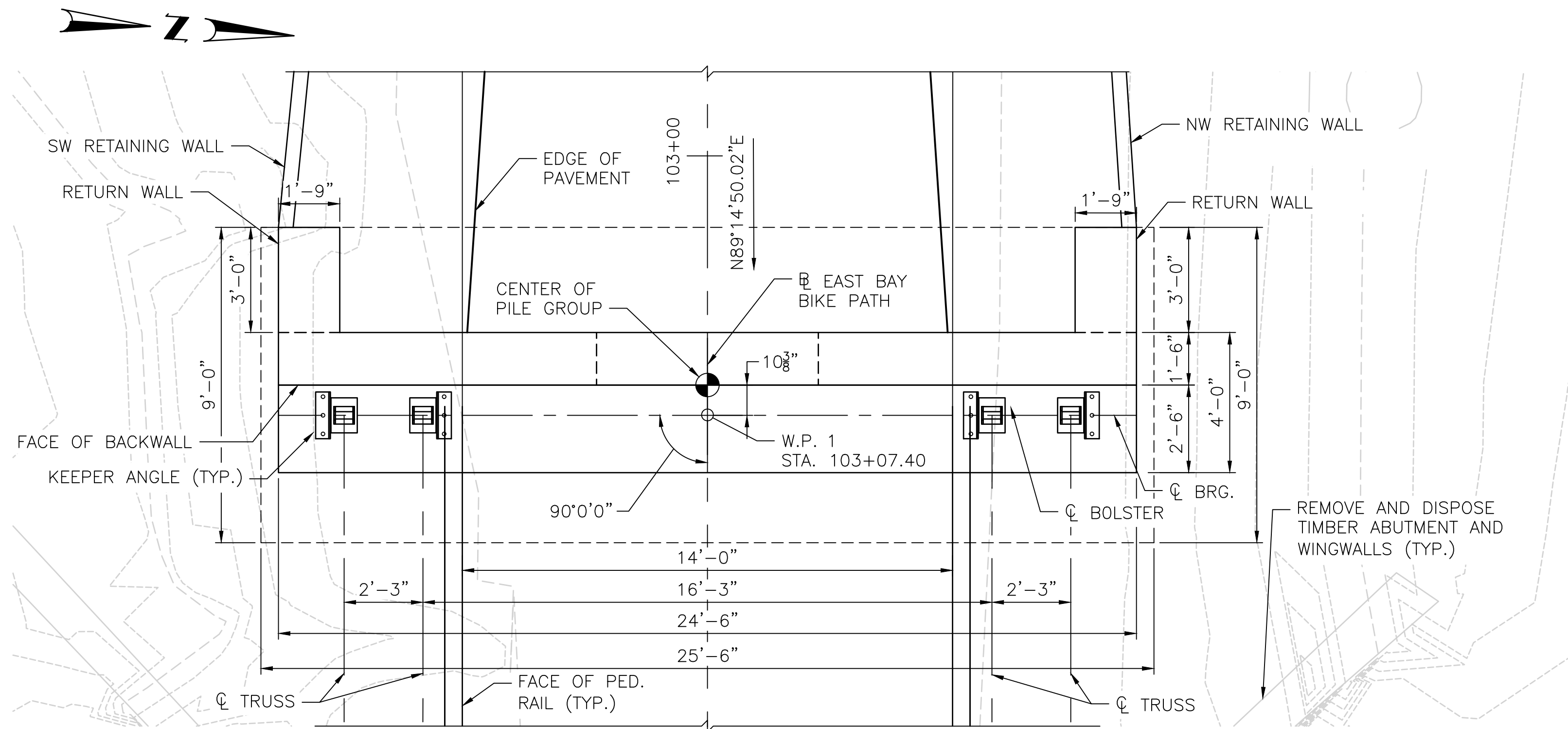
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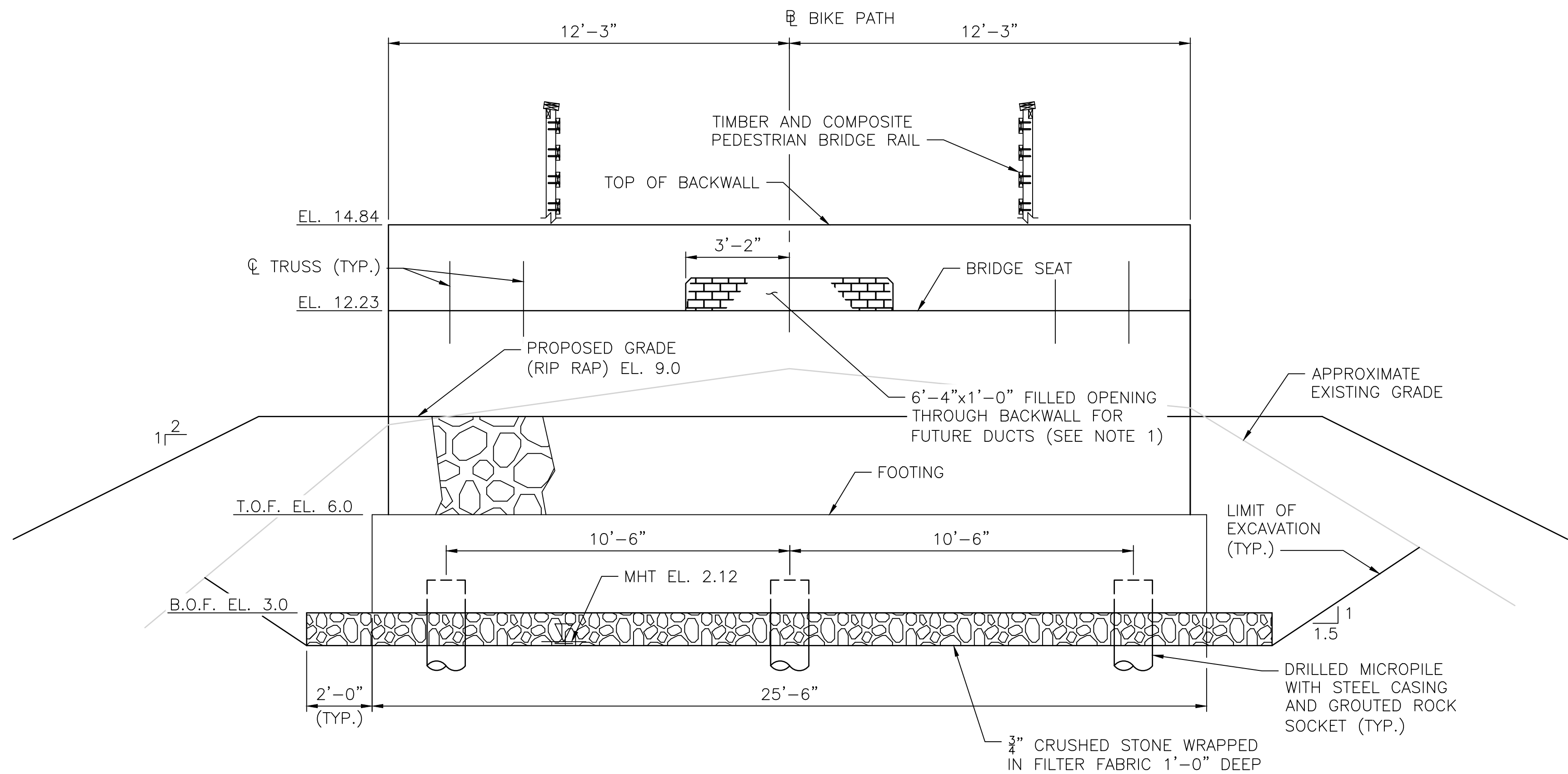
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1	2/1/24	VHB			

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BRIDGE NO. 083751 & 083851
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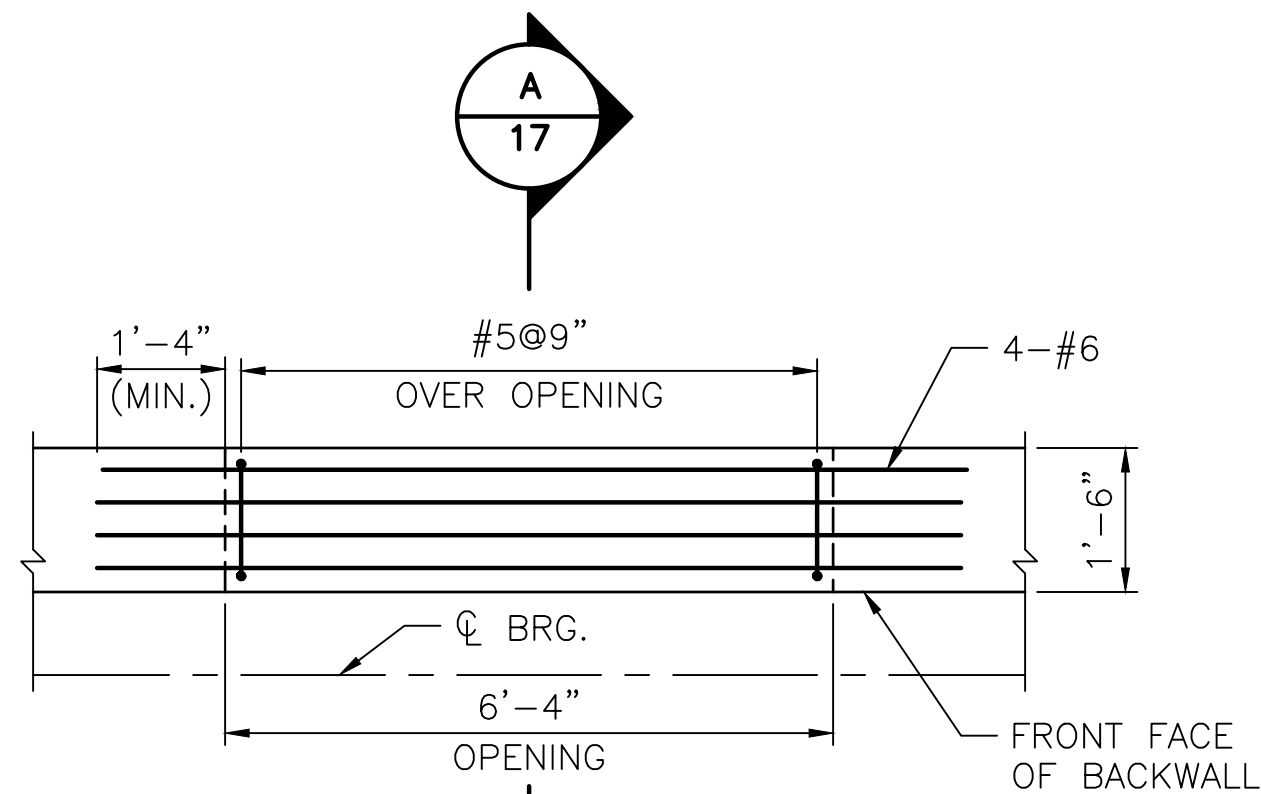
BR. 083751 FOUNDATION PLAN



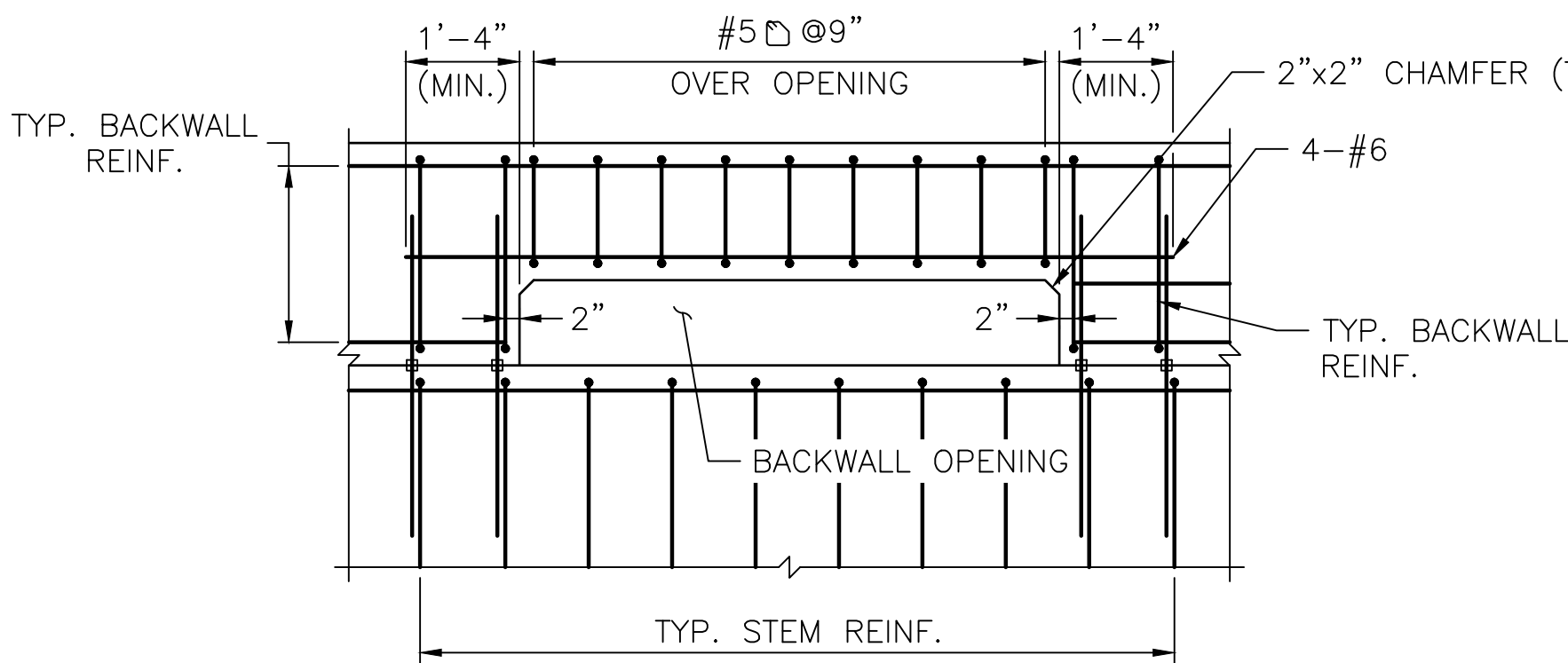
WEST ABUTMENT PLAN
SCALE: 3/8"=1'-0"



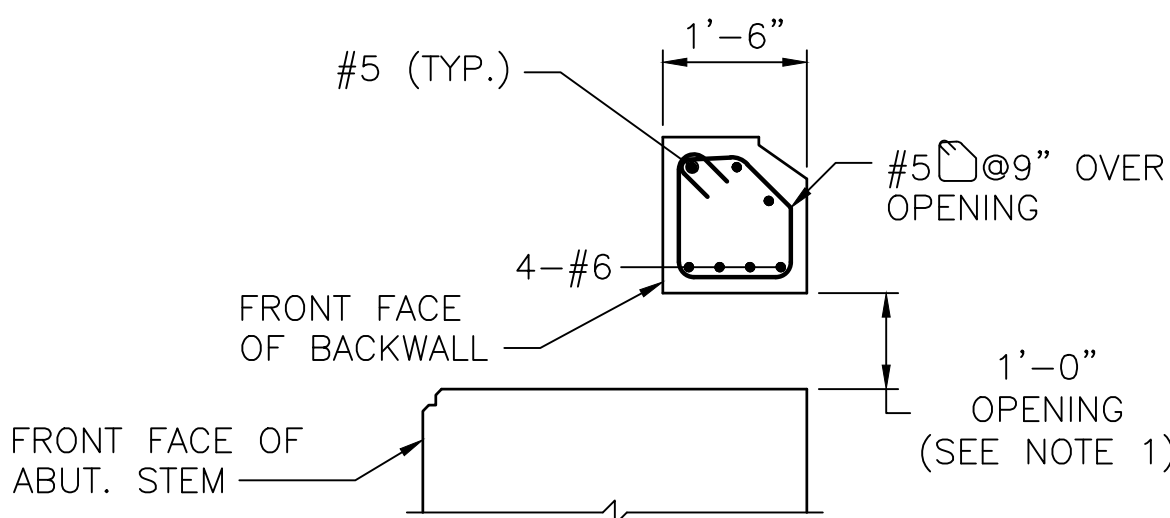
WEST ABUTMENT ELEVATION
SCALE: 3/8"=1'-0"



BACKWALL OPENING - PLAN
SCALE: 1/2"=1'-0"



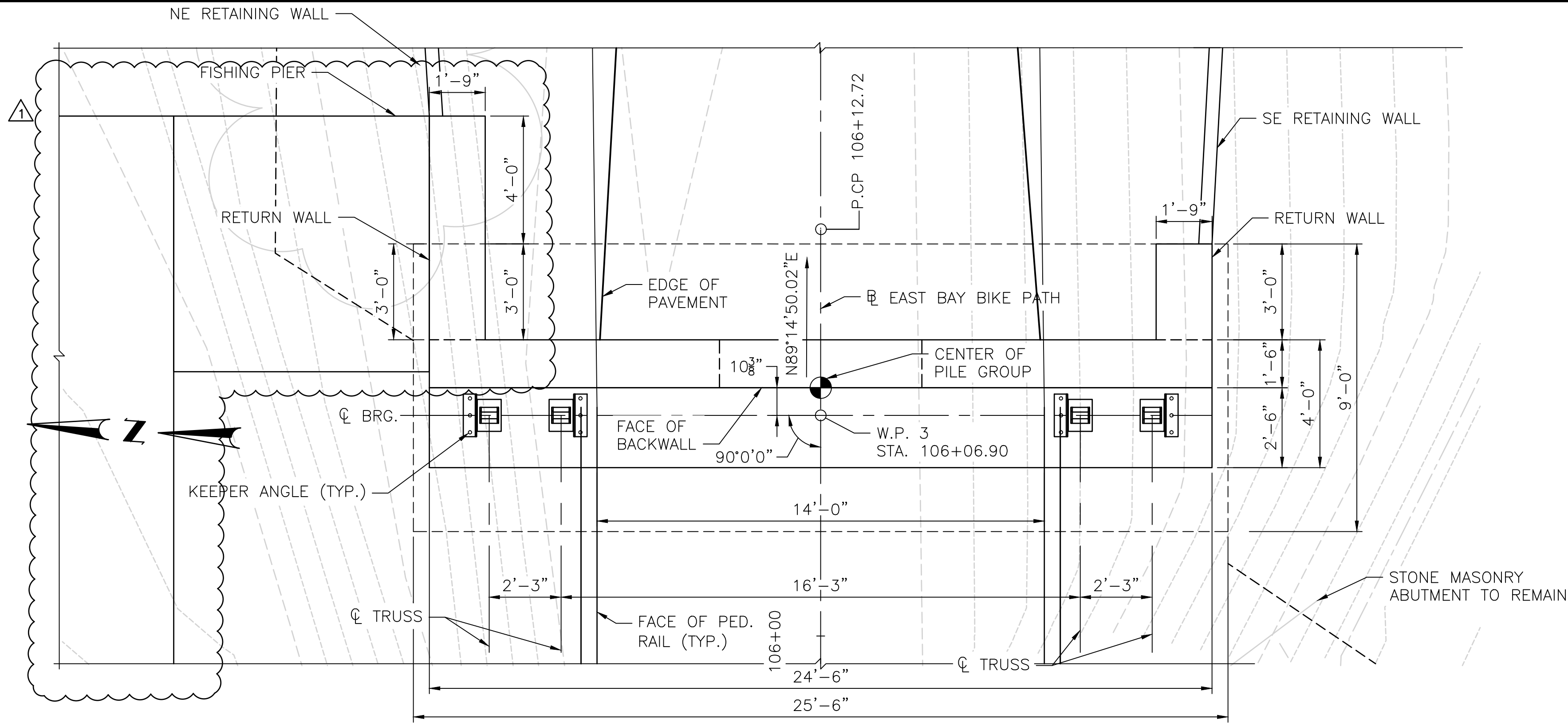
BACKWALL OPENING - ELEVATION
SCALE: 1/2"=1'-0"



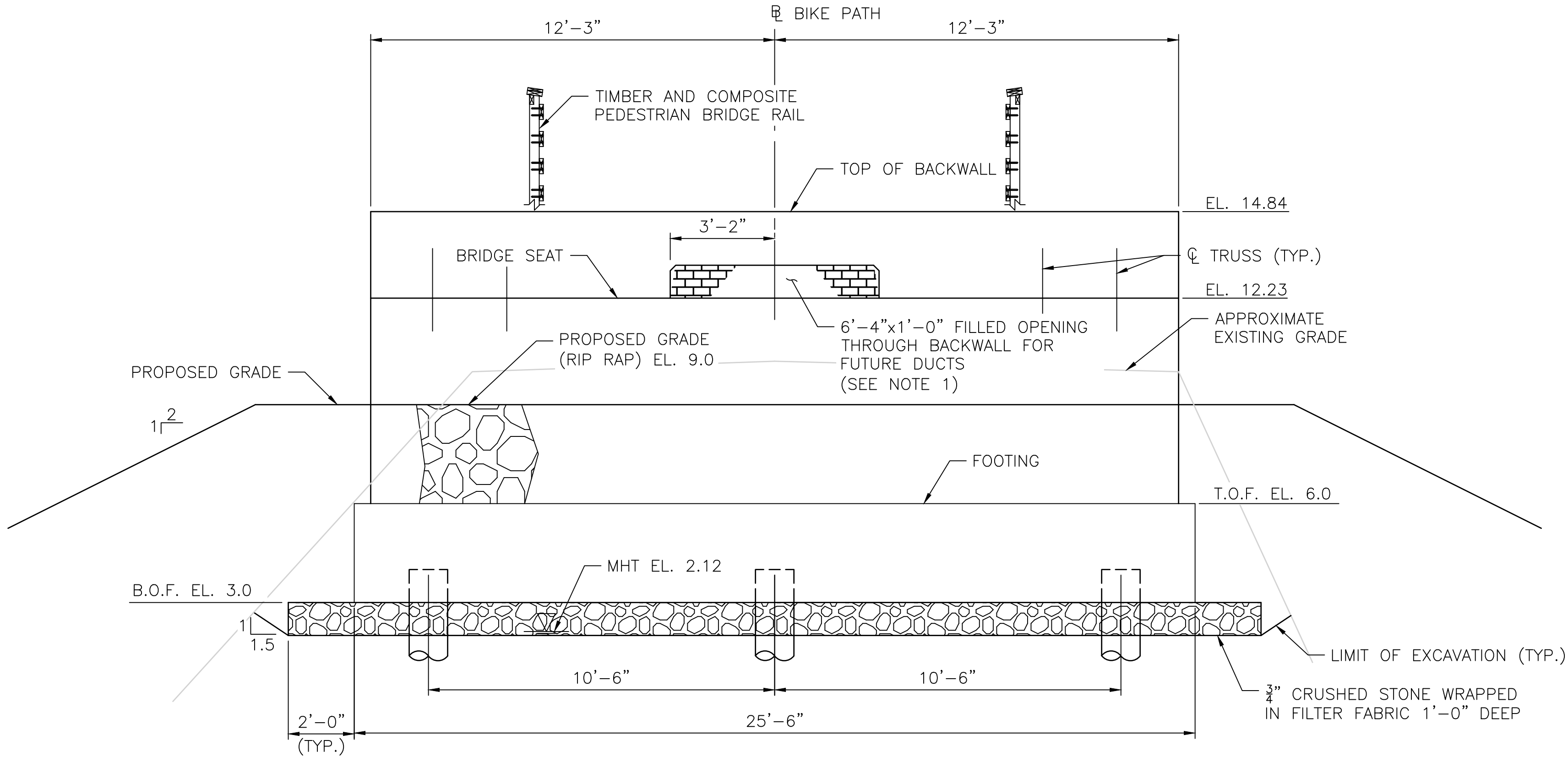
SECTION
SCALE: 1/2"=1'-0"

- NOTE:**
1. FILL FUTURE DUCT OPENING WITH CLAY BUILDING BRICK (M.04.03.1) AND MORTAR (M.04.03.5) FOR FULL THICKNESS OF BACKWALL.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	12	38



EAST ABUTMENT PLAN
SCALE: 3/8"=1'-0"



EAST ABUTMENT ELEVATION
SCALE: 3/8"=1'-0"

- NOTE:**
1. FILL FUTURE DUCT OPENING WITH CLAY BUILDING BRICK (M.04.03.1) AND MORTAR (M.04.03.5) FOR FULL THICKNESS OF BACKWALL.
 2. SEE BR. 083751 WEST ABUTMENT PLAN AND ELEVATION FOR BACKWALL OPENING DETAILS.

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COASTAL RESOURCES
MANAGEMENT COUNCIL

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401.272.6100

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT MODIFICATIONS SINCE
OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

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

SCALE:

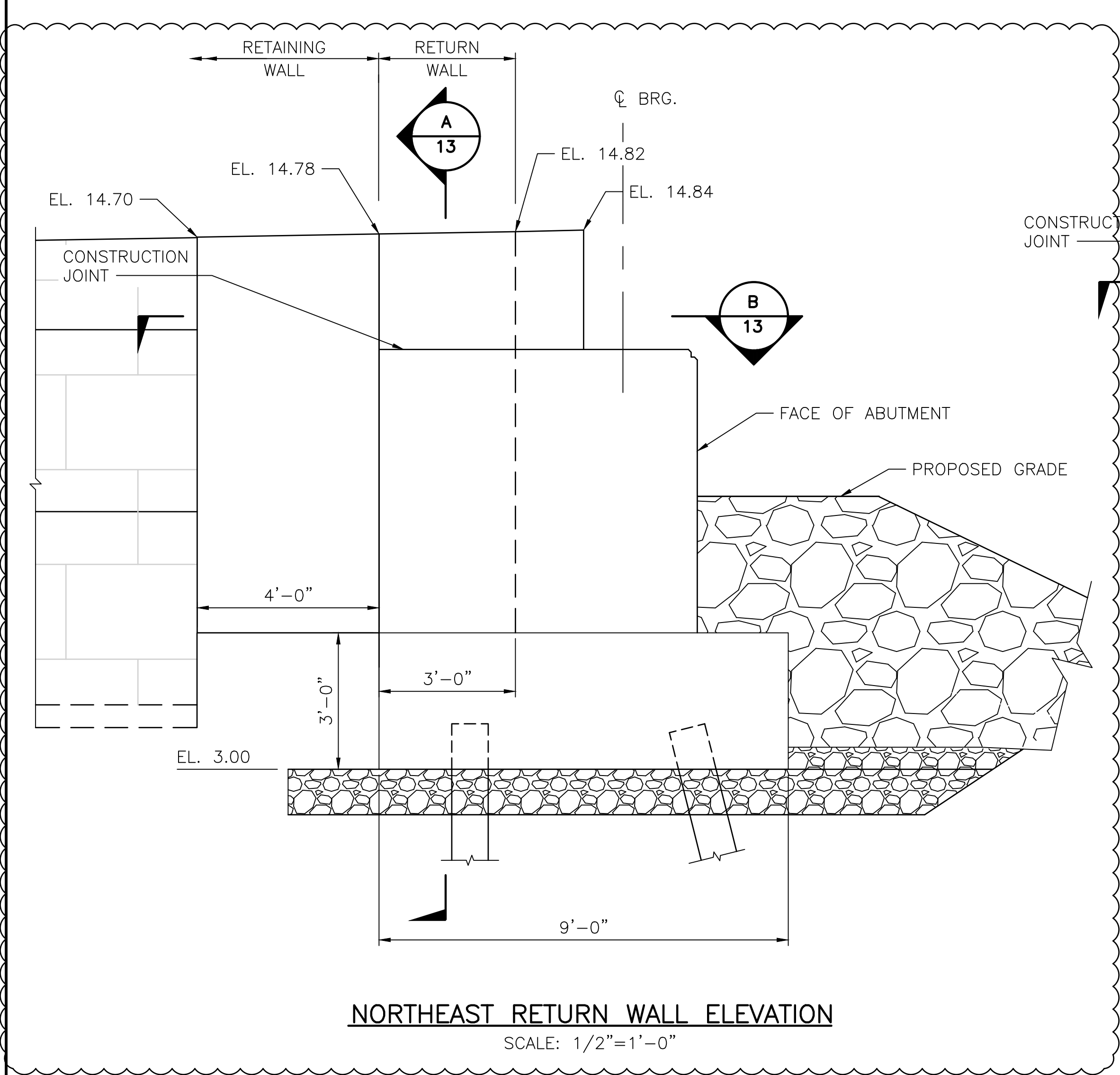
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
1	2/1/24	VHB			

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING

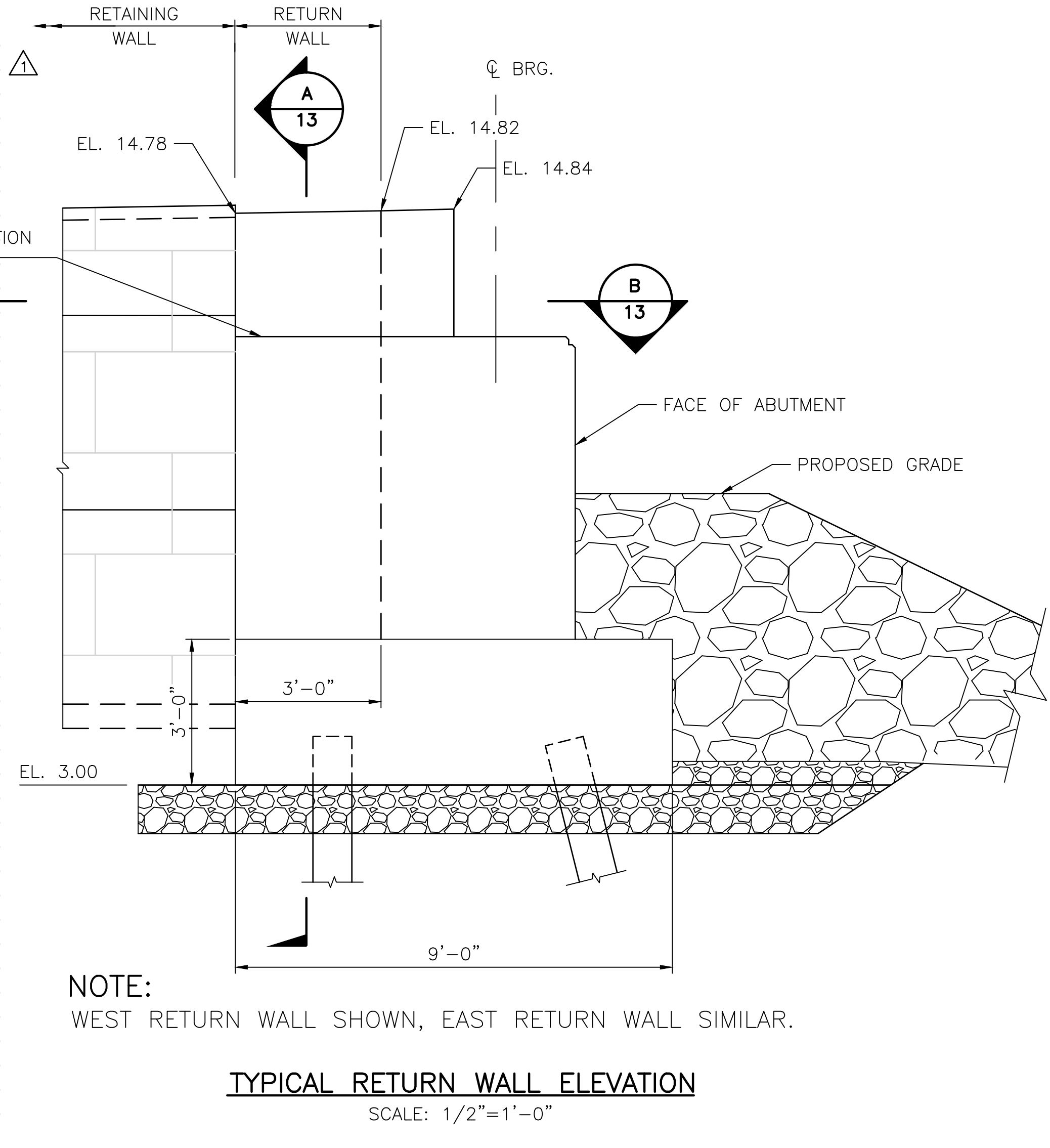
BARRINGTON/WARREN
RHODE ISLAND

BR. 083751 EAST ABUTMENT PLAN AND ELEVATION

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	13	38

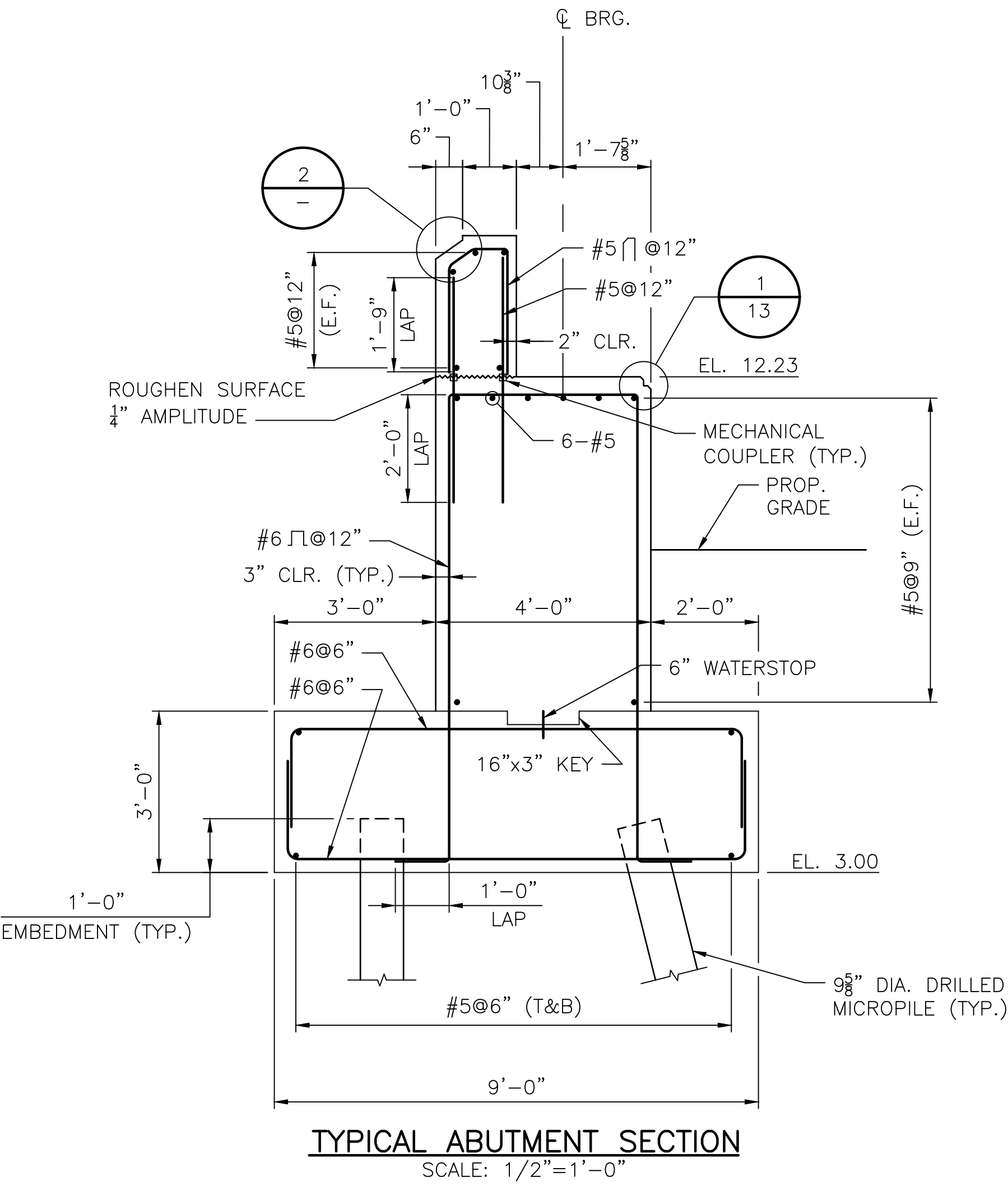


NORTHEAST RETURN WALL ELEVATION
SCALE: 1/2"=1'-0"

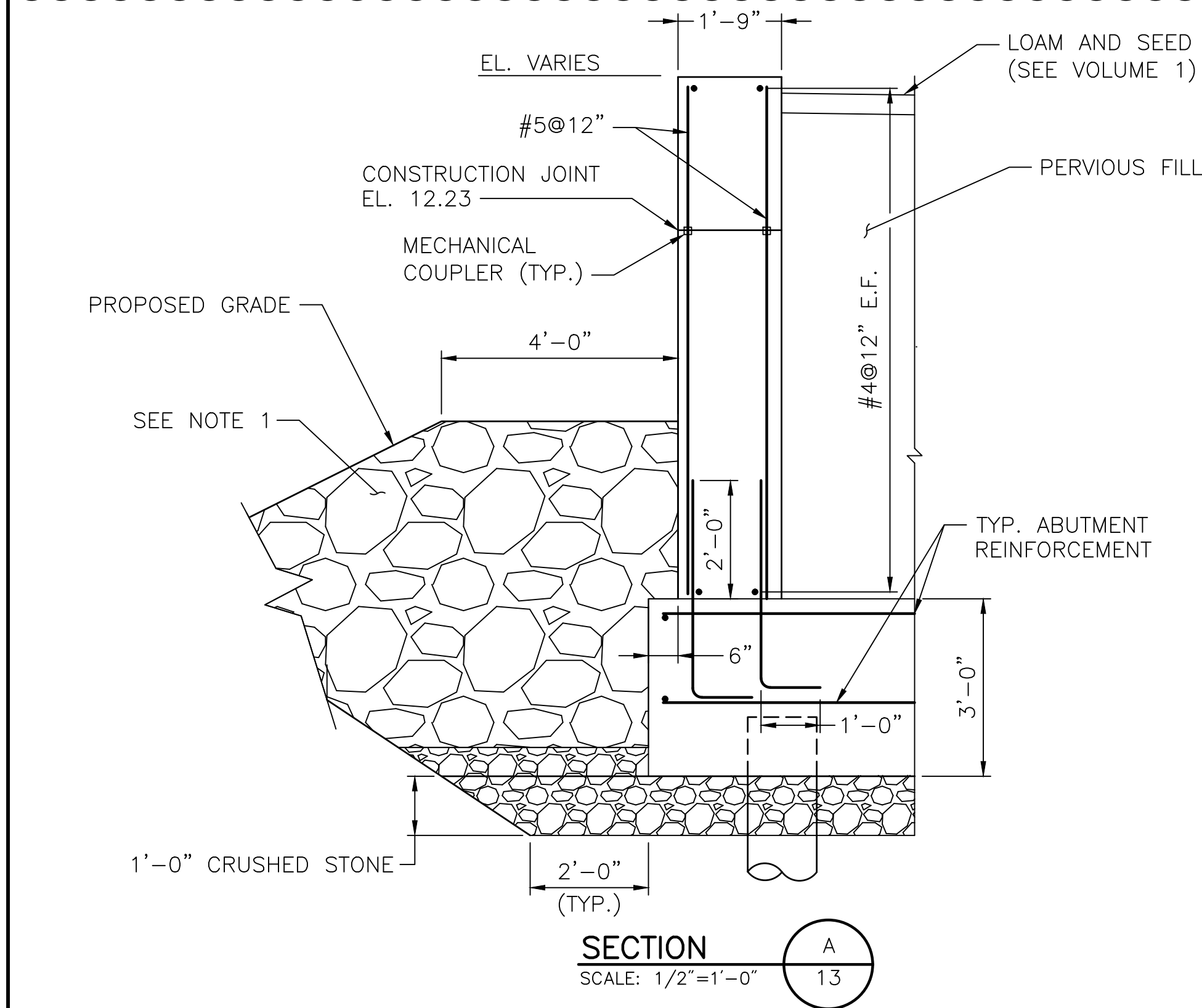


NOTE:
WEST RETURN WALL SHOWN, EAST RETURN WALL SIMILAR.

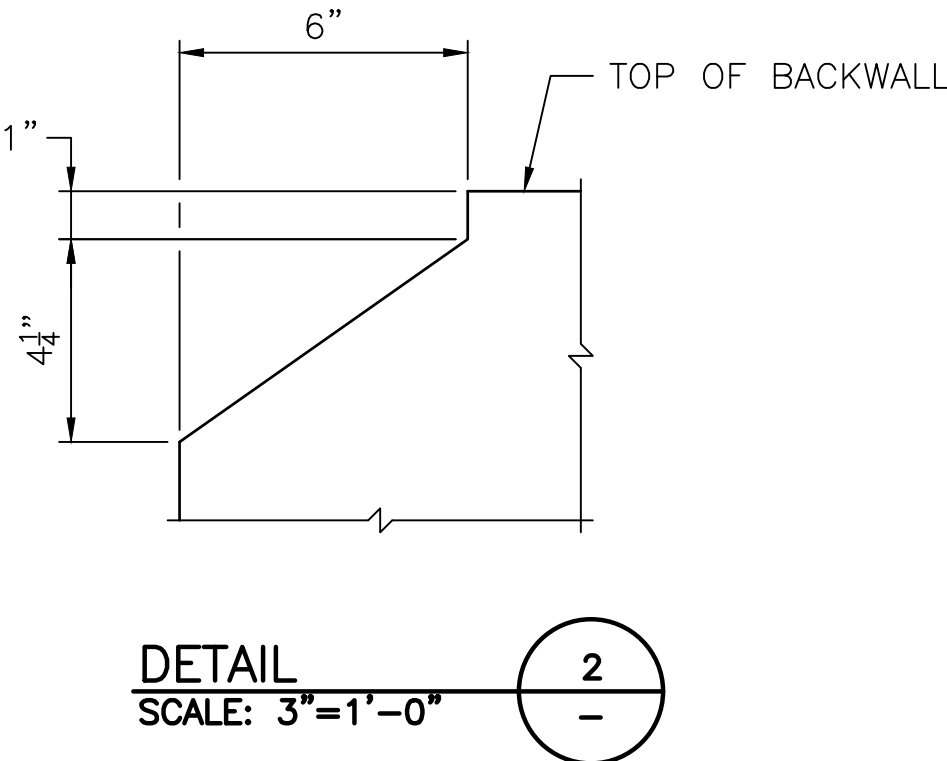
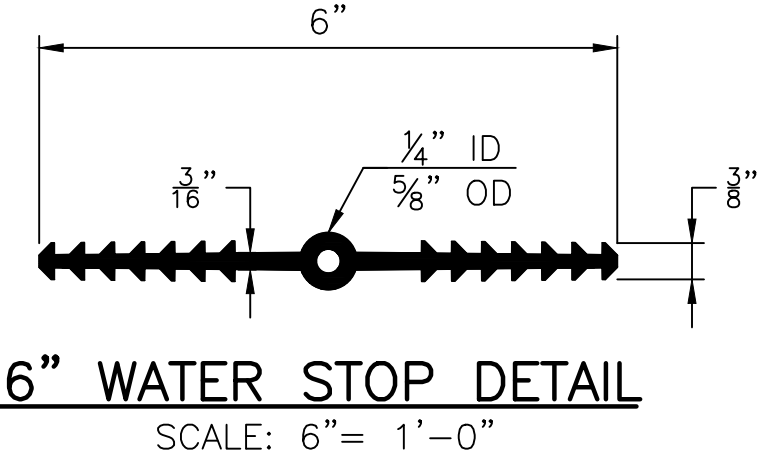
TYPICAL RETURN WALL ELEVATION
SCALE: 1/2"=1'-0"



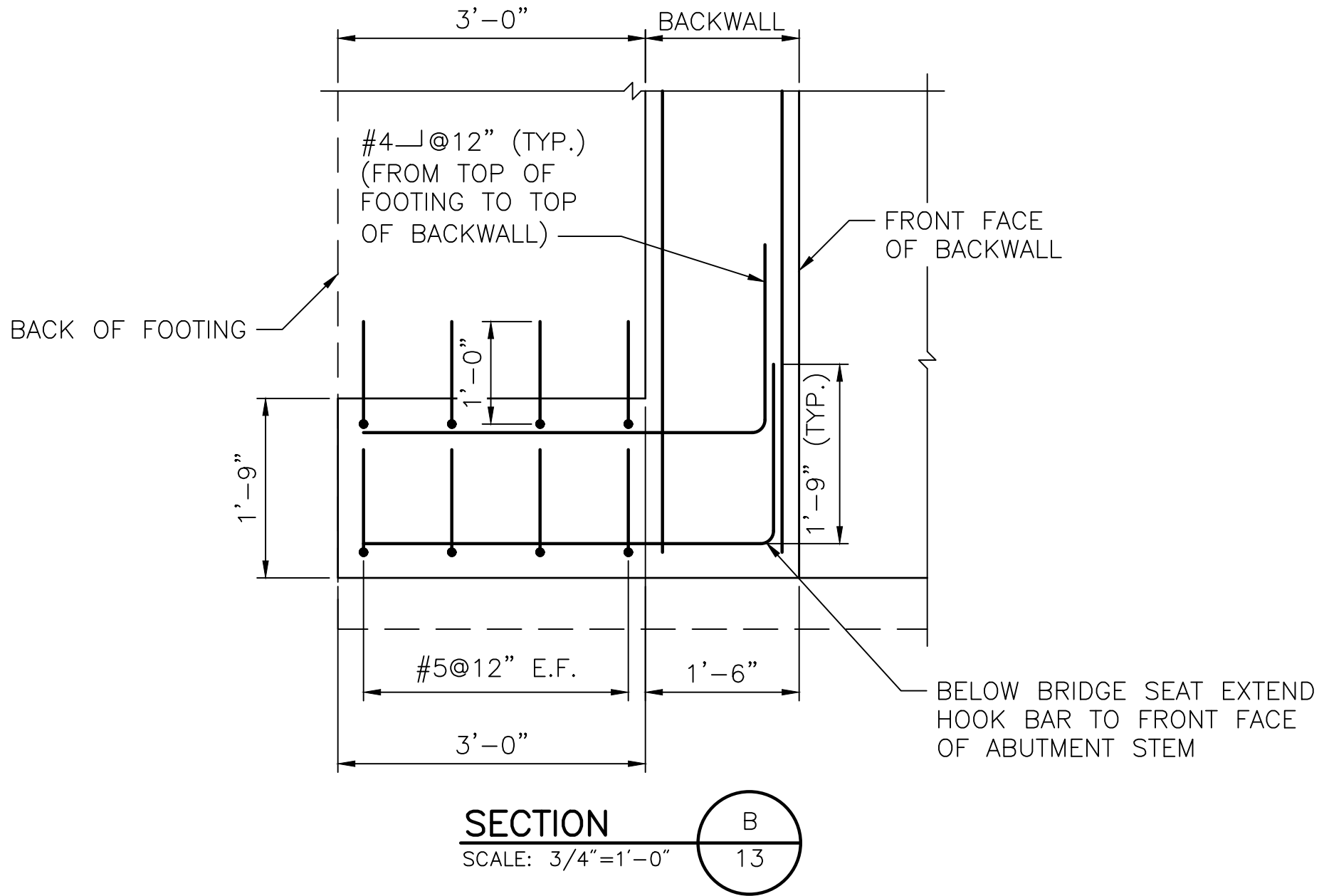
TYPICAL ABUTMENT SECTION
SCALE: 1/2"=1'-0"



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



DETAIL 2
SCALE: 3"=1'-0"



NOTE:
1. SEE Br. 083751 & 083851 RIP RAP DETAILS 1



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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROJECT
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OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

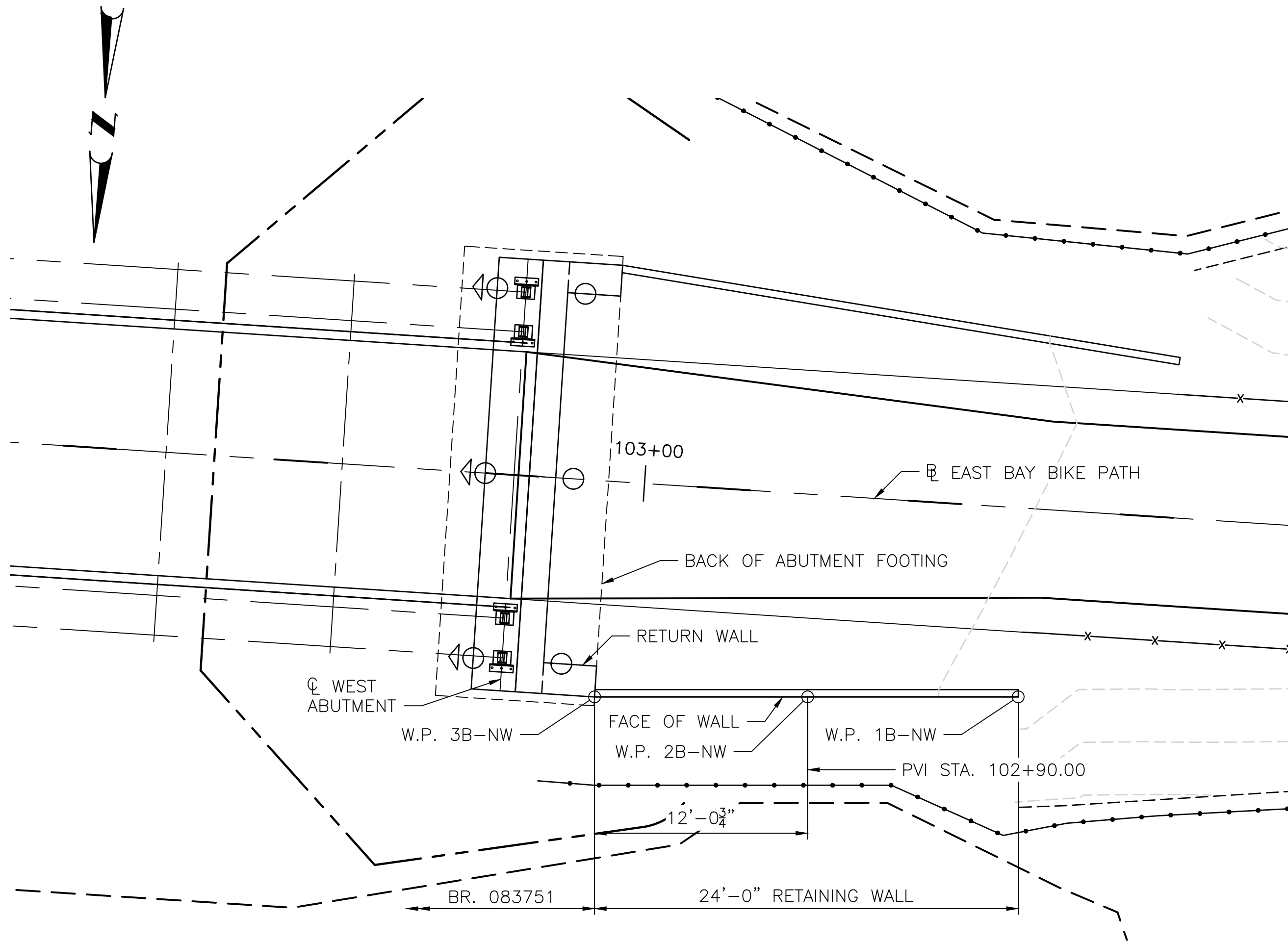
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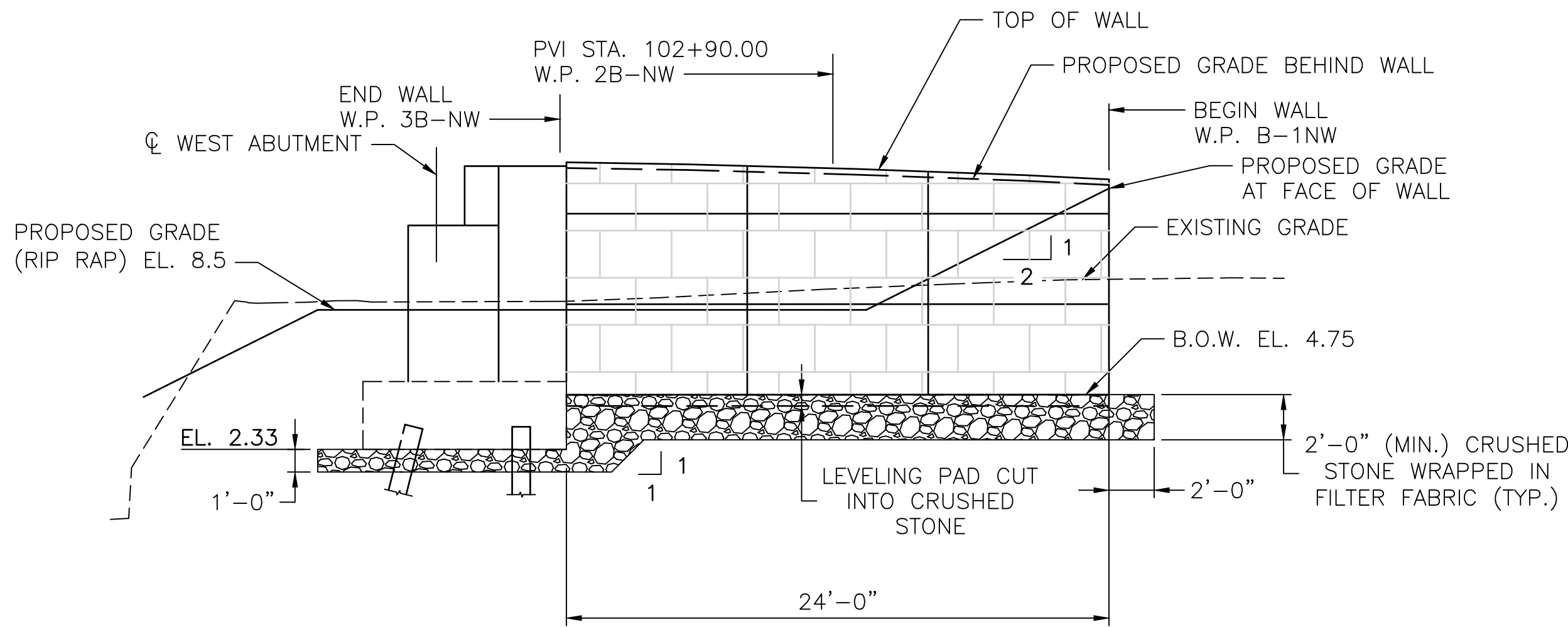
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
13	2/1/24	VHB			
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

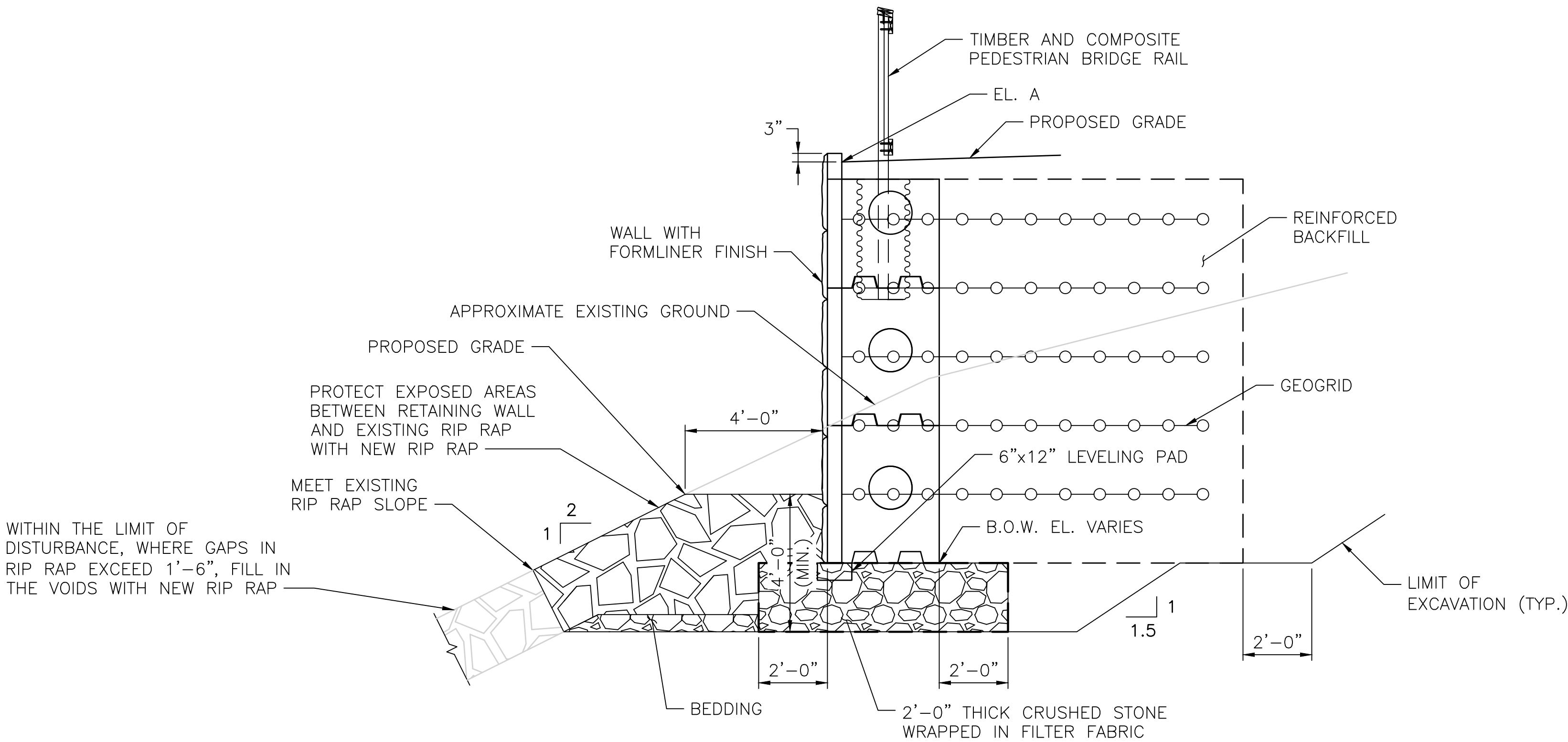
BR. 083751 ABUTMENT DETAILS



NORTHWEST RETAINING WALL PLAN
SCALE: 3/16"=1'-0"



NORTHWEST RETAINING WALL ELEVATION
SCALE: 3/16"=1'-0"



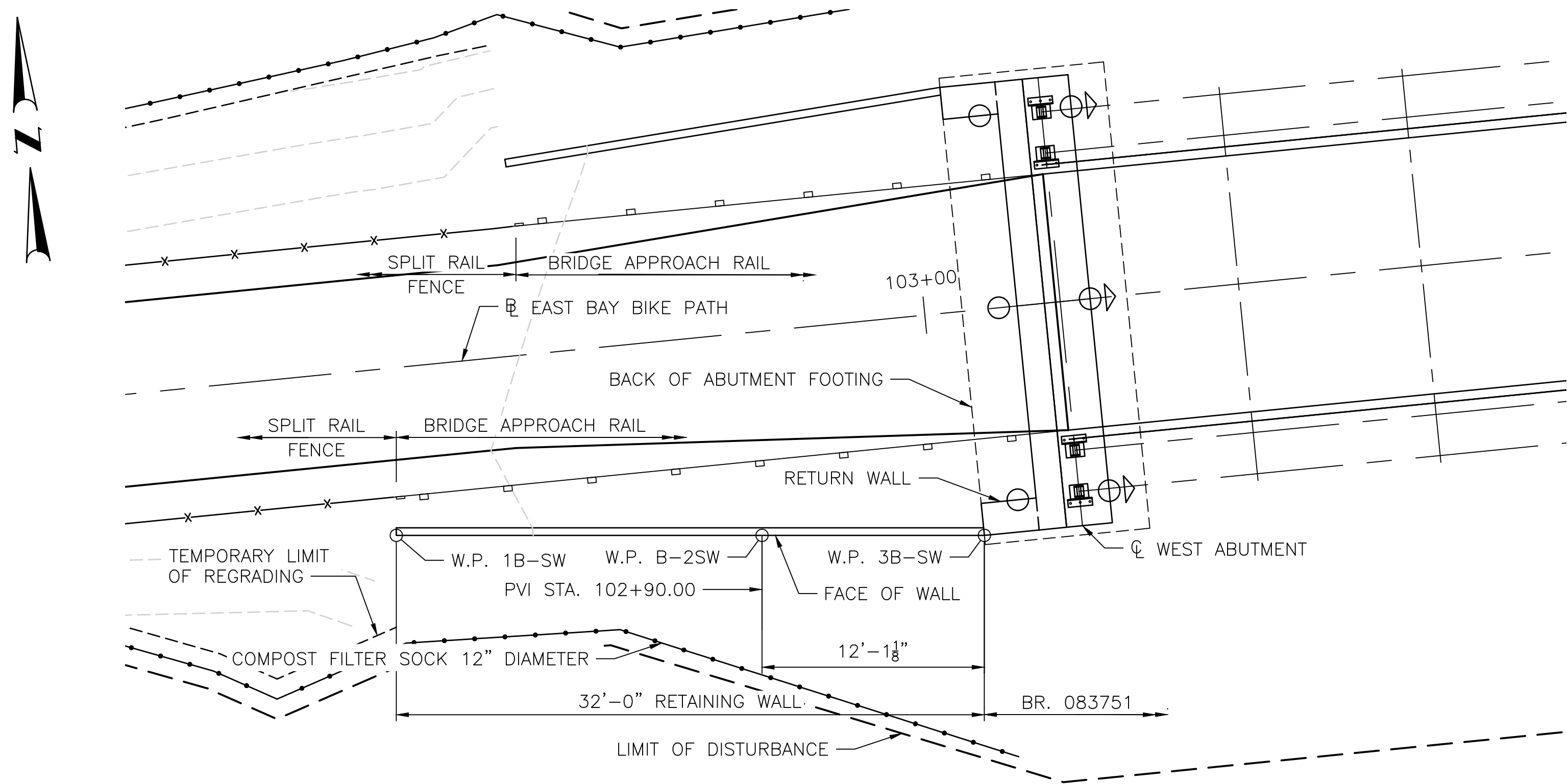
TYPICAL RETAINING WALL SECTION
SCALE: 3/8"=1'-0"

WITHIN THE LIMIT OF DISTURBANCE, WHERE GAPS IN RIP RAP EXCEED 1'-6", FILL IN THE VOIDS WITH NEW RIP RAP

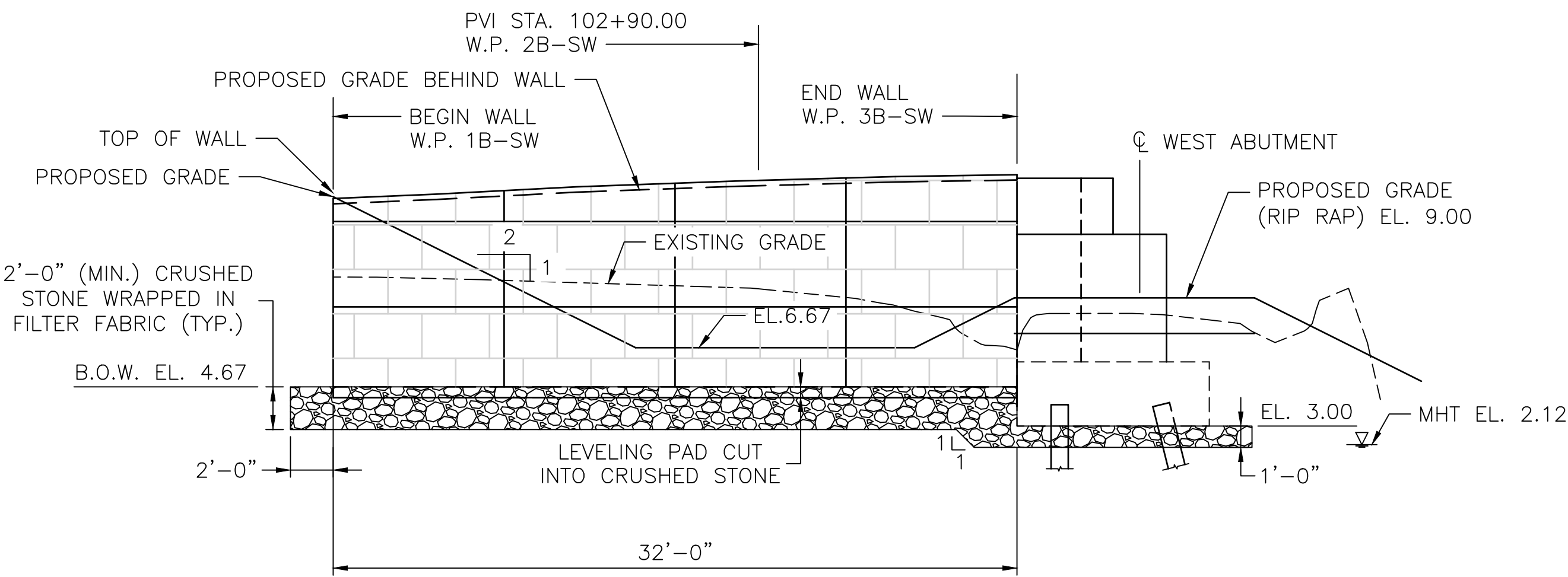
NORTHWEST RETAINING WALL					
WORKING POINT	STATION	OFFSET	NORTHING	EASTING	EL. A*
W.P. 1B-NW	102+78.09	-10.69	238491.7362	383679.9507	14.02
W.P. 2B-NW	102+90.00	-11.47	238492.6676	383691.8458	14.50
W.P. 3B-NW	103+02.04	-12.25	238493.6093	383703.8737	14.77

* ELEVATION IS GIVEN AT PROPOSED GRADE BEHIND WALL. SEE TYPICAL RETAINING WALL SECTION THIS SHEET.

- NOTES:
- REFER TO HIGHWAY PLANS FOR COMPLETE GEOMETRY AND CURVE DATA FOR BIKE PATH.
 - PANEL SLIP JOINTS ARE NOT SHOWN. SLIP JOINT LOCATION AND QUANTITY SHALL BE DETERMINED BY THE WALL MANUFACTURER.



SOUTHWEST RETAINING WALL PLAN
SCALE: 3/16"=1'-0"



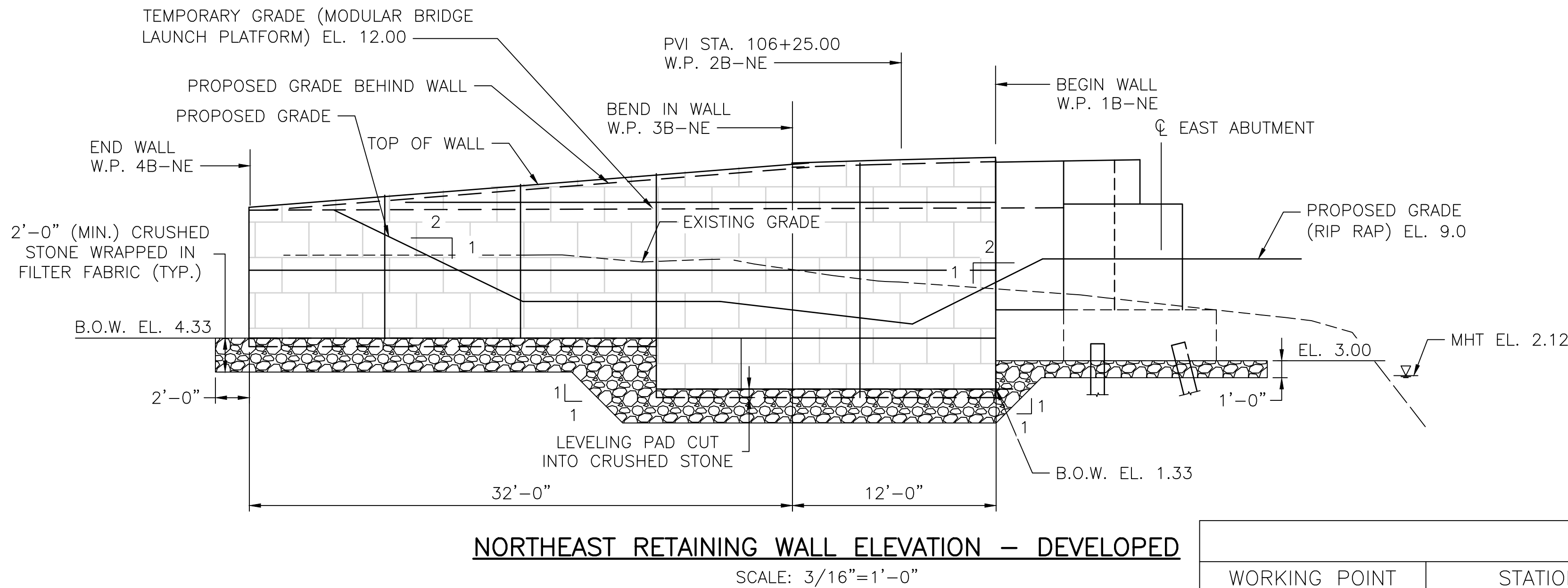
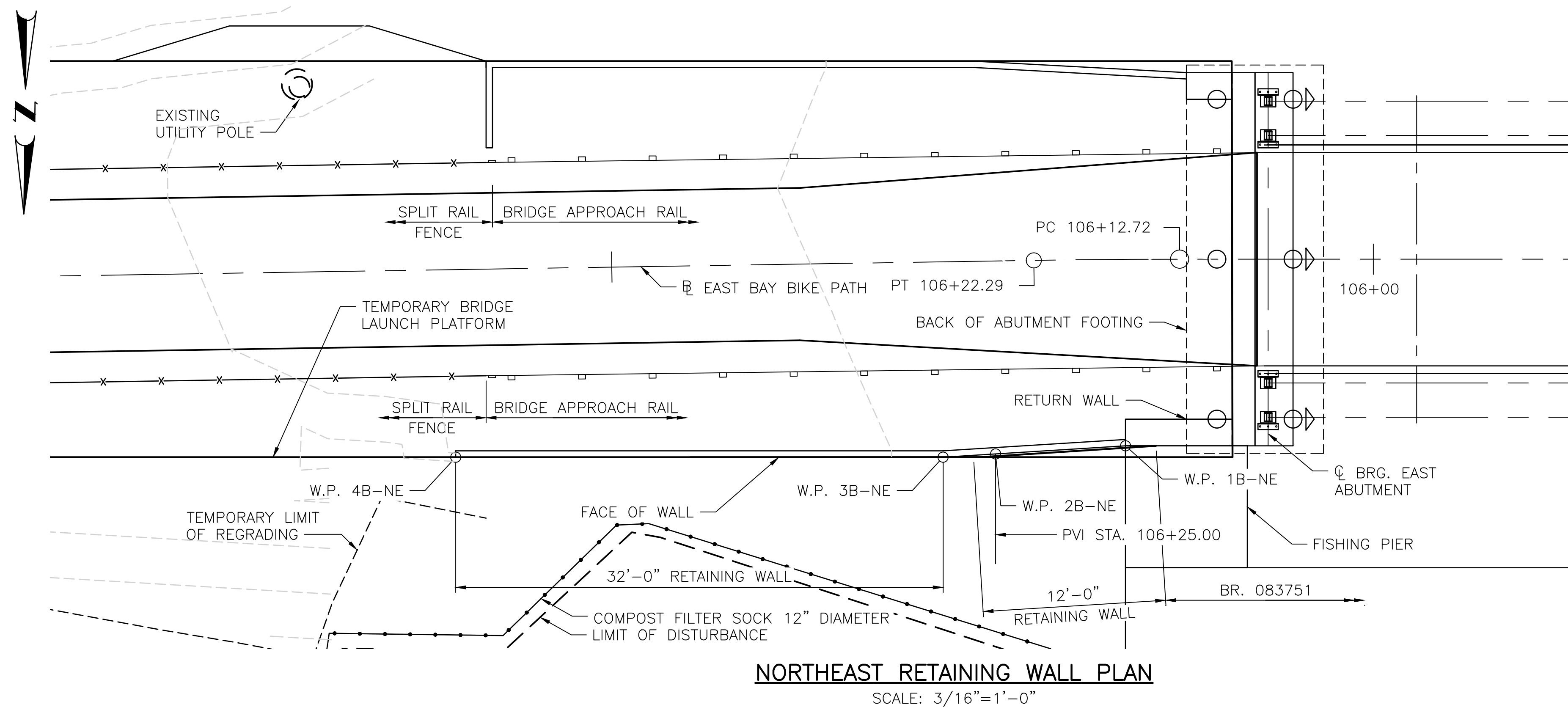
SOUTHWEST RETAINING WALL ELEVATION
SCALE: 3/16"=1'-0"

SOUTHWEST RETAINING WALL					
WORKING POINT	STATION	OFFSET	NORTHING	EASTING	EL. A*
W.P. 1B-SW	102+70.19	9.09	238471.8537	383672.3115	13.65
W.P. 2B-SW	102+90.00	11.06	238470.1482	383692.1417	14.51
W.P. 3B-SW	103+02.04	12.25	238469.1114	383704.1960	14.77

* ELEVATION IS GIVEN AT PROPOSED GRADE BEHIND WALL. SEE TYPICAL RETAINING WALL SECTION.

NOTES:

1. SEE BR. 083751 RETAINING WALL 1 SHEET FOR TYPICAL RETAINING WALL SECTION AND NOTES.

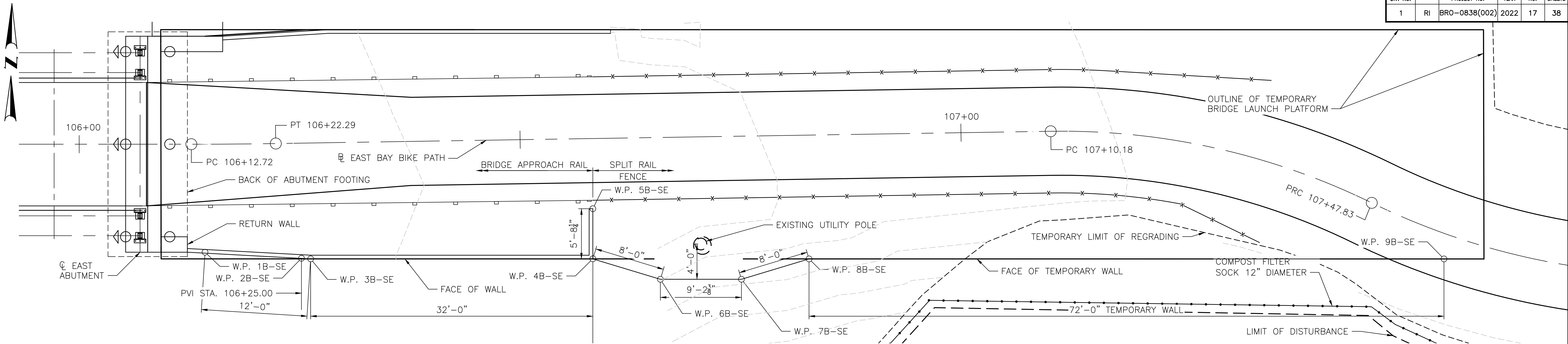


NORTHEAST RETAINING WALL					
WORKING POINT	STATION	OFFSET	NORTHING	EASTING	EL. A*
W.P. 1B-NE	106+14.30	-12.25	238497.7121	384016.0762	14.73
W.P. 2B-NE	106+25.00	-12.79	238498.5068	384026.5960	14.45
W.P. 3B-NE	106+26.45	-12.86	238498.6160	384028.0418	14.40
W.P. 4B-NE	106+58.45	-12.35	238499.0365	384060.0403	11.62

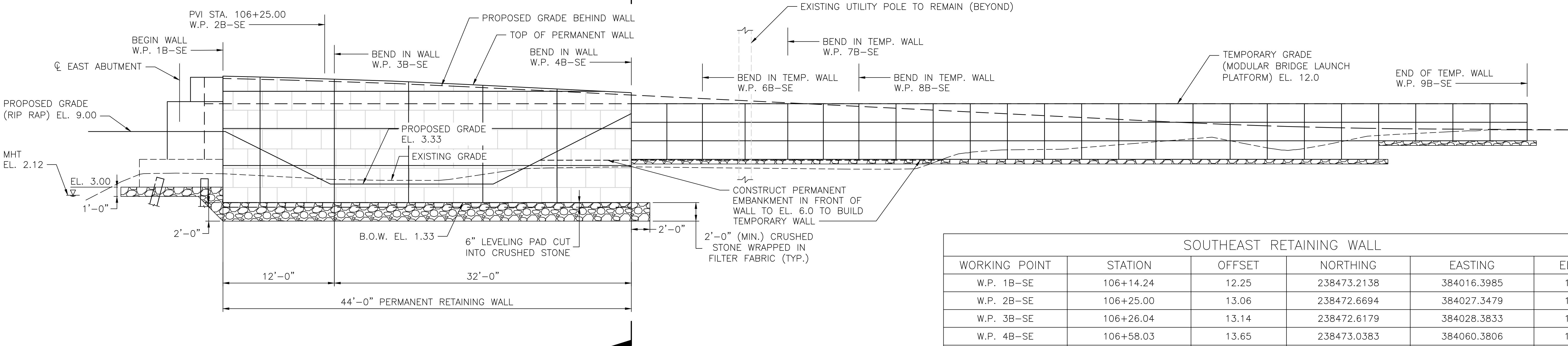
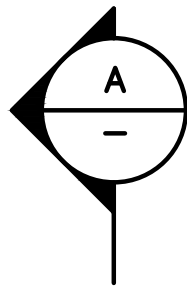
* ELEVATION IS GIVEN AT PROPOSED GRADE BEHIND WALL. SEE TYPICAL RETAINING WALL SECTION.

NOTES:

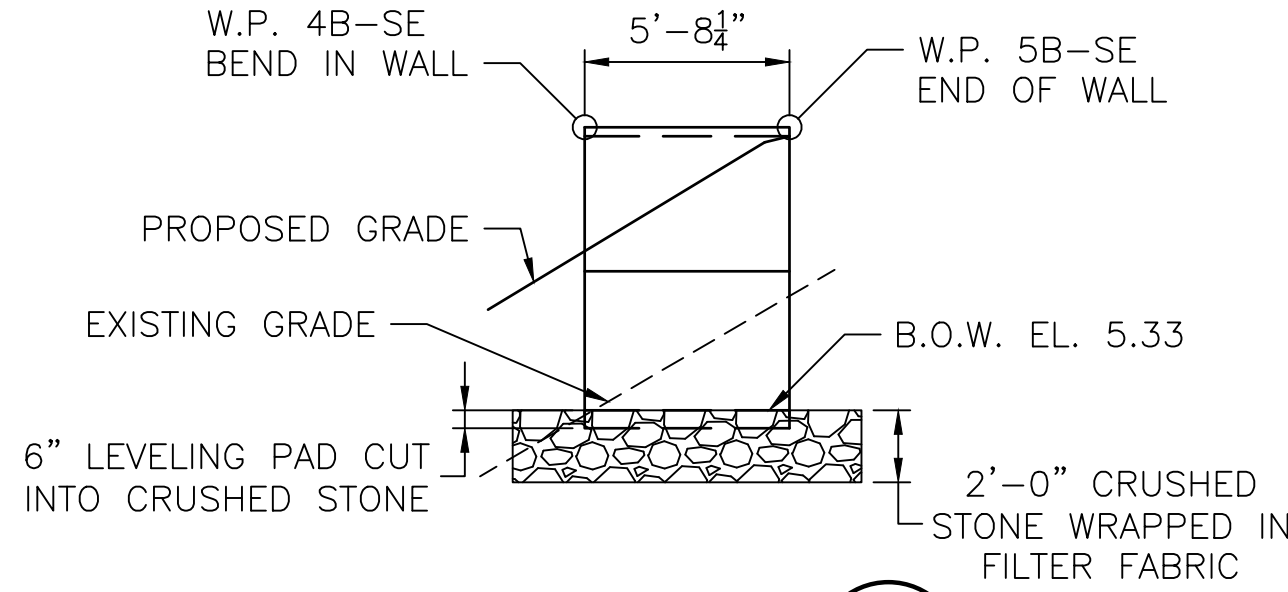
1. SEE BR. 083751 RETAINING WALL 1 SHEET FOR TYPICAL RETAINING WALL SECTION AND NOTES.



SOUTHEAST RETAINING WALL PLAN
SCALE: 3/16"=1'-0"



SOUTHEAST RETAINING WALL ELEVATION
SCALE: 3/16"=1'-0"



SECTION
SCALE: 3/16"=1'-0"

SOUTHEAST RETAINING WALL					
WORKING POINT	STATION	OFFSET	NORTHING	EASTING	EL. A*
W.P. 1B-SE	106+14.24	12.25	238473.2138	384016.3985	14.73
W.P. 2B-SE	106+25.00	13.06	238472.6694	384027.3479	14.43
W.P. 3B-SE	106+26.04	13.14	238472.6179	384028.3833	14.40
W.P. 4B-SE	106+58.03	13.65	238473.0383	384060.3806	12.94
W.P. 5B-SE	106+58.12	7.96	238478.7268	384060.3058	12.94
W.P. 6B-SE	106+65.65	16.08	238470.8290	384068.0694	12.00**
W.P. 7B-SE	106+74.85	16.23	238470.9500	384077.2620	12.00**
W.P. 8B-SE	106+82.54	14.04	238473.3619	384084.8929	12.00**
W.P. 9B-SE	107+57.66	2.75	238474.3079	384156.8867	12.00**

* ELEVATION IS TAKEN AT TOP OF PROPOSED GRADE BEHIND WALL. SEE TYPICAL RETAINING WALL SECTION.
** THIS GRADE IS TEMPORARY FOR THE LAUNCHING PLATFORM.

NOTES:
1. SEE BR. 083751 RETAINING WALL 1 SHEET FOR TYPICAL RETAINING WALL SECTION AND NOTES.



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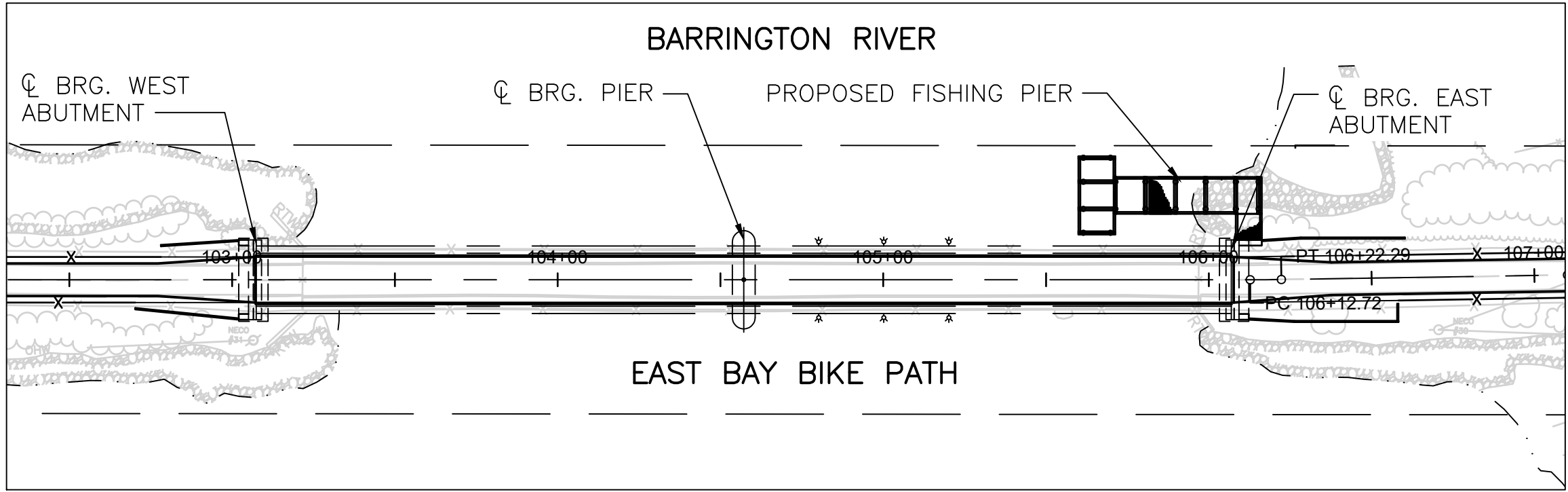
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REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
17					
38					

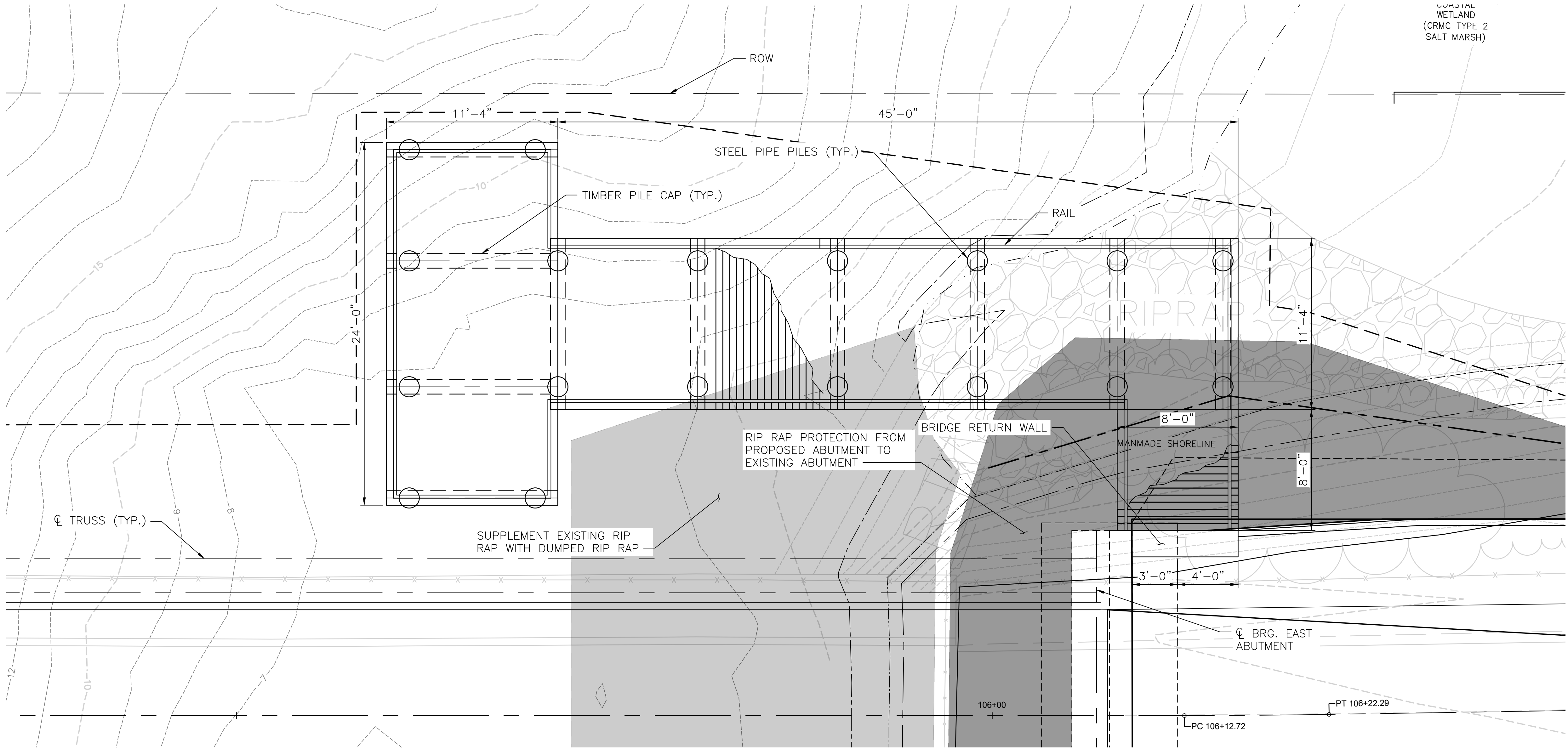
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083751 RETAINING WALL PLAN 4

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	19	38



LOCATION MAP
SCALE: 1"=40'



FISHING PIER GENERAL PLAN
SCALE: 1/4"=1'-0"



1 Cedar Street
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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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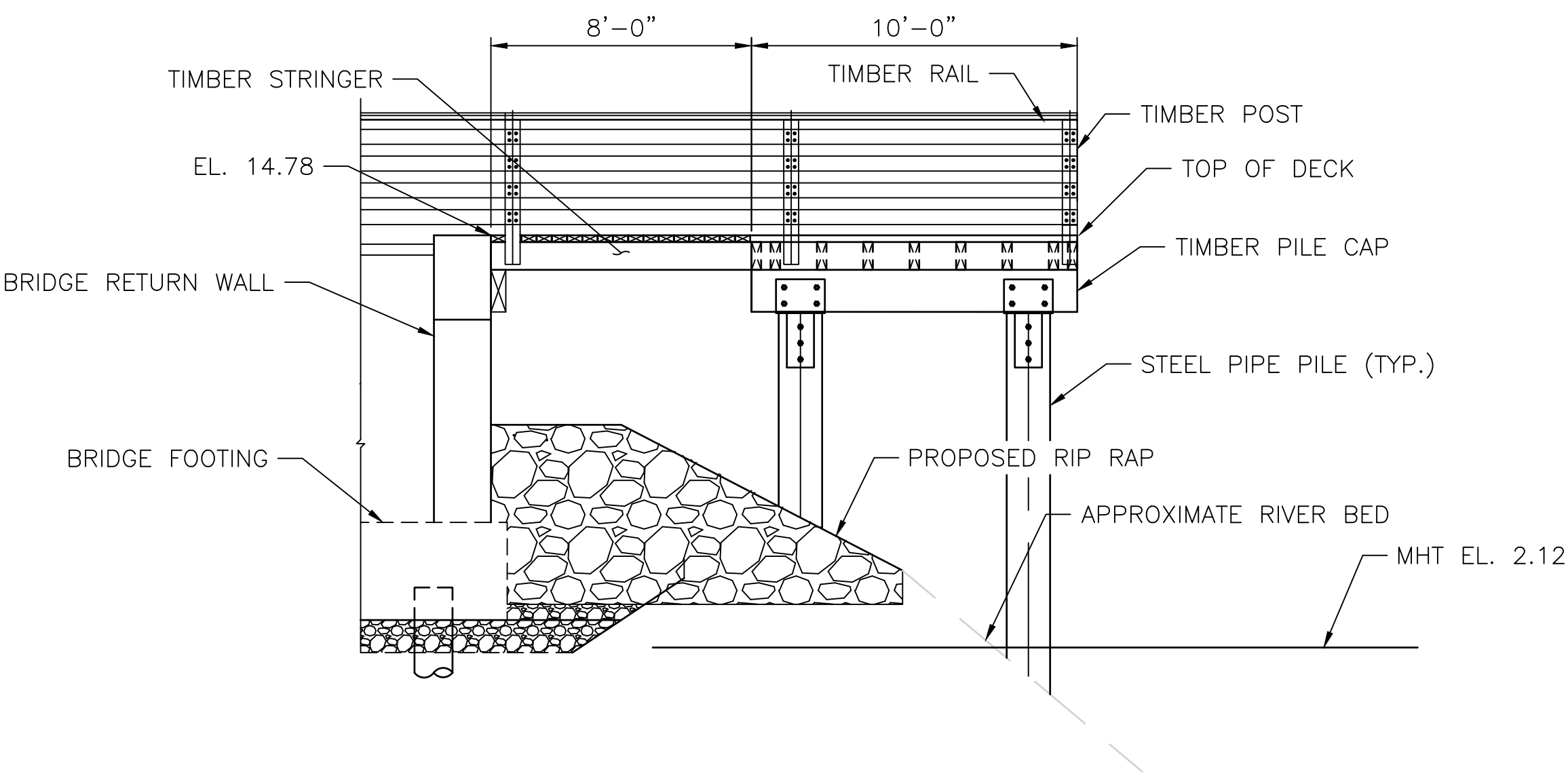
SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
19	2/1/24	VHB			
38					

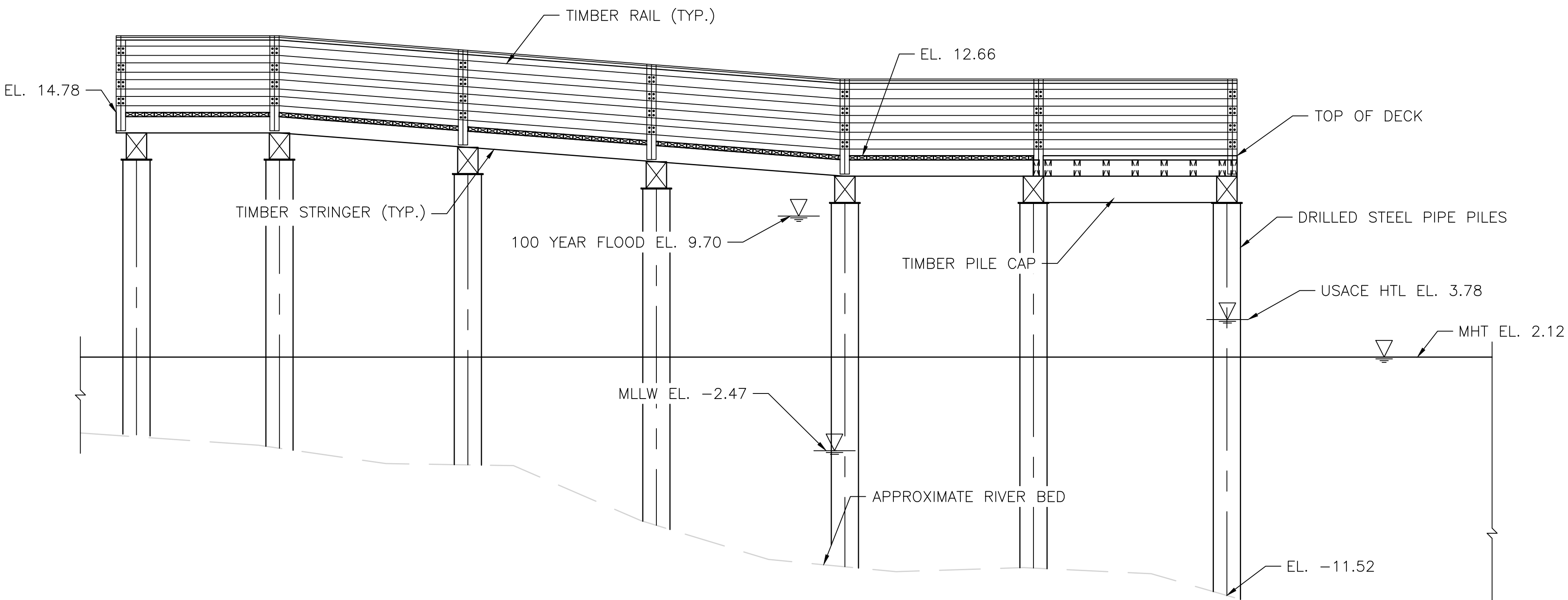
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

Br. 083751 FISHING PIER GENERAL PLAN

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	20	48



FISHING PIER – EAST ELEVATION
SCALE: 1/4"=1'-0"
(LOOKING WEST)



FISHING PIER – NORTH ELEVATION
SCALE: 1/4"=1'-0"
(LOOKING SOUTH)



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DEPARTMENT OF TRANSPORTATION

PROJECT
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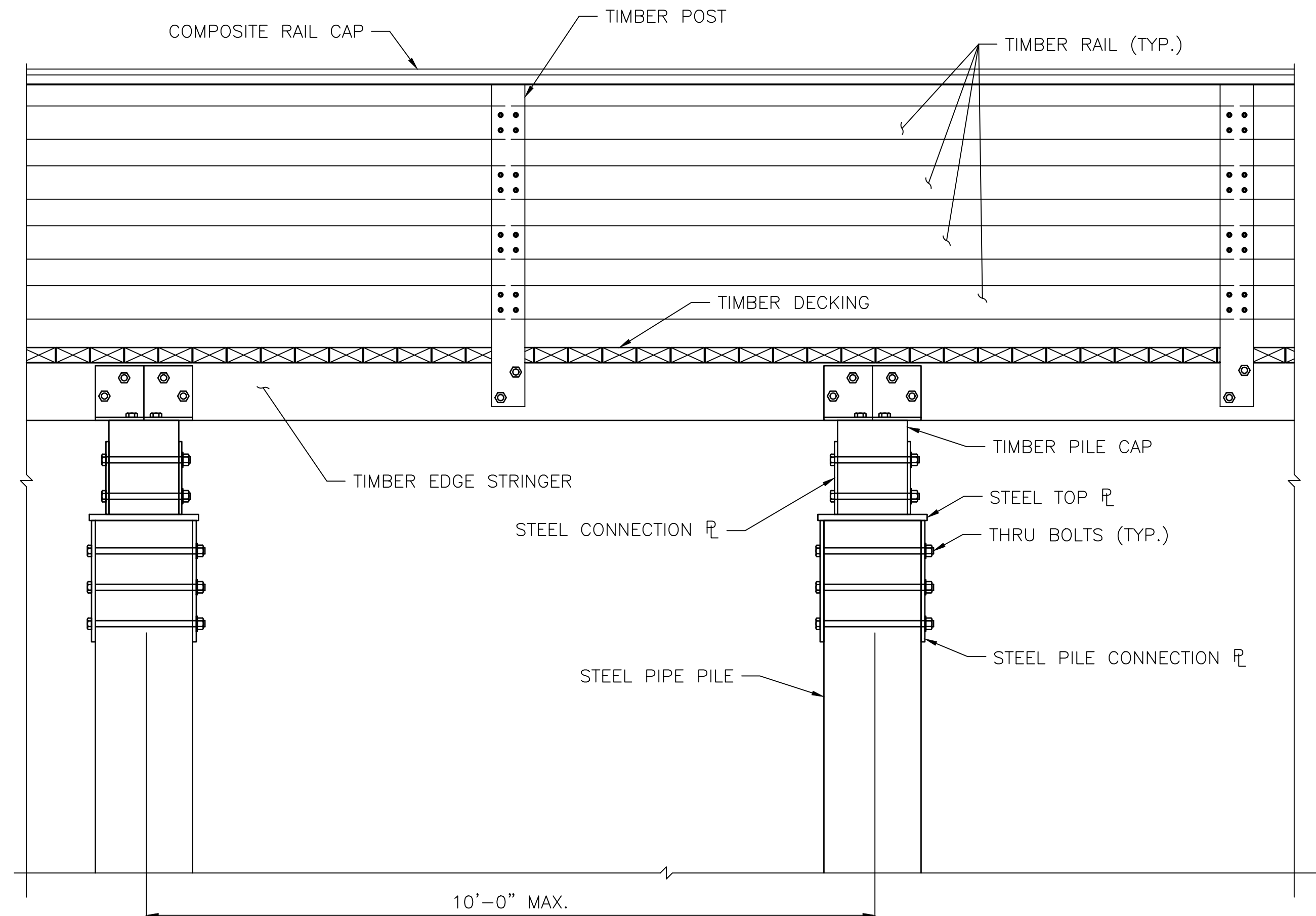
SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
20	2/1/24	VHB			
48					

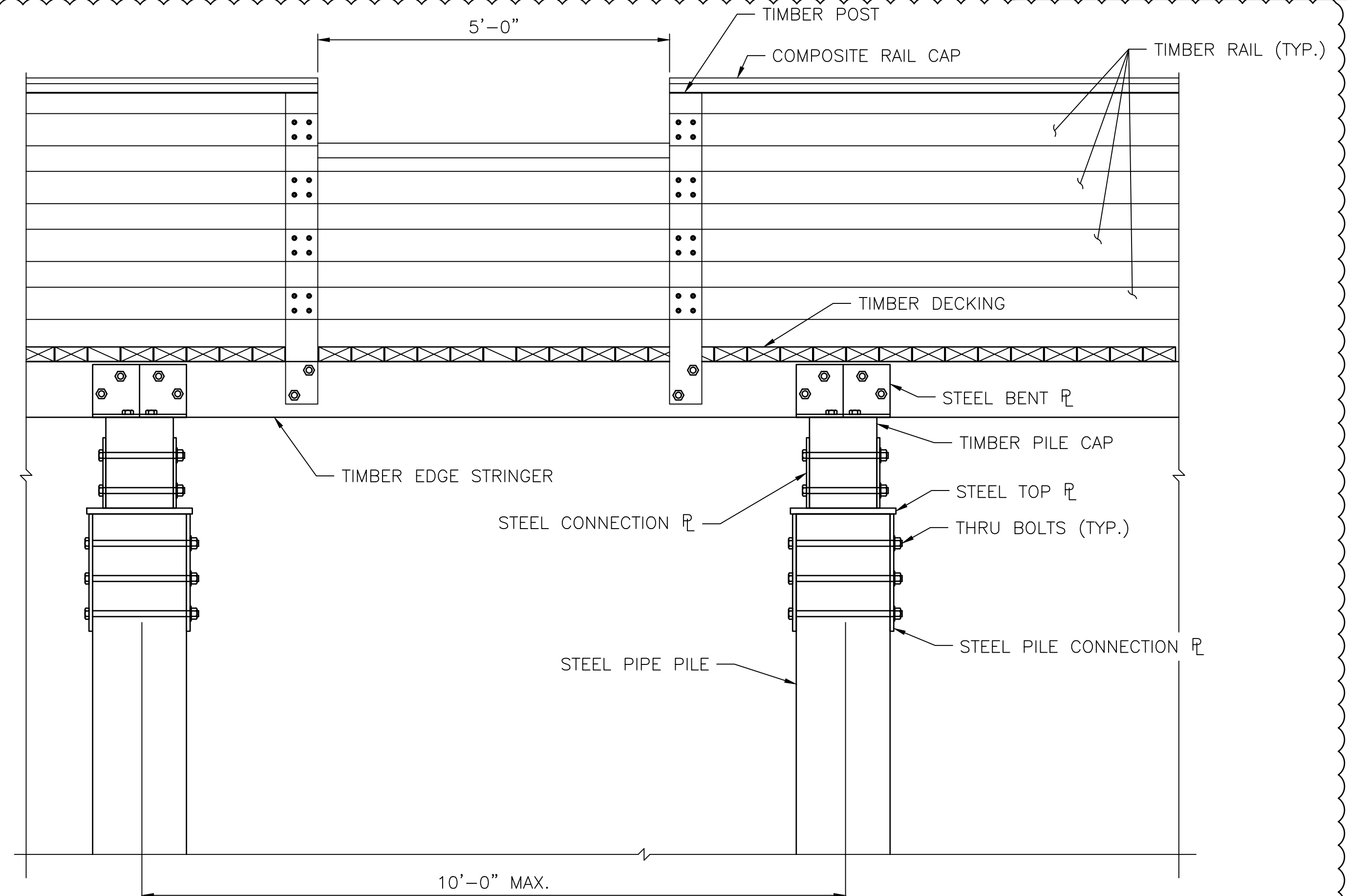
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(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NOS. 083751 & 083851
VOLUME 2
BARRINGTON/WARREN
RHODE ISLAND

BR. 083751 FISHING PIER ELEVATION

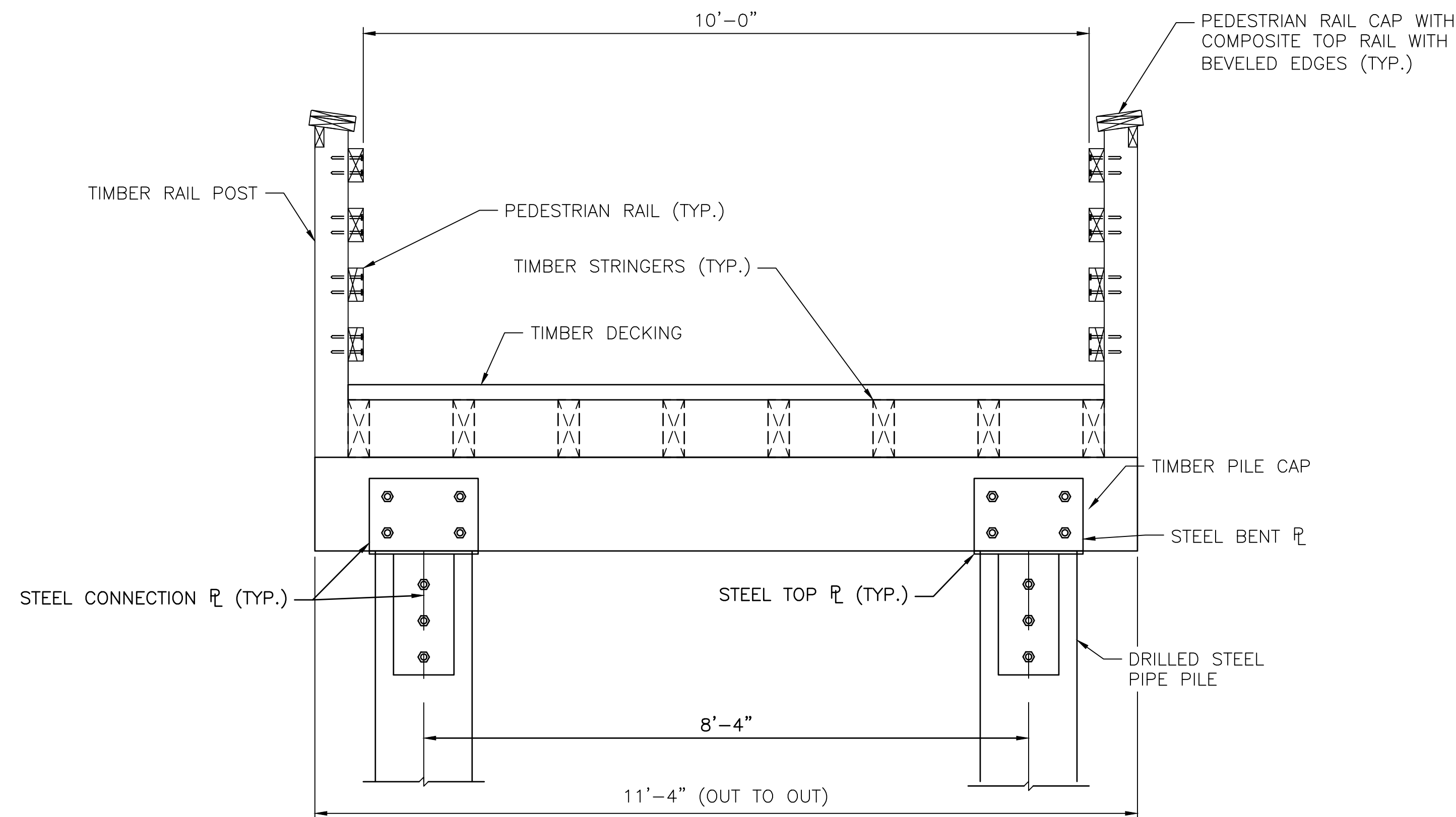
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1	RI	BRO-0838(002)	2022	21	38



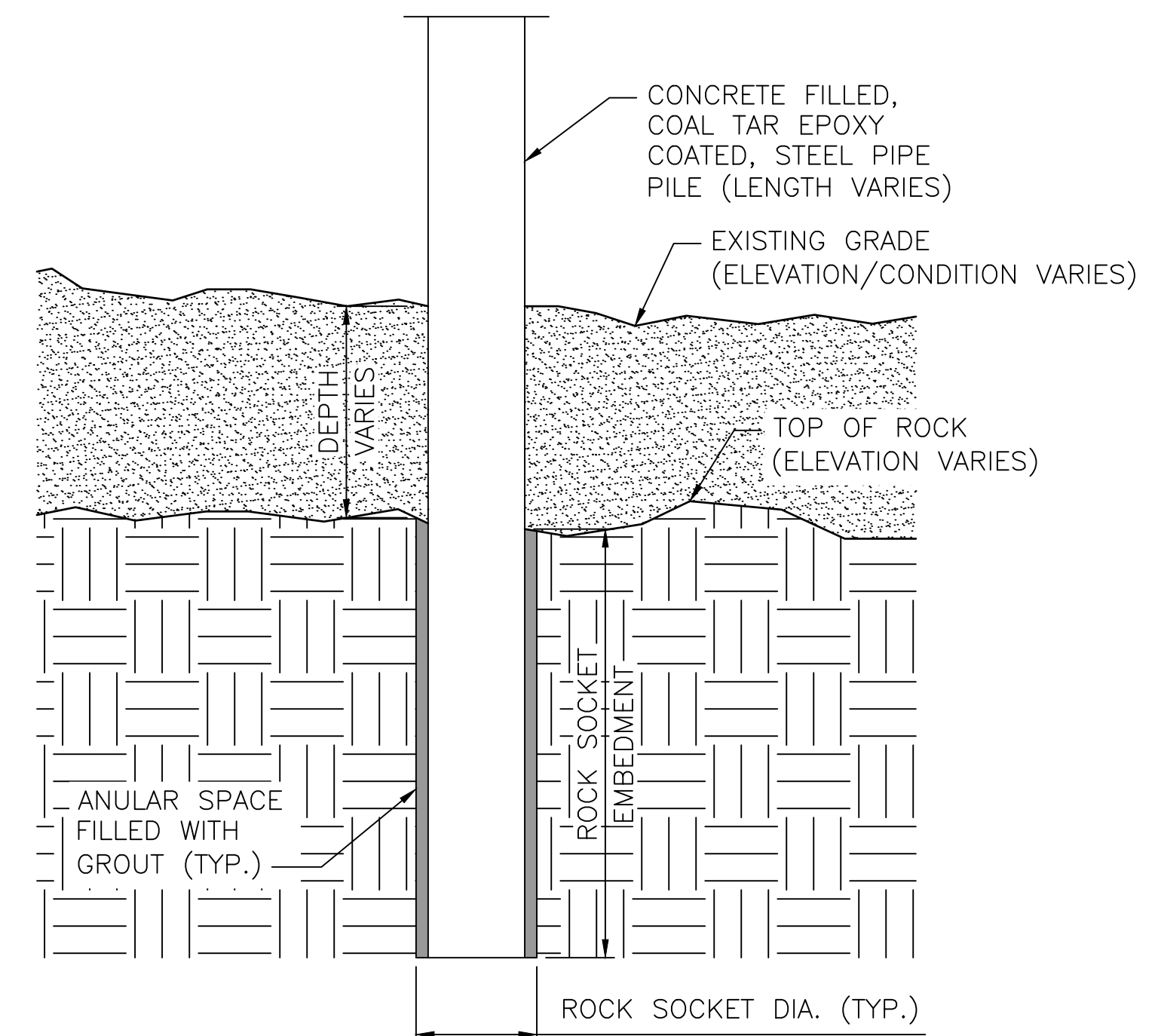
TYPICAL LONGITUDINAL SECTION
SCALE: 3/4"=1'-0"



HANDICAP RAIL DETAIL
SCALE: 3/4"=1'-0"



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



PILE ROCK SOCKET DETAIL
SCALE: 1/2"=1'-0"



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OCTOBER 24, 2023
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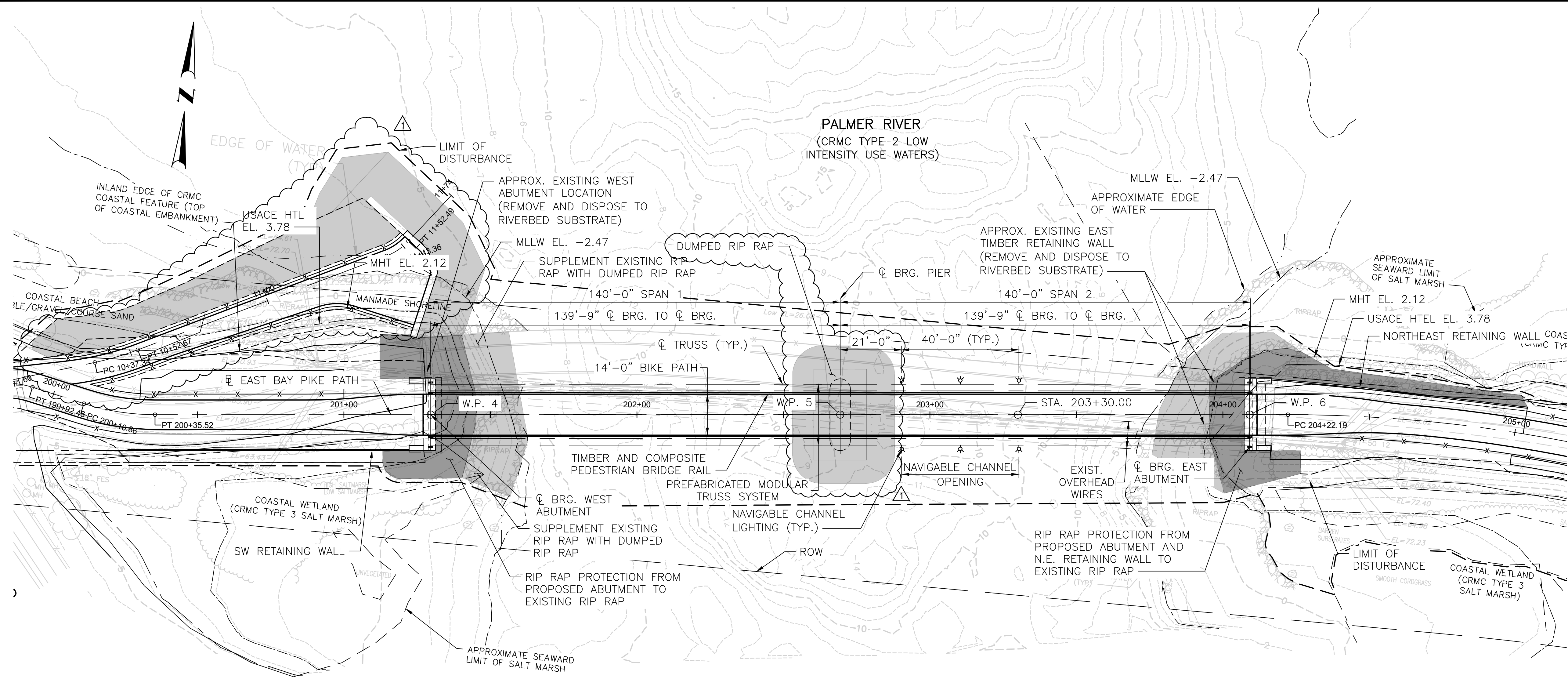
SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
21	2/1/24	VHB			
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083751 FISHING PIER TYPICAL SECTION

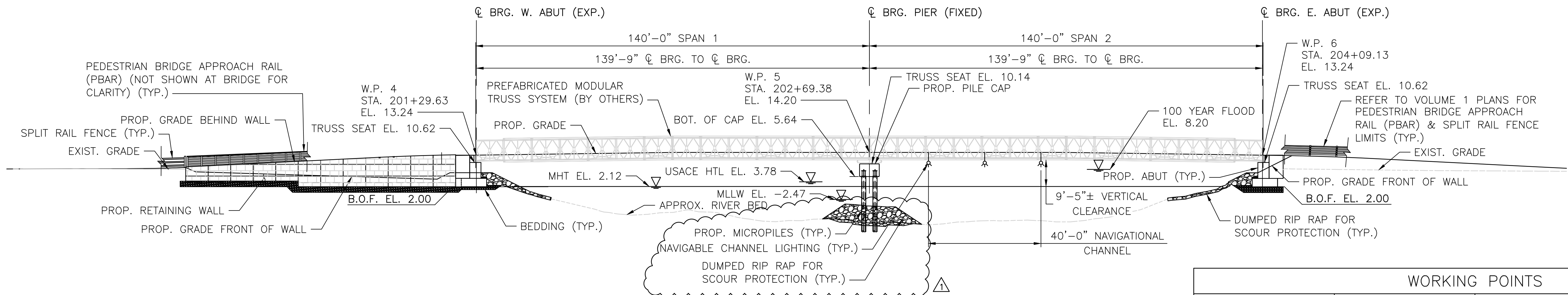
FED. ROAD DW. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	22	38



LEGEND:

- PLACED RIP RAP
- DUMPED RIP RAP

ROUTE 114
PALMER RIVER
(CRMC TYPE 3
HIGH INTENSITY BOATING WATERS)
BRIDGE GENERAL PLAN
SCALE: 1"=20'



SOUTH BRIDGE ELEVATION
(LOOKING NORTH)
SCALE: 1"=20'

WORKING POINTS			
WORKING POINT	STATION	NORTHING	EASTING
W.P. 4	201+29.63	238504.6093	385420.6628
W.P. 5	202+69.38	238518.9443	385559.6757
W.P. 6	204+09.13	238533.2793	385698.6885



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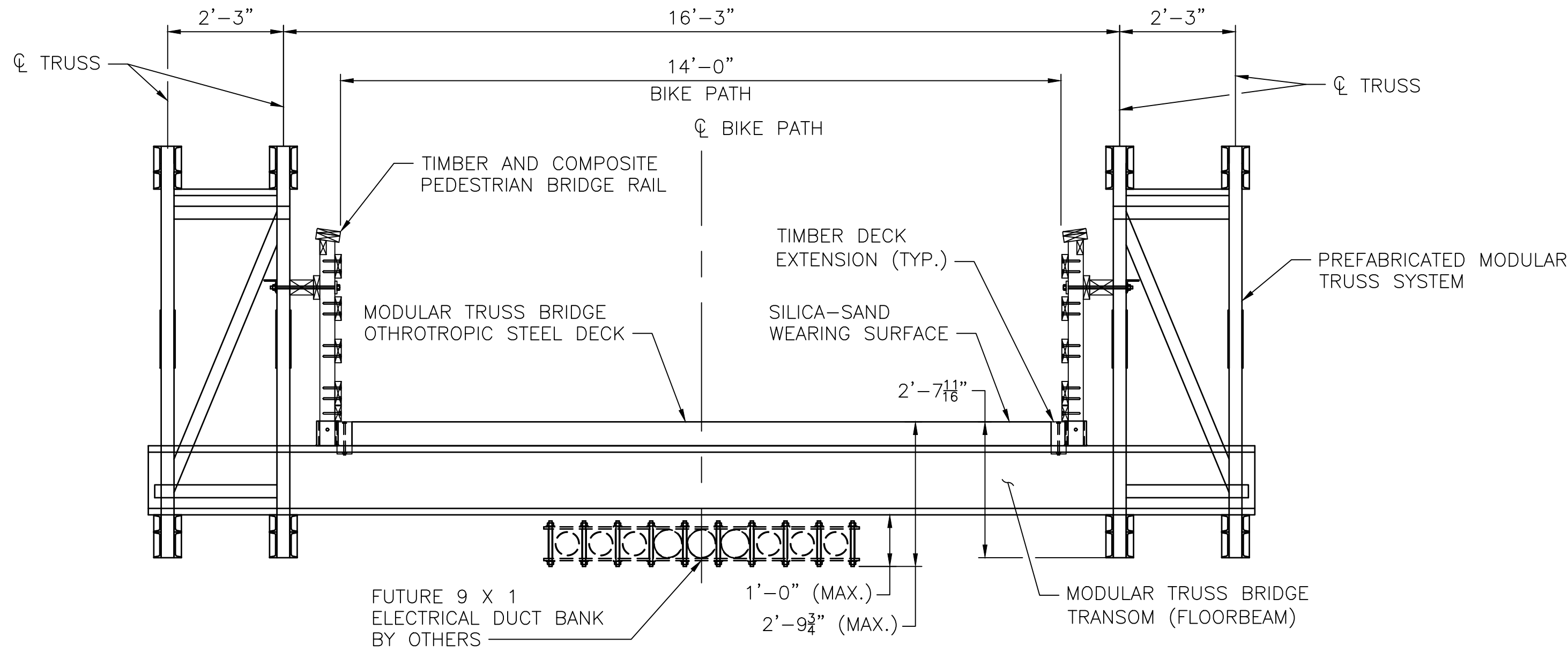
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REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
22	2/1/24	VHB			
38					

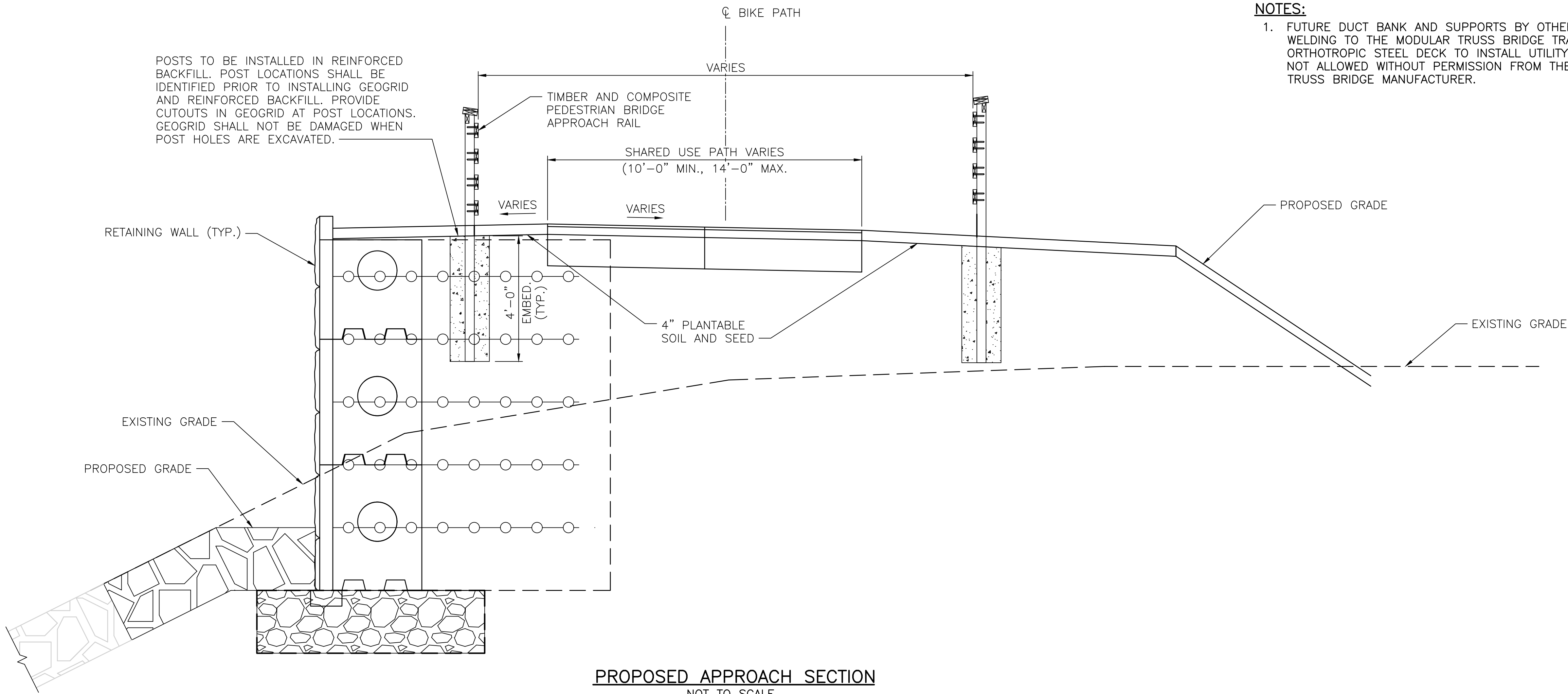
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083851 BRIDGE GENERAL PLAN

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	23	38



TYPICAL TRUSS SECTION
NOT TO SCALE



PROPOSED APPROACH SECTION
NOT TO SCALE

- NOTES:**
1. FUTURE DUCT BANK AND SUPPORTS BY OTHERS. DRILLING AND WELDING TO THE MODULAR TRUSS BRIDGE TRANSOM BEAMS OR ORTHOTROPIC STEEL DECK TO INSTALL UTILITY SUPPORTS IS NOT ALLOWED WITHOUT PERMISSION FROM THE MODULAR TRUSS BRIDGE MANUFACTURER.



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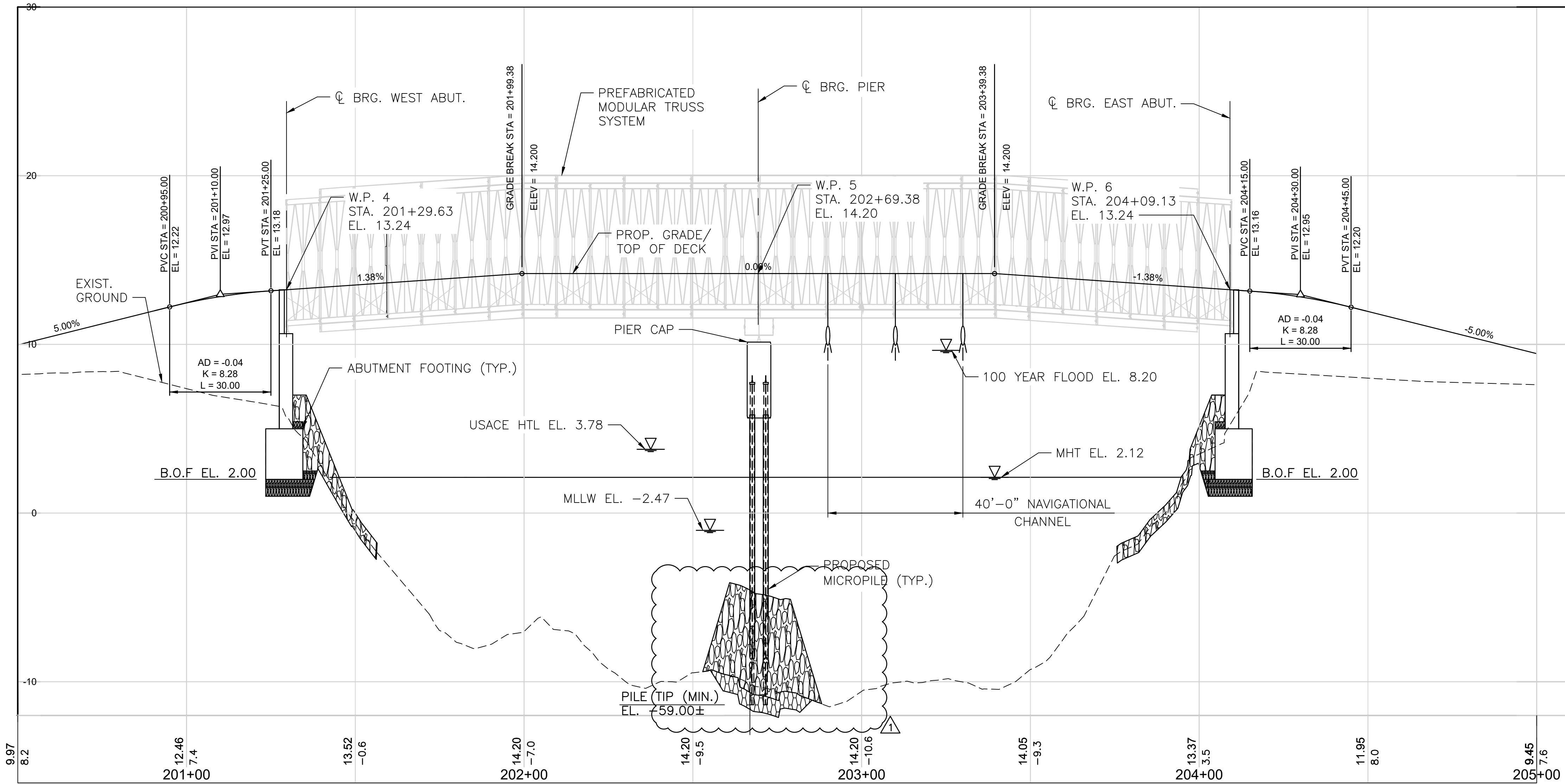
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DATE:
SHEET: 23
OF: 38

SCALE:					
REVISIONS			REVISIONS		
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EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083851 BRIDGE TYPICAL SECTION

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	24	38



WARREN PROFILE
SCALE HORIZONTAL: 1"=20'
SCALE VERTICAL: 1"=4'

NOTE:
REFER TO HIGHWAY PLANS FOR ADDITIONAL INFORMATION.



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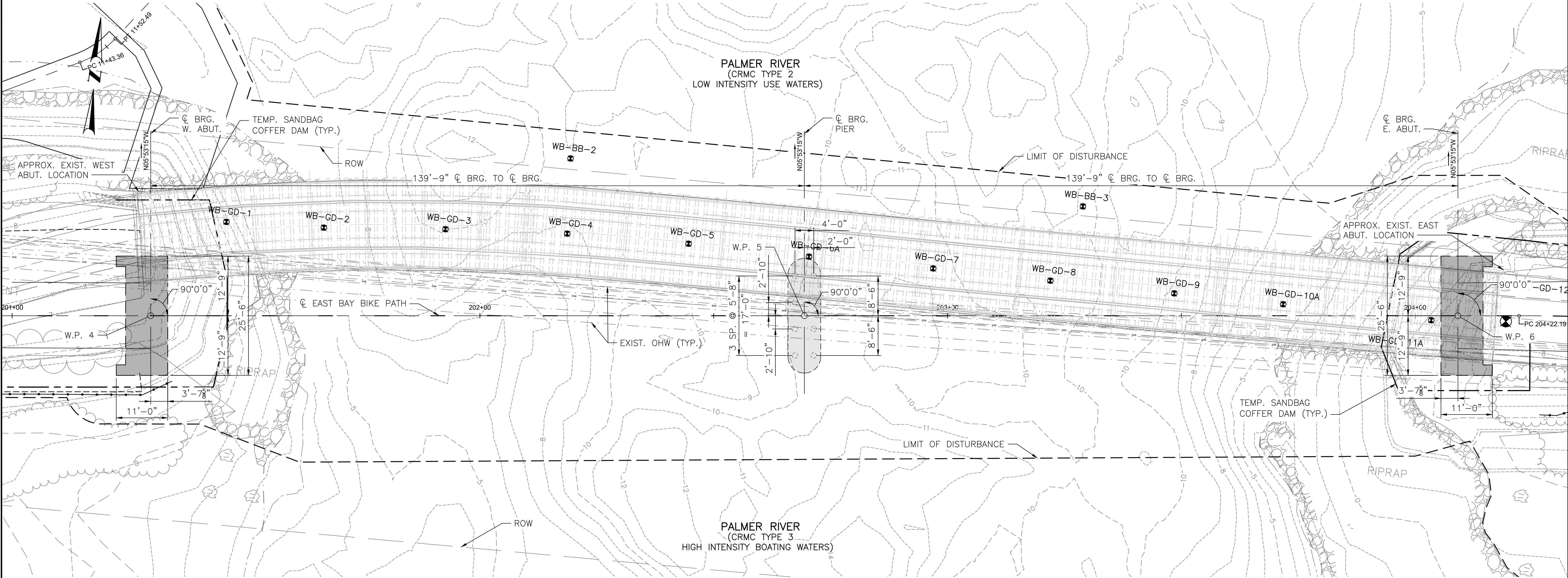
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SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
24	2/1/24	VHB			
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083851 BRIDGE PROFILE



FOUNDATION PLAN
SCALE: 1"=10'

LEGEND

- PROPOSED FOUNDATION
- PIER CAP
- PROPOSED DRILLED MICROPILE (14" DIA.) (VERTICAL)

EARLY RELEASE FOR
CONSTRUCTION
(ERC 2)
JUNE 2023



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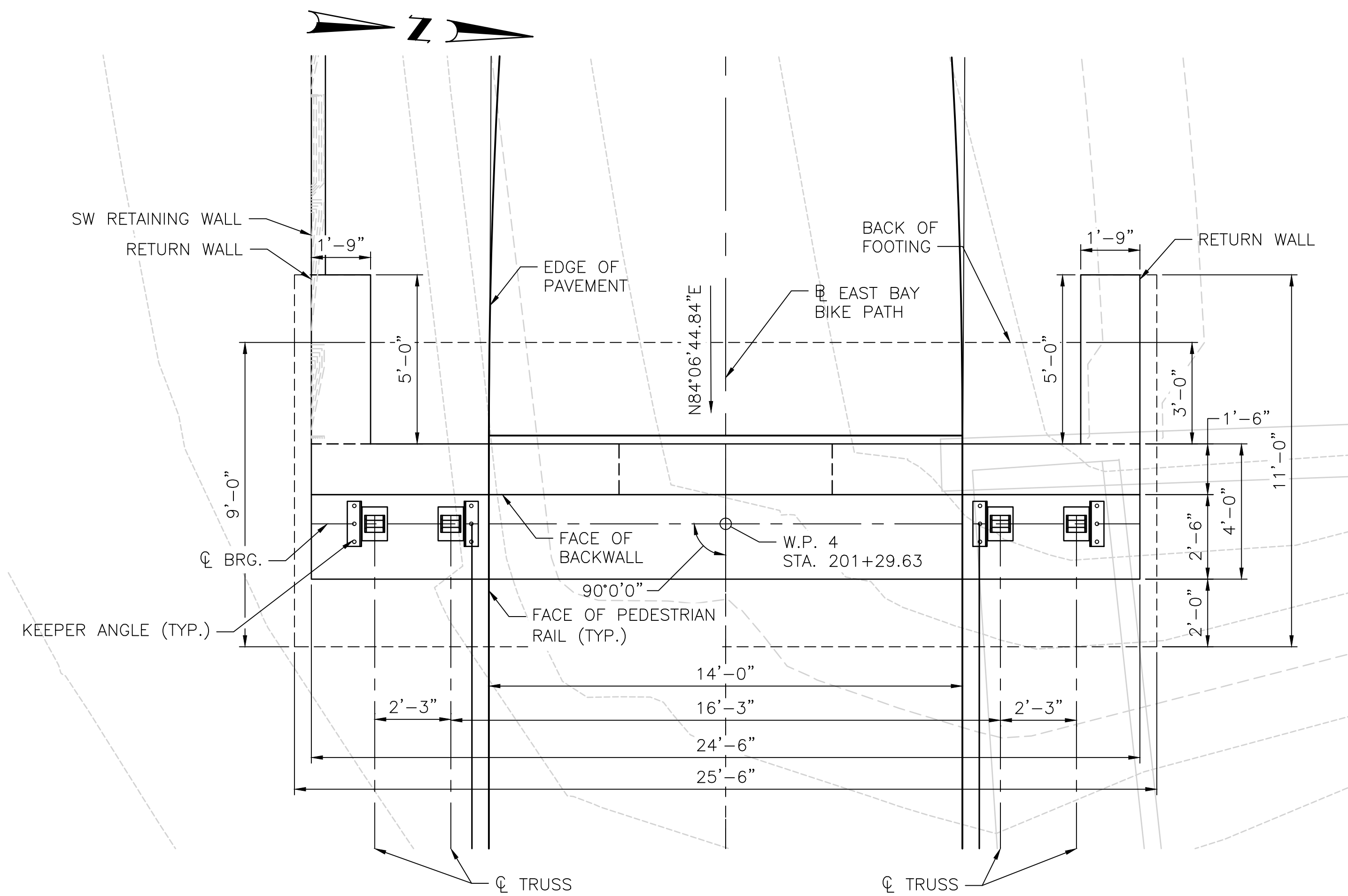
SCALE:

REVISIONS			REVISIONS		
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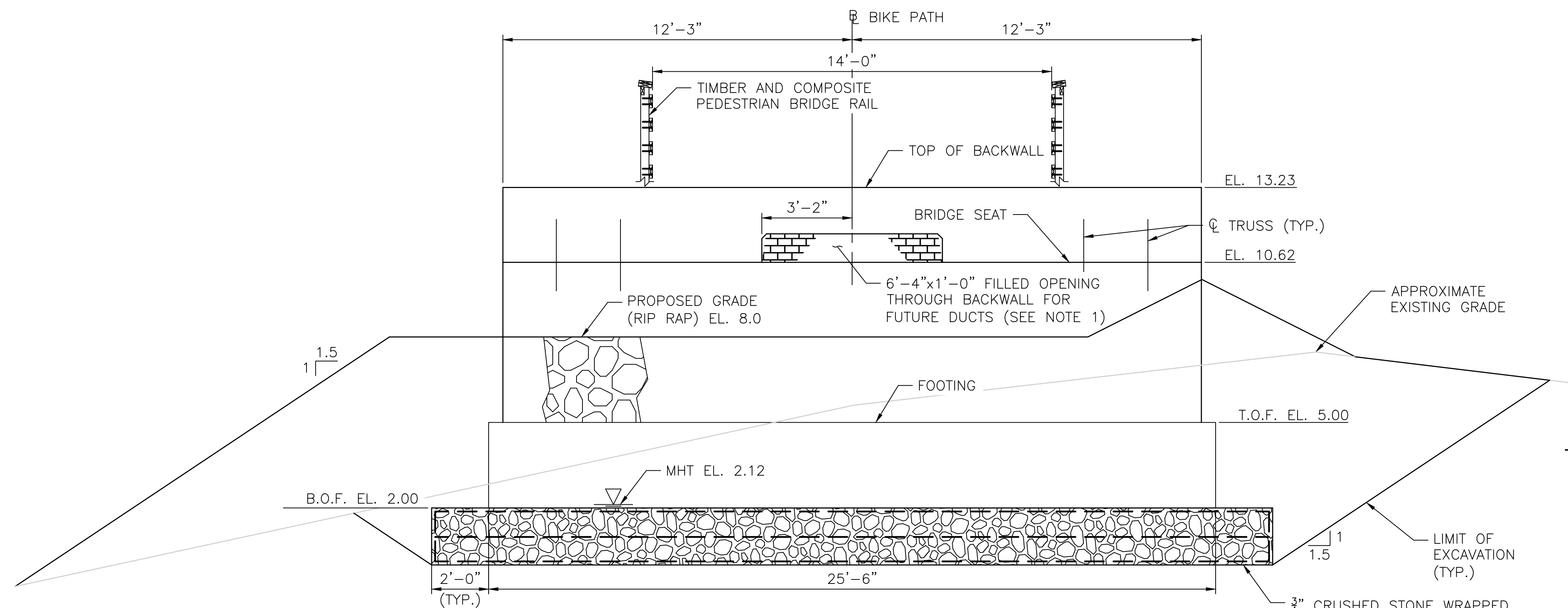
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083851 FOUNDATION PLAN

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	26	38



WEST ABUTMENT PLAN
SCALE: 3/8"=1'-0"



WEST ABUTMENT ELEVATION
SCALE: 3/8"=1'-0"

- NOTE:**
1. FILL FUTURE DUCT OPENING WITH CLAY BUILDING BRICK (M.04.03.1) AND MORTAR (M.04.03.5) FOR FULL THICKNESS OF BACKWALL.
 2. CRUSHED STONE UNDER BRIDGE 083851 ABUTMENT FOOTINGS SHALL BE MIRAFI HP 570 GEOTEXTILE WRAPPED ON ALL SIDES, TOP AND BOTTOM.
 3. SEE BR. 083751 WEST ABUTMENT PLAN AND ELEVATION FOR BACKWALL OPENING DETAILS.



vhb
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DEPARTMENT OF TRANSPORTATION

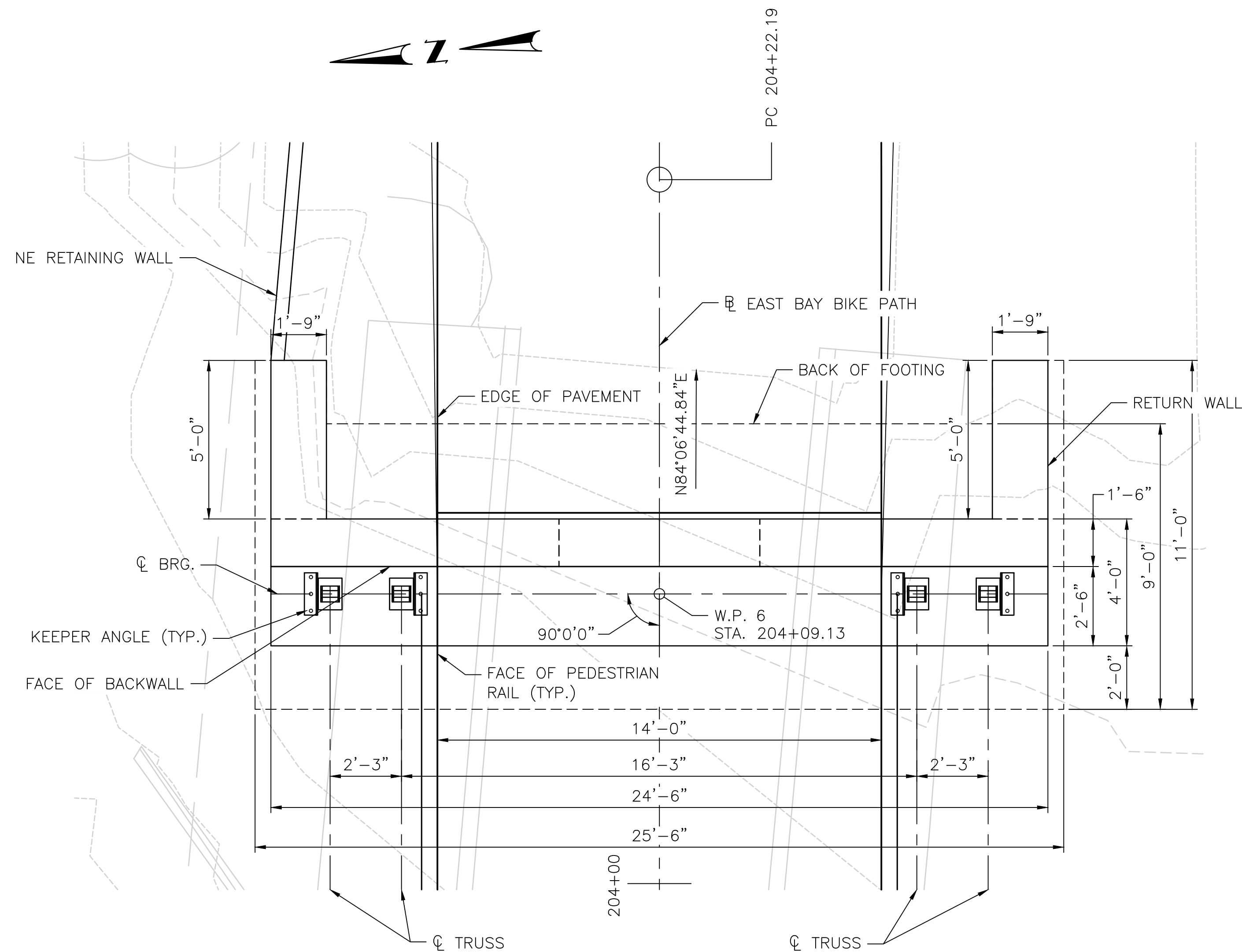
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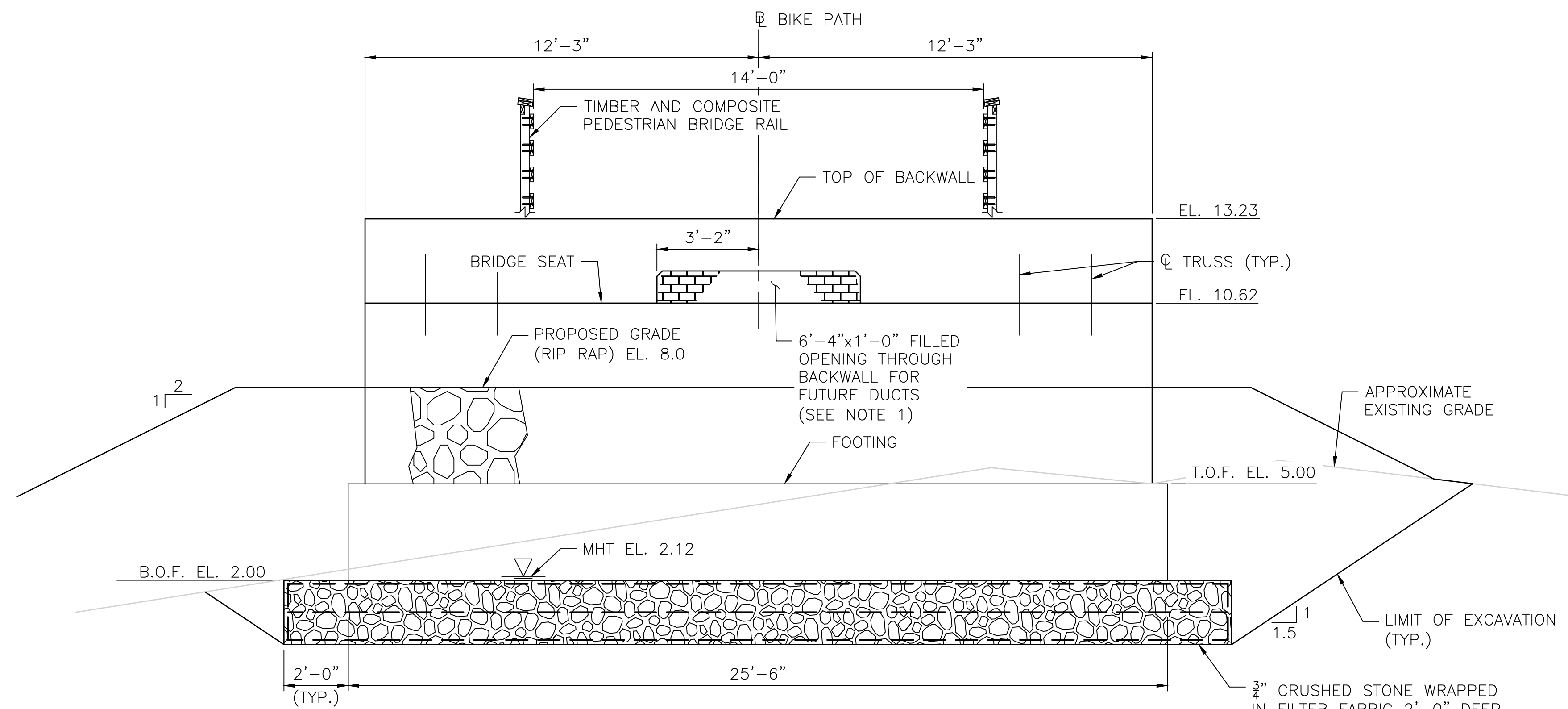
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26					
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND
BR. 083851 WEST ABUTMENT PLAN AND ELEVATION

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	27	38



EAST ABUTMENT PLAN
SCALE: 3/8"=1'-0"



EAST ABUTMENT ELEVATION
SCALE: 3/8"=1'-0"

NOTE:

1. FILL FUTURE DUCT OPENING WITH CLAY BUILDING BRICK (M.04.03.1) AND MORTAR (M.04.03.5) FOR FULL THICKNESS OF BACKWALL.
2. CRUSHED STONE UNDER BRIDGE 083851 ABUTMENT FOOTINGS SHALL BE MIRAFI HP 570 GEOTEXTILE WRAPPED ON ALL SIDES, TOP AND BOTTOM.
3. SEE BR. 083751 WEST ABUTMENT PLAN AND ELEVATION FOR BACKWALL OPENING DETAILS.



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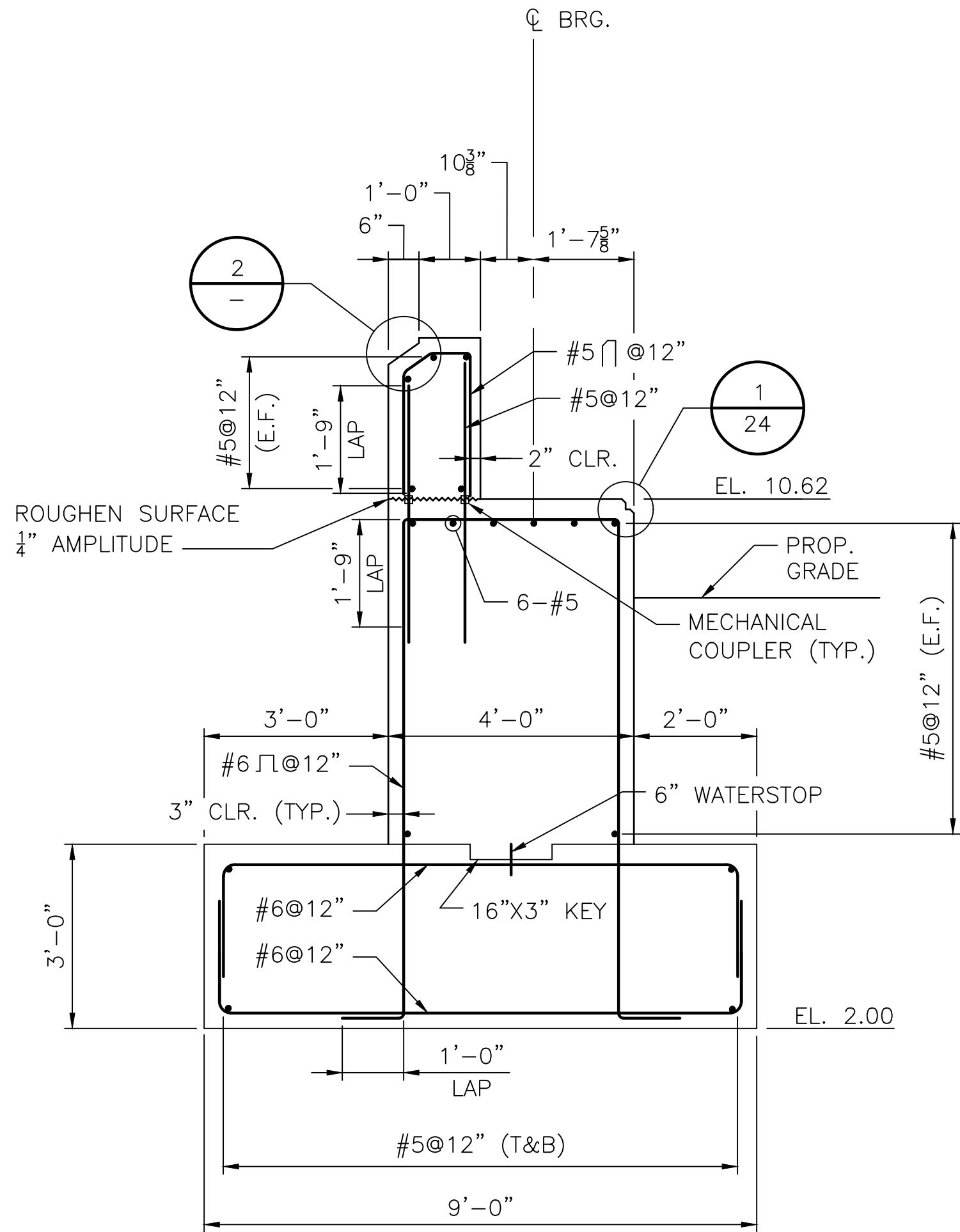
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NO.	DATE	BY	NO.	DATE	BY

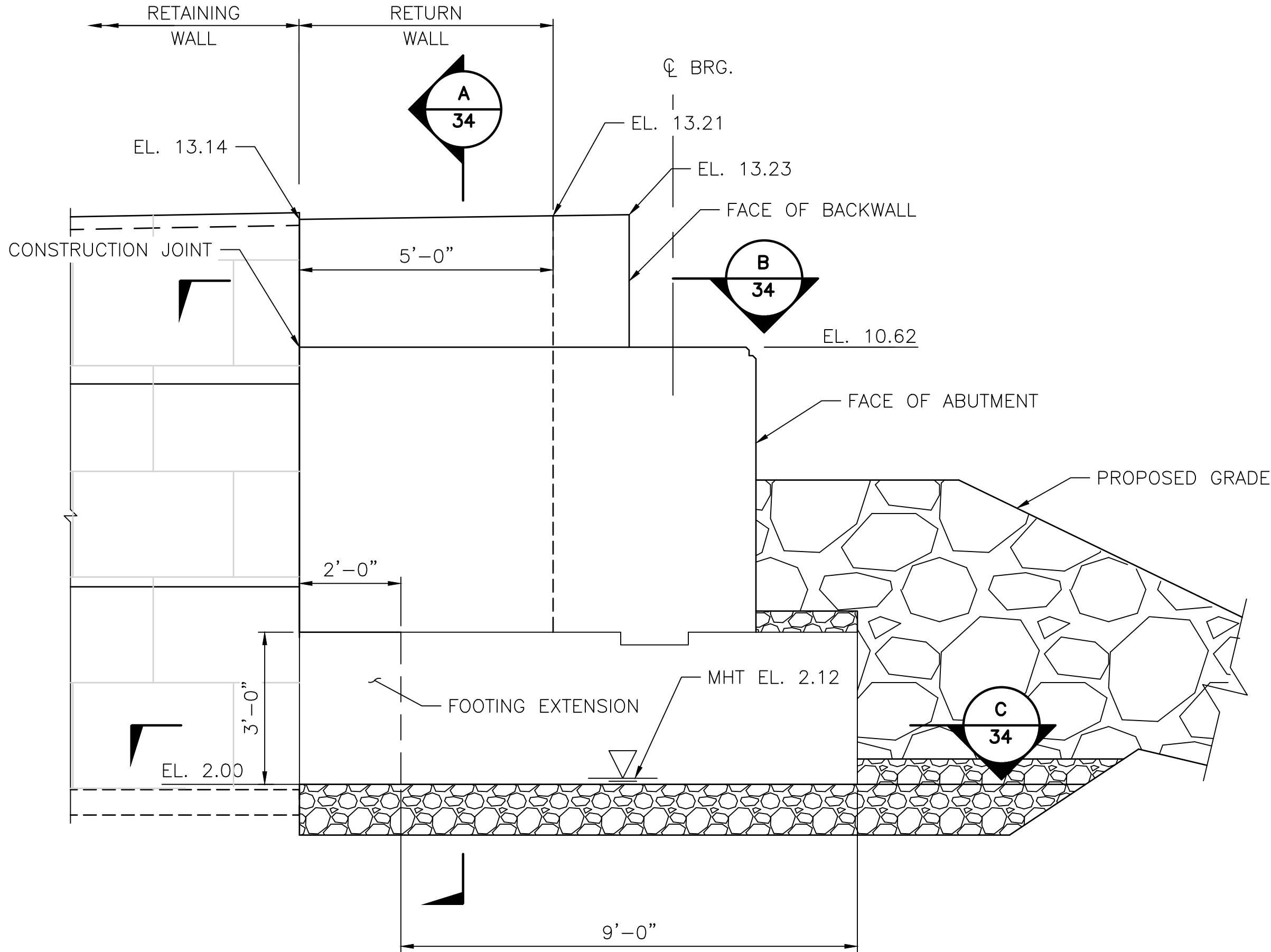
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083851 EAST ABUTMENT PLAN AND ELEVATION

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	28	38

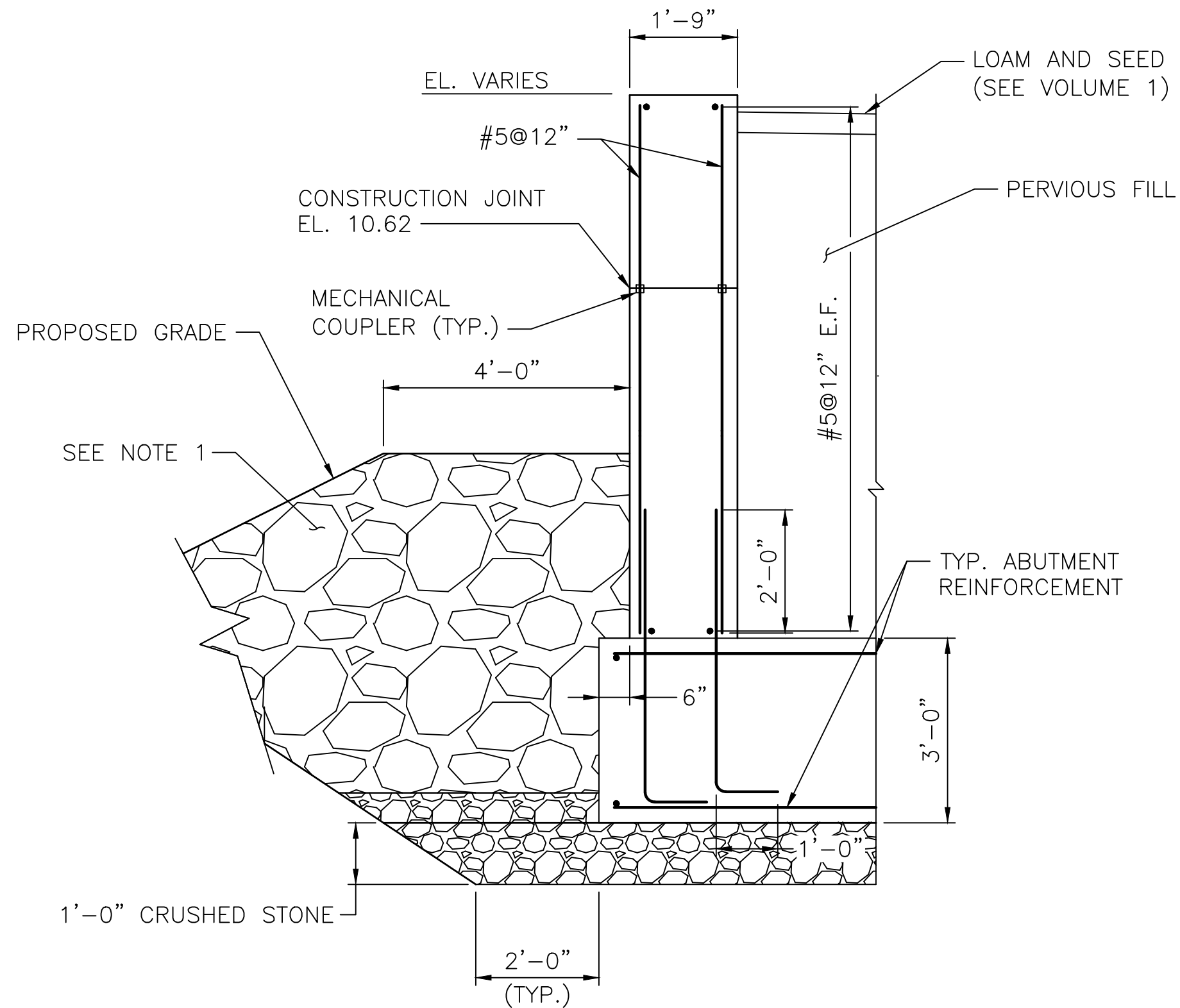


TYPICAL ABUTMENT SECTION
SCALE: 1/2"=1'-0"

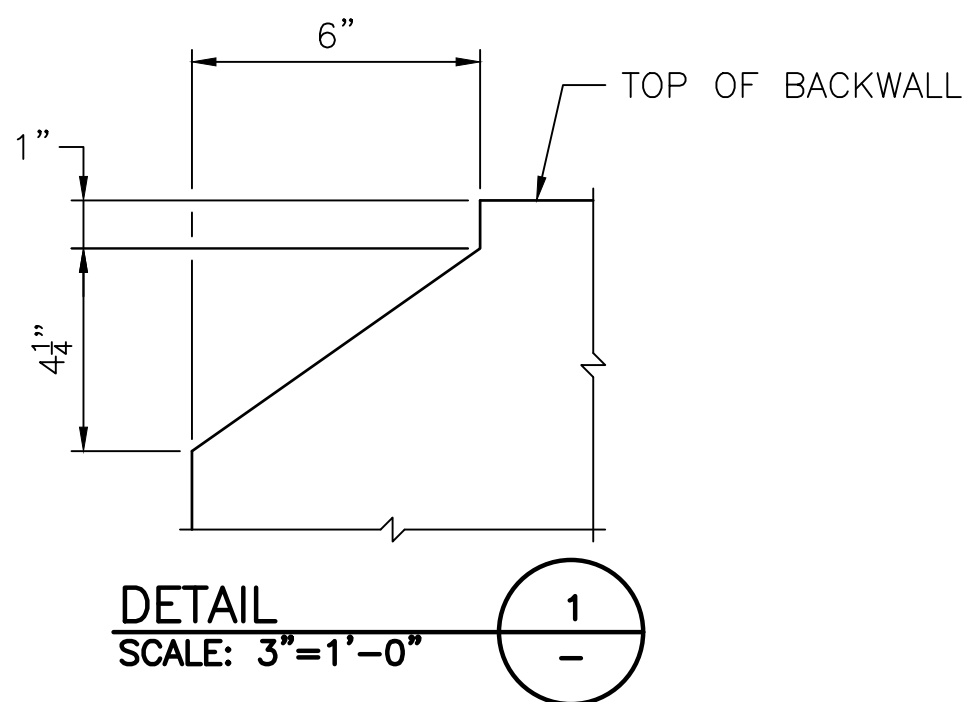


NOTE:
WEST RETURN WALL SHOWN, EAST RETURN WALL SIMILAR.

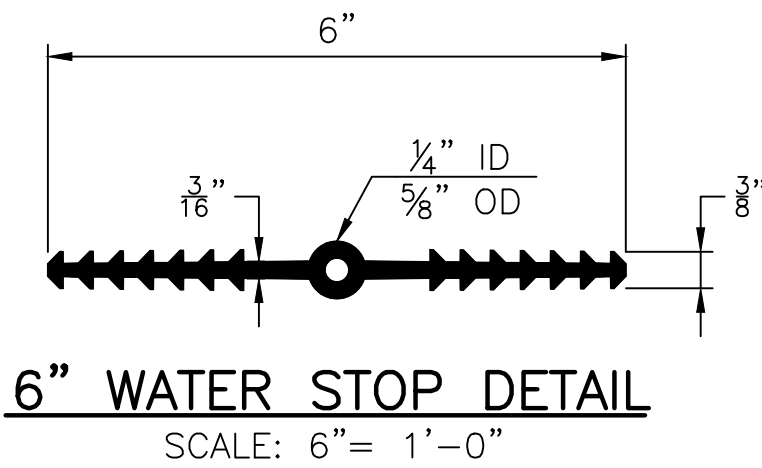
TYPICAL RETURN WALL ELEVATION
SCALE: 1/2"=1'-0"



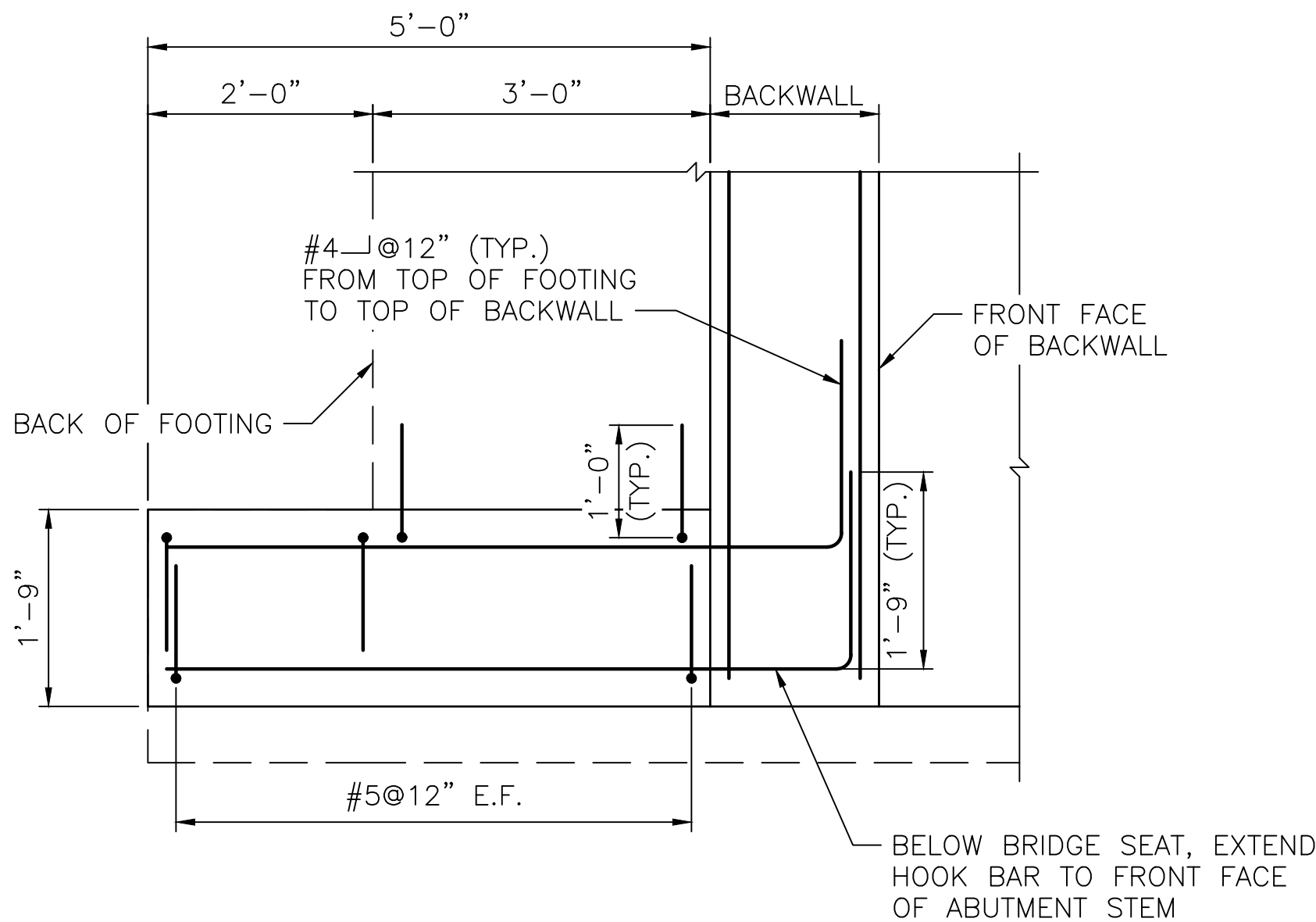
SECTION A
SCALE: 1/2"=1'-0"



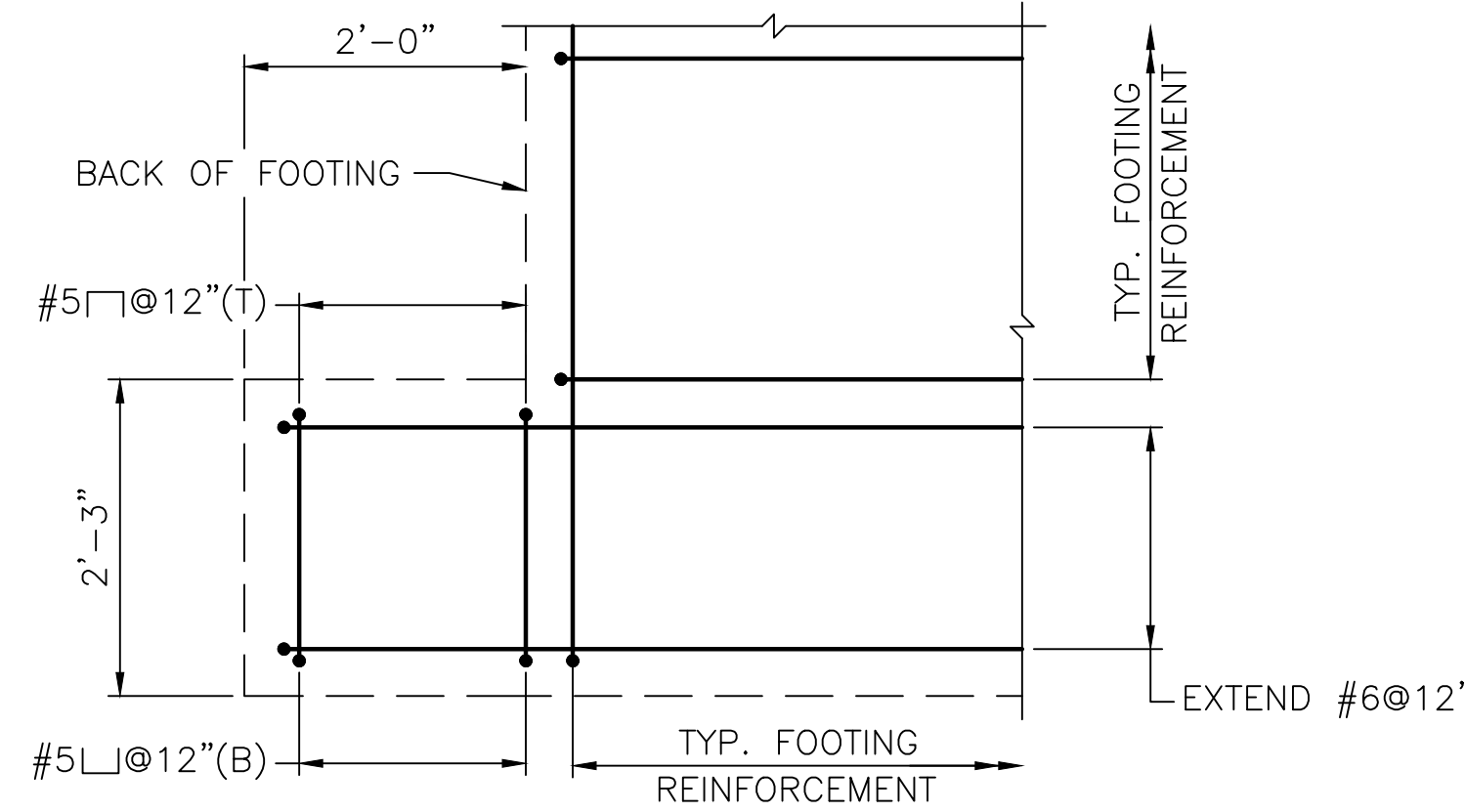
DETAIL 1
SCALE: 3"=1'-0"



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



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



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

NOTE:
1. SEE Br. 083751 & 083851 RIP RAP DETAILS 1



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

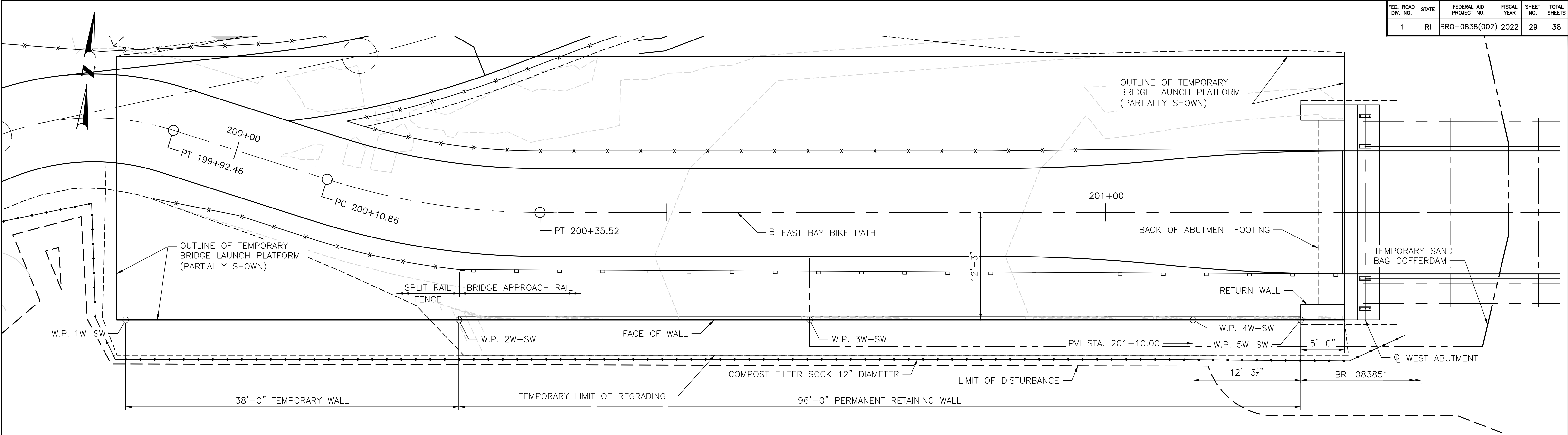
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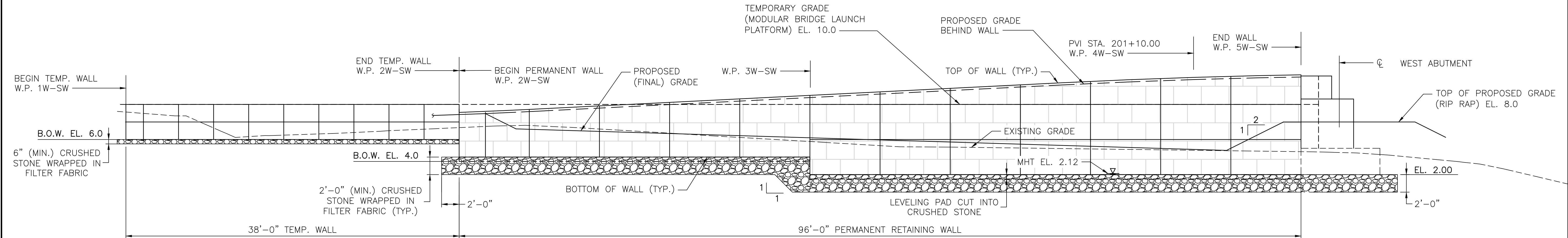
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
28					
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083851 ABUTMENT DETAILS



SOUTHWEST RETAINING WALL PLAN
SCALE: 3/16"=1'-0"

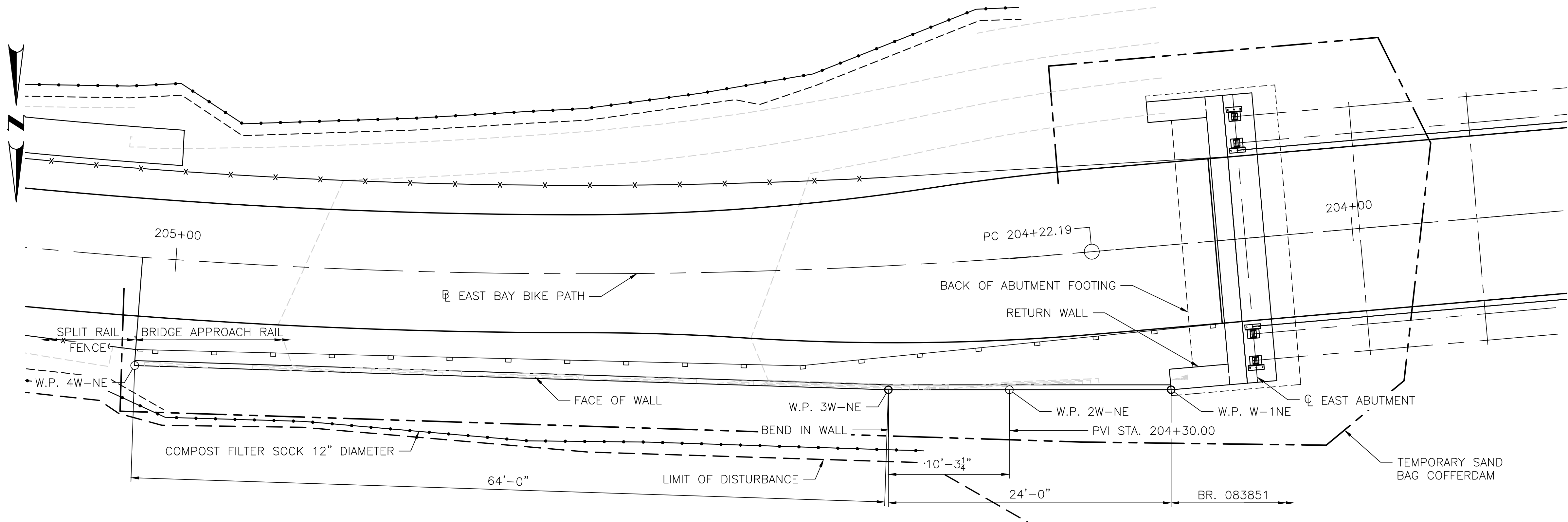


SOUTHWEST RETAINING WALL ELEVATION
SCALE: 3/16"=1'-0"

SOUTHWEST RETAINING WALL					
WORKING POINT	STATION	OFFSET	NORTHING	EASTING	EL. A*
W.P. 1W-SW	199+93.82	22.24	238477.9197	3852381.3009	10.00**
W.P. 2W-SW	200+27.52	12.72	238481.8185	385319.1003	8.85
W.P. 3W-SW	200+66.27	12.25	238485.9228	385358.8892	10.78
W.P. 4W-SW	201+10.00	12.25	238490.4098	385402.3925	12.83
W.P. 5W-SW	201+22.27	12.25	238491.6683	385414.5937	13.13

* ELEVATION IS GIVEN AT PROPOSED GRADE BEHIND WALL. SEE TYPICAL RETAINING WALL SECTION.
** THIS GRADE IS TEMPORARY FOR THE LAUNCHING PLATFORM

- NOTES:
- REFER TO HIGHWAY PLANS FOR COMPLETE GEOMETRY AND CURVE DATA FOR BIKE PATH.
 - PANEL SLIP JOINTS ARE NOT SHOWN. SLIP JOINT LOCATION AND QUANTITY SHALL BE DETERMINED BY THE WALL MANUFACTURER.
 - THE EXPOSED FACE OF THE RETAINING WALL SHALL HAVE AN ASHLAR FORMLINER FINISH. WALL MANUFACTURER SHALL SUBMIT ASHLAR FORMLINER DETAIL FOR APPROVAL.
 - FILTER FABRIC FOR WRAPPING CRUSHED STONE UNDER THE RETAINING WALLS SHALL BE MIRAFI FW 700 FILTER WEAVE OR EQUAL.
 - SEE BR. 083851 RETAINING WALL NO. 2 FOR TYPICAL RETAINING WALL SECTION.



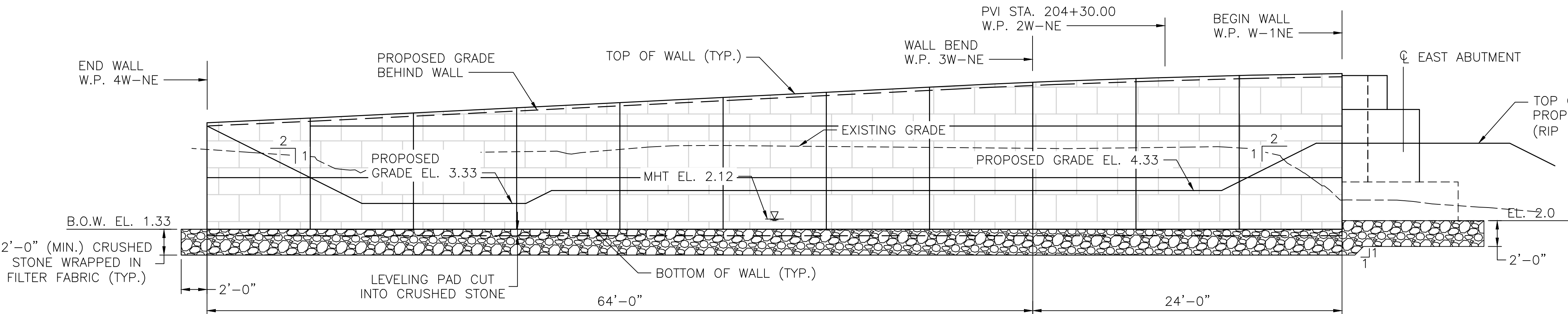
NORTHEAST RETAINING WALL PLAN
SCALE: 3/16"=1'-0"

MINIMUM REQUIRED REINFORCEMENT (GEOGRID) LENGTHS	
RETAINING WALL LOCATION	LENGTH (L)*
SOUTHWEST	0.7H
NORTHEAST	0.7H

*H = EL. A - B.O.W. EL.

NOTE:

NOTE: GEOGRID LENGTH "L" SHALL BE THE MINIMUM LENGTHS SHOWN TO SATISFY GLOBAL STABILITY. WALL DESIGNER'S DESIGN SHALL INCLUDE AN INTERNAL STABILITY ANALYSIS.



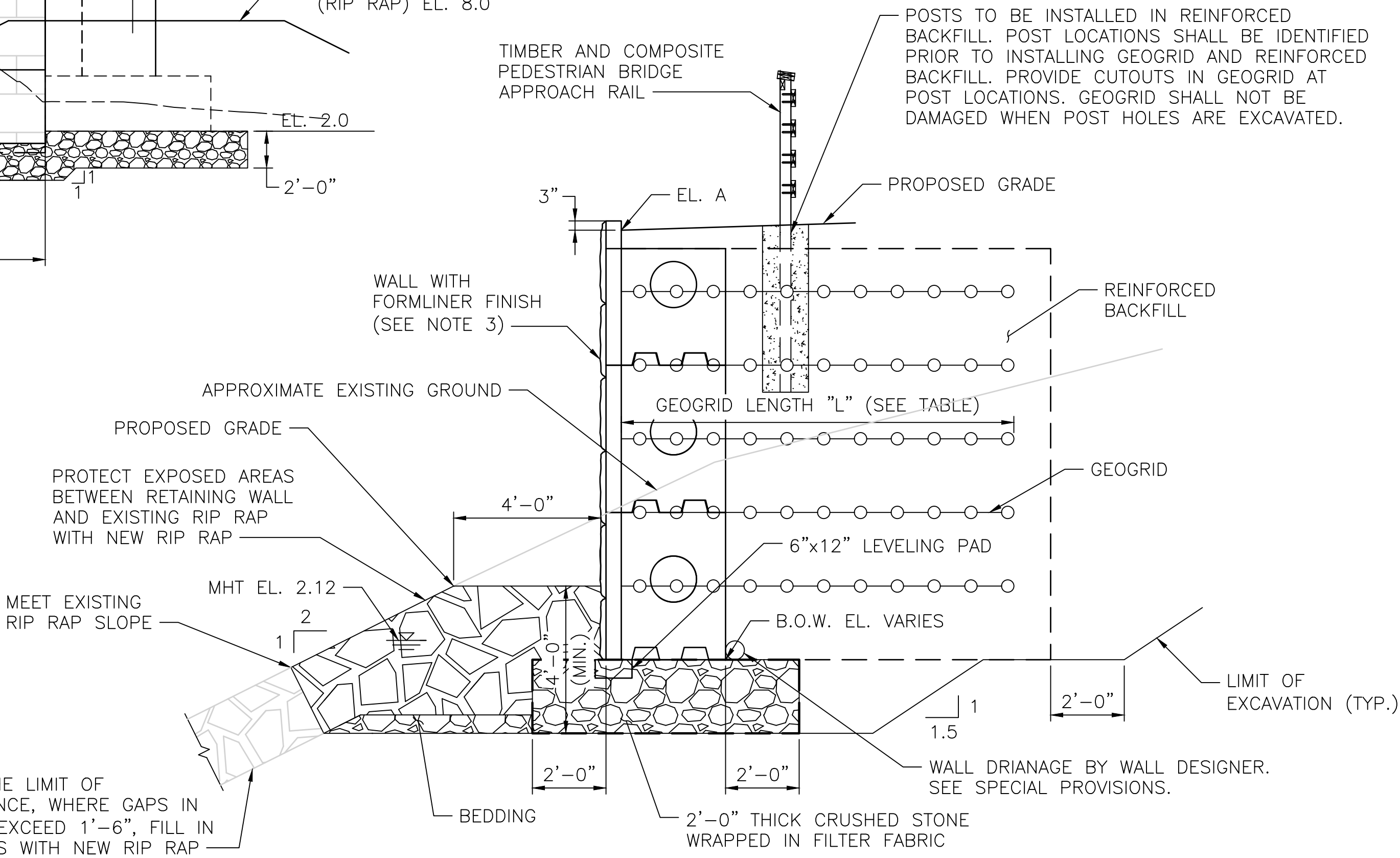
NORTHEAST RETAINING WALL ELEVATION - DEVELOPED
SCALE: 3/16"=1'-0"

NOTES:

1. SEE BR. 083851 RETAINING WALL PLAN 1 FOR NOTES.

NORTHEAST RETAINING WALL					
WORKING POINT	STATION	OFFSET	NORTHING	EASTING	EL. A*
W.P. 1W-NE	204+16.50	-12.25	238546.2201	385704.7577	13.15
W.P. 2W-NE	204+30.00	-11.13	238546.4429	385718.4901	12.84
W.P. 3W-NE	204+40.03	-10.50	238546.6093	385728.7545	12.47
W.P. 4W-NE	205+02.83	-9.20	238545.5894	385792.7464	9.34

* ELEVATION IS GIVEN AT PROPOSED GRADE BEHIND WALL. SEE TYPICAL RETAINING WALL SECTION.



TYPICAL RETAINING WALL SECTION
SCALE: 3/8"=1'-0"



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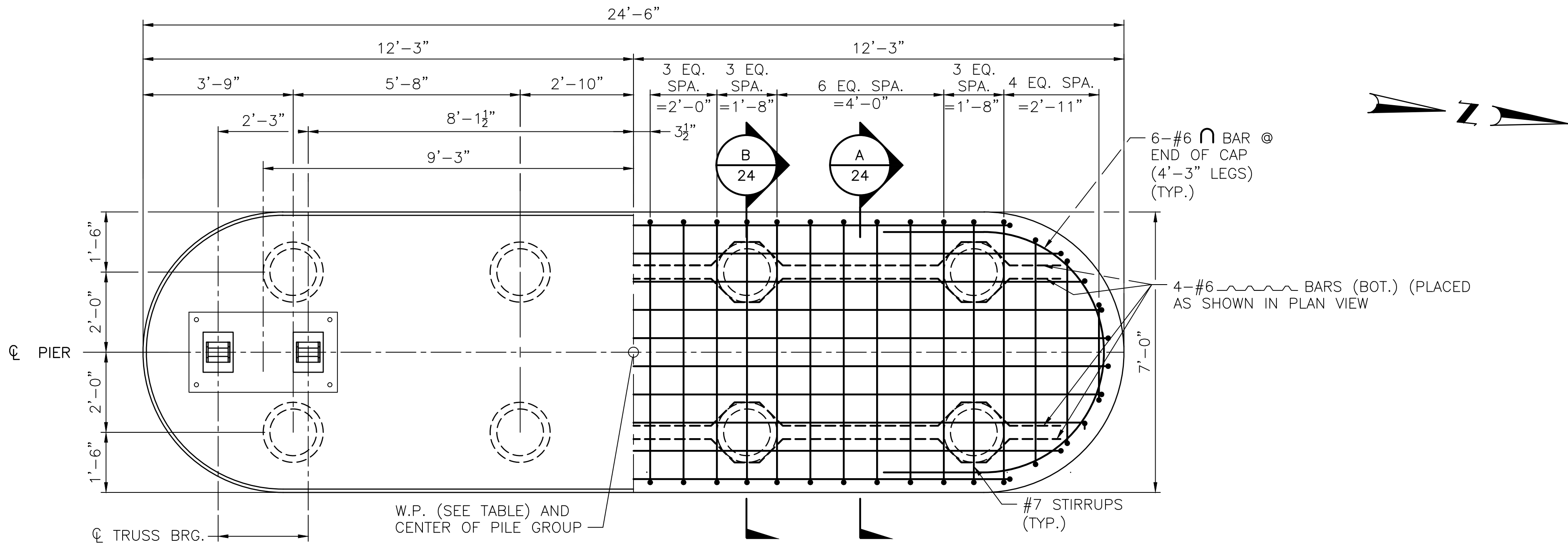
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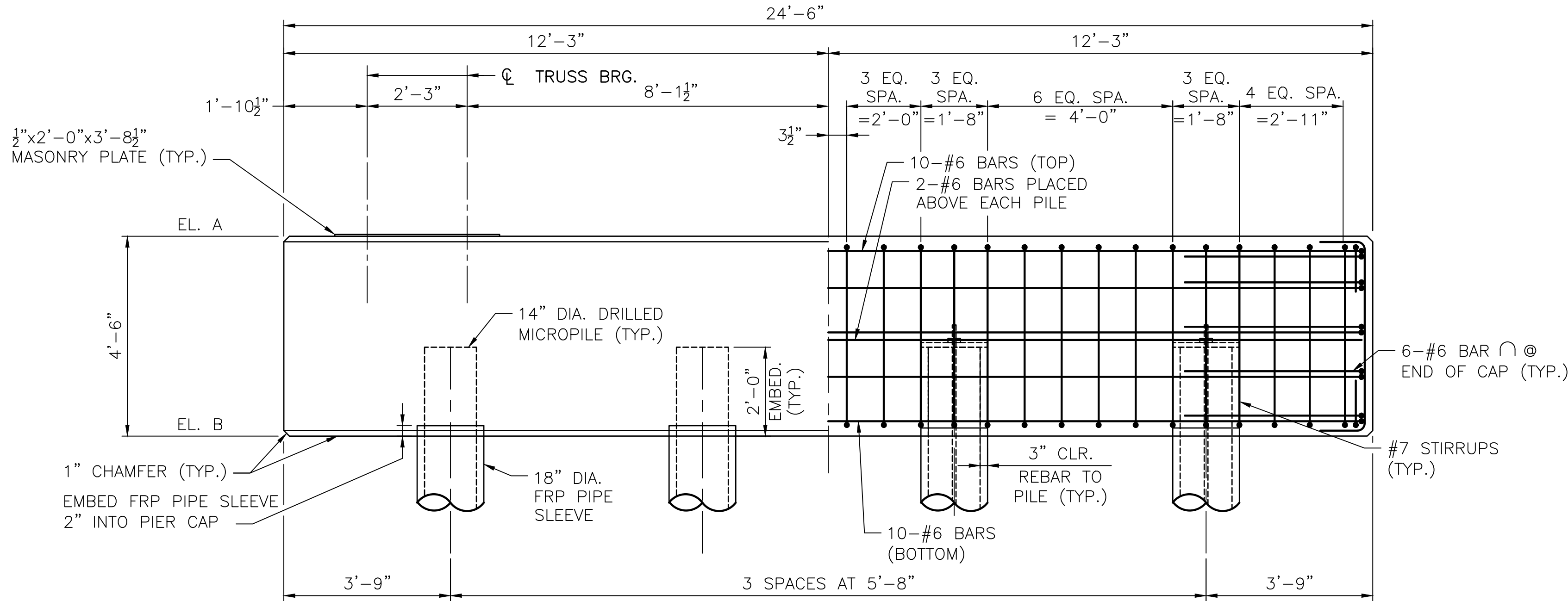
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
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BR. 083851 RETAINING WALL PLAN 2



PIER PLAN

(PIER IS SYMMETRICAL ABOUT THE CENTERLINE)
SCALE: 1/2"=1'-0"



PIER ELEVATION

(PIER IS SYMMETRICAL ABOUT THE CENTERLINE)
SCALE: 1/2"=1'-0"

NOTES:

1. SEE NOTES AND DRIP EDGE DETAIL ON BR. 083751 PIER DETAILS.
2. ONCE PILES ARE INSTALLED, SUBMIT AS-BUILT LOCATIONS TO DESIGN ENGINEER TO VERIFY AND APPROVE THE LOCATIONS.

ELEVATION	WARREN
A	10.10
B	5.60

W.P. #	LOCATION	STATION	NORTHING	EASTING
5	WARREN	202+69.38	238518.9443	385559.6757



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SCALE:

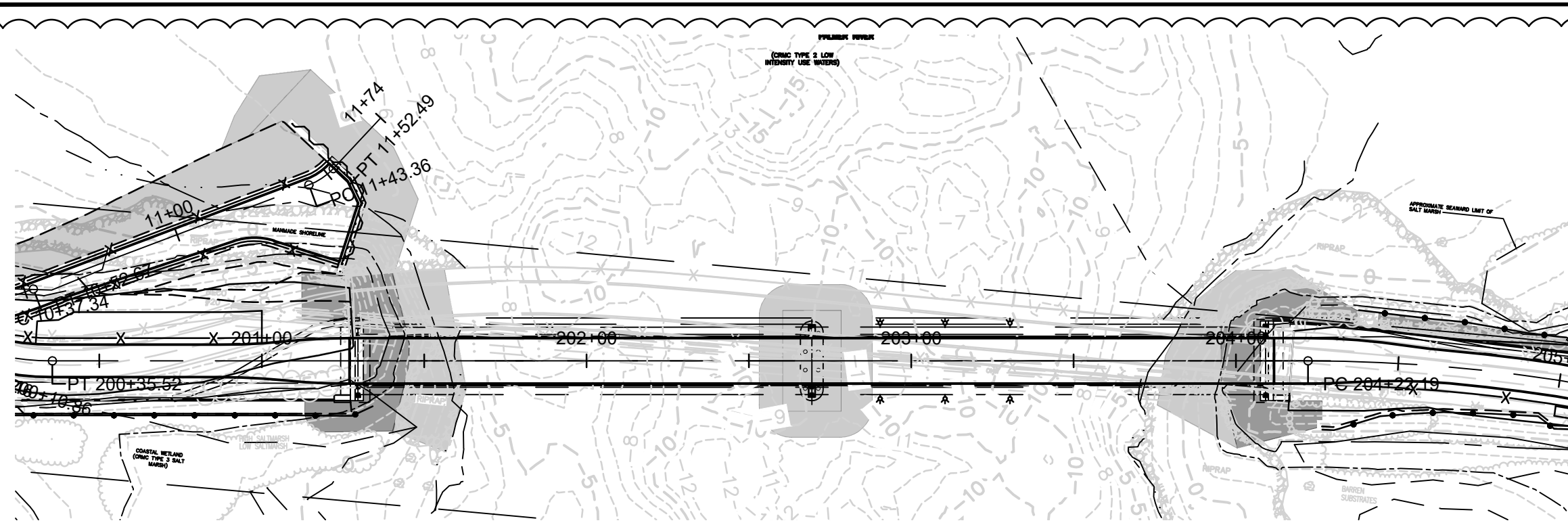
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
31					
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
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RHODE ISLAND

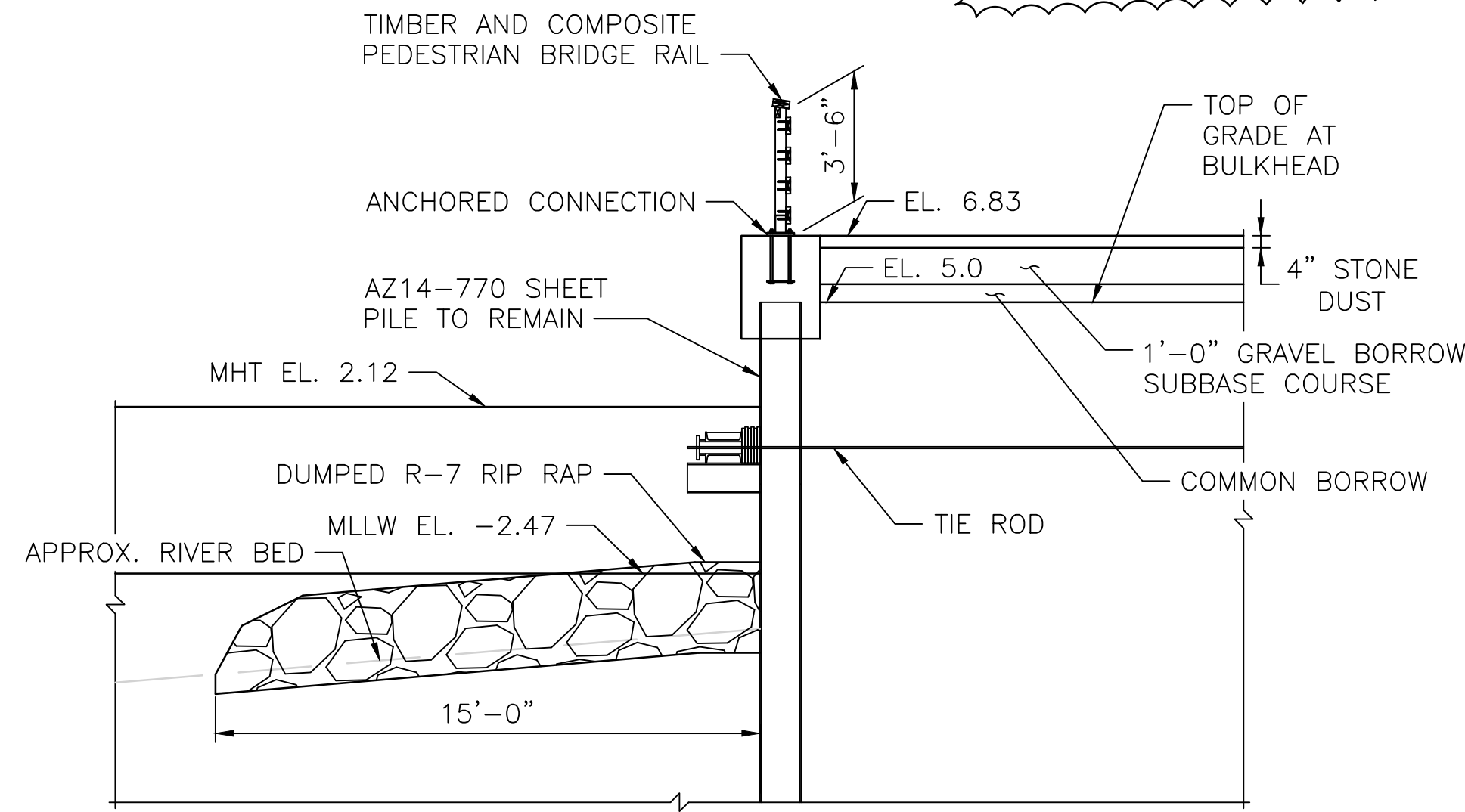
BR. 083851 PIER DETAILS

R-31

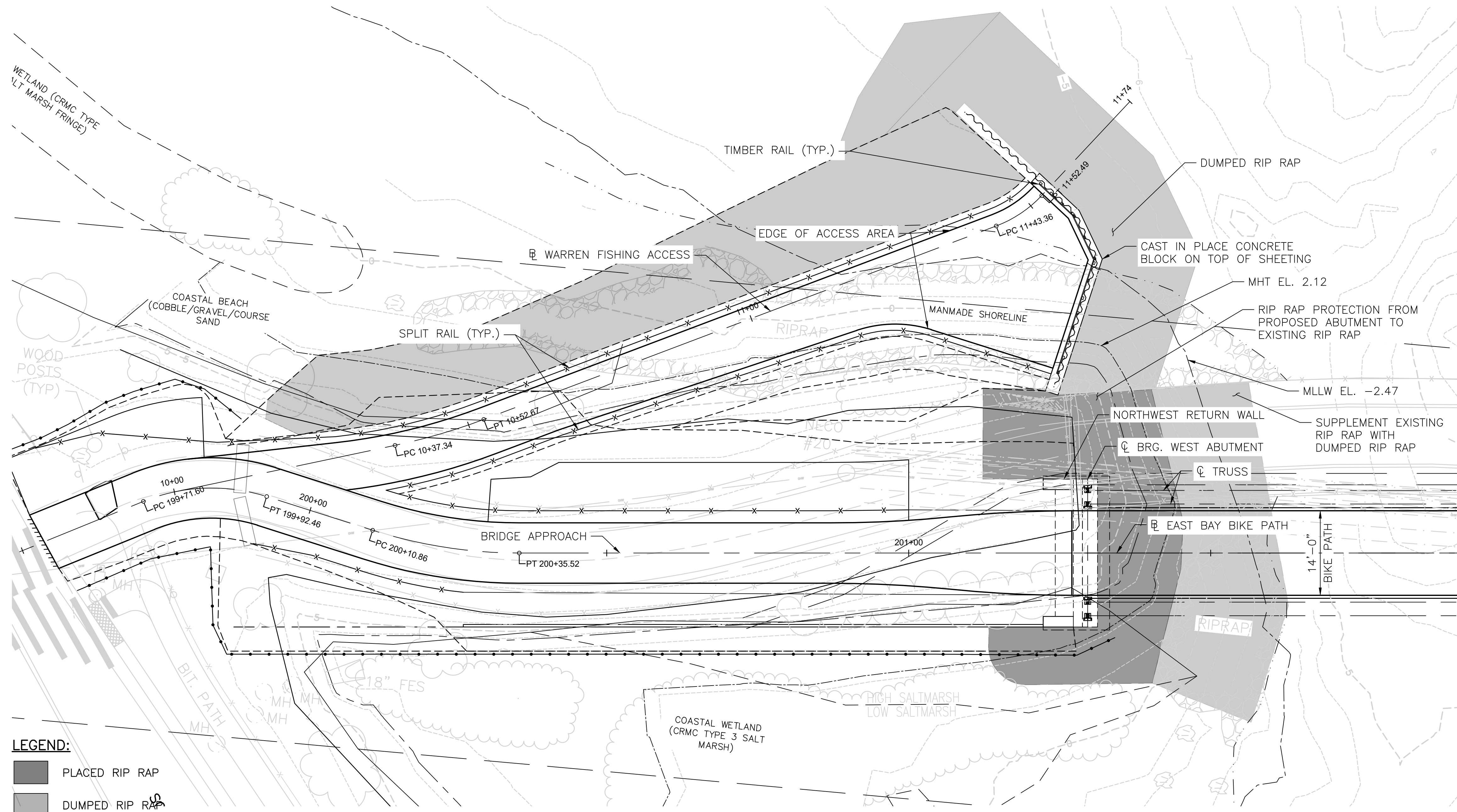
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	32	38



LOCATION MAP
SCALE: 1"=40'



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



LEGEND:

- PLACED RIP RAP
- DUMPED RIP RAP

FISHING PIER GENERAL PLAN
SCALE: 1"=10'



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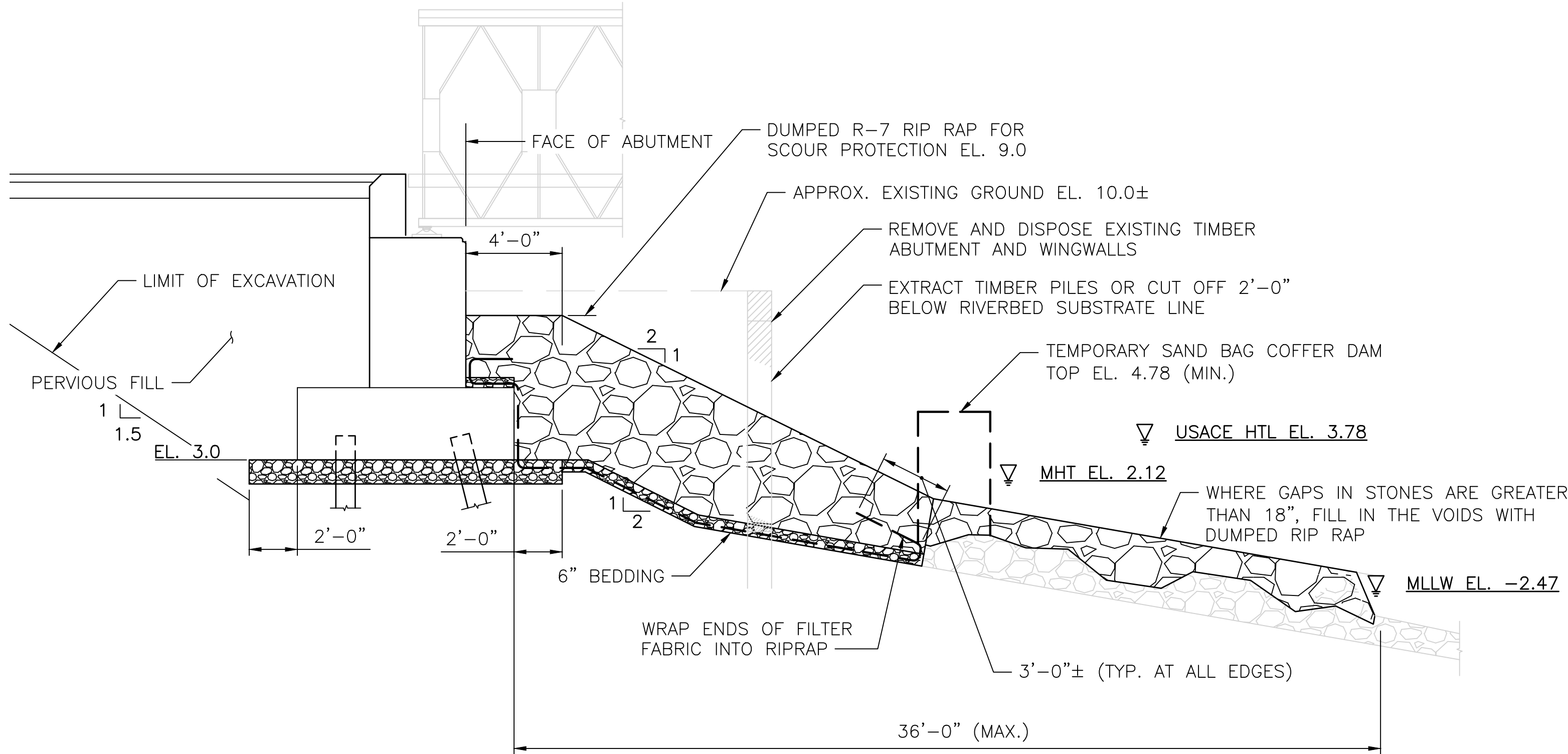
PROJECT MODIFICATIONS SINCE OCTOBER 24, 2023
CRMC FULL COUNCIL PUBLIC HEARING.

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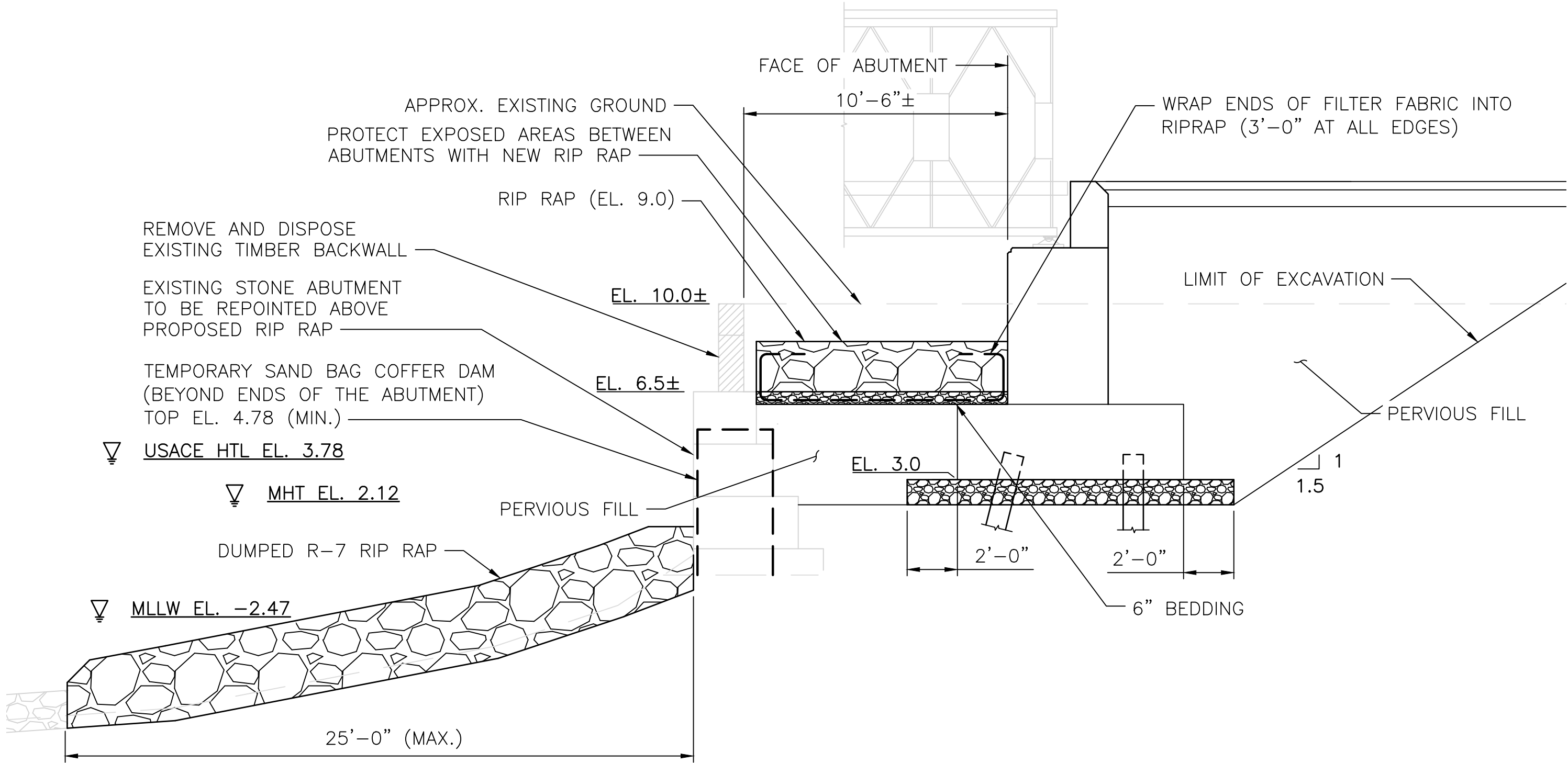
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NO.	DATE	BY	NO.	DATE	BY
32	2/1/24	VHB			
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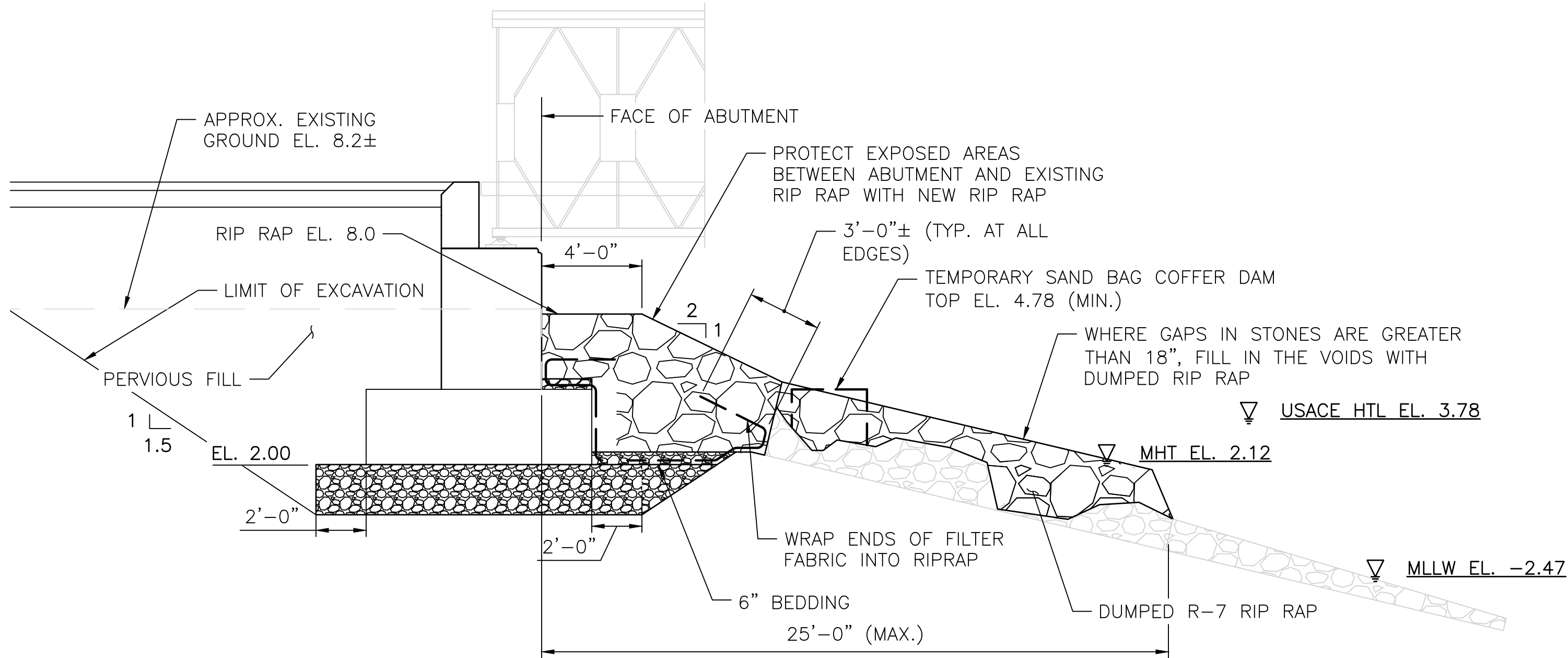
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND
BR. 083851 FISHING PIER GENERAL PLAN



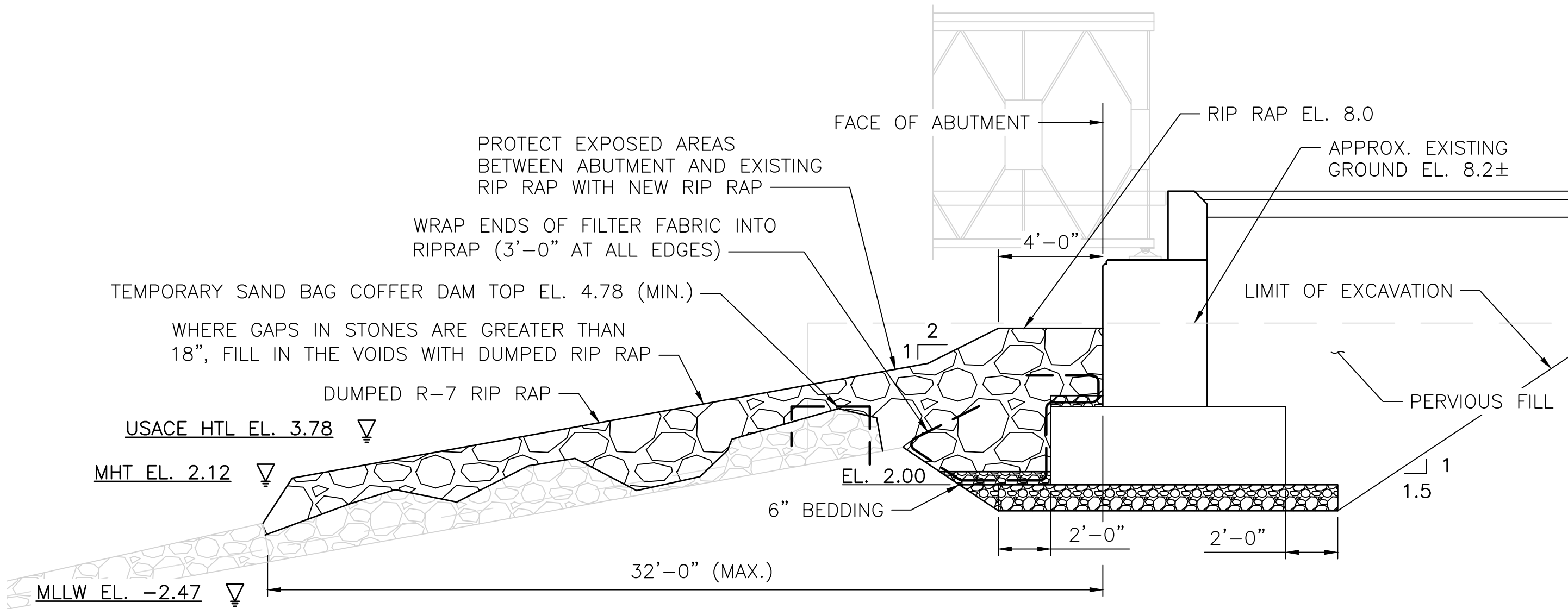
BRIDGE NO. 083751 WEST ABUTMENT
SCALE: 1/4"=1'-0"



BRIDGE NO. 083751 EAST ABUTMENT
SCALE: 1/4"=1'-0"



BRIDGE NO. 083851 WEST ABUTMENT
SCALE: 1/4"=1'-0"



BRIDGE NO. 083851 EAST ABUTMENT
SCALE: 1/4"=1'-0"

- NOTES:**
1. WATER INSIDE COFFER DAMS SHALL BE DIRECTED TO DEWATERING BASINS (RI STANDARD DETAIL 9.7.0 OR SIMILAR) IN ACCORDANCE WITH SECTION 208 OF THE RIDOT STANDARD SPECIFICATIONS AND SHALL BE FREE OF SUSPENDED SEDIMENTS PRIOR TO DISCHARGING BACK TO THE RIVER.
 2. TEMPORARY DEWATERING BASINS (RI STANDARD 9.7.0 OR SIMILAR) FOR EXCAVATION AND INSTALLATION OF BRIDGE ABUTMENT FOOTINGS AND LOWER SECTIONS OF THE RETAINING WALLS SHALL BE LOCATED WITHIN THE LIMITS OF THE ACTIVE WORK AREAS ON THE CAUSEWAYS. THE SHAPE OF THE DEWATERING BASINS MAY BE MODIFIED TO BEST ACCOMMODATE THE WORK AREA.
 3. 6" BEDDING UNDER RIP RAP SHALL BE 1.5" STONE BEDDING MATERIAL.



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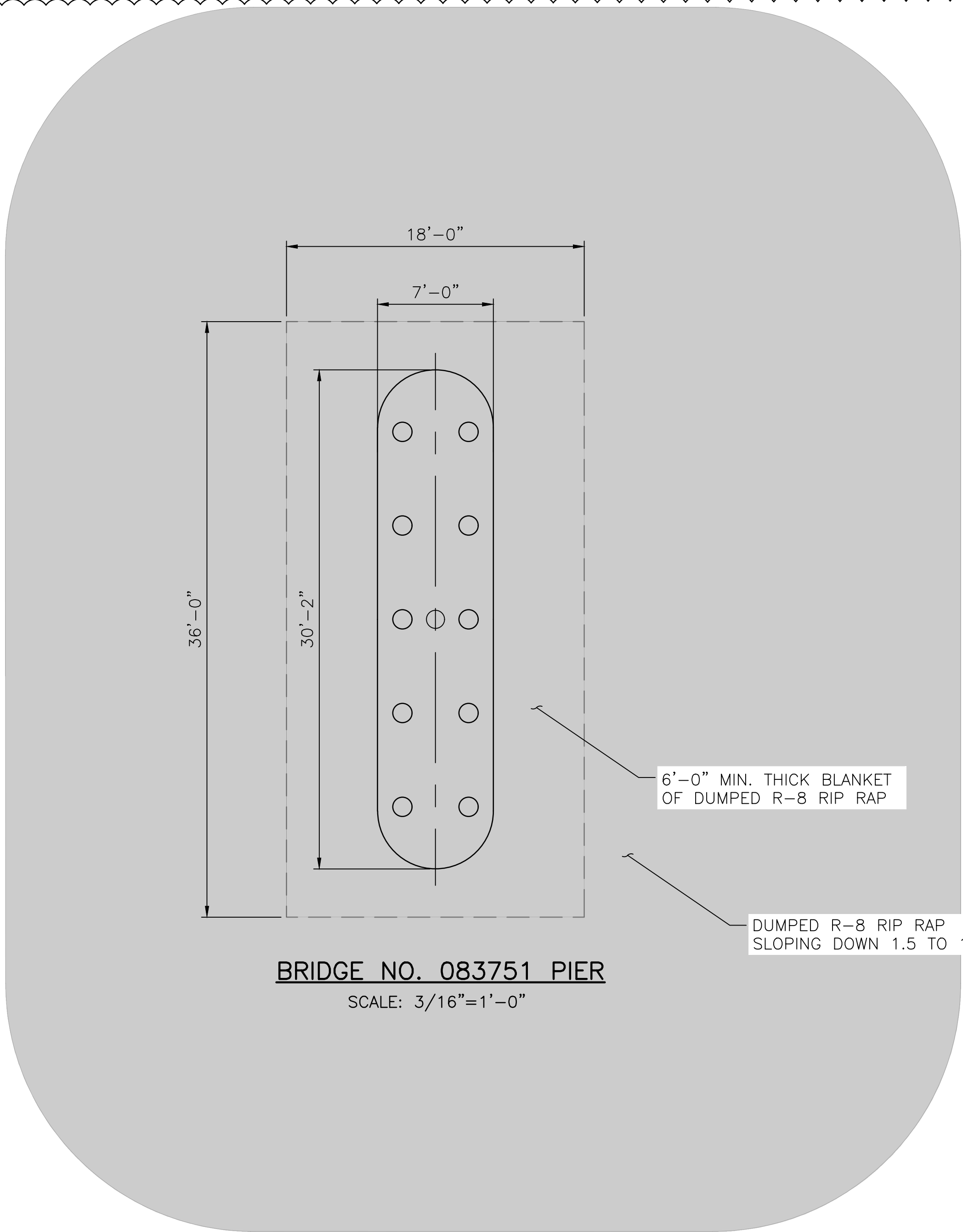
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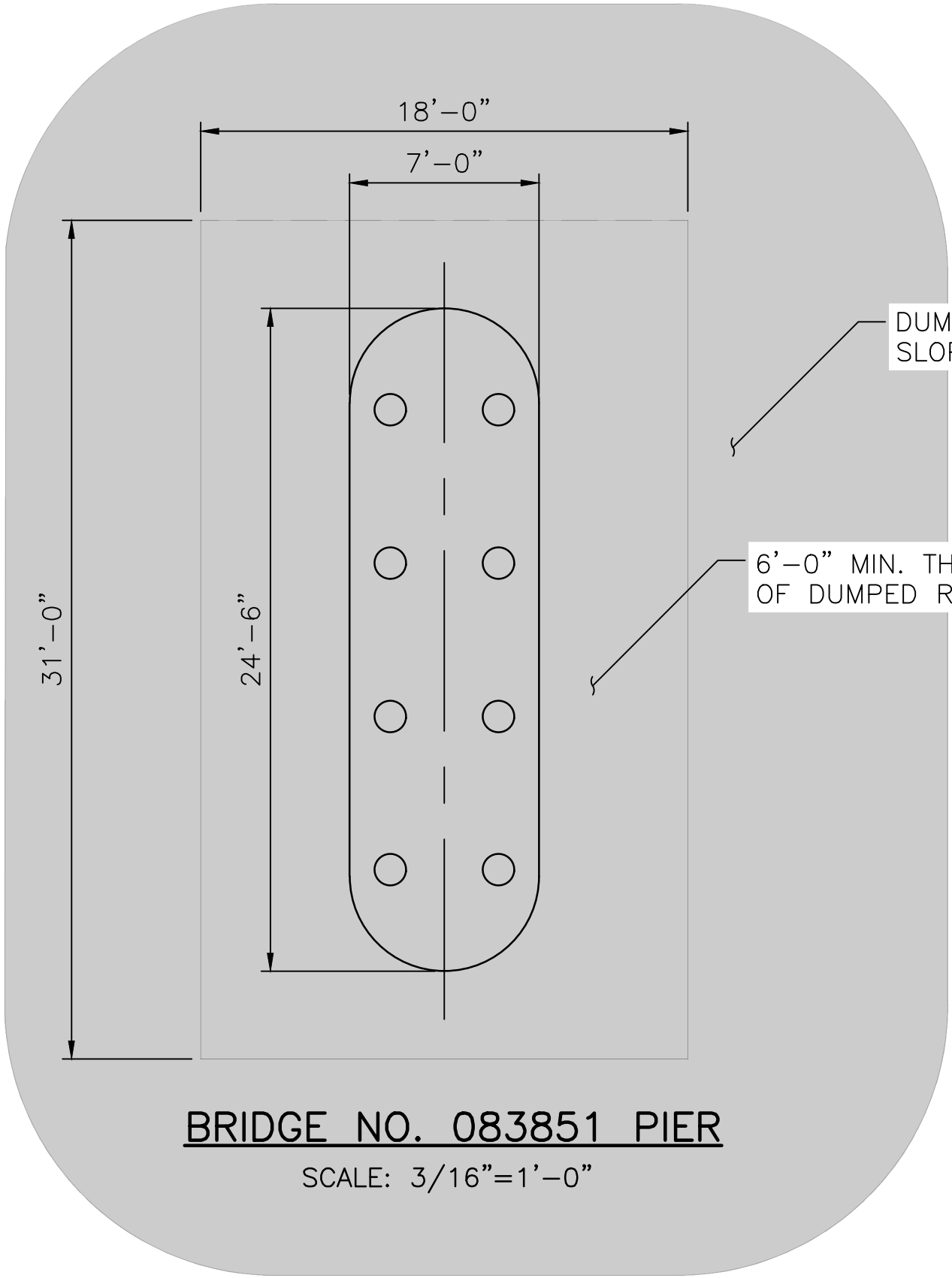
EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
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Br. 083751 & 083851 RIP RAP DETAILS 1

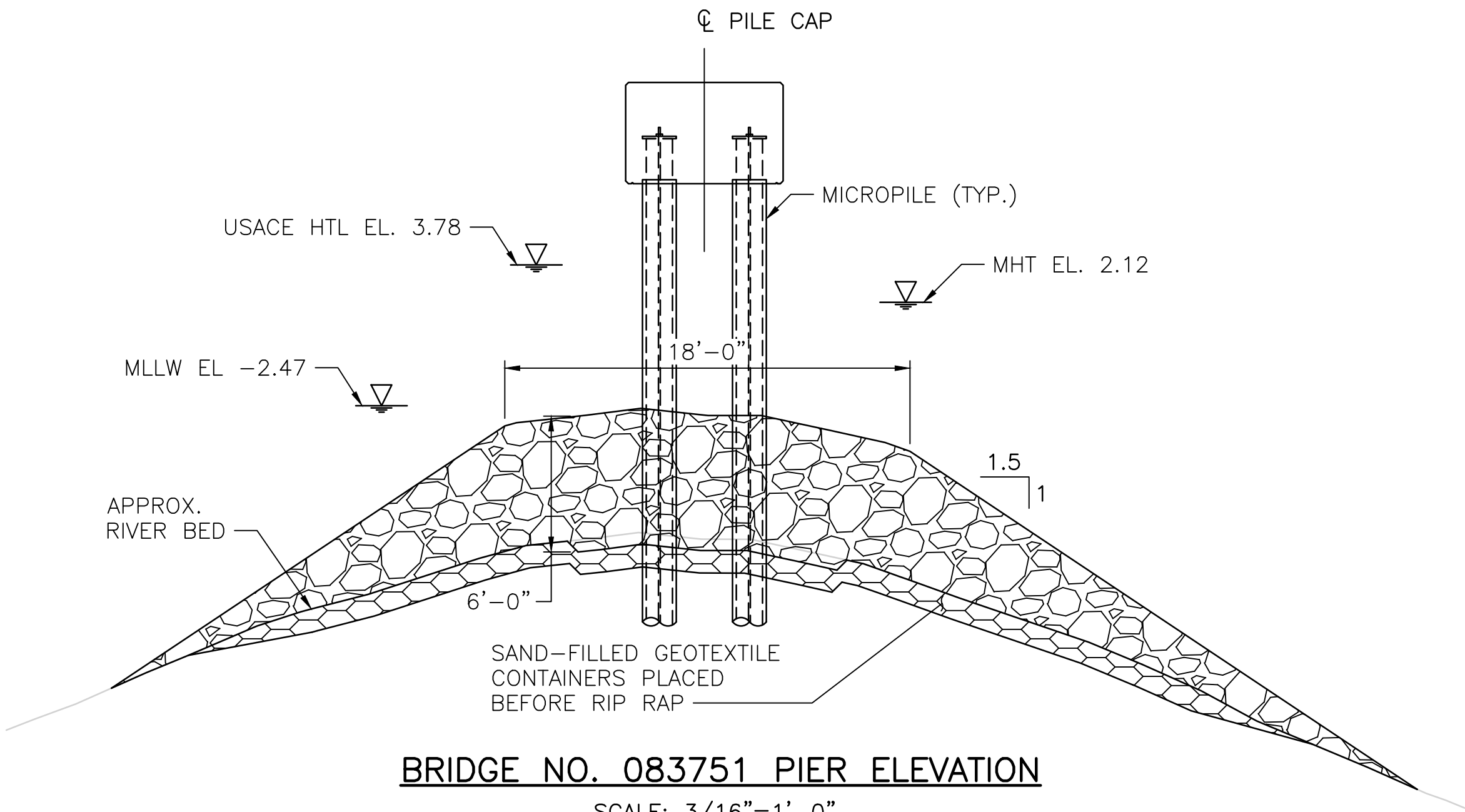
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	34	38



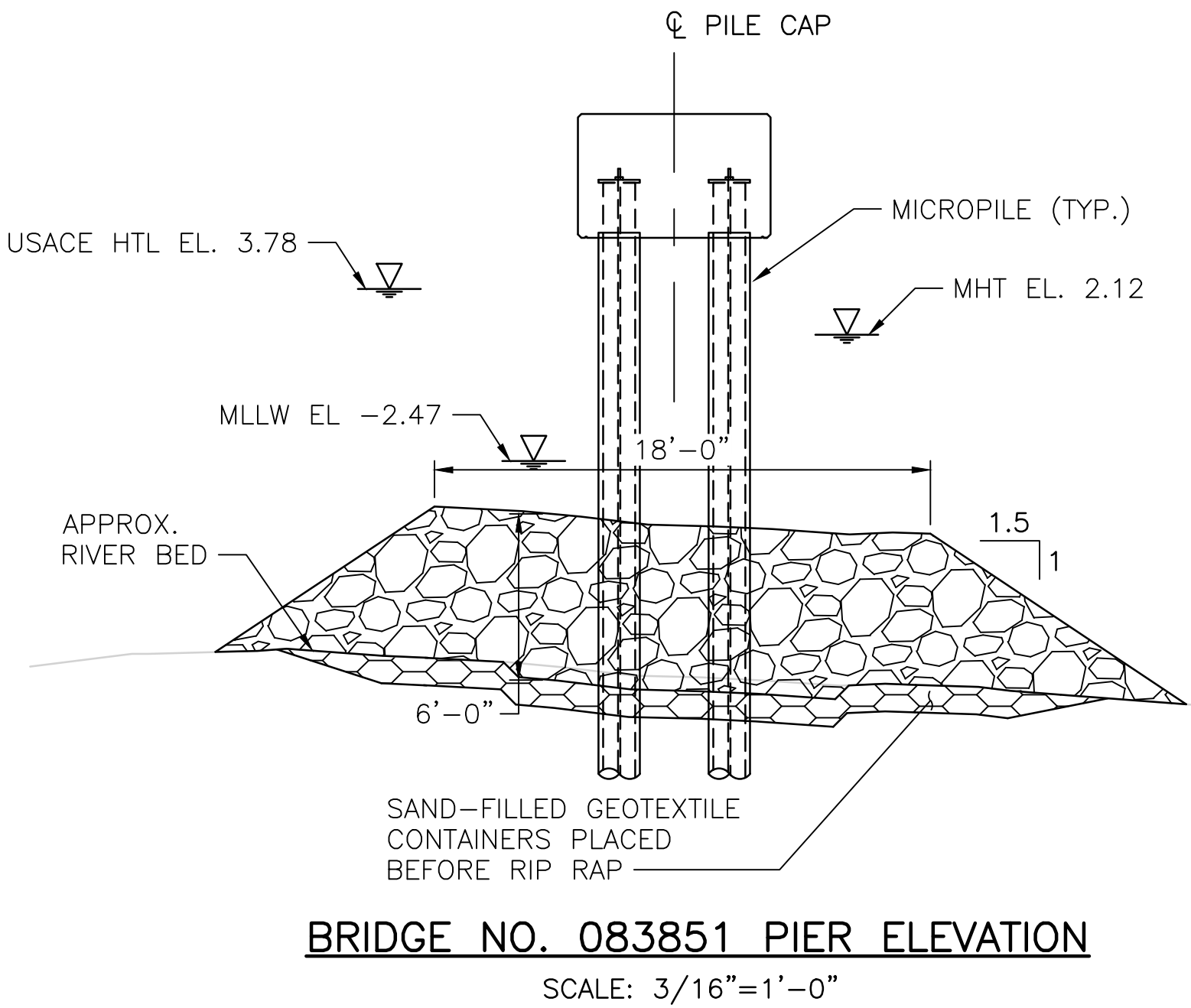
BRIDGE NO. 083751 PIER
SCALE: 3/16"=1'-0"



BRIDGE NO. 083851 PIER
SCALE: 3/16"=1'-0"



BRIDGE NO. 083751 PIER ELEVATION
SCALE: 3/16"=1'-0"



BRIDGE NO. 083851 PIER ELEVATION
SCALE: 3/16"=1'-0"

LEGEND:

DUMPED RIP RAP

NOTES:

1. BASED ON 2014 EAST BAY BIKE PATH DESIGN STUDY REPORTS FOR BARRINGTON RIVER BRIDGE AND PALMER RIVER BRIDGE, THE CALCULATED PIER PILE LOCAL SCOUR IS ANTICIPATED TO BE 4.1 FEET AT BRIDGE NO. 083751 AND 5.0 FEET AT BRIDGE 083851. THE PROPOSED RIP RAP IS INTENDED TO PREVENT LOCAL SCOUR AT THE PIERS.
2. THE GEOTEXTILE CONTAINERS SHALL BE HEAVY DUTY-WOVEN OR NONWOVEN GEOTEXTILE DESIGNED FOR FILTRATION AND STRENGTH, IN BAGS LARGE ENOUGH THAT THEY CAN BE PLACED ACCURATELY AND WITH ENOUGH OVERLAP TO ESURE FULL COVERAGE UNDER THE RIP RAP. ONCE THE GEOTEXTILE CONTAINERS ARE INSTALLED THERE SHALL BE A CONTINUOUS BLANKET OF SAND AT LEAST 6" THICK AND WRAPPED IN FILTER GEOTEXTILE. THE CONTRACTOR MAY DO THIS WITH MULTIPLE BAGS PLACED INDIVIDUALLY OR WITH A PREFABRICATED PANEL. THE RECOMMENDED MATERIAL FOR THE SAND FILLED GEOTEXTILE CONTAINERS ARE AS FOLLOWS:

MASS PER UNIT AREA	AOS	PERMEABILITY	GEOTEXTILE TYPE	Kg/Ks
278 g/m ³	0.18mm	0.21 cm/s	NONWOVEN NEEDLE PUNCHED	5.25

3. CONTRACTOR SHALL AVOID DAMAGE TO THE GEOTEXTILE CONTAINERS WHILE PLACING RIP RAP.



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PROJECT
MODIFICATIONS SINCE
OCTOBER 24, 2023
CRMC FULL COUNCIL
PUBLIC HEARING.

DESIGNED BY:
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DATE:
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OF:

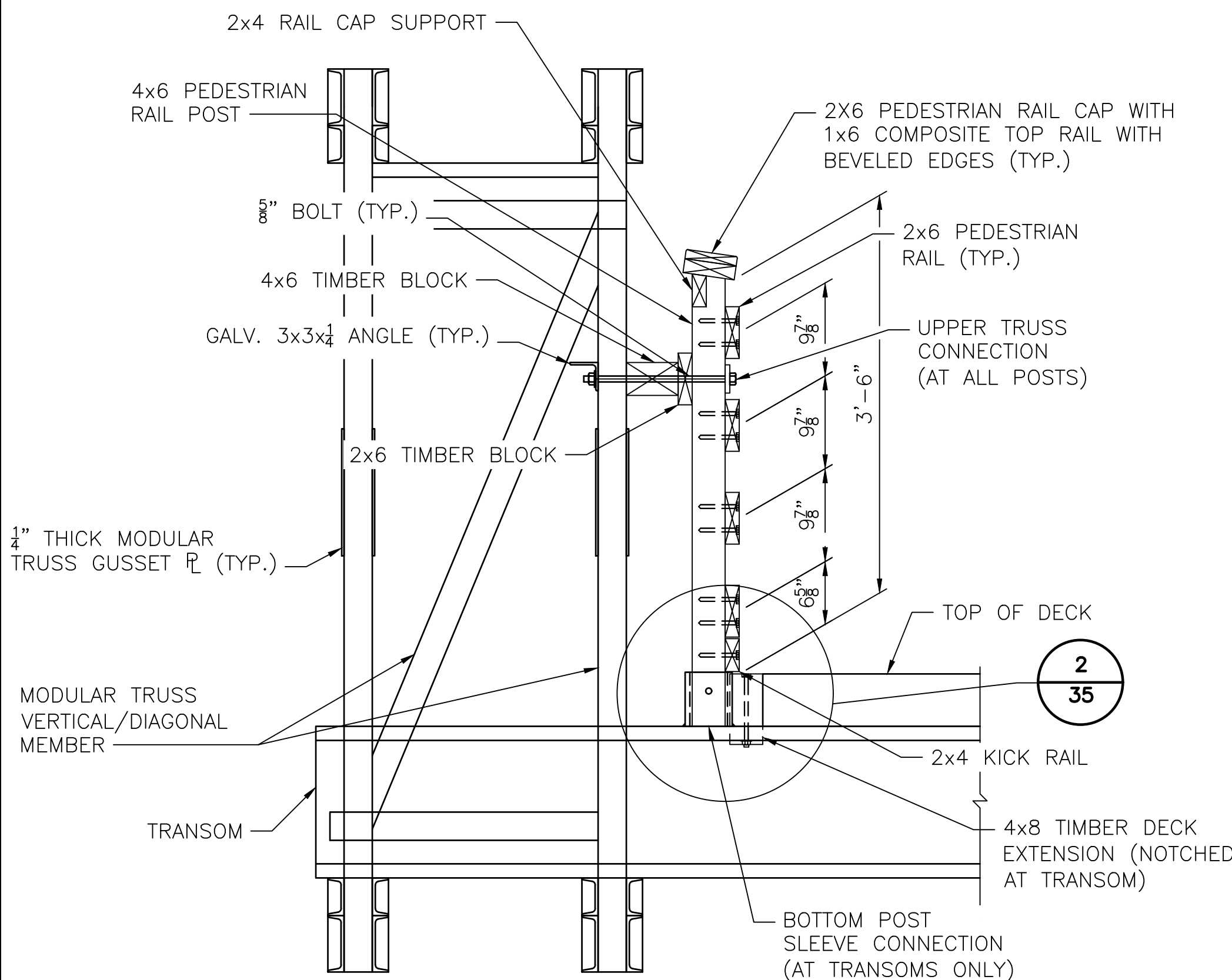
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NO.	DATE	BY	NO.	DATE	BY
34	2/1/24	VHB			
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

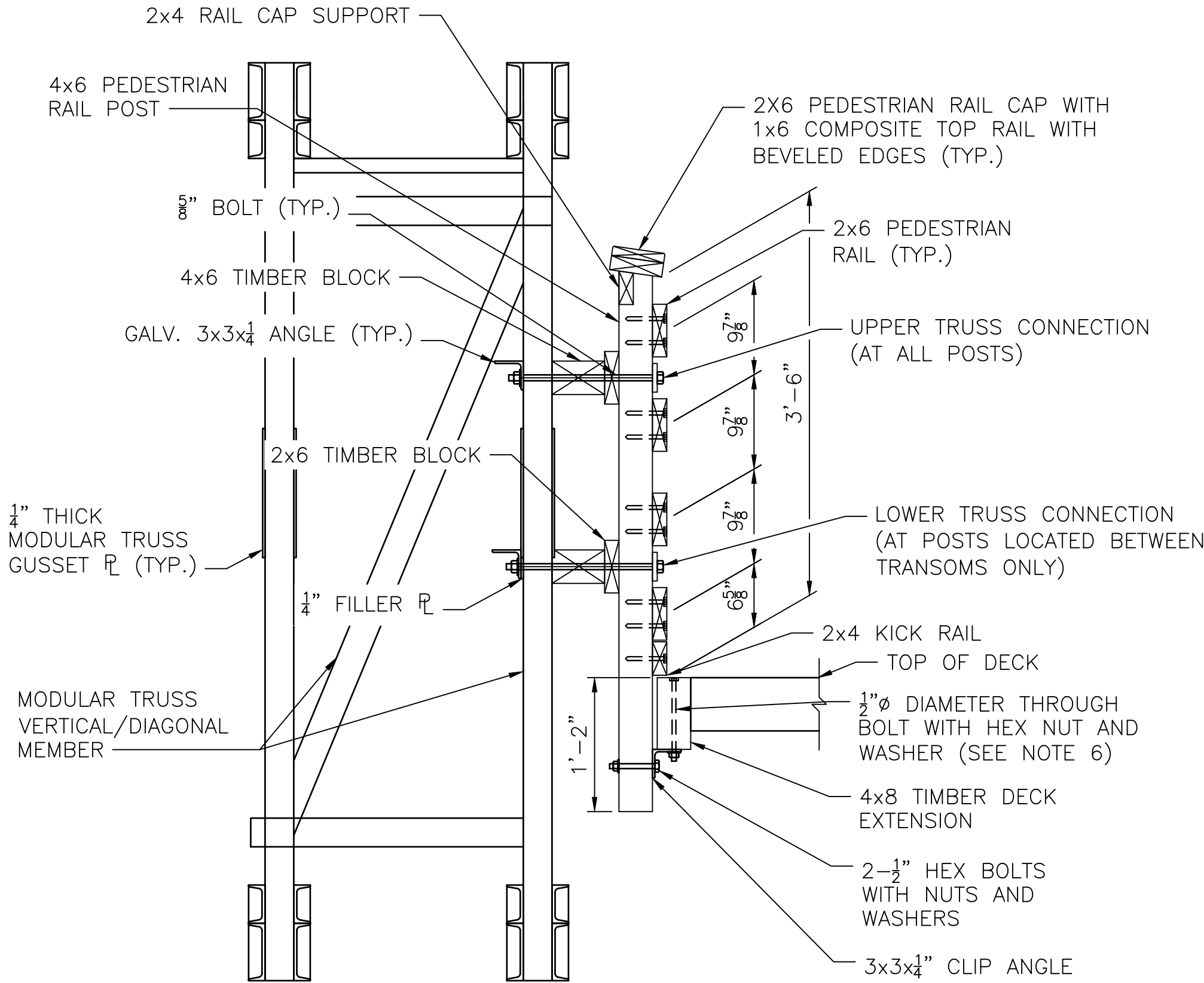
BR. 083751 & 083851 RIP RAP DETAILS 2

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	35	38



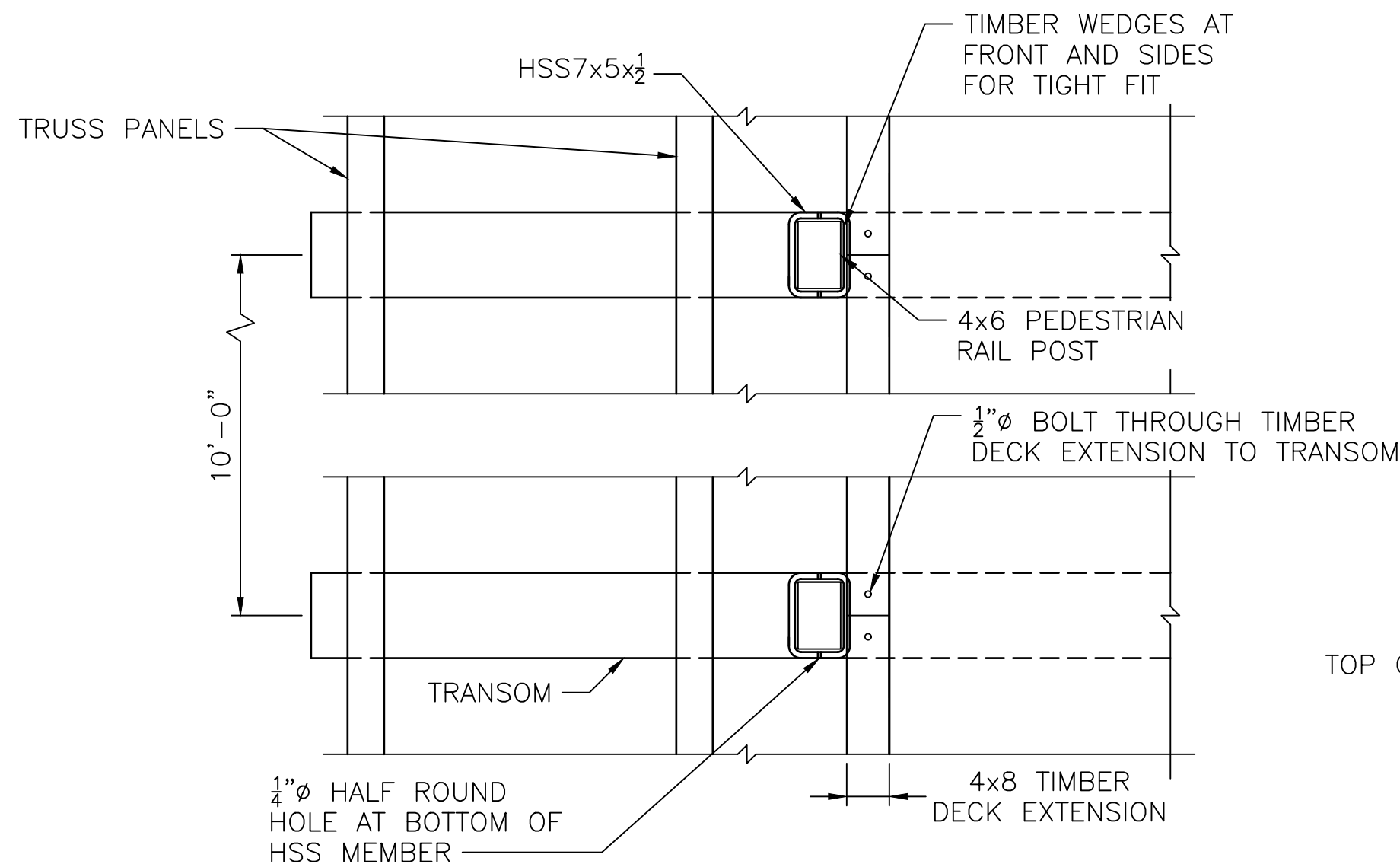
PEDESTRIAN BRIDGE RAIL SECTION
AT TRANSOM

SCALE: 1"=1'-0"



PEDESTRIAN BRIDGE RAIL SECTION
AT MID SPAN BETWEEN TRANSOMS

SCALE: 1"=1'-0"

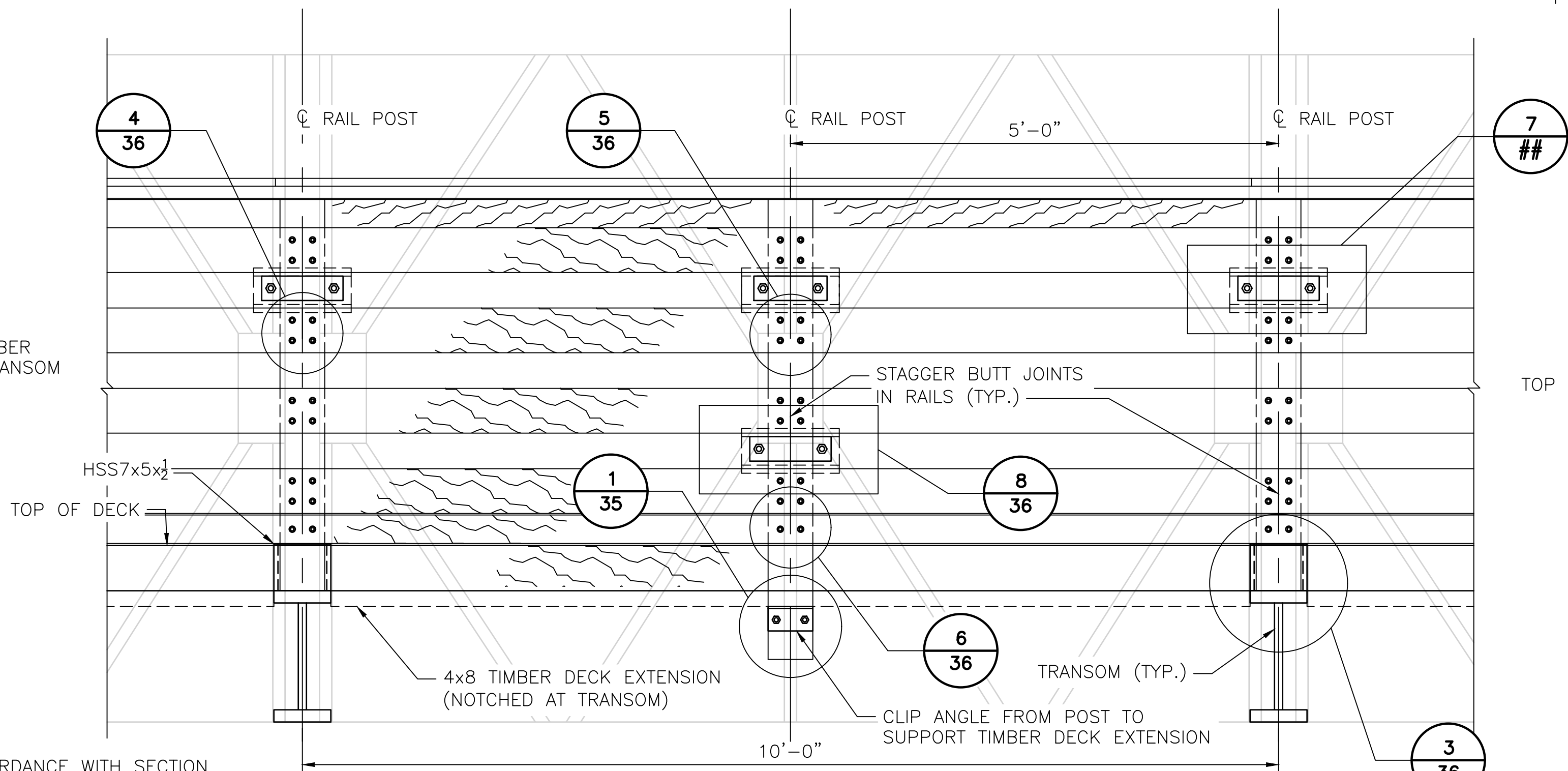


PLAN AT BOTTOM POST SLEEVE

SCALE: 1"=1'-0"

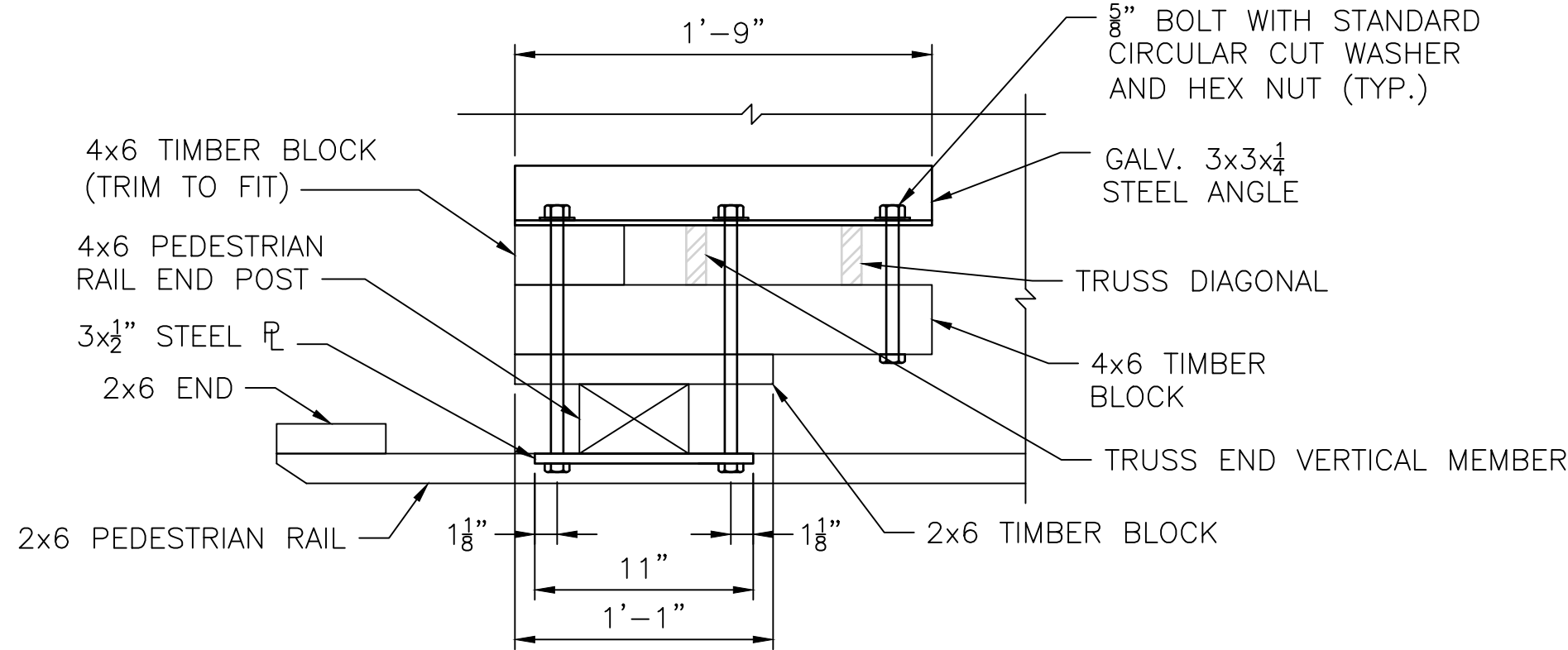
NOTES:

1. ALL TIMBER, HARDWARE AND CONSTRUCTION FOR THE BRIDGE RAIL SHALL BE IN ACCORDANCE WITH SECTION 806 OF THE RIDOT STANDARD SPECIFICATIONS.
2. SURFACED FOUR SIDES LUMBER IS LABELED WITH NOMINAL DIMENSIONS. ALL TIMBER SPECIFIED FOR THE RAILING SHALL BE SOUTHERN PINE NO. 1.
3. ALL BOLTS, NUTS, WASHERS AND STRUCTURAL STEEL ARE TO BE GALVANIZED PER SHEET 5 NOTE 6.
4. PROVIDE OPEN JOINT IN COMPOSITE TOP RAIL AT PANELS ADJACENT TO EXPANSION JOINTS.
5. BEVEL 3/8" TOP FACE AND EDGES AT END CUT (ENDS OF BRIDGE).
6. TOP OF 4x8 TIMBER DECK EXTENSION AND BOLT HEAD TO BE FLUSH WITH WEARING SURFACE. FILL BOLT COUNTERBORE RECESS WITH SILICONE SEALANT AFTER TIMBER DECK EXTENSION BOLTS ARE INSTALLED AND TIGHTENED.



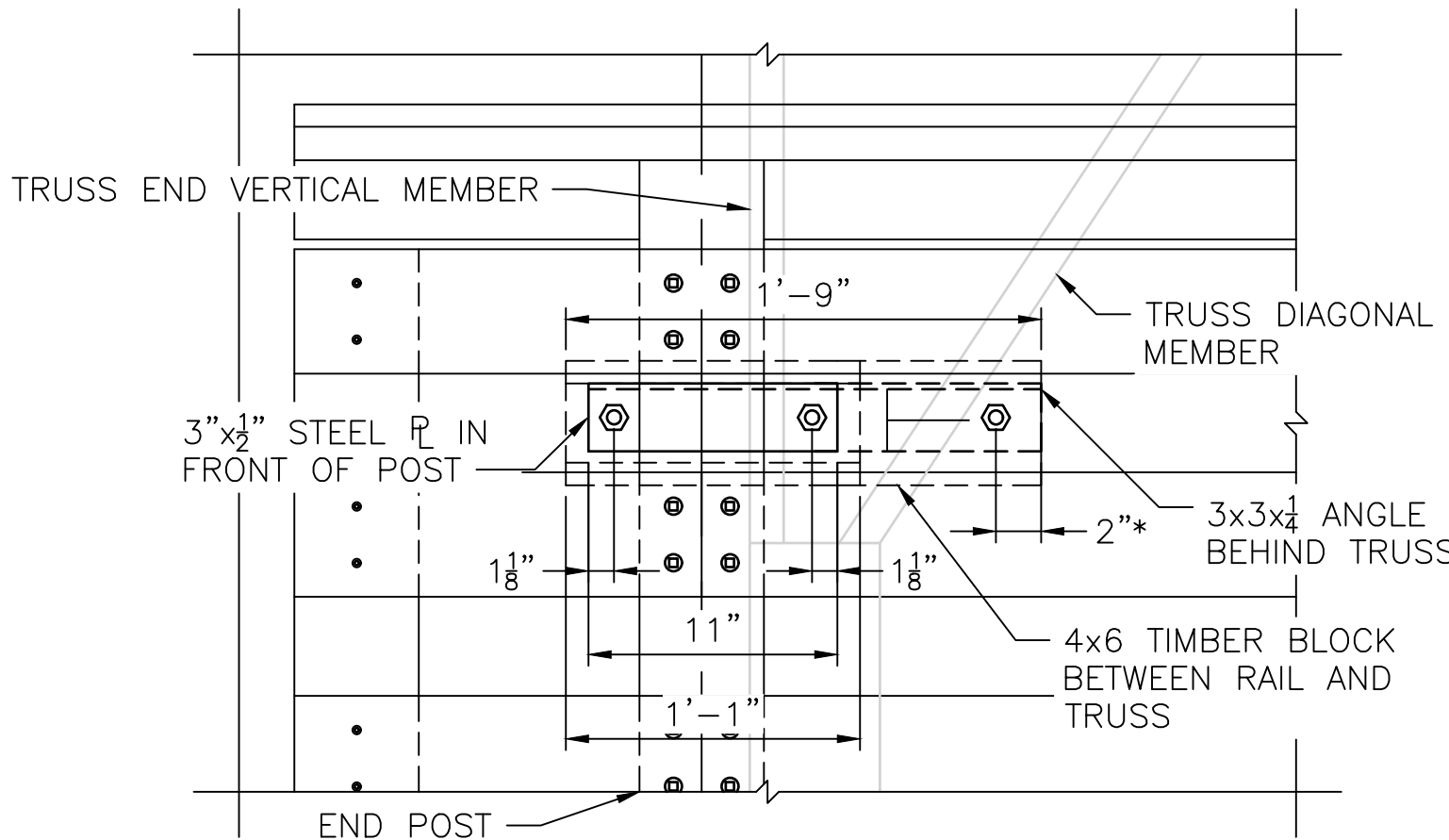
TYPICAL ELEVATION OF PEDESTRIAN BRIDGE RAIL

SCALE: 1"=1'-0"



PEDESTRIAN BRIDGE RAIL CONNECTION
AT END OF TRUSS PLAN

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



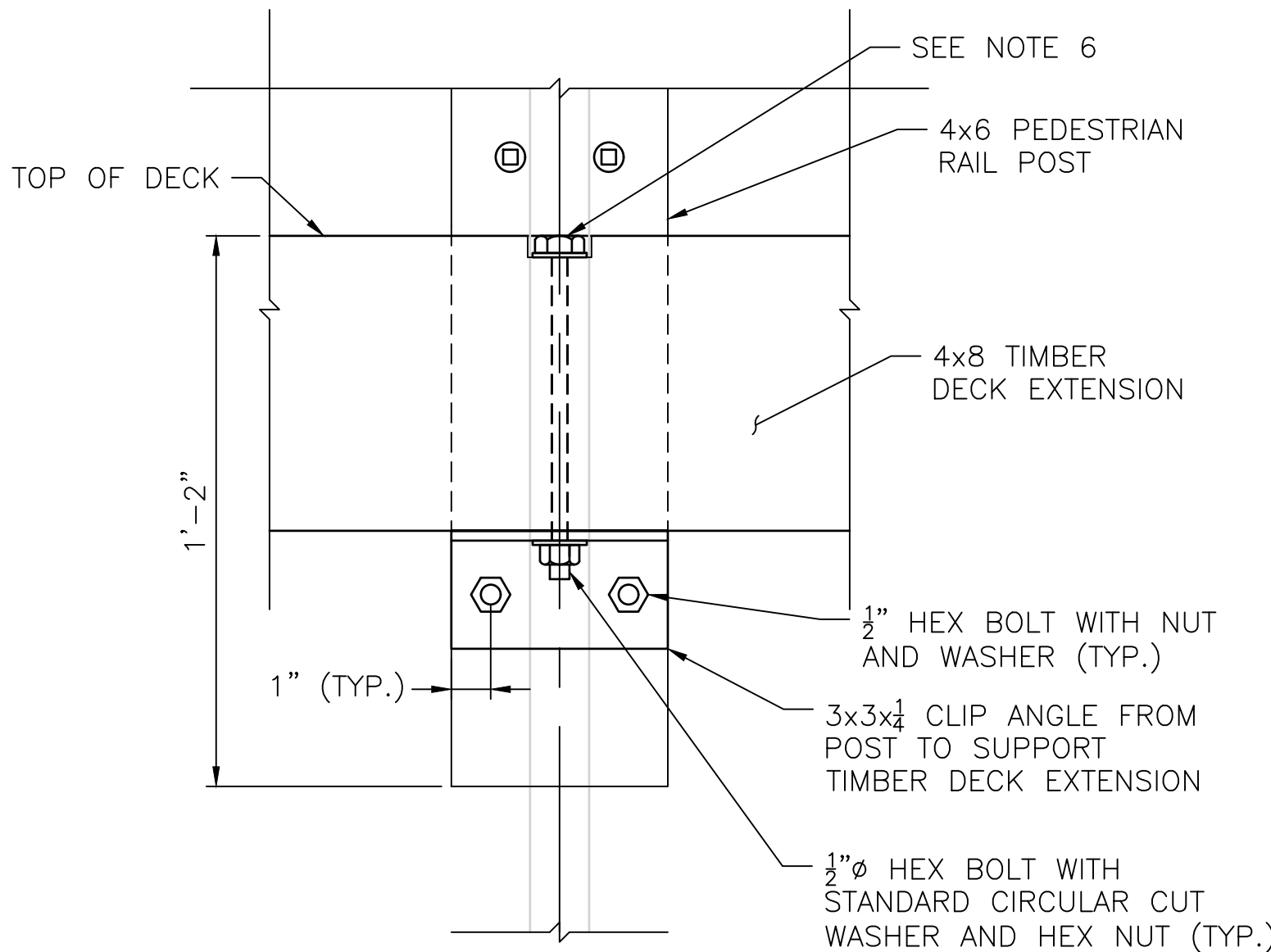
*FIELD VERIFY LOCATION OF BOLT TO AVOID DIAGONAL TRUSS MEMBER (1 1/8" MIN.)

NOTE:

1. END POST IS PARTIALLY SHOWN, BOTTOM CONNECTION TO BE THE SLEEVE DETAIL ON TOP OF TRANSOM (SEE DETAIL 3 ON SHEET 43).

PEDESTRIAN BRIDGE RAIL ELEVATION
CONNECTION AT END OF TRUSS

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



DETAIL

SCALE: 3"=1'-0"

1
35



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OF:

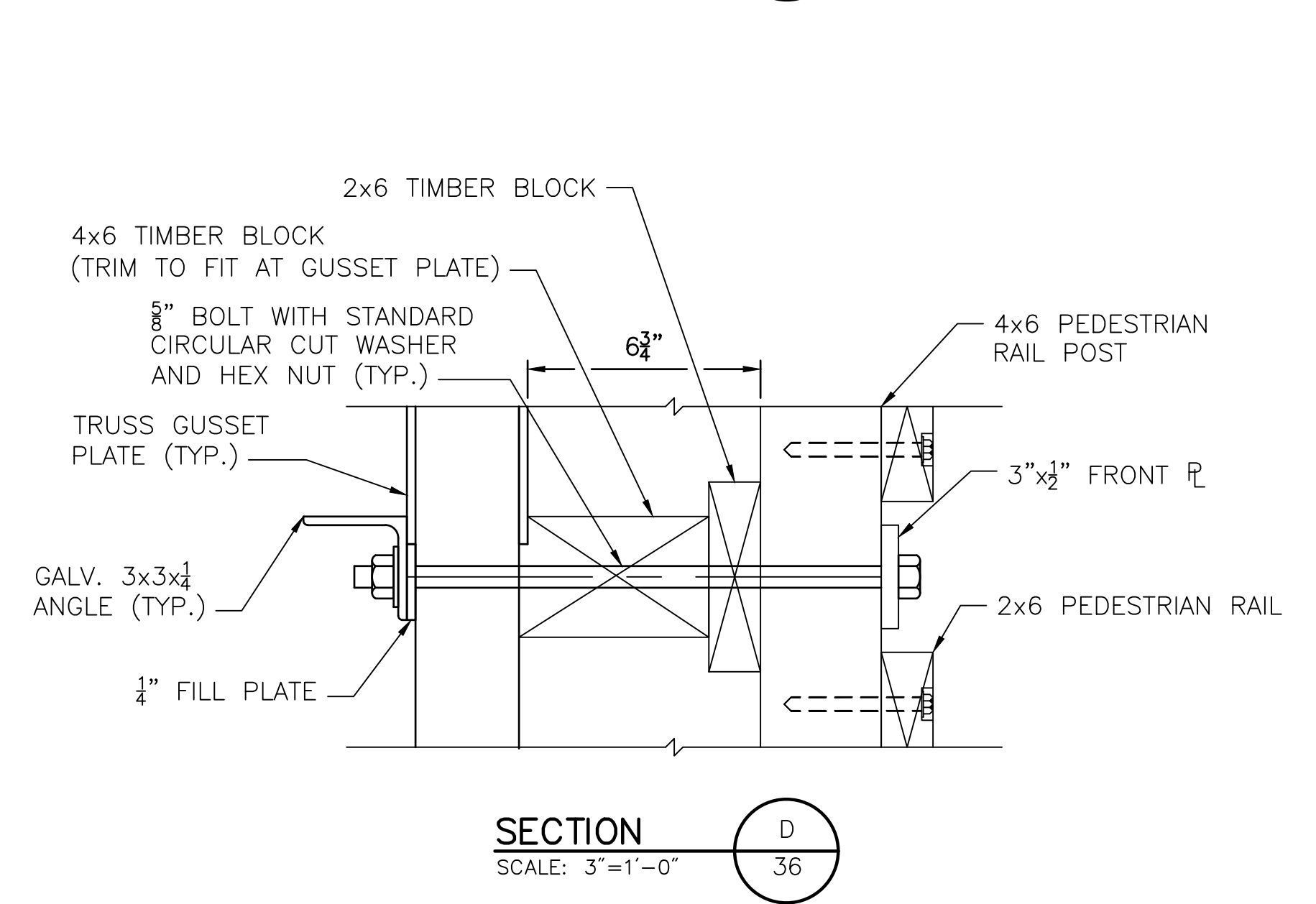
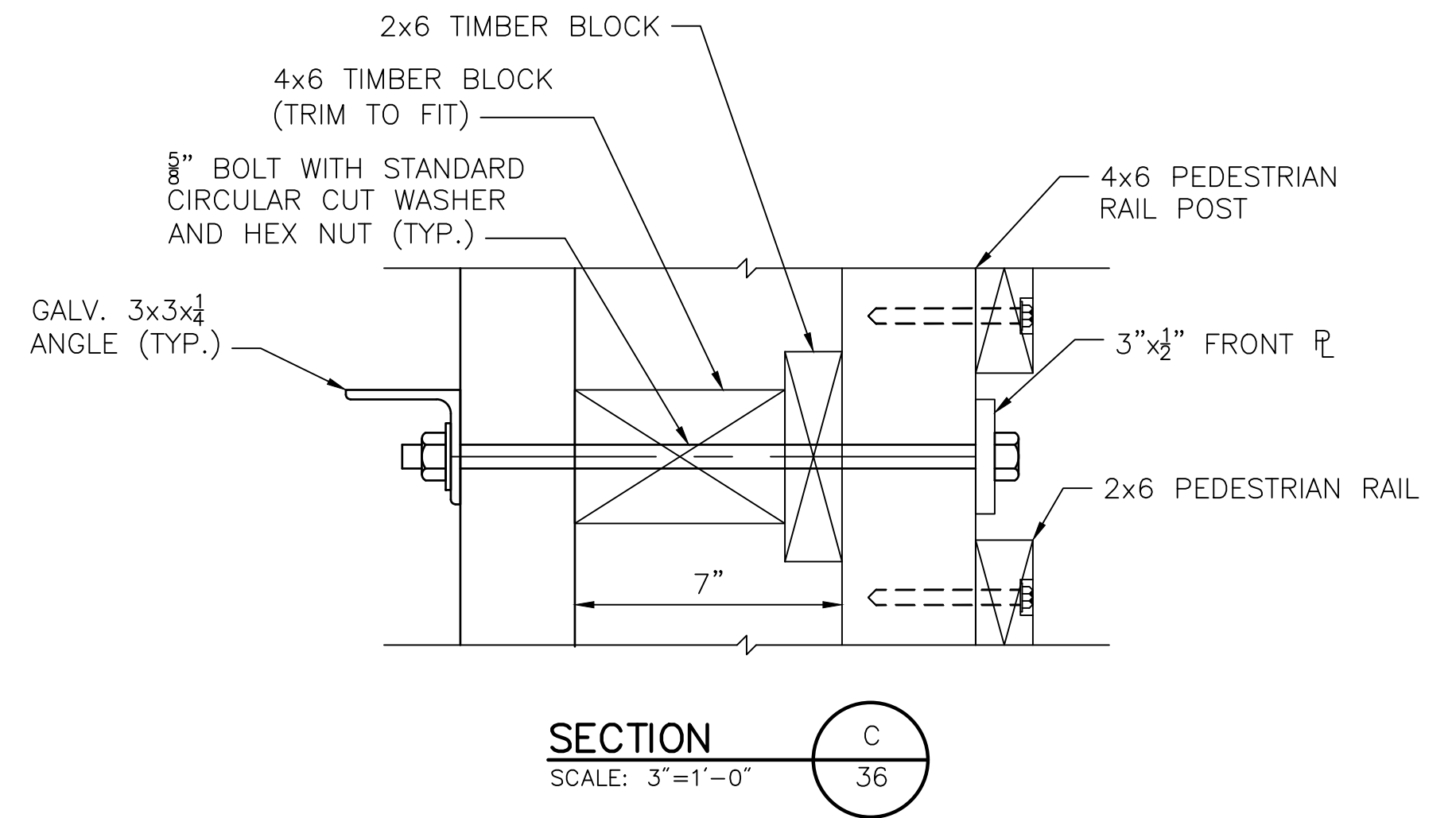
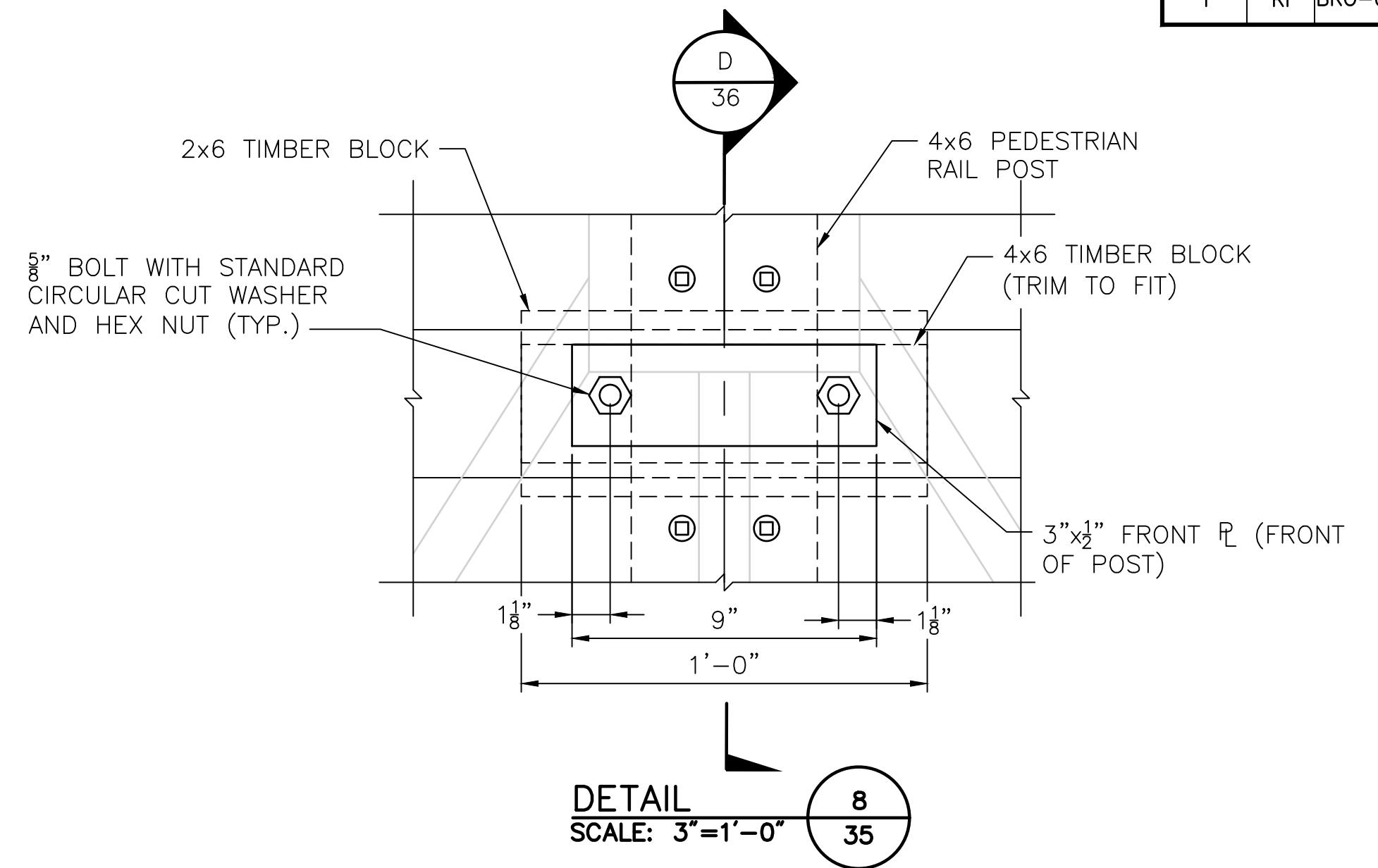
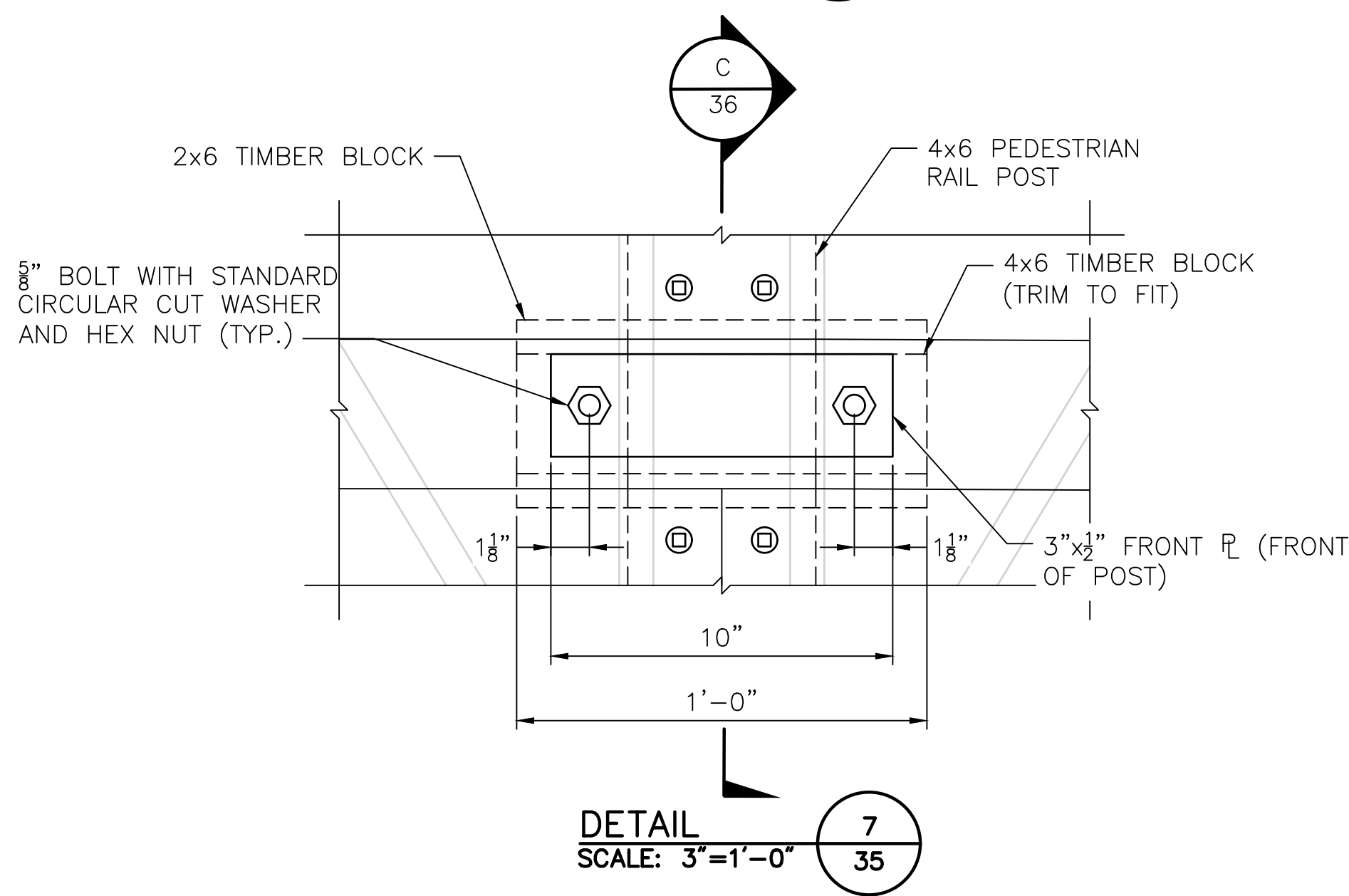
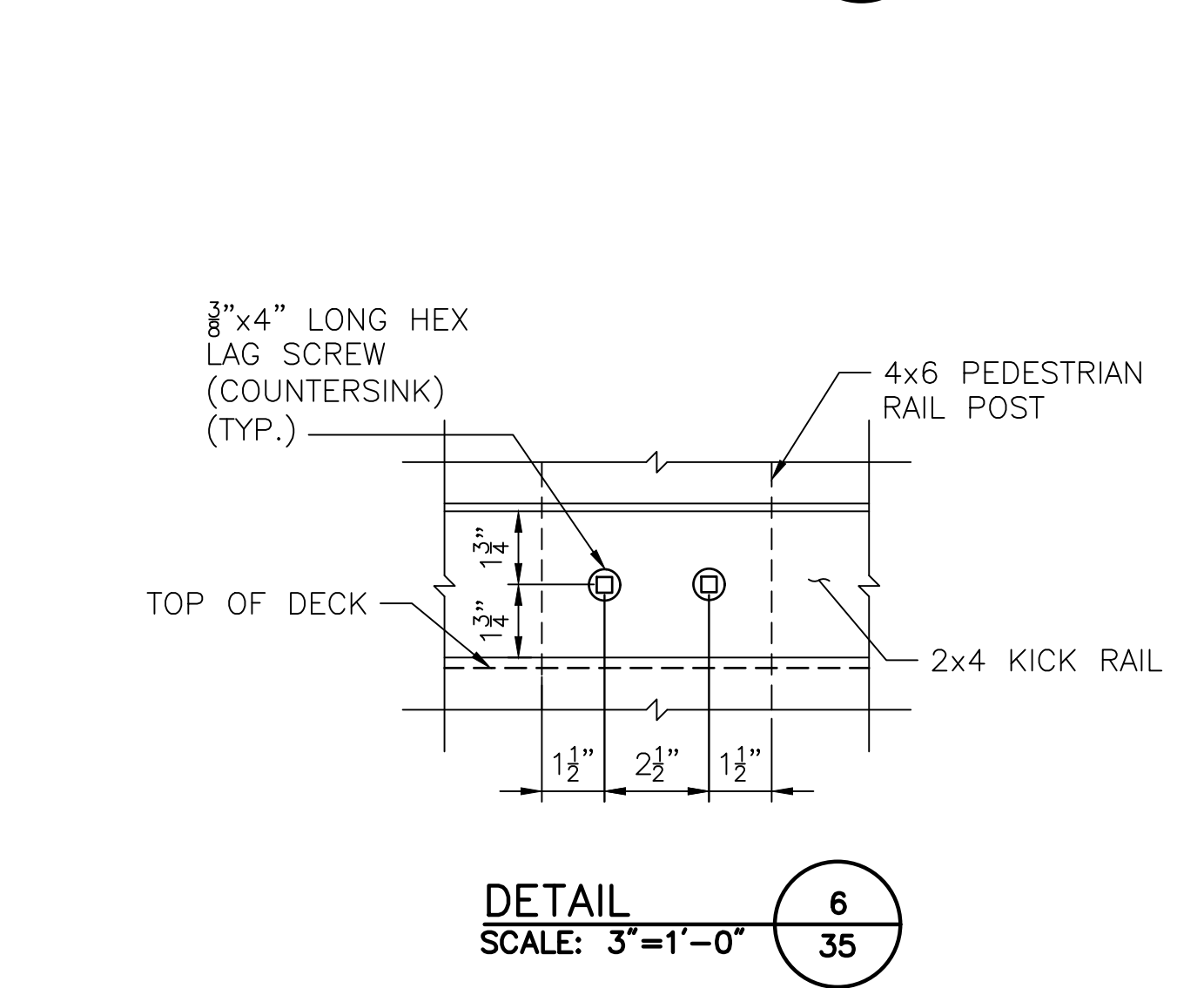
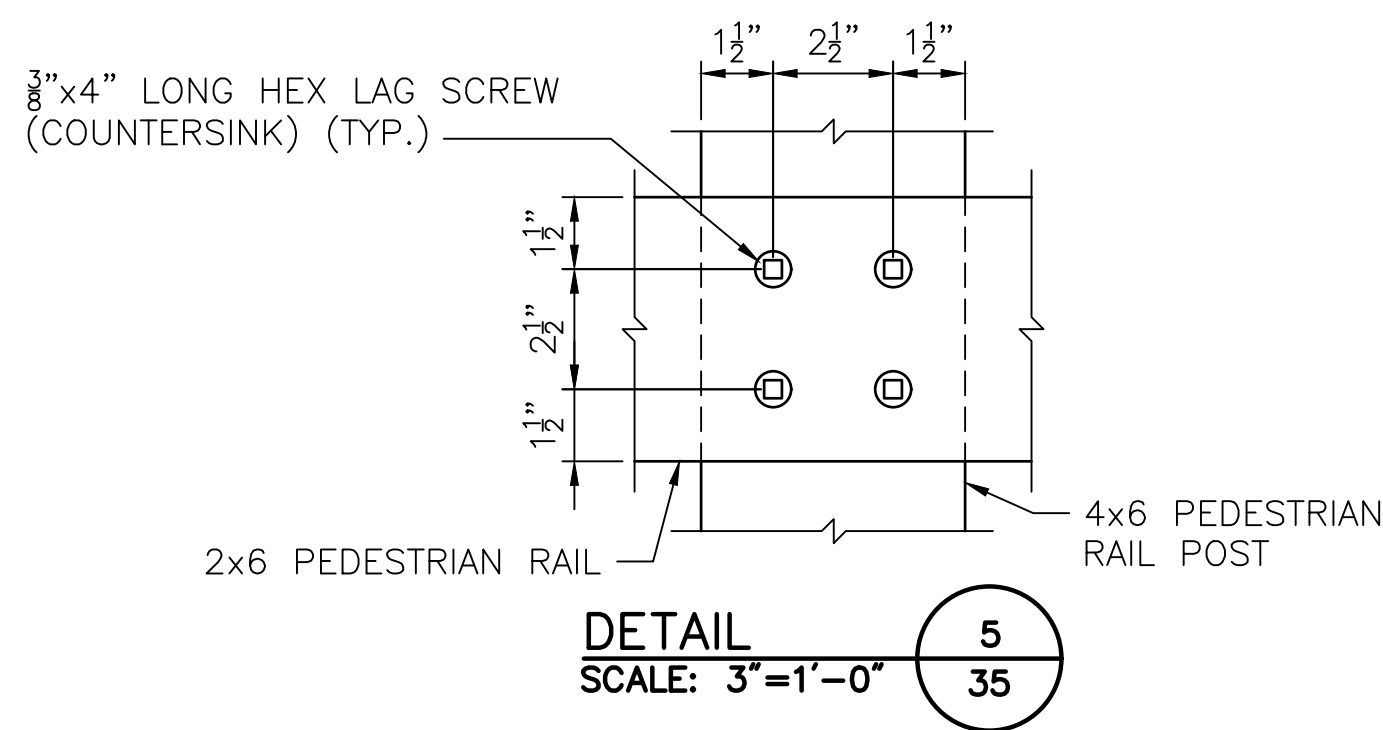
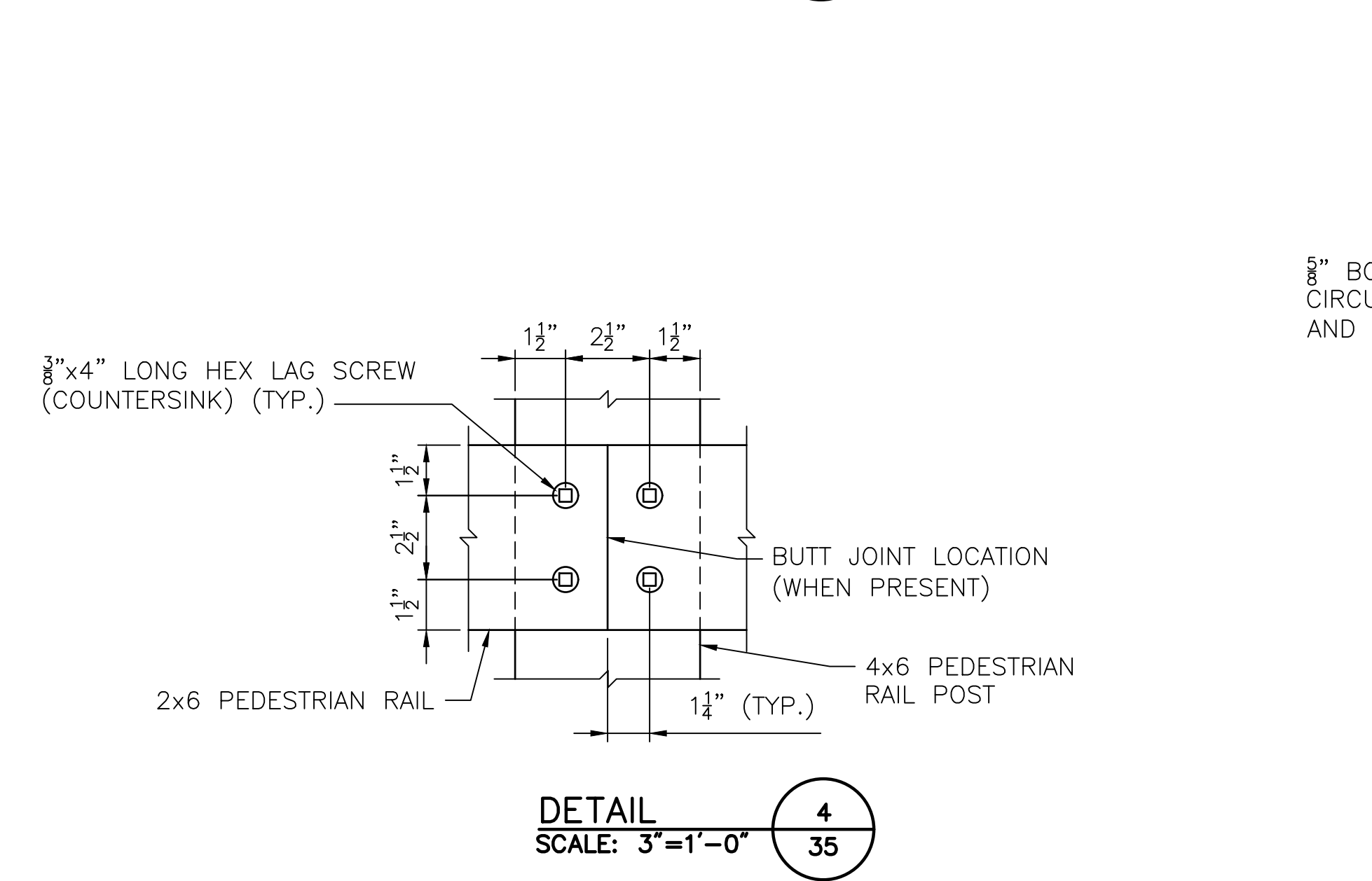
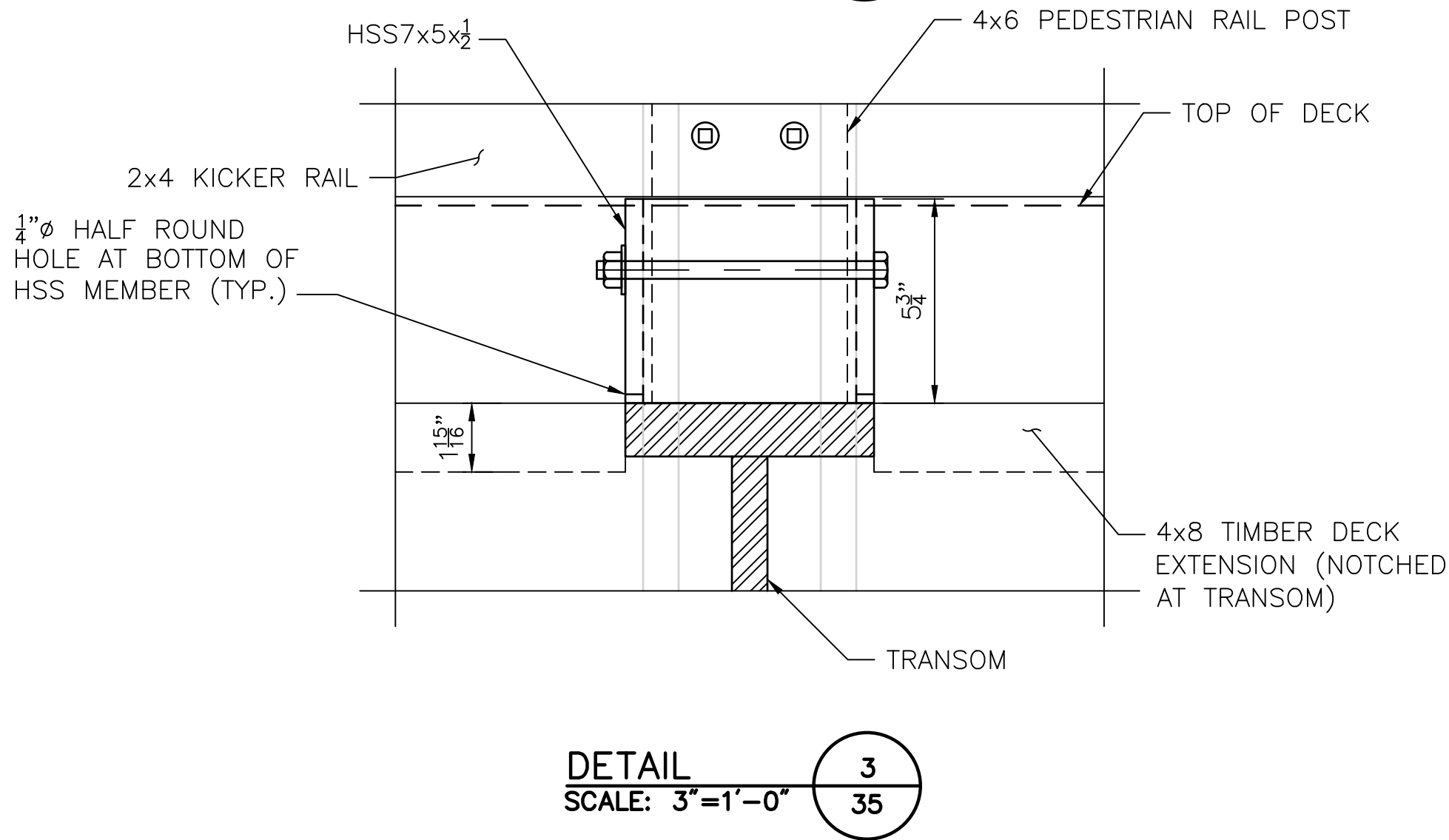
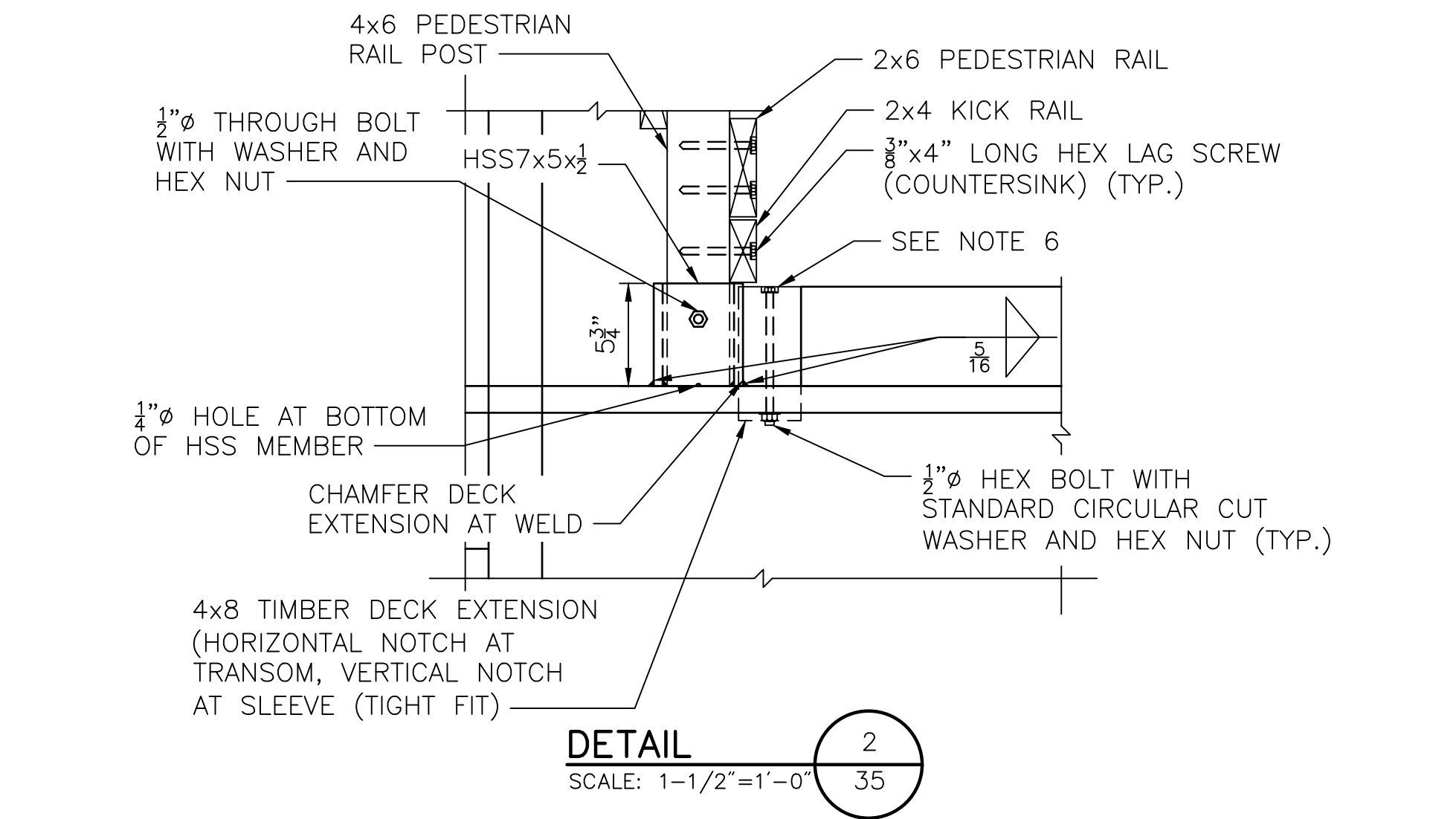
SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
35					
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

BR. 083751 & 083851 BRIDGE RAIL DETAILS 1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	BRO-0838(002)	2022	36	38



NOTES:

1. SEE NOTES ON BR. 083751 & 083851 BRIDGE RAIL DETAILS 1.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

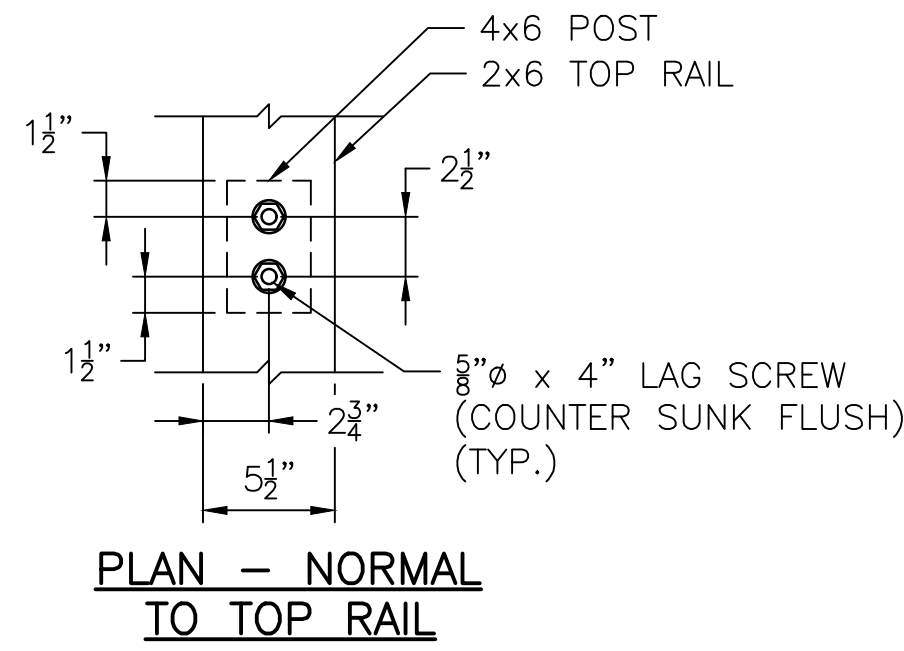
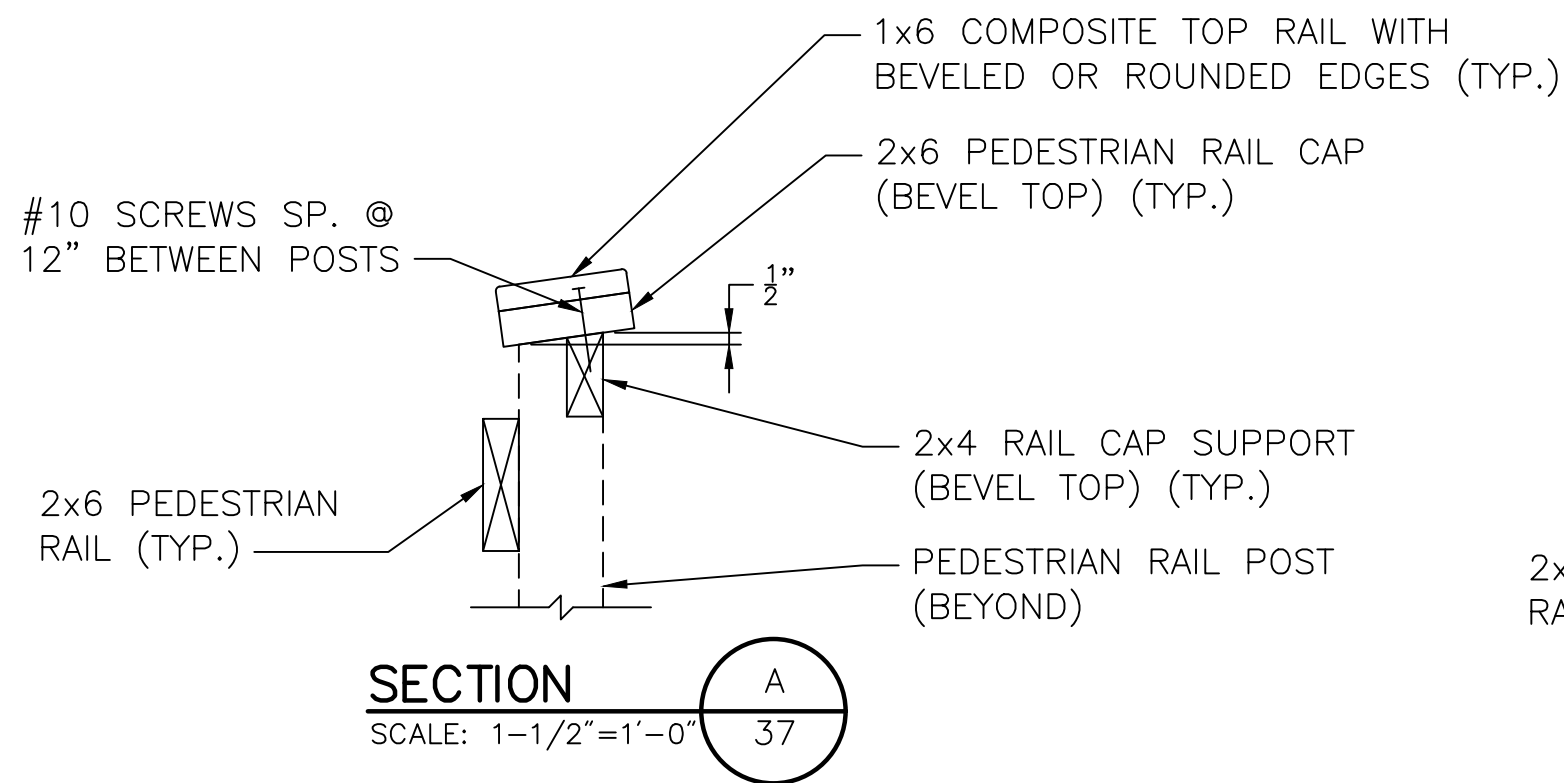
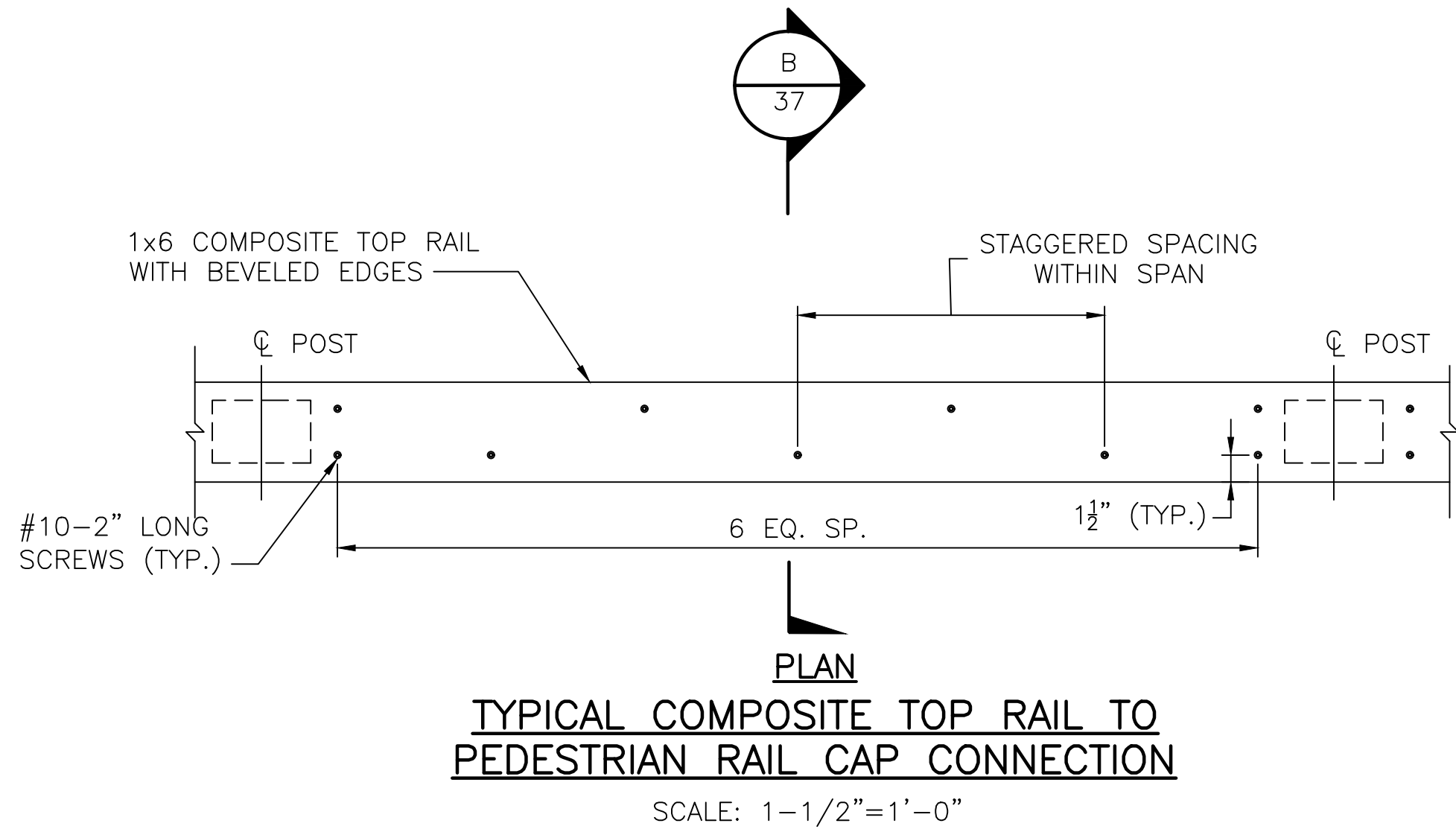
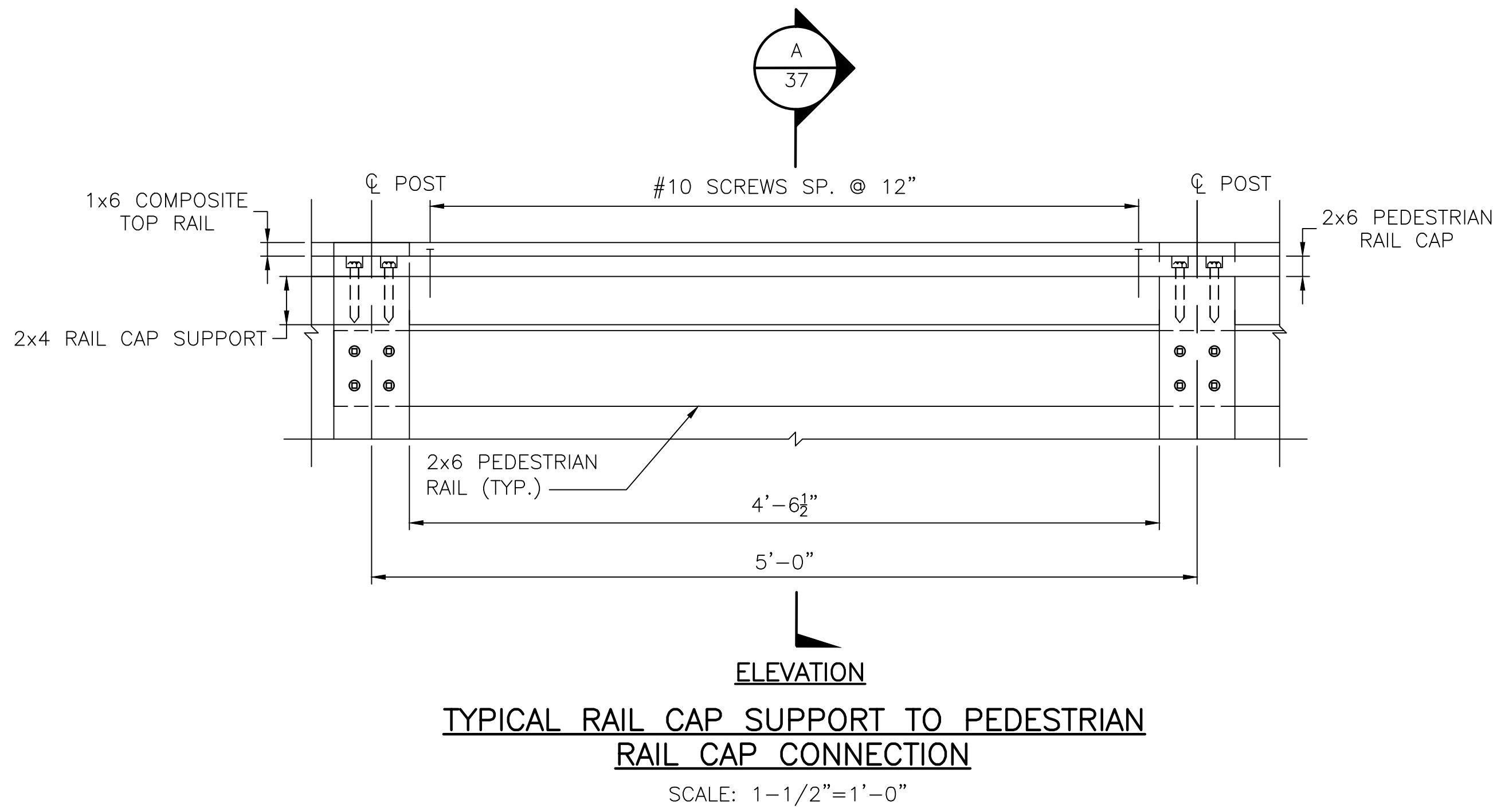
DESIGNED BY:
CHECKED BY:
DATE:
SHEET:
OF:

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
36					
38					

EAST BAY BIKE PATH BRIDGE REPLACEMENT
(BARRINGTON RIVER AND WARREN BRIDGES)
BRIDGE NO. 083751 & 083851
ENVIRONMENTAL PERMITTING
BARRINGTON/WARREN
RHODE ISLAND

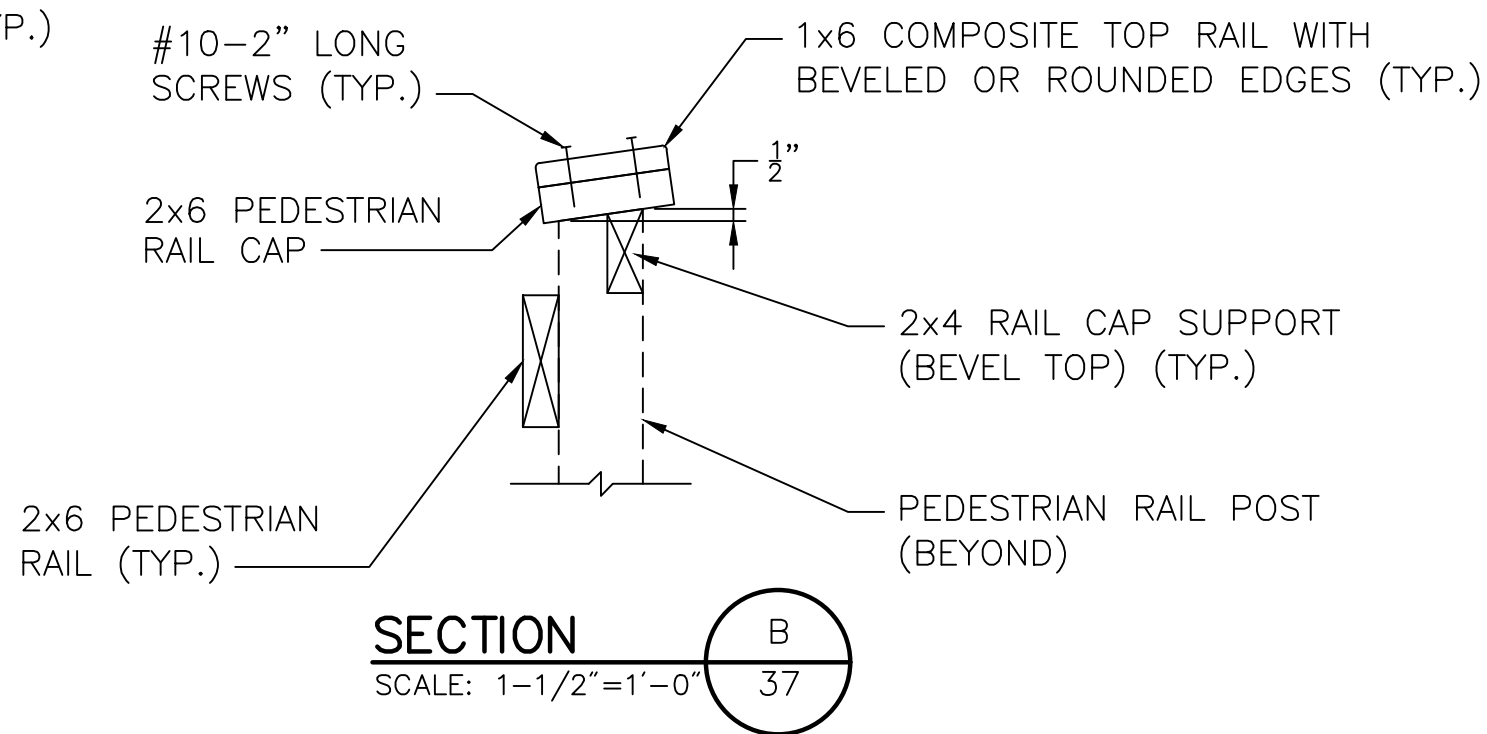
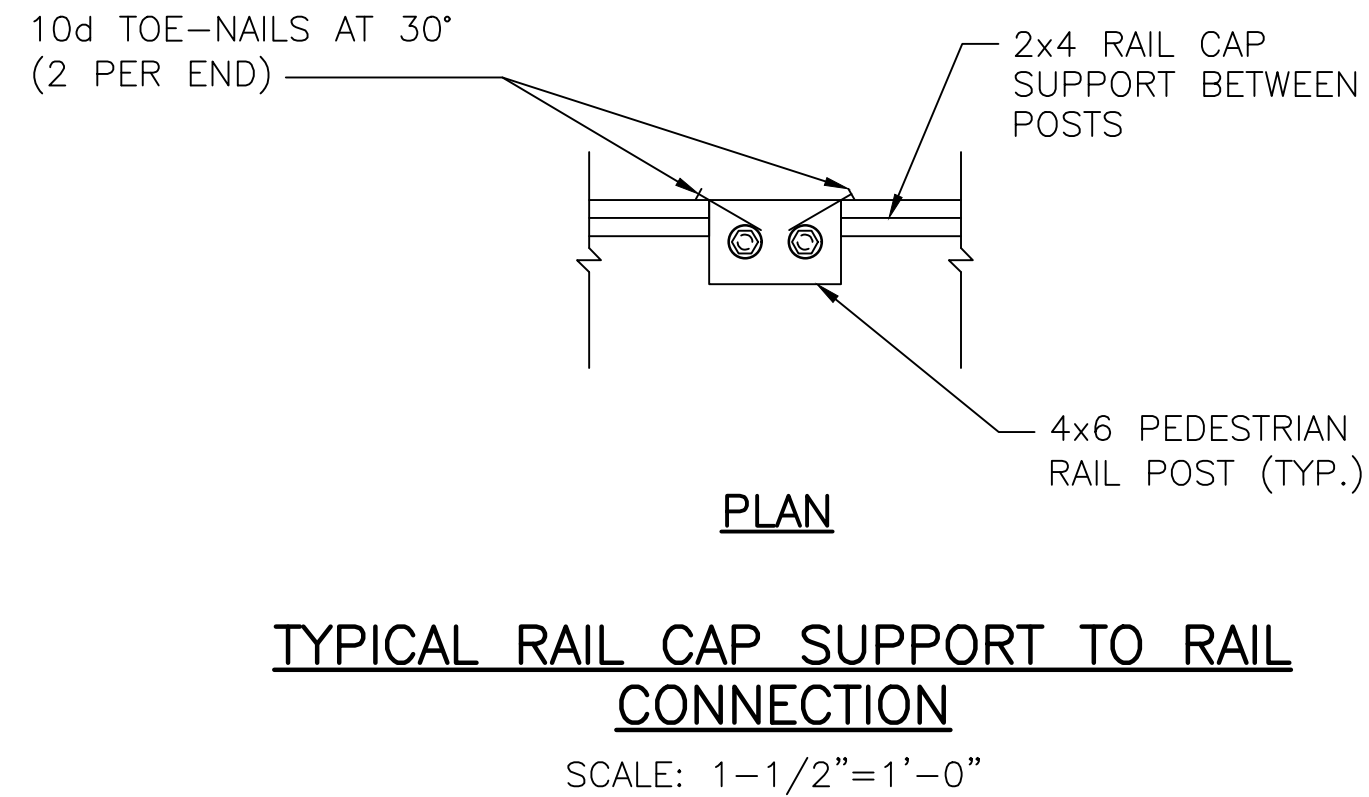
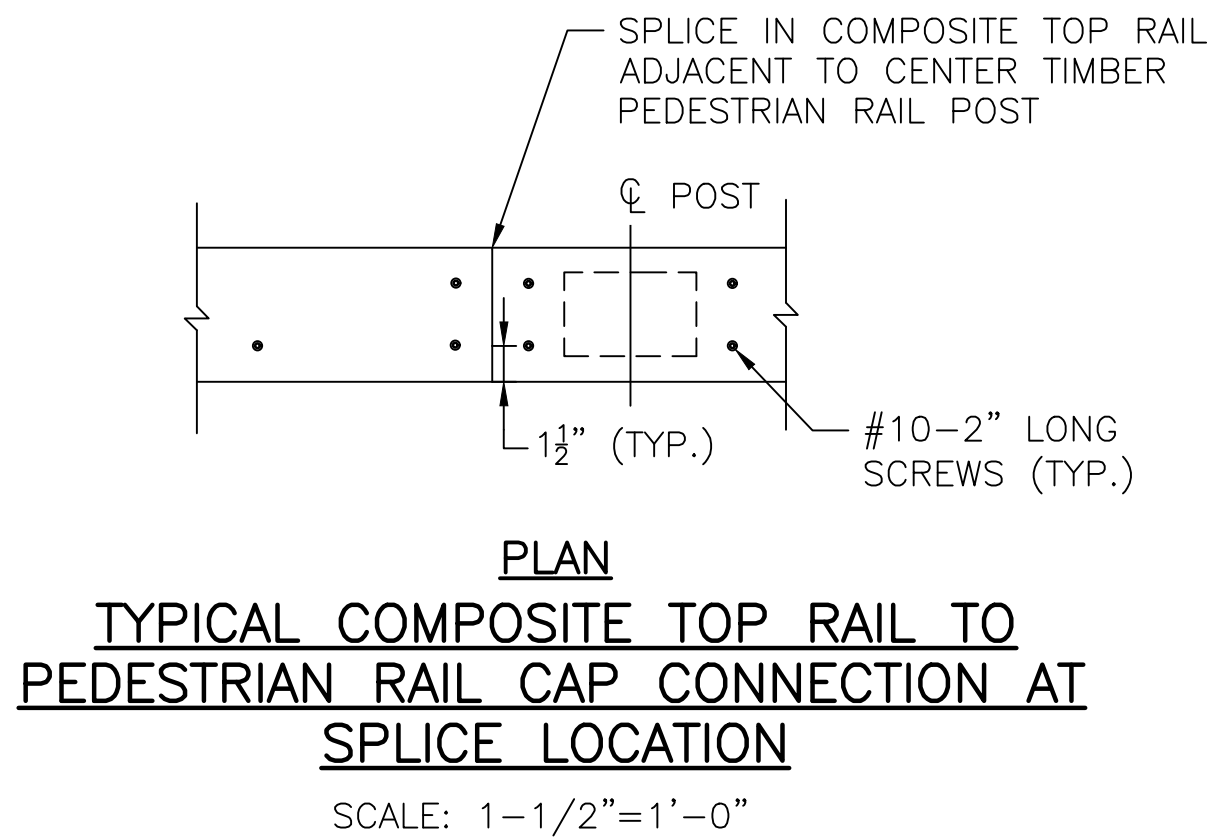
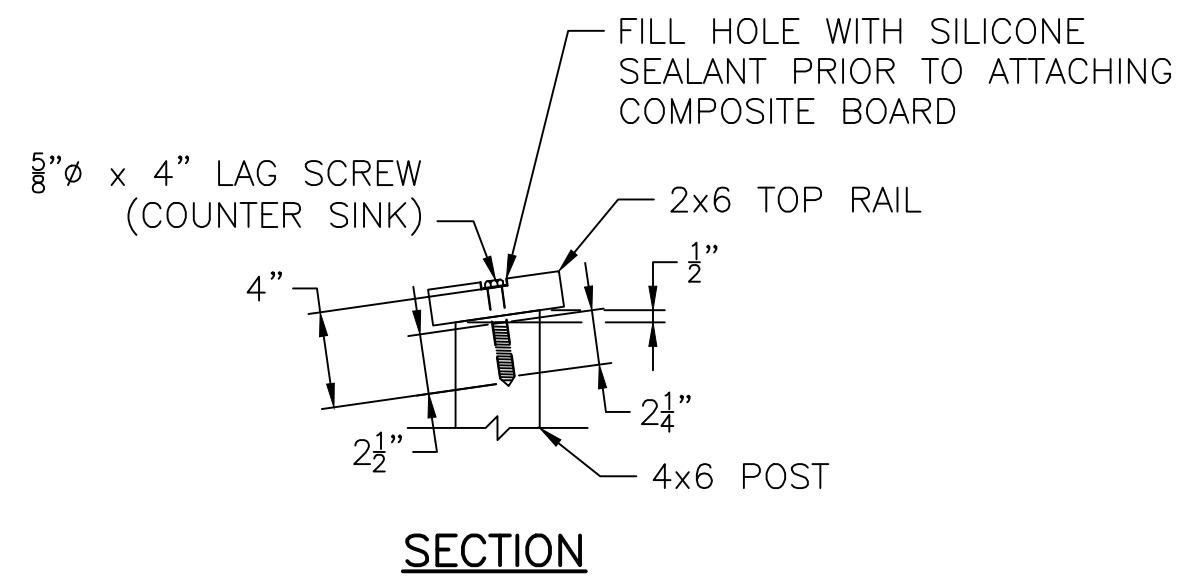
BR. 083751 & BR. 083851 RAIL DETAILS 2



NOTE: COMPOSITE TOP RAIL NOT SHOWN FOR CLARITY.

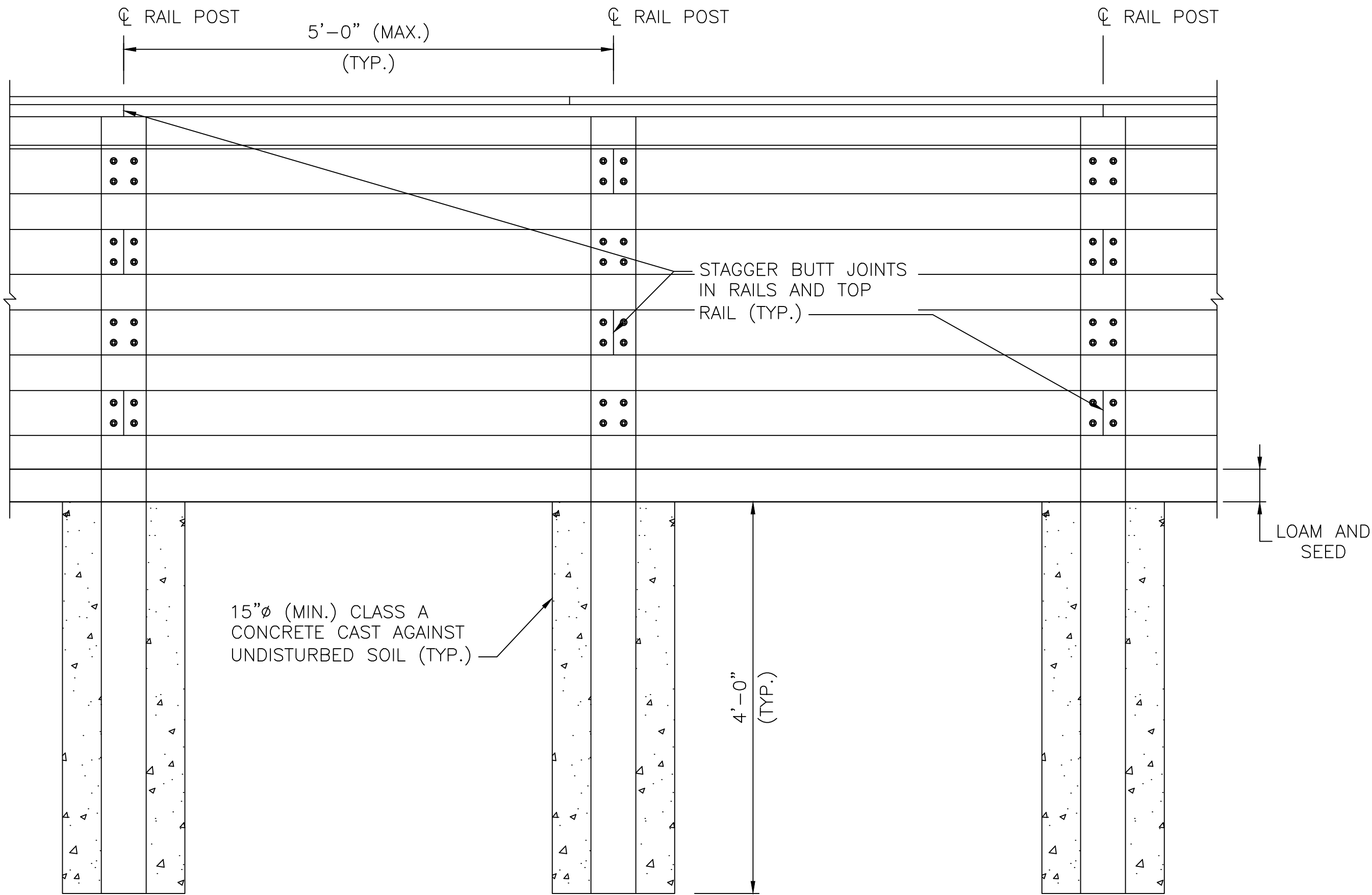
RAIL CAP CONNECTION AT RAILING POST

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

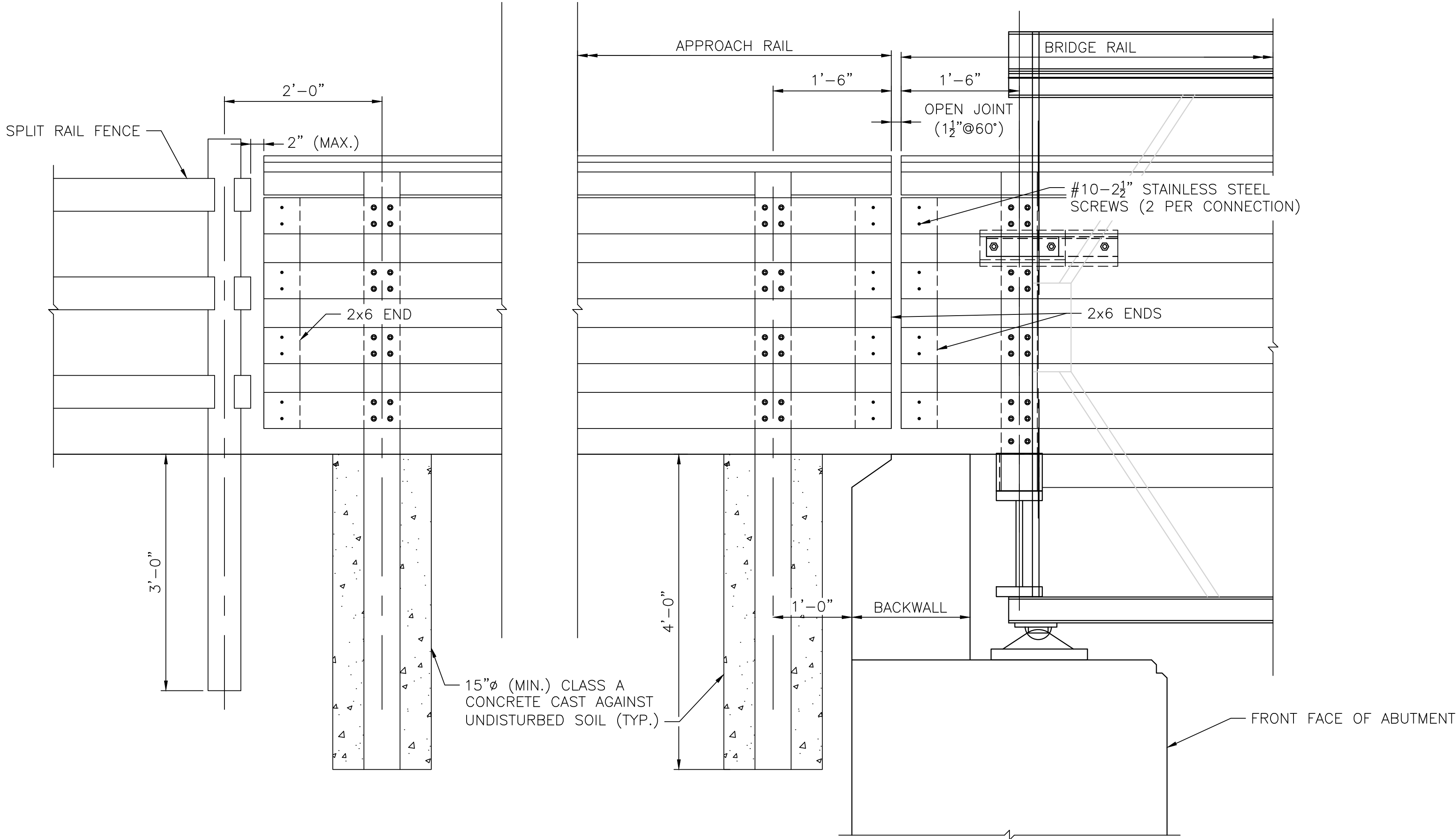


NOTES:

1. SEE NOTES ON BR. 083751 & 083851 BRIDGE RAIL DETAILS 1.

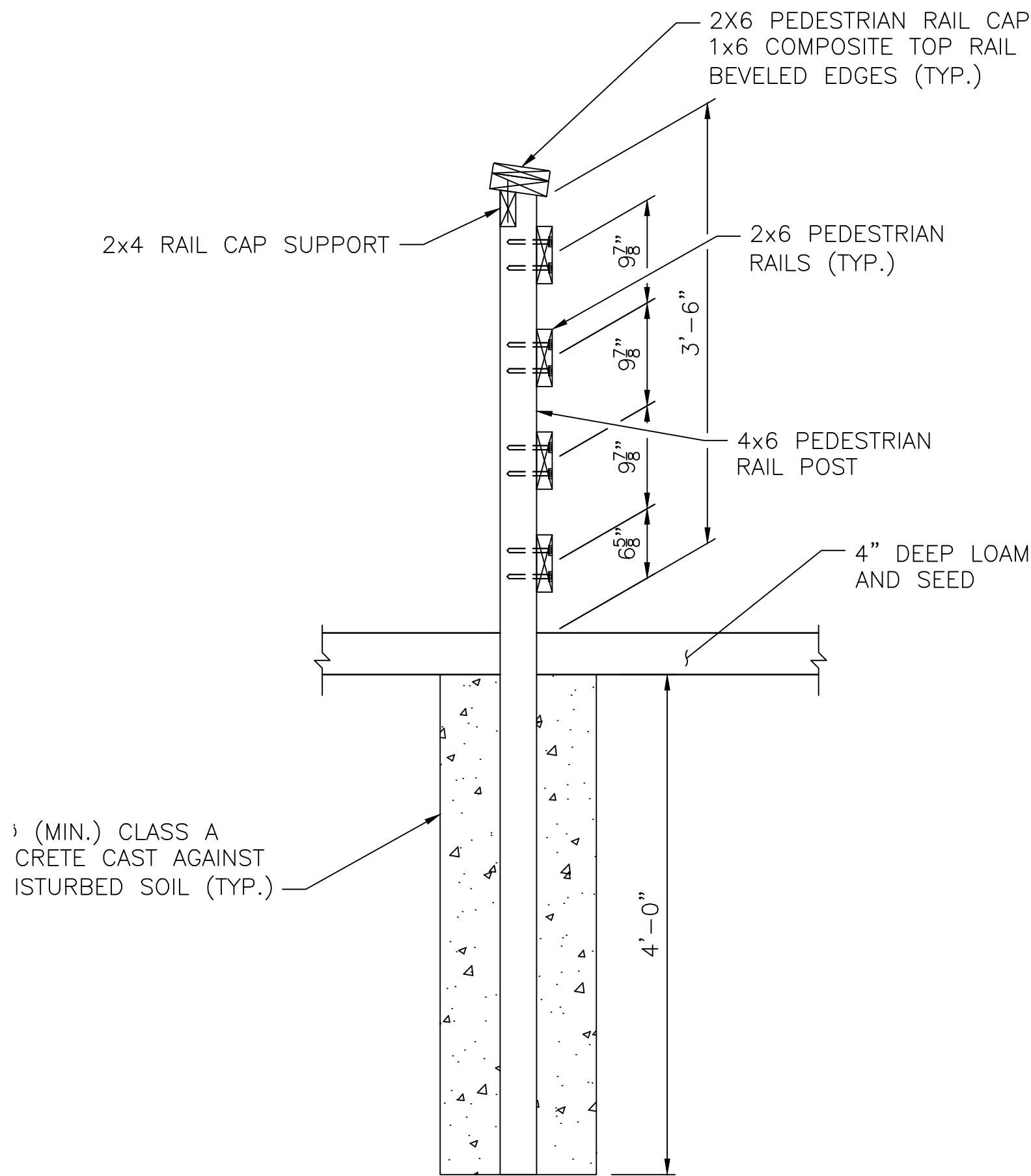


PEDESTRIAN BRIDGE APPROACH RAIL (PBAR) ELEVATION
SCALE: 1"=1'-0"

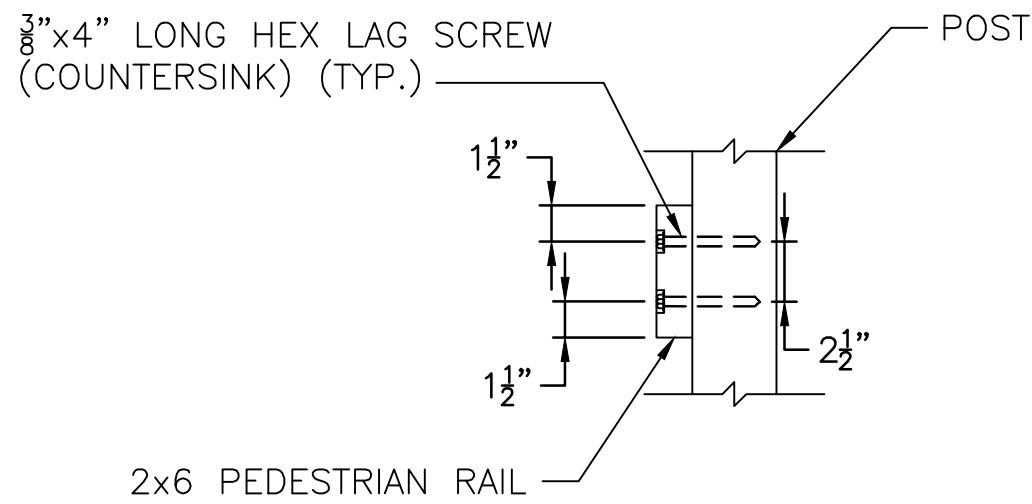


**PEDESTRIAN RAIL TREATMENT AT
SPLIT RAIL FENCE DETAIL**
SCALE: 1"=1'-0"

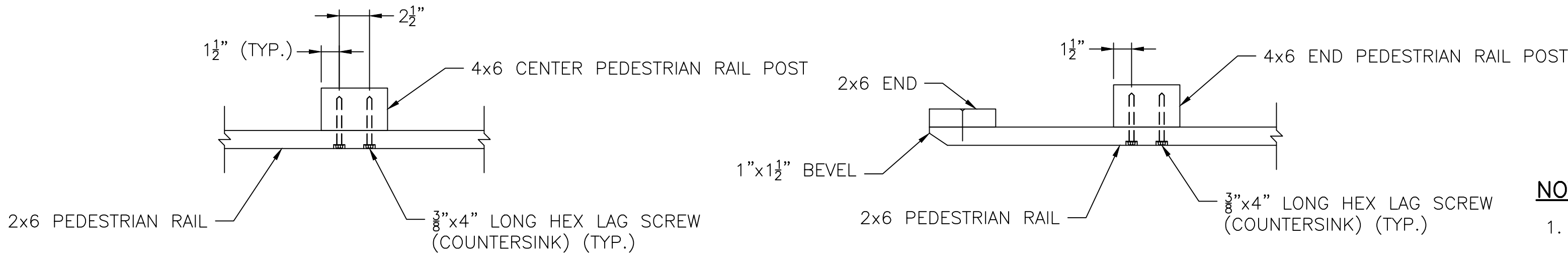
**PEDESTRIAN RAIL TREATMENT AT
ABUTMENT DETAIL**
SCALE: 1"=1'-0"



PEDESTRIAN BRIDGE APPROACH RAIL (PBAR) DETAIL
SCALE: 1"=1'-0"



SECTION AT RAILING POST CONNECTION



PLAN AT RAILING POST CONNECTION

PLAN AT END OF RAILING CONNECTION

TYPICAL RAIL CONNECTION DETAILS
SCALE: 1-1/2" = 1'-0"

NOTES:

- WHERE POSTS ARE INSTALLED IN REINFORCED BACKFILL, POST LOCATIONS SHALL BE IDENTIFIED PRIOR TO INSTALLING GEOGRID AND REINFORCED BACKFILL. PROVIDE CUTOUTS IN GEOGRID AT POST LOCATIONS. GEOGRID SHALL NOT BE DAMAGED WHEN POST HOLES ARE EXCAVATED.
- SEE ADDITIONAL NOTES ON BR. 083751 & 083851 BRIDGE RAIL DETAILS 1.