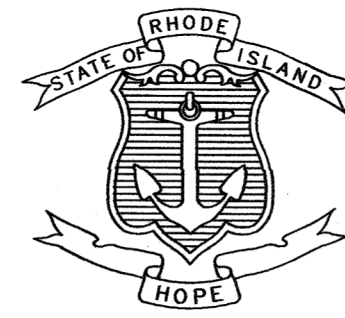


R.I. CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-035	2025	1	45

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6	TYPICAL SECTIONS
7	GENERAL PLAN
8	ROADWAY PROFILE
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10	GRADE AND LOCATION PLAN
11	SIGNING AND STRIPING PLAN
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## STATE OF RHODE ISLAND



# DEPARTMENT OF TRANSPORTATION

## PLAN, PROFILE AND SECTIONS OF PROPOSED STATE HIGHWAY RE-ADVERTISING OF BRIDGE GROUP 44\_H - NONQUIT POND

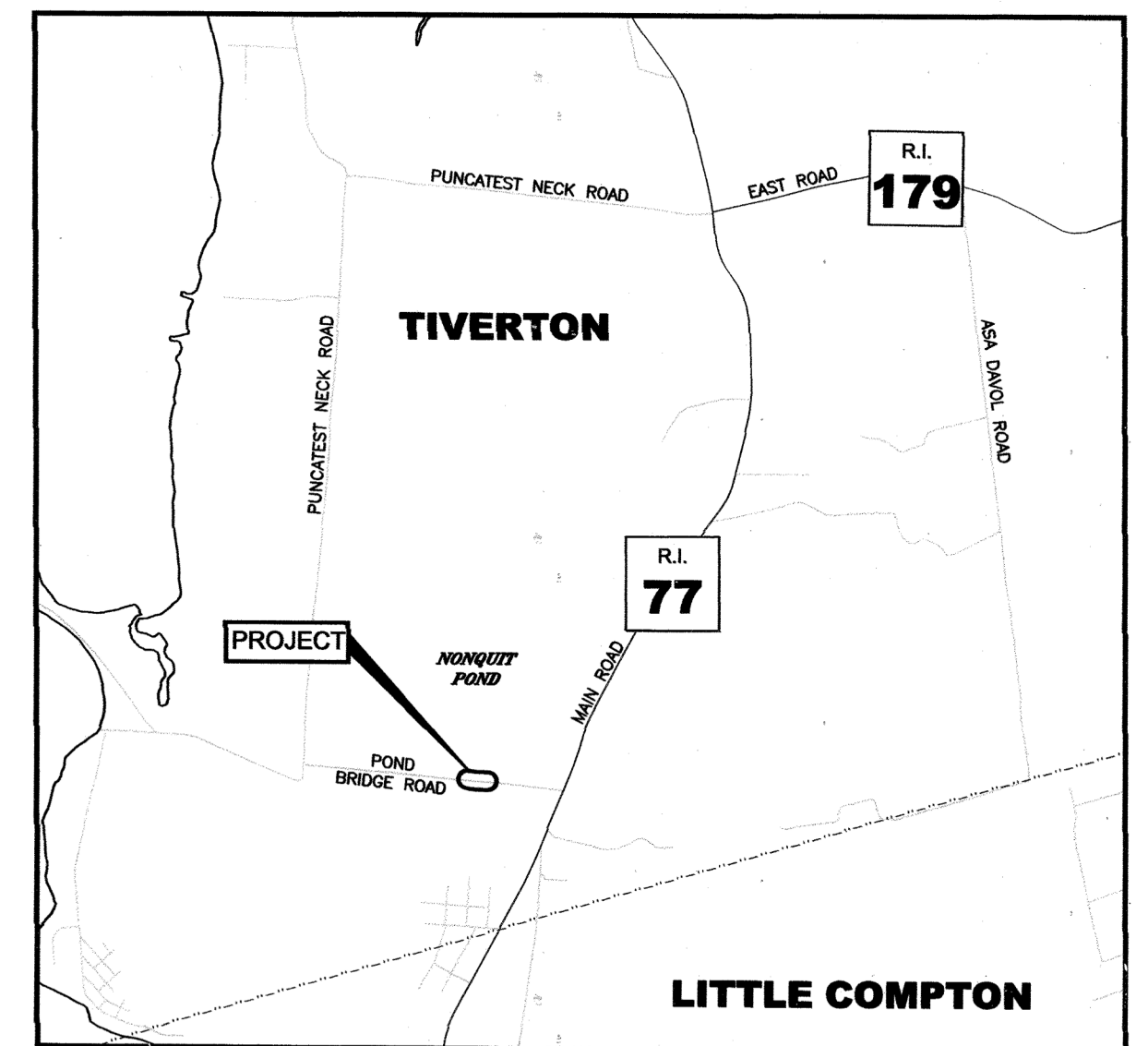
TOWN OF TIVERTON  
NEWPORT COUNTY

R.I. CONTRACT NO. 2025-CB-035 F.A. PROJECT NO. BRO-044H(002)

### PAVEMENT STRUCTURE

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

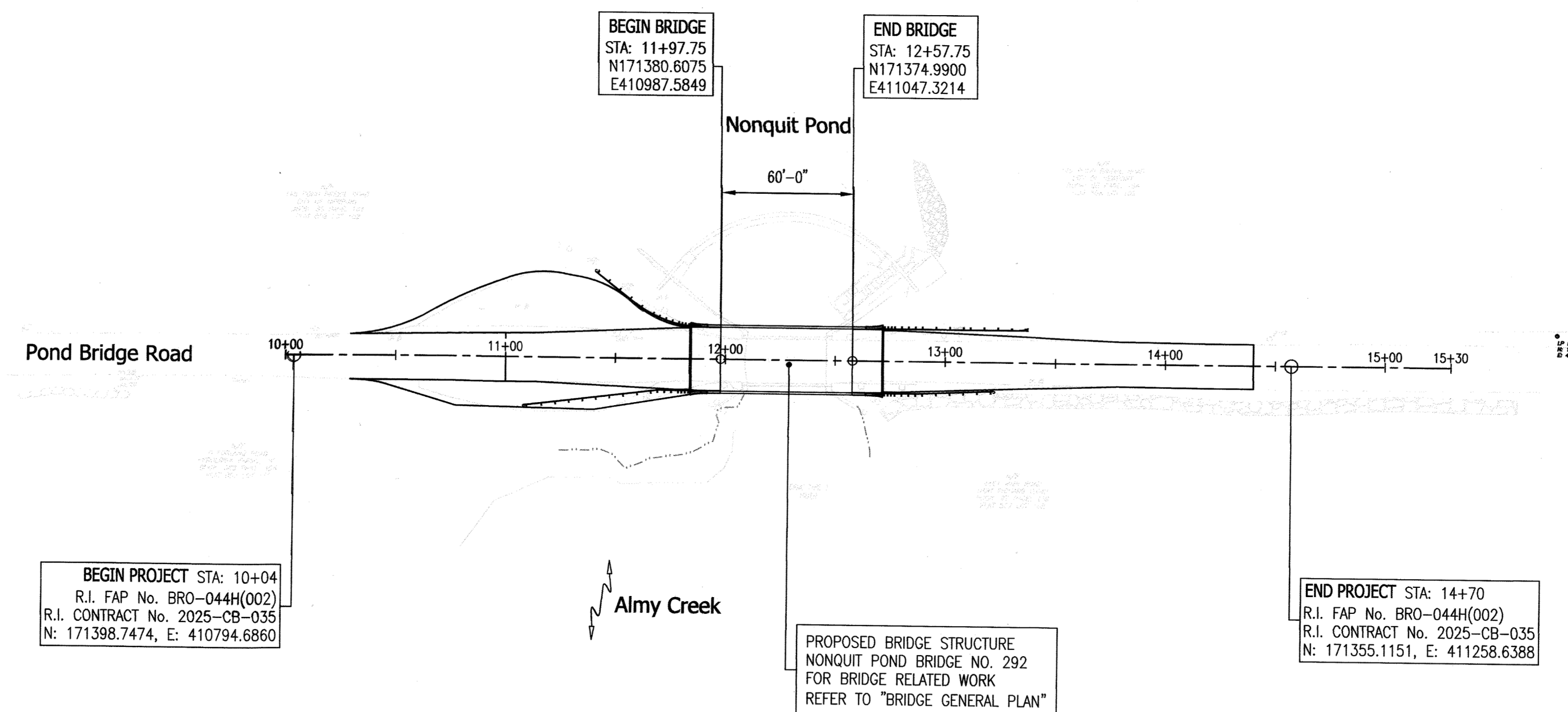
0.09 MILES



LOCATION MAP  
SCALE: 1"=2000'

### DESIGN DESIGNATION

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



LAYOUT PLAN  
SCALE: 1" = 50'

### SCALES OF DRAWINGS

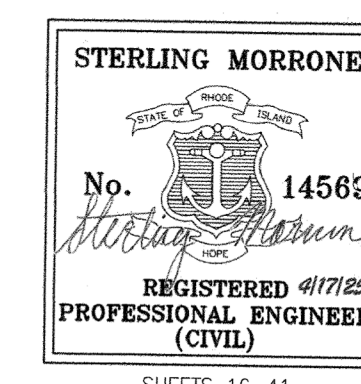
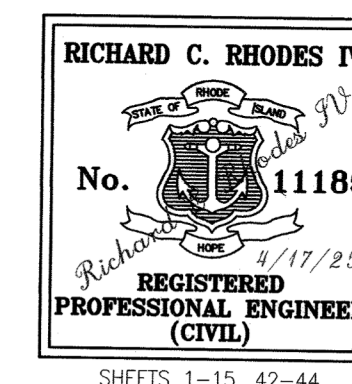
Plans	1 inch = 20 feet
Profiles	1 inch = 20 feet Horizontal
Profiles	1 inch = 4 feet Vertical
Cross Sections	1 inch = 4 feet Horizontal
Cross Sections	1 inch = 4 feet Vertical

BASE OF LEVELS  
NAVD 88

NAD 83 (2007) (2002.00)



1 Cedar Street  
Suite 400  
Providence, RI 02903  
401.272.8100



R.I. DEPARTMENT OF TRANSPORTATION	
APPROVED <i>Karen Doyle</i> DIRECTOR, DIVISION OF PROJECT MANAGEMENT	4/17/25 DATE
APPROVED <i>Robert Nawachio</i> CHIEF ENGINEER OF INFRASTRUCTURE	4/17/25 DATE
APPROVED <i>[Signature]</i> DIRECTOR	4-21-25 DATE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	
DIVISION ADMINISTRATOR	DATE

### R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, FEBRUARY 2025, 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.

Contract Number 2025-CB-035

Number of Sheet 1

Total Sheets 45

EXISTING										NEW										UNDERDRAIN										ASPHALT BERM										DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB										RI CONTRACT NO.				FISCAL YEAR		SHEET NO.		TOTAL SHEETS											
																																																		2025-CB-035				2025		2		45											
																																																												4" LOAM AND SEED NEW FIRE HYDRANT WITH GATE VALVE NOT IN THIS CONSTRUCTION CONTRACT FURNISH AND INSTALL NEW WATER GATE VALVE BOX FURNISH AND INSTALL NEW WATER GATE VALVE AND BOX FURNISH AND INSTALL NEW WATER CURB STOP BOX FURNISH AND INSTALL NEW WATER CURB STOP AND BOX PERMANENT CHECK DAM 4" PLANTABLE SOIL AND SEED RECONSTRUCT TYPE "D" CATCH BASIN, TO CATCH BASIN WITH GUTTER INLET R.I.D.O.T. COMMUNICATIONS MANHOLE REMOVE, HANDLE, HAUL, TRIM, RESET CURB EDGING, STRAIGHT, CIRCULAR (ALL TYPES) RELOCATE LAMP POST RELOCATE MAILBOX (BY OTHERS) REMOVE PAVEMENT MARKINGS RIP-RAP PAD (SEE DETAIL) REMOVE AND RELOCATE SIGN RELOCATE UTILITY POLE (BY OTHERS) STONE BAFFLE STEEL BEAM BRIDGE CONNECTION APPROACH END (W/O NESTED RAIL) STEEL BEAM BRIDGE CONNECTION TRAILING END (W/NESTED RAIL) STRUCTURAL DISPOSITION – SEE CS PAGES OF SPECIFICATION REMOVE AND STOCKPILE FENCE SPECIAL GRADED AGGREGATE REMOVE AND STOCKPILE GRANITE CURB REMOVE AND STOCKPILE GUARDRAIL REMOVE AND STOCKPILE HYDRANT REMOVE AND STOCKPILE SIGN REMOVE AND STOCKPILE TRAFFIC SIGNAL SYSTEM CONCRETE THRUST BLOCK TIE EXISTING PIPE INTO NEW STRUCTURE TIE NEW PIPE INTO EXISTING STRUCTURE THRIE BEAM TRANSITION THRIE BEAM BRIDGE CONNECTION TREE TRIMMING 4" WOOD CHIP MULCH 4" EPOXY RESIN PAVEMENT MARKINGS – DOUBLE YELLOW 6" EPOXY RESIN PAVEMENT MARKINGS – WHITE 12" EPOXY RESIN PAVEMENT MARKINGS – WHITE 6" PREFORMED PATTERNED MARKING (HIGH PERFORMANCE TAPE) 4" EPOXY RESIN PAVEMENT MARKINGS – YELLOW 6" EPOXY RESIN PAVEMENT MARKINGS – YELLOW PROFILE GRADE LINE									
																				DESIGNED BY: CHECKED BY: DATE: SHEET: 2 OF: 45										SCALE: NOT TO SCALE REVISIONS NO. DATE BY 1 6/07 TRB 2 12/22 RS 3 2/25 JP										RE-ADVERTISING OF BRIDGE GROUP 44_H - NONQUIT POND TIVERTON RHODE ISLAND STANDARD PLAN SYMBOLS & STANDARD LEGEND																													



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 (CRM). 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.
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.

UTILITY NOTES:



1 Cedar Street  
Suite 400  
Providence, RI 02903  
401.272.8100



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

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

SCALE: NOT TO SCALE

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

RE-ADVERTISING OF  
BRIDGE GROUP 44\_H - NONQUIT POND  
TIVERTON  
RHODE ISLAND  
STANDARD NOTES - 1

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.

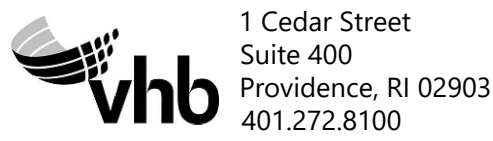
TRAFFIC SIGNAL NOTES:

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.

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025--CB--035	2025	4	45



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

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

SCALE: NOT TO SCALE

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

RE-ADVERTISING OF  
BRIDGE GROUP 44\_H - NONQUIT POND

TIVERTON

RHODE ISLAND

STANDARD NOTES - 2



JOB SPECIFIC GENERAL NOTES:

1.

EXISTING CONDITIONS SURVEY WAS PREPARED BY MARTINEZ COUCH & ASSOCIATES. ROCKY HILL, CONNECTICUT, IN SEPTEMBER OF 2020.
2.

FOR SURVEY WORK PERFORMED BY THE CONTRACTOR, ALL SURVEY FIELD BOOKS AND ELECTRONIC DATA SHALL BE SUBMITTED TO THE RIDOT SURVEY SECTION UPON COMPLETION OF THE CONSTRUCTION WORK. FIELD BOOKS SHALL INCLUDE A LISTING OF ALL RI HIGHWAY BOUNDS THAT WERE SET WITH STATIONS, OFFSETS, COORDINATES, AND DATE SET CERTIFIED BY THE CONTRACTOR'S PROFESSIONAL LAND SURVEYOR.
3.

ALL REQUIRED TREE TRIMMING WILL BE COMPLETED UNDER THE RIDOT STATEWIDE TRIMMING CONTRACT. THERE IS NO SEPARATE PAY ITEM FOR THIS WORK.
4.

EXCEPT WHERE NOTED OTHERWISE ALL GRASSED AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REESTABLISHED WITH LOAM AND TYPE 2 SEED. IF AREAS ARE BEYOND WORK LIMIT LINES, THEN THE COST SHALL BE BORNE BY THE CONTRACTOR.
5.

TREE AND SHRUB PROTECTION DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE CONSTRUCTION MANAGER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING TREES AND THEIR ROOT SYSTEMS DURING CONSTRUCTION.
6.

ALL WORK WITHIN THE STATE RIGHT-OF-WAY AND PORTIONS OF WORK ON TOWN ROADWAYS SHALL CONFORM TO THE RHODE ISLAND STANDARD SPECIFICATIONS, DETAILS, AND ALL ADDENDA.
7.

THE CONTRACTOR SHALL BE AWARE OF THE PRESENCE OF OVERHEAD UTILITIES WITHIN THE WORK ZONE AND SHALL PLAN ALL CONSTRUCTION ACCORDINGLY. NO ADDITIONAL PAYMENT WILL BE MADE FOR EQUIPMENT AND METHODS REQUIRED TO ACCOMMODATE THE OVERHEAD UTILITIES.
8.

NO SEPARATE PAYMENT WILL BE MADE FOR TEMPORARY EARTH SUPPORT. SHOULD THE CONTRACTOR USE ANY TEMPORARY EARTH SUPPORT STRUCTURES, THE COST SHALL BE CONSIDERED INCIDENTAL TO THE CORRESPONDING ITEMS OF WORK.
9.

THERE SHALL BE NO PARKING OR STORING OF CONSTRUCTION EQUIPMENT UNDER THE DRIPLINE OF ANY TREE.
10.

THERE ARE NO DESIGNATED CONCRETE WASHOUT AREAS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL COORDINATE WITH THE CONSTRUCTION MANAGER TO EITHER DESIGNATE AN AREA WITHIN THE PROJECT LIMITS OR TO ENSURE THAT THE CONCRETE WASHOUT IS BEING PERFORMED OFFSITE.
11.

CONTRACTOR TO EXCAVATE TEST PITS IN AREAS OF POTENTIAL UTILITY CONFLICTS AND RELAY INFORMATION TO THE CONSTRUCTION MANAGER PRIOR TO COMMENCEMENT OF UTILITY WORK.
12.

WETLANDS WERE FLAGGED BY PARE ON JULY 16, 2020 AND SURVEYED BY MARTINEZ COUCH & ASSOCIATES. SALT MARSH AREAS FROM THIS DELINEATION HAVE BEEN INCORPORATED INTO THIS PLAN SET. VHB CONDUCTED WETLAND DELINEATION ON JANUARY 23, 2024 AND DELINEATED WETLAND FLAG SERIES 1-100 TO 1-111; 1-201 TO 1-215; AND 2-100 TO 2-115. VHB WETLAND FLAGS WERE LOCATED USING AN EOS ARROW 100 GNSS RECEIVER.
13.

ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR BRISTOL COUNTY, RHODE ISLAND (COMMUNITY PANEL 440050C0112J, EFFECTIVE DATE SEPTEMBER 4, 2013), THE SITE IS LOCATED WITHIN THE 100-YEAR FLOODPLAIN ASSOCIATED WITH ALMY CREEK AND NONQUIT POND. NONQUIT POND IS MAPPED AS ZONE AE, SUBJECT TO WAVE ACTION, WITH A BASE FLOOD ELEVATION OF 16 FEET. THE AREAS TO THE NORTHEAST AND NORTHWEST OF THE BRIDGE, THE BRIDGE ITSELF, AND THE ROADWAY ARE MAPPED AS ZONE AE WITH A BASE FLOOD ELEVATION OF 14 FEET. ALMY CREEK DOWNSTREAM OF THE BRIDGE IS MAPPED AS A COASTAL BARRIER RESOURCE AREA (D02) SYSTEM UNIT UNDER JURISDICTION OF THE USFWS. THE ALMY CREEK CHANNEL IS MAPPED AS A ZONE AE, COASTAL FLOOD ZONE SUBJECT TO WAVE ACTION, WITH A BASE FLOOD ELEVATION OF 16 FEET. THE AREA DOWNSTREAM OF THE BRIDGE IS MAPPED AS ZONE AE, COASTAL FLOOD ZONE SUBJECT TO WAVE ACTION, WITH A BASE FLOOD ELEVATION OF 15 FEET.

JOB SPECIFIC EROSION CONTROL NOTES:

1.

BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROLS MUST BE USED AND MAINTAINED IN EFFECTIVE OPERATIONAL CONDITION DURING THE ACTIVITY, AND ALL EXPOSED SOIL AND OTHER FILLS MUST BE PERMANENTLY STABILIZED AT THE EARLIEST POSSIBLE DATE. (SEE "RHODE ISLAND SOIL EROSION AND SEDIMENT CONTROL HANDBOOK" ("RISESC HANDBOOK") AND THE LATEST VERSION OF THE "RHODE ISLAND STORMWATER DESIGN AND INSTALLATION STANDARDS MANUAL ("RISDIS MANUAL") FOR DESIGN GUIDANCE AND ADDITIONAL REQUIREMENTS".)
2.

NO ACTIVITY SHALL RESULT IN SEDIMENT TRANSPORT TO WETLANDS AND/OR WATERWAYS.
3.

NO EQUIPMENT SHALL BE PLACED IN ANY WATERCOURSE OR WETLAND FOR THE PURPOSE OF THE WORK, UNLESS AUTHORIZED BY THE GOVERNING AUTHORITY.
4.

ANY MATERIAL REMOVED FROM THE STRUCTURE DURING THE REPAIR SHALL BE DISPOSED PROPERLY OFFSITE.
5.

EXCEPT AS PROVIDED FOR BY PAY ITEMS, ALL WORK REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED INCIDENTAL TO THE WORK.
6.

PROPER CONTAINMENT MEASURES SUCH AS NETTING, TARP OR OTHER METHODS MUST BE USED TO PREVENT BRIDGE DEMOLITION DEBRIS AND ANY OTHER MATERIAL FROM ENTERING THE WATERWAY. DEBRIS AND OTHER MATERIAL THAT DOES ENTER THE WATERWAY SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR.

JOB SPECIFIC CONSTRUCTION ACTIVITY NOTES:

1.

ALL WETLAND FUNCTIONS AND VALUES MUST BE PROTECTED TO THE MAXIMUM EXTENT POSSIBLE SO AS TO PREVENT POLLUTANTS, SEDIMENT, DIRECT DISCHARGE OF STORMWATER RUNOFF, OR ANY MATERIAL FOREIGN TO A WETLAND OR HAZARDOUS TO LIFE, FROM ENTERING ANY WETLAND.
2.

STATE AND LOCAL PERMITTING AGENCIES MAY REQUIRE A WORK PLAN PRIOR TO THE ISSUANCE OF A PERMIT.
3.

NO CONCRETE WASHOUT AREAS WILL BE PERMITTED WITHIN 150 FEET OF THE WATERBODIES.
4.

ALL CONSTRUCTION ACTIVITIES MUST STRICTLY ADHERE TO THE CONTRACT DOCUMENTS REGARDING THE PROTECTION OF ESSENTIAL FISH HABITAT, MIGRATORY BIRDS, NORTHERN LONG-EARED BAT, AND NORTHERN DIAMONDBACK TERRAPIN.
5.

THE CONTRACTOR SHALL ALLOW ACCESS TO THE FISH LADDER AT ALL TIMES DURING CONSTRUCTION.
6.

THE CONTRACTOR SHALL PROVIDE ACCESS TO THE EXISTING DRY HYDRANTS AT ALL TIMES DURING CONSTRUCTION.

GENERAL NOTE REGARDING TEMPORARY CONSTRUCTION CONDITIONS :

1.

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

JOB SPECIFIC VERIZON UTILITY NOTES:

1.

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

JOB SPECIFIC PLAN SYMBOLS

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

JOB SPECIFIC LEGEND:

- CFS

COMPOST FILTER SOCK (SEE DETAILS)
- ETR

EXISTING TO REMAIN
- GDG

GUARDRAIL END DELINEATOR – GREEN
- GDR

GUARDRAIL END DELINEATOR – RED
- P

FULL DEPTH RECONSTRUCTION – ROADWAY
- 3" MODIFIED CLASS 9.5 HMA (PLACED IN TWO 1.5" LIFTS)  
4" CLASS 19.0 HMA  
12" GRAVEL BORROW SUBBASE COURSE
- NUP

NEW UTILITY POLE (BY OTHERS)
- PMG

PLACEMENT OF MILLINGS BENEATH GUARDRAIL TO A MINIMUM DEPTH OF 5"
- RSW

REMOVE AND REBUILD NEW DRY-LAID STONE WALL
- TCLF

TEMPORARY CHAIN LINK FENCE
- TUP

TEMPORARY UTILITY POLE (BY OTHERS)

R.I. STD. DETAILS:

- 8.1.0

SEEDED DITCH
- 8.3.0M

RIPRAP DITCH (MODIFIED)(SEE DETAILS)
- 14.2.0

GRANITE HIGHWAY BOUND R.I. STD. 14.2.0
- 26.3.0

PVC PLASTIC PIPE TYPE III BARRICADE

JOB SPECIFIC GUARDRAIL REPLACEMENT NOTES:

1.

NEW GUARDRAIL AND GUARDRAIL INSTALLATIONS SHALL MEET THE 2016 MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2.

THE APPROXIMATE LOCATION AND LENGTH OF PARTIAL AND COMPLETE GUARDRAIL REMOVAL AND REPLACEMENT ARE SHOWN IN THE REFERENCE DRAWINGS. PRIOR TO DISMANTLING ANY SECTION OF THE GUARDRAIL, THE CONTRACTOR SHALL VERIFY THESE LOCATIONS AND LENGTHS WITH THE ENGINEER. ALL GUARDRAIL SECTIONS THAT ARE TO BE REMOVED SHALL BE REPLACED THE SAME DAY. IF SAME DAY REPLACEMENT IS NOT POSSIBLE, THE CONTRACTOR SHALL PROVIDE CONCRETE BARRIERS WITH FLARE OUTSIDE THE CLEAR ZONE OR CRASH CUSHION. PLACEMENT AND REMOVAL OF CONCRETE BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL REPLACEMENT. THEREFORE THERE IS NO SEPARATE PAYMENT.
3.

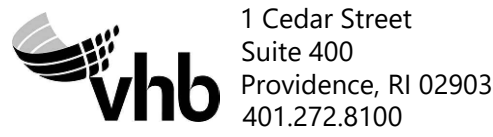
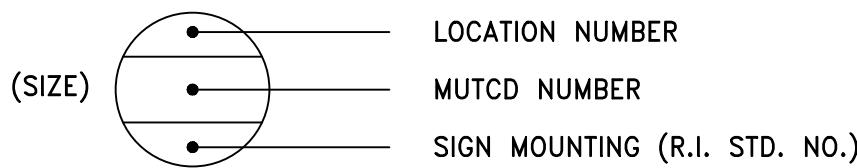
THE CONTRACTOR SHALL NOT INSTALL GUARDRAIL POSTS WITHIN PAVED WATERWAYS, ON TOP OF DRAIN LINES, OR ON TOP OF BOX CULVERTS. WHERE NECESSARY, POST SPACING SHALL BE ADJUSTED TO AVOID CONFLICTS, PROVIDED MINIMUM DEFLECTION REQUIREMENTS ARE STILL MET. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO INSTALL STEEL BEAM GUARDRAIL POSTS ON EITHER SIDE OF AN OBSTRUCTION THAT IS LESS THAN SIX (6) FEET WIDE USING THE NORMAL 6'-3" POST SPACING. THIS MAY REQUIRE THAT THE GUARDRAIL INSTALLATION IS STARTED AT THE OBSTRUCTION AND CONTINUED IN EITHER DIRECTION AWAY FROM THE OBSTRUCTION TO THE DESIRED LENGTH SHOWN ON THE PLANS AND SPECIFIED IN THE CONTRACT DOCUMENTS.
4.

THE CONTRACTOR SHALL NOTE THAT THE REQUIRED INSTALLATION OF REFLECTORIZED DELINEATORS ON ALL GUARDRAIL AND GUARDRAIL END TREATMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE GUARDRAIL ITEM. NO SEPARATE PAYMENT WILL BE MADE FOR THE REFLECTORIZED DELINEATORS. DELINEATION STICKERS ARE ALSO REQUIRED ON ALL APPROACH END SECTIONS, AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE END TREATMENT.
5.

WHERE EXISTING GUARDRAIL POSTS ARE REMOVED AND NO NEW GUARDRAIL IS INSTALLED, THE POST HOLES SHALL BE FILLED WITH COMMON BORROW. PLANTABLE SOIL AND SEED SHALL BE SPREAD ACROSS THE FILLED HOLES. HOLES SHALL BE FILLED WITH CONCRETE BITUMINOUS PATCH ON IMPERVIOUS SURFACES. THE COST OF THIS ITEM SHALL BE INCIDENTAL TO ITEM CODE 201.0415 REMOVE AND DISPOSE GUARDRAIL AND POST ALL TYPES.
6.

THERE WILL BE NO DIRECT PAYMENT FOR ANY HARDWARE, UNLESS OTHERWISE NOTED, REQUIRED TO PROPERLY COMPLETE THE INSTALLATION OF GUARDRAIL IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, STANDARD DETAILS, OR SPECIAL DETAILS CONTAINED IN THE CONTRACT. HARDWARE SHALL INCLUDE ALL NUTS, BOLTS, AND WASHERS.

TYPICAL SIGN DESIGNATION SYMBOL



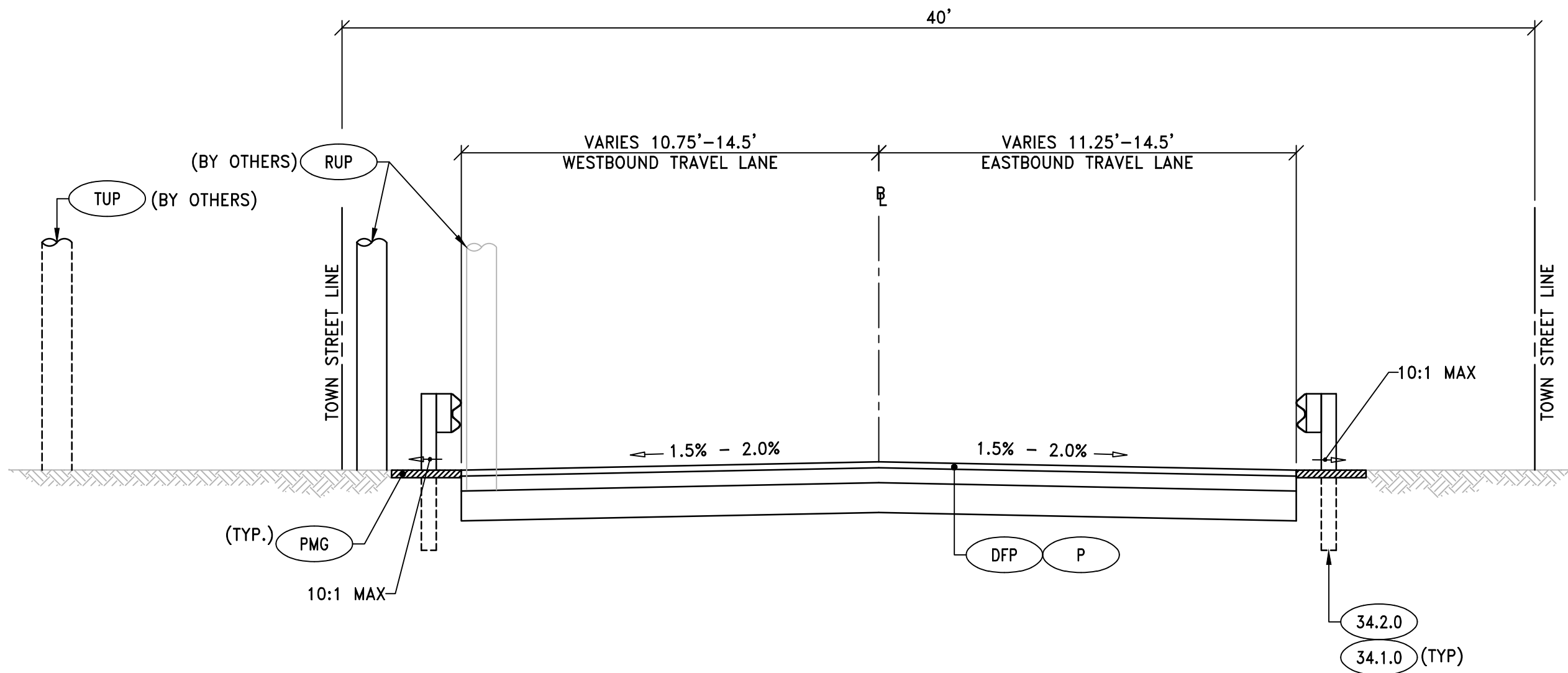
RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 5  
OF: 45

SCALE: NOT TO SCALE

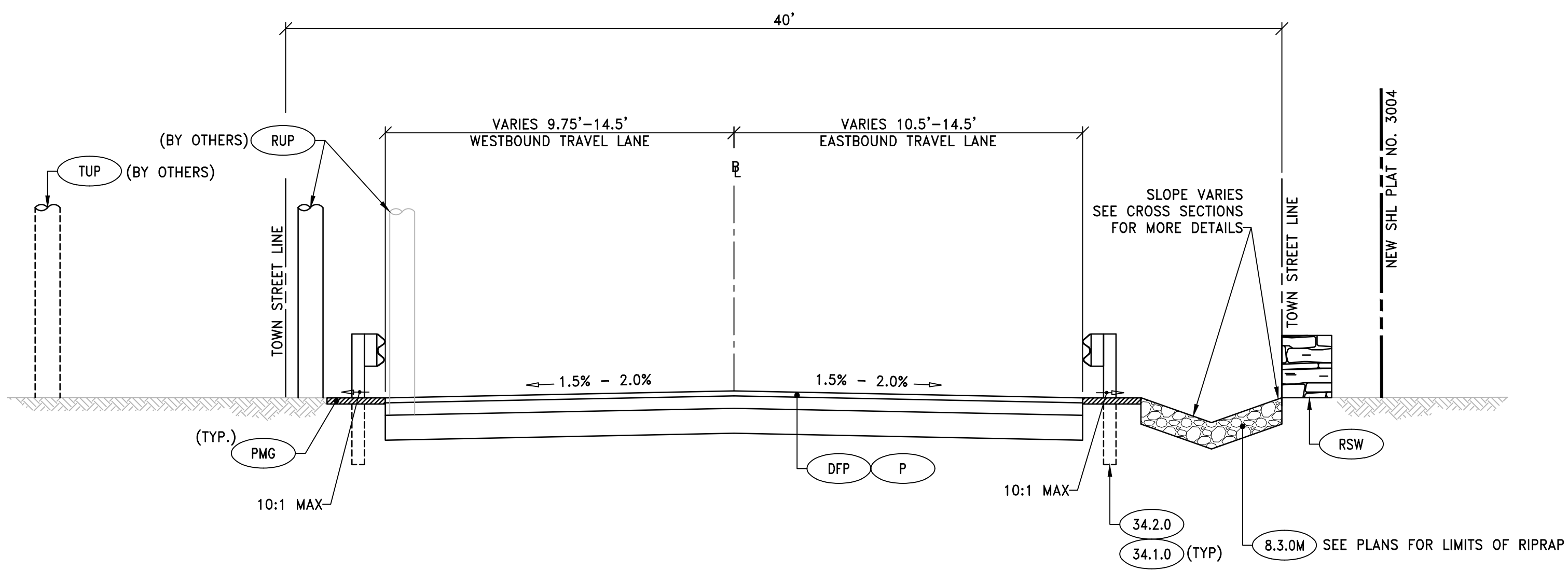
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

RE-ADVERTISING OF  
BRIDGE GROUP 44\_H - NONQUIT POND  
TIVERTON RHODE ISLAND  
JOB SPECIFIC PLAN SYMBOLS,  
LEGEND & NOTES

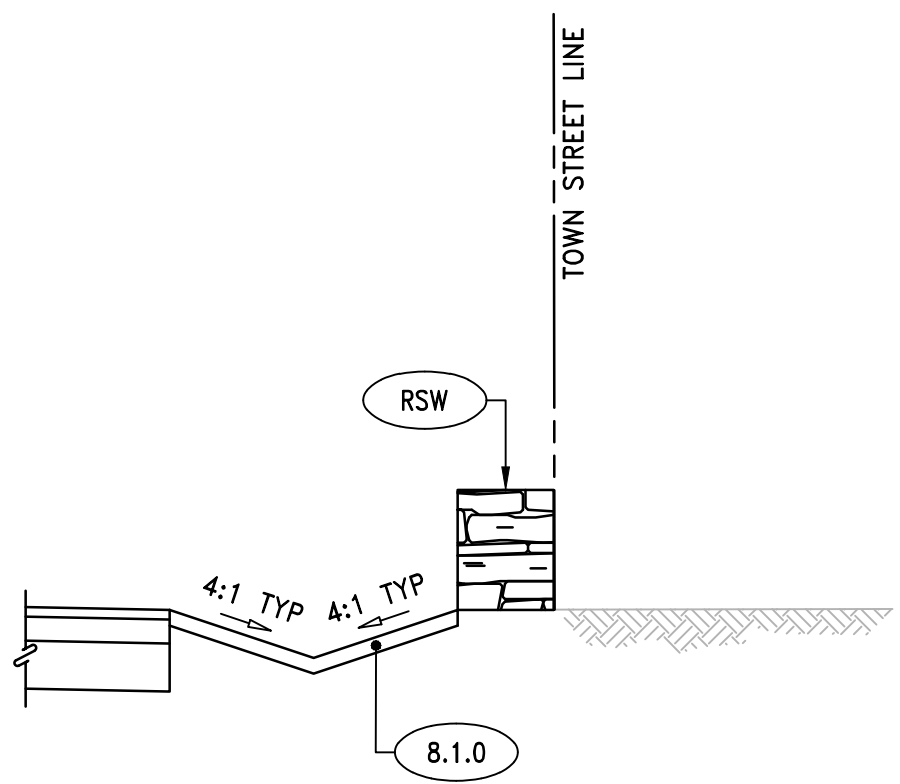


TYPICAL ROADWAY SECTION  
STA: 11+00 TO STA: 11+84

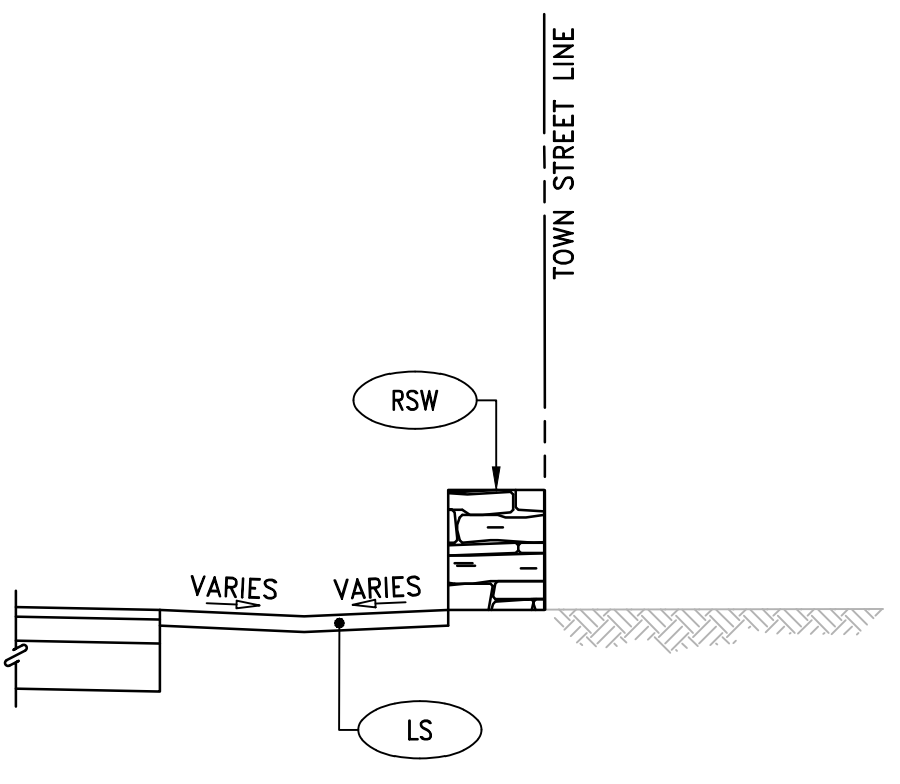
**PAVEMENT STRUCTURE:**  
3" MODIFIED CLASS 9.5 HMA (PLACED IN TWO 1.5" LIFTS)  
4" CLASS 19.0 HMA  
12" GRAVEL BORROW SUBBASE COURSE



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



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

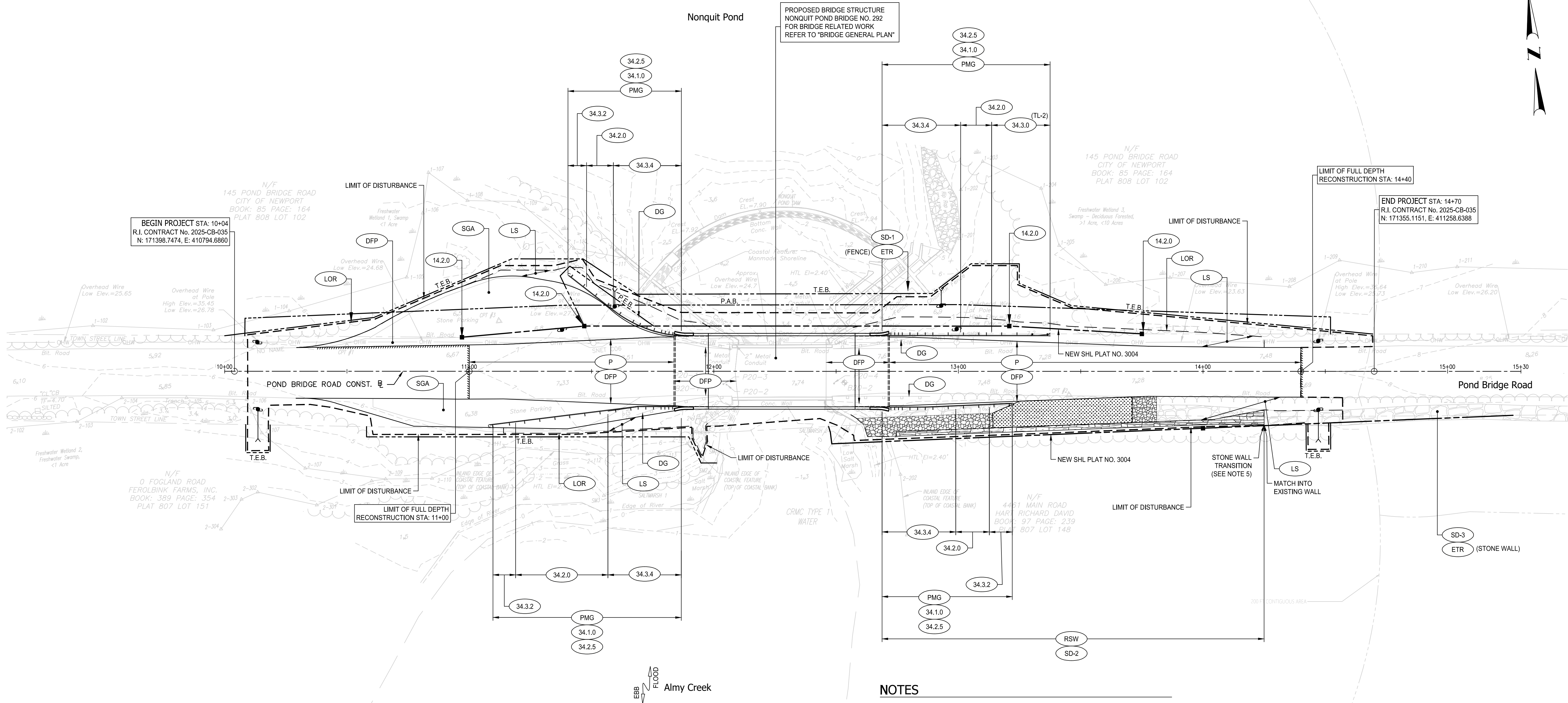


STA: 13+81 RT TO STA: 14+25 RT

**NOTES:**

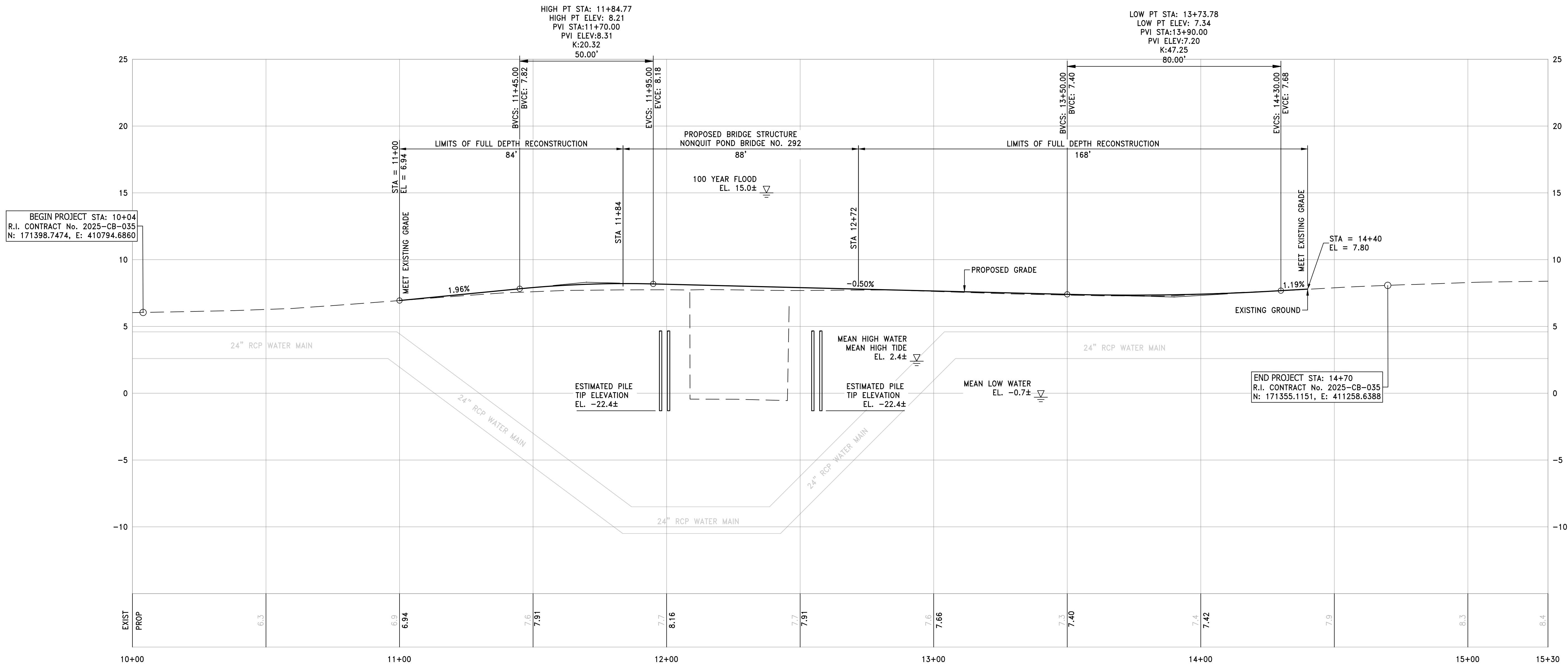
- CONTRACTOR SHALL PAVE THE FINAL SURFACE COURSE, BRIDGE APPROACHES, AND BRIDGE DECK IN ONE CONTINUOUS PULL.



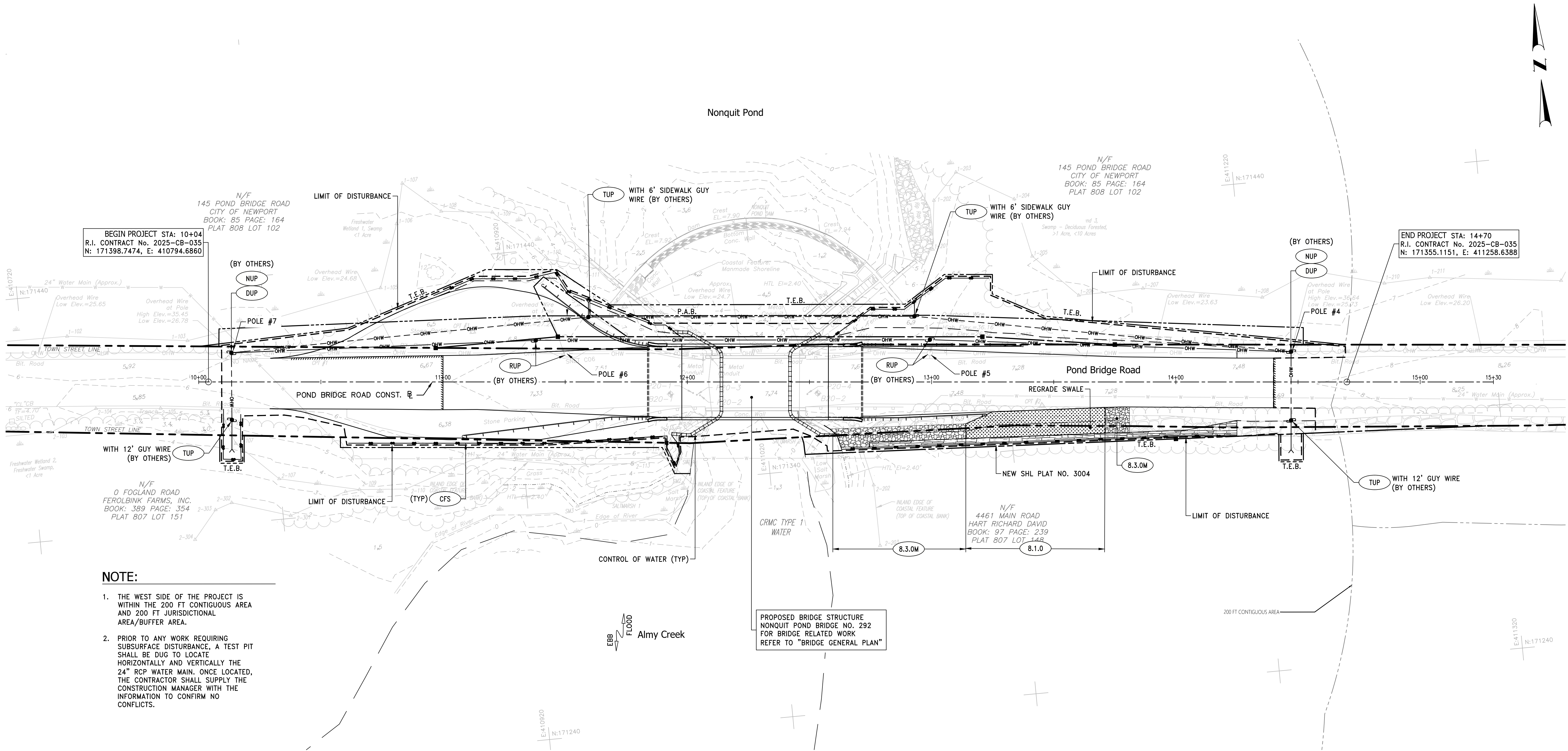


NOTES

- IN ENVIRONMENTALLY SENSITIVE AREAS THAT REQUIRE CONTROL OF WATER, MEASURES USED TO CONTROL THE WATER SHOULD BE REMOVED UPON COMPLETION OF WORK IN THAT AREA.
- CONTRACTOR TO USE MAXIMUM 60 LB. SANDBAGS ACROSS SALT MARSH. THE USE OF BULK SANDBAGS IS ALSO ALLOWABLE. WATER CONTROLS SHALL NOT EXCEED 25% OF THE WATERWAY WIDTH MEASURED FROM MHW AT ANY TIME OF THE YEAR.
- CONTRACTOR SHALL NOT DISTURB OR ENCOACH ON SALT MARSH OTHER THAN TO PLACE AND REMOVE CONTROL OF WATER MEASURES.
- ANY DISPOSAL OF EXCESS STONES REMOVED FROM THE EXISTING STONE WALL THAT ARE NOT TO BE REUSED FOR REBUILDING THE NEW STONE WALL SHALL BE CONSIDERED INCIDENTAL TO ITEM 912.0106 "REMOVE AND REBUILD NEW DRY-LAID STONE WALLS".
- THE TRANSITION FROM EXISTING STONE WALL TO THE NEW STONE WALL SHALL BE CONSIDERED INCIDENTAL TO ITEM 912.0106 "REMOVE AND REBUILD NEW DRY-LAID STONE WALLS".
- THE ENTIRE WORK AREA IS WITHIN JURISDICTIONAL AREA AND BUFFER ZONE OF CRMC FRESHWATER WETLANDS IN THE VICINITY OF THE COAST.
- THE WEST SIDE OF THE PROJECT IS WITHIN THE 200 FT CONTIGUOUS AREA AND 200 FT JURISDICTIONAL AREA/BUFFER AREA.
- SPECIAL GRADED AGGREGATE, SGA, FOR PARKING LOTS SHALL BE 8" IN DEPTH.





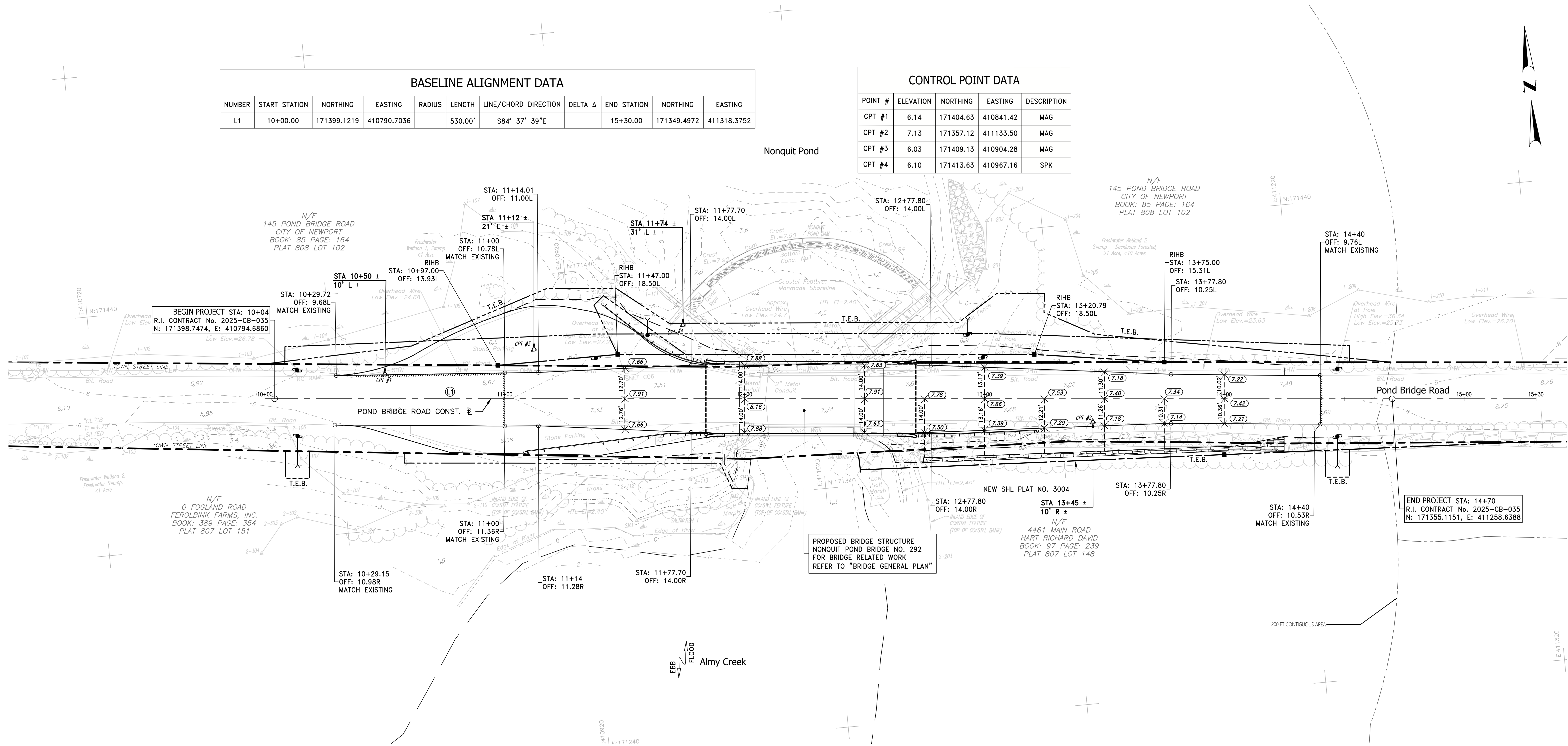


- NOTE:**
1. THE WEST SIDE OF THE PROJECT IS WITHIN THE 200 FT CONTIGUOUS AREA AND 200 FT JURISDICTIONAL AREA/BUFFER AREA.
  2. PRIOR TO ANY WORK REQUIRING SUBSURFACE DISTURBANCE, A TEST PIT SHALL BE DUG TO LOCATE HORIZONTALLY AND VERTICALLY THE 24" RCP WATER MAIN. ONCE LOCATED, THE CONTRACTOR SHALL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

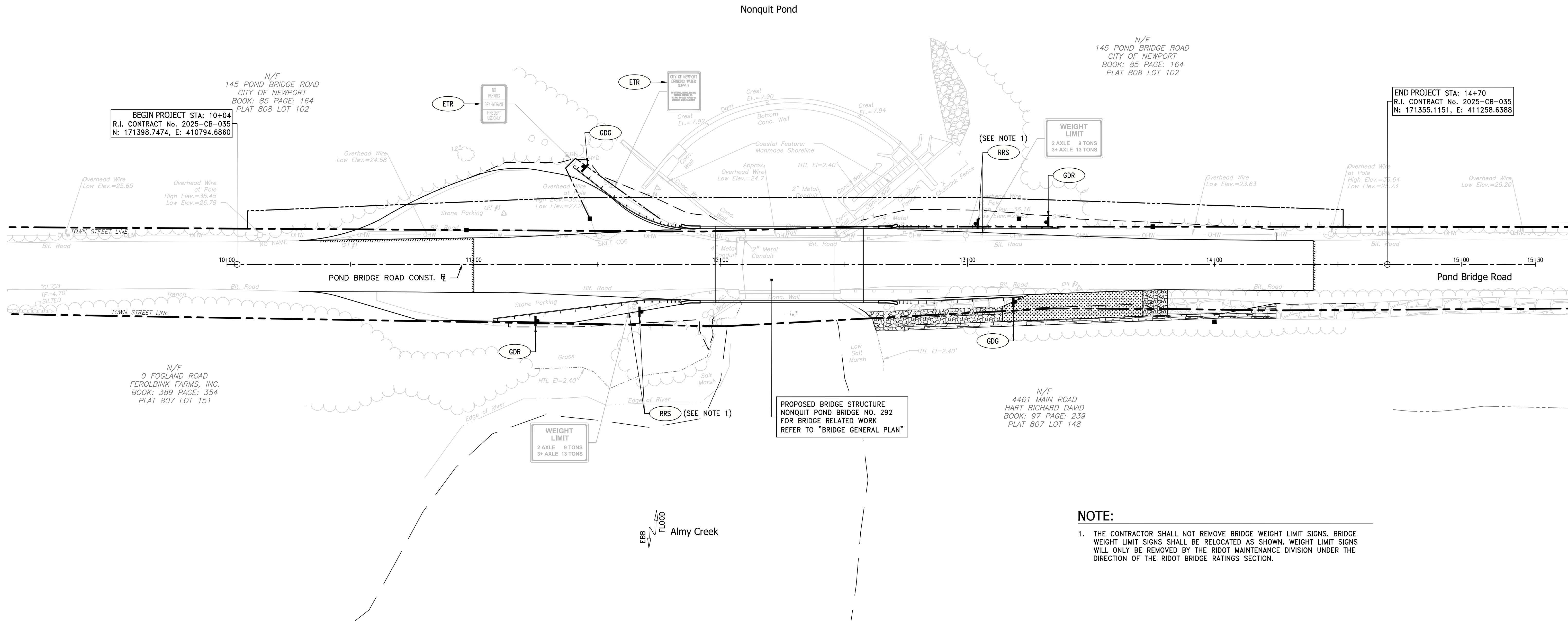


BASELINE ALIGNMENT DATA										
NUMBER	START STATION	NORTHING	EASTING	RADIUS	LENGTH	LINE/CHORD DIRECTION	DELTA Δ	END STATION	NORTHING	EASTING
L1	10+00.00	171399.1219	410790.7036		530.00'	S84° 37' 39"E		15+30.00	171349.4972	411318.3752

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



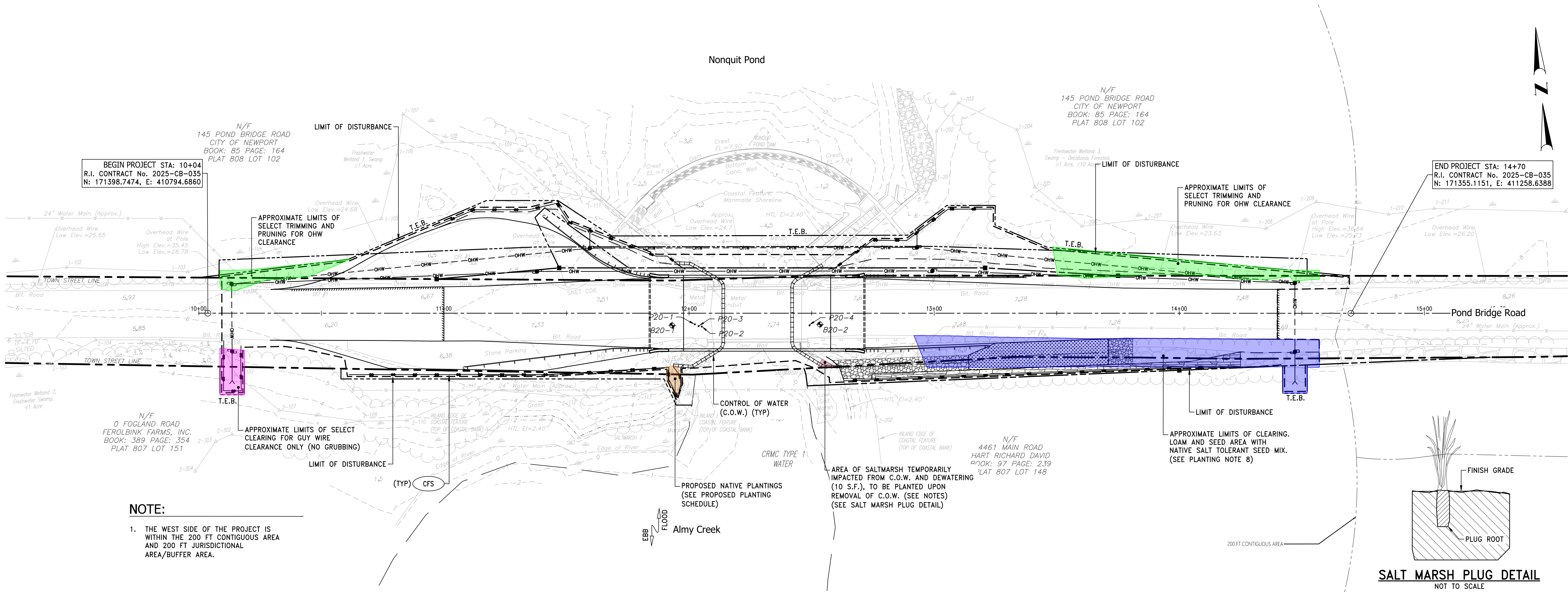




**NOTE:**

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





**NOTE:**

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

**GENERAL VEGETATION REMOVAL NOTES:**

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

**NORTHERN LONG-EARED BAT (NLEB) NOTES:**

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

**PLANTING NOTES:**

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

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

**LEGEND:**

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



1 Cedar Street  
Suite 400  
Providence, RI 02903  
401.272.8100



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

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

Scale: 1"=20'					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

RE-ADVERTISING OF  
BRIDGE GROUP 44\_H - NONQUIT POND

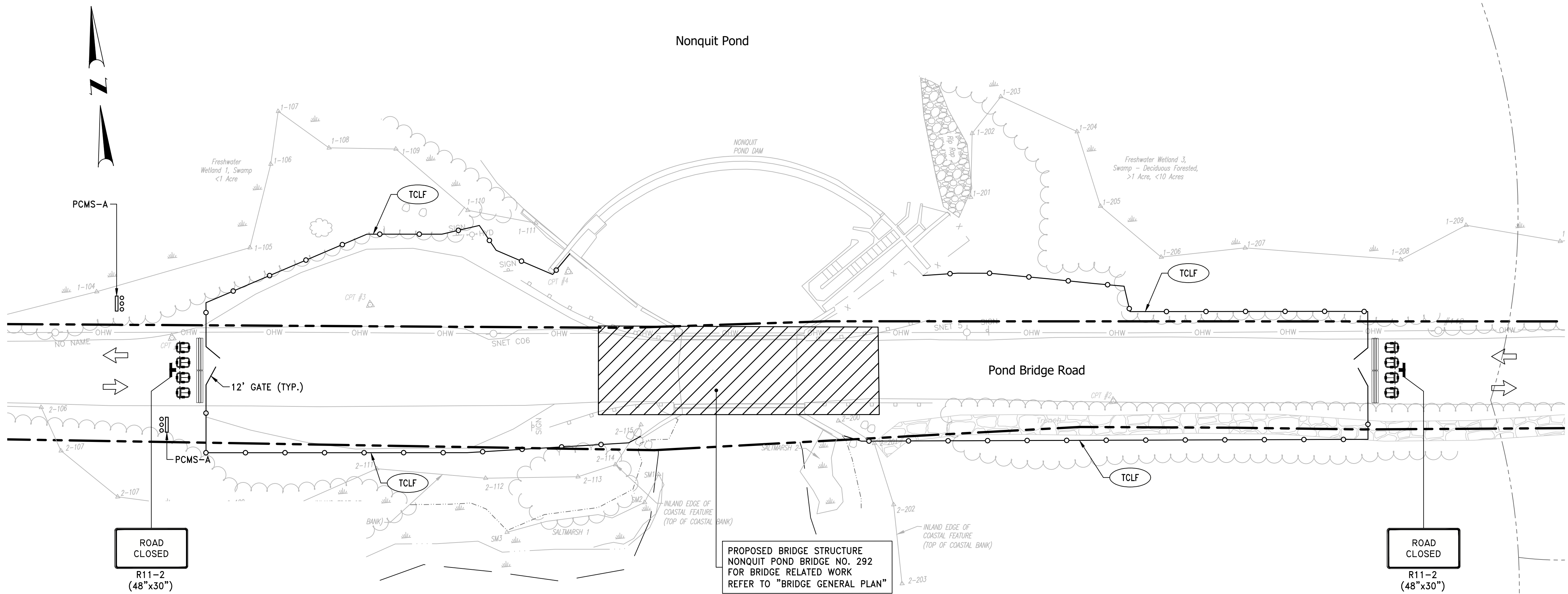
TIVERTON RHODE ISLAND

VEGETATION IMPACT  
AND LANDSCAPE PLAN



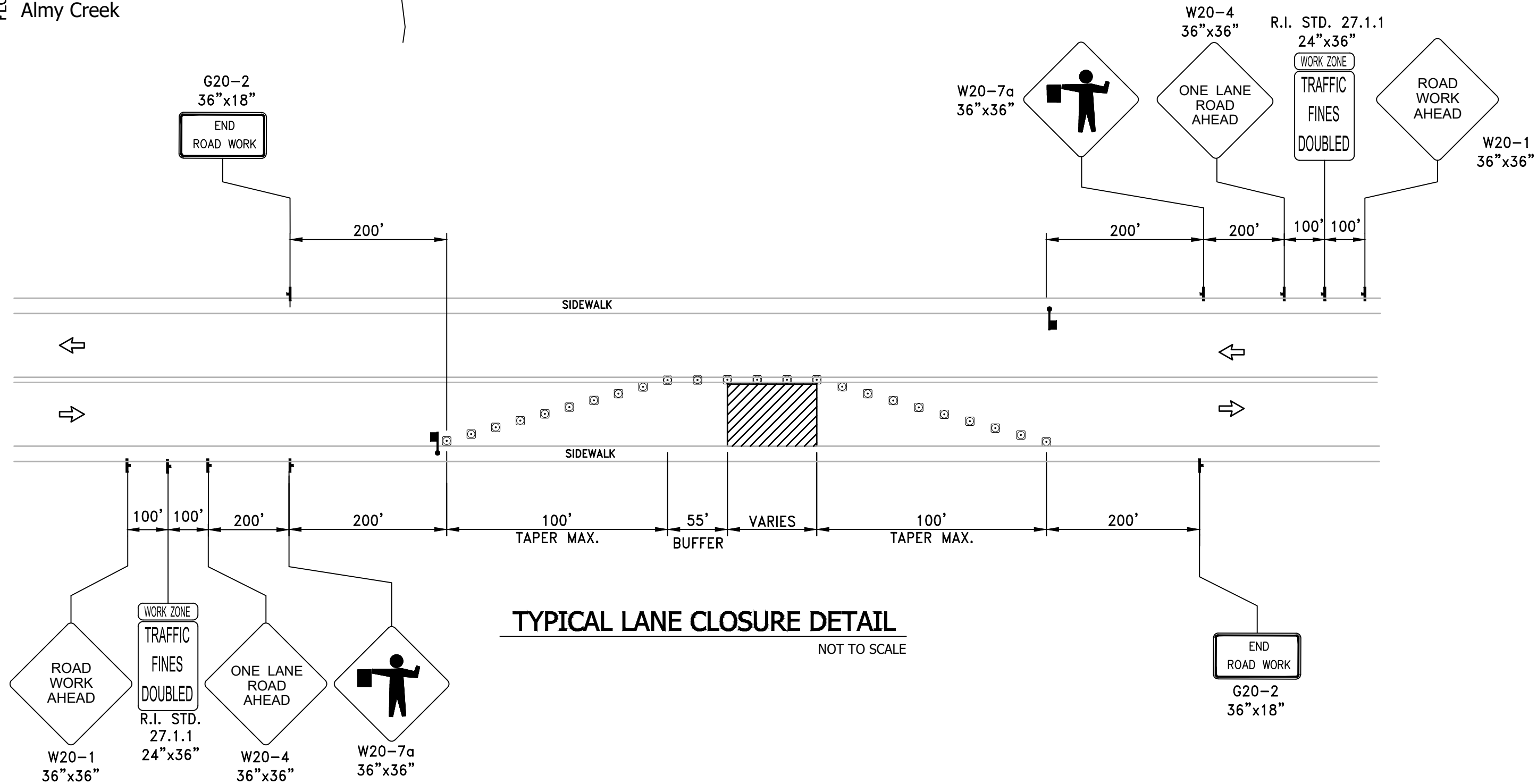
NOTES

- ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
- ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
- ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
- DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE CONSTRUCTION MANAGER.
- THE BUFFER SPACES SHOULD BE EXTENDED IF NECESSARY SO THAT THE 100' MAX. TWO-WAY TRAFFIC TAPERS ARE PLACED BEFORE THE HORIZONTAL (OR CREST VERTICAL) CURVES TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND QUEUES OF STOPPED VEHICLES.
- THE MAXIMUM SPACING BETWEEN THE FLUORESCENT TRAFFIC CONES SHALL BE TWENTY-FIVE (25) FEET.
- MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF THE CHANNELIZATION DEVICES.
- PLASTIC PIPE BARRICADES SHALL BE EQUIPPED WITH TYPE A WARNING LIGHTS IN ACCORDANCE WITH SECTION 6F.83 OF THE MOST RECENT EDITION OF THE MUTCD, INCLUDING ALL REVISIONS AND ADDENDA. PLASTIC PIPE BARRICADES SHOULD NOT BE SPACED MORE THAN 5 FEET APART WHEN REQUIRED FOR ROAD CLOSURES.
- THE CONTRACTOR SHALL UTILIZE DRUM BARRICADES FOR TEMPORARY TRAFFIC CONTROL SETUPS WHEN NO WORKERS ARE PRESENT. FLUORESCENT TRAFFIC CONES SHALL BE USED DURING CONSTRUCTION OPERATION WHEN WORKERS ARE PRESENT.
- THE SIZES OF ALL DIAMOND SHAPED ADVANCED WARNING SIGNS SHALL BE 36"x36".
- CONTRACTOR TO REMOVE BARRIERS AS NECESSARY TO GAIN ACCESS TO THE SITE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC PROTECTION."
- SEE "TEMPORARY TRAFFIC CONTROL PLAN NO.2" FOR DETOUR ASSOCIATED WITH THIS SET-UP AND FOR PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) MESSAGES.
- THE CONTRACTOR SHALL PROVIDE NECESSARY ACCESS FOR FIRE APPARATUS AND OTHER EMERGENCY VEHICLES THROUGH THE WORK ZONE AT ALL TIMES WHEN THE BRIDGE HAS BEEN OPENED TO TRAFFIC.










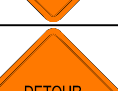

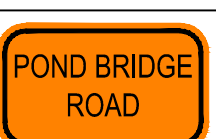
LEGEND

- DIRECTION OF TRAFFIC
- TEMPORARY SIGN
- WORK ZONE
- TEMPORARY 6' CHAIN LINK FENCE
- UNANCHORED BARRIER FOR TEMPORARY TRAFFIC CONTROL (MASH TL-3)
- DETOUR ROUTE
- PVC PLASTIC PIPE TYPE III BARRICADE R.I. STD. 26.3.0
- FLAG PERSON/POLICE OFFICER
- FLUORESCENT TRAFFIC CONE R.I. STD. 26.1.0.
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- SIGNALIZED INTERSECTION





DETOUR SIGN SCHEDULE

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

PORTABLE CHANGEABLE MESSAGE SIGN

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

MESSAGE 1

B	R	I	D	G	E
C	L	O	S	E	D
	D	A	T	E	

MESSAGE 2

	S	E	E	K		
	A	L	T			
	R	O	U	T	E	S

PCMS-A

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

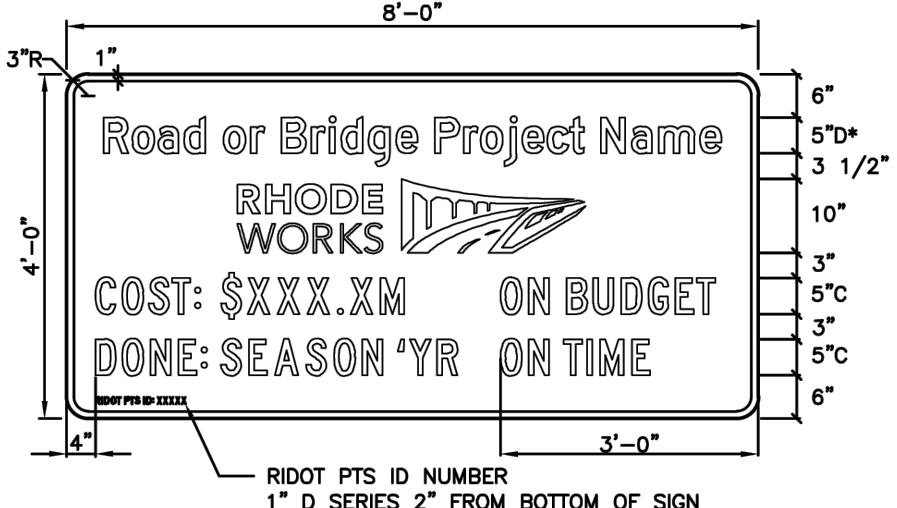
PCMS-B	P	O	N	D		B	R	G
			R	O	A	D		
		C	L	O	S	E	D	

	F	O	L	L	O	W	
	D	E	T	O	U	R	

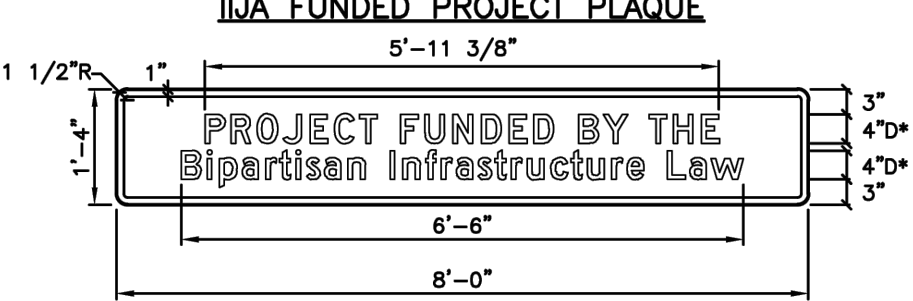
PROJECT INFORMATION SIGN

- PROJECT INFORMATION SIGN (RHODEWORKS SIGN) TO BE INSTALLED AT THE LOCATION SHOWN ON THE DETOUR MAP FOR THE DURATION OF THE PROJECT IN ACCORDANCE WITH SECTION 922 OF THE STANDARD SPECIFICATIONS.
- THE COST OF THE PROJECT INFORMATION SIGN SHALL BE CONSIDERED INCIDENTAL TO ITEM 937.0100 - FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC PROTECTION.

PROJECT INFORMATION SIGN



PROJECT FUNDED PLAQUE




LEGEND:

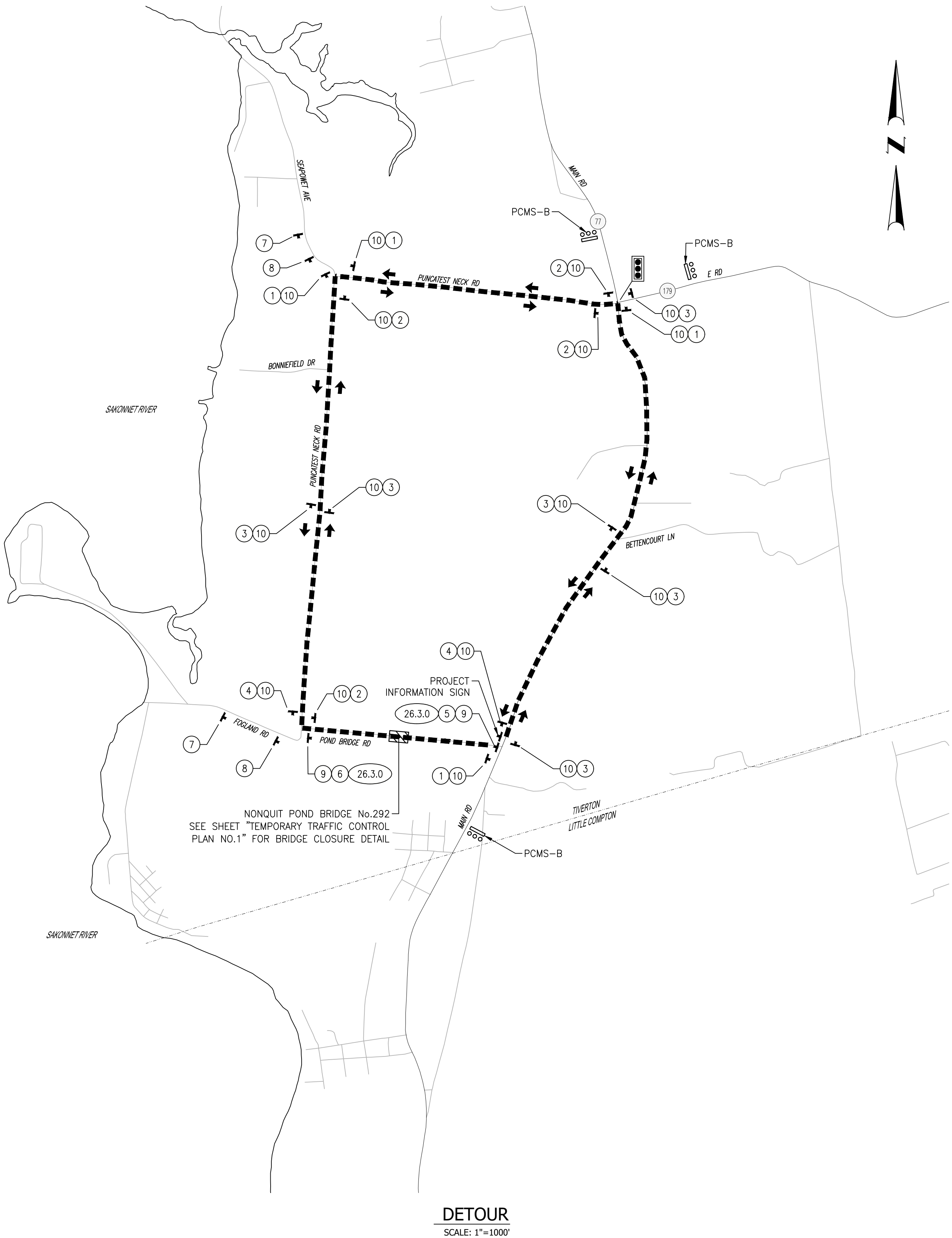
\*C DENOTES C SERIES MAY BE USED ON LONGER TITLES

\*\* DENOTES INCREASE LETTER AND WORD SPACING 100%

NOTES:

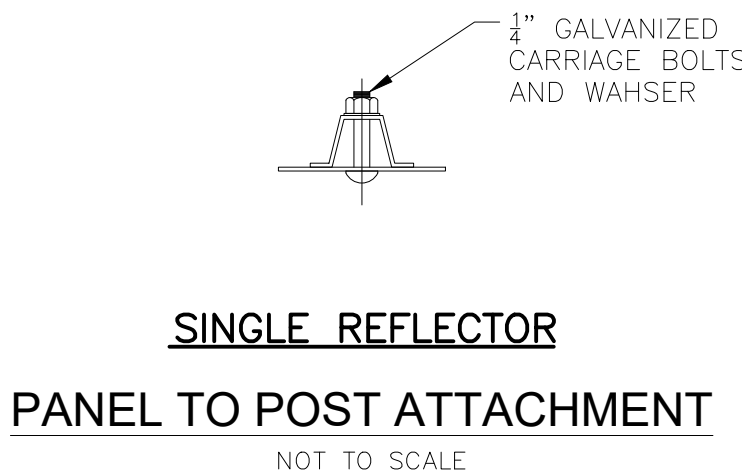
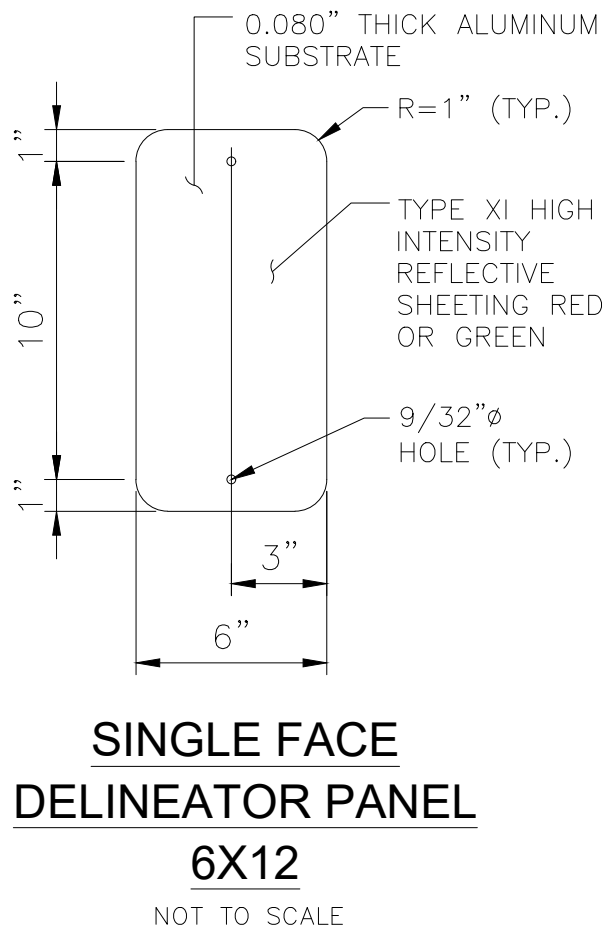
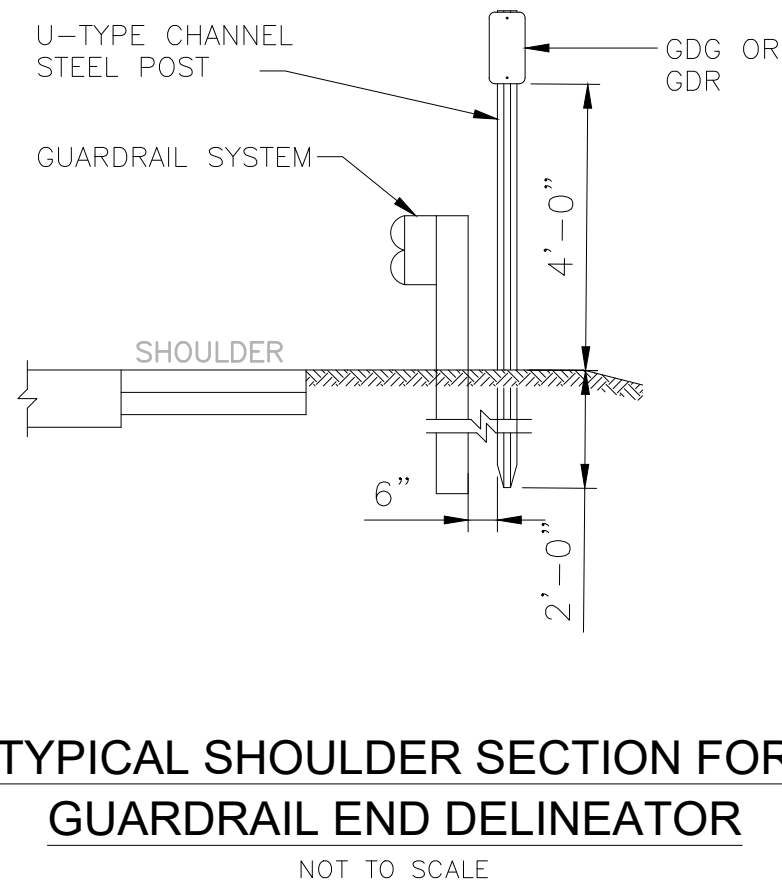
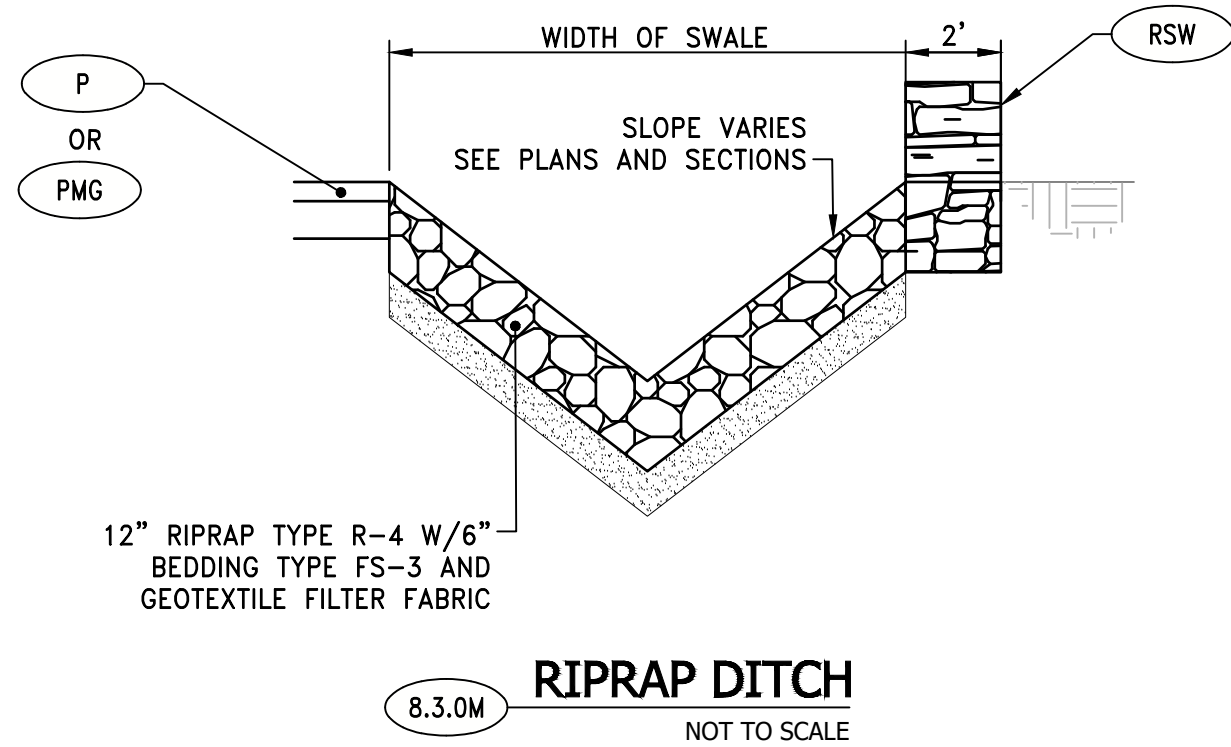
- SIGN PANEL SUBSTRATE .080" SHEET ALUMINUM.
- SHEETING TYPE NON-REFLECTIVE CAST VINYL, INK/JET PRINT, ACRYLIC LAMINATE.
- BACKGROUND GREEN, C:100 M:0 Y:39 K:48 (TRAFFIC GREEN APPROXIMATION).
- LETTERING WHITE FHWA STD. SERIES C AND D.
- BORDER WHITE NO INSET.
- SYMBOL RHODE WORKS LOGO, 48"x10.5"
- PROJECT SPECIFIC INFORMATION TO BE PROVIDED BY THE DEPARTMENT.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION		
PROJECT INFORMATION SIGN		
 CHIEF ENGINEER FOR INFRASTRUCTURE		SEPTEMBER 25, 2024 ISSUE DATE
		R.I. STANDARD 29.1.2



REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

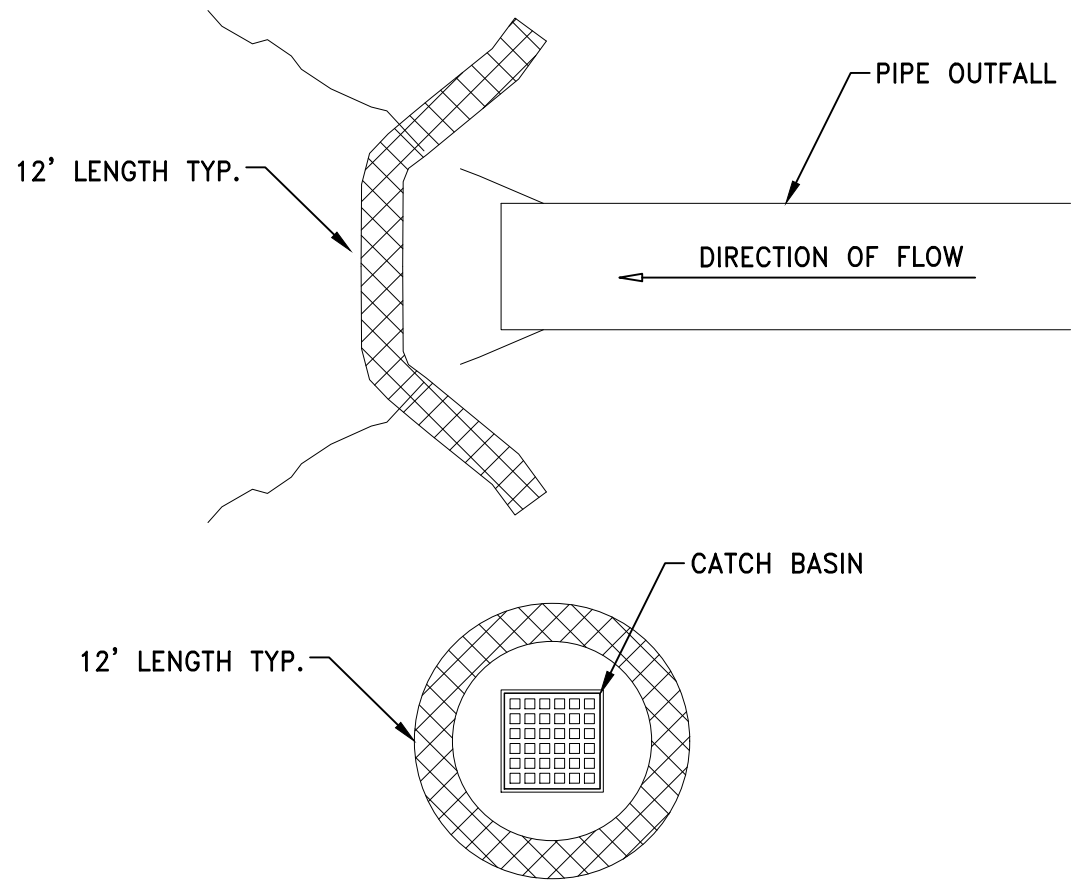
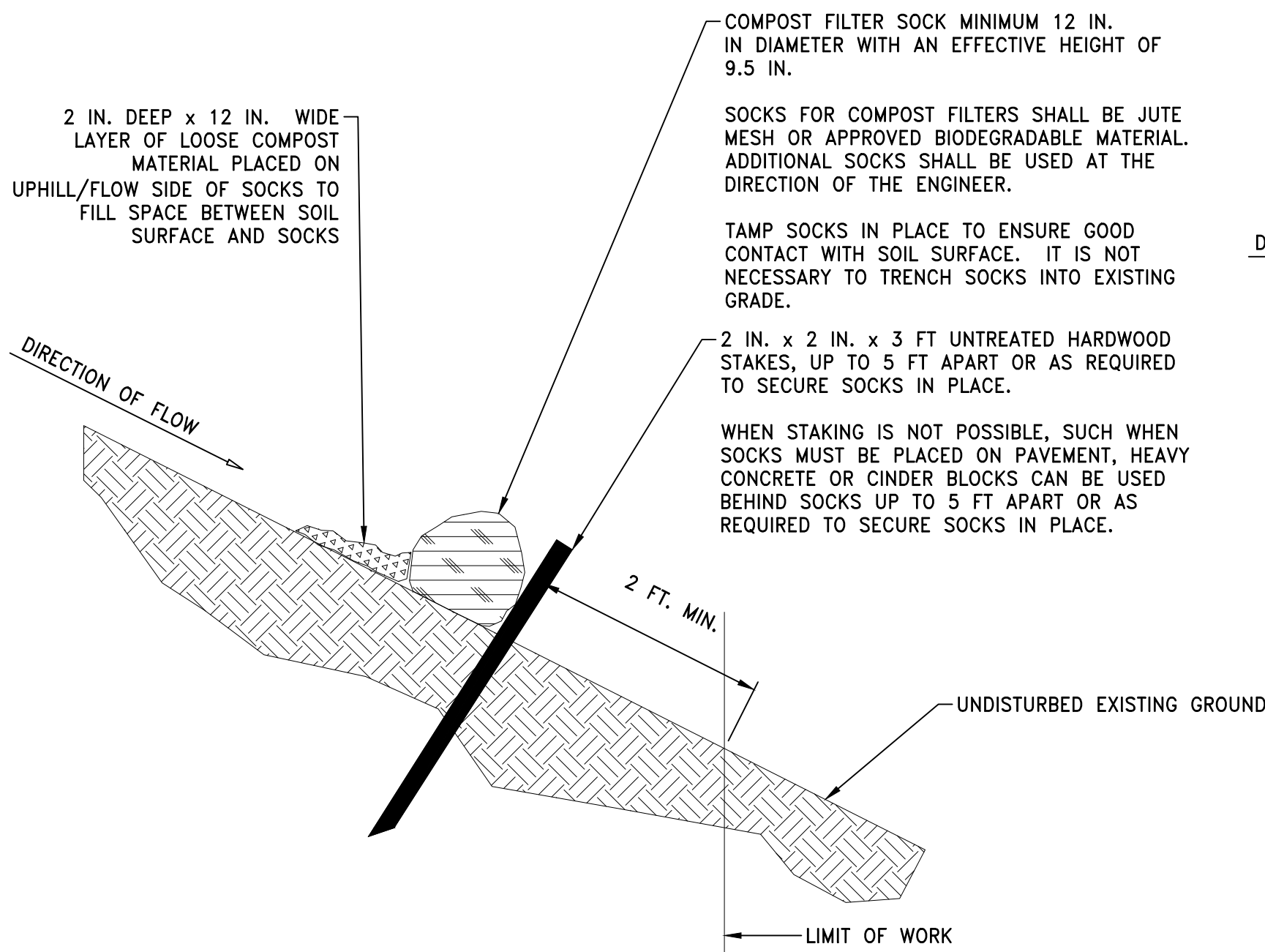




NOTES

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

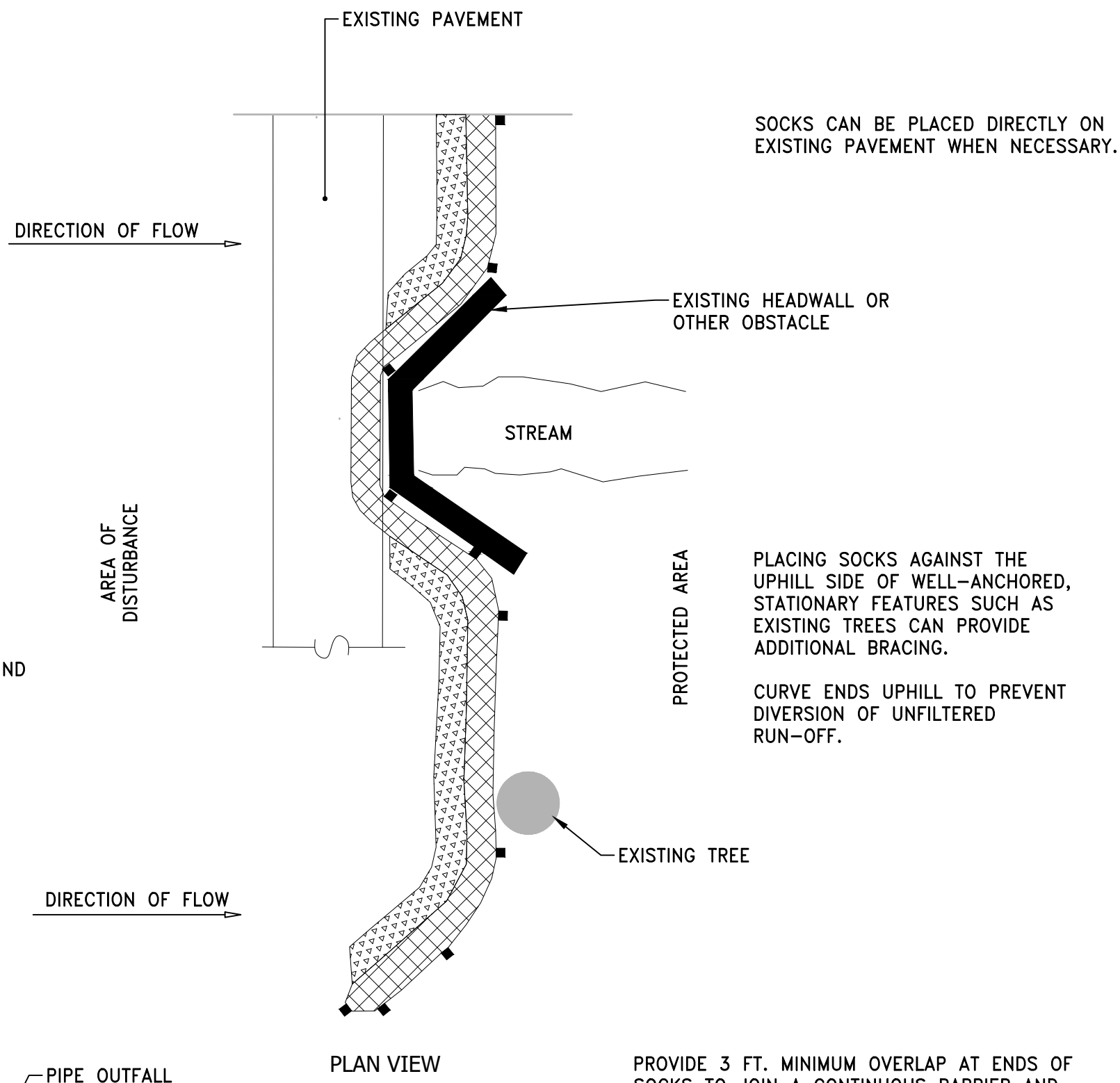
DELINEATOR PANEL DETAILS AND NOTES



NOTES:

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

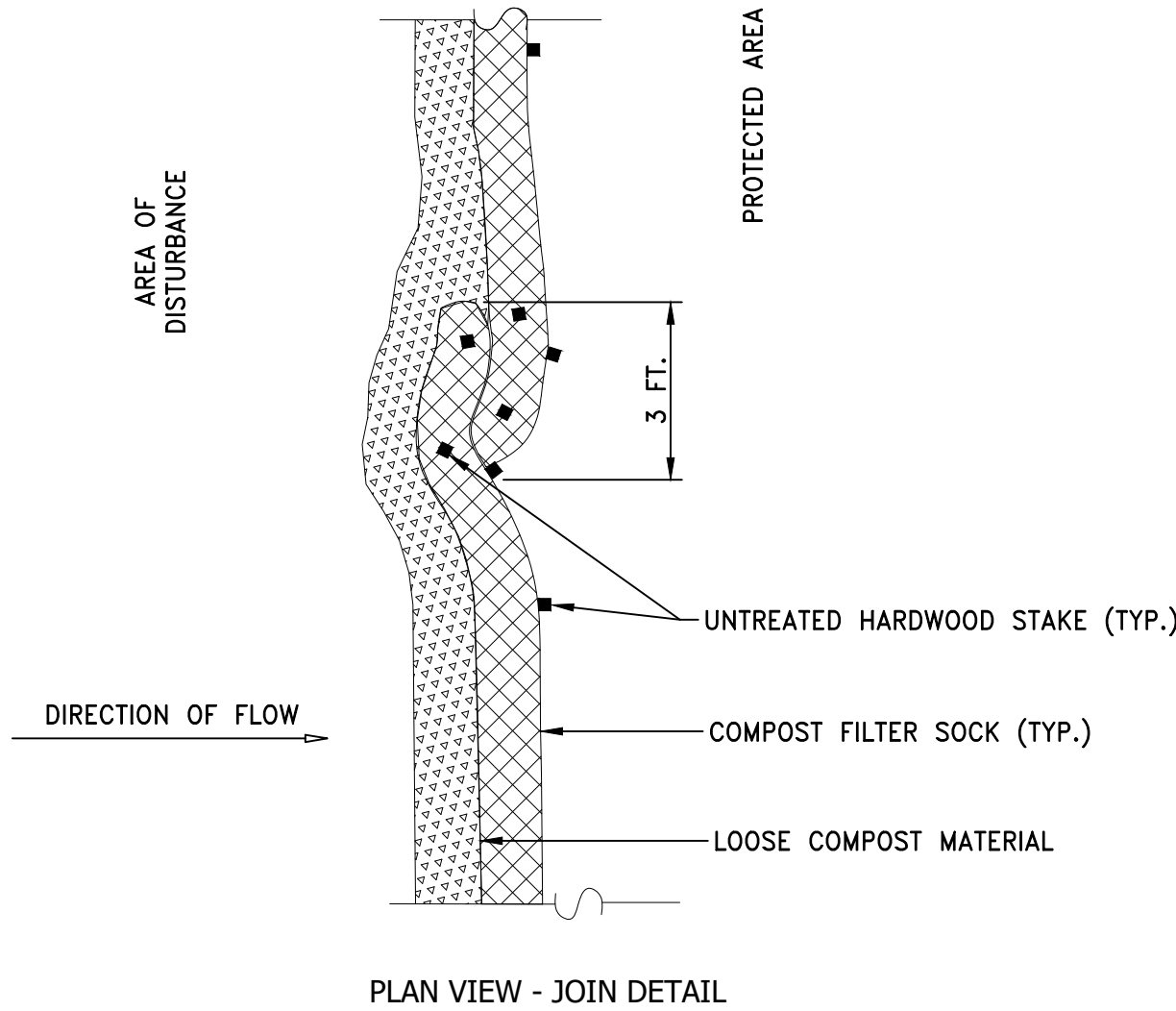
CFS COMPOST FILTER SOCK DETAIL NOT TO SCALE



PLAN VIEW

PROVIDE 3 FT. MINIMUM OVERLAP AT ENDS OF SOCKS TO JOIN A CONTINUOUS BARRIER AND MINIMIZE UNIMPEDED FLOW. STAKE JOINING SOCKS SNUGLY AGAINST EACH OTHER TO PREVENT UNFILTERED FLOW BETWEEN THEM.

SECURES ENDS OF SOCKS WITH STAKES SPACED 18 IN. APART THROUGH TOPS OF SOCKS.



PLAN VIEW - JOIN DETAIL

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

GENERAL NOTES

1. ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
  - THE FEBRUARY 2025 EDITION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).
  - THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, 9TH EDITION, 2020, INCLUDING THE LATEST INTERIM REVISIONS.
  - THE SPECIFICATIONS ACCOMPANYING THESE PLANS.
2. 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.
3. ALL ELEVATIONS ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF NAVD 88.
4. COORDINATES USED ON THESE PLANS ARE BASED ON THE STATEWIDE COORDINATE SYSTEM, THE NORTH AMERICAN DATUM OF 1983 (NAD 83).
5. TOPOGRAPHIC CONDITIONS WERE OBTAINED FROM THE PLAN ENTITLED "EXISTING CONDITIONS PLAN; TOPOGRAPHIC/BOUNDARY SURVEY; NONQUIT POND ROAD BRIDGE; TIVERTON, RHODE ISLAND PREPARED BY MARTINEZ COUCH & ASSOCIATES; SEPT. 23, 2020; SCALE: 1"=20'.
6. FOR BENCH MARKS AND TIES, SEE HIGHWAY LOCATION PLANS.
7. ANGLES ARE SHOWN TO THE NEAREST SECOND.
8. ALL FOOTINGS AND PILE CAPS SHALL BE APPROVED BY THE ENGINEER AS TO DIMENSIONS, ELEVATIONS, AND SUITABILITY OF FOUNDATION MATERIAL BEFORE THE PLACING OF CONCRETE.
9. ALL WORKING POINTS ARE SHOWN AT THE CENTERLINES OF BEARINGS OF ABUTMENTS AND AT THE CENTERLINES OF PIERS, UNLESS OTHERWISE NOTED.
10. ALL ABUTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.
11. 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.
12. TEMPORARY PROTECTIVE SHIELDING: DEBRIS SHIELDS SHALL BE PROVIDED AND INSTALLED TO PROTECT MOTORISTS, WATER WAYS, ETC. FROM ANY DEMOLITION OR CONSTRUCTION DEBRIS.

DESIGN DATA

1. DESIGN SPECIFICATIONS
  - THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020, INCLUDING ALL INTERIM REVISIONS TO DATE.
  - THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL 2008 EDITION INCLUDING ALL REVISIONS TO DATE.
  - ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2008.
  - THE FEBRUARY 2024 REVISION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).
  - IN CASE OF CONFLICT, THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL SHALL GOVERN.

2. LOAD MODIFIERS

THE LOAD MODIFIERS FOR THIS PROJECT ARE AS FOLLOWS:

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

3. LOAD FACTORS

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

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

4. LIVE LOADS

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

5. FOUNDATION DESIGN DATA

DEEP FOUNDATIONS:

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

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

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

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

6. WIND LOADING DESIGN DATA

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

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

7. TRAFFIC DATA

SEE COVER SHEET FOR TRAFFIC DATA.

8. HYDRAULIC AND SCOUR DATA

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

9. DESIGN TIDAL INFORMATION (NAVD 88)

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

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

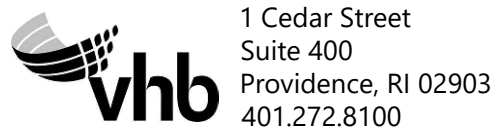
THE HIGH TIDE LINE WAS SURVEYED IN THE FIELD ON 1/12/2021. FIELD OBSERVATIONS SHOW THAT MEAN HIGH TIDE AND MEAN HIGH WATER ELEVATIONS TO BE SIMILAR. THE TIDAL RANGE IS REFERENCED FROM RIDOT PLAN ENTITLED "BRIDGE REPLACEMENT, SEAPOWET BRIDGE, TIVERTON, RHODE ISLAND" CRMC FILE #1994-01-04.

10. THERMAL DESIGN FORCE DATA

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

11. SEISMIC DESIGN DATA

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



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

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

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

RE-ADVERTISING OF  
BRIDGE GROUP 44\_H - NONQUIT POND

TIVERTON RHODE ISLAND

BRIDGE NOTES - 1



MATERIALS

STEEL PILES:

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

STEEL PLATES:

- AASHTO M270, GRADE 50

REINFORCING STEEL:

- AASHTO DESIGNATION M 31, GRADE 60

PRESTRESSING STEEL:

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

CONCRETE STRENGTHS:

- CLASS HP  $\frac{3}{4}$ " f<sub>c</sub>=8,000 PSI  
PRESTRESSED BEAMS
- CLASS HP  $\frac{3}{4}$ " f<sub>c</sub>=5,000 PSI  
PARAPETS, BACKWALLS, END DIAPHRAGMS, ENDPOTS, CLOSURE POURS, CURTAIN WALLS, ABUTMENT STEMS, WINGWALL STEMS
- CLASS XX  $\frac{3}{4}$ " f<sub>c</sub>=4,000 PSI  
APPROACH SLABS, PILE CAPS, WALL CAPS
- CLASS XX  $\frac{3}{4}$ " f<sub>c</sub>=4,000 PSI  
CONCRETE REPAIR AREAS
- PATCHING MORTAR f<sub>c</sub>=4,000 PSI  
AS REQUIRED BY CONCRETE REPAIR NOTES AND DETAILS SHEET

FOUNDATIONS

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

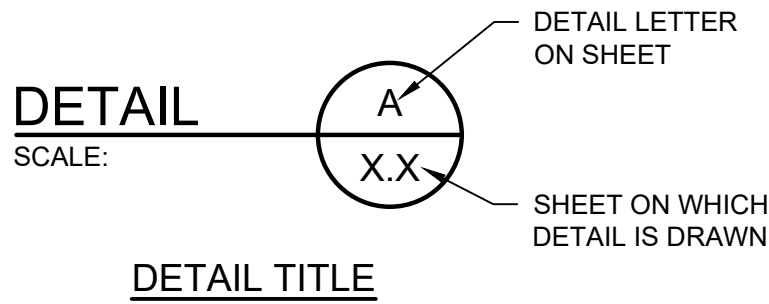
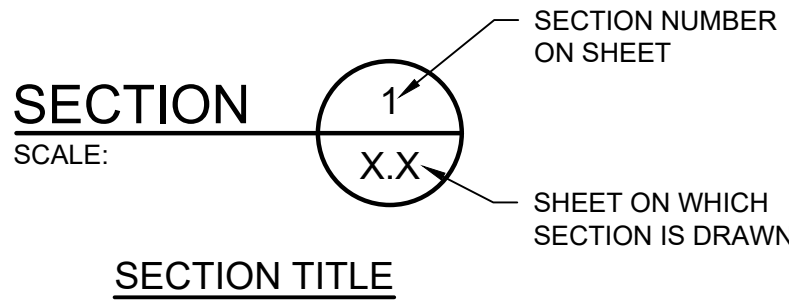
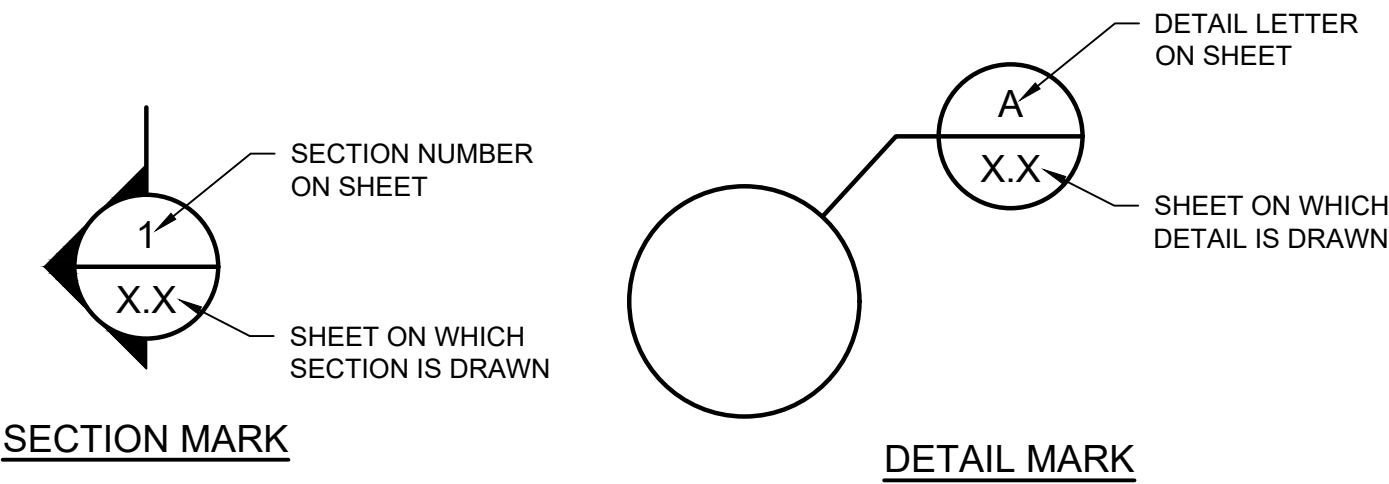
CONCRETE NOTES

- CLASSES OF CONCRETE SHALL BE HIGH PERFORMANCE CLASS HP, CLASS MC, AND CLASS XX, AS DESCRIBED IN THE RI STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS. REFER TO THE "MATERIAL" NOTES FOR CLASSES OF CONCRETE SPECIFIED FOR VARIOUS COMPONENTS.
- THE CONTRACTOR MAY, AT THE APPROVAL OF THE ENGINEER, PROPOSE THE USE OF SELF-CONSOLIDATING CONCRETE FOR ANY CLASS OF CONCRETE ON THIS PROJECT. SECTION 606 "SELF CONSOLIDATING CONCRETE (SCC)", CONTAINS THE REQUIREMENTS FOR MODIFYING ALL CLASSES OF CONCRETE MIX DESIGN FOR SELF-CONSOLIDATING APPLICATIONS.
- ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED.
- ALL REINFORCING STEEL SHALL BE GALVANIZED. ALL WIRE TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF GALVANIZED REINFORCING SHALL ALSO BE GALVANIZED. GALVANIZED COATING FOR REINFORCING STEEL SHALL CONFORM TO ASTM A767 CLASS 1.
- ALL CRITICAL LAP SPLICES SHALL BE AS SHOWN ON THE PLANS. ALL SPLICES NOT SHOWN ON THE PLANS SHALL BE LAPPED IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR CLASS B LAP SPLICES.
- UNLESS OTHERWISE INDICATED ON THE PLANS, ALL MAIN REINFORCING BARS SHALL HAVE THE FOLLOWING MINIMUM COVER:

CONCRETE CAST AGAINST OR PERMANENTLY EXPOSED TO EARTH (FOOTINGS, ABUTMENT AND WALL FACES, BACKWALLS)	3"
CONCRETE DIRECTLY EXPOSED TO SALT WATER	4"
ALL OTHER BARS	2"

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

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



SECTION & DETAIL DESIGNATIONS

LIST OF ABBREVIATIONS

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

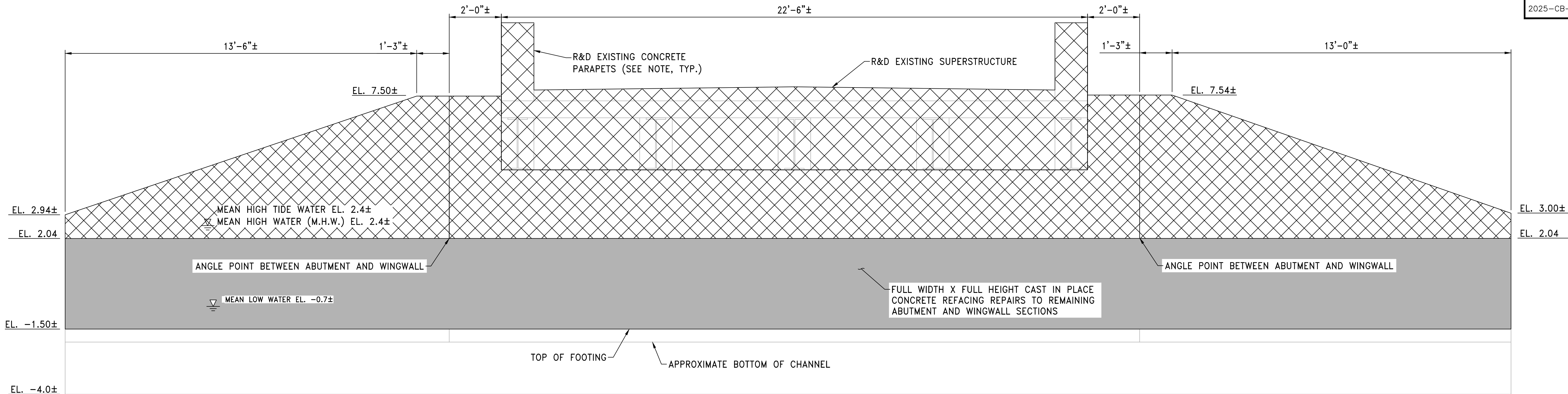






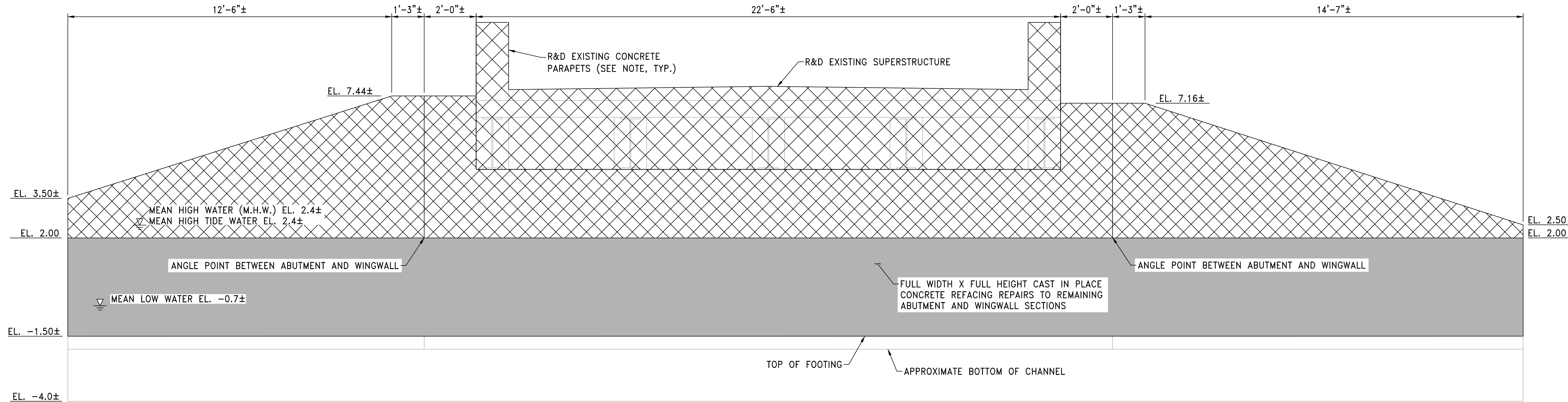


RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-035	2025	20	45



**WEST ABUTMENT AND WINGWALLS**

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




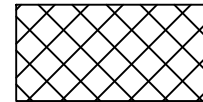
**EAST ABUTMENT AND WINGWALLS**

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

**NOTE:**

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

**LEGEND:**

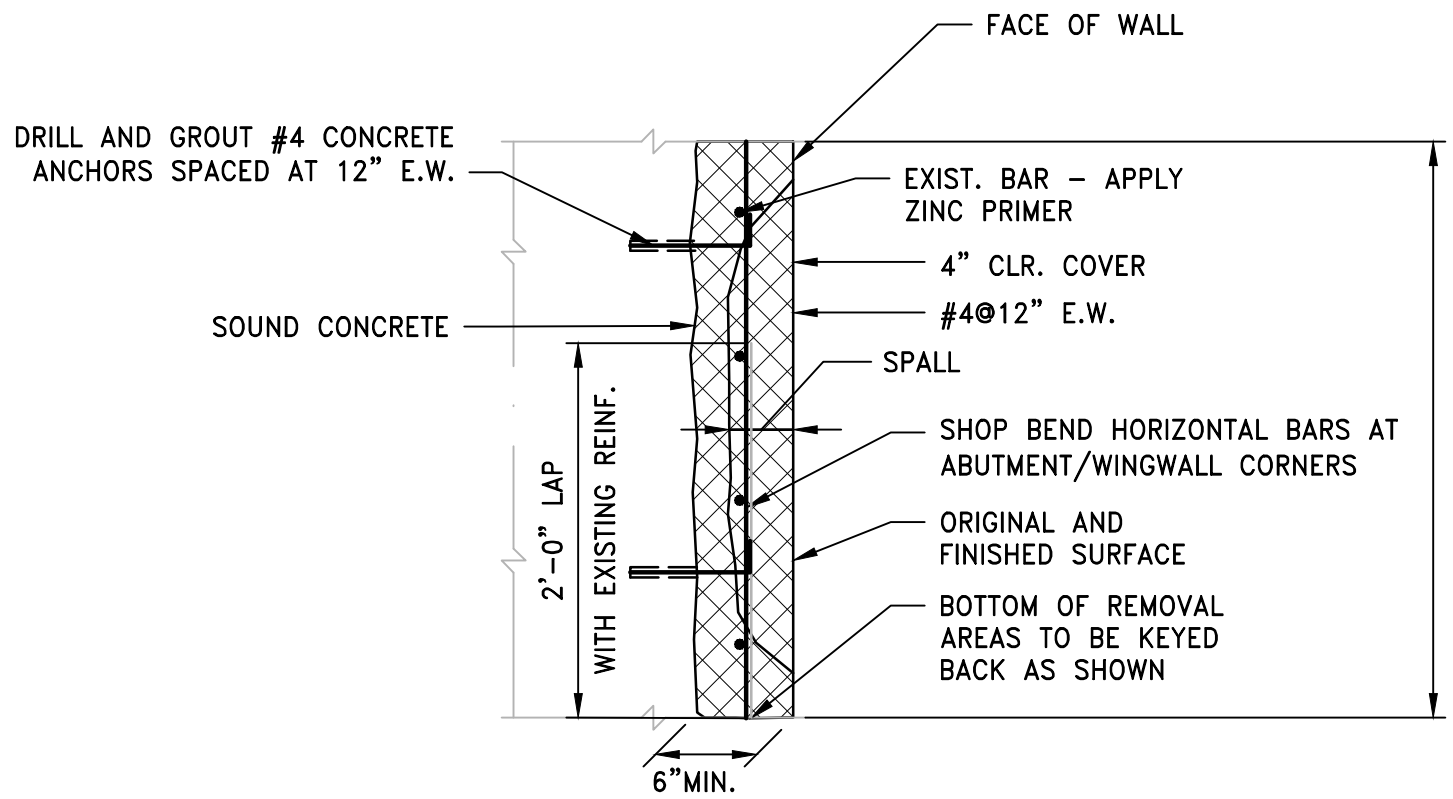
-  APPROXIMATE CONCRETE REPAIR AREA (DIMENSIONS ARE SHOWN IN INCHES).
-  PORTION OF EXISTING STRUCTURE TO BE REMOVED AND DISPOSED.

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY



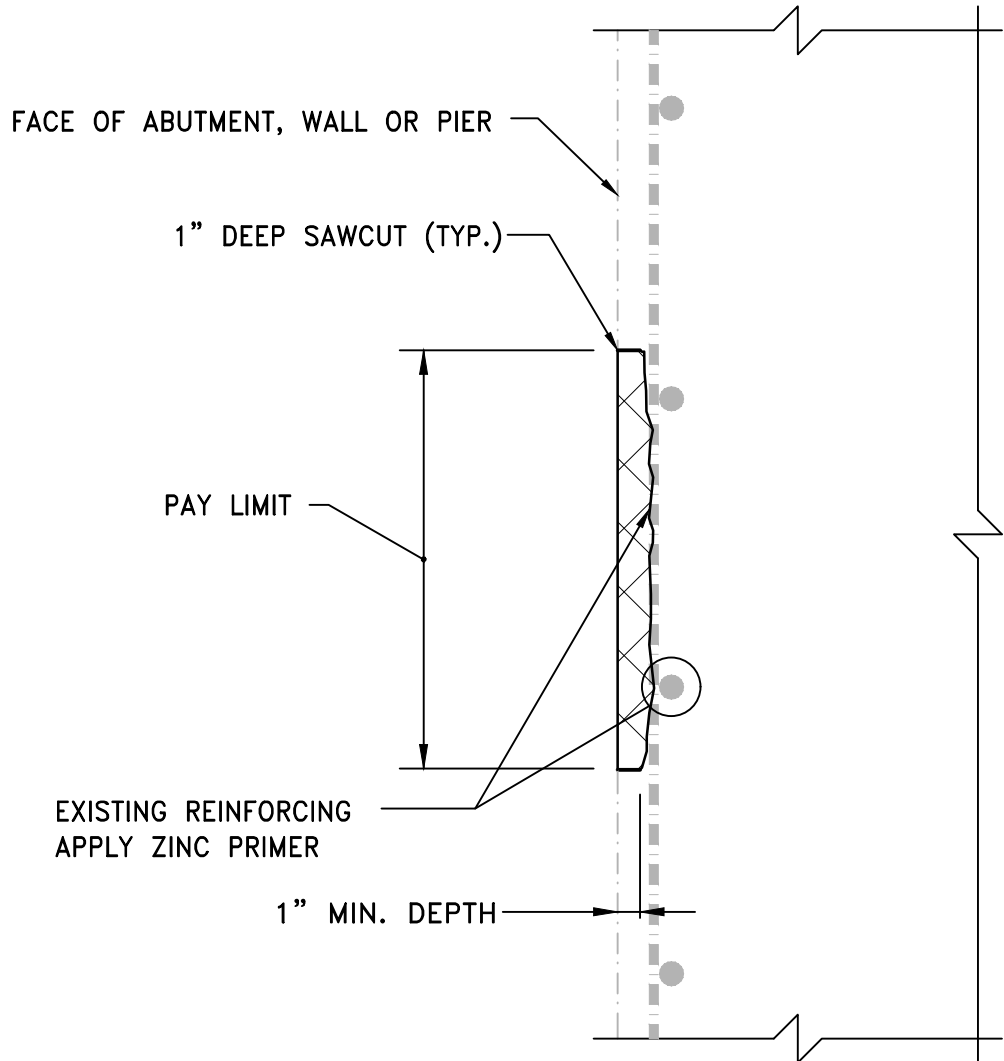
CONCRETE REFACING REPAIR NOTES:

- ALL CONCRETE REPAIRS SHALL BE IN ACCORDANCE WITH RI STANDARD SPECIFICATIONS SECTION 817, "REPAIRS TO STRUCTURE CONCRETE MASONRY".
- CONCRETE FACING REPAIRS SHALL SHALL BE FORM AND CAST-IN-PLACE.
- UN SOUND CONCRETE SHALL BE REMOVED ONLY TO THE DEPTH NECESSARY TO EXPOSE A BONDING SURFACE OF SOUND CONCRETE MATERIAL AS DETERMINED BY THE ENGINEER (6" DEEP MINIMUM).
- ALL DETERIORATED AREAS TO BE REPAIRED SHALL BE MARKED AND IDENTIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER THAT ALL REPAIR AREAS ARE CORRECTLY MARKED PRIOR TO MAKING SAWCUTS FOR REMOVAL OF CONCRETE.
- ALL DETERIORATED AREAS TO BE REPAIRED SHALL THEN BE OUTLINED WITH 1" ( $\pm\frac{1}{4}$ ") DEEP SAW-CUTS ON A RECTANGULAR SHAPE AROUND THE PERIPHERY OF THE DEFECT. THE ENGINEER WILL INSPECT THE SAWCUT AREAS PRIOR TO REMOVAL OF THE DETERIORATED CONCRETE. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER THAT ALL REPAIR AREAS ARE CORRECTLY SAWCUT PRIOR TO REMOVAL OF ANY CONCRETE.
- THE CONTRACTOR SHALL CAREFULLY REMOVE SPALLED, LOOSE AND HOLLOW CONCRETE. POWER TOOLS SHALL BE AS REQUIRED BY THE RI STANDARD SPECIFICATIONS. ANY OVERBREAKAGE OR DAMAGE BEYOND THE LIMITS OF THE APPROVED REPAIR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- ALL NEW CONCRETE REPAIRS SHALL BE RESTORED TO ORIGINAL CONTOUR.
- DURING REMOVAL OF DETERIORATED CONCRETE, IF THE CONTRACTOR'S OPERATIONS CAUSE ANY DAMAGE TO THE EXISTING STRUCTURE, HE SHALL BE REQUIRED TO REPAIR THE AREA TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
- THE BONDING SURFACES OF THE REPAIR AREA SHALL BE PREPARED IN ACCORDANCE WITH THE RIDOT STANDARD SPECIFICATION SECTION 817. THE SURFACES AGAINST WHICH CONCRETE IS TO BE PLACED SHALL BE KEPT WET FOR AT LEAST ONE HOUR AND THEN ALLOWED TO DRY TO A SATURATED SURFACE DRY CONDITION JUST PRIOR TO APPLICATION OF THE CONCRETE.
- ADDITIONAL REPAIR AREAS IDENTIFIED DURING CONSTRUCTION SHALL BE REPAIRED AS DIRECTED AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL PREVENT DEMOLITION DEBRIS AND REPAIR MATERIALS FROM ENTERING THE WATERWAY, INCLUDING THE BED OF DEWATERED AREAS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONCRETE REPAIR ITEM. ANY DEBRIS OR MATERIALS THAT FALL IN THE WATERWAY OR DEWATERED ARES SHALL BE REMOVED BY THE CONTRACTOR.
- CONCRETE FACING REPAIR REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM CODE 810.0210 GALVANIZED BAR REINFORCEMENT GRADE 60.
- DRILLED AND GROUTED CONCRETE ANCHORS SHALL BE PAID FOR UNDER ITEM CODE 819.0800 DRILL AND GROUT REINFORCING DOWELS. REFER TO SECTION 819 OF THE RIDOT STANDARD SPECIFICATIONS FOR INFORMATION ON REQUIRED ANCHOR EMBEDMENT DEPTHS AND REQUIRED HOLE SIZES.
- CONCRETE REPAIR DETAIL (DEPTH TO REINFORCEMENT) IS PROVIDED FOR ADDITIONAL REPAIR AREAS WHERE EXISTING CONCRETE IS NOT REFACED AND LESS THAN ONE-HALF THE REBAR SURFACE IS EXPOSED. THE ADDITIONAL PATCHING MORTAR REPAIR SHALL BE IN ACCORDANCE WITH SECTION 817 AS DIRECTED AND APPROVED BY THE ENGINEER.



ABUTMENT AND WINGWALL REFACING DETAIL (> 6" DEEP)

NOT TO SCALE



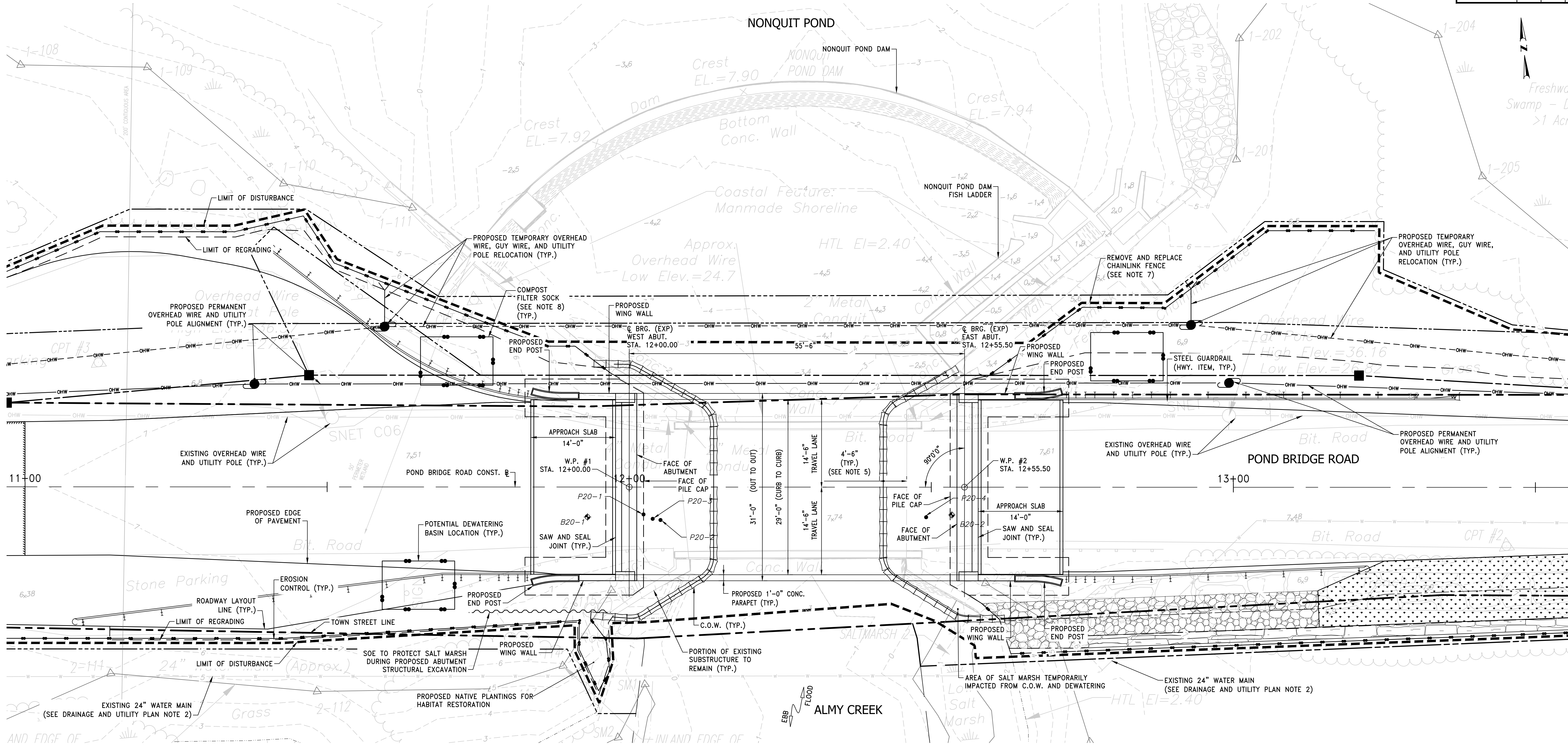
NOTE:

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

CONCRETE REPAIR DETAIL (DEPTH TO REINFORCEMENT)

NOT TO SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY



BRIDGE GENERAL PLAN  
SCALE: 1/8" = 1'-0"

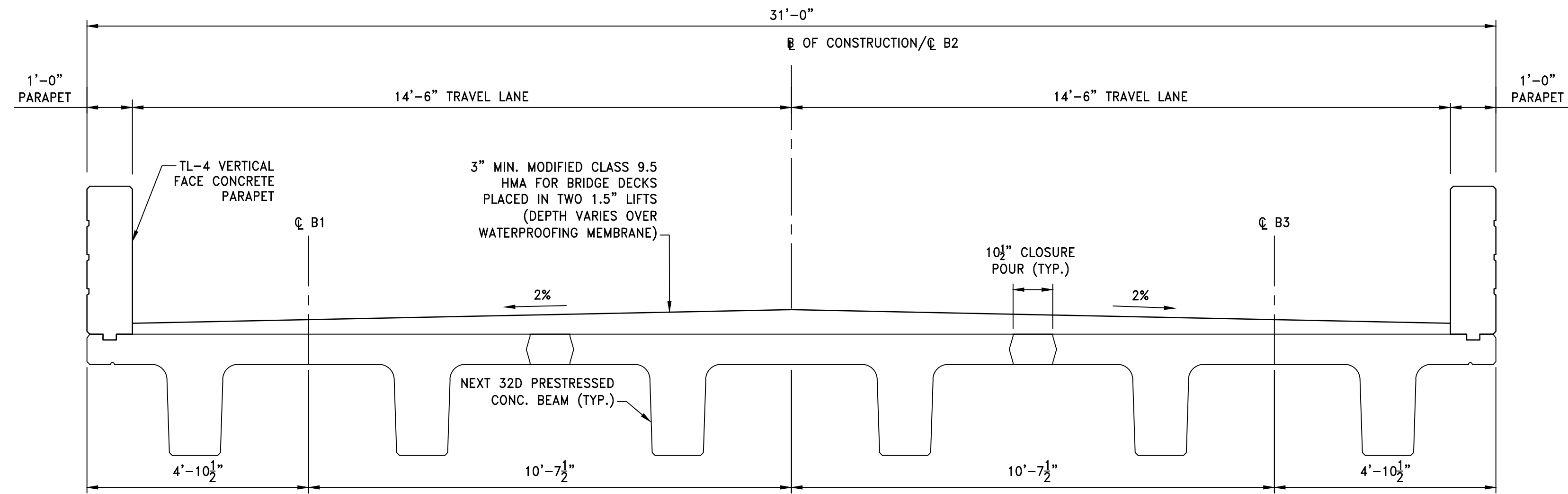
NOTES

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

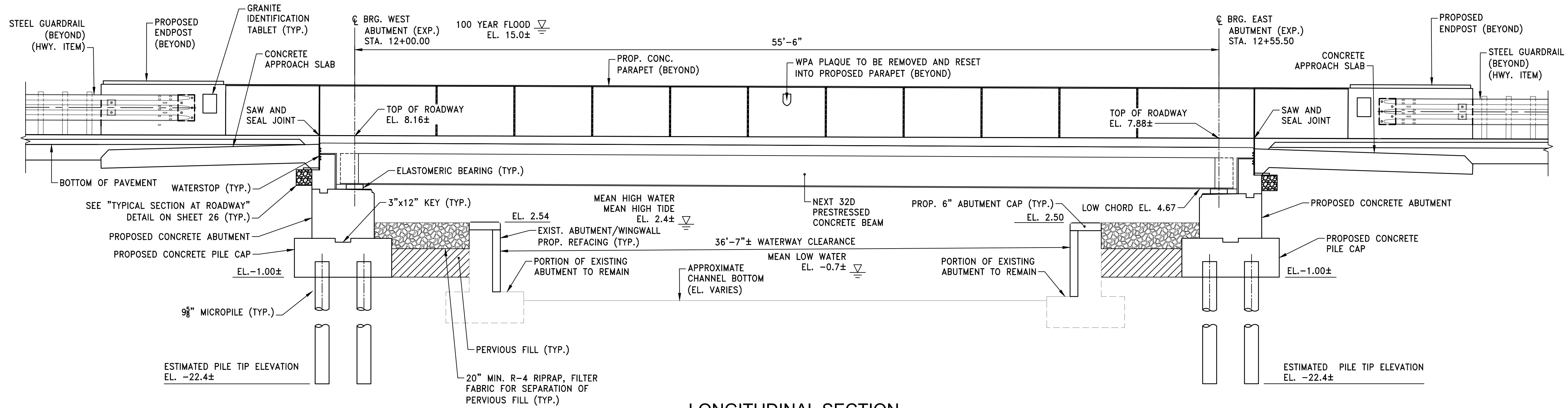
WORKING POINT COORDINATES			
W.P. #1	N 171380.3968	E 410989.8251	
W.P. #2	N 171375.2006	E 411045.0813	

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





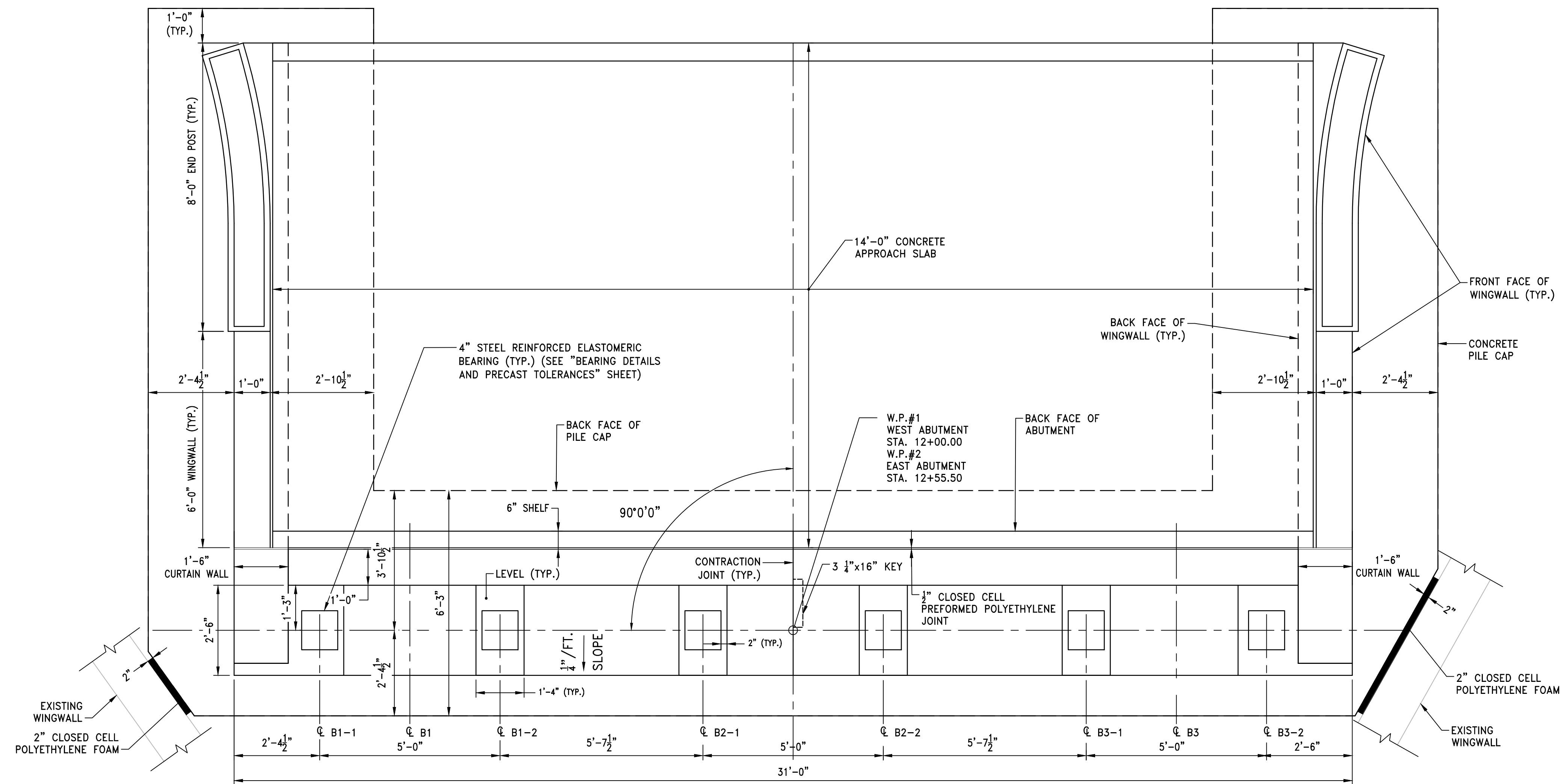
TRANSVERSE SECTION  
SCALE: 1/2" = 1'-0"



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

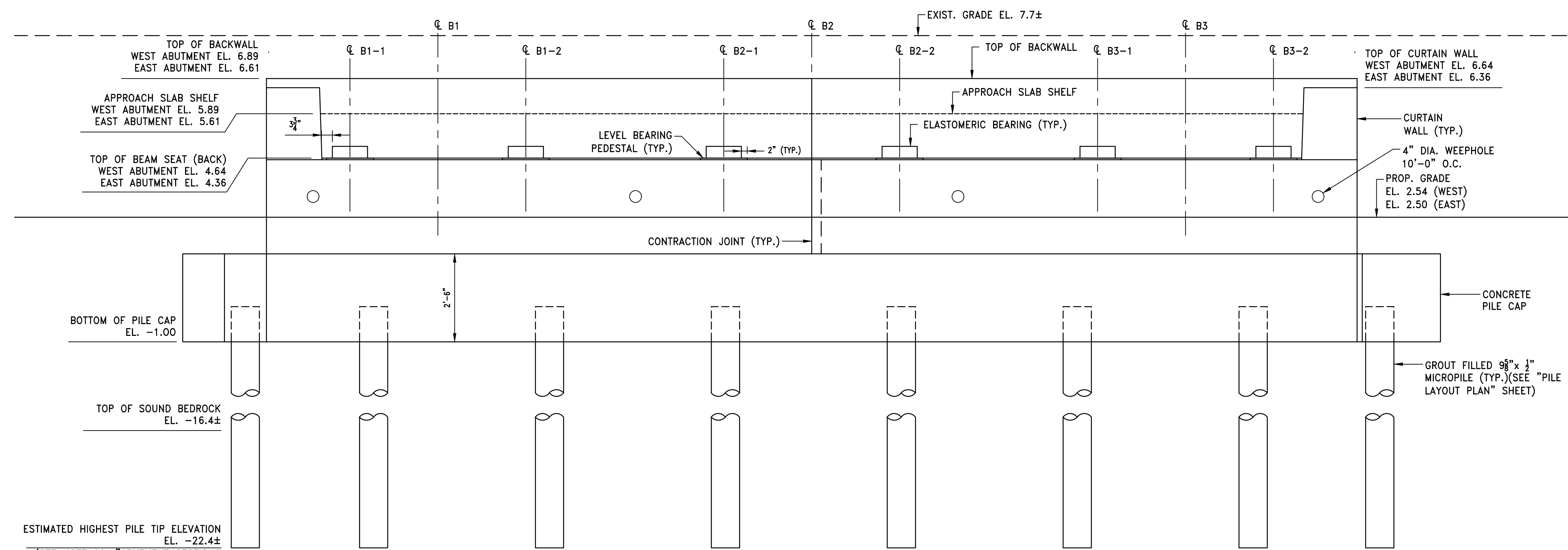






TYPICAL ABUTMENT PLAN

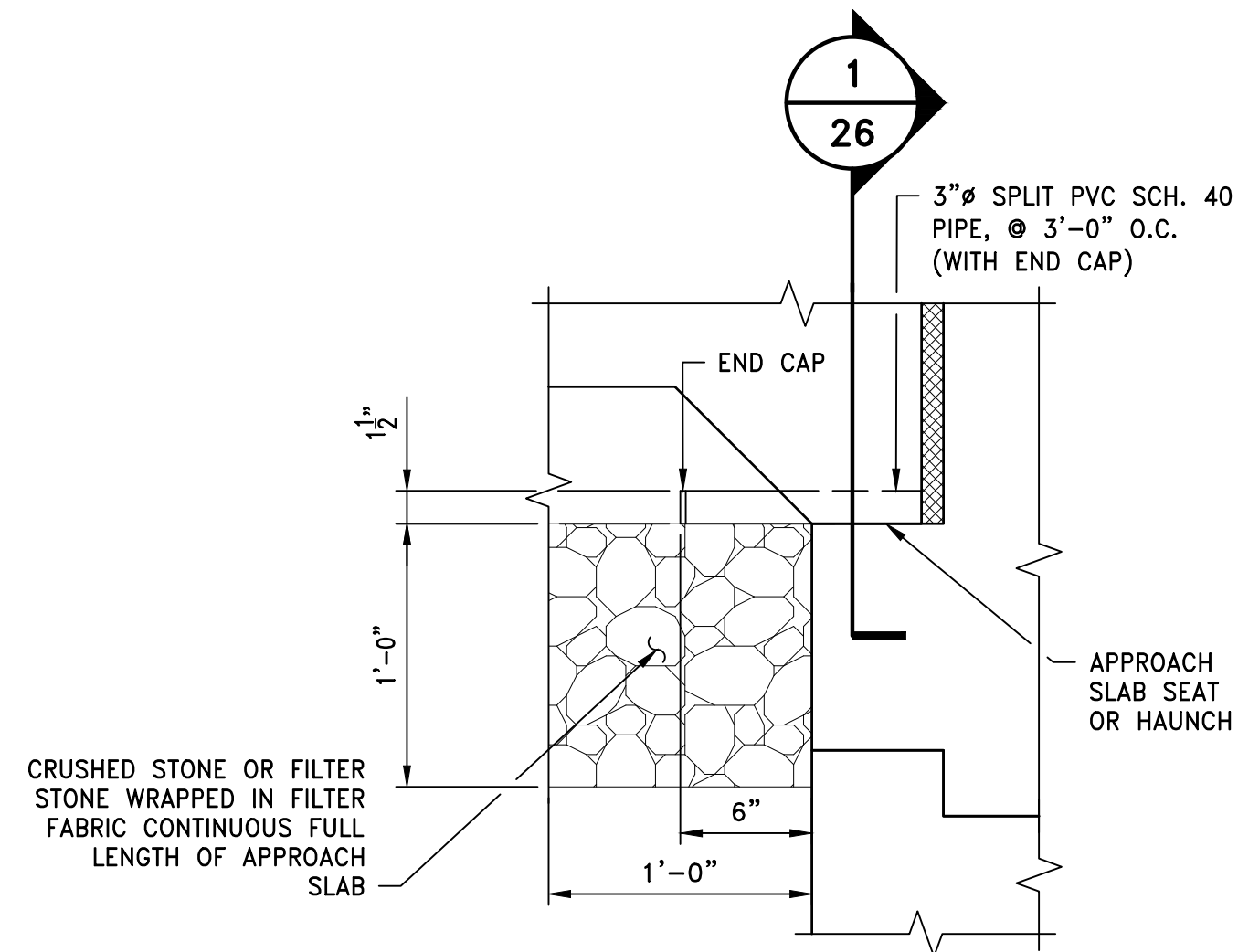
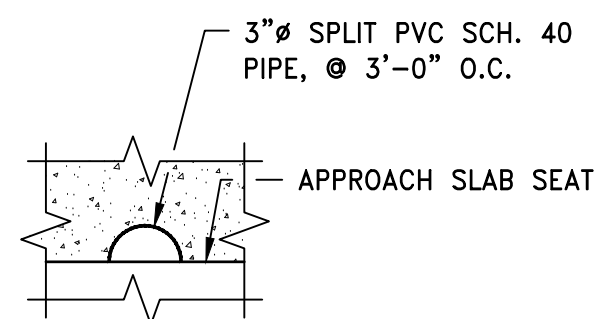
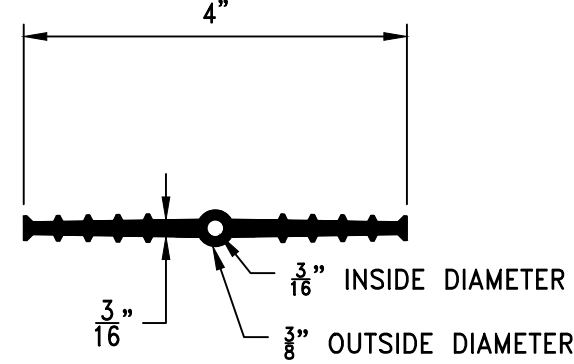
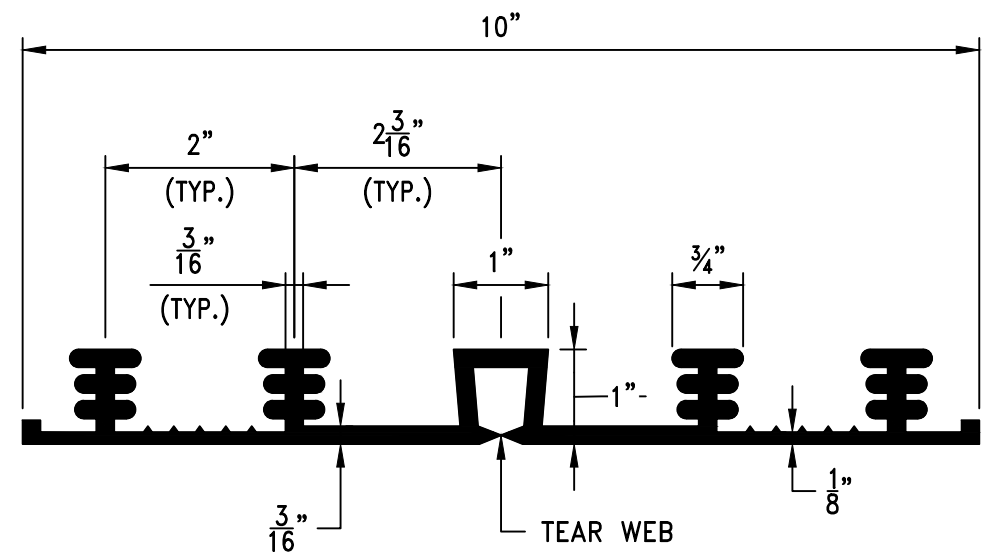
SCALE: 1/2" = 1'-0"



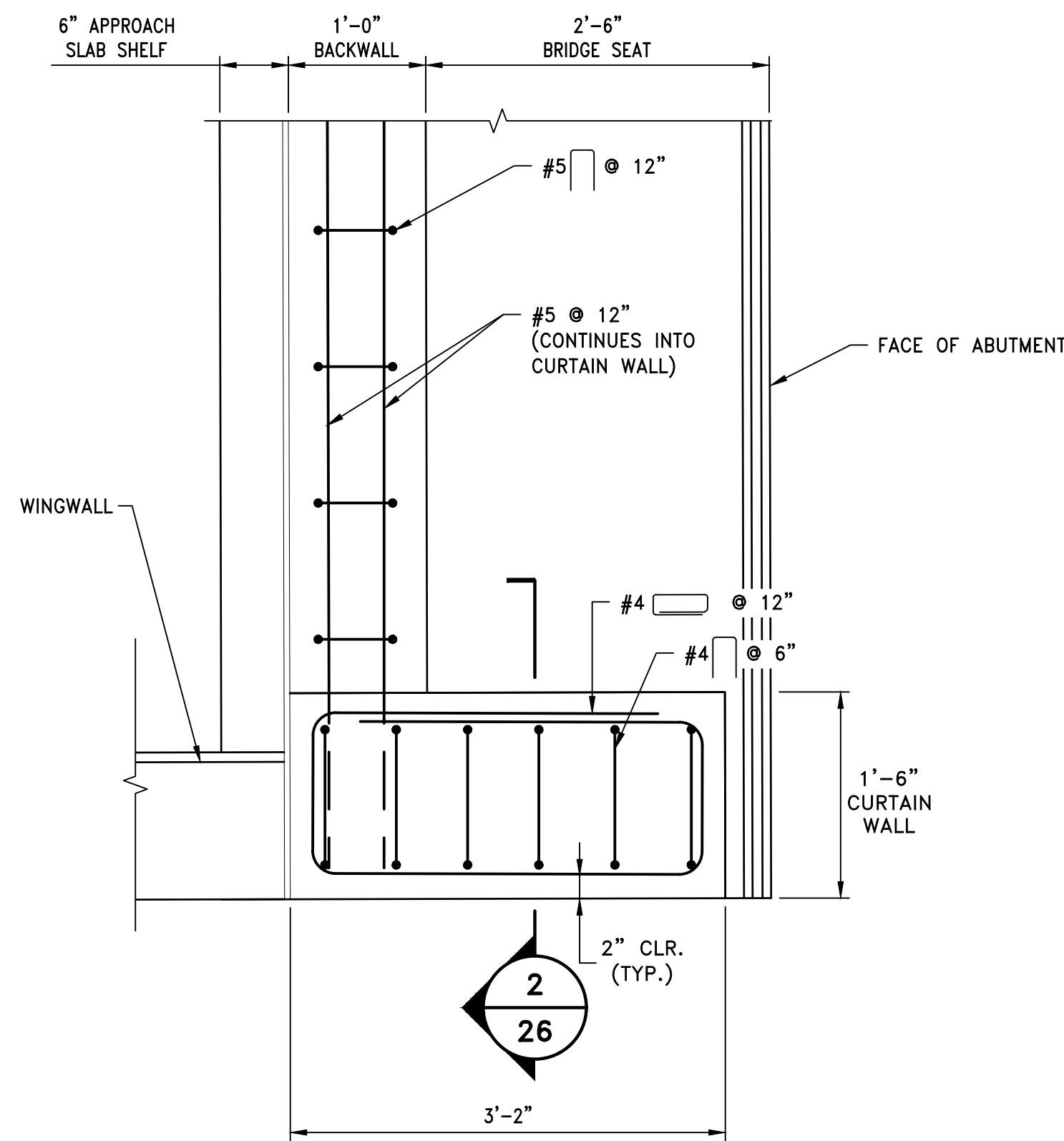
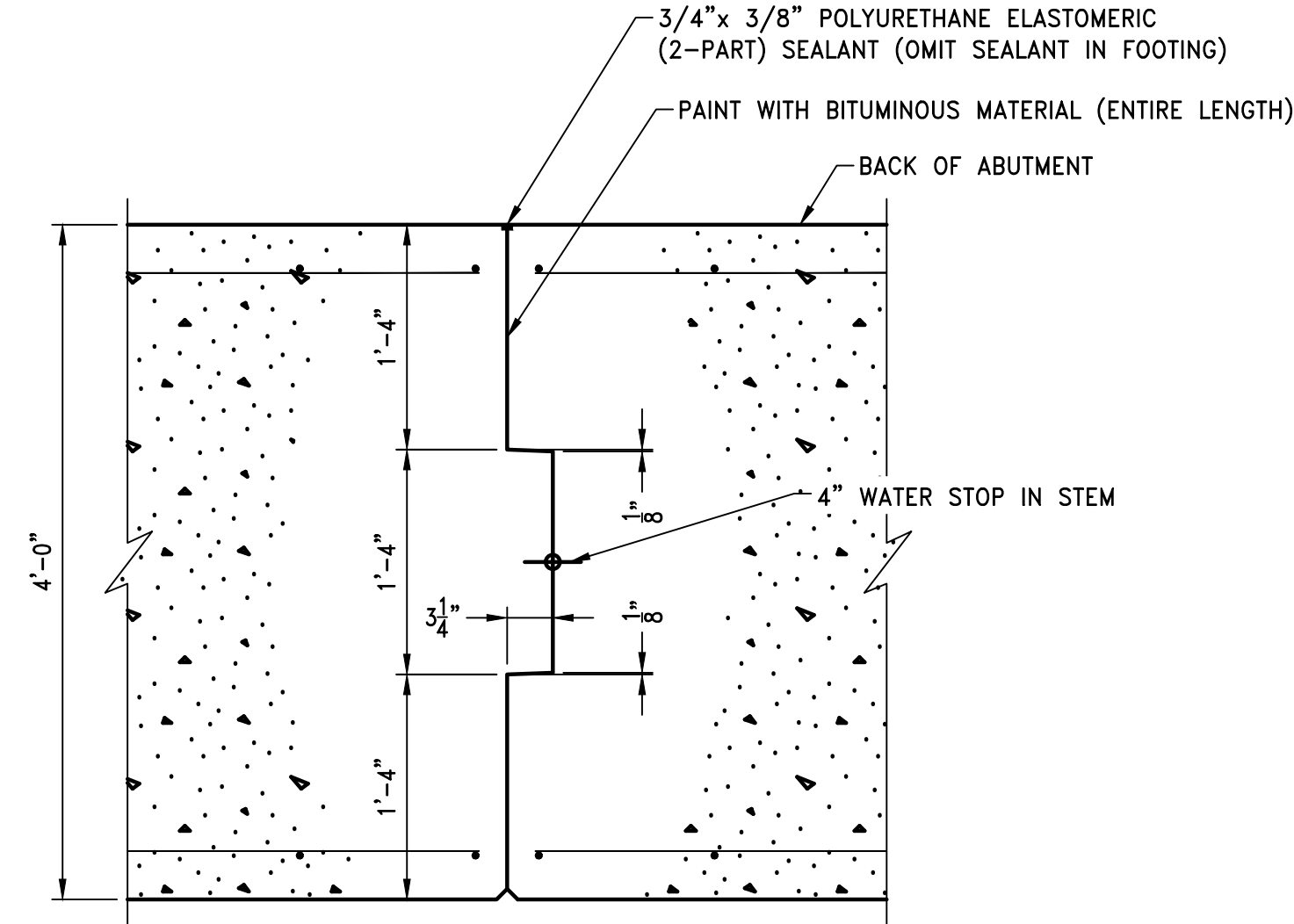
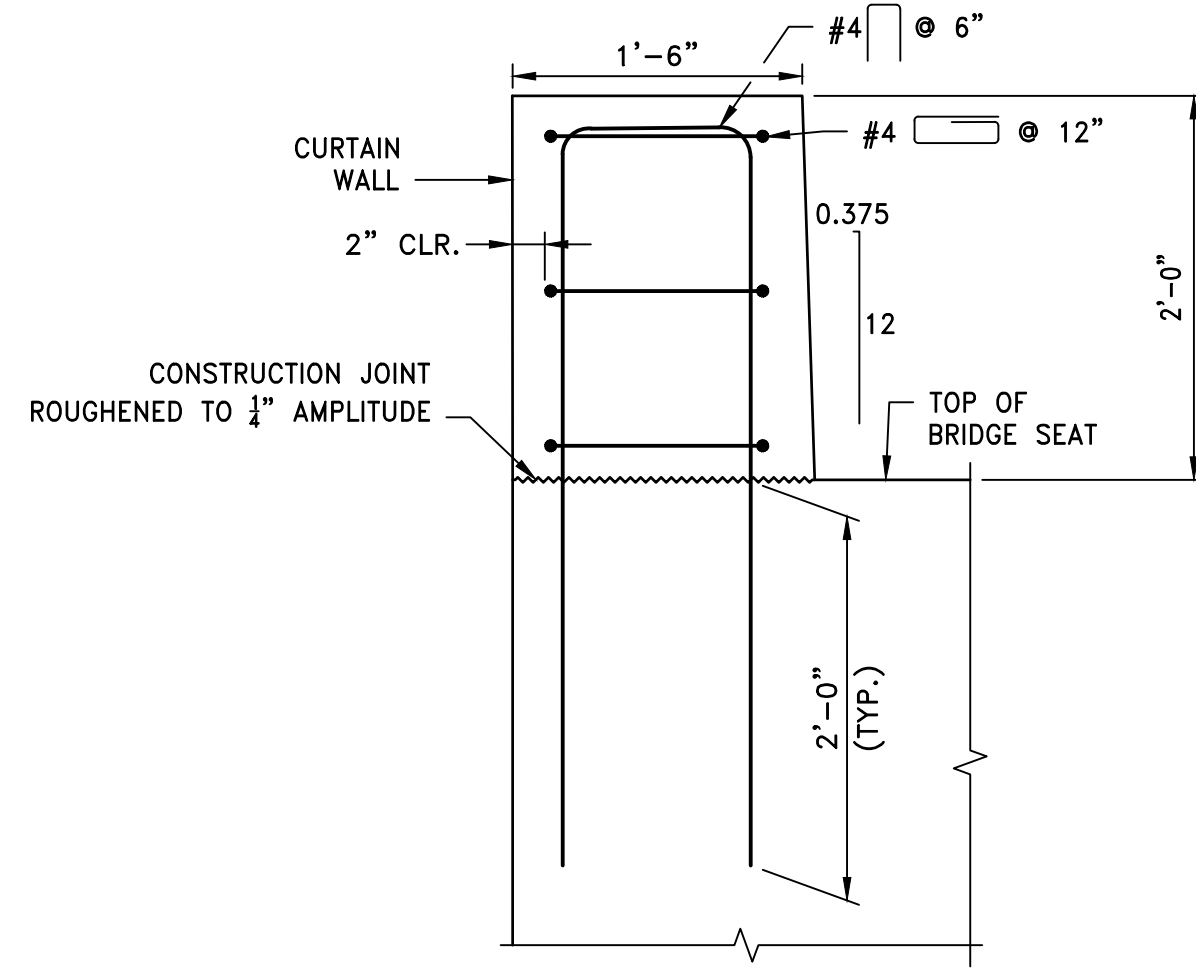
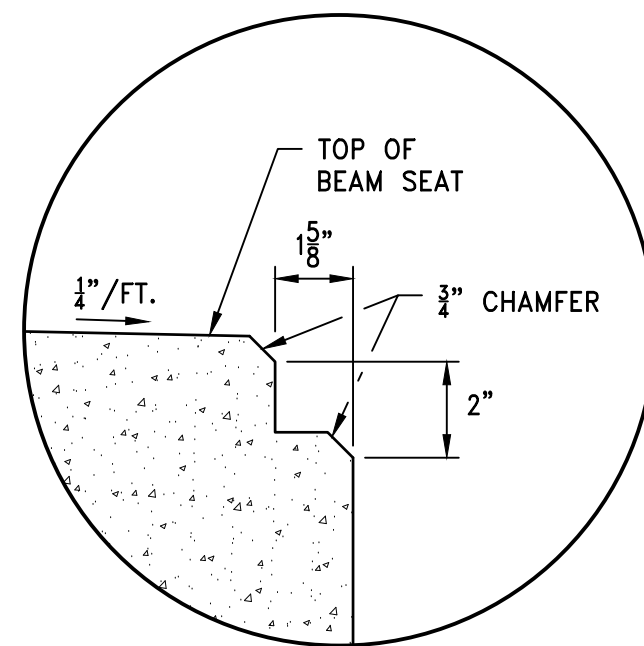
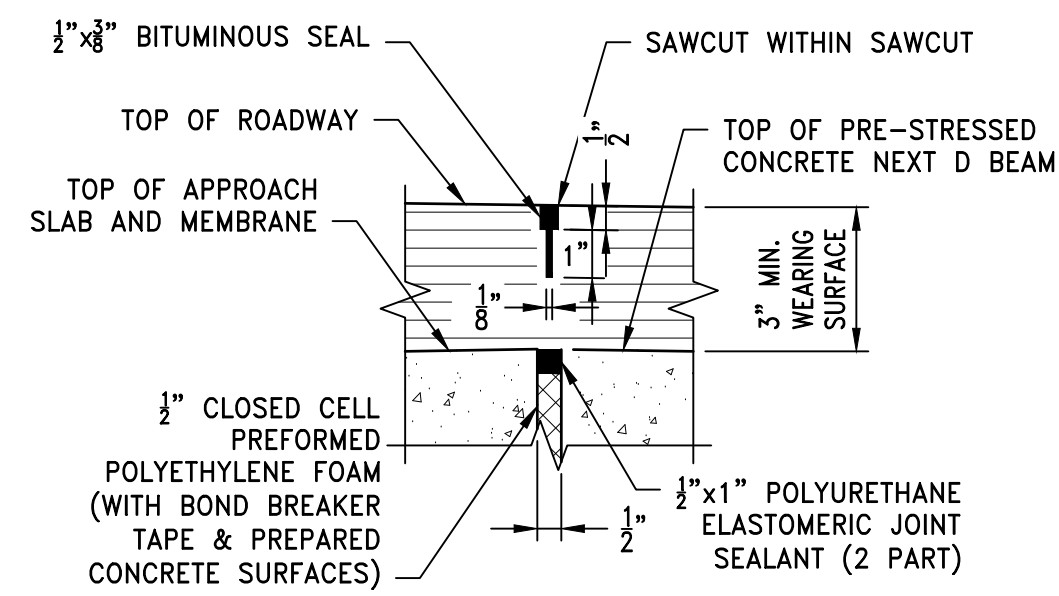
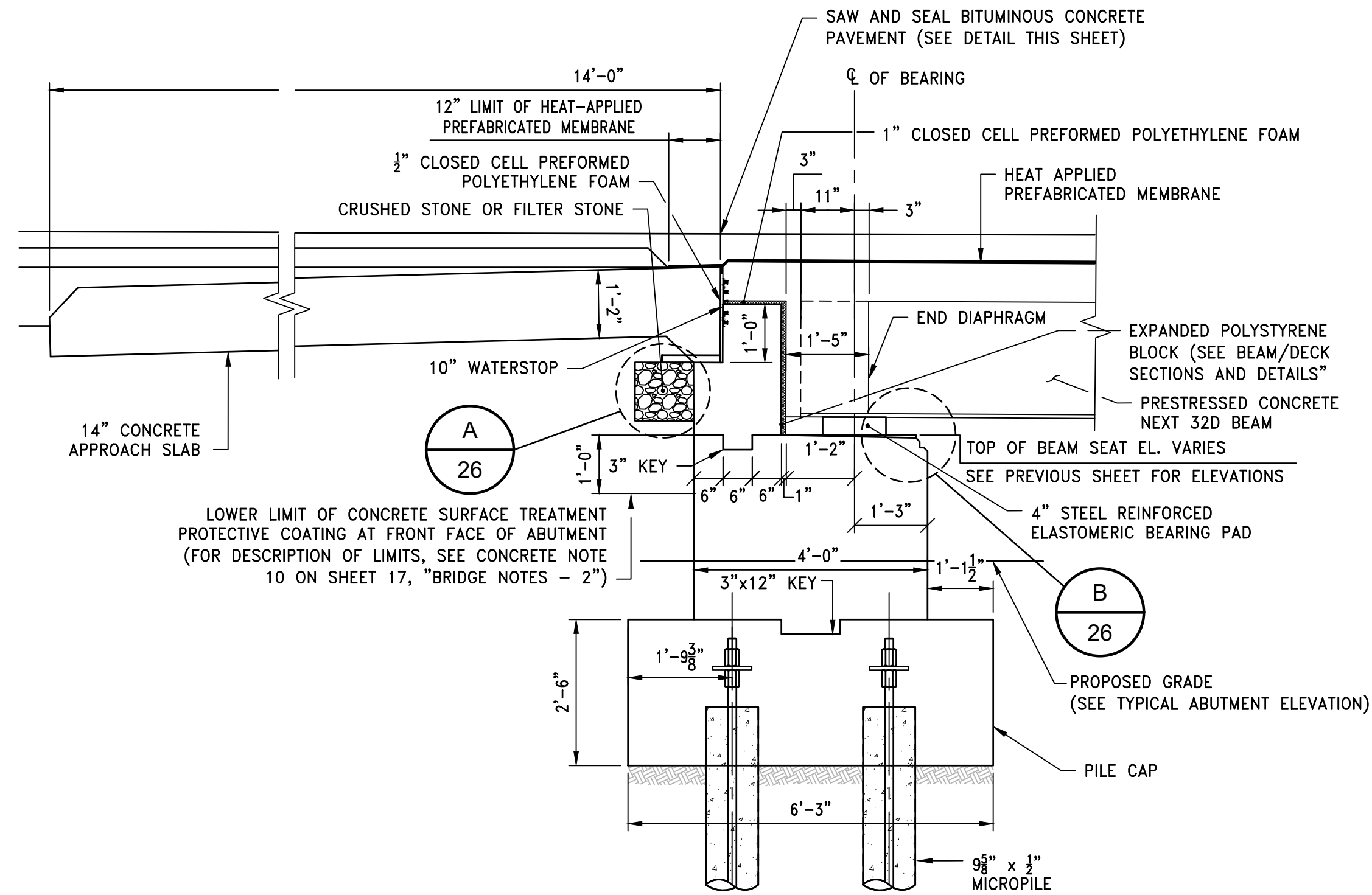
TYPICAL ABUTMENT ELEVATION

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

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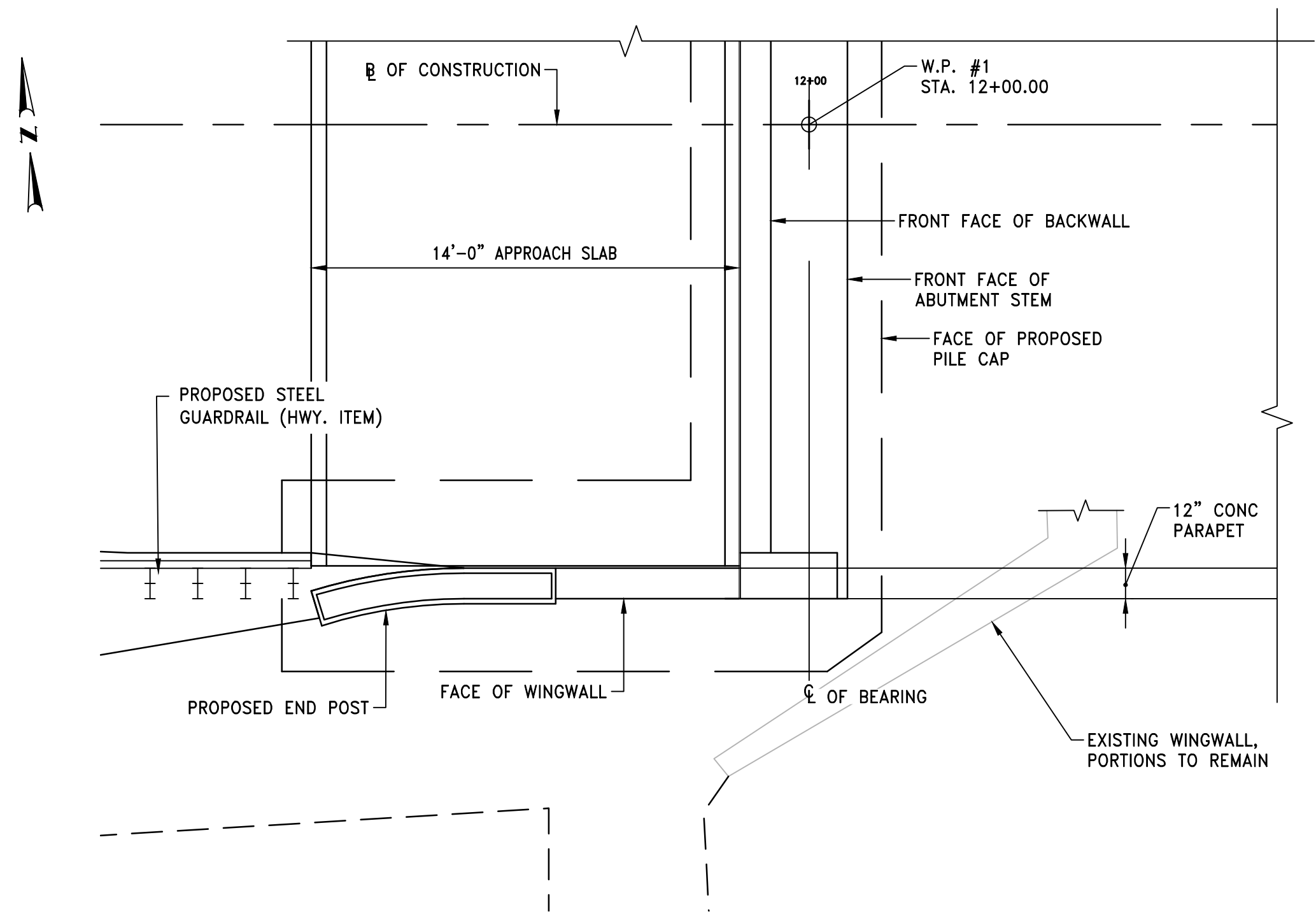


NOTE:  
THE COST FOR THE PIPE DRAINS AND CRUSHED STONE SHALL BE CONSIDERED INCIDENTAL TO, AND INCLUDED WITHIN, THE PAYMENT FOR THE CONCRETE APPROACH SLAB.

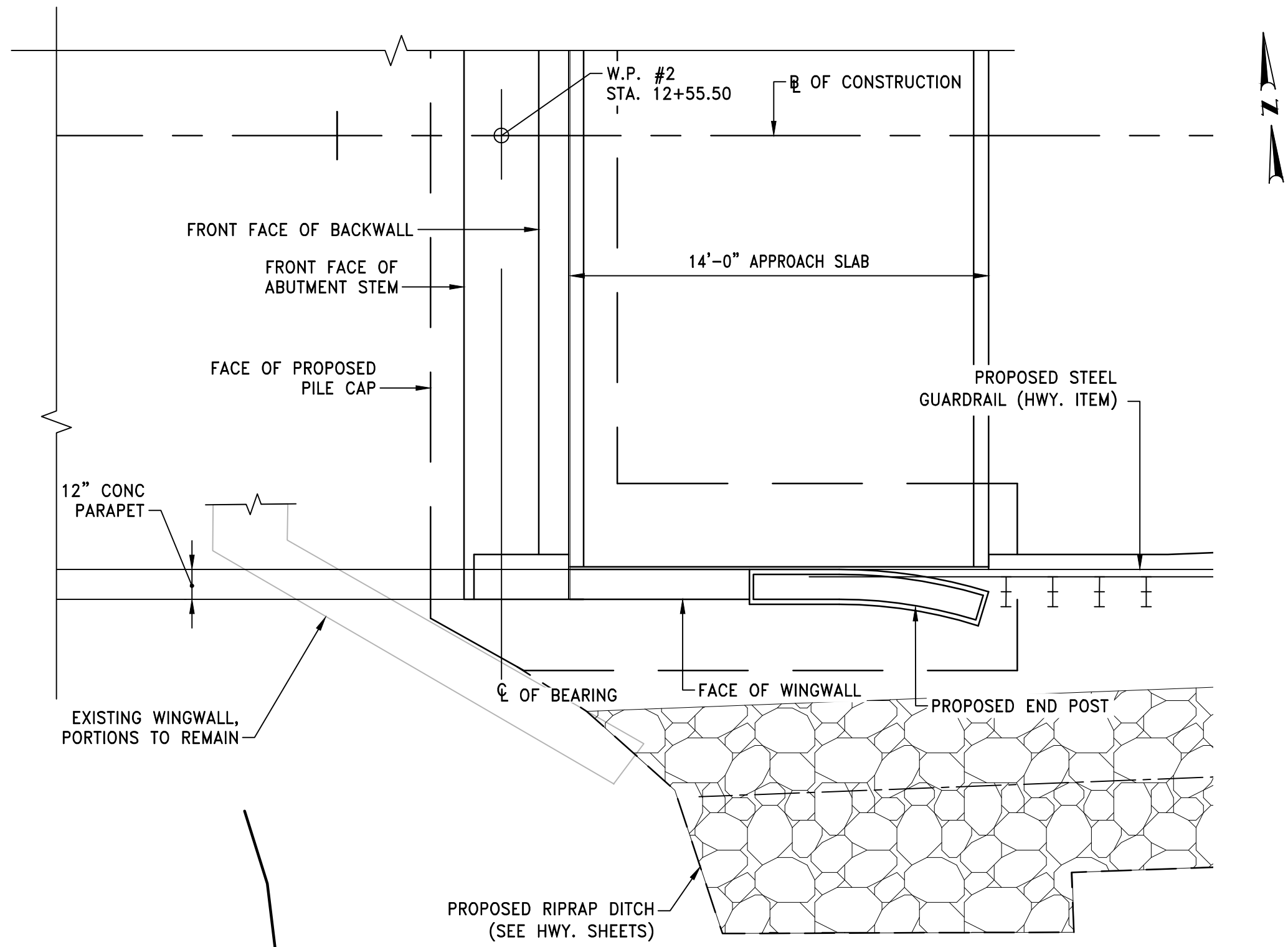


REVISIONS			REVISIONS		
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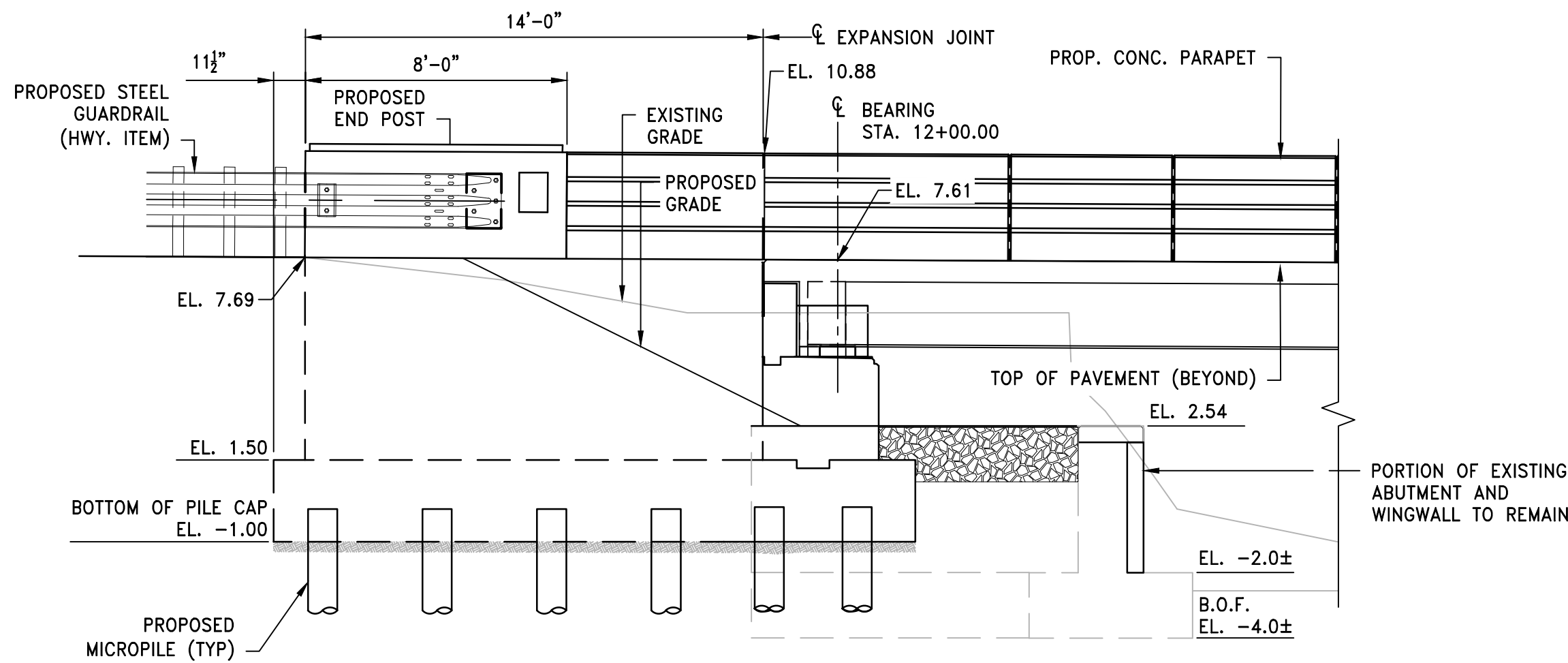




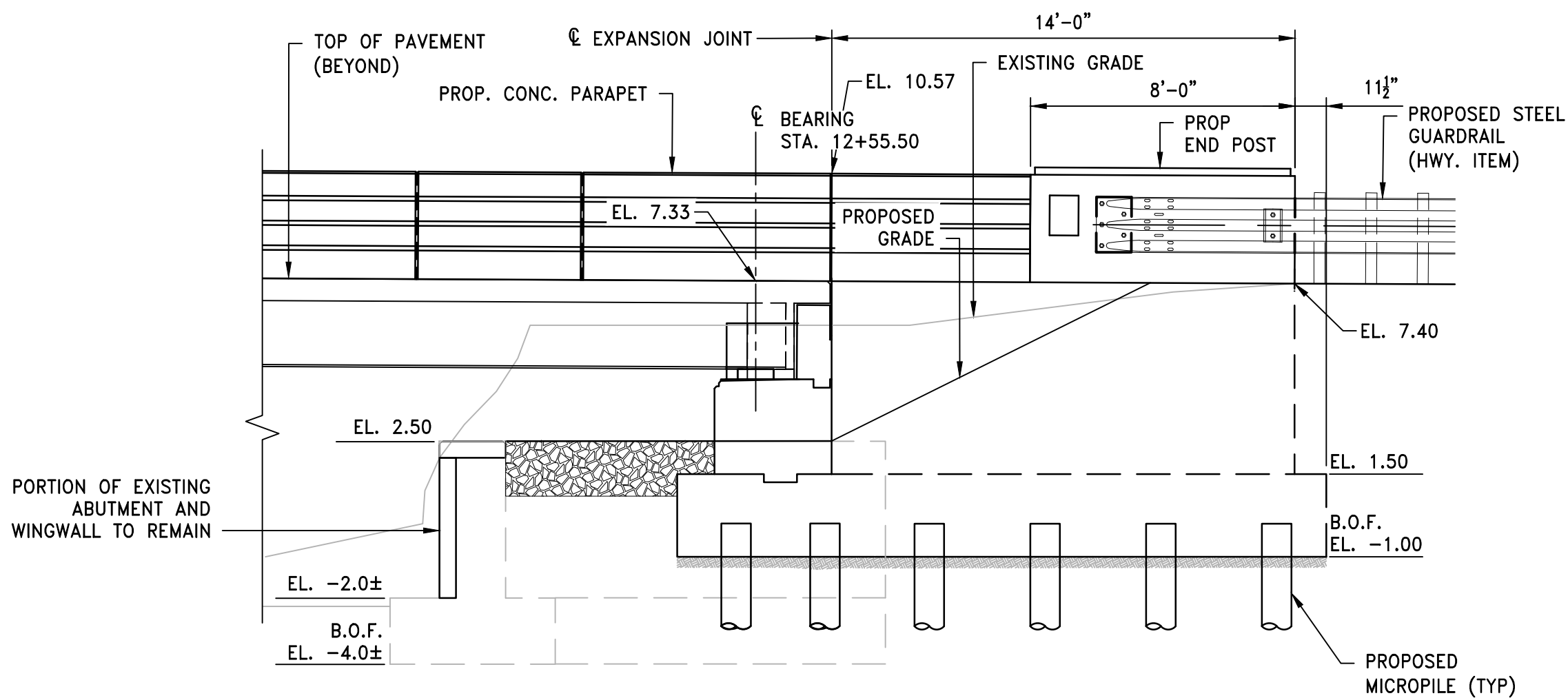
**SOUTHWEST WINGWALL PLAN**  
SCALE: 1/4" = 1'-0"



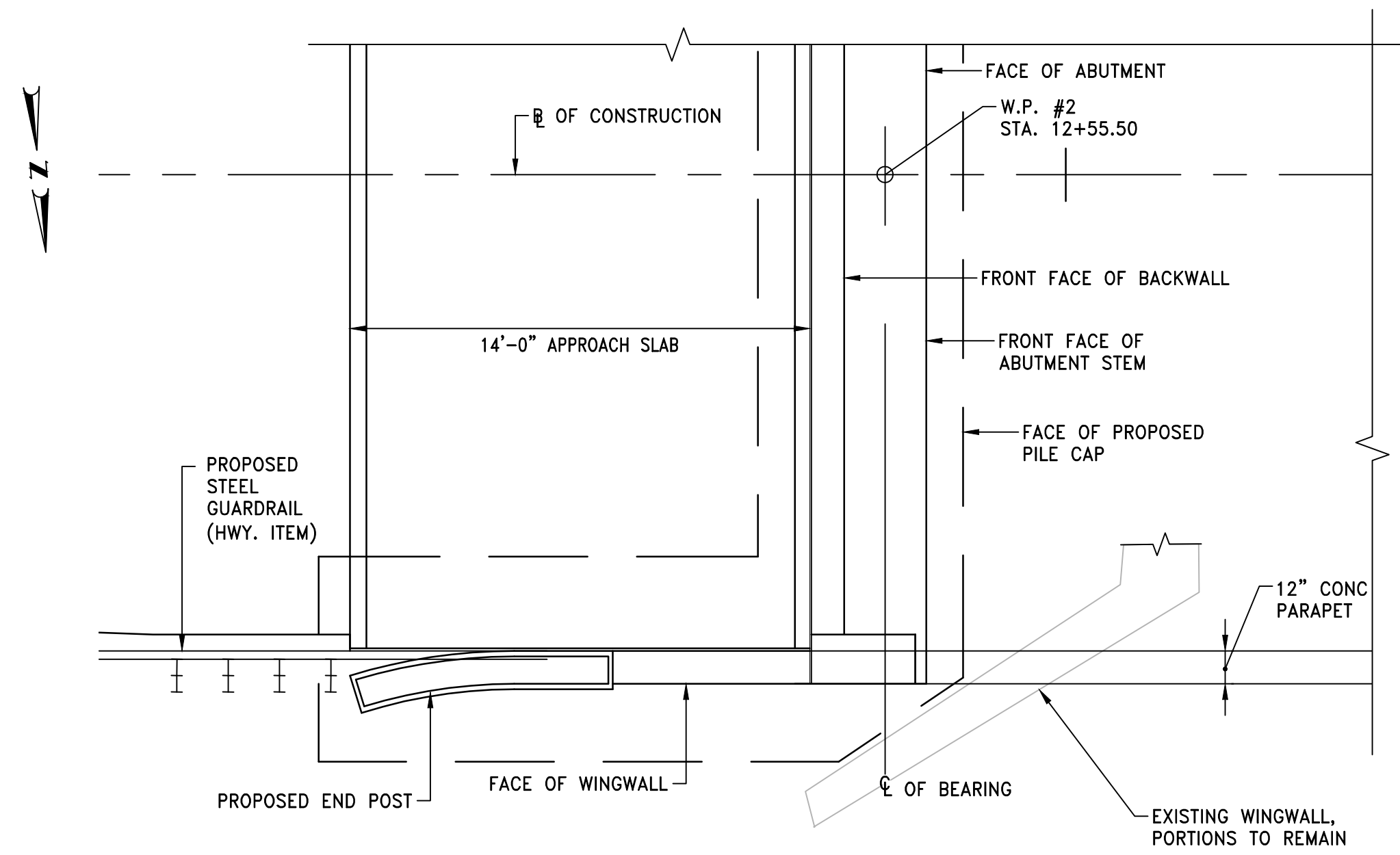
**SOUTHEAST WINGWALL PLAN**  
SCALE: 1/4" = 1'-0"



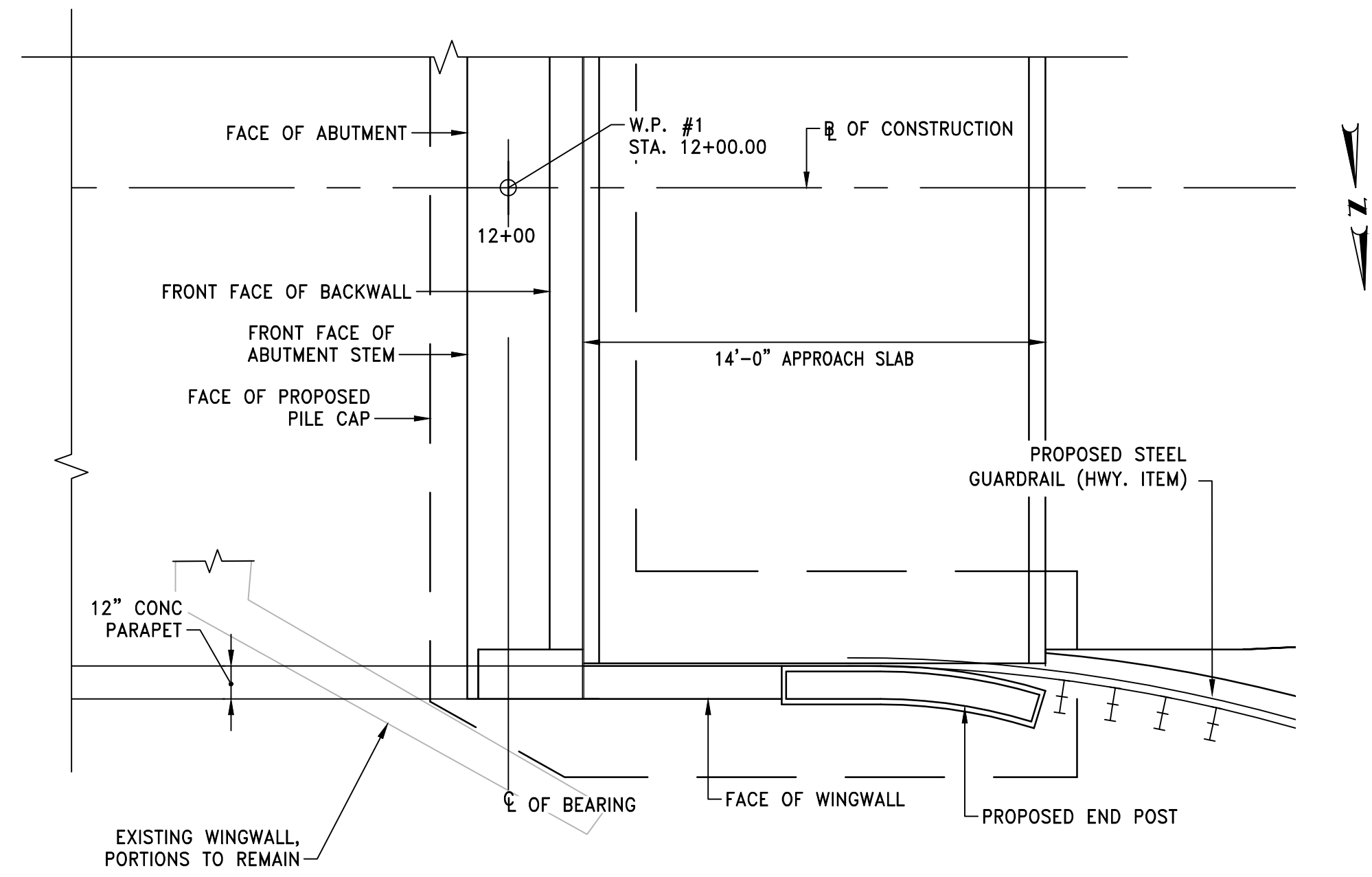
**SOUTHWEST WINGWALL ELEVATION**  
SCALE: 1/4" = 1'-0"



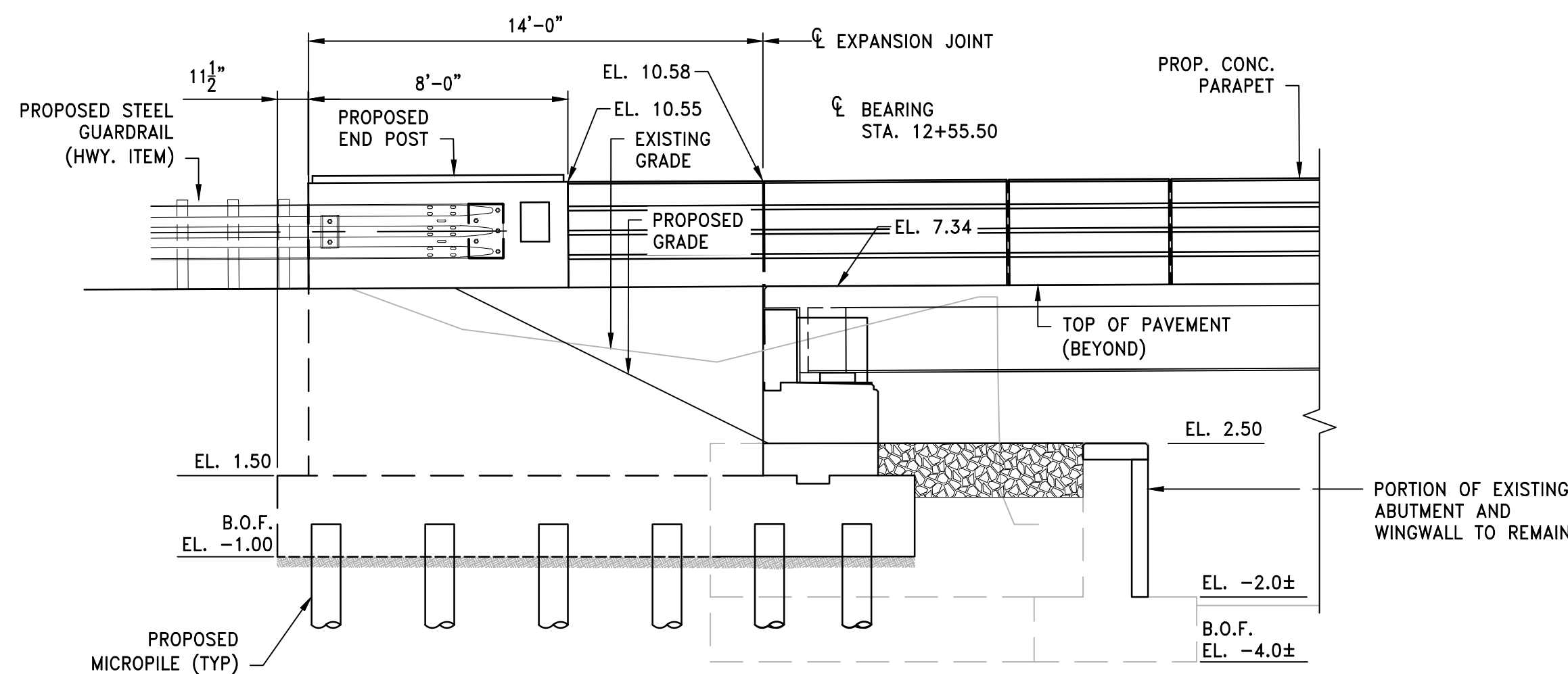
**SOUTHEAST WINGWALL ELEVATION**  
SCALE: 1/4" = 1'-0"



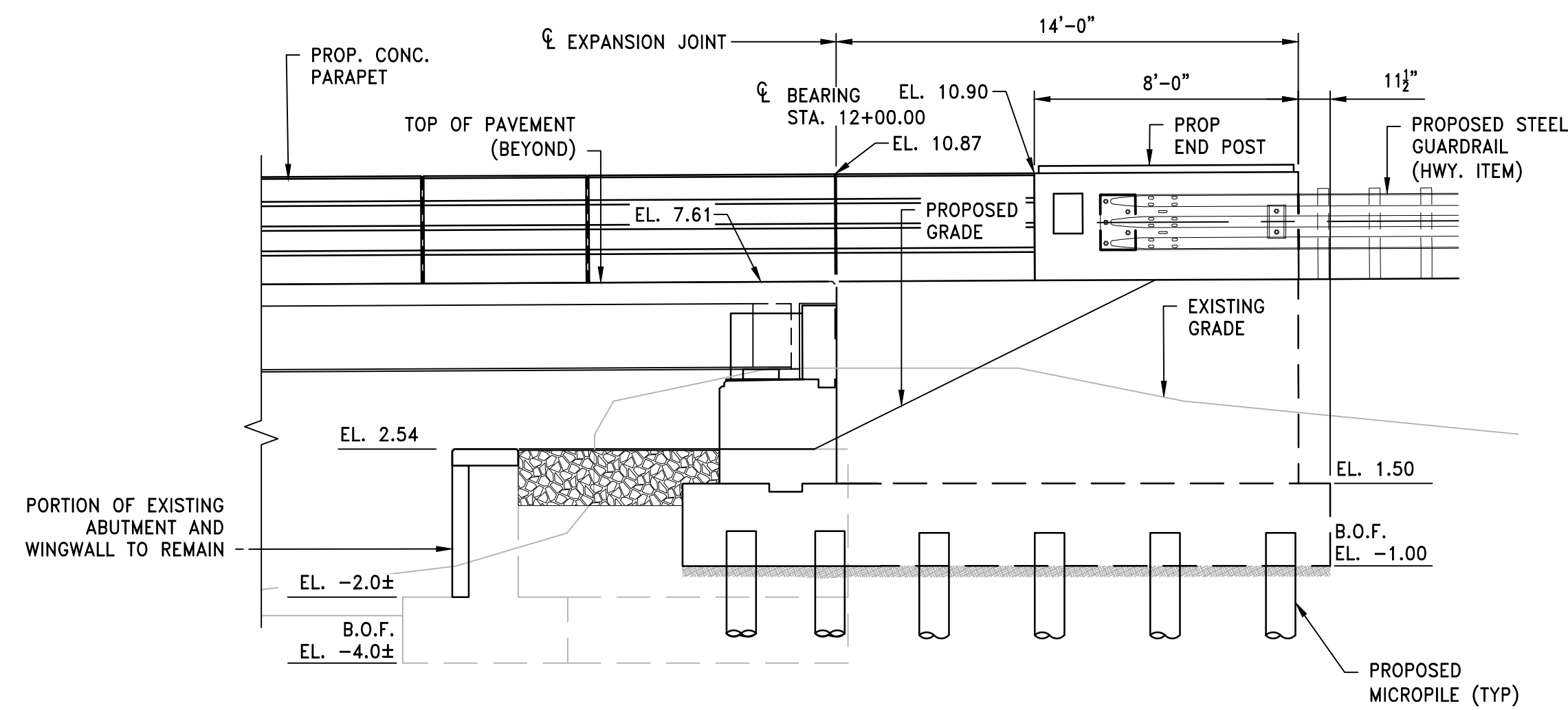
NORTHEAST WINGWALL PLAN  
SCALE: 1/4" = 1'-0"



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

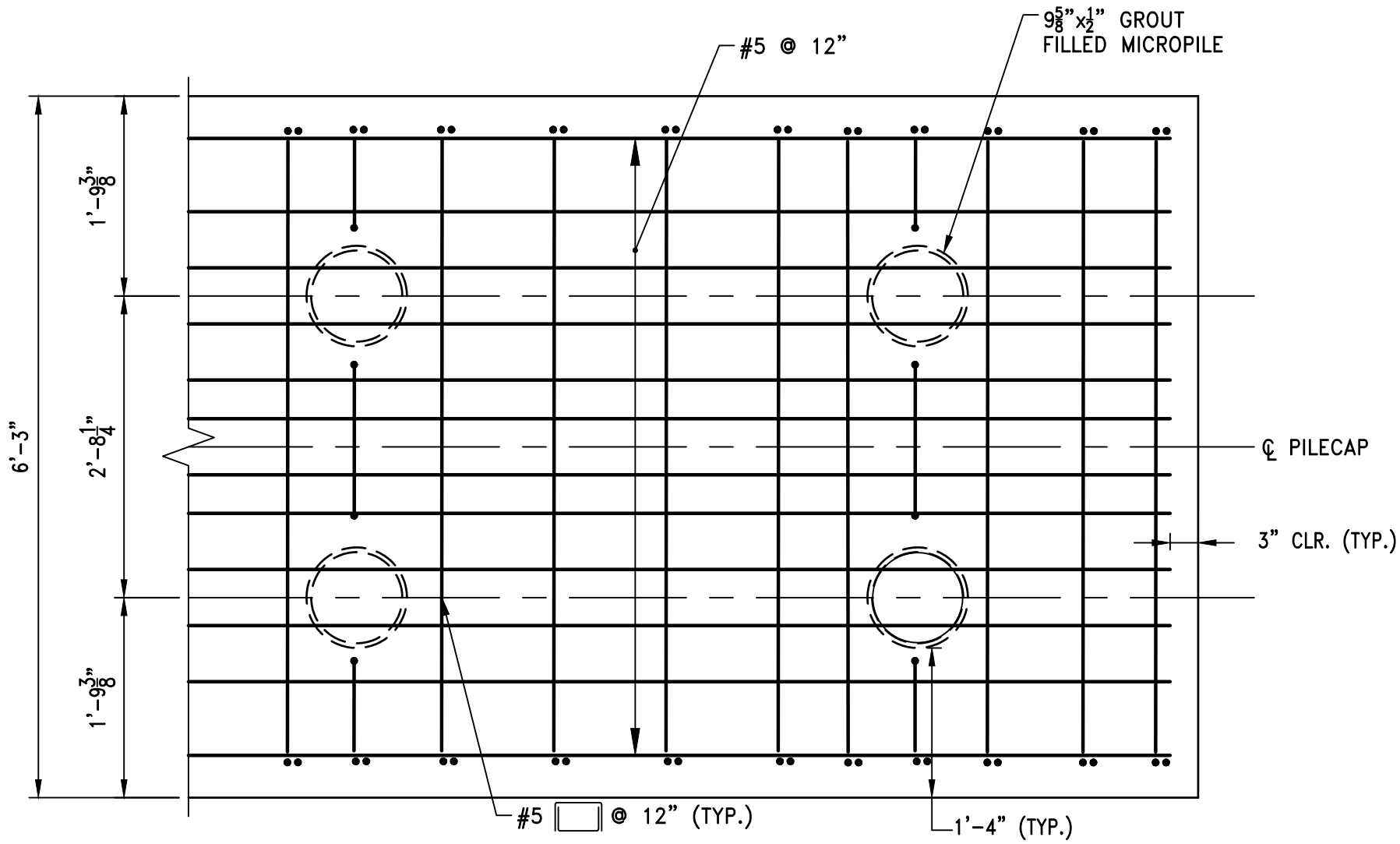


NORTHEAST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"

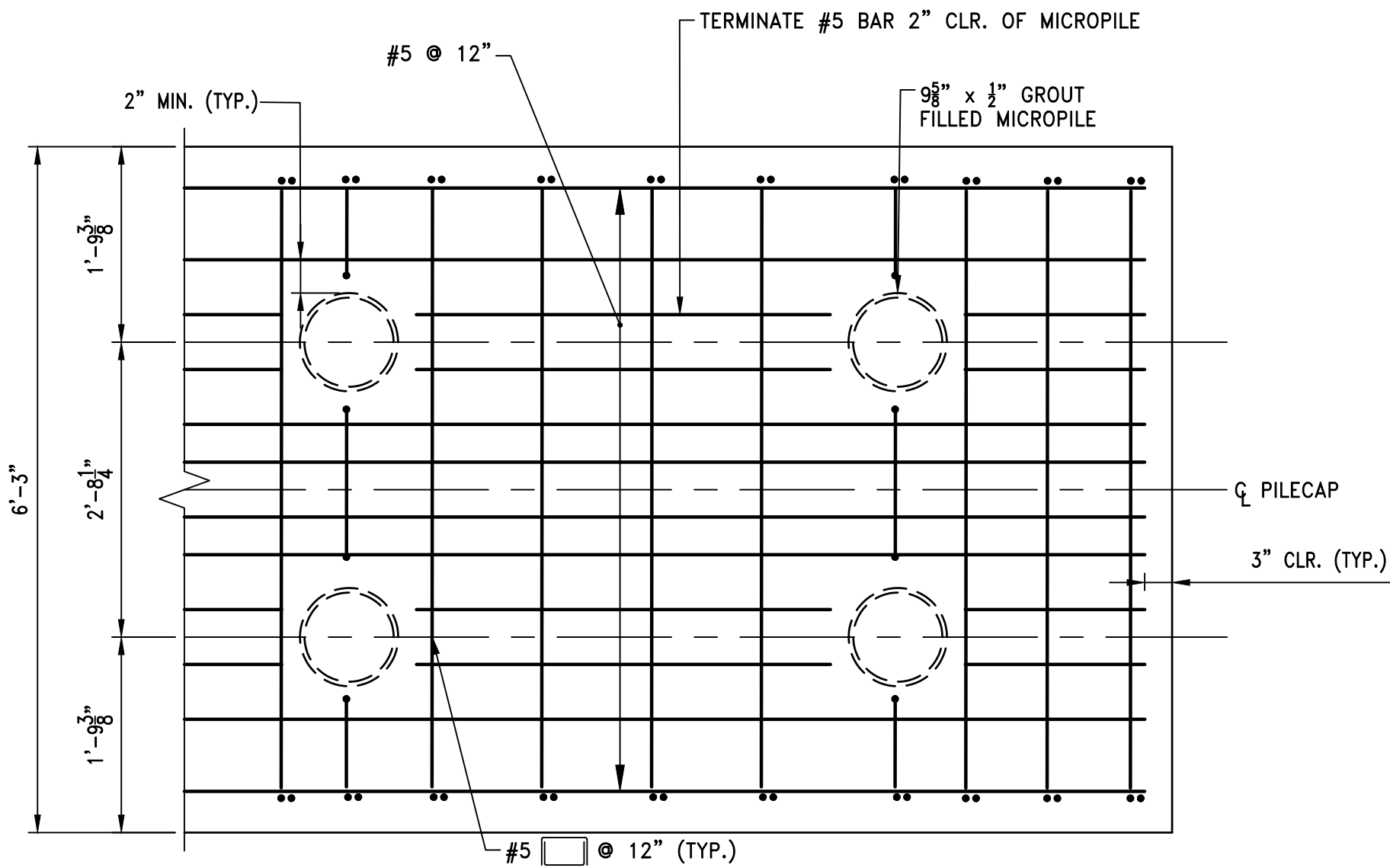


NORTHWEST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"

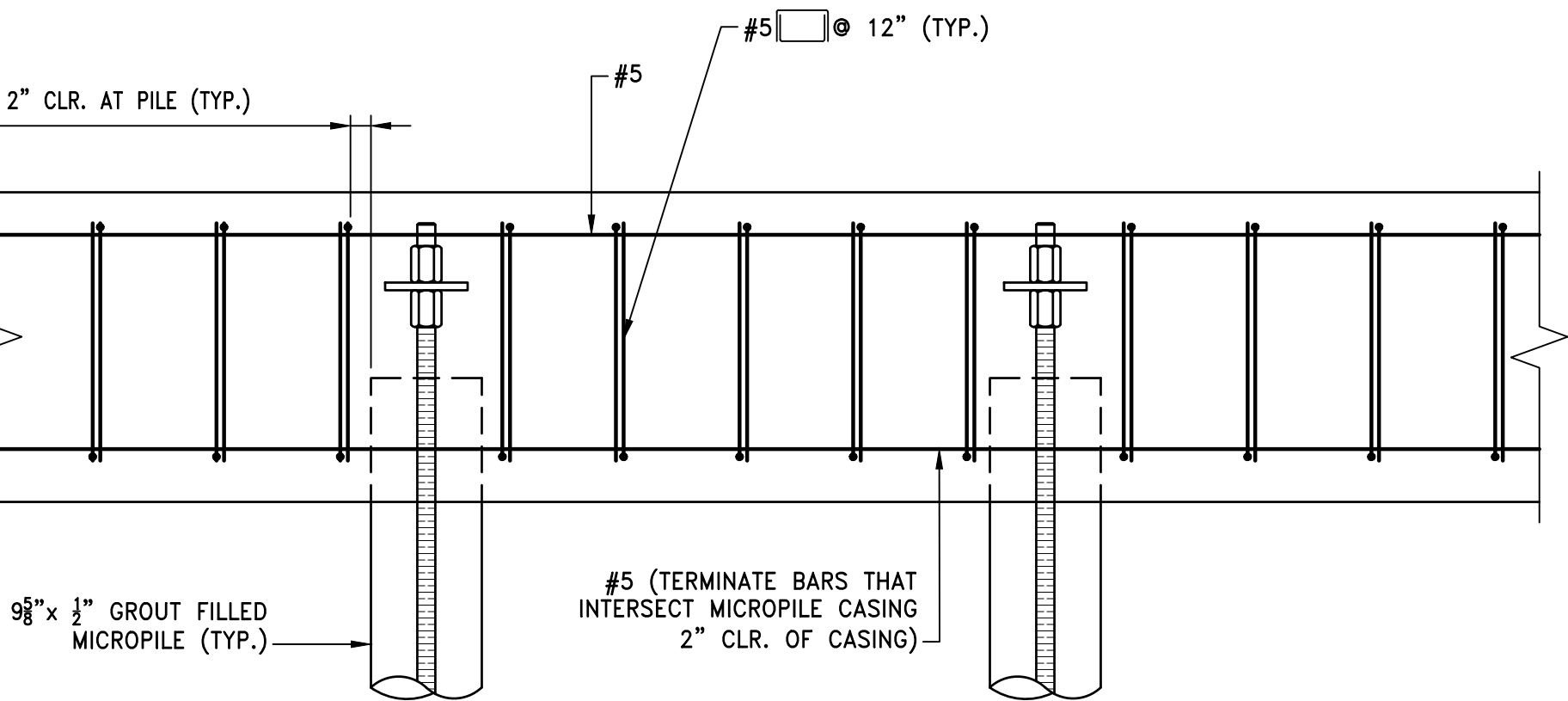




**TYPICAL PILE CAP TOP SECTION**  
SCALE: 3/4" = 1'-0"



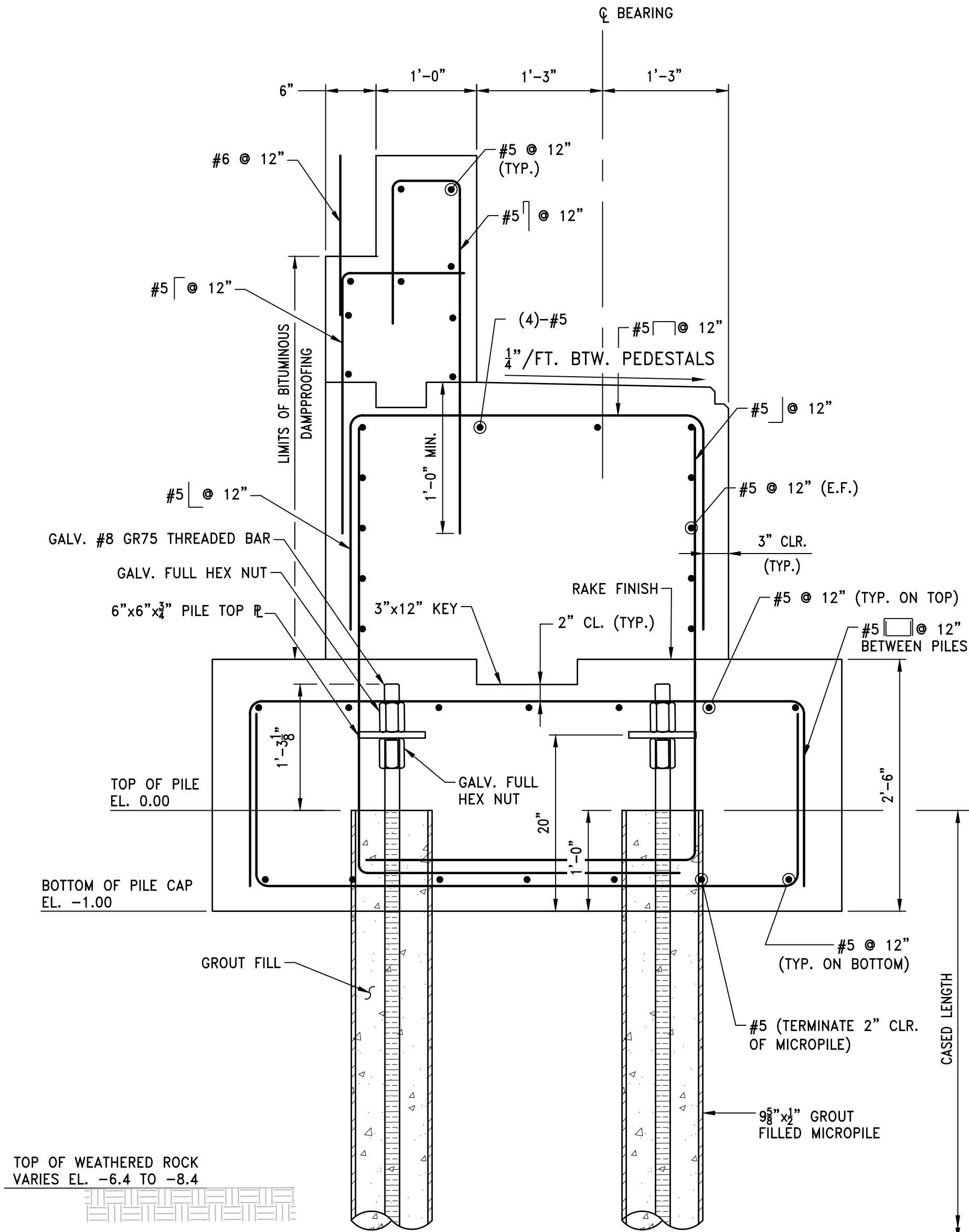
**TYPICAL PILE CAP BOTTOM SECTION**  
SCALE: 3/4" = 1'-0"



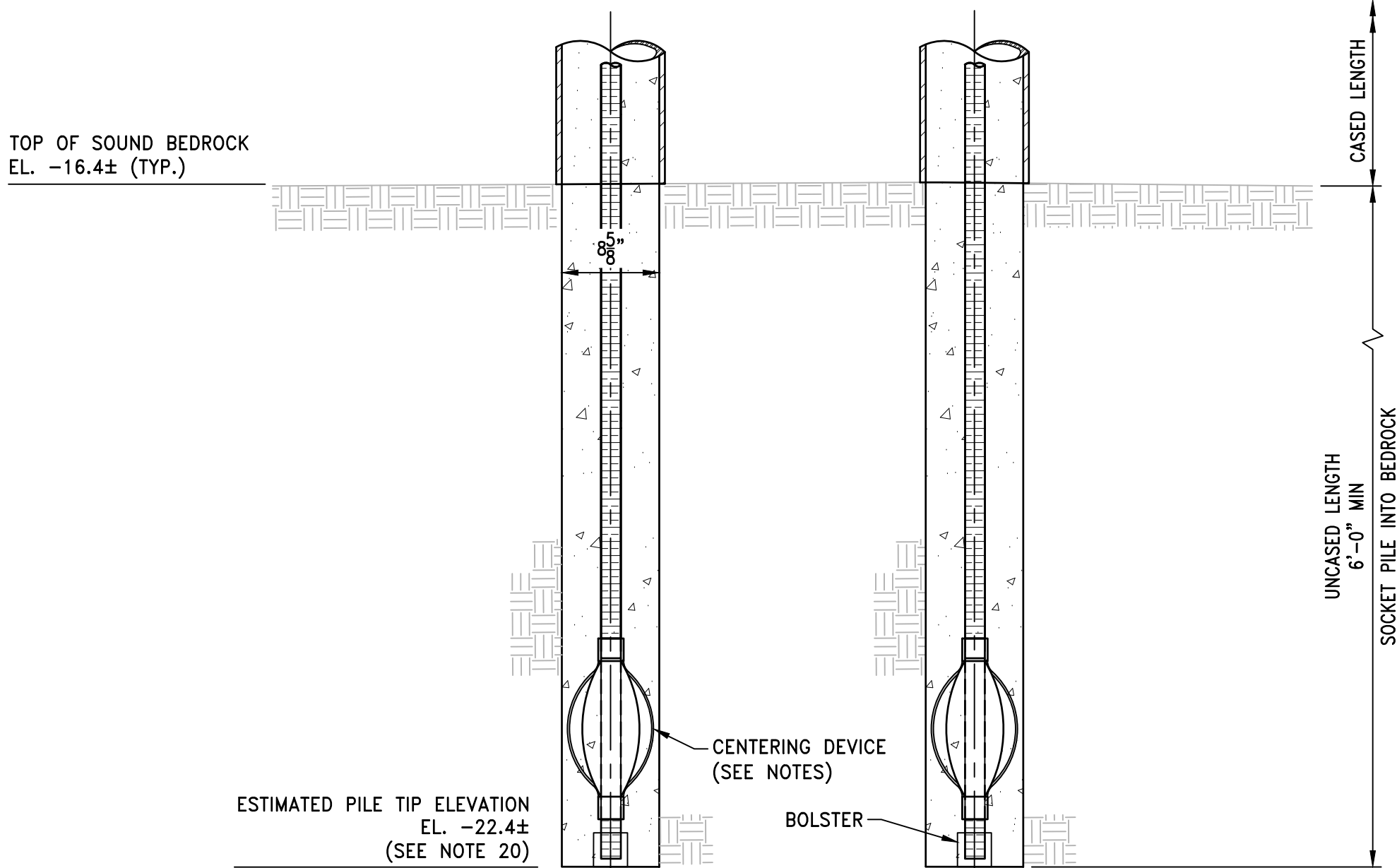
**PILE CAP ELEVATION**  
SCALE: 3/4" = 1'-0"

**NOTE:**

SPLICES WILL NOT BE PERMITTED IN PILE CAP REINFORCING.



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

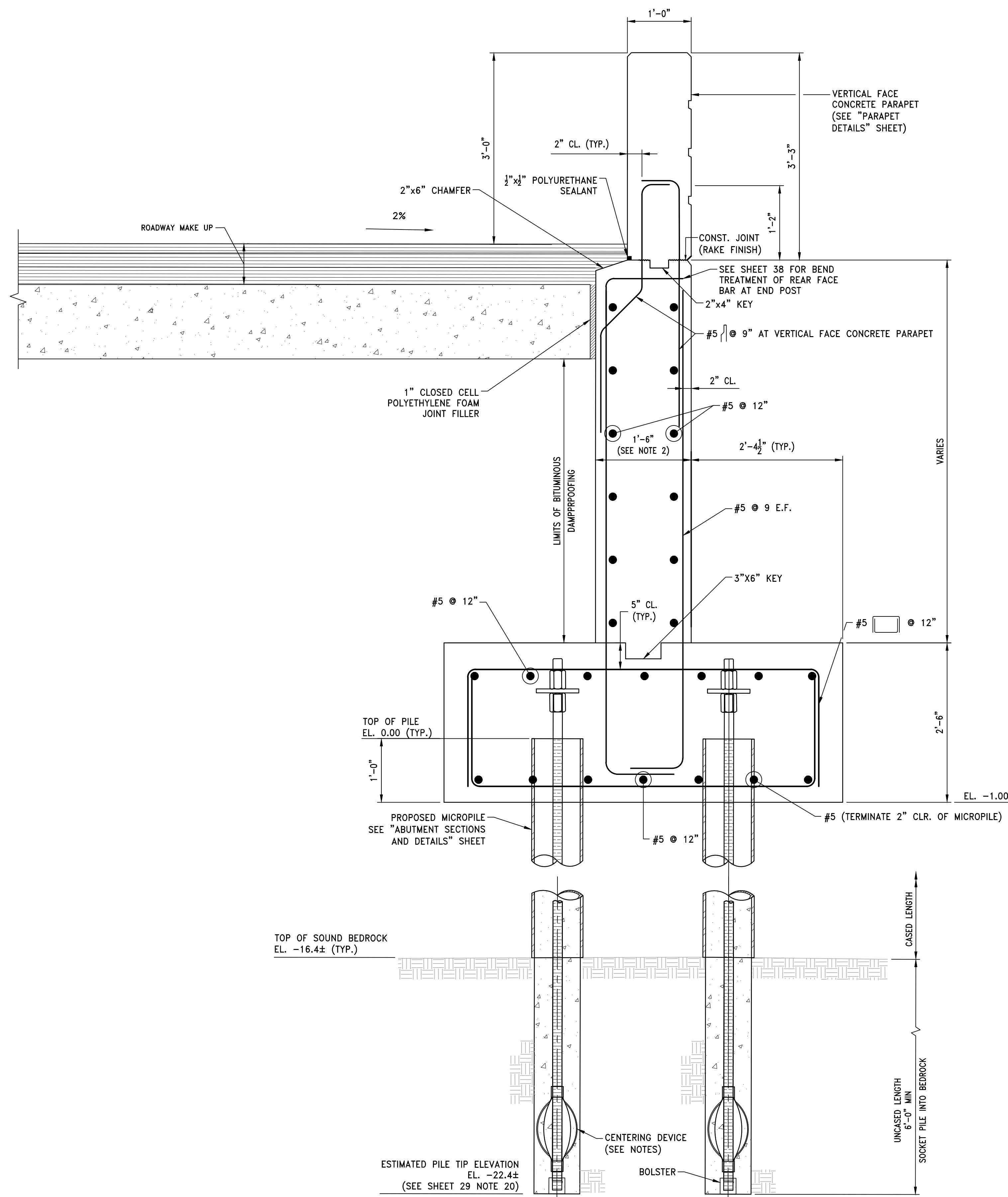


**MICROPILE DETAIL**  
SCALE: 1" = 1'-0"

**PILE NOTES:**

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

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-035	2025	30	45

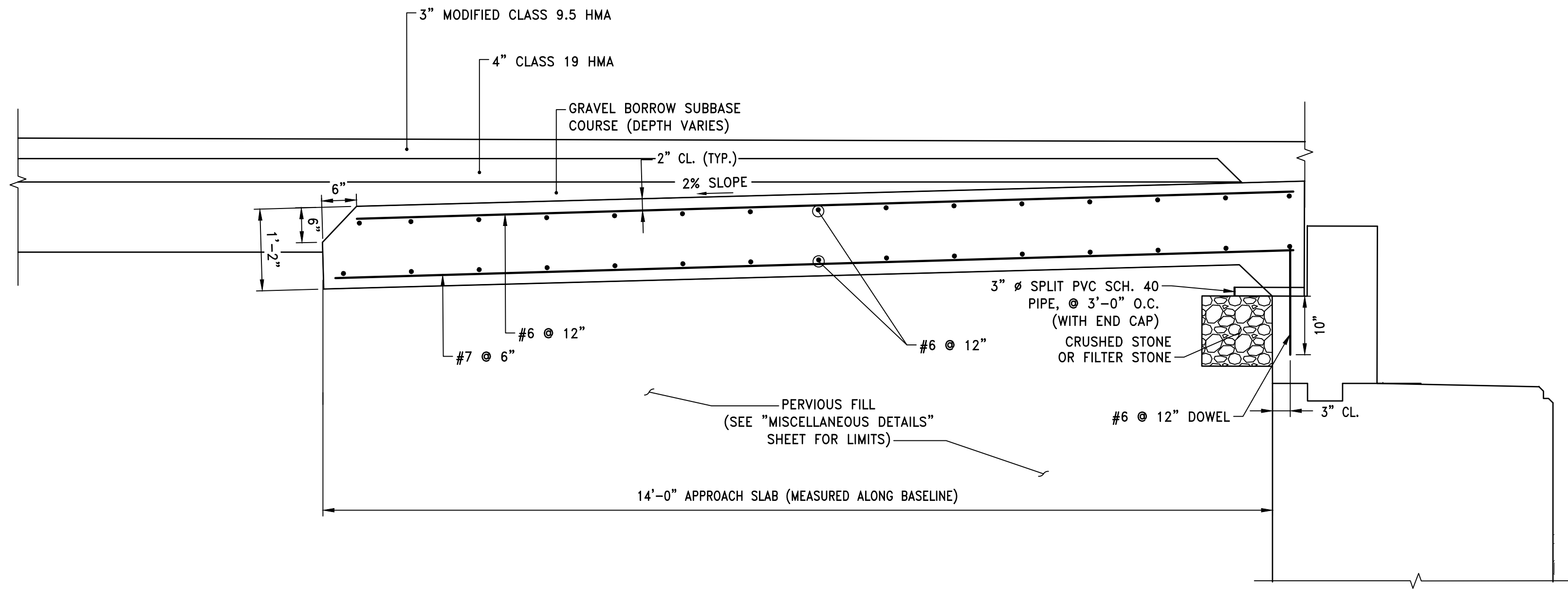


- NOTES:**
1. SEE "PARAPET DETAILS" SHEET FOR VERTICAL FACE CONCRETE PARAPET DETAILS.
  2. SEE "END POST DETAILS" SHEET FOR DIMENSIONS OF WINGWALL UNDER END POST.

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

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY



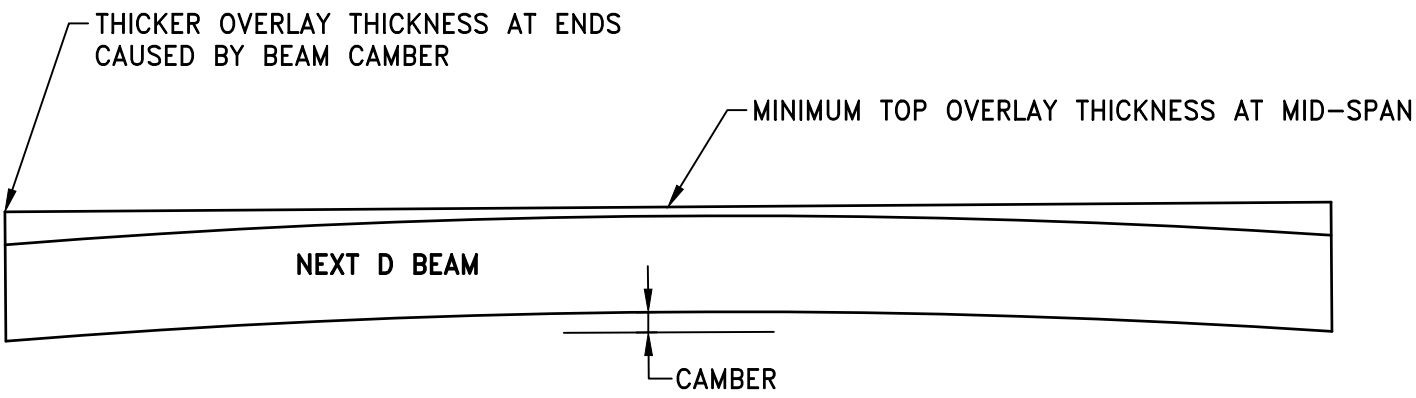
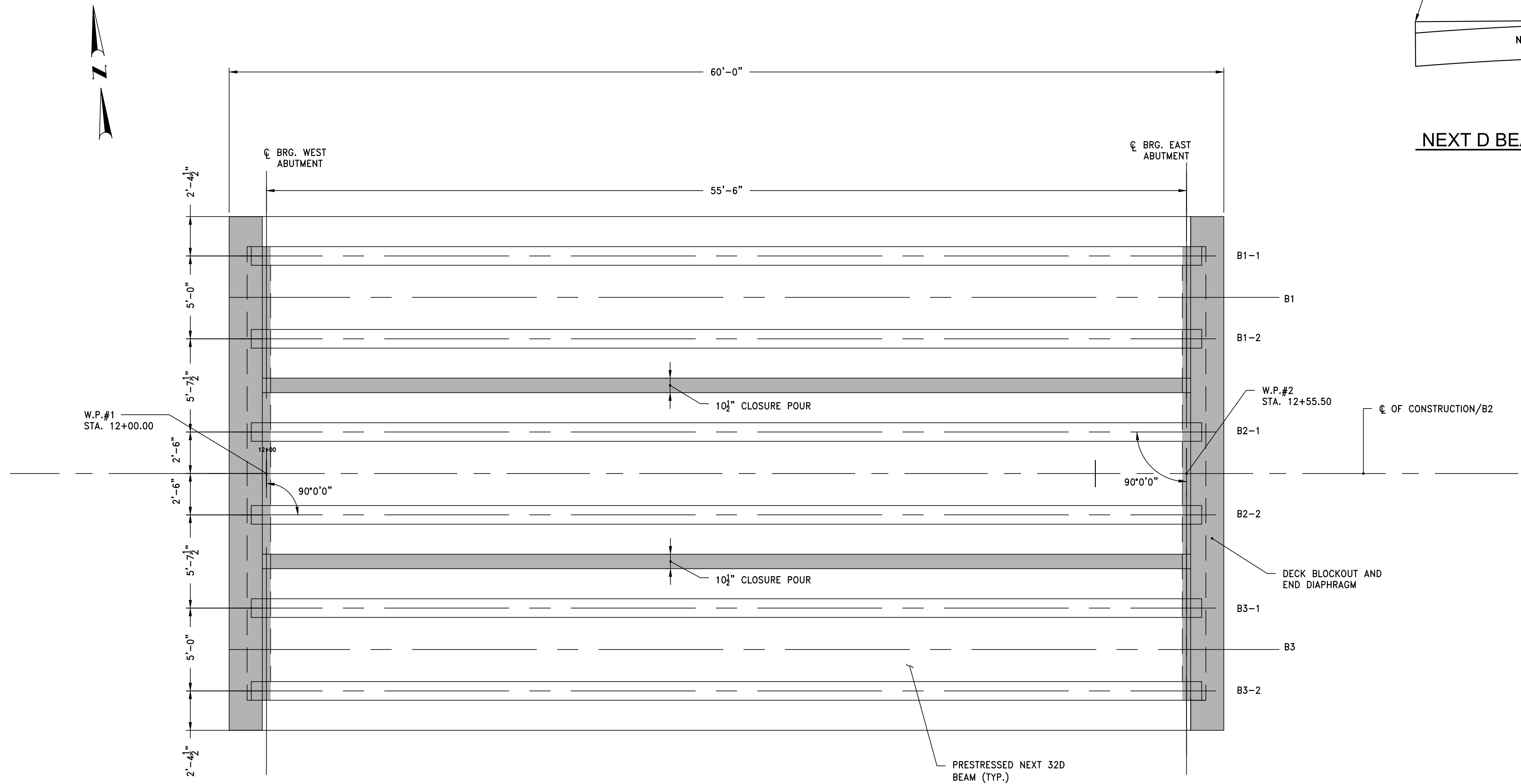


TYPICAL SECTION AT ROADWAY  
SCALE: 3/4" = 1'-0"

NOTES:

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

REVISIONS			REVISIONS		
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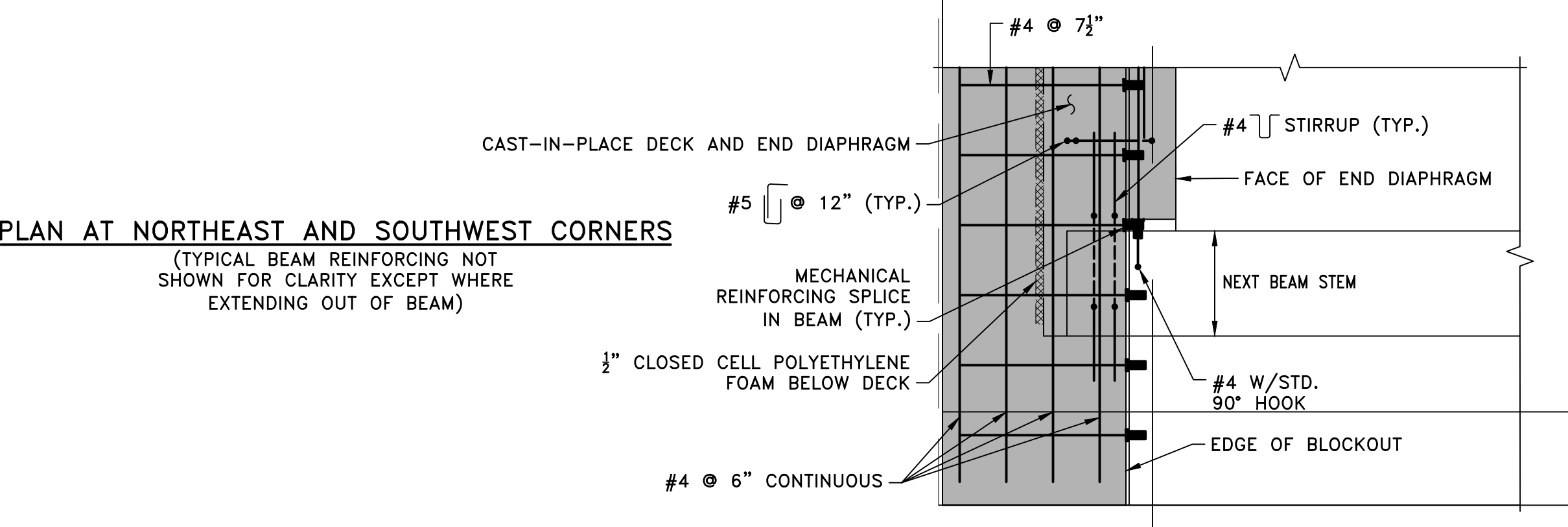
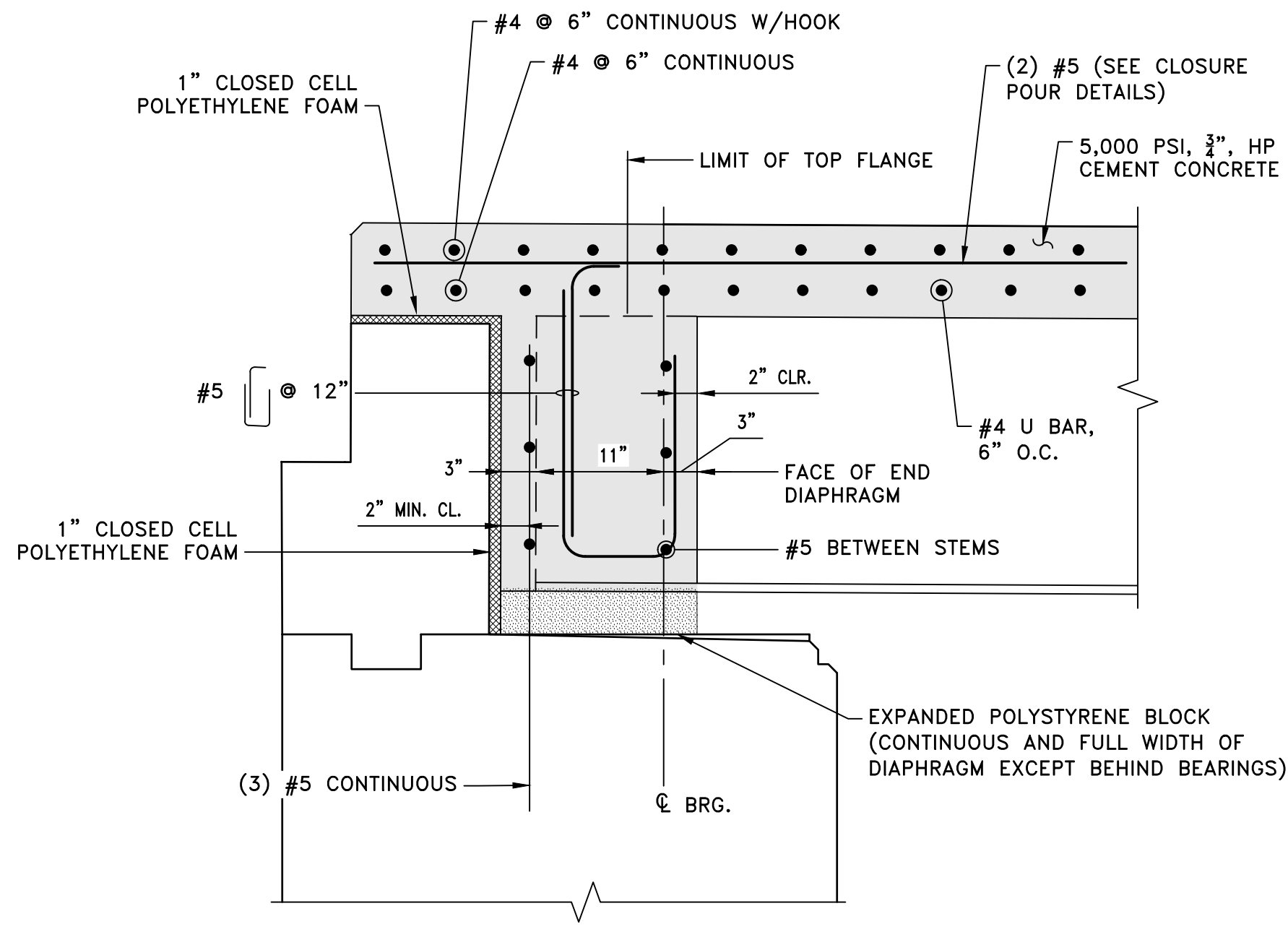
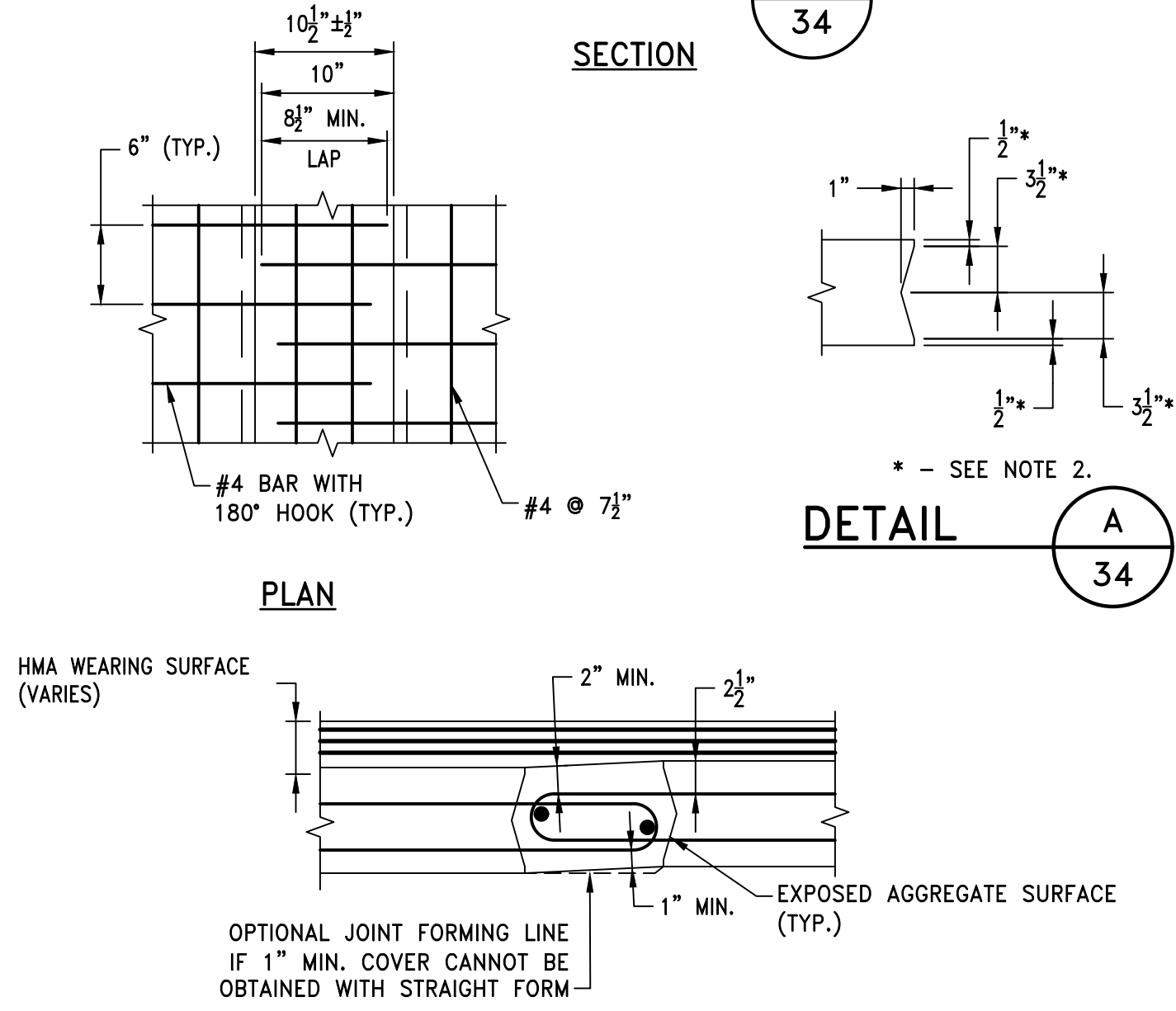
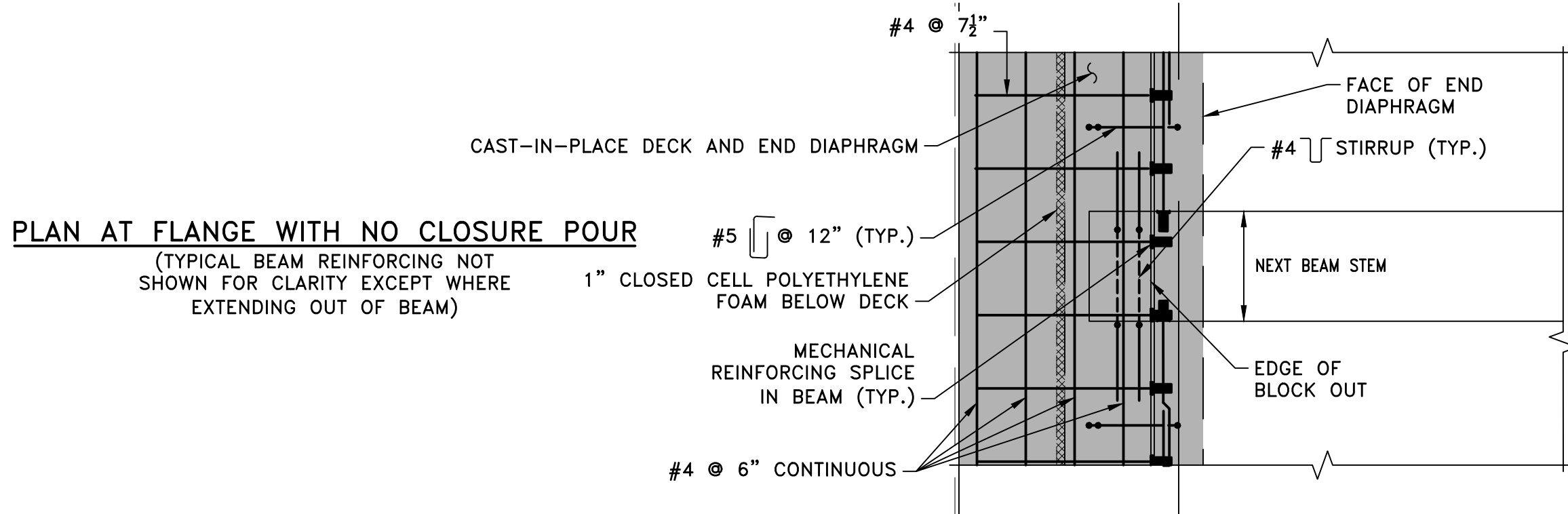
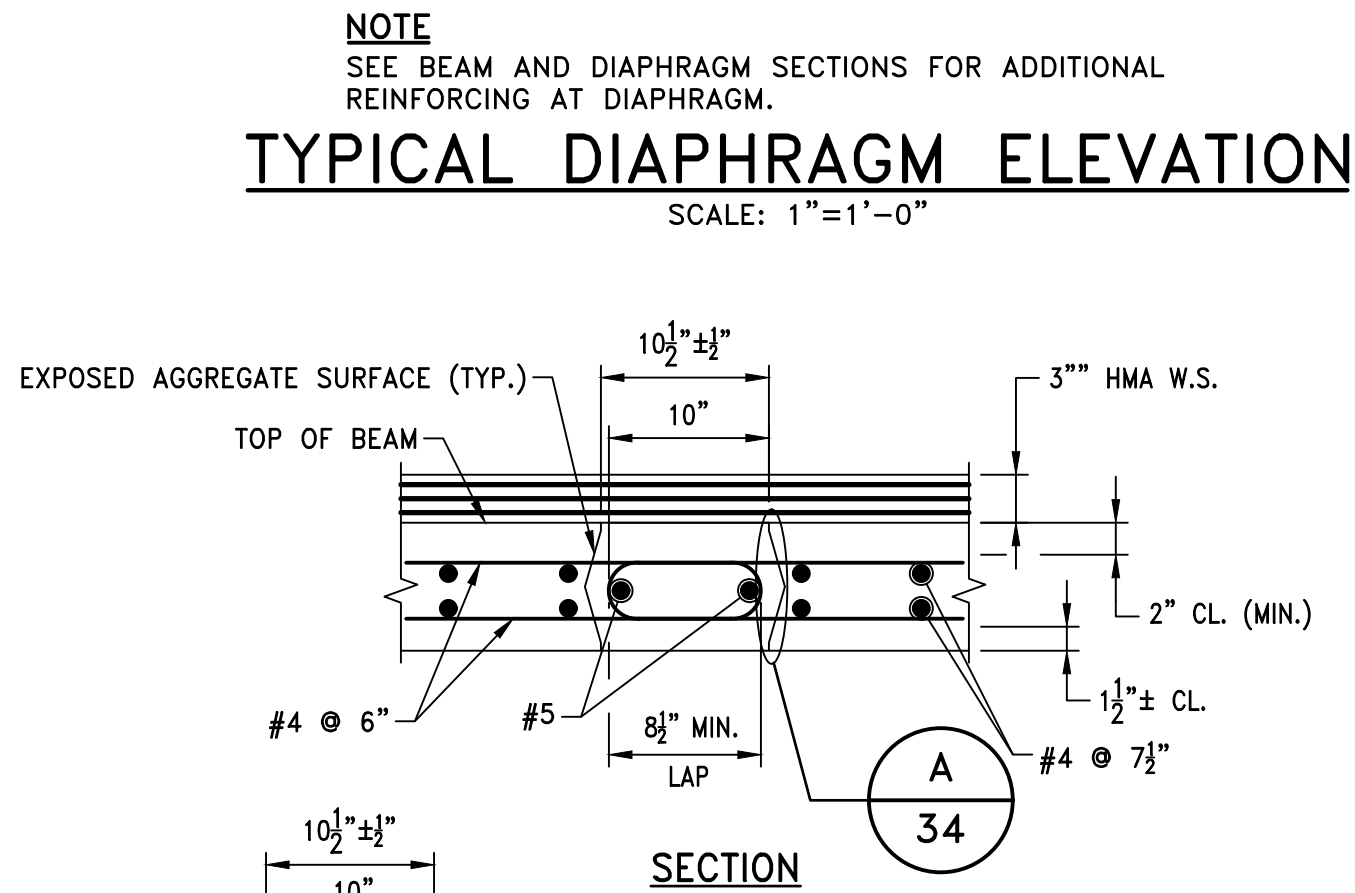
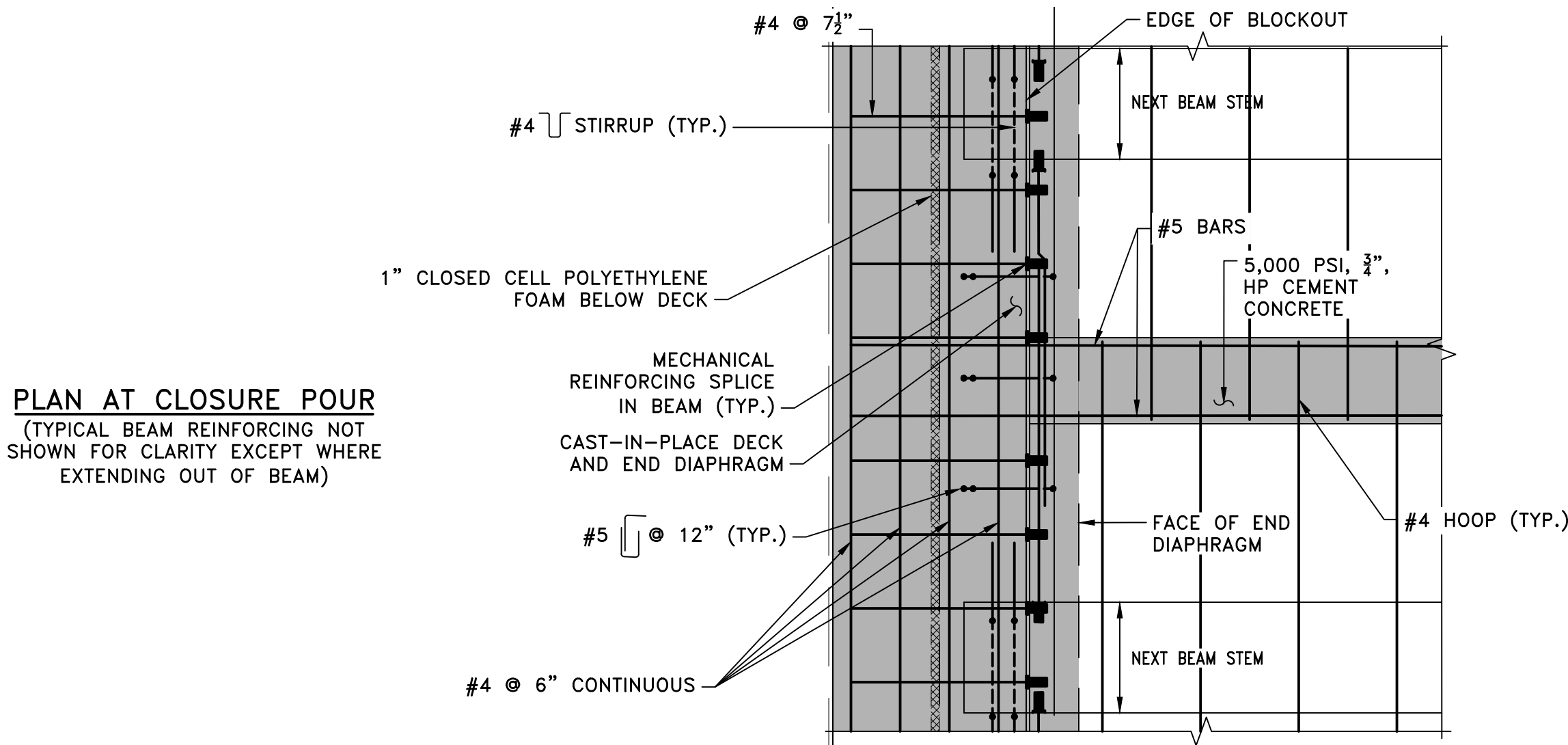
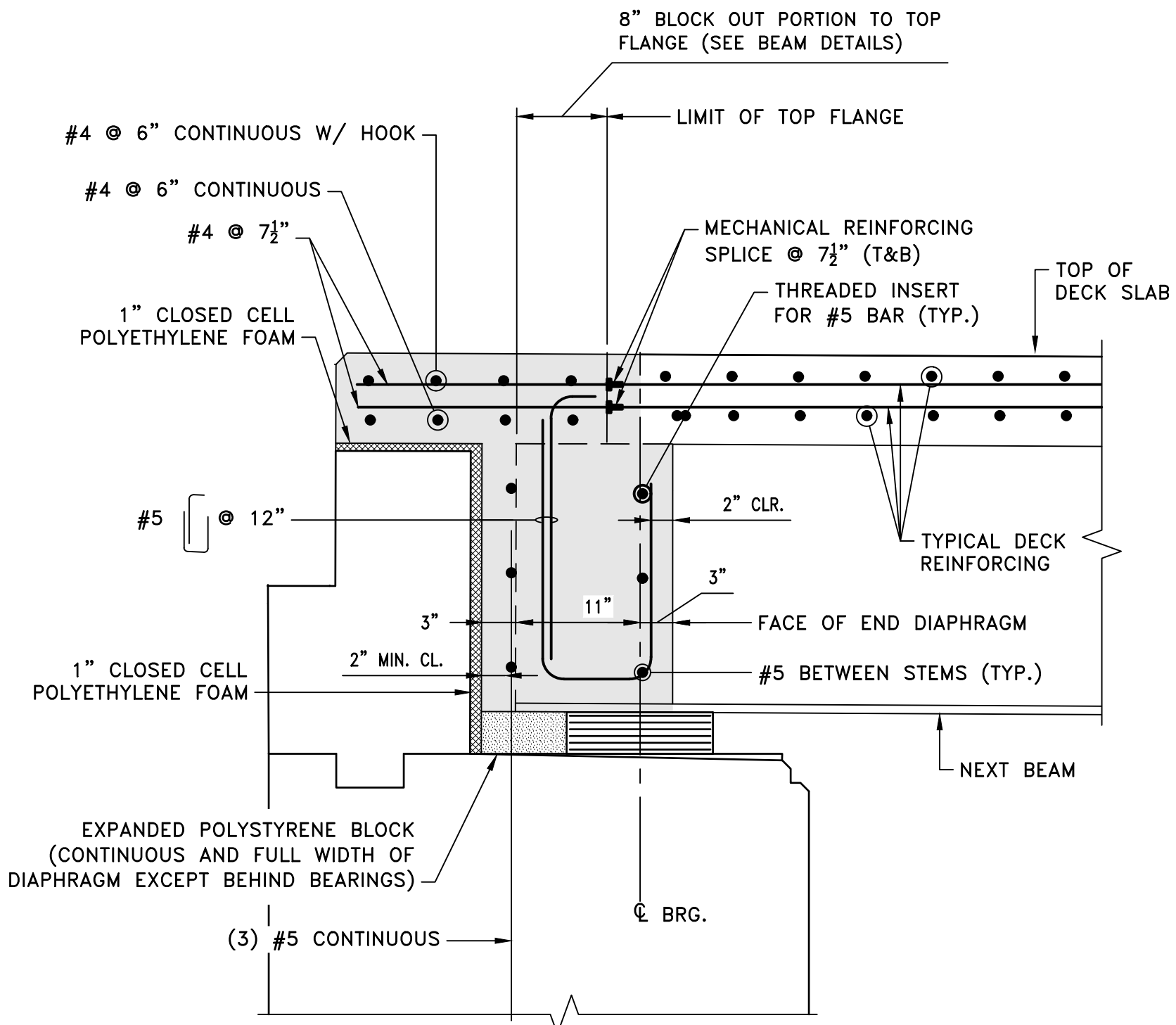
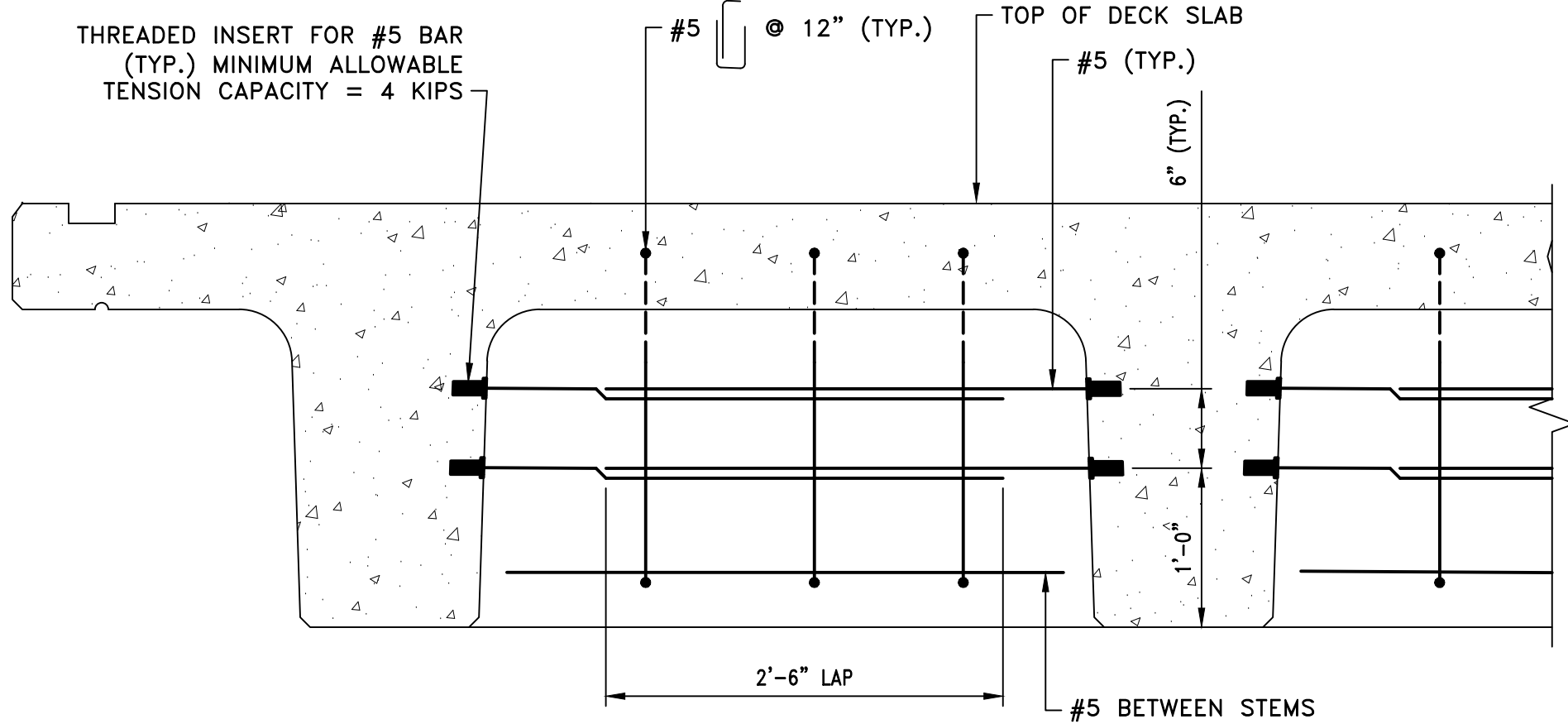
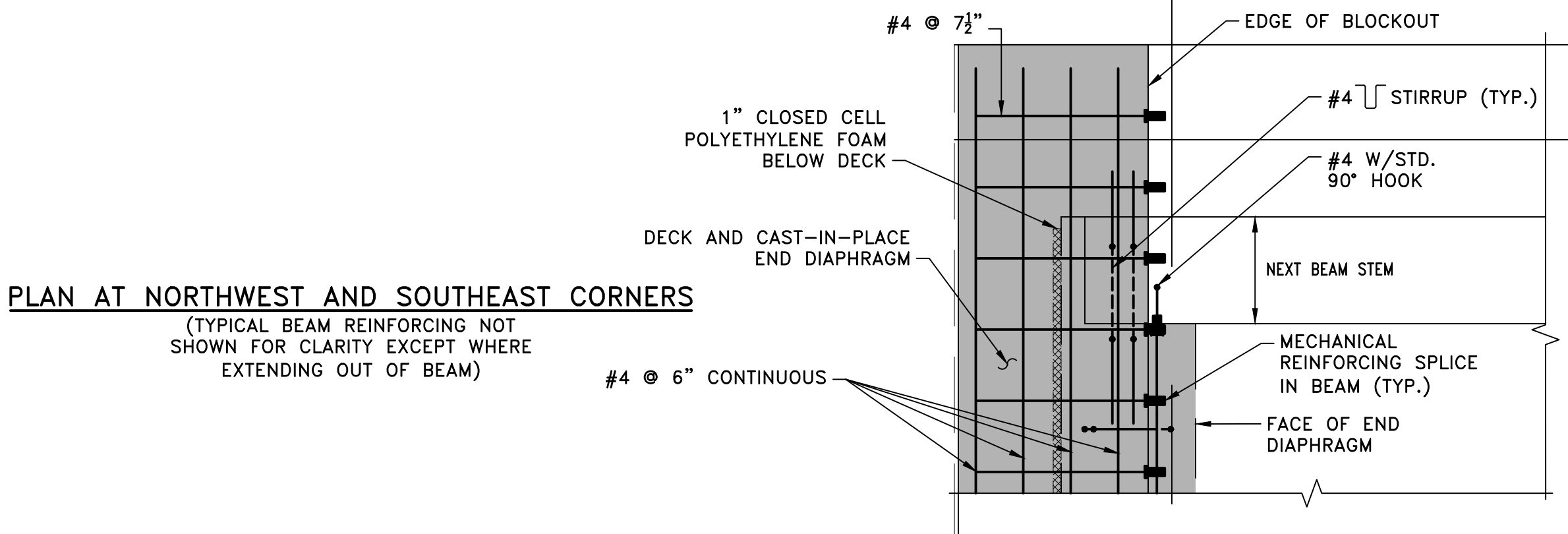
NEXT D BEAM - VARYING OVERLAY THICKNESS DETAIL  
NOT TO SCALE

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

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





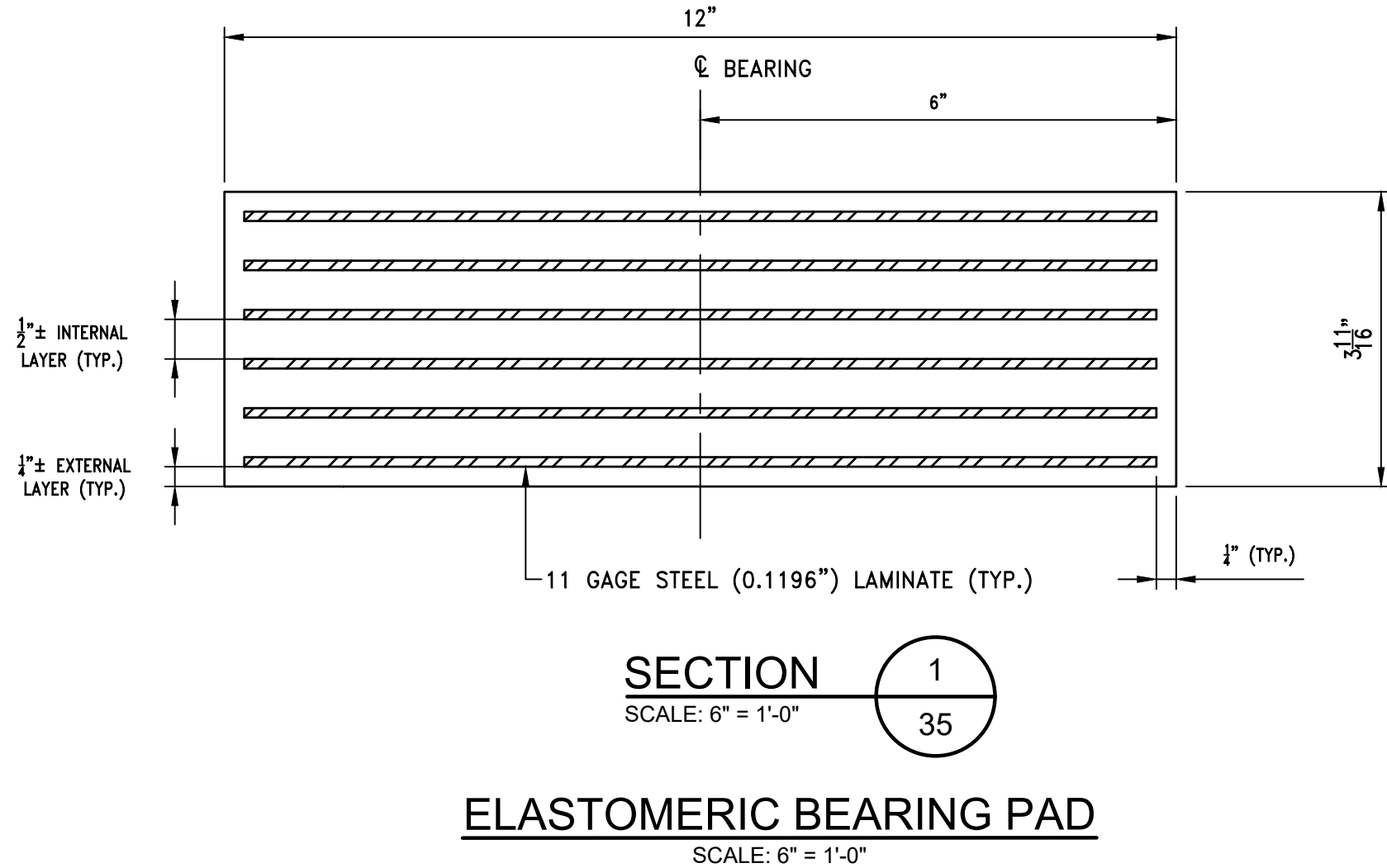
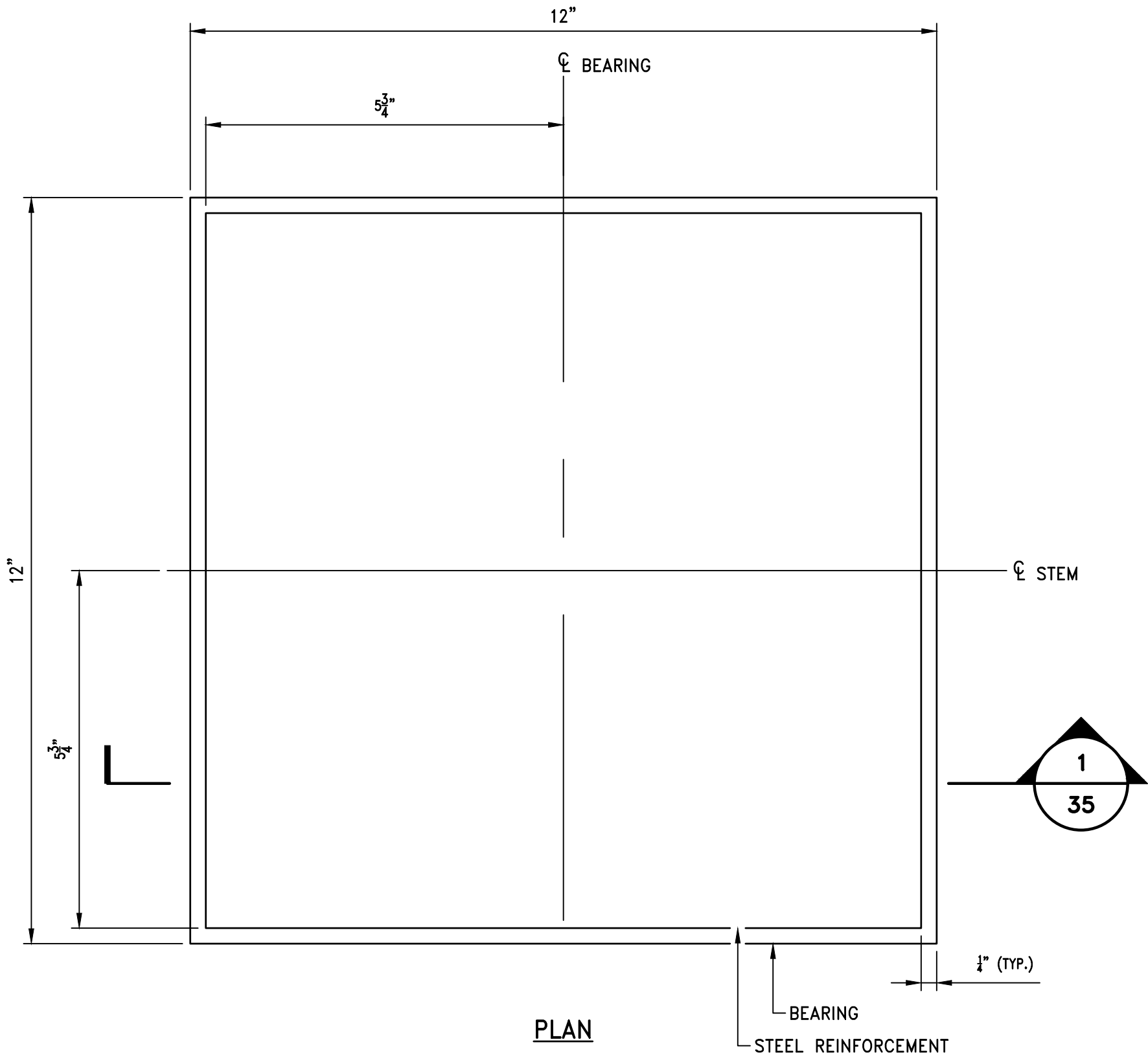


- NOTES:
1. THE FABRICATOR MAY CHANGE THE 3/4" AND 3 1/2" DIMENSIONS IN THE SHEAR KEY TO 1" AND 3" RESPECTIVELY.
  2. SHEAR KEY TO HAVE EXPOSED AGGREGATE FINISH.
  3. CLOSURE POUR REINFORCING TO BE PLACED ALONG THE ENTIRE SPAN.
  4. PLACE CLOSURE POUR REINFORCING PERPENDICULAR TO BEAM EDGE.
  5. METHOD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

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

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NO.	DATE	BY	NO.	DATE	BY





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

**BEARING NOTES:**

1. THE GIRDERS SHALL BE INSTALLED ON THE BEARINGS WHEN THE AMBIENT TEMPERATURE IS BETWEEN 20°F AND 80°F. IF THE TEMPERATURE FALLS OUTSIDE THIS RANGE AT THE TIME OF ERECTION, THE BEAMS SHALL BE JACKED WHEN THE TEMPERATURE FALLS WITHIN THIS RANGE FOR 6 CONSECUTIVE HOURS AND THE BEARINGS ALLOWED TO RESUME THEIR UNLOADED CONFIGURATION BEFORE RESETTING THE BEAMS.
2. ELASTOMER SHALL HAVE A SHEAR MODULUS OF 0.160 KSI.
3. ELASTOMERIC BEARING PADS SHALL BE CEMENTED TO THE BEAM SEAT PRIOR TO APPLYING THE CONCRETE SURFACE TREATMENT-PROTECTIVE COATING IN ACCORDANCE WITH THE R.I. STANDARD SPECIFICATIONS.
4. STEEL LAMINATES SHALL CONFORM TO ASTM A 1011 GRADE 36 OR BETTER.
5. THE MAXIMUM COMPRESSIVE LOAD ON THE BEARING PAD IS 123 KIPS. THE COMPRESSIVE DESIGN STRESS IS THE RESULT OF DIVIDING THE COMPRESSIVE DESIGN LOAD BY THE AREA OF THE PAD AND IS EQUAL TO 0.854 KSI.
6. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A  $\frac{1}{32}$ " DEEP DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER BEARING IS INSTALLED.



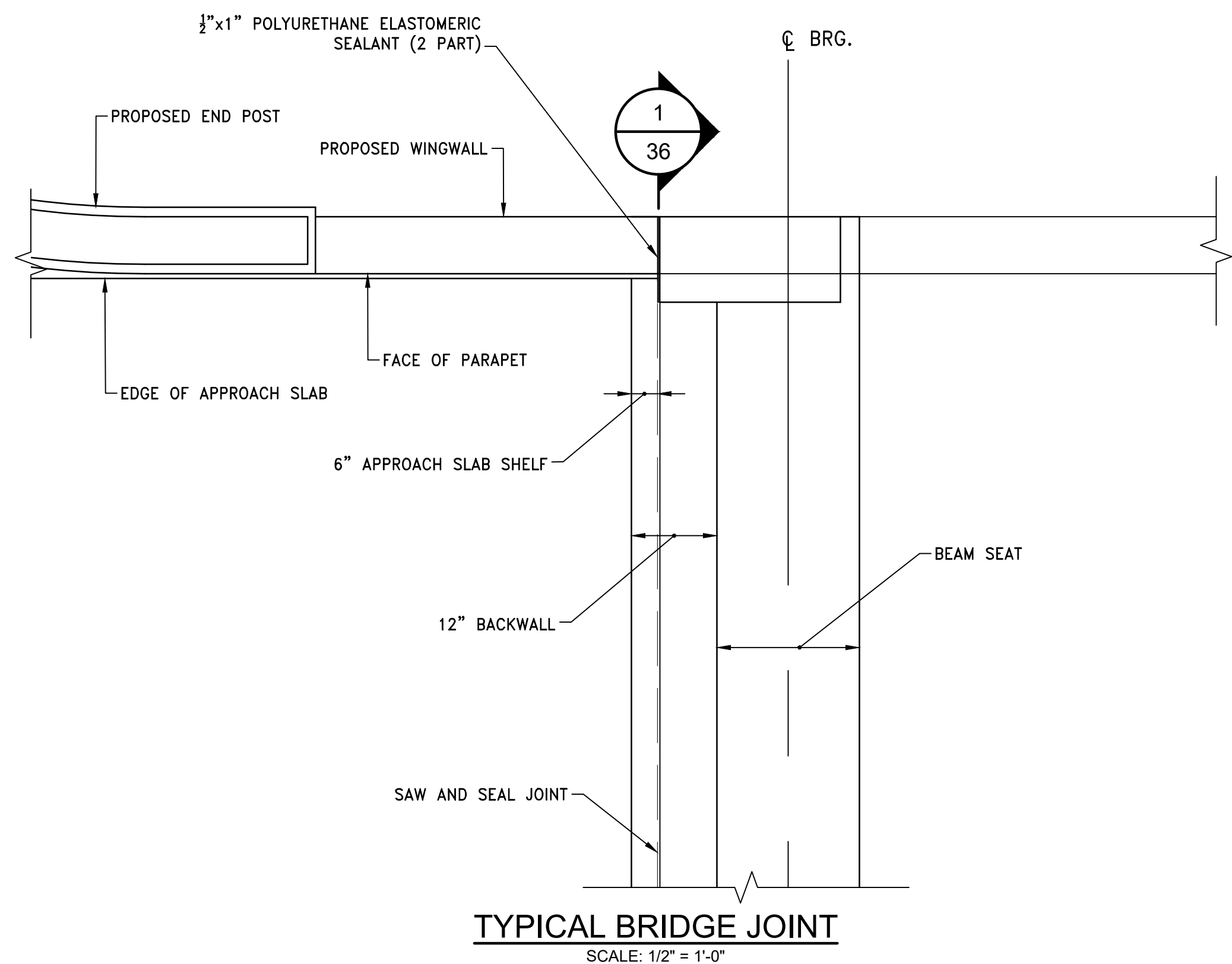
RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

DESIGNED BY  
CHECKED BY  
DATE:  
SHEET: 35  
OF: 45

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

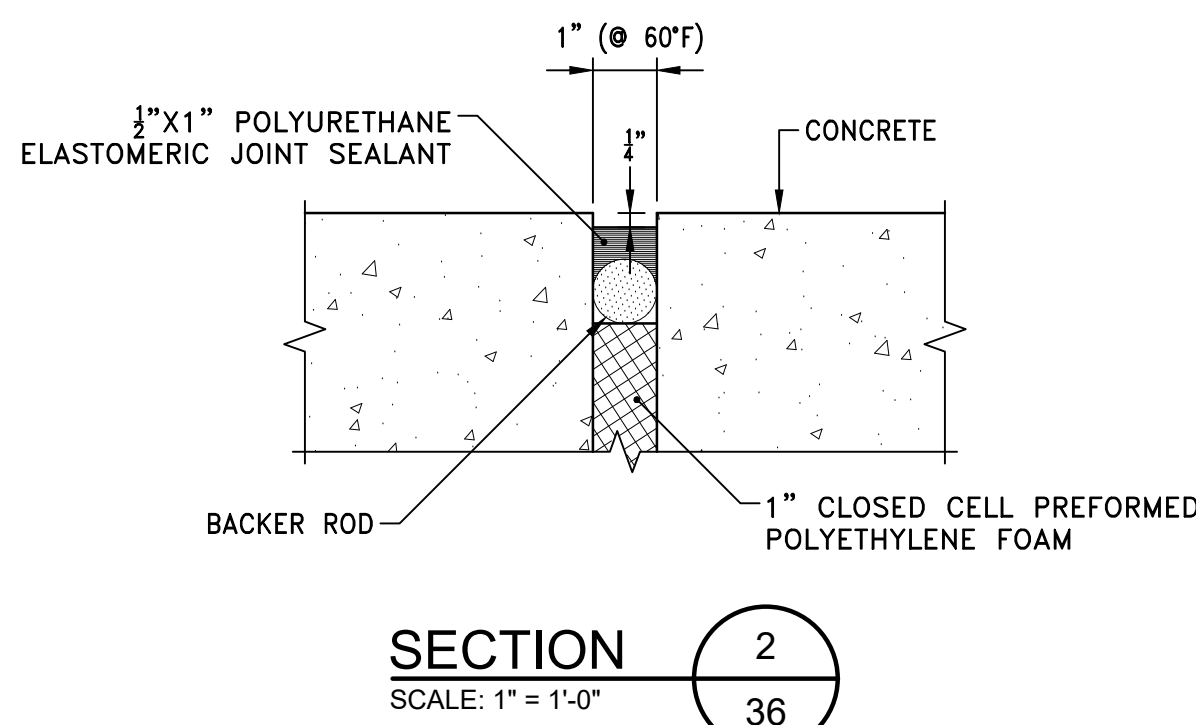
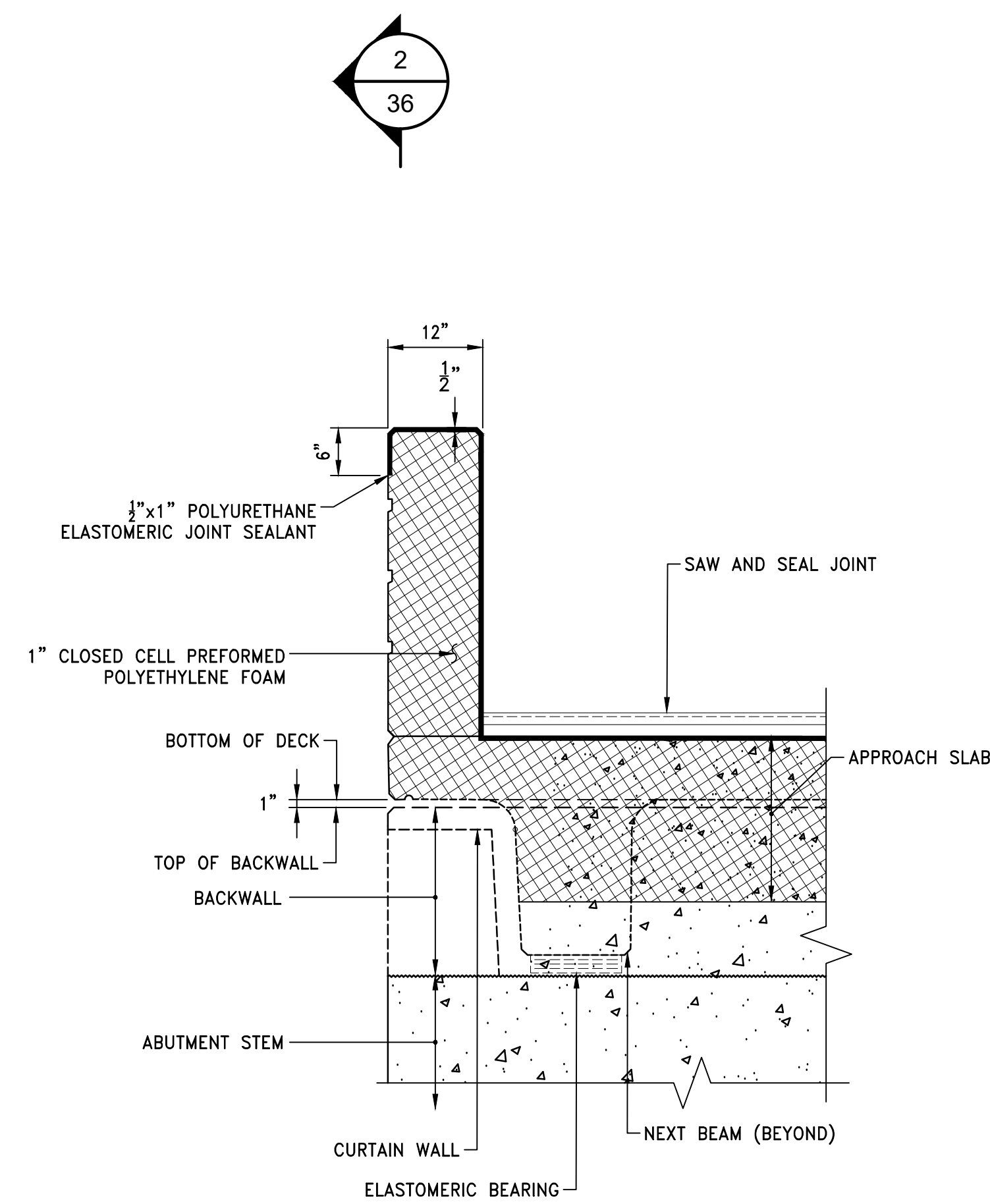
# RE-ADVERTISING OF BRIDGE GROUP 44\_H - NONQUIT POND

## BEARING DETAILS



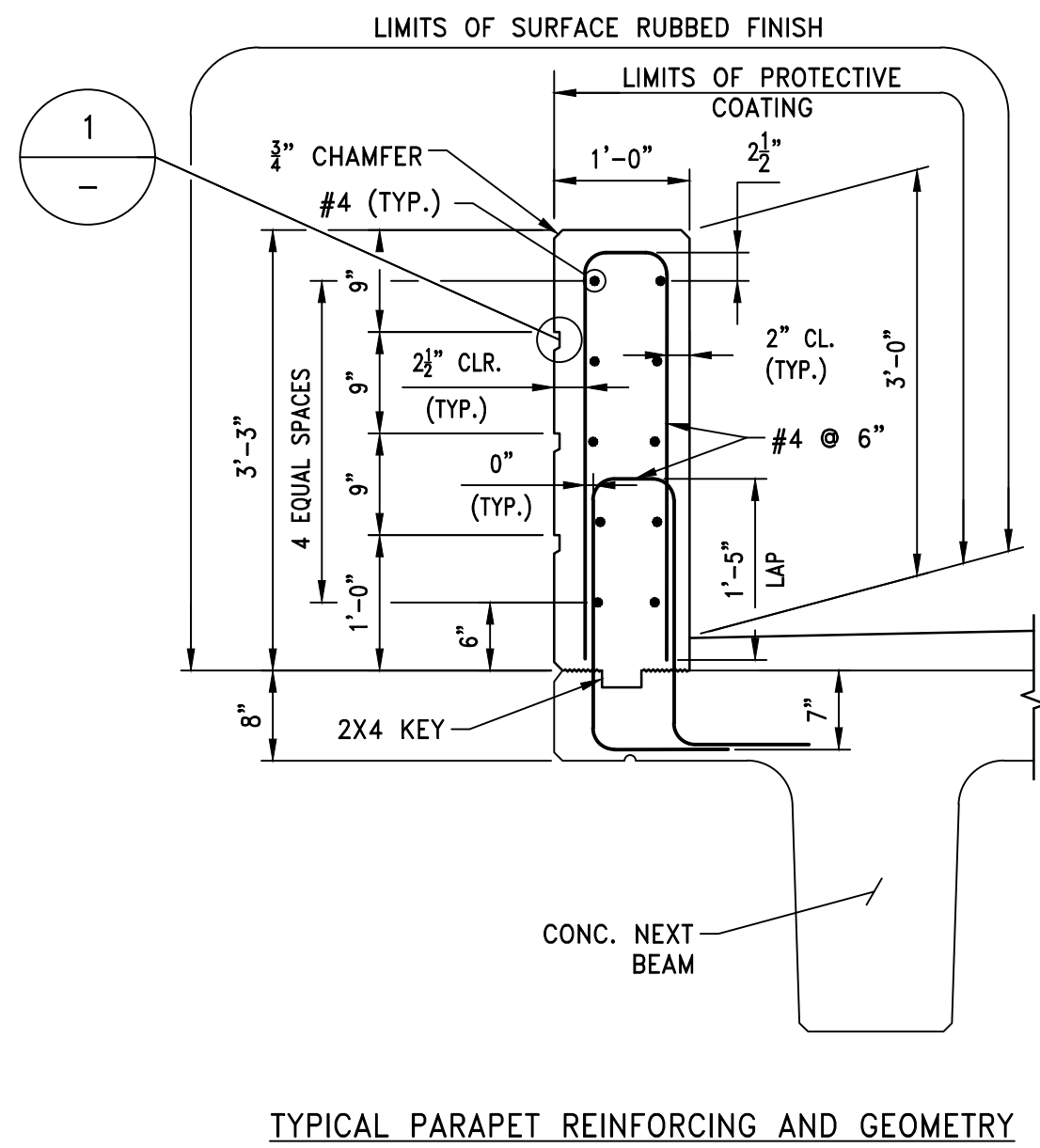
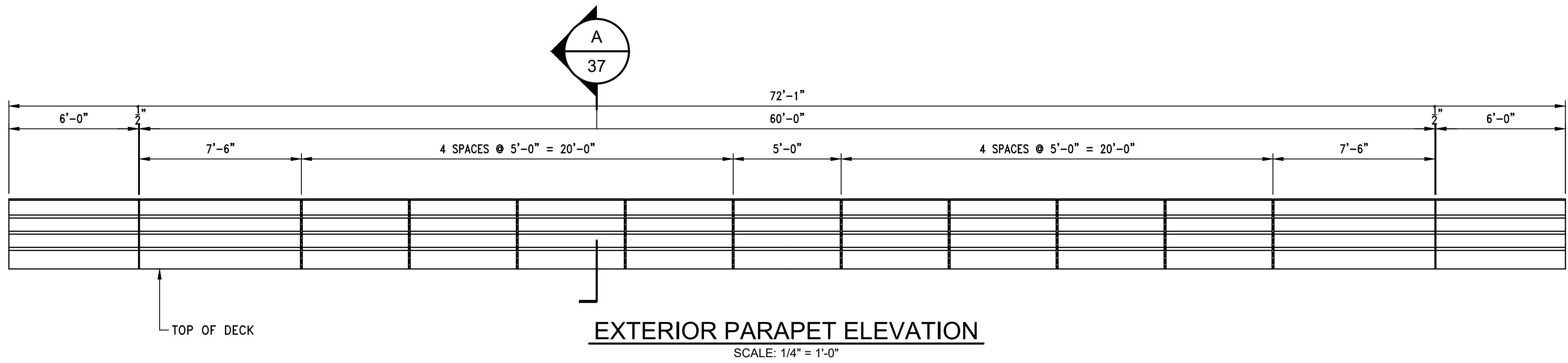
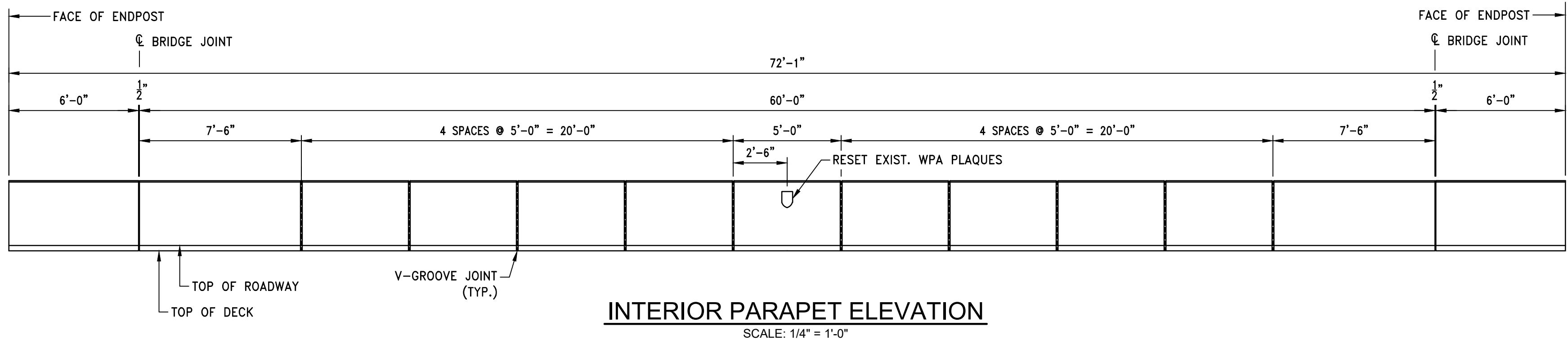
TEMPERATURE (°F)	JOINT WIDTH (IN)
15	1.11
30	1.07
45	1.04
60	1.00
75	0.96
90	0.93
105	0.89

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

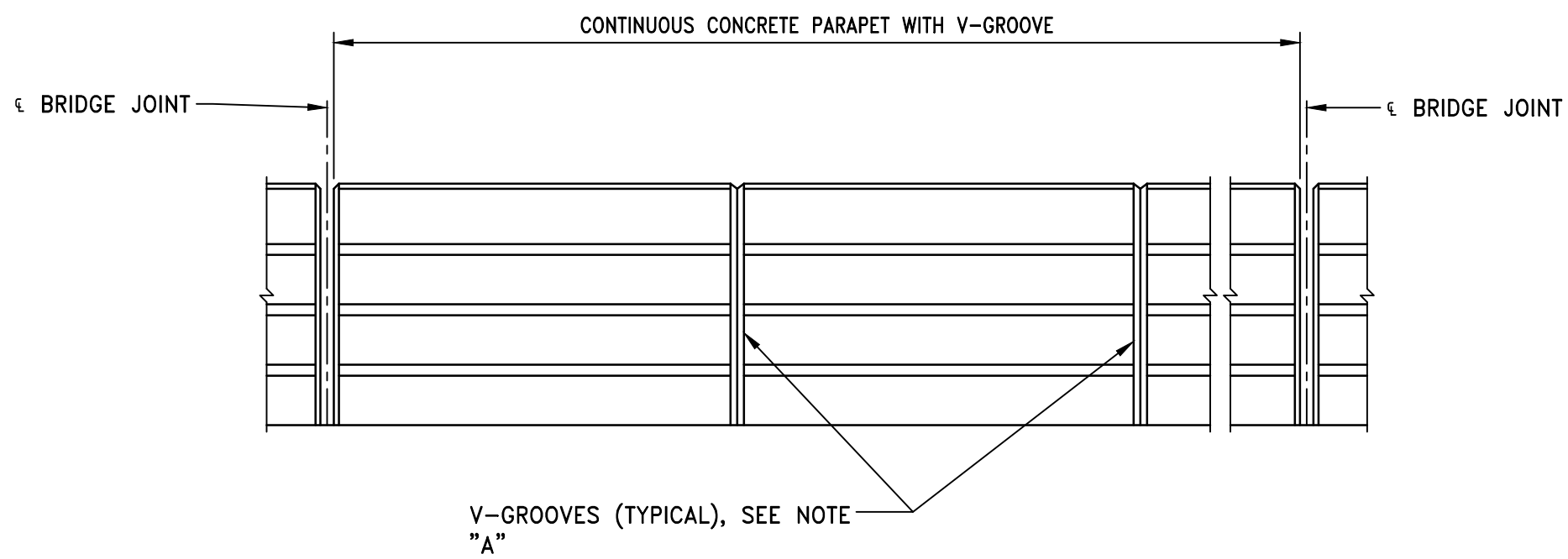


REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY



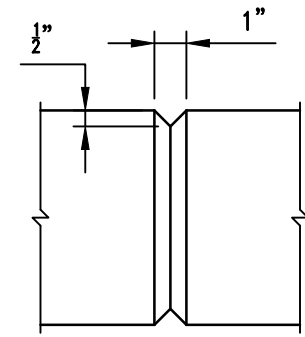


SECTION A 37  
SCALE: 3/4" = 1'-0"

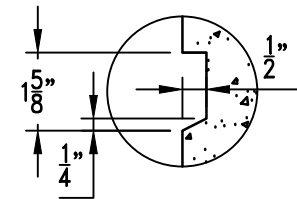


NOTE "A":  
FORMED V-GROOVES IN THE CAST-IN-PLACE PARAPETS SHALL MAKE A 45° ANGLE WITH THE BARRIER SURFACES. THE LONGITUDINAL REINFORCING BARS IN THE CONCRETE PARAPETS SHALL BE CONTINUOUS BETWEEN BRIDGE EXPANSION JOINTS. WHERE SPLICES ARE REQUIRED, THE LENGTH OF THE LAP SHALL BE SUFFICIENT TO DEVELOP EACH BAR.

ELEVATION  
CONCRETE PARAPET V-GROOVE SPACING  
NOT TO SCALE



V-GROOVE IN PARAPET  
NOT TO SCALE

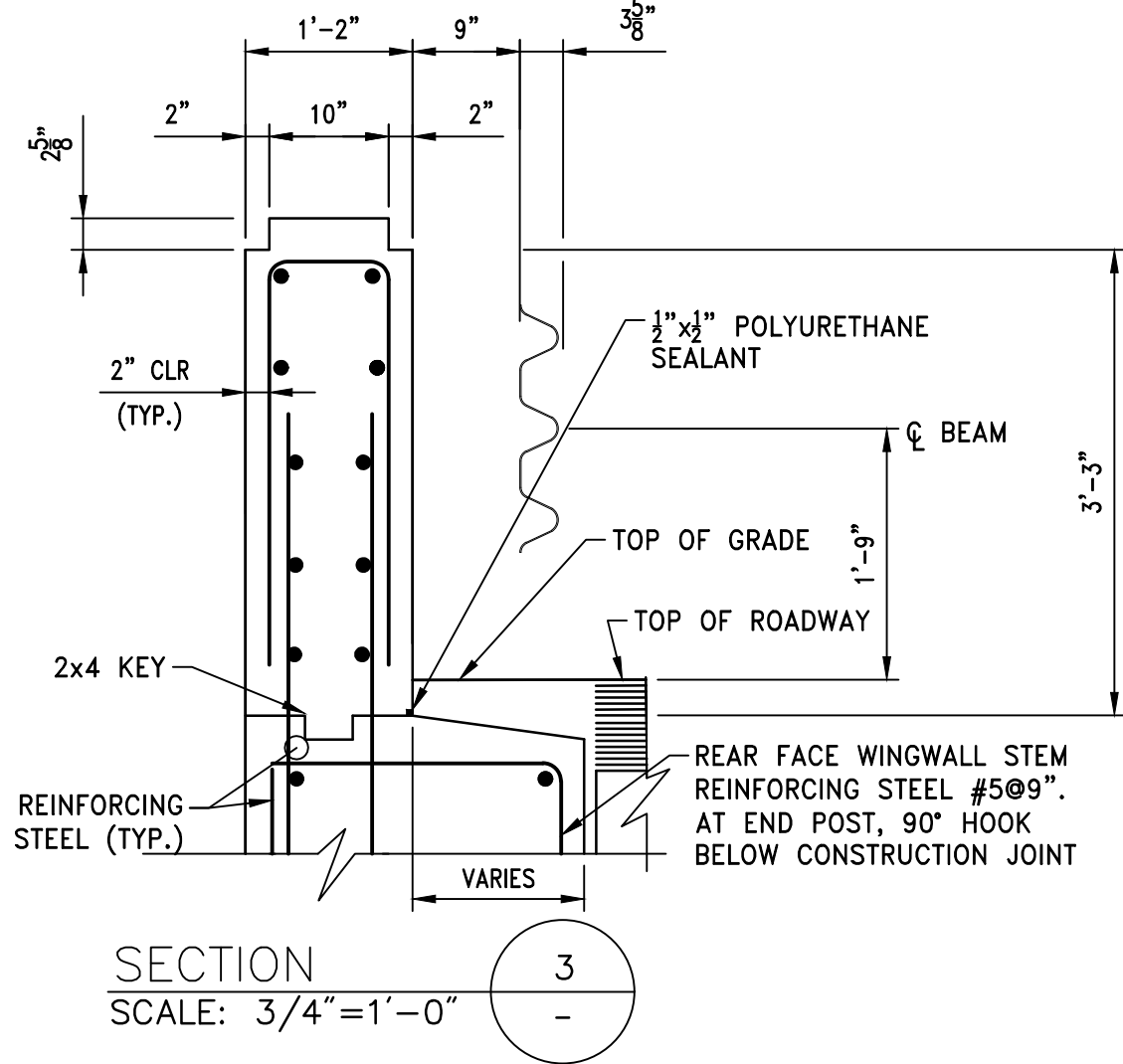
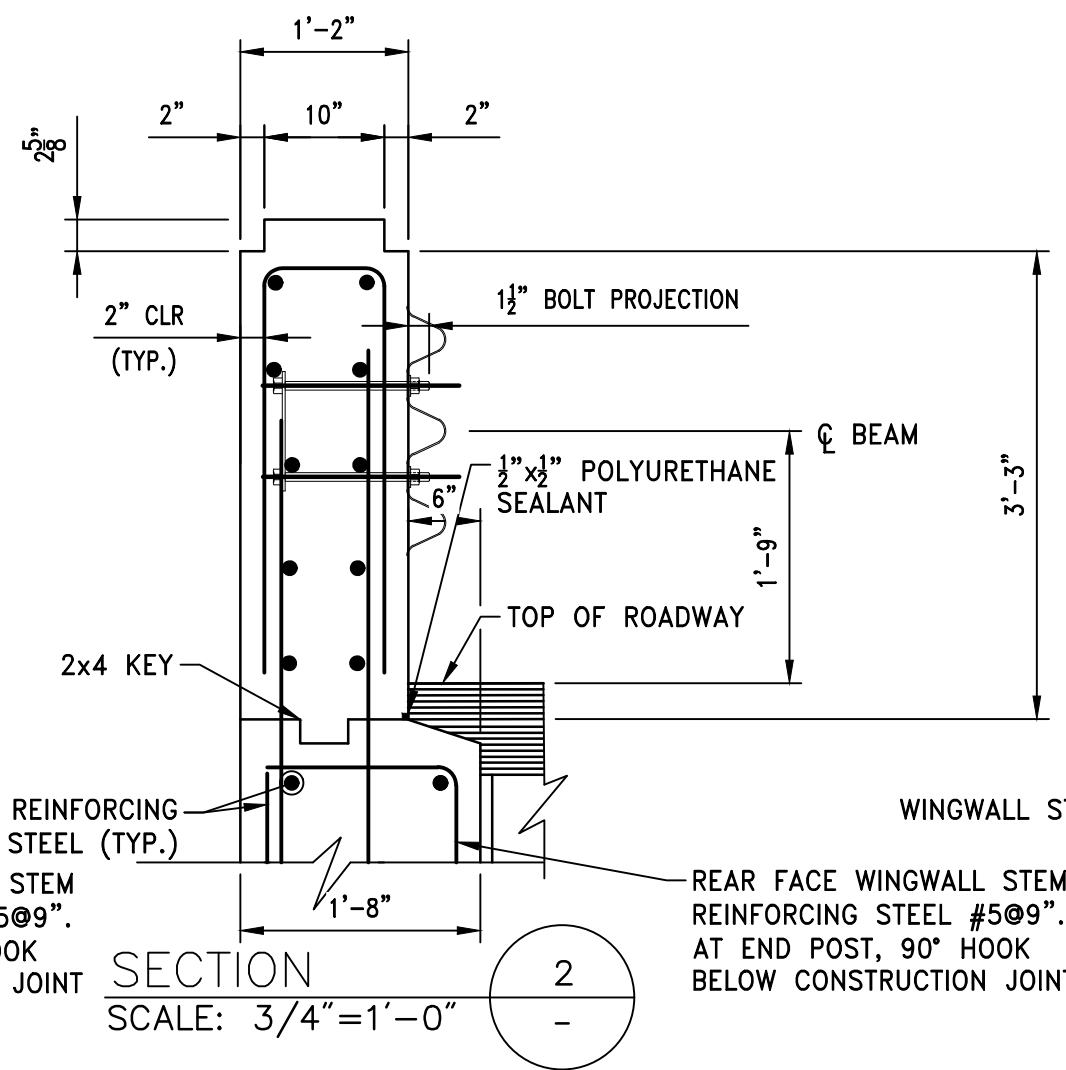
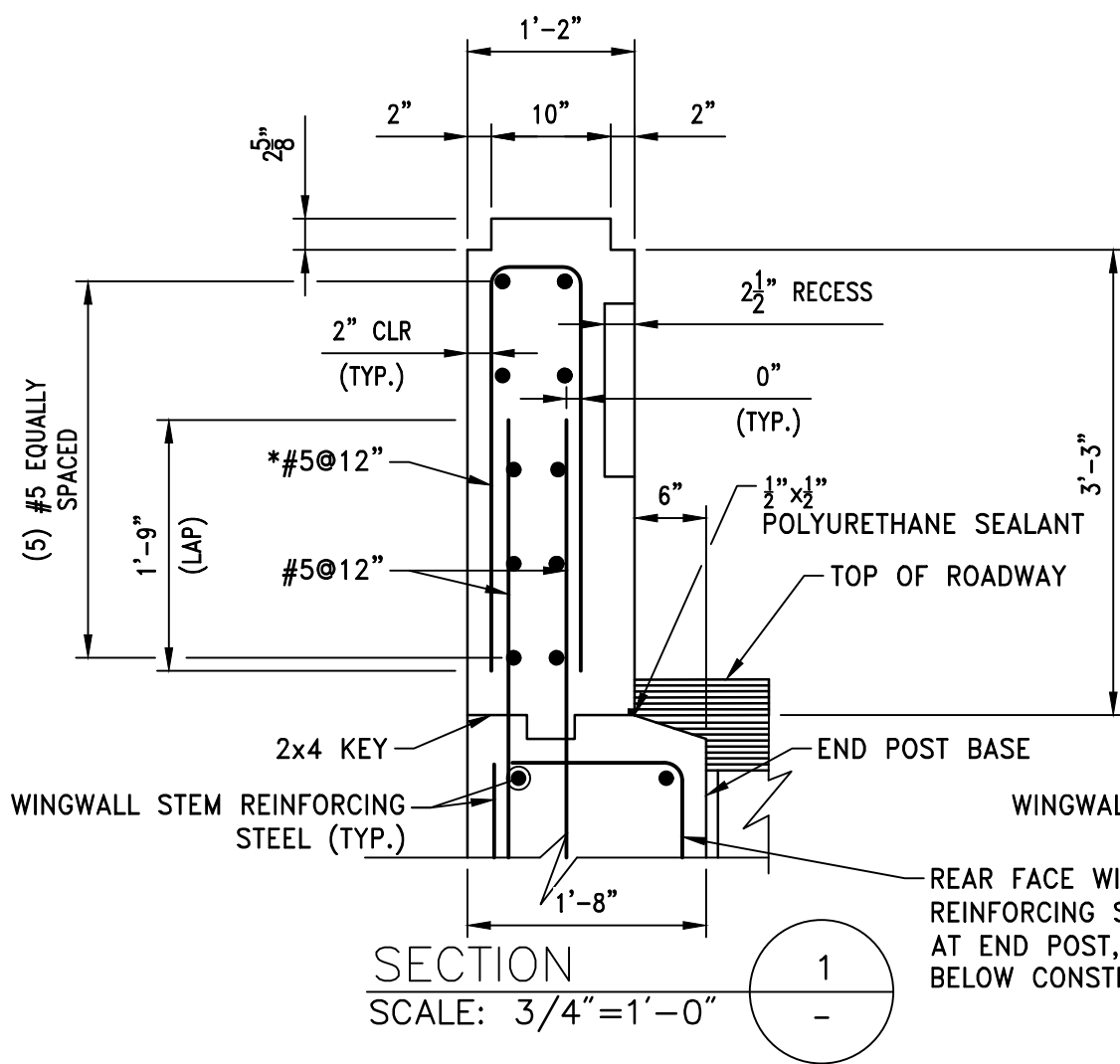
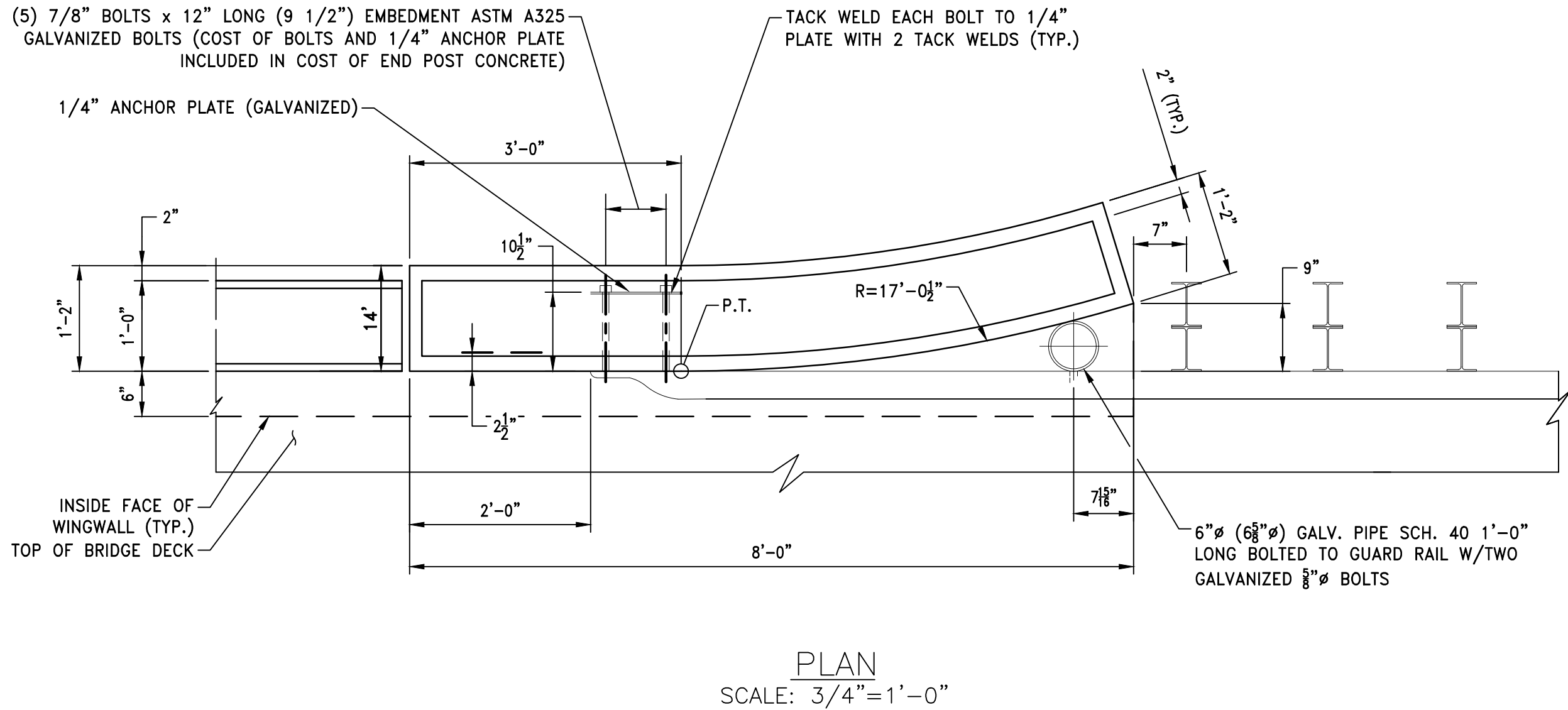


DETAIL 1  
SCALE 3" = 1'-0"

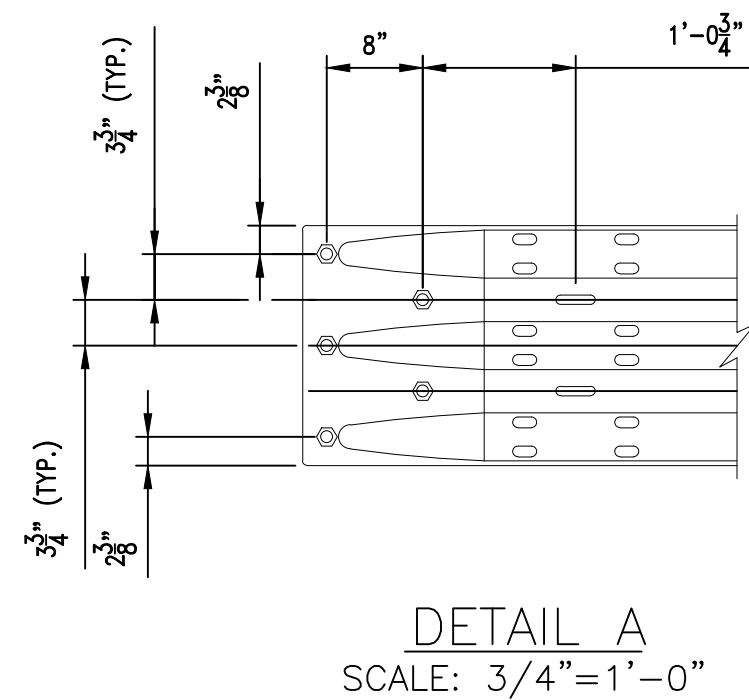
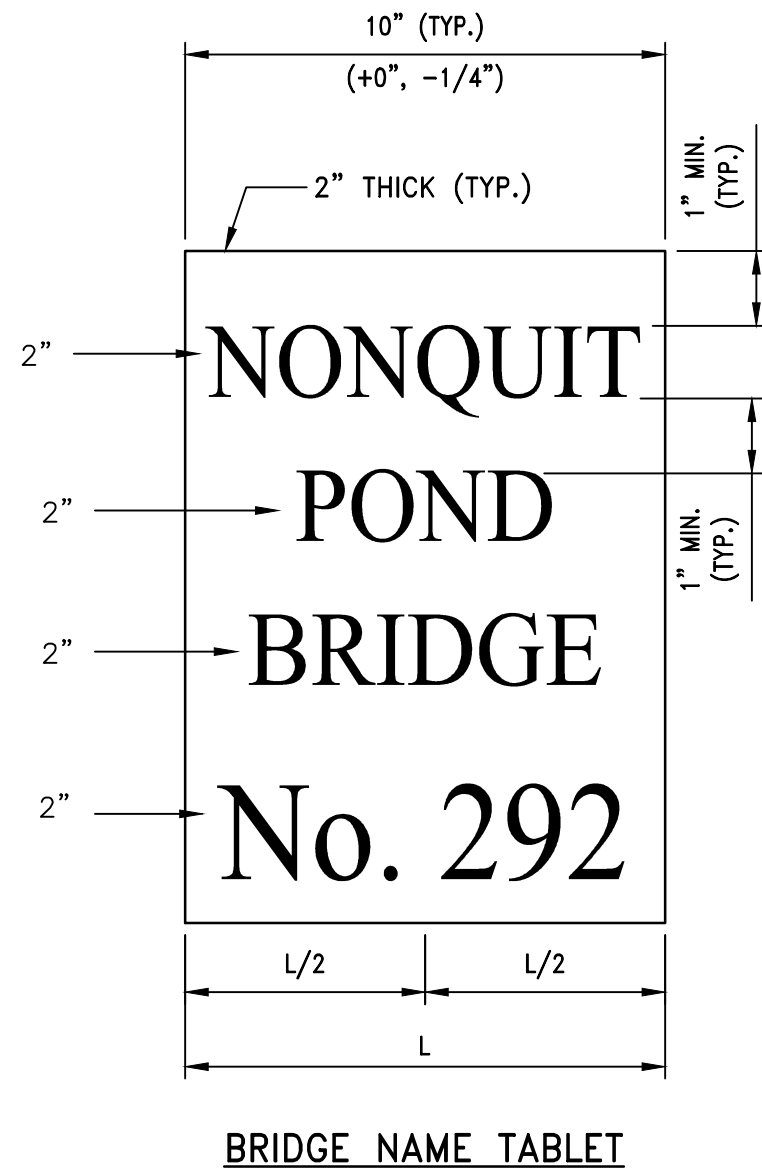
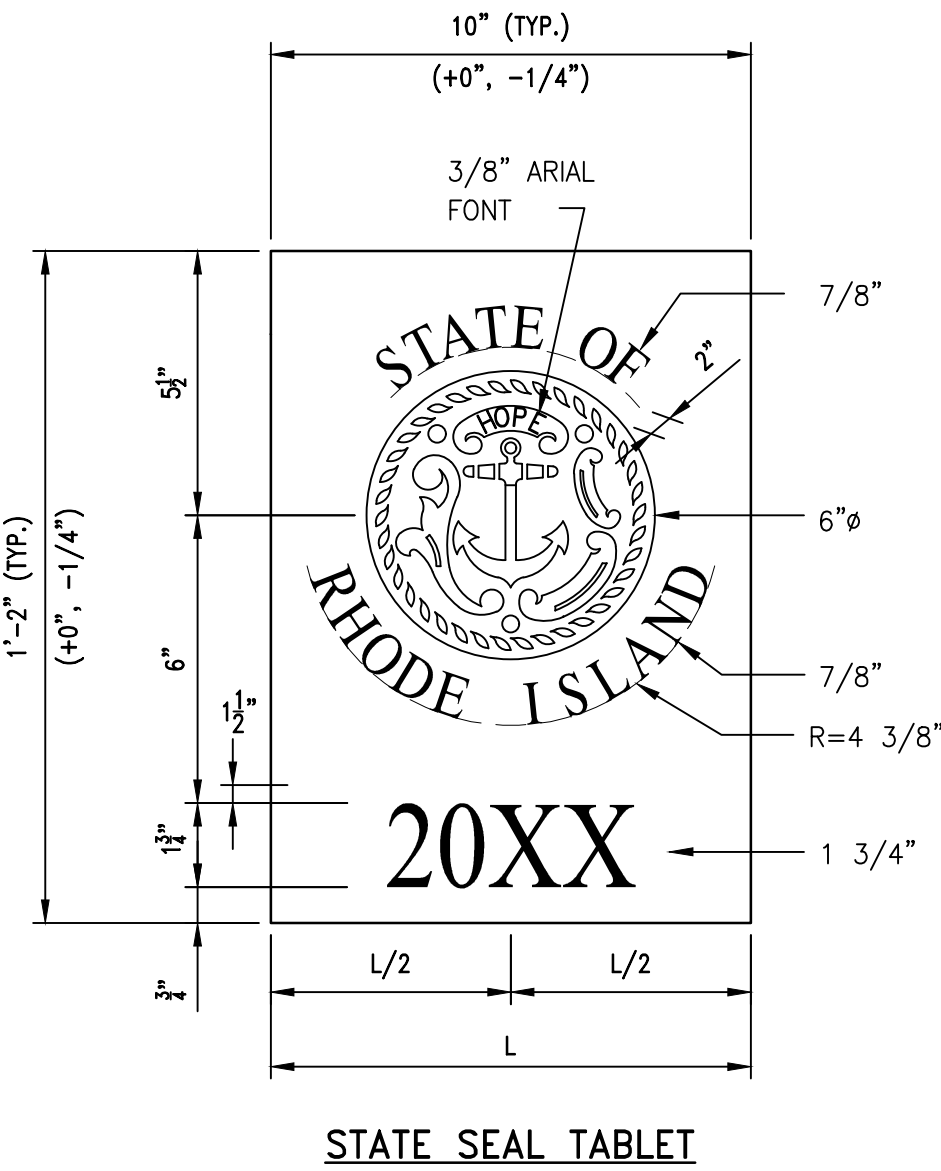
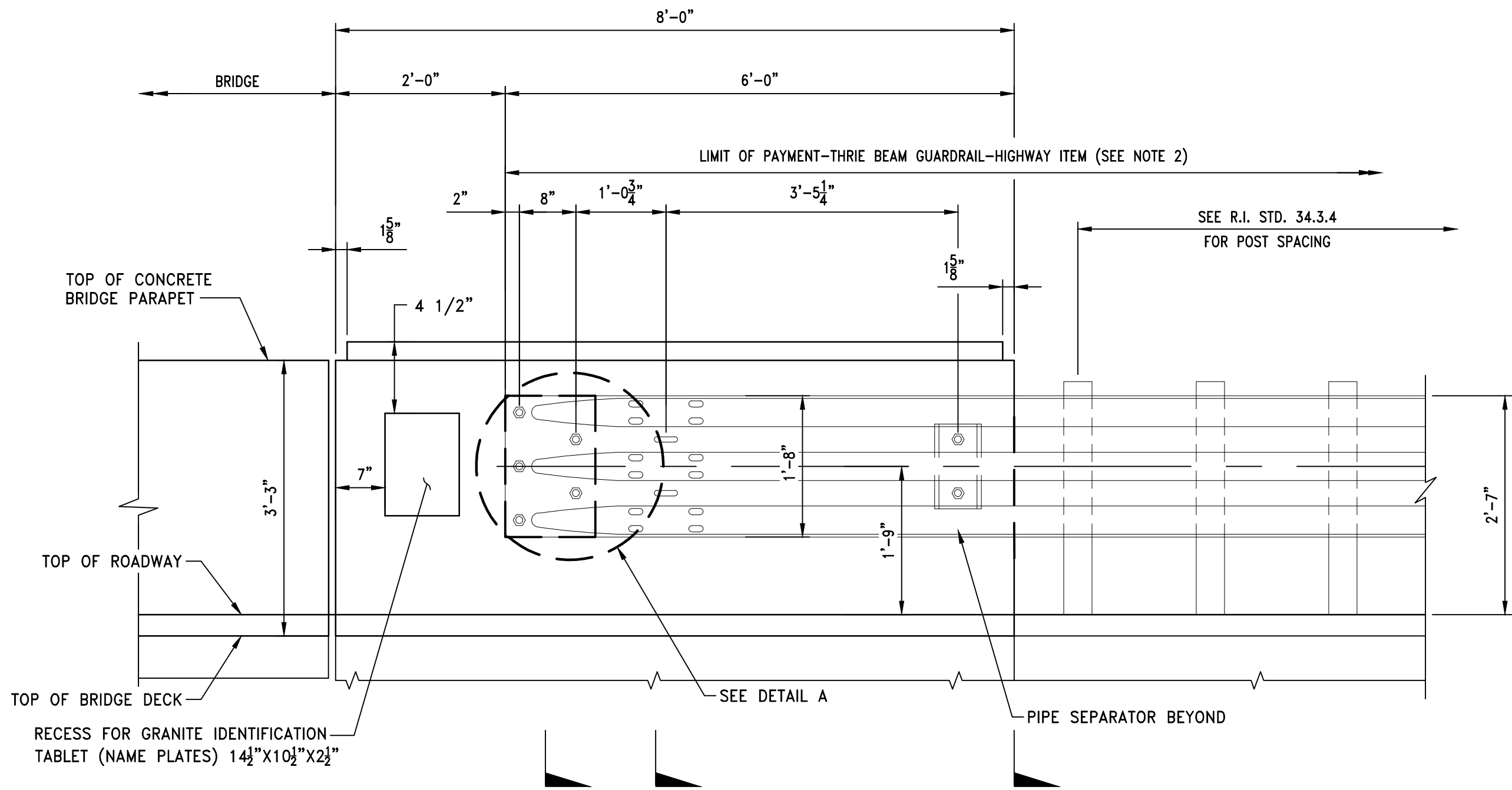
NOTES:

1. REINSTALLATION OF WPA PLAQUES SHALL BE PAID FOR UNDER ITEM 800.9901.

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



END POST NOTES:

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

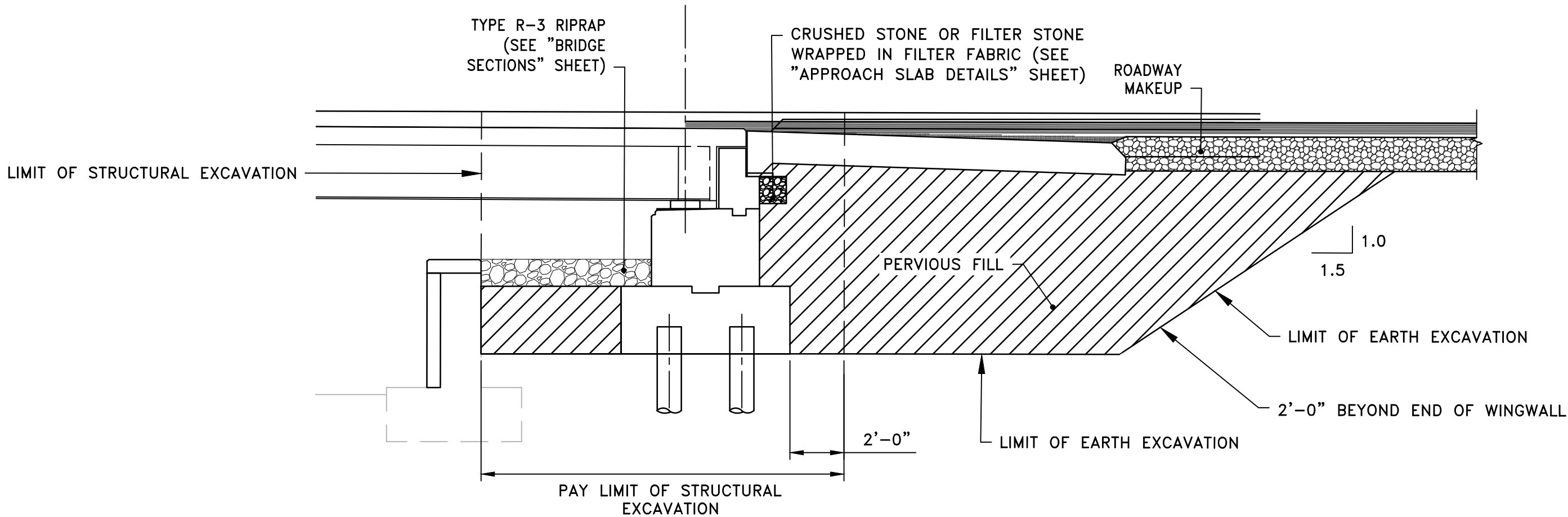
NOTES:

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

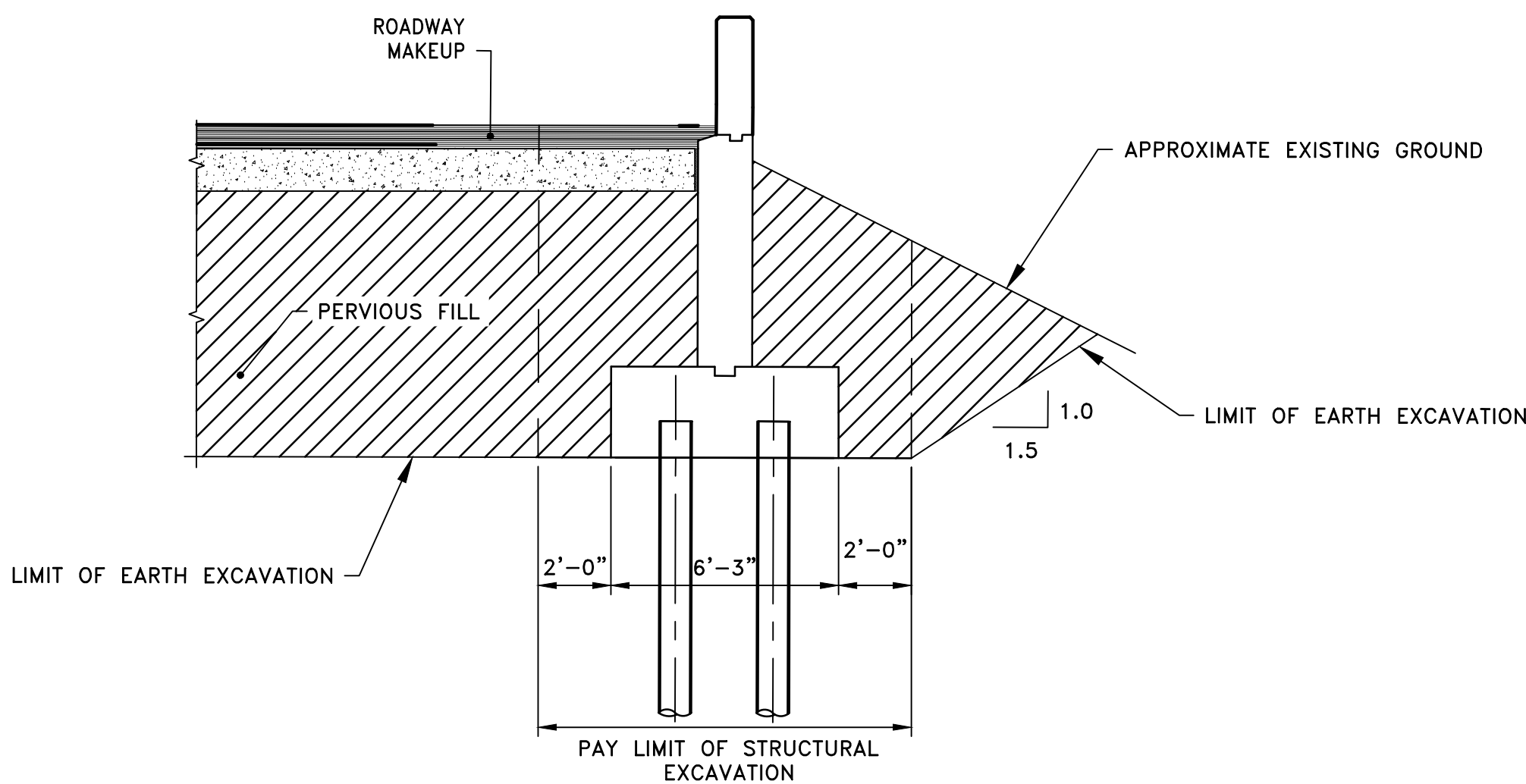
GRANITE IDENTIFICATION TABLETS

SCALE: 3" = 1'-0"

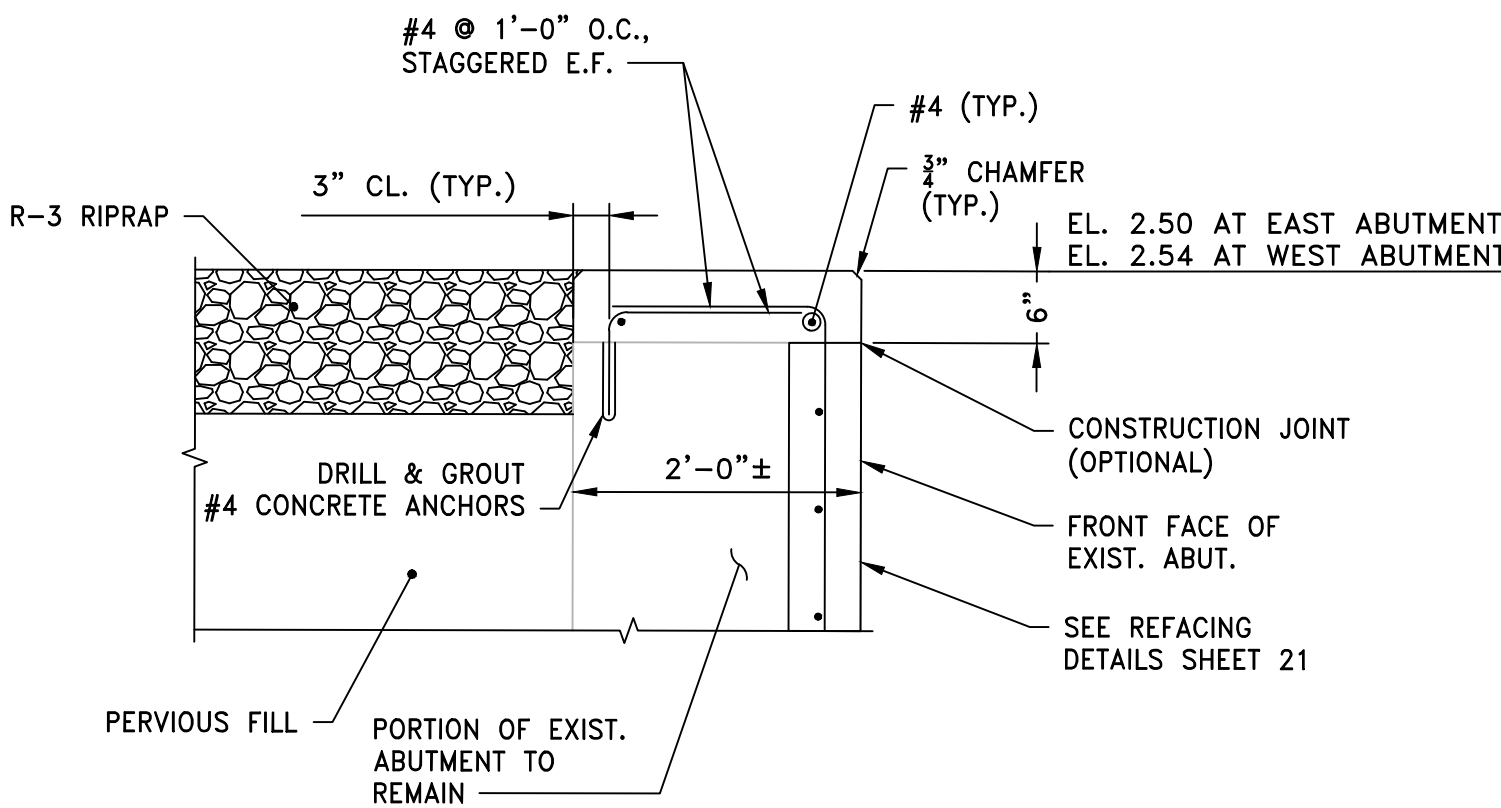




**ABUTMENT PAY LIMITS**  
SCALE: 1/4" = 1'-0"



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

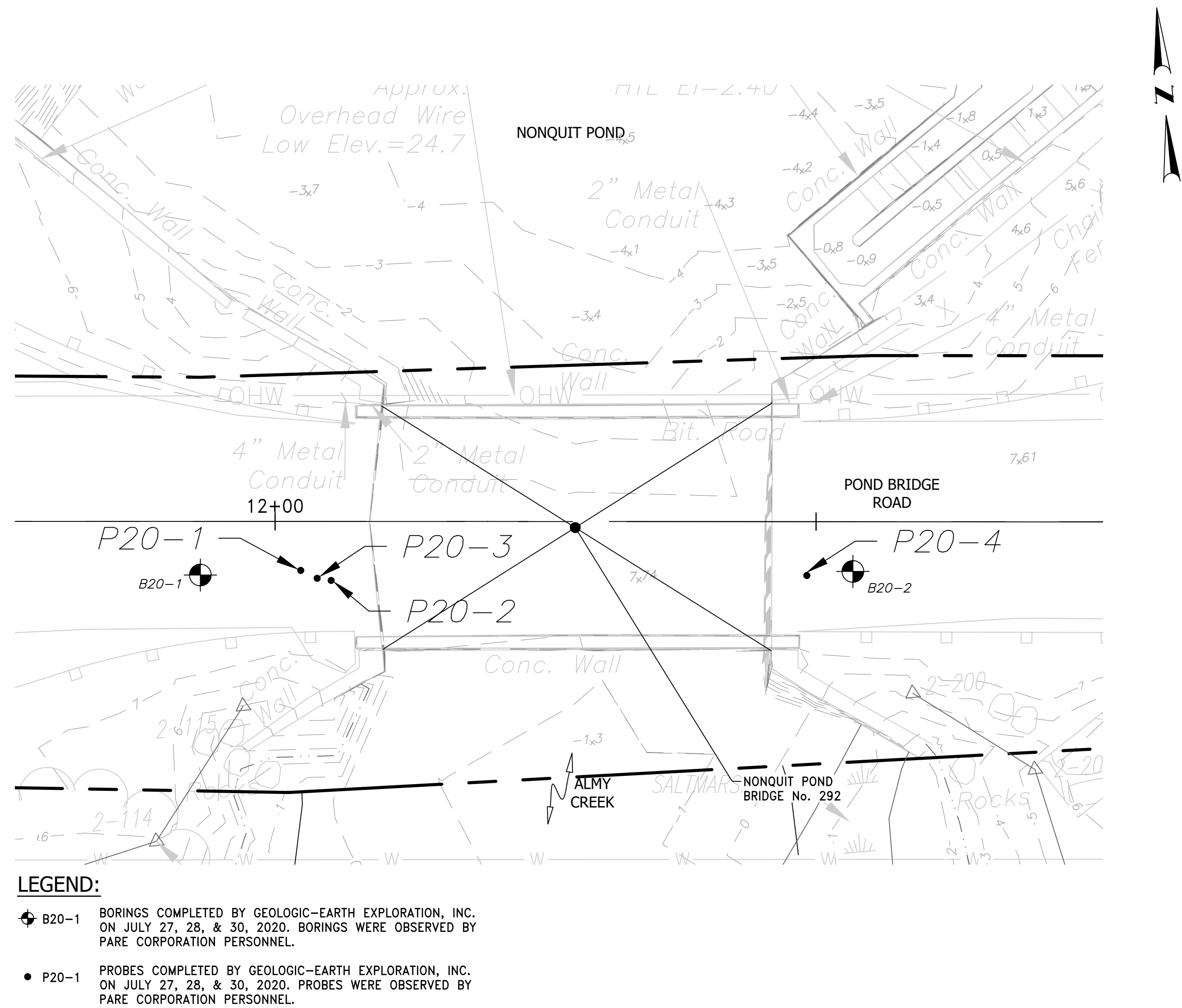


NOTE: CAP ON EXISTING ABUTMENT SHOWN. EXISTING WINGWALL SIMILAR.

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

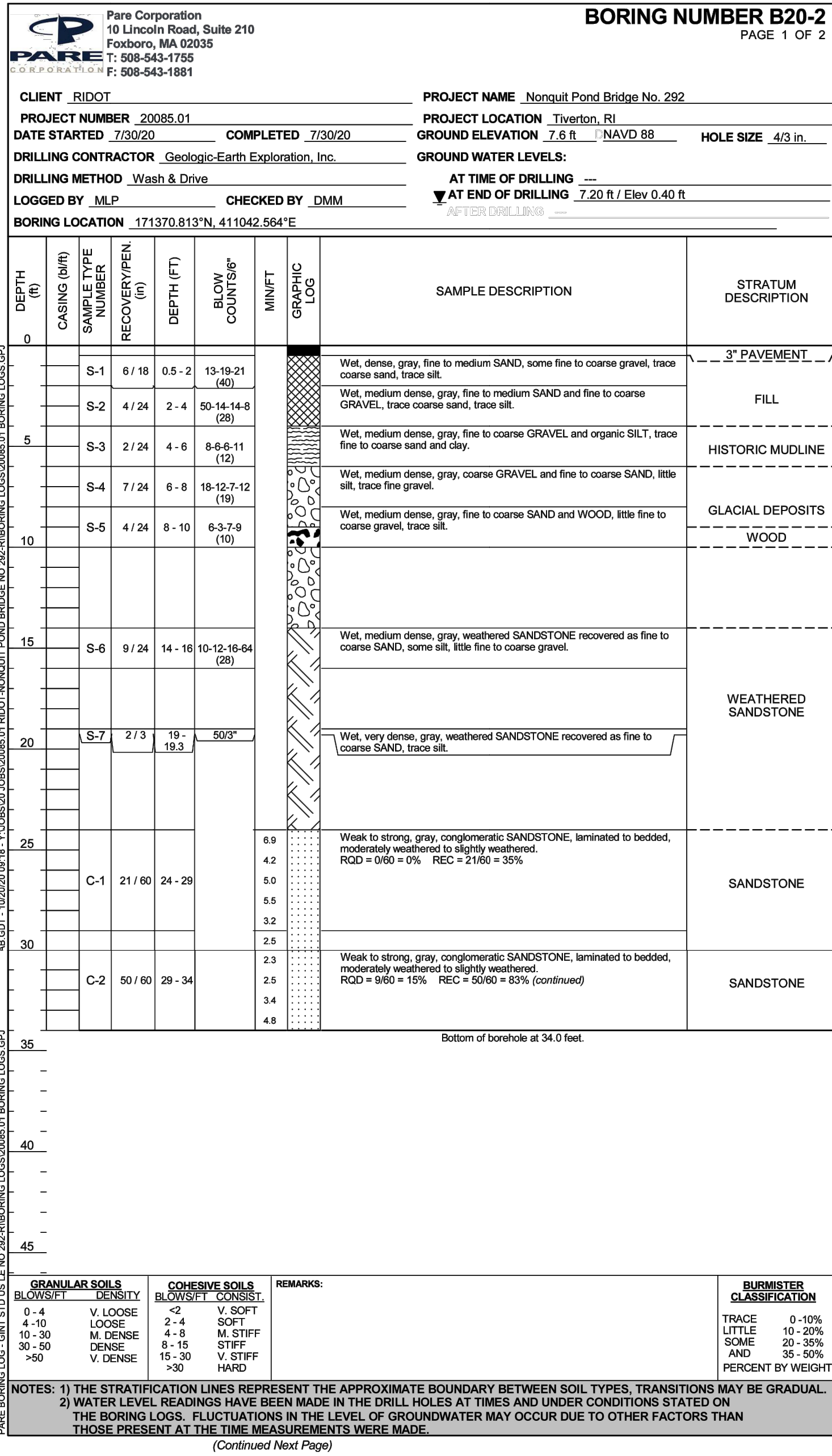
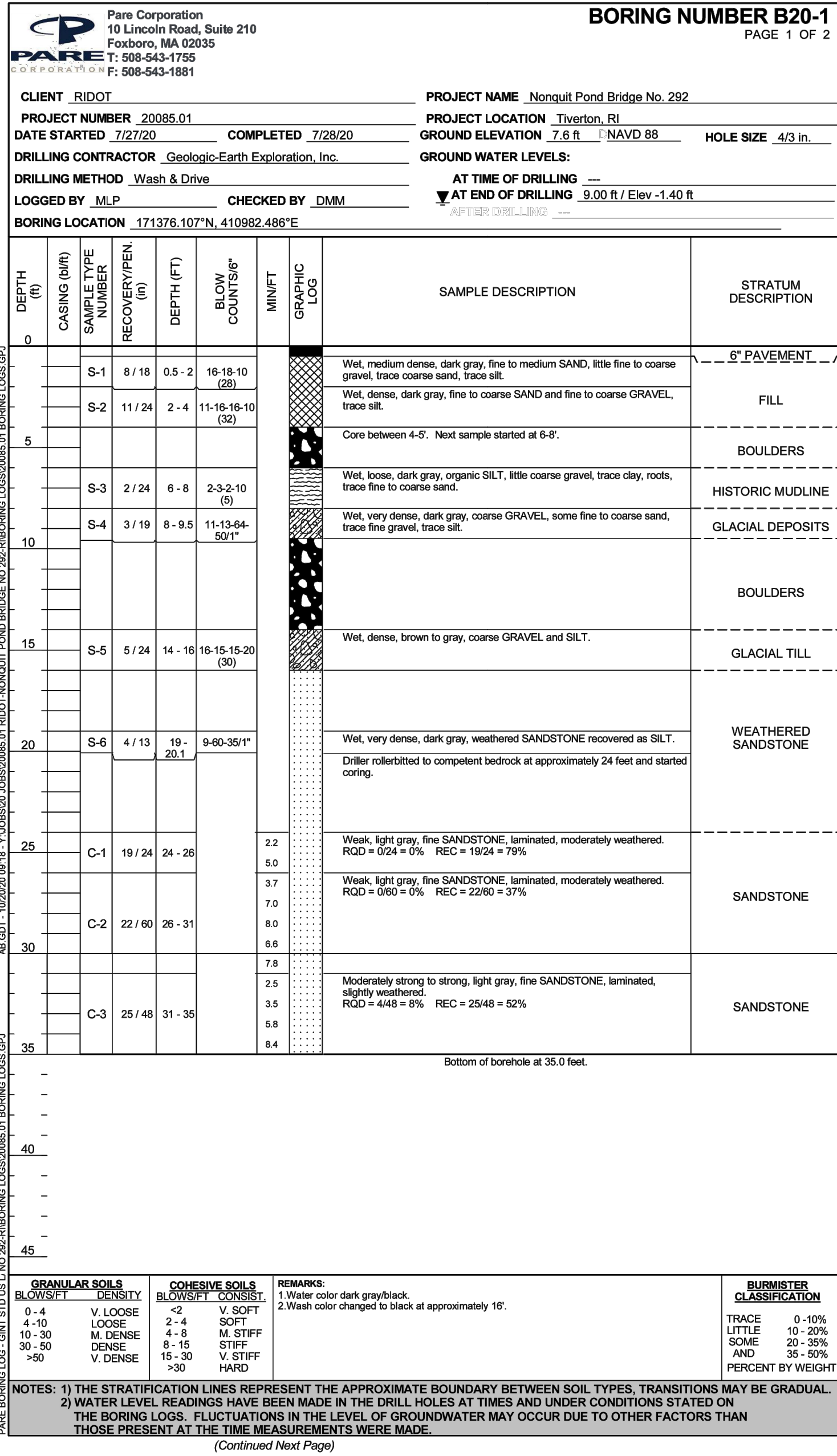
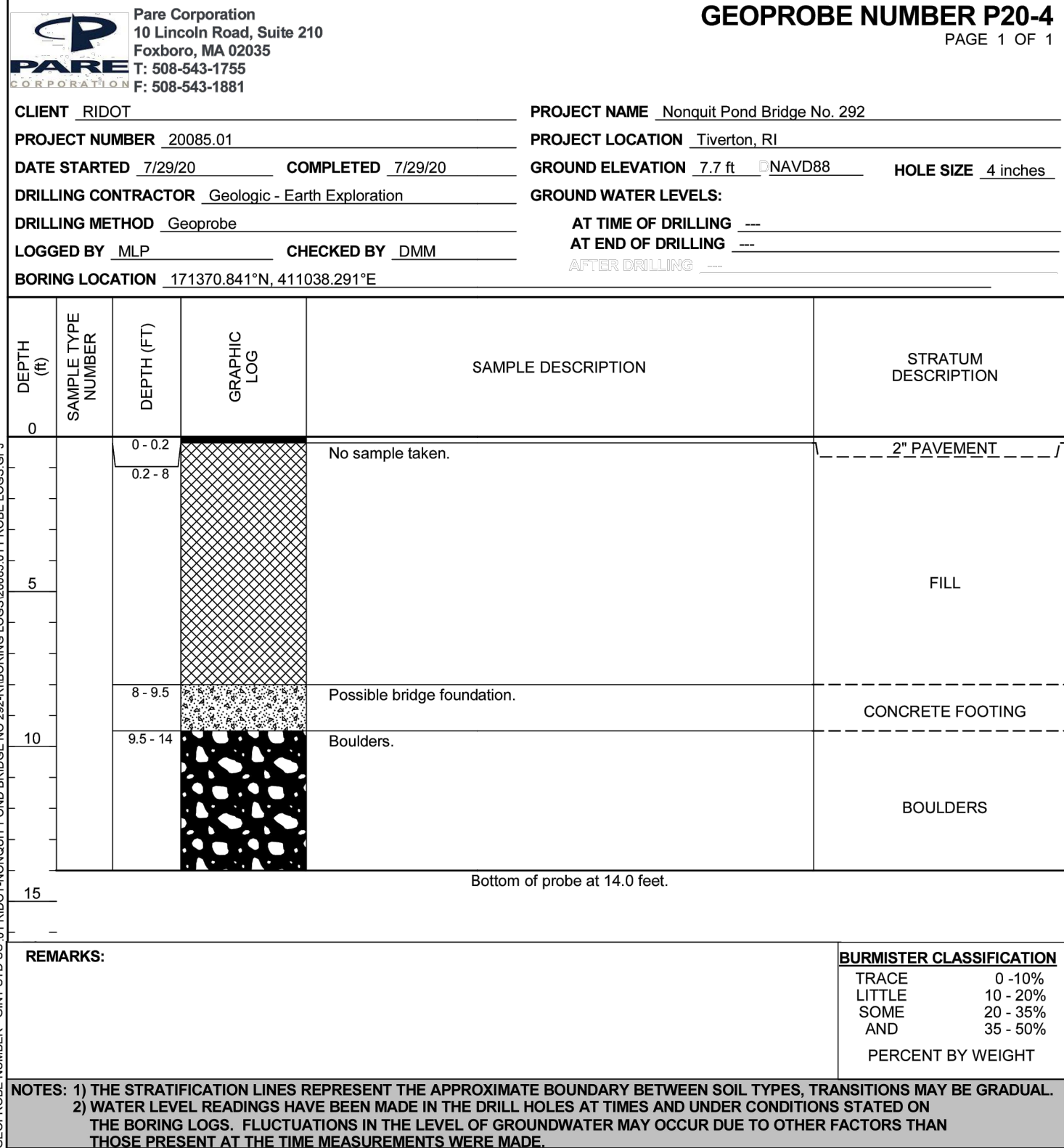
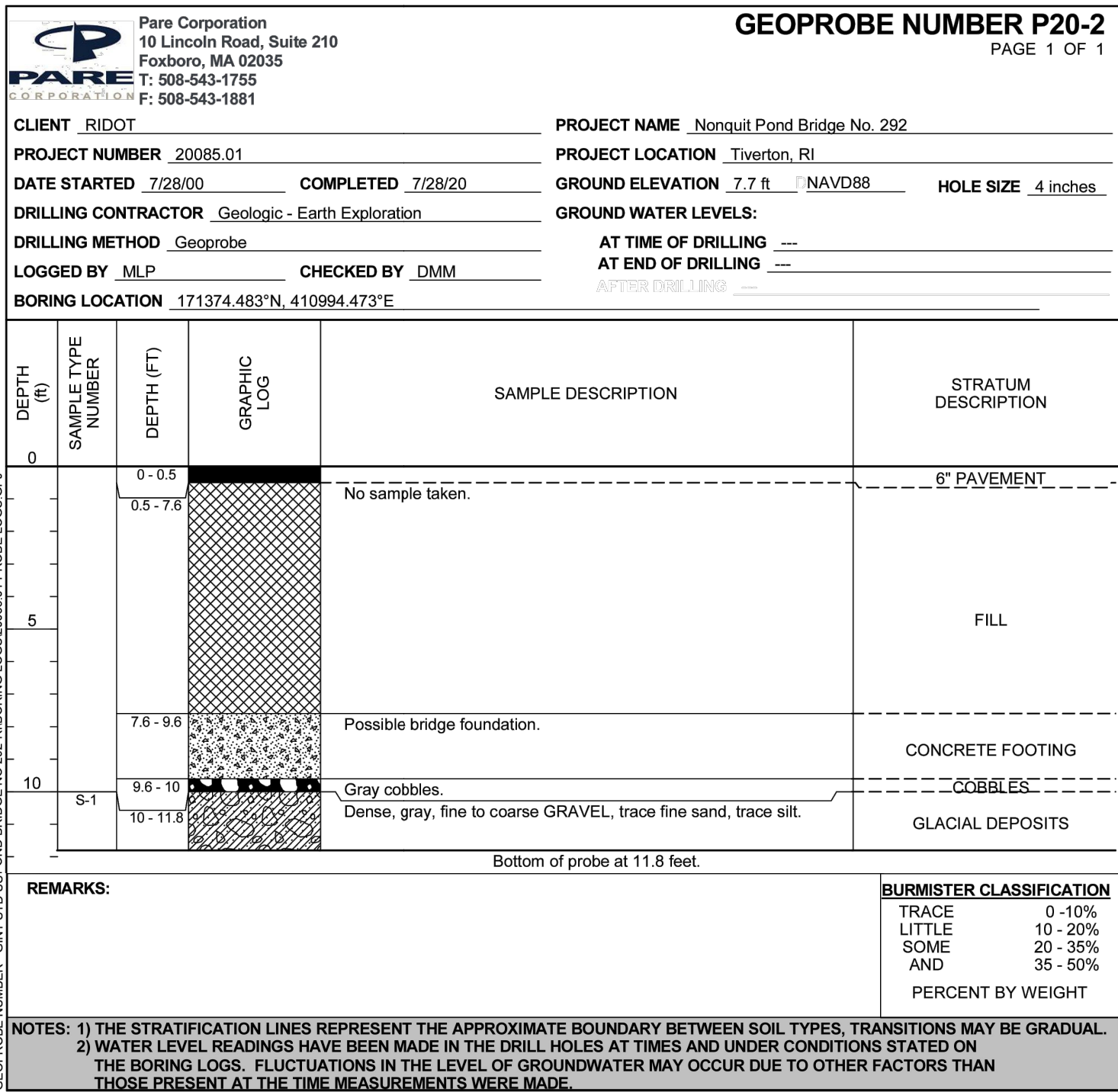
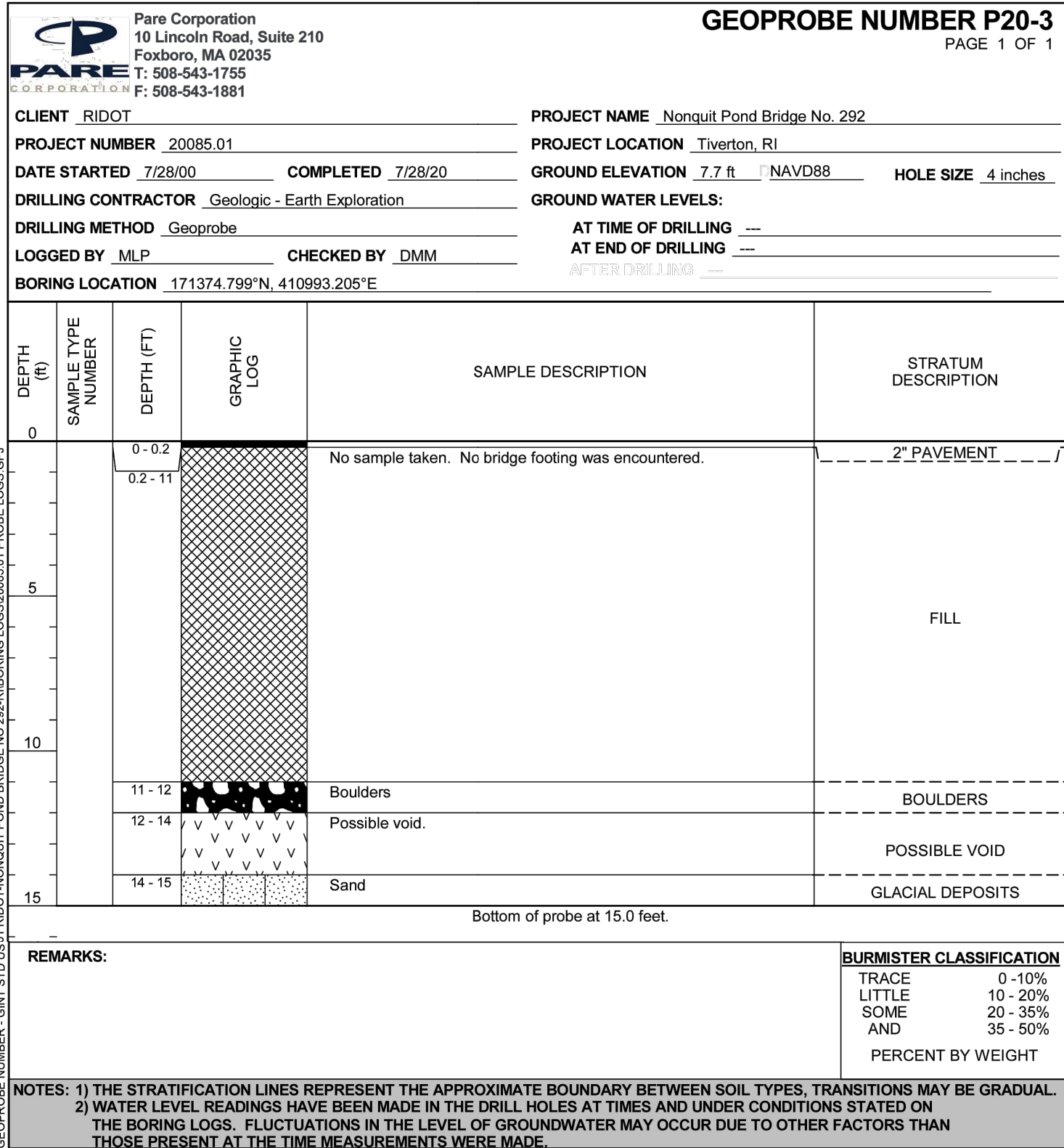
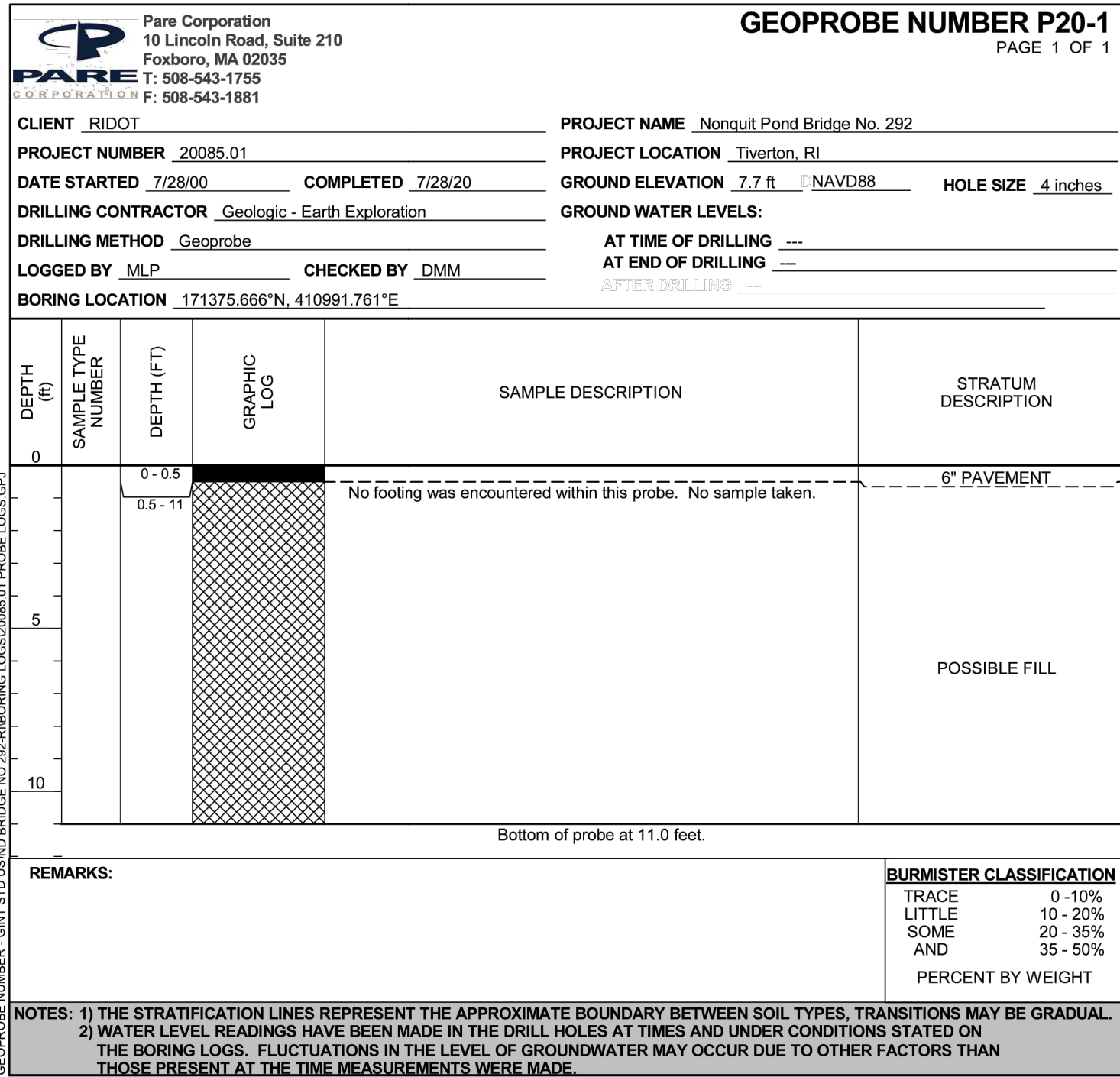
**NOTES:**

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



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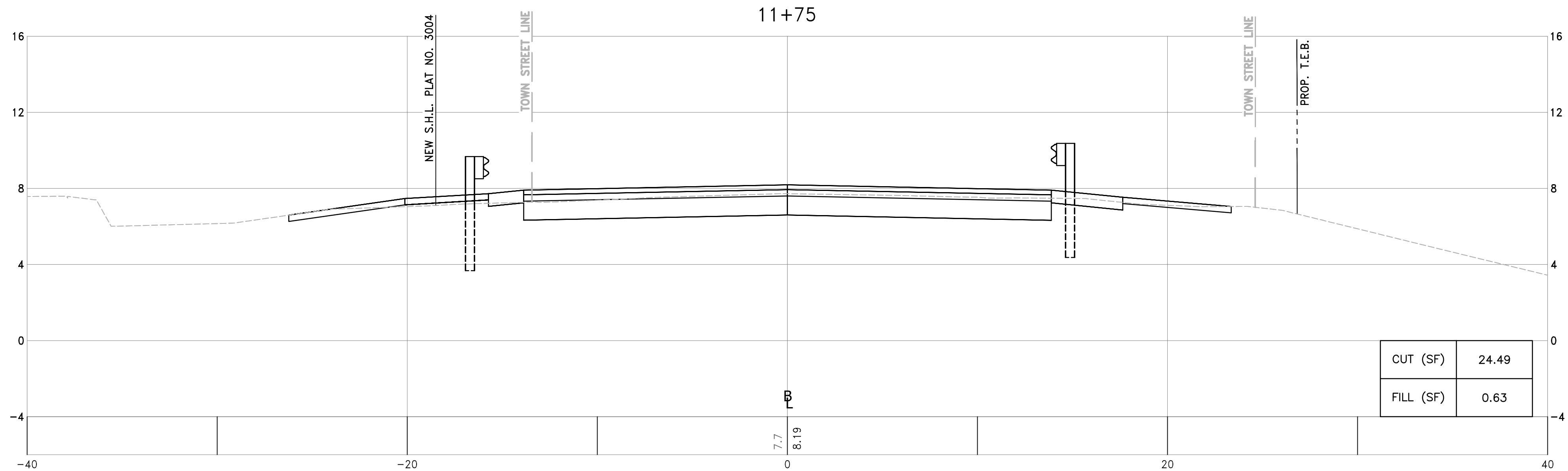
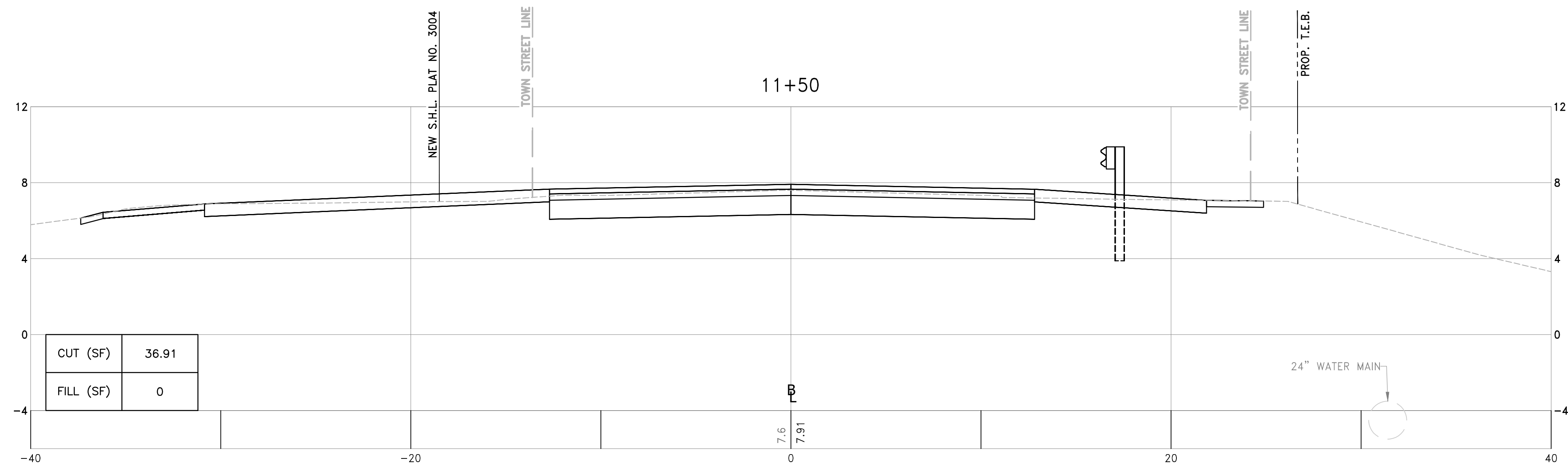
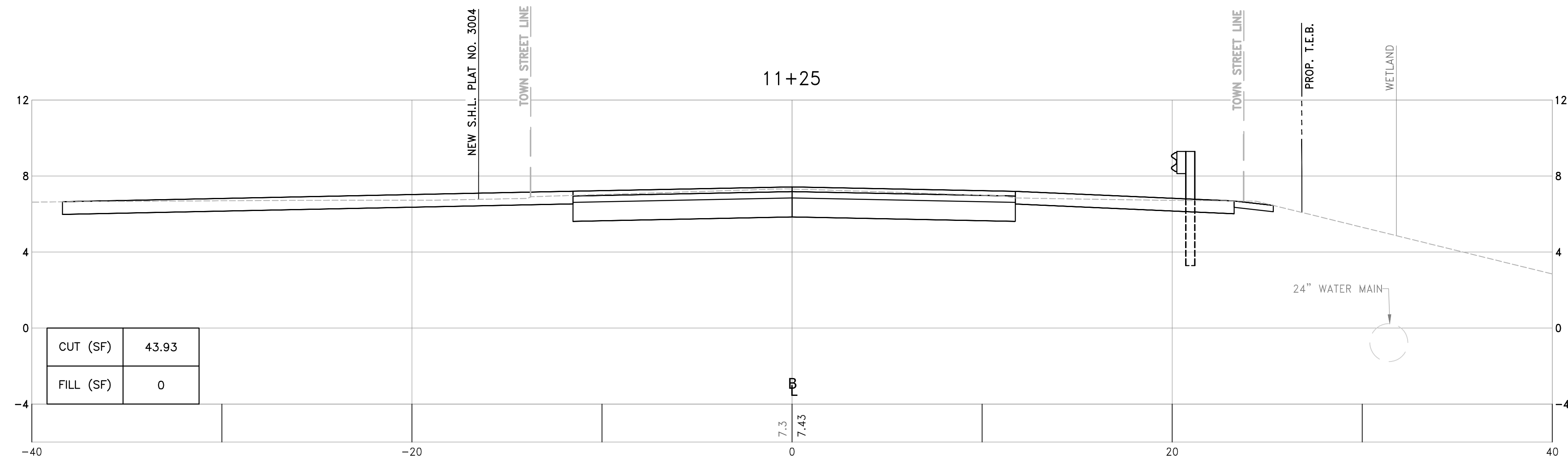




ESTIMATED PILE TIP EL. -36.44

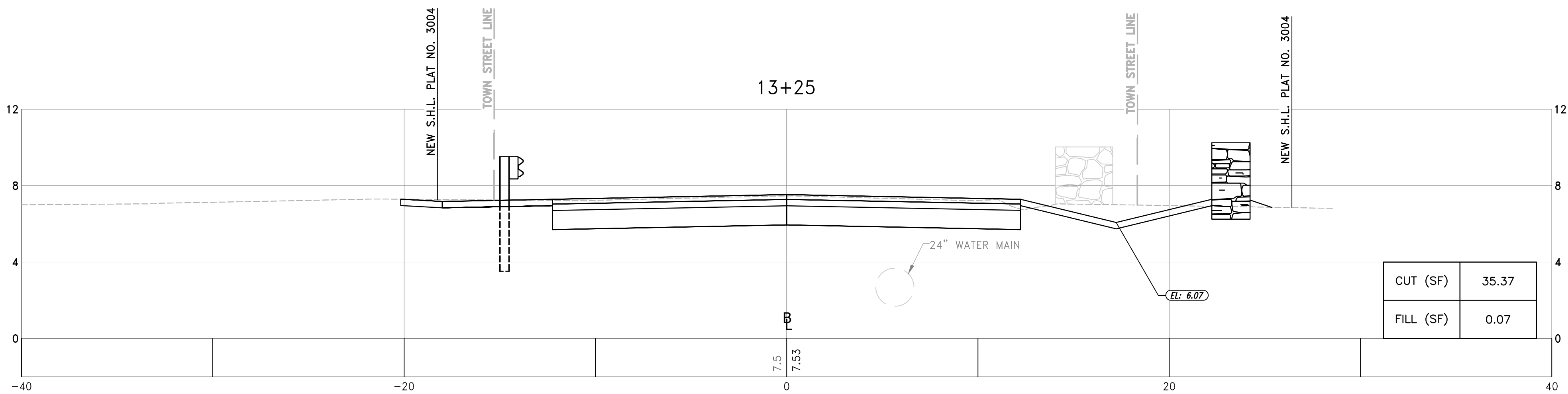
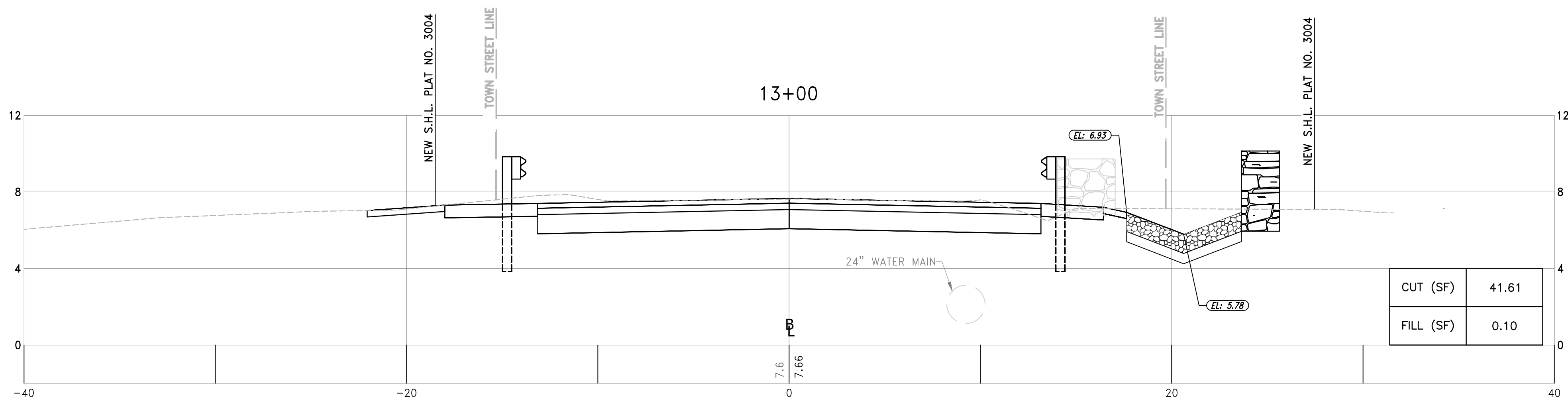
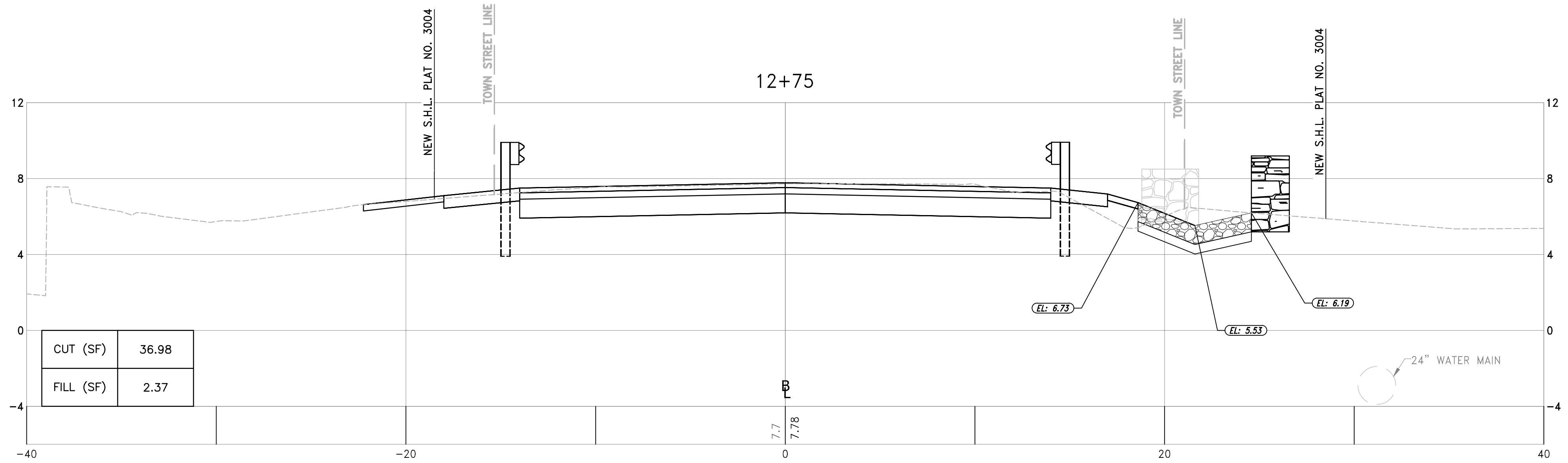
ESTIMATED PILE TIP EL. -36.44



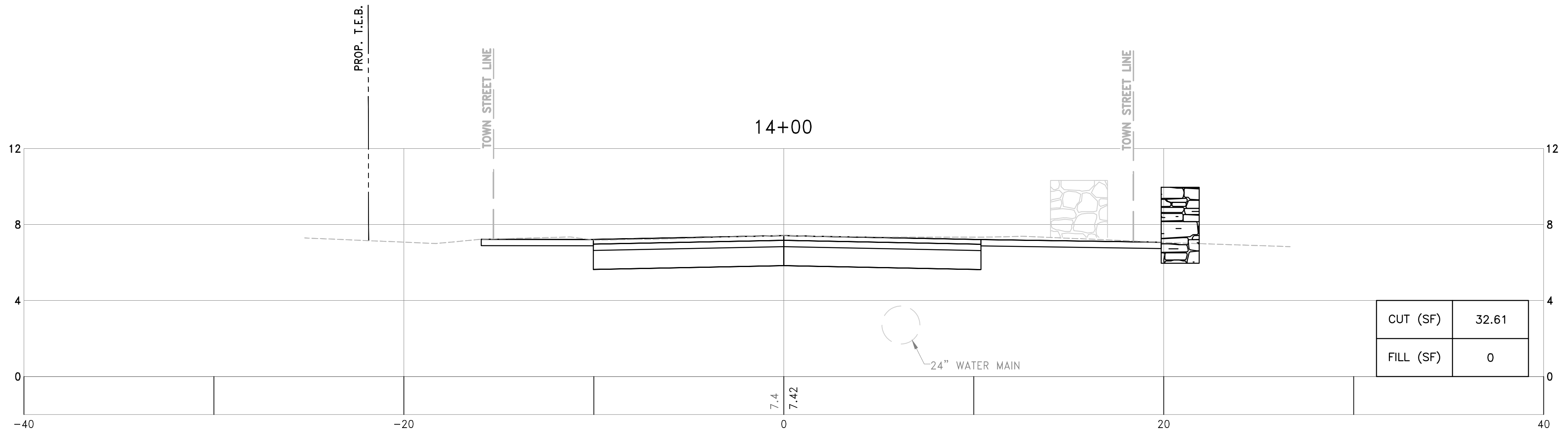
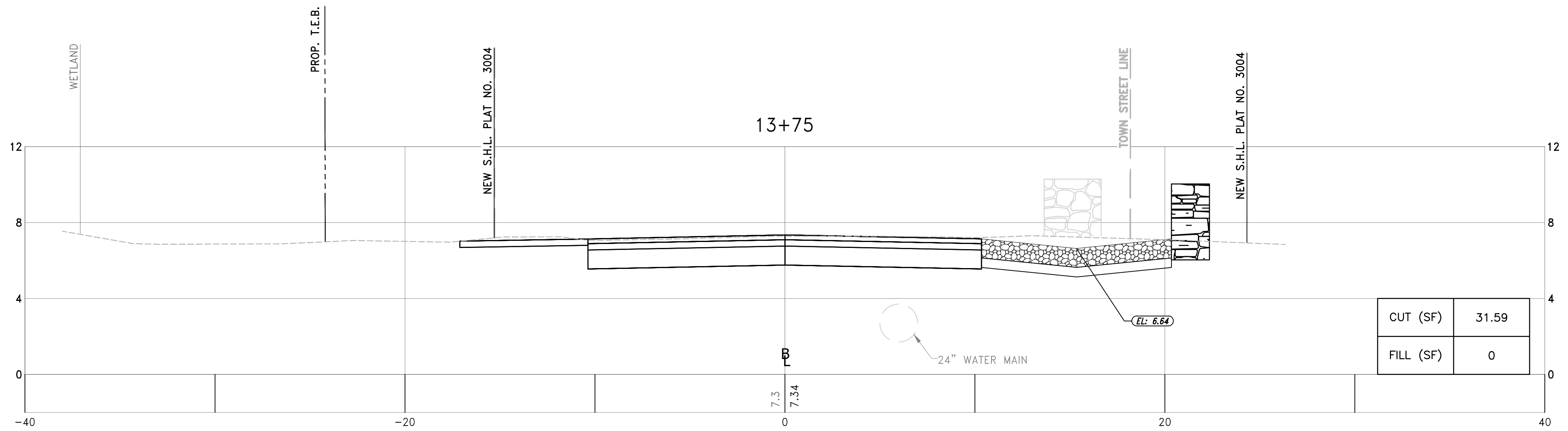
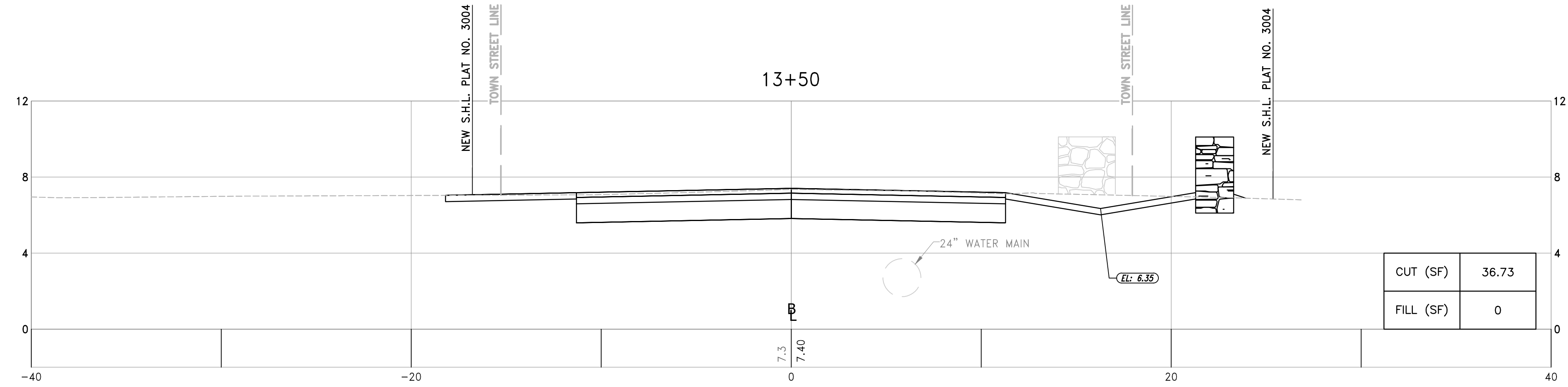




RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-035	2025	43	45



RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-035	2025	44	45

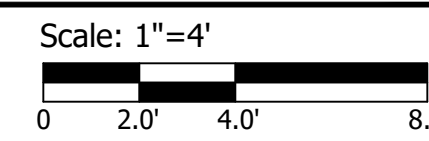


1 Cedar Street  
Suite 400  
Providence, RI 02903  
401.272.8100



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

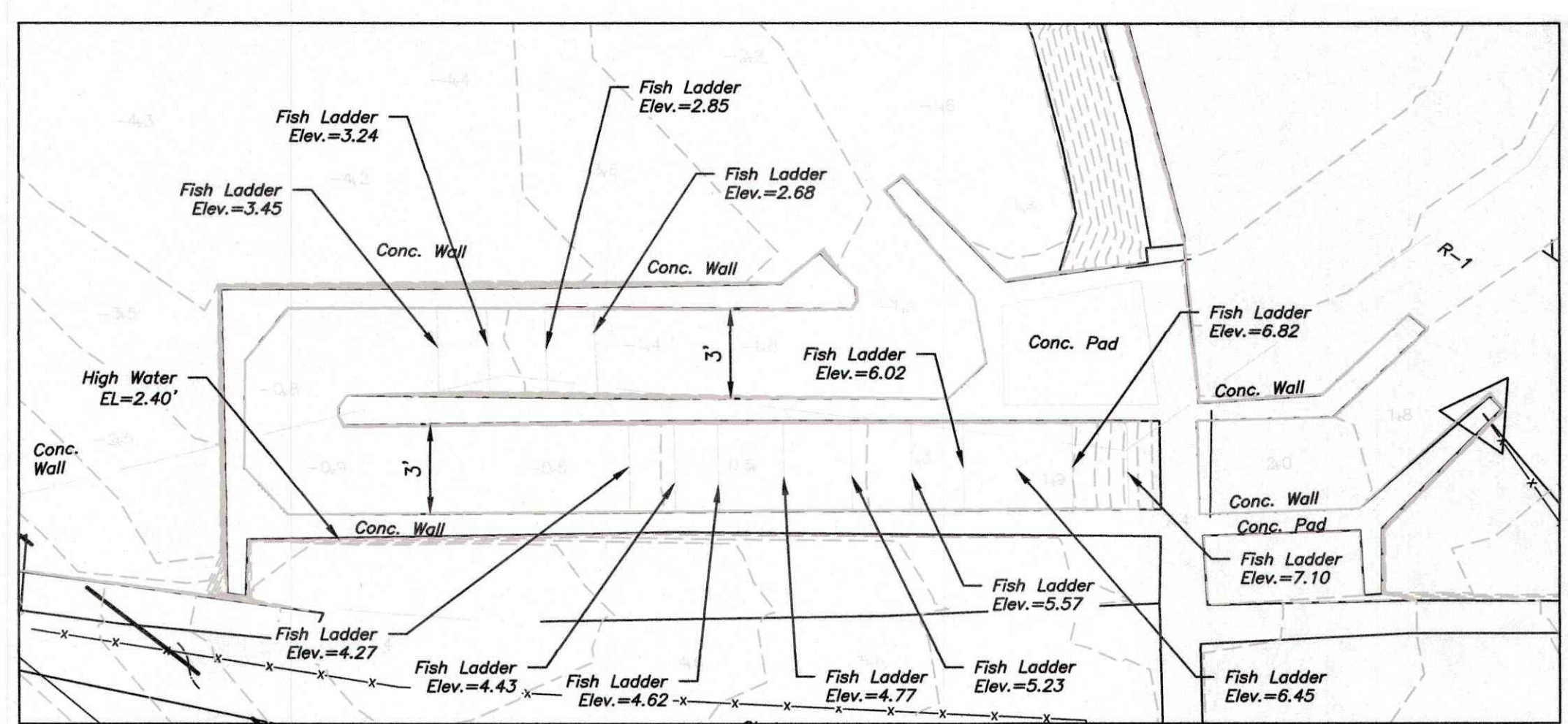
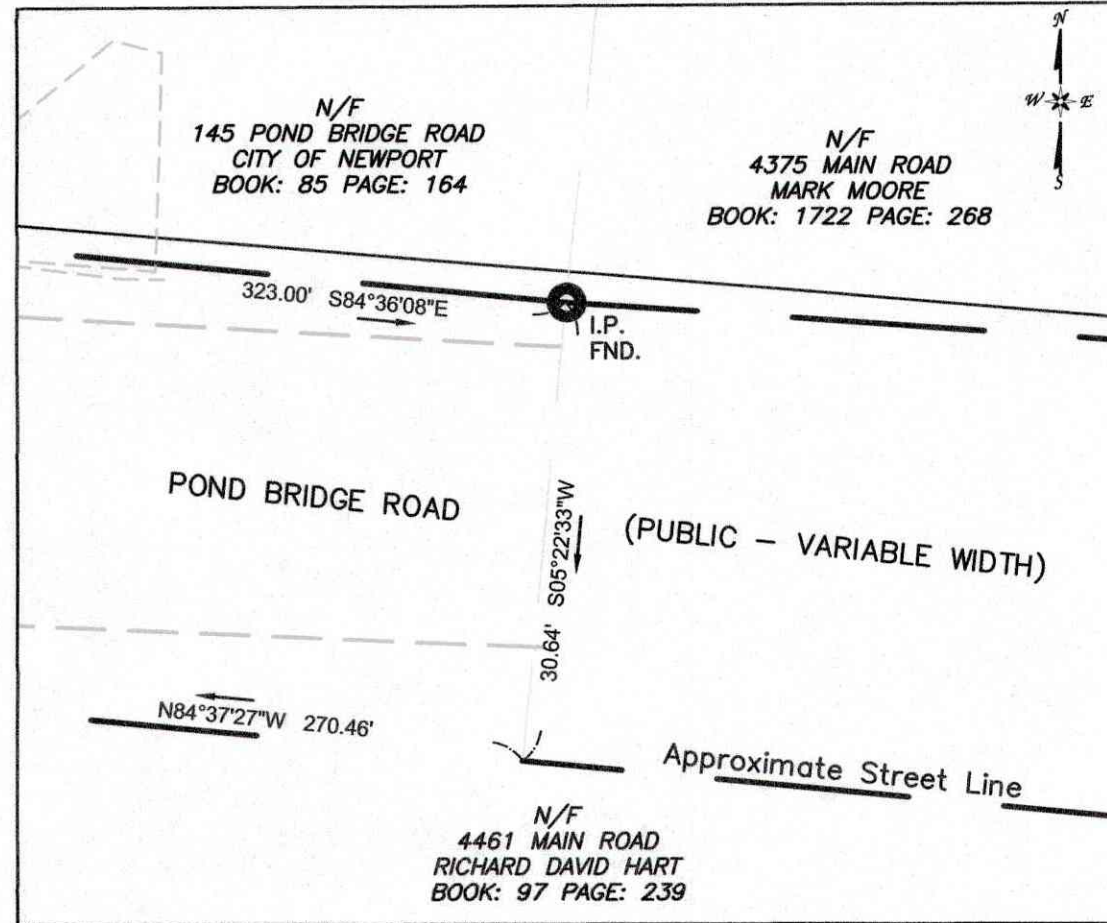
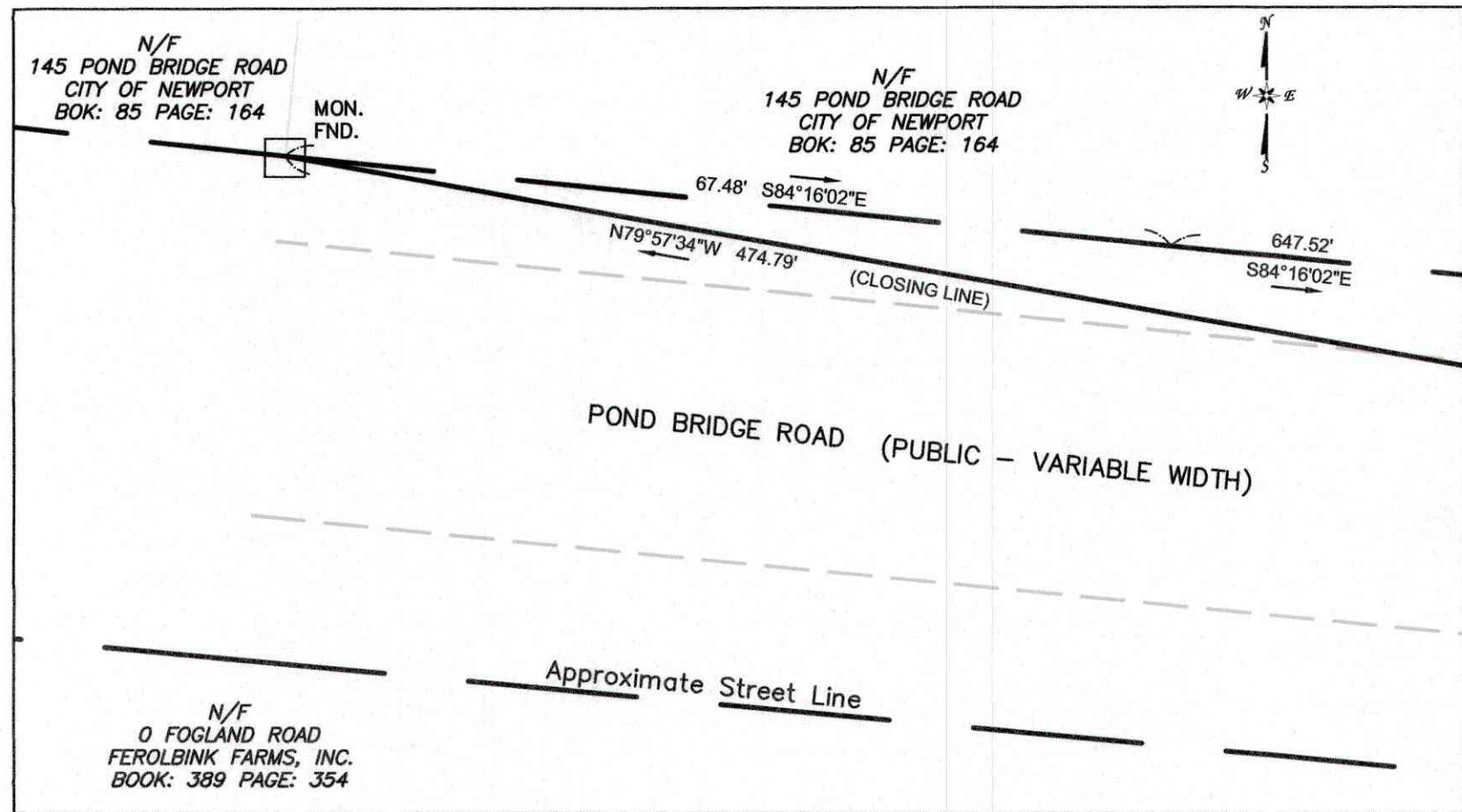
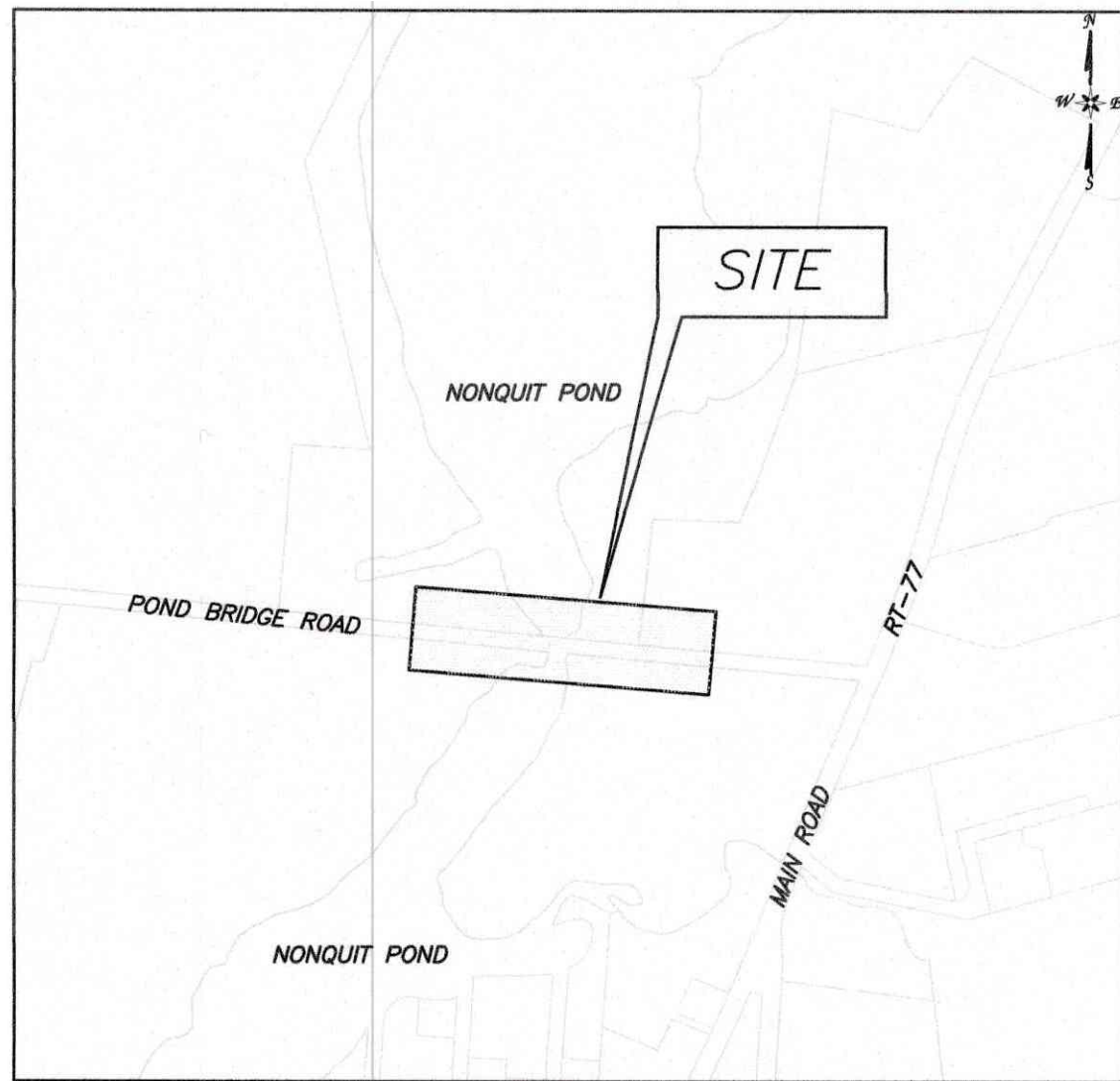
DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 44  
OF: 45



REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

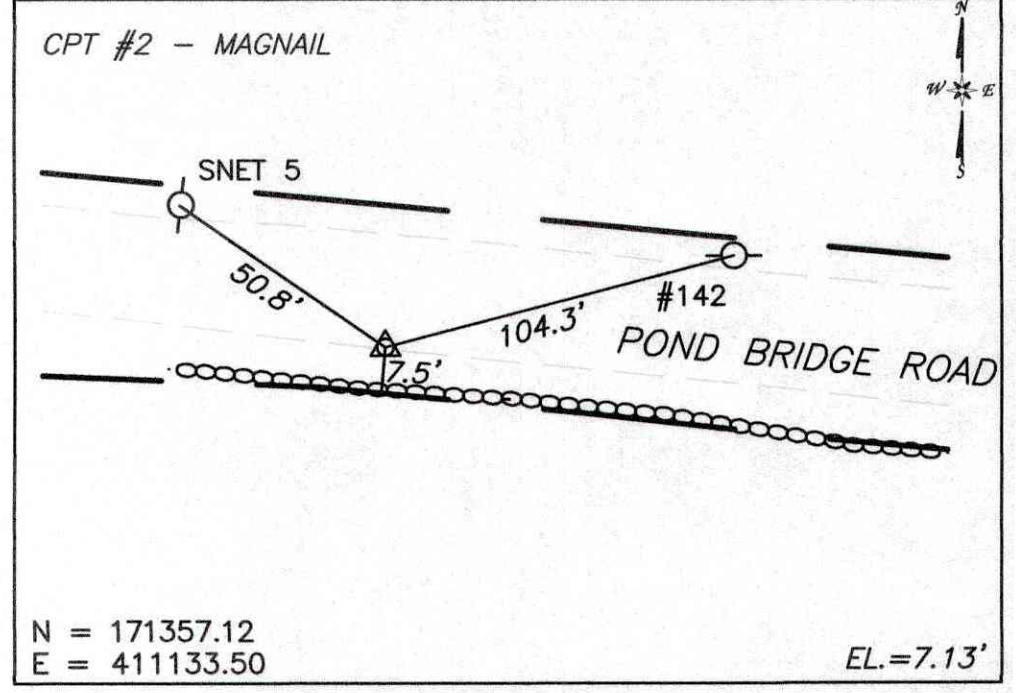
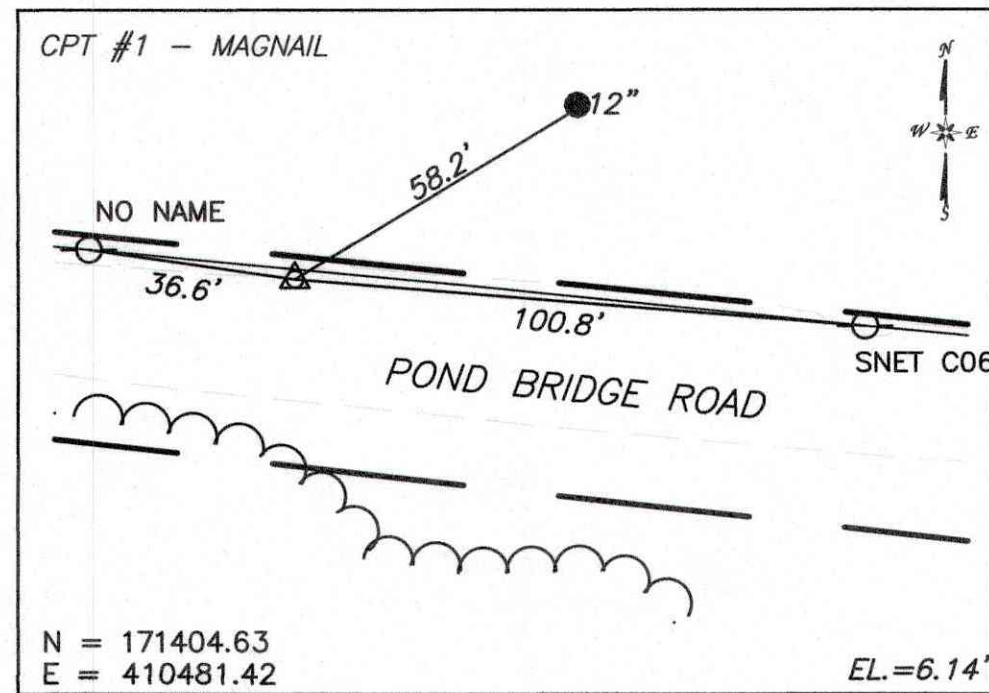
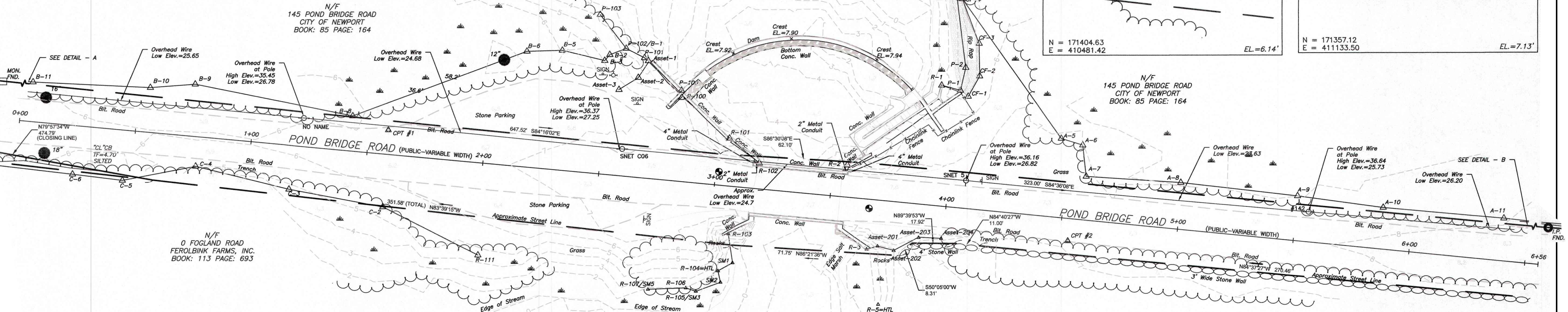
RE-ADVERTISING OF  
BRIDGE GROUP 44\_H - NONQUIT POND  
TIVERTON RHODE ISLAND  
CROSS SECTIONS NO. 3





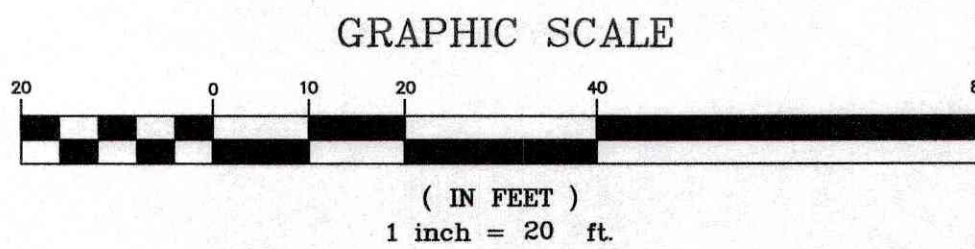
- NOTES:
- THIS SURVEY AND MAP HAS BEEN PREPARED TO HORIZONTAL ACCURACY CLASS 1, TOPOGRAPHIC ACCURACY CLASS T-2, PROPERTY LINES AND STREET LINES ACCURACY CLASS 1 AND IS INTENDED TO BE USED TO DEPICT EXISTING STREET LINES AND EXISTING TOPOGRAPHIC CONDITIONS.
  - NORTH ORIENTATION AND COORDINATES REFER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

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



#### SYMBOLS LEGEND

---	EDGE OF PAVEMENT	---ELEV---	CONTOUR LINE
---	PROPERTY LINE	123 124	EDGE OF WETLAND
---	STREET LINE	~~~~~	WOOD OR BRUSH LINE
○ NO.	UTILITY POLE	●	TREES
○	POLE GUY	■	WETLAND AREA
SIGN	SIGN	■	RIP-RAP
□ CB	CATCH BASIN	●	SPOT GRADE
x TYPE x	FENCE	○	IRON PIN FOUND
●	APPROX. BORING LOCATION	○	FIRE HYDRANT
□	MONUMENT FOUND		



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

**MCA**  
MARTINEZ COUCH & ASSOCIATES  
ENGINEERING • LAND SURVEYING • ENVIRONMENTAL  
CONSTRUCTION INSPECTION • GIS • WASTEWATER

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



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

DAVID A. ANNING  
No. 1963  
PROFESSIONAL  
LAND SURVEYOR

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

Scale: 1"=20'					
0 10' 20' 40'					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

RE-ADVERTISING OF  
BRIDGE GROUP 44\_H - NONQUIT POND

EXISTING CONDITIONS SURVEY PLAN