RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	1	50

LIST OF VOLUMES

VOLUME 01 - HIGHWAY & TRAFFIC
(SOCIAL STREET AND DIAMOND HILL ROAD)

VOLUME 02 - REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096351

VOLUME 03 - REHABILITATION OF BRIDGE NO. 093901 & PRESERVATION OF BRIDGE NOs. 068801, 095301, 095401

INDEX

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	STANDARD PLAN SYMBOLS & STANDARD LEGEND
3 & 4	STANDARD NOTES - 1 & 2
5	JOB SPECIFIC NOTES & LEGEND
6	KEY PLAN
7	TYPICAL SECTION
8	MISCELLANEOUS DETAILS
9	DRAINAGE & UTILITY DETAILS
10	ALIGNMENT PLAN
11	GENERAL PLAN
12	PROFILE
13	TRAFFIC DETOUR PLAN
14 & 15	MPT - PHASE 1 & 2
16	SIGNING AND STRIPING PLAN
17	LIST OF ABBREVIATIONS
18 - 20	BRIDGE GENERAL NOTES - 1 - 3
21	BRIDGE TYPICAL SECTIONS
22	BRIDGE GENERAL PLAN AND ELEVATION
23	FOUNDATION PLAN
24	FOUNDATION DETAILS
25	WEST ABUTMENT
26	EAST ABUTMENT
27 & 28	SUBSTRUCTURE DETAILS - 1 & 2
29	FRAMING PLAN AND DETAILS
30 & 31	STEEL DETAILS - 1 & 2
32	BEARING DETAILS
33 & 34	DECK SLAB DETAILS - 1 & 2
35	DECK GRADES
36 & 37	JOINT DETAILS - 1 & 2
38 & 39	ENDPOST DETAILS - 1 & 2
40 & 41	BRIDGE RAILING DETAILS - 1 & 2
42	MISCELLANEOUS DETAILS
43 & 44	DEMOLITION DETAILS - 1 & 2
45 & 46	STAGING - DEMOLITION AND CONSTRUCTION PHASE 1
47 & 48	STAGING - DEMOLITION AND CONSTRUCTION PHASE 2
49 & 50	BORING LOGS - 1 & 2

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED

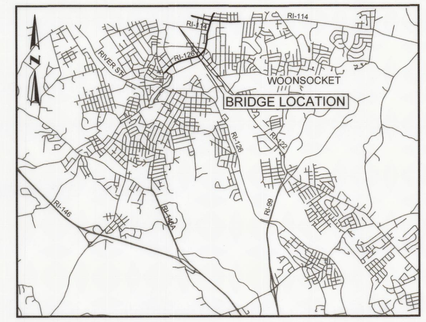
STATE HIGHWAY

VOLUME 2
WOONSOCKET CORRIDOR

REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301

CITY OF WOONSOCKET
COUNTY OF PROVIDENCE

R.I. CONTRACT NO. 2025-CB-031 F.A. PROJECT NOS. BRO-0963(001) & 3RD-PRTY(365)

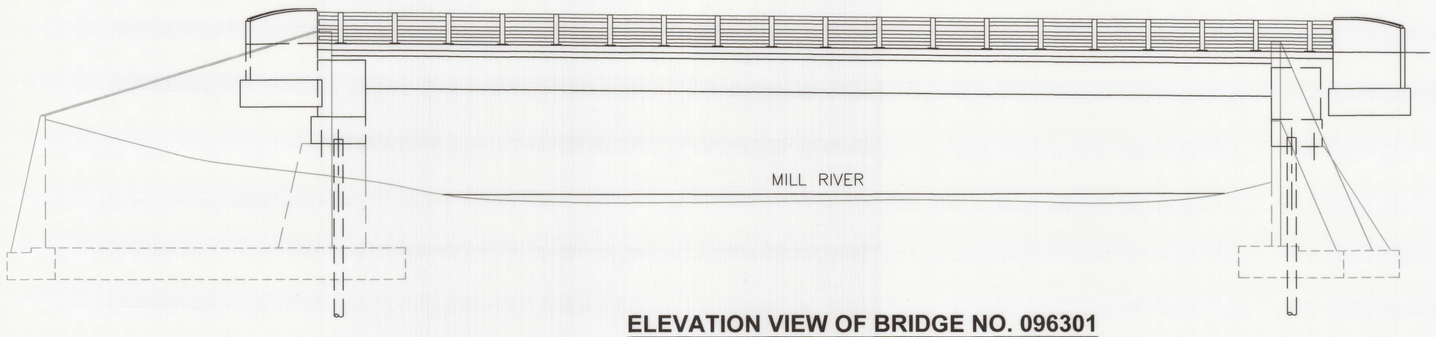


LOCATION MAP
1" = 5000'

DESIGN DESIGNATION

PRIVILEGE STREET

AADT (2023)	3,500
AADT (2044)	3,675
K	8%
D	53%
T	2%
DHV	295
DDHV	155



ELEVATION VIEW OF BRIDGE NO. 096301

JOHN M. IST. CTR
No. 7202
REGISTERED 8/15/25
PROFESSIONAL ENGINEER
(STRUCTURAL)

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED
8/15/25
DIRECTOR, DIVISION OF PROJECT MANAGEMENT DATE

APPROVED
8/18/25
CHIEF ENGINEER OF INFRASTRUCTURE DATE

APPROVED
8-19-25
DIRECTOR 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.

SCALES OF DRAWINGS

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

BASE OF LEVELS
NAVD 88
NAD 83

Contract Number 2025-CB-031
Number of Sheet 1
Total Sheets 50

F:\FILES\CAD\41110.05 Woonsocket Corridor\Project Plans\VOLUME 2\2607D_V2_001_BCOVER.dwg

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	2	50

EXISTING

- EDGE OF PAVEMENT
- BERM
- CURB
- GUARDRAIL
- MAILBOX (MB)
- UTILITY POLE (NO.)
- POLE GUY
- LUMINARE
- SIGN
- (SIZE)SD — SUBDRAIN
- (SIZE)D — STORMDRAIN
- (SIZE)S — SANITARY SEWER
- (SIZE)W — WATER MAIN
- (SIZE)G — GAS MAIN
- (SIZE)T — TELEPHONE DUCT
- (SIZE)E — ELECTRIC DUCT
- PLUG AND CAP PIPE
- ABANDONED UTILITY
- FLARED END SECTION
- HEADWALL
- WATER OR GAS GATE (WG OR GG)
- CATCH BASIN (CB)
- MANHOLE (MH)
- HYDRANT (HYD)
- 1+00 — BASELINE OR CENTERLINE
- EXIST. S.H.L. PLAT NO. XX — STATE HIGHWAY LINE
- EXIST. S.F.L. PLAT NO. XX — STATE FREEWAY LINE
- EXIST. P.E.B. — PERMANENT EASEMENT LINE
- EXIST. T.E.B. — TEMPORARY EASEMENT LINE
- PROPERTY LINE (P)
- CITY NAME / TOWN NAME — CITY OR TOWN LINE
- PAVED WATERWAY (PWW)
- CONTOUR LINE (ELEV.)
- OPEN DITCH
- R.I.H.B. — R.I. HIGHWAY BOUND
- S.B. — STONE BOUND
- RETAINING WALL
- FIELD STONE WALL
- BORINGS (NO.)
- FENCE (TYPE)
- WOOD OR BRUSH LINE
- TREES
- RIVER OR STREAM (NAME)
- WETLAND AREA
- BUILDING (NO. TYPE MATERIAL)
- FOUNDATION
- BUILDING TO BE REMOVED
- RAILROAD TRACKS
- CUT AND MATCH
- RIP–RAP
- CUT SLOPE
- FILL SLOPE
- ROCK CUT
- 00x00 — SPOT GRADE
- AREA GRADED TO DRAIN
- BALED HAY RI STD 9.1.0
- BALED HAY & SILT FENCE RI STD. 9.3.0
- 123 124 125 — EDGE OF WETLAND
- WETLAND PERIMETER
- ASSF — AREA SUBJECT TO STORM FLOW
- 100 YR. FLOOD BOUNDARY — 100–YEAR FLOOD PLAIN
- LIMIT OF DISTURBANCE
- LIMIT OF CLEARING

NEW

- N(SIZE)SD (Length — Size)
- (Length — Size)
- N(SIZE)W
- N(SIZE)G
- N–#(SIZE)T
- N–#(SIZE)E
- 1+00 — BASELINE OR CENTERLINE
- NEW S.H.L. PLAT NO. XX — STATE HIGHWAY LINE
- NEW S.F.L. PLAT NO. XX — STATE FREEWAY LINE
- NEW P.E.B. — PERMANENT EASEMENT LINE
- NEW T.E.B. — TEMPORARY EASEMENT LINE
- ELEV. — CONTOUR LINE
- LIMIT OF DISTURBANCE
- LIMIT OF CLEARING

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

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
WOONSOCKET — VOLUME: 2 — RHODE ISLAND

STANDARD PLANS SYMBOLS & STANDARD LEGEND

2607D_V2_036_STDSYM

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	3	50

GENERAL NOTES:

1. ANY DAMAGE TO EXISTING PAVEMENT, BRIDGES, DRAINAGE STRUCTURES, DRAINAGE PIPES, INFILTRATION AREAS, ROADSIDE, CONDUIT, SIDEWALK, FENCES, ETC., CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.

2. THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT TO CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 106.05 OF THE R.I.D.O.T. STANDARD SPECIFICATION, LATEST EDITION. EQUIPMENT AND MATERIAL SHALL NOT BE STORED IN AREAS DESIGNATED FOR STORMWATER INFILTRATION OR OUTSIDE THE L.O.D. WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXISTING CONDITIONS ARE NOT DISTURBED OR OBLITERATED BEFORE SURVEY GROUND CONTROL POINTS ARE LOCATED, VERIFIED, AND DEEMED ADEQUATE FOR CONSTRUCTION LAYOUT. THE CONSTRUCTION LAYOUT SHALL BE PROVIDED IN SUFFICIENT DETAIL, THEREBY ENABLING THE CONTRACTOR TO CONSTRUCT THE PROJECT IN CONFORMITY WITH THE PLANS AND SPECIFICATIONS. SURVEY WILL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL ADEQUATE SURVEY GROUND CONTROL POINTS HAVE BEEN ESTABLISHED, TIED DOWN, AND VERIFIED IN WRITING BY THE CONTRACTOR'S PROFESSIONAL LAND SURVEYOR.

4. ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.

5. THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE DETERMINED BY THE CONTRACTOR TO MEET THE REQUIREMENTS OF SECTION 907.

6. ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

7. ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO PAVEMENT PLACEMENT ON THE CONCRETE BASE OR COLD PLANED PAVEMENT, AND ON ANY NEW COURSE WHICH HAS BEEN OPEN TO TRAFFIC, OR ANY NEW COURSE WHICH HAS BEEN EXPOSED FOR MORE THAN 7 DAYS, AND/OR AS DIRECTED BY THE ENGINEER. IT SHALL ALSO BE APPLIED TO VERTICAL PAVEMENT FACES BETWEEN ADJOINING PAVEMENT SECTIONS. ALL APPLICATIONS ON BOTH HORIZONTAL AND VERTICAL SURFACES SHALL BE INCIDENTAL TO THE APPLICABLE PAVEMENT ITEMS.

8. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE SHALL BE STRICTLY ADHERED TO IN ALL AREAS. IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND PLACING, AT ITS OWN EXPENSE, PLANTABLE SOIL AND SEED IN AREAS WHICH ARE OUTSIDE OF THE PROJECT'S AREAS OF DISTURBANCE AND WHICH ARE IMPACTED BY CONSTRUCTION OPERATIONS INCLUDING THOSE AREAS WHERE VEHICLES, EQUIPMENT AND MATERIALS ARE STORED.

9. THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.

10. CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT DEBRIS PRIOR TO THE PLACEMENT OF EACH BITUMINOUS PAVEMENT LIFT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. CLEANING WITH COMPRESSED AIR SHALL ONLY BE ALLOWED WITH THE APPROVAL OF THE ENGINEER.

11. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS AND SHOP DRAWINGS OR AS MODIFIED BY THE ENGINEER.

12. THE COORDINATE SYSTEM, IF SHOWN, IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.

13. PAVEMENT OPERATIONS FOR CURBED SECTIONS: IN AREAS WHERE CURBING IS SET TO FINISH LINE AND GRADE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE THE SENSOR AND SKY-TYPE DEVICE FOR AUTOMATIC GRADE CONTROL, BUT WILL BE ALLOWED TO MANUALLY ADJUST THE BITUMINOUS PAVER FOR CONTROLLING GRADE.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAYS FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO MAINTAIN THE SAFE TRAVEL OF THE PUBLIC AT NO ADDITIONAL COST TO THE STATE.

15. NO FUEL STORAGE, VEHICLE REFUELING, OR EQUIPMENT STORAGE SHALL TAKE PLACE IN DESIGNATED WETLANDS, NOR WITHIN 100' OF ANY WATER BODY. THIS REQUIREMENT SHALL NOT SUPERSEDE ANY FEDERAL, STATE OR LOCAL LAW, ORDINANCE, RULE OR REGULATION THAT APPLIES TO THE SAME, UNLESS THIS REQUIREMENT IS MORE STRINGENT THAN SAID LAW, ORDINANCE, RULE OR REGULATION.

16. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT AT THE END OF FINAL PAVING OPERATIONS, FLOW TO NEW AND EXISTING DRAINAGE STRUCTURES HAS BEEN PROPERLY ESTABLISHED AND THAT NO ISOLATED DEPRESSIONS REMAIN. THERE SHALL BE NO SEPARATE PAYMENT FOR THIS PROVISION; ANY CORRECTIVE ACTION SHALL BE CONSIDERED INCIDENTAL TO PAVING AND COLD PLANING OPERATIONS.

17. ALL EMBANKMENTS SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 12" (AFTER COMPACTION) AND SHALL BE COMPACTED AS SPECIFIED BEFORE THE NEXT LAYER IS PLACED. ALSO, EMBANKMENT CONSTRUCTION SHALL CONFORM TO SECTION 202.03.2 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.

18. IF THIS PROJECT IS ON A HURRICANE EVACUATION AND DIVERSIONARY ROUTE, AS DESIGNATED ON THE COVERSHEET, THE CONTRACTOR IS ADVISED THAT UPON 12 (TWELVE) HOURS NOTICE THE ROADWAY SHALL BE OPEN TO EVACUEES AND EMERGENCY PERSONNEL. ANY EXTRA WORK NECESSARY TO COMPLY WITH THIS REQUIREMENT WILL BE REIMBURSED UNDER FORCE ACCOUNT PROCEDURES.

19. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL APPROVALS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM). AND/OR THE ARMY CORPS OF ENGINEERS (ACOE). AND/OR THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC). COPIES OF EACH OF THESE PERMITS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH THESE CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).

GENERAL NOTES (CONTINUED):

20. FOR ALL PROJECTS INVOLVING KNOWN SITE REMEDIATION ISSUES, THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE CONSTRUCTION RELATED PROVISIONS, CONDITIONS, AND STIPULATIONS OF ANY REMEDIAL ACTION WORK AND/OR SOIL MANAGEMENT PLANS DEVELOPED FOR THE PROJECT. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH COMPLIANCE WITH THESE DOCUMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).

21. NO UNPROTECTED CONSTRUCTED FEATURE MAY PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. HEADWALL, DRAINAGE INLET, ETC.

22. THE REMAINING SECTION OR STUB OF A BREAKAWAY BASE MAY NOT PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. SIGN POSTS, LIGHT POLES, FIRE HYDRANTS, ETC.

DRAINAGE AND EROSION CONTROL NOTES:

1. THE CONTRACTOR IS REQUIRED TO ADHERE WITH THE A SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ORDER TO REMAIN IN COMPLIANCE WITH THE RIPDES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS OF THE GENERAL PERMIT AND THE SITE-SPECIFIC SWPPP FOR THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR MODIFYING THE SWPPP AS SITE CONDITIONS WARRANT. A COPY OF THE SWPPP MUST BE ON-SITE AT ALL TIMES. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS.

2. NO UNDISTURBED AREAS SHALL BE GRUBBED OF EXISTING VEGETATION AFTER OCTOBER 15 OF ANY CALENDAR YEAR OR DURING ANY PERIOD OF FULL OR LIMITED WINTER SHUTDOWN. ALL DISTURBED SOILS EXPOSED PRIOR TO OCTOBER 15 OF ANY CALENDAR YEAR SHALL BE SEEDED OR PROTECTED BY THAT DATE. ANY SUCH AREAS THAT DO NOT HAVE ADEQUATE VEGETATIVE STABILIZATION, AS DETERMINED BY THE RESIDENT ENGINEER OR ENVIRONMENTAL INSPECTOR, BY NOVEMBER 15 OF ANY CALENDAR YEAR, MUST BE STABILIZED THROUGH THE USE OF EROSION CONTROL MATTING OR HAY MULCH, IN ACCORDANCE WITH SPECIFICATIONS CONTAINED WITHIN THE R.I. SOIL EROSION AND SEDIMENT CONTROL HANDBOOK. IF WORK CONTINUES WITHIN ANY OF THESE AREAS DURING THE PERIOD FROM OCTOBER 15 THROUGH APRIL 15, CARE MUST BE TAKEN TO ENSURE THAT ONLY THE AREA REQUIRED FOR THAT DAY'S WORK IS EXPOSED, AND ALL ERODIBLE SOIL MUST BE RESTABILIZED WITHIN 5 WORKING DAYS. ANY WORK TO CORRECT PROBLEMS RESULTING FROM FAILURE TO COMPLY WITH THIS PROVISION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THERE WILL BE NO SEPARATE PAYMENT FOR THIS PROVISION, IT SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION OPERATIONS. STABILIZATION OF ONE FORM OR ANOTHER AS DESCRIBED ABOVE SHALL BE ACHIEVED WITHIN 2 WEEKS OF FINAL GRADING.

3. STOCKPILES OF MATERIAL SHALL NOT BE LOCATED WITHIN REGULATED WETLANDS OR BUFFER ZONE AREAS. THEY SHALL HAVE SIDE SLOPES NO GREATER THAN 30% AND STOCKPILES OF ERODIBLE MATERIAL SHALL ALSO BE SEEDED AND RINGED WITH APPROPRIATE SEDIMENT AND EROSION CONTROL MEASURES TO STABILIZE. STOCKPILES OF CONTAMINATED MATERIALS MUST BE PLACED ON TOP OF A POLY-ETHYLENE SHEET AND COVERED AT ALL TIMES UNLESS IT IS AN ACTIVE WORKING PILE.

4. IF THE PLANS INCLUDE SPECIFIC AREAS FOR PLACEMENT OF CONSTRUCTION DEWATERING BASINS AND/OR EQUIPMENT AND MATERIALS STORAGE AND STOCKPILING, AND IF THE CONTRACTOR ELECTS TO UTILIZE ANY OTHER AREAS FOR THESE PURPOSES, THIS SHALL BE APPROVED BY THE ENGINEER ONLY AFTER OBTAINING ANY NECESSARY PERMITS AND/OR PERMIT MODIFICATIONS FROM THE APPROPRIATE REGULATORY AUTHORITY(IES). ANY PERMITTING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AT NO COST TO THE STATE. THE ENGINEER WILL COORDINATE SUBMISSION OF ANY REQUIRED PERMIT APPLICATION MATERIALS WITH THE R.I.D.O.T. ENVIRONMENTAL DIVISION.

5. SURFACE EROSION CONTROL MATTING SHALL BE USED TO STABILIZE PLANTABLE SOIL AND/OR LOAM IN ALL DITCHES, ON ALL SLOPES ADJACENT TO WETLANDS AND WETLAND PERIMETERS, AND ON ALL SLOPES WITHIN WATER QUALITY BASINS. JUTE MESH IN DITCHES SHALL EXTEND TO AN ELEVATION 2 FEET ABOVE THE BOTTOM OF THE DITCH.

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

   a. SEEDING TYPE I.

   b. ADHESIVE MULCH STABILIZER

7. UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.

8. PRIOR TO CONSTRUCTION OPERATIONS, THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL CATCH BASINS AND FLUSHING THE PIPES, AND THEN VERIFYING THE LOCATION (HORIZONTAL AND VERTICAL) OF ALL EXISTING PIPES AND/OR STRUCTURES WHICH ARE TO BE CONNECTED. ANY VARIATION FOUND FROM THE PLANS MUST BE BROUGHT TO THE ENGINEER'S ATTENTION.

9. ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.

10. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EFFICACY OF THE DRAINAGE SYSTEM. ONCE CONSTRUCTION IS COMPLETED THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL CATCH BASINS AND FLUSHING ALL PIPES OF ANY CONSTRUCTION RELATED DEBRIS AT NO ADDITIONAL COST.

11. CATCH BASIN RIM GRADES FOR STRUCTURES NOT IN A TRAVEL LANE NOTED ON PLANS ARE DEPRESSED 0.1' LOWER THAN THE GUTTER GRADE. RIM ELEVATIONS SHOWN ARE FINAL GRADES. THE CONTRACTOR SHALL PLACE FRAMES AND GRATES 0.1' BELOW THE GRADE CONSTRUCTED IN THIS CONTRACT OR AS DIRECTED BY THE ENGINEER.

12. PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL STRICTLY ADHERE TO THE PLANS AND SPECIFICATIONS.

13. THE CONTRACTOR SHALL INSTALL ALL SEDIMENT AND EROSION CONTROL DEVICES FOR OUTLET PROTECTION PRIOR TO CLEANING AND FLUSHING STORM WATER DRAINAGE. SEDIMENT AND EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL ALL FLUSHED SEDIMENTS ARE REMOVED. AT ALL OUTFALL LOCATIONS WHERE PIPES ARE TO BE CLEANED AND FLUSHED, OUTLET PROTECTION (R.I. STD. 9.1.0 OR 9.3.0) SHALL BE INSTALLED TO TRAP SEDIMENTS. THESE SEDIMENTS SHALL THEN BE REMOVED AND DISPOSED OF LEGALLY BEFORE THE OUTLET PROTECTION DEVICES ARE REMOVED. IF OUTLET PROTECTION AT THE OUTFALL IS NOT FEASIBLE, THEN THE OUTLET PIPE OF THE LAST DRAINAGE STRUCTURE TO BE CLEANED SHALL BE PLUGGED TO CAPTURE ALL MATERIALS FLUSHED FROM PIPES. AFTER THE MATERIALS ARE REMOVED FROM THE DRAINAGE STRUCTURE, THE OUTLET SHALL BE UNPLUGGED TO RESUME NORMAL FUNCTIONING.

14. R.I. STD. 9.8.0 BALED STRAW INLET PROTECTION SHALL BE INSTALLED AT ALL CATCH BASINS AND INLETS WHENEVER SUBBASE IS EXPOSED, AND SHALL REMAIN IN PLACE UNTIL THE ABUTTING GROUND SURFACES ARE STABILIZED.

15. WHERE BALED STRAW INLET PROTECTION AND SILT FENCES ARE USED AT CATCH BASINS, THEY SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE ENGINEER IN ORDER TO PREVENT CLOGGING OF THE INLET.

DRAINAGE AND EROSION CONTROL NOTES (CONTINUED):

16. DETENTION AND RETENTION BASINS MAY BE ROUGH GRADED AND STABILIZED WITH VEGETATION AND/OR OTHER EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO USE AS TEMPORARY SEDIMENTATION BASINS DURING PROJECT CONSTRUCTION. FINAL BASIN CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL SOURCES OF SEDIMENT HAVE BEEN REMOVED AND INFILTRATION IS REESTABLISHED, FINAL ROADSIDE VEGETATION IS ESTABLISHED AND USE OF TEMPORARY BASINS IS NO LONGER REQUIRED TO COMPLY WITH THE PLANS, SPECIFICATIONS, AND PERMITS. ANY ISSUES RELATING TO EROSION AND/OR SEDIMENT TRANSPORT INTO WETLAND AREAS RESULTING FROM SUCH USE OF SEDIMENTATION BASINS DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY CORRECTIVE ACTION AND COSTS REQUIRED TO RESOLVE SUCH ISSUES IS THE RESPONSIBILITY OF THE CONTRACTOR.

17. THE TOE OF ANY FILL SLOPE IS TO REMAIN AT LEAST 1' INSIDE OF ALL EROSION CONTROLS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR COVER ANY PORTION OF THE EROSION CONTROL MEASURES WITH MATERIAL. ANY MATERIAL THAT IS PLACED ON ANY EROSION CONTROLS BY THE CONTRACTOR, OR ANY AGENT OF THE CONTRACTOR, SHALL BE IMMEDIATELY REMOVED BY THE CONTRACTOR, AND ANY NECESSARY REPAIRS TO THE EROSION CONTROLS ACCOMPLISHED.

18. PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES, EROSION AND SEDIMENTATION CONTROLS SHALL BE INSTALLED AT THOSE AREAS INDICATED ON THE PLANS. CLEARING MAY OCCUR PRIOR TO INSTALLATION OF SUCH CONTROLS, HOWEVER NO GRUBBING, GRADING, FILLING, OR OTHER SOIL DISTURBANCE SHALL OCCUR PRIOR TO INSTALLATION. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS.

19. ALL COMPOST FILTER SOCK, STRAW BALES, SILT FENCE OR TEMPORARY PROTECTION SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED. IF NEEDED, TEMPORARY SEEDING CAN HELP TO MINIMIZE EROSION. TEMPORARY SEED WILL CONFORM TO R.I.D.O.T. STANDARD TEMPORARY SEED MIX.

20. THE CONTRACTOR MUST REPAIR AND/OR RESEED ANY AREAS THAT DO NOT DEVELOP WITHIN THE PERIOD OF ONE YEAR AND SHALL DO SO AT NO ADDITIONAL EXPENSE TO THE STATE.

21. THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.

22. ALL COSTS ASSOCIATED WITH ADHERENCE TO THE SWPPP SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEMS. ADDITIONAL SEDIMENT AND EROSION CONTROLS, SHALL BE INSTALLED IN ACCORDANCE WITH THE SWPPP REPORT. THESE ADDITIONAL ITEMS WILL BE PAID AT THE UNIT PRICE FOR THAT BID ITEM.

23. ANY OBSERVATIONS OF ILLICIT CONNECTIONS OR DISCHARGES TO RIDOT'S DRAINAGE NETWORK OR OUTFALLS SHALL BE REPORTED TO THE RIDOT STORMWATER UNIT IMMEDIATELY.

UTILITY NOTES:

1. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. BUILDING SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER AND SANITARY) ARE NOT SHOWN. CONTRACTOR IS TO ASSUME SERVICES ARE PRESENT TO ALL BUILDINGS.

2. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES BOTH UNDERGROUND AND OVERHEAD BEFORE EXCAVATION BEGINS IN ACCORDANCE WITH CHAPTER 39-1.2 OF THE R.I. GENERAL LAWS ENTITLED "EXCAVATION NEAR UNDERGROUND UTILITY FACILITIES", WITH AMENDMENTS EFFECTIVE AS OF NOVEMBER 1, 2009 AND, WHEN NECESSARY, BY CONTACTING THE INDIVIDUAL UTILITY COMPANIES. EXCAVATION SHALL BE IN ACCORDANCE WITH ALL STATUTES, ORDINANCES, RULES AND REGULATIONS OF ANY APPLICABLE CITY, TOWN, STATE OR FEDERAL AGENCY. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE DIG SAFE PROGRAM. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES AND AND AND ENSURE THAT ALL UTILITIES HAVE BEEN MARKED PRIOR TO COMMENCING THEIR WORK. ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANY, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.

3. ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE CAPPED.

4. EXISTING WATER SERVICES SHALL BE RECONNECTED TO THE NEW WATER MAINS.

5. UTILITY SERVICE CONNECTIONS SHALL BE MAINTAINED TO ALL EXISTING FACILITIES TO REMAIN.

6. FIRE HYDRANTS SHALL NOT BE REMOVED FROM SERVICE WITHOUT WRITTEN AUTHORIZATION FROM THE FIRE DEPARTMENT OR THE WATER AUTHORITY.

7. ALL NEW WATER LINES SHALL BE DISINFECTED TO THE SATISFACTION OF THE WATER AUTHORITY IN ACCORDANCE WITH THE SPECIFICATIONS.

8. ALL UTILITY POLE RELATED WORK SHALL BE BY OTHERS.

9. THE CONTRACTOR SHALL PROVIDE 72-HOUR ADVANCE NOTICE TO THE RIDOT TMC (401-222-2378) FOR WORK AROUND RIDOT OWNED INFRASTRUCTURE (DRAINAGE, LIGHTING, ITS EQUIPMENT, TOLL GANTRIES, COUNTING STATIONS, ETC.). ANY DAMAGE TO THIS INFRASTRUCTURE MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT RIDOT IN ADVANCE, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

STANDARD NOTES - 1

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	4	50

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, LUMINARIES 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.

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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OF:

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

STANDARD NOTES - 2

2607D_V2_038_STDNOTES002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	5	50

JOB SPECIFIC LEGEND (HIGHWAY)

- (BMH) DEEP SUMP MANHOLE WITH BYPASS WEIR POTENTIAL LOCATION – (SEE DRAINAGE AND UTILITY DETAILS)
- (BRB) BIORETENTION BASIN POTENTIAL LOCATION – (SEE DRAINAGE AND UTILITY DETAILS)
- (CFS) COMPOST FILTER SOCK 12" DIAMETER
- (DCD) REMOVE AND DISPOSE CONCRETE DRIVEWAY APRON
- (DGC) REMOVE AND DISPOSE GRANITE CURB
- (ECB) EROSION CONTROL BLANKET
- (ETEA) GUARDRAIL END TREATMENT – ENERGY ABSORBING TERMINAL (MASH)
- (FLT) FILTER FABRIC FOR RIPRAP
- (ISCD) INLET SEDIMENT CONTROL DEVICE
- (LB) LEACHING BASIN – (SEE DRAINAGE AND UTILITY DETAILS)
- (P-3) FULL DEPTH PAVEMENT – PRIVILEGE ST.
  3" MODIFIED CLASS 9.5 HMA W/PAY ADJUSTMENTS (TWO-1.5" LIFTS)
  6" CLASS 19.0 HMA (TWO-3" LIFTS)
  12" GRAVEL BORROW SUBBASE
- (P-4) FULL DEPTH PAVEMENT – BRIDGE DECK
  3" MODIFIED CLASS 9.5 HMA W/PAY ADJUSTMENTS (TWO-1.5" LIFTS)
- (PMM) PAVEMENT MILLINGS MULCH
- (PT-1) PAVEMENT TRANSITION – EXISTING PAVEMENT TO FULL DEPTH (SEE MISC. DETAIL SHEET NO. 1)
- (PT-7) PAVEMENT TRANSITION – FULL DEPTH TO BRIDGE APPROACH SLAB (SEE MISC. DETAIL SHEET NO. 1)
- (ROP) RIPRAP OUTLET PROTECTION
- (SC-1) FULL DEPTH SAWCUT
- (USCD) UNDER SIDEWALK CROSS DRAIN POTENTIAL LOCATION – (SEE DRAINAGE AND UTILITY DETAILS)
- (7.3.1) 3'-0" GRANITE TRANSITION CURB
- (7.6.0A) STANDARD DETAIL WITH 3" MODIFIED CLASS 9.5 HMA (TWO-1.5" LIFTS) ON TOP OF CONCRETE
- (43.4.0A) DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB

JOB SPECIFIC PLAN SYMBOLS

EXISTING		NEW
	COMPOST FILTER SOCK	
	GUARDRAIL	
	LOAM AND SEED (TYPE 1)	

JOB SPECIFIC LEGEND (TRAFFIC)

- (ETR) EXISTING TO REMAIN
- (IFRS) INSTALL FINAL RUMBLE STRIP
- (MFRS) MICRO MILLING AND FILL RUMBLE STRIP WITH CLASS 9.5 HOT MIX ASPHALT
- (SABM) SHOCK ABSORBING BARRIER MODULES
- (TCLF) TEMPORARY CHAIN LINK FENCE
- (TD4Y) 4" YELLOW FAST DRYING WATERBORNE PAVEMENT MARKING – DOUBLE SOLID
- (TD4YS) 4" WHITE FAST DRYING WATERBORNE PAVEMENT MARKING – DOUBLE 2' DASH/4' SKIP
- (T6WS) 6" WHITE FAST DRYING WATERBORNE PAVEMENT MARKING – 2' DASH/4' SKIP
- (T6W) 6" WHITE FAST DRYING WATERBORNE PAVEMENT MARKING
- (TBTL3) TEMPORARY BARRIER (TL-3)
- (TBTL3A) TEMPORARY BARRIER (TL-3) – ANCHORED
- (20.1.0) PAVEMENT MARKINGS, ARROWS AND ONLY

JOB SPECIFIC GENERAL NOTES

1. ALL ITEMS NOT REFERENCED FOR MODIFICATION ON THE PLANS OR IN THE CONTRACT DOCUMENTS WILL BE "EXISTING TO REMAIN" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. ALL EQUIPMENT AND MATERIALS SHALL BE STORED AN ADEQUATE DISTANCE (AS DETERMINED BY THE ENGINEER) FROM THE ROADWAY AND SIDEWALK TO AVOID INTERFERENCE WITH VEHICULAR OR PEDESTRIAN TRAFFIC.
3. THE CONTRACTOR SHALL TAKE SPECIAL CARE NOT TO DAMAGE ANY EXISTING VEGETATION OUTSIDE OF THE LIMIT OF DISTURBANCE NOTED ON THE PLANS, UNLESS OTHERWISE NOTED. ALL VEGETATION THAT ENCROACHES ON THE PEDESTRIAN CIRCULATION PATH ENVELOPE SHALL BE CUT, TRIMMED, AND/OR REMOVED. VEGETATION CANNOT REDUCE THE WIDTH OF THE SIDEWALK OR REDUCE VERTICAL CLEARANCE TO LESS THAN 84 INCHES. ANY DAMAGE THAT IS CAUSED BY THE CONTRACTOR'S NEGLIGENCE OUTSIDE OF THE LIMIT OF DISTURBANCE WILL BE FIXED AT HIS OWN EXPENSE. TRIMMING OF VEGETATION WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE CONSIDERED AS INCLUDED IN THE GENERAL COST OF THE WORK.
4. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROTECTING FRESHLY PLACED CONCRETE AND ASPHALT FROM DAMAGE UNTIL THE CONCRETE/ASPHALT HAS CURED SUFFICIENTLY. COSTS TO REPLACE DAMAGE TO FRESHLY PLACED CONCRETE AND/OR ASPHALT WILL BE THE CONTRACTORS RESPONSIBILITY.
5. THE COST OF ANY CURB CUTTING REQUIRED TO INSTALL NEW CURB WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE NEW CURB.
6. ROADWAY OUTSIDE OF THE PROJECT LIMITS DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE PRICE BID FOR THE ASSOCIATED WORK ITEM CAUSING THE DAMAGE.
7. DIMENSIONS SHOWN ON THE PLANS ARE APPROXIMATE.
8. THE CONTRACTOR SHALL NOTIFY IN WRITING ALL PROPERTY OWNERS ABUTTING THE WORK 48 HOURS PRIOR TO COMMENCING WORK.
9. TRANSITION STONE CUTTING IS INCLUDED IN THE UNIT PRICE OF THE CURB.
10. ALL PROPOSED GUARDRAIL AND IMPACT DEVICES SHALL CONFORM TO THE MANUAL FOR ASSESSING SAFETY HARDWARE 2016 (M.A.S.H.) REQUIREMENTS AND AS DETAILED ON CONTRACT PLANS.
11. PER RIDOT STANDARD SPECIFICATIONS, CLEAR AND GRUB ALL AREAS WITHIN FILL LOCATIONS AND LESS THAN 3 FEET IN HEIGHT TO SUBGRADE WITHIN THE LIMITS OF DISTURBANCE OF THE PROJECT. AFTER CLEARING AND GRUBBING, THE AREA SHALL BE STABILIZED AND FINISHED WITH LOAM AND SEED.
12. EXISTING BITUMINOUS LEAKOFFS SHALL BE REPLACED IN-KIND OR AS DIRECTED BY THE ENGINEER.
13. ALL DISTURBED AREA WITHIN THE LIMIT OF DISTURBANCE SHALL BE RESTORED WITH LOAM AND SEED UNLESS OTHERWISE NOTED ON THE PLANS.

JOB SPECIFIC PAVEMENT MARKING NOTES

1. ALL PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
2. TRAVEL LANE SKIP STRIPING LINES SHALL CONSIST OF LINES AND SPACE AS SHOWN ON PLANS.
3. FINAL PAVEMENT MARKINGS SHALL BE WHITE AND YELLOW EPOXY RESIN.
4. SEE GENERAL PROVISIONS – CONTRACT SPECIFIC DOCUMENTS FOR SPECIAL REQUIREMENTS FOR PAVEMENT MARKINGS.

JOB SPECIFIC UTILITY NOTES

1. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. BUILDING SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER, SANITARY, CABLE TELEVISION, ETC.) ARE SHOWN. CONTRACTOR IS TO ASSUME THAT OTHER SERVICES ARE PRESENT TO ALL BUILDINGS. LOCATIONS OF THE SERVICES WILL BE CHECKED BY THE CONTRACTOR WITH THE APPROPRIATE UTILITY COMPANIES.
2. ALL EXISTING MANHOLES, CATCH BASINS, AND ROADWAY BOXES, FOR ALL UTILITIES WITHIN THE PROJECT WORK LIMITS SHALL BE ADJUSTED TO GRADE AS REQUIRED EXCEPT WHERE REPLACEMENT OR RECONSTRUCTION IS CALLED FOR ON THE PLANS, IN THE CONTRACT DOCUMENTS, OR DIRECTED BY THE ENGINEER. ADJUSTMENT OF ANY SANITARY SEWER UTILITIES SHALL BE COORDINATED WITH THE CITY.
3. IN AREAS WHERE EXISTING GRANITE APRON AND/OR INLET STONES ARE TO REMAIN, THE MINIMUM GUTTER OPENING PER THE R.I. STANDARD DETAILS MUST BE OBTAINED AND MAINTAINED. THERE WILL BE NO SEPARATE PAY ITEM FOR THIS WORK, IT SHALL BE CONSIDERED INCIDENTAL TO PAVING OPERATIONS.
4. BLASTING IS NOT PERMITTED ANYWHERE ON SITE. ONLY NON-MECHANICAL MEANS OF EXCAVATION SHALL BE USED IN AREAS ADJACENT TO UNDERGROUND UTILITIES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
5. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
6. UTILITY POLES ARE TO REMAIN AND BE PROTECTED THROUGH THE DURATION OF CONSTRUCTION. IF IN ANY CASE THE CONTRACTOR BELIEVES A POLE, POLE FOUNDATION, AND/OR OVERHEAD WIRES WILL BE IMPACTED DURING CONSTRUCTION, THEY SHALL COORDINATE WITH THE ENGINEER AND UTILITY COMPANY FOR NECESSARY SUPPORT.
7. PROPOSED PIPE CONNECTIONS TO EXISTING PIPES, IF ANY, SHALL INCLUDE COUPLINGS. COST SHALL BE INCIDENTAL TO THE STANDARD PIPE PAY ITEMS.

JOB SPECIFIC EROSION CONTROL NOTES

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

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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
WOONSOCKET VOLUME: 2 RHODE ISLAND

JOB SPECIFIC NOTES & LEGEND

2607D_V2_039_JSNOTSYM

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	6	50

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RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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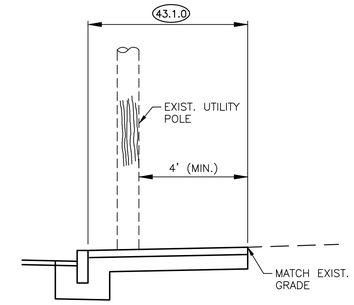
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

KEY PLAN

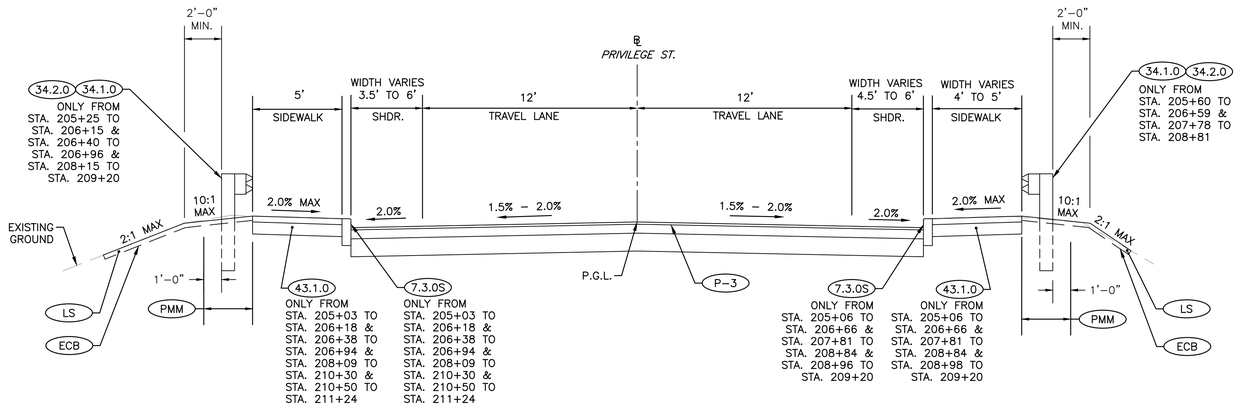
2607D_V2_040_KEY

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	7	50



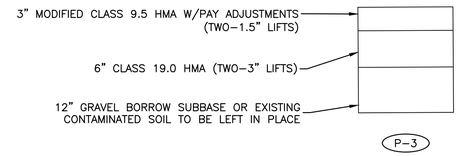
SIDEWALK BUMPOUT AT UTILITY POLE

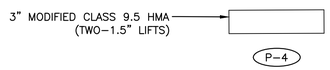
NOT TO SCALE



TYPICAL FULL DEPTH ROADWAY SECTION - PRIVILEGE STREET

SCALE 1"=4'
STA. 205+25 TO STA. 206+94
STA. 208+09 TO STA. 209+60





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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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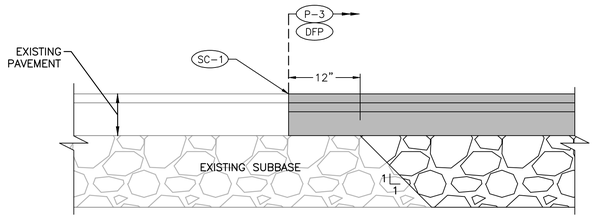
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

TYPICAL SECTION

2607D_V2_041_TYPICAL

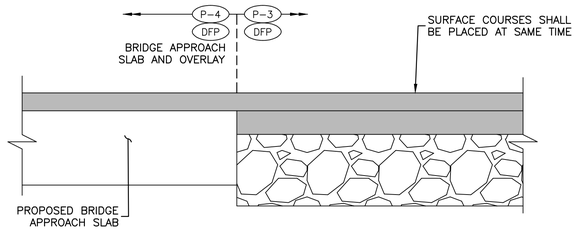
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	8	50



PAVEMENT TRANSITION - EXISTING PAVEMENT TO FULL DEPTH

PT-1

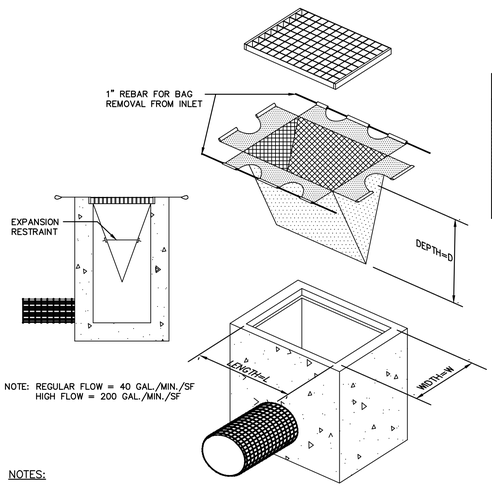
NOT TO SCALE



PAVEMENT TRANSITION - FULL DEPTH TO BRIDGE APPROACH SLAB

PT-7

NOT TO SCALE



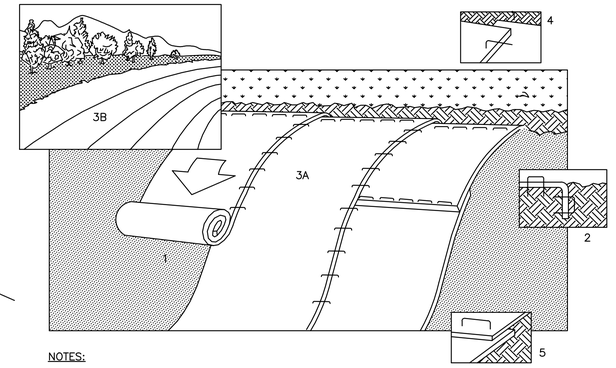
NOTES:

1. MEASURE CATCH BASIN DIMENSIONS AND PROVIDE APPROPRIATELY-SIZED DEVICES PER MANUFACTURER'S REQUIREMENTS.
2. INSTALL INLET SEDIMENT CONTROL DEVICE IN CATCH BASIN BEFORE COMMENCING ANY ROADWORK.
3. GRATE TO BE PLACED OVER INLET SEDIMENT CONTROL DEVICE.
4. INLET SEDIMENT CONTROL DEVICE SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS. CLEANING OR REPLACEMENT SHALL BE PERFORMED PROMPTLY AS NEEDED. MAINTAIN UNTIL DISTURBED AREAS HAVE BEEN PERMANENTLY STABILIZED WITH TOPSOIL AND GRASS.

INLET SEDIMENT CONTROL DEVICE

CBP

NOT TO SCALE



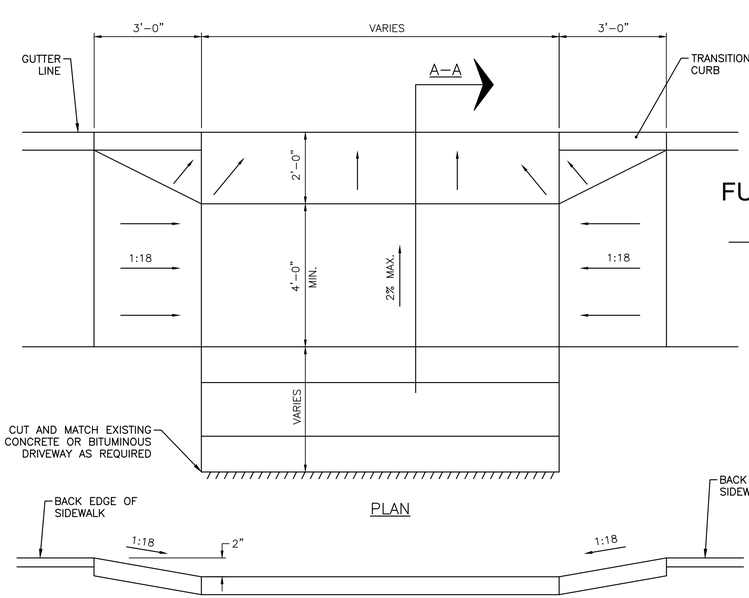
NOTES:

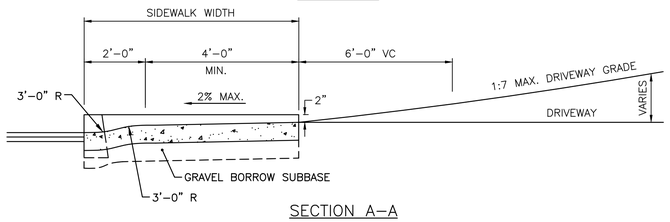
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF LIME, FERTILIZER,AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2" OVERLAP.
5. WHEN BLANKETS MUST BE SPLICED DOWN THE SLOPE, PLACE BLANKETS END OVER END (SHINGLE STYLE) WITH APPROXIMATELY 4" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART.

EROSION CONTROL BLANKET

ECB

NOT TO SCALE





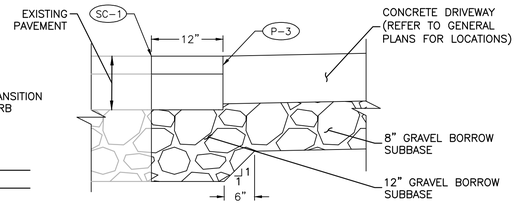
NOTES:

1. SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STANDARD SPECIFICATIONS.
2. WHEN DRIVEWAY IS BELOW BACK EDGE OF SIDEWALK PROFILE, STD. 43.4.1 MUST BE USED.

DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB

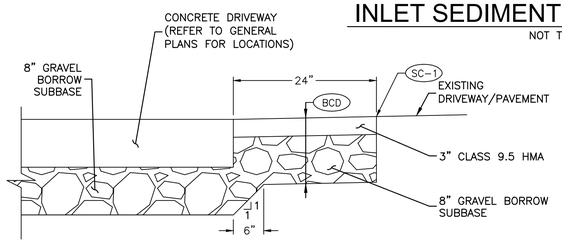
43.4.0A

NOT TO SCALE



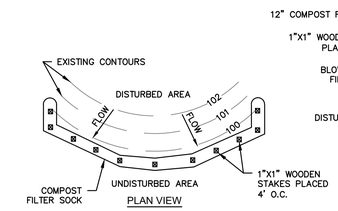
FULL DEPTH PAVEMENT RECONSTRUCTION IN FRONT OF CONCRETE DRIVEWAY

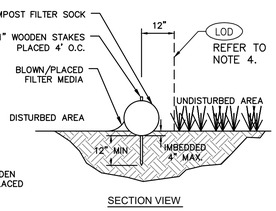
NOT TO SCALE



BITUMINOUS CONCRETE DRIVEWAY BEHIND CONCRETE SIDEWALK/DRIVEWAY OR WHEELCHAIR RAMP

NOT TO SCALE





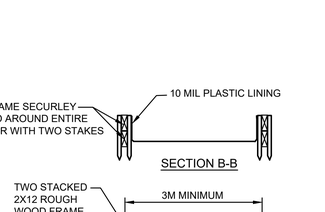
NOTES:

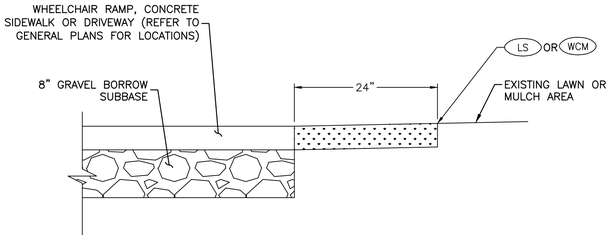
1. FILTER SOCKS SHALL BE INSTALLED WHERE INDICATED ON THE GENERAL PLANS AND SHALL BE CONSTRUCTED OF 100% BIODEGRADABLE MATERIAL. A ROW OF FILTER SOCKS (WEIGHTED DOWN AND NOT STAKED) SHALL ALSO BE INSTALLED AROUND ANY SOIL STOCKPILE AREAS UTILIZED BY THE CONTRACTOR DURING CONSTRUCTION.
2. FILTER SOCKS SHALL BE TRENCHED APPROXIMATELY 4 INCHES AND STAKED SUCH THAT FILTER SOCKS DIRECTLY CONTACT SOIL AND PRECLUDE UNDERMINING OR BLOWOUTS. THE TRENCH SHALL BE APPROXIMATELY 9 INCHES WIDE. UNLESS SHOWN OTHERWISE, STAKES SHALL BE DRIVEN THROUGH THE CENTER OF THE ROLL. COMPACT SOIL EXCAVATED TO CREATE A TRENCH ON THE UPHILL SIDE.
3. ENDS OF ADJACENT FILTER SOCKS SHALL BE TIGHTLY BUTTED OR OVERLAPPED SO THAT NO OPENING EXISTS FOR WATER TO PASS THROUGH. FILTER SOCKS SHALL BE FREE OF DAMAGE OR DEFECTS AND NO VEHICLES SHALL BE DRIVEN OVER FILTER SOCKS.
4. LIMIT OF DISTURBANCE (LOD) OFFSET DISTANCE FROM FILTER SOCK WILL VARY, BUT WILL TYPICALLY BE 12" IN MOST LOCATIONS. REFER TO GENERAL PLANS FOR ADDITIONAL INFORMATION.

COMPOST FILTER SOCK

CFS

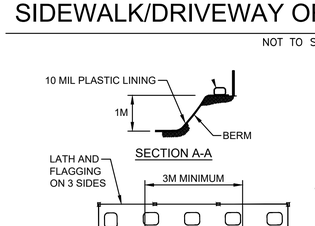
NOT TO SCALE





LAWN OR MULCH BEHIND CONCRETE SIDEWALK/DRIVEWAY OR WHEELCHAIR RAMP

NOT TO SCALE



- SELF-INSTALLED ABOVE GRADE WASHOUTS ON LARGER SITES MUST BE AT LEAST 10 FEET BY 10 FEE LONG AND SIZED TO CONTAIN ALL LIQUID AND SOLID WASTE EXPECTED TO BE GENERATED IN BETWEEN CLEANOUT PERIODS. WASHOUTS AT SMALLER SITES CAN BE SMALLER ACCORDING T THE EXPECTED CAPACITY NEEDED. INCLUDE A MINIMUM OF 12-INCH FREEBOARD IN THE SIZING CALCULATIONS. ONE CAN MAKE THE STRUCTURES FROM STAKED STRAW BALES OR SANDBAGS DOUBLE OR TRIPLE-LINED WITH PLASTIC SHEETING OF AT LEAST 10-MIL THICKNESS THAT HAS NO HOLES OR TEARS.
- SELF-INSTALLED BELOW-GRADE WASHOUTS SHOULD BE CONSTRUCTED AS SHOWN ON THE DETAILS AT THE END OF THIS MEASURE, WITH A RECOMMENDED MINIMUM LENGTH AND MINIMUM WIDTH OF 10 FT. THEY MUST BE SIZED TO CONTAIN ALL LIQUID AND SOLID WASTE EXPECTED TO BE GENERATED IN BETWEEN CLEANOUT PERIODS.
  LATH AND FLAGGING SHOULD BE COMMERCIAL TYPE.
  PLASTIC LINING MATERIAL SHALL BE A MINIMUM OF 10 MIL POLYETHYLENE SHEETING AND SHOULD BE FREE OF HOLES, TEARS OR OTHER DEFECTS THAT COMPROMISE THE IMPERMEABILITY OF THE MATERIAL.

TEMPORARY CONCRETE WASHOUT

NOT TO SCALE

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

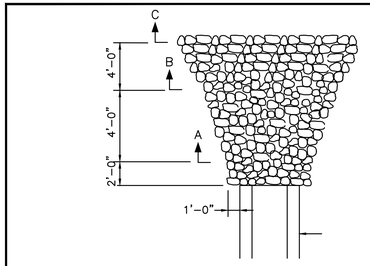
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

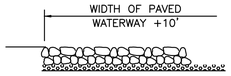
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

MISCELLANEOUS DETAILS

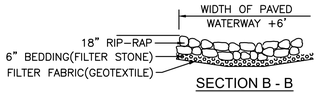
2607D_V2_042_DETAIL001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	9	50





SECTION C - C



SECTION B - B

SECTION A - A

RIP-RAP PAD DETAIL (RRP)

NOT TO SCALE

NOTES:

1. RIP-RAP AND BEDDING SHALL BE IN ACCORDANCE WITH SECTION M.10 OF THE RI STD. SPECIFICATIONS FOR BRIDGE AND HIGHWAY. RIP-RAP SHALL BE MODIFIED NSA NO. R-4, BEDDING SHALL BE MODIFIED NSA NO. FS-2.
2. DIMENSIONS MAY BE MODIFIED BY ENGINEER TO MEET FIELD CONDITIONS.
3. UNLESS OTHERWISE SPECIFIED, DUMPED RIP-RAP SHALL BE USED.
4. SEE THE SOIL MANAGEMENT PLAN CONTAMINATED SOIL EXCAVATION AREA CSE-1 REQUIREMENTS FOR CONTAMINATED SOIL EXCAVATION, MANAGEMENT, AND DISPOSAL.

STORMWATER MEDIA NOTES

1. SEEDING WITHIN FILTER SYSTEMS SHALL BE RIDOT TYPE 4 NATIVE SEED MIX.
2. SAND FILTER MEDIA SHALL CONSIST OF A MEDIUM SAND MEETING THE SPECIFICATIONS FOR ASTM C33/C33M-18 CONCRETE SAND.
3. AT LEAST 45 DAYS PRIOR TO THE START OF THE STORMWATER FACILITY CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT MEDIA INFORMATION THE ENGINEER FOR APPROVAL. NO TIME EXTENSIONS WILL BE GRANTED SHOULD THE PROPOSED MEDIA FAIL TO MEET THE REQUIREMENTS STATED HEREIN AND PER SPECIFICATION. THE INFORMATION SHALL INCLUDE, BUT NOT LIMITED TO: SOURCE, ADDRESS, MEDIA NAME, QUANTITY, GRADATION.
4. MEDIA THAT FAILS TO MEET THE REQUIREMENTS SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COSTS TO THE OWNER.

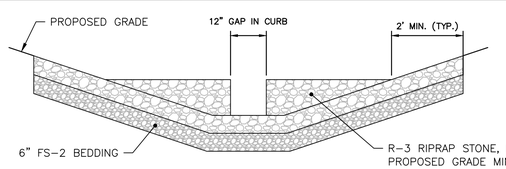
STORMWATER MAINTENANCE NOTES

1. ALL MAINTENANCE (INCLUDING CLEANING) REQUIRED DURING CONSTRUCTION PHASE OF THE PROJECT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL INCLUDE:

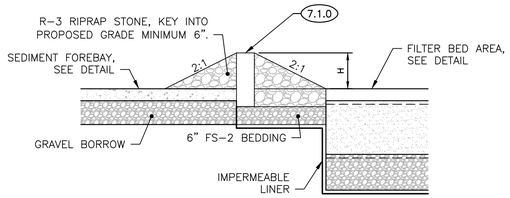
   MEASURES NEEDED TO ENSURE THE PROPER OPERATION OF CONSTRUCTED STORMWATER MANAGEMENT FACILITIES INCLUDING ALL NECESSARY INSPECTION, CLEANING AND REPAIRS TO FACILITY ELEMENTS INCLUDING ALL PIPING, STRUCTURES, FITTINGS AND OTHER APPURTENANCES.

   INSPECTION OF ALL SLOPES, BERMS, AND OTHER CONTROL STRUCTURES FOR STRUCTURAL INTEGRITY/STABILITY AND EVIDENCE OF SOIL EROSION PROCESSES, AND MAINTENANCE OF THESE STRUCTURES IF NECESSARY. INSPECTIONS SHALL BE PERFORMED FOLLOWING ALL RAIN EVENTS OF ½ INCH RAINFALL OR MORE IN A 24-HOUR PERIOD, AND IN ACCORDANCE WITH THE PROJECT'S STORMWATER POLLIUTION PREVENTION PLAN.

2. UPON COMPLETION OF PROJECT CONSTRUCTION, AND PRIOR TO VACATING THE SITE, THE CONTRACTOR SHALL CONDUCT A FINAL INSPECTION AND CLEANING OF THE DRAINAGE SYSTEM AND ALL ASSOCIATED STRUCTURES.
3. AFTER THE COMPLETION OF THE ENTIRE PROJECT TO THE SATISFACTION OF THE ENGINEER, ALL MAINTENANCE OF THE DRAINAGE SYSTEM SHALL THEN BE THE RESPONSIBILITY OF THE OWNER OR THEIR APPOINTED AGENTS IN ACCORDANCE WITH THE PROJECT'S OPERATIONS & MAINTENANCE (O&M) PLAN.
4. ALL GRASSED AREAS SHALL BE MOWED AT LEAST ONCE PER GROWING SEASON, WITH GRASS VEGETATION CUT TO A HEIGHT NO SHORTER THAN FOUR (4) INCHES.
5. THE OWNER SHALL BE RESPONSIBLE FOR ALL REPAIRS, REPLACEMENTS, AND OTHER WORK NECESSARY TO MAINTAIN THE PROPER FUNCTIONING OF STORMWATER MANAGEMENT FACILITIES. ANY REQUIRED REPAIR AND/OR REPLACEMENT OF DRAINAGE STRUCTURES OR FACILITIES SHALL BE PERFORMED PROMPTLY TO ENSURE PROPER FUNCTIONING OF THE SYSTEM. IN THE EVENT OF A SIGNIFICANT LOSS IN INFILTRATION CAPACITY (BELOW THE ORIGINAL DESIGN CAPACITY) OF SYSTEMS (DUE TO CLOGGING, BLINDING, AND/OR OTHER ISSUES), THE PERTINENT SYSTEMS ELEMENTS SHALL BE REPAIRED OR REPLACED SO AS TO RE-ESTABLISH ORIGINAL DESIGN INFILTRATION RATES.



SECTION



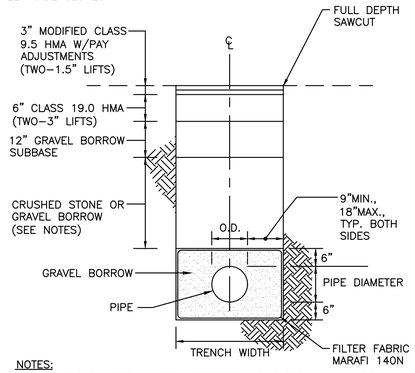
PROFILE

STONE BAFFLE CHECK DAM (SB)

NOT TO SCALE

NOTES:

1. RIPRAP STONE SHALL MEET ALL APPLICABLE REQUIREMENTS SET FORTH UNDER M.10.03 OF THE STANDARD SPECIFICATIONS.
2. THE CONVEYANCE SHALL BE FINISH GRADED AND STABILIZED WITH EROSION CONTROL BLANKETING PRIOR TO PLACEMENT AND CONSTRUCTION OF STONE BAFFLES.
3. THE HEIGHT OF EACH STONE BAFFLE (H) IS 12 INCHES UNLESS OTHERWISE NOTED ON PLAN.
4. THE STONE BAFFLE SHALL BE CONSTRUCTED TO MAINTAIN A LEVEL CREST ELEVATION BETWEEN SIDE SLOPES.



NOTES:

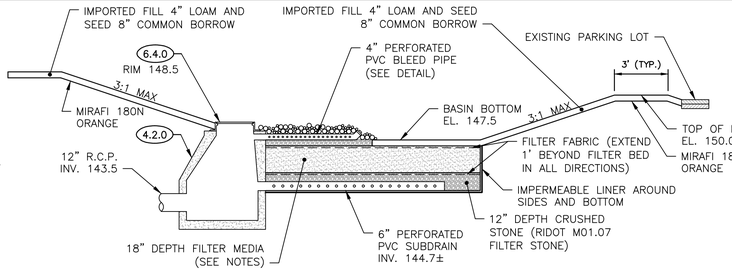
1. SUITABLE MATERIAL EXCAVATED FROM THE TRENCH MAY BE USED FOR PIPE BEDDING.
2. CRUSHED STONE SHALL BE USED FOR STORM DRAIN PIPE.
3. GRAVEL BORROW SHALL BE USED FOR WATER MAIN PIPE.
4. FINAL PAVING FOR THE TRENCH SHALL BE PLACED AT THE SAME TIME AS THE ADJACENT ROADWAY FINAL PAVEMENT IS PAVED.
5. SEE THE SOIL MANAGEMENT PLAN CONTAMINATED SOIL EXCAVATION AREA CSE-2 REQUIREMENTS FOR CONTAMINATED SOIL EXCAVATION, MANAGEMENT, AND DISPOSAL

TYPICAL PIPE TRENCH DETAIL

NOT TO SCALE

STORMWATER GENERAL NOTES

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL FIELD VERIFY THE CONTOURS AND ELEVATIONS IN THE STORMWATER MANAGEMENT AND CONVEYANCE AREAS. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR ENGINEER IMMEDIATELY OF ANY SIGNIFICANT DISCREPANCIES.
2. THE CONTRACTOR SHALL COMPLETE THE PROJECT WITHIN THE LIMIT OF DISTURBANCE AND SHALL MATCH TO GRADE ACCORDINGLY. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE MAXIMUM EXTENT WHEN AND IF APPLICABLE TO PRESERVE THE AREAS VEGETATION.
3. CONSTRUCTED SLOPES MAY VARY TO SUIT CONDITIONS AS DIRECTED BY THE ENGINEER.
4. IF CONSTRUCTION VEHICLES DRIVE OVER THE AREA, THE SOIL MUST BE SUITABLY AMENDED, TILLED, AND VEGETATED ONCE CONSTRUCTION IS COMPLETE TO RESTORE THE INFILTRATION CAPACITY OF THE SUBGRADE AS DIRECTED BY THE ENGINEER.
5. ESTABLISH A DENSE VEGETATIVE COVER OR ADEQUATELY STABLIZED LANDSCAPE SURFACE ACROSS ANY UPGRADIENT AREAS DISTURBED BY CONSTRUCTION BEFORE RUNOFF CAN BE ACCEPTED INTO THE STORMWATER PRACTICE.

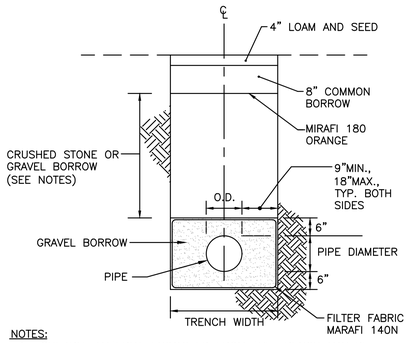


NOTE:

SEE THE SOIL MANAGEMENT PLAN CONTAMINATED SOIL EXCAVATION AREA CSE-2 REQUIREMENTS FOR CONTAMINATED SOIL EXCAVATION, MANAGEMENT, AND DISPOSAL.

2607D-BMP-1 FILTER BED TYPICAL SECTION

NOT TO SCALE

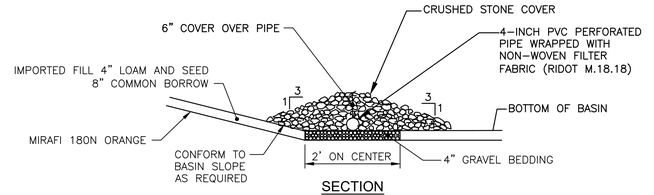


NOTES:

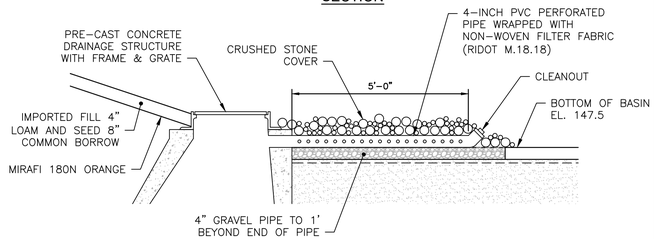
1. SUITABLE MATERIAL EXCAVATED FROM THE TRENCH MAY BE USED FOR PIPE BEDDING.
2. CRUSHED STONE SHALL BE USED FOR STORM DRAIN PIPE.
3. GRAVEL BORROW SHALL BE USED FOR WATER MAIN PIPE.
4. SEE THE SOIL MANAGEMENT PLAN CONTAMINATED SOIL EXCAVATION AREA CSE-2 REQUIREMENTS FOR CONTAMINATED SOIL EXCAVATION, MANAGEMENT, AND DISPOSAL

TYPICAL PIPE TRENCH LANDSCAPE AREAS DETAIL

NOT TO SCALE



SECTION



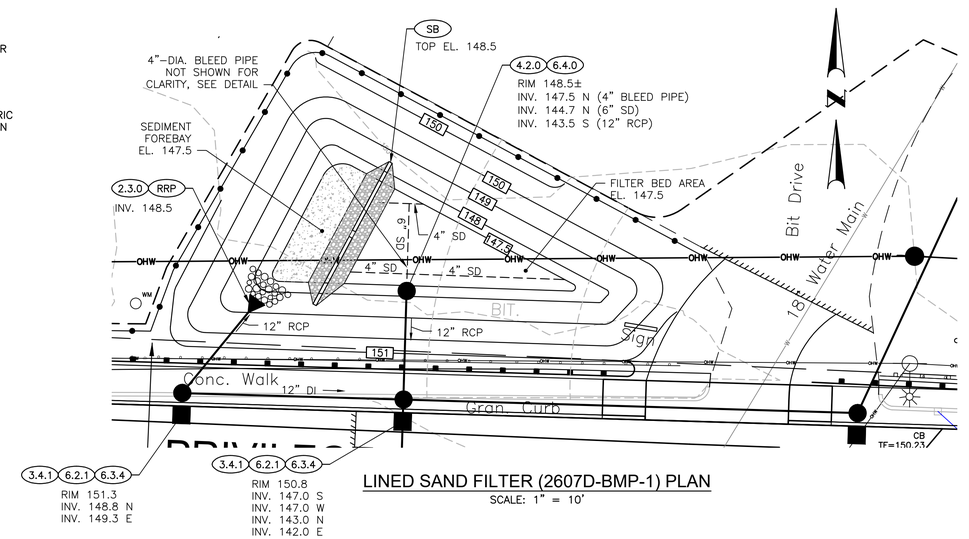
NOTE:

SEE THE SOIL MANAGEMENT PLAN CONTAMINATED SOIL EXCAVATION AREA CSE-2 REQUIREMENTS FOR CONTAMINATED SOIL EXCAVATION, MANAGEMENT, AND DISPOSAL.

LONGITUDINAL SECTION

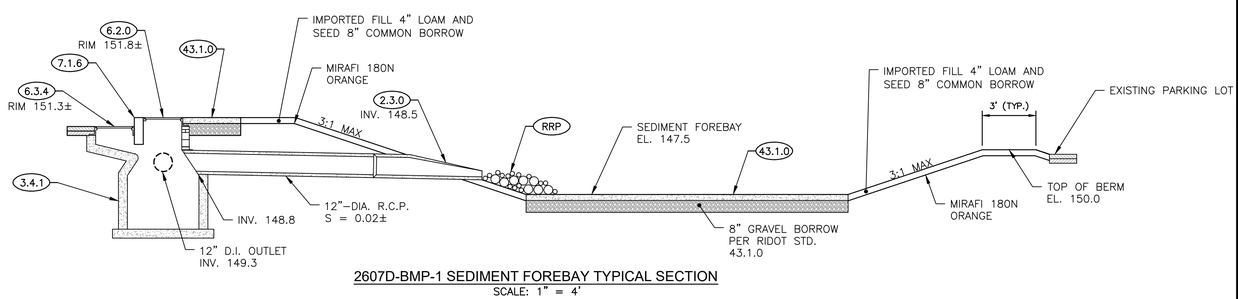
BLEED PIPE DETAILS

NOT TO SCALE



LINED SAND FILTER (2607D-BMP-1) PLAN

SCALE: 1" = 10'



2607D-BMP-1 SEDIMENT FOREBAY TYPICAL SECTION

SCALE: 1" = 4'

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

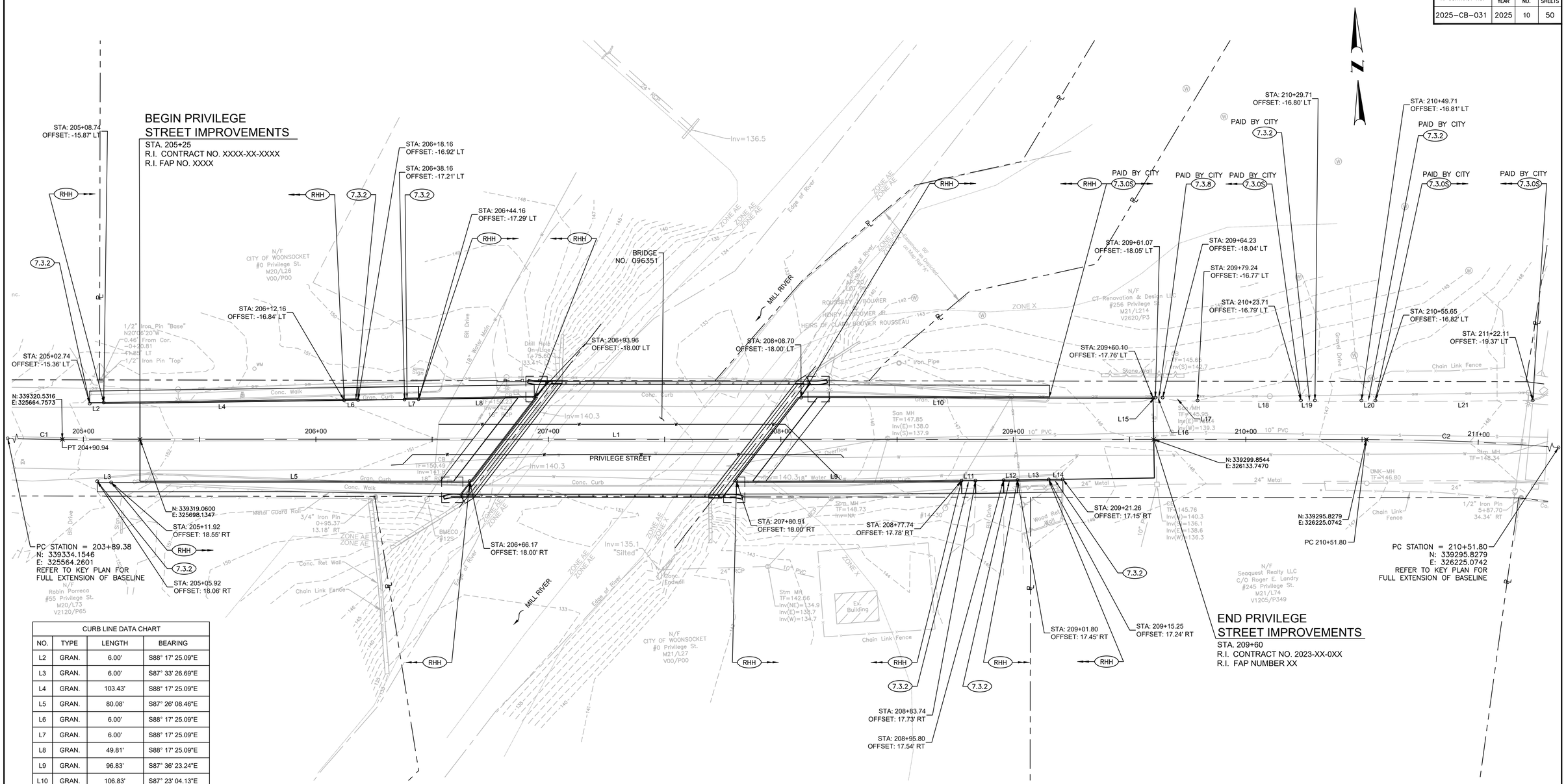
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

DRAINAGE & UTILITY DETAILS

2607D_V2_043_DETAIL002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	10	50



CURB LINE DATA CHART			
NO.	TYPE	LENGTH	BEARING
L2	GRAN.	6.00'	S88° 17' 25.09"E
L3	GRAN.	6.00'	S87° 33' 26.69"E
L4	GRAN.	103.43'	S88° 17' 25.09"E
L5	GRAN.	80.08'	S87° 26' 08.46"E
L6	GRAN.	6.00'	S88° 17' 25.09"E
L7	GRAN.	6.00'	S88° 17' 25.09"E
L8	GRAN.	49.81'	S88° 17' 25.09"E
L9	GRAN.	96.83'	S87° 36' 23.24"E
L10	GRAN.	106.83'	S87° 23' 04.13"E
L11	GRAN.	6.00'	S87° 36' 23.24"E
L12	GRAN.	6.00'	S88° 21' 23.82"E
L13	GRAN.	13.45'	S88° 21' 23.82"E
L14	GRAN.	6.00'	S88° 20' 30.14"E
L15	GRAN.	1.00'	N75° 57' 26.14"E
L16	GRAN.	3.17'	S87° 27' 20.43"E
L17	GRAN.	15.06'	S82° 37' 06.23"E
L18	GRAN.	44.48'	S87° 30' 26.68"E
L19	GRAN.	6.00'	S87° 30' 26.68"E
L20	GRAN.	6.00'	S87° 30' 26.68"E
L21	GRAN.	67.70'	S87° 30' 26.68"E

*BRIDGE CURBING NOT INCLUDED IN CURB CHART

CURVE DATA					
NO.	Δ	RADIUS	TANGENT	LENGTH	PC STATION
C1	010°23'26"	560.00'	50.92'	101.56	203+89.38 (Privilege Street)
C2	007°15'46"	1000.00'	63.46'	126.76	210+51.80 (Privilege Street)

LINE DATA			
NO.	LENGTH	BEARING	START STATION
L1	560.86'	S87° 28' 31.9"E	204+90.94 (Privilege Street)

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

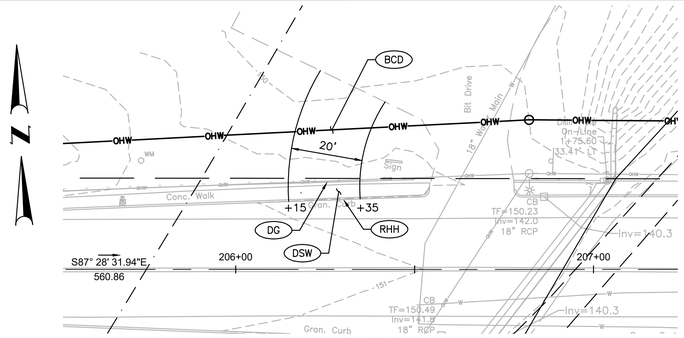
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

ALIGNMENT PLAN

2607D_V2_044_ALIGNMENT

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	11	50

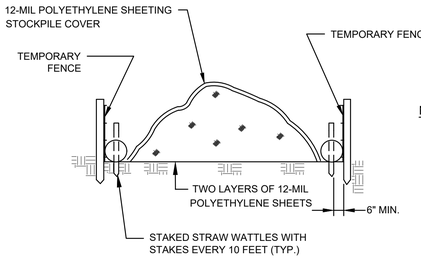


TEMPORARY DRIVEWAY DETAIL

SCALE: 1" = 20'

NOTE:

1. TEMPORARY DRIVEWAY TO BE REMOVED ONCE PERMANENT DRIVEWAY IS OPENED TO ALLOW FOR CONSTRUCTION OF SAND FILTER BMP–1.



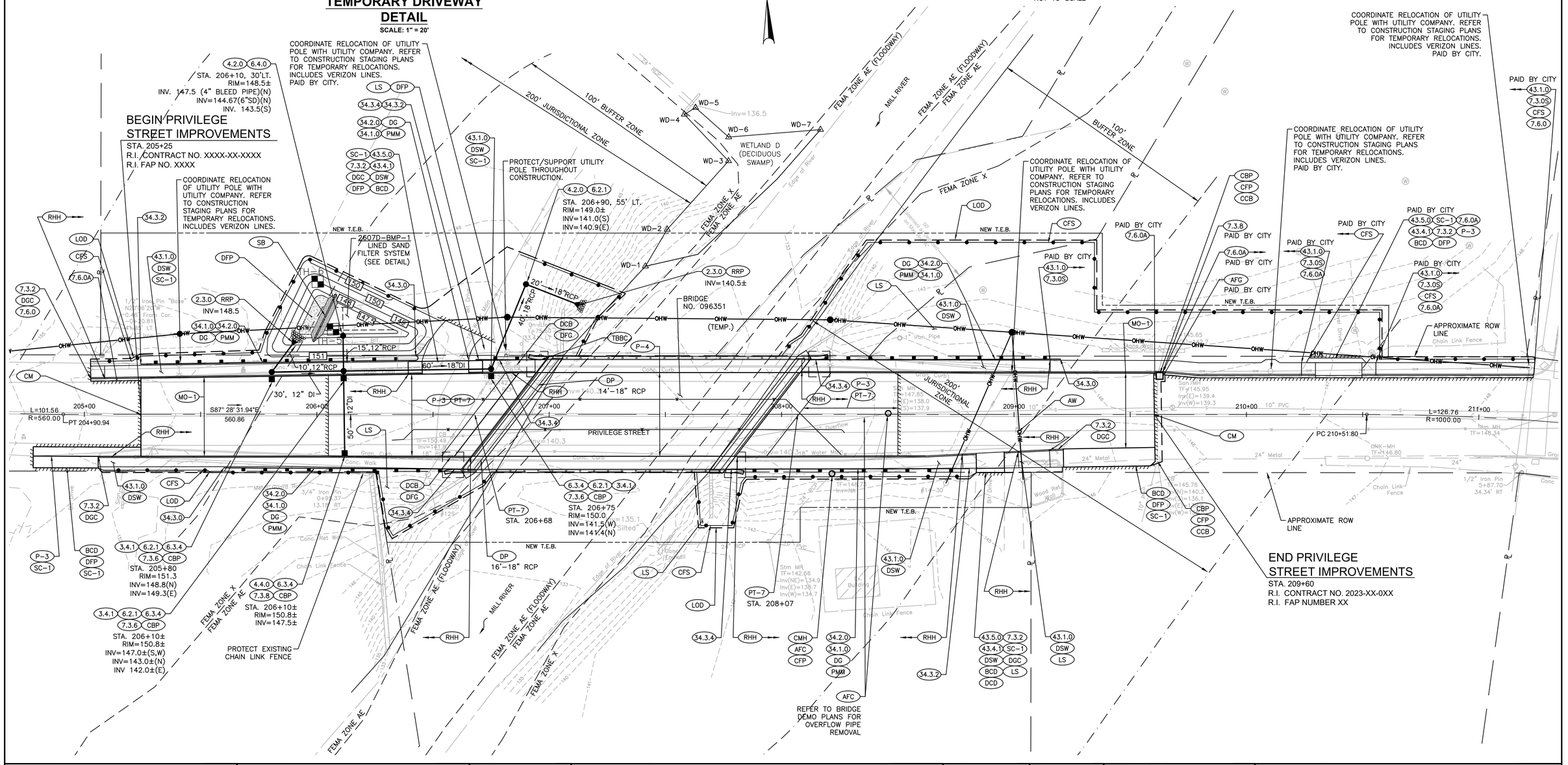
NOTES:

1. BOTTOM ADJACENT POLYETHYLENE SHEETS OVERLAPPED BY 4 FEET MINIMUM.
2. 12–MIL POLYETHYLENE SHEET COVER TO BE PLACED OVER THE STOCKPILE AT THE END OF EACH WORKDAY.
3. COVER SHALL BE WEIGHTED DOWN TO PREVENT WIND DISPLACEMENT.

ELEVATION

TYPE 2 CONTAMINATED SOIL STOCKPILE

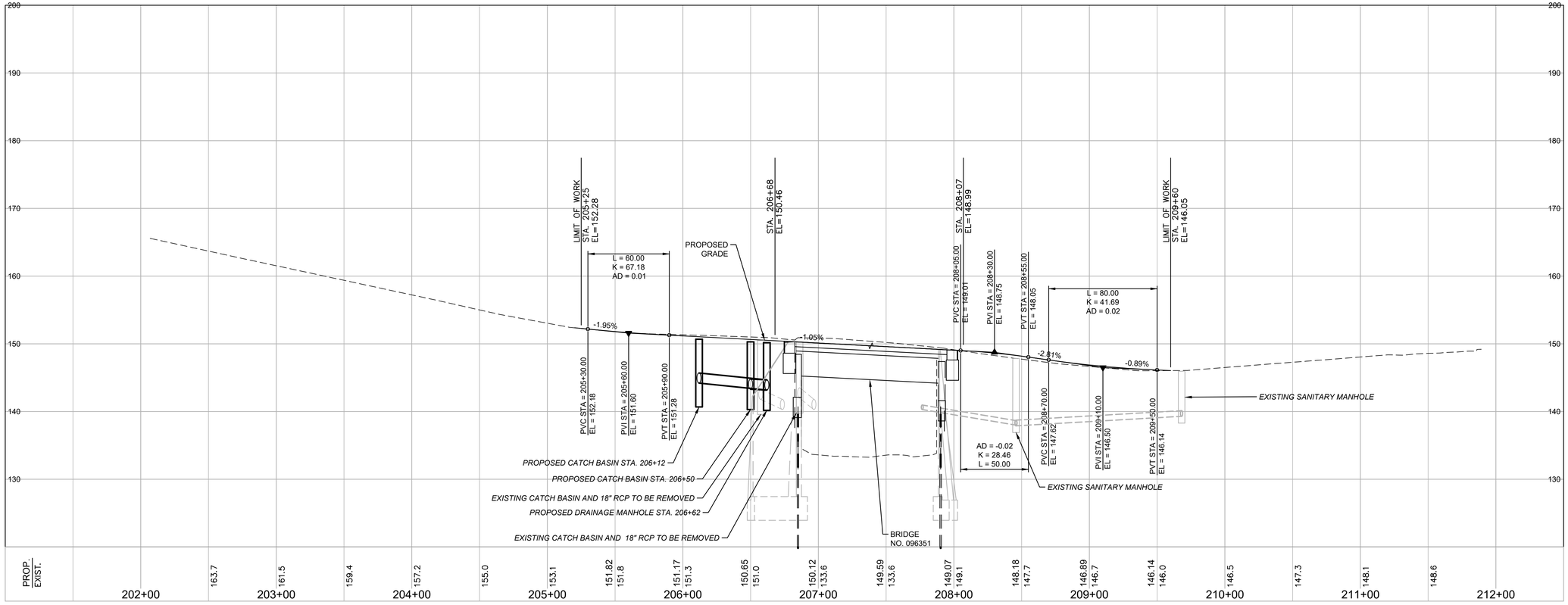
NOT TO SCALE



	GM2		RHODE ISLAND DEPARTMENT OF TRANSPORTATION		DESIGNED BY:	SCALE: 1"=20'	WOONSOCKET CORRIDOR	
					CHECKED BY:		REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301	
					DATE:	REVISIONS NO. DATE BY	VOLUME: 2	
					SHEET:	REVISIONS NO. DATE BY	WOONSOCKET RHODE ISLAND	
					OF:		GENERAL PLAN	

2607D_V2_011_GENERAL001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	12	50



PRIVILEGE STREET - BRIDGE NO. 096351

HORIZONTAL
40 0 20 40 80 160
GRAPHIC SCALE

VERTICAL
8 0 4 8 16 32
GRAPHIC SCALE

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

PROFILE

2607D_V2_046_PROFILE

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	13	50

SHEET NOTES

1. SEE ROAD CLOSURE DETAIL SHEET FOR NOTES.

LEGEND

- CONSTRUCTION SIGN
- WORK ZONE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TRAVEL DIRECTION
- DETOUR ROUTE
- PEDESTRIAN DETOUR ROUTE

PRIVLEGE STREET DETOUR

GM2

RI DOT — RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

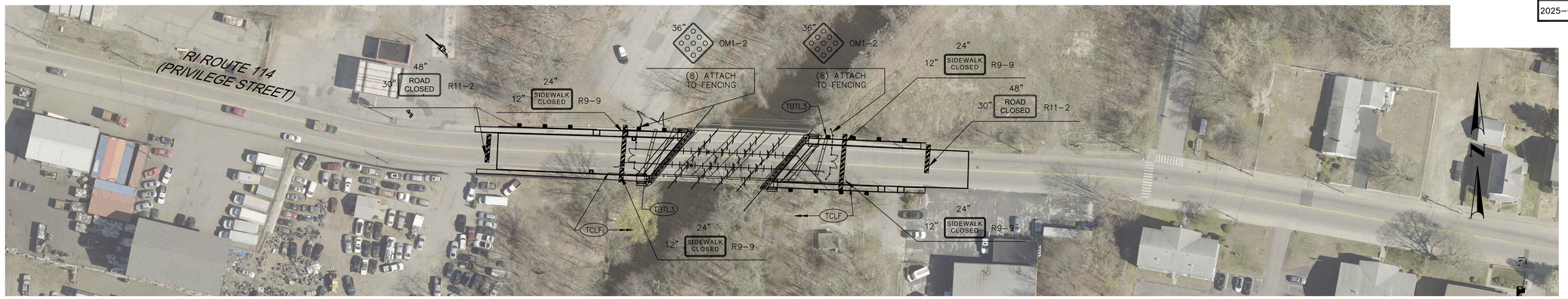
REVISIONS NO.	DATE	BY	REVISIONS NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET — RHODE ISLAND

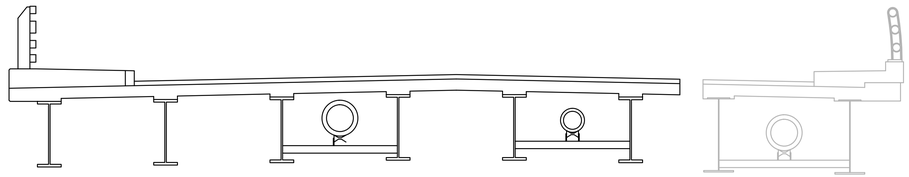
TRAFFIC DETOUR PLAN

2607D_V2_047_TCONTROL001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	14	50



BRIDGE 096351 PHASE 1



BRIDGE 096351 PHASE 1 CROSS SECTION

N.T.S.

NOTES

1. ALL TEMPORARY SIGNS SHALL HAVE BLACK TEXT ON ORANGE BACKGROUND AND SHALL BE INSTALLED ACCORDING TO THE RHODE ISLAND STANDARD DETAILS 24.3.0.
2. ALL RELEVANT MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN PLACE AND APPROVED BY THE ENGINEER PRIOR TO START OF WORK. ALL TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE NOTED, SHALL CONFORM TO THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, 2009 EDITION". ALL SIGNS AND DRUMS SHALL BE REFLECTORIZED.
3. ALL DRUMS SHALL CONFORM TO R.I. STANDARD 26.2.0.
4. ANY CONSTRUCTION SIGNS THAT ARE PLACED BEHIND CHANNELIZING BARRELS MUST BE MOUNTED AT A HEIGHT THAT IS VISIBLE TO ALL MOTORISTS.
5. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED WHEN THEY ARE NO LONGER NEEDED. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC TRAFFIC PROTECTION."
6. ALL EXISTING AND TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED WHEN THEY ARE IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS.
7. THE LOCATION OF SIGNS SHALL BE APPROVED BY THE ENGINEER. THE DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
8. THE CONTRACTOR SHALL HAVE ALL NOTIFICATION MESSAGES TO BE DISPLAYED ON THE PCMS DURING THE DIFFERENT PHASES OF CONSTRUCTION APPROVED BY THE ENGINEER.
9. PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE DEPLOYED 2 WEEKS PRIOR TO DETOUR IMPLEMENTATION OR AS APPROVED BY THE ENGINEER.
10. THE DETOUR SHALL BE IN PLACE PRIOR TO THE CLOSING OF THE ROADWAY.
11. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY OR SET WELL AWAY FROM THE TRAVEL LANE AS POSSIBLE.
12. COST OF TYPE A LIGHTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BARRICADES.
13. DAILY REMOVING AND RESETTING OF BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BARRIER.
14. RESETTING AND/OR RELOCATING OF TEMPORARY FENCE AND/OR GATE SHALL BE INCLUDED UNDER ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC PROTECTION."
15. CONTRACTOR SHALL ADD SUPPLEMENTAL DETOUR SIGNS AT THE DIRECTION OF THE ENGINEER AS NECESSARY ONCE CONSTRUCTION STARTS.
16. CONTRACTOR TO COORDINATE WITH PROPERTY OWNER REGARDING ACCESS. ANY PAVEMENT REMOVED IN THIS AREA MUST BE CUT AND COVERED IN THE SAME DAY PER RI STANDARD 47.1.0.

PRIV ST TO CLOSE	BEGIN MM/DD
MESSAGE 1	MESSAGE 2

MESSAGE TO BE DISPLAYED TWO (2) WEEKS PRIOR TO CLOSURE

PRIV ST CLOSED	FOLLOW DETOUR
MESSAGE 1	MESSAGE 2

MESSAGE TO BE DISPLAYED DURING CLOSURE

PCMS FOR RI ROUTE 114 (PRIVILEGE STREET) DETOUR

PCMS NOTES

1. THE CONTRACTOR SHALL HAVE ALL NOTIFICATION MESSAGES TO BE DISPLAYED ON THE PCMS DURING THE DIFFERENT PHASES OF CONSTRUCTION APPROVED BY THE ENGINEER.
2. PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE DEPLOYED 2 WEEKS PRIOR TO DETOUR IMPLEMENTATION OR AS APPROVED BY THE ENGINEER.
3. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY OR SET WELL AWAY FROM THE TRAVEL LANE AS POSSIBLE.

LEGEND

- CONSTRUCTION SIGN
- TYPE III BARRICADE
- TRAFFIC DRUM
- WORK ZONE
- TBTLx — UNANCHORED TEMPORARY BARRIER
- TBTLxA — ANCHORED TEMPORARY BARRIER
- TEMPORARY CHAIN LINK FENCE

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

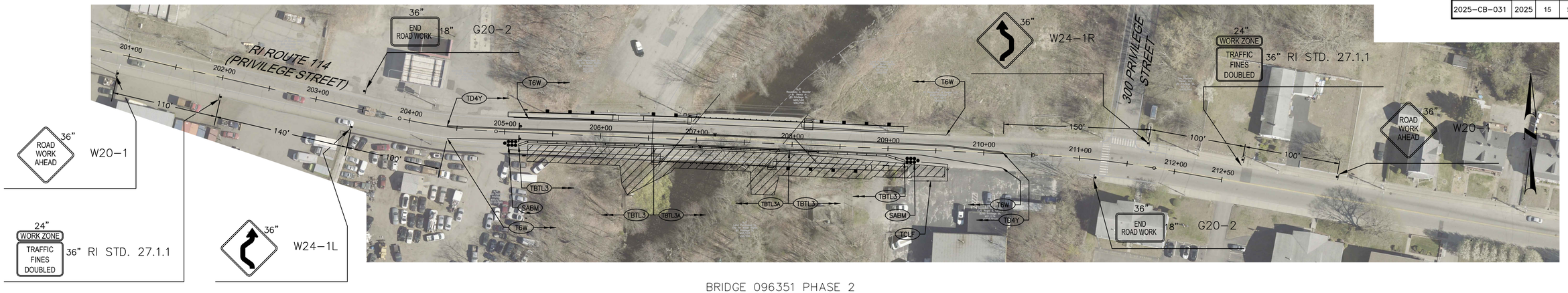
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

MPT - PHASE 1

2607D_V2_048_TCONTROL002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	15	50



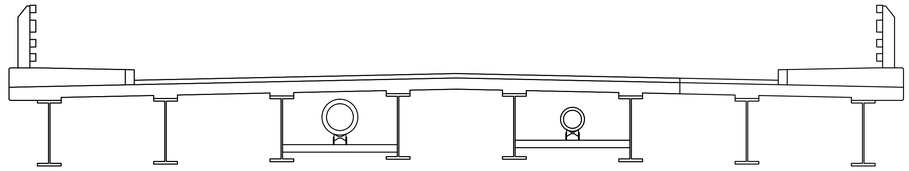
BRIDGE 096351 PHASE 2

SHEET NOTES

1. CONTRACTOR TO COORDINATE WITH PROPERTY OWNER REGARDING ACCESS. ANY PAVEMENT REMOVED IN THIS AREA SHALL BE CUT AND COVERED IN THE SAME DAY PER R.I. STANDARD 47.1.0.

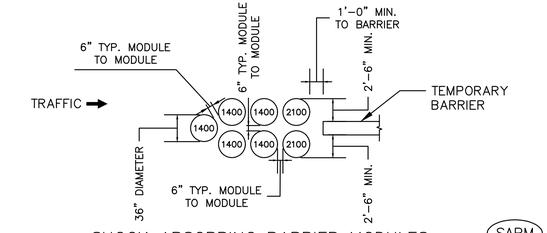
NOTES

1. ALL TEMPORARY SIGNS SHALL HAVE BLACK TEXT ON ORANGE BACKGROUND AND SHALL BE INSTALLED ACCORDING TO THE RHODE ISLAND STANDARD DETAILS 24.3.0.
2. ALL RELEVANT MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN PLACE AND APPROVED BY THE ENGINEER PRIOR TO START OF WORK. ALL TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE NOTED, SHALL CONFORM TO THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, 2009 EDITION". ALL SIGNS AND DRUMS SHALL BE REFLECTORIZED.
3. ALL DRUMS SHALL CONFORM TO R.I. STANDARD 26.2.0.
4. ANY CONSTRUCTION SIGNS THAT ARE PLACED BEHIND CHANNELIZING BARRELS MUST BE MOUNTED AT A HEIGHT THAT IS VISIBLE TO ALL MOTORISTS.
5. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED WHEN THEY ARE NO LONGER NEEDED. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC TRAFFIC PROTECTION."
6. ALL EXISTING AND TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED WHEN THEY ARE IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS.
7. THE LOCATION OF SIGNS SHALL BE APPROVED BY THE ENGINEER. THE DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
8. THE CONTRACTOR SHALL HAVE ALL NOTIFICATION MESSAGES TO BE DISPLAYED ON THE PCMS DURING THE DIFFERENT PHASES OF CONSTRUCTION APPROVED BY THE ENGINEER.
9. PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE DEPLOYED 2 WEEKS PRIOR TO DETOUR IMPLEMENTATION OR AS APPROVED BY THE ENGINEER.
10. THE DETOUR SHALL BE IN PLACE PRIOR TO THE CLOSING OF THE ROADWAY.
11. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY OR SET WELL AWAY FROM THE TRAVEL LANE AS POSSIBLE.
12. COST OF TYPE A LIGHTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BARRICADES.
13. DAILY REMOVING AND RESETTING OF BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BARRIER.
14. RESETTING AND/OR RELOCATING OF TEMPORARY FENCE AND/OR GATE SHALL BE INCLUDED UNDER ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC PROTECTION."
15. CONTRACTOR SHALL ADD SUPPLEMENTAL DETOUR SIGNS AT THE DIRECTION OF THE ENGINEER AS NECESSARY ONCE CONSTRUCTION STARTS.
16. CONTRACTOR TO COORDINATE WITH PROPERTY OWNER REGARDING ACCESS. ANY PAVEMENT REMOVED IN THIS AREA MUST BE CUT AND COVERED IN THE SAME DAY PER RI STANDARD 47.1.0.



BRIDGE 096351 PHASE 2 CROSS SECTION

N.T.S.



SHOCK ABSORBING BARRIER MODULES (SABM)

TYPICAL DETAIL FOR 30 MPH DESIGN VELOCITY

NOT TO SCALE

LEGEND

- CONSTRUCTION SIGN
- TYPE III BARRICADE
- TRAFFIC DRUM
- WORK ZONE
- (TBTLx) UNANCHORED TEMPORARY BARRIER
- (TBTLxA) ANCHORED TEMPORARY BARRIER
- TEMPORARY CHAIN LINK FENCE

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

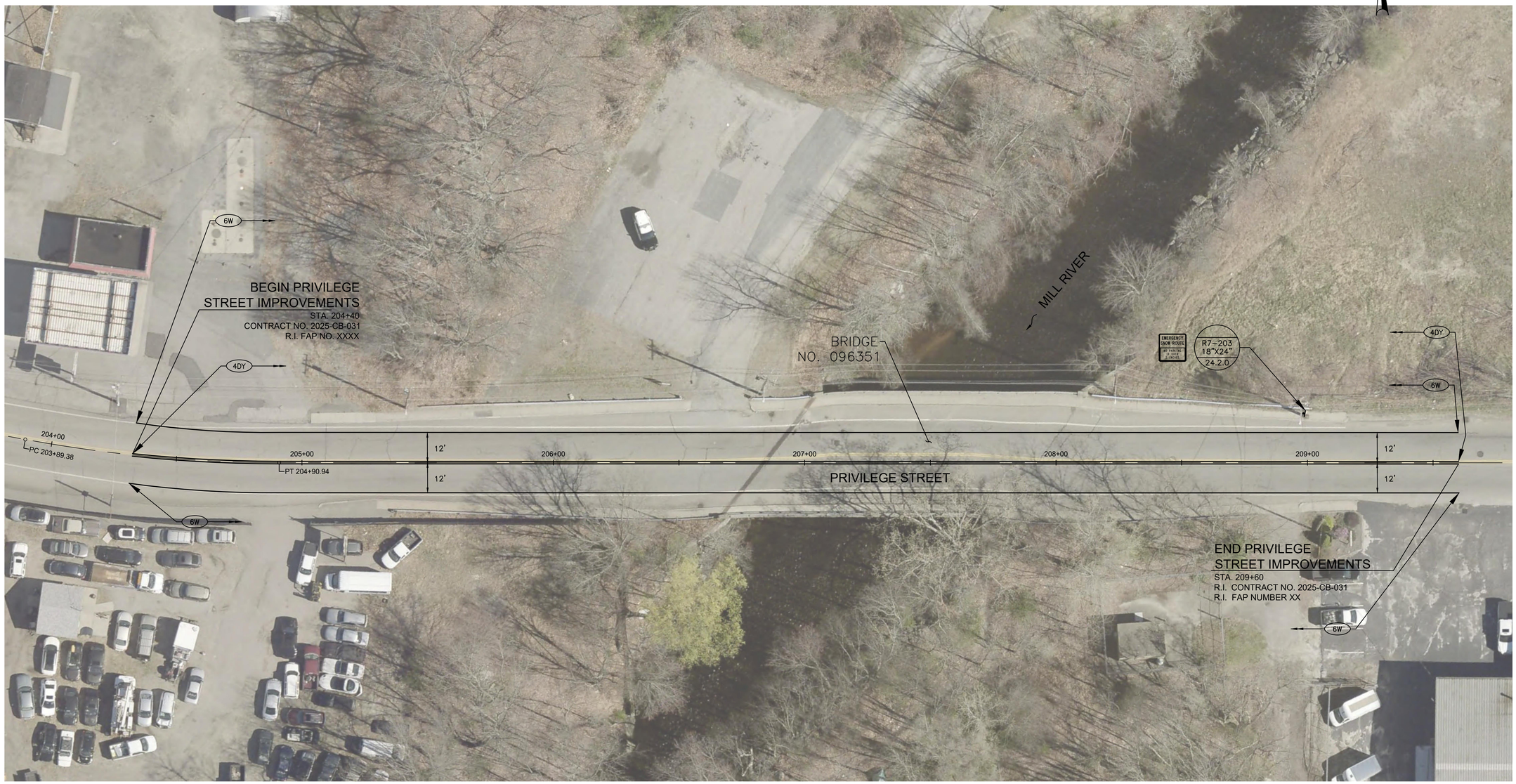
MPT - PHASE 2

2607D_V2_049_TCONTROL003

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	16	50

NOTES

1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
2. PROPOSED SIGNS ARE TO REPLACE EXISTING SIGNS AT PROPOSED LOCATIONS UNLESS OTHERWISE NOTED.



GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

SIGNING & STRIPING PLAN

2607D_V2_050_SIGNSTPE

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	17	50

LIST OF ABBREVIATIONS

A

ABUTMENT	= ABUT.
ADDITIONAL	= ADD'L
ALTERNATE	= ALT.
ANCHOR BOLT	= A.B.
AND	= &
APPROACH	= APPR.
APPROVED	= APPD.
APPROXIMATE	= APPROX.
AT EACH	= @
AVENUE	= AVE.
AVERAGE	= AVG.

B

BACK TO BACK	= B TO B
BASELINE	= ℄
BEAM	= BM.
BETWEEN	= BTWN.
BEARING	= BRG.
BITUMINOUS	= BIT.
BUILDING	= BLDG.
BUILDING LINE	= B.L.
BOLT CIRCLE	= B.C.
BOTTOM	= BOT.
BOTTOM OF	= B.O.

C

CAST-IN-PLACE	= C.I.P.
CENTER TO CENTER	= C TO C
CENTERLINE	= ℄
CIRCLE	= CIR.
CLEARANCE	= CL.
COLUMN	= COL.
CONCRETE	= CONC.
CONDUIT	= COND.
CONNECTION	= CONN.
CONSTRUCTION	= CONST.
CONTRACTION	= CONTR.
COUNTERSINK	= CSK.
COUPLING	= CPLG.
CLASS I CONTROLLED LOW STRENGTH MATERIAL	= CLSM
CUBIC FEET	= CF

D

DETAIL	= DET.
DIAGONAL	= DIAG.
DIAPHRAGM	= DIAPHM.
DIAMETER	= DIA. OR ø
DIMENSION	= DIM.
DOWN	= DN.
DRAWING	= DWG.
DRAIN	= DR.

E

EACH	= EA.
EACH FACE	= E.F.
EAST	= E.
ELEVATION	= EL. OR ELEV.
EMBEDMENT	= EMBED.
EXISTING	= EXIST.
EXPANSION	= EXP.
EQUAL	= EQ.

F

FAR FACE	= F.F.
FAR SIDE	= F.S.
FABRICATE	= FAB.
FACE TO FACE	= F TO F
FEET	= FT.
FLANGE	= FLG.
FLAT HEAD	= F.H.
FOOTING	= FTG.
FORCE MAIN	= FM
FOUNDATION	= FDN.
FURNISH, FABRICATE & ERECT	= F.F. & E.

G

GAGE	= GA.
GALVANIZE	= GALV.
GAS	= G
GRADE	= GR.
GRATING	= GRTG.
GROUND	= GND.

H

HEIGHT	= HGT.
HEXAGON	= HEX.
HIGHWAY	= HWY.
HIGH STRENGTH	= HS
HOT MIX ASPHALT	= HMA
HORIZONTAL	= HORIZ.

I

INCH	= IN.
INFORMATION	= INFO.
INSIDE DIAMETER	= I.D.
INVERT	= INV.

J

JOINT	= JT.

L

LENGTH	= LGTH. OR L
LENGTH OF VERTICAL CURVE	= LVC
LEFT	= LT.
LIGHTING	= LTG.
LONG	= LG.
LOAD & RESISTANCE FACTOR DESIGN	= LRFD

M

MATERIAL	= MATL.
MAXIMUM	= MAX.
MEAN HIGH WATER	= M.H.W.
MEAN LOW WATER	= M.L.W.
MEAN SEA LEVEL	= M.S.L.
MECHANICAL	= MECH.
MINIMUM	= MIN.
MISCELLANEOUS	= MISC.

N

NEAR FACE	= N.F.
NEAR SIDE	= N.S.
NORTH	= N.
NOT TO SCALE	= N.T.S.
NUMBER	= NO. OR #

O

OBSERVED WATER	= O.W.
ON CENTER	= O.C.
OPENING	= OPNG.
OUTSIDE DIAMTER	= O.D.
OPTIONAL	= OPT.
OVERHEAD WIRES	= O.H.W.

P

PLATE	= ℄
PLUS OR MINUS	= ±
POINT OF CURVATURE	= P.C.
POINT OF VERTICAL CURVATURE	= P.V.C.
POINT OF VERTICAL INTERSECTION	= P.V.I.
POINT OF VERTICAL TANGENCY	= P.V.T.
POINT OF TANGENCY	= P.T.
POLYVINYL CHLORIDE	= PVC
POUNDS	= LBS.
POUNDS PER SQUARE INCH	= P.S.I.
POUNDS PER SQUARE FOOT	= P.S.F.
PRESTRESSED PRECAST CONCRETE	= P.P.C.
PRECAST CONCRETE	= P.C.

R

RADIUS	= RAD. OR R
RAILROAD	= RR
REQUIRED	= REQD.
REINFORCING	= REINF.
REHABILITATION	= REHAB.
REMOVE & DISPOSE	= R & D
RIGHT	= RT.

S

SECTION	= SECT.
SCHEDULE	= SCH.
SCHEMATIC	= SCHEM.
SHEET	= SH.
SIDEWALK	= SDWK.
SOUTH	= S.
SPACES	= SP.
STANDARD	= STD.
STATION	= STA.
SYMMETRICAL	= SYM.
STAY IN PLACE	= S.I.P.
SQUARE	= SQ.

T

TOP	= T
TOP AND BOTTOM	= T&B
TOP OF	= T.O.
THICK	= THK.
TYPICAL	= TYP.

U

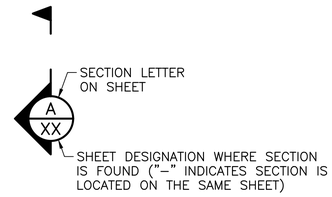
UNLESS NOTED OTHERWISE	= U.N.O.

V

VARIES	= VAR.
VERTICAL CURVE	= V.C.
VERTICAL	= VERT.

W

WATER	= WTR.
WELDED WIRE FABRIC	= W.W.F.
WEST	= W.
WITH	= W/
WIDE FLANGE	= W
WORKING POINT	= W.P.



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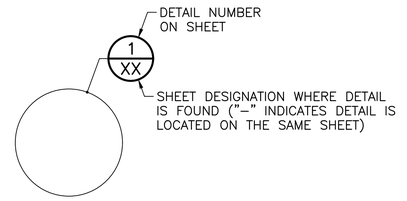

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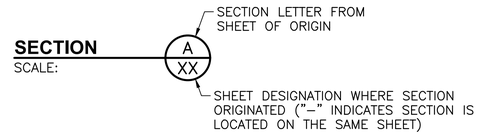

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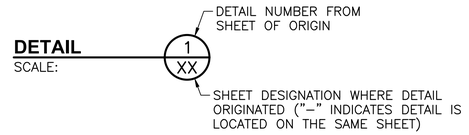

DETAIL TITLE

SECTION & DETAIL DESIGNATIONS

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

LIST OF ABBREVIATIONS

2607D_V2_002_ABBREV

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	18	50

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, FOURTH 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 NORTH AMERICAN VERTICAL DATUM OF 1988 (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 FIELD MEASUREMENTS AND REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). DATUM AS DETERMINED BY USING (GEOID 18) AND ARE BASED ON GPS OBSERVATIONS. ACCURACY OF VERTICAL TOPOGRAPHY IS IN ACCORDANCE WITH TOPOGRAPHIC ACCURACY CLASS TYPE T-1.
6. FOR BENCH MARKS AND TIES SEE HIGHWAY LOCATION PLANS.
7. ANGLES ARE SHOWN TO THE NEAREST SECOND.
8. ALL FOOTINGS 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, UNLESS OTHERWISE NOTED.
10. ALL ABUTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL ELEVATIONS, DIMENSIONS, DETAILS, ANGLES, STRUCTURAL MEMBER SIZES, AND LAYOUTS AS SHOWN ON THESE PLANS. THIS PRIOR FIELD VERIFICATION IS ESPECIALLY PERTINENT FOR PRE-FABRICATED STRUCTURAL ITEMS, WORK IN THE VICINITY OF EXISTING UTILITIES, AND FOR EXISTING STRUCTURAL ITEMS TO REMAIN.
12. THE EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND WERE LOCATED USING THE BEST AVAILABLE INFORMATION. NO BUILDING SERVICE CONNECTIONS (ELECTRIC, TELEPHONE, GAS, WATER, SANITARY AND OTHERS) ARE SHOWN. THE CONTRACTOR IS TO ASSUME THAT SERVICES TO ALL BUILDINGS ARE PRESENT.
13. BOTH FEDERAL AND STATE LAW (RI. GENERAL LAW 39-1.2) REQUIRE NOTIFICATION OF APPROPRIATE UTILITY COMPANIES BEFORE DIGGING, TRENCHING, BLASTING, DEMOLISHING, BORING, BACK FILLING, GRADING, LANDSCAPING, OR OTHER EARTH MOVING OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES (INCLUDING THROUGH THE "DIG SAFE" PROGRAM) TO ENSURE THAT ALL UTILITIES, BOTH UNDERGROUND AND OVERHEAD, HAVE BEEN MARKED BEFORE COMMENCEMENT OF SUCH WORK. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE "DIG SAFE" PROGRAM. ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANIES, SHALL BE REPAIRED OR REPLACED (AS DEEMED APPROPRIATE BY THE STATE AND/OR THE IMPACTED UTILITY COMPANY) AT NO ADDITIONAL COST TO THE STATE.

DESIGN DATA

1. DESIGN SPECIFICATIONS

- THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, NINTH EDITION, 2020, INCLUDING ALL INTERIM REVISIONS TO DATE.
- THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL 2007 EDITION INCLUDING ALL REVISIONS TO DATE.
- ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2007.
- THE FEBRUARY 2025 EDITION 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 1.00 FOR ALL LIMIT STATES.
- THE LOAD MODIFIER FOR REDUNDANCY SHALL BE TAKEN AS 1.00 FOR ALL LIMIT STATES.
- THE LOAD MODIFIER FOR OPERATIONAL IMPORTANCE SHALL BE TAKEN AS 1.05.

[CONT.]

DESIGN DATA [CONT.]

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 ZERO.
- 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 1.00.
- THE LOAD FACTOR FOR SETTLEMENT FOR ALL LIMIT STATES SHALL BE TAKEN AS 1.00.

4. LIVE LOADS

- THE DESIGN VEHICULAR LIVE LOAD SHALL BE THE HL-93 DESIGNATION ADJUSTED FOR DYNAMIC LOAD ALLOWANCE AND MULTIPLE PRESENCE FACTOR.
- THE DESIGN PEDESTRIAN LIVE LOAD SHALL BE 75 P.S.F.

5. FOUNDATION DESIGN DATA

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

		FACTORED BEARING RESISTANCE (KSF)	
LOCATION	TYPE	STRENGTH LIMIT STATES	EXTREME LIMIT STATES
END POST WALL	SOIL	6	12

		FACTORED AXIAL RESISTANCE (KIPS)			
		GEOTECHNICAL		STRUCTURAL	
LOCATION	TYPE	STRENGTH LIMIT STATES	EXTREME LIMIT STATES	STRENGTH LIMIT STATES	EXTREME LIMIT STATES
ABUTMENTS	MICROPILES	179.1	255.9	309.2	412.3

- THE FACTORED DESIGN AXIAL RESISTANCE AT EACH LOCATION IS THE LESSER VALUE OF THE FACTORED GEOTECHNICAL AND THE FACTORED STRUCTURAL RESISTANCES INDICATED.
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE STRENGTH LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE AS DETERMINED USING SIDE RESISTANCE AND A RESISTANCE FACTOR OF 0.70.
- THE FACTORED GEOTECHNICAL AXIAL RESISTANCE FOR THE EXTREME LIMIT STATE IS BASED ON THE NOMINAL AXIAL RESISTANCE AS DETERMINED USING SIDE RESISTANCE AND A RESISTANCE FACTOR OF 1.00.

6. WIND LOADING 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 110 MPH.
- THE DESIGN WIND PRESSURES DURING CONSTRUCTION SHALL BE AS SPECIFIED UNDER THE NOTES TITLED "GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS".

7. TRAFFIC DATA

- AADT (2021) 11,500 VPD
- AADT (2040) 12,180 VPD
- D 51/49 (WB/EB)
- K 10%
- T (PEAK HOUR) 3%
- DHV 1,218 VPH
- DDHV 623 VPH
- DESIGN SPEED 40 MPH

[CONT.]

DESIGN DATA [CONT.]

8. HYDRAULIC AND SCOUR DATA

- DRAINAGE AREA = 33.40 SQUARE MILES
- SPAN = 80 FT
- HEIGHT = 11.77 FT
- DESIGN STORM EVENT: 4% AEP
  EXISTING WSEL = 138.17FT
  PROPOSED WSEL = 138.17 FT
- DESIGN SCOUR EVENT: 1% AEP
  LEFT ABUTMENT = 13.60 FT
  RIGHT ABUTMENT = 15.40 FT
- CHECK SCOUR EVENT: 0.2% AEP
  LEFT ABUTMENT = 15.60 FT
  RIGHT ABUTMENT = 18.40 FT
- EXISTING AND PROPOSED 100-YR VELOCITY = 1.61 FT/S
- EXISTING AND PROPOSED 500-YR VELOCITY = 1.70 FT/S

9. THERMAL DESIGN FORCE DATA

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

10. SEISMIC DESIGN DATA

- THE SEISMIC ANALYSIS AND DESIGN SHALL BE IN ACCORDANCE WITH THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL.
- 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.

MATERIALS

STRUCTURAL STEEL:

- AASHTO DESIGNATION M 270, GRADE 50

REINFORCING STEEL:

- AASHTO DESIGNATION M 31, GRADE 60, GALVANIZED

CONCRETE STRENGTHS:

- CLASS HP 3/4" f'c = 5,000 PSI (28 DAYS)
  BACKWALLS, BEAM SEATS, ABUTMENT STEMS, WALL STEMS, BRIDGE DECKS, END POSTS
- CLASS XX 3/4" f`c=4,000 PSI (28 DAYS)
  REINFORCED PILE CAPS, REINFORCED FOOTINGS, APPROACH SLABS
- CLASS HP 3/8" f'c = 5,000 PSI (28 DAYS)
  FORM AND CAST IN PLACE CONCRETE REPAIRS

PATCHING MORTAR SHALL CONFORM TO ASTM C928.

FOUNDATIONS

1. THE FURNISHING AND INSTALLING OF THE DEEP FOUNDATION TYPES SPECIFIED IN THIS CONTRACT SHALL BE IN ACCORDANCE WITH SECTION 844 OF THE RI STANDARD SPECIFICATIONS.
2. GEOTECHNICAL INFORMATION FOR BRIDGE 096301 IS PROVIDED IN THE GEOTECHNICAL REPORTS TITLED "GEOTECHNICAL DATA REPORT BRIDGE NO. 096301" AND "GEOTECHNICAL INTERPRETIVE REPORT BRIDGE NO. 096301".

LUMP SUM BID ITEM NOTES

1. THE CONTRACTOR SHALL NOTE THAT SOME BRIDGE ITEMS ON THIS PROJECT ARE PAID FOR ON A LUMP SUM BASIS OR ARE INCLUDED FOR PAYMENT UNDER OTHER LUMP SUM ITEM(S). IN GENERAL THESE INCLUDE BUT MAY NOT BE LIMITED TO:
   - CONSTRUCTION OF PRIVILEGE STREET BRIDGE NO. 963 LESS ITEMS IDENTIFIED IN THE JOB SPECIFIC SPECIFICATION
   - REMOVAL AND DISPOSAL OF THE EXISTING BRIDGE SUPERSTRUCTURE
   - REMOVAL AND DISPOSAL OF PORTIONS OF THE EXISTING BRIDGE SUBSTRUCTURE.

   AS PROVIDED FOR IN THE SPECIAL PROVISION CODE 109.07 "PARTIAL PAYMENT OF LUMP SUM ITEMS", WITHIN TEN (10) CALENDAR DAYS AFTER THE DATE OF THE NOTICE OF AWARD, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL THE BREAKDOWN OF EACH LUMP SUM BID ITEM.
2. FOR REQUIREMENTS AND WORK DESCRIBED IN THE CONTRACT DOCUMENTS BUT NOT EXPRESSLY IDENTIFIED TO BE MEASURED SEPARATELY FOR PAYMENT, THE COST THEREOF SHALL BE INCLUDED IN THE CONTRACT BID PRICES OF THE ITEMS OF WORK TO WHICH THEY PERTAIN AS LISTED IN THE PROPOSAL.

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RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
WOONSOCKET VOLUME: 2 RHODE ISLAND

BRIDGE GENERAL NOTES - 1

2607D_V2_003_BGENNOTES001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	19	50

CONCRETE NOTES

1. CLASSES OF CONCRETE SHALL BE HIGH PERFORMANCE CLASS HP, CLASS XX, AND CLASS A 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.

2. 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.

3. ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED.

4. 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 SUBSECTION M.05.05 OF THE RI STANDARD SPECIFICATIONS.

5. 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.

6. THE TOP BARS IN THE DECK SLABS SHALL BE SPLICED AT THE CENTER OF SPANS BETWEEN STRINGERS; THE BOTTOM BARS SHALL BE SPLICED OVER THE STRINGERS.

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

		MINIMUM COVER
CONCRETE CAST AGAINST OR PERMANENTLY EXPOSED TO EARTH (FOOTINGS, ABUTMENT AND WALL FACES, BACKWALLS)		3"
DECK SLAB	TOP	2" (+¼", -0")
	BOTTOM	1" (+⅛", -0")
ALL OTHER BARS		2"

   COVER TO TIES AND STIRRUPS MAY BE ½" LESS THAN THE ABOVE VALUES SPECIFIED FOR MAIN REINFORCING, BUT IN NO CASE LESS THAN 1½".

8. ANCHOR RODS SHALL BE ASTM DESIGNATION F1554, GRADE 55. ANCHOR RODS, NUTS, AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M232 OR METALIZED IN ACCORDANCE WITH SECTION M.05 OF THE RI STANDARD SPECIFICATIONS.

9. ALL ANCHOR BOLTS SHALL BE SET PRIOR TO PLACEMENT OF CONCRETE UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

10. 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.

11. 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 BEAM) SHALL RECEIVE A CONCRETE SURFACE RUBBED FINISH IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.

12. THE ENTIRE TOPSIDE SURFACES OF ABUTMENT BEAM SEATS, AS WELL AS VERTICAL FACES OF BACKWALLS, AND PARAPETS/BARRIERS 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.

13. ALL EXPOSED EDGES AND REENTRANT CORNERS NOT OTHERWISE DETAILED ON THE PLANS SHALL HAVE A MINIMUM ¾" CHAMFER.

14. ALL JOINT SEALANT SHALL BE 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). COLOR OF THE SEALANT, WHERE NOT EXPOSED, WILL BE AT THE DISCRETION OF THE CONTRACTOR.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATION DURING CONSTRUCTION UNTIL SUCH TIME AS THE SURFACES ARE APPROVED AND ACCEPTED. ANY CONCRETE STAINS OR DISCOLORATION OCCURRING PRIOR TO ACCEPTANCE OF THE SURFACES SHALL BE REMOVED BY THE CONTRACTOR AT AT NO ADDITIONAL COST TO THE STATE.

16. UNLESS OTHERWISE NOTED ON THE PLANS JOINT FILLER IS TO BE PREFORMED, NON-EXPANSIVE, NON-EXTRUDING TYPE IN ACCORDANCE WITH SECTION M.02.10.1 OF THE RI STANDARD SPECIFICATIONS.

17. PLACEMENT, FINISHING AND CURING OF BRIDGE DECK CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 814 OF THE RI STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SEQUENCE AND DIRECTION OF POURS AS SHOWN ON THE PLANS.

    SUPPORT RAILS FOR THE FINISHING MACHINE(S) SHALL BE LOCATED BEYOND THE CURB LINE SUCH THAT THE ENTIRE BRIDGE DECK SHALL RECEIVE A MACHINE FINISH. THE CONTRACTOR SHALL INCLUDE THE LOADING OF THE FINISHING MACHINE(S) AND THE SUPPORT RAIL SYSTEM IN THE DESIGN OF THE CANTILEVER DECK SUPPORT SYSTEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST AND DESIGN OF THIS SUPPORT SYSTEM WHICH MAY REQUIRE THE ADDITION OF TEMPORARY DIAPHRAGMS OR BRACES TO PREVENT FASCIA STRINGER ROTATION.

18. ALL DECK FORMS SHALL BE OF THE REMOVABLE TYPE THAT WILL PRODUCE THE DIMENSIONS SHOWN ON THE PLANS.

19. EMBEDMENT LENGTHS FOR DRILLED AND GROUTED DOWELS SHALL BE IN ACCORDANCE WITH SECTION 819 OF THE RI STANDARD SPECIFICATIONS.

[CONT.]

CONCRETE NOTES [CONT.]

20. IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS, ALL METAL TIES OR ANCHORAGES WHICH ARE REQUIRED FOR CONCRETE FORMWORK SHALL BE SO CONSTRUCTED THAT THEY CAN BE REMOVED TO AT LEAST TWO INCHES BELOW THE EXPOSED SURFACE OF THE CONCRETE WITHOUT CAUSING DAMAGE TO THE CONCRETE SURFACE AND SHALL BE GALVANIZED. 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.

21. WATER STOPS/SEALS ARE REQUIRED FOR HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS IN ABUTMENTS AND WALLS WHEN EXPOSED TO BACKFILL EARTH MATERIAL. WATER STOPS/SEALS 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. NEOPRENE SEALS SHALL CONSIST OF A SELF ADHESIVE STRIP WITH A DUROMETER OF 50-60, MEETING THE REQUIREMENTS OF ASTM D2240.

STRUCTURAL STEEL NOTES

1. FRAMING DIMENSIONS ARE GIVEN ALONG CENTERLINES OF STRINGERS AND ALONG CENTERLINES OF BEARINGS ON ABUTMENTS. THE FABRICATOR IS RESPONSIBLE FOR INCORPORATING THE CAMBER, CROSS SLOPE, AND OTHER EFFECTS THAT MAY IMPACT THE OVERALL STRINGER LENGTHS, DIMENSIONS AND/OR THE DETAILING.

2. THE SHOPS FABRICATING THE STRUCTURAL STEEL (EXCEPT FOR RAILINGS AND BEARINGS), MUST BE CERTIFIED FOR "MAJOR STEEL BRIDGES (CBR)" IN ACCORDANCE WITH THE AISC QUALITY CERTIFICATION PROGRAM OR EQUIVALENT. SHOPS FABRICATING THE RAILINGS AND BEARINGS SHALL, AT A MINIMUM, BE CERTIFIED FOR "SIMPLE STEEL BRIDGE STRUCTURES (SBR)".

   THE SHOPS SHALL ALSO BE CERTIFIED UNDER THE AISC "SOPHISTICATED PAINT ENDORSEMENT (SPE)" QUALITY PROGRAM OR THE SSPC-QP3 PAINT CERTIFICATION PROGRAM.

   THE FABRICATOR MUST SUBMIT PROOF OF CURRENT CERTIFICATION AS SPECIFIED.

3. THE STEEL ERECTOR/CONTRACTOR FOR THIS PROJECT SHALL BE CERTIFIED FOR "ADVANCED CERTIFIED STEEL ERECTOR (ASCE)" IN ACCORDANCE WITH THE AISC QUALITY CERTIFICATION PROGRAM. THE ERECTOR/CONTRACTOR OF THE STRUCTURAL STEEL SHALL BE REQUIRED TO SUBMIT PROOF OF CURRENT CERTIFICATION AS SPECIFIED.

4. SHOP DRAWINGS FOR ALL FABRICATED STEEL INCLUDING BEARINGS, RAILINGS, AND FALSEWORK SHALL BE SUBMITTED TO THE ENGINEER IN SUFFICIENT TIME TO PERMIT CAREFUL CHECKING PRIOR TO FABRICATION.

5. INSPECTION OF WELDS INCLUDING RADIOGRAPHIC TESTING (RT) AND MAGNETIC PARTICLE TESTING (MT) SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS AND THE AASHTO/AWS BRIDGE WELDING CODE, EXCEPT THAT THE REMAINING PERCENTAGE OF ALL GROOVE WELDS NOT RT TESTED SHALL BE MT OR DYE-PENETRANT TESTED.

6. STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE LATEST PROVISIONS OF AASHTO DESIGNATION M 270 GRADE 36 AND GRADE 50 AS DESIGNATED ON THE PLANS.

7. ALL AASHTO M 270 STRUCTURAL STEEL USED IN STRINGERS (INCLUDING CONNECTION PLATES AND STIFFENERS), SHALL MEET THE ZONE 2 CHARPY V-NOTCH FRACTURE TOUGHNESS TEST REQUIREMENTS AS SPECIFIED IN TABLE 6.6.2-2 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR "NONFRACTURE-CRITICAL" AND "FRACTURE-CRITICAL" COMPONENTS. THE ZONE 2 FRACTURE TOUGHNESS REQUIREMENTS ARE AS FOLLOWS:

   NONFRACTURE-CRITICAL

   GRADE 36 15 FT-LBS @ 40°F (UP TO 4 INCHES THICK)
   GRADE 50 OR 50W 15 FT-LBS @ 40°F (UP TO AND INCLUDING 2 INCHES THICK)
   GRADE 50 OR 50W 20 FT-LBS @ 40°F (FROM 2 INCH THICK UP TO AND INCLUDING 4 INCHES THICK)

   SAMPLING AND TESTING PROCEDURES SHALL BE IN ACCORDANCE WITH AASHTO T 243. THE FREQUENCY OF TESTING SHALL BE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

   THE CHARPY V-NOTCH FRACTURE TOUGHNESS TEST REQUIREMENT IS NOT MANDATORY FOR THE FOLLOWING STEEL COMPONENTS:

   - BEARINGS AND SOLE PLATES
   - EXPANSION JOINTS
   - DRAINAGE MATERIAL
   - RAILINGS
   - SUPPORT OF EXCAVATION COMPONENTS

8. WELDING SHALL BE IN ACCORDANCE WITH THE LATEST STRUCTURAL WELDING CODE AASHTO/AWS D1.5 (INCLUDING ALL INTERIMS TO DATE) AND APPLICABLE SUPPLEMENTAL AWS PUBLICATIONS.

9. UNLESS OTHERWISE NOTED, ALL HIGH STRENGTH BOLTS SHALL CONFORM TO ASTM DESIGNATION F 3125, GRADE A325, GALVANIZED, AND THEY SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 824 OF THE RI STANDARD SPECIFICATIONS.

[CONT.]

STRUCTURAL STEEL NOTES [CONT.]

10. GALVANIZED WASHERS MEETING ASTM DESIGNATION F 436 ARE TO BE USED OVER ALL HOLES THAT ARE MORE THAN 1/16" IN DIAMETER GREATER THAT THE BOLT DIAMETER AND UNDER ALL PARTS TURNED DURING ASSEMBLY.

11. WELDING ELECTRODES SHALL HAVE THE SAME CORROSION RESISTANCE AS THE BASE METAL AND SHALL BE FREE OF MOISTURE AT THE TIME OF USE.

12. STRUCTURAL STEEL SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 111.

13. UNLESS OTHERWISE SPECIFIED, THE UPPER SURFACES OF STRINGER TOP FLANGES SHALL BE FREE OF GALVANIZED COATING, PAINT, OIL OR OTHER IMPURITIES THAT WOULD IN ANY WAY REDUCE THE BOND OF CONCRETE TO STEEL.

14. PRIOR TO FABRICATION, ALL MATERIALS SHALL BE BLAST-CLEANED TO AT LEAST SSPC-SP6 TO REMOVE ALL OIL, DIRT, GREASE, MILL SCALE AND OTHER DELETERIOUS MATERIALS FROM THE SURFACES OF THE STEEL TO BE FABRICATED.

15. PRIOR TO GALVANIZING, ALL CORNERS AND EDGES OF STEEL WHICH HAVE BEEN FLAME CUT OR OTHERWISE HARDENED SHALL BE SOFTENED BY GRINDING OR BLAST-CLEANING TO PROVIDE A SURFACE SUITABLE FOR APPLICATION OF THE SPECIFIED PAINT SYSTEM.

16. WELDING OF ATTACHMENTS TO STRINGER FLANGES OR WEBS FOR CONSTRUCTION PURPOSES IS NOT PERMITTED EXCEPT WHEN APPROVED BY THE ENGINEER.

17. THE ENDS OF ALL STRINGERS SHALL BE VERTICAL AFTER ALL DEAD LOADS HAVE BEEN PLACED.

18. CONNECTION PLATES SHALL BE SET PERPENDICULAR TO THE FLANGES OF THE STRINGERS.

19. INTERMEDIATE STIFFENERS SHALL BE PLACED ON THE INTERIOR SIDE OF THE FASCIA PLATE STRINGER WEBS AND ON BOTH SIDES OF ALL INTERIOR PLATE STRINGER WEBS.

20. BEARING STIFFENERS SHALL BE FABRICATED AS SHOWN ON THE PLANS AND SHALL BE PLACED ON BOTH SIDES OF ALL PLATE STRINGER WEBS.

21. INTERMEDIATE STIFFENERS AND CONNECTION PLATES SHALL BE SET PERPENDICULAR TO THE FLANGES OF THE STRINGERS.

22. END BEARING STIFFENERS AT STRINGER ENDS SHALL BE PLUMB AFTER DEAD LOADS ARE APPLIED.

23. BOLTED CONNECTIONS SHALL BE DESIGNED AS SLIP-CRITICAL CONNECTIONS. THE FAYING SURFACES SHALL SATISFY CLASS B SURFACE CONDITION AS DEFINED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

24. THE STRINGERS SHALL BE CAMBERED TO THE AMOUNTS SHOWN ON THE PLANS, THE FABRICATOR'S SHOP DRAWINGS SHALL INCLUDE, IN ADDITION TO ANY CUTTING OR CAMBER DIAGRAMS NECESSARY FOR THEIR PURPOSES, A SHOP ASSEMBLY DIAGRAM WHICH PROVIDES CAMBER OFFSETS CALCULATED BY THE FABRICATOR AT THE REFERENCE POINTS PROVIDED BY THE ENGINEER (USUALLY TENTH POINTS OF THE SPANS), THE INFORMATION PROVIDED SHALL BE SUFFICIENT ENOUGH FOR THE ENGINEER TO EVALUATE WHETHER THE CAMBER HAS BEEN CORRECTLY INTERPRETED.

25. ALL FILLET WELDS SHALL BE IN ACCORDANCE WITH THE BRIDGE WELDING CODE AASHTO/AWS D1.5 TABLE 2.1 (¼" MINIMUM).

26. ALL SHEAR STUD CONNECTORS SHALL BE WELDED BY THE AUTOMATIC TIMED ELECTRIC ARC PROCESS. SHEAR STUDS SHALL BE INSPECTED AND TESTED IN ACCORDANCE WITH SECTION 824 OF THE RI STANDARD SPECIFICATIONS.

27. WHEN STEEL DIE STAMPS ARE USED TO IDENTIFY PIECES AND MEMBERS, FABRICATORS SHALL UTILIZE LOW STRESS STAMPS.

28. FOR SIZE AND LOCATION OF ANCHOR RODS, SEE ABUTMENT AND BEARING DRAWINGS.

29. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXPANSION JOINT SYSTEM PROVIDED WILL BE COMPATIBLE WITH BOTH THE END OF DECK OR PIER HAUNCHES AND/OR THE STRUCTURAL STEEL FRAMING CONFIGURATION. THAT IS, THE EXPANSION JOINT SYSTEM AND ALL ITS INHERENT COMPONENTS AND ATTACHMENT DEVICES SHALL BE SIZED OR ARRANGED TO BE COMPATIBLE WITH THE STRINGER AND DIAPHRAGM FLANGES, CONNECTION PLATES, BOLTS, SHEAR STUDS AND REINFORCING STEEL THAT SHARE THE END HAUNCH REGION.

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RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

BRIDGE GENERAL NOTES - 2

GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS

1. DESIGN WIND PRESSURES FOR CONSTRUCTION:

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

HEIGHT ABOVE GROUND	WIND PRESSURE (PSF)
UP TO 17'	23
OVER 17' AND UP TO 33'	27
OVER 33' AND UP TO 50'	30
OVER 50' AND UP TO 75'	34
OVER 75' AND UP TO 100'	37

   TABLE NOTES:

   A. APPLICATION OF THE TABULAR PRESSURE:

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

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

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

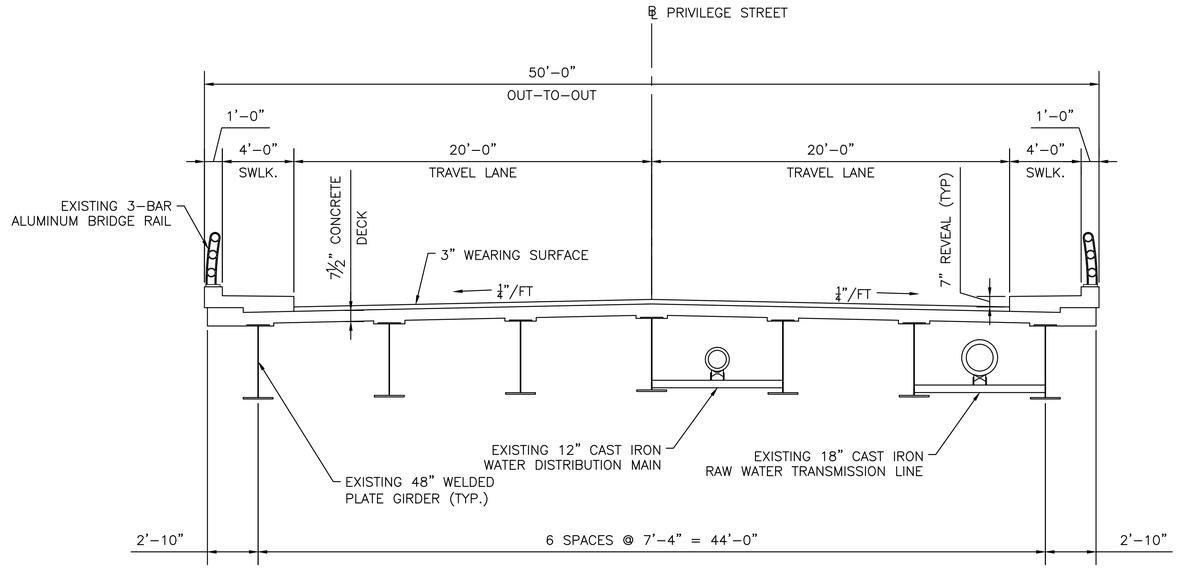
   C. FOR STRUCTURES SITUATED ABOVE LIVE INTERSTATE TRAFFIC, THE TABULAR VALUES SHALL BE INCREASED BY 5 PSF.

2. ERECTION OF BRIDGE COMPONENTS:

   FOR THE ERECTION OF STRUCTURES, THE FOLLOWING SHALL APPLY:

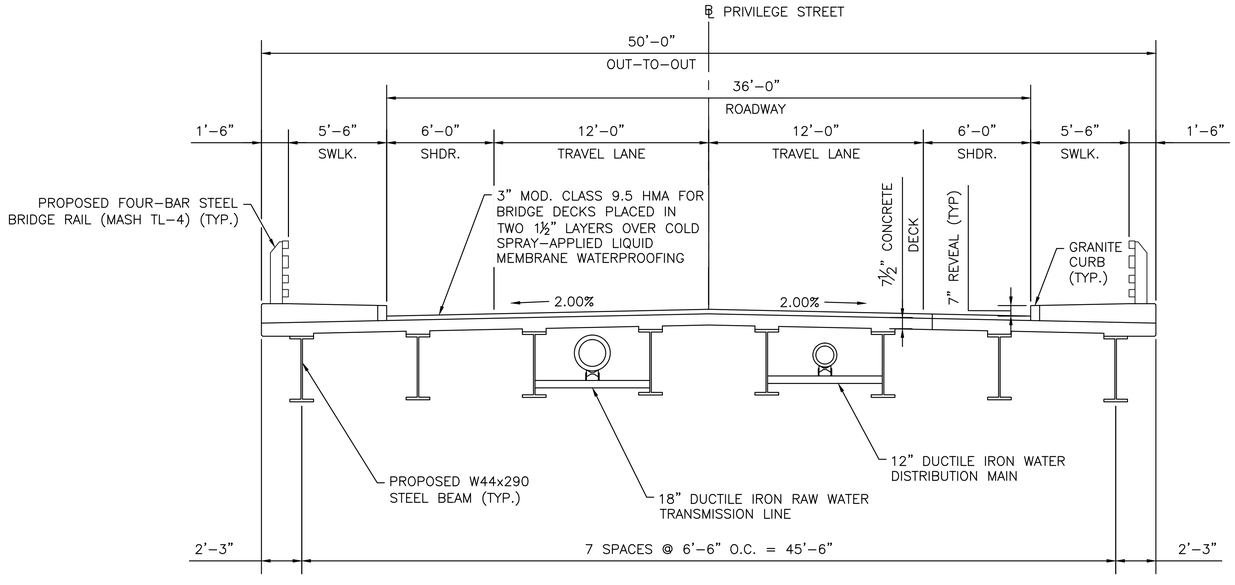
   - THE CONTRACTOR SHALL SUBMIT AN ERECTION PLAN THAT PROVIDES COMPLETE DETAILS OF THE PROCESS INCLUDING, BUT NOT LIMITED TO, TEMPORARY SUPPORTS, SCHEDULING AND OPERATION SEQUENCING, CRANE PLACEMENT, AND ASSUMED LOADS AND CALCULATED STRESSES DURING VARYING STAGES OF LIFTING. THIS APPLIES TO STRUCTURES OF ANY KIND. THE CAPACITY OF THE CRANE AND ALL LIFTING AND CONNECTING DEVICES SHALL BE ADEQUATE FOR 125 PERCENT OF THE TOTAL PICK LOAD INCLUDING SPREADERS AND OTHER MATERIALS. THIS FACTOR OF SAFETY SHALL BE IN ADDITION TO ALL MANUFACTURERS' PUBLISHED FACTORS OF SAFETY.
   - A REGISTERED PROFESSIONAL ENGINEER, LICENSED IN THE STATE OF RHODE ISLAND, WILL BE REQUIRED TO STAMP THE CONTRACTOR'S ERECTION PLAN.
   - THE CONTRACTOR'S PROFESSIONAL ENGINEER WILL BE REQUIRED TO INSPECT AND PROVIDE WRITTEN APPROVAL OF EACH PHASE OF INSTALLATION, PRIOR TO ALLOWING VEHICLES OR PEDESTRIANS ON OR BELOW THE STRUCTURE. THE PROFESSIONAL ENGINEER MUST ALSO STAMP ALL CHANGES TO THE CONTRACTOR'S ERECTION PLAN. ADDITIONALLY, ALL PROPOSED CHANGES MUST BE SUBMITTED TO RIDOT FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION.
   - A MANDATORY PRE-ERECTION CONFERENCE WILL BE HELD AT LEAST TWO WEEKS PRIOR TO THE START OF THE INSTALLATION TO DISCUSS THE PLAN AND PROCEDURES, WORK SCHEDULES, CONTINGENCY PLANS, SAFETY REQUIREMENTS AND TRAFFIC CONTROL. THE CONTRACTOR'S PROFESSIONAL ENGINEER AND ERECTION SUBCONTRACTOR WILL BE REQUIRED TO ATTEND THIS MEETING, AS WILL THE RIDOT RESIDENT ENGINEER, THE DESIGN PROJECT ENGINEER AND THE DESIGN CONSULTANT. BASED UPON DISCUSSIONS AT THIS MEETING AND A REVIEW OF THE CONTRACTOR'S ERECTION PLAN, RIDOT MAY ORDER THE CONTRACTOR TO MODIFY AND RESUBMIT THE ERECTION PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.
   - THE CONTRACTOR WILL BE REQUIRED TO PERFORM DAILY INSPECTIONS OF THE ERECTED STEEL UNTIL THE BRIDGE DECK IS COMPLETELY POURED.
   - THE COST OF PREPARING AND STAMPING THE ERECTION PLAN, COMPUTATIONS, AND REPORTS, RESPONDING TO RIDOT'S COMMENTS AND MAKING THE NECESSARY REVISIONS, AND ATTENDANCE AT MEETINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE SUPERSTRUCTURE PAY ITEM, BE IT CONCRETE, STEEL OR TIMBER.

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	21	50



EXISTING TRANSVERSE SECTION – LOOKING EAST

SCALE: ¼" = 1'-0"



PROPOSED TRANSVERSE SECTION – LOOKING EAST

SCALE: ¼" = 1'-0"

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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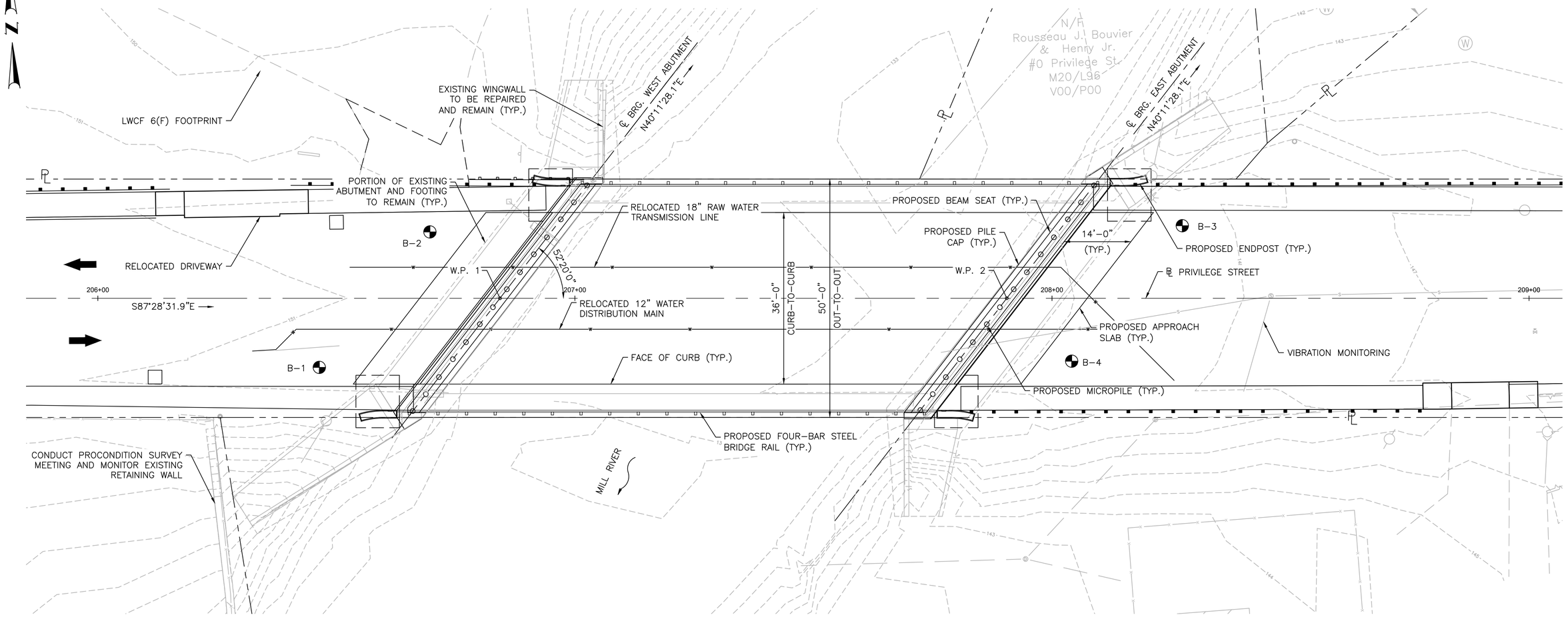
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
WOONSOCKET VOLUME: 2 RHODE ISLAND

BRIDGE TYPICAL SECTIONS

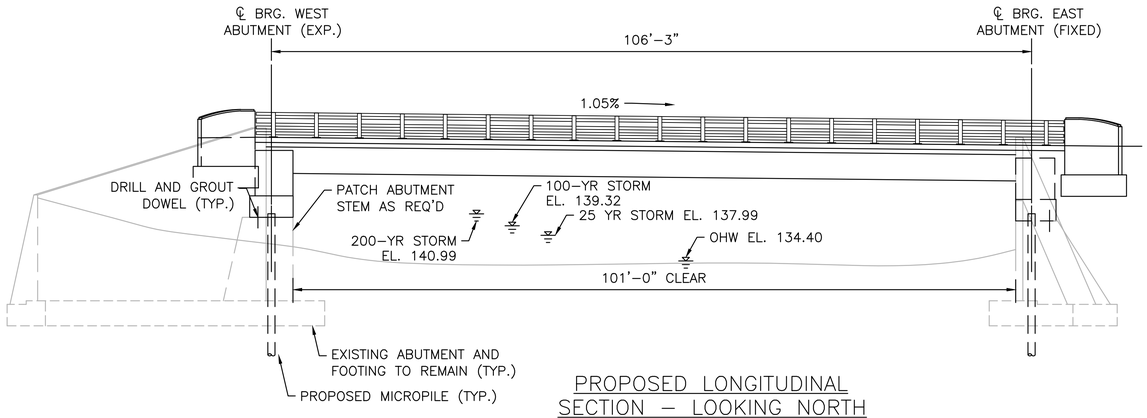
2607D_V2_006_BTYPICAL

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	22	50



PLAN

SCALE: 1" = 10'-0"



PROPOSED LONGITUDINAL SECTION – LOOKING NORTH

SCALE: 1" = 10'-0"

WORKING POINT TABLE			
W.P. #	STATION	NORTHING	EASTING
W.P. 1	206+84.29	339312.0151	325857.9240
W.P. 2	207+90.54	339307.3352	325964.0709

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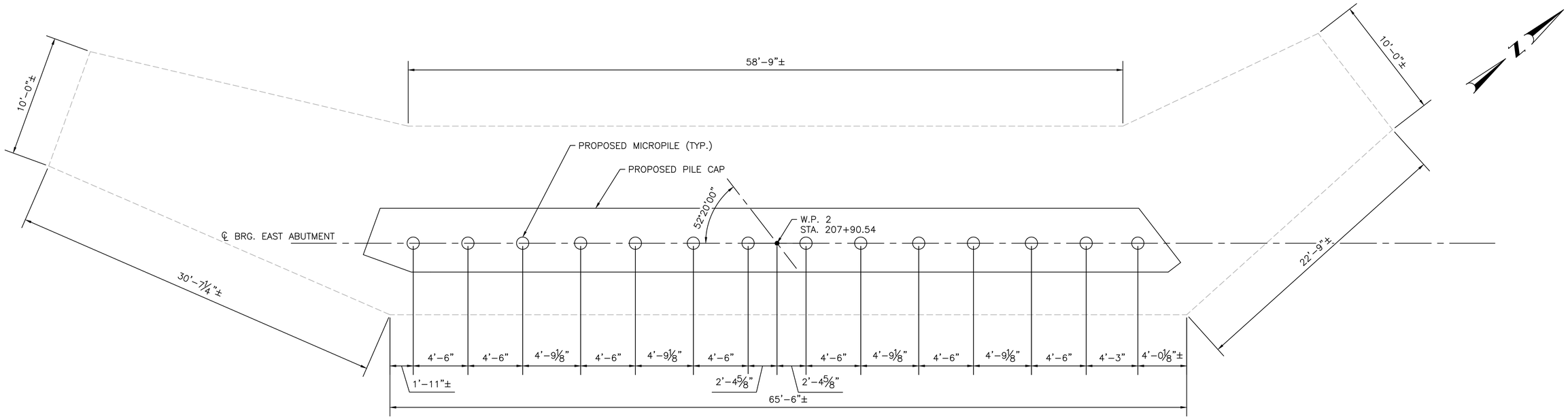
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

BRIDGE GENERAL PLAN & ELEVATION

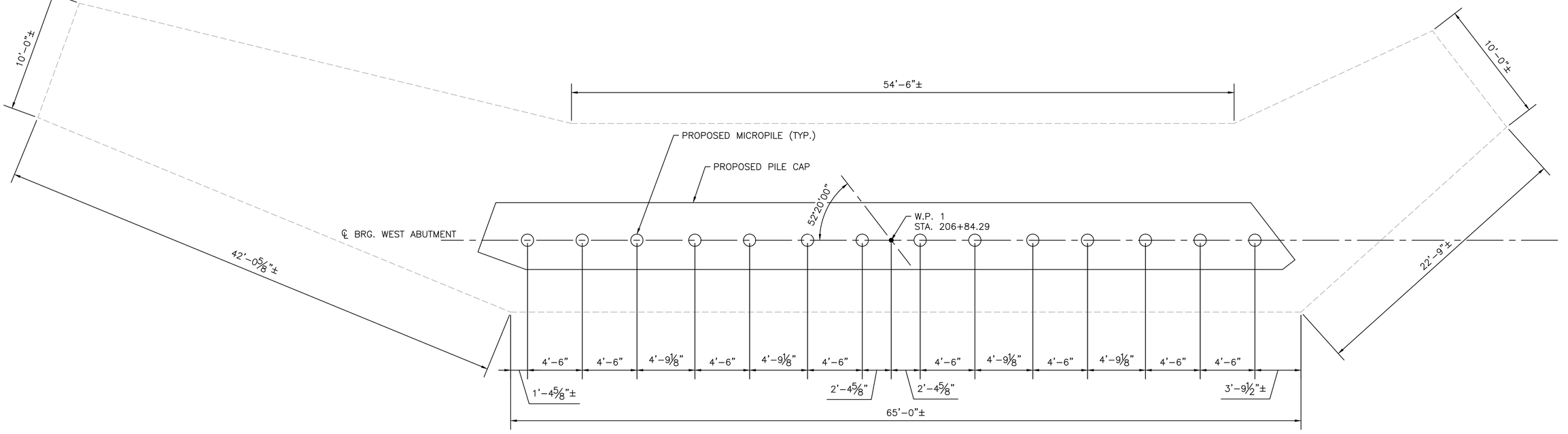
2607D_V2_007_BGENERAL

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	23	50



EAST ABUTMENT PILE LAYOUT

SCALE: 1" = 4'



WEST ABUTMENT PILE LAYOUT

SCALE: 1" = 4'

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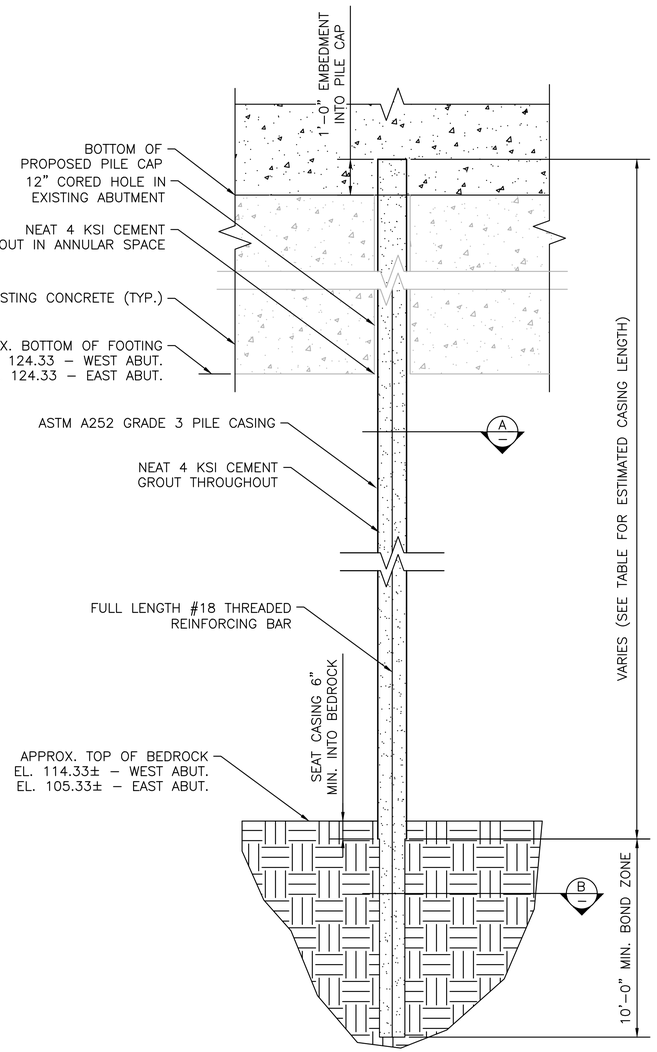
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

FOUNDATION PLAN

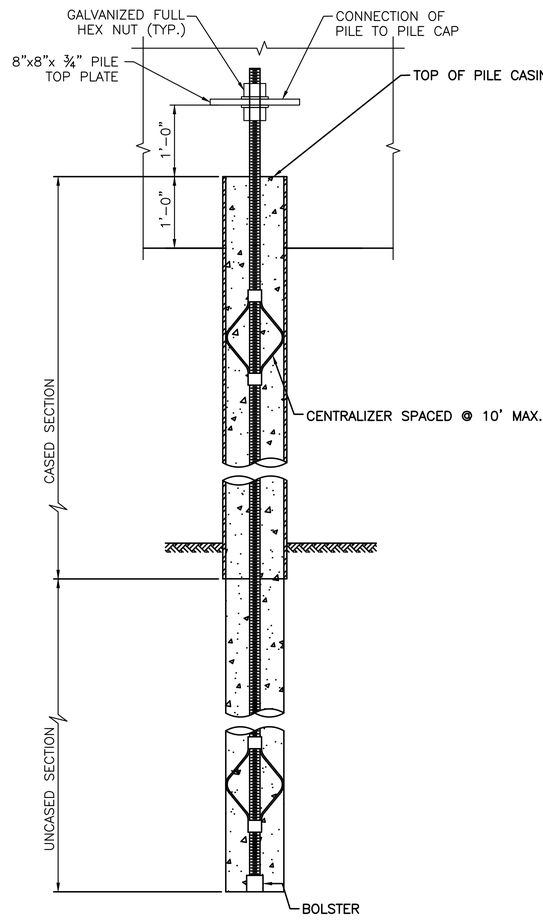
2607D_V2_008_FOUNDATION

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	24	50



ELEVATION – TYPICAL MICROPILE
SCALE: NOT TO SCALE

APPROXIMATE CASING LENGTH (FT)	
LOCATION	CASING LENGTH
WEST ABUTMENT	27
EAST ABUTMENT	36



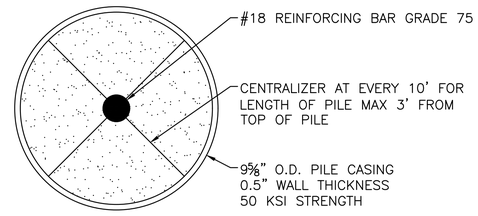
MICROPILE DETAIL
SCALE: 1" = 1'-0"

MICROPILE NOTES:

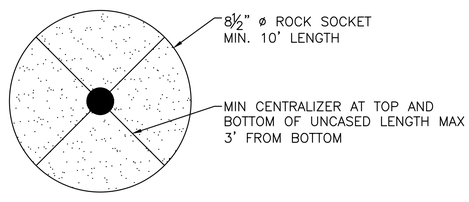
1. THE CONTRACTOR SHALL BE AWARE OF THE PRESENCE OF OVERHEAD UTILITIES WITHIN THE WORK ZONE AND SHALL SELECT INSTALLATION EQUIPMENT ACCORDINGLY. NO ADDITIONAL PAYMENT WILL BE MADE FOR LOW-CLEARANCE EQUIPMENT.
2. THE CONTRACTOR SHALL SUBMIT A PILE SCHEDULE AND A PILE INSTALLATION AND TESTING PLAN FOR REVIEW AND APPROVAL BY ENGINEER.
3. STEEL CASINGS SHALL CONFORM TO ASTM A252, GRADE 3.
4. CEMENT GROUT SHALL BE A RIDOT-APPROVED NEAT CEMENT OR SAND/CEMENT MIXTURE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.
5. THE QUALITY OF THE GROUT SHALL BE MONITORED BY COLLECTING GROUT CUBES FOR LATER COMPRESSION TESTING AND BY MEASURING THE GROUT SPECIFIC GRAVITY FROM ONE BATCH PER DAY. COMPRESSION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO DESIGNATION T106.
6. STEEL PILE TOP PLATE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 (ASTM A709) GRADE 50. PLATE SHALL BE FABRICATED WITH 2½"ø HOLE AT THE CENTER TO ACCOMMODATE THE THREADED REINFORCING BAR.
7. THREADED REINFORCING BAR SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M270 (ASTM A615) GRADE 75 MINIMUM AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A767 CLASS 1.
8. ALL REINFORCING BAR HARDWARE SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M232 (ASTM A153).
9. IF NECESSARY, REINFORCING BAR COUPLERS SHALL DEVELOP THE ULTIMATE TENSILE STRENGTH OF THE BAR WITHOUT EVIDENCE OF FAILURE.
10. WELDING OF THE REINFORCING BARS WELL NOT BE PERMITTED.
11. CENTRALIZERS SHALL BE CONSTRUCTED OF AN APPROVED NON-METALLIC DURABLE MATERIAL AND SHALL BE F ADEQUATE SIZE TO ENSURE THE REINFORCING BAR WILL BE CENTERED IN THE STEEL CASING. THE USE OF WOOD SHALL NOT BE ALLOWED.

MICROPILE LOAD TEST NOTES:

1. PILE LOAD TEST SHALL BE PERFORMED IN CONFORMANCE WITH SECTION 844 OF THE RI STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL PERFORM ONE (1) VERIFICATION LOAD TEST ON A NON-PRODUCTION (SACRIFICIAL) PILE AND ONE (1) PROOF TEST ON A PRODUCTION PILE.
3. THE LOCATION OF THE PILE LOAD TEST SHALL BE PROPOSED BY THE CONTRACTOR AND ARE SUBJECT TO THE APPROVAL OF THE ENGINEER. THE VERIFICATION PILE SHALL BE LOCATED AT THE EAST/WEST ABUTMENT WITHIN 20 FEET OF THE NEAREST PRODUCTION PILE. THE PROOF TEST SHALL BE PERFORMED ON A PRODUCTION PILE LOCATED AT THE EAST/WEST ABUTMENT.
4. THE DESIGN LOAD (DL) UTILIZED FOR THE LOAD TESTS SHALL BE 100 KIPS. THE FACTORED AXIAL LOAD (FAL) UTILIZED FOR THE LOAD TESTS SHALL BE 135 KIPS.



CASED PILE (A)
NOT TO SCALE



UNCASED PILE (B)
NOT TO SCALE

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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DATE:
SHEET:
OF:

SCALE:

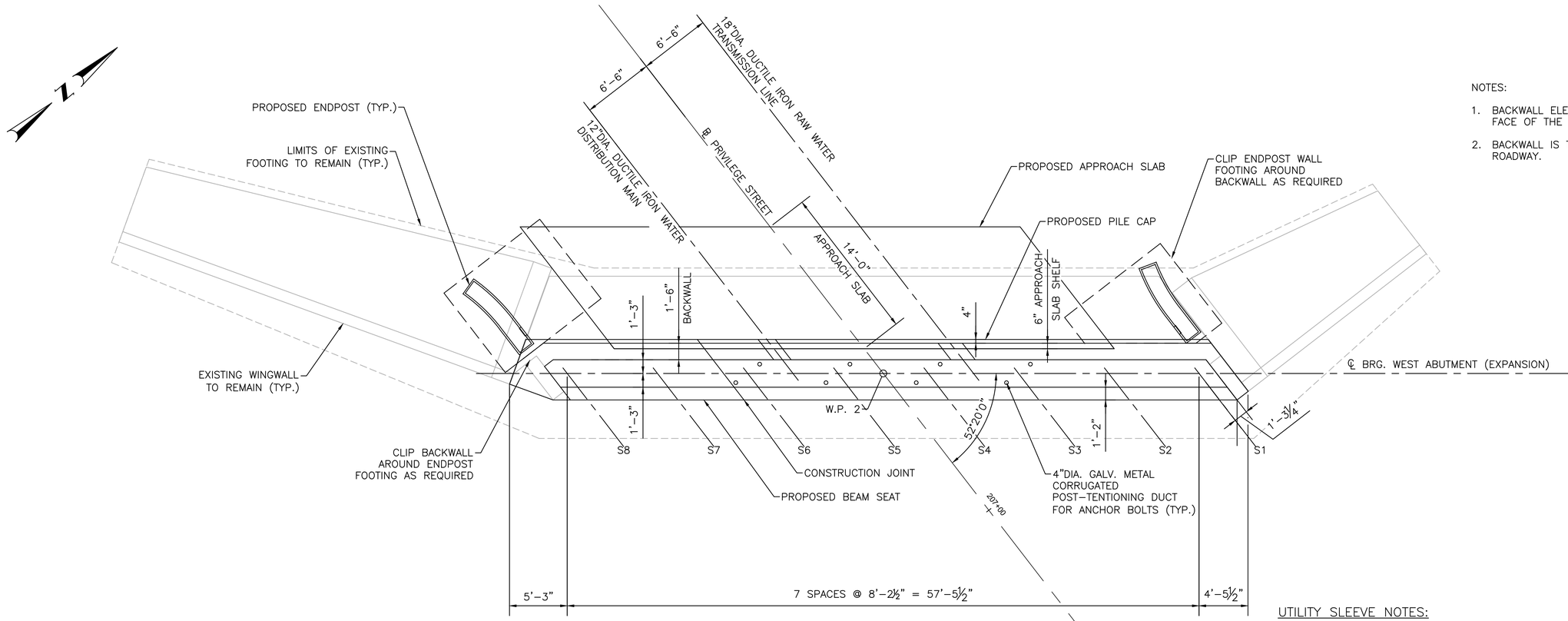
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

FOUNDATION DETAILS

2607D_V2_009_FOUNDETL

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	25	50



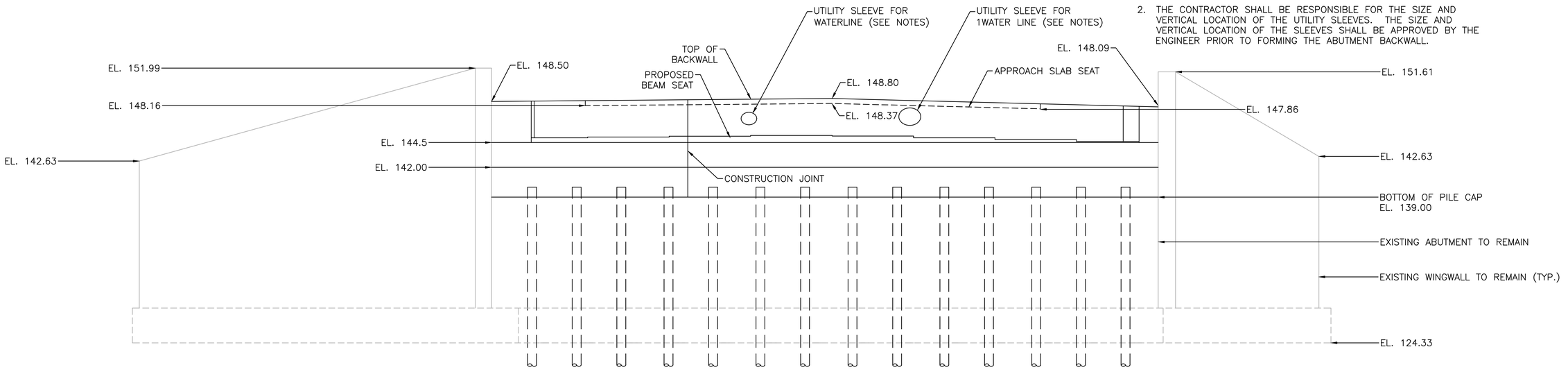
WEST ABUTMENT PLAN
SCALE: 1" = 5'

NOTES:

1. BACKWALL ELEVATIONS ARE GIVEN AT THE FRONT FACE OF THE BACKWALL.
2. BACKWALL IS TO FOLLOW THE PITCH OF THE ROADWAY.

UTILITY SLEEVE NOTES:

1. UTILITY SLEEVES SHALL BE CENTERED BETWEEN BEAMS AS SHOWN IN PLAN.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SIZE AND VERTICAL LOCATION OF THE UTILITY SLEEVES. THE SIZE AND VERTICAL LOCATION OF THE SLEEVES SHALL BE APPROVED BY THE ENGINEER PRIOR TO FORMING THE ABUTMENT BACKWALL.



WEST ABUTMENT ELEVATION
SCALE: 1" = 5'

BEAM SEAT ELEVATION TABLE							
G-A	G-B	G-C	G-D	G-E	G-F	G-G	G-H
144.60	144.78	144.96	145.14	145.20	145.12	145.04	144.97

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE: AS NOTED

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

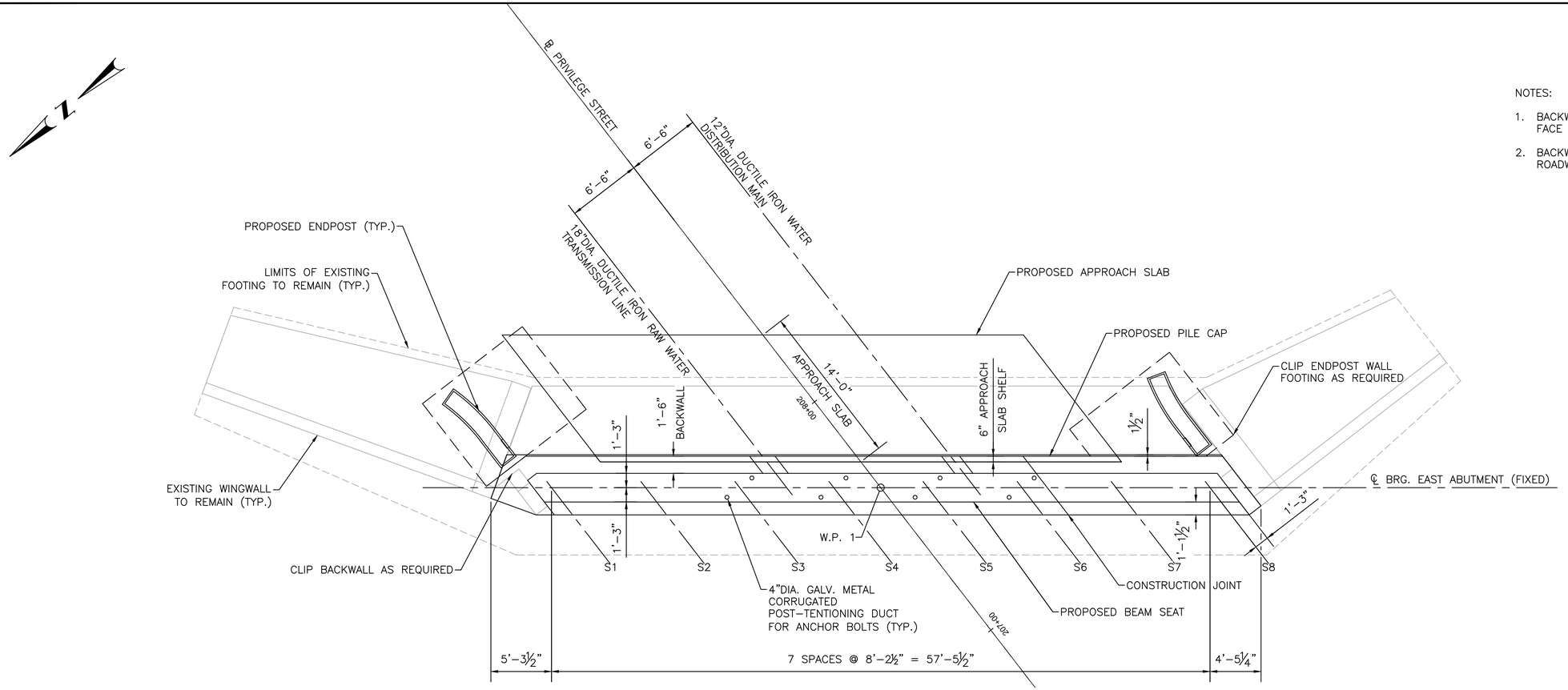
WEST ABUTMENT

2607D_V2_010_WABUT

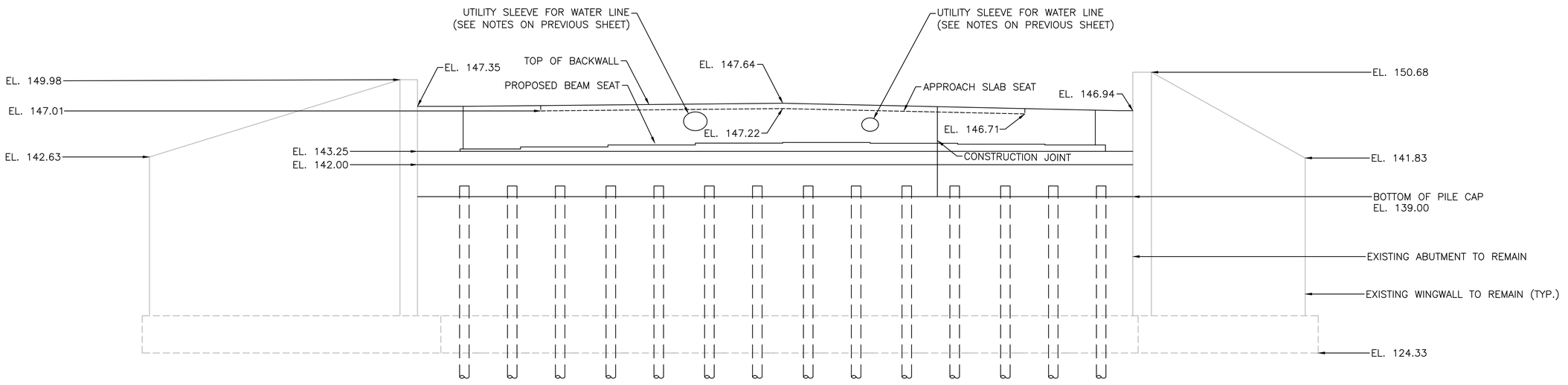
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	26	50

NOTES:

1. BACKWALL ELEVATIONS ARE GIVEN AT THE FRONT FACE OF THE BACKWALL.
2. BACKWALL IS TO FOLLOW THE PITCH OF THE ROADWAY.



EAST ABUTMENT PLAN
SCALE: 1" = 5'



EAST ABUTMENT ELEVATION
SCALE: 1" = 5'

BEAM SEAT ELEVATION TABLE

G-A	G-B	G-C	G-D	G-E	G-F	G-G	G-H
143.48	143.66	143.84	144.02	144.08	144.00	143.92	143.85

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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DATE:
SHEET:
OF:

SCALE: AS NOTED

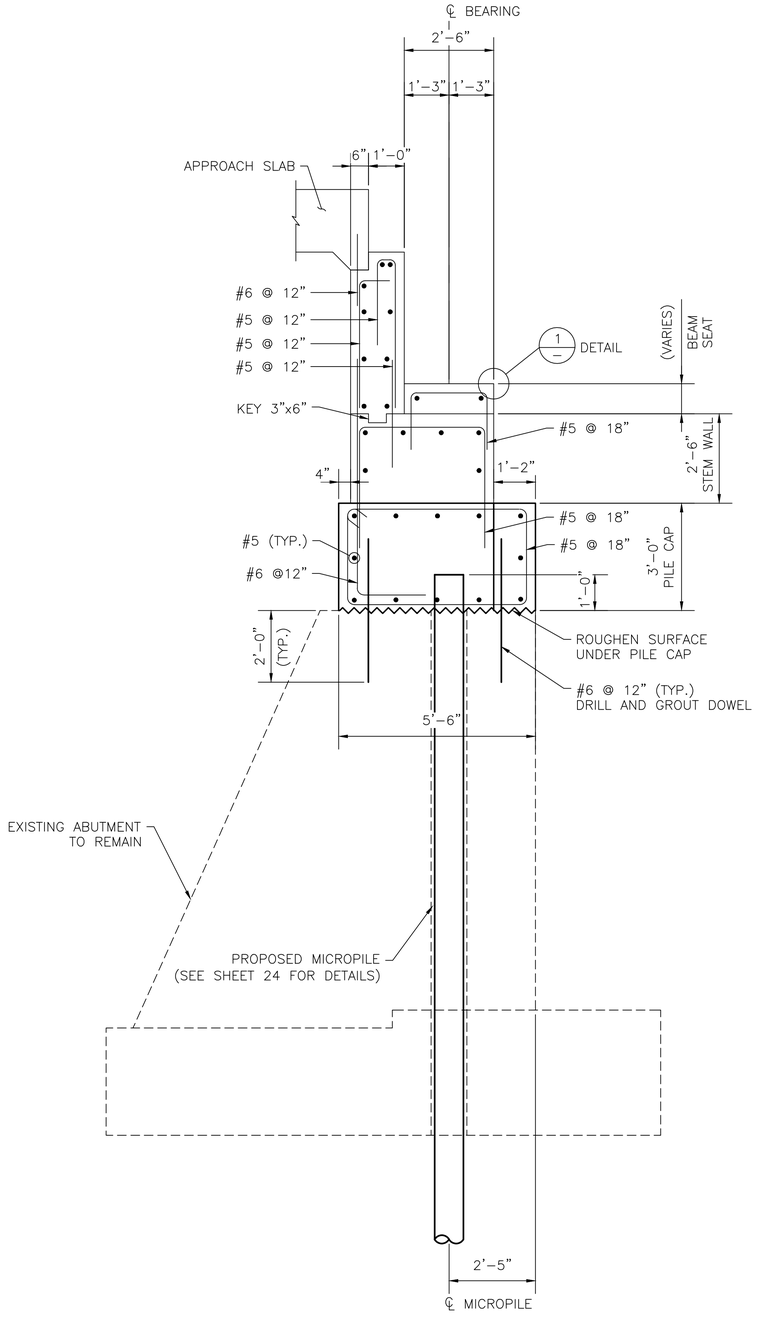
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

EAST ABUTMENT

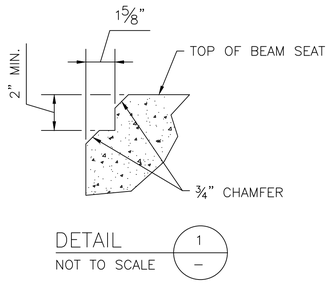
2607D_V2_011_EABUT

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	27	50



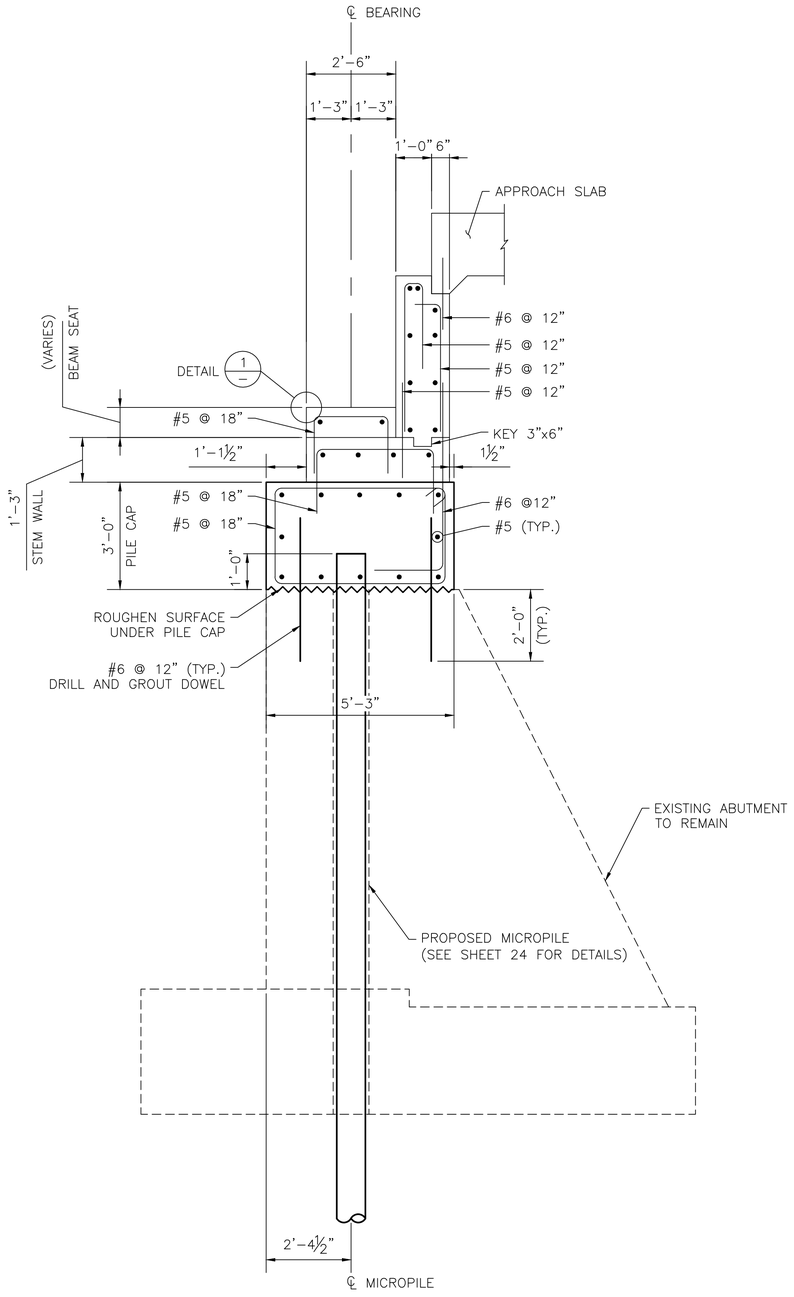
WEST ABUTMENT TYPICAL SECTION

SCALE: ½"=1'-0"



DETAIL 1

NOT TO SCALE



EAST ABUTMENT TYPICAL SECTION

SCALE: ½"=1'-0"

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
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DATE:
SHEET:
OF:

SCALE: AS NOTED'

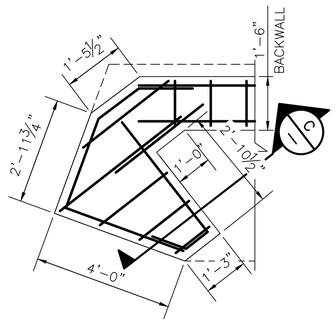
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

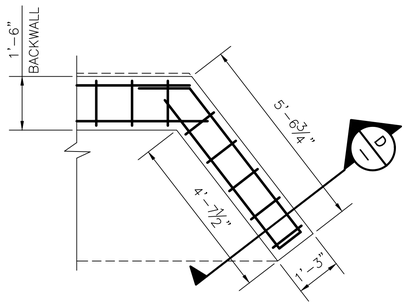
SUBSTRUCTURE DETAILS - 1

2607D_V2_012_SUBDETL001

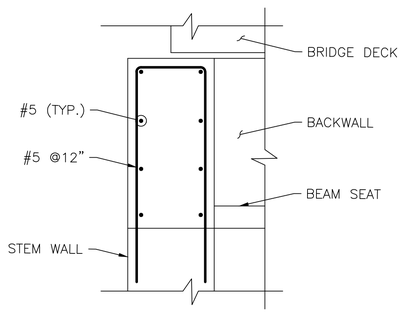
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	28	50



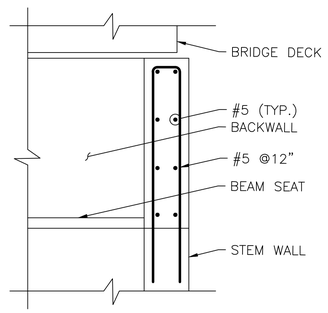
SOUTHWEST & NORTHEAST
END WALL – PLAN
SCALE: ½"=1'-0"



NORTHWEST & SOUTHEAST
END WALL – PLAN
SCALE: ½"=1'-0"

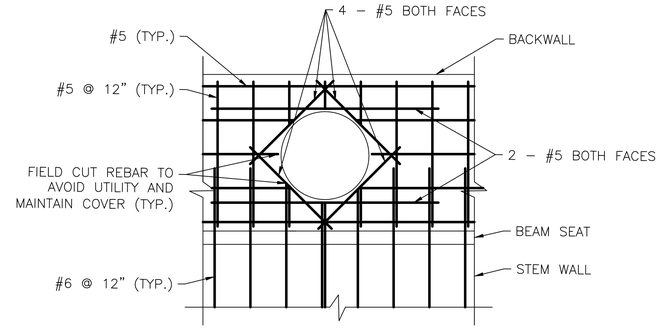


SECTION C
SCALE: ½"=1'-0"



SECTION D
SCALE: ½"=1'-0"

NOTE:
OTHER REINFORCING STEEL
NOT SHOWN FOR CLARITY.



UTILITY SLEEVE BACKWALL DETAIL
SCALE: ½"=1'-0"

NOTE:
OTHER REINFORCING STEEL
NOT SHOWN FOR CLARITY.

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE: AS NOTED'

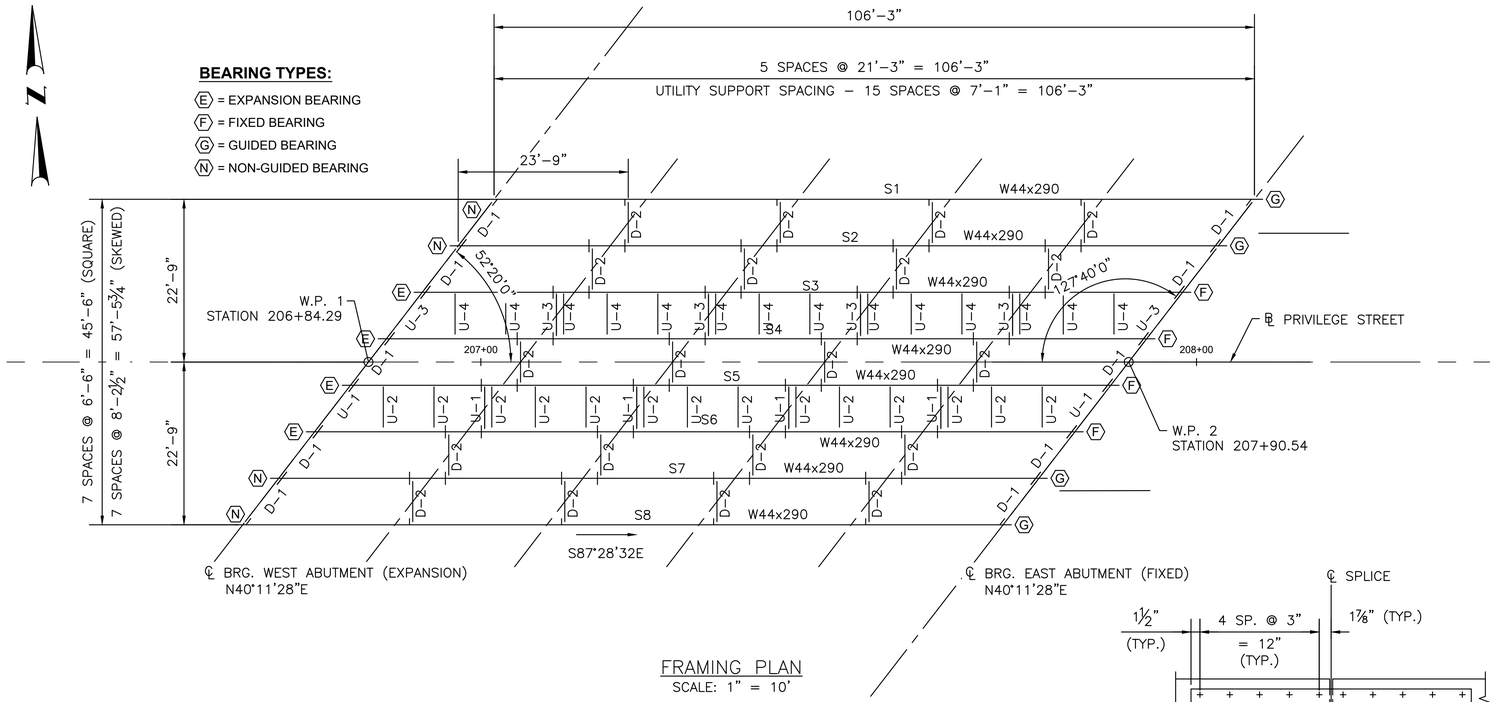
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

SUBSTRUCTURE DETAILS - 2

2607D_V2_013_SUBDETL002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	29	50

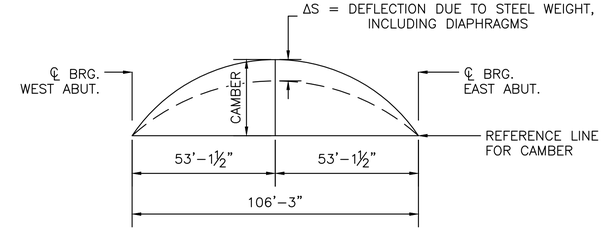


FRAMING PLAN
SCALE: 1" = 10'

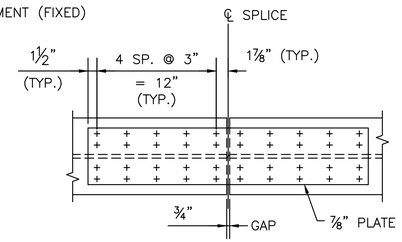
NOTES:

1. ALL BEARING STIFFENERS SHALL BE PLUMB.
2. END OF BEAM SHALL BE PLUMB UNDER FULL DEAD LOAD.

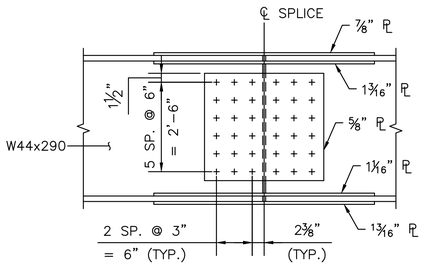
CAMBER TABLE					
	DEAD LOAD DEFLECTION AT ℄ OF STRINGER SPAN (in)				
GIRDER	STEEL DL	ADDITIONAL NON-COMP DL	COMPOSITE DL	TOTAL DL DEFLECTION	TOTAL (ROUNDED UP TO NEAREST ⅛")
G-A	1.090	1.980	1.570	4.640	4.750
G-B	1.100	2.190	1.080	4.370	4.375
G-C	1.100	2.270	0.780	4.150	4.250
G-D	1.110	2.280	0.650	4.030	4.125
G-E	1.110	2.280	0.650	4.030	4.125
G-F	1.100	2.270	0.770	4.150	4.250
G-G	1.100	2.200	1.080	4.370	4.375
G-H	1.090	1.970	1.580	4.650	4.750



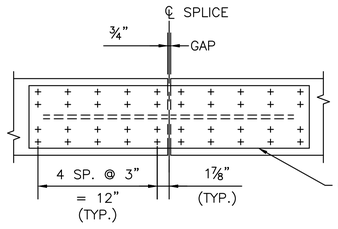
SIMPLE SPAN CAMBER DETAIL
SCALE: NTS



TOP FLANGE

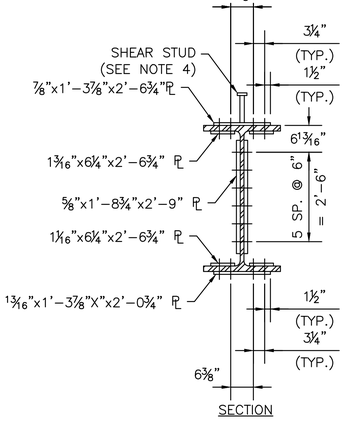


ELEVATION



BOTTOM FLANGE

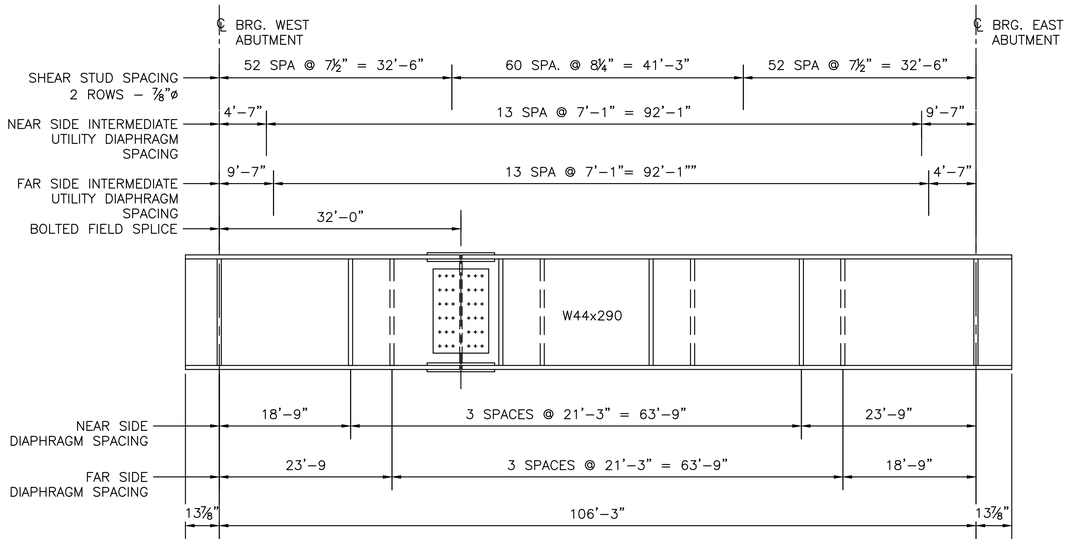
BOLTED FIELD SPLICE DETAILS
SCALE: NTS



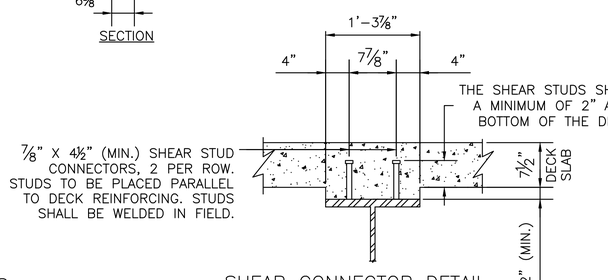
SECTION

BOLTED FIELD SPLICE NOTES:

1. BOLTED FIELD SPLICES SHALL BE CONSIDERED SLIP-CRITICAL CONNECTIONS WITH CLASS B FAYING SURFACES.
2. + DENOTES ⅞"ø ASTM A325 HIGH STRENGTH BOLT IN 15/16"ø HOLE.
3. THICKNESS DIFFERENCES OF 1/16" OR LESS DO NOT REQUIRE FILLER PLATES. FILLER PLATES SHALL CONFORM TO AASHTO M270 GRADE 36 OR 50.
4. ONE ROW OF STUD SHEAR CONNECTORS SHALL BE PLACED ALONG THE CENTERLINE OF THE TOP FLANGE SPLICE PLATES.



DOWNSTREAM GIRDER ELEVATION
SCALE: NTS



SHEAR CONNECTOR DETAIL
SCALE: NTS

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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SCALE: AS NOTED

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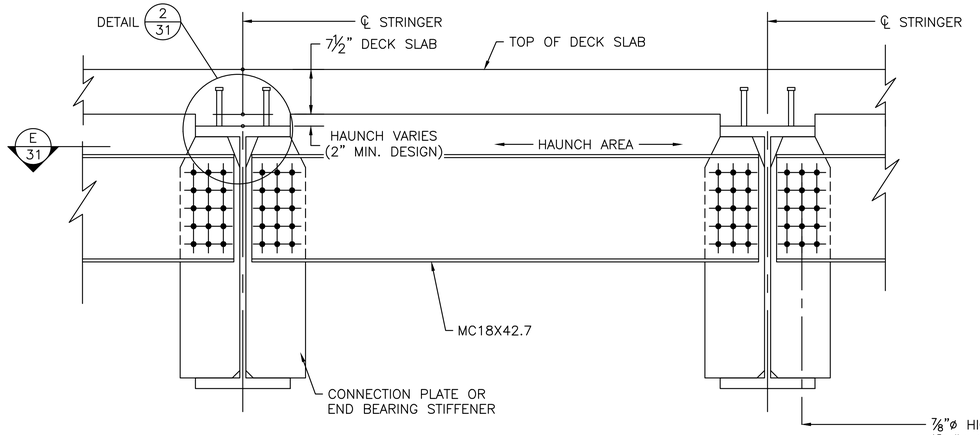
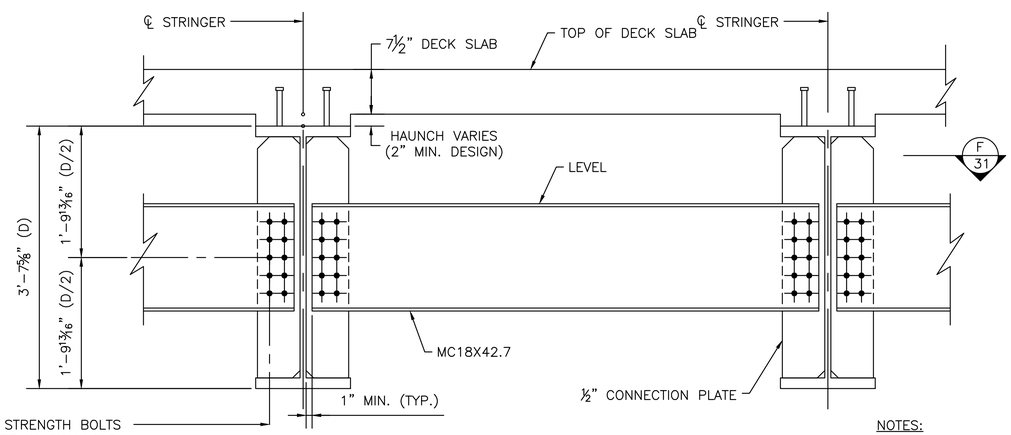
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

FRAMING PLAN & DETAILS

2607D_V2_014_FRAMING

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	30	50



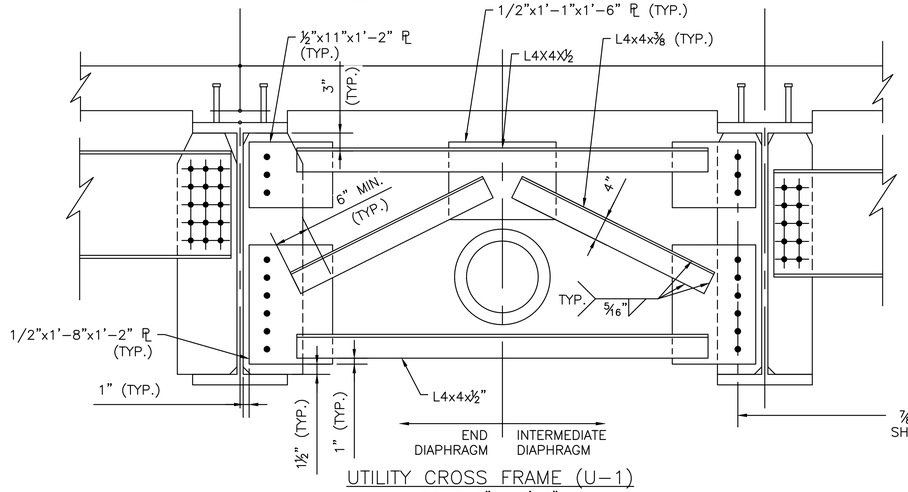


NOTES:

1. THE END DIAPHRAGMS ARE TO FOLLOW THE CROSS SLOPE OF THE ROADWAY.
2. LOCATIONS OF HOLES IN CONNECTION PLATES SHALL BE DETERMINED BY THE FABRICATOR.

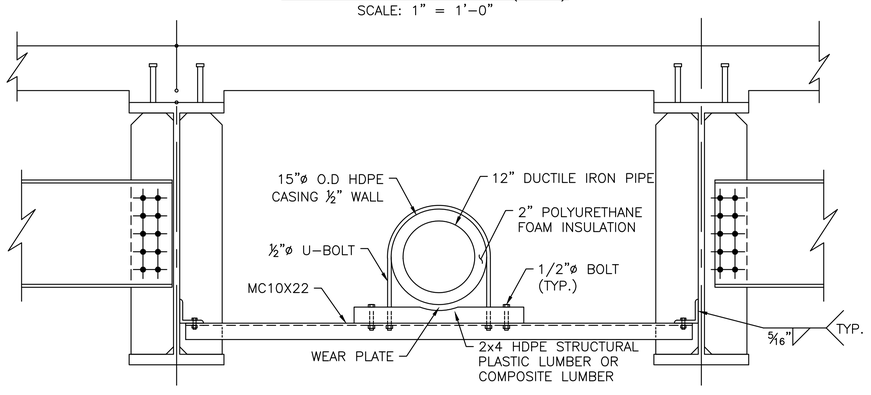
END DIAPHRAGM (D-1)

SCALE: 1" = 1'-0"



UTILITY CROSS FRAME (U-1)

SCALE: 1" = 1'-0"

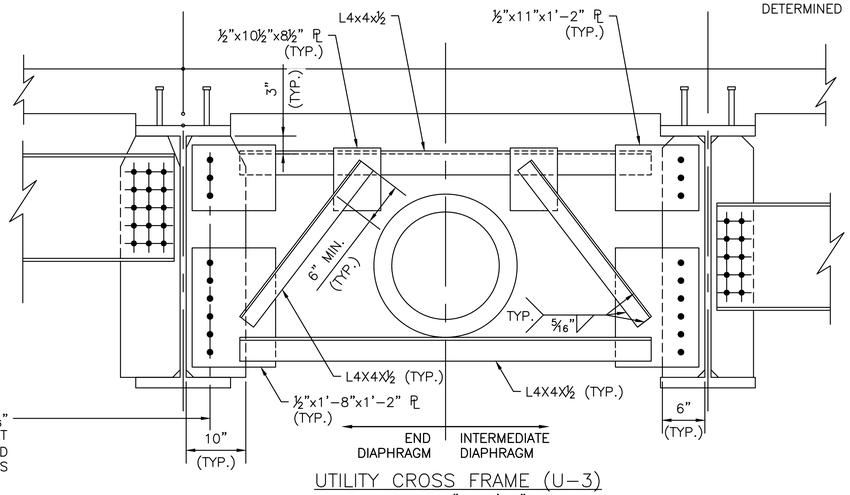


UTILITY INTERMEDIATE SUPPORT (U-2)

SCALE: 1" = 1'-0"

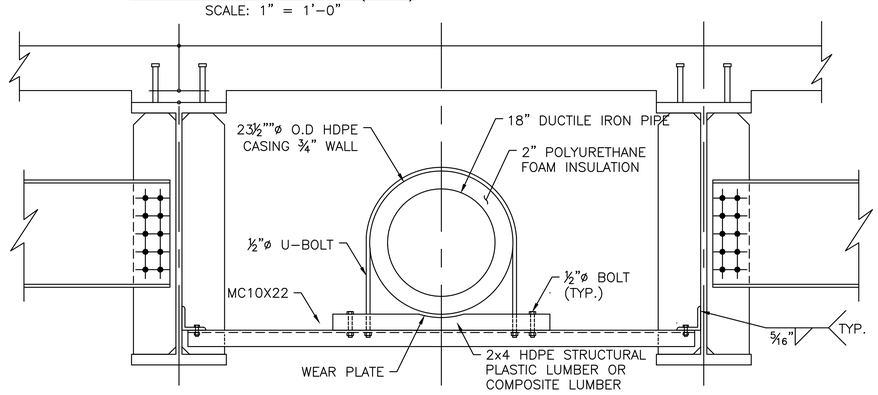
INTERMEDIATE DIAPHRAGM (D-2)

SCALE: 1" = 1'-0"



UTILITY CROSS FRAME (U-3)

SCALE: 1" = 1'-0"



UTILITY INTERMEDIATE SUPPORT (U-4)

SCALE: 1" = 1'-0"

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
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SHEET:
OF:

SCALE: AS NOTED

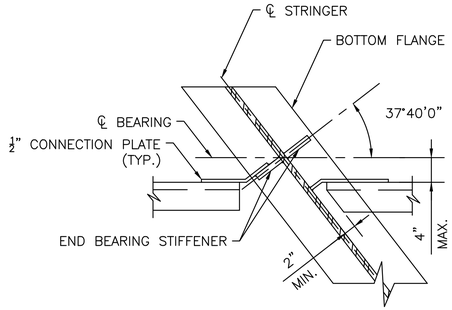
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

STEEL DETAILS - 1

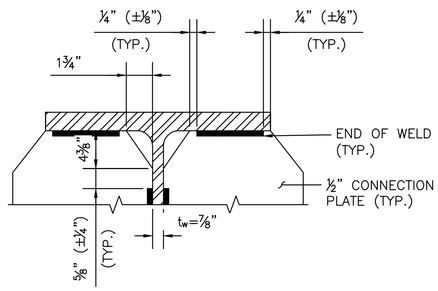
2607D_V2_015_STEELDETL001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	31	50

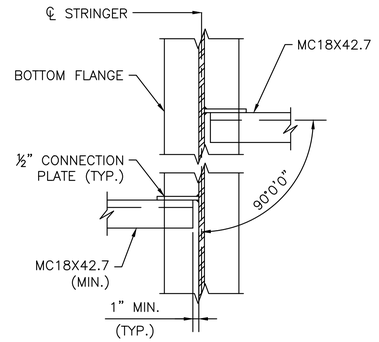


WITH BEARING STIFFENERS

SECTION E / 1" = 1' / 30



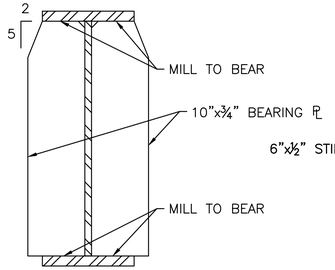
DETAIL 2 / NOT TO SCALE / 30&31



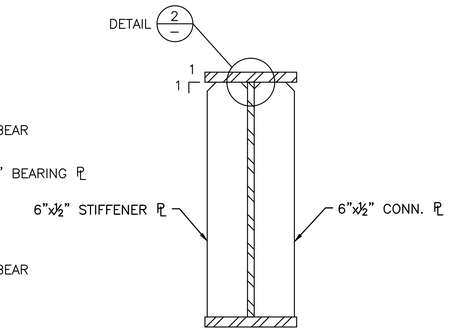
SECTION F / 1" = 1' / 30

NOTES:

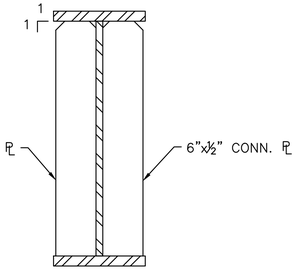
1. ALL BEARING STIFFENERS SHALL BE PLUMB.
2. END OF BEAM SHALL BE PLUMB UNDER FULL DEAD LOAD.



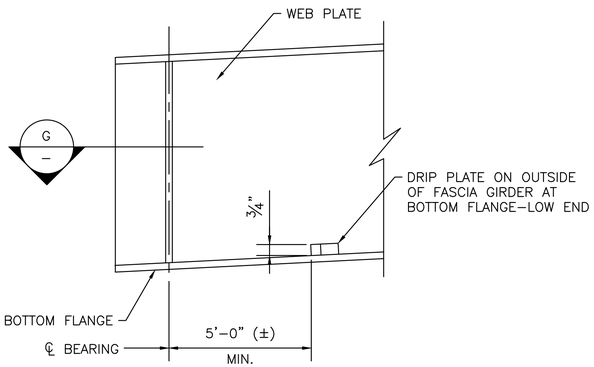
BEARING STIFFENER PLATE DETAILS
NOT TO SCALE



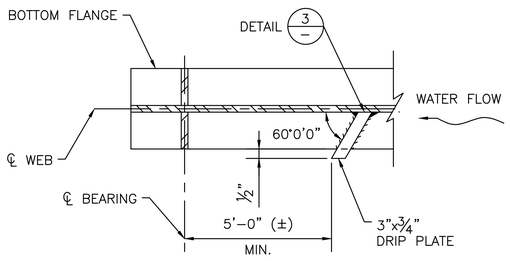
DIAPHRAGM CONNECTION PLATE DETAILS (INTERIOR)
NOT TO SCALE



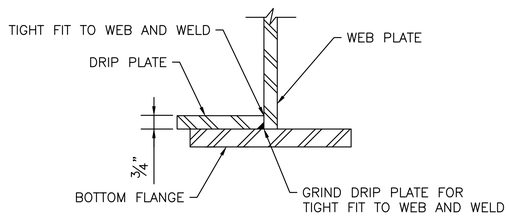
DIAPHRAGM CONNECTION PLATE DETAILS (EXTERIOR)
NOT TO SCALE



PARTIAL STRINGER ELEVATION



SECTION G / –



DETAIL 3 / –

DRIP PLATE DETAILS

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
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SHEET:
OF:

SCALE:

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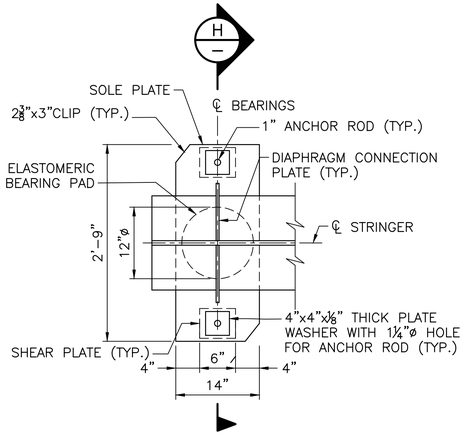
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

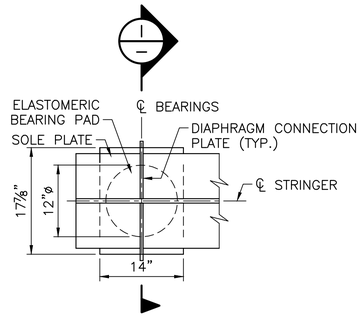
STEEL DETAILS - 2

2607D_V2_016_STEELDETL002

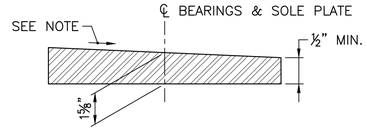
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	32	50



PLAN
EXPANSION, FIXED & GUIDED BEARING
SCALE: 1" = 1'-0"



PLAN - NON-GUIDED BEARING
SCALE: 1" = 1'-0"



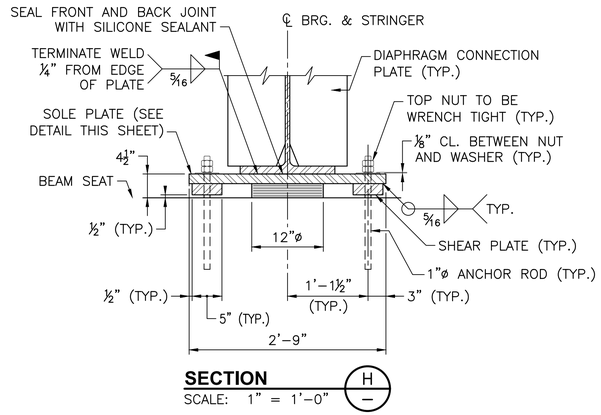
NOTE:

TAPER SOLE PLATE TO ENSURE THAT BOTTOM OF SOLE PLATE IS LEVEL AFTER ALL DEAD LOADS HAVE BEEN APPLIED.

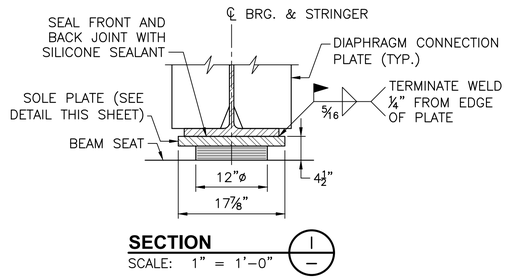
SOLE PLATE DETAIL
NOT TO SCALE

BEARING NOTES:

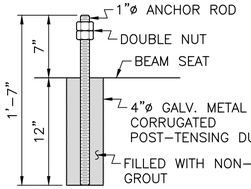
1. STEEL SOLE PLATE AND SHEAR PLATES SHALL CONFORM TO AASHTO M 270 (ASTM DESIGNATION A 709) GRADE 50 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 111.
2. FOR EXPANSION, FIXED AND GUIDED BEARINGS, PLACE SOLE PLATE ASSEMBLY SO THAT IT IS CENTERED AROUND ANCHOR RODS.
3. STRINGERS SHALL BE ERECTED WHEN THE AMBIENT TEMPERATURE IS BETWEEN 50°F AND 75°F. IF STRINGERS ARE ERECTED AT OTHER AMBIENT TEMPERATURES, THE STRINGERS SHALL BE JACKED AND THE ELASTOMERIC BEARINGS RECENTERED/REPLUMBED WHEN THE TEMPERATURE RETURNS TO THAT RANGE. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS RECENTERING/REPLUMBING.
4. AFTER THE SOLE PLATE ASSEMBLY IS IN ITS FINAL POSITION, IT SHALL BE WELDED TO THE STRINGER BOTTOM FLANGE.
5. CARE MUST BE EXERCISED WITH FIELD WELDING, TEMPERATURE OF STEEL ADJACENT TO ELASTOMERIC PAD SHALL BE KEPT BELOW 250°F. TEMPERATURE CRAYONS OR OTHER HEAT INDICATING DEVICES SHALL BE USED TO MONITOR STEEL TEMPERATURE DURING WELDING.
6. WELDING ELECTRODES SHALL HAVE THE SAME CORROSION RESISTANCE AS THE BASE METAL.
7. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. MARKS SHALL INCLUDE BEARING LOCATION ON BRIDGE AND DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER BEARING IS INSTALLED.



SECTION H —
SCALE: 1" = 1'-0"



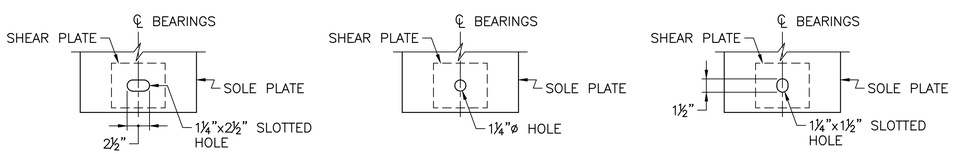
SECTION I —
SCALE: 1" = 1'-0"



ANCHOR BOLT DETAL
SCALE: 1½" = 1'-0"

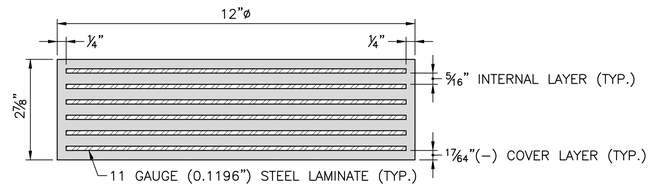
NOTES:

1. ALL ANCHOR RODS SHALL CONFORM TO AASHTO DESIGNATION M 314 (ASTM DESIGNATION F 1554), GRADE 55 AND SHALL BE FULLY THREADED.
2. ANCHOR RODS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 232.



EXPANSION BEARINGS | **FIXED BEARINGS** | **GUIDED BEARINGS**

HOLES IN SOLE PLATE & SHEAR PLATE
SCALE: 1½" = 1'-0"



NOTES:

1. ELASTOMER SHALL HAVE A SHEAR MODULUS OF 0.160 KSI.
2. STEEL LAMINATES SHALL CONFORM TO ASTM A 1011 GRADE 36.
3. THE COMPRESSIVE DESIGN LOAD ON THE BEARING PAD IS 141 KIPS. THE COMPRESSIVE DESIGN STRESS IS THE RESULT OF DIVIDING THE COMPRESSIVE DESIGN LOAD BY THE AREA OF THE PAD AND IS EQUAL TO 1.244 KSI.
4. TWO (2) SAMPLES OF COMPLETE PADS SHALL BE PROVIDED FOR MATERIALS TESTING AT NO ADDITIONAL COST TO THE DEPARTMENT.

ELASTOMERIC BEARING PAD
HALF SCALE

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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OF:

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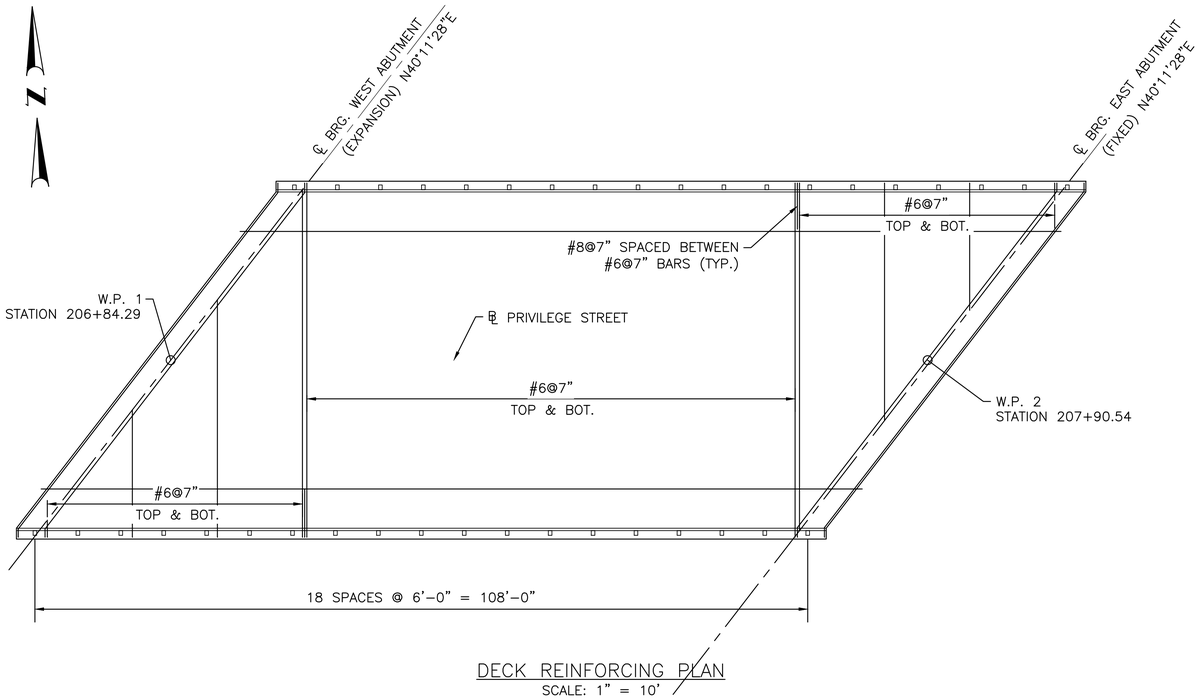
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

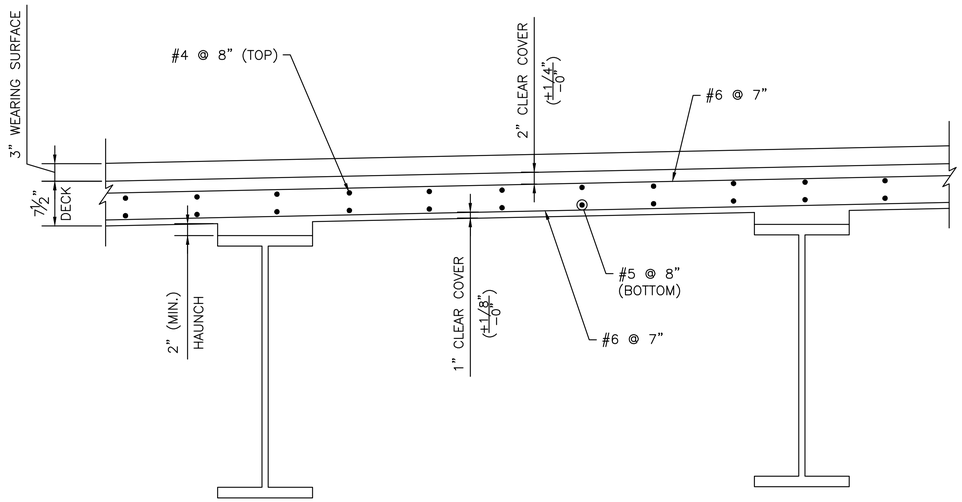
BEARING DETAILS

2607D_V2_017_BEARDETL

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	33	50



DECK REINFORCING PLAN
SCALE: 1" = 10'



SLAB ON STEEL BEAMS
SCALE: 1" = 1'–0"

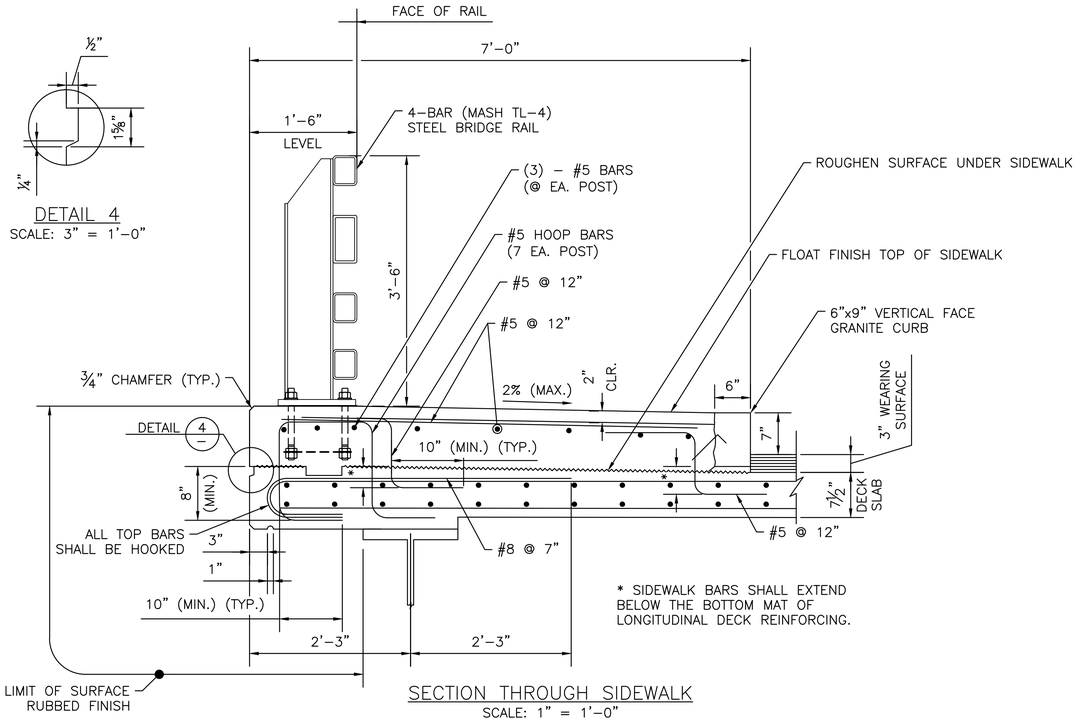
NOTES:

1. SPACE HAUNCH REINFORCING BETWEEN BEAMS AND TIE TO BOTTOM REINFORCING OF DECK.
2. TRANSVERSE REINFORCEMENT LISTED AS STRAIGHT SHALL BE SHOP OR FIELD BENT AS REQUIRED TO PROVIDE MINIMUM COVER.
3. DECK SLAB REINFORCING COVER SHALL HAVE TOLERANCE OF (+)¼", (–)0" FOR TOP BARS AND (+)⅛", (–)0" FOR BOTTOM BARS.
4. CHAIRS SHALL BE SPACED TO PROVIDE THE REQUIRED CONCRETE COVER WITH THE SPECIFIED TOLERANCES. MAXIMUM SPACING OF CHAIRS SHALL BE 5'–0" ON CENTER, PREFERABLY LOCATED AT THE INTERSECTION OF REINFORCEMENT AND ALONG THE EDGES OF THE REINFORCEMENT. CHAIRS SHALL HAVE APPROVED CORROSION PROTECTION (i.e. EPOXY COATED, PLASTIC COATED, ETC.)
5. DECK CONCRETE PLACEMENT SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS AND THE DECK SEQUENCE SHOWN ON THE PLANS.
6. SHOULD ADDITIONAL HAUNCH REINFORCING OR ADJUSTMENTS TO THE SHEAR STUD LENGTHS BE NECESSARY DUE TO DEVIATIONS IN THE AS BUILT CAMBER OF THE SUPERSTRUCTURE STEEL IT SHALL BE CONSIDERED AS INCIDENTAL TO THE APPROPRIATE BID ITEMS FOR REINFORCING STEEL AND/OR SHEAR STUDS. THE ADJUSTED LENGTHS OF SHEAR STUDS SHALL BE DETERMINED BY THE ENGINEER. THE REQUIREMENTS FOR REINFORCING HAUNCHES GREATER THAN 4" HIGH SHALL BE AS SHOWN ON THIS SHEET.
7. DOWEL BAR SPLICERS SHALL BE USED WHERE USE OF LAP SPLICES IS NOT FEASIBLE.
8. MAXIMUM LENGTH OF REINFORCEMENT SHALL BE 35'–0".
9. TOP MAP REINFORCEMENT SHALL BE LAPPED MIDWAY BETWEEN GIRDERS.

DECK PLACEMENT NOTES:

1. DECK CONCRETE PLACEMENT SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.

DETAIL 4
SCALE: 3" = 1'–0"



SECTION THROUGH SIDEWALK
SCALE: 1" = 1'–0"

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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SHEET:
OF:

SCALE: AS NOTED

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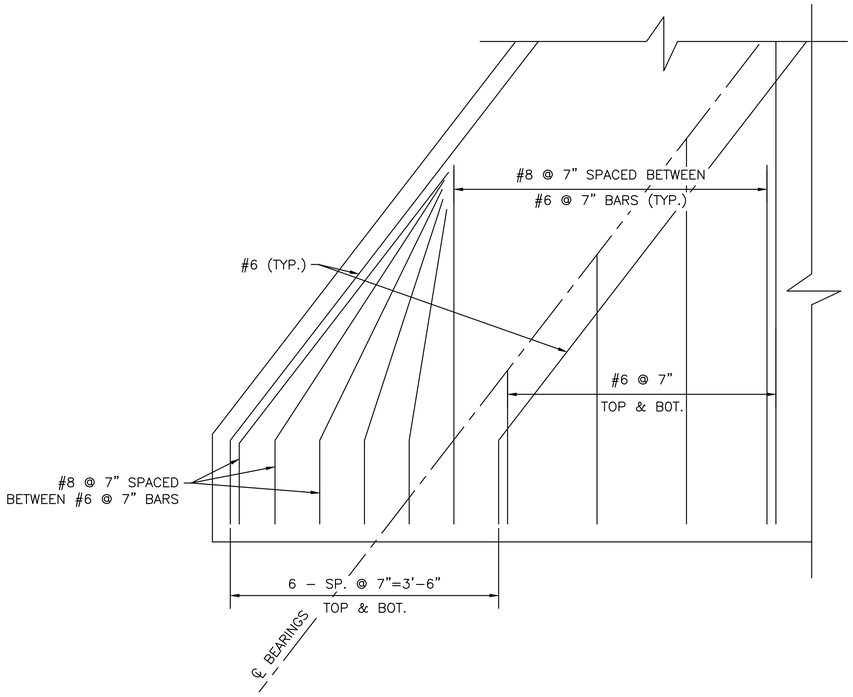
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

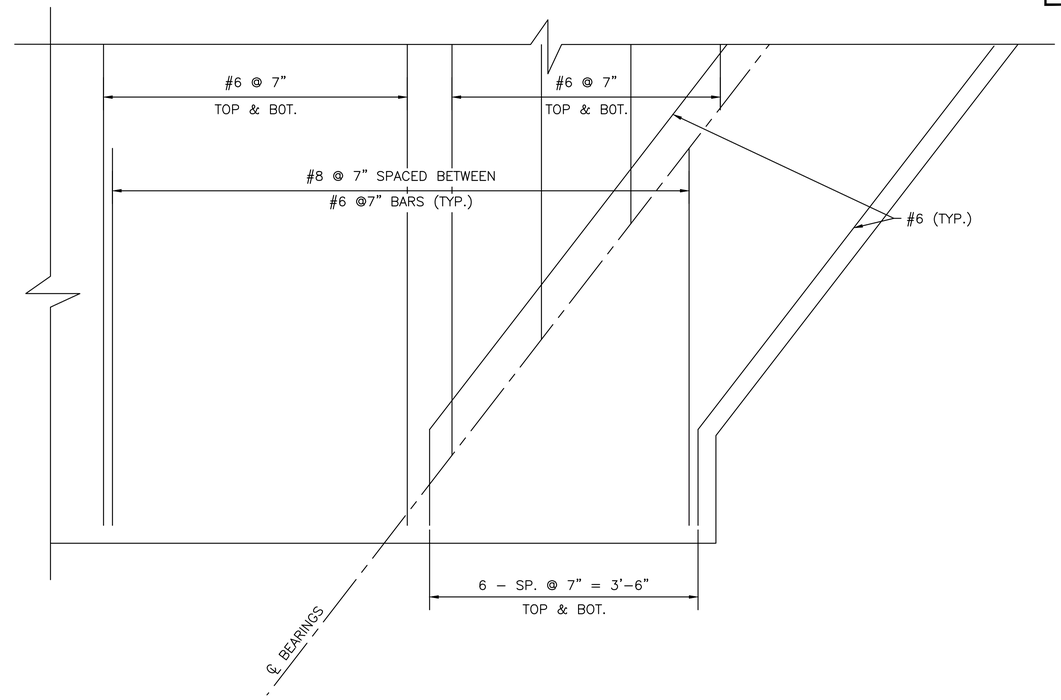
DECK SLAB DETAILS - 1

2607D_V2_018_DECKDETL001

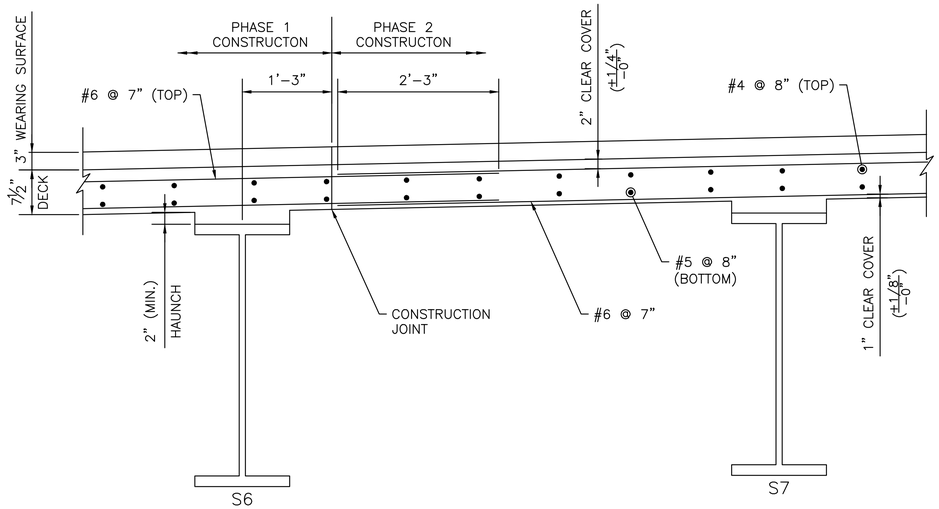
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	34	50



SOUTHWEST & NORTHEAST
CORNER DECK REINFORCING PLAN
SCALE: 1"=1'–0"



NORTHWEST & SOUTHEAST
CORNER DECK REINFORCING PLAN
SCALE: 1"=1'–0"



DECK CONSTRUCTION JOINT DETAIL
SCALE: 1"=1'–0"

SECTION THROUGH SIDEWALK
SCALE: 1" = 1'–0"

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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DATE:
SHEET:
OF:

SCALE: AS NOTED

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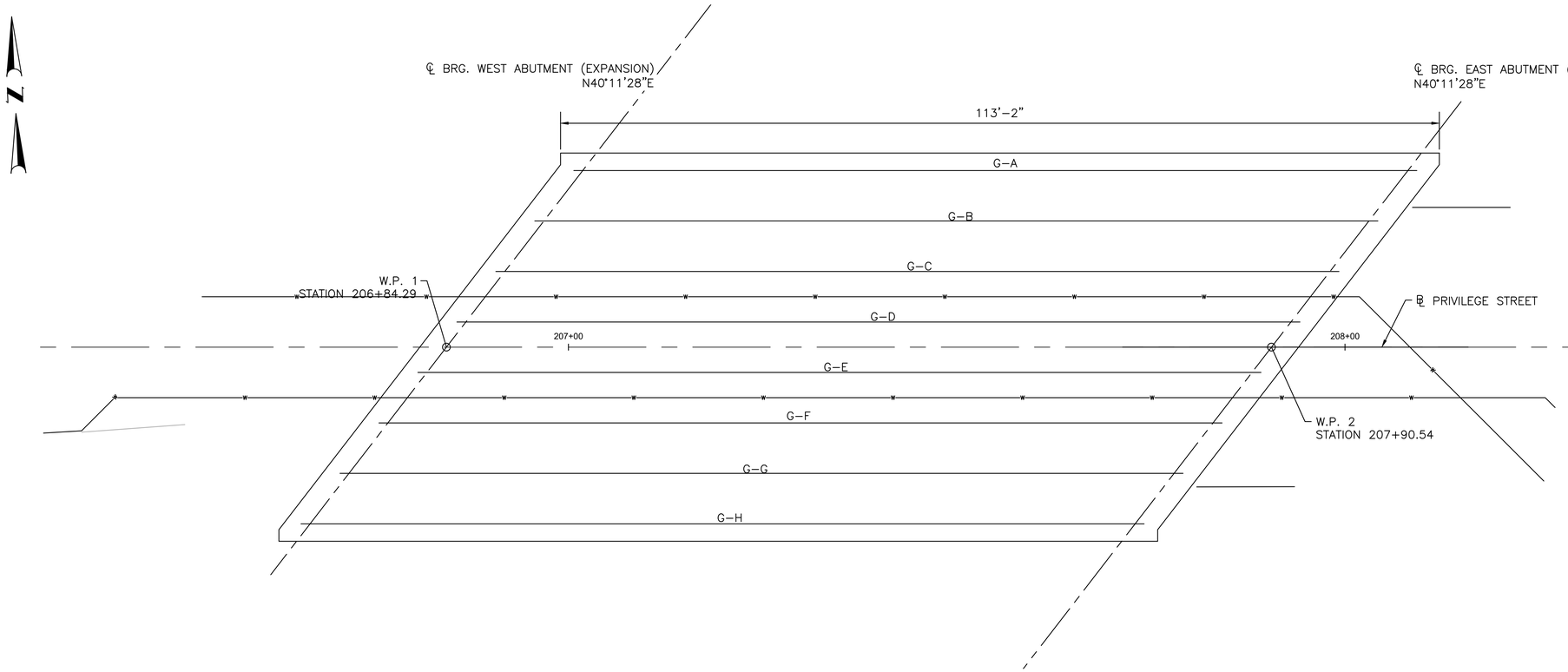
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

DECK SLAB DETAILS - 2

2607D_V2_019_DECKDETL002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	35	50



DECK PLAN
SCALE: ⅛" = 1'–0"

DECK GRADE NOTES:

1. ELEVATIONS OF BEAMS ARE GIVEN AT THE CENTERLINE OF BEARING OF EACH BEAM AND AT THE TENTH POINTS.
2. TABLE 1 ELEVATIONS ARE GIVEN AS THEORETICAL FINAL GRADES ON TOP OF CONCRETE DECK AT CENTERLINE OF BEAM.
3. TABLE 2 ELEVATIONS ARE GIVEN AS THEORETICAL GRADES ON TOP OF BEAMS BEFORE PLACING CONCRETE.
4. TABLE 3 FIGURES ARE THEORETICAL DEAD LOAD DEFLECTIONS IN INCHES CAUSED BY THE WEIGHT OF THE CONCRETE DECK AND SIP FORMS.
5. TABLE 4 FIGURES ARE THEORETICAL DEFLECTIONS IN INCHES CAUSED BY SUPERIMPOSED DEAD LOADS (WEIGHT OF RAILINGS, RAIL BASES, CURBS, AND SIDEWALKS).

TABLE 1 – FINAL GRADE ON TOP OF CONCRETE DECK

GIRDER #	S. ABUT.	0.10L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	N. ABUT.
S1	149.40	149.29	149.19	149.09	148.98	148.87	148.75	148.64	148.52	148.40	148.28
S2	149.58	149.48	149.37	149.27	149.16	149.05	148.94	148.82	148.70	148.58	148.46
S3	149.76	149.66	149.56	149.45	149.34	149.23	149.12	149.00	148.88	148.76	148.64
S4	149.94	149.84	149.74	149.63	149.53	149.41	149.30	149.19	149.07	148.95	148.82
S5	150.00	149.90	149.79	149.69	149.58	149.47	149.35	149.24	149.12	149.00	148.88
S6	149.92	149.82	149.71	149.61	149.50	149.39	149.28	149.16	149.04	148.92	148.80
S7	149.84	149.74	149.64	149.53	149.42	149.31	149.20	149.08	148.97	148.85	148.72
S8	149.77	149.66	149.56	149.46	149.35	149.24	149.12	149.01	148.89	148.77	148.65

TABLE 2 – TOP OF GIRDER ELEVATION

GIRDER #	W. ABUT.	0.10L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	E. ABUT.
S1	148.60	148.59	148.56	148.51	148.44	148.34	148.22	148.06	147.89	147.69	147.48
S2	148.79	148.76	148.73	148.67	148.60	148.50	148.37	148.22	148.05	147.87	147.67
S3	148.97	148.94	148.90	148.84	148.76	148.66	148.54	148.39	148.22	148.04	147.85
S4	149.15	149.12	149.07	149.02	148.94	148.84	148.71	148.57	148.40	148.22	148.03
S5	149.21	149.17	149.13	149.07	148.99	148.89	148.77	148.62	148.46	148.28	148.09
S6	149.13	149.10	149.06	149.00	148.92	148.82	148.70	148.55	148.38	148.20	148.01
S7	149.05	149.03	148.99	148.94	148.86	148.76	148.64	148.49	148.32	148.13	147.93
S8	148.97	148.96	148.93	148.88	148.81	148.71	148.59	148.43	148.26	148.07	147.85

TABLE 3 – CONCRETE DECK DEFLECTION (IN.)

GIRDER #	W. ABUT.	0.10L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	E. ABUT.
S1	0.00	0.65	1.18	1.60	1.89	1.98	1.89	1.63	1.18	0.65	0.00
S2	0.00	0.69	1.30	1.78	2.09	2.19	2.09	1.79	1.30	0.70	0.00
S3	0.00	0.72	1.35	1.84	2.16	2.27	2.16	1.85	1.35	0.73	0.00
S4	0.00	0.72	1.35	1.85	2.17	2.28	2.17	1.86	1.35	0.73	0.00
S5	0.00	0.72	1.35	1.85	2.17	2.28	2.17	1.86	1.35	0.73	0.00
S6	0.00	0.72	1.35	1.84	2.16	2.27	2.16	1.85	1.35	0.73	0.00
S7	0.00	0.70	1.31	1.78	2.09	2.20	2.09	1.79	1.31	0.71	0.00
S8	0.00	0.63	1.17	1.59	1.88	1.97	1.89	1.62	1.19	0.66	0.00

TABLE 4 – SUPERIMPOSED DEAD LOAD DEFLECTION (IN.)

GIRDER #	W. ABUT.	0.10L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	E. ABUT.
S1	0.00	0.39	0.71	0.96	1.14	1.20	1.15	0.99	0.72	0.40	0.00
S2	0.00	0.23	0.43	0.59	0.69	0.71	0.67	0.57	0.41	0.22	0.00
S3	0.00	0.13	0.25	0.34	0.40	0.42	0.40	0.34	0.25	0.13	0.00
S4	0.00	0.09	0.18	0.24	0.28	0.29	0.28	0.24	0.18	0.10	0.00
S5	0.00	0.90	0.17	0.24	0.28	0.29	0.28	0.24	0.17	0.09	0.00
S6	0.00	0.13	0.24	0.33	0.39	0.41	0.40	0.34	0.25	0.13	0.00
S7	0.00	0.22	0.41	0.57	0.67	0.71	0.68	0.59	0.43	0.23	0.00
S8	0.00	0.39	0.72	0.98	1.15	1.21	1.16	0.99	0.73	0.41	0.00

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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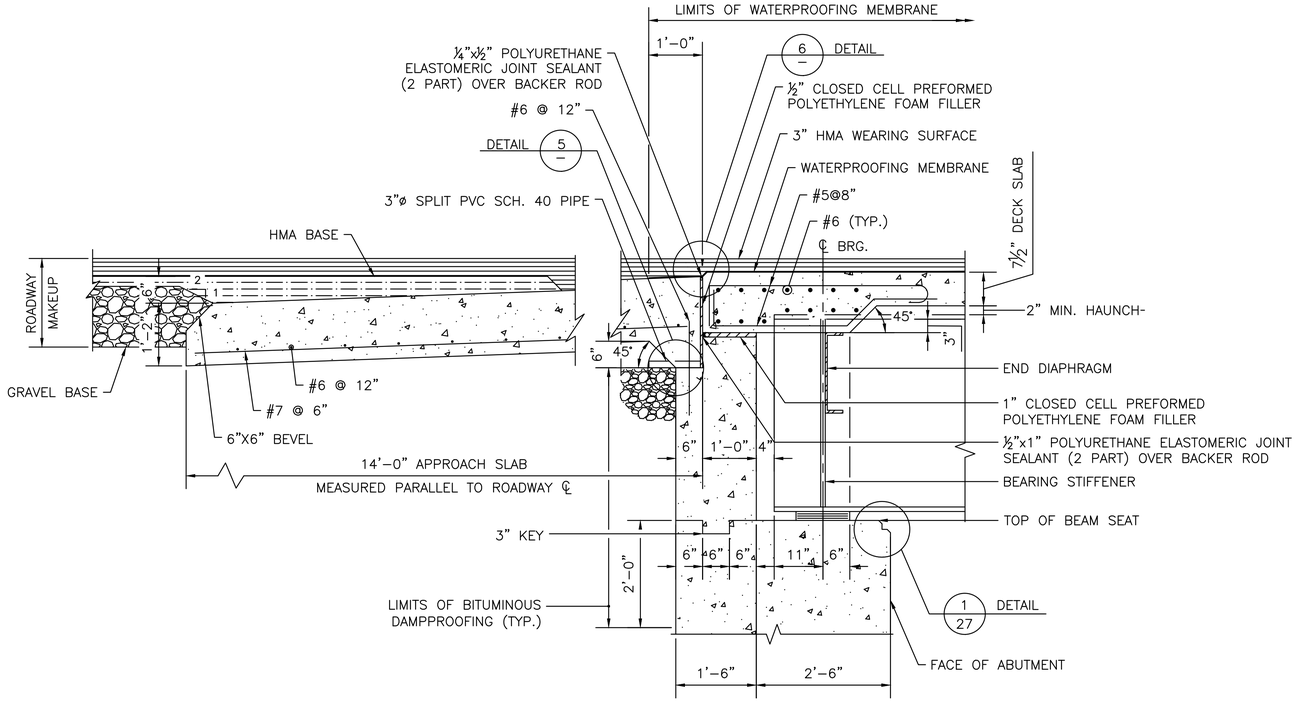
WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

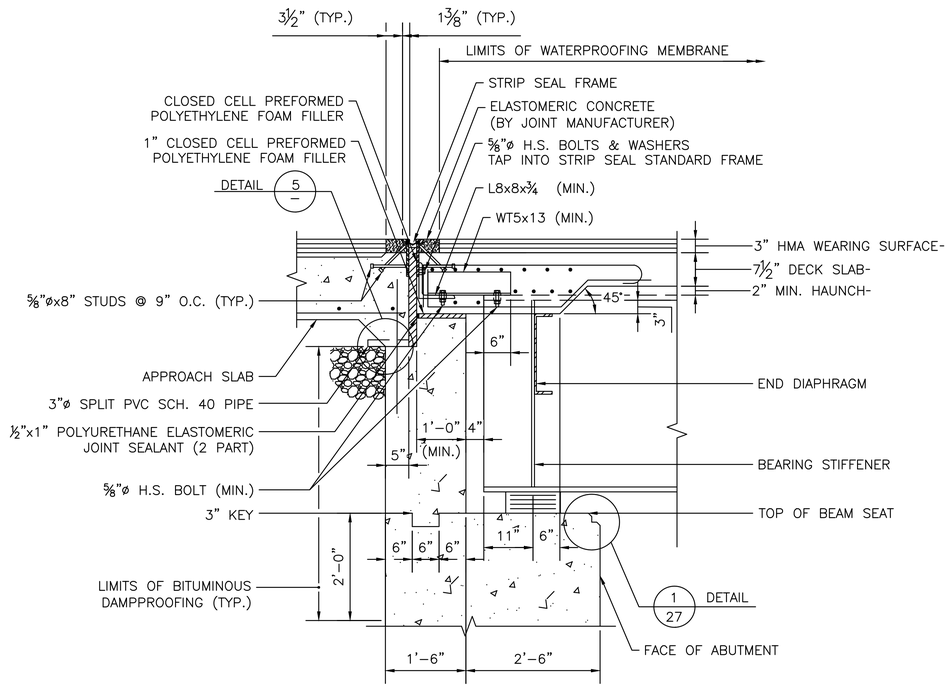
DECK GRADES

2607D_V2_020_DECKGRAD

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–031	2025	36	50



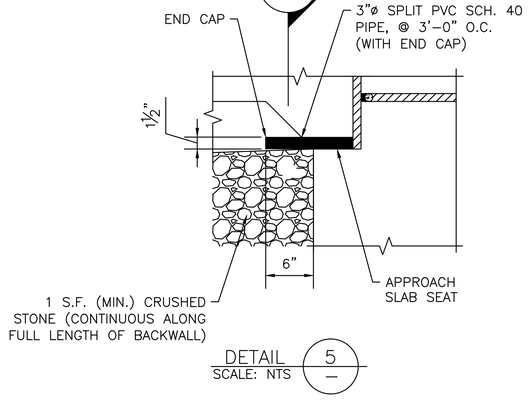
FIXED JOINT AT ABUTMENT
SCALE: ¾" = 1'–0"



STRIP SEAL EXPANSION JOINT AT ABUTMENT
SCALE: ¾" = 1'–0"

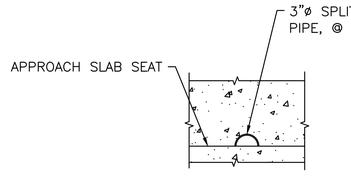
NOTES:

1. INSTALL CONTINUOUS NEOPRENE STRIP SEAL IN FIELD. ANY FIELD SPLICES SHALL BE IN ACCORDANCE WITH THE MANUFAFACTURER'S RECOMMENDATIONS..
2. THE EXPANSION STRIP SEAL FRAME SHALL BE ASSEMBLED, ERECTED, AND SET TO GRADE PRIOR TO PLACING THE DECK CONCRETE. THE EXPANSION DAM SHALL BE CONSTRUCTED TO FOLLOW THE ROADWAY GRADE AND CROSS SLOPE.
3. STRIP SEAL FRAME SHALL BE AASHTO DESIGNATION M270 GRADE 36. THE STUDS SHALL BE ASTM DESIGNATION A108 AND SHALL BE WELDED BY THE PRESSURE PROCESS.
4. A COAT OF ASPHALT CEMENT PAINT SHALL BE APPLIED TO STEEL SURFACES SLIDING ON THE CONCRETE.
5. ALL STRIP STREEL MATERIALS SHALL BE GALVANIZED OR METALIZED.
6. THESE DRAWINGS ARE TO BE USED AS A GUIDE IN THE PREPARATION OF THE SHOP DRAWINGS.
7. THE NEOPRENE STRIP SEAL SHALL BE BONDED TO THE SEAL FRAME WITH AN APPROVED ADHESIVE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
8. THE TRANSVERSE BUTT WELDS FOR SPLICING OF THE STEEL FRAME SHALL BE PARTIAL PENETRATION DOUBLE V–GROOVE WELDS ON PREPARED BEVELED EDGES EXTENDING ALL AROUND THE JOINT AS FAR AS PRACTICAL TO ACHIEVE A WATERTIGHT SEAL. THE INSIDE OF THE SEAL CAVITY SHALL NOT BE WELDED. WHERE A TRANSVERSE JOINT OCCURS, TWO ADDITIONAL STUDS MUST BE ADDED ON EACH SIDE OF THE JOINT.
9. THE MOVEMENT CLASSIFICATION OF THE JOINT SHALL NOT BE LESS THAN THE CLASSIFICATION SPECIFIED ON THE DRAWINGS.
10. PLACE CURBS AND SIDEWALKS WITH STEEL SLIDING PLATES, WITH INSERTS AND BOLTS IN PLACE TO INSURE ALIGNMENT OF INSERTS WITH HOLES IN THE STEEL SLIDING PLATES. REMOVE PLATES TO INSTALL SEAL. APPLY BOND BREAKER TO SLIDING PLATES PRIOR TO INSTALLATION.
11. THE SEALS FURNISHED WITH THE STRIP SEAL FRAME MUST BE COMPATIBLE WITH THE STEEL FRAME AND MUST PROVIDE A WATERTIGHT JOINT.

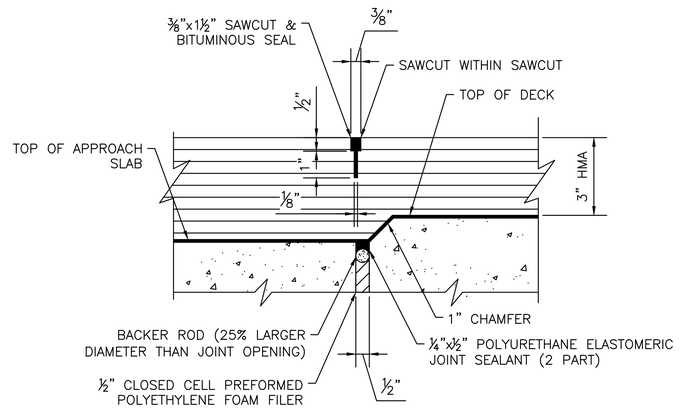


DETAIL 5
SCALE: NTS

JOINT OPENING TABLE	
TEMPERATURE (°F)	WIDTH OF OPENING (IN)
15	1⅞"
30	1¾"
45	1⅝"
60	1½"
75	1⅜"
90	1¼"
105	1⅛"



SECTION J
SCALE: NTS



DETAIL 6
SCALE: NTS

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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SHEET:
OF:

SCALE:

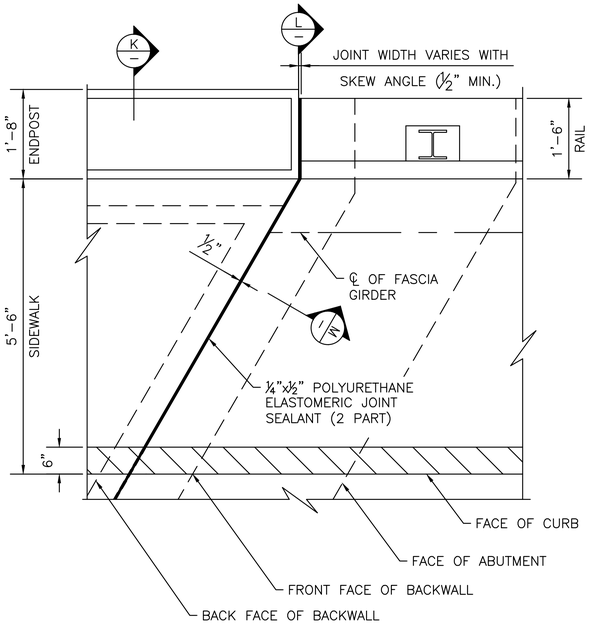
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

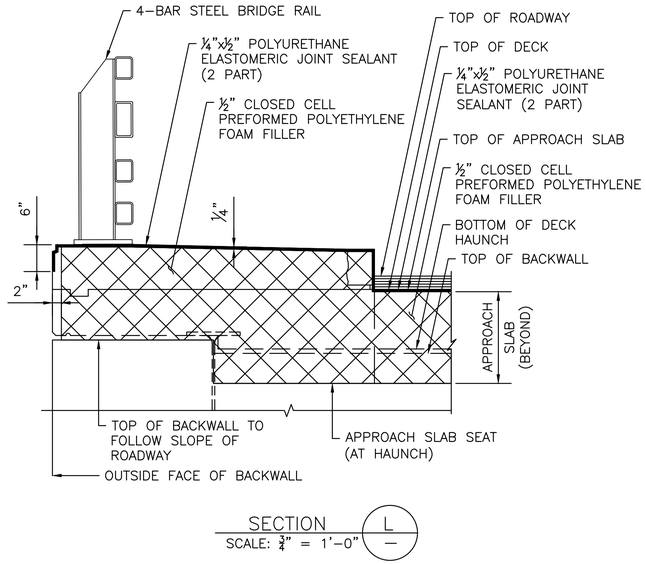
JOINT DETAILS - 1

2607D_V2_021_JOINTDETL001

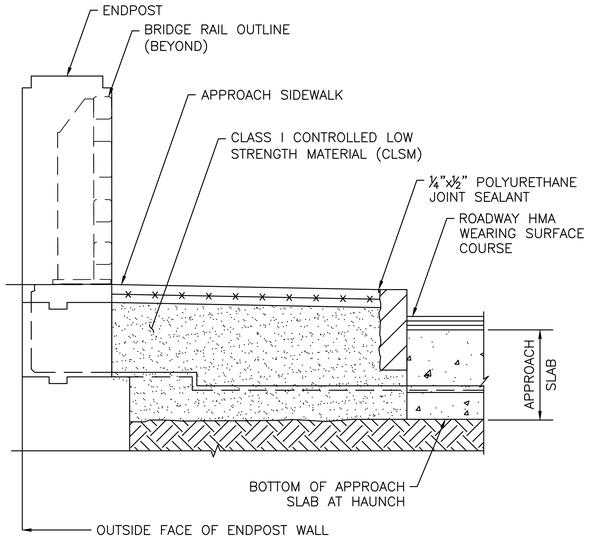
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	37	50



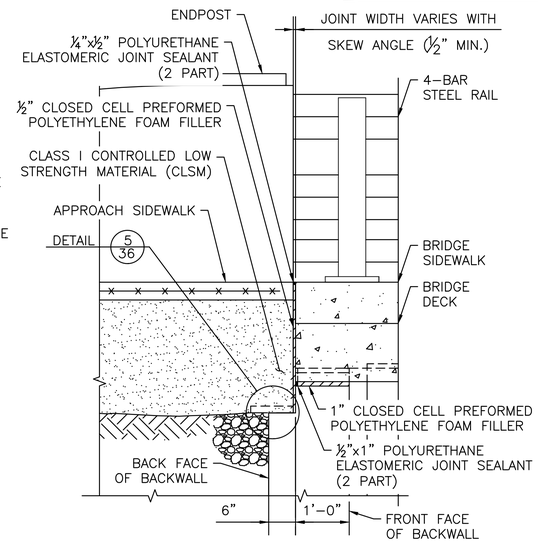
FIXED JOINT PLAN AT SIDEWALK
SCALE: ¾" = 1'-0"



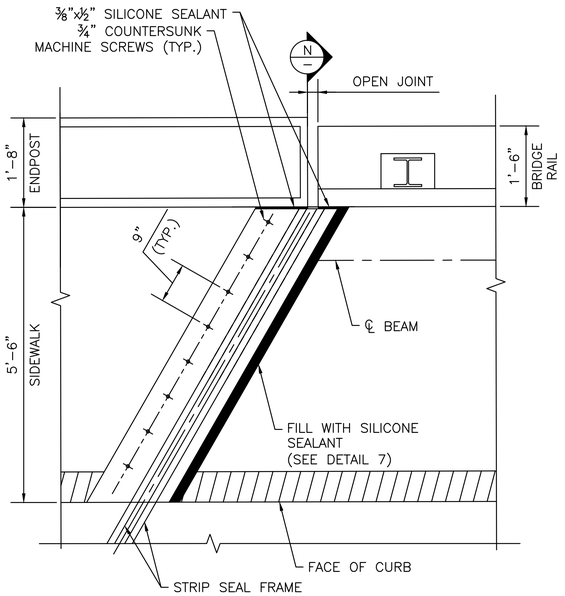
SECTION L
SCALE: ¾" = 1'-0"



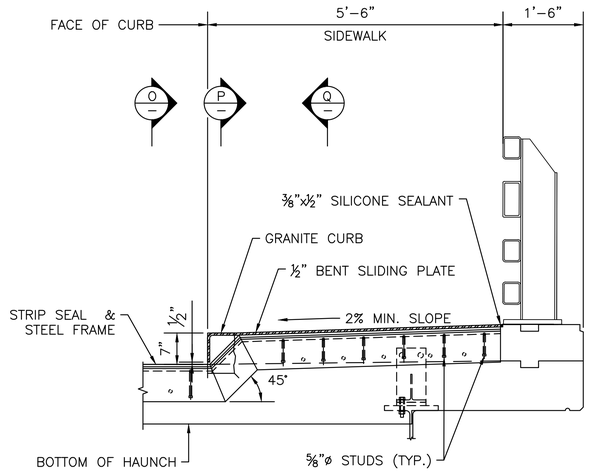
SECTION K
SCALE: ¾" = 1'-0"



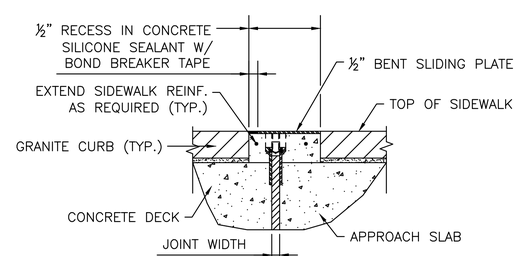
SECTION M
SCALE: ¾" = 1'-0"



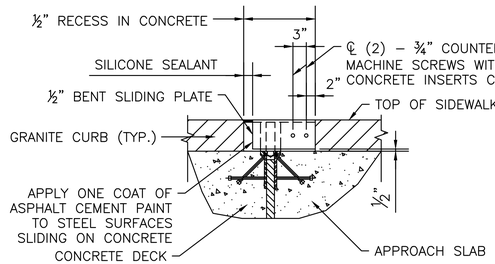
EXPANSION JOINT PLAN AT SIDEWALK
SCALE: ¾" = 1'-0"



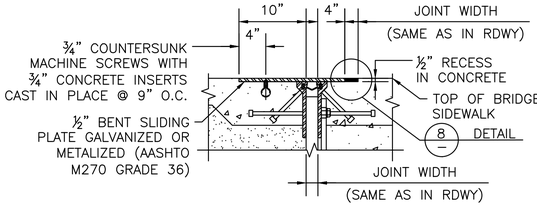
SECTION N
SCALE: ¾" = 1'-0"



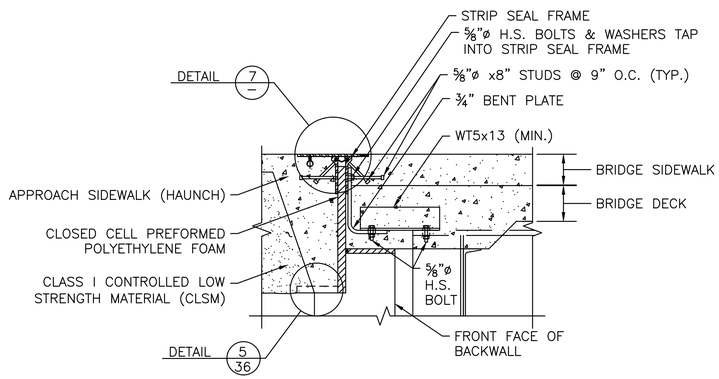
SECTION P
SCALE: ¾" = 1'-0"



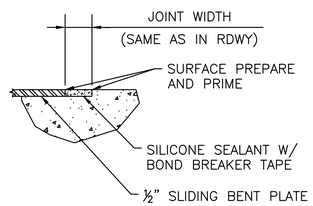
SECTION O
SCALE: ¾" = 1'-0"



DETAIL 7



SECTION Q
SCALE: ¾" = 1'-0"



DETAIL 8

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

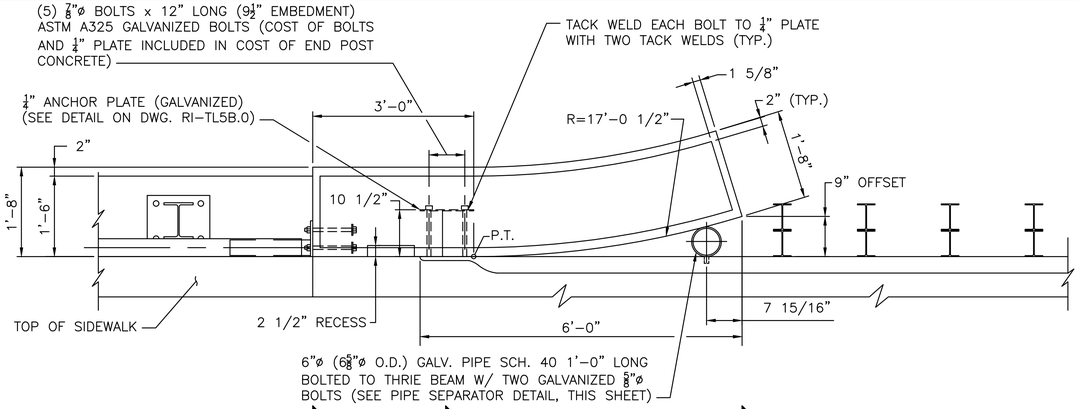
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

JOINT DETAILS - 2

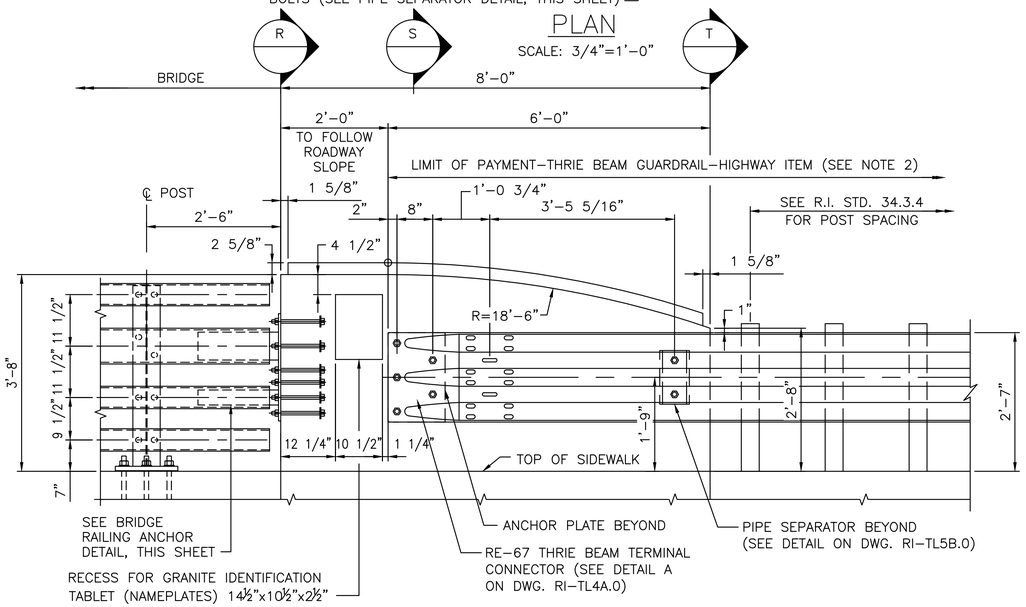
2607D_V2_022_JOINTDETL002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	38	50



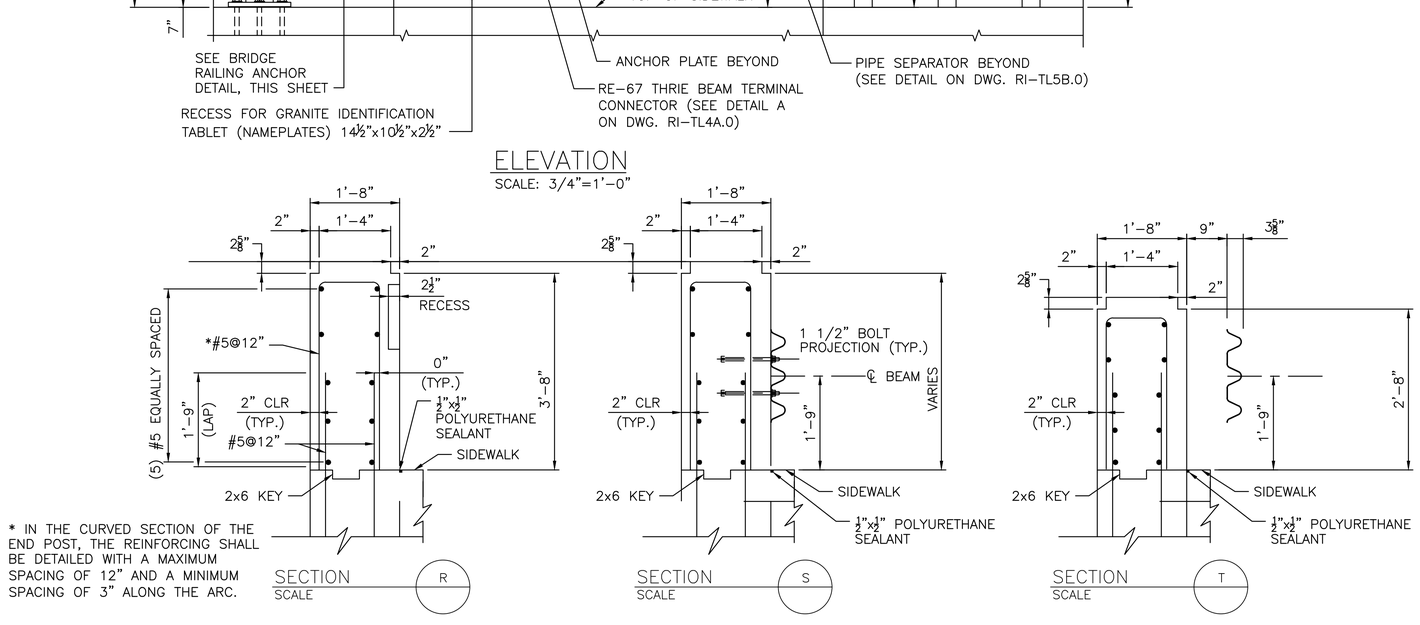
PLAN

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

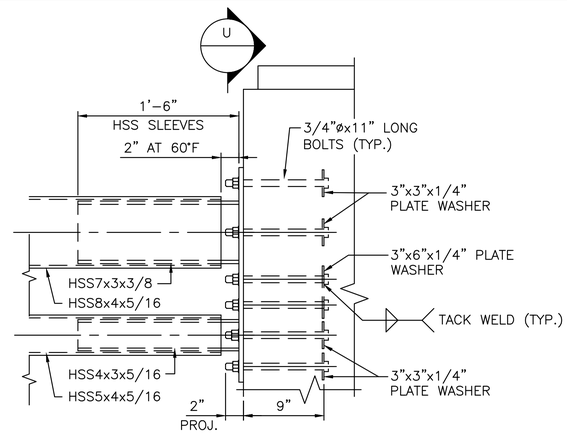


ELEVATION

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

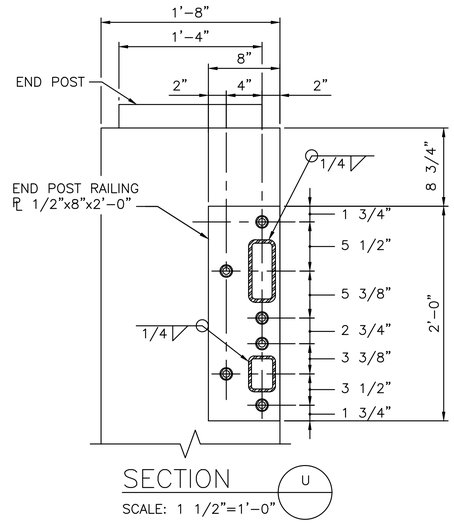


* IN THE CURVED SECTION OF THE END POST, THE REINFORCING SHALL BE DETAILED WITH A MAXIMUM SPACING OF 12" AND A MINIMUM SPACING OF 3" ALONG THE ARC.



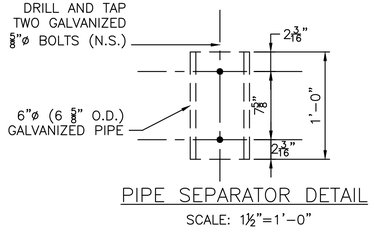
BRIDGE RAILING ANCHOR DETAIL

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



SECTION U

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



PIPE SEPARATOR DETAIL

SCALE: 1½"=1'-0"

NOTES:

1. TO ENSURE PROPER GUARD RAIL ANCHORAGE, THE GUARD RAIL INSTALLATION SHALL BEGIN AT EACH END OF THE BRIDGE AND WORK INTO THE APPROACHES.
2. THE COST OF THE THRIE BEAM GUARDRAIL TRANSITIONS TO BRIDGE END POSTS ARE HIGHWAY ITEMS.
3. THE COST OF BRIDGE RAIL ANCHORAGE (PLATES, ANCHOR BOLTS, WASHERS AND PLATE SLEEVES) IS INCLUDED IN COST OF END POST CONCRETE.
4. BRIDGE NAME TABLETS SHOULD BE INSTALLED AT THE NORTHEAST AND SOUTHWEST END POSTS. STATE SEAL TABLETS SHOULD BE INSTALLED AT THE NORTHWEST AND SOUTHEAST END POSTS.
5. SEE SHEET 27 FOR NAME AND STATE SEAL TABLET DETAILS.

END POST IS MASH TL-4 2016 COMPLIANT

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

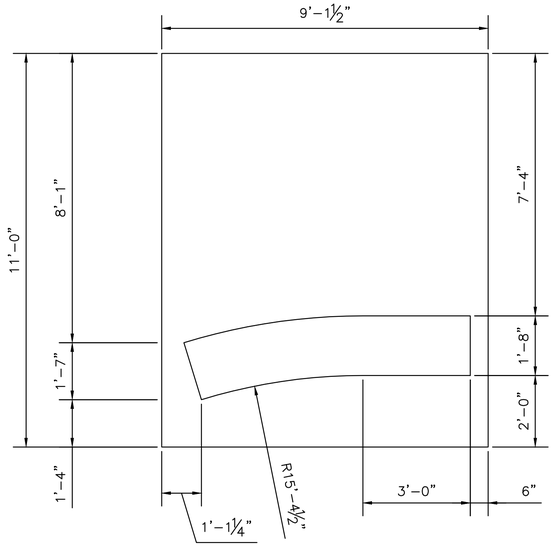
REVISIONS NO.	DATE	BY	REVISIONS NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

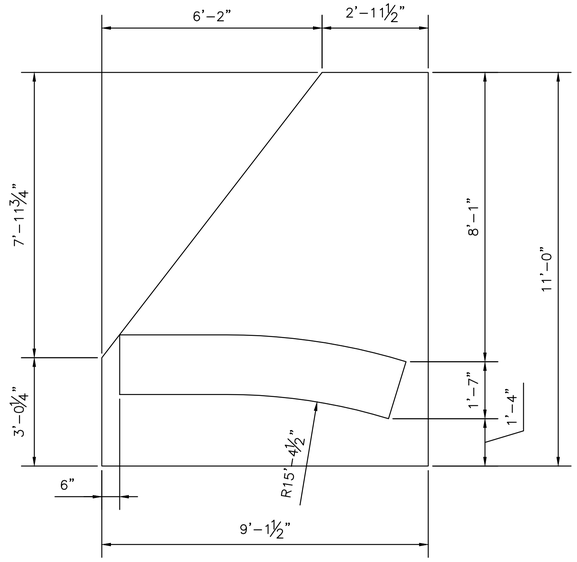
END POST DETAILS - 1

2607D_V2_023_ENDPOST001

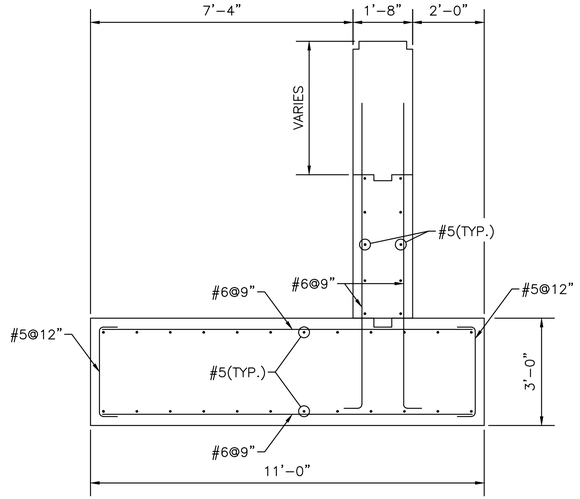
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	39	50



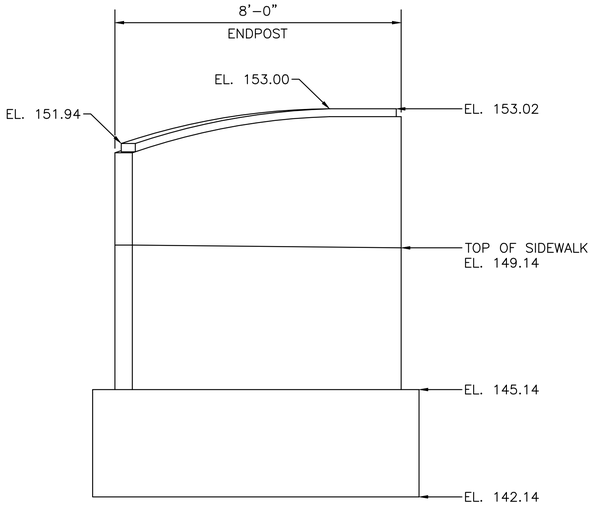
NE & SW END POST FOOTING PLAN
SCALE: ½" = 1'-0"



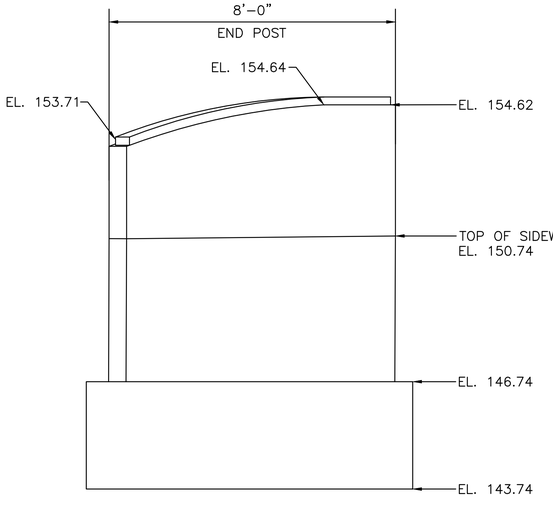
NW & SE END POST FOOTING PLAN
SCALE: ½" = 1'-0"



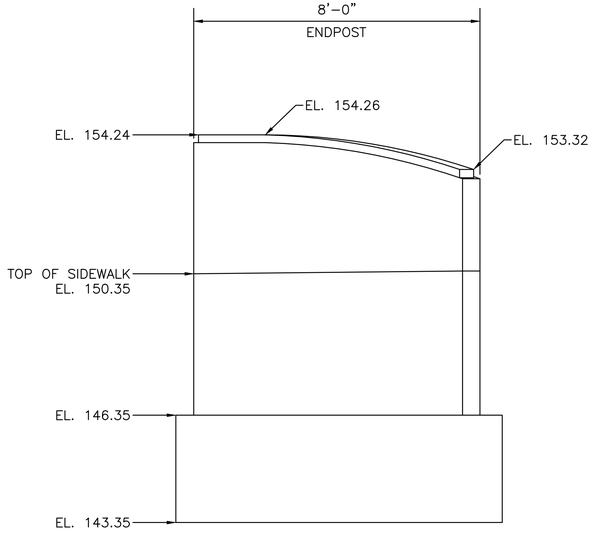
TYPICAL END POST WALL SECTION
SCALE: ½" = 1'-0"



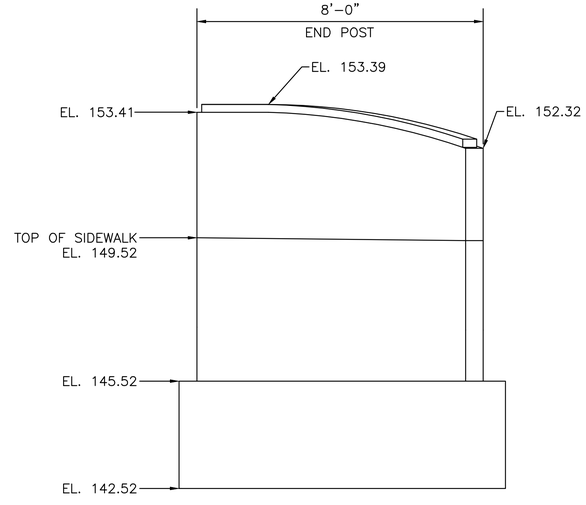
NORTHEAST END POST WALL ELEVATION
SCALE: ½" = 1'-0"



SOUTHWEST END POST WALL ELEVATION
SCALE: ½" = 1-0"



NORTHWEST END POST WALL ELEVATION
SCALE: ½" = 1'-0"



SOUTHEAST END POST WALL ELEVATION
SCALE: ½" = 1'-0"

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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OF:

SCALE:

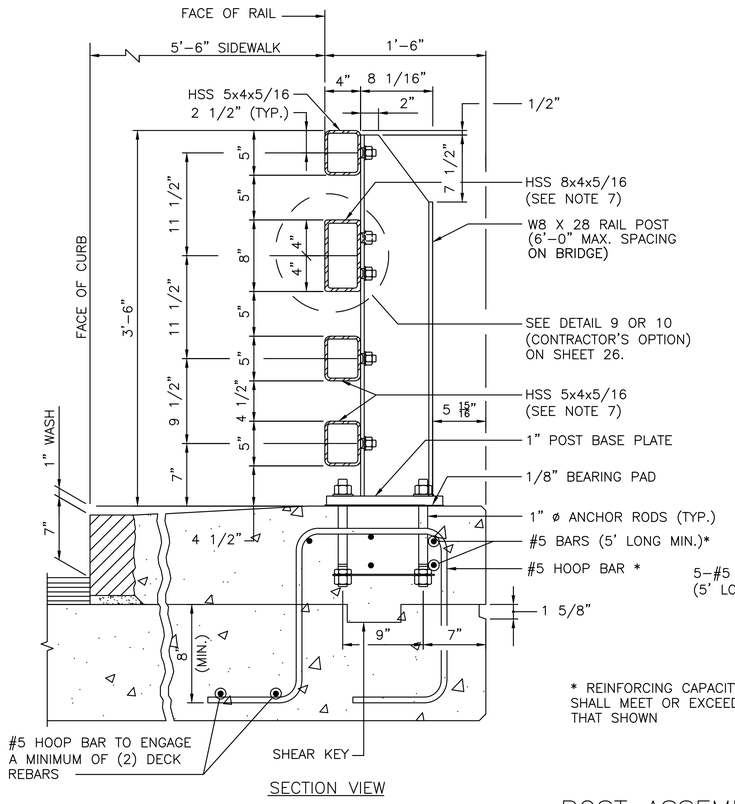
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

END POST DETAILS - 2

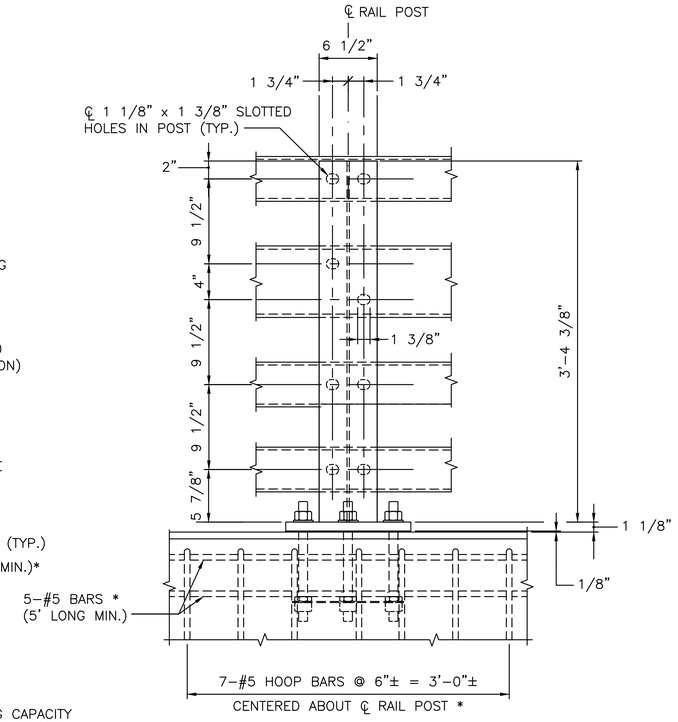
2607D_V2_024_ENDPOST002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	40	50



SECTION VIEW

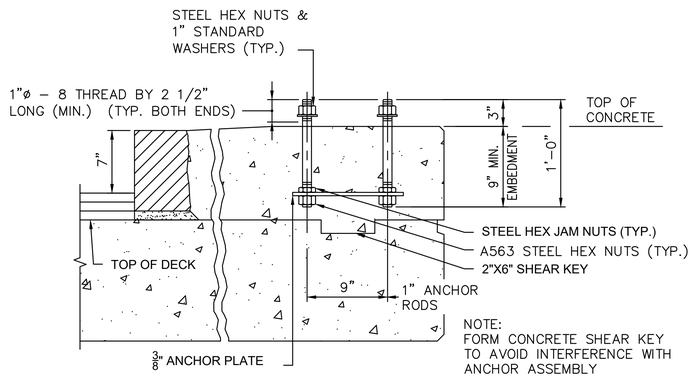
* REINFORCING CAPACITY SHALL MEET OR EXCEED THAT SHOWN



BACK ELEVATION VIEW

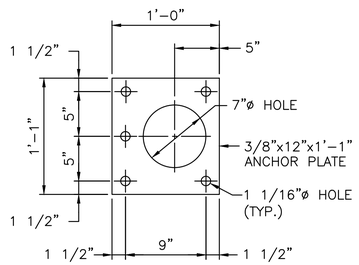
POST ASSEMBLY

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



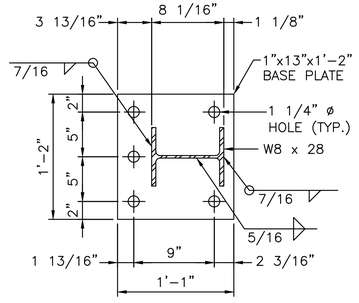
POST ANCHOR ASSEMBLY

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



ANCHOR PLATE

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



POST BASE PLATE

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

RAIL NOTES:

1. FOUR BAR (MASH) STEEL BRIDGE RAIL SHALL INCLUDE POSTS, BASE PLATES, ANCHOR RODS, PREFORMED PADS, RAIL ASSEMBLY BOLTS, NUTS, WASHERS, STUDS, STRUCTURAL TUBING, SPLICE BARS, PIPE SPACERS, ALL APPURTENANCES, METALIZING, AND PAINTING (IF SPECIFIED).
2. BRIDGE RAIL POSTS SHALL BE SET NORMAL (90 DEGREES) TO THE PROFILE GRADE, EXCEPT ON GRADES OVER 1.5% WHERE POSTS SHALL BE SET VERTICAL.
3. ENDS OF RAIL TUBE SECTIONS SHALL BE SAWED OR MILLED AND SHALL BE TRUE AND SMOOTH. ALL CUT EDGES OF ALL MATERIAL SHALL BE GROUND SMOOTH.
4. EACH PIECE OF RAIL TUBING SHALL BE ATTACHED TO A MINIMUM OF THREE (3) POSTS.
5. BOLT HOLES SHALL BE DRILLED OR PUNCHED. FLAME CUTTING MAY BE USED TO FINISH SLOTTED HOLES IF MECHANICALLY GUIDED.
6. AT INTERIOR SPLICES, PIPE SPACERS SHALL BE USED ON ONLY ONE SIDE OF THE SPLICE TO ALLOW MOVEMENT ON THAT SIDE. ALL 4 RAILS AT A SPLICE SHALL RECEIVE THE SAME TREATMENT. AT END SPLICES AND AT INTERIOR EXPANSION SPLICES PIPE SPACERS SHALL BE USED ON BOTH SIDES OF THE SPLICE TO ALLOW MOVEMENT ON BOTH SIDES.
7. MILL OR SHOP TRANSVERSE WELDS SHALL NOT BE PERMITTED ON ANY RAIL ELEMENT. RAIL ELEMENTS USED ON CURVES SHALL USE 3/8" WALL TUBES AND SHALL BE SHOP FORMED TO THE REQUIRED CURVATURE.
8. NO PUNCHING, DRILLING, CUTTING OR WELDING SHALL BE PERMITTED AFTER METALIZING OR GALVANIZING. DAMAGED AREAS OF METALIZING OR GALVANIZING SHALL BE REPAIRED IN STRICT CONFORMANCE WITH THE MATERIAL SUPPLIER'S RECOMMENDATIONS AND SHALL BE APPROVED BY THE ENGINEER.
9. NUTS FOR 1"ø THREADED ANCHOR RODS CONNECTING THE BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL 1/8 TURN.
10. THREADS FOR ANCHOR RODS MAY BE ROLLED OR CUT. IF CUT THREADS ARE USED BOLT DIAMETER SHALL NOT BE LESS THAN NOMINAL DIAMETER. IF ROLLED THREADS ARE USED, ROD DIAMETER SHALL NOT BE LESS THAN ROOT DIAMETER OF THREADS.
11. THE RAIL POST, BASE PLATE AND ANCHOR CAGE MUST BE INSTALLED PRECISELY TO THE LOCATION DIMENSIONED ON THESE PLANS. THE POSITION OF THE (3)-#5 LONGITUDINAL REBARS MAY BE ADJUSTED TO ACCOMMODATE THE ANCHOR CAGE, BUT MUST NOT BE CUT.

MATERIAL NOTES:

1. STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500, GRADE B, STRUCTURAL STEEL TUBING. RAIL TUBING SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH REQUIREMENTS OF 15 LBS. AT 0°F FOR ASTM A500, GRADE B. THE TEST SAMPLES SHALL BE TAKEN AFTER FORMING THE TUBES. CHARPY V-NOTCH IS NOT REQUIRED FOR SPLICE TUBES.
2. RAIL POSTS, BASE PLATES, AND END POST RAILING PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A572 GR. 50, EXCEPT ANCHOR PLATES MAY BE ASTM A36.
3. THREADED STUDS AND MATCHING NUTS FOR RAIL-TO-POST ATTACHMENT (DETAIL A) SHALL CONFORM TO ASTM A276 TYPE 304, STAINLESS STEEL, AND SHALL BE TORQUE TESTED PER AWS D1.5, 7.7.1. DETAIL B BOLTS SHALL BE ASTM F3125 (GR. A325 OR A449). ALL OTHER BOLTS AND NUTS SHALL CONFORM TO ASTM A307 AND ASTM A563 GRADE A RESPECTIVELY OR BETTER. ANCHOR RODS SHALL CONFORM TO ASTM A449. ASTM A563 NUTS SHALL BE USED AT THE BOTTOM OF ANCHOR ASSEMBLY. WASHERS SHALL BE HARDENED STEEL COMMERCIAL TYPE A PLAIN WIDE WASHERS AND SHALL MEET THE DIMENSIONAL REQUIREMENTS OF A.N.S.I. B18.22.
4. ALL STEEL COMPONENTS (EXCEPT STAINLESS) SHALL BE GALVANIZED IN ACCORDANCE WITH RIDOT SPECIFICATION 843. THE GALVANIZING SHALL HAVE A UNIFORM APPEARANCE, AND THE COATED MATERIAL SHALL BE PROPERLY STORED.
5. DETAIL "A" STUDS, SHOWN ON (RI-TL3A.2), SHALL BE WELDED BEFORE TUBES ARE GALVANIZED.
6. PREFORMED BEARING PADS (1/8" THICK) SHALL CONFORM TO AASHTO M251.

FOUR BAR STEEL BRIDGE RAIL IS MASH 2016 TL-4 COMPLIANT

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

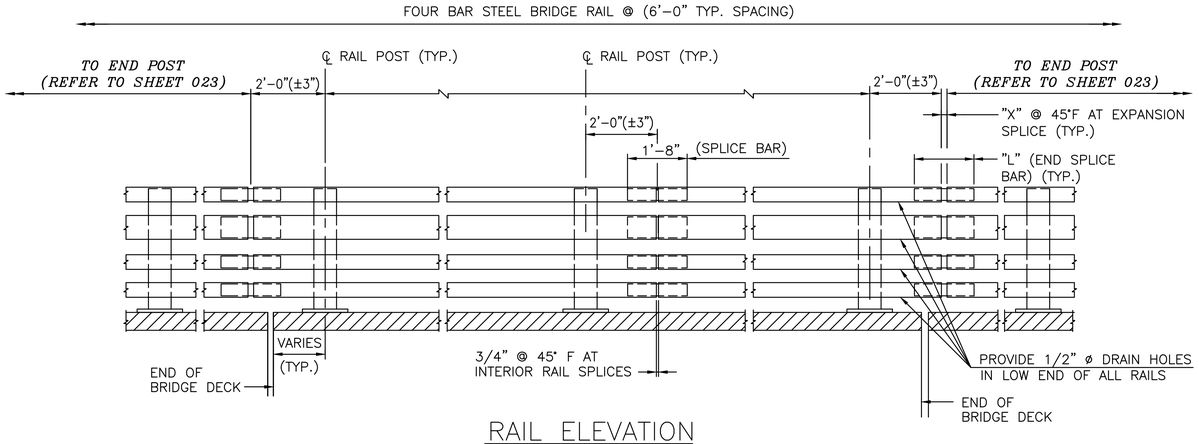
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

BRIDGE RAILING DETAILS 1

2607D_V2_025_RAILDETL001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	41	50

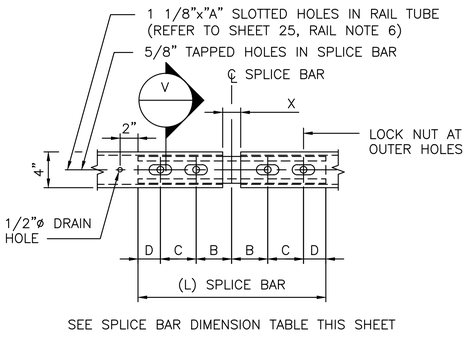


RAIL ELEVATION

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

SPLICE BAR DIMENSION TABLE						
T	A	B	C	D	X	L
INTERIOR	2 1/2"	4"	4"	2"	3/4"	1'-8"
* <3 1/4"	2 1/2"	4"	4"	2"	2"	1'-8"

T = TOTAL MOVEMENT OF BRIDGE
* = END SPLICE BAR

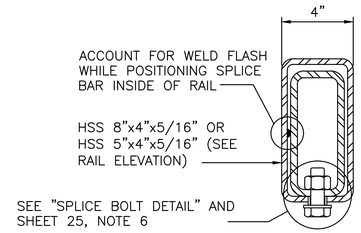


SEE SPLICE BAR DIMENSION TABLE THIS SHEET

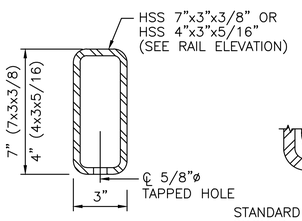
(BOTTOM VIEW)

RAIL SPLICE

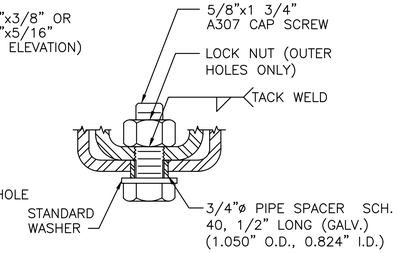
SCALE: 1 1/2"=1'-0"



SECTION V



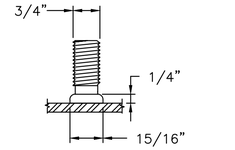
SPLICE BAR SECTION



SPLICE BOLT DETAIL

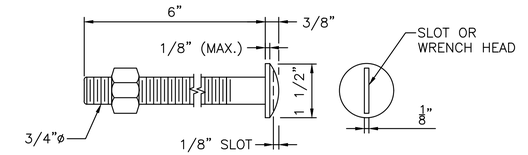
RAIL SPLICE DETAILS

SCALE: 3"=1'-0"



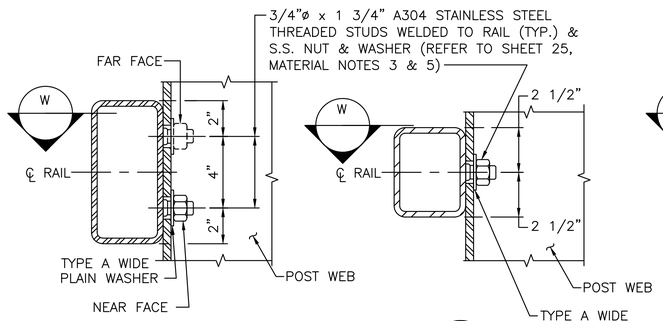
STUD WELD DETAIL

NOT TO SCALE



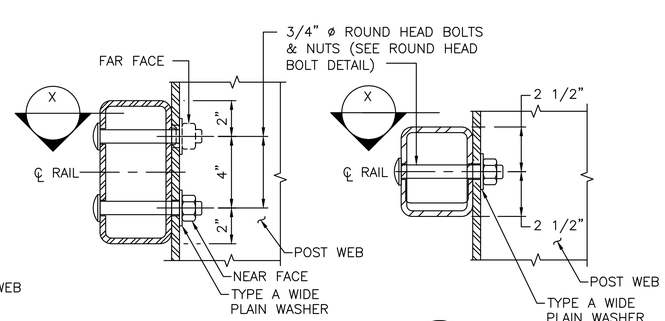
ROUND HEAD BOLT DETAIL

NOT TO SCALE



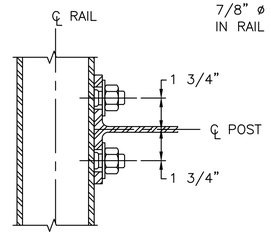
DETAIL 9

SCALE 3"= 1'-0"



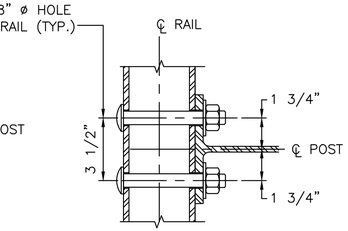
DETAIL 10

SCALE 3"= 1'-0"



SECTION W

SCALE 3"= 1'-0"



SECTION X

SCALE 3"= 1'-0"

FOUR BAR STEEL BRIDGE RAIL IS MASH 2016 TL-4 COMPLAINT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
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SHEET:
OF:

SCALE:

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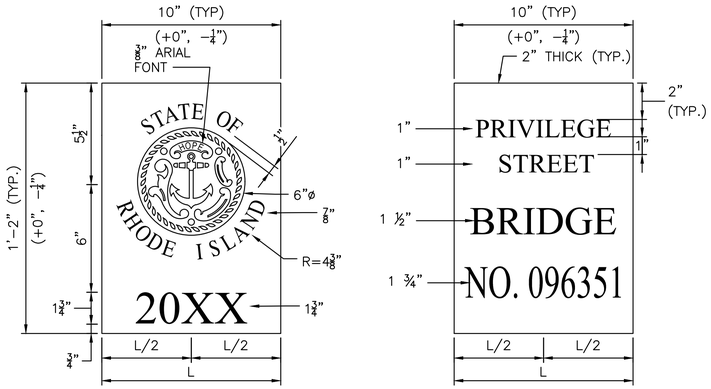
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

BRIDGE RAILING DETAILS - 2

2607D_V2_026_RAILDETL002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	42	50



STATE SEAL TABLET

BRIDGE NAME TABLET

NOTE:
ALL FONT STYLES ARE TO BE NEW TIMES ROMAN, UNLESS NOTED OTHERWISE.

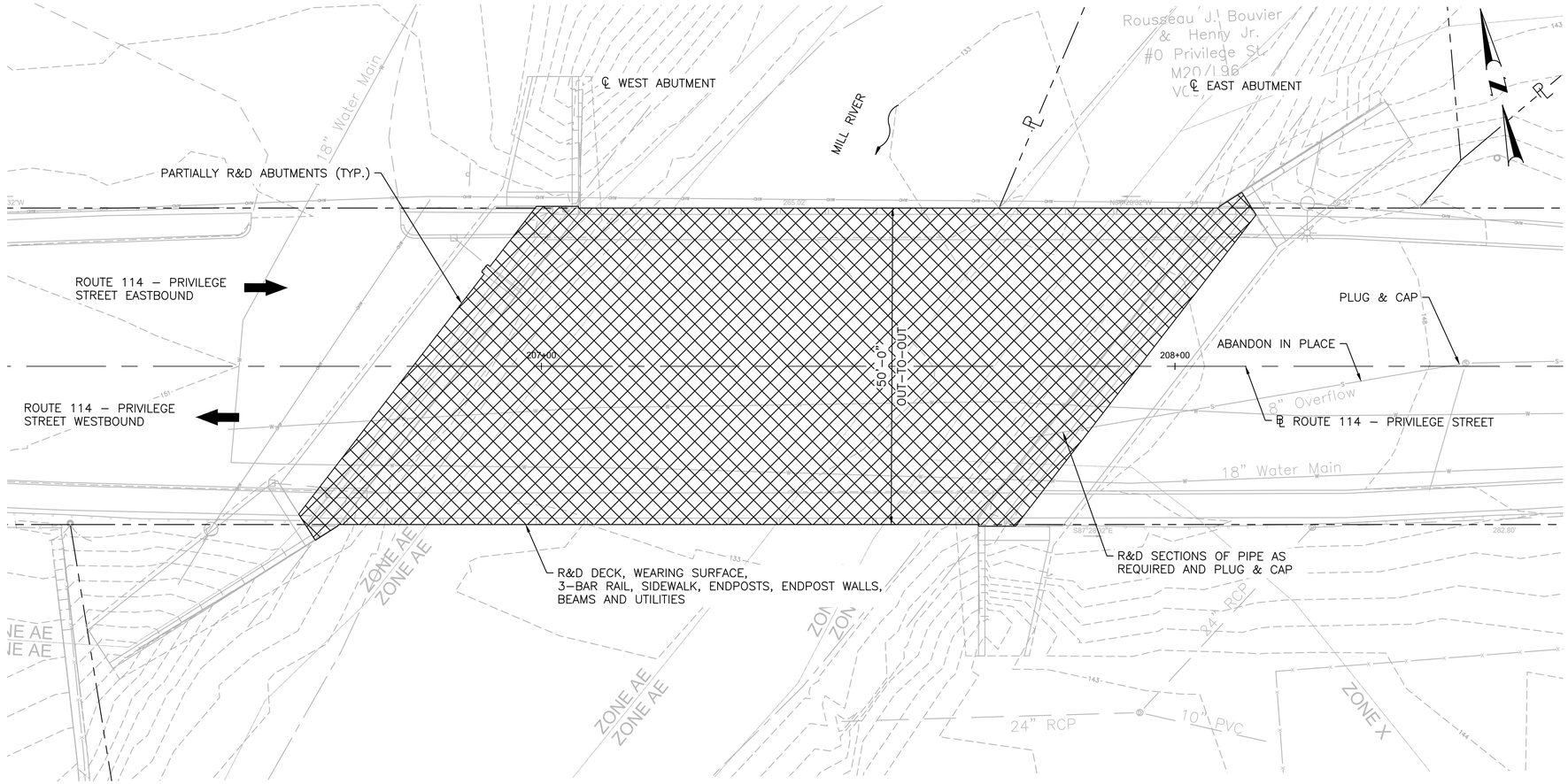
GRANITE IDENTIFICATION TABLETS (NAMEPLATES)

SCALE: 3"=1'-0"

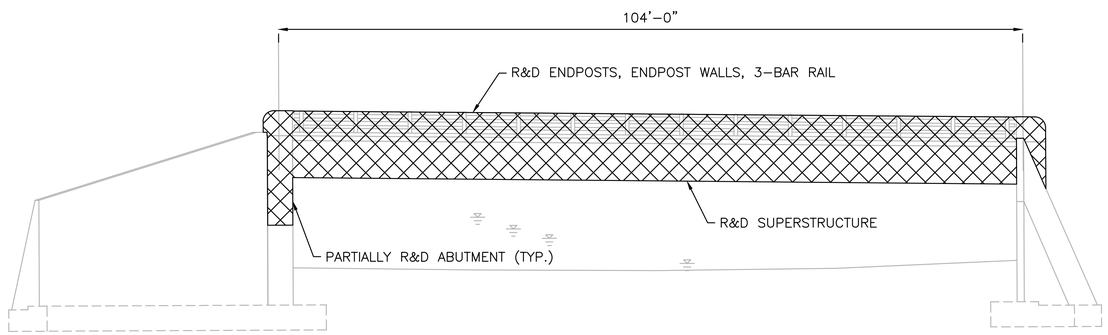
	GM2		RI DOT RHODE ISLAND DEPARTMENT OF TRANSPORTATION		DESIGNED BY: CHECKED BY: DATE: SHEET: OF:	SCALE: REVISIONS NO. DATE BY / REVISIONS NO. DATE BY	WOONSOCKET CORRIDOR REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301 VOLUME: 2 WOONSOCKET RHODE ISLAND **MISCELLANEOUS DETAILS**

2607D_V2_027_MISCDETL

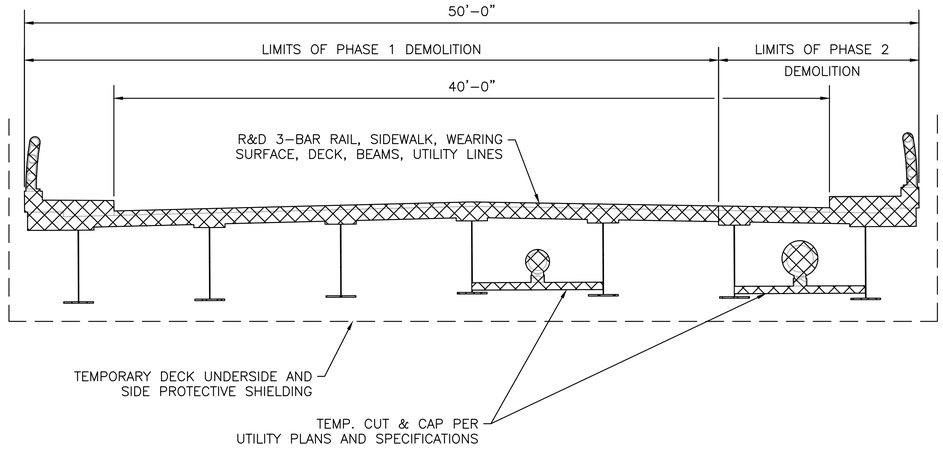
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	43	50



DEMOLITION PLAN
SCALE: 1'=10'



DEMOLITION ELEVATION – LOOKING NORTH
SCALE: 1'=10'



DEMOLITION TRANSVERSE SECTION – LOOKING EAST
SCALE: ¼"=1'-0"

NOTES:

1. PLANS AND DETAILS ON THE DEMOLITION PLANS ARE ILLUSTRATIVE TO DEPICT THE LIMITS OF REMOVAL. THE CONTRACTOR IS REFERRED TO THE ORIGINAL CONSTRUCTION PLANS FOR THE COMPOSITION AND THE DETAILS TO THE SUPERSTRUCTURE AND SUBSTRUCTURE ELEMENTS.
2. UNLESS NOTED OTHERWISE, ALL AREAS DISTURBED DURING DEMOLITION AND REMOVAL WORK SHALL BE BACKFILLED WITH COMMON BORROW AND RESTORED TO THEIR ORIGINAL CONDITION.
3. DISPOSAL OF DEMOLITION MATERIAL TO BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND ALL OTHER APPLICABLE REGULATION.
4. THE FILL MATERIAL USED TO BACKFILL VOIDS RESULTING FROM BELOW GRADE DEMOLITION SHALL BE COMMON BORROW.

LEGEND:

REMOVE AND DISPOSE

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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OF:

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

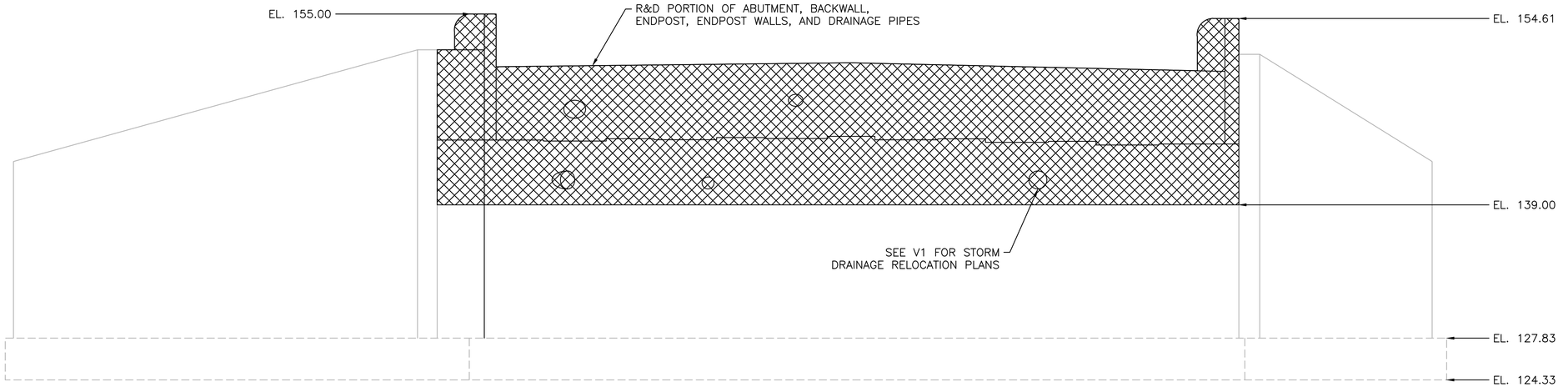
DEMOLITION DETAILS - 1

2607D_V2_028_DEM0001

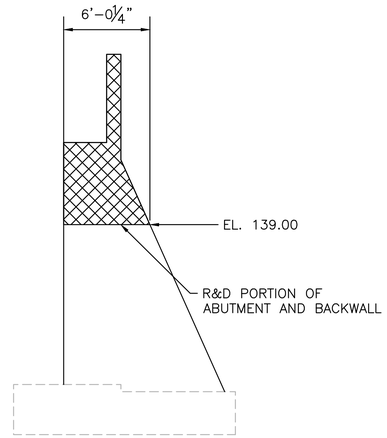
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	44	50

NOTE:

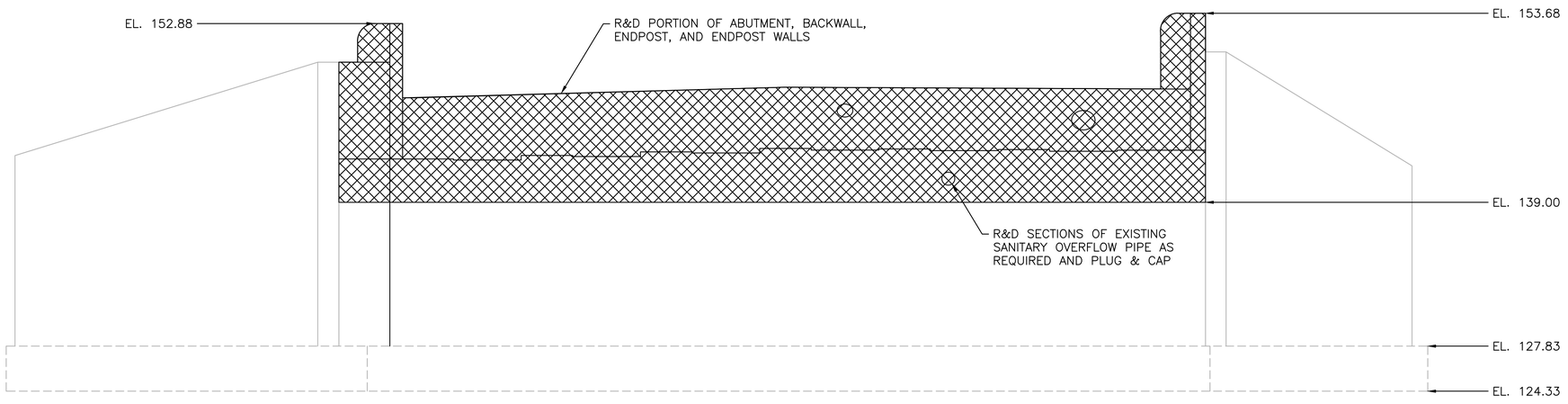
ELEVATIONS PROVIDED HAVE BEEN CORRECTED FROM NGVD29 TO NAVD88 AND MAY NOT BE EXACT.



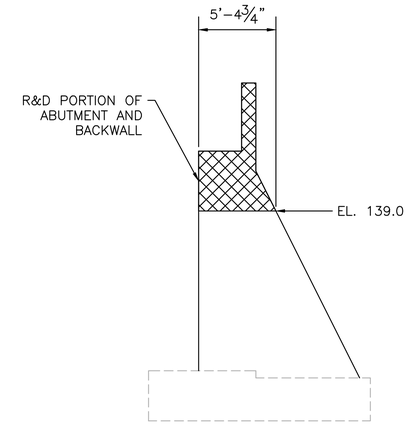
WEST ABUTMENT ELEVATION
SCALE: 1" = 5'-0"



WEST ABUTMENT SECTION
SCALE: 1" = 5'-0"



EAST ABUTMENT ELEVATION
SCALE: 1" = 5'-0"



EAST ABUTMENT SECTION
SCALE: 1" = 5'-0"

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

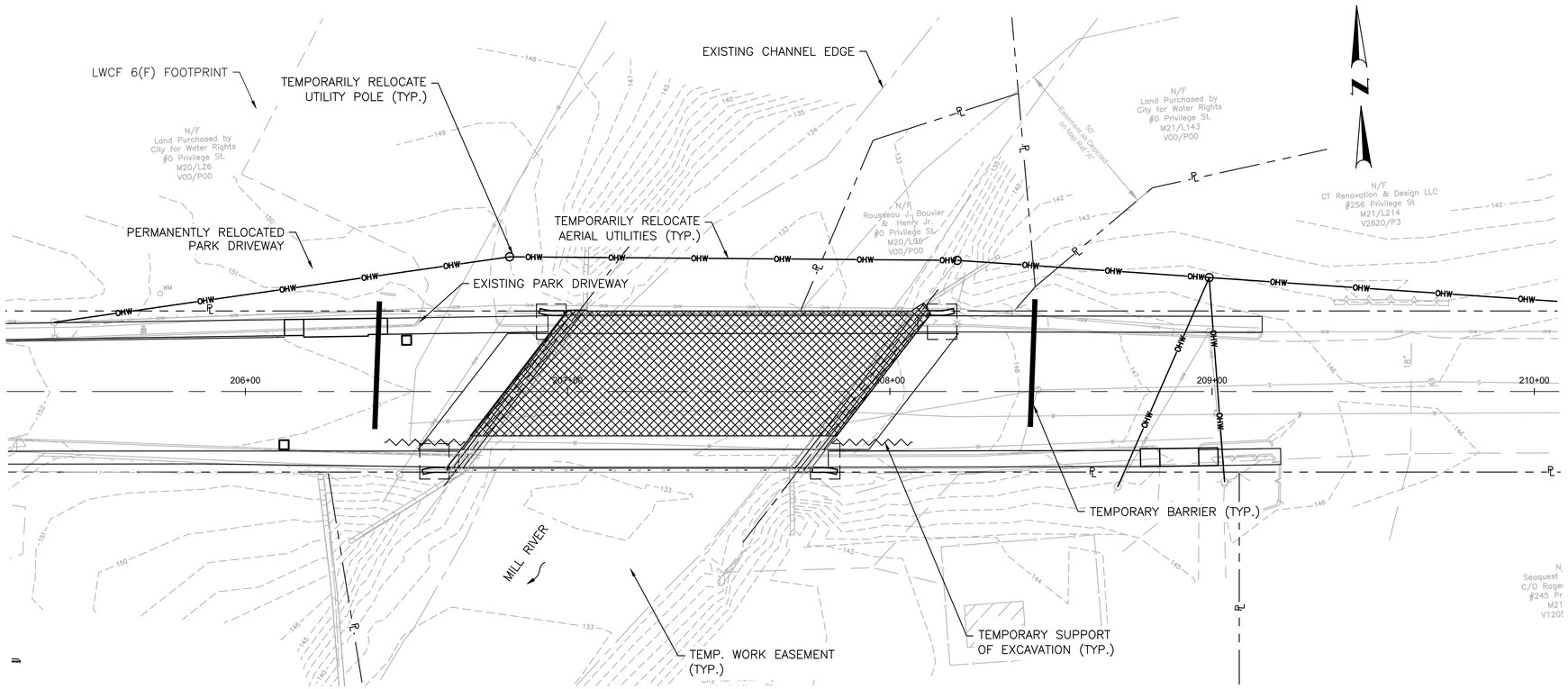
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
WOONSOCKET VOLUME: 2 RHODE ISLAND

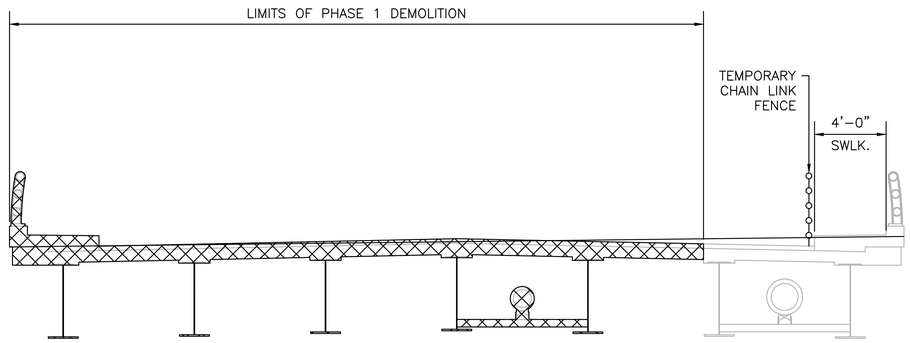
DEMOLITION DETAILS - 2

2607D_V2_029_DEM0002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	45	50



PHASE 1 DEMOLITION PLAN
SCALE: 1" = 20'



PHASE 1 DEMOLITION SECTION – LOOKING EAST
SCALE: ¼" = 1'

SUGGESTED SEQUENCE OF CONSTRUCTION

1. CLEAR AND GRUB AREA FOR PROPOSED PARK DRIVEWAY AS NECESSARY.
2. TEMPORARILY RELOCATE AERIAL UTILITIES NORTH.
3. PERMANENTLY RELOCATE THE MENARD PARK DRIVEWAY.
4. TEMPORARILY TAKE 12" WATER MAIN AND 18" RAW WATER TRANSMISSION LINE OUT OF SERVICE.
5. INSTALL NECESSARY TRAFFIC CONTROL DEVICES.
6. INSTALL SEDIMENT CONTROL SYSTEMS.
7. CLEAR AND GRUB AS NECESSARY.
8. IMPLEMENT DETOUR AND CLOSE PRIVILEGE STREET TO VEHICULAR TRAFFIC.
9. RELOCATE WEST ABUTMENT DRAINAGE.
10. REMOVE EXISTING SUPERSTRUCTURE INCLUDING CONCRETE DECK, BRIDGE RAIL, SIDEWALKS, ENDPOSTS, STEEL GIRDERS, DIAPHRAGMS AND BEARINGS TO PHASE 1 DEMOLITION LIMITS SHOWN.
11. REMOVE PORTION OF EXISTING ABUTMENTS TO FACILITATE THE PHASE 1 DEMOLITION LIMITS SHOWN.
12. INSTALL PROPOSED MICROPILES AND DRILL AND GROUT PROPOSED BACK FACE DOWELS IN PHASE 1 CONSTRUCTION.
13. REPAIR REMAINING PORTION OF ABUTMENTS AND WINGWALLS AS NECESSARY IN PHASE 1 CONSTRUCTION.
14. FORM AND POUR PROPOSED PILE CAP IN PHASE 1 CONSTRUCTION.
15. INSTALL BEARINGS TO LIMITS SHOWN IN PHASE 1 CONSTRUCTION.
16. SET STEEL BEAMS AND DIAPHRAGMS TO LIMITS SHOWN IN PHASE 1 CONSTRUCTION.
17. RELOCATE 12" WATER MAIN AND 18" RAW WATER TRANSMISSION LINE ONTO NEW BRIDGE.
18. FORM AND POUR NEW ENDPOST WALL FOOTINGS AND STEMS AND BACKFILL IN PHASE 1 CONSTRUCTION.
19. FORM AND POUR NEW CONCRETE DECK, APPROACH SLABS, AND ENDPOSTS TO LIMITS SHOWN IN PHASE 1 CONSTRUCTION.
20. APPLY NEW MEMBRANE WATERPROOFING TO LIMITS SHOWN IN PHASE 1 CONSTRUCTION.
21. INSTALL NEW SIDEWALKS, BRIDGE RAIL, AND PAVE TO LIMITS SHOWN IN PHASE 1 CONSTRUCTION.
22. INSTALL NEW GUARDRAIL IN PHASE 1 CONSTRUCTION.
23. OPEN PRIVILEGE STREET TO TRAFFIC ONCE TEMPORARY BARRIER IS IN PLACE.
24. REPEAT STEPS 10–16 AND 18–22 TO PHASE 2 LIMITS.
25. INSTALL FINAL PAVEMENT MARKINGS, SIGNAGE, AND TURF ESTABLISHMENTS.
26. REMOVE SEDIMENTATION CONTROL SYSTEM.
27. RELOCATE AERIAL UTILITIES TO PERMANENT LOCATION.
28. PERFORM FINAL SITE CLEANUP AND REMOVE TEMPORARY TRAFFIC CONTROL DEVICES.

NOTES

1. PRIOR TO THE ALLOWABLE TIMES, CONTRACTOR SHALL MAINTAIN PRIVILEGE STREET TRAFFIC DURING UTILITY RELOCATION.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

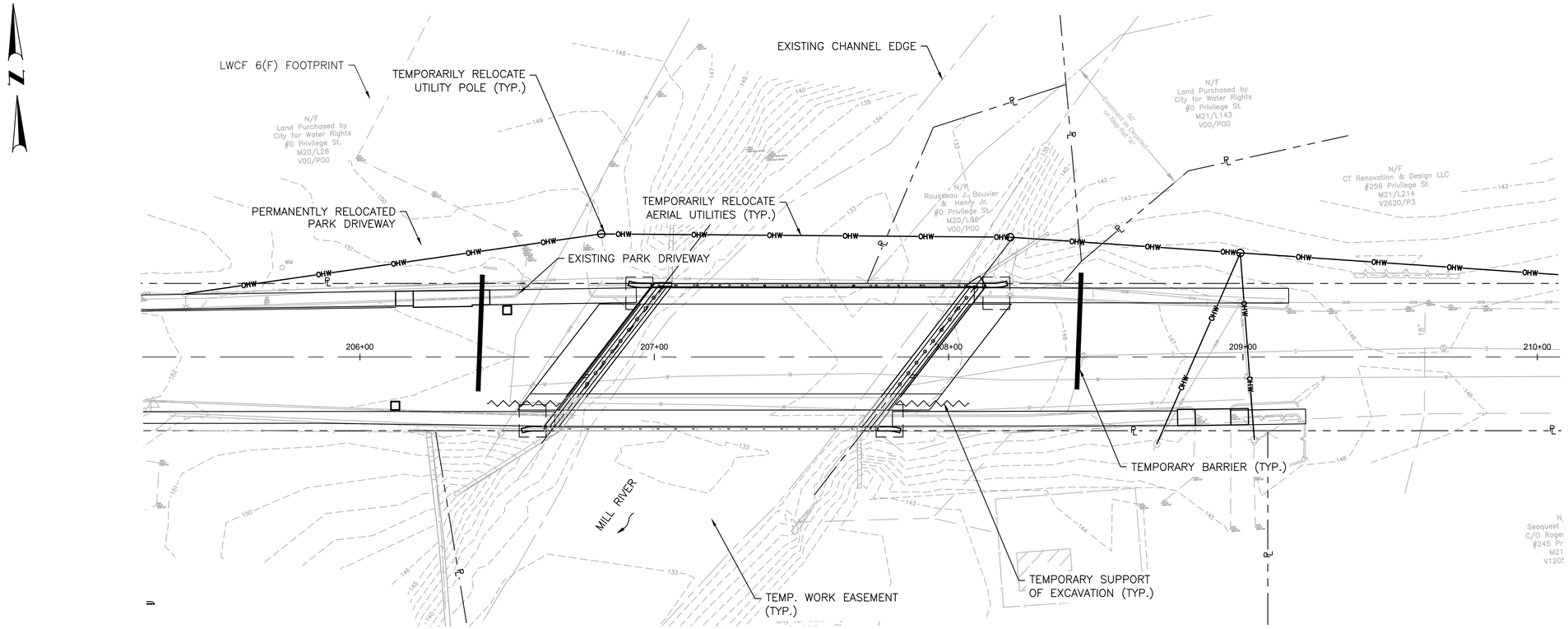
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

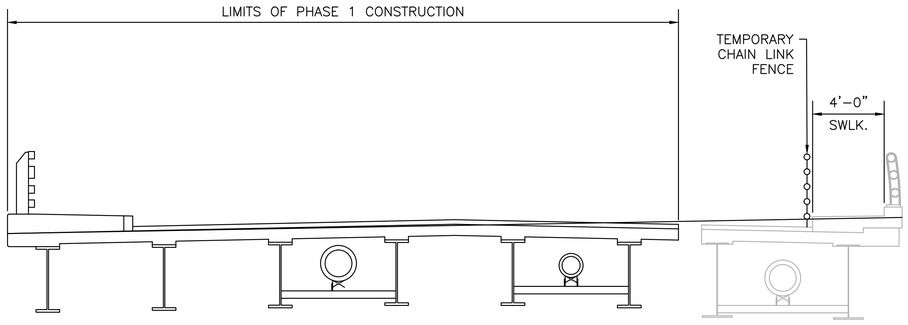
STAGING - DEMOLITION PHASE - 1

2607D_V2_030_PHASDETL001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	46	50



PHASE 1 CONSTRUCTION PLAN
SCALE: 1" = 20'



PHASE 1 CONSTRUCTION SECTION – LOOKING EAST
SCALE: ¼" = 1'

NOTES

1. SEE SHEET 30 "STAGING – DEMOLITION PHASE 1" FOR SUGGESTED SEQUENCE OF CONSTRUCTION AND NOTES.

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

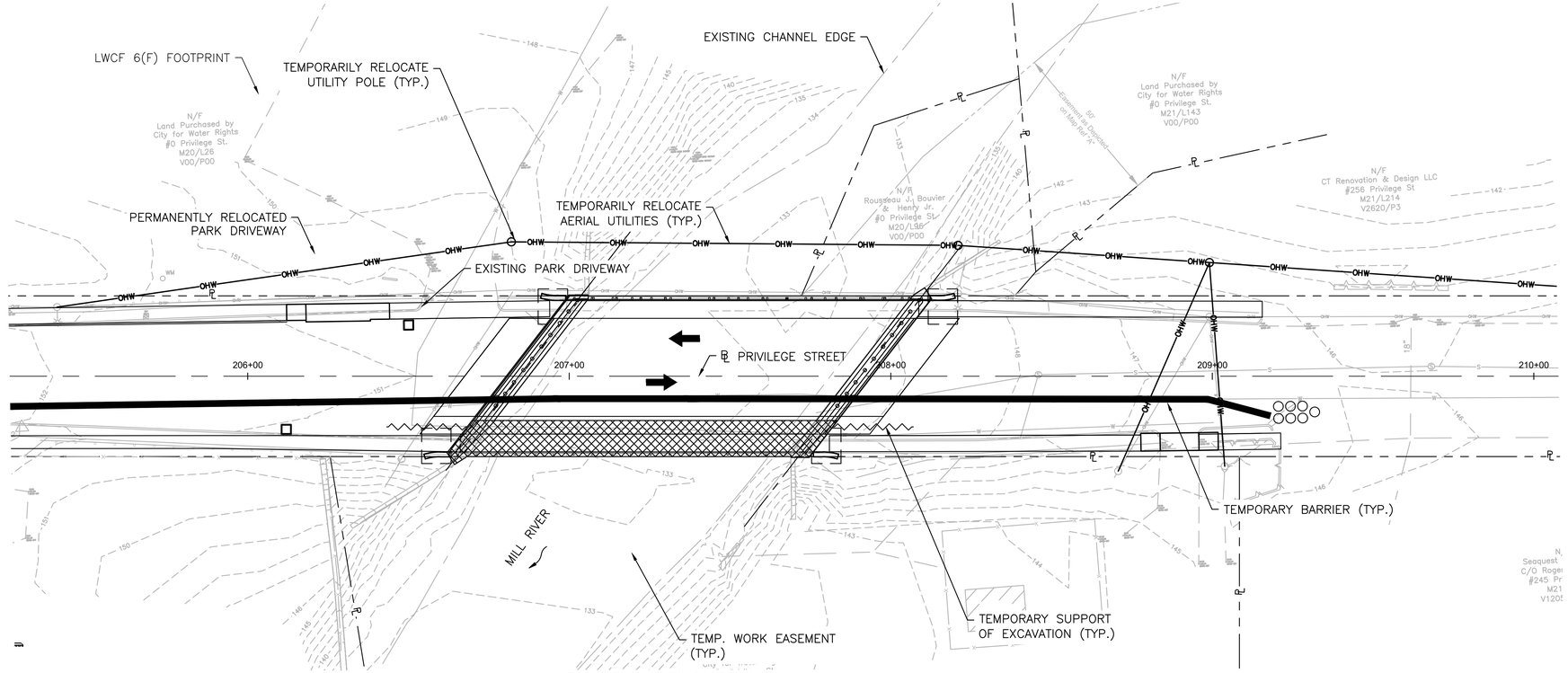
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
WOONSOCKET VOLUME: 2 RHODE ISLAND

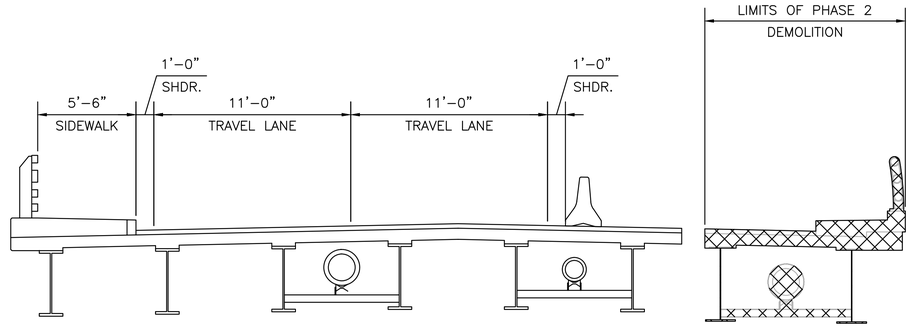
STAGING - CONSTRUCTION PHASE - 1

2607D_V2_031_PHASDETL002

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	47	50



PHASE 2 DEMOLITION PLAN
SCALE: 1" = 20'



PHASE 2 DEMOLITION SECTION – LOOKING EAST
SCALE: ¼" = 1'

NOTES

1. SEE SHEET 30 "STAGING – DEMOLITION PHASE 1" FOR SUGGESTED SEQUENCE OF CONSTRUCTION AND NOTES.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

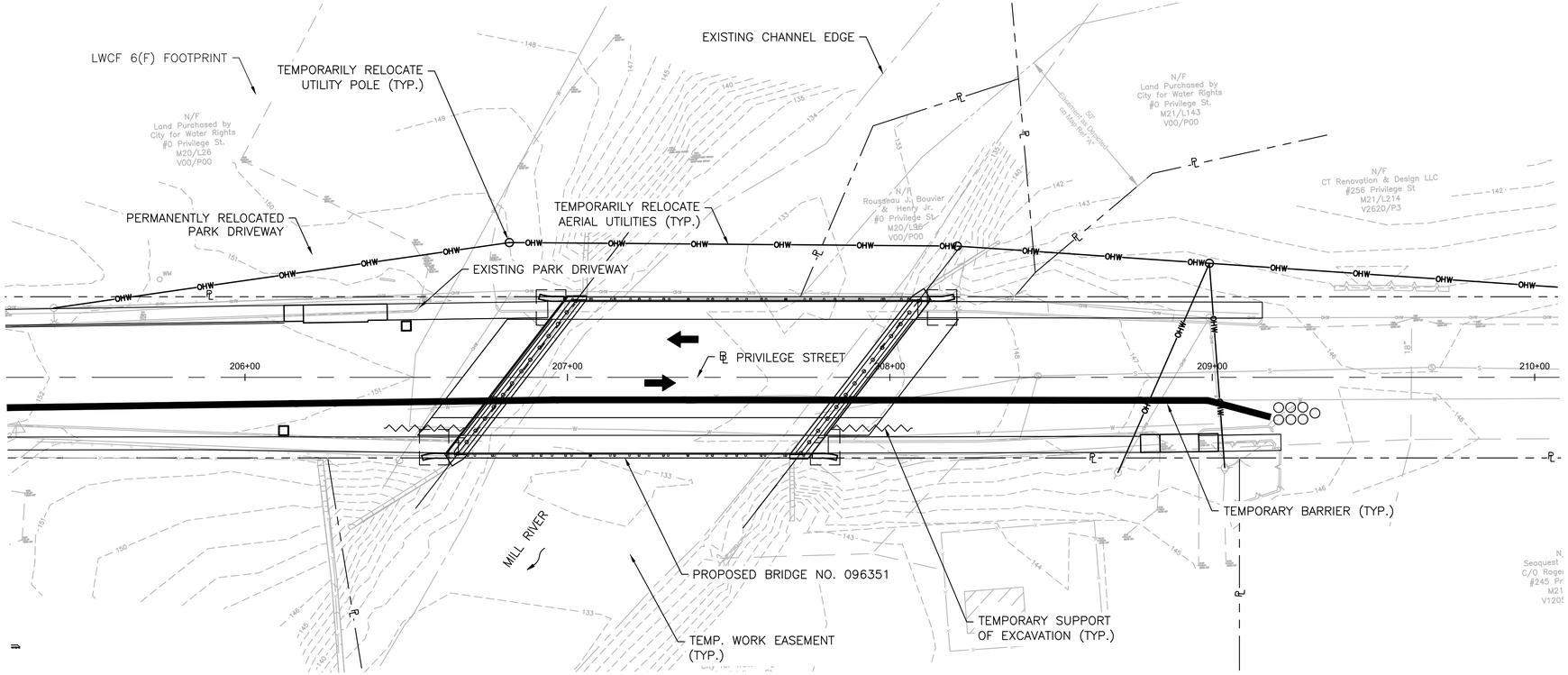
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
WOONSOCKET VOLUME: 2 RHODE ISLAND

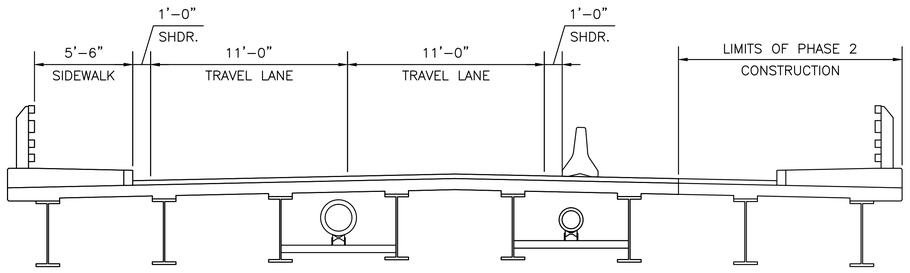
STAGING - DEMOLITION PHASE - 2

2607D_V2_032_PHASDETL003

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	48	50



PHASE 2 CONSTRUCTION PLAN
SCALE: 1" = 20'



PHASE 2 CONSTRUCTION SECTION – LOOKING EAST
SCALE: ¼" = 1'

NOTES

1. SEE SHEET 30 "STAGING – DEMOLITION PHASE 1" FOR SUGGESTED SEQUENCE OF CONSTRUCTION AND NOTES.

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
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SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

STAGING - CONSTRUCTION PHASE - 2

2607D_V2_033_PHASDETL004

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	49	50

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET
RIC # : PTS ID 2607D **FAP # :**
Bridge/Road # : RI 114/No. 096301
Design Consult Co. : BL Companies
Geotech Consult Co. : GEI Consultants
Inspector Name/Co. : A. Maupin / GEI Consultants

BORING # : B1 **Sheet** 1 **of** 3
RIDOT Database ID # :
Date Start : 4/18/23 **Date End :** 4/20/23
N Coord. : 325,830 **Ft.**
E Coord. : 339,298 **Ft.**
Ground Surface Elev., Ft. : 151.0
Elevation Datum NAVD88

Methods Used to Determine Borehole Coordinates and Elevation :
GPS

Drilling Firm : Geologic Earth Exploration **Project No. :**
Drilling Foreman : J. Martinelli

Drilling Rig Make & Model : CME CME-45

Drilling Methods and Tools
Casing Size : 4.5 in **Hollow Stem Auger** ☐ **Flight OD :** (in)
Methods Used to Advance Casing :
Driven ☒ **Push** ☐ **Roller Bit** ☐ **Spin** ☐ **Open Hole** ☐
Drill Rod Size : **Wt./Ft.** (lbs)

Soils/Rock Sampling :
SPT Hammer Type **Donut** ☐ **Safety** ☐ **Automatic Trip** ☒ **Other**
Hammer Wt : 140 (lbs) **Hammer Fall :** 30 (in)
Split Spoon Sampler : **Barrel Length :** 24 **Barrel ID:** 1.875 (in) **Barrel OD :** 2 (in)
Shoe ID: 1.375 (in) **Shoe OD :** 2 (in)
Liner Type : **Brass** ☐ **Stainless Steel** ☐ **Plastic** ☐ **Spring Core Catcher** ☒
Undisturbed Samplers :
Shelby Tube : **Length :** (in) **ID/OD :** (in)
Fixed Piston Sampler Type **Length :** (in) **ID/OD :** (in)
Other: **Length :** (in) **ID/OD :** (in)

Bedrock Core Barrel Type : **ID/OD :** 2.125/3 (in) **Core Diameter :** (in)

Groundwater Monitoring : **Well Screen Depth from :** (ft) **to** (ft)

Soil/Rock Samples Delivered to :
Name : **Date :**
Address :

Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

RIC # : PTS ID 2607D
Boring No. : B1
Database ID No. :

Borehole Location
Description: Refer to Boring Location Plan

Sampler: Unless otherwise noted, soil sampler consists of a 2 in. split spoon driven using a 140 lb hammer, 30" fall.
Casing: Unless otherwise noted, casing is driven using 300 lb hammer, falling 24 in.
Casing Size: 4.5 in **HS Auger**

Groundwater Observations

Date	Time	Depth	Casing at	Stab. Time
04/18/23	00:00	5.2	---	0.5 hr

DEPTH Ft.	CBALSOIWNSG/Ft.	Type & Number	SAMPLER Pen/ Depth Rcy. Core Rcy. & RQD	Blows per 6 in. (Coring min/ft) [Downpress psi]	SOIL AND ROCK SAMPLE DESCRIPTION Burmister Soil Classification System	Depth of Stratum Change	STRATUM DESCRIPTION	REMARKS
		SS-1	24/13 0.5	12-24-26-18	6 inches ASPHALT S1: Brown, dry, fine to coarse SAND, some gravel, trace silt.		Fill	
		SS-2	24/23 2.5	5-10-10-9	S2: Dark gray, moist to wet, fine to coarse SAND, some gravel.			
5		SS-3	24/9 4.0 4.5	9-8-6-8	S3: Brown, moist, fine to coarse SAND, some gravel, trace silt.			
		SS-4	24/8 6.0	17-27-20-15	S4: Light-brown (banded), wet, fine to coarse SAND, trace gravel.	6.0	Gravelly Sand	
			8.0 9.0					
10		SS-5	24/7	7-9-10-10	S5: Light-brown, wet, fine to coarse SAND, some gravel, trace silt.			
			11.0					
		SS-6	24/0 14.0	8-9-8-6	S6: No recovery (rock in spoon).			
15			16.0					
			19.0					
20		SS-7	24/2	6-6-3-4	S7: Light-brown/gray, wet, medium to coarse SAND, some gravel.			
			21.0					
		SS-8	24/12 24.0	12-17-24-37	S8: Gray, wet, fine SAND, some gravel, trace silt, weathered rock structure.	24.0	Weathered Rock	
25			26.0					
			29.0					1
30		SS-9	24/6	20-16-18-14	S9: Gray, moist, fine SAND, some gravel, trace			

0 to 36.5 Soil Driven Casing 36.5 to 41.5 Rock Drilling

REMARKS: 1. Drill grinding, difficult drilling

Proportions Used	Sampler Type	140# Wt x 30" fall on 2" OD SS Sampler Cohesionless Density		Cohesive Consistency	
trace 0 to 10%	SS - Split Spoon	0 - 10	Loose	0 - 4	Soft
little 10 to 20%	UT - Shelby Tube	10 - 30	Medium Dense	4 - 8	Firm
some 20 to 35%	UP - Fixed Position	30 - 50	Dense	8 - 15	Stiff
and 35 to 50%	C - Rock Core	50 +	Very Dense	15 - 30	Very Stiff
				30 +	Hard

RIC # : PTS ID 2607D
Boring No. : B1
Date Completed : 4/20/23
Database ID No. :

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET

BORING # : B1 **Sheet** 2 **of** 3
RIDOT Database ID # :

DEPTH Ft.	CBALSOIWNSG/Ft.	Type & Number	SAMPLER Pen/ Depth Rcy. Core Rcy. & RQD	Blows per 6 in. (Coring min/ft) [Downpress psi]	SOIL AND ROCK SAMPLE DESCRIPTION Burmister Soil Classification System	Depth of Stratum Change	STRATUM DESCRIPTION	REMARKS
			31.0		fines, weathered rock structure.		Weathered Rock*(continued)*	
		SS-10	34.0 1/0 34.1	50/1"	S10: No recovery.			2
35			36.5	(6)		36.5		
		C-1	60/60 67%	(2.75) (2.75) (2.5) (2)	C1: META-SHALE - dark gray to black, medium-grained, medium hard, slight to moderate weathering.		Rock	3
40			41.5			41.5		

0 to 36.5 Soil Driven Casing 36.5 to 41.5 Rock Drilling

REMARKS: 2. Rig chatter, difficult drilling 3. Roller bit refusal

Proportions Used	Sampler Type	140# Wt x 30" fall on 2" OD SS Sampler Cohesionless Density		Cohesive Consistency	
trace 0 to 10%	SS - Split Spoon	0 - 10	Loose	0 - 4	Soft
little 10 to 20%	UT - Shelby Tube	10 - 30	Medium Dense	4 - 8	Firm
some 20 to 35%	UP - Fixed Position	30 - 50	Dense	8 - 15	Stiff
and 35 to 50%	C - Rock Core	50 +	Very Dense	15 - 30	Very Stiff
				30 +	Hard

RIC # : PTS ID 2607D
Boring No. : B1
Date Completed : 4/20/23
Database ID No. :

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET
RIC # : PTS ID 2607D **FAP # :**
Bridge/Road # : RI 114/No. 096301
Design Consult Co. : BL Companies
Geotech Consult Co. : GEI Consultants
Inspector Name/Co. : A. Maupin / GEI Consultants

BORING # : B2 **Sheet** 1 **of** 3
RIDOT Database ID # :
Date Start : 4/26/23 **Date End :** 4/27/23
N Coord. : 325,854 **Ft.**
E Coord. : 339,330 **Ft.**
Ground Surface Elev., Ft. : 151.0
Elevation Datum NAVD88

Methods Used to Determine Borehole Coordinates and Elevation :
GPS

Drilling Firm : Geologic Earth Exploration **Project No. :**
Drilling Foreman : J. Martinelli

Drilling Rig Make & Model : CME CME-45

Drilling Methods and Tools
Casing Size : 4.5 in **Hollow Stem Auger** ☐ **Flight OD :** (in)
Methods Used to Advance Casing :
Driven ☒ **Push** ☐ **Roller Bit** ☐ **Spin** ☐ **Open Hole** ☐
Drill Rod Size : **Wt./Ft.** (lbs)

Soils/Rock Sampling :
SPT Hammer Type **Donut** ☐ **Safety** ☐ **Automatic Trip** ☒ **Other**
Hammer Wt : 140 (lbs) **Hammer Fall :** 30 (in)
Split Spoon Sampler : **Barrel Length :** 24 **Barrel ID:** 1.875 (in) **Barrel OD :** 2 (in)
Shoe ID: 1.375 (in) **Shoe OD :** 2 (in)
Liner Type : **Brass** ☐ **Stainless Steel** ☐ **Plastic** ☐ **Spring Core Catcher** ☒
Undisturbed Samplers :
Shelby Tube : **Length :** (in) **ID/OD :** (in)
Fixed Piston Sampler Type **Length :** (in) **ID/OD :** (in)
Other: **Length :** (in) **ID/OD :** (in)

Bedrock Core Barrel Type : **ID/OD :** 2.125/3 (in) **Core Diameter :** (in)

Groundwater Monitoring : **Well Screen Depth from :** (ft) **to** (ft)

Soil/Rock Samples Delivered to :
Name : **Date :**
Address :

Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

RIC # : PTS ID 2607D
Boring No. : B2
Database ID No. :

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET

BORING # : B2 **Sheet** 2 **of** 3
RIDOT Database ID # :
Date Start : 4/26/23 **Date End :** 4/27/23
N Coord. : 325,854 **Ft.**
E Coord. : 339,330 **Ft.**
Ground Surface Elev., Ft. : 151.0
Elevation Datum NAVD88

Borehole Location
Description: Refer to Boring Location Plan

Sampler: Unless otherwise noted, soil sampler consists of a 2 in. split spoon driven using a 140 lb hammer, 30" fall.
Casing: Unless otherwise noted, casing is driven using 300 lb hammer, falling 24 in.
Casing Size: 4.5 in **HS Auger**

Groundwater Observations

Date	Time	Depth	Casing at	Stab. Time
04/18/23	00:00	15.4	---	0.5 hr

DEPTH Ft.	CBALSOIWNSG/Ft.	Type & Number	SAMPLER Pen/ Depth Rcy. Core Rcy. & RQD	Blows per 6 in. (Coring min/ft) [Downpress psi]	SOIL AND ROCK SAMPLE DESCRIPTION Burmister Soil Classification System	Depth of Stratum Change	STRATUM DESCRIPTION	REMARKS
		SS-1	24/6.5 0.5	2-13-10-9	6 inches ASPHALT S1: Brown, moist, fine to coarse SAND, trace gravel.		Fill	
		SS-2	24/20.5 2.5	3-6-7-8	S2A (0-19.5"): Dark gray and tan, moist, fine to medium GRAVEL, some sand, some asphalt fragments.			
5		SS-3	24/4 4.0 4.5	9-7-5-5	S2B (19.5-20.5"): Similar to S1, brown, moist.	4.0	Gravelly Sand	
		SS-4	24/13 6.0	12-10-11-8	S3: Brown with some dark-brown to black, moist, fine to coarse GRAVEL and SAND.			
			8.0 9.0		S4: Brown, moist, fine to coarse SAND, some gravel.			
10		SS-5	24/4	6-11-9-12	S5: Brown, moist, fine to coarse SAND, some gravel.			
			11.0					
		SS-6	24/3 14.0	10-7-4-2	S6: Similar to S5.			
15			16.0					
			19.0					
20		SS-7	24/0	7-2-1-1	S7: No recovery, likely similar to S5.			
			21.0					
		SS-8	24/0 24.0	18-10-10-12	S8: No recovery, likely similar to S5.			
25			26.0					
			29.0			29.0	Weathered Rock	1
30		SS-9	24/13	11-17-16-21	S9A (0-5"): Gray, moist, fine to coarse SAND,			

0 to 37 Soil Driven Casing 37 to 47 Rock Drilling

REMARKS: 1. Drill grinding, difficult driling

Proportions Used	Sampler Type	140# Wt x 30" fall on 2" OD SS Sampler Cohesionless Density		Cohesive Consistency	
trace 0 to 10%	SS - Split Spoon	0 - 10	Loose	0 - 4	Soft
little 10 to 20%	UT - Shelby Tube	10 - 30	Medium Dense	4 - 8	Firm
some 20 to 35%	UP - Fixed Position	30 - 50	Dense	8 - 15	Stiff
and 35 to 50%	C - Rock Core	50 +	Very Dense	15 - 30	Very Stiff
				30 +	Hard

RIC # : PTS ID 2607D
Boring No. : B2
Date Completed : 4/27/23
Database ID No. :

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET

BORING # : B2 **Sheet** 3 **of** 3
RIDOT Database ID # :

DEPTH Ft.	CBALSOIWNSG/Ft.	Type & Number	SAMPLER Pen/ Depth Rcy. Core Rcy. & RQD	Blows per 6 in. (Coring min/ft) [Downpress psi]	SOIL AND ROCK SAMPLE DESCRIPTION Burmister Soil Classification System	Depth of Stratum Change	STRATUM DESCRIPTION	REMARKS
			31.0		trace gravel. S9B (5-13"): Gray, moist, fine to medium SAND, gravel, trace silt, weathered rock structure.		Weathered Rock*(continued)*	
		SS-10	34.0 19/16 35.6	26-34-44-50/1"	S10: Dark gray with brown staining, fine to medium SAND, some gravel, trace silt, weathered rock structure.			2
35			37.0	(4.5) (2.75) (2) (2.5) (3) (3.5)		37.0		
		C-1	60/60 32%		C1: META-SHALE - dark gray to black, medium-grained, medium hard, slight to moderate weathering, broken zone near top.		Rock	3
40		C-2	60/60 66%		C2: META-SHALE - dark gray to black, medium-grained, medium hard, slightly weathered to fresh.			
			42.0	(3) (3) (3.25) (2.25)				
45			47.0			47.0		

0 to 37 Soil Driven Casing 37 to 47 Rock Drilling

REMARKS: 2. Inferred mod. weathered rock, difficult drilling 3. Roller bit refusal

Proportions Used	Sampler Type	140# Wt x 30" fall on 2" OD SS Sampler Cohesionless Density		Cohesive Consistency	
trace 0 to 10%	SS - Split Spoon	0 - 10	Loose	0 - 4	Soft
little 10 to 20%	UT - Shelby Tube	10 - 30	Medium Dense	4 - 8	Firm
some 20 to 35%	UP - Fixed Position	30 - 50	Dense	8 - 15	Stiff
and 35 to 50%	C - Rock Core	50 +	Very Dense	15 - 30	Very Stiff
				30 +	Hard

RIC # : PTS ID 2607D
Boring No. : B2
Date Completed : 4/27/23
Database ID No. :

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

BORING LOGS - 1

2607D_V2_034_BORELOGS001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	50	50

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET
RIC # : PTS ID 2607D **FAP # :**
Bridge/Road # : RI 114/No. 096301
Design Consult Co. : BL Companies
Geotech Consult Co. : GEI Consultants
Inspector Name/Co. : A. Maupin / GEI Consultants

BORING # : B3 **Sheet** 1 **of** 3
RIDOT Database ID # :
Date Start : 4/24/23 **Date End :** 4/26/23
N Coord. : 325,989 **Ft.**
E Coord. : 339,322 **Ft.**
Ground Surface Elev., Ft. : 148.5
Elevation Datum NAVD88

Methods Used to Determine Borehole Coordinates and Elevation :
GPS

Drilling Firm : Geologic Earth Exploration **Project No. :**
Drilling Foreman : J. Martinelli

Drilling Rig Make & Model : CME CME-45

Drilling Methods and Tools
Casing Size : 3.5 in **Hollow Stem Auger** ☐ **Flight OD :** (in)
Methods Used to Advance Casing :
Driven ☒ **Push** ☐ **Roller Bit** ☐ **Spin** ☐ **Open Hole** ☐
Drill Rod Size : **Wt./Ft.** (lbs)

Soils/Rock Sampling :
SPT Hammer Type **Donut** ☐ **Safety** ☐ **Automatic Trip** ☒ **Other**
Hammer Wt : 140 (lbs) **Hammer Fall :** 30 (in)
Split Spoon Sampler : **Barrel Length :** 24 **Barrel ID:** 1.875 (in) **Barrel OD :** 2 (in)
Shoe ID: 1.375 (in) **Shoe OD :** 2 (in)
Liner Type : **Brass** ☐ **Stainless Steel** ☐ **Plastic** ☐ **Spring Core Catcher** ☒
Undisturbed Samplers :
Shelby Tube : **Length :** (in) **ID/OD :** (in)
Fixed Piston Sampler Type **Length :** (in) **ID/OD :** (in)
Other: **Length :** (in) **ID/OD :** (in)

Bedrock Core Barrel Type : **ID/OD :** 2.125/3 (in) **Core Diameter :** (in)

Groundwater Monitoring : **Well Screen Depth from :** (ft) **to** (ft)

Soil/Rock Samples Delivered to :
Name : **Date :**
Address :

Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

RIC # : PTS ID 2607D
Boring No. : B3
Database ID No. :

Borehole Location
Description: Refer to Boring Location Plan

Sampler: Unless otherwise noted, soil sampler consists of a 2 in. split spoon driven using a 140 lb hammer, 30" fall.
Casing: Unless otherwise noted, casing is driven using 300 lb hammer, falling 24 in.
Casing Size: 3.5 in **HS Auger**

Groundwater Observations

Date	Time	Depth	Casing at	Stab. Time
04/26/23	00:00	13.5	---	0.5 hr

DEPTH Ft.	CASING	Type & Number	SAMPLER Pen/ Rcy. Core Rcy. & RQD	Depth	Blows per 6 in. (Coring min/ft) [Downpress psi]	SOIL AND ROCK SAMPLE DESCRIPTION Burmister Soil Classification System	Depth of Stratum Change	STRATUM DESCRIPTION	REMARKS
		SS-1	24/14	0.0	19-20-27-24	6 inches ASPHALT S1: Light-brown, dry, fine to coarse SAND, some gravel.		Fill	
				2.0		S2: Brown with light-gray and orange, dry to moist, glass debris, fine to coarse SAND, some gravel.			
		SS-2	24/12		9-21-23-16				
				4.0					
5		SS-3	24/9.5		11-12-10-8	S3: Brown, moist, fine to coarse SAND, some gravel, trace silt.			
				6.0					
		SS-4	24/7		9-9-7-12	S4: Similar to S3.			
				8.0					
10				10.0					
		SS-5	24/6.5		5-7-6-7	S5: Similar to S3. Boulder at 12.0-14.0 ft			
				12.0			12.0	Boulder	1
							14.0	Fill	
15				15.0			16.0		
		SS-6	24/21.5		4-1-1-1	S6A (0-11"): Tan, moist, fine to coarse SAND, some gravel. S6B (11-21.5"): Dark-brown, moist, fine to medium SAND, some silt.		Gravelly Sand	2
				17.0					
20				20.0					
		SS-7	24/7.5		12-15-13-15	S7: Brown, moist, medium to coarse SAND with GRAVEL.			
				22.0					
25		SS-8	24/11	25.0	4-5-7-6	S8: Light-brown, wet, medium to coarse SAND, some gravel.			
				27.0					
30				30.0					

0 to 43 Soil Driven Casing

REMARKS: 1. Boulder encountered, telescope casing to 3.5-in. 2. Rig chatter, difficult drilling

Proportions Used		Sampler Type	140# Wt x 30" fall on 2" OD SS Sampler Cohesionless Density		Cohesive Consistency	
trace	0 to 10%	SS - Split Spoon	0 - 10	Loose	0 - 4	Soft
little	10 to 20%	UT - Shelby Tube	10 - 30	Medium Dense	4 - 8	Firm
some	20 to 35%	UP - Fixed Position	30 - 50	Dense	8 - 15	Stiff
and	35 to 50%	C - Rock Core	50 +	Very Dense	15 - 30	Very Stiff
					30 +	Hard

RIC # : PTS ID 2607D
Boring No. : B3
Date Completed : 4/26/23
Database ID No. :

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET

BORING # : B3 **Sheet** 3 **of** 3
RIDOT Database ID # :

DEPTH Ft.	CASING	Type & Number	SAMPLER Pen/ Rcy. Core Rcy. & RQD	Depth	Blows per 6 in. (Coring min/ft) [Downpress psi]	SOIL AND ROCK SAMPLE DESCRIPTION Burmister Soil Classification System	Depth of Stratum Change	STRATUM DESCRIPTION	REMARKS
		SS-9	24/10.5		7-6-8-6	S9: Light-brown, some orange staining, moist, fine SAND, trace silt.		Gravelly Sand*(continued)*	
				32.0					
35				35.0			35.0		
		SS-10	10/4	35.8	27-50/4"	S10: Gray, wet, fine to coarse GRAVEL, trace sand.		Weathered Rock	3
40				40.0					
		SS-11	4/4	40.3	50/4"	S11: Gray, moist, fine to coarse SAND with GRAVEL, weathered rock structure.			
							43.0		4
45									
50									
55									
60									
65									
70									

0 to 43 Soil Driven Casing

REMARKS: 3. Difficult and slow drilling 4. Roller bit refusal

Proportions Used		Sampler Type	140# Wt x 30" fall on 2" OD SS Sampler Cohesionless Density		Cohesive Consistency	
trace	0 to 10%	SS - Split Spoon	0 - 10	Loose	0 - 4	Soft
little	10 to 20%	UT - Shelby Tube	10 - 30	Medium Dense	4 - 8	Firm
some	20 to 35%	UP - Fixed Position	30 - 50	Dense	8 - 15	Stiff
and	35 to 50%	C - Rock Core	50 +	Very Dense	15 - 30	Very Stiff
					30 +	Hard

RIC # : PTS ID 2607D
Boring No. : B3
Date Completed : 4/26/23
Database ID No. :

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET
RIC # : PTS ID 2607D **FAP # :**
Bridge/Road # : RI 114/No. 096301
Design Consult Co. : BL Companies
Geotech Consult Co. : GEI Consultants
Inspector Name/Co. : A. Maupin / GEI Consultants

BORING # : B4 **Sheet** 1 **of** 3
RIDOT Database ID # :
Date Start : 4/20/23 **Date End :** 4/24/23
N Coord. : 325,959 **Ft.**
E Coord. : 339,290 **Ft.**
Ground Surface Elev., Ft. : 148.5
Elevation Datum NAVD88

Methods Used to Determine Borehole Coordinates and Elevation :
GPS

Drilling Firm : Geologic Earth Exploration **Project No. :**
Drilling Foreman : J. Martinelli

Drilling Rig Make & Model : CME CME-45

Drilling Methods and Tools
Casing Size : 4.5 in **Hollow Stem Auger** ☐ **Flight OD :** (in)
Methods Used to Advance Casing :
Driven ☒ **Push** ☐ **Roller Bit** ☐ **Spin** ☐ **Open Hole** ☐
Drill Rod Size : **Wt./Ft.** (lbs)

Soils/Rock Sampling :
SPT Hammer Type **Donut** ☐ **Safety** ☐ **Automatic Trip** ☒ **Other**
Hammer Wt : 140 (lbs) **Hammer Fall :** 30 (in)
Split Spoon Sampler : **Barrel Length :** 24 **Barrel ID:** 1.875 (in) **Barrel OD :** 2 (in)
Shoe ID: 1.375 (in) **Shoe OD :** 2 (in)
Liner Type : **Brass** ☐ **Stainless Steel** ☐ **Plastic** ☐ **Spring Core Catcher** ☒
Undisturbed Samplers :
Shelby Tube : **Length :** (in) **ID/OD :** (in)
Fixed Piston Sampler Type **Length :** (in) **ID/OD :** (in)
Other: **Length :** (in) **ID/OD :** (in)

Bedrock Core Barrel Type : **ID/OD :** 2.125/3 (in) **Core Diameter :** (in)

Groundwater Monitoring : **Well Screen Depth from :** (ft) **to** (ft)

Soil/Rock Samples Delivered to :
Name : **Date :**
Address :

Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

RIC # : PTS ID 2607D
Boring No. : B4
Database ID No. :

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET

BORING # : B4 **Sheet** 2 **of** 3
RIDOT Database ID # :
Date Start : 4/20/23 **Date End :** 4/24/23
N Coord. : 325,959 **Ft.**
E Coord. : 339,290 **Ft.**
Ground Surface Elev., Ft. : 148.5
Elevation Datum NAVD88

Borehole Location
Description: Refer to Boring Location Plan

Sampler: Unless otherwise noted, soil sampler consists of a 2 in. split spoon driven using a 140 lb hammer, 30" fall.
Casing: Unless otherwise noted, casing is driven using 300 lb hammer, falling 24 in.
Casing Size: 4.5 in **HS Auger**

Groundwater Observations

Date	Time	Depth	Casing at	Stab. Time
04/24/23	00:00	15.2	---	0.5 hr

DEPTH Ft.	CASING	Type & Number	SAMPLER Pen/ Rcy. Core Rcy. & RQD	Depth	Blows per 6 in. (Coring min/ft) [Downpress psi]	SOIL AND ROCK SAMPLE DESCRIPTION Burmister Soil Classification System	Depth of Stratum Change	STRATUM DESCRIPTION	REMARKS
		SS-1	24/10.5	0.0	32-31-21-17	6 inches ASPHALT S1: Brown, dry, fine to coarse SAND, some gravel, trace silt.		Fill	
				2.0		S2: Light-brown, dry, fine to medium SAND, trace gravel.			
		SS-2	24/10		18-14-13-10				
				4.0					
5		SS-3	24/6		10-7-8-8	S3: Brown, moist, fine to coarse SAND, some gravel, trace silt.			
				6.0					
		SS-4	24/9		4-7-4-6	S4: Brown and light brown, moist, fine to coarse SAND and gravel.			
				8.0					
10				10.0					
		SS-5	24/3		9-4-4-4	S5: Brown, moist to wet, fine to coarse SAND and gravel.			
				12.0					
15				15.0					
		SS-6	24/9		10-12-10-11	S6: Brown, wet, fine to coarse SAND and gravel.			
				17.0					
20				20.0			20.0		
		SS-7	24/6.5		4-3-3-6	S7: Brown (dark brown at top), wet, fine to coarse SAND, some gravel.		Gravelly Sand	
				22.0					
25		SS-8	24/7	25.0	7-4-5-7	S8: Light-brown/tan, moist, fine to medium SAND, trace gravel.			
				27.0					
30				30.0					

0 to 42 Soil Driven Casing 42 to 52 Rock Drilling

REMARKS:

Proportions Used		Sampler Type	140# Wt x 30" fall on 2" OD SS Sampler Cohesionless Density		Cohesive Consistency	
trace	0 to 10%	SS - Split Spoon	0 - 10	Loose	0 - 4	Soft
little	10 to 20%	UT - Shelby Tube	10 - 30	Medium Dense	4 - 8	Firm
some	20 to 35%	UP - Fixed Position	30 - 50	Dense	8 - 15	Stiff
and	35 to 50%	C - Rock Core	50 +	Very Dense	15 - 30	Very Stiff
					30 +	Hard

RIC # : PTS ID 2607D
Boring No. : B4
Date Completed : 4/24/23
Database ID No. :

RIDOT Project RIDOT Woonsocket Corridor
Location (C/T) : Providence / WOONSOCKET

BORING # : B4 **Sheet** 3 **of** 3
RIDOT Database ID # :

DEPTH Ft.	CASING	Type & Number	SAMPLER Pen/ Rcy. Core Rcy. & RQD	Depth	Blows per 6 in. (Coring min/ft) [Downpress psi]	SOIL AND ROCK SAMPLE DESCRIPTION Burmister Soil Classification System	Depth of Stratum Change	STRATUM DESCRIPTION	REMARKS
		SS-9	24/13		6-5-8-12	S9: Tan, wet, fine SAND, trace gravel, rock fragment at bottom of sample.		Gravelly Sand*(continued)*	
				32.0					1
35				35.0			34.5		
		SS-10	13/7	36.1	30-42-50/1"	S10: Gray, moist, fine to coarse SAND, some gravel, trace silt, weathered rock structure.		Weathered Rock	2
40				40.0					
		SS-11	24/7		17-12-12-18	S11: Gray, wet, fine to coarse GRAVEL, some sand.			
				42.0	(3.5)		42.0		
		C-1	60/60		(3.25)	C1: META-SHALE - Dark gray, medium hard, fine to medium-grained, slightly to moderately weathered in joints.		Rock	3
			55%		(2.75)				
45					(2.25)				
				47.0	(2.75)				
		C-2	60/60		(4.75)	C2: META-SHALE - Dark gray, medium hard to hard, fine to medium-grained, fresh to slightly weathered in joints.			
			100%		(4.25)				
50					(3.75)				
				52.0	(3.75)		52.0		
55					(4.25)				
60									
65									
70									

0 to 42 Soil Driven Casing 42 to 52 Rock Drilling

REMARKS: 1. Rig chatter (cobbles/weath. rock), difficult drilling 2. Inferred mod. weathered rock, difficult drilling 3. Roller bit refusal

Proportions Used		Sampler Type	140# Wt x 30" fall on 2" OD SS Sampler Cohesionless Density		Cohesive Consistency	
trace	0 to 10%	SS - Split Spoon	0 - 10	Loose	0 - 4	Soft
little	10 to 20%	UT - Shelby Tube	10 - 30	Medium Dense	4 - 8	Firm
some	20 to 35%	UP - Fixed Position	30 - 50	Dense	8 - 15	Stiff
and	35 to 50%	C - Rock Core	50 +	Very Dense	15 - 30	Very Stiff
					30 +	Hard

RIC # : PTS ID 2607D
Boring No. : B4
Date Completed : 4/24/23
Database ID No. :

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
REPLACEMENT OF PRIVILEGE STREET BRIDGE NO. 096301
VOLUME: 2
WOONSOCKET RHODE ISLAND

BORING LOGS - 2

2607D_V2_035_BORELOGS002