

LIST OF VOLUMES

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

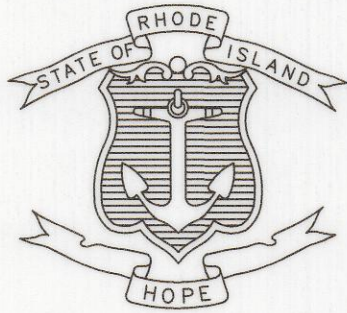
VOLUME 02 - REPLACEMENT OF BRIDGE NO. 096351

VOLUME 03 - REHABILITATION OF BRIDGE NOS. 095301 & 095401
PRESERVATION OF BRIDGE NOS. 068801 & 093901

INDEX OF DRAWINGS

FOR INDEX OF DRAWINGS SEE NEXT SHEET

STATE OF RHODE ISLAND



DEPARTMENT OF TRANSPORTATION

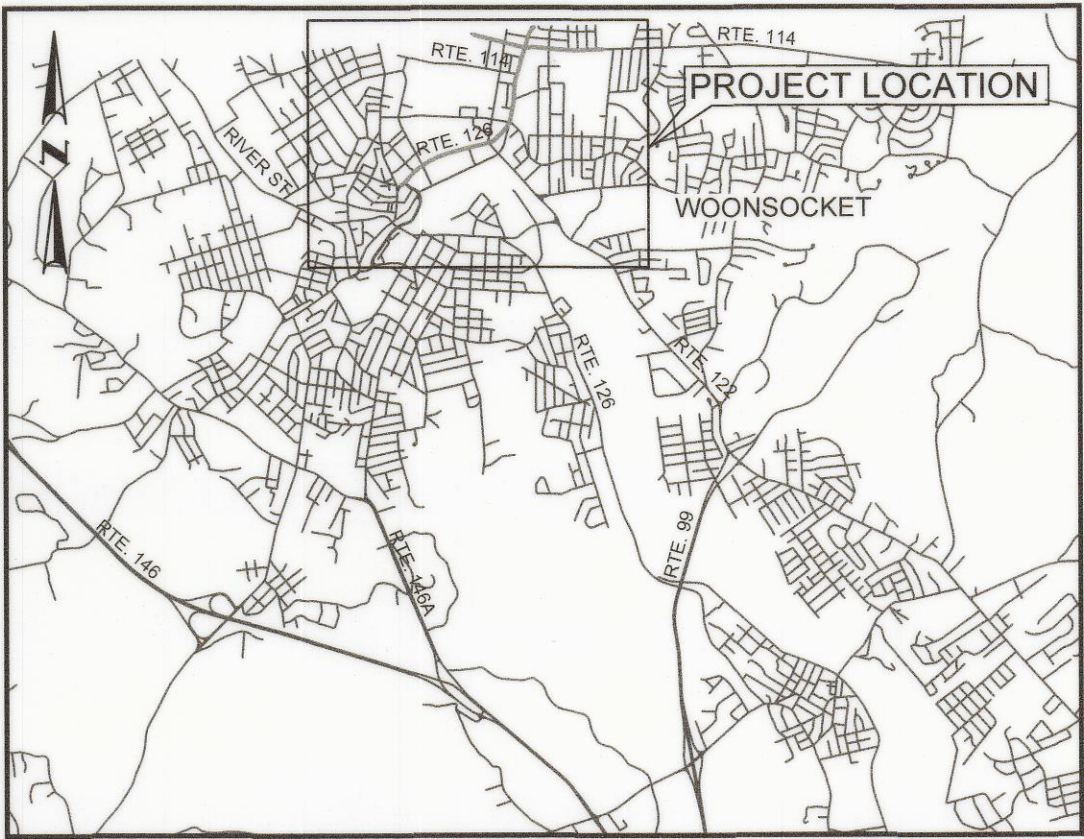
PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

VOLUME 3
WOONSOCKET CORRIDOR

REHABILITATION OF BRIDGE NOS. 095301 & 095401
PRESERVATION OF BRIDGE NOS. 068801 & 093901

CITY OF WOONSOCKET
COUNTY OF PROVIDENCE

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

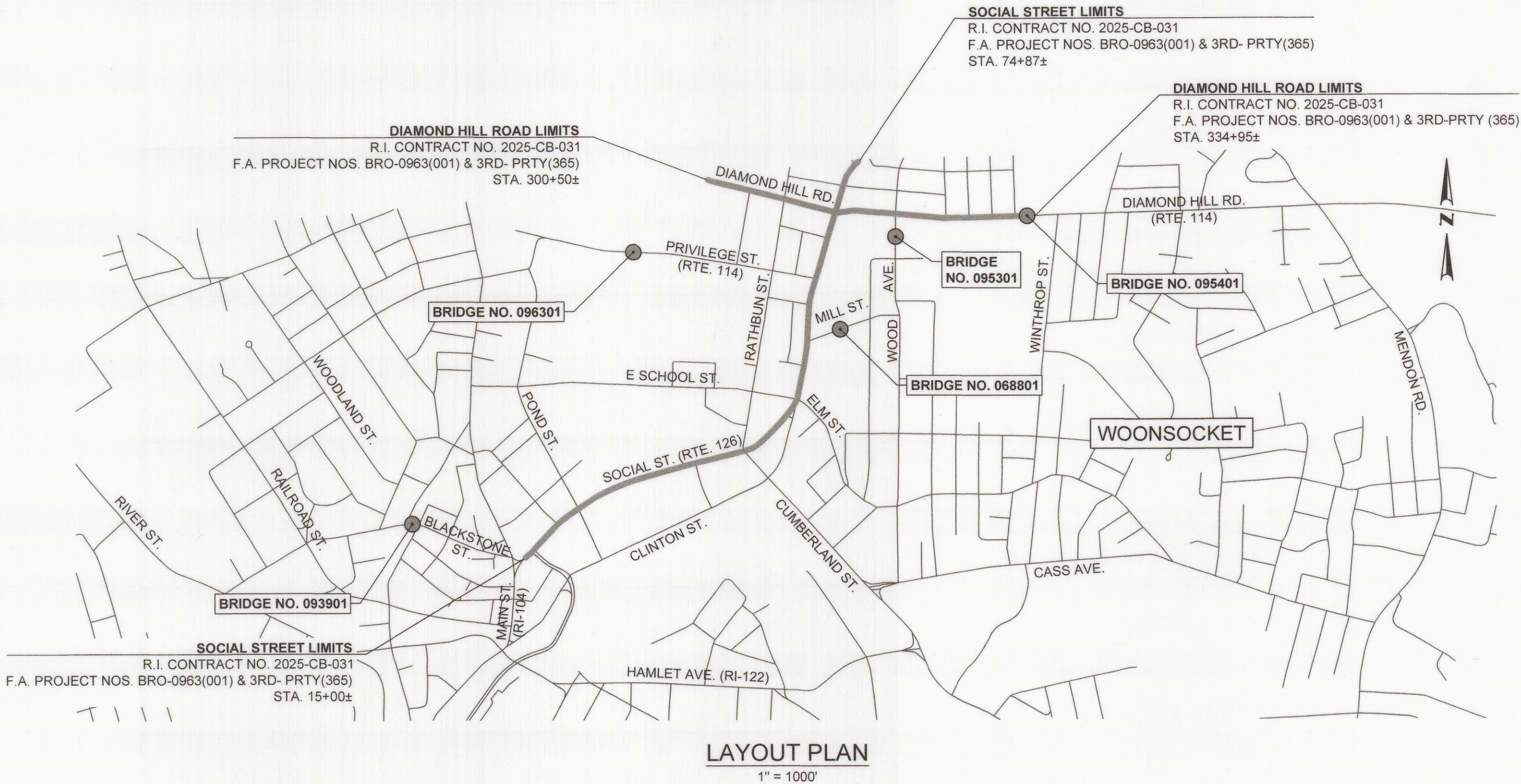


LOCATION MAP
1" = 5000'

DESIGN DESIGNATION

DIAMOND HILL RD.
(RTE. 114)

AADT (2021)	11,500
AADT (2044)	12,180
K	10%
D	51%
T	3%
DHV	1,218
DDHV	623



LAYOUT PLAN
1" = 1000'

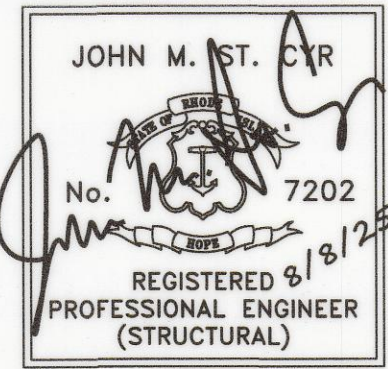
SCALES OF DRAWINGS

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 51



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.

INDEX OF DRAWINGS

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		52	BRIDGE 095401 ANTICIPATED PHASING PLAN

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 = \varnothing
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

CENTER TO CENTER = C TO C
CENTERLINE = \varnothing
CIRCLE = CIR.
CLEARANCE = CLR.
COLUMN = COL.
CONCRETE = CONC.
CONDUIT = COND.
CONNECTION = CONN.
CONSTRUCTION = CONST.
CONTRACTION = CONTR.
COUNTERSINK = CSK.
COUPLING = CPLG.
CLASS I CONTROLLED LOW STRENGTH MATERIAL = CLMS
CUBIC FEET = CF

D

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

E

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

F

FAR FACE = FF
FAR SIDE = FS
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
HORIZONTAL = HORIZ.
HOT MIX ASPHALT = HMA

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 = NF
NEAR SIDE = NS
NORTH = N.
NOT TO SCALE = NTS
NUMBER = NO. OR #

O

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

P

PLATE = \overline{P}
PLUS OR MINUS = \pm
POINT OF CURVATURE = PC
POINT OF VERTICAL CURVATURE = PVC
POINT OF VERTICAL INTERSECTION = PVI
POINT OF VERTICAL TANGENCY = PVT
POINT OF TANGENCY = PT
POLYVINYL CHLORIDE = PVC
POUNDS = LBS.
POUNDS PER SQUARE INCH = PSI
POUNDS PER SQUARE FOOT = PSF
PRESTRESSED PRECAST CONCRETE = P.P.C.
PRECAST CONCRETE = P.C.

R

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

S

SECTION = SECT.
SCHEDULE = SCH.
SCHEMATIC = SCHEM.
SHEET = SHT.
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

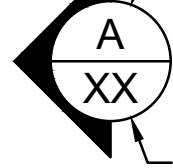
VARIES = VAR.
VERTICAL CURVE = V.C.
VERTICAL = VERT.

W

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



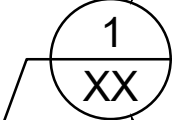
SECTION LETTER ON SHEET



SHEET DESIGNATION WHERE SECTION IS FOUND ("-" INDICATES SECTION IS LOCATED ON THE SAME SHEET)

SECTION MARK

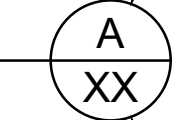
DETAIL NUMBER ON SHEET



SHEET DESIGNATION WHERE DETAIL IS FOUND ("-" INDICATES DETAIL IS LOCATED ON THE SAME SHEET)

DETAIL MARK

SECTION LETTER FROM SHEET OF ORIGIN



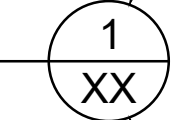
SHEET DESIGNATION WHERE SECTION ORIGINATED ("-" INDICATES SECTION IS LOCATED ON THE SAME SHEET)

SECTION

SCALE:

SECTION TITLE

DETAIL NUMBER FROM SHEET OF ORIGIN



SHEET DESIGNATION WHERE DETAIL ORIGINATED ("-" INDICATES DETAIL IS LOCATED ON THE SAME SHEET)

DETAIL

SCALE:

DETAIL TITLE

SECTION & DETAIL DESIGNATIONS



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XX
CHECKED BY: XX
DATE: SEPT 2024
SHEET:
OF: 52

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET

WOONSOCKET CORRIDOR
VOLUME: 3

RHODE ISLAND

LIST OF ABBREVIATIONS

						RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS																			
						2025-CB-031	2025	6	52																			
GENERAL NOTES																												
<div>1. ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:<div><div><div>THE LATEST EDITION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).</div><div>THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, FOURTH EDITION, 2017, INCLUDING THE LATEST INTERIM REVISIONS.</div><div>THE SPECIFICATIONS ACCOMPANYING THESE PLANS.</div></div></div><div>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.</div><div>3. ANGLES ARE SHOWN TO THE NEAREST SECOND.</div><div>4. ALL WORKING POINTS ARE SHOWN AT THE CENTERLINES OF BEARINGS OF ABUTMENTS AND AT THE CENTERLINES OF PIERS, UNLESS OTHERWISE NOTED.</div><div>5. ALL ABUTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.</div><div>6. DIMENSIONS, ANGLES, AND LAYOUT OF THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE ORIGINAL CONSTRUCTION. 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. FIELD CONDITIONS MAY EXIST WHICH DEVIATE FROM THE INFORMATION SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FABRICATION AND FIT OF HIS WORK.</div><div>7. 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.</div><div>8. 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.</div><div>9. ALL EXCAVATED AREAS, STOCKPILE AREAS, AND AREAS DESIGNATED FOR CLEARING AND GRUBBING SHALL BE SURROUNDED BY 12 INCH DIAMETER COMPOST FILTER SOCK IN ACCORDANCE WITH SECTION 206 OF THE RI STANDARD SPECIFICATIONS.</div></div>																												
DESIGN DATA																												
DESIGN SPECIFICATIONS																												
<div><div><div>THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, NINTH EDITION, 2020 INCLUDING ALL INTERIM REVISIONS TO DATE.</div><div>THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL 2007 EDITION INCLUDING ALL REVISIONS TO DATE.</div><div>ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2007.</div><div>THE FEBRUARY 2025 EDITION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).</div><div>IN CASE OF CONFLICT, THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL SHALL GOVERN.</div></div></div>																												
MATERIALS																												
STRUCTURAL STEEL:																												
<div><div>AASHTO DESIGNATION M 270, GRADE 36 MIN.</div></div>																												
REINFORCING STEEL:																												
<div><div>AASHTO DESIGNATION M 31, GRADE 60, GALVANIZED</div></div>																												
CONCRETE STRENGTHS:																												
<div><div>CLASS HP 3/4" f_c = 5,000 PSI MOMENT SLABS AND END POSTS - BRIDGE NO. 094501</div><div>CLASS HP 3/8" f_c = 5,000 PSI FORM & CAST IN PLACE CONCRETE REPAIRS AND ALL OTHER STRUCTURAL CONCRETE</div></div>																												
PATCHING MORTAR:																												
<div><div>ASTM DESIGNATION C 928</div></div>																												
CONCRETE NOTES																												
<div>1. CLASS OF CONCRETE SHALL BE HIGH PERFORMANCE CLASS HP 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.</div> <div>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.</div> <div>3. ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED.</div> <div>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 ASTM DESIGNATION A 767, CLASS 1.</div> <div>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.</div> <div>6. THE TOP BARS IN THE DECK SLABS SHALL BE SPLICED AT THE CENTER OF SPANS BETWEEN GIRDERS. THE BOTTOM BARS SHALL BE SPLICED OVER THE GIRDERS.</div> <div>7. UNLESS OTHERWISE INDICATED ON THE PLANS, ALL MAIN REINFORCING BARS SHALL HAVE THE FOLLOWING MINIMUM COVER:<table><tr><td colspan="2"></td><td colspan="2">MINIMUM COVER</td></tr><tr><td colspan="2">CONCRETE CAST AGAINST OR PERMANENTLY EXPOSED TO EARTH (FOOTINGS, ABUTMENT AND WALL FACES, BACKWALLS)</td><td colspan="2">3"</td></tr><tr><td rowspan="2">DECK SLAB</td><td>TOP</td><td>2" (+½", -0")</td><td></td></tr><tr><td>BOTTOM</td><td>1" (+½", -0")</td><td></td></tr><tr><td colspan="2">ALL OTHER BARS</td><td colspan="2" rowspan="3">2"</td></tr></table>COVER TO TIES AND STIRRUPS MAY BE ½" LESS THAN THE ABOVE VALUES SPECIFIED FOR MAIN REINFORCING, BUT IN NO CASE LESS THAN 1½".</div> <div>8. 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.</div> <div>9. UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED NEW 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.</div> <div>10. THE ENTIRE TOPSIDE SURFACES OF ABUTMENT AND PIER CAP BEAM SEATS, AS WELL AS VERTICAL FACES OF BACKWALLS, SHALL BE PROVIDED WITH A FILM-FORMING SEALER (M12.03.1) CONCRETE SURFACE TREATMENT-PROTECTIVE COATING IN ACCORDANCE WITH SECTION 820 OF THE RI STANDARD SPECIFICATIONS.</div> <div>11. ALL EXPOSED EDGES AND REENTRANT CORNERS NOT OTHERWISE DETAILED ON THE PLANS SHALL HAVE A MINIMUM ¼" CHAMFER.</div> <div>12. 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.</div> <div>13. 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.</div> <div>14. UNLESS OTHERWISE NOTED ON THE PLANS JOINT FILLER IS TO BE PREFORMED, NON-EXPANSIVE, NON-EXTRUDING TYPE IN ACCORDANCE WITH SECTION M.02.11.1 OF THE RI STANDARD SPECIFICATIONS.</div> <div>15. PLACEMENT, FINISHING AND CURING OF BRIDGE DECK CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 814 OF THE RI STANDARD SPECIFICATIONS.</div> <div>16. ALL DECK FORMS SHALL BE OF THE REMOVABLE TYPE THAT WILL PRODUCE THE DIMENSIONS SHOWN ON THE PLANS.</div> <div>17. 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.</div> <div>18. 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.</div>												MINIMUM COVER		CONCRETE CAST AGAINST OR PERMANENTLY EXPOSED TO EARTH (FOOTINGS, ABUTMENT AND WALL FACES, BACKWALLS)		3"		DECK SLAB	TOP	2" (+½", -0")		BOTTOM	1" (+½", -0")		ALL OTHER BARS		2"	
		MINIMUM COVER																										
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ALL OTHER BARS		2"																										
STRUCTURAL STEEL NOTES																												
<div>1. FRAMING DIMENSIONS ARE GIVEN ALONG CENTERLINES OF BEAMS/GIRDERS AND ALONG CENTERLINES OF BEARINGS AT ABUTMENTS. THE FABRICATOR IS RESPONSIBLE FOR INCORPORATING THE CAMBER, CROSS SLOPE, AND OTHER EFFECTS THAT MAY IMPACT THE OVERALL LENGTHS, DIMENSIONS AND/OR THE DETAILING.</div> <div>2. THE SHOPS FABRICATING THE STRUCTURAL STEEL SHALL AT A MINIMUM BE CERTIFIED FOR "SIMPLE STEEL BRIDGES (SBR)" IN ACCORDANCE WITH THE AISC QUALITY CERTIFICATION PROGRAM OR EQUIVALENT.<div>THE SHOPS SHALL ALSO BE CERTIFIED UNDER THE AISC "SOPHISTICATED PAINT ENDORSEMENT (SPE)" QUALITY PROGRAM OR THE SSPC-QP3 PAINT CERTIFICATION PROGRAM.<div>THE FABRICATOR MUST SUBMIT PROOF OF CURRENT CERTIFICATION AS SPECIFIED.</div></div></div> <div>3. THE STEEL ERECTOR/CONTRACTOR FOR THIS PROJECT SHALL AT A MINIMUM BE CERTIFIED FOR "CERTIFIED STEEL ERECTOR (CSE)" 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.</div> <div>4. SHOP DRAWINGS FOR ALL FABRICATED STEEL SHALL BE SUBMITTED TO THE ENGINEER IN SUFFICIENT TIME TO PERMIT CAREFUL CHECKING PRIOR TO FABRICATION.</div> <div>5. STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE LATEST PROVISIONS OF AASHTO DESIGNATION M 270 GRADE 36 MINIMUM.</div> <div>6. ALL AASHTO M 270 STRUCTURAL STEEL SHALL MEET THE ZONE 2 CHARPY V-NOTCH FRACTURE TOUGHNESS TEST REQUIREMENTS AS SPECIFIED IN TABLE C6.6.2.1-1 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR "NONFRACTURE-CRITICAL" AND "FRACTURE-CRITICAL" COMPONENTS. THE ZONE 2 FRACTURE TOUGHNESS REQUIREMENTS ARE AS FOLLOWS:<table><tr><td colspan="2">NONFRACTURE-CRITICAL</td></tr><tr><td>GRADE 36</td><td>15 FT-LBS @ 40°F (UP TO 4 INCHES THICK)</td></tr><tr><td>GRADE 50 OR 50W</td><td>15 FT-LBS @ 40°F (UP TO AND INCLUDING 2 INCHES THICK)</td></tr><tr><td>GRADE 50 OR 50W</td><td>20 FT-LBS @ 40°F (FROM 2 INCH THICK UP TO AND INCLUDING 4 INCHES THICK)</td></tr></table>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.<div>THE CHARPY V-NOTCH FRACTURE TOUGHNESS TEST REQUIREMENTS IS NOT MANDATORY FOR THE FOLLOWING STEEL COMPONENTS:<div><div>BEARINGS, MASONRY PLATES AND SOLE PLATES</div><div>EXPANSION JOINTS</div><div>RAILINGS</div></div></div></div> <div>7. 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.</div> <div>8. GALVANIZED WASHERS MEETING ASTM DESIGNATION F 436 ARE TO BE USED OVER ALL HOLES THAT ARE MORE THAN 1/16" IN DIAMETER GREATER THAN THE BOLT DIAMETER AND UNDER ALL PARTS TURNED DURING ASSEMBLY.</div> <div>9. NEW STRUCTURAL STEEL SHALL BE PREPARED AND PRIMED IN THE SHOP IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS; PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE COST OF THE STEEL REPAIR. THE FINAL INTERMEDIATE AND TOP COAT SHALL BE APPLIED IN THE FIELD AND INCLUDED FOR PAYMENT UNDER ITEM CODE 825.8040.</div> <div>10. 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.</div> <div>11. PRIOR TO SHOP COATING AS SPECIFIED IN SECTION 825 OF THE RI STANDARD SPECIFICATIONS, ALL CORNERS AND EDGES OF STEEL WHICH HAVE BEEN FLAME CUT OR OTHERWISE HARDENED SHALL BE SOFTENED BY GRINDING OR BLAST-CLEANING TO PROVIDE A SURFACE SUITABLE FOR APPLICATION OF THE SPECIFIED PAINT SYSTEM.</div> <div>12. UPON COMPLETION OF ALL FABRICATION AND PRIOR TO THE APPLICATION OF THE SHOP PRIMER COAT, THE STRUCTURAL STEEL SHALL BE RESTORED TO AN SSPC-SP10 CONDITION.</div> <div>13. WELDING OF ATTACHMENTS TO GIRDER FLANGES OR WEBS FOR CONSTRUCTION PURPOSES IS NOT PERMITTED EXCEPT WHEN APPROVED BY THE ENGINEER.</div> <div>14. WHEN STEEL DIE STAMPS ARE USED TO IDENTIFY PIECES AND MEMBERS, FABRICATORS SHALL UTILIZE LOW STRESS STAMPS.</div>										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)											
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RI CONTRACT NO.
2025-CB-031

FISCAL YEAR
2025

SHEET NO.
7

TOTAL SHEETS
52

STEEL REPAIR NOTES

1. EXISTING DETAILS AND DIMENSIONS SHOWN HAVE BEEN OBTAINED FROM AVAILABLE PLANS AND CURRENT INSPECTION REPORTS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS. ANY DISCREPANCIES REQUIRING MODIFICATIONS TO THE PROPOSED DETAILS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. THE CONTRACTOR SHALL RECORD ALL APPROPRIATE DIMENSIONS AND EXISTING LAYOUT INFORMATION TO ENSURE PROPER FIT-UP OF THE STEEL IN THE FIELD.

2. PRIOR TO VERIFYING EXISTING CONDITIONS AND DIMENSIONS, THE CONTRACTOR SHALL CLEAN AND PRIME THE EXISTING STRUCTURAL STEEL TO THE SPECIFIED LIMITS. ANY CONDITIONS WARRANTING ADDITIONAL REPAIR LIMITS NOT SPECIFIED HEREIN SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

3. AFTER VERIFICATION OF EXISTING CONDITIONS AND DIMENSIONS, THE CONTRACTOR SHALL PREPARE AND SUBMIT DETAILED SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.

4. THE CONTRACTOR SHALL ENSURE THAT NO DEBRIS FALLS TO THE WATERWAYS OR RAILWAYS BELOW.

5. SHIELDING IS REQUIRED FOR BEAM REPAIRS AND DECK WORK AT BRIDGE 095301.

6. THE CONTRACTOR IS RESPONSIBLE FOR THE OVERALL FIT OF THE BOLTED CONNECTIONS. FINAL BOLT SPACING AND DETAILS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCLUDED ON THE SHOP DRAWINGS.

7. REMNANTS OF EXISTING WELDS AND PLATES SHALL BE GROUND SMOOTH AS REQUIRED TO INSTALL PROPOSED REPAIR SHAPES AND PLATES.

8. PROPOSED REPAIR PLATES SHALL BE COPED, AS REQUIRED, AT EXISTING WELDS THAT ARE TO REMAIN.

9. ANY BOLTS THAT PASS THROUGH AN EXISTING HOLE CAUSED BY THE DETERIORATION OF THE STEEL SHALL BE PROVIDED WITH A PLATE WASHER/FILLER PLATE OF A THICKNESS EQUAL TO THE ORIGINAL THICKNESS OF THE EXISTING MATERIAL. THIS WASHER/FILLER PLATE SHALL BE PLACED WITHIN THE HOLE BETWEEN THE PROPOSED PLATES. IF THE HOLE IS SMALLER THAN TWICE THE DIAMETER OF THE BOLT, THE PLATE WASHER/FILLER PLATE MAY BE OMITTED.

10. EXISTING STEEL SURFACE SHALL BE CLEANED AND PRIMED PRIOR TO INSTALLING THE PROPOSED STEEL. AN EPOXY PASTE ADHESIVE SHALL THEN BE APPLIED TO THE EXISTING STEEL, SCREED INTO POSITION TO THE APPROXIMATE ORIGINAL SURFACE PROFILE OF THE STEEL. A SLIGHT EXCESS SHALL BE PROVIDED THAT CAN BE SQUEEZED OUT WHEN THE PROPOSED STEEL PLATES ARE INSTALLED. THE PROPOSED PLATES SHALL BE INSTALLED WHILE THE EPOXY IS STILL PLASTIC. ALL BOLTS SHALL BE INSTALLED "SNUG-TIGHT" IN ORDER TO BRING THE STEEL PARTS INTO THE POSITION SHOWN IN THE DETAILS AND TO SQUEEZE OUT THE EXCESS EPOXY; FINAL TIGHTENING OF THE BOLTS SHALL BE DONE AFTER THE EPOXY HAS CURED. EXCESS EPOXY SHALL BE CLEANED AWAY PRIOR TO PAINTING.

11. THE EPOXY PASTE ADHESIVE SHALL HAVE HIGH STRENGTH, NON-SAG, MOISTURE-TOLERANT PROPERTIES. THE MATERIAL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

12. THE REQUIRED REMOVAL & DISPOSAL OF ANY EXISTING STEEL OR CONCRETE SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE COST OF THE STEEL REPAIR.

13. UNLESS OTHERWISE NOTED, ALL WORK AND MATERIALS DESCRIBED WITHIN THESE NOTES SHALL BE INCLUDED IN THE COST OF THE STEEL REPAIR.

14. REPAIR PLATE SIZES AND REPAIR TYPE LOCATIONS SHOWN ARE THE MINIMUM REQUIRED REPAIRS. THE CONTRACTOR SHALL NOTE THAT THE SIZES OF THE PLATES MAY BE INCREASED AND ADDITIONAL REPAIR LOCATIONS MAY BE ADDED, AS REQUIRED BY THE ENGINEER. CONTRACT UNIT PRICES SHALL BE USED FOR THE PAYMENT OF THE INCREASED PLATE SIZES AND THE ADDED LOCATIONS, PROVIDED THAT THE ADDED LOCATIONS ARE ALONG THE SAME BEARING LINE AS A LOCATION NOTED IN THESE PLANS. NO OTHER ADDITIONAL PAYMENT SHALL BE MADE FOR THESE INCREASES/ADDITIONS, IN ACCORDANCE WITH SUBSECTION 109.03 OF THE RI STANDARD SPECIFICATIONS.

PAINTING EXISTING STRUCTURAL STEEL NOTES

1. THE LIMITS OF PAINTING STRUCTURAL STEEL SHALL BE AS NOTED WITHIN THE PLANS.

2. WITHIN THE LIMITS INDICATED, EXISTING STRUCTURAL STEEL TO BE REPAINTED SHALL INCLUDE, BUT NOT BE LIMITED TO, BEAMS, GIRDERS, BEARING ASSEMBLIES, CONNECTION PLATES, STIFFENERS, DIAPHRAGMS, CROSS FRAMES, AND FASTENERS.

3. PAINTING SHALL BE IN ACCORDANCE WITH SECTION 825 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE "PAINTING STRUCTURAL STEEL" AND PAID FOR UNDER CODE 825.8040 "PAINTING EXISTING STRUCTURAL STEEL."

4. STRUCTURAL STEEL SHALL BE PREPARED AND PAINTED IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS. THE COLOR OF THE TOP COAT SHALL BE BROWN (SEMI-GLOSS) TO MATCH FEDERAL STANDARD 595B COLOR 30045.

5. NEW STRUCTURAL STEEL USED FOR STEEL REPAIRS SHALL BE PREPARED AND PRIMED IN THE SHOP. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE COST OF THE STEEL REPAIR. THE INTERMEDIATE AND FINAL TOP COAT SHALL BE APPLIED IN THE FIELD AND INCLUDED FOR PAYMENT UNDER ITEM CODE 825.8040.

6. ANY COMPONENT NOT DESIGNATED TO BE REPAINTED SHALL BE ADEQUATELY PROTECTED FROM CLEANING OPERATIONS.

7. ANY DAMAGE RESULTING FROM THE CONTRACTOR'S CLEANING AND PAINTING OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

8. WORK ASSOCIATED WITH SETTING UP, MAINTAINING, AND REMOVING THE CONTAINMENT SYSTEM FOR THE SURFACE PREPARATION AND THE REPAINTING OF THE EXISTING STRUCTURAL STEEL SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROPOSED TRAFFIC CONTROL PLANS AND THE TIME RESTRICTIONS SPECIFIED IN THE CONTRACT DOCUMENTS.

GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS

1. DESIGN WIND PRESSURES FOR CONSTRUCTION:

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

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

TABLE NOTES:

APPLICATION OF THE TABULAR PRESSURE:

• BRIDGE COMPONENTS DURING CONSTRUCTION, PRIOR TO THE INSTALLATION OF THE PERMANENT BRACING SYSTEMS, NOT INCLUDING CRANE LIFTING.

• FALSE WORK, SHORING, AND SCAFFOLDING AS DEFINED IN FHWA "GUIDE DESIGN SPECIFICATION FOR BRIDGE TEMPORARY WORKS", EXCLUDING 3-DIMENSIONAL LATTICED OR TRUSSED FRAMES OR TOWERS;

• TEMPORARY SHIELDING.

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

2. ERECTION OF BRIDGE COMPONENTS:

FOR THE ERECTION OF STRUCTURES, THE FOLLOWING SHALL APPLY:

• THE CONTRACTOR SHALL SUBMIT AN ERECTION PLAN THAT PROVIDES COMPLETE DETAILS OF THE PROCESS INCLUDING, BUT NOT LIMITED TO, TEMPORARY SUPPORTS, SCHEDULING AND OPERATION SEQUENCING, CRANE PLACEMENT, AND ASSUMED LOADS AND CALCULATED STRESSES DURING VARYING STAGES OF LIFTING. THIS APPLIES TO STRUCTURES OF ANY KIND. THE CAPACITY OF THE CRANE AND ALL LIFTING AND CONNECTING DEVICES SHALL BE ADEQUATE FOR 125 PERCENT 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 RIDOT PROJECT MANAGER 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.

3. TEMPORARY BARRIER ON BRIDGE

TEMPORARY BARRIER TO BE UTILIZED ON THE BRIDGES AND THE APPROACHES DURING CONSTRUCTION SHALL MEET THE MINIMUM TEST LEVEL OF TL-3.

PAINTING EXISTING STEEL BRIDGE RAIL NOTES

1. THE BRIDGE RAIL SHALL BE FULLY PAINTED. PAINTING SHALL INCLUDE ALL POSTS, RAILS, PLATES, NUTS AND WASHERS, AND BOLTS.

2. THE EXISTING STEEL BRIDGE RAILS SHALL BE PREPARED AND PAINTED IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS. THE COLOR OF THE TOP COAT SHALL BE GRAY (SEMI-GLOSS) TO MATCH FEDERAL STANDARD 595B COLOR 36492.

3. PREPARATION AND PAINTING OF THE EXISTING STEEL BRIDGE RAILS WILL BE PAID FOR UNDER CODES 825.8050 AND 825.8040.

SITE RESTORATION NOTE

ALL PUBLIC OR PRIVATE PROPERTY (WITHIN OR ADJACENT TO THE PROJECT LIMITS) DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO ITS PRE-CONSTRUCTION CONDITION BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL RESTORATION SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE RI STANDARD SPECIFICATIONS. THE COST OF RESTORATIONS SHALL BE CONSIDERED INCIDENTAL TO THE REQUIRED WORK AND NO SEPARATE PAYMENT WILL BE MADE.

RAILROAD NOTES

1. PROVIDENCE & WORCESTER (P&W) RAILROAD IS A SUBSIDY OF GENESEE & WYOMING, INC. (G&W).

2. SEE CONTRACT SPECIFIC SPECIFICATIONS FOR G&W RAILROAD REQUIREMENTS. ALL COSTS ASSOCIATED WITH COMPLIANCE WITH G&W RAILROAD REQUIREMENTS SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS BID ITEMS.

3. NO STORAGE OF MATERIAL SHALL OCCUR ON THE G&W RAILROAD RIGHT-OF-WAY.

4. NO CONSTRUCTION EQUIPMENT SHALL BE ALLOWED TO DRIVE ON OR OVER THE TRACKS.

5. POSITIVE DRAINAGE AWAY FROM THE TRACKS SHALL BE MAINTAINED AT ALL TIMES. TRACK SHOULDERS AND DITCHES MUST BE MAINTAINED DURING AND AFTER CONSTRUCTION. ANY RECONSTRUCTION OF TRACK SHOULDERS AND DITCHES SHALL BE IN ACCORDANCE WITH THE G&W STANDARD ROADBED SECTION.

EM2

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RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XX

CHECKED BY: XX

DATE: SEPT 2024

SHEET:

OF: 52

REVISIONS

NO.	DATE	BY

REVISIONS

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WOONSOCKET

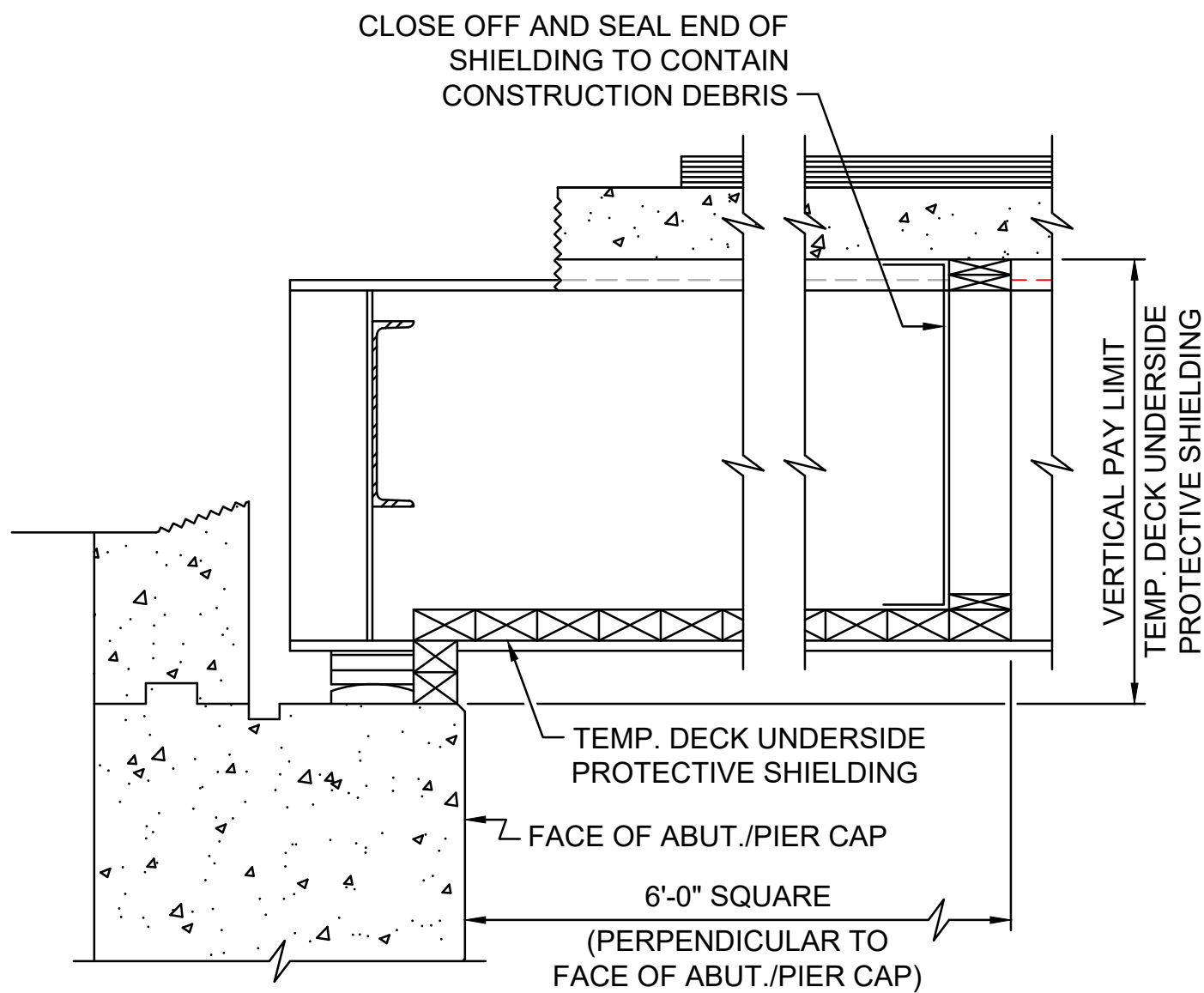
VOLUME: 3

RHODE ISLAND

BRIDGE GENERAL NOTES - 2

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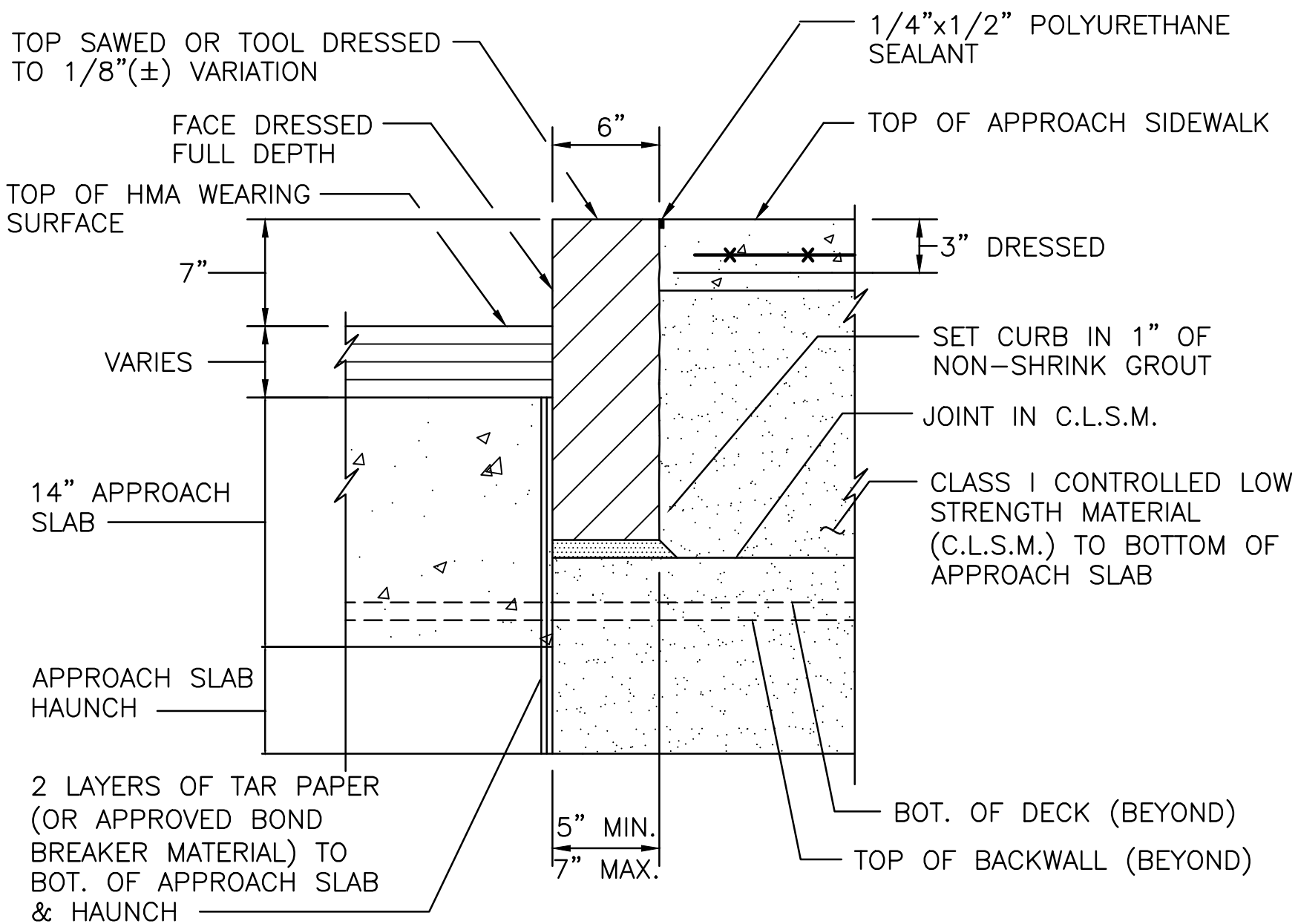
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	8	52



TEMPORARY DECK UNDERSIDE PROTECTIVE SHIELDING
SCALE: 3/4" = 1'-0"

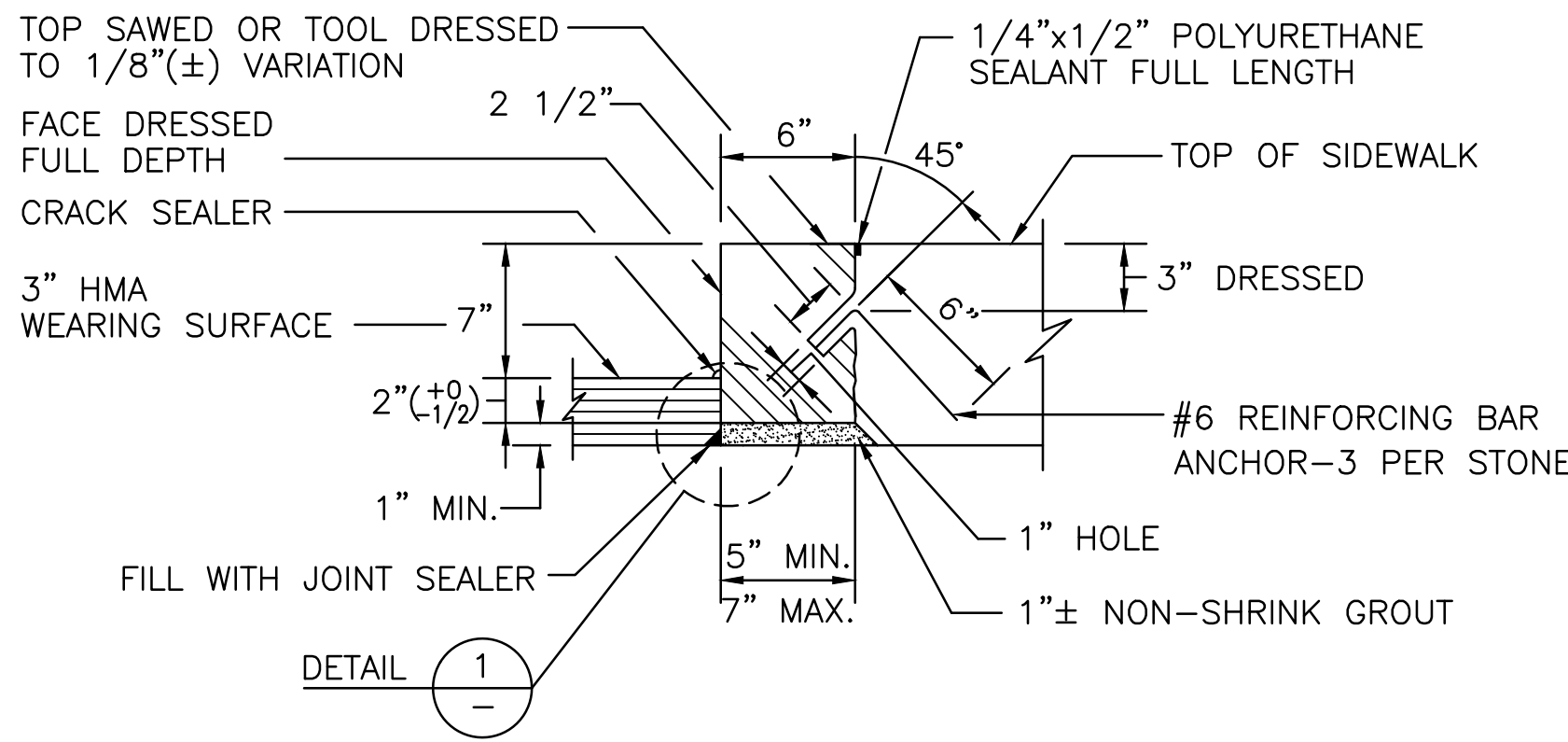
NOTES:

1. BRIDGE 095301 – TEMPORARY DECK UNDERSIDE PROTECTIVE SHIELDING IS MANDATORY AT BRIDGE 953 FOR THE REMOVAL AND REPLACEMENT OF THE DECK AND BACKWALL AND SHALL BE INSTALLED PRIOR TO COMMENCING ANY DEMOLITION WORK.
2. HORIZONTAL PAY LIMITS WILL EXTEND ACROSS THE ENTIRE WIDTH OF THE BRIDGE TO A POINT 3'-0" BEYOND THE PARAPETS ON EACH SIDE OF THE BRIDGE; VERTICAL PAY LIMITS WILL BE MEASURED FROM THE TOP OF THE BEAM SEAT TO THE UNDERSIDE OF THE DECK BENEATH THE BRIDGE AND TO A POINT 2'-0" ABOVE THE TOP OF PARAPET OUTSIDE THE LIMITS OF THE BRIDGE.
3. NO ADDITIONAL PAYMENT WILL BE MADE FOR SHIELDING ERECTED OUTSIDE OF THE LIMITS INDICATED HEREIN.

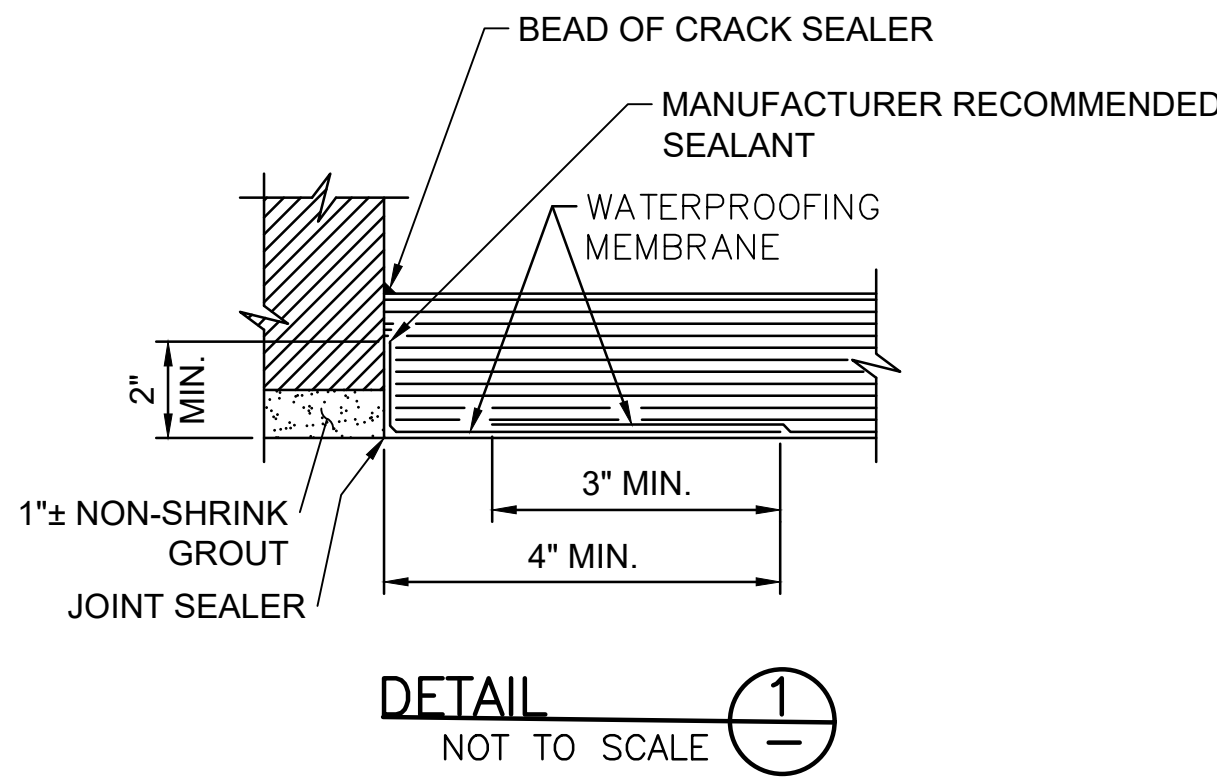


NOTE:
BEYOND LIMITS OF APPROACH SLAB, THE CURB AND APPROACH SLAB SIDEWALK ARE SET ON A GRAVEL BASE.

6"X18" GRANITE CURB AT ABUTMENT BACKWALL
SCALE: 1 1/2"=1'-0"



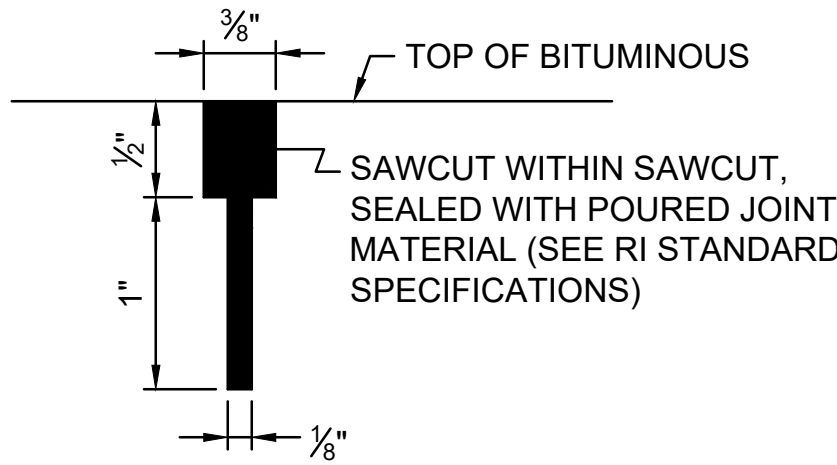
**6"X9" VERTICAL FACE GRANITE CURB
(HMA WEARING SURFACE)**
SCALE: 1 1/2"=1'-0"



DETAIL 1
NOT TO SCALE

CURB NOTES:

- 1 FOR CUTTING TOLERANCES ON GRANITE CURB SEE R.I. STANDARD SPECIFICATION M-09.05.
- 2 STRAIGHT CURB SHALL BE FURNISHED IN LENGTHS OF NOT LESS THAN 6 FEET OR GREATER THAN 10 FEET. (5 FOOT LENGTHS MAY BE ALLOWED UNDER UNUSUAL CIRCUMSTANCES, BUT ONLY WITH THE APPROVAL OF THE BRIDGE ENGINEER).
- 3 CURB WHICH IS SET ON A RADIUS BETWEEN 160 FEET AND 300 FEET MAY BE FURNISHED STRAIGHT IN LENGTHS NOT TO EXCEED 6 FEET.
- 4 CURB TO BE SET ON A RADIUS OF 160 FEET OR LESS SHALL BE CUT TO THE CURVE REQUIRED.



SAW & SEAL JOINT
SCALE: 1" = 1'-0"

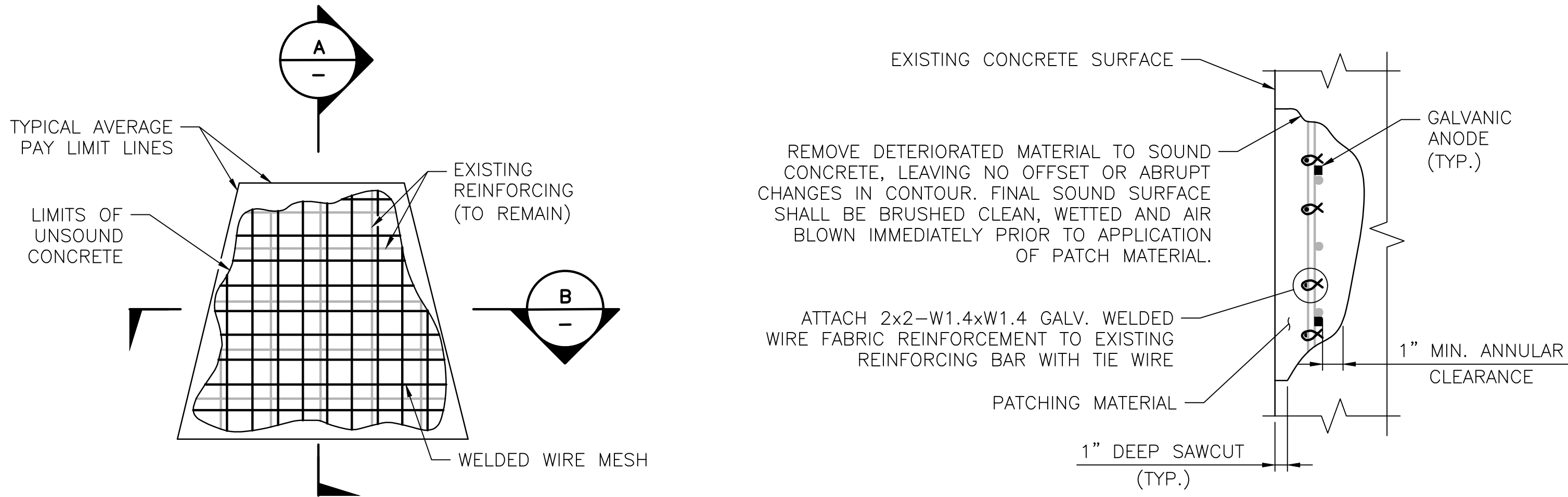


RHODE ISLAND
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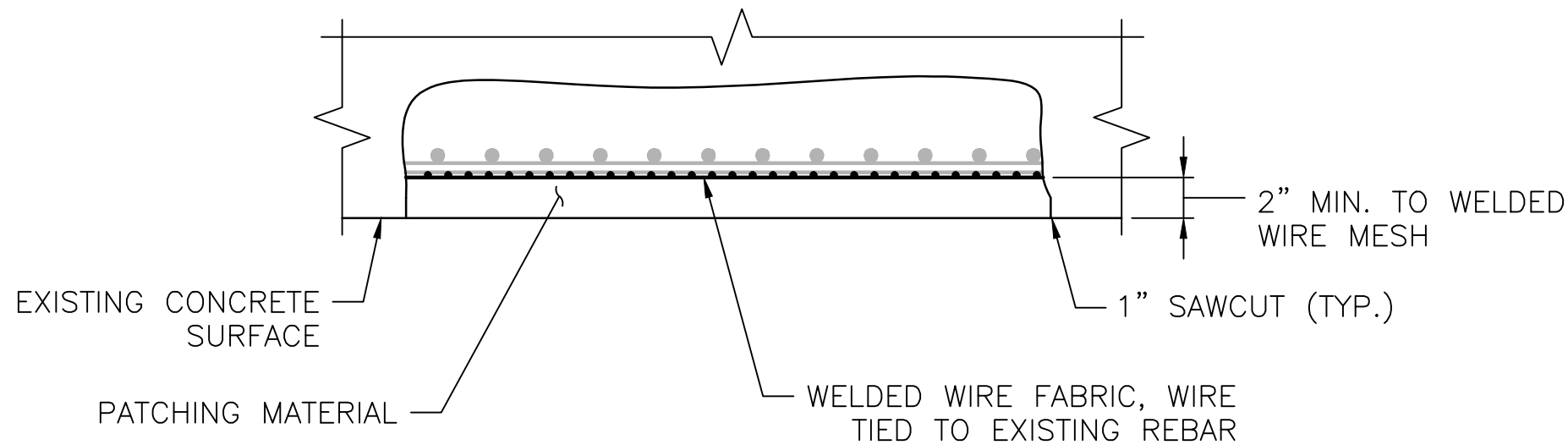
DESIGNED BY: XX
CHECKED BY: XX
DATE: SEPT 2024
SHEET:
OF: 52

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR		
WOONSOCKET	VOLUME: 3	RHODE ISLAND
BRIDGE STANDARD DETAILS		



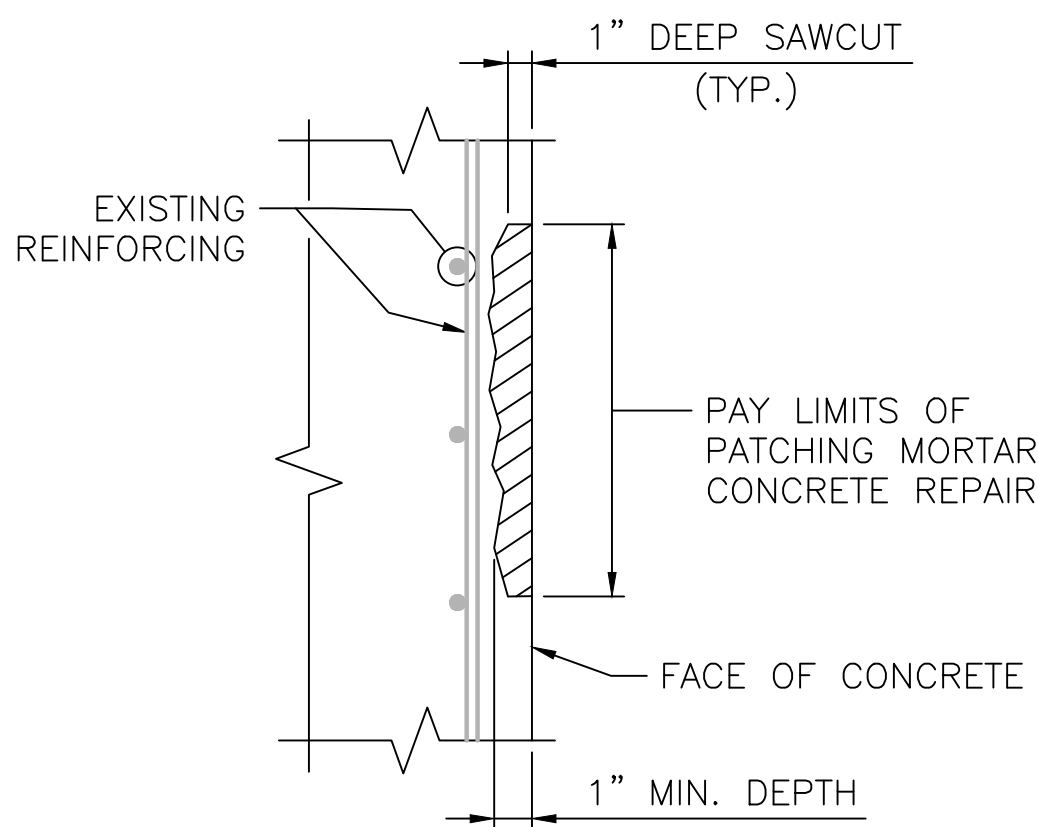
SECTION
SCALE: 1 1/2"=1'-0"



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

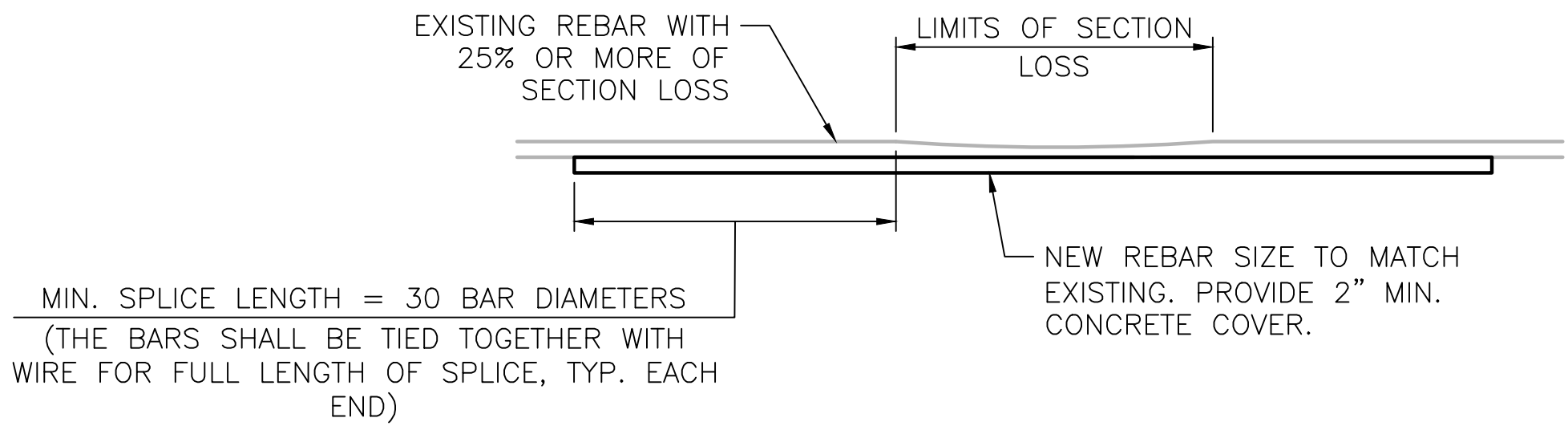
NOTE:
THIS REPAIR INTENDED FOR AREAS WHERE MORE THAN ONE-HALF OF THE REBAR SURFACE IS EXPOSED. BARS HAVING LOST 1/4 OR MORE OF THEIR ORIGINAL DIAMETER SHALL BE SUPPLEMENTED BY NEW BARS PLACED PARALLEL TO EXISTING REINFORCEMENT.

DEEP PATCH REPAIR DETAIL
SCALE 1 1/2"= 1'-0"



NOTE:
THIS REPAIR INTENDED FOR AREAS WHERE NO MORE THAN ONE-HALF OF THE REBAR SURFACE IS EXPOSED AND THE SURROUNDING CONCRETE IS SOUND.

PATCHING MORTAR CONCRETE REPAIR DETAIL
SCALE 1 1/2"= 1'-0"



REINFORCEMENT SPLICE DETAIL
SCALE 1 1/2"= 1'-0"

- NOTES:
1. GALVANIC ANODES SHALL BE SPACED EVENLY AROUND THE PERIMETER OF THE REPAIR AREA AT A MAXIMUM SPACING OF 24" O.C. IN FACES OF WALLS AND ABUTMENTS.
 2. THE COST OF FURNISHING AND INSTALLING THE GALVANIC ANODES SHALL BE INCLUDED IN THE COST OF THE CONCRETE MASONRY REPAIR; NO ADDITIONAL PAYMENT WILL BE MADE.
 3. SEE CONCRETE MASONRY REPAIR DETAILS 2 SHEET FOR NOTES AND PROCEDURES.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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OF: 52

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WOONSOCKET CORRIDOR
VOLUME: 3
WOONSOCKET RHODE ISLAND
CONCRETE MASONRY REPAIR DETAILS - 1

CONCRETE REPAIR NOTES:

- ALL CONCRETE REPAIR WORK SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS SECTION 817, SECTION 836, AND THE SPECIAL PROVISIONS CONTAINED IN THE CONTRACT SPECIFICATIONS.
- REPAIR AREAS SHOWN WITHIN THESE PLANS ARE APPROXIMATE; THE MAGNITUDE AND TYPE OF ACTUAL REPAIR SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
- ALL WORK SHALL BE DELINEATED BY THE CONTRACTOR PRIOR TO SAWCUTTING THE PROPOSED REPAIR AREAS. THE ENGINEER SHALL APPROVE THE PROPOSED REPAIR AREAS PRIOR TO SAWCUTTING.
- CLASS OF CONCRETE SHALL BE HIGH PERFORMANCE CLASS HP AS DESCRIBED IN THE RI STANDARD SPECIFICATIONS.
- SECTION 606 "SELF CONSOLIDATING CONCRETE (SCC)" CONTAINS THE REQUIREMENTS FOR MODIFYING THE CONCRETE MIX DESIGN FOR SELF CONSOLIDATING APPLICATIONS.
- ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED.
- EXPOSED REINFORCING BARS SHALL BE BLAST CLEANED AND COATED WITH A ZINC RICH PRIMER, AS APPROVED BY THE ENGINEER, BEFORE APPLYING THE PATCHING MATERIAL. THE CONTRACTOR MAY NEED TO USE MECHANICAL METHODS TO CLEAN THE BACKSIDE OF REINFORCING BARS PRIOR TO APPLYING THE COATING. SPLICED REINFORCING BARS SHALL BE GALVANIZED AND COATED WITH A ZINC RICH PRIMER, AS APPROVED BY THE ENGINEER, BEFORE APPLYING THE PATCHING MATERIAL. SURFACE OF EXISTING AND NEW STEEL SHALL BE PREPARED IN ACCORDANCE WITH THE PRIMER MANUFACTURER'S INSTRUCTIONS. THE COST OF SPLICED REINFORCING BARS SHALL BE INCLUDED IN THE COST OF "GALVANIZED BAR REINFORCEMENT GRADE 60". THE COST OF PRIMER SHALL BE INCLUDED IN THE COST OF "REPAIRS TO STRUCTURE CONCRETE MASONRY – PATCHING MORTAR" AND "REPAIRS TO STRUCTURE CONCRETE MASONRY – FORM AND CAST IN PLACE CONCRETE".
- ALL REINFORCING STEEL SHALL BE GALVANIZED, AFTER FABRICATION, IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A 767, CLASS 1. ALL WIRE TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF GALVANIZED REINFORCING SHALL ALSO BE GALVANIZED.
- CRACKS THAT ARE 20 MILS OR GREATER IN WIDTH SHALL BE REPAIRED BY EPOXY-RESIN BASED ADHESIVE INJECTION.
- WHERE A CRACK REPAIR OVERLAPS WITH A PATCHING MORTAR OR FORM AND CAST IN PLACE CONCRETE REPAIR, THE EPOXY INJECTION SHALL BE PERFORMED AFTER REMOVAL OF ALL DETERIORATED CONCRETE AND BEFORE THE PATCHING MORTAR OR CONCRETE IS PLACED.
- THE CONTRACTOR SHALL NOT REMOVE CONCRETE EXCEPT IN THE PRESENCE OF THE ENGINEER OR HIS APPOINTED REPRESENTATIVE. IF THE AREA REMOVED EXCEEDS THE AREAS SHOWN ON THE PLANS BY 25%, OR IF THE REMOVAL DEPTHS EXTEND MORE THAN 1½" BEHIND THE MAIN REINFORCING BARS, THE CONTRACTOR SHALL CEASE REMOVAL OPERATIONS AND NOTIFY THE ENGINEER IMMEDIATELY. THE ENGINEER SHALL DETERMINE IF THE REMOVAL OPERATIONS REDUCE THE STRUCTURAL CAPACITY OF THE ELEMENT.
- ALL VISIBLY DETERIORATED CONCRETE SHALL BE REMOVED AT THE DIRECTION OF THE ENGINEER TO SOUND CONCRETE SURFACE. THE ENGINEER SHALL BE THE SOLE JUDGE IN DETERMINING THE SOUNDNESS OF THE CONCRETE TO REMAIN.
- IN AREAS WHERE REINFORCING STEEL IS FOUND TO BE SURROUNDED BY DETERIORATED CONCRETE, OR WHERE AT LEAST ONE-HALF OF THE REBAR SURFACE AREA IS EXPOSED, THE DEPTH OF CONCRETE REMOVAL SHALL BE SUCH AS TO INCLUDE ALL DETERIORATED CONCRETE BUT NOT LESS THAN THAT DEPTH NECESSARY TO ALLOW FOR ONE INCH MINIMUM ANNULAR CLEARANCE AROUND THE REINFORCING BAR OR GALVANIZED ANODES.
- AFTER REMOVAL HAS BEEN COMPLETED, ALL BOND INHIBITING MATERIALS SUCH AS LOOSELY BONDED AGGREGATES, DIRT, OR GREASE, SHALL BE REMOVED FROM THE SURFACE BY SANDBLASTING OR BY OTHER SUITABLE METHODS APPROVED BY THE ENGINEER.
- IF THE CORRODED REINFORCING HAS LOST MORE THAN 25% OF ITS ORIGINAL DIAMETER, THE REINFORCING STEEL SHALL BE SUPPLEMENTED WITH NEW REINFORCING BY PLACING THE NEW BAR PARALLEL TO THE EXISTING REINFORCING. NEW BARS CONSIDERED MAIN REINFORCEMENT SHALL BE EXTENDED BEYOND THE AFFECTED AREA IN EACH DIRECTION BY THE REQUIRED LAP LENGTHS (30 BAR DIAMETERS). IF NECESSARY, ADDITIONAL CHIPPING WILL BE REQUIRED TO PROVIDE THIS LAP. THE SIZE OF THE SUPPLEMENTAL REINFORCING SHALL MATCH THE EXISTING REINFORCING.
- ALL HEAVY OXIDES AND SCALES SHALL BE REMOVED FROM AFFECTED REINFORCING BY SANDBLASTING OR BY OTHER SUITABLE METHODS APPROVED BY THE ENGINEER IN ORDER TO PROMOTE MAXIMUM BOND OF THE NEW CONCRETE.
- SURFACE PREPARATION, INCLUDING BRINGING THE EXISTING SURFACE TO A SATURATED SURFACE DRY CONDITION IMMEDIATELY PRIOR TO PLACING NEW PATCHING MATERIAL, PROPORTIONING AND MIXING OF MATERIALS, APPLICATION OF MATERIALS AND REPAIR PROCEDURES SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- THE CONTRACTOR SHALL PROVIDE A FINISHED REPAIR SURFACE TO MATCH THE EXISTING ADJACENT CONCRETE FINISH.
- ALL REPAIRS TO STRUCTURAL CONCRETE MASONRY SHALL BE COMPLETED WITHIN TWO WEEKS AFTER REMOVAL OF DETERIORATED CONCRETE.
- IF DURING REMOVAL OF DETERIORATED CONCRETE THE CONTRACTOR DAMAGES EXISTING REINFORCEMENT TO THE EXTEND THAT REPLACEMENT IS REQUIRED, ANY ADDITIONAL WORK OR MATERIALS REQUIRED TO REPLACE THE DAMAGED REINFORCEMENT SHALL BE COMPLETED OR FURNISHED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- PAYMENT FOR SUPPLEMENTAL REINFORCING WILL BE INCLUDED UNDER ITEM CODE 810.0210. PAYMENT FOR GALVANIZED WELDED WIRE FABRIC AND THE GALVANIC ANODES WILL BE INCLUDED IN THE COST OF THE REPAIR.
- REPAIRS SHALL BE PAID FOR UNDER THE ITEMS "REPAIRS TO STRUCTURE CONCRETE MASONRY – PATCHING MORTAR" AND "REPAIRS TO STRUCTURE CONCRETE MASONRY – FORM AND CAST IN PLACE CONCRETE."
- AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER.

REPAIR PROCEDURE:

- REMOVE DETERIORATED MATERIAL TO SOUND CONCRETE LEAVING NO OFFSET OR ABRUPT CHANGES IN CONTOUR. IF REINFORCING BARS ARE NOT EXPOSED AFTER REMOVAL OF DETERIORATED CONCRETE, MOVE ON TO NEXT REPAIR LOCATION. IF REINFORCING BARS ARE EXPOSED, FOLLOW THE REMAINDER OF THIS PROCEDURE.
- CLEAN EXISTING REINFORCING STEEL AND CONCRETE (NEWLY EXPOSED). MISSING OR DETERIORATED REINFORCING STEEL SHALL BE REPLACED AND SPLICED AS SHOWN IN THE DETAIL OR AS DIRECTED BY THE ENGINEER.
- INSTALL WELDED WIRE MESH, PREPARE SURFACES OF EXISTING AND NEW REINFORCING STEEL, AND APPLY ZINC RICH PRIMER IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
- PREPARE CONCRETE SURFACE THEN FORM AND PATCH.
- ALL NEW EXPOSED CONCRETE SURFACES WITHIN AREA TO BE REPAIRED SHALL BE RUBBED TO PRODUCE A SMOOTH FINISH.



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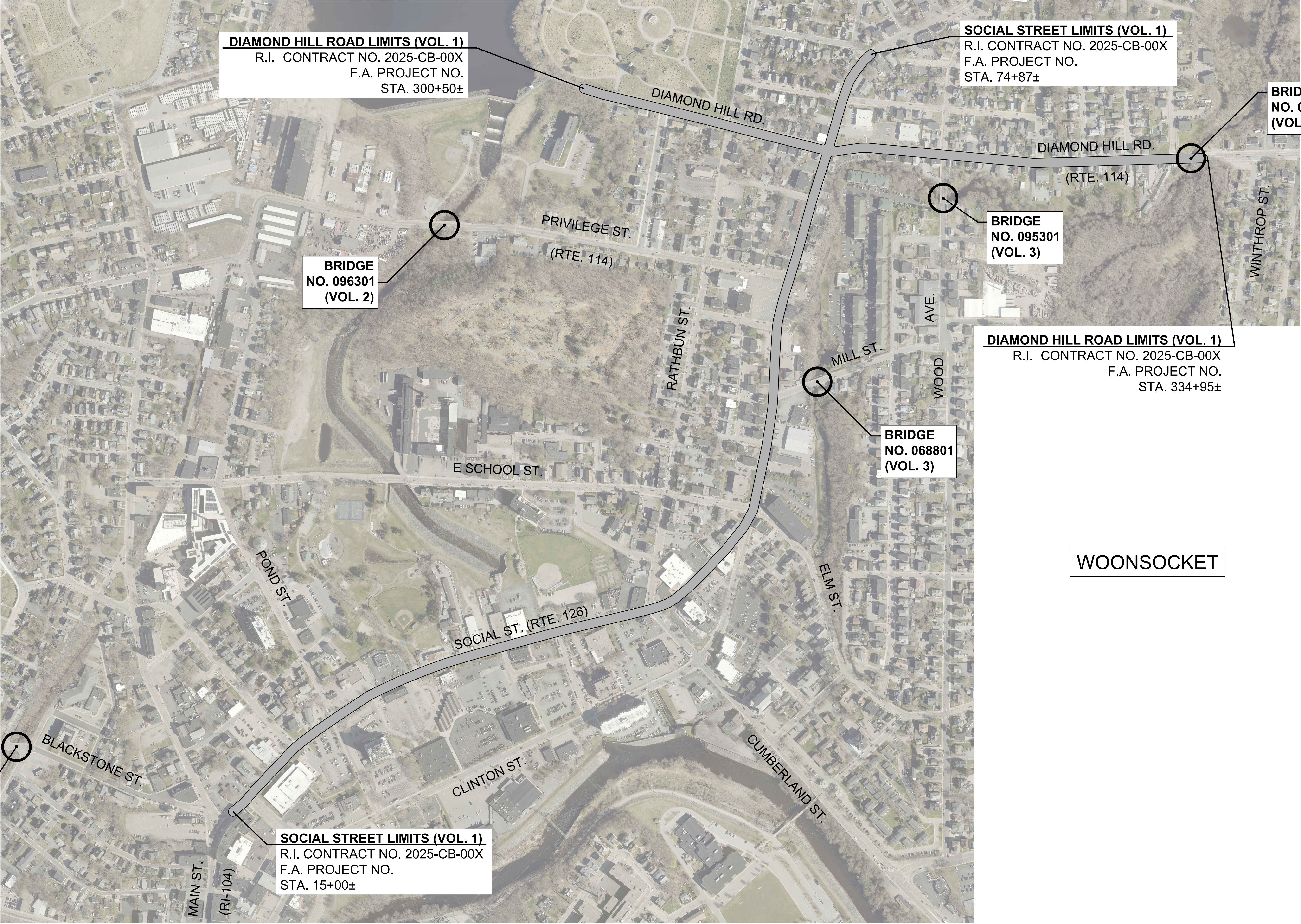
WOONSOCKET CORRIDOR

VOLUME: 3

WOONSOCKET

RHODE ISLAND

CONCRETE MASONRY REPAIR DETAILS - 2



BRIDGE
NO. 093901
(VOL. 3)

DIAMOND HILL ROAD LIMITS (VOL. 1)
R.I. CONTRACT NO. 2025-CB-00X
F.A. PROJECT NO.
STA. 300+50±

BRIDGE
NO. 096301
(VOL. 2)

SOCIAL STREET LIMITS (VOL. 1)
R.I. CONTRACT NO. 2025-CB-00X
F.A. PROJECT NO.
STA. 74+87±

BRIDGE
NO. 095401
(VOL. 3)

BRIDGE
NO. 095301
(VOL. 3)

DIAMOND HILL ROAD LIMITS (VOL. 1)
R.I. CONTRACT NO. 2025-CB-00X
F.A. PROJECT NO.
STA. 334+95±

BRIDGE
NO. 068801
(VOL. 3)

WOONSOCKET



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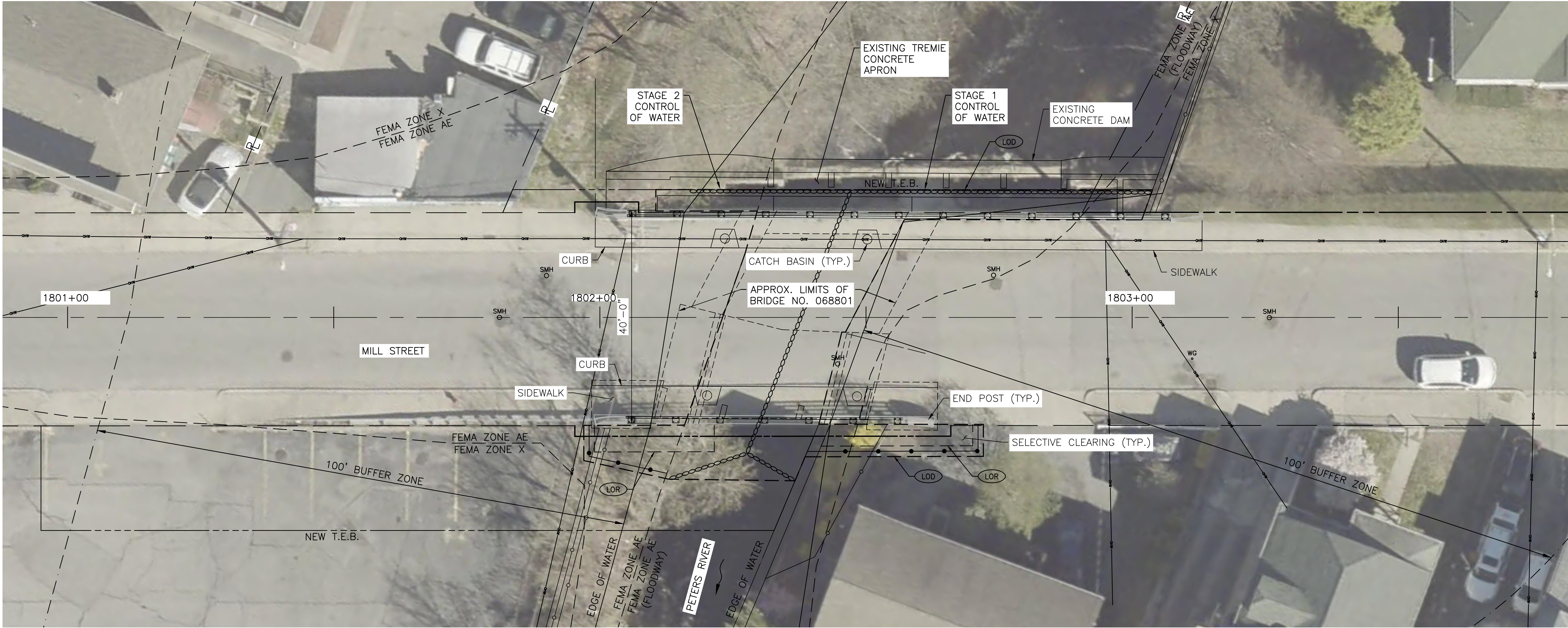
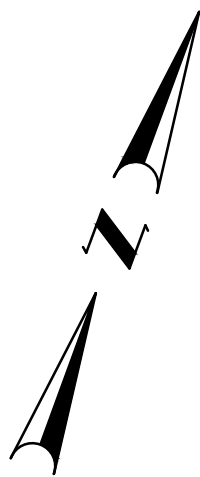
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DATE: SEPT 2024
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OF: 52

SCALE: 1"=250'					
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WOONSOCKET CORRIDOR
VOLUME: 3

RHODE ISLAND

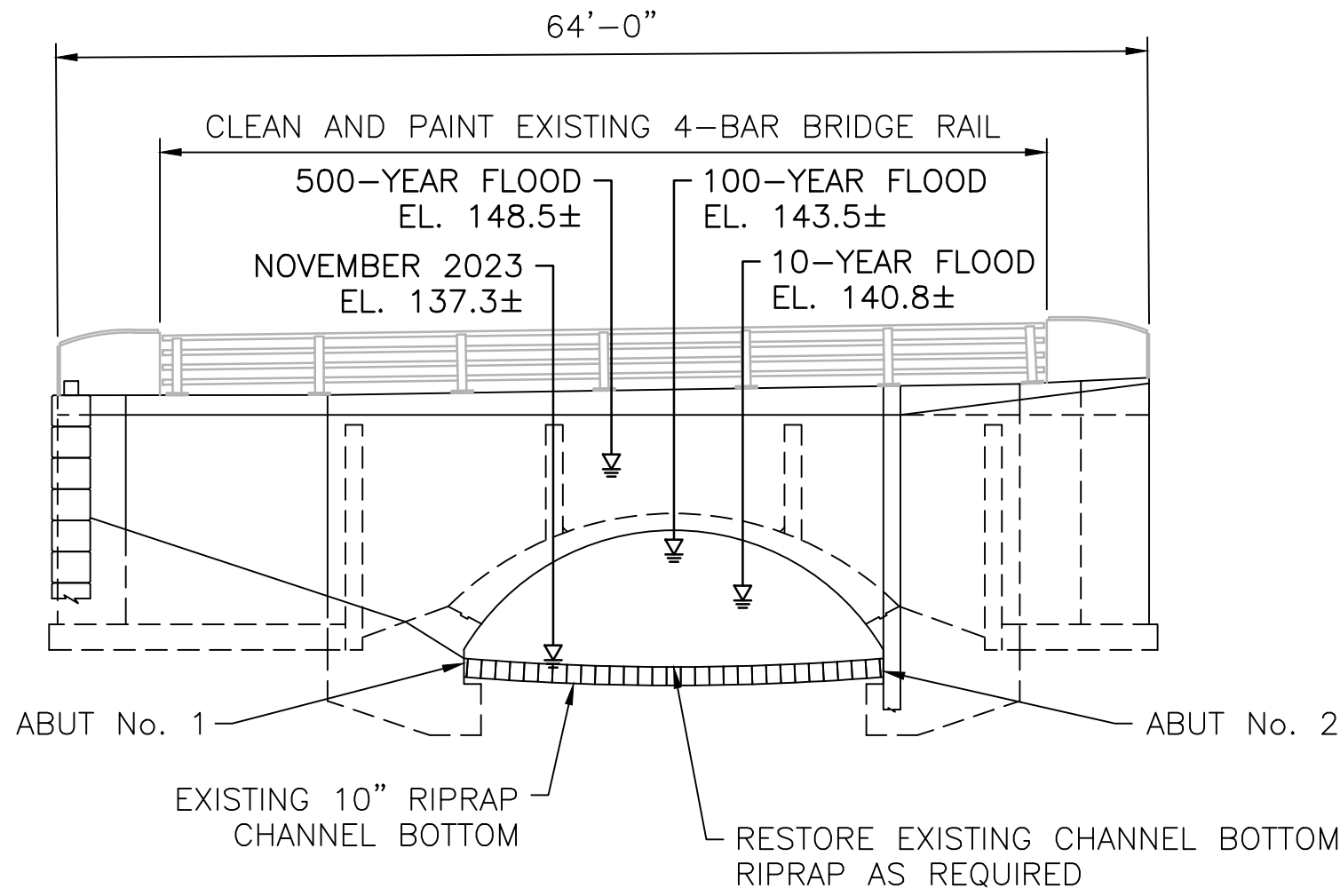
KEY PLAN



PLAN
SCALE: 1" = 10'-0"

DESCRIPTION OF PROPOSED PRESERVATION WORK FOR BRIDGE NO. 068801

- CLEAN ALL EXPOSED CONCRETE WITHIN THE LIMITS OF THE BRIDGE. USE HIGH PRESSURE WATER CLEANING, AS DESCRIBED IN THE SPECIFICATIONS. WATER PRESSURE SHOULD BE ADJUSTED TO CLEAN WITHOUT REMOVING CONCRETE PASTE.
- SELECTIVELY CLEAR TREES AND UNDERGROWTH AT EACH END OF THE BRIDGES INCLUDING SLOPED EMBANKMENT TO LIMITS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER. RESEED DISTURBED AREAS.
- REMOVE AND DISPOSE JOINT SEALANT AS DIRECTED BY THE ENGINEER AND/OR AS SHOWN ON THE DRAWINGS INCLUDING VERTICAL SPANDREL WALL JOINTS AND JOINTS AROUND THE EXISTING BRIDGE RAIL AND END POST. REPLACE WITH SILICONE JOINT SEALANT TO LIMITS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER. REMOVAL AND DISPOSAL OF EXISTING SEALANT IS INCLUDED IN THE COST OF THE NEW SEALANT.
- REMOVE AND DISPOSE OF DEBRIS FROM THE CHANNEL WITHIN THE LIMITS OF STAGED WATER CONTROL AND EMBANKMENTS, AS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL BE INCLUDED UNDER ITEM CODE 201.0321 CLEARING AND GRUBBING.
- REPAIR CONCRETE MASONRY TO ARCH RING, SPANDREL WALLS, RETURN WALLS, WINGWALLS, AND END POSTS AS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER. ALL REPAIRS ARE TO BE MADE IN DRY CONDITIONS.
- RESTORE EXISTING CHANNEL BOTTOM RIPRAP AND PRESSURE GROUT VOIDS AS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER.
- APPLICATION OF FILM-FORMING CONCRETE SURFACE TREATMENT-PROTECTIVE COATING TO EXPOSED PORTIONS OF THE SIDEWALK, END POSTS, RAIL COPING AND SUBSTRUCTURE UNITS INCLUDING EXPOSED ARCH UNDERSIDE, ARCH RING, SPANDREL WALLS AND RETURN WALLS AS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER.
- CLEAN AND PAINT ENTIRE STEEL BRIDGE RAIL INCLUDING ALL POSTS, RAILS, PLATES, NUTS AND WASHERS, AND BOLTS. SEE GENERAL NOTES FOR PAINTING EXISTING STEEL BRIDGE RAIL NOTES.



SOUTH ELEVATION
SCALE: 1" = 10'-0"

- NOTES:
- THIS COMPILATION PLAN HAS BEEN PREPARED FROM SOURCES OF INFORMATION AND DATA WHOSE POSITIONAL ACCURACY AND RELIABILITY HAS NOT BEEN VERIFIED. THE PROPERTY LINES DEPICTED HEREON DO NOT REPRESENT A BOUNDARY OPINION, AND OTHER INFORMATION DEPICTED SUBJECT TO SUCH CHANGES AS AN AUTHORITATIVE FIELD SURVEY MAY DISCLOSE.
 - DIMENSIONS PROVIDED ARE APPROXIMATE. WORK LIMITS MAY VARY. FINAL LIMITS ARE TO BE APPROVED BY THE ENGINEER.



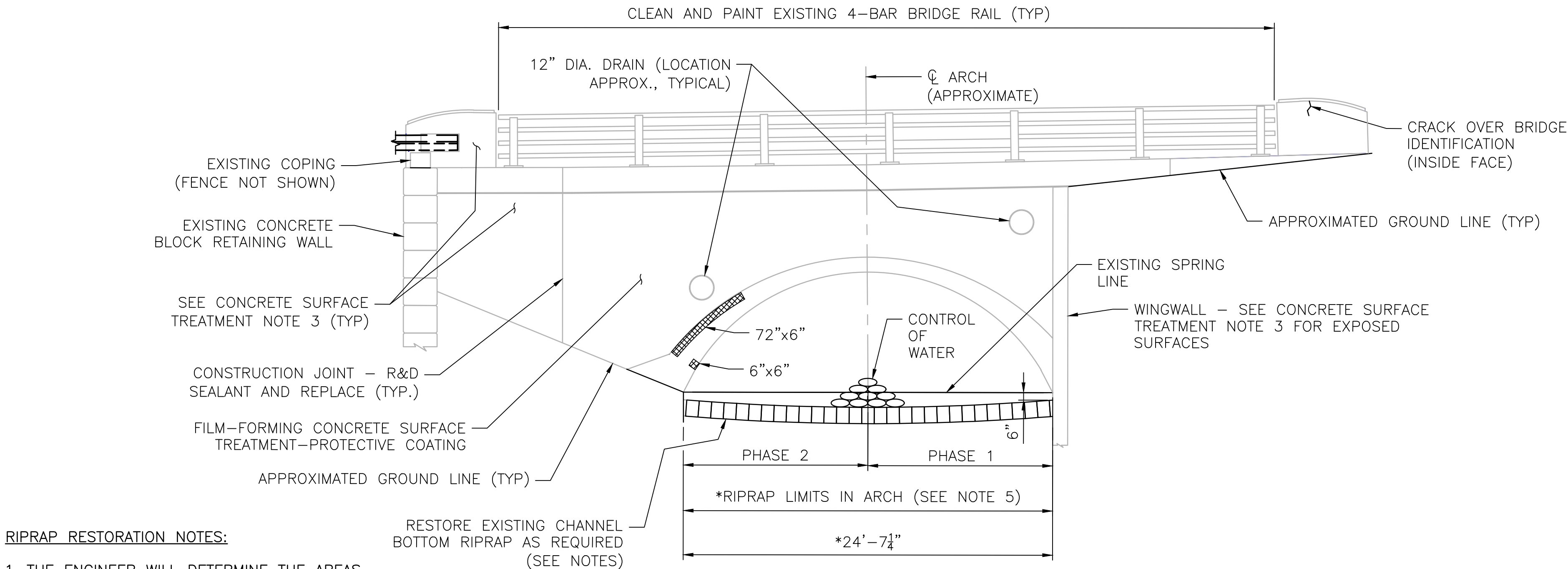
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DEPARTMENT OF TRANSPORTATION

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WOONSOCKET CORRIDOR
VOLUME: 3

BRIDGE 068801 - GENERAL PLAN



RIPRAP RESTORATION NOTES:

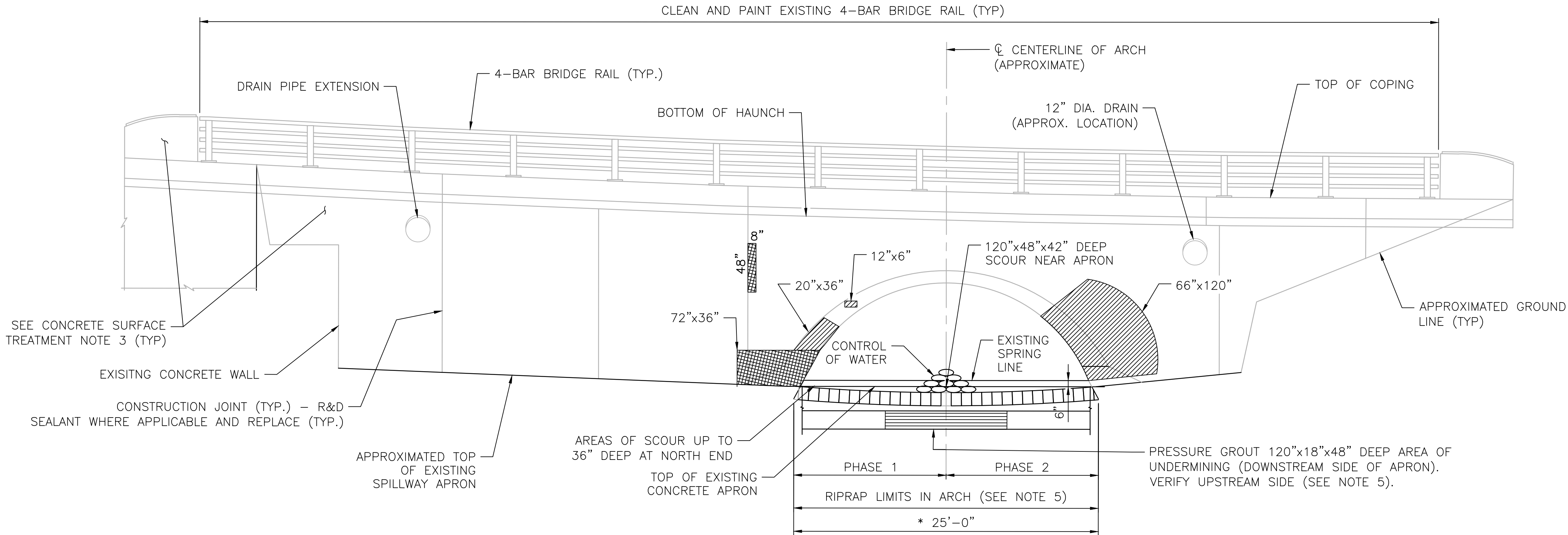
1. THE ENGINEER WILL DETERMINE THE AREAS REQUIRING RESTORATION.
2. RESTORATION SHALL INCLUDE PLACING RIPRAP STONES OF EQUIVALENT SIZE TO SUPPLEMENT THE EXISTING RIPRAP.
3. PAYMENT FOR THIS WORK WILL BE INCLUDED UNDER ITEM CODE 920.0320.

RESTORE EXISTING CHANNEL BOTTOM RIPRAP AS REQUIRED (SEE NOTES)

SOUTH EXPOSED ELEVATION
SCALE: 3/16"=1'-0"

LEGEND

- FORM AND CAST IN PLACE REPAIR AREA
- PATCHING MORTAR REPAIR AREA
- PRESSURE GROUT IN VOID
- CRACK REPAIR



NORTH EXPOSED ELEVATION
SCALE: 3/16"=1'-0"

NOTES:

1. ELEVATION AND SECTION VIEWS ARE SCHEMATIC ONLY AND USED TO SHOW APPROXIMATE LOCATIONS OF REPAIR AREAS. ALL REPAIRS ARE TO BE FIELD VERIFIED BY CONTRACTOR AND ENGINEER.
2. STRUCTURE DIMENSIONS, INCLUDING ARCH AND ARCH FOOTING AND BRIDGE RAILING AND COPING ARE BASED ON 1991 BRIDGE PLAN SHEET.
3. FILM-FORMING SEALER (M12.03.1) CONCRETE SURFACE TREATMENT IS TO BE APPLIED TO ALL EXPOSED SURFACES SHOWN IN ELEVATION VIEWS INCLUDING ALL FACES OF BRIDGE RAIL END POSTS, ARCH UNDERSIDE, WING WALL AND SPANDREL WALL UNLESS NOTED OTHERWISE. SEE GENERAL NOTES AND SECTION VIEWS FOR ADDITIONAL LIMITS.
4. PHASED WATER CONTROL IS TO BE DESIGNED BY CONTRACTOR. WATER CONTROL MEASURES MAY REQUIRE PUMPING OF WATER FROM BEHIND THE SPILLWAY TO MAINTAIN CONTROL OF WATER FLOW.
5. FOR UNDERMINE REPAIR DETAILS SEE BRIDGE 068801 ABUTMENT SECTIONS SHEET.
6. (1991 PROPOSED RIPRAP) 10" MEDIUM DIAMETER CLASS A, HAND PLACED STONE RIPRAP FROM CONCRETE APRON TO 20' +/- DOWNSTREAM OF BRIDGE.
7. FOR EXISTING 4-BAR BRIDGE RAIL, SEE EXISTING BRIDGE RAIL SHEET.

*FROM 1991 PLAN SET USED FOR THE EXISTING ARCH AND APRON. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS INCLUDING ELEVATIONS.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

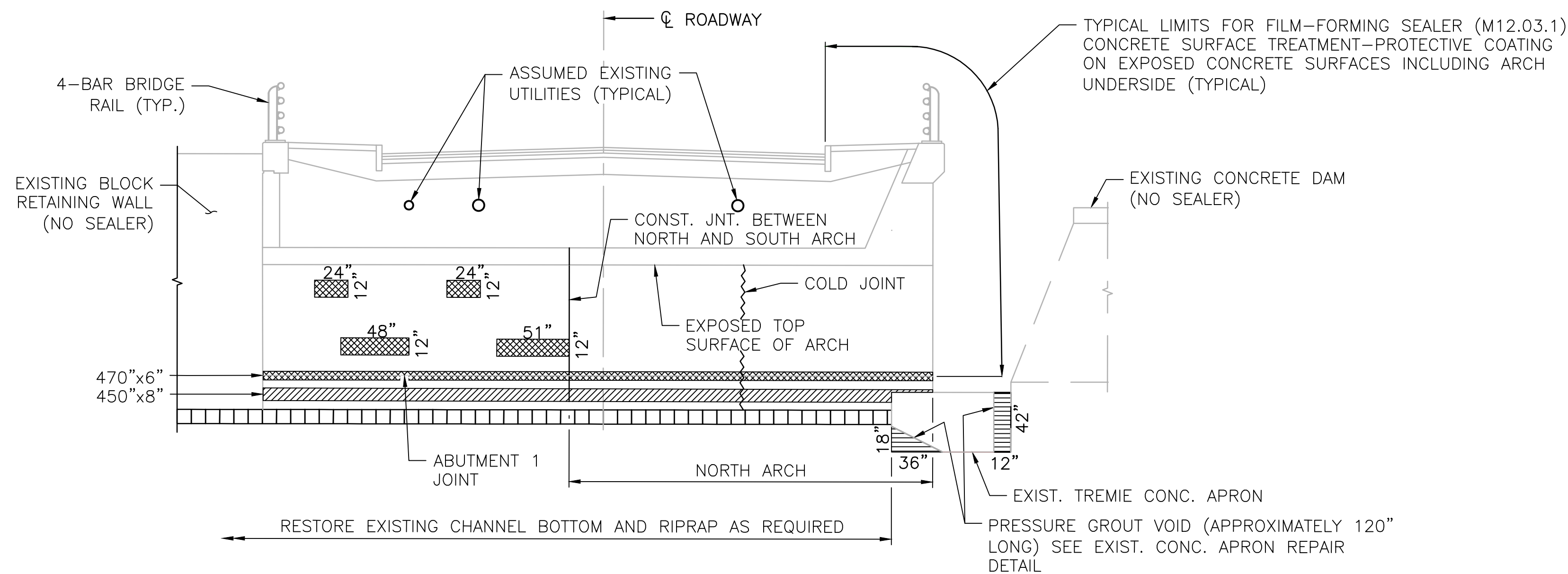
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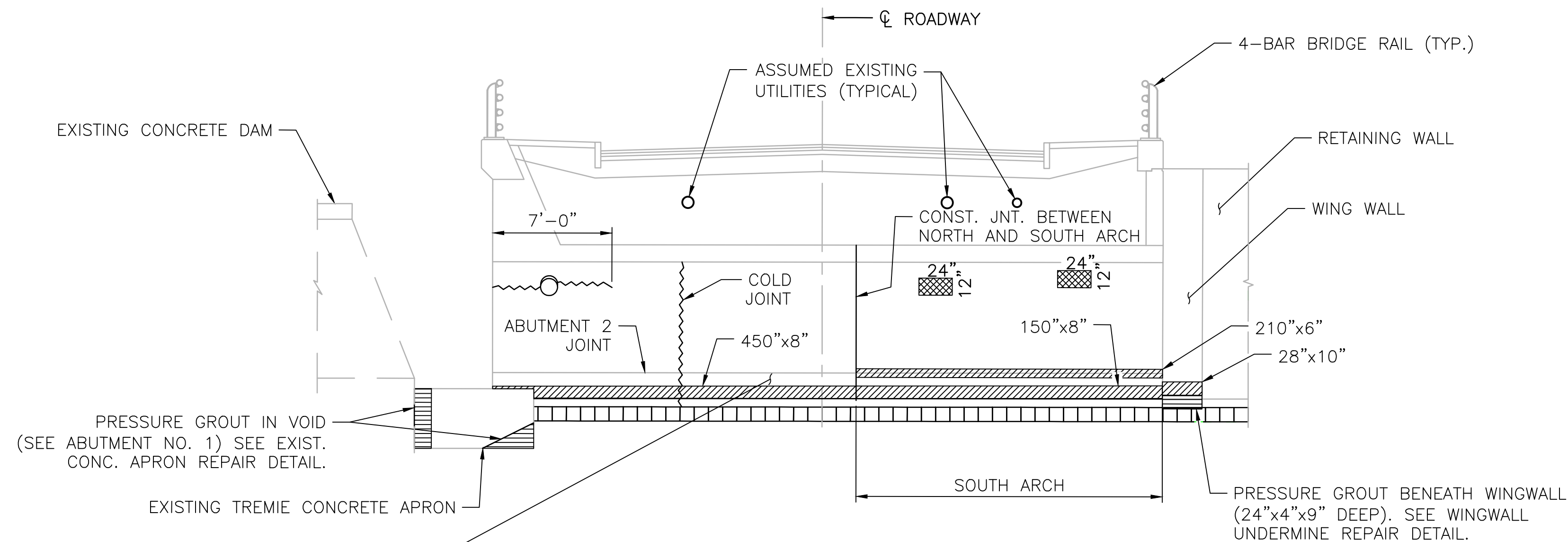
WOONSOCKET CORRIDOR
VOLUME: 3

RHODE ISLAND

BRIDGE 068801 ELEVATIONS



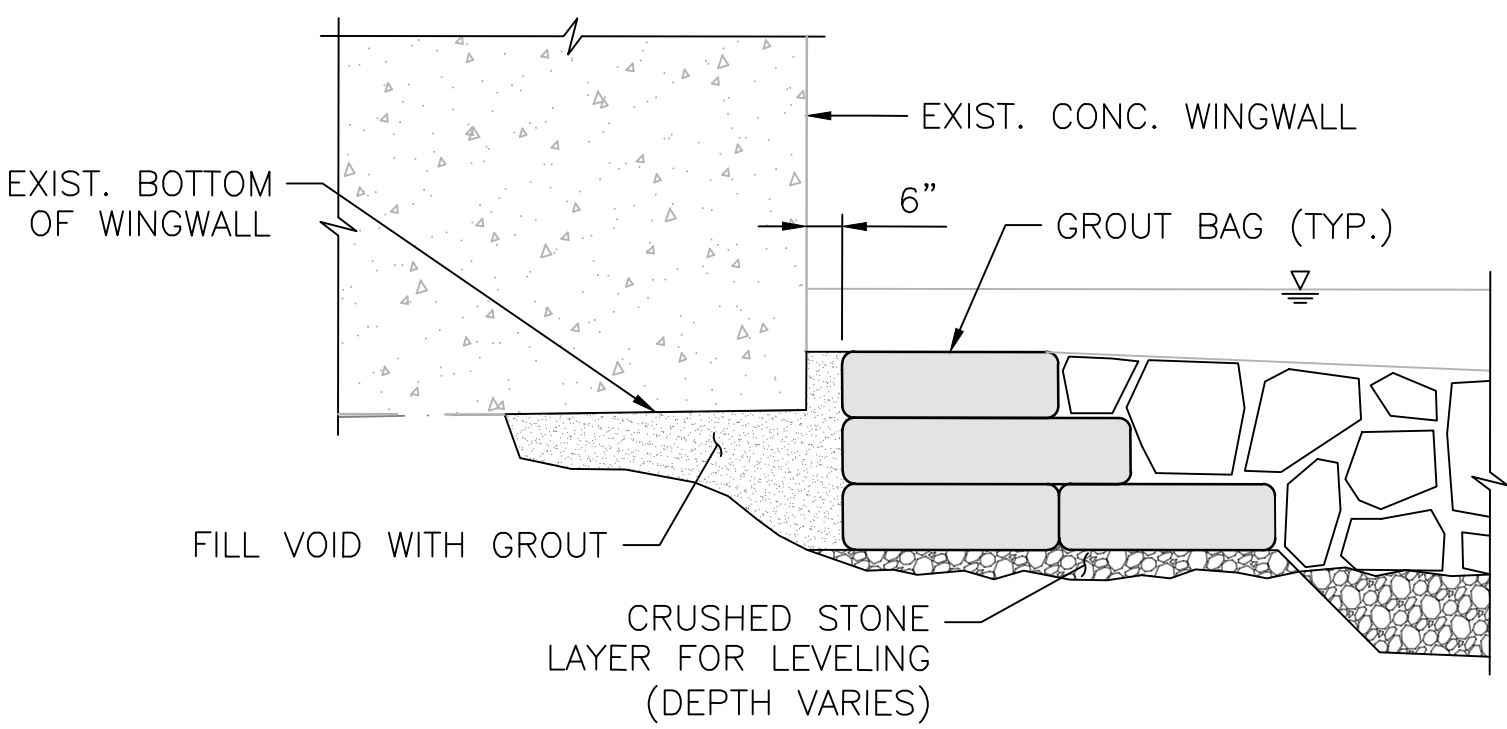
ABUTMENT NO.1 EXPOSED ELEVATION LOOKING WEST
(* PHASED WATER CONTROL REQUIRED)
SCALE: 3/16"=1'-0"



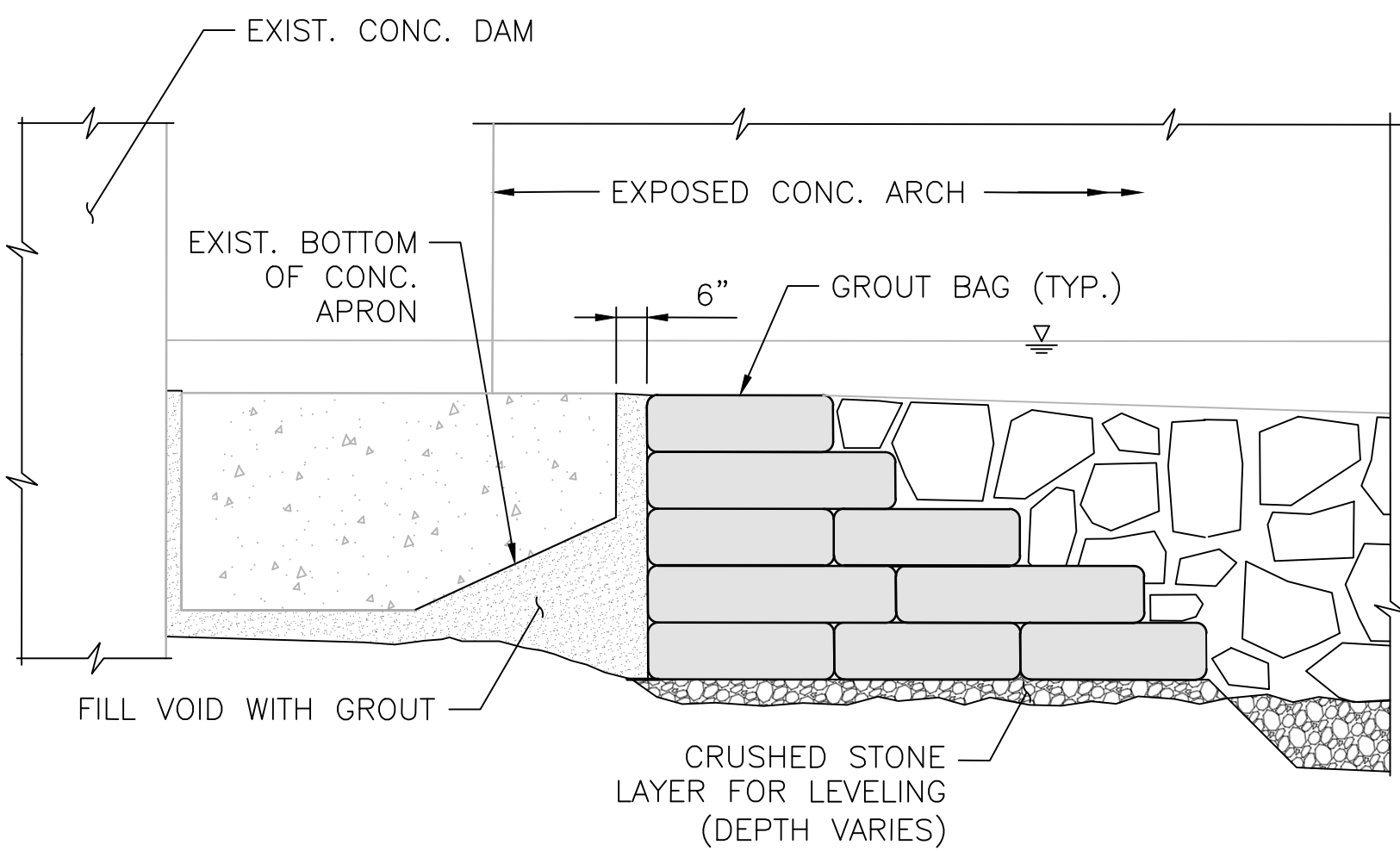
ABUTMENT NO.2 EXPOSED ELEVATION LOOKING EAST
(* PHASED WATER CONTROL REQUIRED)
SCALE: 3/16"=1'-0"

- LEGEND**
- FORM AND CAST IN PLACE REPAIR AREA
 - PATCHING MORTAR REPAIR AREA
 - PRESSURE GROUT IN VOID
 - CRACK REPAIR

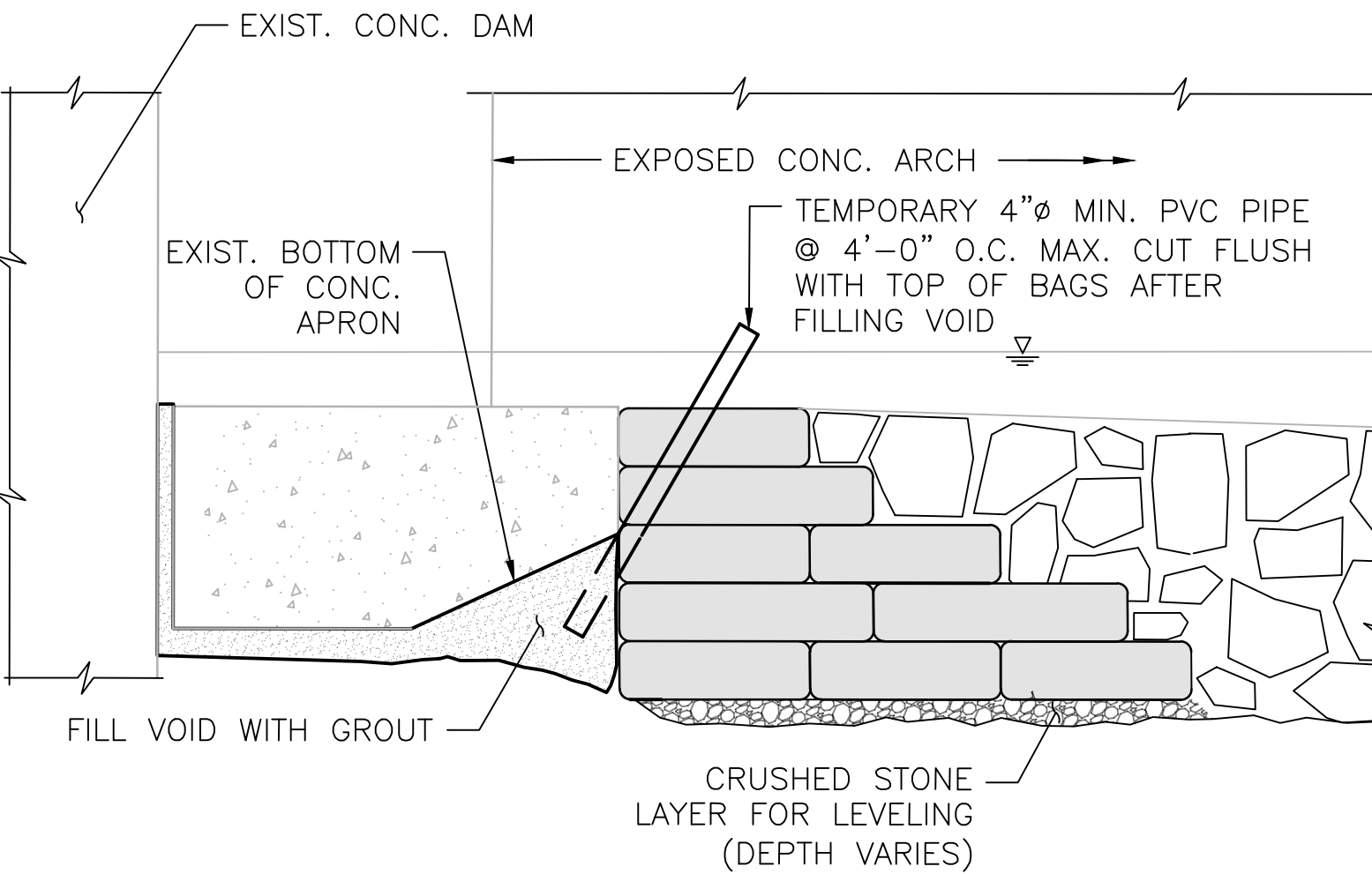
- NOTES:**
- SEE BRIDGE 068801 GENERAL PLAN AND ELEVATIONS SHEETS FOR NOTES.
 - CONTRACTOR IS TO SUBMIT AN UNDERMINING REPAIR WORK PLAN, INCLUDED SEQUENCING, DETAILS AND MATERIALS, TO THE ENGINEER FOR APPROVAL, PRIOR TO START OF REPAIRS.



UNDERMINE REPAIR DETAIL AT WINGWALL
SCALE: 3/8"=1'-0"



UNDERMINE REPAIR DETAIL AT EXIST. CONC. APRON
SCALE: 3/8"=1'-0"



ALTERNATE UNDERMINE REPAIR DETAIL AT EXIST. CONC. APRON
SCALE: 3/8"=1'-0"



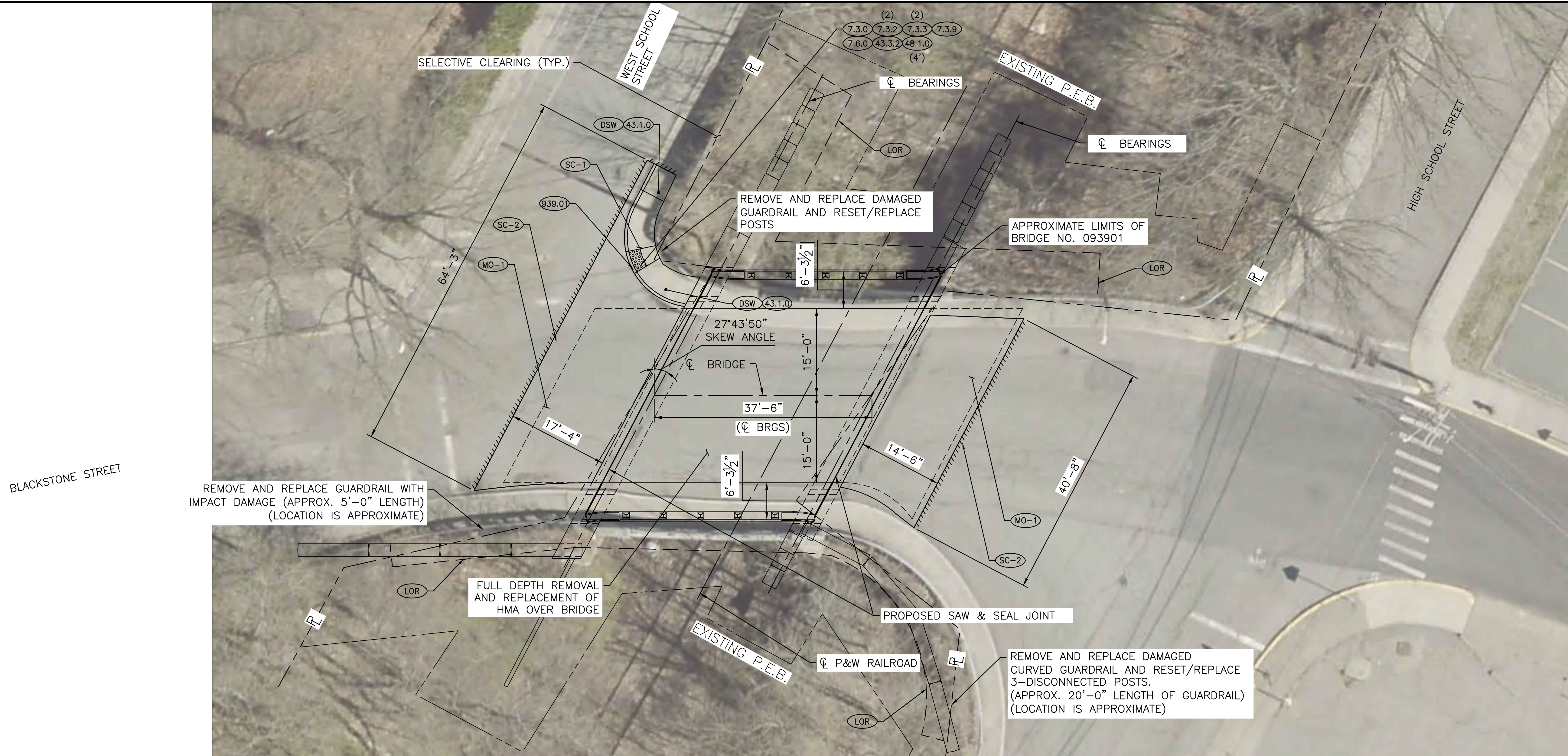
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WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 068801 ABUTMENT SECTIONS

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	16	52



PLAN
SCALE: 1" = 10'-0"

WHEELCHAIR RAMP TRANSITION CHART (LOOKING AT RAMP FROM ROAD)									
RAMP #	RAMP STA.	STREET CROSSING	CURB REVEAL	ROADWAY SLOPE (%)	RAMP STON E	TRANS. LENGTH (MEAS. FROM BACK OF S/W)	NOTES	R STD.	GP #
			MAIN / LEFT SIDE / RIGHT	MAIN / LEFT SIDE / RIGHT		MAIN / LEFT SIDE / RIGHT			
939.01	803+30 LT	WSchool	4'	6'	6'	No field meas.	43.3.2	BR 939 GP	

DESCRIPTION OF PROPOSED REHABILITATION WORK FOR BRIDGE 093901

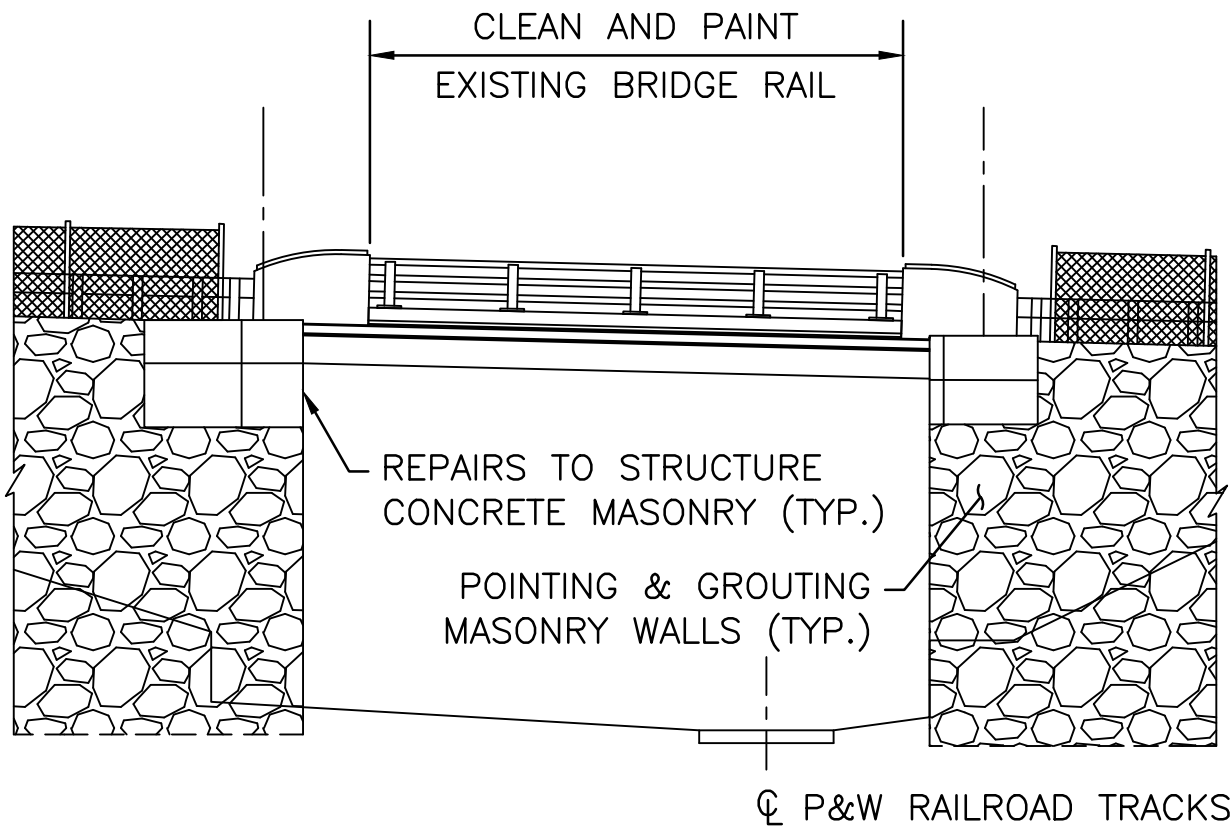
- CLEAN ALL EXPOSED CONCRETE AND STONE MASONRY WITHIN THE LIMITS OF THE BRIDGE. USE HIGH PRESSURE WATER CLEANING, AS DESCRIBED IN THE SPECIFICATIONS. WATER PRESSURE SHOULD BE ADJUSTED TO CLEAN WITHOUT REMOVING CONCRETE PASTE OR NON-DETERIORATED GROUT.
- SELECTIVELY CLEAR TREES, UNDERGROWTH AND DEBRIS NECESSARY TO PERFORM WORK AND FACILITATE FUTURE INSPECTIONS, AREAS OF MODERATE TO HEAVY VEGETATION IS ANTICIPATED ALONG THE ABUTMENT WING WALLS AND RETURN WALLS AS WELL AS BETWEEN THE ABUTMENTS. THE CONTRACTOR AND ENGINEER SHALL AGREE ON VEGETATION AND DEBRIS TO BE REMOVED PRIOR TO THE START OF REMOVAL.
- REMOVE AND DISPOSE JOINT SEALANT. AREAS INCLUDE SIDEWALK AND BARRIER COPING JOINTS, JOINTS AROUND THE EXISTING BRIDGE RAIL, END POSTS, AND ALONG THE CURB/SIDEWALK INTERFACE. REPLACE ALL MISSING OR REMOVED JOINT SEALANT WITH SILICONE JOINT SEALANT. REMOVAL AND DISPOSAL OF EXISTING SEALANT IS INCLUDED IN THE COST OF THE NEW SEALANT.
- REPAIR CONCRETE MASONRY TO BRIDGE SEAT AND KEEPER BLOCKS AS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER.
- RESET DISPLACED RETURN WALL STONES. POINT AND GROUT MASONRY WALLS WHERE MORTAR IS MISSING OR DETERIORATED AT THE ABUTMENT STEMS WALLS, WINGWALLS, AND RETURN WALLS. CONTRACTOR AND ENGINEER ARE TO AGREE ON LOCATIONS OF JOINT REPAIR PRIOR TO WORK. PAYMENT FOR THIS WORK WILL BE INCLUDED UNDER ITEM CODES 807.0100 & 807.0500.
- APPLICATION OF FILM-FORMING CONCRETE SURFACE TREATMENT-PROTECTIVE COATING TO EXPOSED CONCRETE. SEE BRIDGE 939 ELEVATION AND SECTION SHEETS FOR LOCATIONS.
- CLEAN AND PAINT ENTIRE STEEL BRIDGE RAIL INCLUDING ALL POSTS, RAILS, PLATES, NUTS AND WASHERS, AND BOLTS. SEE GENERAL NOTES FOR PAINTING EXISTING STEEL BRIDGE RAIL NOTES.
- REMOVE AND REPLACE EXISTING MEMBRANE WATERPROOFING AND BRIDGE WEARING SURFACE.
- REMOVE AND RECONSTRUCT APPROACH CONCRETE SIDEWALK AND GRANITE CURBING AT THE NORTHWEST END OF BRIDGE. RESET OR REPLACE ONE CHIPPED GRANITE CURB AT THE SOUTHWEST SIDEWALK EXPANSION JOINT, IF REQUIRED, TO ALLOW PROPER SEALANT REPLACEMENT. ALL DISTURBED GRANITE CURB SHOULD BE RESET WHEN POSSIBLE, OR OFFERED, TO THE DEPARTMENT FOR STORAGE.
- CONSTRUCT NEW SAW & SEAL JOINT AT ABUTMENTS AND REMOVE & REPLACE SIDEWALK JOINT SEALANT.
- REMOVE DAMAGED GUARDRAIL AT THE NORTHWEST, SOUTHWEST AND SOUTHEAST CORNERS OF THE BRIDGE. TIGHTEN LOOSE OR REPLACE MISSING CONNECTIONS AT END POSTS. APPROXIMATE LOCATIONS ARE SHOWN ON THE PLANS. RESET GUARDRAIL POSTS AND OR CONNECTIONS IF REQUIRED AND INSTALL NEW GUARDRAIL. GUARDRAIL REPLACEMENT LENGTHS AND LOCATIONS ARE TO BE AGREED ON BY THE ENGINEER.
- MILL AND OVERLAY APPROACH ASPHALT TO LIMITS SHOWN ON THE PLANS OR AS AGREED TO BY THE ENGINEER.
- REMOVE AND REPLACE EXISTING PAVEMENT MARKINGS.

NOTES:




1. SEE VOLUME 1 FOR STANDARD AND JOB SPECIFIC HIGHWAY NOTES.
2. THIS COMPILATION PLAN HAS BEEN PREPARED FROM SOURCES OF INFORMATION AND DATA WHOSE POSITIONAL ACCURACY AND RELIABILITY HAS NOT BEEN VERIFIED. THE PROPERTY LINES DEPICTED HEREON DO NOT REPRESENT A BOUNDARY OPINION, AND OTHER INFORMATION DEPICTED SUBJECT TO SUCH CHANCES AS AN AUTHORITATIVE FIELD SURVEY MAY DISCLOSE.
3. EXISTING UTILITIES ARE NOT SHOWN ON THIS SHEET. OVERHEAD UTILITY LINES PARALLEL THE NORTH SIDE OF THE BRIDGE. CONTRACTOR IS TO VERIFY UTILITY LOCATIONS AND CLEARANCES.
4. SEE BRIDGE 093901 ELEVATION SHEET FOR ADDITIONAL NOTES.
5. REFERENCE RAILROAD NOTES WITHIN THE BRIDGE GENERAL NOTES

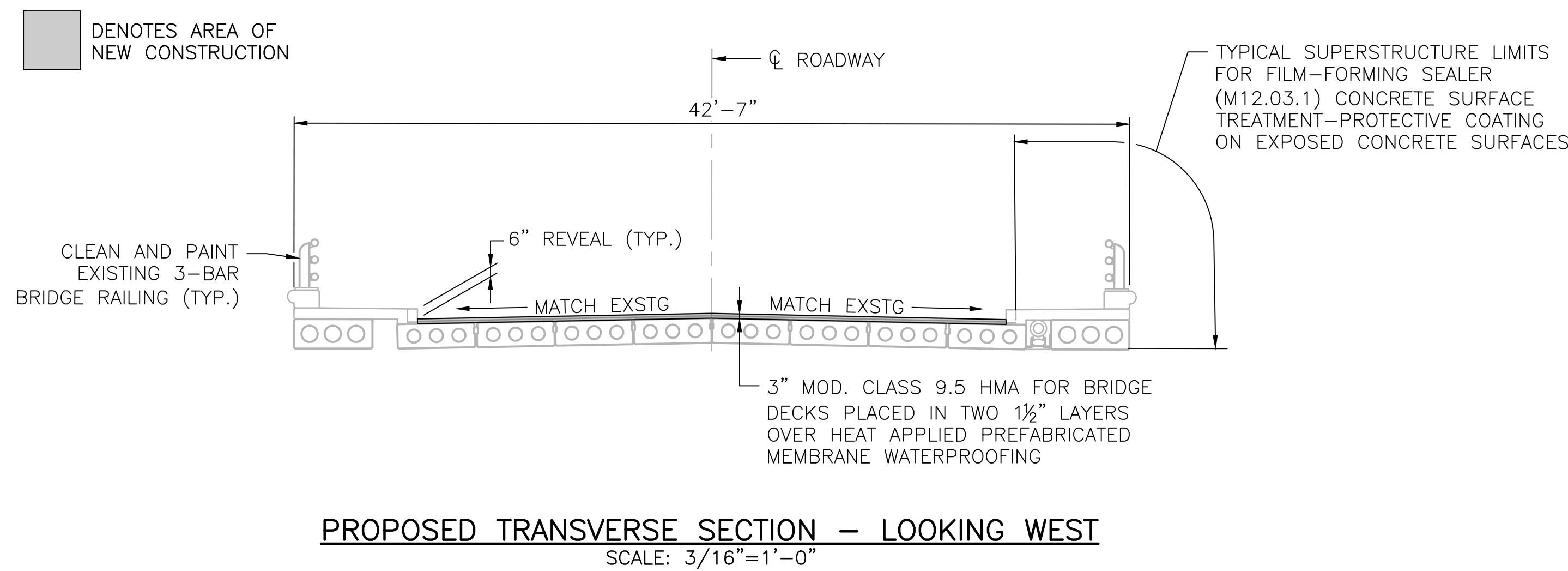
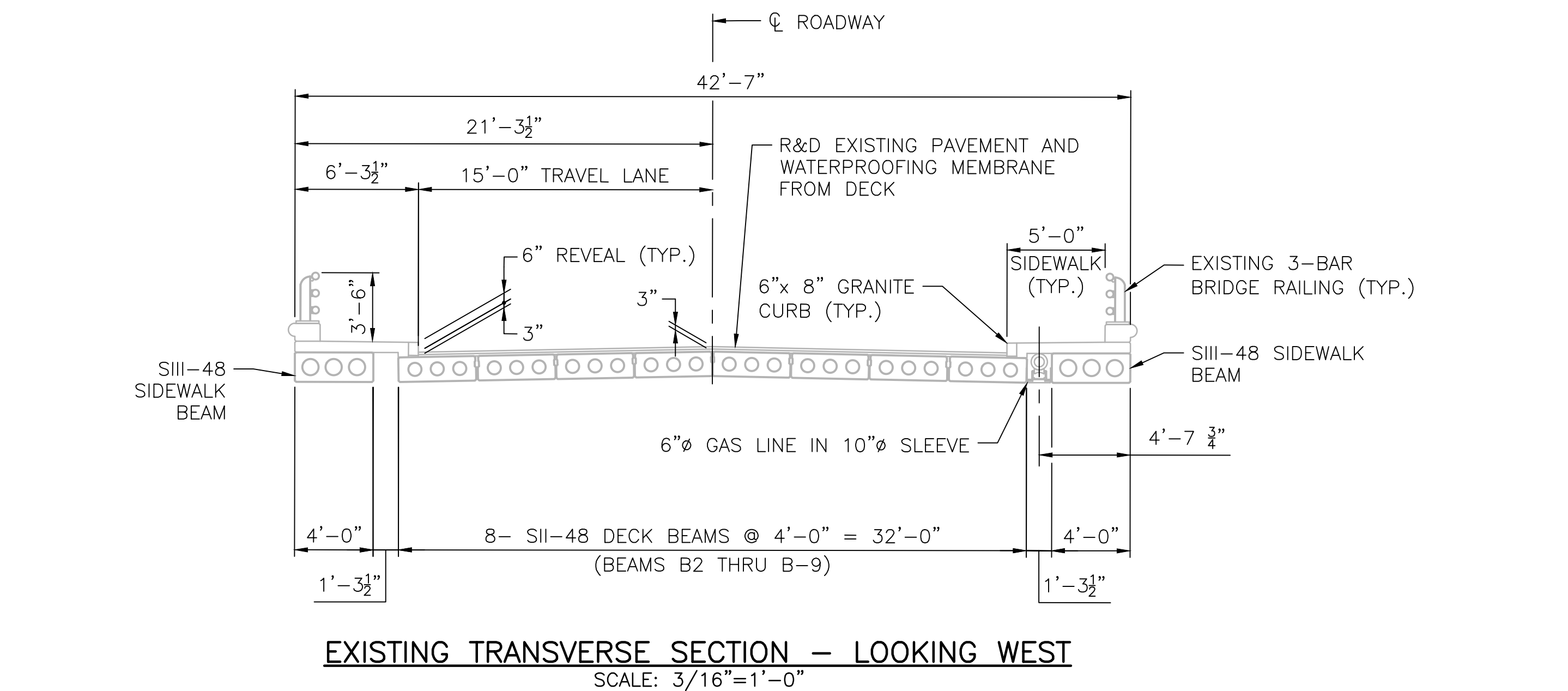
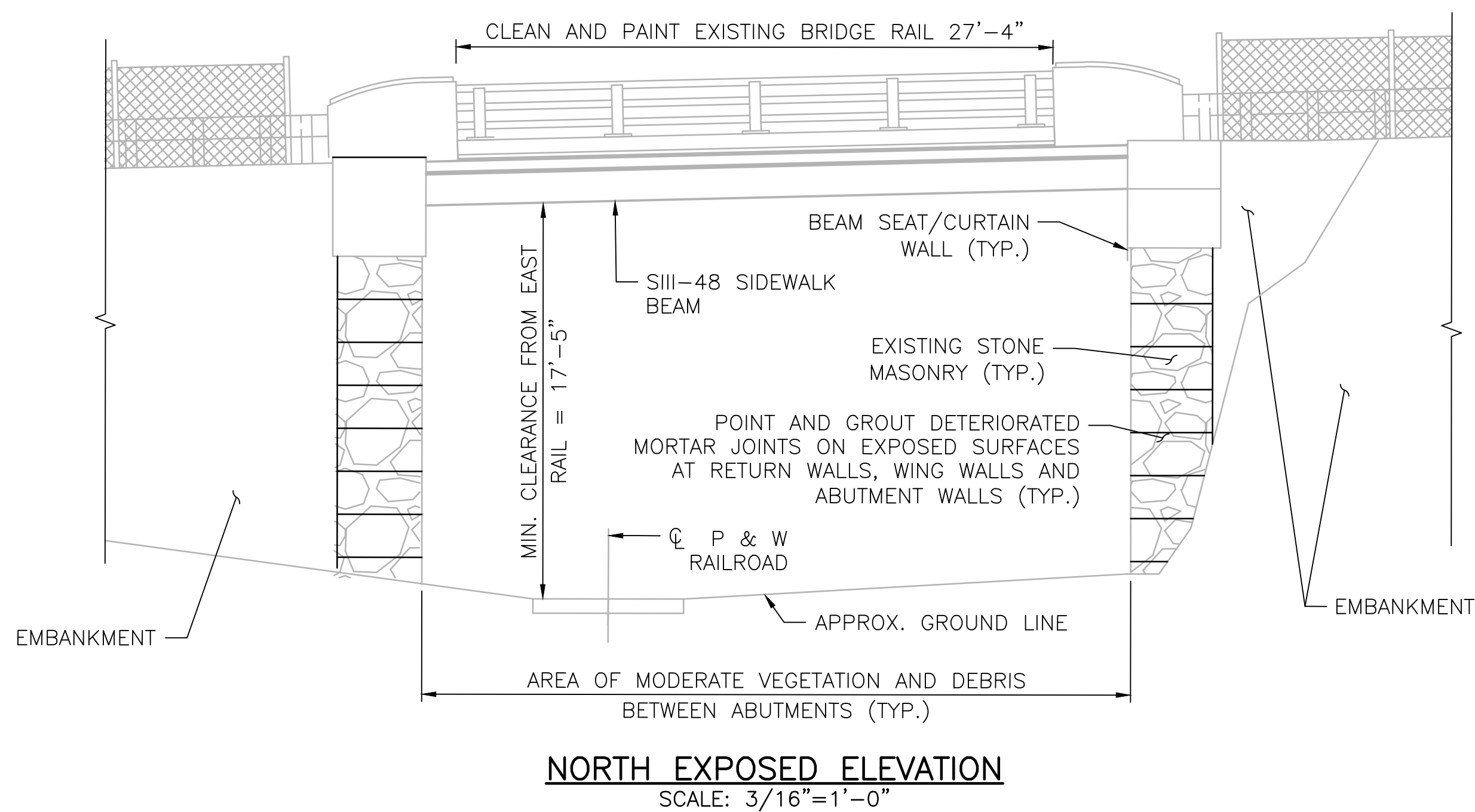
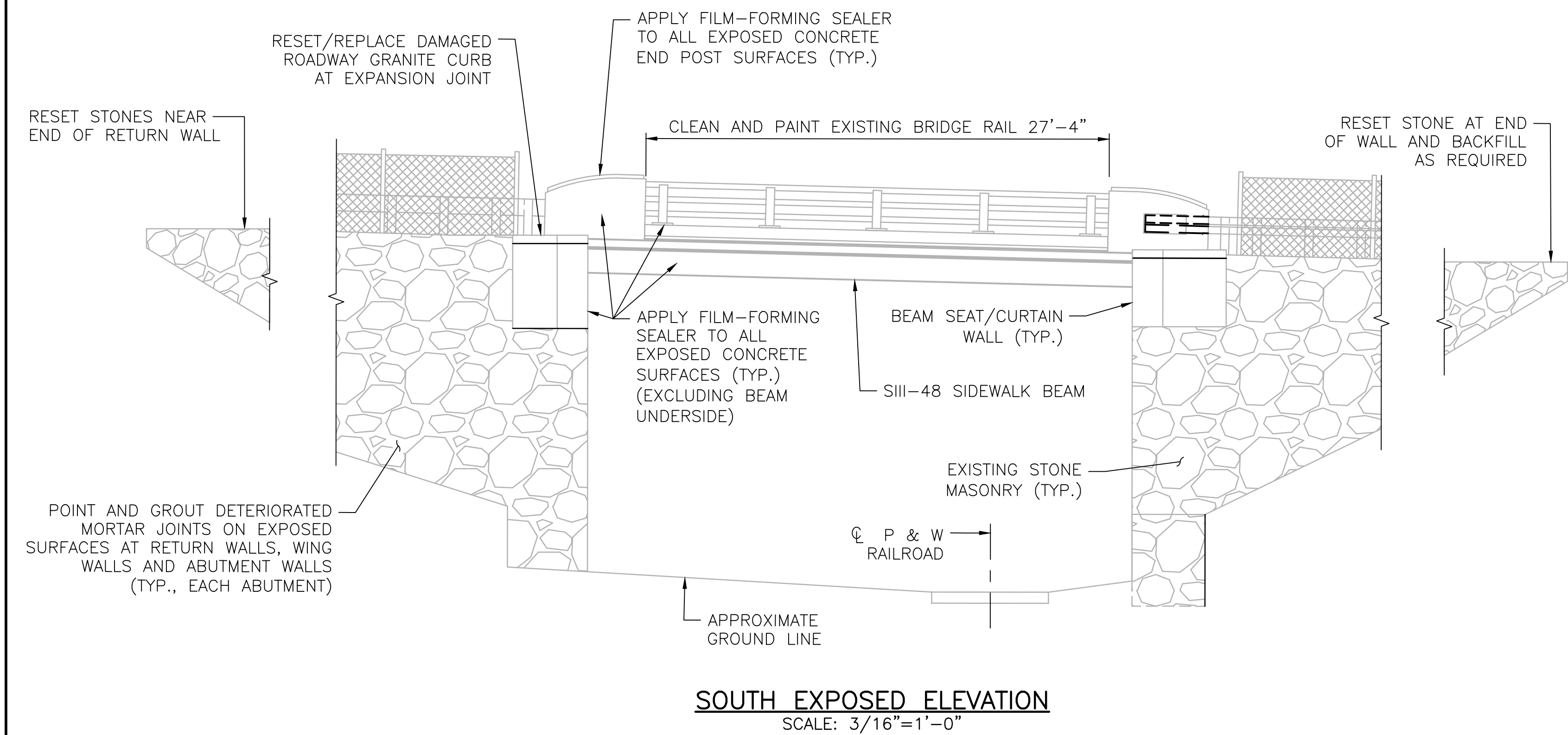
LEGEND:

- MO-1 8" PAVEMENT MICROMILLING
3" MOD. CLASS 9.5 HMA W/PAY ADJUSTMENTS
(TWO 1.5" LIFTS)



SOUTH ELEVATION
SCALE: 1" = 10'-0"

			 <div style="display: inline-block; vertical-align: middle; text-align: center;"> <p>RHODE ISLAND</p> <p>DEPARTMENT OF TRANSPORTATION</p> </div>		<div style="display: flex; flex-direction: column; align-items: flex-start;"> <div>DESIGNED BY: XX</div> <div>CHECKED BY: XX</div> <div>DATE: SEPT 2024</div> <div>SHEET:</div> <div style="margin-top: 10px;">OF: 52</div> </div>	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">SCALE: 1"=10'</div>  </div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">REVISIONS</th> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>NO.</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	REVISIONS			REVISIONS			NO.	DATE	BY	NO.	DATE	BY																															<div style="text-align: center;"> <p>WOONSOCKET CORRIDOR</p> <p>VOLUME: 3</p> </div> <hr/> <div style="text-align: center;"> <p>BRIDGE 093901 GENERAL PLAN</p> </div>
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- NOTES:**
- SEE BRIDGE 093901 GENERAL PLAN FOR WORK SUMMARY AND ADDITIONAL NOTES.
 - THESE DRAWINGS ARE BASE ON INFORMATION FROM THE RECORD PLANS DATED OCTOBER 1998, PREVIOUS INSPECTION REPORTS AND PHOTOGRAPHS. THE INTENT IS TO SHOW THE APPROXIMATE LOCATION AND TYPE OF PROPOSED REPAIRS. ADDITIONAL REPAIRS MAY BE REQUIRED. ALL REPAIRS ARE TO BE FIELD VERIFIED AND AGREED TO BY THE ENGINEER PRIOR TO STARTING WORK.
 - FILM-FORMING SEALER (M12.03.1) CONCRETE SURFACE TREATMENT IS TO BE APPLIED TO ALL EXPOSED ABUTMENT CAP SURFACES SHOWN IN ELEVATION VIEWS INCLUDING ALL FACES OF BRIDGE RAIL END POSTS. SEE GENERAL NOTES AND SECTION VIEW FOR LIMITS.
 - COORDINATION WITH P&W RAILROAD FOR ACCESS BENEATH THE STRUCTURE IS ANTICIPATED. ANY COSTS ASSOCIATED WITH THIS COORDINATION (INCLUDING ANY PERMITS, LIABILITY INSURANCE, ETC.) SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT; NO ADDITIONAL PAYMENT WILL BE MADE.
 - SCATTERED AREAS OF MODERATE TO HEAVY VEGETATION ANTICIPATED ALONG THE ABUTMENTS, WING WALLS AND RETURN WALLS. THE CONTRACTOR AND ENGINEER SHALL AGREE ON VEGETATION AND OTHER DEBRIS TO BE REMOVED WITHIN THE CONSTRUCTION SITE TO PERFORM THE NECESSARY WORK AND FACILITATE FUTURE INSPECTIONS.



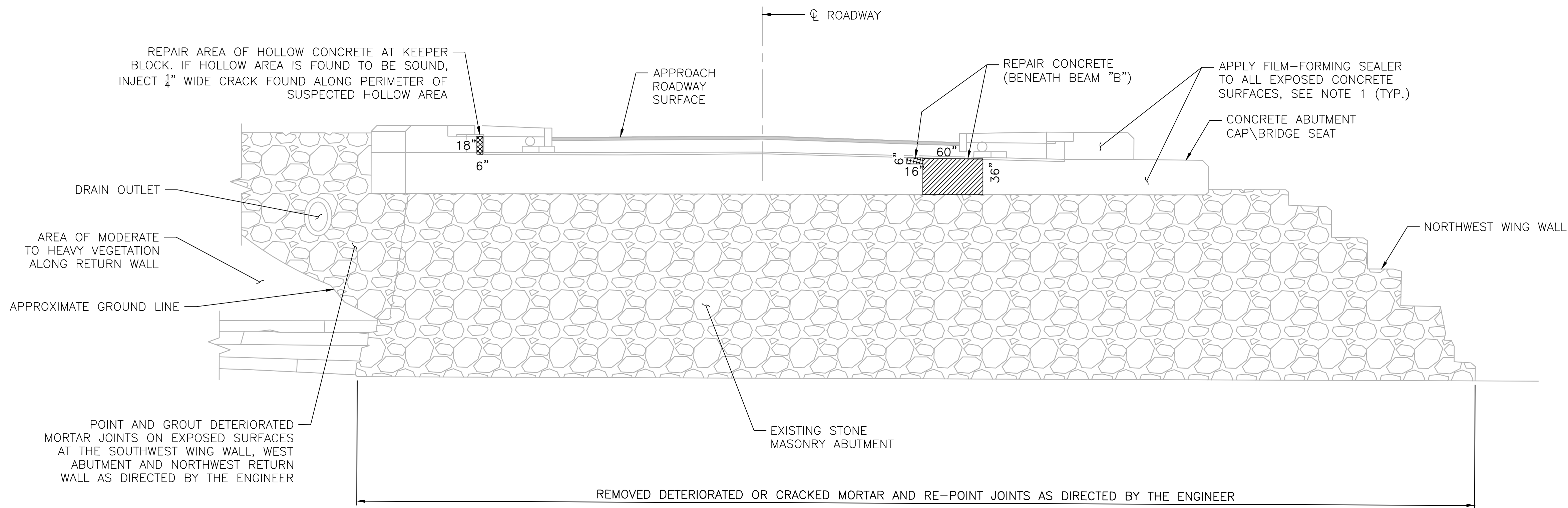
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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DATE: SEPT 2024
SHEET:
OF: 52

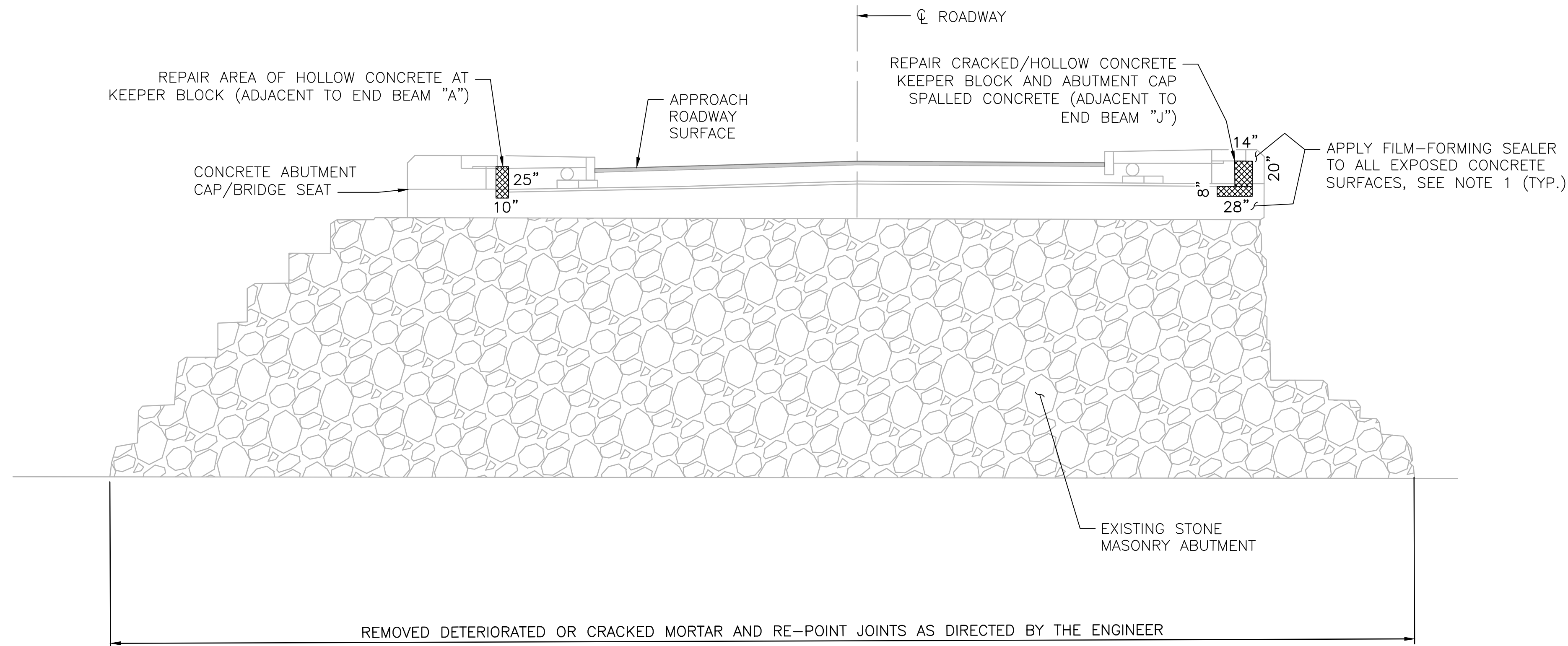
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NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 093901 ELEVATIONS

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	18	52



ABUTMENT NO. 1 EXPOSED ELEVATION (LOOKING WEST)
SCALE: 3/16"=1'-0"



LEGEND: (UNLESS NOTED OTHERWISE)

- AREA OF NEW CONSTRUCTION
- FORM AND CAST IN PLACE REPAIR AREA
- PATCHING MORTAR REPAIR AREA
- CRACK REPAIR

- NOTES:**
- FILM-FORMING SEALER (M12.03.1) CONCRETE SURFACE TREATMENT IS TO BE APPLIED TO ALL EXPOSED ABUTMENT CAP SURFACES SHOWN IN ELEVATION VIEWS INCLUDING ALL FACES OF BRIDGE RAIL END POSTS. SEE GENERAL NOTES AND SECTION VIEW FOR LIMITS.
 - FOR ADDITIONAL NOTES, SEE BRIDGE 093901 GENERAL PLANS AND ELEVATIONS SHEETS.

ABUTMENT NO. 2 EXPOSED ELEVATION (LOOKING EAST)
SCALE: 3/16"=1'-0"

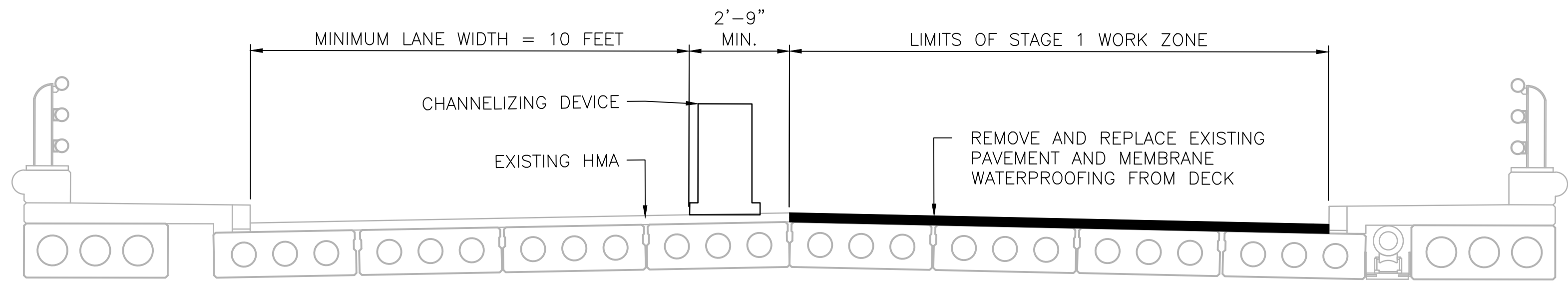


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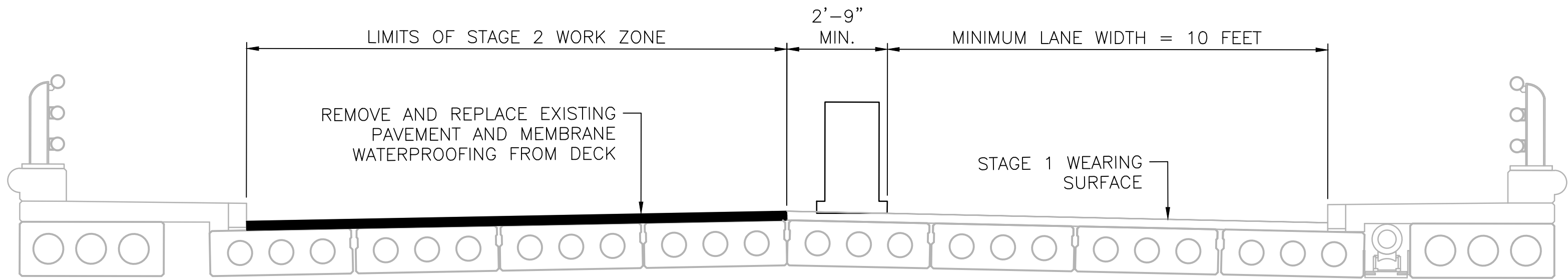
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WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 093901 ABUTMENT SECTIONS



STAGE 1A – (LOOKING WEST)
SCALE: 3/8"=1'-0"



STAGE 2 – (LOOKING WEST)
SCALE: 3/8"=1'-0"

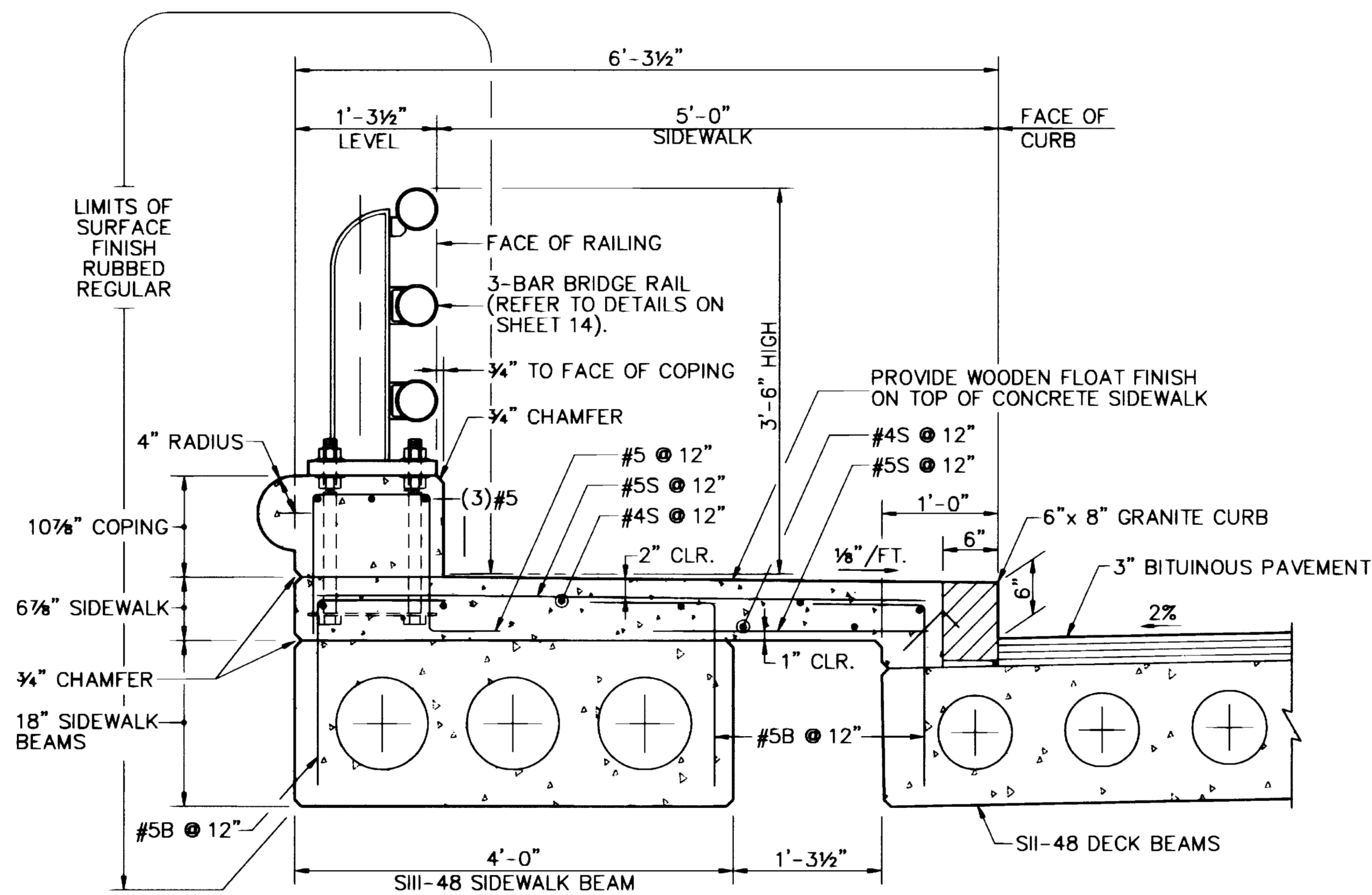


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DEPARTMENT OF TRANSPORTATION

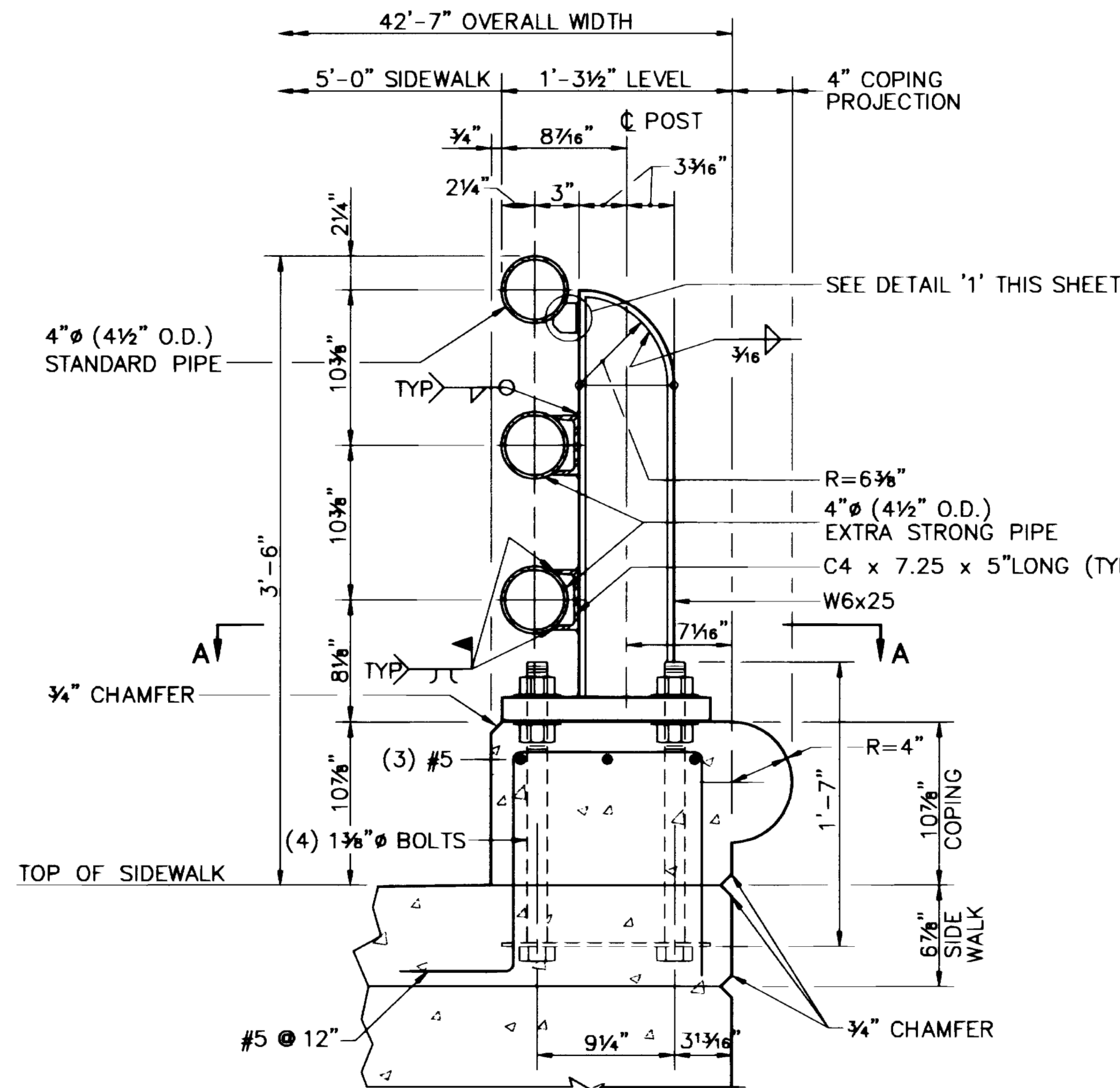
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OF: 52

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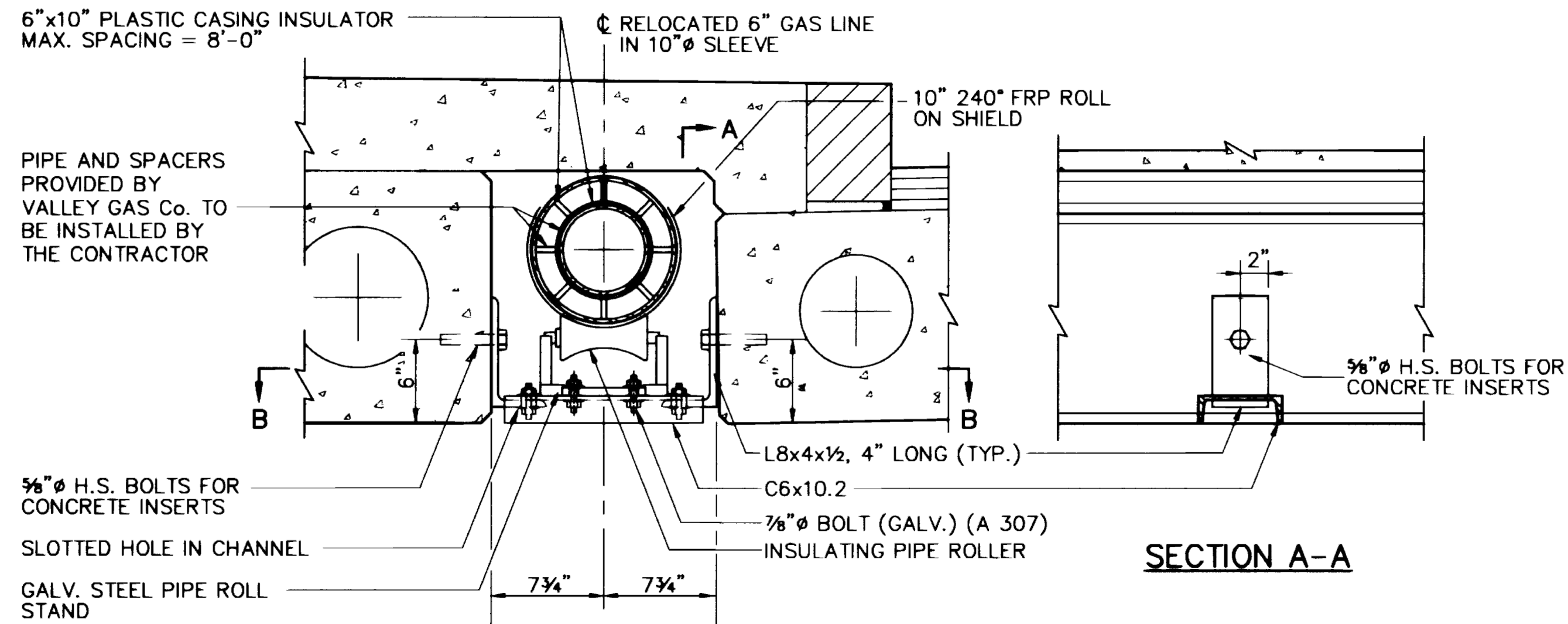
WOONSOCKET
VOLUME: 3
RHODE ISLAND
BRIDGE 093901 TRAFFIC STAGING



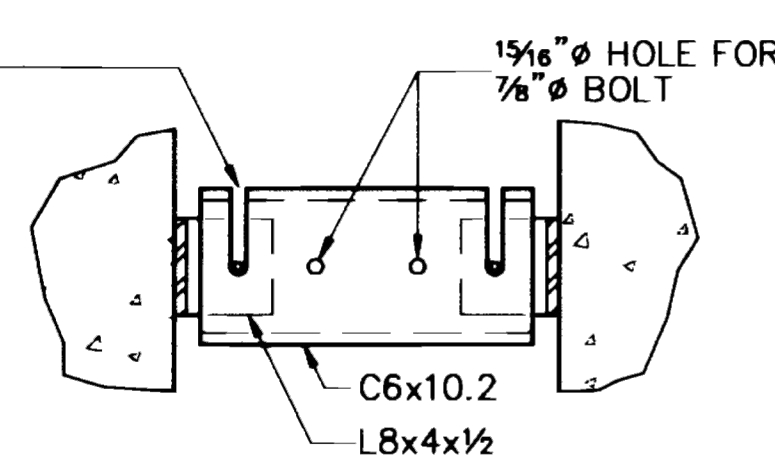
BRIDGE 939 ORIGINAL TYPICAL PARTIAL SECTION THRU SIDEWALK
SCALE: NTS



BRIDGE 939 STEEL 3-BAR RAIL
SCALE: NTS



ELEVATION



BRIDGE 939 ORIGINAL GAS MAIN SUPPORT DETAIL

NOTES:

1. ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270 GR. 36 (ASTM A-36)
2. ALL BOLTS SHALL CONFORM TO AASHTO M164 (ASTM A-325) UNLESS NOTED OTHERWISE.
3. ALL STRUCTURAL STEEL AND FASTENERS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M111 AND M232.
4. UTILITY SUPPORTS TO BE PROVIDED IN NORTH BAY ONLY. TOTAL OF FOUR LOCATIONS.
5. COST OF UTILITY SUPPORTS SHALL BE PAID UNDER ITEM CODE 824.0121, "AASHTO M270 GR. 36 STEEL FF&E" AND SHALL INCLUDE THE COST OF STRUCTURAL STEEL, BOLTS, NUTS, AND WASHERS, AND INCIDENTALS NECESSARY TO INSTALL THE UTILITY SUPPORT ASSEMBLY COMPLETE AND IN PLACE. INSULATING PIPE ROLLER TO BE PROVIDED BY VALLEY GAS AND TO BE INSTALLED BY THE CONTRACTOR. MEASUREMENT SHALL BE MADE BY THE WEIGHT OF THE STRUCTURAL STEEL ONLY WITHOUT A DEDUCTION FOR HOLES AND CUT OUTS.

STEEL RAILING NOTES:

1. THE ENTIRE RAILING SYSTEM SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO DESIGNATION M 111 AND PAINTED AS SPECIFIED IN THE STANDARD SPECIFICATIONS. THE COLOR SHALL BE EBONY CONFORMING TO FEDERAL STANDARD COLOR 595-26081.
2. STANDARD AND EXTRA STRONG STEEL PIPES SHALL CONFORM TO THE LATEST REQUIREMENTS OF ASTM DESIGNATION A 53, GRADE B.
3. STRUCTURAL STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M 270 GRADE B.
4. ANCHOR BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION A 307.
5. THE ENTIRE ANCHOR BOLT ASSEMBLY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO DESIGNATION M 111.
6. RAIL POSTS SHALL BE SET VERTICAL IN THE FIELD. LEAD SHIMS SHALL BE PROVIDED UNDER THE BASE PLATES TO MAKE UP THE DIFFERENCE BETWEEN THE FABRICATED POST UNIT AND THE ACTUAL SLOPE OF THE SIDEWALK OR BRUSH CURB.
7. THE RAILS SHALL BE WELDED PARALLEL TO THE PROFILE OF THE COPING.

BRIDGE 939 STEEL RAILING NOTES

EXISTING BRIDGE RAILING AND
GAS LINE SUPPORT DETAILS
BRIDGE NO. 093901

BRIDGE RAILING NOTES

EXISTING BRIDGE DETAILS SHOWN ON THIS SHEET ARE FROM THE 1998 PLAN SET AND ARE PROVIDED FOR REFERENCE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE EXISTING BRIDGE RAILING AND GAS LINE SUPPORT DETAILS, INCLUDING MATERIAL PROPERTIES.

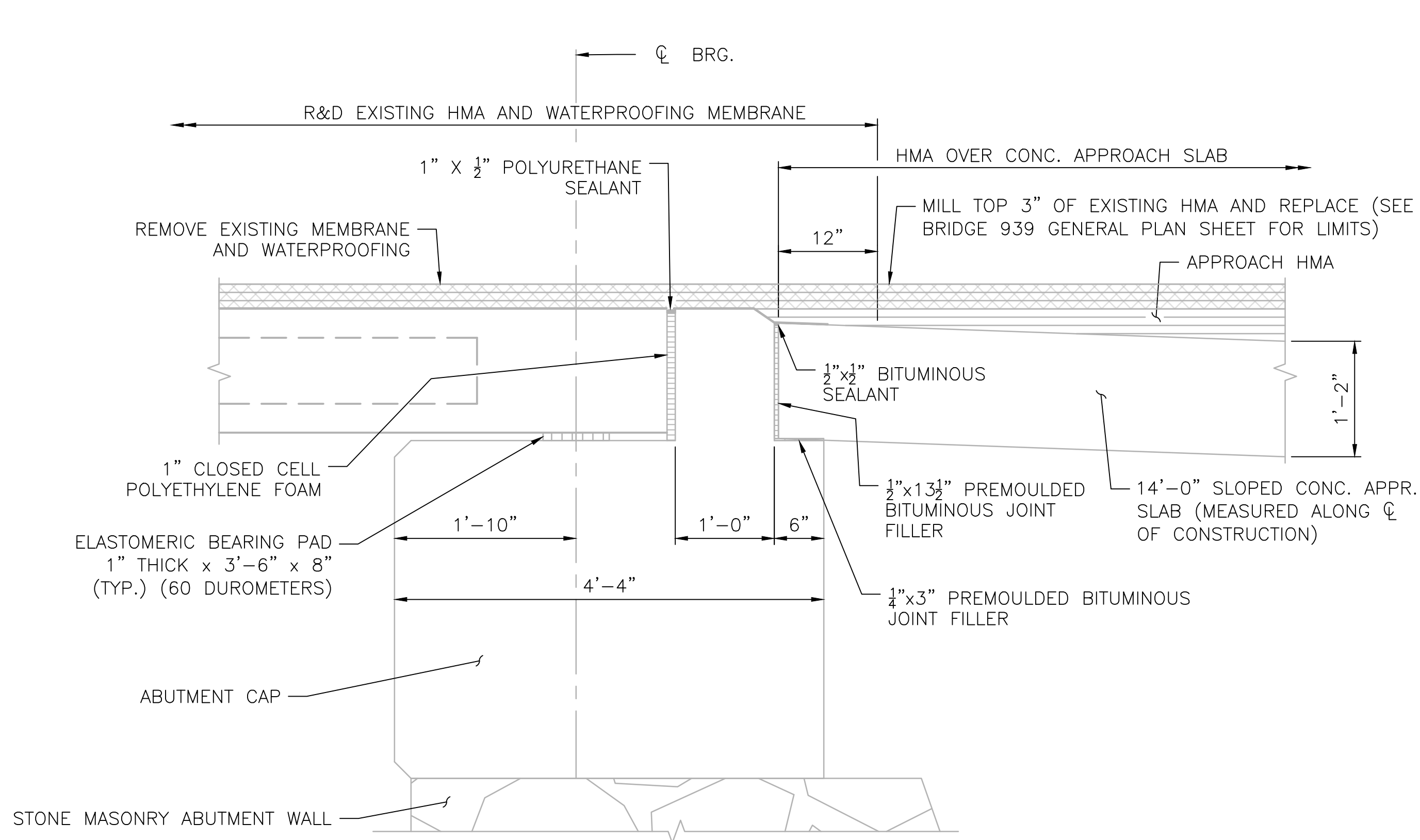


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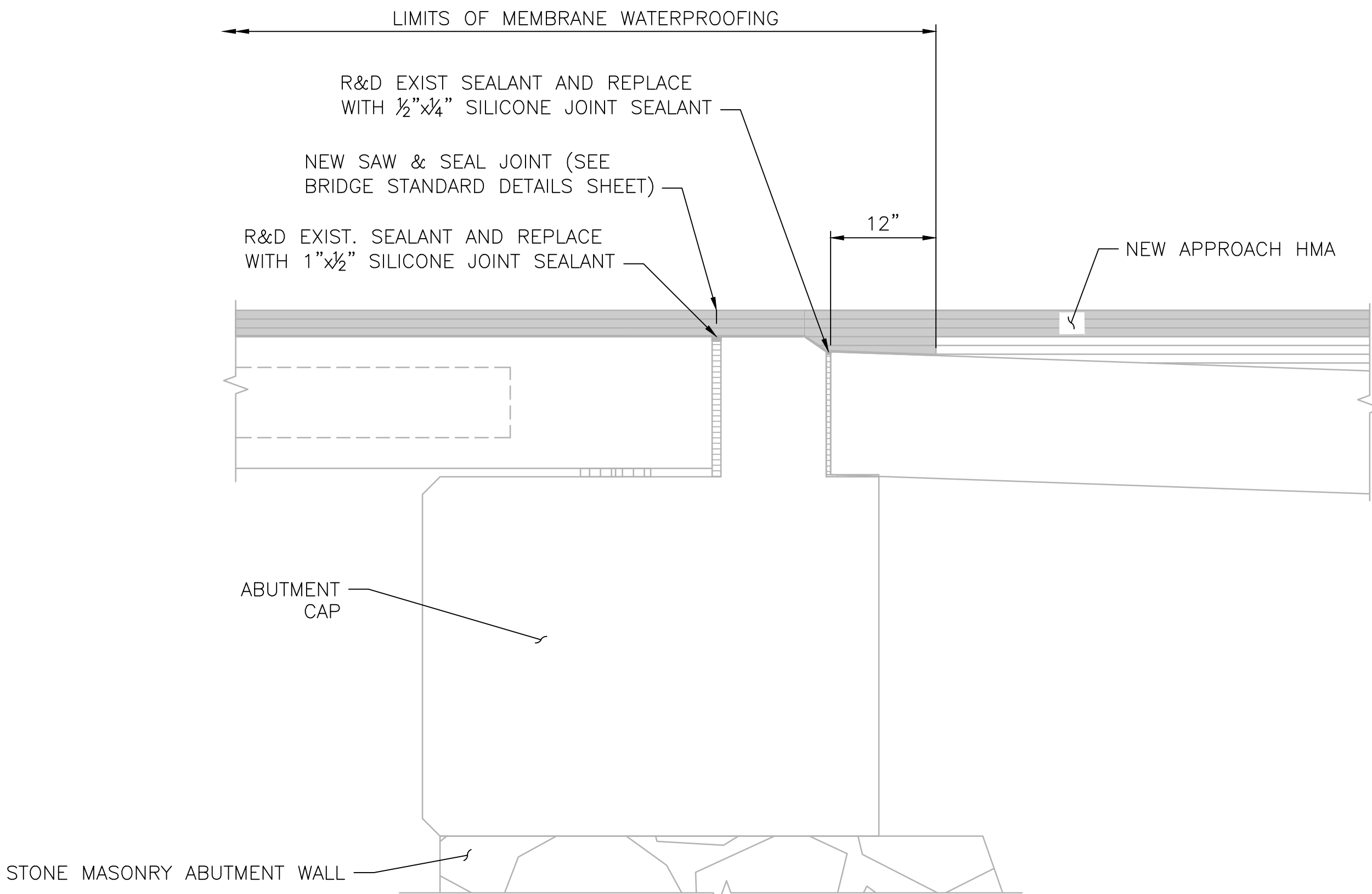
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WOONSOCKET
VOLUME: 3
BRIDGE 093901 EXISTING BRIDGE RAIL



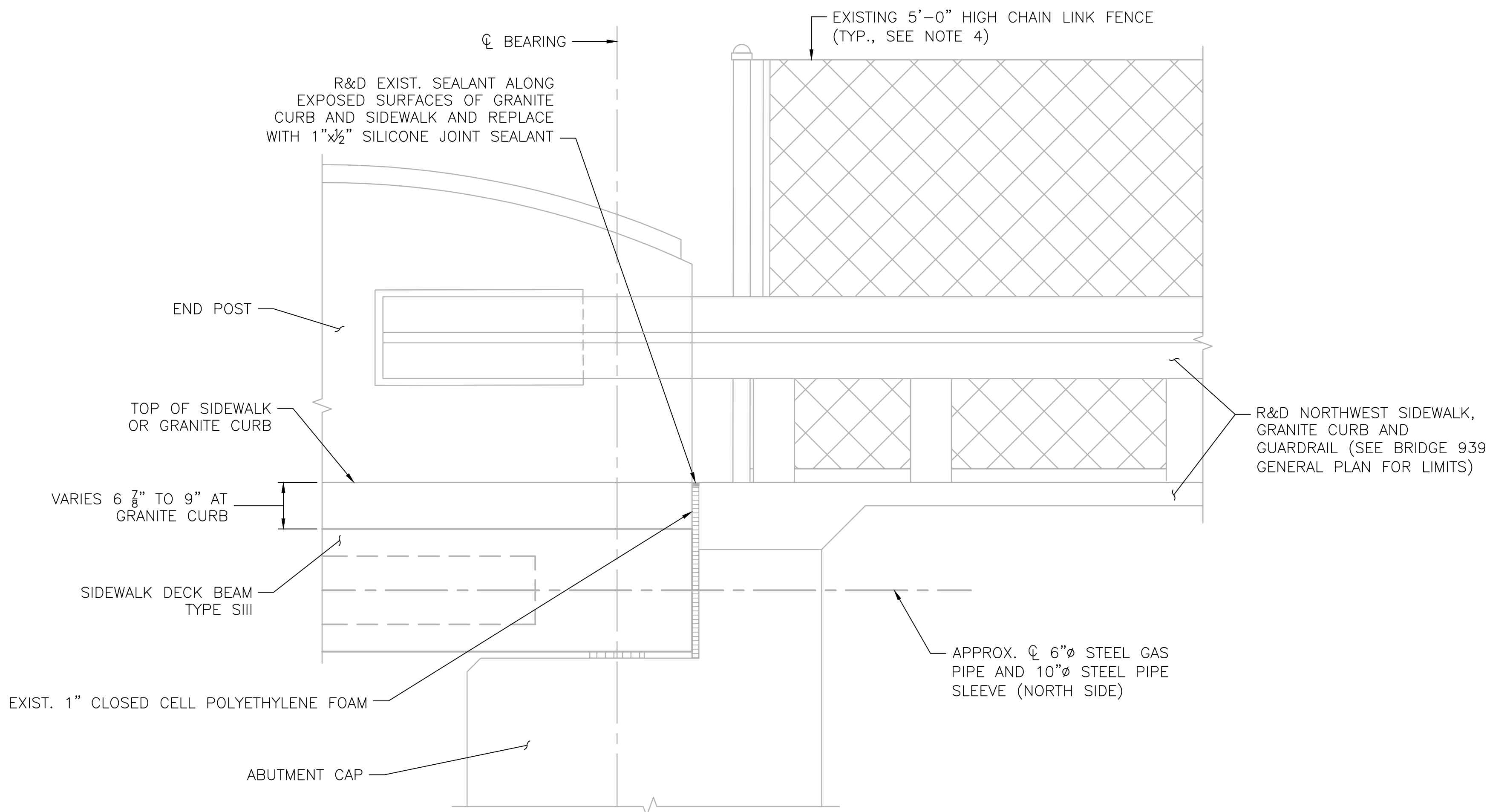
EXISTING ROADWAY SECTION AT ABUTMENT
SCALE 1"= 1'-0"



PROPOSED SECTION AT ABUTMENTS
SCALE 1"= 1'-0"

LEGEND:

- DENOTES AREA OF NEW CONSTRUCTION
- EXISTING AREA TO BE MILLED



EXISTING SECTION AT SIDEWALK
SCALE 1"= 1'-0"

NOTES:

- PAY LIMITS FOR SAW & SEAL JOINT IS FROM FACE OF CURB TO FACE OF CURB.
- UNLESS REQUIRED FOR CONSTRUCTION ACCESS AND/OR TO REPLACEMENT OF EXISTING SIDEWALK AND GUARD RAIL AS SHOWN ON THE PLANS, THE EXISTING CHAIN LINK IS TO REMAIN, UNDISTURBED, UNLESS DIRECTED OTHERWISE BY THE ENGINEER. ANY PORTION OF THE CHAIN LINK FENCE REMOVED SHALL BE REPLACED. PAYMENT FOR REMOVAL AND REPLACEMENT OF THE FENCE SHALL BE CONSIDERED INCIDENTAL TO THE WORK BEING PERFORMED.
- SEE BRIDGE 093901 GENERAL PLANS FOR LIMITS OF WORK NOT SHOWN ON THIS SHEET INCLUDING THE REPLACEMENT OF THE NORTHWEST SIDEWALK, CURB AND GUARDRAIL. SEE ORIGINAL CONTRACT DRAWINGS, TYPICAL CROSS-SECTION SHEET AND JOINT DETAILS 3 SHEET FOR ADDITIONAL GAS LINE DETAILS.
- SEE SHEET JOINT DETAILS 2 AND 3 SHEETS FOR ADDITIONAL INFORMATION.

SEQUENCE FOR BRIDGE JOINT WORK AND REPAVING:

- REMOVE AND DISPOSE OF MATERIALS AS CALLED FOR IN THE DETAILS.
- INSTALL NEW WATER PROOFING MEMBRANE INCLUDING SIDEWALK JOINT MATERIAL.
- R&D AND REPLACE NORTHWEST SIDEWALK, CURB AND GUARDRAIL.
- REPAVE DECK AND APPROACH TO FINAL GRADE.
- CONSTRUCT NEW SAW & SEAL JOINTS AT THE ABUTMENTS.

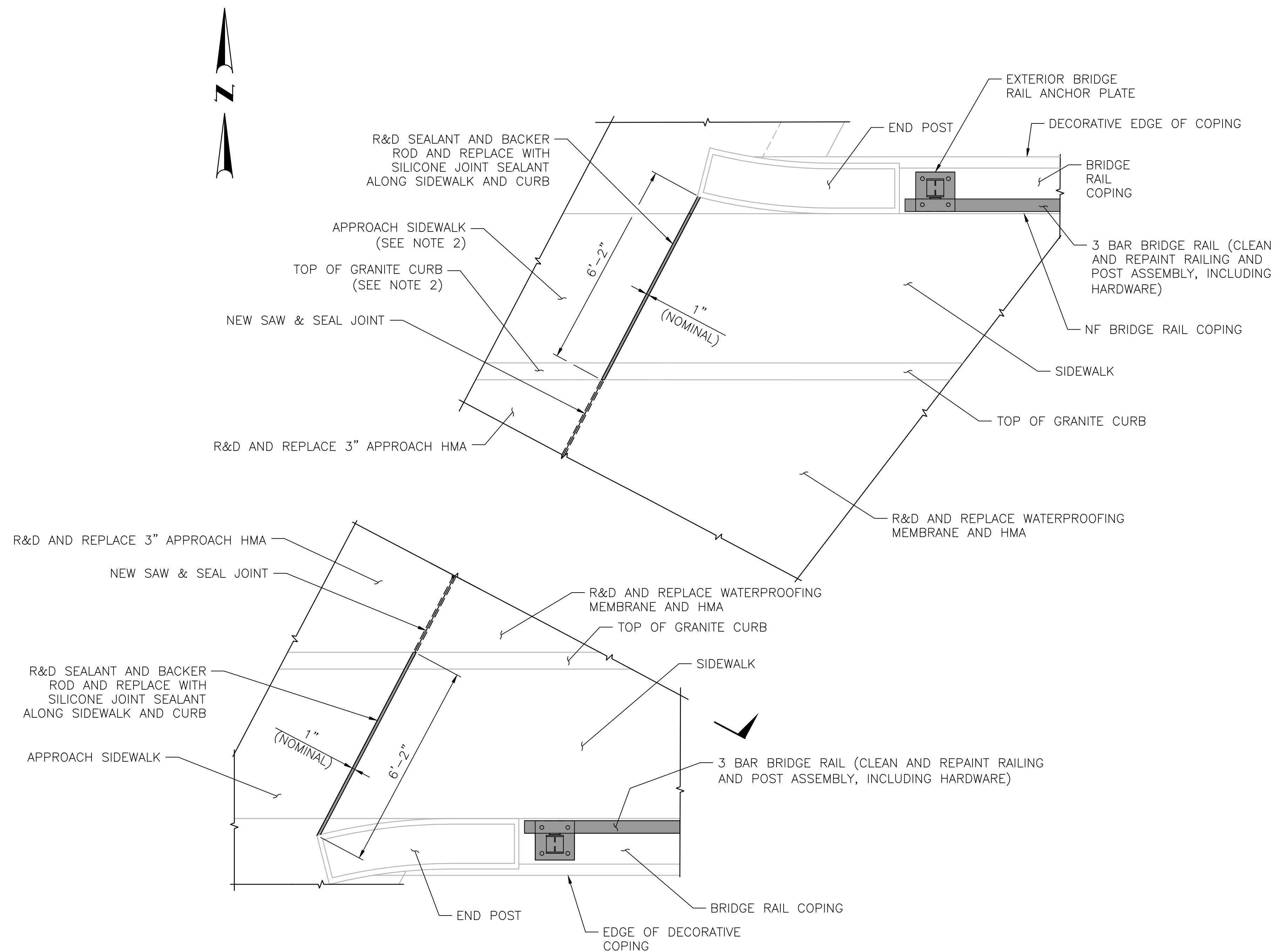


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WOONSOCKET		WOONSOCKET	VOLUME: 3	RHODE ISLAND
BRIDGE 093901 JOINT DETAILS - 1				



PROPOSED PLAN AT ABUTMENTS
(ABUTMENT 1 SHOWN, ABUTMENT IS 2 SIMILAR)
SCALE 1/2"= 1'-0"

- NOTES:**
- SEE BRIDGE 093901 GENERAL PLANS, JOINT DETAILS 1 AND JOINT DETAILS 3 SHEETS FOR LIMITS AND JOINT DETAILS.
 - R&D THE NORTHWEST SIDEWALK, GRANITE AND GUARDRAIL (NORTHWEST CORNER ONLY).

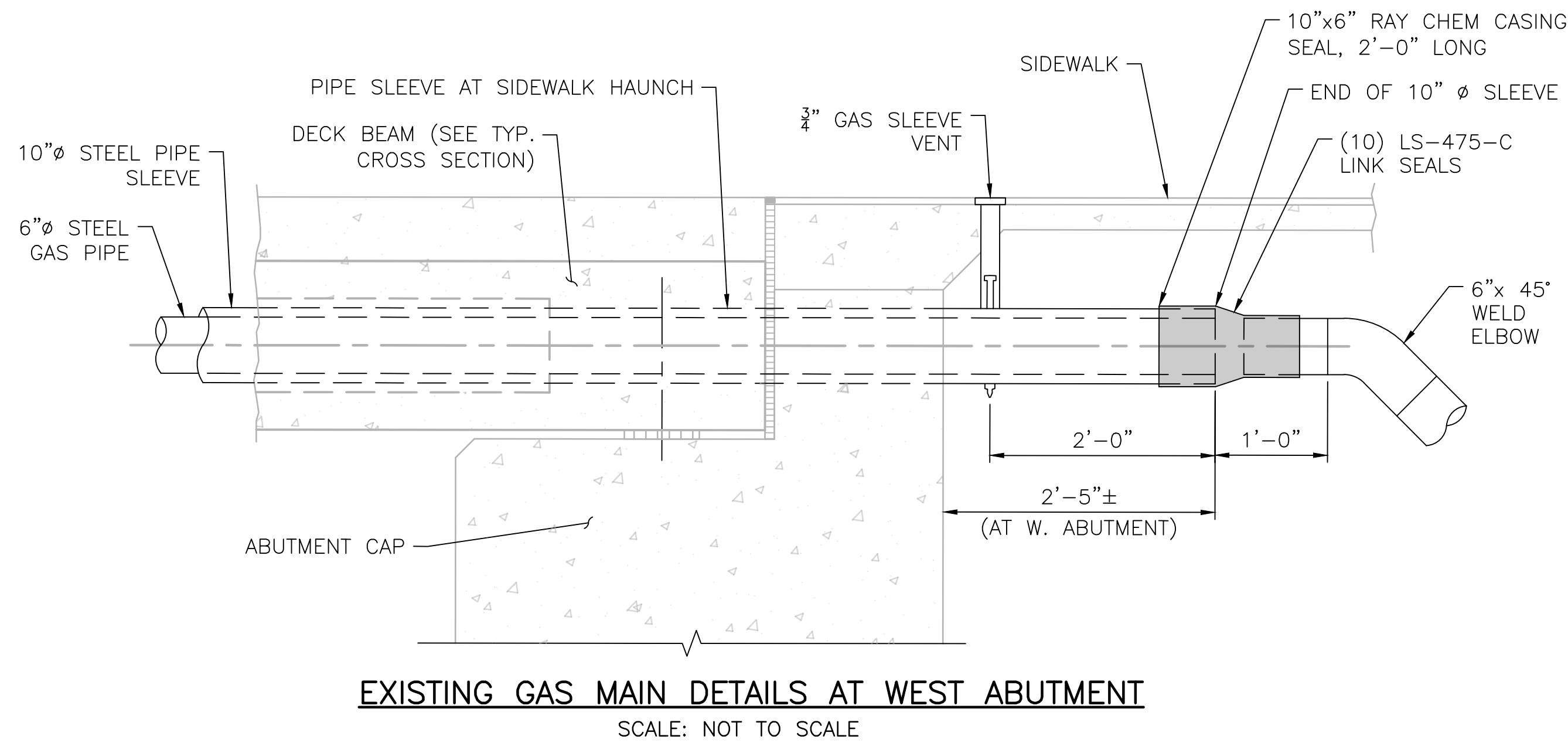


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WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 093901 JOINT DETAILS - 2



- NOTES:
- SEE BRIDGE 093901 GENERAL PLANS FOR JOINT LOCATIONS.
 - SEE BRIDGE 093901 JOINT DETAILS 1 AND 2 SHEETS FOR ADDITIONAL JOINT DETAILS.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

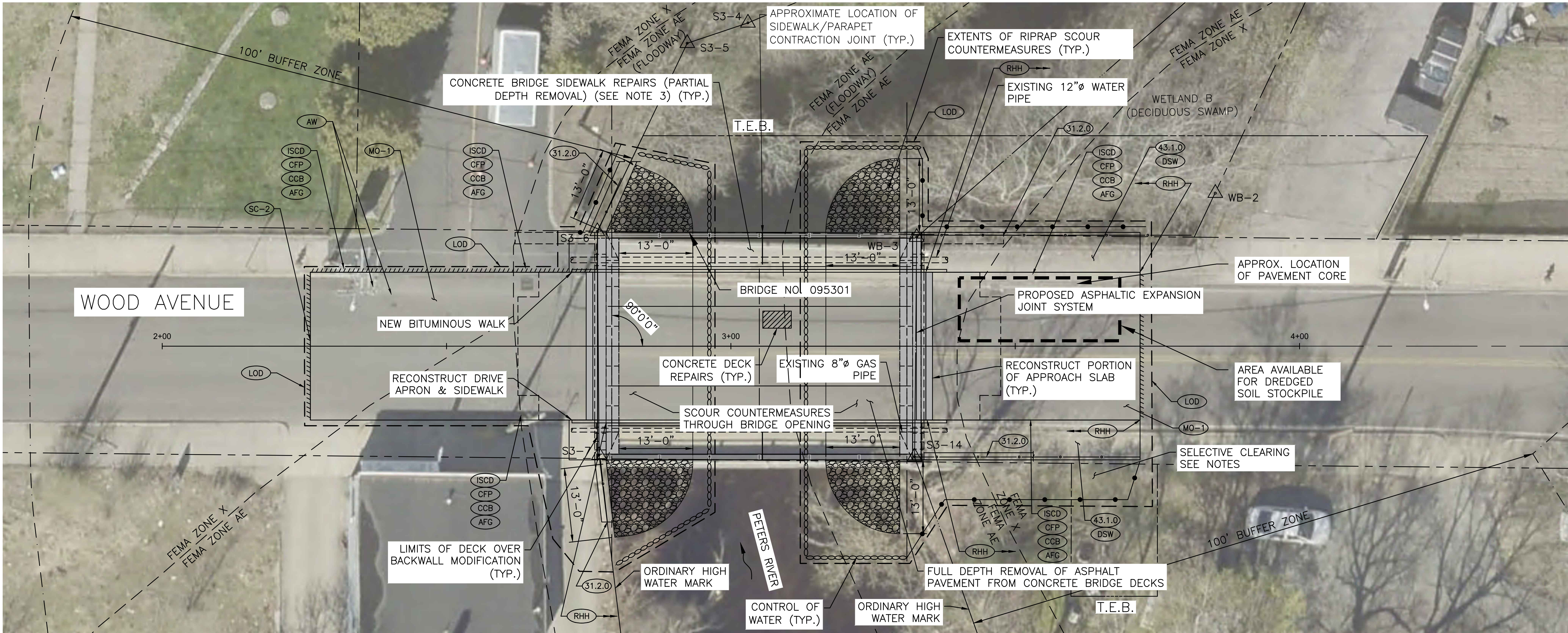
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WOONSOCKET CORRIDOR
VOLUME: 3
RHODE ISLAND

BRIDGE 093901 JOINT DETAILS - 3

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	24	52



PLAN

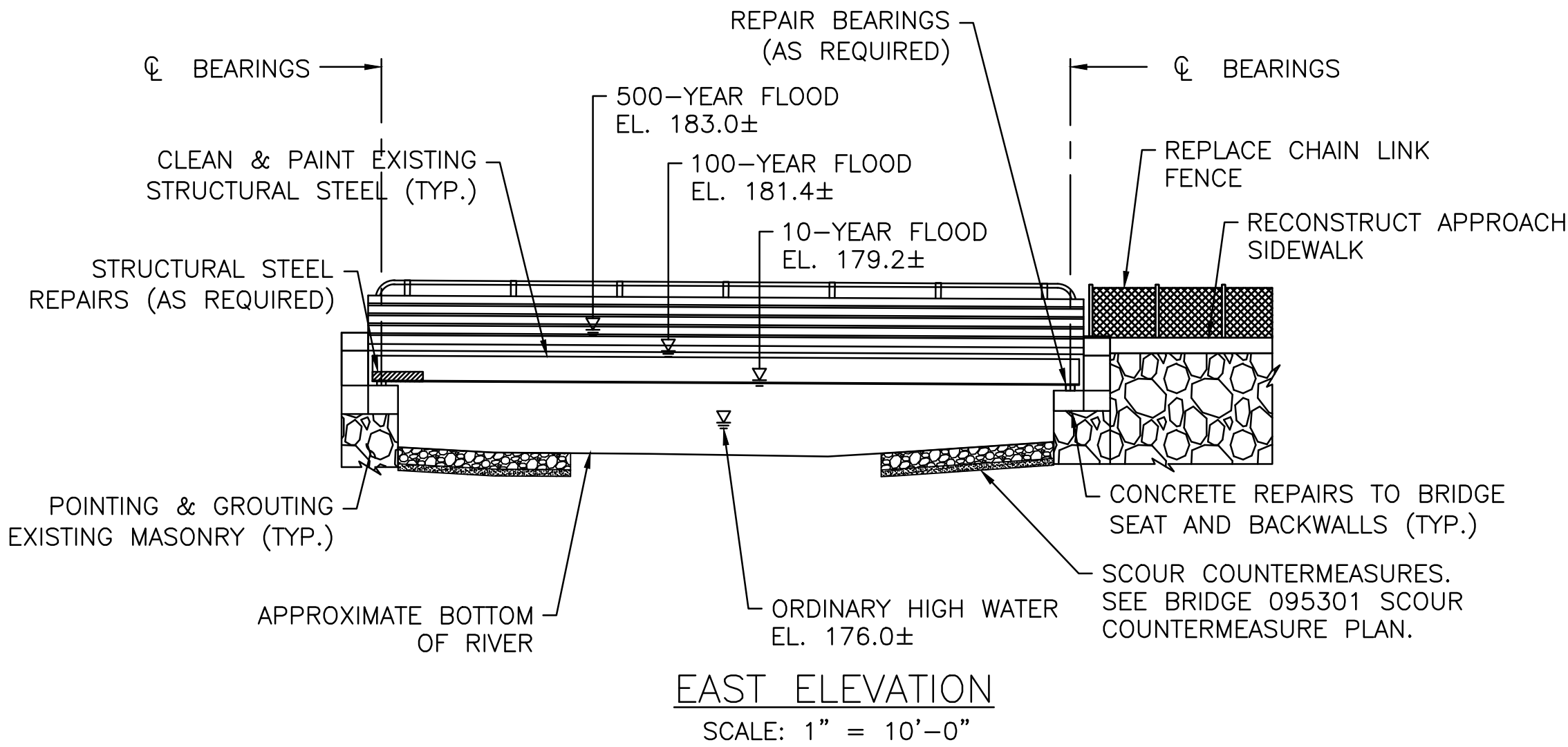
SCALE: 1" = 10'-0"

DESCRIPTION OF PROPOSED REHABILITATION WORK FOR BRIDGE 095301

- CLEAN ALL EXPOSED CONCRETE AND STONE MASONRY WITHIN THE LIMITS OF THE BRIDGE. USE HIGH PRESSURE WATER CLEANING, AS DESCRIBED IN THE SPECIFICATIONS. WATER PRESSURE SHOULD BE ADJUSTED TO CLEAN WITHOUT REMOVING CONCRETE PASTE OR NON-DETERIORATED GROUT.
- SELECTIVELY CLEAR TREES, UNDERGROWTH AND DEBRIS NECESSARY TO PERFORM WORK AND FACILITATE FUTURE INSPECTIONS, AREAS OF MODERATE TO HEAVY VEGETATION IS ANTICIPATED ALONG THE ABUTMENT WING WALLS AND RETURN WALLS. THE CONTRACTOR AND ENGINEER SHALL AGREE ON VEGETATION AND DEBRIS TO BE REMOVED PRIOR TO THE START OF REMOVAL.
- REMOVE AND DISPOSE OF JOINT SEALANT AS DIRECTED BY THE ENGINEER AND/OR AS SHOWN ON THE PLANS. AREAS INCLUDE SIDEWALK AND BARRIER COPING JOINTS, JOINTS AROUND THE EXISTING BRIDGE RAIL, END POSTS, AND ALONG THE CURB/SIDEWALK INTERFACE. REPLACE ALL MISSING OR REMOVED JOINT SEALANT WITH SILICONE. REMOVAL AND DISPOSAL OF EXISTING SEALANT IS INCLUDED IN THE COST OF THE NEW SEALANT.
- INSTALL CHANNEL BOTTOM SCOUR COUNTERMEASURES AS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER.
- INSTALL STRUCTURAL STEEL REPAIRS AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- CLEAN, PREPARE AND PAINT ALL EXISTING AND PROPOSED STRUCTURAL STEEL INCLUDING ALL CONNECTION PLATES, DIAPHRAGMS, NUTS, BOLTS, WASHERS AND BEARING ASSEMBLY. SEE GENERAL NOTES FOR PAINTING STRUCTURAL STEEL NOTES.
- CLEAN ALL EXISTING AND REPAIR DEBRIS FROM TOP OF THE BEAM SEAT.
- REMOVE AND REPLACE EXISTING MEMBRANE WATERPROOFING AND BRIDGE WEARING SURFACE.
- REPAIR TOP OF CONCRETE DECK, BRIDGE SIDEWALK, BRIDGE SEAT, BACKWALLS, AND WINGWALLS AS NOTED ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- POINT AND GROUT ABUTMENT STEMS, WINGWALLS, AND RETURN WALLS AS NOTED ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- REMOVE AND RECONSTRUCT APPROACH CONCRETE SIDEWALK AND CURBING, REMOVE AND REPLACE CHAIN LINK FENCE.
- REPLACE WATER MAIN PIPE SUPPORT BRACKET AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK IS INCLUDED UNDER ITEM CODE 824.9901.
- REPLACE WATER MAIN PIPE INSULATION ALONG THE ENTIRE EXPOSED LENGTH OF PIPE,
- RECONSTRUCT DECK OVER BACKWALL MODIFICATIONS AS SHOWN ON THE PLANS AT ABUTMENTS 1 AND 2.
- INSTALL ASPHALTIC EXPANSION JOINT SYSTEM AS SHOWN ON THE PLANS.
- REMOVE AND RECONSTRUCT APPROACH CONCRETE SIDEWALK, ASPHALT SIDEWALK AND DRIVEWAY APRON, INCLUDING GRANITE CURBING AS SHOWN IN THE PLANS. ALL DISTURBED GRANITE CURB SHOULD BE RESET WHEN POSSIBLE, OR OFFERED, TO THE DEPARTMENT FOR STORAGE.
- REPLACE EXISTING CHAIN LINK FENCE AS SHOWN ON THE PLANS AND/OR AGREED TO BY THE ENGINEER.
- APPLICATION OF FILM-FORMING CONCRETE SURFACE TREATMENT-PROTECTIVE COATING TO EXPOSED CONCRETE. SEE BRIDGE 095301 ELEVATION AND SECTION SHEETS FOR LOCATIONS.
- COMPLETE ROADWAY WORK AS SHOWN ON THE PLANS.
- MILL AND OVERLAY APPROACH ASPHALT TO LIMITS SHOWN ON THE PLANS OR AS AGREED TO BY THE ENGINEER.
- REMOVE AND REPLACE EXISTING PAVEMENT MARKINGS.

NOTES:

- SEE VOLUME 1 FOR STANDARD AND JOB SPECIFIC HIGHWAY NOTES.
- THIS COMPILATION PLAN HAS BEEN PREPARED FROM SOURCES OF INFORMATION AND DATA WHOSE POSITIONAL ACCURACY AND RELIABILITY HAS NOT BEEN VERIFIED. THE PROPERTY LINES DEPICTED HEREON DO NOT REPRESENT A BOUNDARY OPINION, AND OTHER INFORMATION DEPICTED SUBJECT TO SUCH CHANGES AS AN AUTHORITATIVE FIELD SURVEY MAY DISCLOSE.
- IT IS ASSUMED THAT THE SIDEWALK REPAIR WORK WILL NEED TO BE SEQUENCED TO ENSURE THAT THE PARAPETS STRUCTURAL INTEGRITY IS NOT COMPROMISED DURING THE REPAIR PROCESS. A DETAILED REPAIR SEQUENCE SHALL BE SUBMITTED PRIOR TO PERFORMING THE SIDEWALK DEMOLITION WORK. IF SITE CONDITIONS VARY, THE CONTRACTOR SHALL NOTIFY THE ENGINEER BEFORE PROCEEDING.



EAST ELEVATION
SCALE: 1" = 10'-0"



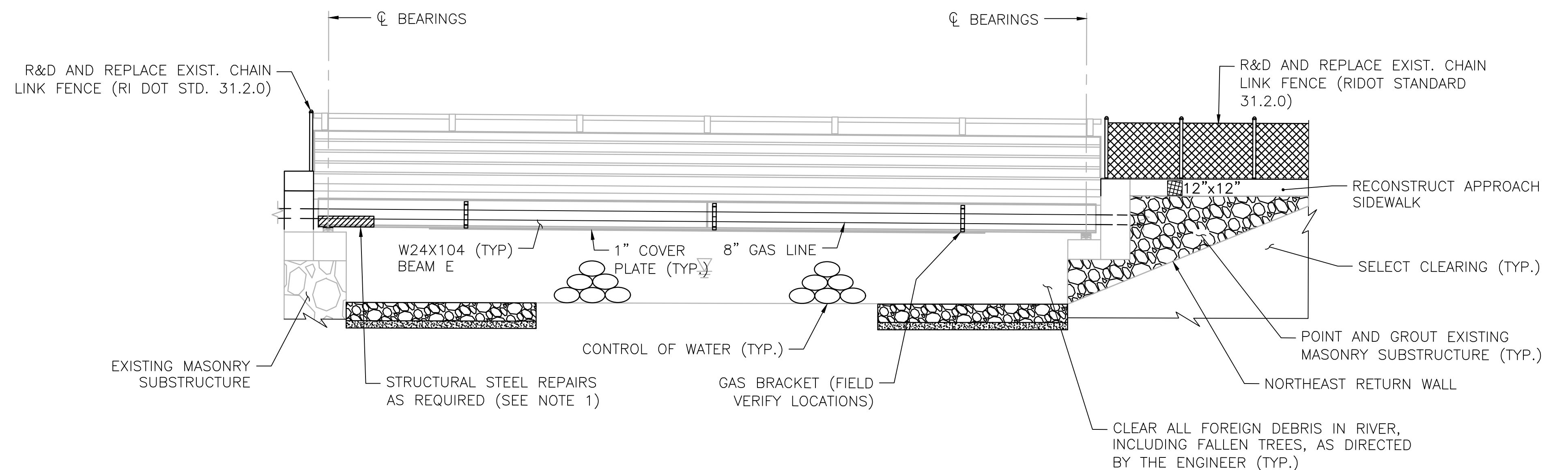
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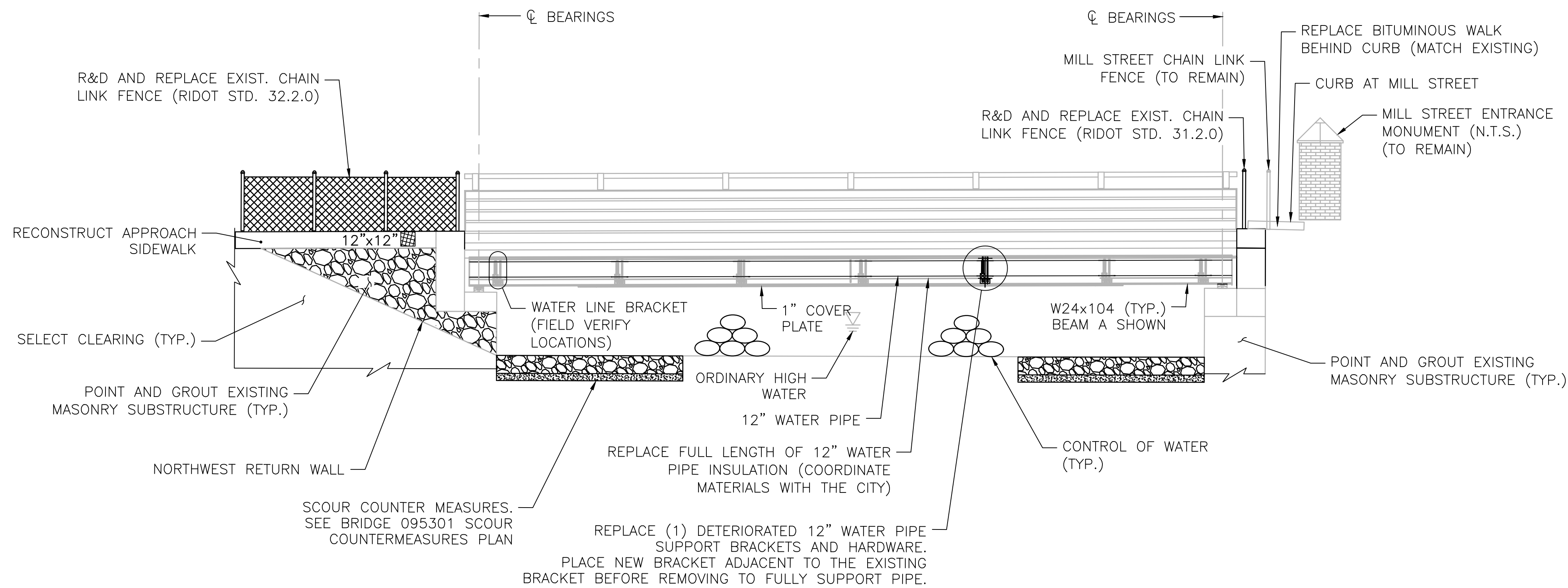
SCALE: 1"=10'					
GRAPHIC SCALE					
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NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 3

BRIDGE 095301 GENERAL PLAN



EAST EXPOSED ELEVATION
SCALE: 3/16"=1'-0"



WEST EXPOSED ELEVATION
SCALE: 3/16"=1'-0"

LEGEND:



NOTES:

1. FOR STRUCTURAL STEEL REPAIRS SEE BRIDGE 095301 STEEL DETAILS 1 AND 2 SHEETS.



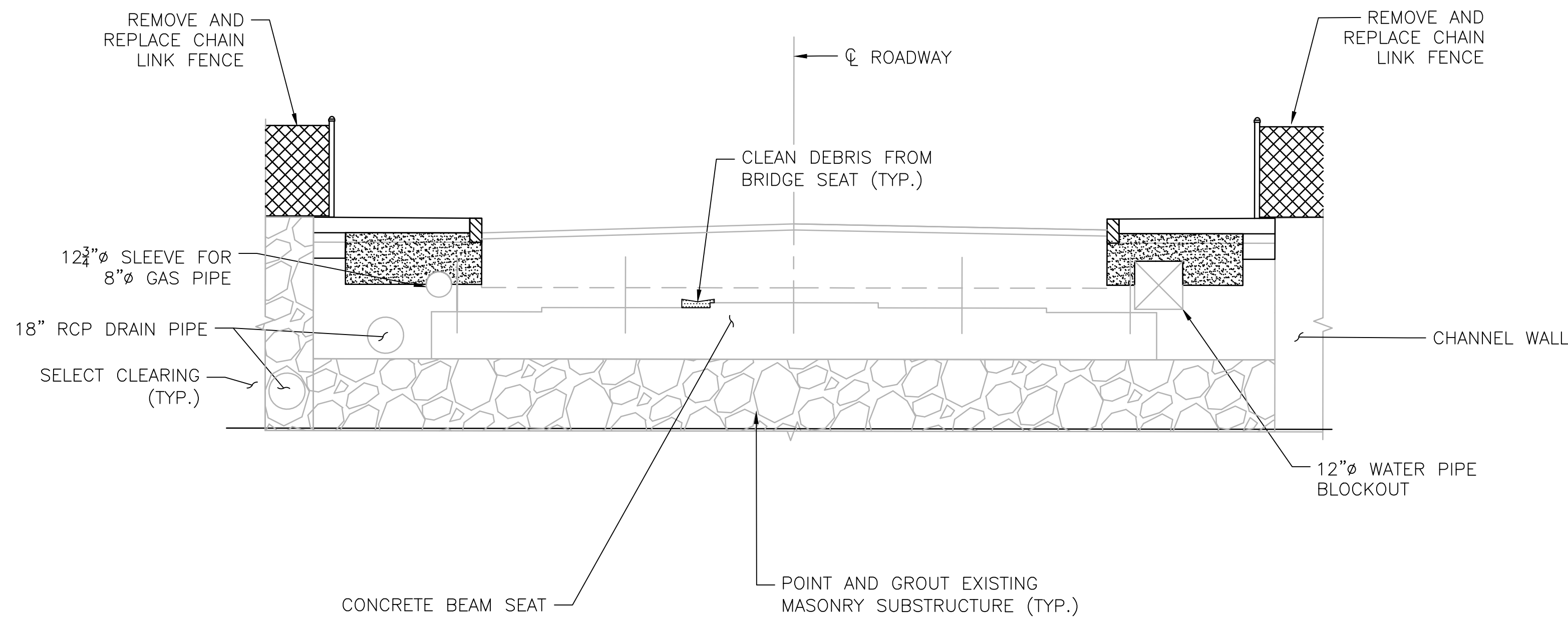
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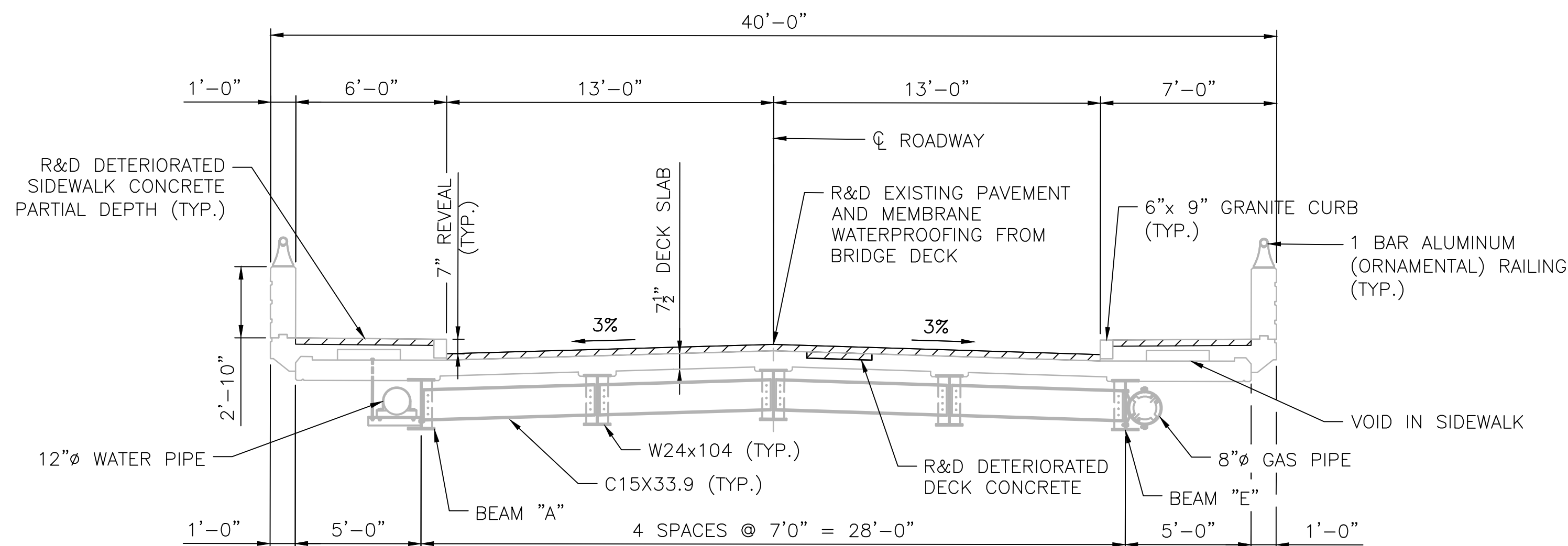
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VOLUME: 3

BRIDGE 095301 ELEVATIONS



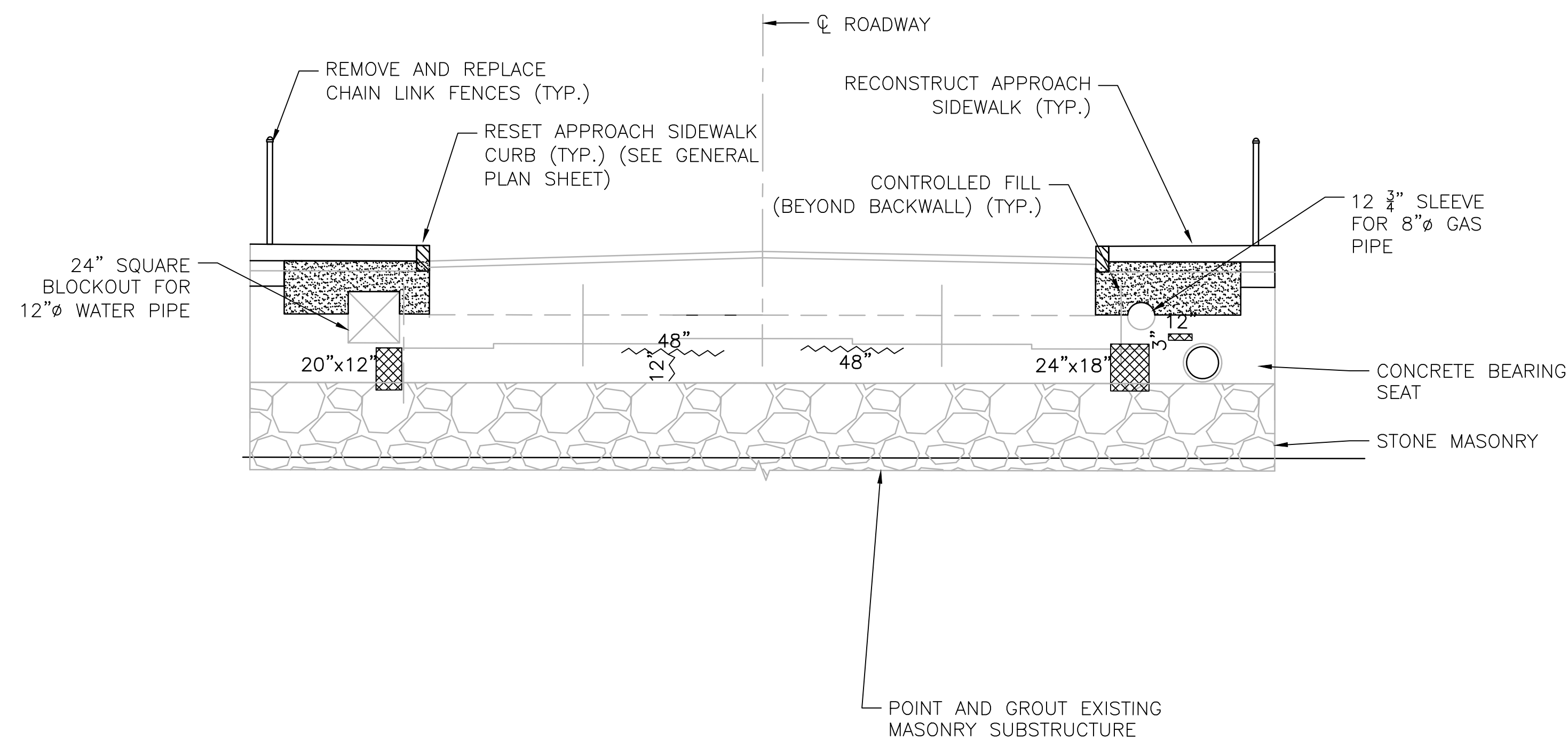
SOUTH ABUTMENT EXPOSED ELEVATION

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



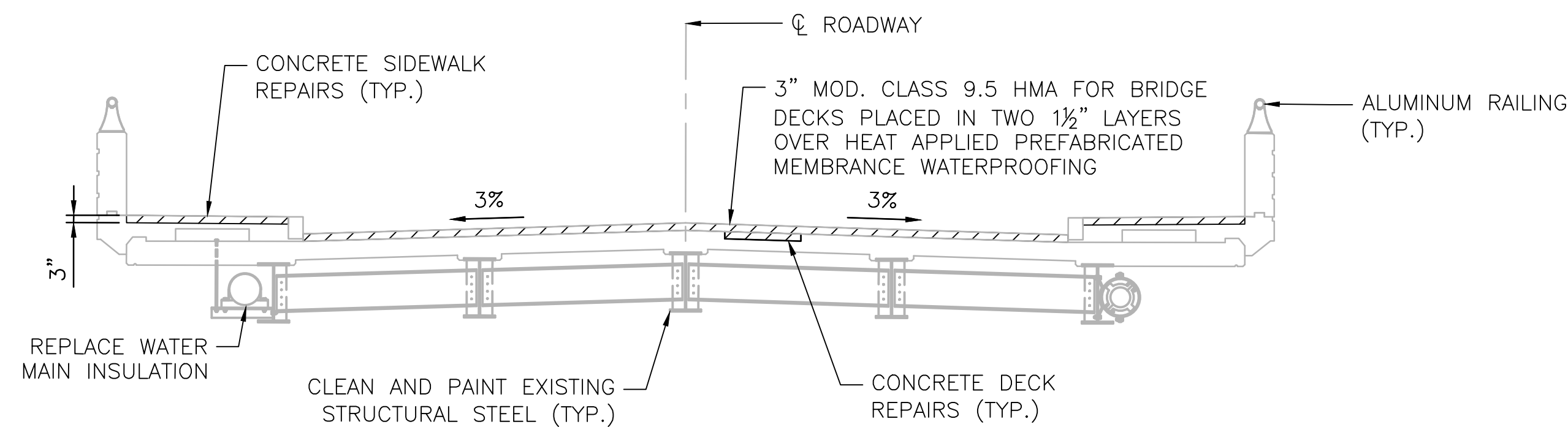
EXISTING TRANSVERSE SECTION — LOOKING NORTH

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



NORTH ABUTMENT EXPOSED ELEVATION

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



PROPOSED TRANSVERSE SECTION — LOOKING NORTH

NOTES:

1. SKETCH IS A SCHEMATIC ONLY AND USED TO SHOW APPROXIMATE LOCATIONS OF REPAIR AREAS. ALL REPAIRS ARE TO BE FIELD VERIFIED.
2. FILM-FORMING SEALER (M12.03.1) CONCRETE SURFACE TREATMENT IS TO BE APPLIED TO ALL EXPOSED ABUTMENT CAP SURFACES SHOWN IN ELEVATION VIEWS INCLUDING ALL FACES OF BRIDGE RAIL END POSTS. SEE BRIDGE 095301 GENERAL NOTES AND SECTION VIEW FOR LIMITS.
3. ALL CONCRETE REPAIRS AND SUPERSTRUCTURE STEEL REPAIRS ARE TO BE COMPLETED WHEN ROAD IS CLOSED TO TRAFFIC.
2. FOR SUPERSTRUCTURE STEEL REPAIRS SEE BRIDGE 095301 STEEL DETAILS SHEET.
3. FOR DECK AND SIDEWALK REPAIRS SEE BRIDGE 095301 DECK AND SIDEWALK REPAIR SHEETS.
4. SEE BRIDGE 095301 GENERAL PLAN FOR ADDITIONAL NOTES.

LEGEND:

- FORM AND CAST IN PLACE REPAIR AREA
- DECK OR SIDEWALK REPAIR (PARTIAL OR FULL DEPTH)
- CRACK REPAIR

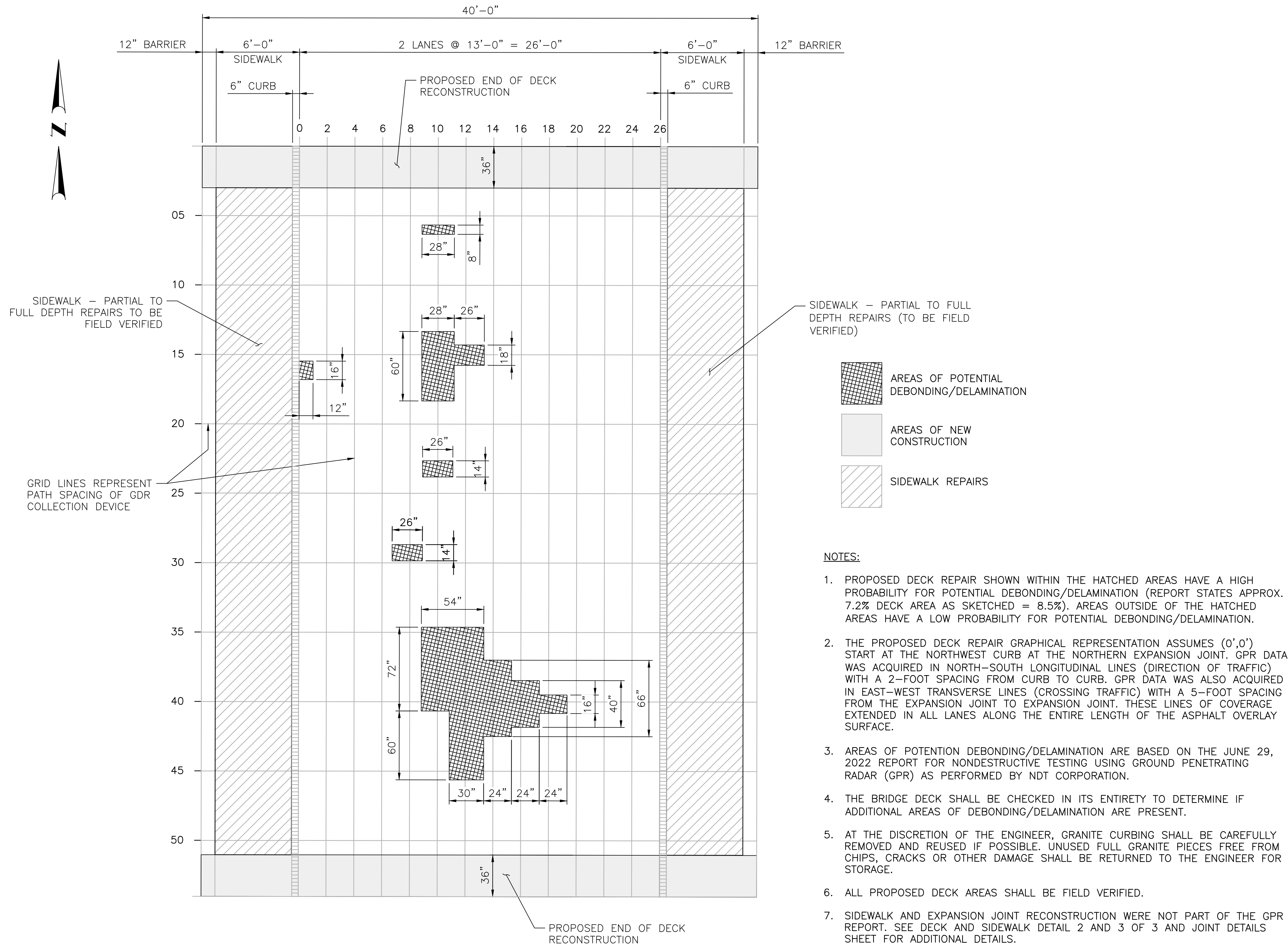


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WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095301 ABUTMENT SECTIONS



- NOTES:**
1. PROPOSED DECK REPAIR SHOWN WITHIN THE HATCHED AREAS HAVE A HIGH PROBABILITY FOR POTENTIAL DEBONDING/DELAMINATION (REPORT STATES APPROX. 7.2% DECK AREA AS SKETCHED = 8.5%). AREAS OUTSIDE OF THE HATCHED AREAS HAVE A LOW PROBABILITY FOR POTENTIAL DEBONDING/DELAMINATION.
 2. THE PROPOSED DECK REPAIR GRAPHICAL REPRESENTATION ASSUMES (0',0') START AT THE NORTHWEST CURB AT THE NORTHERN EXPANSION JOINT. GPR DATA WAS ACQUIRED IN NORTH-SOUTH LONGITUDINAL LINES (DIRECTION OF TRAFFIC) WITH A 2-FOOT SPACING FROM CURB TO CURB. GPR DATA WAS ALSO ACQUIRED IN EAST-WEST TRANSVERSE LINES (CROSSING TRAFFIC) WITH A 5-FOOT SPACING FROM THE EXPANSION JOINT TO EXPANSION JOINT. THESE LINES OF COVERAGE EXTENDED IN ALL LANES ALONG THE ENTIRE LENGTH OF THE ASPHALT OVERLAY SURFACE.
 3. AREAS OF POTENTION DEBONDING/DELAMINATION ARE BASED ON THE JUNE 29, 2022 REPORT FOR NONDESTRUCTIVE TESTING USING GROUND PENETRATING RADAR (GPR) AS PERFORMED BY NDT CORPORATION.
 4. THE BRIDGE DECK SHALL BE CHECKED IN ITS ENTIRETY TO DETERMINE IF ADDITIONAL AREAS OF DEBONDING/DELAMINATION ARE PRESENT.
 5. AT THE DISCRETION OF THE ENGINEER, GRANITE CURBING SHALL BE CAREFULLY REMOVED AND REUSED IF POSSIBLE. UNUSED FULL GRANITE PIECES FREE FROM CHIPS, CRACKS OR OTHER DAMAGE SHALL BE RETURNED TO THE ENGINEER FOR STORAGE.
 6. ALL PROPOSED DECK AREAS SHALL BE FIELD VERIFIED.
 7. SIDEWALK AND EXPANSION JOINT RECONSTRUCTION WERE NOT PART OF THE GPR REPORT. SEE DECK AND SIDEWALK DETAIL 2 AND 3 OF 3 AND JOINT DETAILS SHEET FOR ADDITIONAL DETAILS.
 8. FOR BRIDGE DECK REPAIR NOTES SEE BRIDGE 095301 CONC. DECK AND SIDEWALK REPAIR DETAILS - 2 SHEET.

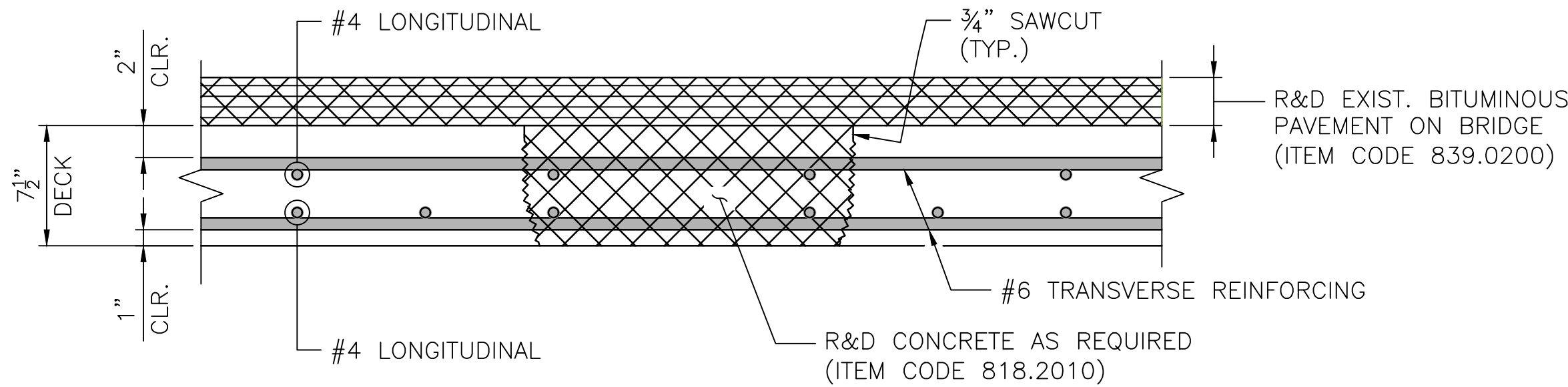


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VOLUME: 3
WOONSOCKET
RHODE ISLAND
BRIDGE 095301 CONCRETE DECK AND
SIDEWALK REPAIR DETAILS 1



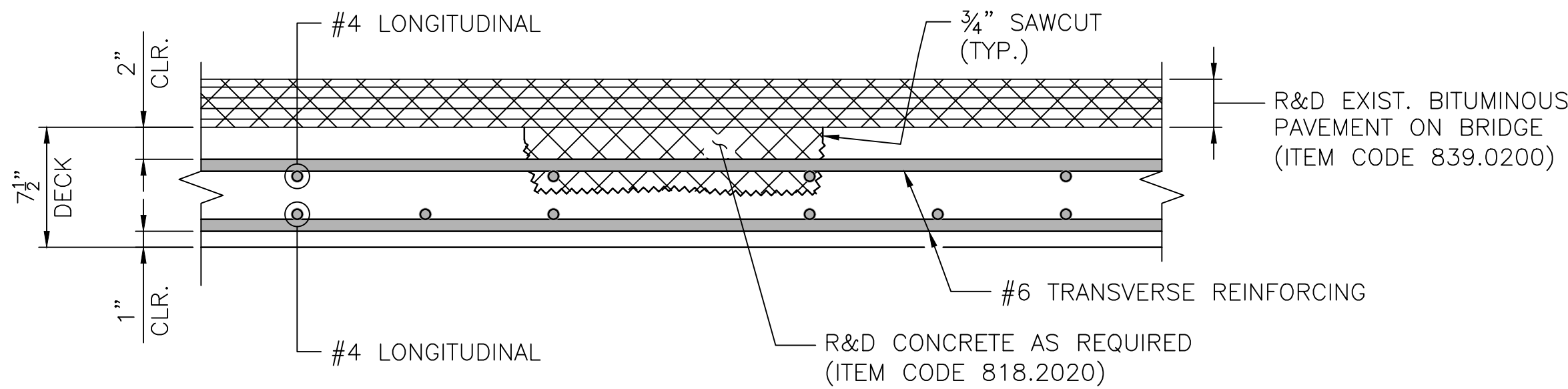
EXISTING

FULL DEPTH CONCRETE DECK REPAIR
(ITEM CODE 818.2010)

(NOT TO SCALE)

LEGEND

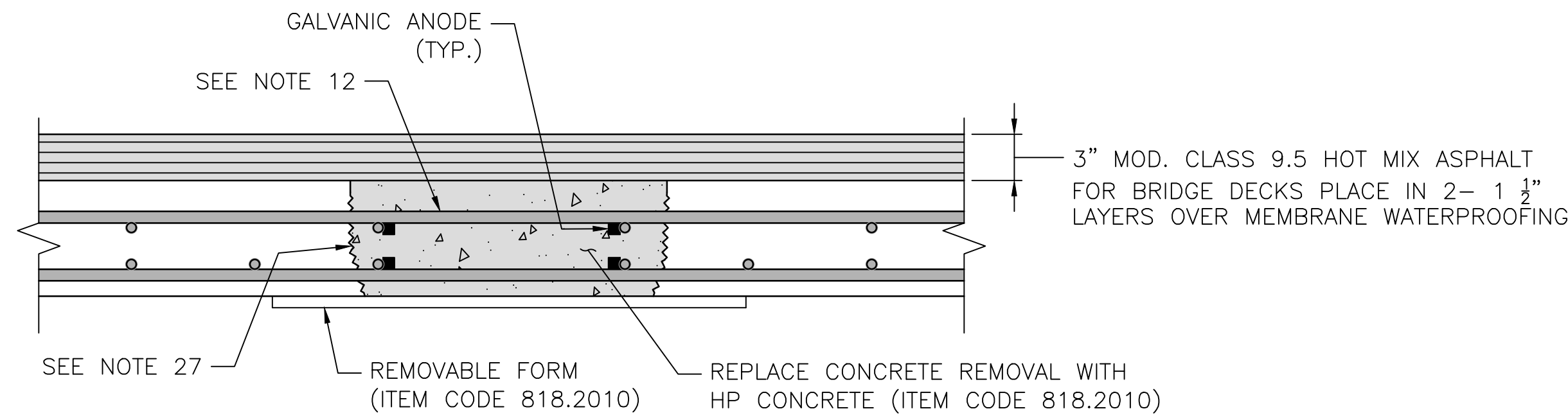
- DENOTES AREAS TO BE REMOVED AND DISPOSED
- DENOTES AREAS OF NEW CONCRETE



EXISTING

PARTIAL DEPTH CONCRETE DECK REPAIR
(ITEM CODE 818.2020)

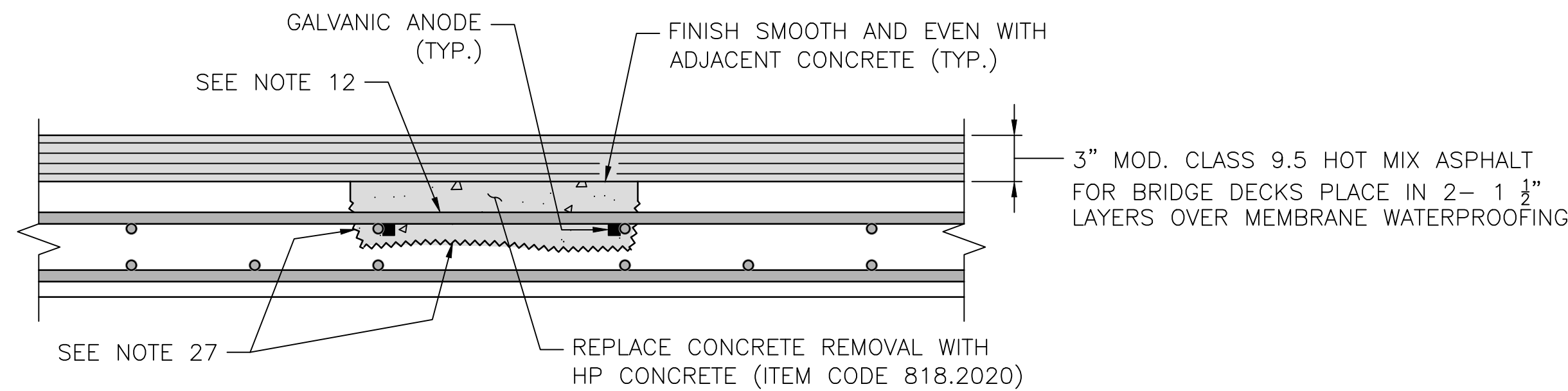
(NOT TO SCALE)



PROPOSED

GALVANIC ANODE SPACING NOTE:

GALVANIC ANODES SHALL BE SPACED EVENLY AROUND THE PERIMETER OF THE REPAIR AREA AT A MAXIMUM SPACING OF 18" O.C.



PROPOSED

BRIDGE DECK REPAIR NOTES

- THE DECK DETERIORATION AND REPAIR ESTIMATES ARE BASED ON GROUND PENETRATING RADAR (GPR). SEE BRIDGE 095301 CONCRETE DECK AND SIDEWALK REPAIRS – 1 SHEET FOR AREAS OF POTENTIAL DECK CONCRETE DEBONDING/DELAMINATION. THE EXACT LOCATION AND LIMITS OF EXPOSED REINFORCEMENT AND HOLLOW AREAS OF CONCRETE IN THE DECK SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER DURING CONSTRUCTION.
- THE CONTRACTOR SHALL NOT PERFORM ANY REPAIR WORK WITHOUT PRIOR APPROVAL FROM THE ENGINEER. THE REMOVAL OF DETERIORATED CONCRETE SHALL PROCEED AS APPROVED BY THE ENGINEER.
- THE EXISTING SLAB SHALL BE SOUNDED FOR HOLLOW AREAS OF CONCRETE TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL PERFORM CHAIN DRAGGING, HAMMER SOUNDING, OR OTHER METHODS OF DETECTION AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS TO THE ENGINEER FOR DELINEATION AND INSPECTION OF THE SIDEWALK AND DECK, AND THE REPAIR WORK.
- THE DECK EVALUATION SHALL BE PERFORMED AFTER REMOVAL OF THE PAVEMENT.
- PRIOR TO THE REMOVAL OF ANY DETERIORATED DECK CONCRETE, THE CONTRACTOR SHALL INSTALL TEMPORARY DECK UNDERSIDE PROTECTIVE SHIELDING BENEATH THE DESIGNATED REPAIR LOCATIONS IN ACCORDANCE WITH ITEM CODE 803.0500. HORIZONTAL LIMITS SHALL EXTEND A MINIMUM OF 2'-0" BEYOND THE LIMITS OF THE REPAIR; VERTICAL LIMITS SHALL BE SUFFICIENT TO CONTAIN ANY POSSIBLE DEBRIS. ALL COSTS ASSOCIATED WITH THIS SHIELDING SHALL BE INCLUDED IN THE COST OF THE REPAIR.
- IF REMOVAL OF DETERIORATED CONCRETE EXCEEDS TWO-THIRDS OF THE TOTAL THICKNESS OF THE SLAB, REMOVE THE REMAINDER OF THE CONCRETE TO THE BOTTOM OF THE SLAB AND PERFORM PATCHING.
- IF THE REINFORCING STEEL HAS AT LEAST ONE HALF OF ITS SURFACE AREA EXPOSED AFTER CONCRETE REMOVAL, THE CONCRETE SHALL BE FURTHER REMOVED TO A DEPTH OF 1" BELOW THE STEEL. IN AREAS WHERE REINFORCING STEEL IS ONLY PARTIALLY EXPOSED AFTER REMOVAL OF DETERIORATED CONCRETE, THE REINFORCEMENT SHALL BE COATED WITH EPOXY BONDING COMPOUND BEFORE PLACING PATCHING MATERIAL.
- EQUIPMENT USED TO REMOVE DECK AND SIDEWALK CONCRETE SHALL BE LIMITED TO PORTABLE HANDHELD TOOLS AND SMALL PNEUMATIC EQUIPMENT THAT CAN PROVIDE CONTROLLED REMOVAL OF THE CONCRETE. EQUIPMENT IS TO BE APPROVED BY THE ENGINEER.
- A CHISEL BIT SHALL BE USED FOR THE PNEUMATIC HAMMER; A POINTED BIT SHALL NOT BE ALLOWED.
- ALL DETERIORATED AREAS SHALL BE DELINEATED BY A 3/4" SAWCUT. CARE SHALL BE EXERCISED TO ENSURE EXISTING REINFORCING IS NOT DAMAGED DURING SAWCUT. THE COST OF SAWCUTTING SHALL BE INCLUDED IN THE RELEVANT REPAIR TYPE INDICATED ON THE PLANS.
- AFTER REMOVAL OF DETERIORATED DECK CONCRETE, THE REINFORCING MAY BE FOUND TO BE DETERIORATED PAST THE POINT THAT IT IS UNACCEPTABLE FOR REUSE. THE EXISTING REINFORCING SHALL BE REPLACED WHEN:
 - EXISTING REINFORCING HAS 25% OR MORE OF SECTION LOSS.
 - EXISTING REINFORCING IS SEVERED.
 - AS DIRECTED BY THE ENGINEER.
- ALL EXPOSED REINFORCING STEEL TO REMAIN SHALL BE THOROUGHLY CLEANED IN ACCORDANCE WITH SECTION 818 OF THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- GALVANIC ANODES SHALL BE INSTALLED AS INDICATED IN THE DETAILS AND IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS AND RECOMMENDATIONS. GALVANIC ANODES SHALL BE SPACED 18" MAX. O.C.
- REMOVE CONCRETE AS FAR AS REQUIRED TO EXPOSE SOUND REINFORCING TO LAP THE NEW BARS. THE CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1" BELOW THE NEW BARS. REMOVAL IS TO STOP ONCE CONCRETE BEING REMOVED HAS FRACTURE LINES THAT PASS THROUGH AGGREGATE.
- NEW BARS SHALL MATCH EXISTING BAR SIZES AND SPACING FOR BOTH LONGITUDINAL AND TRANSVERSE BARS.
- REINFORCEMENT SHALL BE GALVANIZED AND CONFORM TO ASTM A615, GRADE 60. THE COST OF REPLACEMENT REINFORCING STEEL SHALL BE INCLUDED IN THE COST OF "GALVANIZED BAR REINFORCEMENT GRADE 60".
- APPROPRIATELY SIZED MECHANICAL SPLICES, IF APPROVED BY THE ENGINEER, MAY BE PERMITTED IN LIEU OF LAP SPLICES. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR THE USE OF MECHANICAL SPLICES.
- IN DETERIORATED AREAS OF CONCRETE, WHERE AREAS OF POP-OUTS ARE CAUSED BY THE REMOVAL OF DETERIORATED CONCRETE, THE FULL DEPTH OF SLAB SHALL BE REPAIRED AND SHALL BE PAID FOR UNDER THE ITEM CODE 818.2010, "BRIDGE DECK REPAIR (FULL DEPTH REMOVAL)". WHERE POP-OUTS ARE CREATED IN SOUND CONCRETE DUE TO REMOVAL OPERATIONS, THEY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- AS DIRECTED BY THE ENGINEER, UPON REMOVAL OF THE FORM WORK, ALL VOIDS AND HONEYCOMB ON THE SURFACE SHALL BE FILLED WITH THE SAME MATERIAL AS USED FOR THE ITEM CODE 818.2010 "BRIDGE DECK REPAIR (FULL DEPTH REMOVAL)" AND FINISHED TO CONFORM TO THE SURROUNDING CONCRETE SURFACE.
- NO FORM WORK SHALL BE LEFT IN PLACE.
- THE COST OF REMOVAL OF THE DETERIORATED CONCRETE INCLUDING THE SAWCUT, AND FURNISHING AND PLACING THE REPAIR MATERIAL SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM CODE ITEM CODE 818.2010 "BRIDGE DECK REPAIR (FULL DEPTH REMOVAL)", ITEM CODE 818.2020 "BRIDGE DECK REPAIR (PARTIAL DEPTH REMOVAL), AND THE ITEM CODE 818.XXX "BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH REMOVAL), AS APPLICABLE.
- EXPOSED REINFORCING STEEL IN POP-OUTS CAUSED BY REMOVAL OF DETERIORATED CONCRETE SHALL BE PROTECTED WITH EPOXY COATING. THE COST OF EPOXY COATING SHALL BE INCLUDED IN THE RELEVANT REPAIR TYPE INDICATED ON THE PLANS.
- THE COST OF ADDITIONAL CONCRETE REMOVAL REQUIRED FOR THE REPAIR OF THE REINFORCING STEEL SHALL BE INCLUDED IN THE COST OF THE RELATIVE REPAIR TYPE.
- THE COST OF SAWCUTTING SHALL BE INCLUDED IN THE RELEVANT REPAIR TYPE.
- THE COST OF PROVIDING ACCESS FOR INSPECTION SHALL BE INCLUDED IN THE COST OF THE RELEVANT REPAIR TYPE INDICATED ON THE PLANS.
- THE COSTS OF FURNISHING AND INSTALLING THE GALVANIC ANODES SHALL BE INCLUDED IN THE COST OF THE CONCRETE DECK REPAIR; NO ADDITIONAL PAYMENT WILL BE MADE.
- THE SURFACE OF THE PREPARED AREA, TO RECEIVE THE HP REPAIR CONCRETE, SHALL BE INTENTIONALLY ROUGHENED TO AN AMPLITUDE OF 1/4" (EQUIVALENT TO ICRI CONCRETE SURFACE PROFILE 10).

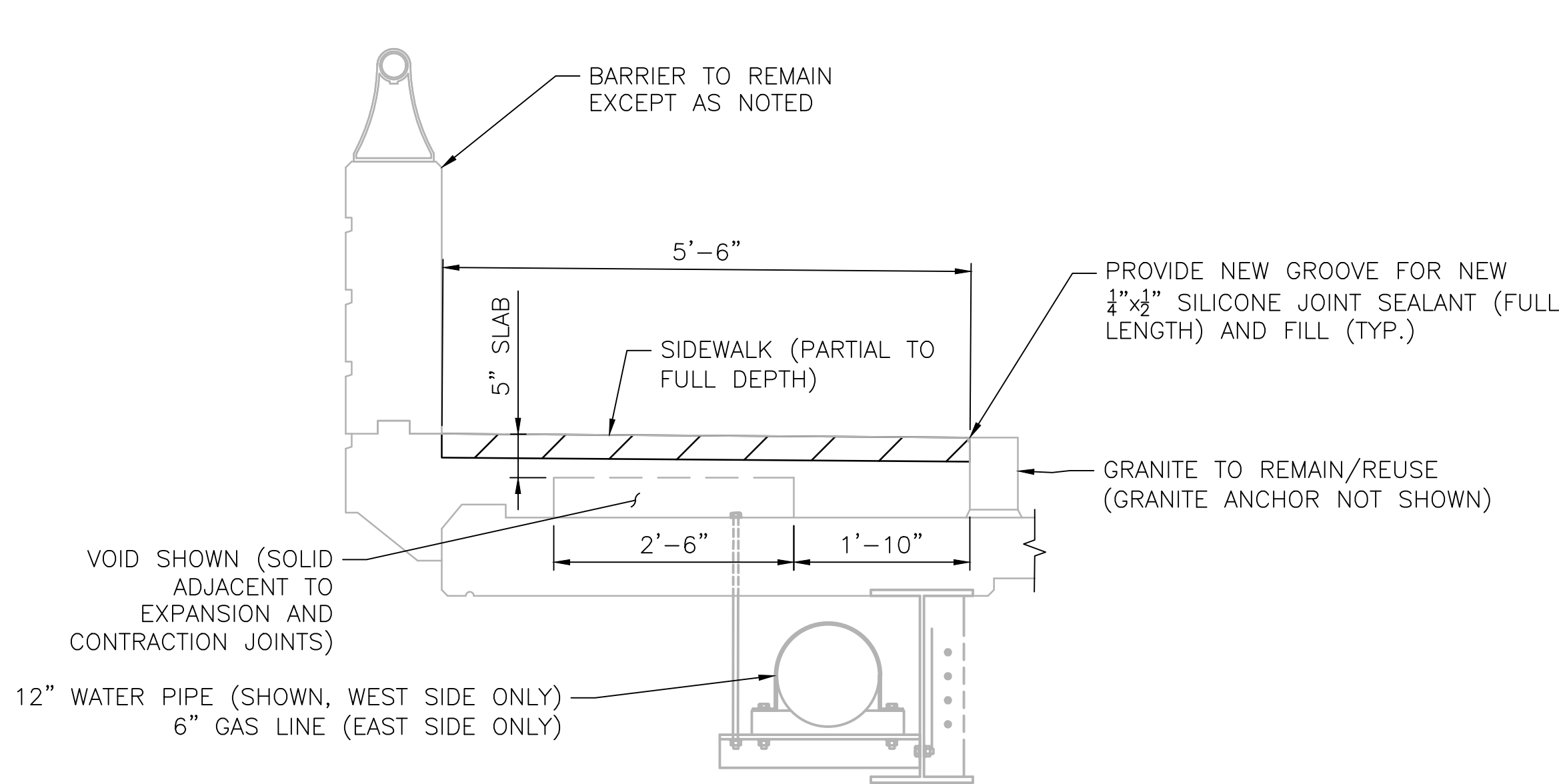


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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OF: 52

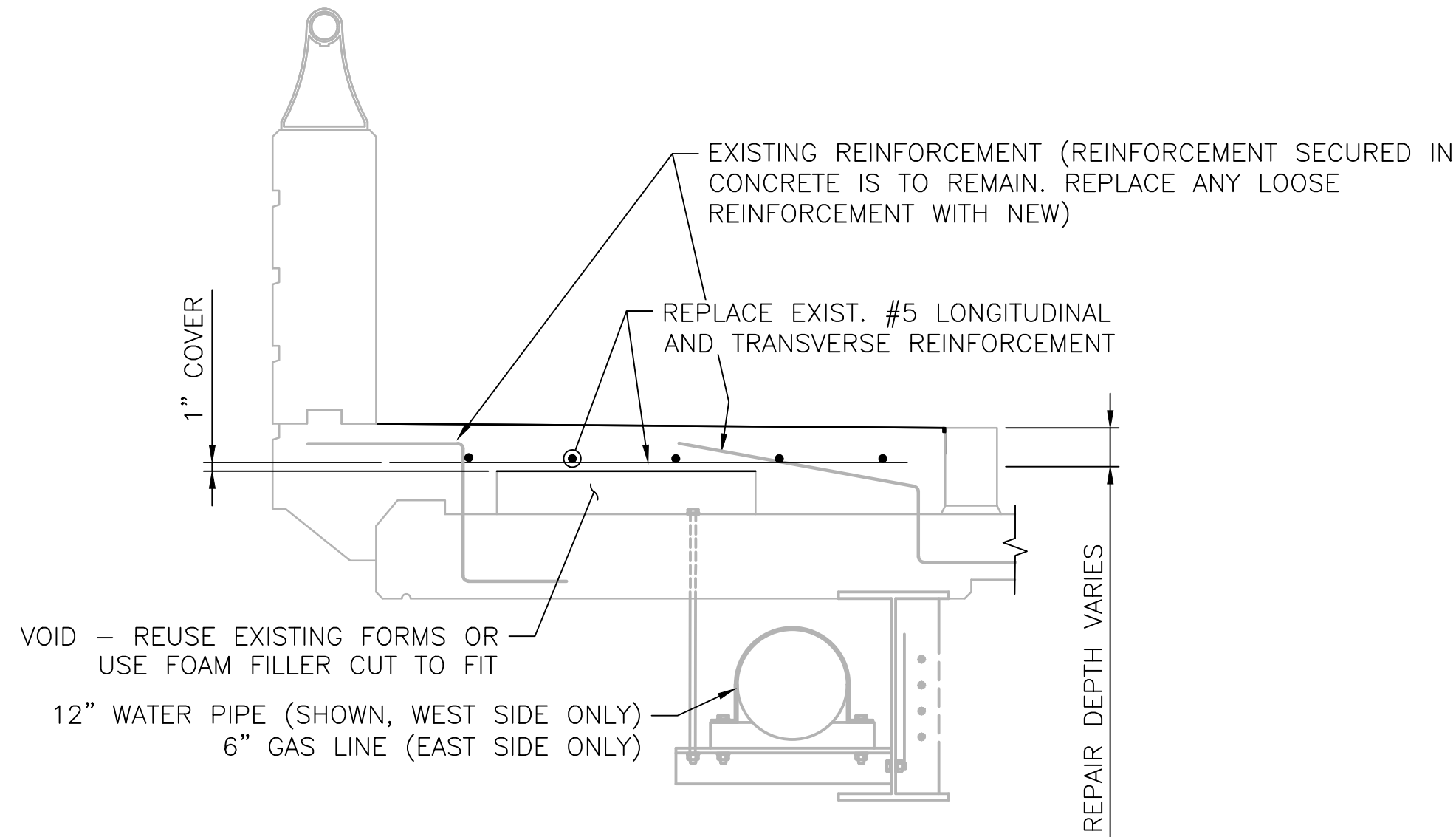
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NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095301 CONC. DECK AND
SIDEWALK REPAIR DETAILS - 2



EXISTING SIDEWALK REPAIR – WEST SIDEWALK SHOWN

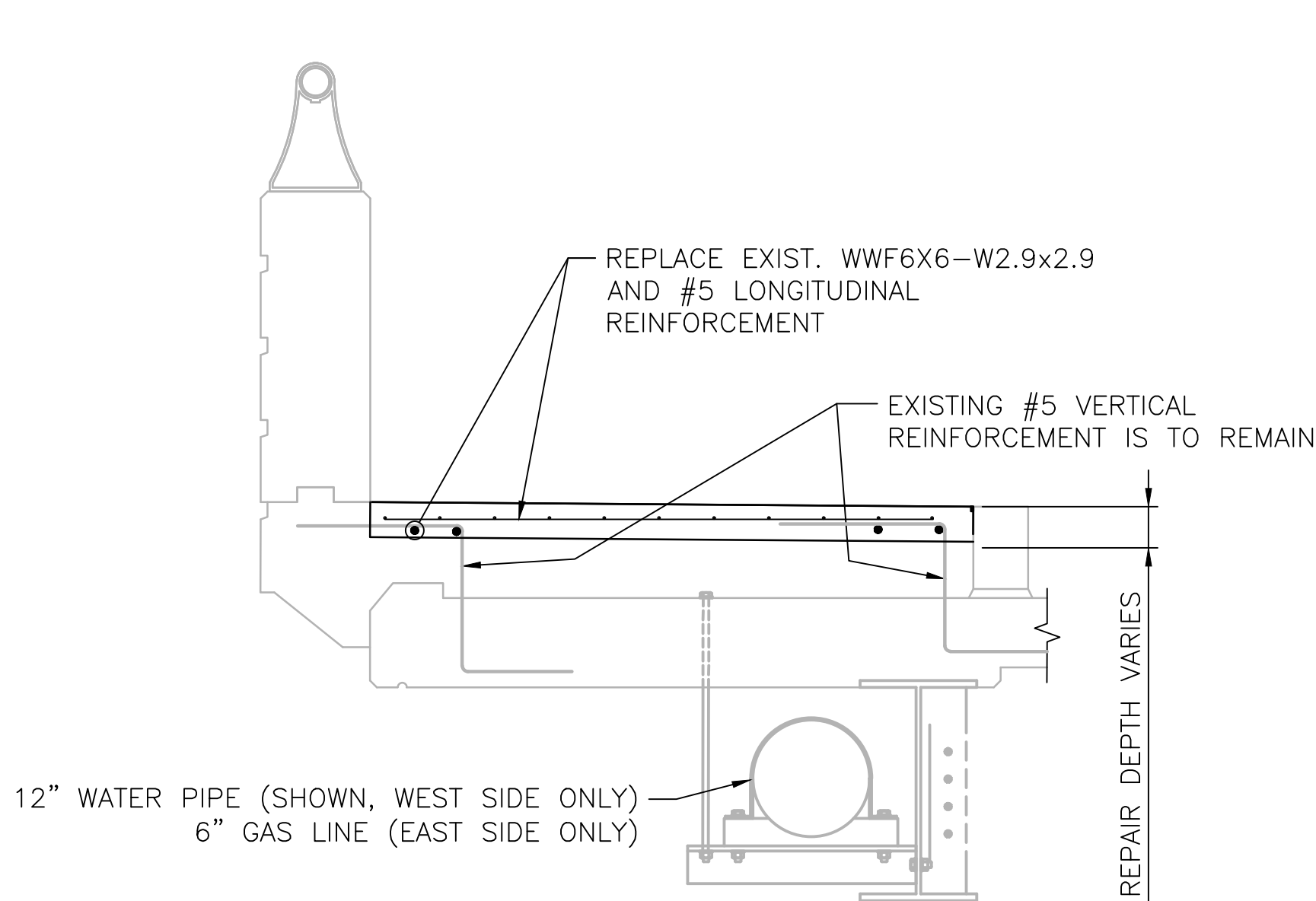
(SIDEWALK AT VOID AREA SHOWN)
SCALE 3/4" = 1'-0"



ONLY REINFORCEMENT IN AREA OF SIDEWALK IS SHOWN FOR CLARITY

PROPOSED SIDEWALK REPAIR – (WITH VOID)

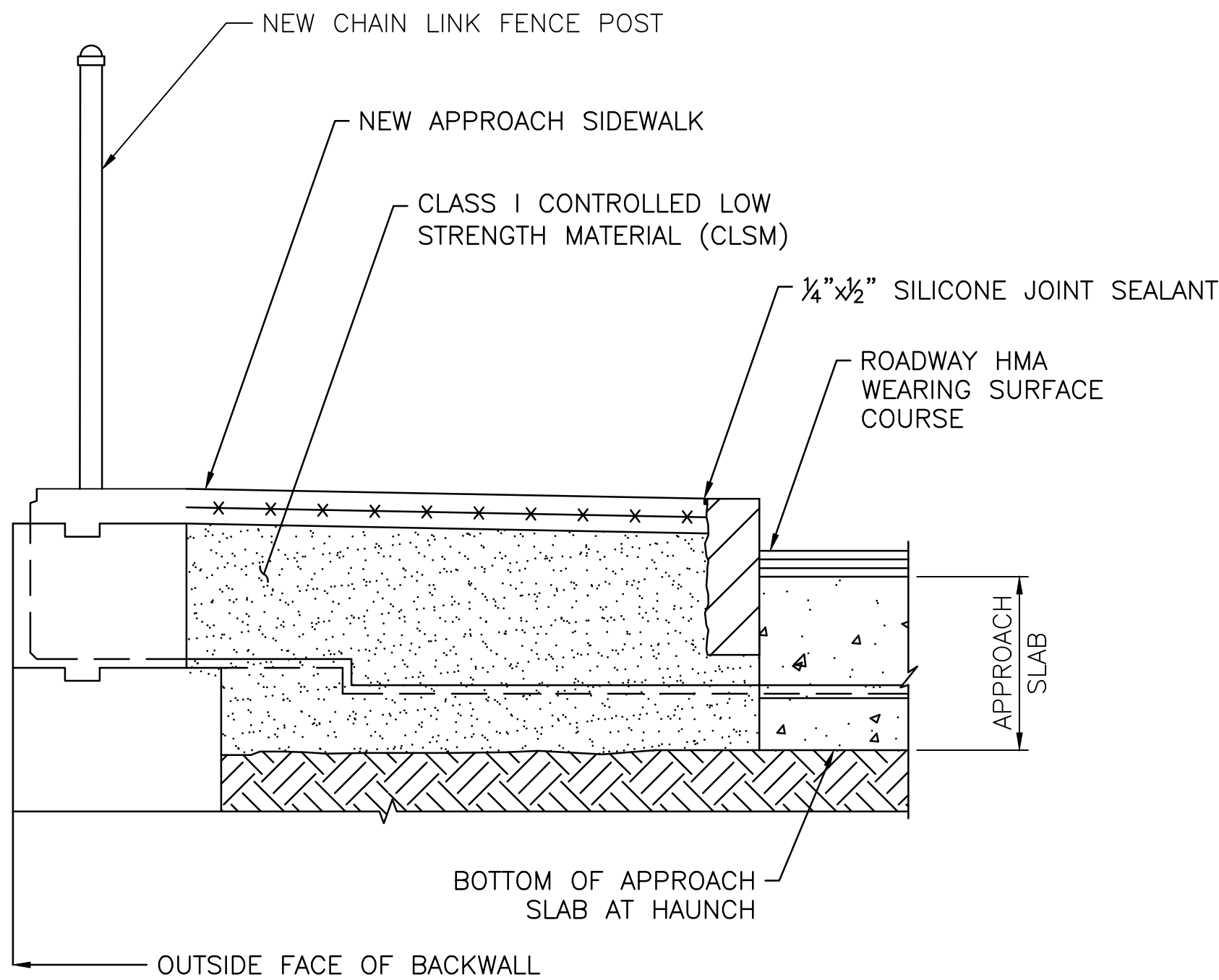
SCALE 3/4" = 1'-0"



ONLY REINFORCEMENT IN AREA OF SIDEWALK IS SHOWN FOR CLARITY

PROPOSED SIDEWALK REPAIR – SOLID (NO VOID)

(SEE NOTE 5)
SCALE 3/4" = 1'-0"



APPROACH SIDEWALK REPAIR

SCALE 3/4" = 1'-0"

SIDEWALK REPAIR NOTES:

- SEE BRIDGE 095301 CONC. DECK AND SIDEWALK DETAILS – 1 AND 2 SHEETS FOR ADDITIONAL REPAIR DETAILS AND NOTES.
- SEE CONCRETE MASONRY DETAIL SHEET FOR ADDITIONAL REPAIR DETAILS AND PROCEDURES.
- REMOVE DETERIORATED CONCRETE TO SOUND CONCRETE. MINIMUM CONCRETE REMOVAL TO 1" BELOW TOP REINFORCEMENT. ALERT ENGINEER WHEN CIRCUMSTANCES LIMIT CONCRETE REMOVAL TO STATED DEPTH.
- USE MINIMUM WWF6X6-W2.9xW2.9 FOR PARTIAL DEPTH WHEN EXISTING REINFORCEMENT IS NOT EXPOSED.
- WEST SIDE SIDEWALK SHOWN. EAST SIDE SIDEWALK SIMILAR.
- SIDEWALK REPAIRS SHALL BE PAID FOR UNDER ITEM CODES 818.2010 & 818.2020.

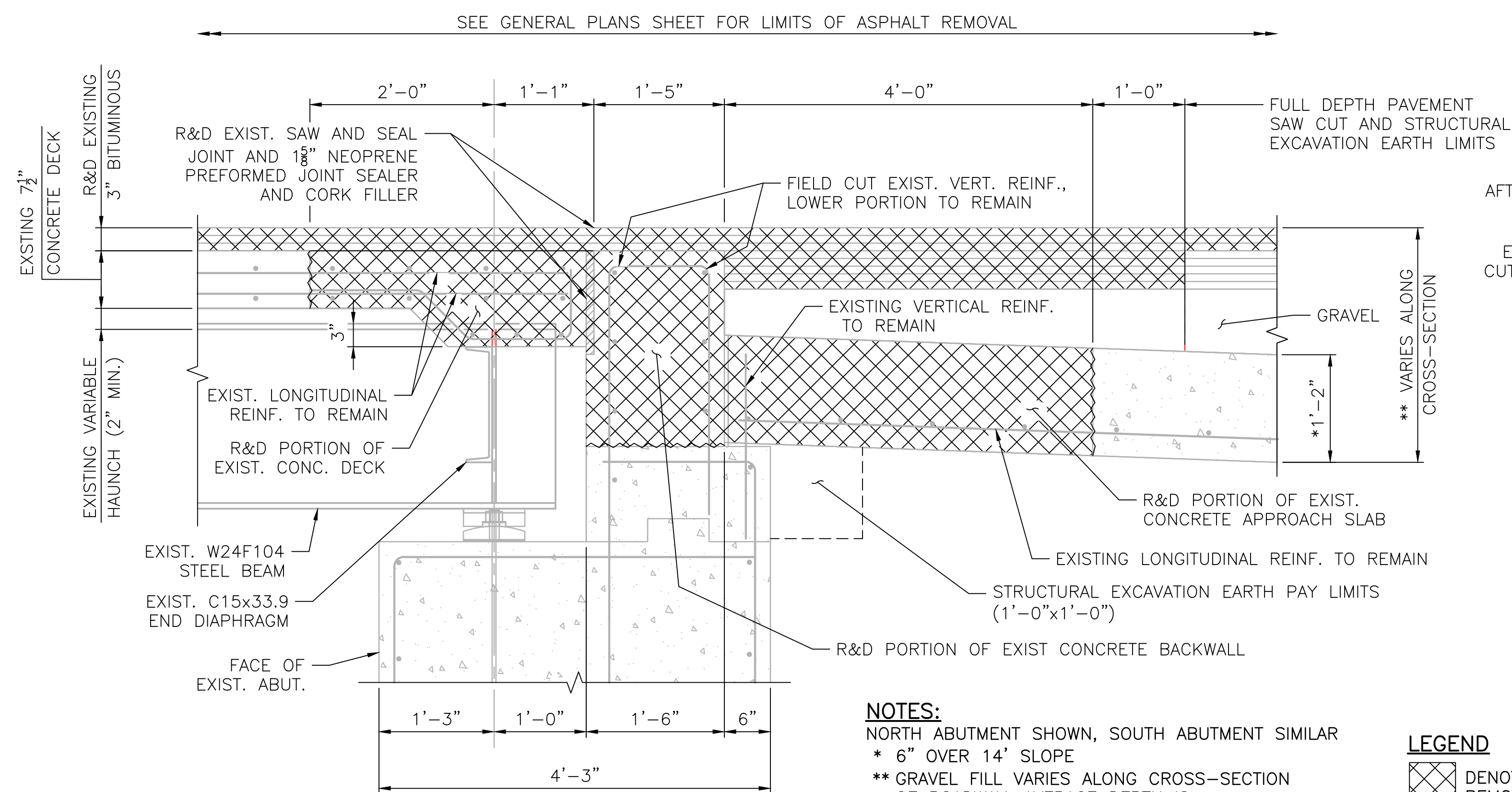


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WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095301 CONC. DECK AND
SIDEWALK REPAIR DETAILS - 3

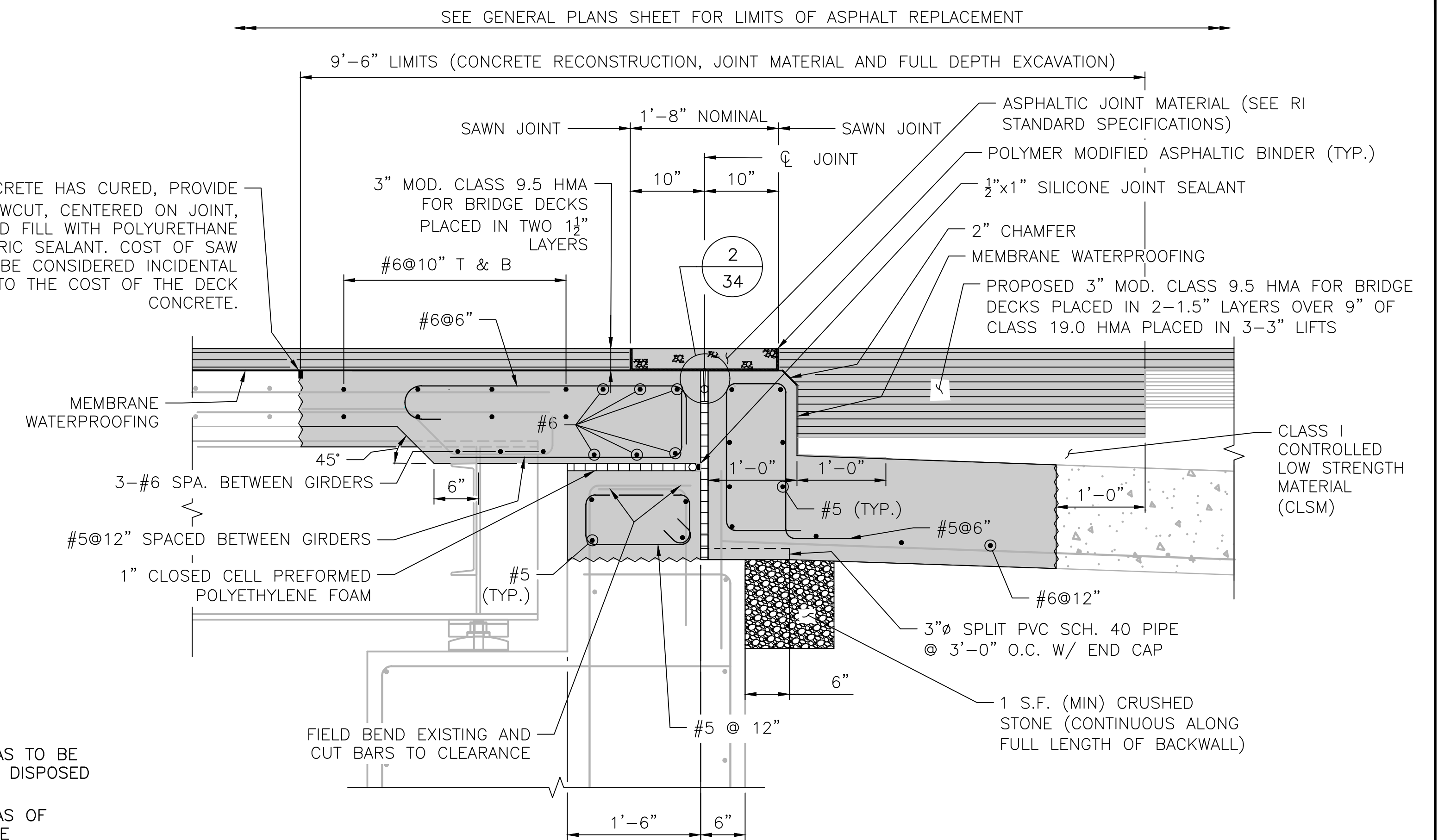


NOTES:
NORTH ABUTMENT SHOWN, SOUTH ABUTMENT SIMILAR
* 6" OVER 14' SLOPE
** GRAVEL FILL VARIES ALONG CROSS-SECTION
OF ROADWAY. AVERAGE DEPTH IS
APPROXIMATELY 2'- $\frac{31}{32}$ "

LEGEND

 DENOTES AREAS TO BE REMOVED AND DISPOSED

 DENOTES AREAS OF NEW CONCRETE

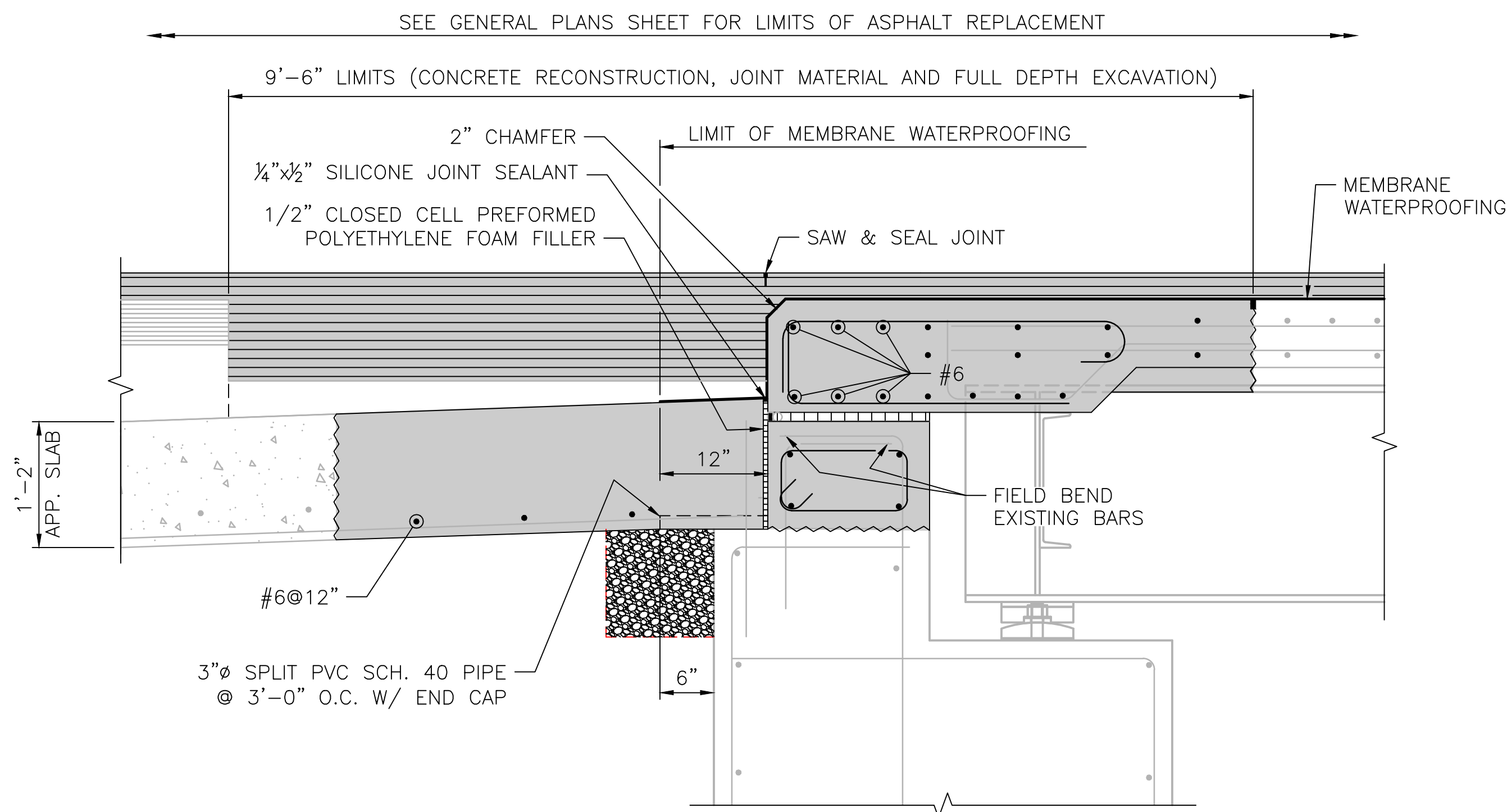


NOTES:

1. THE COST OF FURNISHING AND INSTALLING THE CRUSHED STONE AND PVC SPLIT PIPE DRAINS AT THE ABUTMENTS JOINTS SHALL BE CONSIDERED INCIDENTAL TO, AND INCLUDED WITHIN THE PAYMENT FOR, THE CONCRETE REQUIRED FOR THE REBUILDING OF THE APPROACH SLAB AND WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.
2. PROPOSED TEMPORARY SHORING AND BRACING SHALL BE INSTALLED TO PREVENT UNDERMINING OF THE EXISTING APPROACH ROADWAY. THE SHORING AND BRACING SHALL BE REMOVED AND DISPOSED UPON COMPLETION OF THE WORK. THE COST OF THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EXCAVATION; NO ADDITIONAL PAYMENT SHALL BE MADE FOR THIS WORK.
3. PAY LIMITS FOR ASPHALTIC EXPANSION JOINT SYSTEM IS FROM FACE OF CURB TO FACE OF CURB.
4. FOR SAW AND SEAL JOINT DETAIL SEE BRIDGE STANDARD DETAIL DRAWING.
5. SEE BRIDGE 095301 JOINT DETAILS 2 THRU 5 SHEETS FOR ADDITIONAL DETAILS.

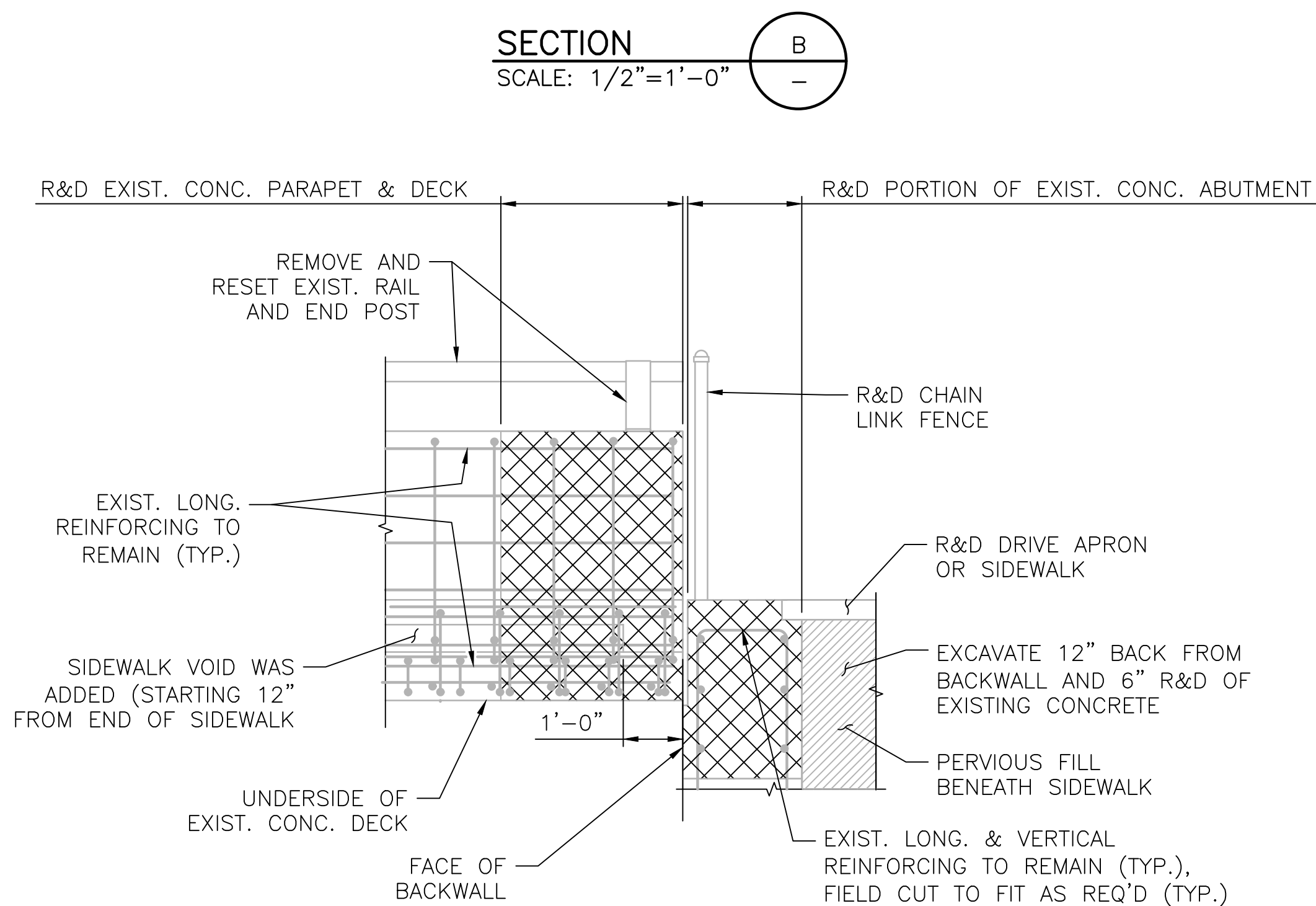
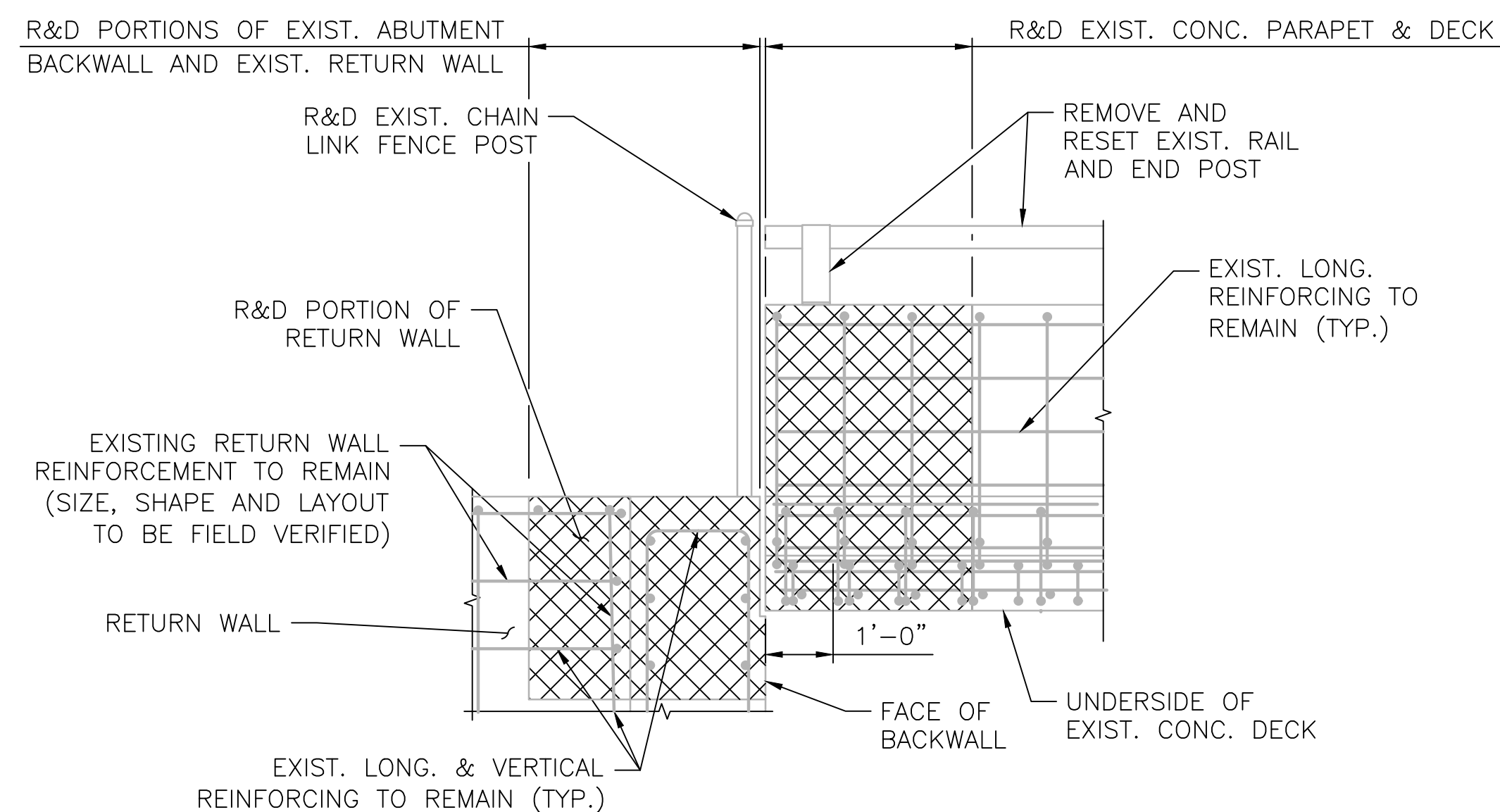
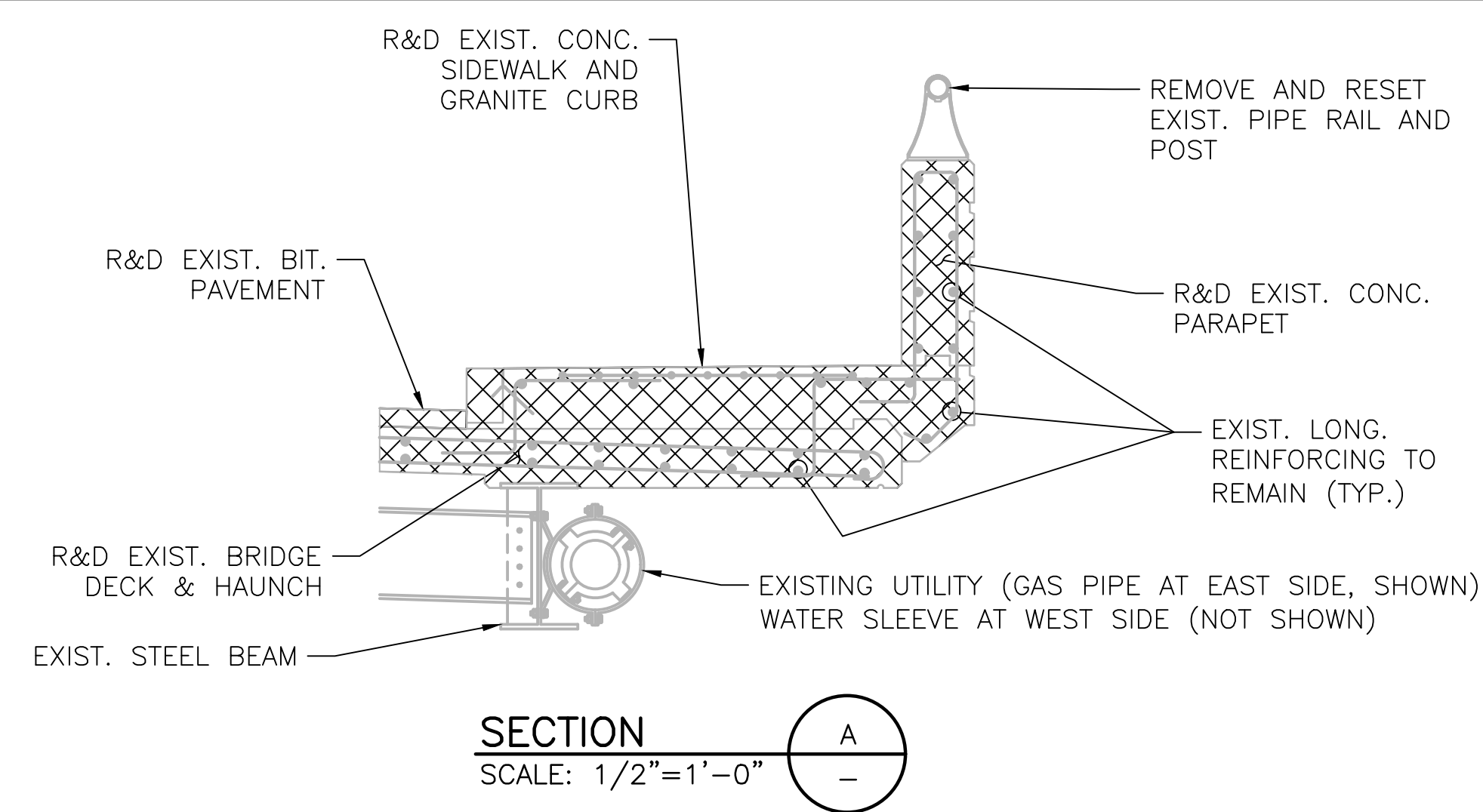
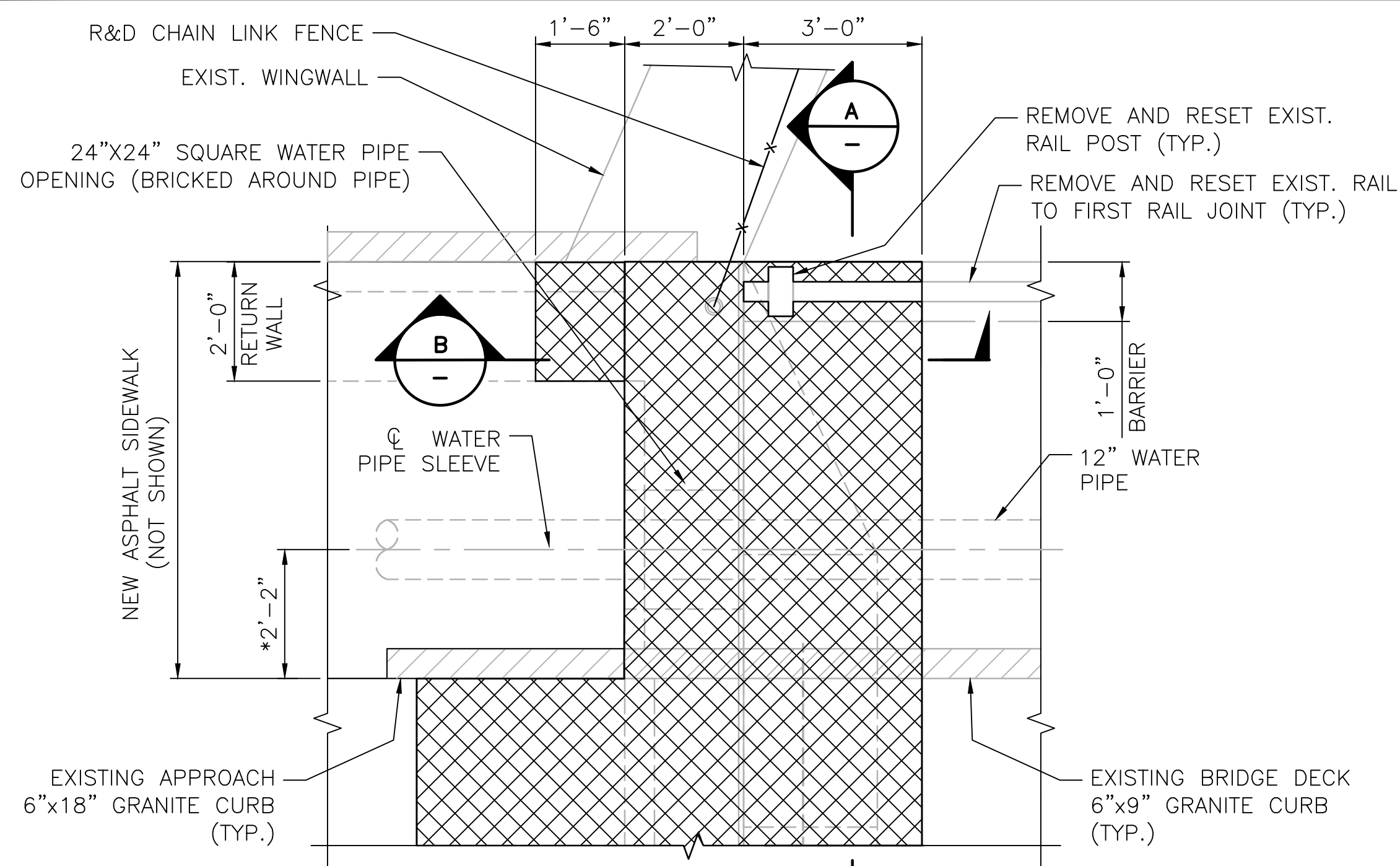
SEQUENCE FOR BRIDGE JOINT WORK AND REPAVING

1. COMPLETE REPAIRS TO SUPERSTRUCTURE STEEL BEAMS AND DIAPHRAGMS.
2. REMOVE AND DISPOSE MATERIALS AS CALLED FOR IN THE DETAILS.
3. RECONSTRUCT APPROACH SLAB, WITH NEW HAUNCH, BACKWALL, WINGWALL, DECK OVER BACKWALL, AND BARRIERS, AS CALLED FOR IN THE DETAILS.
4. INSTALL NEW WATERPROOFING MEMBRANE AND SIDEWALK JOINT MATERIAL.
5. REPAVE AND APPROACH TO FINAL GRADE.
6. AT SOUTH ABUTMENT (FIXED), SAWCUT & SEAL JOINT.
7. AT NORTH ABUTMENT (EXPANSION), SAWCUT & REMOVE 1'-8" (NOMINAL) WIDTH OF PAVEMENT AND INSTALL NEW ASPHALTIC JOINT MATERIALS.



NOTE:
SEE SECTION AT NORTH ABUTMENT FOR DETAILS NOT SHOWN HERE

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	31	52



WORK AROUND EXISTING GAS PIPE

1. THE CONTRACTOR SHALL SUBMIT A GAS PIPE PROTECTION PLAN FOR REVIEW AND APPROVAL PRIOR TO PERFORMING ANY WORK IN THE VICINITY OF THE EXISTING GAS PIPE. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE DEMOLITION WORK; NO ADDITIONAL PAYMENT WILL BE MADE.
2. NO DEMOLITION WORK WILL BE ALLOWED IN THE VICINITY OF THE EXISTING GAS PIPE WITHOUT A REPRESENTATIVE OF RI ENERGY-GAS PRESENT.

NOTES:

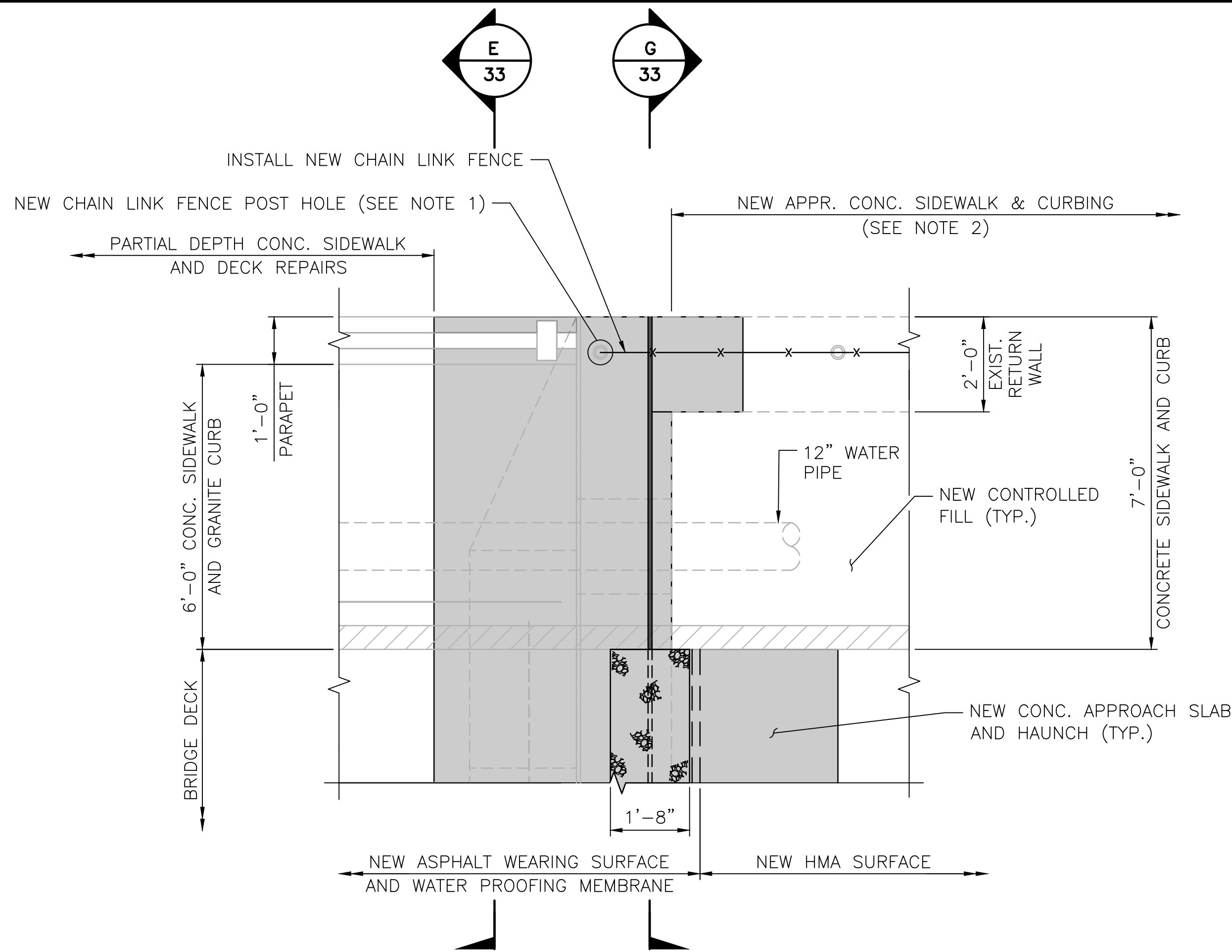
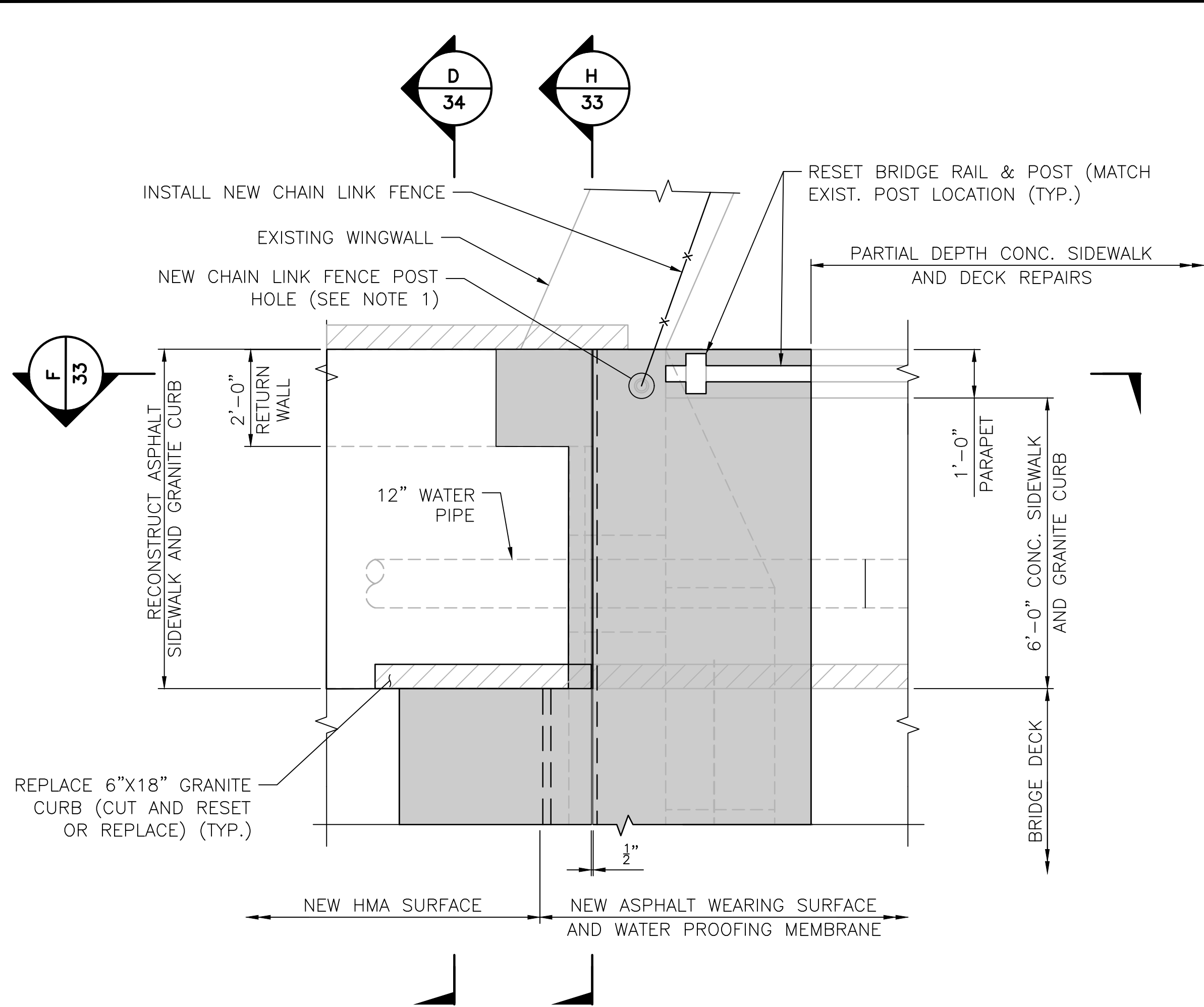
1. SEE BRIDGE 095301 GENERAL PLAN SHEET FOR APPROACH ROADWAY RECONSTRUCTION LIMITS INCLUDING SIDEWALK, DRIVE APRON AND GUARDRAIL DETAILS.
2. SECTION C REPRESENTS LOCATIONS WHERE RETURN WALLS EXIST. RETURN WALL WIDTHS VARY. REMOVE PORTION OF RETURN WALL TO THE SAME DEPTH AS ABUTMENT BACKWALL REMOVAL.

WOONSOCKET CORRIDOR

CKET VOLUME: 3 RHODE ISLAND

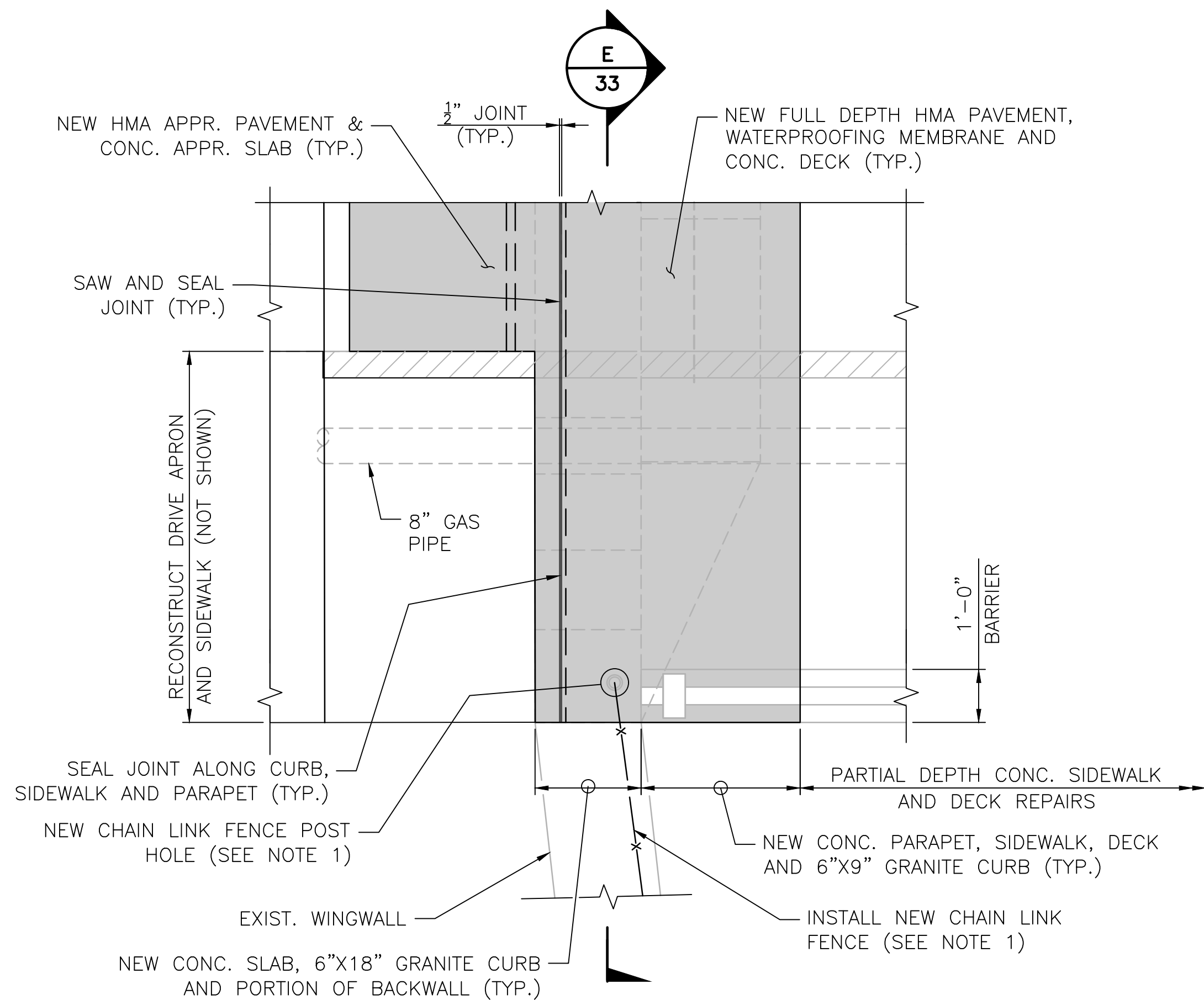
BRIDGE 095301 JOINT DETAILS - 2

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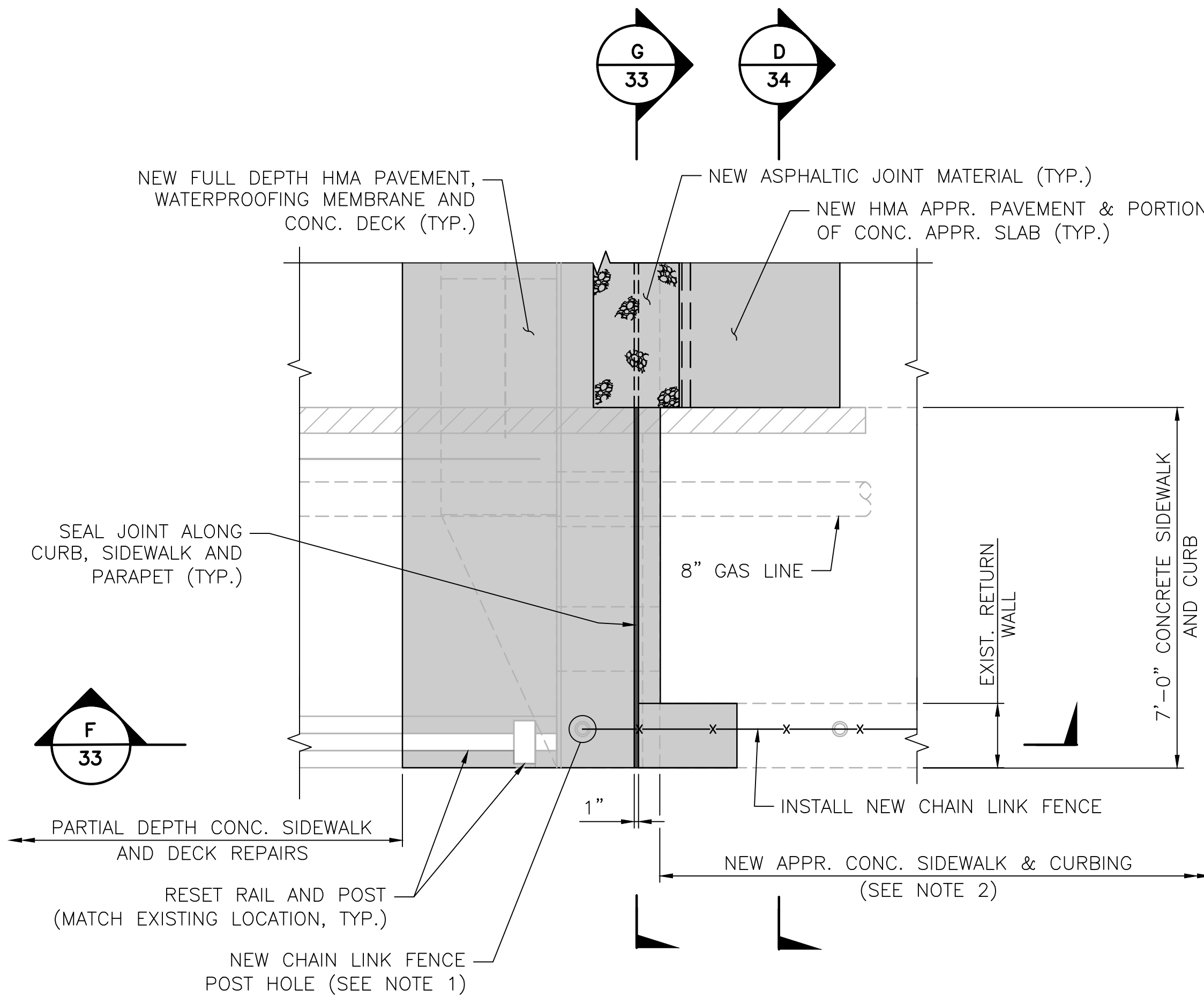
LEGEND:

■ DENOTES AREAS OF NEW CONSTRUCTION



PROPOSED PLAN AT SOUTH ABUTMENT

SCALE 1/2" = 1'-0"



PROPOSED PLAN AT NORTH ABUTMENT

SCALE 1/2" = 1'-0"

NOTES:

- FORM TO CAST A 12" DEEP HOLE IN THE TOP OF THE CONCRETE BACKWALL FOR A NEW CHAIN LINK FENCE POST. MATCH THE CURRENT LOCATION OF THE HOLE IN THE EXISTING FENCE LINE. HOLES SHALL BE CAST WITH A DIAMETER = THE NEW POST DIA. + 1 INCH. AFTER SETTING FENCE POST FILL VOIDS WITH NON-SHRINK GROUT. WHEN INSTALLING THE CHAIN LINK FENCE ALLOW FOR EXPANSION AND CONTRACTION AT ABUTMENT LOCATION WHEN THE FENCE IS ALONG THE RETURN WALLS. ALTERNATIVELY, THE CONTRACTOR MAY RESET FENCE POST HOLES AND ADD A FENCE EXTENSION TO CROSS THE NEW JOINTS. A MAXIMUM 4" OPENING IS TO BE KEPT BETWEEN THE FENCE AND PARAPET AT ALL TIMES. COST OF THIS WORK SHALL BE INCIDENTAL TO THE COST OF THE FENCE.
- SEE BRIDGE 095301 GENERAL PLAN SHEET FOR APPROACH ROADWAY RECONSTRUCTION LIMITS INCLUDING SIDEWALK, DRIVE APRON AND GUARDRAIL DETAILS.

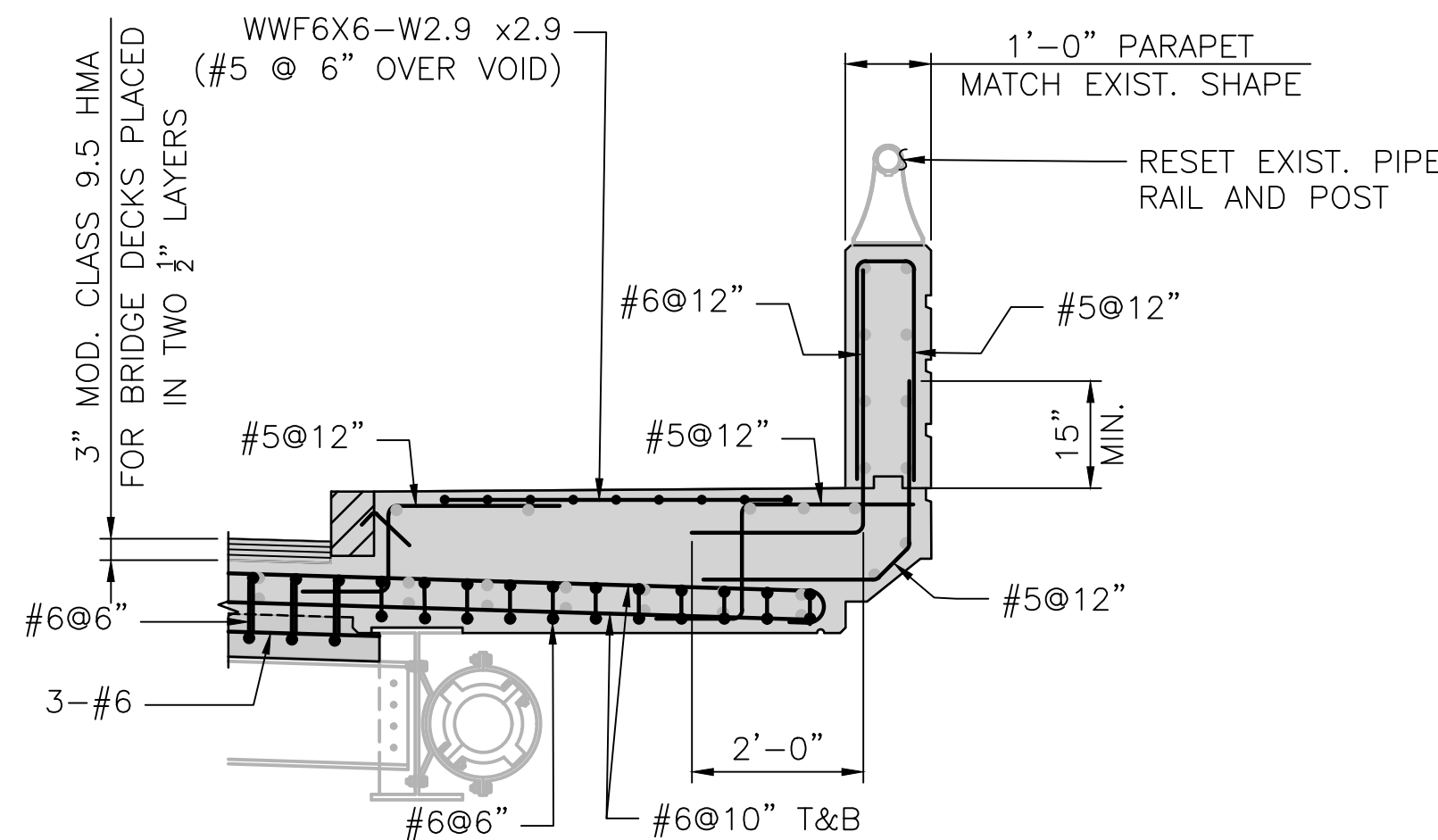


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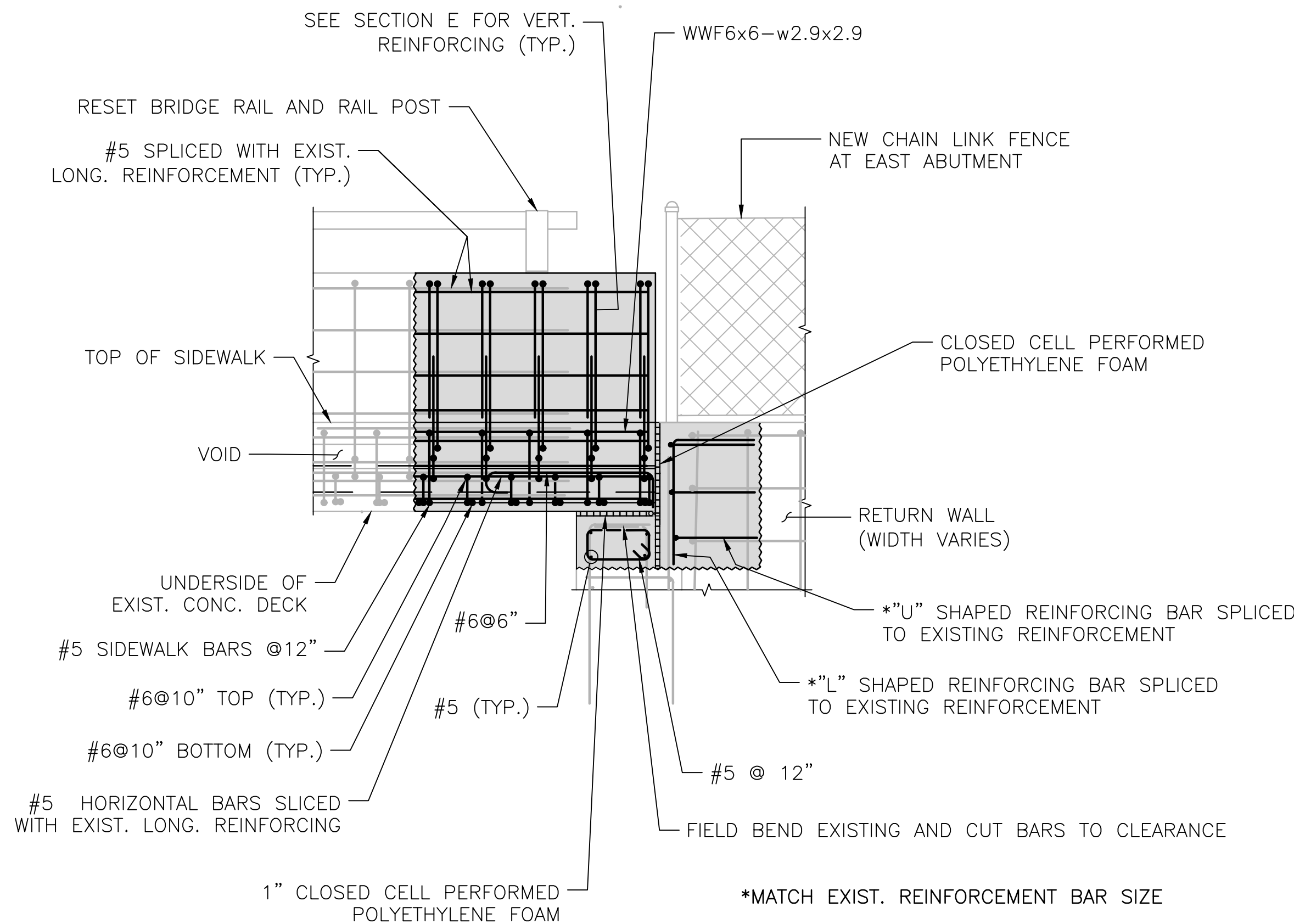
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WOONSOCKET		WOONSOCKET	RHODE ISLAND
VOLUME: 3		BRIDGE 095301 JOINT DETAILS - 3	

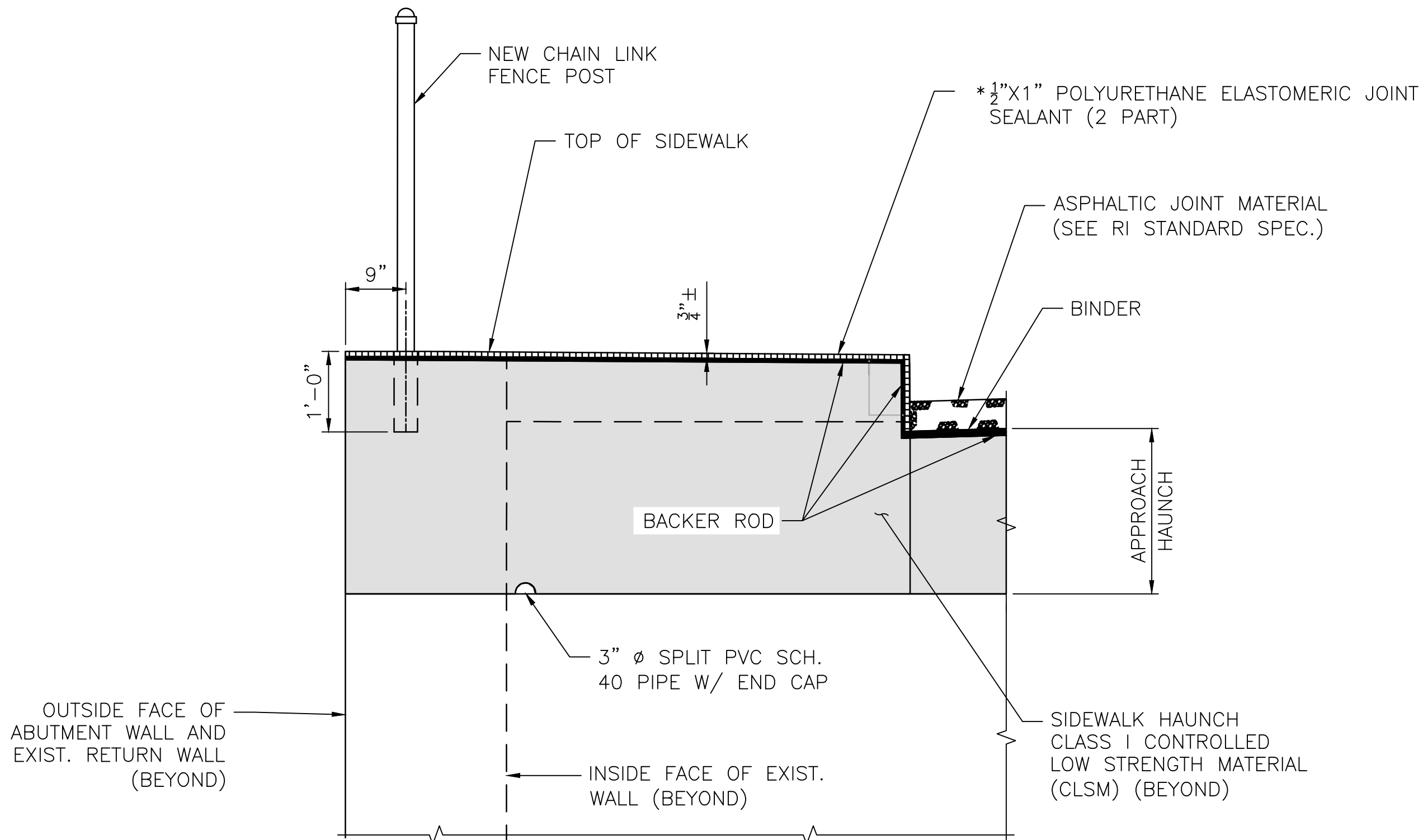


EAST SIDE LOOKING UPSTATION SHOWN, WEST SIDE IS SIMILAR

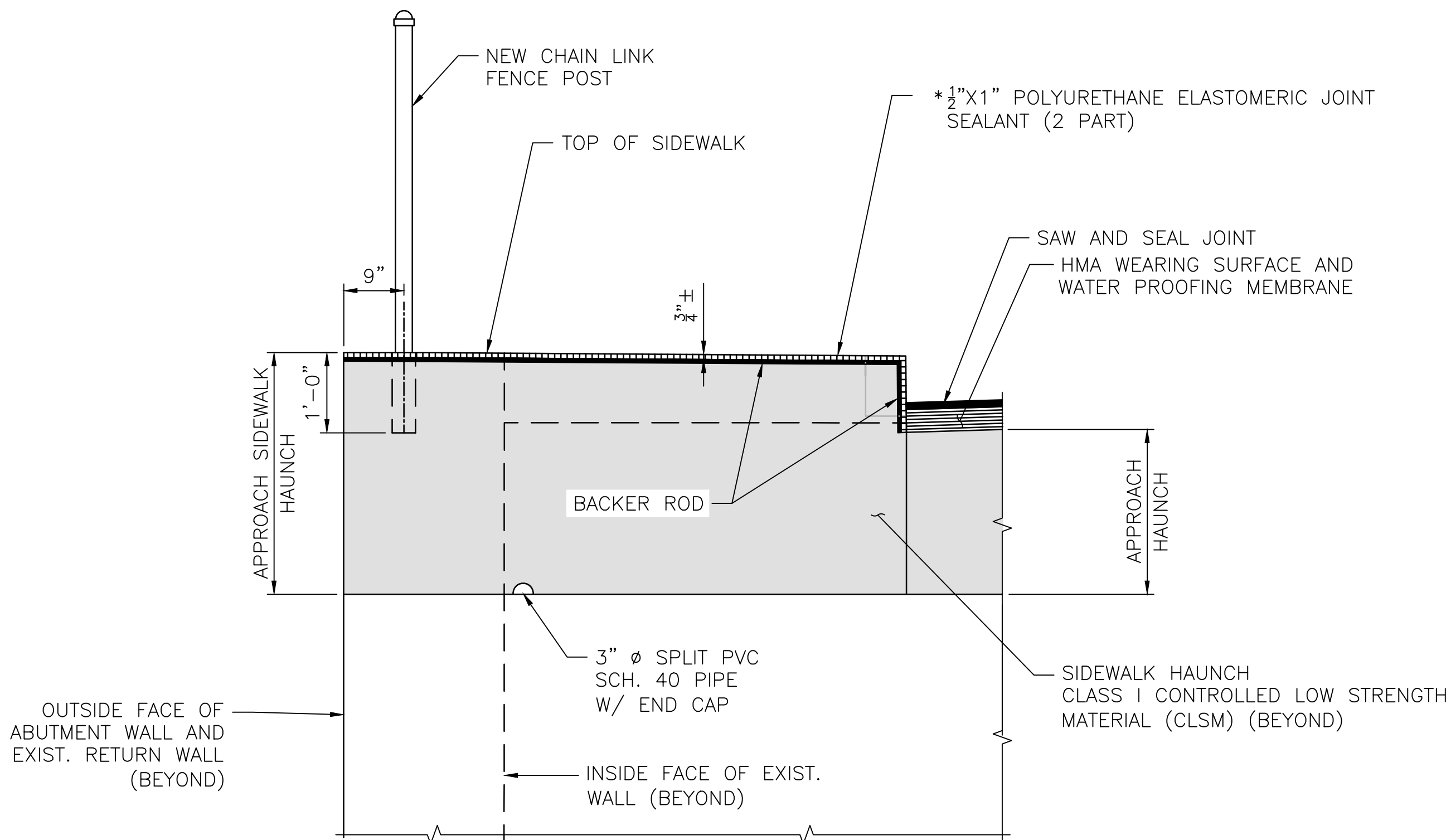
SECTION E
SCALE 1/2" = 1'-0"



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



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



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

LEGEND:

- DENOTES AREAS TO BE REMOVED AND DISPOSED
- DENOTES AREAS OF NEW CONSTRUCTION

NOTES:

- UTILITIES NOT SHOWN IN SECTIONS G AND H. SEE NOTE ON JOINT DETAILS 4 SHEET.
- PREPARE AND PRIME POLYURETHANE ELASTOMERIC JOINT SEALANT SURFACES PER MANUFACTURER'S RECOMMENDATIONS



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

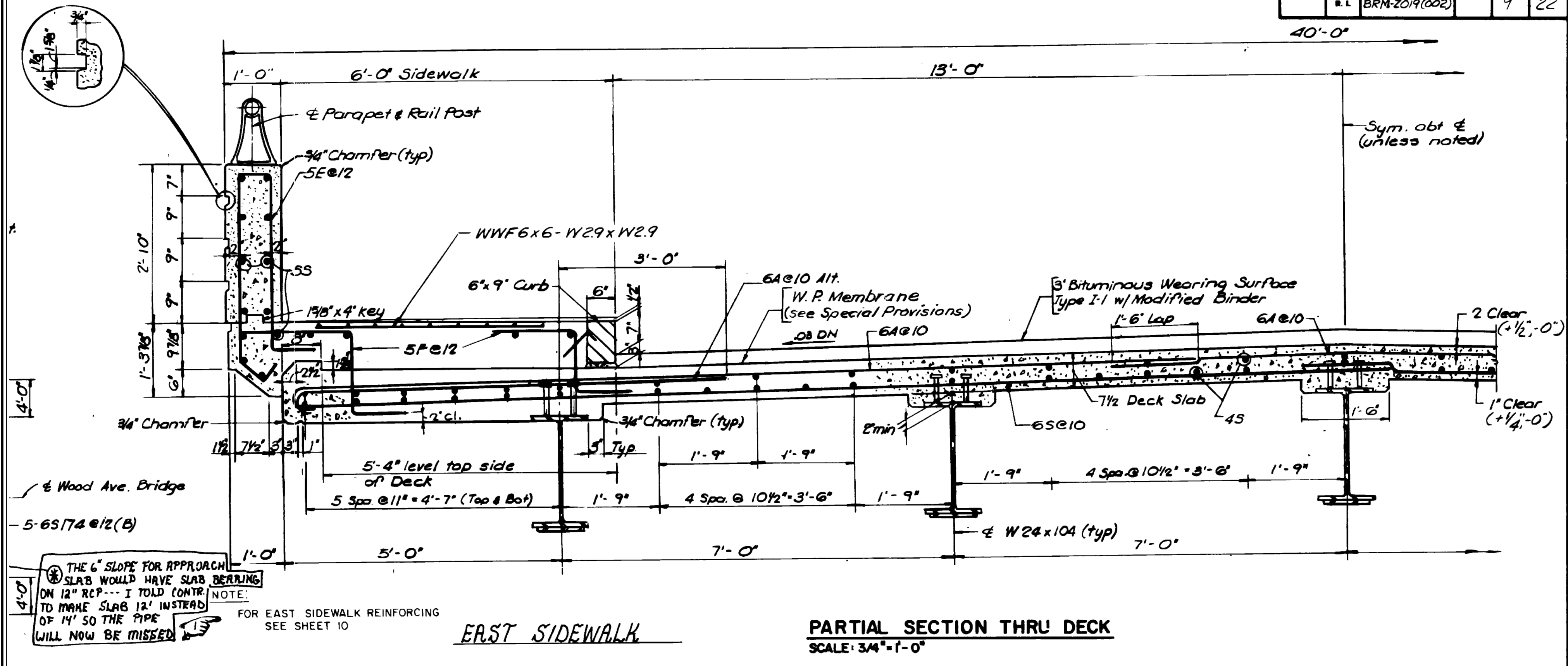
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DATE: SEPT 2024
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OF: 52

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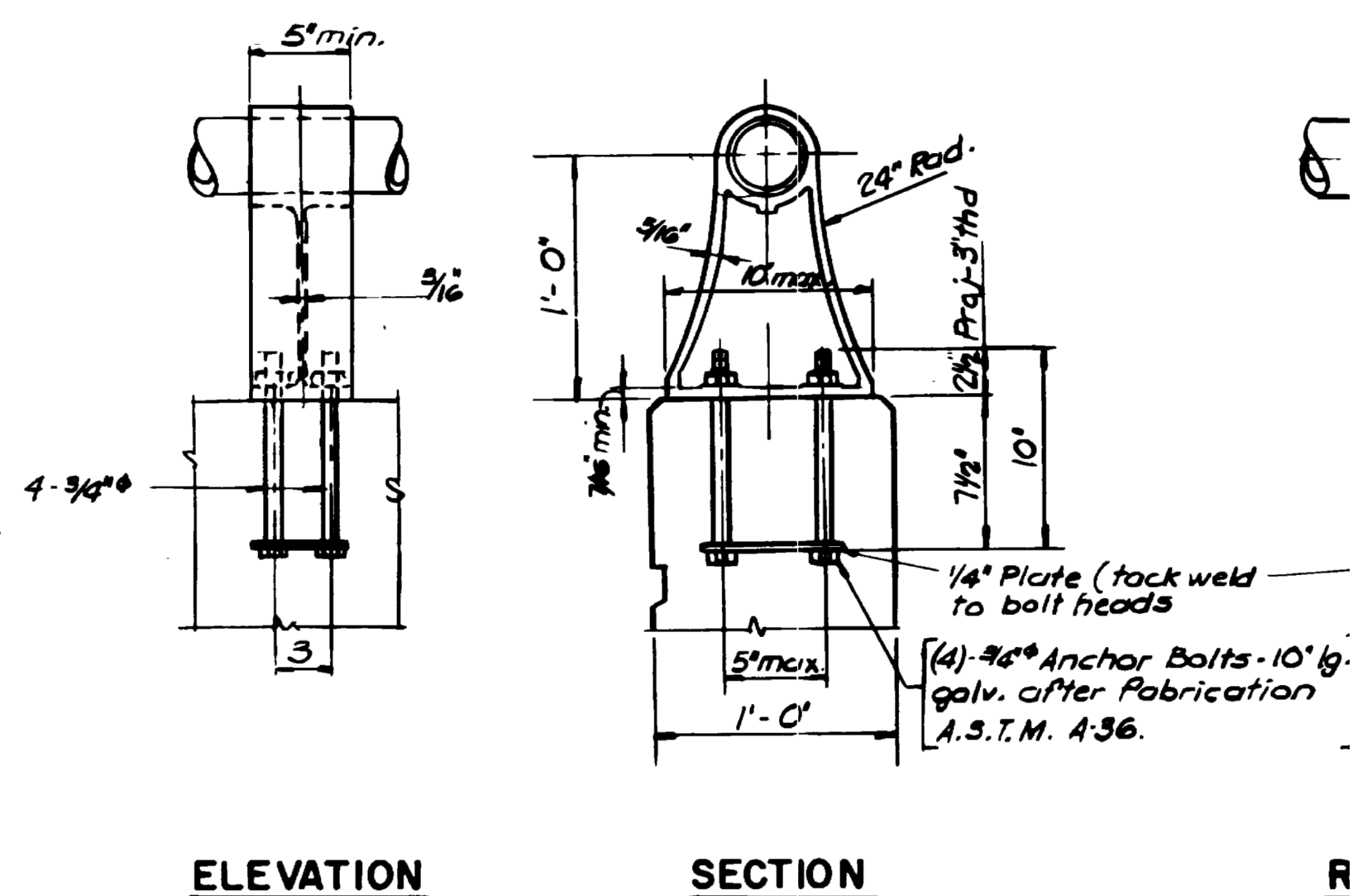
WOONSOCKET	WOONSOCKET CORRIDOR VOLUME: 3	RHODE ISLAND
BRIDGE 095301 JOINT DETAILS - 4		

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	R.I.	BRM-2019(002)		9	22

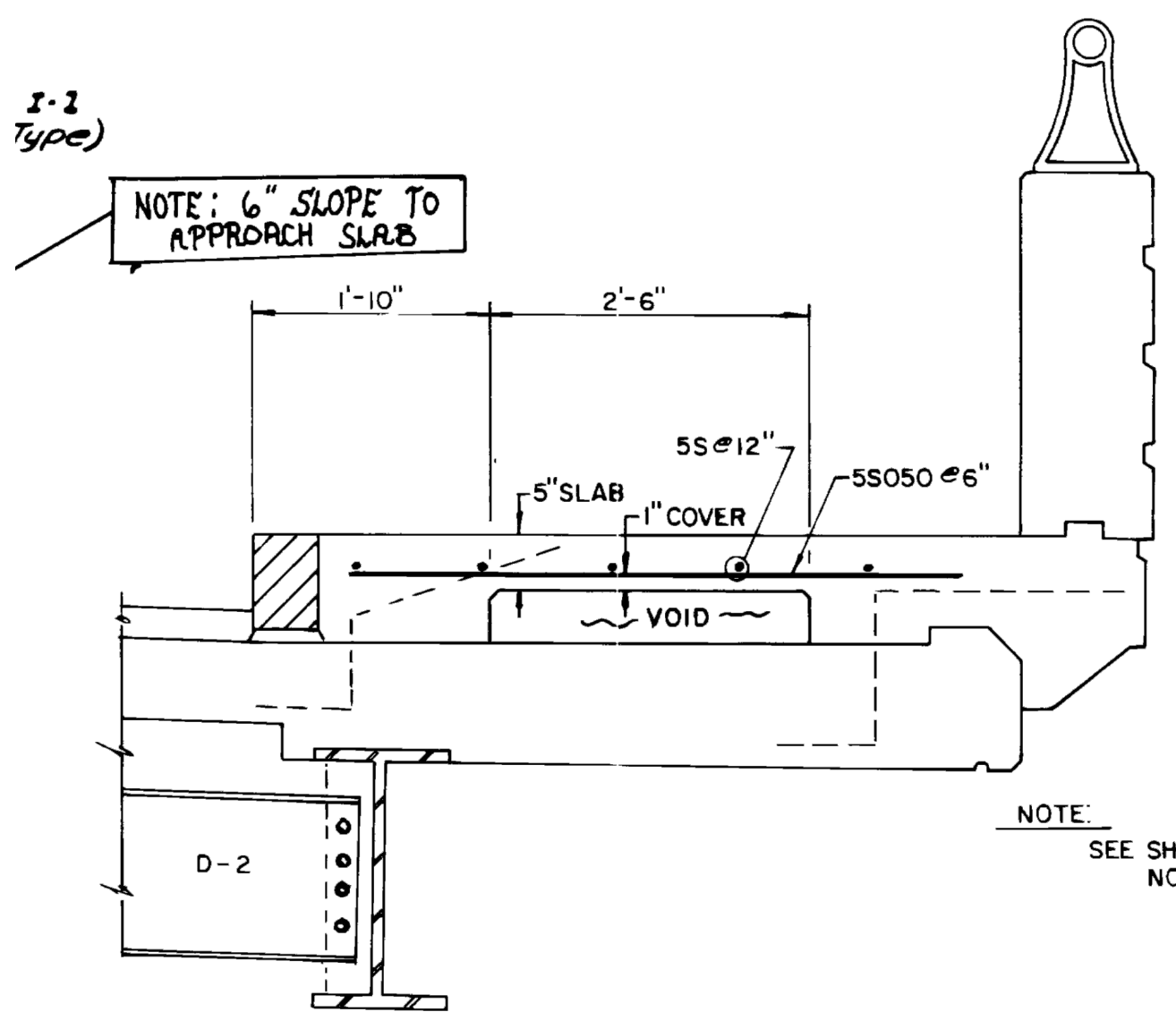
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	35	52



BRIDGE 953 PARTIAL SECTION THRU DECK (SHEET 9 OF 22)
SCALE: NTS



BRIDGE 953 RAIL POST & RAILING DETAILS
SCALE: NTS
NOTES FROM EXISTING PLANS:
POSTS - ALUMINUM STANDARD CAST POST ALLOY SG 70A).
RAILS - ALUMINUM 4" DIAMETER X 1/8" WALL, 6063 T-6 OR 6351 T-5.
PROVIDE LEAD OR ALUMINUM SHIMS UNDER BASE PLATE FOR LEVELING,
AS PER R.I. STANDARD SPECIFICATIONS SECTION 812.



BRIDGE 953 EAST SIDEWALK REINFORCING
SCALE: 3/4"=1'-0"
(ASSUME VOID APPLIES TO WEST SIDE ALSO)

- BRIDGE RAILING NOTES**
- EXISTING BRIDGE DETAILS SHOWN ON THIS SHEET ARE PROVIDED FOR REFERENCE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING BRIDGE RAILING DETAILS IN THE FIELD, INCLUDING MATERIAL PROPERTIES.
 - PAYMENT FOR REMOVING & RESETTING BRIDGE RAILING COMPONENTS, PROVIDING NEW COMPONENTS, AND REPAIRING DAMAGED SECTIONS SHALL BE INCLUDED FOR PAYMENT UNDER ITEM CODE 830.0400.

EXISTING BRIDGE DECK AND RAILING DETAILS
BRIDGE NO. 095301

INFORMATION ON THIS SHEET IS FROM THE ORIGINAL 1982 PLAN SET.

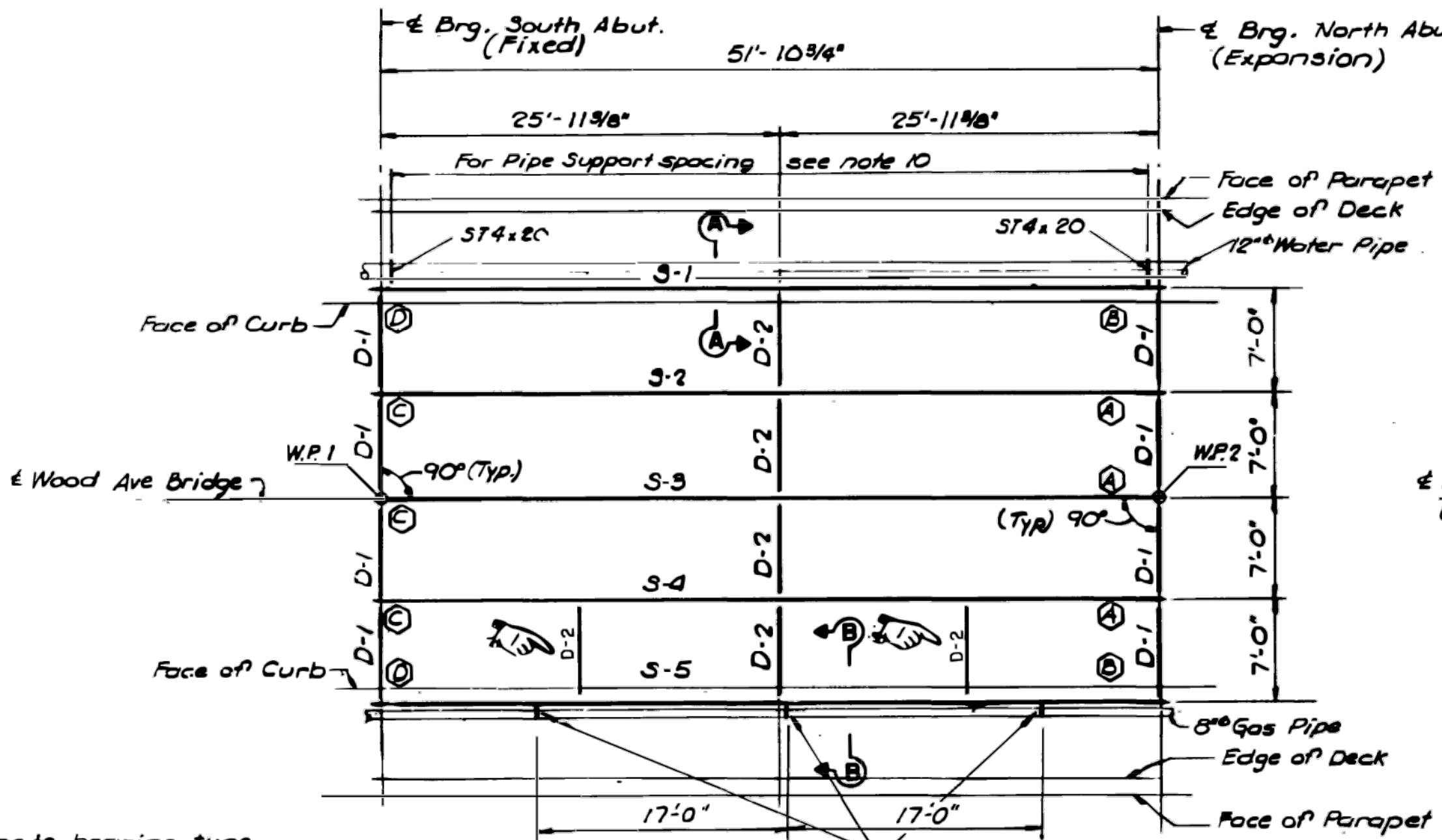
FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	R.I.	BRM 2019(002)		7	22

DECK GRADE NOTES

- Elevations of Grades are given at:
a. E Bearing of each Girder
b. E Midspan of each Girder
- (00.00) Indicates Elevation at the top of the Steel Girder before Concrete Deck is placed.
- 00.00 Indicates Elevation at the top of the Concrete Deck before the placing of the Wearing Surface and other Super-imposed loads.
- (.00) Indicates Dead Load Deflection caused by the weight of the Deck given in feet.
- (.00) Indicates Super-imposed Dead Load (S.D.L.) deflection caused by the weight of the 3" Wearing Surface, Sidewalk, Curbing and Parapet with Railing given in feet.

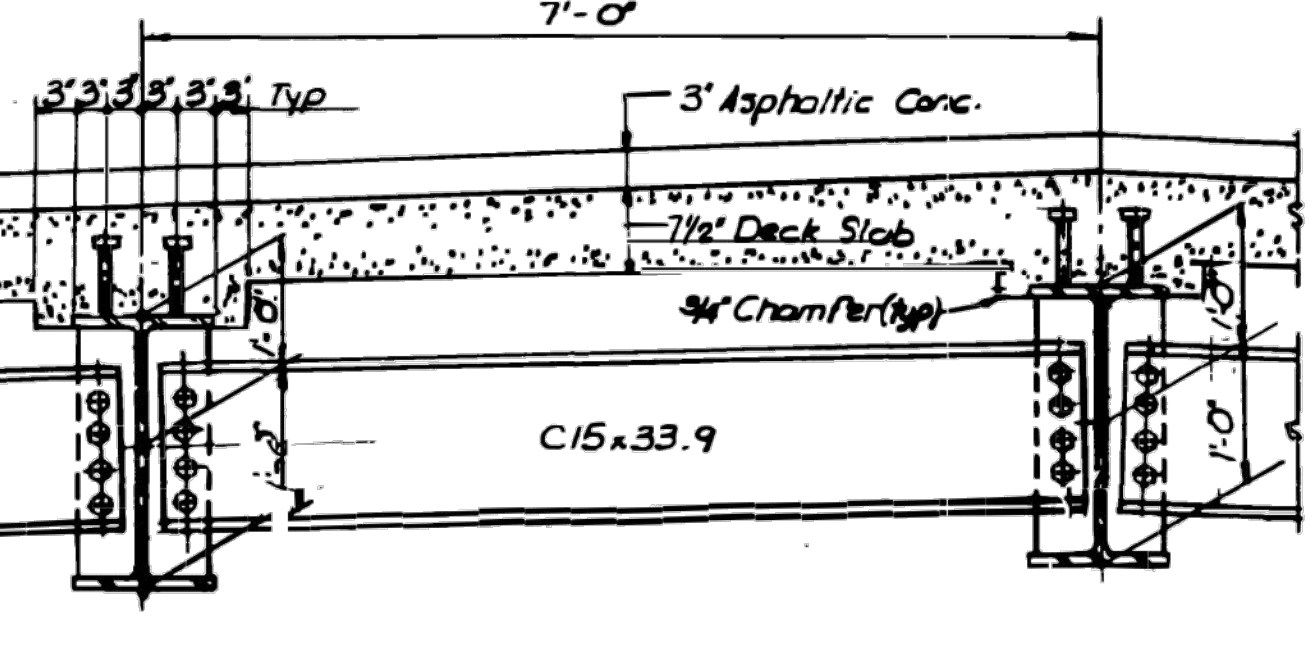
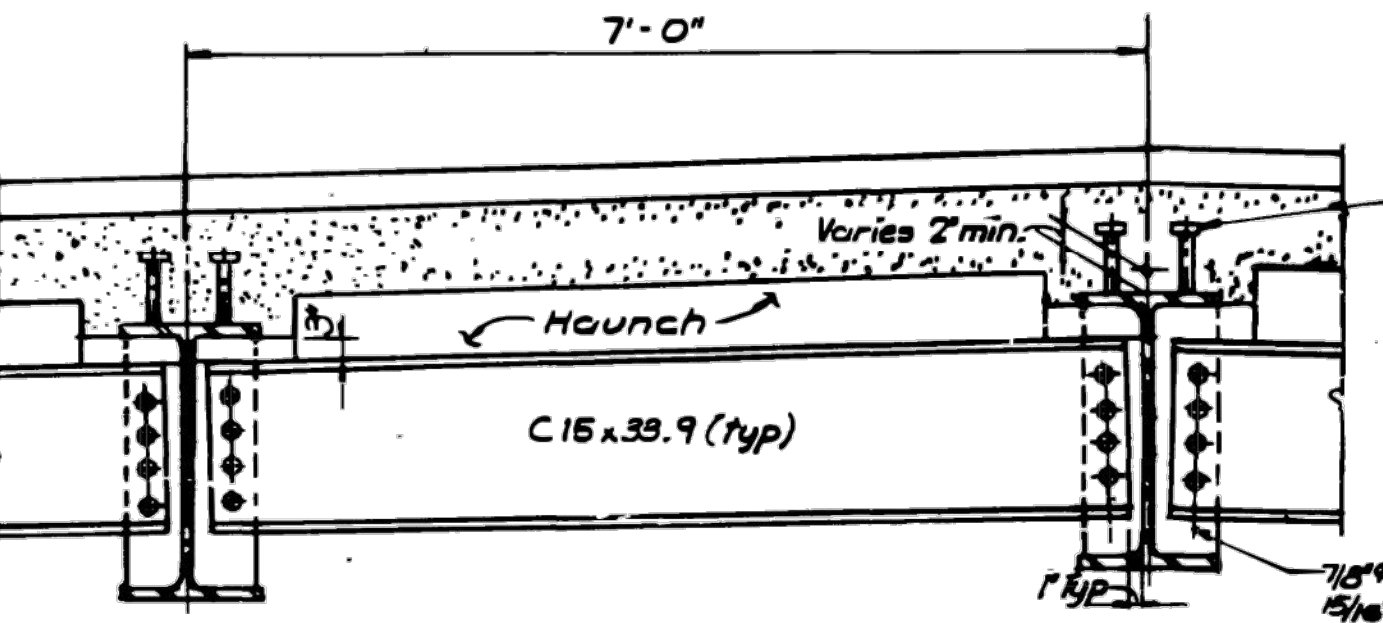
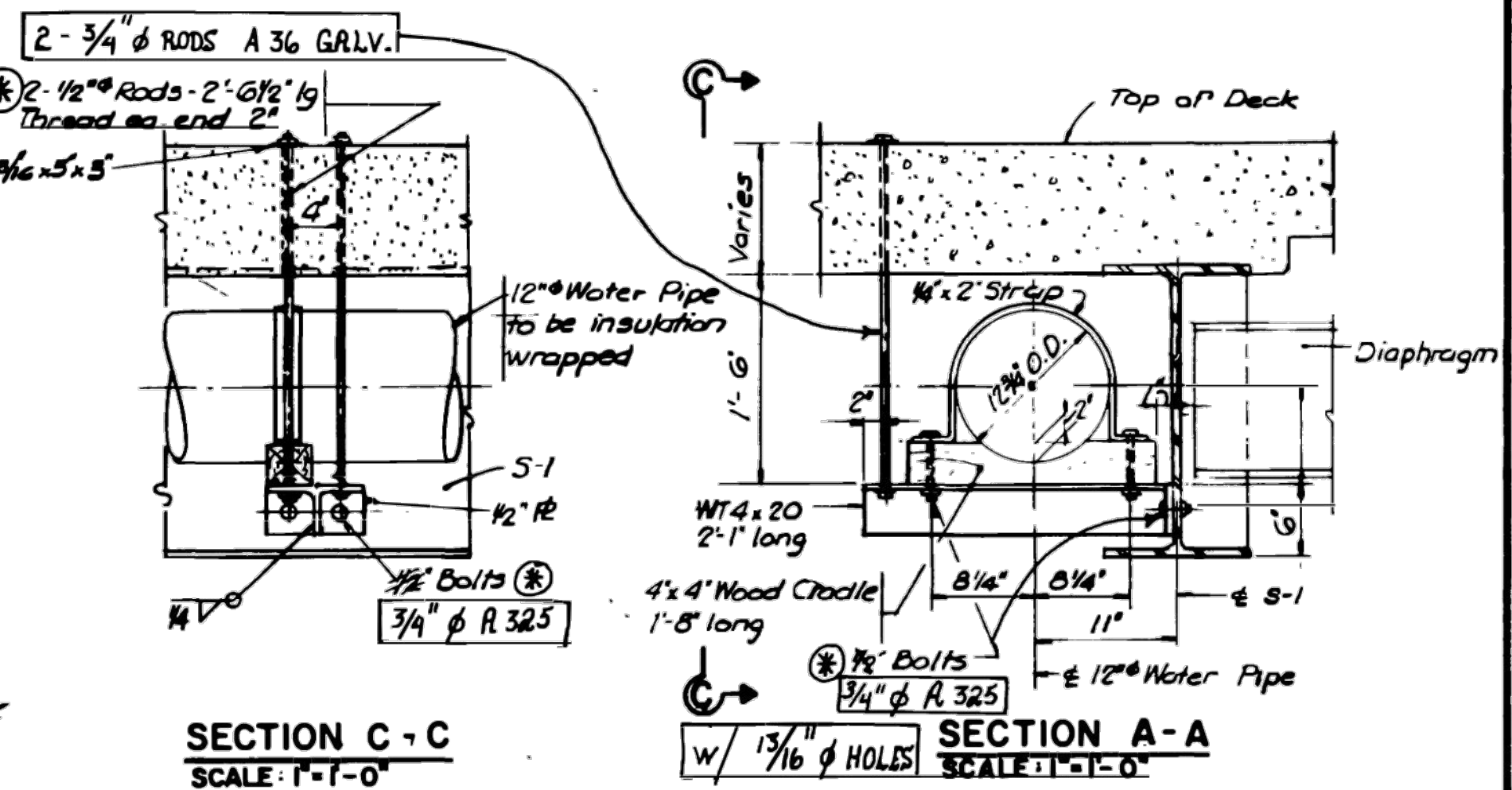
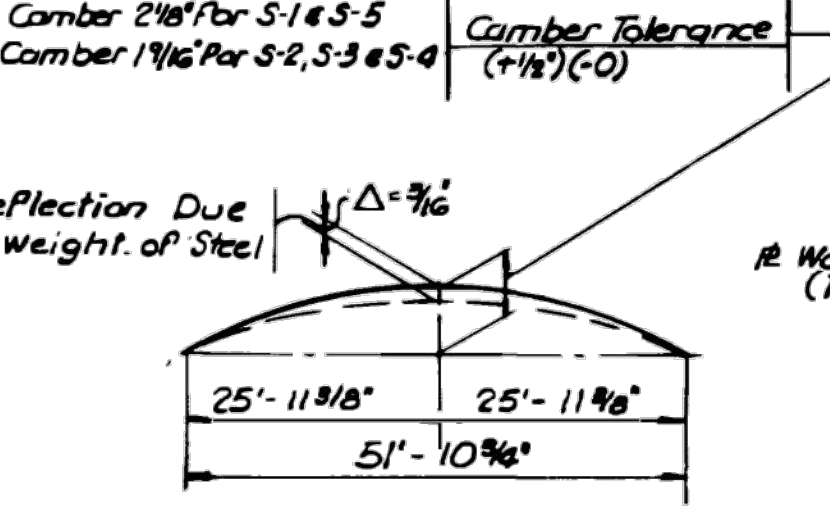
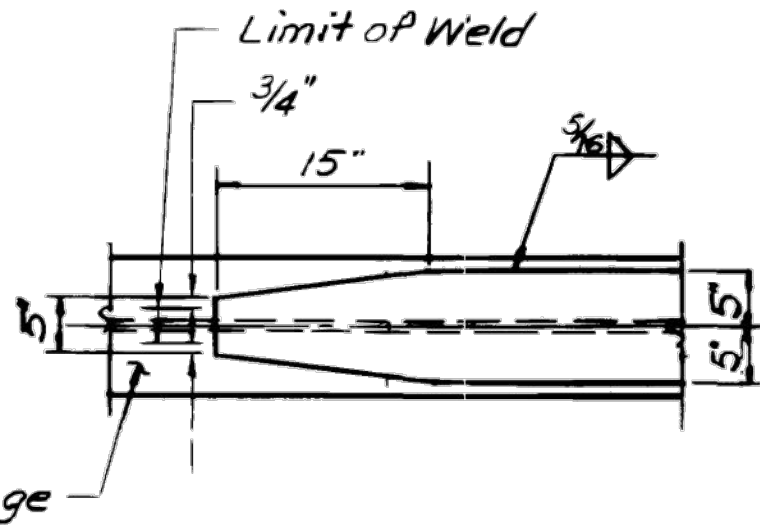
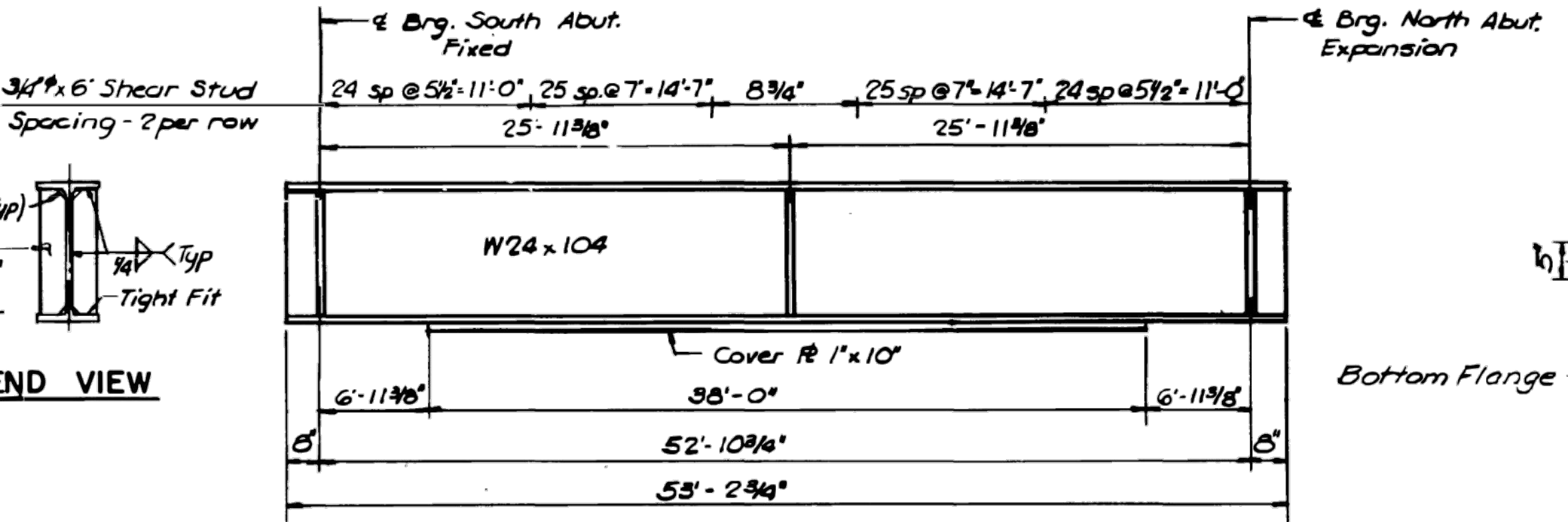
STEEL NOTES

- Framing dimensions are given along centerline of girders and along centerline of bearings on abutments.
- Structural Steel Shapes and Plates shall conform to the latest provisions of ASTM Designation A588, Weathering Steel.
- For size and location of anchor bolts, see abutment sheets.
- The top surface of the upper flanges of the stringers shall be free of paint, oil or any other impurities that would in any way reduce the bond of the concrete to steel.
- The outside face and bottom flange of fascia girders shall be blast cleaned. See Special Provisions of Specification.
- Shop Drawings for all fabricated steel, and railings shall be submitted to the Engineer in sufficient time to permit careful checking.
- The ends of girders shall be vertical after all dead load has been placed.
- Welding shall be in accordance with Structural Welding Code, AWS D1.1-B0 except as modified by AASHTO Standard Specifications for Welding of Structural Steel Highway Bridges, Third Edition, 1981.
- Welding electrodes shall have the same corrosion resistance as the base metal.
- Supports for 12" Water Pipe shall be at each pipe joint and midway between joints. The cost of Supports, Sleeves and Piping to be paid for under Roadway Item.

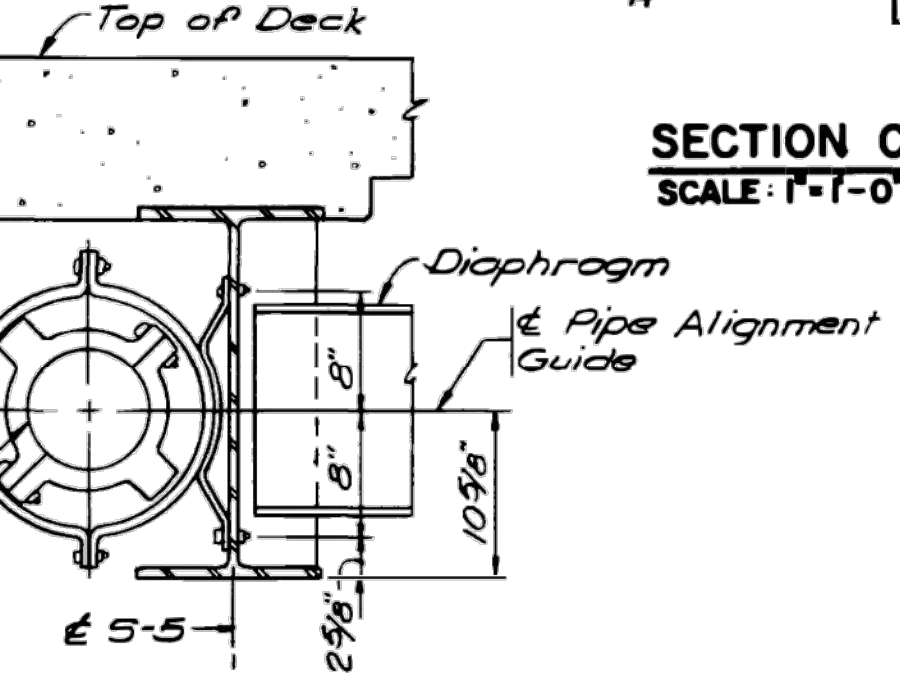


E Brg. South Abut (Fixed)		E Brg. North Abut (Expansion)	
183.54 (182.75)	S-1	183.44 (182.79)	183.28 (182.49)
183.72 (182.93)	S-2	183.62 (182.93)	183.46 (182.67)
183.93 (183.14)	S-3	183.83 (183.14)	183.67 (182.88)
183.72 (182.93)	S-4	183.62 (182.93)	183.46 (182.67)
183.54 (182.75)	S-5	183.44 (182.79)	183.28 (182.49)

DECK GRADE PLAN
NOT TO SCALE



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



NOTE CHANGES FROM BRIDGE DESIGN PER RBK LETTER

REV.	DATE	BY
1	5-27-82	RCB

REHODE ISLAND
DEPARTMENT OF TRANSPORTATION
DIVISION OF PUBLIC WORKS

RECONSTRUCTION OF
WOOD AVENUE BRIDGE No. 953
WOONSOCKET

FRAMING PLAN, DECK GRADE PLAN
& STEEL DETAILS

CHECKED BY: _____ DATE: _____ SCALE: _____

CE MAGUIRE, INC.
ARCHITECTS - ENGINEERS - PLANNERS
PROVIDENCE - WALTHAM - NEW BRITAIN

DATE: _____ DESIGNED BY: _____
SCALE AS SHOWN SHEET 7 OF 22

NOT TO SCALE. INFORMATION ON THIS SHEET IS FROM THE ORIGINAL 1982 PLAN SET. CONTRACTOR TO FIELD VERIFY ALL MATERIALS AND DIMENSIONS.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

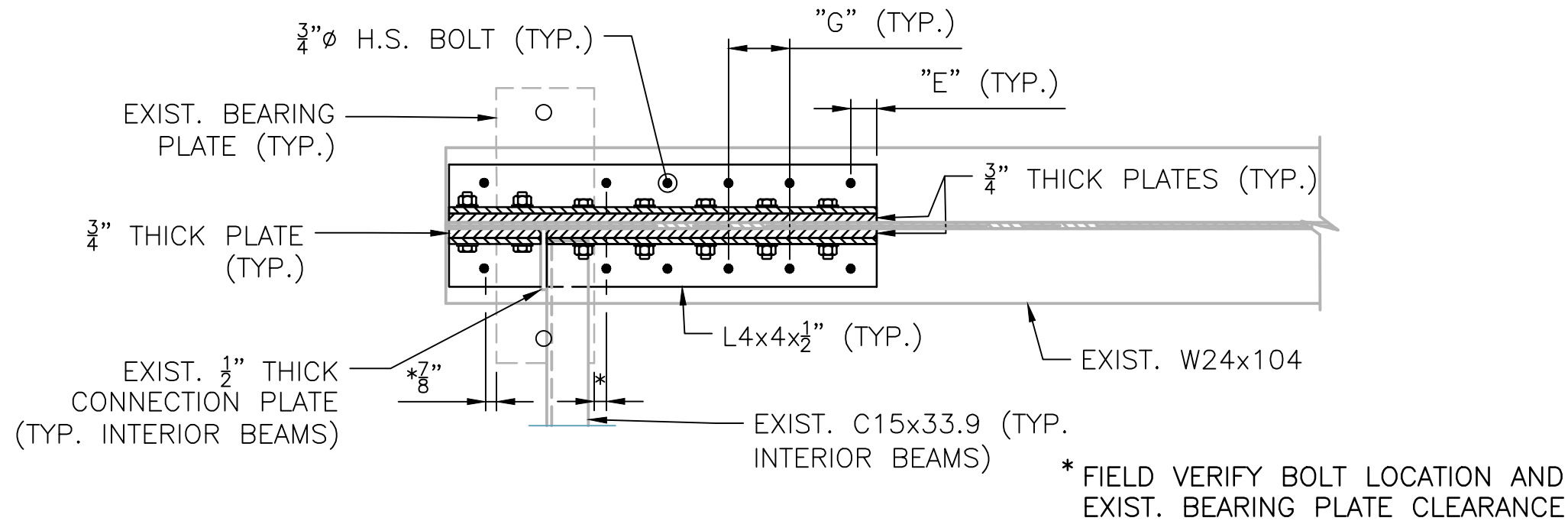
DESIGNED BY: XX
CHECKED BY: XX
DATE: SEPT 2024
SHEET:
OF: 52

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

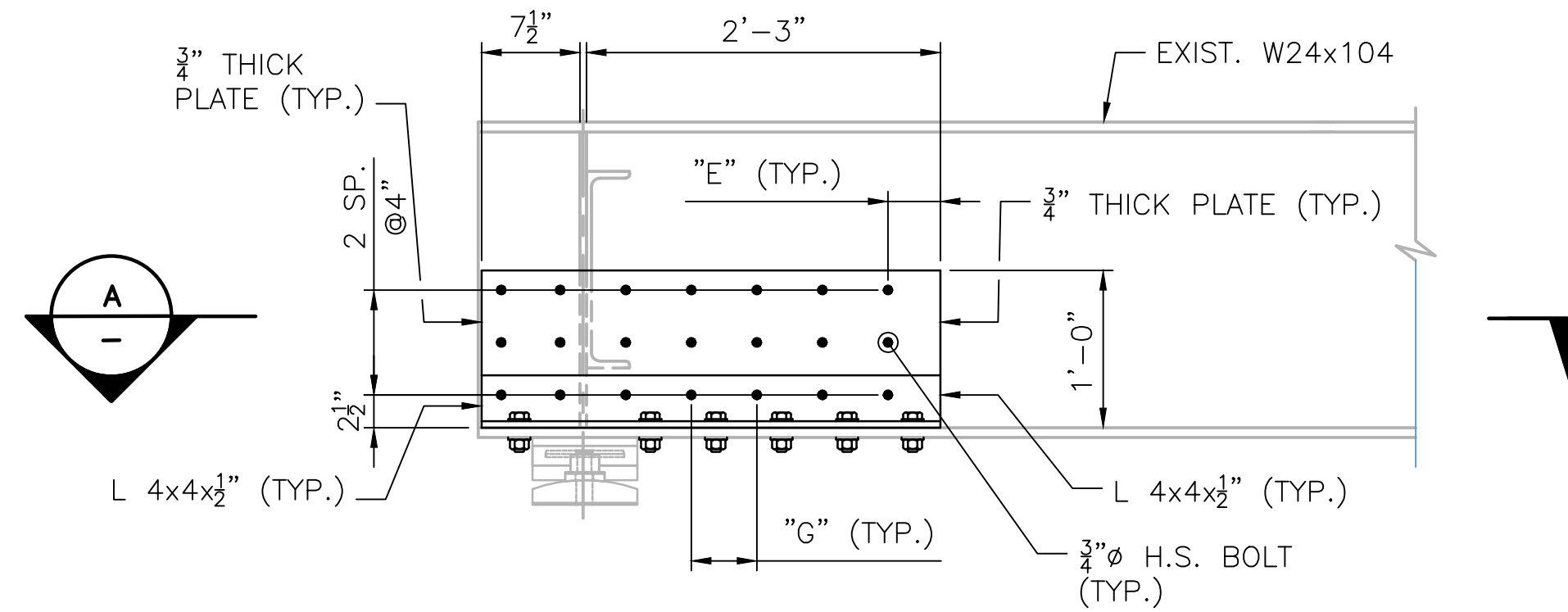
WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095301 - 1982 FRAMING PLAN

WATER PIPE SUPPORT NOTES:

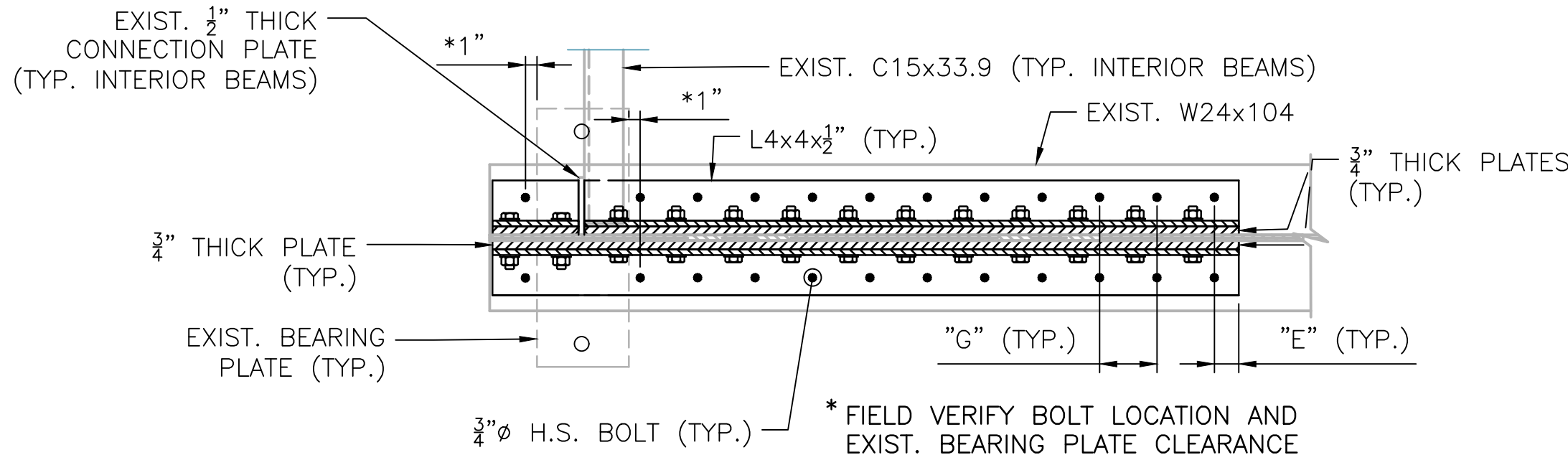
1. WATER PIPE SUPPORT TO BE REPLACED IN-KIND. SEE EXISTING SUPPORT DETAILS ON PREVIOUS SHEET.
2. NEW SUPPORT TO BE INSTALLED DIRECTLY ADJACENT TO THE EXISTING SUPPORT PRIOR TO REMOVAL OF THE EXISTING SUPPORT. LOCATION TO BE APPROVED BY THE ENGINEER.
3. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER ITEM CODE 824.9901.



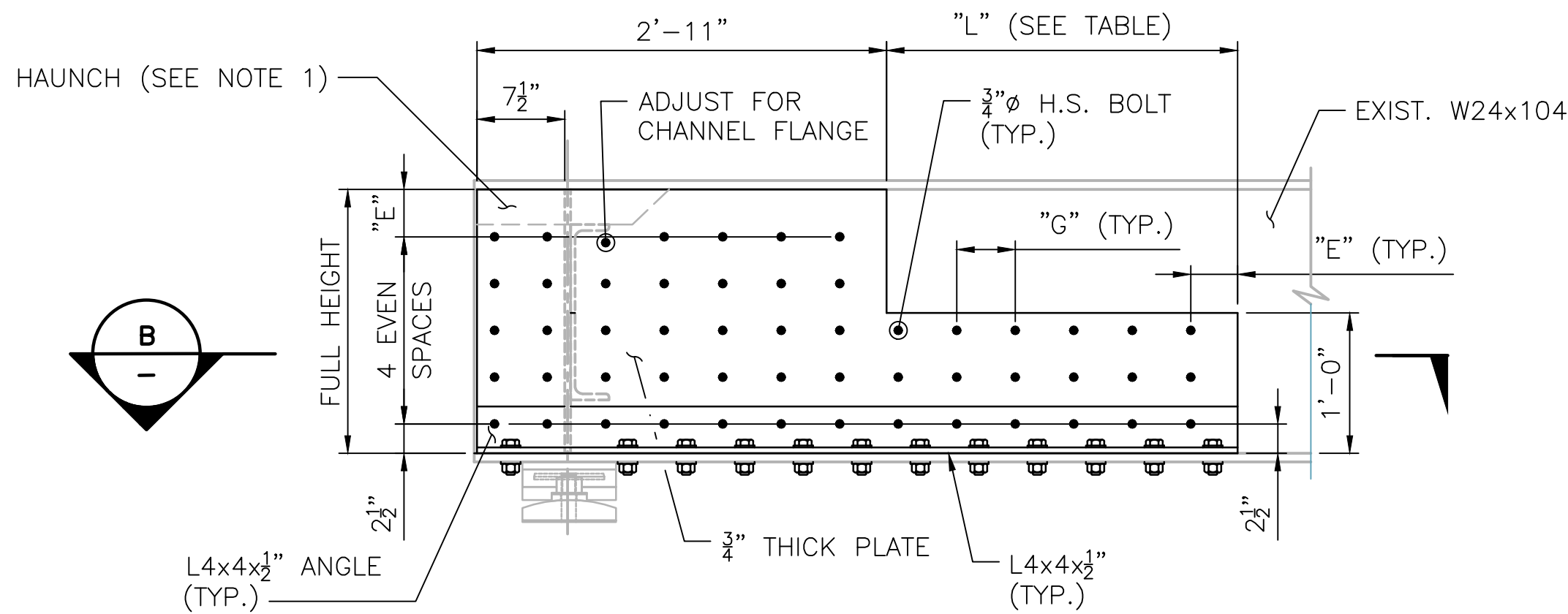
SECTION A
SCALE: 1"=1'-0"



STEEL REPAIR DETAIL 1
SCALE: 1"=1'-0"

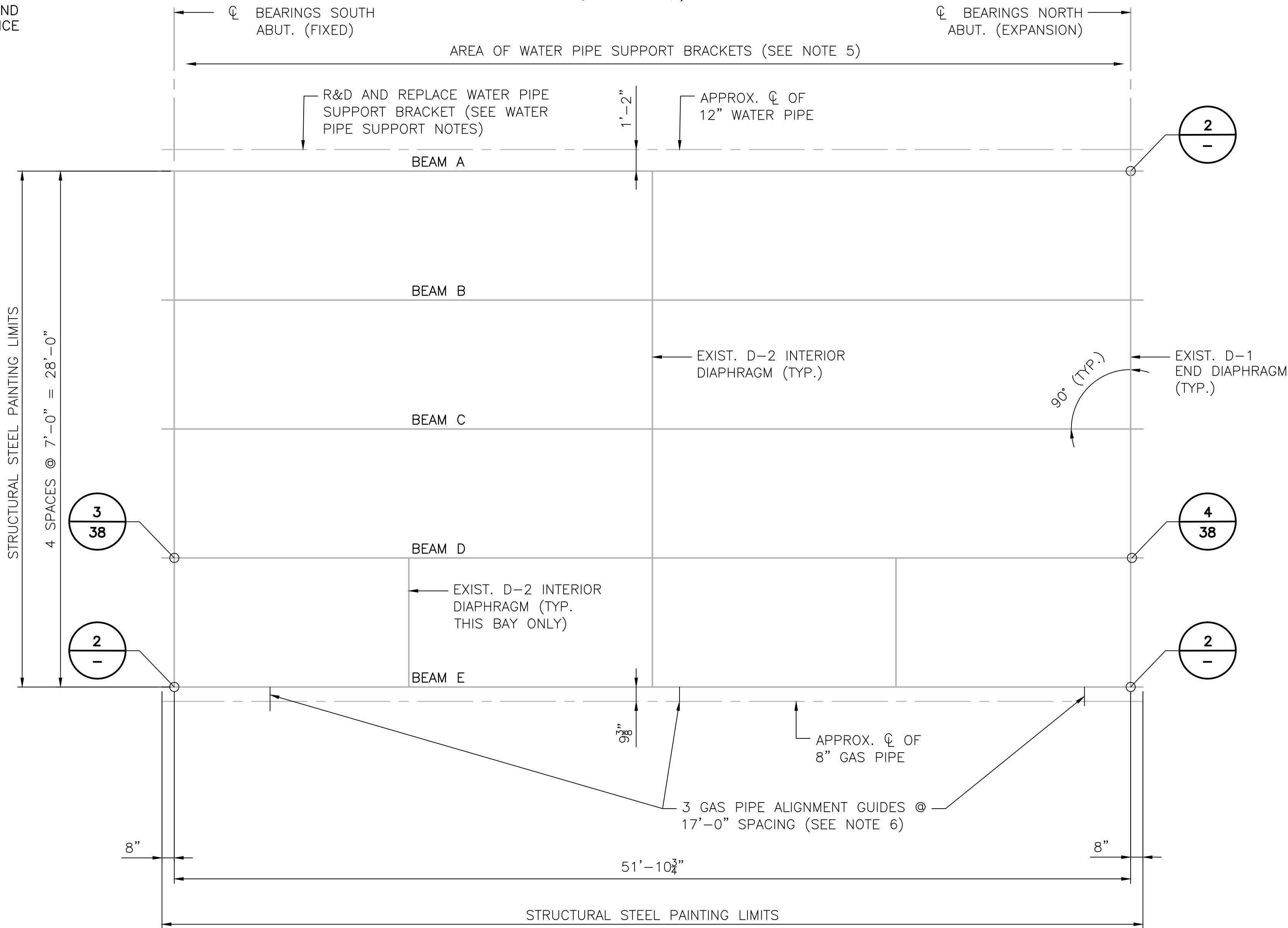


SECTION B
SCALE: 1"=1'-0"



STEEL REPAIR DETAIL 2
SCALE: 1"=1'-0"

AND
NCE



EXISTING FRAMING PLAN

SCALE 1/4"= 1'-0"

STEEL NOTES:

1. SEE BRIDGE GENERAL NOTES SHEET FOR ADDITIONAL STEEL REPAIR NOTES.
2. THE SUPERSTRUCTURE SHALL BE FULLY PAINTED. SEE BRIDGE GENERAL NOTES SHEET FOR PAINTING SUPERSTRUCTURE STEEL NOTES.
3. DECK HAUNCH TO BE REPLACED AS PART OF DECK OVER BACKWALL WORK.
4. PROVIDE A MINIMUM 2" CLEARANCE BETWEEN THE ENDS OF THE STEEL BEAM AND ABUTMENT BACKWALL.
5. THE WATER PIPE IS TO BE FULLY SUPPORTED AT ALL TIMES. WATER PIPE SUPPORTS ARE ANTICIPATED AT EACH PIPE JOINT AND MIDWAY BETWEEN JOINTS. HANGER RODS PENETRATE THE TOP DECK AND TERMINATE IN THE VOID OF THE SIDEWALK. BASED ON CONDITION AND FIELD LOCATIONS, PROPOSED STEEL REPAIRS MAY CONFLICT WITH EXISTING SUPPORTS. IF CONFLICTS EXIST, MODIFICATIONS/REPLACEMENT MAY BE REQUIRED AND ARE TO BE APPROVED BY THE ENGINEER. COORDINATE HANGER REPAIR/REPLACEMENT WITH STEEL AND SIDEWALK REPAIRS.
6. GAS PIPE IS TO BE FULLY SUPPORTED AT ALL TIMES. GAS PIPE GUIDES ATTACH TO THE STEEL BEAM AND LOCATIONS ARE ANTICIPATED AS SHOWN ON THE PLANS. GAS PIPE GUIDE LOCATIONS SHALL BE FIELD VERIFIED PRIOR TO WORK TO ENSURE NO REPAIR CONFLICTS EXIST. IF CONFLICTS EXIST, MODIFICATIONS/REPLACEMENT MAY BE REQUIRED AND ARE TO BE APPROVED BY THE ENGINEER.
7. BEVEL NEW PLATES AND ANGLES AS REQ'D TO CLEAR EXISTING FILLET WELDS.
8. CONTRACTOR SHALL SCHEDULE THIS WORK SO THAT THE NEW DECK HAUNCH IS PLACED AFTER THE REPAIR PLATES ARE IN PLACE. REMOVAL OF PORTIONS OF THE NEW DECK HAUNCH WILL NOT BE ALLOWED.

REPAIR DETAIL 2 DIMENSIONS		
BEAM	LOCATION	"L"
E	SOUTH ABUT.	1'-8"
A	NORTH ABUT.	12'-1"
E	NORTH ABUT.	5'-0"

TYPICAL BOLT SPACINGS		
LOCATION	MIN.	MAX.
EDGE DISTANCE - "E"	1 1/2"	4"
GAUGE - "G"	3"	6"

UNLESS OTHERWISE NOTED, THE ABOVE BOLT SPACINGS SHALL BE UTILIZED IN THE FABRICATION OF THE STEEL REPAIR PLATE/MEMBERS.

EM2

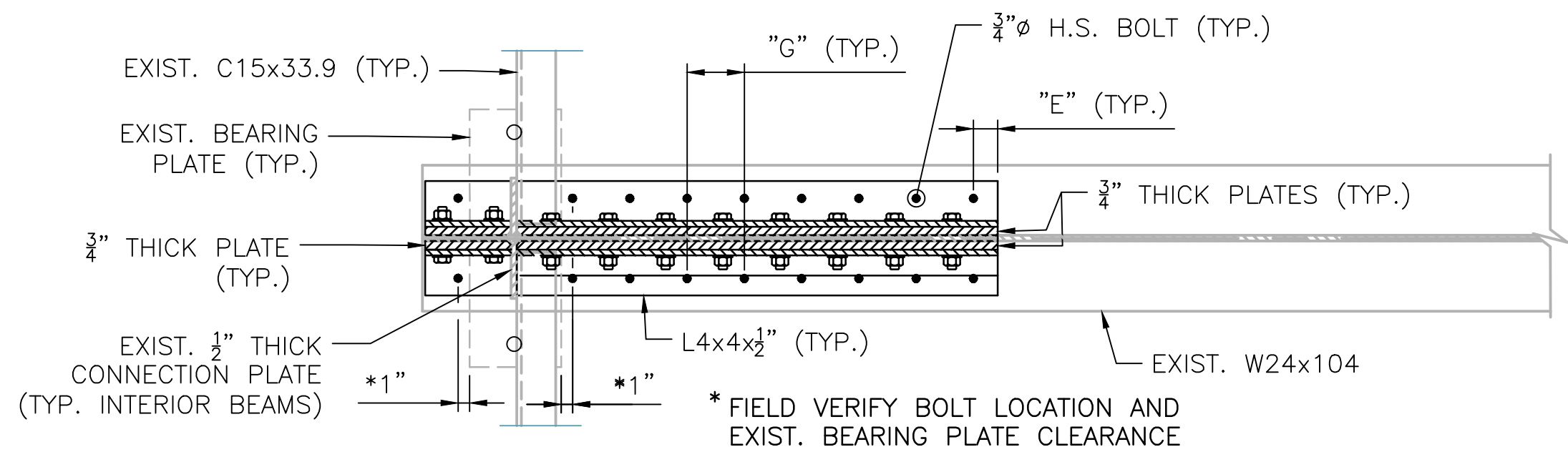


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

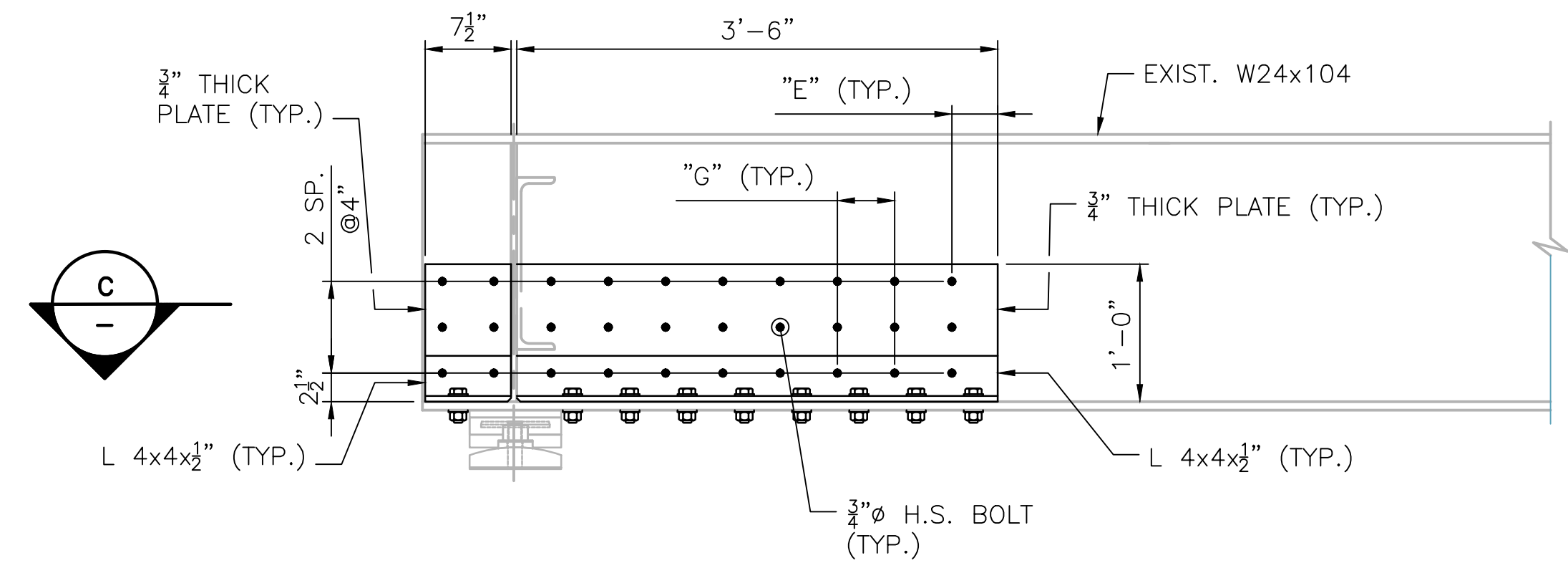
DESIGNED BY: XX
CHECKED BY: XX
DATE: SEPT 2024
SHEET:
OF: 52

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

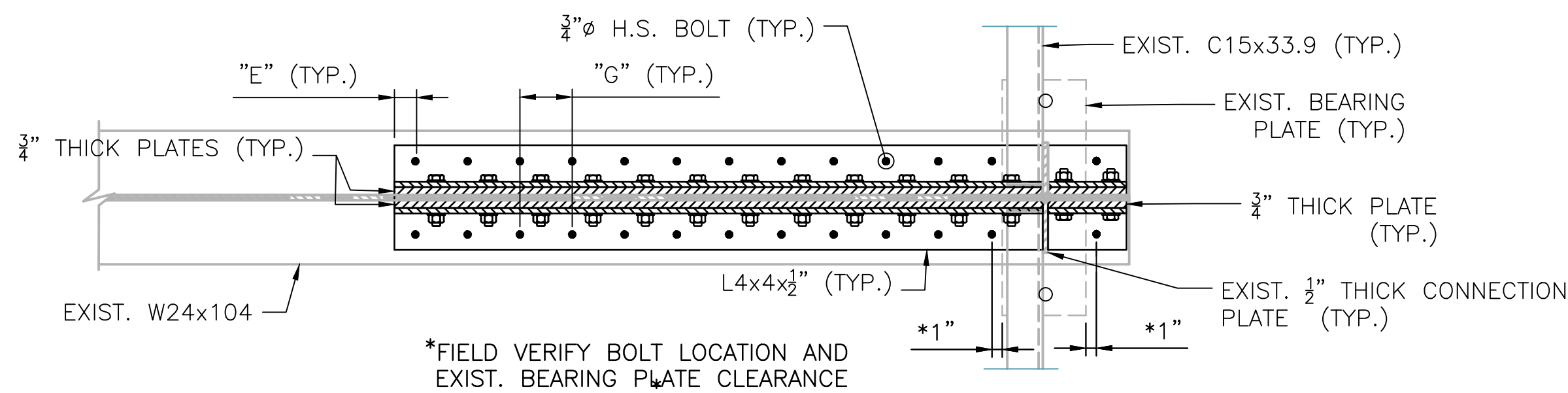
WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095301 - STEEL REPAIR DETAILS - 1



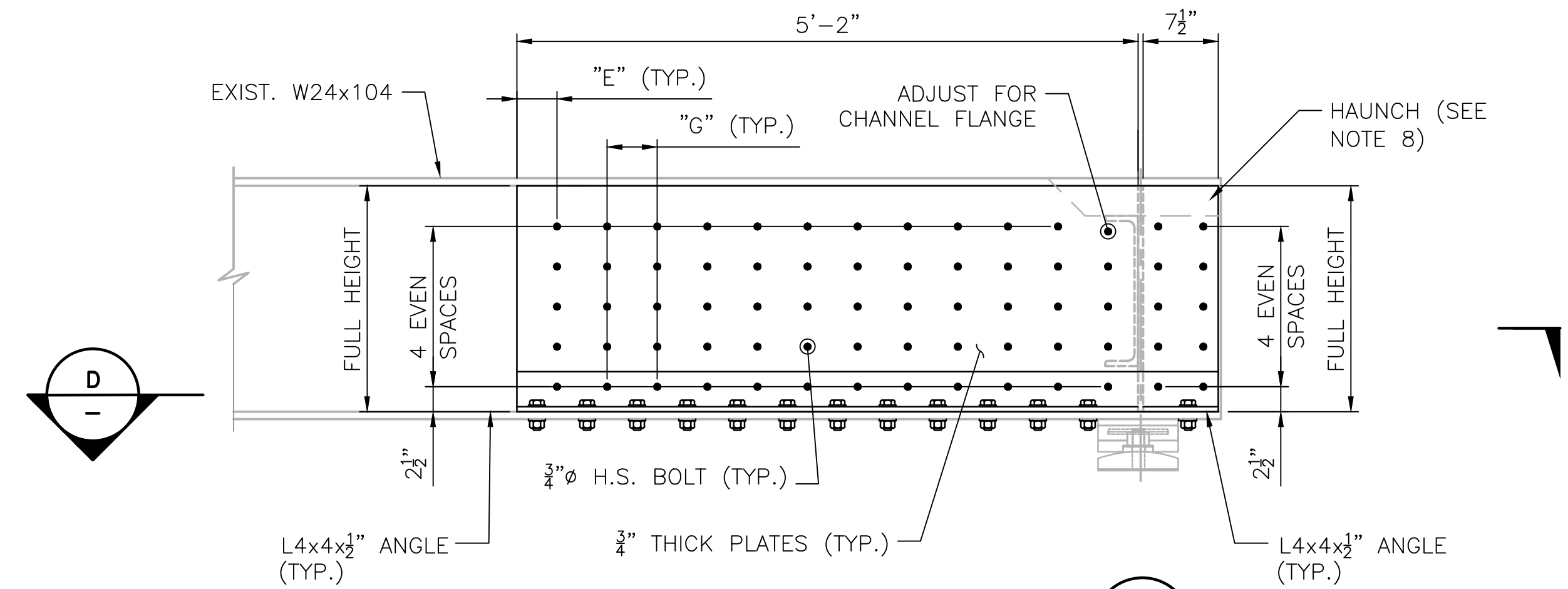
SECTION C
SCALE: 1"=1'-0"



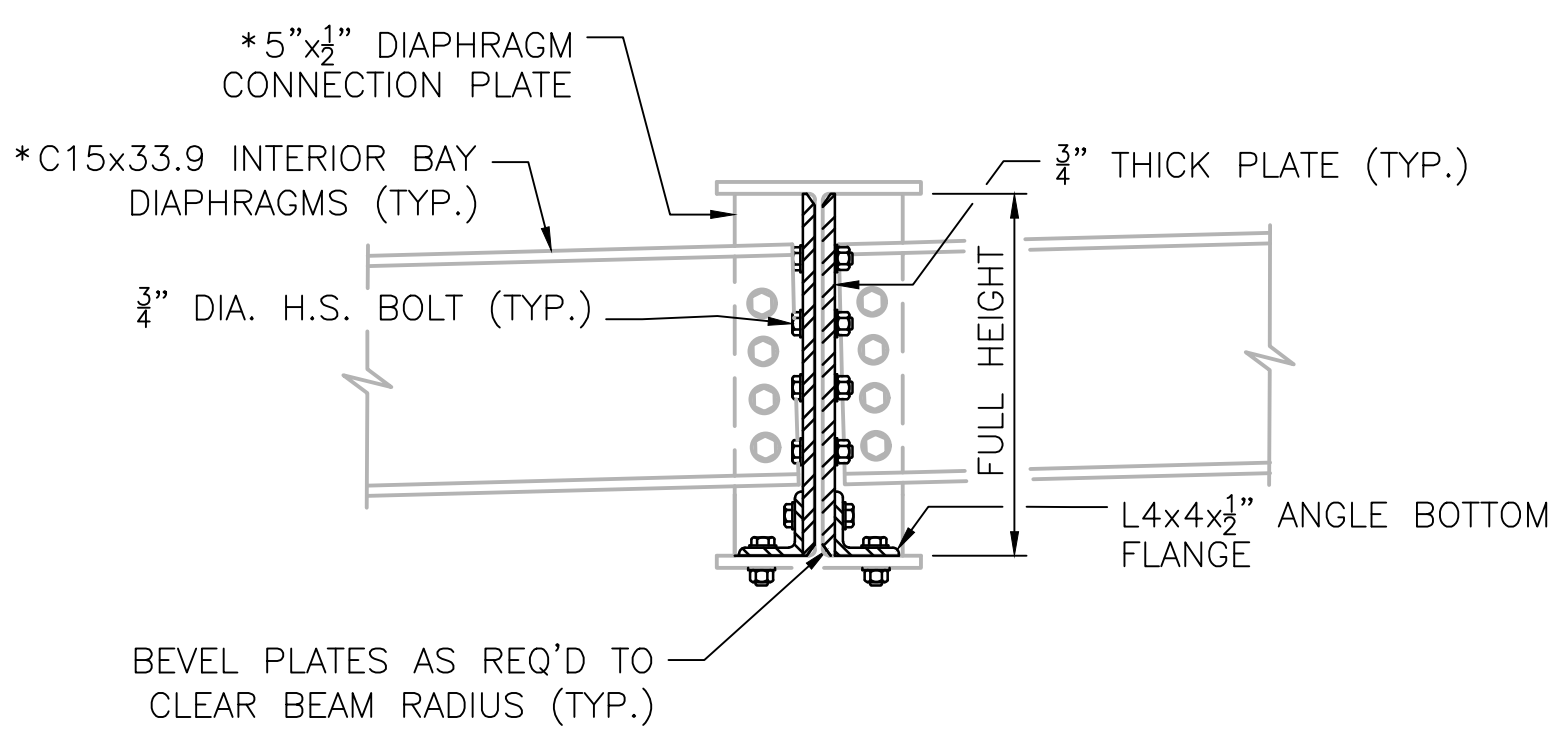
STEEL REPAIR DETAIL 3
SCALE: 1"=1'-0"



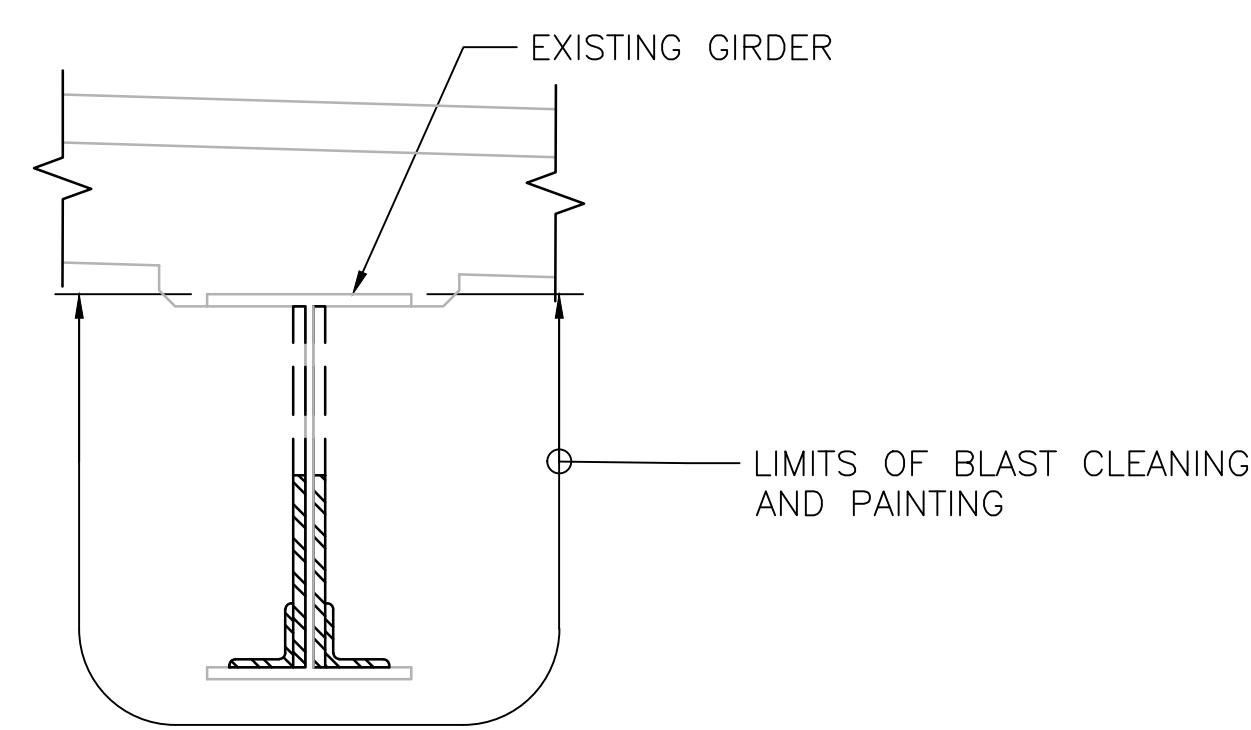
SECTION D
SCALE: 1"=1'-0"



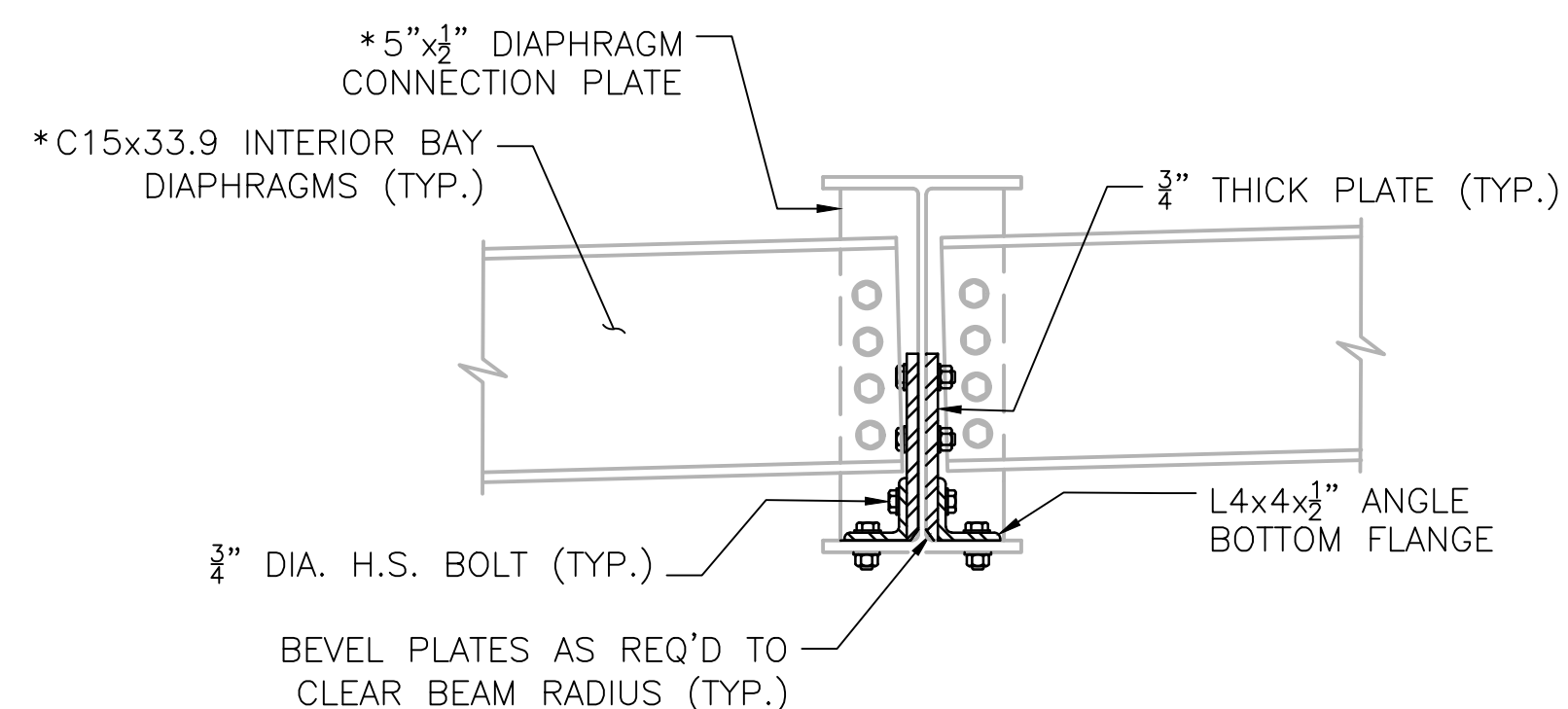
STEEL REPAIR DETAIL 4
SCALE: 1"=1'-0"



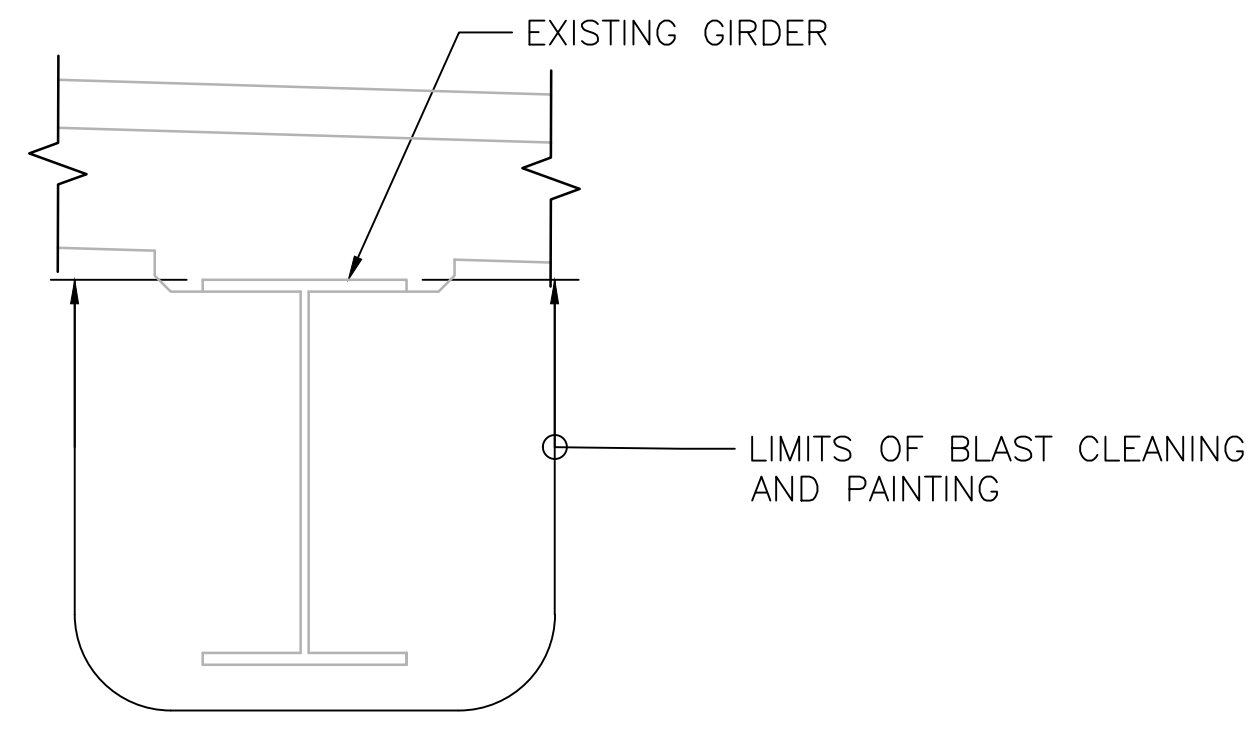
* NOTE: INTERIOR BEAM SHOWN. DIAPHRAGM AND DIAPHRAGM CONNECTION PLATES ARE OMITTED ON EXTERIOR SIDE OF END BEAMS
TYP. CROSS-SECTION AT FULL HEIGHT PLATE
NOT TO SCALE: 1" = 1'-0"



BUILD-UP PAINTING DETAIL
NOT TO SCALE



TYP. CROSS-SECTION AT 1'-0" HEIGHT PLATE
NOT TO SCALE: 1" = 1'-0"



TYP. PAINTING DETAIL
NOT TO SCALE

TYPICAL BOLT SPACINGS		
LOCATION	MIN.	MAX.
EDGE DISTANCE - "E"	1 1/2"	4"
GAUGE - "G"	3"	6"

UNLESS OTHERWISE NOTED, THE ABOVE BOLT SPACINGS SHALL BE UTILIZED IN THE FABRICATION OF THE STEEL REPAIR PLATE/MEMBERS.

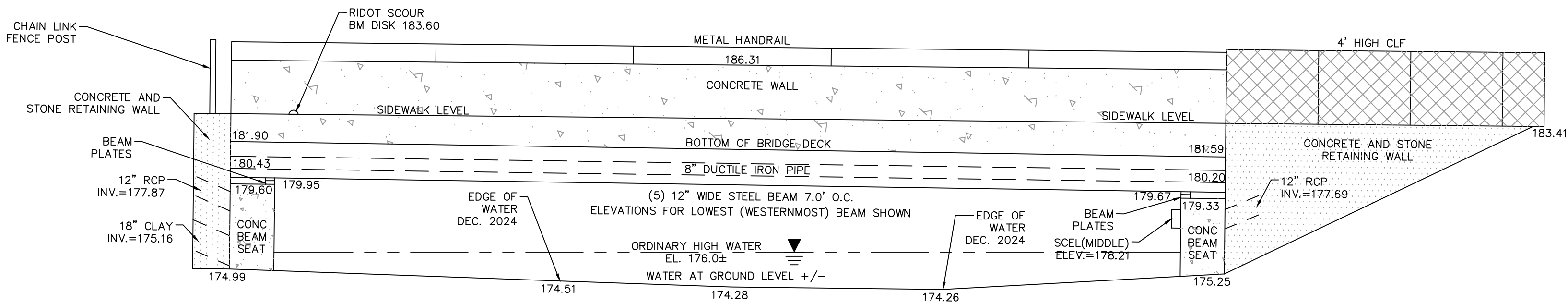


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

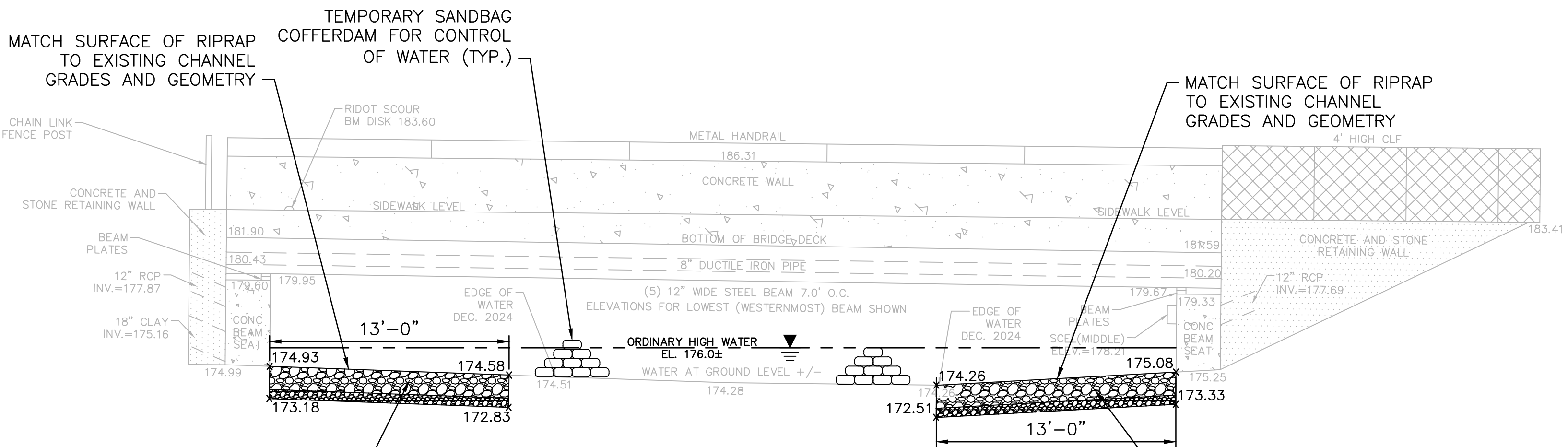
DESIGNED BY: XX
CHECKED BY: XX
DATE: SEPT 2024
SHEET:
OF: 52

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

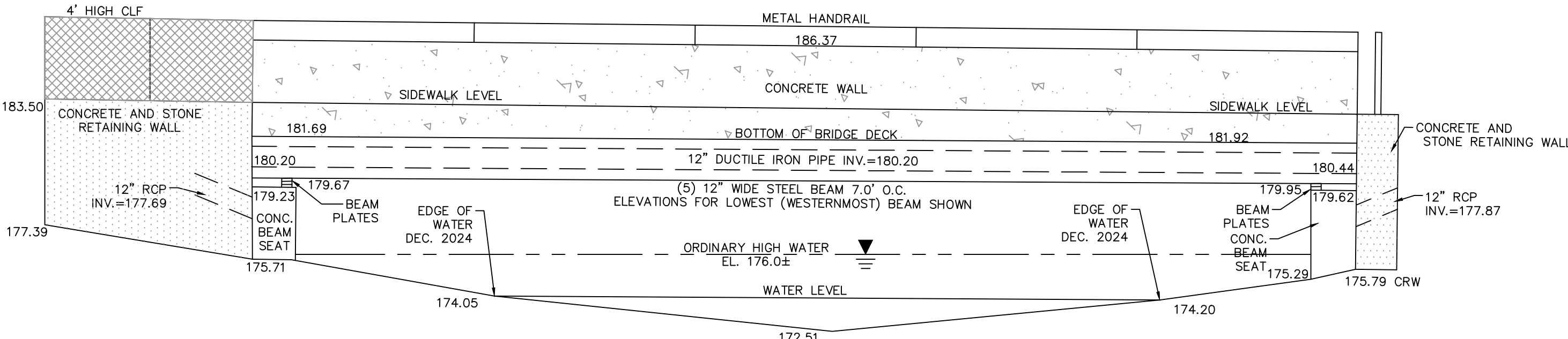
WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095301 - STEEL REPAIR DETAILS - 2



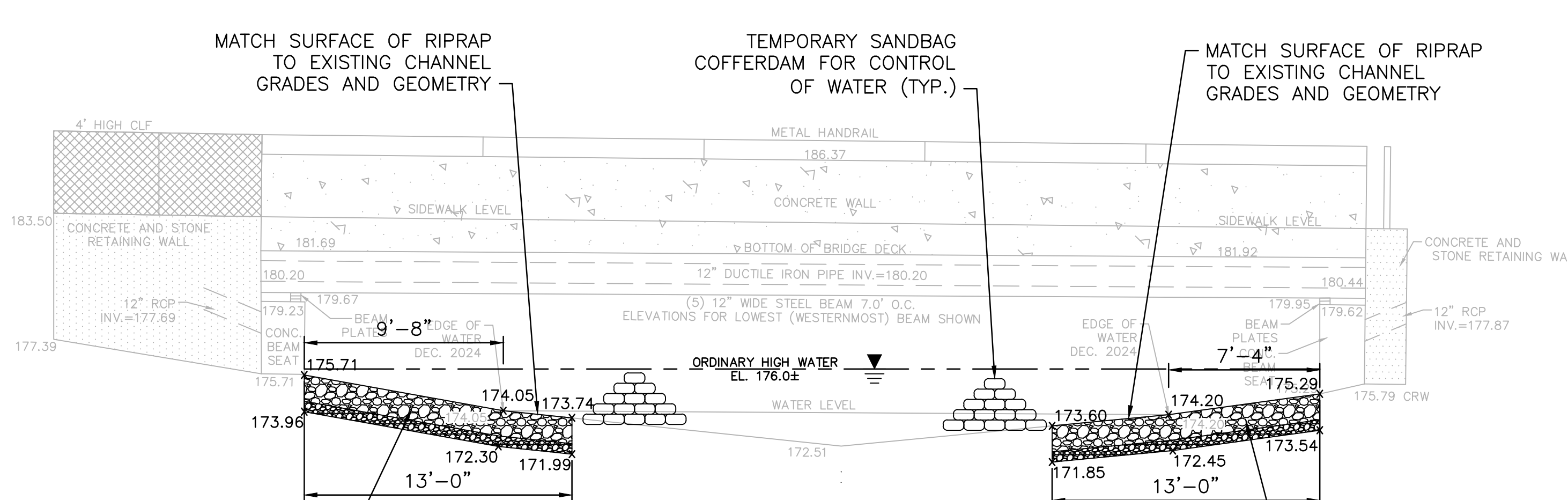
EXISTING CONDITIONS
EAST (UPSTREAM) ELEVATION
SCALE: 1" = 5'-0"



PROPOSED SCOUR COUNTERMEASURES
EAST (UPSTREAM) ELEVATION
SCALE: 1" = 5'-0"



EXISTING CONDITIONS
WEST (DOWNSTREAM) ELEVATION
SCALE: 1" = 5'-0"

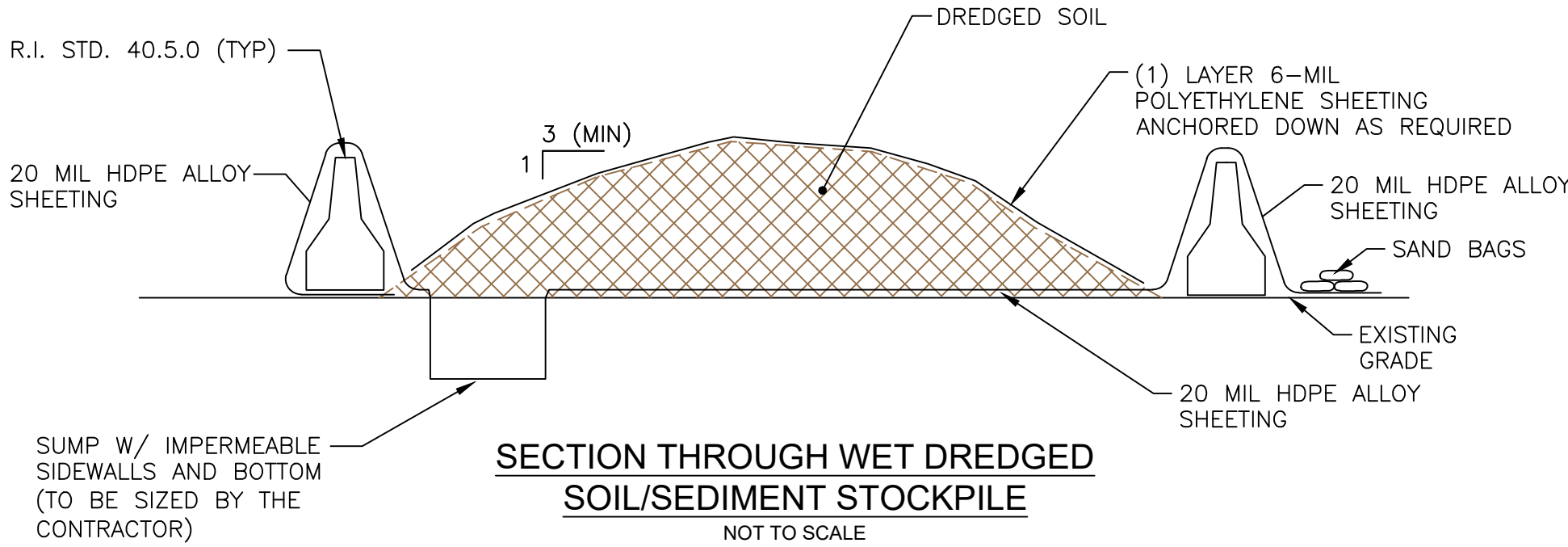


PROPOSED SCOUR COUNTERMEASURES
WEST (DOWNSTREAM) ELEVATION
SCALE: 1" = 5'-0"

GENERAL NOTES:

- EXISTING BRIDGE AND STREAMBED FEATURES AND ELEVATIONS BASED ON SURVEY BY GM2 ASSOCIATES, INC., COMPLETED IN DECEMBER 2024.
- THE CONTRACTOR SHALL VERIFY IN FIELD THE EXISTING CONDITIONS PRIOR TO STARTING WORK. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF RIDOT OR THE ENGINEER.
- THE INTENT OF THE SCOUR COUNTERMEASURES IS TO MAINTAIN EXISTING STREAMBED GRADES AND GEOMETRY.
- PRIOR TO COMMENCING ANY WORK WITHIN THE CHANNEL, THE CONTRACTOR SHALL SUBMIT A NARRATIVE DETAILING THE PROPOSED SEQUENCE OF SCOUR COUNTERMEASURE WORK, EQUIPMENT TO BE UTILIZED, AND A DETAILED SCHEDULE FOR APPROVAL BY RIDOT AND THE ENGINEER. THE NARRATIVE SHALL INCLUDE THE CONTRACTOR'S PROPOSED MEANS AND METHODS TO ENSURE THE MAINTENANCE OF PRE-PROJECT STREAMBED GRADES AND GEOMETRY.
- THE CONTRACTOR SHALL NOT EXCAVATE OR DREDGE THE EXISTING CHANNEL BEYOND THE SPECIFIED LIMITS OF SCOUR COUNTERMEASURES. THE CONTRACTOR SHALL NOT FILL ABOVE PRE-PROJECT GRADES.
- THE CONTRACTOR IS ADVISED THAT CUTTING/CLEARING OF VEGETATION WITHIN A R.I.D.E.M. JURISDICTIONAL AREA IS LIMITED TO ONLY THE MINIMUM NECESSARY REQUIRED FOR PERSONNEL ACCESS TO COMPLETE THE PROPOSED WORK.
- TEMPORARY WORKER ACCESS SHALL BE ESTABLISHED IN THE GENERAL LOCATIONS INDICATED ON THE PLANS, AND THE FINAL LOCATION OF ACCESS SHALL BE ADJUSTED AS NEEDED TO MINIMIZE TREE REMOVAL TO THE GREATEST EXTENT PRACTICAL. CLEARING LIMITS FOR THE TEMPORARY ACCESS SHALL BE PHYSICALLY MARKED IN THE FIELD AND APPROVED BY RIDOT OR THE ENGINEER PRIOR TO ANY CLEARING ACTIVITY.
- PRIOR TO COMMENCEMENT OF WORK, THE CONTRACTOR SHALL SUBMIT TO RIDOT AND THE ENGINEER ANY PROPOSED CONSTRUCTION EQUIPMENT OR VEHICLES WHICH ARE TO BE USED TO COMPLETE THE SCOUR COUNTERMEASURE WORK. AT NO TIME WILL CONSTRUCTION EQUIPMENT OR VEHICLES BE PERMITTED WITHIN RIVER WATERS.
- THE CONTRACTOR IS ADVISED THAT ACCESS CONSTRAINTS POSED BY THE BRIDGE AND SURROUNDING FEATURES MAY DICTATE THAT MOBILIZATION OF MATERIALS AND EQUIPMENT TAKE PLACE FROM THE BRIDGE DECK OR BRIDGE APPROACH ROADWAY.
- THE CONTRACTOR IS RESPONSIBLE TO DETERMINE AND ADVISE RIDOT AND THE ENGINEER OF THE TYPE, SIZE, AND WEIGHT OF ALL VEHICLES/EQUIPMENT THAT THE CONTRACTOR INTENDS TO USE ON THE BRIDGE STRUCTURE DURING CONSTRUCTION. THIS DETERMINATION SHALL BE MADE BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF RHODE ISLAND WHO IS EMPLOYED

- AND PAID BY THE CONTRACTOR. THE USE AND OPERATION OF ALL VEHICLES ON THE BRIDGE STRUCTURE SHALL BE IN ACCORDANCE WITH ALL RESTRICTIONS ON THE SAME DETERMINED BY THE CONTRACTOR'S ENGINEER. ANY VIOLATION OF EQUIPMENT/VEHICLE USE RESTRICTIONS SHALL BE CAUSE FOR IMMEDIATE SUSPENSION OF ALL WORK ACTIVITIES, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR COSTS OF ALL DIRECT DAMAGE, INDIRECT DAMAGE, AND CORRECTIVE ACTIONS REQUIRED TO BE UNDERTAKEN TO THE SATISFACTION OF THE CONTRACTOR'S ENGINEER AND RIDOT.
- AN AREA FOR THE STOCKPILING OF DREDGED MATERIALS IS INDICATED ON THE PLANS. AFTER THE MATERIAL HAS DRIED, IT SHALL BE HAULED TO AN APPROVED DISPOSAL SITE. ALL SEDIMENT REMOVED FROM THE PETERS RIVER CHANNEL WILL REQUIRE OFF-SITE DISPOSAL AT A FACILITY LICENSED TO ACCEPT THE MATERIAL.
 - ALL WORK REQUIRING ACCESS TO THE PETERS RIVER CHANNEL SHALL BE COMPLETED DURING THE ANNUAL LOW FLOW PERIOD (JULY 1 - OCTOBER 31) AND WITHIN SIXTY (60) DAYS OF THE START DATE.
 - THE CONTRACTOR SHALL IMPLEMENT ALL EROSION AND SEDIMENT CONTROLS AND MAKE ALL SUBMITTALS IN ACCORDANCE WITH REGULATORY PERMIT REQUIREMENTS.
 - WORK WITHIN THE PETERS RIVER CHANNEL SHALL BE PERFORMED STARTING AT THE UPSTREAM END AND CONTINUING DOWNSTREAM.
 - THE CONTRACTOR SHALL MAINTAIN FLOWS WITHIN THE PETERS RIVER AND PROTECT AREAS OF EXCAVATION FROM EROSION AND SEDIMENTATION THROUGH THE USE OF TEMPORARY SANDBAG DIKES, TEMPORARY PIPING, AND/OR OTHER APPROVED METHODS.



NOTES:

- THE CONTRACTOR SHALL COVER THE DREDGED SOIL STOCKPILE WITH 6-MIL POLYETHYLENE SHEETING AND SECURE COVER AT THE END OF EACH WORK DAY.
- THE CONTRACTOR SHALL PROVIDE AN IMPERMEABLE, 20MIL HDPE ALLOY SHEETING LINED SUMP TO COLLECT WATER THAT DRAINS FROM THE STOCKPILED DREDGED SOIL/SEDIMENT.

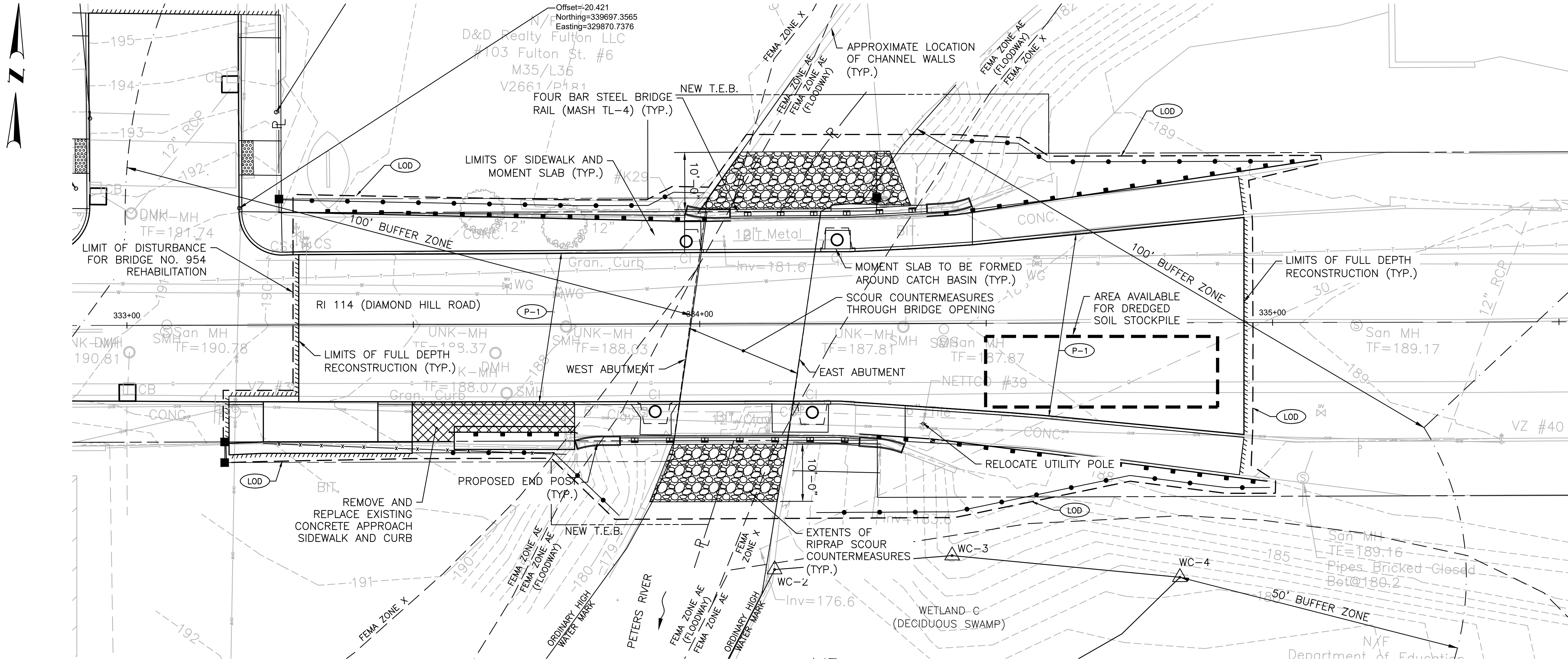


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XX
CHECKED BY: XX
DATE: SEPT 2024
SHEET:
OF: 52

SCALE: AS INDICATED					
GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095301 SCOUR COUNTERMEASURES

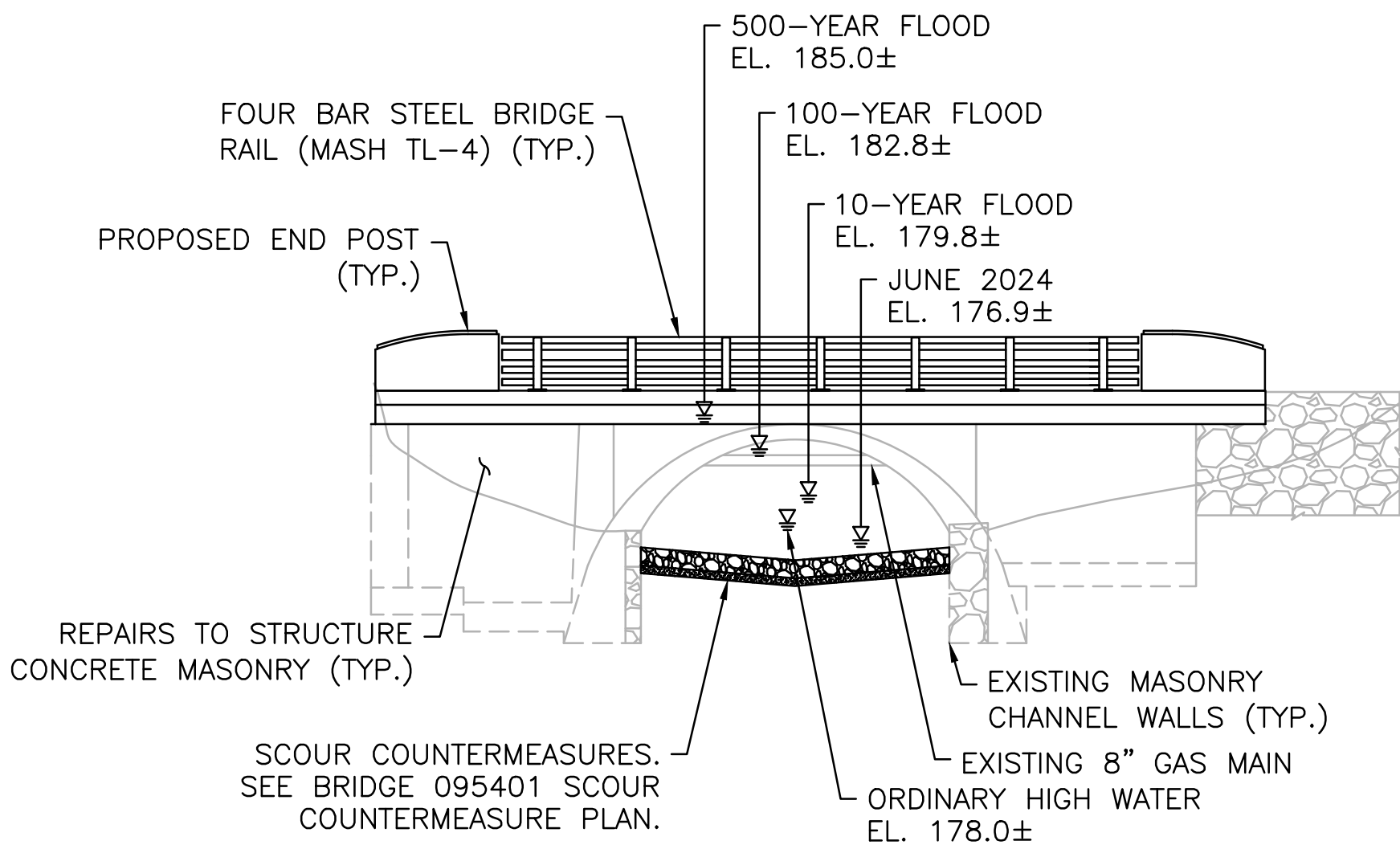


- LEGEND:**
- P-1 2" MOD. CLASS 12.5 HMA
6" CLASS 19.0 HMA (TWO 1.5" LIFTS)
12" GRAVEL BORROW SUBBASE
- GENERAL NOTES:**
- SEE VOLUME 1 FOR ROADWAY DETAILS.
 - SEE BRIDGE 095401 ELEVATION AND SECTION SHEETS FOR ADDITIONAL NOTES.
 - ALL DISTURBED GRANITE CURB SHOULD BE RESET WHEN POSSIBLE, OR OFFERED, TO THE DEPARTMENT FOR STORAGE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE TO IMPLEMENT A PHASED APPROACH TO MAINTAIN AND CONTROL FLOWS WITHIN THE PETERS RIVER DURING CONSTRUCTION. REFER TO THE "BRIDGE 095401 ANTICIPATED PHASING PLAN" FOR TEMPORARY CONTROL OF WATER REQUIREMENTS.

PLAN
SCALE: 1" = 10'-0"

DESCRIPTION OF PROPOSED REHABILITATION WORK FOR BRIDGE NO. 095401

- SELECTIVELY CLEAR TREES, UNDERGROWTH AND DEBRIS NECESSARY TO PERFORM WORK AND FACILITATE FUTURE INSPECTIONS. AREAS OF MODERATE TO HEAVY VEGETATION IS ANTICIPATED ALONG THE ABUTMENT WING WALLS AND RETURN WALLS. REMOVE AND DISPOSE OF DEBRIS FROM THE CHANNEL WITHIN THE LIMITS OF STAGED WATER CONTROL AND EMBANKMENTS, AS SHOWN ON THE DRAWINGS. THE CONTRACTOR AND ENGINEER SHALL AGREE ON VEGETATION AND DEBRIS TO BE REMOVED PRIOR TO THE START OF REMOVAL.
- INSTALL CHANNEL BOTTOM RIPRAP COUNTER MEASURES AS SHOWN ON THE DRAWINGS.
- REMOVE AND DISPOSE JOINT SEALANT IN PORTIONS OF THE SPANDREL WALL THAT WILL NOT BE REMOVED (SEE NOTES). REPLACE ALL MISSING OR REMOVED JOINT SEALANT WITH SILICONE JOINT SEALANT.
- REPAIR CONCRETE MASONRY TO ARCH RING, SPANDREL WALLS, RETURN WALLS AND WINGWALLS AS SHOWN ON THE DRAWINGS AND/OR AS DIRECTED BY THE ENGINEER. ALL REPAIRS ARE TO BE MADE IN DRY CONDITIONS. ALL REPAIRS SHALL BE MADE UTILIZING INTEGRALLY COLORED CONCRETE OR PATCHING MORTAR.
- POINT AND GROUT EXISTING MASONRY WALLS WHERE MORTAR IS MISSING OR DETERIORATED AT THE RETURN WALLS. CONTRACTOR AND ENGINEER ARE TO AGREE ON LOCATIONS OF JOINT REPAIR PRIOR TO WORK.
- REMOVE THE TOP OF THE SPANDREL WALLS AND CONSTRUCT MOMENT SLAB, SIDEWALK, AND MASH 4-BAR BRIDGE RAIL & END POSTS.
- CLEAN ALL EXPOSED CONCRETE AND STONE MASONRY WITHIN THE LIMITS OF THE BRIDGE. USE HIGH PRESSURE WATER CLEANING, AS DESCRIBED IN THE SPECIFICATIONS. WATER PRESSURE SHOULD BE ADJUSTED TO CLEAN WITHOUT REMOVING CONCRETE PASTE OR NON-DETERIORATED GROUT.
- APPLICATION OF FILM-FORMING CONCRETE SURFACE TREATMENT-PROTECTIVE COATING TO EXPOSED FOLLOWING REPAIRS AND REHABILITATION OF THE MOMENT SLAB AND END POSTS. SEE BRIDGE 954 ELEVATION AND SECTION SHEETS FOR LOCATIONS.
- FULL DEPTH ROADWAY CONSTRUCTION
- REPLACE ROADWAY SIDEWALK, CONCRETE DRIVEWAY APRON, GRANITE CURB AND PAVEMENT MARKINGS.
- INSTALL NEW GUARDRAIL, BRIDGE ATTACHMENTS, TERMINATIONS AND IMPACT ATTENUATION.



SOUTH ELEVATION
SCALE: 1" = 10'-0"



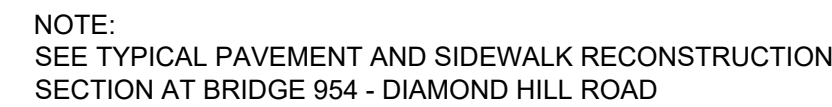
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XX
CHECKED BY: XX
DATE: SEPT 2024
SHEET:
OF: 52

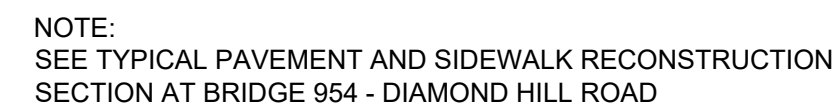
REVISIONS					
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 3

BRIDGE 095401 GENERAL PLAN



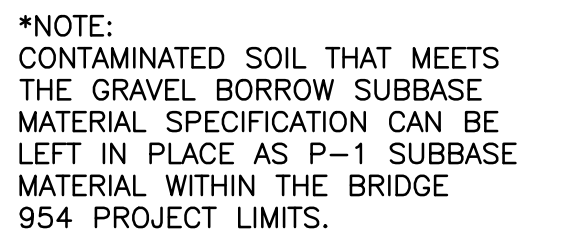
NOT TO SCALE



NOT TO SCALE

NOTE:
SEE TYPICAL PAVEMENT AND SIDEWALK RECONSTRUCTION
SECTION AT BRIDGE 954 - DIAMOND HILL ROAD

SCALE: 1"=20'



****NOTE:**
CONTAMINATED SOIL THAT MEETS
THE GRAVEL BORROW SUBBASE
MATERIAL SPECIFICATION
REQUIREMENTS CAN REMAIN IN
PLACE AS SIDEWALK SUBBASE
MATERIAL WITHIN THE BRIDGE
954 PROJECT LIMITS.

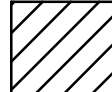
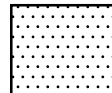
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STA. 333+30 TO STA. 334+95

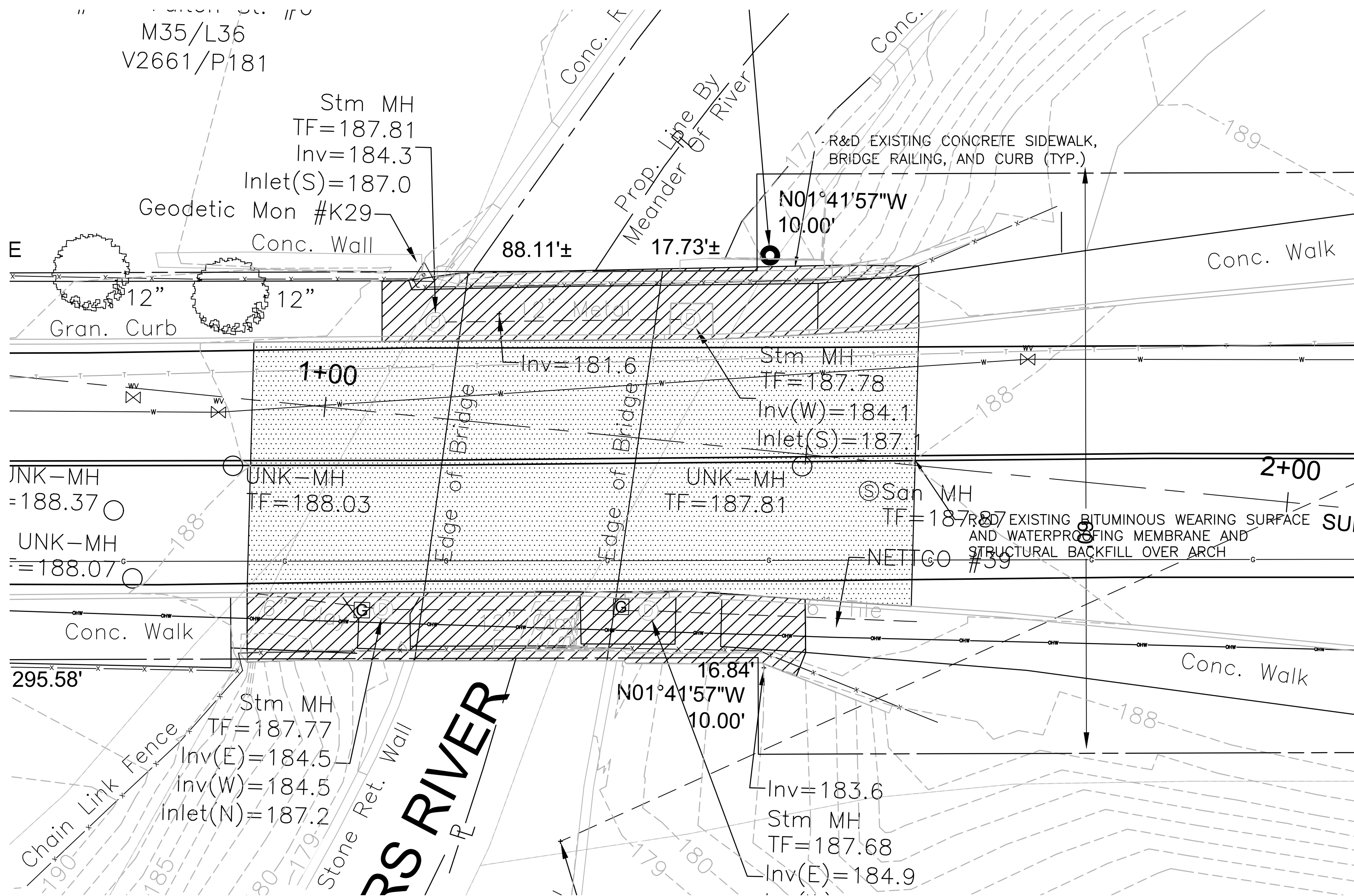
<p align="center">WOONSOCKET CORRIDOR</p>		
WOONSOCKET	VOLUME: 3	RHODE ISLAND
<p align="center">BRIDGE 954 CONTAMINATED SOIL AND MANAGEMENT PROJECT AREA AND DETAILS</p>		

NOTES:

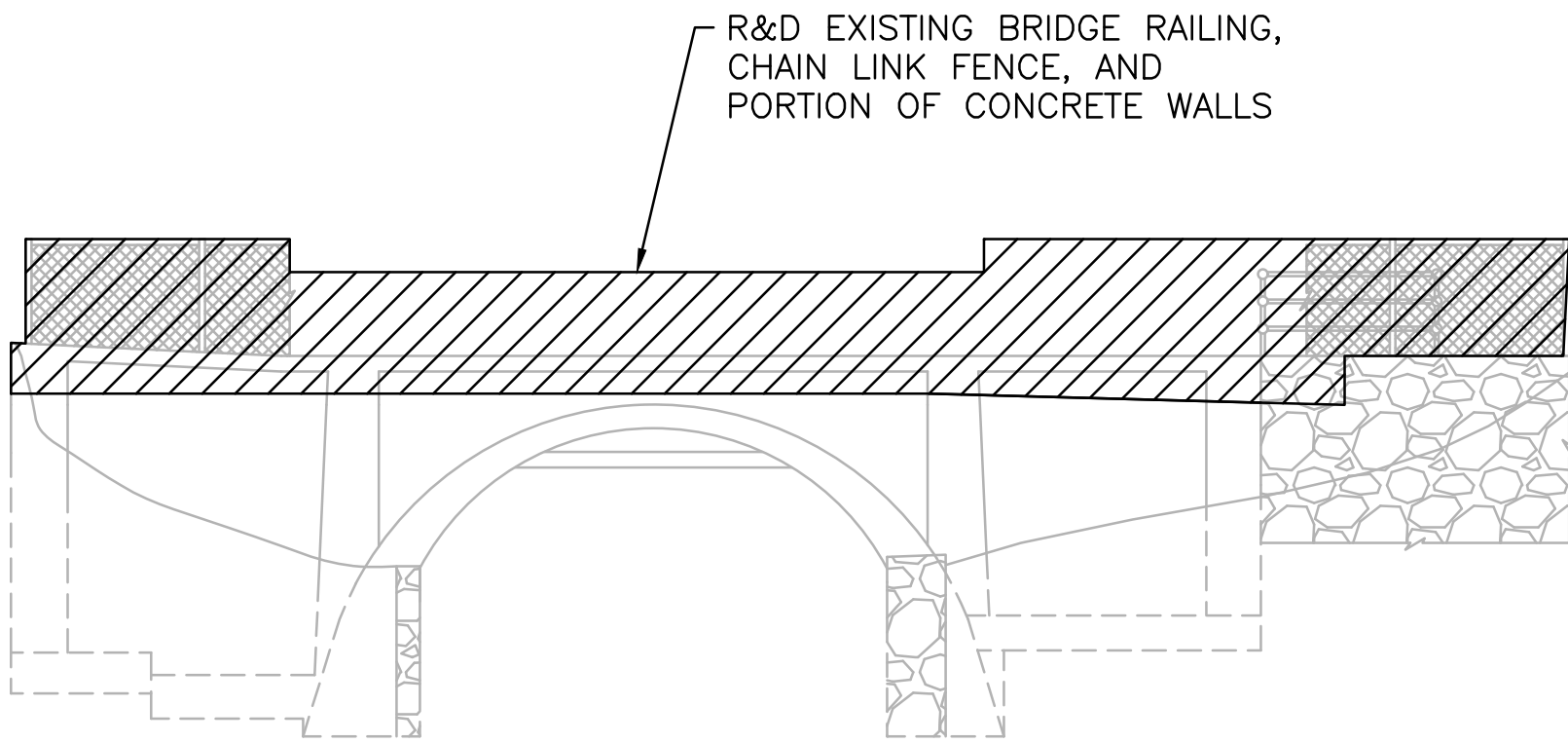
- PRIOR TO STARTING WORK, THE CONTRACTOR SHALL PROVIDE AN INITIAL FIELD SURVEY IDENTIFYING EXISTING COORDINATES FOR PROPOSED RECONSTRUCTED ITEMS INCLUDING ROADWAY CENTERLINE, GUTTER LINES, EDGE OF SIDEWALK, UTILITIES, CATCH BASIN SLABS, FENCE LINES, TIE-INS AND ANY OTHER EXISTING ITEMS THAT WILL BE AFFECTED BY THE NEW CONSTRUCTION.
- THE CONTRACTOR IS TO R&D THE UPPER PORTION OF THE SPANDREL WALL AS SHOWN ON THE PLANS. REMOVAL AND REPLACEMENT OF THE ITEMS SHOWN ON THESE PLANS ARE CONSIDERED CONTRACTOR MEANS AND METHODS AND SHALL BE INCLUDED IN THE BRIDGE BID ITEM.
- THE CONTRACTOR SHALL SUBMIT, TO THE ENGINEER FOR APPROVAL, A PROPOSED PLAN FOR REMOVING AND DISPOSAL OF THE EXISTING UPPER PORTION OF THE CONCRETE SPANDREL WALL, SIDEWALK, CURB, ASPHALT, UTILITY POLE, ABOVE GROUND AND BELOW GROUND UTILITIES, FILL AND OTHER MISCELLANEOUS ITEMS TO RECONSTRUCT THE NEW ROADWAY, MOMENT SLAB, BRIDGE RAIL AND END POSTS.
- THE SUBMITTAL SHALL INCLUDE A CONSTRUCTION SEQUENCE, SHORING, FINAL GRADES, ELEVATIONS, CROSS-SLOPES AND OTHER RELATED ITEMS TO CONFORM TO THE PROPOSED PROFILE (PROVIDED IN VOLUME I) AND CROSS-SLOPES PROVIDED IN THESE PLANS.
- THE SUBMITTAL SHALL INCLUDE RELOCATION OF EXISTING UTILITIES AS NOTED ON THESE PLANS, OR APPARENT DURING THE FIELD SURVEY.
- THE SUBMITTAL SHALL INCLUDE THE CONTRACTORS PROPOSED CUT LINE ALONG THE NORTH AND SOUTH SPANDREL WALLS.
- THE MOMENT SLAB SHOWN IN THESE PLANS ASSUME A CUT LINE FOLLOWING THE PROFILE GRADE ALONG THE EXTERIOR BOTTOM EDGE OF THE MOMENT SLAB. THE CONTRACTOR SHALL VERIFY THE CUT LINE BASED ON ACTUAL FIELD CONDITIONS, NEW PROFILE GRADE AND CROSS-SLOPES. THE CONTRACTOR MAY PROPOSE A NEW MOMENT SLAB AND SPANDREL WALL INTERFACE DETAIL. ANY ADJUSTMENTS SHALL BE AGREED TO BY THE ENGINEER AND AT NO ADDITIONAL COST TO THE DEPARTMENT.
- SEE PROJECT SPECIFICATIONS FOR OTHER SUBMITTAL REQUIREMENTS NOT NOTED ABOVE.
- FOR MOMENT SLAB AND BRIDGE RAIL DETAILS SEE BRIDGE 095401 END POST DETAIL AND FOUR BAR STEEL RAIL DETAIL SHEETS.

LEGEND:

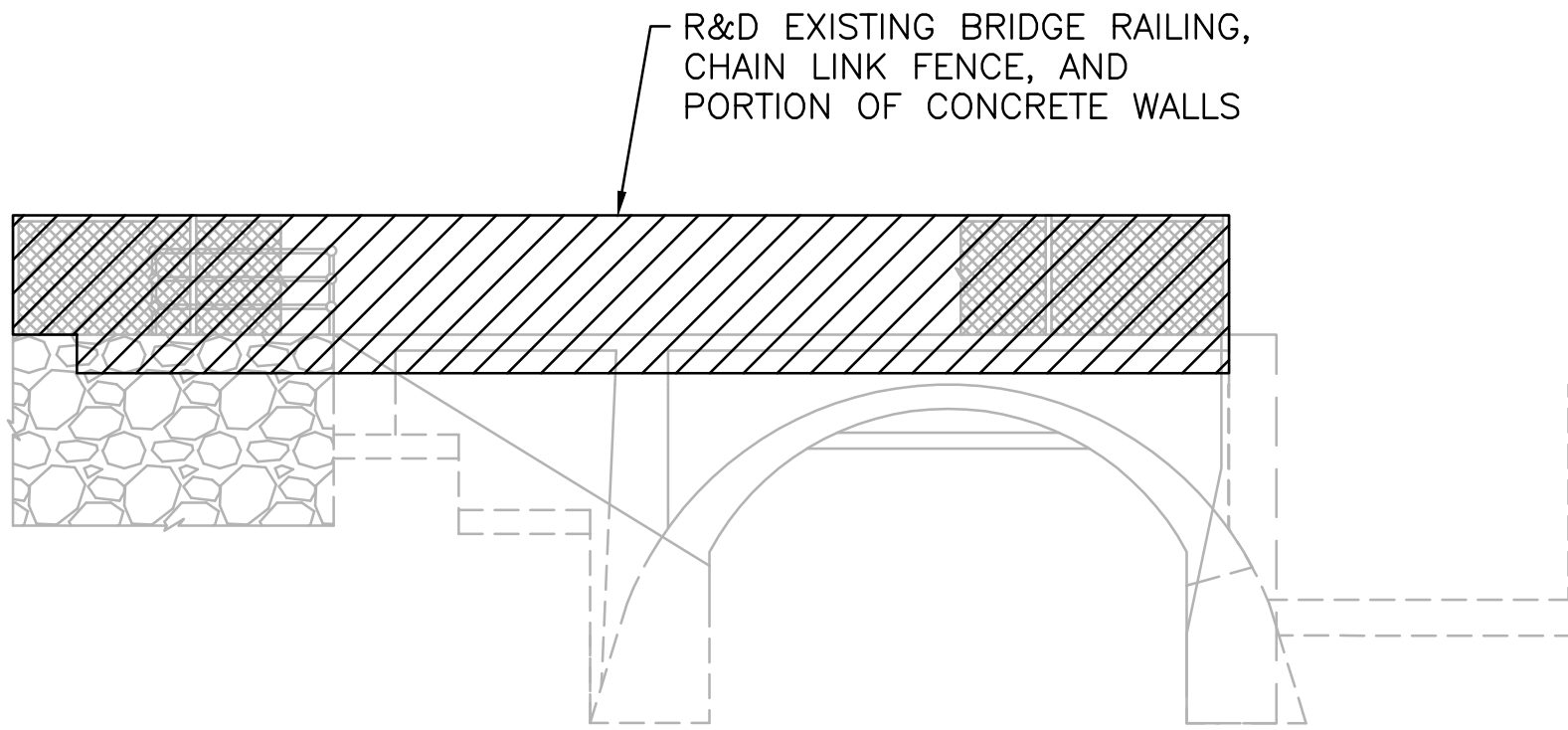
-  DENOTES AREAS TO BE REMOVED AND DISPOSED
-  DENOTES ROADWAY AREAS TO BE REMOVED AND DISPOSED



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



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

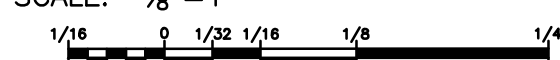


NORTH ELEVATION
SCALE: 1/8" = 1'-0"



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

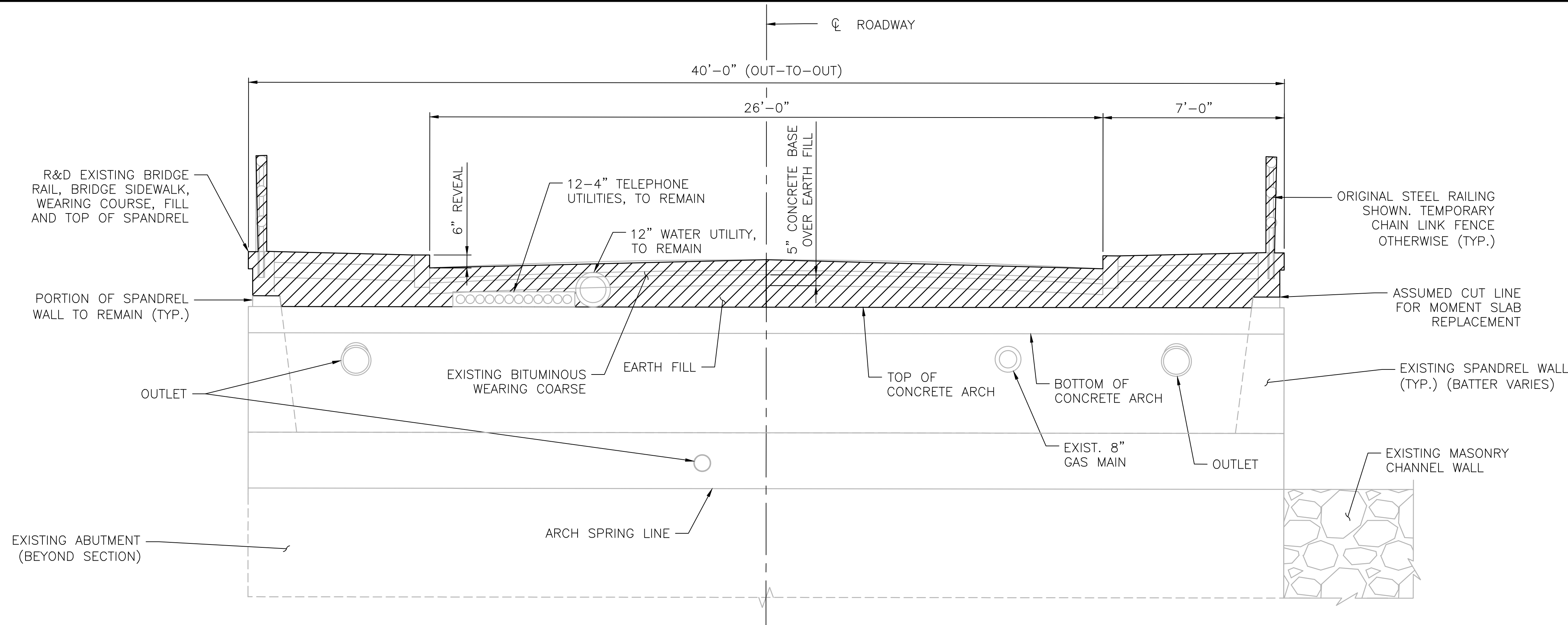
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SCALE: 1/8"=1'					
					
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WOONSOCKET CORRIDOR
VOLUME: 3

BRIDGE 095401 DEMOLITION

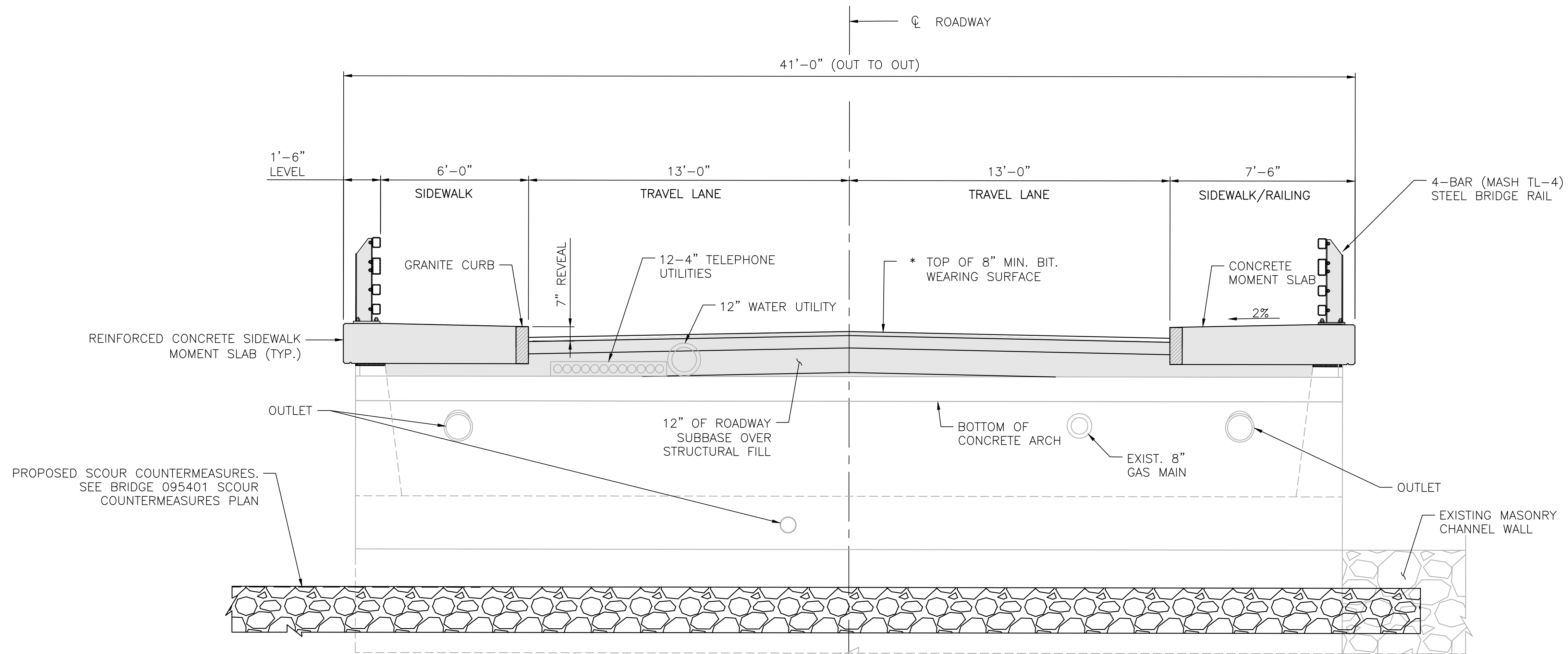
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	43	52



EXISTING TRANSVERSE SECTION - LOOKING EAST
SCALE: 3/8"=1'-0"

LEGEND:

- DENOTES AREAS TO BE REMOVED AND DISPOSED
- DENOTES AREAS OF NEW CONSTRUCTION



PROPOSED TRANSVERSE SECTION - LOOKING EAST
SCALE: 3/8"=1'-0"

NOTES:

- SEE VOLUME 1 FOR ROADWAY DETAILS AND VERTICAL PROFILE.
- FOR CONCRETE MOMENT SLAB SIDEWALK AND BRIDGE RAIL DETAILS SEE FOUR BAR STEEL RAIL DETAIL SHEETS.
- EXCAVATION ABOVE THE EXISTING CONCRETE ARCH VARIES BASED ON CONTRACTORS MEANS AND METHODS. CONTRACTOR SHALL SUBMIT A FORMAL PLAN FOR THEIR PROPOSED DEMOLITION AND RECONSTRUCTION PLAN FOR APPROVAL.



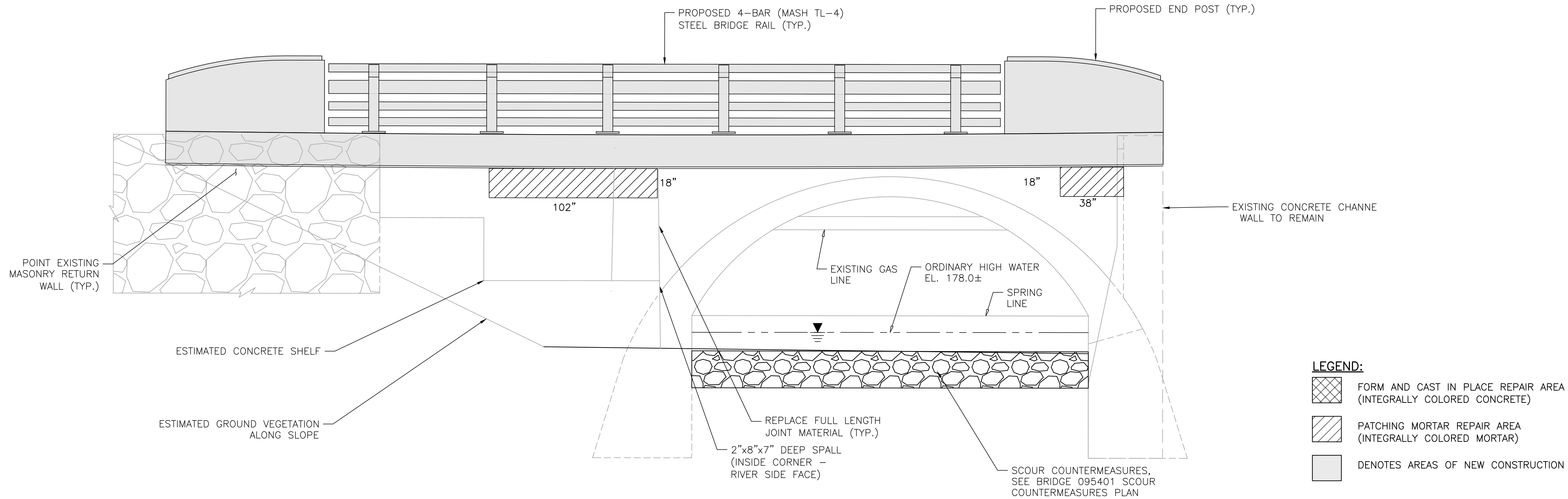
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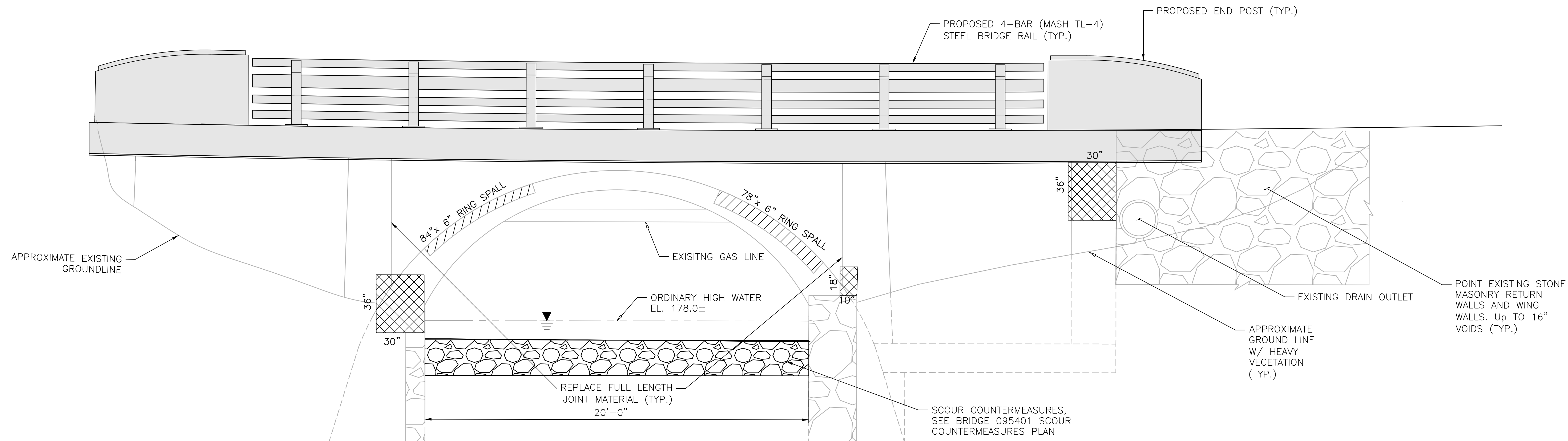
WOONSOCKET CORRIDOR
VOLUME: 3

BRIDGE 095401 CROSS SECTIONS



NORTH EXPOSED ELEVATION

SCALE: 3/8"=1'-0"



SOUTH EXPOSED ELEVATION

SCALE: 3/8"=1'-0"

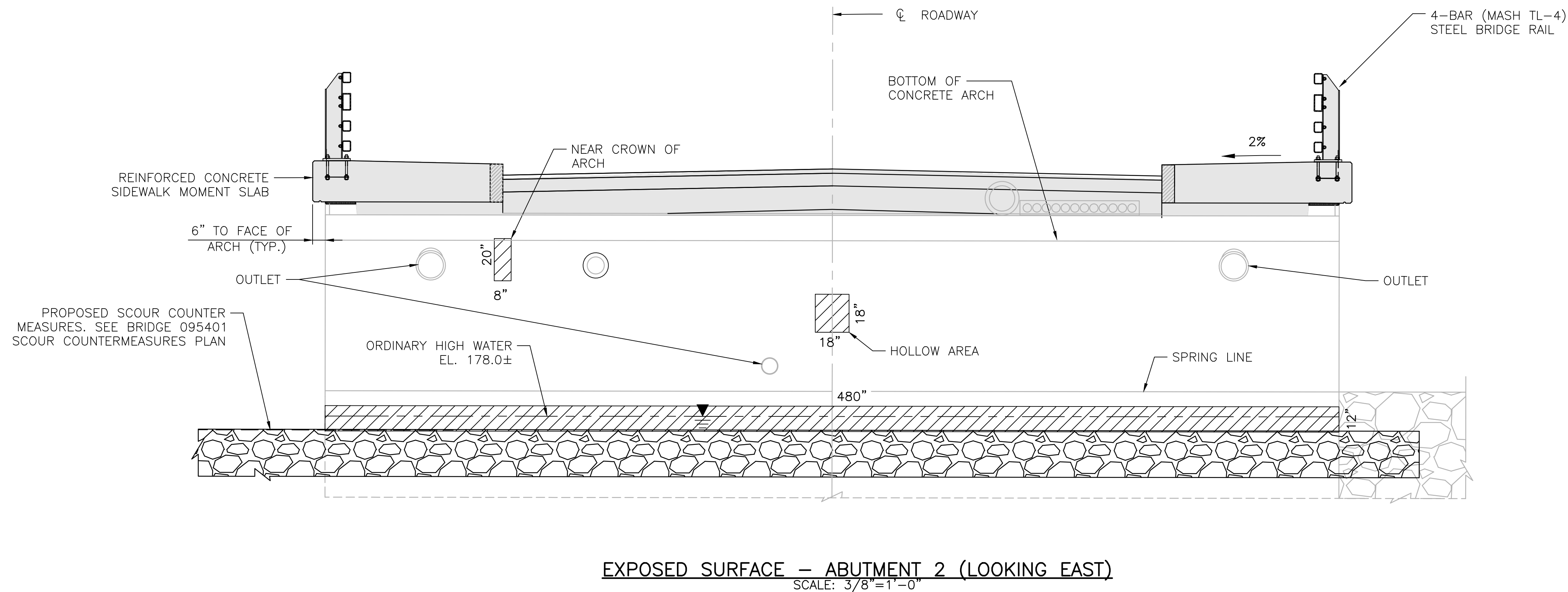
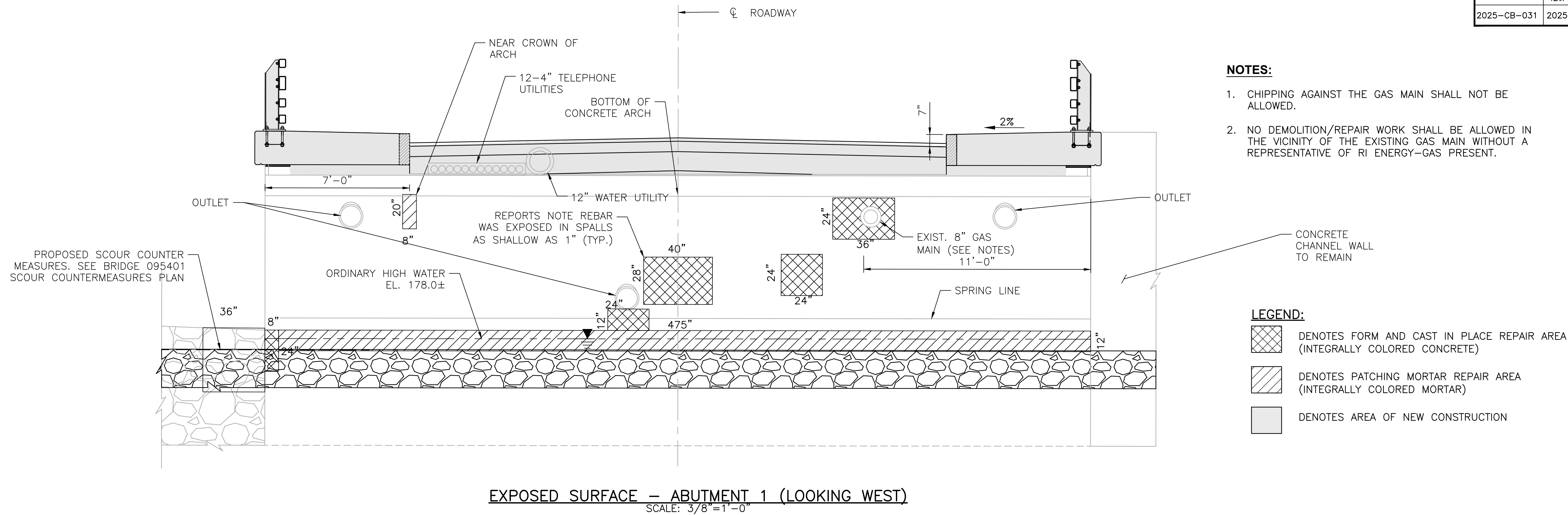


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WOONSOCKET	VOLUME: 3	RHODE ISLAND
BRIDGE 095401 ELEVATIONS		
PROPOSED REPAIRS		

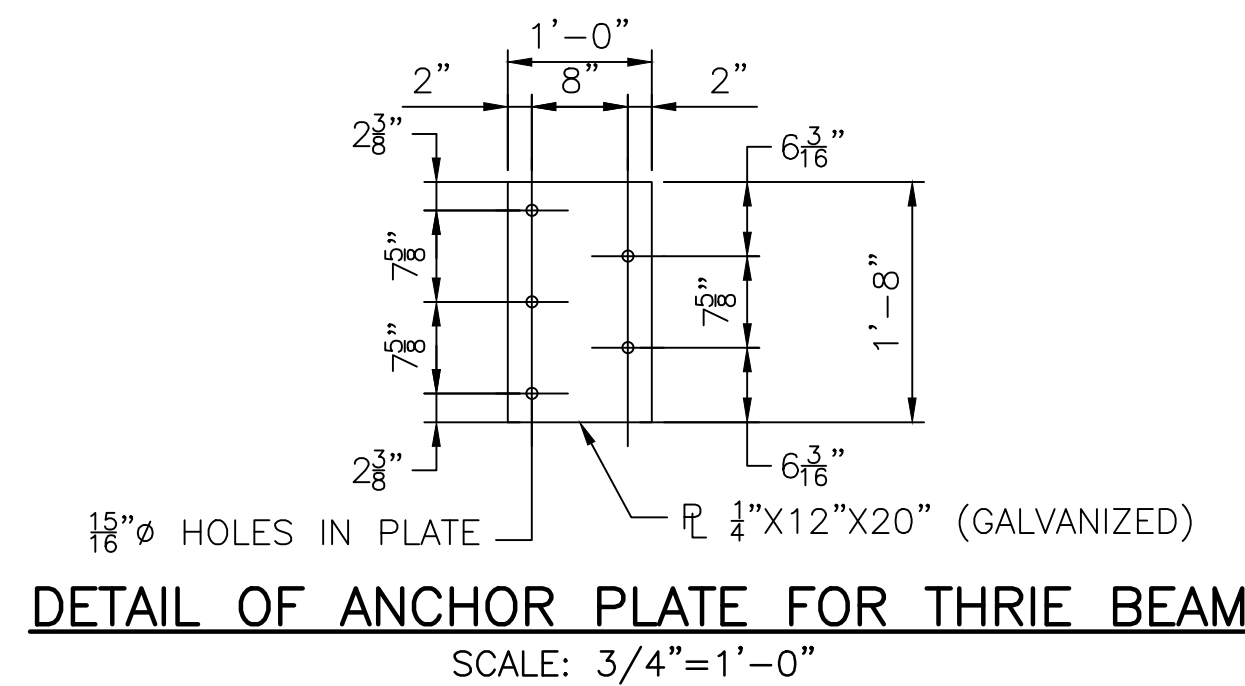
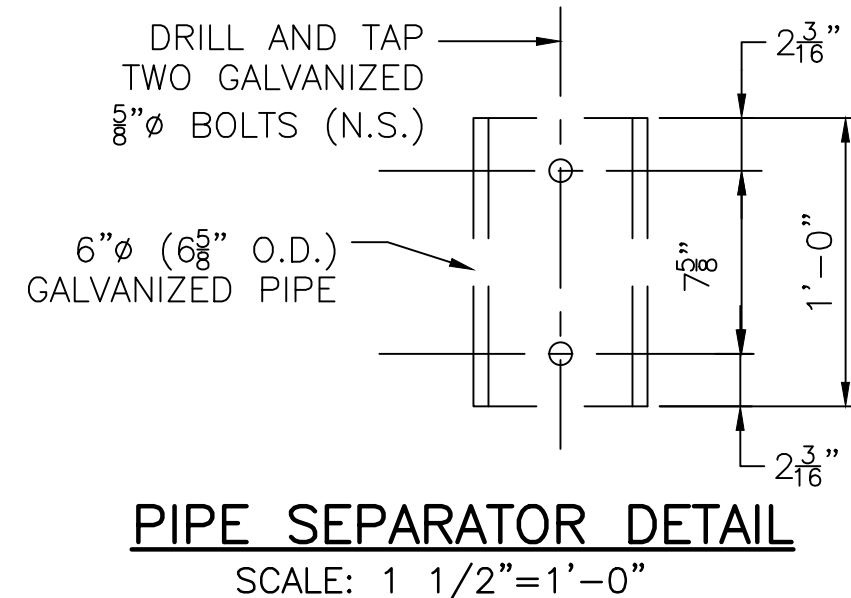
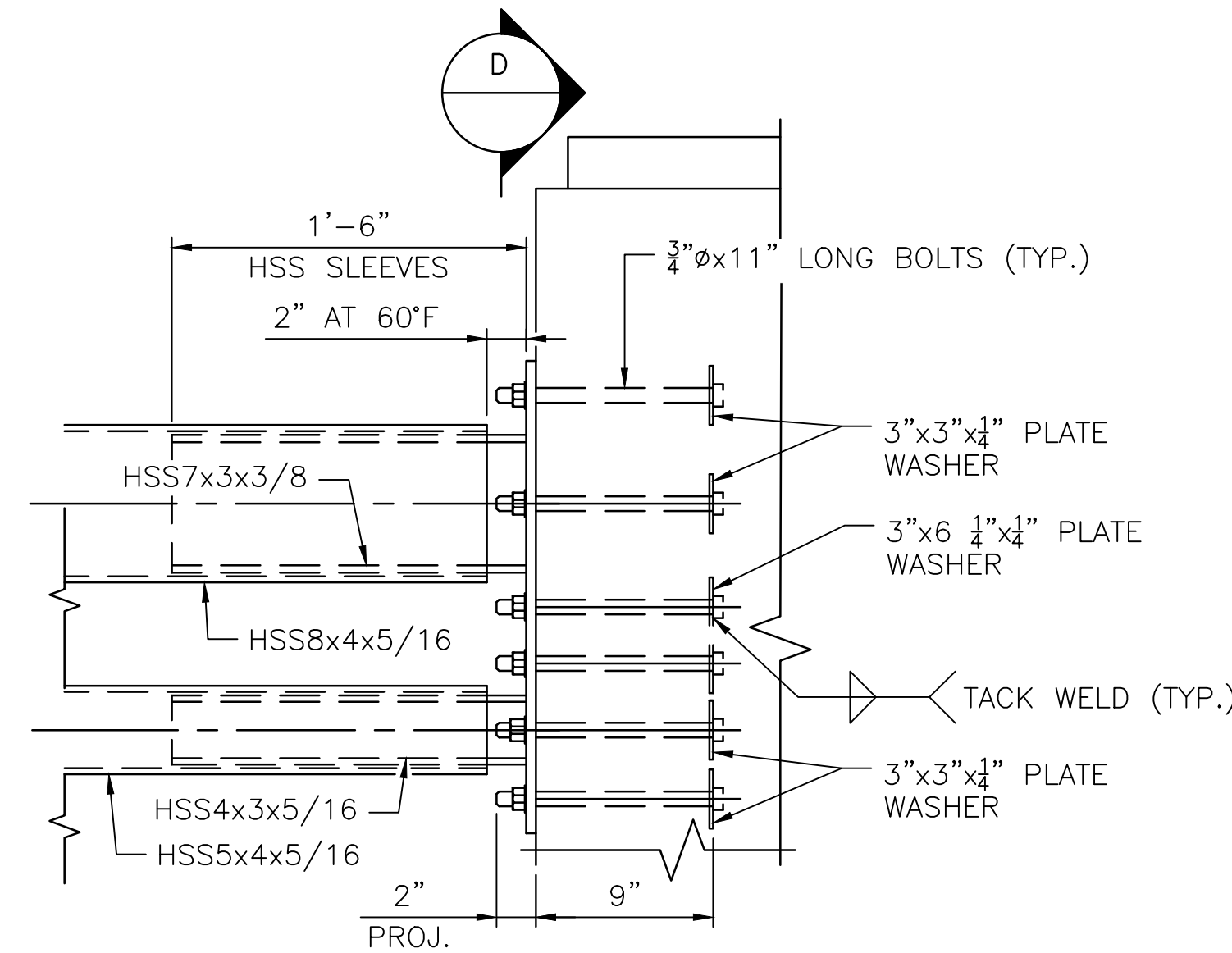
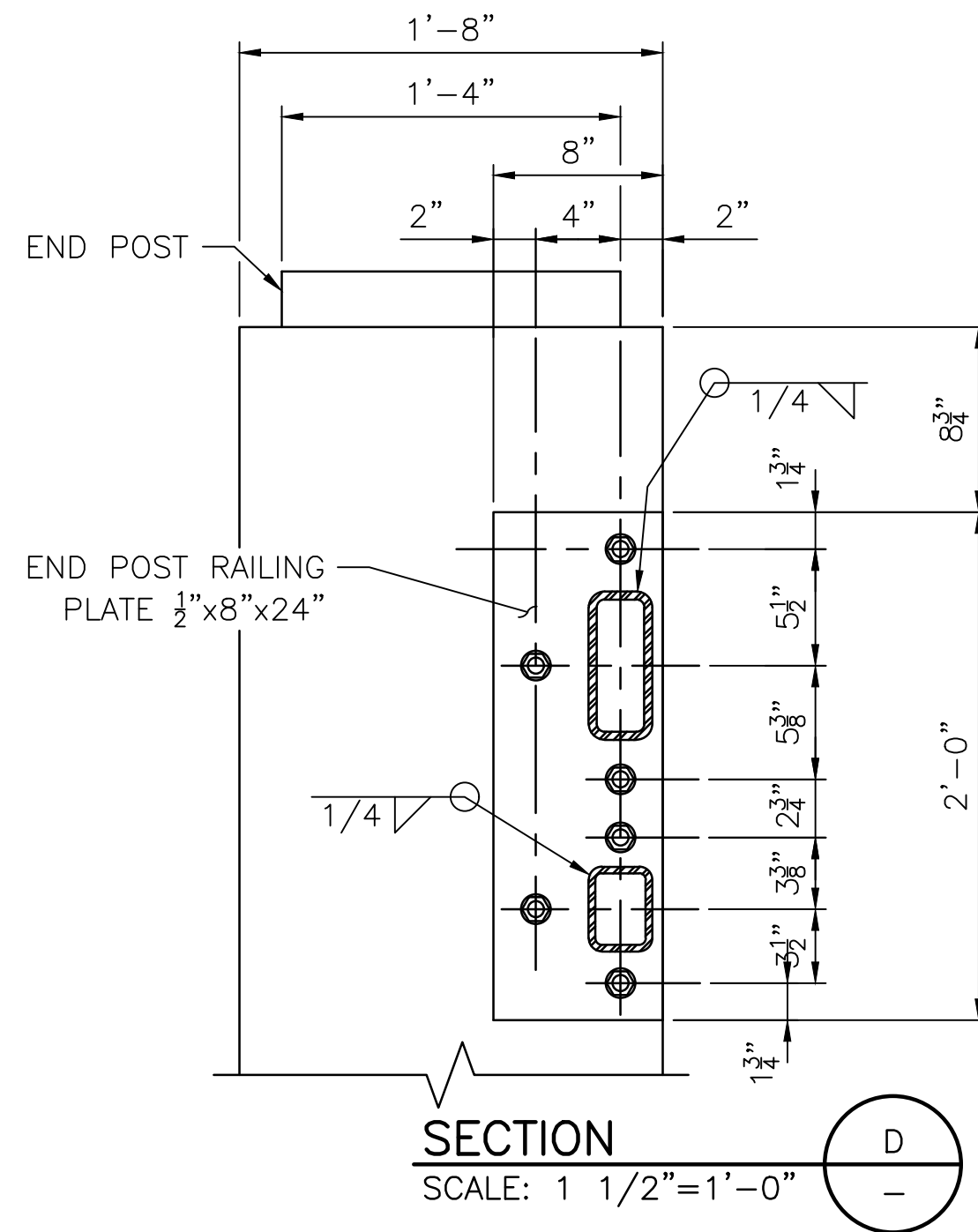
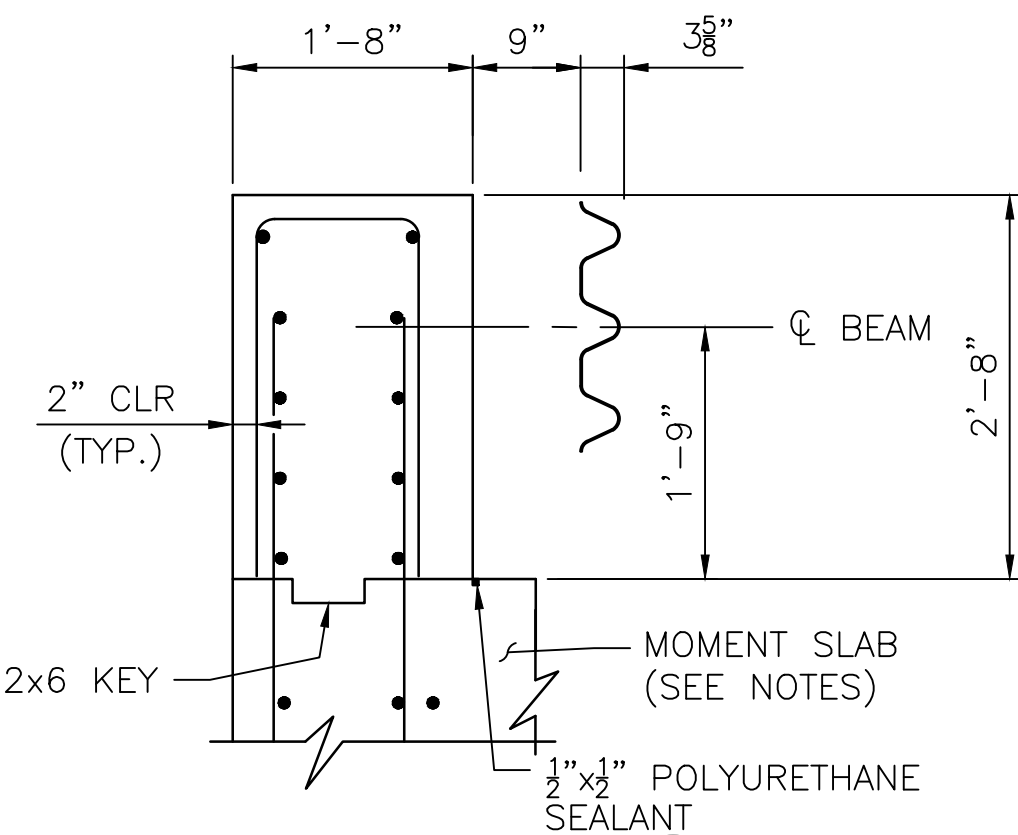
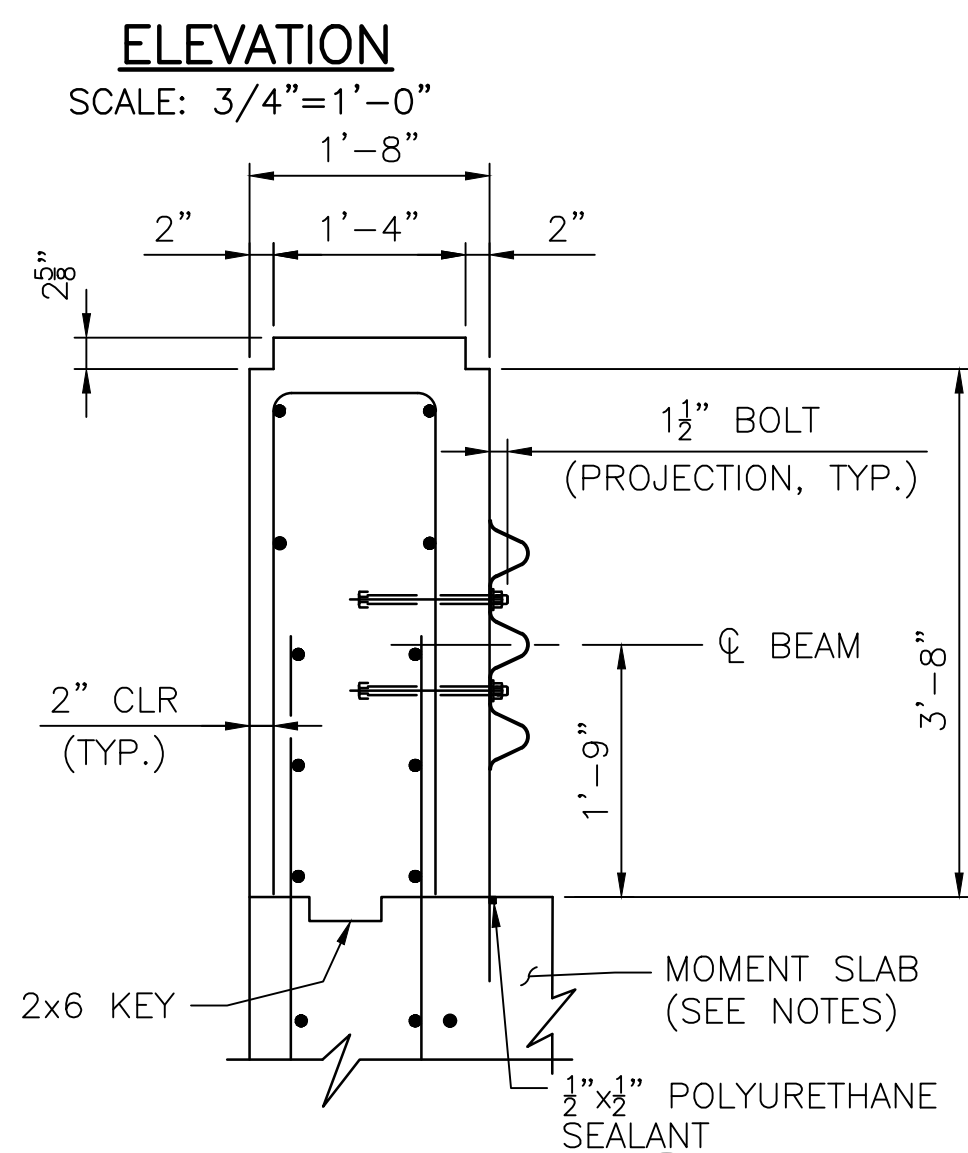
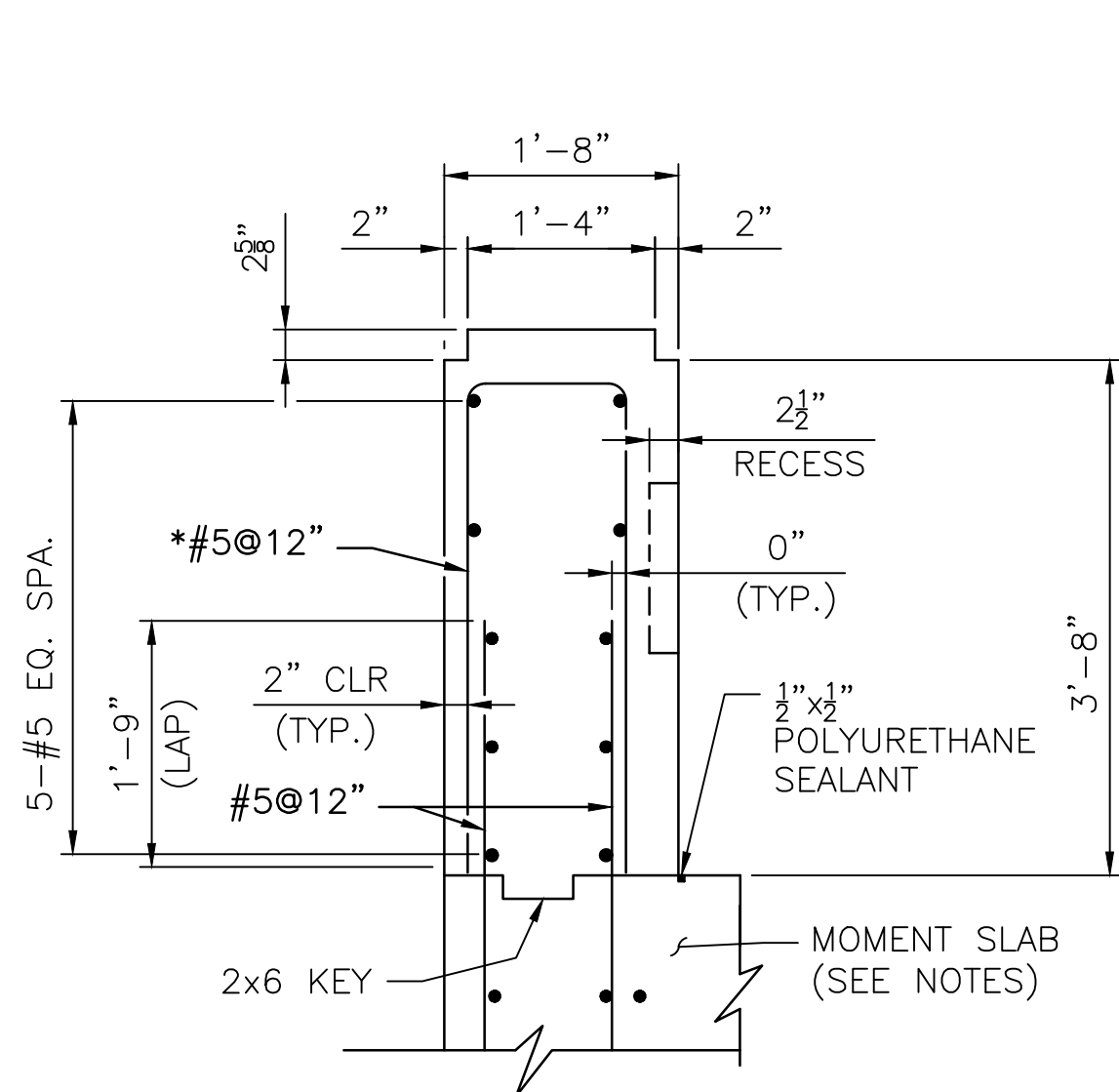
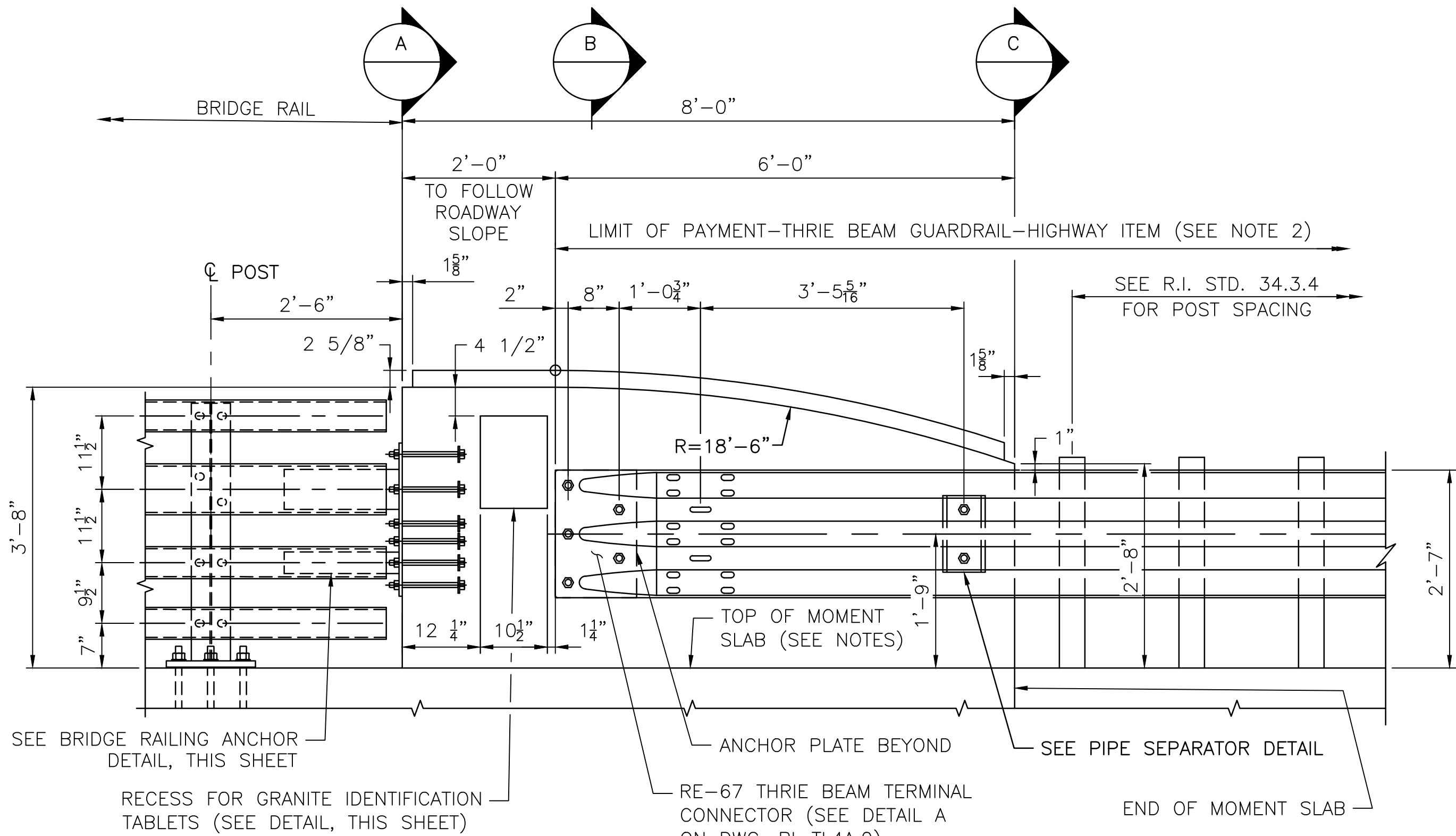
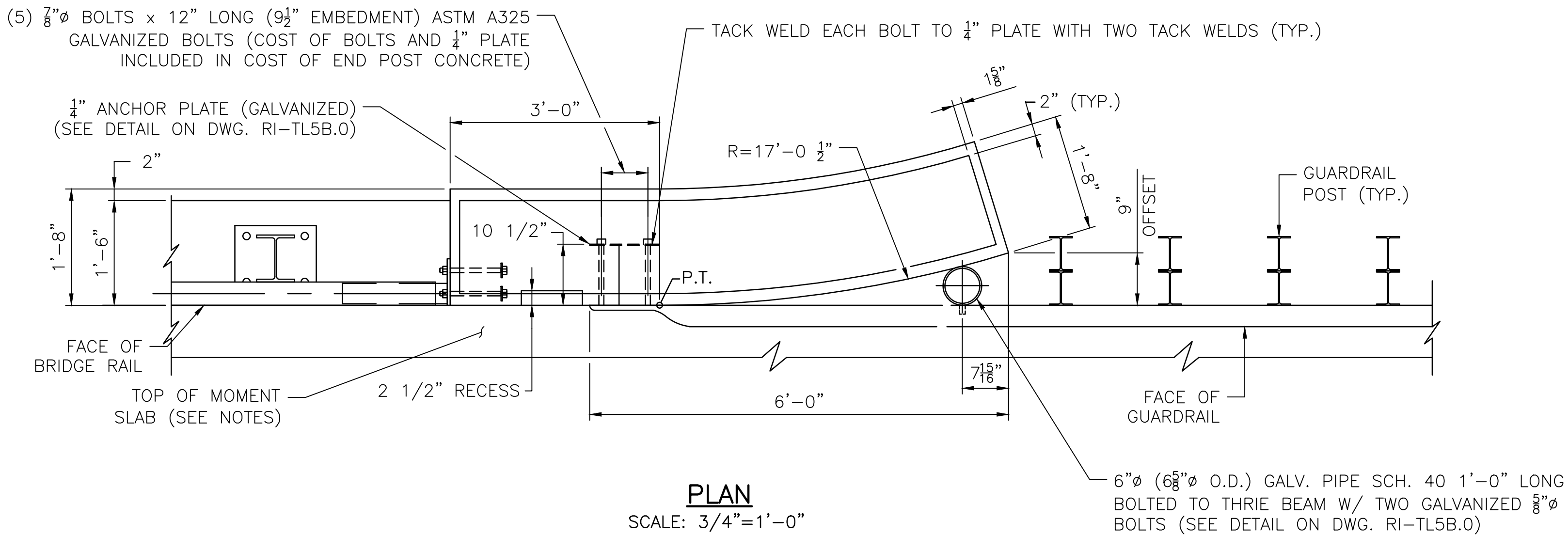


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WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095401 ABUTMENT
PROPOSED REPAIRS



NOTES:

- TO ENSURE PROPER GUARD RAIL ANCHORAGE, THE GUARD RAIL INSTALLATION SHALL BEGIN AT EACH END OF THE BRIDGE AND WORK INTO THE APPROACHES.
- THE COST OF THE THRIE BEAM GUARDRAIL TRANSITIONS TO BRIDGE END POSTS ARE HIGHWAY ITEMS.
- THE COST OF BRIDGE RAIL ANCHORAGE (PLATES, ANCHOR BOLTS, WASHERS AND PLATE SLEEVES) IS INCLUDED IN COST OF END POST CONCRETE.
- FOR MOMENT SLAB DETAILS AND REINFORCEMENT SEE BRIDGE 095401 END POST DETAILS 2 SHEET.
- FOR GRANITE IDENTIFICATION TABLETS (NAME PLATE) DETAILS SEE BRIDGE 095401 END POST DETAILS 2 SHEET.

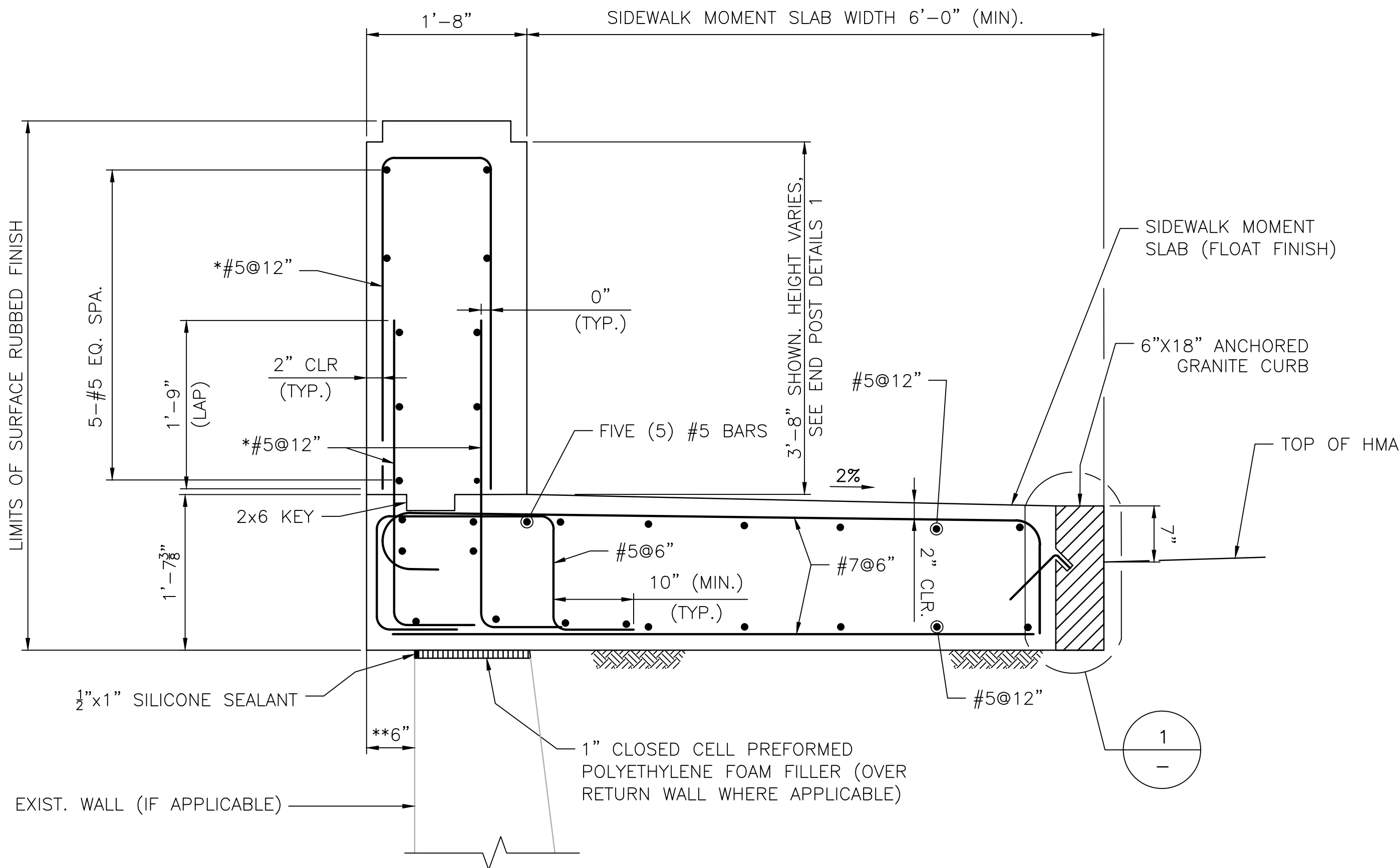


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

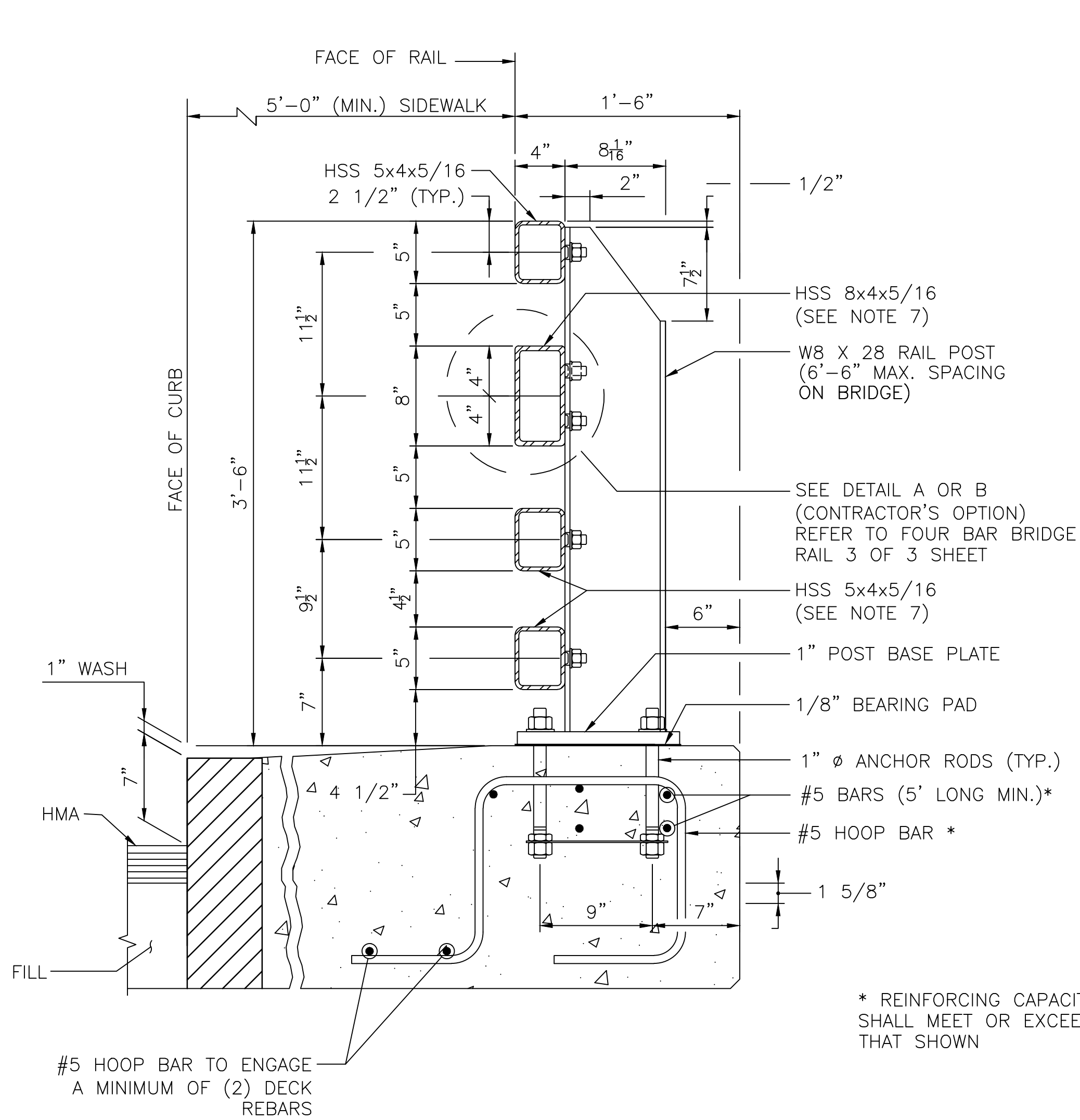
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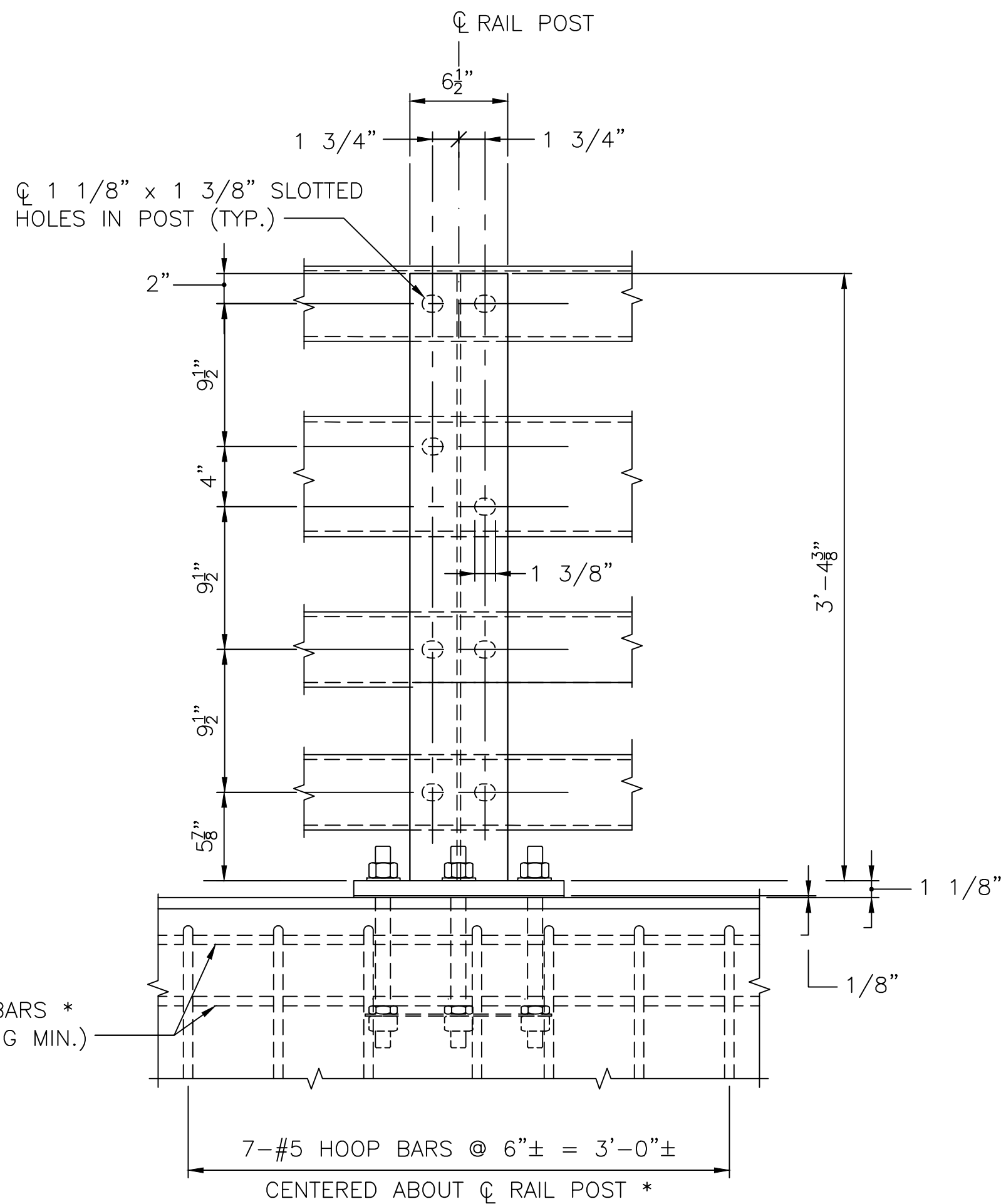
WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095401 END POST DETAILS - 1



RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	49	52



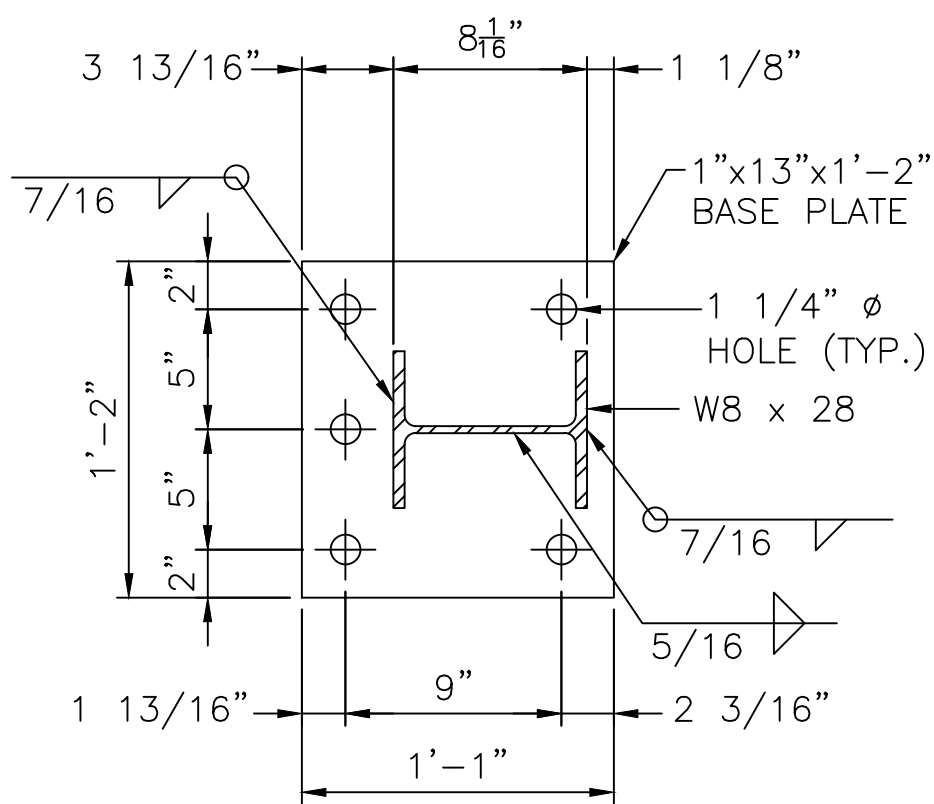
SECTION VIEW



BACK ELEVATION VIEW

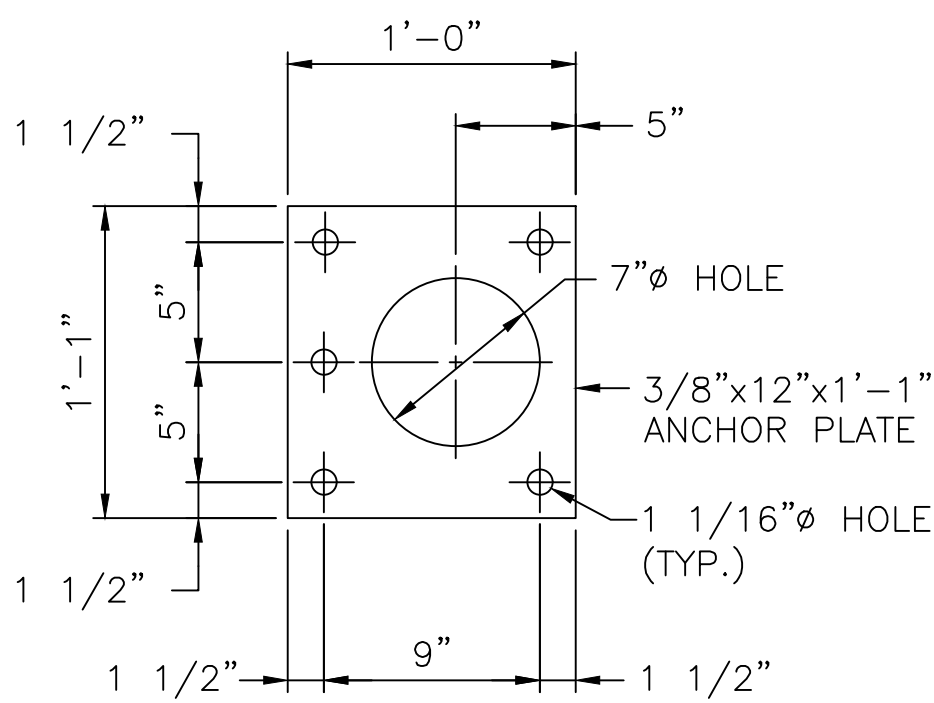
POST ASSEMBLY

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



POST BASE PLATE

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



ANCHOR PLATE

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

RAIL NOTES:

- 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, GALVANIZING, AND PAINTING.
- 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.
- 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.
- EACH PIECE OF RAIL TUBING SHALL BE ATTACHED TO A MINIMUM OF THREE (3) POSTS.
- BOLT HOLES SHALL BE DRILLED OR PUNCHED. FLAME CUTTING MAY BE USED TO FINISH SLOTTED HOLES IF MECHANICALLY GUIDED.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- FOR GRANITE CURB DETAILS REFER TO RIDOT BRIDGE DESIGN STANDARD DETAIL 11.10 AND THIS PLAN SET.
- FOR MOMENT SLAB, GRANITE, BRIDGE POST ANCHOR BOLT DETAILS AND REINFORCEMENT SEE BRIDGE 095401 FOUR BAR STEEL RAIL 1 OF 3 SHEET.

MATERIAL NOTES:

- 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.
- 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.
- THREADED STUDS AND MATCHING NUTS FOR RAIL-TO-POST ATTACHMENT (DETAIL A ON FOUR BAR BRIDGE RAIL 3 OF 3 SHEET) SHALL CONFORM TO ASTM A276 TYPE 304, STAINLESS STEEL, AND SHALL BE TORQUE TESTED PER AWS D1.5, 7.7.1. DETAIL B (ON FOUR BAR BRIDGE RAIL 3 OF 3 SHEET), 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.
- ALL STEEL COMPONENTS (EXCEPT STAINLESS) SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH RIDOT SPECIFICATION 843. THE GALVANIZING SHALL HAVE A UNIFORM APPEARANCE. AFTER GALVANIZING, THESE COMPONENTS SHALL BE PREPARED AND PAINTED IN ACCORDANCE WITH THE RID STANDARD SPECIFICATIONS. THE COLOR OF THE TOPCOAT SHALL BE BLACK (SEMI-GLOSS) TO MATCH FEDERAL STANDARD 595B COLOR 27038. THE COATED MATERIAL SHALL BE PROPERLY STORED.
- DETAIL "A" STUDS, SHOWN ON (RI-TL3A.2), SHALL BE WELDED BEFORE TUBES ARE GALVANIZED.
- PREFORMED BEARING PADS (1/8" THICK) SHALL CONFORM TO AASHTO M251.

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

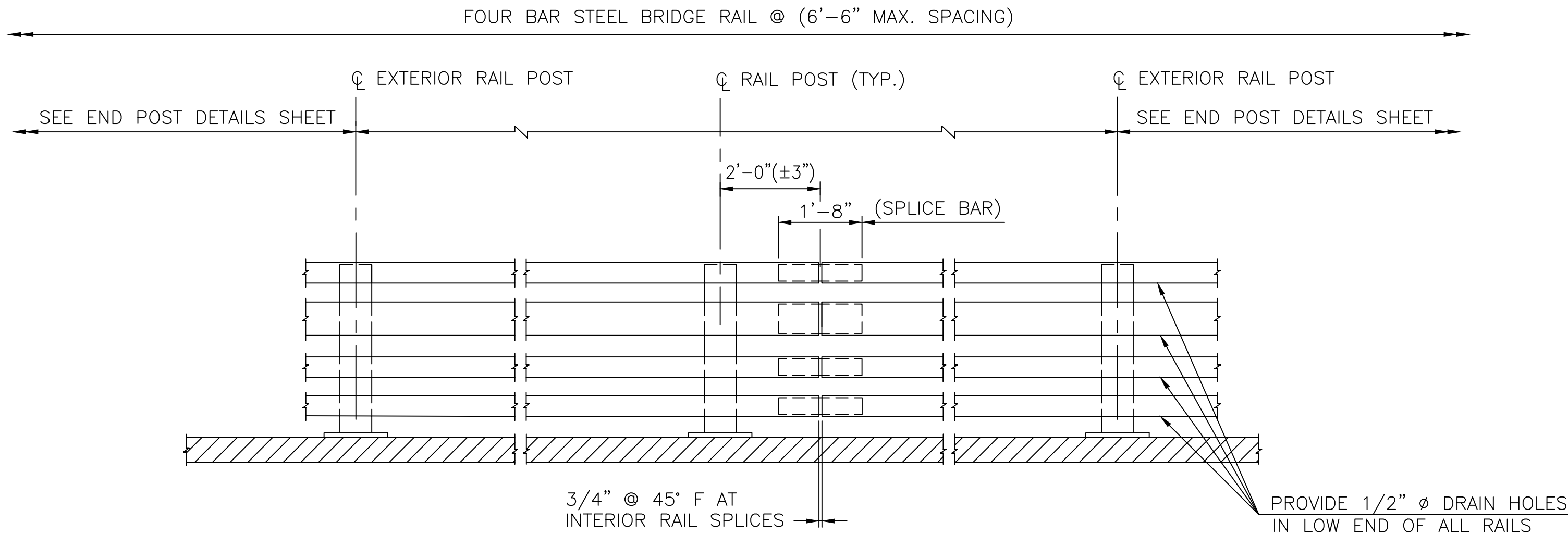


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WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095401 FOUR BAR STEEL RAIL - 2

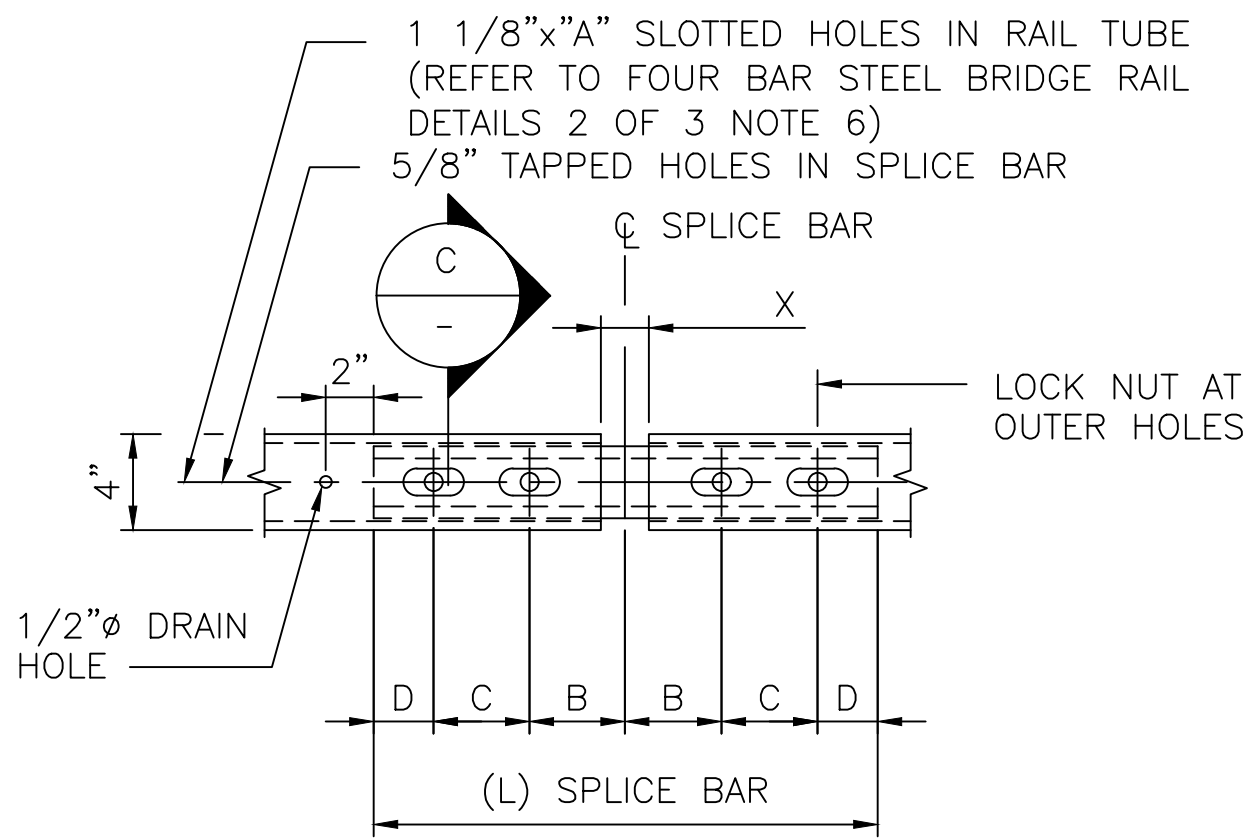


SPLICE BAR DIMENSION TABLE						
T	A	B	C	D	X	L
INTERIOR	21/2"	4"	4"	2"	3/4"	1'-8"
* < 3 1/4"	21/2"	4"	4"	2"	2"	1'-8"
* 3 1/4" TO 5 1/4"	31/2"	5"	5"	21/2"	3"	2'-1"

T = TOTAL MOVEMENT OF BRIDGE
* = END SPLICE BAR

RAIL ELEVATION

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

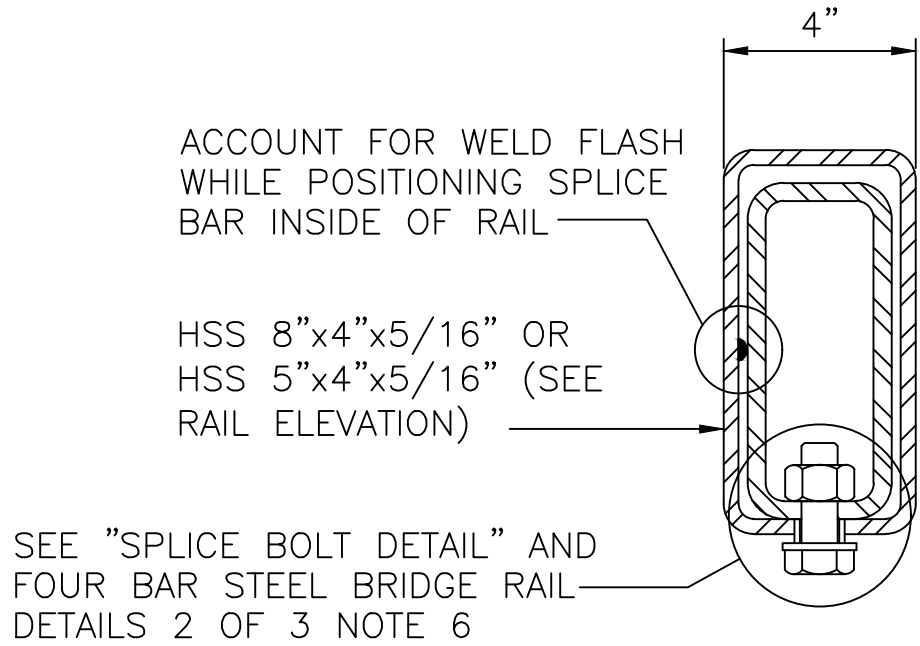


SEE SPLICE BAR DIMENSION TABLE THIS SHEET

(BOTTOM VIEW)

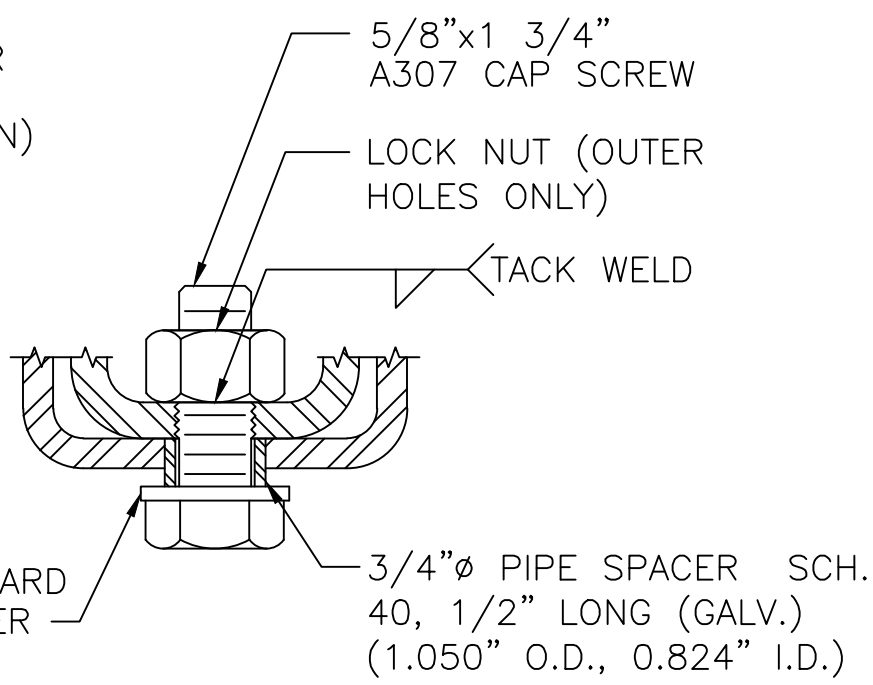
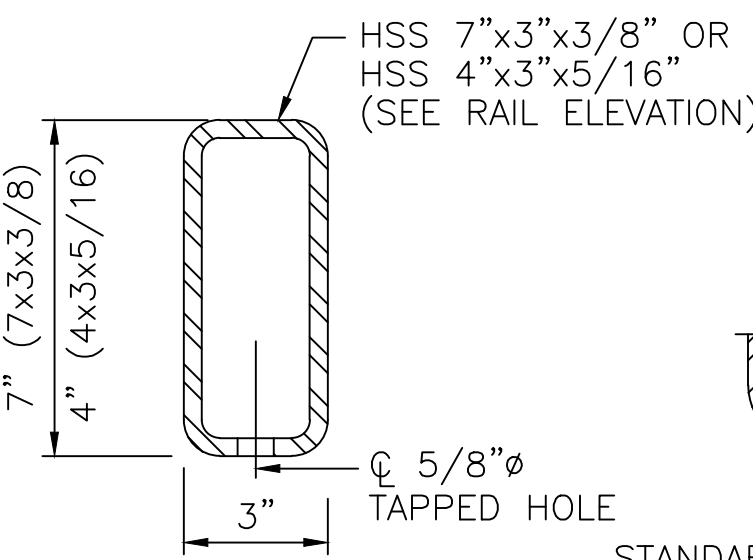
RAIL SPLICE

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



SECTION C

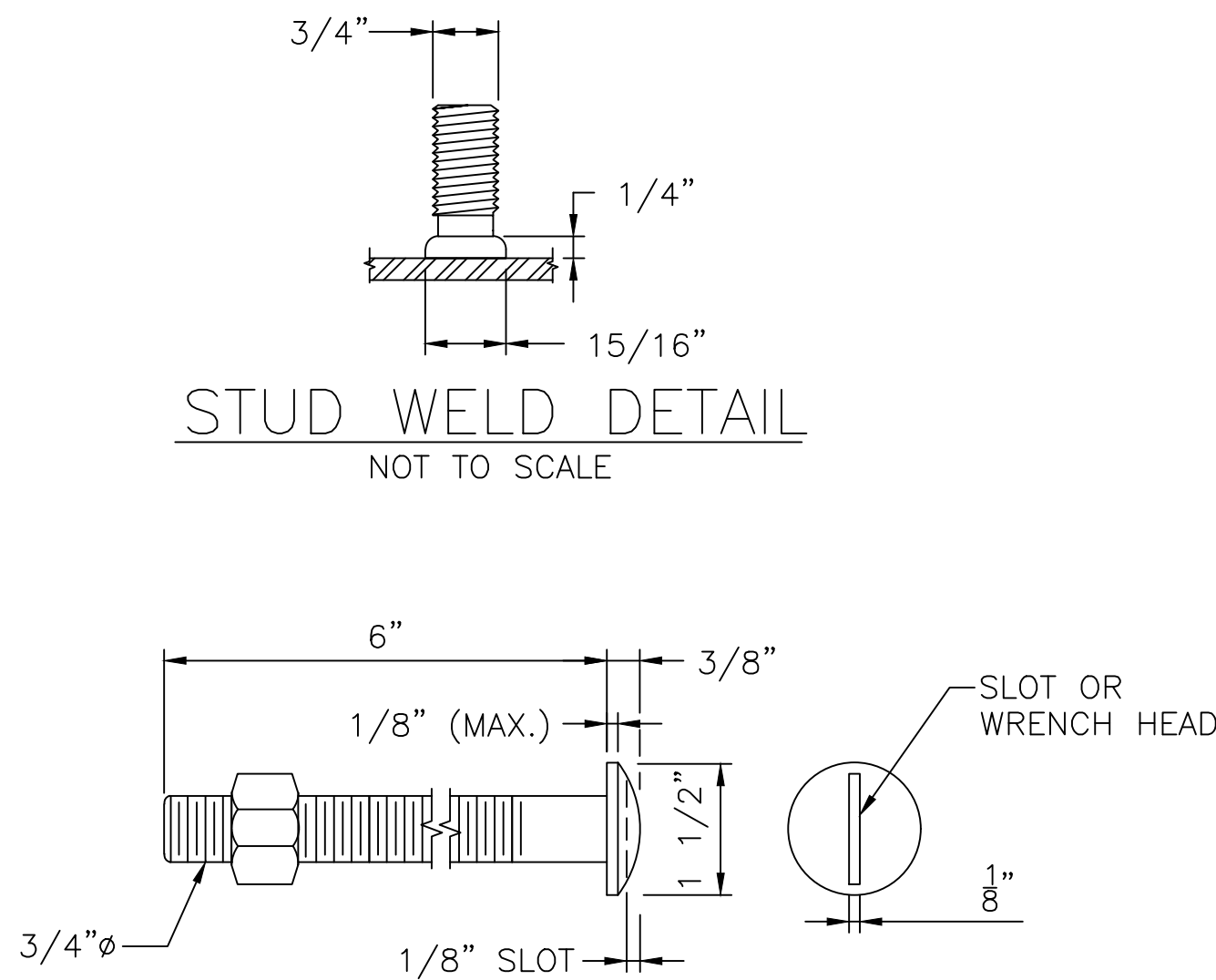
SPLICE BAR SECTION



SPLICE BOLT DETAIL

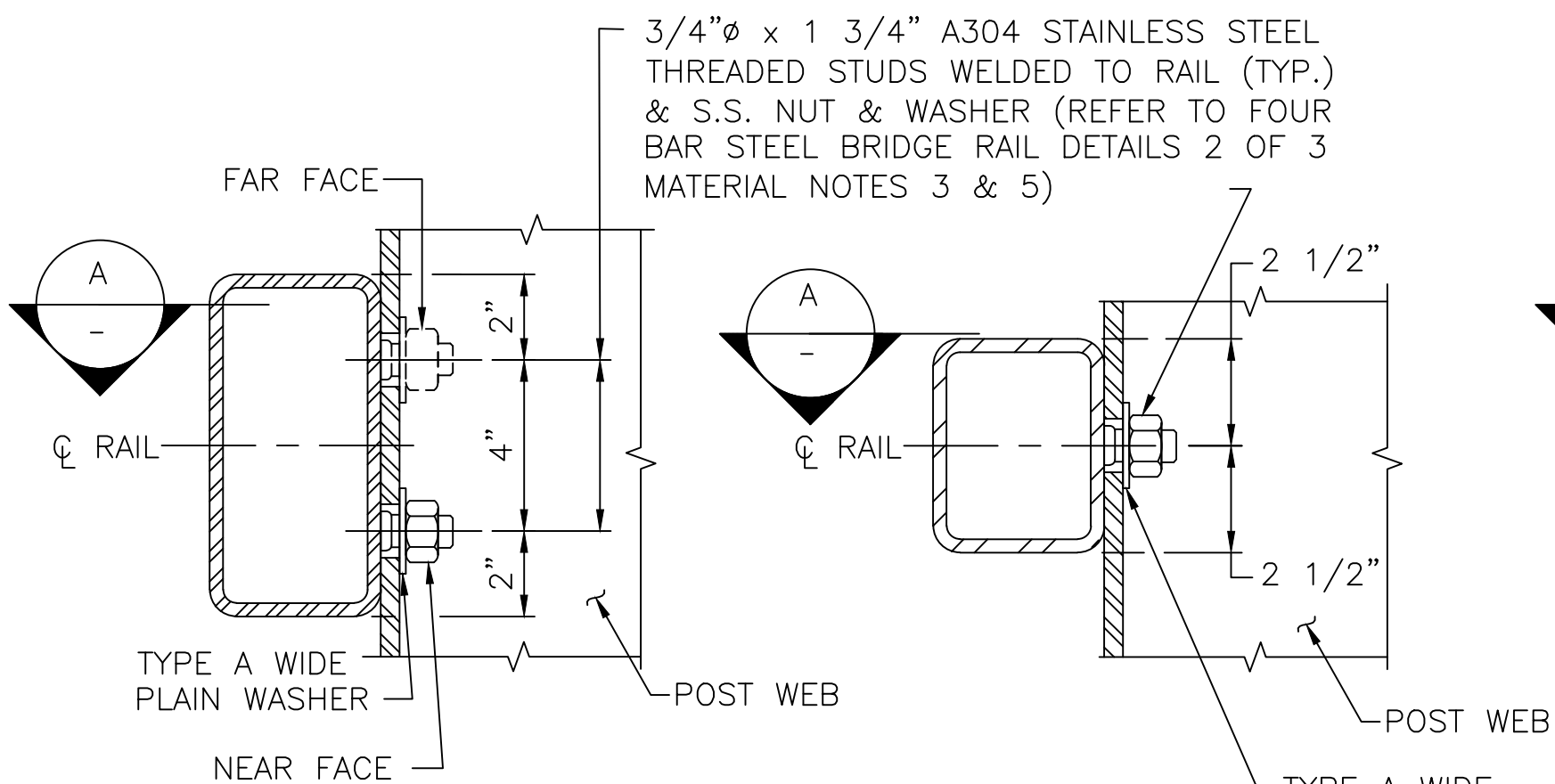
RAIL SPLICE DETAILS

SCALE: 3"=1'-0"



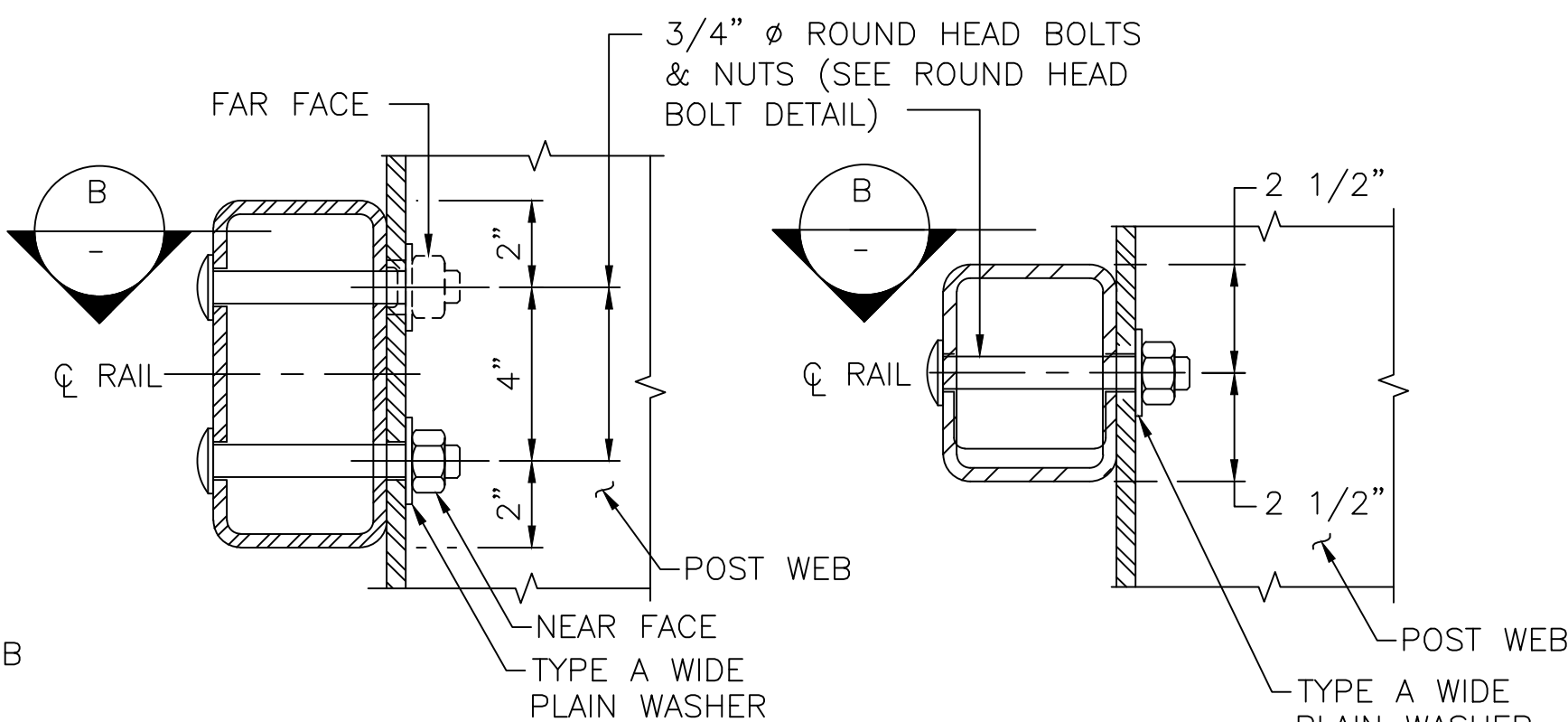
ROUND HEAD BOLT DETAIL

NOT TO SCALE



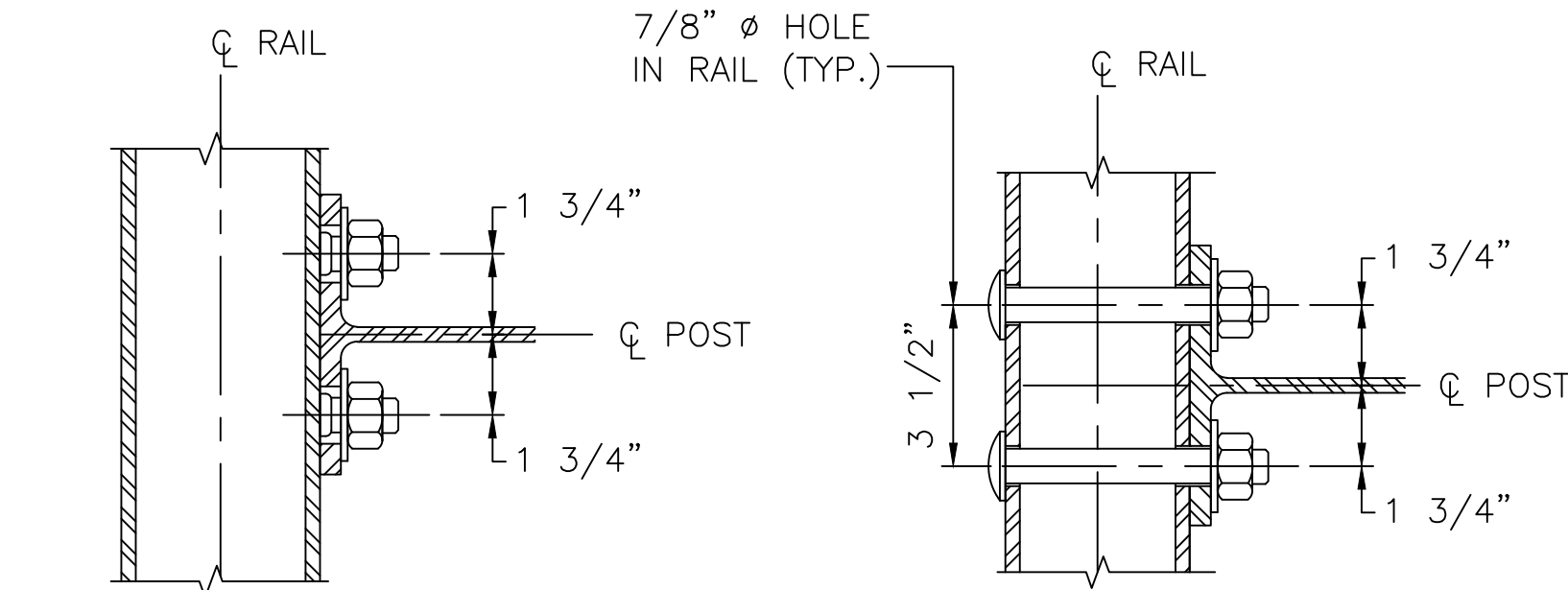
DETAIL A

SCALE 3"= 1'-0"



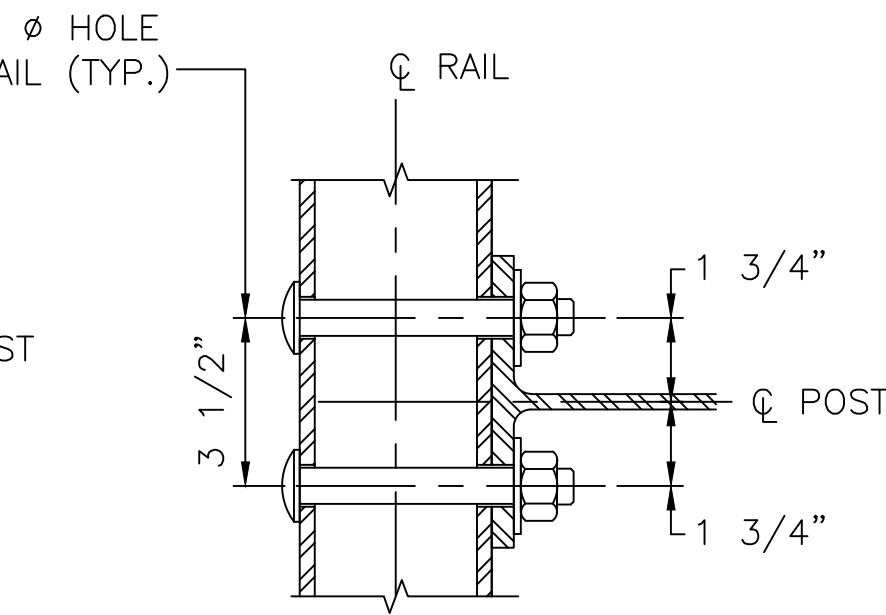
DETAIL B

SCALE 3"= 1'-0"



SECTION A

SCALE 3"= 1'-0"



SECTION B

SCALE 3"= 1'-0"

NOTES:

- RAIL SPLICES ARE TO BE LOCATED ADJACENT TO THE CENTER RAIL POST AND END POSTS.
- SPLICE LOCATIONS OTHER THAN END POSTS ARE TO BE APPROVED BY THE ENGINEER.
- SEE END POST DETAILS SHEET FOR EXPANSION DETAILS AND ANCHOR PLATE DETAILS.

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

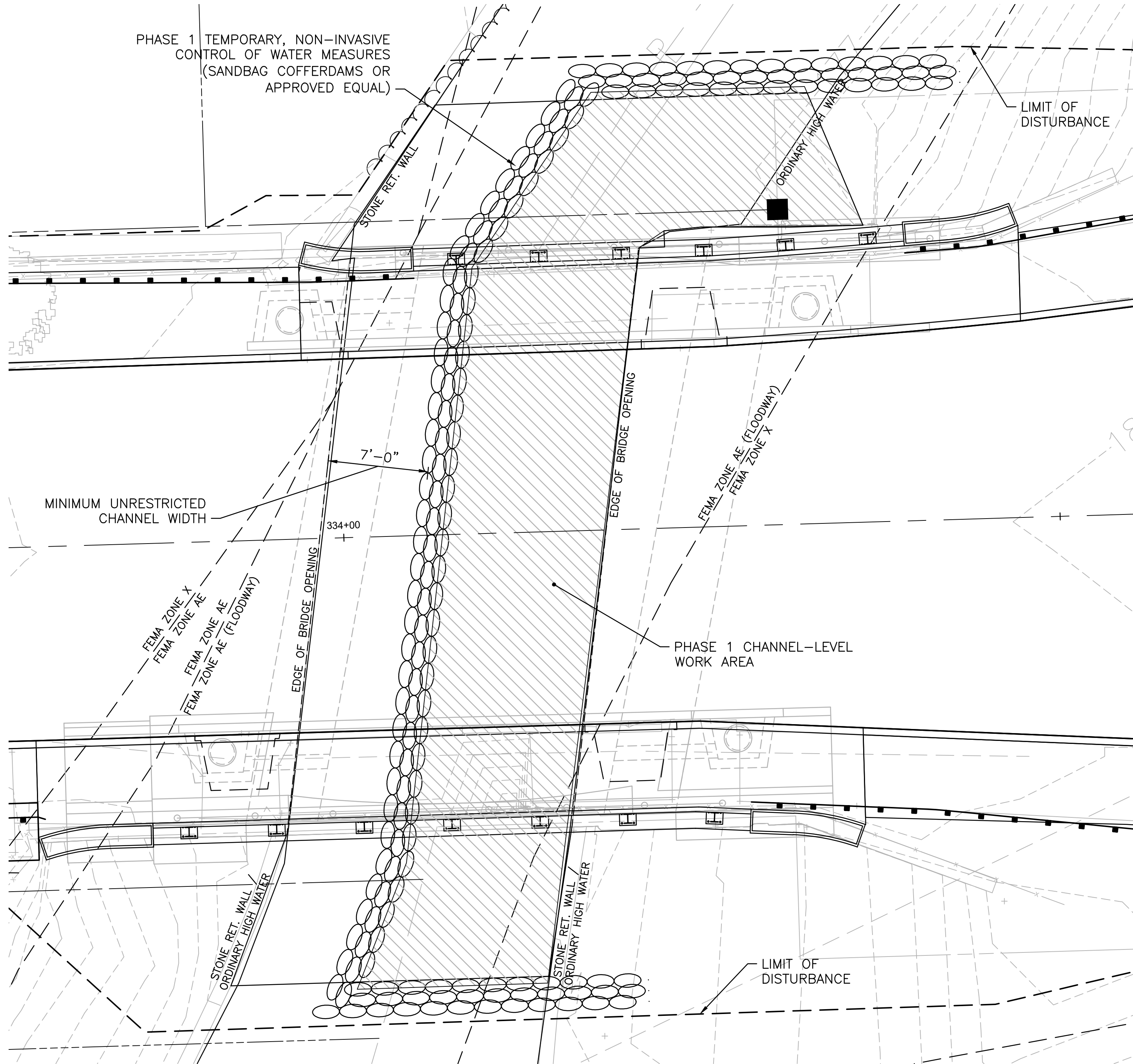


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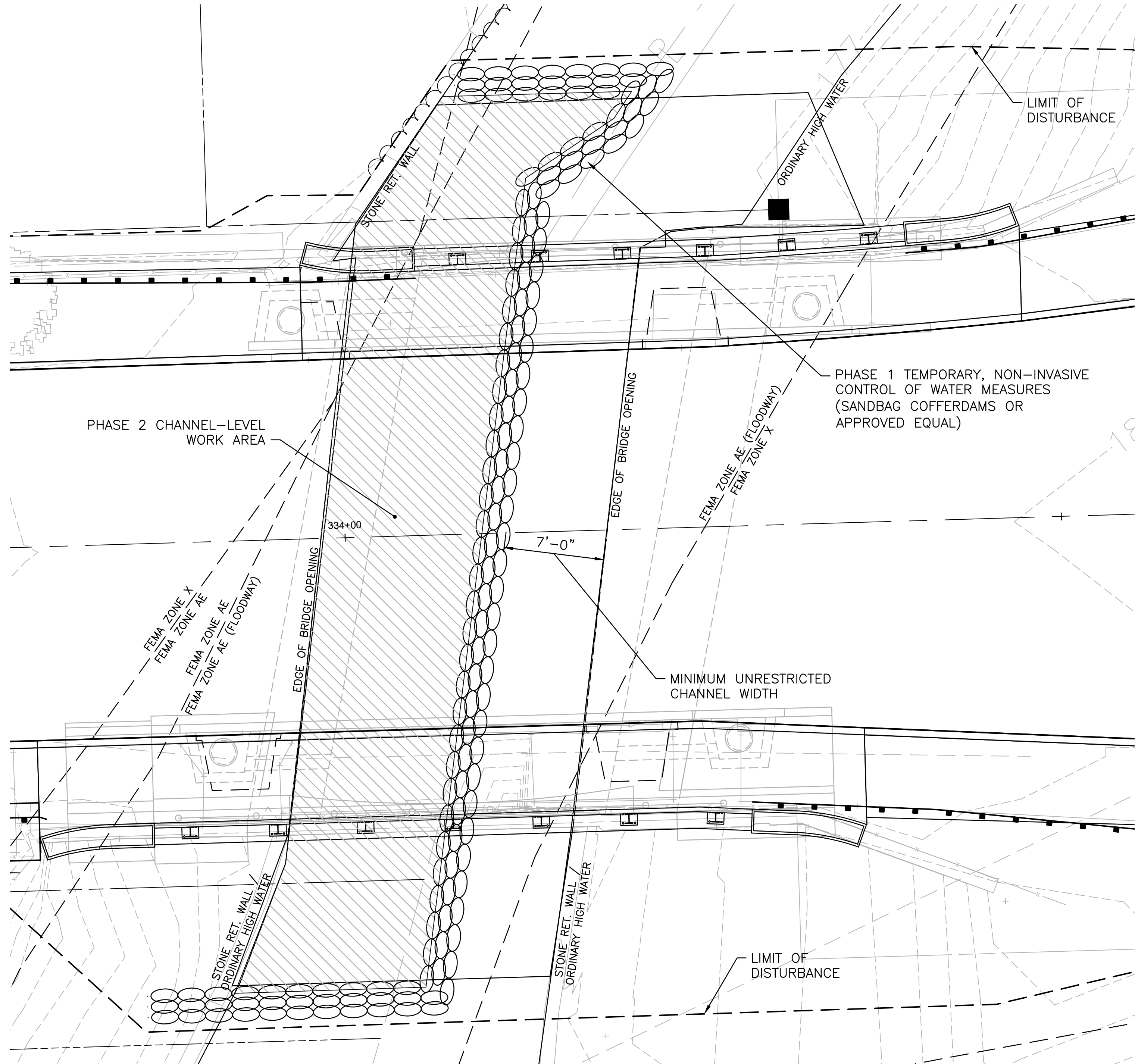
WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095401 FOUR BAR STEEL RAIL - 3



CONTROL OF WATER
(PHASE 1)
SCALE: 1" = 5'-0"

TEMPORARY CONTROL OF WATER NOTES:

1. THE PHASING PLAN IS PROVIDED AS AN ANTICIPATED SEQUENCE OF WORK ONLY. THE CONTRACTOR IS RESPONSIBLE FOR MEANS AND METHODS TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE PROJECT GOALS, CONTRACT DOCUMENTS, AND ALL APPROVALS AND REGULATIONS OF LOCAL, STATE, AND FEDERAL ENTITIES.
2. THE INTENT OF THE PHASED APPROACH AND ANTICIPATED CONSTRUCTION SEQUENCE IS TO MAINTAIN UNRESTRICTED RIVER FLOWS WITHIN A MINIMUM 1/3 WIDTH OF THE CHANNEL. AT NO TIME SHALL CONTROL OF WATER MEASURES OR OTHER OBSTRUCTIONS BE PLACED WITHIN THE CHANNEL THAT WOULD RESULT IN RESTRICTION OF GREATER THAN 2/3 CHANNEL WIDTH.
3. THE CONTRACTOR SHALL BE RESPONSIBLE TO IMPLEMENT TEMPORARY CONTROL MEASURES TO FULLY DIVERT AND DEWATER THE RIVER FLOW WITHIN THE PHASED, IN-CHANNEL WORK AREAS. ALL IN-CHANNEL WORK SHALL BE CONDUCTED IN THE DRY.
4. THE CONTRACTOR SHALL IMPLEMENT NON-INVASIVE, TEMPORARY COFFERDAM MEASURES (SANDBAGS, LINERS, ETC.) FOR CONTROL OF WATER. INVASIVE METHODS (I.E., DRIVING OF SHEETING, ETC.) IN THE WATERWAY ARE NOT PERMITTED.
5. ALL WORK REQUIRING ACCESS TO THE PETERS RIVER CHANNEL SHALL BE COMPLETED DURING THE ANNUAL LOW FLOW PERIOD (JULY 1 - OCTOBER 31) AND WITHIN 60 DAYS OF START DATE.
6. THE CONTROL OF WATER MEASURES SHALL BE IMPLEMENTED WITHIN THE LIMITS OF DISTURBANCE SHOWN ON THE PLANS.
7. ANY DEVIATIONS FROM THE WATER DIVERSION AND DEWATERING APPROACH WILL REQUIRE A MODIFIED FRESHWATER WETLANDS PERMIT FROM R.I.D.E.M., WHICH SHALL BE OBTAINED BY THE CONTRACTOR AT NO ADDITIONAL COST TO RIDOT. REQUESTS FOR TIME EXTENSIONS RELATED TO ALTERNATIVE APPROACHES TO THE CONTROL OF WATER WILL NOT BE CONSIDERED.



CONTROL OF WATER
(PHASE 2)
SCALE: 1" = 5'-0"



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WOONSOCKET CORRIDOR
VOLUME: 3
BRIDGE 095401 ANTICIPATED PHASING PLAN