RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	1	39

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

PLAN, PROFILE AND SECTIONS OF PROPOSED

RIVER STREET RECONSTRUCTION

BRIDGE GROUP 26C
WOONSOCKET BLACKSTONE RIVER WEST

VOLUME 3 - RIVER STREET BRIDGE NO. 095601

CITY OF WOONSOCKET

COUNTY OF PROVIDENCE

R.I. CONTRACT NO. 2025-CB-057

R.I. FAP NO. BHO-026C(001)

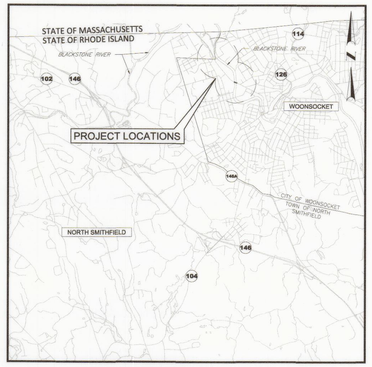
LIST OF VOLUMES

VOLUME 1 - HIGHWAY PLANS

VOLUME 2 - SINGLETON STREET BRIDGE NO. 095501

VOLUME 3 - RIVER STREET BRIDGE NO. 095601

INDEX

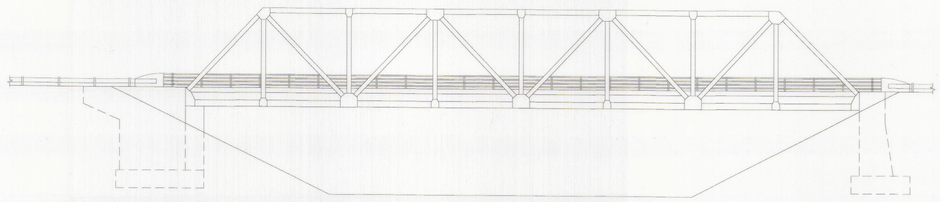


LOCATION MAP

1" = 5,000'

RIVER STREET (BRIDGE NO. 095601)

AADT (2024)	=	3,910 V.P.D.
AADT (2054)	=	4,540 V.P.D.
D	=	56% EB
K	=	8%
T	=	4%
DDHV	=	170 V.P.H.
DHV	=	305 V.P.H.
DESIGN SPEED	=	30 M.P.H.



PROPOSED SOUTH ELEVATION

SCALE:1"=20'-0"

BASE OF LEVELS
NAVD 1988 VERTICAL
RI STATE PLANE COORDINATE SYSTEM
NAD 1983 (2011) EPOCH 2010.00

JOHN M. IST. CYR
No. 7202
REGISTERED PROFESSIONAL ENGINEER (STRUCTURAL)
7/31/25

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 RIDOT BRIDGE STANDARDS, LATEST EDITION.

RI DOT

GM2

Contract Number 2025-CB-057

Number of Sheet 1

Total Sheets 39

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED [redacted] 8/6/25
DIRECTOR, DIVISION OF PROJECT MANAGEMENT DATE

APPROVED [redacted] 8/7/25
CHIEF ENGINEER OF INFRASTRUCTURE DATE

APPROVED [redacted] 8/7/25
DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	2	39

GENERAL NOTES

1. ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
   - THE 2025 EDITION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).
   - THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, 10TH EDITION, 2024.
   - THE SPECIFICATIONS ACCOMPANYING THESE PLANS.
2. DIMENSIONS, STATIONS, AND ELEVATIONS ARE SHOWN TO THE NEAREST ONE-HUNDREDTH OF A FOOT OR ONE-EIGHTH OF AN INCH, EXCEPT STRUCTURAL STEEL DIMENSIONS WHICH ARE TO THE NEAREST ONE-SIXTEENTH OF AN INCH.
3. ALL ELEVATIONS ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF NAVD 88.
4. COORDINATES USED ON THESE PLANS ARE BASED ON THE STATEWIDE COORDINATE SYSTEM, THE NORTH AMERICAN DATUM OF 1983 (NAD 83).
5. TOPOGRAPHIC CONDITIONS WERE OBTAINED FROM AERIAL PHOTOGRAMMETRY. ACCURACY OF VERTICAL TOPOGRAPHY IS WITHIN ONE-HALF OF ONE FOOT.
6. FOR BENCH MARKS AND TIES SEE HIGHWAY LOCATION PLANS.
7. ANGLES ARE SHOWN TO THE NEAREST SECOND.
8. ALL WORKING POINTS ARE SHOWN AT THE CENTERLINES OF BEARINGS OF ABUTMENTS AND AT THE CENTERLINES OF PIERS, UNLESS OTHERWISE NOTED.
9. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. BUILDING SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER AND SANITARY) ARE NOT SHOWN. CONTRACTOR IS TO ASSUME SERVICES ARE PRESENT TO ALL BUILDINGS.
10. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES BOTH UNDERGROUND AND OVERHEAD BEFORE EXCAVATION BEGINS IN ACCORDANCE WITH CHAPTER 39-1.2 OF THE R.I. GENERAL LAWS ENTITLED "EXCAVATION NEAR UNDERGROUND UTILITY FACILITIES", WITH AMENDMENTS EFFECTIVE AS OF NOVEMBER 1, 2009 AND, WHEN NECESSARY, BY CONTACTING THE INDIVIDUAL UTILITY COMPANIES. EXCAVATION SHALL BE IN ACCORDANCE WITH ALL STATUTES, ORDINANCES, RULES AND REGULATIONS OF ANY APPLICABLE CITY, TOWN, STATE OR FEDERAL AGENCY. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE DIG SAFE PROGRAM. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES AND ENSURE THAT ALL UTILITIES HAVE BEEN MARKED PRIOR TO COMMENCING THEIR WORK. ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANY, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.

DESIGN DATA

1. DESIGN SPECIFICATIONS

- THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 10TH EDITION, 2024.
- THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL 2024 EDITION INCLUDING ALL REVISIONS TO DATE.
- ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2024.
- THE 2025 REVISION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).
- IN CASE OF CONFLICT, THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL SHALL GOVERN.

2. LOAD MODIFIERS

THE LOAD MODIFIERS FOR THIS PROJECT ARE AS FOLLOWS:

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

3. LOAD FACTORS

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

- THE LOAD FACTOR FOR TEMPERATURE GRADIENT SHALL BE TAKEN AS0.0 AT STRENGTH LIMIT STATES AND 0.5 AT SERVICE LIMIT STATES.
- THE LOAD FACTOR FOR LIVE LOAD FOR THE EXTREME EVENT I SHALL BE TAKEN AS ZERO.
- THE LOAD FACTOR FOR DEAD LOAD FOR THE EXTREME EVENT I AND EXTREME EVENT II SHALL BE TAKEN AS 1.0
- THE LOAD FACTOR FOR SETTLEMENT FOR ALL LIMIT STATES SHALL BE TAKEN AS 1.0

DESIGN DATA (CONT.)

4. LIVE LOADS

- THE DESIGN VEHICULAR LIVE LOAD SHALL BE THE HL-93 DESIGNATION ADJUSTED FOR DYNAMIC LOAD ALLOWANCE AND MULTIPLE PRESENCE FACTOR PER TAC 0347.
- THE DESIGN PEDESTRIAN LIVE LOAD SHALL BE 75 PSF.

5. WIND LOADING DESIGN DATA

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

- EXCEPT DURING CONSTRUCTION, THE DESIGN WIND PRESSURE IS BASED ON A DESIGN WIND SPEED OF 110 MPH.
- THE DESIGN WIND PRESSURES DURING CONSTRUCTION SHALL BE AS SPECIFIED UNDER THE NOTES TITLED “GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS”.

6. TRAFFIC DATA

REFER TO SHEET 1 FOR TRAFFIC DATA.

7. THERMAL DESIGN FORCE DATA

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

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
CHECKED BY: XXX
DATE: XXX
SHEET: 2
OF: XXX

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

BRIDGE GENERAL NOTES - 1

2607E_V3_002_STDBRNOT001

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	3	39

MATERIALS

STRUCTURAL STEEL:

- AASHTO DESIGNATION M 270, GRADE 36
- AASHTO DESIGNATION M 270, GRADE 50

BRIDGE RAILING: SEE RAILING SHEETS

REINFORCING STEEL:

- ASTM A615, GRADE 60

SHEAR CONNECTOR STEEL:

- ASTM A108

HIGH-STRENGTH BOLTS:

- ASTM F3125, GRADE A325

TRAFFIC RAIL
- STRUCTURAL TUBING - ASTM A500 - GRADE B
- RAIL POSTS, BASE PLATES, ENDPOST RAILING PLATES - ASTM A572, GRADE 50

CONCRETE STRENGTHS:

- CLASS HP ¾" f'c=5,000 PSI

  DECK SLAB AND SIDEWALKS (LIGHTWEIGHT)
  BACKWALLS AND END POSTS (NORMALWEIGHT)

CONCRETE NOTES

1. CLASSES 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.

2. THE CONTRACTOR MAY, AT THE APPROVAL OF THE ENGINEER, PROPOSE THE USE OF SELF-CONSOLIDATING CONCRETE FOR ANY CLASS OF CONCRETE ON THIS PROJECT. SECTION 606 "SELF CONSOLIDATING CONCRETE (SCC)", CONTAINS THE REQUIREMENTS FOR MODIFYING ALL CLASSES OF CONCRETE MIX DESIGN FOR SELF-CONSOLIDATING APPLICATIONS.

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

4. ALL REINFORCING STEEL SHALL BE GALVANIZED. ALL WIRE TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF GALVANIZED REINFORCING SHALL ALSO BE GALVANIZED. GALVANIZED COATING FOR REINFORCING STEEL SHALL CONFORM TO ASTM A767 CLASS 1.

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 C LAP SPLICES.

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

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

CONCRETE CAST AGAINST OR PERMANENTLY EXPOSED TO EARTH (FOOTINGS, ABUTMENT AND WALL FACES, BACKWALLS)		3"
CONCRETE DIRECTLY EXPOSED TO SALT WATER		4"
DECK SLABS (EXPOSED DECKS)	TOP BOTTOM	3" (+1/4", -0") 1" (+1/8", -0")
BOTTOM OF DECK SLAB OVER SALT OR BRACKISH WATER	BOTTOM	1.5" (+1/8", -0")
ALL OTHER BARS		2"

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

8. ALL ANCHOR BOLTS SHALL BE ASTM DESIGNATION A 307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 232. SWEDGED RODS SHALL BE AASHTO DESIGNATION M 270 GRADE 36 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO DESIGNATION M 232.

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

10. HORIZONTAL CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON PLANS WILL NOT BE PERMITTED WITHOUT A WRITTEN REQUEST BY THE CONTRACTOR AND PRIOR AUTHORIZATION BY THE ENGINEER.

11. UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CONCRETE SURFACES VISIBLE IN ELEVATION TO ONE FOOT BELOW FINAL GROUND LINE (AND THE UNDERSIDE OF ALL CONCRETE DECK SLABS OUTSIDE OF THE FASCIA BEAMS), SHALL RECEIVE A CONCRETE SURFACE RUBBED FINISH IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.

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

CONCRETE NOTES (CONT.)

13. ALL JOINT SEALANT SHALL BE SILICONE SEALANT AS DESIGNATED ON THE PLANS. THE COLOR OF THE JOINT SEALANT, WHERE EXPOSED, SHALL BE NEUTRAL (LIGHT GRAY OR TAN). THE COLOR OF THE SEALANT, WHERE NOT EXPOSED, WILL BE AT THE DISCRETION OF THE CONTRACTOR.

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

15. UNLESS OTHERWISE NOTED ON THE PLANS, JOINT FILLER IS TO BE A PREFORMED, NON-EXPANSIVE, NON-EXTRUDING TYPE IN ACCORDANCE WITH SECTION M.02.11.1 OF THE RI STANDARD SPECIFICATIONS.

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

17. UNLESS OTHERWISE INDICATED ON THE PLANS, ALL DECK FORMS SHALL BE OF THE REMOVABLE TYPE THAT WILL PRODUCE THE DIMENSIONS SHOWN ON THE PLANS.

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

19. IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS, ALL METAL TIES, NON-METALLIC TIES OR ANCHORAGES WHICH ARE REQUIRED FOR CONCRETE FORMWORK SHALL BE SO CONSTRUCTED THAT THEY CAN BE REMOVED TO AT LEAST ONE INCH BELOW THE EXPOSED SURFACE OF THE CONCRETE WITHOUT CAUSING DAMAGE TO THE CONCRETE SURFACE. SNAP TIES MAY BE USED ONLY IF APPROVED BY THE ENGINEER. IF THE CONTRACTOR PROPOSES TO USE THEM, A CATALOG CUT AND OTHER NECESSARY INFORMATION MUST BE SUBMITTED TO THE ENGINEER TO DEMONSTRATE THAT THE TIES WILL SNAP-OFF FAR ENOUGH INTO THE CONCRETE TO ALLOW FOR PROPER PATCHING. SNAP TIES MUST PROVIDE ADEQUATE STRENGTH TO SUPPORT THE FORMS. ALL CAVITIES SHALL BE FILLED WITH AN APPROVED CEMENT MORTAR MEETING THE REQUIREMENTS OF ASTM C 928.

20. WATER STOPS ARE REQUIRED FOR HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS IN ABUTMENTS AND WALLS WHEN EXPOSED TO BACKFILL EARTH MATERIAL. WATER STOPS SHALL BE INSTALLED AT THE LOCATIONS DETAILED ON THE PLANS, AT THE LOCATIONS AS SPECIFIED ABOVE AND AT ALL LOCATIONS AS DIRECTED BY THE ENGINEER, ALL IN ACCORDANCE WITH SECTION 812 OF THE RI STANDARD SPECIFICATIONS.

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

BRIDGE GENERAL NOTES - 2

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	4	39

STRUCTURAL STEEL NOTES

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

2. INSTABILITY DURING CONSTRUCTION OF THE GIRDERS (INCLUDING DURING LIFTING, TRANSPORTING AND ERECTION) MAY PRESENT A HAZARDOUS SITUATION. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS AND MEASURES TO ENSURE STABILITY AND THEREBY SAFETY DURING THE STEEL ERECTION AND CONSTRUCTION.

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

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

   THE FABRICATOR MUST SUBMIT PROOF OF CURRENT CERTIFICATION AS SPECIFIED.

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

5. THIS BRIDGE CONTAINS FRACTURE CRITICAL MEMBERS (FCM). THESE DETAILS HAVE BEEN DESIGNATED ON THE STEEL FRAMING AND/OR THE STEEL DETAIL SHEETS.

6. THIS BRIDGE CONTAINS FATIGUE SENSITIVE DETAILS (FSD). THESE DETAILS HAVE BEEN DESIGNATED ON THE STEEL FRAMING AND/OR THE STEEL DETAIL SHEETS.

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

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

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

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

    NONFRACTURE-CRITICAL

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

    FRACTURAL-CRITICAL

GRADE 36	25 FT-LBS @ 40°F (UP TO 4 INCHES THICK)
GRADE 50 OR 5OW	25 FT-LBS @ 40°F (UP TO AND INCLUDING 2 INCHES THICK)
GRADE 50 OR 50W	30 FT-LBS @ 40°F (FROM 2 INCH THICK UP TO AND INCLUDING 4 INCHES THICK)

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

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

    - BEARINGS, MASONRY PLATES AND SOLE PLATES
    - EXPANSION JOINTS AND MODULAR BRIDGE JOINT SYSTEMS
    - DRAINAGE MATERIAL
    - RAILINGS

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

12. ALL HIGH STRENGTH BOLTS SHALL CONFORM TO ASTM F3125, GRADE 325, AND THEY SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 824 OF THE RI STANDARD SPECIFICATIONS.

13. WASHERS MEETING ASTM F436 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.

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

15. STRUCTURAL STEEL SHALL BE PREPARED AND PAINTED IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS. SEE NOTES BELOW FOR COLOR.

15. UNLESS OTHERWISE SPECIFIED, THE UPPER SURFACES OF FLOORBEAM AND STRINGER TOP FLANGES THAT WILL COME IN CONTACT WITH CONCRETE SHALL BE FREE OF PAINT, OIL OR OTHER IMPURITIES THAT WOULD IN ANY WAY REDUCE THE BOND OF CONCRETE TO STEEL.

16. PRIOR TO FABRICATION, ALL MATERIALS SHALL FIRST BE SOLVENT CLEANED TO SSPC-SP1 TO REMOVE ALL OIL, GREASE AND DIRT; FOLLOWED BY BLAST-CLEANING TO SSPC-SP10 TO REMOVE ALL MILL SCALE, RUST, AND OTHER DELETERIOUS MATERIALS FROM THE SURFACES OF THE STEEL TO BE FABRICATED.

17. 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.

18. 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.

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

20. THE ENDS OF ALL GIRDERS SHALL BE VERTICAL AFTER ALL DEAD LOADS HAVE BEEN PLACED.

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

22. ALL SHOP CONNECTIONS AND SPLICES SHALL BE WELDED. WELDING PROCEDURES AND TECHNIQUES TO BE USED IN FABRICATION AND ERECTION OF THE GIRDERS SHALL BE AS SHOWN ON THE SHOP DRAWINGS AND SHALL INCORPORATE THE FOLLOWING:

    - BOTH FLANGES AND THE WEB SHALL BE COMPLETELY FABRICATED FOR THEIR ENTIRE LENGTHS BEFORE THE WELDING OF THE FLANGES TO THE WEB IS PERFORMED.
    - ALL WEB AND FLANGE SPLICES OTHER THAN THOSE SHOWN ON THE PLANS MUST BE APPROVED BY THE ENGINEER. ALTERNATE OR ADDITIONAL SPLICES ARE TO BE LOCATED AND DESIGNED BY THE FABRICATOR AND SHOWN ON THE SHOP DRAWINGS. THESE SPLICES ARE TO FULLY DEVELOP THE STRENGTH OF THE WEB AND FLANGE PLATES. WEB SPLICES, IF USED, SHALL BE LOCATED 2'-0" MINIMUM FROM ANY STIFFENER.
    - NO MORE THAN TWO SHOP WEB SPLICES WILL BE PERMITTED BETWEEN FIELD SPLICES. SPLICING OF GIRDERS BY FIELD WELDING WILL NOT BE PERMITTED.

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

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

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

26. FOR SIZE AND LOCATION OF ANCHOR BOLTS, SEE PIER, ABUTMENT, AND BEARING DRAWINGS.

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

PAINT NOTES

1. BRIDGE STEEL (TRUSS ELEMENTS, SUPERSTRUCTURE STEEL) -FEDERAL COLOR 24272 (GREEN, SEMI-GLOSS). THIS INCLUDES ALL ELEMENTS AFTER REPAIRS.

2 4-BAR TRAFFIC RAIL - FEDERAL COLOR 17038 (BLACK, GLOSS).

METALIZING/GALVANIZING NOTES

1. EXISTING BRIDGE STEEL (TRUSS ELEMENTS, SUPERSTRUCTURE STEEL) SHALL BE FIELD METALIZED.

2. PROPOSED REPAIR PLATES, STRUCTURAL STEEL SHALL BE SHOP METALIZED.

3. TRAFFIC RAILING SHALL BE GALVANIZED.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
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DATE: XXX
SHEET: 4
OF: XXX

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

BRIDGE GENERAL NOTES - 3

2607E_V3_004_STDBRNOT003

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	5	39

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'	41
OVER 75' AND UP TO 100'	41

   TABLE NOTES:

   A. APPLICATION OF THE TABULAR PRESSURE:

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

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

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

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

2. ERECTION OF BRIDGE COMPONENTS:

   FOR THE ERECTION OF STRUCTURES, THE FOLLOWING SHALL APPLY:

   - THE CONTRACTOR SHALL SUBMIT AN ERECTION PLAN THAT PROVIDES COMPLETE DETAILS OF THE PROCESS INCLUDING, BUT NOT LIMITED TO, TEMPORARY SUPPORTS, SCHEDULING AND OPERATION SEQUENCING, CRANE PLACEMENT, AND ASSUMED LOADS AND CALCULATED STRESSES DURING VARYING STAGES OF LIFTING. THIS APPLIES TO STRUCTURES OF ANY KIND. THE CAPACITY OF THE CRANE AND ALL LIFTING AND CONNECTING DEVICES SHALL BE ADEQUATE FOR 125 PERCENT (150 PERCENT OVER AMTRAK) OF THE TOTAL PICK LOAD INCLUDING SPREADERS, RIGGING, HOOKS, AND ALL OTHER MATERIALS. THIS FACTOR OF SAFETY SHALL BE IN ADDITION TO ALL MANUFACTURERS' PUBLISHED FACTORS OF SAFETY.
   - A REGISTERED PROFESSIONAL ENGINEER, LICENSED IN THE STATE OF RHODE ISLAND, WILL BE REQUIRED TO STAMP THE CONTRACTOR'S ERECTION PLAN.
   - THE CONTRACTOR'S PROFESSIONAL ENGINEER WILL BE REQUIRED TO INSPECT AND PROVIDE WRITTEN APPROVAL OF INSTALLATION, PRIOR TO ALLOWING VEHICLES OR PEDESTRIANS ON OR BELOW THE STRUCTURE. THE PROFESSIONAL ENGINEER MUST ALSO STAMP ALL CHANGES TO THE CONTRACTOR'S ERECTION PLAN. ADDITIONALLY, ALL PROPOSED CHANGES MUST BE SUBMITTED TO RIDOT FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION.
   - A MANDATORY PRE-ERECTION CONFERENCE WILL BE HELD AT LEAST TWO WEEKS PRIOR TO THE START OF DECK SLAB REMOVAL TO DISCUSS THE PLAN AND PROCEDURES, WORK SCHEDULES, CONTINGENCY PLANS, SAFETY REQUIREMENTS AND TRAFFIC CONTROL. THE CONTRACTOR'S PROFESSIONAL ENGINEER AND ERECTION SUBCONTRACTOR WILL BE REQUIRED TO ATTEND THIS MEETING, AS WILL THE RIDOT RESIDENT ENGINEER, THE DESIGN PROJECT ENGINEER AND THE DESIGN CONSULTANT. BASED UPON DISCUSSIONS AT THIS MEETING AND A REVIEW OF THE CONTRACTOR'S ERECTION PLAN, RIDOT MAY ORDER THE CONTRACTOR TO MODIFY AND RESUBMIT THE ERECTION PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.
   - THE 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. DESIGN OF ALL TEMPORARY CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION, AND REVISIONS TO, THE AASHTO LRFD BRIDGE DESIGN AND CONSTRUCTION SPECIFICATIONS (AASHTO LRFD). ALL SHOP DRAWINGS, WORKING DRAWINGS, AND APPLICABLE CALCULATIONS SHALL BE BASED ON AASHTO LRFD.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

BRIDGE GENERAL NOTES - 4

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	6	39

LIST OF ABBREVIATIONS

A

ABUTMENT	= ABUT.
ALTERNATE	= ALT.
ANCHOR BOLT	= A.B.
APPROVED	= APPD.
APPROXIMATE	= APPROX.
AVERAGE	= AVG.

B

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

C

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

D

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

E

EACH	= EA.
EACH FACE	= E.F.
ELEVATION	= EL.
EXISTING	= EXIST.
EXPANSION	= EXP.

F

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

G

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

H

HEIGHT	= HGT.
HEXAGON	= HEX.
HOT MIX ASPHALT	= HMA
HORIZONTAL	= HORIZ.

I

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

J

JOINT	= JT.

L

LENGTH	= LGTH.
LIGHTING	= LTG.
LONG	= LG.
LOAD & RESISTANCE FACTOR DESIGN	= LRFD

M

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

N

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

O

OHW	= OVERHEAD WIRES
ON CENTER	= O.C.
OPENING	= OPNG.
OUTSIDE DIAMETER	= O.D.
OPTIONAL	= OPT.

P

PLATE	= PL
POINT OF VERTICAL CURVATURE	= P.V.C.
POINT OF VERTICAL TANGENCY	= P.V.T.
POLYVINYL CHLORIDE	= PVC
POINT OF TANGENCY	= P.T.
POUNDS PER SQUARE INCH	= P.S.I.
POUNDS PER SQUARE FOOT	= P.S.F.

R

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

S

SECTION	= SECT.
SCHEDULE	= SCH.
SCHEMATIC	= SCHEM.
SHEET	= SH.
SPACES	= SP.
STATION	= STA.
SYMMETRICAL	= SYM.
STAY IN PLACE	= S.I.P.

T

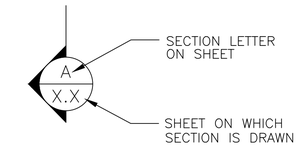
TOP	= T
TYPICAL	= TYP.

V

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

W

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



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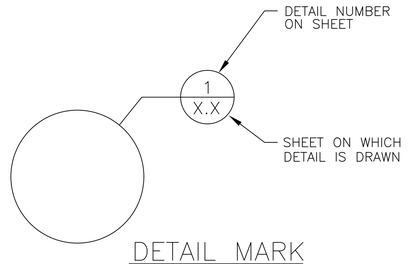

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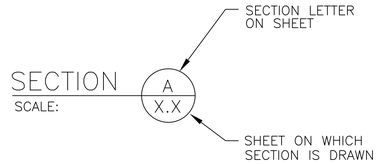

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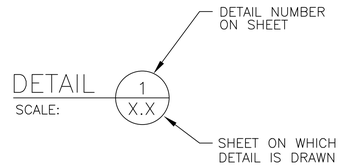


DETAIL TITLE

SECTION & DETAIL DESIGNATIONS

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	6
OF:	XXX

SCALE:

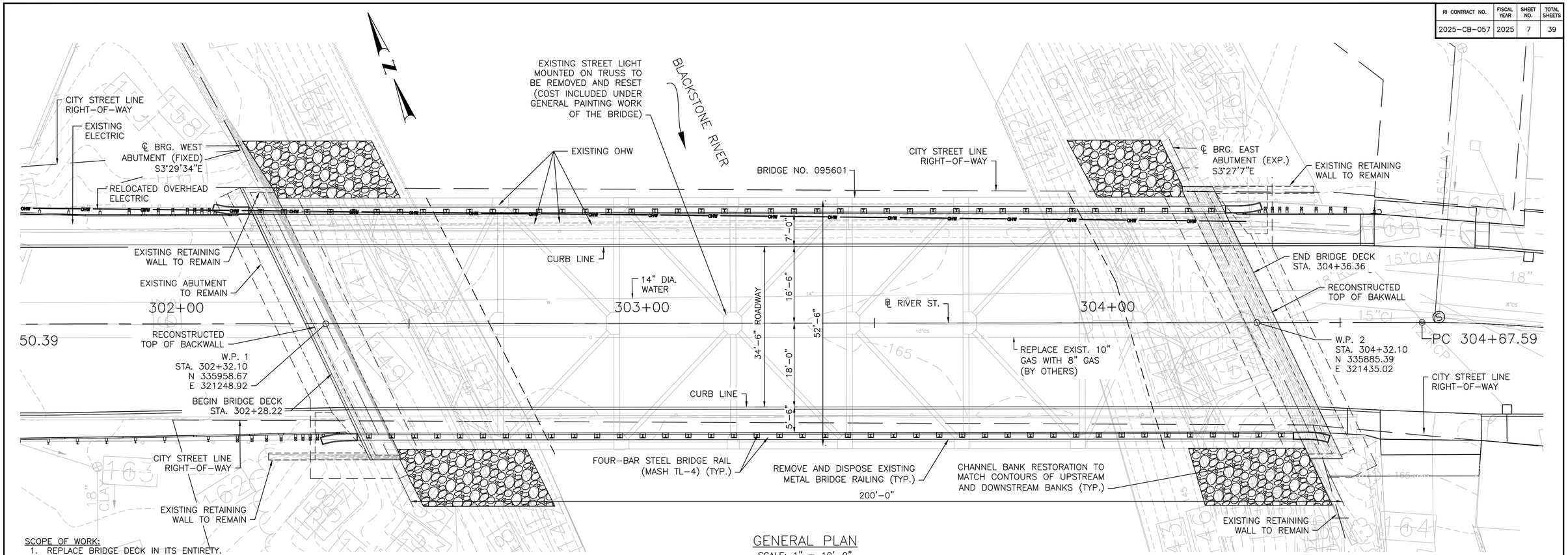
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

LIST OF ABBREVIATIONS

2607E_V3_006_STDSYM

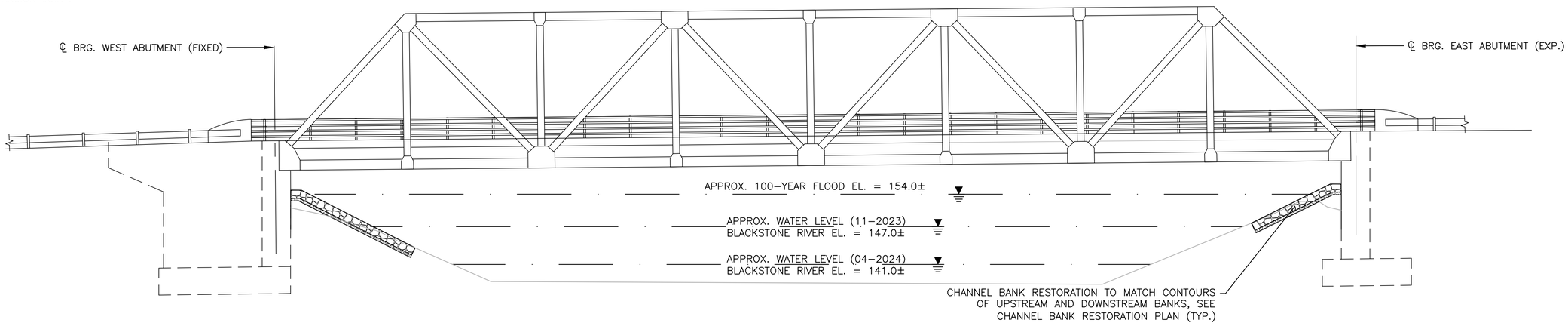
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	7	39



GENERAL PLAN
SCALE: 1" = 10'-0"

SCOPE OF WORK:
1. REPLACE BRIDGE DECK IN ITS ENTIRETY.
2. RECONSTRUCT TOP OF BACKWALL.
3. REPLACE GAS MAIN ON THE BRIDGE (BY OTHERS).
4. INSTALL PROPOSED UTILITY SUPPORT DIAPHRAGMS FOR GAS MAIN.
5. PERFORM STEEL REPAIRS.
6. METALIZE AND PAINT THE ENTIRE BRIDGE STEEL.
7. REPLACE A PORTION OF WATER MAIN AT THE ABUTMENTS.
8. INSTALL PROPOSED TRAFFIC RAIL.
9. REMOVE AND DISPOSE OF EXISTING METAL BRIDGE RAILING.
10. INSTALL PROPOSED END POST AND GUARD RAIL ON THE APPROACHES.
11. INSTALL PROPOSED PREFORMED EXPANSION JOINT.

JOINT LOCATION	SUPPORT TYPE	EFF. SPAN LENGTH (FT.)	SKEW (°)	MAX. NORMAL MOVEMENT (IN.)	MAX. LONG. MOVEMENT (IN.)	PROPOSED JOINT TYPE
EAST ABUTMENT	EXP.	200	25.46	1.944	2.153	PREFORMED JOINT SEAL
WEST ABUTMENT	FIX.	0	25.46	0	0	NO JOINT



ELEVATION
SCALE: 1" = 10'-0"

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
CHECKED BY: XXX
DATE: XXX
SHEET: 7
OF: XXX

SCALE:

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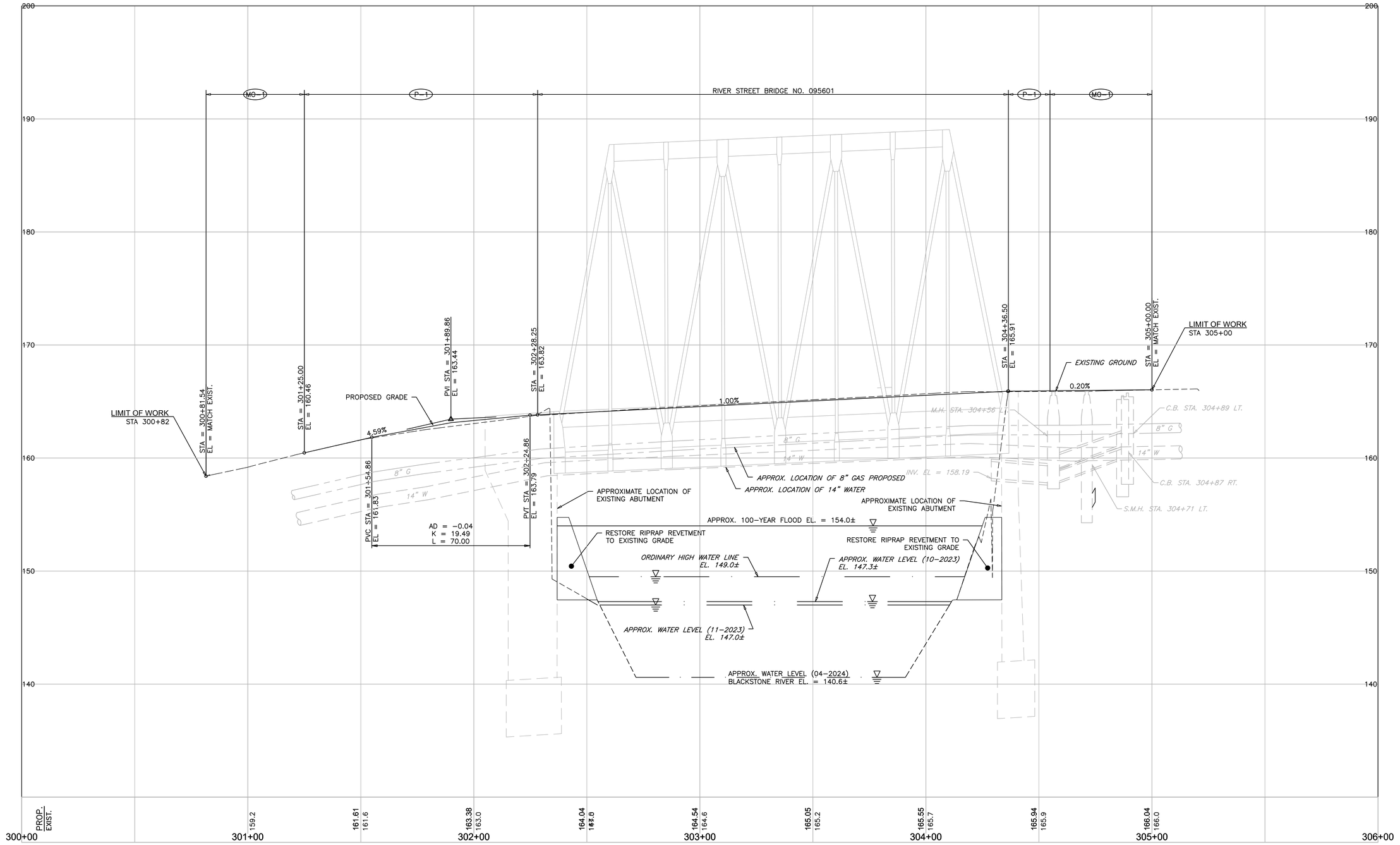
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

BRIDGE GENERAL PLAN

2607E_V3_007_BGENERAL

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–057	2025	8	39



PROFILE – RIVER STREET

SCALE: HOR.: 1" = 20'
VERT.: 1" = 4'

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	8
OF:	XXX

SCALE:

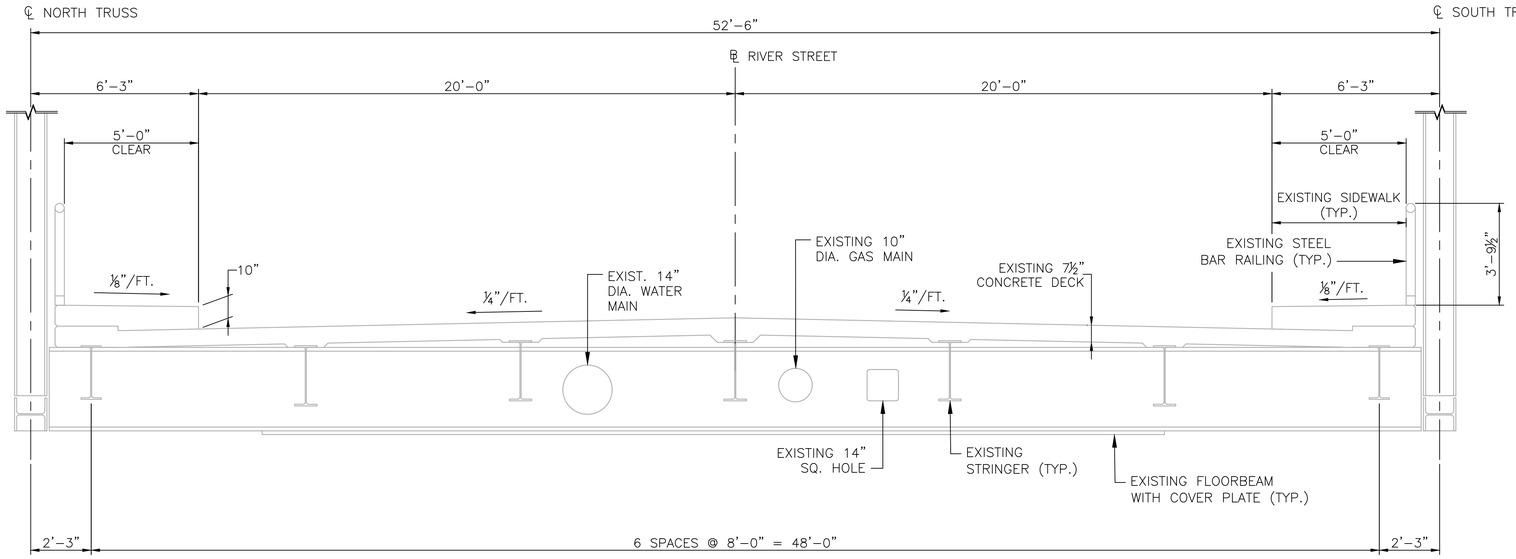
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

PROFILE

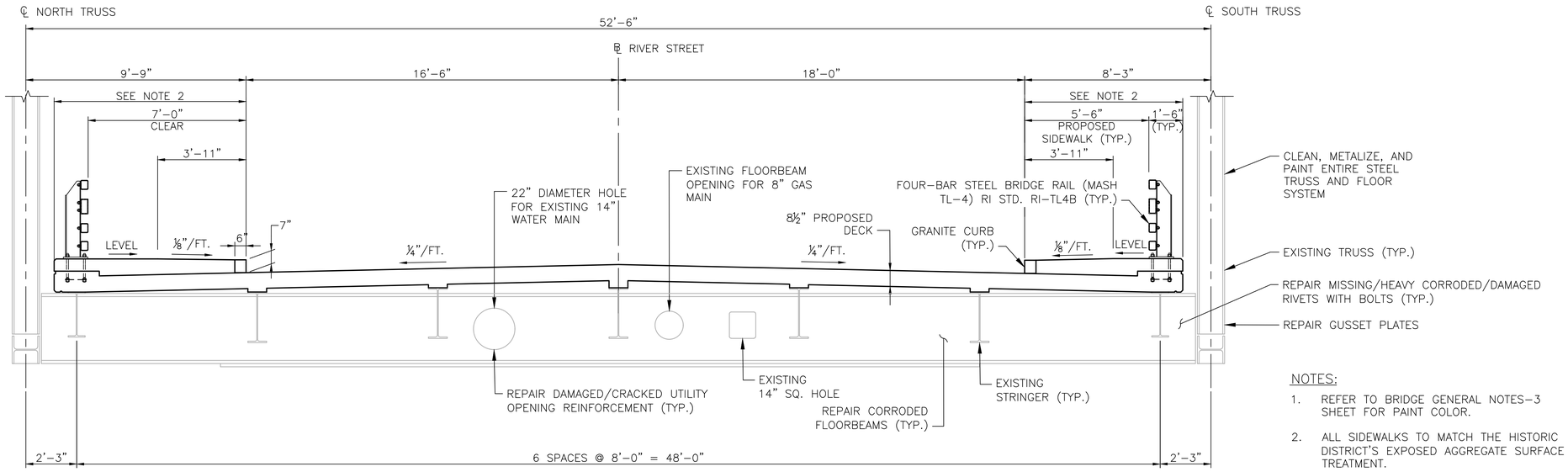
2607E_V3_008_BPROFILE

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	9	39



EXISTING DECK CROSS SECTION

(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"



PROPOSED DECK CROSS SECTION

(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"

NOTES:

1. REFER TO BRIDGE GENERAL NOTES-3 SHEET FOR PAINT COLOR.
2. ALL SIDEWALKS TO MATCH THE HISTORIC DISTRICT'S EXPOSED AGGREGATE SURFACE TREATMENT.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	9
OF:	XXX

SCALE:

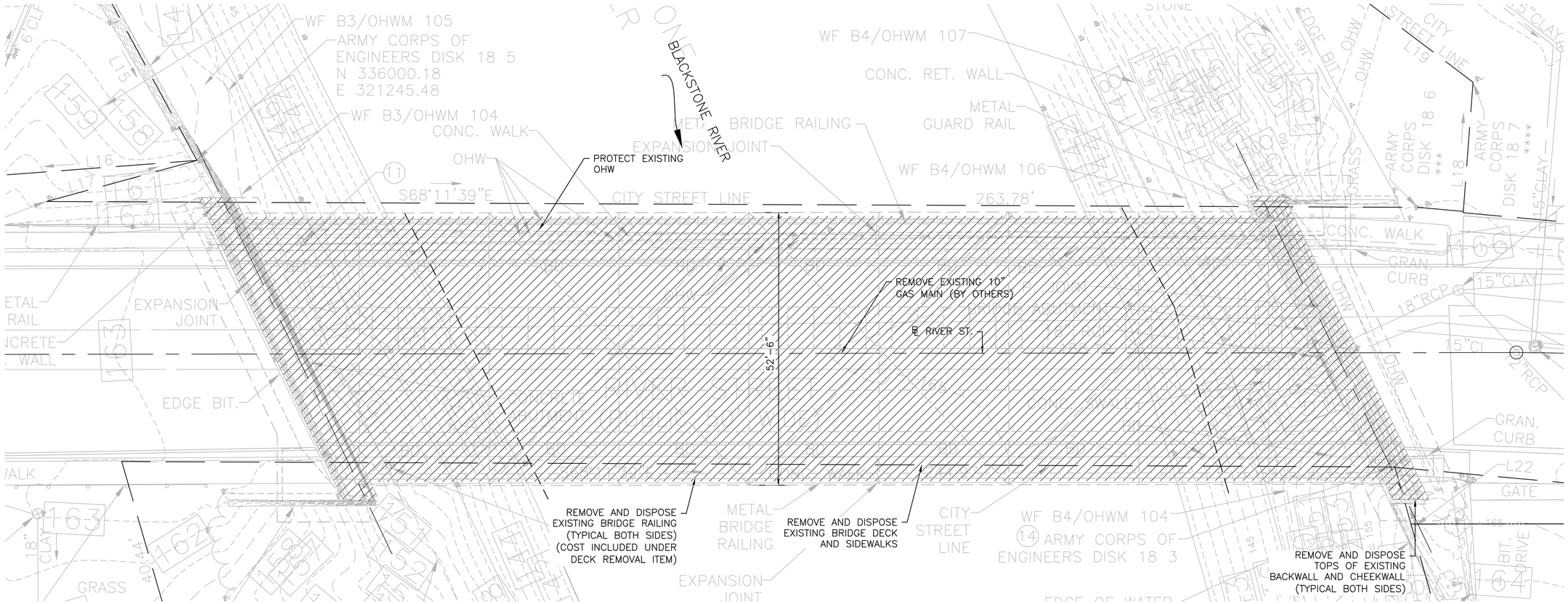
REVISIONS NO.	DATE	BY	REVISIONS NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

TYPICAL BRIDGE SECTIONS

2607E_V3_009_BTYPICAL

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–057	2025	10	39



DEMOLITION PLAN

SCALE: 1" = 10'–0"

DEMOLITION NOTES:

1. ANY WORKING DRAWING CALCULATIONS PERFORMED BY THE CONTRACTOR SHALL BE PERFORMED IN ACCORDANCE WITH AASHTO LRFD SPECIFICATIONS.
2. PRE– AND POST–CONSTRUCTION CONDITION SURVEYS SHALL BE PERFORMED IN ACCORDANCE THE SECTION 841 OF THE RI STANDARD SPECIFICATIONS. IN ADDITION TO STRUCTURES NOTED IN THE RI STANDARD SPECIFICATIONS, CONDITION SURVEYS SHALL ALSO INCLUDE EXISTING UTILITIES WITHIN 200 FEET OF ALL VIBRATION–INDUCING ACTIVITIES RESULTING FROM THE CONTRACTOR'S CONSTRUCTION.
3. DURING DEMOLITION ACTIVITIES, REAL–TIME VIBRATION MONITORING SHALL BE PROVIDED AS SPECIFIED IN SUBSECTION 804.03.11.a OF THE RI STANDARD SPECIFICATIONS. THIS MONITORING SHALL BE PROVIDED AT STRUCTURES, INCLUDING EXISTING UTILITIES, WITHIN 200 FEET OF THE DEMOLITION ACTIVITIES. PAYMENT FOR THIS MONITORING SHALL BE INCLUDED IN THE COST OF THE DEMOLITION ACTIVITIES; NO ADDITIONAL PAYMENT WILL BE MADE.

LEGEND:

LIMITS OF DECK AND BACKWALL DEMOLITION

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
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DATE: XXX
SHEET: 10
OF: XXX

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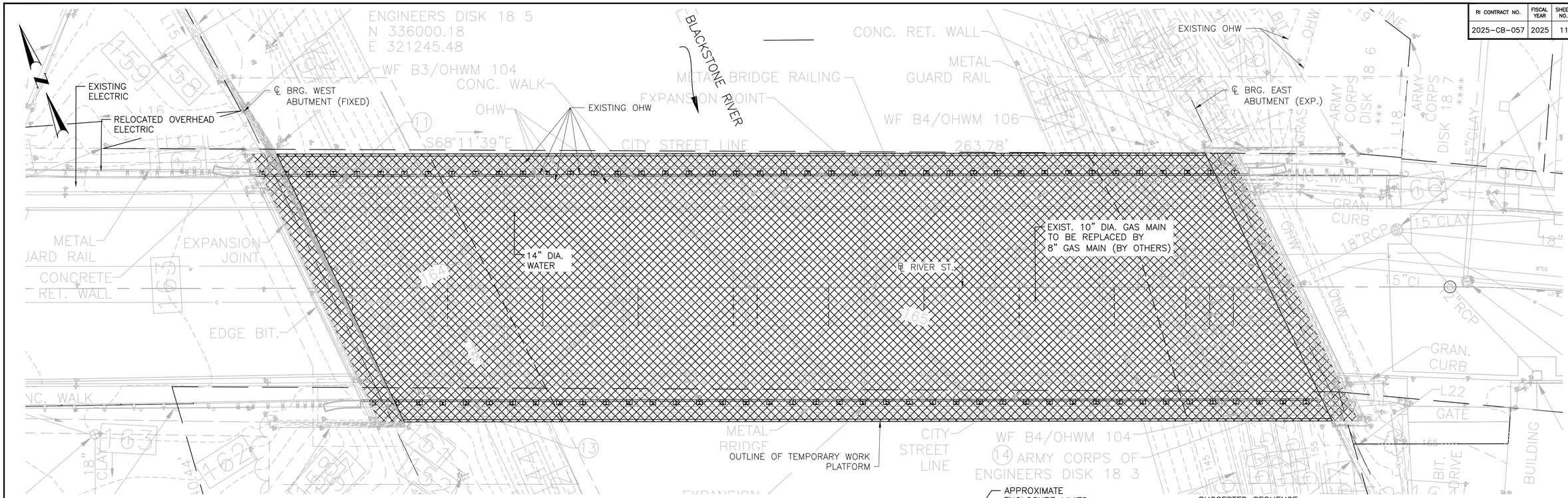
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

DEMOLITION PLAN

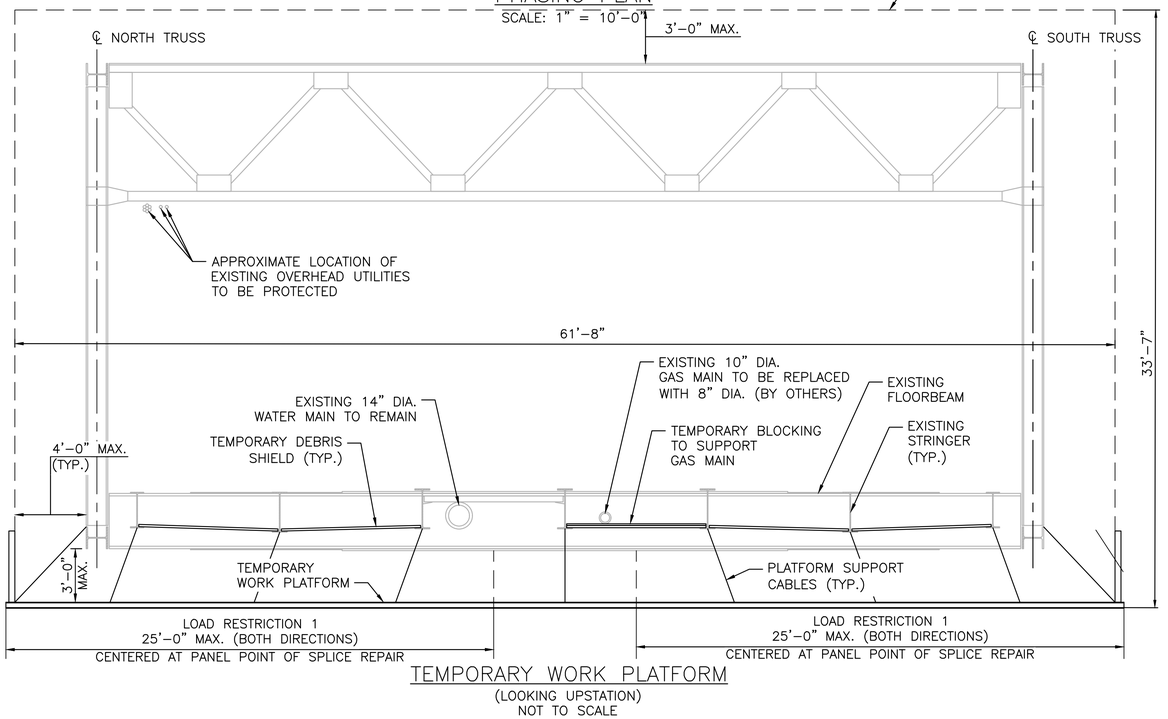
2607E_V3_010_DEMO

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	11	39



PHASING PLAN

SCALE: 1" = 10'-0"



TEMPORARY WORK PLATFORM

(LOOKING UPSTATION)
NOT TO SCALE

LEGEND:

APPROXIMATE LIMITS OF WORK PLATFORM

NOTE:

THE SEQUENCE OF WORK SHOWN IS A SUGGESTED SEQUENCE AND ALL REQUIRED ITEMS OF WORK ARE NOT NECESSARILY INCLUDED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL SEQUENCE OF WORK AND ALL OF THE REQUIRED ITEMS.

TEMPORARY WORK PLATFORM SHALL ONLY BE MEASURED FOR PAYMENT ONCE UNDER ITEM CODE 803.0500. PAYMENT SHALL INCLUDE INSTALLATION, REMOVAL, STOCKPILING, REINSTALLATION, AND FINAL REMOVAL. ANY REQUIRED DEBRIS SHIELDING OR TEMPORARY SUPPORT BLOCKING SHALL BE INCIDENTAL TO THIS ITEM OF WORK; NO ADDITIONAL PAYMENT WILL BE MADE.

SUGGESTED SEQUENCE:

1. SEE SUGGESTED SEQUENCE OF WORK FOR BRIDGE NO. 095501 (SEE VOLUME 2).
2. INSTALL TRAFFIC DETOUR AND CLOSE BRIDGE TO TRAFFIC.
3. INSTALL TEMPORARY WORK PLATFORM.
4. PREPARE, METALIZE, AND PRIME EXISTING STEEL.
5. PERFORM STEEL REPAIR MEASUREMENTS.
6. REMOVE TEMPORARY WORK PLATFORM.
7. REMOVE TRAFFIC DETOUR AND OPEN BRIDGE TO TRAFFIC.
8. WINTER SHUTDOWN.
9. FINISH CONSTRUCTION ON BRIDGE NO. 095501 (SEE VOLUME 2).
10. WINTER SHUTDOWN.
11. REINSTALL TRAFFIC DETOUR AND CLOSE BRIDGE TO TRAFFIC.
12. REINSTALL TEMPORARY WORK PLATFORM.
13. INSTALL DEBRIS SHIELD FOR DECK REMOVAL AND TEMPORARY BLOCKING TO SUPPORT GAS MAIN.
14. REMOVE AND DISPOSE EXISTING BRIDGE DECK, SIDEWALKS, AND BRIDGE RAIL.
15. REMOVE AND DISPOSE GAS MAIN (BY OTHERS).
16. MODIFY BACKWALL AT ABUTMENTS FOR NEW CONFIGURATION OF WATER MAIN AND TO REPLACE GAS MAIN SLEEVE.
17. PERFORM STEEL REPAIRS AND FRAMING MODIFICATIONS.
18. MODIFY WATER MAIN CONFIGURATION AT BACKWALLS.
19. INSTALL NEW GAS MAIN (BY OTHERS).
20. APPLY TOP COAT OF PAINT TO STEEL.
21. INSTALL SHEAR STUDS TO STRINGERS AND FLOORBEAMS.
22. PLACE CONCRETE FOR DECK AND SIDEWALKS.
23. INSTALL NEW BRIDGE RAILING.
24. REMOVE TEMPORARY WORK PLATFORM.
25. INSTALL END POSTS AND APPROACH GUARDRAILS.
26. REMOVE TRAFFIC DETOUR AND OPEN BRIDGE TO TRAFFIC.

CONSTRUCTION LOADING RESTRICTIONS:

1. TEMPORARY WORK PLATFORM SHALL NOT BE INSTALLED AND LEFT IN PLACE WHILE THE BRIDGE IS OPEN TO TRAFFIC.

   IF THE CONTRACTOR CHOOSES TO LEAVE THE WORK PLATFORM CONCURRENT WITH THE BRIDGE OPEN TO TRAFFIC, HE SHALL PROVIDE CALCULATIONS TO DEMONSTRATE THAT THE BRIDGE CAN SAFELY CARRY BOTH THE LOADS.

2. LOAD RESTRICTIONS IMMEDIATELY AFTER INSTALLATION OF PLATFORM:

   PLATFORM AND CONTAINMENT LOAD (INCLUDING CONSTRUCTION LIVE LOADS) SHALL NOT EXCEED 10 PSF, EXCEPT FOR A SINGLE 25'-0" BY 25'-0" AREA WITH 60 PSF ALLOWABLE LOAD, LOCATED DIRECTLY ADJACENT TO A SINGLE PANEL POINT UNDERGOING GUSSET PLATE CHORD SPLICE REPAIRS. THIS RESTRICTION SHALL PERSIST AS SPLICE REPAIRS ARE PERFORMED ONE LOCATION AT A TIME (4 LOCATIONS TOTAL).

3. LOAD RESTRICTIONS AFTER ALL GUSSET PLATE CHORD SPLICE REPAIRS AND TRUSS FILLER PLATE EXTENSION RIVET REPLACEMENTS ARE COMPLETED:

   PLATFORM AND CONTAINMENT LOAD (INCLUDING CONSTRUCTION LIVE LOADS) SHALL NOT EXCEED 60 PSF

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	11
OF:	XXX

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

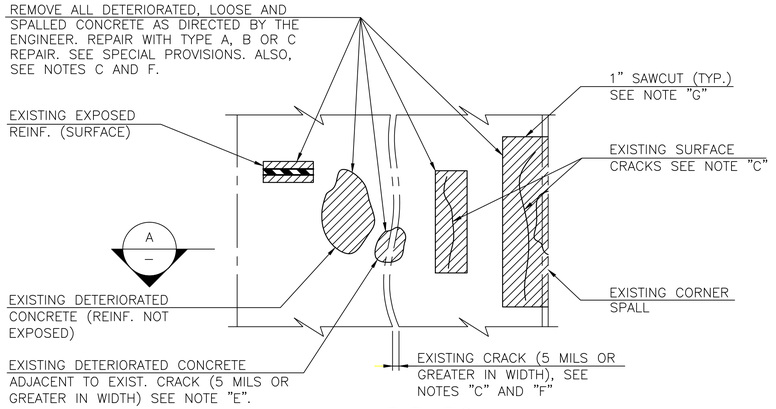
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

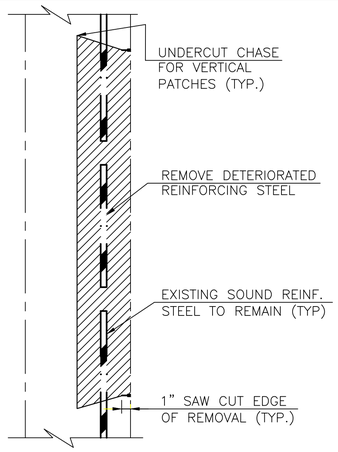
PHASING PLAN

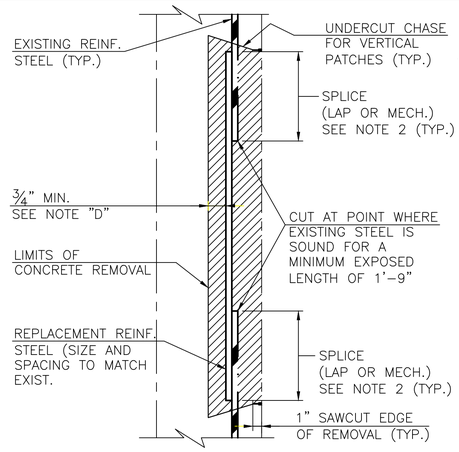
2607E_V3_011_PHASDETL

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	12	39



ELEVATION





NOTES:

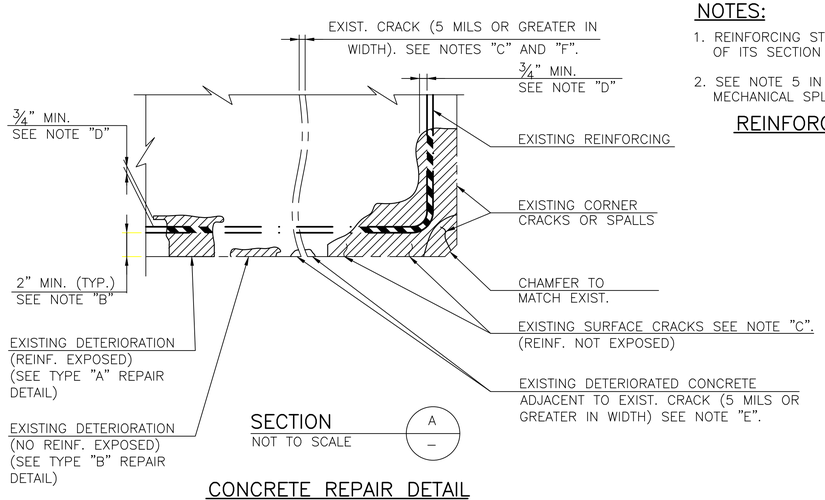
1. REINFORCING STEEL THAT HAS LOST MORE THAN 15% OF ITS SECTION SHALL BE REPLACED.
2. SEE NOTE 5 IN SHEET NO. 6 FOR LAP SPLICE LENGTH. LOCATION OF MECHANICAL SPLICERS SHALL BE DETERMINED BY THE ENGINEER.

REINFORCING STEEL DETERIORATED

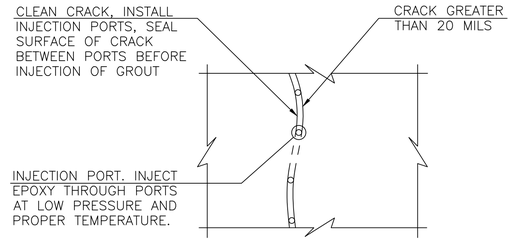
NOT TO SCALE

REPAIR NOTES:

REPLACEMENT OF DETERIORATED REINFORCING STEEL

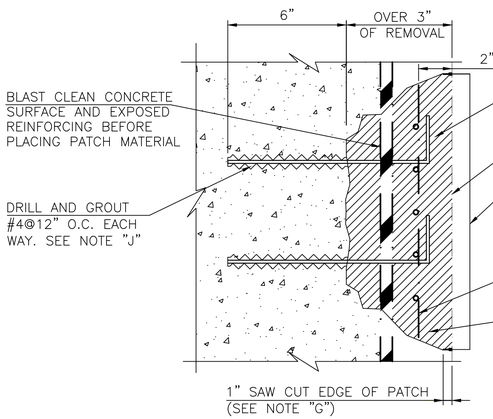


CONCRETE REPAIR DETAIL



TYPICAL ELEVATION
TYPE "C" REPAIR DETAIL

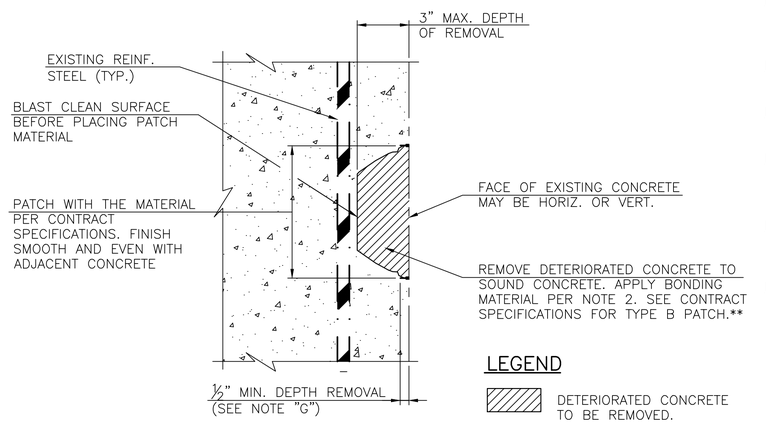
NOT TO SCALE



TYPICAL SECTION
TYPE "A" REPAIR DETAIL

(DEPTH > 3"* AND AREA > 4 SQ. FEET)
NOT TO SCALE

* OR FULL EXPOSURE OF REBAR.



TYPICAL SECTION
TYPE "B" REPAIR DETAIL

(DEPTH < 3"* AND AREA < 4 SQ. FEET)
NOT TO SCALE

LEGEND

DETERIORATED CONCRETE TO BE REMOVED.

EXPOSED REINFORCING STEEL.

SURVEY NOTES:

THE ACTUAL LOCATIONS AND EXTENT OF VARIOUS TYPES OF CONCRETE REPAIR WILL BE DETERMINED BY FIELD CHECKING REPAIRS SHOWN. THE CONTRACTOR SHALL REPAIR ALL AREAS DETERMINED NECESSARY BY THE SURVEY AS DIRECTED BY THE ENGINEER, AND AS SHOWN IN PERTINENT DETAILS AND NOTES ON THESE DRAWINGS. REMOVAL OF LARGE AREAS OF DETERIORATED CONCRETE MAY REQUIRE ADDITIONAL TEMPORARY SUPPORT AND/OR MULTIPLE STAGES.

THE ENGINEER MAY REQUIRE THE CONTRACTOR TO PROVIDE TEMPORARY SHORING TO THE STRUCTURE IF IN THE ENGINEER'S JUDGEMENT THE DETERIORATED CONCRETE AND REINFORCEMENT IS EXCESSIVE AND MAY CAUSE FURTHER DETERIORATION TO THE STRUCTURE.

THE CONTRACTOR SHALL REPORT TO THE ENGINEER ANY DETERIORATION THAT EXCEED THE LIMITS SHOWN ON THE PLANS AND SHALL NOT CONTINUE WORK WITHOUT DIRECTIONS FROM THE ENGINEER.

LARGE/DEEP AREA PATCHING:

AREAS REQUIRING REPAIRS THAT ARE GREATER THAN 4 SQUARE FEET OR 3 INCHES DEEP SHALL BE REPAIRED USING CLASS HP, ⅜", CEMENT CONCRETE.

REPAIRS TO DAMAGES BY CONTRACTOR:

IF DURING REMOVAL OF DETERIORATED CONCRETE, THE CONTRACTOR DAMAGES EXISTING REINFORCEMENT TO THE EXTENT REQUIRING REPLACEMENT, ANY ADDITIONAL CONCRETE REMOVAL, PATCHING MATERIAL, CLEANING EXISTING REINFORCING STEEL, AND FURNISHING AND INSTALLING REPLACEMENT REINFORCING STEEL SHALL BE PERFORMED IN ACCORDANCE WITH THE REINFORCING REPLACEMENT DETAIL.

REPLACEMENT REINFORCEMENT:

REINFORCEMENT USED TO REPLACE EXISTING DETERIORATED REINFORCING STEEL SHALL BE GALVANIZED AND SHALL BE IN ACCORDANCE WITH THE RESPECTIVE REPAIR ITEMS.

CONCRETE RECONSTRUCTION NOTES:

1. DRILLING AND GROUTING REINFORCING BARS SHALL BE DONE WITH SUCH CARE AS NOT TO DAMAGE OR LOOSEN THE EXISTING CONCRETE. DRILLING SHALL BE DONE ONLY AFTER ALL REPAIRS HAVE BEEN MADE TO THE CONCRETE.
2. IMMEDIATELY PRIOR TO PLACING NEW CONCRETE AGAINST EXISTING CONCRETE, CLEAN EXISTING SURFACES AND APPLY SPECIFIED BONDING COMPOUND AS DESCRIBED IN THE CONTRACT SPECIFICATIONS.
3. REMOVAL OF EXISTING CONCRETE SHALL BE IN ACCORDANCE WITH THE RESPECTIVE REPAIR ITEMS.
4. ALL EXISTING SURFACES THAT WILL HAVE NEW CONCRETE CAST AGAINST IT MUST BE ROUGHENED TO A MINIMUM AMPLITUDE OF ¼"±.
5. PACHOMETER OR SIMILAR MUST BE USED TO LOCATE AND AVOID EXISTING REINFORCEMENT PRIOR TO DRILLING AND GROUTING FOR UTILITY ANCHORS.

REPAIR NOTES:

NOTE "A" CONCRETE REPAIR WORK INCLUDES REMOVING ALL DETERIORATED, LOOSE, SPALLED, POPCORNED AND MAP CRACKED CONCRETE. CONCRETE WHICH HAS SPALLED OR OTHERWISE DETERIORATED ADJACENT TO SURFACE CRACK SHALL BE REPAIRED BY TYPE C DETAIL METHOD. REINFORCING STEEL REPAIR WORK INCLUDES REPLACEMENT OF DETERIORATED REINFORCING, AND CLEANING OF EXPOSED SURFACE AND REINFORCING BARS AS DIRECTED BY THE ENGINEER.

NOTE "B" FINISHED SURFACE OF THE CONCRETE SHALL BE FLUSH AND EVEN WITH ADJACENT CONCRETE.

NOTE "C" CRACKS THAT ARE 20 MILS OR GREATER IN WIDTH SEE TYPE C DETAIL. CRACKS THAT ARE 5 MILS TO 10 MILS, USE SURFACE SEALER. CRACKS THAT ARE 10 MILS TO 20 MILS USE PENETRANT SEALER.

NOTE "D" IF AFTER CONCRETE REMOVAL, THE REINFORCING STEEL HAS AT LEAST ONE HALF ITS SURFACE AREA EXPOSED. THE CONCRETE SHALL BE FURTHER REMOVED TO A DEPTH OF ¾" BELOW THE REINFORCING STEEL.

NOTE "E" WHERE PATCHING AND EPOXY INJECTION WORK OVERLAP AS SHOWN, EPOXY INJECTION SHALL BE PERFORMED BEFORE PATCHING.

NOTE "F" THE MAGNITUDE AND TYPE OF REPAIR SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD. FOR AREAS TO BE REPAIRED, SEE SUBSTRUCTURE REPAIR SHEETS.

NOTE "G" PERIMETERS OF AREAS WHERE PARTIAL REMOVAL OF CONCRETE IS TO BE PERFORMED, CONCRETE SHALL BE SAW CUT TO A DEPTH OF 1" TO ATTAIN A NEAT EDGE. CONCRETE AT EDGES OF ALL AREAS TO BE PATCHED SHALL BE REMOVED TO A MINIMUM DEPTH OF ½" INCH.

NOTE "H" ALL EXPOSED STEEL SHALL BE THOROUGHLY BLAST CLEANED AND COATED WITH SPECIFIED PRIMER. BLAST CLEANING AND PRIMING SHALL BE IN ACCORDANCE WITH THE RESPECTIVE CONCRETE REPAIR ITEM.

NOTE "J" ADD REINFORCEMENT AS SHOWN ONLY WHEN THE AREA BEING REPAIRED IS UNREINFORCED CONCRETE.

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

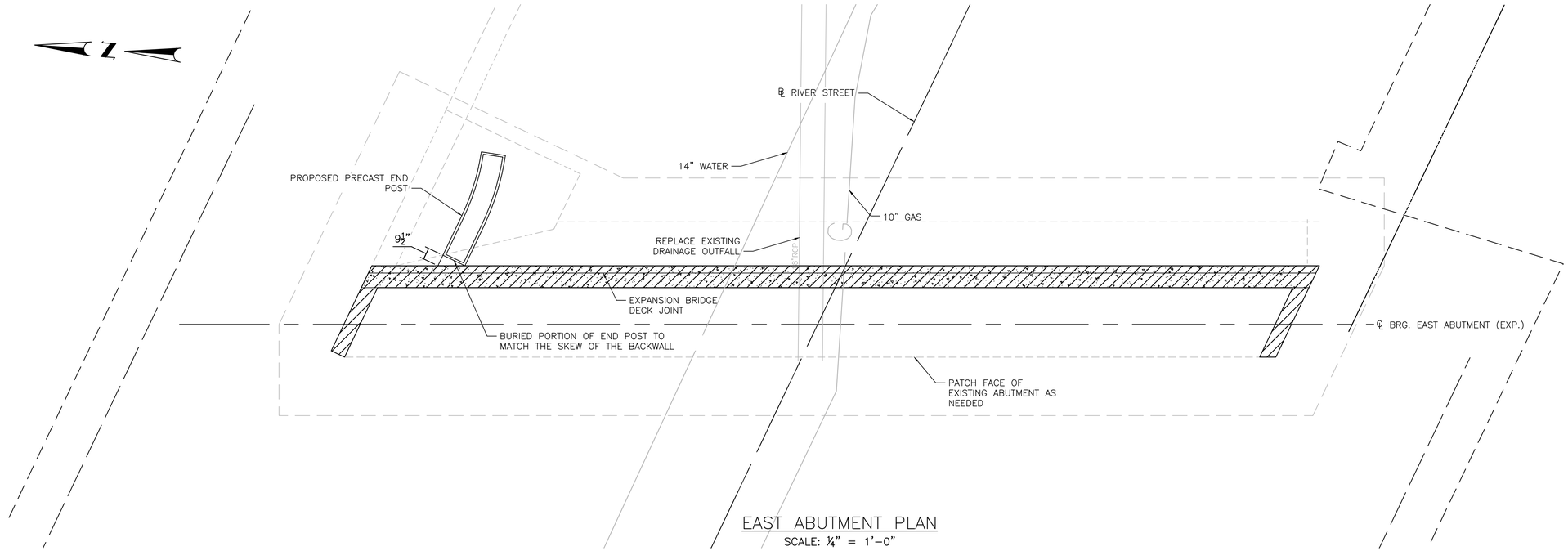
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

SUBSTRUCTURE CONCRETE REPAIR DETAILS

2607E_V3_012_ABUTREPAIRS

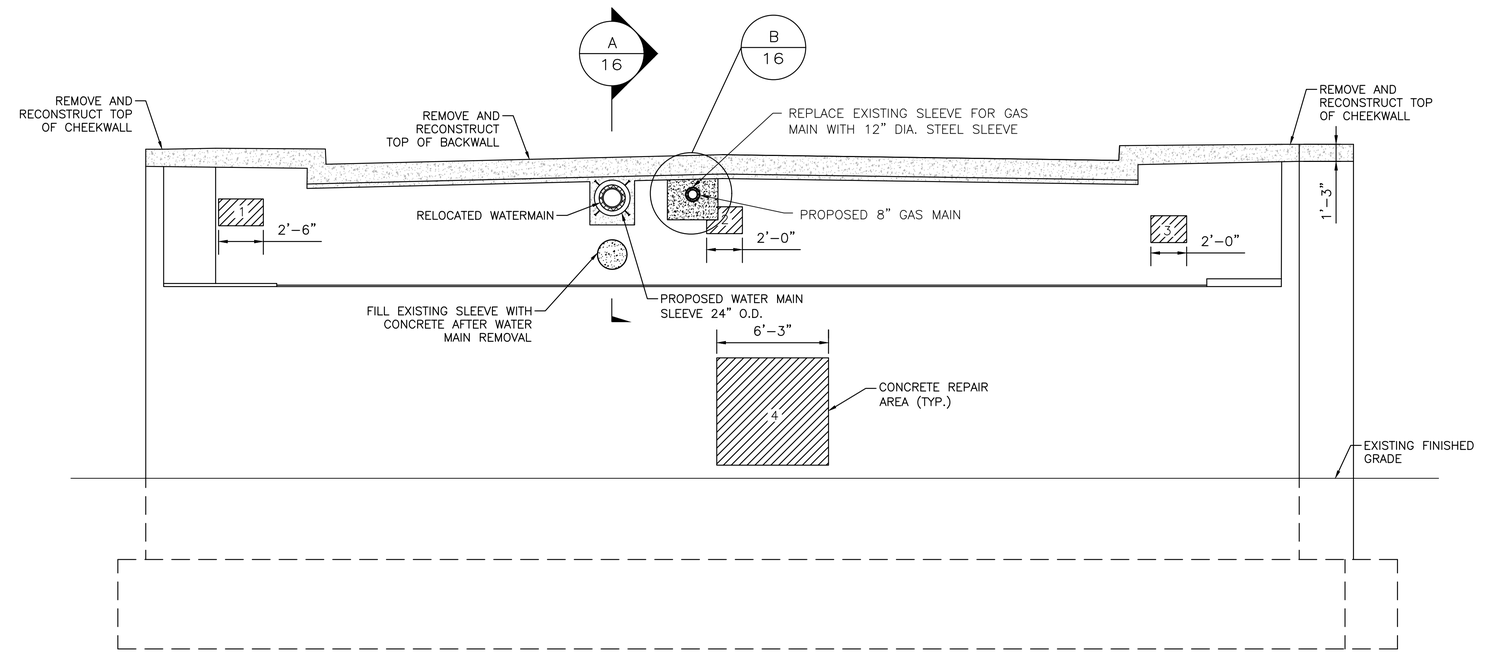
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	13	39



EAST ABUTMENT PLAN

SCALE: ¼" = 1'-0"

ABUTMENT REPAIRS	
LOCATION	AREA (SF)
1	3.75
2	3.20
3	3.20
4	37.50



EAST ABUTMENT ELEVATION

SCALE: ¼" = 1'-0"

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	13
OF:	XXX

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

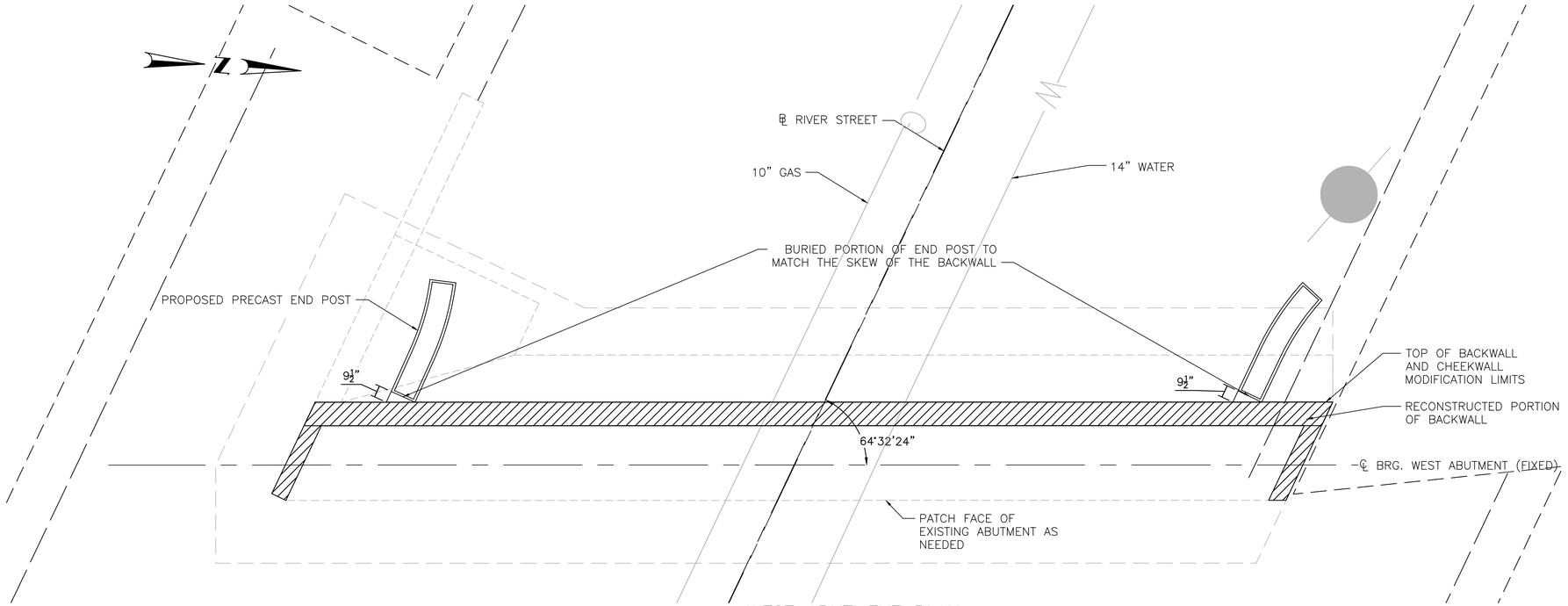
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

EAST ABUTMENT PLANS

2607E_V3_013_EASTABUT

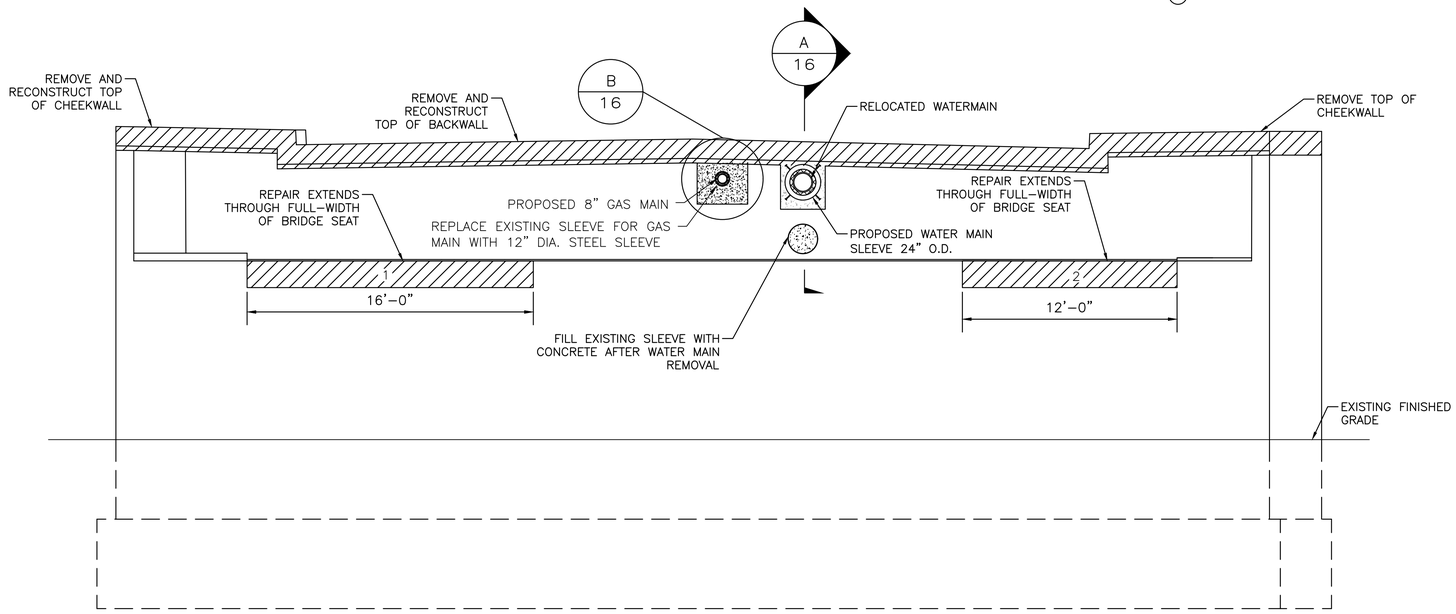
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	14	39



WEST ABUTMENT PLAN

SCALE: ¼" = 1'-0"

ABUTMENT REPAIRS	
LOCATION	AREA (SF)
1	24.0
2	18.0



WEST ABUTMENT ELEVATION

SCALE: ¼" = 1'-0"

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

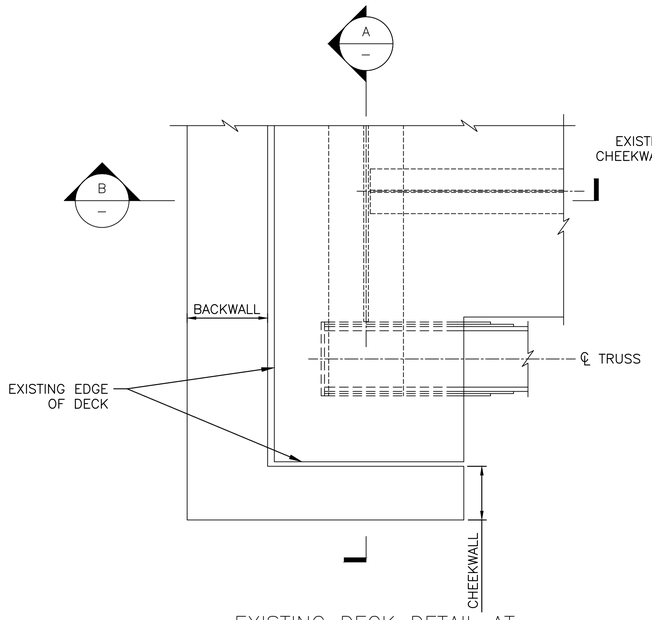
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

WEST ABUTMENT PLANS

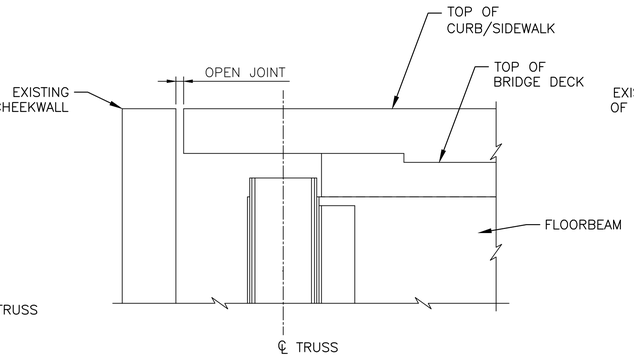
2607E_V3_014_WESTABUT

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	15	39



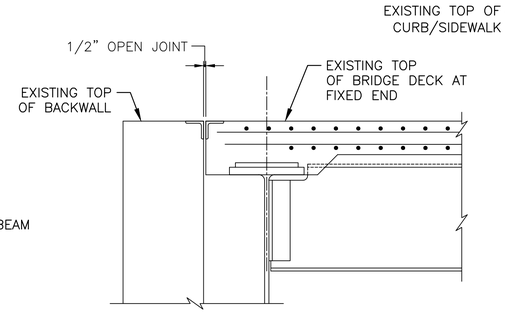
EXISTING DECK DETAIL AT BACKWALL AND CHEEKWALL

SCALE 3/4"=1'-0"



SECTION A

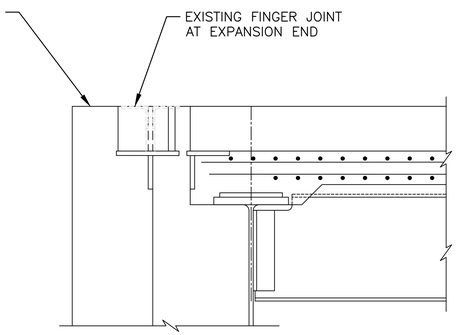
SCALE 3/4"=1'-0"



SECTION B

SCALE 3/4"=1'-0"

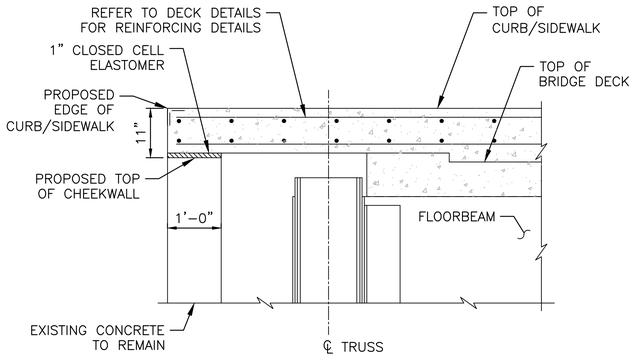
AT FIXED END



SECTION B

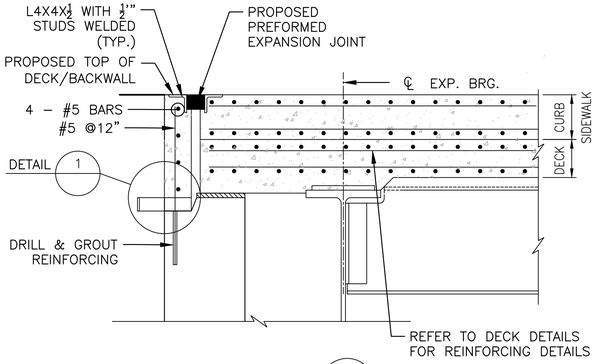
SCALE 3/4"=1'-0"

AT EXPANSION END



SECTION C

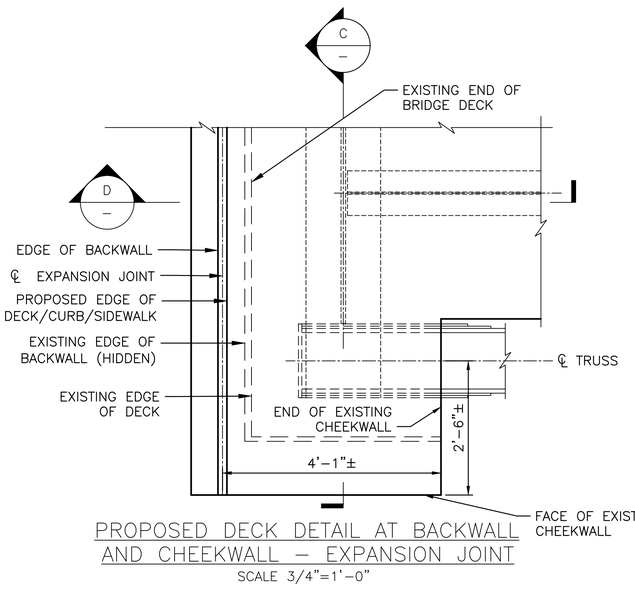
SCALE 3/4"=1'-0"



SECTION D

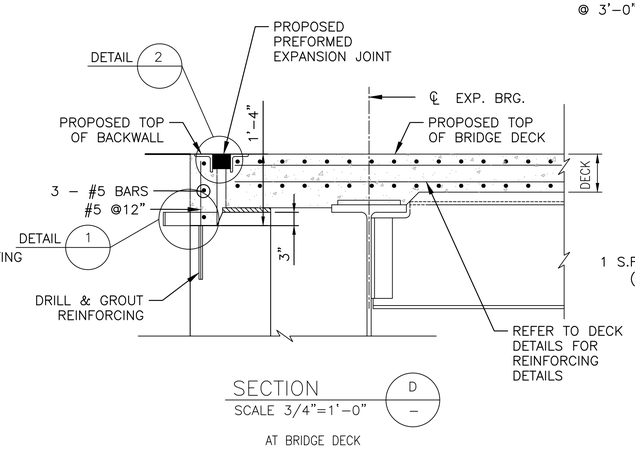
SCALE 3/4"=1'-0"

AT CURB/SIDEWALK



PROPOSED DECK DETAIL AT BACKWALL AND CHEEKWALL - EXPANSION JOINT

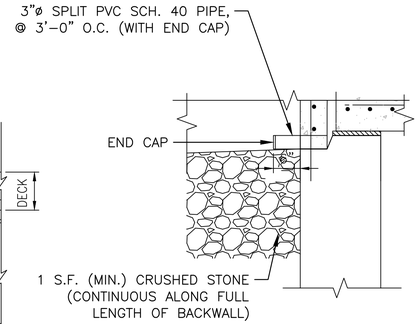
SCALE 3/4"=1'-0"



SECTION D

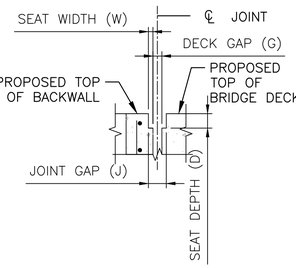
SCALE 3/4"=1'-0"

AT BRIDGE DECK



DETAIL 1

NOT TO SCALE



DETAIL 2

NOT TO SCALE

NOTES:

1. PROPSOED DECK ENDS AS SHOWN WILL RECEIVE A STUDDED ANGLE TO PROTECT THE DECK EDGE.
2. THE STUDS SHALL BE INSTALLED AT 12" ALTERNATING THE LEGS OF THE STUD.

JOINT NOTES:

1. DIMENSIONS "J", "G" AND SHELF WIDTH ARE MEASURED PERPENDICULAR TO THE DECK END. VALUES SHOULD BE PER MANUFACTURERS RECOMMENDATIONS.
2. THE PREFORMED JOINT SEAL SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANS, WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS AND AS DIRECTION BY THE ENGINEER.
3. SURFACE PREPARATION IS CRITICAL FOR ADHESION OF THE PREFORMED GLAND WITHIN THE JOINT OPENING. THE CONTRACTOR SHALL NOT PROCEED WITH THE INSTALLATION OF THE PREFORMED GLANDS WITHOUT AUTHORIZATION FROM THE ENGINEER.
4. THE BRIDGE DECK GAP (G) SHALL BE AS SHOWN IN THE TABLE BELOW.
5. SEAT WIDTH (W) SHALL BE HALF THE WIDTH OF THE PREFORMED GLAND THAT IS CHOSEN.
6. JOINT GAP (J) IS THE MANUFACTURER RECOMMENDED MINIMUM DECK JOINT GAP AT 110°F. THIS IS BASED ON THE MINIMUM WIDTH OF THE GLAND WHEN FULLY COMPRESSED PLUS ¼".
7. SEAT DEPTH (D) SHALL BE BASED ON MAXIMUM HEIGHT OF THE GLAND WHEN COMPRESSED PER MANUFACTURER RECOMMENDATION PLUS AN ADDITIONAL ¼" RECESS.

BRIDGE DECK GAP "G" (IN.)					
15°F	30°F	45°F	60°F	75°F	90°F
2.122	1.841	1.56	1.28	0.999	0.718

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

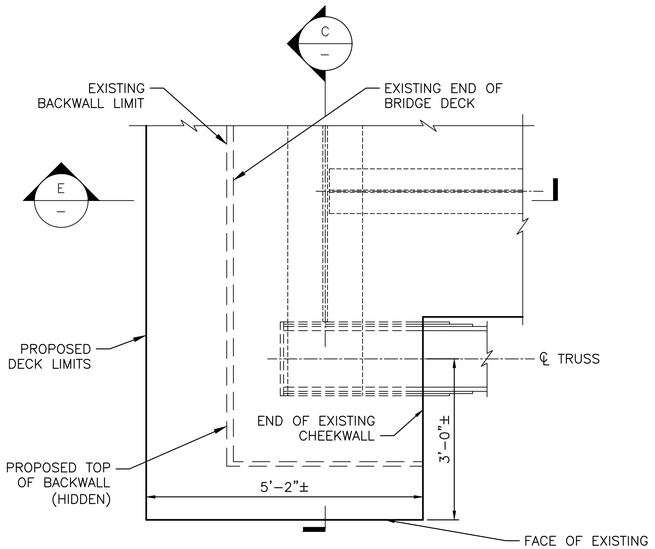
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

BACKWALL AND CHEEKWALL MODIFICATION DETAILS - 1

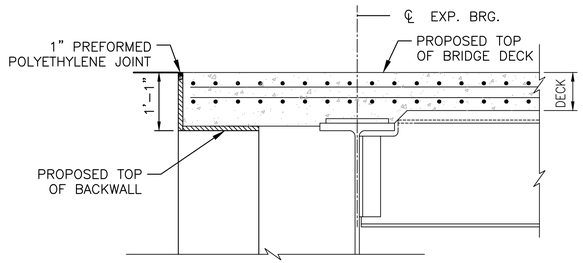
2607E_V3_015_BWDETL

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	16	39



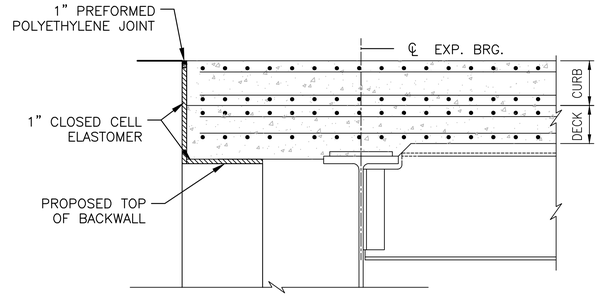
PROPOSED DECK DETAIL AT BACKWALL AND CHEEKWALL – FIXED JOINT

SCALE 3/4"=1'–0"



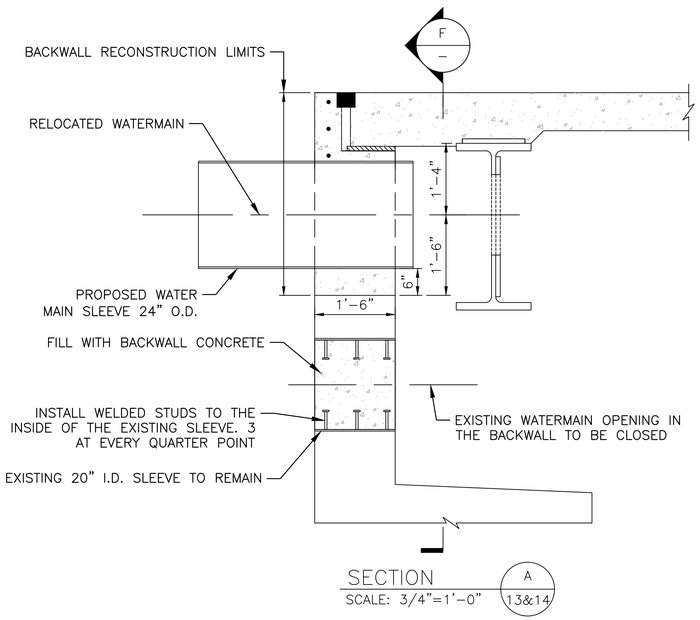
SECTION E – SCALE 3/4"=1'–0"

AT BRIDGE DECK

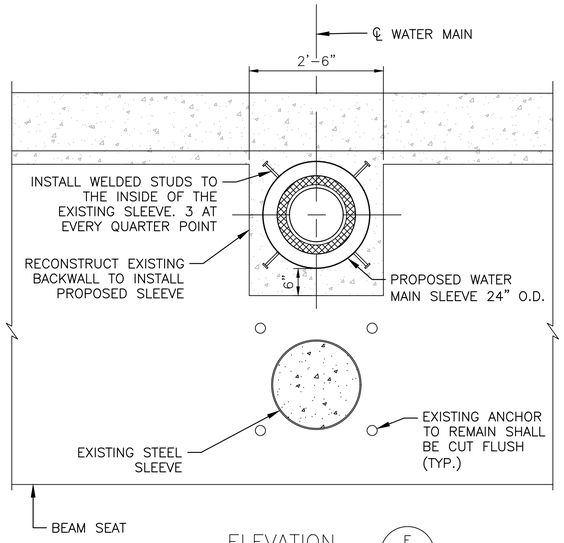


SECTION E – SCALE 3/4"=1'–0"

AT CURB/SIDEWALK



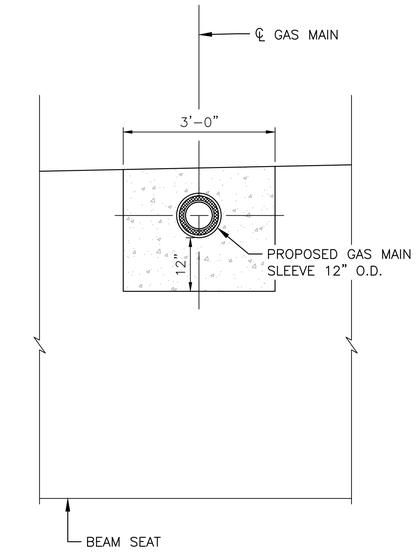
SECTION A – SCALE: 3/4"=1'–0" – 13&14



ELEVATION F – NOT TO SCALE

APPLICABLE AT BOTH ABUTMENTS

NOTES:
1. THE COST OF CONCRETE TO FILL THE EXISTING STEEL SLEEVE SHALL BE PAID FOR UNDER THE ITEM "CONCRETE SUBSTRUCTURE CLASS HP ¾" BACKWALLS".
2. THE COST OF WELDED STUDS IN THE EXISTING STEEL SLEEVE SHALL BE PAID FOR UNDER THE ITEM "STRUCTURAL STEEL".



GAS MAIN SLEEVE DETAIL B – NOT TO SCALE – 13&14

APPLICABLE AT BOTH ABUTMENTS

SEQUENCE OF CONSTRUCTION FOR SLEEVE INSTALLATION:

1. REMOVE CONCRETE IN THE EXISTING BACKWALL TO THE DIMENSIONS.
2. PLACE THE GAS/WATER MAIN ALONG WITH THE SLEEVE IN THE BLOCKOUT.
3. PUSH THE WATER/GAS MAIN.
4. AFTER THE MAINS ARE INSTALLED, POUR CONCRETE AROUND THE SLEEVE FOR COMPLETING THE WORK.
5. SLEEVES FOR THE GAS MAIN WILL BE PROVIDED BY RI ENERGY.
6. CONTRACTOR TO COORDINATE THE REMOVAL AND INSTALLATION OF THE GAS/WATER MAINS WITH THE UTILITY COMPANIES.

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

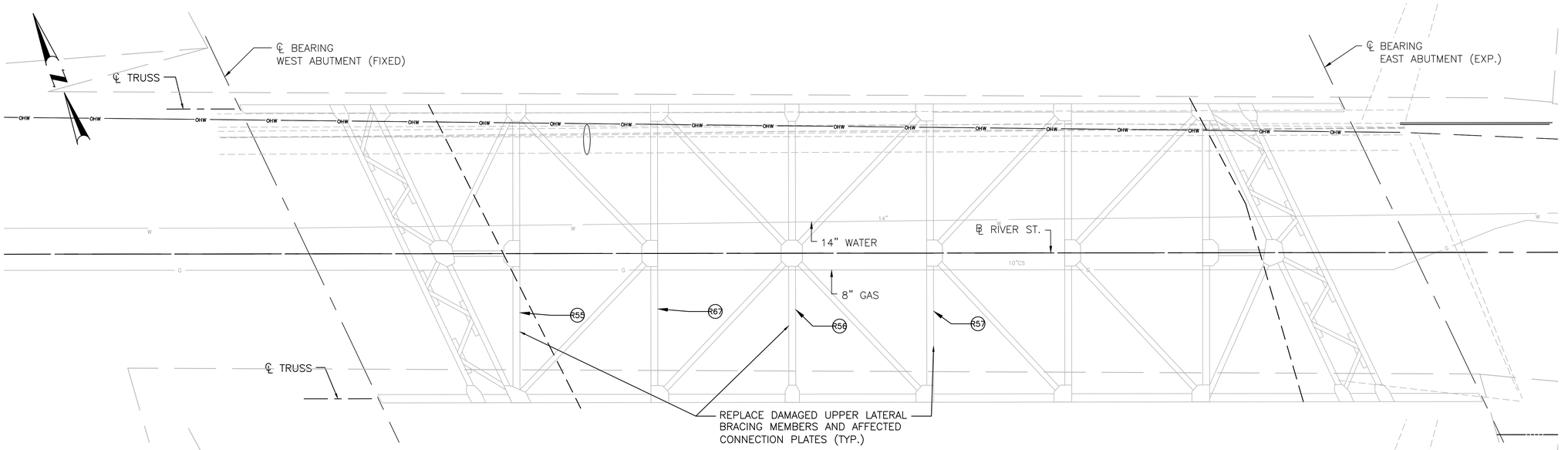
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

BACKWALL AND CHEEKWALL MODIFICATION DETAILS - 2

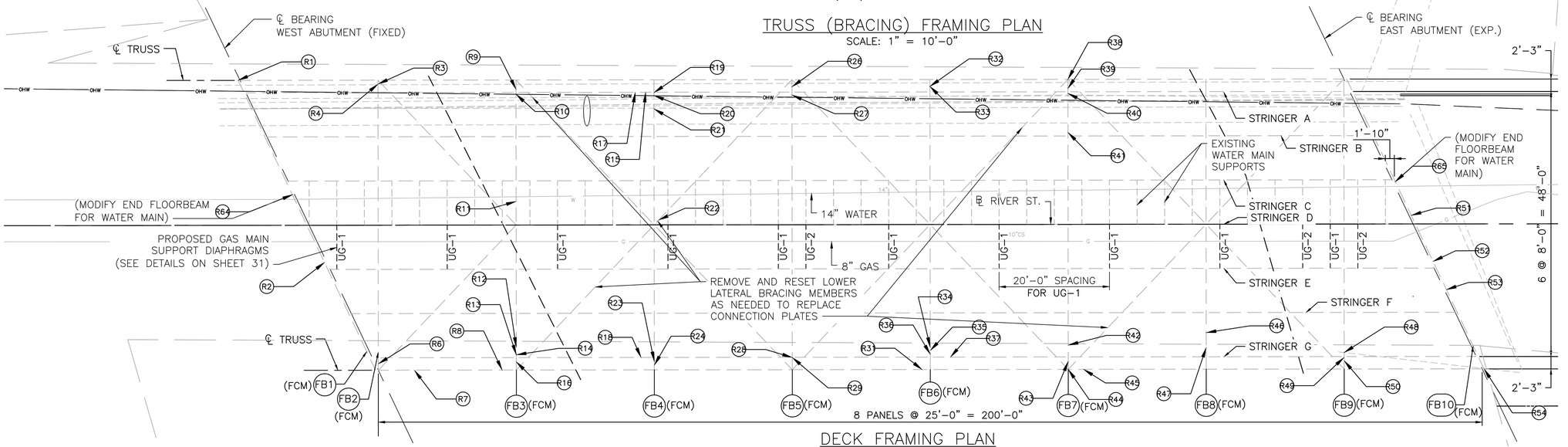
2607E_V3_016_BWDETL2

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	17	39



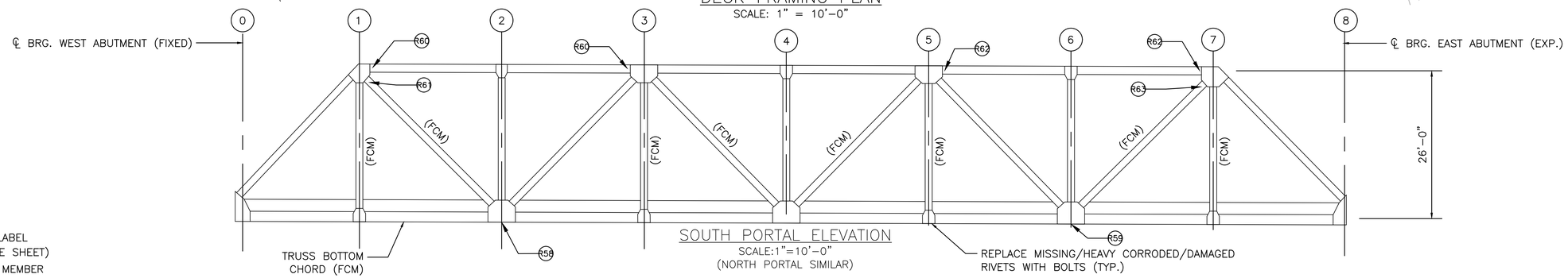
TRUSS (BRACING) FRAMING PLAN

SCALE: 1" = 10'-0"



DECK FRAMING PLAN

SCALE: 1" = 10'-0"



SOUTH PORTAL ELEVATION

SCALE:1"=10'-0"
(NORTH PORTAL SIMILAR)

LEGEND:

R# REPAIR LOCATION LABEL (SEE REPAIR TABLE SHEET)

(FCM) FRACTURE CRITICAL MEMBER

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

FRAMING PLAN AND TRUSS ELEVATION

2607E_V3_017_FRAMING

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–057	2025	18	39

REPAIR LOCATION TABLE

REPAIR ID	ELEMENT	REPAIR TYPE – DETAIL NUMBER		REPAIR PLATE SIZE L (in)	W (in)	T (in)	NO.	REPAIR ANGLE / SECTION L (in)	SECTION	NO.
R1	FB1	FB to Truss Vert. Connection	5	25	16	0.5625	2	N/A		
R2	FB1	FB Web @ Bot. Flange	10	530	11	0.75	2	530	L6x4x1/2	2
R3	FB2	FB Web @ Bot. Flange & Lat. Brace Conn.	1 & 8	84	18	0.75	2	84	L6x4x1/2	4
R4	FB2	FB Web @ Bot. Flange	1	96	18	0.75	2	96	L6x4x1/2	2
R5	R5 Not Used									
R6	FB2	FB Web @ Lat. Brace Connection	8	90	21	0.75	2	90	L6x4x1/2	2
R7	Str. G	Str. Web @ Bot. Flange	1	48	10.5	0.75	2	48	L4x4x1/2	2
R8	Str. G	Str. Web @ Top Flange	3	20	9	0.75	2	20	L4x4x1/2	2
R9	FB3	FB Web @ Bot. Flange	1	54	20	0.75	2	54	L6x4x1/2	2
R10	FB3	FB Web @ Lat. Brace Connection	8	84	24	0.75	1	N/A		
R11	FB3	WM Support Angle Replacement	6	N/A				39	L3x3x5/16	1
R12	FB3	FB Top Flange	3	60	3	0.75	2	60	L6x4x1/2	2
R13	FB3	FB Web @ Bot. Flange	1	72	13	0.75	2	72	L6x4x1/2	2
R14	FB3	FB Web @ Bot. Flange	1	96	33	0.75	2	96	L6x4x1/2	2
R15	Str. A	Str. Web @ Bot. Flange	1	24	8	0.75	2	24	L4x4x1/2	2
R16	FB3	Lateral Brace Connection Plate	8	SEE STEEL REPAIR DETAIL SHEET 05				N/A		
R17	Str. A	Str. Web @ Top Flange	3	17	8	0.75	2	17	L4x4x1/2	2
R18	Str. G	Str. Web @ Top & Bot. Flange	1 & 3	23	15	0.75	2	21	L4x4x1/2	4
R19	FB4	FB Web @ Bot. Flange	1	60	9	0.75	2	60	L6x4x1/2	2
R20	FB4	FB Web @ Top Flange	3	24	11	0.75	2	24	L6x4x1/2	2
R21	FB4	FB Web @ Bot. Flange	1	18	26	0.75	1	18	L6x4x1/2	2
R22	FB4	FB Web @ Lat. Brace Connection	8	7	13	0.75	1	N/A		
R23	FB4	FB Web @ Bot. Flange	1	48	17	0.75	2	48	L6x4x1/2	2
R24	FB4	FB Web @ Bot. Flange	1	78	15	0.75	2	78	L6x4x1/2	2
R25	R25 Not Used									
R26	FB5	FB Web	4	44	24	0.75	2	N/A		
R27	FB5	FB Bot. Flange	1	44	3	0.75	2	44	L6x4x1/2	2
R28	FB5	FB Web @ Lat. Brace Conection	8	66	26	0.75	1	N/A		
R29	FB5	FB Web @ Lat. Brace Connection	8	66	26	0.75	1	N/A		
R30	R30 Not Used									
R31	Str. G	Str. Web @ Top Flange	3	15.75	7	0.75	2	15.75	L4x4x1/2	2
R32	FB6	FB Web @ Bot. Flange	1	72	11	0.75	2	72	L6x4x1/2	2
R33	FB6	FB Top Flange	3	60	3	0.75	2	60	L6x4x1/2	2
R34	FB6	FB Web @ Bot. Flange	1	72	11	0.75	2	72	L6x4x1/2	2
R35	FB6	FB Web @ Bot. Flange	1	90	11.5	0.75	2	90	L6x4x1/2	2
R36	FB6	FB Web @ Top Flange	3	60	15	0.75	2	60	L6x4x1/2	2
R37	Str. G	Str. Web @ Top Flange	3	15.75	7	0.75	2	15.75	L4x4x1/2	2
R38	FB7	Lateral Brace Connection Plate	8	SEE STEEL REPAIR DETAIL SHEET 05				N/A		
R39	FB7	FB Bot. Flange	1	630	3	0.75	2	630	L6x4x1/2	2

REPAIR LOCATION TABLE

REPAIR ID	ELEMENT	REPAIR TYPE – DETAIL NUMBER		REPAIR PLATE SIZE L (in)	W (in)	T (in)	NO.	REPAIR ANGLE / SECTION L (in)	SECTION	NO.
R40	FB7	FB Web @ Bot. Flange	1	96	18	0.75	2	N/A		
R41	FB7	FB Web @ Bot. Flange	1	48	11	0.75	2	48	L6X4X1/2	2
R42	FB7	FB Web @ Bot. Flange	1	72	19	0.75	2	72	L6X4X1/2	2
R43	FB7	FB Web @ Lat. Brace Connection	8	30	21	0.75	1	N/A		
R44	FB7	Lateral Brace Connection Plate	8	SEE STEEL REPAIR DETAIL SHEET 05				N/A		
R45	Str. G	Str. Web @ Bot. Flange	1	36	13	0.75	2	36	L4x4x1/2	2
R46	FB8	FB Web @ Bot. Flange	1	60	13	0.75	2	60	L6X4X1/2	2
R47	FB8	FB Web @ Bot. Flange	1	48	13	0.75	2	48	L6X4X1/2	2
R48	FB9	FB Web @ Top Flange	3	20	14	0.75	2	20	L6X4X1/2	2
R49	FB9	FB Web @ Lat. Brace Connection	8	44	18	0.75	2	44	L6X4X1/2	2
R50	FB9	FB Web @ Bot. Flange	1	84	10	0.75	2	84	L6X4X1/2	2
R51	FB10	FB Web @ Bot. Flange	10	698	12	0.75	2	698	L6X4X1/2	2
R52	FB10	FB Bot. Flange	10	698	3	0.75	2	698	L6X4X1/2	2
R53	FB10	FB Top Flange	10	698	3	0.75	2	698	L6X4X1/2	2
R54	FB10	FB to Truss Vert. Connection	5	25	16	0.5625	2	N/A		
R55	SU1–NU2	Sway Brace Chord Replacement	11	N/A				630	12WF27	1
R56	SU3–NU4	Sway Brace Chord Replacement	11	N/A				630	12WF27	1
R57	SU4–NU5	Sway Brace Chord Replacement	11	N/A				630	12WF27	1
R58	L2 GUSSET	Splice Plate Addition	9	11	21	0.750	2	N/A		
R59	L6 GUSSET	Splice Plate Addition	9	11	21	0.750	2	N/A		
R60	U1–U3 @U1&U3	Filler Plate Rivet Replacement	7	N/A				N/A		
R61	U1–L2 @U1	Filler Plate Rivet Replacement	7	N/A				N/A		
R62	U5–U7 @U5&U7	Filler Plate Rivet Replacement	7	N/A				N/A		
R63	L6–U7 @U7	Filler Plate Rivet Replacement	7	N/A				N/A		
R64	FB1	End FB Utility Opening	10	N/A				38.625	L3x3x5/16	2
R65	FB10	End FB Utility Opening	10	N/A				38.625	L3x3x5/16	2
R66	R66 Not Used									
R67	SU2–NU3	Sway Brace Chord Replacement	11	N/A				630	12WF27	1
R68	Int. FBs	Cover Plate Repair	2	27	20	0.625	12	Repair Applicable At All Existing Cover Plate Ends		
				27	4	0.75	24			
R69	Ext. Square FBs	Cover Plate Repair	2	27	18	0.5	4	Repair Applicable At All Existing Cover Plate Ends		
				27	4	0.75	8			

NOTE:
PLATE SIZE FOR EXISTING $\frac{3}{8}$" THICK CONNECTION PLATE TO BE REPLACED AS PART OF REPAIR TYPE 8 IS NOT SHOWN IN THE TABLE ABOVE. DIMENSIONS OF THIS PLATE SHALL BE BASED ON FIELD MEASUREMENTS.

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

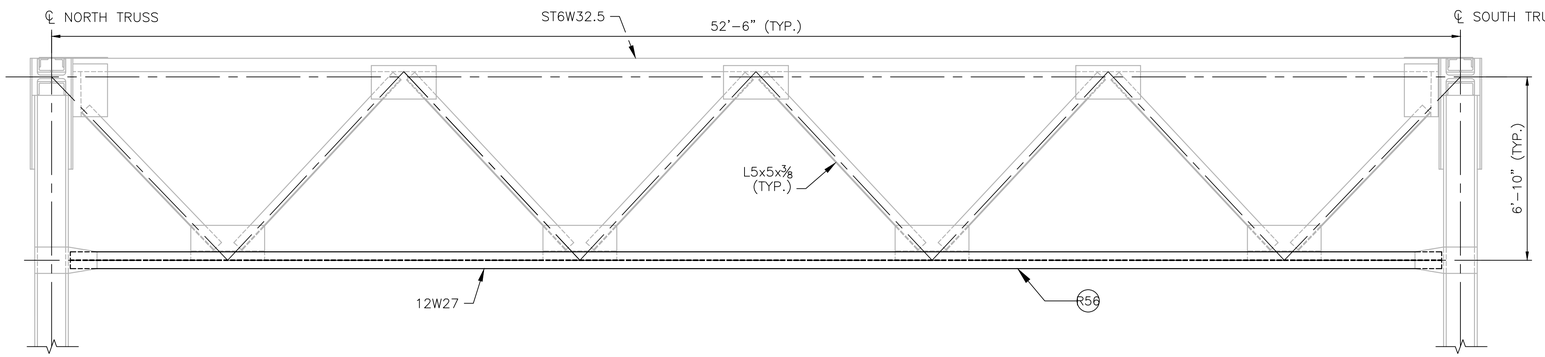
REVISIONS NO.	DATE	BY	REVISIONS NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

REPAIR TABLE

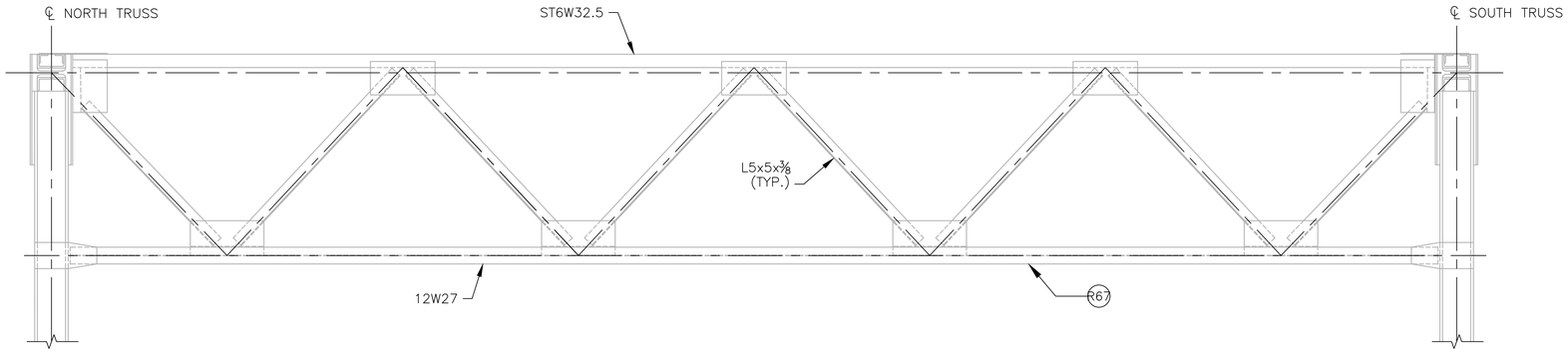
2607E_V3_018_REPAIRTABLE

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	19	39



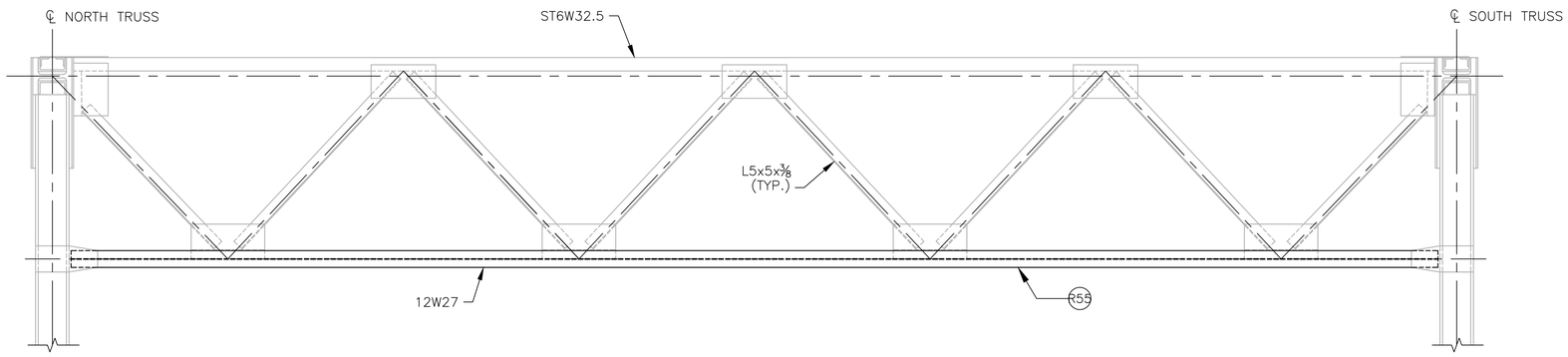
SWAY BRACING REPAIR VIEW AT U4

(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"



SWAY BRACING REPAIR VIEW AT U3

(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"
NOTE: NO DETERIORATION NOTED.



SWAY BRACING REPAIR VIEW AT U2

(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"

NOTES:

1. ADDITIONAL REPAIR LOCATIONS MAY BE IDENTIFIED IN THE FIELD AFTER ABRASIVE BLAST CLEANING.

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

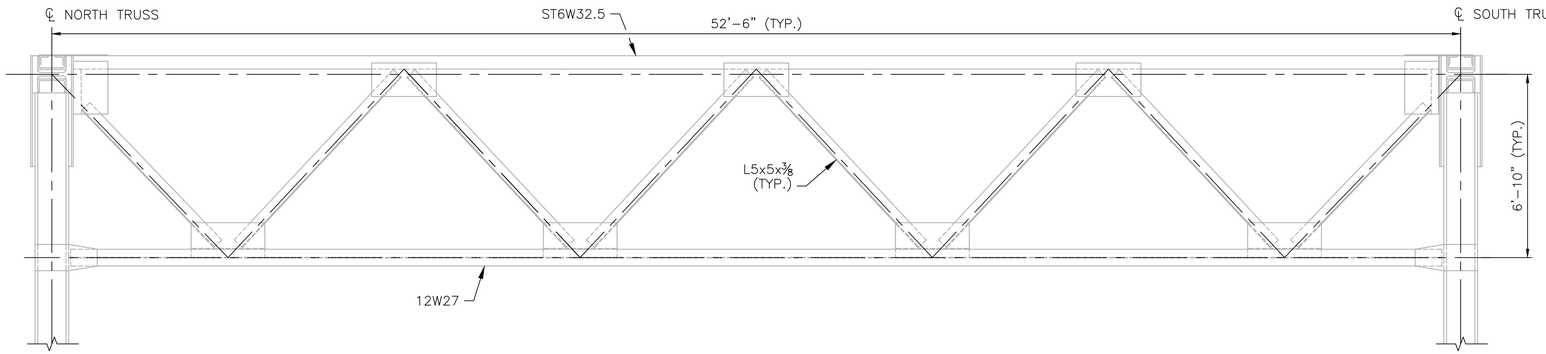
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

TRUSS REPAIR DETAILS - 1

2607E_V3_019-021_TRUSS_TYP

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	20	39

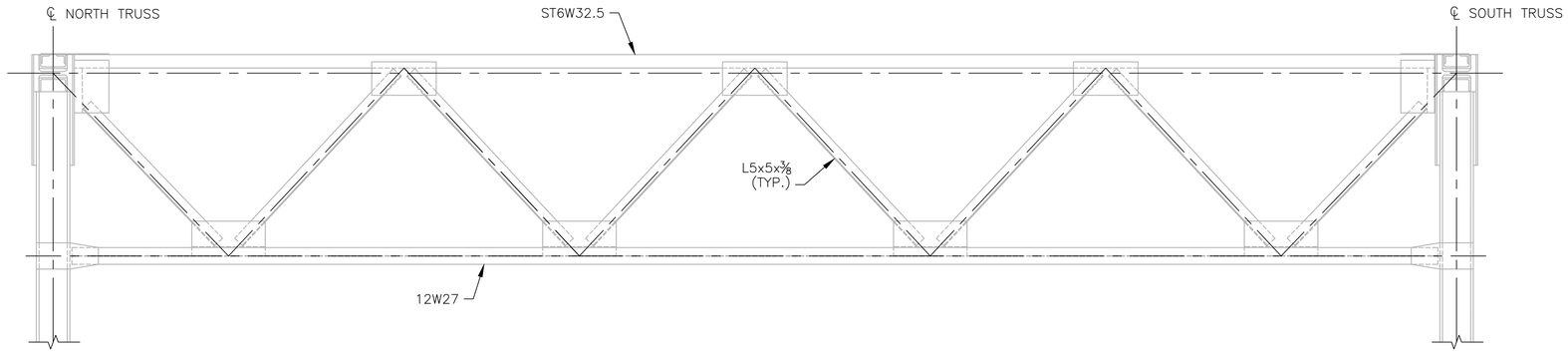


SWAY BRACING REPAIR VIEW AT U7

(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"
NOTE: NO DETERIORATION NOTED.

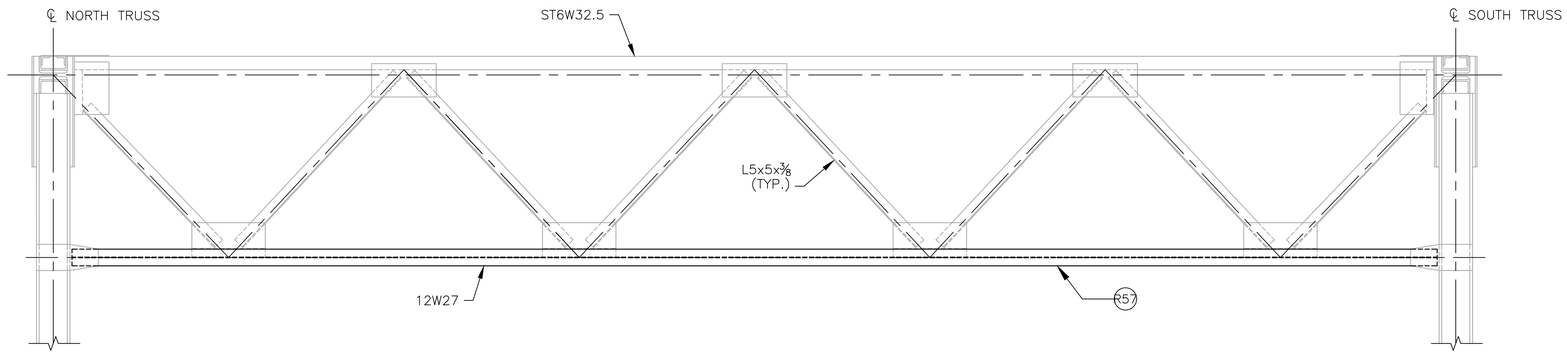
NOTES:

1. ADDITIONAL REPAIR LOCATIONS MAY BE IDENTIFIED IN THE FIELD AFTER ABRASIVE BLAST CLEANING.



SWAY BRACING REPAIR VIEW AT U6

(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"
NOTE: NO DETERIORATION NOTED.



SWAY BRACING REPAIR VIEW AT U5

(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

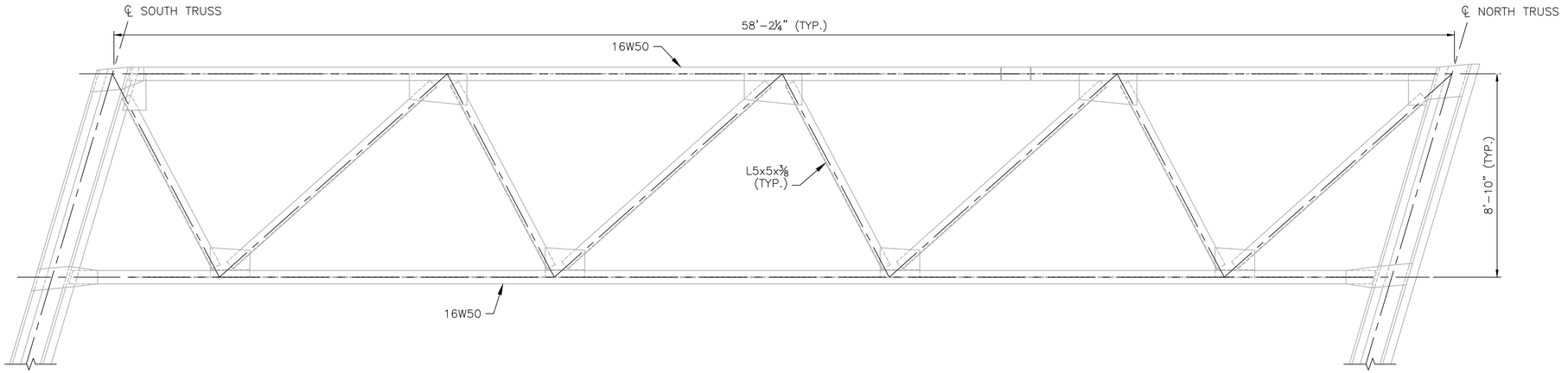
TRUSS REPAIR DETAILS - 2

2607E_V3_019-021_TRUSS_TYP

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–057	2025	21	39

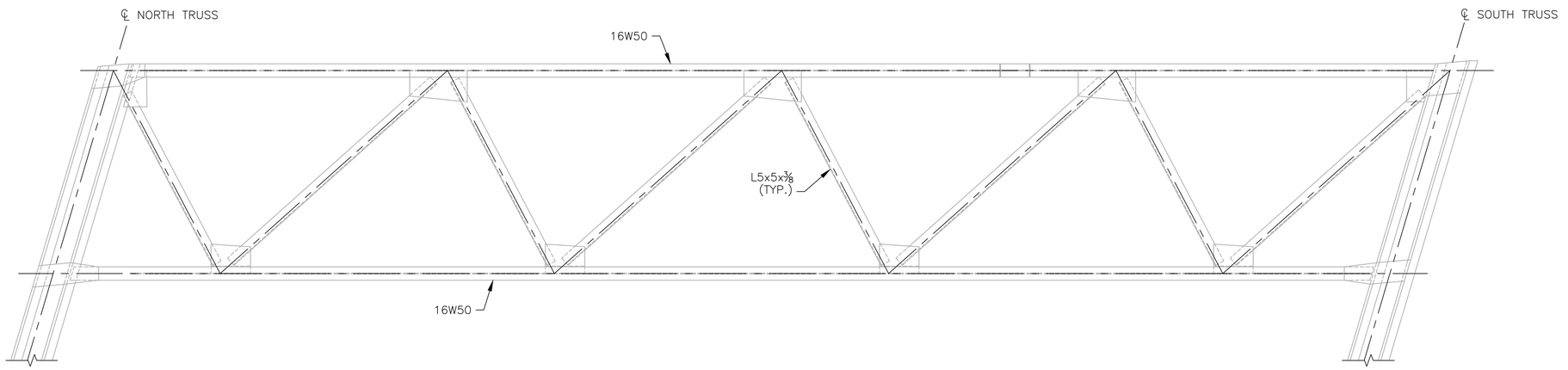
NOTES:

1. ADDITIONAL REPAIR LOCATIONS MAY BE IDENTIFIED IN THE FIELD AFTER ABRASIVE BLAST CLEANING.



EAST END PORTAL REPAIR VIEW

(LOOKING DOWNSTATION)
SCALE: 3/8" = 1'–0"
NOTE: NO DETERIORATION NOTED.



WEST END PORTAL REPAIR VIEW

(LOOKING UPSTATION)
SCALE: 3/8" = 1'–0"
NOTE: NO DETERIORATION NOTED.

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
CHECKED BY: XXX
DATE: XXX
SHEET: 21
OF: XXX

SCALE:

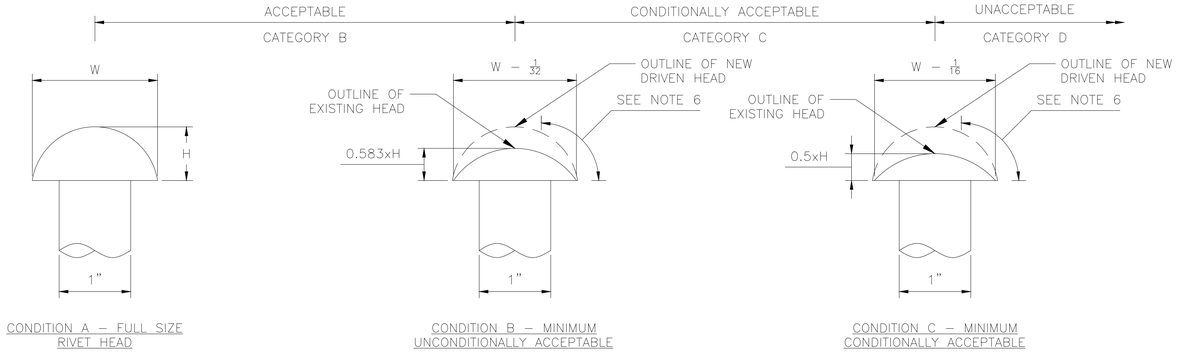
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

TRUSS REPAIR DETAILS - 3

2607E_V3_019–021_TRUSS_TYP

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	22	39



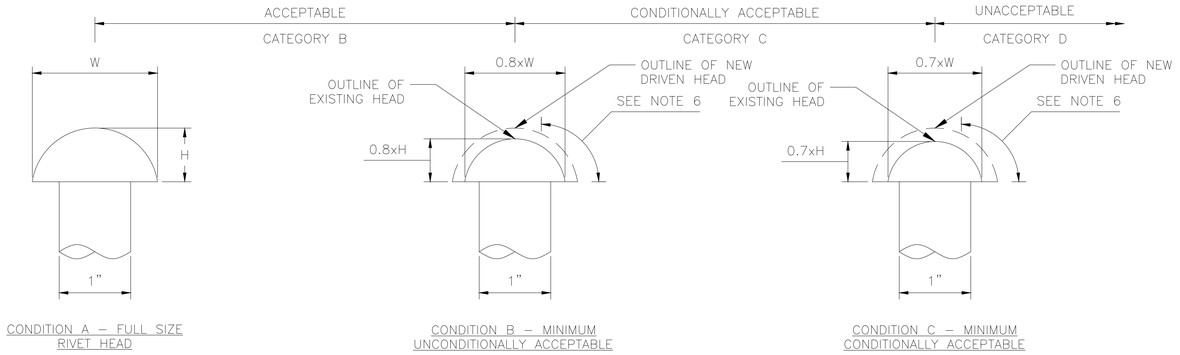
CONDITION A – FULL SIZE RIVET HEAD

CONDITION B – MINIMUM UNCONDITIONALLY ACCEPTABLE

CONDITION C – MINIMUM CONDITIONALLY ACCEPTABLE

RIVET REPLACEMENT CRITERIA FOR DETERIORATION IN HEAD CROWN

SCALE: 1"=1'-0"



CONDITION A – FULL SIZE RIVET HEAD

CONDITION B – MINIMUM UNCONDITIONALLY ACCEPTABLE

CONDITION C – MINIMUM CONDITIONALLY ACCEPTABLE

RIVET REPLACEMENT CRITERIA FOR DETERIORATION IN OVERALL HEAD

SCALE: 1"=1'-0"

RIVET REPLACEMENT NOTES

1. REMOVAL OF RIVETS FOR THE PURPOSE OF MAKING VARIOUS STRUCTURAL STEEL REPAIRS INDICATED ON THE PLANS OR AS ORDERED BY THE ENGINEER ARE NOT INCLUDED IN THE CRITERIA.
2. DETERIORATED RIVETS NOT COVERED UNDER NOTE 1 ABOVE WILL BE INSPECTED BY THE ENGINEER, WHO WILL ORDER THAT SPECIFIC RIVETS BE REPLACED WITH HIGH STRENGTH BOLTS IN ACCORDANCE WITH FOLLOWING GUIDELINES.
3. RIVETS (CONDITION B) WITH DIMENSIONS OF BOTH HEADS MEETING OR SURPASSING EACH OF THE MINIMUM DIMENSIONS SHOWN FOR CONDITION B MAY BE LEFT IN PLACE SUBJECT TO CONDITIONS DESCRIBED IN NOTE 6.
4. RIVETS (CONDITION C) NOT MEETING THE REQUIREMENTS OF CONDITION B, BUT HAVING DIMENSIONS WHICH MEET OR SURPASS AT BOTH HEADS EACH OF THE MINIMUM REQUIREMENTS SHOWN FOR CONDITION C MAY BE LEFT IN PLACE SUBJECT TO THE FOLLOWING CONDITIONS:
   - A) THERE IS NO PRYING ACTION FROM APPLIED STRESS WHICH TENDS TO SEPARATE THE CONNECTED PARTS.
   - B) RIVETS HEADS DO NOT HAVE ADDITIONAL LOSSES DESCRIBED IN NOTE 6.
   - C) RIVETS MAY BE LEFT IN PLACE TO THE EXTENT THAT THEIR NUMBER DOES NOT EXCEED 15% OF CONNECTION RIVETS IN ANY ONE CONNECTION OR 40% OF STITCH RIVETS.
   - D) WHERE THE ABOVE PERCENTAGES ARE EXCEEDED THE NUMBER OF RIVETS OVER THE PRESCRIBED PERCENTAGE SHALL BE REPLACED WITH HIGH STRENGTH BOLTS.
   - E) WHEN SELECTING RIVETS FOR REPLACEMENT TO MEET THE ABOVE PERCENTAGE REQUIREMENTS, THE WORST RIVETS IN ANY GROUP OR CONNECTION SHALL BE SELECTED FOR REPLACEMENT.
5. RIVETS (CONDITION D) NOT MEETING THE REQUIREMENTS OF CONDITION C AT EITHER HEAD SHALL BE REPLACED (CONDITION D NOT SHOWN).
6. REPLACEMENT WILL ALSO BE REQUIRED FOR ANY RIVET EXHIBITING ADDITIONAL LOSS IN THE FORM OF PITS OR GOUGES OF THE EDGE OF EITHER HEAD PROJECTING BEYOND THE SHANK WHERE SUCH LOSS REDUCES THE SECTION BELOW THE LIMITS SHOWN FOR CONDITION B.
7. RIVETS REPLACED IN ACCORDANCE WITH NOTES 2 THROUGH 6 WILL BE PAID FOR UNDER THE ITEM "REPLACE REMOVED OR MISSING RIVETS AND BOLTS WITH HIGH STRENGTH BOLTS".
8. DIMENSIONS SHOWN ON THESE DETAILS FOR CONDITION B AND C ARE MINIMUM REQUIREMENTS FOR BOTH DRIVEN AND MANUFACTURED HEADS. THE MINIMUM HEIGHT OF A RIVET HEAD IS MEASURED TO THE CENTER OF THE RIVET. THE MINIMUM DIAMETER APPLIES TO THAT DIRECTION IN WHICH IT IS THE SMALLEST.
9. THE SELECTION AND INSTALLATION OF BOLTS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS. FOR EACH BOLT IN THESE ITEMS, A MINIMUM OF TWO WASHERS SHALL BE USED, ONE UNDER EACH HEAD AND NUT. THE CONTRACTOR SHALL TAKE ALL NECESSARY FIELD MEASUREMENTS TO DETERMINE PROPER GRIP LENGTHS.
10. ONLY ONE RIVET SHALL BE REPLACED AT A TIME WITHIN A REPAIR LOCATION.
11. THE NEW BOLTS TO BE INSTALLED SHALL BE 7/8" DIA. AT THE APPROACH SPANS AND 1" DIA. AT THE RIVER SPAN, ASTM F3125, TYPE 1 HIGH STRENGTH BOLTS WITH NUT AND WASHER.

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

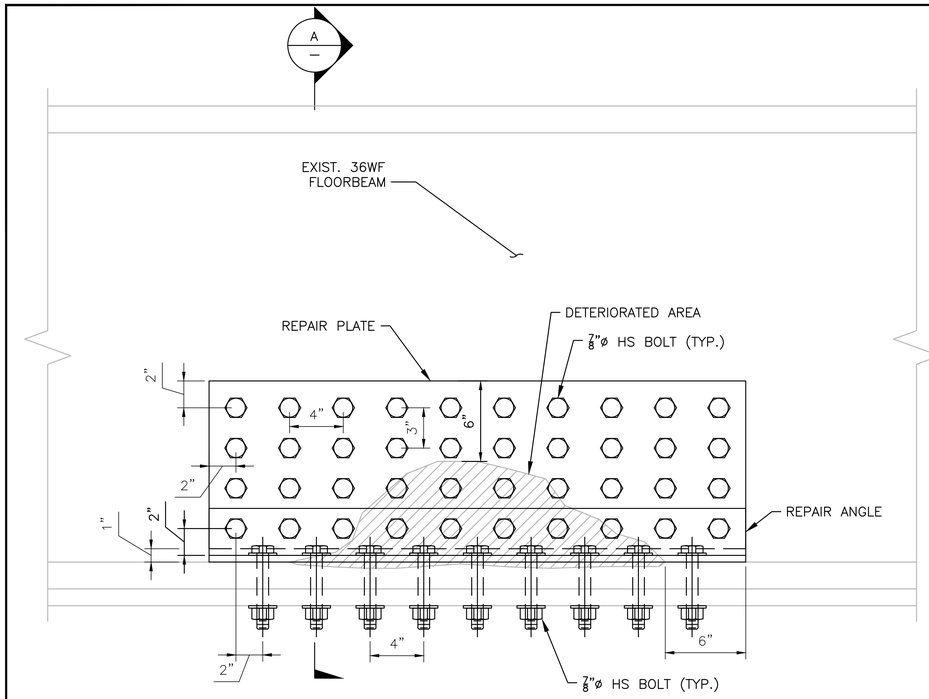
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

STEEL REPAIR DETAILS - 1

2607E_V3_022_SRD001

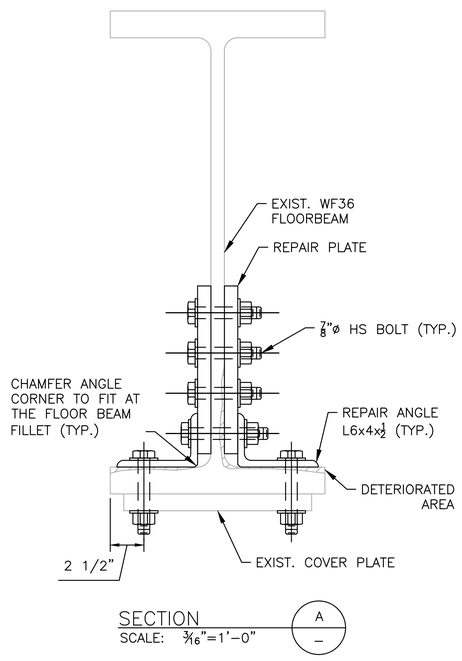
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	23	39



WEB AND BOTTOM FLANGE REPAIR DETAIL AT FLOORBEAM REPAIR TYPE 1

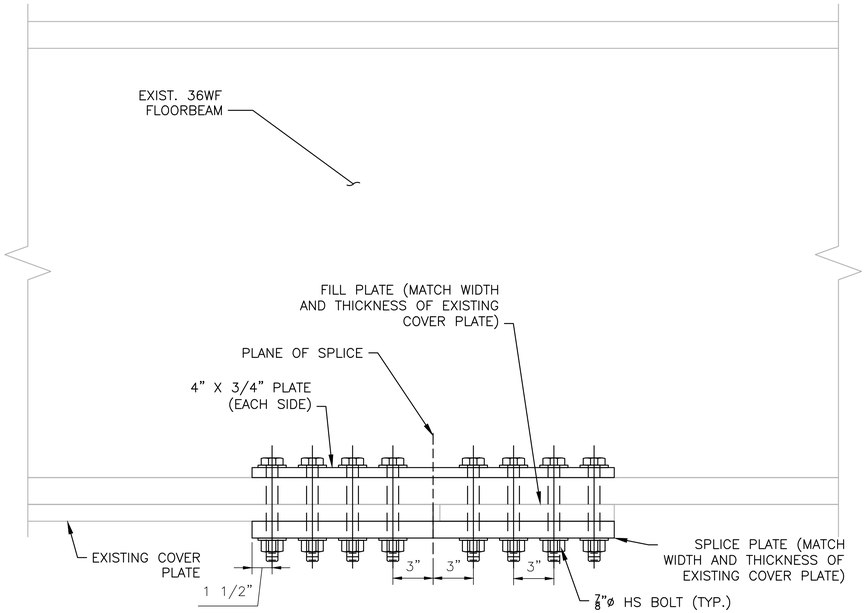
SCALE: 3/16" = 1'-0"

NOTE: SIMILAR REPAIR APPLIES FOR STRINGERS.
(FATIGUE SENSITIVE DETAIL – FSD)



SECTION A

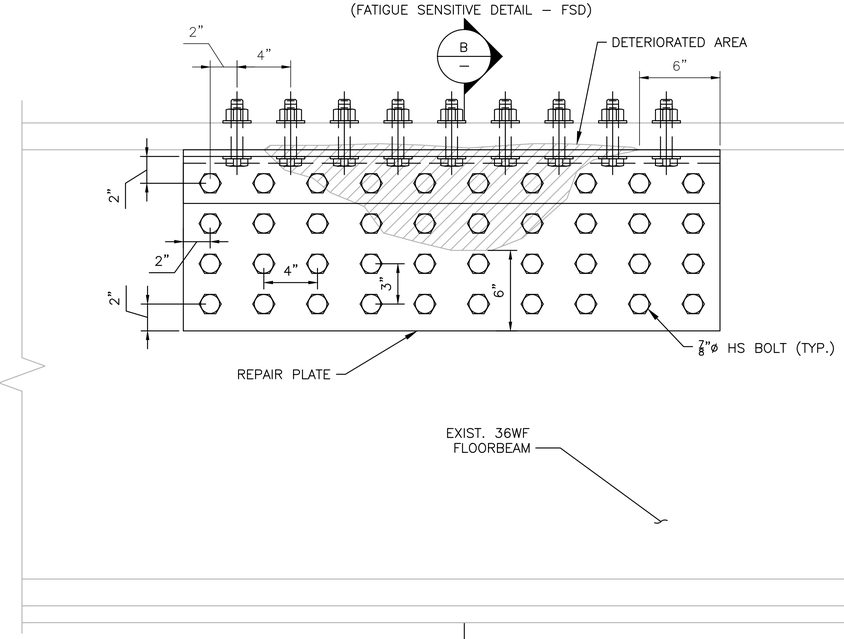
SCALE: 3/16"=1'-0"



COVER PLATE REPAIR DETAIL AT FLOORBEAM REPAIR TYPE 2

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

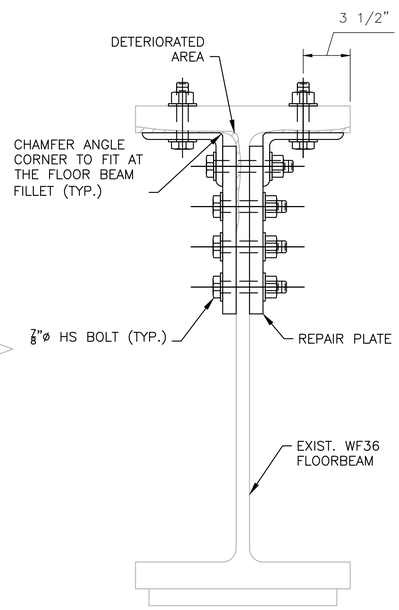
(FATIGUE SENSITIVE DETAIL – FSD)



WEB AND TOP FLANGE REPAIR DETAIL AT FLOORBEAM REPAIR TYPE 3

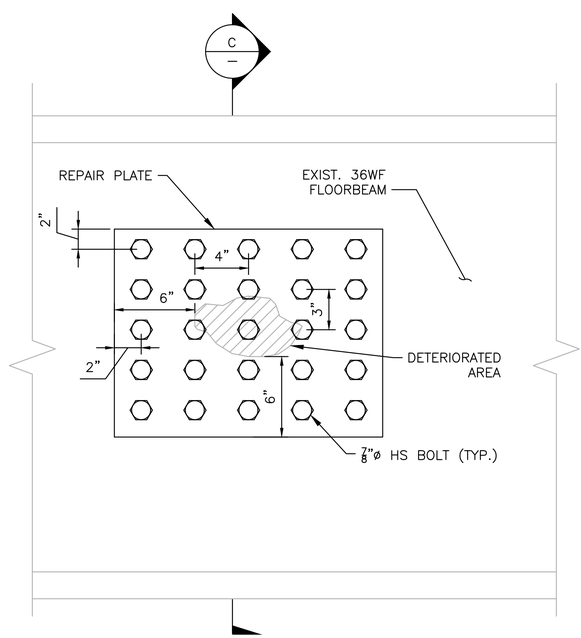
SCALE: 3/16" = 1'-0"

NOTE: SIMILAR REPAIR APPLIES FOR STRINGERS.



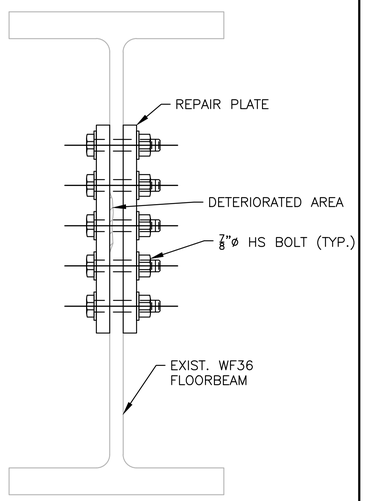
SECTION B

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



WEB REPAIR DETAIL AT FLOORBEAM REPAIR TYPE 4

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



SECTION C

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

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

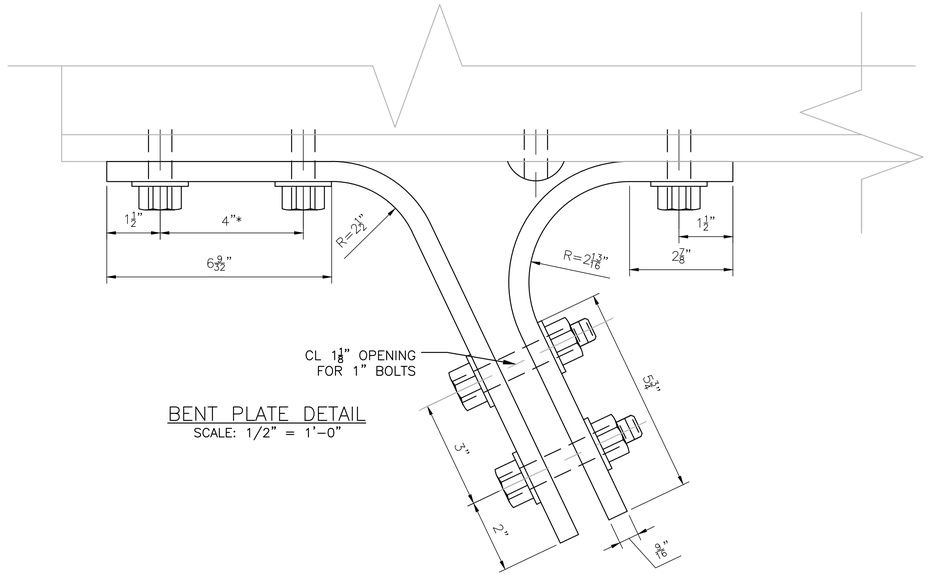
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

STEEL REPAIR DETAILS - 2

2607E_V3_023_SRD002

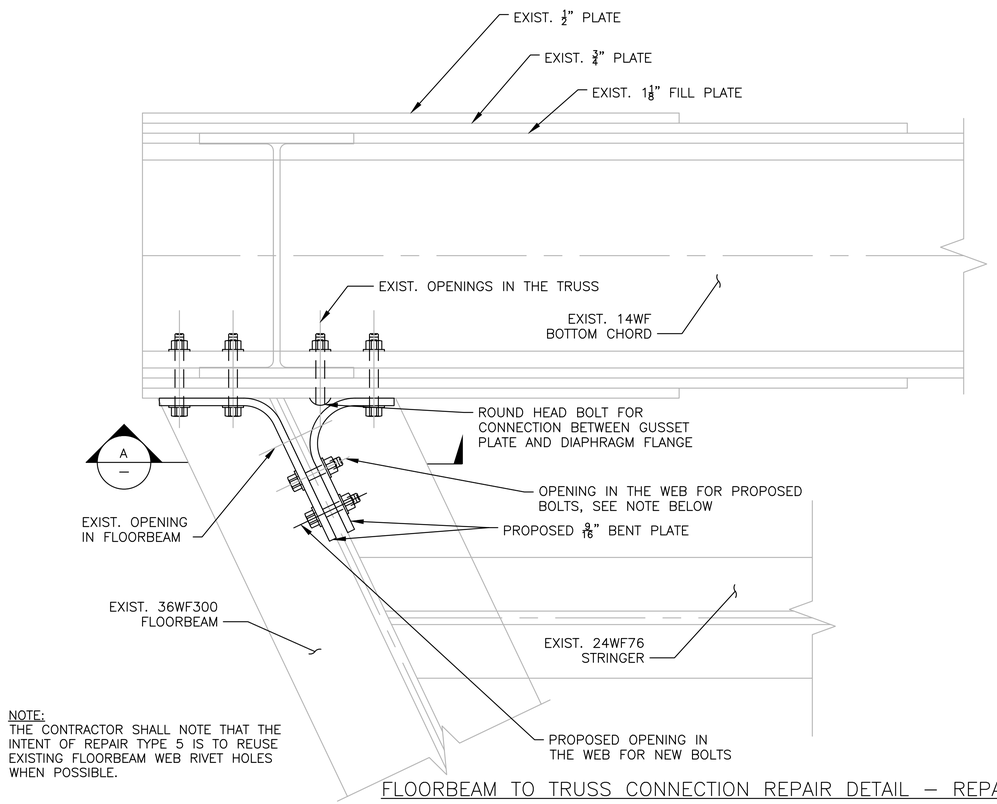
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	24	39



BENT PLATE DETAIL
SCALE: 1/2" = 1'-0"

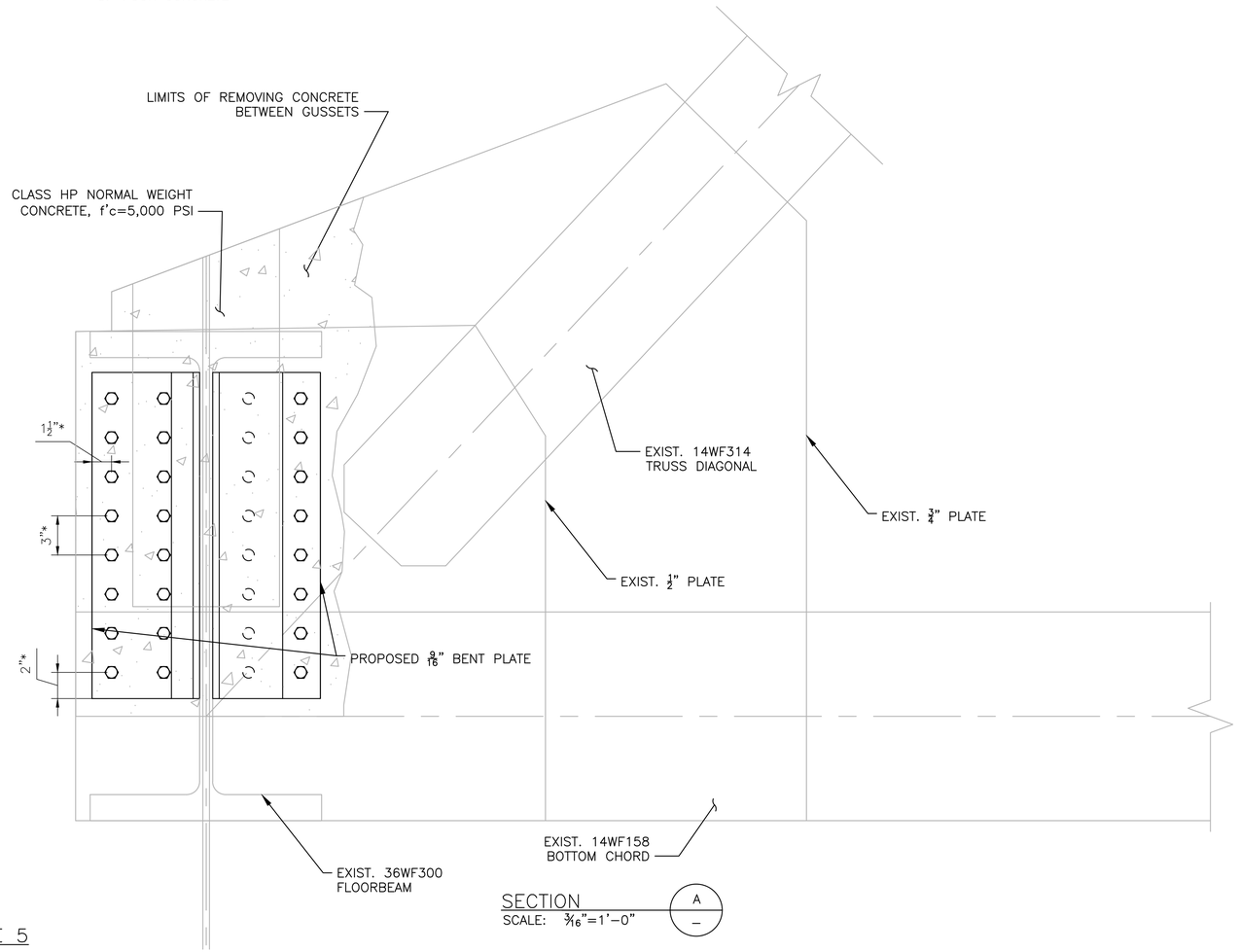
NOTE:
ALL DIMENSIONS SHOWN ON THIS SHEET SHALL BE FIELD VERIFIED

REPAIR STAGING:
1. CREATE ALTERNATIVE LOAD PATH FOR FLOORBEAM TO TRUSS CONNECTION
2. REMOVE CONCRETE BETWEEN GUSSETS
3. MEASURE & DOCUMENT BOLT AND RIVET PATTERN
4. REMOVE RIVETS AND CONNECTION PLATE FROM FLOORBEAM TO TRUSS
5. CLEAN AND REPAIR STEEL
6. INSTALL NEW CONNECTION PLATES
7. INSTALL NEW BOLTS
8. POUR CONCRETE



NOTE:
THE CONTRACTOR SHALL NOTE THAT THE INTENT OF REPAIR TYPE 5 IS TO REUSE EXISTING FLOORBEAM WEB RIVET HOLES WHEN POSSIBLE.

FLOORBEAM TO TRUSS CONNECTION REPAIR DETAIL – REPAIR TYPE 5
SCALE: 3/16" = 1'-0"
(FATIGUE SENSITIVE DETAIL – FSD)



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

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

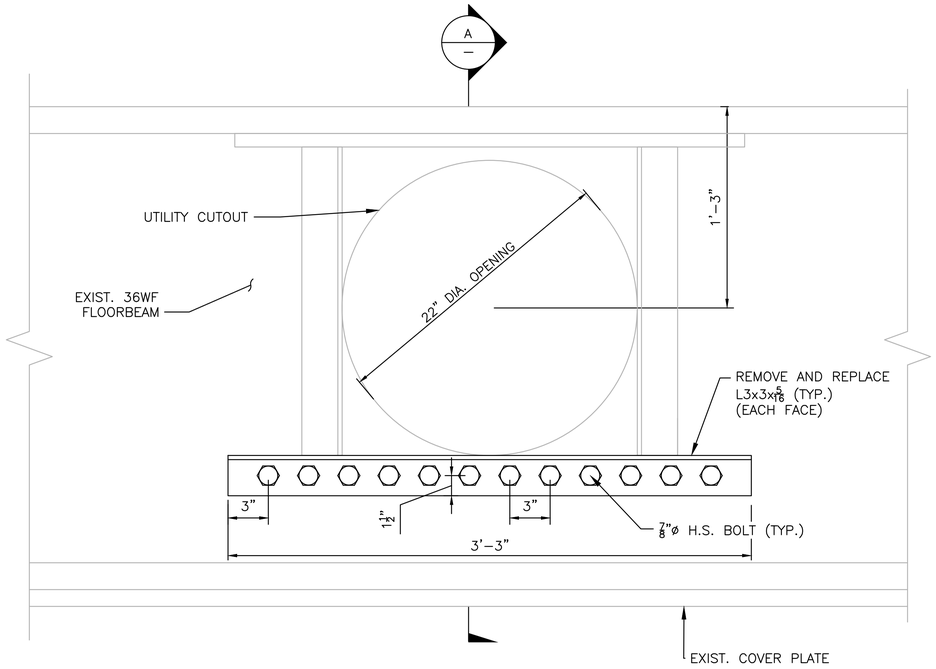
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

STEEL REPAIR DETAILS - 03

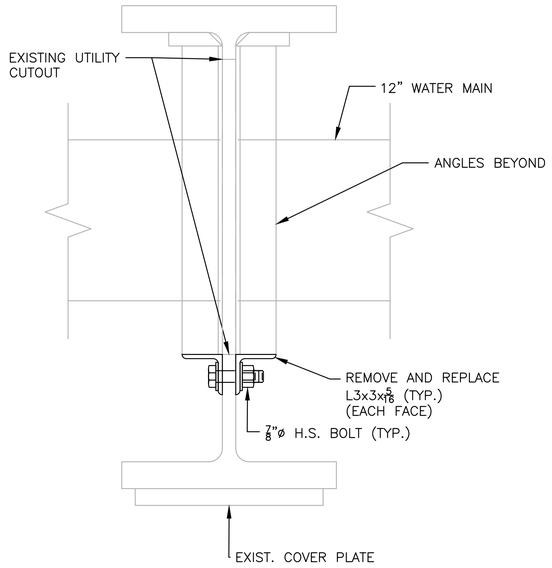
2607E_V3_024_SRD003

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–057	2025	25	39

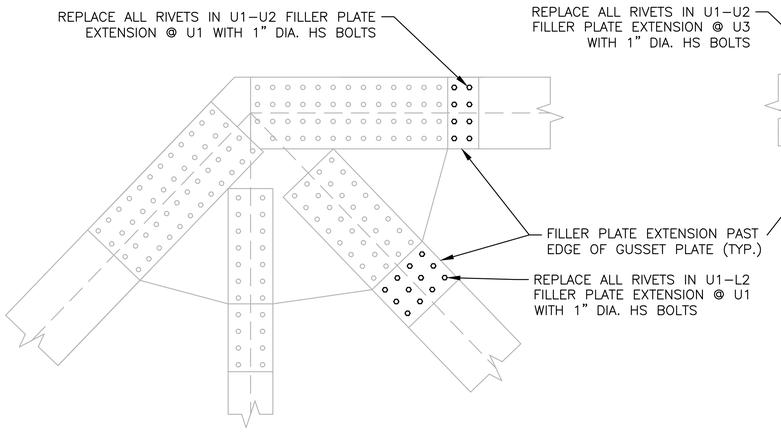


INTERIOR FLOORBEAM REPAIR DETAIL AT UTILITY OPENING REPAIR TYPE 6

SCALE: 3/16" = 1'–0"
(FATIGUE SENSITIVE DETAIL – FSD)

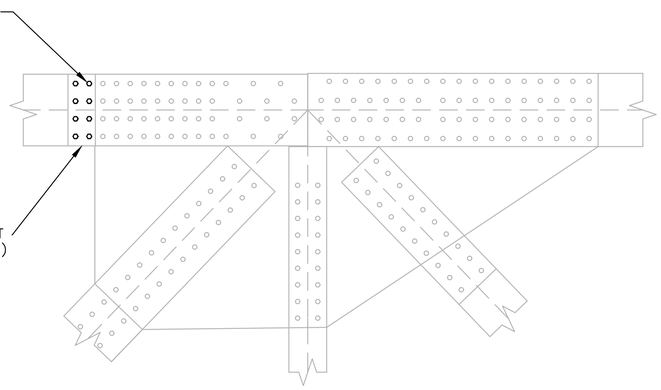


SECTION A
SCALE: 3/16"=1'–0"



PANEL POINT U1 GUSSET PLATE REPAIR TYPE 7

SCALE: 1/16" = 1'–0"
(FATIGUE SENSITIVE DETAIL – FSD)



PANEL POINT U3 GUSSET PLATE REPAIR TYPE 7

SCALE: 1/16" = 1'–0"
(FATIGUE SENSITIVE DETAIL – FSD)

NOTES:
1. REPAIR DETAILS R60 AND R61 AT U1 AND U3 ARE SHOWN. REPAIR DETAILS R62 AND R63 AT PANEL POINTS U5 AND U7 ARE MIRRORED.
2. REPLACE ONLY RIVETS IN THE PORTIONS OF THE FILLER PLATES THAT EXTEND PAST THE EDGE OF THE GUSSET PLATE. REPLACE ONE RIVET AT A TIME.
3. ALL BOLTS SHALL BE 1" DIA. HS, WITH THREADS EXCLUDED FROM THE SHEAR AREA.
4. THIS WORK MUST BE COMPLETED BEFORE OR DURING LOAD RESTRICTION 1, BEFORE THE TEMPORARY PLATFORM IS FULLY LOADED. REFER TO PHASING DETAIL SHEET.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

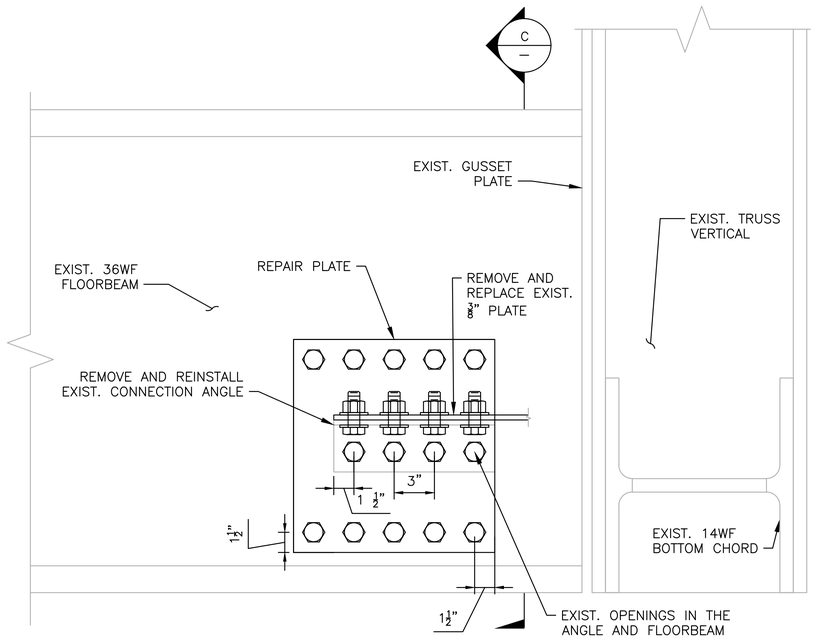
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

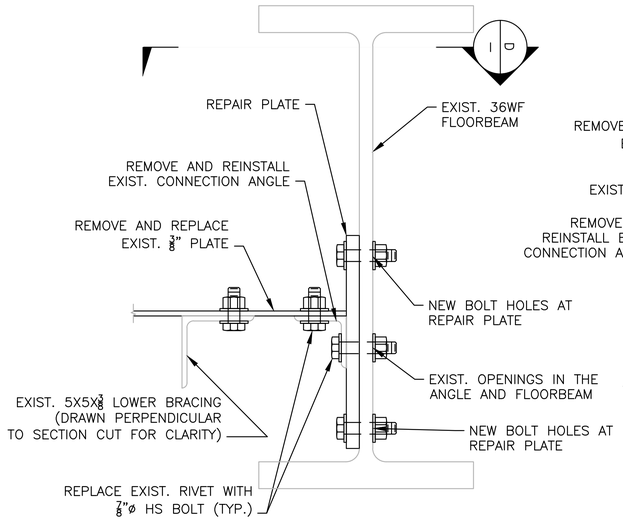
STEEL REPAIR DETAILS - 4

2607E_V3_025_SRD004

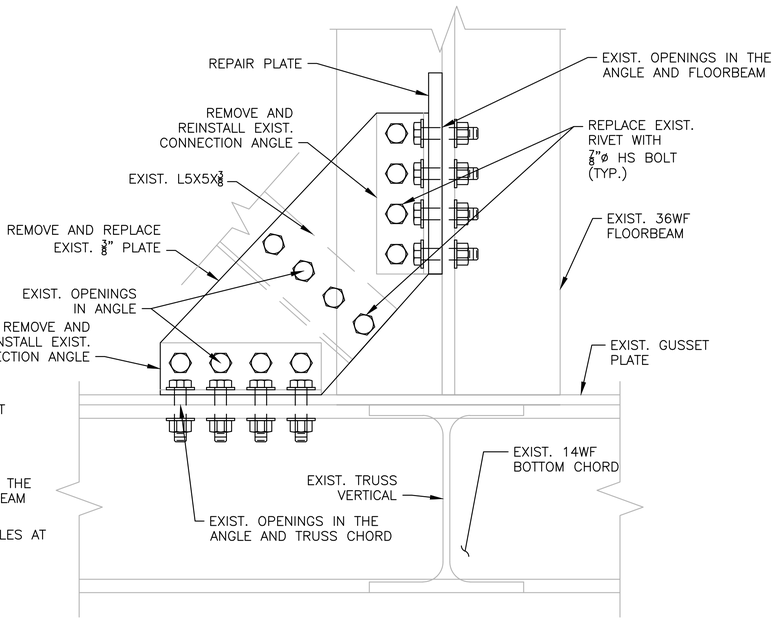
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–057	2025	26	39



FLOORBEAM CONNECTION REPAIR DETAIL AT LOWER BRACE REPAIR TYPE 8
SCALE: 3/16" = 1'–0"
(FATIGUE SENSITIVE DETAIL – FSD)



SECTION C
SCALE: 3/16"=1'–0"



SECTION D
SCALE: 3/16"=1'–0"

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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

SCALE:

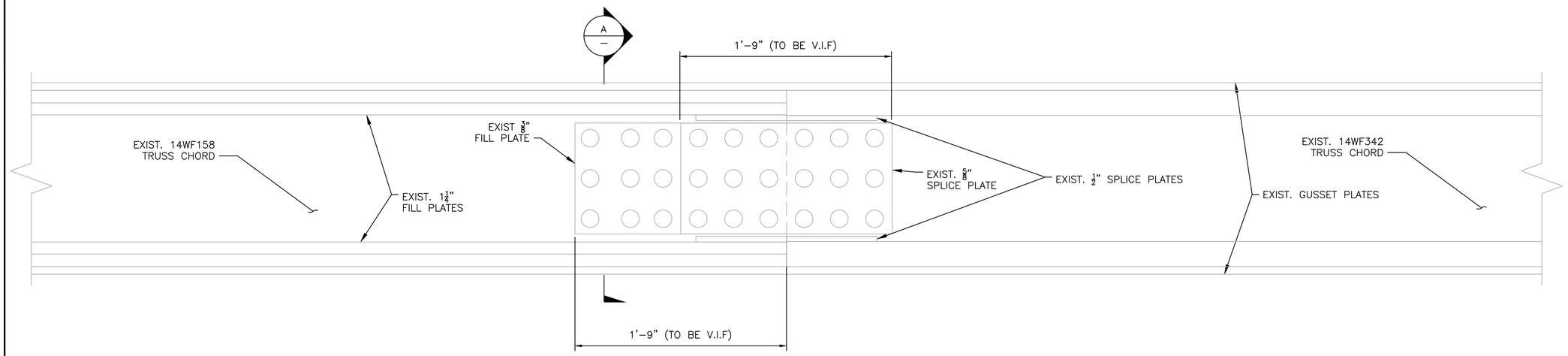
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

STEEL REPAIR DETAILS - 5

2607E_V3_026_SRD005

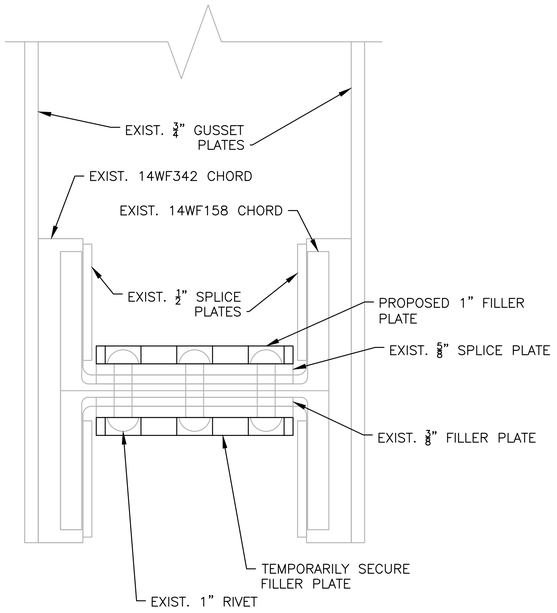
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025–CB–057	2025	27	39



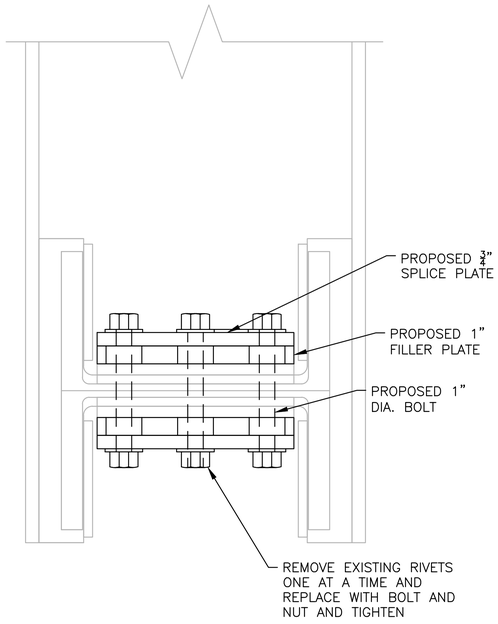
SPLICE PLATE REPAIR DETAIL TYPE 9

SCALE: 3/16" = 1'–0"

NOTE: ALL BOLT SPACINGS AND EDGE DISTANCES SHALL BE VERIFIED IN THE FIELD. SURFACES SHALL BE CLEANED LOCALLY BEFORE ADDITION OF NEW SPLICE PLATES. (FATIGUE SENSITIVE DETAIL – FSD)



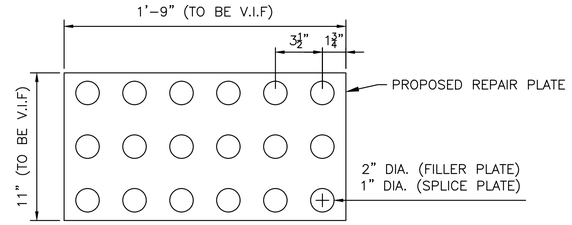
EXISTING



FINAL

SECTION A

SCALE: ¼"=1'–0"



PROPOSED REPAIR PLATE PLAN

SCALE: 3/16" = 1'–0"

NOTES:
1. EXISTING RIVETS MUST BE REMOVED AND REPLACED WITH A FULLY INSTALLED BOLT ONE AT A TIME, IN AN ORDER TO BE DETERMINED BY THE CONTRACTOR.
2. THIS REPAIR MUST BE PERFORMED AT ALL DEFICIENT LOCATIONS (COMPLETED ONE LOCATION AT A TIME) BEFORE THE TEMPORARY WORK PLATFORM CAN BE FULLY LOADED. REFER TO PHASING DETAIL SHEET.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
CHECKED BY: XXX
DATE: XXX
SHEET: 27
OF: XXX

SCALE:

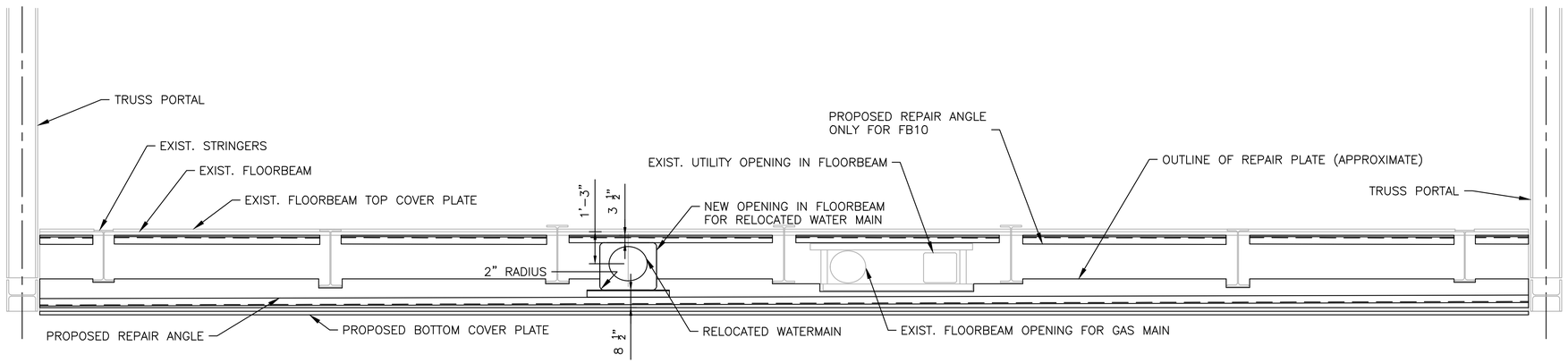
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

STEEL REPAIR DETAILS - 6

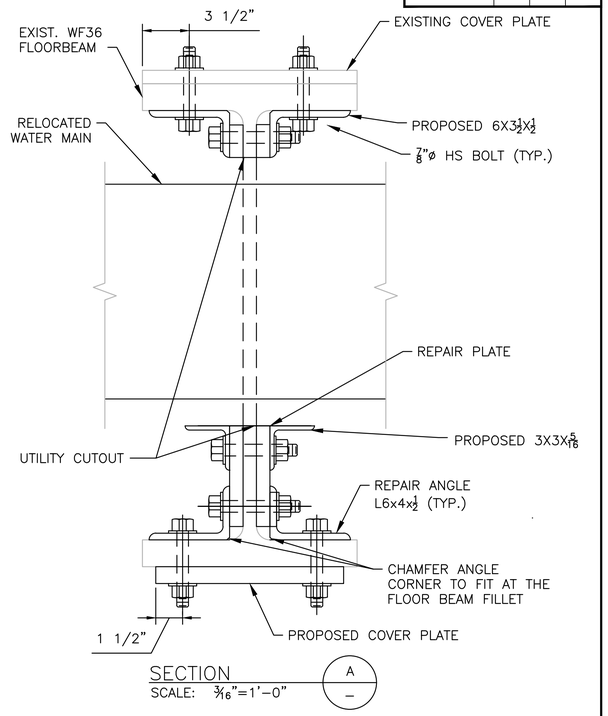
2607E_V3_027_SRD006

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	28	39

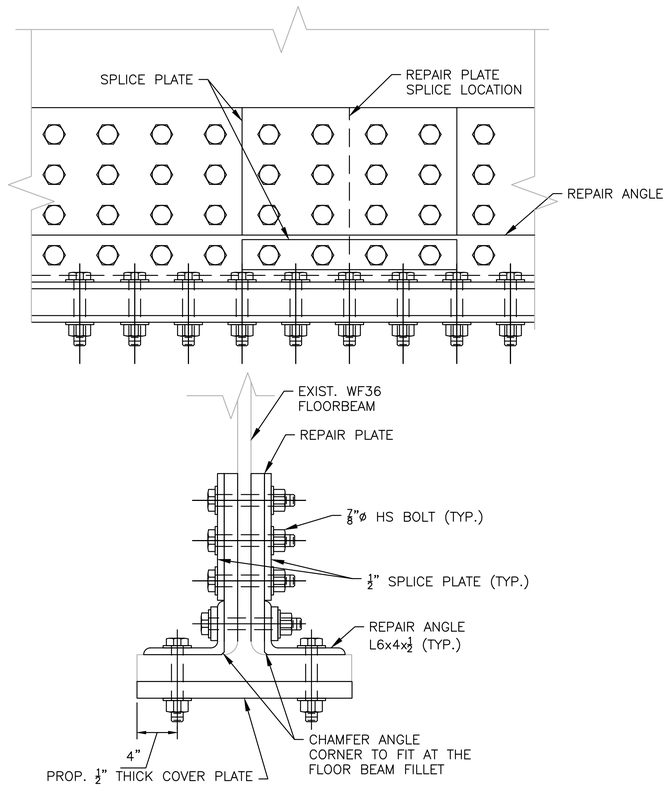


WEB AND FLANGE REPAIR DETAIL AT FLOORBEAM FB1 AND FB10 REPAIR PLATE AND ANGLE LAYOUT
SCALE: 1" = 20'-0"

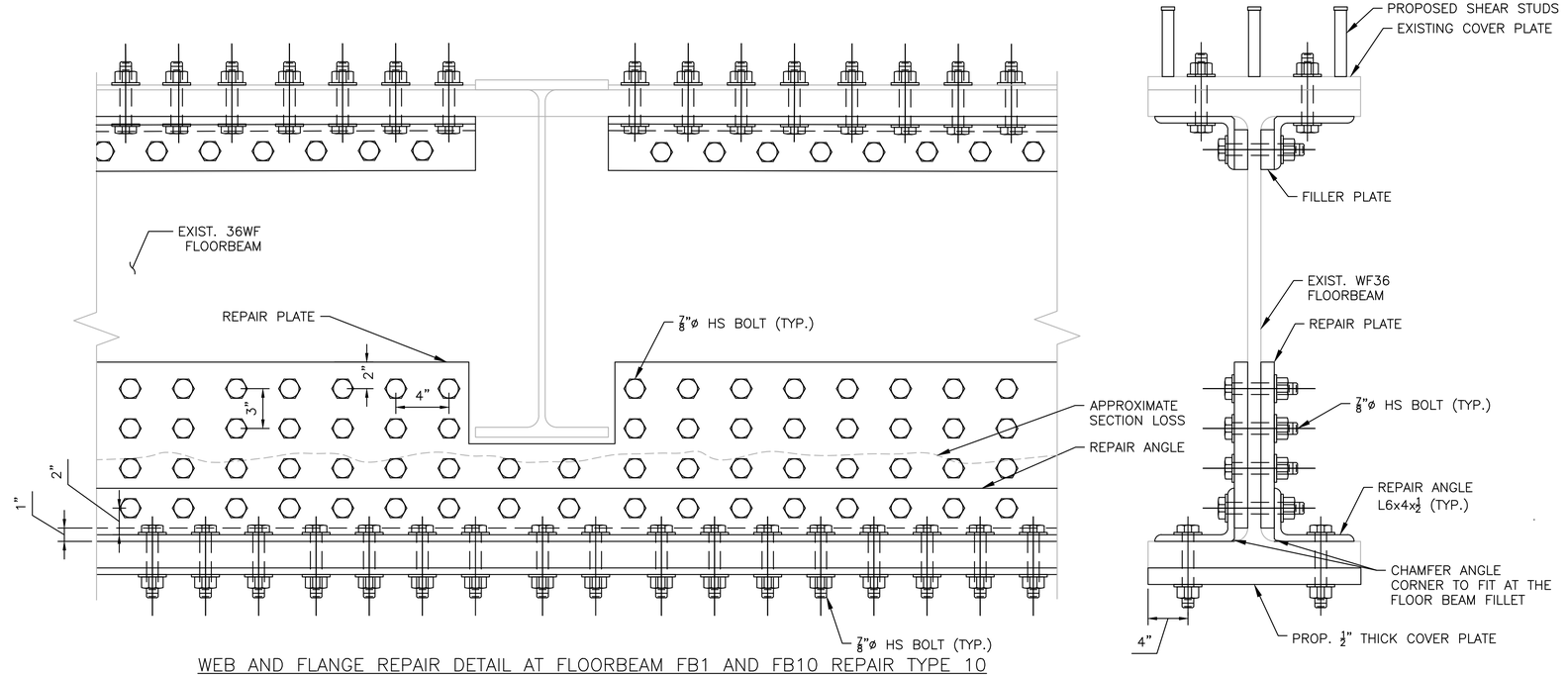
NOTES:
1. SPLICES MAY BE USED FOR PERFORMING REPAIRS. WHEN SPLICES ARE USED FOR THE REPAIR PLATES, THE CONTRACTOR SHALL LIMIT THE SPLICES TO A MAXIMUM OF 4.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS WITH ACTUAL BOLT LOCATIONS FOR THE FULL LENGTH OF THE FLOOR BEAM PRIOR TO FABRICATION.



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



WEB REPAIR PLATE SPLICE DETAIL
SCALE: 3/16" = 1'-0"



WEB AND FLANGE REPAIR DETAIL AT FLOORBEAM FB1 AND FB10 REPAIR TYPE 10
SCALE: 3/16" = 1'-0"
(FATIGUE SENSITIVE DETAIL – FSD)

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	28
OF:	XXX

SCALE:

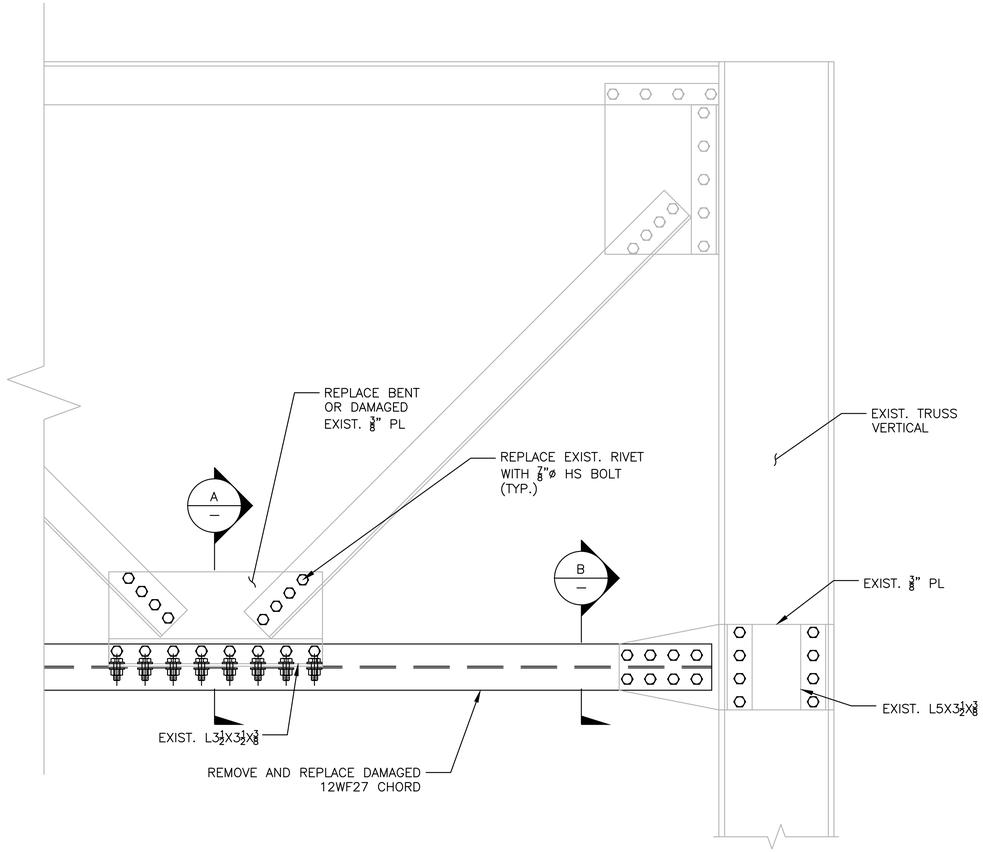
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

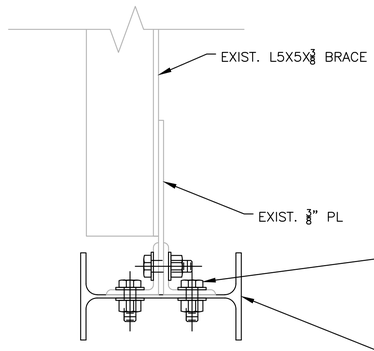
STEEL REPAIR DETAILS - 7

2607E_V3_028_SRD007

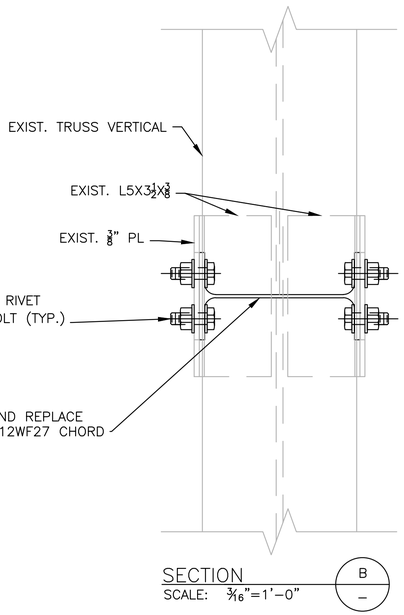
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	29	39



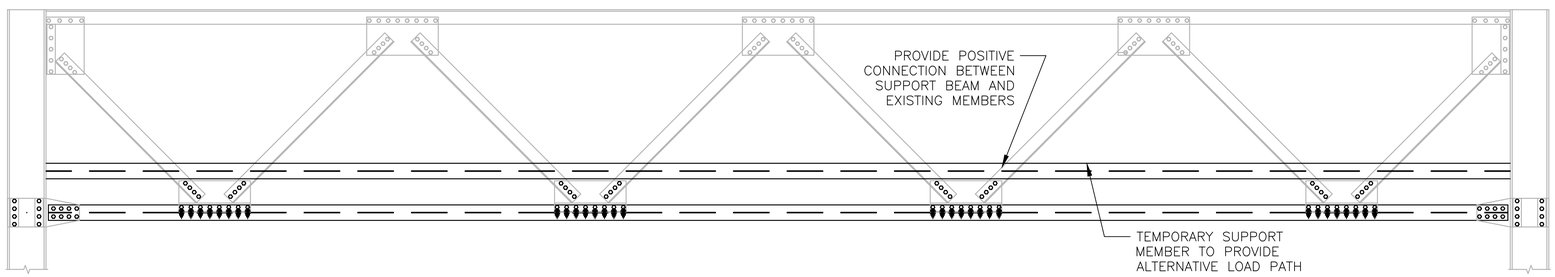
CONNECTION DETAILS AT SWAY BRACE CHORD REPLACEMENT REPAIR TYPE 11
SCALE: 1"=10'-0"
(FATIGUE SENSITIVE DETAIL – FSD)



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



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



TEMPORARY BRACE CONCEPT
SCALE: 1"=30'-0"

CHORD REPLACEMENT NOTES:
1. PROVIDE ALTERNATIVE LOAD PATH FOR CHORD REPLACEMENT.
2. REPLACE 12WF27 CHORD IN SINGLE STAGE.
3. CONTRACTOR TO SUBMIT WORKING DRAWINGS ON THEIR SEQUENCE OF OPERATION FOR CHORD REPLACEMENT AND MAINTAINING STABILITY OF THE STRUCTURE DURING REPAIRS.

GM2

RI DOT
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
CHECKED BY: XXX
DATE: XXX
SHEET: 29
OF: XXX

SCALE:

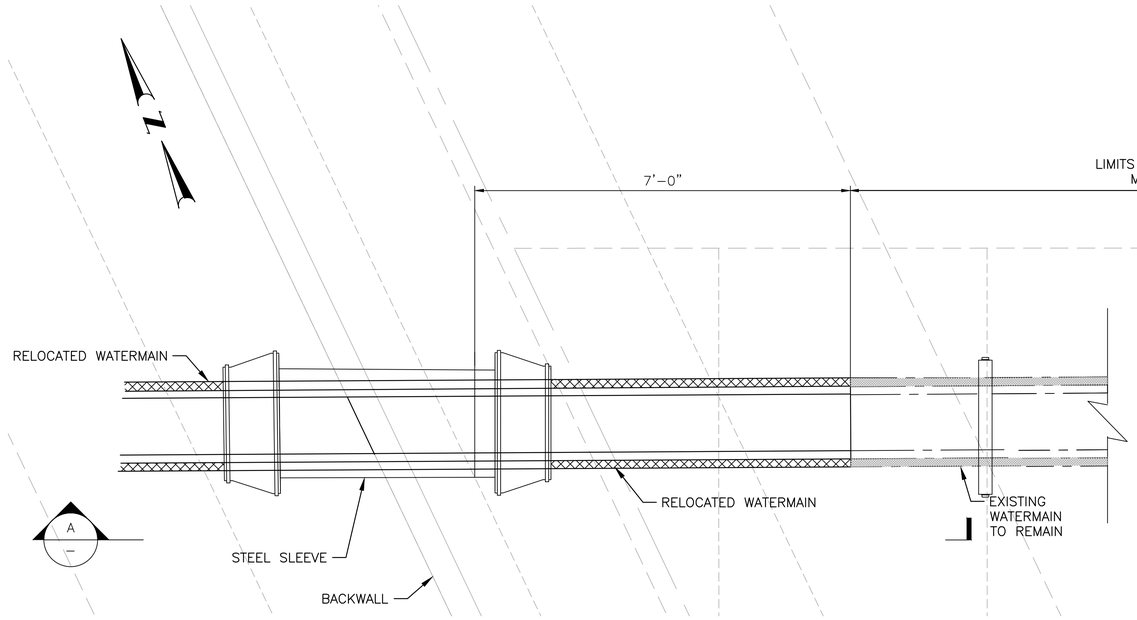
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

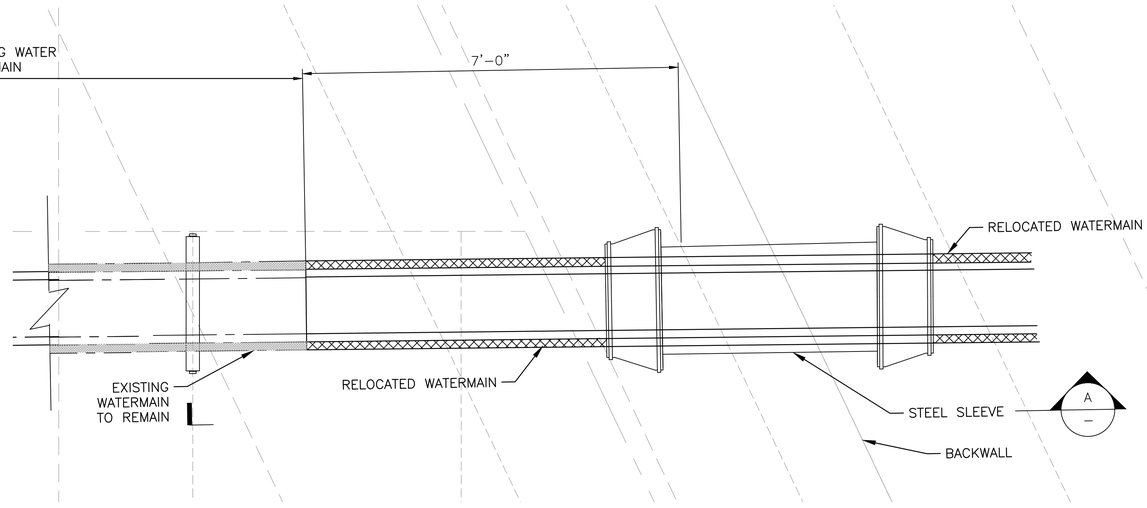
STEEL REPAIR DETAILS - 8

2607E_V3_029_SRD008

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	30	39



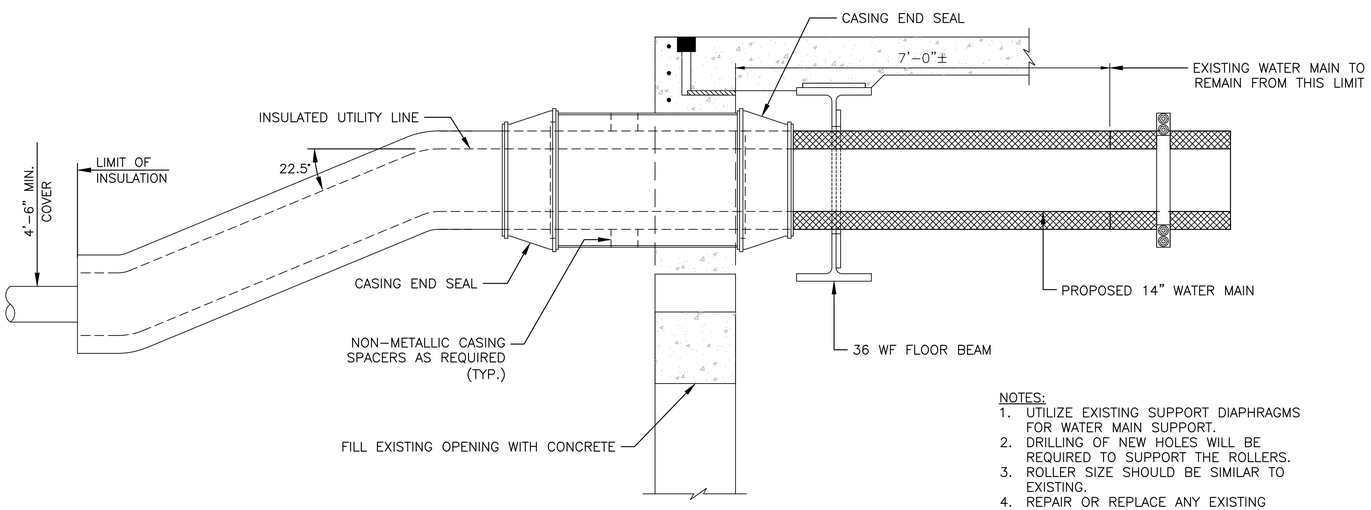
WEST ABUTMENT



EAST ABUTMENT

WATER MAIN MODIFICATION PLAN

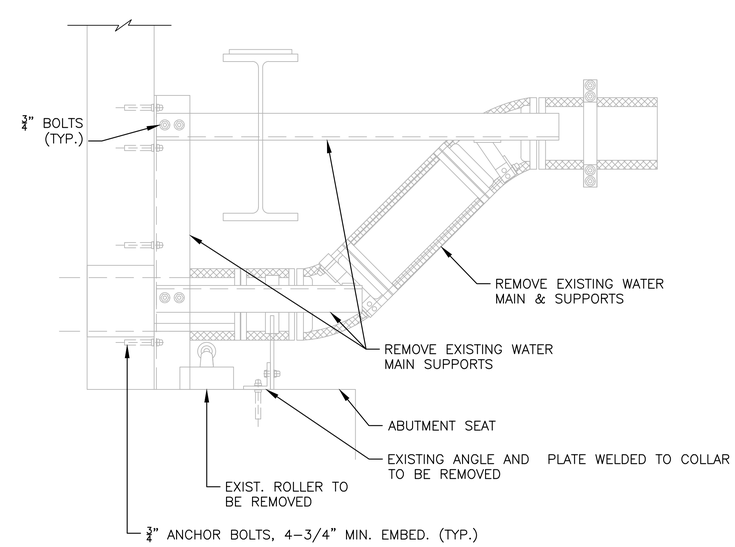
SCALE: 3/4" = 1'-0"



NOTES:
1. UTILIZE EXISTING SUPPORT DIAPHRAGMS FOR WATER MAIN SUPPORT.
2. DRILLING OF NEW HOLES WILL BE REQUIRED TO SUPPORT THE ROLLERS.
3. ROLLER SIZE SHOULD BE SIMILAR TO EXISTING.
4. REPAIR OR REPLACE ANY EXISTING DETERIORATED ROLLER SUPPORTS.

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

PROPOSED CONDITION



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

EXISTING CONDITION. ACTUAL SUPPORT CONNECTIONS AND DETAILS WILL BE SLIGHTLY DIFFERENT AT BOTH ABUTMENTS.

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	30
OF:	XXX

SCALE:

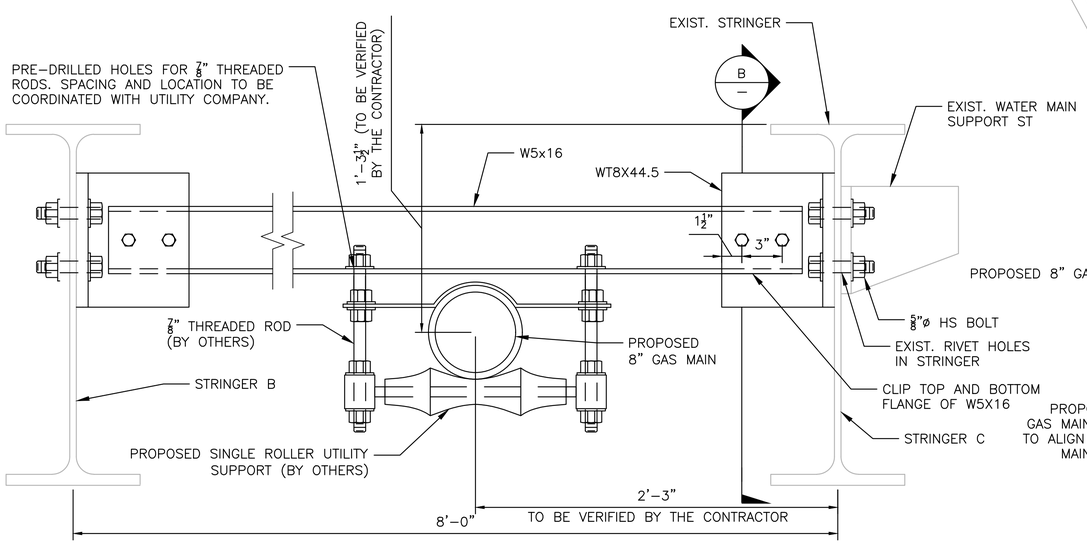
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

WATER MAIN DETAILS

2607E_V3_030_WATERMAIN DETAILS

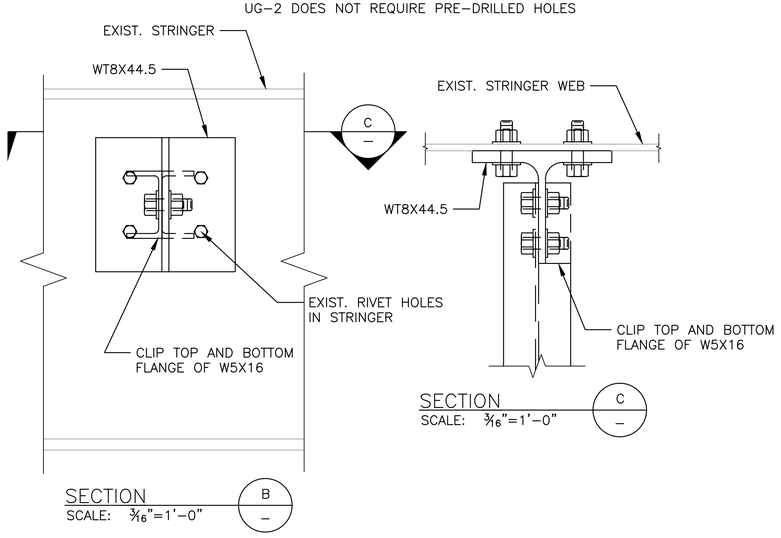
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	31	39

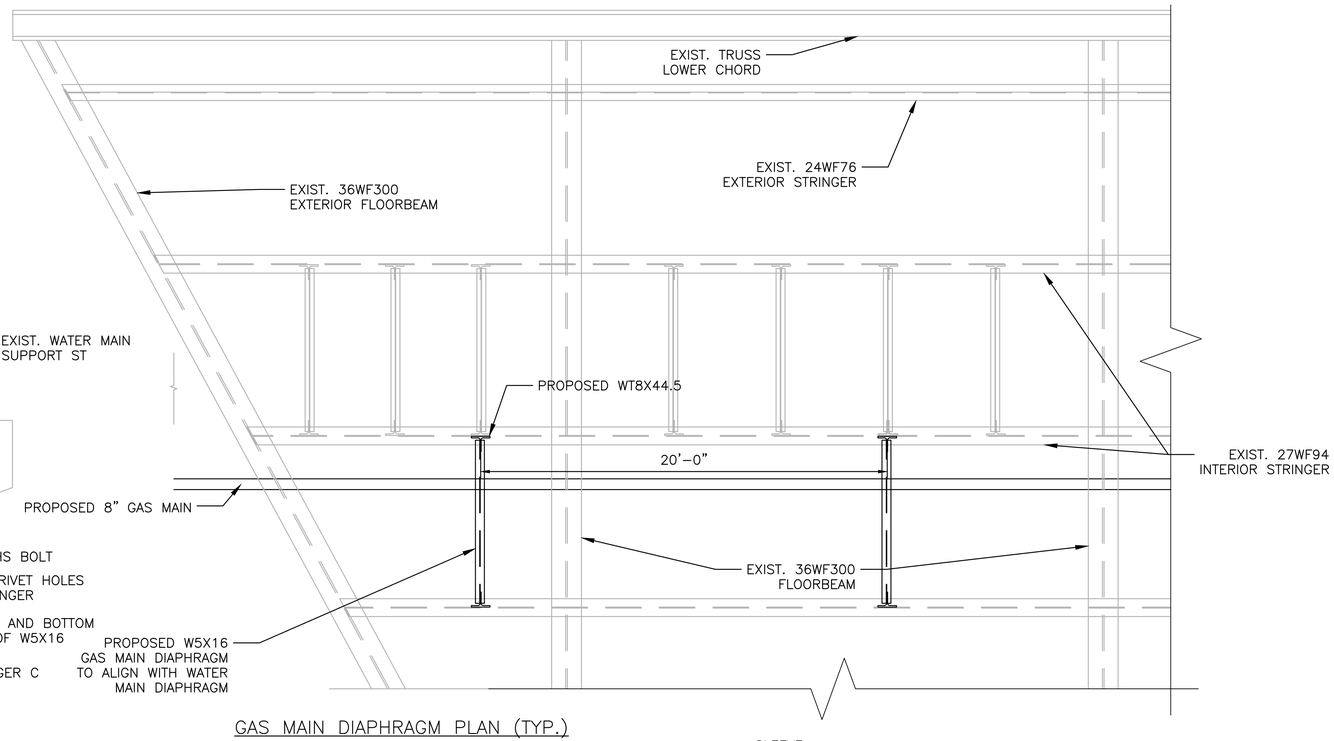


UTILITY GAS MAIN SUPPORT (UG-1)

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

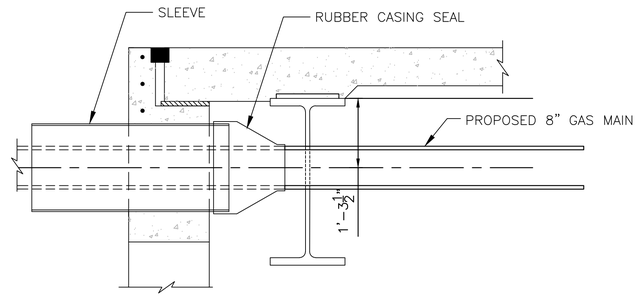
UG-1 WILL RECIEVE PRE-DRILLED HOLES FOR UTILITY SUPPORTS.
UG-2 DOES NOT REQUIRE PRE-DRILLED HOLES





GAS MAIN DIAPHRAGM PLAN (TYP.)

SCALE: 1" = 40'-0"



SLEEVE DETAIL AT BACKWALL

SCALE 3/4"=1'-0"
PROPOSED CONDITION

NOTES:

1. EXISTING GAS MAIN WILL BE REMOVED BY RHODE ISLAND ENERGY.
2. PROPOSED GAS MAIN WILL BE INSTALLED BY RHODE ISLAND ENERGY.
3. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF THE SUPPORT DIAPHRAGMS.
4. CONTRACTOR SHALL COORDINATE THE SUPPORT DIAPHRAGM INSTALLATION WITH RHODE ISLAND ENERGY TO ENSURE PROPER SEQUENCE IS FOLLOWED TO SATISFY THE NEEDS OF THE GAS MAIN INSTALLATION.
5. THE ST16X89 MEMBER INSTALLATION SHALL BE DONE AS FOLLOWS:
   - 5.A. REPLACE EXISTING RIVETS IN THE WATER MAIN CHANNEL ONE AT A TIME WITH BOLTS. NUTS SHALL FACE THE GAS MAIN BAY AND SHALL BE INSTALLED SNUG TIGHT.
   - 5.B. ONCE ALL FOUR RIVETS ARE REPLACED, INSTALL THE WT MEMBER FOR THE GAS MAIN BAY AND TIGHTEN THE NUTS.
   - 5.C. ONCE THIS IS COMPLETE, INSTALL THE ST MEMBER ON THE OTHER END OF THE GAS MAIN SUPPORT TO ENSURE THE W BEAM WILL BE LEVEL ONCE INSTALLED.
   - 5.D. INSTALL W BEAM TO COMPLETE SUPPORT DIAPHRAGM INSTALLATION.
   - 5.E. PERFORM THE ABOVE FOR ONE SUPPORT DIAPHRAGM AT A TIME.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	31
OF:	XXX

SCALE:

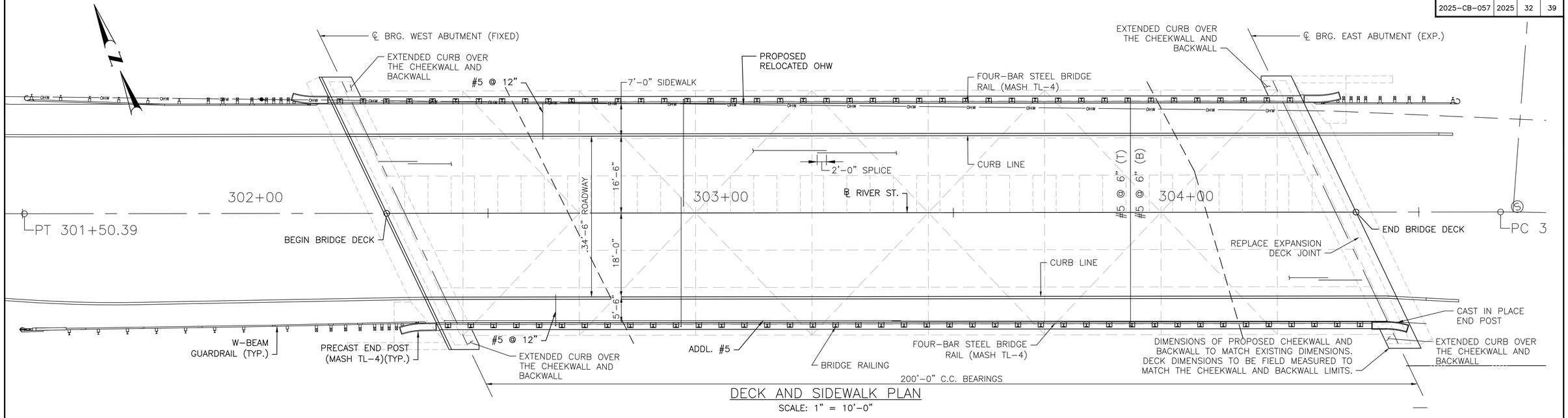
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

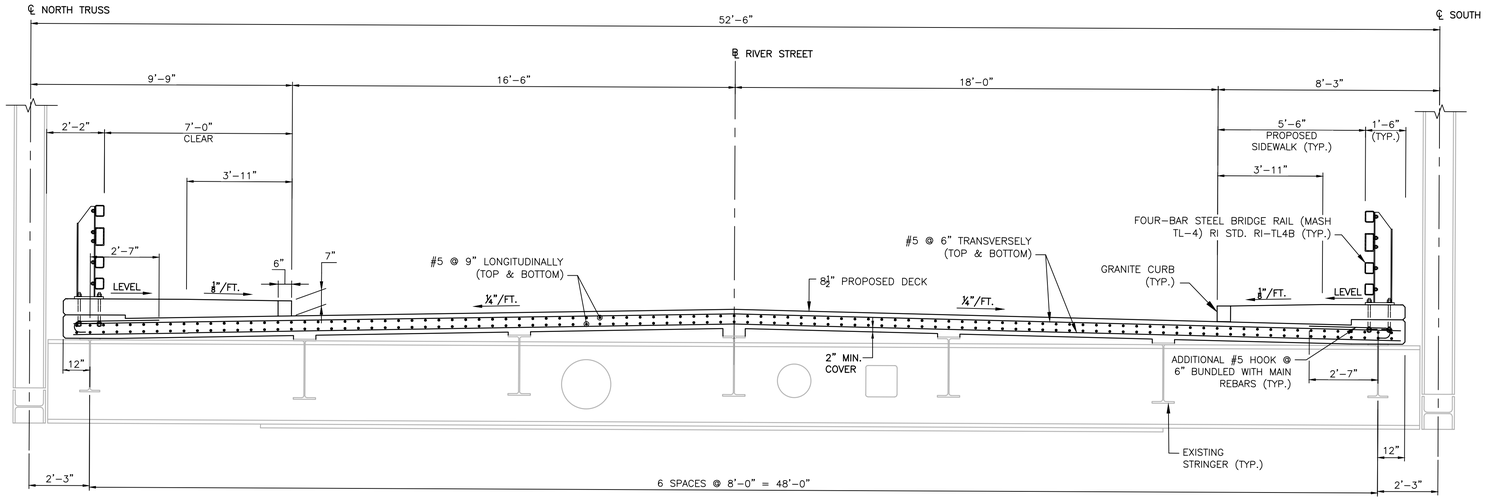
GAS MAIN DETAILS

2607E_V3_031_GASMAIN DETAILS

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	32	39



DECK AND SIDEWALK PLAN
SCALE: 1" = 10'-0"



PROPOSED BRIDGE DECK REINFORCEMENT
(LOOKING UPSTATION)
SCALE: 3/8" = 1'-0"

TOP OF DECK ELEVATIONS – ALONG STRINGERS								
Location	Distance (ft.) from West CL of Brg.	Stringer A	Stringer B	Stringer C	Stringer D	Stringer E	Stringer F	Stringer G
		Elev (ft.)	Elev (ft.)	Elev (ft.)	Elev (ft.)	Elev (ft.)	Elev (ft.)	Elev (ft.)
West CL Brg.	0	163.25	163.46	163.66	163.87	163.74	163.61	163.48
Point 1	10	163.35	163.56	163.76	163.97	163.84	163.71	163.58
Point 2	20	163.45	163.66	163.86	164.07	163.94	163.81	163.68
Point 3	30	163.55	163.76	163.96	164.17	164.04	163.91	163.78
Point 4	40	163.65	163.86	164.06	164.27	164.14	164.01	163.88
Point 5	50	163.75	163.96	164.16	164.37	164.24	164.11	163.98
Point 6	60	163.85	164.06	164.26	164.47	164.34	164.21	164.08
Point 7	70	163.95	164.16	164.36	164.57	164.44	164.31	164.18
Point 8	80	164.05	164.26	164.46	164.67	164.54	164.41	164.28
Point 9	90	164.15	164.36	164.56	164.77	164.64	164.51	164.38
Point 10	100	164.25	164.46	164.66	164.87	164.74	164.61	164.48
Point 11	110	164.35	164.56	164.76	164.97	164.84	164.71	164.58
Point 12	120	164.45	164.66	164.86	165.07	164.94	164.81	164.68
Point 13	130	164.55	164.76	164.96	165.17	165.04	164.91	164.78
Point 14	140	164.65	164.86	165.06	165.27	165.14	165.01	164.88
Point 15	150	164.75	164.96	165.16	165.37	165.24	165.11	164.98
Point 16	160	164.85	165.06	165.26	165.47	165.34	165.21	165.08
Point 17	170	164.95	165.16	165.36	165.57	165.44	165.31	165.18
Point 18	180	165.05	165.26	165.46	165.67	165.54	165.41	165.28
Point 19	190	165.15	165.36	165.56	165.77	165.64	165.51	165.38
East CL Brg.	200	165.25	165.46	165.66	165.87	165.74	165.61	165.48

NOTES:

1. TRANSVERSE REINFORCEMENT SHOWN AS STRAIGHT SHALL BE SHOP OR FIELD BENT AS REQUIRED TO PROVIDE MINIMUM COVER.
2. CHAIRS SHALL BE SPACED TO PROVIDE THE REQUIRED CONCRETE COVER WITH THE SPECIFIED TOLERANCES. MAXIMUM SPACING OF CHAIRS SHALL BE 5'-0" ON CENTER, PREFERABLY LOCATED AT THE INTERSECTION OF REINFORCEMENT. CHAIRS SHALL HAVE APPROVED CORROSION PROTECTION (I.E. GALVANIZED, PLASTIC COATED, ETC.).
3. DECK CONCRETE PLACEMENT AND FINISHING SHALL BE IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.
4. AFTER FINAL FINISH, THE EXPOSED TOP SURFACE OF THE BRIDGE DECK SHALL BE PROVIDED WITH A PENETRANT SEALER (M12.03.2) CONCRETE SURFACE TREATMENT PROTECTIVE SEALER IN ACCORDANCE WITH SECTION 820 OF THE RI STANDARD SPECIFICATIONS.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
CHECKED BY: XXX
DATE: XXX
SHEET: 32
OF: XXX

SCALE:

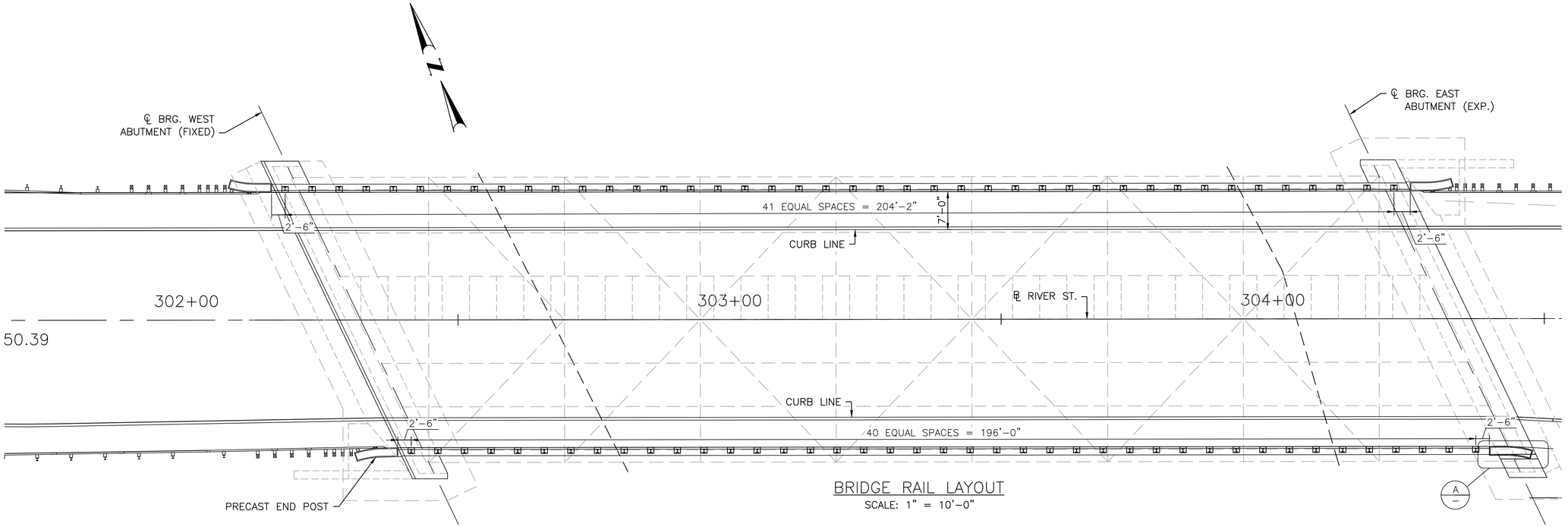
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

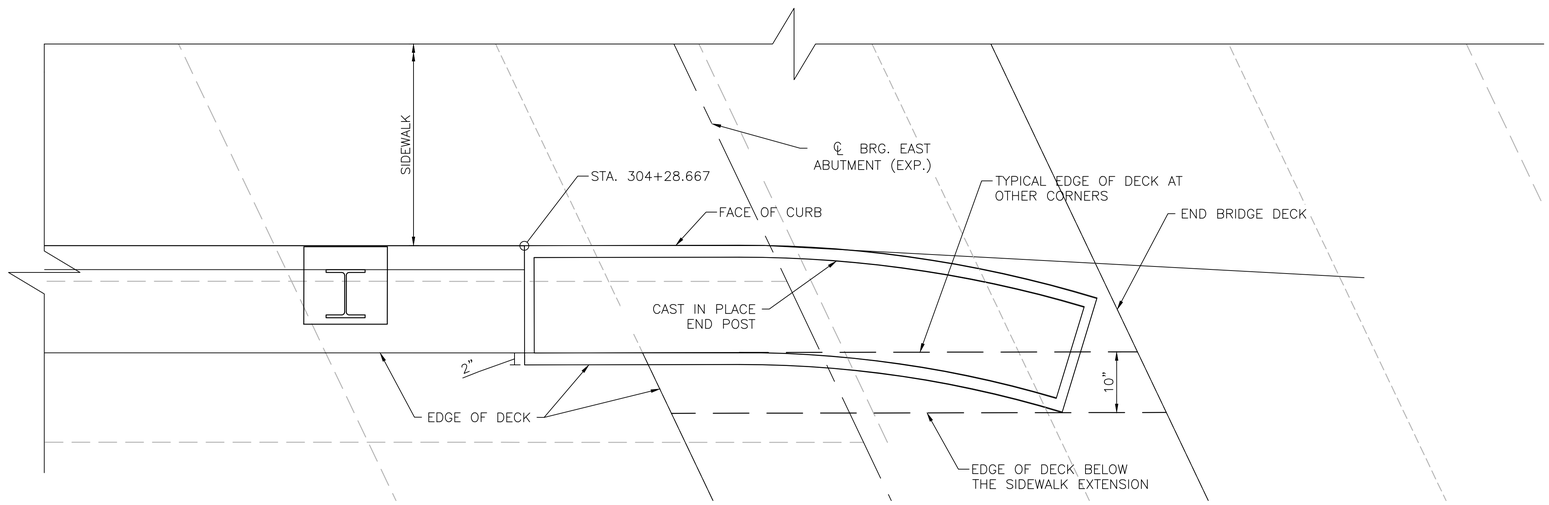
DECK PLAN

2607E_V3_032_DECKRDWY

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	33	39



BRIDGE RAIL LAYOUT
SCALE: 1" = 10'-0"



CAST IN PLACE END POST DETAIL (A —)
SCALE: 1" = 1'-0"

GM2

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	33
OF:	XXX

SCALE:

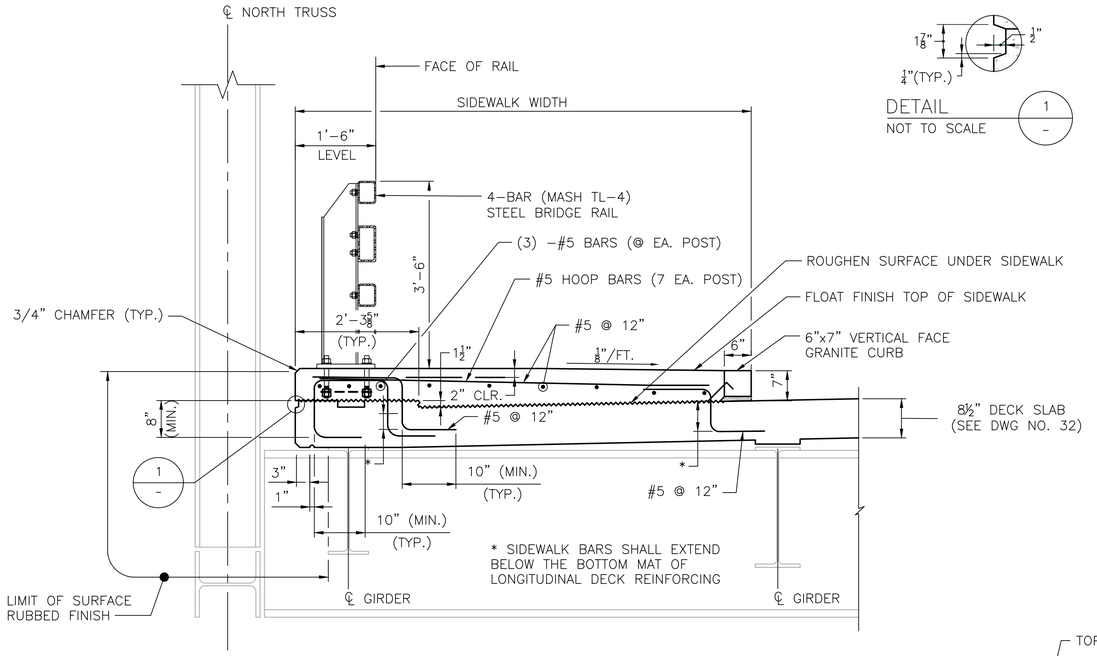
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

BRIDGE RAIL LAYOUT

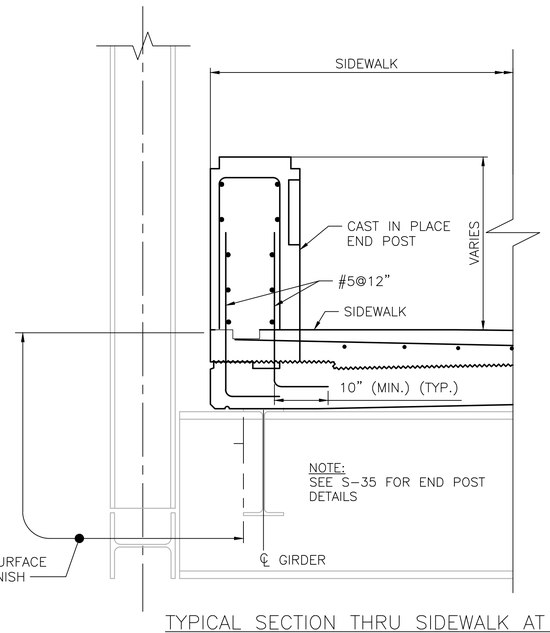
2607E_V3_033_RAILLAYOUT

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	34	39

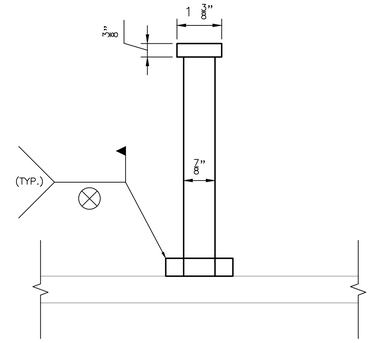


TYPICAL SECTION THRU SIDEWALK
SCALE 3/4"=1'-0"

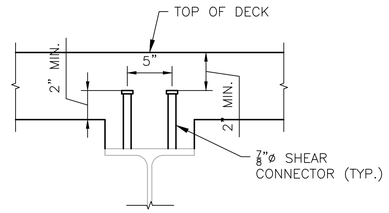
DETAIL 1
NOT TO SCALE



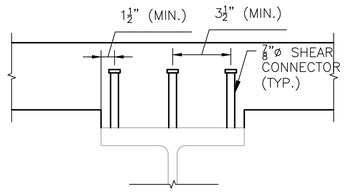
TYPICAL SECTION THRU SIDEWALK AT ENDPOST
SCALE 3/4"=1'-0"



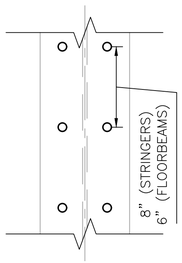
STUD CONNECTOR DETAIL
SCALE: 6" = 1'-0"



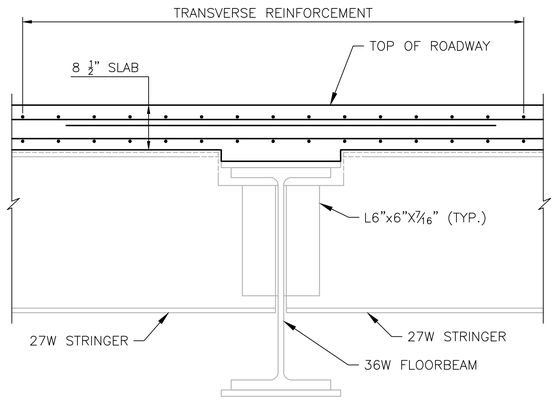
SHEAR CONNECTOR DETAIL – STRINGER
SCALE: 3" = 1'-0"



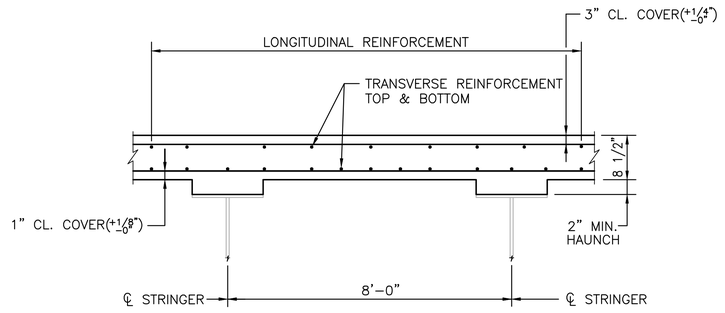
SHEAR CONNECTOR DETAIL – FLOORBEAM
SCALE: 3" = 1'-0"



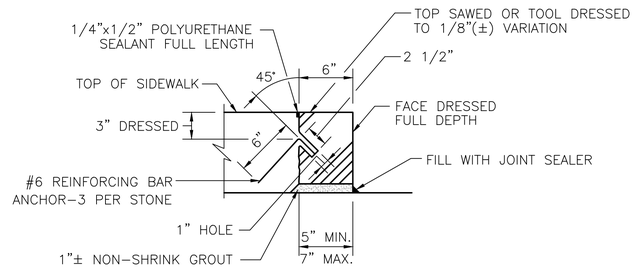
SHEAR CONNECTOR PLAN
SCALE: 3" = 1'-0"



TYPICAL HAUNCH DETAIL AT INTERMEDIATE FLOORBEAM
SCALE 1"=1'-0"



TYPICAL DECK DETAIL AT HAUNCH
SCALE 1"=1'-0"



6"x7" VERTICAL FACE GRANITE CURB
SCALE: 1 1/2"=1'-0"

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
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DATE:	XXX
SHEET:	34
OF:	XXX

SCALE:

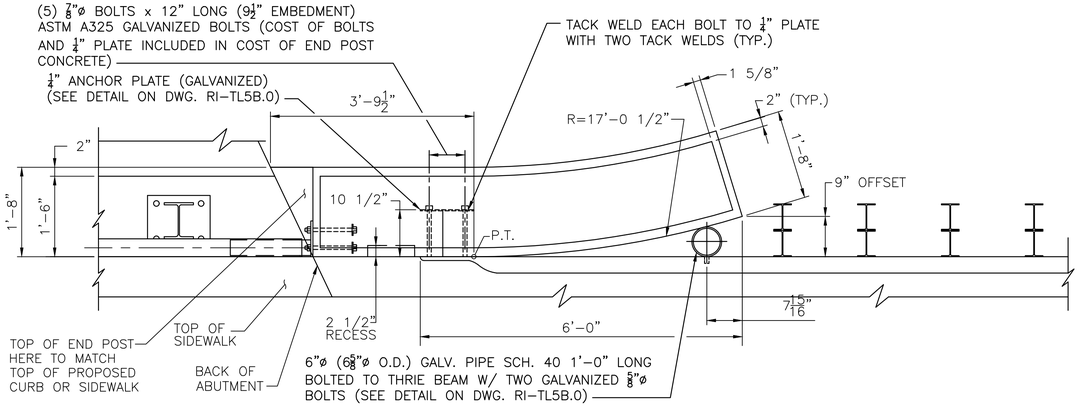
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

BRIDGE DECK & SIDEWALK DETAILS

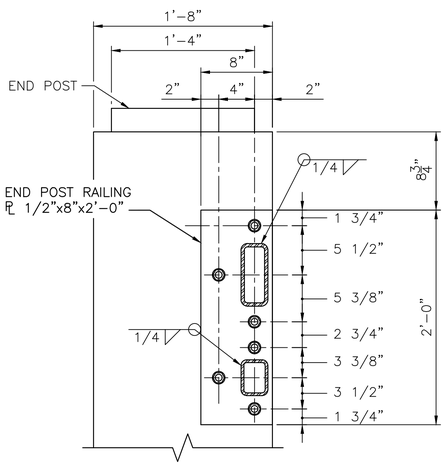
2607E_V3_034_DECKDETLS

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	35	39



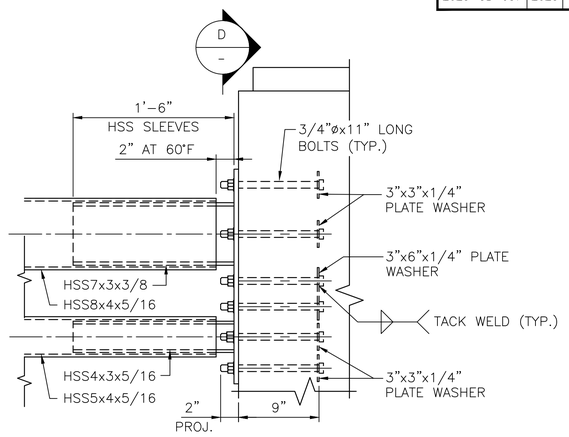
PLAN

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



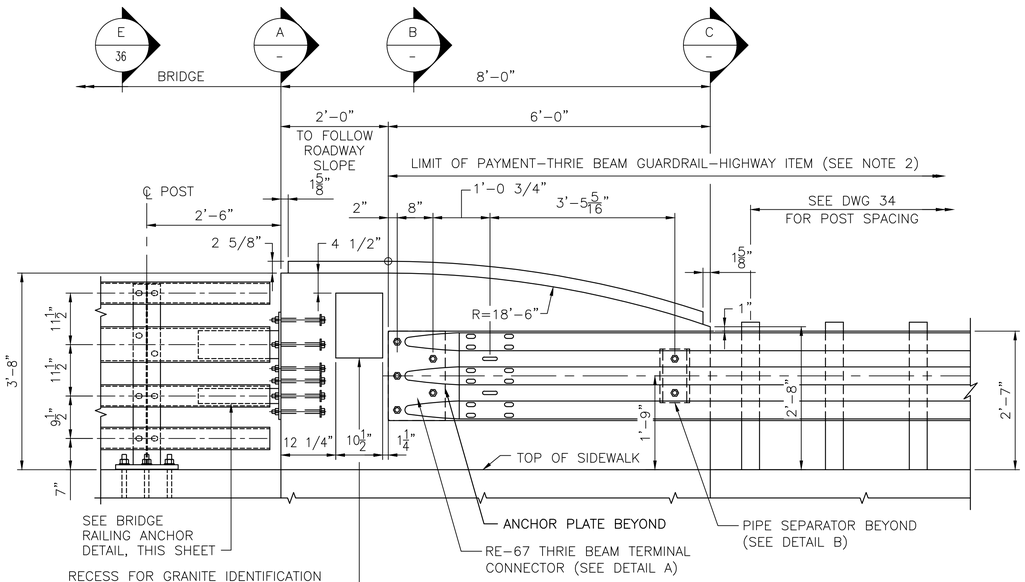
SECTION D

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



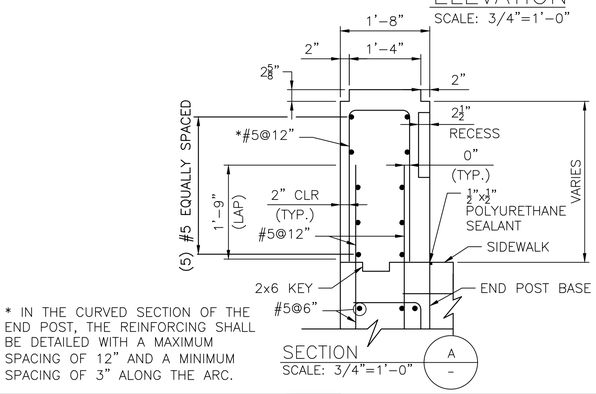
BRIDGE RAILING ANCHOR DETAIL

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

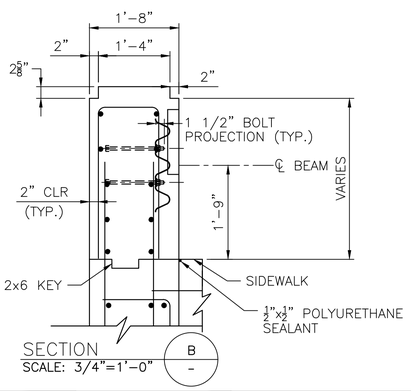


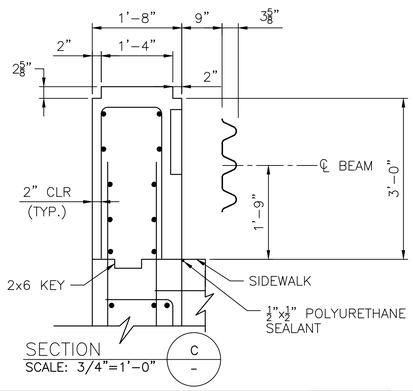
ELEVATION

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



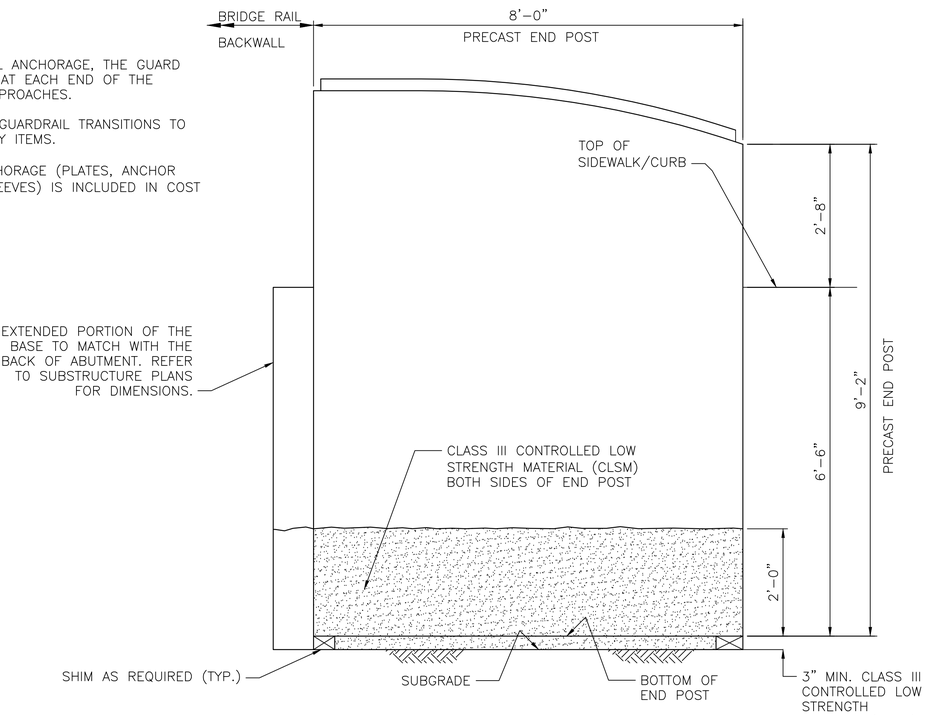
* IN THE CURVED SECTION OF THE END POST, THE REINFORCING SHALL BE DETAILED WITH A MAXIMUM SPACING OF 12" AND A MINIMUM SPACING OF 3" ALONG THE ARC.





NOTES:

1. TO ENSURE PROPER GUARD RAIL ANCHORAGE, THE GUARD RAIL INSTALLATION SHALL BEGIN AT EACH END OF THE BRIDGE AND WORK INTO THE APPROACHES.
2. THE COST OF THE THRIE BEAM GUARDRAIL TRANSITIONS TO BRIDGE END POSTS ARE HIGHWAY ITEMS.
3. THE COST OF BRIDGE RAIL ANCHORAGE (PLATES, ANCHOR BOLTS, WASHERS AND PLATE SLEEVES) IS INCLUDED IN COST OF END POST CONCRETE.



NOTES:

1. GRAVEL BORROW SHALL BE PLACED AND THOROUGHLY COMPACTED TO THE GRADE OF 3" MIN. BELOW THE INTENDED BOTTOM OF THE END POST AND TO A HEIGHT OF 2'-0" MIN. ON ALL SIDES TO FORM A TRENCH IN WHICH TO SET THE END POST. WHERE NO GRAVEL BORROW IS REQUIRED BELOW, IT SHALL BE PLACED ON UNDISTURBED SOIL.
2. THE CONTRACTOR SHALL SET THE PRECAST END POST TO THE REQUIRED ELEVATION AND ALIGNMENT, AND BACKFILL WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) TO THE ELEVATION SHOWN.

END POST ELEVATION

SCALE: ½" = 1'-0"

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

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

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

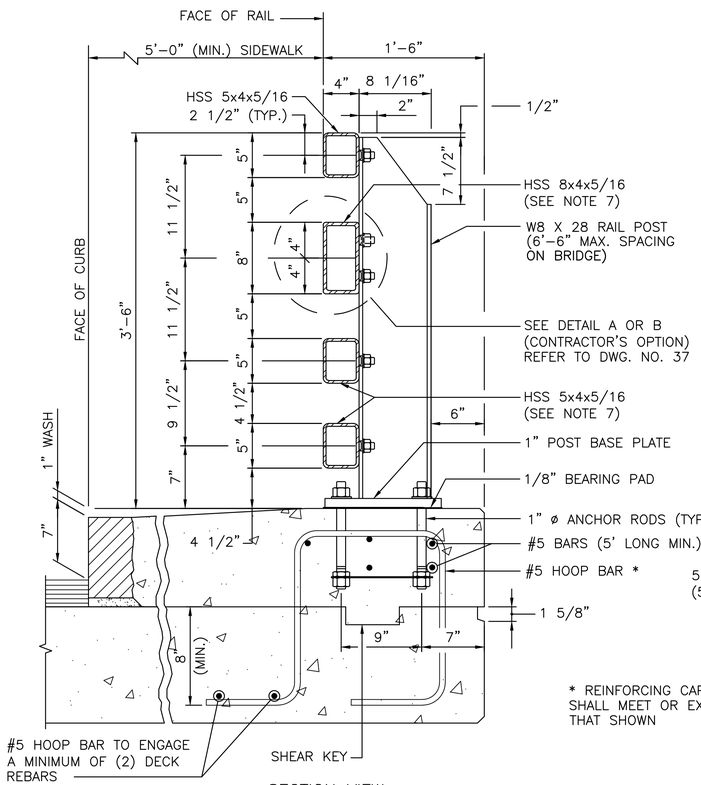
BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3

WOONSOCKET RHODE ISLAND

FOUR BAR STEEL BRIDGE RAIL DETAILS – 1

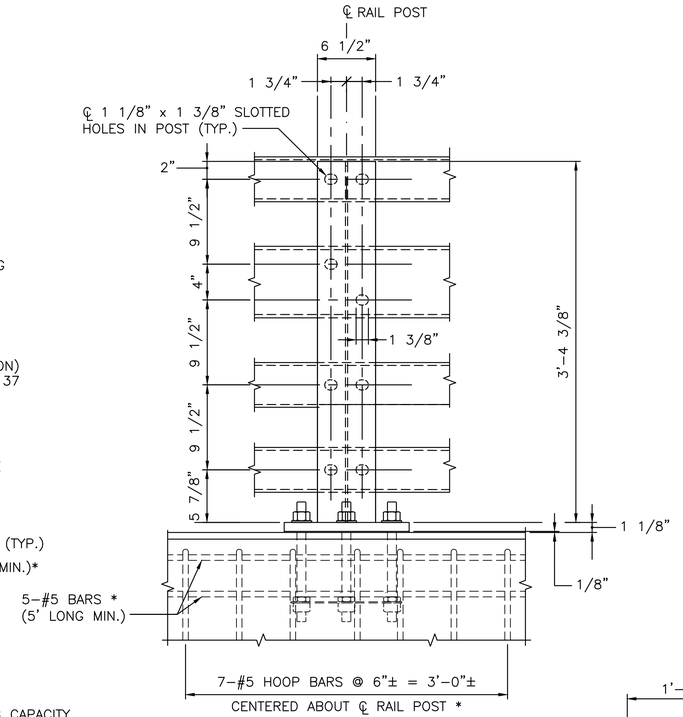
2607E_V3_035_RI-TL4B.0

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	36	39

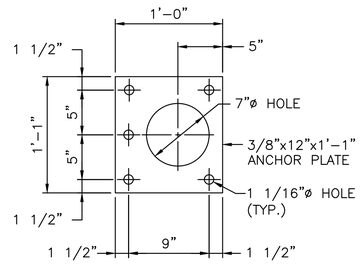


SECTION VIEW

* REINFORCING CAPACITY SHALL MEET OR EXCEED THAT SHOWN



BACK ELEVATION VIEW

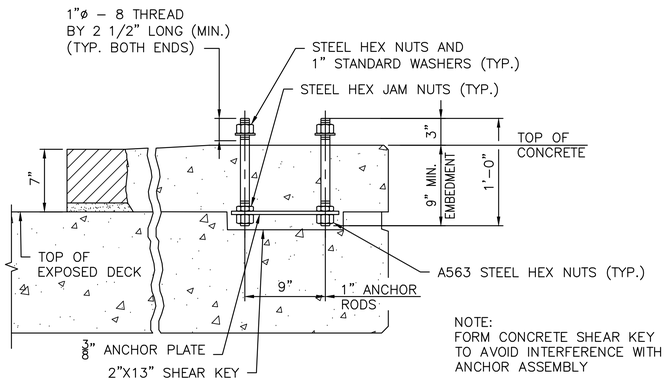


ANCHOR PLATE

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

POST ASSEMBLY

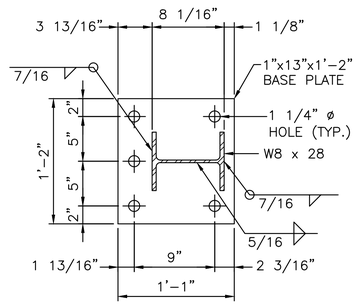
SCALE:1 1/2"=1'-0"



EXPOSED CONCRETE BRIDGE DECK

POST ANCHOR ASSEMBLY

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



POST BASE PLATE

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

RAIL NOTES:

1. FOUR BAR (MASH) STEEL BRIDGE RAIL SHALL INCLUDE POSTS, BASE PLATES, ANCHOR RODS, PREFORMED PADS, RAIL ASSEMBLY BOLTS, NUTS, WASHERS, STUDS, STRUCTURAL TUBING, SPLICE BARS, PIPE SPACERS, ALL APPURTENANCES, GALVANIZED, AND PAINTED.
2. BRIDGE RAIL POSTS SHALL BE SET NORMAL (90 DEGREES) TO THE PROFILE GRADE, EXCEPT ON GRADES OVER 1.5% WHERE POSTS SHALL BE SET VERTICAL.
3. ENDS OF RAIL TUBE SECTIONS SHALL BE SAWED OR MILLED AND SHALL BE TRUE AND SMOOTH. ALL CUT EDGES OF ALL MATERIAL SHALL BE GROUND SMOOTH.
4. EACH PIECE OF RAIL TUBING SHALL BE ATTACHED TO A MINIMUM OF THREE (3) POSTS.
5. BOLT HOLES SHALL BE DRILLED OR PUNCHED. FLAME CUTTING MAY BE USED TO FINISH SLOTTED HOLES IF MECHANICALLY GUIDED.
6. AT INTERIOR SPLICES, PIPE SPACERS SHALL BE USED ON ONLY ONE SIDE OF THE SPLICE TO ALLOW MOVEMENT ON THAT SIDE. ALL 4 RAILS AT A SPLICE SHALL RECEIVE THE SAME TREATMENT. AT END SPLICES AND AT INTERIOR EXPANSION SPLICES PIPE SPACERS SHALL BE USED ON BOTH SIDES OF THE SPLICE TO ALLOW MOVEMENT ON BOTH SIDES.
7. MILL OR SHOP TRANSVERSE WELDS SHALL NOT BE PERMITTED ON ANY RAIL ELEMENT. RAIL ELEMENTS USED ON CURVES SHALL USE 3/8" WALL TUBES AND SHALL BE SHOP FORMED TO THE REQUIRED CURVATURE.
8. NO PUNCHING, DRILLING, CUTTING OR WELDING SHALL BE PERMITTED AFTER GALVANIZING. DAMAGED AREAS OF GALVANIZING SHALL BE REPAIRED IN STRICT CONFORMANCE WITH THE MATERIAL SUPPLIER'S RECOMMENDATIONS AND SHALL BE APPROVED BY THE ENGINEER.
9. NUTS FOR 1"ø THREADED ANCHOR RODS CONNECTING THE BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL 1/8 TURN.
10. THREADS FOR ANCHOR RODS MAY BE ROLLED OR CUT. IF CUT THREADS ARE USED BOLT DIAMETER SHALL NOT BE LESS THAN NOMINAL DIAMETER. IF ROLLED THREADS ARE USED, ROD DIAMETER SHALL NOT BE LESS THAN ROOT DIAMETER OF THREADS.
11. THE RAIL POST, BASE PLATE AND ANCHOR CAGE MUST BE INSTALLED PRECISELY TO THE LOCATION DIMENSIONED ON THESE PLANS. THE POSITION OF THE (3)-#5 LONGITUDINAL REBARS MAY BE ADJUSTED TO ACCOMMODATE THE ANCHOR CAGE, BUT MUST NOT BE CUT.
12. FOR GRANITE CURB DETAILS REFER TO DWG. NO. 33.
13. RAILING SHALL BE SHOP PAINTED BLACK.

MATERIAL NOTES:

1. STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500, GRADE B, STRUCTURAL STEEL TUBING. RAIL TUBING SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH REQUIREMENTS OF 15 LBS. AT 0°F FOR ASTM A500, GRADE B. THE TEST SAMPLES SHALL BE TAKEN AFTER FORMING THE TUBES. CHARPY V-NOTCH IS NOT REQUIRED FOR SPLICE TUBES.
2. RAIL POSTS, BASE PLATES, AND END POST RAILING PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A572 GR. 50, EXCEPT ANCHOR PLATES MAY BE ASTM A36.
3. THREADED STUDS AND MATCHING NUTS FOR RAIL-TO-POST ATTACHMENT (DETAIL A) SHALL CONFORM TO ASTM A276 TYPE 304, STAINLESS STEEL, AND SHALL BE TORQUE TESTED PER AWS D1.5, 7.7.1. DETAIL B BOLTS SHALL BE ASTM F3125 (GR. A325 OR A449). ALL OTHER BOLTS AND NUTS SHALL CONFORM TO ASTM A307 AND ASTM A563 GRADE A RESPECTIVELY OR BETTER. ANCHOR RODS SHALL CONFORM TO ASTM A449. ASTM A563 NUTS SHALL BE USED AT THE BOTTOM OF ANCHOR ASSEMBLY. WASHERS SHALL BE HARDENED STEEL COMMERCIAL TYPE A PLAIN WIDE WASHERS AND SHALL MEET THE DIMENSIONAL REQUIREMENTS OF A.N.S.I. B18.22.
4. ALL STEEL COMPONENTS (EXCEPT STAINLESS) SHALL BE METALIZED IN ACCORDANCE WITH RIDOT SPECIFICATION 827 OR GALVANIZED IN ACCORDANCE WITH RIDOT SPECIFICATION 843. THE GALVANIZING SHALL HAVE A UNIFORM APPEARANCE, AND THE COATED MATERIAL SHALL BE PROPERLY STORED.
5. DETAIL "A" STUDS, SHOWN ON (RI-TL3A.2), SHALL BE WELDED BEFORE TUBES ARE GALVANIZED.
6. PREFORMED BEARING PADS (1/8" THICK) SHALL CONFORM TO AASHTO M251.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
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DATE:	XXX
SHEET:	36
OF:	XXX

SCALE:

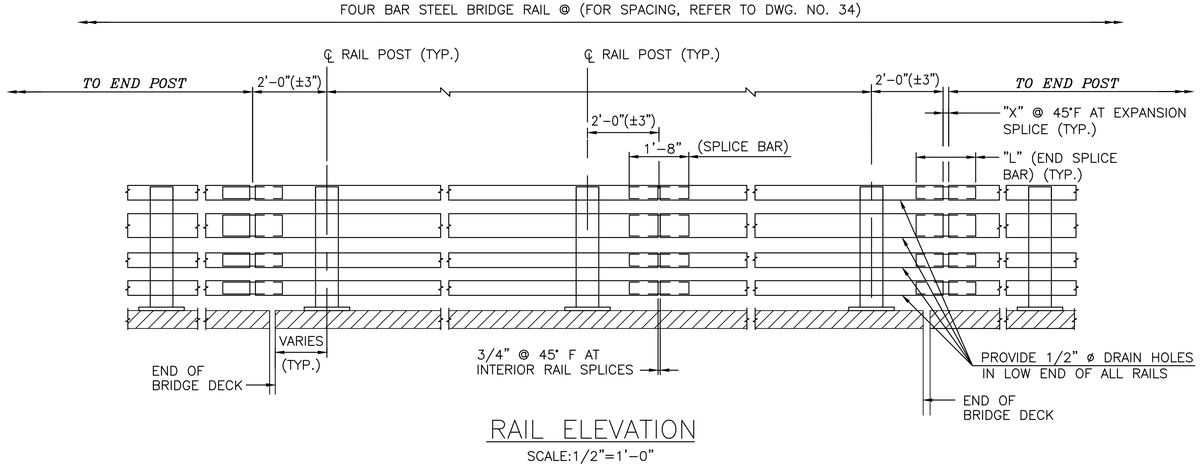
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

FOUR BAR STEEL BRIDGE RAIL DETAILS -2

2607E_V3_036_RI-TL4B.2

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	37	39

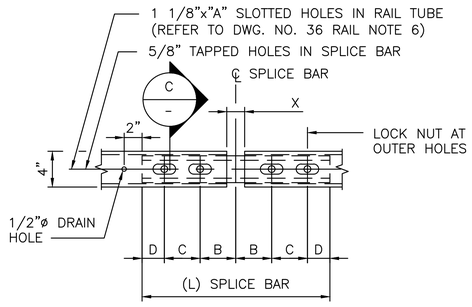


RAIL ELEVATION

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

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

T = TOTAL MOVEMENT OF BRIDGE
* = END SPLICE BAR

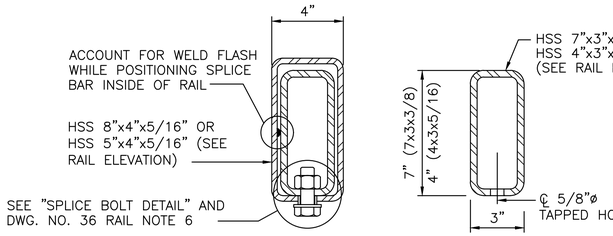


SEE SPLICE BAR DIMENSION TABLE THIS SHEET

(BOTTOM VIEW)

RAIL SPLICE

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



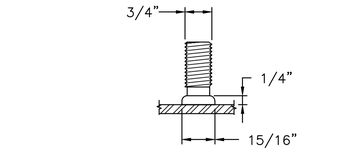
SECTION C

SPLICE BAR SECTION

SPLICE BOLT DETAIL

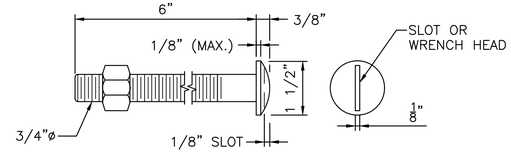
RAIL SPLICE DETAILS

SCALE: 3"=1'-0"



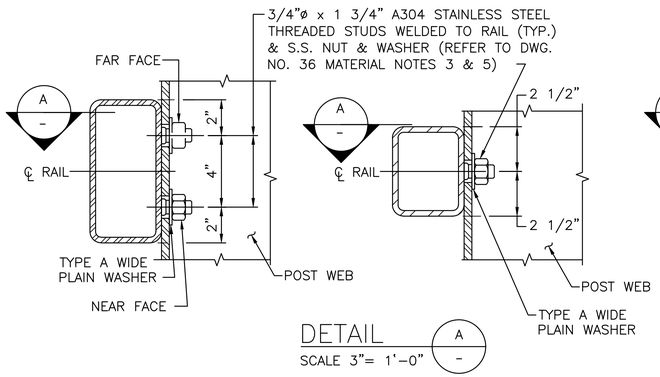
STUD WELD DETAIL

NOT TO SCALE



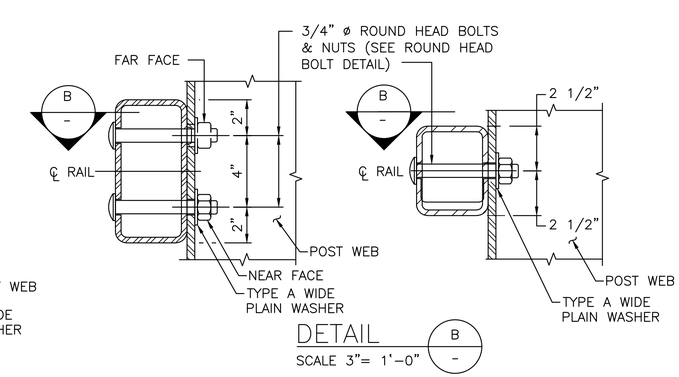
ROUND HEAD BOLT DETAIL

NOT TO SCALE



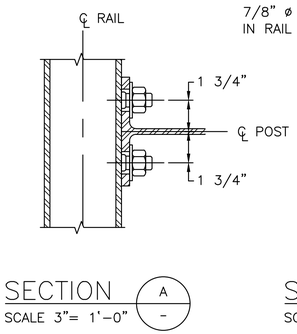
DETAIL A

SCALE 3"= 1'-0"



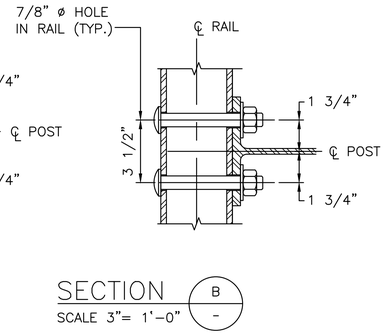
DETAIL B

SCALE 3"= 1'-0"



SECTION A

SCALE 3"= 1'-0"



SECTION B

SCALE 3"= 1'-0"

DESIGNED BY:	XXX	SCALE:					
CHECKED BY:	XXX	REVISIONS			REVISIONS		
DATE:	XXX	NO.	DATE	BY	NO.	DATE	BY
SHEET:	37						
OF:	XXX						

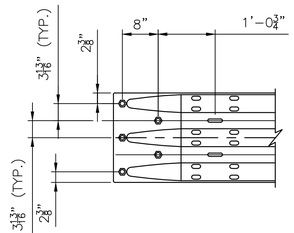
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

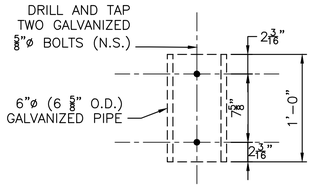
FOUR BAR STEEL BRIDGE RAIL DETAILS -3

2607E_V3_037_RI-TL4B.3

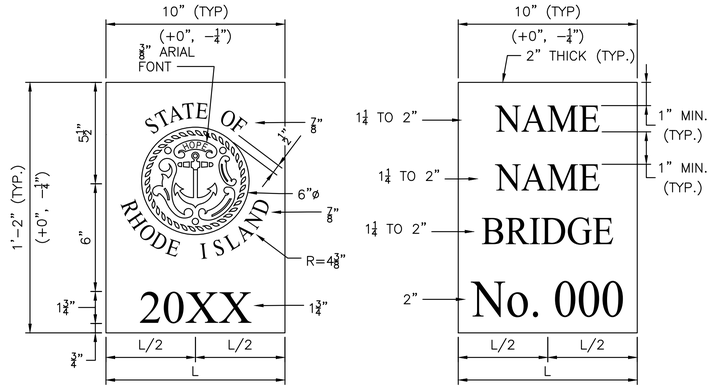
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	38	39



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



DETAIL B
SCALE: 1½"=1'-0"



STATE SEAL TABLET

BRIDGE NAME TABLET

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

GRANITE IDENTIFICATION TABLETS
(NAMEPLATES)
SCALE: 3/4"=1'-0"

GM2

RI DOT

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: XXX
CHECKED BY: XXX
DATE: XXX
SHEET: 38
OF: XXX

SCALE:

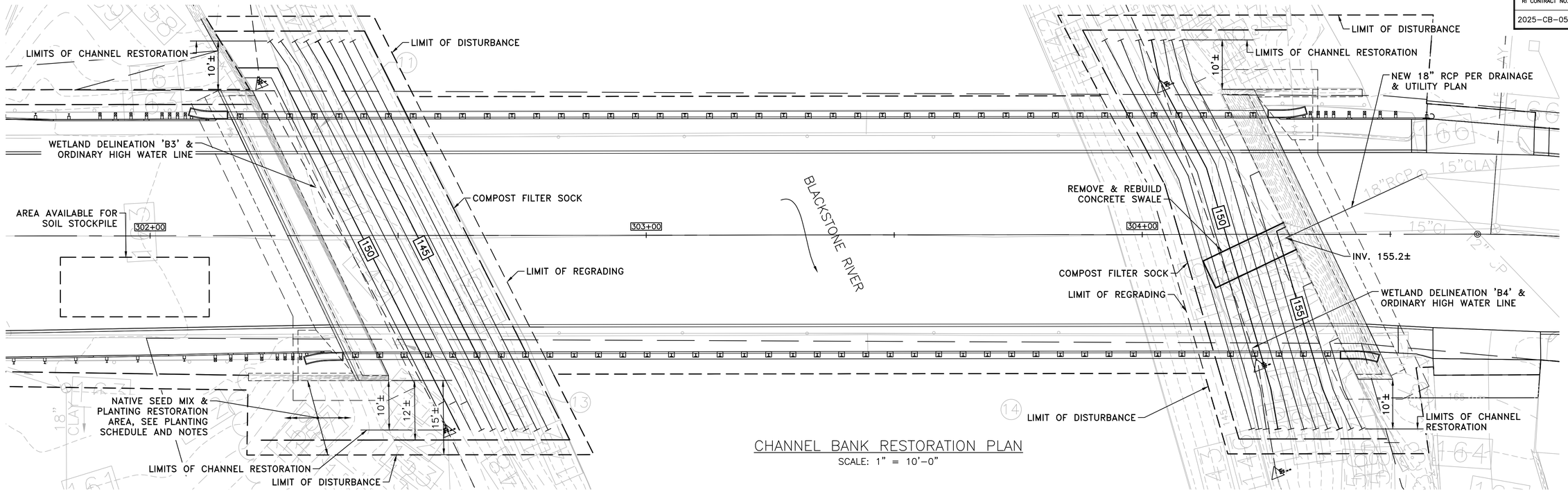
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

MISCELANEOUS DETAILS

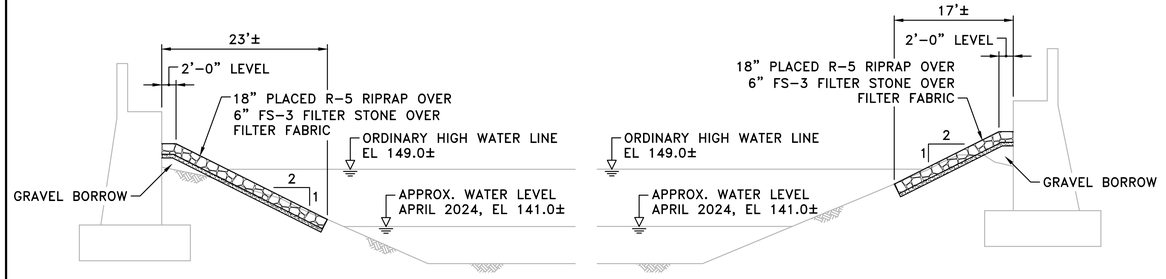
2607E_V3_038_MISCDETLS

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-057	2025	39	39



CHANNEL BANK RESTORATION PLAN

SCALE: 1" = 10'-0"

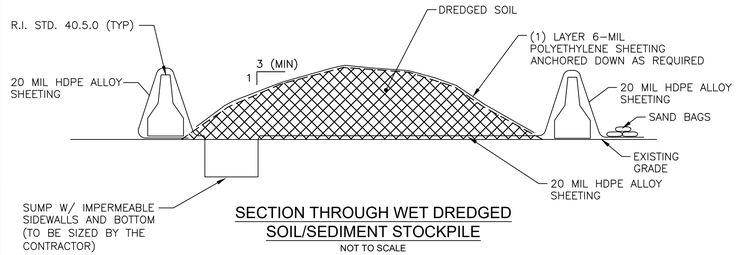


WEST ABUTMENT SECTION

SCALE: 1" = 10'-0"

EAST ABUTMENT SECTION

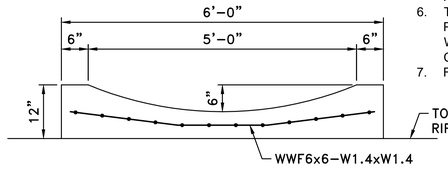
SCALE: 1" = 10'-0"



SECTION THROUGH WET DREDGED SOIL/SEDIMENT STOCKPILE

NOT TO SCALE

NOTES:
1. THE CONTRACTOR SHALL COVER THE DREDGED SOIL STOCKPILE WITH 6-MIL POLYETHYLENE SHEETING AND SECURE COVER AT THE END OF EACH WORK DAY.
2. THE CONTRACTOR SHALL PROVIDE AN IMPERMEABLE, 20MIL HDPE ALLOY SHEETING LINED SUMP TO COLLECT WATER THAT DRAINS FROM THE STOCKPILED DREDGED SOIL/SEDIMENT.
3. AFTER THE MATERIAL HAS DRIED, IT SHALL BE HAULED TO AN APPROVED DISPOSAL SITE. ALL SEDIMENT REMOVED FROM THE CHANNEL EMBANKMENTS WILL REQUIRE OFF-SITE DISPOSAL AT A FACILITY LICENSED TO ACCEPT THE MATERIAL.



NOTES:

1. CONCRETE SWALE TO FOLLOW THE RESTORED SLOPE OF THE CHANNEL BANK AND SHALL BE CENTER UNDER THE EXISTING 18" RCP OUTFALL.
2. CONCRETE SHALL BE CLASS HP CONCRETE AND WILL BE PAID FOR UNDER ITEM CODE 709.0400.
3. WELDED WIRE FABRIC (WWF) SHALL BE GALVANIZED AND WILL BE PAID FOR UNDER ITEM CODE 810.0702.
4. THE COST OF REMOVAL AND DISPOSAL OF THE EXISTING CONCRETE SWALE SHALL BE CONSIDERED INCIDENTAL TO THE WORK PERFORM; NO ADDITIONAL PAYMENT WILL BE MADE.

CONCRETE SWALE SECTION

SCALE: ¾" = 1'-0"

PLANTING SCHEDULE

Code	Qty	Scientific Name	Common Name	Wetland Idicator Status	Stratum	Type & Size	Spacing
AM	5	Aronia meloncarpa	Black chokeberry	FAC	Shrub	Container 2' to 3'	6' O.C.
PV	4	Prunus virginiana	Choke cherry	FACU	Shrub	Container 2' to 3'	6' O.C.
RH	3	Rhus typhina	Staghorn sumac	UPL	Shrub	Container 2' to 3'	10' O.C.
WM	0.5 lbs	New England Conservation / Wildlife Mix		–	Herbaceous	Seed Application Rate: 1lb / 1750 SF	

PLANTING NOTES:

1. SUBSTITUTIONS IN PLANT SPECIES OR SEED MIX SHALL BE APPROVED BY THE WETLAND SCIENTIEST. PLANTINGS AND SEED MIX SHALL CONSIST OF NATIVE SPECIES.
2. CONSERVATION SEED MIX SHALL BE "WILDLIFE MIX" AS PRODUCED BY NEW ENGLAND WETLAND PLANTS, INC., OR APPROVED EQUAL.
3. ALL PLANTINGS SHALL BE COMPLETED IN ACCORDANCE WITH SECTION L06 OF THE STANDARD SPECIFICATIONS, INCLUDING REQUIREMENTS FOR PLANTING DATES.
4. SHRUB PLANTINGS SHALL BE COMPLETED IN ACCORDANCE WITH RIDOT STANDARD DETAIL 50.3.1 - "CONTAINER GROWN SHRUB PLANTING DETAIL".
5. PRIOR TO PLANTING, THE CONTRACTOR SHALL SUBMIT AN AS-BUILT INCLUDING FINAL GRADES TO RIDOT AND THE ENGINEER FOR APPROVAL.
6. THE WETLAND SCIENTIST SHALL INSPECT THE RESTORATION AREA PRIOR TO PLANTING TO DETERMINE THAT THE SOILS ARE SUITABLE FOR PLANTING. THE WETLAND SCIENTIST MAY MODIFY THE PLANTING PLAN IF THE AS-BUILT CONDITIONS POSE A THREAT TO THE SURVIVAL OF PLANTINGS.
7. FINAL PLANT PLACEMENT WILL BE VERIFIED BY THE WETLAND SCIENTIST.

CHANNEL BANK RESTORATION NOTES:

1. THE INTENT OF THIS WORK IS TO RESTORE ERODED PORTIONS OF THE MANMADE CHANNEL BANKS AT EACH ABUTMENT TO CONFORM TO THE DESIGN DEPICTED ON STAMPED RECORD DRAWINGS FOR THE U.S. ARMY CORPS OF ENGINEERS (USACE) CONTRACT NO. CIV.-19-016-57-412, "BLACKSTONE RIVER FLOOD CONTROL, WOONSOCKET LOCAL PROTECTION PROJECT," ORIGINAL DATE MARCH 1957 WITH ALL SUBSEQUENT ADDENDA AND FIELD REVISIONS AS NOTED HEREIN.
2. 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.
3. EROSION AND SEDIMENT CONTROLS SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF WORK. THESE CONTROLS SHALL BE REMOVED UPON COMPLETION AND ACCEPTANCE OF THE WORK.
4. ALL CHANNEL RESTORATION WORK SHALL BE PERFORMED DURING THE SEASONAL LOW-FLOW PERIOD OF JULY 1ST TO OCTOBER 31ST.
5. WATER LEVELS WITHIN THIS REACH OF THE BLACKSTONE RIVER ARE CONTROLLED BY THE DOWNSTREAM WOONSOCKET FALLS DAM MAINTAINED AND OPERATED BY THE USACE. THE CONTRACTOR SHALL COORDINATE WITH THE RIDOT NATURAL RESOURCES UNIT (NRU) AND USACE OPERATIONS STAFF PRIOR TO THE COMMENCEMENT OF THIS WORK TO ENSURE THAT WATER LEVELS ARE SUFFICIENTLY DRAWN DOWN TO ENABLE CHANNEL RESTORATION TO BE COMPLETED IN THE DRY.
6. PRIOR TO COMMENCING ANY WORK WITHIN THE CHANNEL, THE CONTRACTOR SHALL SUBMIT A NARRATIVE DETAILING THE PROPOSED SEQUENCE OF CHANNEL RESTORATION WORK, EQUIPMENT TO BE UTILIZED, AND A DETAILED SCHEDULE FOR APPROVAL BY RIDOT AND THE ENGINEER.
7. 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 CHANNEL RESTORATION WORK.
8. 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.
9. AT NO TIME WILL ANY CONSTRUCTION EQUIPMENT OR VEHICLES BE PERMITTED WITHIN RIVER WATERS. SHOULD THE CONTRACTOR'S PROPOSED MEANS AND METHOD OF CONSTRUCTION INCLUDE THE USE OF IN-WATER BARGES AND/OR WORK FLOATS, THE CONTRACTOR SHALL COORDINATE WITH USACE, RIDOT, AND THE CITY OF WOONSOCKET FOR RIVER ACCESS AND LAUNCH POINT(S).
10. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE AND ADVISE RIDOT AND THE ENGINEER OF THE TYPE, SIZE, AND WEIGHT OF ALL VEHICLES/EQUIPMENT THAT THE CONTRACTOT 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.
11. PAYMENT FOR THIS WORK WILL BE INCLUDED UNDER ITEM CODE 920.0320.

GM2

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	XXX
CHECKED BY:	XXX
DATE:	XXX
SHEET:	39
OF:	XXX

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

BRIDGE GROUP 26C - WOONSOCKET BLACKSTONE RIVER WEST
RIVER STREET BRIDGE NO. 095601
VOLUME 3
WOONSOCKET RHODE ISLAND

CHANNEL BANK RESTORATION

2607E_V3_039_RIPRAP