

STATE OF RHODE ISLAND



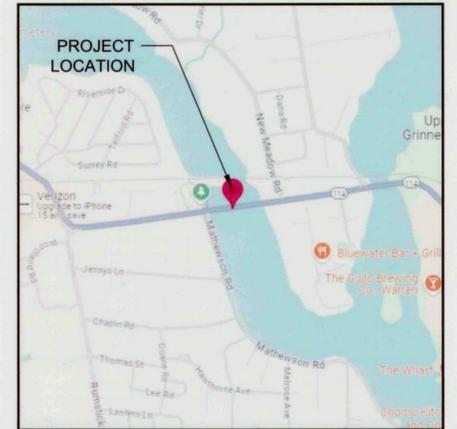
DEPARTMENT OF TRANSPORTATION
 PLAN, PROFILE AND SECTIONS OF PROPOSED
 STATE HIGHWAY

BRIDGE GROUP 15F - BARRINGTON BRIDGE (NO. 012301)

PROJECT LIMITS

TOWN OF BARRINGTON
 COUNTY OF BRISTOL

R.I. CONTRACT NO. 2025-CB-033 F.A. PROJECT NO. BHO-015F(001)



LOCATION MAP
NOT TO SCALE

DESIGN	DESIGNATION
2021 ADT	14,763 V.P.D.
T	2%
DESIGN SPEED	35 M.P.H.

HURRICANE EVACUATION ROUTE

This project includes work on a designated Hurricane Evacuation and Diversionary Route as follows:

Refer to NOTE - HURRICANE EVACUATION ROUTE on Sheet 05 JOB SPECIFIC SYMBOLS, LEGEND, AND NOTES

FROM 2003 RECORD DRAWINGS

PS&E
01/28/26

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	STANDARD PLAN SYMBOLS & STANDARD LEGEND
3	STANDARD NOTES - 1
4	STANDARD NOTES - 2
5	JOB SPECIFIC PLAN SYMBOLS, LEGEND AND NOTES
6	BRIDGE GENERAL NOTES
7	GENERAL PLAN
8	GENERAL BRIDGE PLAN AND ELEVATION
9	KEY PLAN
10	PIER 1 REPAIR DETAILS
11	PIER 2 REPAIR DETAILS
12	PIER 3 REPAIR DETAILS
13	PIER 4 REPAIR DETAILS
14	PIER 5 REPAIR DETAILS
15	PIER 6 REPAIR DETAILS
16	PIER 1 - ABOVE WATER REPAIR DETAILS
17	PIER 3 - ABOVE WATER REPAIR DETAILS
18	ABUTMENT - ABOVE WATER REPAIR DETAILS
19	WALL - ABOVE WATER REPAIR DETAILS
20	SPALL REPAIR DETAILS
21	CATCH BASIN REPAIR DETAILS
22	JOINT REPAIR DETAILS
23	BEARING REPAIR DETAILS
24	HAIRLINE CRACK REPAIR DETAILS
25	VERTICAL AND DIAGONAL CRACK REPAIR DETAILS
26	PEIR CAP RESET DETAILS
27	TEMPORARY TRAFFIC CONTROL PLAN - PHASE 1
28	TEMPORARY TRAFFIC CONTROL PLAN - PHASE 2
29	TEMPORARY TRAFFIC CONTROL PLAN - PHASE 3
30	TEMPORARY TRAFFIC CONTROL PLAN - PHASE 4



LAYOUT PLAN
NOT TO SCALE

SCALE OF DRAWINGS

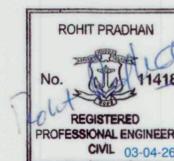
Plans 1 inch = 20 feet
 Plans 1 inch = 30 feet

BASE OF LEVELS
NGVD29

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AUGUST 2025, WITH ALL REVISIONS AND THE STATE AND FEDERAL SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

STANDARD DETAILS FOR THIS PROJECT ARE R.I. STANDARD DETAILS, 1998 EDITION, WITH ALL REVISIONS.



Contract Number 2025-CB-033
 Number of Sheet 1
 Total Sheets 30

R.I. DEPARTMENT OF TRANSPORTATION	
APPROVED <i>Ben A Zupetto</i> 3/6/26 DIRECTOR, DIVISION OF PROJECT MANAGEMENT	DATE
APPROVED <i>John W Price</i> 3/6/26 CHIEF ENGINEER OF INFRASTRUCTURE	DATE
APPROVED <i>Robert Rochio</i> 3/6/26 DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	DATE
DIVISION ADMINISTRATOR	DATE

EXISTING	NEW	EXISTING	NEW	EXISTING	NEW	EXISTING	NEW
EDGE OF PAVEMENT	EDGE OF PAVEMENT	1.1.0	UNDERDRAIN	7.5.1	ASPHALT BERM	43.4.1	DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB
BERM	BERM	1.3.0	CONCRETE CONNECTING COLLAR	7.6.0	CURB SETTING DETAIL	43.5.0	CEMENT CONCRETE DRIVEWAYS
CURB	CURB	2.1.0	CONCRETE HEADWALLS FOR PIPE CULVERTS	8.2.0	PAVED DITCH	47.1.1	PAVEMENT TRANSVERSE DROP-OFFS CUT AND MATCH
GUARDRAIL	GUARDRAIL	2.2.0	STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0" PIPE CULVERTS	8.3.0	RIP-RAP DITCH	48.1.0	DETECTABLE WARNING SYSTEM
MAILBOX	MAILBOX	2.3.0 (DIA.)	PRECAST CONCRETE FLARED END SECTION	8.4.0	PAVED WATERWAY	51.1.0	TREE PROTECTION DEVICE
UTILITY POLE	UTILITY POLE	3.2.0	BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE	9.3.0	BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED	51.1.1	DRIP LINING TREE PROTECTION DEVICE FOR EXISTING TREES
POLE GUY	POLE GUY	3.2.1 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE	9.4.0	BALED HAY DITCH AND SWALE EROSION CHECK	51.2.0	SHRUB PROTECTION DEVICE
LUMINARE	LUMINARE	3.3.0	BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN	9.5.0	LOG AND HAY CHECK DAM	51.3.0	TREE WELL
SIGN	SIGN	3.3.2	BRICK/SOLID BLOCK TYPE "F" SQUARE CATCH BASIN	9.7.0	DEWATERING BASIN	51.4.0	TREE WALL
(SIZE)SD	(SIZE)SD	3.3.3	SOLID BLOCK FLUSH SQUARE CATCH BASIN	9.8.0	BALED HAY CATCH BASIN INLET PROTECTION	AB	ADJUST CATCH BASIN TO GRADE
(SIZE)D	(SIZE)D	3.4.0	BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN	9.9.0	CONSTRUCTION ACCESS	ABM	ADJUST CATCH BASIN TO MANHOLE
(SIZE)S	(SIZE)S	3.4.1	BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET	10.1.0	WET STONE MASONRY RETAINING WALL	AC	ADJUST CURB STOP TO GRADE
(SIZE)W	(SIZE)W	3.4.2	BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN	10.2.0	RUBBLE MASONRY WALL	AD	ADJUST DRAINAGE MANHOLE TO GRADE
(SIZE)G	(SIZE)G	3.4.3	BRICK/SOLID BLOCK TYPE "R" CATCH BASIN	10.3.0	CONCRETE RETAINING WALL	AE	ADJUST ELECTRIC MANHOLE TO GRADE
(SIZE)T	(SIZE)T	3.4.4	SOLID BLOCK FLUSH ROUND CATCH BASIN	10.4.0	STONE MASONRY STEPS	AFC	ADJUST FRAME AND COVER TO GRADE
(SIZE)E	(SIZE)E	3.4.5 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN	14.1.0	CONCRETE HIGHWAY BOUND	AFG	ADJUST FRAME AND GRATE TO GRADE
PLUG AND CAP PIPE	PLUG AND CAP PIPE	3.5.0	SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN	15.1.0	POST AND MOUNTINGS FOR RURAL MAILBOX	AG	ADJUST GAS GATE BOX TO GRADE
ABANDONED UTILITY	ABANDONED UTILITY	3.5.1 (SIZE)	SOLID BLOCK SHALLOW 5'-0" OR 6'-0" SQUARE CATCH BASIN	15.2.0 (NO.)	POST AND MULTIPLE MOUNTINGS FOR RURAL MAILBOXES	AHH	ADJUST HANDHOLE TO GRADE
FLARED END SECTION	FLARED END SECTION	3.6.0	BRICK/SOLID BLOCK DROP INLET	18.2.0	PRECAST TYPE "A" HANDHOLE	AS	ADJUST SANITARY SEWER MANHOLE TO GRADE
HEADWALL	HEADWALL	3.7.0 (DIA.)	BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0"	18.2.1	PRECAST TYPE "H" HEAVY-DUTY HANDHOLE	AT	ADJUST TELEPHONE MANHOLE TO GRADE
WATER OR GAS GATE	WATER OR GAS GATE	4.2.0	PRECAST 4'-0" ROUND MANHOLE	18.2.2	PRECAST TYPE "B" HEAVY DUTY HANDHOLE	AW	ADJUST WATER GATE BOX TO GRADE
CATCH BASIN	CATCH BASIN	4.2.1	PRECAST 5'-0" ROUND MANHOLE	18.3.0	ALUMINUM LIGHTING STANDARDS	BCD	BITUMINOUS CONCRETE DRIVEWAY 3" CLASS 9.5 HMA 8" GRAVEL BORROW SUBBASE COURSE
MANHOLE	MANHOLE	4.2.2	PRECAST 6'-0" ROUND MANHOLE	20.2.0	BI-DIRECTIONAL CONTROL DEVICE	BPS	BUILD NEW STRUCTURE OVER EXISTING PIPE
HYDRANT	HYDRANT	4.3.0 (SIZE)	PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN	24.6.1	STREET SIGN MOUNTING DETAIL	CCB	CLEAN CATCH BASIN
BASELINE OR CENTERLINE	BASELINE OR CENTERLINE	4.4.0 (DIA.)	PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN	26.2.0	POLYETHYLENE DRUM WITH MARKINGS	CCP	CUT AND CAP PIPE WITH RESTRAINT (ALL SIZES)
STATE HIGHWAY LINE	STATE HIGHWAY LINE	4.5.0	PRECAST CONCRETE DROP INLET	26.3.0	PVC PLASTIC PIPE TYPE III BARRICADE	CFP	CLEAN AND FLUSH PIPE
STATE FREEWAY LINE	STATE FREEWAY LINE	4.5.1	PRECAST CONCRETE DROP INLET LATERAL OUTLET	31.1.0	CHAIN LINK FENCE 3'-0" TO 4'-0"	CG	CLEARING AND GRUBBING
PERMANENT EASEMENT LINE	PERMANENT EASEMENT LINE	4.5.2	PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET	31.2.0	CHAIN LINK FENCE 5'-0" TO 6'-0"	CMH	CLEAN MANHOLE
TEMPORARY EASEMENT LINE	TEMPORARY EASEMENT LINE	5.3.0	CATCH BASIN AND MANHOLE STEP	31.2.1	CHAIN LINK FENCE 5'-0" TO 6'-0" INTERMEDIATE POST	CP (DEPTH)	COLD PLANE
PROPERTY LINE	PROPERTY LINE	5.4.0	CONCRETE COLLARS	31.3.0	WOVEN WIRE RIGHT-OF-WAY FENCE (STEEL POST)	CPP	CUT AND PLUG PIPE (ALL TYPES, ALL SIZES)
CITY OR TOWN LINE	CITY OR TOWN LINE	6.1.0	LIGHT-DUTY SQUARE FRAME AND ROUND COVER	34.1.0	ROADSIDE GUARDRAIL (GENERAL NOTES, INSTALLATION, POST & OFFSET BLOCK DETAILS)	DB	REMOVE AND DISPOSE BITUMINOUS CURB
PAVED WATERWAY	PAVED WATERWAY	6.1.1	HEAVY DUTY SQUARE FRAME AND ROUND COVER	34.1.1	TYPICAL GUARDRAIL INSTALLATION AT STRUCTURES	DC	REMOVE AND DISPOSE CONCRETE CURB
CONTOUR LINE	CONTOUR LINE	6.2.0	LIGHT-DUTY ROUND FRAME AND COVER	34.1.2	STEEL BEAM GUARDRAIL ENCASED POST FOR SHALLOW INSTALLATION	DCB	REMOVE AND DISPOSE CATCH BASIN
OPEN DITCH	OPEN DITCH	6.2.1	HEAVY-DUTY ROUND FRAME AND COVER	34.1.3	STEEL BEAM GUARDRAIL DEEP POST INSTALLATION	DDI	REMOVE AND DISPOSE DROP INLET
R.I. HIGHWAY BOUND	R.I. HIGHWAY BOUND	6.3.0	SQUARE FRAME AND GRATE	34.1.4	STEEL BEAM GUARDRAIL INSTALLED IN CONCRETE OR HMA SURFACE	DF	REMOVE AND DISPOSE FENCE
RETAINING WALL	RETAINING WALL	6.3.1	SQUARE FRAME AND GRATE	34.2.0	STEEL BEAM GUARDRAIL, TL-3	DFC	REMOVE AND DISPOSE FRAME AND COVER
FIELD STONE WALL	FIELD STONE WALL	6.3.2	SQUARE FRAME AND GRATE (BICYCLE SAFE)	34.2.1	STEEL BEAM GUARDRAIL, TL-2	DFE	REMOVE AND DISPOSE FLARED END SECTION
BORINGS	BORINGS	6.3.3	HIGH CAPACITY FRAME AND GRATE	34.2.2	STEEL BEAM GUARDRAIL DOUBLE FACE ASSEMBLY	DFG	REMOVE AND DISPOSE FRAME AND GRATE
FENCE	FENCE	6.3.4	HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE)	34.2.5	STEEL BEAM GUARDRAIL REFLECTORIZED TRIANGULAR DELINEATOR	DFH	REMOVE AND DISPOSE FIRE HYDRANT
WOOD OR BRUSH LINE	WOOD OR BRUSH LINE	6.4.0	ROUND FRAME AND GRATE	34.3.0	STEEL BEAM GUARDRAIL APPROACH END TREATMENT	DFP	REMOVE AND DISPOSE FLEXIBLE PAVEMENT
TREES	TREES	7.1.0S	PRECAST CONCRETE CURB (STRAIGHT)	34.3.1	STEEL BEAM GUARDRAIL TERMINAL END SECTION	DG	REMOVE AND DISPOSE GUARDRAIL
RIVER OR STREAM	RIVER OR STREAM	7.1.0C	PRECAST CONCRETE CURB (CIRCULAR)	34.3.2	STEEL BEAM GUARDRAIL ANCHORAGE TRAILING END SECTION	DH	REMOVE AND DISPOSE HEADWALL
WETLAND AREA	WETLAND AREA	7.1.1	3'-0" PRECAST CONCRETE TRANSITION CURB	34.3.3	STEEL BEAM GUARDRAIL THRIE BEAM TRANSITION PANEL	DHB	REMOVE AND DISPOSE HIGHWAY BOUND
BUILDING	BUILDING	7.1.2	6'-0" PRECAST CONCRETE TRANSITION CURB	34.3.4	STEEL BEAM GUARDRAIL CONNECTION TO NEW END POST GUARDRAIL CONNECTION TO EXISTING END POST APPROACH END SECTION	DHH	REMOVE AND DISPOSE HANDHOLE
FOUNDATION	FOUNDATION	7.1.4	PRECAST 2'-0" RADIUS CORNER	34.3.5	STEEL BEAM GUARDRAIL CONNECTION TO EXISTING END POST TRAILING END SECTION	DL	REMOVE AND DISPOSE LIGHT AND FOUNDATION
BUILDING TO BE REMOVED	BUILDING TO BE REMOVED	7.1.5	PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN)	34.3.6	STEEL BEAM GUARDRAIL TRANSITION TO RIGID BARRIER	DMB	REMOVE AND DISPOSE MEDIAN BARRIER
RAILROAD TRACKS	RAILROAD TRACKS	7.1.6	PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN)	34.3.7	MASH GUARDRAIL TRANSITION TO EXISTING GUARDRAIL	DMH	REMOVE AND DISPOSE MANHOLE
CUT AND MATCH	CUT AND MATCH	7.1.7	PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN)	34.3.8	STEEL BEAM GUARDRAIL LONG SPAN, TL-3	DMM	REMOVE AND DISPOSE MEDIAN MARKER
RIP-RAP	RIP-RAP	7.1.8	PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN)	34.3.9	STEEL THRIE BEAM GUARDRAIL SINGLE FACE	DOW	REMOVE AND DISPOSE OBSERVATION WELL
CUT SLOPE	CUT SLOPE	7.2.0S	PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT)	34.5.3	STEEL THRIE BEAM GUARDRAIL DOUBLE FACE	DP	REMOVE AND DISPOSE PIPE
FILL SLOPE	FILL SLOPE	7.2.0C	PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR)	34.5.4	STEEL THRIE BEAM GUARDRAIL LONG SPAN	DPB	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE
ROCK CUT	ROCK CUT	7.2.1	PRECAST CONCRETE SLOPED FACE TRANSITION CURB	40.1.0	F SHAPE CONCRETE BARRIER DOUBLE FACE	DRB	REMOVE AND DISPOSE RIGID BASE
SPOT GRADE	SPOT GRADE	7.2.2	PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SLOPED FACE)	40.2.0	F SHAPE CONCRETE BARRIER SINGLE FACE	DS	REMOVE AND DISPOSE SIGN
AREA GRADED TO DRAIN	AREA GRADED TO DRAIN	7.3.0S	GRANITE CURB (STRAIGHT)	40.2.1	F SHAPE CONCRETE BARRIER WITH CONCRETE SEPARATOR	DSS	REMOVE AND DISPOSE TRAFFIC SIGNAL SYSTEM
BALED HAY RI STD 9.1.0	BALED HAY RI STD 9.1.0	7.3.0C	GRANITE CURB (CIRCULAR)	40.3.0	PRECAST MEDIAN BARRIER TRANSITION UNIT	DSW	REMOVE AND DISPOSE SIDEWALK
BALED HAY & SILT FENCE RI STD. 9.3.0	BALED HAY & SILT FENCE RI STD. 9.3.0	7.3.2	6'-0" GRANITE TRANSITION CURB	40.4.0	PRECAST MEDIAN BARRIER FOR LIGHT STANDARD	DTD	REMOVE AND DISPOSE TELEPHONE DUCT BANKS
EDGE OF WETLAND	EDGE OF WETLAND	7.3.3	GRANITE WHEELCHAIR RAMP TRANSITION CURB	40.5.0	BARRIER MOUNTED DELINEATOR	DUP	REMOVE AND DISPOSE UTILITY POLE
WETLAND PERIMETER	WETLAND PERIMETER	7.3.4	GRANITE 2'-0" RADIUS CORNER	40.2.1	SINGLE-FACED PRECAST MEDIAN BARRIER	DWW	REMOVE AND DISPOSE PAVED WATERWAY
AREA SUBJECT TO STORM FLOW	AREA SUBJECT TO STORM FLOW	7.3.5	GRANITE INLET STONE (FOR SQUARE CATCH BASIN)	40.3.0	PRECAST MEDIAN BARRIER TRANSITION UNIT	FF	FILTER FABRIC RIPRAP FLARED END UNDERLAYMENT
100-YEAR FLOOD BOUNDARY	100-YEAR FLOOD BOUNDARY	7.3.6	GRANITE INLET STONE (FOR ROUND CATCH BASIN)	40.5.0	BARRIER MOUNTED DELINEATOR	GET	FLARED GUARDRAIL END TREATMENT
LIMIT OF DISTURBANCE	LIMIT OF DISTURBANCE	7.3.7	GRANITE APRON STONE (FOR SQUARE CATCH BASIN)	43.1.0	CEMENT CONCRETE SIDEWALK	IA	IMPACT ATTENUATOR
LIMIT OF CLEARING	LIMIT OF CLEARING	7.3.8	GRANITE APRON STONE (FOR ROUND CATCH BASIN)	43.2.0	ASPHALT SIDEWALK	IDL	IMPERVIOUS DITCH LINER
		7.4.0	GRANITE SLOPED FACE CURB	43.3.0	WHEELCHAIR RAMP	LOD	LIMIT OF DISTURBANCE
		7.4.1	GRANITE SLOPED FACE TRANSITION CURB	43.3.1	WHEELCHAIR RAMP FOR LIMITED RIGHT-OF-WAY AREAS	LOR	LIMIT OF REGRADING
		7.4.2	GRANITE TRANSITION CURB (VERTICAL FACE TO SLOPE FACE)	43.4.0	DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB		
		7.5.0	BITUMINOUS CONCRETE LIP CURB				



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: SS
CHECKED BY: MG
DATE: 01/28/26
SHEET: 2
OF: 30

SCALE: NOT TO SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
BARRINGTON
RHODE ISLAND
STANDARD PLAN SYMBOLS AND STANDARD LEGENDS

GENERAL NOTES:

- ANY DAMAGE TO EXISTING PAVEMENT, BRIDGES, DRAINAGE STRUCTURES, DRAINAGE PIPES, INFILTRATION AREAS, ROADSIDE, CONDUIT, SIDEWALK, FENCES, ETC., CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT TO CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 106.05 OF THE R.I.D.O.T. STANDARD SPECIFICATION, LATEST EDITION. EQUIPMENT AND MATERIAL SHALL NOT BE STORED IN AREAS DESIGNATED FOR STORMWATER INFILTRATION OR OUTSIDE THE L.O.D. WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXISTING CONDITIONS ARE NOT DISTURBED OR OBLITERATED BEFORE SURVEY GROUND CONTROL POINTS ARE LOCATED, VERIFIED, AND DEEMED ADEQUATE FOR CONSTRUCTION LAYOUT. THE CONSTRUCTION LAYOUT SHALL BE PROVIDED IN SUFFICIENT DETAIL, THEREBY ENABLING THE CONTRACTOR TO CONSTRUCT THE PROJECT IN CONFORMITY WITH THE PLANS AND SPECIFICATIONS. SURVEY WILL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL ADEQUATE SURVEY GROUND CONTROL POINTS HAVE BEEN ESTABLISHED, TIED DOWN, AND VERIFIED IN WRITING BY THE CONTRACTOR'S PROFESSIONAL LAND SURVEYOR.
- ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.
- THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE DETERMINED BY THE CONTRACTOR TO MEET THE REQUIREMENTS OF SECTION 907.
- ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO PAVEMENT PLACEMENT ON THE CONCRETE BASE OR COLD PLANED PAVEMENT, AND ON ANY NEW COURSE WHICH HAS BEEN OPEN TO TRAFFIC, OR ANY NEW COURSE WHICH HAS BEEN EXPOSED FOR MORE THAN 7 DAYS, AND/OR AS DIRECTED BY THE ENGINEER. IT SHALL ALSO BE APPLIED TO VERTICAL PAVEMENT FACES BETWEEN ADJOINING PAVEMENT SECTIONS. ALL APPLICATIONS ON BOTH HORIZONTAL AND VERTICAL SURFACES SHALL BE INCIDENTAL TO THE APPLICABLE PAVEMENT ITEMS.
- THE LIMITS OF CLEARING AND SURFACE DISTURBANCE SHALL BE STRICTLY ADHERED TO IN ALL AREAS. IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND PLACING, AT ITS OWN EXPENSE, PLANTABLE SOIL AND SEED IN AREAS WHICH ARE OUTSIDE OF THE PROJECT'S AREAS OF DISTURBANCE AND WHICH ARE IMPACTED BY CONSTRUCTION OPERATIONS INCLUDING THOSE AREAS WHERE VEHICLES, EQUIPMENT AND MATERIALS ARE STORED.
- THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
- CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT DEBRIS PRIOR TO THE PLACEMENT OF EACH BITUMINOUS PAVEMENT LIFT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. CLEANING WITH COMPRESSED AIR SHALL ONLY BE ALLOWED WITH THE APPROVAL OF THE ENGINEER.
- PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS AND SHOP DRAWINGS OR AS MODIFIED BY THE ENGINEER.
- THE COORDINATE SYSTEM, IF SHOWN, IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.
- PAVEMENT OPERATIONS FOR CURBED SECTIONS: IN AREAS WHERE CURBING IS SET TO FINISH LINE AND GRADE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE THE SENSOR AND SKY-TYPE DEVICE FOR AUTOMATIC GRADE CONTROL, BUT WILL BE ALLOWED TO MANUALLY ADJUST THE BITUMINOUS PAVER FOR CONTROLLING GRADE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAYS FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO MAINTAIN THE SAFE TRAVEL OF THE PUBLIC AT NO ADDITIONAL COST TO THE STATE.
- NO FUEL STORAGE, VEHICLE REFUELING, OR EQUIPMENT STORAGE SHALL TAKE PLACE IN DESIGNATED WETLANDS, NOR WITHIN 100' OF ANY WATER BODY. THIS REQUIREMENT SHALL NOT SUPERSEDE ANY FEDERAL, STATE OR LOCAL LAW, ORDINANCE, RULE OR REGULATION THAT APPLIES TO THE SAME, UNLESS THIS REQUIREMENT IS MORE STRINGENT THAN SAID LAW, ORDINANCE, RULE OR REGULATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT AT THE END OF FINAL PAVING OPERATIONS, FLOW TO NEW AND EXISTING DRAINAGE STRUCTURES HAS BEEN PROPERLY ESTABLISHED AND THAT NO ISOLATED DEPRESSIONS REMAIN. THERE SHALL BE NO SEPARATE PAYMENT FOR THIS PROVISION; ANY CORRECTIVE ACTION SHALL BE CONSIDERED INCIDENTAL TO PAVING AND COLD PLANING OPERATIONS.
- ALL EMBANKMENTS SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 12" (AFTER COMPACTION) AND SHALL BE COMPACTED AS SPECIFIED BEFORE THE NEXT LAYER IS PLACED. ALSO, EMBANKMENT CONSTRUCTION SHALL CONFORM TO SECTION 202.03.2 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- IF THIS PROJECT IS ON A HURRICANE EVACUATION AND DIVERSIONARY ROUTE, AS DESIGNATED ON THE COVERSHEET, THE CONTRACTOR IS ADVISED THAT UPON 12 (TWELVE) HOURS NOTICE THE ROADWAY SHALL BE OPEN TO EVACUEES AND EMERGENCY PERSONNEL. ANY EXTRA WORK NECESSARY TO COMPLY WITH THIS REQUIREMENT WILL BE REIMBURSED UNDER FORCE ACCOUNT PROCEDURES.
- THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL APPROVALS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM), AND/OR THE ARMY CORPS OF ENGINEERS (ACOE), AND/OR THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC). COPIES OF EACH OF THESE PERMITS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH THESE CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).

GENERAL NOTES (CONTINUED):

- FOR ALL PROJECTS INVOLVING KNOWN SITE REMEDIATION ISSUES, THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE CONSTRUCTION RELATED PROVISIONS, CONDITIONS, AND STIPULATIONS OF ANY REMEDIAL ACTION WORK AND/OR SOIL MANAGEMENT PLANS DEVELOPED FOR THE PROJECT. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH COMPLIANCE WITH THESE DOCUMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
- NO UNPROTECTED CONSTRUCTED FEATURE MAY PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. HEADWALL, DRAINAGE INLET, ETC.
- THE REMAINING SECTION OR STUB OF A BREAKAWAY BASE MAY NOT PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. SIGN POSTS, LIGHT POLES, FIRE HYDRANTS, ETC.

DRAINAGE AND EROSION CONTROL NOTES:

- THE CONTRACTOR IS REQUIRED TO ADHERE WITH THE A SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ORDER TO REMAIN IN COMPLIANCE WITH THE RIDES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS OF THE GENERAL PERMIT AND THE SITE-SPECIFIC SWPPP FOR THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR MODIFYING THE SWPPP AS SITE CONDITIONS WARRANT. A COPY OF THE SWPPP MUST BE ON-SITE AT ALL TIMES. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS.
- NO UNDISTURBED AREAS SHALL BE GRUBBED OF EXISTING VEGETATION AFTER OCTOBER 15 OF ANY CALENDAR YEAR OR DURING ANY PERIOD OF FULL OR LIMITED WINTER SHUTDOWN. ALL DISTURBED SOILS EXPOSED PRIOR TO OCTOBER 15 OF ANY CALENDAR YEAR SHALL BE SEEDED OR PROTECTED BY THAT DATE. ANY SUCH AREAS THAT DO NOT HAVE ADEQUATE VEGETATIVE STABILIZATION, AS DETERMINED BY THE RESIDENT ENGINEER OR ENVIRONMENTAL INSPECTOR, BY NOVEMBER 15 OF ANY CALENDAR YEAR, MUST BE STABILIZED THROUGH THE USE OF EROSION CONTROL MATTING OR HAY MULCH, IN ACCORDANCE WITH SPECIFICATIONS CONTAINED WITHIN THE R.I. SOIL EROSION AND SEDIMENT CONTROL HANDBOOK. IF WORK CONTINUES WITHIN ANY OF THESE AREAS DURING THE PERIOD FROM OCTOBER 15 THROUGH APRIL 15, CARE MUST BE TAKEN TO ENSURE THAT ONLY THE AREA REQUIRED FOR THAT DAY'S WORK IS EXPOSED, AND ALL ERODIBLE SOIL MUST BE REESTABLISHED WITHIN 5 WORKING DAYS. ANY WORK TO CORRECT PROBLEMS RESULTING FROM FAILURE TO COMPLY WITH THIS PROVISION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THERE WILL BE NO SEPARATE PAYMENT FOR THIS PROVISION, IT SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION OPERATIONS. STABILIZATION OF ONE FORM OR ANOTHER AS DESCRIBED ABOVE SHALL BE ACHIEVED WITHIN 2 WEEKS OF FINAL GRADING.
- STOCKPILES OF MATERIAL SHALL NOT BE LOCATED WITHIN REGULATED WETLANDS OR BUFFER ZONE AREAS. THEY SHALL HAVE SIDE SLOPES NO GREATER THAN 30% AND STOCKPILES OF ERODIBLE MATERIAL SHALL ALSO BE SEEDED AND RINGED WITH APPROPRIATE SEDIMENT AND EROSION CONTROL MEASURES TO STABILIZE. STOCKPILES OF CONTAMINATED MATERIALS MUST BE PLACED ON TOP OF A POLY-ETHYLENE SHEET AND COVERED AT ALL TIMES UNLESS IT IS AN ACTIVE WORKING PILE.
- IF THE PLANS INCLUDE SPECIFIC AREAS FOR PLACEMENT OF CONSTRUCTION DEWATERING BASINS AND/OR EQUIPMENT AND MATERIALS STORAGE AND STOCKPILING, AND IF THE CONTRACTOR ELECTS TO UTILIZE ANY OTHER AREAS FOR THESE PURPOSES, THIS SHALL BE APPROVED BY THE ENGINEER ONLY AFTER OBTAINING ANY NECESSARY PERMITS AND/OR PERMIT MODIFICATIONS FROM THE APPROPRIATE REGULATORY AUTHORITY(IES). ANY PERMITTING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AT NO COST TO THE STATE. THE ENGINEER WILL COORDINATE SUBMISSION OF ANY REQUIRED PERMIT APPLICATION MATERIALS WITH THE R.I.D.O.T. ENVIRONMENTAL DIVISION.
- SURFACE EROSION CONTROL MATTING SHALL BE USED TO STABILIZE PLANTABLE SOIL AND/OR LOAM IN ALL DITCHES, ON ALL SLOPES ADJACENT TO WETLANDS AND WETLAND PERIMETERS, AND ON ALL SLOPES WITHIN WATER QUALITY BASINS. JUTE MESH IN DITCHES SHALL EXTEND TO AN ELEVATION 2 FEET ABOVE THE BOTTOM OF THE DITCH.
- SEEDING ON ALL SLOPES 3 TO 1 OR STEEPER SHALL CONSIST OF THE FOLLOWING APPLICATIONS UNLESS CHANGED IN THE CONTRACT.
 - SEEDING TYPE I.
 - ADHESIVE MULCH STABILIZER
- UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.
- PRIOR TO CONSTRUCTION OPERATIONS, THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL CATCH BASINS AND FLUSHING THE PIPES, AND THEN VERIFYING THE LOCATION (HORIZONTAL AND VERTICAL) OF ALL EXISTING PIPES AND/OR STRUCTURES WHICH ARE TO BE CONNECTED. ANY VARIATION FOUND FROM THE PLANS MUST BE BROUGHT TO THE ENGINEER'S ATTENTION.
- ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EFFICACY OF THE DRAINAGE SYSTEM. ONCE CONSTRUCTION IS COMPLETED THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL CATCH BASINS AND FLUSHING ALL PIPES OF ANY CONSTRUCTION RELATED DEBRIS AT NO ADDITIONAL COST.
- CATCH BASIN RIM GRADES FOR STRUCTURES NOT IN A TRAVEL LANE NOTED ON PLANS ARE DEPRESSED 0.1' LOWER THAN THE GUTTER GRADE. RIM ELEVATIONS SHOWN ARE FINAL GRADES. THE CONTRACTOR SHALL PLACE FRAMES AND GRATES 0.1' BELOW THE GRADE CONSTRUCTED IN THIS CONTRACT OR AS DIRECTED BY THE ENGINEER.
- PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL STRICTLY ADHERE TO THE PLANS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL INSTALL ALL SEDIMENT AND EROSION CONTROL DEVICES FOR OUTLET PROTECTION PRIOR TO CLEANING AND FLUSHING STORM WATER DRAINAGE. SEDIMENT AND EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL ALL FLUSHED SEDIMENTS ARE REMOVED. AT ALL OUTFALL LOCATIONS WHERE PIPES ARE TO BE CLEANED AND FLUSHED, OUTLET PROTECTION (R.I. STD. 9.1.0 OR 9.3.0) SHALL BE INSTALLED TO TRAP SEDIMENTS. THESE SEDIMENTS SHALL THEN BE REMOVED AND DISPOSED OF LEGALLY BEFORE THE OUTLET PROTECTION DEVICES ARE REMOVED. IF OUTLET PROTECTION AT THE OUTFALL IS NOT FEASIBLE, THEN THE OUTLET PIPE OF THE LAST DRAINAGE STRUCTURE TO BE CLEANED SHALL BE PLUGGED TO CAPTURE ALL MATERIALS FLUSHED FROM PIPES. AFTER THE MATERIALS ARE REMOVED FROM THE DRAINAGE STRUCTURE, THE OUTLET SHALL BE UNPLUGGED TO RESUME NORMAL FUNCTIONING.
- R.I. STD. 9.8.0 BALED STRAW INLET PROTECTION SHALL BE INSTALLED AT ALL CATCH BASINS AND INLETS WHENEVER SUBBASE IS EXPOSED, AND SHALL REMAIN IN PLACE UNTIL THE ABUTTING GROUND SURFACES ARE STABILIZED.
- WHERE BALED STRAW INLET PROTECTION AND SILT FENCES ARE USED AT CATCH BASINS, THEY SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE ENGINEER IN ORDER TO PREVENT CLOGGING OF THE INLET.

DRAINAGE AND EROSION CONTROL NOTES (CONTINUED):

- DETENTION AND RETENTION BASINS MAY BE ROUGH GRADED AND STABILIZED WITH VEGETATION AND/OR OTHER EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO USE AS TEMPORARY SEDIMENTATION BASINS DURING PROJECT CONSTRUCTION. FINAL BASIN CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL SOURCES OF SEDIMENT HAVE BEEN REMOVED AND INFILTRATION IS REESTABLISHED. FINAL ROADSIDE VEGETATION IS ESTABLISHED AND USE OF TEMPORARY BASINS IS NO LONGER REQUIRED TO COMPLY WITH THE PLANS, SPECIFICATIONS, AND PERMITS. ANY ISSUES RELATING TO EROSION AND/OR SEDIMENT TRANSPORT INTO WETLAND AREAS RESULTING FROM SUCH USE OF SEDIMENTATION BASINS DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY CORRECTIVE ACTION AND COSTS REQUIRED TO RESOLVE SUCH ISSUES IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE TOE OF ANY FILL SLOPE IS TO REMAIN AT LEAST 1' INSIDE OF ALL EROSION CONTROLS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR COVER ANY PORTION OF THE EROSION CONTROL MEASURES WITH MATERIAL. ANY MATERIAL THAT IS PLACED ON ANY EROSION CONTROLS BY THE CONTRACTOR, OR ANY AGENT OF THE CONTRACTOR, SHALL BE IMMEDIATELY REMOVED BY THE CONTRACTOR, AND ANY NECESSARY REPAIRS TO THE EROSION CONTROLS ACCOMPLISHED.
- PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES, EROSION AND SEDIMENTATION CONTROLS SHALL BE INSTALLED AT THOSE AREAS INDICATED ON THE PLANS. CLEARING MAY OCCUR PRIOR TO INSTALLATION OF SUCH CONTROLS, HOWEVER NO GRUBBING, GRADING, FILLING, OR OTHER SOIL DISTURBANCE SHALL OCCUR PRIOR TO INSTALLATION. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS.
- ALL COMPOST FILTER SOCK, STRAW BALES, SILT FENCE OR TEMPORARY PROTECTION SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED. IF NEEDED, TEMPORARY SEEDING CAN HELP TO MINIMIZE EROSION. TEMPORARY SEED WILL CONFORM TO R.I.D.O.T. STANDARD TEMPORARY SEED MIX.
- THE CONTRACTOR MUST REPAIR AND/OR RESEED ANY AREAS THAT DO NOT DEVELOP WITHIN THE PERIOD OF ONE YEAR AND SHALL DO SO AT NO ADDITIONAL EXPENSE TO THE STATE.
- THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL COSTS ASSOCIATED WITH ADHERENCE TO THE SWPPP SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEMS. ADDITIONAL SEDIMENT AND EROSION CONTROLS, SHALL BE INSTALLED IN ACCORDANCE WITH THE SWPPP REPORT. THESE ADDITIONAL ITEMS WILL BE PAID AT THE UNIT PRICE FOR THAT BID ITEM.
- ANY OBSERVATIONS OF ILLEGAL CONNECTIONS OR DISCHARGES TO RIDOT'S DRAINAGE NETWORK OR OUTFALLS SHALL BE REPORTED TO THE RIDOT STORMWATER UNIT IMMEDIATELY.

UTILITY NOTES:

- 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.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES BOTH UNDERGROUND AND OVERHEAD BEFORE EXCAVATION BEGINS IN ACCORDANCE WITH CHAPTER 39-1.2 OF THE R.I. GENERAL LAWS ENTITLED "EXCAVATION NEAR UNDERGROUND UTILITY FACILITIES", WITH AMENDMENTS EFFECTIVE AS OF NOVEMBER 1, 2009 AND, WHEN NECESSARY, BY CONTACTING THE INDIVIDUAL UTILITY COMPANIES. EXCAVATION SHALL BE IN ACCORDANCE WITH ALL STATUTES, ORDINANCES, RULES AND REGULATIONS OF ANY APPLICABLE CITY, TOWN, STATE OR FEDERAL AGENCY. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE DIG SAFE PROGRAM. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES AND AND ENSURE THAT ALL UTILITIES HAVE BEEN MARKED PRIOR TO COMMENCING THEIR WORK. ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANY, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.
- ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE CAPPED.
- EXISTING WATER SERVICES SHALL BE RECONNECTED TO THE NEW WATER MAINS.
- UTILITY SERVICE CONNECTIONS SHALL BE MAINTAINED TO ALL EXISTING FACILITIES TO REMAIN.
- FIRE HYDRANTS SHALL NOT BE REMOVED FROM SERVICE WITHOUT WRITTEN AUTHORIZATION FROM THE FIRE DEPARTMENT OR THE WATER AUTHORITY.
- ALL NEW WATER LINES SHALL BE DISINFECTED TO THE SATISFACTION OF THE WATER AUTHORITY IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL UTILITY POLE RELATED WORK SHALL BE BY OTHERS.
- THE CONTRACTOR SHALL PROVIDE 72-HOUR ADVANCE NOTICE TO THE RIDOT TMC (401-222-2378) FOR WORK AROUND RIDOT OWNED INFRASTRUCTURE (DRAINAGE, LIGHTING, ITS EQUIPMENT, TOLL GANTRIES, COUNTING STATIONS, ETC.). ANY DAMAGE TO THIS INFRASTRUCTURE MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT RIDOT IN ADVANCE, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.

RHODE ISLAND CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-033	2026	3	30



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	SS
CHECKED BY:	MG
DATE:	01/28/26
SHEET:	3
OF:	30

SCALE: NOT TO SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)

RHODE ISLAND

STANDARD NOTES - 1

RHODE ISLAND CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-033	2026	4	30

LANDSCAPE NOTES:

ALL PLANT MATERIAL MUST BE TAGGED AT THE NURSERY (A RECOGNIZED GROWER OF PLANT MATERIAL) IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION. ALL PLANT MATERIAL MUST BE NURSERY GROWN; NO PLANTATION GROWN PLANT MATERIAL WILL BE ACCEPTED.

ALL PLANT SUBSTITUTIONS AND/OR CHANGES IN PLANT LOCATION MUST BE APPROVED IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.

ALL PLANT MATERIAL IS TO BE FIELD LOCATED BY A REPRESENTATIVE FROM THE R.I.D.O.T. LANDSCAPE ARCHITECTURE UNIT.

COORDINATE WITH THE R.I.D.O.T. CONSTRUCTION MANAGER PRIOR TO ALL TRIMMING AND CLEARING NECESSARY TO COMPLETE THE WORK AS SHOWN ON THE PLANS.

ANY TOPSOIL USED AS PLANTABLE SOIL SHALL HAVE A SANDY LOAM TEXTURE RELATIVELY FREE OF SUBSOIL MATERIAL, STONES, ROOTS, LUMPS OF SOIL, TREE LIMBS, TRASH OR CONSTRUCTION DEBRIS, AND SHALL CONFORM TO SECTION M.18 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.

ALL TREES AND SHRUBS SHALL BE MULCHED WITH PINE BARK MULCH IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.

ALL TREES AND/OR SHRUBS THAT ARE PLANTED AS A BED SHALL BE MULCHED AS A BED.

PROVIDE A MINIMUM 6"-8" BRANCHING STANDARD ON ALL TREES INSTALLED ADJACENT TO SIDEWALKS AND/OR PEDESTRIAN ACCESS AREAS.

THE CONTRACTOR SHALL PROVIDE CERTIFICATION THAT THERE ARE NO CONTAMINANTS THAT EXCEED THE R.I.D.E.M. PERMISSIBLE LEVELS IN THE SOILS USED AS LOAM OR PLANTABLE SOIL.

STRUCTURAL NOTES FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS:

GENERAL

- ALL SUPPORT DESIGNS AND ASSOCIATED SHOP DRAWING REVIEWS SHALL BE IN CONFORMANCE WITH THE LATEST EDITION AND REVISIONS, OF THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, INCLUDING THE LATEST INTERIM SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.

CONSTRUCTION DRAWINGS AND DETAILS

- THE FOLLOWING NOTES SHALL BE INCLUDED ON ALL PLANS AND/OR SHOP DRAWINGS IN REFERENCE TO ANCHOR BOLTS:
 - "PRETENSIONING OF ALL ANCHOR NUTS IS REQUIRED, AND SHALL BE ACCOMPLISHED BY TIGHTENING TO 1/6TH TURN BEYOND THE SNUG-TIGHT POSITION."
 - "THE MAXIMUM CLEARANCE BETWEEN THE BOTTOM OF THE LEVELING NUTS AND THE TOP OF THE CONCRETE IS CRITICAL AND SHALL NOT EXCEED THE AMOUNT SPECIFIED ON THIS DRAWING."
- THE USE OF GROUT UNDER BASE PLATES SHALL GENERALLY NOT BE PERMITTED. IF SPECIFIC CONDITIONS WARRANT ITS USE, THE GROUT SHALL NOT BE CONSIDERED LOAD CARRYING; LOADS SHALL BE DIRECTLY SUPPORTED BY THE ANCHOR BOLTS. ADEQUATE DRAINAGE SHALL BE PROVIDED.
- THE DAMPENING EFFECTS OF VIBRATION MITIGATION DEVICES SHALL NOT BE CONSIDERED IN THE DESIGN OF STRUCTURAL SUPPORTS FOR SIGNS AND TRAFFIC SIGNALS. IF THE CONTRACTOR CHOOSES TO USE THESE DEVICES FOR WARRANTY PURPOSES, THE TYPE OF DEVICES PROPOSED SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO FABRICATION OF SUPPORTS.

TRAFFIC SIGNAL NOTES:

- ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE R.I.D.O.T. MAINTENANCE HEADQUARTERS, 360 LINCOLN AVENUE, WARWICK, RHODE ISLAND, 02888. THE COST FOR DELIVERY IS CONSIDERED INCIDENTAL TO THE WORK.
- BACK PLATES SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL HEADS.
- THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OF THE CONTROLLER CABINET DOOR A LAMINATED INTERSECTION GRAPHIC AND TABLE DEPICTING THE TRAFFIC DETECTOR RELAY CHANNEL ASSIGNMENTS. THE DIAGRAM SHALL BE A GRAPHIC OF THE INDIVIDUAL INTERSECTION ORIENTED SIMILAR TO THE PLANS SHOWING THE LOCATIONS OF EACH OF THE LOOP DETECTORS. THE DIAGRAM SHALL, AT A MINIMUM, INCLUDE DETECTOR NUMBERS, STREET NAME LABELS, NORTH ARROW, AND CONTROLLER CABINET LOCATION. THE ASSIGNMENT INFORMATION SHALL BE INCLUDED IN A TABLE WHICH SHALL INCLUDE, AT A MINIMUM, THE APPROACH NAME, DETECTOR NUMBER, TERMINAL NUMBER, DETECTOR RACK SLOT NUMBER, RELAY NUMBER, RELAY CHANNEL NUMBER, AND PHASE ASSOCIATED WITH EACH DETECTOR.
- TRAFFIC CONTROLLER CABINETS, UNLESS OTHERWISE NOTED, SHALL BE NEMA TS2 TYPE 1 CABINET SIZE 6 ("P" TYPE) WITH NOMINAL DIMENSIONS OF 52"Hx44"Wx24"D.
- ALL DELAY AND EXTENSION TIMES, AS CALLED FOR ON THE PLANS, FOR PROPOSED LOOP DETECTORS SHALL BE PROGRAMMED IN THE TRAFFIC SIGNAL CONTROLLER AND NOT THE DETECTOR RELAY.
- INSULATED GROUND WIRE SHALL BE PLACED IN ALL PVC CONDUITS AND SHALL BE BONDED TO GROUND RODS IN ACCORDANCE WITH SECTION T.03 OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- THE FINAL POSITION OF SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, DETECTORS, AND STOP LINE AND CROSSWALK PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD ACCORDING TO ACTUAL INTERSECTION CHARACTERISTICS.
- A 2' MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL SIGNAL POLES AND TRAFFIC/PEDESTRIAN SIGNAL HEADS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES.
- ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
- WHEN PLACING TRAFFIC SIGNAL HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED IN ACCORDANCE WITH R.I. STD. 43.1.0. NO PATCHES WILL BE ALLOWED.
- ALL PEDESTRIAN PUSHBUTTONS SHALL BE COMPLIANT WITH "THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES" (ADAAG) AND SHALL INCLUDE A PRESSURE-ACTIVATED (NON-MOVING) BUTTON. SIGNS APPLICABLE TO PUSHBUTTON ACTUATION SHALL BE INSTALLED SUCH THAT THE CROSSING ASSIGNED TO EACH BUTTON IS CLEARLY INDICATED. IF SITE CONDITIONS DO NOT ALLOW PEDESTRIAN PUSHBUTTONS TO BE INSTALLED WHERE CALLED FOR ON THE PLANS, THE R.I.D.O.T. TRAFFIC ENGINEERING UNIT SHALL BE CONSULTED WITH THROUGH AN R.F.I. PRIOR TO INSTALLING THE PUSHBUTTONS. THE FINAL PLACEMENT OF ALL PEDESTRIAN PUSHBUTTONS SHALL BE IN ACCORDANCE WITH ADAAG AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
- ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
- TRAFFIC SIGNAL CONTROLLERS AND CABINETS SHALL BE PROGRAMMED AND WIRED SO THAT ANY FIRE PRE-EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
- THE CONTRACTOR SHALL WORK CONTINUOUSLY TO RESTORE TRAFFIC SIGNAL OPERATION TO ITS INTENDED PURPOSE WHEN REPLACING THE TRAFFIC SIGNAL EQUIPMENT. A POLICE DETAIL IS REQUIRED TO DIRECT TRAFFIC AT THE INTERSECTION AT ALL TIMES WHEN THE TRAFFIC SIGNAL IS INOPERATIVE. AT NO TIME SHALL THE CONTRACTOR LEAVE THE SITE BEFORE RESTORING FULL TRAFFIC OPERATIONS.

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

- ALL MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL SETUPS, SIGNS, CHANNELIZING DEVICES, ETC., SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- ALL SIGN MOUNTINGS FOR TEMPORARY AND CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- THE CONTRACTOR SHALL COVER ALL EXISTING AND/OR TEMPORARY SIGNS THAT ARE NOT RELEVANT TO THE TRAFFIC CONTROL REQUIRED DURING ANY PARTICULAR STAGE OF THE CONTRACT.
- ADVANCE FLAGPERSON SIGNS (W20-7A) SHALL BE USED IN ADVANCE OF ANY POINT AT WHICH A FLAGPERSON OR A POLICE OFFICER HAS BEEN STATIONED TO CONTROL TRAFFIC. WHEN NEEDED, AN APPROPRIATE DISTANCE MESSAGE MAY BE DISPLAYED ON A SUPPLEMENTAL PLATE (24"x18") BELOW THE FLAGPERSON SYMBOL SIGN. THE SIGN SHALL BE PROMPTLY REMOVED OR COVERED WHENEVER THE FLAGPERSON IS NOT AT THE STATION.
- POLICE OFFICERS AND FLAGPERSONS SHALL BE UTILIZED AS OUTLINED IN SECTIONS 913 & 914 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- POLYETHYLENE DRUMS SHALL BE UTILIZED AS A CHANNELIZING DEVICE WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN BEYOND WORKING HOURS WHEN NO WORKERS ARE PRESENT. CONES SHALL BE UTILIZED WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN ONLY DURING WORKING HOURS AND IS SUBSEQUENTLY BROKEN DOWN AT THE END OF THE WORKDAY.
- ARROW PANELS SHALL BE SET IN THE FLASHING FOUR CORNERS CAUTION MODE UNLESS UTILIZED FOR A MERGING TAPER. ARROW PANELS SET IN THE FLASHING ARROW MODE SHALL NOT BE UTILIZED FOR LANE SHIFTS.
- TEMPORARY CONSTRUCTION SIGNS AND OTHER WORKZONE TRAFFIC CONTROL DEVICES THAT ARE DAMAGED OR REQUIRE RELOCATION SHALL BE REPLACED AND / OR RELOCATED UNDER THE PAY ITEM FOR "MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION."
- THE PRIVATE VEHICLES OF CONSTRUCTION WORKERS SHALL NOT BE PARKED ON THE TRAVEL LANES OR SHOULDERS. THEY MAY BE PARKED WITHIN THE STATE RIGHT-OF-WAY ONLY IN AREAS BEYOND THE OUTSIDE EDGE OF THE TRAVEL LANES AND/OR IN AREAS APPROVED BY THE ENGINEER.
- TEMPORARY CONSTRUCTION SIGNS AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE START OF WORK IN ANY AREA OPEN TO TRAFFIC, AND SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER APPROPRIATE.
- THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. APPROVED PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANNED AND NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT. FAILURE TO COMPLY WILL RESULT IN AN ASSESSMENT OF A CHARGE AS OUTLINED IN SECTION 937 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	SS	SCALE:	NOT TO SCALE
CHECKED BY:	MG		
DATE:	01/28/26		
SHEET:	4		
OF:	30		

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

STANDARD NOTES - 2

JOB SPECIFIC PLAN SYMBOLS

-  EXISTING CATCH BASIN
-  TOTAL LIMIT OF DISTURBANCE
-  VOIDS IN TREMIE A
-  VOIDS IN TREMIE B
-  STEEL PIPE/TIMBER DEBRIS
-  CONCRETE
-  COLLAPSED AREA OF TREMIE

JOB SPECIFIC LEGEND

-  REMOVE AND DISPOSE
-  EXISTING OVERHEAD WIRES

JOB SPECIFIC GENERAL NOTES:

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ENVIRONMENTAL APPROVALS (WHEN ISSUED) FROM THE RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM), THE US ARMY CORPS OF ENGINEERS (ACOE), AND THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC). THESE PERMITS SHALL BE INCLUDED AS PART OF THE CONTRACTOR DOCUMENTS.
- THE CONTRACTOR IS NOTIFIED OF THE ENVIRONMENTAL SENSITIVITY OF THE BARRINGTON RIVER.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND MAINTAINING ENVIRONMENTAL CONTROLS AS REQUIRED BY FEDERAL, STATE AND LOCAL REGULATIONS AND PERMITS. ANY MATERIAL THAT FALLS INTO THE WATER AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REMOVED IMMEDIATELY.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE WATERWAY AGAINST SPILLS AND EVAPORATION WHILE REFUELING, LUBRICATING, RESTORING EQUIPMENT. ALL FUEL, OIL, AND LUBRICANTS SHALL BE HANDLED IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS.
- THE CONTRACTOR SHALL COORDINATE ALL MOVEMENT AND STAGING OF BARGES WITH THE UNITED STATES COAST GUARD (USCG), RIDOT, AND THE TOWN OF BARRINGTON HARBORMASTER.

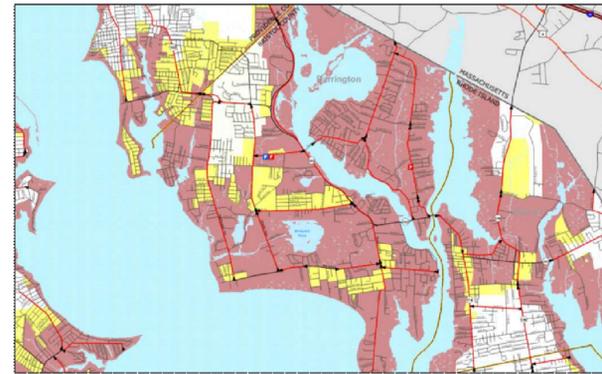
EXISTING CONDITIONS:

- EXISTING CONDITIONS PROVIDED IN THESE DRAWINGS IS BASED ON THE ORIGINAL RECORD PLANS, THE 2019, REPAIR PLANS, THE 2021 UNDERWATER INSPECTION REPORT, AND A LIMITED UNDERWATER VISUAL INSPECTION PERFORMED IN 2024.
- THE CONTRACTOR IS NOTIFIED OF THE STRONG CURRENTS, TIDAL VARIATION AND LIMITED VISIBILITY UNDERWATER.
- SOME EXPOSED PORTIONS OF TREMIE A MAY HAVE BROKEN OFF AND THE REMAINING SHAPE IS IRREGULAR AND MAY BE SUSCEPTIBLE TO BEING DAMAGED DURING THE WORK.
- TREMIE A AT PIER 5 AND 6 IS COVERED BY GROUT BAGS FROM THE TOP SURFACE TO THE CHANNEL BOTTOM.
- SPAN 4 (BETWEEN PIERS 3 AND 4) IS MARKED WITH USCG NAVIGATIONAL AIDS. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE BARRINGTON HARBORMASTER FOR TEMPORARY DELINEATION OF THE NAVIGABLE WATERWAY.
- POLICE COVE PARK SHALL NOT BE USED FOR STAGING OPERATIONS.
- THE CONTRACTOR IS NOTIFIED THAT THE BARRINGTON RIVER SOUTH OF THE BRIDGE IS HEAVILY OCCUPIED BY MOORED VESSELS DURING THE PEAK SEASON. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH THE THE BARRINGTON HARBORMASTER TO ENSURE BARGES, EQUIPMENT, ETC. CAN BE TRANSPORTED TO THE SITE WITHOUT NEED TO RELOCATE MOORINGS.

SURVEY NOTES:

- THESE PLANS WERE DEVELOPED ON AERIAL ORTHOIMAGERY FROM ARCGIS MAPS. ACCURACY OF INFORMATION IS WITHIN ONE-HALF FOOT.

HURRICANE EVACUATION ROUTE



- ON BARRINGTON BRIDGE, VEHICLES TRAVELING EAST CAN TURN LEFT ONTO NEW MEADOW ROAD AND CONTINUE ALONG IT TOWARD MASSACHUSETTS. ALTERNATIVELY, VEHICLES CAN TURN LEFT ONTO SOWAMS ROAD AND CONNECT TO EITHER BARNEYVILLE ROAD OR NEW MEADOW ROAD TO MASSACHUSETTS.
- VEHICLES TRAVELING WEST ON THE BRIDGE CAN TURN RIGHT TO CONTINUE ON COUNTY ROAD, THEN TURN LEFT ONTO MAPLE AVENUE, FOLLOWED BY A RIGHT TURN TO CONNECT TO MIDDLE HIGHWAY AND PROCEED TOWARDS PROVIDENCE COUNTY. VEHICLES CAN ALSO STAY ON COUNTY ROAD AND EITHER TURN RIGHT ONTO LINCOLN AVENUE TO CONNECT TO MIDDLE HIGHWAY OR TAKE A RIGHT ONTO FEDERAL ROAD TO CONNECT TO MIDDLE HIGHWAY.
- SOURCE: <https://riema.ri.gov/planning-mitigation/evacuation> - BARRINGTON
- TITLE: RHODE ISLAND HURRICANE EVACUATION STUDY HURRICANE EVACUATION MAPPING JUNE 2013 BARRINGTON

- WORK MUST BE PERFORMED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS INCLUDING THE SPECIFICATIONS, SPECIAL PROVISIONS, DRAWINGS AND THE ASSOCIATED REFERENCES. KEEP AT LEAST ONE COPY OF THE CONTRACT DOCUMENTS ON SITE FOR THE DURATION OF WORK.
- ADHERE TO ALL OF THE CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL APPROVALS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM) AND/OR THE ARMY CORPS OF ENGINEERS (ACOE), AND/OR THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC). COPIES OF EACH OF THESE PERMITS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH THESE CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S). IN-WATER WORK SHALL COMPLY WITH THE PERMITS.
- EXISTING DIMENSIONS, ELEVATIONS, AND CONDITIONS RELATING TO THE WORK ARE BASED ON ARCHIVE PLANS AND INFORMATION OBTAINED DURING AN UNDERWATER INSPECTION CONDUCTED ON SEPTEMBER 24, 2024 AND ARE APPROXIMATE VERIFY AS NEEDED TO COMPLETE THE WORK.
- SELECTED DRAWINGS FROM THE ARCHIVE PLANS ARE PROVIDED AS REFERENCE, HOWEVER, THE CONTRACTOR IS ENCOURAGED TO REVIEW THE ARCHIVE PLAN SET.
- DETERMINE CONSTRUCTION PROCEDURES AND SEQUENCE TO ENSURE SAFE CONSTRUCTION. PROVIDE TEMPORARY SHORING, BRACING, GUYS OR TIEDOWNS. SUCH MATERIAL SHALL REMAIN THE PROPERTY OF THE CONTRACTOR, SHALL BE COMPLETELY REMOVED AFTER THE COMPLETION OF THE PROJECT, AND SHALL BE CONSIDERED INCIDENTAL TO THE WORK. SEE THE MATERIALS REQUIREMENTS FOR THE PERMANENT FORMWORK AND APPURTENANCES INCORPORATED INTO THE WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR DAMAGE DONE TO ADJACENT STRUCTURES AND VESSELS OR INJURIES TO THE PUBLIC AND RIDOT'S REPRESENTATIVES AS A RESULT OF PERFORMING THE WORK. DAMAGE MUST BE REPAIRED WITH NO ADDITIONAL COST TO THE STATE.
- PROVIDE AND MAINTAIN ENVIRONMENTAL CONTROLS AS REQUIRED BY FEDERAL, STATE AND MUNICIPAL REGULATIONS AND PERMITS. THE CONTRACTOR'S ATTENTION IS DRAWN MUST BE REPAIRED WITH NO ADDITIONAL COST TO THE STATE.
- FOLLOW APPLICABLE FEDERAL, STATE AND MUNICIPAL REGULATIONS, INCLUDING THE FEDERAL DEPARTMENT OF LABOR, SAFETY, HEALTH ACT, U.S. ARMY CORPS OF ENGINEERS, STATE/LOCAL WETLAND CONTROL, AND PERMITS.
- STORAGE, FUELING AND LUBRICATION OF EQUIPMENT AND MOTOR VEHICLES MUST BE CONDUCTED IN A MANNER THAT AFFORDS THE MAXIMUM PROTECTION AGAINST SPILL AND EVAPORATION. FUEL, LUBRICANTS AND OIL MUST BE MANAGED AND STORED IN ACCORDANCE WITH ALL FEDERAL, STATE, REGIONAL, AND LOCAL LAWS AND REGULATIONS. EQUIPMENT OPERATION, ACTIVITIES, OR PROCESSES PERFORMED BY THE CONTRACTOR MUST BE IN ACCORDANCE WITH ALL FEDERAL AND STATE AIR EMISSION AND PERFORMANCE LAWS AND STANDARDS.
- CONTRACTOR IS ADVISED THERE MAY BE UNDETECTED CONSTRUCTION DEBRIS OR OTHER DEBRIS WITHIN AND AROUND THE WORK AREA.
- THE PUBLIC BOAT RAMP TO THE NORTHWEST OF THE PROJECT IS OWNED AND OPERATED BY THE TOWN OF BARRINGTON. OBTAIN WRITTEN APPROVAL FOR CONTRACTOR USE FROM THE TOWN AND SUBMIT TO THE ENGINEER A MINIMUM OF ONE WEEK BEFORE STARTING THE WORK.
- COORDINATE VESSEL OPERATIONS AND MATERIAL STAGING WITH RIDOT, THE TOWN OF BARRINGTON'S HARBORMASTER, AND THE UNITED STATES COAST GUARD

CONTACT: BRIAN HUNT, CHAIRMAN, BARRINGTON HARBOR COMMISSION AND HARBORMASTER
 PHONE: (401)437-2531
 EMAIL: bhunt@barrington.ri.gov



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REHABILITATION OF BARRINGTON BRIDGE (NO. 012301)
 RHODE ISLAND
JOB SPECIFIC SYMBOLS, LEGEND AND NOTES

BRIDGE NOTES

- ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
 - THE AUGUST 2025 EDITION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).
 - THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, FOURTH EDITION, INCLUDING THE LATEST INTERIM REVISIONS.
- DIMENSIONS, STATIONS ELEVATIONS AND ANGLES OF THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE ORIGINAL CONSTRUCTION AND LIMITED FIELD MEASUREMENTS. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS REQUIRED FOR PROPER PERFORMANCE OF THE WORK. FIELD CONDITIONS MAY EXIST WHICH DEVIATE FROM THE DIMENSIONS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FABRICATION AND FIT OF HIS HIS WORK.
- THE BASE OF LEVELS, TO WHICH THE PLAN ELEVATIONS ARE REFERENCED, ARE BASED ON THE ORIGINAL (2003) RECORD DRAWINGS. NORTH ARROWS ARE NAD83 GRID NORTH.
- ANY DAMAGE TO EXISTING STATE OR PRIVATE PROPERTY CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIALS AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 106.05 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAY FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
- THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTION TO ENSURE THE STABILITY OF ALL STRUCTURAL ELEMENTS DURING CONSTRUCTION UNTIL ALL REPAIRS ARE COMPLETE.

DESIGN DATA

- DESIGN SPECIFICATIONS
 - THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, TENTH EDITION, 2024, INCLUDING ALL INTERIM REVISIONS TO DATE.
 - THE RHODE ISLAND LRFD BRIDGE MANUAL, 2007 EDITION INCLUDING ALL REVISIONS TO DATE.
 - ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2007.
 - IN CASE OF CONFLICT, THE RHODE ISLAND LRFD BRIDGE MANUAL SHALL GOVERN.

EXISTING CONDITIONS

- WORK MUST BE PERFORMED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS INCLUDING THE SPECIFICATIONS, SPECIAL PROVISIONS, DRAWINGS AND THE ASSOCIATED REFERENCES. KEEP AT LEAST ONE COPY OF THE CONTRACT DOCUMENTS ON SITE FOR THE DURATION OF WORK.

MATERIALS:

TREMIE CONCRETE:

CLASS F IN ACCORDANCE WITH SPECIFICATION SECTION 601.9901, 3/4" AS SPECIFIED IN JOB SPECIFIC SPECIFICATION

CONCRETE STRENGTHS:

CONCRETE SHALL COMPLY WITH IN ACCORDANCE WITH SPECIFICATION SECTION 600.

CLASS	F
MINIMUM CEMENTITIOUS CONTENT, lb/yd ³	400
MAXIMUM CEMENTITIOUS CONTENT, lb/yd ³	700
MAXIMUM W/CM	0.45
ACCEPTANCE CRITERIA	
CONSISTENCY RANGE ³ , ASTM C1611 SPREAD, IN.	2 - 4
AASHTO T23 MINIMUM COMPRESSIVE STRENGTH, PSI 28 DAYS	3000
AIR CONTENT RANGE, AASHTO T152, %	5 - 9

GROUT:

AS SPECIFIED IN JOB SPECIFIC SPECIFICATION 817.9901

TYPE II PORTLAND CEMENT, FINE AGGREGATES, ADMIXTURES, FLY ASH, HIGH REACTIVITY POZZOLAN; F'C=3000 PSI

DOWEL BARS:

#5 LONGITUDINAL BARS TO BE USED

EPOXY GEL INJECTION:

AS SPECIFIED IN JOB SPECIFIC SPECIFICATION 837.9901

EPOXY WITH COMPRESSIVE STRENGTH OF 10,000 PSI, COLOR GRAY



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

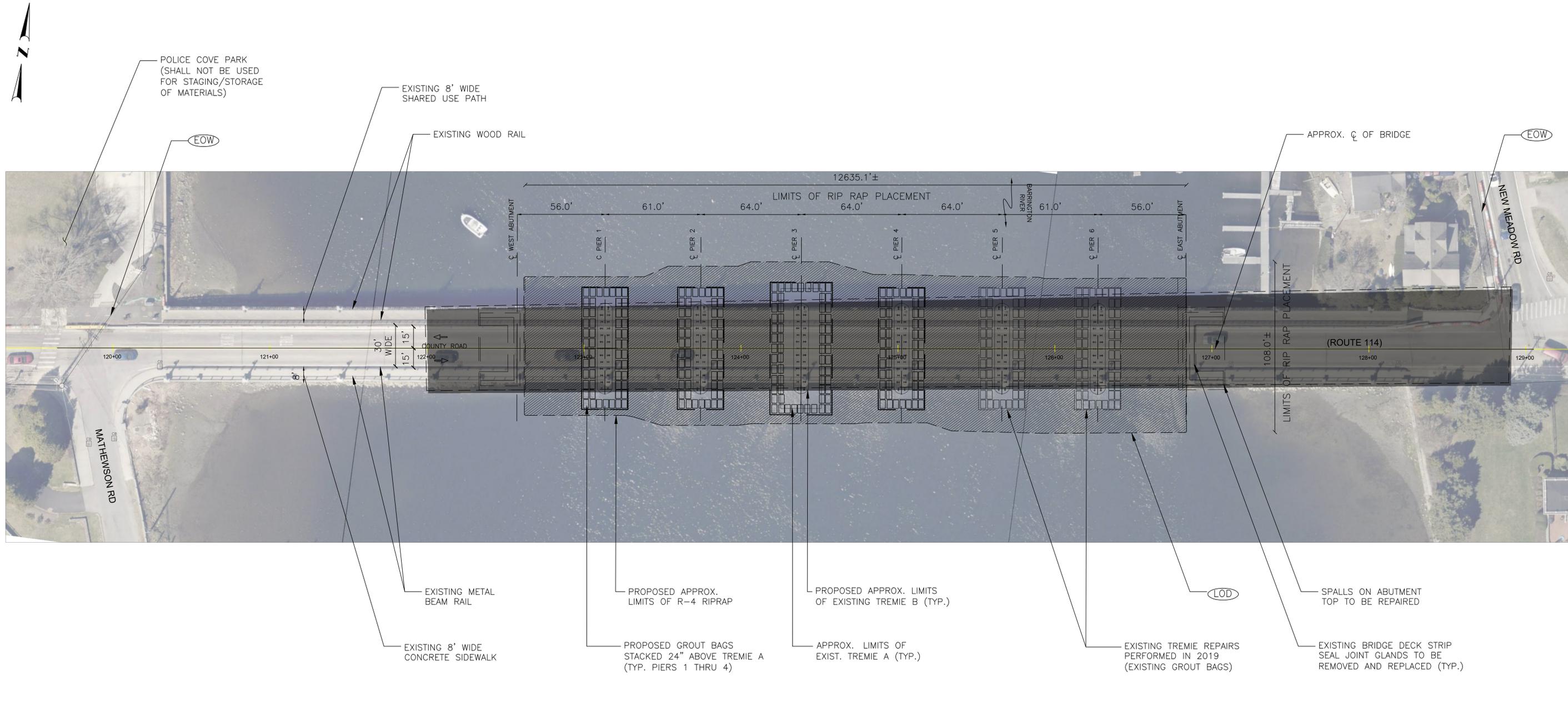
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SHEET: 6
OF: 30

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REVISIONS			REVISIONS		
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REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

BRIDGE GENERAL NOTES



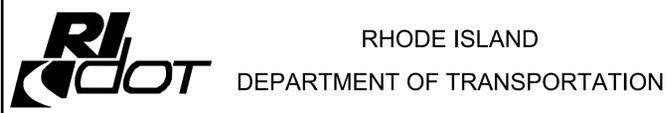
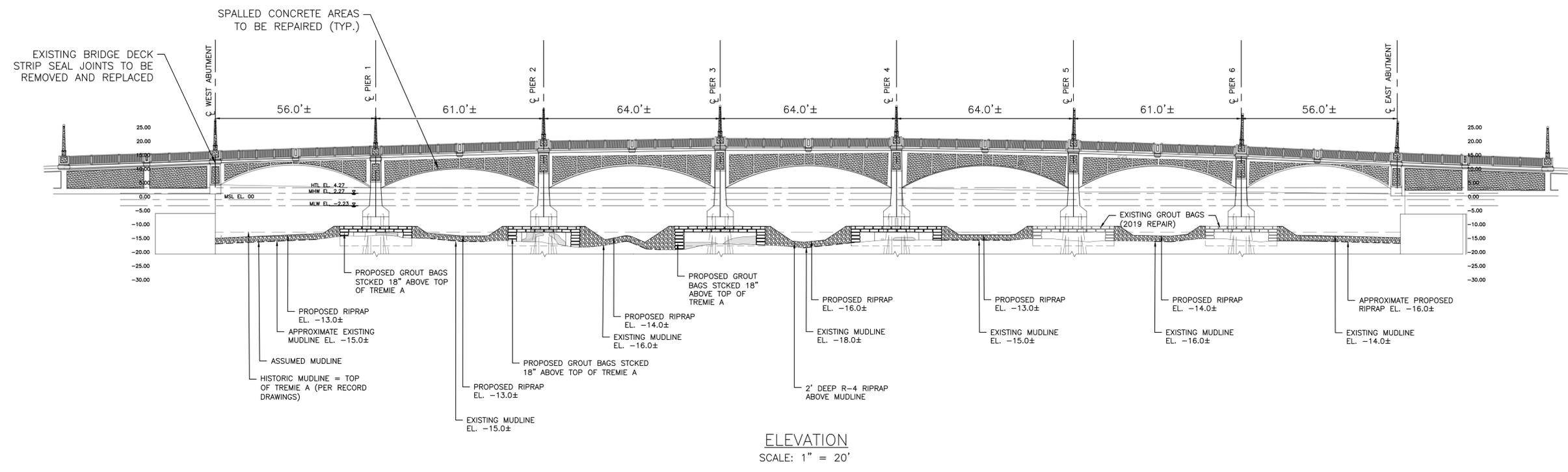
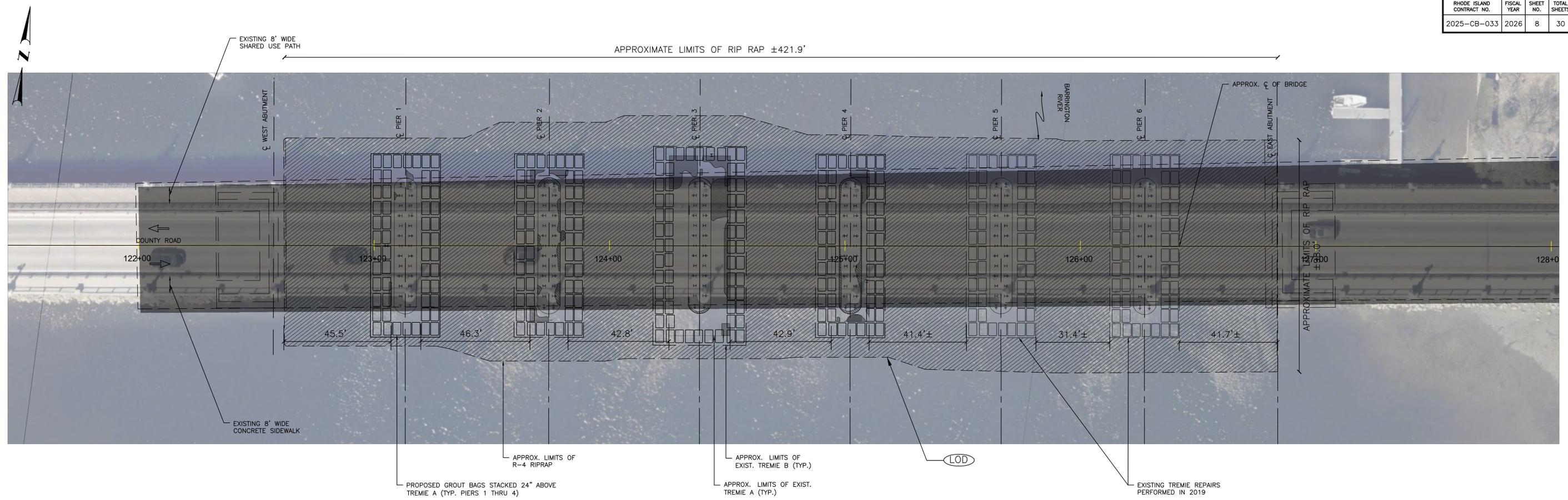
GENERAL PLAN
SCALE: 1" = 30'

- NOTE:**
- AREA HATCHED SHOWS TOTAL LIMITS OF DISTURBANCE UNDER WATER
 - TOTAL AREA OF LIMITS OF DISTURBANCE = 36,800 SQFT
 - AREA HATCHED SHOWS TOTAL LIMITS OF DISTURBANCE ABOVE WATER
 - TOTAL AREA OF LIMITS OF DISTURBANCE = 39,200 SQFT
 - TOTAL LIMIT OF DISTURBANCE OF THE PROJECT = 56,600 SQFT



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OF:	30		

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
BARRINGTON RHODE ISLAND
GENERAL BRIDGE PLAN



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OF: 30

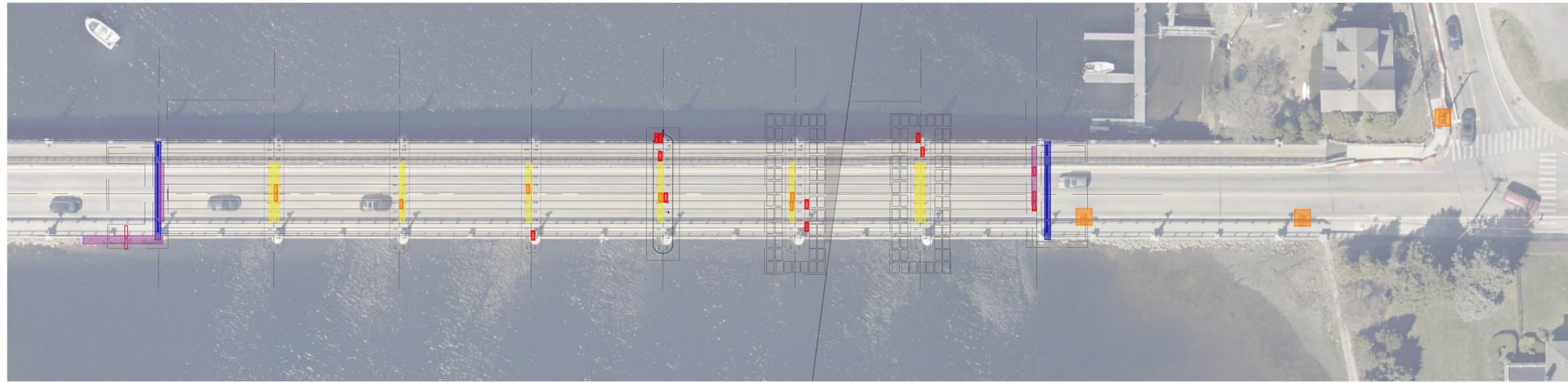
SCALE: 1" = 20'

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REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)

BARRINGTON RHODE ISLAND

GENERAL BRIDGE PLAN AND ELEVATION

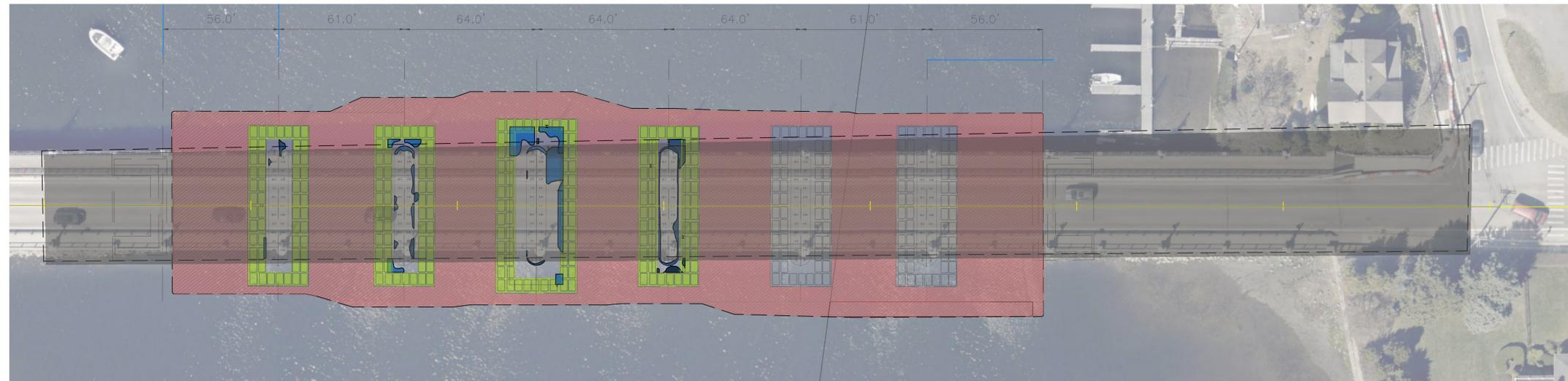


LEGENDS

1. CATCH BASIN REPAIR WORK
2. JOINT REPAIR WORK
3. BEARING REPAIR WORK
4. BELOW WATER VOIDS
5. RIP-RAP PLACEMENT
6. GROUT BAGS
7. HAIRLINE CRACKS
8. 1/16" VERTICAL CRACKS

KEY PLAN ABOVE WATER

SCALE: 1"=30'



KEY PLAN BELOW WATER

SCALE: 1"=30'



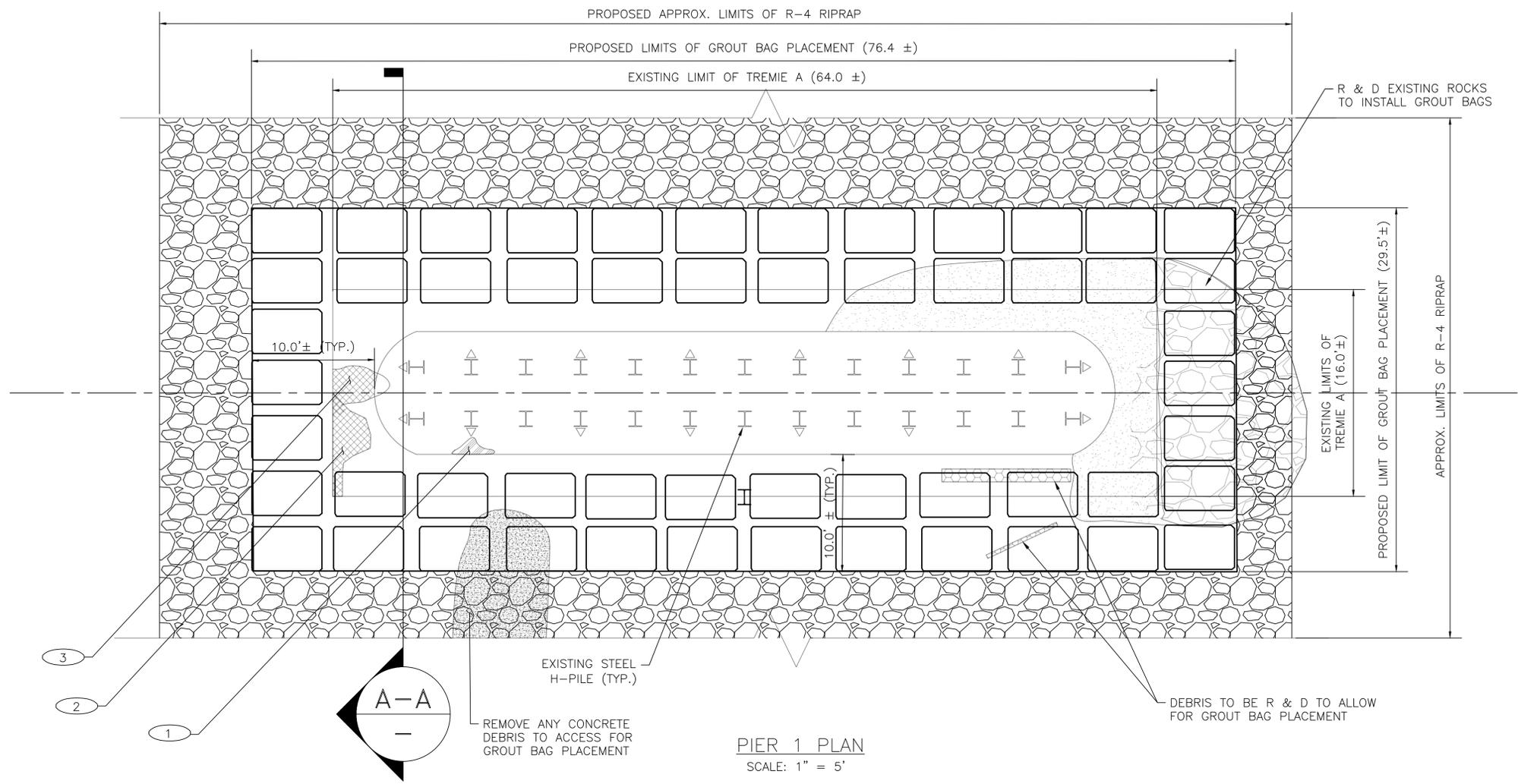
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 OF: 30

SCALE: 1" = 5'

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REHABILITATION OF
 BARRINGTON BRIDGE (NO. 012301)
 RHODE ISLAND

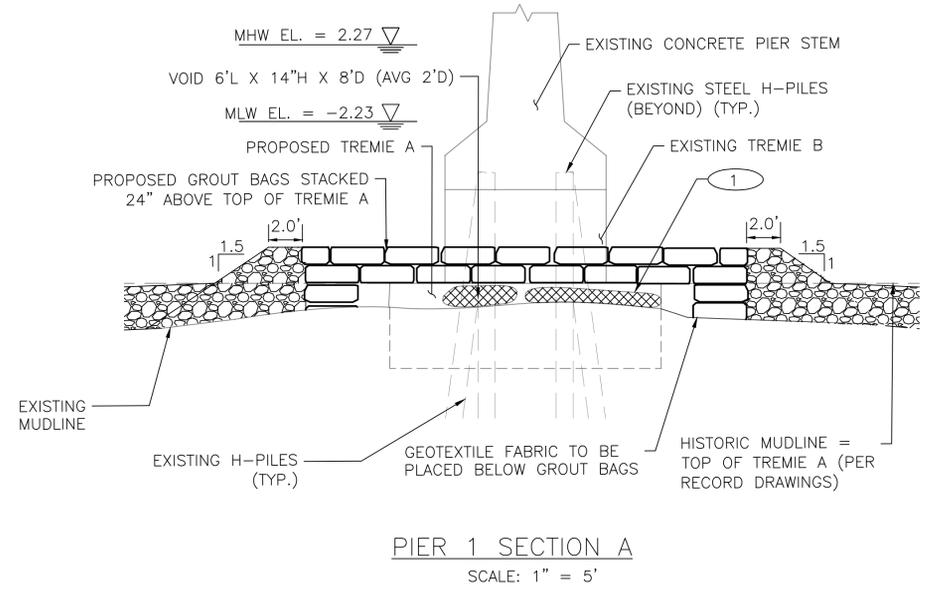
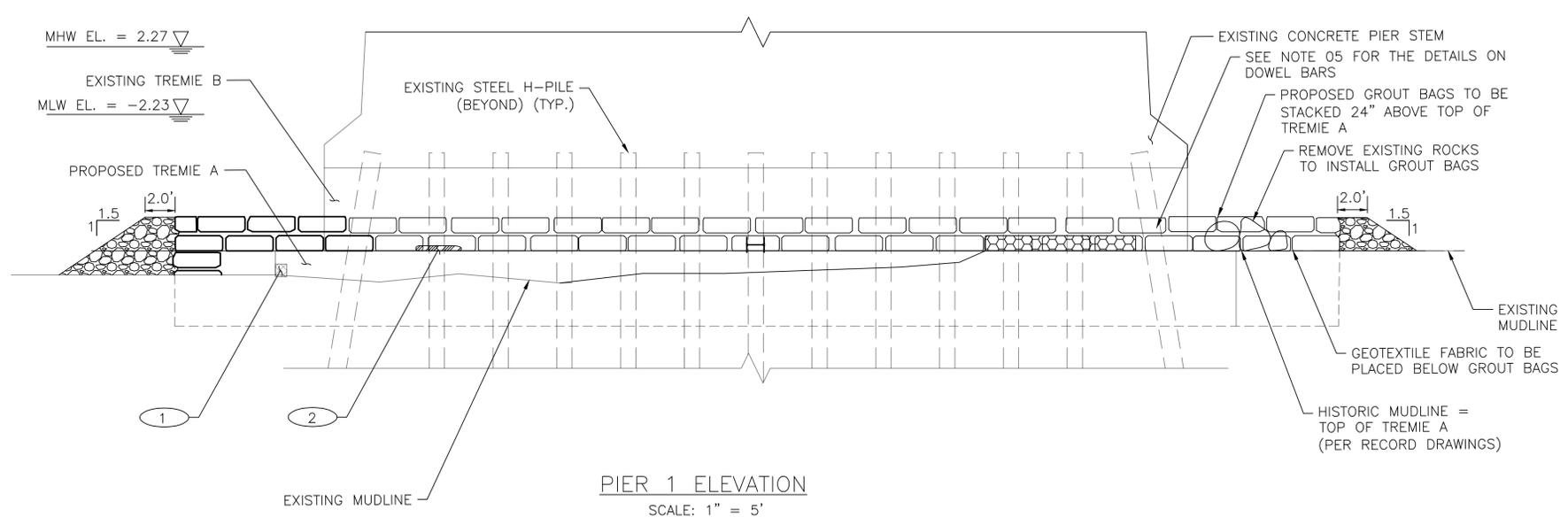
KEY PLAN



- NOTES:**
1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS ENGINEER INC. IN 2024.
 2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
 3. ALL EXISTING VOIDS SHALL BE REPAIRED PRIOR TO PLACEMENTS OF GROUT BAGS.
 4. REFER SHEET NO. 07 GENERAL BRIDGE PLAN FOR LIMITS OF DISTURBANCE.
 5. #5 LONGITUDINAL BARS TO BE CAREFULLY DRIVEN IN THE GROUT BAGS WHEN THE HEIGHT OF THE GROUT BAGS EXCEEDS 2 FEET. THIS SHOULD BE COMPLETED BEFORE GROUT HAS STARTED TO SET.
 6. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.

VOID SUMMARY	
VOID	APPROX. DIMENSIONS
1	8'L X 0.8'H X 3'D (AVG 1'D)
2	3'L X 0.3'H X 1.3'D (0.5' AVG D)
3	6'L X 1.2'H X 8'D (AVG 2'D)

PIER 1 PLAN
SCALE: 1" = 5'



PIER 1 ELEVATION
SCALE: 1" = 5'

PIER 1 SECTION A
SCALE: 1" = 5'



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

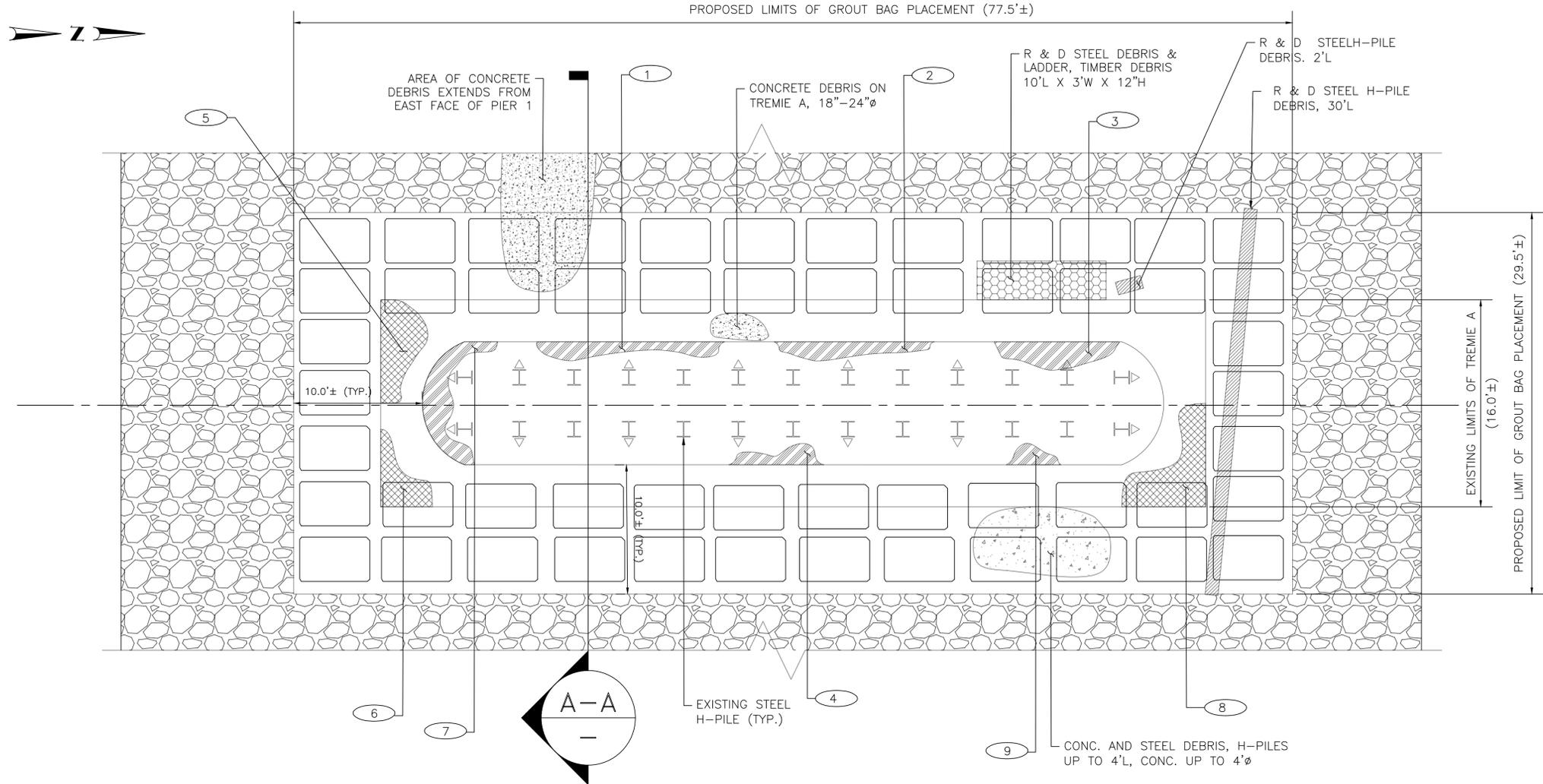
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OF: 30

SCALE: 1" = 5'

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REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
BARRINGTON
RHODE ISLAND

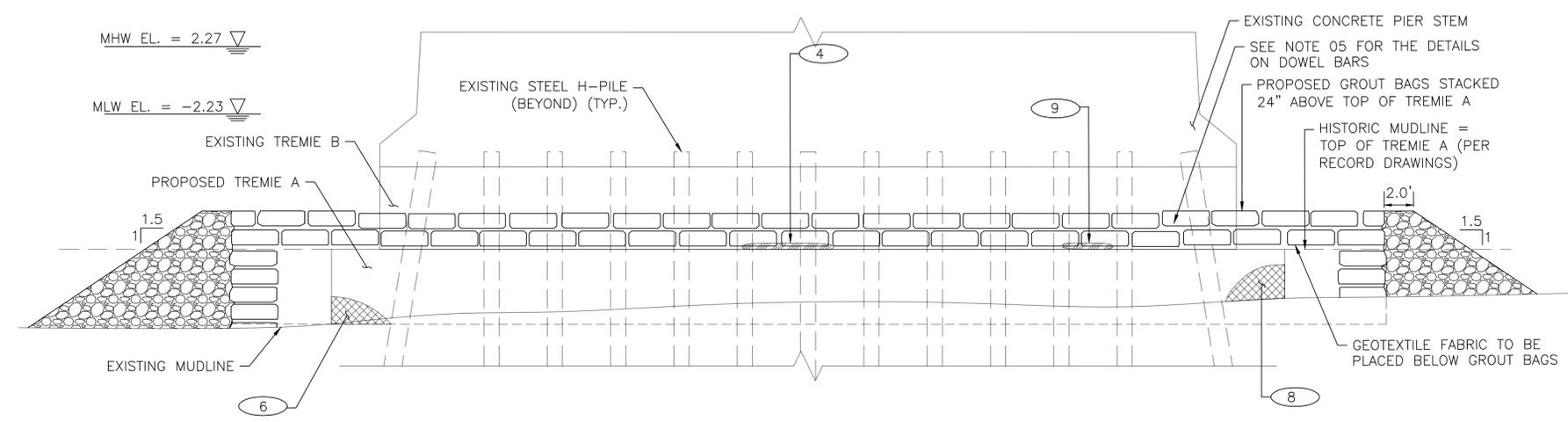
PIER 1 REPAIR DETAILS



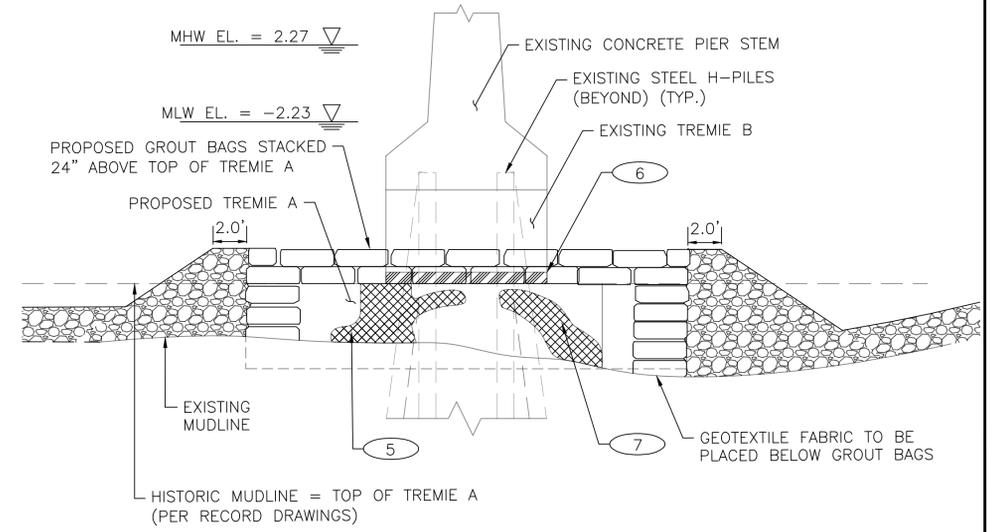
- NOTES:**
1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS ENGINEER INC. IN 2024.
 2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
 3. ALL EXISTING VOIDS SHALL BE REPAIRED PRIOR TO PLACEMENTS OF GROUT BAGS.
 4. REFER SHEET NO. 07 GENERAL BRIDGE PLAN FOR LIMITS OF DISTURBANCE.
 5. #5 LONGITUDINAL BARS TO BE CAREFULLY DRIVEN IN THE GROUT BAGS WHEN THE HEIGHT OF THE GROUT BAGS EXCEEDS 2 FEET. THIS SHOULD BE COMPLETED BEFORE GROUT HAS STARTED TO SET.
 6. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.

VOID SUMMARY	
VOID	APPROX. DIMENSIONS
1	15'L X 0.3'H X 1.5'D (0.8' AVG)
2	12'L X 0.8'H X 1.5'(D) (0.8' AVG)
3	0.5'L X 0.8'H X 2.2'D
4	6'L X 0.4'H X 1.7'D (0.8' AVG D)
5	8'L X 0.9'H X 3.7'D (2' AVG D)
6	6'L (SOUTH FACE) X 0.3'L (EAST FACE) X 22'H X 2'D (FROM EAST FACE) AND 0.8'D(FROM SOUTH FACE)
7	18'L X 0.7'H X 2.1'D (1.2' AVG D)
8	8'L(NORTH FACE) X 4'L (EAST FACE) X 2.3'H X 3'D (2' AVG)
9	3'L X 0.4'H X 1.7'D (0.8' AVG D)

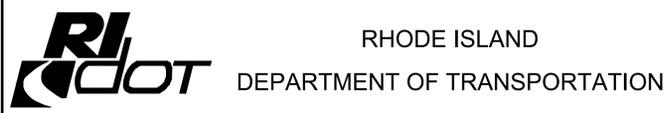
PIER 2 PLAN
SCALE: 1" = 5'



PIER 2 ELEVATION
SCALE: 1" = 5'



PIER 2 SECTION A
SCALE: 1" = 5'



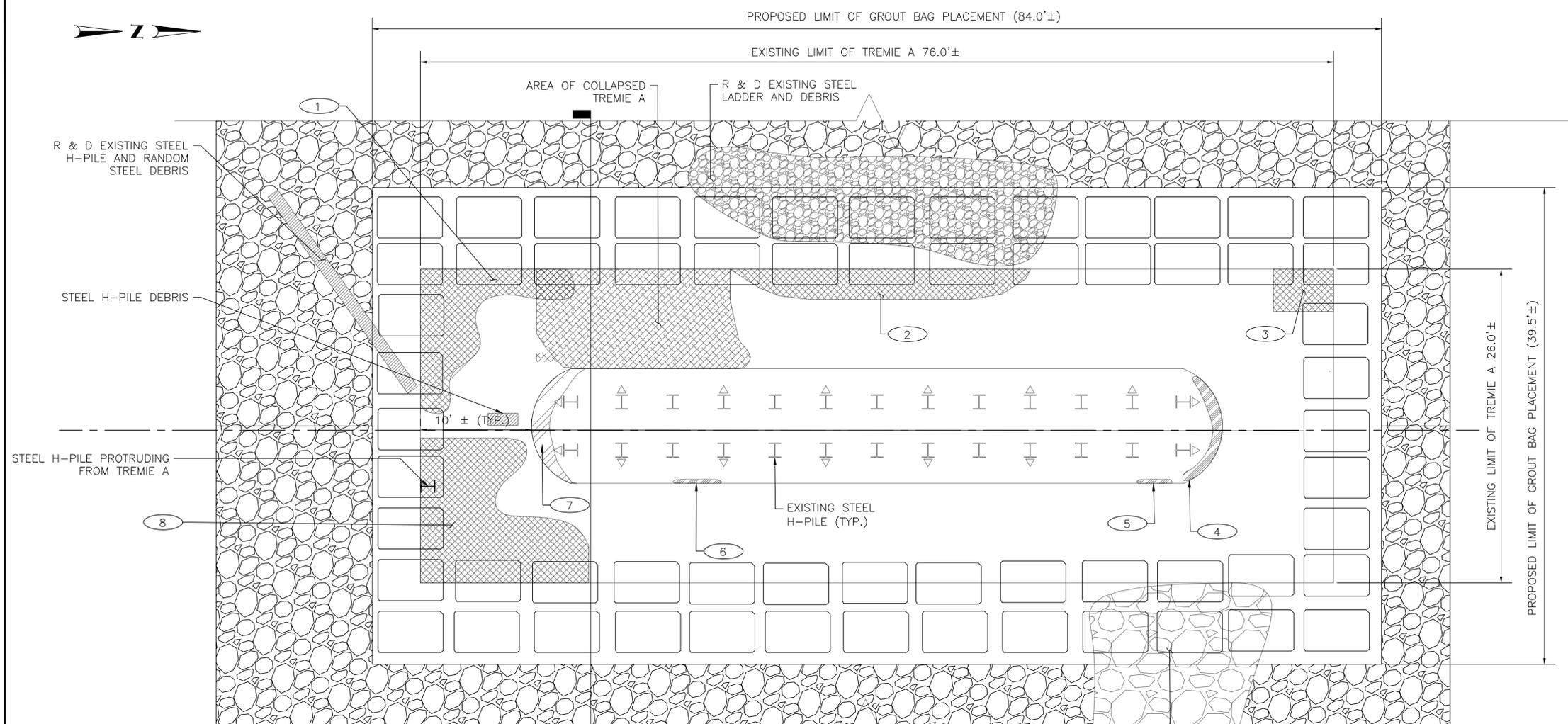
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REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

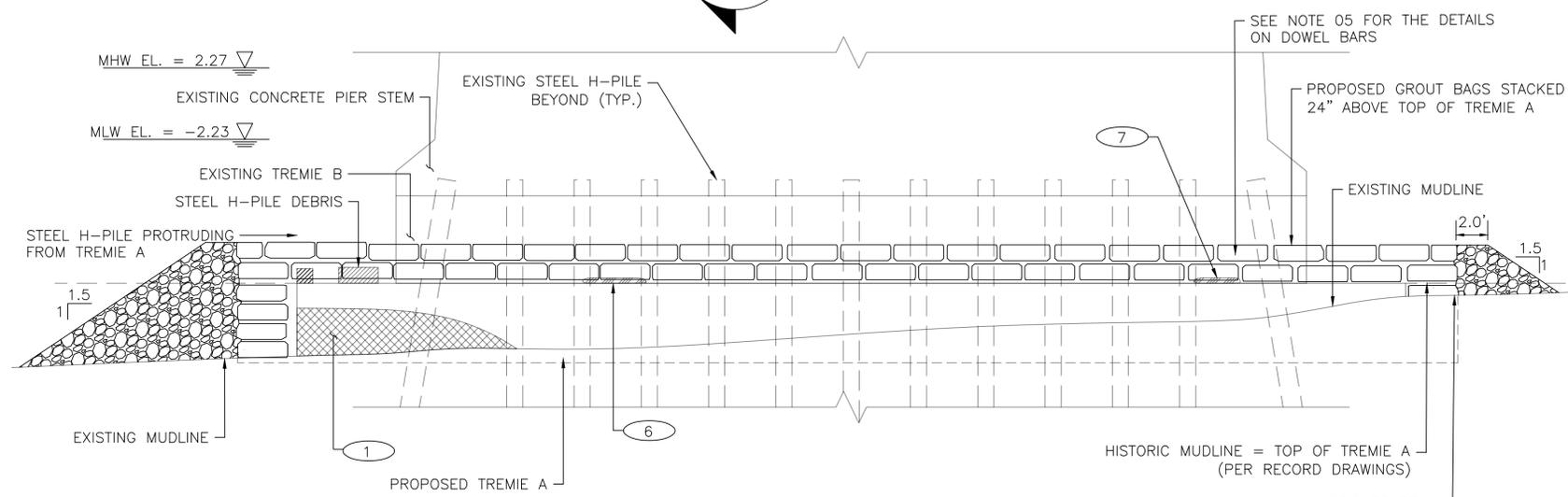
PIER 2 REPAIR DETAILS



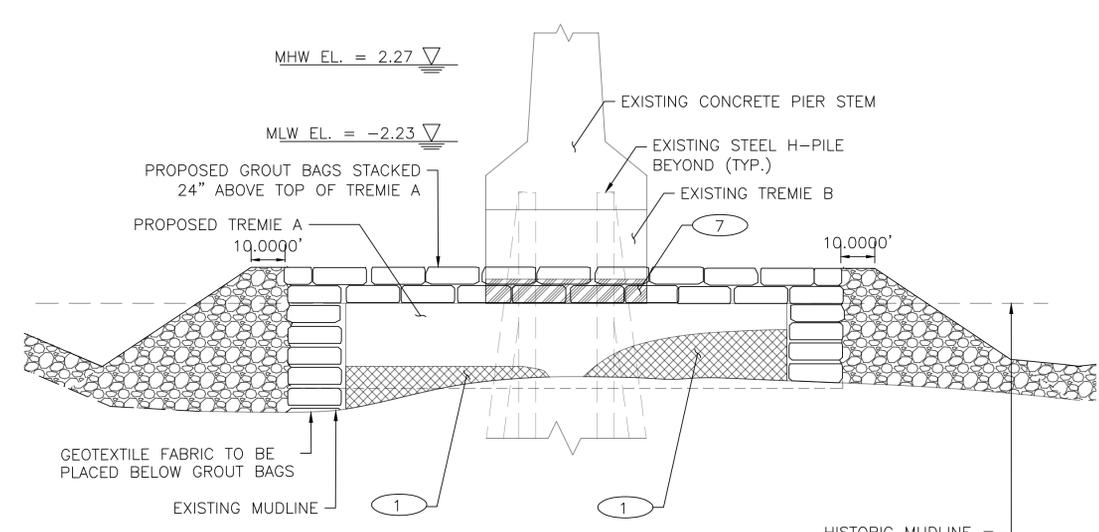
- NOTES:**
1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS ENGINEER INC. IN 2024.
 2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
 3. ALL EXISTING VOIDS SHALL BE REPAIRED PRIOR TO PLACEMENTS OF GROUT BAGS.
 4. REFER SHEET NO. 07 GENERAL BRIDGE PLAN FOR LIMITS OF DISTURBANCE.
 5. #5 LONGITUDINAL BARS TO BE CAREFULLY DRIVEN IN THE GROUT BAGS WHEN THE HEIGHT OF THE GROUT BAGS EXCEEDS 2 FEET. THIS SHOULD BE COMPLETED BEFORE GROUT HAS STARTED TO SET.
 6. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.

VOID SUMMARY	
VOID	APPROX. DIMENSIONS
1	12'L (SOUTH FACE) X 12'L (NORTH FACE) X 2.5'H X 5'D (2.5' AVG)
2	25'L X 2.8'H X 30'D
3	3.5'L (NORTH FACE) X 5'L (WEST FACE) X 2'H X 3.7'D
4	12'L X 1'H X 1.2'D (0.7'H AVG)
5	3'L X 0.3'H X 0.3'D BELOW TREMIE B
6	4'L X 0.3'H X 0.3'D
7	14'L X 1.5'H X 1.4'D (1.2' AVG)
8	VOID 12'L X 3'H X 9'D (SOUTH FACE); 12'L X 3'H X 7.5'D (EAST FACE)

PIER 3 REPAIR PLAN
SCALE: 1" = 5'



PIER 3 ELEVATION
SCALE: 1" = 5'



PIER 3 SECTION A
SCALE: 1" = 5'

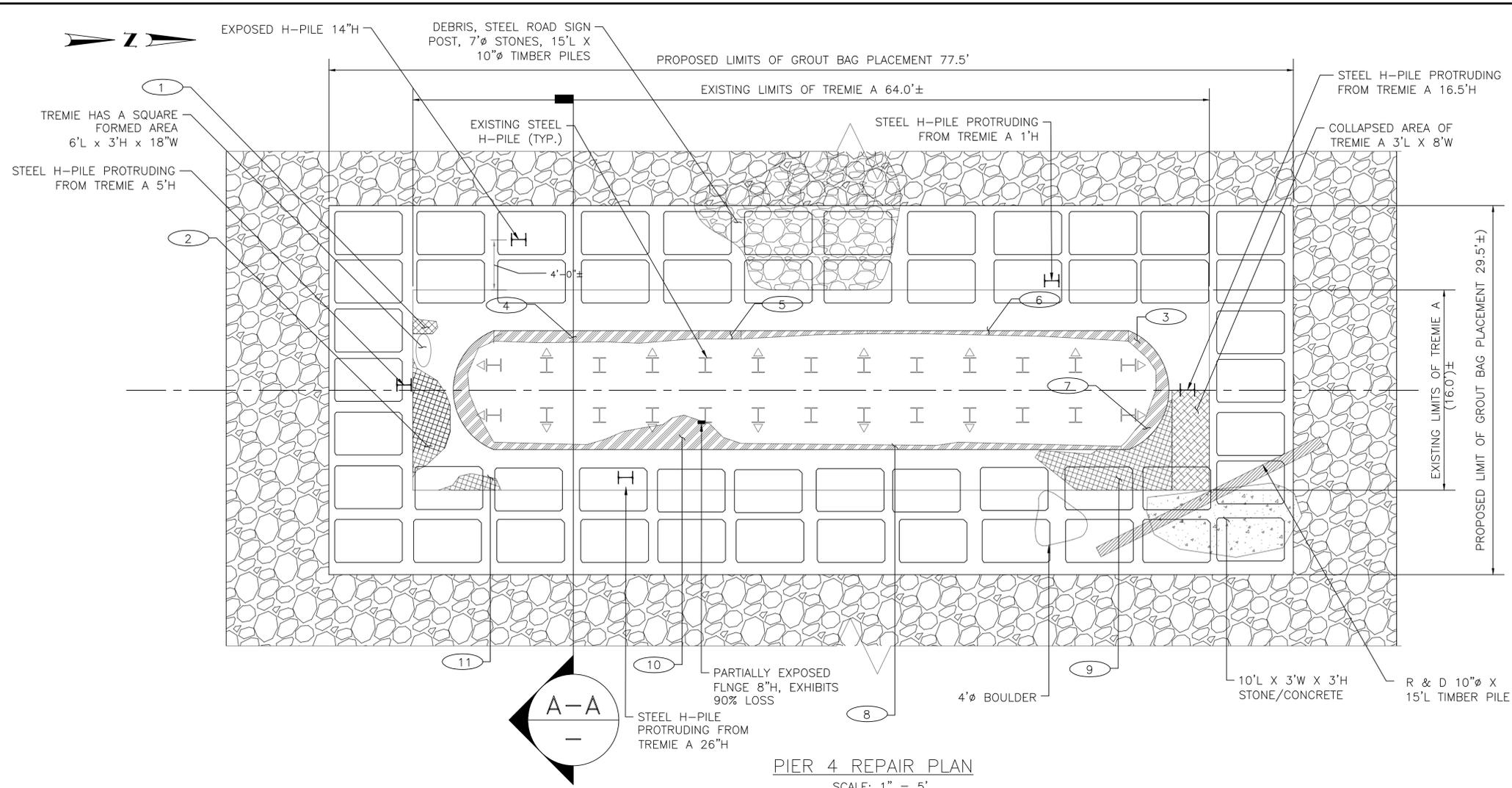


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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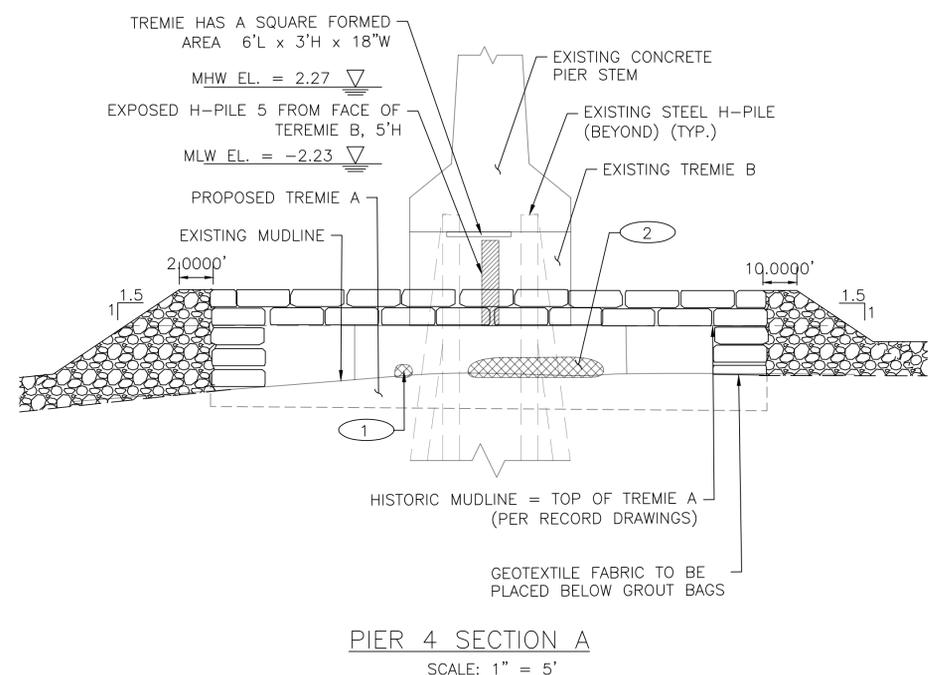
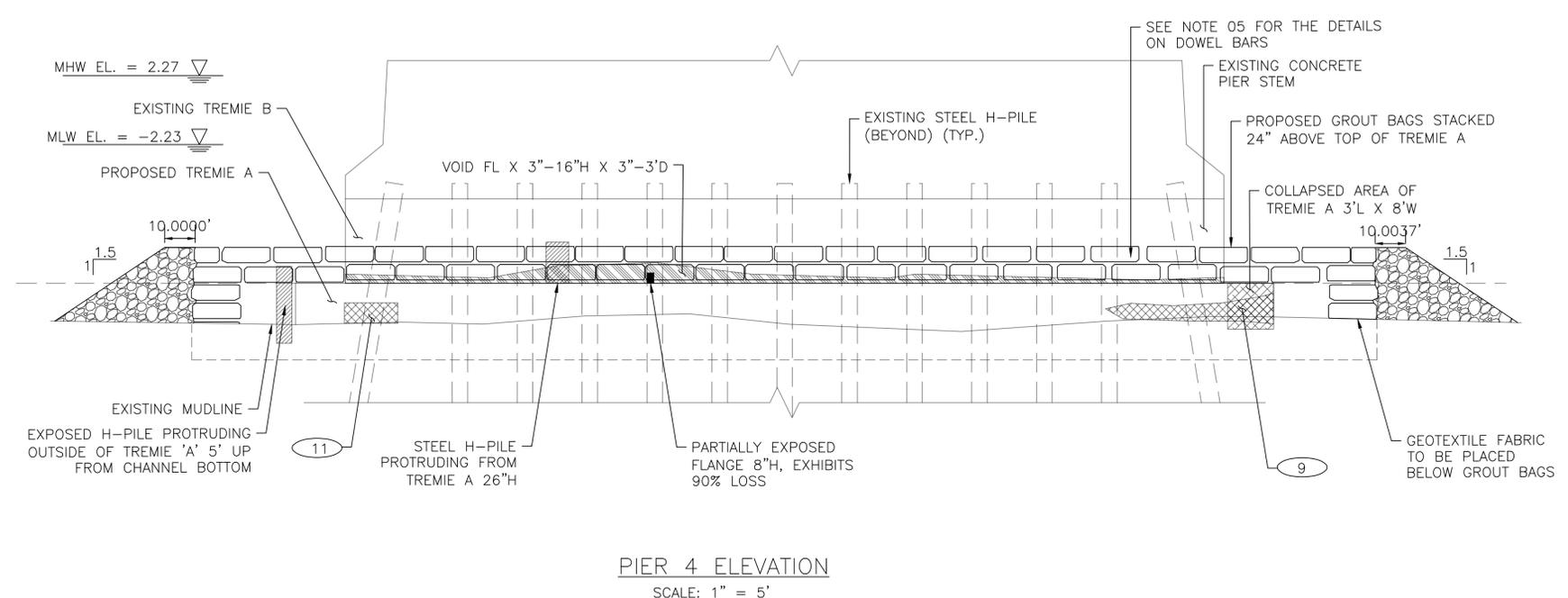
REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

PIER 3 REPAIR DETAILS



- NOTES:**
1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS ENGINEER INC. IN 2024.
 2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
 3. ALL EXISTING VOIDS SHALL BE REPAIRED PRIOR TO PLACEMENTS OF GROUT BAGS.
 4. REFER SHEET NO. 07 GENERAL BRIDGE PLAN FOR LIMITS OF DISTURBANCE.
 5. #5 LONGITUDINAL BARS TO BE CAREFULLY DRIVEN IN THE GROUT BAGS WHEN THE HEIGHT OF THE GROUT BAGS EXCEEDS 2 FEET. THIS SHOULD BE COMPLETED BEFORE GROUT HAS STARTED TO SET.
 6. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.
 7. REFER SHEET 20 FOR PILE PROTECTION DETAILS.

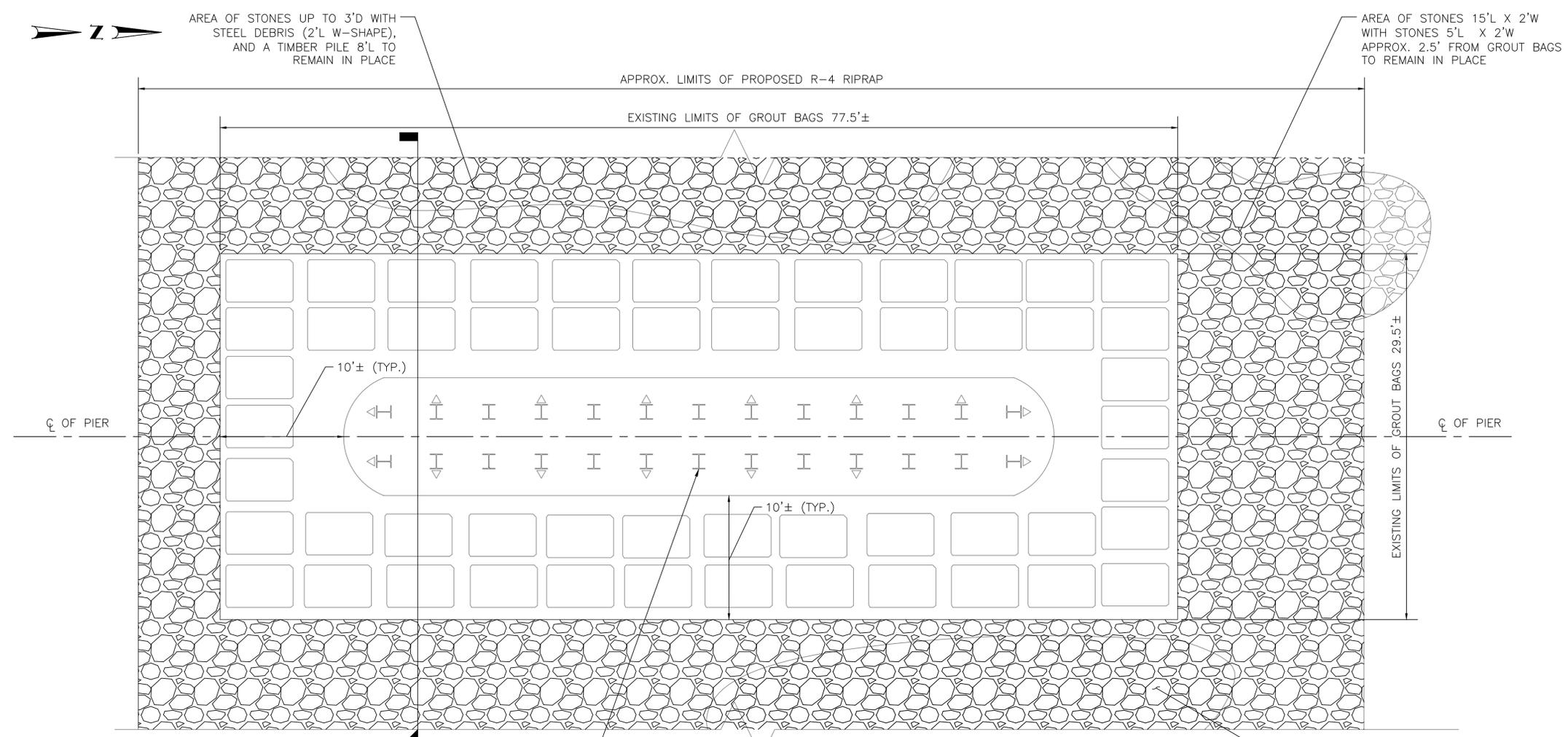
VOID SUMMARY	
VOID	APPROX. DIMENSIONS
1	1'L X 0.8'H X 2'D
2	8'L X 1.2'H X 3'D
3	6'L X 0.4'H X 0.8'D
4	16'L X 0.7'H X 1'D
5	3'L X 0.7'H X 0.5'D
6	FL X 0.3'H X 0.3'D
7	6'L X 0.3'H X 1.3'D
8	FL X 0.3'H X 0.3'D
9	15'L X 2'H X 11'D
10	6.5'L X 1.3'H X 3'D
11	3.5'L X 1.3'H X 2'D



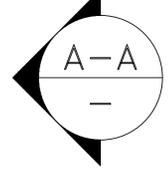
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CHECKED BY:	MG		
DATE:	01/28/26		
SHEET:	13		
OF:	30		

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

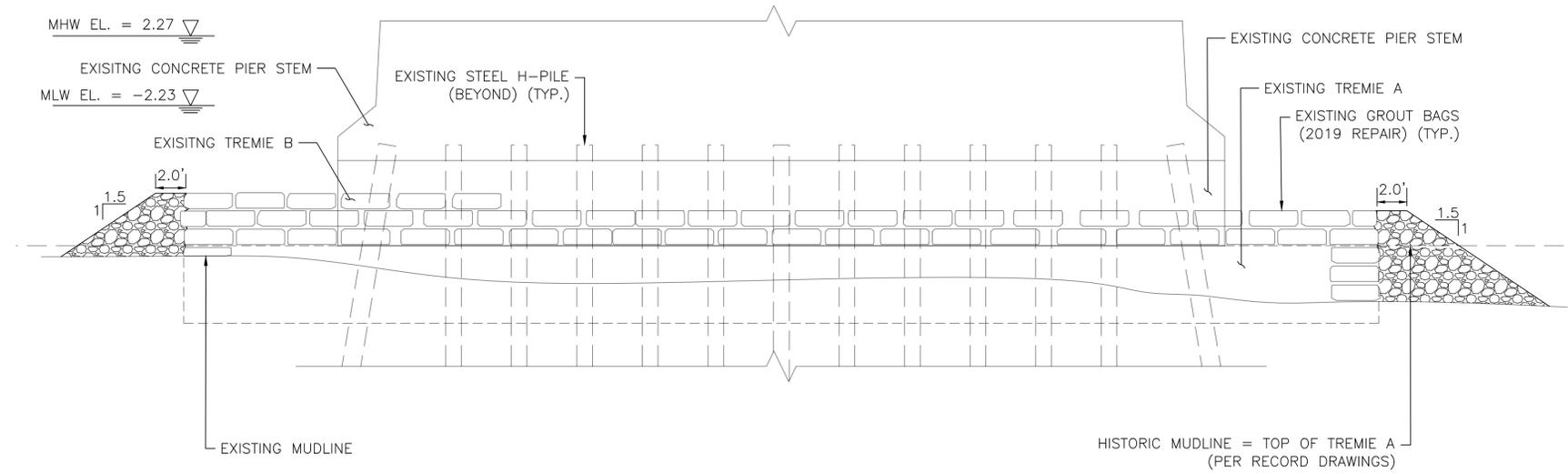
PIER 4 REPAIR DETAILS



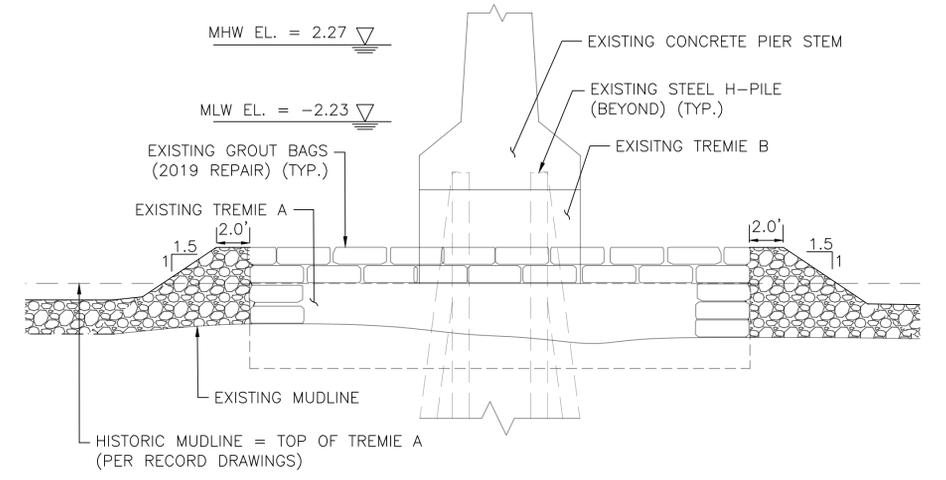
- NOTES:**
1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS ENGINEER INC. IN 2024.
 2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
 3. REFER SHEET NO. 07 GENERAL BRIDGE PLAN FOR LIMITS OF DISTURBANCE
 4. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.



PIER 5 REPAIR PLAN
SCALE: 1" = 5'



PIER 5 ELEVATION
SCALE: 1" = 5'



PIER 5 SECTION A
SCALE: 1" = 5'



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

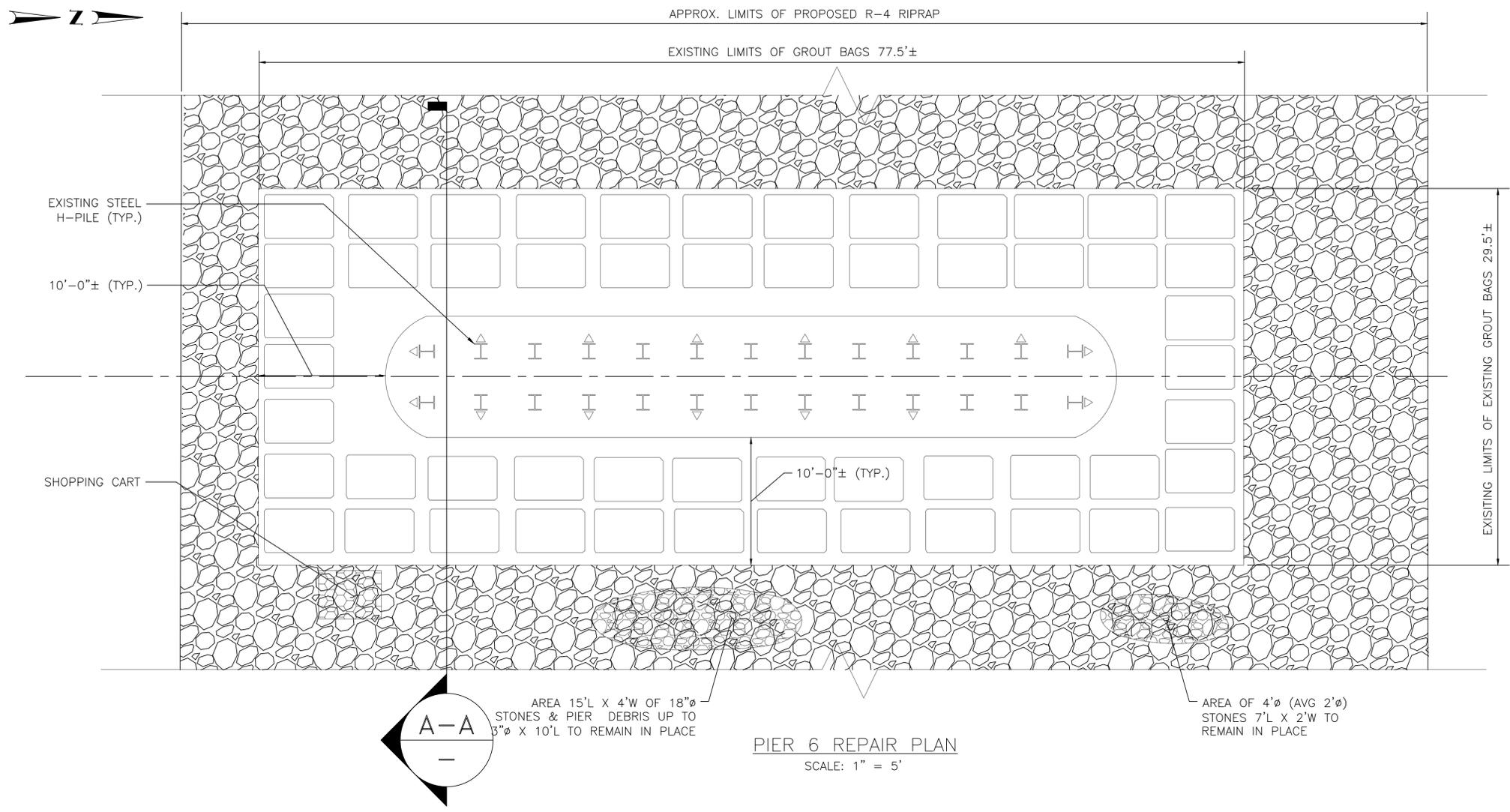
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CHECKED BY: MG
DATE: 01/28/26
SHEET: 14
OF: 30

SCALE: 1" = 5'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

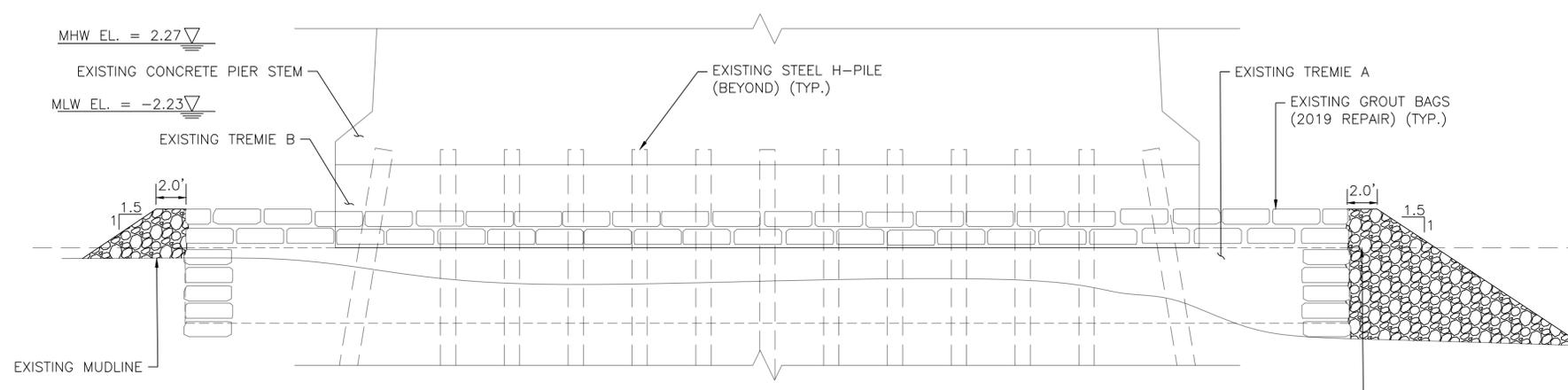
REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

PIER 5 REPAIR DETAILS

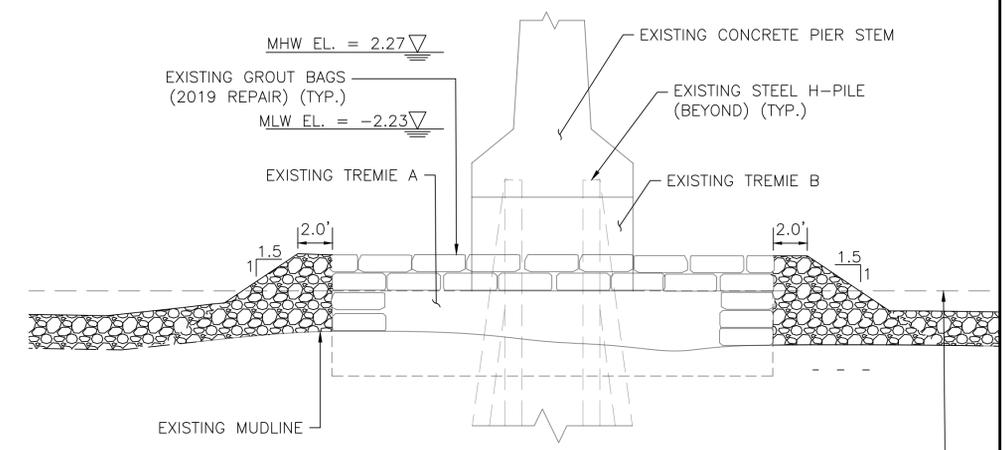


- NOTES:**
1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS ENGINEER INC. IN 2024.
 2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
 3. REFER SHEET NO. 07 GENERAL BRIDGE PLAN FOR LIMITS OF DISTURBANCE
 4. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.

PIER 6 REPAIR PLAN
SCALE: 1" = 5'



PIER 6 ELEVATION
SCALE: 1" = 5'



PIER 6 SECTION A
SCALE: 1" = 5'



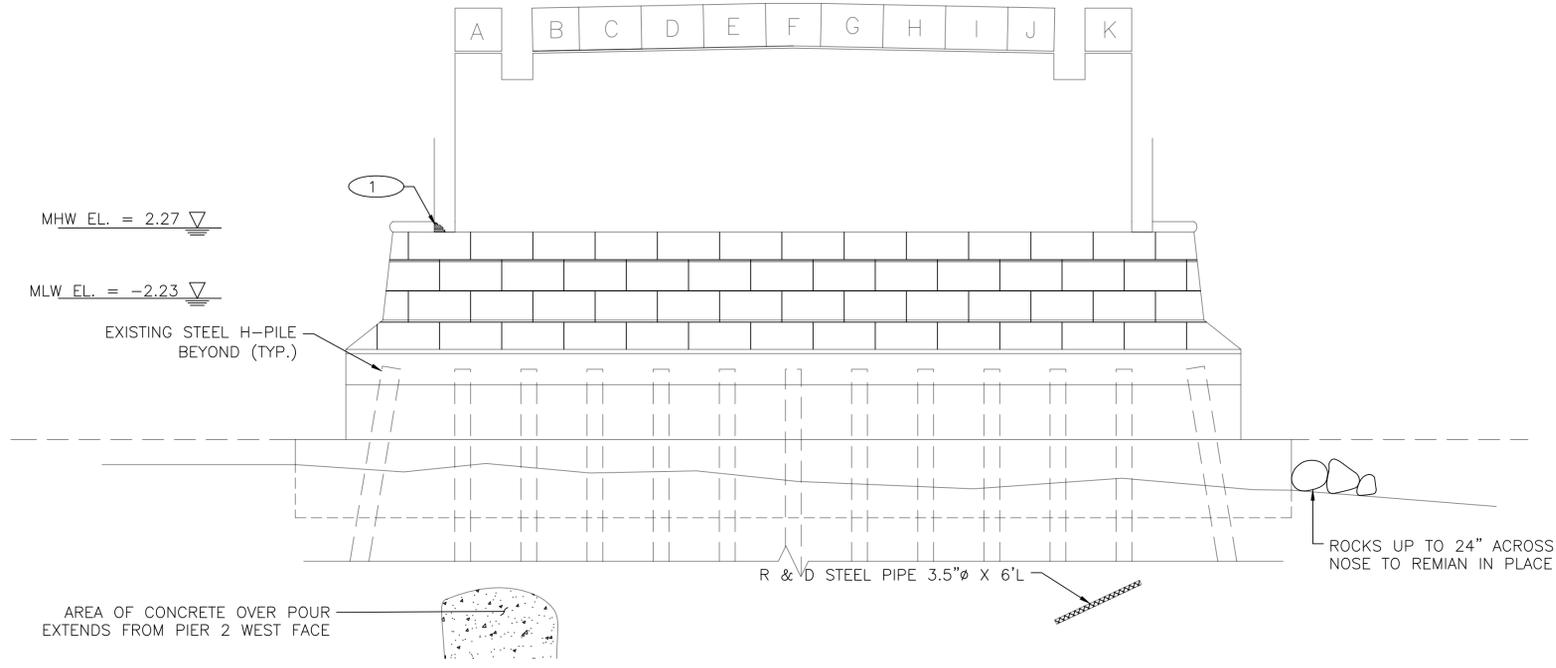
DESIGNED BY: SS
CHECKED BY: MG
DATE: 01/28/26
SHEET: 15
OF: 30

SCALE: 1" = 5'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

PIER 6 REPAIR DETAILS



PIER 1 EXISTING ABOVE WATER DEFECTS LOOKING EAST
SCALE: 1"=5'

NOTES:

1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS PERFORMED IN 2024.
2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
3. ALL EXISTING VOIDS TO BE REPAIRED PRIOR TO PLACEMENTS OF GROUT BAGS.
4. REFER TO SHEET 20 - SPALL REPAIR DETAILS FOR ALL REPAIR WORKS
5. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.

DEFECT DETAILS		
#	TYPE	DIMENSIONS
1	SPALL W/ REBAR	7"L x 7"H x 1-1/2"D

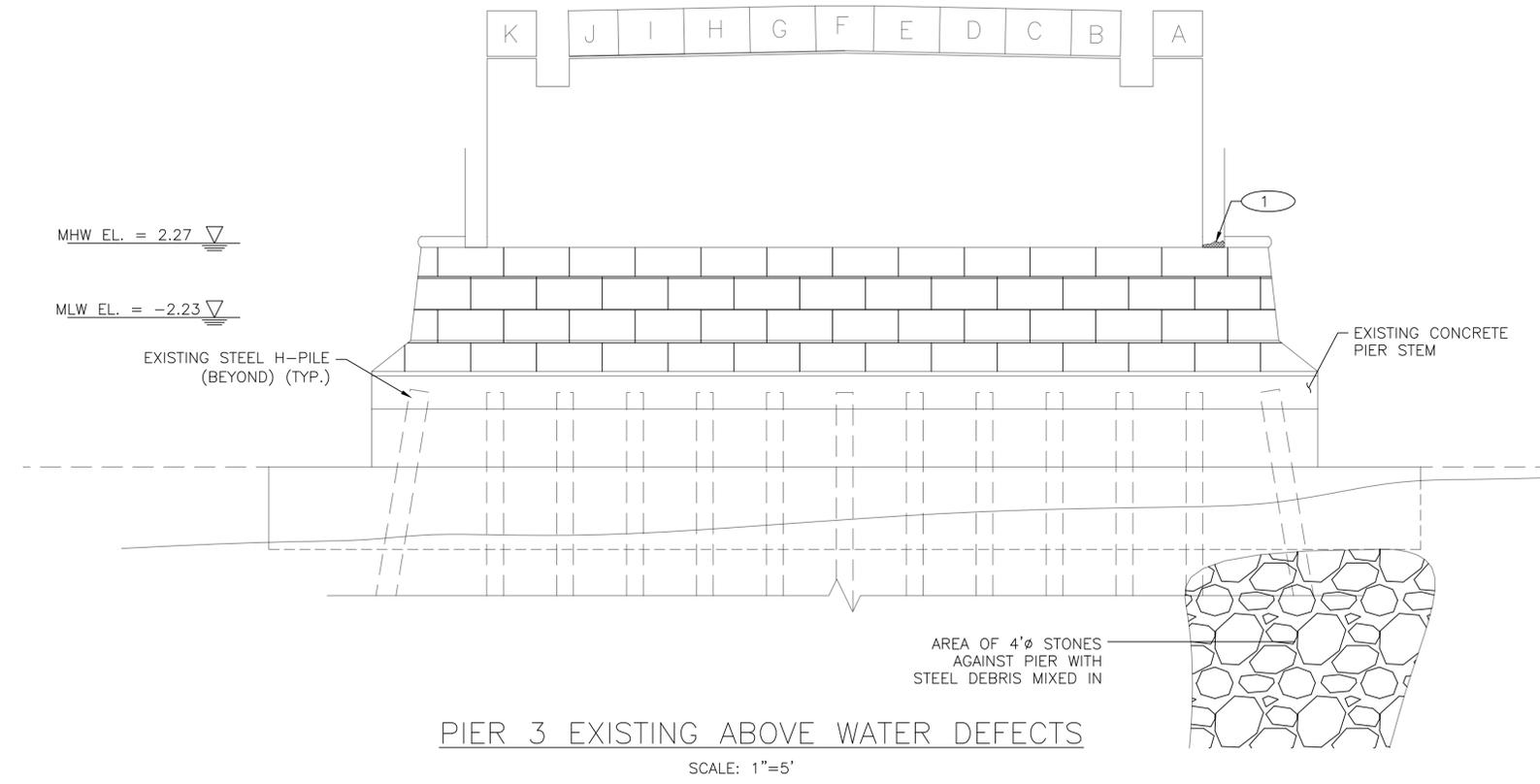


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 DATE: 01/28/26
 SHEET: 16
 OF: 30

SCALE: 1" = 5'

REVISIONS			REVISIONS		
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REHABILITATION OF BARRINGTON BRIDGE (NO. 012301)
 ABOVE WATER REPAIR - PIER 1

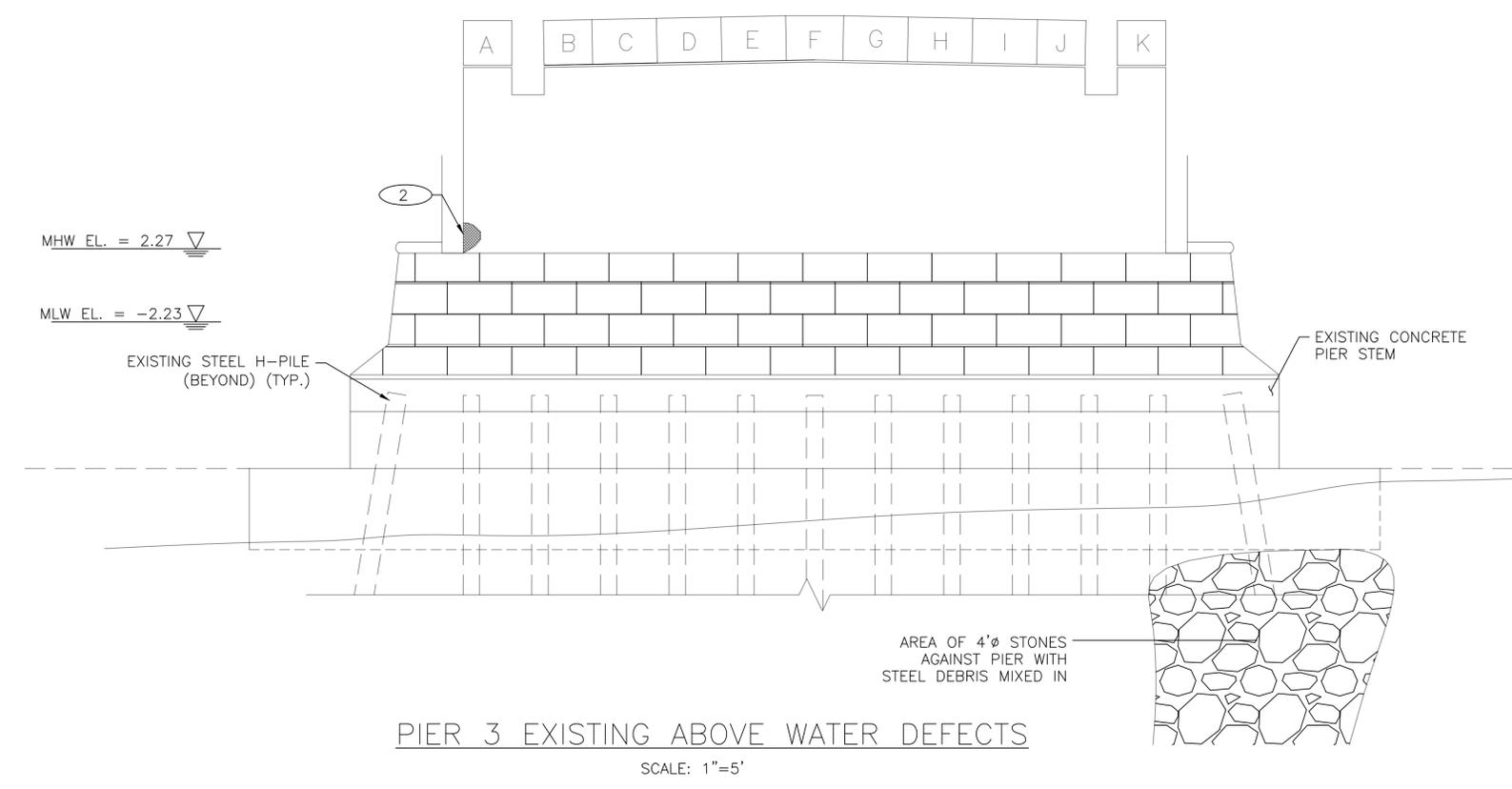


PIER 3 EXISTING ABOVE WATER DEFECTS
SCALE: 1"=5'

NOTES:

1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS PERFORMED IN 2024.
2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
3. ALL EXISTING VOIDS TO BE REPAIRED PRIOR TO PLACEMENTS OF GROUT BAGS.
4. REFER TO SHEET 20 - SPALL REPAIR DETAILS FOR ALL REPAIR WORKS
5. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.

DEFECT DETAILS		
#	TYPE	DIMENSIONS
1	SPALL	7"L x 7"H x 1-1/2"D
2	SPALL	7"L x 7"H x 1-1/2"D



PIER 3 EXISTING ABOVE WATER DEFECTS
SCALE: 1"=5'



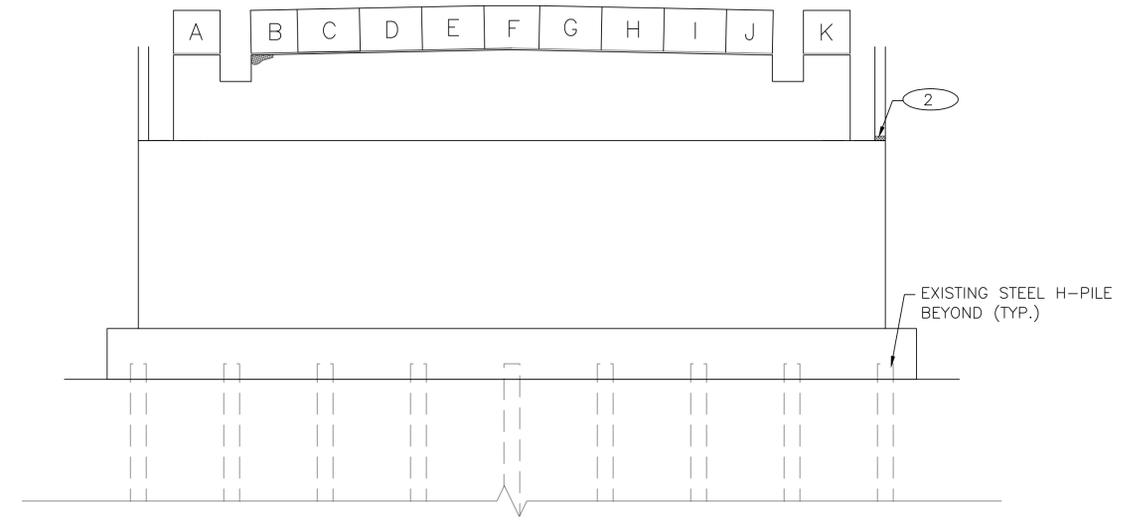
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CHECKED BY:	MG	
DATE:	01/28/26	
SHEET:	17	
OF:	30	

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

PIER 3 ABOVE WATER DEFECTS DETAILS



MHW EL. = 2.27 ∇
 MLW EL. = -2.23 ∇



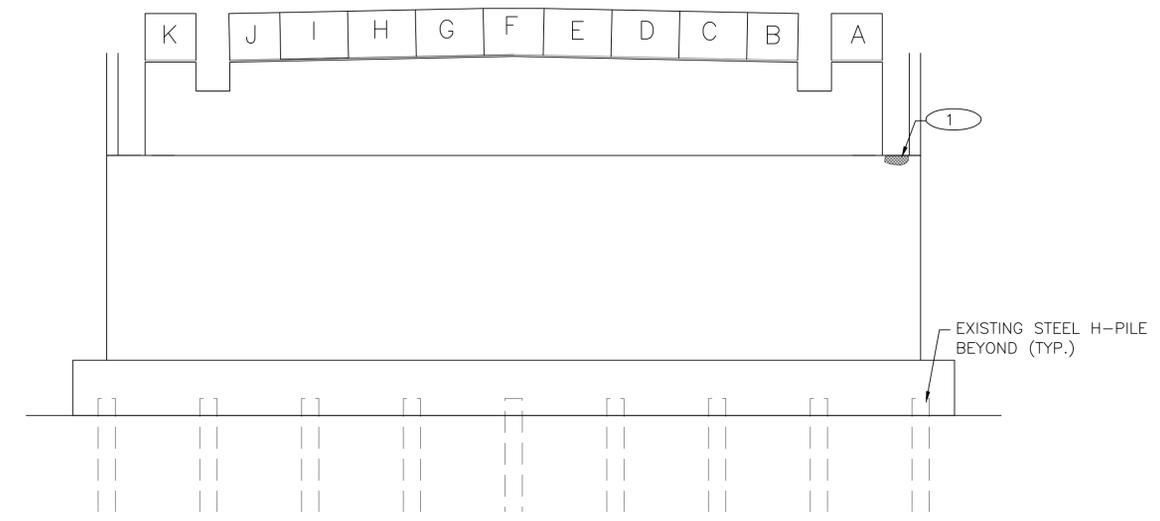
ABUTMENT 2 ELEVATION - EXISTING
 SCALE = 1"=5'

NOTES:

1. THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS PERFORMED IN 2024.
2. MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
3. ALL EXISTING VOIDS TO BE REPAIRED PRIOR TO PLACEMENTS OF GROUT BAGS.
4. REFER TO SHEET 20 - SPALL REPAIR DETAILS FOR ALL REPAIR WORKS
5. DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.

DEFECT DETAILS		
#	TYPE	DIMENSIONS
1	SPALL	1.34'L x 0.38'H x 0.125'D
2	SPALL	0.6'L x 0.25'W (SOUTH FACE) x 0.75'H x 0.2'D
3	SPALL	0.42'L x 0.2' W X 0.08' H X 0.042' D

MHW EL. = 2.27 ∇
 MLW EL. = -2.23 ∇



ABUTMENT 1 ELEVATION - EXISTING
 SCALE = 1"=5'

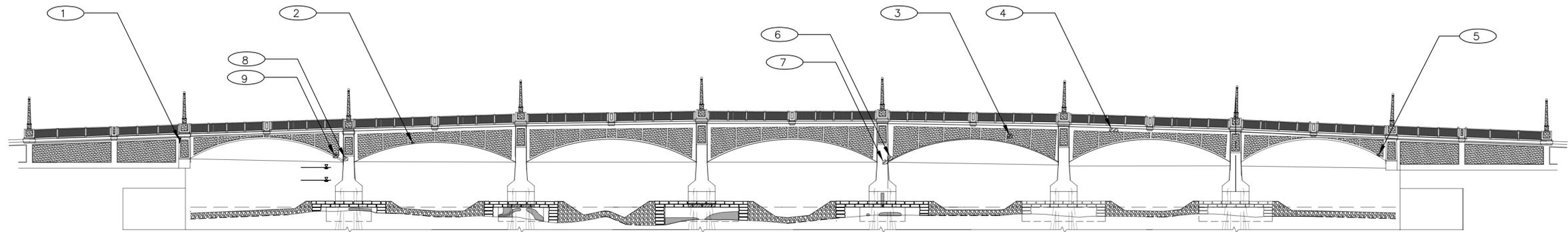


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 OF: 30

SCALE: 1" = 5'

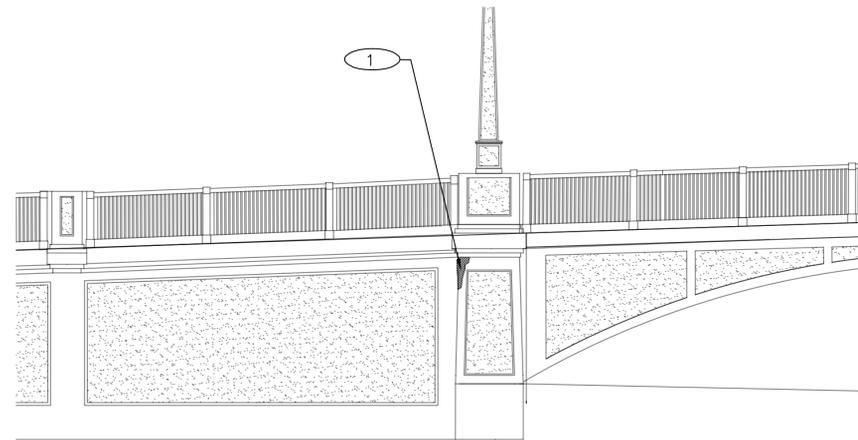
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REHABILITATION OF
 BARRINGTON BRIDGE (NO. 012301)
 RHODE ISLAND
ABUTMENT REPAIR DETAILS



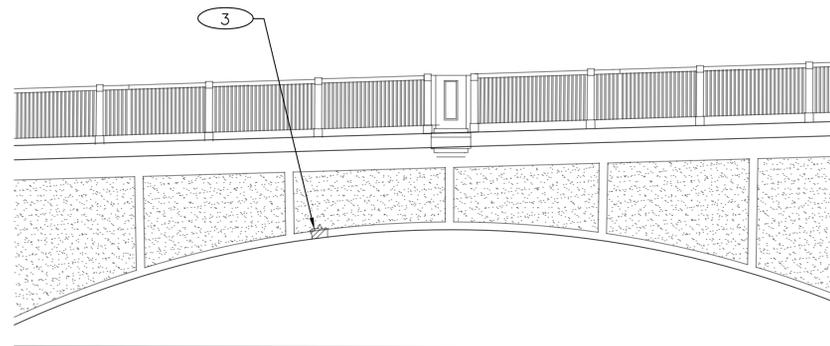
ELEVATION PLAN – EXISTING

SCALE: 1"=20'



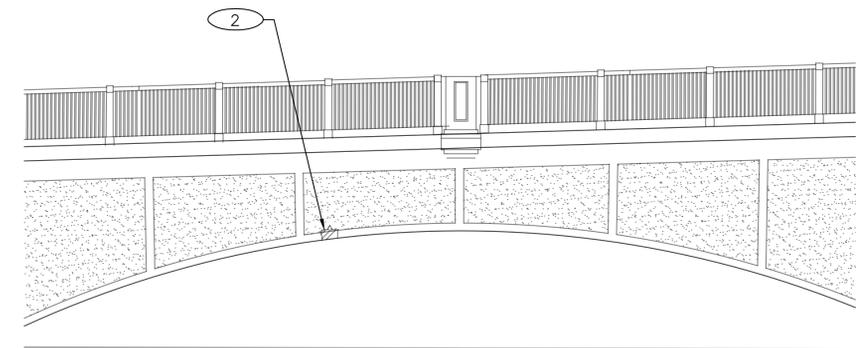
NORTH EAST RETURN WALL – EXISTING

SCALE: 1"=5'



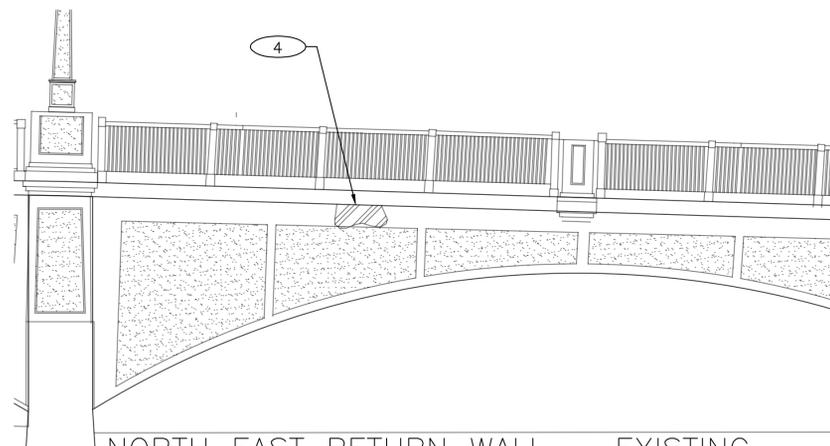
NORTH EAST RETURN WALL – EXISTING

SCALE: 1"=5'



NORTH EAST RETURN WALL – EXISTING

SCALE: 1"=5'



NORTH EAST RETURN WALL – EXISTING

SCALE: 1"=5'

DEFECT DETAILS		
#	TYPE	DIMENSIONS
1	SPALL	1'L x 1'W x 1'H
2	SPALL	0.34'DIA x 0.5'D
3	SPALL	0.5'L x 0.34'H x 0.125'D
4	SPALL	0.5'L x 0.84'H x 0.125'D
5	SPALL	0.5'L x 0.1'D x 0.2'W
6	SPALL	1.5'L x 2"D x 0.2'H
7	SPALL	0.6'W x 0.6'H x 0.25'D
8	SPALL	0.8'W x 1.2'H x 0.15'D
9	SPALL	0.5'W x 0.8'H x 0.15'D

NOTES:

- THE EXISTING CONFIGURATION AND DIMENSIONS OF THE PIER ARE BASED ON THE RECORD DRAWINGS, 2019 REPAIR PLANS, AND ABOVE AND UNDERWATER INSPECTION PERFORMED BY COLLINS PERFORMED IN 2024.
- MEAN LOW WATER (MLW) AND MEAN HIGH WATER (MHW) ELEVATIONS ARE BASED ON ORIGINAL RECORD DRAWINGS.
- ALL EXISTING VOIDS TO BE REPAIRED PRIOR TO PLACEMENTS OF GROUT BAGS.
- REFER TO SHEET 20 – SPALL REPAIR DETAILS FOR ALL REPAIR WORKS
- DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.



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 SHEET: 19
 OF: 30

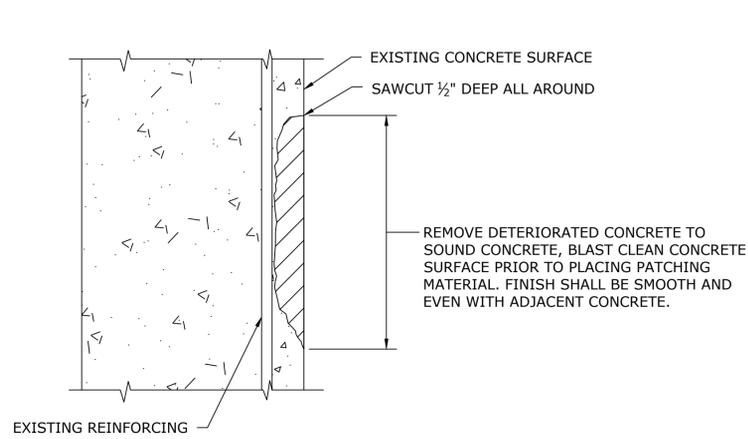
SCALE: 1" = 5'

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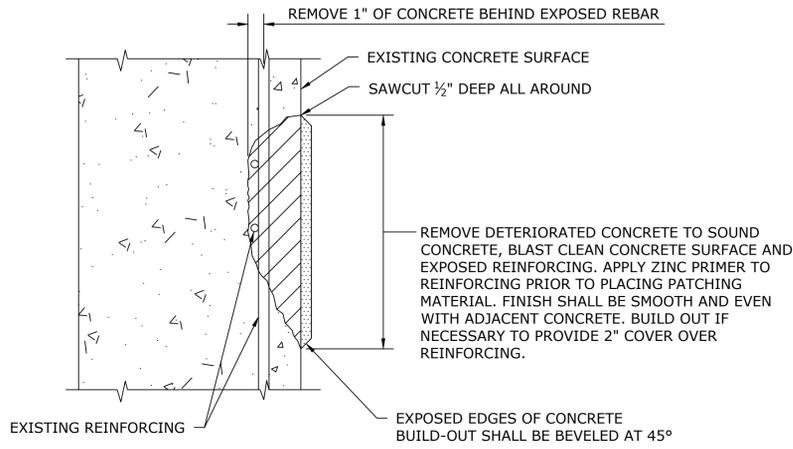
REHABILITATION OF
 BARRINGTON BRIDGE (NO. 012301)

RHODE ISLAND

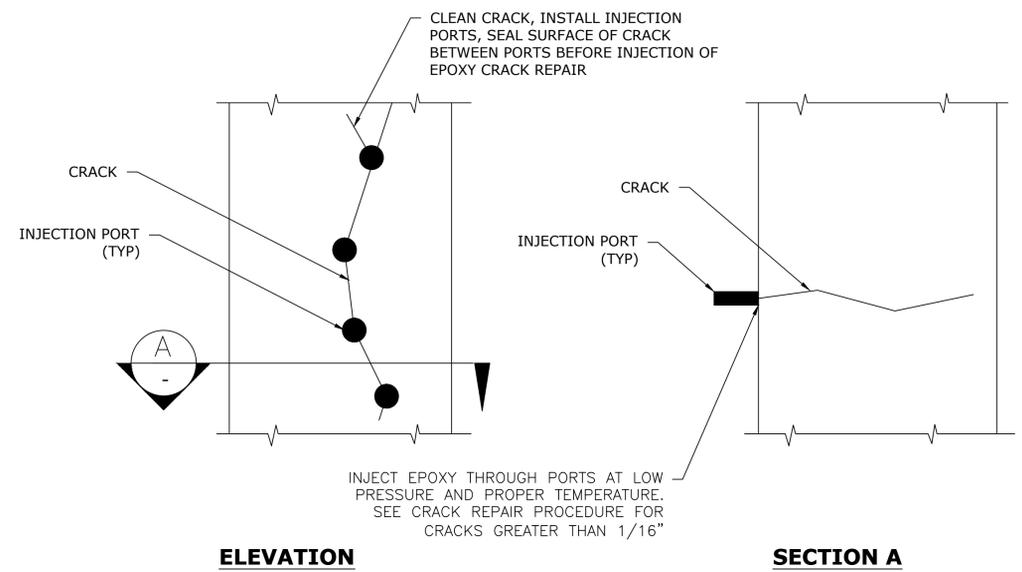
WALL REPAIR DETAILS



**VERTICAL SURFACE CONCRETE REPAIR
WITHOUT EXPOSED REINFORCING**
NOT TO SCALE



**VERTICAL SURFACE CONCRETE REPAIR
WITH EXPOSED REINFORCING**
NOT TO SCALE



CRACKS GREATER THAN 1/16"
NOT TO SCALE

TABLE OF MIN. SPLICE LENGTHS	
BAR SIZE	MIN. SPLICE LENGTH
#5	1'-8"
#6	2'-1"
#7	2'-10"
#8	3'-9"
#9	4'-9"
#10	6'-0"
#11	7'-4"

A. CONCRETE REPAIR NOTES

1. THE ENGINEER SHALL PERFORM AN INSPECTION OF THE EXISTING ABUTMENTS TO DETERMINE THE LOCATION AND EXACT LIMITS OF ALL AREAS TO BE REPAIRED. THE CONTRACTOR SHALL SUPPLY THE MEANS NECESSARY, INCLUDING BUT NOT LIMITED TO LADDERS, LIFTS, AND TRAFFIC PROTECTION FOR THE ENGINEER TO SAFELY ACCESS THE AREAS FOR INSPECTION. THE COST OF PROVIDING ACCESS FOR THE INSPECTION SHALL BE CONSIDERED INCLUDED IN THE GENERAL COST OF THE PROJECT. THE ENGINEER SHALL THEN DETERMINE THE TYPE OF REPAIR REQUIRED FOR EACH AREA BASED ON GUIDELINES DESCRIBED IN THE CONCRETE PATCHING NOTES ON THIS DRAWING
2. SEE DRAWING NOS. S-05 THRU S-06 FOR SUBSTRUCTURE AREAS NOTED AS DEFICIENT TAKEN FROM THE AI ENGINEERS INC. INSPECTION REPORT DATED 4/21. NOTED LOCATIONS ARE APPROXIMATE ONLY. THIS IN NO WAY CONSTITUTES THE FULL LIMITS OF SUBSTRUCTURE REPAIRS BUT IS A GUIDELINE OF DEFICIENT AREAS AS OF THE DATE OF THE NOTED INSPECTION. THE REPAIR AREAS SHALL BE SOUNDED AT THE TIME OF THE PROJECT CONSTRUCTION AND THE REMOVAL LIMITS MAY INCREASE FROM THOSE SHOWN WITHIN THE PLANS AS A RESULT OF THAT EVALUATION.
3. THE REMOVAL OF DETERIORATED CONCRETE (HOLLOW AREAS, SPALLS, SCALED CONCRETE) SHALL PROCEED AS DIRECTED BY THE ENGINEER. IF THE REMOVAL OF DETERIORATED CONCRETE EXCEEDS THE LOCATION AND LIMITS DETERMINED BY THE ENGINEER THE REMOVAL WORK SHALL BE STOPPED AT THAT LOCATION AND THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
4. REPAIR DEPTH SHALL BE 1/2" OR GREATER. REPAIR DEPTHS LESS THAN 1/2" NEED NOT BE REPAIRED.
5. REINFORCING WHICH IS DETERMINED BY THE ENGINEER TO BE IN NEED OF REPLACEMENT SHALL BE REMOVED TO A POINT WHERE IT IS SOUND. THE PATCH SHALL EXTEND A SUFFICIENT DISTANCE BEYOND THIS POINT TO DEVELOP A SPLICE LENGTH SPECIFIED IN THE TABLE ON THIS SHEET. REINFORCING BARS SHALL BE PAID FOR UNDER THE ITEM "DEFORMED STEEL BARS - GALVANIZED".
6. IF REMOVAL OF DETERIORATED CONCRETE EXTENDS INSIDE THE MAIN REINFORCEMENT, REMOVAL SHALL BE LIMITED TO ONE FACE OF THE MEMBER AT A TIME AND A MAXIMUM OF 3 FT HORIZONTAL AND 3 FT VERTICAL. IF REMOVAL EXTENDS MORE THAN 1.5" INSIDE THE MAIN REINFORCEMENT, THE WORK SHALL BE STOPPED AND THE ENGINEER NOTIFIED IMMEDIATELY.
7. IF AFTER CONCRETE REMOVAL THE REINFORCING STEEL HAS AT LEAST ONE HALF OF ITS SURFACE AREA EXPOSED, THE CONCRETE SHALL BE FURTHER REMOVED TO A DEPTH OF 3/4" AROUND THE STEEL. IF REINFORCEMENT LAP SPLICES ARE ENCOUNTERED, THE ENGINEER SHALL BE INFORMED IMMEDIATELY.
8. ALL CONCRETE PATCH PERIMETERS SHALL BE SQUARED-OFF AND SHALL NOT BE DIAGONAL, CIRCULAR, OR IRREGULARLY SHAPED.
9. SHALLOW SPALLS WITHOUT EXPOSED REINFORCING SHALL NOT BE PATCHED UNLESS CONCRETE IS REMOVED TO A DEPTH OF 1" BEHIND THE STEEL AND THE AREA REPAIRED WITH "SURFACE REPAIR CONCRETE"
10. FOR ANY AREAS WHERE THE REINFORCING IS EXPOSED, CONCRETE SHALL BE FURTHER REMOVED TO A DEPTH OF 1" BEHIND THE STEEL AND THE AREA SHALL BE REPAIRED WITH "SURFACE REPAIR CONCRETE"
11. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THE EXISTING CONDITIONS ARE FOUND TO BE DIFFERENT OR IF ANY UNKNOWN CONDITIONS ARE REVEALED, PRIOR OR DURING REPAIR WORK.

B. NOTES FOR EPOXY INJECTION:

1. EPOXY INJECT ALL CRACKS > 1/16"
2. CLEAN CRACK TO BE EPOXY COATED BY REMOVING DIRT AND CONTAMINANTS PRIOR TO EPOXY COATING, WIRE BRUSHES MAY BE USED.
3. SEAL THE CRACK SURFACE TO KEEP THE EPOXY FROM LEAKING OUT.
4. INSTALL INJECTION PORTS ALONG CRACK PER THE MANUFACTURER'S RECOMMENDATION.
5. INJECT FROM RESIN ACCORDING TO MANUFACTURER'S RECOMMENDATIONS, STARTING WITH THE LOWEST PORT FOR VERTICAL CRACKS AND UNTIL EPOXY REACHES THE NEXT PORT ABOVE. CAP THE LOWER PORT AND REPEAT MOVING UPWARD TO THE NEXT PORT UNTIL CRACK IS FILLED FULL HEIGHT AND ALL PORTS ARE CAPPED.
6. AFTER EPOXY CURES, REMOVE SURFACE SEAL.
7. INSPECT THE SEALED CRACK TO ENSURE CRACK IS FULLY SEALED.

C. PILE PROTECTION DETAILS FOR PIER-4 H-PILE :

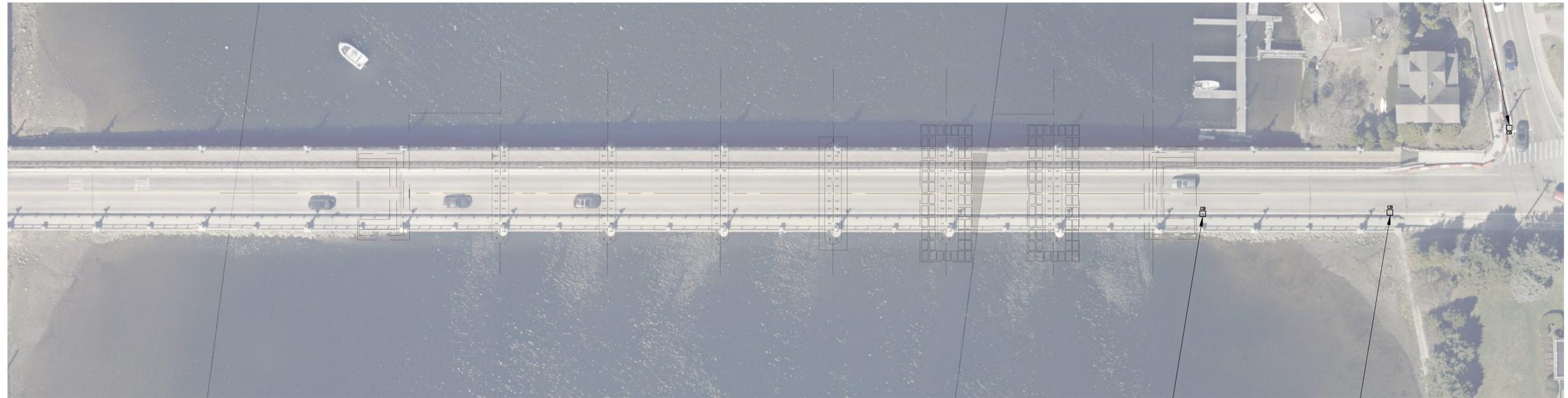
1. REMOVE MARINE GROWTH, LOOSE CONCRETE AND LOOSE/CORRODED STEEL FROM THE REPAIR AREA.
2. GRIND CONCRETE SURFACE SMOOTH WITHIN THE LIMITS SHOWN TO ENSURE REPAIR MATERIALS CAN ADEQUATELY ADHERE TO THE CONTACT SURFACE.
3. GRIND SHARP EDGES AND PROTRUSIONS SMOOTH AND CLEAN STEEL TO REMOVE SURFACE CORROSION AND CORROSION WITH PITTED/SCALLOPED SECTIONS.
4. PROVIDE EPOXY PUTTY OR APPROVED EQUIVALENT TO FILL STEEL PITS AND SCALLOPS.
5. ENSURE FULL COVERAGE TO A MINIMUM IN 2" THICKNESS OVER THE EXPOSED STEEL AND LIMITS OF CONCRETE WORK SHOWN.



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REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

SPALL REPAIR DETAILS



ELEVATION PLAN – EXISTING

SCALE: 1"=20'

CATCH BASIN NO.22037
WITH MISSING MORTAR AND
MISSING SEALING



CATCH BASIN #22037

CATCH BASIN NO.2210 WITH
MISSING MORTAR



CATCH BASIN #2210

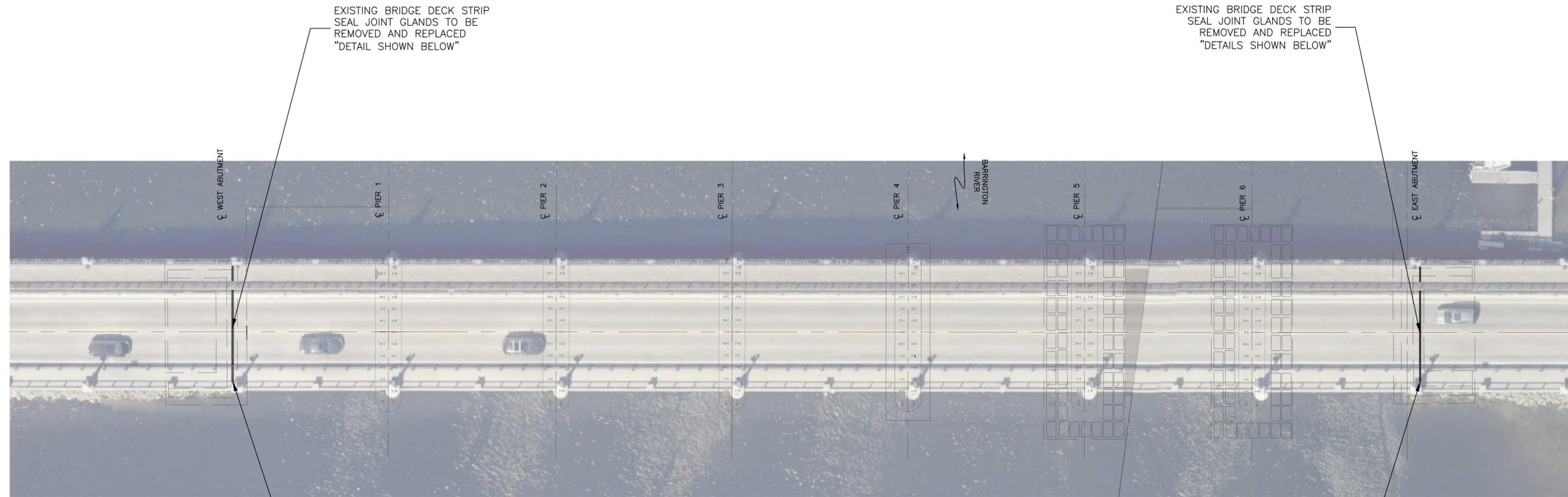
NOTES:

FOR REPLACEMENT OF CATCH BASIN #20037

1. SAW CUT AND REMOVE CONCRETE/ASPHALT AROUND CATCH BASIN
2. EXCAVATE AREA AROUND THE CATCH BASIN
3. DISCONNECT CATCH BASIN FROM THE DRAINAGE SYSTEM
4. DEMOLISH AND REMOVE EXCAVATED CATCH BASIN
5. INSTALL NEW PRECAST CATCH BASIN
6. INSTALL ADJUSTMENTS RINGS AND CONCRETE COLLARS
7. RE-GROUT ALL CONNECTIONS BETWEEN DRAINAGE PIPES AND CATCH BASIN
8. REPLACE ALL MATERIALS TAKE DURING EXCAVATION
9. RE-INSTALL CAST IRON INLET GRATE
10. POUR NEW CEMENT MORTAR SLOPED DOWN TO CATCH BASIN

FOR REPLACEMENT OF CATCH BASIN #2211 AND #2210

1. SAW CUT AND REMOVE CONCRETE/ASPHALT AROUND CATCH BASIN
2. INSTALL ADJUSTMENT RINGS AND CONCRETE COLLARS
3. RE-GROUT ALL CONNECTIONS BETWEEN DRAINAGE PIPES AND CATCH BASIN
4. RE-INSTALL CAST IRON INLET GRATE
5. POUR NEW CEMENT MORTAR SLOPED DOWN TO CATCH BASIN



PLAN

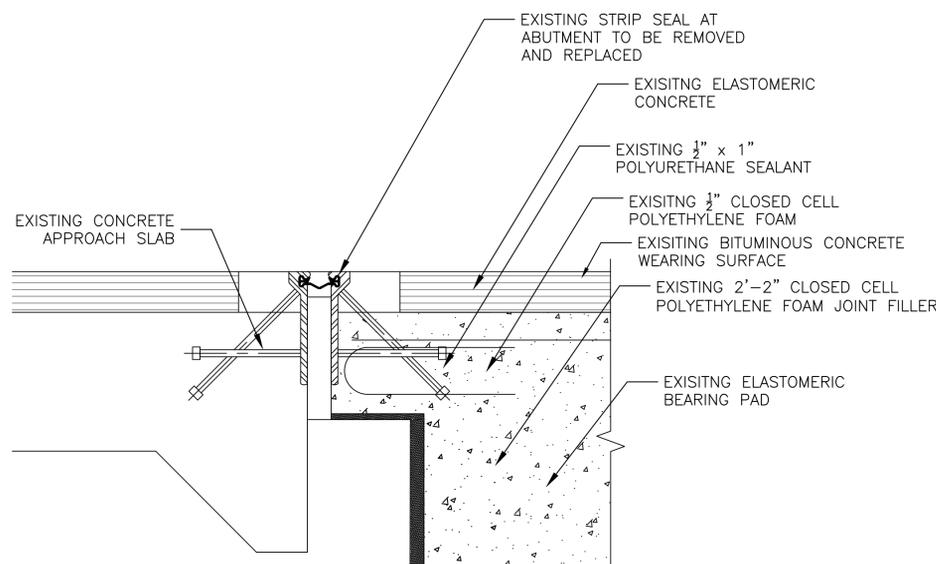
SCALE: 1"=20'

EXISTING BRIDGE DECK STRIP
SEAL JOINT GLANDS TO BE
REMOVED AND REPLACED
"DETAIL SHOWN BELOW"

EXISTING BRIDGE DECK STRIP
SEAL JOINT GLANDS TO BE
REMOVED AND REPLACED
"DETAILS SHOWN BELOW"

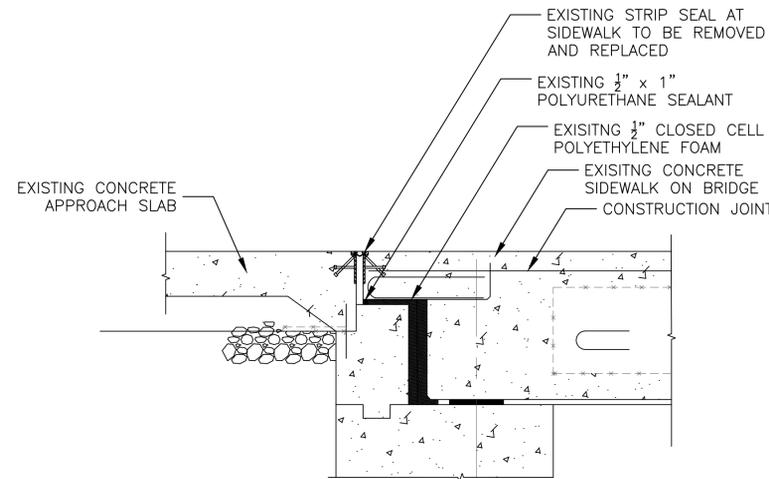
EXISTING BRIDGE DECK
COMPRESSION STRIP SEAL
JOINT GLANDS TO BE
REMOVED AND REPLACED

EXISTING BRIDGE DECK COMPRESSION
STRIP SEAL JOINT GLANDS TO BE
REMOVED AND REPLACED



STRIP SEAL REPLACEMENT DETAIL

NOT TO SCALE



STRIP SEAL REPLACEMENT DETAIL @ SIDEWALK

NOT TO SCALE

NOTES:

- CAREFULLY REMOVE THE EXISTING STRIP SEAL GLAND WITHOUT DAMAGING THE STEEL EXTRUSIONS.
- REMOVE ALL OLD ADHESIVE, DEBRIS, AND DETERIORATED MATERIALS FROM THE STEEL SURFACES.
- CLEAN AND DRY THE GLAND SEATING SURFACES USING MECHANICAL TOOLS AND SOLVENTS AS REQUIRED. SURFACES SHALL BE FREE FROM DUST, RUST, GREASE, AND MOISTURE BEFORE INSTALLATION OF THE NEW GLAND.
- INSTALL THE STRIP SEAL GLAND USING MANUFACTURER-APPROVED TOOLS AND PROCEDURES. USE ADHESIVE-LUBRICANT TO ASSIST WITH SEATING THE GLAND IN THE STEEL EXTRUSION.
- ENSURE THE GLAND IS INSTALLED WITHOUT TWISTS, FOLDS, OR STRETCHING THAT COULD COMPROMISE WATERTIGHTNESS. JOINTS IN THE GLAND (IF PERMITTED) SHALL BE HEAT-WELDED OR SPLICED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS TO PROVIDE A CONTINUOUS SEAL.
- AFTER INSTALLATION, INSPECT FOR FULL SEATING ALONG THE ENTIRE LENGTH. CONDUCT A WATER TIGHTNESS TEST IF REQUIRED BY THE ENGINEER.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: SS
CHECKED BY: MG
DATE: 01/28/26
SHEET: 22
OF: 30

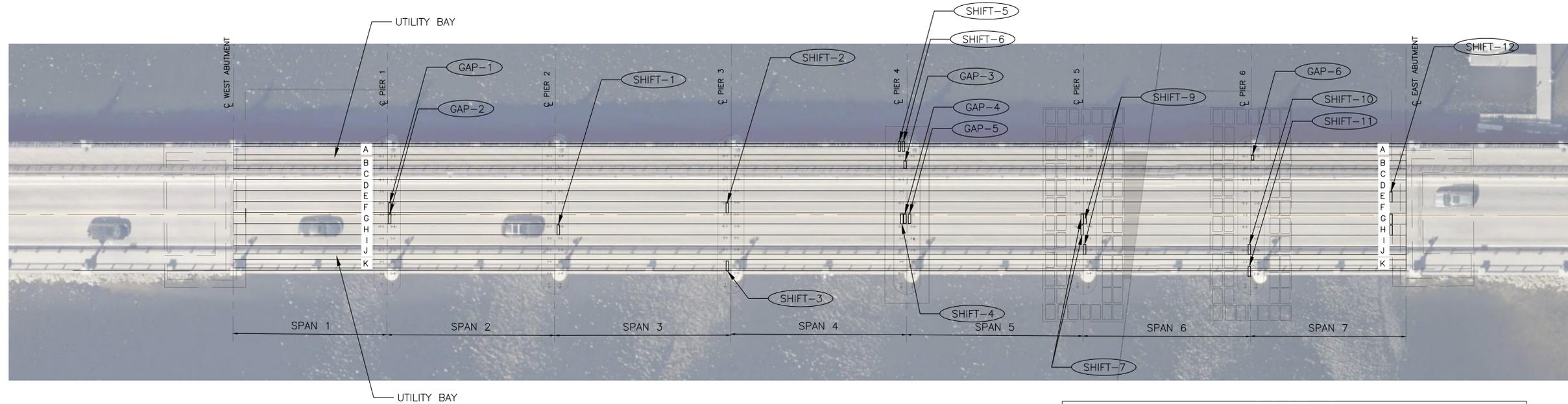
SCALE: AS NOTED

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)

RHODE ISLAND

JOINT REPAIR DETAILS



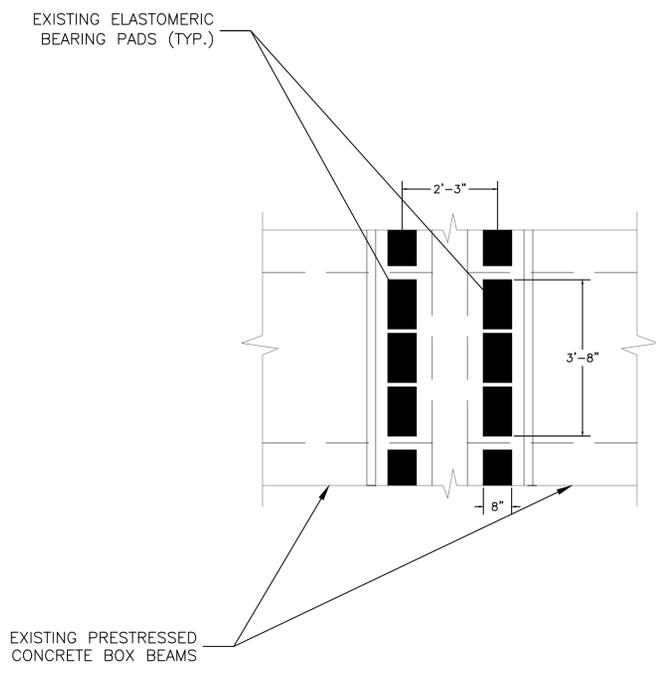
PLAN - EXISTING

SCALE: 1"=20'

GAP DETAILS				
GAP NO.	LOCATION	SPAN	BEARING	DIMENSIONS
GAP 1	PIER #1	2	"G"	3.2'L x 0.25"H x 8"D
GAP 2	PIER #1	2	"F"	2'L x 0.25"H x 4"D
GAP 3	PIER #4	4	"C"	2.9'L x 0.25"H x FD
GAP 4	PIER #4	4	"G"	21"L x 0.375"H x FD
GAP 5	PIER #4	5	"G"	15"L x 0.125"H x FD
GAP 6	PIER #6	7	"B"	20"L x 0.375"H x FD
SHIFT 1	PIER #2	3	"B" to "H"	5" to the South
SHIFT 2	PIER #3	3	"B" to "F"	5" to the South
SHIFT 3	PIER #3	4	S ARCH	5" to the North
SHIFT 4	PIER #4	4	"G"	4" To the North
SHIFT 5	PIER #4	4	N ARCH	5" to the South
SHIFT 6	PIER #4	4	N ARCH	1.75' L x FD x 0.375" H
SHIFT 7	PIER #5	5	"G" and "H"	4" to the North
SHIFT 8	PIER #5	6	"B" to "F"	4.5" to the South
SHIFT 9	PIER #5	6	"H" and "I"	3" to the North
SHIFT 10	PIER #6	6	"G" to "I"	4.25" to the North
SHIFT 11	PIER #6	6	N ARCH	Shifted to the South and in contact with the pier wall; Shifted 1" to the West
SHIFT 12	ABUT. #2	7	"E", "G" and "H"	3" to the North
SHIFT 13	PIER #1	1	"D"	FULL HEIGHT TEAR
SHIFT 14	PIER #1	2	"G"	3.2' L x 8"D x 0.25"H
SHIFT 15	PIER #3	4	"C"	2.5' L x 5" D x 0.25"H

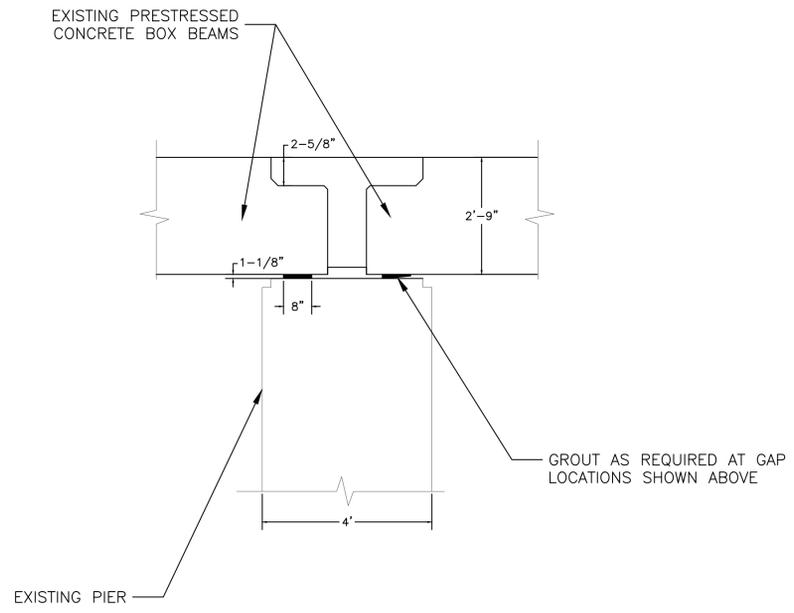
NOTES:

- CLEAN ALL GROUT CONTACT SURFACES THOROUGHLY TO REMOVE LAITANCE, DUST, OIL, AND DEBRIS.
- SATURATE CONCRETE SURFACES WITH WATER FOR AT LEAST 4 HOURS PRIOR TO GROUTING. REMOVE ALL THE STANDING WATER BEFORE GROUTING.
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- PROVIDE PROPER VENTS AND PORTS FOR CONTROLLED PRESSURE INJECTION AND AIR RELEASE.
- MIX GROUT IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- PLACE GROUT BY PRESSURE INJECTION TO ENSURE COMPLETE VOID FILLING AND TO ELIMINATE AIR POCKETS.
- MAINTAIN CONTINUOUS FLOW DURING GROUTING; MONITOR PRESSURE TO AVOID OVERLOADING FORMS.
- GROUT SHALL FLOW INTO THE GAP AND FILL THE SPACE WITHOUT SEGREGATION OR BLEEDING.
- BEGIN CURING IMMEDIATELY AFTER INITIAL SET USING WET BURLAP OR CURING COMPOUND CONFORMING TO ASTM C309.
- CURING SHALL BE CONTINUED FOR MINIMUM OF 7 DAYS.
- DIMENSIONS MENTIONED ON THE PLAN APPROXIMATE, CONTRACTOR TO VERIFY ON FIELD.



BEARING PLAN - EXISTING

SCALE: 1"=2'



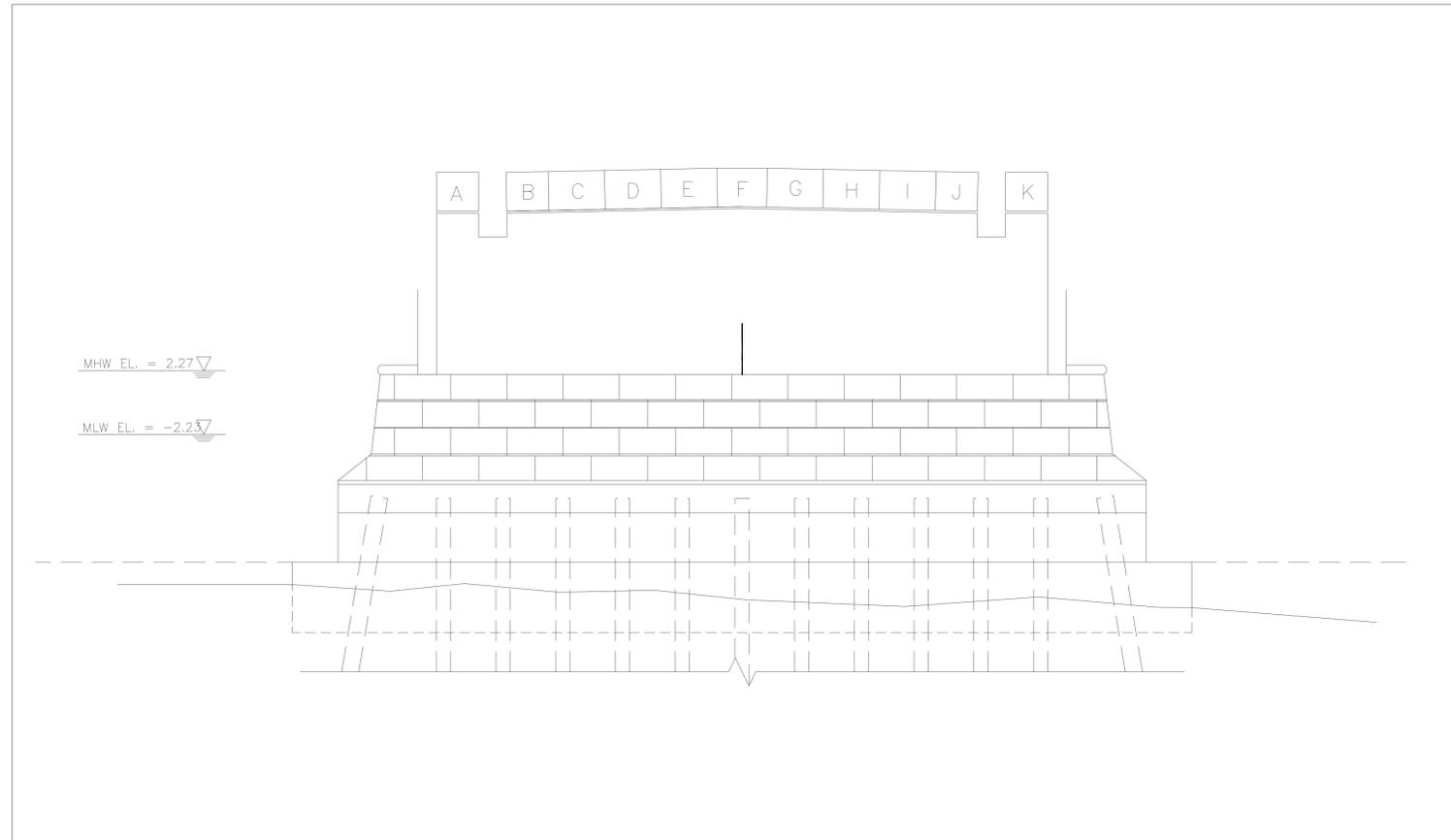
BEARING ELEVATION - EXISTING

SCALE: 1"=2'



DESIGNED BY:	SS	SCALE:	AS NOTED
CHECKED BY:	MG		
DATE:	01/28/26		
SHEET:	23		
OF:	30		

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND
BEARING REPAIR DETAILS



TYPICAL HAIRLINE VERTICAL CRACK ON PIERS
SCALE: 1"=5'

HAIRLINE CRACK DETAILS				
PIER	ELEVATION	BEAM	FACING	LENGTH
PIER #1	WEST	"I"	EAST	3'
PIER #1	EAST	"C"	WEST	3'
PIER #2	EAST	"D"	WEST	2'
PIER #3	WEST	"G"	EAST	2'
PIER #4	WEST	"D"	EAST	2'
PIER #5	WEST	"F"	EAST	3'
PIER #6	EAST	"F"	WEST	4'
PIER #6	WEST	"I"	EAST	3'

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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

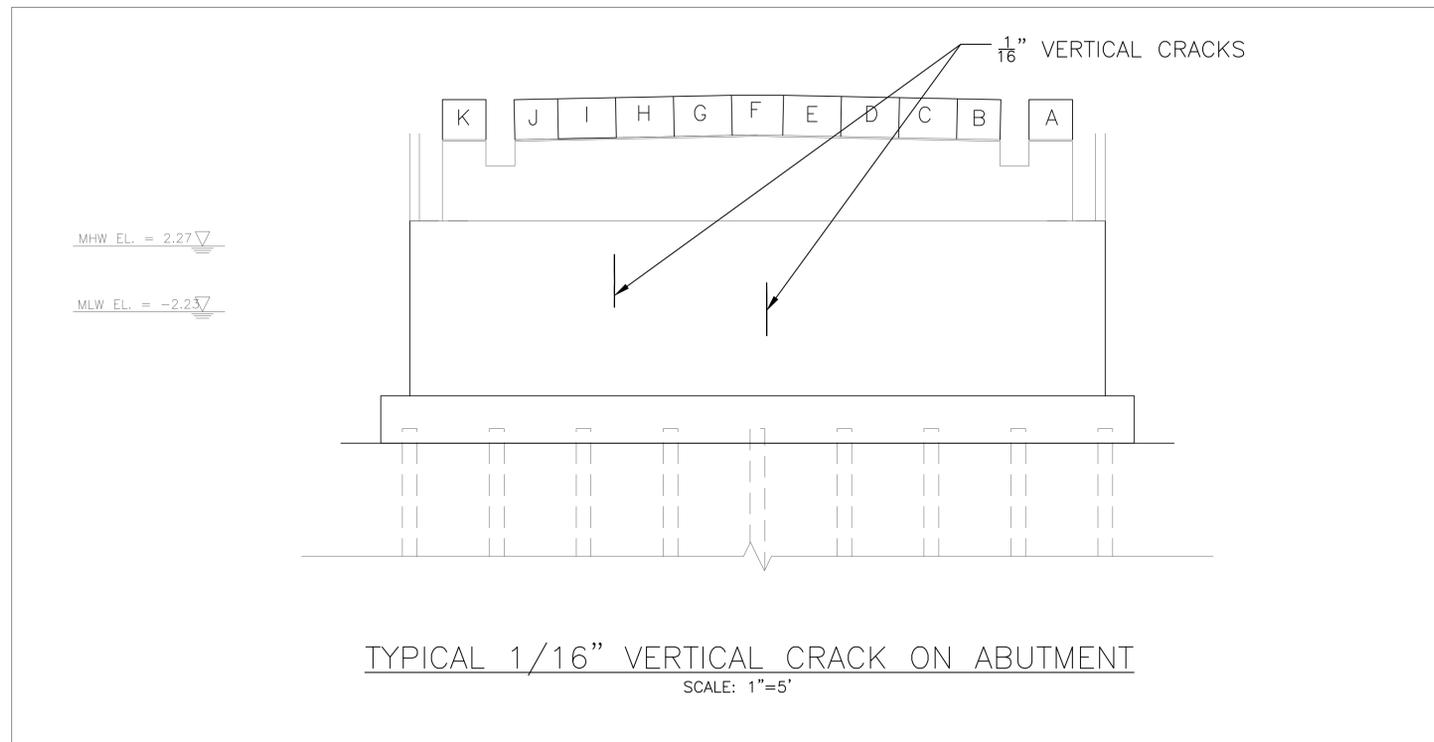
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CHECKED BY: MG
DATE: 01/28/26
SHEET: 24
OF: 30

SCALE: AS NOTED

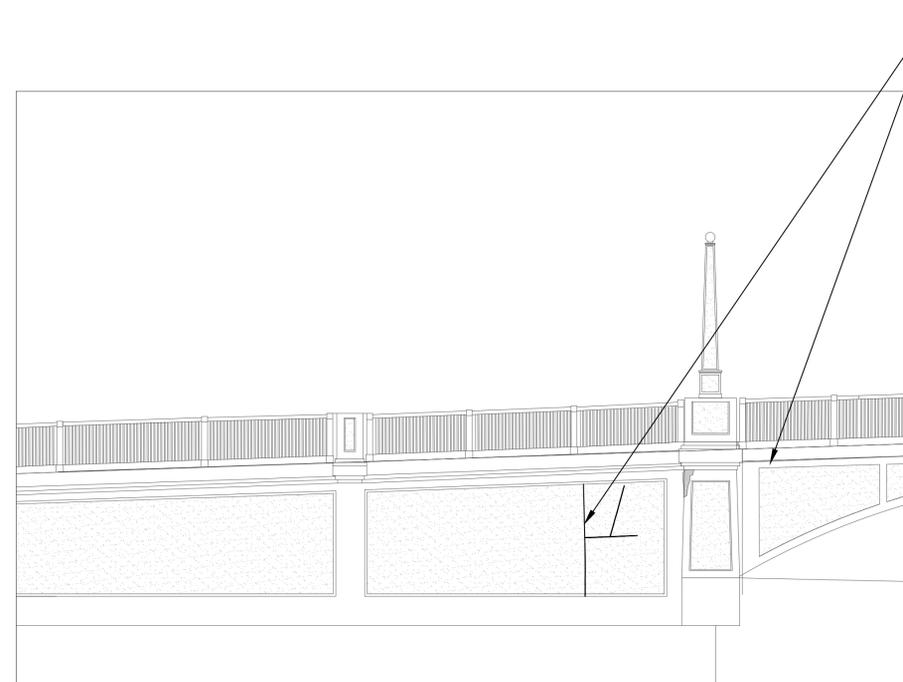
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

REHABILITATION OF
BARRINGTON BRIDGE (NO. 012301)
RHODE ISLAND

HAIRLINE CRACK REPAIR DETAILS

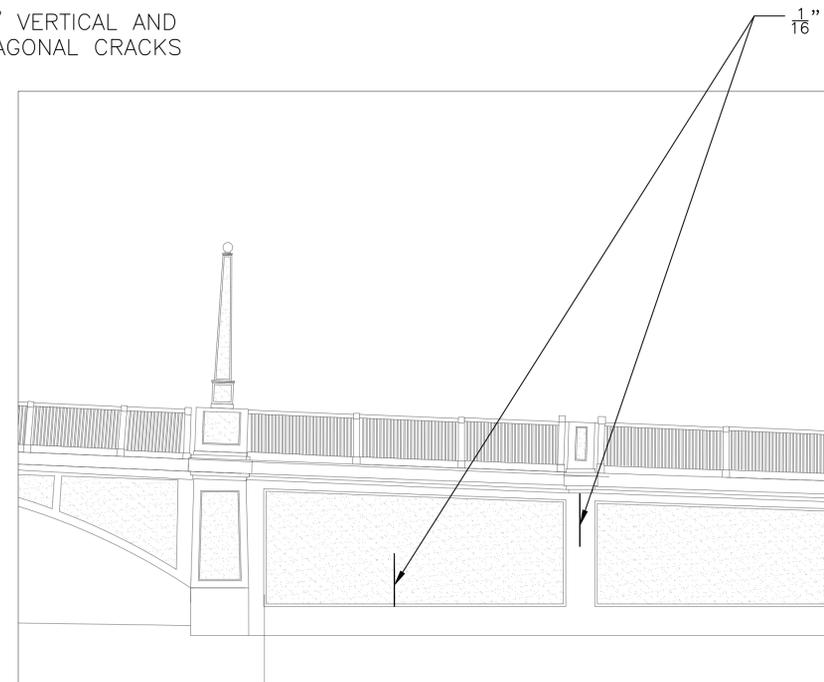


1/16" VERTICAL CRACK DETAILS			
PIER	LOCATION	LOOKING	LENGTH
ABUTMENT #1	"I AND F"	WEST	"8' AND 4"
ABUTMENT #2	"B AND E"	EAST	"10' AND 3"
ABUTMENT #1	BELOW UTILITY BAY A AND BEAM B	WEST	14'
RETURN WALL	SOUTHWEST RETURN WALL AND RETAINING WALL	NORTH WEST	"10' AND 4"
RETURN WALL	SOUTHEAST RETURN WALL AND RETAINING WALL	NORTH EAST	"13' AND 5"



SOUTHWEST RETURN WALL AND RETAINING WALL
LOOKING NORTHWEST

SCALE: 1"=5'

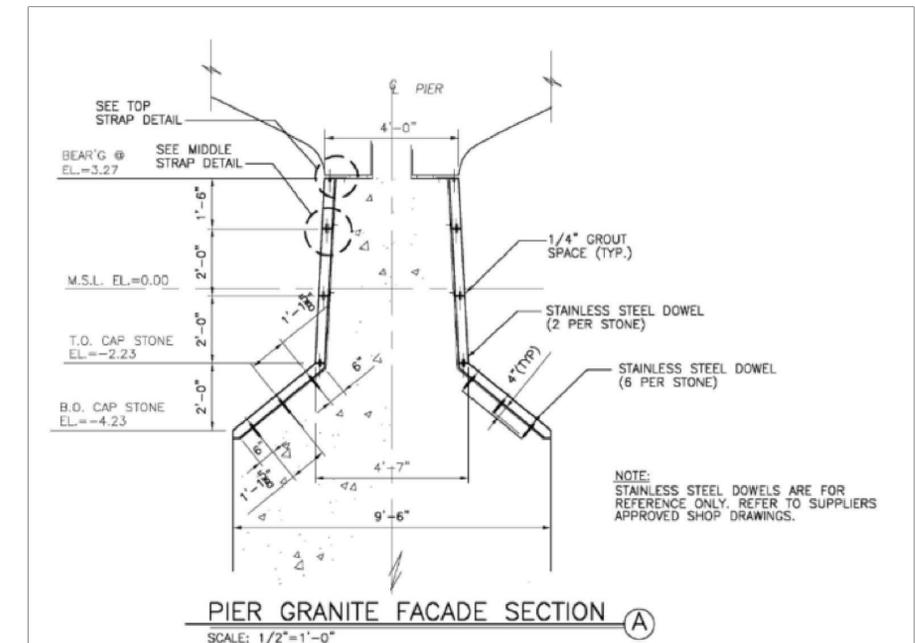
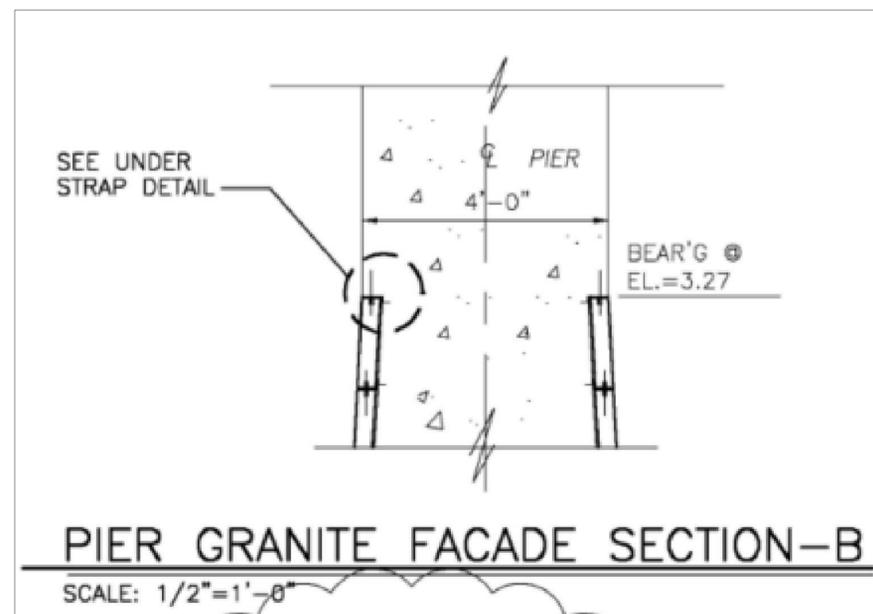
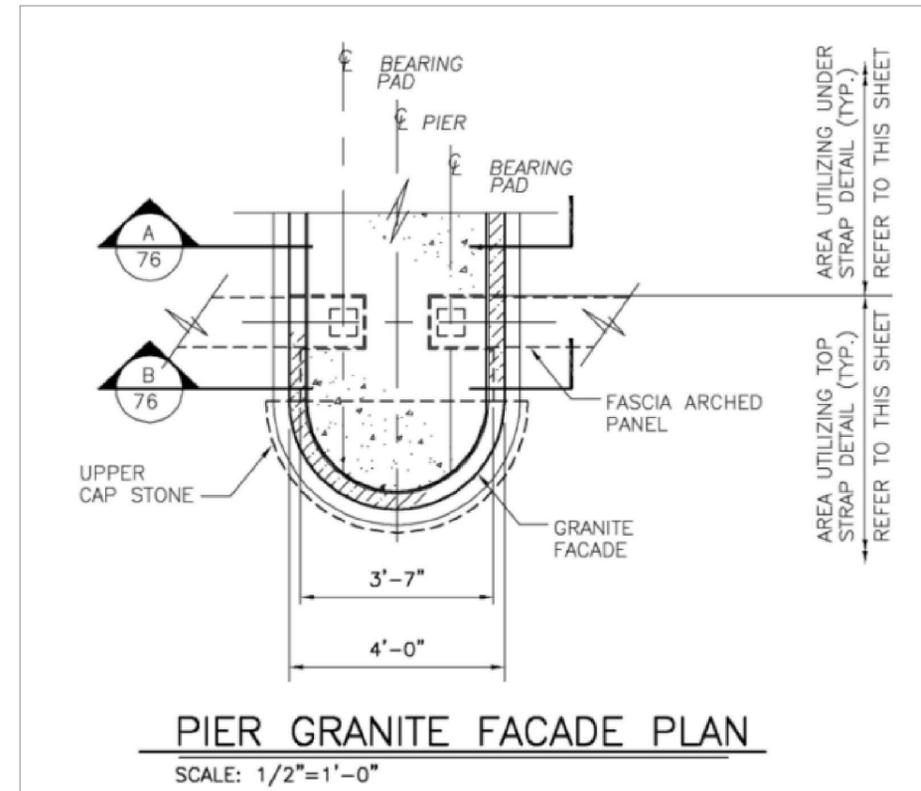


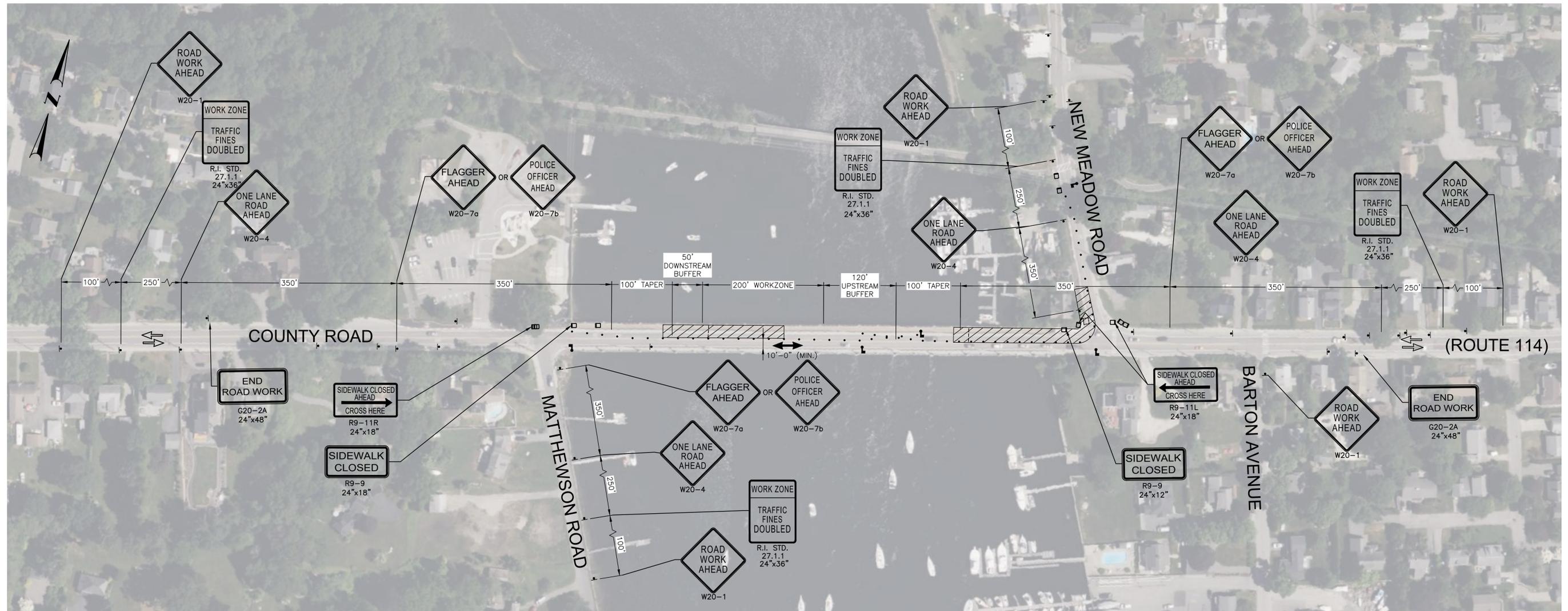
SOUTHEAST RETURN WALL AND RETAINING WALL
LOOKING NORTHEAST

SCALE: 1"=5'

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LEGEND

- ◉ CHANNELIZING DEVICE
- ▨ WORK ZONE
- SIGN
- ⇨ EXISTING DIRECTION OF TRAVEL
- ⇨ PROPOSED DIRECTION OF TRAVEL
- TYPE III BARRICADE
- ⊠ FLAGGER

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. SEE RHODE ISLAND DETAIL 27.1.1 FOR SIGN DIMENSIONS AND PLACEMENT OF WORK ZONE TRAFFIC SIGN DOUBLED SIGN.
3. ALL TEMPORARY SIGNS SHALL HAVE BLACK COPY ON ORANGE BACKGROUND UNLESS OTHERWISE NOTED BY THE ENGINEER, AND SHALL BE INSTALLED ACCORDING TO THE RHODE ISLAND STANDARD DETAILS 24.3.0 AND 29.1.0.
4. ALL CONES SHALL CONFORM TO RHODE ISLAND STANDARD DETAIL 26.1.0.
5. SYMBOLS SHOWN FOR SIGNS AND TYPE III BARRICADE ARE GRAPHICAL ONLY. WHERE SIDEWALKS ARE TO REMAIN OPEN, SIGNS AND BARRICADES SHALL BE LOCATED TO PROVIDE A MINIMUM CLEAR PEDESTRIAN PATH OF 36" (EXCLUDING CURB). ALL PEDESTRIAN AREAS TO REMAIN OPEN SHALL BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES.
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8. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
9. THE BUFFER SPACES SHOULD BE EXTENDED IF NECESSARY SO THAT THE 100' MAX. TWO-WAY TRAFFIC TAPERS ARE PLACED BEFORE HORIZONTAL (OR CREST VERTICAL) CURVES TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND QUEUES OF STOPPED VEHICLES.
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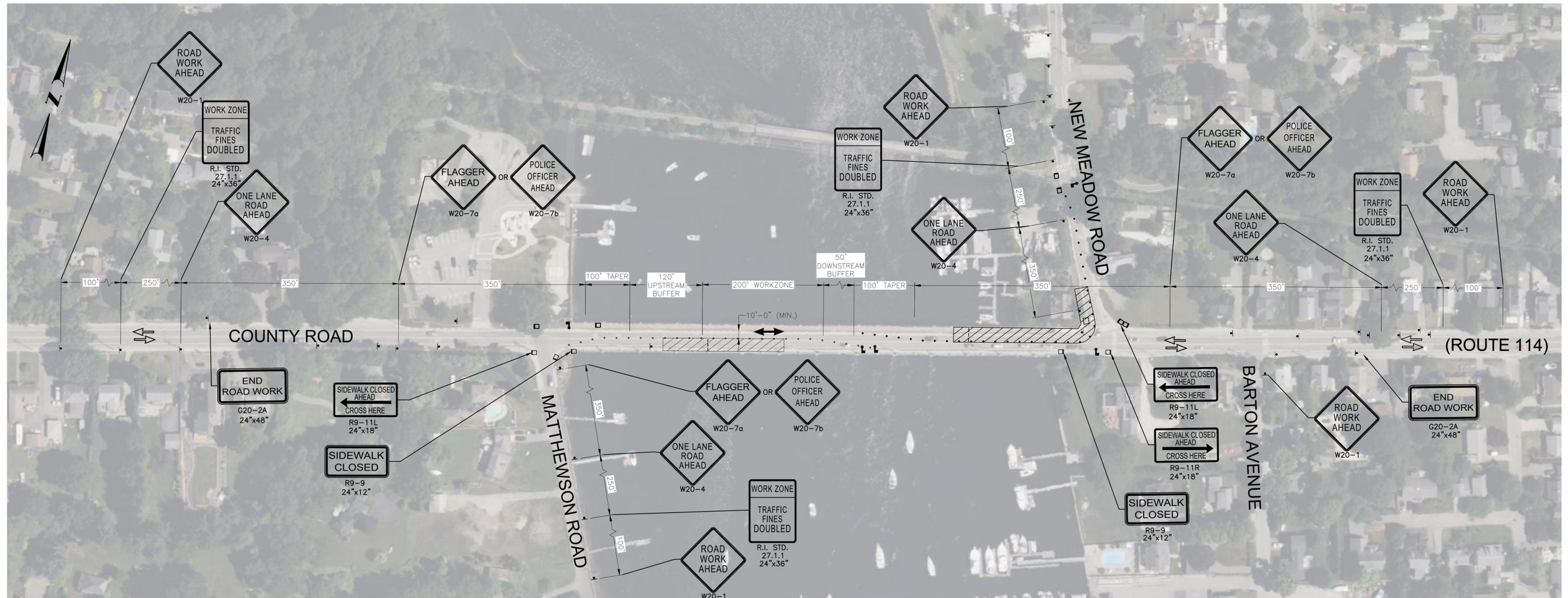


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: SS
CHECKED BY: MG
DATE: 01/28/26
SHEET: 27
OF: 30

SCALE: 1" = 80'	
REVISIONS	
NO.	DATE BY

REHABILITATION OF
BRIDGE GROUP 15F - BARRINGTON BRIDGE NO. 012301
BARRINGTON RHODE ISLAND
TEMPORARY TRAFFIC CONTROL PLAN
PHASE 1



LEGEND

- ⊙ CHANNELIZING DEVICE
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- SIGN
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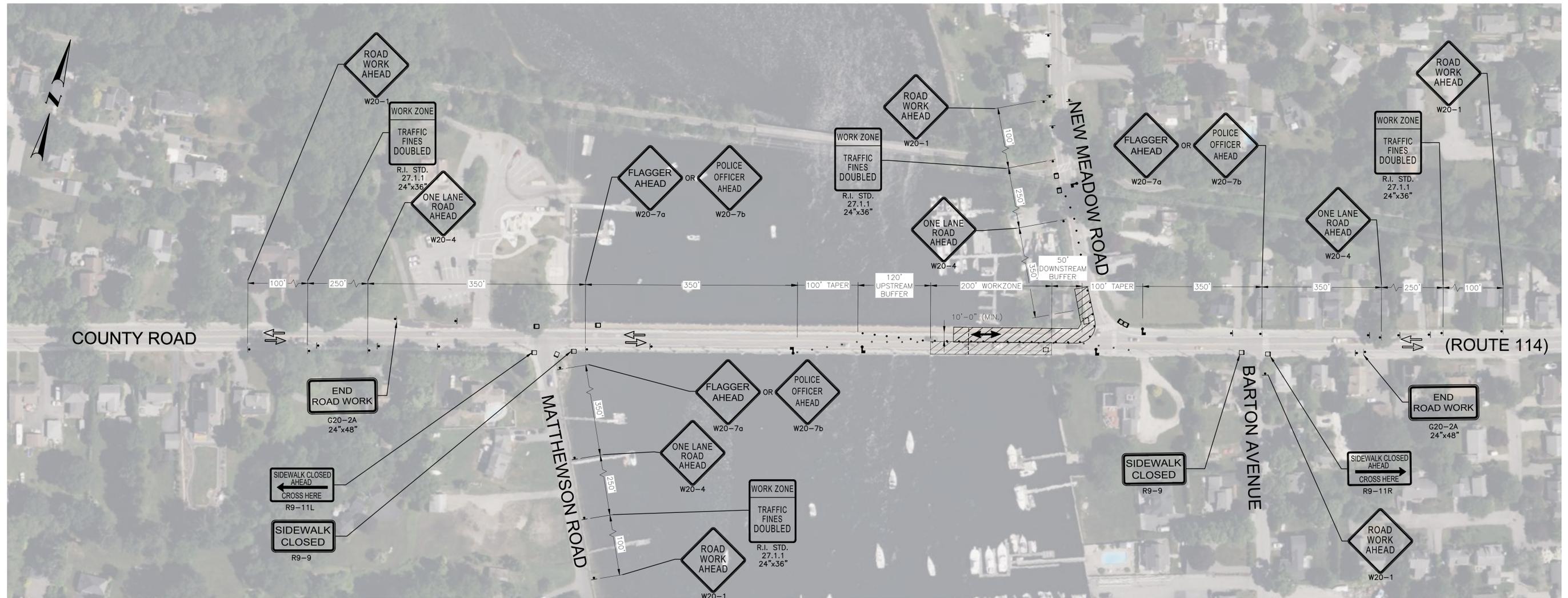
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: SS
CHECKED BY: MG
DATE: 01/28/26
SHEET: 28
OF: 30

SCALE: 1" = 80'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

REHABILITATION OF
BRIDGE GROUP 15F - BARRINGTON BRIDGE NO. 012301
BARRINGTON RHODE ISLAND
TEMPORARY TRAFFIC CONTROL PLAN
PHASE 2



LEGEND

- ⊙ CHANNELIZING DEVICE
- ▨ WORK ZONE
- SIGN
- ⇨ EXISTING DIRECTION OF TRAVEL
- ⇨ PROPOSED DIRECTION OF TRAVEL
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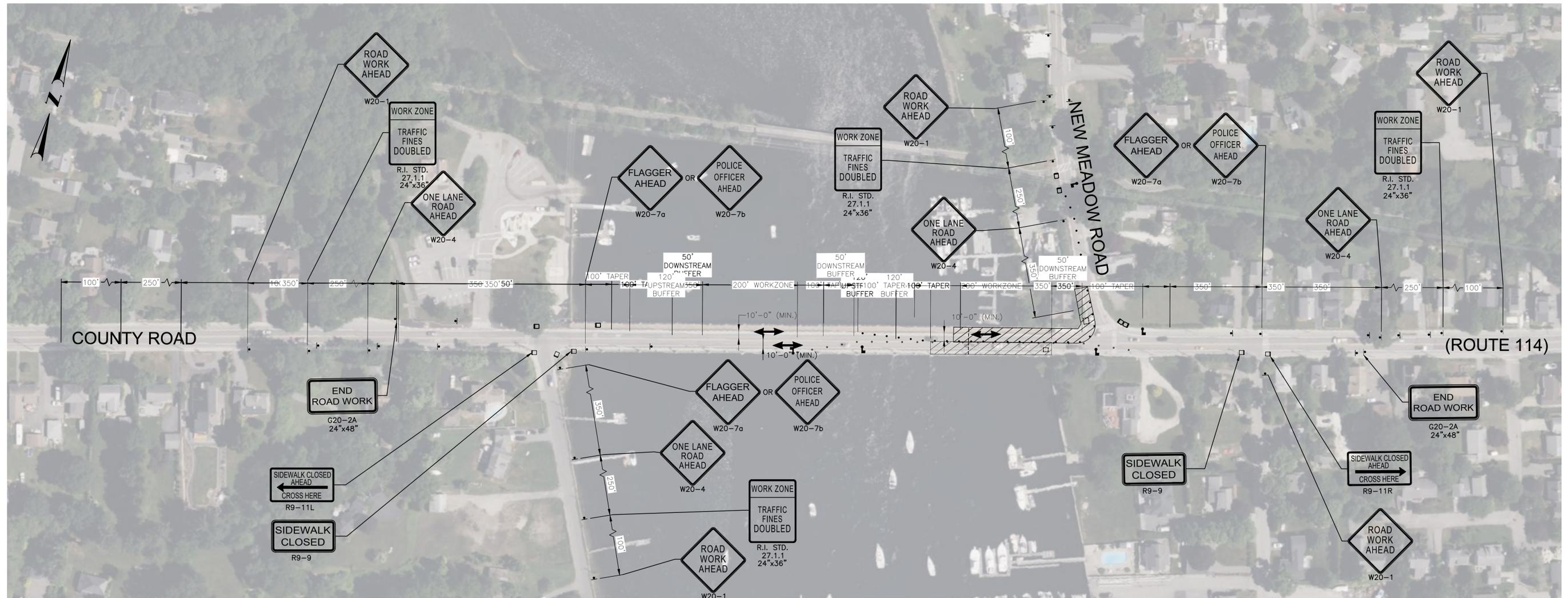
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: SS
CHECKED BY: MG
DATE: 01/28/26
SHEET: 29
OF: 30

SCALE: 1" = 80'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

REHABILITATION OF
BRIDGE GROUP 15F - BARRINGTON BRIDGE NO. 012301
BARRINGTON RHODE ISLAND
TEMPORARY TRAFFIC CONTROL PLAN
PHASE 3



LEGEND

- ⊙ CHANNELIZING DEVICE
- ▨ WORK ZONE
- SIGN
- ⇒ EXISTING DIRECTION OF TRAVEL
- ⇨ PROPOSED DIRECTION OF TRAVEL
- TYPE III BARRICADE
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DESIGNED BY: SS
CHECKED BY: MG
DATE: 01/28/26
SHEET: 30
OF: 30

SCALE: 1" = 80'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

REHABILITATION OF
BRIDGE GROUP 15F - BARRINGTON BRIDGE NO. 012301
BARRINGTON RHODE ISLAND
TEMPORARY TRAFFIC CONTROL PLAN
PHASE 4