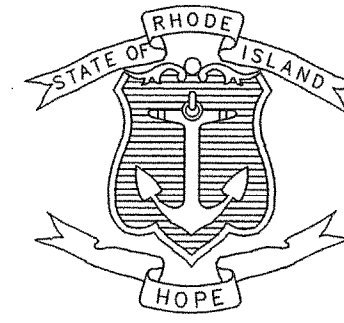


INDEX

FOR INDEX REFER TO SHEET 2

STATE OF RHODE ISLAND

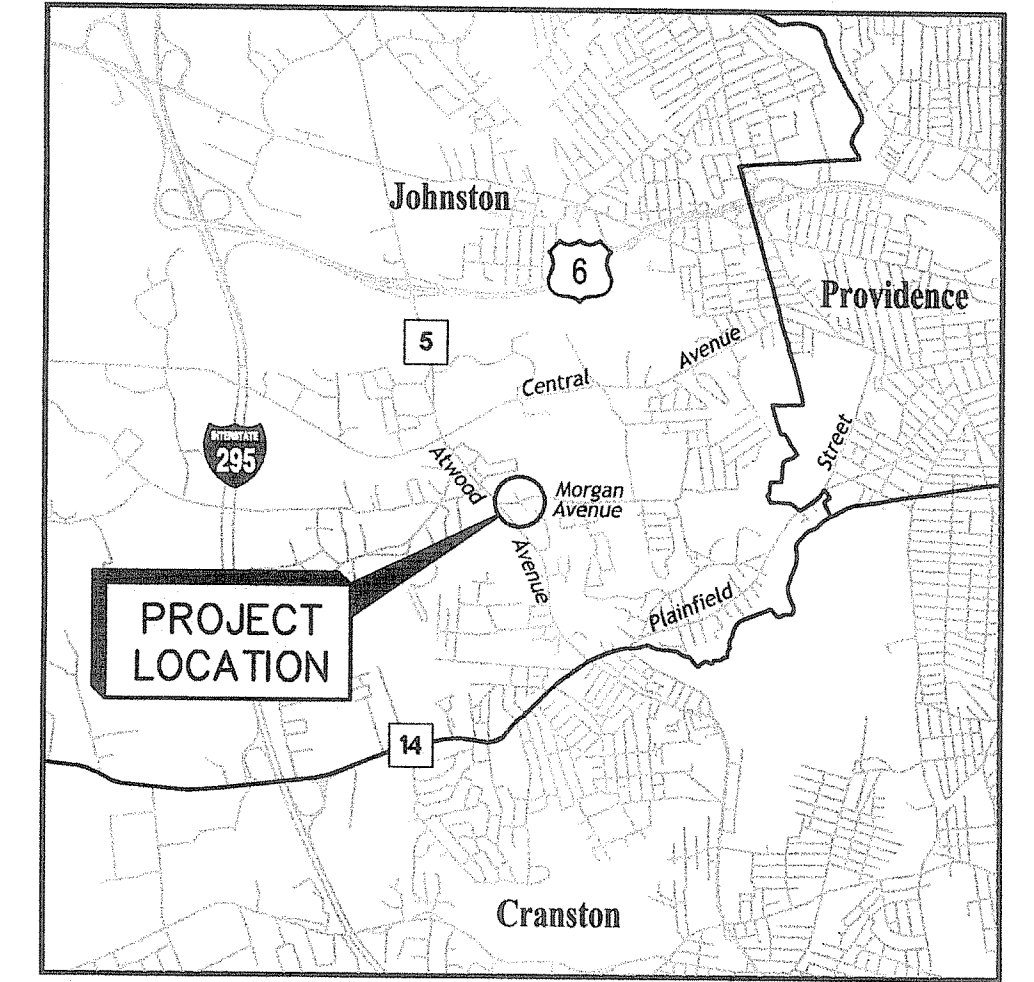


DEPARTMENT OF TRANSPORTATION

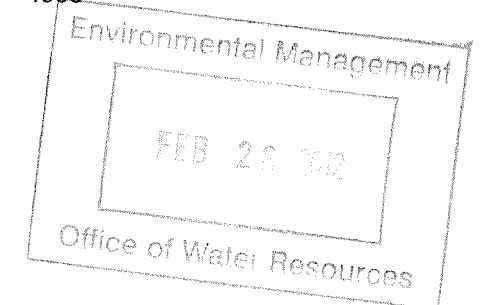
EMERGENCY REPAIRS TO MORGAN AVENUE BRIDGE NO. 1099

TOWN OF JOHNSTON
PROVIDENCE COUNTY
R.I. CONTRACT NO. 2011-XX-XX
0.05 MILES

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2011	1	34

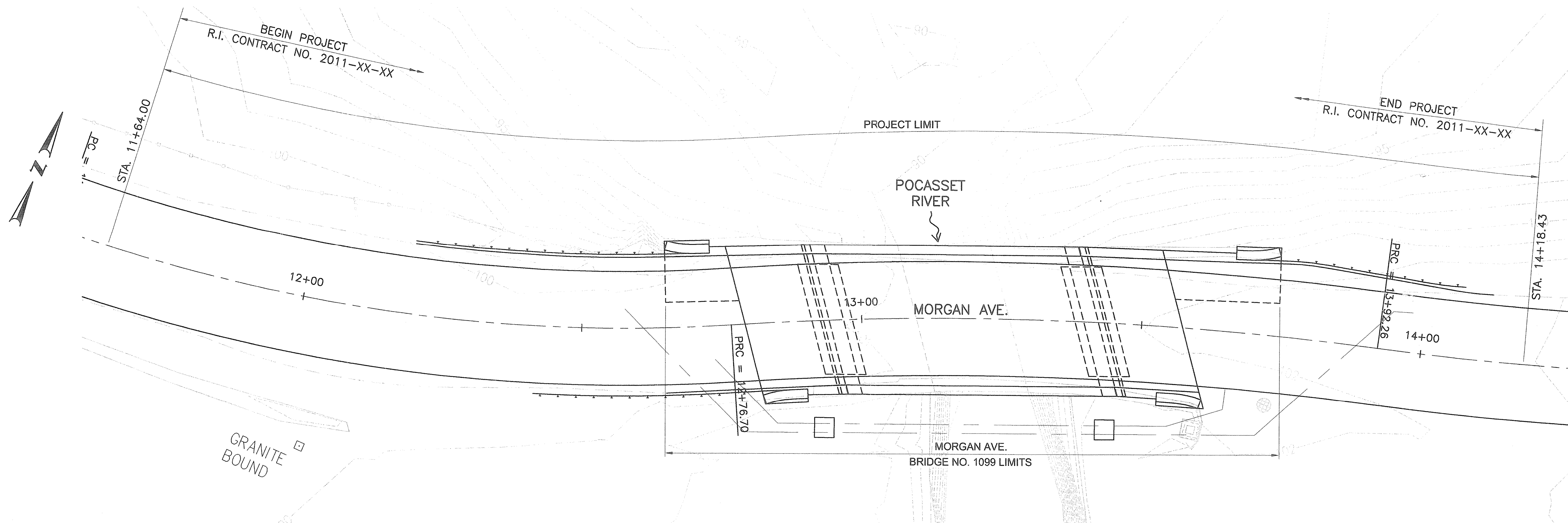


LOCATION MAP
SCALE: 1"=4000'



TRAFFIC DESIGN DATA

2011 AADT	- V.P.D.
2030 AADT	- V.P.D.
D	- SB
K	- %
T	- %
2011 DHV	- V.P.H.
2030 DHV	- V.P.H.
DESIGN SPEED	- M.P.H.



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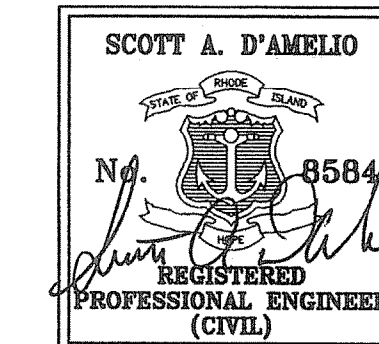
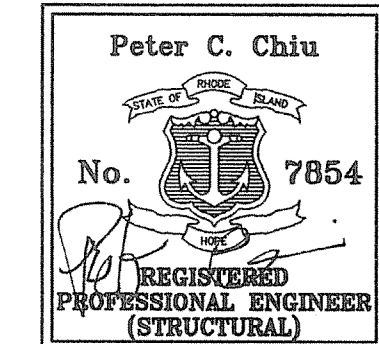
R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, 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.

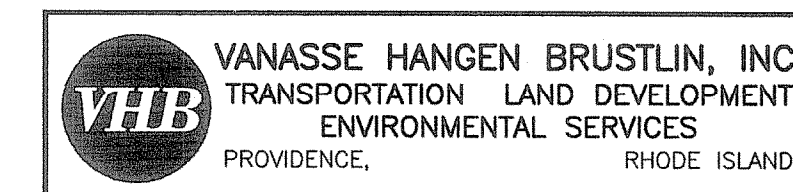
PLAN
SCALE: 3/32"=1'-0"

SCALES OF DRAWINGS
AS SHOWN

BASE OF LEVELS
NGVD 29



PERMITTING
FEBRUARY, 2012



Contract Number 2011-XX-XX
Number of Sheet 1
Total Sheets 34

GENERAL NOTES

- ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
 - THE 2004 EDITION OF STATE OF RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, INCLUDING ALL REVISIONS OR SUPPLEMENTS UP TO YEAR 2011.
 - THE 2007 EDITION OF THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION LRFD BRIDGE DESIGN MANUAL, INCLUDING ALL REVISIONS OR SUPPLEMENTS UP TO YEAR 2011.
 - 2010 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, INCLUDING LATEST INTERIMS UP TO YEAR 2011.
 - THE SPECIFICATIONS ACCOMPANYING THESE PLANS.

IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS SHALL GOVERN.
- DIMENSIONS, STATIONS, AND ELEVATIONS ARE SHOWN TO THE NEAREST ONE-HUNDREDTH OF A FOOT OR ONE-EIGHTH OF AN INCH, EXCEPT STRUCTURAL STEEL DIMENSIONS WHICH ARE TO THE NEAREST ONE-SIXTEENTH OF AN INCH.
- ALL ELEVATIONS ARE REFERENCED TO NGVD 1929.
- ANGLES ARE SHOWN TO THE NEAREST SECOND.
- ALL ABUTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES.
- ALL ITEMS NOT REFERENCED FOR MODIFICATION WILL BE "EXISTING TO REMAIN" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ANY STRUCTURAL MEMBERS THAT ARE TO REMAIN IN USE AND DAMAGED DURING DEMOLITION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, TO THE ENGINEER'S SATISFACTION.
- ANY DAMAGE TO EXISTING STATE OR PRIVATE PROPERTY CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST THE STATE.
- THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL IN HIS FIELD YARD OR AT A SITE APPROVED BY THE ENGINEER. THE EQUIPMENT AND MATERIAL SHALL BE PLACED IN A STORAGE AREA SO AS NOT TO CAUSE A SAFETY HAZARD.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL ELEVATIONS, DIMENSIONS, DETAILS, ANGLES, STRUCTURAL MEMBER SIZES, AND LAYOUTS AS SHOWN ON THESE PLANS. THIS PRIOR FIELD VERIFICATION IS ESPECIALLY PERTINENT FOR PRE-FABRICATED STRUCTURAL ITEMS AND WORK IN THE VICINITY OF UTILITIES.
- TEMPORARY PROTECTIVE SHIELD
DEBRIS SHIELDS SHALL BE PROVIDED AND INSTALLED TO PROTECT MOTORISTS, TRAINS, PEDESTRIANS, ETC. FROM ANY DEMOLITION OR CONSTRUCTION DEBRIS.
- EXISTING DETAILS, DIMENSIONS AND ELEVATIONS PROVIDED IN THIS PLAN SET HAVE BEEN OBTAINED FROM THE ORIGINAL DRAWINGS AND ARE NOT GUARANTEED.

FIELD CONDITIONS MAY EXIST WHICH DEVIATE FROM THE TYPICAL AND THEORETICAL DIMENSIONS SHOWN ON THE PLANS. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY.
- THE CONTRACTOR SHALL TAKE THE PROPER PRECAUTION TO ENSURE THE STABILITY OF ALL STRUCTURAL ELEMENTS DURING ALL PHASED CONSTRUCTION UNTIL THE TOTAL STRUCTURE IS IN PLACE.
- FOR REQUIRED SEQUENCE OF CONSTRUCTION SEE CONTRACT DOCUMENTS AND HIGHWAY PLANS "SET 1" FOR MAINTENANCE AND PROTECTION OF TRAFFIC.
- CONTRACTOR SHALL CALL DIG SAFE AT LEAST 72 HOURS PRIOR TO STARTING THE WORK TO VERIFY LOCATIONS OF EXISTING UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH UTILITY COMPANIES.
- COORDINATES USED ON THESE PLANS ARE BASED ON THE STATEWIDE COORDINATE SYSTEM, THE NORTH AMERICAN DATUM OF 1983 (NAD 83).
- FOR BENCH MARKS AND TIES SEE HIGHWAY LOCATION PLANS.
- ALL FOOTINGS SHALL BE APPROVED BY ENGINEER AS TO DIMENSIONS, ELEVATIONS, AND SUITABILITY OF FOUNDATION MATERIAL BEFORE THE PLACING OF CONCRETE.
- ALL WORKING POINTS ARE SHOWN AT THE CENTERLINE OF ABUTMENT BEARING, UNLESS OTHERWISE NOTED.

DESIGN DATA

DESIGN SPECIFICATIONS:

- THE 2004 EDITION OF STATE OF RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, INCLUDING ALL REVISIONS OR SUPPLEMENTS UP TO YEAR 2011.
- ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL DATED 2010.
- THE 2007 EDITION OF THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION LRFD BRIDGE DESIGN MANUAL, INCLUDING ALL REVISIONS OR SUPPLEMENTS UP TO YEAR 2011.
- 2010 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, INCLUDING LATEST INTERIMS UP TO YEAR 2011.
- IN CASE OF CONFLICT, THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL SHALL GOVERN.

LOAD MODIFIERS:

THE LOAD MODIFIERS FOR THIS PROJECT ARE AS FOLLOWS:

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

LOAD FACTORS:

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

- THE LOAD FACTOR FOR LIVE LOAD FOR THE EXTREME EVENT I SHALL BE TAKEN AS ZERO.
- THE LOAD FACTOR FOR DEAD LOAD FOR THE EXTREME EVENT I AND EXTREME EVENT II SHALL BE TAKEN AS 1.0.
- THE LOAD FACTOR FOR SETTLEMENT FOR ALL LIMIT STATES SHALL BE TAKEN AS 1.0

LIVE LOADS:

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

WIND LOADING DESIGN DATA:

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

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

TRAFFIC DATA:

SEE COVER SHEET

THERMAL DESIGN FORCE DATA:

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

SEISMIC DESIGN DATA:

- UNDER 2009 AASHTO LRFD INTERIM, THE SEISMIC CLASSIFICATION IS SEISMIC ZONE 1.
- SCOUR AND LIQUEFACTION EFFECTS HAVE BEEN CONSIDERED ON THE SEISMIC ANALYSIS OF THIS BRIDGE.

HYDRAULIC DATA

DRAINAGE AREA - SQ. MI. : 17.29

BASIC FLOOD DATA

DISCHARGE Q (100 YEAR) - CFS: 2,014
HIGH WATER ELEVATION - FT: 98.0 (NAVD 88)
MEAN VELOCITY - FT/S: 6.0

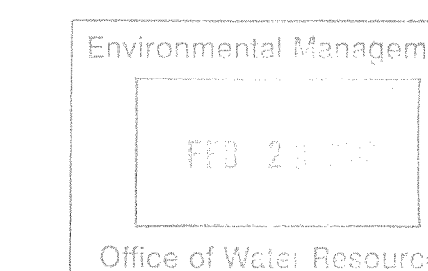
FOUNDATION DESIGN DATA:

SPREAD FOUNDATIONS:

THE FACTORED BEARING RESISTANCE FOR THE VARIOUS DEEP FOUNDATION TYPES ARE AS FOLLOWS:

LOCATION	TYPE OF BEARING MATERIAL	FACTORED BEARING RESISTANCE (KSF)	STRENGTH LIMIT STATES
ABUTMENT	FINE TO COURSE SAND AND GRAVEL	12	

- THE FACTORED DESIGN AXIAL RESISTANCE FACTOR IS 0.45



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Morgan D. Wenzel

REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
			EMERGENCY REPAIRS TO MORGAN AVENUE BRIDGE NO. 1099 PROVIDENCE, RHODE ISLAND	
			JOB SPECIFIC GENERAL NOTES 1	
			CHECKED BY _____ DATE _____ SCALE _____	

