



State of Rhode Island
Department of Administration / Division of Purchases
One Capitol Hill, Providence, Rhode Island 02908-5855
Tel: (401) 574-8100 Fax: (401) 574-8387

ADDENDUM #2

RFP #7670815

TITLE: Design Build Services for East Bay Bike Path Bridge Replacement

SUBMISSION DEADLINE: Friday April 1, 2022 at 11:00 AM

Please see the attached.

Marisa DelFarno

Marisa DelFarno
Buyer II



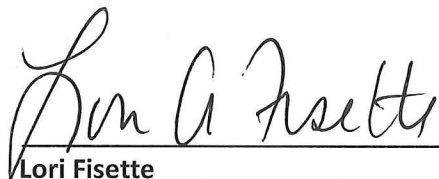
STATE OF RHODE ISLAND
RIDOT Addendum Notification

RFP #7670815 – DESIGN BUILD SERVICES FOR EAST BAY BIKE PATH BRIDGE REPLACEMENT
(REQUEST FOR PROPOSALS)
ADDENDUM #2
SUBMISSION DUE DATE: April 1, 2022 at 11:00 am

Per issuance of ADDENDUM #2 the following revisions are noted:

1. RFP Part 1 Revised Section 6.7, 8.6 and 8.7.1
2. BTC Plans Revisions to General Bridge Notes Sheet 1 of 4
3. BTC Plans Revision to survey location and callout of aerial utility pole on sheet 19.
4. Mandatory Specs Revision to estimated dollar figure noted for “Management & Disposal of Regulated Soils”.
5. RFP Appendix B.08 Additional of NGRID proposed utility relocation plan.

APPROVED:


Lori Fisette

Acting Administrator, Project Management

1-26-22

DATE

The accepted quantity of "Disposal of Contaminated Soil Type 3" will be paid for at the actual amount expended to transport and dispose of this type of soil. The price so stated shall constitute full payment required to complete the work as described in this Code, in the approved RAWP and SMP, and elsewhere as referenced in the Contract Documents, complete in place and accepted by the Engineer. Additional transportation, sampling and analytical testing may be required to satisfy the requirements of the selected disposal facility and will be drawn from this item.

The estimated dollar figure for the above items of work is established by the Department at \$250,000.00, Item No. 1.12.1 of Form N, Cost Proposal Form, as an Estimated Cost Item amount from which payments will be drawn. Compensation for the disposal fees and additional testing, if required will be drawn from this item, at the budget amount.

The Contractor shall not be compensation for all labor, materials, tools and equipment, excavation, loading, handling, hauling, stockpiling, polyethylene, dust/odor control, soil classification, segregation, soil characterization, health and safety plan, security, runoff protection, erosion control, decontamination, operation logs, submittals, installation and removal of construction entrances/stone stabilized pads, vehicle washing, street sweeping, and all other incidentals required to complete the work as described in this Code, in the RAWP and SMP, and elsewhere as referenced in the Contract Documents, complete in place and accepted by the Engineer. Costs for these activities shall be included in the DB Entities lump sum bid prices of the appropriate items as listed in the Proposal.

The Contractor shall not be paid for loading, handling, and hauling soils suitable for reuse on the project from the stockpiles to the areas of reuse, which shall be included in the DB Entities lump sum break down price.

Proposed MH&D System for East Bay Bridges – Sheet 1 of 2

Rev. Date:
12/02/2021



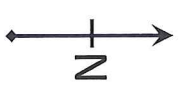
LEGEND:

- ▣ Manhole
- Riser Pole
- Junction Pole
- x— Guy & anchor
- Ductbank

MH&D system requirements:

Between MH's:
3 - 6" conduits over 6 - 5" conduits (3x3 ductbank)
Conduits in bridge shall conform to NGrid Stds 32-9 & 32-10 (attached)

Between MH's and riser poles:
2 - 6" conduits (23kV risers) & 2 - 5" conduits (15kV) (1x2 ductbanks)



Proposed MH&D System for East Bay Bridges – Sheet 2 of 2

Rev. Date:
12/02/2021



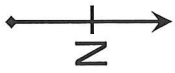
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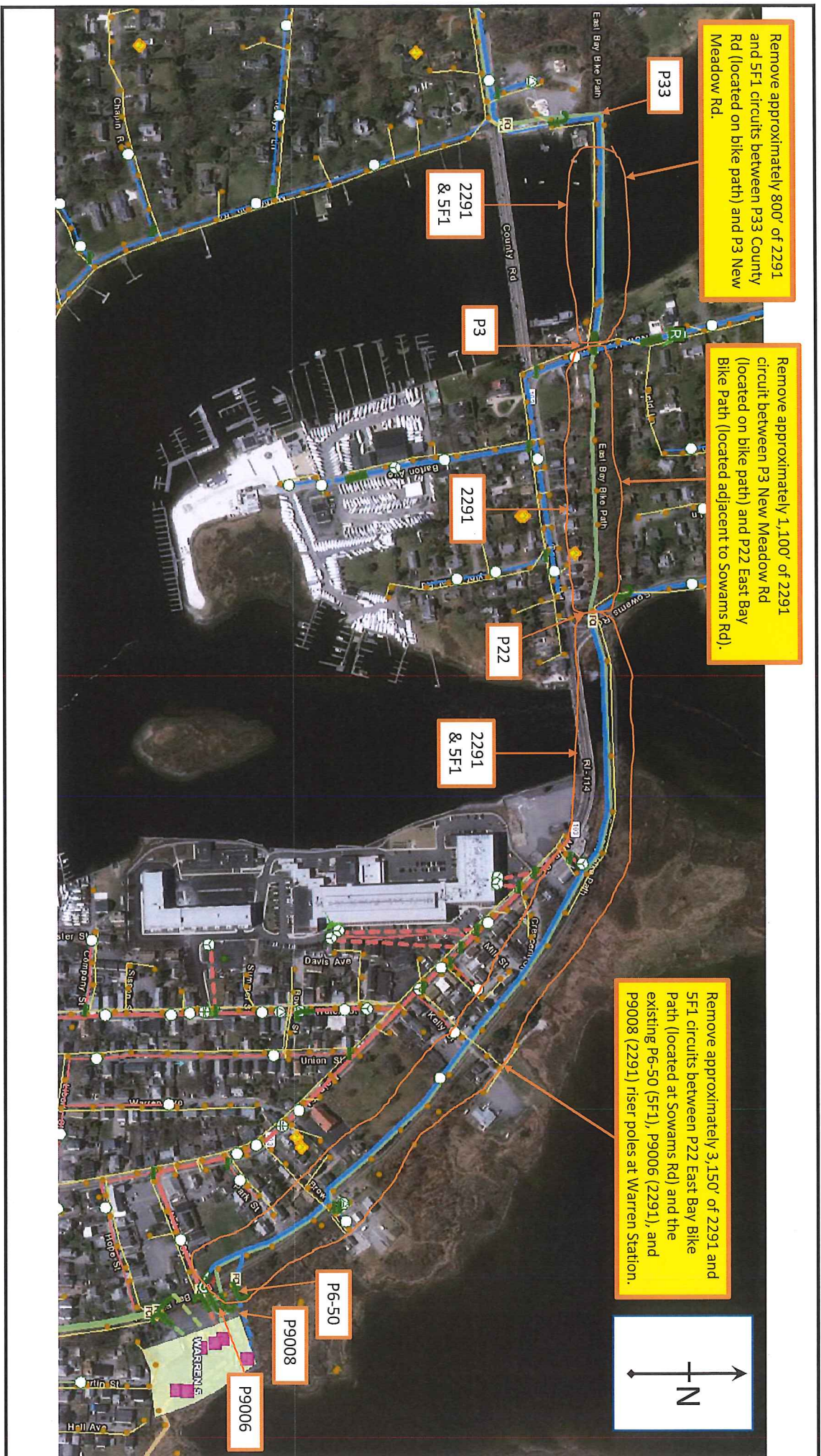
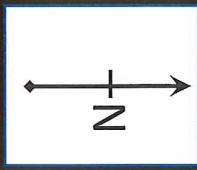
Manhole
Riser Pole
Junction Pole
Guy & anchor
Ductbank



Remove approximately 800' of 2291 and 5F1 circuits between P33 County Rd (located on bike path) and P3 New Meadow Rd.

Remove approximately 1,100' of 2291 circuit between P3 New Meadow Rd (located on bike path) and P22 East Bay Bike Path (located adjacent to Sowams Rd).

Remove approximately 3,150' of 2291 and 5F1 circuits between P22 East Bay Bike Path (located at Sowams Rd) and the existing P6-50 (5F1), P9006 (2291), and P9008 (2291) riser poles at Warren Station.



32.17 BRIDGE AND OVERPASS CONDUIT SUPPORT SYSTEM GUIDELINES

This standard is intended as a guideline for the installation of National Grid conduits in or on bridges and overpasses. The final conduit support system design will be the responsibility of the Project Engineer.

32.17.10 PROCESS

1. National Grid personnel need to coordinate with the regulating body of the bridge or overpass to secure occupancy rights on the structure, to assure that the proper load limits are designed for, and to meet the project construction timetable.
2. National Grid's Engineering Planning Department shall specify system requirements, e.g. size and number of conduits. Spare conduits shall be included in the design.
3. Design should have no sharp bend of conduits. Design should minimize cable pulling tension.
4. Final design shall be stamped by a professional engineer registered in the state where the construction is taking place.
5. National Grid design acceptance should include review by but not limited to Underground Distribution Design, Construction Standards, Engineering Planning and Project Management Departments.

32.17.20 Type – Conduit Specification

1. Conduit material shall be type Heavy Wall (HW) Reinforced Thermosetting Resin Conduit (RTFC) in conformance with NEMA TC-14. The conduit and fittings shall have the resistance properties in accordance with test procedures of Underwriters Laboratories UL 2515.
2. Conduits shall be joined by bell and spigots manufactured integrally as part of the conduit. Adhesive shall be recommended by the conduit manufacturer.
3. Field bending of the conduit shall be accomplished by use of fittings made of the same material as the conduit.
4. Conduit and fittings shall have an ultraviolet inhibitor.

32.17.30 Expansion/Deflection Fitting

1. Expansion/deflection fittings shall be installed in at all structural expansion joints or at 200 feet maximum spacing, whichever is the lesser distance and on the bridge side of the abutments.
2. Expansion/deflection joints shall be located no closer than 12' from any support.
3. The expansion and deflection sealing shall be determined by the Project Engineer.
4. Expansion/deflection fittings shall only be installed on straight portions of conduit runs.
5. Double bell (B-B) stop couplings shall be installed at bridge abutments.

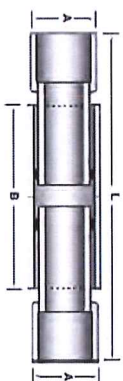


Figure 11 – Expansion / Deflection Joint

CONDUIT		PAGE NUMBER	ISSUE
nationalgrid	NATIONAL GRID CONSTRUCTION STANDARD	32-9	7/13

32.17.40 Hanger Supports

1. The conduit support system may be made up of anchor hangers and intermediate hangers. All conduit support hardware shall be fiberglass with the exception of bolts. All bolts shall be hot dipped galvanized in accordance with ASTM A153. Attachment of supports to bridge needs to be determined and designed by the Project Engineer.
2. Anchor hangers are required where more than one expansion joint is installed. Anchor hangers have adjustable braces and shall be installed at the midway point between expansion/deflection joints. Spill stop rings restrict conduit movement and shall be installed at all anchor hangers.
3. Intermediate conduit hanger supports shall be at 10-12 foot maximum spacing.
4. Squares that enclose conduit in supports should be approximately $\frac{1}{8}$ " larger than the OD of the conduit.
5. Support shall permit conduit to expand and contract with temperature and bridge.
6. When needed, windows, sleeves and castings should be designed to permit the conduit to pass through bridge abutments in the same alignment as the hanger support. Such design will make rolling or bending the conduit unnecessary.

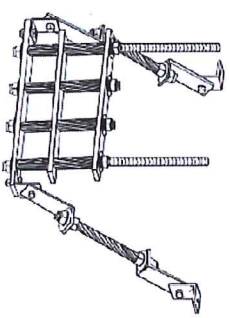


Figure 12 - Anchor Hanger

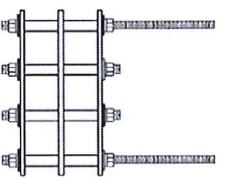


Figure 13 - Intermediate Hanger

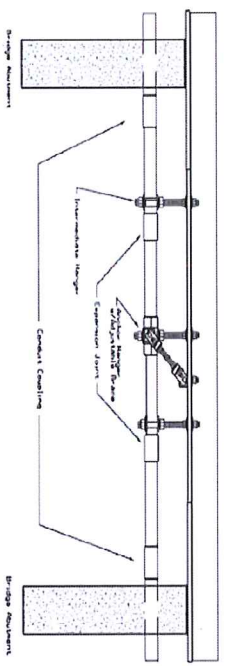


Figure 14 - Typical Bridge and Overpass Conduit Support System

CONDUIT		
ISSUE	PAGE NUMBER	UNDERGROUND CONSTRUCTION STANDARD
7/18	32-10	nationalgrid



EAST BAY BIKE PATH BARRINGTON/WARREN

BARRINGTON/WARREN, RHODE ISLAND

Bid # 7670815

BEST VALUE DESIGN-BUILD PROCUREMENT FOR
EAST BAY BIKE PATH
REQUEST FOR PROPOSALS

PART 1
INSTRUCTIONS TO PROPOSERS

ADDENDUM #2
January 24, 2022

- a. Approach to design and construction of the bridges shown in the BTC, and as required to support the trail construction, with descriptions of any proposed bridge types, lengths, or heights.
 - b. Description of the measures that will be taken in order to achieve a minimum thirty-year (30) service life for new bridge structures.
 - c. Description of the planned coordination of Project work with the overall Project construction staging and other Project constraints including coordination with other ongoing projects.
 - d. The Proposer's concept plans, including plans, elevations, and typical sections may be included in the Technical Proposal Appendix for reference in the Technical Approach.
 - e. A geotechnical design plan and approach for the foundation types for all structures with new foundations.
 - f. Materials plans for key elements.
3. Environmental Controls and Approvals
- a. Measures to be taken in order to ensure compliance with state and federal environmental laws, permits, and approvals, including the Consent Decree.
 - b. Measures to be taken in order to control erosion, turbidity, dust and to maintain allowable levels of noise.
 - c. Permanent stormwater treatment units that would remain in place after the Project has been constructed.
 - d. A description of potential permits, any changes and a description of sources of pollution and of measures that would be taken in order to reduce erosion, to minimize sedimentation, and to eliminate non-stormwater pollutants from the Site.
 - e. A description of potential plans or actions with the State and other measures for mitigating cost and Project delay or disruption if unknown subsurface contamination is encountered on the Project.
 - f. Measures to be taken to minimize impacts to the Northern Diamondback Terrapin, a Rhode Island State Endangered Species, and its habitat.
4. Innovation
- a. The Proposer shall identify areas in the design, other than those specified in RFP Part 2 Technical Provisions in which the use of alternative and innovative construction methods would result in time and/or cost savings, improved level of service, reduction in life-cycle cost, and quality changes beneficial to the State.
 - b. The Proposer shall identify potential material substitutions that would result in a higher quality end product, including adequate justification that the proposed substitution is a higher quality end product.

6.8. Proposal Project Schedule

In Section 5 of the Technical Proposal, the D/B Entity shall provide a Proposal Schedule. The Proposal Schedule shall be developed in accordance with the requirements detailed in Part 2 Section 7 PROJECT SCHEDULE REQUIREMENTS. RIDOT standard durations for reviews and minimum durations for third party work are defined in Section 7 and shall be used in the Proposal Schedule.

provided material are so significant or extensive that a major revision of the Technical Proposal would be necessary with regard to this aspect of the Project.

The Technical Review Group will allocate technical points by multiplying the selected percentage rating from the scale above by the maximum number of points assigned to each of the designated subcategories listed in Section 8.6 below. Example: $P_i \times S_i = 85\% \text{ rating scale} \times \text{maximum firm experience } 6 = 5.1 \text{ Points}$.

8.6. Selection Criteria

The Technical Review Group will evaluate each Proposer's Technical Proposal and will score each Technical Proposal for all of the weighted subcategories (the "Selection Criteria") listed below:

1. Qualifications

Subcategories

- a. Firm Experience (Maximum 4 Points out of 40)
- b. Staff Qualifications (Maximum 4 Points out of 40)

2. Technical Approach

Subcategories

- a. Highway/Traffic/Staging including impacts to Vehicular, Bicycle and Pedestrian Traffic (Maximum 2 Points out of 40)
- b. Bridge, Retaining Walls, and other Structures (Maximum 10 Points out of 40)
- c. Schedule (Maximum 6 Points out of 40)
- d. Environmental Controls and Approvals (Maximum 2 Points out of 40)
- e. Overall Innovation (Maximum 6 Points out of 40)

3. Project Management

Subcategories

- a. Administration and Quality Control (Maximum 2 Points out of 40)
- b. Risk Management (Maximum 4 Points out of 40)

8.7. Determination of Overall Technical Score

The total Technical Proposal scores of each Proposer will be determined by the Technical Review Group and will then be submitted to the Department of Administration, Division of Purchases. Each set of scores for a Proposal will then be matched to the Proposer that submitted the given Proposal.

8.7.1 Minimum Selection Criteria Score for Subcategories and Minimum Overall Technical Score

- a. A proposal shall achieve Selection Criteria Scores at or above 50% of the maximum eligible score in all of the subcategories in Section 8.6 above to be considered for further evaluation; and
- b. A proposal shall achieve a minimum Overall Technical Score of 28 out of 40 in order to be considered for further evaluation.

Proposals not meeting both of the above scoring criteria will be disqualified.

GENERAL NOTES

- THE PURPOSE OF THIS PLAN SET IS TO PROVIDE A BASE TECHNICAL CONCEPT FOR A DESIGN BUILD TEAM TO DEVELOP DESIGN AND CONSTRUCTION COSTS. THESE CONCEPT PLANS ARE FOR INFORMATIONAL PURPOSES ONLY. THE DESIGN BUILD TEAM SHALL DEVELOP ALL PLANS AS THE PLANS ARE DEVELOPED TO FINAL CONTRACT DOCUMENTS. ITEMS SHOWN ON THESE PLANS ARE SUBJECT TO CHANGE.
- ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:
 - THE 2004 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, 9TH EDITION, (2020), INCLUDING THE LATEST INTERIM REVISIONS;
 - THE SPECIFICATIONS ACCOMPANYING THESE PLANS;
 - DIMENSIONS, STATIONS AND ELEVATIONS ARE SHOWN TO THE NEAREST ONE-HUNDRETH OF A FOOT OR ONE-EIGHTH OF AN INCH;
 - ALL ELEVATIONS ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1985 (NAVD 85);
 - COORDINATES USED ON THESE PLANS ARE BASED ON THE STATEWIDE COORDINATE SYSTEM, THE NORTH AMERICAN DATUM OF 1983 (NAD 83);
 - TOPOGRAPHIC CONDITIONS WERE OBTAINED FROM AERIAL PHOTOGRAMMETRY. ACCURACY OF VERTICAL TOPOGRAPHY IS WITHIN ONE-HALF OF A FOOT;
 - FOR BENCH MARKS AND TIES SEE HIGHWAY LOCATION PLANS;
 - ANGLES ARE SHOWN TO THE NEAREST SECOND;
 - ALL FOOTINGS SHALL BE APPROVED BY THE ENGINEER AS TO DIMENSIONS, ELEVATIONS, AND SUITABILITY OF FOUNDATION MATERIAL BEFORE THE PLACING OF CONCRETE;
 - ALL ADJUSTMENTS AND WALLS ARE DRAWN LOOKING AT THE EXPOSED FACES;
 - THE EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND WERE LOCATED USING THE BEST AVAILABLE INFORMATION. NO BUILDING SERVICE CONNECTIONS (ELECTRIC, TELEPHONE, CABLE, ETC.) ARE SHOWN. THE CONTRACTOR IS TO ASSURE THAT SERVICES TO ALL BUILDINGS ARE PRESENT;
 - BOTH FEDERAL AND STATE LAW (RI GENERAL LAWS 4-21) REQUIRE NOTIFICATION OF THE STATE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT AND THE STATE DEPARTMENT OF BOILING, BACK FILLING, GRADING, LANDSCAPING, OR OTHER EARTH MOVING OPERATIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES INCLUDING THROUGH THE "SAFE" PROGRAM TO ENSURE THAT ALL UTILITIES ARE PROPERLY LOCATED AND DEPTH OF EXISTING UTILITIES ARE CORRECTLY DETERMINED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND SHALL BE RESPONSIBLE FOR OBTAINING ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD. OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANIES, SHALL BE PERMITTED TO PROCEED AS DEEMED APPROPRIATE. THE STATE AND/OR THE MUNICIPAL UTILITY COMPANY MAY INCUR ADDITIONAL COST TO THE STATE.

DESIGN DATA

- DESIGN SPECIFICATIONS
 - THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020, INCLUDING ALL INTERIM REVISIONS TO DATE;
 - THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL, 2007 EDITION INCLUDING ALL REVISIONS TO DATE;
 - 2018 NATIONAL DESIGN SPECIFICATIONS FOR WOOD CONSTRUCTION;
 - ALL OTHER APPLICABLE DESIGN SPECIFICATIONS ARE REFERENCED IN SECTION 1 OF THE TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS);
 - 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 DYNAMICALLY TAKEN AS 1.0 FOR ALL LIMIT STATES;
 - THE LOAD MODIFIER FOR DEVIATION SHALL BE TAKEN AS 1.0;
 - THE LOAD MODIFIER FOR ENVIRONMENTAL IMPACTS 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 (SPECIFIED BELOW).

 - THE LOAD FACTOR FOR LIVE LOAD FOR THE EXTREME EVENT 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 HS-20 VEHICLE AS SPECIFIED IN THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL FOR PEDESTRIAN BRIDGES;
 - THE DESIGN WIND SPEED SHALL BE 70 MPH AS SPECIFIED IN THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL, AND AS INDICATED HEREIN;
 - RAIL AND RAIL POST LOADING CONSISTS OF 60 PLF DISTRIBUTED AND 200 LB CONCENTRATED LOAD IN ACCORDANCE WITH AASHTO 13.8.2.
- FOUNDATION DESIGN DATA

SPREAD FOOTINGS:

THE FACTORED BEARING RESISTANCE FOR THE VARIOUS TYPES OF BEARING MATERIAL ARE AS FOLLOWS:

LOCATION	TYPE OF BEARING MATERIAL	FACTORED BEARING RESISTANCE (KSF)		
		STRENGTH LIMIT STATES	SEMI-RIGID LIMIT STATES	EXTREME LIMIT STATES
*	*	*	*	*
- WIND LOADING DESIGN DATA

(DESIGNER TO SPECIFY THE NOMINAL BEARING RESISTANCE AND ASSOCIATED TOLERABLE MOVEMENT FOR EACH OF THE ABOVE LIMIT STATES)

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

 - EXCEPT DURING CONSTRUCTION, THE DESIGN WIND PRESSURE IS BASED ON A DESIGN WIND SPEED OF 70 MPH AS SPECIFIED IN THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL, (AS INDICATED HEREIN);
 - THE DESIGN WIND PRESSURES DURING CONSTRUCTION SHALL BE AS SPECIFIED UNDER THE NOTES TITLED "GENERAL NOTES REGARDING TEMPORARY CONSTRUCTION CONDITIONS";
- TRAFFIC DATA

A TEMPORARY DETOUR OF EAST BAY BIKE PATH PEDESTRIAN AND BICYCLE TRAFFIC HAS BEEN CONSTRUCTED UNDER RIDOT CONTRACT #2021-04-045. THE CONTRACT PLANS ARE INCLUDED UNDER THE RIDOT CONTRACT #2021-04-045. THE DETOUR SHALL REMAIN IN PLACE FOR THE DURATION OF CONSTRUCTION.
- THERMAL DESIGN 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 70 DEGREES F.
- SEISMIC DESIGN DATA
 - THE SEISMIC ANALYSIS AND DESIGN SHALL BE IN ACCORDANCE WITH THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL;
 - THE COMBINATION OF SEISMIC FORCE EFFECTS IS IN ACCORDANCE WITH THE RHODE ISLAND LRFD BRIDGE DESIGN MANUAL;
 - THE SITE HAS BEEN CLASSIFIED AS SITE CLASSIFICATION **Category A** (Type I) (SEE ATTACHED SITE CLASSIFICATION REPORT);
 - SCOUR AND LOUVERACTION EFFECTS HAVE BEEN CONSIDERED IN THE SEISMIC ANALYSIS OF THE BRIDGE;
 - THIS BRIDGE ANALYSIS OF THESE BRIDGES WAS BASED ON THE FOLLOWING DESIGN SPECTRA:

HORIZONTAL DESIGN RESPONSE SPECTRA

PERIOD (SEC)	UPPER LEVEL EARTHQUAKE (3% IN 75 YEARS, 5% DAMPING)			LOWER LEVEL EARTHQUAKE (1% IN 75 YEARS, 5% DAMPING)		
	S (1)	S (2)	S (1)	S (1)	S (2)	S (1)
0.05	0.270	0.10	0.140	0.096		
0.10	0.258	0.08	0.120	0.088		
0.15	0.252	0.07	0.100	0.082		
0.20	0.248	0.065	0.088	0.078		
0.25	0.245	0.06	0.080	0.074		
0.30	0.242	0.055	0.075	0.070		
0.40	0.238	0.05	0.068	0.066		
0.50	0.235	0.048	0.065	0.064		
0.60	0.233	0.045	0.062	0.062		
0.70	0.231	0.042	0.060	0.060		
0.80	0.230	0.041	0.059	0.059		
0.90	0.229	0.040	0.058	0.058		
1.00	0.228	0.039	0.057	0.057		
1.50	0.224	0.036	0.054	0.054		
2.00	0.221	0.034	0.052	0.052		
2.50	0.219	0.033	0.051	0.051		
3.00	0.218	0.032	0.050	0.050		
4.00	0.216	0.031	0.049	0.049		
5.00	0.215	0.030	0.048	0.048		
6.00	0.214	0.030	0.048	0.048		
8.00	0.213	0.029	0.047	0.047		
10.00	0.212	0.029	0.047	0.047		
15.00	0.211	0.028	0.046	0.046		
20.00	0.210	0.028	0.046	0.046		
25.00	0.209	0.028	0.046	0.046		
30.00	0.209	0.028	0.046	0.046		
40.00	0.208	0.028	0.046	0.046		
50.00	0.208	0.028	0.046	0.046		
60.00	0.208	0.028	0.046	0.046		
70.00	0.208	0.028	0.046	0.046		
80.00	0.208	0.028	0.046	0.046		
90.00	0.208	0.028	0.046	0.046		
100.00	0.208	0.028	0.046	0.046		

DESIGNED BY: **RI** ARCHITECTURE ENVIRONMENTAL LAND SURVEYING

DATE: **10/21/2021**

CHECKED BY: **RI** ARCHITECTURE ENVIRONMENTAL LAND SURVEYING

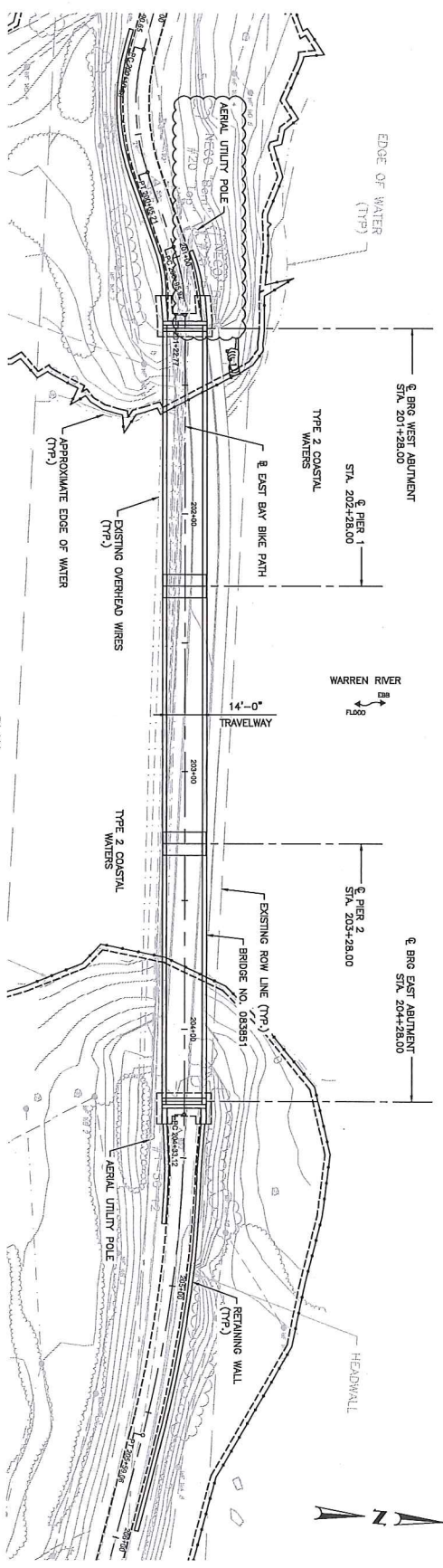
DATE: **10/21/2021**

SCALE AS NOTED

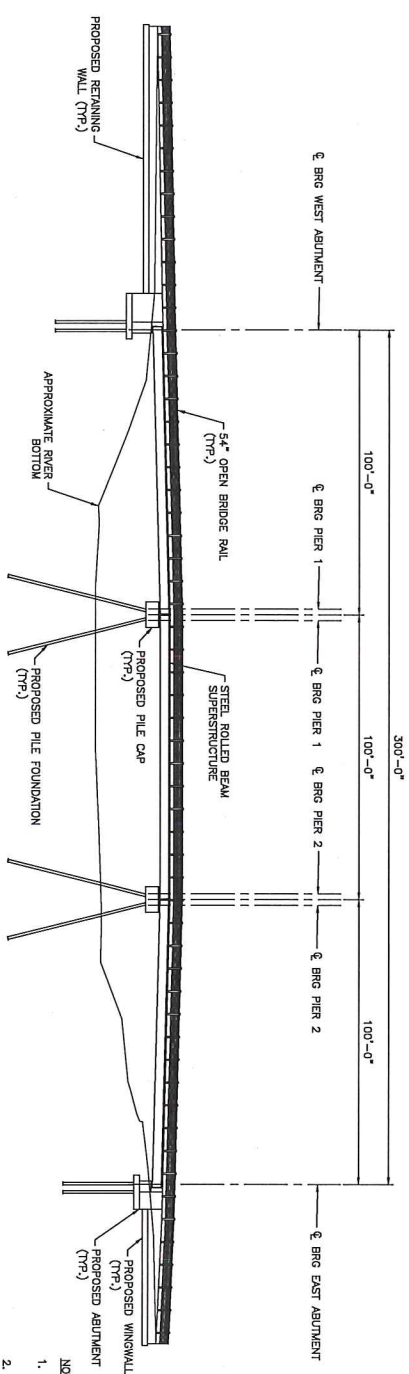
BRIDGE NOS. 837 & 838 REPLACEMENT

GENERAL NOTES SHEET 1 OF 4

REV	DATE	BY	CHKD	DESCRIPTION
1	08/20/21	MM	MM	BRIDGE NO. 837 & 838 REPLACEMENT
2	09/15/21	MM	MM	BRIDGE PLAN AND ELEVATION



PLAN
SCALE 1" = 20'-0"



SOUTH ELEVATION
SCALE 1" = 20'-0"

- NOTES:
1. ALL DIMENSIONS AND ELEVATIONS ARE IN REFERENCE TO THE BASELINE OF THE PROPOSED RAMP UNLESS OTHERWISE NOTED.
 2. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE CONFIRMED BY THE DESIGN BUILD TEAM.
 3. A 40' MINIMUM SPAN FOR NAVIGABLE CHANNEL SHALL BE LOCATED WITHIN THE MIDDLE 80% OF THE CHANNEL.
 4. A 18" WIDE MINIMUM OPENING SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION TO ALLOW FOR PASSAGE OF RECREATIONAL AND EMERGENCY VEHICLES.

APPENDIX NO. 2

	ARCHITECTURE ENGINEERING ENVIRONMENTAL LAND SURVEYING		RHODE ISLAND DEPARTMENT OF TRANSPORTATION	DESIGNED BY: MM DATE: DECEMBER 2021	SCALE AS NOTED	NO. 1 1/20/21	NO. 2 09/15/21	NO. 3 09/15/21	NO. 4 09/15/21
				EAST BAY BIKE PATH BRIDGE NOS. 837 & 838 REPLACEMENT BRIDGE 083851		EAST BAY BIKE PATH BRIDGE NOS. 837 & 838 REPLACEMENT BRIDGE 083851	EAST BAY BIKE PATH BRIDGE NOS. 837 & 838 REPLACEMENT BRIDGE 083851	EAST BAY BIKE PATH BRIDGE NOS. 837 & 838 REPLACEMENT BRIDGE 083851	