



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 #5**

**RFP# 7670815**

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

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

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Please see the information below.

*Marisa DeFarno*

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Marisa DeFarno  
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 #5**

**SUBMISSION DUE DATE: April 1, 2022 at 11:00 am**

Per issuance of **ADDENDUM #5** the following revisions are noted:

1. RFP Part 2 Revised Section 1.4.5, Section 4.3, Section 4.6.1, and Section 4.6.3
2. BTC Plans Revised superstructure beam depth to accommodate underground utilities.
3. Appendix B.05 Added NMFS Endangered Species Act and Essential Fish Habitat Protection
4. Appendix B.05 Added USCG Permit Exemption Request and Approval Letters
5. Appendix B.05 Added USCG General Construction Requirements
6. Appendix B.06 Revised TMP Attachment A – Restriction Table

APPROVED:

Lori Fisette  
Acting Administrator, Project Management

DATE



# 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 2 TECHNICAL PROVISIONS**

ADDENDUM #5

March 10, 2022

The D/B Entity's attention is also called to RIDOT TAC-0359, which states that a minimum of 16' clearance be maintained throughout the entirety of the project at all times for snowplow operations.

Additionally, at the request of the US Coast Guard, a minimum waterway opening must be maintained at each bridge location. At the Barrington bridge, a minimum 34-foot wide opening must be maintained between existing Pier 7 and Pier 15. At the Warren bridge, a minimum 19-foot wide opening must be maintained between Pier 9 and Pier 12.

#### **1.4.5. Hazardous Materials**

SAGE Environmental completed a Phase I Environmental Site Assessment (ESA), dated April 3, 2020, for Bridge 083701 and Bridge 083801 associated with the East Bay Bike Path, on behalf of Commonwealth Engineers & Consultants, Inc, in conformance with the scope and limitations of ASTM Practice E1527-13 and EPA's AAI Rule. No Recognized Environmental Conditions (RECs) were identified, but SAGE recommended pre-characterization soil sampling due to the urban nature of the project area, historic use as railroad bridges, and the proposed construction activities that will require soil handling and potential disposal. [Additionally, the project will require the removal of and proper disposal of creosote-treated timbers from the existing wooden piers.](#) This Project does not anticipate any property acquisitions.

For the purpose of preparing the proposal, the D/B Entity is responsible for reviewing the Phase I ESA and preparing a written Materials Management Plan (MMP) that will guide the proper handling, reuse, recycling and/or disposal of known or suspected regulated, hazardous, or controlled materials. The MMP will also provide adequate contingencies to address additional contaminated materials that may be encountered throughout the Project. The D/B Entity will submit the MMP to the State for review and approval.

The D/B Entity is also responsible for any additional preliminary testing of soil, groundwater or construction materials needed to satisfy the requirements of its design and construction. To the extent practicable and prudent, based on the results of the previous limited site investigations and any additional environmental testing deemed necessary by the D/B Entity, the D/B Entity will reuse or recycle soil to reduce Project costs and to help minimize the impact to available landfill space. The D/B Entity's MMP will clearly describe the procedures and rationale by which off-site disposal of soil will be minimized.

Any information regarding hazardous materials on the job site should be provided to RIDOT Materials to allow for guidance for the safety of its personnel, including a Health and Safety Plan (HASP).

#### **1.4.6. Community Impacts**

Construction activities and traffic management will have a impact on the neighboring community, including, but not limited to residences and businesses in southeastern Barrington and southwestern Warren. In addition, Barrington Police Cove Boat Ramp is just west of the project limits. Access to this area shall be maintained at all times.

Special attention should be given to noise and dust control in compliance with the Categorical Exclusion, which is included in Appendix B. The D/B Entity should anticipate that necessary coordination and cooperation with adjacent property owners may affect the construction schedule. Any mitigation of effects on adjacent property or its use by its owners will not be grounds for additional Contract time or compensation.

#### **1.4.7. Electronic Document Management**

#### 4.2.6 Invasive Species

In accordance with the NEPA, the presence of invasive species on site was investigated. No invasive species were found within the project area.

The introduction, spread, or the increased risk of invasion of invasive plant or animal species shall be avoided on the project site, into new or disturbed areas, or areas adjacent to the project site caused by the site work. Hence, all equipment shall be cleaned of all soil and vegetative plant parts prior to arriving on the project site. Soil disturbance should be minimized whenever possible. Staging areas, including field offices, should be located and used in areas that are free of invasive plants to avoid spreading seeds and other variable plant parts.

Any plant material replaced will be done as an in-kind replacement (materials shall be the same type, size, and condition as existing except in the event that any damaged plant material is a species that is invasive or unacceptable). In this case the substitution of an acceptable native plant species, with a similar growth habit shall be made for the replacement plant material. Materials will be reviewed by the RIDOT Natural Resources Unit prior to any replacements.

If invasive species are found on site by the D/B Entity, the Environmental Monitor will contact RIDOT NRU to discuss best management practices to minimize and avoid the introduction, spread, or increased risk of invasive species.

Any proposed changes to the footprint or scope of the project (as expressed in this RFP) proposed by the D/B Entity during development of the Technical Proposal will be reviewed by the State to determine if further investigation of invasive species by the RIDOT is necessary. If changes are required, the change would be considered an ATC. Such changes may necessitate additional studies to be carried out by the D/B Entity. The D/B Entity shall carry out any additional commitments as a result of any re-evaluation and will be responsible for any schedule delays and associated costs.

#### 4.3 Construction Related Permits and Environmental Approvals/Clearances to be Obtained by the Design Build Entity

- US Army Corps of Engineers (USACE): Section 404 General Permit 8 (Self Verification or Preconstruction Notification). The Project will include discharges of dredged or fill material to the Barrington and Palmer Rivers incidental to bridge construction and as such the Project will require Section 404 authorization by the USACE under General Permit 8 of the Rhode Island General Permit. Authorization under the General Permit will not be valid until the CRMC Category B Assent is granted. The USACE may exercise jurisdiction under Section 10 of the Rivers and Harbors Act (RHA) of 1899 because the Project will require excavation or fill within navigable waters. Section 10 authorization would be granted as part of the Section 404 review and authorization process. All existing piles not utilized in the new bridge shall be removed below the mudline or an elevation determined by the U.S. Army Corps of Engineers in concurrence with the National Marine Fisheries Service.
- U.S. Coast Guard (USCG): Bridge Permit: Pursuant to Section 9 of the Rivers and Harbors Act of 1899, the Act of March 23, 1906, and the General Bridge Act of 1946, as amended. Projects that propose to construct, reconstruct or modify a bridge or causeway across navigable waters of the United States are required to obtain USCG approval prior to commencing construction. [A Bridge Permit Exemption has been requested for the Warren Bridge and approved.](#)
- RIDEM Office of Land Revitalization and Sustainable Materials Management, Site Remediation Section – if soil or groundwater contamination is identified within the Project

#### 4.6.1. General

Contaminated media (CM) are soil, groundwater, sediment, wastes, and other material encountered during the Project that are regulated by the Rhode Island Department of Environmental Management (RIDEM) or other state, local or federal agency due to the presence of pollutants in the media. The D/B Entity is hereby notified that contaminated media, including impacted soil, groundwater, [and/or creosote-treated timbers](#) has the potential to be contacted in the project area. The D/B Entity shall ensure that all work shall comply with applicable and relevant rules and regulations of local, state, and federal authorities, and shall protect human health and natural resources.

#### 4.6.2. Limited Environmental Investigation

SAGE Environmental completed a Phase I Environmental Site Assessment (ESA), dated April 3, 2020, for Bridge 083701 and Bridge 083801 associated with the East Bay Bike Path, on behalf of Commonwealth Engineers & Consultants, Inc, in conformance with the scope and limitations of ASTM Practice E1527-13 and EPA's AAI Rule. No Recognized Environmental Conditions (RECs) were identified, but SAGE recommended pre-characterization soil sampling due to the urban nature of the project area, historic use as railroad bridges, and the proposed construction activities that will require soil handling and potential disposal.

##### Design-Build Entity's Optional Environmental Investigation

If the D/B Entity desires, it may conduct, with the prior approval of RIDOT, additional investigations, surveys, testing and analyses as necessary to develop and implement suitable plans for timely performance of all environmental avoidance, mitigation, and protection measures. Site Investigation Work Plans involving CM and locations subject to the Remediation Regulations are required to be submitted to, and approved by, the RIDEM before implementation. In some instances, public notice may be required. Work Plans shall be submitted to RIDOT for review and approval before submission to the RIDEM or other state, local or federal agency. Investigations and Work Plans shall be consistent with all applicable Environmental Laws. Qualified and licensed professionals shall prepare the Work Plan as may be required.

In addition to all regulatory RIDEM Regulatory Requirements, a Work Plan for Optional Investigation shall also contain, at a minimum:

- a. D/B Entity's plan and schedule for characterization of all areas of the Site and Project activities where CM may reasonably be expected to be encountered
- b. Sampling and Analysis Plan describing sampling locations and methods; media to be sampled; laboratory analyses, methods, and quantification limits
- c. Investigation schedule
- d. Site security measures
- e. Location and layout of work zones, storage areas, and decontamination areas
- f. Management of Investigation Derived Waste (IDW) in accordance with the RIDEM IDW policy
- g. QA/QC Plan procedures

#### 4.6.3 Management of CM

CM may be subject to the reporting requirements set forth in the RIDEM Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases (the "Remediation Regulations" – DEM-DSR 01 93, as amended). In addition to notification, additional investigation and/or remediation in accordance with the Remediation Regulations may be required to comply with the Remediation Regulations and/or to properly identify, manage, recycle and/or dispose of the various CM. With respect to construction dewatering, the discharge of pollutants to Waters of the State of RI

is prohibited unless in accordance with the terms and conditions of a RIPDES permit issued in compliance with the Construction General Permit. Therefore, if contaminated dewatering activities are required, a RIPDES Remediation General Permit (RGP) will be applicable, and certain application, compliance, and reporting requirements will apply. [Creosote-treated timbers from the existing wooden piers shall also be managed as a CM.](#)

All CM encountered during the Project shall be managed in accordance with applicable Environmental Laws, Environmental Approvals, the Contract Documents, RIDEM Rules and Guidance, the CM Management Plan and other plans prepared under this Section.

The D/B Entity shall prepare a Contaminated Media Management Plan (CMMP) that provides RIDOT with a uniform, cost-effective, time-sensitive, and environmentally sound methodology for the management of CM. The CMMP shall be sufficient in scope to support Project design and construction requirements. The CMMP shall be consistent with the RIDEM Remediation Regulations and all other applicable laws, rules, and guidance. Qualified and licensed professionals shall prepare the CMMP as applicable.

In addition to the requirements of the Remediation Regulations and any other state, federal or local laws and regulations and guidance, the CMMP shall also incorporate the following goals and objectives:

- a. Minimize the generation of CM requiring off-site management. Maximize the reuse of excavated soils within the limit of work if allowed by RIDEM.
- b. Establish a cost-effective waste management hierarchy for the beneficial reuse, recycling, or treatment of contaminated media requiring off-site management.
- c. Establish cost-effective environmental compliance with all environmental laws, including RIDEM's Remediation Regulations, with the goal being receipt of a Letter of Compliance (LOC) from RIDEM under the Remediation Regulations, or other applicable closure documentation from other state, local or federal environmental regulations;
- d. Provide effective control of additional costs required for CM characterization;
- e. The D/B Entity shall have CM analyzed by a qualified test facility, as required. The cost of preparing and implementing the CMMP is included in the Price.

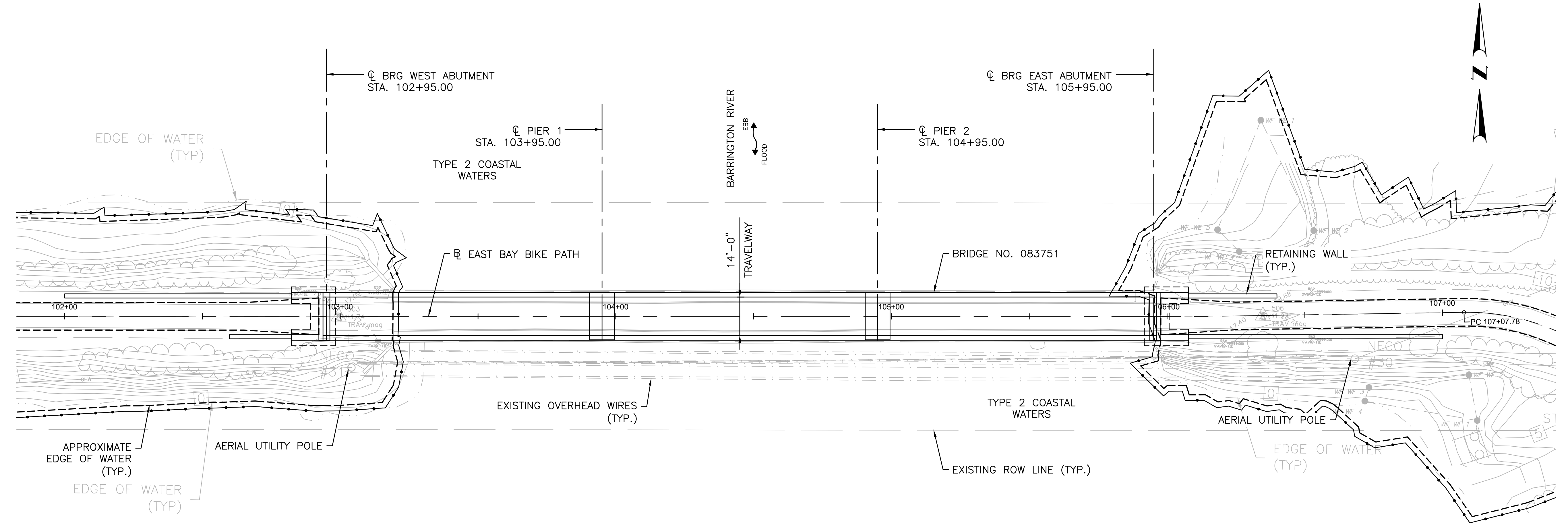
#### **4.6.4. Schedule for Submittal of Work Plan and CMMP**

Within ten (10) days after Award, D/B Entity shall submit a schedule that sets forth the time frames for completion of the CMMP, and any Work Plan for Optional Environmental Investigation.

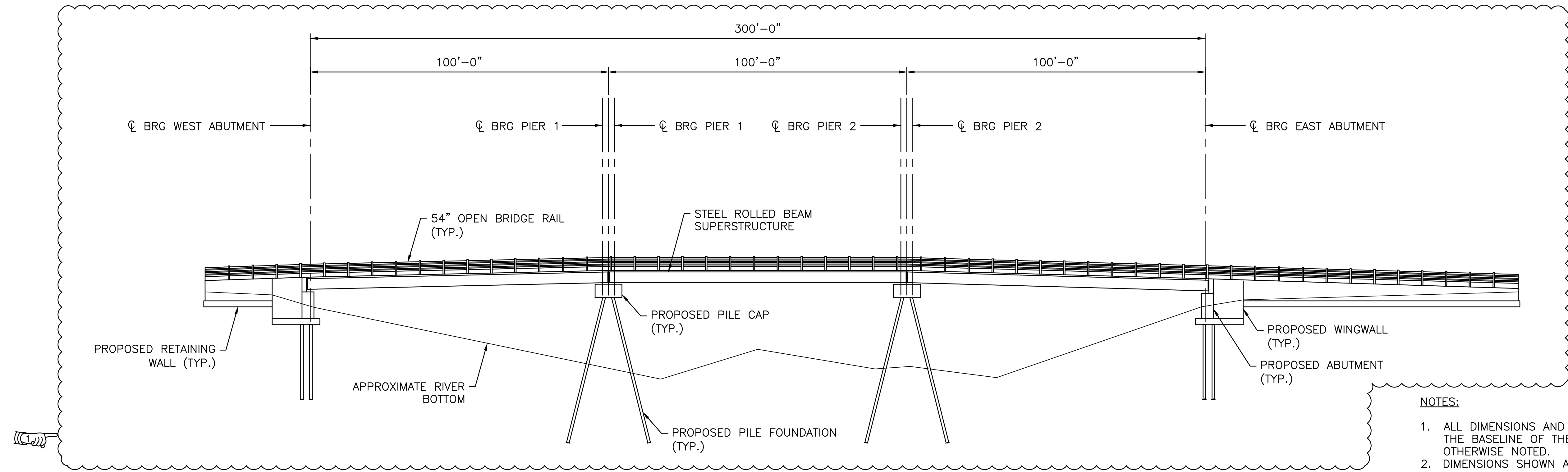
#### **4.6.5. Discovery and Management of Unexpected Contaminated Media**

Upon discovery of unexpected contaminated or potentially contaminated media, the D/B Entity shall immediately stop work and notify RIDOT so proper assessment and response actions in accordance with state, federal and local law can be completed. The D/B Entity shall undertake all actions required by state, local and federal environmental laws and regulations, and in coordination with RIDOT, to properly manage, remove and recycle or dispose of CM, and to achieve the objective of regulatory site closure. All Response Actions shall be implemented under the direction of qualified and licensed professionals engaged by the D/B Entity.

During construction of the Project, the D/B Entity shall undertake all reasonable steps consistent with the CMMP and applicable environmental laws and regulations, including design modifications and/or revisions to construction techniques, to avoid excavation or dewatering in areas with CM. The D/B Entity shall afford RIDOT the opportunity to inspect sites containing CM before any action is



**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 TRAIL 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 BETWEEN PIER 1 AND 2.
  4. A 34' WIDE MINIMUM OPENING SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION TO ALLOW FOR PASSAGE OF RECREATIONAL AND EMERGENCY VESSELS.

ADDENDUM NO. 5



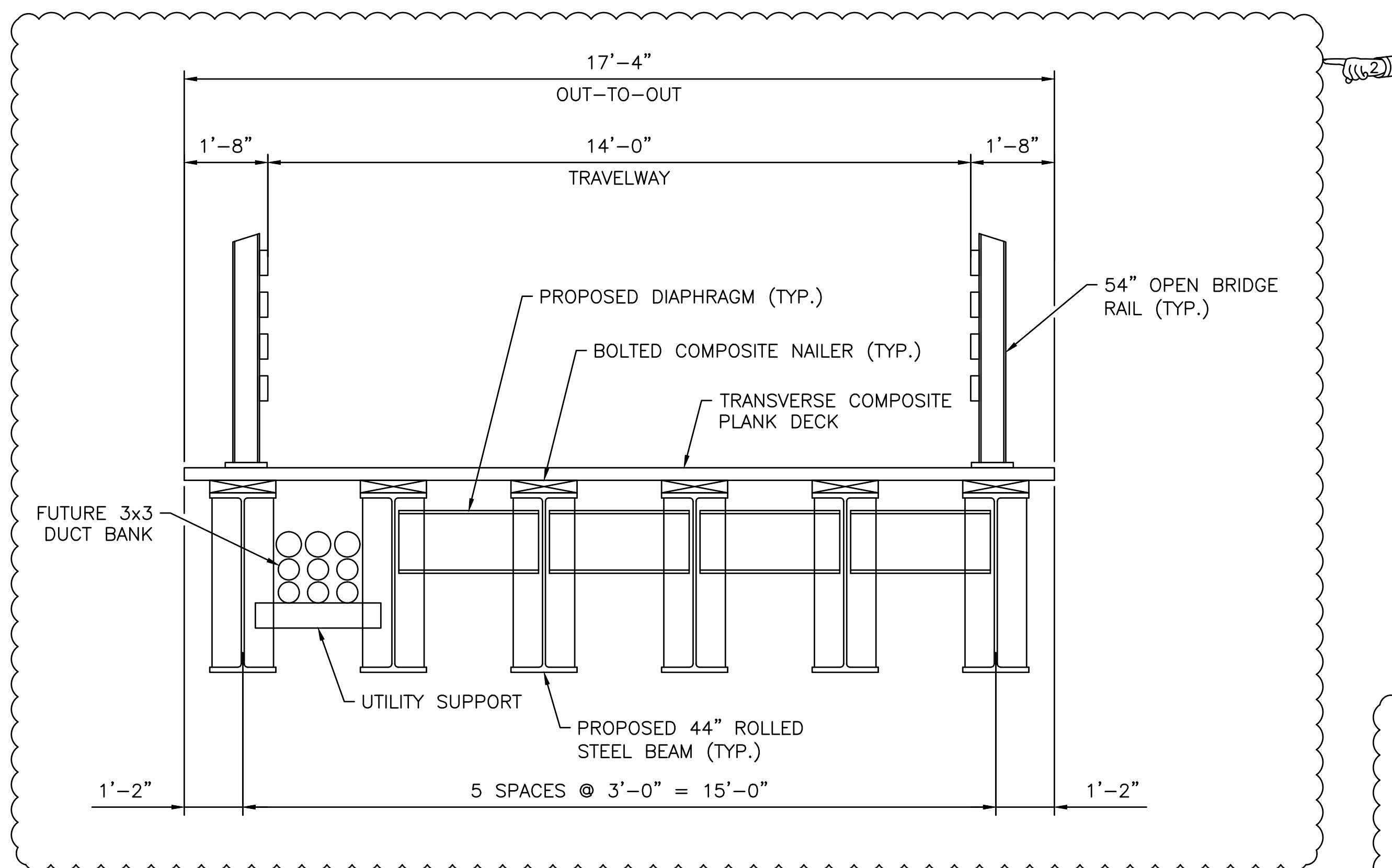
RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: TMB  
CHECKED BY: MFW  
DATE: DECEMBER 2021  
SHEET: 12  
OF: 25

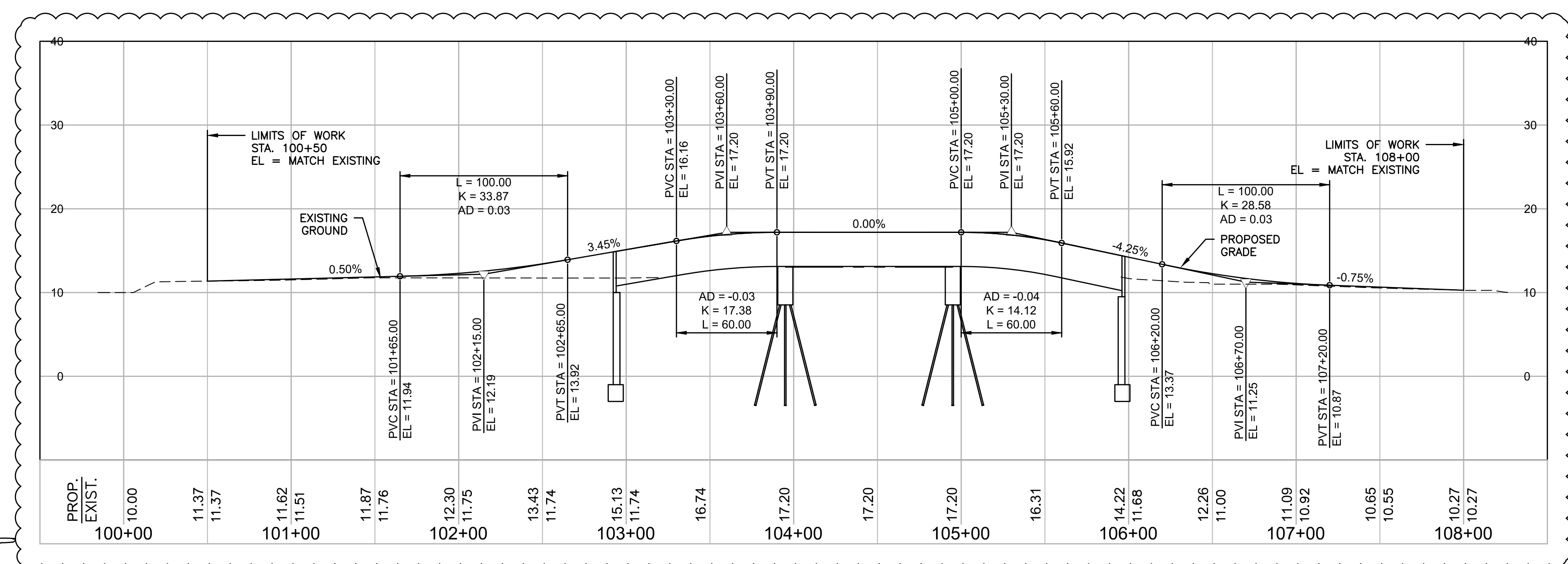
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1	3/3/22	TMB			

**EAST BAY BIKE PATH  
BRIDGE NOS. 837 & 838 REPLACEMENT**  
BARRINGTON/WARREN BRIDGE 083751  
RHODE ISLAND  
**BRIDGE PLAN AND ELEVATION**

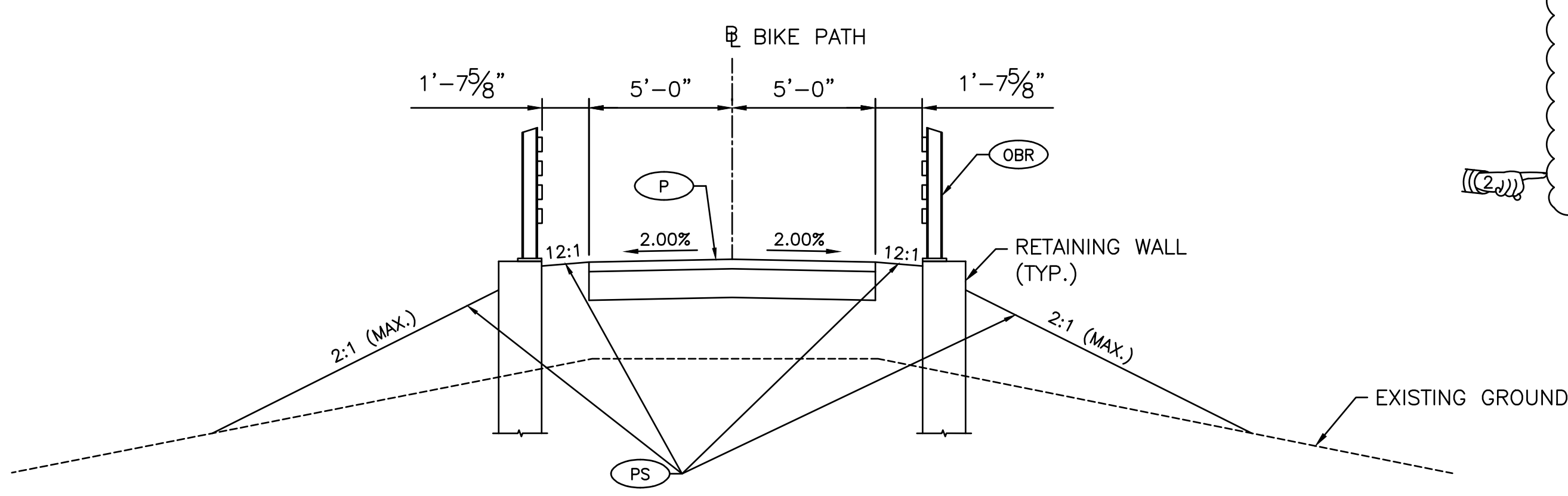




**PROPOSED SECTION BRIDGE 083751**  
SCALE: 1/2" = 1'-0"



**EAST BAY BIKE PATH PROFILE**  
HORZ: 1" = 50'-0"  
VERT: 1" = 10'-0"



**PROPOSED APPROACH SECTION**  
SCALE: 1/4" = 1'-0"

- NOTES:**
1. ALL STEEL SHALL BE AASHTO ASTM 270 GRADE 50 STEEL.
  2. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE DETERMINED BY THE DESIGN BUILD TEAM.
  3. TIMBER, IF USED, SHALL BE PRESSURE TREATED.
  4. FUTURE 3X3 DUCT BANK SHALL CONSIST OF THREE 6" CONDUITS OVER SIX 5" CONDUITS.

ADDENDUM NO. 5



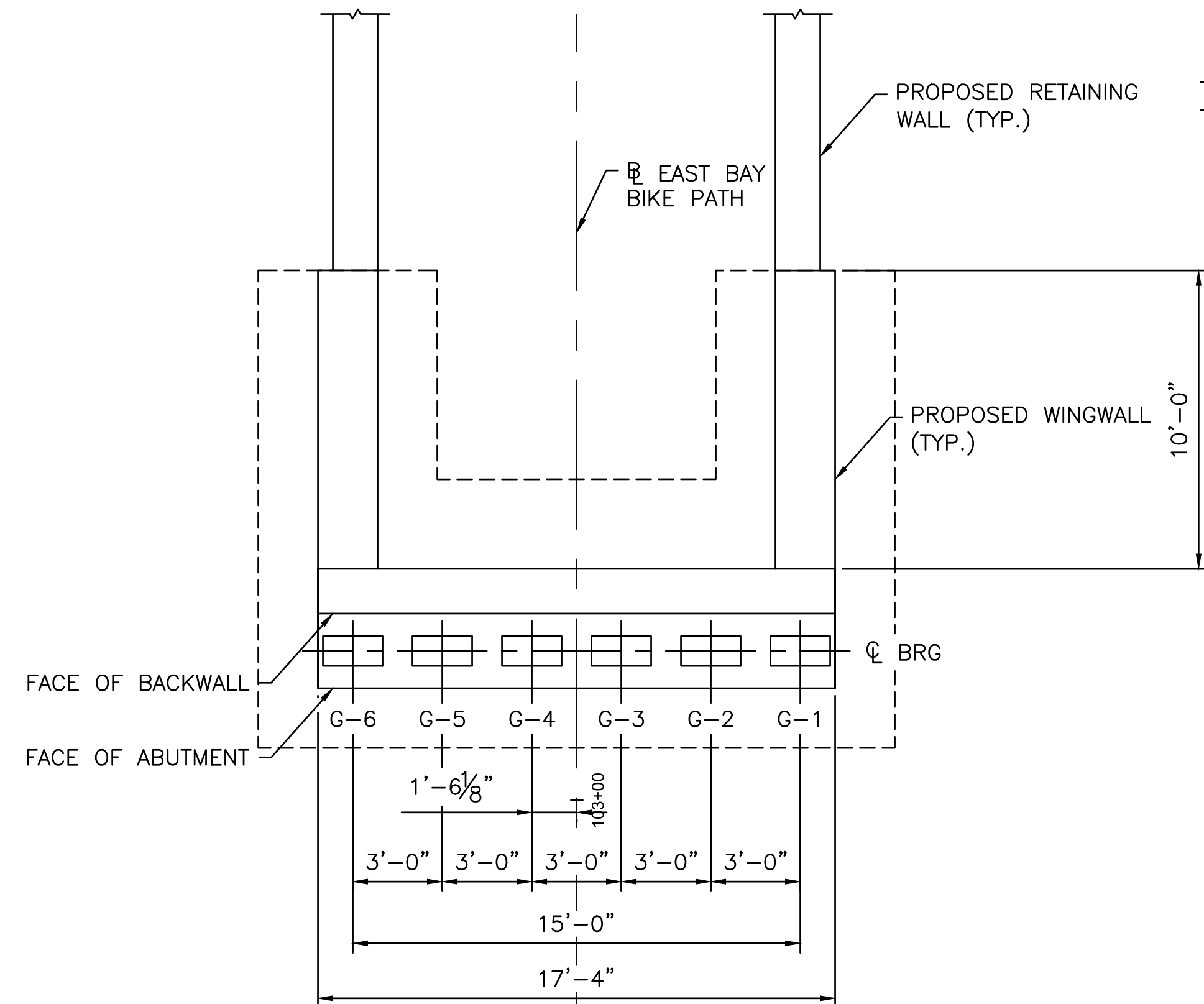
RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

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DATE: DECEMBER 2021  
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OF: 25

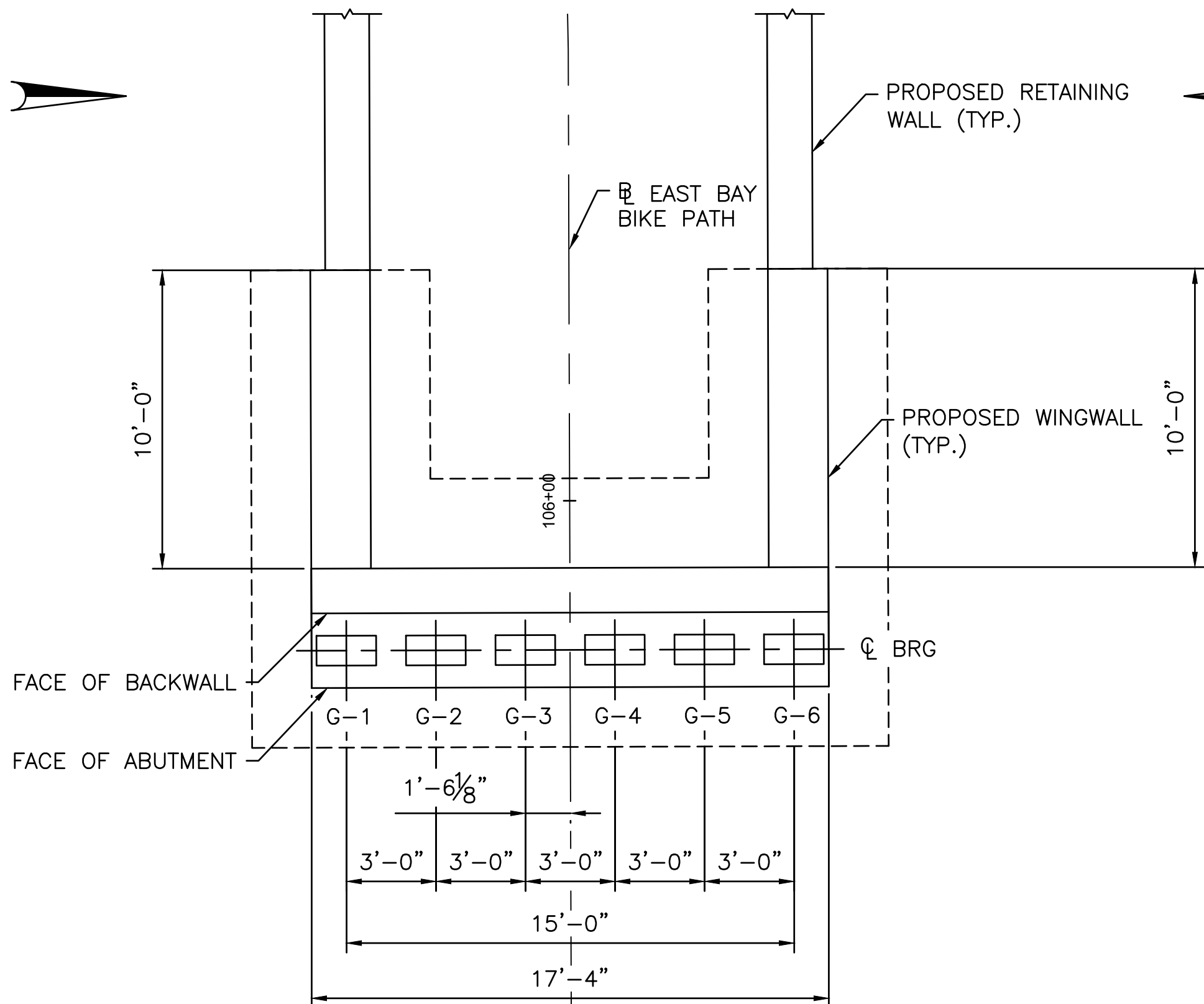
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**EAST BAY BIKE PATH  
BRIDGE NOs. 837 & 838 REPLACEMENT**  
BARRINGTON/WARREN BRIDGE 083751  
RHODE ISLAND  
**TYPICAL SECTION AND PROFILE**

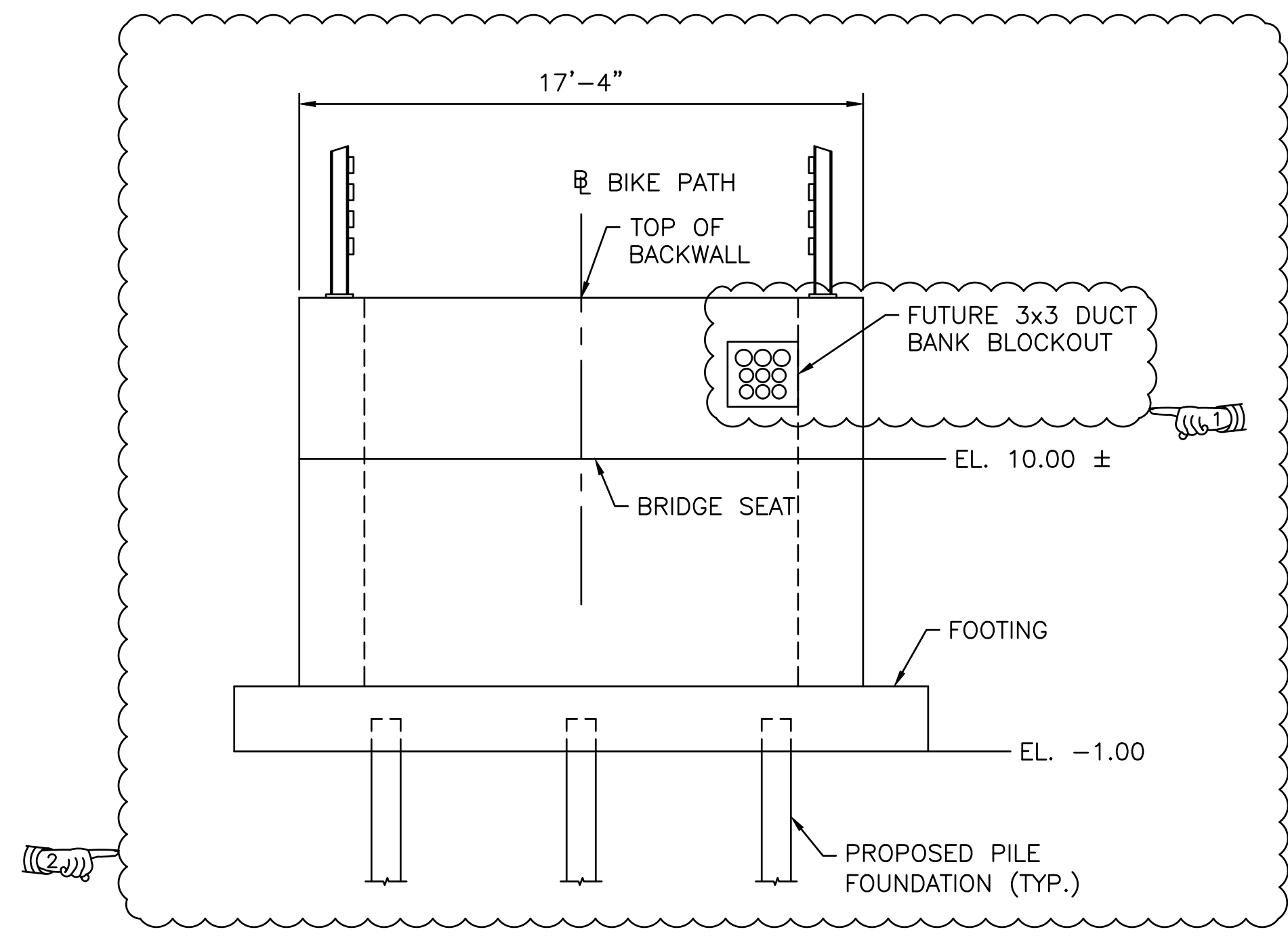
**NOTES:**  
 1. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE CONFIRMED BY THE DESIGN BUILD TEAM.



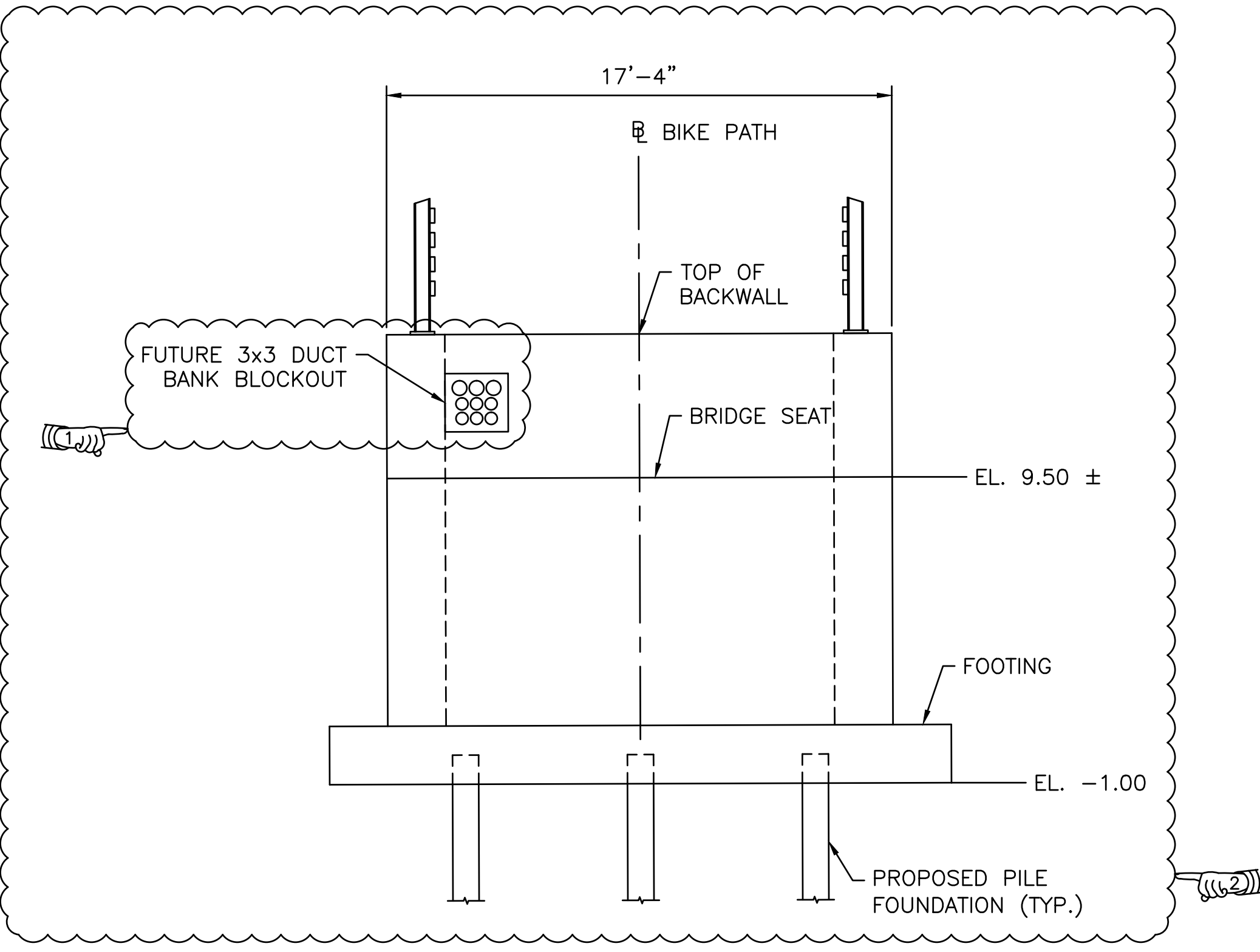
**WEST ABUTMENT PLAN**  
 SCALE: 1/4" = 1'-0"



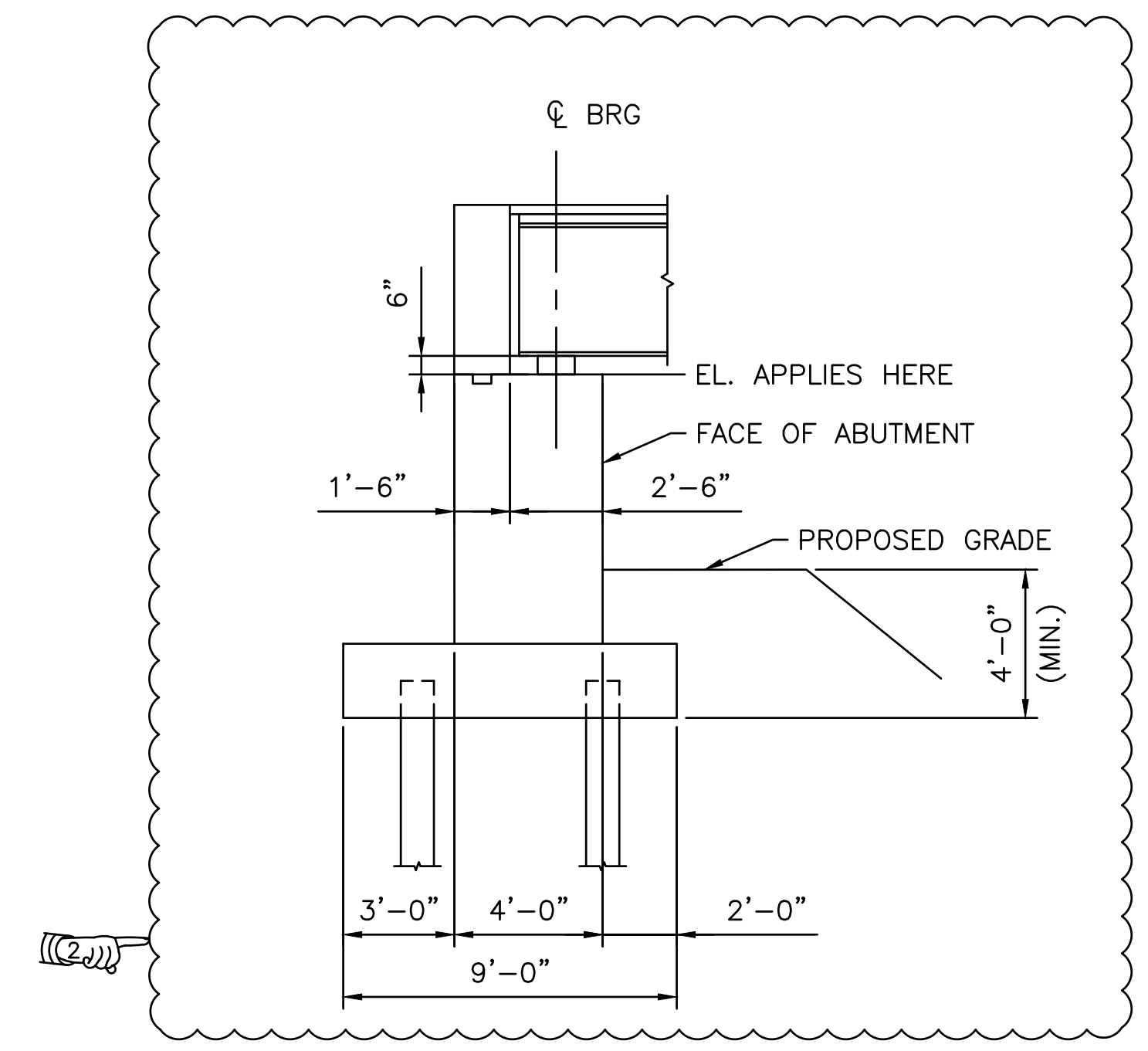
**EAST ABUTMENT PLAN**  
 SCALE: 1/4" = 1'-0"



**WEST ABUTMENT ELEVATION**  
 SCALE: 1/4" = 1'-0"



**EAST ABUTMENT ELEVATION**  
 SCALE: 1/4" = 1'-0"



**TYPICAL ABUTMENT SECTION**  
 SCALE: 1/4" = 1'-0"

ADDENDUM NO. 5



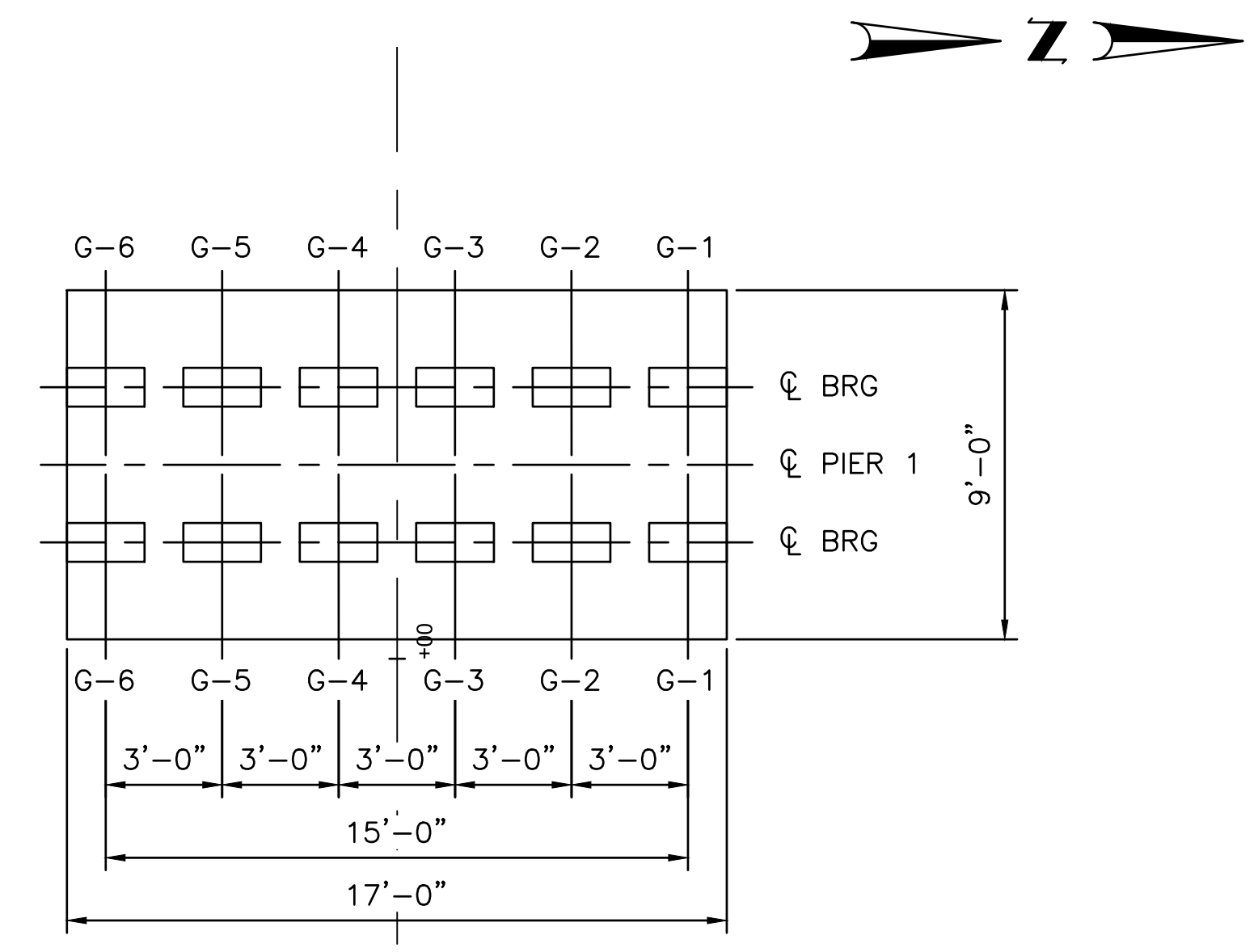
**RHODE ISLAND**  
 DEPARTMENT OF TRANSPORTATION

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 OF: 25

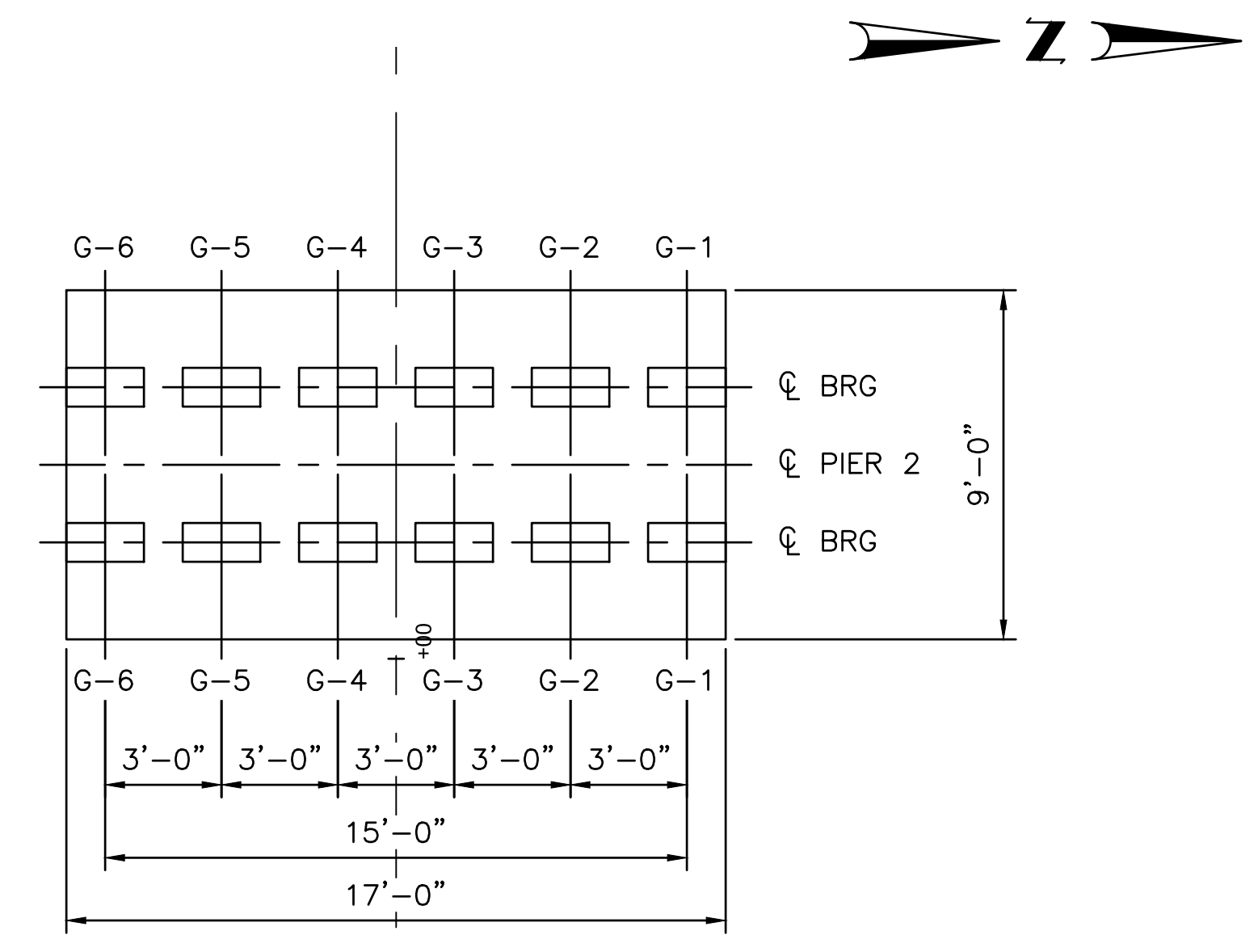
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**EAST BAY BIKE PATH**  
**BRIDGE NOS. 837 & 838 REPLACEMENT**  
 BARRINGTON/WARREN  
 BRIDGE 083751  
 RHODE ISLAND  
**ABUTMENTS**

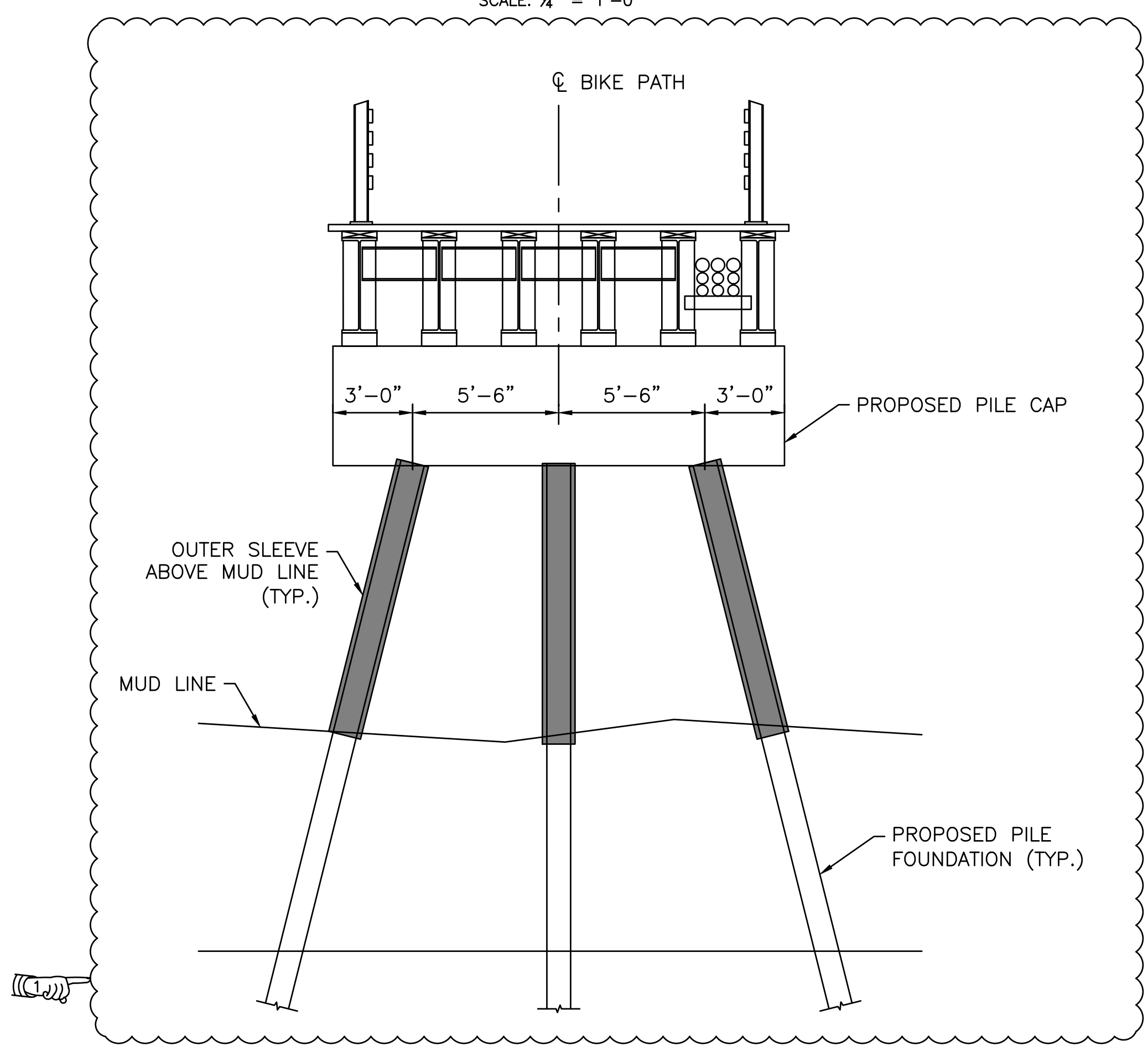
- NOTES:**
1. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE CONFIRMED BY THE DESIGN BUILD TEAM.
  2. INSTALL OUTER SLEEVE ON EXPOSED MICROPILE AND GROUT ANGULAR VOID BETWEEN THE PILE AND SLEEVE.



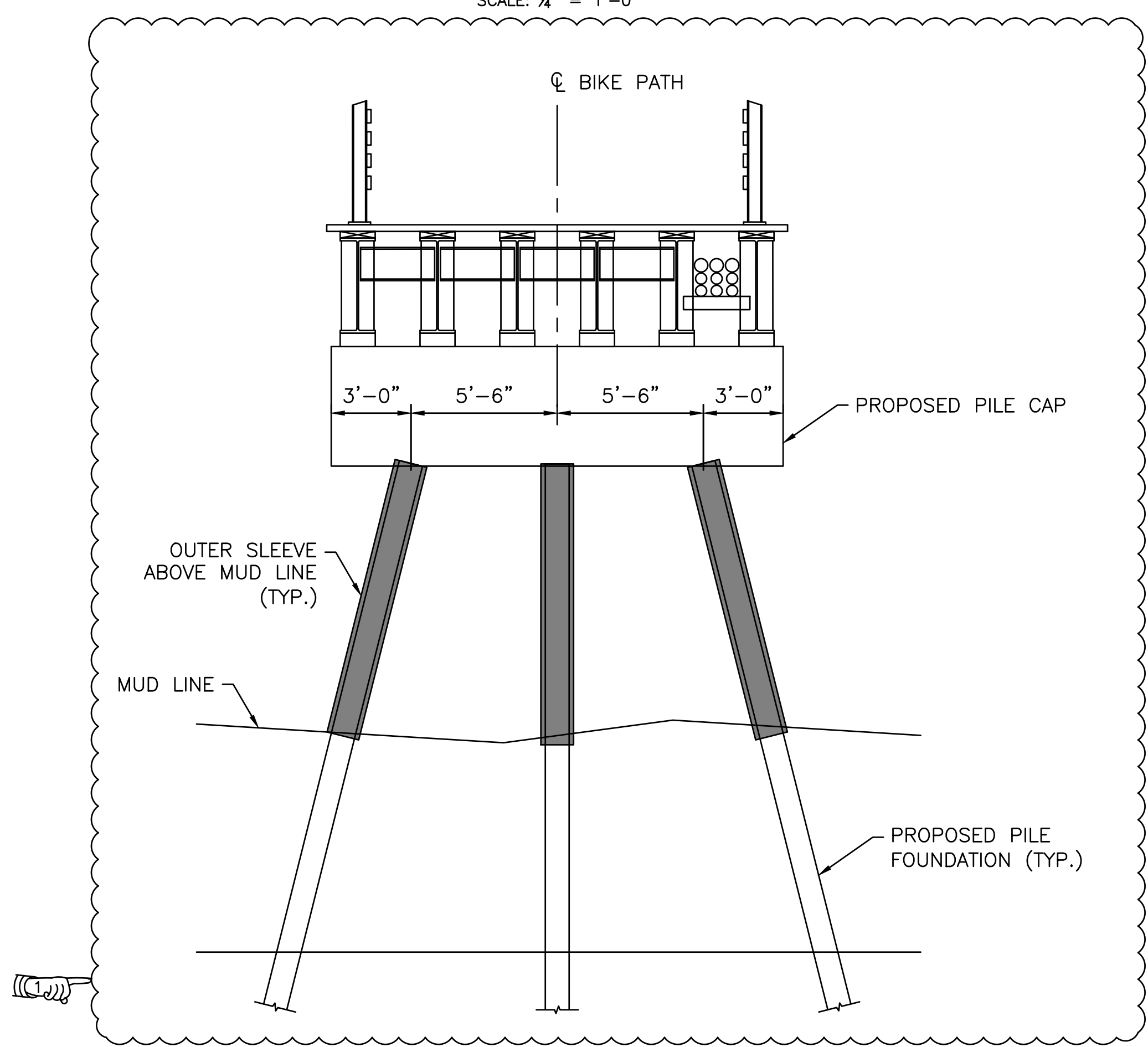
**PIER 1 PLAN**  
SCALE: 1/4" = 1'-0"



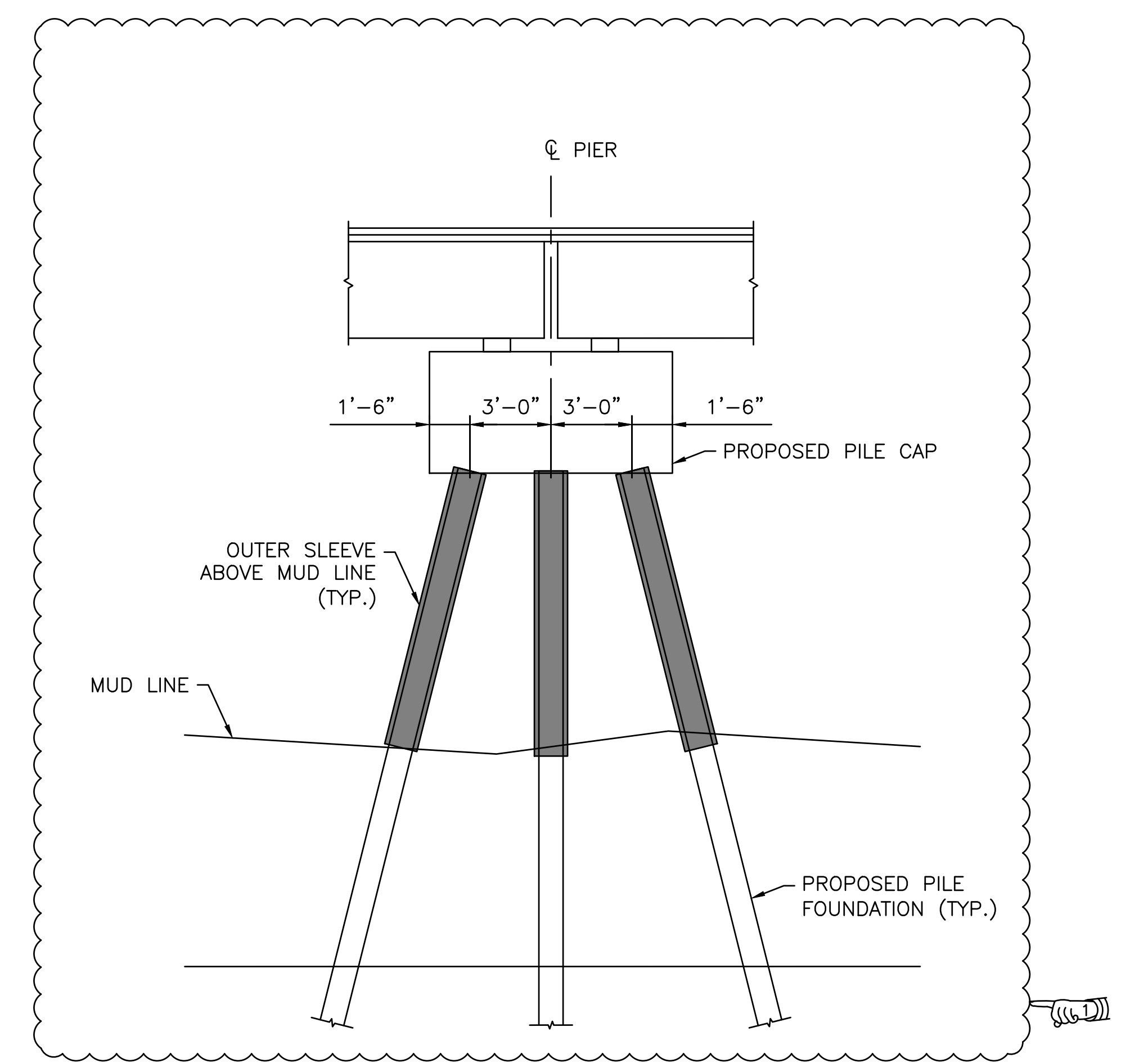
**PIER 2 PLAN**  
SCALE: 1/4" = 1'-0"



**PIER 1 SOUTH ELEVATION**  
SCALE: 1/4" = 1'-0"



**PIER 2 SOUTH ELEVATION**  
SCALE: 1/4" = 1'-0"



**PIER TYPICAL SECTION**  
SCALE: 1/4" = 1'-0"

ADDENDUM NO. 5

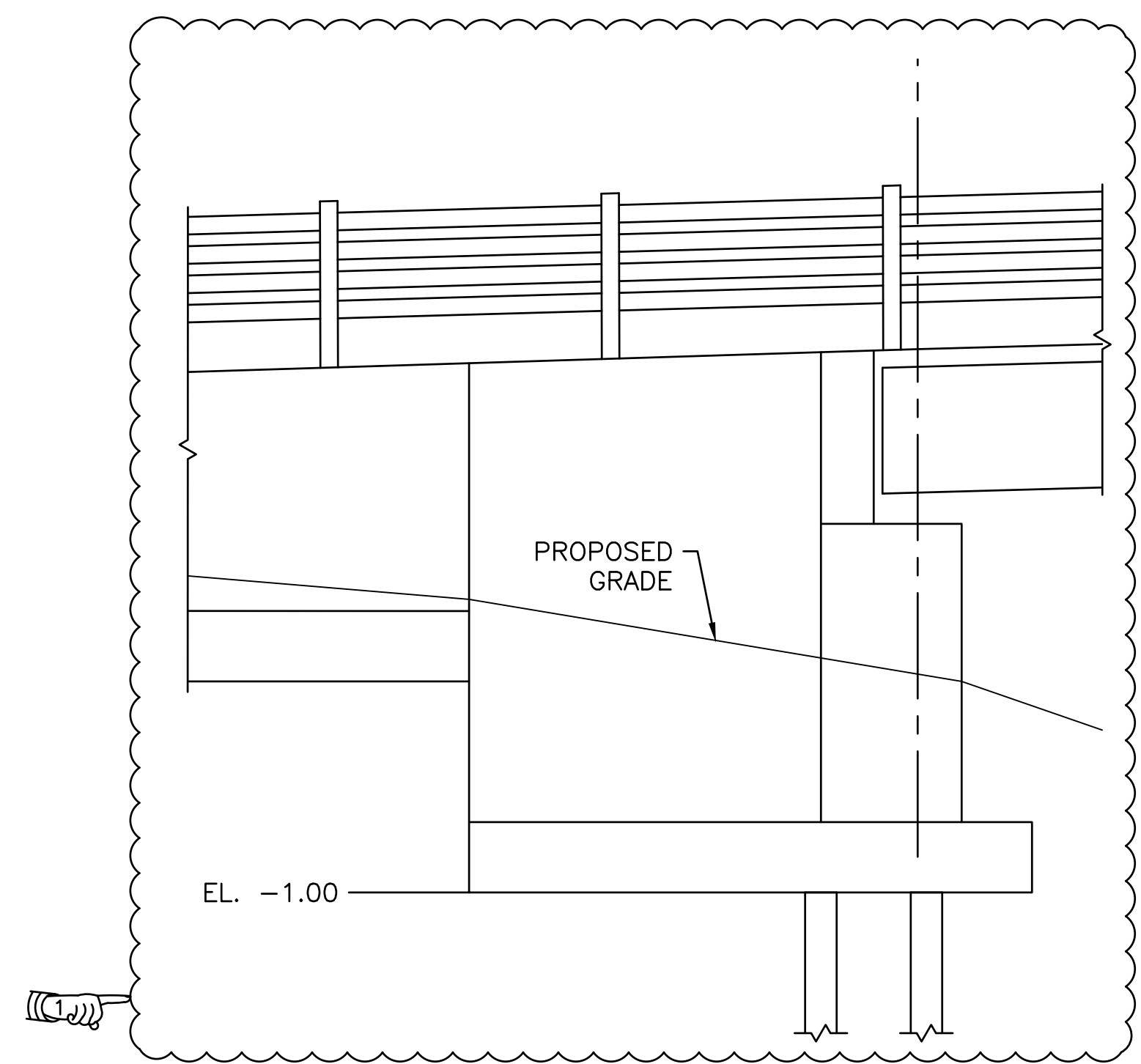


RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

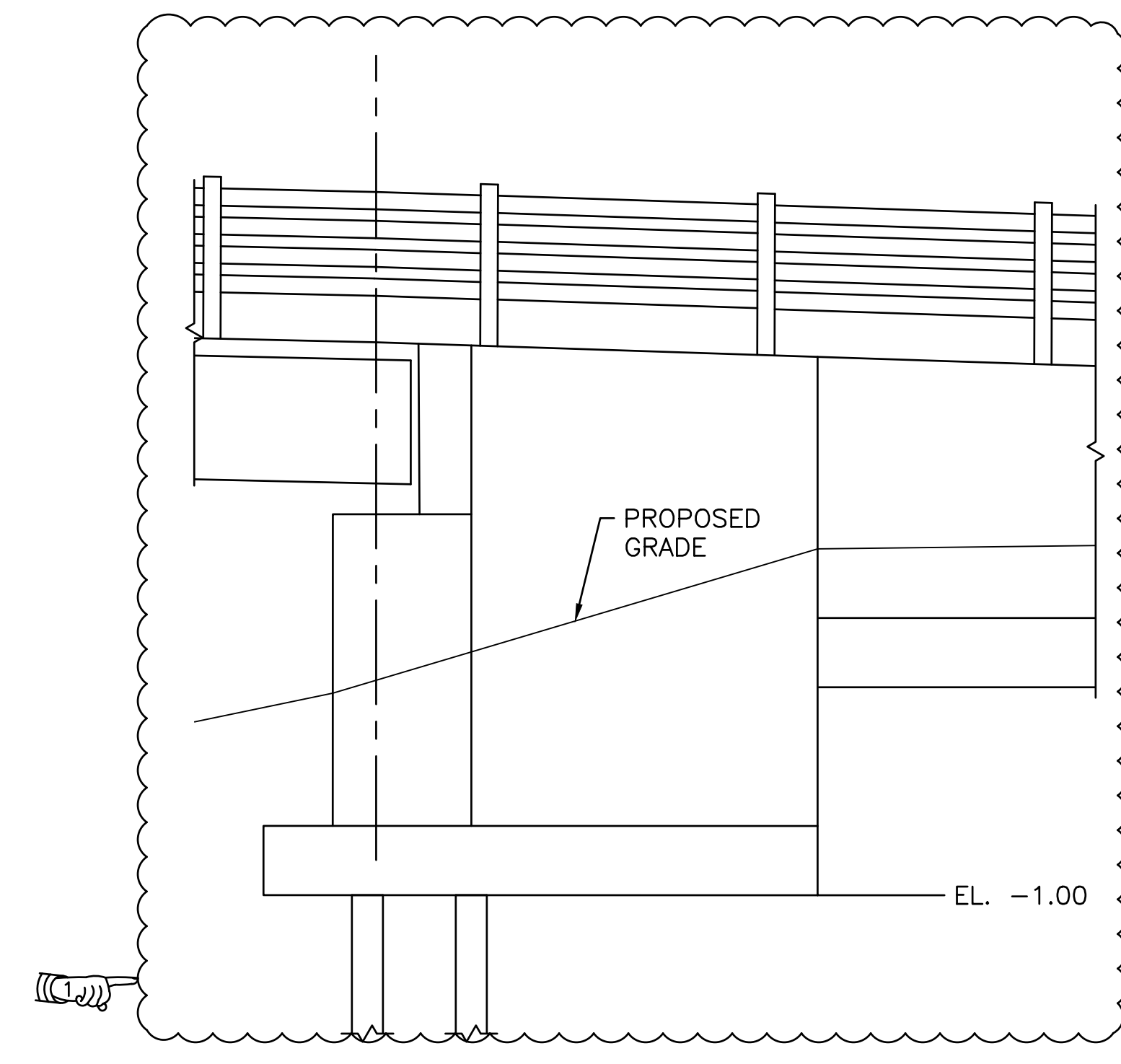
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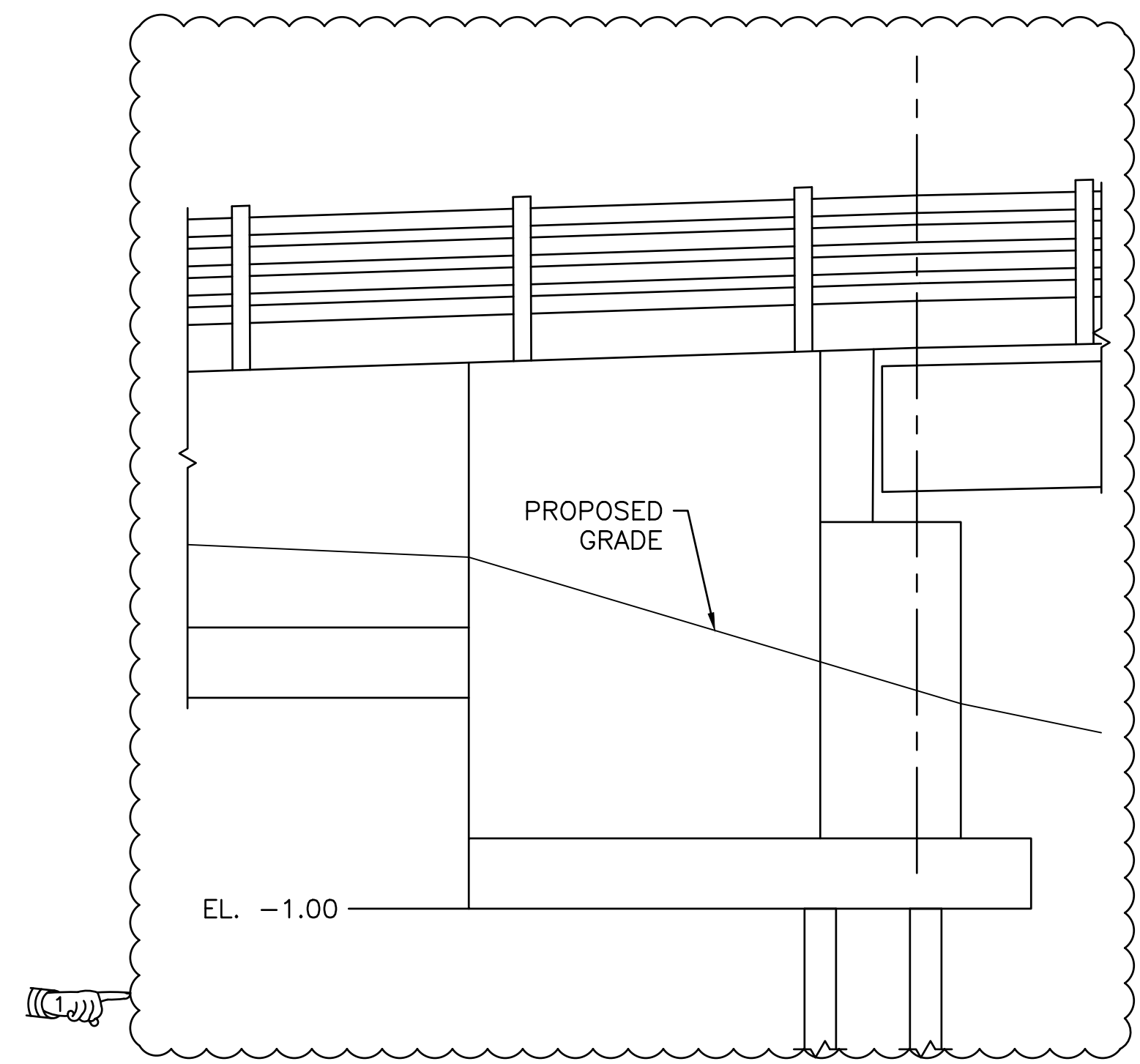
EAST BAY BIKE PATH  
BRIDGE NOS. 837 & 838 REPLACEMENT  
BARRINGTON/WARREN  
BRIDGE 083751  
RHODE ISLAND  
**PIERS**



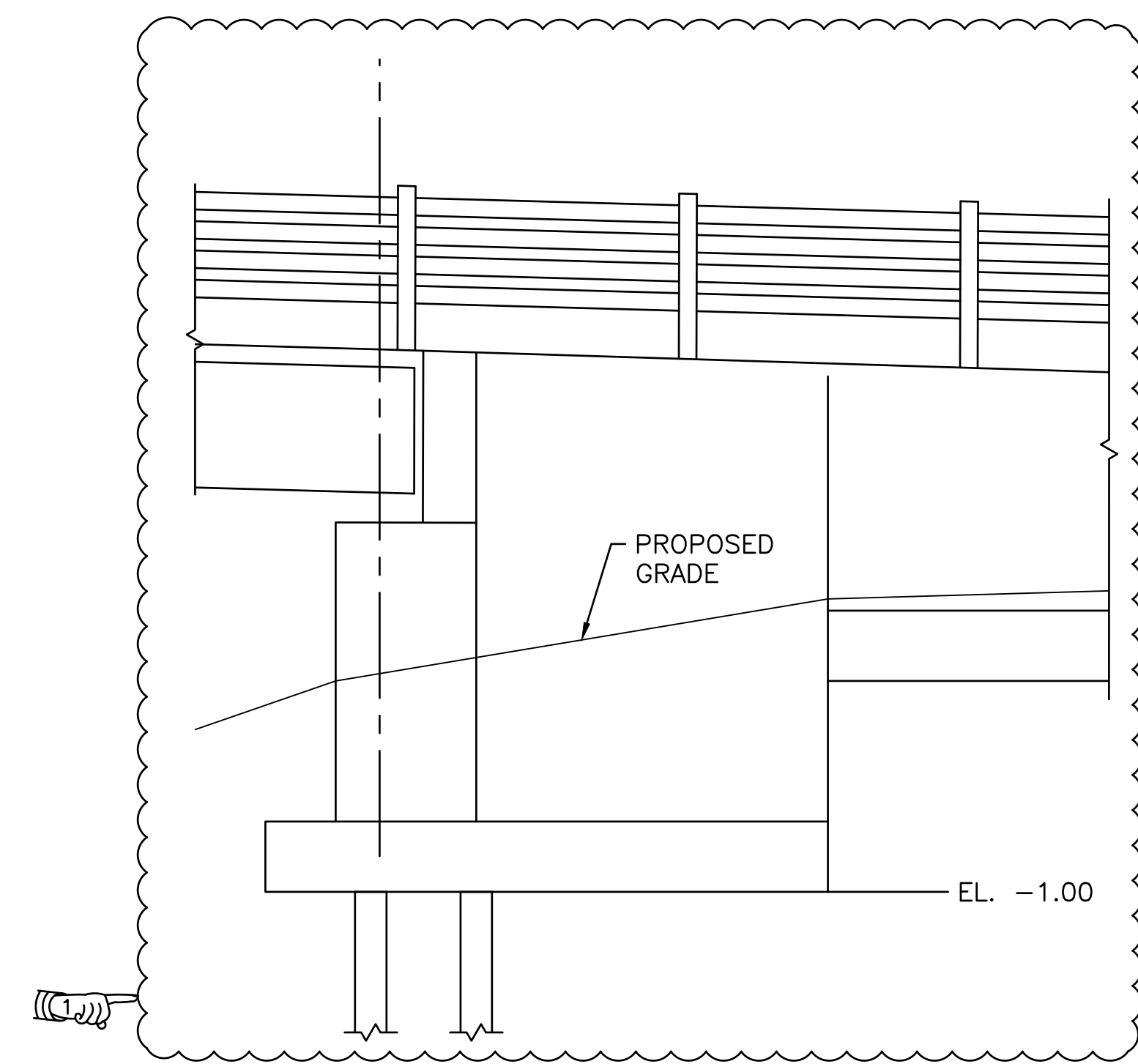
NORTHEAST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"



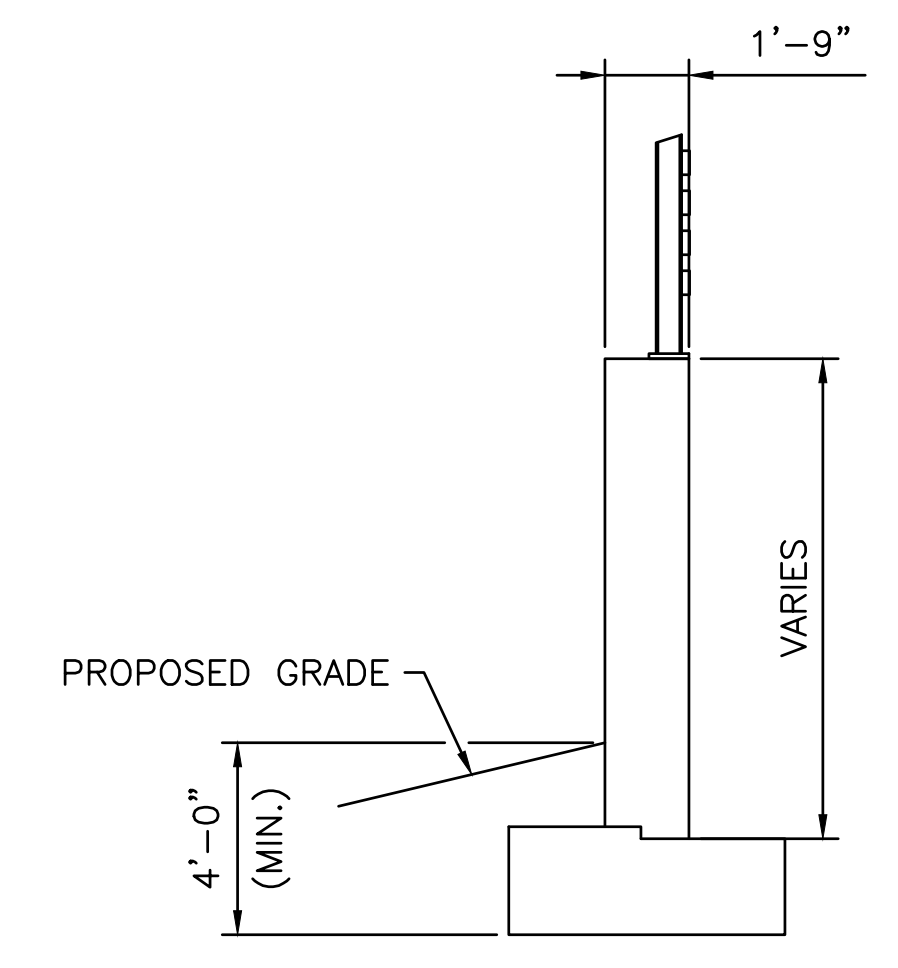
NORTHWEST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"



SOUTHWEST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"



SOUTHEAST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"



WINGWALL TYPICAL SECTION  
SCALE: 1/4" = 1'-0"

NOTES:

1. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE CONFIRMED BY THE DESIGN BUILD TEAM.

ADDENDUM NO. 5

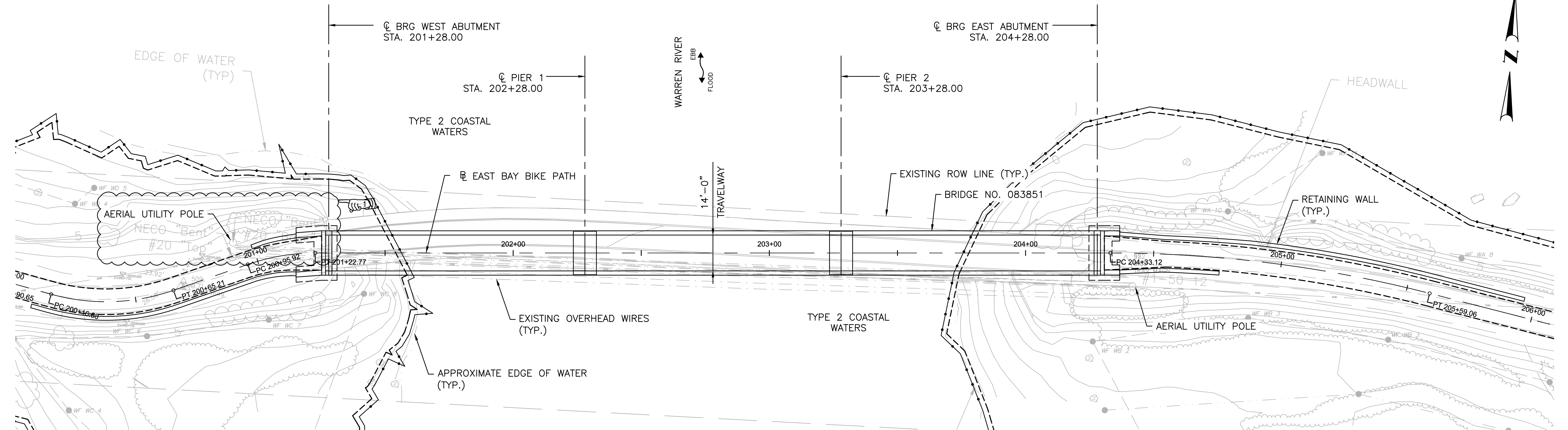


RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

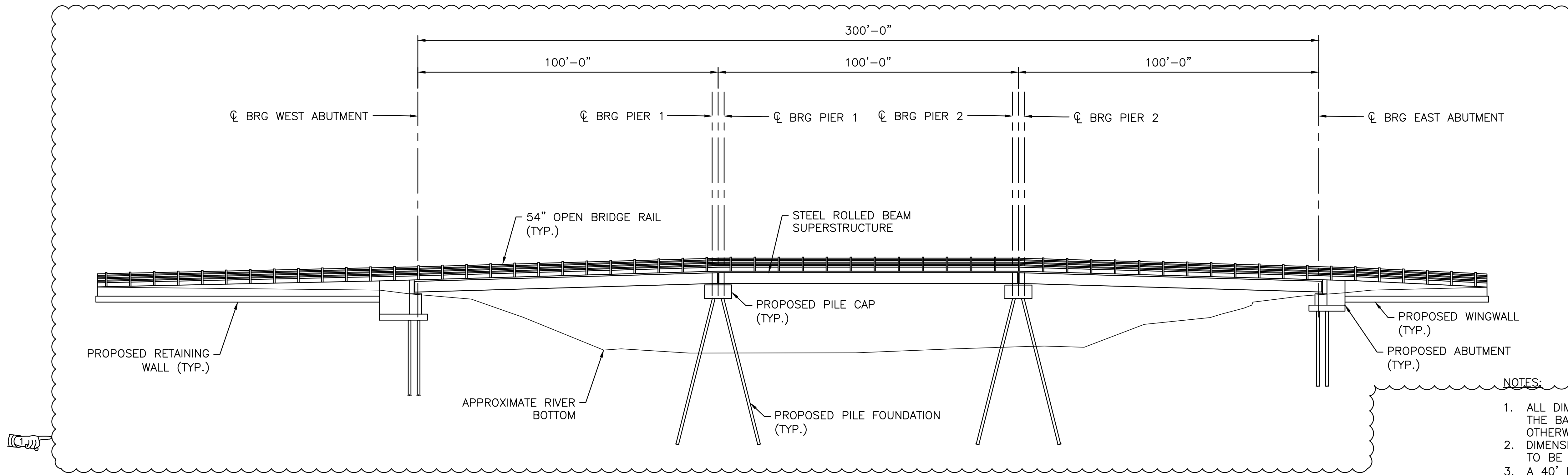
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DATE: DECEMBER 2021  
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EAST BAY BIKE PATH  
BRIDGE NOS. 837 & 838 REPLACEMENT  
BARRINGTON/WARREN BRIDGE 083751  
RHODE ISLAND  
WINGWALLS



**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 60' OF THE CHANNEL TO ALIGN WITH THE NAVIGABLE SPAN OF THE ROUTE 114 CROSSING IMMEDIATELY SOUTH.
  4. A 19' WIDE MINIMUM OPENING SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION TO ALLOW FOR PASSAGE OF RECREATIONAL AND EMERGENCY VEHICLES.

ADDENDUM NO. 5

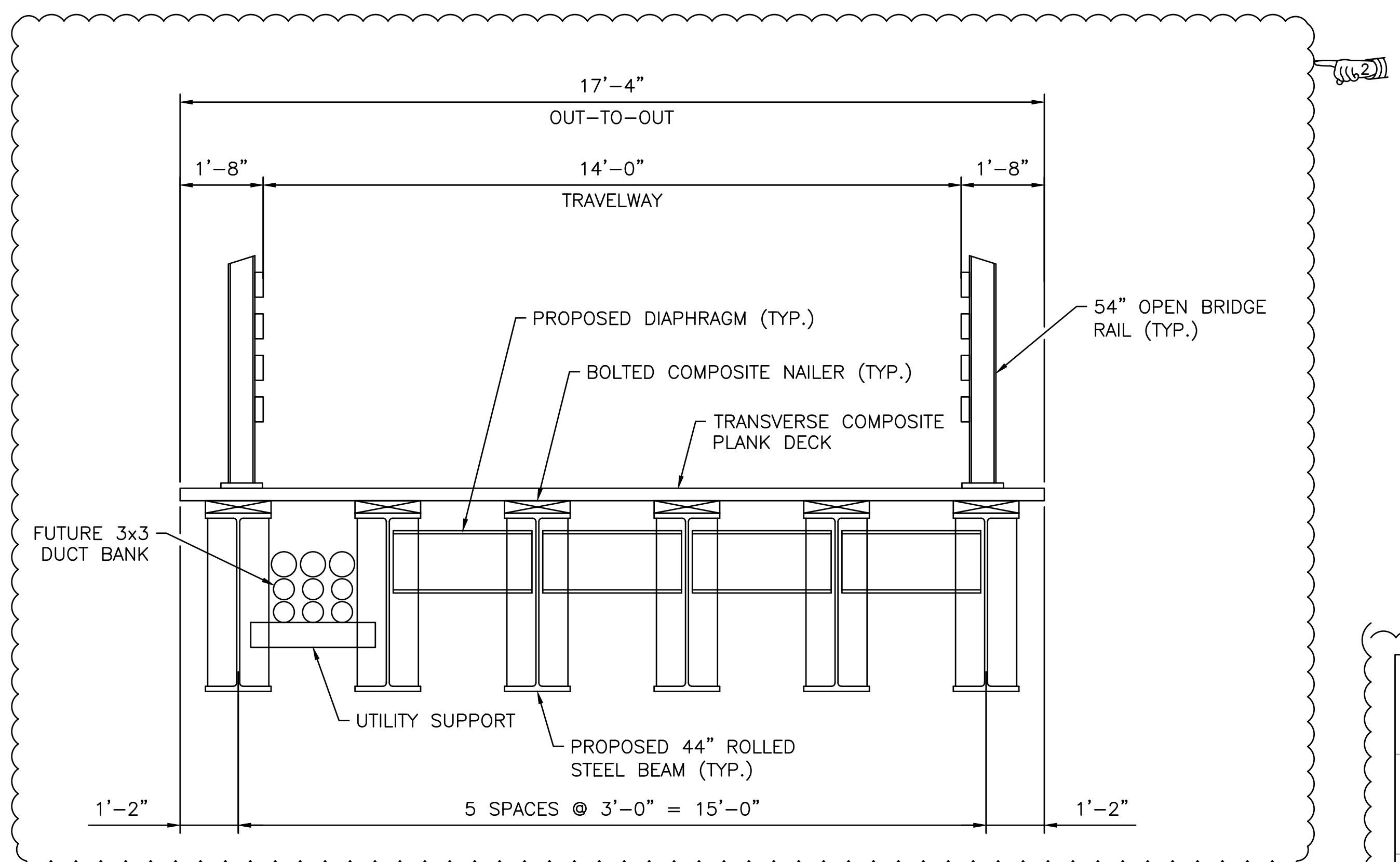


**RHODE ISLAND**  
DEPARTMENT OF TRANSPORTATION

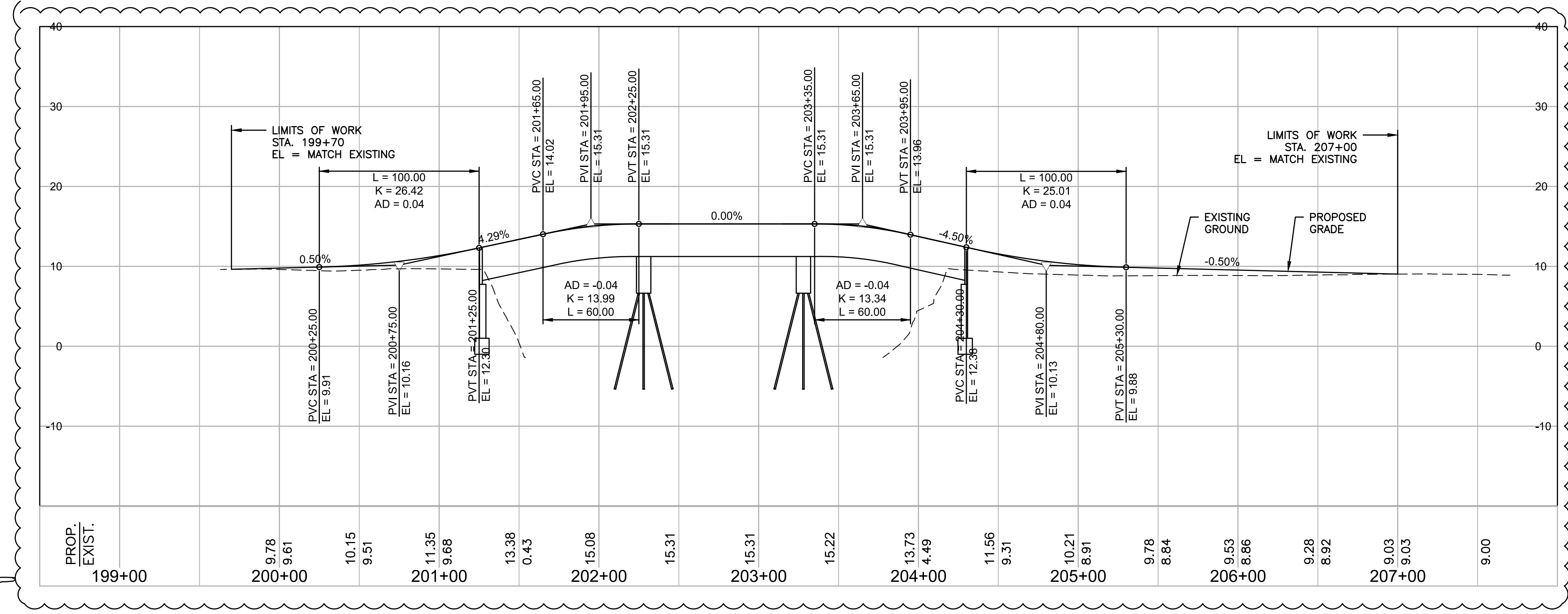
DESIGNED BY: TMB  
CHECKED BY: MFW  
DATE: DECEMBER 2021  
SHEET: 19  
OF: 25

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NO.	DATE	BY	NO.	DATE	BY
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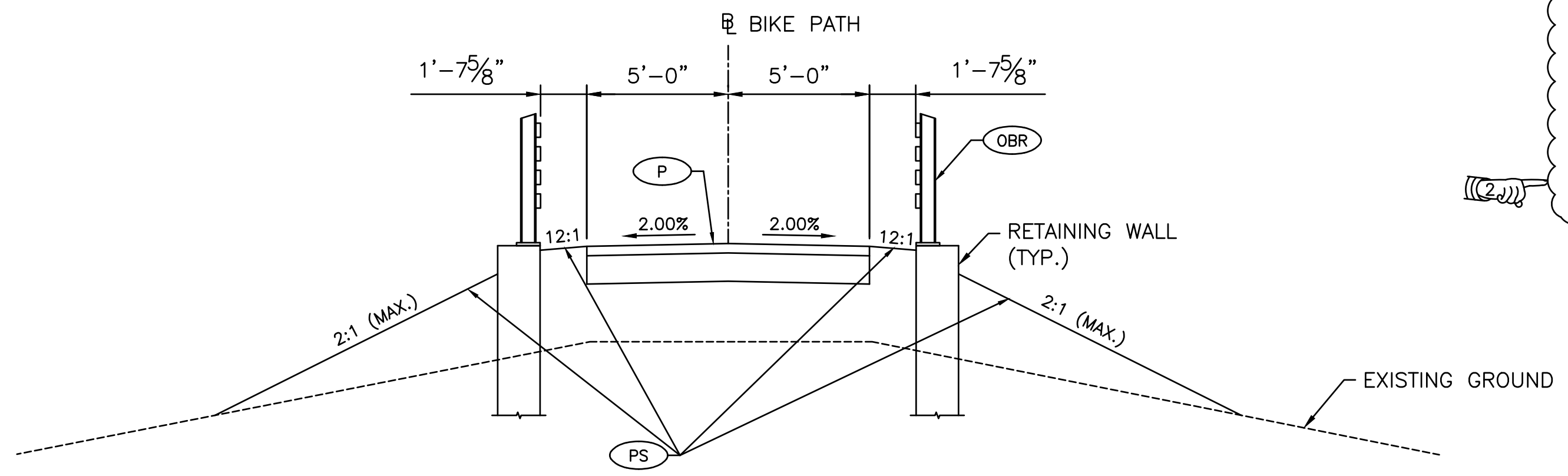
**EAST BAY BIKE PATH**  
**BRIDGE NOS. 837 & 838 REPLACEMENT**  
BARRINGTON/WARREN BRIDGE 083851  
RHODE ISLAND  
**BRIDGE PLAN AND ELEVATION**



PROPOSED SECTION BRIDGE 083851  
SCALE: 1/2" = 1'-0"



EAST BAY BIKE PATH PROFILE  
HORZ: 1" = 50'-0"  
VERT: 1" = 5'-0"



PROPOSED APPROACH SECTION  
SCALE: 1/4" = 1'-0"

- NOTES:
1. ALL STEEL SHALL BE AASHTO ASTM 270 GRADE 50 STEEL.
  2. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE DETERMINED BY THE DESIGN BUILD TEAM.
  3. TIMBER, IF USED, SHALL BE PRESSURE TREATED.
  4. FUTURE 3X3 DUCT BANK SHALL CONSIST OF THREE 6" CONDUITS OVER SIX 5" CONDUITS.

ADDENDUM NO. 5

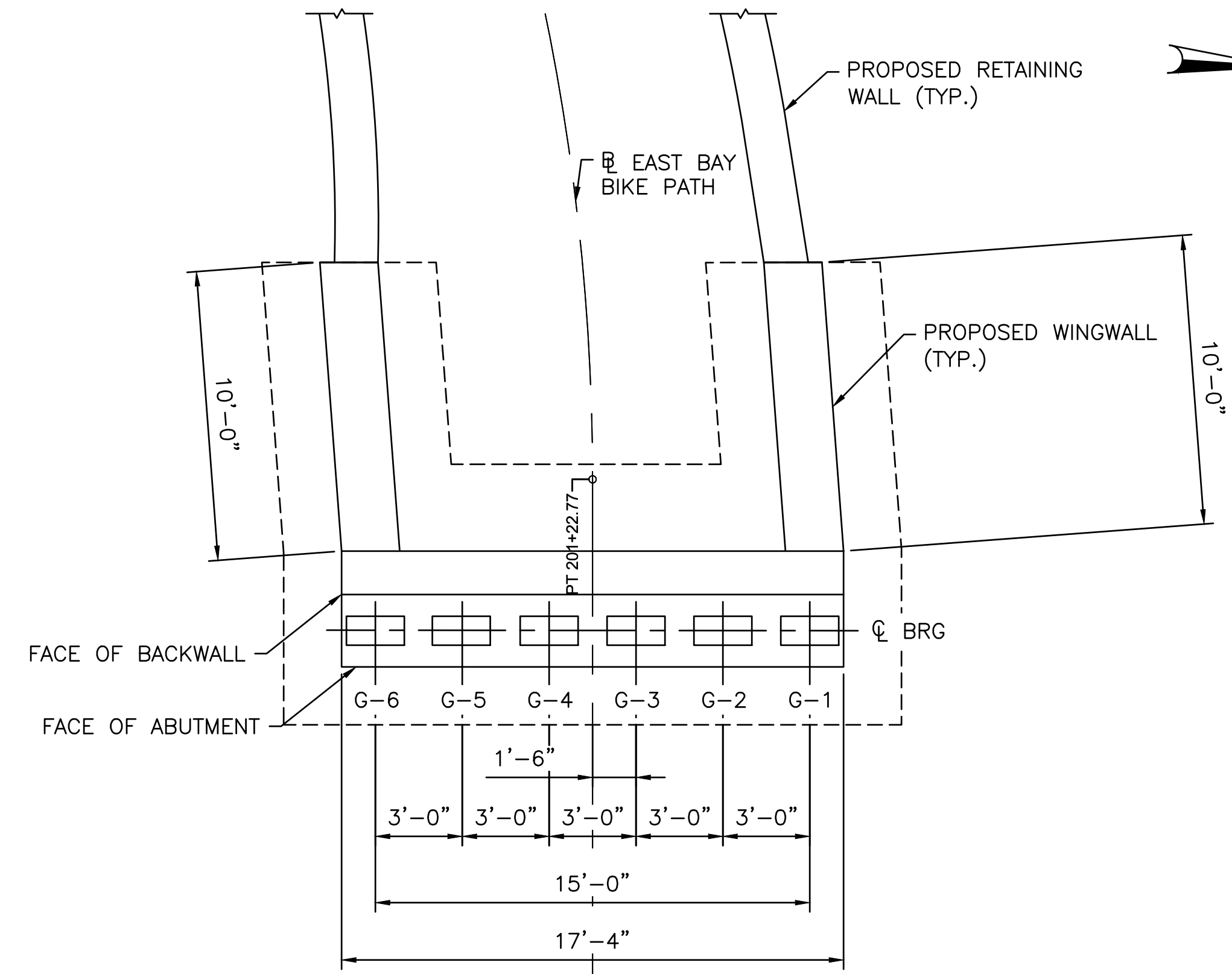


RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

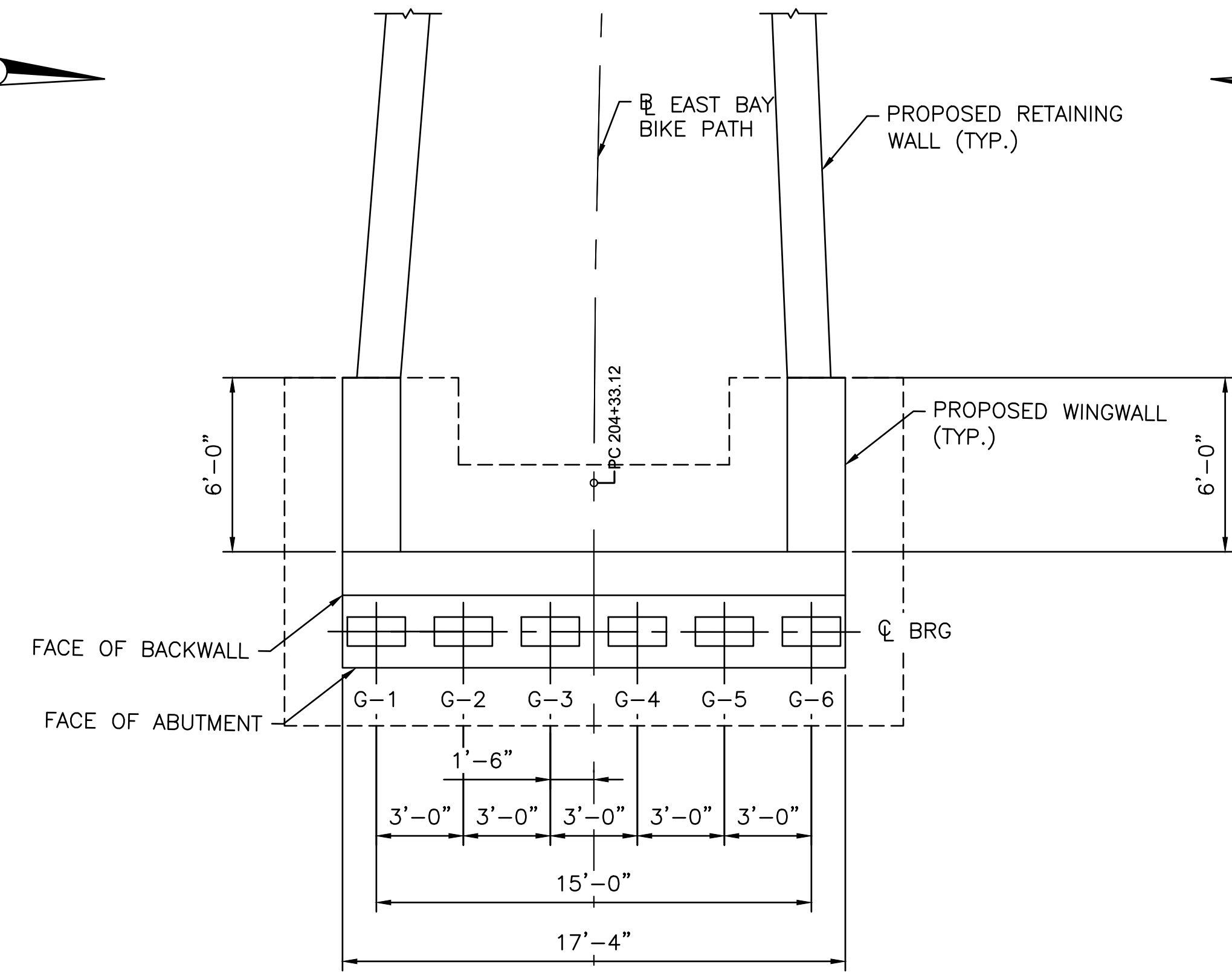
DESIGNED BY: TMB  
CHECKED BY: MFW  
DATE: DECEMBER 2021  
SHEET: 20  
OF: 25

SCALE AS NOTED					
REVISIONS		REVISIONS			
NO.	DATE	BY	NO.	DATE	BY
1	1/14/22	TMB			
2	3/3/22	TMB			

EAST BAY BIKE PATH  
BRIDGE NOS. 837 & 838 REPLACEMENT  
BRIDGE 083851  
BARRINGTON/WARREN  
RHODE ISLAND  
TYPICAL SECTION AND PROFILE

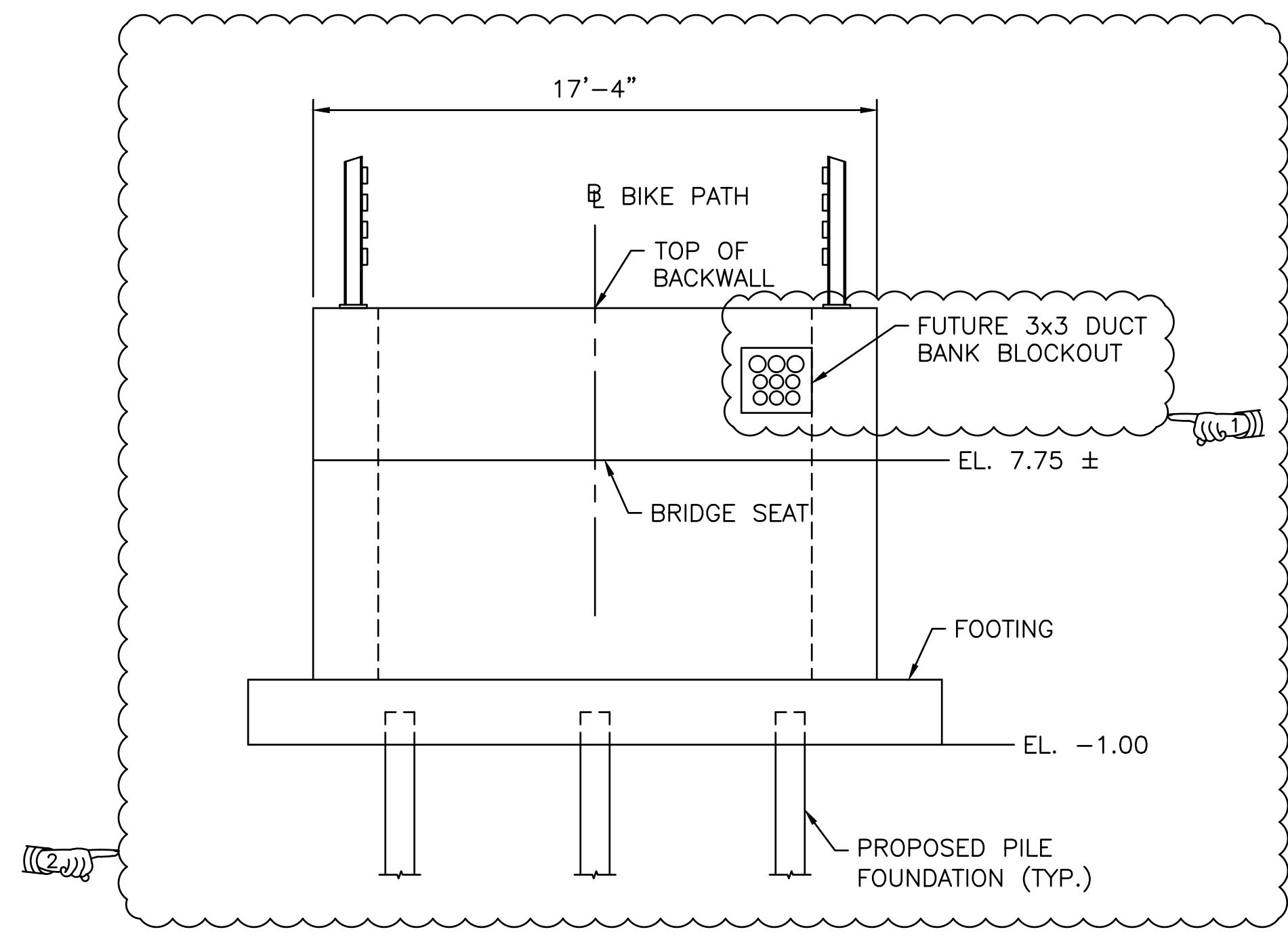


WEST ABUTMENT PLAN  
SCALE: 1/4" = 1'-0"

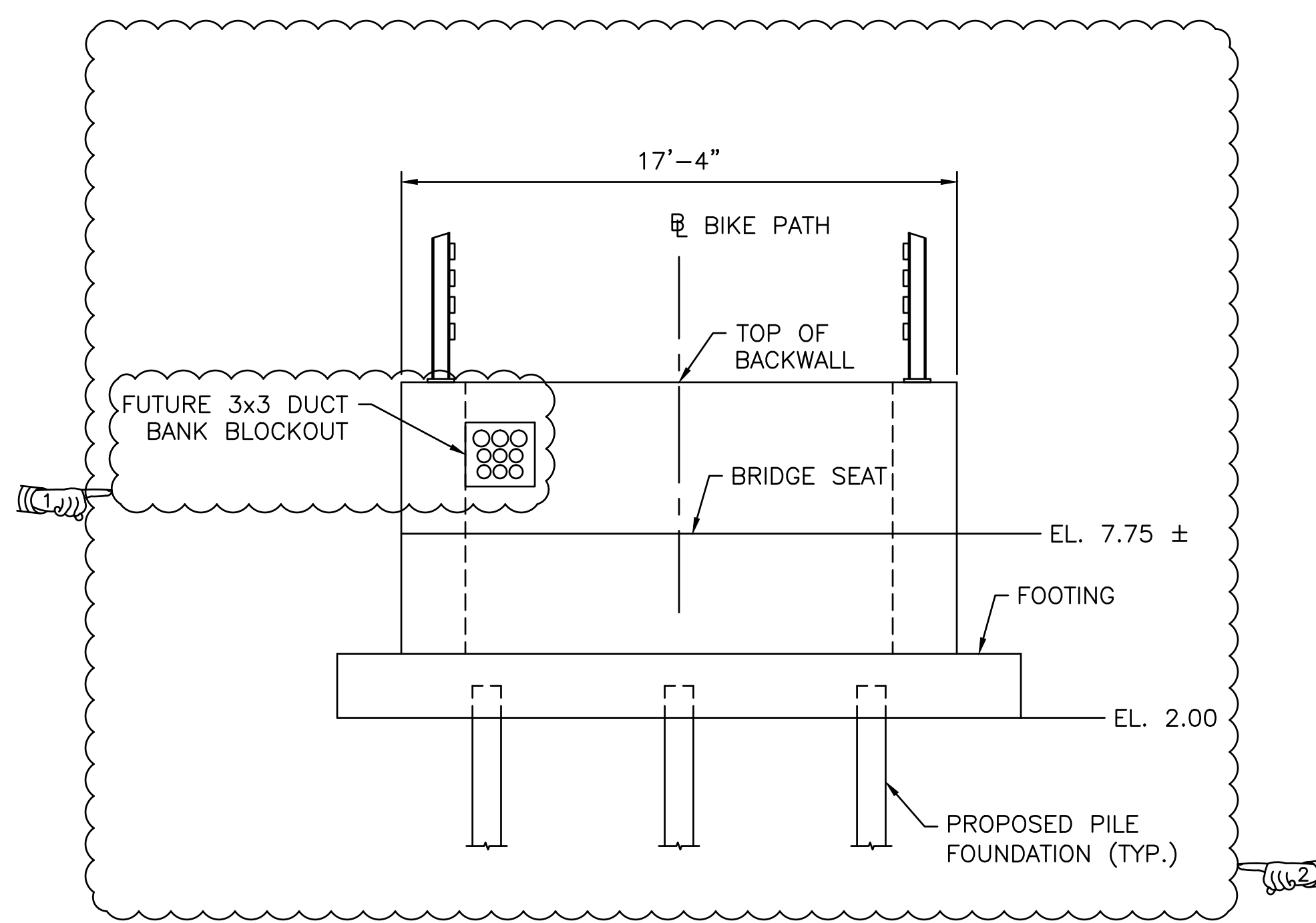


EAST ABUTMENT PLAN  
SCALE: 1/4" = 1'-0"

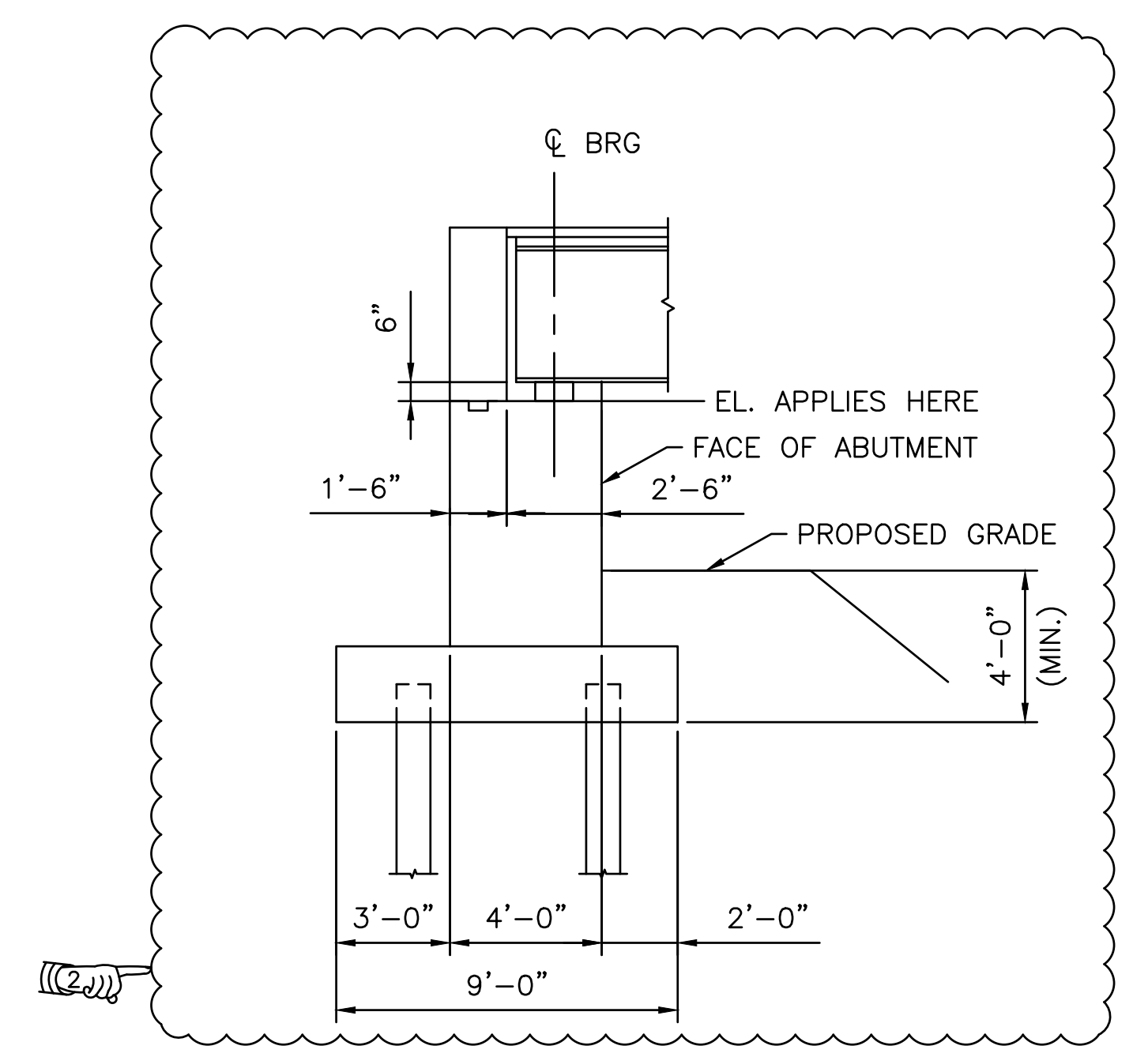
NOTES:  
1. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE CONFIRMED BY THE DESIGN BUILD TEAM.



WEST ABUTMENT ELEVATION  
SCALE: 1/4" = 1'-0"



EAST ABUTMENT ELEVATION  
SCALE: 1/4" = 1'-0"



TYPICAL ABUTMENT SECTION  
SCALE: 1/4" = 1'-0"

ADDENDUM NO. 5



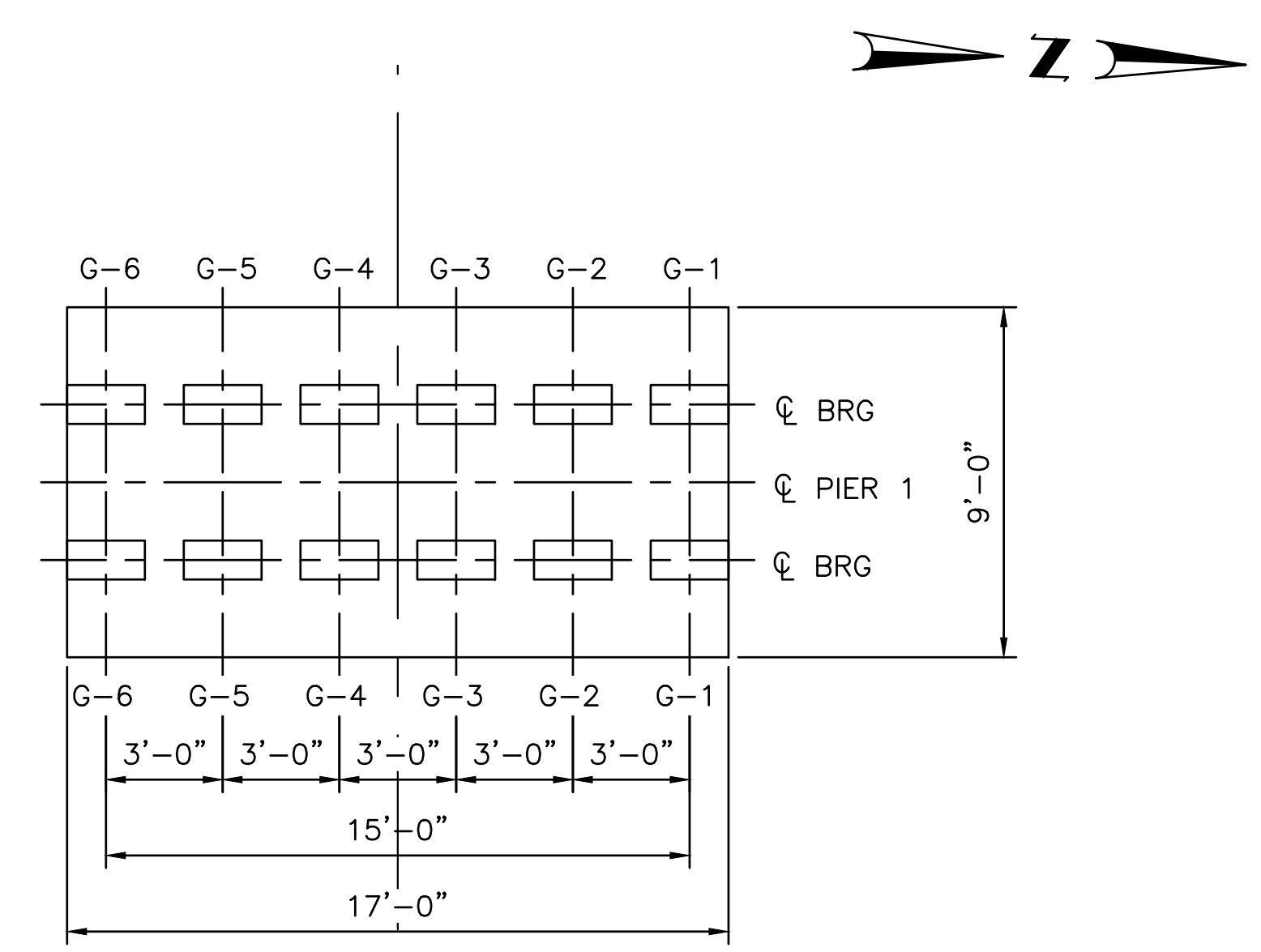
RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: TMB  
CHECKED BY: MFW  
DATE: DECEMBER 2021  
SHEET: 21  
OF: 25

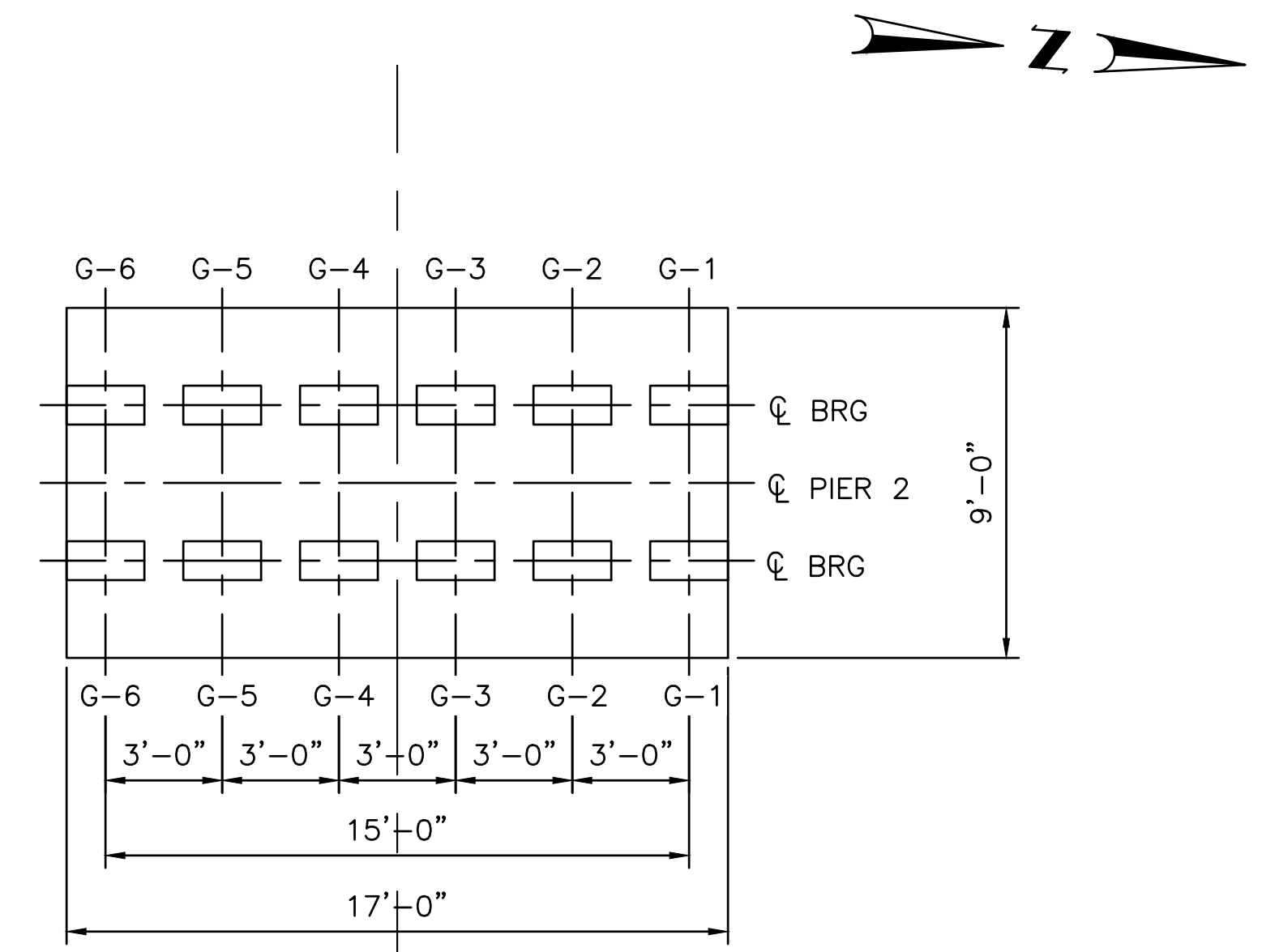
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
1	2/2/22	TMB			
2	3/3/22	TMB			

EAST BAY BIKE PATH  
BRIDGE NOS. 837 & 838 REPLACEMENT  
BARRINGTON/WARREN BRIDGE 083851  
RHODE ISLAND  
ABUTMENTS

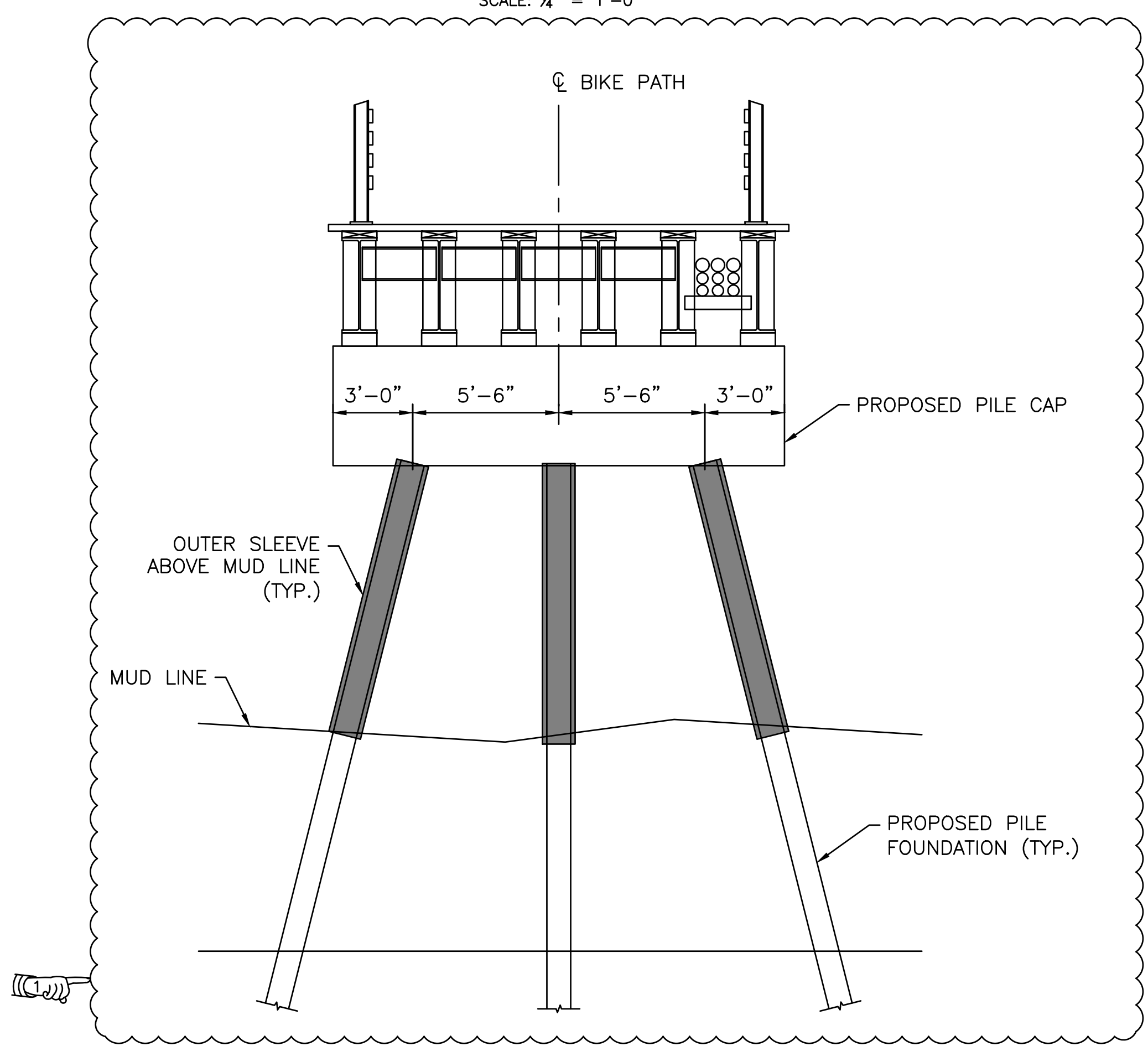
- NOTES:**
1. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE CONFIRMED BY THE DESIGN BUILD TEAM.
  2. INSTALL OUTER SLEEVE ON EXPOSED MICROPILE AND GROUT ANGULAR VOID BETWEEN THE PILE AND SLEEVE.



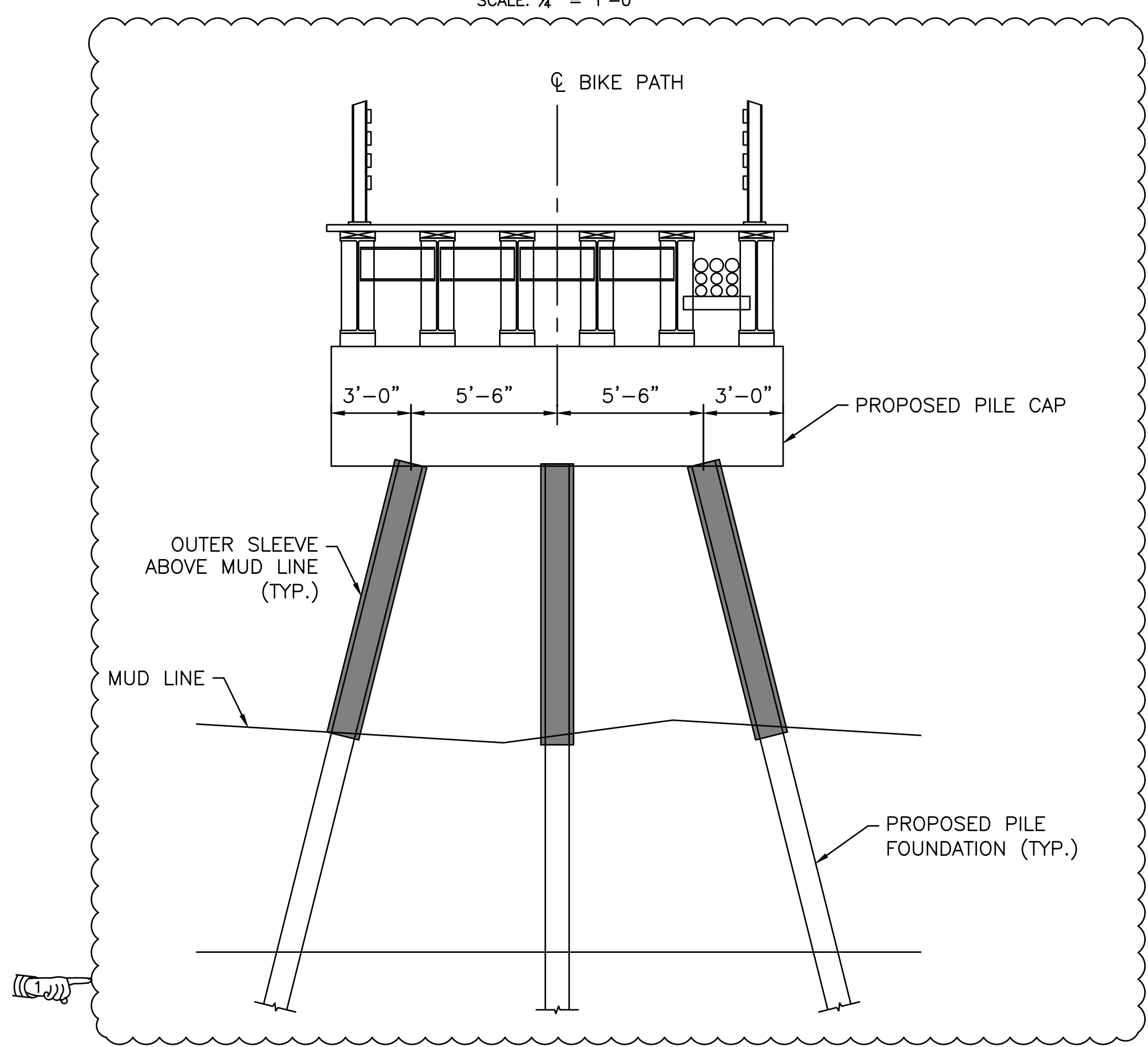
**PIER 1 PLAN**  
SCALE: 1/4" = 1'-0"



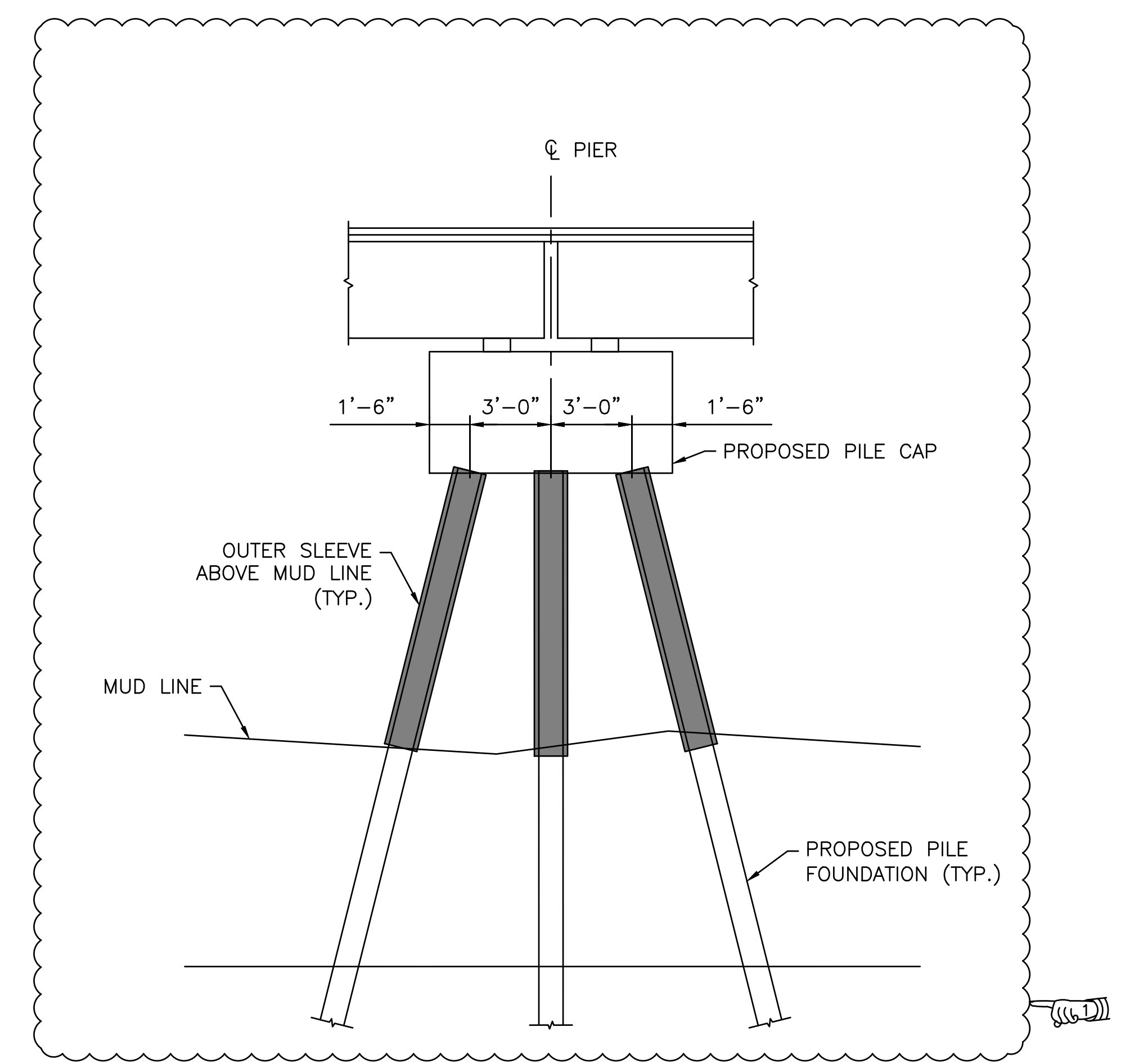
**PIER 2 PLAN**  
SCALE: 1/4" = 1'-0"



**PIER 1 SOUTH ELEVATION**  
SCALE: 1/4" = 1'-0"



**PIER 2 SOUTH ELEVATION**  
SCALE: 1/4" = 1'-0"



**PIER TYPICAL SECTION**  
SCALE: 1/4" = 1'-0"

ADDENDUM NO. 5



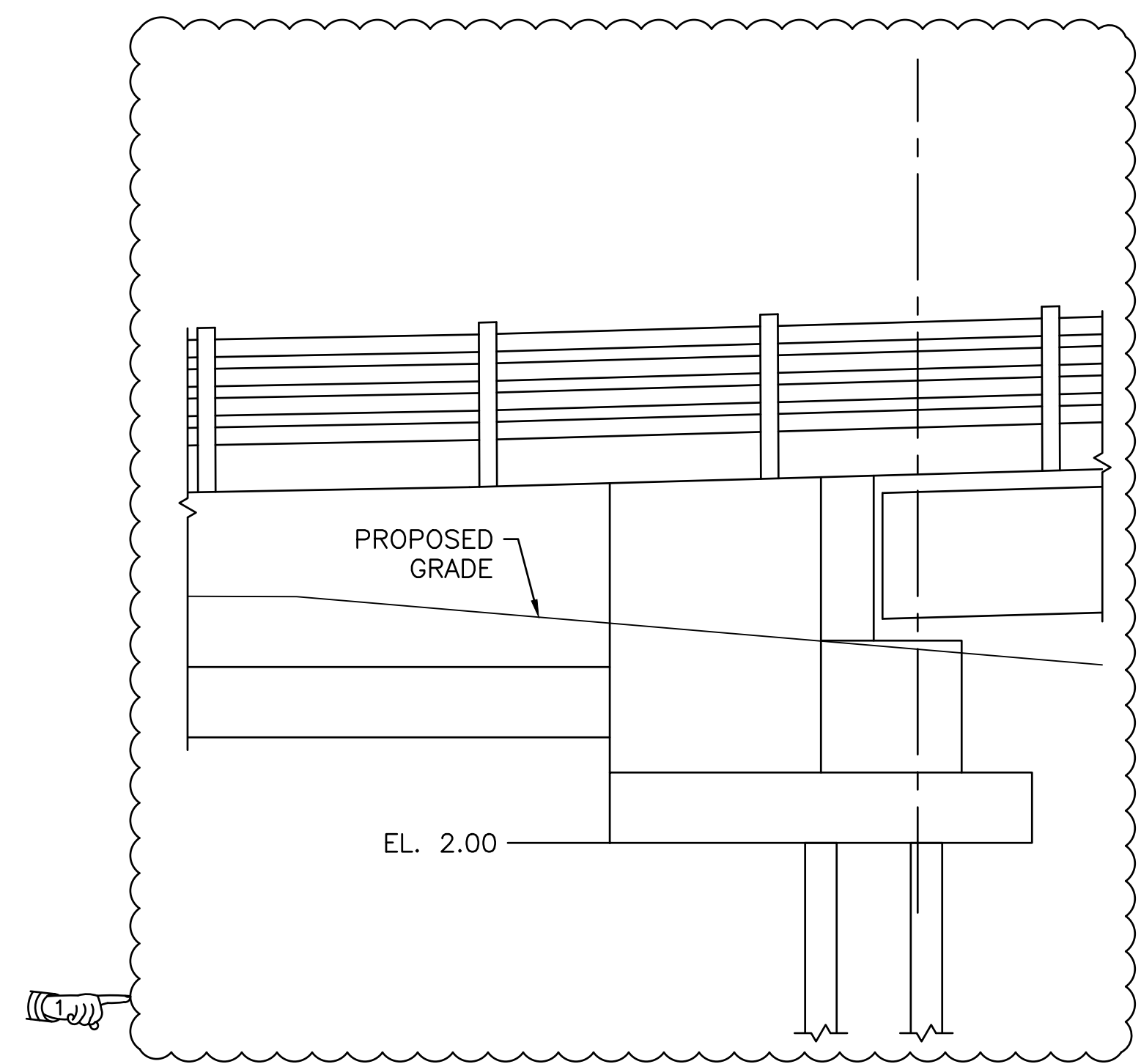
RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: TMB  
CHECKED BY: MFW  
DATE: DECEMBER 2021  
SHEET: 22  
OF: 25

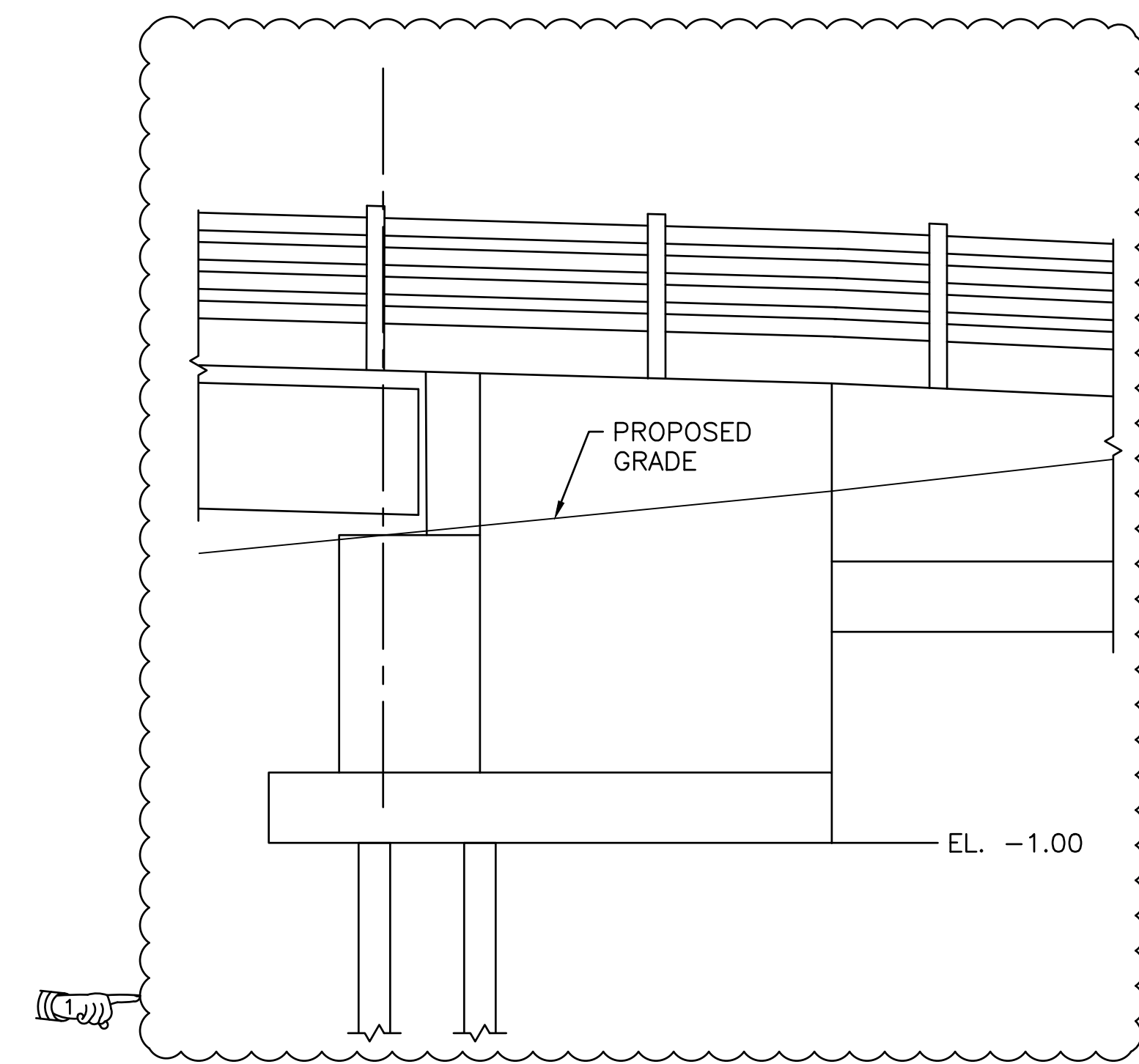
REVISIONS				REVISIONS			
NO.	DATE	BY		NO.	DATE	BY	
1	3/3/22	TMB					

EAST BAY BIKE PATH  
BRIDGE NOS. 837 & 838 REPLACEMENT  
BARRINGTON/WARREN  
BRIDGE 083851  
RHODE ISLAND  
**PIERS**

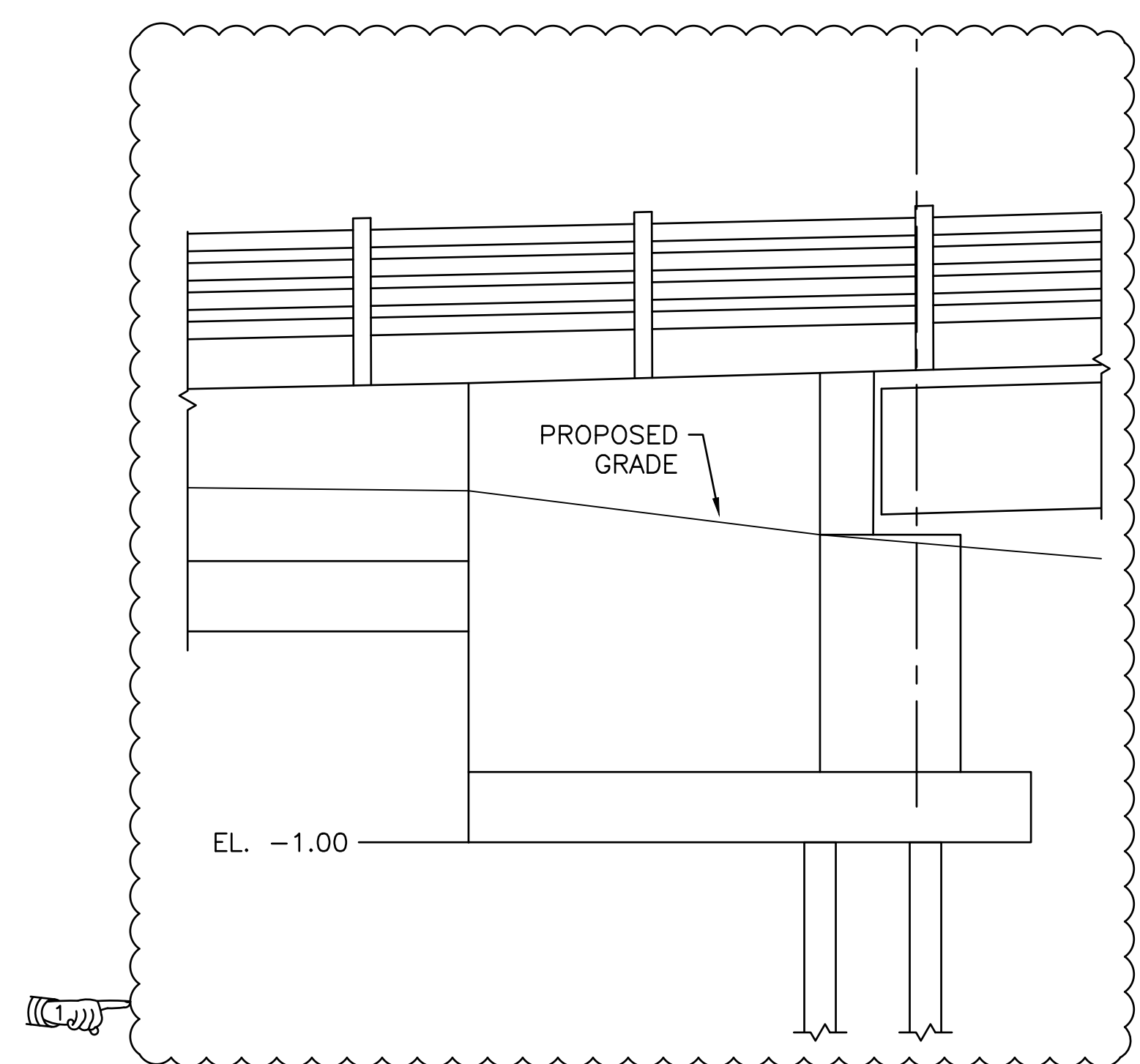




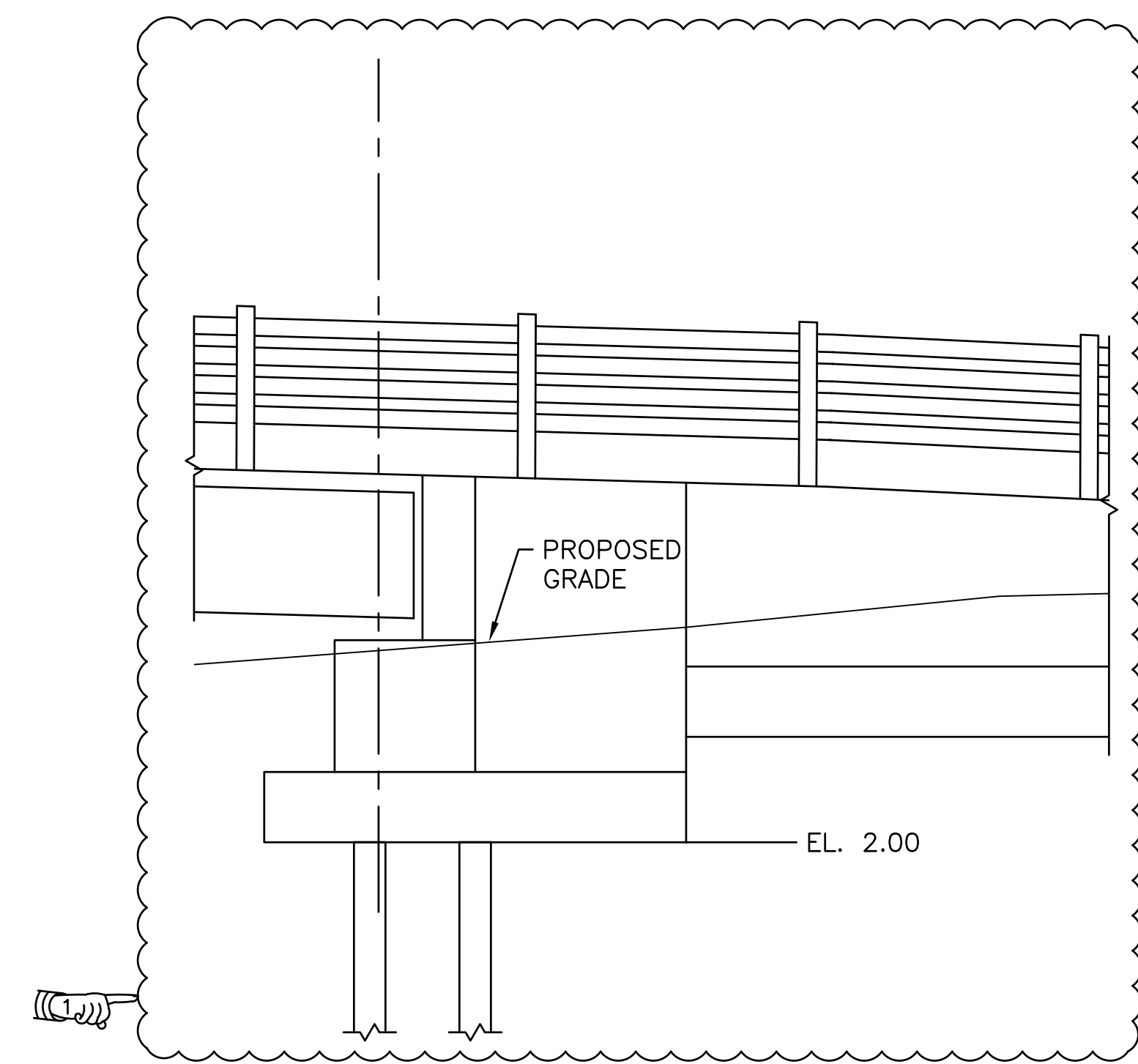
NORTHEAST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"



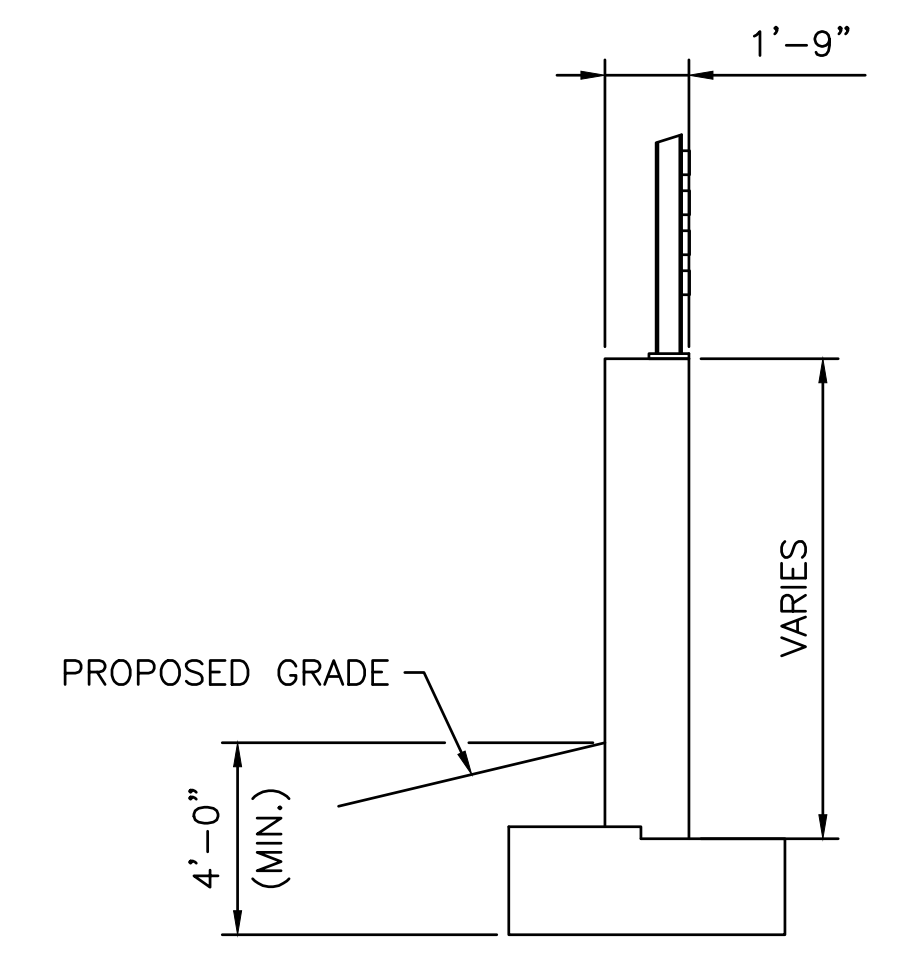
NORTHWEST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"



SOUTHWEST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"



SOUTHEAST WINGWALL ELEVATION  
SCALE: 1/4" = 1'-0"



WINGWALL TYPICAL SECTION  
SCALE: 1/4" = 1'-0"

NOTES:

1. DIMENSIONS SHOWN ARE SCHEMATIC. FINAL DIMENSIONS TO BE CONFIRMED BY THE DESIGN BUILD TEAM.

ADDENDUM NO. 5



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: TMB  
CHECKED BY: MFW  
DATE: DECEMBER 2021  
SHEET: 23  
OF: 25

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
1	3/3/22	TMB			

EAST BAY BIKE PATH  
BRIDGE NOS. 837 & 838 REPLACEMENT  
BARRINGTON/WARREN BRIDGE 083851  
RHODE ISLAND  
WINGWALLS

## **NATIONAL MARINE FISHERIES SERVICE (NMFS) ENDANGERED SPECIES ACT (ESA) AND ESSENTIAL FISH HABITAT (EFH) PROTECTION**

Essential fish habitat consultation under the Federal Highway Administration (FHWA)/NMFS Greater Atlantic Fisheries Office (GARFO) Individual Abbreviated consultation and ESA Section 7 consultation under the FHWA GARFO NLAA Program was completed for the replacement of the Barrington and Warren East Bay bike path bridges over the Barrington and Palmer River. Compliance with the requirements below is necessary to ensure compliance with the consultations:

Ensure all operators, employees, and contractors are aware of all FHWA environmental commitments when working in areas where EFH and ESA-listed species may be present.

Contact the RIDOT Natural Resources Unit (401-479-1327) and [dot.nru@dot.ri.gov](mailto:dot.nru@dot.ri.gov) for questions about restrictions or conservation measures.

### Time of Year (TOY) Restrictions (Essential Fish Habitat)

No in water work should occur within the following TOY restriction to protect sensitive winter flounder life stages and migrating diadromous fish:

***February 1<sup>st</sup> – June 30<sup>th</sup>***

### Pile Driving Restrictions

A “soft start” is required to allow animals an opportunity to leave the project vicinity before sound pressure levels increase. In addition to using a soft start at the beginning of the workday for pile driving, one must also be used at any time following cessation of pile driving for a period of 30 minutes or longer.

*For impact pile driving:* pile driving will commence with an initial set of three strikes by the hammer at 40% energy, followed by a one-minute wait period, then two subsequent three-strike sets at 40% energy, with one-minute waiting periods, before initiating continuous impact driving.

*For vibratory pile installation:* pile driving will be initiated for 15 seconds at reduced energy followed by a one-minute waiting period. This sequence of 15 seconds of reduced energy driving, one-minute waiting period will be repeated two additional times, followed immediately by pile-driving at full rate and energy.

### Conservation Measures

Creosote-treated piles should be cut 2 feet below the mudline if they cannot be removed.

Any temporary discharges must meet state water quality standards (e.g., no discharges of substances in concentrations that may cause acute or chronic adverse reactions, as defined by EPA water quality standards criteria).

Prevent construction debris and sediment from entering aquatic areas and remove all construction debris and excess/deteriorated materials and dispose of in an upland area. Ensure

that raw concrete does not contact the water; wet pours of concrete must be confined within sealed forms until the concrete is set or pre-cast members installed.

Any in-water lines, ropes, or chains must be made of materials and installed in a manner to minimize or avoid the risk of entanglement by using thick, heavy, and taut lines that do not loop or entangle. Lines can be enclosed in a rigid sleeve.

Return areas impacted by temporary activities, fills, or structures to pre-construction or better condition, including elevations and substrate, and replant with native species.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Rhode Island Division**

February 8, 2022

380 Westminister Mall, Suite 601  
Providence, RI 02903  
401-528-4541 - Phone  
401-528-4542 - Fax  
[www.fhwa.dot.gov/ridiv/index.htm](http://www.fhwa.dot.gov/ridiv/index.htm)

In Reply Refer To:  
HEC-RI

Commander (DPB)  
United States Coast Guard  
First District Coast Guard  
Battery Park Building  
1 South Street  
New York, NY 10004-1466

Attention: Donna Fisher, Bridge Management Program Supervisor

Subject: Finding of USCG Permit Exemption  
Palmer River East Bay Bike Path Bridge # 083801  
Warren, Rhode Island  
RIC #2019-EH-0221, FAP # STP-SCOP (001)

The Federal Highway Administration has reviewed the referenced project with the Rhode Island Department of Transportation for conditions of criteria for the USCG Permit. The attached Figure A shows the approximate location of the bridge project which will restore the use of the bike path in this vicinity, increase the live load rating of the bridge to comply with the current statutory live road requirements, improve vertical clearance below the bridge where applicable and improve the safety to pedestrian traffic. The existing project site is at the location of a former railroad bridge which carried rail traffic over the Palmer River. The attached Photos 1 through 13 show the existing conditions at the project site.

As shown in the attached plans (Existing Plan Elevation & Section, Figures 1-3, and 9-11), the proposed bridge will be a three-span bike path bridge with a total length of 300 feet. The mean high water (MHW) level of the existing bridge is 2.23 feet, while the mean low water (MLW) level is -1.90 feet (NAVD 88 +1.30' for all elevation data). The bridge has a low chord elevation of 6.7 feet. The vertical clearance of the navigational passage is 4.5 feet at MHW and 6.4 feet at MLW; the horizontal clearance is 20'-10". Both the abutments and two piers will be supported by piles.

Based on Title 23 C.F.R 650.805, a USCG permit shall not be required if the FHWA determines that the proposed construction, reconstruction, rehabilitation, or replacement of the federally aided or assisted bridge is over waters (1) which are not used or are not susceptible to use in their natural condition or by reasonable improvement as a means to transport interstate or foreign commerce and (2) which are (i) not tidal, or (ii) if tidal, used only by recreational boating, fishing, and other small vessels less than 21 feet in length.

This project is located at a tidal waterway used by recreational boating, fishing or other small vessels only, less than 21 feet in length, and is not utilized to transport interstate or foreign commerce. In accordance with Title 23 U.S.C. Section 144 (c)(2) and Title 23 C.F.R 650.805 "Bridge not requiring a USCG permit," we have determined that a USCG permit is not required for the referenced project.

If you have any questions, please call me at (401) 767-7721.

Sincerely,

Wilfred Hernandez, Ph.D., P.E.  
Acting Project Delivery Supervisor

Enclosures

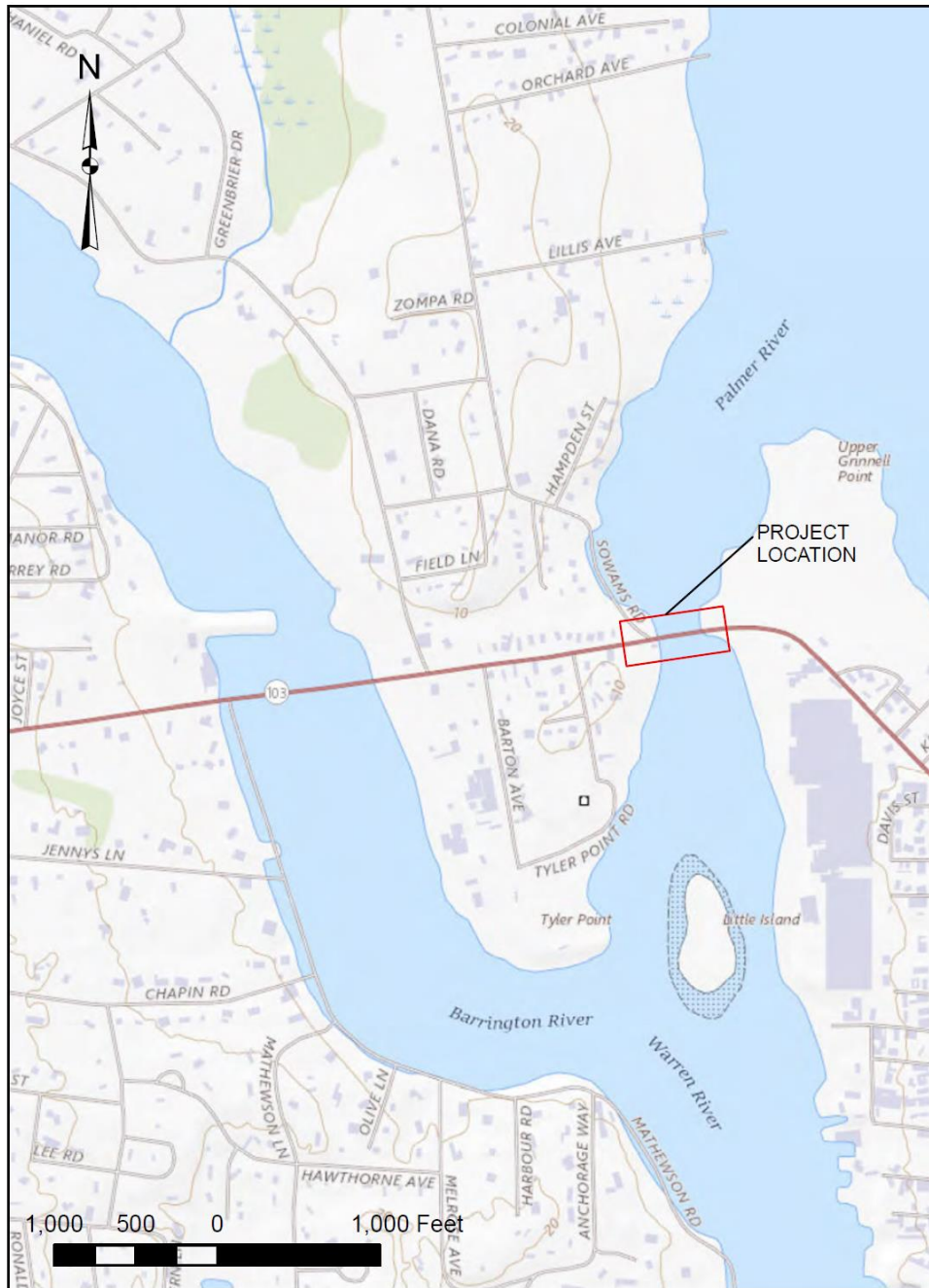
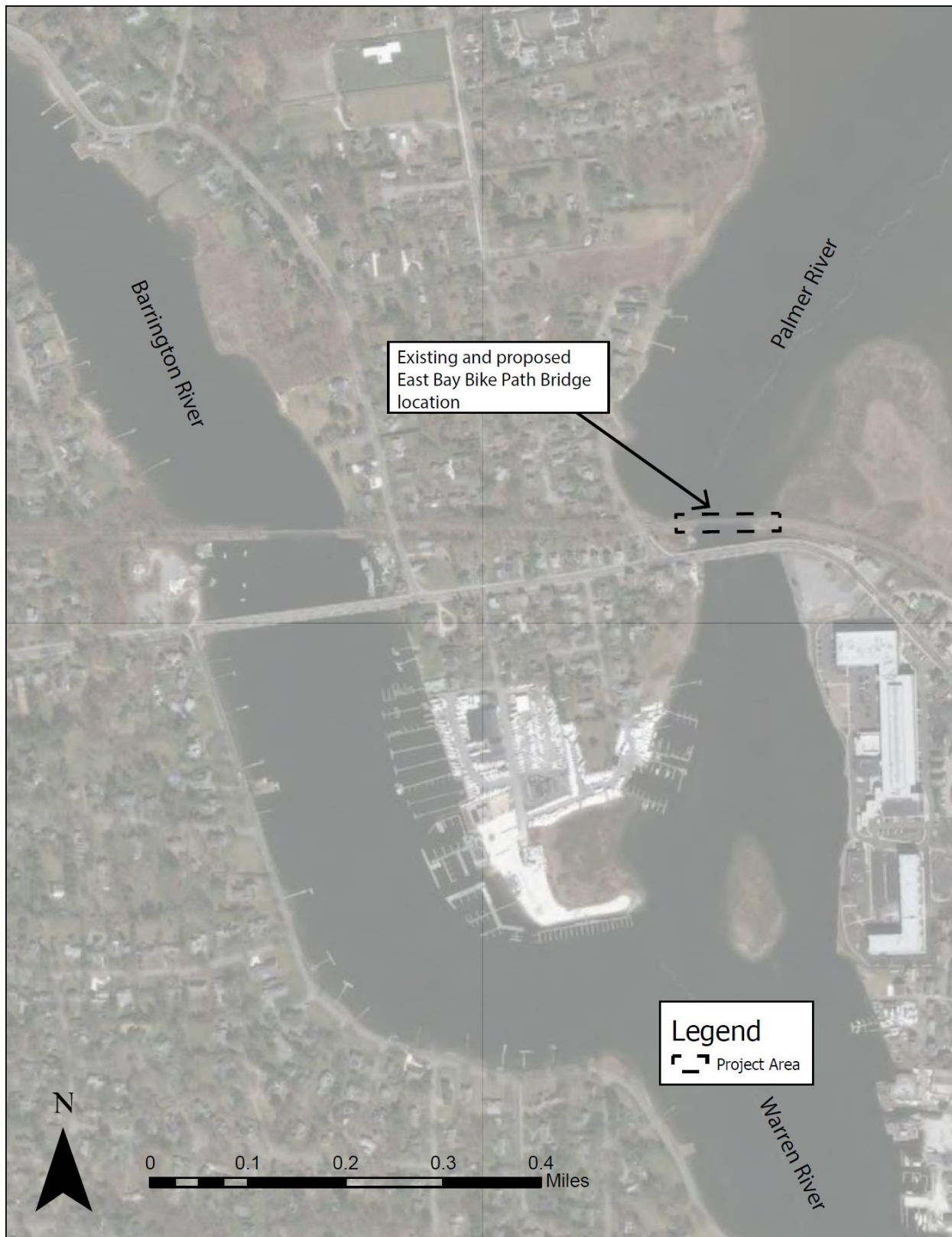


Figure A

USGS Map  
Warren Bridge  
Warren, RI



Warren Photos  
Bridge Nos. 083701 & 083801

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East Bay Bike Path over Barrington River and Palmer River – Barrington and Warren  
December 2021



Photo No. 1: Aerial Looking North



Photo No. 2: Aerial Looking South



Warren Photos  
Bridge Nos. 083701 & 083801

---

East Bay Bike Path over Barrington River and Palmer River – Barrington and Warren  
December 2021



Photo No. 3: West Approach Looking West



Photo No. 4: I- South Elevation From East Bank



Photo No. 5: West Approach Looking East

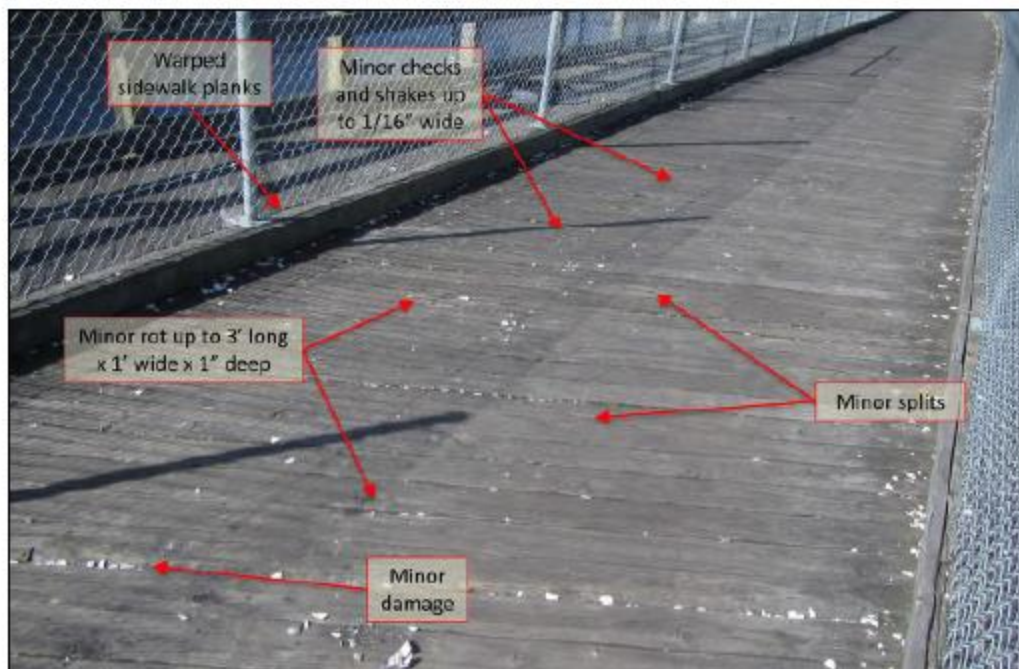


Photo No. 6: Typical Top of Deck Condition (2019 Photo)



Photo No. 7: Looking Downstream From Top of Bridge (2019 Photo)



Photo No. 8: Looking Upstream From Bridge (2019 Photo)



Photo No. 9: Area between Route 114 and trail west of the bridge looking east.



Photo No. 10: Area between Route 114 and trail west of the bridge looking west from Route 114



Photo No. 11: Area between Route 114 and trail east of the bridge looking east from Route 114



Photo No. 12: North embankment at east abutment looking east

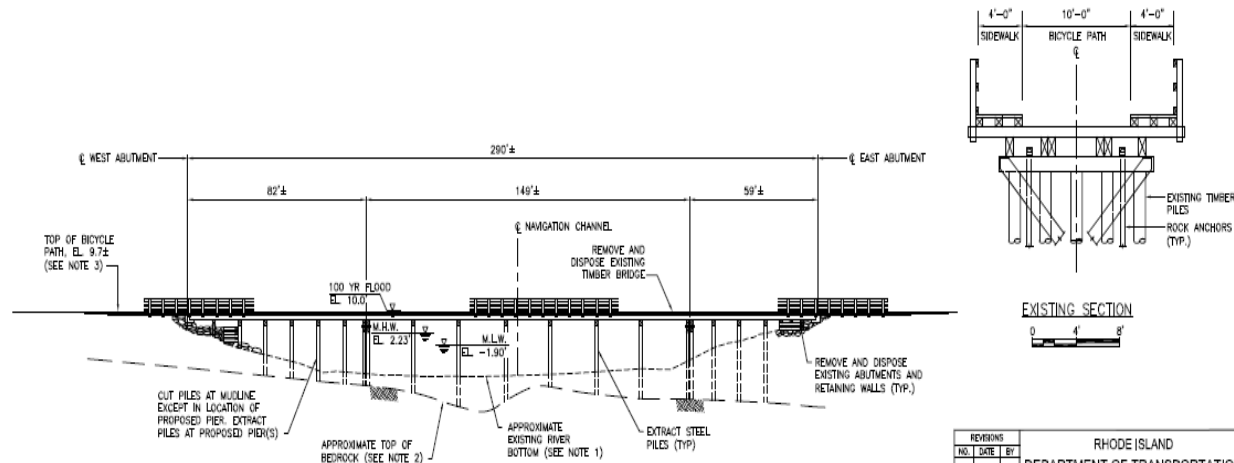
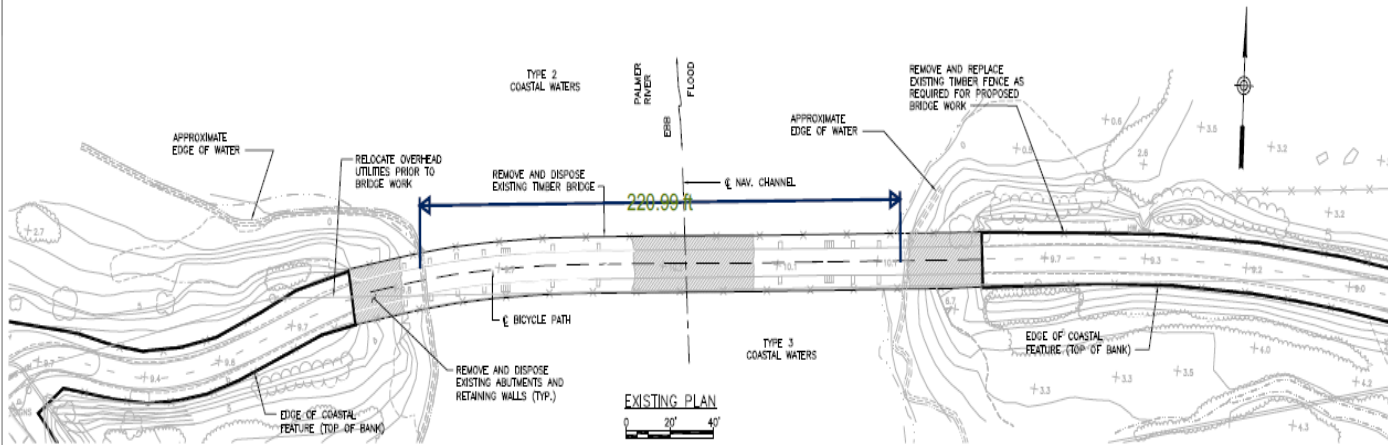
Warren Photos  
Bridge Nos. 083701 & 083801  
East Bay Bike Path over Barrington River and Palmer River – Barrington and Warren

December 2021



Photo No. 13: North embankment at east abutment looking east near Sowams Road

NO.	DATE	BY	REVISION	SHEET NO.	TOTAL SHEETS
1	R.I.			1	23



**NOTES:**

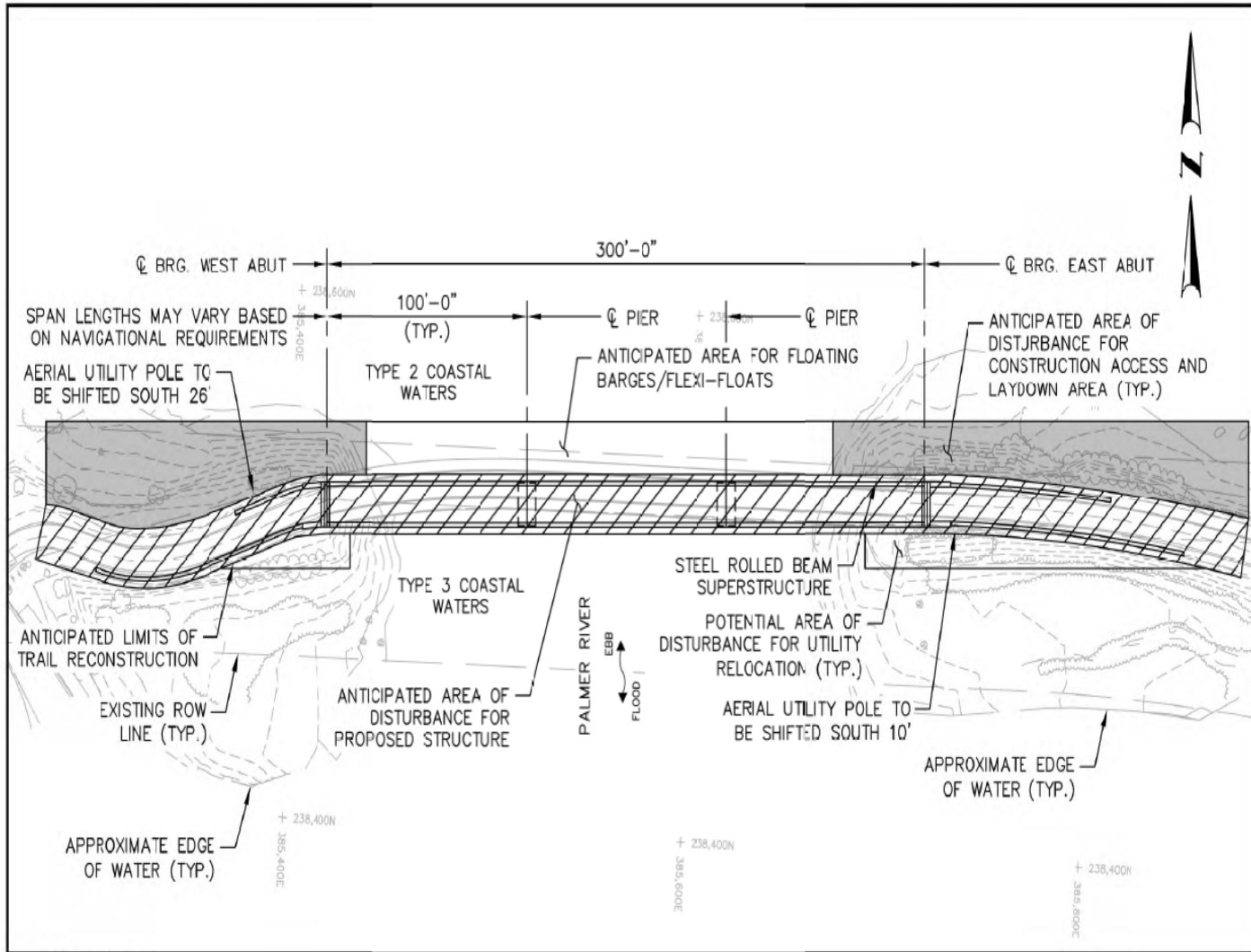
- RIVER BOTTOM BASED ON 2012 WATER DEPTH READINGS.
- APPROXIMATE TOP OF BEDROCK IS BASED ON EAST BAY BICYCLE FACILITY, CONTRACT 3 REHABILITATION PLANS (1987), SHEET 22 OF 84.
- VERTICAL DATUM IS R.I. STATE PLANE NOVD 1929.

REVISIONS	RHODE ISLAND DEPARTMENT OF TRANSPORTATION		
NO.	DATE	BY	

REPLACEMENT OF  
**WARREN BRIDGE NO. 838**  
Warren, RHODE ISLAND

**EXISTING PLAN  
ELEVATION & SECTION**

CHECKED BY: *BCP* DATE: MAR 2014 SCALE: AS SHOWN

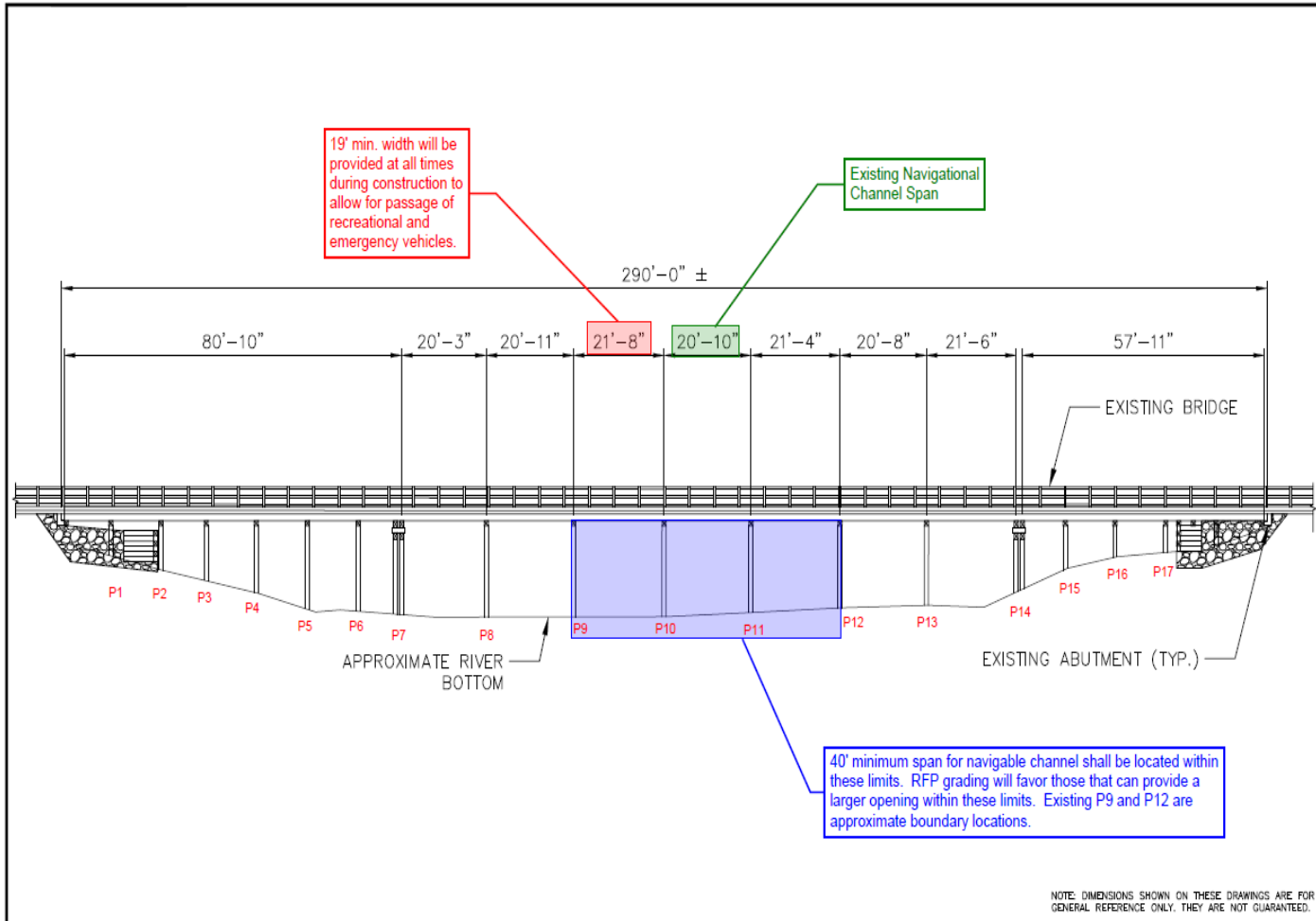


**LIMITS OF DISTURBANCE - PLAN**  
 BRIDGE No. 083801  
 EAST BAY BIKE PATH OVER PALMER RIVER  
 WARREN, RHODE ISLAND

Designed T.M.B.  
 Drawn M.F.W.  
 Reviewed M.F.W.  
 Scale 1" = 40'-0"  
 Project No. 1900353  
 Date 08/2021  
 CAD File TBRG1900353\_Bridge 083801

**FIG-1**

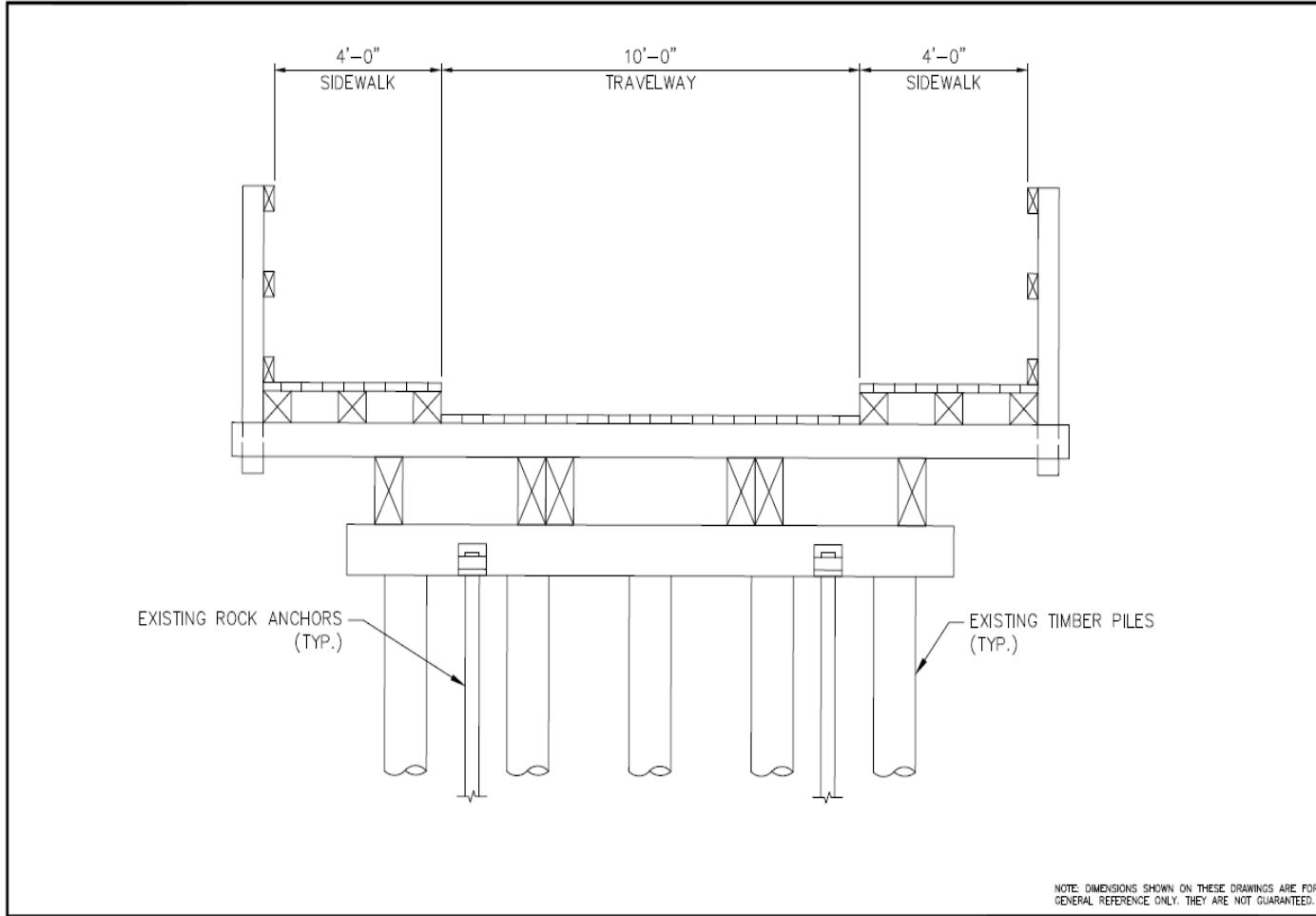




**EXISTING ELEVATION**  
BRIDGE No. 083801  
EAST BAY BIKE PATH OVER PALMER RIVER  
WARREN, RHODE ISLAND

Designed T.M.B.  
Drawn M.F.W.  
Reviewed 1" = 20'-0"  
Project No. 1900353  
Date 08/2021  
CAD File TBRG1900353\_Bridge 083801

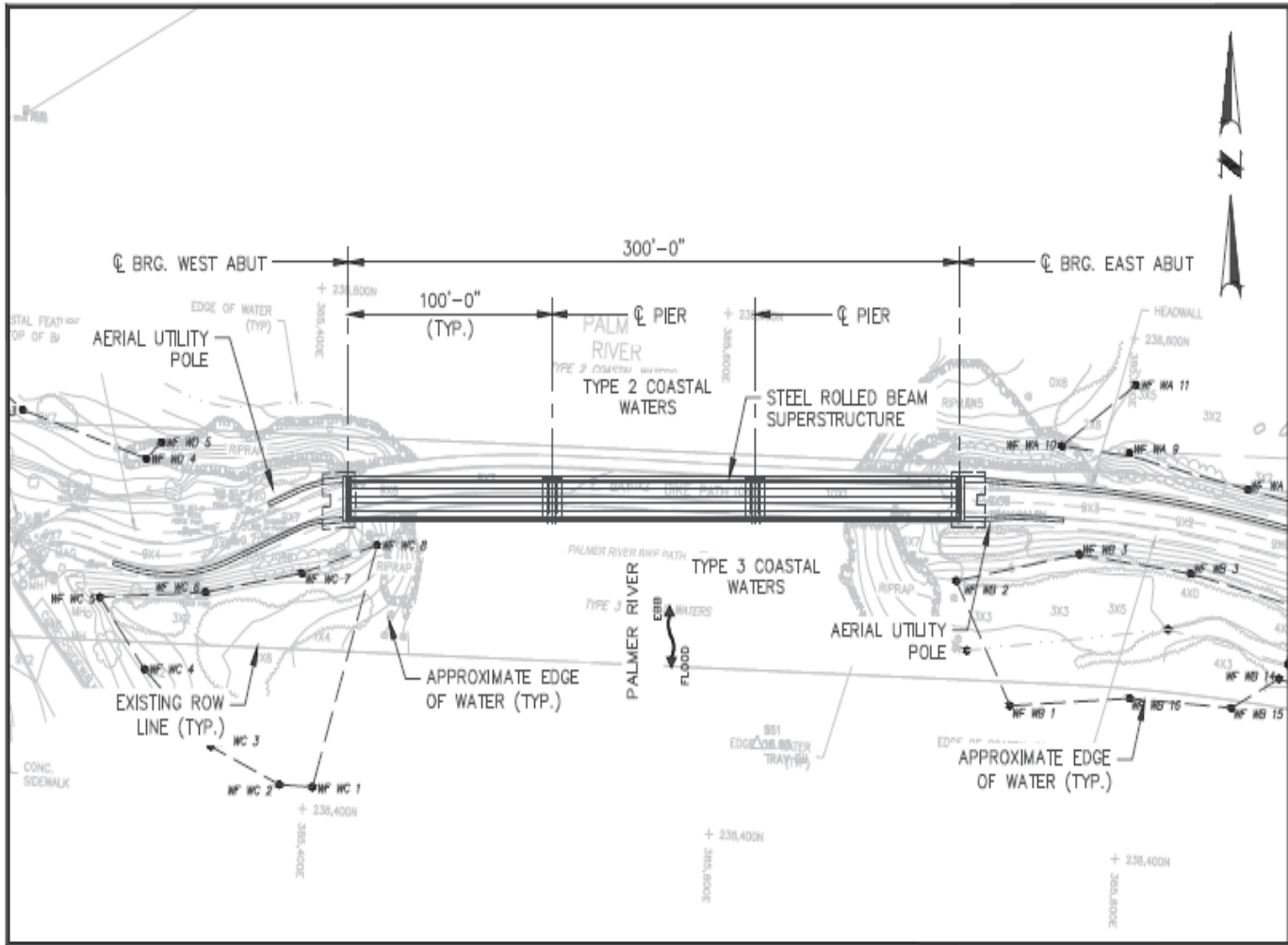
**FIG-2**



**EXISTING SECTION**  
BRIDGE No. 083801  
EAST BAY BIKE PATH OVER PALMER RIVER  
WARREN, RHODE ISLAND

Designed  
Drawn T.M.B.  
Reviewed M.F.W.  
Scale 1/2" = 1'-0"  
Project No. 1900353  
Date 08/2021  
CAD File TBRG1900353\_Bridge\_083801

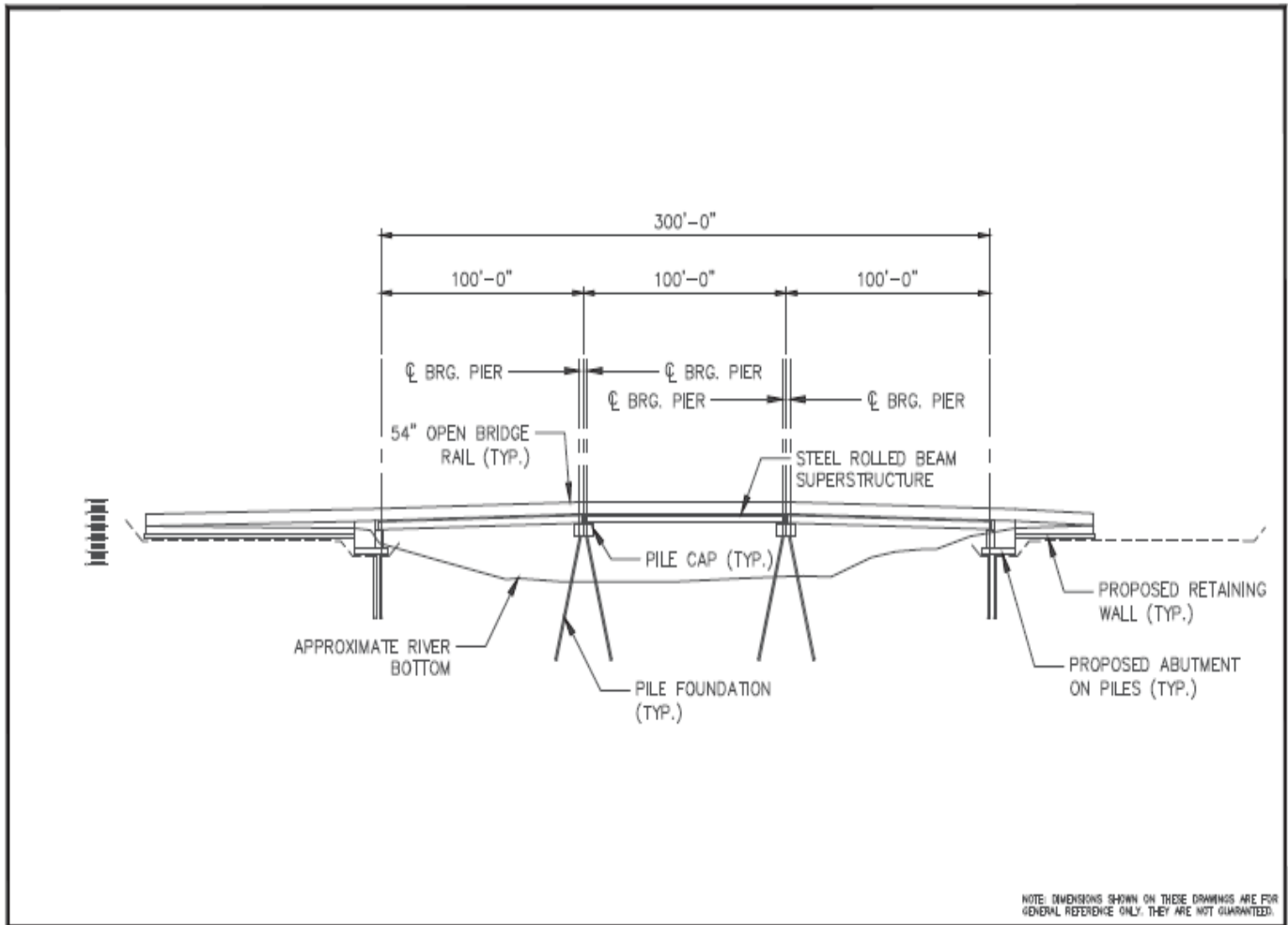
**FIG-3**



**ALTERNATIVE 1 PROPOSED PLAN**  
 BRIDGE No. 063801  
 EAST BAY BIKE PATH OVER PALMER RIVER  
 WARREN, RHODE ISLAND

Designed by T.M.B.  
 Drawn by M.F.W.  
 Scale 1" = 40'-0"  
 Project No. 1903353  
 Date 08/2021  
 CHG No. TR01903353\_Rtlfig 063801

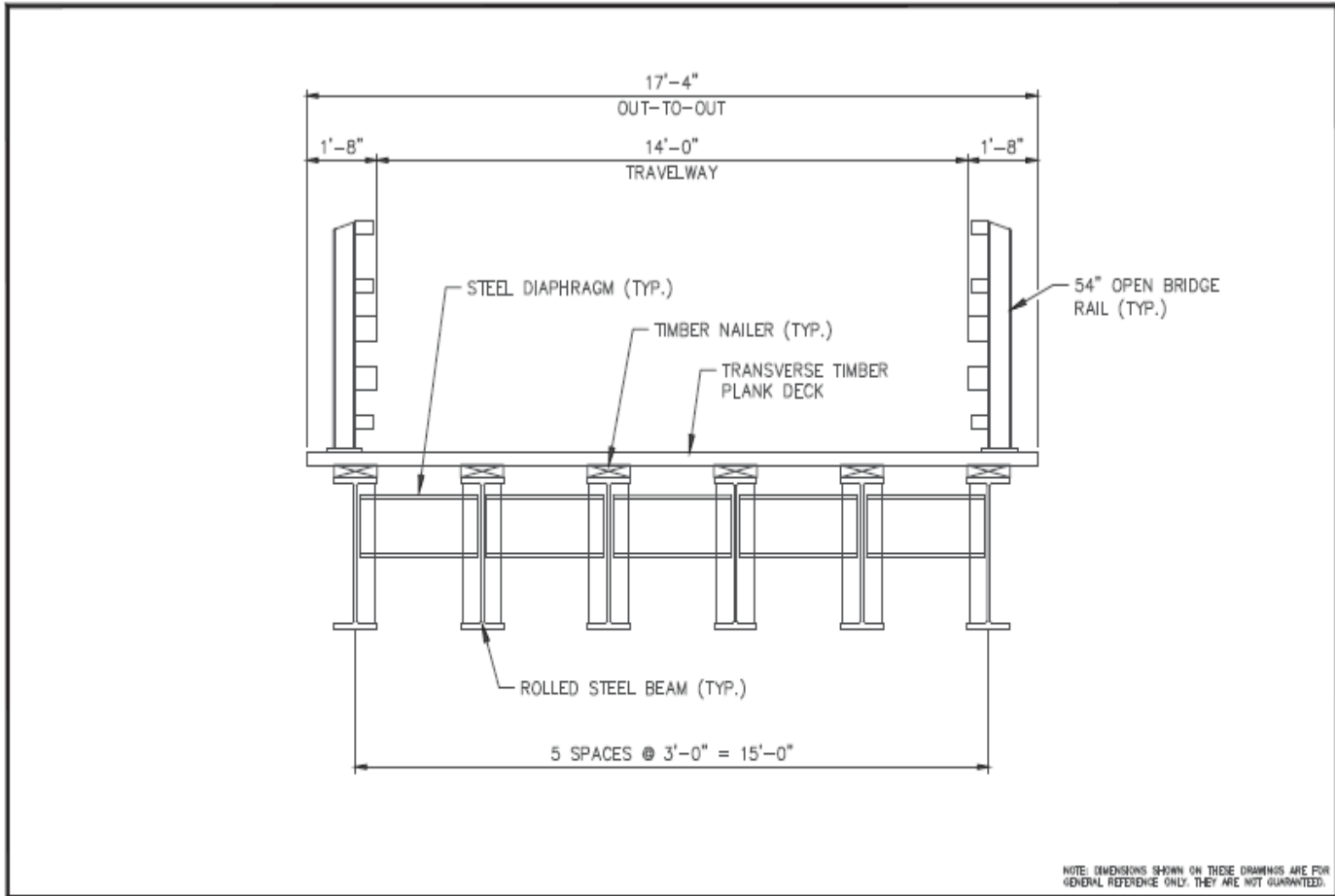
**FIG-9**



**ALTERNATIVE 1 PROPOSED ELEVATION**  
 BRIDGE No. 083801  
 EAST BAY BIKE PATH OVER PALMER RIVER  
 WARREN, RHODE ISLAND

Designed: T.M.B.  
 Drawn: M.F.W.  
 Reviewed: 1" = 20'-0"  
 Project No. 1900353  
 Date: 05/2021  
 CAD File: TR01900353\_Bridge 083801

**FIG-10**



ARCHITECTURE  
ENGINEERING  
ENVIRONMENTAL  
LAND SURVEYING

**ALTERNATIVE 1 PROPOSED SECTION**

BRIDGE No. 063801  
EAST BAY BIKE PATH OVER PALMER RIVER  
WARREN, RHODE ISLAND

Designed: T.A.B.  
Drawn: M.F.W.  
Reviewed: 1/2" = 1'-0"  
Project No. 1900353  
Date: 05/2021  
CAD File: TR01900353\_011.dwg 063801

**FIG-11**

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
First Coast Guard District

One South Street  
Battery Park Building  
New York, NY 10004-1466  
Staff Symbol: dpb  
Phone: (516) 241-5152

16211  
March 2, 2022

Federal Highway Administration – Rhode Island Division  
Attn: Wilfred Hernandez  
Acting Project Delivery Supervisor  
380 Westminster Mall, Suite 601  
Providence, RI 02903

**Re: NV-1122: East Bay Bike Path Bridge over the Palmer River, Warren RI**

Dear Mr. Hernandez:

This is in response to your letter dated February 8, 2022, invoking 23 U.S.C. Section 144 (c) for the referenced bridge project. Based upon information you have provided, we concur with your determination.

Although this project will not require a bridge permit, other areas of Coast Guard jurisdiction apply. The following stipulations must be met:

- a. The lowest portion of the superstructure of the bridge across the waterway should clear high water pursuant to 33 CFR 115.70.
- b. Navigation lighting is required. Rhode Island DOT should submit drawings for Coast Guard approval in accordance with 33 CFR Section 118.25.
- c. Any spillage of oil or oil-based products during construction must be promptly reported to the Coast Guard by calling 1-800-424-8802.
- d. This approval does not relieve the bridge owner of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any other federal, state or local authority having cognizance of any aspect of the location, construction or maintenance for the proposed bridge.

If you have any further questions feel free to contact this office at the number above.

Sincerely,

D. A. FISHER  
Bridge Program Manager  
U.S. Coast Guard  
By direction

Copy: James Primeau, RI DOT  
CG Sector Southeastern New England  
USACE, New England Division, Navigation Section

## U.S. Coast Guard Bridge Administration

### GENERAL CONSTRUCTION REQUIREMENTS

1. All bridge closures, or bridge operating schedule changes, must be requested in writing, 30 days in advance, from the First Coast Guard District Bridge Branch Office. No channel restrictions, or vertical clearance reductions may be made without written approval from the above office.
2. Waterway closures/restrictions, barge placement or safety zones must also be requested a **minimum** of 90-days in advance. Please contact LT Ben Aaronson, Waterways Officer, USCG Sector Southeast New England, 20 Risho Ave., Suite D, East Providence, RI 02914-1208. Ph: (401) 435-2351.
3. All submissions to the Coast Guard for review and approval must first be approved by the owner of the bridge or their authorized agent. All submission of plans, scope of work, and schedules of operation must be sent to the First Coast Guard District, Bridge Branch Office.
4. At least 30 days prior to commencement of any work, we must have for our review, a copy of the construction plans, contractor schedule, preferably depicted in a time line graphic format, and the contractor's daily hours of operation. The construction plan package must show the following: **(1)** a plan of the entire waterway area in the vicinity of the project. **(2)** The location of work barges during working and off-hours. **(3)** In addition, a drawing must be included, if applicable, depicting any scaffolding or containment used indicating the location and the total vertical or horizontal channel reduction. All vertical clearance reductions below low steel or concrete under the bridge as a result of the use of scaffolding must be clearly detailed on the drawings shown in total feet. **(4)** Emergency 24-hour telephone numbers for all responsible individuals for this project must be submitted to this office before any phase of construction begins in case of an emergency situation during off-hours.
5. Scaffolding used under ANY span of the bridge must be lighted with constant burning red lights every 50 feet and on all corners. The placement of scaffolding must not interfere with the ability of a moveable bridge to open for vessel traffic. Moveable bridges must continue to operate according to their normal schedule unless special drawbridge operation regulation changes have been requested. Warning signs must be posted on both sides of the bridge, visible for a 1-mile range, to warn mariners of the vertical clearance reduction. The signs shall face upstream and downstream so as to draw the mariner's attention to the fact that the clearance has been reduced.
6. All barges placed in the waterway must be lighted with constant burning white lights on all four corners of the barge. The contractor is required to comply with all provisions of the Navigation Rules International-Inland, regarding the use of work barges or floating equipment in the waterway. [www.navcen.uscg.gov](http://www.navcen.uscg.gov) .
7. Placement of construction barges in the navigable channel shall be done so as to provide a minimum horizontal clearance reduction. Only one navigation channel of a swing bridge may be blocked by work equipment at anytime. Barges must be moved out of the navigable channel after working hours unless approved in writing by the USCG.

**ENCLOSURE (1)**

RI

8. Barges held in place by anchor lines must be marked by anchor buoys, which should be lighted.
9. The vertical and horizontal clearances through the navigable channel of the completed structure (as-built clearances) shall be certified in writing to this office by a responsible official of the permittee, a licensed surveyor or a registered professional engineer upon completion of bridge work. As built clearances consist of: vertical clearance in the navigational channel measured from mean high and mean low water to the lowest point of the superstructure; horizontal clearance through the navigational channel between piers or fenders measured normal to the axis of the channel. Documentation shall state the horizontal and vertical datum (e.g., NAVD88) used for all measurements. Please contact this office if there are questions regarding the required clearance data for specific bridge types, i.e. fixed or movable.
10. The on-scene contractor must have a VHF-FM marine radio set to the bridge communication channels 16/13 or the designated channel for the bridge. Additional marine radios monitoring the above channels must also be maintained at the main control of any floating equipment or barges on station.
11. Preventive measures must be taken to prevent any hot work, debris, or construction material from entering the waterway. This includes sandblasting material, paint, and any concrete work by-products. Welding and burning must cease upon approach of a vessel and shall not start again until the vessel has passed the bridge.
12. If permanent bridge navigational lighting cannot be maintained operational during any phase of this project, temporary battery/power lights must be installed at the same locations. These temporary lights must be visible for a distance of **2,000 yards on 90% of the nights of the year**. Generally, a lamp of **(50 candela)** will meet these requirements. Plans for temporary lighting shall be submitted to this office for written approval. Deviations from the approved temporary lighting shall be permitted only upon written authorization from this office.
13. **All newly constructed bridge piers, or those in the process of demolition, must be lighted with either red or white flashing (60 flashes per minute) lights. All cofferdams used during construction must also be lighted with red or white flashing (60 flashes per minute) on all four corners.**
14. Bridge protective fenders shall not be constructed or rebuilt with any metal surfaces on the rubbing face of the fender system. All bolts, spikes, or other metal fastening devices must be countersunk. Metal splicing plates, if used, shall be mounted on back of outer wales.
15. All piles including those previously damaged or broken that are not being used in the new or repaired fender shall be extracted rather than cut off at the mud line. Upon completion of all fender repairs a bottom sweep is required to determine if any piles or debris are present in the waterway. A wire-drag sweep or side-scan sonar is the preferred method.
16. It is the owners' responsibility to ensure that channel depths are not affected by this work. Any material, machinery or equipment lost, dumped, thrown into, or otherwise entering the waterway must be removed immediately. If immediate removal is impractical and the object entering the waterway could possibly obstruct or hazard navigation, the object must be marked immediately to protect navigation and the Coast Guard shall be notified as soon as



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possible. Such notification shall give the location and type of obstruction and the navigational markings installed.

17. Spillage of oil and hazardous substances is specifically prohibited by Section 311 of the Clean Water Act, as amended. Measures including properly maintaining construction equipment, designating fuel/hazardous substances handling areas to allow spills to be contained before reaching the waterway, instructing personnel not to dispose of oil/hazardous substances into drains or into the waterway directly, and other necessary procedures should be implemented to prevent spillage. If oil/hazardous substances are spilled into the waterway in spite of such planning, the U.S. Coast Guard is to be notified immediately at 800-424-8802. An adequate supply of absorbent material should be readily accessible to soak up any possible spillage pending Coast Guard arrival. The use of chemical dispersing agents and emulsifiers is not authorized without prior, specific, federal approval.
18. The bridge owner/contractor shall provide any and all necessary equipment and personnel to determine the presence of any "suspected" obstructions in the waterway at any time either during or following the completion of bridge construction or demolition operations.
19. The owner or registered professional engineer shall certify that the waterway depths have not been impaired and that the waterway is clear of materials or debris resulting from bridge construction or demolition.
20. This approval may be revoked and/or civil penalties imposed for failure to ensure that the above listed stipulations are adhered to or if work is determined to hazard or impair navigation.
21. This bridge work authorization does not relieve the project proponent of the responsibility to comply with applicable state, local or other federal requirements for this project.

		MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC <sup>1,2</sup>							
Location	Time of Day		Day of Week						
	From	To	SUN	MON	TUES	WED	THURS	FRI	SAT
County Road (Route 114) <sup>3</sup>	0:00	6:00	ALL	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	ALL
	6:00	9:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	9:00	14:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	14:00	18:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	18:00	0:00	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	ALL	ALL

		MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC <sup>1,2</sup>							
Location	Time of Day		Day of Week						
	From	To	SUN	MON	TUES	WED	THURS	FRI	SAT
Kelly Street, Sowams Road and New Meadow Road	0:00	6:00	ALL	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	ALL
	6:00	9:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	9:00	14:00	ALL	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	ALL
	14:00	18:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	18:00	0:00	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	1 L <sup>4</sup>	ALL	ALL

**LEGEND**

ALL	All travel lanes and shoulders/parking lanes shall remain open to traffic
1 L	A minimum of one 11-foot wide travel lane shall remain open to traffic

**NOTES**

- 1 The set-up and break-down of temporary traffic control devices within a traveled way or shoulder shall be construed as a closure of that traveled way or shoulder.
- 2 The provisions noted herein shall not free the Contractor from his responsibility to conduct all work in such a manner that assures the least possible obstruction to traffic.
- 3 Lane closures on Route 114 shall only be implemented on an as-needed basis for the removal of the temporary pedestrian and bike boardwalk.
- 4 Access must be maintained to all side streets and driveways at all times.