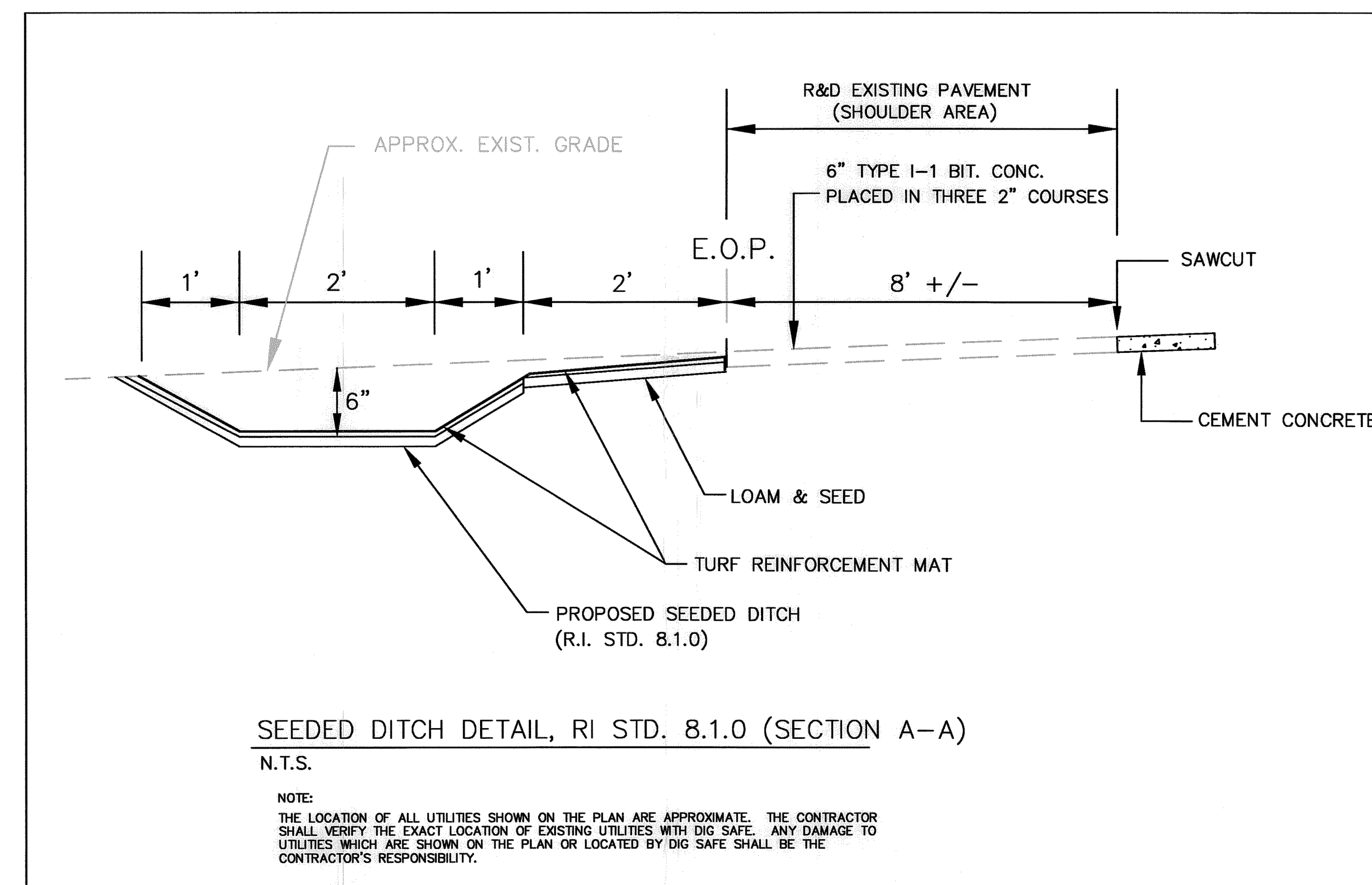


PROFILE SCHEMATIC OF ASSF/STREAM
N.T.S.

NOTES:

1. STREAMBED IS TO BE RESTORED TO ITS ORIGINAL GRADE AS INDICATED ON THE SCHEMATIC PROFILE ABOVE.
2. EXISTING STREAMBED ELEVATIONS TAKEN BY RIDOT SURVEY, DECEMBER, 2009.
3. ORIGINAL STREAMBED ELEVATIONS & STATIONING TAKEN FROM DRAINAGE AGREEMENT NO. 281 (OCTOBER, 1945).



SEEDED DITCH DETAIL, RI STD. 8.1.0 (SECTION A-A)
N.T.S.

NOTE:
THE LOCATION OF ALL UTILITIES SHOWN ON THE PLAN ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EXISTING UTILITIES WITH DIG SAFE. ANY DAMAGE TO UTILITIES WHICH ARE SHOWN ON THE PLAN OR LOCATED BY DIG SAFE SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

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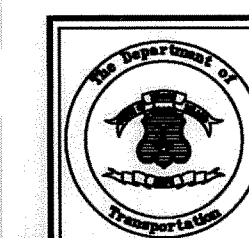
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NO.	DATE	BY
001	7/2/10 MD/MD	
002	9/3/10 MD/MD	

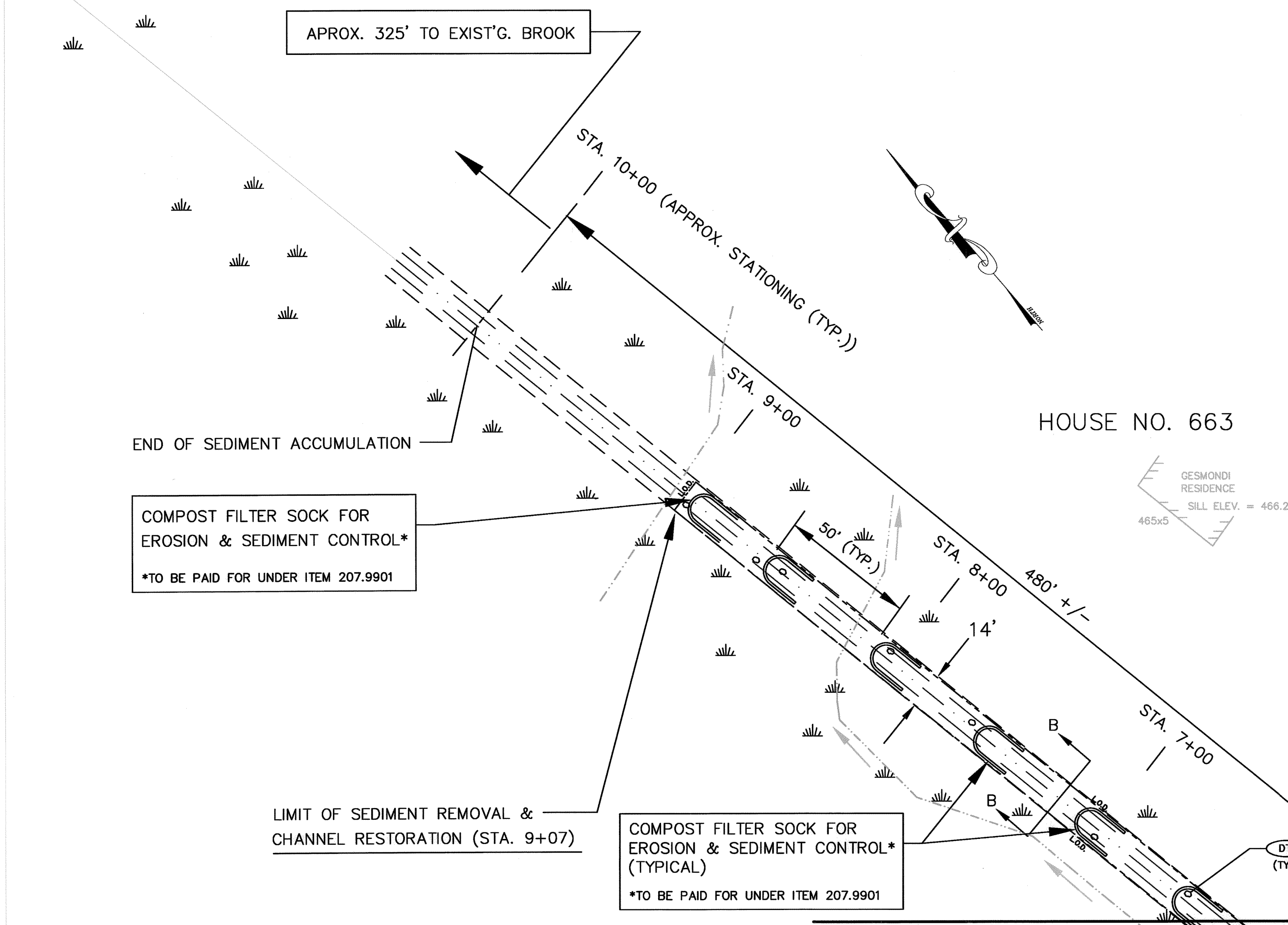
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
STATEWIDE DRAINAGE IMPROVEMENTS
DANIELSON PIKE (ROUTE 6A)
SCITUATE
RHODE ISLAND

MISC. DETAILS 1

CHECKED BY: M.J.D. DATE: 07-29-10 SCALE: AS NOTED



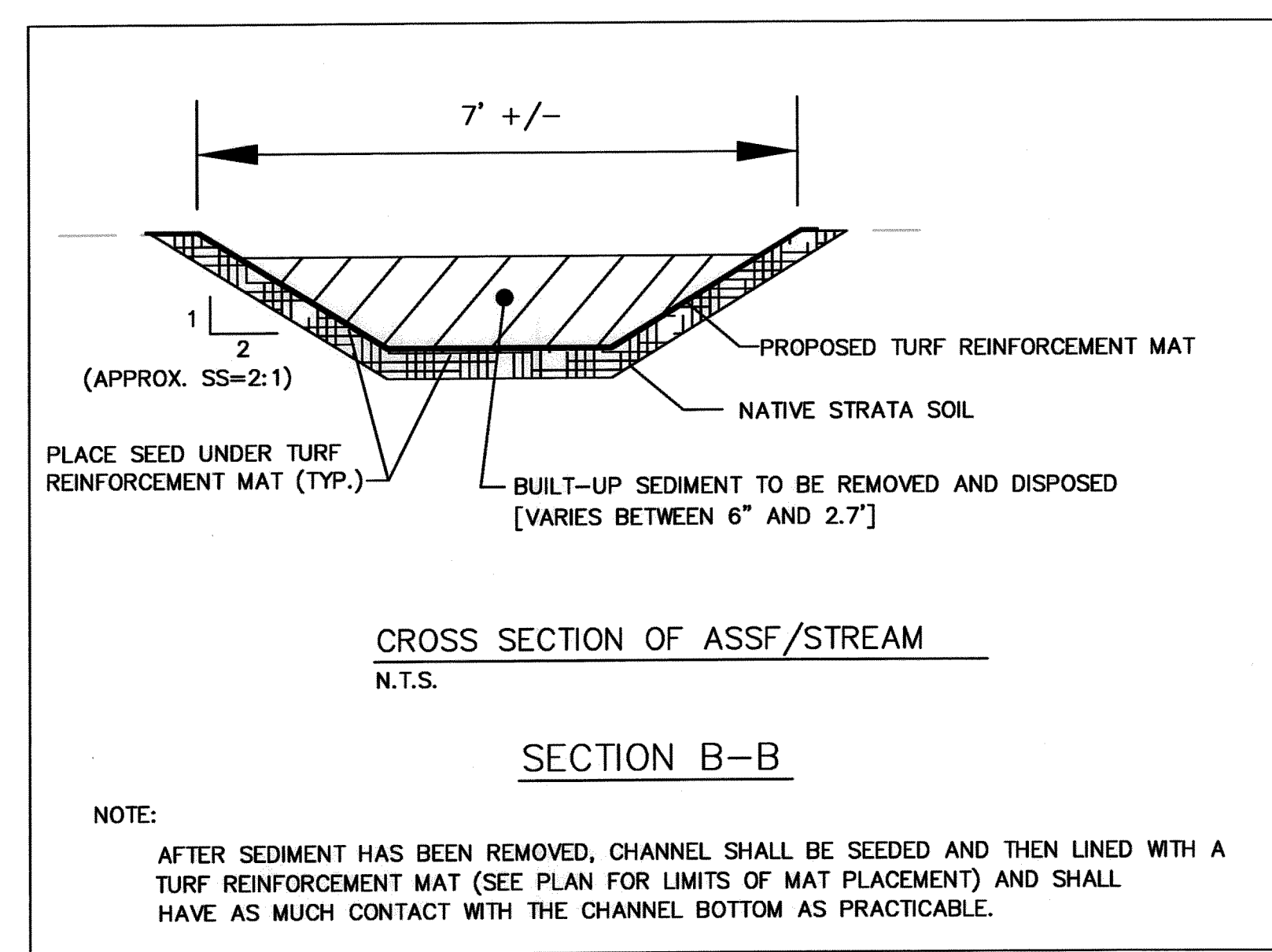
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DEPARTMENT OF TRANSPORTATION
Two Capital Hill
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- ### SUGGESTED SEQUENCE OF CONSTRUCTION FOR ASSF/STREAM CHANNEL RESTORATION
1. THE CONTRACTOR SHALL PLAN AND EXECUTE OPERATIONS IN A MANNER MINIMIZING THE AMOUNT OF EXCAVATED AND EXPOSED FILL, OR OTHER FOREIGN MATERIALS THAT ARE WASHED OR OTHERWISE CARRIED INTO THE WORK AREA AND NEARBY WETLAND RESOURCE AREAS.
 2. A COMPOST FILTER SOCK SHALL BE INSTALLED AT THE STARTING POINT PRIOR TO ANY CONSTRUCTION AND SHALL SERVE AS THE LIMIT OF WORK LINE. COMPOST FILTER SOCKS SHALL BE PLACED EVERY 50 FEET, OR CLOSER, IF NEEDED, WITHIN THE CHANNEL (AS SHOWN ON THE PLAN) AS SEDIMENT IS REMOVED.
 3. THE EXCAVATED WORK WITHIN THE ASSF/STREAM CHANNEL WILL TAKE PLACE DURING LOW FLOW (JULY 1 TO OCTOBER 1) ONLY, AND ONLY AFTER ALL EROSION CONTROLS HAVE BEEN INSTALLED. ALL REQUIRED EXCAVATION SHALL BE MEASURED FOR PAYMENT AS "MUCK EXCAVATION" (ITEM CODE 202.0400).
 4. SEDIMENT REMOVAL AND CHANNEL RESHAPING SHALL BE PERFORMED STARTING AT STATION 9+07, WORKING BACK TOWARDS DANIELSON PIKE.
 5. LOW-IMPACT, LOW GROUND PRESSURE, COMPACT EQUIPMENT ONLY SHALL BE PERMITTED FOR THIS WORK. IN ADDITION, CONSTRUCTION MATS SHALL BE USED DURING SEDIMENT REMOVAL AND CHANNEL RESHAPING.
 6. A TURF REINFORCEMENT MAT SHALL BE UTILIZED TO STABILIZE THE CHANNEL AFTER SEDIMENT REMOVAL, RESHAPING AND SEEDING IS COMPLETE. REFER TO SECTION B-B, THIS SHEET.
 7. NO WORK OUTSIDE OF THE EXISTING DRAINAGE EASEMENT (14' WIDE) SHALL BE PERMITTED. THE COMPLETED CHANNEL WIDTH SHALL BE 7' WIDE, AS SHOWN ON SECTION B-B, THIS SHEET. DISTURBANCE SHALL BE KEPT TO THE MINIMUM PRACTICABLE IN ORDER TO REESTABLISH THE CHANNEL AS DEPICTED ON THE DETAIL ENTITLED "PROFILE SCHEMATIC OF ASSF/STREAM", SHEET NO. 1 OF 8 (FROM RIDOT DRAINAGE AGREEMENT NO. 281).
 8. ALL MATERIALS REMOVED FROM THE WORK AREA SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
 9. A REPRESENTATIVE FROM THE R.I.D.O.T. ENVIRONMENTAL NATURAL RESOURCE SECTION SHALL BE PRESENT IN ORDER TO VERIFY ONLY ACCUMULATED SEDIMENTS WILL BE REMOVED, AND THAT THE EXCAVATION WILL NOT ADVERSELY IMPACT THE NATIVE SOIL MATERIALS PRESENT IN THE STREAM CHANNEL.
 10. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A WORK PLAN (INCLUDING TYPE OF EQUIPMENT TO BE USED) WHICH SHALL BE APPROVED BY THE ENGINEER PRIOR TO COMMENCEMENT OF WORK.

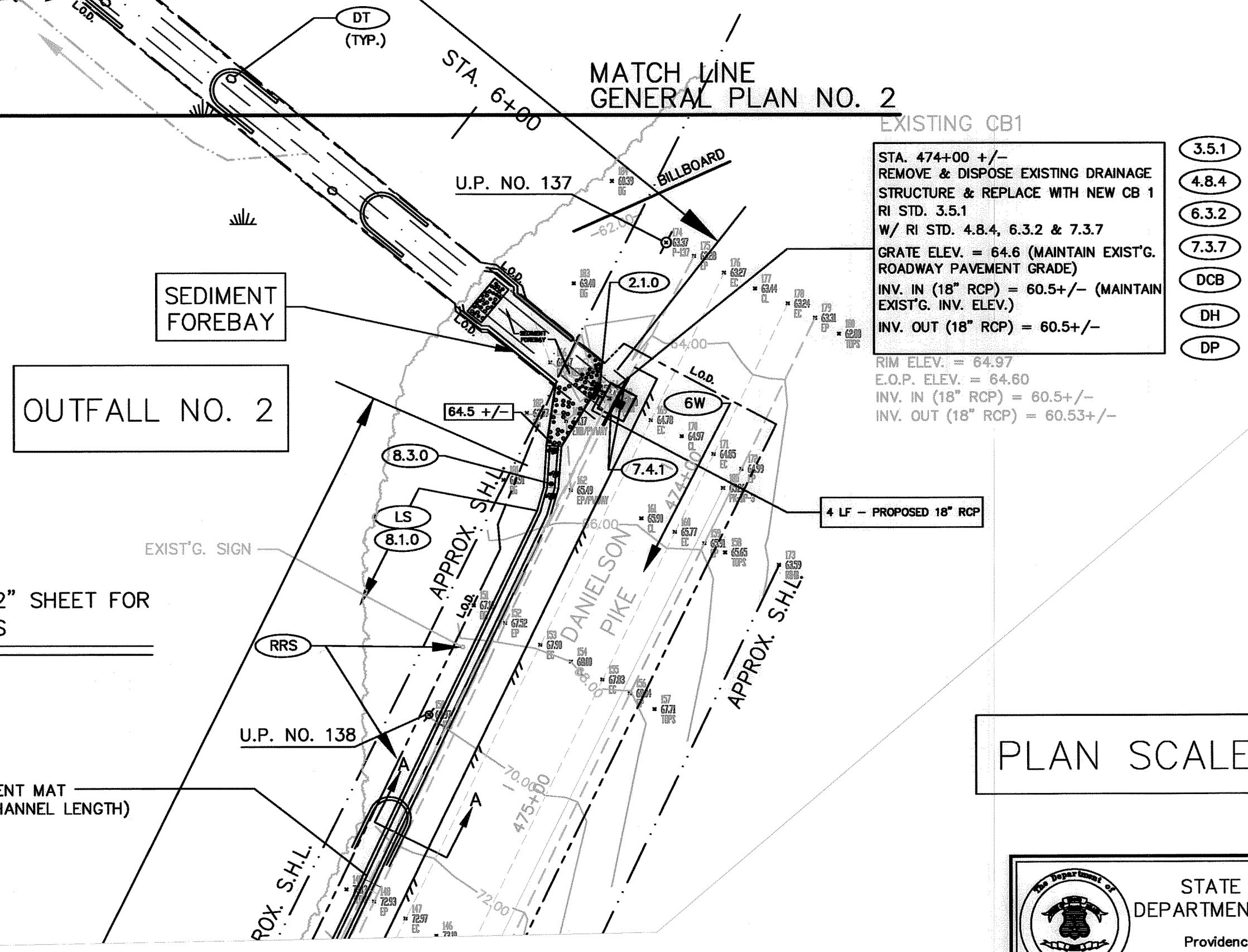
NOTE: ANY CONSTRUCTION MATTING USED SHALL BE INCLUDED IN THE COST OF THE MUCK EXCAVATION i.e. ITEM CODE 202.0400

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NOTE: REFER TO "MISC. DETAILS 2" SHEET FOR SEDIMENT FOREBAY DETAILS

INSTALL TURF REINFORCEMENT MAT (TYPICAL-ALONG ENTIRE CHANNEL LENGTH)



PLAN SCALE: 1" = 30'

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RHODE ISLAND
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STATEWIDE DRAINAGE IMPROVEMENTS
DANIELSON PIKE (ROUTE 6A)
SCITUATE RHODE ISLAND

GENERAL PLAN NO. 1

CHECKED BY: M.J.D. DATE: 07-29-10 SCALE: 1" = 30'

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FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	R.I.		2010	87	89

158 LF - PROPOSED 18" HDPE
SLOPE=0.0698(MAINAIN EXIST'G.)

EXISTING CB 3
STA. 483+60 +/-
RIM ELEV. = 128.47
INV. IN (18" VCP) = 122.90
EXIST'G. INV. OUT (12" VCP) = 122.90 (EXISTING)
PROPOSED INV. OUT (18" HDPE) = 122.9 (MAINTAIN)

NEW CB 5
RI STD. 4.4.0
W/ RI STD. 6.3.2
RIM ELEV. = MAINTAIN EXIST'G.
ROADWAY PAVEMENT ELEVATION
INV. OUT (12" RCP) = 133.50

EXISTING DMH 1
STA. 486+40 +/-
RIM ELEV. = 138.15
INV. IN (18" VCP) = 128.50
INV. OUT (18" VCP) = 128.45

3 LF - PROPOSED 12" HDPE

EXISTING DMH 2
RIM ELEV. = 142.36
INV. IN (18" VCP) = 132.21
INV. OUT (18" VCP) = 132.21

90
) = 134.25
(P) = 134.25

NOTE:
PLAN SCALE: 1"=30'

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NO.	DATE	BY		
001	7/2/10	MD/MD		
			STATEWIDE DRAINAGE IMPROVEMENTS DANIELSON PIKE (ROUTE 6A) SCITUATE	
			GENERAL PLAN NO. 4	
CHECKED BY: M.J.D.			DATE: 07-29-10	SCALE: 1"=30'

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OUTFALL NO. 1

NOTE:
PLUG DOWNSTREAM FLOW AT THIS STRUCTURE FOR CONSTRUCTION OF PROPOSED CB'S I.E. NEW CB'S 1, 3, 3A, 4 & 5

NOTE:
RESET OUTLET OF PROP. 36" RCP F.E.S. AT S.H.L.

BENCH MARK
TBM PK 1' UP IN
U.P. NO. 152
ELEV. 142.97 (ASSUMED)

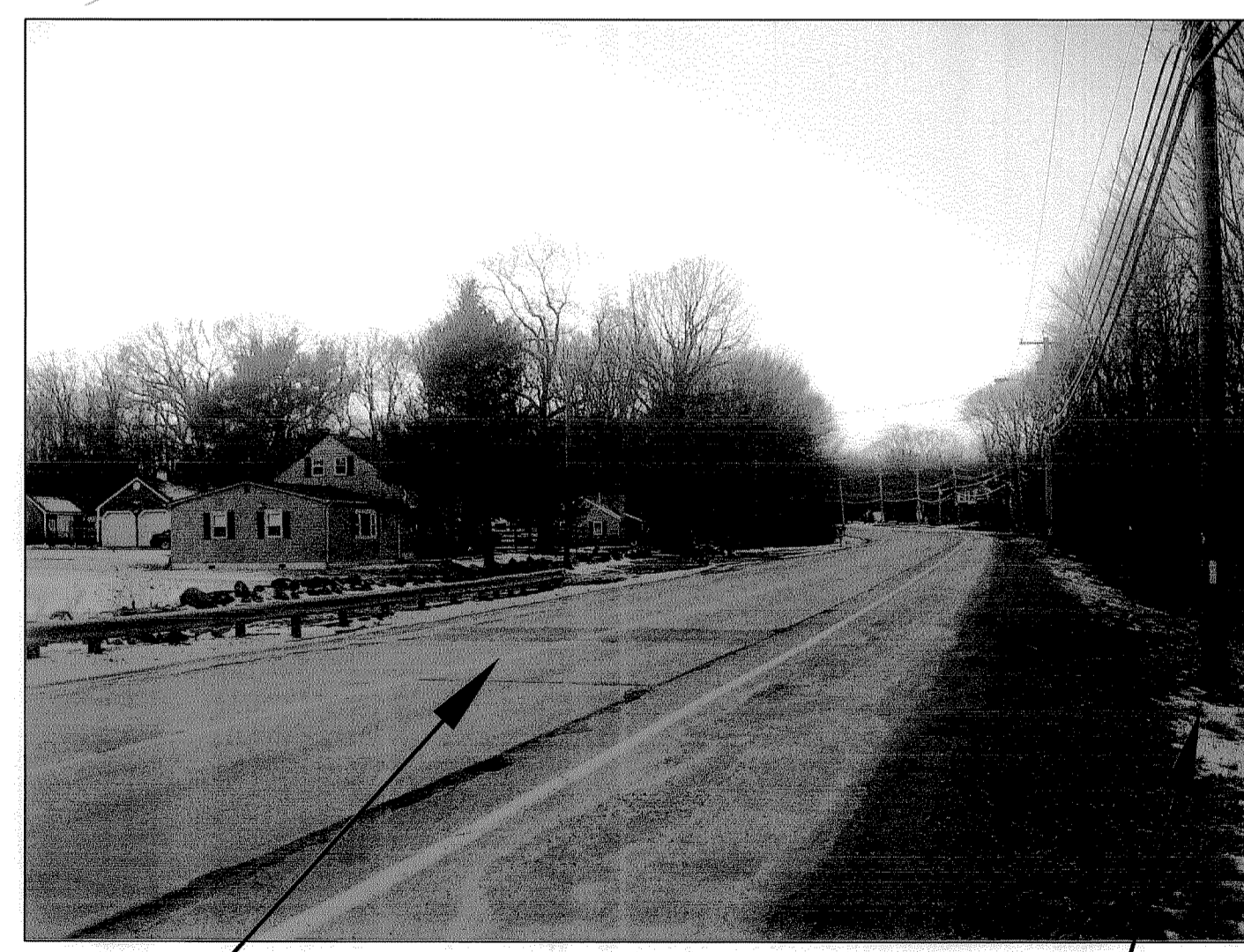
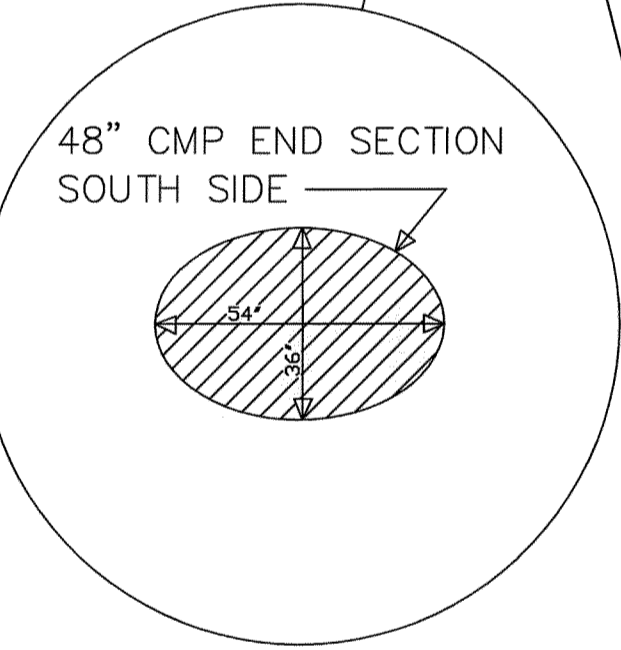
EXISTING CB5
6' SQUARE (3.5.1) STA. 495+00 +/-
(4.8.4) REMOVE & DISPOSE EXISTING CB5
(6.3.2) STRUCTURE & REPLACE WITH NEW CB 6
(DCB) R/ STD. 3.5.1, 6' SQUARE
W/ RI STD. 4.8.4 & 6.3.2
RIM ELEV. = 141.31 (MAINTAIN EXISTING)
INV. IN (18" VCP (WEST)) = MAINTAIN EXISTING INV.
INV. IN (48" RCP PROP.) = 135.61 (MAINTAIN EXISTING INV.)
INV. OUT (36" RCP PROP.) = 136.00
INV. OUT (18" RCP (EAST)) = 136.6

EXISTING INV. IN (18" WEST) = 135.91
EXISTING INV. IN (48" RCP) = 135.61
EXISTING INV. OUT (18" EAST) = 135.85
EXISTING INV. OUT (18" NORTH) = 136.21

EXISTING CB 5A
RIM ELEV. = 141.47
EXISTING INV. IN (30" RCP) = 137.25
EXISTING INV. OUT (30" RCP) = 137.25

EXISTING CB 6
RIM ELEV. = 142.14
EXISTING INV. IN (24" RCP) = 133.57
EXISTING INV. IN (8" PVC) = 139.24
EXISTING INV. OUT (30" RCP) = 138.24

EXISTING CB 7
RIM ELEV. = 144.89
EXISTING INV. IN (18" CMP) = 140.14
EXISTING INV. IN (24" RCP SW) = 139.54
EXISTING INV. OUT (24" RCP) = 139.34



EXISTING 48" CMP, STA. 495+00 +/- (LOOKING WEST)

NOTE:
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Charles A. Harkin

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001	7/2/10	MD/MD	STATEWIDE DRAINAGE IMPROVEMENTS DANIELSON PIKE (ROUTE 6A) SCITUATE RHODE ISLAND	
			GENERAL PLAN NO. 5	
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