

SITE PLANS
FOR
PROPOSED PARKING IMPROVEMENTS

MAP D7, D8 , LOT 59A-16
HIGHLAND CORPORATE PARK EXPANSION
1275 PARK EAST DRIVE
WOONSOCKET, RHODE ISLAND
ZONING DISTRICT: LIGHT INDUSTRIAL (L-I)

ENGINEER and SURVEYOR:



- Civil
- Transportation
- Environmental
- Site Planning
- Land Surveying

CROSSMAN ENGINEERING
| a division of Crossman Corporation |

151 Centerville Road | Warwick, Rhode Island 02886
Phone: (401) 738-5660 | Fax: (401) 738-8157

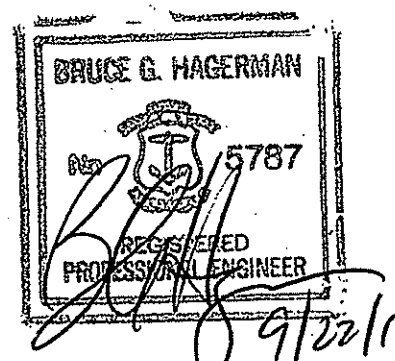
Email: cei@crossmaneng.com

OWNER:

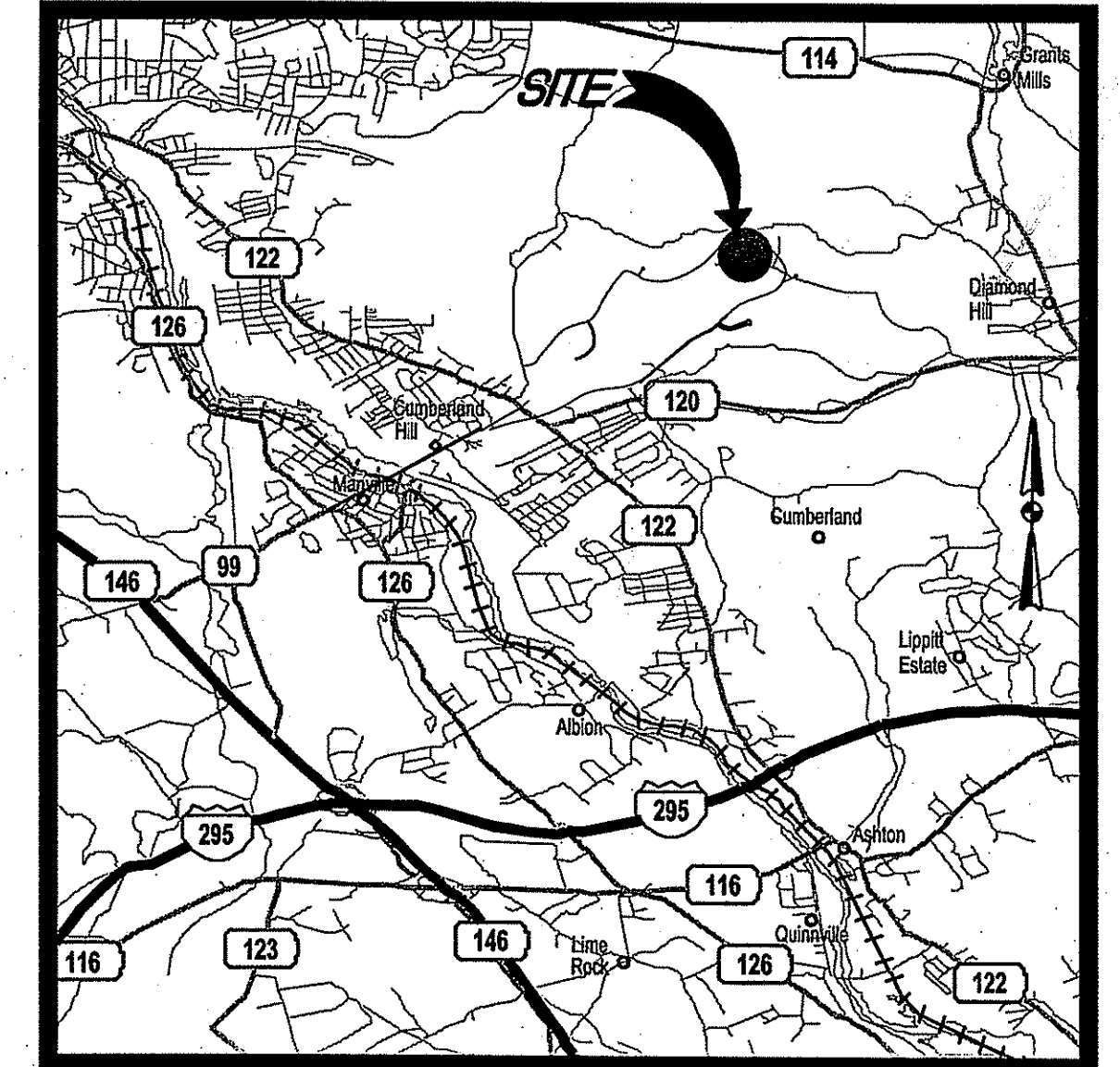
SUMMER INFANT, INC.
1275 PARK EAST DRIVE
WOONSOCKET, R.I. 02895
TEL. 401-671-6905

GENERAL CONTRACTOR:

RIGGS & GALLAGHER, INC.
335 CENTERVILLE ROAD,
BLDG 5, SUITE C
WARWICK, RI 02886
TEL. 401-781-5350



SEPTEMBER 2010
SHEET 1 OF 8



LOCATION MAP
NOT TO SCALE

INDEX OF DRAWINGS

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DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
APPROVED WITH CONDITIONS
AS SPECIFIED IN THE LETTER OF APPROVAL
DATED NOV 15 2010 FILE # 10-0187
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
APPROVED PLANS MUST BE AT CONSTRUCTION SITE.

AGENCY REVIEW SUBMISSION

REVISIONS:

<u>NO.</u>	<u>DATE</u>	<u>DESCRIPTION</u>

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT PRIOR TO THE INITIATION OF WORK. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS, RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.
2. ALL EXISTING UTILITIES HAVE BEEN PLOTTED BASED UPON BEST AVAILABLE INFORMATION AND REPRESENT APPROXIMATE LOCATIONS. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES, BOTH UNDERGROUND AND OVERHEAD, BEFORE EXCAVATION BEGINS IN CONFORMANCE WITH "THE SAFE PROGRAM LAW ENACTED BY LOCAL LEGISLATURE AND BY RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, WITH LATEST REVISIONS UNLESS OTHERWISE SHOWN ON PLANS. STANDARD DETAILS FOR THIS PROJECT ARE RHODE ISLAND STANDARD DETAILS. PROJECT SPECIFIC SPECIFICATIONS AND DETAILS SHOWN ON THE DESIGN PLANS SHALL SUPERCEDE THE RIDOT SPECIFICATIONS AND DETAILS.
3. THE CONTRACTOR MUST VERIFY PRIOR TO CONSTRUCTION THAT ALL REQUIRED AUTHORIZATION TO PERFORM WORK HAS BEEN OBTAINED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION OPERATIONS INCLUDING ALL ACTIONS OR OMISSIONS OF ANY SUBCONTRACTORS, AGENTS OR EMPLOYEES. THE CONTRACTOR MUST ENSURE THAT THE CONDITIONS OF ALL PERMITS, SPECIFICATIONS AND FEDERAL, STATE AND LOCAL REGULATIONS ARE STRICTLY ENFORCED. THE CONTRACTOR IS ALSO RESPONSIBLE FOR ASPECTS OF ON-SITE SAFETY INCLUDING ANY DAMAGE TO EXISTING STRUCTURES.
5. WORK SHOWN ON THE PLANS FOR WHICH THERE ARE NO PARTICULAR DETAILS OR SPECIFICATIONS DOES NOT RELIEVE THE CONTRACTOR FROM FURNISHING AND INSTALLING THE WORK. THE CONTRACTOR SHALL THOROUGHLY EXAMINE THE CONTRACT DOCUMENTS AND PLANS AND INSPECT THE SITE, AND THE BID PRICE SHALL INCLUDE ALL SERVICES AND MATERIALS NECESSARY TO COMPLETE THE PROJECT. ANY CHANGES TO THE PROJECT OR INSTALLATION OF AN ITEM FOR WHICH NO PARTICULAR DETAIL OR SPECIFICATION WAS PROVIDED MUST BE REVIEWED BY AND MUST BE ACCEPTABLE TO THE ENGINEER.
6. ALL DISTURBED AREAS SHALL BE REPLACED IN KIND UNLESS OTHERWISE SHOWN.
7. ALL STUMPS AND ROOTS ARE TO BE REMOVED AND DISPOSED OF OFF THE SITE, IN ACCORDANCE WITH STATE, FEDERAL AND LOCAL REGULATIONS.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY COORDINATION WITH CITY OF WOONSOCKET, (WATER,SEWER AND STORM) AND NATIONAL GRID, VERIZON AND COX COMMUNICATIONS AS REQUIRED.
9. ANY DAMAGED OR DETERIORATED EXISTING PIPE/STRUCTURE SHALL BE REPLACED IN KIND AND MATCH EXISTING HORIZONTAL AND VERTICAL LAYOUT.
10. ALL PAVEMENT MARKINGS AND SIGNS ARE TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," (M.U.T.C.D.), LATEST EDITION.
11. CROSSMAN ENGINEERING, INC. HAS NOT BEEN RETAINED TO OVERSEE CONSTRUCTION. THEREFORE, SHALL NOT BE RESPONSIBLE IN ANY WAY FOR CONSTRUCTION OPERATIONS, OR ANY ACTIONS OR OMISSIONS OF THE CONTRACTOR, ANY SUBCONTRACTORS, THEIR AGENTS OR EMPLOYEES. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE CONDITIONS OF ALL PERMITS SPECIFICATIONS, AS WELL AS FEDERAL, STATE AND LOCAL REGULATIONS ARE STRICTLY ENFORCED. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ALL ASPECTS OF ON-SITE SAFETY.
2. EMBANKMENT SLOPES AND ALL DISTURBED AREAS ARE TO RECEIVE 4" LOAM AND SEED, UNLESS OTHERWISE SHOWN.
3. THE DRAINAGE SYSTEM SHALL BE CLEANED BY THE CONTRACTOR PRIOR TO ACCEPTANCE OF THE PROJECT AT NO ADDITIONAL COST.
4. THE SITE PLANS REPRESENT THE GENERAL SITE LAYOUT AND CONSTRUCTION REQUIREMENTS AND DOES NOT REPRESENT ALL WORK ITEMS, DETAILS AND SPECIFICATIONS NECESSARY FOR CONSTRUCTION.
5. ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO INSTALLING PAVEMENT ON ANY COURSE WHICH HAS BEEN OPEN TO TRAFFIC OR ANY NEW COURSE WHICH HAS BEEN EXPOSED FOR MORE THAN 3 DAYS. IT SHALL ALSO BE APPLIED TO VERTICAL PAVEMENT FACES BETWEEN ADJOINING PAVEMENT SECTIONS.
6. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS, DIMENSIONS AND GRADES ON SITE PRIOR TO CONSTRUCTION AND SHALL IMMEDIATELY REPORT ANY DISCREPANCIES OR DEVIATIONS FROM THE CONSTRUCTION PLANS TO THE OWNER AND ENGINEER. THE CONTRACTOR SHALL ALSO REPORT ANY CONDITIONS UNCOVERED IN THE WORK THAT ARE NOT REFLECTED WITHIN THE PLANS.
7. THE CONTRACTOR SHALL, UNDER THE DIRECTION OF THE OWNER, ESTABLISH CONSTRUCTION LIMITS ON THE SITE BY ACCEPTABLE VISIBLY MARKERS PLACED AT EYE LEVEL. ALL WORK AND EQUIPMENT SHALL BE CONFINED TO WITHIN THESE LIMITS. THE CONTRACTOR SHALL REMOVE ALL MARKERS WHEN DIRECTED BY OWNER.
8. THE CONTRACTOR SHALL STRIP AND STOCKPILE EXISTING LOAM FROM THOSE AREAS THAT ARE TO BE EXCAVATED OR FILLED AND TO WITHIN THE DESIGNATED STOCKPILE LOAM SHALL NOT BE MIXED WITH ANY SUBSOIL OR OTHER UNSUITABLE MATERIAL UNLESS DIRECTED BY OWNER. ALL EXCESS SOIL REMAINS THE PROPERTY OF THE OWNER. EARTH EXCAVATION SHALL BE LIMITED TO THE DIMENSIONS AND REQUIREMENTS SHOWN ON THE DRAWINGS.
9. THE INTENTION OF THE OWNER IS TO MAINTAIN THE BOUNDARIES OF THE SITE IN ITS EXISTING CONDITION AND THEREFORE THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFINING THE WORK TO WITHIN THE CONSTRUCTION LIMITS.
10. ALL EXISTING VEGETATION (TREES, SHRUBS, GRASSES, ETC.) TO REMAIN SHALL BE PROTECTED FROM INJURY. INDIVIDUAL TREES AND SHRUBS TO BE REMOVED WITHIN THE DESIGNATED WORK AREA SHALL BE ADEQUATELY PROTECTED BY THE CONTRACTOR. THE CONTRACTOR SHALL REMOVE ALL PROTECTIVE BARRIERS AS DIRECTED BY THE OWNER.
1. ALL EXISTING GRASSED AREAS NOT ADEQUATELY PROTECTED AND THEREFORE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
2. CONTRACTOR IS RESPONSIBLE FOR ADHERING TO ALL R.I.D.E.M., CITY/TOWN, AND STATE REGULATIONS AND PERMITS.
3. SHOP DRAWINGS MUST BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER FOR ALL PRECAST STRUCTURES AND CASTINGS. ENGINEER OR OWNER APPROVAL IS REQUIRED.
4. ALL REQUIRED PERMITS TO PERFORM WORK MUST BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
5. FOR ALL EXCAVATION AND PLACEMENT OF FILL, THE CONTRACTOR SHALL PERFORM THE WORK IN FULL COMPLIANCE WITH THE R.I. STANDARD SPECIFICATION SECTION 202.

1. THE EARTH EMBANKMENTS ARE TO BE CONSTRUCTED WITH APPROVED COMMON BORROW. NO SOIL/ROCK GREATER THAN 4" SHALL BE UTILIZED.
2. UPON COMPLETION OF CLEARING AND GRUBBING OPERATIONS, THE EMBANKMENT AREAS ARE TO BE EXCAVATED, IF ANY ORGANIC OR UNSUITABLE MATERIAL IS ENCOUNTERED. THE DEPTH OF EXCAVATION WILL BE DETERMINED BY THE ENGINEER BASED UPON THE LOCAL CONDITIONS. NO FILL MATERIAL SHALL BE PLACED UNTIL THE FOUNDATION PREPARATION HAS BEEN COMPLETED. ALL WATER SHALL BE REMOVED FROM THE FOUNDATION PRIOR TO PLACING THE EMBANKMENT. ALL FILL/COMMON BORROW SHALL MEET OR EXCEED AN IN-PLACE DENSITY OF 100 LB./C.F. ALL MATERIAL SHALL BE PLACED IN 8 TO 12 INCH LIFTS AND COMPACTED TO 95% MAXIMUM DENSITY. FILL MATERIAL WILL NOT CONTAIN FROZEN MATERIALS OR BE PLACED ON FROZEN SURFACES. COMMON BORROW SHALL MEET SPECIFICATION SECTION 202.02 IN THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
3. THE FILL MATERIAL MUST BE SPREAD IN UNIFORM LAYERS AND CONTAIN MOISTURE WITHIN THE SPECIFIED RANGE IN ORDER TO ACHIEVE THE REQUIRED COMPACTION. EACH LAYER IS TO BE COMPACTED PRIOR TO LAYING AN ADDITIONAL LAYER. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER HIS SELECTED METHOD OF COMPACTION, COMPACTION EQUIPMENT AND THE SEQUENCE OF OPERATIONS NECESSARY TO OBTAIN THE REQUIRED DENSITY. THE WATER CONTENT AT COMPACTION SHOULD BE IN THE RANGE BETWEEN ONE (1) PERCENTAGE POINT BELOW AND TWO (2) PERCENTAGE POINTS ABOVE STANDARD AASHTO OPTIMUM WATER CONTENT. THE MATERIAL SHALL BE PROCESSED TO A UNIFORM WATER CONTENT BY ADDING WATER TO THE MATERIAL IN ADVANCE OF THE FILL PLACEMENT.
4. BACKFILL MATERIAL AROUND STRUCTURES AND PIPES IS TO BE PLACED TO PREVENT THE MOVEMENT OF WATER. THE MOISTURE CONTENT MUST BE MAINTAINED IN THE SAME RANGE AS IN THE EMBANKMENT. THE BACKFILL MUST BE PLACED IN LAYERS LESS THAN FOUR (4) INCHES IN THICKNESS AND DISTRIBUTED UNIFORMLY AROUND THE STRUCTURE/PIPE. ALL COMPACTION WILL BE TO 95% MAXIMUM DENSITY AND REQUIRES HAND TAMPERS OR SMALL POWER EQUIPMENT. WHERE FILL IS TO BE PLACED AGAINST WALLS, THE CONTRACTOR MUST ENSURE THAT NO DAMAGE TO THE STRUCTURE OCCURS.
5. EMBANKMENT DAMAGE COMMONLY RESULTS FROM IMPROPER CONSTRUCTION OF CONDUIT AND STRUCTURAL BACKFILL WITHIN THE EMBANKMENT BECAUSE SEEPAGE WILL OCCUR WITH IMPROPER BACKFILL AND COMPACTION. THEREFORE, STRUCTURES AND PIPES ARE TO BE CONSTRUCTED AS THE EMBANKMENT CONSTRUCTION RISES TO THE RESPECTIVE PIPE OR STRUCTURE. THIS WILL PREVENT THE DISTURBANCE OF A CONSTRUCTED EMBANKMENT MATERIAL.

UPON PROJECT COMPLETION THE OWNER, SUMMER INFANT, INC. OR THEIR DESIGNEE, WILL BE RESPONSIBLE FOR PERFORMING MAINTENANCE OF THE DRAINAGE SYSTEM. MAINTENANCE SHALL BE PERFORMED IN CONFORMANCE WITH THESE RECOMMENDATIONS AND THE CITY OF WOONSOCKET POST CONSTRUCTION STORM WATER CONTROL ORDINANCE.

THE SITE OWNER SHALL BE RESPONSIBLE FOR SOIL EROSION CONTROL REQUIREMENTS AND DRAINAGE SYSTEM MAINTENANCE.

AN INSPECTION MUST OCCUR ON AN ANNUAL BASIS BY QUALIFIED PERSONNEL TO ENSURE PROPER OPERATION. THE INSPECTION SHOULD, AS A MINIMUM, CONCENTRATE ON THE FOLLOWING:

- DAMAGE TO GRATE/COVER
- EVIDENCE OF STANDING WATER
- DEBRIS REMOVAL(INCLUDING INLET/OUTLET PIPES)
- STRUCTURAL ALIGNMENT/INTEGRITY

ANY DEFICIENCY NOTED DURING THE INSPECTION WILL BE IMMEDIATELY REPAIRED OR REPLACED. SEDIMENT ACCUMULATION SHALL BE REMOVED AND DISPOSED OFFSITE IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS. CATCHBASINS SHALL BE CLEANED ANNUALLY.

- IF SEDIMENT DEPTH IS 1.0 FOOT BELOW THE ELBOW, THE SUMP SHALL BE CLEANED.

- IF AN APPRECIABLE LAYER OF OIL AND/OR FLOATING MATERIAL HAS ACCUMULATED THE STRUCTURE SHOULD BE CLEANED. PETROLEUM PRODUCTS SHALL BE DISPOSED ACCORDING TO LOCAL, STATE AND FEDERAL REGULATIONS.

- OUTLET ELBOW OR BAFFLE FREE OF DEBRIS AND SEDIMENT.

THE INFILTRATION SYSTEM SHALL BE MONITORED ON A QUARTERLY BASIS AFTER RUNOFF PRODUCING STORM EVENTS. IF THE INFILTRATION SYSTEM DOES NOT DRAIN AFTER THREE DAYS, THE DRAIN LINES SHALL BE CLEANED.

FOLLOWING CONSTRUCTION, SEDIMENT REMOVAL SHALL BE CONDUCTED AS DEEMED NECESSARY BY THE SYSTEM INSPECTIONS. ALL REMOVED SEDIMENT IS TO BE TESTED TO DETERMINE POLLUTANT CONTENT. THE SEDIMENT IS TO BE PROPERLY DISPOSED OFFSITE IN UPLAND AREAS BASED UPON THE TEST RESULTS AND LOCAL, STATE, AND FEDERAL REGULATIONS. THE SITE OWNER IS RESPONSIBLE FOR ALL POST CONSTRUCTION TESTING.

DURING CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR

DISPOSAL AND TESTING OF THE SEDIMENT.

POST CONSTRUCTION MAINTENANCE SHALL INCLUDE THE PARKING AND DRIVEWAY AREAS BEING SWEEPED BI-ANNUALLY.

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE AND PROTECTION OF PEDESTRIAN AND VEHICULAR TRAFFIC INCLUDING POLICE PROTECTION. ALL TEMPORARY CONSTRUCTION SIGNS, BARRICADES AND LANE CLOSURES SHALL BE IN CONFORMANCE WITH THE LATEST REVISIONS OF MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
2. TEMPORARY CONSTRUCTION SIGNS AND ALL APPLICABLE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK IN ANY AREA OPEN TO TRAFFIC.
3. THE PRIVATE VEHICLES OF CONSTRUCTION WORKERS WILL NOT BE PARKED IN THE ROAD RIGHT-OF-WAY.
4. ALL MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL SETUPS, SIGNS, CHANNELING DEVICES, ETC., SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. SIGN MOUNTINGS SHALL BE IN ACCORDANCE WITH THE STATE D.O.T. SPECIFICATIONS FOR TEMPORARY CONSTRUCTION SIGNS.

THE DEVELOPMENT AREA OF THE SITE IS CLASSIFIED AS FLOOD ZONE C, AREAS DETERMINED TO BE AREAS OF MINIMAL FLOODING, ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY - FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 445411 0002B, DATED JANUARY 6, 1982.

1. THE CONTRACTOR IS REQUIRED TO OBTAIN AND REVIEW ALL ENGINEERING DOCUMENTS COMPLETED FOR FINAL DESIGN INCLUDING BUT NOT LIMITED TO GEOTECHNICAL REPORTS. THE GEOTECHNICAL REPORTS SPECIFY SOIL COMPACTION METHODS AND OTHER CONSTRUCTION RELATED REQUIREMENTS.

2. THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO INSTALLATION OF UTILITIES ON SITE. THE COORDINATION IS NECESSARY FOR THE ENGINEER TO SCHEDULE SITE INSPECTIONS AS REQUIRED.

3. THE CONTRACTOR IS REQUIRED TO MAINTAIN DETAILED AS-BUILT INFORMATION FOR ALL UTILITY INSTALLATION. AS-BUILT INFORMATION INCLUDES MATERIAL LIST, PIPE DEPTH NOTATIONS AND SWING THE LOCATIONS (2 MINIMUM) NEW PIPE TO BUILDING CORNERS. ALL PIPE BEND/ELBOW LOCATIONS SHALL BE DIMENSIONED.

THE LAYOUT SHOWN REPRESENTS A GRAPHICAL DESIGN, AND PRIOR TO THE CONSTRUCTION, THE CONTRACTOR SHALL SET AND VERIFY ALL LINES AND GRADES. ALL EXISTING UTILITY LOCATIONS AND ELEVATIONS ARE TO BE CONFIRMED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY ITEM FOUND WHICH DOES NOT MATCH THE PLANS MUST BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO CONSTRUCTION FOR REVIEW. NO WORK SHALL PROCEED UNTIL AUTHORIZED BY THE ENGINEER.

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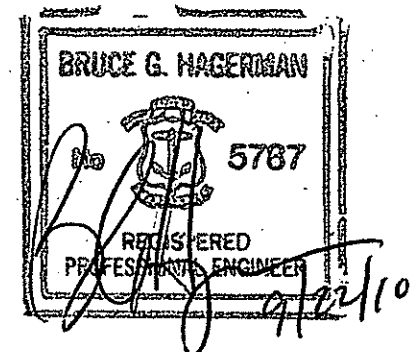
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RCP - REINFORCED CONCRETE PIPE  
 CPP - CORRUGATED POLYETHYLENE PIPE  
 DI - DUCTILE IRON PIPE  
 PV - POLYVINYL CHLORIDE PIPE  
 FE - FLARED END SECTION  
 NCSA - NATIONAL CRUSHED STONE ASSOCIATION  
 RIDOT - RHODE ISLAND DEPARTMENT OF TRANSPORTATION  
 RIDEM - RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 CCRM - COASTAL RESOURCES MANAGEMENT COUNCIL  
 G.B. Fnd. - GRANITE BOUND FOUND  
 TYP. - TYPICAL  
 MIN. - MINIMUM  
 MAX. - MAXIMUM  
 R= - RADIUS  
 S= - SLOPE  
 INV. - INVERT  
 S.F. - SQUARE FOOT  
 Ac. - ACRES  
 C.F. - CUBIC FEET  
 C.Y. - CUBIC YARDS  
 R&D - REMOVE AND DISPOSE  
 EXIST. - EXISTING  
 S.Y. - SQUARE YARD  
 DIA. - DIAMETER  
 M.J. - MECHANICAL JOINT  
 O.C. - ON CENTER  
 DWG. C-# - DRAWING NUMBER  
 STD. - STANDARD  
 GALV. - GALVANIZED  
 HDW - CONCRETE HEADWALL  
 ESHGWT - ESTIMATED SEASONAL HIGH GROUNDWATER TABLE  
 QDC - QUONSET DEVELOPMENT CORPORATION

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**OWNER:**

**SUMMER INFANT, INC.**  
1275 PARK EAST DRIVE  
WOONSOCKET, RI 02895

PROJECT TITLE:

### PROPOSED PARKING IMPROVEMENTS

MAP D7, D8, LOT 59A-16  
HIGHLAND CORPORATE PARK EXPANSION  
1275 PARK EAST DRIVE  
WOONSOCKET, RHODE ISLAND

PREPARED FOR:

RIGGS &amp; GALLAGHER, INC.

335 CENTERVILLE RD,  
BLDG 5, SUITE C  
WARWICK, RI 02886

**DRAWING TITLE:**  
**GENERAL NOTES  
AND LEGEND**

|                         |                    |
|-------------------------|--------------------|
| DATE:<br>SEPTEMBER 2010 | SCALE:<br>NO SCALE |
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DWG. NAME: 1651-02-NOTES.dwg

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**DRAWING NUMBER**

C1

SHEET: 2 OF: 8

**AGENCY REVIEW SUBMISSION**

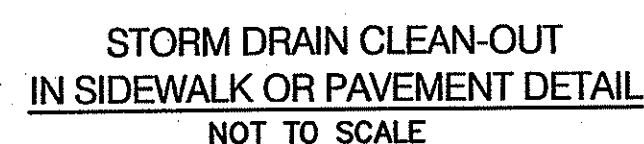


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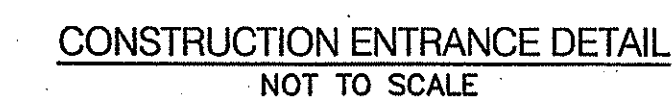


1. PIPE BEDDING AND BACKFILL TO SPRING LINE SHALL CONSIST OF CRUSHED STONE-3/4" MINUS. PIPE BACKFILL SHALL CONSIST OF CRUSHED STONE (WASHED IN FILTER FABRIC) OR GRAVEL (3" MAXIMUM SIZE) AS APPROVED BY ENGINEER, OR OTHER APPROVED MATERIAL. TRENCH BACKFILL SHALL CONSIST OF SUITABLE EXCAVATED MATERIAL OR OTHER APPROVED MATERIAL. ALL BEDDING/BACKFILL TO BE COMPACTED TO 95% DRY DENSITY, MODIFIED PROCTOR METHOD.
2. ALL TRENCH EXCAVATION AND ANY SHEETING AND SHORING SHALL BE DONE IN ACCORDANCE WITH ALL STATE AND LOCAL CODES AND OSHA REGULATIONS.
3. MINIMUM TRENCH WIDTH SHALL BE OUTSIDE DIAMETER OF PIPE AT BELL PLUS 12". MAXIMUM TRENCH WIDTH SHALL BE OUTSIDE DIAMETER OF PIPE AT BELL PLUS 24".
4. ALL CUT AND MATCH SEAMS ON WHITECAP DRIVE, CIRCUIT DRIVE AND RURLINGHAM ROAD TO BE INFRARED SEALED.

DRAIN LINE TRENCH DETAIL  
NOT TO SCALE



TYPICAL HAY BALE INSTALLATION  
AROUND CATCH BASIN AND INLETS DURING CONSTRUCTION  
NOT TO SCALE

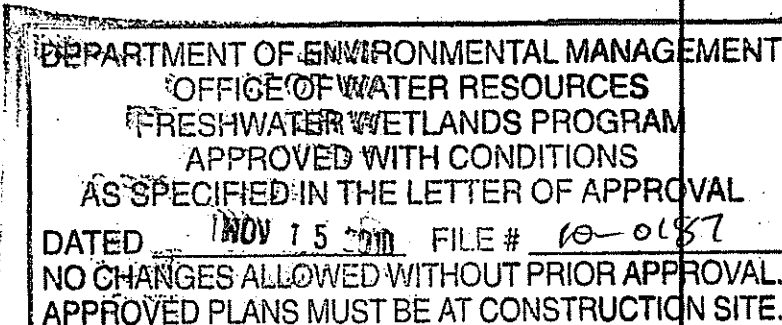


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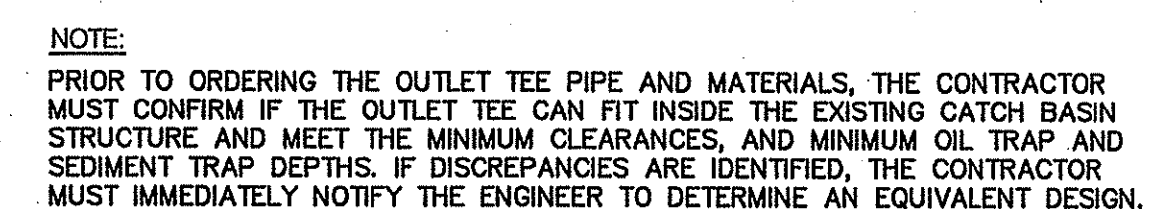
1. THE PIPE INSTALLATION SHALL CONFORM TO ALL MANUFACTURER'S SPECIFICATIONS.
2. THE FILTER FABRIC SHOULD BE COMPATIBLE WITH THE SOIL TEXTURES AND APPLICATION.

### INFILTRATION SYSTEM DETAIL

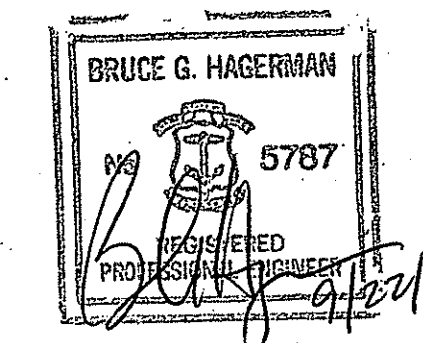
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CEDAR STOCKADE FENCE DETAIL  
NOT TO SCALE



MODIFY CATCHBASIN (CB5) OUTLET WITH OIL/WATER SEPARATOR  
NOT TO SCALE



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**MAP D7, D8, LOT 59A-16  
HIGHLAND CORPORATE PARK EXPANSION  
1275 PARK EAST DRIVE  
WOONSOCKET, RHODE ISLAND**

PREPARED FOR:

**RIGGS & GALLAGHER, INC.**

335 CENTERVILLE RD,  
BLDG 5, SUITE C  
WARWICK, RI 02886

**DRAWING TITLE:**

## MISCELLANEOUS DETAILS-2

|                         |                    |
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| DATE:<br>SEPTEMBER 2010 | SCALE:<br>AS NOTED |
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C7

SHEET: 8 OF: 8

AGENCY REVIEW SUBMISSION