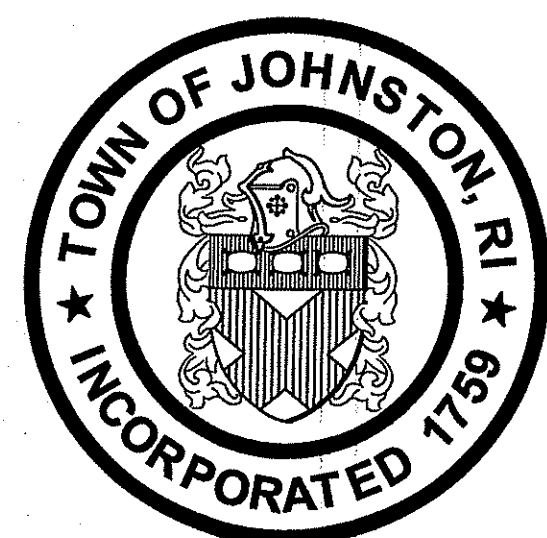


Drainage Improvements to N.A. Ferri Middle School

Prepared For



Town of Johnston
Johnston, Rhode Island

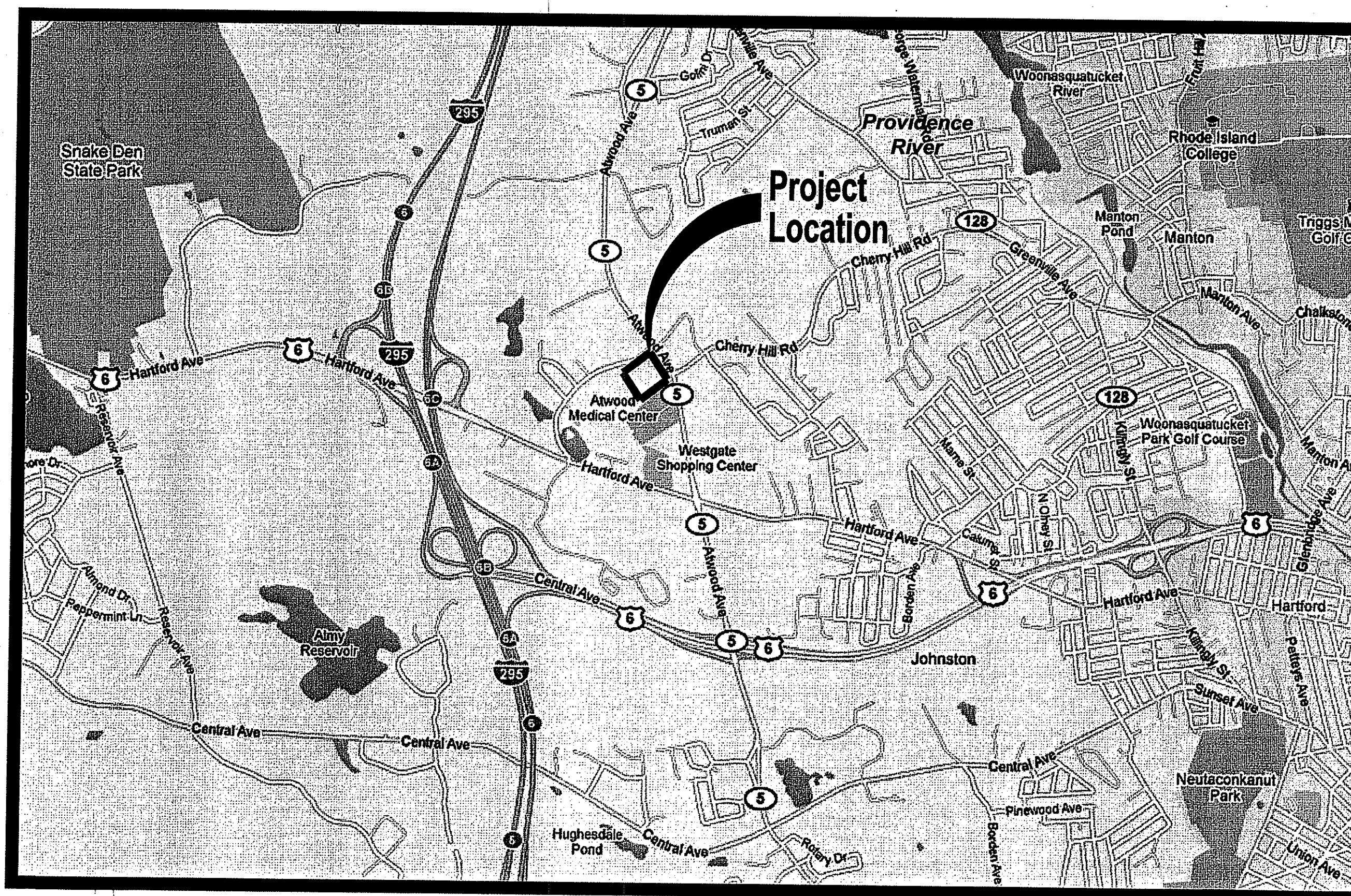
Environmental Management
MAR - 8 2012
Office of Water Resources

Prepared By



PARE

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100



Not To Scale

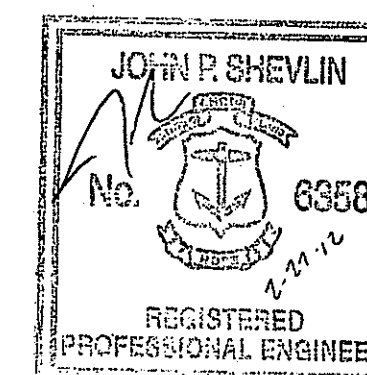
Index Of Drawings

SHEET No.	DRAWING No.	DESCRIPTION
1		COVER SHEET
2	C1.0	GENERAL NOTES AND LEGEND
3	C2.0	GENERAL PLAN
4	C3.1	DETAILS No.1
5	C3.2	DETAILS No.2

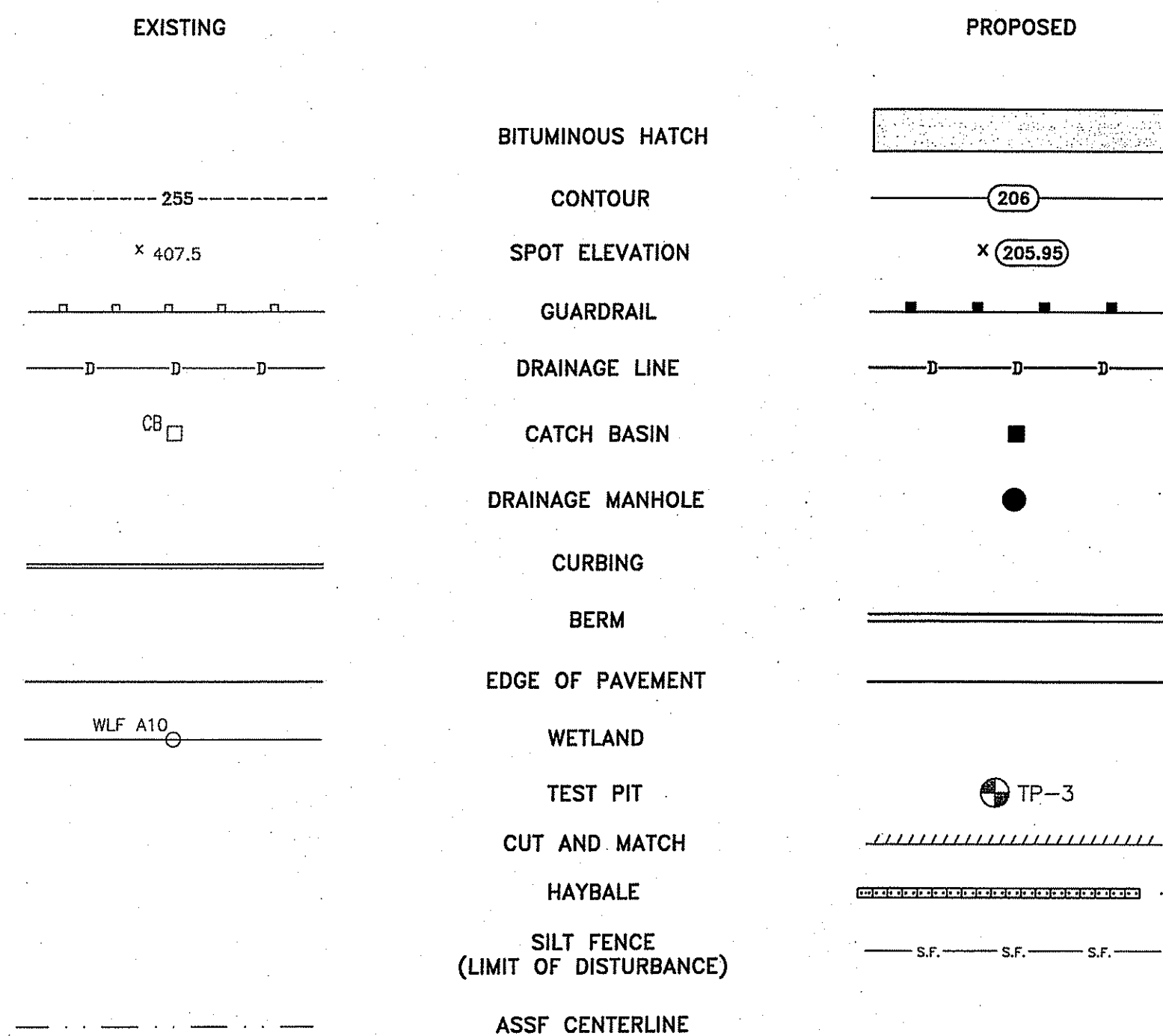
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
APPROVED WITH CONDITIONS
AS SPECIFIED IN THE LETTER OF APPROVAL
DATED APR 6 2012 FILE # 12-0043
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
APPROVED PLANS MUST BE AT CONSTRUCTION SITE

Charles A. Harker

RIDEM SUBMISSION
August 2010



STANDARD PLAN SYMBOLS



LEGEND

- 2.3.0 = PRECAST CONCRETE FLARED END SECTION, R.I. STD. 2.3.0
- 4.2.0 = PRECAST 4'-0" ROUND MANHOLE, R.I. STD. 4.2.0
- 6.2.1 = HEAVY-DUTY ROUND FRAME AND COVER, R.I. STD. 6.2.1
- 7.5.1 = BITUMINOUS BERM, R.I. STD. 7.5.1
- 9.3.0 = BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED, R.I. STD. 9.3.0
- 51.1.0 = TREE PROTECTION DEVICE, R.I. STD. 51.1.0
- AFG = ADJUST FRAME AND GRATE TO GRADE
- CCB = CORE EXISTING CATCH BASIN TO INSTALL PIPE AND BRICK AND MORTAR UNUSED INVERT.
- CM = CUT AND MATCH
- DFP = REMOVE AND DISPOSE FLEXIBLE PAVEMENT
- DP = REMOVE AND DISPOSE PIPE
- LS = LOAM AND SEED
- P = PROPOSED PAVEMENT STRUCTURE
 1 1/2" BITUMINOUS SURFACE COURSE, CLASS I-1
 1 1/2" BITUMINOUS BINDER COURSE
 12" GRAVEL BORROW SUBBASE COURSE

GENERAL NOTES

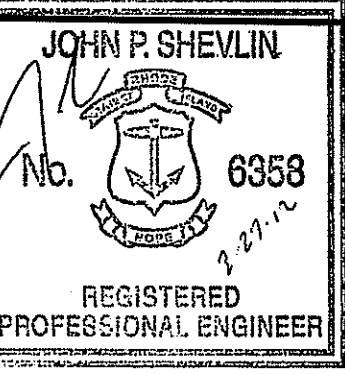
1. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES BOTH UNDERGROUND AND OVERHEAD BEFORE EXCAVATION BEGINS IN ACCORDANCE WITH THE "DIG SAFE LAW" ENACTED BY R.I. LEGISLATURE BILL NO. 795-291, WHICH BECAME EFFECTIVE JULY 1, 1979 AND BY CONTACTING THE INDIVIDUAL UTILITY COMPANIES. EXCAVATION SHALL BE IN ACCORDANCE WITH ALL STATUTES, ORDINANCES, RULES AND REGULATIONS OF ANY APPLICABLE CITY, TOWN, STATE OR FEDERAL AGENCY. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE DIG SAFE PROGRAM. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES AND ENSURE THAT ALL UTILITIES HAVE BEEN MARKED PRIOR TO COMMENCING THEIR WORK. ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANY, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE TOWN.
2. EXISTING CONDITIONS SURVEY WAS PREPARED BY PARE CORPORATION, JULY 2, 2010. WETLAND FLAGS WERE LOCATED USING GLOBAL POSITIONING SYSTEM (GPS).
3. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL PERMITS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM), AND/OR ANY OTHER REGULATORY AGENCIES. ALL COSTS ASSOCIATED WITH THESE CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXISTING CONDITIONS ARE NOT DISTURBED BEFORE CONTROL POINTS ARE LOCATED AND CONSTRUCTION LAYOUT IS ESTABLISHED. THE CONSTRUCTION LAYOUT SHALL BE PROVIDED IN SUFFICIENT DETAIL, THEREBY ENABLING HIM TO CONSTRUCT THE PROJECT IN CONFORMITY WITH THE PLANS AND SPECIFICATIONS. SURVEY WILL BE PROVIDED BY THE CONTRACTOR. THE RESIDENT ENGINEER AND/OR THE TOWN WILL NOT AUTHORIZE CONSTRUCTION ACTIVITIES TO BEGIN UNTIL THEY ARE SATISFIED THAT ALL GROUND CONTROL HAS BEEN ESTABLISHED, TIED DOWN, AND DULY RECORDED IN STANDARD FIELD BOOKS.
5. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING DRAINAGE AND RUNOFF FLOW DURING STORMS AND PERIODS OF RAINFALL THROUGHOUT THE WORK AREA.
6. ALL PROPOSED PERMANENT PAVEMENT MARKINGS SHALL BE WHITE EPOXY. THE EPOXY PAVEMENT MARKINGS SHALL NOT BE INSTALLED PRIOR TO 48 HOURS AFTER THE PAVEMENT INSTALLATION, BUT THEY SHALL BE INSTALLED WITHIN ONE WEEK (MAXIMUM) AFTER PAVEMENT INSTALLATION. THE CONTRACTOR SHALL MATCH THE EXISTING LAYOUT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DEVELOP REFERENCE POINTS.
7. THE CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO EXISTING STRUCTURES, EQUIPMENT, OR SIGNS ALONG THE PARKING LOT. THE CONTRACTOR SHALL NOT LEAVE MANHOLES, CATCH BASINS, OR GATES UNCOVERED AT THE END OF EACH WORKDAY.
8. ALL DRAINAGE PIPE WITHIN THE PROJECT LIMITS ARE TO BE CLEANED AND FLUSHED UPON COMPLETION.
9. ALL CATCH BASIN STRUCTURES TO REMAIN IN PLACE ARE TO BE CLEANED PRIOR TO COMMENCING CONSTRUCTION AND UPON COMPLETION.
10. ALL WORK SHALL CONFORM TO THE TOWN OF JOHNSTON STANDARDS AND RIDOT STANDARD SPECIFICATIONS, WHERE APPLICABLE, FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, INCLUDING ALL REVISIONS AND THE RI STANDARD DETAILS.
11. DURING THE PROCESS OF THE WORK, THE CONTRACTOR SHALL COOPERATE WITH THE OWNERS OF THE UTILITIES AND PERMIT THEIR REPRESENTATIVES ACCESS TO THE WORK TO DETERMINE IF THEIR UTILITIES ARE BEING ENDANGERED IN ANY WAY.
12. ONE WEEK AFTER THE LOW BID NOTIFICATION, THE CONTRACTOR SHALL SUBMIT TO THE TOWN FOR APPROVAL A DETAILED CONSTRUCTION WORK SEQUENCE AND TIME SCHEDULE FOR THE COMPLETION OF ALL WORK ASSOCIATED WITH THIS PROJECT AND THE REQUIREMENTS IT CONTAINS. APPROVAL OF THE WORK SEQUENCE AND TIME SCHEDULE IS REQUIRED BEFORE THE START OF ANY CONSTRUCTION OR WORK ASSOCIATED WITH THE PROJECT. THE PROPOSED CONSTRUCTION AND TIME SCHEDULE MUST CONSIDER AND ADDRESS THE SAFE VEHICLE PASSAGE THROUGH THE PROJECT.
13. NIGHTTIME OPERATIONS WILL BE ALLOWED ONLY WITH COORDINATION WITH THE TOWN.

DRAINAGE AND EROSION CONTROL NOTES

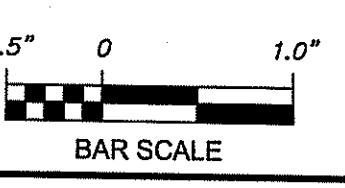
1. ALL ACCUMULATED SEDIMENT THAT RESULTS FROM THE CLEANING AND FLUSHING OF PIPE OPERATION MUST BE REMOVED FROM THE PROJECT AND DISPOSED OF PROPERLY IN AN AREA OUTSIDE OF RIDEM JURISDICTION.
2. WHERE SILT SACK INLET PROTECTION IS USED AT CATCH BASINS, THEY SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE RESIDENT ENGINEER IN ORDER TO PREVENT CLOGGING OF THE INLET.
3. ALL HAY BALES AND SILT FENCE SHALL BE INSTALLED WITH THE LOWER 6" BURIED AND BACKFILLED WITH COMPACTED SOIL MATERIAL. WHEN USED IN COMBINATION, A SUFFICIENT AMOUNT OF SILT FENCE SHALL BE PLACED IN THE TRENCH SO THAT THE HAY BALE STAKES ARE DRIVEN THROUGH THE FABRIC OF THE FENCE.

UNDERGROUND STORMWATER SYSTEM INSPECTION, MAINTENANCE AND REPAIR NOTE:

1. ALL STORMWATER SYSTEM INSPECTION, MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE PROPERTY OWNER.
2. REPAIRS OR REPLACEMENT OF INLET/OUTLET STRUCTURES, OR OTHER ELEMENTS OF THE STORMWATER SYSTEM SHALL BE DONE WITHIN 30 DAYS OF DEFICIENCY FINDINGS. IF AN EMERGENCY SITUATION IS IMMINENT THEN REPAIR/REPLACEMENT SHALL BE DONE IMMEDIATELY TO AVERT FAILURE OR DANGER TO THE PUBLIC.
3. DISPOSAL OF ACCUMULATED SEDIMENT AND ANY NON-AQUEOUS LIQUIDS SHALL BE IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL GUIDELINES AND REGULATIONS.
4. THE UNDERGROUND STORAGE SYSTEM SHALL BE INSPECTED ON A SEMI-ANNUAL BASIS (SPRING AND FALL) AT A MINIMUM. REPAIRS TO THE UNDERGROUND INFILTRATION SYSTEM SHALL BE DONE WITHIN 30 DAYS OF RECOGNITION. IF AN EMERGENCY SITUATION IS IMMINENT THEN REPAIR/REPLACEMENT SHALL BE DONE IMMEDIATELY TO AVERT FAILURE OR DANGER TO THE PUBLIC.
5. ALL INSPECTION PORTS SHALL BE UTILIZED FOR INSPECTING THE INFILTRATION SYSTEMS ON AN ANNUAL BASIS. CLEANING SHALL BE INITIATED IF AN EXCESS OF THREE INCHES OF SEDIMENT HAS ACCUMULATED AT THE BOTTOM OF THE SYSTEM. VACUUM AND WATER JET (JETVAC HIGH PRESSURE WATER NOZZLE) MAINTENANCE OR OTHER STORMTECH APPROVED METHODS SHALL BE USED FOR CLEANING THE BOTTOM OF THE SYSTEM.



Town of Johnston
 Drainage Improvements to
 N.A. Ferri Middle School
 Plat 53-3, Lot 34
 10 Memorial Avenue
 Johnston, Rhode Island



REVISIONS:

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PROJECT NO.: 07094.00
 DATE: AUGUST 2010
 SCALE: NOT TO SCALE
 DESIGNED BY: CK
 CHECKED BY: JPS
 DRAWN BY: AL
 APPROVED BY: JPS
 DRAWING TITLE:

GENERAL NOTES AND LEGEND

DRAWING NO.:
C1.0
 SHEET NO. 2 OF 5

