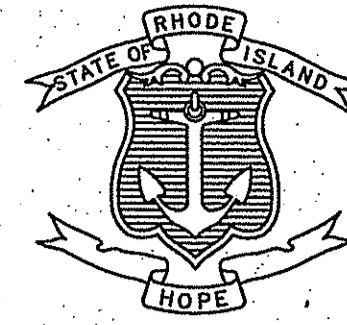


FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2015	1	6

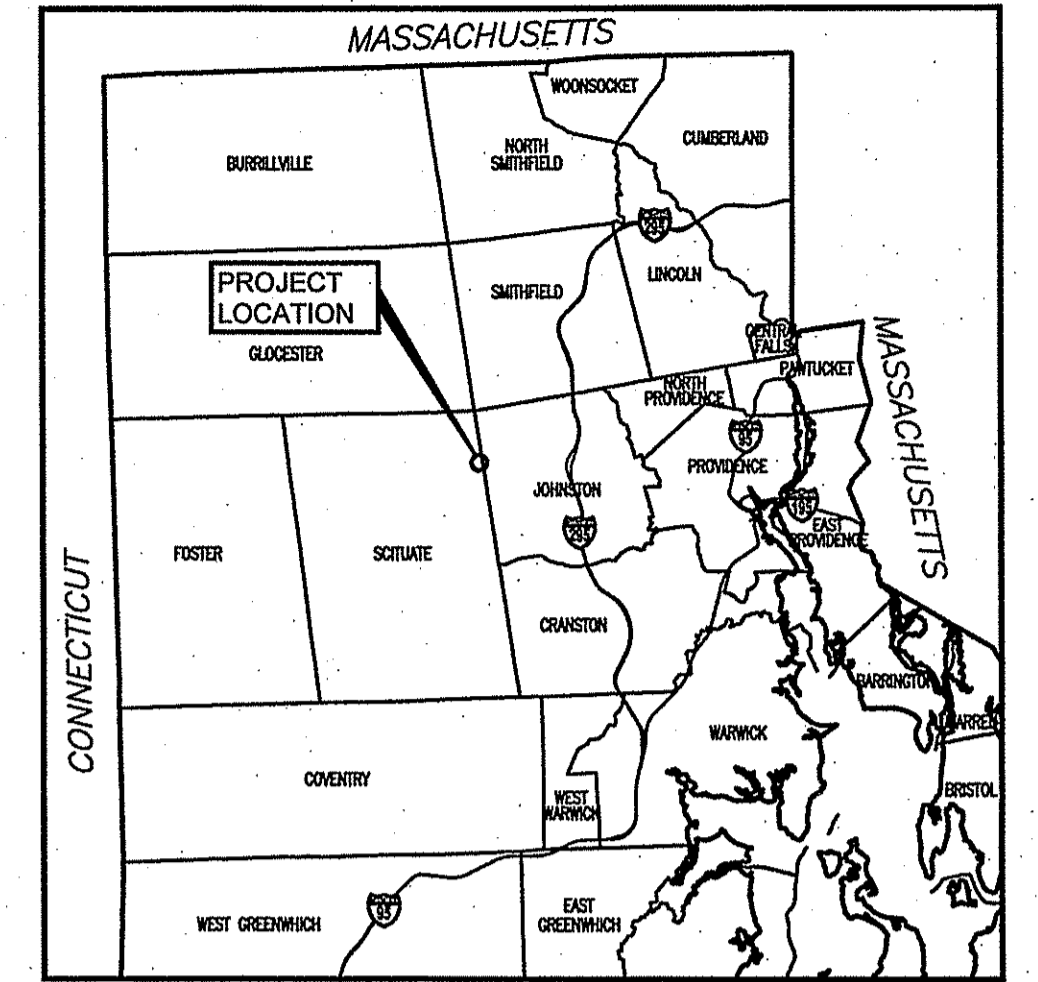
INDEX

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	STANDARD PLAN SYMBOLS & STANDARD LEGEND
3	STANDARD NOTES - 1
4	STANDARD NOTES - 2
5	JOB SPECIFIC PLAN SYMBOLS, LEGEND & NOTES
6	GENERAL PLAN

STATE OF RHODE ISLAND



DEPARTMENT OF TRANSPORTATION
 PLANS OF PROPOSED
 INTERSECTION AND PEDESTRIAN SAFETY
 IMPROVEMENTS – NORTH (HSIP FUNDS) CONTRACT 1

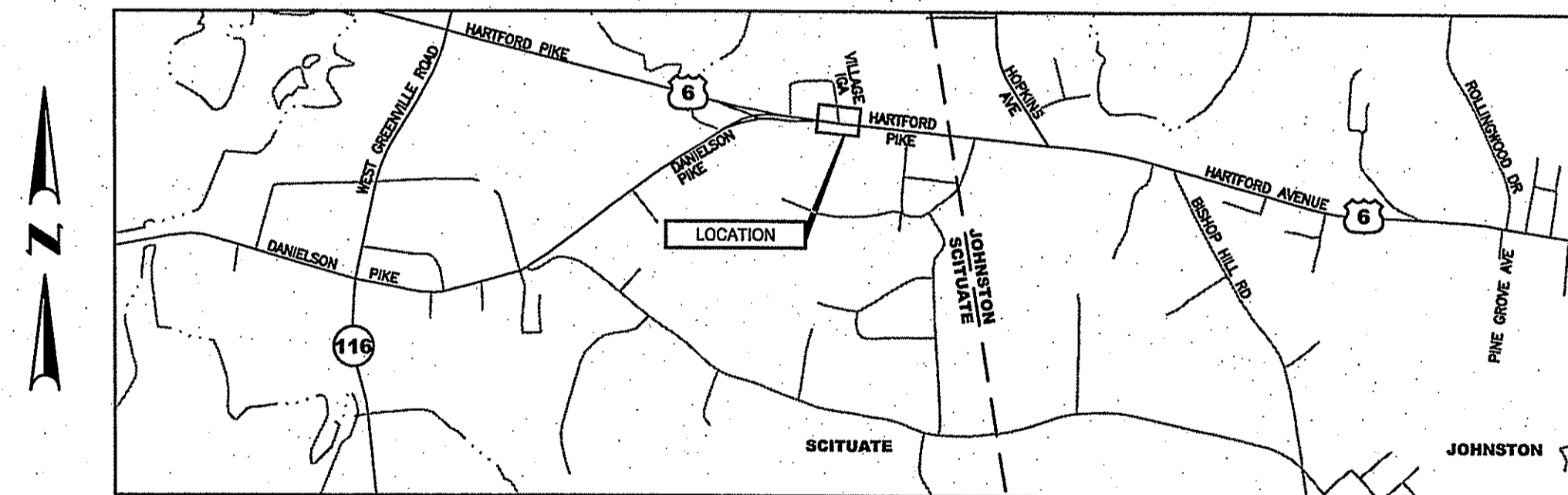


LOCATION MAP
 SCALE: 1"=6 MILES

STATEWIDE

TOWN OF SCITUATE
 COUNTY OF PROVIDENCE

R.I. CONTRACT NO. F.A. PROJECT NO.



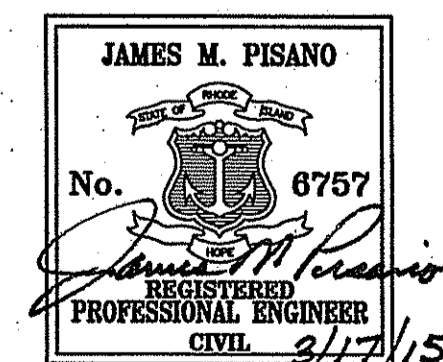
LAYOUT PLAN
 Scale: 1 inch = 1200 FEET

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
 OFFICE OF WATER RESOURCES
 FRESHWATER WELLS PROTECTION
 APPROVED WITH CONDITIONS
 AS SPECIFIED IN THE LETTER OF APPROVAL
 DATED JUL 20 2015
 FILE # 15-0120
 NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
 APPROVED PLANS MUST BE AT CONSTRUCTION

HURRICANE EVACUATION ROUTE

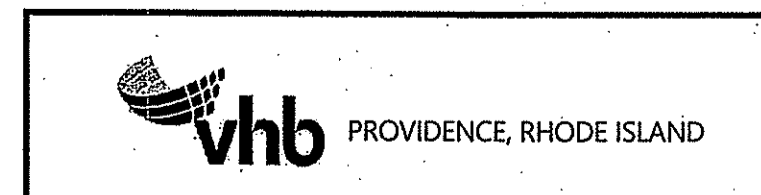
This project does not include work on a designated Hurricane Evacuation and Diversionary Route.

PERMIT SUBMISSION
 MARCH 2015



R.I. DEPARTMENT OF TRANSPORTATION	
APPROVED	
DEPUTY CHIEF ENGINEER	DATE
APPROVED	JUN - 2015
CHIEF ENGINEER	DATE
APPROVED	
DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	
DIVISION ADMINISTRATOR	DATE

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS
 SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013, WITH ALL REVISIONS, AND THE STATE AND FEDERAL SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS. STANDARD DETAILS FOR THIS PROJECT ARE R.I. STANDARD DETAILS, 1998 EDITION, WITH ALL REVISIONS.



Contract Number _____
 Number of Sheet 1
 Total Sheets 6

JOB SPECIFIC LEGEND:

- (7.1.3) PRECAST CONCRETE WHEELCHAIR RAMP TRANSITION CURB
- (7.1.9) PRECAST CONCRETE RAMP STONE
- (7.3.9) GRANITE RAMP STONE
- (20.1.0) PAVEMENT MARKINGS--ARROWS AND ONLY
- (BOL) CONCRETE FILLED GALVANIZED STEEL BOLLARD
- (CI) CEMENT CONCRETE ISLAND
- (CW) CROSSWALK (SEE DETAIL)
- (DPL) REMOVE AND DISPOSE PLANTER
- (FDP) FULL DEPTH PAVEMENT
- (PR) SPLIT RAIL FENCE PEDESTRIAN RAILING
- (WCR) WHEELCHAIR RAMP (SEE DETAIL)
- (YL) YIELD LINE PAVEMENT MARKING (SEE DETAIL)
- (4DSY) INTERSECTION YELLOW GUIDE LINE (SEE DETAIL)
- (6BW) 6" BROKEN WHITE LINE (SEE DETAIL)
- (6DSW) INTERSECTION WHITE GUIDE LINE (SEE DETAIL)
- (12Y) 12" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
- 100-FOUR RIVERBANK WETLAND

GENERAL NOTES - TRAFFIC SIGNALS:

- ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE RIDOT MAINTENANCE HEADQUARTERS, 360 LINCOLN AVENUE WARWICK, RHODE ISLAND. ALL SALVAGED TRAFFIC SIGNAL STRUCTURES SHALL BE DELIVERED TO THE RIDOT ANTHONY MAINTENANCE FACILITY AT 16 MAPLEDALE STREET IN COVENTRY, RHODE ISLAND.
- BACKPLATES ARE REQUIRED ON ALL TRAFFIC SIGNAL HEADS ON NEW STRUCTURES AND SHALL BE INCLUDED IN THE PRICE OF THE SIGNAL HEADS.
- THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OF CONTROLLER CABINET DOOR A LAMINATED INTERSECTION GRAPHIC AND TABLE DEPICTING THE TRAFFIC DETECTOR RELAY CHANNEL ASSIGNMENTS. THE DIAGRAM SHALL BE A GRAPHIC OF THE INDIVIDUAL INTERSECTION ORIENTED SIMILAR TO THE PLANS SHOWING THE LOCATIONS OF EACH LOOP DETECTOR. THE DIAGRAM SHALL, AT A MINIMUM, INCLUDE DETECTOR NUMBERS, STREET NAME LABELS, NORTH ARROW, AND CONTROLLER CABINET LOCATION. THE ASSIGNMENT INFORMATION SHALL BE INCLUDED IN A TABLE WHICH SHALL INCLUDE, AT A MINIMUM, THE APPROACH NAME, DETECTOR NUMBER, TERMINAL NUMBER, DETECTOR RACK SLOT NUMBER, RELAY NUMBER, RELAY CHANNEL NUMBER, AND PHASE ASSOCIATED WITH EACH DETECTOR.
- TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE ORIENTED SO THAT THE CABINET DOOR IS FACING AWAY FROM THE SIDEWALK IF STATE PROPERTY ALLOWS, UNLESS OTHERWISE STATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- PROPOSED TRAFFIC SIGNAL CONTROLLER CABINETS, UNLESS OTHERWISE NOTED SHALL BE NEMA TS2 TYPE 1 CABINET SIZE 6 ("P" TYPE) WITH NOMINAL DIMENSIONS OF 52"Hx44"Wx24"D.
- ALL DELAY AND EXTENSION TIMES, AS CALLED FOR ON THE PLANS, FOR LOOP DETECTORS SHALL BE PROGRAMMED IN THE TRAFFIC SIGNAL CONTROLLER AND NOT IN THE DETECTOR RELAY.
- 6 AWG SINGLE CONDUCTOR CABLE 600V WIRE SHALL BE PLACED IN ALL PVC CONDUITS AND SHALL BE BONDED TO GROUND RODS IN ACCORDANCE WITH SECTION T.03 OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- FINAL PLACEMENT OF SIGNAL HEADS, DETECTORS, STOP BARS, AND CROSSWALKS TO BE DETERMINED IN THE FIELD DURING CONSTRUCTION ACCORDING TO INTERSECTION CHARACTERISTICS OBSERVED BY THE ENGINEER.
- UNLESS OTHERWISE DIMENSIONED ON THE PLANS, A 2-FOOT MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL SIGNAL POLES AND TRAFFIC/PEDESTRIAN SIGNAL HEADS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES.
- ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
- WHEN PLACING TRAFFIC SIGNAL HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SQUARE OF SIDEWALK SHALL BE REPLACED IN ACCORDANCE WITH R.I. STANDARD 43.1.0. NO PATCHES WILL BE ALLOWED.
- ACCESS TO PEDESTRIAN PUSHBUTTONS SHALL MEET ADA REQUIREMENTS. ALL PEDESTRIAN PUSHBUTTONS SHALL BE ADA COMPLIANT WITH A MINIMUM 2" DIAMETER. SIGNS INSTALLED AT PROPOSED PEDESTRIAN PUSHBUTTONS SHALL BE MUTCD 2009 CODE R10-3E (LEFT OR RIGHT) AND SHALL BE INSTALLED SO THAT IT IS CLEARLY INDICATED WHICH CROSSING IS ASSIGNED TO EACH BUTTON.
- ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
- ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
- TRAFFIC SIGNAL CONTROLLERS SHALL BE WIRED SO THAT ANY FIRE PRE-EMPT SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
- THE CONTRACTOR SHALL WORK CONTINUOUSLY TO RESTORE TRAFFIC SIGNAL OPERATION TO ITS INTENDED PURPOSE WHEN REPLACING THE TRAFFIC SIGNAL EQUIPMENT. A POLICE DETAIL IS REQUIRED TO DIRECT TRAFFIC AT THE INTERSECTION AT ALL TIMES WHEN THE TRAFFIC SIGNAL IS INOPERATIVE. AT NO TIME SHALL THE CONTRACTOR LEAVE THE SITE BEFORE RESTORING FULL TRAFFIC OPERATIONS.
- IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
- THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE, OR COMBINATION OF NON-CONFLICTING PHASES.
- CONTRACTOR SHALL HAND DIG AT ALL GAS PIPELINE CROSSINGS.
- A ROTARY WHEEL OR OTHER MECHANICAL TRENCHING METHOD SHALL NOT BE ALLOWED.
- A 1 FOOT VERTICAL CLEARANCE IS REQUIRED BETWEEN NEW CONDUIT AND NATIONAL GRID GAS FACILITIES.
- ALL NEW MANHOLES, HANDHOLES, PULL BOXES, AND FOUNDATIONS SHALL MEET A MINIMUM 2 FOOT LATERAL CLEARANCE AND NOT BE PLACED OVER NATIONAL GRID GAS AND WATER DEPARTMENT FACILITIES.

GENERAL NOTES - EMERGENCY VEHICLE PRE-EMPTION OPERATION

- EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE OPTICALLY TRANSMITTED BY OPTICAL EMITTERS MOUNTED IN EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS LOCATED AT EACH INTERSECTION.
- IF DIRECTIONAL PRE-EMPTION IS CALLED FOR ON THE PLANS, PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH DESCENDING PRIORITIES IN NUMERICAL ORDER BASED ON OPTICAL DETECTOR NUMBERS (1 = HIGHEST PRIORITY).
- IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN EMERGENCY PRE-EMPTION PHASE (MAIN LINE GREEN) FOR A MINIMUM OF TEN (10) SECONDS OR UNTIL PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION CLEARANCE (YELLOW AND RED). THE CONTROLLER SHALL NEXT SERVICE OTHER EMERGENCY VEHICLE PRE-EMPTION PHASE(S) IF AVAILABLE AND IF NECESSARY, THEN TIME PHASE PRE-EMPTION CLEARANCE AND RESUME NORMAL OPERATION.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASE THAT IS TO BE TERMINATED BY PRE-EMPTION DEMAND.
- EMERGENCY VEHICLE PRE-EMPTION SHALL OVERRIDE COORDINATION.

GENERAL NOTES - PAVEMENT MARKINGS:

- ALL PERMANENT PAVEMENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN. PAVEMENT MARKINGS SHALL BE PLACED ON THE FINAL SURFACE COURSE NO SOONER THAN 2 WEEKS BUT NO LONGER THAN 4 WEEKS FROM COMPLETION OF PAVING OPERATIONS.
- THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION, AS AMENDED.
- WHERE EXISTING PAVEMENT MARKINGS CONFLICT WITH PROPOSED PAVEMENT MARKINGS, EXISTING MARKINGS SHALL BE REMOVED BY METHOD APPROVED BY THE RIDOT.
- LIMITS OF PROPOSED PAVEMENT MARKINGS SHALL MEET EXISTING STRIPING, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL VERIFY AND RECORD PAINT MARKING LOCATIONS PRIOR TO ANY PAVEMENT REMOVAL. MARKINGS SHALL BE REPLACED IN ORIGINAL LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

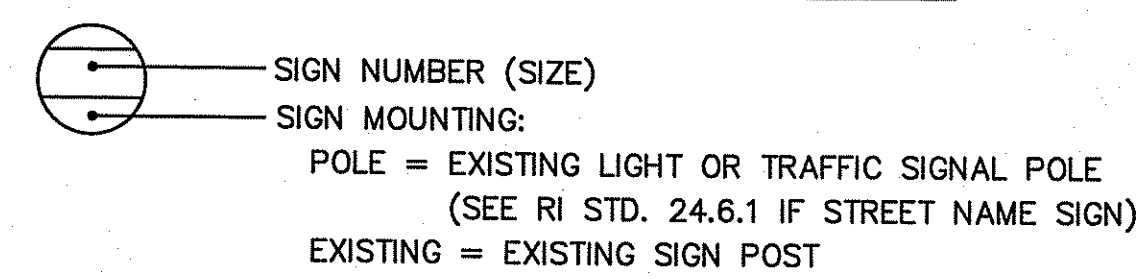
TRAFFIC SIGNAL PLANS SYMBOL LEGEND

- EXISTING UTILITY POLE
- ⊠ EXISTING CONTROLLER CABINET
- ⊠ PROPOSED CONTROLLER CABINET
- ⊠ PROPOSED CONTROLLER CABINET WITH CONCRETE PAD
- EXISTING HANDHOLE
- PROPOSED HANDHOLE
- ⬆ EXISTING TRAFFIC SIGNAL HEAD
- ⬆ PROPOSED TRAFFIC SIGNAL HEAD
- ⊠ EXISTING PEDESTRIAN SIGNAL HEAD
- ⊠ PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN PUSH BUTTON
- PROPOSED PEDESTRIAN PUSH BUTTON
- ⬆ EXISTING OPTICAL DETECTOR
- ⬆ PROPOSED OPTICAL DETECTOR
- EXISTING CONDUIT
- PROPOSED CONDUIT
- EXISTING SPAN OR PEDESTAL POLE
- PROPOSED SPAN OR PEDESTAL POLE
- EXISTING MAST ARM POLE
- PROPOSED MAST ARM POLE
- EXISTING LOOP DETECTOR
- PROPOSED LOOP DETECTOR

GENERAL NOTES - SIGNS:

- ALL NEW DIRECTIONAL, REGULATORY, WARNING, GUIDE SIGNS AND PARKING SIGNS SHALL HAVE SIGN SUPPORTS, UNLESS OTHERWISE INDICATED, SIGN MOUNTINGS SHALL BE R.I. STD. 24.2.0 AS APPROPRIATE.
- PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE RIDOT.
- ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK.
- ALL TEMPORARY CONSTRUCTION SIGNS AND TRAFFIC BARRICADES ARE TO BE REMOVED FROM THE ROADWAY WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- TEMPORARY CONSTRUCTION SIGN PANELS SHALL BE 3/4" THICK EXTERIOR GRADE PLYWOOD CONFORMING TO SECTION M-19 OF THE STANDARD SPECIFICATIONS.
- ALL SIGN RADII AND BORDERS SHALL BE AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED.
- AT NO TIME WILL THE CONES, BARRICADES OR DRUMS BE ALLOWED TO COVER THE LANES OF OR EXTEND INTO AN OPEN LANE.

TYPICAL SIGN DESIGNATION SYMBOL



DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
 OFFICE OF WATER RESOURCES
 FRESHWATER WETLANDS PROGRAM
 APPROVED WITH CONDITIONS
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 APPROVED PLANS MUST BE AT CONSTRUCTION SITE

Charles A. Harte

Environmental Management
 WRM - 9 2015
 Office of Water Resources

REVISIONS			RHODE ISLAND	
NO.	DATE	BY	DEPARTMENT OF TRANSPORTATION	
			INTERSECTION AND PEDESTRIAN SAFETY IMPROVEMENTS - NORTH (HSIP FUNDS) CONTRACT 1 STATEWIDE	
			JOB SPECIFIC PLAN SYMBOLS, LEGEND & NOTES	
			CHECKED BY _____	DATE _____ SCALE _____

