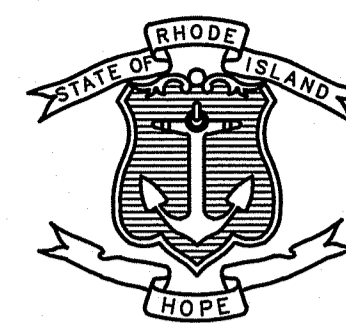


FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	XXX-XXXX(XXX)	2019	1	8

INDEX OF DRAWINGS

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	ESMOND PARK (STU-013) GENERAL PLAN
7	DETAILS - 1
8	DETAILS - 2

STATE OF RHODE ISLAND

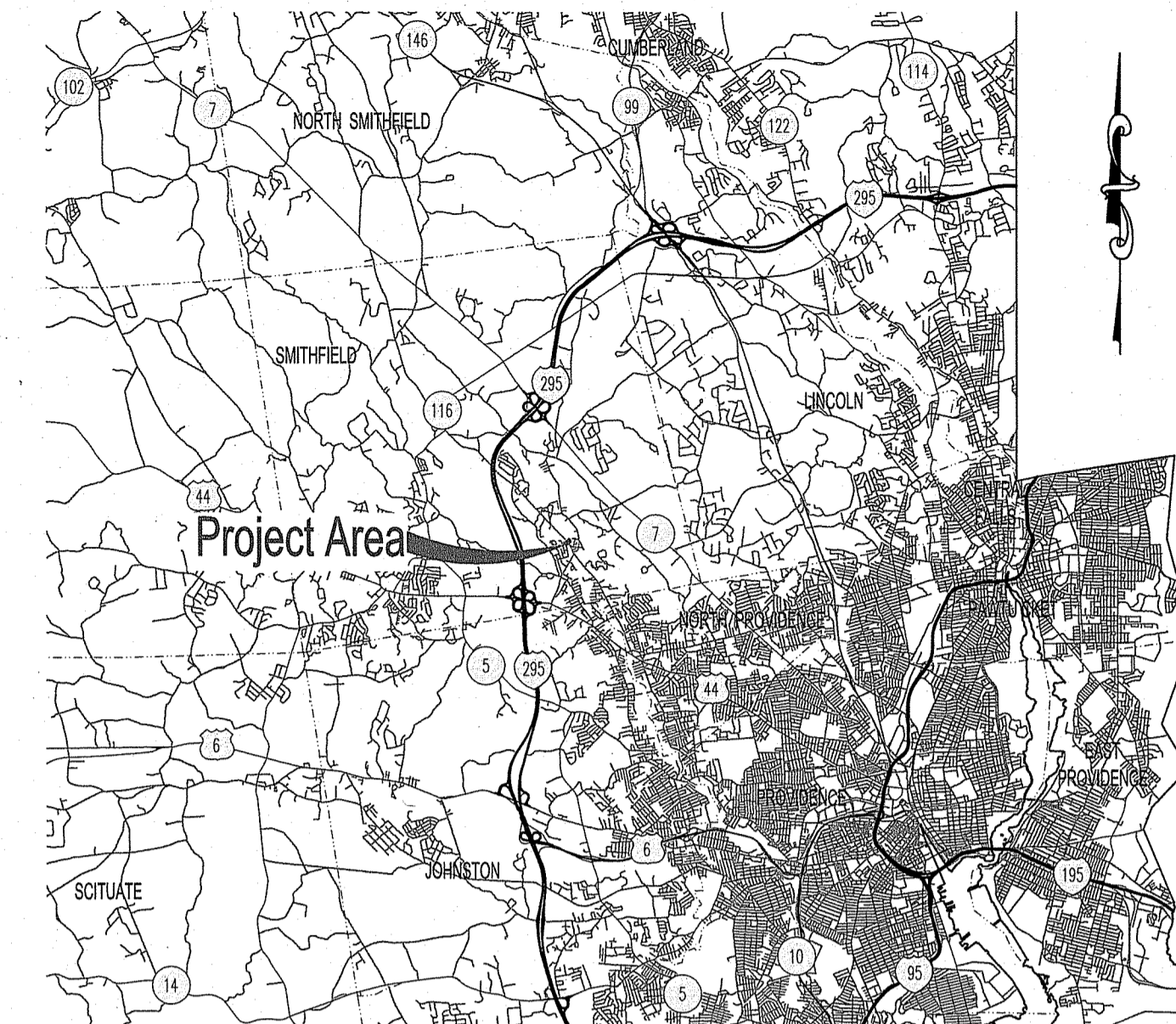


DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
MAP 24 PARCEL 69
LOWER WOONASQUATUCKET RIVER
WATERSHED 10-B STORMWATER RETROFITS
ESMOND PARK (STU_013)

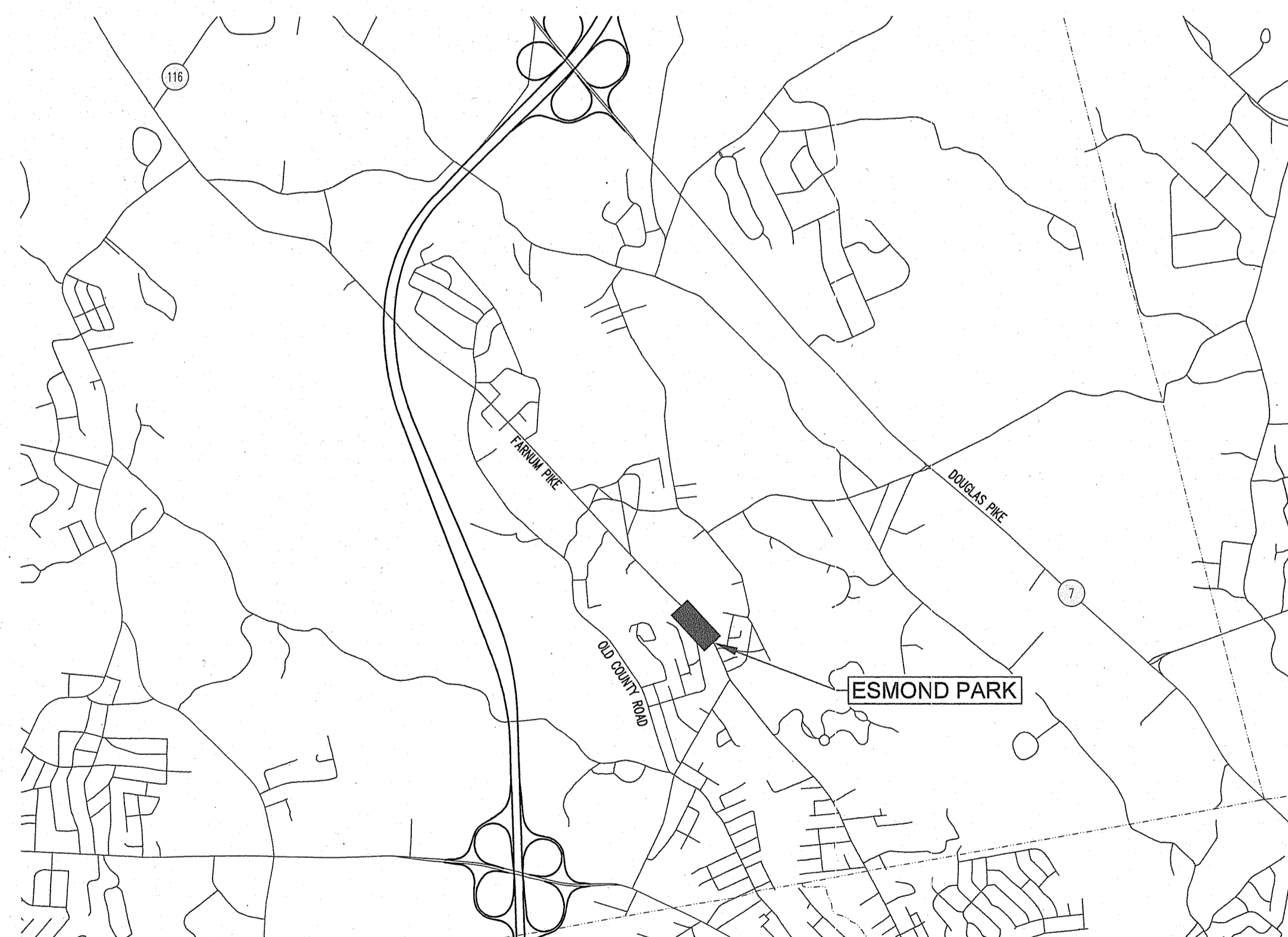
SMITHFIELD, RHODE ISLAND
PROVIDENCE COUNTY

R.I. CONTRACT NO. 2019-CM-105 F.A. PROJECT NO. XXX-XXXX(XXX)



LOCATION MAP
SCALE: N.T.S.

Environmental Management
SEP 10 2019
Construction Department



R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION (AMENDED MARCH 2018), 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.

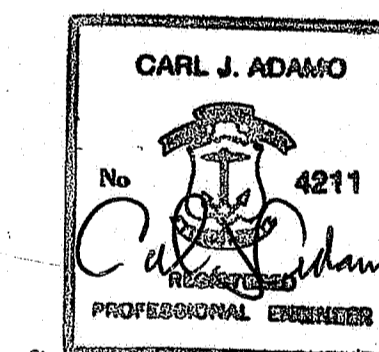
SCALES OF DRAWINGS
PLANS: 1 INCH = 10 FEET

BASE OF LEVELS
VERTICAL DATUM USED: NAVD-88
HORIZONTAL DATUM: RHODE ISLAND STATE PLANE, NAD-83 (2007) (2002.00)



90% SUBMISSION
RIDEM PRELIMINARY
DETERMINATION
SUBMISSION
SEPTEMBER 3, 2019

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
APPROVED WITH CONDITIONS
AS SPECIFIED IN THE LETTER OF APPROVAL
DATED OCT 24 2019 FILE # 19-0247
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
APPROVED PLANS MUST BE AT CONSTRUCTION SITE



9/10/19

R.I. DEPARTMENT OF TRANSPORTATION	
APPROVED	
ADMINISTRATOR, PROJECT MANAGEMENT	DATE
APPROVED	
CHIEF ENGINEER OF INFRASTRUCTURE	DATE
APPROVED	
DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	
DIVISION ADMINISTRATOR	DATE

Contract Number 2019-XX-XXX
Number of Sheet 1
Total Sheets 8

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	RI-Dall(001)	2019	4	8

LANDSCAPE NOTES:

1. ALL PLANT MATERIAL MUST BE TAGGED AT THE NURSERY (A RECOGNIZED GROWER OF PLANT MATERIAL) IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION. ALL PLANT MATERIAL MUST BE NURSERY GROWN; NO PLANTATION GROWN PLANT MATERIAL WILL BE ACCEPTED.
2. ALL PLANT SUBSTITUTIONS AND/OR CHANGES IN PLANT LOCATION MUST BE APPROVED IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
3. ALL PLANT MATERIAL IS TO BE FIELD LOCATED BY A REPRESENTATIVE FROM THE R.I.D.O.T. LANDSCAPE ARCHITECTURE UNIT.
4. A R.I.D.O.T. LANDSCAPE REPRESENTATIVE MUST BE ON SITE TO APPROVE ALL TRIMMING AND CLEARING NECESSARY TO COMPLETE THE WORK AS SHOWN ON THE PLANS.
5. ANY TOPSOIL USED AS PLANTABLE SOIL SHALL HAVE A SANDY LOAM TEXTURE RELATIVELY FREE OF SUBSOIL MATERIAL, STONES, ROOTS, LUMPS OF SOIL, TREE LIMBS, TRASH OR CONSTRUCTION DEBRIS, AND SHALL CONFORM TO SECTION M.18 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
6. ALL TREES AND SHRUBS SHALL BE MULCHED WITH PINE BARK MULCH IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
7. ALL TREES AND/OR SHRUBS THAT ARE PLANTED AS A BED SHALL BE MULCHED WITH A BED.
8. PROVIDE A MINIMUM 6"-8" BRANCHING STANDARD ON ALL TREES INSTALLED ADJACENT TO SIDEWALKS AND/OR PEDESTRIAN ACCESS AREAS.

STRUCTURAL NOTES FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS:

GENERAL

1. ALL SUPPORT DESIGNS AND ASSOCIATED SHOP DRAWING REVIEWS SHALL BE IN CONFORMANCE WITH THE LATEST EDITION, OF THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS (THE "SPECIFICATIONS"), INCLUDING THE LATEST INTERIM SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.

CONSTRUCTION DRAWINGS AND DETAILS

1. THE FOLLOWING NOTES SHALL BE INCLUDED ON ALL PLANS AND/OR SHOP DRAWINGS IN REFERENCE TO ANCHOR BOLTS:
 - "PRETENSIONING OF ALL ANCHOR NUTS IS REQUIRED, AND SHALL BE ACCOMPLISHED BY TIGHTENING TO 1/6TH TURN BEYOND THE SNUG-TIGHT POSITION."
 - "THE MAXIMUM CLEARANCE BETWEEN THE BOTTOM OF THE LEVELING NUTS AND THE TOP OF THE CONCRETE IS CRITICAL AND SHALL NOT EXCEED THE AMOUNT SPECIFIED ON THIS DRAWING."
2. THE USE OF GROUT UNDER BASE PLATES SHALL GENERALLY NOT BE PERMITTED. IF SPECIFIC CONDITIONS WARRANT ITS USE, THE GROUT SHALL NOT BE CONSIDERED LOAD CARRYING; LOADS SHALL BE DIRECTLY SUPPORTED BY THE ANCHOR BOLTS. ADEQUATE DRAINAGE SHALL BE PROVIDED.
3. THE DAMPENING EFFECTS OF VIBRATION MITIGATION DEVICES SHALL NOT BE CONSIDERED IN THE DESIGN OF STRUCTURAL SUPPORTS FOR SIGNS AND TRAFFIC SIGNALS. IF THE CONTRACTOR CHOOSES TO USE THESE DEVICES FOR WARRANTY PURPOSES, THE TYPE OF DEVICES PROPOSED SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO FABRICATION OF SUPPORTS.

TRAFFIC SIGNAL NOTES:

1. ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE R.I.D.O.T. MAINTENANCE HEADQUARTERS, 360 LINCOLN AVENUE, WARWICK, RHODE ISLAND, 02888.
2. BACK PLATES SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL HEADS.
3. THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OF THE 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 OF THE LOOP DETECTORS. 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.
4. TRAFFIC CONTROLLER CABINETS, UNLESS OTHERWISE NOTED, SHALL BE NEMA TS2 TYPE 1 CABINET SIZE 6 ("P" TYPE) WITH NOMINAL DIMENSIONS OF 52"Hx44"Wx24"D.
5. ALL DELAY AND EXTENSION TIMES, AS CALLED FOR ON THE PLANS, FOR PROPOSED LOOP DETECTORS SHALL BE PROGRAMMED IN THE TRAFFIC SIGNAL CONTROLLER AND NOT THE DETECTOR RELAY.
6. A BARE GROUND 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.
7. THE FINAL POSITION OF SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, DETECTORS, AND STOP LINE AND CROSSWALK PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD ACCORDING TO ACTUAL INTERSECTION CHARACTERISTICS.
8. A 2' 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.
9. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
10. WHEN PLACING TRAFFIC SIGNAL HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED IN ACCORDANCE WITH R.I. STD. 43.1.0. NO PATCHES WILL BE ALLOWED.
11. ALL PEDESTRIAN PUSHBUTTONS SHALL BE COMPLIANT WITH "THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES" (ADAAG) AND SHALL INCLUDE A PRESSURE-ACTIVATED (NON-MOVING) BUTTON. SIGNS APPLICABLE TO PUSHBUTTON ACTUATION SHALL BE INSTALLED SUCH THAT THE CROSSING ASSIGNED TO EACH BUTTON IS CLEARLY INDICATED. IF SITE CONDITIONS DO NOT ALLOW PEDESTRIAN PUSHBUTTONS TO BE INSTALLED WHERE CALLED FOR ON THE PLANS, THE R.I.D.O.T. TRAFFIC ENGINEERING UNIT SHALL BE CONSULTED WITH THROUGH AN R.F.I. PRIOR TO INSTALLING THE PUSHBUTTONS. THE FINAL PLACEMENT OF ALL PEDESTRIAN PUSHBUTTONS SHALL BE IN ACCORDANCE WITH ADAAG AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
12. ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
13. ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
14. TRAFFIC SIGNAL CONTROLLERS SHALL BE WIRED SO THAT ANY FIRE PRE-EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
15. 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.

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

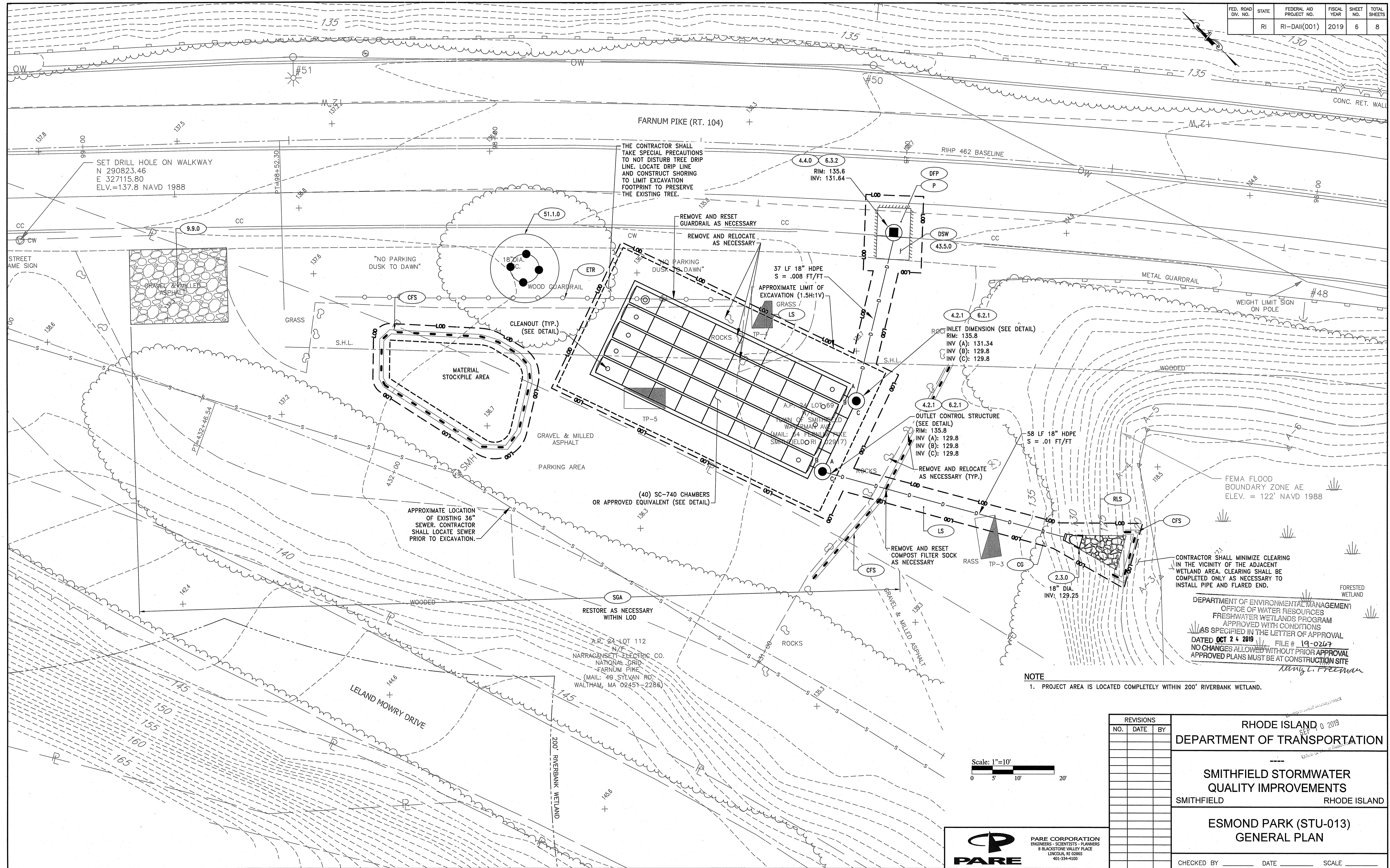
1. ALL MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL SETUPS, SIGNS, CHANNELIZING DEVICES, ETC., SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
2. ALL SIGN MOUNTINGS FOR TEMPORARY AND CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
3. THE CONTRACTOR SHALL COVER ALL EXISTING AND/OR TEMPORARY SIGNS THAT ARE NOT RELEVANT TO THE TRAFFIC CONTROL REQUIRED DURING ANY PARTICULAR STAGE OF THE CONTRACT.
4. ADVANCE FLAGPERSON SIGNS (W20-7A) SHALL BE USED IN ADVANCE OF ANY POINT AT WHICH A FLAGPERSON OR A POLICE OFFICER HAS BEEN STATIONED TO CONTROL TRAFFIC. WHEN NEEDED, AN APPROPRIATE DISTANCE MESSAGE MAY BE DISPLAYED ON A SUPPLEMENTAL PLATE (24"x18") BELOW THE FLAGPERSON SYMBOL SIGN. THE SIGN SHALL BE PROMPTLY REMOVED OR COVERED WHENEVER THE FLAGPERSON IS NOT AT THE STATION.
5. POLICE OFFICERS (AND NOT FLAGPERSONS) SHALL BE UTILIZED WHEN WORK WILL IMPACT SIGNALIZED INTERSECTIONS AND LIMITED ACCESS HIGHWAYS.
6. POLYETHYLENE DRUMS SHALL BE UTILIZED AS A CHANNELIZING DEVICE WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN BEYOND WORKING HOURS WHEN NO WORKERS ARE PRESENT. CONES SHALL BE UTILIZED WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN ONLY DURING WORKING HOURS AND IS SUBSEQUENTLY BROKEN DOWN AT THE END OF THE WORKDAY.
7. ARROW PANELS SHALL BE SET IN THE FLASHING FOUR CORNERS CAUTION MODE UNLESS UTILIZED FOR A MERGING TAPER. ARROW PANELS SET IN THE FLASHING ARROW MODE SHALL NOT BE UTILIZED FOR LANE SHIFTS.
8. TEMPORARY CONSTRUCTION SIGNS AND OTHER WORKZONE TRAFFIC CONTROL DEVICES THAT ARE DAMAGED OR REQUIRE RELOCATION SHALL BE REPLACED AND / OR RELOCATED UNDER THE PAY ITEM FOR "MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION."
9. THE PRIVATE VEHICLES OF CONSTRUCTION WORKERS SHALL NOT BE PARKED ON THE TRAVEL LANES OR SHOULDERS. THEY MAY BE PARKED WITHIN THE STATE RIGHT-OF-WAY ONLY IN AREAS 30' BEYOND THE OUTSIDE EDGE OF THE TRAVEL LANES AND/OR IN AREAS APPROVED BY THE ENGINEER.
10. TEMPORARY CONSTRUCTION SIGNS AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE START OF WORK IN ANY AREA OPEN TO TRAFFIC, AND SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER APPROPRIATE.
11. THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. WATERBORNE PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANED AND NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT.

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
 OFFICE OF WATER RESOURCES
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Remy L. Freeman

SEP 10 2019

REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION SMITHFIELD STORMWATER QUALITY IMPROVEMENTS SMITHFIELD RHODE ISLAND STANDARD NOTES - 2
NO.	DATE	BY	
CHECKED BY _____ DATE _____ SCALE _____			





SET DRILL HOLE ON WALKWAY
 N 290823.46
 E 327115.80
 ELV.=137.8 NAVD 1988

THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS TO NOT DISTURB TREE DRIP LINE. LOCATE DRIP LINE AND CONSTRUCT SHORING TO LIMIT EXCAVATION FOOTPRINT TO PRESERVE THE EXISTING TREE.

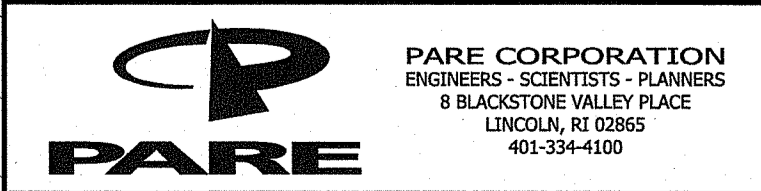
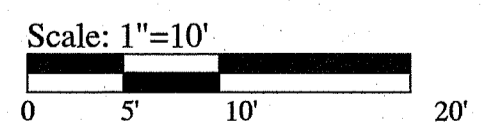
"NO PARKING DUSK TO DAWN"

APPROXIMATE LOCATION OF EXISTING 36" SEWER. CONTRACTOR SHALL LOCATE SEWER PRIOR TO EXCAVATION.

CONTRACTOR SHALL MINIMIZE CLEARING IN THE VICINITY OF THE ADJACENT WETLAND AREA. CLEARING SHALL BE COMPLETED ONLY AS NECESSARY TO INSTALL PIPE AND FLARED END.

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
 OFFICE OF WATER RESOURCES
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NOTE
 1. PROJECT AREA IS LOCATED COMPLETELY WITHIN 200' RIVERBANK WETLAND.



REVISIONS		
NO.	DATE	BY

RHODE ISLAND 2019
 DEPARTMENT OF TRANSPORTATION

SMITHFIELD STORMWATER
 QUALITY IMPROVEMENTS
 SMITHFIELD RHODE ISLAND

ESMOND PARK (STU-013)
 GENERAL PLAN

CHECKED BY _____ DATE _____ SCALE _____

SECTION A-A

END ELEVATION

DIMENSIONS		REINFORCEMENT
DL	REINFORCEMENT	PER R.I. STANDARD SPECIFICATIONS
1'-0"	4"	2-#4
1'-0"	6"	2-#4
1'-0"	8"	2-#4
1'-0"	10"	2-#4
1'-0"	12"	2-#4
1'-0"	14"	2-#4
1'-0"	16"	2-#4
1'-0"	18"	2-#4
1'-0"	20"	2-#4
1'-0"	22"	2-#4
1'-0"	24"	2-#4
1'-0"	26"	2-#4
1'-0"	28"	2-#4
1'-0"	30"	2-#4
1'-0"	32"	2-#4
1'-0"	34"	2-#4
1'-0"	36"	2-#4
1'-0"	38"	2-#4
1'-0"	40"	2-#4
1'-0"	42"	2-#4
1'-0"	44"	2-#4
1'-0"	46"	2-#4
1'-0"	48"	2-#4
1'-0"	50"	2-#4
1'-0"	52"	2-#4
1'-0"	54"	2-#4
1'-0"	56"	2-#4
1'-0"	58"	2-#4
1'-0"	60"	2-#4

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
PRECAST CONCRETE FLARED END SECTION
 R.I. STANDARD 9.9.0
 DATE: JUNE 15, 1998

ALTERNATE TOP SLAB (SEE NOTES 7 AND 8)

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
PRECAST 5'-0" ROUND MANHOLE
 R.I. STANDARD 4.2.1
 DATE: JUNE 15, 1998

ALTERNATE TOP SLAB (SEE NOTES 10 AND 11)

CATCH BASIN SIZE (D)	A	B	STAIR REINFORCEMENT
4'-0"	5"	8"	1-#4
5'-0"	6"	10"	1-#4
6'-0"	7"	12"	1-#4

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN
 R.I. STANDARD 4.4.0
 DATE: JUNE 15, 1998

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
HEAVY-DUTY ROUND FRAME AND COVER
 R.I. STANDARD 6.2.1
 DATE: JUNE 15, 1998

TYPICAL SHOULDER CLOSURE ON TWO-LANE HIGHWAY

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC CONTROL PLAN
 NOT TO SCALE
 DATE: 02-07-13

MINIMUM ADVANCE WARNING SIGN SPACING

Posted Speed Limit (mph)	Distance Between Signs (Feet)	Distance Between Signs (Feet)	Distance Between Signs (Feet)
15 MPH OR LESS	100	100	100
20 MPH OR GREATER	350	350	350
30 MPH OR GREATER	500	500	500

TAPER AND BUFFER LENGTHS

Speed Limit (mph)	Taper Length (ft)	Buffer Space (ft)
25 MPH	125	155
30 MPH	150	200
35 MPH	245	255
40 MPH	320	305
45 MPH	340	350
50 MPH	400	425

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
CONSTRUCTION ACCESS
 R.I. STANDARD 9.9.0
 DATE: JUNE 15, 1998

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
CEMENT CONCRETE DRIVEWAYS
 R.I. STANDARD 4.3.5.0
 DATE: JUNE 15, 1998

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
TREE PROTECTION DEVICE
 R.I. STANDARD 5.1.1.0
 DATE: JUNE 15, 1998

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
SQUARE FRAME AND GRATE (BICYCLE SAFE)
 R.I. STANDARD 6.3.2
 DATE: JUNE 15, 1998

TYPICAL LANE SHIFT ON TWO-LANE ROADWAY

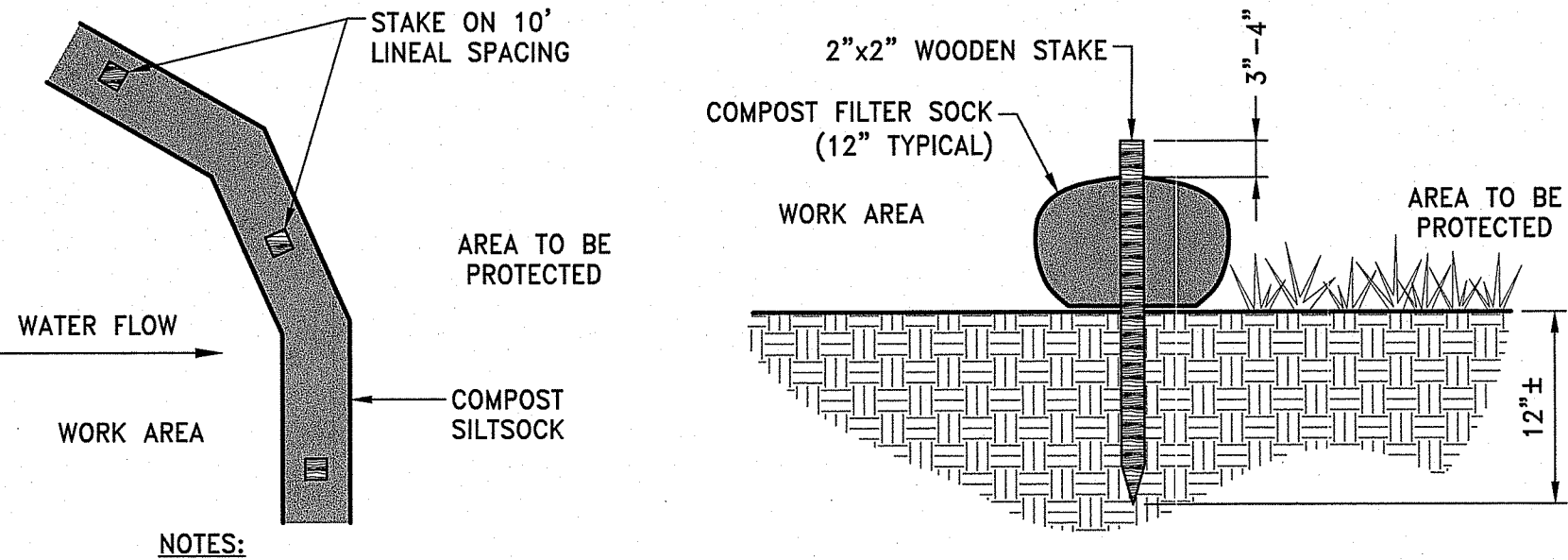
RHODE ISLAND DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC CONTROL PLAN
 NOT TO SCALE
 DATE: 02-07-13

MINIMUM ADVANCE WARNING SIGN SPACING

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15 MPH OR LESS	100	100	100
20 MPH OR GREATER	350	350	350
30 MPH OR GREATER	500	500	500

TAPER AND BUFFER LENGTHS

Speed Limit (mph)	Taper Length (ft)	Buffer Space (ft)
25 MPH	125	155
30 MPH	150	200
35 MPH	245	255
40 MPH	320	305
45 MPH	340	350
50 MPH	400	425



- NOTES:**
1. COMPOST/ SOIL/ ROCK/ SEED FILL TO MEET APPLICATION REQUIREMENTS.
 2. COMPOST MATERIAL TO BE REMOVED OR DISPERSED ON SITE AS DETERMINED BY ENGINEER.

CFS COMPOST FILTER SOCK DETAIL
 NOT TO SCALE



RHODE ISLAND DEPARTMENT OF TRANSPORTATION

SMITHFIELD STORMWATER QUALITY IMPROVEMENTS

SMITHFIELD RHODE ISLAND

DETAILS - 2

REVISIONS

NO.	DATE	BY

CHECKED BY _____ DATE _____ SCALE _____

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
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Nancy L. Freeman