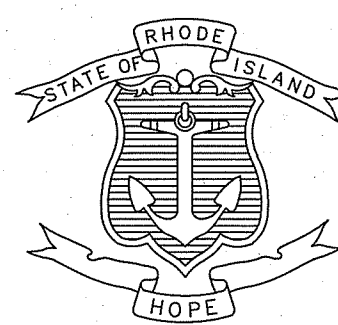


STATE OF RHODE ISLAND



DEPARTMENT OF TRANSPORTATION

PLAN, PROFILE AND SECTIONS OF PROPOSED

WARWICK PONDS SCP IMPROVEMENTS

PRIORITY 1 STU's

SCP-WP-014 & SCP-WP-015

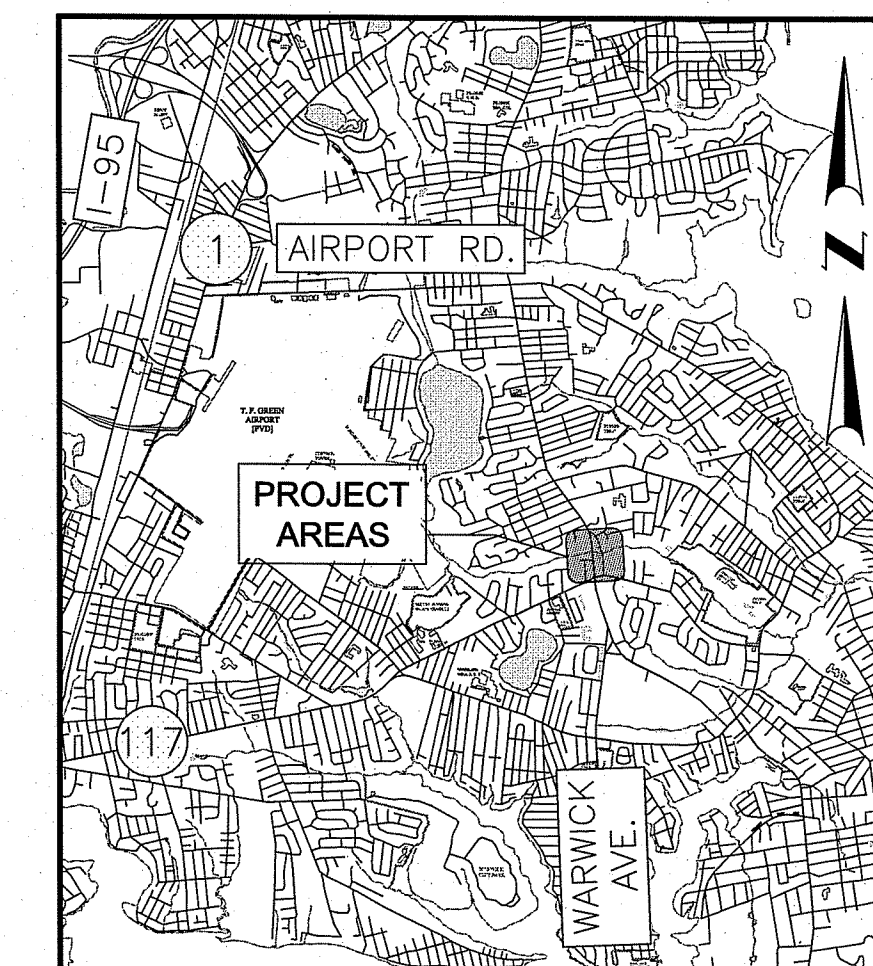
BUCKEYE BROOK AT OLD WARWICK AVENUE

CITY OF WARWICK

COUNTY OF KENT

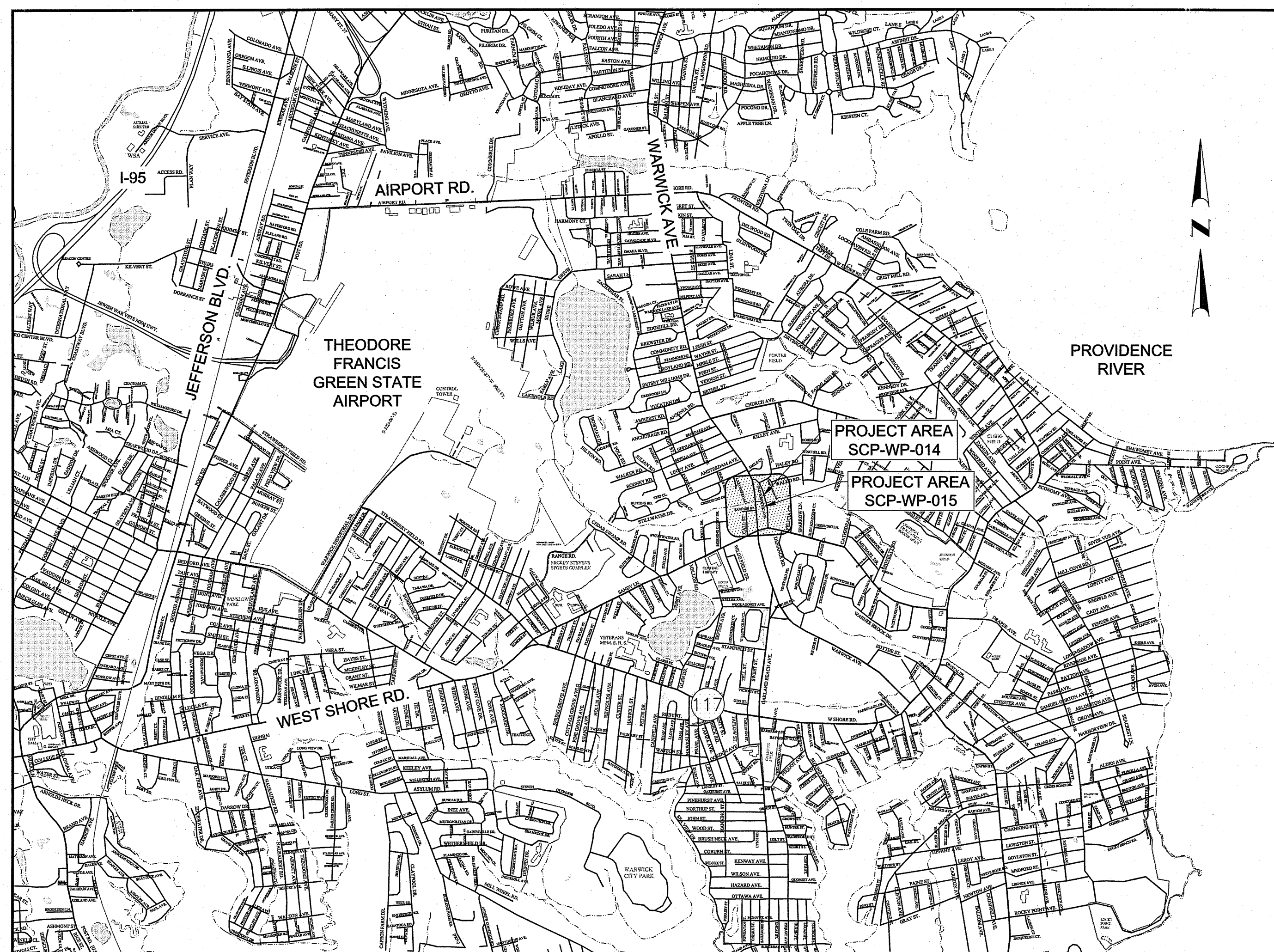
R.I. CONTRACT NO. 2020-XX-XXX F.A. PROJECT NO. XXX-XXXX(XXX)

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	2020	1	12



LOCATION MAP
SCALE: 1" = 5,000'

DESIGN	DESIGNATION
2020 ADT	1,300 V.P.D.
D	55% (SB) / 45% (NB)
K	10.0%
T	0.0%
POSTED SPEED	20 M.P.H.



LAYOUT PLAN
SCALE: 1" = 2,000'

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
APPROVED WITH CONDITIONS
AS SPECIFIED IN THE LETTER OF APPROVAL
DATED DEC 03 2020 FILE # 20-0140
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
APPROVED PLANS MUST BE AT CONSTRUCTION SITE
Martin D. Wemack

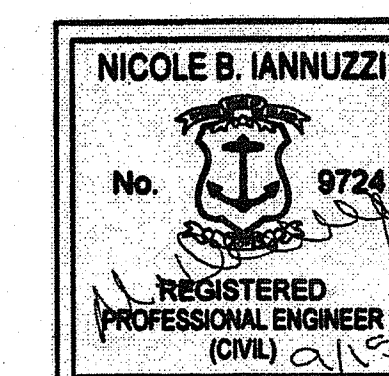
Environmental Management
SEP 18 2020
Office of Water Resources

PERMITTING SUBMISSION

REVISED SEPTEMBER 2020

R.I. DEPARTMENT OF TRANSPORTATION

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

BASE OF LEVELS
VERTICAL DATUM: NAVD 88

HORIZONTAL DATUM: RHODE ISLAND STATE PLANE, NAD 83

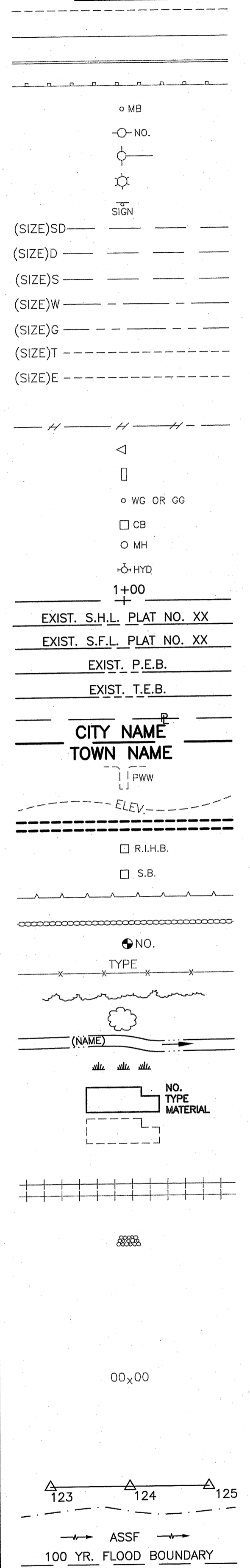


Contract Number 2020-XX-XXX

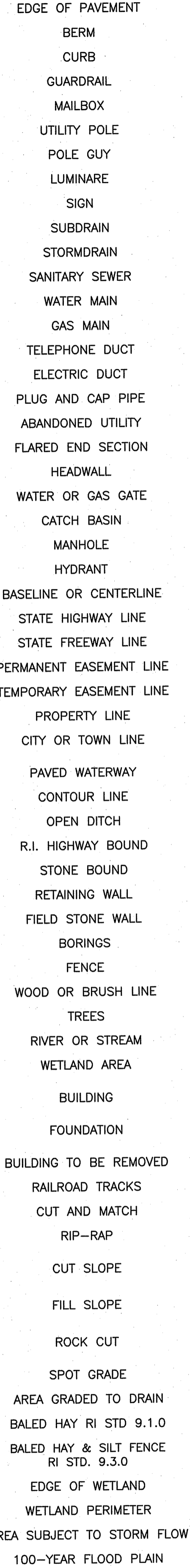
Number of Sheet 1

Total Sheets 12

EXISTING



NEW

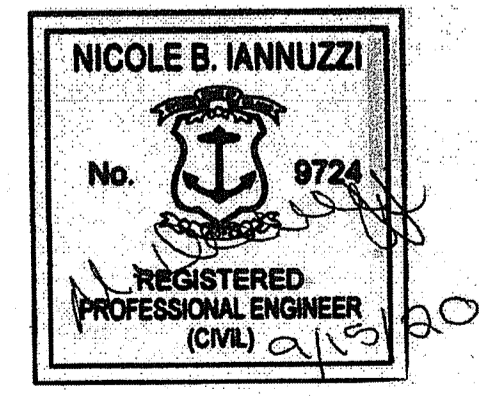


1.1.0	UNDERDRAIN	7.4.2	GRANITE TRANSITION CURB (VERTICAL FACE TO SLOPE FACE)
1.3.0	CONCRETE CONNECTING COLLAR	7.5.0	BITUMINOUS CONCRETE LIP CURB
2.1.0	CONCRETE HEADWALLS FOR PIPE CULVERTS	7.5.1A	BITUMINOUS BERM (CONSTRUCTION METHOD A)
2.2.0	STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0" PIPE CULVERTS	7.5.1B	BITUMINOUS BERM (CONSTRUCTION METHOD B)
2.3.0 (DIA.)	PRECAST CONCRETE FLARED END SECTION	7.6.0	CURB SETTING DETAIL
3.2.0	BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE	8.2.0	BITUMINOUS CONCRETE DITCH
3.2.1 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE	8.3.0	RIP-RAP DITCH
3.3.0	BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN	8.4.0	PAVED WATERWAY
3.3.2	BRICK/SOLID BLOCK TYPE "F" SQUARE CATCH BASIN	9.1.0	BALED HAY EROSION CHECK
3.3.3	SOLID BLOCK FLUSH SQUARE CATCH BASIN	9.2.0	SILT FENCE DETAIL
3.4.0	BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN	9.3.0	BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED
3.4.1	BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET	9.4.0	BALED HAY DITCH AND SWALE EROSION CHECK
3.4.2	BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN	9.5.0	LOG AND HAY CHECK DAM
3.4.3	BRICK/SOLID BLOCK TYPE "R" CATCH BASIN	9.7.0	DEWATERING BASIN
3.4.4	SOLID BLOCK FLUSH ROUND CATCH BASIN	9.8.0	BALED HAY CATCH BASIN INLET PROTECTION
3.4.5 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN	9.9.0	CONSTRUCTION ACCESS
3.5.0	SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN	10.1.0	WET STONE MASONRY RETAINING WALL
3.5.1 (SIZE)	SOLID BLOCK SHALLOW 5'-0" OR 6'-0" SQUARE CATCH BASIN	10.2.0	RUBBLE MASONRY WALL
3.6.0	BRICK/SOLID BLOCK DROP INLET	10.3.0	CONCRETE RETAINING WALL
3.7.0 (DIA.)	BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0"	10.4.0	STONE MASONRY STEPS
4.2.0	PRECAST 4'-0" ROUND MANHOLE	14.1.0	CONCRETE HIGHWAY BOUND
4.2.1	PRECAST 5'-0" ROUND MANHOLE	15.1.0	POST AND MOUNTINGS FOR RURAL MAILBOX
4.2.2	PRECAST 6'-0" ROUND MANHOLE	15.2.0 (NO.)	POST AND MULTIPLE MOUNTINGS FOR RURAL MAILBOXES
4.3.0 (SIZE)	PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN	18.2.0	PRECAST TYPE "A" HANDHOLE
4.4.0 (DIA.)	PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN	18.2.2	HEAVY DUTY TYPE "H" HANDHOLE
4.5.0	PRECAST CONCRETE DROP INLET	18.3.0	ALUMINUM LIGHTING STANDARDS
4.5.1	PRECAST CONCRETE DROP INLET LATERAL OUTLET	20.2.0	BI-DIRECTIONAL CONTROL DEVICE
4.5.2	PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET	24.6.1	STREET SIGN MOUNTING DETAIL
5.3.0	CATCH BASIN AND MANHOLE STEP	26.2.0	POLYETHYLENE DRUM WITH MARKINGS
5.4.0	CONCRETE COLLARS	26.3.0	PVC PLASTIC PIPE TYPE III BARRICADE
6.1.0	LIGHT-DUTY SQUARE FRAME AND ROUND COVER	31.1.0	CHAIN LINK FENCE 3'-0" TO 4'-0"
6.1.1	HEAVY DUTY SQUARE FRAME AND ROUND COVER	31.2.0	CHAIN LINK FENCE 5'-0" TO 6'-0"
6.2.0	LIGHT-DUTY ROUND FRAME AND COVER	31.2.1	CHAIN LINK FENCE 5'-0" TO 6'-0" INTERMEDIATE POST
6.2.1	HEAVY-DUTY ROUND FRAME AND COVER	31.3.0	WOVEN WIRE RIGHT-OF-WAY FENCE (STEEL POST)
6.3.0	SQUARE FRAME AND GRATE	34.1.0	TYPICAL GUARDRAIL INSTALLATION
6.3.1	SQUARE FRAME AND GRATE	34.2.0	STEEL BEAM GUARDRAIL
6.3.2	SQUARE FRAME AND GRATE (BICYCLE SAFE)	34.2.1	STEEL BEAM GUARDRAIL DETAILS
6.3.3	HIGH CAPACITY FRAME AND GRATE	34.2.2	STEEL BEAM GUARDRAIL DOUBLE FACED ASSEMBLY
6.3.4	HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE)	34.2.3	STEEL BEAM GUARDRAIL FIXTURES
6.4.0	ROUND FRAME AND GRATE	34.2.5	STEEL BEAM GUARDRAIL REFLECTORIZED TRIANGULAR DELINEATOR
7.1.0S	PRECAST CONCRETE CURB (STRAIGHT)	34.3.1	GUARDRAIL END SECTION
7.1.0C	PRECAST CONCRETE CURB (CIRCULAR)	34.3.2	TERMINAL END SECTION (SINGLE FACE)
7.1.1	3'-0" PRECAST CONCRETE TRANSITION CURB	34.3.3	ANCHORAGE DETAILS APPROACH END SECTION
7.1.2	6'-0" PRECAST CONCRETE TRANSITION CURB	34.3.4	ANCHORAGE DETAILS TRAILING END SECTION
7.1.4	PRECAST 2'-0" RADIUS CORNER	34.4.0	STEEL BACKED TIMBER GUARDRAIL
7.1.5	PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN)	34.4.1	STEEL BACKED TIMBER GUARDRAIL TERMINAL SECTION-TYPE 1
7.1.6	PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN)	40.1.0	DOUBLE-FACED PRECAST MEDIAN BARRIER
7.1.7	PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN)	40.2.0	SINGLE-FACED PRECAST MEDIAN BARRIER
7.1.8	PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN)	40.2.1	SINGLE-FACED PRECAST MEDIAN BARRIER
7.2.0S	PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT)	40.3.0	PRECAST MEDIAN BARRIER TRANSITION UNIT
7.2.0C	PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR)	40.5.0	PRECAST MEDIAN BARRIER FOR TEMPORARY TRAFFIC CONTROL
7.2.1	PRECAST CONCRETE SLOPED FACE TRANSITION CURB	43.1.0	CEMENT CONCRETE SIDEWALK
7.2.2	PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SLOPED FACE)	43.2.0	BITUMINOUS CONCRETE SIDEWALK
7.3.0S	GRANITE CURB (STRAIGHT)	43.3.0	WHEELCHAIR RAMP
7.3.0C	GRANITE CURB (CIRCULAR)	43.3.1	WHEELCHAIR RAMP FOR LIMITED RIGHT-OF-WAY AREAS
7.3.1	3'-0" GRANITE TRANSITION CURB	43.4.0	DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB
7.3.2	6'-0" GRANITE TRANSITION CURB	43.4.1	DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB
7.3.3	GRANITE WHEELCHAIR RAMP TRANSITION CURB	43.5.0	CEMENT CONCRETE DRIVEWAYS
7.3.4	GRANITE 2'-0" RADIUS CORNER	48.1.0	DETECTABLE WARNING SYSTEM
7.3.5	GRANITE INLET STONE (FOR SQUARE CATCH BASIN)	51.1.0	TREE PROTECTION DEVICE
7.3.6	GRANITE INLET STONE (FOR ROUND CATCH BASIN)	51.1.1	DRIP LINE TREE PROTECTION DEVICE FOR EXISTING TREES
7.3.7	GRANITE APRON STONE (FOR SQUARE CATCH BASIN)	51.2.0	SHRUB PROTECTION DEVICE
7.3.8	GRANITE APRON STONE (FOR ROUND CATCH BASIN)	51.3.0	TREE WELL
7.4.0	GRANITE SLOPED FACE CURB	51.4.0	TREE WALL
7.4.1	GRANITE SLOPED FACE TRANSITION CURB		

AB	ADJUST CATCH BASIN TO GRADE
ABM	ADJUST CATCH BASIN TO MANHOLE
AC	ADJUST CURB STOP TO GRADE
AD	ADJUST DRAINAGE MANHOLE TO GRADE
AE	ADJUST ELECTRIC MANHOLE TO GRADE
AFC	ADJUST FRAME AND COVER TO GRADE
AFG	ADJUST FRAME AND GRATE TO GRADE
AG	ADJUST GAS GATE BOX TO GRADE
AHH	ADJUST HANDHOLE TO GRADE
AS	ADJUST SANITARY SEWER MANHOLE TO GRADE
AT	ADJUST TELEPHONE MANHOLE TO GRADE
AW	ADJUST WATER GATE BOX TO GRADE
BCD	BITUMINOUS CONCRETE DRIVEWAY 3" BITUMINOUS CONCRETE TYPE 1-2 8" GRAVEL BORROW SUBBASE COURSE
BPS	BUILD NEW STRUCTURE OVER EXISTING PIPE
CCB	CLEAN CATCH BASIN
CCP	CUT AND CAP PIPE WITH RESTRAINT (ALL SIZES)
CFP	CLEAN AND FLUSH PIPE
CG	CLEARING AND GRUBBING
CMH	CLEAN MANHOLE
CP (DEPTH)	COLD PLANE
CPP	CUT AND PLUG PIPE (ALL TYPES, ALL SIZES)
DB	REMOVE AND DISPOSE BITUMINOUS CURB
DC	REMOVE AND DISPOSE CONCRETE CURB
DCB	REMOVE AND DISPOSE CATCH BASIN
DDI	REMOVE AND DISPOSE DROP INLET
DF	REMOVE AND DISPOSE FENCE
DFC	REMOVE AND DISPOSE FRAME AND COVER
DFE	REMOVE AND DISPOSE FLARED END SECTION
DFG	REMOVE AND DISPOSE FRAME AND GRATE
DFH	REMOVE AND DISPOSE FIRE HYDRANT
DFP	REMOVE AND DISPOSE FLEXIBLE PAVEMENT
DG	REMOVE AND DISPOSE GUARDRAIL
DH	REMOVE AND DISPOSE HEADWALL
DHB	REMOVE AND DISPOSE HIGHWAY BOUND
DHH	REMOVE AND DISPOSE HANDHOLE
DL	REMOVE AND DISPOSE LIGHT AND FOUNDATION
DMB	REMOVE AND DISPOSE MEDIAN BARRIER
DMH	REMOVE AND DISPOSE MANHOLE
DMM	REMOVE AND DISPOSE MEDIAN MARKER
DOW	REMOVE AND DISPOSE OBSERVATION WELL
DP	REMOVE AND DISPOSE PIPE
DPB	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE
DRB	REMOVE AND DISPOSE RIGID BASE
DS	REMOVE AND DISPOSE SIGN
DSS	REMOVE AND DISPOSE TRAFFIC SIGNAL SYSTEM
DSW	REMOVE AND DISPOSE SIDEWALK
DTD	REMOVE AND DISPOSE TELEPHONE DUCT BANKS
DUP	REMOVE AND DISPOSE UTILITY POLE
DWW	REMOVE AND DISPOSE PAVED WATERWAY
FF	FILTER FABRIC RIPRAP FLARED END UNDERLAYMENT
GET	FLARED GUARDRAIL END TREATMENT
IA	IMPACT ATTENUATOR
IDL	IMPERVIOUS DITCH LINER
LOD	LIMIT OF DISTURBANCE
LOR	LIMIT OF REGRADING
LS	4" LOAM AND SEED

NFH	NEW FIRE HYDRANT WITH GATE VALVE
NIC	NOT IN THIS CONSTRUCTION CONTRACT
NWB	FURNISH AND INSTALL NEW WATER GATE VALVE BOX
NWVB	FURNISH AND INSTALL NEW WATER GATE VALVE AND BOX
NWCB	FURNISH AND INSTALL NEW WATER CURB STOP BOX
NWSB	FURNISH AND INSTALL NEW WATER CURB STOP AND BOX
PCD	PERMANENT CHECK DAM
PS	4" PLANTABLE SOIL AND SEED
RCB	RECONSTRUCT TYPE "D" CATCH BASIN, TO CATCH BASIN WITH GUTTER INLET
RCM	R.I.D.O.T. COMMUNICATIONS MANHOLE
RHH	REMOVE, HANDLE, HAUL, TRIM, RESET CURB EDGING, STRAIGHT, CIRCULAR (ALL TYPES)
RLP	RELOCATE LAMP POST
RMB	RELOCATE MAILBOX (BY OTHERS)
RPM	REMOVE PAVEMENT MARKINGS
RRP	RIP-RAP PAD (SEE DETAIL)
RRS	REMOVE AND RELOCATE SIGN
RUP	RELOCATE UTILITY POLE (BY OTHERS)
SB	STONE BAFFLE
SBAE	STEEL BEAM BRIDGE CONNECTION APPROACH END (W/O NESTED RAIL)
SBTE	STEEL BEAM BRIDGE CONNECTION TRAILING END (W/NESTED RAIL)
SD-	STRUCTURAL DISPOSITION - SEE CS PAGES OF SPECIFICATION
SF	REMOVE AND STOCKPILE FENCE
SGA	SPECIAL GRADED AGGREGATE
SGC	REMOVE AND STOCKPILE GRANITE CURB
SGR	REMOVE AND STOCKPILE GUARDRAIL
SH	REMOVE AND STOCKPILE HYDRANT
SS	REMOVE AND STOCKPILE SIGN
STS	REMOVE AND STOCKPILE TRAFFIC SIGNAL SYSTEM
TB	CONCRETE THRUST BLOCK
TEP	TIE EXISTING PIPE INTO NEW STRUCTURE
TNP	TIE NEW PIPE INTO EXISTING STRUCTURE
TBT	THREE BEAM TRANSITION
TBBC	THREE BEAM BRIDGE CONNECTION
TT	TREE TRIMMING
WCM	4" WOOD CHIP MULCH
4DY	4" EPOXY RESIN PAVEMENT MARKINGS - DOUBLE YELLOW
6W	6" EPOXY RESIN PAVEMENT MARKINGS - WHITE
12W	12" EPOXY RESIN PAVEMENT MARKINGS - WHITE
6WT	6" PREFORMED PATTERNED MARKING (HIGH PERFORMANCE TAPE)
4Y	4" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
6Y	6" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
P.G.L.	PROFILE GRADE LINE

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
APPROVED WITH CONDITIONS
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DATED DEC 03 2020 FILE # 20-0140
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APPROVED PLANS MUST BE AT CONSTRUCTION SITE
Martin D. Weneck



THIS PLAN SHALL NOT BE ALTERED

 www.BETA-Inc.com	<p>Not for Construction</p>	<p>RHODE ISLAND DEPARTMENT OF TRANSPORTATION</p>	DESIGNED BY: JML CHECKED BY: NBI/KMA DATE: 9/15/20 SHEET: 2 OF: 12	SCALE: NONE <table border="1"> <tr> <th colspan="2">REVISIONS</th> <th colspan="2">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>NO.</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> <td>1</td> <td>6/07</td> </tr> <tr> <td></td> <td></td> <td></td> <td>TRB</td> </tr> </table>	REVISIONS		REVISIONS		NO.	DATE	NO.	DATE			1	6/07				TRB	<p>WARWICK PONDS SCP IMPROVEMENTS BUCKEYE BROOK AT OLD WARWICK AVENUE WARWICK RHODE ISLAND</p> <p>STANDARD PLAN SYMBOLS & LEGEND</p>
			REVISIONS		REVISIONS																
NO.	DATE	NO.	DATE																		
		1	6/07																		
			TRB																		

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	2020	3	12

GENERAL NOTES:

- ANY DAMAGE TO EXISTING PAVEMENT, BRIDGES, CONDUIT, SIDEWALK, FENCES, ETC., CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT TO CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 106.06 OF THE R.I.D.O.T. STANDARD SPECIFICATION, LATEST EDITION.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXISTING CONDITIONS ARE NOT OBLITERATED 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 CONFORMANCE WITH THE PLANS AND SPECIFICATIONS. SURVEY WILL BE PROVIDED BY THE CONTRACTOR. THE RESIDENT ENGINEER WILL NOT AUTHORIZE CONSTRUCTION ACTIVITIES TO BEGIN UNTIL HE IS SATISFIED THAT ALL GROUND CONTROL HAS BEEN ESTABLISHED, TIED DOWN, AND DULY RECORDED IN STANDARD FIELD BOOKS.
- ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.
- THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE AS DIRECTED BY THE ENGINEER.
- ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO PAVEMENT PLACEMENT ON THE CONCRETE BASE OR COLD PLANED PAVEMENT, AND ON ANY NEW COURSE WHICH HAS BEEN OPEN TO TRAFFIC, OR ANY NEW COURSE WHICH HAS BEEN EXPOSED FOR MORE THAN 3 DAYS, AND/OR AS DIRECTED BY THE ENGINEER. IT SHALL ALSO BE APPLIED TO VERTICAL PAVEMENT FACES BETWEEN ADJOINING PAVEMENT SECTIONS. ALL APPLICATIONS ON BOTH HORIZONTAL AND VERTICAL SURFACES SHALL BE PAID FOR UNDER THE CONTRACT UNIT BID PRICE FOR CODE 403.0300 "ASPHALT EMULSION TACK COAT."
- THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS. IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND PLACING, AT HIS OWN EXPENSE, PLANTABLE SOIL AND SEED IN AREAS WHICH ARE OUTSIDE OF THE PROJECT'S AREAS OF DISTURBANCE AND WHICH ARE IMPACTED BY CONSTRUCTION OPERATIONS INCLUDING THOSE AREAS WHERE VEHICLES, EQUIPMENT AND MATERIALS ARE STORED WITH THE PERMISSION OF THE ENGINEER.
- UNDER NO CIRCUMSTANCE WILL THE CONTRACTOR BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
- CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT DEBRIS PRIOR TO THE PLACEMENT OF EACH BITUMINOUS PAVEMENT LIFT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.
- PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE ENGINEER.
- THE COORDINATE SYSTEM, IF SHOWN, IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.
- PAVEMENT OPERATIONS FOR CURBED SECTIONS: IN AREAS WHERE CURBING IS SET TO FINISH LINE AND GRADE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE THE SENSOR AND SKY-TYPE DEVICE FOR AUTOMATIC GRADE CONTROL, BUT WILL BE ALLOWED TO MANUALLY ADJUST THE BITUMINOUS PAVER FOR CONTROLLING GRADE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAYS FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
- NO FUEL STORAGE, VEHICLE REFUELING, OR EQUIPMENT STORAGE SHALL TAKE PLACE IN DESIGNATED WETLANDS, NOR WITHIN 100' OF ANY WATER BODY. THIS REQUIREMENT SHALL NOT SUPERSEDE ANY FEDERAL, STATE OR LOCAL LAW, ORDINANCE, RULE OR REGULATION THAT APPLIES TO THE SAME, UNLESS THIS REQUIREMENT IS MORE STRINGENT THAN SAID LAW, ORDINANCE, RULE OR REGULATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT AT THE END OF FINAL PAVING OPERATIONS, FLOW TO EXISTING DRAINAGE STRUCTURES HAS BEEN REESTABLISHED AND THAT NO ISOLATED DEPRESSIONS REMAIN. THERE SHALL BE NO SEPARATE PAYMENT FOR THIS PROVISION; IT SHALL BE CONSIDERED INCIDENTAL TO PAVING AND COLD PLANING OPERATIONS.
- ALL EMBANKMENTS SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 12" (AFTER COMPACTION) AND SHALL BE COMPACTED AS SPECIFIED BEFORE THE NEXT LAYER IS PLACED. ALSO, EMBANKMENT CONSTRUCTION SHALL CONFORM TO SECTION 202.03.2 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- IF THIS PROJECT IS ON A HURRICANE EVACUATION AND DIVERSIONARY ROUTE, AS DESIGNATED ON THE COVERSHEET, THE CONTRACTOR IS ADVISED THAT UPON 12 (TWELVE) HOURS NOTICE THE ROADWAY SHALL BE OPEN TO EVACUEES AND EMERGENCY PERSONNEL. ANY EXTRA WORK NECESSARY TO COMPLY WITH THIS REQUIREMENT WILL BE REIMBURSED UNDER FORCE ACCOUNT PROCEDURES.
- THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL APPROVALS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM), AND/OR THE ARMY CORPS OF ENGINEERS (ACE), AND/OR THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC). COPIES OF EACH OF THESE PERMITS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH THESE CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
- FOR ALL PROJECTS INVOLVING KNOWN SITE REMEDIATION ISSUES, THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE CONSTRUCTION RELATED PROVISIONS, CONDITIONS, AND STIPULATIONS OF ANY REMEDIAL PLANS DEVELOPED FOR THE PROJECT. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH COMPLIANCE WITH THESE DOCUMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
- NO UNPROTECTED CONSTRUCTED FEATURE MAY PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. HEADWALL, DRAINAGE INLET, ETC.
- THE REMAINING SECTION OR STUB OF A BREAKAWAY BASE MAY NOT PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. SIGN POSTS, LIGHT POLES, FIRE HYDRANTS, ETC.

DRAINAGE AND EROSION CONTROL NOTES:

- FOR ALL PROJECTS WITH AT LEAST ONE(1) ACRE OF SOIL DISTURBANCE, R.I.D.O.T. IS REQUIRED TO DEVELOP AND ENFORCE A SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ORDER TO REMAIN IN COMPLIANCE WITH THE RIDPES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS OF THE GENERAL PERMIT AND THE SITE SPECIFIC SWPPP FOR THIS PROJECT. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH ADHERENCE TO THE SWPPP SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
- NO UNDISTURBED AREAS SHALL BE CLEARED OF EXISTING VEGETATION AFTER OCTOBER 15 OF ANY CALENDAR YEAR OR DURING ANY PERIOD OF FULL OR LIMITED WINTER SHUTDOWN. ALL DISTURBED SOILS EXPOSED PRIOR TO OCTOBER 15 OF ANY CALENDAR YEAR SHALL BE SEEDED OR PROTECTED BY THAT DATE. ANY SUCH AREAS THAT DO NOT HAVE ADEQUATE VEGETATIVE STABILIZATION, AS DETERMINED BY THE RESIDENT ENGINEER OR ENVIRONMENTAL INSPECTOR, BY NOVEMBER 15 OF ANY CALENDAR YEAR, MUST BE STABILIZED THROUGH THE USE OF EROSION CONTROL MATTING OR HAY MULCH, IN ACCORDANCE WITH SPECIFICATIONS CONTAINED WITHIN THE R.I. SOIL EROSION AND SEDIMENT CONTROL HANDBOOK. IF WORK CONTINUES WITHIN ANY OF THESE AREAS DURING THE PERIOD FROM OCTOBER 15 THROUGH APRIL 15, CARE MUST BE TAKEN TO ENSURE THAT ONLY THE AREA REQUIRED FOR THAT DAY'S WORK IS EXPOSED, AND ALL ERODIBLE SOIL MUST BE REESTABLISHED WITHIN 5 WORKING DAYS. ANY WORK TO CORRECT PROBLEMS RESULTING FROM FAILURE TO COMPLY WITH THIS PROVISION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THERE WILL BE NO SEPARATE PAYMENT FOR THIS PROVISION, IT SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION OPERATIONS. STABILIZATION OF ONE FORM OR ANOTHER AS DESCRIBED ABOVE SHALL BE ACHIEVED WITHIN 2 WEEKS OF FINAL GRADING.
- STOCKPILES OF MATERIAL SHALL NOT BE LOCATED WITHIN REGULATED WETLANDS OR BUFFER ZONE AREAS. THEY SHALL HAVE SIDE SLOPES NO GREATER THAN 30% AND STOCKPILES OF ERODIBLE MATERIAL SHALL ALSO BE SEEDED AND RINGED WITH R.I. STD. 9.1.0 TO STABILIZE.
- IF THE PLANS INCLUDE SPECIFIC AREAS FOR PLACEMENT OF CONSTRUCTION DEWATERING BASINS AND/OR EQUIPMENT AND MATERIALS STORAGE AND STOCKPILING, AND IF THE CONTRACTOR ELECTS TO UTILIZE ANY OTHER AREAS FOR THESE PURPOSES, THIS SHALL BE APPROVED BY THE ENGINEER ONLY AFTER OBTAINING ANY NECESSARY PERMITS AND/OR PERMIT MODIFICATIONS FROM THE APPROPRIATE REGULATORY AUTHORITY(IES). ANY PERMITTING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AT NO COST TO THE STATE. THE ENGINEER WILL COORDINATE SUBMISSION OF ANY REQUIRED PERMIT APPLICATION MATERIALS WITH THE R.I.D.O.T. OFFICE OF ENVIRONMENTAL PROGRAMS.
- JUTE MESH SHALL BE USED TO STABILIZE PLANTABLE SOIL AND/OR LOAM IN ALL DITCHES, ON ALL SLOPES ADJACENT TO WETLANDS AND WETLAND PERIMETERS, AND ON ALL SLOPES WITHIN WATER QUALITY BASINS. JUTE MESH IN DITCHES SHALL EXTEND TO AN ELEVATION 2 FEET ABOVE THE BOTTOM OF THE DITCH.
- SEEDING ON ALL SLOPES 3 TO 1 OR STEEPER SHALL CONSIST OF THE FOLLOWING APPLICATIONS UNLESS CHANGED IN THE CONTRACT.
 - SEEDING TYPE I.
 - ADHESIVE MULCH STABILIZER
- UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.
- PRIOR TO DRAINAGE AND UTILITY CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION (HORIZONTAL AND VERTICAL) OF ALL EXISTING PIPES AND/OR STRUCTURES WHICH ARE TO BE CONNECTED. ANY VARIATION FOUND FROM THE PLANS MUST BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO DRAINAGE AND UTILITY CONSTRUCTION. WORK CAN COMMENCE ONLY UPON THE ENGINEER'S AUTHORIZATION.
- ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING DRAINAGE AND RUNOFF FLOW DURING STORMS AND PERIODS OF RAINFALL THROUGHOUT THE WORK AREA.
- CATCH BASIN RIM GRADES NOTED ON PLANS ARE DEPRESSED 0.1' LOWER THAN THE GUTTER GRADE. RIM ELEVATIONS SHOWN ARE FINAL GRADES. THE CONTRACTOR SHALL PLACE FRAMES AND GRATES 0.1' BELOW THE GRADE CONSTRUCTED IN THIS CONTRACT OR AS DIRECTED BY THE ENGINEER.
- PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL BE KEPT TO A MINIMUM.
 - ANY VEGETATIVE CLEARING SHALL BE LIMITED TO BRUSH AND TREES LESS THAN 3" DIAMETER.
 - NO HEAVY EQUIPMENT MAY ENCROACH UPON VEGETATED PERIMETER OR RIVERBANK WETLANDS AS WELL AS BIOLOGICAL WETLANDS.
- THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL DEVICES FOR OUTLET PROTECTION PRIOR TO CLEANING AND FLUSHING STORM WATER DRAINAGE. EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL ALL FLUSHED SEDIMENTS ARE REMOVED. AT ALL OUTFALL LOCATIONS WHERE PIPES ARE TO BE CLEANED AND FLUSHED, OUTLET PROTECTION (R.I. STD. 9.1.0 OR 9.3.0) SHALL BE INSTALLED TO TRAP SEDIMENTS. THESE SEDIMENTS SHALL THEN BE REMOVED AND DISPOSED OF LEGALLY BEFORE THE OUTLET PROTECTION DEVICES ARE REMOVED. IF OUTLET PROTECTION AT THE OUTFALL IS NOT FEASIBLE, THEN THE OUTLET PIPE OF THE LAST DRAINAGE STRUCTURE TO BE CLEANED SHALL BE PLUGGED TO CAPTURE ALL MATERIALS FLUSHED FROM PIPES. AFTER THE MATERIALS ARE REMOVED FROM THE DRAINAGE STRUCTURE, THE OUTLET SHALL BE UNPLUGGED TO RESUME NORMAL FUNCTIONING.
- R.I. STD. 9.8.0 BALED HAY INLET PROTECTION SHALL BE INSTALLED AT ALL CATCH BASINS AND INLETS WHENEVER SUBBASE IS EXPOSED, AND SHALL REMAIN IN PLACE UNTIL THE ADJUTING GROUND SURFACES ARE STABILIZED.
- WHERE BALED HAY INLET PROTECTION AND SILT FENCES ARE USED AT CATCH BASINS, THEY SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE ENGINEER IN ORDER TO PREVENT CLOGGING OF THE INLET.

DRAINAGE AND EROSION CONTROL NOTES (CONTINUED):

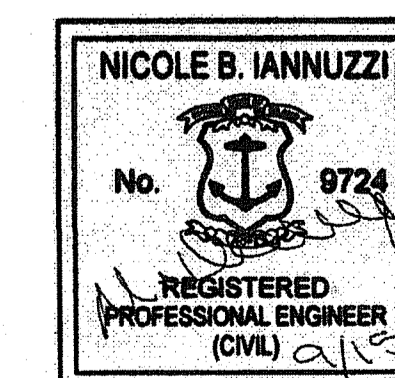
- DETENTION AND RETENTION BASINS MAY BE ROUGH GRADED AND STABILIZED WITH VEGETATION AND/OR OTHER EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO USE AS TEMPORARY SEDIMENTATION BASINS DURING PROJECT CONSTRUCTION. FINAL BASIN CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL SOURCES OF SEDIMENT HAVE BEEN ELIMINATED, FINAL ROADSIDE VEGETATION IS ESTABLISHED AND USE OF TEMPORARY BASINS IS NO LONGER REQUIRED AS DIRECTED BY THE ENGINEER. ANY ISSUES RELATING TO EROSION AND/OR SEDIMENT TRANSPORT INTO WETLAND AREAS RESULTING FROM SUCH USE OF SEDIMENTATION BASINS DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY CORRECTIVE ACTION REQUIRED TO RESOLVE SUCH ISSUES SHALL BE COMPLETED BY THE CONTRACTOR.
- THE TOE OF ANY FILL SLOPE IS TO REMAIN AT LEAST 1' INSIDE OF ALL EROSION CONTROLS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR COVER ANY PORTION OF THE EROSION CONTROL MEASURES WITH MATERIAL. ANY MATERIAL THAT IS PLACED ON ANY EROSION CONTROLS BY THE CONTRACTOR, OR ANY AGENT OF THE CONTRACTOR, SHALL BE IMMEDIATELY REMOVED BY THE CONTRACTOR, AND ANY NECESSARY REPAIRS TO THE EROSION CONTROLS ACCOMPLISHED.
- PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES, EROSION AND SEDIMENTATION CONTROLS SHALL BE INSTALLED AT THOSE AREAS INDICATED ON THE PLANS. CLEARING MAY OCCUR PRIOR TO INSTALLATION OF SUCH CONTROLS, HOWEVER NO GRUBBING, GRADING, FILLING, OR OTHER SOIL DISTURBANCE SHALL OCCUR PRIOR TO INSTALLATION. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS.
- ALL HAY BALES, SILT FENCE OR TEMPORARY PROTECTION SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED. IF NEEDED, TEMPORARY SEEDING CAN HELP TO MINIMIZE EROSION. TEMPORARY SEED WILL CONFORM TO R.I.D.O.T. STANDARD TEMPORARY SEED MIX.
- THE CONTRACTOR MUST REPAIR AND/OR RESEED ANY AREAS THAT DO NOT DEVELOP WITHIN THE PERIOD OF ONE YEAR AND HE SHALL DO SO AT NO ADDITIONAL EXPENSE TO THE STATE.
- THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ADDITIONAL EROSION CONTROLS, SHALL BE INSTALLED AS DIRECTED BY THE RESIDENT ENGINEER. THESE ADDITIONAL ITEMS WILL BE PAID AT THE UNIT PRICE FOR THAT BID ITEM.

UTILITY NOTES:

- EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. BUILDING SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER AND SANITARY) ARE NOT SHOWN. CONTRACTOR IS TO ASSUME SERVICES ARE PRESENT TO ALL BUILDINGS.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES BOTH UNDERGROUND AND OVERHEAD BEFORE EXCAVATION BEGINS IN ACCORDANCE WITH CHAPTER 39-1.2 OF THE R.I. GENERAL LAWS ENTITLED "EXCAVATION NEAR UNDERGROUND UTILITY FACILITIES", WITH AMENDMENTS EFFECTIVE AS OF NOVEMBER 1, 2009 AND, WHEN NECESSARY, 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 STATE.
- ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE CAPPED.
- EXISTING WATER SERVICES SHALL BE RECONNECTED TO THE NEW WATER MAINS.
- UTILITY SERVICE CONNECTIONS SHALL BE MAINTAINED TO ALL EXISTING FACILITIES TO REMAIN.
- FIRE HYDRANTS SHALL NOT BE REMOVED FROM SERVICE WITHOUT WRITTEN AUTHORIZATION FROM THE FIRE DEPARTMENT OR THE WATER AUTHORITY.
- ALL NEW WATER LINES SHALL BE DISINFECTED TO THE SATISFACTION OF THE WATER AUTHORITY IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL UTILITY POLE RELATED WORK SHALL BE BY OTHERS.

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
APPROVED WITH CONDITIONS
AS SPECIFIED IN THE LETTER OF APPROVAL
DATED DEC 03 2020 FILE # 20-016
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
APPROVED PLANS MUST BE AT CONSTRUCTION SITE

Stephen D. Weneck



THIS PLAN SHALL NOT BE ALTERED

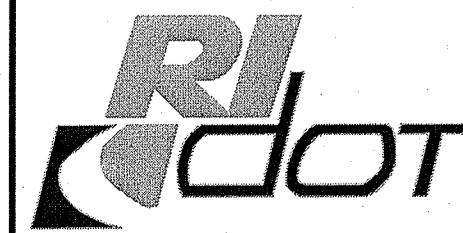
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**WARWICK PONDS SCP IMPROVEMENTS
BUCKEYE BROOK AT OLD WARWICK AVENUE
WARWICK
RHODE ISLAND**

STANDARD NOTES - 1



Not for Construction



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	2020	4	12

LANDSCAPE NOTES:

- 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.
- 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.
- ALL PLANT MATERIAL IS TO BE FIELD LOCATED BY A REPRESENTATIVE FROM THE R.I.D.O.T. LANDSCAPE ARCHITECTURE UNIT.
- 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.
- 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.
- ALL TREES AND SHRUBS SHALL BE MULCHED WITH PINE BARK MULCH IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL TREES AND/OR SHRUBS THAT ARE PLANTED AS A BED SHALL BE MULCHED AS A BED.
- 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

- 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

- 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."
- 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.
- 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:

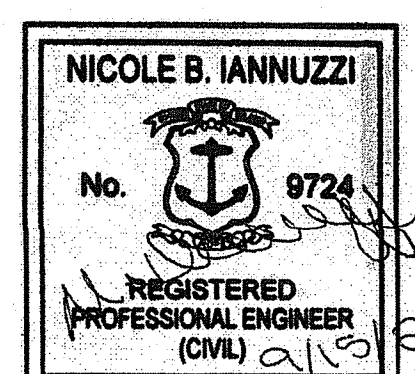
- ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE R.I.D.O.T. MAINTENANCE HEADQUARTERS, 360 LINCOLN AVENUE, WARWICK, RHODE ISLAND, 02888.
- BACK PLATES SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL HEADS.
- THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OF 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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 SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED IN ACCORDANCE WITH R.I. STD. 43.1.0. NO PATCHES WILL BE ALLOWED.
- 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.
- 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-EMPTION 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.

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

- 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.
- ALL SIGN MOUNTINGS FOR TEMPORARY AND CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- 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.
- 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.
- POLICE OFFICERS (AND NOT FLAGPERSONS) SHALL BE UTILIZED WHEN WORK WILL IMPACT SIGNALIZED INTERSECTIONS AND LIMITED ACCESS HIGHWAYS.
- 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.
- 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.
- 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."
- 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.
- TEMPORARY CONSTRUCTION SIGNS AND OTHER 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.
- THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANED OR NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT.

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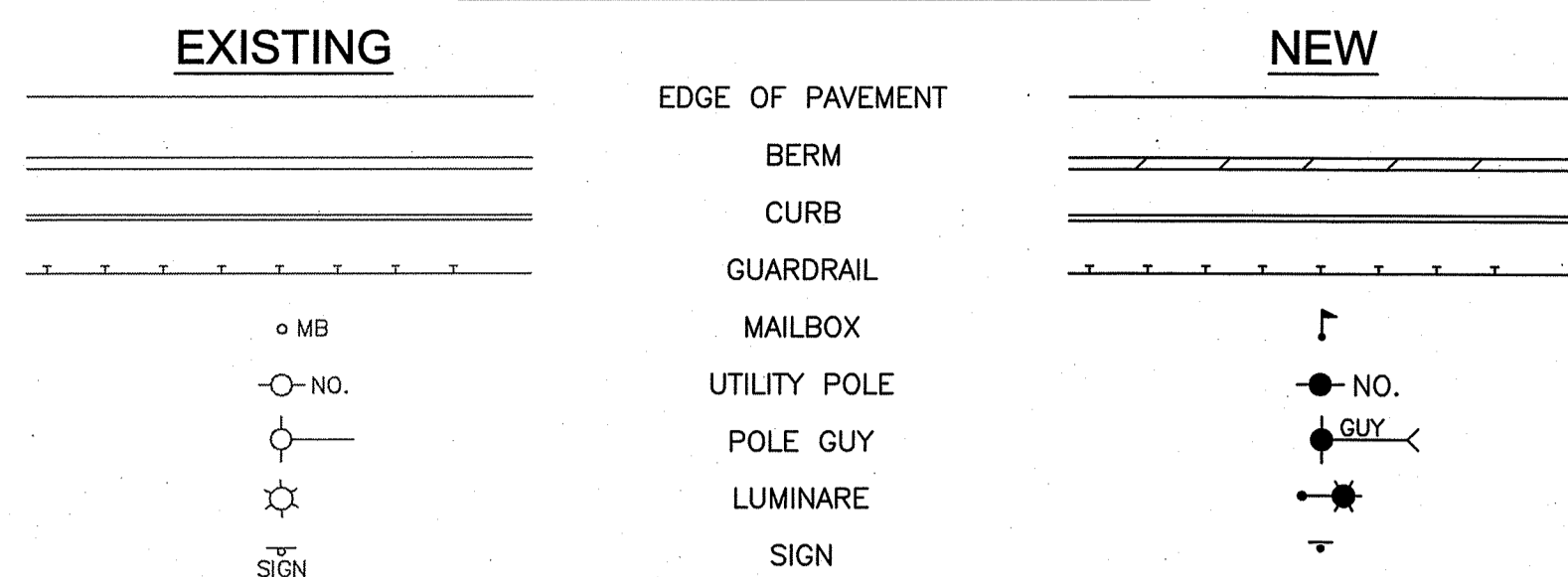
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
APPROVED WITH CONDITIONS
AS SPECIFIED IN THE LETTER OF APPROVAL
DATED DEC 03 2020
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
APPROVED PLANS MUST BE AT CONSTRUCTION SITE
Martina D. Wensink



THIS PLAN SHALL NOT BE ALTERED

		Not for Construction	RHODE ISLAND DEPARTMENT OF TRANSPORTATION	DESIGNED BY: JML CHECKED BY: NBI/KMA DATE: 9/15/20 SHEET: 4 OF: 12	SCALE: NONE	WARWICK PONDS SCP IMPROVEMENTS BUCKEYE BROOK AT OLD WARWICK AVENUE WARWICK RHODE ISLAND																			
				<table border="1"> <thead> <tr> <th colspan="3">REVISIONS</th> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>NO.</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>4/07</td> <td>TRB</td> <td>2</td> <td>11/07</td> <td>TRB</td> </tr> <tr> <td></td> <td></td> <td></td> <td>3</td> <td>3/10</td> <td>RBH</td> </tr> </tbody> </table>	REVISIONS			REVISIONS			NO.	DATE	BY	NO.	DATE	BY	1	4/07	TRB	2	11/07	TRB			
REVISIONS			REVISIONS																						
NO.	DATE	BY	NO.	DATE	BY																				
1	4/07	TRB	2	11/07	TRB																				
			3	3/10	RBH																				

JOB SPECIFIC PLAN SYMBOLS



JOB SPECIFIC LEGEND

- CONTECH PRE-TREATMENT UNIT (OR APPROVED EQUAL, SEE DETAIL)
- COMPOST FILTER SOCK (SEE DETAIL ON SHT. 6)
- REMOVE AND DISPOSE CLEANOUT
- REMOVE AND DISPOSE GEOTEXTILE/GEOMEMBRANE FABRIC
- REMOVE AND DISPOSE RIP-RAP
- PROPOSED DIVERSION MANHOLE (SEE DETAIL)
- REBUILD EXISTING DIVERSION MANHOLE (SEE DETAIL)
- INLET SEDIMENT CONTROL DEVICE (SEE DETAIL ON SHT. 6)
- OVERFLOW STRUCTURE (SEE DETAIL)
- RETAIN
- FULL DEPTH SAWCUT
- REMOVE AND STOCKPILE CRUSHED STONE
- REMOVE AND STOCKPILE STONE EDGING

PAVEMENT STRUCTURE LEGEND

- FULL DEPTH PAVEMENT STRUCTURE
- 2" BITUMINOUS CONCRETE SURFACE COURSE - CLASS 9.5 HMA
- 3" BITUMINOUS CONCRETE BASE COURSE - CLASS 12.5 HMA
- 8" GRAVEL BORROW SUBBASE COURSE

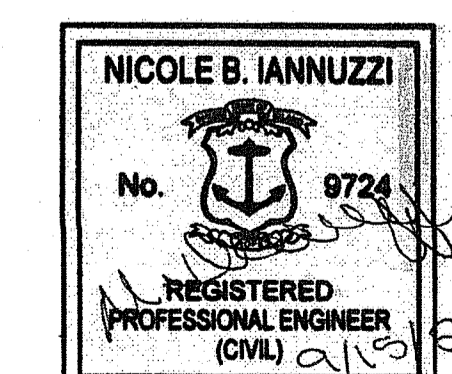
ABBREVIATIONS

ABAN	ABANDON	RET	RETAINING
ADJ	ADJUST	R&R	REMOVE AND RESET
APPROX	APPROXIMATE	R&S	REMOVE AND STACK
BL	BASELINE	RT	RIGHT
BM	BENCH MARK	ROW	RIGHT-OF-WAY
BIT	BITUMINOUS	ROAD	ROAD
BB	BITUMINOUS BERM	SHT	SHEET
BC	BITUMINOUS CURB	SHLDR	SHOULDER
BOC	BOTTOM OF CURB	SDWK	SIDEWALK
BOS	BOTTOM OF SLOPE	SB	SOUTH BOUND OR STONE BOUND
BOW	BOTTOM OF WALL	SHL	STATE HIGHWAY LAYOUT LINE
BD OR BND	BOUND	STA	STATION
BLDG	BUILDING	SSD	STOPPING SIGHT DISTANCE
CEM	CEMENT	TAN	TANGENT
CL	CENTER LINE	T	TANGENT DISTANCE OF CURVE/TRUCK PERCENTAGE
CLF	CHAIN LINK FENCE	TEMP	TEMPORARY EASEMENT BOUNDARY
CONC	CONCRETE	TEMP	TEMPORARY
CONT	CONTINUOUS	TOC	TOP OF CURB
CONST	CONSTRUCTION	TOS	TOP OF SLOPE
CO	COUNTY	TOW	TOP OF WALL
Δ	DELTA ANGLE (CENTRAL ANGLE OF HORIZ CURVE)	TP	TURNING POINT
DHV	DESIGN HOURLY VOLUME	TYP	TYPICAL
DWY	DRIVEWAY	VAR	VARIABLE
EB	EAST BOUND	VERT	VERTICAL
EP, EOP	EDGE OF PAVEMENT	VC	VERTICAL CURVE
EL	ELEVATION	WB	WEST BOUND
ETW	EDGE OF TRAVEL WAY	WCR	WHEELCHAIR RAMP
EXIST	EXISTING	WD	WOOD
FLDSTN	FIELDSTONE	CB	CATCH BASIN
FDN	FOUNDATION	CBCI	CATCH BASIN WITH CURB INLET
GAR	GARAGE	CIP	CAST IRON PIPE
GRAN	GRANITE	CL	CLASS (PIPE, CONCRETE, EXCAVATION, ETC)
GRAV	GRAVEL	COND	CONDUIT
GND	GROUND	CAP	CORRUGATED ALUMINUM PIPE
HORIZ	HORIZONTAL	CMP	CORRUGATED METAL PIPE
HMA	HOT MIX ASPHALT	CPP	CORRUGATED PLASTIC PIPE
HSE	HOUSE	CSP	CORRUGATED STEEL PIPE
IP	IRON PIPE	CULV	CULVERT
JCT	JUNCTION	CI	CURB INLET
LT	LEFT	CS	CURB STOP
L	LENGTH OF CURVE	DI	DUCTILE IRON PIPE
LP	LOW POINT	EL (OR ELEV)	ELEVATION
MB	MAIL BOX	FM	FORCE MAIN
MAX	MAXIMUM	F&C	FRAME AND COVER
MIN	MINIMUM	F&G	FRAME AND GRATE
NB	NORTH BOUND	GIP	GALVANIZED IRON PIPE
NTS	NOT TO SCALE	GG	GAS GATE
O.C.	ON CENTER	GI	GUTTER INLET
PVMT	PAVEMENT	HDWL	HEADWALL
PFB	PERMANENT EASEMENT BOUNDARY	HYD	HYDRANT
PS	PLANTABLE SOIL BORROW	INV	INVERT ELEVATION
PCC	POINT OF COMPOUND CURVATURE	LP	LIGHT POLE
PC	POINT OF CURVATURE	LPS	LOW PRESSURE SERVICE CONNECTION
PRC	POINT OF REVERSE CURVATURE	MH	MANHOLE
PI	POINT OF INTERSECTION	PVC	POLY-VINYL-CHLORIDE PIPE
PT	POINT OF TANGENCY	PWW	PAVED WATER WAY
PVC	POINT OF VERTICAL CURVATURE	R&D	REMOVE & DISPOSE
PVI	POINT OF VERTICAL INTERSECTION	RCP	REINFORCED CONCRETE PIPE (CLASS III UNLESS NOTED)
PVT	POINT OF VERTICAL TANGENCY	S	SANITARY SEWER OR SERVICE CONNECTION
PGL	PROFILE GRADE LINE	SMH	SEWER MANHOLE
PROJ	PROJECT	SD	SUBDRAIN
PL	PROPERTY LINE	TS	TRAFFIC SIGNAL
PROP	PROPOSED	TSC	TRAFFIC SIGNAL CONDUIT
R	RADIUS OF CURVATURE	UP	UTILITY POLE
R&D	REMOVE & DISPOSE	VCP	VITRIFIED CLAY PIPE
REM	REMOVE	WG	WATER GATE
REMOD	REMODEL	WM	WATER METER / WATER MAIN

FILE: N:\55005\5598 - RIDOT - WARWICK CONTROL PLAN\AUTOCAD FILES\PLAN SET\PRORITY 1 STATUS\BUCKEYE BROOK\5598_V1_005_JSNOTSYS.DWG PLOT DATE: 9/15/2020 12:17 PM

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
 OFFICE OF WATER RESOURCES
 FRESHWATER WETLANDS PROGRAM
 APPROVED WITH CONDITIONS
 AS SPECIFIED IN THE LETTER OF APPROVAL
 DATED DEC 03 2020 FILE # 20-0140
 NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
 APPROVED PLANS MUST BE AT CONSTRUCTION SITE

Martin D. Senech



Not for Construction



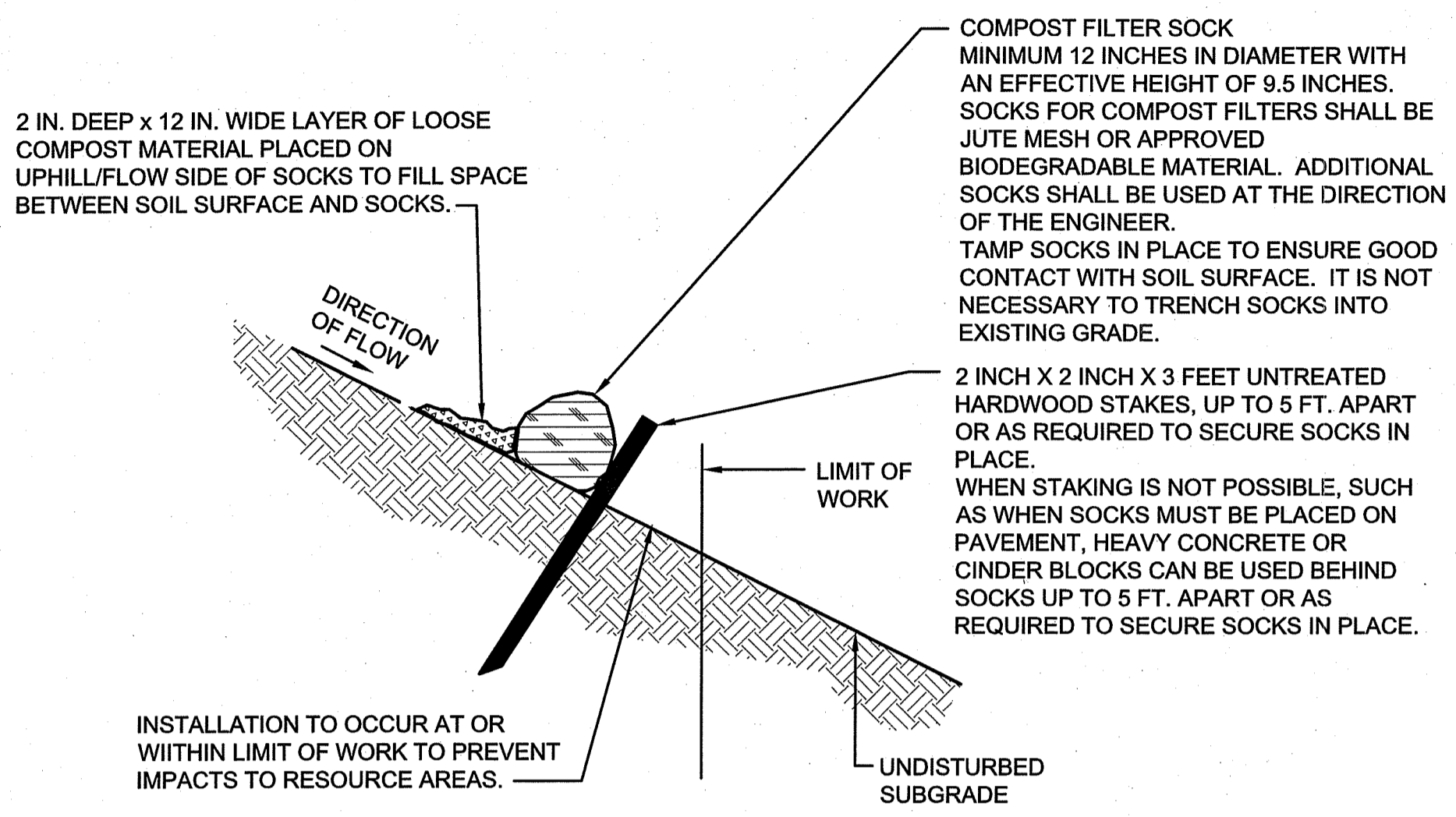
RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION

DESIGNED BY: JML
 CHECKED BY: NBI/KMA
 DATE: 9/15/20
 SHEET: 5
 OF: 12

SCALE: NONE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

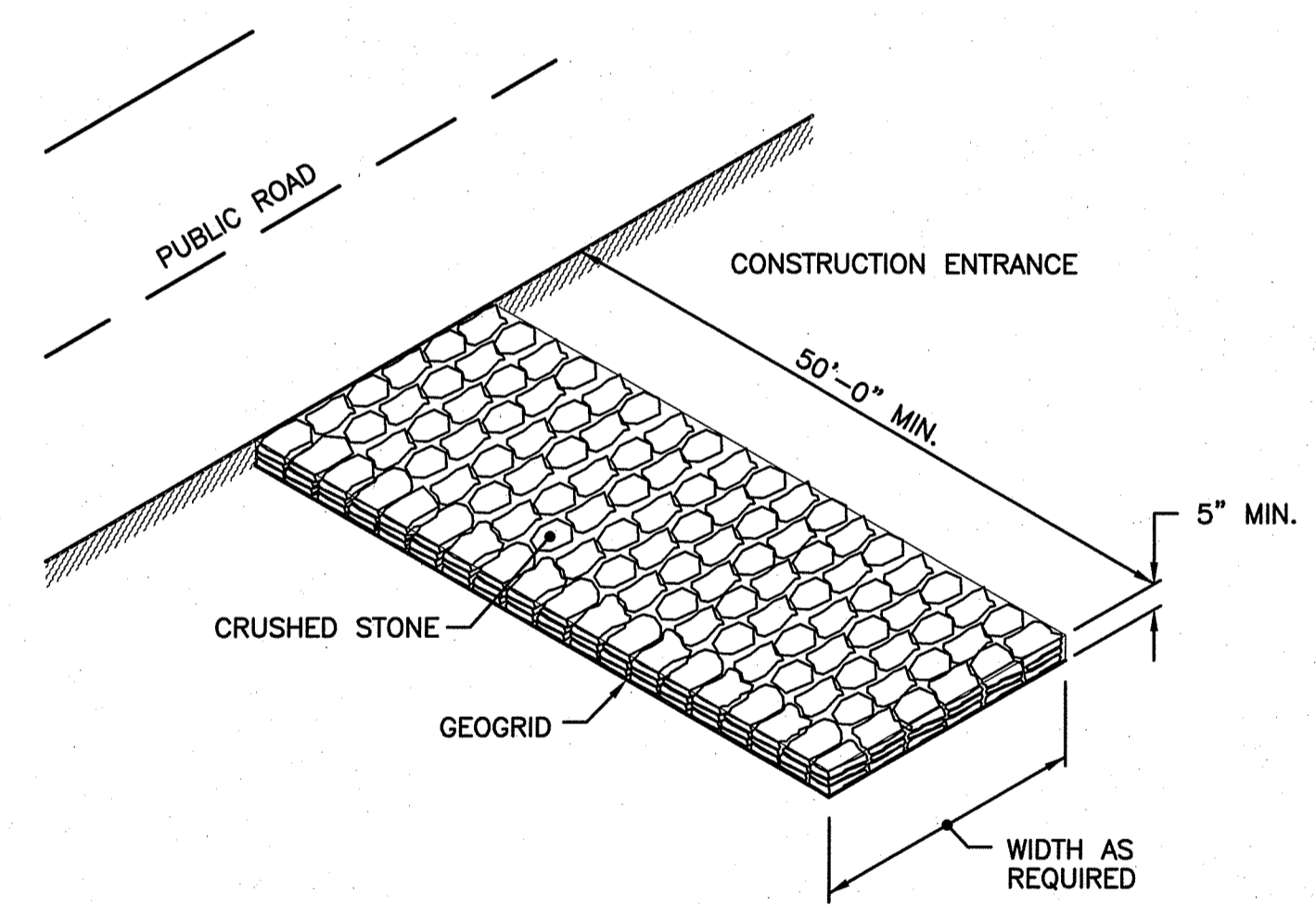
WARWICK PONDS SCP IMPROVEMENTS
 BUCKEYE BROOK AT OLD WARWICK AVENUE
 WARWICK
 RHODE ISLAND

JOB SPECIFIC SYMBOLS, LEGEND & NOTES

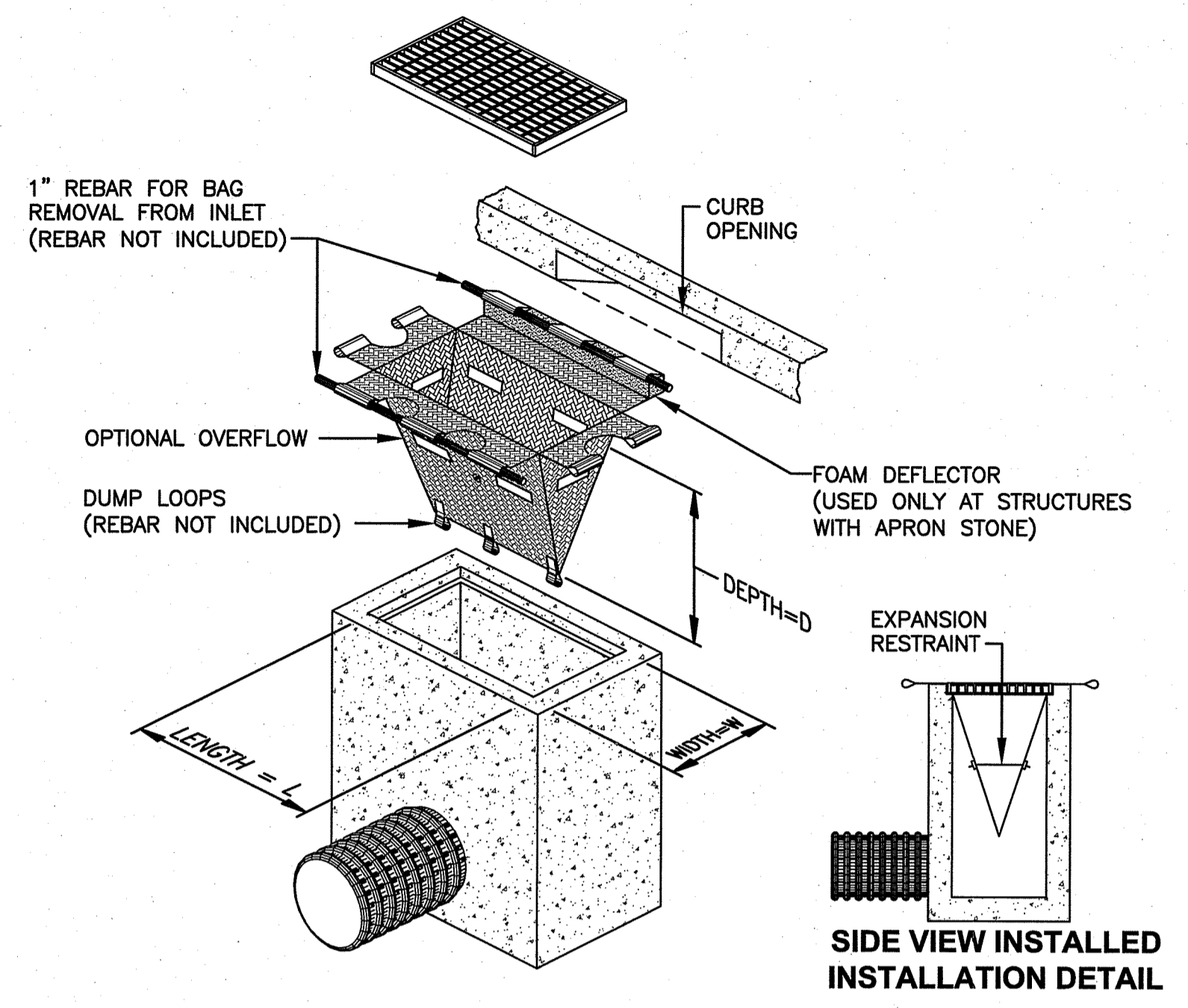


- NOTES:**
1. PROVIDE A MINIMUM SOCK DIAMETER OF 12 INCHES FOR SLOPES UP TO 50 FEET IN LENGTH WITH A SLOPE RATIO OF 3H:1V OR STEEPER. LONGER SLOPES OF 3H:1V MAY REQUIRE LARGER SOCK DIAMETER OR ADDITIONAL COURSING OF FILTER SOCKS TO CREATE A FILTER BERM. REFER TO MANUFACTURER'S RECOMMENDATIONS FOR SITUATIONS WITH LONGER OR STEEPER SLOPES.
 2. INSTALL SOCKS ALONG CONTOURS AND PERPENDICULAR TO SHEET OR CONCENTRATED FLOW.
 3. DO NOT INSTALL IN PERENNIAL, EPHEMERAL OR INTERMITTENT STREAMS.
 4. CONFIGURE SOCKS AROUND EXISTING SITE FEATURES TO MINIMIZE SITE DISTURBANCE AND MAXIMIZE CAPTURE AREA OF STORMWATER RUN-OFF.

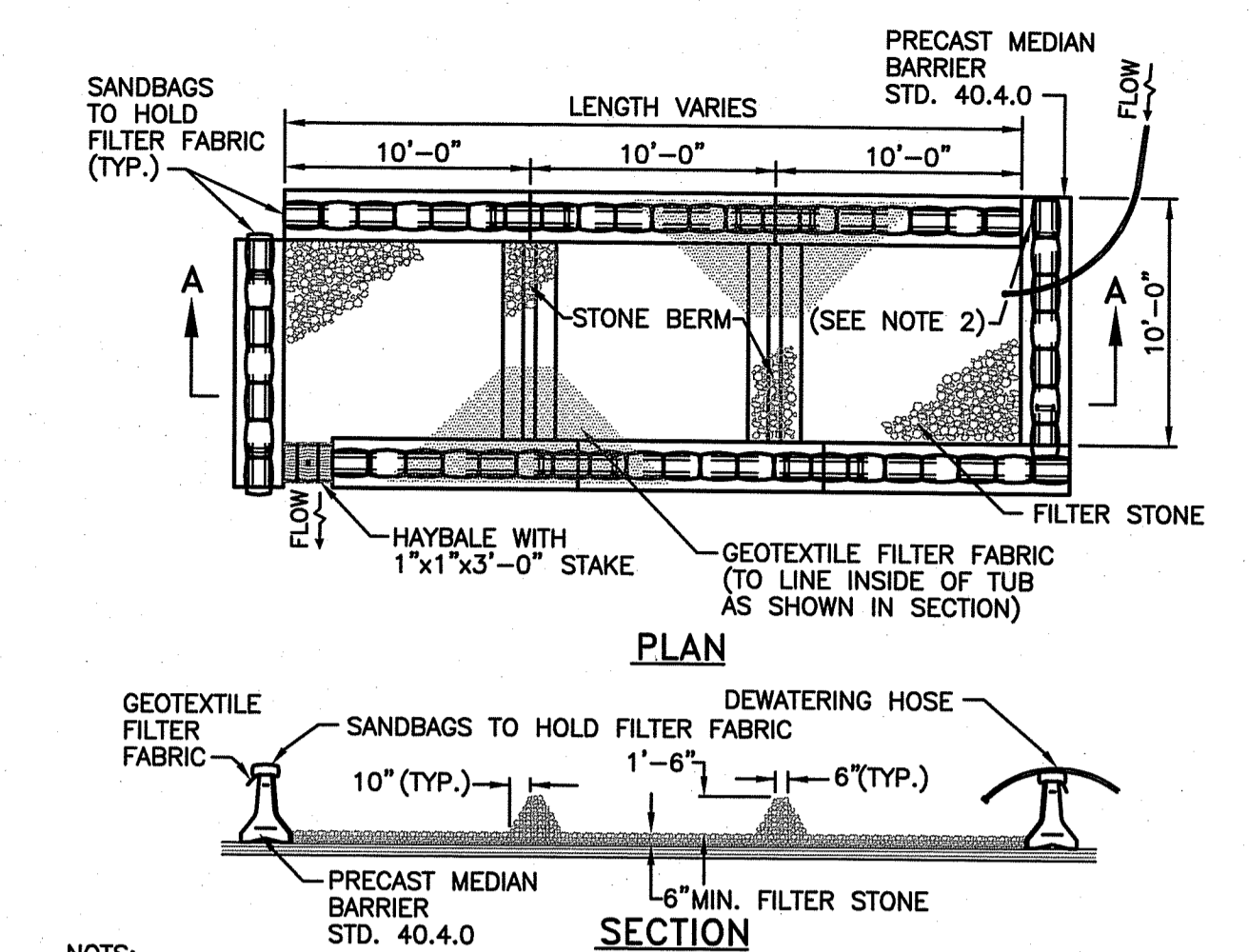
COMPOST FILTER SOCK (CFS)
NOT TO SCALE



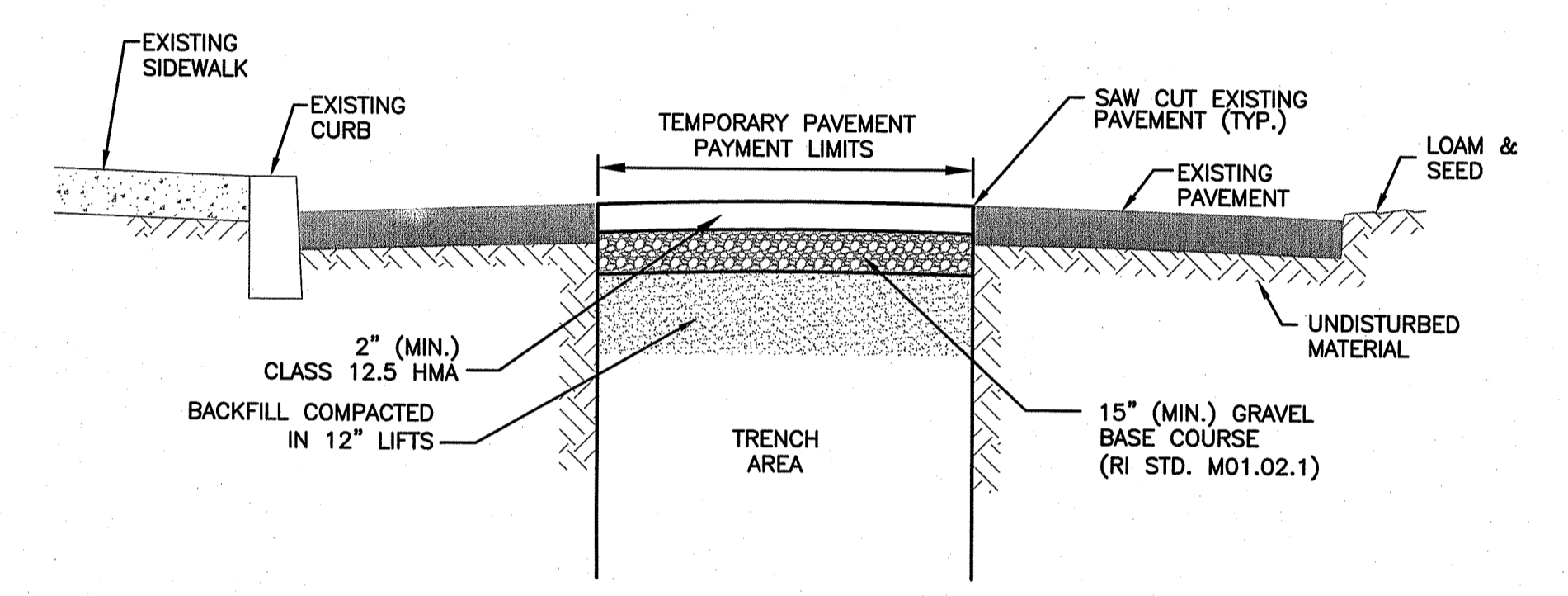
CONSTRUCTION ACCESS
NOT TO SCALE
R.I. STANDARD 9.9.0



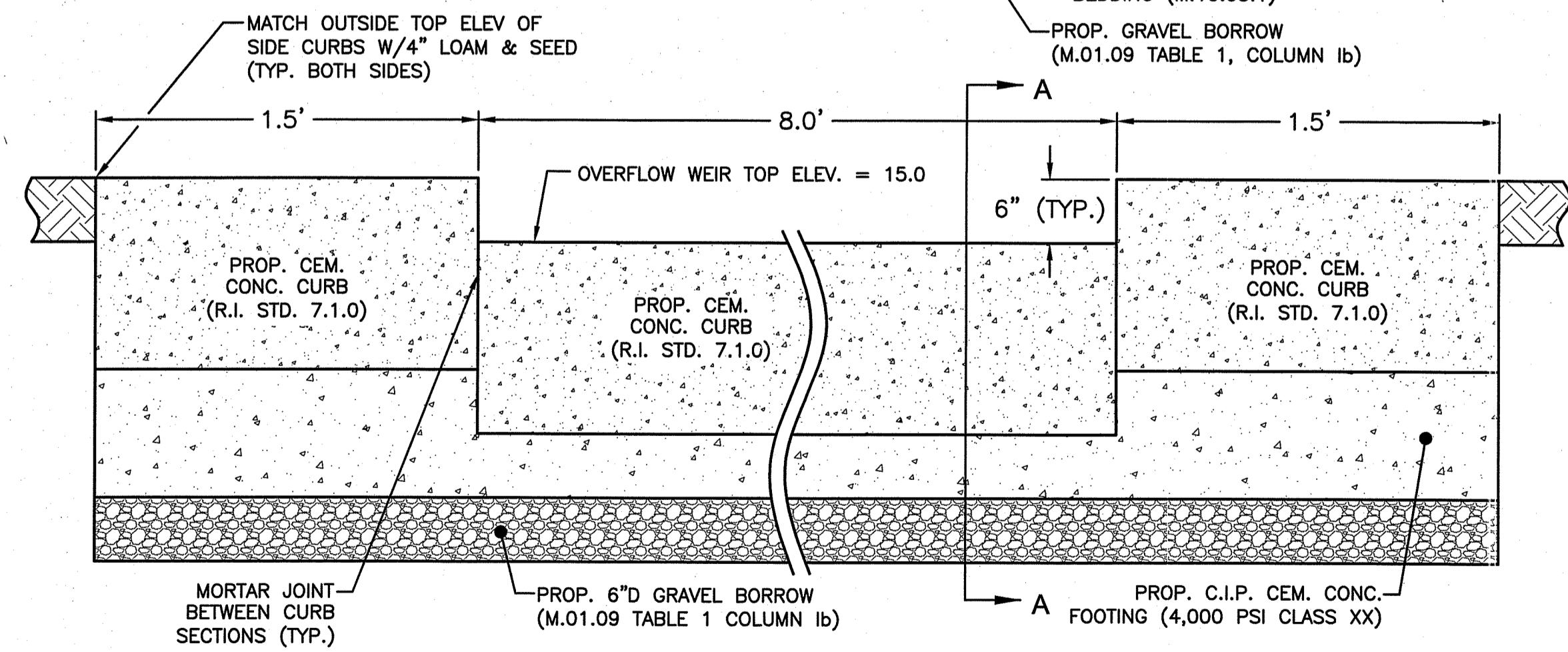
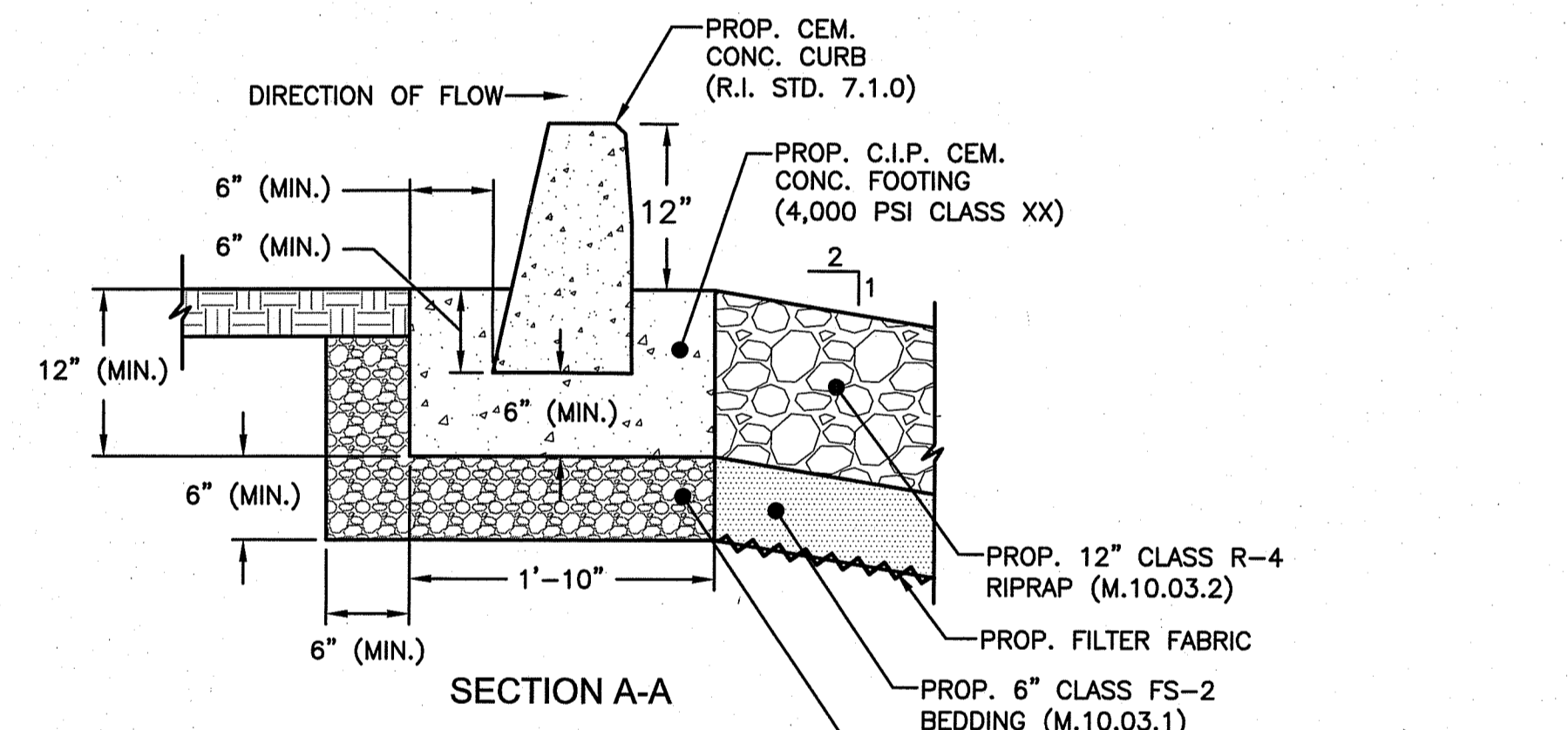
INLET SEDIMENT CONTROL DEVICE (WITH OPTIONAL CURB DEFLECTOR) (ISCD)
NOT TO SCALE



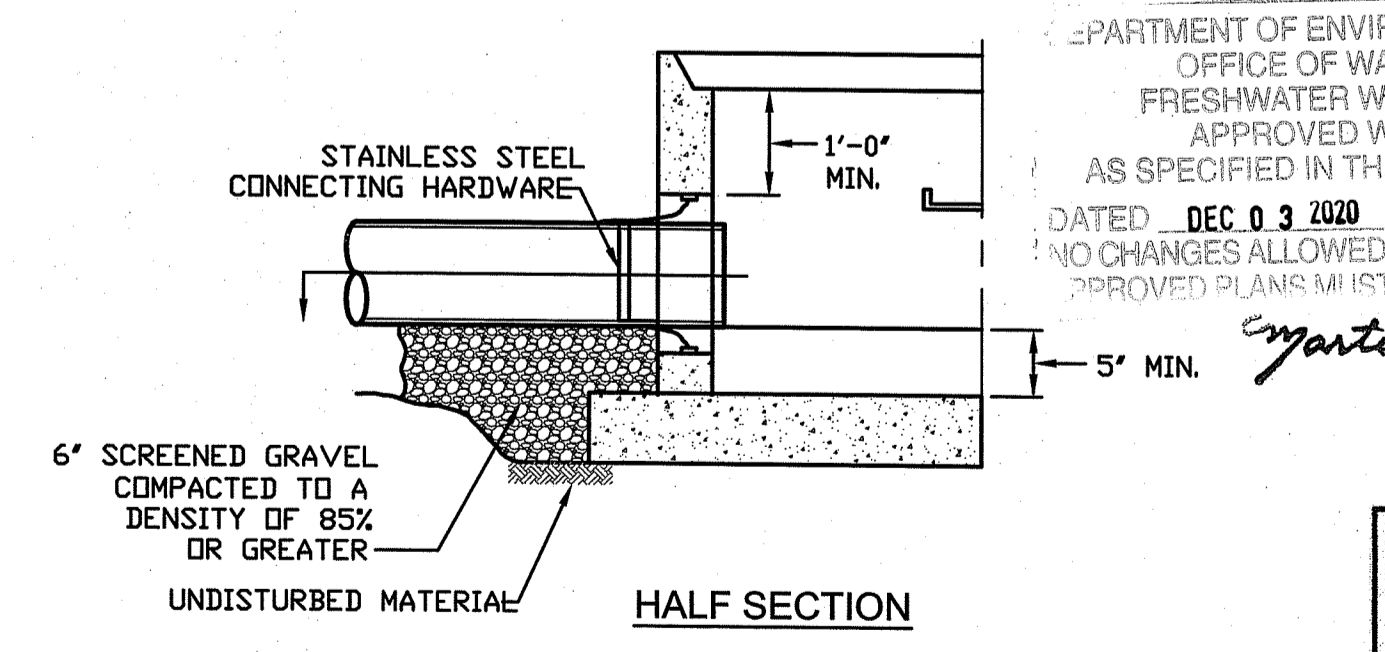
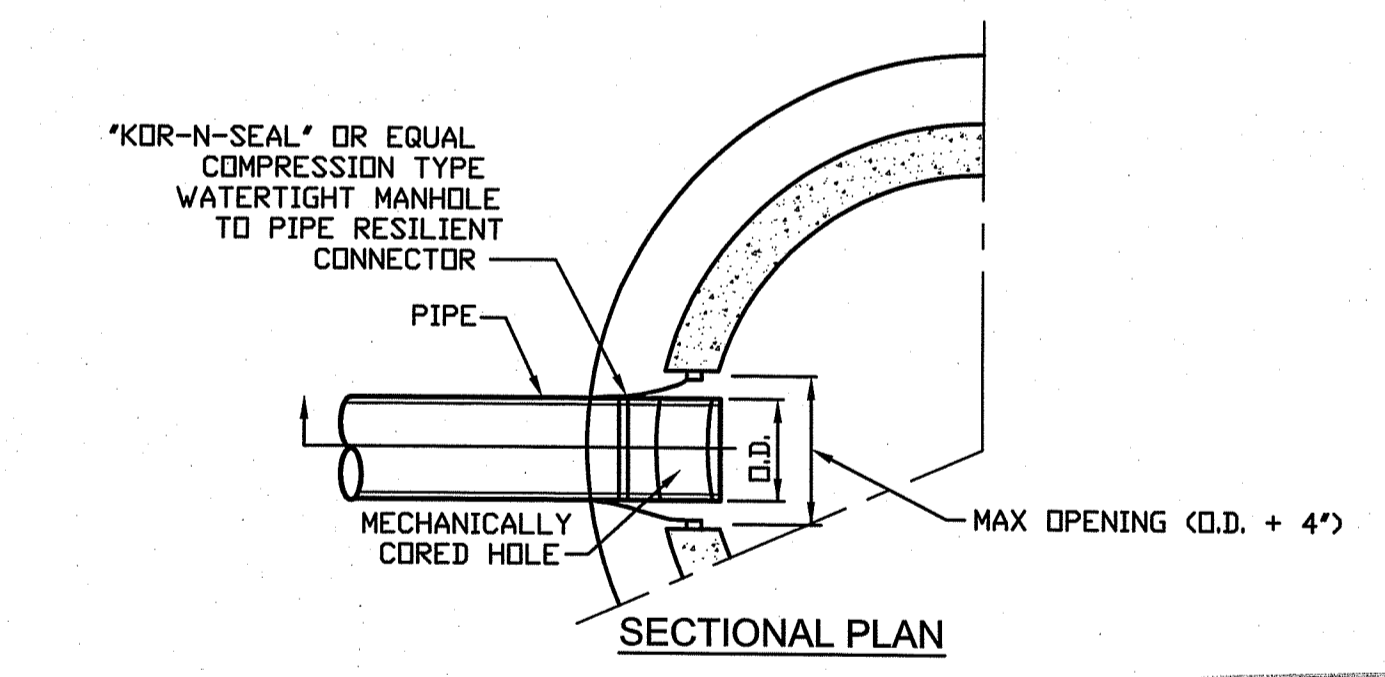
DEWATERING BASIN (9.7.0)
NOT TO SCALE



TEMPORARY PAVEMENT
NOT TO SCALE



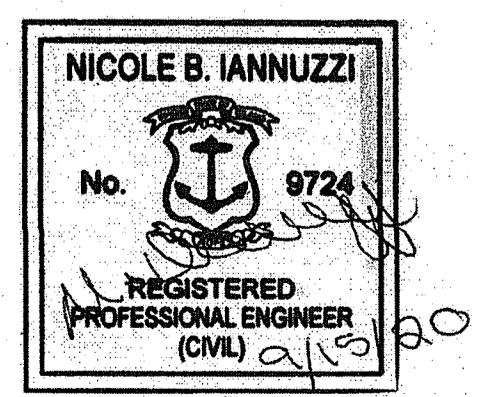
CONCRETE CURB OVERFLOW WEIR DETAIL
NOT TO SCALE



CORED HOLE AND RESILIENT SEAL FOR CONNECTING PIPES TO EXISTING MANHOLES
NOT TO SCALE

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
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NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL
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Martin D. Senack



FILE: N:\55005\5598 - BIDOT WARWICK CONTROL PLAN\AUTOCAD FILES\PLAN SET\PRIORITY 1 STATUS\BUCKEYE BROOK\5598_V1_L006-008_CONSTDLS001-003.DWG PLOT DATE: 9/15/2020 12:17 PM



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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: JML
CHECKED BY: NBI/KMA
DATE: 9/15/20
SHEET: 6
OF: 12

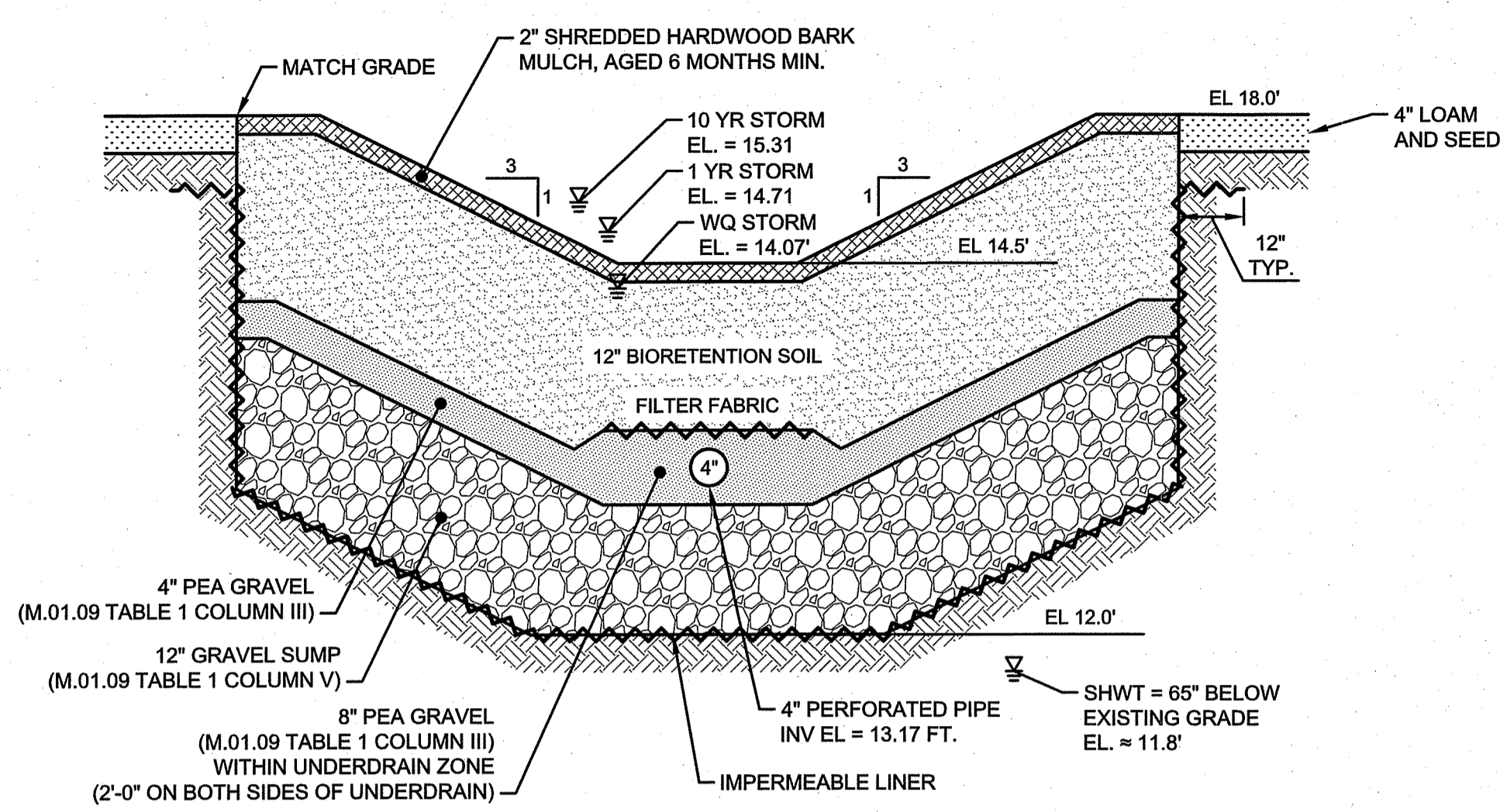
SCALE: AS SHOWN

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WARWICK PONDS SCP IMPROVEMENTS
BUCKEYE BROOK AT OLD WARWICK AVENUE
WARWICK
RHODE ISLAND

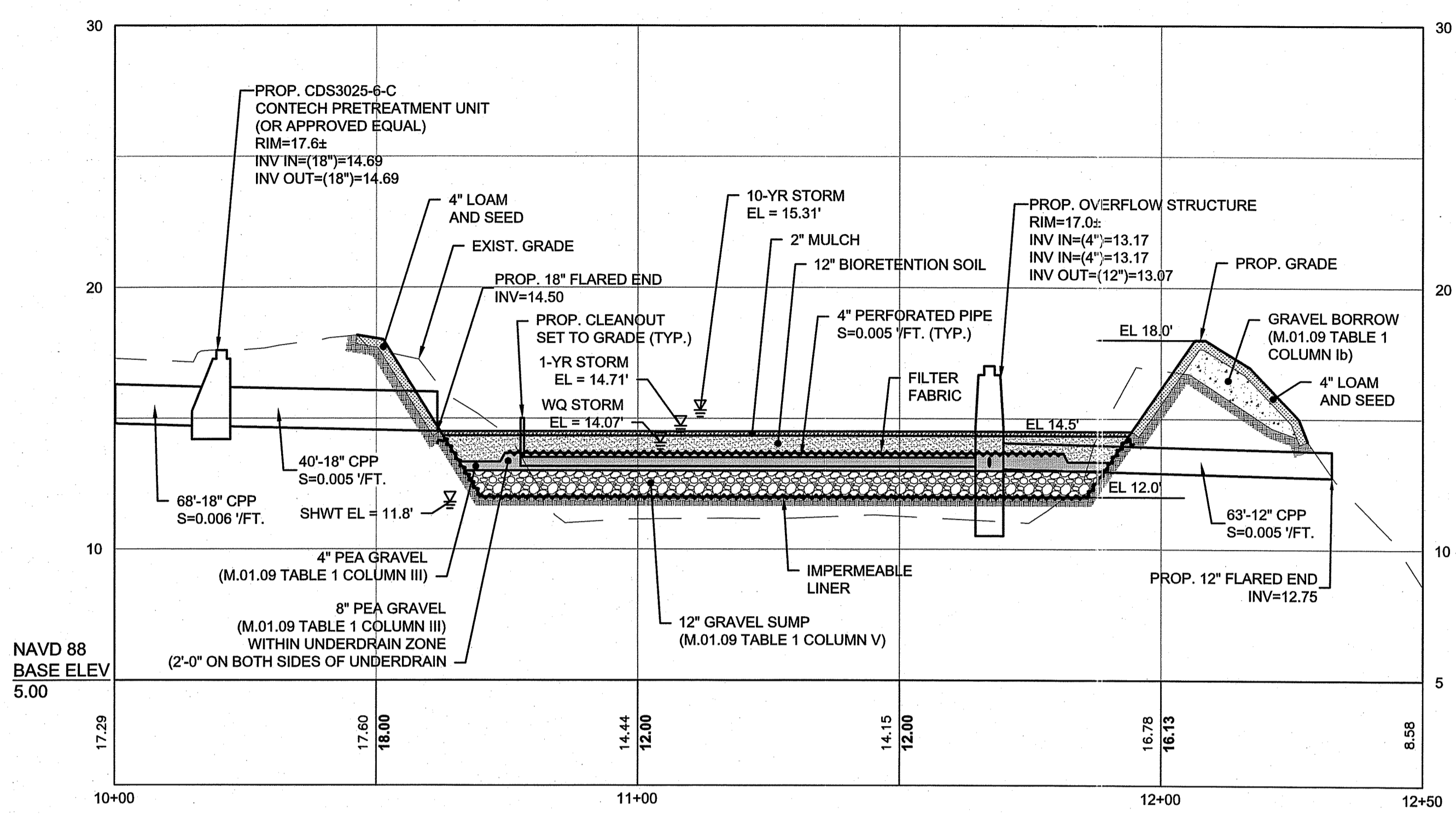
CONSTRUCTION DETAILS - 1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	2020	7	12

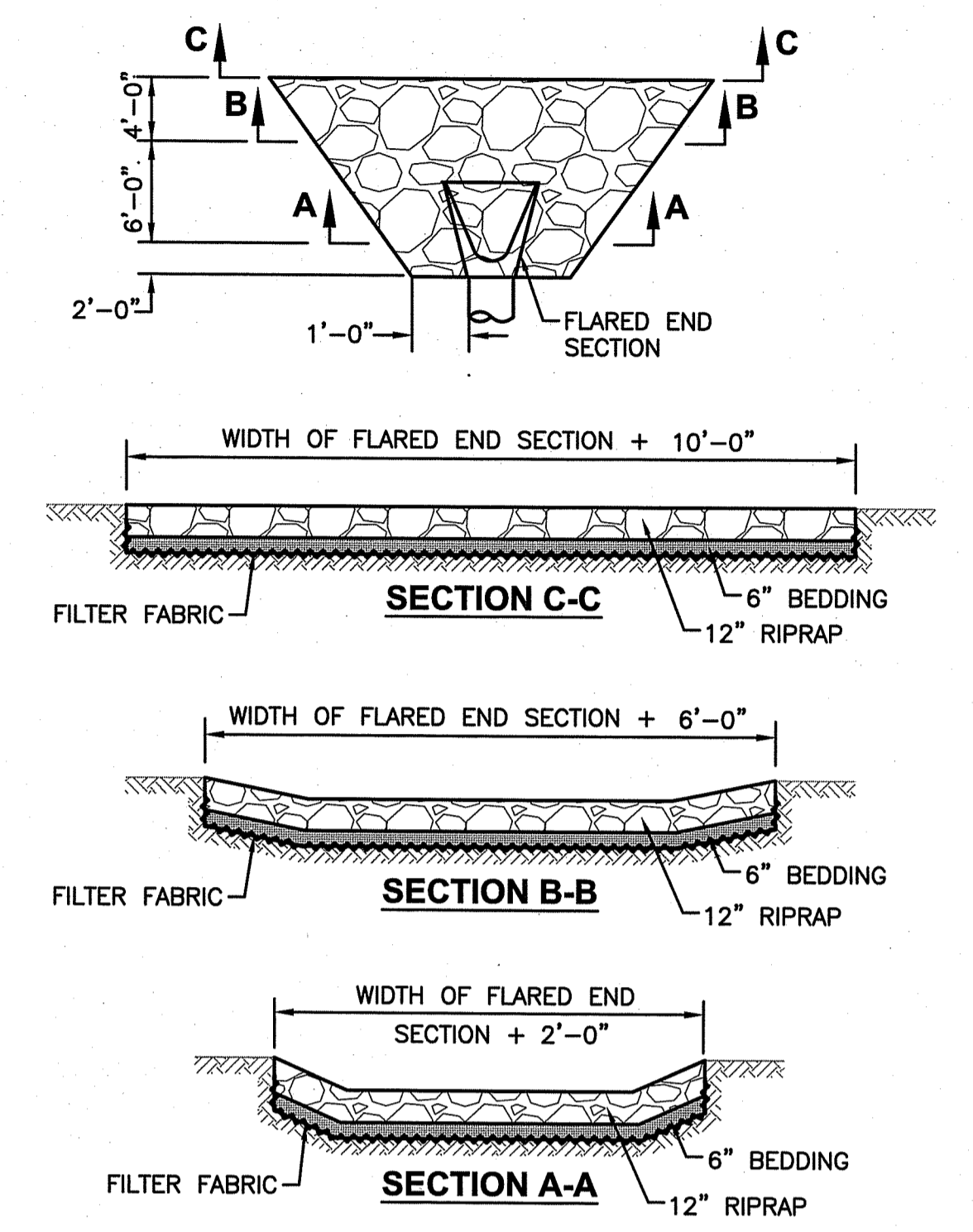


BIORETENTION BASIN CROSS SECTION
NOT TO SCALE

- NOTES**
- BIORETENTION SOIL SHALL BE FREE OF STONES, ROCKS COBBLES, BRUSH, STUMPS, ROOTS AND OTHER MATERIALS LARGER THAN TWO INCHES. THE SOIL SHALL HAVE A COMPOSITION ON A VOLUME BASIS OF 85-88% SAND (ASTM C-33), 8-12% (NO MORE THAN 2% CLAY) SOIL FINES (PASS NO. 200 SIEVE), AND 3-5% ORGANIC MATTER.
 - IF BIORETENTION SOILS DEPTH IS LESS THAN 4 FEET, A WELL-AGED (3 MONTHS MINIMUM), WELL AERATED LEAF COMPOST SHALL BE ADDED TO THE MIXTURE. THE LEAF COMPOST SHALL BE AT LEAST 20%, BUT NOT MORE THAN 25% BY VOLUME.
 - FILTER FABRIC SHALL HAVE CLASS "C" APPARENT OPENING SIZE (ASTM-D-4751), GRAB TENSILE STRENGTH (ASTM-D-4632), BURST STRENGTH (ASTM-D-4833).
 - UNDERDRAIN PIPING SHALL MEET RIDOT SPEC SECT 703, ASHTO M-43.
 - THE 4" PERFORATED PIPE SHALL BE SPACED AT 8 FT INTERVALS DISCHARGING TO HEADER PIPE WHICH CONVEYS FLOW TO OUTFALL STRUCTURE.

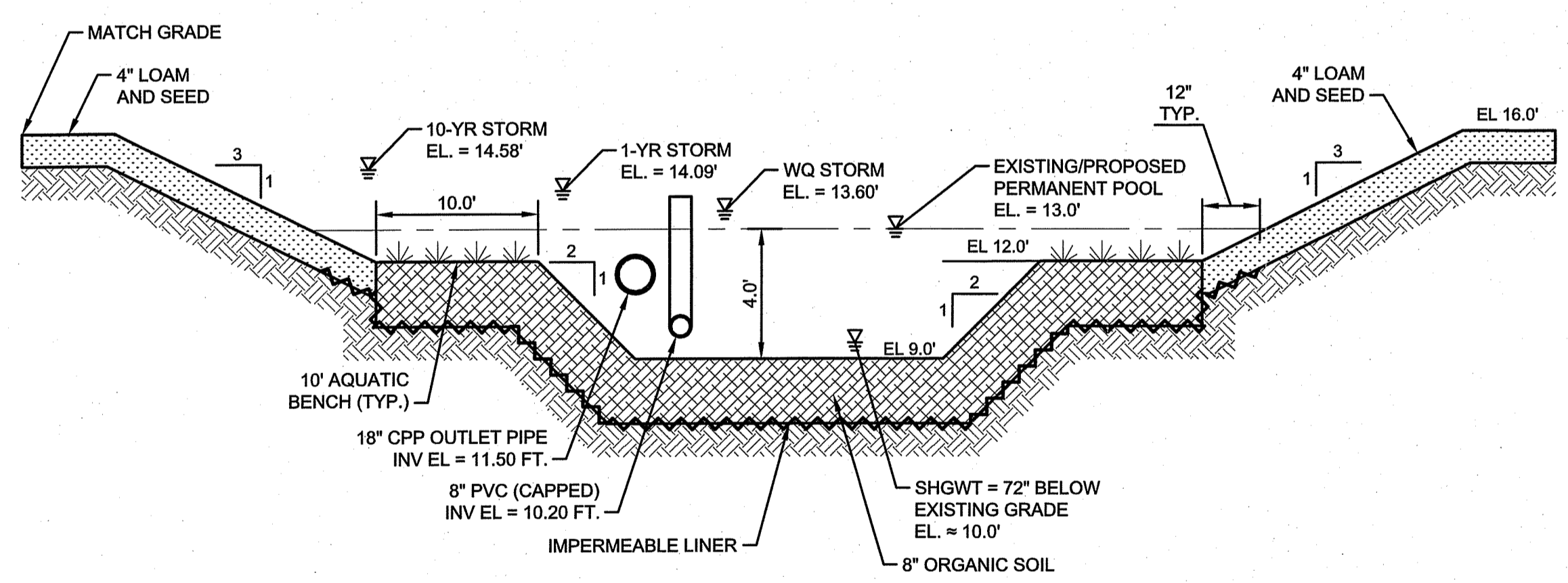


BIORETENTION BASIN PROFILE



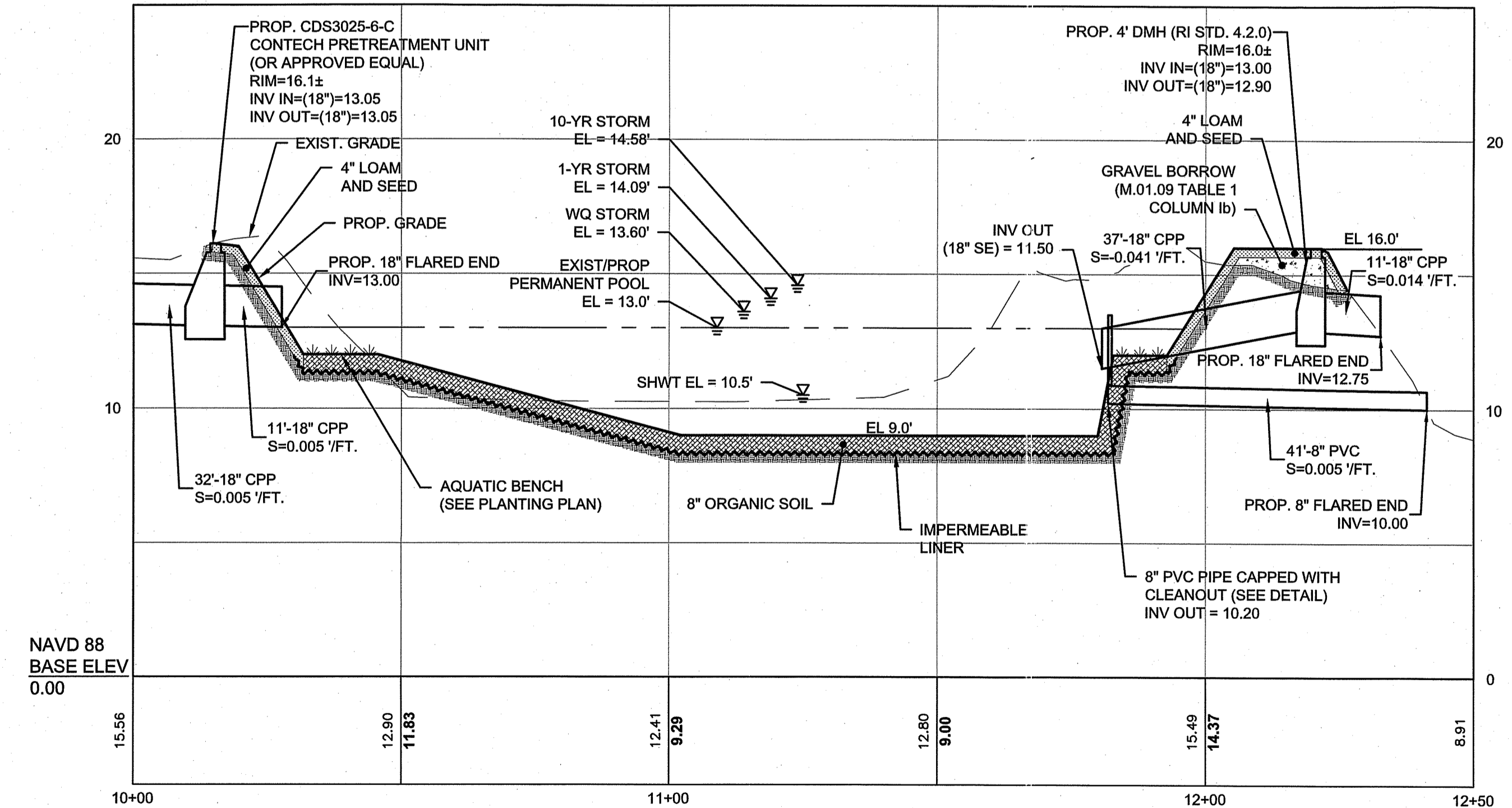
- NOTES:**
- BEDDING SHALL BE CLASS FS-2 AND CONFORM TO SECTION 920 AND M.10.3.1 OF THE STANDARD SPECIFICATIONS.
 - DUMPED RIPRAP SHALL BE CLASS R-4 AND CONFORM TO SECTION 920 AND M.10.3.2 OF THE STANDARD SPECIFICATIONS.
 - FILTER FABRIC SHALL BE MIRAFI 140N AS MANUFACTURED BY US FABRICS, OR APPROVED EQUAL, AND CONFORM TO SECTION 920 OF THE STANDARD SPECIFICATIONS.
 - DIMENSIONS MAY BE MODIFIED BY ENGINEER TO MEET FIELD CONDITIONS.

RIPRAP PAD AT FLARED END SECTIONS
NOT TO SCALE

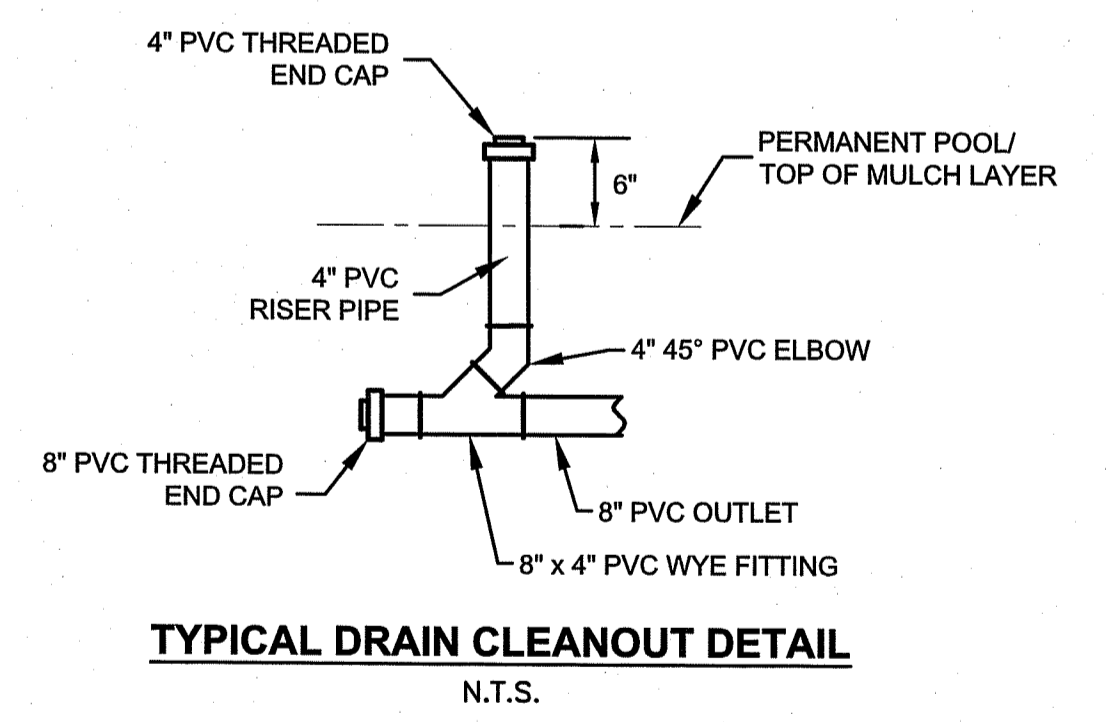


WET POND CROSS SECTION
NOT TO SCALE

- NOTES**
- WET POND SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 7.2 OF THE RHODE ISLAND STORMWATER DESIGN AND INSTALLATION STANDARDS MANUAL (RISDISM), AS AMENDED MARCH 2015.
 - 8" PVC TO BE CAPPED WITH A REMOVABLE PVC CAP. IT SHALL REMAIN CAPPED UNLESS THE POND NEEDS TO BE DRAINED FOR SEDIMENT REMOVAL AND/OR MAINTENANCE. A CLEANOUT SHALL BE PROVIDED AT THE CAPPED END TO LOCATE THE DRAIN, SET TO AN ELEVATION 1-FOOT ABOVE THE PERMANENT POOL ELEVATION.

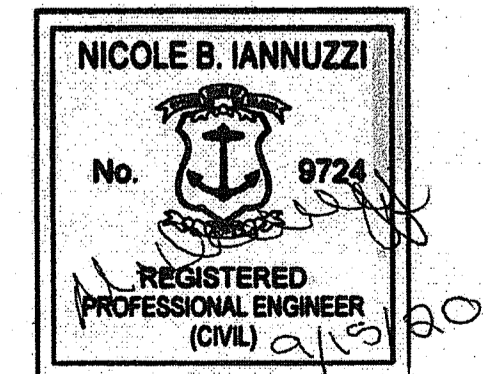


WET POND PROFILE



TYPICAL DRAIN CLEANOUT DETAIL
N.T.S.

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
FRESHWATER WETLANDS PROGRAM
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DATED 10/03/20 FILE # 20-0146
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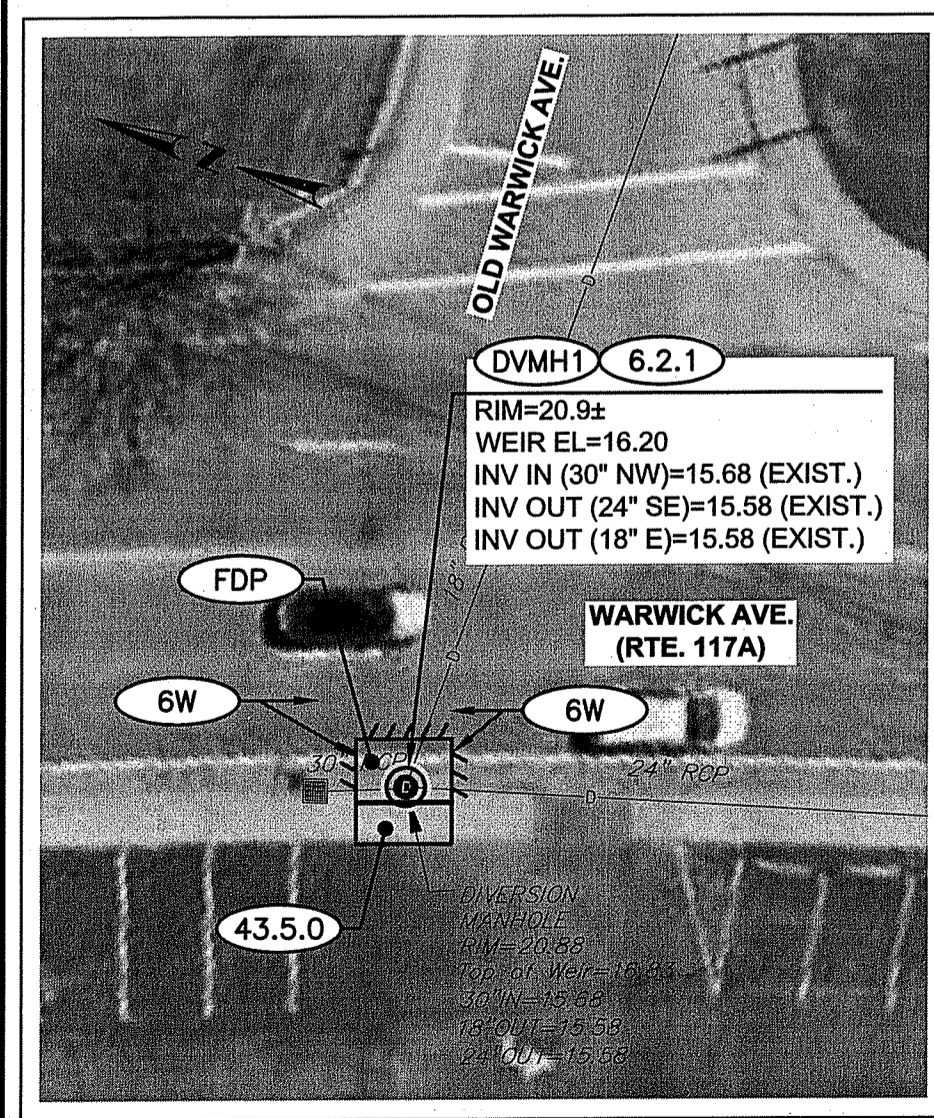
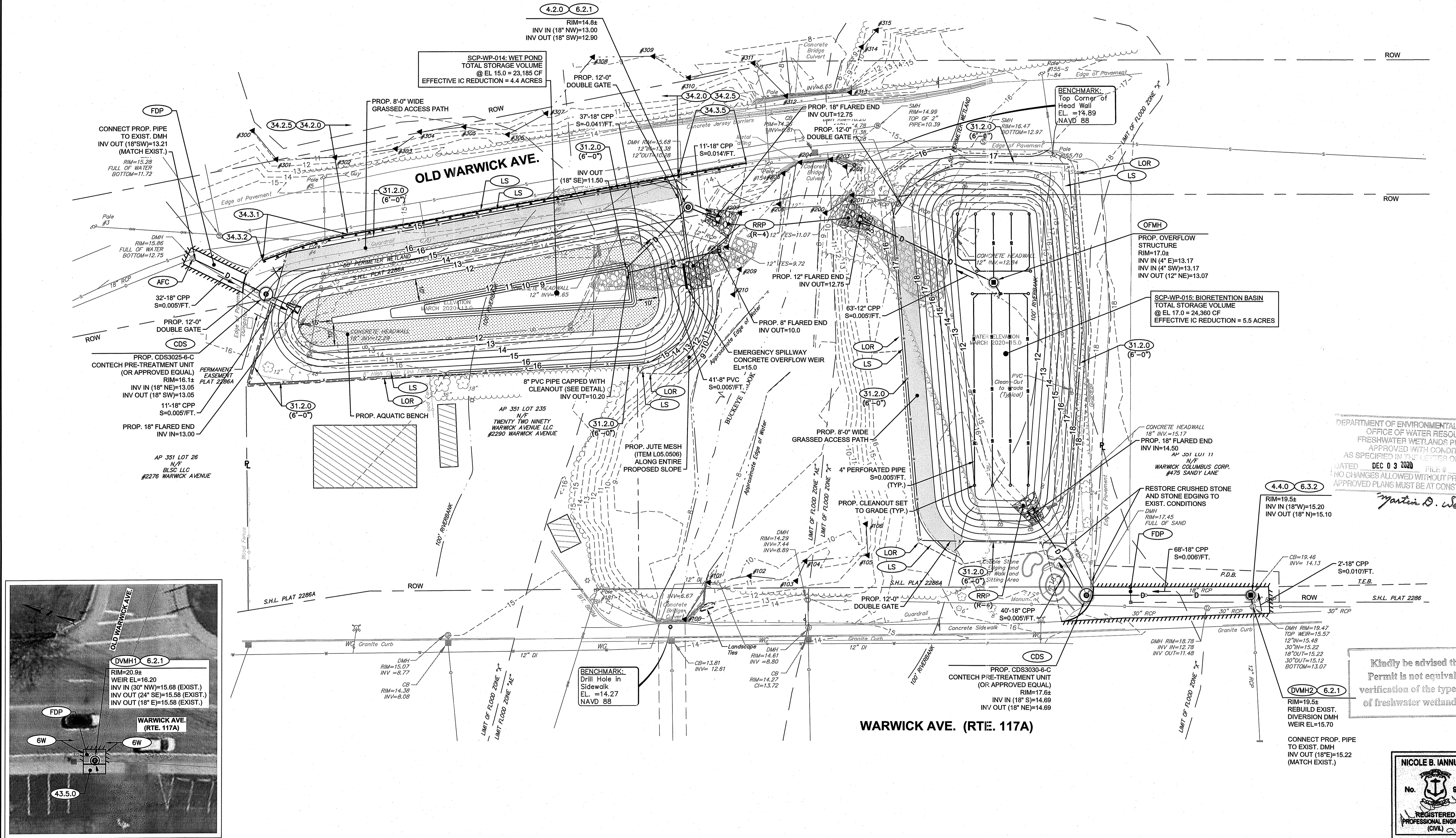
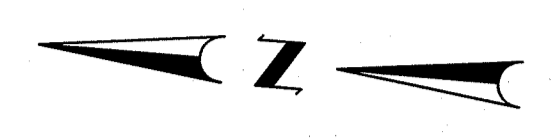
RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY: JML	SCALE: AS SHOWN
CHECKED BY: NBI/KMA	
DATE: 9/15/20	
SHEET: 7	
OF: 12	

WARWICK PONDS SCP IMPROVEMENTS
BUCKEYE BROOK AT OLD WARWICK AVENUE
WARWICK RHODE ISLAND

CONSTRUCTION DETAILS - 2

FILE: N:\5598\5598 - RIDOT WARWICK CONTROL PLAN\AUTOCAD FILES\PLAN SET\PRIORITY 1 STATUS\BUCKEYE BROOK\5598_V1_006-008_CONSTDLS001-003.DWG PLOT DATE: 9/15/2020 12:17 PM

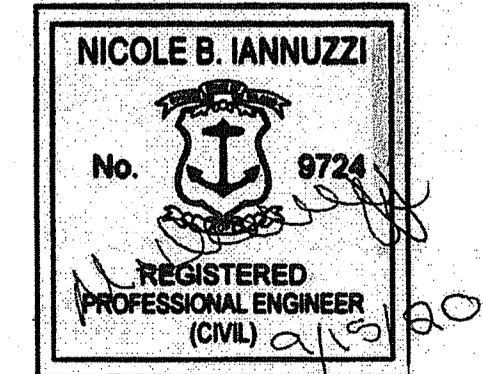


SCALE: 1" = 20'

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 OFFICE OF WATER RESOURCES
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Martin D. Seneck

Kindly be advised that this Permit is not equivalent to a verification of the type or extent of freshwater wetlands on site.



Not for Construction



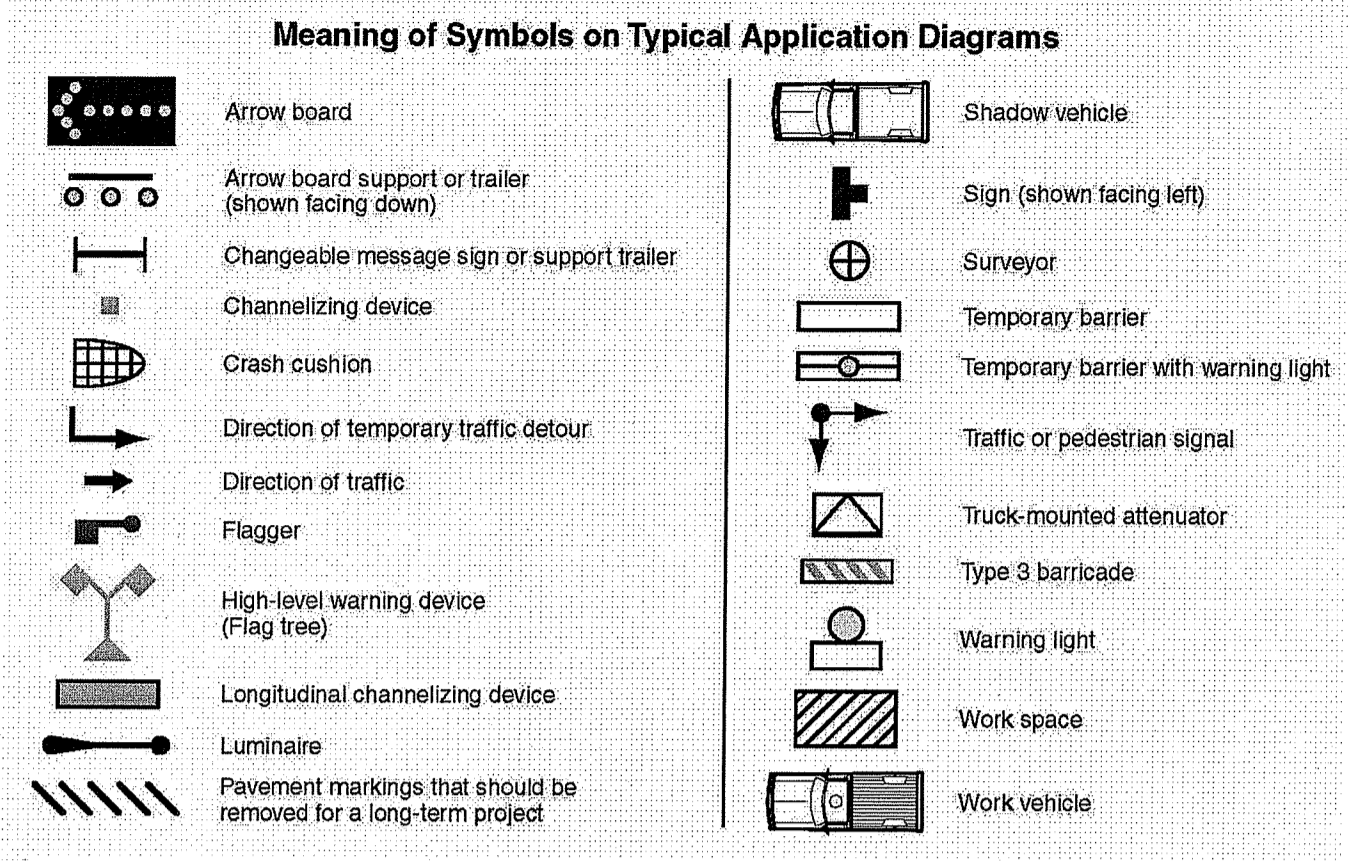
RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION

DESIGNED BY: JML
 CHECKED BY: NBI/KMA
 DATE: 9/15/20
 SHEET: 10
 OF: 12

SCALE: 1"=20'

REVISIONS				REVISIONS			
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE

WARWICK PONDS SCP IMPROVEMENTS
 BUCKEYE BROOK AT OLD WARWICK AVENUE
 WARWICK
 RHODE ISLAND
 DRAINAGE & UTILITY PLAN



Meaning of Letter Codes on Typical Application Diagrams

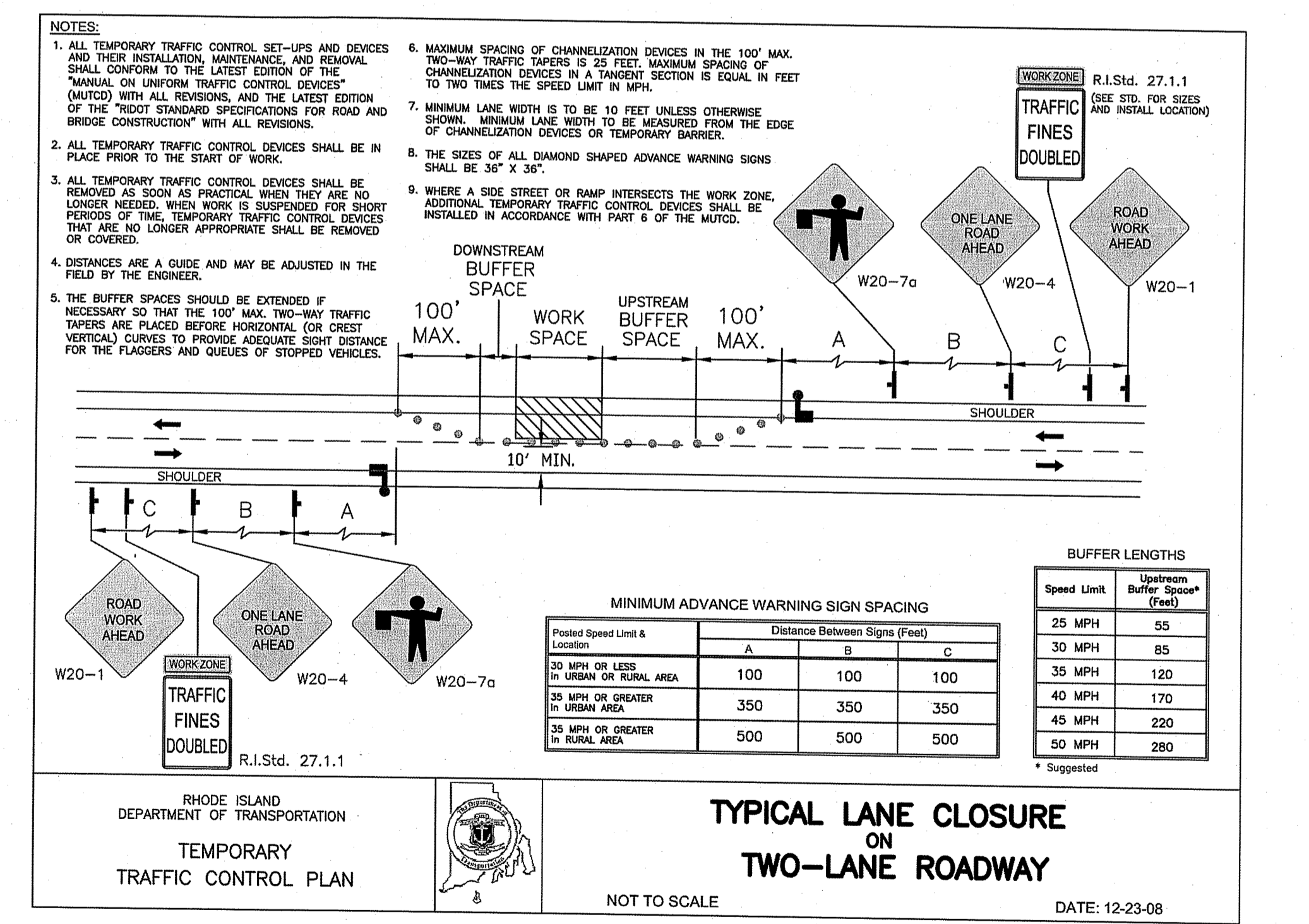
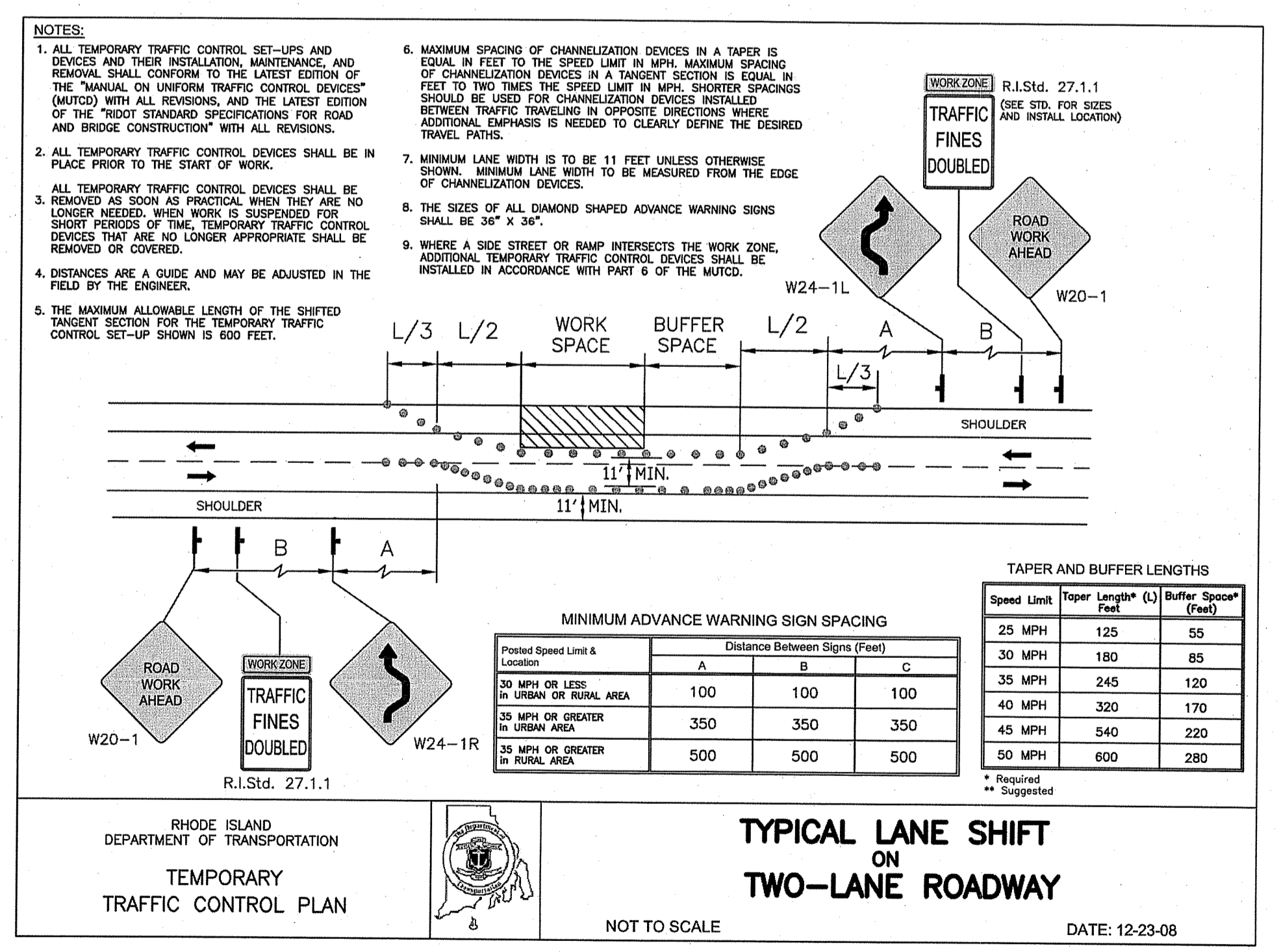
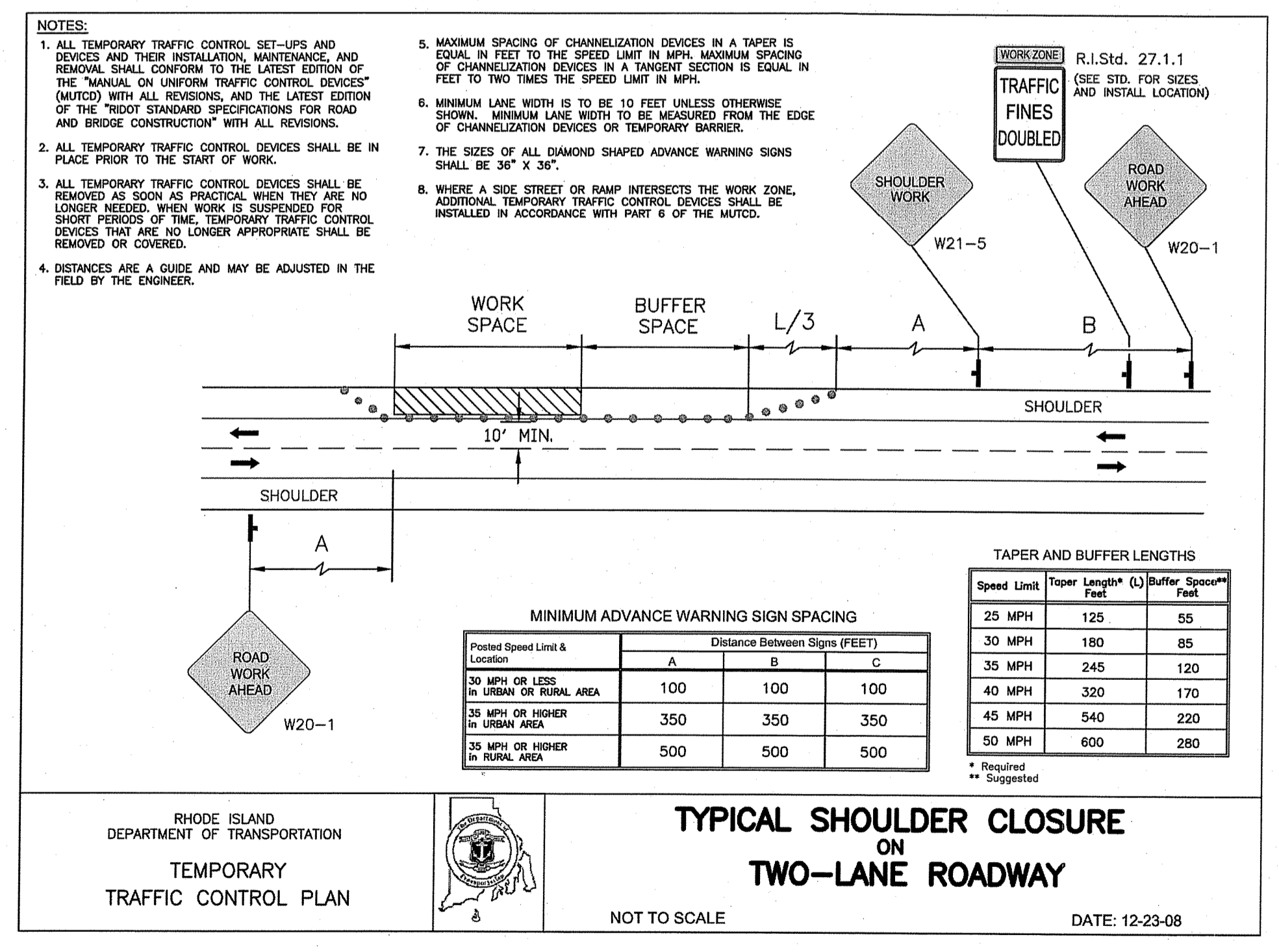
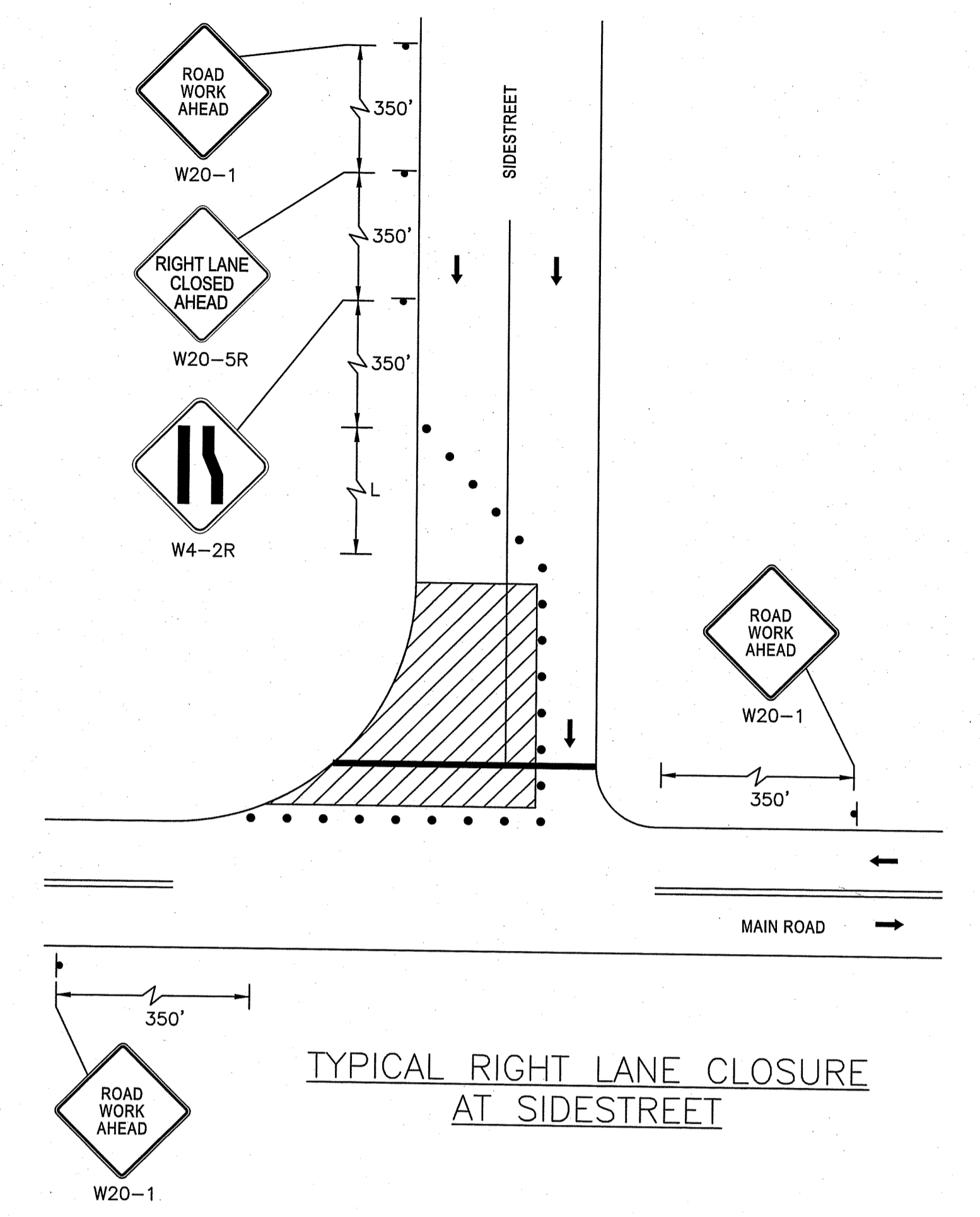
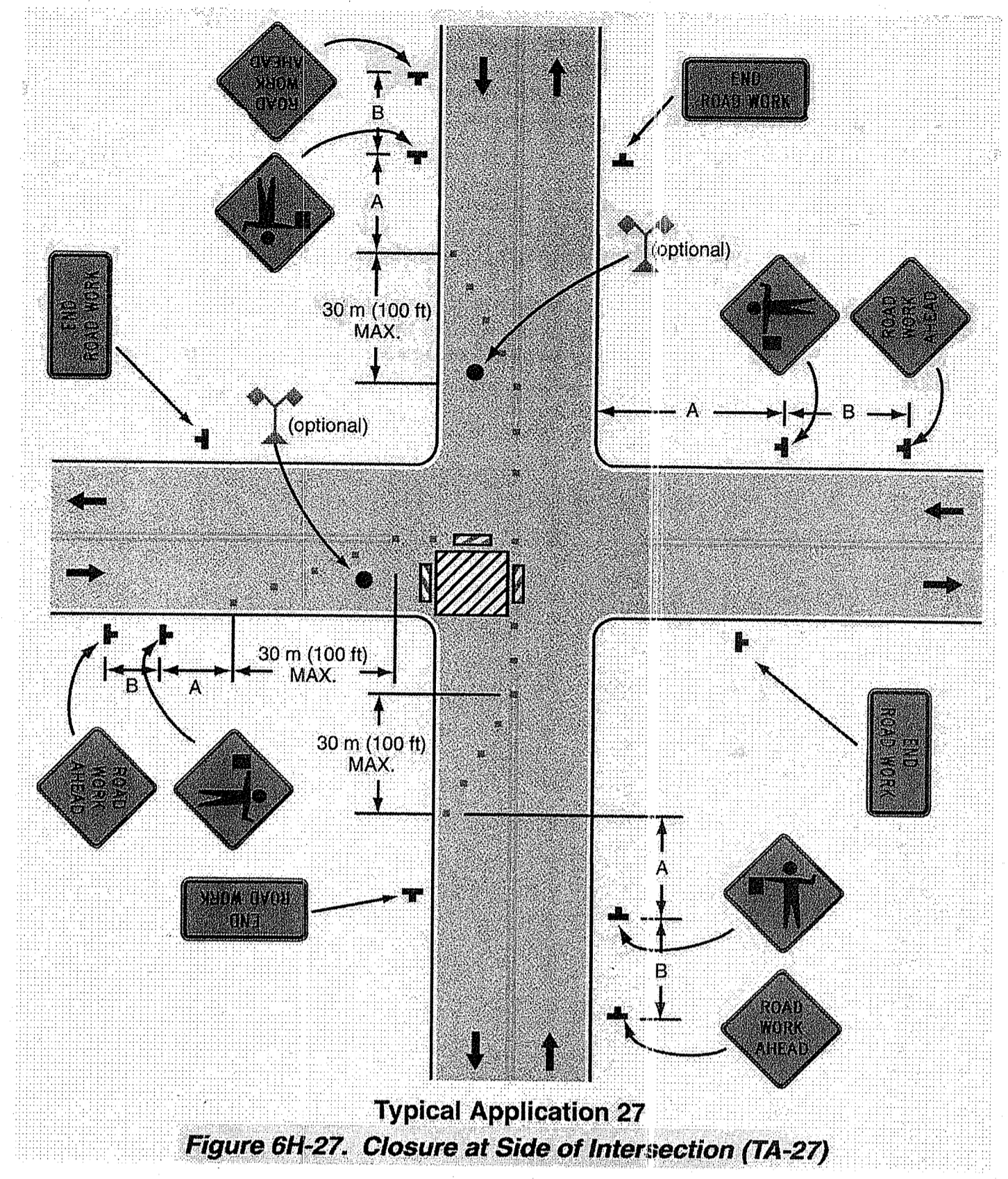
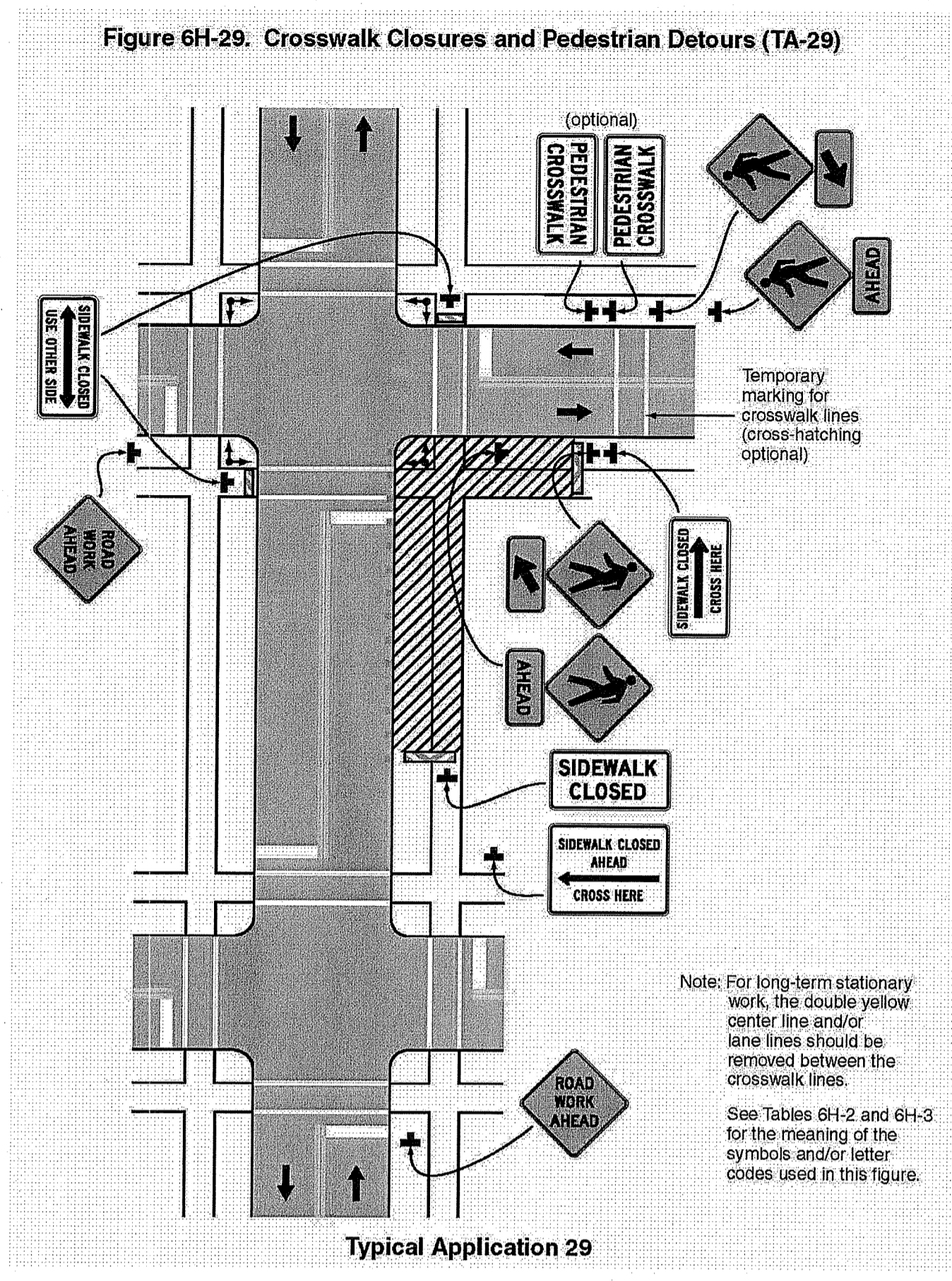
Road Type	Distance Between Signs*		
	A	B	C
Urban (low speed)**	100 feet	100 feet	100 feet
Urban (high speed)**	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by highway agency
 ** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-45. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet
 W = width of offset in feet
 S = posted speed limit or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph.



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Martin D. Wemisch

NICOLE B. IANNUZZI
 No. 9724
 REGISTERED PROFESSIONAL ENGINEER (CIVIL)
 12/23/20

FILE: N:\55005\5598 - RIDOT WARWICK CONTROL PLAN\AUTOCAD FILES\PLAN SET\PLAN SET\TA-29.DWG PLOT DATE: 9/15/2020 12:18 PM



Not for Construction



RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY: JML
 CHECKED BY: NBI/KMA
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 OF: 12

SCALE: AS SHOWN

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WARWICK PONDS SCP IMPROVEMENTS
 BUCKEYE BROOK AT OLD WARWICK AVENUE
 WARWICK RHODE ISLAND

TEMP. TRAFFIC CONTROL PLAN