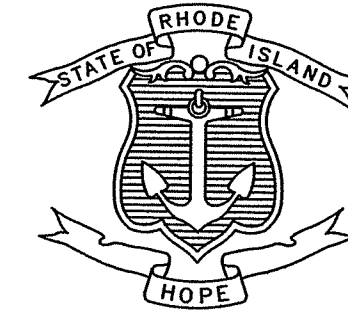


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STATE OF RHODE ISLAND

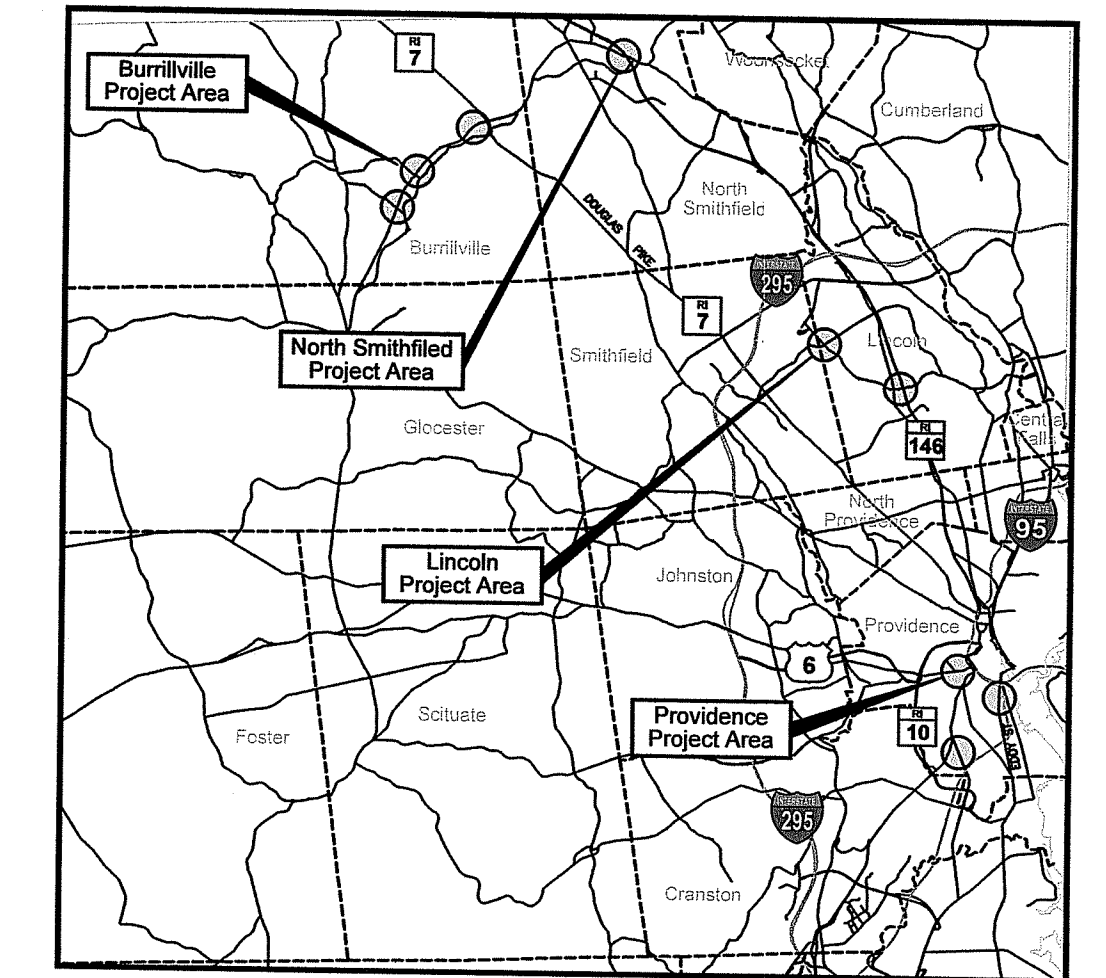


DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED STATE HIGHWAY

2022 STATEWIDE INTERSECTION & CROSSWALKS NORTH - CENTRAL

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2022	1	44



LOCATION MAP  
SCALE: 1" = 4 MILES

**ROUTE 102 (BRONCOS HIGHWAY)**  
BURRILLVILLE MIDDLE SCHOOL, BRONCOS CROSSING, EAST AVE (RTE. 107) & CENTRAL ST.  
BURRILLVILLE

**ROUTE 123 (BREAKNECK HILL ROAD)**  
ROUTE 146 NB RAMP  
LINCOLN

**ROUTE 123 (JENCKES HILL ROAD)**  
ROUTE 146 SB RAMP, OLD LOUISQUISSET PIKE (RTE. 246) & LIMEROCK ROAD  
LINCOLN

**WESTMINSTER ST. / KNIGHT ST.**  
**WESTMINSTER ST. / LAFAYETTE ST.**  
**EDDY ST. / I-195 WB OFF-RAMP**  
**ELMWOOD AVE. (U.S. ROUTE 1) / THACKERY ST.**  
PROVIDENCE

**ROUTE 146A (VICTORY HIGHWAY) / ROUTE 146 SB OFF-RAMP**  
NORTH SMITHFIELD

PROVIDENCE COUNTY

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

SCALES OF DRAWINGS  
Plans 1 inch = 20 feet

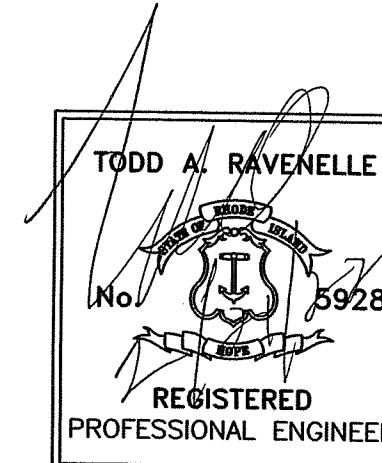
BASE OF LEVELS  
NAD 83  
NAVD 88  
EPOCH GEOID 12B



RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
OFFICE OF WATER RESOURCES  
FRESHWATER WETLANDS PROGRAM  
APPROVED WITH CONDITIONS AS SPECIFIED IN THE LETTER OF APPROVAL  
DATED: MAR 30 2022 FILE # 22-0067  
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
APPROVED PLANS MUST BE AT CONSTRUCTION SITE  
*Martin D. Wemsek*

**HURRICANE EVACUATION ROUTE**  
This project includes work on a designated Hurricane Evacuation and Diversionary Route as follows:  
- Elmwood Ave. Providence  
Refer to General Note 18 on Sheet 3

PERMIT APPLICATION SUBMISSION  
FEBRUARY 2022



RI Environmental Management  
FEB 22 2022  
Office of Water Resources

Contract Number XXXX-XX-XXX  
Number of Sheet 1  
Total Sheets 11

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



**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 CONFORMITY 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 PLAINED 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 PAVEMENT 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 (ACEE), 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 MATING 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 ERODABLE 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 ABUTTING 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.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2021	3	50

**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.

Environmental Management  
 FEB 22 2022  
 Office of Water Resources

RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 OFFICE OF WATER RESOURCES  
 FRESHWATER WETLANDS PROGRAM  
 APPROVED WITH CONDITIONS AS  
 SPECIFIED IN THE LETTER OF APPROVAL  
 DATED: MAR 30 2022 FILE #: 22-0067  
 NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
 APPROVED PLANS MUST BE AT CONSTRUCTION SITE  
 Martin D. Wenzel

**THIS PLAN SHALL NOT BE ALTERED**

**2022 STATEWIDE INTERSECTION & CROSSWALK IMPROVEMENTS - NORTH / CENTRAL**  
 STATEWIDE, RHODE ISLAND

**STANDARD NOTES - 1**

DESIGNED BY:	SCALE:																				
CHECKED BY:																					
DATE: JANUARY, 2022																					
SHEET: 3																					
OF: 50																					
	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> <th colspan="2">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>NO.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>4/07</td> <td>TRB</td> <td></td> </tr> <tr> <td>2</td> <td>3/10</td> <td>RBH</td> <td></td> </tr> <tr> <td>3</td> <td>4/14</td> <td>MLP</td> <td></td> </tr> </tbody> </table>	REVISIONS		REVISIONS		NO.	DATE	BY	NO.	1	4/07	TRB		2	3/10	RBH		3	4/14	MLP	
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NO.	DATE	BY	NO.																		
1	4/07	TRB																			
2	3/10	RBH																			
3	4/14	MLP																			



TODD A. TRAVENILLE  
 5928  
 REGISTERED PROFESSIONAL ENGINEER



RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION

**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**

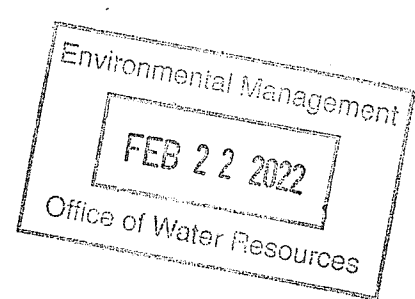
- THE FOLLOWING NOTES SHALL BE INCLUDED ON ALL PLANS AND/OR SHOP DRAWINGS IN REFERENCE TO ANCHOR BOLTS:
  - "PRETENSIONING OF ALL ANCHOR NUTS IS REQUIRED, AND SHALL BE ACCOMPLISHED BY TIGHTENING TO 1/6TH TURN BEYOND THE SNUG-TIGHT POSITION."
  - "THE MAXIMUM CLEARANCE BETWEEN THE BOTTOM OF THE LEVELING 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 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.
- 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-PLANNED AND NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT.



DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 OFFICE OF WATER RESOURCES  
 FRESHWATER WETLANDS PROGRAM  
 APPROVED WITH CONDITIONS AS SPECIFIED IN THE LETTER OF APPROVAL  
 DATED: MAR 30 2022 FILE # 22-0067  
 NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
 APPROVED PLANS MUST BE AT CONSTRUCTION SITE

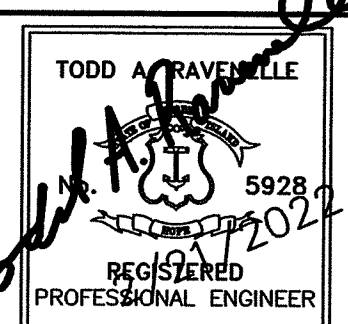
**THIS PLAN SHALL NOT BE ALTERED**

**2022 STATEWIDE INTERSECTION & CROSSWALK IMPROVEMENTS - NORTH / CENTRAL**

STATEWIDE, RHODE ISLAND

**STANDARD NOTES - 2**

DESIGNED BY:	SCALE:																														
CHECKED BY:																															
DATE: JANUARY, 2022																															
SHEET: 4																															
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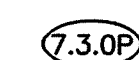
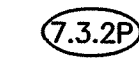

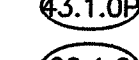
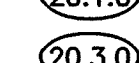
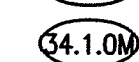
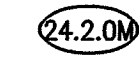











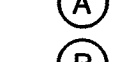
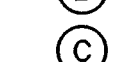
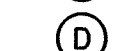





**RHODE ISLAND DEPARTMENT OF TRANSPORTATION**

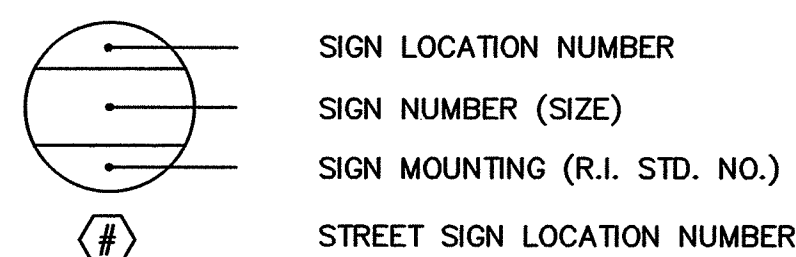


FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2021	5	50

### JOB SPECIFIC LEGEND

-  GRANITE CURB PROVIDENCE STANDARD 7"
-  6'-0" GRANITE TRANSITION CURB PROVIDENCE STANDARD 7"
-  GRANITE RAMP STONE PROVIDENCE STANDARD 7"
-  CEMENT CONCRETE SIDEWALKS PROVIDENCE STANDARD
-  PAVEMENT MARKINGS ARROWS AND ONLY
-  PAVEMENT MARKING CROSSWALKS AND STOP LINES
-  ROADSIDE GUARDRAIL INSTALLATION MODIFIED
-  STEEL BEAM GUARDRAIL SINGLE FACE (MASH)
-  BITUMINOUS CONCRETE DRIVEWAY  
3" MODIFIED CLASS 9.5 HMA  
8" GRAVEL BORROW SUBBASE
-  CATCH BASIN INLET PROTECTION
-  COMPOST FILTER SOCK
-  DOTTED PAVEMENT MARKING (SEE DETAIL)
-  REMOVE AND DISPOSE TREE
-  GUARDRAIL END TREATMENT - ENERGY ABSORBING TERMINAL
-  EXISTING TO REMAIN
-  MICROMILL
-  RECTANGULAR RAPID FLASHING BEACON (SEE DETAIL)
-  REMOVE AND DISPOSE
-  REMOVE PAVEMENT MARKINGS
-  REFLECTIVE SIGN POST PANEL, RED
-  2" CLASS 12.5 MODIFIED HMA
-  5" CLASS 19.0 HMA
-  12" GRAVEL BORROW SUBBASE
-  3" PORTLAND CEMENT CONCRETE BASE

### TYPICAL SIGN DESIGNATION SYMBOL



### GENERAL NOTES

- THE COST OF ANY CURB CUTTING REQUIRED TO INSTALL NEW OR RESET CURB WILL BE INCLUDED IN THE UNIT BID PRICE FOR THE NEW AND RESET CURB. SEE JOB SPECIFIC SPECIFICATION 906 "CUTTING GRANITE CURB".
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO WALLS, LOT CURBS, AND FENCES ABUTTING SIDEWALKS AND DRIVEWAYS DESIGNATED TO BE REMOVED. WHERE DIRECTED, NEW SIDEWALKS SHALL MEET SAID WALLS AND FENCES. PRIOR TO SIDEWALK REMOVAL, A SAWCUT SHALL BE PROVIDED IN ALL SIDEWALKS A DISTANCE DETERMINED BY THE ENGINEER (6" MINIMUM) FROM THE FACE OF ADJACENT BUILDINGS, RETAINING WALLS, LOT CURBS AND FENCES. THE FINAL 6" (MINIMUM) OF SIDEWALK SHALL BE REMOVED WITH CAUTION UNDER THE RESIDENT ENGINEER'S SUPERVISION. THE CONTRACTOR SHALL EMPLOY WHATEVER MEANS NECESSARY, INCLUDING HANDWORK, TO AVOID DAMAGING BUILDINGS, LOT CURBS, AND FENCES. THERE WILL BE NO ADDITIONAL PAYMENT FOR LABOR AND EQUIPMENT NECESSARY TO MEET THIS "REMOVE WITH CAUTION" REQUIREMENT. SAWCUTTING IN FRONT OF EXISTING BUILDINGS, WALLS, LOT CURBS, AND FENCES WILL BE INCLUDED IN THE COST TO REMOVE THE ADJACENT SIDEWALK.
- THE FOLLOWING CRITERIA SHALL APPLY FOR QUANTIFYING CODE 201.0610 "REMOVE AND DISPOSE DIRECTIONAL, WARNING, REGULATORY SERVICE AND STREET SIGNS" FOR PAYMENT ON THIS PROJECT:
  - MULTIPLE SIGNS ON A SINGLE POST OR MOUNTING SHALL BE CONSIDERED AS A SINGLE SIGN STRUCTURE AND THE REMOVAL OF SAID STRUCTURE SHALL BE QUANTIFIED AS ONE EACH.
  - REMOVAL OF MULTIPLE SIGNS FROM A UTILITY POLE SHALL BE QUANTIFIED AS ONE EACH FOR EACH SEPARATE SIGN REMOVED FROM SAID UTILITY POLE.
- THERE ARE LOCATIONS (INTERSECTION) IN THE PROJECT WHERE NO AREA EXISTS WITHIN THE STATE RIGHT-OF-WAY TO STORE CONSTRUCTION MATERIAL AND EQUIPMENT; THEREFORE, IN ACCORDANCE WITH SECTION 12.106.06 OF THE STATE OF RHODE ISLAND PROCUREMENT REGULATIONS, THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO STORE CONSTRUCTION MATERIAL AND EQUIPMENT ELSEWHERE AT NO ADDITIONAL COST TO THE STATE.
- ALL TREE TRIMMING WORK WILL BE PERFORMED BY OTHERS THROUGH THE STATEWIDE TREE TRIMMING CONTRACT. PLEASE COORDINATE WITH THE RESIDENT ENGINEER IN ORDER TO ARRANGE TREE TRIMMING DURING CONSTRUCTION.
- THE CONTRACTOR SHALL NOT PARK VEHICLES OR CONSTRUCTION EQUIPMENT BENEATH THE DRIP LINE OF ANY TREES.

### CURB RAMP NOTES

- WHERE IT IS NECESSARY TO CUT EXISTING GRANITE CURB ADJACENT TO A NEW CURB RAMP INSTALLATION, THE CURB SECTION TO BE CUT WILL BE REMOVED, CUT AND RESET SO THAT NO RESET OR REMAINING CURB SECTION IS LESS THAN 3'-0" IN LENGTH. THE COST OF REMOVING, CUTTING AND RESETTING CURB WILL BE INCLUDED IN THE CONTRACT UNIT BID PRICE PER LINEAR FOOT FOR ITEM CODE 906.0700 "REMOVE, HANDLE, HAUL, TRIM, RESET CURB ENDING, STRAIGHT CIRCULAR ALL TYPES FOR THE LENGTH OF THE CURB TO BE RESET. THE SECTION OF EXISTING CURB TO BE REMOVED AND DISPOSED WILL BE PAID FOR UNDER ITEM CODE 201.0401 "REMOVE AND DISPOSE GRANITE CURB". CONCRETE CURB SECTIONS SHALL BE FULLY REPLACED, NO CUTS OR PARTIAL SECTIONS SHALL BE PERMITTED.
- CONCRETE SIDEWALKS ARE TO BE REPLACED TO THE NEXT JOINT, NO PARTIAL SAWCUT AREAS OF SIDEWALK SHALL BE PERMITTED TO REMAIN.
- THE FINAL LOCATION OF ALL WHEELCHAIR RAMPS SHALL BE COORDINATED IN THE FIELD WITH PROPOSED AND/OR EXISTING LOCATIONS OF DRAINAGE STRUCTURES, UTILITY POLES AND OTHER APPURTENANCES TO ENSURE A CLEAR PEDESTRIAN ACCESS ROUTE IN ACCORDANCE WITH THE UNITED STATES ACCESS BOARD, PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN PUBLIC RIGHTS-OF-WAY, 2011 (PROWAG).
- THE GRADES PROVIDED ARE FOR REFERENCE IN CONSTRUCTING ADA COMPLIANT CURB RAMPS. THE CONTRACTOR SHALL INSTALL THE WHEELCHAIR RAMPS IN ACCORDANCE WITH THE R.I. STD. DETAILS 43.3.0, 43.3.1 AND 43.3.2. SLOPE MAXIMUMS ON LEVEL LANDING AND TRANSITIONS TO EXISTING CONDITIONS SHALL NOT BE EXCEEDED.
- THE CONTRACTOR SHALL INSURE THAT NO LOW POINTS ARE CREATED WITHIN THE WHEELCHAIR RAMP PROPER, AND THAT NO PONDING SHALL OCCUR ALONG THE GUTTER LINE OR WITHIN THE LEVEL LANDING AREA. PROPER ADJUSTMENTS SHALL BE MADE AT THE DIRECTION OF THE ENGINEER.

### ENVIRONMENTAL PERMIT NOTES

- THE WORK PROPOSED IN THESE PLANS SHALL NOT RESULT IN ANY ROADWAY GRADE CHANGES.
- ALL WORK SHALL BE IN COMPLIANCE WITH RULE 6.01 "GENERAL CONDITIONS FOR EXEMPT ACTIVITIES" OF THE RIDEM, DIVISION OF FRESHWATER WETLANDS "RULES AND REGULATIONS GOVERNING THE ADMINISTRATION AND ENFORCEMENT OF THE FRESHWATER WETLANDS ACT".

### TRAFFIC SIGNAL NOTES

- THE CONTRACTOR SHALL REPLACE THE EXISTING EQUIPMENT AS NOTED ON THE PLANS AND REWIRE TO PROVIDE A FULLY FUNCTIONAL SIGNAL CONSISTENT WITH EXISTING FUNCTIONALITY AND OPERATIONS.
- NEW LOOP DETECTOR TIE-INS SHALL UTILIZE EXISTING FLEX DUCT AND BE SPLICED INTO ADJACENT HANDHOLES UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- AN INDIVIDUAL CONTROL UNIT FOR EACH ACCESSIBLE PEDESTRIAN DETECTOR SHALL BE INSTALLED IN THE ASSOCIATED PEDESTRIAN SIGNAL HEAD OR IN THE DETECTOR HOUSING ITSELF. A CENTRAL CONTROL UNIT IN THE TRAFFIC SIGNAL CONTROLLER CABINET FOR THE ACCESSIBLE PEDESTRIAN DETECTORS SHALL NOT BE FURNISHED OR INSTALLED.

### BASE MAPPING AND SURVEY NOTES

- THESE PLANS WERE DEVELOPED ON BASE MAPPING AND SURVEY PROVIDED TO GORDON R. ARCHIBALD, INC. (GRA) BY RIDOT AS PREPARED BY VHB, INC., PROVIDENCE, RI. BASE MAPPING, HORIZONTAL AND VERTICAL CONTROL, AND DRAINAGE INFORMATION INCLUDING INVERTS PROVIDED TO GRA INCLUDED ALL TOPOGRAPHIC MAPPING. GRA DOES NOT WARRANT THE ACCURACY OF THE BASE PLANS, CONTROL OR DRAINAGE LOCATIONS. THE CONTRACTOR SHALL FIELD VERIFY ALL LOCATIONS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS.

### MAINTENANCE AND PROTECTION OF TRAFFIC NOTES

- TRAFFIC FINES IN WORK ZONE REGULATORY SIGN, R.I. STD. 27.1.1 SHALL BE UTILIZED WHENEVER CONSTRUCTION ACTIVITIES ARE IN PROGRESS AND CONSTRUCTION PERSONNEL ARE PRESENT. THE SIGNS SHALL BE REMOVED FROM THE SITE OR COVERED AT ALL OTHER TIMES.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT ALL APPLICABLE REGULATORY AND WARNING SIGNS (EXCEPT FOR PARKING SIGNS) ARE VISIBLE TO TRAFFIC AT ALL TIMES ON EITHER PERMANENT OR TEMPORARY MOUNTINGS.
- THE INTENDED PEDESTRIAN ACCESS ROUTES THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES.

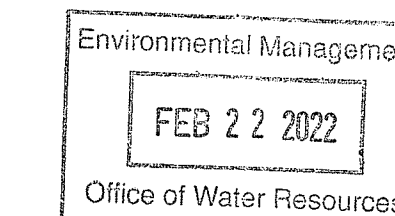
### DRAINAGE AND UTILITY NOTES

- DURING THE PROCESS OF THE WORK, THE CONTRACTOR SHALL COOPERATE WITH THE OWNERS OF ADJACENT OVERHEAD OR UNDERGROUND UTILITIES AND PERMIT THEIR REPRESENTATIVES ACCESS TO THE WORK AREA TO DETERMINE IF THEIR UTILITIES ARE BEING ENDANGERED IN ANY WAY.
- ANY DRAINAGE STRUCTURES, PIPES OR CULVERTS DAMAGED BY THE CONTRACTOR WHILE CARRYING OUT THIS CONTRACT SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL CHARGE TO THE STATE.
- THE PER EACH PAYMENT FOR CODE 707.1100 "ADJUST CATCH BASINS" SHALL INCLUDE FULL COMPENSATION FOR RESETTING BOTH FRAMES AND GRATES AND FRAMES AND COVERS AS REQUIRED, AND MEASURED FOR PAYMENT PER EACH CATCH BASIN SO TREATED.
- COMPENSATION FOR THE ADJUSTMENT OF NEW FRAMES AND GRATE AND FRAMES AND COVERS TO FINAL GRADE AS WELL AS ANY INTERMEDIATE ADJUSTMENTS SHALL BE INCLUDED IN THE CONTRACT BID PRICES FOR 702.0517 "FRAME AND GRATE, R.I. STD. 6.3.2" AND 702.0522 "FRAME AND COVER, R.I. STD. 6.2.1". PAYMENT FOR THESE ITEMS SHALL INCLUDE FULL COMPENSATION FOR ALL ITEMS INCLUDED IN ADJUSTING DRAINAGE STRUCTURES AS PER SUBSECTION 707.05 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL ADJUST ALL DRAINAGE AND UTILITY STRUCTURES IN ROADWAY AREAS TO THE SURROUNDING PAVEMENT DRAINAGE AT THE END OF EACH WORK DAY. THE CONTRACT PROVIDES FOR THE FOLLOWING ADJUSTMENTS: ONE PRIOR TO BITUMINOUS PAVEMENT REMOVAL BY MICRO-MILLING, ONE TO GRADE OF LEVELING COURSE (WHERE APPLICABLE), AND ONE TO FINAL GRADE.
- ANY/ALL ADJUSTMENTS TO VERIZON OWNED UNDERGROUND EQUIPMENT (MANHOLES, FRAMES AND COVERS, CONDUITS, ETC.) MUST BE PERFORMED BY AN APPROVED VERIZON CONTRACTOR. ADDITIONALLY, ALL ADJUSTMENTS MUST BE INSPECTED BY VERIZON'S CONTRACT WORK INSPECTOR (CWI).
- IF VERIZON'S UNDERGROUND STRUCTURES (MANHOLES, CONDUIT, CABLES, ETC.) ARE EXPOSED DURING CONSTRUCTION, THE GENERAL CONTRACTOR MUST PROVIDE PROTECTION FOR THE EXPOSED PLANT IN ACCORDANCE WITH VERIZON'S METHODS AND PROCEDURES AND WITH THE APPROVAL OF VERIZON'S CWI. ADDITIONALLY, AN APPROVED PARTITION MUST BE PLACED BETWEEN EXISTING VERIZON STRUCTURES AND NEW CONCRETE CONSTRUCTION WHERE CONTACT AND/OR ENCROACHMENT MAY ARISE.
- THE UNDERMINING OF VERIZON DUCTS (INCLUDING THOSE CONCRETE ENCASED) IS NOT PERMITTED WITHOUT INSPECTION/PERMISSION OF VERIZON'S CWI.
- AS A MINIMUM, CLEARANCE TO OVERHEAD POWER AND COMMUNICATIONS FACILITIES SHALL CONFORM TO THE NATIONAL ELECTRIC SAFETY CODE (NEC) AND OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REQUIREMENTS. PARTICULAR ATTENTION MUST BE PAID TO THE OSHA REQUIREMENT 29 CFR 1910.333, SUBPART C AND 29 CFR 1926.550 SUBPART N AS THESE REQUIREMENTS GOVERN IN MOST CASES WHEN DEALING WITH POWER LINES. THE SUBPARTS REQUIRE ALL PERSONS OF OBJECT/EQUIPMENT THAT A PERSON IS IN CONTACT WITH SHALL NOT COME CLOSER TO ANY UNGUARDED, ENERGIZED OVERHEAD (PRIMARY ELECTRICAL) LINE THAN THE FOLLOWING DISTANCES:
  - FOR VOLTAGES TO GROUND 50KV OR BELOW - 10 FEET.
  - FOR VOLTAGES TO GROUND OVER 50KV - 10 FEET. PLUS 4 INCHES FOR EVERY 10KV OVER 50KV.

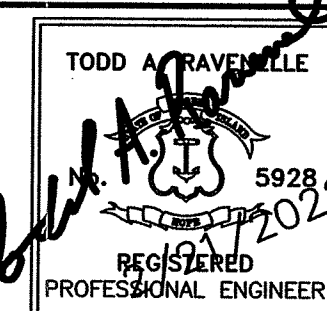
ALSO, THE NESC STATES THAT VERTICAL AND HORIZONTAL CLEARANCES OF 3 FEET MUST BE MAINTAINED FOR INSULATED COMMUNICATION CONDUCTORS AND CABLES. A RADIAL CLEARANCE OF 3 FEET MUST BE MAINTAINED BETWEEN VERIZON'S AERIAL EQUIPMENT (CABLES, TERMINALS, POLES, ETC.) IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATIONS REQUIREMENTS. THIS INCLUDES TRAFFIC SIGNAL AND CONSTRUCTION EQUIPMENT, EITHER TEMPORARY OR PERMANENT.

- ALL DRAINAGE PIPES WITHIN THE PROJECT LIMITS, NOT DIRECTLY CONNECTED TO THE COMBINED SEWER SYSTEM, SHALL BE CLEANED AND FLUSHED, AND BE PAID FOR UNDER ITEM 708.9040. ALL CATCH BASINS WITHIN THE PROJECT LIMITS SHALL BE CLEANED AND PAID FOR UNDER ITEM 708.9041.

- UTILITIES ON SIGNAL PLANS HAVE BEEN LOCATED BY BSI ENGINEERING, INK. IN ACCORDANCE WITH THE AMERICAN SOCIETY OF CIVIL ENGINEERS. THE BSI INFORMATION HAS BEEN INCORPORATED INTO THE DESIGN PLANS. THE BSI PLANS AND TEST PITS INFORMATION IS BEING PROVIDED TO THE CONTRACTOR FOR INFORMATIONAL PURPOSE. THIS DOES NOT RELIEVE THE CONTRACTOR FROM COMPLYING WITH APPLICABLE DIG-SAFE LAWS.



RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
OFFICE OF WATER RESOURCES  
FRESHWATER WETLANDS PROGRAM  
APPROVED WITH CONDITIONS AS  
SPECIFIED IN THE LETTER OF APPROVAL  
DATED: MAR 30 2022 FILE # 22-0067  
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
APPROVED PLAN MUST BE AT CONSTRUCTION SITE



RHODE ISLAND  
DEPARTMENT OF TRANSPORTATION

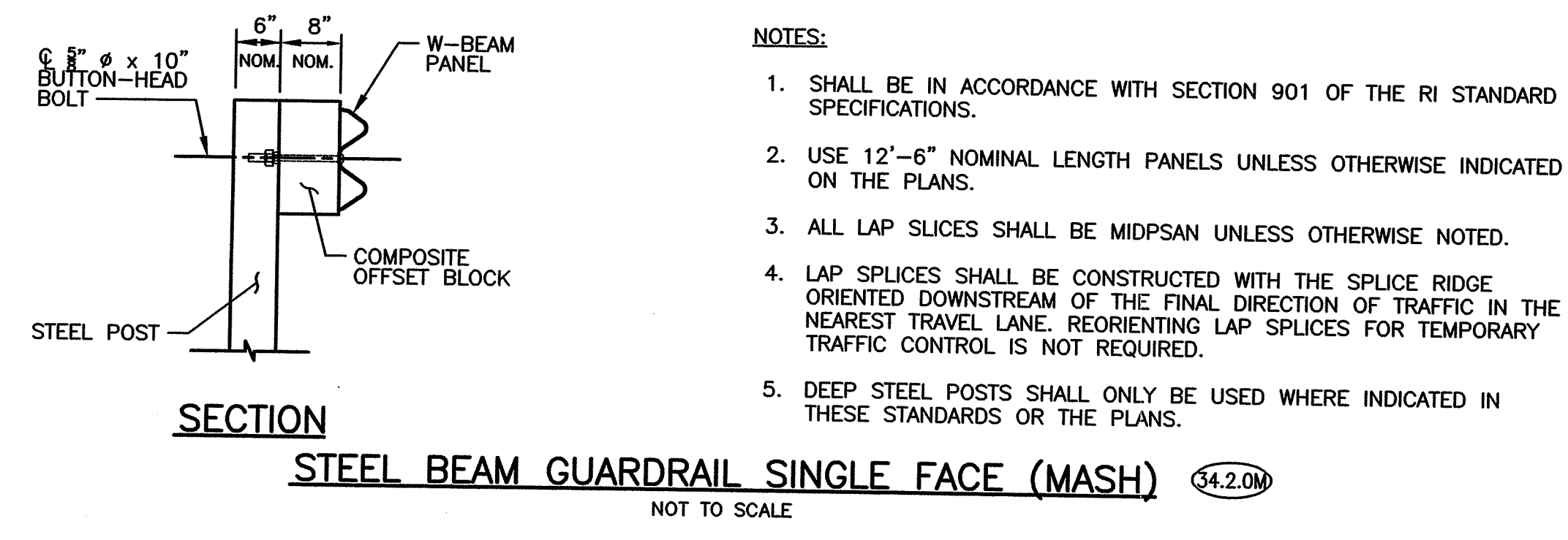
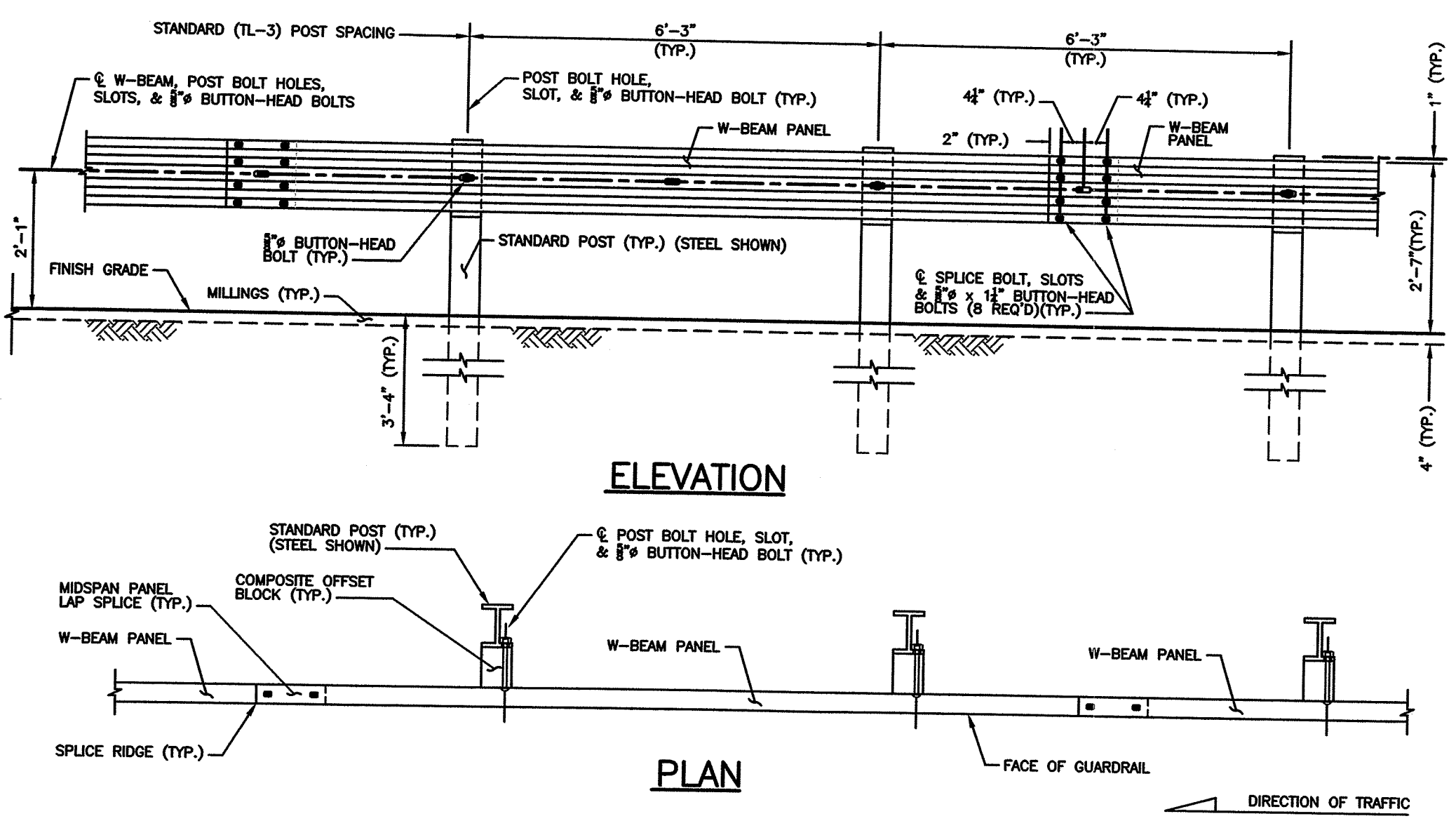
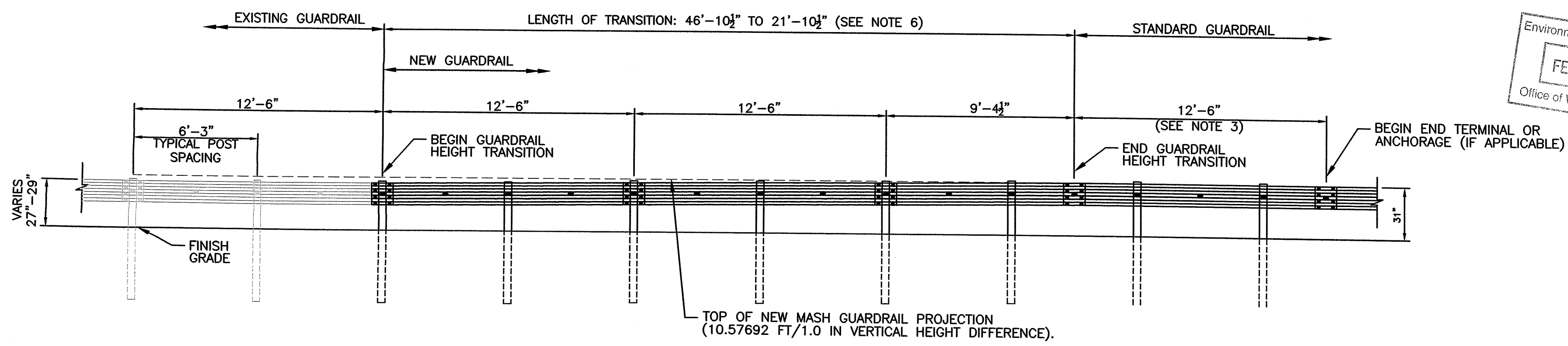
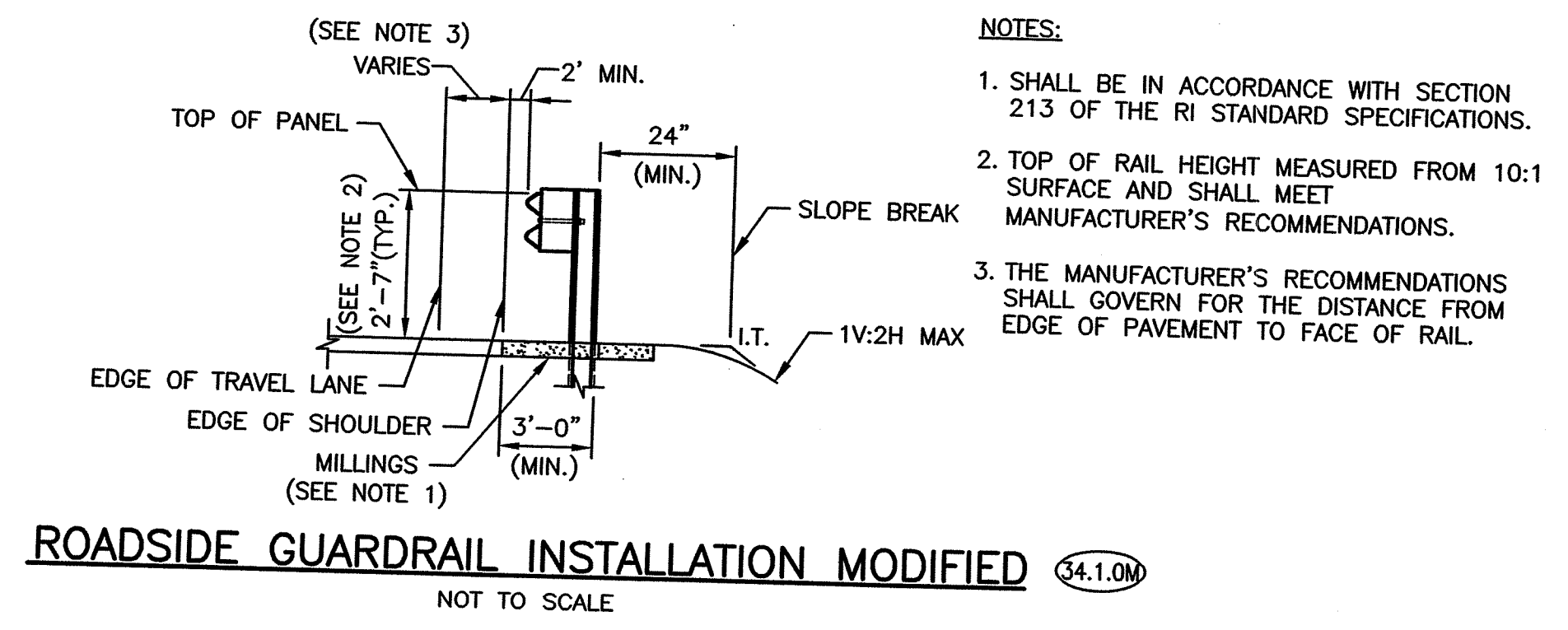
DESIGNED BY:  
CHECKED BY:  
DATE: JANUARY, 2022  
SHEET: 5  
OF: 50

REVISIONS		REVISIONS			
NO.	DATE	BY	NO.	DATE	BY

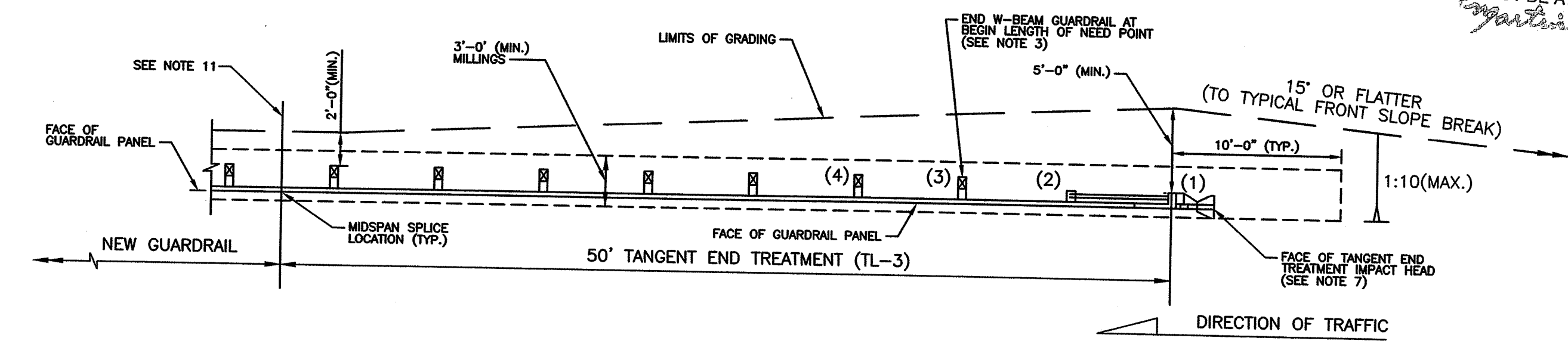
2022 STATEWIDE INTERSECTION & CROSSWALK  
IMPROVEMENTS - NORTH / CENTRAL  
STATEWIDE, RHODE ISLAND

JOB SPECIFIC PLAN SYMBOLS,  
LEGEND & NOTES

Environmental Management  
 FEB 22 2022  
 Office of Water Resources



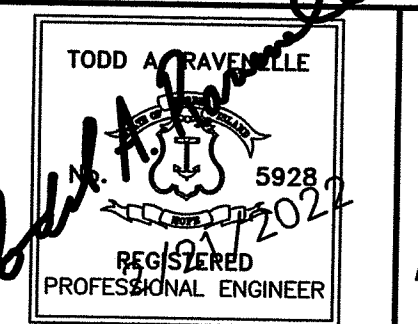
- NOTES:**
1. SHALL BE IN ACCORDANCE WITH SECTION 901 OF THE RI STANDARD SPECIFICATIONS.
  2. MAINTAIN STANDARD 1" CLEARANCE OF POST ABOVE PANEL THROUGHOUT THE ENTIRE LENGTH OF TRANSITION.
  3. A MINIMUM OF ONE (1) 12'-6" PANEL SHALL BE PLACED BETWEEN THIS TRANSITION AND THE START OF ANY END TREATMENT OR ANCHORAGE.
  4. ALL NEW POSTS SHALL BE STEEL AND 72" IN LENGTH UNLESS OTHERWISE INDICATED ON THE PLANS.
  5. ALL NEW OFFSET BLOCKS SHALL BE COMPOSITE UNLESS OTHERWISE INDICATED ON THE PLANS.
  6. IF THE HEIGHT OF THE EXISTING GUARDRAIL IS LESS THAN 27", THE LENGTH OF THE TRANSITION SHALL BE INCREASED ACCORDINGLY. THE GUARDRAIL TRANSITION LENGTH RATE SHALL NOT BE LESS THAN 10.57692 FT/1.0 IN OF HEIGHT DIFFERENCE.



- NOTES:**
1. SHALL BE IN ACCORDANCE WITH SECTION 901 OF THE RI STANDARD SPECIFICATIONS.
  2. SHALL BE IN ACCORDANCE WITH SECTION 213 OF THE RI STANDARD SPECIFICATIONS.
  3. INSTALL GUARDRAIL AT STATION AND OFFSET SHOWN IN THE PLANS. THE END OF THE GUARDRAIL SHOWN IN THE PLANS CORRESPONDS WITH THE BEGIN LENGTH OF NEED POINT FOR THE END TREATMENT (SHOWN AT POST 3 IN THESE STANDARDS, BUT MAY VARY BY MANUFACTURER).
  4. PROPRIETARY END TREATMENTS MAY VARY IN SIZE AND SHAPE FROM WHAT IS DEPICTED IN THESE STANDARDS. HOWEVER, THE MAXIMUM SLOPES AND MINIMUM OFFSETS DIMENSIONED FROM THE POSTS SHOWN HEREIN SHALL STILL APPLY.
  5. CONSTRUCT TANGENT AND FLARED END TREATMENTS IN ACCORDANCE WITH THE MANUFACTURER'S UNIQUE DRAWING DETAILS, PROCEDURES, AND SPECIFICATIONS.
  6. AT THE DISCRETION OF THE ENGINEER, THE FACE OF THE TANGENT END TREATMENT IMPACT HEAD MAY BE OFFSET UP TO 2'-0" FROM THE PROJECTED FACE OF GUARDRAIL TO MINIMIZE NUISANCE HITS. THE OFFSET SHALL OCCUR OVER THE ENTIRE LENGTH OF THE END TREATMENT UNLESS OTHERWISE SPECIFIED BY THE MANUFACTURER.
  7. LATERAL OFFSET OF FLARED END TREATMENT SHALL BE DETERMINED BY THE DESIGN ENGINEER FOLLOWING THE METHODOLOGY FOUND IN THE ROADSIDE DESIGN GUIDE AND SHOULD FALL WITHIN THE ALLOWABLE TOLERANCES SPECIFIED BY THE MANUFACTURER. LATERAL OFFSET SHALL BE MEASURED FROM THE EDGE OF TRAVELED WAY TO THE FACE OF THE GUARDRAIL AT POST #3.
  8. END TREATMENT SHALL NOT TERMINATE CURVED W-BEAM SEGMENTS.
  9. COST OF GRADING AS SHOWN HEREIN SHALL BE CONSIDERED INCIDENTAL TO THE VARIES ITEMS OF WORK.
  10. MAINTAIN 2'-0" (MIN) OFFSET TO FRONT SLOPE BREAK DOWNSTREAM OF MIDSPAN SPLICE LOCATION AT ALL TIMES. IF DOWNSTREAM OF THE SPLICE, GRADING CONSTRAINTS INHIBIT THIS MINIMUM OFFSET THEN USE DEEP STEEL POSTS AND TRANSITION TO A SLOPE BREAK CONDITION DESIGN AS DETAILED UNTIL THE 2'-0" OFFSET CAN BE MET.

RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 OFFICE OF WATER RESOURCES  
 FRESHWATER WETLANDS PROGRAM  
 APPLIED WITH CONDITIONS AS SPECIFIED IN THE LETTER OF APPROVAL  
 DATED: MAR 30 2022 FILE # 22-0067  
 NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
 APPROVED PLANS MUST BE AT CONSTRUCTION SITE  
*Martin D. Wansel*

F:\BIDDING\2021\New Crosswalk\Project Files\2640Q\_V1\_007\_DETAIL\_07.dwg, 2/21/2022 12:58:31 PM, W:\mason



RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION

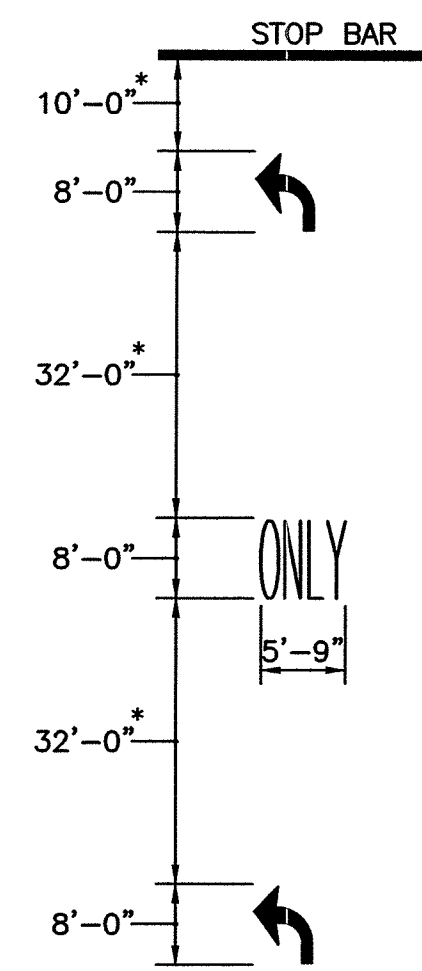
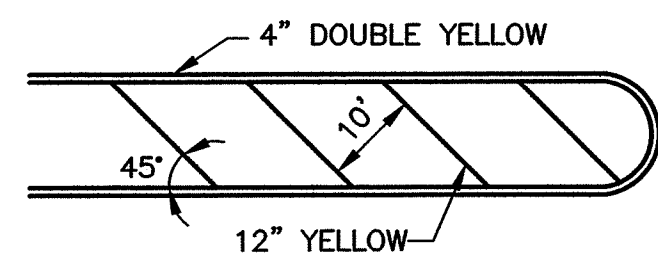
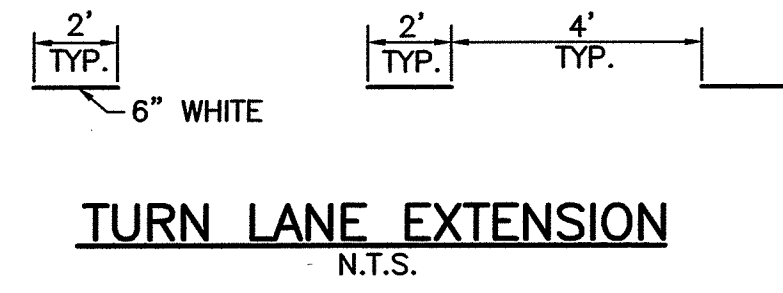
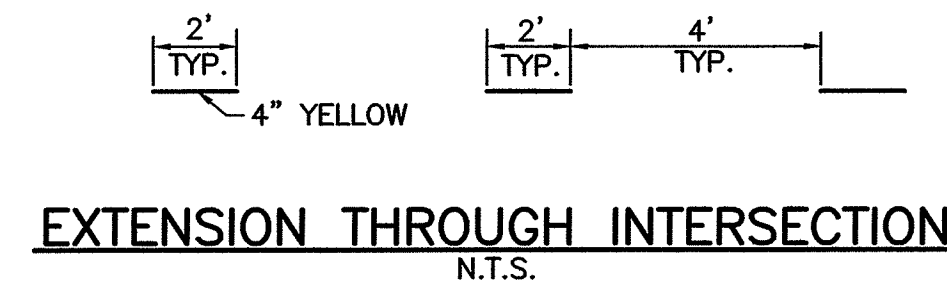
DESIGNED BY:  
 CHECKED BY:  
 DATE: JANUARY, 2022  
 SHEET: 7  
 OF: 50

SCALE:

REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE

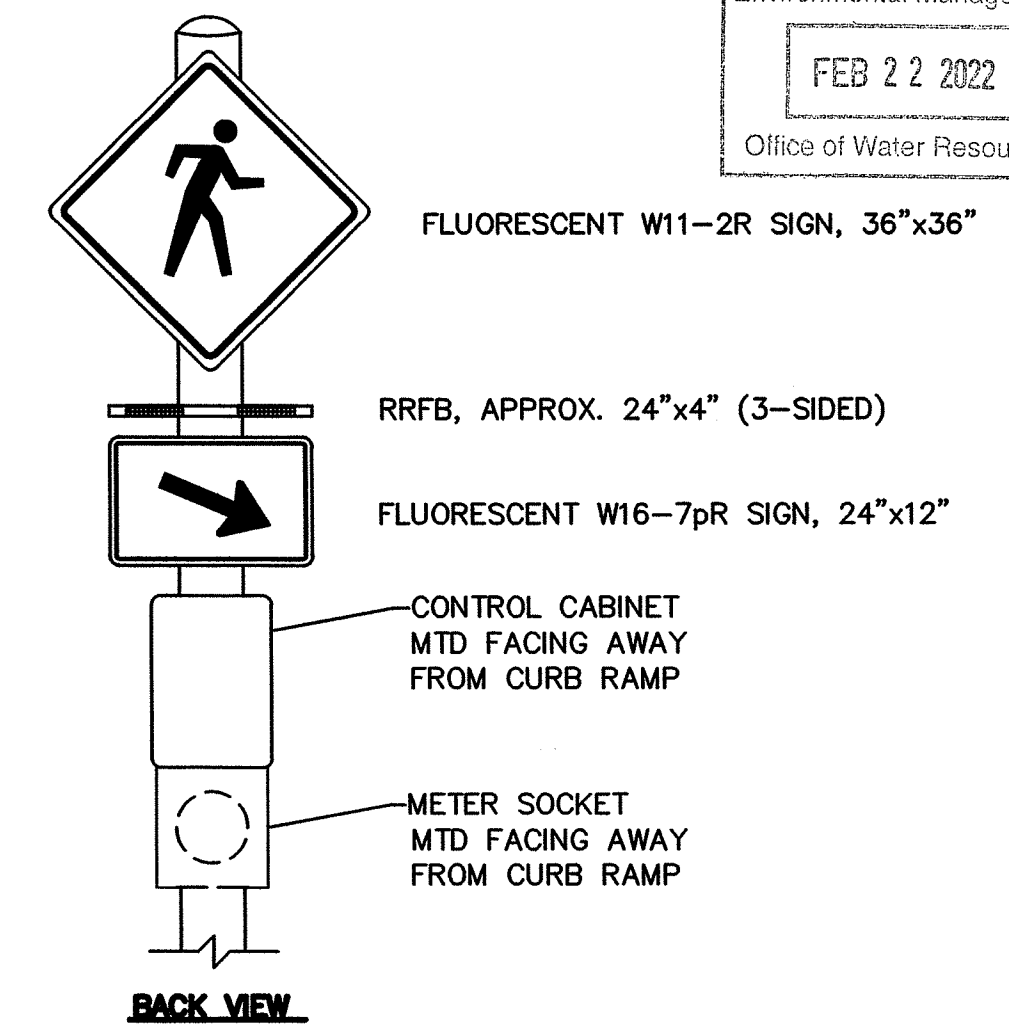
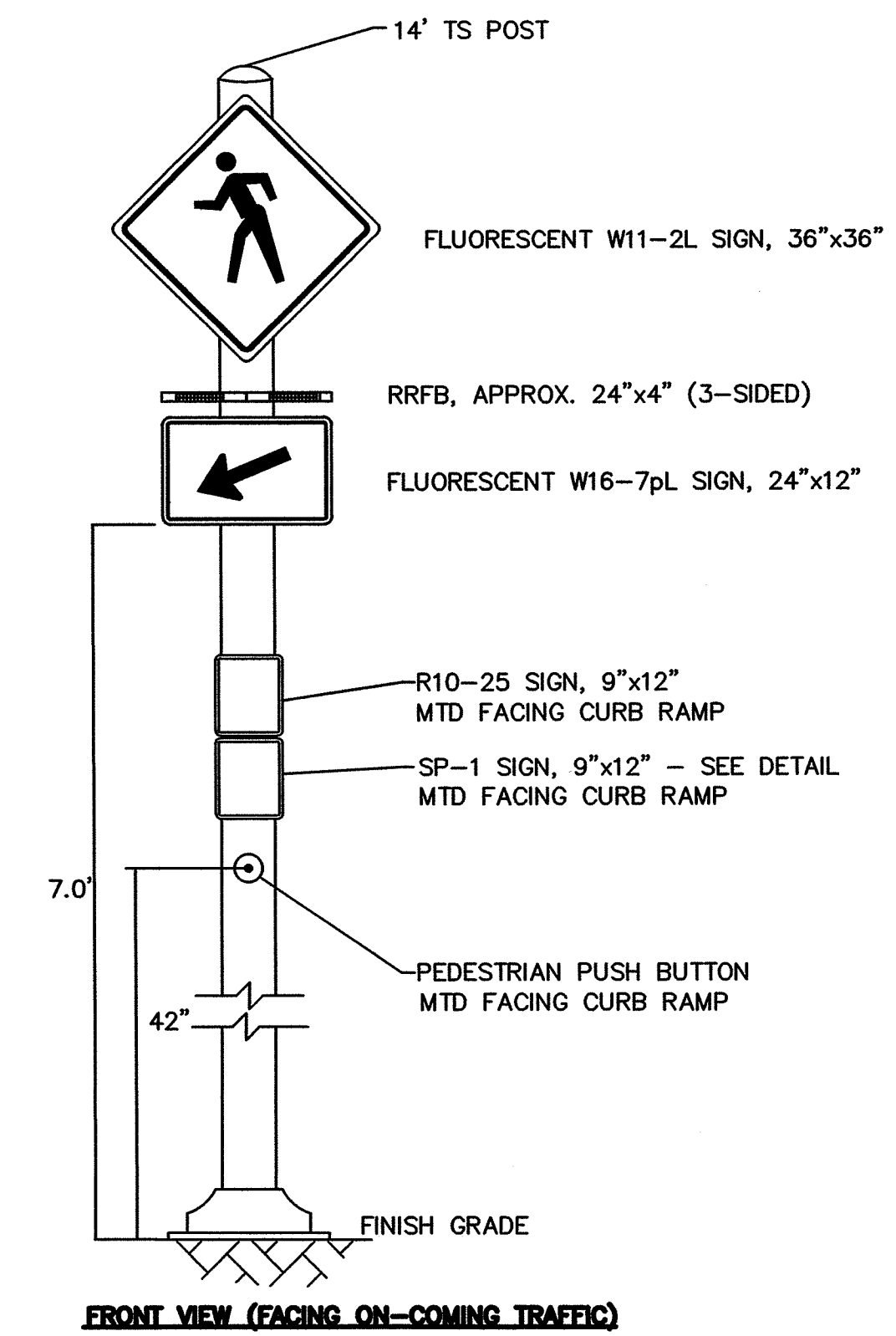
2022 STATEWIDE INTERSECTION & CROSSWALK IMPROVEMENTS - NORTH / CENTRAL  
 STATEWIDE, RHODE ISLAND

CONSTRUCTION DETAILS - 1



- \* UNLESS OTHERWISE NOTED
1. AN "ONLY" SHALL BE USED ON THRU LANES THAT TERMINATE REQUIRING DRIVER TO TURN LEFT OR RIGHT.
  2. AN ARROW SHALL REPLACE "ONLY" FOR DEDICATED TURN LANES.
  3. SEE R.I. STD. 20.1.0 FOR DIMENSIONS.

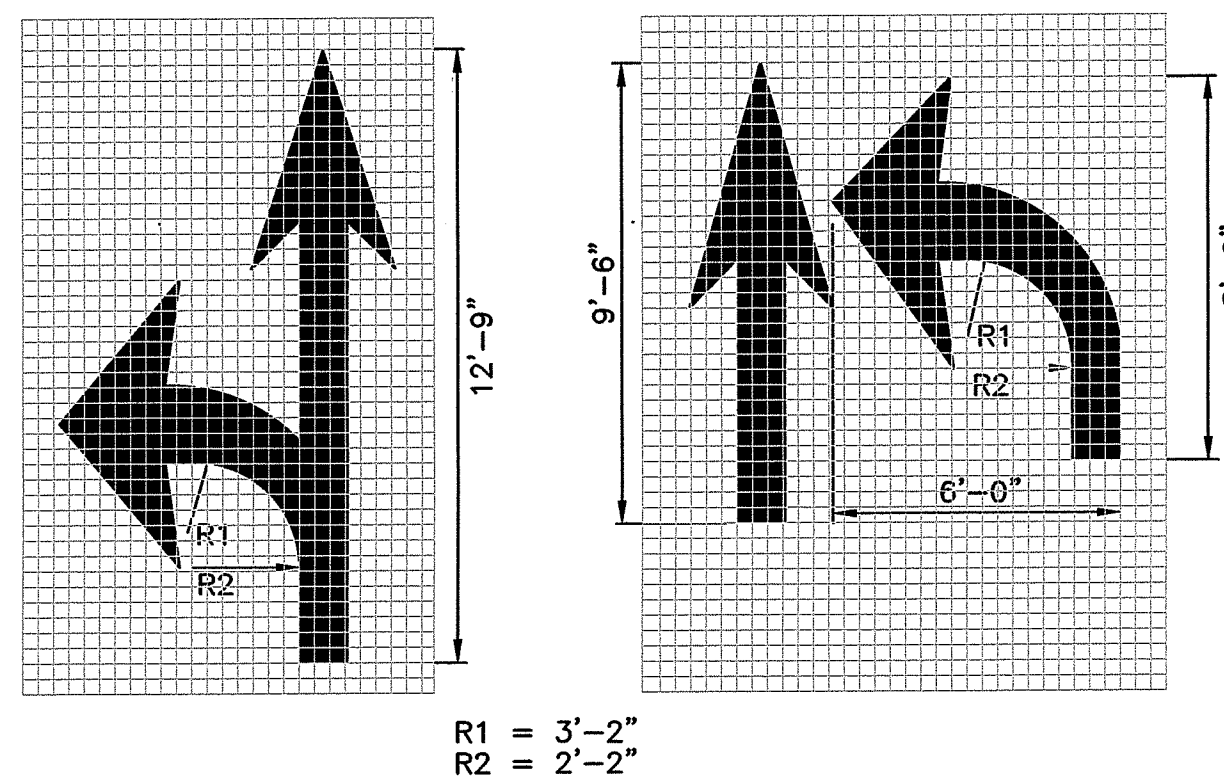
**TURNING LANE MARKINGS**  
NOT TO SCALE



**AC POWERED RECTANGULAR RAPID FLASHING BEACON - POST MOUNTED**  
NOT TO SCALE

**OPERATIONAL NOTES:**

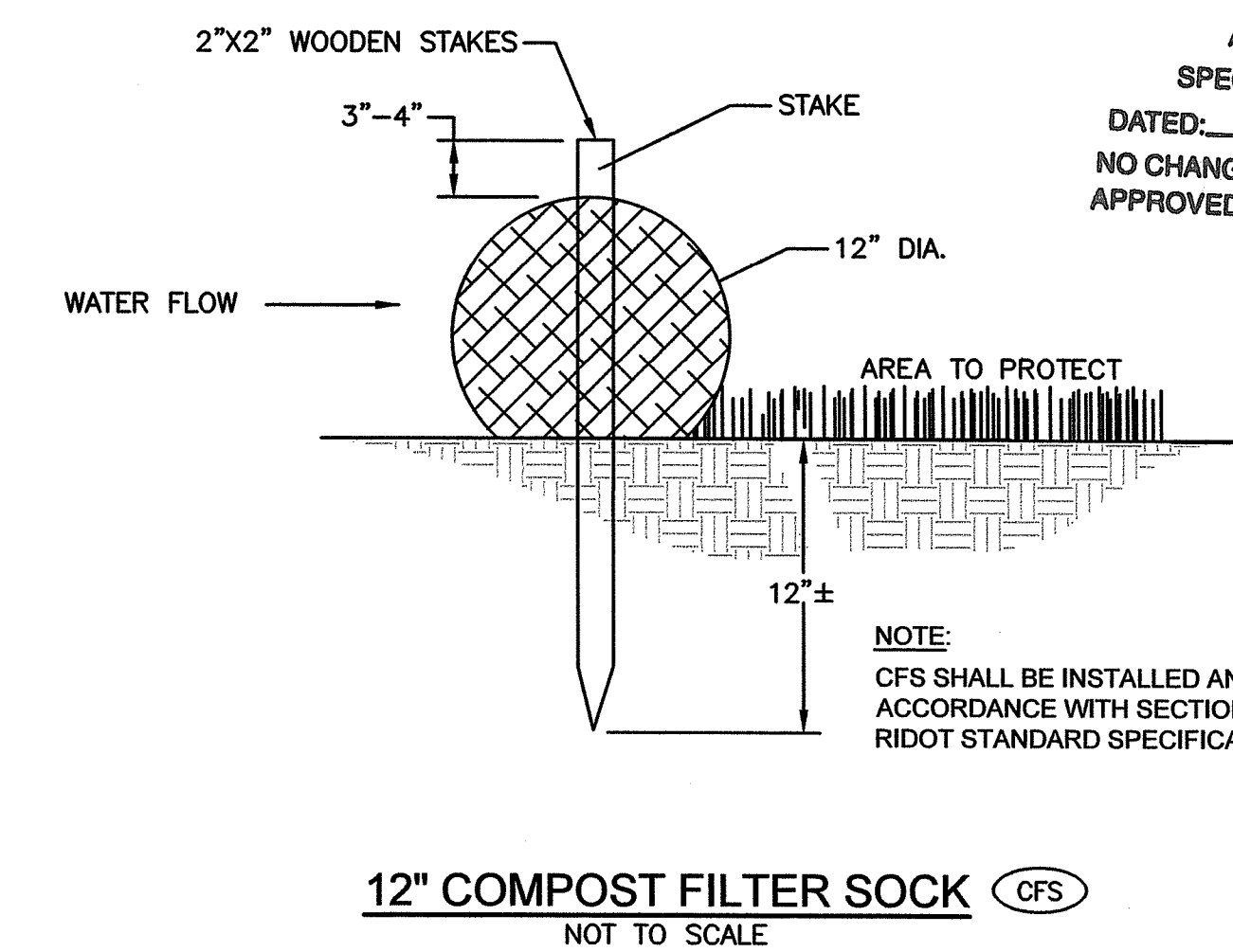
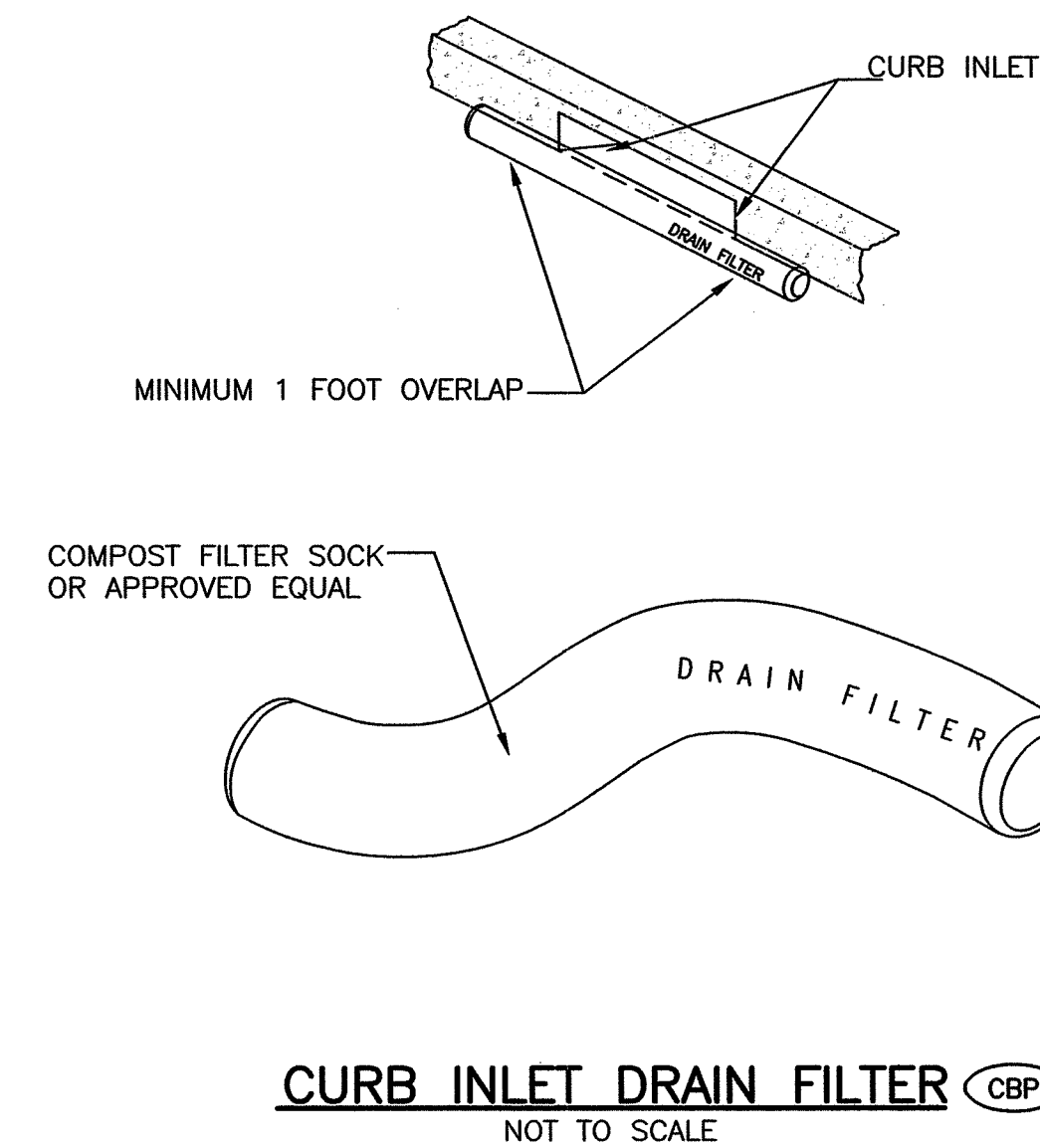
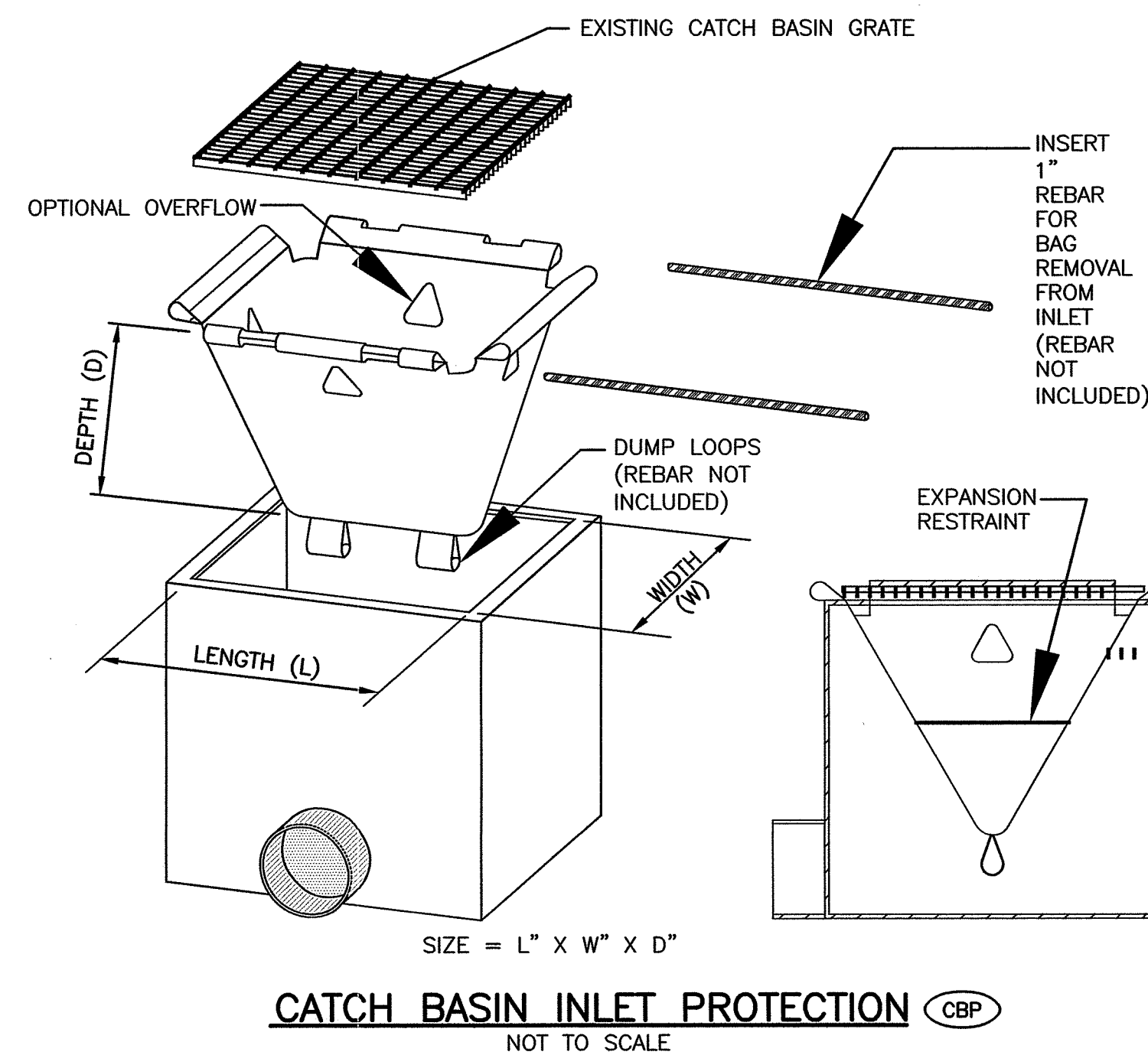
1. RRFB SHALL WIG-WAG FLASH WHEN ACTIVATED BY PEDESTRIAN PUSHBUTTON.
2. DURATION OF RRFB UPON RECEIPT OF VALID PEDESTRIAN PUSHBUTTON ACTUATION TO BE DETERMINED BASED ON MUTCD GUIDANCE.
3. THE SYSTEM SHALL BE CAPABLE OF PROVIDING A FLASHING RATE OF 75 CYCLES PER MINUTE.
4. IF THE MANUFACTURER SPECIFIC CONTROL CABINET DOES NOT INCLUDE A POWER DISCONNECT AND AN AC TO DC CONVERTER (IF REQUIRED BY THE MANUFACTURER), THE CONTRACTOR SHALL FURNISH AND INSTALL A NEMA FLASHER CABINET WITH AN APPROPRIATELY SIZED CIRCUIT BREAKER AND AC TO DC CONVERTER.



**NOTES:**

1. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGES, INCLUDING ARROWS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTER FOR LOW SPEED ROADS BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTER UNDER ANY CONDITIONS.
2. THE SPACING OF THE PAVEMENT MARKINGS WILL BE AS SHOWN ON THE PLAN AND AS PER THE MUTCD.
3. SYMBOLS AND WORDS SHALL MEET THE REQUIREMENTS OF THE FHWA "STANDARD ALPHABET AND SYMBOLS FOR HIGHWAY PAVEMENT MARKINGS."

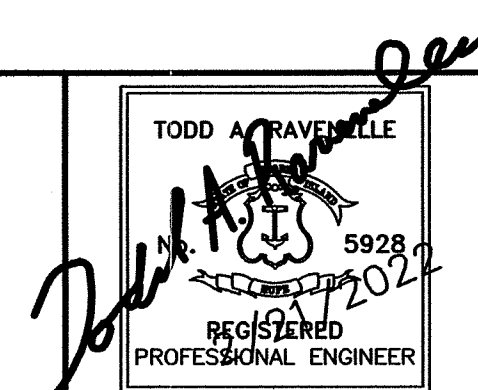
**SPECIAL PAVEMENT MARKING DETAILS**  
N.T.S.



RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
OFFICE OF WATER RESOURCES  
FRESHWATER WETLANDS PROGRAM  
APPROVED WITH CONDITIONS AS SPECIFIED IN THE LETTER OF APPROVAL  
DATED: MAR 30 2022 FILE #: 22-0067  
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
APPROVED PLANS MUST BE AT CONSTRUCTION SITE

*Martin D. Sanchez*

NOTE:  
CFS SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH SECTIONS 206 AND 212 OF THE RIDOT STANDARD SPECIFICATIONS.



DESIGNED BY:  
CHECKED BY:  
DATE: JANUARY, 2022  
SHEET: 8  
OF: 50

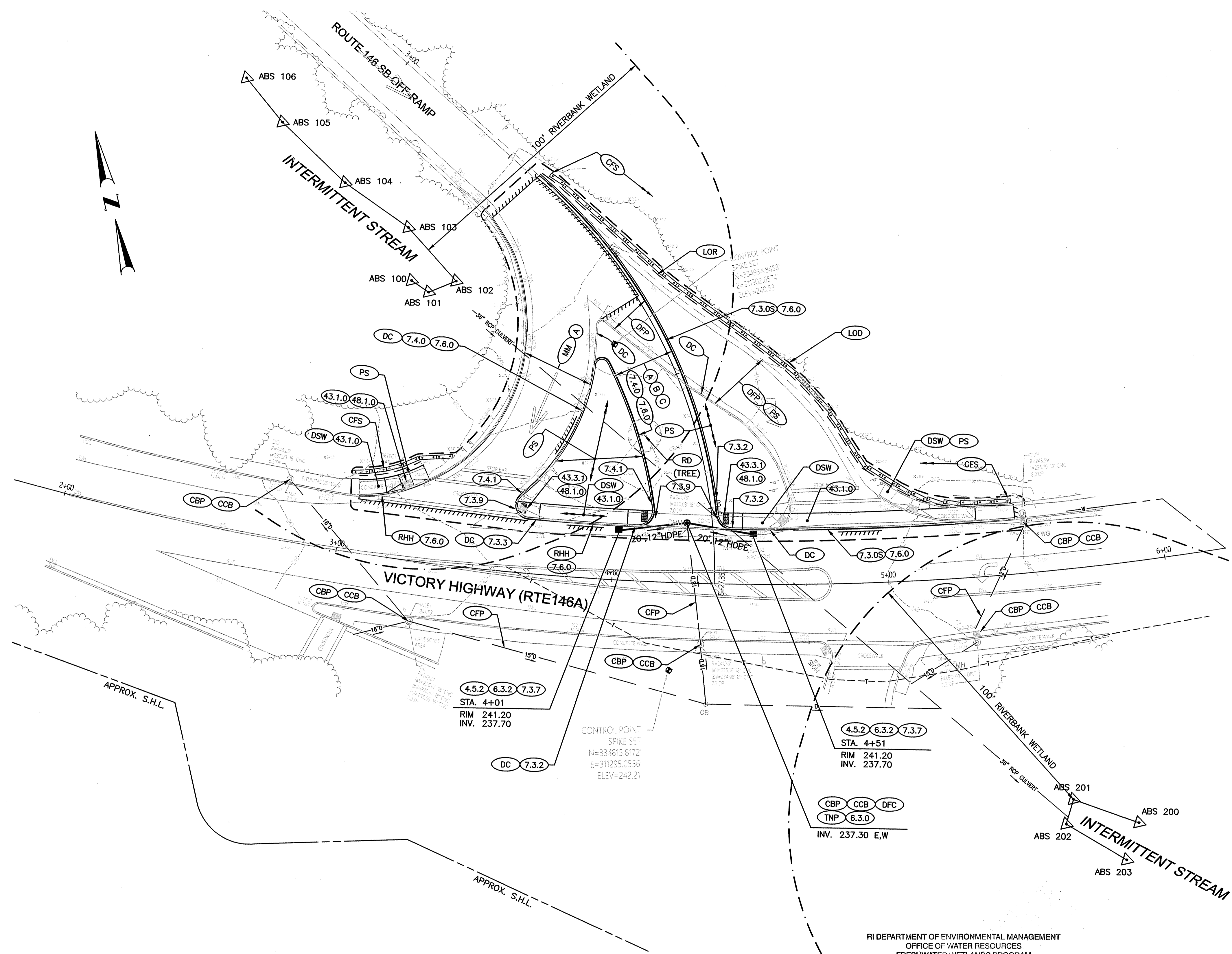
REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE

2022 STATEWIDE INTERSECTION & CROSSWALK IMPROVEMENTS - NORTH / CENTRAL  
STATEWIDE, RHODE ISLAND

**CONSTRUCTION DETAILS - 2**

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2021	40	50

Environmental Management  
FEB 22 2022



RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
OFFICE OF WATER RESOURCES  
FRESHWATER WETLANDS PROGRAM

NOTE PER DEM:

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

RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
OFFICE OF WATER RESOURCES  
FRESHWATER WETLANDS PROGRAM  
APPROVED WITH CONDITIONS AS SPECIFIED IN THE LETTER OF APPROVAL  
DATED: MAR 30 2022 FILE #: 22-0067  
NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
APPROVED PLANS MUST BE AT CONSTRUCTION SITE

*Christopher A. Senechal*



TODD A. TRAVELLE  
5928  
REGISTERED PROFESSIONAL ENGINEER

**RI DOT** RHODE ISLAND DEPARTMENT OF TRANSPORTATION

DESIGNED BY:  
CHECKED BY:  
DATE: JANUARY, 2022  
SHEET: 40  
OF: 50

SCALE: 1"=20'

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

2022 STATEWIDE INTERSECTION & CROSSWALK IMPROVEMENTS - NORTH / CENTRAL

STATEWIDE, RHODE ISLAND  
GENERAL PLAN VICTORY HIGHWAY (RTE. 146A) / ROUTE 146 SB OFF RAMPS

Environmental Management  
 FEB 22 2022  
 Office of Water Resources

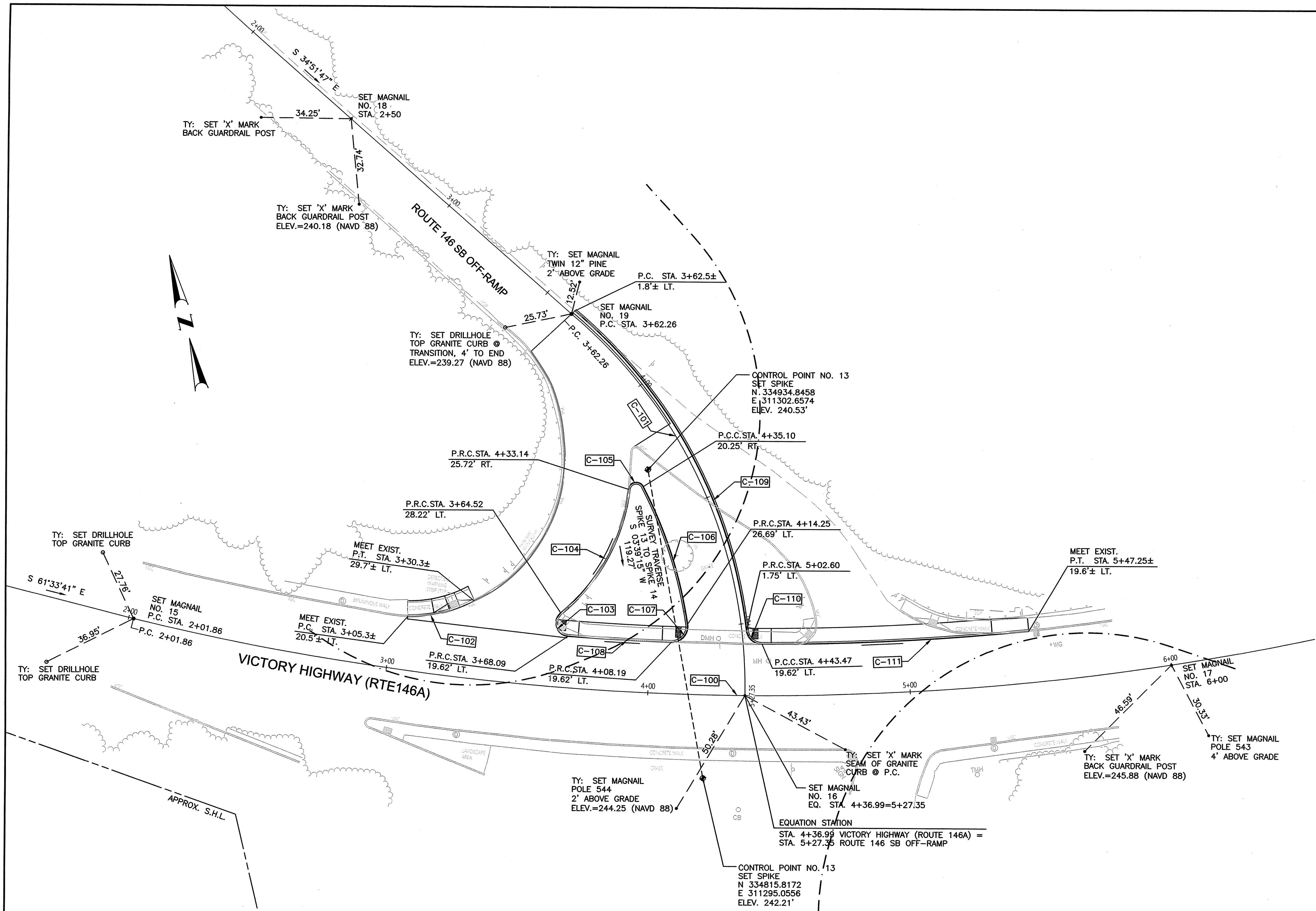
CURVE DATA				
NO.	Δ	RADIUS	TANGENT	LENGTH
C-100	32°54'12"	1000.91'	295.57'	574.80'
C-101	51°18'06"	184.34'	88.54'	165.09'
C-102	28°58'43"	52.00'	13.43'	26.30'
C-103	136°01'41"	5.00'	12.38'	11.87'
C-104	43°45'37"	72.00'	28.91'	54.99'
C-105	145°46'25"	3.00'	9.74'	7.63'
C-106	19°18'43"	164.12'	27.92'	55.32'
C-107	100°21'04"	6.00'	7.20'	10.50'
C-108	02°17'44"	981.29'	19.66'	39.32'
C-109	43°32'28"	186.12'	74.33'	141.44'
C-110	83°19'58"	6.00'	5.34'	8.73'
C-111	05°56'27"	981.29'	50.92'	101.74'

CONTROL COORDINATES (ROUTE 146A)		
STATION	NORTH	EAST
2+00.00	334927.4997	311097.4591
P.C. STA. 2+01.86	334926.6125	311099.0973
P.I. C-100	334789.0645	311360.7069
P.T. STA. 7+76.66	334815.6934	311655.0706
EQ. STA. 4+36.99	334842.5266	311318.0966

CONTROL COORDINATES (ROUTE 146 SB OFF-RAMP)		
STATION	NORTH	EAST
3+00.00	335050.4558	311252.8062
P.C. STA. 3+62.26	334999.3695	311288.3958
P.I. C-101	334928.0794	311340.9051
P.T. STA. 5+27.35	334842.5266	311318.0966

TRAVERSE COORDINATES		
OCCUPATION	NORTH	EAST
MAGNAIL 15	334926.6125	311099.0973
MAGNAIL 16	334842.5266	311318.0966
MAGNAIL 17	334815.3461	311478.6415
MAGNAIL 18	335091.4818	311224.2253
MAGNAIL 19	334999.3695	311288.3958



RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 OFFICE OF WATER RESOURCES  
 FRESHWATER WETLANDS PROGRAM  
 APPROVED WITH CONDITIONS AS SPECIFIED IN THE LETTER OF APPROVAL  
 DATED: MAR 30 2022 FILE #: 22-0067  
 NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
 APPROVED PLANS MUST BE AT CONSTRUCTION SITE  
*Martin D. Wenzel*

RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 OFFICE OF WATER RESOURCES  
 FRESHWATER WETLANDS PROGRAM  
 NOTE PER DEM:  
 Kindly be advised that this permit is not eligible for a 90-day grace period. All work must be completed by the permit expiration date.



TODD A. TRAVETTLE  
 5928  
 REGISTERED PROFESSIONAL ENGINEER



RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION

DESIGNED BY:  
 CHECKED BY:  
 DATE: JANUARY, 2022  
 SHEET: 41  
 OF: 50

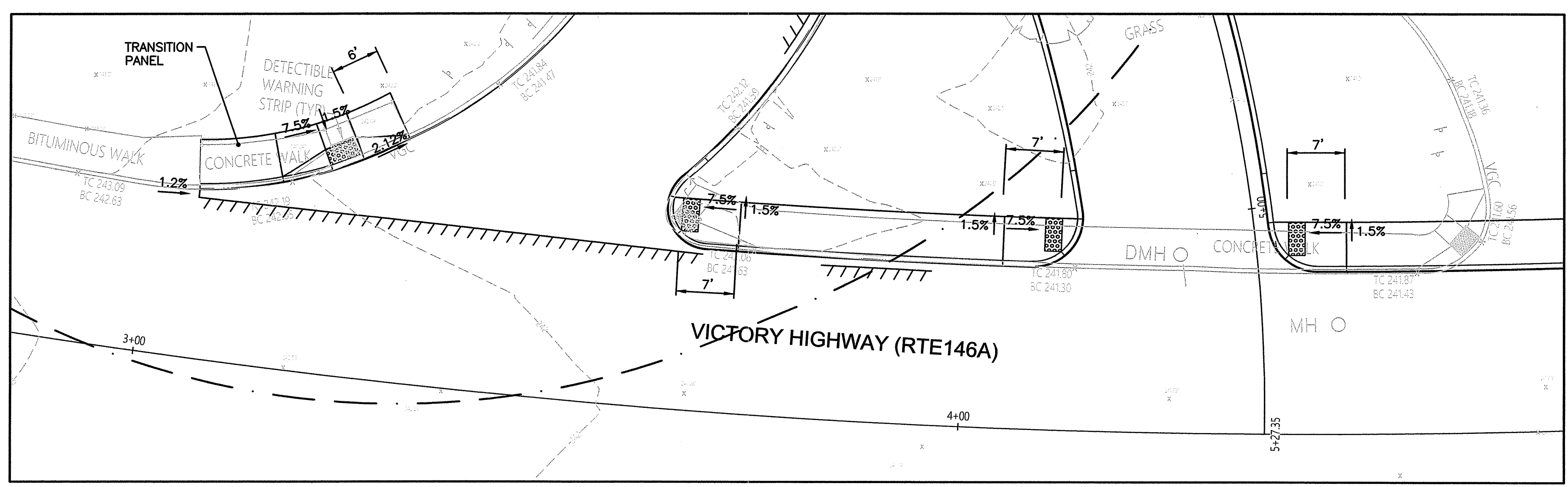
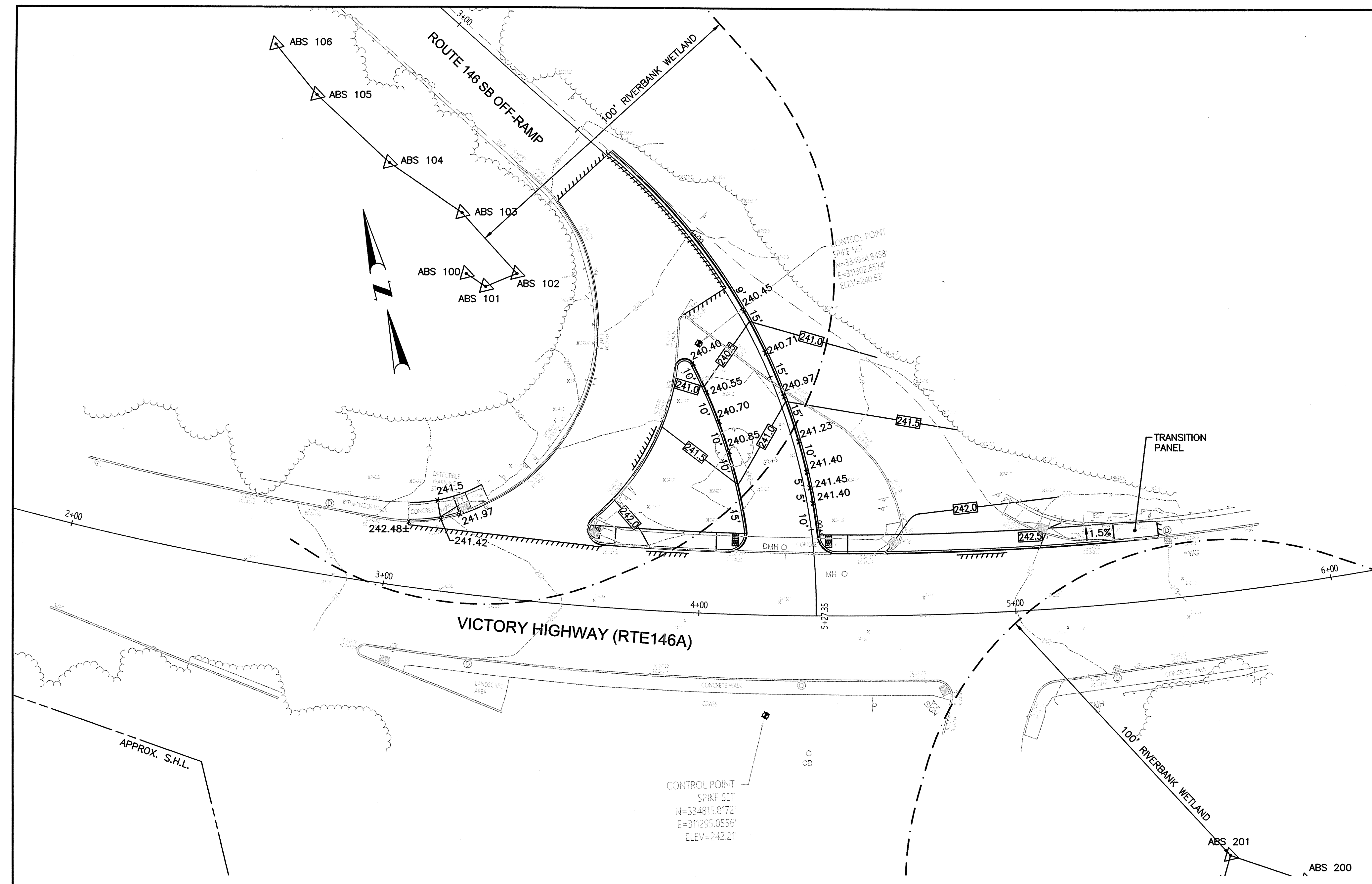
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REVISIONS					
NO.	DATE	BY	NO.	DATE	BY

2022 STATEWIDE INTERSECTION & CROSSWALK IMPROVEMENTS - NORTH / CENTRAL  
 STATEWIDE, RHODE ISLAND  
 LOCATION PLAN VICTORY HIGHWAY (RTE. 146A) / ROUTE 146 SB OFF RAMP

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2021	42	50

Environmental Management  
 FEB 22 2022  
 Office of Water Resources



**WHEELCHAIR RAMP DETAIL**  
 SCALE: 1"=10'

RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 OFFICE OF WATER RESOURCES  
 FRESHWATER WETLANDS PROGRAM

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

RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 OFFICE OF WATER RESOURCES  
 FRESHWATER WETLANDS PROGRAM

APPROVED WITH CONDITIONS AS SPECIFIED IN THE LETTER OF APPROVAL  
 DATED: MAR 30 2022 FILE # 22-067  
 NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
 APPROVED PLANS MUST BE AT CONSTRUCTION SITE

*Martin B. Wenzel*



TODD A. RAVENHILL  
 5928  
 REGISTERED PROFESSIONAL ENGINEER



RHODE ISLAND  
 DEPARTMENT OF TRANSPORTATION

DESIGNED BY:  
 CHECKED BY:  
 DATE: JANUARY, 2022  
 SHEET: 42  
 OF: 50

SCALE: 1"=20'

GRAPHIC SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

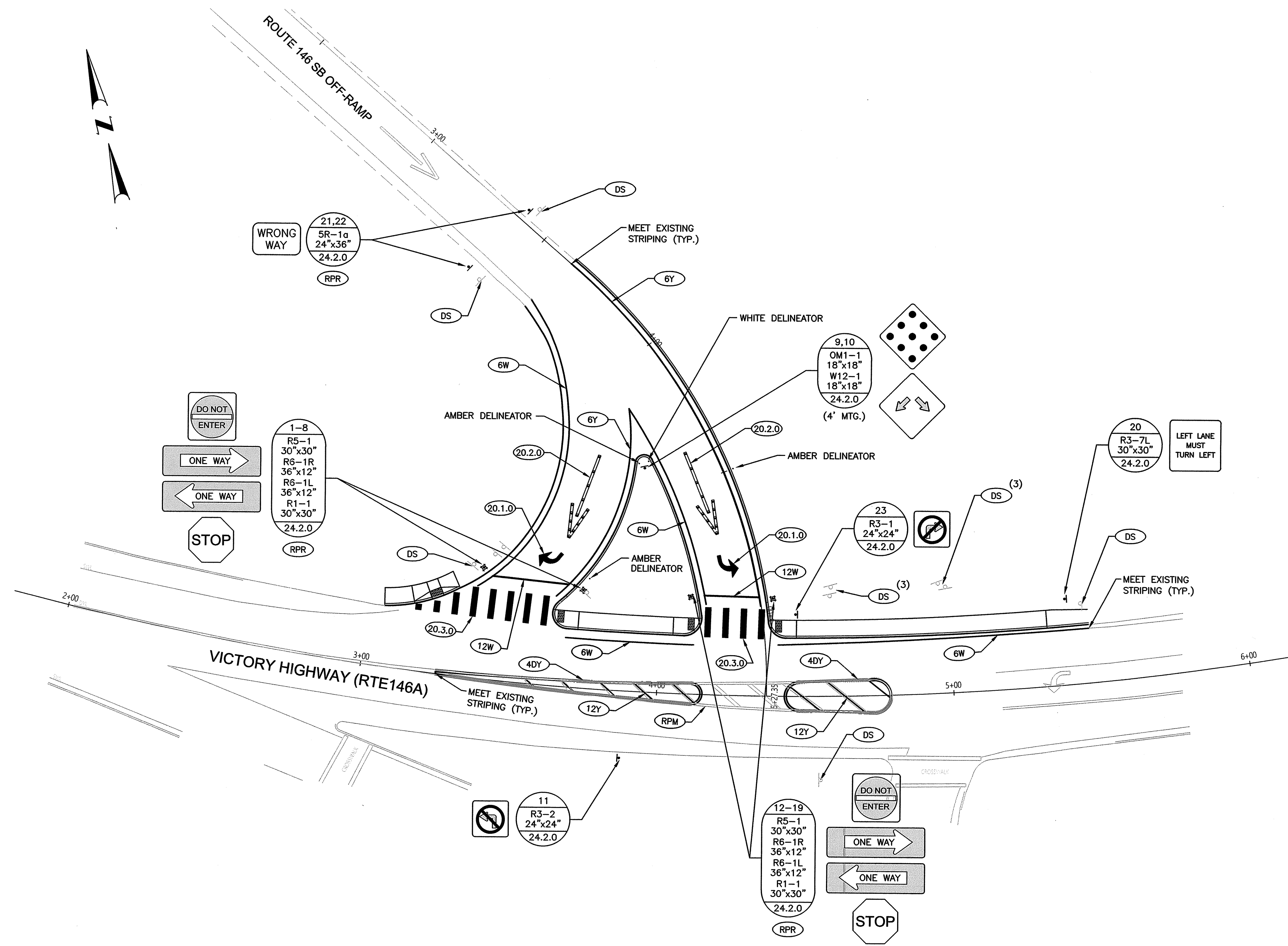
2022 STATEWIDE INTERSECTION & CROSSWALK IMPROVEMENTS - NORTH / CENTRAL

STATEWIDE, RHODE ISLAND

GRADING PLAN VICTORY HIGHWAY (RTE. 146A) / ROUTE 146 SB OFF RAMPS

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2021	43	50

Environmental Management  
 FEB 22 2022  
 Office of Water Resources



RI DEPARTMENT OF ENVIRONMENTAL MANAGEMENT  
 OFFICE OF WATER RESOURCES  
 FRESHWATER WETLANDS PROGRAM  
 APPROVED WITH CONDITIONS AS  
 SPECIFIED IN THE LETTER OF APPROVAL  
 DATED: MAR 30 2022 FILE #: 22-0007  
 NO CHANGES ALLOWED WITHOUT PRIOR APPROVAL  
 APPROVED PLANS MUST BE AT CONSTRUCTION SITE  
*Antonia D. Wenzel*



TODD A. TRAVELLE  
 5928  
 REGISTERED PROFESSIONAL ENGINEER



DESIGNED BY:  
 CHECKED BY:  
 DATE: JANUARY, 2022  
 SHEET: 43  
 OF: 50

SCALE: 1"=20'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

2022 STATEWIDE INTERSECTION & CROSSWALK IMPROVEMENTS - NORTH / CENTRAL  
 STATEWIDE, RHODE ISLAND  
 SIGNING AND STRIPING PLAN VICTORY HIGHWAY (RTE. 146A) / ROUTE 146 SB OFF RAMPS