Providence Bicycle and Pedestrian Advisory Commission
Jorge O. Elorza, Mayor

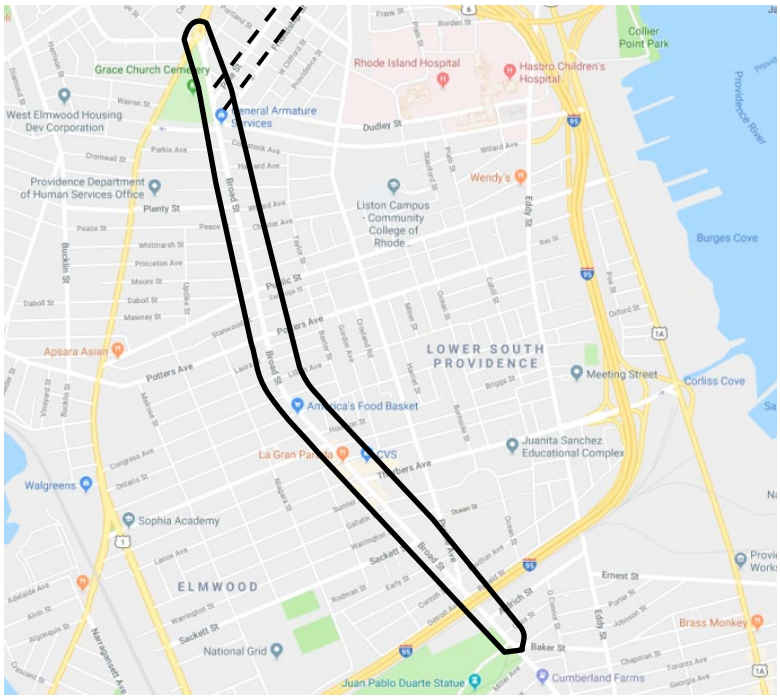
<u>Staff Report:</u> City Walk Phase 2 Conceptual Review –Upper South Providence, Lower South Providence, Elmwood – Wards 9, 10, 11 *(For Action)*
Presented at February 20, 2019 BPAC meeting

Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding the conceptual plans for Phase 2 of City Walk. The plans involve striping and signage improvements on Broad Street between Elmwood Ave and Hawthorne Ave. This will be a conceptual level review of the project and the first of two reviews by the Commission.

The City has funding from the State Transportation Improvement Plan (TIP) to complete a portion of City Walk, the vision to connect nine Providence neighborhoods to each other, to Roger Williams Park, and India Point Park by means of safe places to walk and to bike. The funded portion of the vision extends from the intersection of Clifford Street and Richmond Street downtown across I-95 to Broad Street, and south on Broad Street to Hawthorne Ave, which is the entrance to Roger Williams Park. That project is split into two phases, with Phase 1 extending from downtown to the intersections of Pine Street and Friendship Street with Broad Street, and Phase 2 consisting of Broad Street.

The schedule for the two phases is for implementation of Phase 1 in 2019 and of Phase 2 in 2020.



Throughout 2018, the City conducted public engagement to ask the community what the improvements on Broad Street should look like. These included two public meetings, the first to identify design preferences, challenges on Broad Street, and examples of potential options, and the second to take a closer look at design options. In addition, the Street Team collected input at over 15 community events, and the Demonstration Day project collected substantial feedback in June 2018. Some of the biggest themes community members articulated were a desire for improved traffic

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safety for all modes and a concern that any major changes to on-street parking availability would be detrimental to neighborhood businesses and their customers.

Project Description

- Most proposed improvements are striping with strategically placed vertical separation and a few pedestrian islands. The curb line of Broad Street is almost entirely staying the same in these plans.
- South of Plenty Street, Broad Street is wider, and partly through removing the center turn lane, there is plenty of space for a two-way urban trail on one side of the street while keeping existing on-street parking.
- North of Plenty Street, there is less space between the curbs. The conceptual plans show conventional striped bike lanes between the parking lanes and the vehicular travel lanes. The alternative of continuing the two-way urban trail would have more impact on parking, so the City opted for this solution instead which maintains most parking.
- The improvements connect to City Walk Phase 1 improvements on Pine and Friendship streets, and to Roger Williams Park.
- Based on an analysis of curb cuts and cross streets, as well as connectivity and safety, the conceptual plans show the urban trail on the west side of Broad Street.
- Vertical separation is provided by a combination of precast concrete curb units, planters, and concrete parking stops.
- Several plazas are identified in the plans where ground murals would be installed.
- For southbound bus stops on Broad Street, the conceptual plan shows floating bus islands, so that bus passengers can cross the urban trail to wait on those islands and buses can stop in-lane, which improves transit service.
- Leading Pedestrian Intervals are planned for all walk signals in the project area.
- Several new crosswalks are proposed across Broad Street in the conceptual plans, notably on the south side of the Oxford Street intersection and on the south side of Prairie Ave intersection.

Respectfully submitted by Alex Ellis.

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	RI	XXX-XXXX(XXX)	XXXX	1	23

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CITY OF PROVIDENCE

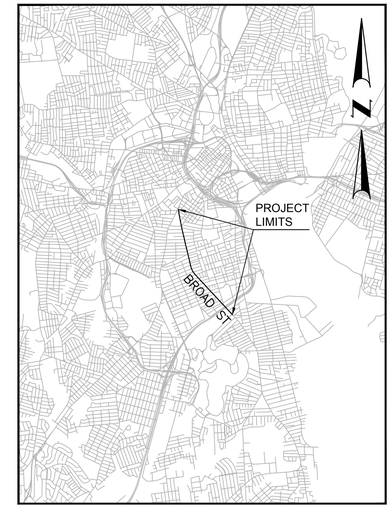
DEPARTMENT OF TRANSPORTATION

PLAN, PROFILE AND SECTIONS OF PROPOSED

CITY WALK - PHASE 2

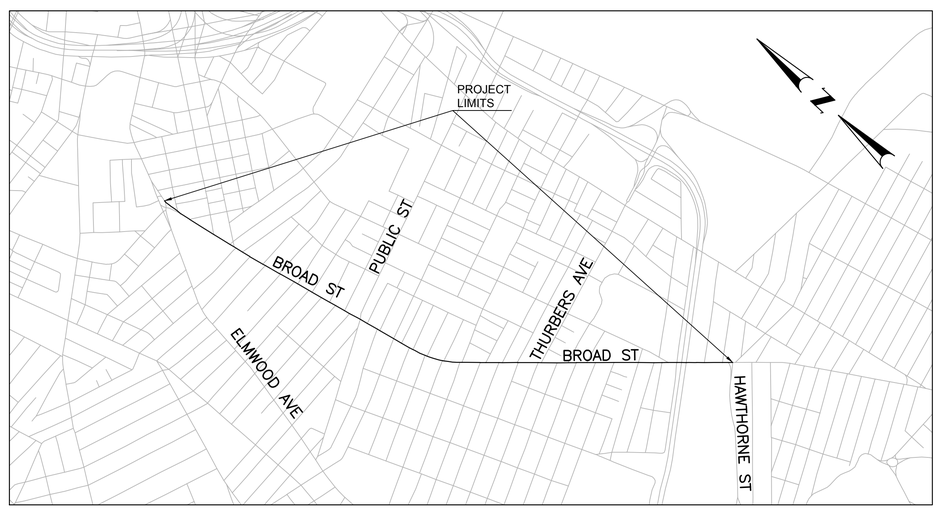
CONCEPTUAL DESIGN PLANS

BROAD STREET (ELMWOOD AVE TO HAWTHORNE AVE)



LOCATION MAP
SCALE: 1" = 70'

1.61 MILES



LAYOUT PLAN
SCALE: 1" = 1000'

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED 2018, WITH ALL REVISIONS, AND THE STATE AND FEDERAL SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS. STANDARD DETAILS FOR THIS PROJECT ARE R.I. STANDARD DETAILS, 1998 EDITION, WITH ALL REVISIONS.

SCALES OF DRAWINGS

Plans 1 inch = 20 feet

BASE OF LEVELS
NAVD 88

Contract Number XXXXXXXX
Number of Sheet 1
Total Sheets 23

DESIGN CONCEPT

0162F_V1_001_COVER001

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	2	23

EXISTING		NEW
	EDGE OF PAVEMENT	
	BERM	
	CURB	
	GUARDRAIL	
MB	MAILBOX	
NO.	UTILITY POLE	NO.
	POLE GUY	GUY
	LUMINARE	
SIGN	SIGN	
(SIZE)SD	SUBDRAIN	N(SIZE)SD
(SIZE)D	STORMDRAIN	(Length Size)
(SIZE)S	SANITARY SEWER	(Length Size)
(SIZE)W	WATER MAIN	N(SIZE)W
(SIZE)G	GAS MAIN	N(SIZE)G
(SIZE)T	TELEPHONE DUCT	N–#(SIZE)T
(SIZE)E	ELECTRIC DUCT	N–#(SIZE)E
	PLUG AND CAP PIPE	
	ABANDONED UTILITY	
	FLARED END SECTION	
	HEADWALL	
WG OR GG	WATER OR GAS GATE	
CB	CATCH BASIN	
MH	MANHOLE	
HYD	HYDRANT	
1+00	BASELINE OR CENTERLINE	1+00
EXIST. S.H.L. PLAT NO. XX	STATE HIGHWAY LINE	NEW S.H.L. PLAT NO. XX
EXIST. S.F.L. PLAT NO. XX	STATE FREEWAY LINE	NEW S.F.L. PLAT NO. XX
EXIST. P.E.B.	PERMANENT EASEMENT LINE	NEW P.E.B.
EXIST. T.E.B.	TEMPORARY EASEMENT LINE	NEW T.E.B.
P	PROPERTY LINE	
CITY NAME TOWN NAME	CITY OR TOWN LINE	
PWW	PAVED WATERWAY	
ELEV.	CONTOUR LINE	ELEV.
	OPEN DITCH	
R.I.H.B.	R.I. HIGHWAY BOUND	
S.B.	STONE BOUND	
	RETAINING WALL	
	FIELD STONE WALL	
NO.	BORINGS	NO.
TYPE	FENCE	
	WOOD OR BRUSH LINE	
	TREES	
(NAME)	RIVER OR STREAM	
	WETLAND AREA	
NO. TYPE MATERIAL	BUILDING	
	FOUNDATION	
	BUILDING TO BE REMOVED	
	RAILROAD TRACKS	
	CUT AND MATCH	
	RIP–RAP	
	CUT SLOPE	ROADWAY TOP OF SLOPE
	FILL SLOPE	ROADWAY TOE OF SLOPE
	ROCK CUT	ROCK SHELF ROCK CUT
00x00	SPOT GRADE	00.00 x
	AREA GRADED TO DRAIN	ELEV. x
	BALED HAY RI STD 9.1.0	
	BALED HAY & SILT FENCE RI STD. 9.3.0	
123 124 125	EDGE OF WETLAND	
	WETLAND PERIMETER	
ASSF	AREA SUBJECT TO STORM FLOW	
100 YR. FLOOD BOUNDARY	100–YEAR FLOOD PLAIN	
	LIMIT OF DISTURBANCE	LIMIT OF DISTURBANCE
	LIMIT OF CLEARING	LIMIT OF CLEARING

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

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 I–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	THRIE BEAM TRANSITION
TBBC	THRIE 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

THIS PLAN SHALL NOT BE ALTERED

DRAFT
NOT FOR CONSTRUCTION

CITY WALK
CONNECTING PROVIDENCE NEIGHBORHOODS

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS
www.mcmahonassociates.com

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

STANDARD PLAN SYMBOLS &
STANDARD LEGEND

CHECKED BY _____ DATE _____ SCALE NO SCALE

0162F_V1_002_STDSYM001

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	3	23

GENERAL NOTES:

1. 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.
2. 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.
3. 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.
4. ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.
5. THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE AS DIRECTED BY THE ENGINEER.
6. ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. 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."
8. 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.
9. UNDER NO CIRCUMSTANCE WILL THE CONTRACTOR BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
10. 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.
11. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE ENGINEER.
12. THE COORDINATE SYSTEM IS THE R.I. STANDARD GRID SYSTEM, NAD 83. THE VERTICAL CONTROL IS NGVD 29.
13. 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.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. 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 (ACOE). 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).
20. 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).
21. 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.
22. 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:

1. 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 RIPDES 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).
2. 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 RESTABILIZED 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.
3. 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.
4. 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 ADDIFICATIONS 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.
5. 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.
6. SEEDING ON ALL SLOPES 3 TO 1 OR STEEPER SHALL CONSIST OF THE FOLLOWING APPLICATIONS UNLESS CHANGED IN THE CONTRACT.
   a. SEEDING TYPE I.
   b. ADHESIVE MULCH STABILIZER
7. UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.
8. 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.
9. ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.
10. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING DRAINAGE AND RUNOFF FLOW DURING STORMS AND PERIODS OF RAINFALL THROUGHOUT THE WORK AREA.
11. 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.
12. PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL BE KEPT TO A MINIMUM.
   a. ANY VEGETATIVE CLEARING SHALL BE LIMITED TO BRUSH AND TREES LESS THAN 3" DIAMETER.
   b. NO HEAVY EQUIPMENT MAY ENCROACH UPON VEGETATED PERIMETER OR RIVERBANK WETLANDS AS WELL AS BIOLOGICAL WETLANDS.
13. 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.
14. 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.
15. 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):

16. 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 RESPONSIBILTY OF THE CONTRACTOR. ANY CORRECTIVE ACTION REQUIRED TO RESOLVE SUCH ISSUES SHALL BE COMPLETED BY THE CONTRACTOR.
17. 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.
18. 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.
19. 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.
20. 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.
21. THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
22. 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:

1. 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.
2. 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.
3. ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE CAPPED.
4. EXISTING WATER SERVICES SHALL BE RECONNECTED TO THE NEW WATER MAINS.
5. UTILITY SERVICE CONNECTIONS SHALL BE MAINTAINED TO ALL EXISTING FACILITIES TO REMAIN.
6. FIRE HYDRANTS SHALL NOT BE REMOVED FROM SERVICE WITHOUT WRITTEN AUTHORIZATION FROM THE FIRE DEPARTMENT OR THE WATER AUTHORITY.
7. ALL NEW WATER LINES SHALL BE DISINFECTED TO THE SATISFACTION OF THE WATER AUTHORITY IN ACCORDANCE WITH THE SPECIFICATIONS.
8. ALL UTILITY POLE RELATED WORK SHALL BE BY OTHERS.

THIS PLAN SHALL NOT BE ALTERED

DRAFT
NOT FOR CONSTRUCTION

CITY WALK
CONNECTING PROVIDENCE NEIGHBORHOODS

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

STANDARD NOTES - 1

CHECKED BY _____ DATE _____ SCALE NO SCALE

0162F_V1_003_STDNOTES001

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	4	23

LANDSCAPE NOTES:

1. ALL PLANT MATERIAL MUST BE TAGGED AT THE NURSERY (A RECOGNIZED GROWER OF PLANT MATERIAL) IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION. ALL PLANT MATERIAL MUST BE NURSERY GROWN; NO PLANTATION GROWN PLANT MATERIAL WILL BE ACCEPTED.
2. ALL PLANT SUBSTITUTIONS AND/OR CHANGES IN PLANT LOCATION MUST BE APPROVED IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
3. ALL PLANT MATERIAL IS TO BE FIELD LOCATED BY A REPRESENTATIVE FROM THE R.I.D.O.T. LANDSCAPE ARCHITECTURE UNIT.
4. A R.I.D.O.T. LANDSCAPE REPRESENTATIVE MUST BE ON SITE TO APPROVE ALL TRIMMING AND CLEARING NECESSARY TO COMPLETE THE WORK AS SHOWN ON THE PLANS.
5. ANY TOPSOIL USED AS PLANTABLE SOIL SHALL HAVE A SANDY LOAM TEXTURE RELATIVELY FREE OF SUBSOIL MATERIAL, STONES, ROOTS, LUMPS OF SOIL, TREE LIMBS, TRASH OR CONSTRUCTION DEBRIS, AND SHALL CONFORM TO SECTION M.18 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
6. ALL TREES AND SHRUBS SHALL BE MULCHED WITH PINE BARK MULCH IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
7. ALL TREES AND/OR SHRUBS THAT ARE PLANTED AS A BED SHALL BE MULCHED AS A BED.
8. PROVIDE A MINIMUM 6'–8" BRANCHING STANDARD ON ALL TREES INSTALLED ADJACENT TO SIDEWALKS AND/OR PEDESTRIAN ACCESS AREAS.

STRUCTURAL NOTES FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS:

GENERAL

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

CONSTRUCTION DRAWINGS AND DETAILS

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

TRAFFIC SIGNAL NOTES:

1. ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE R.I.D.O.T. MAINTENANCE HEADQUARTERS, 360 LINCOLN AVENUE, WARWICK, RHODE ISLAND, 02888.
2. BACK PLATES SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL HEADS.
3. THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OF THE CONTROLLER CABINET DOOR A LAMINATED INTERSECTION GRAPHIC AND TABLE DEPICTING THE TRAFFIC DETECTOR RELAY CHANNEL ASSIGNMENTS. THE DIAGRAM SHALL BE A GRAPHIC OF THE INDIVIDUAL INTERSECTION ORIENTED SIMILAR TO THE PLANS SHOWING THE LOCATIONS OF EACH OF THE LOOP DETECTORS. THE DIAGRAM SHALL, AT A MINIMUM, INCLUDE DETECTOR NUMBERS, STREET NAME LABELS, NORTH ARROW, AND CONTROLLER CABINET LOCATION. THE ASSIGNMENT INFORMATION SHALL BE INCLUDED IN A TABLE WHICH SHALL INCLUDE, AT A MINIMUM, THE APPROACH NAME, DETECTOR NUMBER, TERMINAL NUMBER, DETECTOR RACK SLOT NUMBER, RELAY NUMBER, RELAY CHANNEL NUMBER, AND PHASE ASSOCIATED WITH EACH DETECTOR.
4. TRAFFIC CONTROLLER CABINETS, UNLESS OTHERWISE NOTED, SHALL BE NEMA TS2 TYPE 1 CABINET SIZE 6 ("P" TYPE) WITH NOMINAL DIMENSIONS OF 52"Hx44"Wx24"D.
5. ALL DELAY AND EXTENSION TIMES, AS CALLED FOR ON THE PLANS, FOR PROPOSED LOOP DETECTORS SHALL BE PROGRAMMED IN THE TRAFFIC SIGNAL CONTROLLER AND NOT THE DETECTOR RELAY.
6. A BARE GROUND WIRE SHALL BE PLACED IN ALL PVC CONDUITS AND SHALL BE BONDED TO GROUND RODS IN ACCORDANCE WITH SECTION T.03 OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
7. THE FINAL POSITION OF SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, DETECTORS, AND STOP LINE AND CROSSWALK PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD ACCORDING TO ACTUAL INTERSECTION CHARACTERISTICS.
8. A 2' MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL SIGNAL POLES AND TRAFFIC/PEDESTRIAN SIGNAL HEADS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES.
9. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
10. WHEN PLACING TRAFFIC SIGNAL HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED IN ACCORDANCE WITH R.I. STD. 43.1.0. NO PATCHES WILL BE ALLOWED.
11. ALL PEDESTRIAN PUSHBUTTONS SHALL BE COMPLIANT WITH "THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES" (ADAAG) AND SHALL INCLUDE A PRESSURE–ACTIVATED (NON–MOVING) BUTTON. SIGNS APPLICABLE TO PUSHBUTTON ACTUATION SHALL BE INSTALLED SUCH THAT THE CROSSING ASSIGNED TO EACH BUTTON IS CLEARLY INDICATED. IF SITE CONDITIONS DO NOT ALLOW PEDESTRIAN PUSHBUTTONS TO BE INSTALLED WHERE CALLED FOR ON THE PLANS, THE R.I.D.O.T. TRAFFIC ENGINEERING UNIT SHALL BE CONSULTED WITH THROUGH AN R.F.I. PRIOR TO INSTALLING THE PUSHBUTTONS. THE FINAL PLACEMENT OF ALL PEDESTRIAN PUSHBUTTONS SHALL BE IN ACCORDANCE WITH ADAAG AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
12. ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
13. ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
14. TRAFFIC SIGNAL CONTROLLERS SHALL BE WIRED SO THAT ANY FIRE PRE–EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
15. THE CONTRACTOR SHALL WORK CONTINUOUSLY TO RESTORE TRAFFIC SIGNAL OPERATION TO ITS INTENDED PURPOSE WHEN REPLACING THE TRAFFIC SIGNAL EQUIPMENT. A POLICE DETAIL IS REQUIRED TO DIRECT TRAFFIC AT THE INTERSECTION AT ALL TIMES WHEN THE TRAFFIC SIGNAL IS INOPERATIVE. AT NO TIME SHALL THE CONTRACTOR LEAVE THE SITE BEFORE RESTORING FULL TRAFFIC OPERATIONS.

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

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

THIS PLAN SHALL NOT BE ALTERED

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PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

STANDARD NOTES - 2

CHECKED BY _____ DATE _____ SCALE NO SCALE

0162F_V1_004_STDNOTES002

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	5	23

PROJECT SPECIFIC LEGEND:

4BW	4" EPOXY RESIN PAVEMENT MARKINGS – BROKEN WHITE
4BY	4" EPOXY RESIN PAVEMENT MARKINGS – BROKEN YELLOW
20.1.0	PAVEMENT MARKINGS ARROW AND ONLY
CWBL	8' CONTINENTAL STYLE CROSSWALK FOR TWO–WAY SEPARATED BIKE LANE
CWR	10' CONTINENTAL STYLE CROSSWALK
GCC	GRANITE CURB STRAIGHT
GCS	GRANITE CURB CIRCULAR
RCW	RAISED CROSSWALK FOR TWO–WAY SEPARATED BIKE LANE
	PLACE MAKING OPPORTUNITY AREA

GENERAL NOTES:

1. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, RULES, REGULATIONS AND SAFETY CODES IN THE CONSTRUCTION OF ALL IMPROVEMENTS. SIGN AND STRIPING WORK SHALL ALSO MEET ALL APPLICABLE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. BASE MAPPING WAS PREPARED FROM GIS DATA PROVIDED BY THE CITY OF PROVIDENCE AND UPDATED BASED ON FIELD OBSERVATIONS.
3. THE CONTRACTOR SHALL VERIFY BASE MAPPING IN THE FIELD PRIOR TO PLACING STRIPING OR SYMBOLS AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO START OF WORK. WHEN THESE PLANS ARE IN CONFLICT WITH ACTUAL SITE CONDITIONS, PROPOSED STRIPING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT ALL WALKS, GRADING, SIDEWALKS, AND FEATURES OUTSIDE OF THE LIMITS OF WORK AND SHALL REPAIR AND REPLACE OR OTHERWISE MAKE GOOD AS DIRECTED BY THE ENGINEER OR OWNER'S DESIGNATED REPRESENTATIVE ANY SUCH OR OTHER DAMAGE SO CAUSED AT NO ADDITIONAL COST.
5. ALL EXISTING CURB RAMP LOCATIONS SHOWN ARE APPROXIMATE. EXISTING CURB RAMPS HAVE NOT BEEN REVIEWED FOR ADA COMPLIANCE.

GENERAL NOTES - SIGNS:

1. SIGN MOUNTINGS SHALL BE R.I. STD. 24.1.0 UNLESS OTHERWISE NOTED.
2. ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK.
3. ALL SIGN RADII AND BORDERS SHALL BE AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED.

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PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

JOB SPECIFIC SYMBOLS, LEGEND & NOTES

CHECKED BY _____ DATE _____ SCALE _____

0162F_V1_002_STDSYM001

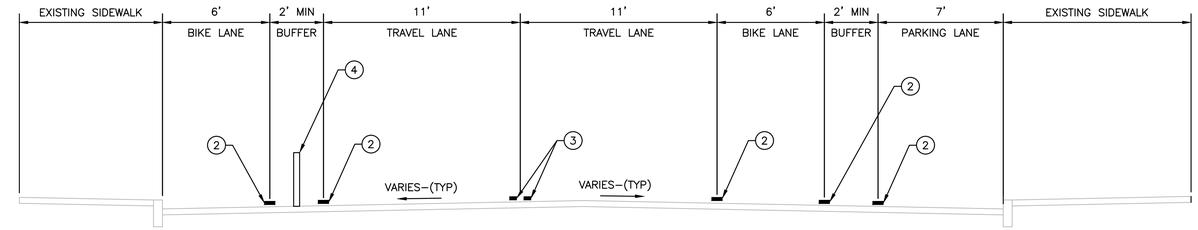
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	6	23

LEGEND

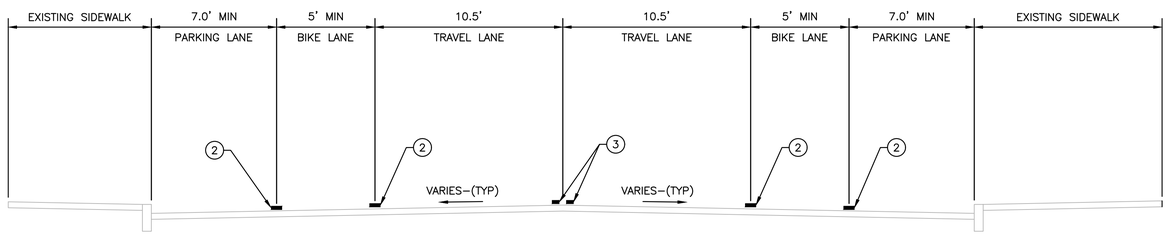
1. 4" EPOXY RESIN PAVEMENT MARKINGS – 3' LINE WITH 9' SPACING – YELLOW
2. 6" EPOXY RESIN PAVEMENT MARKINGS – WHITE
3. 4" EPOXY RESIN PAVEMENT MARKINGS – DOUBLE YELLOW
4. 36" WHITE CORED BASE FLEXPOST
5. BUFFER ZONE PLANTER

NOTES

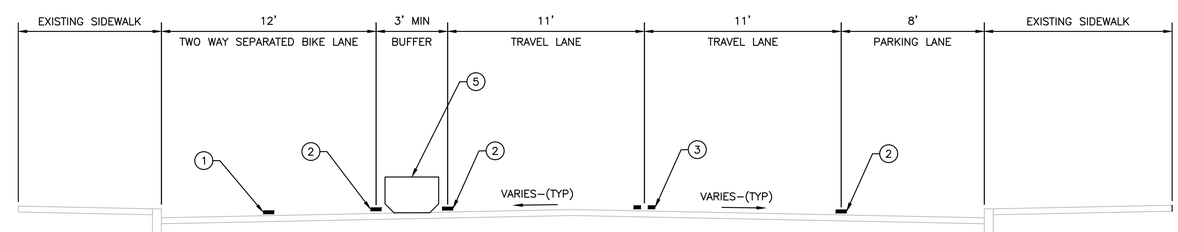
1. LATERAL PLACEMENT OF PAVEMENT MARKINGS ARE MEASURED TO:
   A. ADJACENT FACE OF CURB
   B. CENTERLINE OF LANE LINES
   C. CENTER OF DOUBLE YELLOW CENTERLINES (OR ROADWAY)
2. LONGITUDINAL PAVEMENT MARKING DIMENSIONS ARE TYPICALLY MEASURED TO EXISTING OR PROPOSED PAVEMENT MARKING CROSSWALK OR STOP LINES OR PERPENDICULAR FACES OF CURB AS SHOWN IN THE DRAWINGS.
3. TRAVEL, BICYCLE, AND PARKING LANE WIDTHS ARE AS SHOWN IN THE DRAWINGS.
4. THE USE OF DOTTED OR SOLID LINES IS AS SHOWN IN THE DRAWINGS.



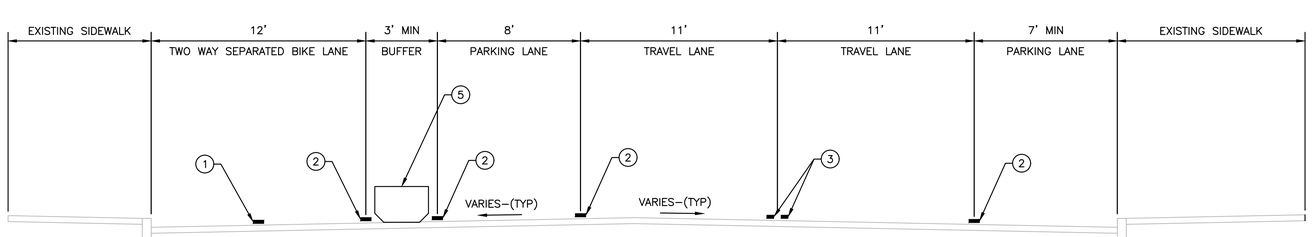
BROAD STREET
FRIENDSHIP STREET TO ELMWOOD AVENUE
NOT TO SCALE



BROAD STREET
PLENTY STREET TO FRIENDSHIP STREET
NOT TO SCALE



BROAD STREET
PRINCETON STREET TO PLENTY STREET
NOT TO SCALE



BROAD STREET
HAWTHORNE AVENUE TO PLENTY STREET
NOT TO SCALE

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PHASE 2 - CONCEPT
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PROVIDENCE, RHODE ISLAND

TYPICAL SECTIONS

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CHECKED BY _____ DATE _____ SCALE 1"=4'

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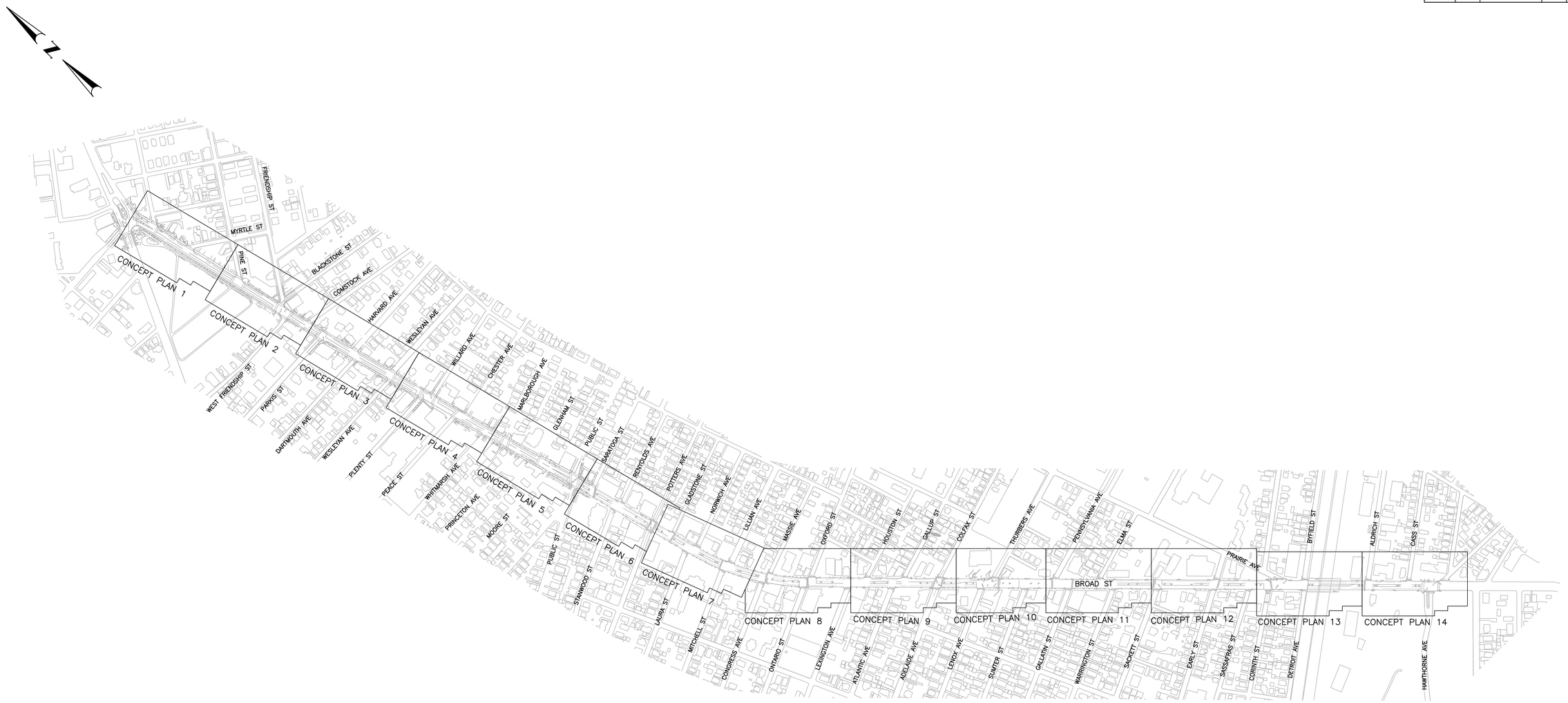
0162F_V1_006_TYPICAL001

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	7	23



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SCALE IN FEET

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PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

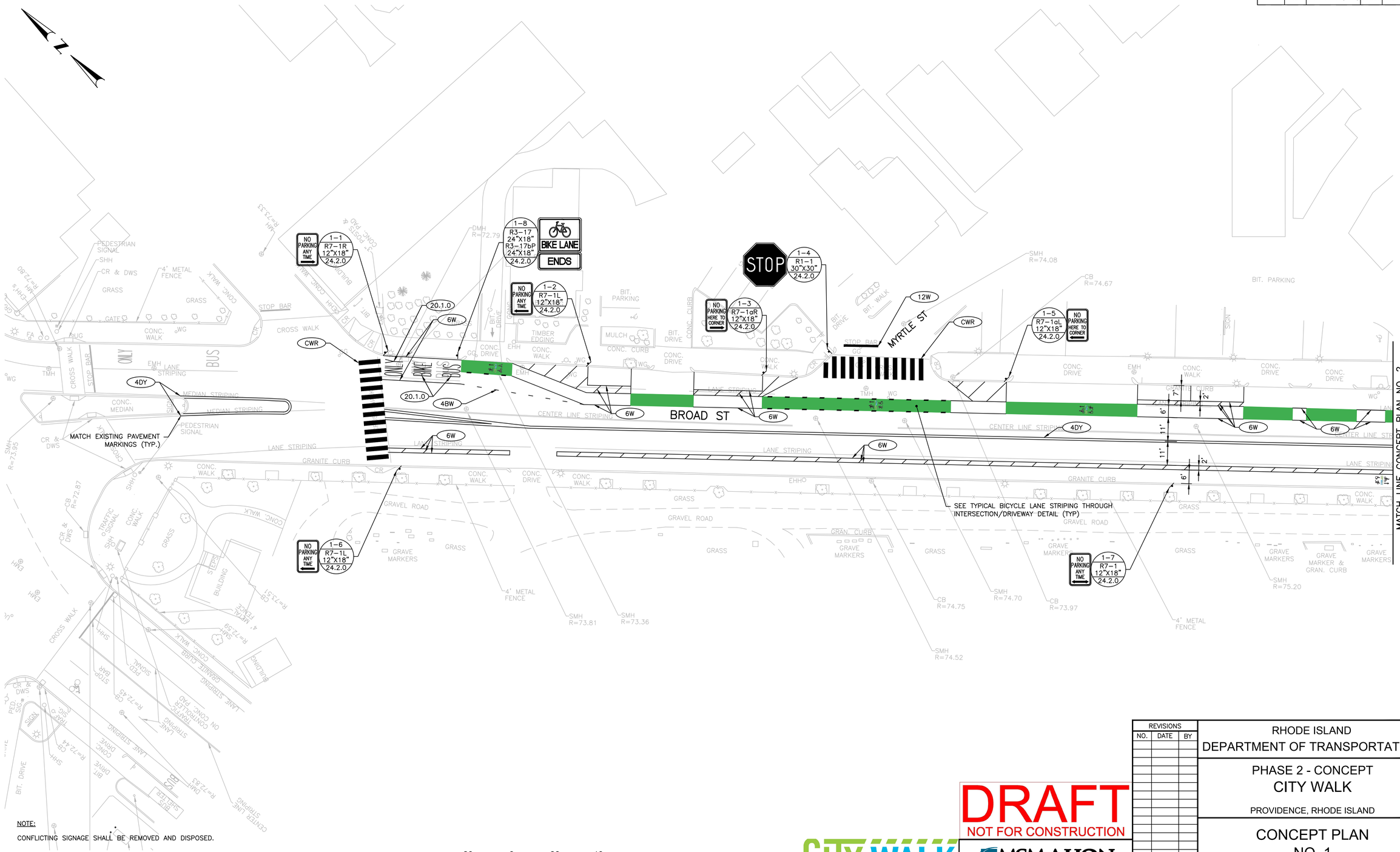
KEY PLAN

CHECKED BY _____ DATE _____ SCALE 1"=300'

I:\eng\Y17392.22 City Walk\HD\DWG\Y17392_City Walk Phase II – KEY PLAN.dwg

0162F_V1_007_KEY001

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	8	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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SCALE IN FEET

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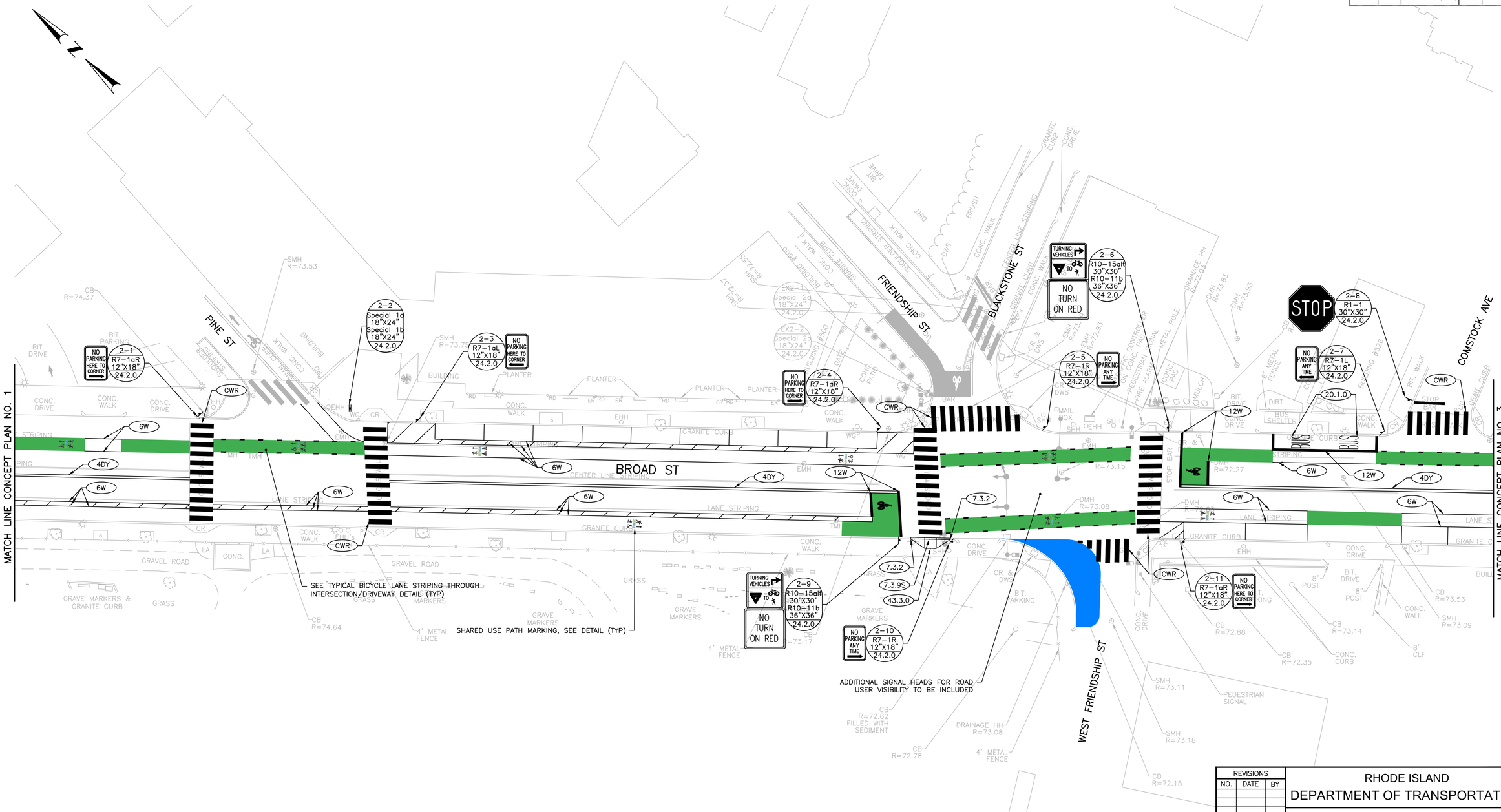
PROVIDENCE, RHODE ISLAND

CONCEPT PLAN

NO. 1

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	9	23



NOTE:

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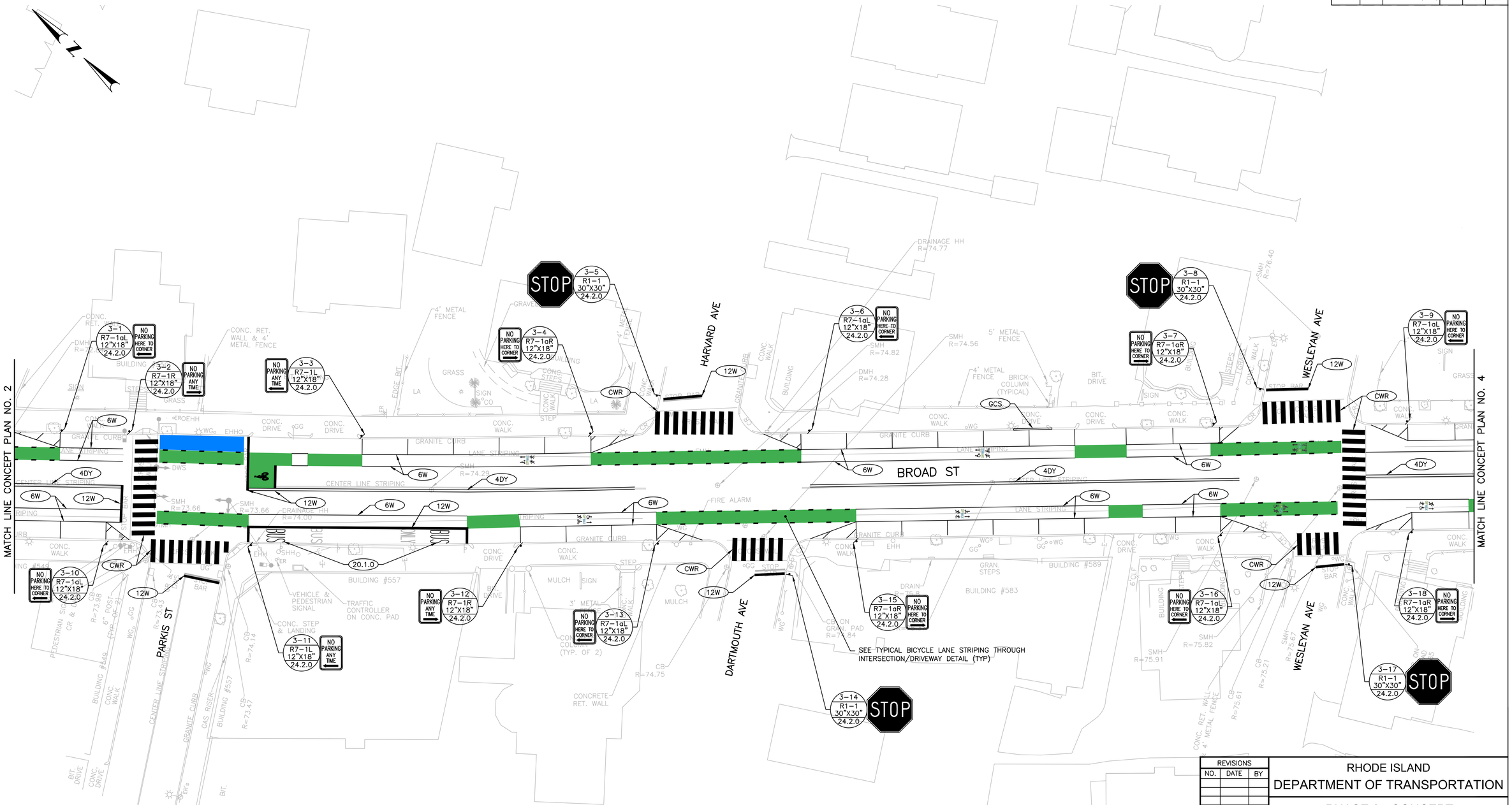
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 2

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	10	23



NOTE:

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SCALE IN FEET

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CITY WALK

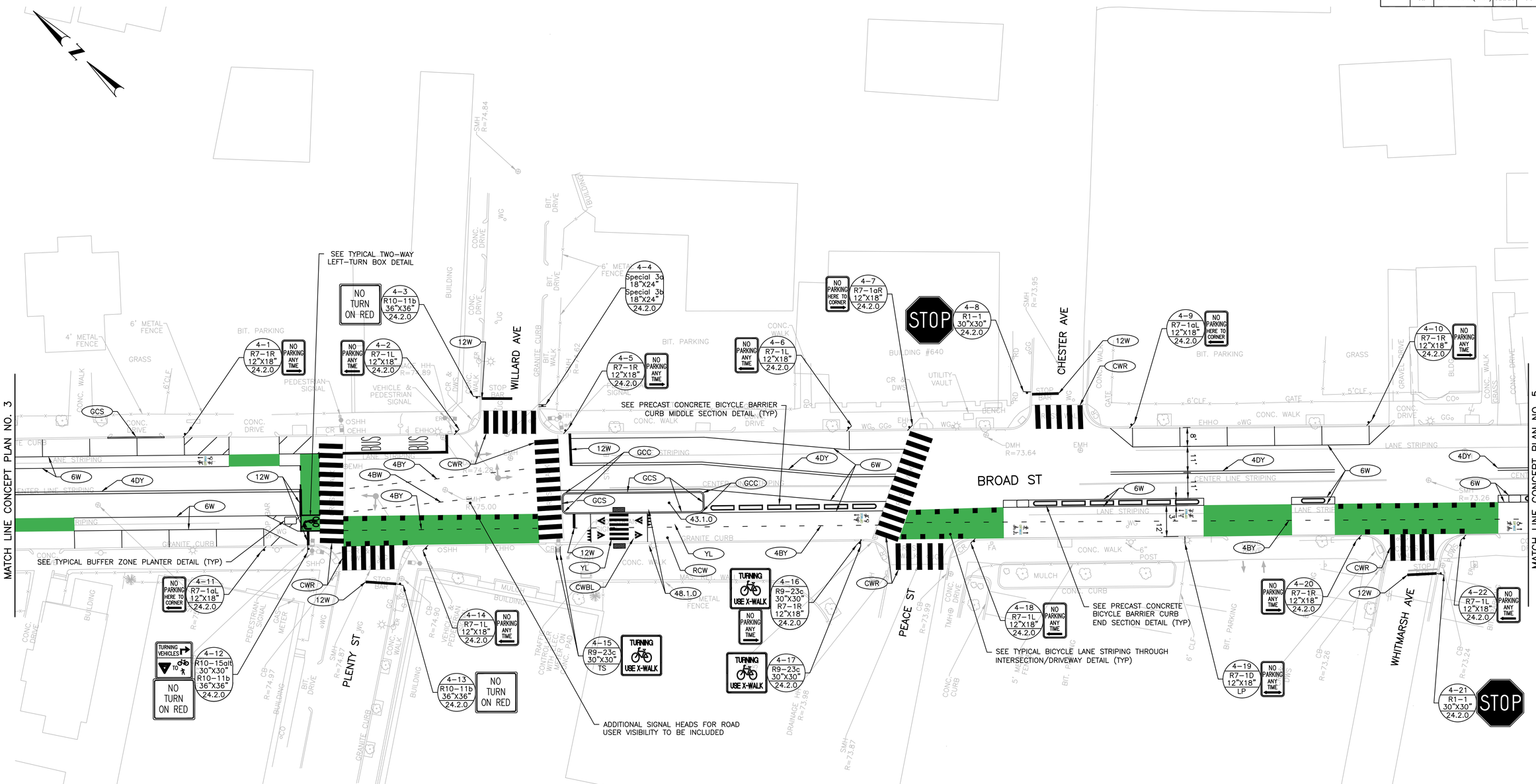
PROVIDENCE, RHODE ISLAND

CONCEPT PLAN

NO. 3

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	11	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 4

CHECKED BY _____ DATE _____ SCALE 1"=20'

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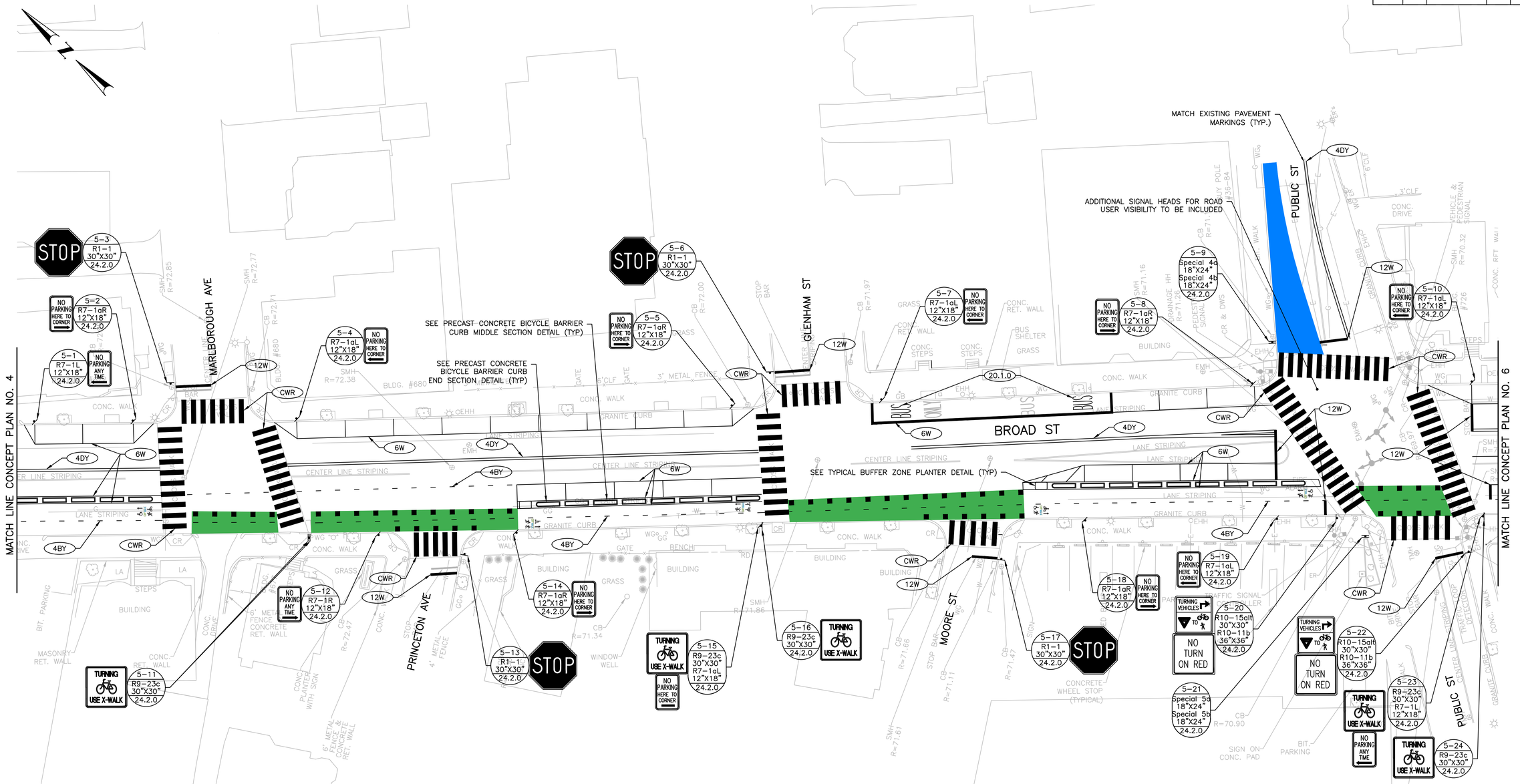
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	12	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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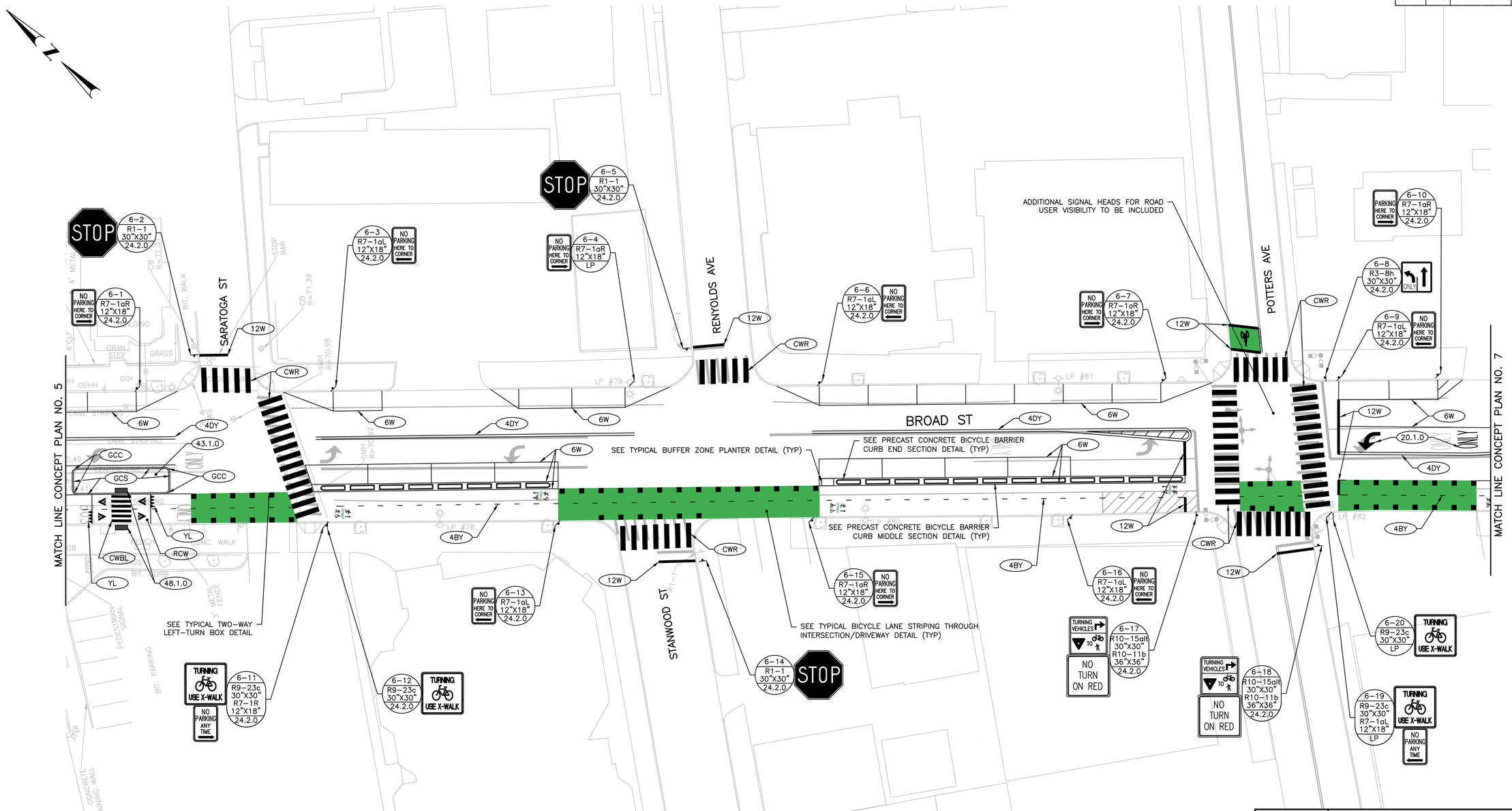
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 5

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	13	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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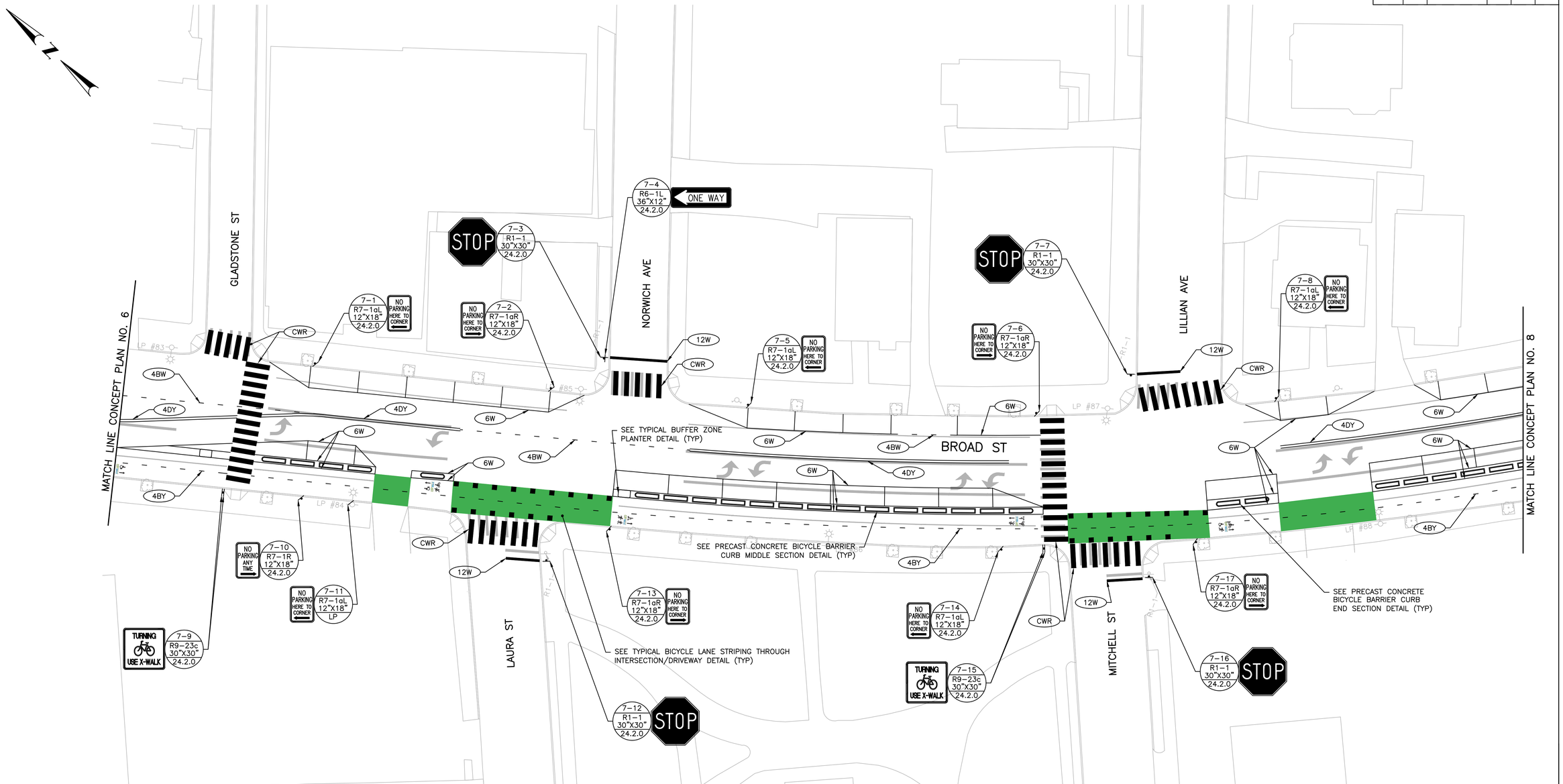
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 6

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	14	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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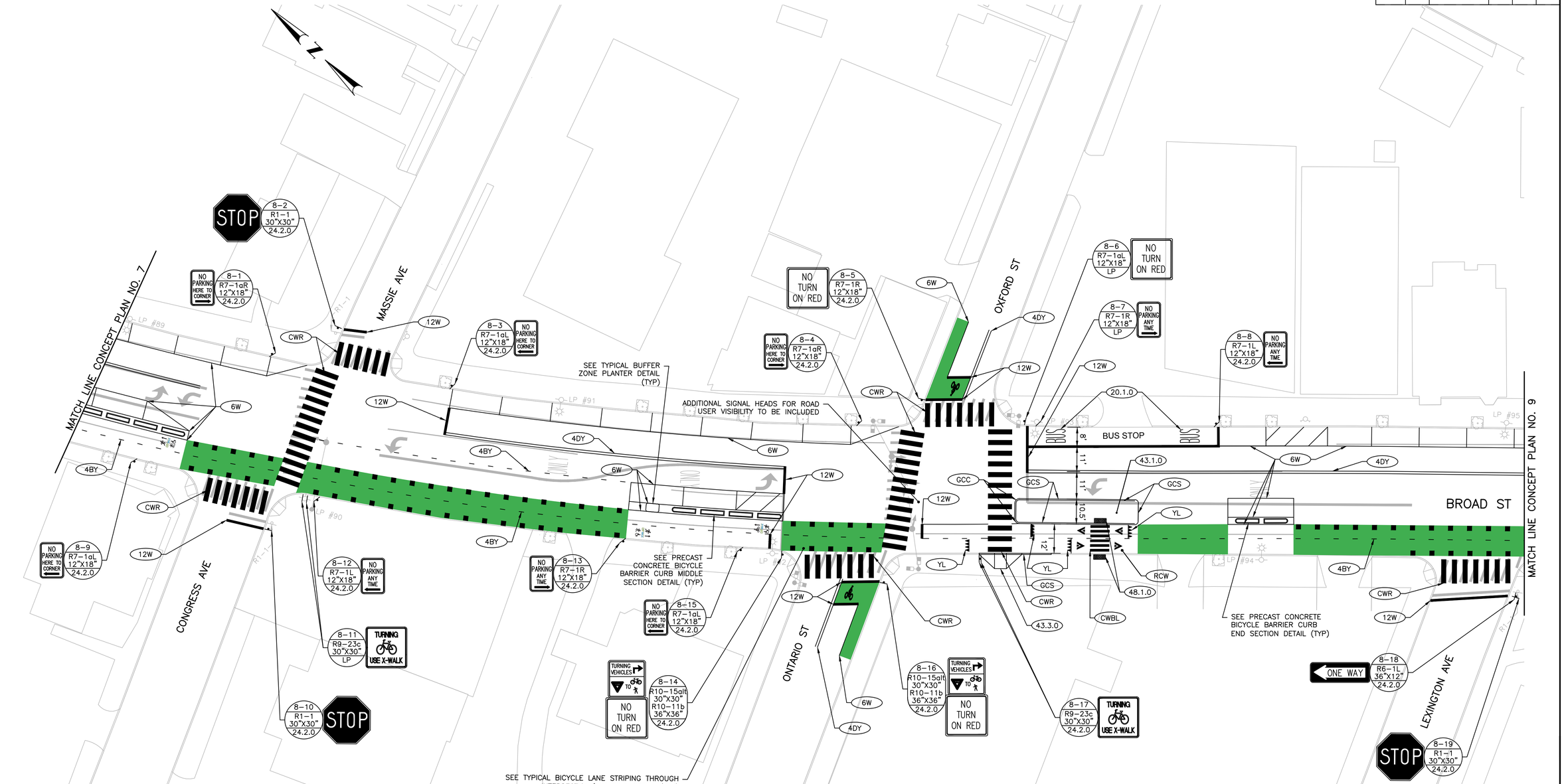
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 7

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	15	23



NOTE:
CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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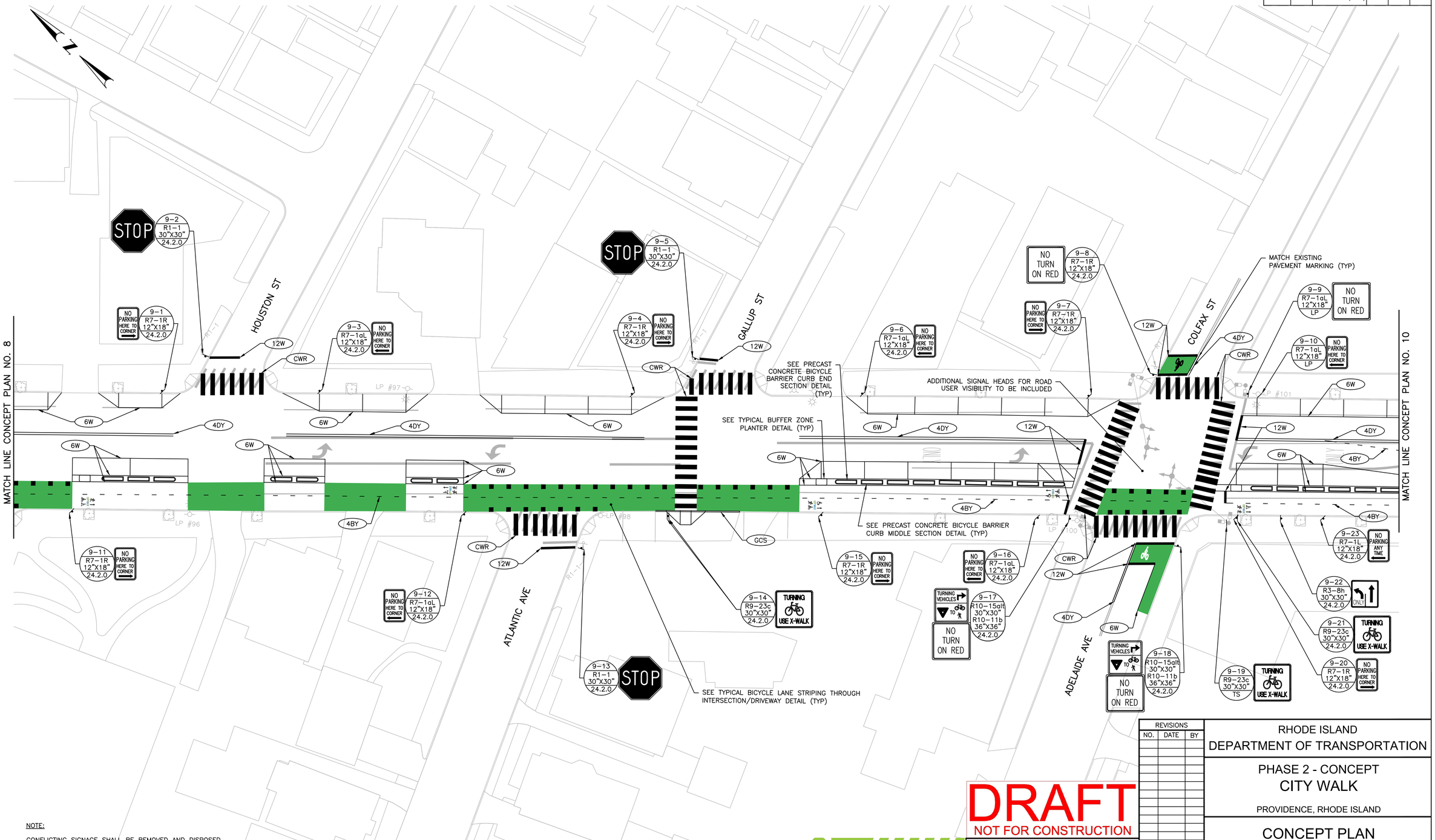
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 8

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	16	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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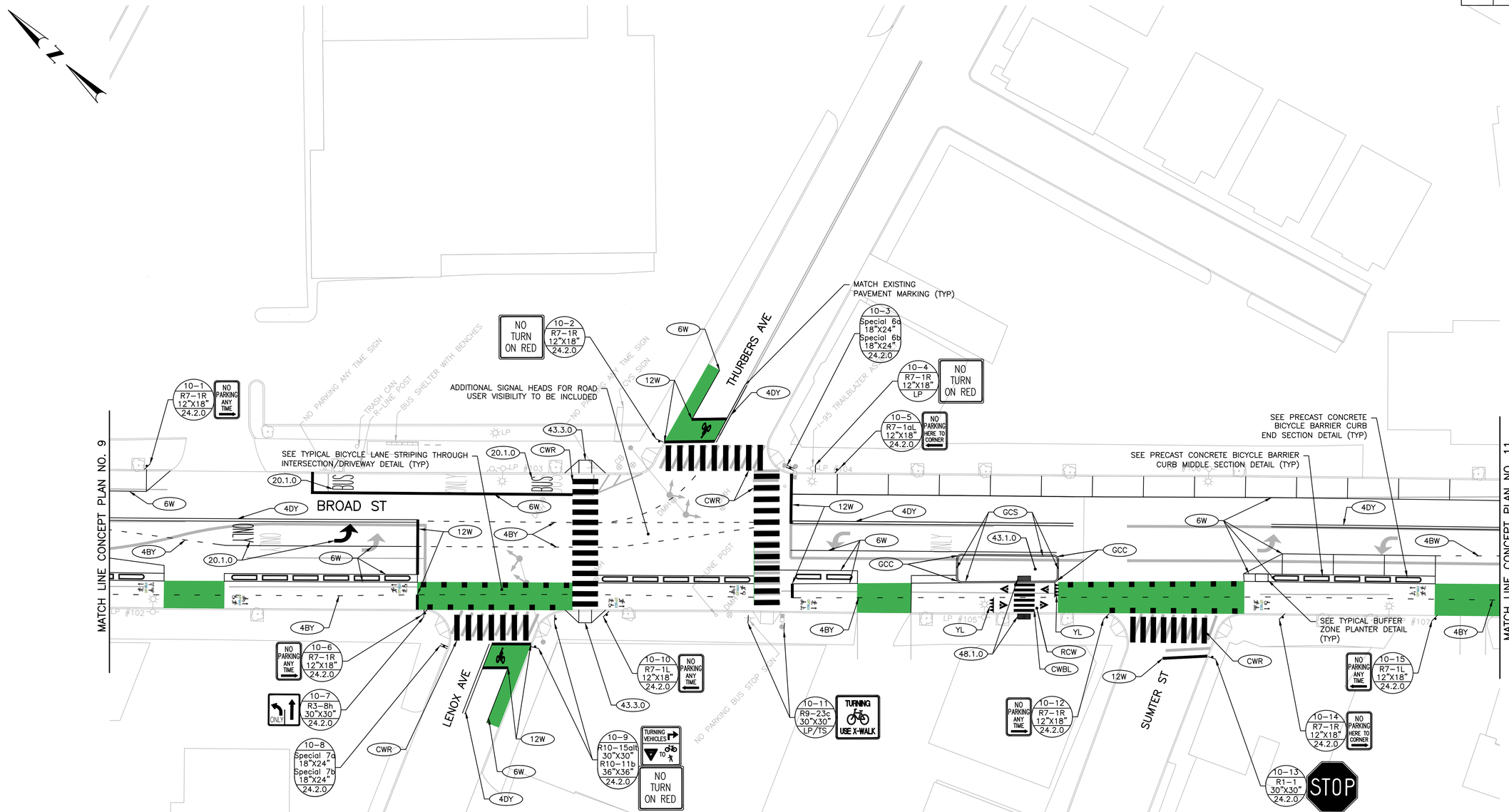
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 9

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	17	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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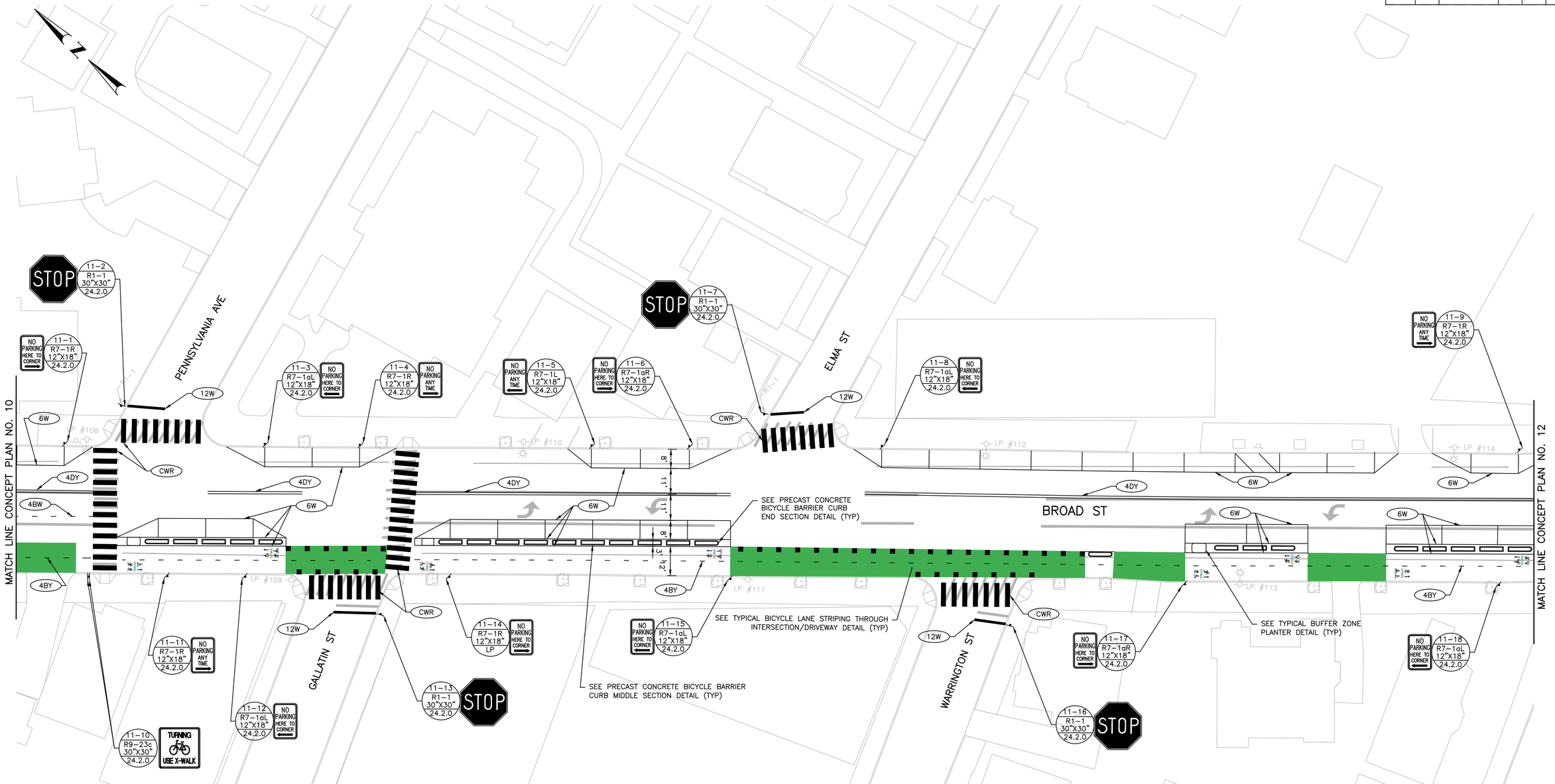
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 10

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	18	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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SCALE IN FEET

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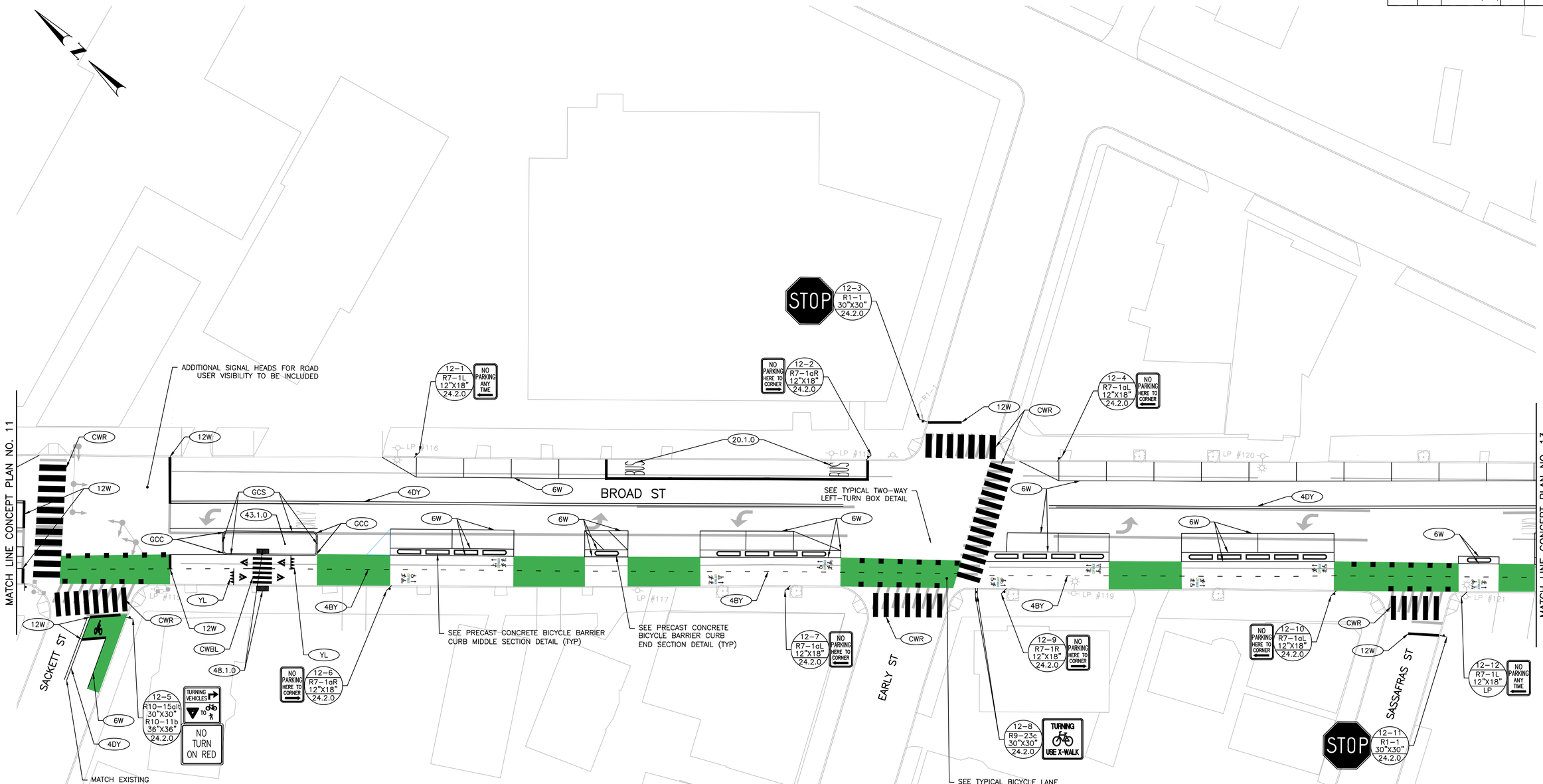
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 11

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	19	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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SCALE IN FEET

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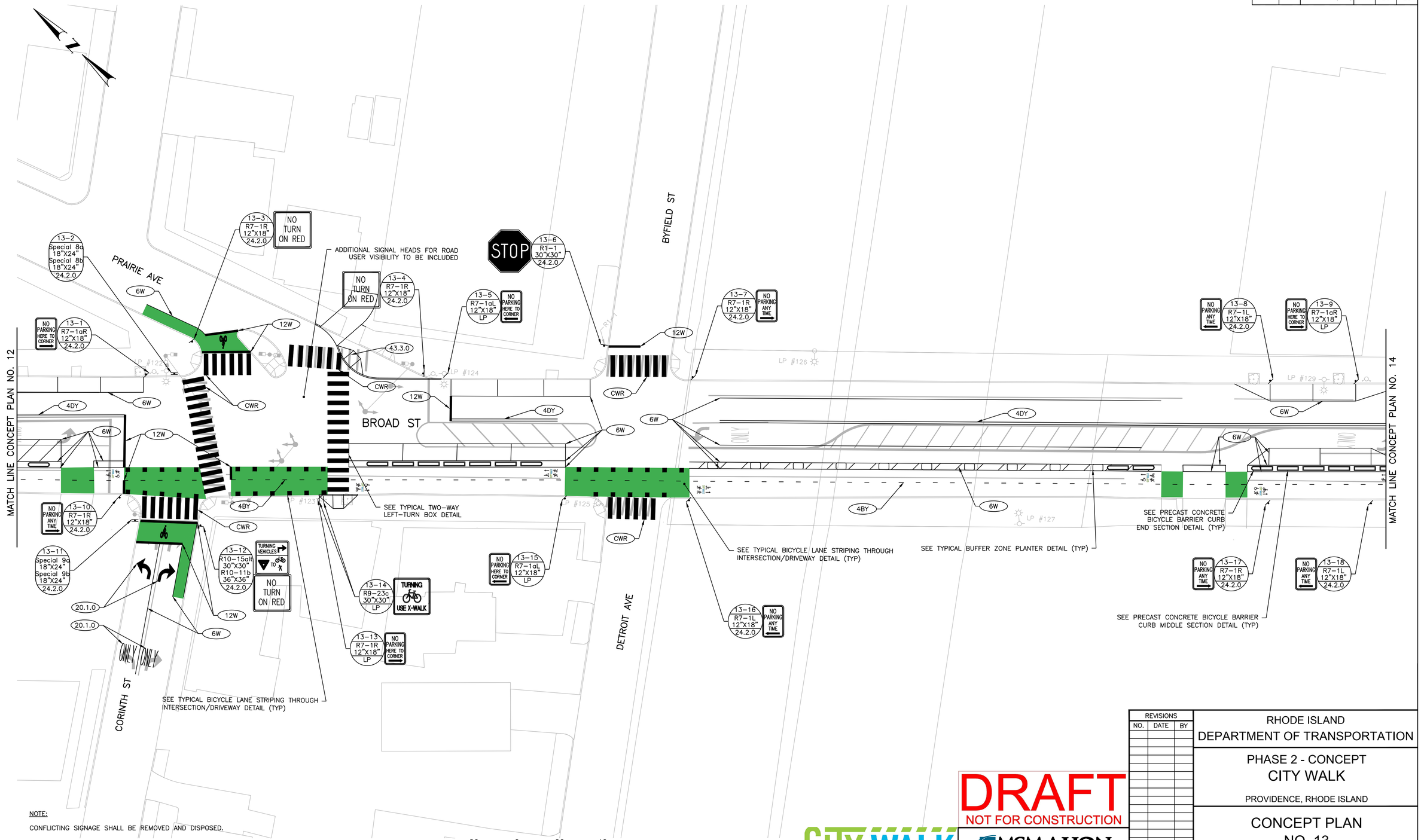
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 12

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX-XXXX(XXX)	XXXX	20	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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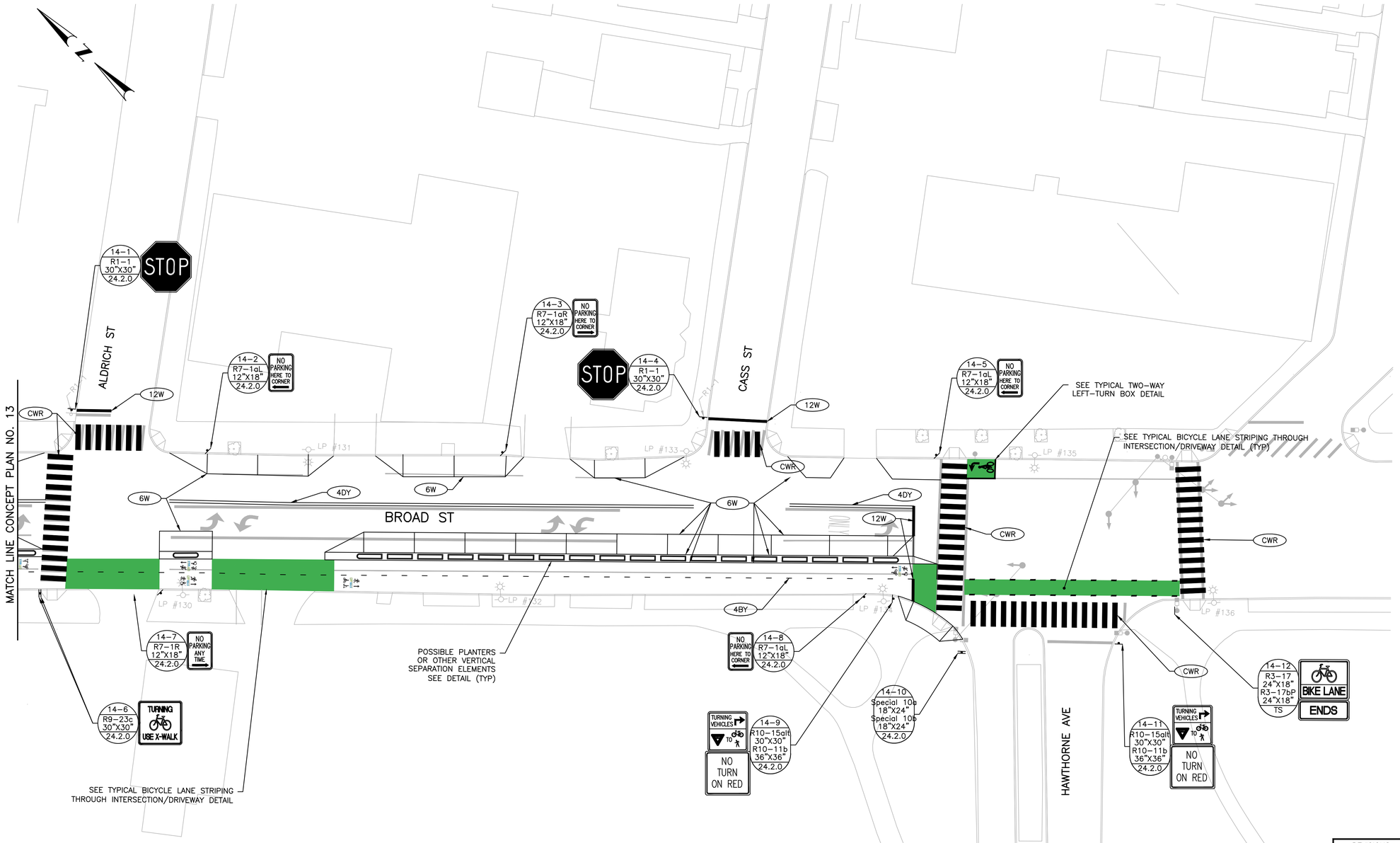
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 13

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	21	23



NOTE:

CONFLICTING SIGNAGE SHALL BE REMOVED AND DISPOSED.

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NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

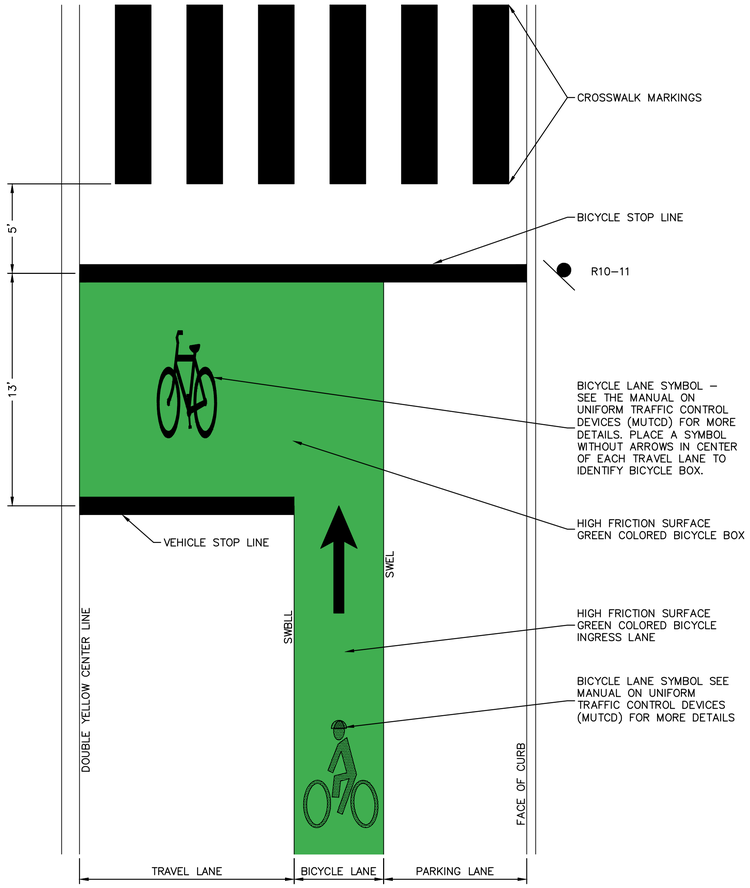
PHASE 2 - CONCEPT
CITY WALK

PROVIDENCE, RHODE ISLAND

CONCEPT PLAN
NO. 14

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	22	23

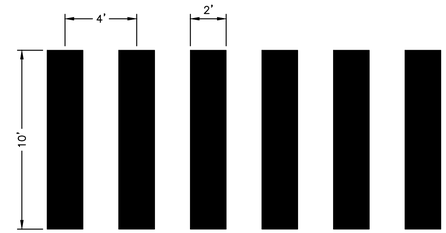


NOTES:

1. PLACE VEHICLE STOP LINE 13' IN ADVANCE OF THE BICYCLE STOP LINE.
2. SEE PLAN SHEETS FOR BICYCLE BOX LOCATIONS AND SYMBOL LOCATIONS.
3. DO NOT PLACE SYMBOLS ON LANE LINES, CROSSWALK LINES, OR STOP LINES.
4. CENTER SYMBOLS BETWEEN VEHICLE STOP LINE AND BICYCLE STOP LINE.
5. INSTALL GREEN PAVEMENT SO THAT CROSSWALK MARKINGS ARE NOT DISTURBED.

TYPICAL BICYCLE BOX PLACEMENT RIGHT SIDE BICYCLE LANE

(NOT TO SCALE)

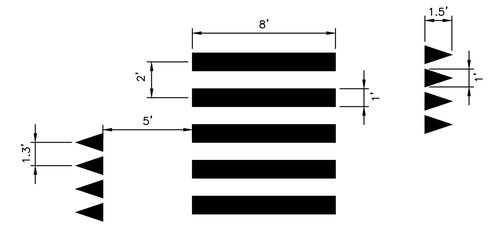


CROSSWALK NOTES:

1. ALL CROSSWALKS TO ALIGN WITH EXISTING AND PROPOSED CURB RAMPS.
2. ALL CROSSWALK MARKINGS TO BE PARALLEL WITH VEHICLE TRAVEL DIRECTION.
3. WHERE POSSIBLE, ALIGN CROSSWALK STRIPES SUCH THAT THE TYPICAL VEHICLE TIRE PATH PASSES BETWEEN THE MARKINGS.

TYPICAL CROSSWALK STRIPING

(NOT TO SCALE)

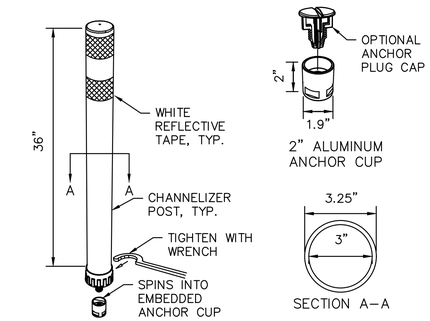


CROSSWALK NOTES:

1. ALL CROSSWALKS TO ALIGN WITH EXISTING AND PROPOSED CURB RAMPS.
2. ALL CROSSWALK MARKINGS TO BE PARALLEL WITH BICYCLE TRAVEL DIRECTION.

TYPICAL 2–WAY BIKE LANE CROSSWALK STRIPING

(NOT TO SCALE)

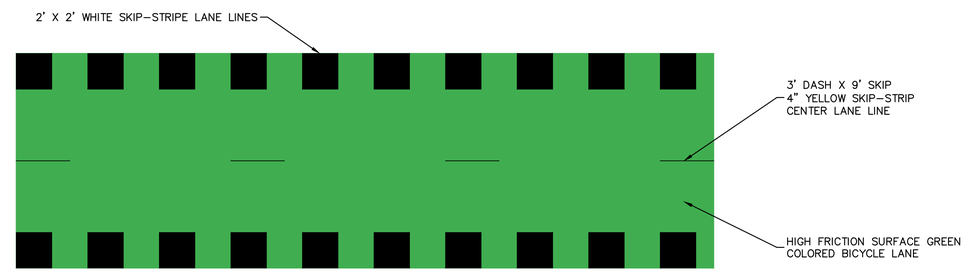


FLEXPOST NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DIMENSIONS, MATERIALS, AND ATTACHMENTS MAY VARY BETWEEN MANUFACTURERS.
3. COLOR OF POST SHALL MATCH COLOR OF APPLICABLE EDGE LINE.
4. CORED BASE FLEXPOSTS NOT TO BE INSTALLED ALONG BRIDGE DECK.

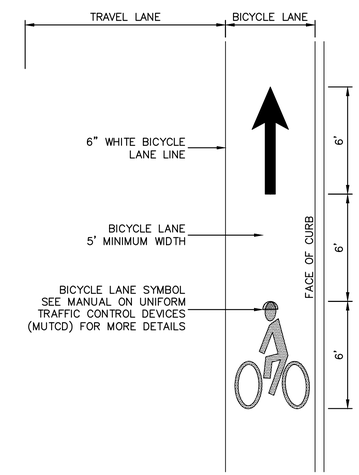
36" WHITE CORED BASE FLEXPOST DETAIL

(NOT TO SCALE)



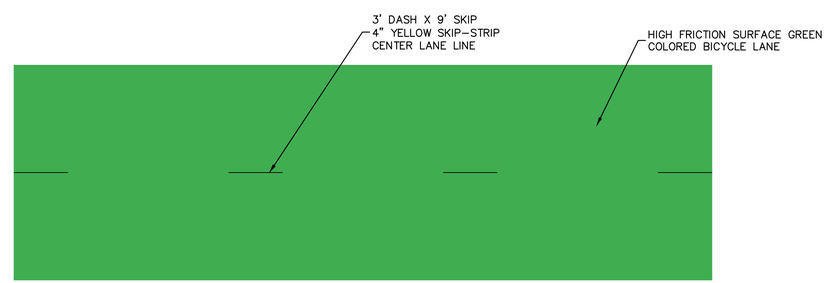
TYPICAL BICYCLE LANE STRIPING THROUGH INTERSECTION

(NOT TO SCALE)



TYPICAL BICYCLE LANE STRIPING ADJACENT TO CURB

(NOT TO SCALE)



TYPICAL BICYCLE LANE STRIPING THROUGH DRIVEWAY

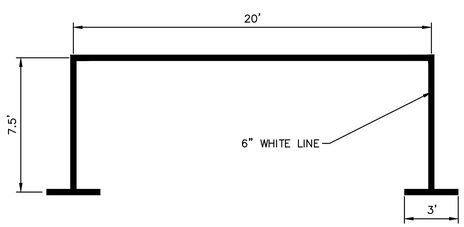
(NOT TO SCALE)

PLANTER NOTES:

1. FINAL PLANTER SPECIFICATIONS TO BE DEFINED IN COORDINATION WITH PUBLIC ART AND PLACEMAKING PLANS.

TYPICAL BUFFER ZONE PLANTER

(NOT TO SCALE)



TYPICAL PARKING SPACE PAVEMENT MARKING

(NOT TO SCALE)

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CHECKED BY _____ DATE _____ SCALE _____

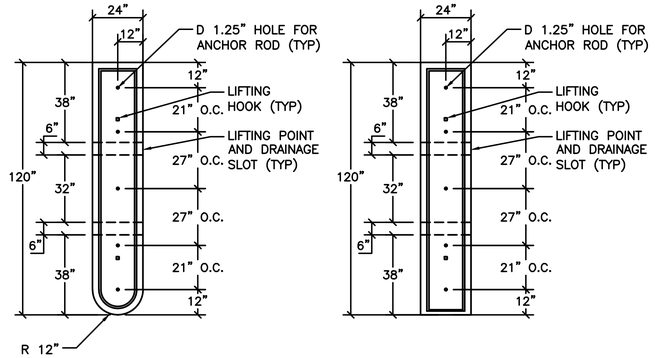
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	XXX–XXXX(XXX)	XXXX	23	23

SPECIAL SIGN – WAYFINDING

(NOT TO SCALE)

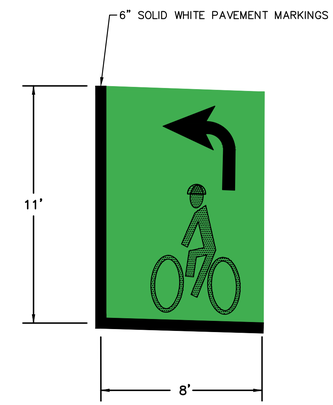
NOTES:

1. SIGN LEGEND WILL BE REVISED FOR SEPARATE LOCATIONS IN FUTURE SUBMISSIONS.



PRECAST CONCRETE CURB DETAILS

(NOT TO SCALE)

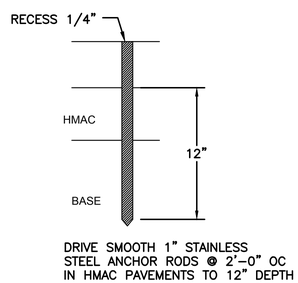


LEFT–TURN BOX DETAIL

(NOT TO SCALE)

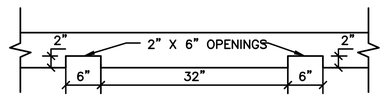
SHARED USE PATH MARKINGS

(NOT TO SCALE)



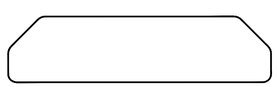
PRECAST CONCRETE CURB HMAC OPTION

(NOT TO SCALE)



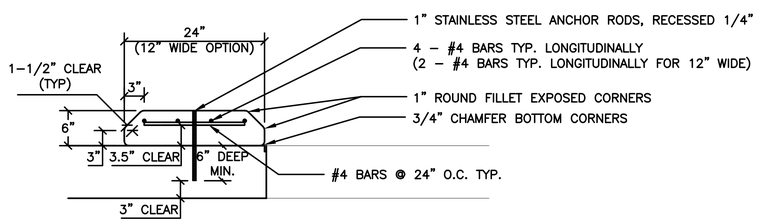
LIFTING POINT AND DRAINAGE SLOT SECTION

(NOT TO SCALE)



PRECAST CONCRETE CURB CROSS SECTION

(NOT TO SCALE)



DRILL & EPOXY SMOOTH 1" ANCHOR RODS IN CONCRETE PAVEMENT. ANCHORS SHALL BE A MINIMUM OF 3" CLEAR FROM ALL CONCRETE PAVEMENT JOINTS. IF AHNCHOR ROD PLACEMENT CONFLICTS WITH PAVEMENT JOINT, THAT ANCHOR ROD SHALL NOT BE INSTALLED. IF MORE THAN ONE ANCHOR ROD PER CURB UNIT CONFLICTS WITH PAVEMENT JOINT, THE CONTRACTOR SHALL CONTACT THE ENGINEER.

CROSS SECTIONS AT PINS (CONCRETE PAVEMENT)

(NOT TO SCALE)

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