



Procurement #: 38713>

CITY OF PROVIDENCE, RHODE ISLAND

Department: Planning

RFP Title: ARPA Construction for Washington Street East Approach

Opening Date: 12/05/2022

Addendum #: 1

Issue Date: 11/17/2022

The deadline for Bidder questions will be November 28th at 5:00 PM EST.

Replace in its entirety Appendix F: Detailed Plan Set (PDF pages 295 to 336) with Appendix F: Detailed Plan Set (Addendum 1) (attached). Edits have been made to correct the sheet numbers on the General Plans and the scales throughout.

Replace page 46 of Appendix A: Technical Specifications and Measurement & Payment (PDF page 167) with page 46 (Addendum 1). Items 903.9905 and 903.9906 have been revised to have a white reflective stripe rather than yellow.

Providence City Hall
25 Dorrance Street
Providence, RI 02903



CITY OF PROVIDENCE
Jorge O. Elorza, Mayor

Bid Addendum #1
ARPA Construction for Washington Street and East Approach
MinuteTraq ID: 38713

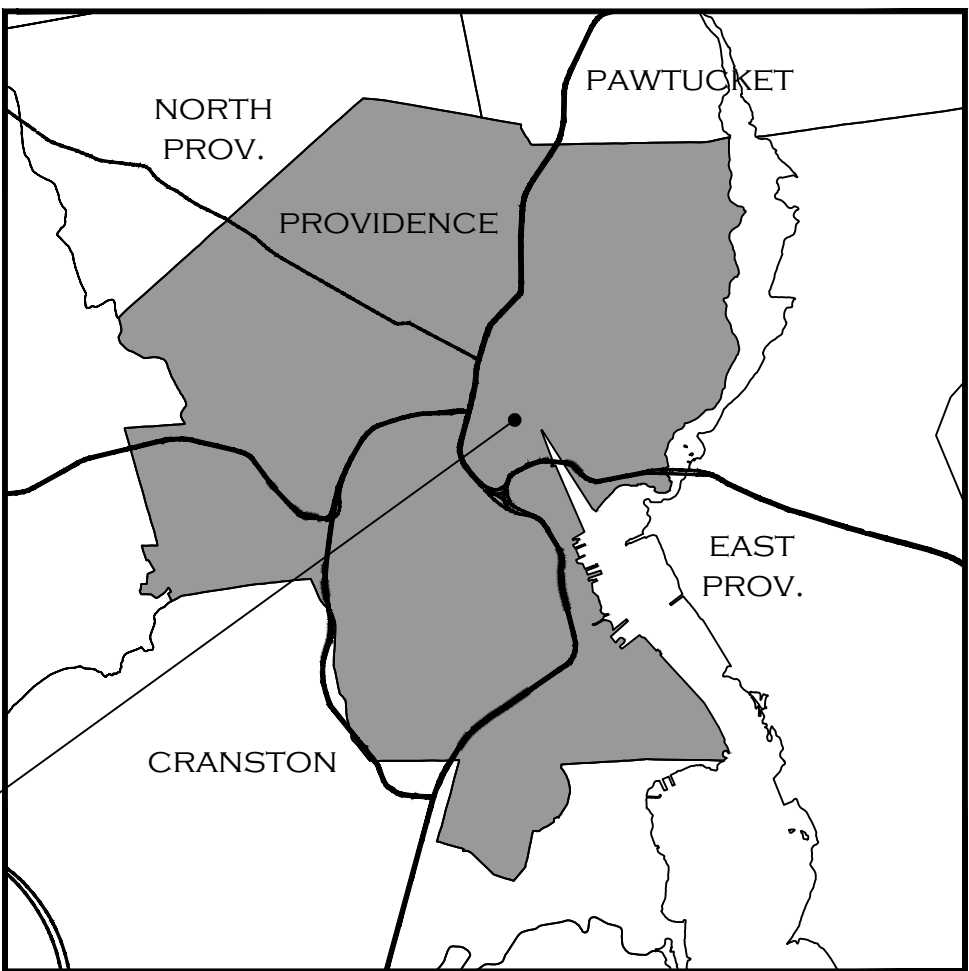
ADDENDUM NO. 1
ARPA Construction for
Washington Street and East Approach

PROVIDENCE, RHODE ISLAND

The information, clarifications and revisions contained in this addendum are to be incorporated as ADDENDUM NO. 1 – ARPA CONSTRUCTION FOR WASHINGTON STREET AND EAST APPROACH. All referenced changes are to become part of the Contract Documents:

- The deadline for Bidder questions will be November 28th at 5:00 PM EST.
- Replace in its entirety Appendix F: Detailed Plan Set (PDF pages 295 to 336) with Appendix F: Detailed Plan Set (Addendum 1) (attached). Edits have been made to correct the sheet numbers on the General Plans and the scales throughout.
- Replace page 46 of Appendix A: Technical Specifications and Measurement & Payment (PDF page 167) with page 46 (Addendum 1). Items 903.9905 and 903.9906 have been revised to have a white reflective stripe rather than yellow.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI		2022	1	42

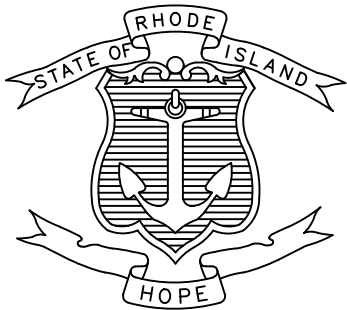


LOCATION MAP
SCALE: 1" = 8000'

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STATE OF RHODE ISLAND



CITY OF PROVIDENCE

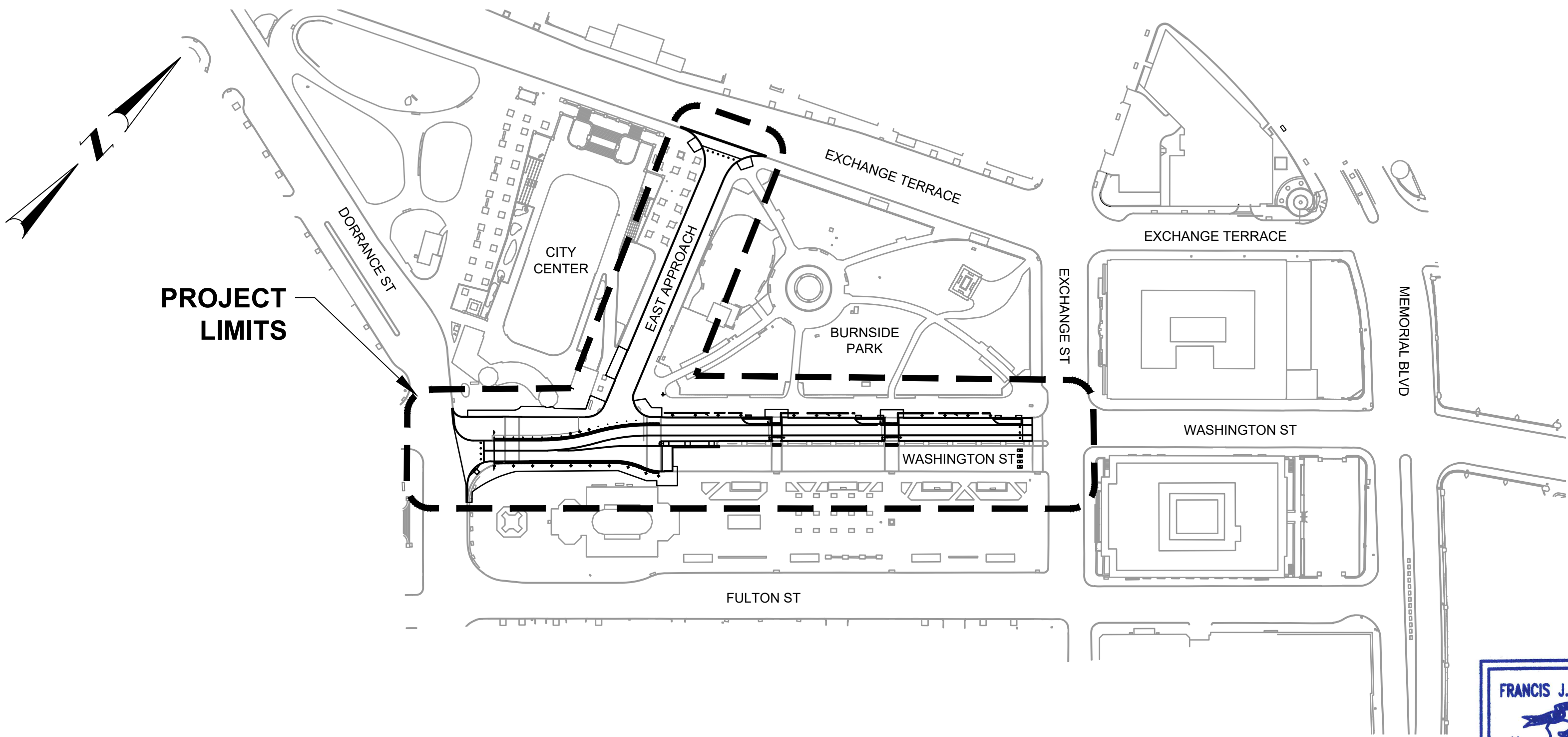
PLAN AND SECTIONS OF PROPOSED

IMPROVEMENTS TO

WASHINGTON STREET AND EAST APPROACH

CITY OF PROVIDENCE
COUNTY OF PROVIDENCE
CONTRACT No. _____ F.A.P. No. _____

PAVEMENT STRUCTURE
4" GRAVEL SUBBASE
4" CRUSHED STONE BASE
10" CONTINUOUSLY REINFORCED PCC PAVEMENT
0.20 MILES



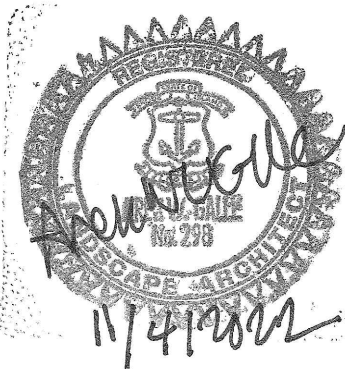
LAYOUT PLAN
1" = 100'

SCALES OF DRAWINGS

Plans	1 inch = 20 feet
Profiles	1 inch = 20 feet Horizontal
Profiles	1 inch = 4 feet Vertical
Cross Sections	1 inch = 4 feet Horizontal
Cross Sections	1 inch = 4 feet Vertical

BASE OF LEVELS

Vertical: North American Vertical Datum of 1988 (NAVD 88)
Horizontal: North American Datum of 1983 (NAD83)
Rhode Island State Plane (RI83F)



ADVERTISING

PROVIDENCE DEPARTMENT OF PLANNING AND DEVELOPMENT	
APPROVED	
DIRECTOR	DATE
APPROVED	
OTHER	DATE
APPROVED	
OTHER	DATE
APPROVED	
OTHER	DATE

Contract Number _____
Number of Sheet 1
Total Sheets 42

- R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS
- ALL WORK UNDER THIS CONTRACT SHALL BE DONE IN CONFORMANCE WITH THE RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, AMENDED MARCH 2018, WITH ALL REVISIONS, AND THE STATE AND FEDERAL SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS. STANDARD DETAILS FOR THIS PROJECT ARE CITY OF PROVIDENCE STANDARD DETAILS, 2017 EDITION, WITH ALL REVISIONS. REFER TO RIDOT STANDARD DETAILS, 2019 EDITION, WITH ALL REVISIONS, FOR ALL OTHER STANDARD DETAILS.
 - ALL WORK SHALL CONFORM TO THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION WITH ALL REVISIONS.
 - ALL WORK SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) AND SECTION 504 OF THE REHABILITATION ACT OF 1973, SPECIFICALLY THE ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION, WITH ALL REVISIONS, AT A MINIMUM AND THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) WHERE POSSIBLE.



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FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	3	42

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, IF SHOWN, IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.
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 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.
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 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.
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 RESPONSIBILITY 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

REVISIONS			NO.		DATE	BY	RHODE ISLAND DEPARTMENT OF TRANSPORTATION WASHINGTON STREET AND EAST APPROACH PROVIDENCE, RHODE ISLAND STANDARD NOTES - 1			
CHECKED BY <u> MPS </u> DATE <u>10-25-22</u> SCALE <u> </u>										



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--PLANEED AND NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT.

THIS PLAN SHALL NOT BE ALTERED

REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			STANDARD NOTES - 2	
			CHECKED BY <u> MPS </u> DATE <u>10--25--22</u> SCALE <u> </u>	



FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	5	42

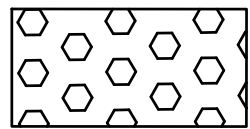
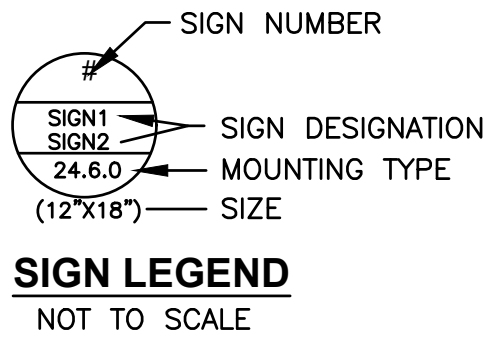
ABBREVIATIONS

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

JOB SPECIFIC SYMBOLS

⬡	CURB RAMP NUMBER
7.3.BP	GRANITE APRON STONE – 30" OPENING – PVD STD
(m)	
43.1.0	CEMENT CONCRETE SIDEWALK – PVD STD
(m)	
43.3.0	WHEELCHAIR RAMP
(m)	
43.3.2	RAMP-LANDING FOR NARROW SIDEWALK
CSCP	CORE STRUCTURE AND CONNECT PIPE
BE	BENCH
BS	BRICK SIDEWALK
CPS	CONCRETE PAVER SIDEWALK
DTWB	DIRECTIONAL TACTILE WAYFINDING BAR
FG	FRAME AND GRATE – ADA COMPLIANT
GC	GRANITE CURB 7.3.0P PVD STD
GCF	GRANITE CURB 7.3.0P PVD STD FLUSH
(16)	
GB	GRANITE BLOCK 16"x16"
(24)	
GB	GRANITE BLOCK 24"x24"
ISCD	INLET SEDIMENT CONTROL DEVICE
PML	PAVEMENT MARKING LEGEND
RBP	REMOVE & RESET BRICK PAVERS
RCBC	RECONSTRUCT CATCH BASIN/ BORBEL CONES
RCP	REMOVE & RESET CONCRETE PAVERS
RSB	RETRACTABLE STEEL BOLLARD
SBR	STEEL BOLLARD – REMOVABLE
SFC	REMOVE AND STOCKPILE FRAME AND GRATE
TDCB	TRENCH DRAIN CATCH BASIN

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48.1.0

- HH TYPE "A" HANDHOLE 18.2.0
- ⊙ EXISTING HANDHOLE
- ⊙ EXISTING SIGNAL POST



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			PROVIDENCE, RHODE ISLAND	
			JOB SPECIFIC SYMBOLS & LEGENDS	
			CHECKED BY <u> MPS </u> DATE <u>10-25-22</u> SCALE <u> </u>	

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	6	42

GENERAL NOTES

- SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, AMENDED MARCH 2018, WITH ALL REVISIONS, AND THE STATE AND FEDERAL SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS. STANDARD DETAILS FOR THIS PROJECT ARE R.I. STANDARD DETAILS, 2005 EDITION, WITH ALL REVISIONS.
- ALL WORK SHALL CONFORM TO THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION WITH ALL REVISIONS.
- ALL WORK SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) AND SECTION 504 OF THE REHABILITATION ACT OF 1973, SPECIFICALLY THE ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION, WITH ALL REVISIONS, AT A MINIMUM AND THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) WHERE POSSIBLE. THE HIGHEST DEGREE OF ACCESSIBILITY SHOULD BE ATTAINED, RATHER THAN MEETING THE MAXIMUM ALLOWABLE.
- THE CITY OF PROVIDENCE SHALL BE THE OWNER OF THE PROJECT AND SHALL ADMINISTER THE PROJECT. ANY REFERENCES TO THE STATE OR OWNER, WHERE APPLICABLE, SHALL MEAN THE CITY OF PROVIDENCE.
- THE BASE PLAN INFORMATION WAS OBTAINED FROM TOPOGRAPHICAL SURVEY, RECORD PLANS, AND GEOGRAPHIC INFORMATION SYSTEM (GIS), THE INFORMATION IS NOT GUARANTEED FOR COMPLETENESS OR ACCURACY BY THE DESIGNER. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND MAKE ADJUSTMENTS AS DIRECTED BY THE ENGINEER TO MATCH ACTUAL CONDITIONS.
- ALL ITEMS NOT REFERENCED FOR MODIFICATION ON THE PLANS OR IN THE CONTRACT DOCUMENTS WILL BE "EXISTING TO REMAIN" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- THE LOCATIONS AND DIMENSIONS SHOWN IN THE PLANS ARE PROVIDED TO CONVEY THE INTENT OF THE DESIGN TO REPRESENT THE PROPOSED WORK AND SHALL BE CONSIDERED TO BE APPROXIMATE. FINAL LOCATIONS AND DIMENSIONS SHALL BE AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EMPLOYMENT OF ALTERNATE CIRCULATION PATHS WITH A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) TO ALLOW FOR ADA CONTINUITY DURING CONSTRUCTION OR CONSTRUCTION PHASING. TPARS SHOULD INCORPORATE TEMPORARY RAMPS WITHIN THE ROAD WHEN A TPAR IS OF A SHORT DURATION THAT WOULD NOT WARRANT CONSTRUCTING A RAMP WITHIN THE CURB AND SIDEWALK.
- ANY ITEM OF WORK NOT SPECIFICALLY INDICATED IN THE PLANS BUT REQUIRED FOR THE COMPLETE CONSTRUCTION OF THE PROJECT DEFINED IN THE PLAN SET, WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND INCLUDED IN THE CONTRACT BID PRICE. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL EXISTING SITE CONDITIONS AN CONFORM TO THE SCOPE AND INTENT OF THE PROJECT PLANS.
- THE INTENT OF THIS WORK IS TO MAINTAIN EXISTING GRADES, AND IN AREAS OF WIDENING TO MAINTAIN EXISTING ROADWAY CROSS SLOPE TO NEW CURB LINE. THE CONTRACTOR SHALL VERIFY AND LOCATE LOW POINT DRAINAGE STRUCTURES TO ELIMINATE GUTTERLINE PONDING OR OTHER POTENTIAL DRAINAGE ISSUES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING ALL TEMPORARY SEDIMENT AND EROSION CONTROLS THROUGHOUT THE DURATION OF CONSTRUCTION.
- THE COST OF ANY CURB CUTTING REQUIRED TO INSTALL NEW AND/OR RESET EXISTING CURBING AND CONCRETE FOR CURB LOCK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE RESPECTIVE CURB ITEM.
- CUT AND MATCH LINES AT BACK OF DRIVEWAYS SHALL NOT EXCEED MAXIMUMS SHOWN IN RI STANDARD DETAILS 43.4.0 AND 43.4.1.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO WALLS, LOT CURBS, AND FENCES ABUTTING SIDEWALKS AND DRIVEWAYS DESIGNATED FOR REPLACEMENT. 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.
- CONCRETE SIDEWALKS ARE TO BE REPLACED TO THE NEAREST JOINT, NO PARTIAL SAWCUT AREAS OF SIDEWALK SHALL BE PERMITTED TO REMAIN.
- THERE ARE NO LOCATIONS IN THE PROJECT AREA AND WITHIN THE 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 OWNER.
- THE CONTRACTOR SHALL NOT PARK VEHICLES OR CONSTRUCTION EQUIPMENT BENEATH THE DRIP LINE OF ANY TREES OR ON THE SIDEWALK.

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 "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 "REMOVE AND DISPOSE GRANITE CURB". CONCRETE CURB SECTIONS SHALL BE FULLY REPLACED, NO CUTS OR PARTIAL SECTIONS SHALL BE PERMITTED.
- ALL WORK SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA) AND SECTION 504 OF THE REHABILITATION ACT OF 1973, SPECIFICALLY THE ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION, WITH ALL REVISIONS, AT A MINIMUM AND THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) WHERE POSSIBLE. THE HIGHEST DEGREE OF ACCESSIBILITY SHOULD BE ATTAINED, RATHER THAN MEETING THE MAXIMUM ALLOWABLE.
- THE FINAL LOCATION OF ALL CURB 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 DEPARTMENT OF JUSTICE'S ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION, WITH ALL REVISIONS, AT A MINIMUM AND THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) WHERE POSSIBLE
- THE CONTRACTOR SHALL ENSURE THAT NO LOW POINTS ARE CREATED WITHIN THE CURB 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 AND THE EXISTING DRAINAGE PATTERN SHALL BE MAINTAINED.
- 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".

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES

- TRAFFIC FINES IN WORK ZONE REGULATORY SIGN, R.I. STD. 27.1.1 SHALL BE UTILITZED 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 AND SHALL COMPLY WITH THE ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION, WITH ALL REVISIONS, AT A MINIMUM AND THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) WHERE POSSIBLE.
- THE CONTRACTOR SHALL APPLY FOR AND OBTAIN ALL APPLICABLE PERMITS TO OCCUPY OR WORK WITHIN THE PUBLIC RIGHT-OF-WAY FROM THE PROVIDENCE TRAFFIC ENGINEER.

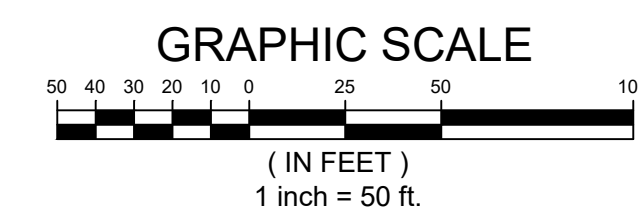
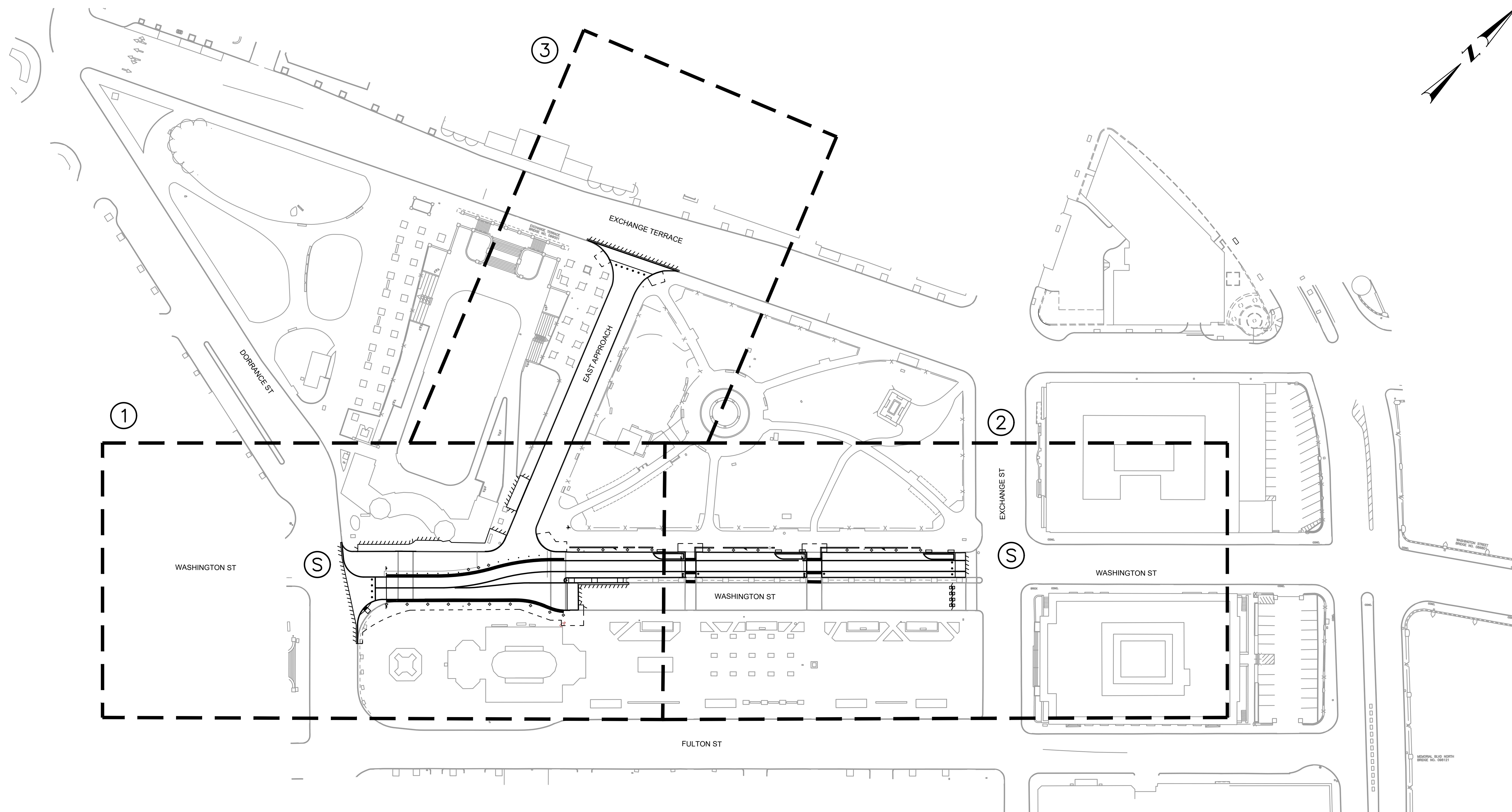
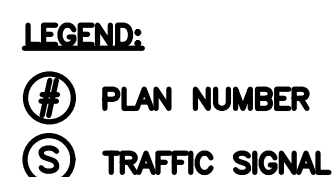
DRAINAGE AND UTILITY NOTES

- 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 OWNER.
- 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 OR NATIONAL GRID ELECTRIC OWNED UNDERGROUND EQUIPMENT (MANHOLES, FRAMES AND COVERS, CONDUITS, ETC.) MUST BE PERFORMED BY AN APPROVED VERIZON/GRID CONTRACTOR. ADDITIONALLY, ALL ADJUSTMENTS MUST BE INSPECTED BY VERIZON/GRID'S CONTRACT WORK INSPECTOR (CWI). THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING UTILITY OWNERS AT LEAST 48 HOURS IN ADVANCE BEFORE COMMENCING WORK.
- 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 (NESC) 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 ADMINISTRATION'S REQUIREMENTS. THIS INCLUDES TRAFFIC SIGNAL AND CONSTRUCTION EQUIPMENT, EITHER TEMPORARY OR PERMANENT.
- THE CONTRACTOR SHALL CLEAN AND FLUSH ALL DRAINAGE STRUCTURES AND PIPES THROUGHOUT THE PROJECT LIMITS AS DIRECTED IN THE SPECIFICATIONS.
- ALL UTILITY COMPANIES ARE TO FOLLOW ALL ADA REGULATIONS, ESPECIALLY AS THEY RELATE TO THE PLACEMENT OF UTILITY POLES IN SIDEWALKS. POLE PLACEMENT MUST ALLOW FOR AN ACCESSIBLE ROUTE OF AT LEAST FIVE FEET FOR ALL PEDESTRIANS. THE PLACEMENT OF APPURTENANCES ON POLES SHOULD PROJECT FROM THE POLE NO MORE THAN FOUR INCHES, AND BE SITUATED SO AS TO NOT OBSTRUCT THE PEDESTRIAN ROUTE.
- SEWER, DRAIN, TRAFFIC SIGNAL, AND FIRE ALARM UTILITIES ARE NOT PART OF DIGSAFE. THE CONTRACTOR IS RESPONSIBLE TO RESEARCH AND LAYOUT THESE UTILITIES AND COORDINATE THE WORK WITH THE OWNERS. ANY DAMAGE TO UTILITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

N:\10400\10430 - PROVIDENCE WASHINGTON & EAST APPROACH\AUTOCAD\PLAN SET\10430_001_CVR.DWG Plotted by: Francis Marinaccio

REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH PROVIDENCE, RHODE ISLAND	
			JOB SPECIFIC NOTES	
			CHECKED BY <u> MPS </u> DATE <u>10-25-22</u> SCALE <u> </u>	



[illegible]

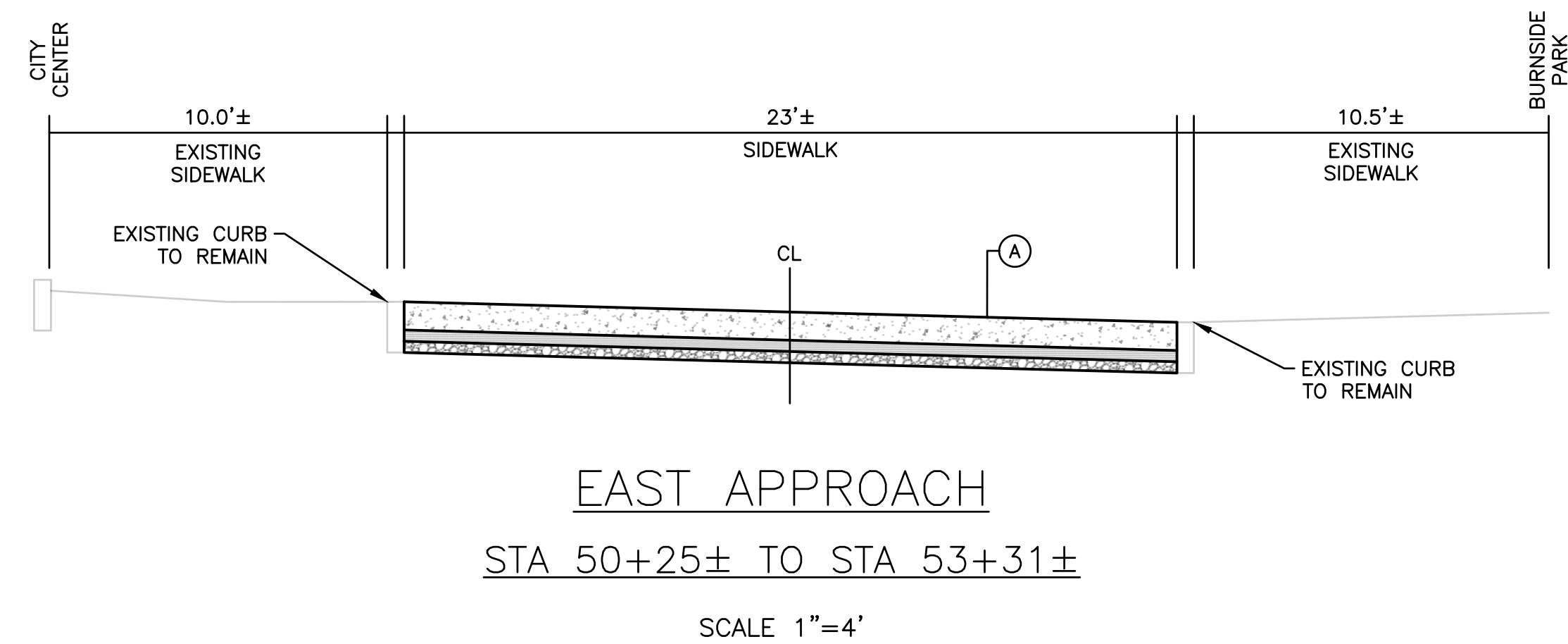
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

WASHINGTON STREET AND
EAST APPROACH

PROVIDENCE, RHODE ISLAND

KEY PLAN

CHECKED BY MPS DATE 10-25-22 SCALE 1"=50'



PAVEMENT STRUCTURE

- (A) FULL DEPTH PAVEMENT
 DFP – DISPOSE FLEXIBLE PAVEMENT
 DRB – DISPOSE FLEXIBLE PAVEMENT & RIGID BASE
 10" PORTLAND CEMENT CONCRETE
 4" CRUSHED STONE BASE COURSE
 4" GRAVEL BORROW SUBBASE COURSE
- (B) FULL DEPTH PAVEMENT
 DFP – DISPOSE FLEXIBLE PAVEMENT
 DRB – DISPOSE FLEXIBLE PAVEMENT & RIGID BASE
 4" MODIFIED CLASS 12.5 HMA BINDER COURSE
 2" CLASS 9.5 HMA TOP COURSE

[illegible]

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

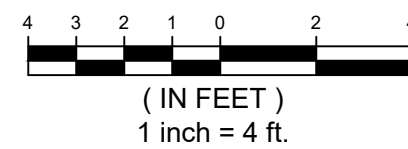
WASHINGTON STREET AND EAST APPROACH

PROVIDENCE, RHODE ISLAND

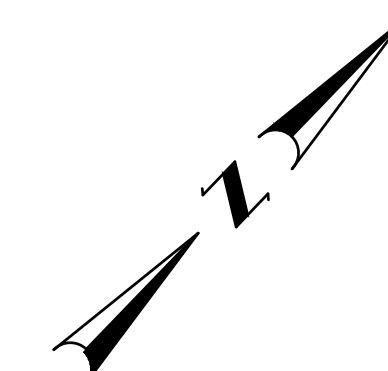
TYPICAL SECTIONS

CHECKED BY MPS DATE 10-25-22 SCALE 1"=4'

GRAPHIC SCALE



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GRAPHIC SCALE

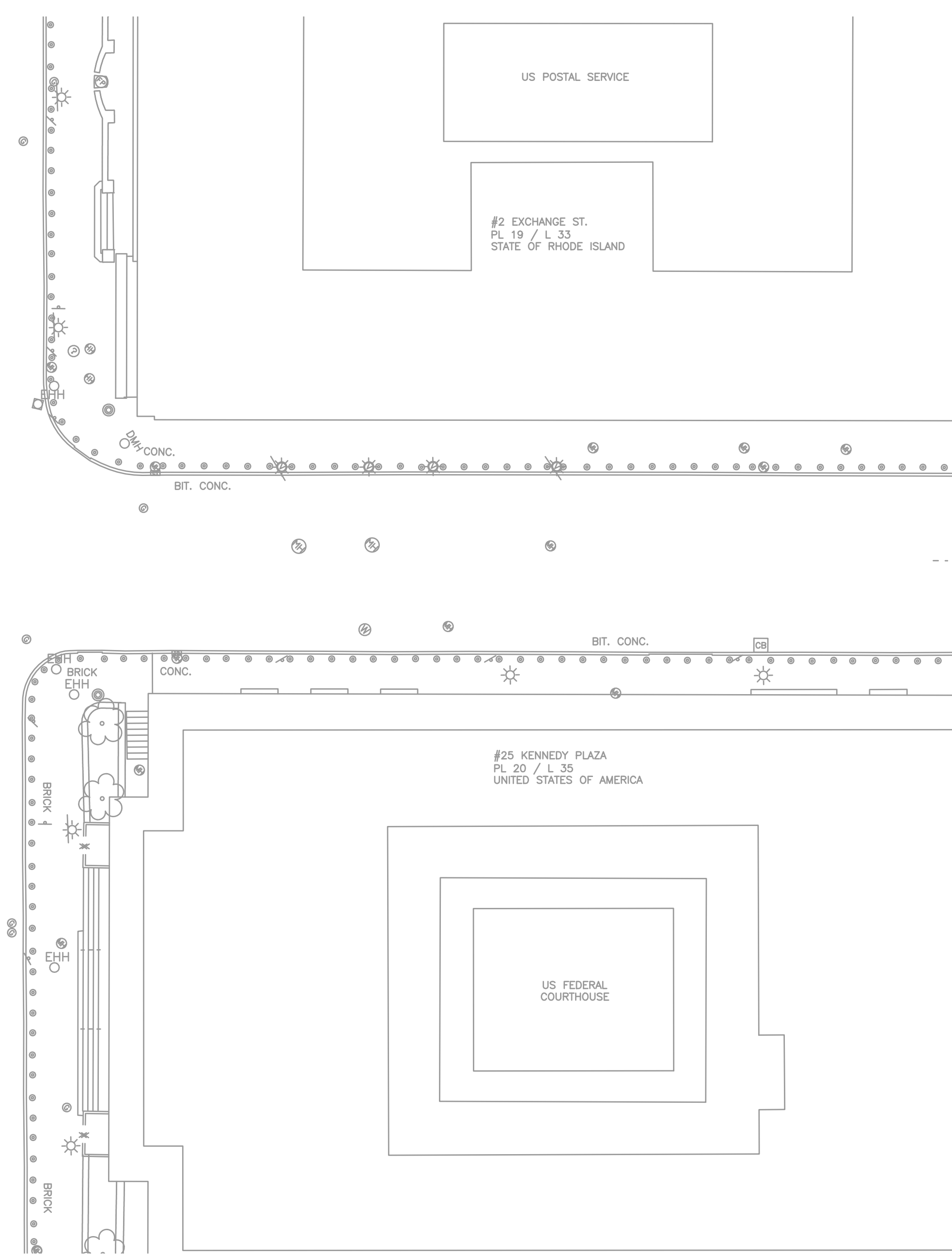


(IN FEET)
1 inch = 20 ft.



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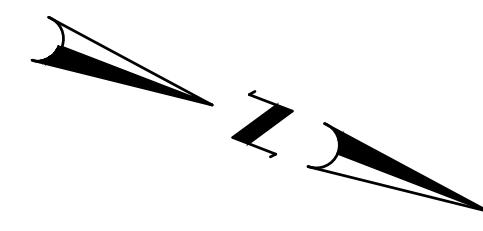
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GENERAL PLAN - 2

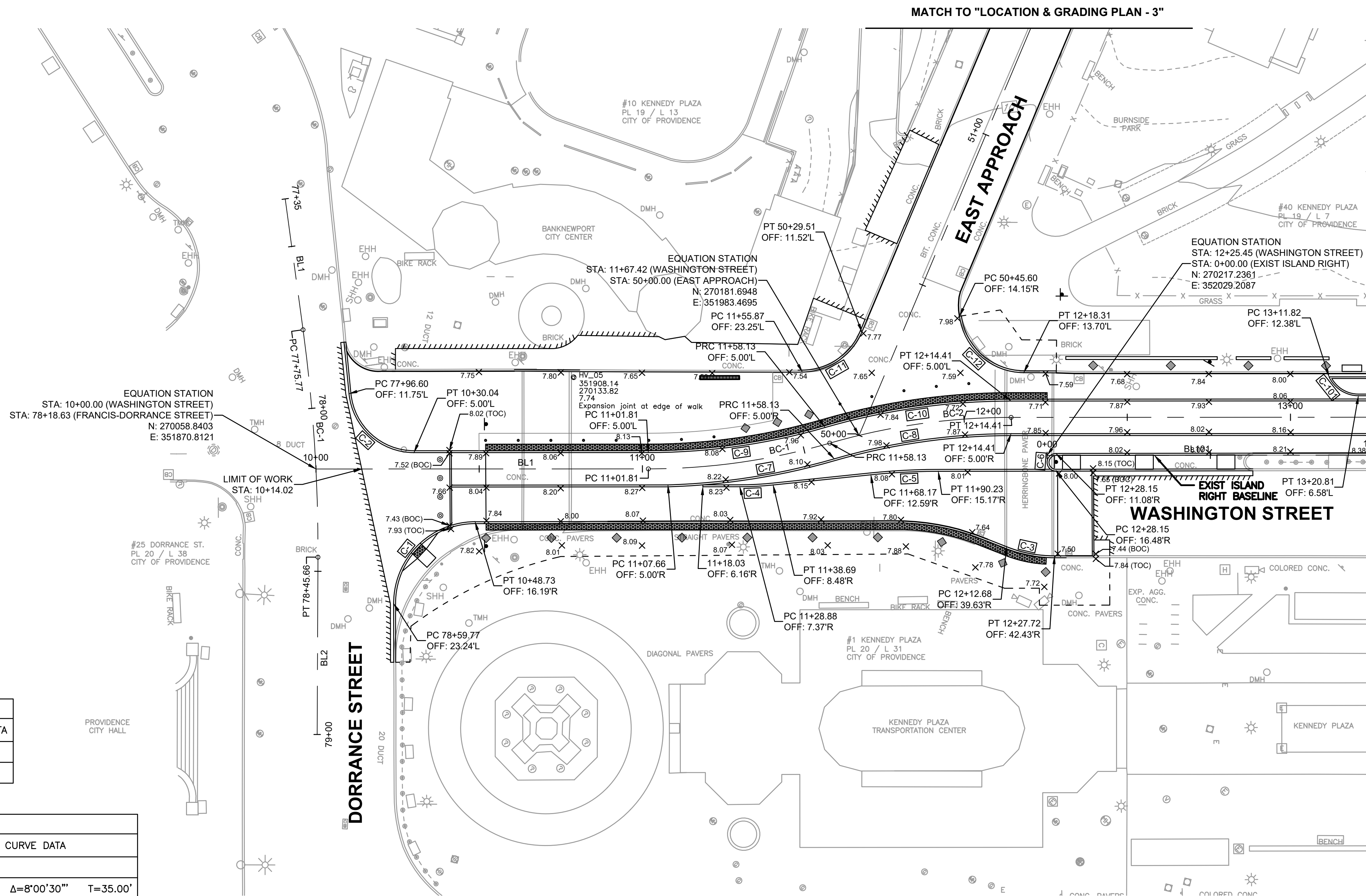
CHECKED BY MPS DATE 10-25-22 SCALE 1"=20'



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CURVE DATA				
NO.	Δ	RADIUS	TANGENT	LENGTH
C-101	064°41'58"	10.00'	6.33'	11.29

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.



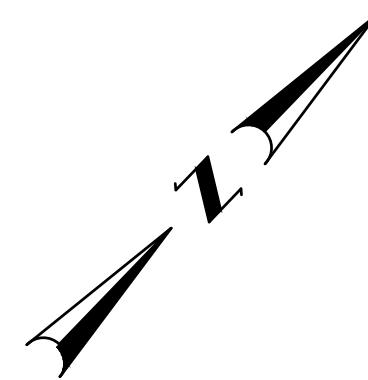
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

WASHINGTON STREET AND
EAST APPROACH

PROVIDENCE, RHODE ISLAND

LOCATION & GRADING PLAN - 1

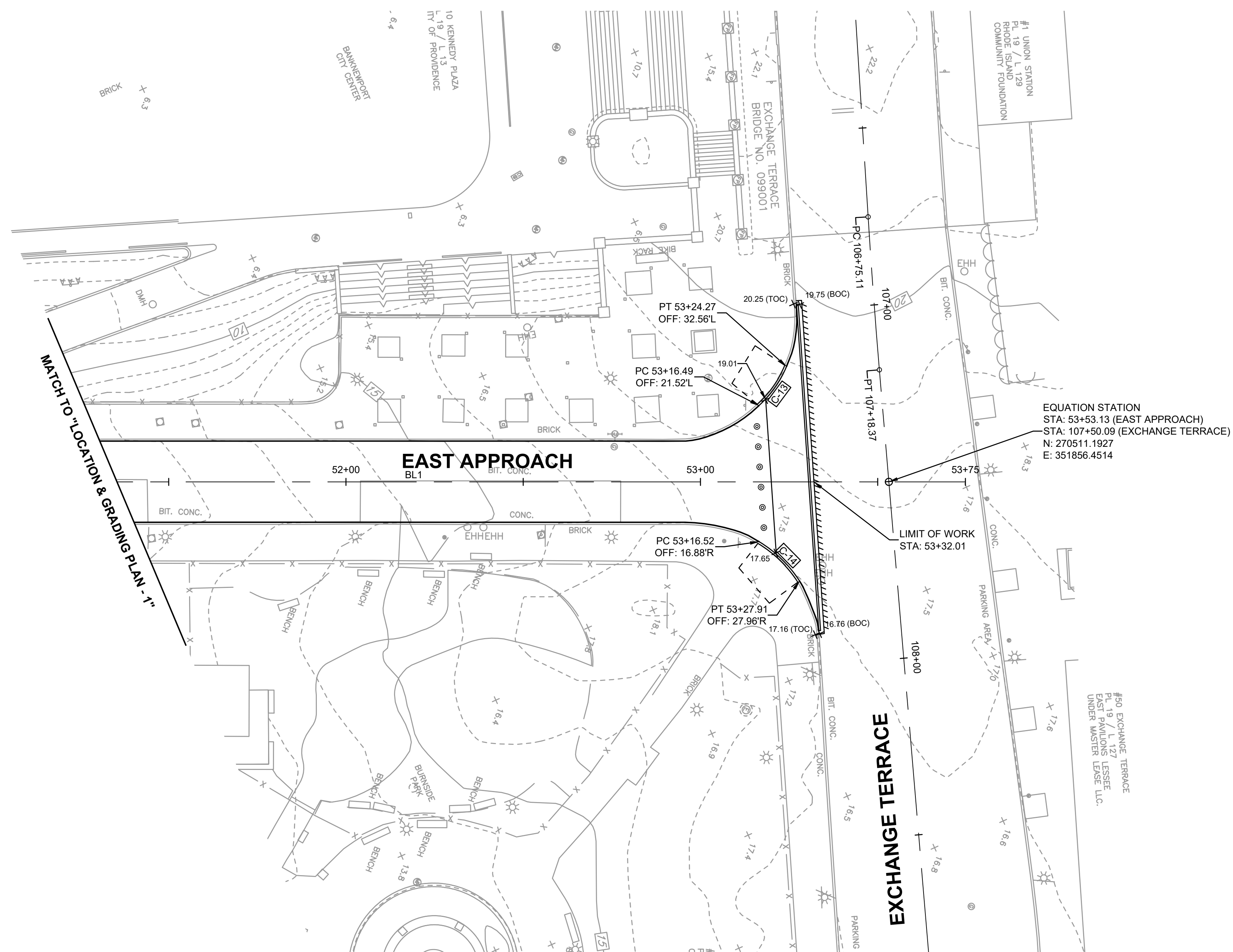
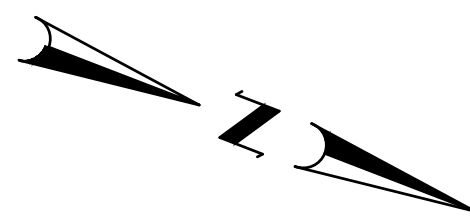
CHECKED BY MP DATE 10-25-22 SCALE 1"=20'

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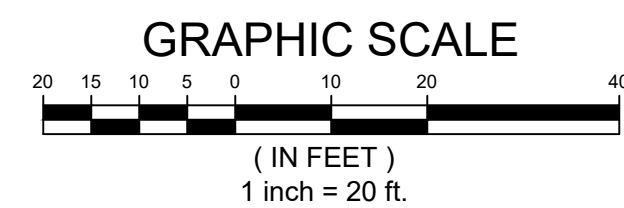
LOCATION & GRADING PLAN - 2

CHECKED BY MPS DATE 10-25-22 SCALE 1"=20'





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C-14	026°14'08"	35.00'	8.16'	16.03

[illegible]

RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION

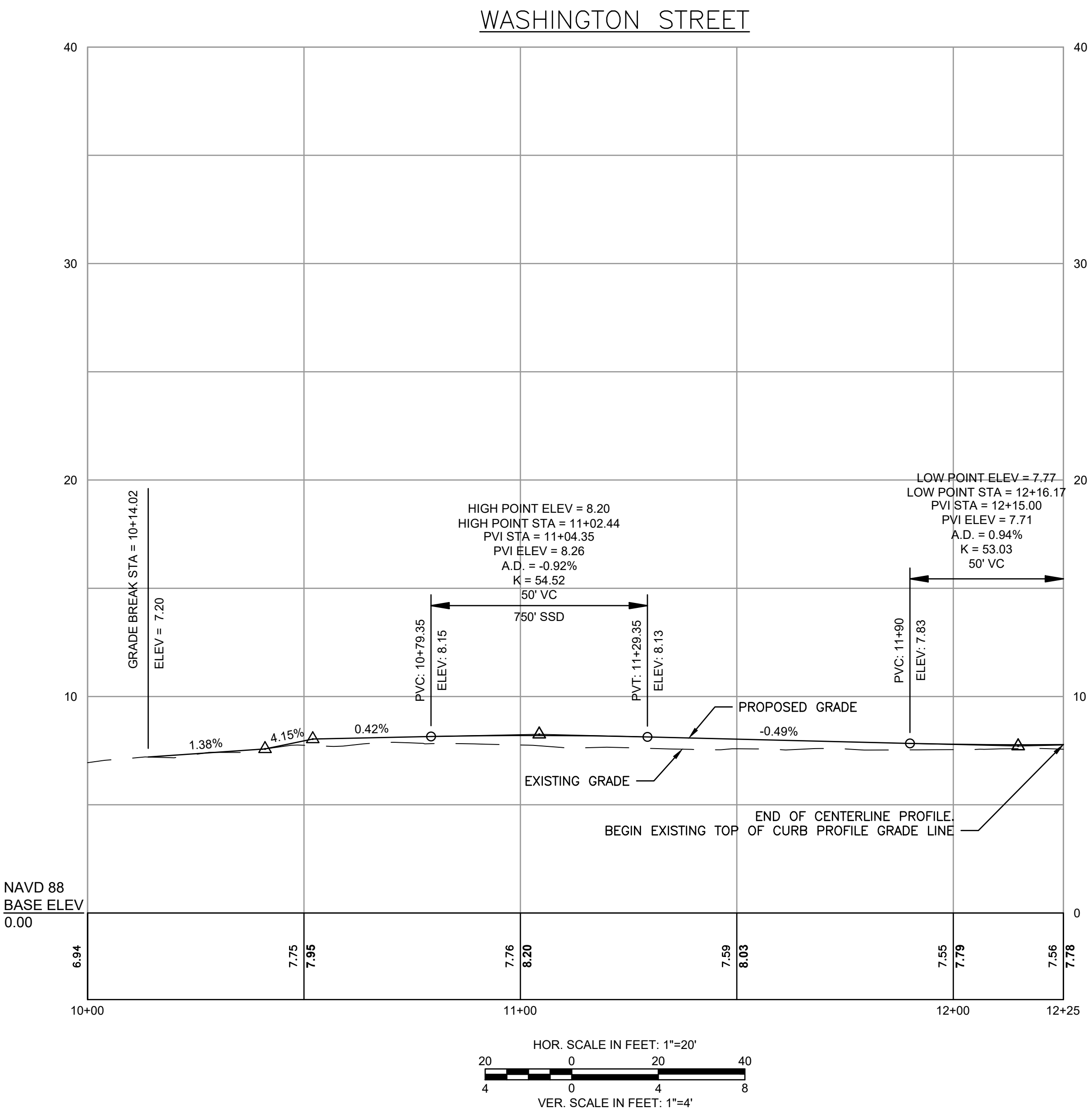
WASHINGTON STREET AND
EAST APPROACH

PROVIDENCE, RHODE ISLAND

LOCATION & GRADING PLAN - 3

CHECKED BY MPS DATE 10-25-22 SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	15	42



CONTINUED NEXT SHEET

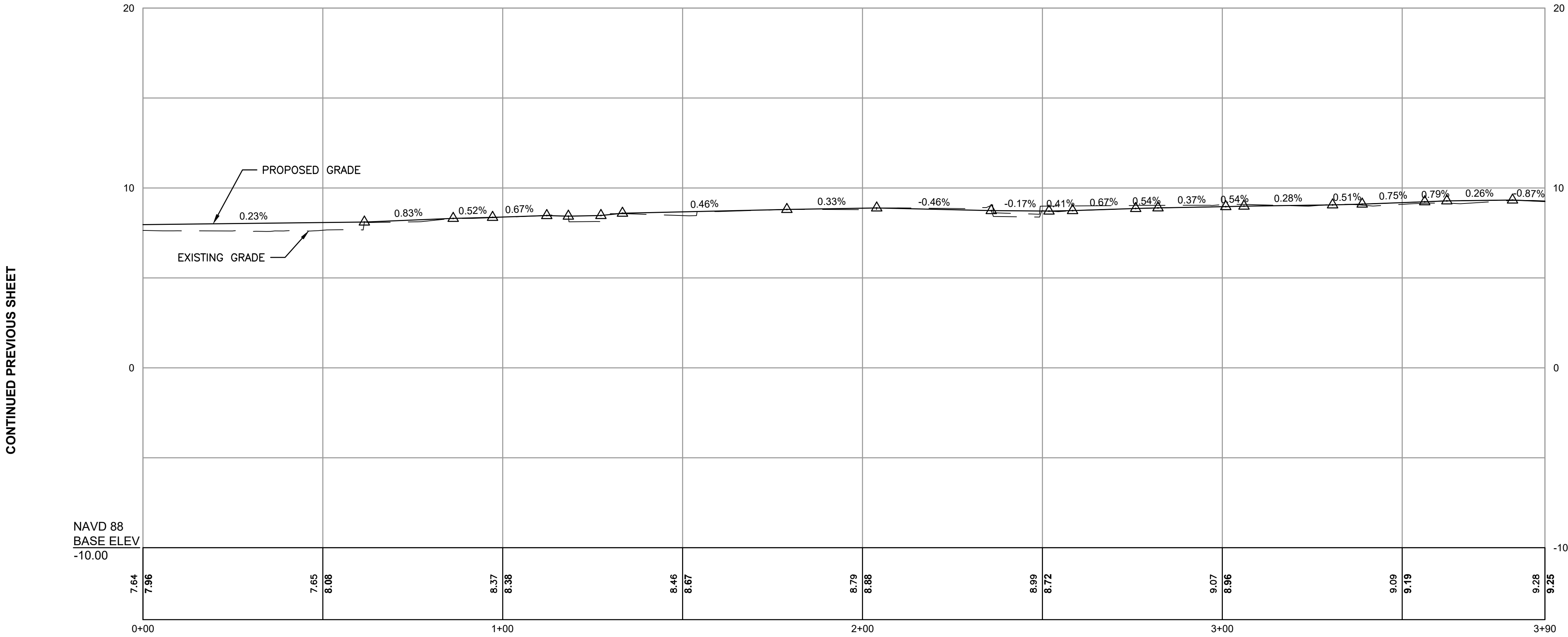
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REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			PROFILE PLAN - 1	
			CHECKED BY: <u> MPS </u> DATE <u>10-25-22</u> SCALE <u>AS SHOWN</u>	

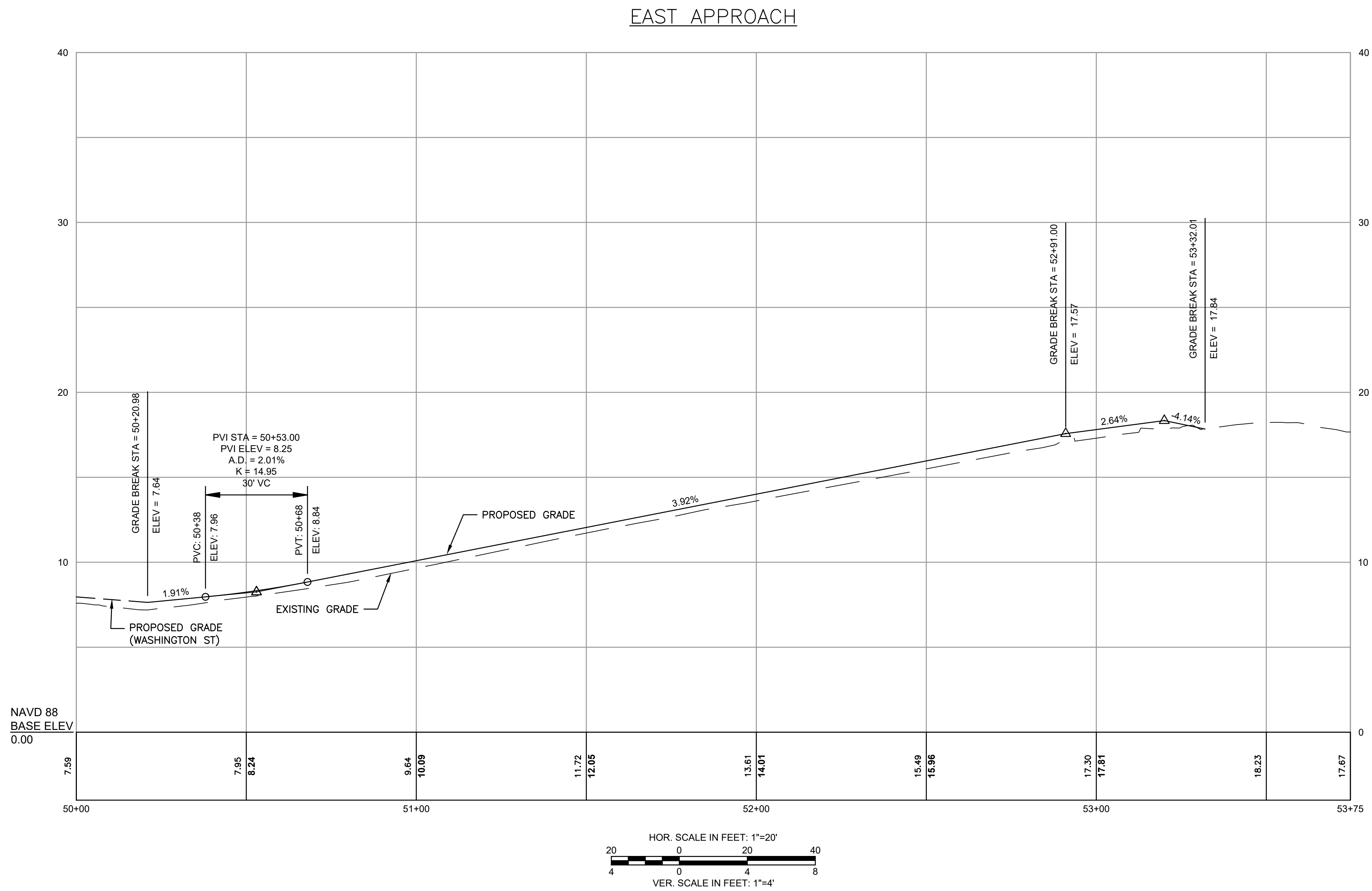
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	16	42

TOP OF CURB PROFILE GRADE LINE –
WASHINGTON STREET – EXIST ISLAND RIGHT



REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY	WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			PROFILE PLAN - 2	
			CHECKED BY: MPS DATE: 10-25-22 SCALE: AS SHOWN	

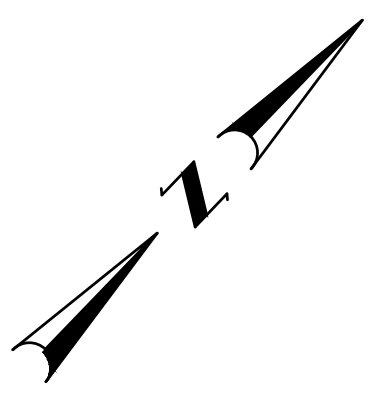
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	17	42



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REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			PROFILE PLAN - 3	
			CHECKED BY: <u> MPS </u> DATE <u>10-25-22</u> SCALE <u>AS SHOWN</u>	

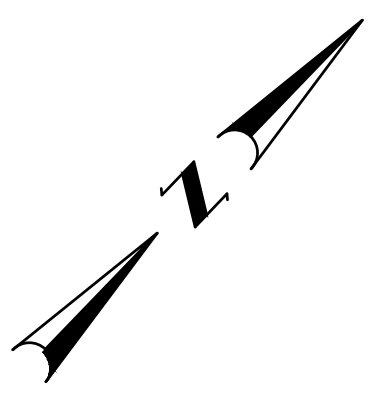


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROVIDENCE, RHODE ISLAND

CHECKED BY MPS DATE 10-25-22 SCALE 1"=20'





WASHINGTON STREET

EXCHANGE STREET

US POSTAL SERVICE

#2 EXCHANGE ST.
PL 19 / L 33
STATE OF RHODE ISLAND

#25 KENNEDY PLAZA
PL 20 / L 35
UNITED STATES OF AMERICA

US FEDERAL
COURTHOUSE

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

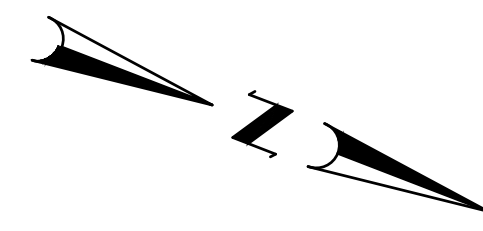
WASHINGTON STREET AND EAST APPROACH

PROVIDENCE, RHODE ISLAND

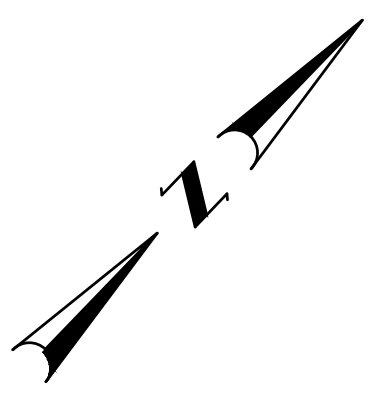
DRAINAGE & UTILITY PLAN - 2

CHECKED BY MPS DATE 10-25-22 SCALE 1"=20'





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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

WASHINGTON STREET AND
EAST APPROACH

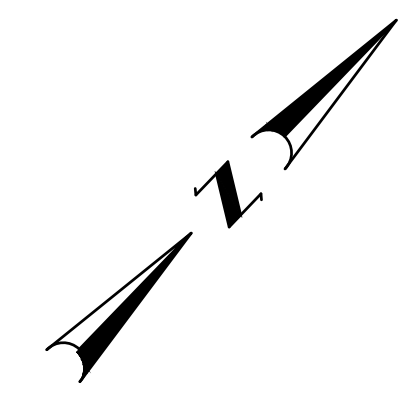
PROVIDENCE, RHODE ISLAND

SIGNING PLAN - 1

CHECKED BY: MPS DATE 10-25-22 SCALE 1"=20'

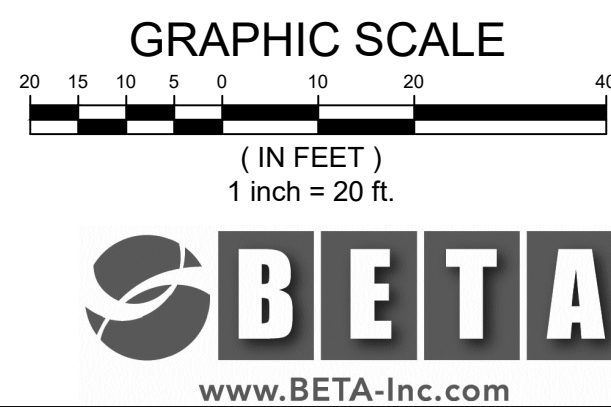
	(continued)
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RHODE ISLAND			
DEPARTMENT OF TRANSPORTATION			
WASHINGTON STREET AND EAST APPROACH			
PROVIDENCE,		RHODE ISLAND	
SIGNING PLAN - 2			
CHECKED BY	MPS	DATE 10-25-22	SCALE 1"=20'

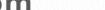
\\10400010430 - PROVIDENCE WASHINGTON & EAST APPROACH AUTOCAD PLAN SET 10430_009_SIGN.DWG Plotted by: Francis Marinaccio

[illegible]

SIGNING PLAN - 3

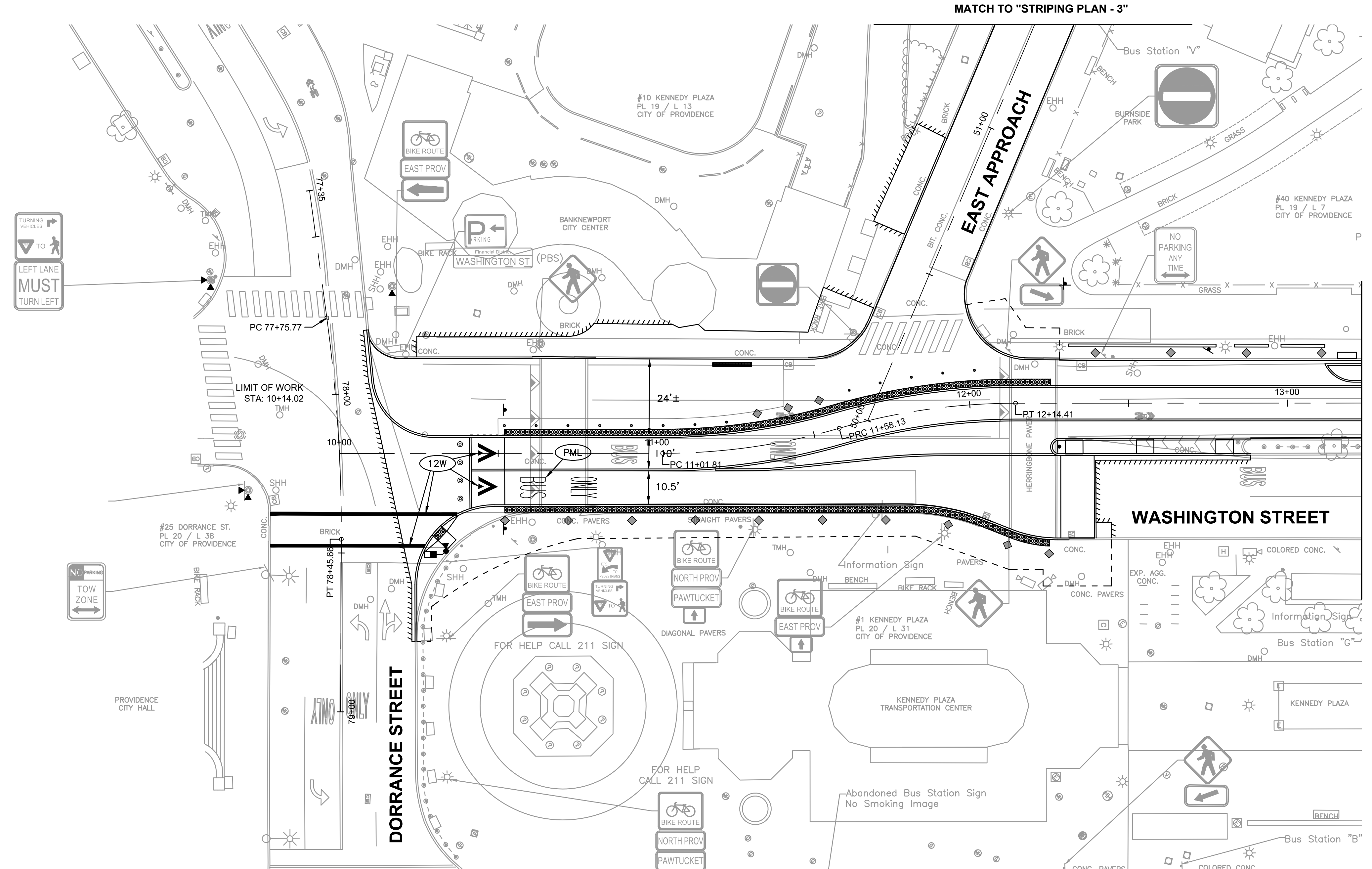
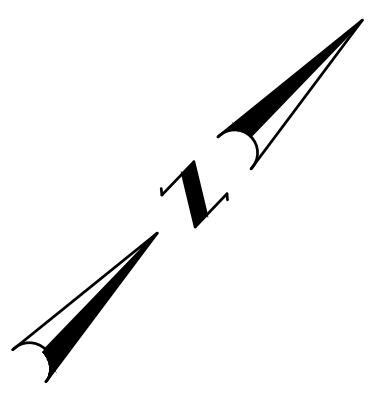
CHECKED BY MPS DATE 10-25-22 SCALE 1"=20'

ALL SIGNS TO BE MOUNTED USING U-CHANNEL POSTS UNLESS OTHERWISE SPECIFIED.

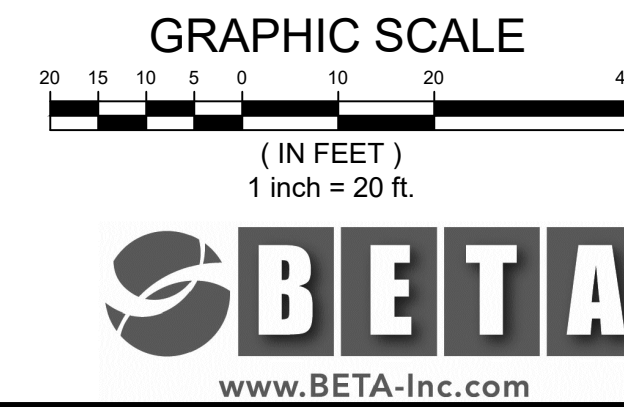


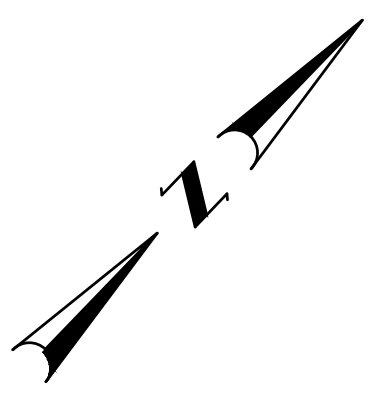
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FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	25	42



REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY	WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			STRIPING PLAN - 1	
			CHECKED BY <u> MPS </u> DATE <u>10-25-22</u> SCALE <u>1"=20'</u>	





RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
WASHINGTON STREET AND EAST APPROACH PROVIDENCE, RHODE ISLAND	
STRIPING PLAN - 2	
CHECKED BY <u>MPS</u>	DATE <u>10-25-22</u> SCALE <u>1"=20'</u>



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROVIDENCE, RHODE ISLAND

CHECKED BY MPS DATE 10-25-22 SCALE 1"=20'



FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	28	42

TRAFFIC SIGNAL MATERIALS LIST

ITEM NO.	LEGEND	ITEM CODE	ITEM DESCRIPTION
1c		T05.0400	BREAK INTO EXISTING HANDHOLE
2aa	—	T06.3030	3 INCH RIGID STEEL CONDUIT – UNDER EXISTING PAVEMENT
7d		T04.5303	14 AWG 3 CONDUCTOR CABLE
7e		T04.5305	14 AWG 5 CONDUCTOR CABLE
9d	▼	T13.8210	ACCESSIBLE PEDESTRIAN DETECTOR – PUSHBUTTON WITH SIGN
11		945.0200	REMOVE AND SALVAGE TRAFFIC SIGNAL SYSTEM

VIDEO DETECTOR DATA					
DETECTOR ZONE NO.	CAMERA NUMBER	APPROX. SIZE DET. ZONE	DELAY (SEC)	CALL PHASE	REMARKS
1	1	6'x40'	5	ø1/ø2	EXISTING
2	1	6'x40'	3	ø2	EXISTING
3	2	6'x40'	5	ø2/ø3	EXISTING
4	2	6'x40'	5	ø2	EXISTING
7	3	6'x40'	3	ø4	EXISTING
8	3	6'x6'	5	ø4	EXISTING

NOTES:

- DETECTOR NO. 1 IS TO BE WIRED TO CALL AND EXTEND ø1 ND ø2.
- DETECTOR NO. 3 IS TO BE WIRED TO CALL AND EXTEND ø2 ND ø3.

COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	70	70	
OFFSET	0	0	
SPLIT ø1	11	11	
SPLIT ø2	23	23	
SPLIT ø3	11	11	
SPLIT ø4	25	25	
COORDINATED PHASE	ø2	ø2	
PLAN 1 – MONDAY–FRIDAY 7:00AM–9:15AM			
PLAN 2 – MONDAY–FRIDAY 11:30AM–6:30PM			
FREE – ALL OTHER TIME PERIODS			

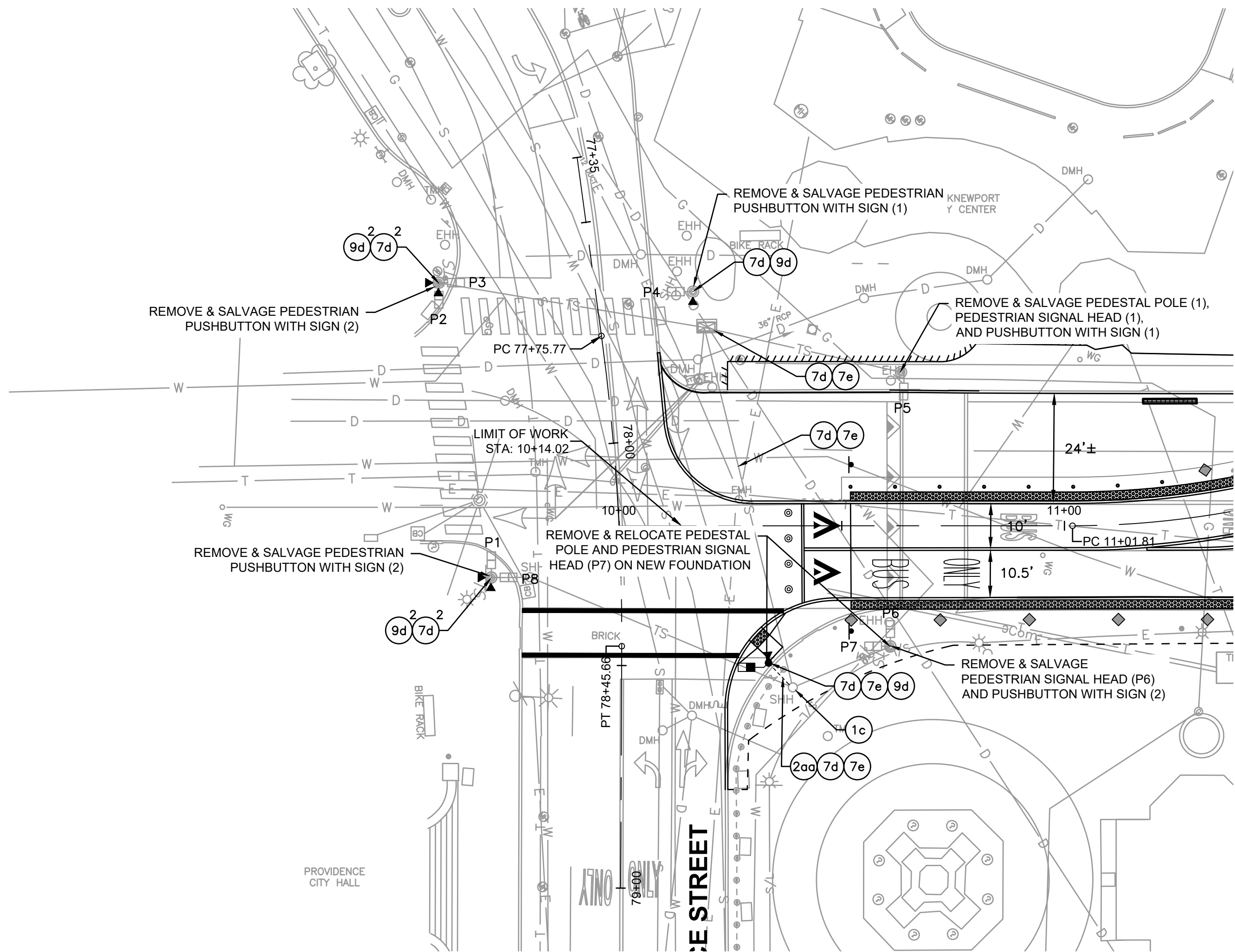
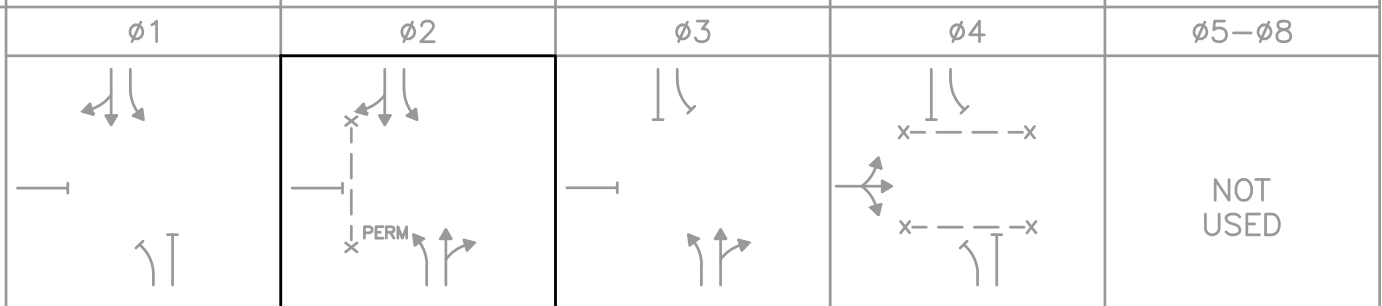
NOTES:

- MAX. 2 IN OPERATION DURING COORDINATION
- ø2 "CALL NON ACTUATED" DURING COORDINATION.
- MAX. RECALL TO BE PROGRAMMED INITIALLY FOR ø1–ø3
- PEDESTRIAN RECALL TO BE PROGRAMMED FOR ø4 DURING COORDINATION
- OFFSET: BEG OF ø2 GREEN.
- PLAN FORCE OFF/FLOATING FORCE OFF SHALL BE IN EFFECT.
- SPLIT TIMES EQUAL GREEN PLUS CLEARANCES.

SEQUENCE AND TIMING DIAGRAM																		
APPROACH	DIRECTION	HOUSING	ø1			ø2			ø3			ø4			ø5			FLASHING OPERATION
MINIMUM INTERVAL			4			6			4			4						
VEHICLE EXTENSION			2.4			2.4			2.4			2.4						
MAXIMUM 1			10			20			10			15						
MAXIMUM 2			10			20			10			15						
YELLOW CLEARANCE				3			3			3			3					
RED CLEARANCE					1			2			1.5			2				
PED. WALK/CHANGE						5/12						4/15						
DORRANCE STREET	NB–LT	A	R	R	R	G	Y	R	G	Y	R	R	R	R			FY	
DORRANCE STREET	NB	B	R	R	R	G	Y	R	G	Y	R	R	R	R			FY	
DORRANCE STREET	SB–LT	C,D	G	Y	R	G	Y	R	R	R	R	R	R	R			FY	
DORRANCE STREET	SB	E	G	Y	R	G	Y	R	R	R	R	R	R	R			FY	
WASHINGTON STREET	EB	F,G	R	R	R	R	R	R	R	R	R	G	Y	R			FR	
PEDESTRIAN X–ING	N–S	P1,2	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW			DARK	
PEDESTRIAN X–ING	E–W	P3,4,7,8	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW			

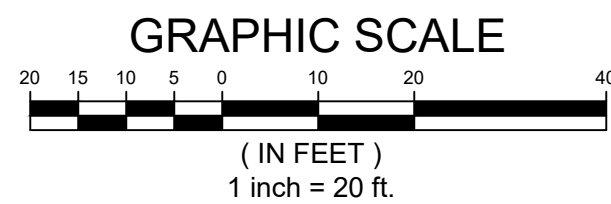
SEQUENCE AND TIMING NOTES:

- FLASHING OPERATION PER M.U.T.C.D. SECTIONS 4D.28–4D.31.
- PERM = PERMISSIVE
- MAXIMUM 1 = NORMAL OPERATION
- MAXIMUM 2 = COORDINATION
- PED. W/FDW UPON PUSHBUTTON ACTUATION ONLY



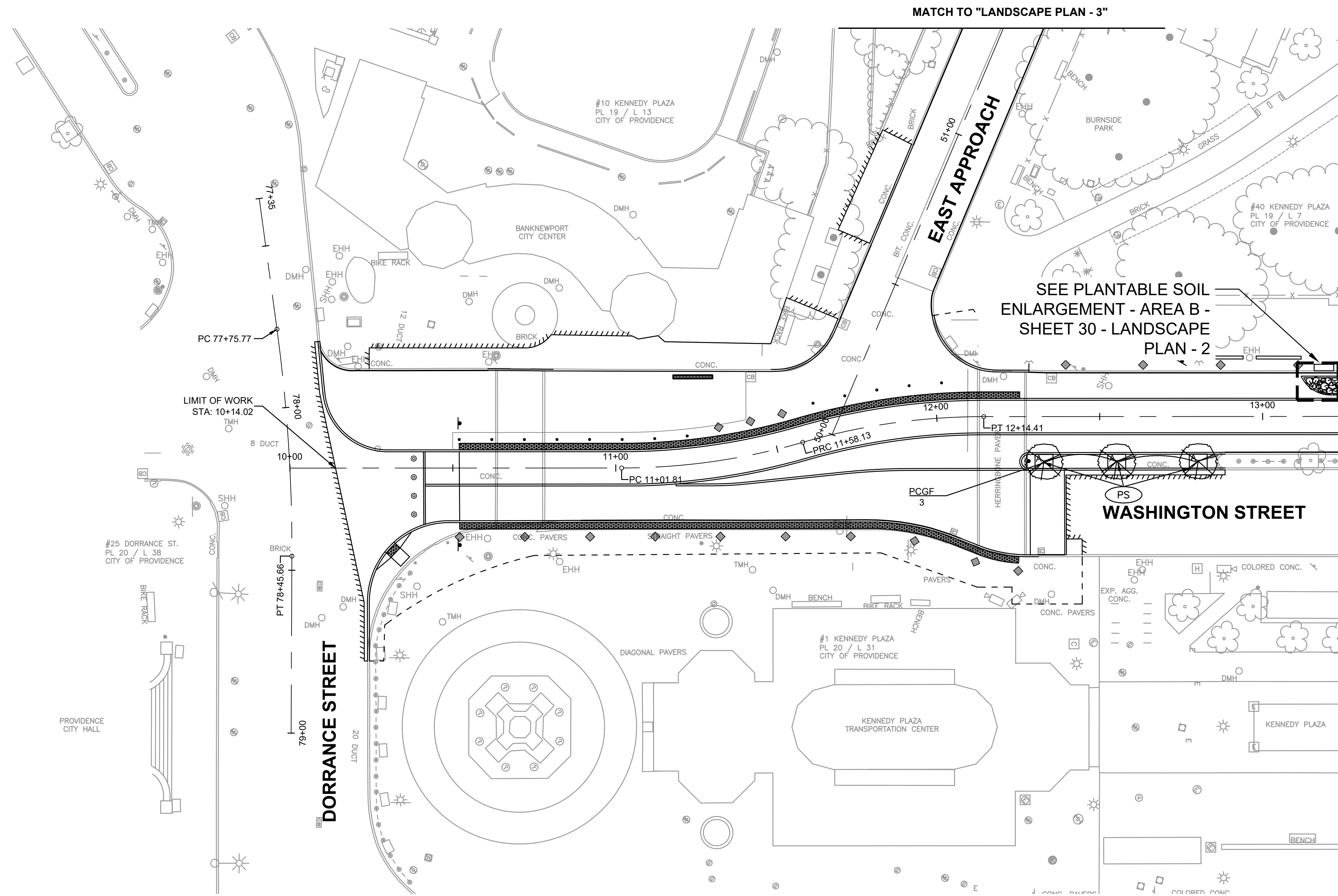
CONSTRUCTION NOTES:

- EQUIPMENT TO BE REMOVED AND SALVAGED AT THIS LOCATION SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING MAJOR ITEMS:
 - 1 PEDESTAL POLE
 - 2 PEDESTRIAN SIGNAL HEAD
 - 8 PEDESTRIAN PUSHBUTTON WITH SIGN
- EQUIPMENT TO BE REMOVED AND RELOCATED ON A NEW FOUNDATION AT THIS LOCATION SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING MAJOR ITEMS:
 - 1 PEDESTAL POLE
 - 1 PEDESTRIAN SIGNAL HEAD
- WIRING FOR THE NEW ACCESSIBLE PEDESTRIAN PUSHBUTTONS AND RELOCATED PEDESTRIAN SIGNAL HEAD SHALL BE NEW UNLESS THE EXISTING WIRES ARE DETERMINED TO BE SUFFICIENT AND IN GOOD CONDITION. ANY NEW WIRING SHALL RUN THROUGH EXISTING CONDUIT UNLESS OTHERWISE NOTED TO THE EXISTING TRAFFIC SIGNAL CABINET.
- THE WORK PROPOSED AS PART OF THIS LOCATION IS LIMITED TO HIGHLIGHTED ITEMS INCLUDING THIS ITEMS LISTED ON THE MATERIALS LIST. SHADED ITEMS REFLECT EXISTING CONDITIONS, EQUIPMENT, AND SETTINGS AND SHALL NOT BE ALTERED.
- PEDESTRIAN SIGNAL HEAD P7 SHALL BE REMOVED AND REMOUNTED USING A ONE–WAY BRACKET.
- THE INTENT OF THE PROJECT IS TO RELOCATE AN EXISTING PEDESTAL POLE/PEDESTRIAN SIGNAL HEAD AND REPLACE ALL PEDESTRIAN PUSHBUTTONS WITH ACCESSIBLE PEDESTRIAN PUSHBUTTONS TO COMPLY WITH ADA, ALIGNED IN THE APPROPRIATE DIRECTIONS WITH THE CROSSWALKS. ALL WORK REQUIRED TO COMPLETE THIS PROJECT SHALL BE INCLUDED IN THE CONTRACT INCLUDING REPAIRING/PAINTING PEDESTAL POLES TO COVER HOLES OR DAMAGED SECTIONS OF THE POLES.
- THE EXISTING CONDUIT NETWORK SHOWN ON THIS PLAN IS BASED ON RECORD PLANS. THE CONTRACTOR SHALL FIELD VERIFY THE EXISTING CONDUIT LOCATION AND SIZES FOR ACCURACY AND ADEQUACY PRIOR TO PERFORMING WORK.

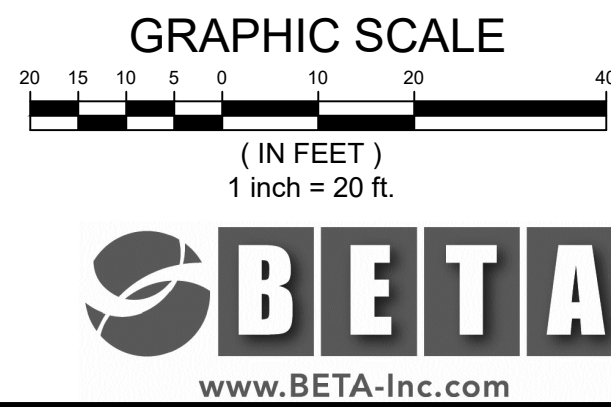


REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY	WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			TRAFFIC SIGNAL PLAN - 1	
			CHECKED BY _____ DATE 10–25–22 SCALE 1"=20'	

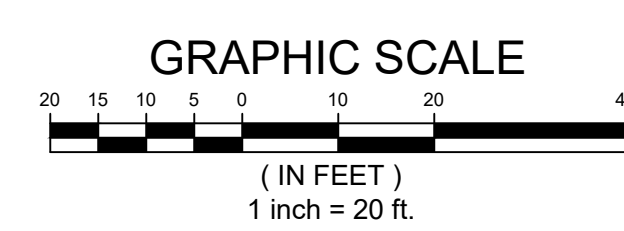
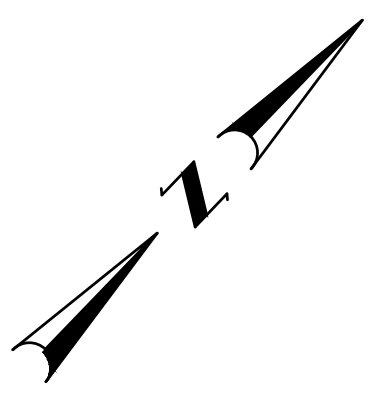
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	29	42



KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT
TREES					
PCGF	3	PYRUS CALLERYANA 'GLENS FORM'	CHANTICLEER PEAR	2-2.5" CAL.	B&B
PERENNIALS					
BGBA	9	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLUE GRAMA GRASS	#1	CONT.
PAH	60	PENNISETUM ALOPECUROIDES 'HAMELN'	DWARF FOUNTAIN GRASS	#1	CONT.
RH	30	RUDBECKIA HIRTA	BLACK EYED SUSAN	#1	CONT.
SSC	18	SCHIZACHYRIUM SCOPARIUM 'CAROUSEL'	CAROUSEL LITTLE BLUESTEM	#1	CONT.

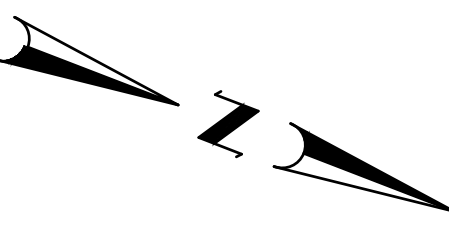


REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			LANDSCAPE PLAN - 1	
			CHECKED BY <u> MPS </u> DATE <u>10-25-22</u> SCALE <u>1"=20'</u>	



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RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
WASHINGTON STREET AND EAST APPROACH PROVIDENCE, RHODE ISLAND	
LANDSCAPE PLAN - 2	
CHECKED BY <u>MPS</u>	DATE <u>10-25-22</u> SCALE <u>1"=20'</u>



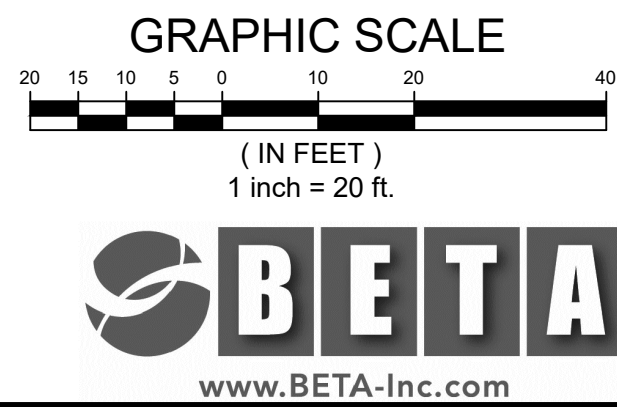
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

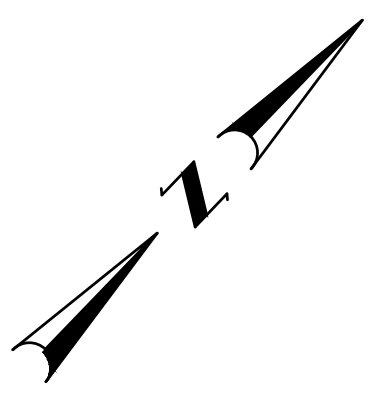
**WASHINGTON STREET AND
EAST APPROACH**

PROVIDENCE, RHODE ISLAND

LANDSCAPE PLAN - 3

CHECKED BY: MPS DATE 10-25-22 SCALE 1"=20'





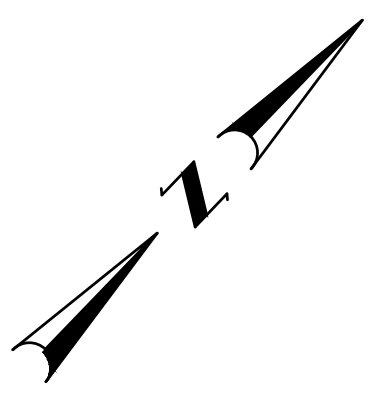
PED DETOUR
WITH SIGNAGE

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

PROVIDENCE, RHODE ISLAND

CHECKED BY MPS DATE 10-25-22 SCALE NO SCALE

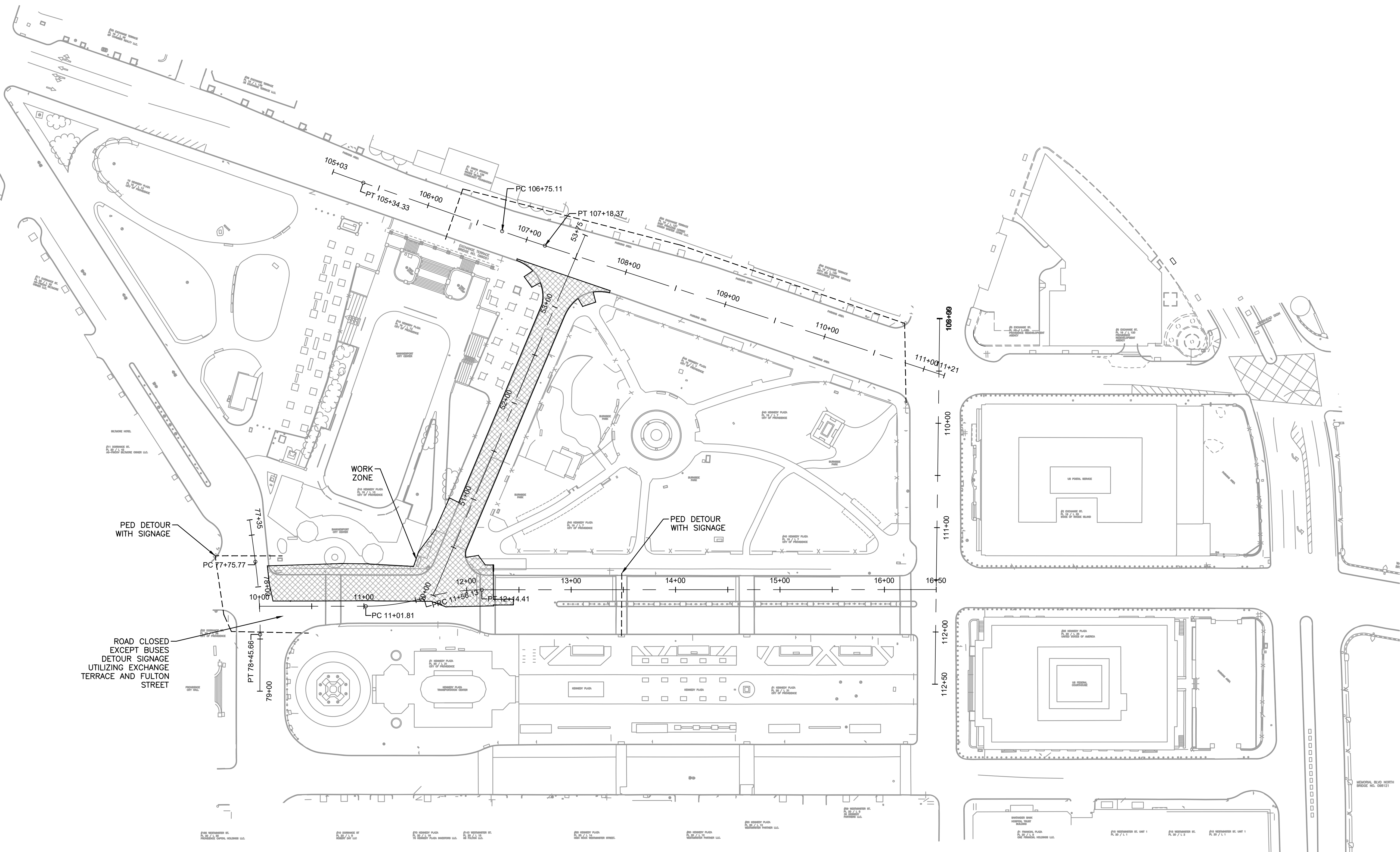
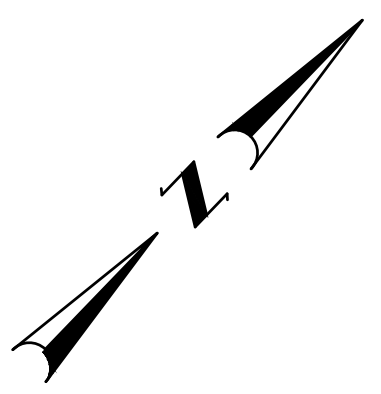




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FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	34	42



PHASE 3

N:\10400\10430 - PROVIDENCE WASHINGTON & EAST APPROACH\AUTOCAD\PLAN SET\10430_012_PHALDWG Plotted by: Francis Marinaccio



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NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			PHASING PLAN - 3	
			CHECKED BY <u> MPS </u> DATE <u>10-25-22</u> SCALE <u>NO SCALE</u>	

-
- 12'
- 6"
- UNTIED LONGITUDINAL JOINT (SHEAR KEY)
- 12'
- 12'
- TRANSVERSE CONTRACTION JOINT @12' SPACING (TYP.)
- 12'
- TRANSVERSE EXPANSION JOINT @ 36' SPACING (TYP.)
- E
- E
- TYP. EXIST. MH. SEE ISOLATION PANEL DETAILS
- 12" MIN.
- TRANSVERSE EXPANSION JOINT
- EQUAL
- 12'
- EQUAL
- 12'



NOT TO SCALE

ISCD

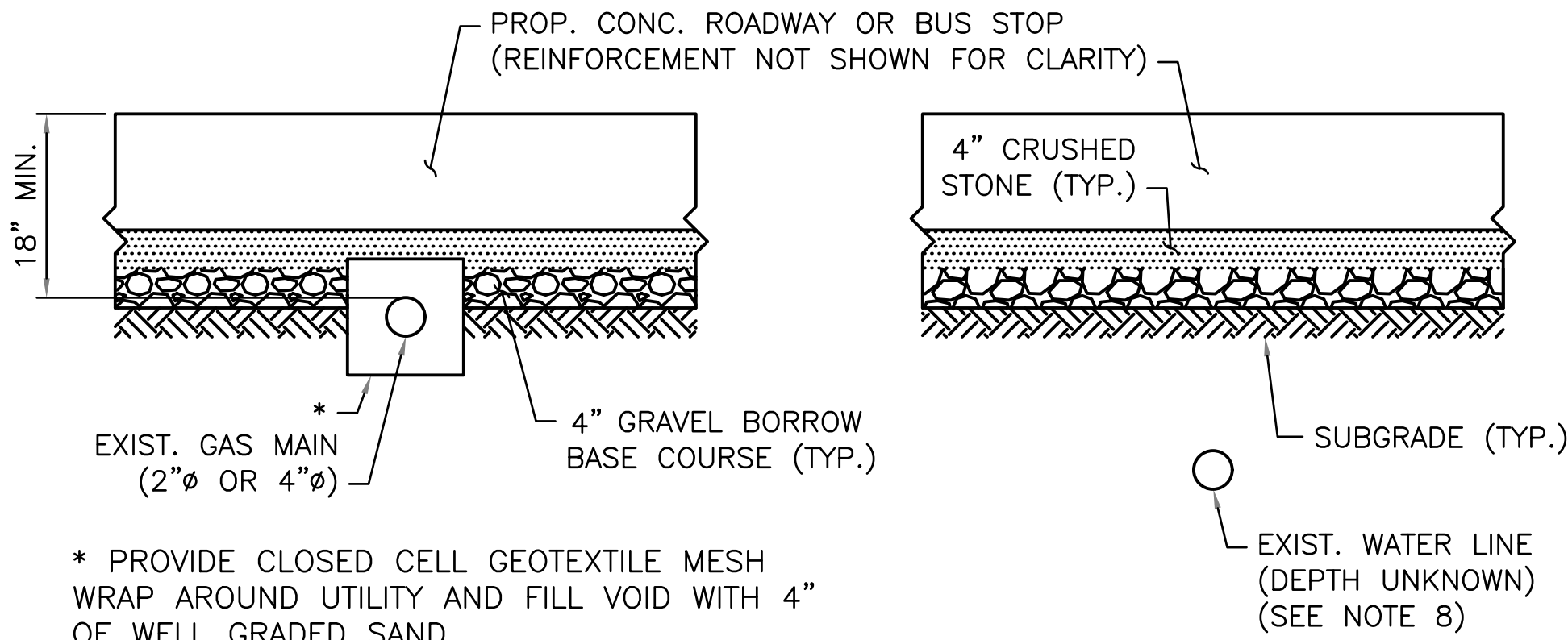
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NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			DETAILS - 1	
			CHECKED BY <u> MPS </u> DATE <u>10-25-22</u> SCALE <u>AS SHOWN</u>	



FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	36	42

GENERAL NOTES:

- ISOLATION PANELS SHALL BE USED AS REQUIRED WITHIN THE PROPOSED CONCRETE RIGID PAVEMENT LIMITS TO PROVIDE ADDITIONAL REINFORCING AROUND THE EXISTING CATCH BASINS AND MANHOLES.
- FOR ALL ISOLATION PANELS, WELDED WIRE FABRIC REINFORCEMENT SHALL BE SHEETS OF A NOMINAL 4" X 4" GRID PATTERN AND SHALL CONFORM TO THE SIZE AND GAUGE DESIGNATIONS NOTED ON RIGID PAVEMENT DETAILS 3. A MINIMUM CLEAR DISTANCE OF 3" SHALL BE MAINTAINED BETWEEN THE WIRE FABRIC AND ALL JOINTS, JOINT BARS, AND UTILITIES.
- THE LAYOUT OF REINFORCEMENT SHOWN ON THIS SHEET IS CONCEPTUAL AND MAY BE MODIFIED IN A MANNER APPROVED BY THE ENGINEER TO ACCOMMODATE SITE CONDITIONS. THE MINIMUM ALLOWABLE DEPTH FOR REINFORCEMENT SHALL BE SUCH THAT 3" OF CONCRETE COVER IS PROVIDED. THE MAXIMUM ALLOWABLE DEPTH SHALL BE THE MID-POINT OF THE SLAB.
- CENTER THE UTILITY OR DRAINAGE STRUCTURE BETWEEN THE TRANSVERSE JOINTS ($\pm 12"$). THE SLAB LENGTH MAY BE ADJUSTED IF NECESSARY TO PROPERLY CENTER THE STRUCTURE, PROVIDED THE FOLLOWING GEOMETRIC CRITERIA IS MET:
 $0.65 \leq W/L \leq 1.37$
- USE #6, GRADE 60 STEEL, EPOXY COATED, DEFORMED BARS PLACED AT A DEPTH OF HALF THE ISOLATION SLAB THICKNESS FOR ALL UTILITY STRUCTURE REINFORCEMENT. BARS MAY BE BENT TO ACHIEVE REQUIRED CLEARANCES.
- FOR LOAD TRANSFER DOWEL DETAILS, SEE DETAILS SHEET 3
- ADJUST PANEL WIDTH AND REINFORCEMENT AS NECESSARY TO MATCH SITE CONDITIONS AND PLAN REQUIREMENTS.
- WATER LINE DEPTHS AT LOCATIONS SHOWN ON PLANS ARE UNKNOWN. THE CONTRACTOR SHALL CAREFULLY IDENTIFY THE DEPTH OF THE WATER LINE. SECTIONS OF WATER LINE WITHIN LIMITS OF CONSTRUCTION AND LESS THAN 30" BELOW GRADE SHALL BE ENCASED IN 4" OF WELL-GRADED SAND AROUND PERIMETER OF PIPE AND WRAPPED IN CLOSED CELL GEOTEXTILE MESH. VIBRATORY COMPACTION METHODS FOR INSTALLING ROADWAYS/BUS STOPS SHALL NOT BE PERMITTED IN THE VICINITY OF EXISTING WATER LINES. ANY DAMAGE TO EXISTING WATER LINES DUE TO CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

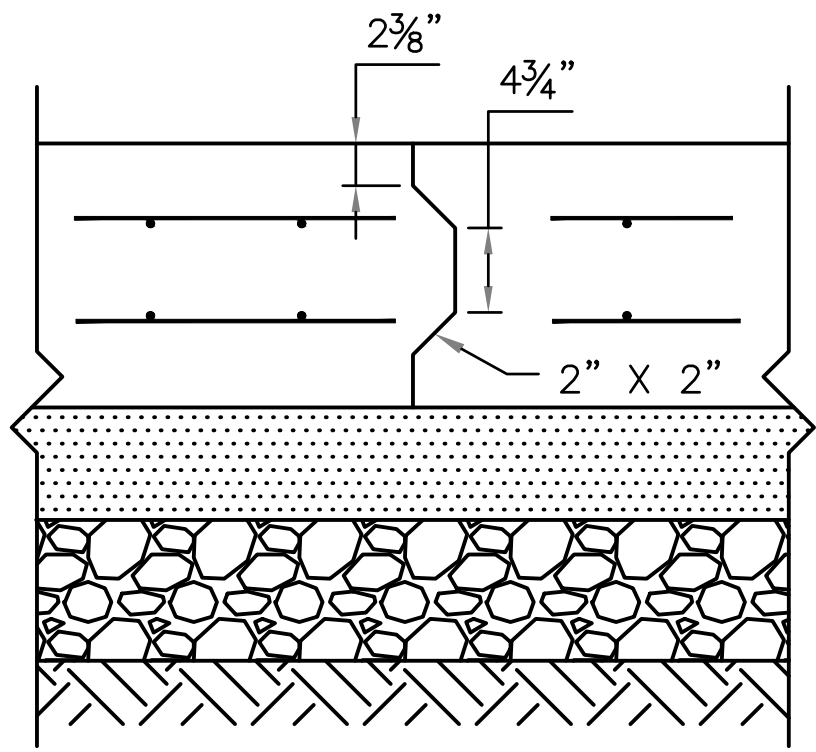


GAS MAIN

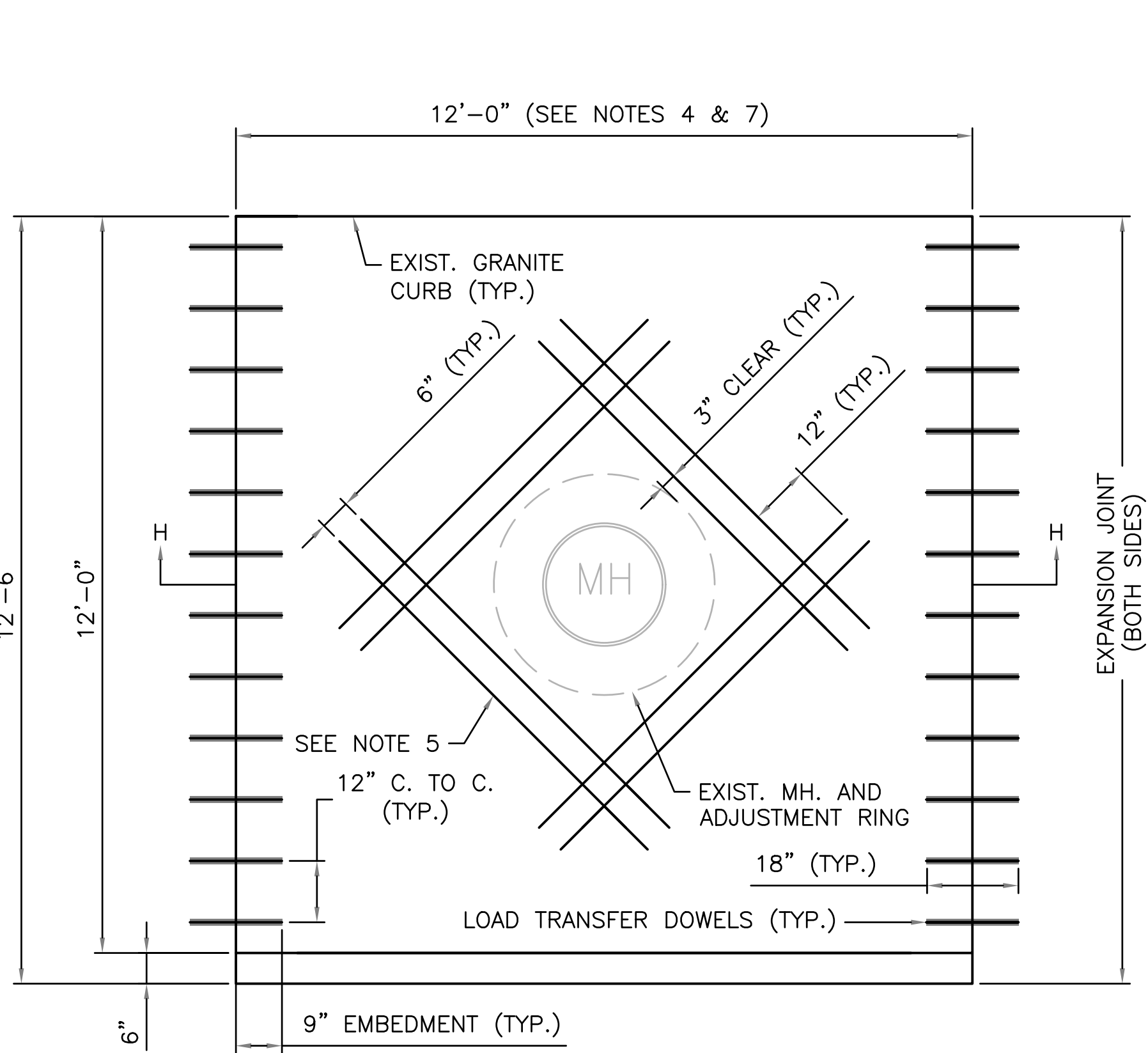
WATER LINE

DETAILS AT EXISTING UTILITIES

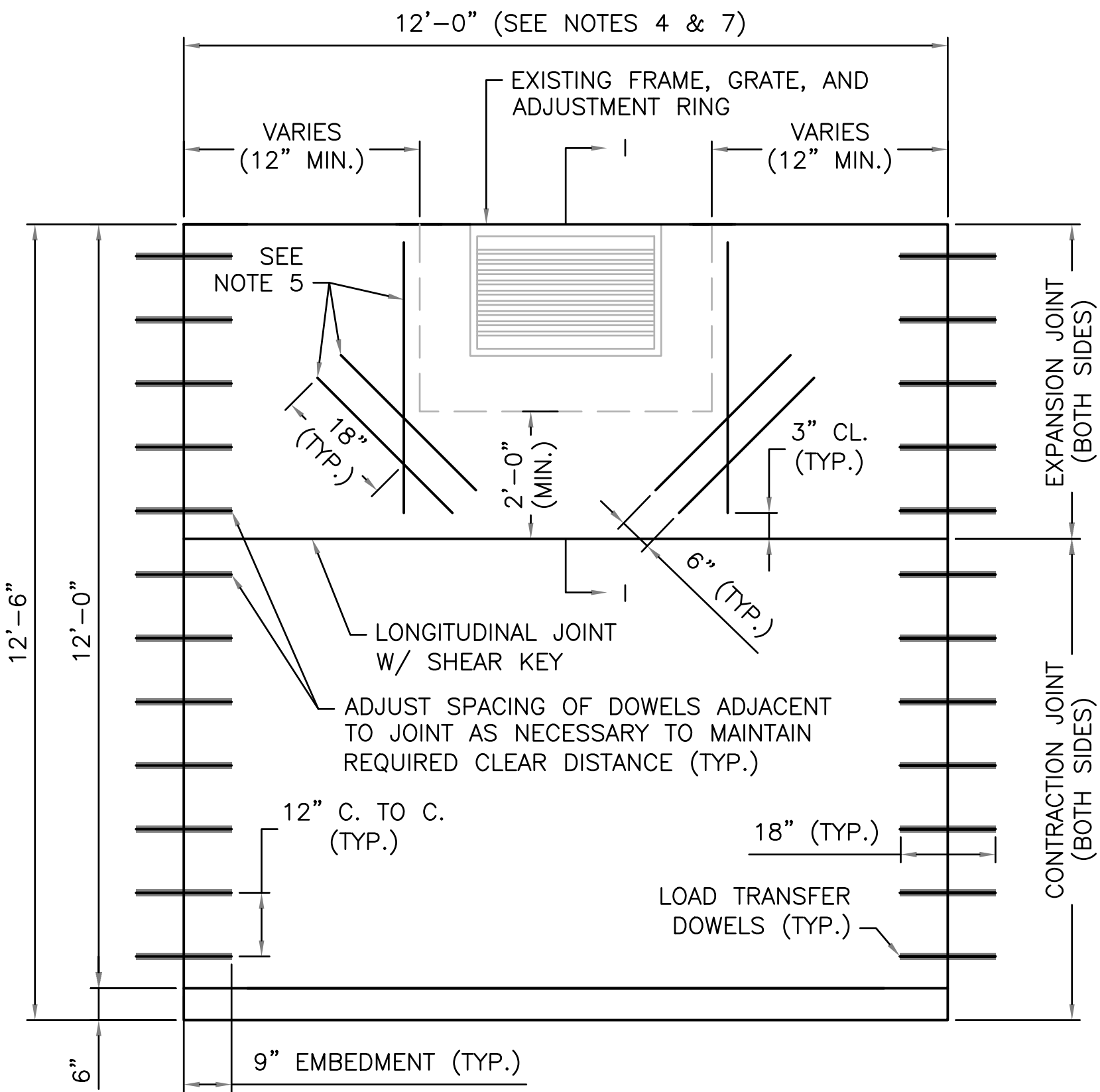
SCALE: 3/4" = 1'-0"



DETAIL A
NOT TO SCALE



MANHOLE LOCATION

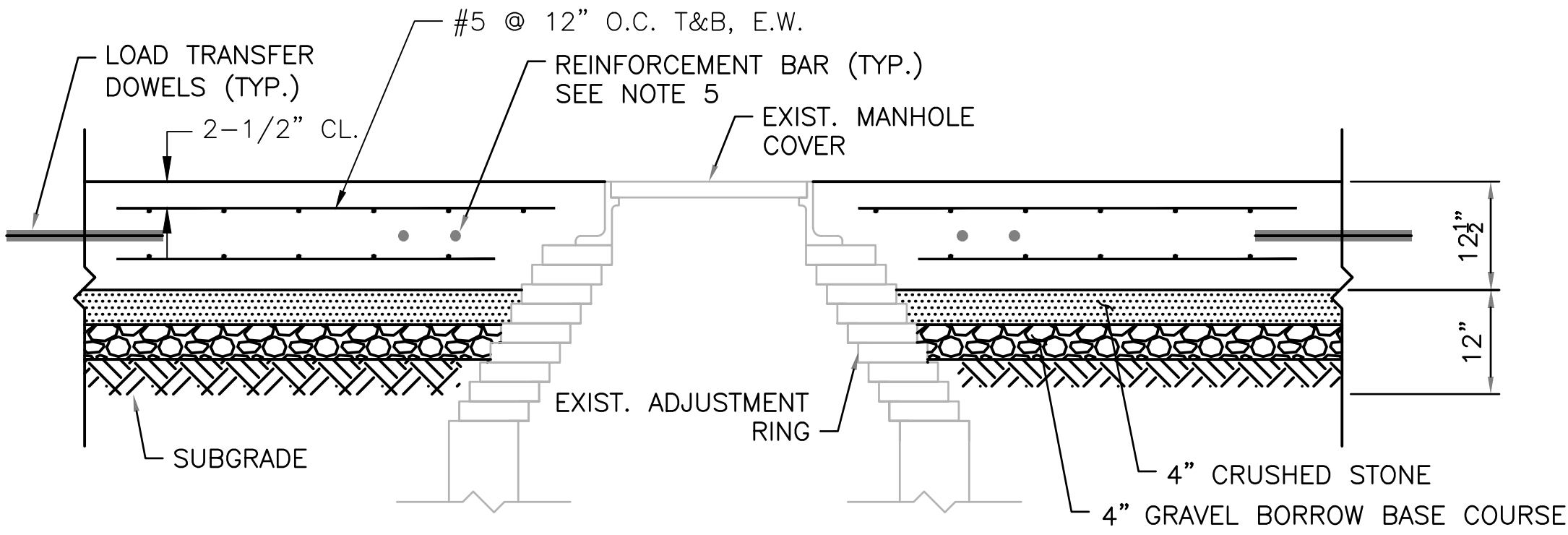


CATCH BASIN LOCATION

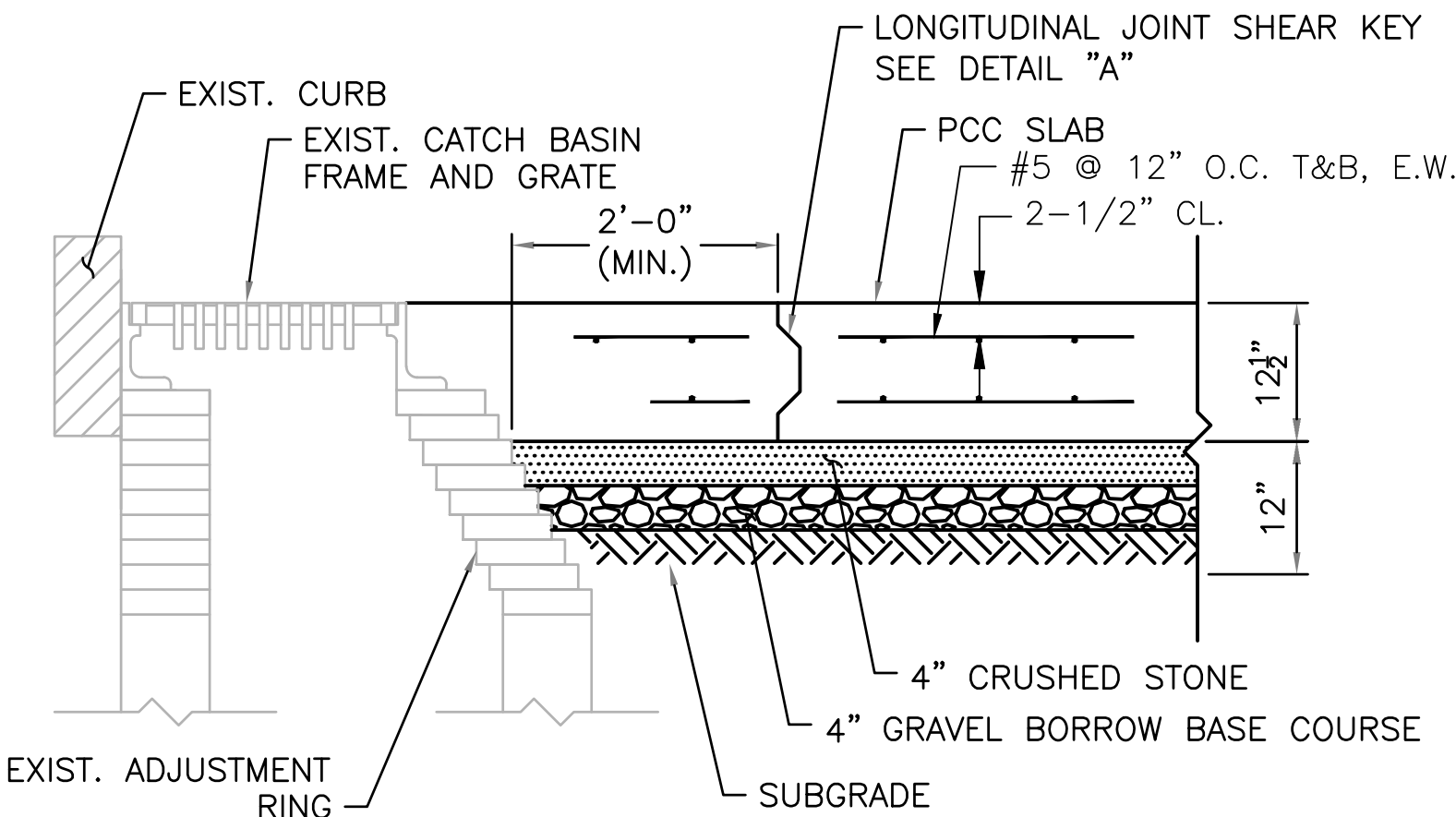
ISOLATION PANEL DETAILS
PLAN VIEWS

SCALE: 1/2" = 1'-0"

NOTE: WIRE FABRIC REINFORCEMENT NOT SHOWN FOR CLARITY.



SECTION H-H
SCALE: 3/4" = 1'-0"

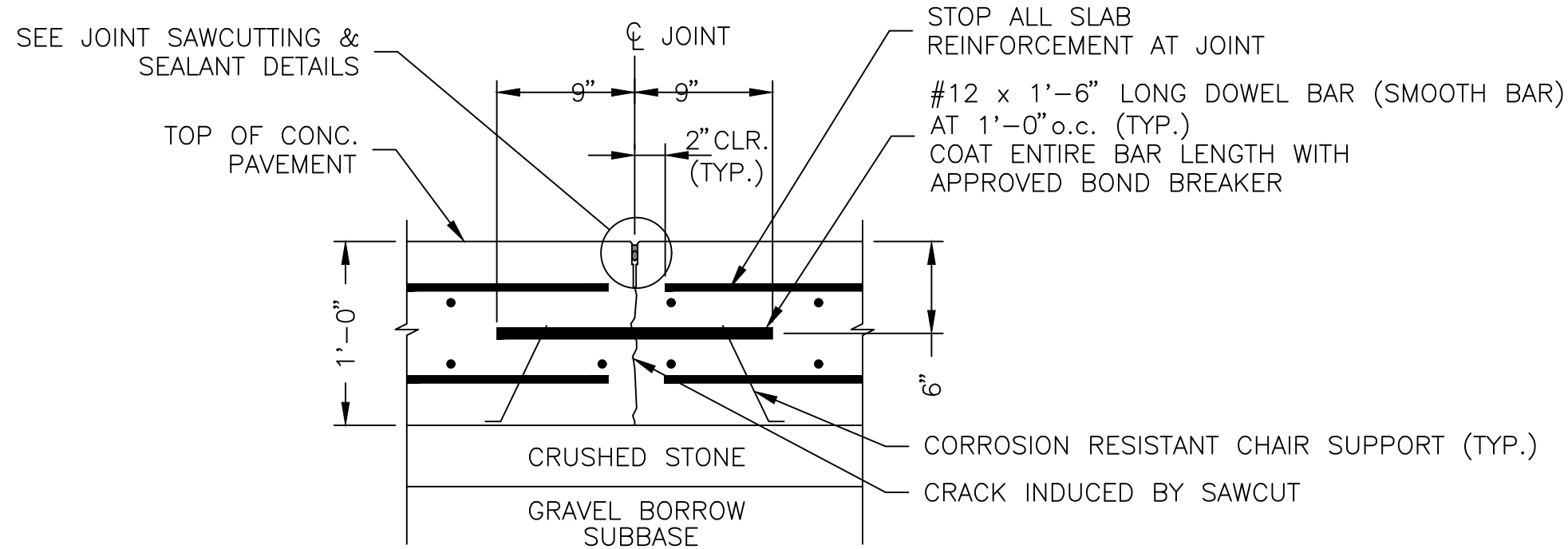


SECTION I-I
SCALE: 3/4" = 1'-0"



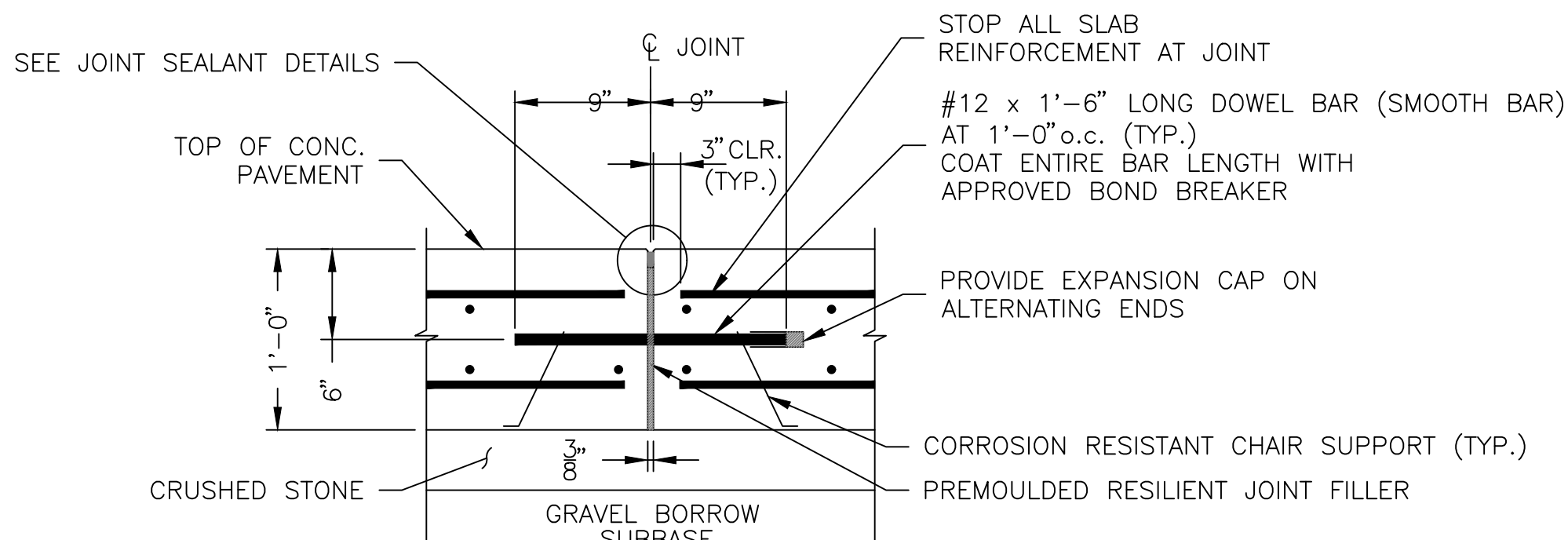
REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY	WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			DETAILS - 2	
			CHECKED BY: <u>MPS</u> DATE: <u>10-25-22</u> SCALE: <u>AS SHOWN</u>	

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	37	42



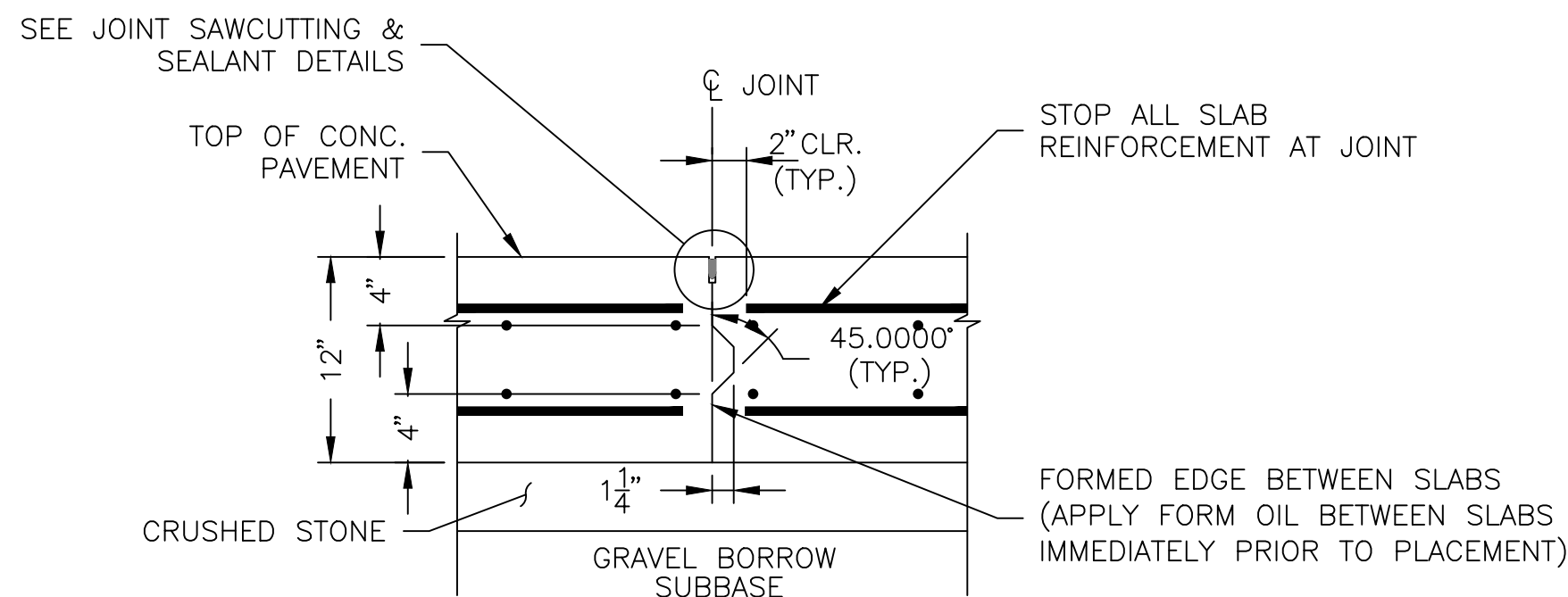
TRANSVERSE CONTRACTION JOINT

SCALE: NOT TO SCALE



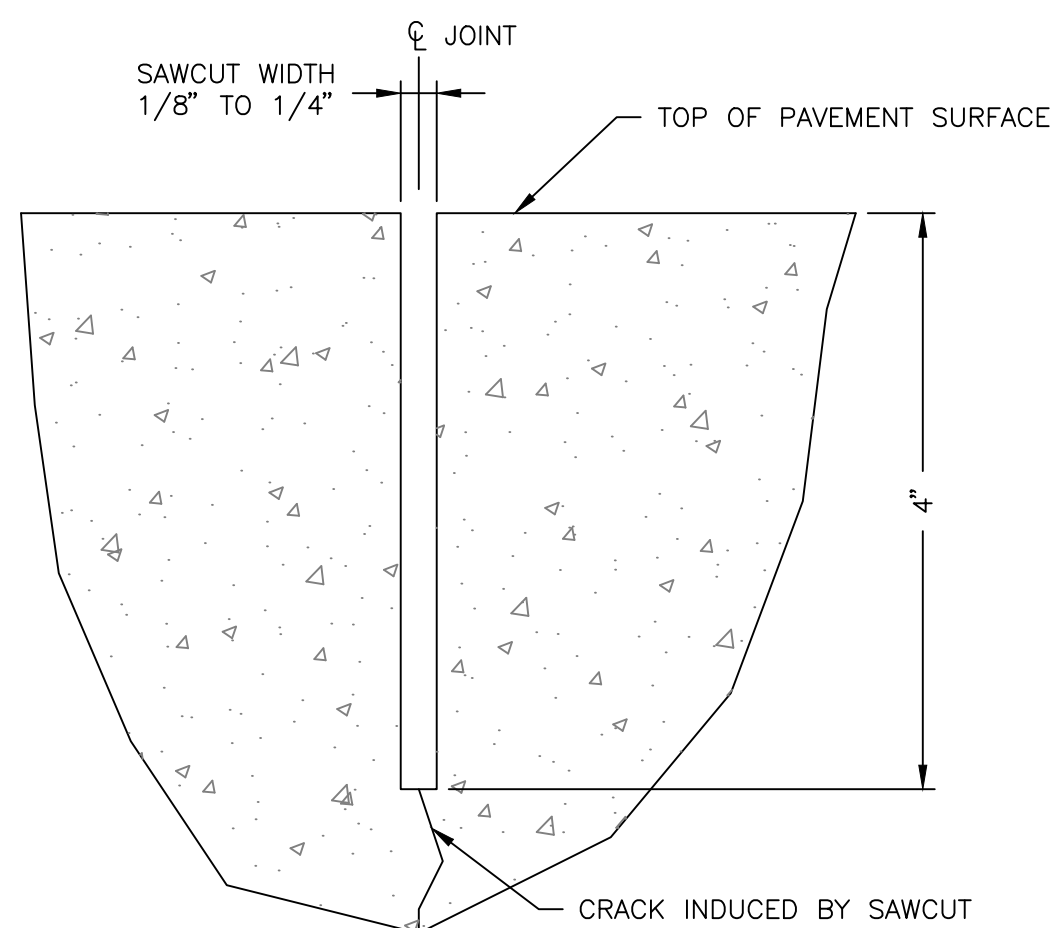
TRANSVERSE EXPANSION JOINT

SCALE: NOT TO SCALE

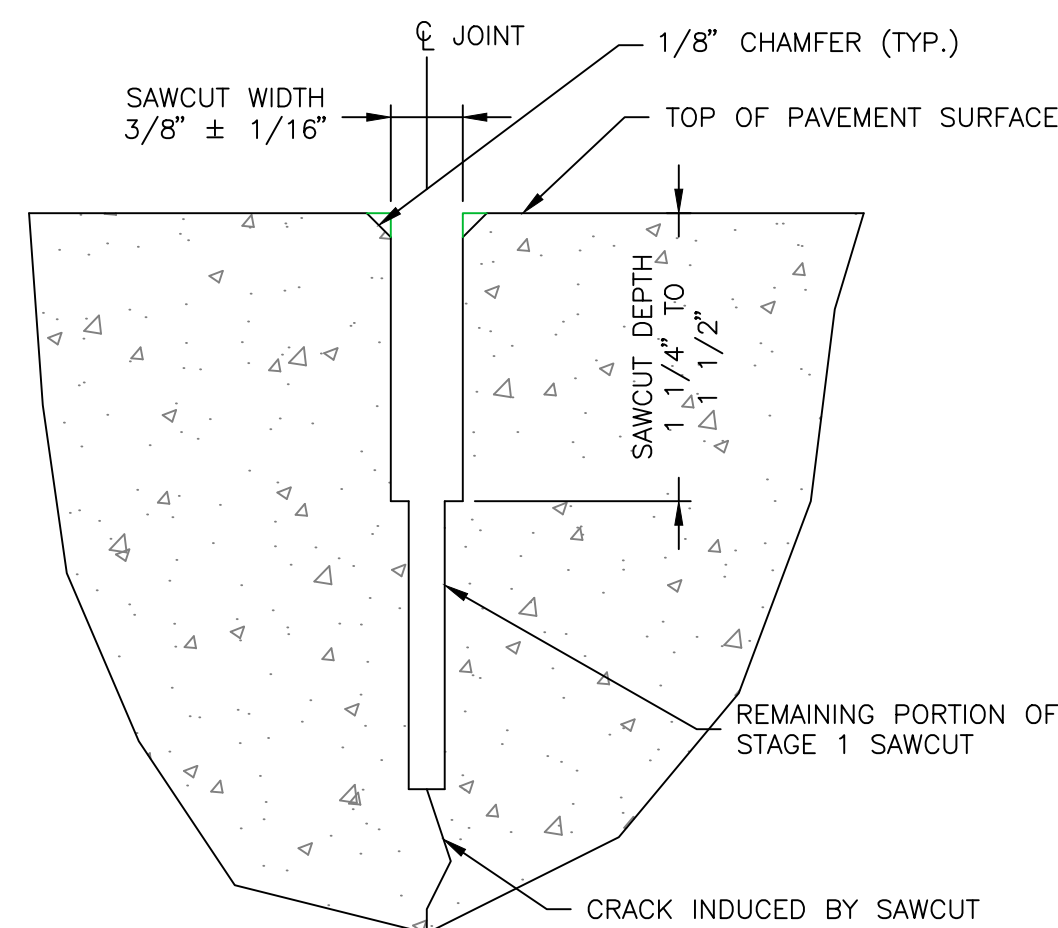


UNTIED LONGITUDINAL JOINT (SHEAR KEY)

SCALE: NOT TO SCALE

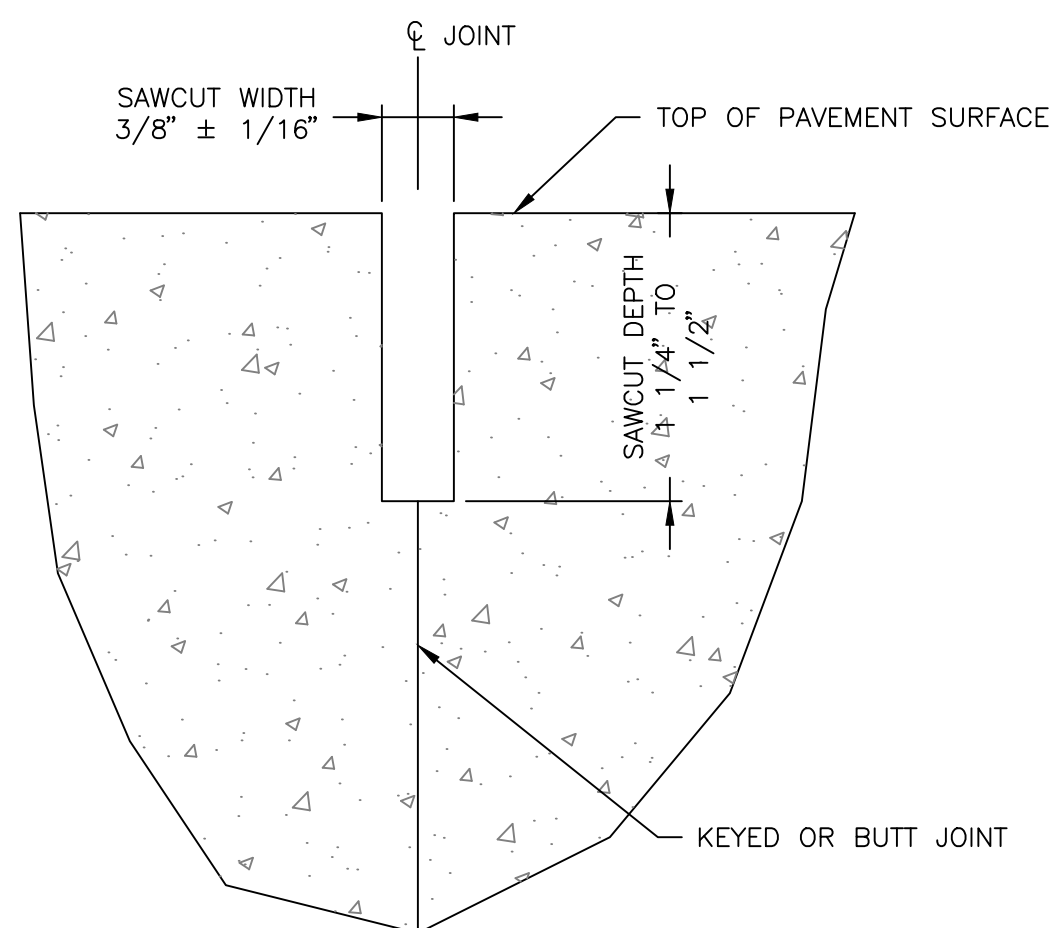


STAGE 1 SAWCUT



STAGE 2 SAWCUT

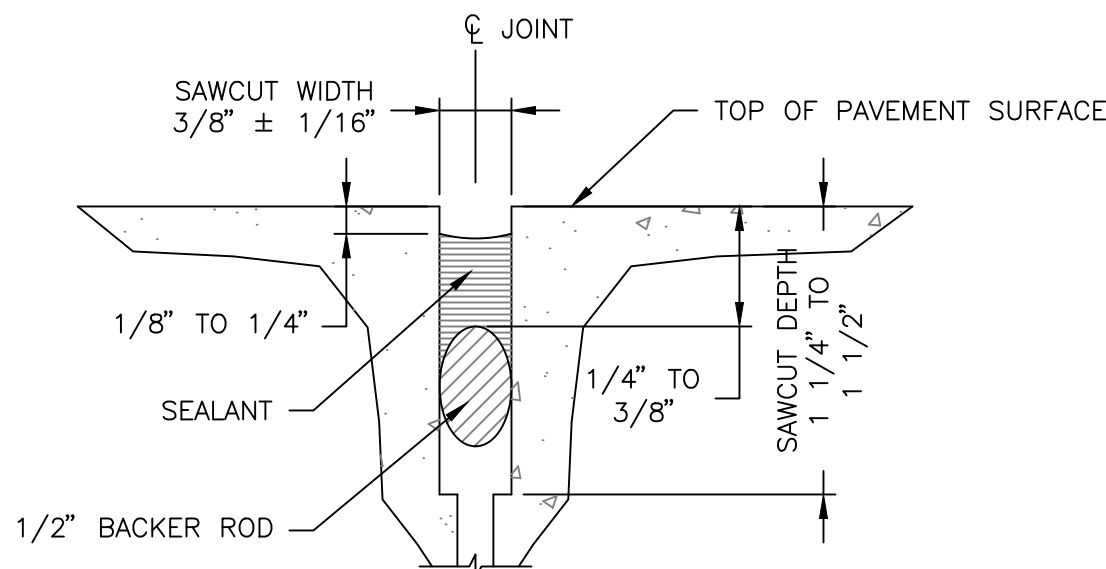
DETAIL 'A' - TWO STAGE SAWCUT BETWEEN LANES PLACED SIMULTANEOUSLY



DETAIL 'B' - SAWCUT BETWEEN LANES PLACED SEPARATELY
(DETAIL TO BE USED WITH LONGITUDINAL BUTT OR SHEAR KEY JOINTS ONLY)

TYPICAL JOINT SAWCUTTING

SCALE: 1=1



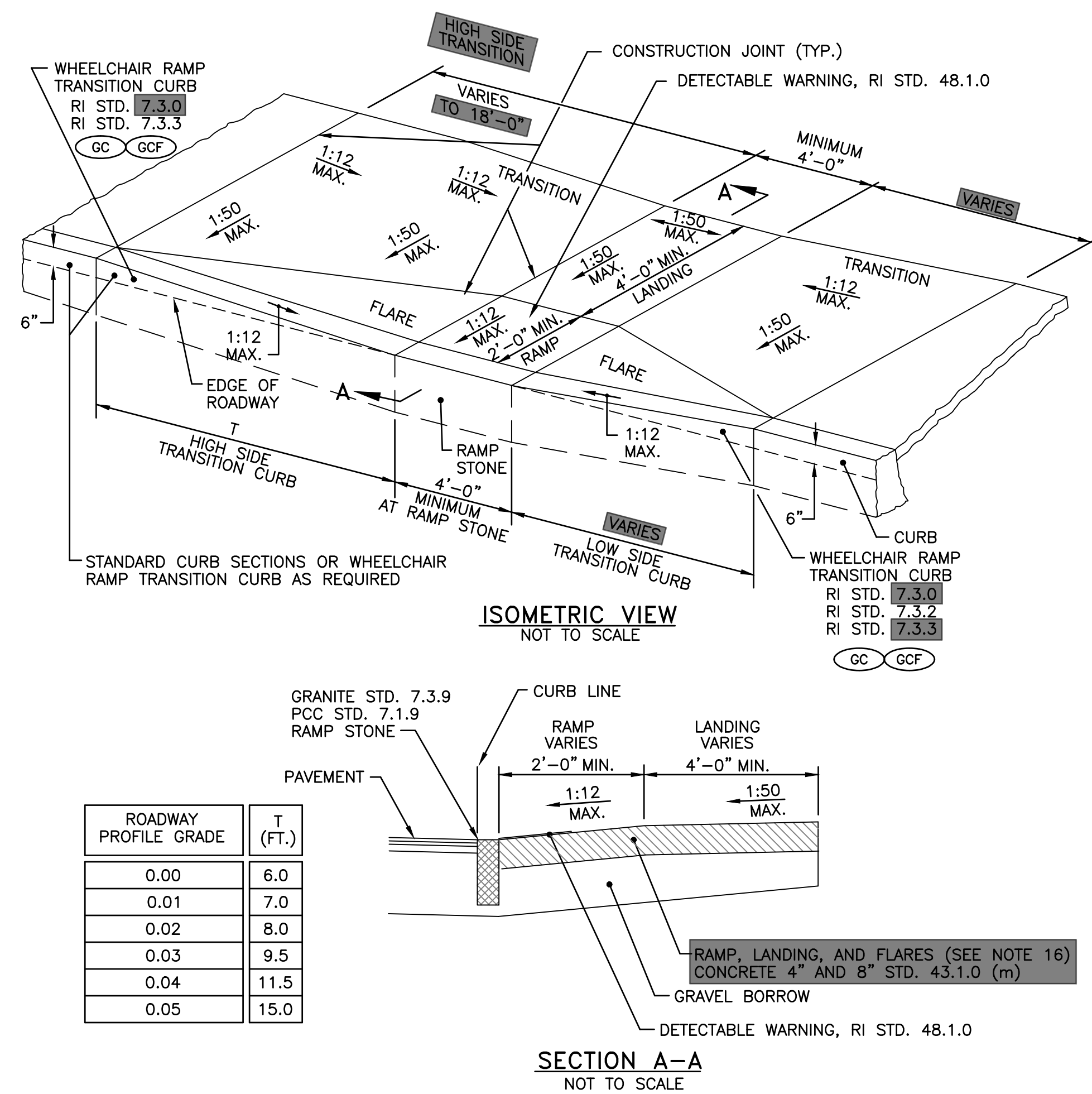
SEALANT DETAIL

SCALE: NOT TO SCALE



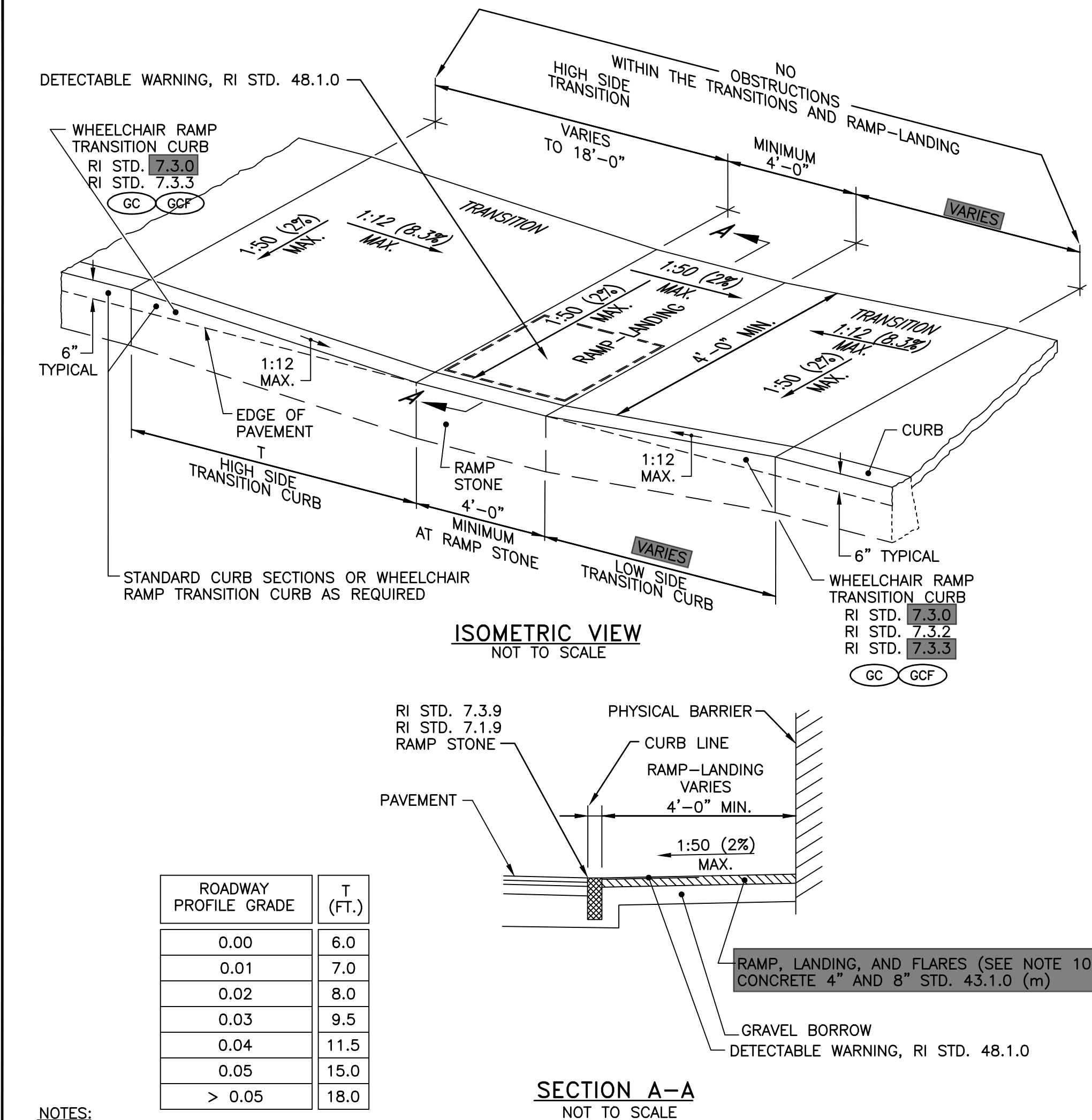
REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			DETAILS - 3	
			CHECKED BY: MPS DATE: 10-25-22 SCALE: AS SHOWN	

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	38	42



- NOTES:**
1. SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STANDARD SPECIFICATIONS.
 2. WHEN ANY OBSTRUCTION LOCATED IN THE SIDEWALK FALLS WITHIN A CROSSWALK AREA, THE WHEELCHAIR RAMP WILL BE PLACED SUCH THAT THE OBSTRUCTION FALLS OUTSIDE OF THE RAMP.
 3. AT NO TIME IS ANY PART OF THE WHEELCHAIR RAMP TO BE LOCATED OUTSIDE OF THE CROSSWALK, AND IT IS TO BE CENTERED WHENEVER POSSIBLE.
 4. DRAINAGE FACILITIES ARE TO BE LOCATED UP-GRADE OF ALL WHEELCHAIR RAMPS.
 5. LOCATION OF WHEELCHAIR RAMPS IS AS SHOWN ON CONTRACT DRAWINGS.
 6. IN NO INSTANCE SHALL THE SIDEWALK CROSS SLOPE EXCEED 1:50 EXCEPT WITHIN THE RAMP AREA.
 7. AN UNOBSTRUCTED PATH OF TRAVEL WITH A MINIMUM WIDTH OF 3'-0" SHALL BE MAINTAINED.
 8. THE WHEELCHAIR RAMP SLOPE AND SIDE SLOPES (TRANSITIONS), MUST NOT EXCEED 1:12. HOWEVER, THESE SLOPES MAY BE FLATTER THAN 1:12 WHEN WARRANTED BY SURROUNDING CONDITIONS.
 9. WHERE THE ROAD PROFILE EXCEEDS 5% THE HIGH SIDE TRANSITION LENGTH (T) SHALL BE EIGHTEEN FEET (18'-0").
 10. IN NO CASE, WHERE A STOP LINE IS WARRANTED, SHALL A RAMP BE PLACED BEHIND THE STOP LINE.
 11. THE ENTRANCE OF THE WHEELCHAIR RAMP SHALL BE FLUSH WITH THE ROADWAY.
 12. THE WHEELCHAIR RAMP SHALL BE CENTERED RADIALLY, OPPOSITE THE RADIUS POINT WHEN POSSIBLE.
 13. MINIMUM LENGTH OF STRAIGHT OR CIRCULAR FILLER PIECES TO BE 3'-0" (GREATER LENGTHS PREFERRED).
 14. ALL REQUIRED CUTTING OF CURB PIECES TO BE PAID FOR UNDER COST OF CURB.
 15. DETECTABLE WARNINGS TO BE PAID FOR UNDER SECTION 942 OF THE R.I. STANDARD SPECIFICATION.
 16. 8" CONCRETE DEPTH **WITH WELDED WIRE MESH** FOR RADIUS WHEELCHAIR RAMPS. USE 4" DEPTH FOR TANGENT (MID-BLOCK) LOCATIONS.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION					R.I. STANDARD 43.3.0 m
REVISIONS			WHEELCHAIR RAMP		
NO.	BY	DATE			
1	MLP	Oct 2005			
2	MLP	Jun 2008			
3	MLP	Sep 2012			
 CHIEF ENGINEER TRANSPORTATION			 CHIEF DESIGN ENGINEER TRANSPORTATION	JUNE 15, 1998 ISSUE DATE	



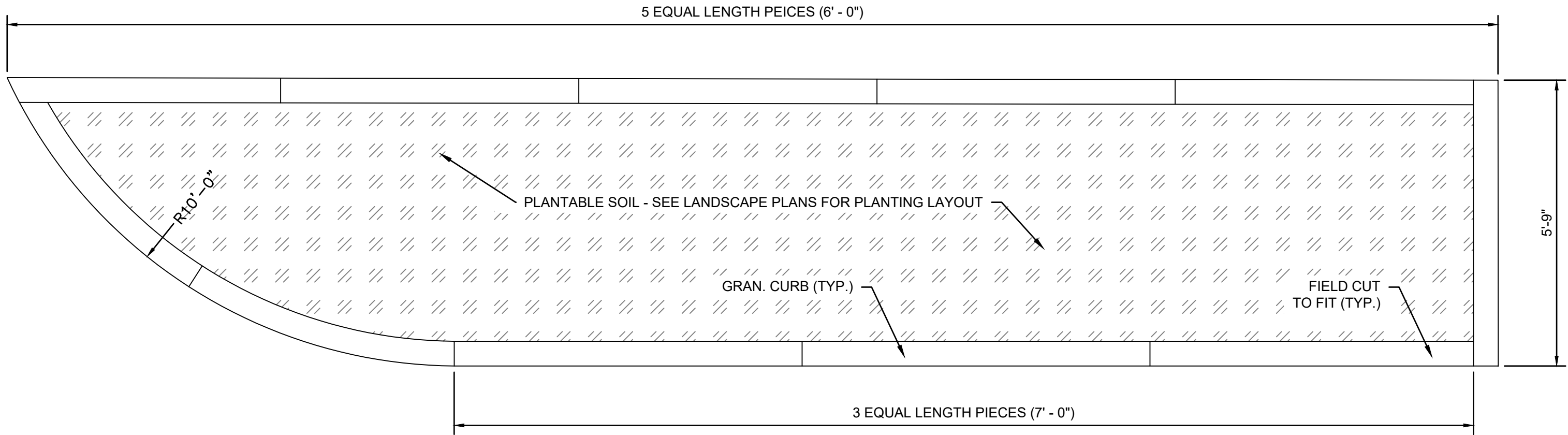
- NOTES:**
1. THIS DETAIL MAY BE USED WHEN A PHYSICAL BARRIER IS PRESENT AND THERE IS INSUFFICIENT ROOM TO PROPERLY CONSTRUCT AN ADA ACCESSIBLE RAMP AND LANDING; A TECHNICAL INFEASIBILITY FINDING IS REQUIRED.
 2. SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STANDARD SPECIFICATIONS.
 3. THE RAMP-LANDING AND TRANSITIONS SHALL BE FREE OF OBSTRUCTIONS.
 4. LOCATION OF THE RAMP-LANDING IS AS SHOWN ON THE CONTRACT DRAWINGS.
 5. AN UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE (PATH OF TRAVEL) WITH A MINIMUM WIDTH OF 4'-0" SHALL BE MAINTAINED.
 6. THE ENTRANCE OF THE RAMP-LANDING SHALL BE FLUSH WITH THE PAVEMENT.
 7. MINIMUM LENGTH OF STRAIGHT OR CIRCULAR FILLER PIECES TO BE 3'-0" (GREATER LENGTHS PREFERRED).
 8. ALL REQUIRED CUTTING OF CURB PIECES TO BE PAID FOR UNDER COST OF CURB.
 9. DETECTABLE WARNINGS TO BE PAID FOR UNDER SECTION 942 OF THE R.I. STANDARD SPECIFICATIONS.
 10. 8" CONCRETE DEPTH **WITH WELDED WIRE MESH** FOR RADIUS WHEELCHAIR RAMPS. USE 4" DEPTH FOR TANGENT (MID-BLOCK) LOCATIONS.

REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION		R.I. STANDARD 43.3.2 m
NO.	BY	DATE	RAMP-LANDING FOR NARROW SIDEWALK		
			 CHIEF ENGINEER TRANSPORTATION		
			 CHIEF DESIGN ENGINEER TRANSPORTATION		
			JUNE 15, 1998		
			ISSUE DATE		

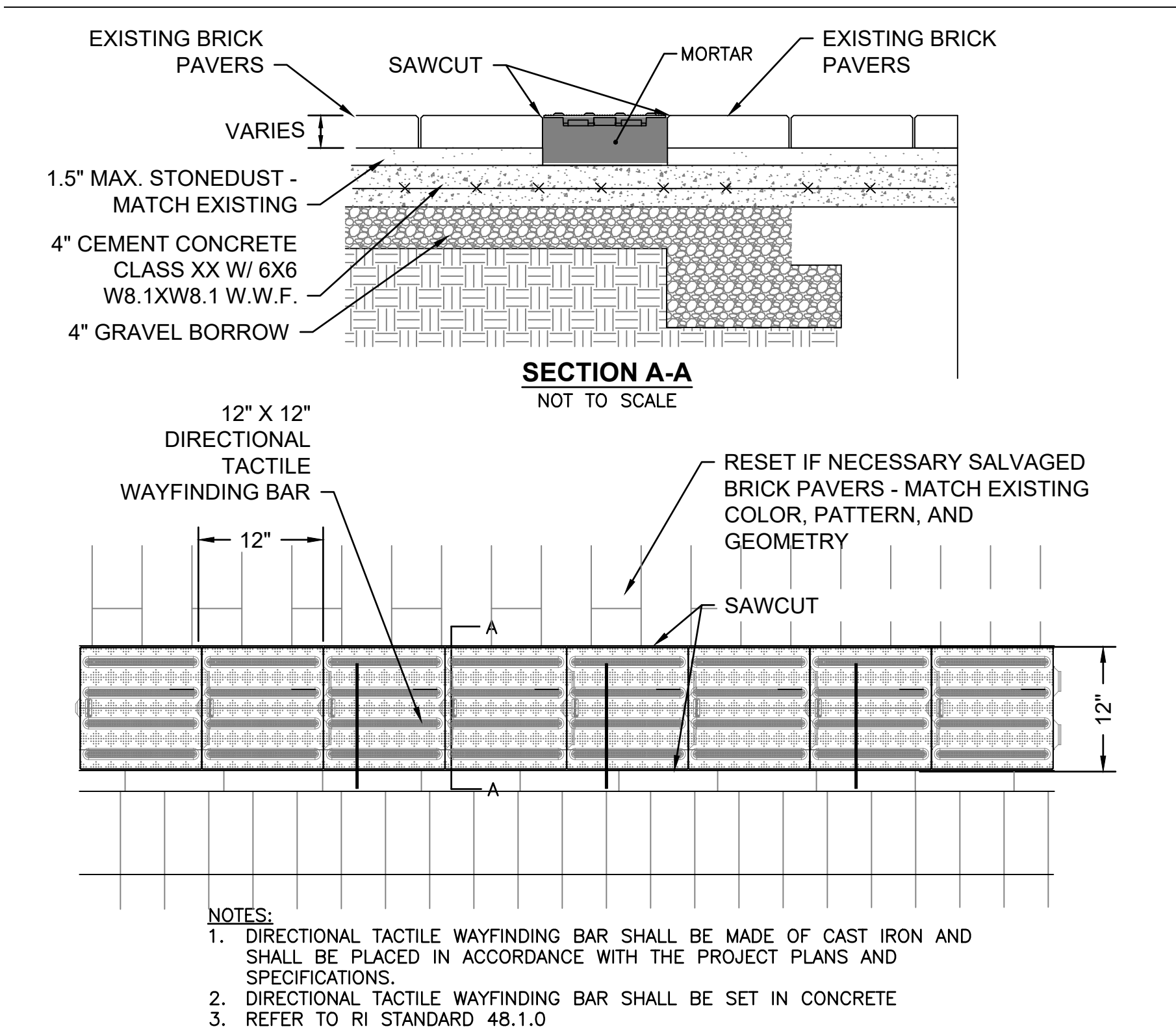
REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY	WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			DETAILS - 4	
			CHECKED BY: MPS DATE: 10-25-22 SCALE: AS SHOWN	



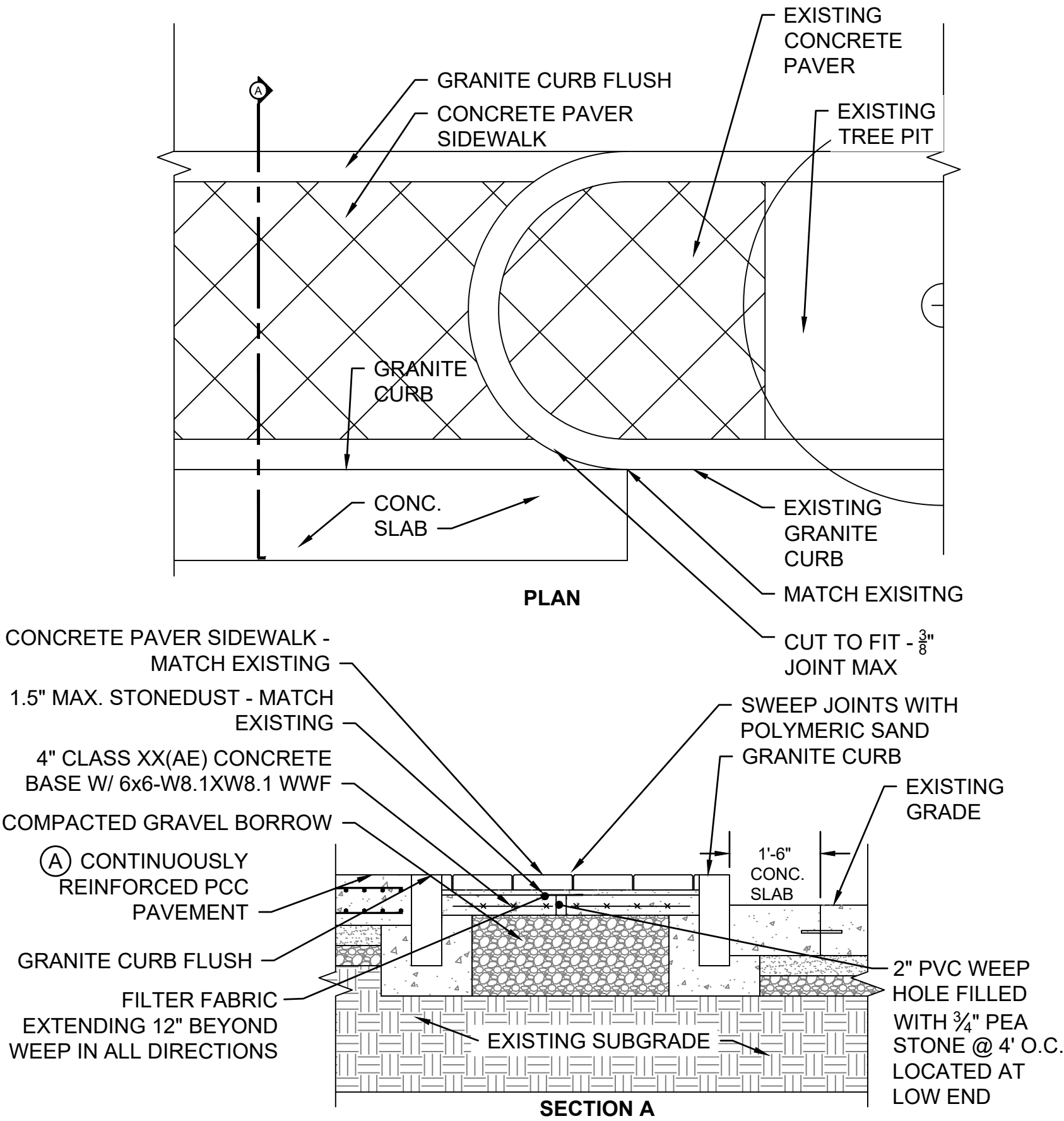
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	39	42



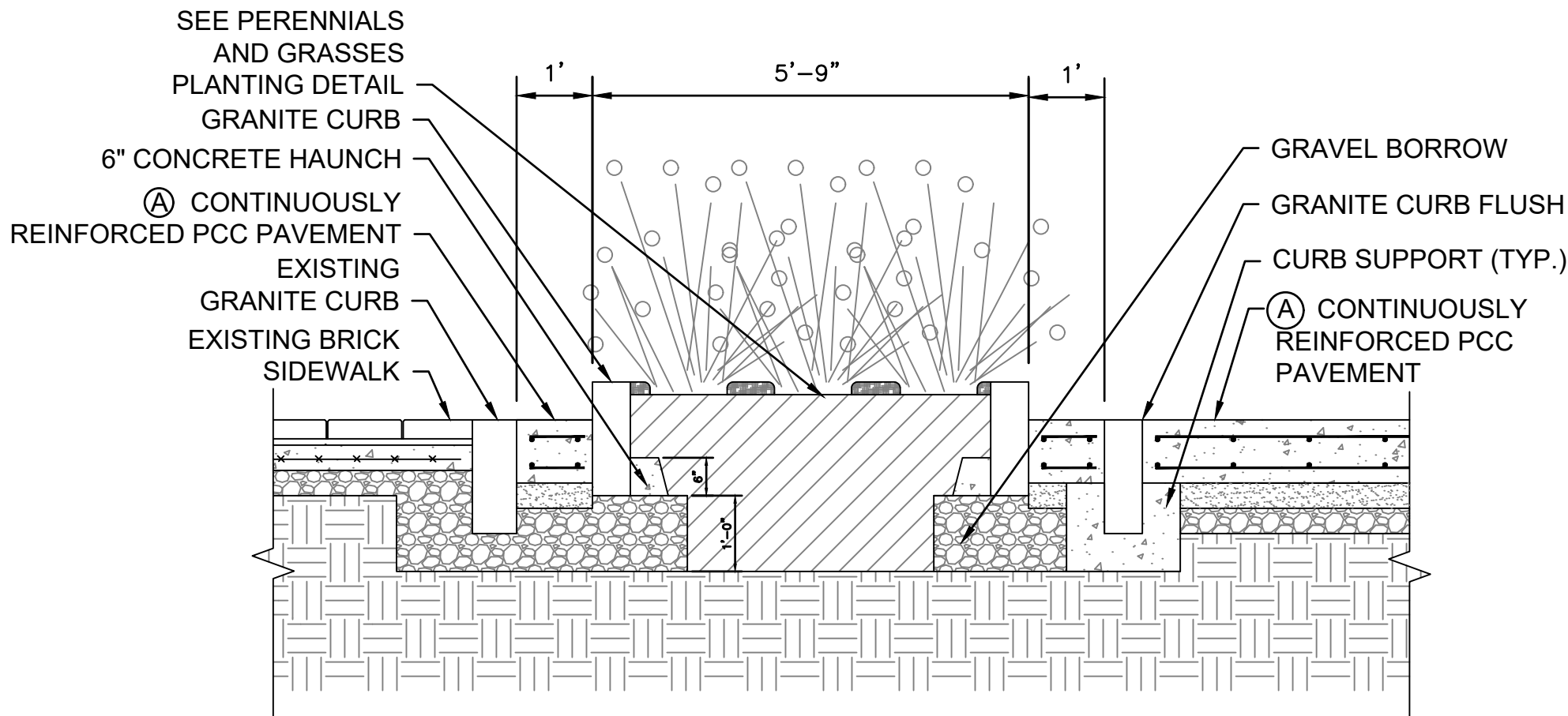
PLANTER LAYOUT PLAN (TYPICAL)
SCALE: 1/2"=1'-0"



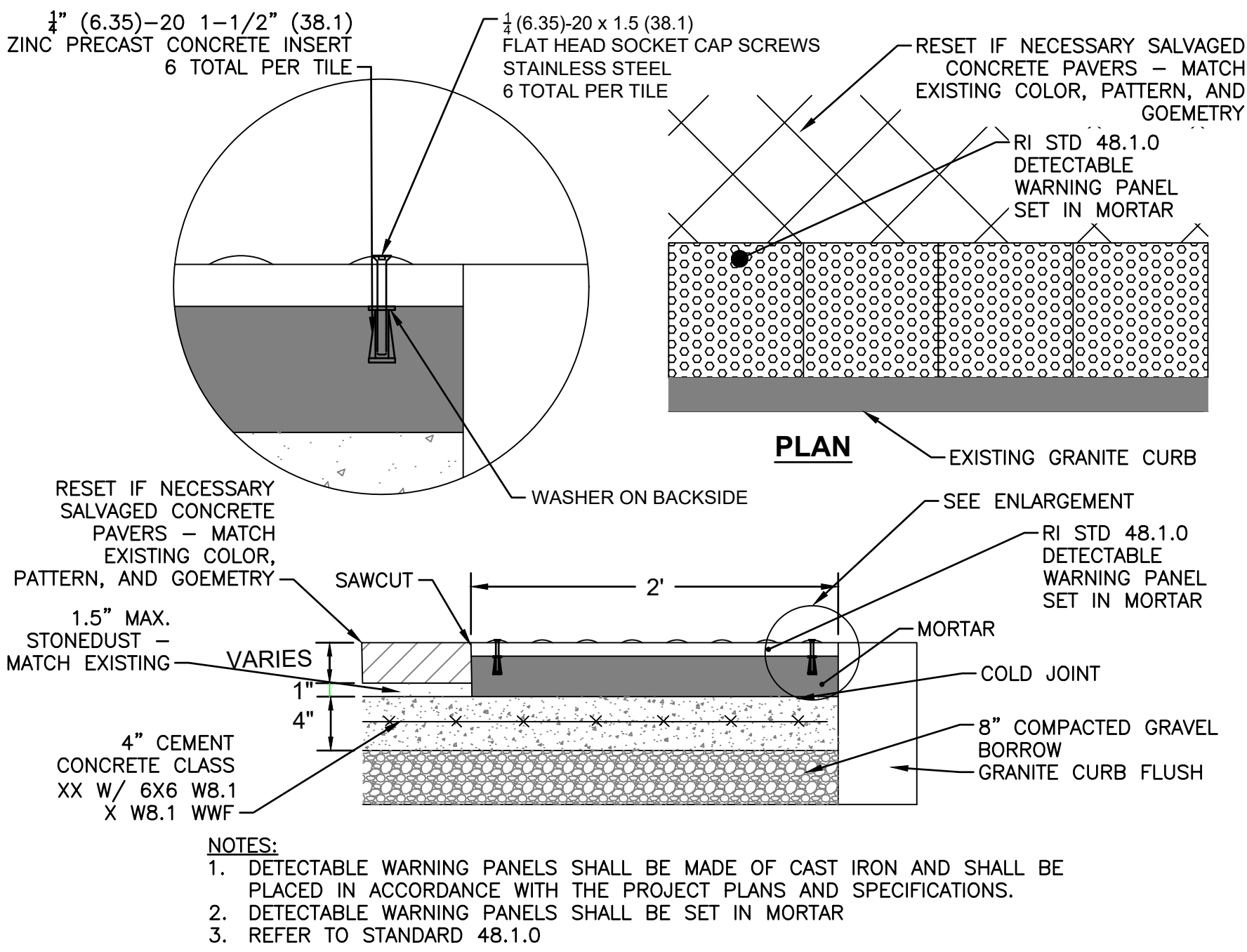
DTWB DIRECTIONAL TACTILE WAYFINDING BAR AT EXISTING BRICK PAVERS
SCALE: 1"=1'-0"



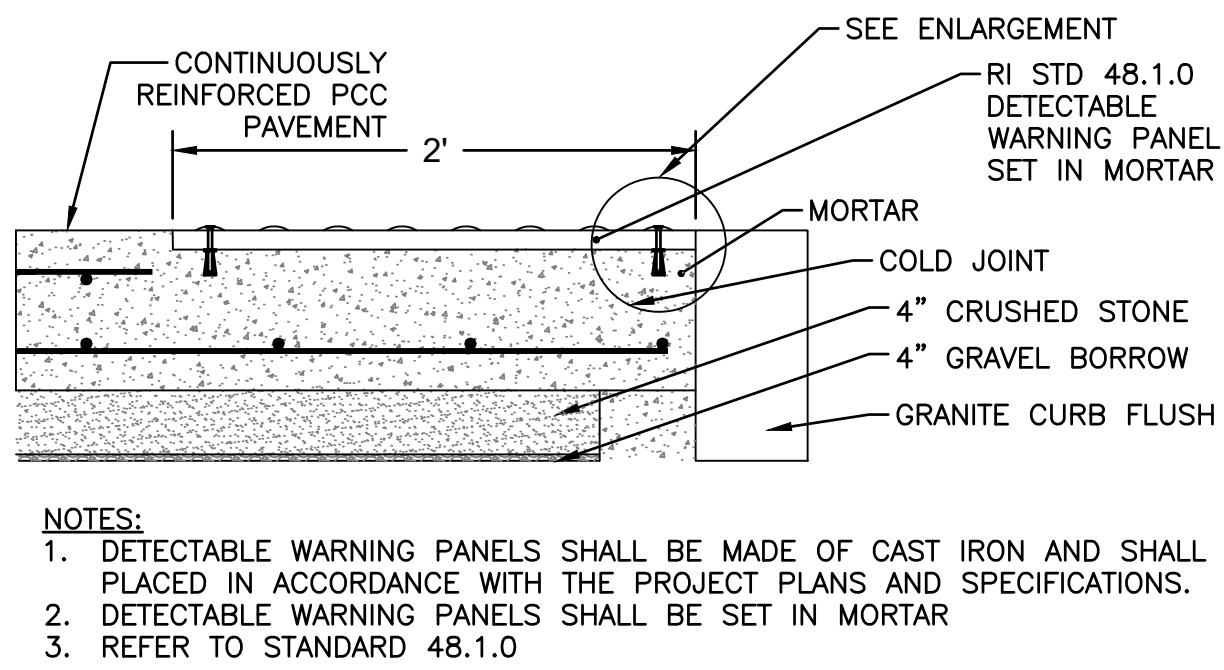
CPS CONCRETE PAVER SIDEWALK
SCALE: 1/2"=1'-0"



PS - PLANTABLE SOIL - AREA B
SCALE: 1/2"=1'-0"



DETECTABLE WARNING PANEL AT RESET SALVAGED CONCRETE PAVER SIDEWALK
SCALE: 1"=1'-0"



DETECTABLE WARNING PANEL (A) CONTINUOUSLY REINFORCED PCC PAVEMENT
SCALE: 1"=1'-0"



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DEPARTMENT OF TRANSPORTATION

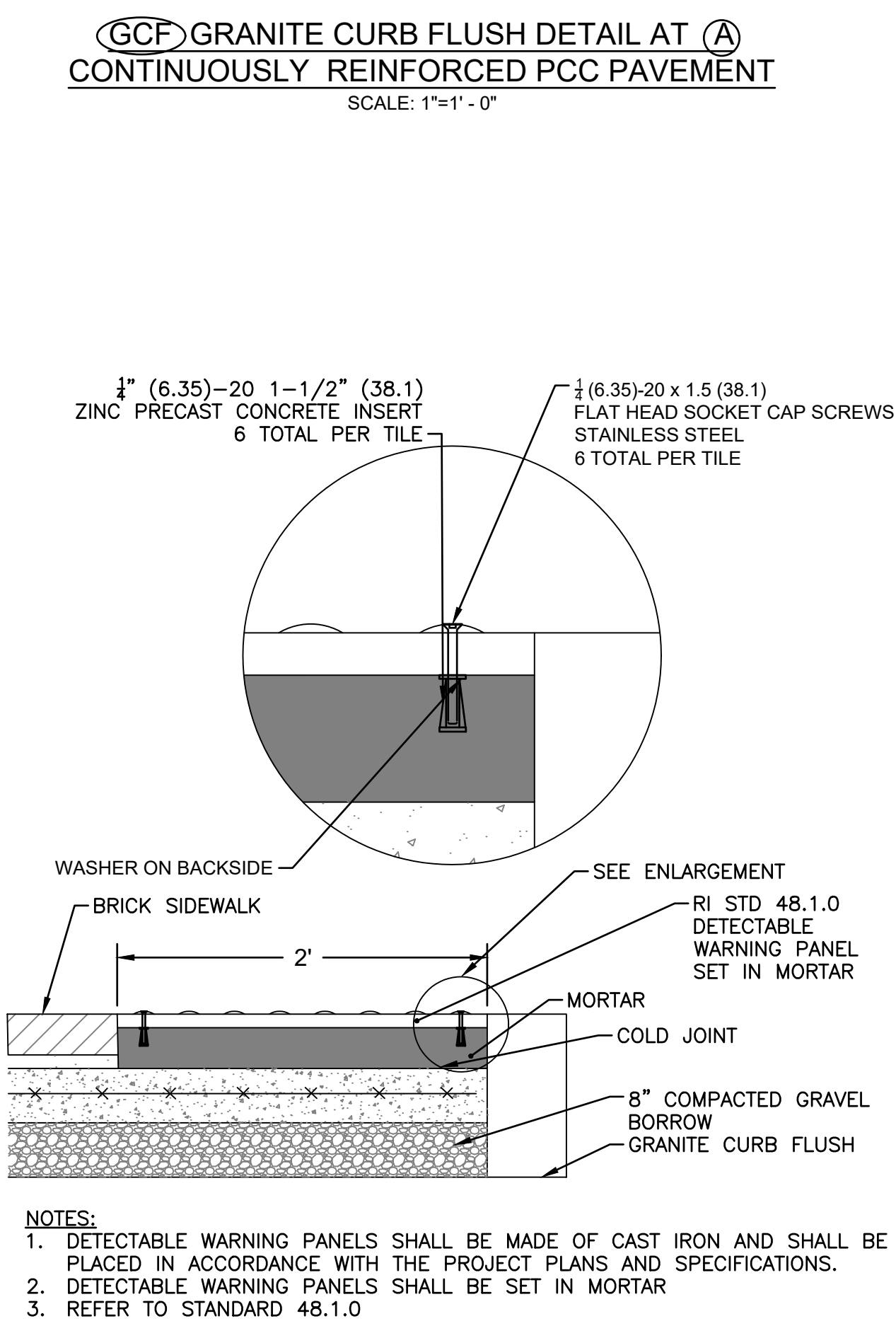
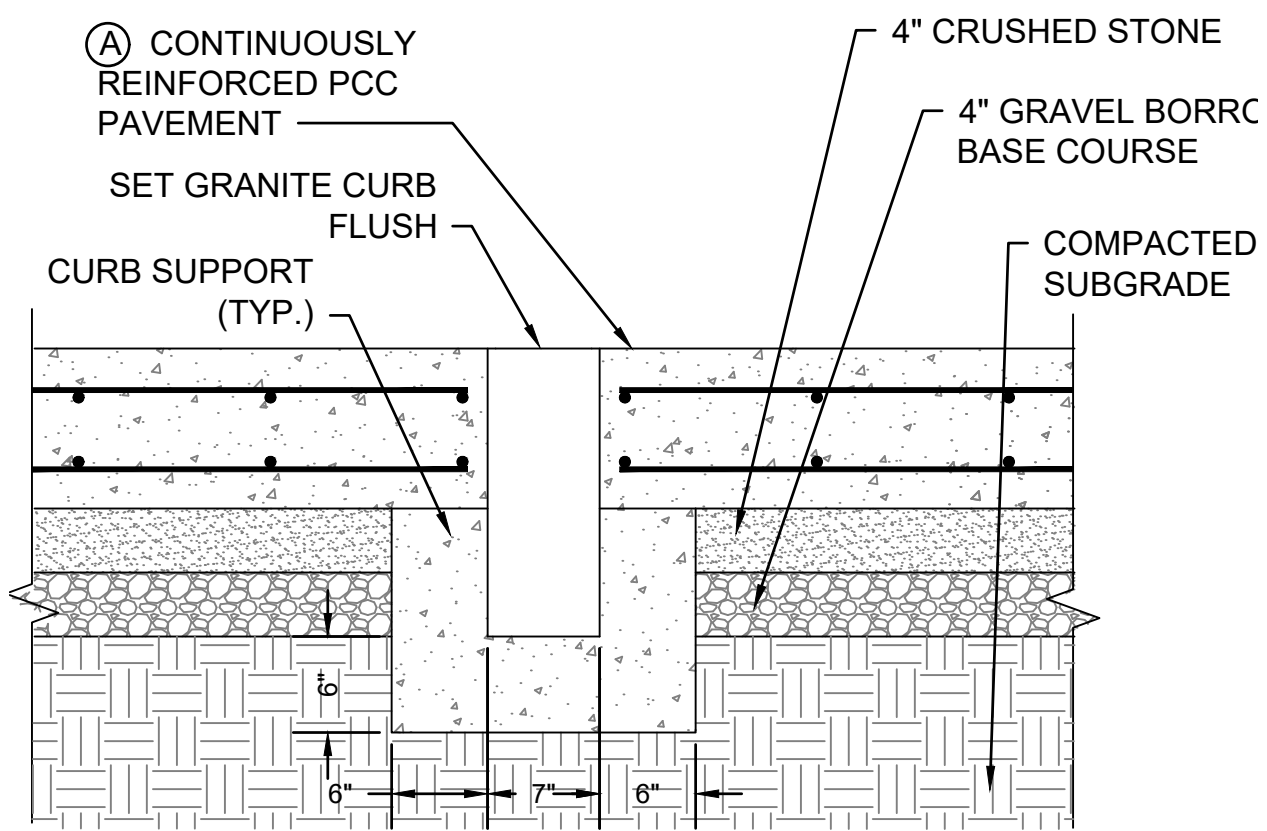
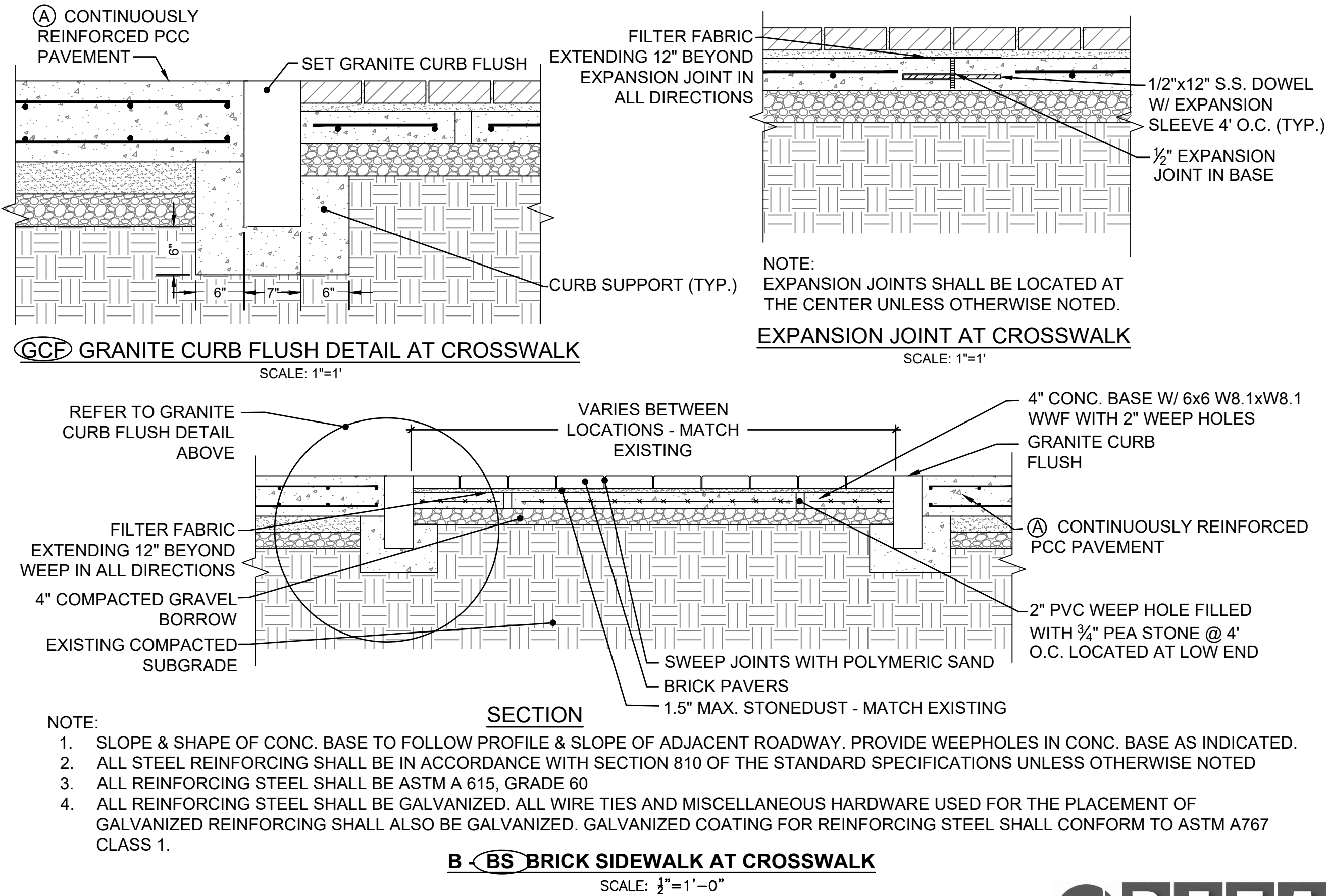
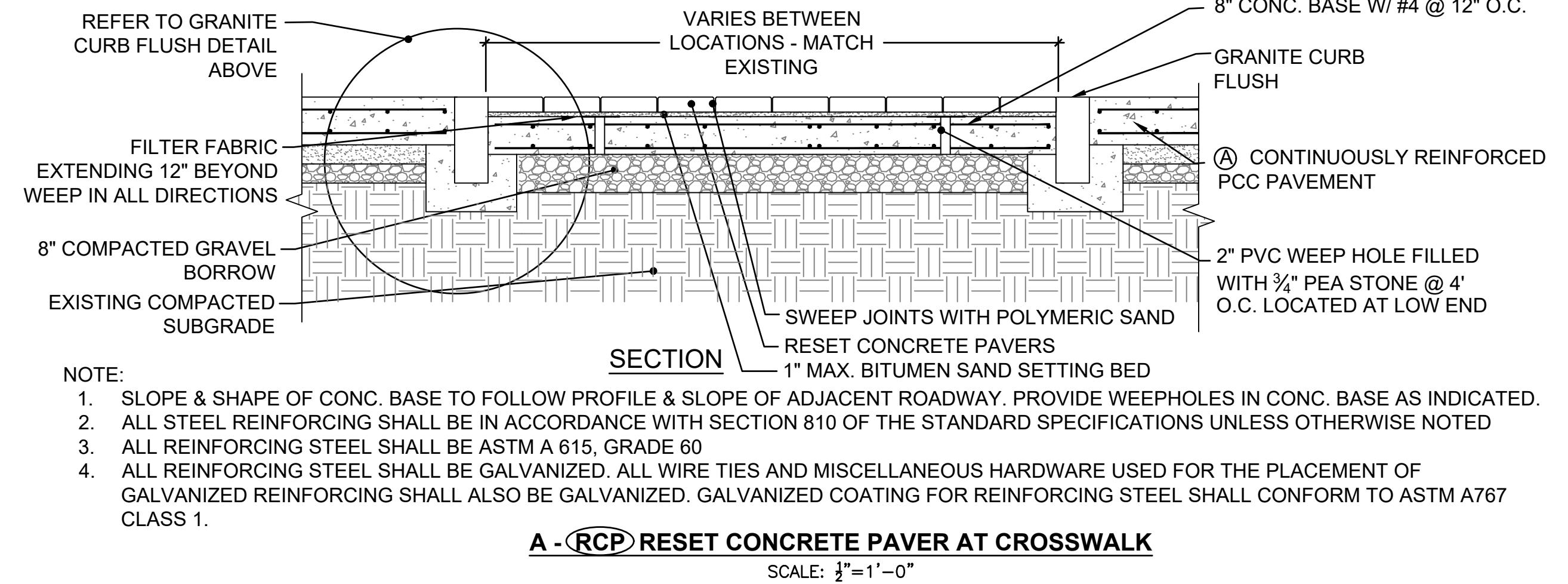
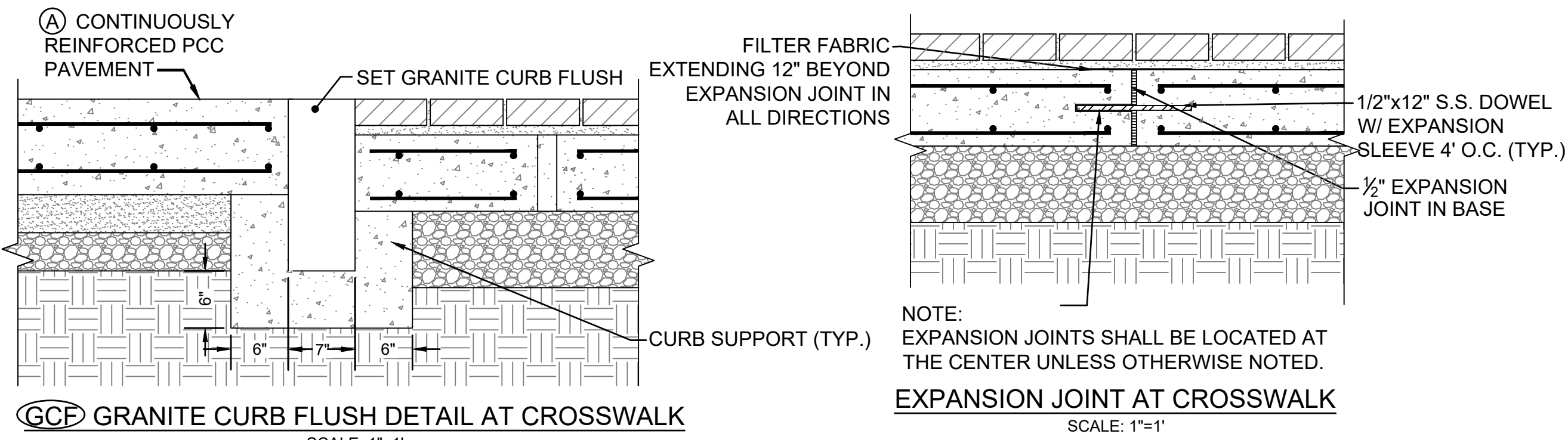
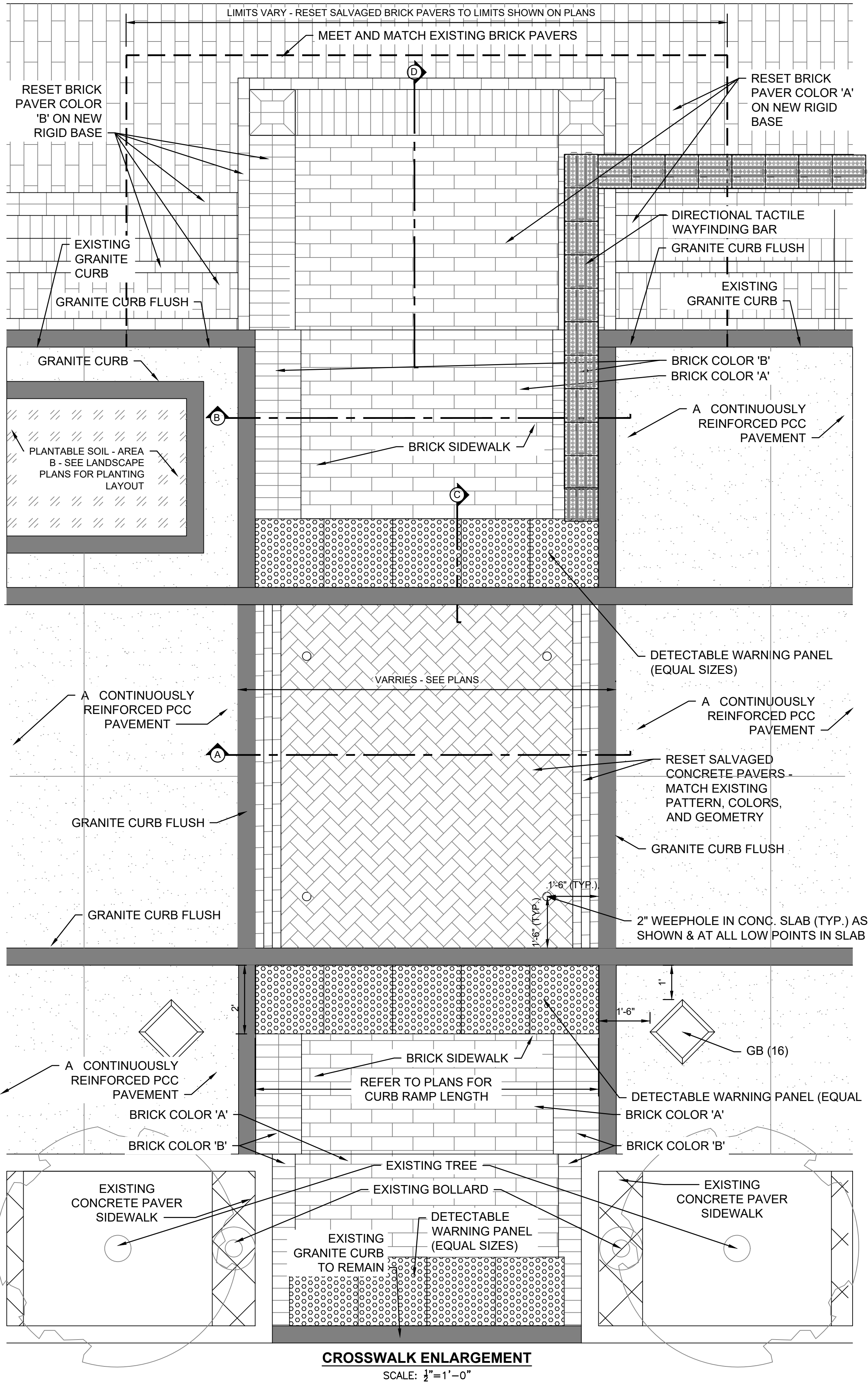
WASHINGTON STREET AND
EAST APPROACH

PROVIDENCE, RHODE ISLAND

DETAILS - 5

CHECKED BY: MPS DATE: 10-25-22 SCALE: AS SHOWN

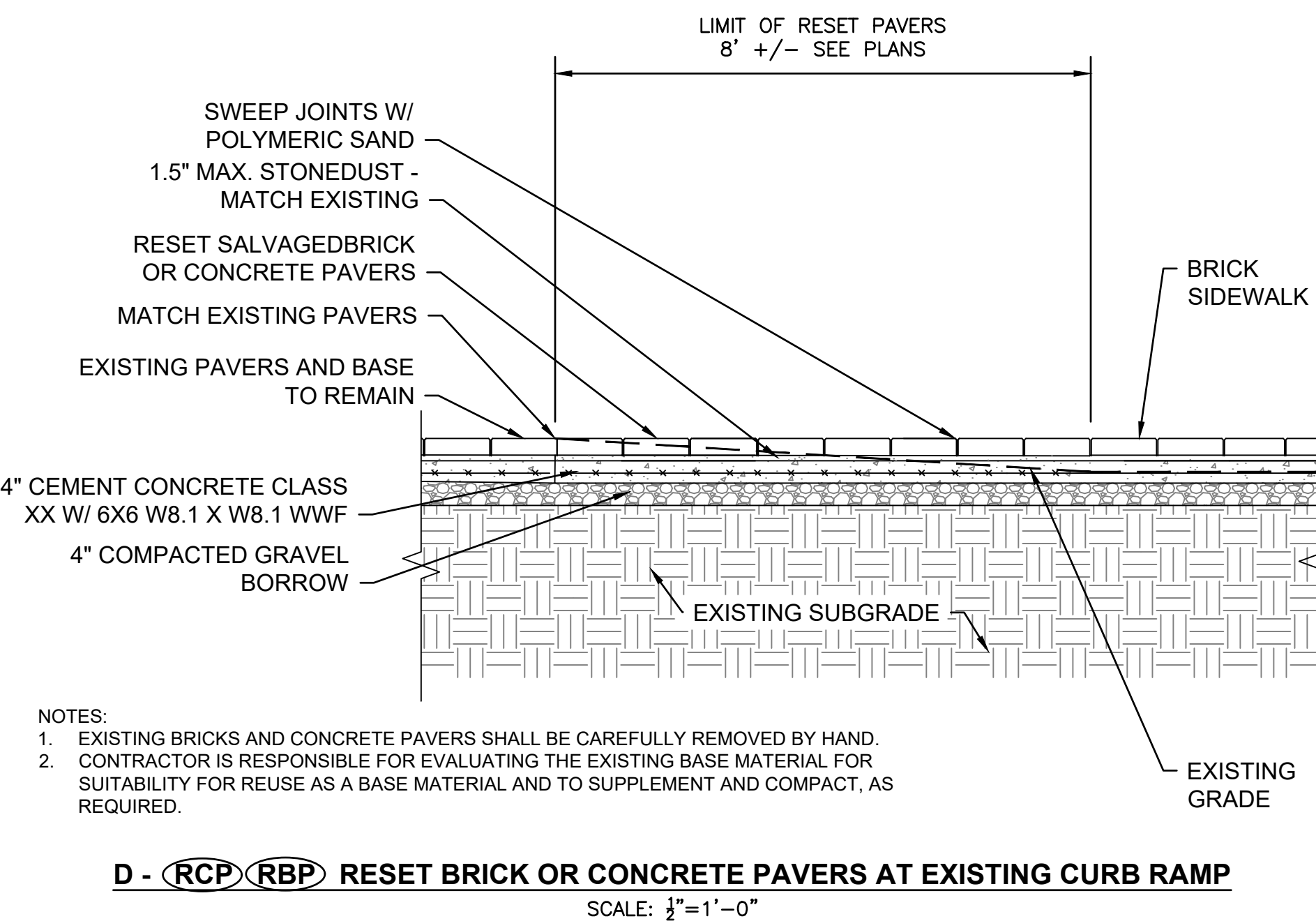
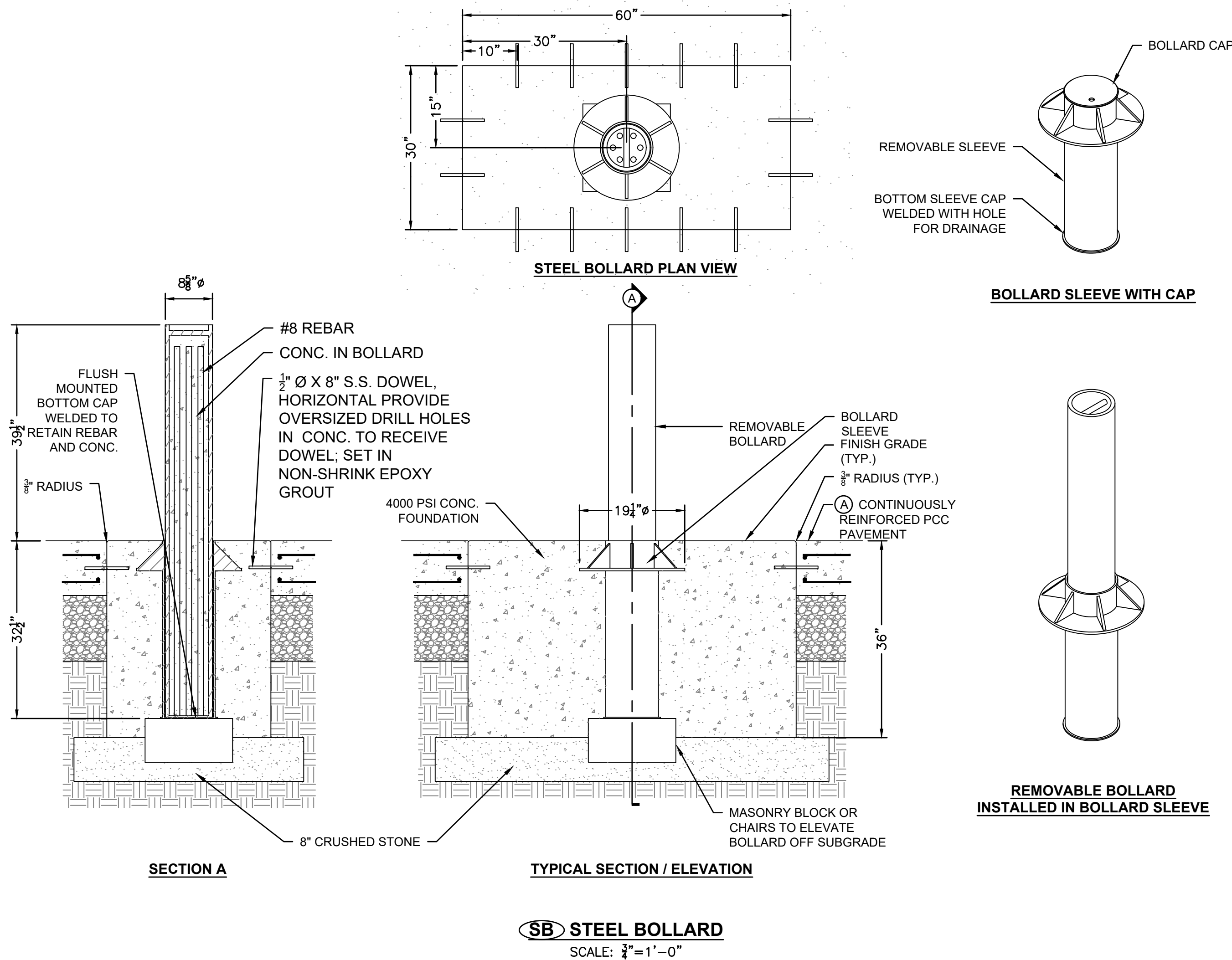
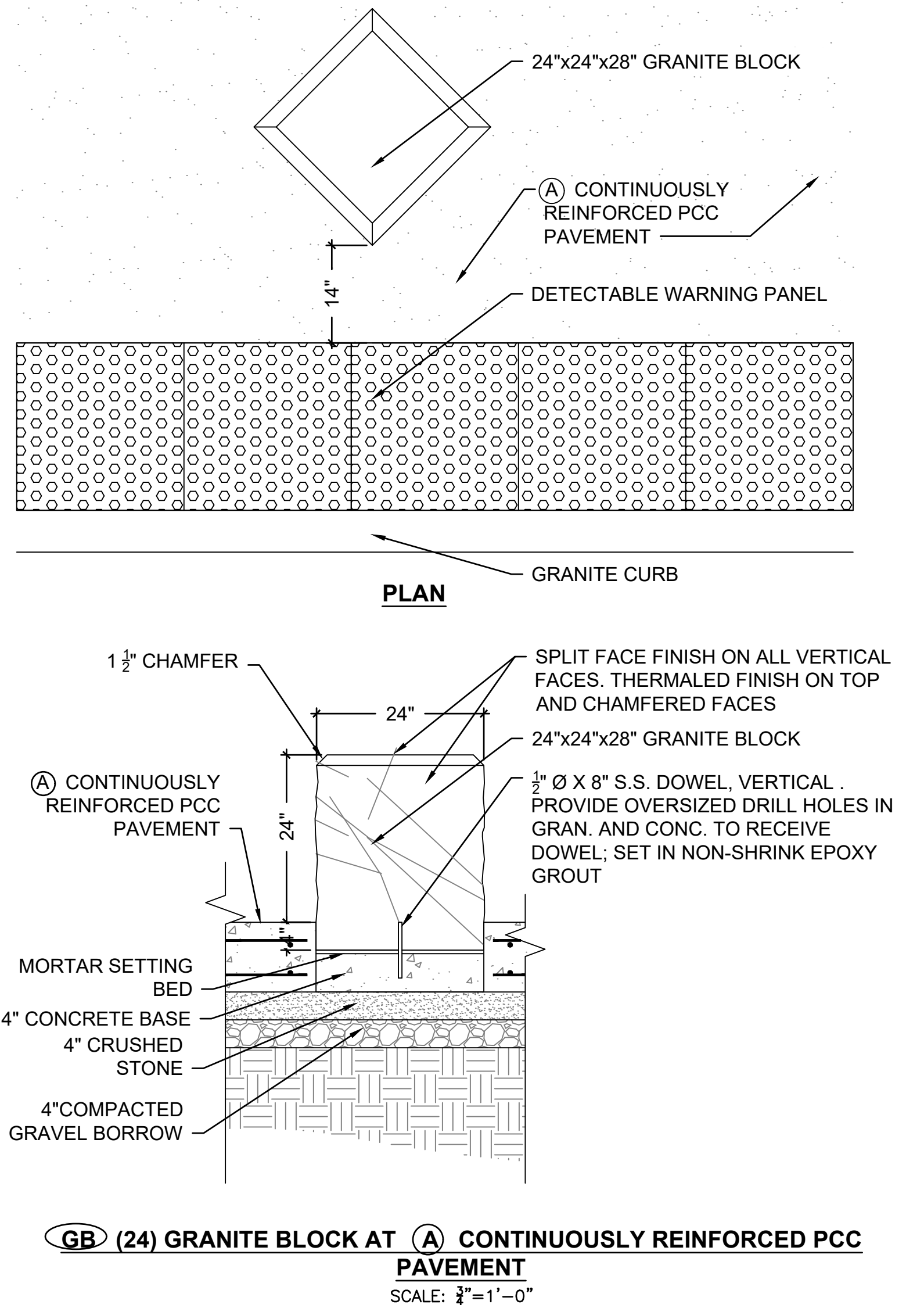
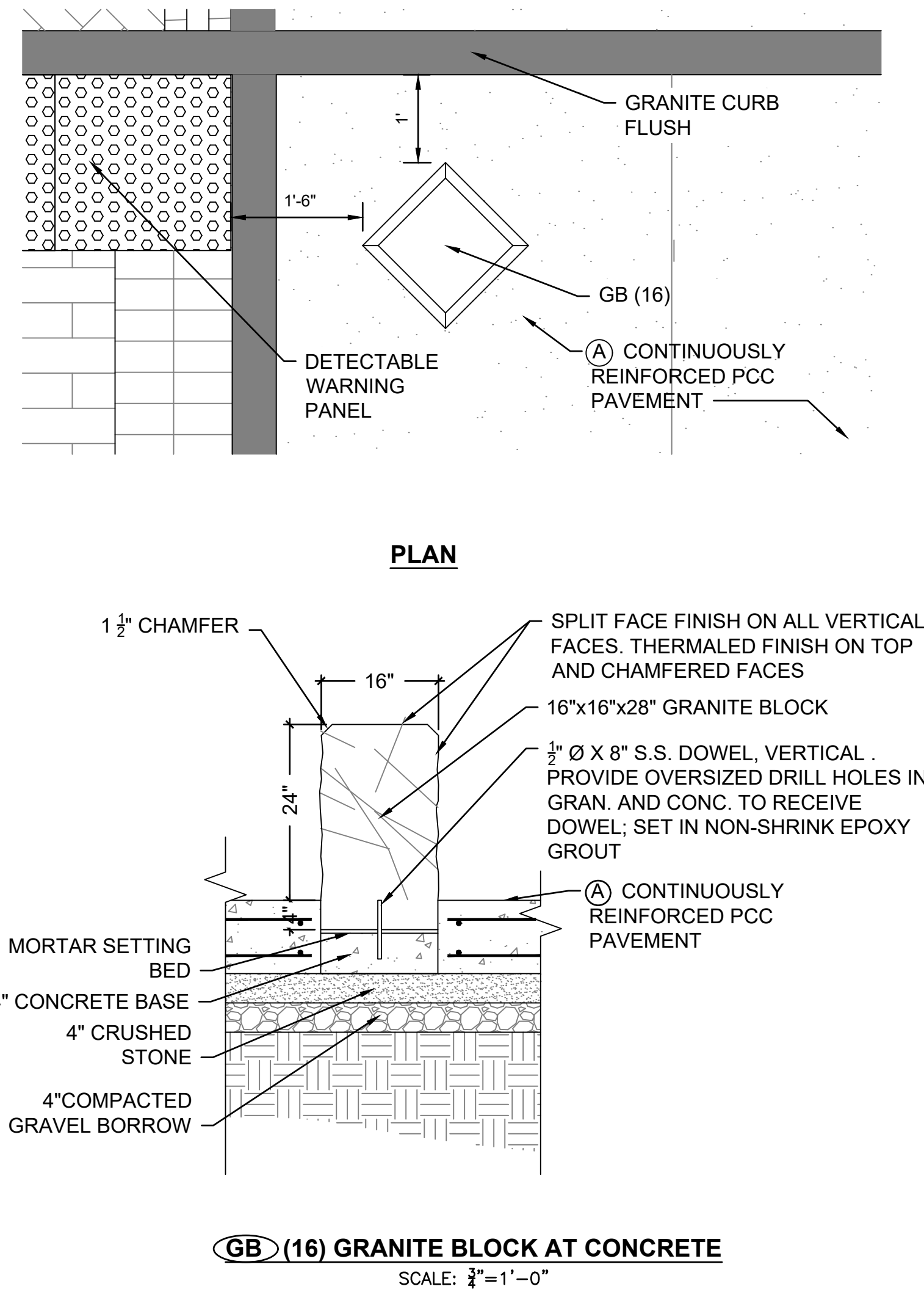
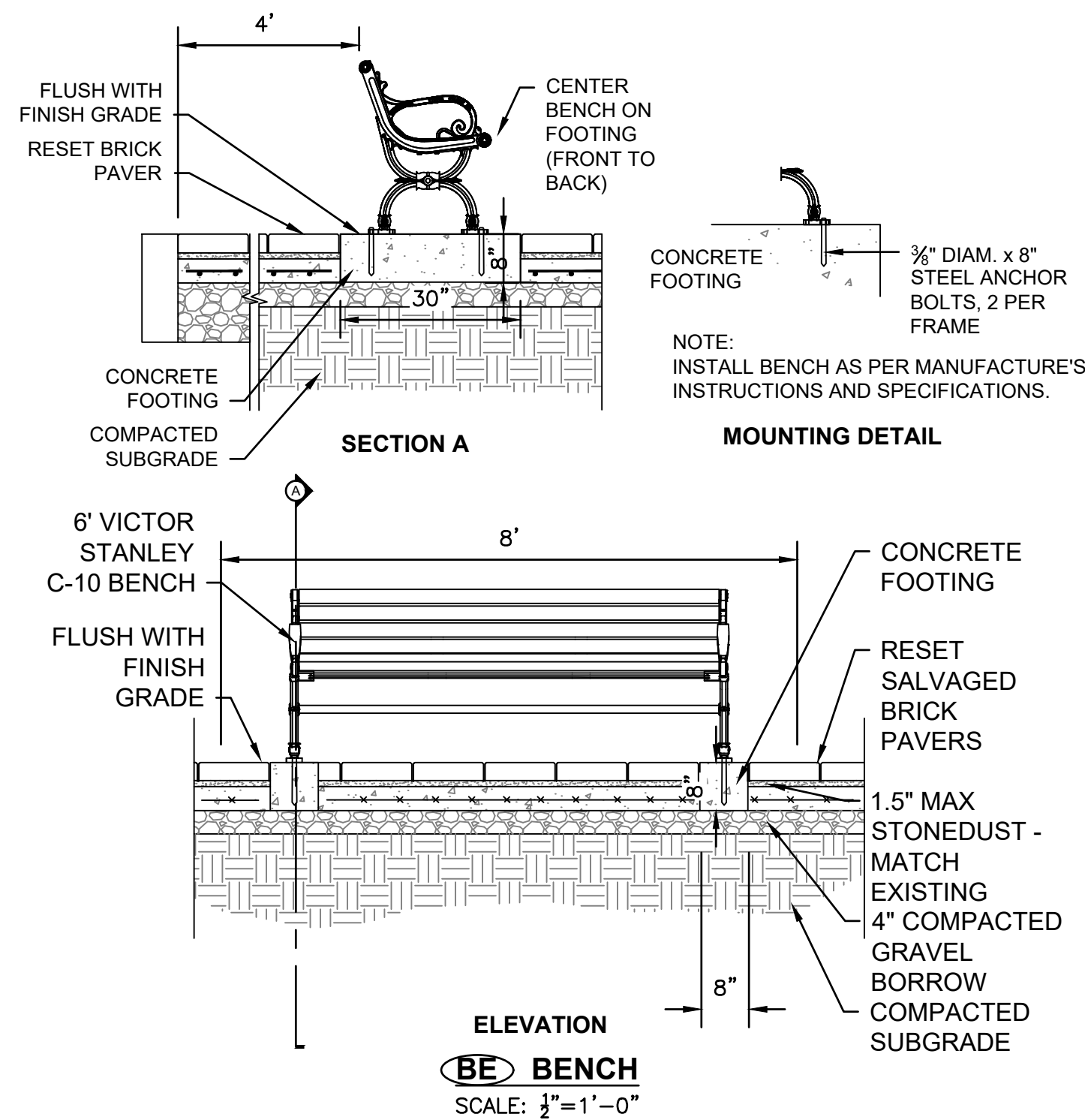
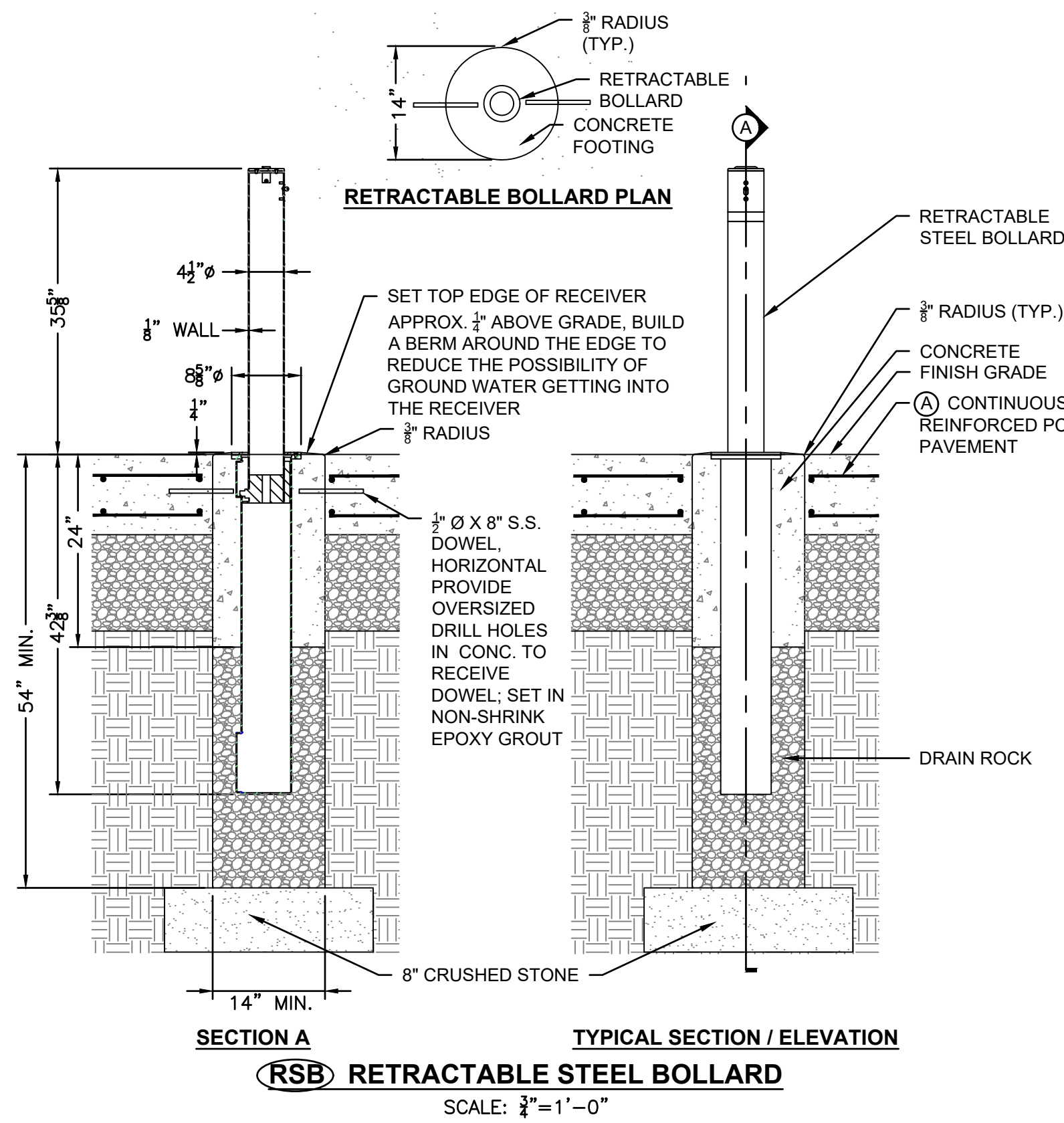
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	40	42



REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY	WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			DETAILS - 6	
CHECKED BY			DATE 10-25-22 SCALE AS SHOWN	

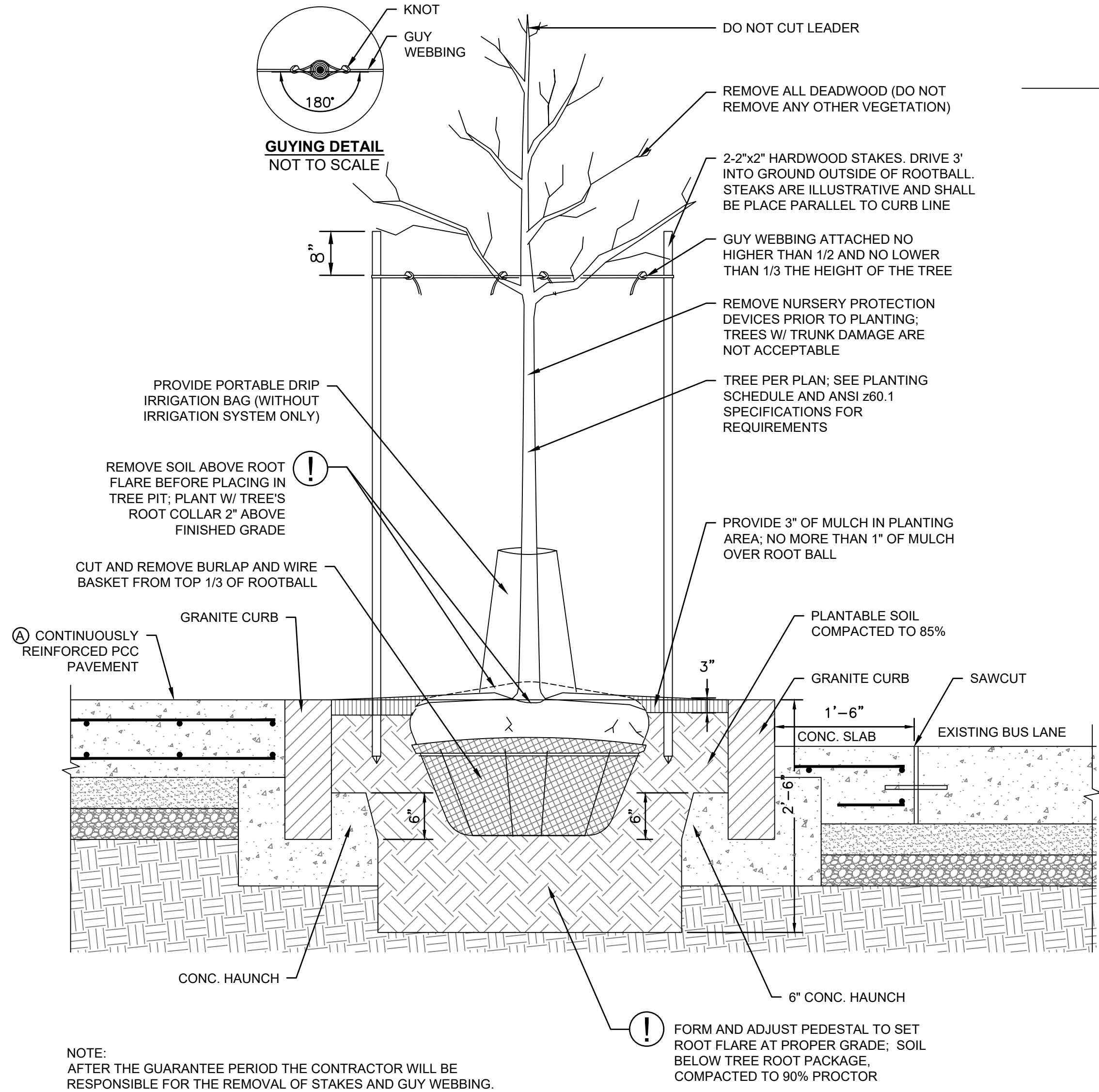
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FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	41	42



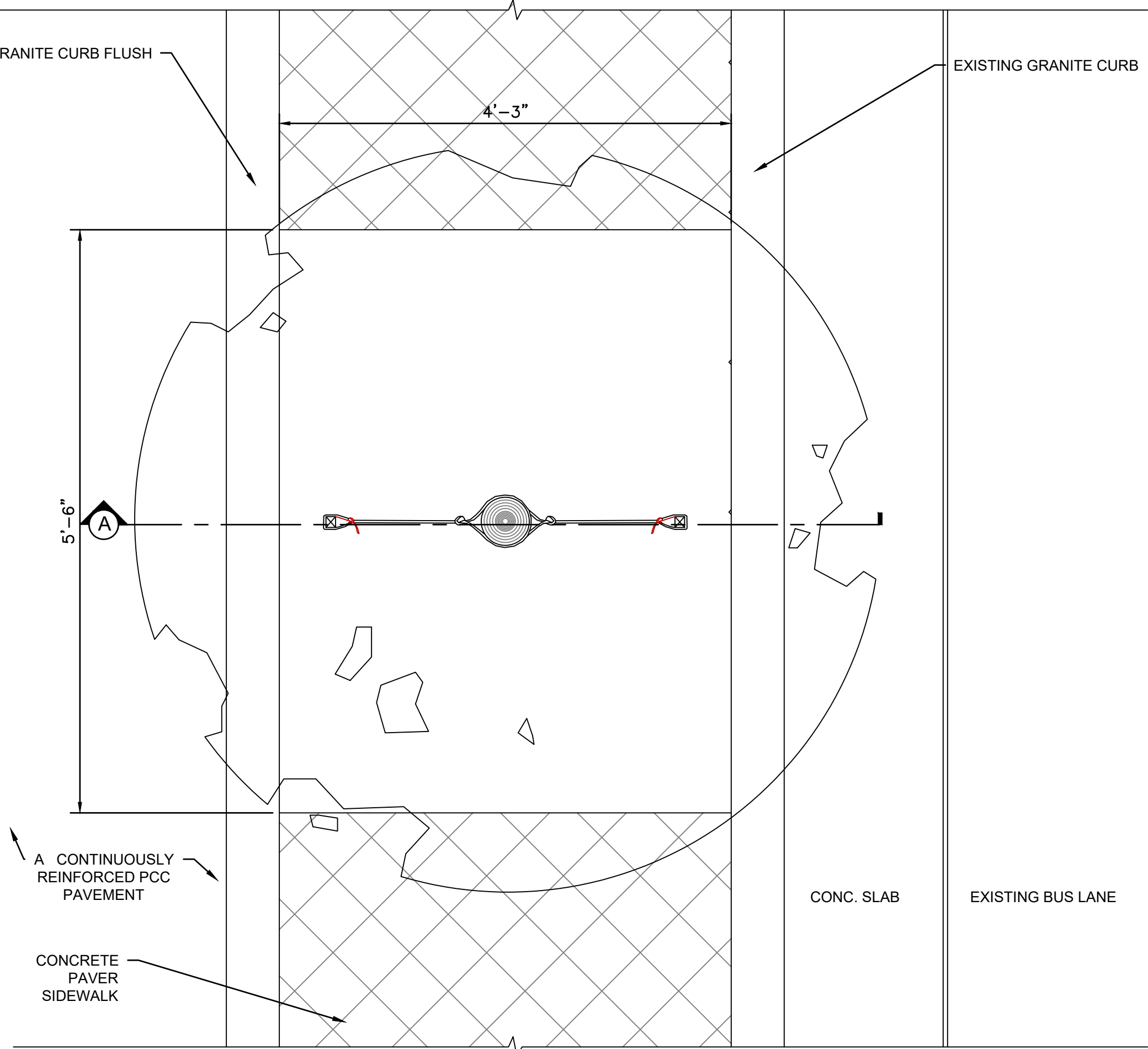
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NO.	DATE	BY	WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			DETAILS - 7	
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FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2022	42	42

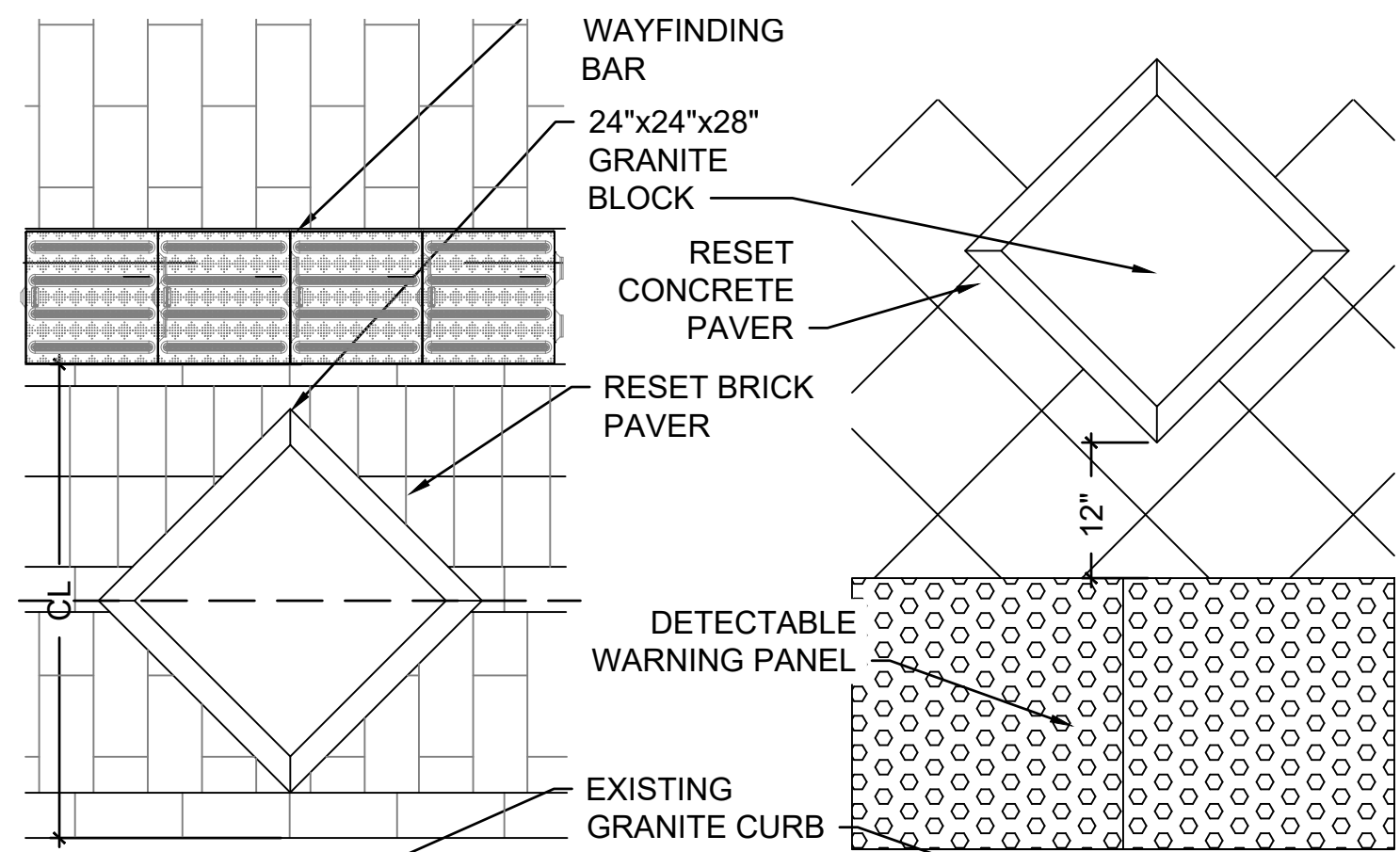


TYPICAL SECTION

(PS) - PLANTABLE SOIL - AREA A
NOT TO SCALE

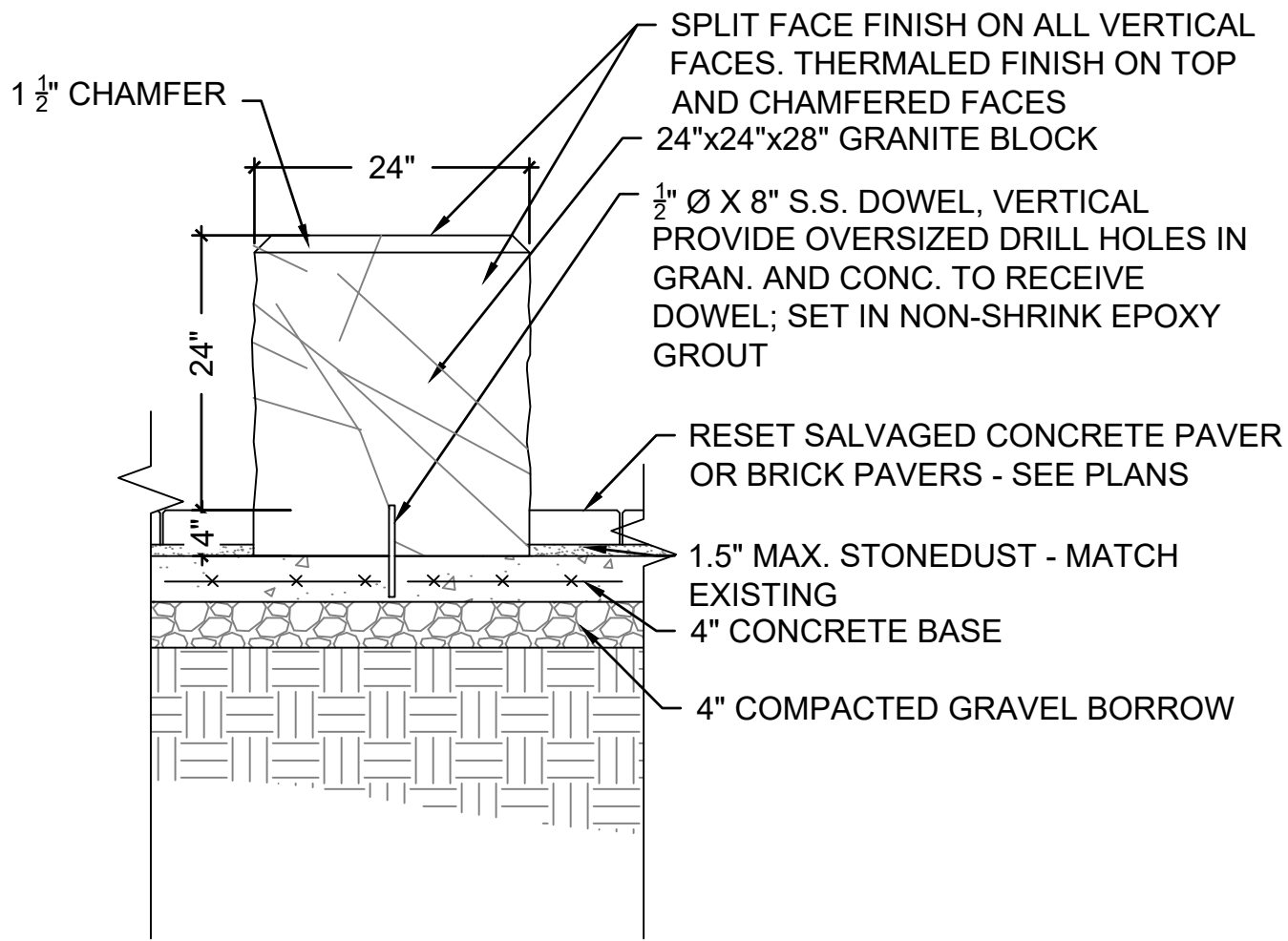


PLAN VIEW



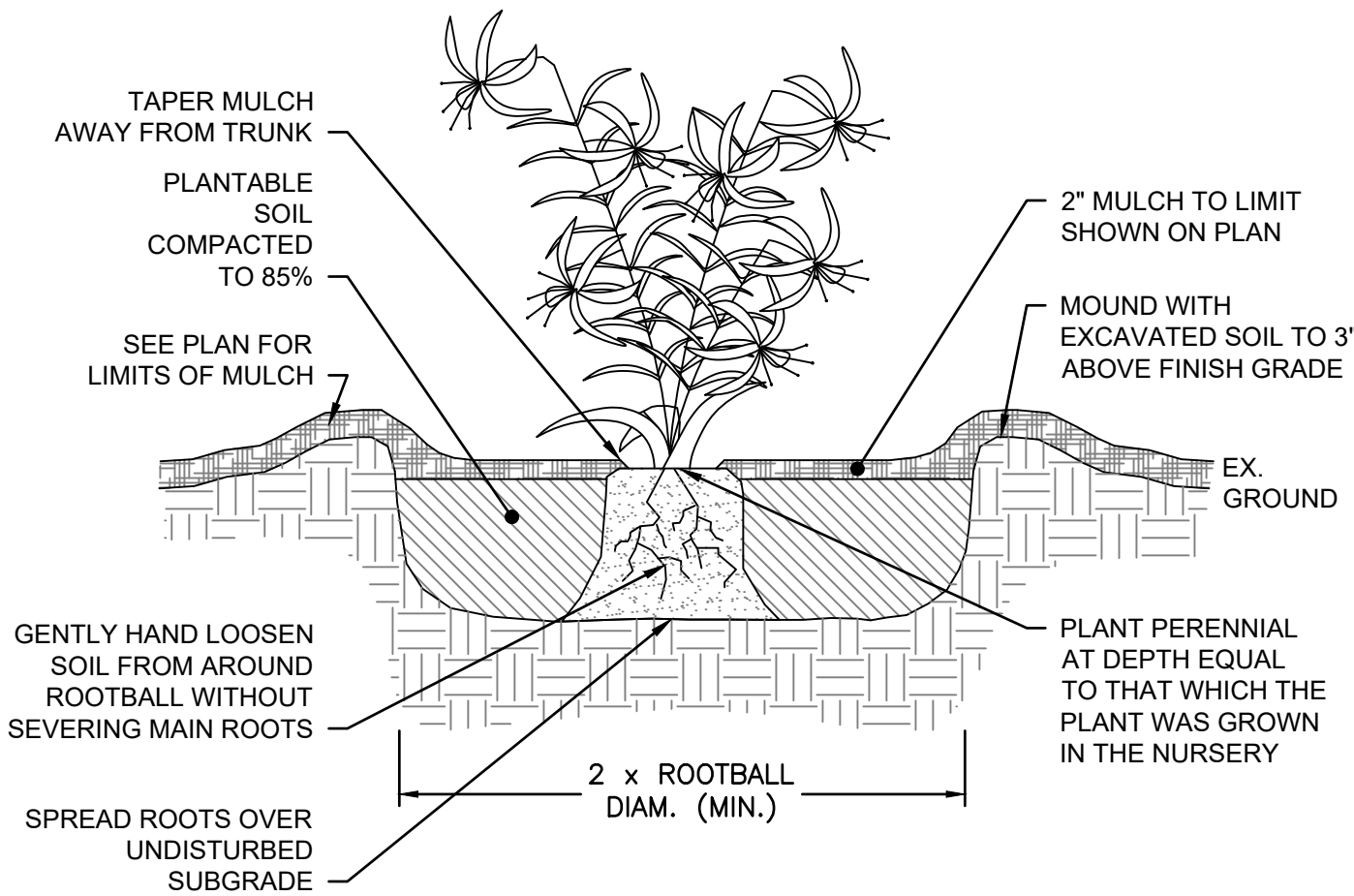
PLAN - RESET BRICK

PLAN - RESET CONCRETE PAVER



(GB) (24) GRANITE BLOCK AT RESET BRICK OR CONCRETE PAVER

SCALE: 3/4\"=1'-0"



PERENNIALS & GRASSES PLANTING
NOT TO SCALE



REVISIONS			RHODE ISLAND DEPARTMENT OF TRANSPORTATION	
NO.	DATE	BY		
			WASHINGTON STREET AND EAST APPROACH	
			PROVIDENCE, RHODE ISLAND	
			DETAILS - 8	
			CHECKED BY: <u> MPS </u> DATE: <u>10-25-22</u> SCALE: <u>AS SHOWN</u>	