RI SRTS Round 2 Grantees Proposed Program
Last updated: 12/29/2015

10 Grantees, 13 Schools, in 8 Municipalities

Proposed Construction Contract #	Est. ADV Date?*	Municipality	School(s)	RIDOT's SRTS Design Consultant	CONSTRUCTION COSTS: 2010 Infrastructure Award (Grant)	CONSTRUCTION COSTS: Total Conceptual Construction Cost Estimates	CONSTRUCTION COSTS: % Above Grant Amount	DESIGN COSTS: Funds Authorized by RIDOT to Date for SRTS Design	DESIGN COSTS: Design Funds Remaining***	DESIGN COSTS: Total Estimated** Final Design Cost Estimate	DESIGN COSTS: % of Construction Cost
1	MAR 2018	**Barrington**	Barrington Middle School	McMahon Assoc.	$123,700	**$326,000**	264			$95,453	
		Barrington	Primrose Hill Elementary	McMahon Assoc.	$132,300	**$371,000**	280			$108,629	
		Cranston	Western Hills Middle School	McMahon Assoc.	$137,685	**$380,500**	276			$111,411	
		East Providence	Kent Heights Elementary	McMahon Assoc.	$72,500	**$243,000**	335			$71,151	
		East Providence	Myron J. Francis Elementary	McMahon Assoc.	$55,000	**$131,000**	238			$38,357	
				Totals	$521,185	**$1,451,500**	278			$425,000	29.3
2	MAR 2018	**Narragansett**	Pier Middle School	McMahon Assoc.	$299,924	**$578,000**	193			$225,000	
				Totals	$299,924	**$578,000**	193			$225,000	38.9
3	APR 2018	**Smithfield**	Vincent J. Gallagher Middle School & Anna M. McCabe Elementary	CDM Smith	$92,156	**$217,180**	236			$52,993	
		Westerly	State Street Elementary School	CDM Smith	$207,292	**$700,450**	338			$170,912	
		Woonsocket	Citizens & Pothier Elementary Schools	CDM Smith	$183,225	**$311,860**	170			$76,095	
				Totals	$482,673	**$1,229,490**	255			$300,000	24.4
4	JUN 2019	**Warren**	Hugh Cole Elementary & Kickemuit Middle School	CDM Smith	$338,000	**$1,183,080**	350			$500,000	
				Totals	$338,000	**$1,183,080**	350			$500,000	42.3
			TOTALS for ALL 13 Schools:		**$1,641,782**	**$4,442,070**	**271**	$500,000	$102,097	**$1,450,000**	**32.6**
			ASSUMED RIDOT ADMINISTRATIVE COSTS** :**			**$888,414**				**$290,000**	
			GRAND TOTALS for ALL 13 Schools:		**$1,641,782**	**$5,330,484**		$500,000	$102,097	**$1,740,000**	
			APPROX. FUNDING "GAP" BETWEEN:	**Grant Funds & 10% Estimate:**	**$3,688,702**			**Design Funds Remaining & Estimate:**	**$1,637,903**		

Conceptual Summary of Work

Proposed Construction Contract #	Conc. Sidewalk (LF)	Granite Curb (LF)	Conc Curb (LF)	Bit. Paving (SF)	ROW Acq. (SF)	ROW Easement (SF)	Drainage?	UP Relocation?	DEM Permitting?	Bike/Ped Path?	Structural work?	State Roads?	NHS Roads?	Fed Aid Roads?
1	1,300	865	500	2,000	2,980	6,095	Yes	Yes	Yes	No	No	Yes (Middle Hwy)	No	Yes (Middle Hwy)
	1,900	1,978	0	244	620	7,862	Yes	Maybe	Maybe	No	No	Yes (Middle Hwy)	No	Yes (Middle Hwy)
	1,800	0	1,780	150	0	3,100	Yes	No	Yes	No	No	No	No	Yes (Cranston St)
	1,200	0	1,140	190	0	3,795	Yes	Maybe	Maybe	No	No	Maybe (Pawtucket Ave)	No	Maybe (Pawtucket Ave)
	1,000	981	0	0	0	4,905	Yes	No	Maybe	No	No	No	No	Yes (Wilson Ave)
2	1,000	0	900	17,800	0	0	Yes	No	Yes	Yes	Yes	No	No	Maybe (South Pier Rd)
3	800	0	775	0	55	1,825	Yes	No	Yes	No	No	Yes (Pleasant View Ave)	Yes (Pleasant View Ave)	Yes (Pleasant View Ave)
	2,000	2,000	0	0	53	0	Yes	No	Maybe	No	Yes	No	No	No
	1,000	1,075	0	200	75	1,000	Yes	Yes	Maybe	No	Maybe	No	No	Yes (Winthrop St)
4	500	0	450	16,000	44	1,130	Yes	No	Yes	Yes	Yes	Yes (Child St)	Yes (Child St)	Yes (Child St)
					3,827	**29,712**								

* Estimated Advertising Date assumes the TAC will recommend funding of these projects using SRTS and TAP funds, and that the pending RIDOT Design Consultant Contract Change Orders to complete Final and Post Design Services are approved by June 2016.

** RIDOT Design PM is negotiating Fee Proposals down as of 12/29/15, so the values shown here are best estimates based on conceptual estimates given to RIDOT Design PM by each Designer.

*** Approximate as of 12/29/15

**** Assume 20% of the Contractor & Consultant costs, which includes RIDOT Staff review, management, and inspection of the project work, plus other contingencies (e.g., Police Traffic control which will be paid by RIDOT, not by Contracator)

EVALUATION CRITERIA ATTACHMENT

RIDOT New Project Application – TIP
"Safe Routes to School (SRTS) Infrastructure Improvements for 2010 Grantees"

The State of Rhode Island's goals of the SRTS Program, and therefore this project, are the same as those established by the FHWA:

- To enable and encourage children in grades K-8, including those with disabilities, to walk & bicycle to/from school
- To make bicycling & walking to/from school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution around schools

The above goals are related to RISPP's evaluation criteria as noted below.

1. Mobility Benefits

A primary goal of this project, as well as the national SRTS program, is to allow students and parents to safely walk and/or bike to and from school, so that they do NOT have to be transported by car, bus, or other vehicle. This project will enable and encourage students to walk/bike, which in turn is expected to help reduce the number of private vehicles that idle and clog the roadways surrounding the school(s) before, during, and after the times of school drop-off and pick-up.

2. Cost Effectiveness

While difficult to measure the cost savings that will result from students choosing to bike and/or walk to/from the school(s) (rather than to be driven privately or otherwise taking a bus), it is expected that societal cost savings will be realized via the infrastructure improvements (e.g., reduced medical costs due to students choosing healthier transportation options, reduced environmental costs due to lesser emissions from idling vehicles). This project will design and build infrastructure improvements in a cost-effective manner in accordance with FHWA and RIDOT policies and standards. As of 12/29/15 RIDOT is negotiating down the initial Final Design fee proposals submitted by the SRTS design Consultants, and the use of a Low-Bid procurement for the construction projects is expected.

3. Economic Development

This project is expected to be constructed as part of one of four separate construction projects, with contracts being let for a total of approximately $4.5 Million.

4. Environmental Impact

This project will be designed and built for compliance with FHWA and RIDOT environmental policies and standards (e.g., NEPA). The project is expected to meet the qualifications for a Categorical Exclusion. The number of vehicular trips to and from the school(s) is expected to be reduced as a result of the project, which will help reduce the amount of hazardous emissions from vehicles (less cars on the road and less idling in congestion in the areas around the school(s)).

5. Supports Local and State Goals

Each SRTS Grantee applied (asked) for the infrastructure improvements as part of their Applications, which have already been approved by the RISPP in 2010. Each Grantee was required to (and did) obtain approvals from not only Town/City administrators but also other important parties associated with each school (e.g., Principals). This project not only supports but champions the goals of the recent (2012) RI General Law 24, Chapter 16 (Complete Streets Design Principles).

6. Safety and Security

The sidewalk and traffic control improvements included in this project will help improve the safety and security of students/parents as they walk or bike to and from the school(s), as well as any traveler who walks or bikes within the project limits. The project will implement improved signs, pavement markings, and pedestrian access routes that meet or exceed the latest Federal and State standards (e.g., MUTCD, PROWAG, etc.). Many of the existing sidewalks and traffic controls near the school(s) do not comply with such standards today.

7. Equity

By eliminating barriers to disabled pedestrians along prioritized routes to/from the school(s) (via sidewalk and curb ramp improvements), this project will ensure that ALL students, regardless of disability, will be able to choose to walk to/from the school(s) if they so desire and are able. This is a civil right that should be prioritized in areas nearest to places of public gathering, which the very school(s) included in this project are.

EVALUATION CRITERIA ATTACHMENT

RIDOT New Project Application – TIP
"Safe Routes to School (SRTS) Infrastructure Improvements for Town of Warren"

The State of Rhode Island's goals of the SRTS Program, and therefore this project, are the same as those established by the FHWA:

- To enable and encourage children in grades K-8, including those with disabilities, to walk & bicycle to/from school
- To make bicycling & walking to/from school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution around schools

The above goals are related to RISPP's evaluation criteria as noted below.

1. Mobility Benefits

A primary goal of this project, as well as the national SRTS program, is to allow students and parents to safely walk and/or bike to and from school, so that they do NOT have to be transported by car, bus, or other vehicle. This project will enable and encourage students to walk/bike, which in turn is expected to help reduce the number of private vehicles that idle and clog the roadways surrounding the schools before, during, and after the times of school drop-off and pick-up.

2. Cost Effectiveness

While difficult to measure the cost savings that will result from students choosing to bike and/or walk to/from the schools (rather than to be driven privately or otherwise taking a bus), it is expected that societal cost savings will be realized via the infrastructure improvements (e.g., reduced medical costs due to students choosing healthier transportation options, reduced environmental costs due to lesser emissions from idling vehicles). This project will design and build infrastructure improvements in a cost-effective manner in accordance with FHWA and RIDOT policies and standards. As of 12/29/15 RIDOT is negotiating down the initial Final Design fee proposals submitted by the SRTS design Consultants, and the use of a Low-Bid procurement for the construction projects is expected.

3. Economic Development

This project is expected to be constructed as part of one of four separate construction projects, with contracts being let for a total of approximately $4.5 Million. This project (specifically, the extension of the Warren Bike Path across the Kickemuit River) will establish a key link in the Town of Warren's long-term plans to complete a shared-use path connection from the East Bay

Bike Path to the existing Warren Bike Path, which when completed is expected to spur future economic development opportunities.

4. Environmental Impact

This project will be designed and built for compliance with FHWA and RIDOT environmental policies and standards (e.g., NEPA). The project may need an Environmental Assessment to be completed, and if it is, a Finding of No Significant Impact is expected. The number of vehicular trips to and from the schools is expected to be reduced as a result of the project, which will help reduce the amount of hazardous emissions from vehicles (less cars on the road and less idling in congestion in the areas around the schools).

5. Supports Local and State Goals

Each SRTS Grantee applied (asked) for the infrastructure improvements as part of their Applications, which have already been approved by the RISPP in 2010. Each Grantee was required to (and did) obtain approvals from not only Town/City administrators but also other important parties associated with each school (e.g., Principals). This project not only supports but champions the goals of the recent (2012) RI General Law 24, Chapter 16 (Complete Streets Design Principles).

6. Safety and Security

The sidewalk and traffic control improvements included in this project will help improve the safety and security of students/parents as they walk or bike to and from the schools, as well as any traveler who walks or bikes within the project limits. The project will implement improved signs, pavement markings, and pedestrian access routes that meet or exceed the latest Federal and State standards (e.g., MUTCD, PROWAG, etc.). Many of the existing sidewalks and traffic controls near the schools do not comply with such standards today.

7. Equity

By eliminating barriers to disabled pedestrians along prioritized routes to/from the schools (via sidewalk and curb ramp improvements), this project will ensure that ALL students, regardless of disability, will be able to choose to walk to/from the schools if they so desire and are able. This is a civil right that should be prioritized in areas nearest to places of public gathering, which the very schools included in this project are.

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other

Project Description

Project Title: Safe Routes to School Infrastructure Improvements for Barrington Middle School

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Barrington Middle School in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, utility accommodations, and permitting.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each of the other Grantees) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Barrington Middle School
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the Barrington Middle School are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the school
- Increased numbers of students/parents will walk and/or bike to/from the school, which, in areas around the school, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$25,000	$0(complete)	~$95,500	~$326,000	~$421,500
				Total Cost	~$421,500
				Amount Requested through TIP Process	$297,800

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$123,700
Total	$123,700

Estimated date of construction 04/18 thru 11/18

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/6/16

Local Official Signature — Date 1-5-16

Philip Hervey
Town Planner

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			1	12

INDEX

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

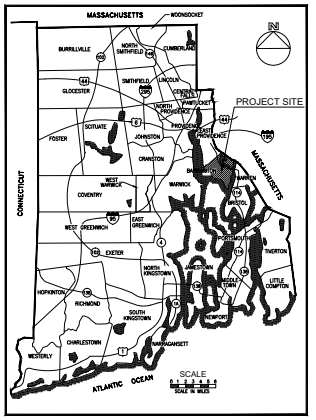
PLAN OF PROPOSED

RHODE ISLAND SAFE ROUTES TO SCHOOL PROGRAM INFRASTRUCTURE IMPROVEMENTS

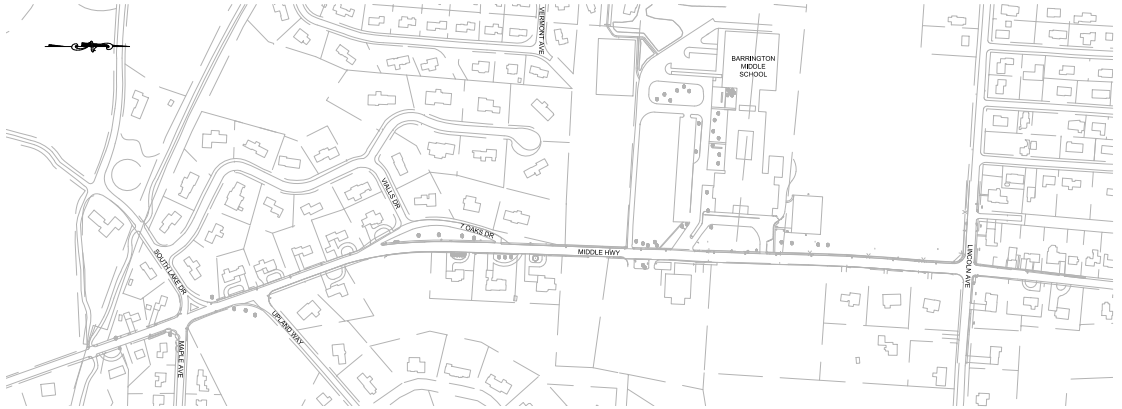
BARRINGTON MIDDLE SCHOOL

TOWN OF BARRINGTON
COUNTY OF BRISTOL

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



LOCATION MAP



LAYOUT PLAN
1" = 2500'

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013, 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	
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
NGVD 29

McMAHON

Contract Number XXXX-XX-XXX
Number of Sheet 1
Total Sheets 12

REVISED 10% SUBMISSION
DECEMBER 2014

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER DATE

APPROVED

CHIEF ENGINEER DATE

APPROVED

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			2	12

EXISTING

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
MB	MAILBOX
NO.	UTILITY POLE
	POLE GUY
	LUMINARE
SIGN	SIGN
(SIZE)SD	SUBDRAIN
(SIZE)D	STORMDRAIN
(SIZE)S	SANITARY SEWER
(SIZE)W	WATER MAIN
(SIZE)G	GAS MAIN
(SIZE)T	TELEPHONE DUCT
(SIZE)E	ELECTRIC DUCT
	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
EXIST. S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
EXIST. S.F.L. PLAT NO. XX	STATE FREEWAY LINE
EXIST. P.E.B.	PERMANENT EASEMENT LINE
EXIST. T.E.B.	TEMPORARY EASEMENT LINE
P	PROPERTY LINE
CITY NAME / TOWN NAME	CITY OR TOWN LINE
PWW	PAVED WATERWAY
ELEV.	CONTOUR LINE
	OPEN DITCH
R.I.H.B.	R.I. HIGHWAY BOUND
S.B.	STONE BOUND
	RETAINING WALL
	FIELD STONE WALL
NO.	BORINGS
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
	FILL SLOPE
	ROCK CUT
00.00	SPOT GRADE
	AREA GRADED TO DRAIN
	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 CLEARING

NEW

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
NO.	UTILITY POLE
GUY	POLE GUY
	LUMINARE
	SIGN
N(SIZE)SD (Length → Size)	SUBDRAIN
(Length → Size)	STORMDRAIN
	SANITARY SEWER
N(SIZE)W	WATER MAIN
N(SIZE)G	GAS MAIN
N-#(SIZE)T	TELEPHONE DUCT
N-#(SIZE)E	ELECTRIC DUCT
	PLUG AND CAP PIPE
	ABANDONED UTILITY
	FLARED END SECTION
	HEADWALL
	WATER OR GAS GATE
	CATCH BASIN
	MANHOLE
	HYDRANT
1+00	BASELINE OR CENTERLINE
NEW S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
NEW S.F.L. PLAT NO. XX	STATE FREEWAY LINE
NEW P.E.B.	PERMANENT EASEMENT LINE
NEW T.E.B.	TEMPORARY EASEMENT LINE
	PROPERTY LINE
	CITY OR TOWN LINE
ELEV.	PAVED WATERWAY
	CONTOUR LINE
	OPEN DITCH
	R.I. HIGHWAY BOUND
	STONE BOUND
	RETAINING WALL
	FIELD STONE WALL
NO.	BORINGS
	FENCE
	WOOD OR BRUSH LINE
	TREES
	RIVER OR STREAM
	WETLAND AREA
	BUILDING
	FOUNDATION
	BUILDING TO BE REMOVED
	RAILROAD TRACKS
	CUT AND MATCH
	RIP-RAP
ROADWAY / TOP OF SLOPE	CUT SLOPE
ROADWAY / TOE OF SLOPE	FILL SLOPE
ROCK SHELF / ROCK / CUT	ROCK CUT
00.00	SPOT GRADE
ELEV.	AREA GRADED TO DRAIN
	BALED HAY RI STD 9.1.0
	BALED HAY & SILT FENCE RI STD. 9.3.0
	EDGE OF WETLAND
	WETLAND PERIMETER
	AREA SUBJECT TO STORM FLOW
	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

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

STANDARD PLAN SYMBOLS & STANDARD LEGEND

CHECKED BY CAP DATE 12/17/14 SCALE NO SCALE

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			3	12

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 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
1	4/07	TRB
2	3/10	RBH

McMAHON

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

STANDARD NOTES - 1

CHECKED BY CAP DATE 12/17/14 SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	R.I.			4	12

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

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	11/07	TRB
3	3/10	RBH

McMAHON

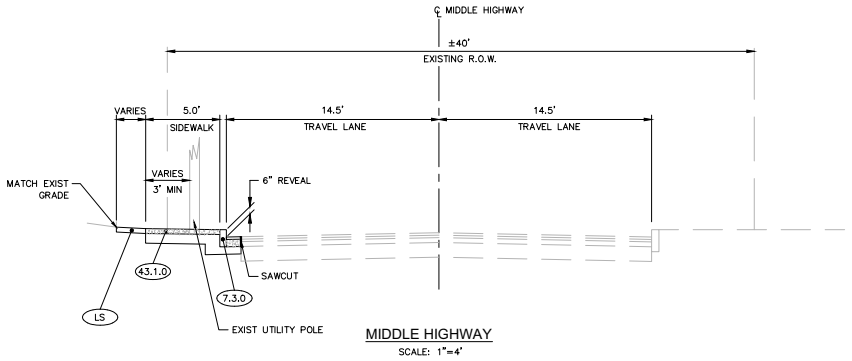
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

STANDARD NOTES - 2

CHECKED BY CAP DATE 12/17/14 SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			5	12



MIDDLE HIGHWAY
SCALE: 1"=4'

DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

McMAHON

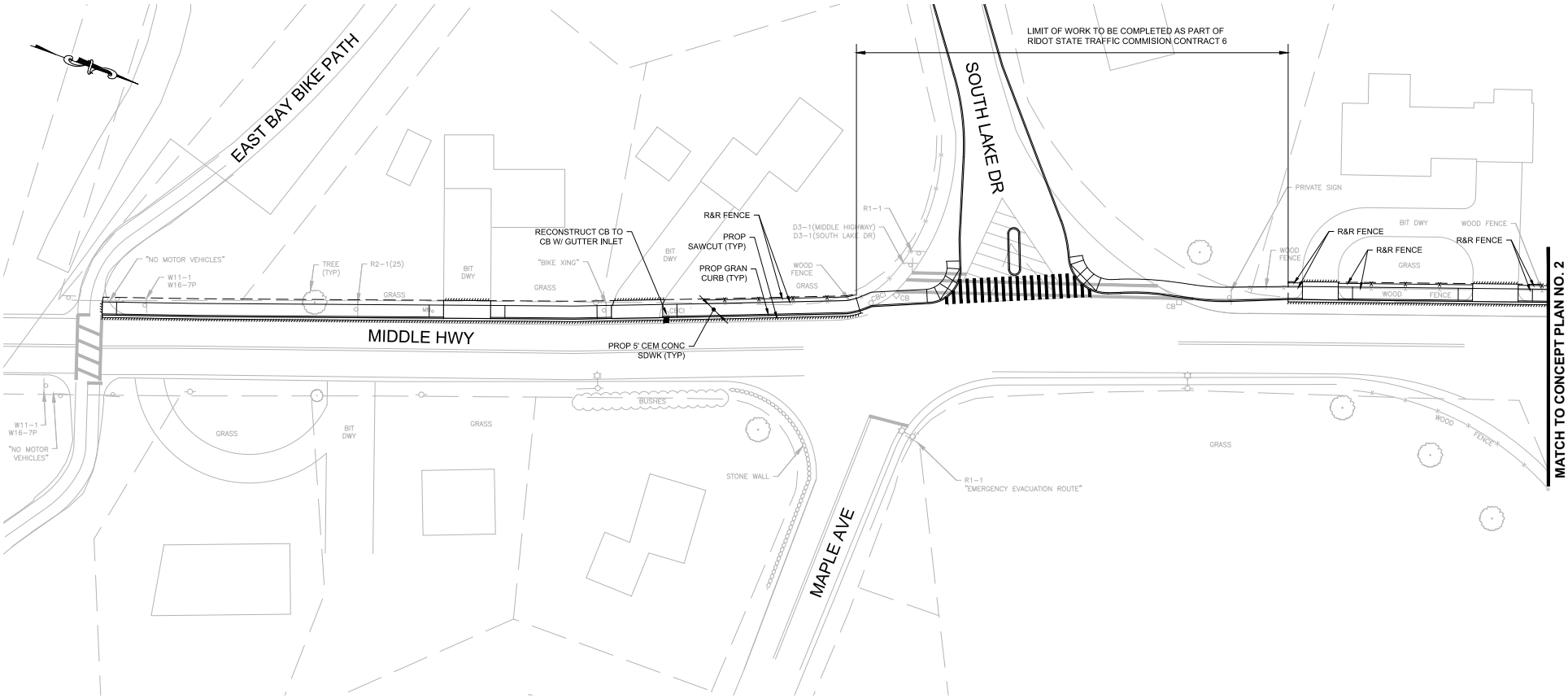
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

TYPICAL SECTION

CHECKED BY CAP DATE 12/17/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			6	12



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SCALE IN FEET

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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

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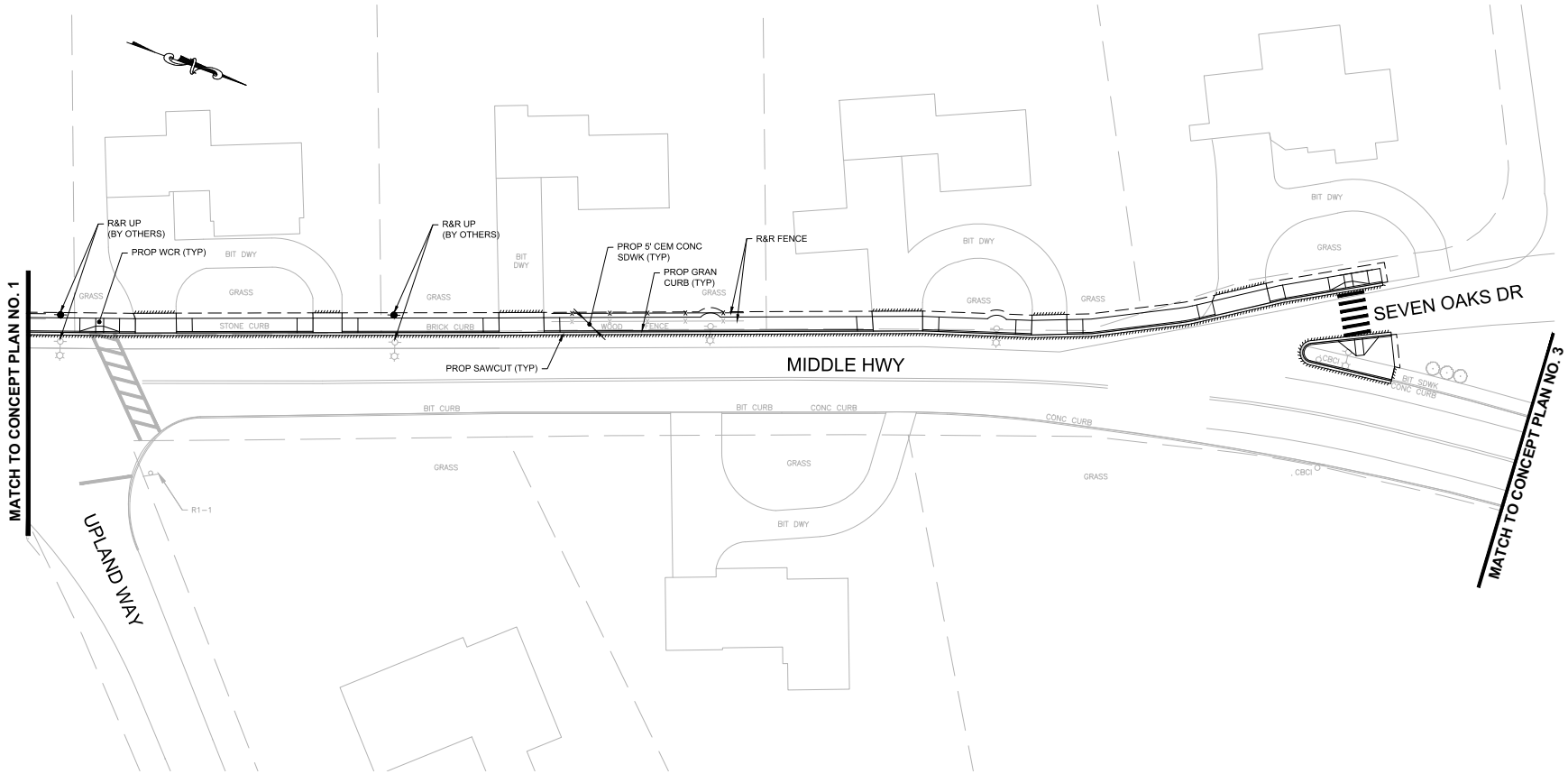
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

CONCEPT PLAN NO. 1
MIDDLE HIGHWAY

CHECKED BY CAP DATE 12/17/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			7	12



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SCALE IN FEET

DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

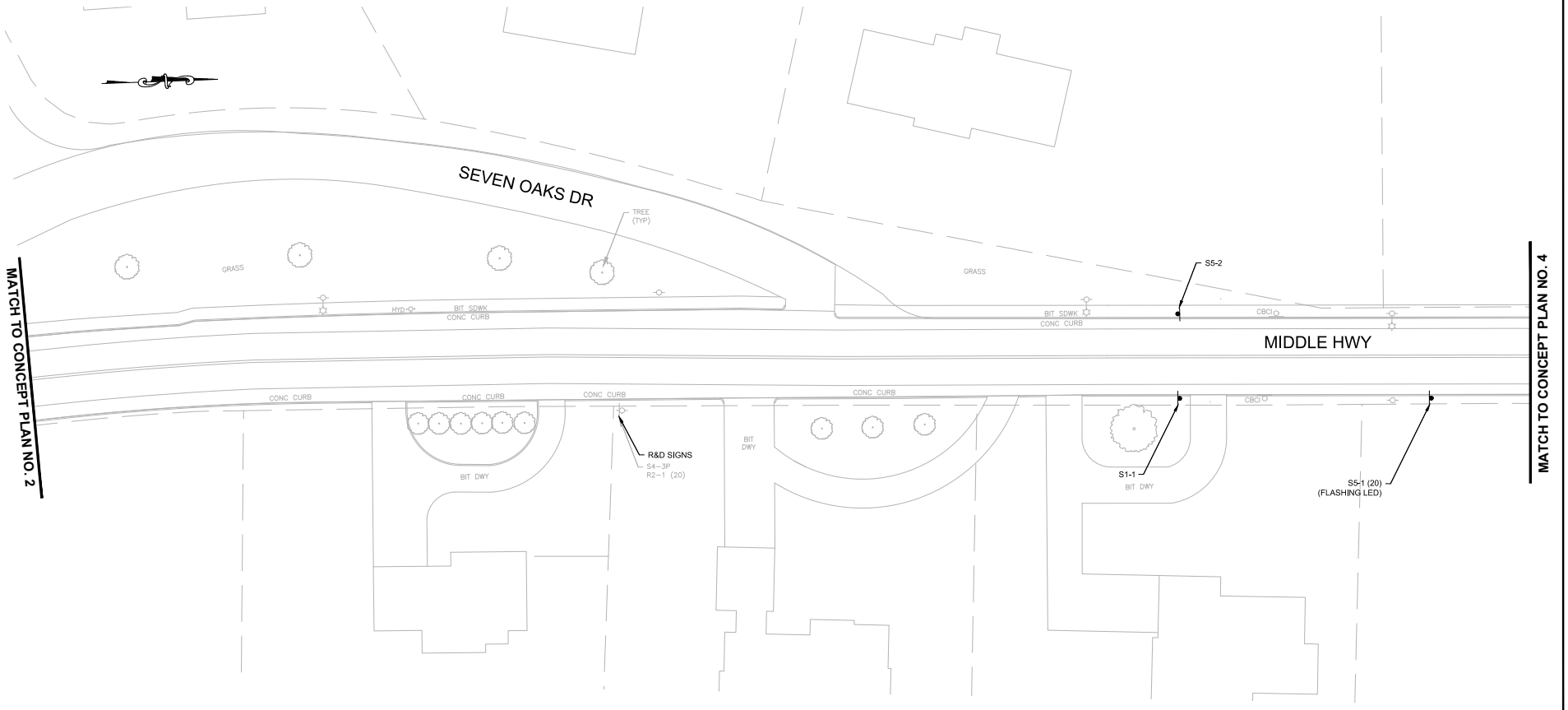
SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

CONCEPT PLAN NO. 2
MIDDLE HIGHWAY

CHECKED BY CAP DATE 12/17/14 SCALE AS NOTED

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			8	12



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SCALE IN FEET

DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

McMAHON

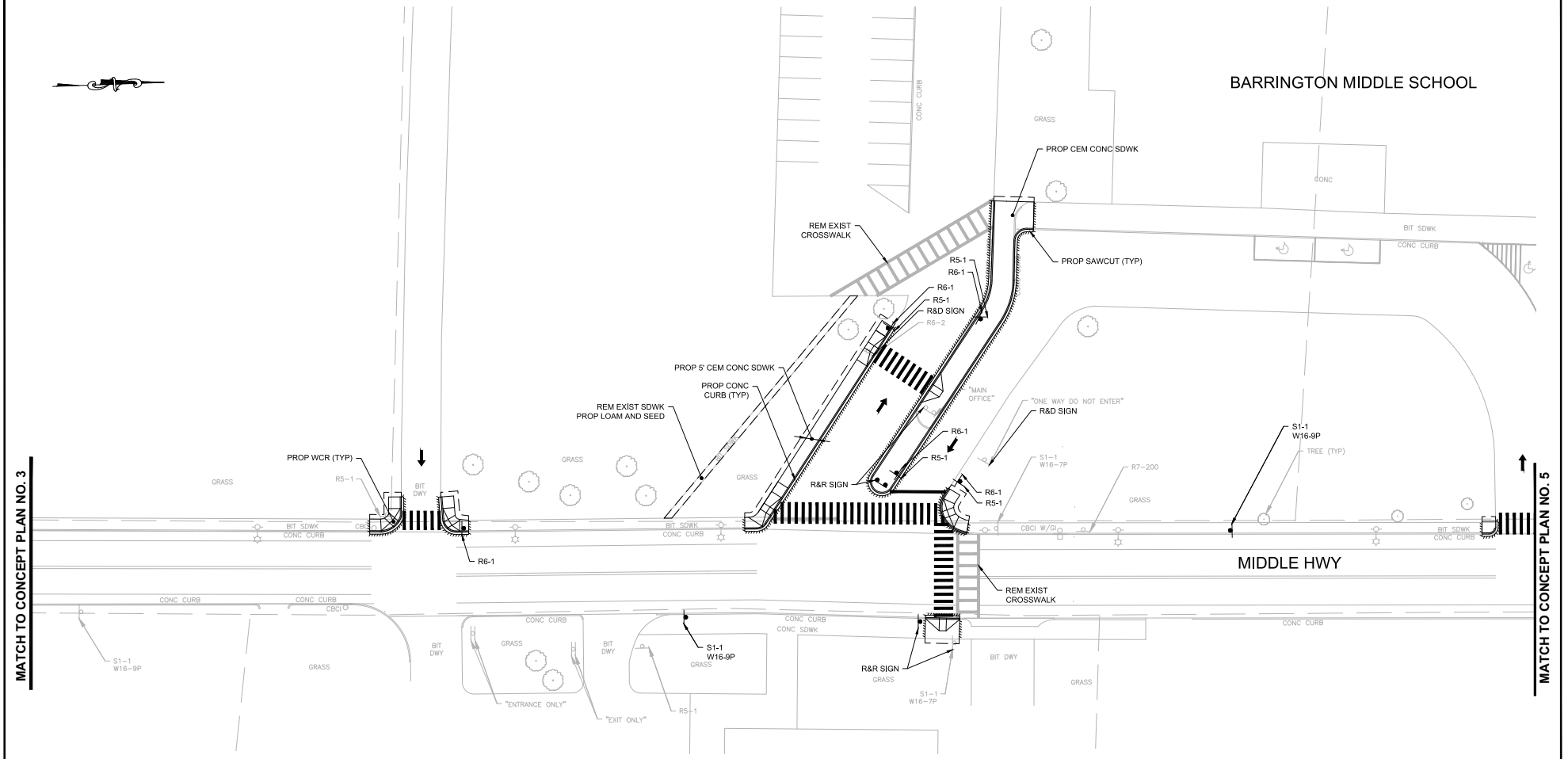
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

CONCEPT PLAN NO. 3
MIDDLE HIGHWAY

CHECKED BY CAP DATE 12/17/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			9	12



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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

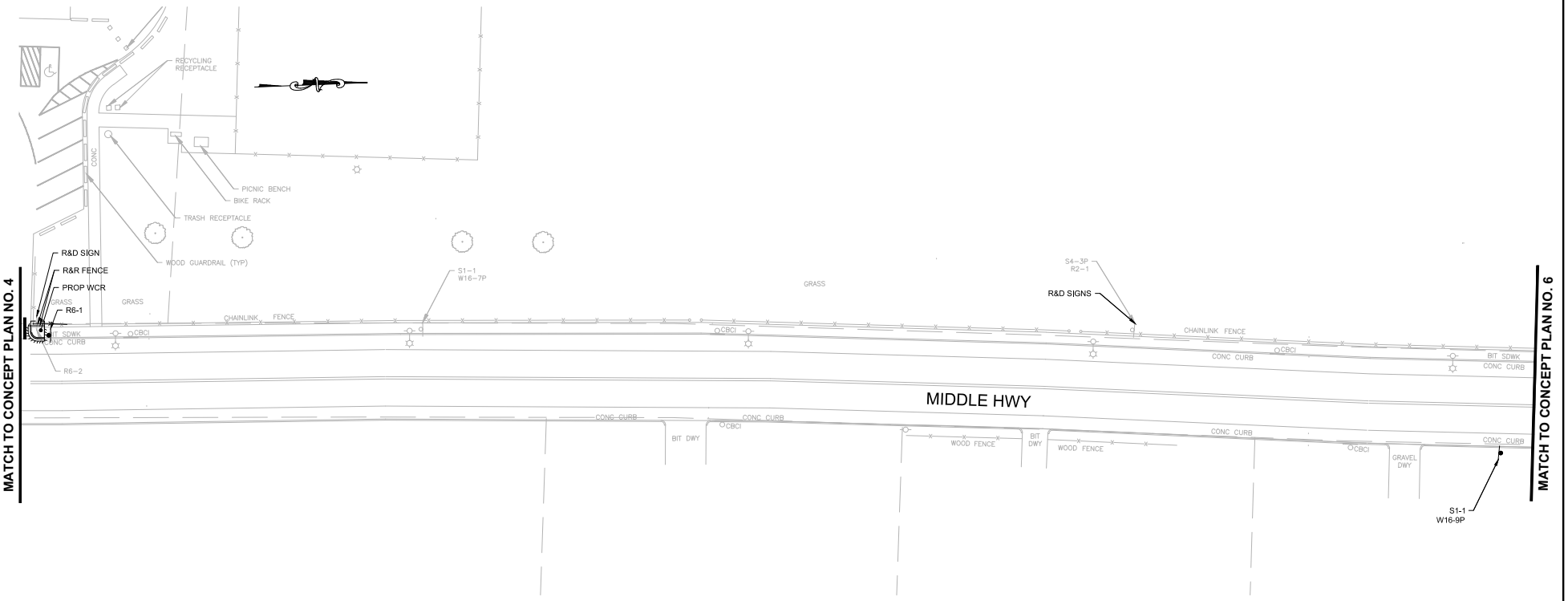
SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

CONCEPT PLAN NO. 4
SCHOOL DRIVEWAY

CHECKED BY CAP DATE 12/17/14 SCALE AS NOTED

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			10	12



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SCALE IN FEET

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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

McMAHON

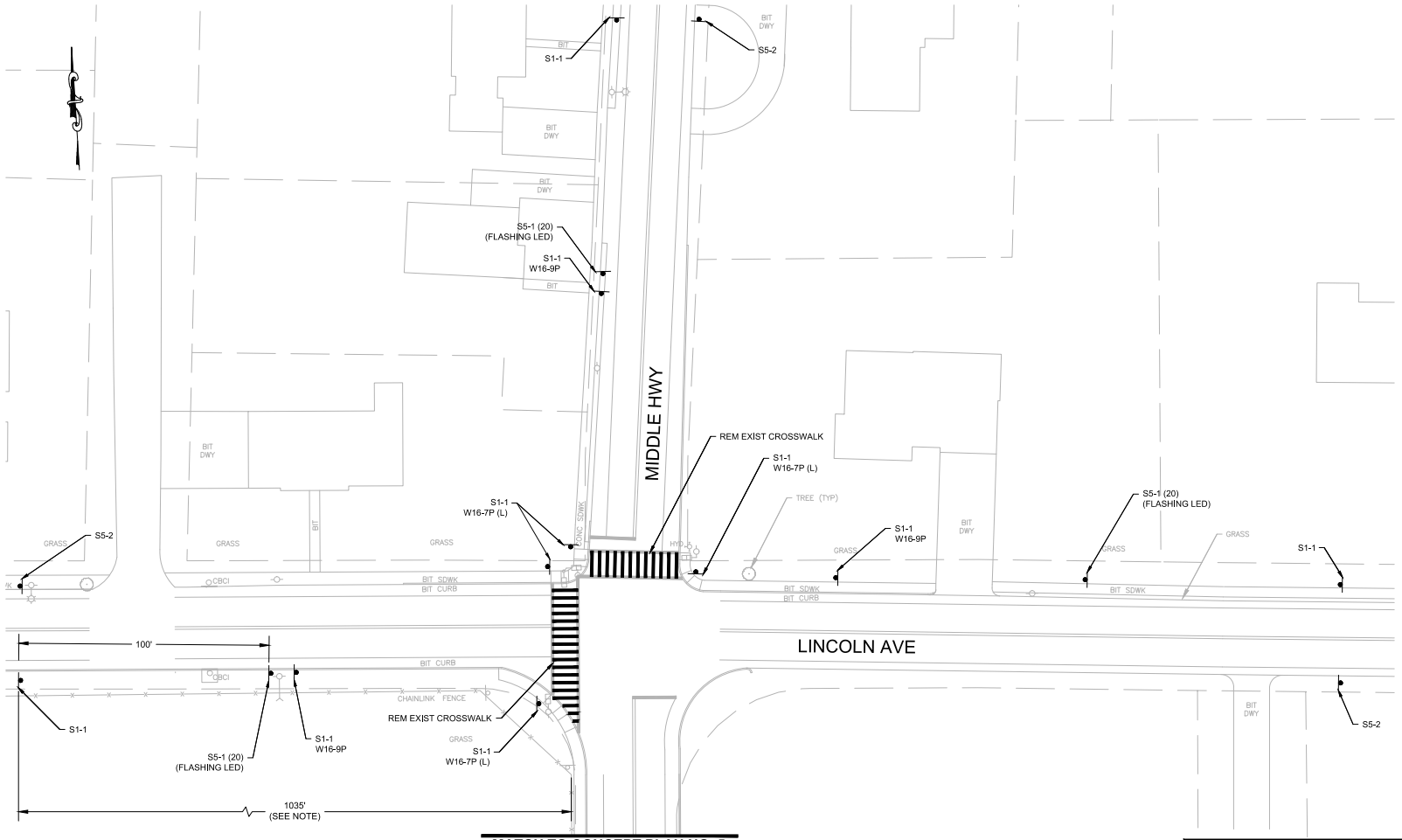
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

CONCEPT PLAN NO. 5
MIDDLE HIGHWAY

CHECKED BY CAP DATE 12/17/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			11	12



MATCH TO CONCEPT PLAN NO. 5

NOTE: LOCATION OF S1-1 AND S5-2 SIGNS IS 300' WEST OF THE WESTERN BARRINGTON MIDDLE SCHOOL PROPERTY LINE ON LINCOLN AVENUE.

20 0 20 40
SCALE IN FEET

DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

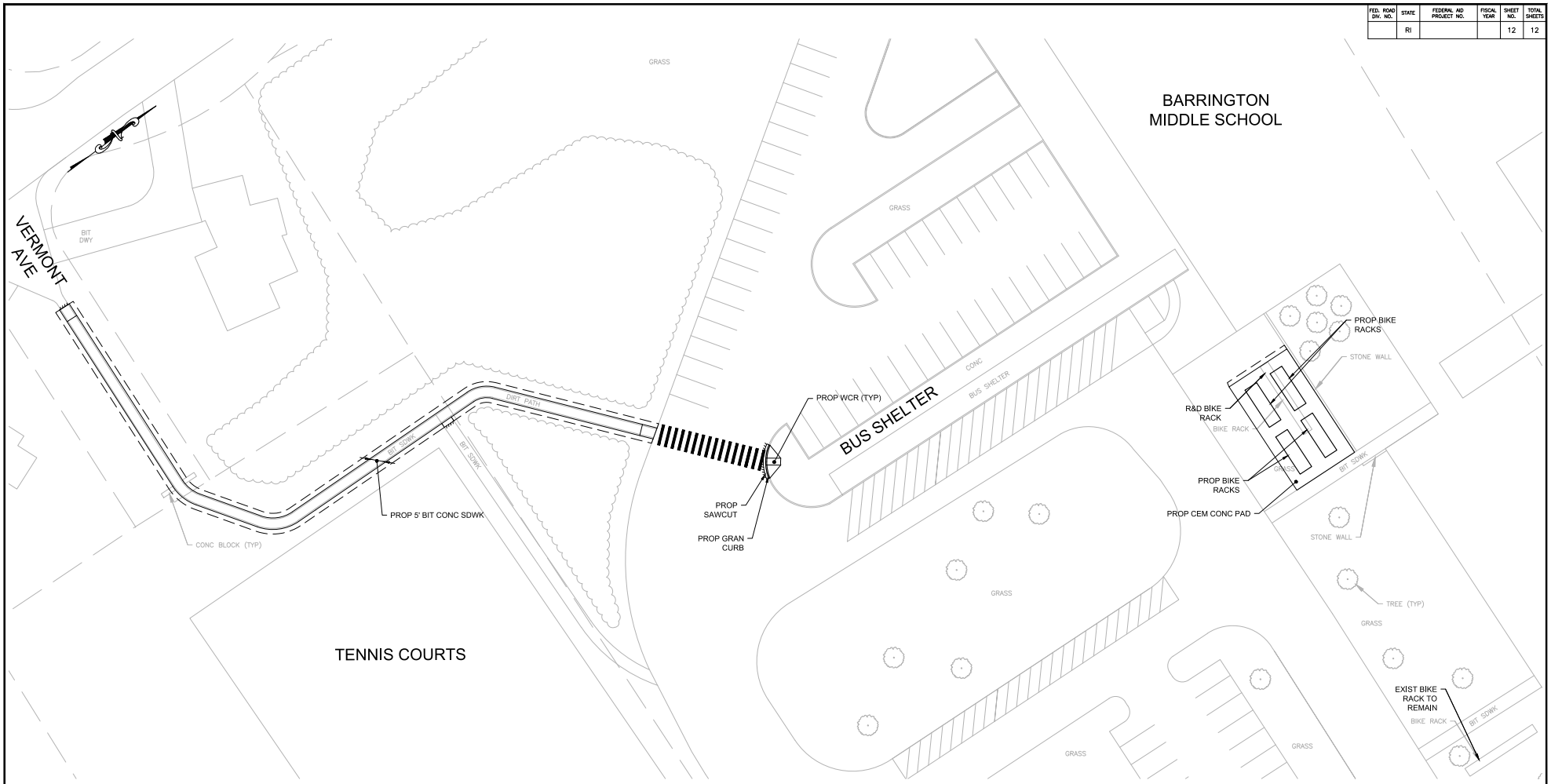
SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

CONCEPT PLAN NO. 6
MIDDLE HIGHWAY

CHECKED BY CAP DATE 12/17/14 SCALE AS NOTED

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			12	12



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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
BARRINGTON MIDDLE SCHOOL
BARRINGTON, RHODE ISLAND

CONCEPT PLAN NO. 7
PATHWAY - VERMONT AVE CONNECTION

CHECKED BY CAP DATE 12/17/14 SCALE AS NOTED

McMAHON

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Safe Routes to School Infrastructure Imps. for Primrose Hill Elem. School, Barrington

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Primrose Hill Elementary School in Barrington in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, utility accommodations, and potentially permitting.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each Grantee listed in attached Table) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Primrose Hill Elementary School
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the Primrose Hill Elementary School are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the school
- Increased numbers of students/parents will walk and/or bike to/from the school, which, in areas around the school, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$6,000	$0(complete)	~$109,000	~$371,000	~$480,000
				Total Cost	~$480,000
				Amount Requested through TIP Process	$347,700

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$132,300
Total	$132,300

Estimated date of construction 04/18 thru 11/18

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/7/16

Local Official Signature — Date 1-5-16

Philip Hervey
Town Planner

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Safe Routes to School Infrastructure Imps. for Primrose Hill Elem. School, Barrington

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Primrose Hill Elementary School in Barrington in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, utility accommodations, and potentially permitting.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each Grantee listed in attached Table) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Primrose Hill Elementary School
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the Primrose Hill Elementary School are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the school
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Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
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5. Supports Local and State Goals
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7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$6,000	$0(complete)	~$109,000	~$371,000	~$480,000
				Total Cost	~$480,000
				Amount Requested through TIP Process	$347,700

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$132,300
Total	$132,300

Estimated date of construction 04/18 thru 11/18

CERTIFICATION

Applicant Certification

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Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/7/16

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- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other

Project Description

Project Title: Safe Routes to School Infrastructure Imprvmnts. for Western Hills Middle School, Cranston

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Western Hills Middle School in Cranston in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements
- Raised crosswalk installation

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, permitting, and potentially utility accommodations.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

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7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$500	$0(complete)	~$111,500	~$380,500	~$492,000
				Total Cost	~$492,000
				Amount Requested through TIP Process	$354,315

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$137,685
Total	$137,685

Estimated date of construction 04/18 thru 11/18

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/7/16

Local official Signature
Traffic Engineer — Date 1/5/16

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			1	9

INDEX

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

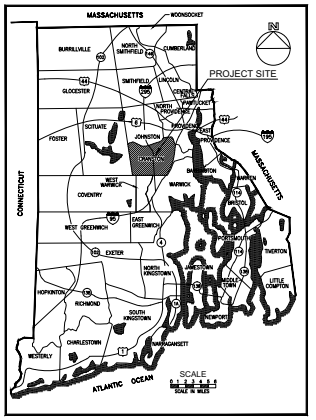
PLAN OF PROPOSED

RHODE ISLAND SAFE ROUTES TO SCHOOL PROGRAM INFRASTRUCTURE IMPROVEMENTS

WESTERN HILLS MIDDLE SCHOOL

TOWN OF CRANSTON
COUNTY OF PROVIDENCE

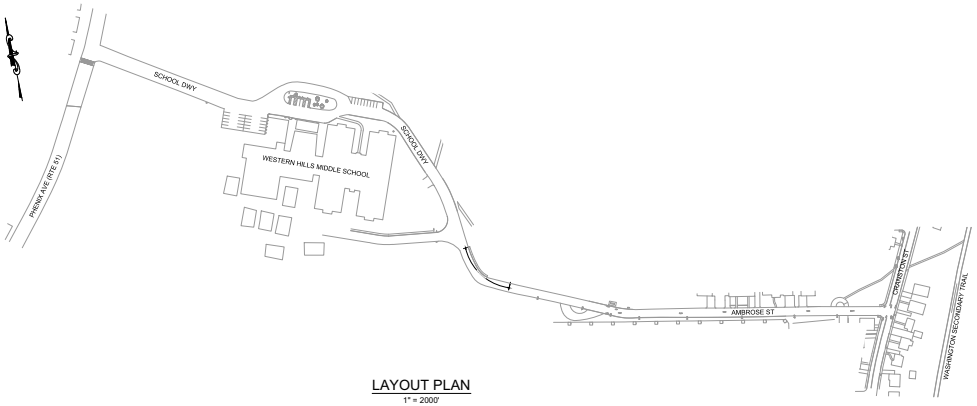
R.I. CONTRACT NO. XXXX-XX-XXX F.A. PROJECT NO. XXX-XXXX(XXX)



LOCATION MAP

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013, 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.



LAYOUT PLAN
1" = 2000'

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
NGVD 29

McMAHON

Contract Number XXXX-XX-XXX
Number of Sheet 1
Total Sheets 9

REVISED 10% SUBMISSION
DECEMBER 2014

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER DATE

APPROVED

CHIEF ENGINEER DATE

APPROVED

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

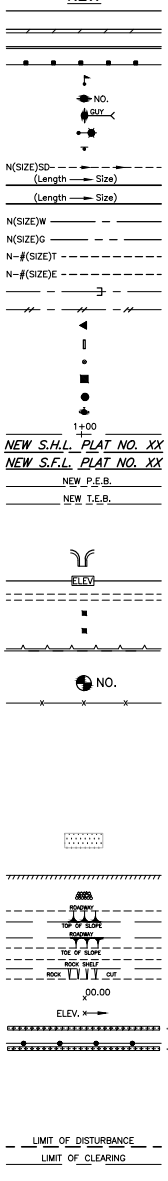
DIVISION ADMINISTRATOR DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			2	9

EXISTING

EDGE OF PAVEMENT
BERM
CURB
GUARDRAIL
MAILBOX
UTILITY POLE
POLE GUY
LUMINARE
SIGN
SUBDRAIN
STORMDRAIN
SANITARY SEWER
WATER MAIN
GAS MAIN
TELEPHONE DUCT
ELECTRIC DUCT
PLUG AND CAP PIPE
ABANDONED UTILITY
FLARED END SECTION
HEADWALL
WATER OR GAS GATE
CATCH BASIN
MANHOLE
HYDRANT
BASELINE OR CENTERLINE
STATE HIGHWAY LINE
STATE FREEWAY LINE
PERMANENT EASEMENT LINE
TEMPORARY EASEMENT LINE
PROPERTY LINE
CITY OR TOWN LINE
PAVED WATERWAY
CONTOUR LINE
OPEN DITCH
R.I. HIGHWAY BOUND
STONE BOUND
RETAINING WALL
FIELD STONE WALL
BORINGS
FENCE
WOOD OR BRUSH LINE
TREES
RIVER OR STREAM
WETLAND AREA
BUILDING
FOUNDATION
BUILDING TO BE REMOVED
RAILROAD TRACKS
CUT AND MATCH
RIP-RAP
CUT SLOPE
FILL SLOPE
ROCK CUT
SPOT GRADE
AREA GRADED TO DRAIN
BALED HAY RI STD 9.1.0
BALED HAY & SILT FENCE RI STD. 9.3.0
EDGE OF WETLAND
WETLAND PERIMETER
AREA SUBJECT TO STORM FLOW
100-YEAR FLOOD PLAIN
LIMIT OF DISTURBANCE
LIMIT OF CLEARING

NEW



1.1.0	UNDERDRAIN	7.4.2	GRANITE TRANSITION CURB (VERTICAL FACE TO SLOPE FACE)	AB	ADJUST CATCH BASIN TO GRADE		
1.3.0	CONCRETE CONNECTING COLLAR	7.5.0	BITUMINOUS CONCRETE LIP CURB	ABM	ADJUST CATCH BASIN TO MANHOLE		
2.1.0	CONCRETE HEADWALLS FOR PIPE CULVERTS	7.5.1A	BITUMINOUS BERM (CONSTRUCTION METHOD A)	AC	ADJUST CURB STOP TO GRADE	NFH	NEW FIRE HYDRANT WITH GATE VALVE
2.2.0	STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0" PIPE CULVERTS	7.5.1B	BITUMINOUS BERM (CONSTRUCTION METHOD B)	AD	ADJUST DRAINAGE MANHOLE TO GRADE	NIC	NOT IN THIS CONSTRUCTION CONTRACT
2.3.0 (DIA.)	PRECAST CONCRETE FLARED END SECTION	7.6.0	CURB SETTING DETAIL	AE	ADJUST ELECTRIC MANHOLE TO GRADE	NWB	FURNISH AND INSTALL NEW WATER GATE VALVE BOX
3.2.0	BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE	8.2.0	BITUMINOUS CONCRETE DITCH	AFC	ADJUST FRAME AND COVER TO GRADE	NWVB	FURNISH AND INSTALL NEW WATER GATE VALVE AND BOX
3.2.1 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE	8.3.0	RIP-RAP DITCH	AFG	ADJUST FRAME AND GRATE TO GRADE	NWCB	FURNISH AND INSTALL NEW WATER CURB STOP BOX
3.3.0	BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN	8.4.0	PAVED WATERWAY	AG	ADJUST GAS GATE BOX TO GRADE	NWSB	FURNISH AND INSTALL NEW WATER CURB STOP AND BOX
3.3.2	BRICK/SOLID BLOCK TYPE "F" SQUARE CATCH BASIN	9.1.0	BALED HAY EROSION CHECK	AHH	ADJUST HANDHOLE TO GRADE	PCD	PERMANENT CHECK DAM
3.3.3	SOLID BLOCK FLUSH SQUARE CATCH BASIN	9.2.0	SILT FENCE DETAIL	AS	ADJUST SANITARY SEWER MANHOLE TO GRADE	PS	4" PLANTABLE SOIL AND SEED
3.4.0	BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN	9.3.0	BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED	AT	ADJUST TELEPHONE MANHOLE TO GRADE	RCB	RECONSTRUCT TYPE "D" CATCH BASIN, TO CATCH BASIN WITH GUTTER INLET
3.4.1	BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET	9.4.0	BALED HAY DITCH AND SWALE EROSION CHECK	AW	ADJUST WATER GATE BOX TO GRADE	RCM	R.I.D.O.T. COMMUNICATIONS MANHOLE
3.4.2	BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN	9.5.0	LOG AND HAY CHECK DAM	BCD	**BITUMINOUS CONCRETE DRIVEWAY** 3" BITUMINOUS CONCRETE TYPE I-2 8" GRAVEL BORROW SUBBASE COURSE	RHH	REMOVE, HANDLE, HAUL, TRIM, RESET CURB EDGING, STRAIGHT, CIRCULAR (ALL TYPES)
3.4.3	BRICK/SOLID BLOCK TYPE "R" CATCH BASIN	9.7.0	DEWATERING BASIN			RLP	RELOCATE LAMP POST
3.4.4	SOLID BLOCK FLUSH ROUND CATCH BASIN	9.8.0	BALED HAY CATCH BASIN INLET PROTECTION	BPS	BUILD NEW STRUCTURE OVER EXISTING PIPE	RMB	RELOCATE MAILBOX (BY OTHERS)
3.4.5 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN	9.9.0	CONSTRUCTION ACCESS	CCB	CLEAN CATCH BASIN	RPM	REMOVE PAVEMENT MARKINGS
3.5.0	SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN	10.1.0	WET STONE MASONRY RETAINING WALL	CCP	CUT AND CAP PIPE WITH RESTRAINT (ALL SIZES)	RRP	RIP-RAP PAD (SEE DETAIL)
3.5.1 (SIZE)	SOLID BLOCK SHALLOW 5'-0" OR 6'-0" SQUARE CATCH BASIN	10.2.0	RUBBLE MASONRY WALL	CFP	CLEAN AND FLUSH PIPE	RRS	REMOVE AND RELOCATE SIGN
3.6.0	BRICK/SOLID BLOCK DROP INLET	10.3.0	CONCRETE RETAINING WALL	CG	CLEARING AND GRUBBING	RUP	RELOCATE UTILITY POLE (BY OTHERS)
3.7.0 (DIA.)	BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0"	10.4.0	STONE MASONRY STEPS	CMH	CLEAN MANHOLE	SB	STONE BAFFLE
4.2.0	PRECAST 4'-0" ROUND MANHOLE	14.1.0	CONCRETE HIGHWAY BOUND	CP	(DEPTH) COLD PLANE	SBAE	STEEL BEAM BRIDGE CONNECTION APPROACH END (W/O NESTED RAIL)
4.2.1	PRECAST 5'-0" ROUND MANHOLE	15.1.0	POST AND MOUNTINGS FOR RURAL MAILBOX	CPP	CUT AND PLUG PIPE (ALL TYPES, ALL SIZES)	SBTE	STEEL BEAM BRIDGE CONNECTION TRAILING END (W/NESTED RAIL)
4.2.2	PRECAST 6'-0" ROUND MANHOLE	15.2.0 (NO.)	POST AND MULTIPLE MOUNTINGS FOR RURAL MAILBOXES	DB	REMOVE AND DISPOSE BITUMINOUS CURB	SD-	STRUCTURAL DISPOSITION - SEE CS PAGES OF SPECIFICATION
4.3.0 (SIZE)	PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN	18.2.0	PRECAST TYPE "A" HANDHOLE	DC	REMOVE AND DISPOSE CONCRETE CURB	SF	REMOVE AND STOCKPILE FENCE
4.4.0 (DIA.)	PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN	18.2.2	HEAVY DUTY TYPE "H" HANDHOLE	DCB	REMOVE AND DISPOSE CATCH BASIN	SGA	SPECIAL GRADED AGGREGATE
4.5.0	PRECAST CONCRETE DROP INLET	18.3.0	ALUMINUM LIGHTING STANDARDS	DDI	REMOVE AND DISPOSE DROP INLET	SGC	REMOVE AND STOCKPILE GRANITE CURB
4.5.1	PRECAST CONCRETE DROP INLET LATERAL OUTLET	20.2.0	BI-DIRECTIONAL CONTROL DEVICE	DF	REMOVE AND DISPOSE FENCE	SGR	REMOVE AND STOCKPILE GUARDRAIL
4.5.2	PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET	24.6.1	STREET SIGN MOUNTING DETAIL	DFC	REMOVE AND DISPOSE FRAME AND COVER	SH	REMOVE AND STOCKPILE HYDRANT
5.3.0	CATCH BASIN AND MANHOLE STEP	26.2.0	POLYETHYLENE DRUM WITH MARKINGS	DFE	REMOVE AND DISPOSE FLARED END SECTION	SS	REMOVE AND STOCKPILE SIGN
5.4.0	CONCRETE COLLARS	26.3.0	PVC PLASTIC PIPE TYPE III BARRICADE	DFG	REMOVE AND DISPOSE FRAME AND GRATE	STS	REMOVE AND STOCKPILE TRAFFIC SIGNAL SYSTEM
6.1.0	LIGHT-DUTY SQUARE FRAME AND ROUND COVER	31.1.0	CHAIN LINK FENCE 3'-0" TO 4'-0"	DFH	REMOVE AND DISPOSE FIRE HYDRANT	TB	CONCRETE THRUST BLOCK
6.1.1	HEAVY DUTY SQUARE FRAME AND ROUND COVER	31.2.0	CHAIN LINK FENCE 5'-0" TO 6'-0"	DFP	REMOVE AND DISPOSE FLEXIBLE PAVEMENT	TEP	TIE EXISTING PIPE INTO NEW STRUCTURE
6.2.0	LIGHT-DUTY ROUND FRAME AND COVER	31.2.1	CHAIN LINK FENCE 5'-0" TO 6'-0" INTERMEDIATE POST	DG	REMOVE AND DISPOSE GUARDRAIL	TNP	TIE NEW PIPE INTO EXISTING STRUCTURE
6.2.1	HEAVY-DUTY ROUND FRAME AND COVER	31.3.0	WOVEN WIRE RIGHT-OF-WAY FENCE (STEEL POST)	DH	REMOVE AND DISPOSE HEADWALL	TBT	THRIE BEAM TRANSITION
6.3.0	SQUARE FRAME AND GRATE	34.1.0	TYPICAL GUARDRAIL INSTALLATION	DHB	REMOVE AND DISPOSE HIGHWAY BOUND	TBBC	THRIE BEAM BRIDGE CONNECTION
6.3.1	SQUARE FRAME AND GRATE	34.2.0	STEEL BEAM GUARDRAIL	DHH	REMOVE AND DISPOSE HANDHOLE	TT	TREE TRIMMING
6.3.2	SQUARE FRAME AND GRATE (BICYCLE SAFE)	34.2.1	STEEL BEAM GUARDRAIL DETAILS	DL	REMOVE AND DISPOSE LIGHT AND FOUNDATION	WCM	4" WOOD CHIP MULCH
6.3.3	HIGH CAPACITY FRAME AND GRATE	34.2.2	STEEL BEAM GUARDRAIL DOUBLE FACED ASSEMBLY	DMB	REMOVE AND DISPOSE MEDIAN BARRIER	4DY	4" EPOXY RESIN PAVEMENT MARKINGS - DOUBLE YELLOW
6.3.4	HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE)	34.2.3	STEEL BEAM GUARDRAIL FIXTURES	DMH	REMOVE AND DISPOSE MANHOLE	6W	6" EPOXY RESIN PAVEMENT MARKINGS - WHITE
6.4.0	ROUND FRAME AND GRATE	34.2.5	STEEL BEAM GUARDRAIL REFLECTORIZED TRIANGULAR DELINEATOR	DMM	REMOVE AND DISPOSE MEDIAN MARKER	12W	12" EPOXY RESIN PAVEMENT MARKINGS - WHITE
7.1.0S	PRECAST CONCRETE CURB (STRAIGHT)	34.3.1	GUARDRAIL END SECTION	DOW	REMOVE AND DISPOSE OBSERVATION WELL	6WT	6" PREFORMED PATTERNED MARKING (HIGH PERFORMANCE TAPE)
7.1.0C	PRECAST CONCRETE CURB (CIRCULAR)	34.3.2	TERMINAL END SECTION (SINGLE FACE)	DP	REMOVE AND DISPOSE PIPE	4Y	4" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
7.1.1	3'-0' PRECAST CONCRETE TRANSITION CURB	34.3.3	ANCHORAGE DETAILS APPROACH END SECTION	DPB	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE	6Y	6" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
7.1.2	6'-0" PRECAST CONCRETE TRANSITION CURB	34.3.4	ANCHORAGE DETAILS TRAILING END SECTION	DRB	REMOVE AND DISPOSE RIGID BASE	P.G.L.	PROFILE GRADE LINE
7.1.4	PRECAST 2'-0" RADIUS CORNER	34.4.0	STEEL BACKED TIMBER GUARDRAIL	DS	REMOVE AND DISPOSE SIGN		
7.1.5	PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN)	34.4.1	STEEL BACKED TIMBER GUARDRAIL TERMINAL SECTION-TYPE 1	DSS	REMOVE AND DISPOSE TRAFFIC SIGNAL SYSTEM		
7.1.6	PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN)	40.1.0	DOUBLE-FACED PRECAST MEDIAN BARRIER	DSW	REMOVE AND DISPOSE SIDEWALK		
7.1.7	PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN)	40.2.0	SINGLE-FACED PRECAST MEDIAN BARRIER	DTD	REMOVE AND DISPOSE TELEPHONE DUCT BANKS		
7.1.8	PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN)	40.2.1	SINGLE-FACED PRECAST MEDIAN BARRIER	DUP	REMOVE AND DISPOSE UTILITY POLE		
7.2.0S	PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT)	40.3.0	PRECAST MEDIAN BARRIER TRANSITION UNIT	DWW	REMOVE AND DISPOSE PAVED WATERWAY		
7.2.0C	PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR)	40.5.0	PRECAST MEDIAN BARRIER FOR TEMPORARY TRAFFIC CONTROL	FF	FILTER FABRIC RIPRAP FLARED END UNDERLAYMENT		
7.2.1	PRECAST CONCRETE SLOPED FACE TRANSITION CURB	43.1.0	CEMENT CONCRETE SIDEWALK	GET	FLARED GUARDRAIL END TREATMENT		
7.2.2	PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SPLOPED FACE)	43.2.0	BITUMINOUS CONCRETE SIDEWALK	IA	IMPACT ATTENUATOR		
7.3.0S	GRANITE CURB (STRAIGHT)	43.3.0	WHEELCHAIR RAMP	IDL	IMPERVIOUS DITCH LINER		
7.3.0C	GRANITE CURB (CIRCULAR)	43.3.1	WHEELCHAIR RAMP FOR LIMITED RIGHT-OF-WAY AREAS	LOD	LIMIT OF DISTURBANCE		
7.3.1	3'-0" GRANITE TRANSITION CURB	43.4.0	DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB	LOR	LIMIT OF REGRADING		
7.3.2	6'-0" GRANITE TRANSITION CURB	43.4.1	DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB	LS	4" LOAM AND SEED		
7.3.3	GRANITE WHEELCHAIR RAMP TRANSITION CURB	43.5.0	CEMENT CONCRETE DRIVEWAYS				
7.3.4	GRANITE 2'-0" RADIUS CORNER	48.1.0	DETECTABLE WARNING SYSTEM				
7.3.5	GRANITE INLET STONE (FOR SQUARE CATCH BASIN)	51.1.0	TREE PROTECTION DEVICE				
7.3.6	GRANITE INLET STONE (FOR ROUND CATCH BASIN)	51.1.1	DRIP LINE TREE PROTECTION DEVICE FOR EXISTING TREES				
7.3.7	GRANITE APRON STONE (FOR SQUARE CATCH BASIN)	51.2.0	SHRUB PROTECTION DEVICE				
7.3.8	GRANITE APRON STONE (FOR ROUND CATCH BASIN)	51.3.0	TREE WELL				
7.4.0	GRANITE SLOPED FACE CURB	51.4.0	TREE WALL				
7.4.1	GRANITE SLOPED FACE TRANSITION CURB						

THIS PLAN SHALL NOT BE ALTERED

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL INFRASTRUCTURE IMPROVEMENTS
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

STANDARD PLAN SYMBOLS & STANDARD LEGEND

CHECKED BY CAP DATE 12/11/14 SCALE NO SCALE

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			3	9

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 ERODIBLE 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
1	4/07	TRB
2	3/10	RBH

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

STANDARD NOTES - 1

CHECKED BY CAP DATE 12/11/14 SCALE NO SCALE

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	R.I.			4	9

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

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	11/07	TRB
3	3/10	RBH

McMAHON

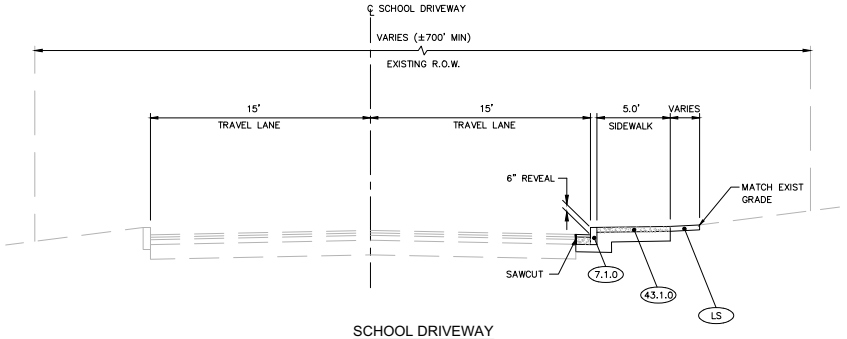
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

STANDARD NOTES - 2

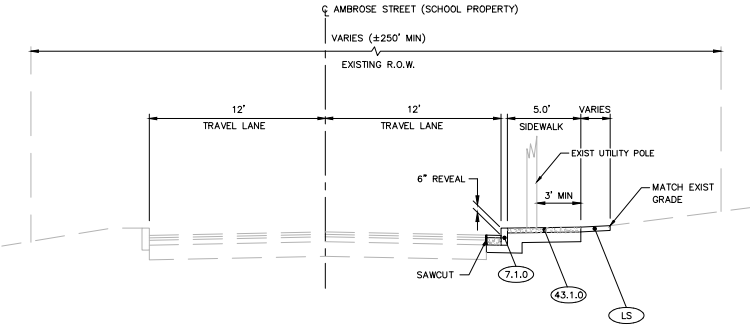
CHECKED BY CAP DATE 12/11/14 SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			5	9



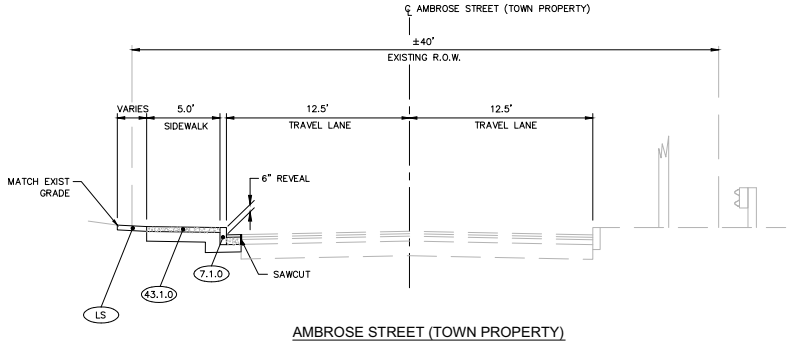
SCHOOL DRIVEWAY

SCALE: 1"=4'



AMBROSE STREET (SCHOOL PROPERTY)

SCALE: 1"=4'



AMBROSE STREET (TOWN PROPERTY)

SCALE: 1"=4'

DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

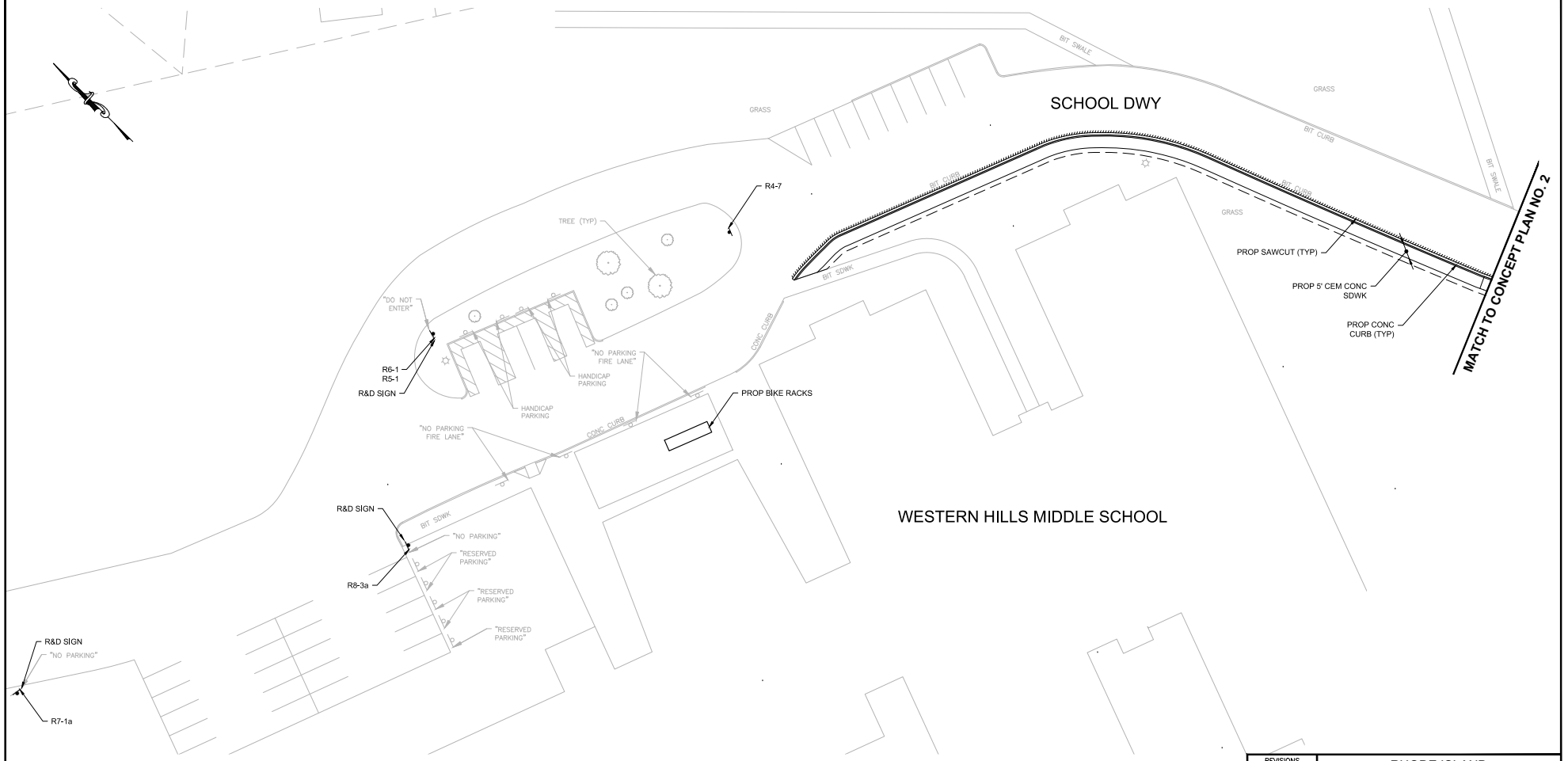
SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

TYPICAL SECTIONS

CHECKED BY CAP DATE 12/11/14 SCALE AS NOTED

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			6	9



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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

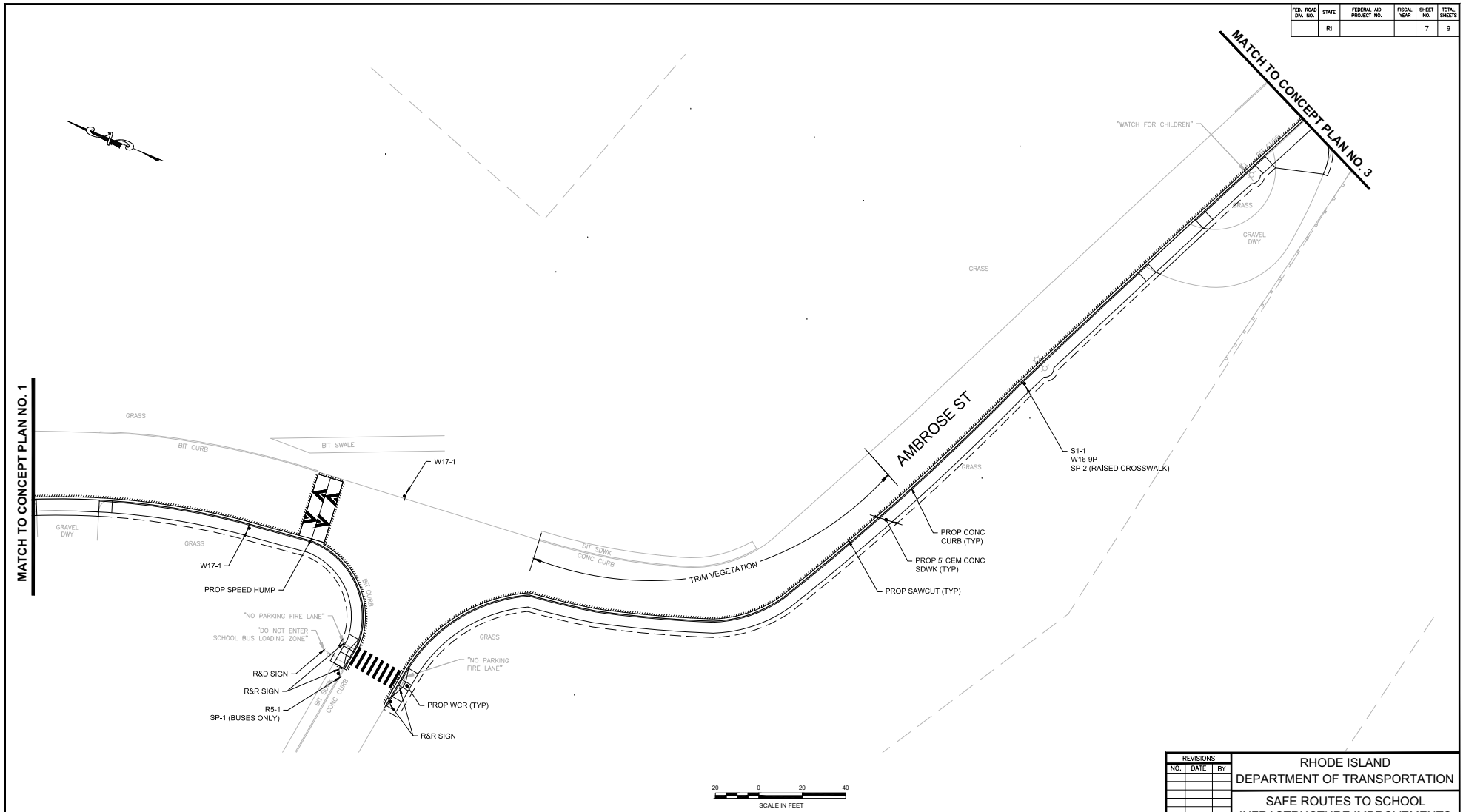
SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

CONCEPT PLAN NO. 1
SCHOOL DRIVEWAY

CHECKED BY CAP DATE 12/11/14 SCALE AS NOTED

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			7	9



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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

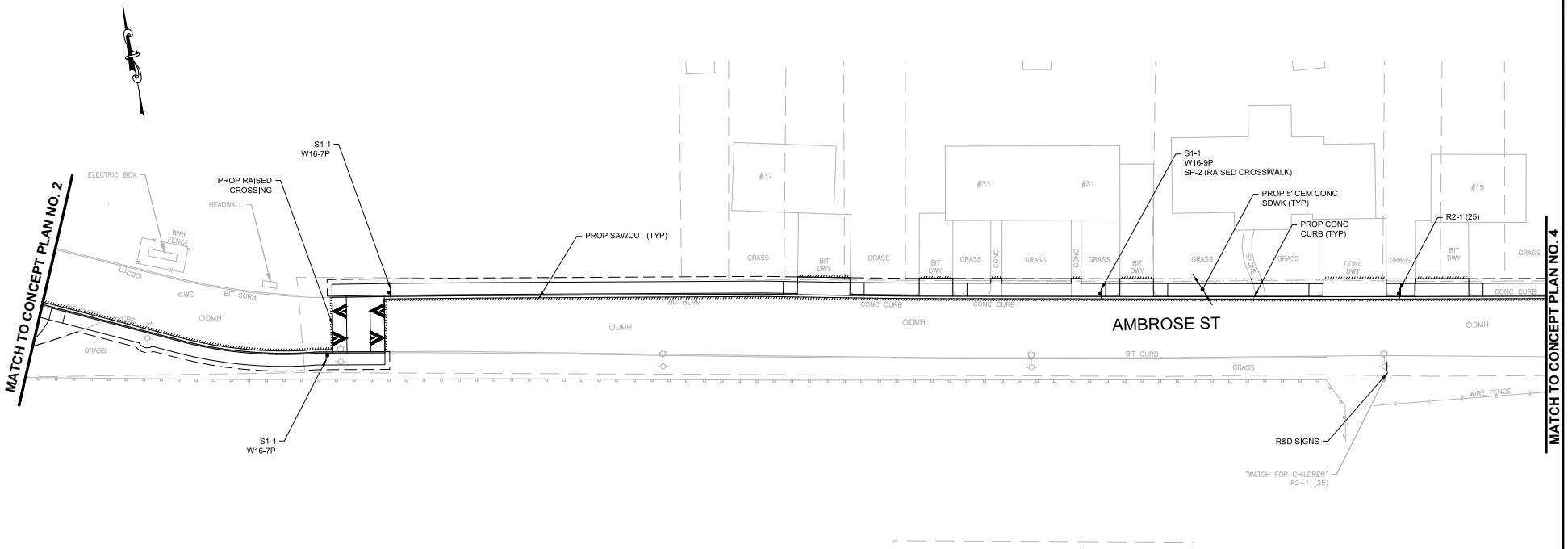
SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

CONCEPT PLAN NO. 2
SCHOOL DRIVEWAY

CHECKED BY CAP DATE 12/11/14 SCALE AS NOTED

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			8	9



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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

McMAHON

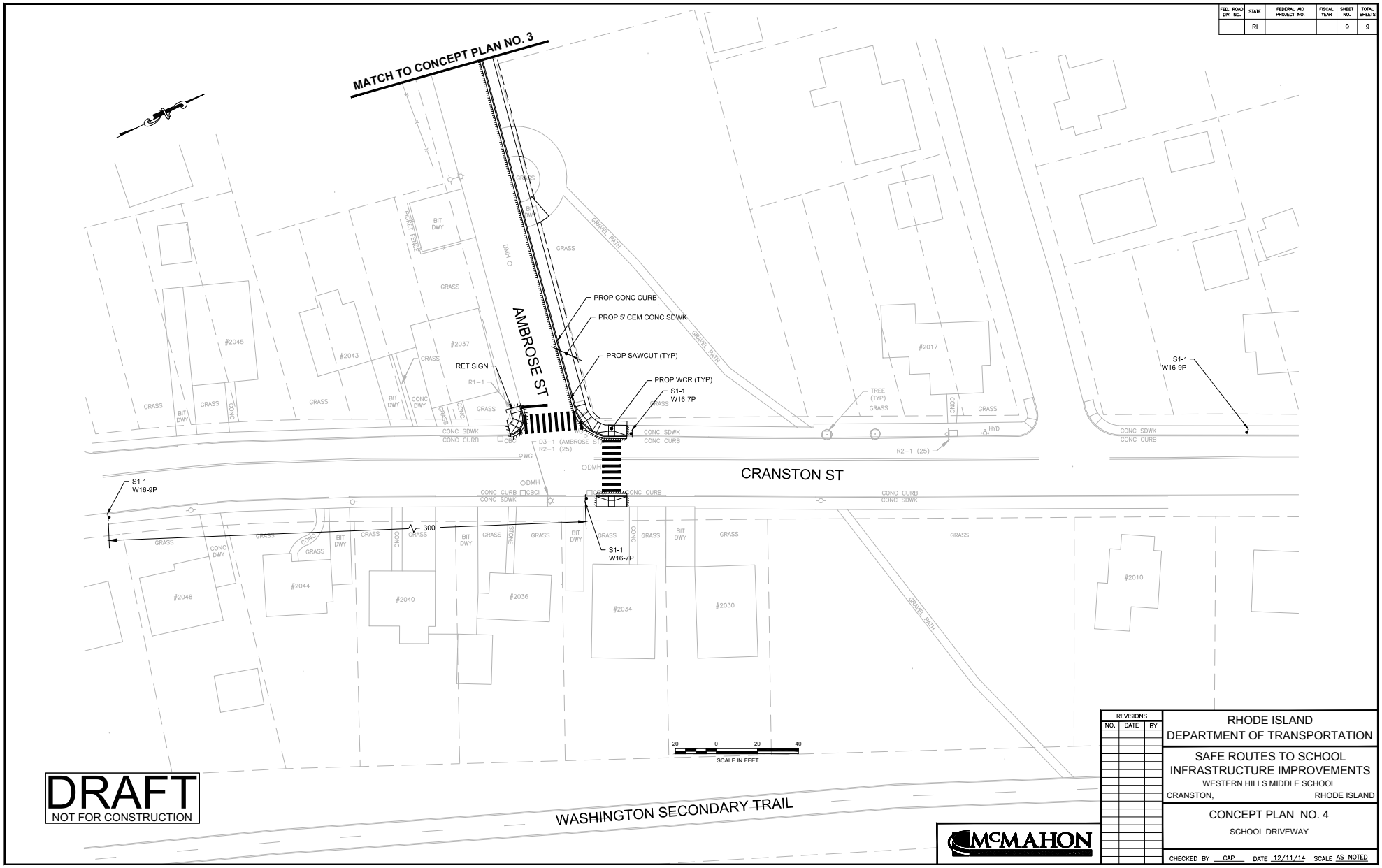
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

CONCEPT PLAN NO. 3
SCHOOL DRIVEWAY

CHECKED BY CAP DATE 12/11/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			9	9



DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

CONCEPT PLAN NO. 4
SCHOOL DRIVEWAY

CHECKED BY CAP DATE 12/11/14 SCALE AS NOTED

McMAHON

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Safe Routes to School Infrastructure Imps. for Kent Heights Elem. School, East Providence

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Kent Heights Elementary School in East Providence in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, and potentially permitting and utility accommodations.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each Grantee listed in attached Table) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Kent Heights Elementary School
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the Kent Heights Elementary School are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the school
- Increased numbers of students/parents will walk and/or bike to/from the school, which, in areas around the school, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$500	$0(complete)	~$71,500	~$243,000	~$314,500
				Total Cost	~$314,500
				Amount Requested through TIP Process	$242,000

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$72,500
Total	$72,500

Estimated date of construction 04/18 thru 11/18

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/7/16

Jeanne M. Boyle — 1/5/16

Local official Signature — Date

Jeanne M. Boyle

Director of Planning

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Safe Routes to School Infrastructure Imps. for Kent Heights Elem. School, East Providence

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Kent Heights Elementary School in East Providence in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
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The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, and potentially permitting and utility accommodations.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
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- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Kent Heights Elementary School
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

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The following benefits to the transportation networks serving the Kent Heights Elementary School are anticipated when the improvements are implemented:

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  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☑ No

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Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

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Type of Project *select all that apply*

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- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other

Project Description

Project Title: Safe Routes to School Infrastructure Imps. for Myron Francis Elem. School, East Providence

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Myron J. Francis Elementary School in East Providence in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, and potentially permitting and utility accommodations.

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- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Myron Francis Elementary School
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

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- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the school
- Increased numbers of students/parents will walk and/or bike to/from the school, which, in areas around the school, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$500	$0(complete)	~$38,500	~$131,000	~$169,500
				Total Cost	~$169,500
				Amount Requested through TIP Process	$114,500

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$55,000
Total	$55,000

Estimated date of construction 04/18 thru 11/18

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

[signature] 12/29/15
Applicant's Signature Date

[signature] 1/7/16
Chief Executive Officer's Signature Date

[signature] 1/5/16
Local official Signature Date
Director of Planning

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			1	9

INDEX

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

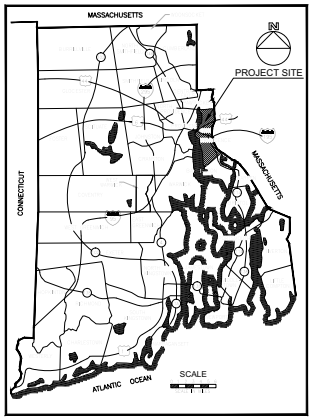
PLAN OF PROPOSED

RHODE ISLAND SAFE ROUTES TO SCHOOL PROGRAM INFRASTRUCTURE IMPROVEMENTS

MYRON J. FRANCIS ELEMENTARY SCHOOL

CITY OF EAST PROVIDENCE
COUNTY OF PROVIDENCE

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



LOCATION MAP

LAYOUT PLAN
1"= 100'

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013, 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
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
NGVD 29

ToolDesignGroup
McMAHON
www.mcmtrans.com

Contract Number XXXX-XX-XXX
Number of Sheet 1
Total Sheets 9

REVISED 10% SUBMISSION
DECEMBER 2014

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER DATE

APPROVED

CHIEF ENGINEER DATE

APPROVED

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			2	9

EXISTING

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
MB	MAILBOX
NO.	UTILITY POLE
	POLE GUY
	LUMINARE
SIGN	SIGN
(SIZE)SD	SUBDRAIN
(SIZE)D	STORMDRAIN
(SIZE)S	SANITARY SEWER
(SIZE)W	WATER MAIN
(SIZE)G	GAS MAIN
(SIZE)T	TELEPHONE DUCT
(SIZE)E	ELECTRIC DUCT
	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
EXIST. S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
EXIST. S.F.L. PLAT NO. XX	STATE FREEWAY LINE
EXIST. P.E.B.	PERMANENT EASEMENT LINE
EXIST. T.E.B.	TEMPORARY EASEMENT LINE
P	PROPERTY LINE
CITY NAME / TOWN NAME	CITY OR TOWN LINE
PWW	PAVED WATERWAY
ELEV.	CONTOUR LINE
	OPEN DITCH
R.I.H.B.	R.I. HIGHWAY BOUND
S.B.	STONE BOUND
	RETAINING WALL
	FIELD STONE WALL
NO.	BORINGS
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
	FILL SLOPE
	ROCK CUT
00x00	SPOT GRADE
	AREA GRADED TO DRAIN
	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 CLEARING

NEW

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

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
MYRON J. FRANCIS ELEMENTARY SCHOOL
EAST PROVIDENCE, RHODE ISLAND

STANDARD PLAN SYMBOLS & STANDARD LEGEND

CHECKED BY MLD DATE 12/03/14 SCALE NO SCALE

TooleDesignGroup
McMAHON
www.mcmtrans.com

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 ERODIBLE 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.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			3	9

THIS PLAN SHALL NOT BE ALTERED

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	3/10	RBH

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
MYRON J. FRANCIS ELEMENTARY SCHOOL
EAST PROVIDENCE, RHODE ISLAND

STANDARD NOTES - 1

CHECKED BY MLD DATE 12/03/14 SCALE NO SCALE

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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.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	R.I.			4	9

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

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	11/07	TRB
3	3/10	RBH

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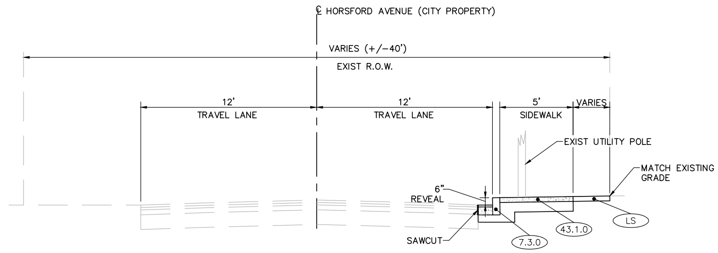
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
MYRON J. FRANCIS ELEMENTARY SCHOOL
EAST PROVIDENCE, RHODE ISLAND

STANDARD NOTES - 2

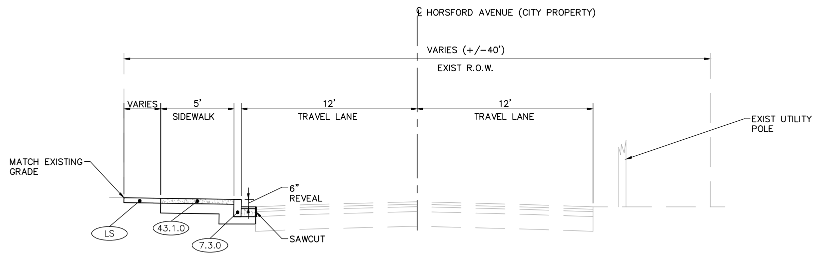
CHECKED BY MLD DATE 12/03/14 SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			5	9



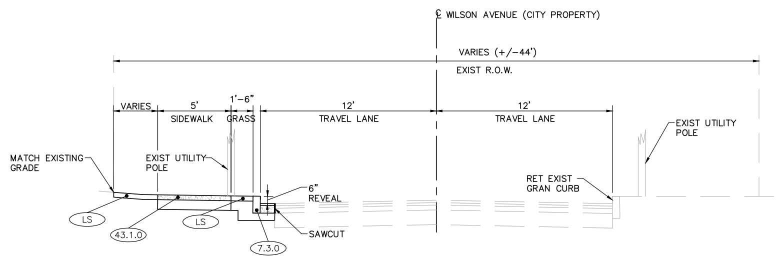
HORSFORD AVENUE - ALTERNATIVE 1

SCALE: 1"=4'



HORSFORD AVENUE - ALTERNATIVE 2

SCALE: 1"=4'



WILSON AVENUE

SCALE: 1"=4'

DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

TooleDesignGroup
33 BROAD STREET, SUITE 405 BOSTON, MASSACHUSETTS 02109
PLANNING · ENGINEERING 617.619.9910

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS
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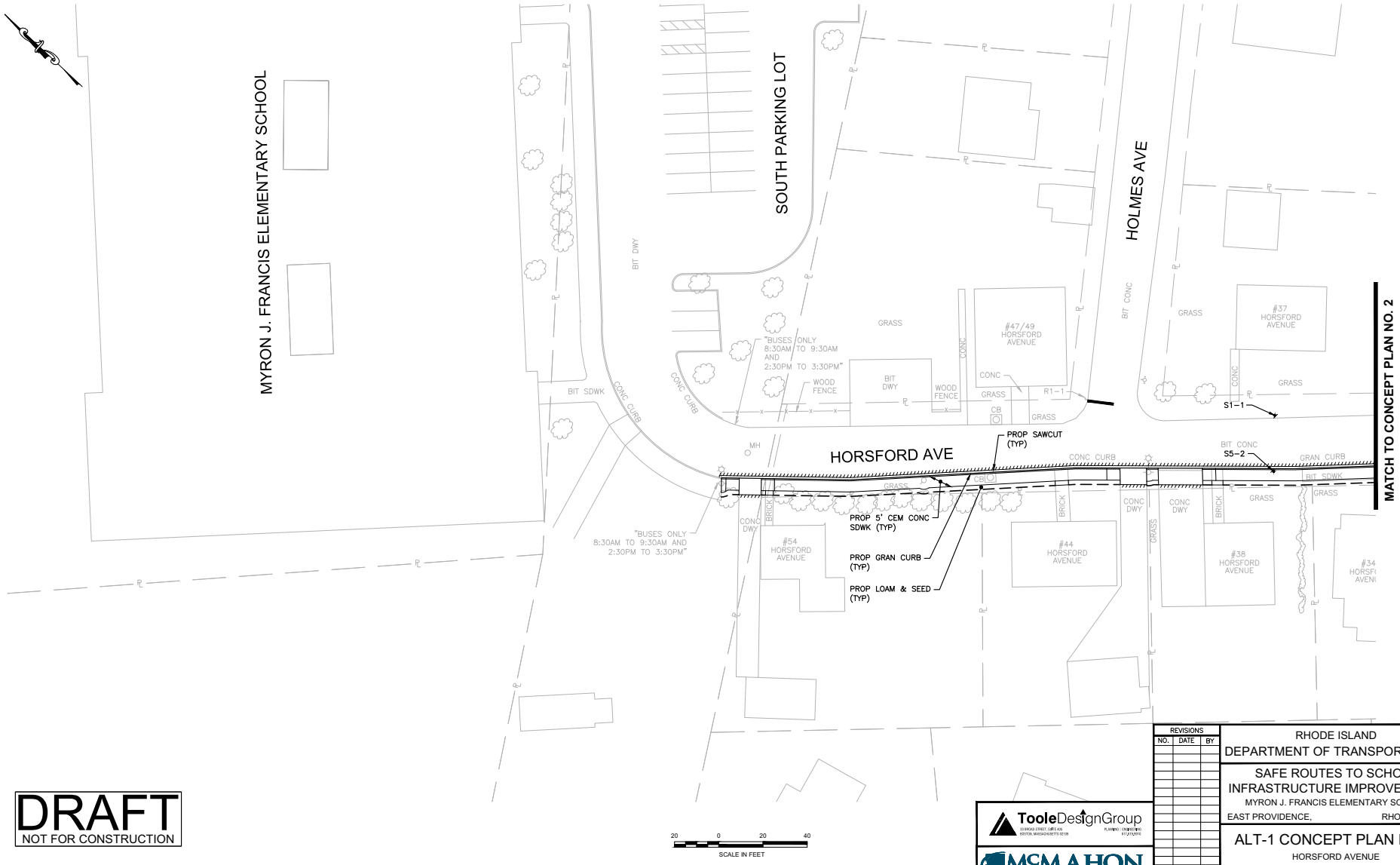
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
MYRON J. FRANCIS ELEMENTARY SCHOOL
EAST PROVIDENCE, RHODE ISLAND

TYPICAL SECTIONS

CHECKED BY MLD DATE 12/03/14 SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			6	9



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NO.	DATE	BY

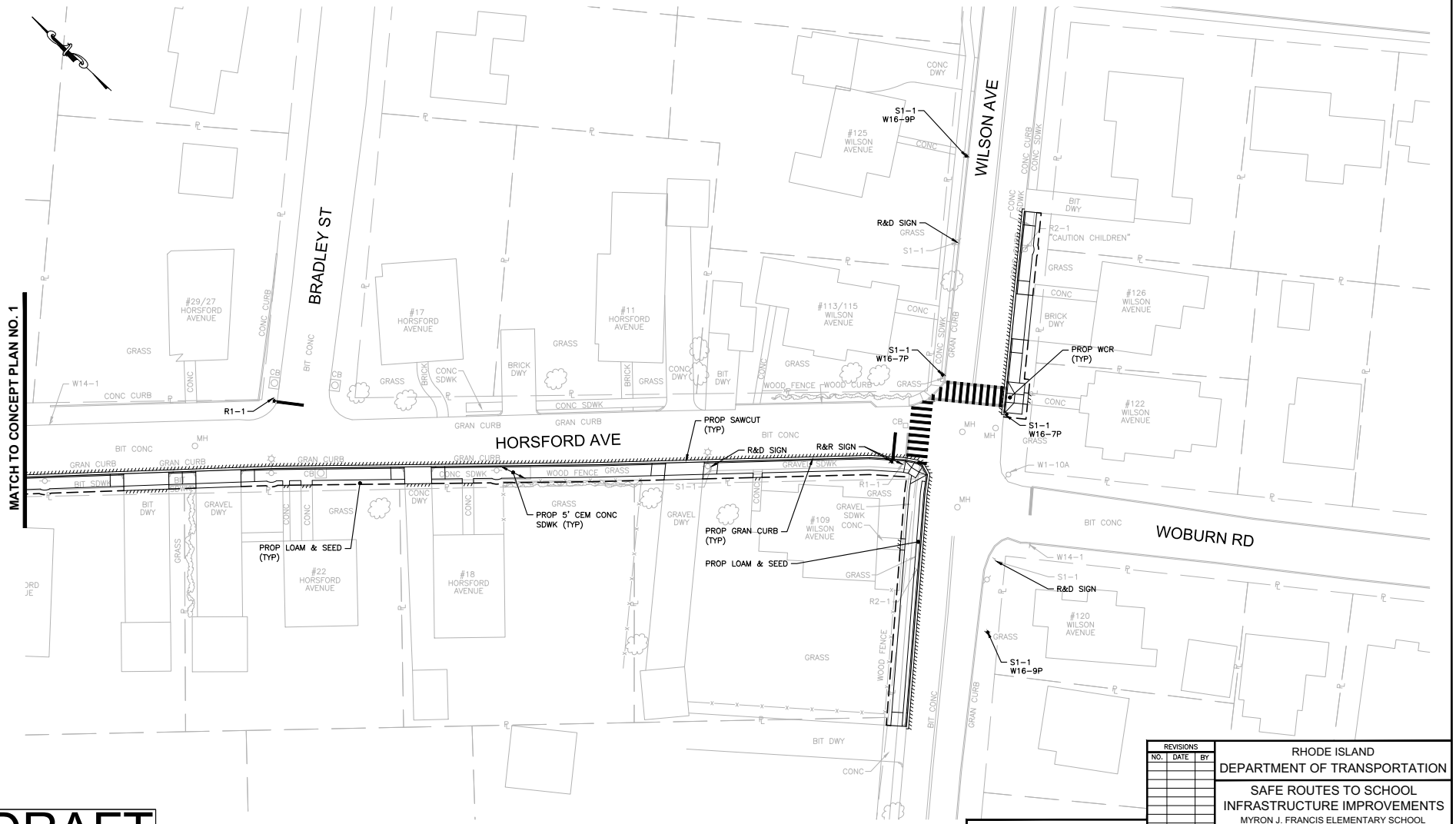
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
MYRON J. FRANCIS ELEMENTARY SCHOOL
EAST PROVIDENCE, RHODE ISLAND

ALT-1 CONCEPT PLAN NO. 1
HORSFORD AVENUE

CHECKED BY MLD DATE 12/19/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			7	9



DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
MYRON J. FRANCIS ELEMENTARY SCHOOL
EAST PROVIDENCE, RHODE ISLAND

ALT-1 CONCEPT PLAN NO. 2
HORSFORD AVENUE

CHECKED BY MLD DATE 12/19/14 SCALE AS NOTED

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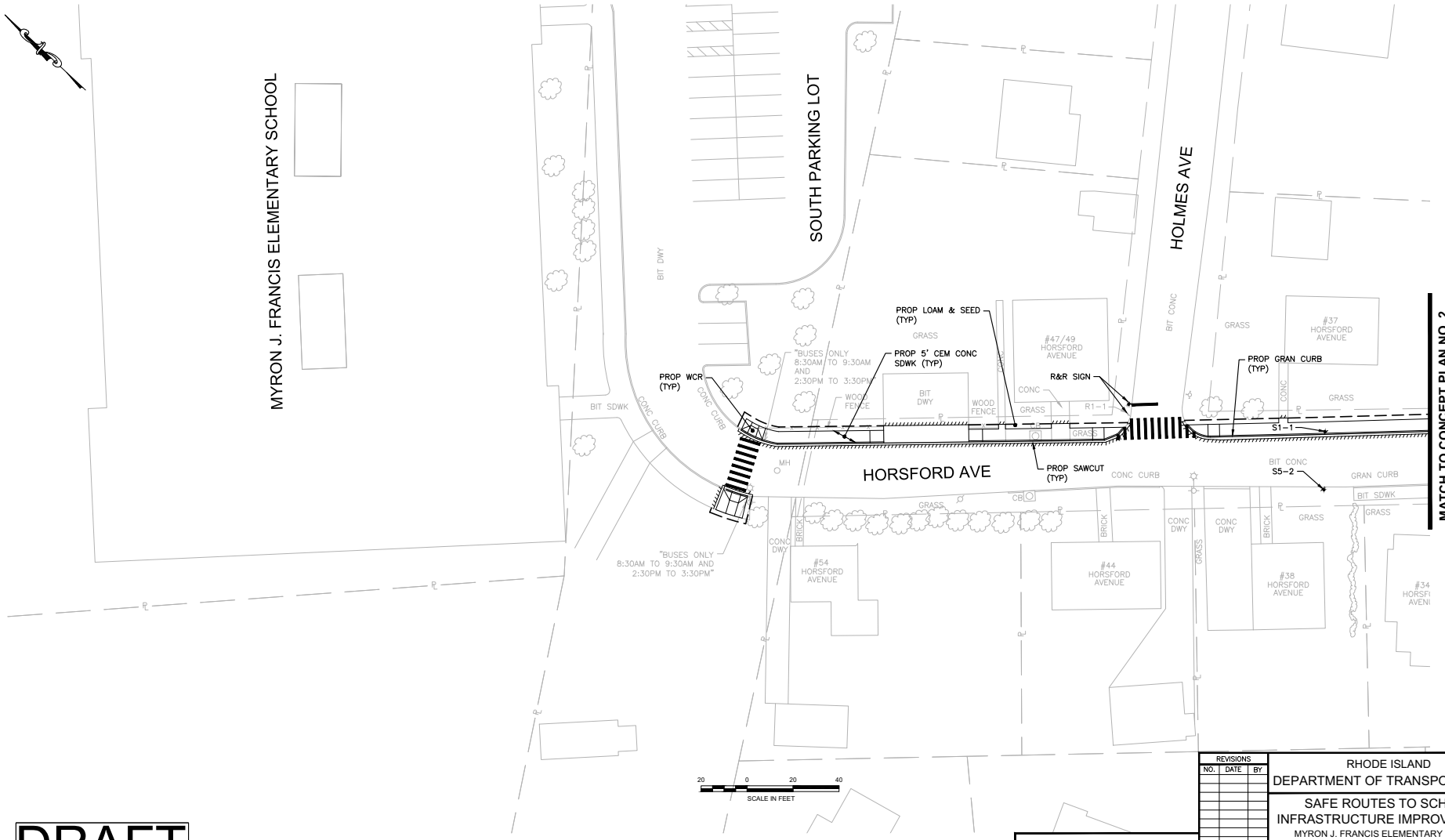
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			8	9



DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
MYRON J. FRANCIS ELEMENTARY SCHOOL
EAST PROVIDENCE, RHODE ISLAND

ALT-2 CONCEPT PLAN NO. 1

HORSFORD AVENUE

CHECKED BY MLD DATE 12/19/14 SCALE AS NOTED

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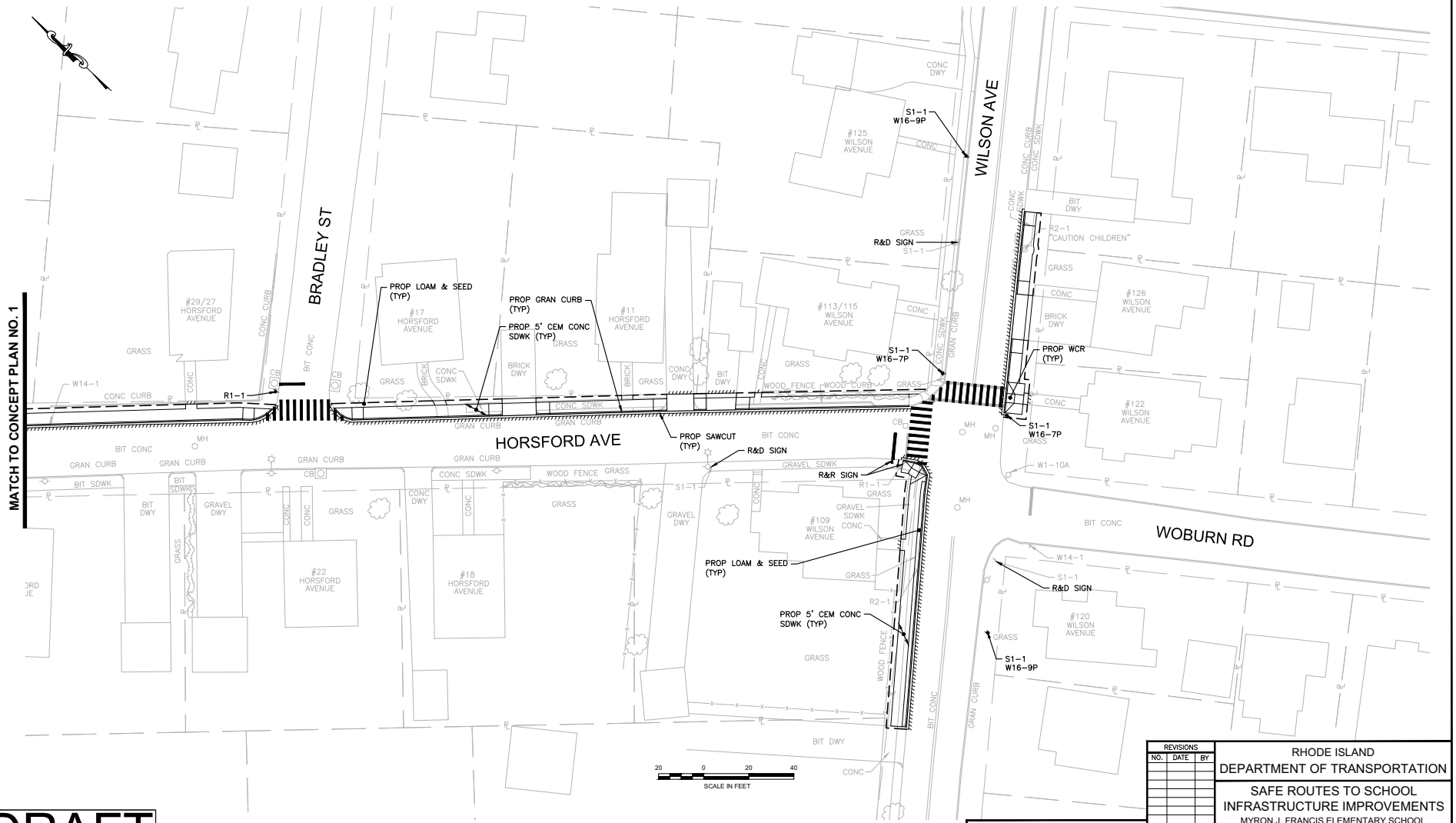
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			9	9



DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
MYRON J. FRANCIS ELEMENTARY SCHOOL
EAST PROVIDENCE, RHODE ISLAND

ALT-2 CONCEPT PLAN NO. 2
HORSFORD AVENUE

CHECKED BY MLD DATE 12/19/14 SCALE AS NOTED

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New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- [x] Bridge
- [ ] Pavement
- [ ] Drainage
- [ ] Planning
- [x] Traffic
- [ ] Transit
- [x] Bicycle
- [x] Pedestrian
- [ ] Transportation Enhancement
- [ ] Other _____

Project Description

Project Title: Safe Routes to School Infrastructure Improvements for Narragansett Pier Middle School

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Pier Middle School in Narragansett in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements
- Bike/Pedestrian shared-use path installation
- Bike/Pedestrian bridge replacement over Crooked Brook

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, permitting, and potentially utility accommodations.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each Grantee listed in attached Table) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Pier Middle School
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the Pier Middle School are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the school
- Increased numbers of students/parents will walk and/or bike to/from the school, which, in areas around the school, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	$0	$0(complete)	~$225,000	~$578,000	~$803,000
				Total Cost	~$803,000
				Amount Requested through TIP Process	$503,076

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$299,924
Total	$299,924

Estimated date of construction 05/18 thru 11/19

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

[signature] 12/29/15

Applicant's Signature Date

[signature] 1/6/16

Chief Executive Officer's Signature Date

[signature] Jan. 6, 2016

Local Official Signature Date

Narragansett Community Development Director

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			1	13

INDEX

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

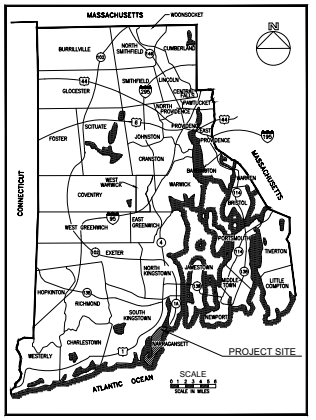
PLAN OF PROPOSED

RHODE ISLAND SAFE ROUTES TO SCHOOL PROGRAM INFRASTRUCTURE IMPROVEMENTS

NARRAGANSETT PIER MIDDLE SCHOOL

TOWN OF NARRAGANSETT
COUNTY OF WASHINGTON

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



LOCATION MAP

LAYOUT PLAN
1" = 4000'

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013, 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
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
NGVD 29

McMAHON

Contract Number XXXX-XX-XXX
Number of Sheet 1
Total Sheets 13

REVISED 10% SUBMISSION
DECEMBER 2014

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER DATE

APPROVED

CHIEF ENGINEER DATE

APPROVED

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			2	13

EXISTING

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
MB	MAILBOX
NO.	UTILITY POLE
	POLE GUY
	LUMINARE
SIGN	SIGN
(SIZE)SD	SUBDRAIN
(SIZE)D	STORMDRAIN
(SIZE)S	SANITARY SEWER
(SIZE)W	WATER MAIN
(SIZE)G	GAS MAIN
(SIZE)T	TELEPHONE DUCT
(SIZE)E	ELECTRIC DUCT
	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
EXIST. S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
EXIST. S.F.L. PLAT NO. XX	STATE FREEWAY LINE
EXIST. P.E.B.	PERMANENT EASEMENT LINE
EXIST. T.E.B.	TEMPORARY EASEMENT LINE
P	PROPERTY LINE
CITY NAME / TOWN NAME	CITY OR TOWN LINE
PWW	PAVED WATERWAY
ELEV.	CONTOUR LINE
	OPEN DITCH
R.I.H.B.	R.I. HIGHWAY BOUND
S.B.	STONE BOUND
	RETAINING WALL
	FIELD STONE WALL
NO.	BORINGS
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
	FILL SLOPE
	ROCK CUT
00.00	SPOT GRADE
	AREA GRADED TO DRAIN
	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 CLEARING

NEW

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

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

STANDARD PLAN SYMBOLS & STANDARD LEGEND

CHECKED BY CAP DATE 12/15/14 SCALE NO SCALE

McMAHON

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			3	13

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 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
1	4/07	TRB
2	3/10	RBH

McMAHON

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

STANDARD NOTES - 1

CHECKED BY CAP DATE 12/15/14 SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	R.I.			4	13

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

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	11/07	TRB
3	3/10	RBH

McMAHON

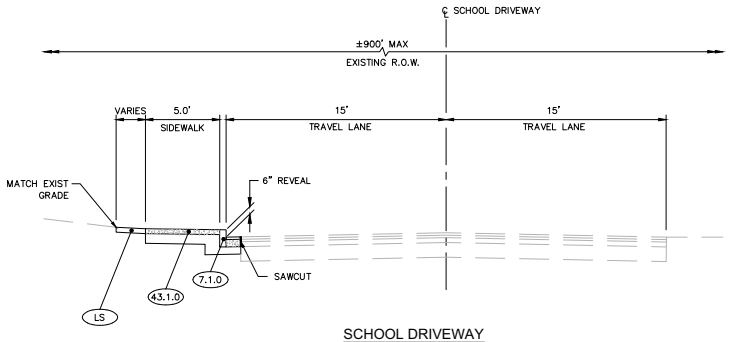
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

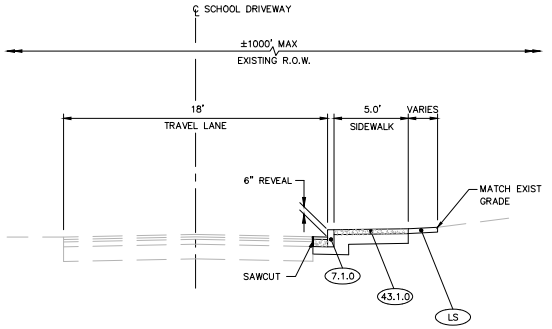
STANDARD NOTES - 2

CHECKED BY CAP DATE 12/15/14 SCALE NO SCALE

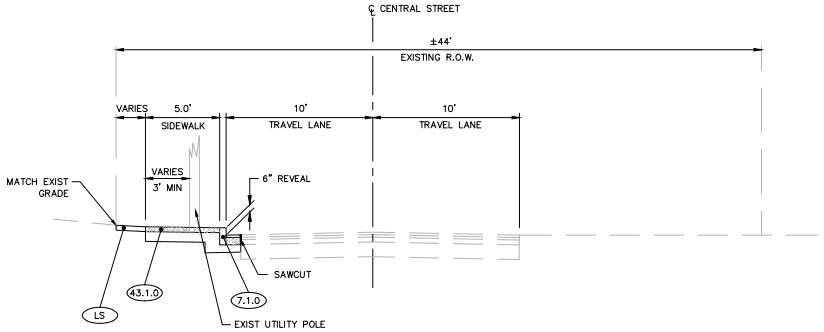
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			5	13



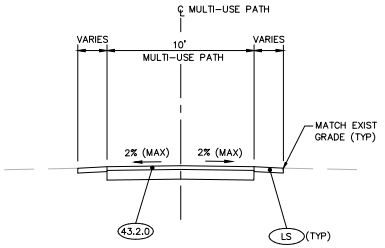
SCHOOL DRIVEWAY
(SCHOOL ENTRANCE)
SCALE: 1"=4'



SCHOOL DRIVEWAY
(EAST CAMPUS)
SCALE: 1"=4'



CENTRAL STREET
SCALE: 1"=4'



BITUMINOUS CONCRETE PATH
SCALE: 1"=4'

DRAFT
NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

TYPICAL SECTIONS

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

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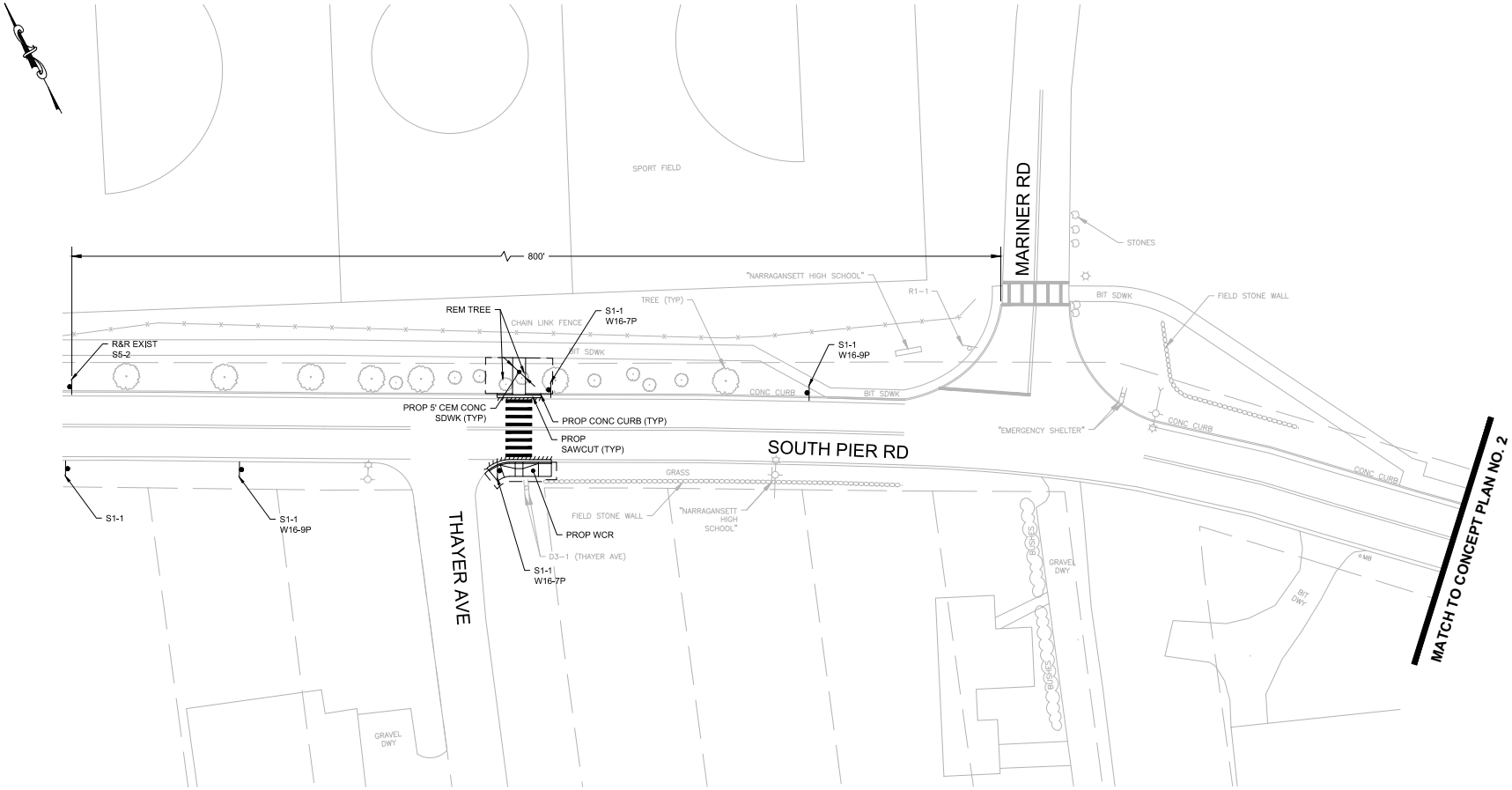
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			6	13



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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

CONCEPT PLAN NO. 1
SOUTH PIER ROAD

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

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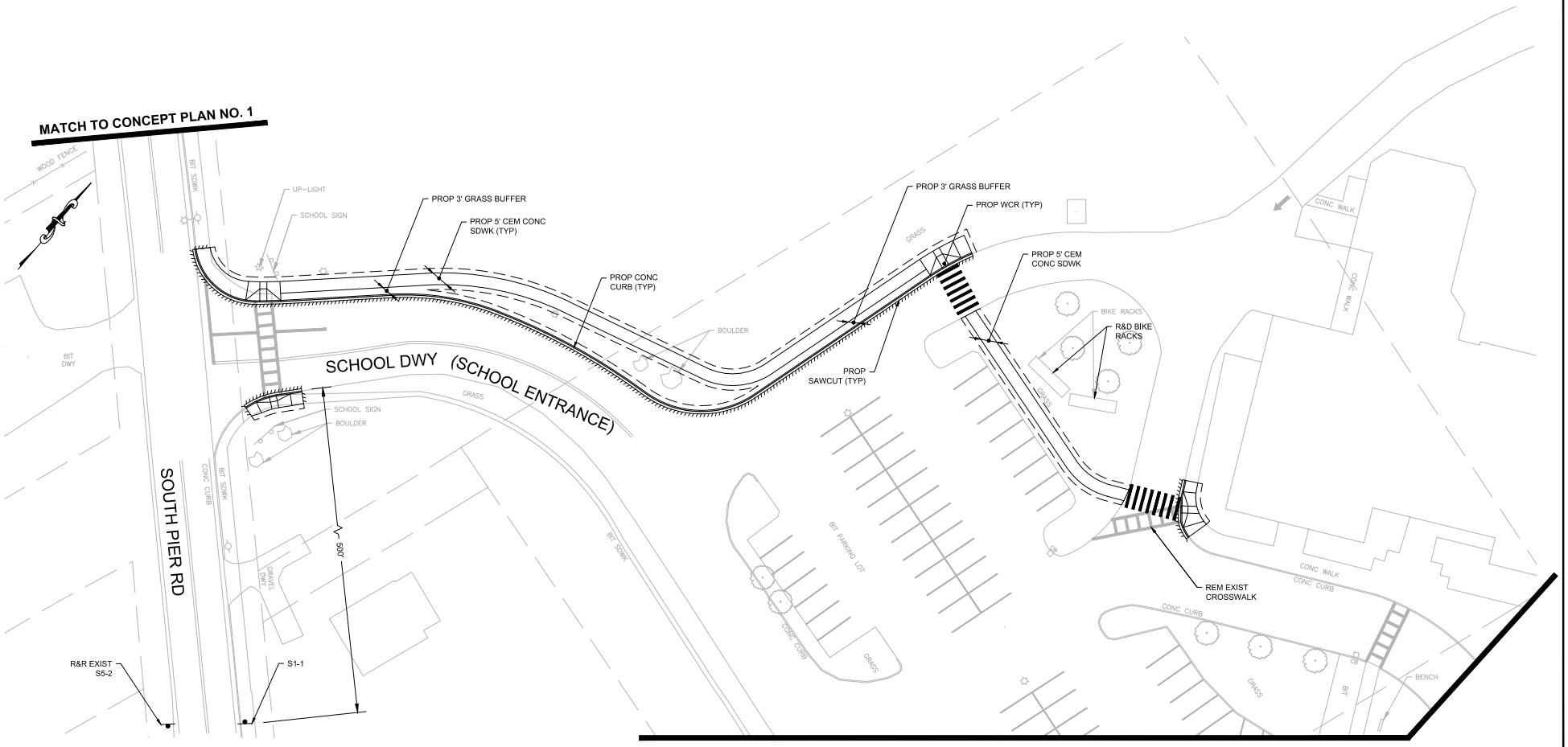
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			7	13



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SCALE IN FEET

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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

CONCEPT PLAN NO. 2
SCHOOL DRIVEWAY

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

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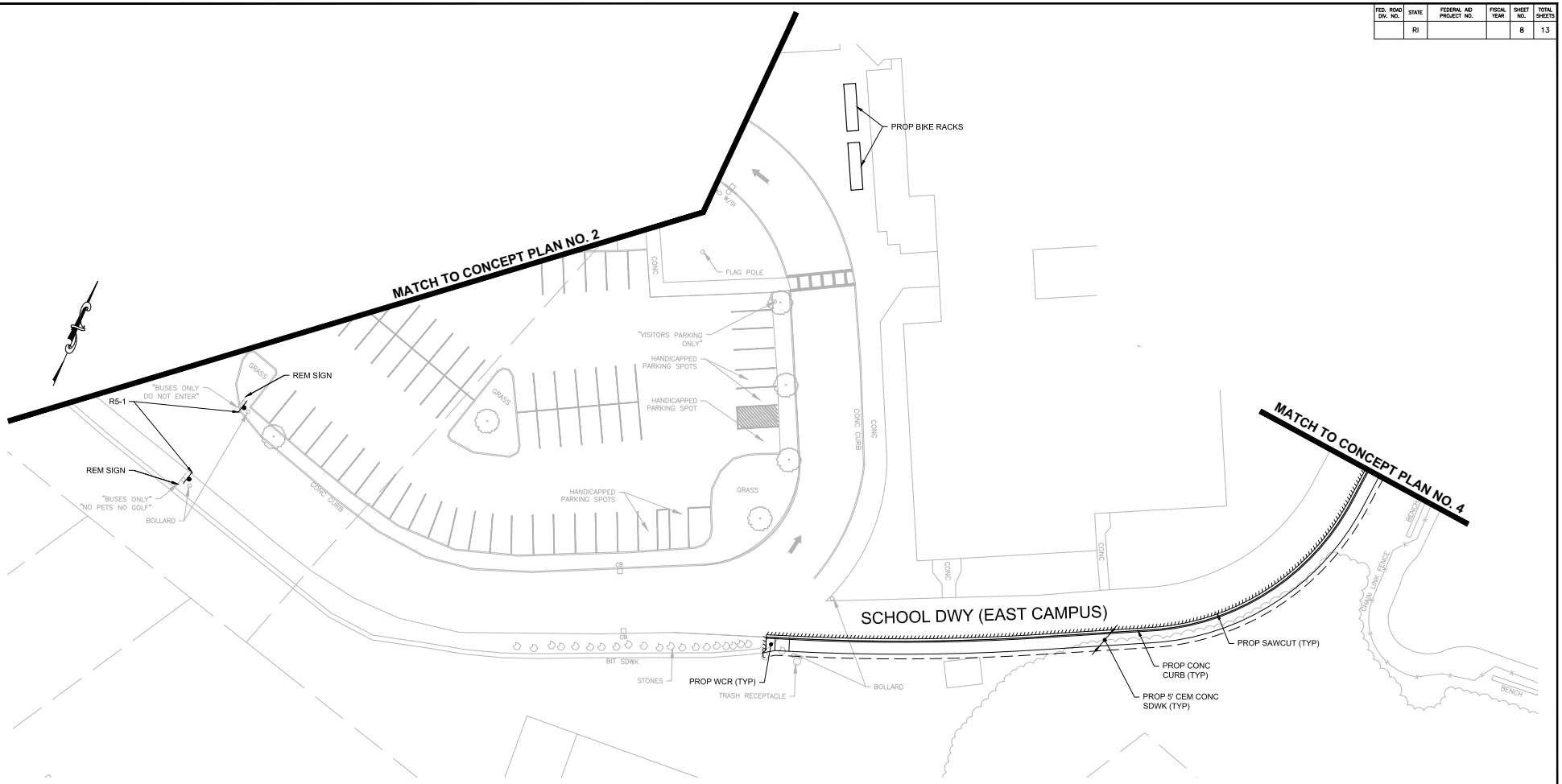
	RI			8	13



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REVISIONS		
NO.	DATE	BY

McMAHON

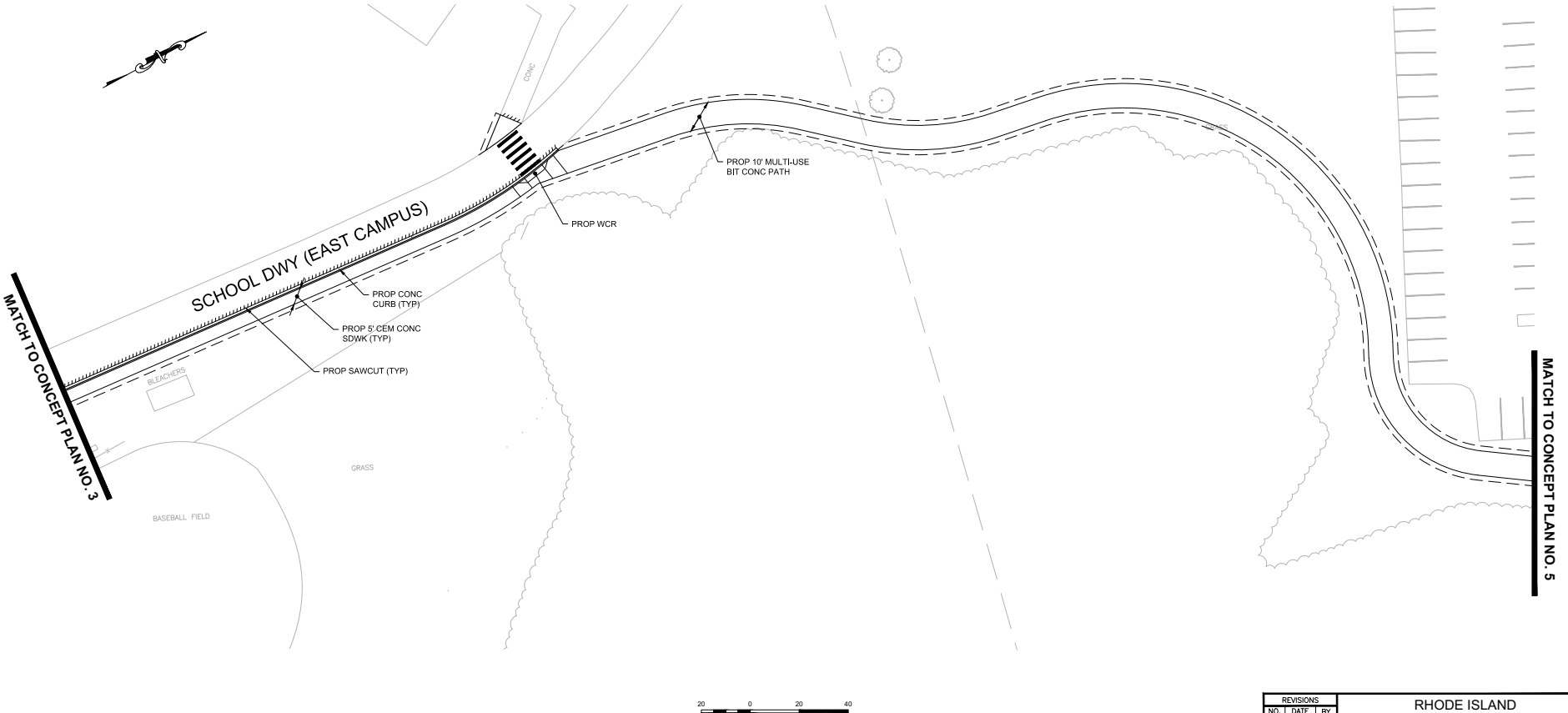
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

CONCEPT PLAN NO. 3
SCHOOL DRIVEWAY

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			9	13



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REVISIONS		
NO.	DATE	BY

McMAHON

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

CONCEPT PLAN NO. 4
SCHOOL CAMPUS

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

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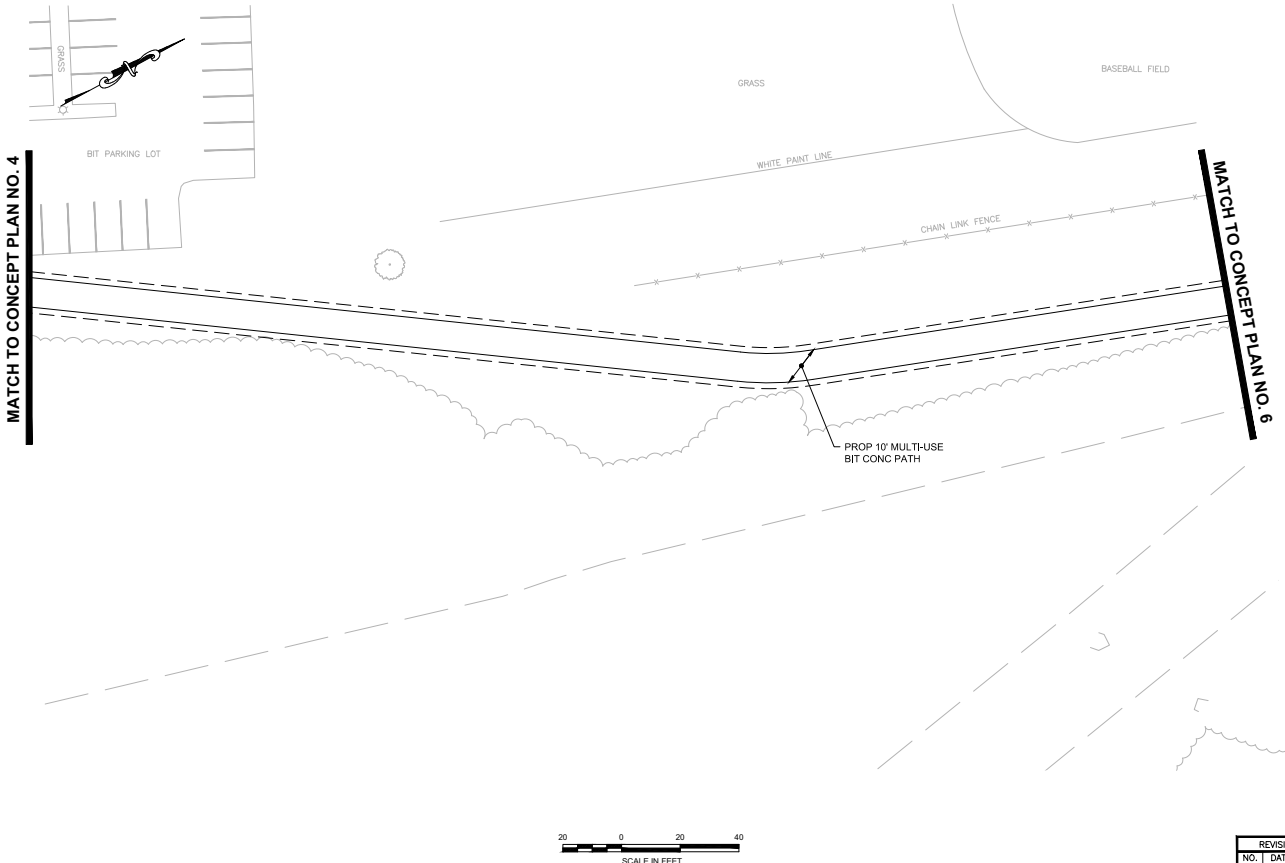
	RI			10	13



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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

McMAHON

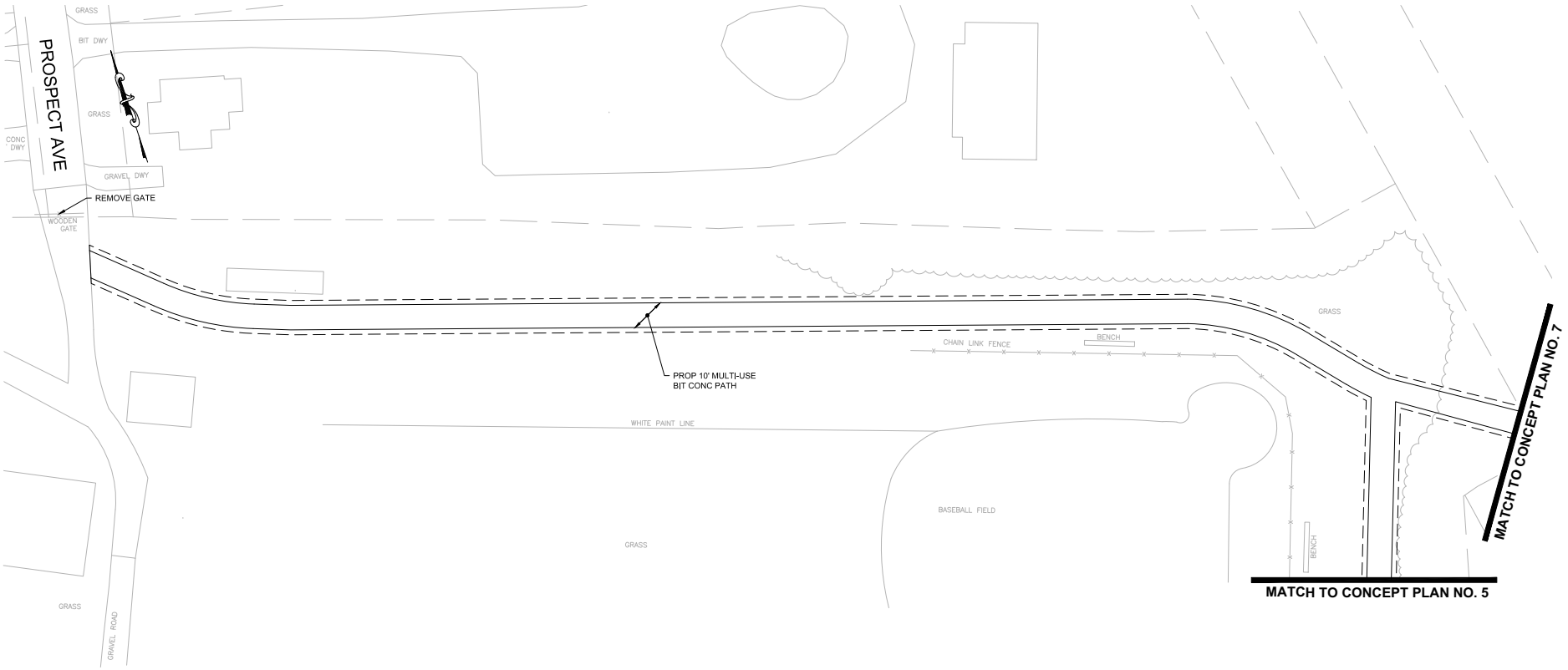
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

CONCEPT PLAN NO. 5
SCHOOL CAMPUS

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			11	13



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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

McMAHON

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

CONCEPT PLAN NO. 6
SCHOOL CAMPUS

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

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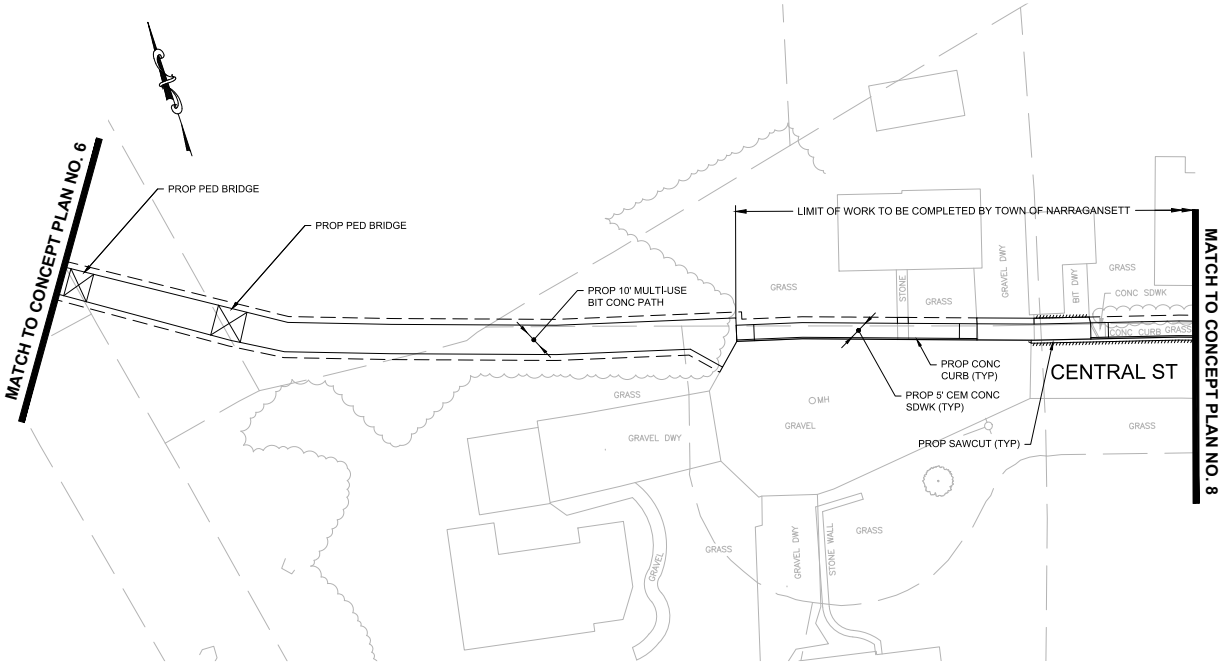
	RI			12	13



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SCALE IN FEET

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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

McMAHON

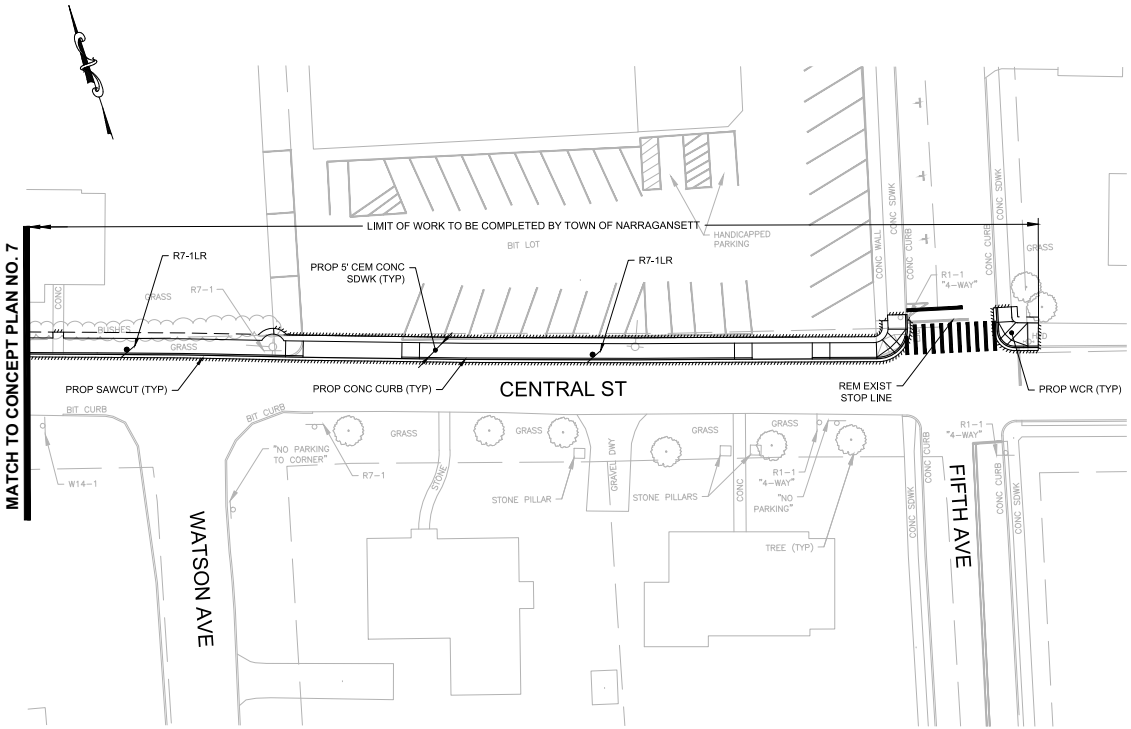
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

CONCEPT PLAN NO. 7
CENTRAL STREET

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI			13	13



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SCALE IN FEET

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NOT FOR CONSTRUCTION

REVISIONS		
NO.	DATE	BY

McMAHON

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
INFRASTRUCTURE IMPROVEMENTS
NARRAGANSETT PIER MIDDLE SCHOOL
NARRAGANSETT, RHODE ISLAND

CONCEPT PLAN NO. 8
CENTRAL STREET

CHECKED BY CAP DATE 12/15/14 SCALE AS NOTED

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other

Project Description

Project Title: Safe Routes to School Inf. Imps. for Gallagher Middle & McCabe Elem. Schools, Smithfield

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Vincent J. Gallagher Middle and Anna M. McCabe Elementary Schools in Smithfield in order to improve safety on walking and bicycling routes to and from these schools:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, permitting, and potentially utility accommodations.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each Grantee listed in attached Table) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Gallagher Middle & McCabe Elementary Schools
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the Gallagher Middle & McCabe Elementary Schools are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the schools
- Increased numbers of students/parents will walk and/or bike to/from the schools, which, in areas around the schools, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☑ Yes ☐ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$1,000	$0(complete)	~$53,000	~$217,500	~$270,500
				Total Cost	~$270,500
				Amount Requested through TIP Process	$178,344

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$92,156
Total	$92,156

Estimated date of construction 05/18 thru 11/18

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/7/15

Local Official Signature — Date 1/5/2016

MARK CONBOY, ASSIST. TOWN ENGINEER

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

APPENDIX E

CONCEPTUAL IMPROVEMENT PLANS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	1	11

INDEX

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

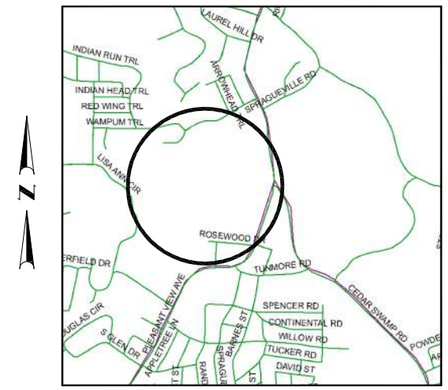
CONCEPTUAL IMPROVEMENT PLANS

SAFE ROUTES TO SCHOOL
ANNA M. McCABE ELEMENTARY SCHOOL
& VINCENT J. GALLAGHER MIDDLE SCHOOL

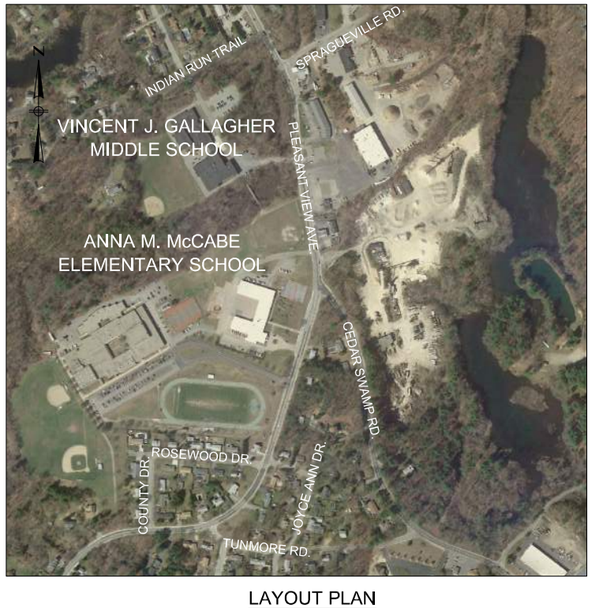
PROJECT LIMITS

TOWN OF SMITHFIELD
PROVIDENCE COUNTY

R.I. CONTRACT NO. 2012-ET-006 F.A. PROJECT NO. STP-SRTS(001)



LOCATION MAP
NTS



LAYOUT PLAN
1"=200'

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013 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.

CDM Smith

Contract Number 2012-ET-006

Number of Sheet 1

Total Sheets 11

REVISED 10% SUBMISSION

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER — DATE

APPROVED

CHIEF ENGINEER — DATE

APPROVED

DIRECTOR — DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR — DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	2	11

	1	2	3	4
DRAWING TITLE:	SHEET NO.			
GENERAL PLANS	8	9	10	11

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
ANNA McCABE ELEMENTARY &
VINCENT J. GALLAGHER MIDDLE
SCHOOLS
SMITHFIELD, RI

KEY PLAN

CHECKED BY _____ DATE _____ SCALE NO SCALE

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	3	11

EXISTING

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
MB	MAILBOX
NO.	UTILITY POLE
	POLE GUY
	LUMINARE
SIGN	SIGN
(SIZE)SD	SUBDRAIN
(SIZE)D	STORMDRAIN
(SIZE)S	SANITARY SEWER
(SIZE)W	WATER MAIN
(SIZE)G	GAS MAIN
(SIZE)T	TELEPHONE DUCT
(SIZE)E	ELECTRIC DUCT
	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
EXIST. S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
EXIST. S.F.L. PLAT NO. XX	STATE FREEWAY LINE
EXIST. P.E.B.	PERMANENT EASEMENT LINE
EXIST. T.E.B.	TEMPORARY EASEMENT LINE
P	PROPERTY LINE
CITY NAME / TOWN NAME	CITY OR TOWN LINE
PWW	PAVED WATERWAY
ELEV.	CONTOUR LINE
	OPEN DITCH
R.I.H.B.	R.I. HIGHWAY BOUND
S.B.	STONE BOUND
	RETAINING WALL
	FIELD STONE WALL
NO. / TYPE	BORINGS
	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
	FILL SLOPE
	ROCK CUT
00x00	SPOT GRADE
	AREA GRADED TO DRAIN
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 CLEARING

NEW

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

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
ANNA McCABE ELEMENTARY &
VINCENT J. GALLAGHER MIDDLE SCHOOLS
SMITHFIELD, RI

STANDARD PLAN SYMBOLS AND STANDARD LEGEND

CHECKED BY _____ DATE _____ SCALE NO SCALE

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	3	11

EXISTING

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
○ MB	MAILBOX
○ NO.	UTILITY POLE
	POLE GUY
	LUMINARE
SIGN	SIGN
(SIZE)SD	SUBDRAIN
(SIZE)D	STORMDRAIN
(SIZE)S	SANITARY SEWER
(SIZE)W	WATER MAIN
(SIZE)G	GAS MAIN
(SIZE)T	TELEPHONE DUCT
(SIZE)E	ELECTRIC DUCT
	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
EXIST. S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
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P	PROPERTY LINE
CITY NAME / TOWN NAME	CITY OR TOWN LINE
PWW	PAVED WATERWAY
ELEV.	CONTOUR LINE
	OPEN DITCH
□ R.I.H.B.	R.I. HIGHWAY BOUND
□ S.B.	STONE BOUND
	RETAINING WALL
	FIELD STONE WALL
⊕NO.	BORINGS
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
	FILL SLOPE
	ROCK CUT
00x00	SPOT GRADE
	AREA GRADED TO DRAIN
	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 CLEARING

NEW

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

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

AB	ADJUST CATCH BASIN TO GRADE
ABM	ADJUST CATCH BASIN TO MANHOLE
AC	ADJUST CURB STOP TO GRADE
AD	ADJUST DRAINAGE MANHOLE TO GRADE
AE	ADJUST ELECTRIC MANHOLE TO GRADE
AFC	ADJUST FRAME AND COVER TO GRADE
AFG	ADJUST FRAME AND GRATE TO GRADE
AG	ADJUST GAS GATE BOX TO GRADE
AHH	ADJUST HANDHOLE TO GRADE
AS	ADJUST SANITARY SEWER MANHOLE TO GRADE
AT	ADJUST TELEPHONE MANHOLE TO GRADE
AW	ADJUST WATER GATE BOX TO GRADE
BCD	BITUMINOUS CONCRETE DRIVEWAY 3" BITUMINOUS CONCRETE TYPE 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

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
HUGH COLE ELEMENTARY SCHOOL
& KICKEMUIT MIDDLE SCHOOL
WARREN, RHODE ISLAND

STANDARD PLAN SYMBOLS & STANDARD LEGEND

CHECKED BY _____ DATE _____ SCALE NO SCALE

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	4	11

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 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 THE "DIG SAFE LAW" ENACTED BY R.I. LEGISLATURE BILL NO. 79S-291, WHICH BECAME EFFECTIVE JULY 1, 1979 AND 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
1	4/07	TRB
2	3/10	RBH
3	4/14	MLP

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
ANNA McCABE ELEMENTARY &
VINCENT J. GALLAGHER MIDDLE
SCHOOLS
SMITHFIELD, RI

STANDARD NOTES 1

CHECKED BY _____ DATE _____ SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	4	11

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 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 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.

    ANY VEGETATIVE CLEARING SHALL BE LIMITED TO BRUSH AND TREES LESS THAN 3" DIAMETER.

    NO HEAVY EQUIPMENT MAY ENCROACH UPON VEGETATED PERIMETER OR RIVERBANK WETLANDS AS WELL AS BIOLOGICAL WETLANDS.

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
1	4/07	TRB
2	3/10	RBH
3	4/14	MLP

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
HUGH COLE ELEMENTARY SCHOOL
& KICKEMUIT MIDDLE SCHOOL
WARREN, RHODE ISLAND

STANDARD NOTES - 1

CHECKED BY _____ DATE _____ SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	5	11

LANDSCAPE NOTES:

1. ALL PLANT MATERIAL MUST BE TAGGED AT THE NURSERY IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
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 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 WITH SECTION M18 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.

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. THE TRAFFIC CONTROLLER SHALL BE ORIENTED SO THAT THE CABINET DOOR IS FACING THE SIDEWALK, UNLESS OTHERWISE STATED ON PLANS.
5. 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.
6. 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.
7. 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.
8. FINAL PLACEMENT OF SIGNAL HEADS, DETECTORS, STOP LINES AND CROSSWALKS TO BE DETERMINED BY THE ENGINEER IN THE FIELD DURING CONSTRUCTION ACCORDING TO OBSERVED INTERSECTION CHARACTERISTICS BY THE ENGINEER.
9. 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.
10. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
11. 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.
12. ACCESS TO PEDESTRIAN PUSHBUTTONS SHALL MEET ADA REQUIREMENTS. ALL PEDESTRIAN PUSHBUTTONS SHALL BE ADA COMPLIANT WITH A 2" DIAMETER PRESSURE ACTIVATED (NON-MOVING) BUTTON. SIGNS INSTALLED AT PROPOSED PEDESTRIAN PUSHBUTTONS SHALL BE MUTCD 2003 CODE R10-3B (LEFT OR RIGHT) AND SHALL BE INSTALLED SO THAT IT IS CLEARLY INDICATED WHICH CROSSING IS ASSIGNED TO EACH BUTTON.
13. ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
14. ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
15. TRAFFIC SIGNAL CONTROLLERS SHALL BE WIRED SO THAT ANY FIRE PRE-EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
16. 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. ROAD WORK AHEAD (W20-1) 36"x36" AND END ROAD WORK (G20-2) 36"x18" SIGNS SHALL BE MOUNTED AT ALL SIDE STREETS AND/OR RAMPS INTERSECTING THE ADVANCE WARNING AREAS, EVEN IF NOT SHOWN ON PLANS
11. 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.
12. THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANED OR NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT.

THIS PLAN SHALL NOT BE ALTERED

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	11/07	TRB
3	3/10	RBH

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
ANNA McCABE ELEMENTARY &
VINCENT J. GALLAGHER MIDDLE
SCHOOLS
SMITHFIELD, RI

STANDARD NOTES 2

CHECKED BY _____ DATE _____ SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	6	11

GENERAL NOTES

1. CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF AND MODIFICATIONS TO THE STATE OF RHODE ISLAND STANDARD SPECIFICATIONS ACCOMPANYING THESE PLANS. IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS WITH GOVERN.
2. ANY EXISTING PROPERTY THAT WAS NOT PROPOSED TO BE MODIFIED THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO RIDOT.
3. ANY BRICK, PAVER, OR STAMPED CONCRETE/ASPHALT OR ROADWAY DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE BID PRICE FOR THE ASSOCIATED WORK ITEM CAUSING THE DAMAGE. ANY BRICK, PAVER, OR STAMPED CONCRETE SIDEWALKS OR ROADWAYS DAMAGED, OR TO THE RESTORED SHALL MATCH THE SAME MATERIALS THAT EXIST, INCLUDING THE CONCRETE BASE UNLESS OTHERWISE INDICATED ON THE PLANS.
4. ANY EXISTING WHEELCHAIR RAMPS DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPLACED WITH NEW ADA COMPLIANT WHEELCHAIR RAMPS AT NO ADDITIONAL COST.
5. ALL EXISTING RIGHT-OF-WAY (ROW) LINES AND PRIVATE PROPERTY LINES, WHERE SHOWN, ARE BASED ON DIGITIZED PLANS AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
6. THE COST OF ANY CURB REQUIRED TO INSTALL WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE NEW CURB.
7. DRIVEWAYS AND RESIDENTIAL WALKS SHALL BE MATCHED IN KIND AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONSTRUCTION METHODS, MATERIALS, MEASUREMENT AND PAYMENT SHALL BE THE SAME AS SIDEWALK CONSTRUCTION IN ACCORDANCE WITH THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2010 EDITION.
8. EXISTING SIDEWALK GRAVEL SUBBASE THAT IS CONSIDERED TO BE SUITABLE BY THE RESIDENT ENGINEER SHALL REMAIN IN PLACE AND BE USED AS SIDEWALK SUBBASE.
9. EXPANSION JOINT FILLER SHALL BE INSTALLED BETWEEN CONCRETE SIDEWALKS AND ANY FIXED SMOOTH STRUCTURE.
10. NO BLASTING SHALL BE ALLOWED ON THIS PROJECT.

PAVEMENT MARKINGS

1. ALL PERMANENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN.
2. THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION, AS AMENDED.

SIGNS

1. ALL NEW DIRECTIONAL, REGULATORY, WARNING, GUIDE SIGNS AND PARKING SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED, SIGN MOUNTINGS SHALL BE R.I. STD. 24.1.0 OR 24.6.0 AS APPROPRIATE.
2. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY RIDOT.
3. ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK.

ABBREVIATIONS

APPROX.	APPROXIMATE
CC	CEMENT CONCRETE
DW	DRIVEWAY
EXIST.	EXISTING
PROP.	PROPOSED
TYP.	TYPICAL
WCR	WHEELCHAIR RAMP

GENERAL LEGEND

RFH	REMOVE AND RELOCATE FIRE HYDRANT
RRMB	REMOVE AND RESET MAILBOX
CDT	CUT AND DISPOSE TREE
PTH	PROPOSED TREE (CRATAEGUS SPP. – HAWTHORNS)
WCR 7.1.0	CEMENT CONCRETE CURB PRECAST STRAIGHT STANDARD
7.1.1	CEMENT CONCRETE CURB PRECAST CIRCULAR STANDARD
7.1.9	PRECAST CONCRETE RAMP STONE 12" STRAIGHT/CIRCULAR
48.1.0	DETECTABLE WARNING SYSTEM

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
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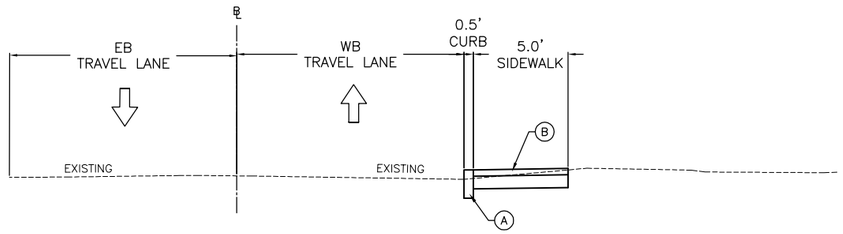
SCHOOLS
SMITHFIELD, RI

JOB SPECIFIC NOTES

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

CHECKED BY _____ DATE _____ SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	7	11



TUNMORE STREET TYPICAL SECTION

LEGEND

(A) RI STD 7.1.0 PRECAST CONCRETE CURB CURB

(B) RI STD 43.1.0 CEMENT CONCRETE SIDEWALK

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260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

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DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
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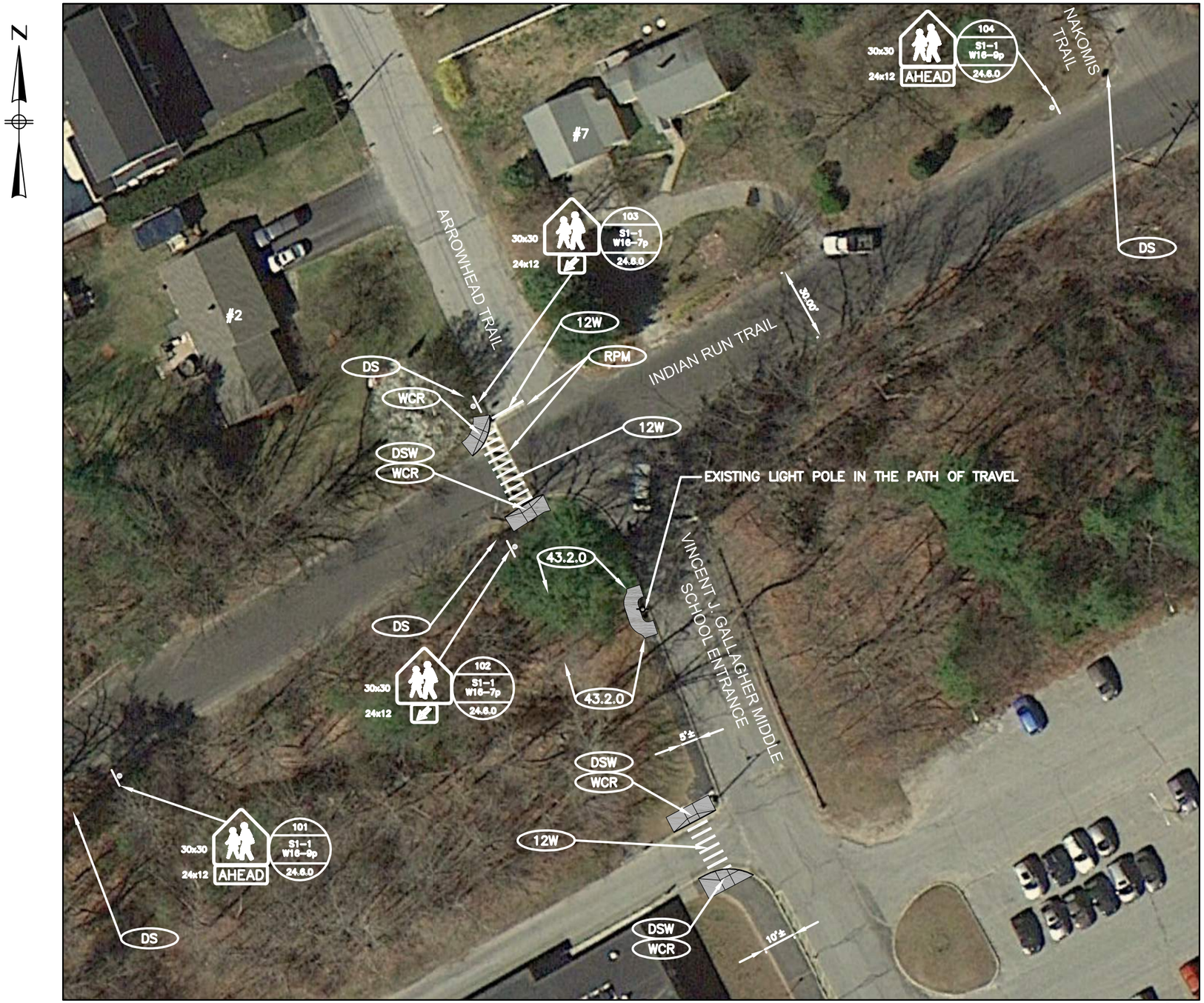
VINCENT J. GALLAGHER MIDDLE
SCHOOLS
SMITHFIELD, RI

TYPICAL SECTIONS

CHECKED BY _____ DATE _____ SCALE 1" = 4'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	8	11



PLAN A

1" = 20'
10 0 20

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
ANNA McCABE ELEMENTARY &
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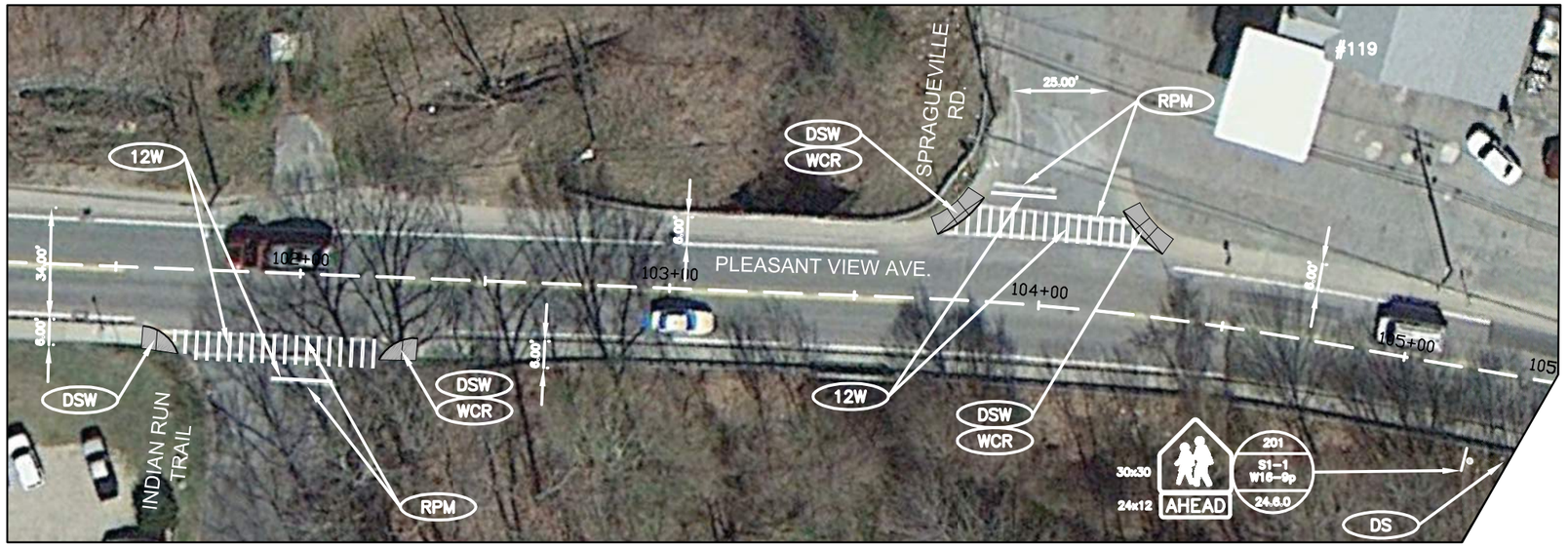
SCHOOLS
SMITHFIELD, RI

GENERAL PLAN 1

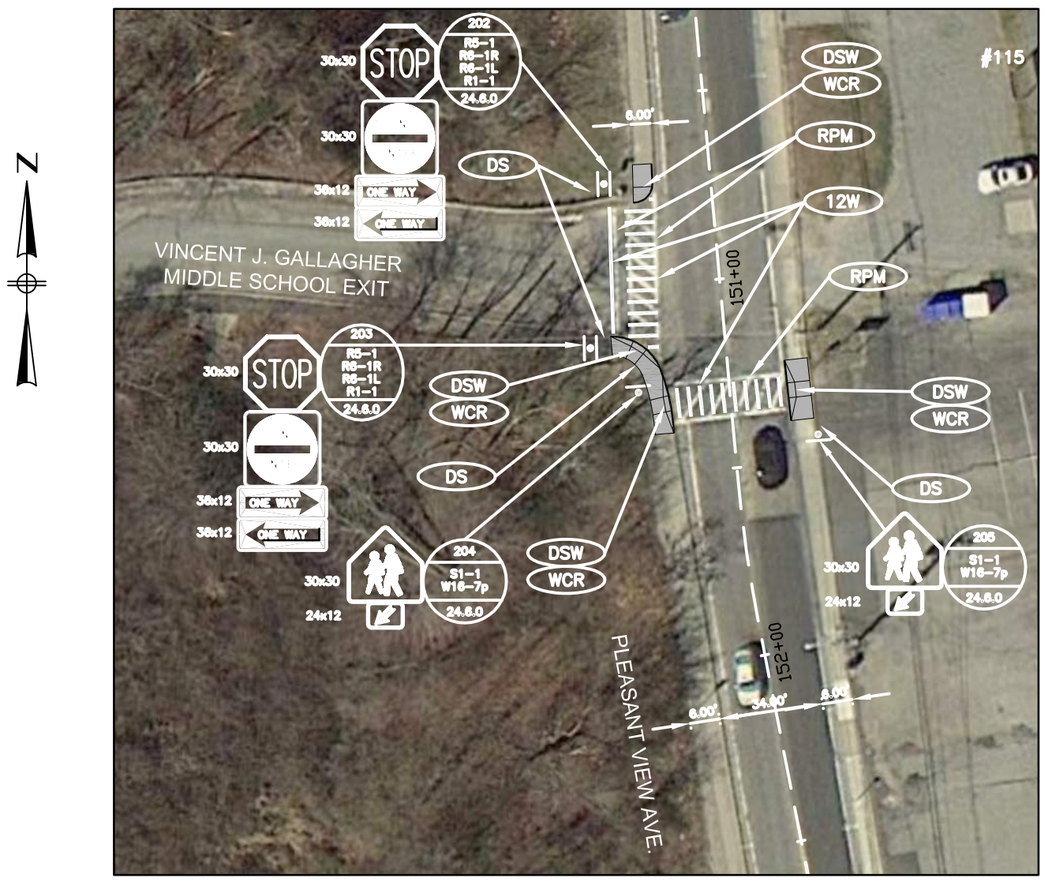
CHECKED BY _____ DATE _____ SCALE 1"=20'

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	9	11



PLAN B



PLAN C

1" = 20'
10 0 20

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

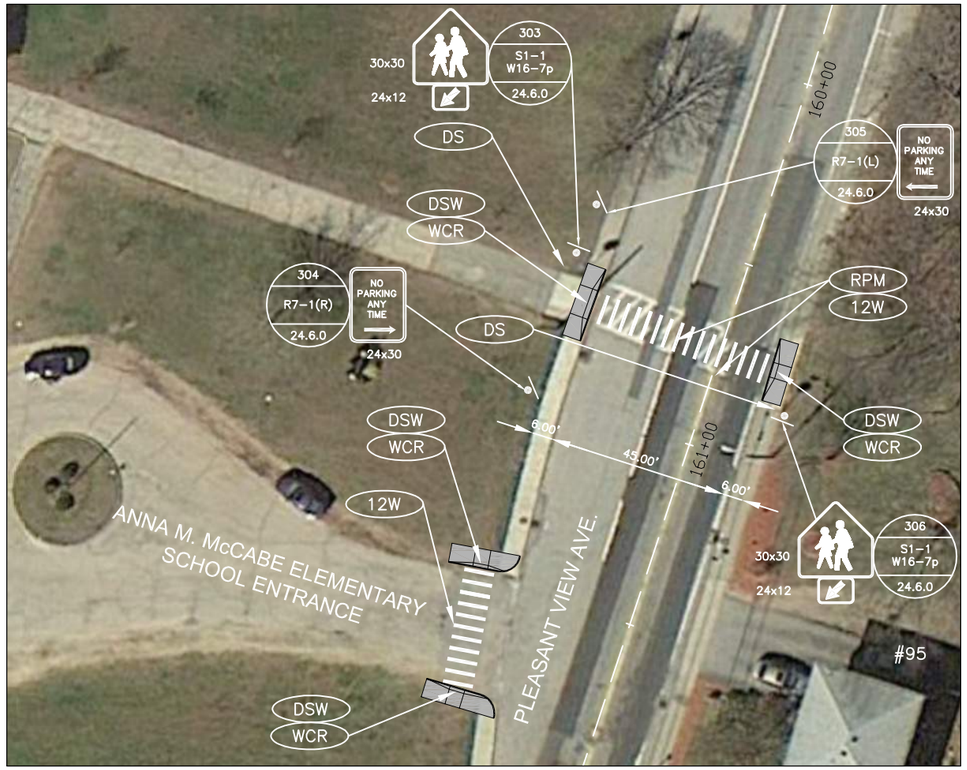
SAFE ROUTES TO SCHOOL
ANNA McCABE ELEMENTARY &
VINCENT J. GALLAGHER MIDDLE SCHOOLS
SMITHFIELD, RI

GENERAL PLAN 2

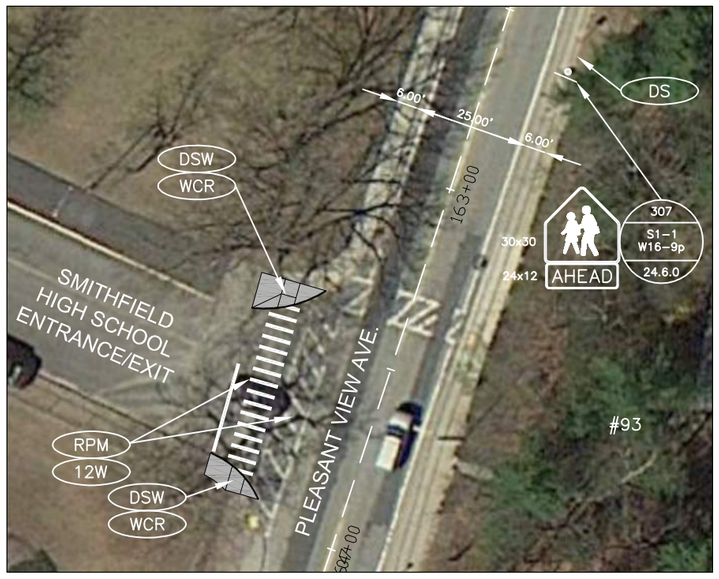
CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	10	11

PLAN D



PLAN E



PLAN F

1" = 20'
10 0 20

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
ANNA McCABE ELEMENTARY &
VINCENT J. GALLAGHER MIDDLE
SCHOOLS
SMITHFIELD, RI

GENERAL PLAN 3

CHECKED BY _____ DATE _____ SCALE 1"=20'

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260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	11	11

PLAN G

1" = 20'
10 0 20

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
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REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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VINCENT J. GALLAGHER MIDDLE
SCHOOLS
SMITHFIELD, RI

GENERAL PLAN 4

CHECKED BY _____ DATE _____ SCALE 1"=20'

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Safe Routes to School Infrastructure Improvements for State Street Elem. School, Westerly

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the State Street Elementary School in Westerly in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, and potentially permitting and utility accommodations.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each Grantee listed in attached Table) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the State Street Elementary School
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the State Street Elementary School are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the school
- Increased numbers of students/parents will walk and/or bike to/from the school, which, in areas around the school, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☐ Yes ☑ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$1,000	$0(complete)	~$171,000	~$700,500	~$871,500
				Total Cost	~$871,500
				Amount Requested through TIP Process	$664,208

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$207,292
Total	$207,292

Estimated date of construction 05/18 thru 11/18

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/7/16

Local official Signature — Date 01/05/16

DERRIK M. KENNEDY
Town Manager

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

APPENDIX E

CONCEPTUAL IMPROVEMENT PLANS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	1	10

INDEX

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

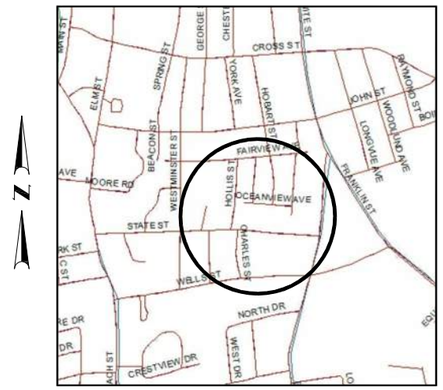
CONCEPTUAL IMPROVEMENT PLANS

SAFE ROUTES TO SCHOOL
STATE STREET ELEMENTARY SCHOOL

PROJECT LIMITS

TOWN OF WESTERLY
WASHINGTON COUNTY

R.I. CONTRACT NO. 2012-ET-006 F.A. PROJECT NO. STP-SRTS(001)



LOCATION MAP
NTS

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013 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.

LAYOUT PLAN
1"=200'

CDM Smith

Contract Number 2012-ET-006

Number of Sheet 1

Total Sheets 10

REVISED 10% SUBMISSION

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER DATE

APPROVED

CHIEF ENGINEER DATE

APPROVED

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	2	10

	1	2	3
DRAWING TITLE:	SHEET NO.		
GENERAL PLANS	8	9	10

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

KEY PLAN

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

CHECKED BY _____ DATE _____ SCALE 1"=100'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	3	10

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 (Length → Size)
(SIZE)D	STORMDRAIN	(Length → Size)
(SIZE)S	SANITARY SEWER	
(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.
CITY NAME / TOWN NAME	PROPERTY LINE	
	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	7.4.2	GRANITE TRANSITION CURB (VERTICAL FACE TO SLOPE FACE)	AB	ADJUST CATCH BASIN TO GRADE
1.3.0	CONCRETE CONNECTING COLLAR	7.5.0	BITUMINOUS CONCRETE LIP CURB	ABM	ADJUST CATCH BASIN TO MANHOLE
2.1.0	CONCRETE HEADWALLS FOR PIPE CULVERTS	7.5.1A	BITUMINOUS BERM (CONSTRUCTION METHOD A)	AC	ADJUST CURB STOP TO GRADE
2.2.0	STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0' PIPE CULVERTS	7.5.1B	BITUMINOUS BERM (CONSTRUCTION METHOD B)	AD	ADJUST DRAINAGE MANHOLE TO GRADE
2.3.0 (DIA.)	PRECAST CONCRETE FLARED END SECTION	7.6.0	CURB SETTING DETAIL	AE	ADJUST ELECTRIC MANHOLE TO GRADE
3.2.0	BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE	8.2.0	BITUMINOUS CONCRETE DITCH	AFC	ADJUST FRAME AND COVER TO GRADE
3.2.1 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE	8.3.0	RIP-RAP DITCH	AFG	ADJUST FRAME AND GRATE TO GRADE
3.3.0	BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN	8.4.0	PAVED WATERWAY	AG	ADJUST GAS GATE BOX TO GRADE
3.3.2	BRICK/SOLID BLOCK TYPE "F" SQUARE CATCH BASIN	9.1.0	BALED HAY EROSION CHECK	AHH	ADJUST HANDHOLE TO GRADE
3.3.3	SOLID BLOCK FLUSH SQUARE CATCH BASIN	9.2.0	SILT FENCE DETAIL	AS	ADJUST SANITARY SEWER MANHOLE TO GRADE
3.4.0	BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN	9.3.0	BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED	AT	ADJUST TELEPHONE MANHOLE TO GRADE
3.4.1	BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET	9.4.0	BALED HAY DITCH AND SWALE EROSION CHECK	AW	ADJUST WATER GATE BOX TO GRADE
3.4.2	BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN	9.5.0	LOG AND HAY CHECK DAM	BCD	BITUMINOUS CONCRETE DRIVEWAY 3" BITUMINOUS CONCRETE TYPE I-2 8" GRAVEL BORROW SUBBASE COURSE
3.4.3	BRICK/SOLID BLOCK TYPE "R" CATCH BASIN	9.7.0	DEWATERING BASIN		
3.4.4	SOLID BLOCK FLUSH ROUND CATCH BASIN	9.8.0	BALED HAY CATCH BASIN INLET PROTECTION	BPS	BUILD NEW STRUCTURE OVER EXISTING PIPE
3.4.5 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN	9.9.0	CONSTRUCTION ACCESS	CCB	CLEAN CATCH BASIN
3.5.0	SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN	10.1.0	WET STONE MASONRY RETAINING WALL	CCP	CUT AND CAP PIPE WITH RESTRAINT (ALL SIZES)
3.5.1 (SIZE)	SOLID BLOCK SHALLOW 5'-0" OR 6'-0" SQUARE CATCH BASIN	10.2.0	RUBBLE MASONRY WALL	CFP	CLEAN AND FLUSH PIPE
3.6.0	BRICK/SOLID BLOCK DROP INLET	10.3.0	CONCRETE RETAINING WALL	CG	CLEARING AND GRUBBING
3.7.0 (DIA.)	BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0"	10.4.0	STONE MASONRY STEPS	CMH	CLEAN MANHOLE
4.2.0	PRECAST 4'-0" ROUND MANHOLE	14.1.0	CONCRETE HIGHWAY BOUND	CP (DEPTH)	COLD PLANE
4.2.1	PRECAST 5'-0" ROUND MANHOLE	15.1.0	POST AND MOUNTINGS FOR RURAL MAILBOX	CPP	CUT AND PLUG PIPE (ALL TYPES, ALL SIZES)
4.2.2	PRECAST 6'-0" ROUND MANHOLE	15.2.0 (NO.)	POST AND MULTIPLE MOUNTINGS FOR RURAL MAILBOXES	DB	REMOVE AND DISPOSE BITUMINOUS CURB
4.3.0 (SIZE)	PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN	18.2.0	PRECAST TYPE "A" HANDHOLE	DC	REMOVE AND DISPOSE CONCRETE CURB
4.4.0 (DIA.)	PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN	18.2.2	HEAVY DUTY TYPE "H" HANDHOLE	DCB	REMOVE AND DISPOSE CATCH BASIN
4.5.0	PRECAST CONCRETE DROP INLET	18.3.0	ALUMINUM LIGHTING STANDARDS	DDI	REMOVE AND DISPOSE DROP INLET
4.5.1	PRECAST CONCRETE DROP INLET LATERAL OUTLET	20.2.0	BI-DIRECTIONAL CONTROL DEVICE	DF	REMOVE AND DISPOSE FENCE
4.5.2	PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET	24.6.1	STREET SIGN MOUNTING DETAIL	DFC	REMOVE AND DISPOSE FRAME AND COVER
5.3.0	CATCH BASIN AND MANHOLE STEP	26.2.0	POLYETHYLENE DRUM WITH MARKINGS	DFE	REMOVE AND DISPOSE FLARED END SECTION
5.4.0	CONCRETE COLLARS	26.3.0	PVC PLASTIC PIPE TYPE III BARRICADE	DFG	REMOVE AND DISPOSE FRAME AND GRATE
6.1.0	LIGHT-DUTY SQUARE FRAME AND ROUND COVER	31.1.0	CHAIN LINK FENCE 3'-0" TO 4'-0"	DFH	REMOVE AND DISPOSE FIRE HYDRANT
6.1.1	HEAVY DUTY SQUARE FRAME AND ROUND COVER	31.2.0	CHAIN LINK FENCE 5'-0" TO 6'-0"	DFP	REMOVE AND DISPOSE FLEXIBLE PAVEMENT
6.2.0	LIGHT-DUTY ROUND FRAME AND COVER	31.2.1	CHAIN LINK FENCE 5'-0" TO 6'-0" INTERMEDIATE POST	DG	REMOVE AND DISPOSE GUARDRAIL
6.2.1	HEAVY-DUTY ROUND FRAME AND COVER	31.3.0	WOVEN WIRE RIGHT-OF-WAY FENCE (STEEL POST)	DH	REMOVE AND DISPOSE HEADWALL
6.3.0	SQUARE FRAME AND GRATE	34.1.0	TYPICAL GUARDRAIL INSTALLATION	DHB	REMOVE AND DISPOSE HIGHWAY BOUND
6.3.1	SQUARE FRAME AND GRATE	34.2.0	STEEL BEAM GUARDRAIL	DHH	REMOVE AND DISPOSE HANDHOLE
6.3.2	SQUARE FRAME AND GRATE (BICYCLE SAFE)	34.2.1	STEEL BEAM GUARDRAIL DETAILS	DL	REMOVE AND DISPOSE LIGHT AND FOUNDATION
6.3.3	HIGH CAPACITY FRAME AND GRATE	34.2.2	STEEL BEAM GUARDRAIL DOUBLE FACED ASSEMBLY	DMB	REMOVE AND DISPOSE MEDIAN BARRIER
6.3.4	HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE)	34.2.3	STEEL BEAM GUARDRAIL FIXTURES	DMH	REMOVE AND DISPOSE MANHOLE
6.4.0	ROUND FRAME AND GRATE	34.2.5	STEEL BEAM GUARDRAIL REFLECTORIZED TRIANGULAR DELINEATOR	DMM	REMOVE AND DISPOSE MEDIAN MARKER
7.1.0S	PRECAST CONCRETE CURB (STRAIGHT)	34.3.1	GUARDRAIL END SECTION	DOW	REMOVE AND DISPOSE OBSERVATION WELL
7.1.0C	PRECAST CONCRETE CURB (CIRCULAR)	34.3.2	TERMINAL END SECTION (SINGLE FACE)	DP	REMOVE AND DISPOSE PIPE
7.1.1	3'-0' PRECAST CONCRETE TRANSITION CURB	34.3.3	ANCHORAGE DETAILS APPROACH END SECTION	DPB	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE
7.1.2	6'-0" PRECAST CONCRETE TRANSITION CURB	34.3.4	ANCHORAGE DETAILS TRAILING END SECTION	DRB	REMOVE AND DISPOSE RIGID BASE
7.1.4	PRECAST 2'-0" RADIUS CORNER	34.4.0	STEEL BACKED TIMBER GUARDRAIL	DS	REMOVE AND DISPOSE SIGN
7.1.5	PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN)	34.4.1	STEEL BACKED TIMBER GUARDRAIL TERMINAL SECTION-TYPE 1	DSS	REMOVE AND DISPOSE TRAFFIC SIGNAL SYSTEM
7.1.6	PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN)	40.1.0	DOUBLE-FACED PRECAST MEDIAN BARRIER	DSW	REMOVE AND DISPOSE SIDEWALK
7.1.7	PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN)	40.2.0	SINGLE-FACED PRECAST MEDIAN BARRIER	DTD	REMOVE AND DISPOSE TELEPHONE DUCT BANKS
7.1.8	PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN)	40.2.1	SINGLE-FACED PRECAST MEDIAN BARRIER	DUP	REMOVE AND DISPOSE UTILITY POLE
7.2.0S	PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT)	40.3.0	PRECAST MEDIAN BARRIER TRANSITION UNIT	DWW	REMOVE AND DISPOSE PAVED WATERWAY
7.2.0C	PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR)	40.5.0	PRECAST MEDIAN BARRIER FOR TEMPORARY TRAFFIC CONTROL	FF	FILTER FABRIC RIPRAP FLARED END UNDERLAYMENT
7.2.1	PRECAST CONCRETE SLOPED FACE TRANSITION CURB	43.1.0	CEMENT CONCRETE SIDEWALK	GET	FLARED GUARDRAIL END TREATMENT
7.2.2	PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SPLOPED FACE)	43.2.0	BITUMINOUS CONCRETE SIDEWALK	IA	IMPACT ATTENUATOR
7.3.0S	GRANITE CURB (STRAIGHT)	43.3.0	WHEELCHAIR RAMP	IDL	IMPERVIOUS DITCH LINER
7.3.0C	GRANITE CURB (CIRCULAR)	43.3.1	WHEELCHAIR RAMP FOR LIMITED RIGHT-OF-WAY AREAS	LOD	LIMIT OF DISTURBANCE
7.3.1	3'-0" GRANITE TRANSITION CURB	43.4.0	DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB	LOR	LIMIT OF REGRADING
7.3.2	6'-0" GRANITE TRANSITION CURB	43.4.1	DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB	LS	4" LOAM AND SEED
7.3.3	GRANITE WHEELCHAIR RAMP TRANSITION CURB	43.5.0	CEMENT CONCRETE DRIVEWAYS		
7.3.4	GRANITE 2'-0" RADIUS CORNER	48.1.0	DETECTABLE WARNING SYSTEM		
7.3.5	GRANITE INLET STONE (FOR SQUARE CATCH BASIN)	51.1.0	TREE PROTECTION DEVICE		
7.3.6	GRANITE INLET STONE (FOR ROUND CATCH BASIN)	51.1.1	DRIP LINE TREE PROTECTION DEVICE FOR EXISTING TREES		
7.3.7	GRANITE APRON STONE (FOR SQUARE CATCH BASIN)	51.2.0	SHRUB PROTECTION DEVICE		
7.3.8	GRANITE APRON STONE (FOR ROUND CATCH BASIN)	51.3.0	TREE WELL		
7.4.0	GRANITE SLOPED FACE CURB	51.4.0	TREE WALL		
7.4.1	GRANITE SLOPED FACE TRANSITION CURB				

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

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

STANDARD PLAN SYMBOLS AND STANDARD LEGEND

CHECKED BY _____ DATE _____ SCALE NO SCALE

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	4	10

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 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 THE "DIG SAFE LAW" ENACTED BY R.I. LEGISLATURE BILL NO. 79S-291, WHICH BECAME EFFECTIVE JULY 1, 1979 AND 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
1	4/07	TRB
2	3/10	RBH
3	4/14	MLP

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

STANDARD NOTES 1

CHECKED BY _____ DATE _____ SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	5	10

LANDSCAPE NOTES:

1. ALL PLANT MATERIAL MUST BE TAGGED AT THE NURSERY IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
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 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 WITH SECTION M18 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.

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. THE TRAFFIC CONTROLLER SHALL BE ORIENTED SO THAT THE CABINET DOOR IS FACING THE SIDEWALK, UNLESS OTHERWISE STATED ON PLANS.
5. 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.
6. 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.
7. 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.
8. FINAL PLACEMENT OF SIGNAL HEADS, DETECTORS, STOP LINES AND CROSSWALKS TO BE DETERMINED BY THE ENGINEER IN THE FIELD DURING CONSTRUCTION ACCORDING TO OBSERVED INTERSECTION CHARACTERISTICS BY THE ENGINEER.
9. 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.
10. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
11. 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.
12. ACCESS TO PEDESTRIAN PUSHBUTTONS SHALL MEET ADA REQUIREMENTS. ALL PEDESTRIAN PUSHBUTTONS SHALL BE ADA COMPLIANT WITH A 2" DIAMETER PRESSURE ACTIVATED (NON-MOVING) BUTTON. SIGNS INSTALLED AT PROPOSED PEDESTRIAN PUSHBUTTONS SHALL BE MUTCD 2003 CODE R10-3B (LEFT OR RIGHT) AND SHALL BE INSTALLED SO THAT IT IS CLEARLY INDICATED WHICH CROSSING IS ASSIGNED TO EACH BUTTON.
13. ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
14. ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
15. TRAFFIC SIGNAL CONTROLLERS SHALL BE WIRED SO THAT ANY FIRE PRE-EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
16. 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. ROAD WORK AHEAD (W20-1) 36"x36" AND END ROAD WORK (G20-2) 36"x18" SIGNS SHALL BE MOUNTED AT ALL SIDE STREETS AND/OR RAMPS INTERSECTING THE ADVANCE WARNING AREAS, EVEN IF NOT SHOWN ON PLANS
11. 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.
12. THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANED OR NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT.

THIS PLAN SHALL NOT BE ALTERED

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	11/07	TRB
3	3/10	RBH

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

STANDARD NOTES 2

CHECKED BY _____ DATE _____ SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	6	10

GENERAL NOTES

1. CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF AND MODIFICATIONS TO THE STATE OF RHODE ISLAND STANDARD SPECIFICATIONS ACCOMPANYING THESE PLANS. IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS WITH GOVERN.
2. ANY EXISTING PROPERTY THAT WAS NOT PROPOSED TO BE MODIFIED THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO RIDOT.
3. ANY BRICK, PAVER, OR STAMPED CONCRETE/ASPHALT OR ROADWAY DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE BID PRICE FOR THE ASSOCIATED WORK ITEM CAUSING THE DAMAGE. ANY BRICK, PAVER, OR STAMPED CONCRETE SIDEWALKS OR ROADWAYS DAMAGED, OR TO THE RESTORED SHALL MATCH THE SAME MATERIALS THAT EXIST, INCLUDING THE CONCRETE BASE UNLESS OTHERWISE INDICATED ON THE PLANS.
4. ANY EXISTING WHEELCHAIR RAMPS DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPLACED WITH NEW ADA COMPLIANT WHEELCHAIR RAMPS AT NO ADDITIONAL COST.
5. ALL EXISTING RIGHT-OF-WAY (ROW) LINES AND PRIVATE PROPERTY LINES, WHERE SHOWN, ARE BASED ON DIGITIZED PLANS AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
6. THE COST OF ANY CURB REQUIRED TO INSTALL WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE NEW CURB.
7. DRIVEWAYS AND RESIDENTIAL WALKS SHALL BE MATCHED IN KIND AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONSTRUCTION METHODS, MATERIALS, MEASUREMENT AND PAYMENT SHALL BE THE SAME AS SIDEWALK CONSTRUCTION IN ACCORDANCE WITH THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2010 EDITION.
8. EXISTING SIDEWALK GRAVEL SUBBASE THAT IS CONSIDERED TO BE SUITABLE BY THE RESIDENT ENGINEER SHALL REMAIN IN PLACE AND BE USED AS SIDEWALK SUBBASE.
9. EXPANSION JOINT FILLER SHALL BE INSTALLED BETWEEN CONCRETE SIDEWALKS AND ANY FIXED SMOOTH STRUCTURE.
10. NO BLASTING SHALL BE ALLOWED ON THIS PROJECT.

PAVEMENT MARKINGS

1. ALL PERMANENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN.
2. THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION, AS AMENDED.

SIGNS

1. ALL NEW DIRECTIONAL, REGULATORY, WARNING, GUIDE SIGNS AND PARKING SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED, SIGN MOUNTINGS SHALL BE R.I. STD. 24.1.0 OR 24.6.0 AS APPROPRIATE.
2. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY RIDOT.
3. ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK.

ABBREVIATIONS

APPROX.	APPROXIMATE
CC	CEMENT CONCRETE
DW	DRIVEWAY
EXIST.	EXISTING
PROP.	PROPOSED
TYP.	TYPICAL
WCR	WHEELCHAIR RAMP

GENERAL LEGEND

- (RFH) RELOCATE FIRE HYDRANT
- (RRF) REMOVE AND RESET WOODEN FENCE
- (RRMB) REMOVE AND RESET MAIL BOX
- (CDT) CUT AND DISPOSE TREES
- (RDS) REMOVE AND DISPOSE SHRUBS
- (PTH) PROPOSED TREE (CRATAEGUS SPP. – HAWTHORNS)
- (WCR) 7.3.3 GRANITE WHEELCHAIR RAMP TRANSITION CURB
  7.3.9 GRANITE RAMP STONE STRAIGHT/CIRCULAR STANDARD
  48.1.0 DETECTABLE WARNING SYSTEM

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NO.	DATE	BY

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

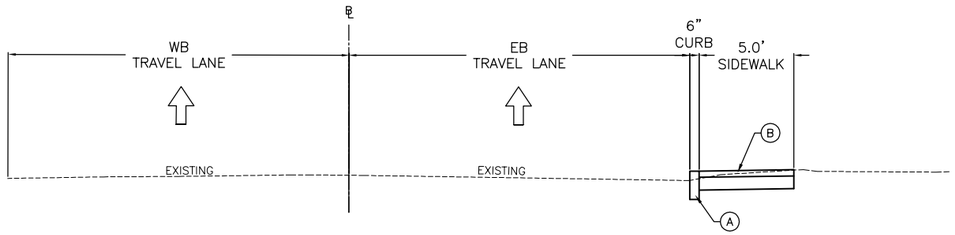
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

JOB SPECIFIC NOTES

CHECKED BY _____ DATE _____ SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	7	10

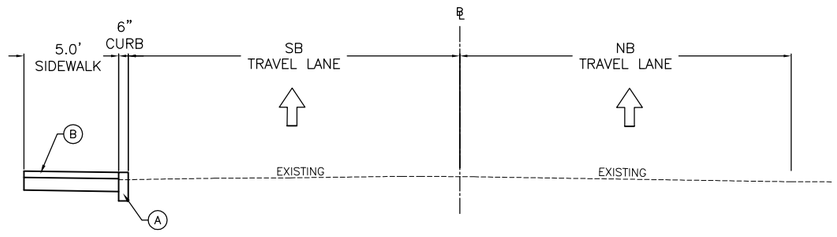


STATE STREET TYPICAL SECTION

LEGEND

(A) WESTERLY STD GRANITE CURB

(B) RI STD 43.1.0 CEMENT CONCRETE SIDEWALK



HOLLIS STREET TYPICAL SECTION

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

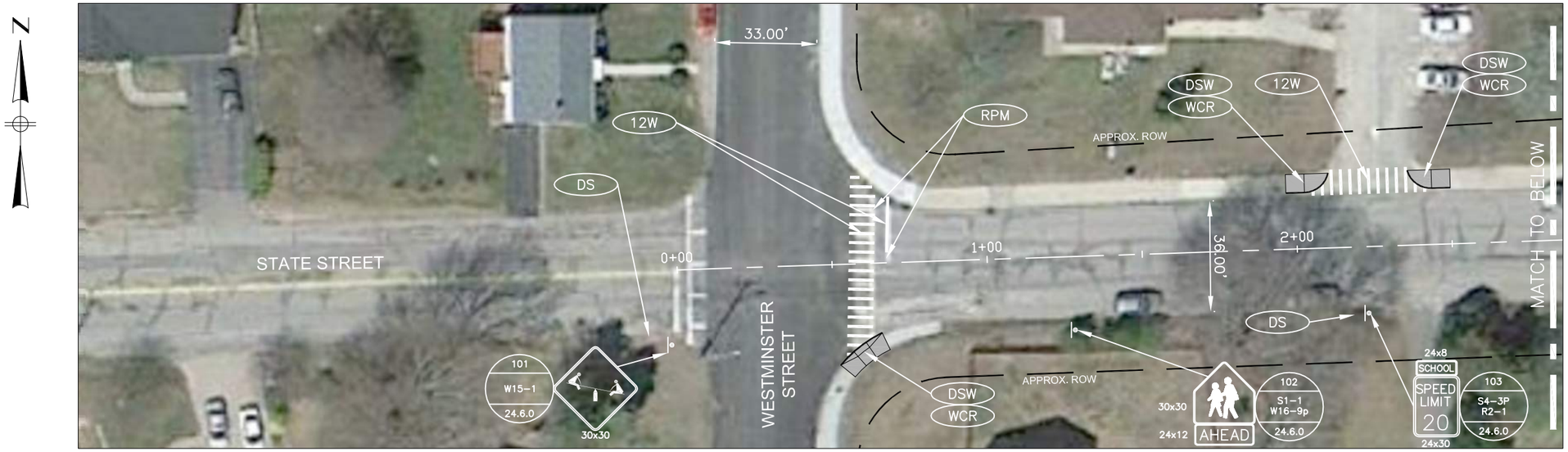
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

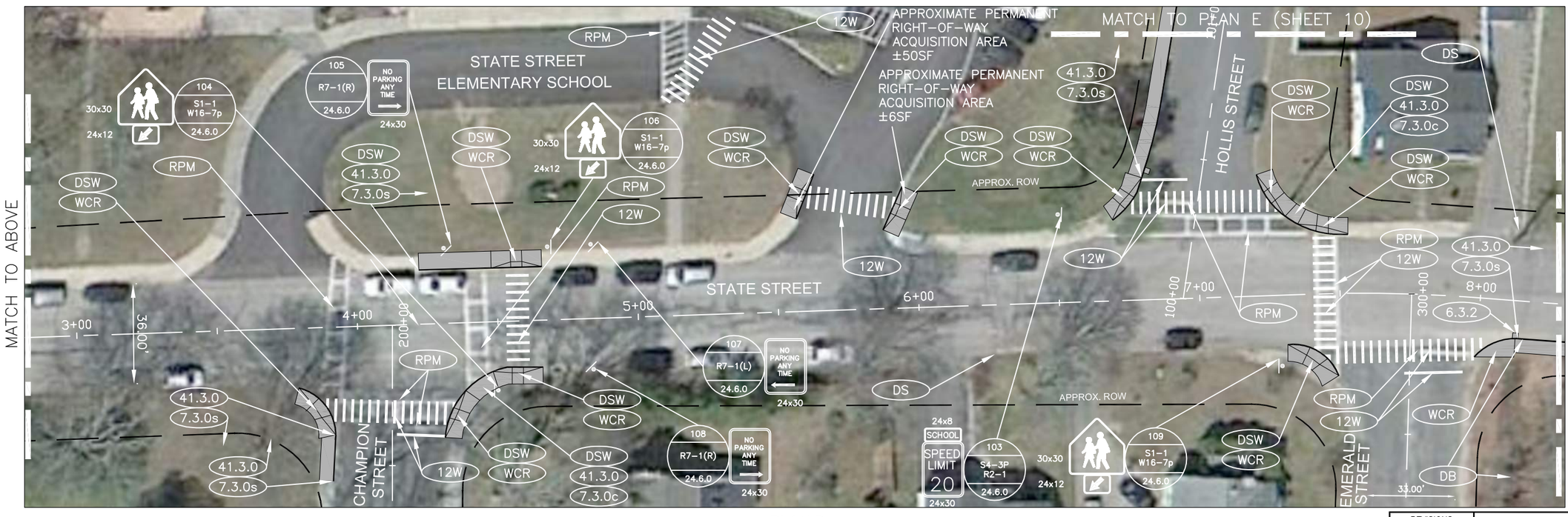
TYPICAL SECTIONS

CHECKED BY _____ DATE _____ SCALE _____

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	8	10



PLAN A



PLAN B

NOTES:

1. LOCATIONS OF FENCES, MAILBOXES AND OTHER APPURTENANCES REQUIRED TO BE REMOVED AND RESET ARE APPROXIMATE

2. LOCATIONS OF PROPOSED CATCH BASINS ARE APPROXIMATE.

1" = 20'
10 0 20

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

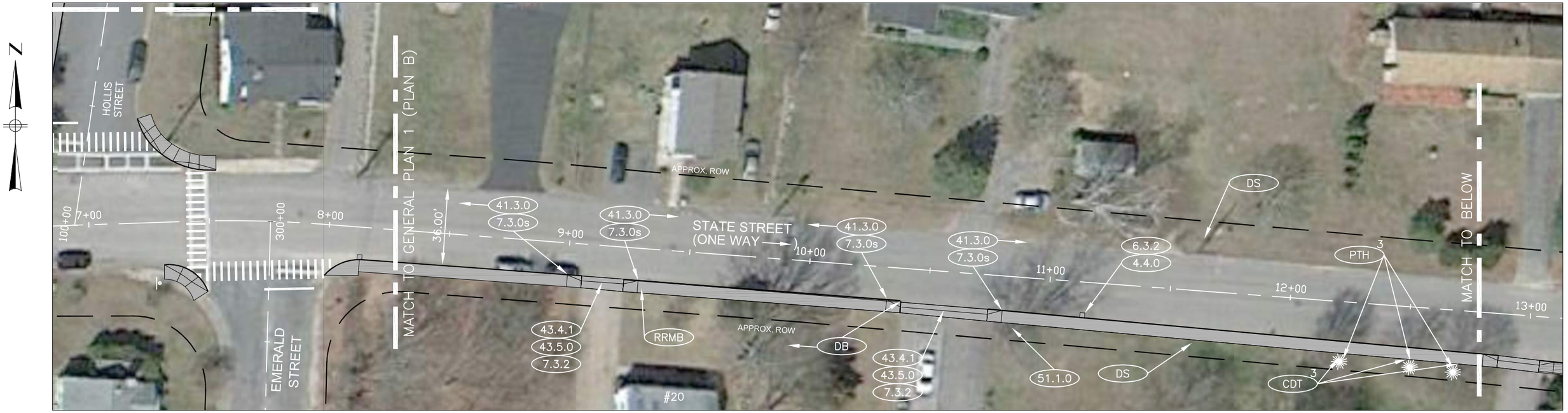
SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

GENERAL PLAN 1

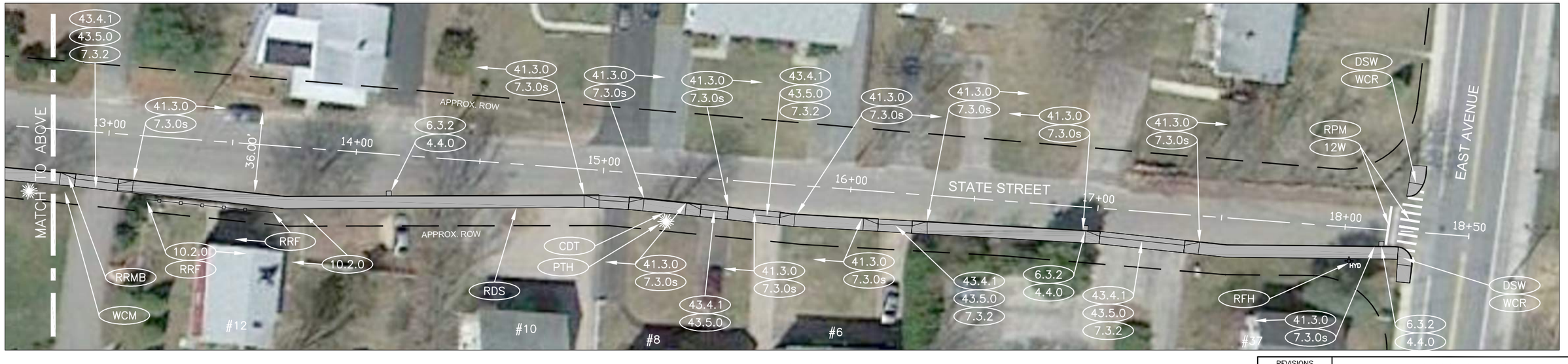
CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	9	10

MATCH TO GENERAL PLAN 3 (PLAN E)



PLAN C



PLAN D

NOTES:

1. LOCATIONS OF FENCES, MAILBOXES AND OTHER APPURTENANCES REQUIRED TO BE REMOVED AND RESET ARE APPROXIMATE.

2. LOCATIONS OF PROPOSED CATCH BASINS ARE APPROXIMATE.

1" = 20'
10 0 20

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

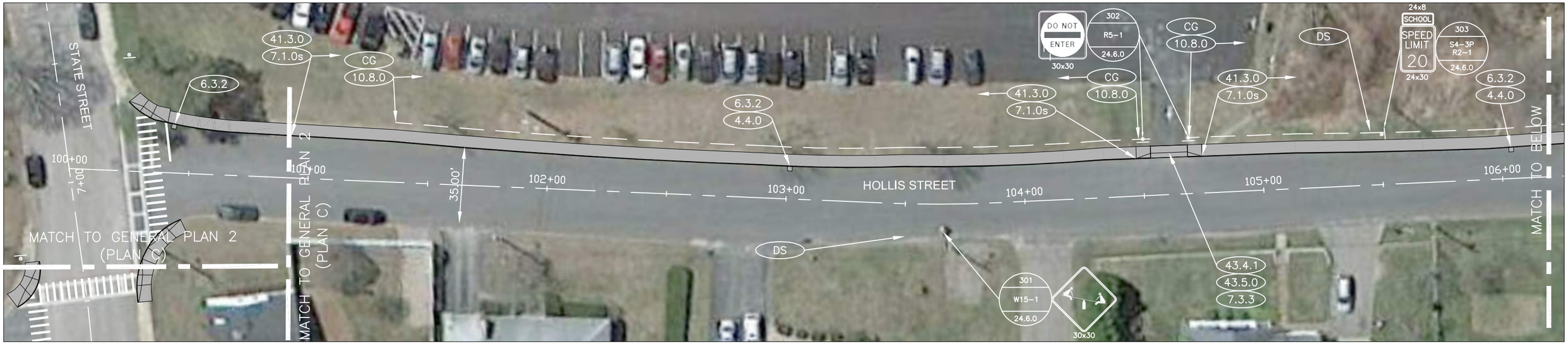
SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

GENERAL PLAN 2

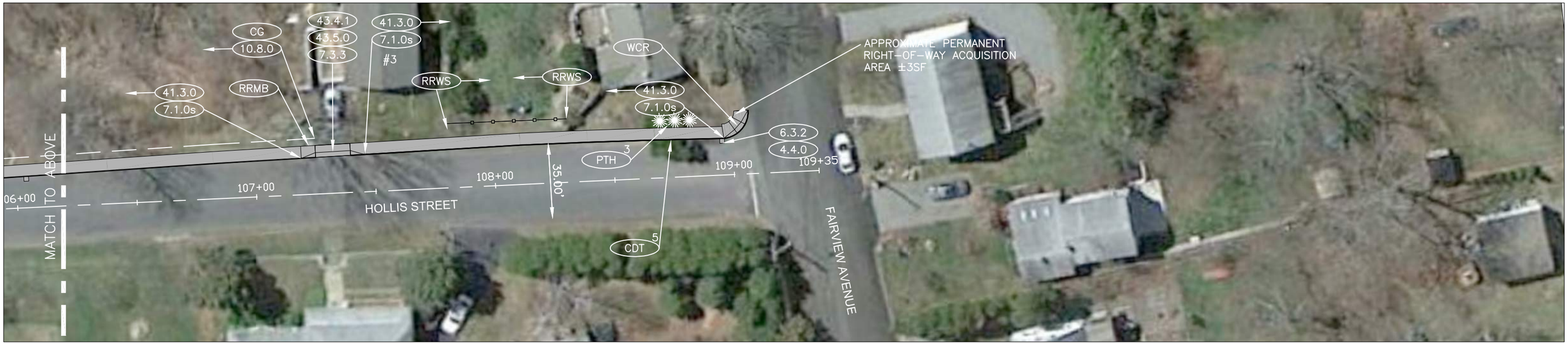
CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	10	10

N



PLAN E



PLAN F

NOTES:

1. LOCATIONS OF FENCES, MAILBOXES AND OTHER APPURTENANCES REQUIRED TO BE REMOVED AND RESET ARE APPROXIMATE.

2. LOCATIONS OF PROPOSED CATCH BASINS ARE APPROXIMATE.

1" = 20'
10 0 20

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
STATE STREET
ELEMENTARY SCHOOL
WESTERLY, RI

GENERAL PLAN 3

CHECKED BY _____ DATE _____ SCALE 1"=20'

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Safe Routes to School Infra. Imps. for Citizens & Pothier Elementary Schools, Woonsocket

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Citizens & Pothier Elementary Schools in Woonsocket in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, permitting, and potentially utility accommodations.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each Grantee listed in attached Table) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Citizens & Pothier Elementary Schools
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the Citizens & Pothier Elementary Schools are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the schools
- Increased numbers of students/parents will walk and/or bike to/from the schools, which, in areas around the schools, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$1,000	$0(complete)	~$76,100	~$311,900	~$388,000
				Total Cost	~$388,000
				Amount Requested through TIP Process	$204,775

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$183,225
Total	$183,225

Estimated date of construction 05/18 thru 11/18

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/7/16

Local Official Signature — Date 1/6/16

City Planner

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

APPENDIX F

CONCEPTUAL IMPROVEMENT PLANS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	1	10

INDEX

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

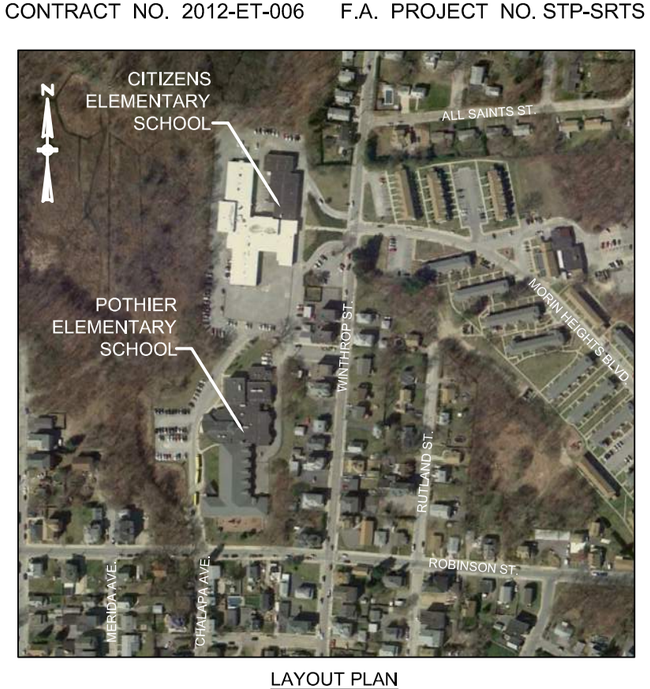
CONCEPTUAL IMPROVEMENT PLANS

SAFE ROUTES TO SCHOOL
CITIZENS ELEMENTARY SCHOOL &
POTHIER ELEMENTARY SCHOOL

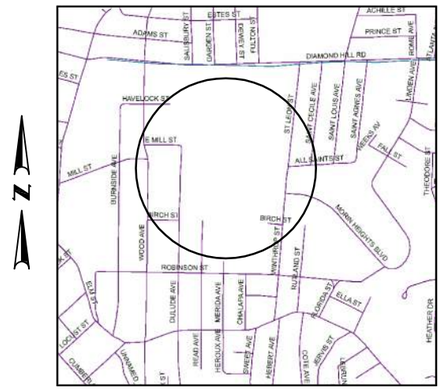
PROJECT LIMITS

CITY OF WOONSOCKET
PROVIDENCE COUNTY

R.I. CONTRACT NO. 2012-ET-006 F.A. PROJECT NO. STP-SRTS (001)



LAYOUT PLAN
1"=200'



LOCATION MAP
NTS

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013 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.

CDM Smith

Contract Number 2012-ET-006

Number of Sheet 1

Total Sheets 10

REVISED 10% SUBMISSION

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER — DATE

APPROVED

CHIEF ENGINEER — DATE

APPROVED

DIRECTOR — DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR — DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	2	10

	1	2	3
DRAWING TITLE:	SHEET NO.		
GENERAL PLANS	8	9	10

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
CITIZENS ELEMENTARY
& POTHIER ELEMENTARY
WOONSOCKET, RHODE ISLAND

KEY PLAN

CHECKED BY _____ DATE _____ SCALE 1" = 150'

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	3	10

EXISTING

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
MB	MAILBOX
NO.	UTILITY POLE
	POLE GUY
	LUMINARE
SIGN	SIGN
(SIZE)SD	SUBDRAIN
(SIZE)D	STORMDRAIN
(SIZE)S	SANITARY SEWER
(SIZE)W	WATER MAIN
(SIZE)G	GAS MAIN
(SIZE)T	TELEPHONE DUCT
(SIZE)E	ELECTRIC DUCT
	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
EXIST. S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
EXIST. S.F.L. PLAT NO. XX	STATE FREEWAY LINE
EXIST. P.E.B.	PERMANENT EASEMENT LINE
EXIST. T.E.B.	TEMPORARY EASEMENT LINE
P	PROPERTY LINE
CITY NAME / TOWN NAME	CITY OR TOWN LINE
PWW	PAVED WATERWAY
ELEV.	CONTOUR LINE
	OPEN DITCH
R.I.H.B.	R.I. HIGHWAY BOUND
S.B.	STONE BOUND
	RETAINING WALL
	FIELD STONE WALL
NO. / TYPE	BORINGS
	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
	FILL SLOPE
	ROCK CUT
00.00	SPOT GRADE
	AREA GRADED TO DRAIN
	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 CLEARING

NEW

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

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
CITIZENS ELEMENTARY
& POTHIER ELEMENTARY
WOONSOCKET, RI

STANDARD PLAN SYMBOLS AND STANDARD LEGEND

CHECKED BY _____ DATE _____ SCALE _____

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	4	10

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 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 THE "DIG SAFE LAW" ENACTED BY R.I. LEGISLATURE BILL NO. 79S-291, WHICH BECAME EFFECTIVE JULY 1, 1979 AND 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
1	4/07	TRB
2	3/10	RBH
3	4/14	MLP

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
CITIZENS ELEMENTARY
& POTHIER ELEMENTARY
WOONSOCKET, RI

STANDARD NOTES 1

CHECKED BY _____ DATE _____ SCALE _____

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	5	10

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

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

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	11/07	TRB
3	3/10	RBH

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
CITIZENS ELEMENTARY
& POTHIER ELEMENTARY
WOONSOCKET, RHODE ISLAND

STANDARD NOTES - 2

CHECKED BY _____ DATE _____ SCALE NO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	6	10

GENERAL NOTES

1. CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF AND MODIFICATIONS TO THE STATE OF RHODE ISLAND STANDARD SPECIFICATIONS ACCOMPANYING THESE PLANS. IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS WITH GOVERN.
2. ANY EXISTING PROPERTY THAT WAS NOT PROPOSED TO BE MODIFIED THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO RIDOT.
3. ANY BRICK, PAVER, OR STAMPED CONCRETE/ASPHALT OR ROADWAY DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE BID PRICE FOR THE ASSOCIATED WORK ITEM CAUSING THE DAMAGE. ANY BRICK, PAVER, OR STAMPED CONCRETE SIDEWALKS OR ROADWAYS DAMAGED, OR TO THE RESTORED SHALL MATCH THE SAME MATERIALS THAT EXIST, INCLUDING THE CONCRETE BASE UNLESS OTHERWISE INDICATED ON THE PLANS.
4. ANY EXISTING WHEELCHAIR RAMPS DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPLACED WITH NEW ADA COMPLIANT WHEELCHAIR RAMPS AT NO ADDITIONAL COST.
5. ALL EXISTING RIGHT-OF-WAY (ROW) LINES AND PRIVATE PROPERTY LINES, WHERE SHOWN, ARE BASED ON DIGITIZED PLANS AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
6. THE COST OF ANY CURB REQUIRED TO INSTALL WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE NEW CURB.
7. DRIVEWAYS AND RESIDENTIAL WALKS SHALL BE MATCHED IN KIND AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONSTRUCTION METHODS, MATERIALS, MEASUREMENT AND PAYMENT SHALL BE THE SAME AS SIDEWALK CONSTRUCTION IN ACCORDANCE WITH THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2010 EDITION.
8. EXISTING SIDEWALK GRAVEL SUBBASE THAT IS CONSIDERED TO BE SUITABLE BY THE RESIDENT ENGINEER SHALL REMAIN IN PLACE AND BE USED AS SIDEWALK SUBBASE.
9. EXPANSION JOINT FILLER SHALL BE INSTALLED BETWEEN CONCRETE SIDEWALKS AND ANY FIXED SMOOTH STRUCTURE.
10. NO BLASTING SHALL BE ALLOWED ON THIS PROJECT.

PAVEMENT MARKINGS

1. ALL PERMANENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN.
2. THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION, AS AMENDED.

SIGNS

1. ALL NEW DIRECTIONAL, REGULATORY, WARNING, GUIDE SIGNS AND PARKING SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED, SIGN MOUNTINGS SHALL BE R.I. STD. 24.1.0 OR 24.6.0 AS APPROPRIATE.
2. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY RIDOT.
3. ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK.

ABBREVIATIONS

APPROX.	APPROXIMATE
CC	CEMENT CONCRETE
DW	DRIVEWAY
EXIST.	EXISTING
PROP.	PROPOSED
TYP.	TYPICAL
WCR	WHEELCHAIR RAMP

GENERAL LEGEND

(RFH)		RELOCATE FIRE HYDRANT
(WCR)	7.3.3	GRANITE WHEELCHAIR RAMP TRANSITION CURB
	7.3.9	GRANITE RAMP STONE STRAIGHT/CIRCULAR STANDARD
	48.1.0	DETECTABLE WARNING SYSTEM

REVISIONS		
NO.	DATE	BY

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

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SAFE ROUTES TO SCHOOL
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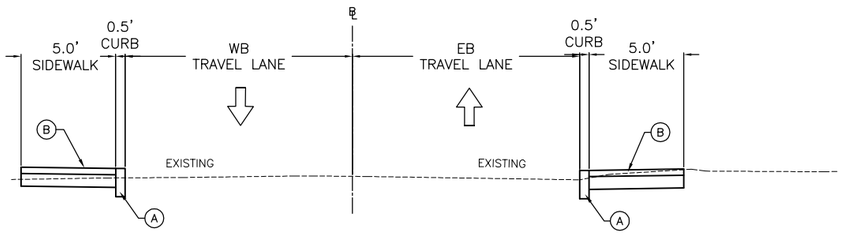
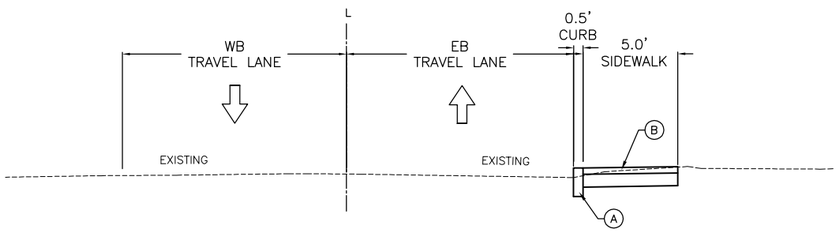
JOB SPECIFIC NOTES

CHECKED BY _____ DATE _____ SCALE _____

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2014	7	10



WINTHROP STREET TYPICAL SECTION



LOT AREA BETWEEN SCHOOLS TYPICAL SECTION

LEGEND

(A) RI STD 7.3.0 GRANITE CURB

(B) RI STD 43.1.0 CEMENT CONCRETE SIDEWALK

CDM Smith
260 West Exchange Street
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

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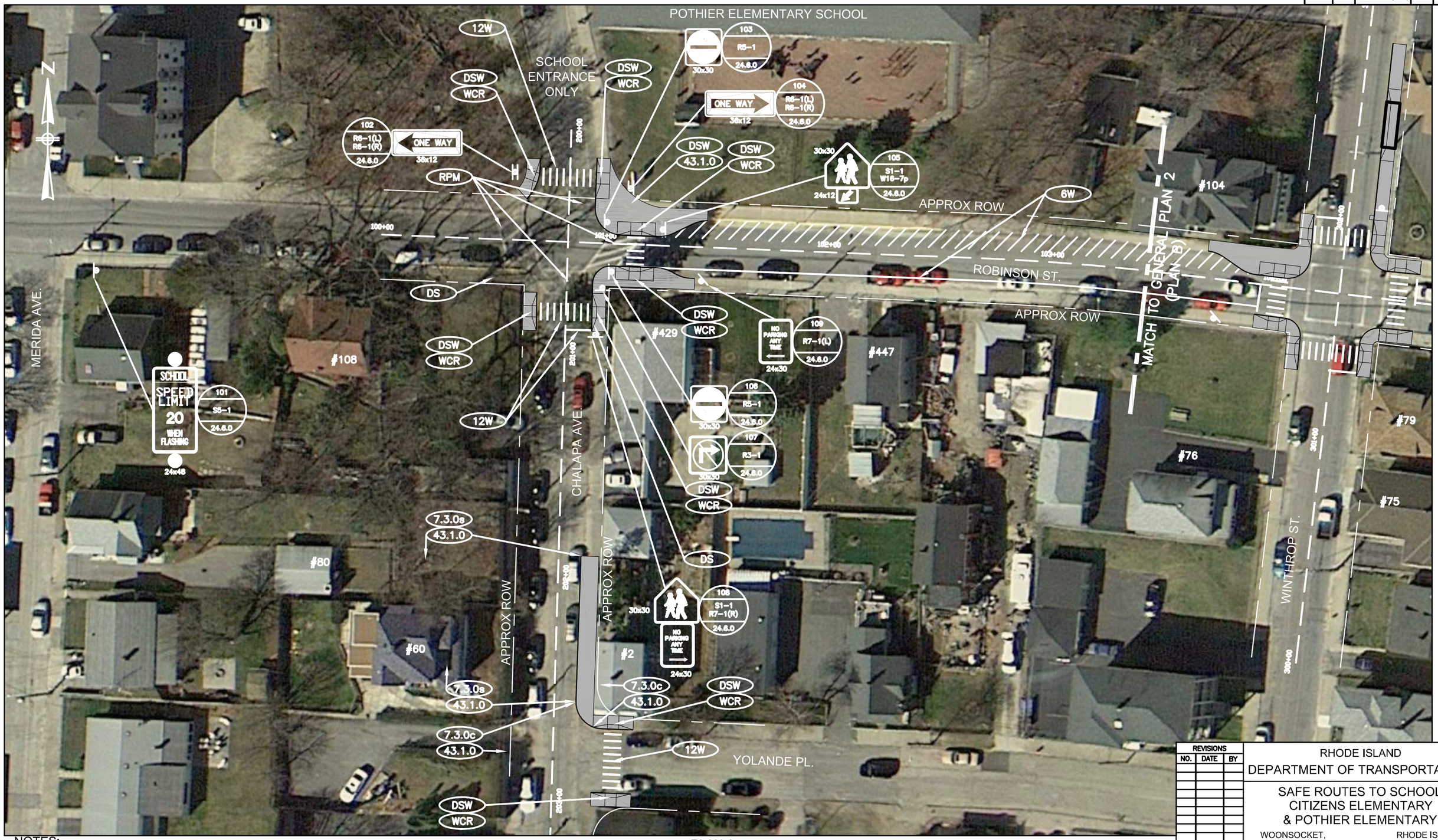
WOONSOCKET, RI

TYPICAL SECTIONS

CHECKED BY _____ DATE _____ SCALE 1" = 4'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	8	10



PLAN A

NOTES:

1. LOCATIONS OF FENCES, MAILBOXES AND OTHER APPURTENANCES REQUIRED TO BE REMOVED AND RESET ARE APPROXIMATE.
2. LOCATIONS OF PROPOSED CATCH BASINS ARE APPROXIMATE.

1" = 20'
10 0 20

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

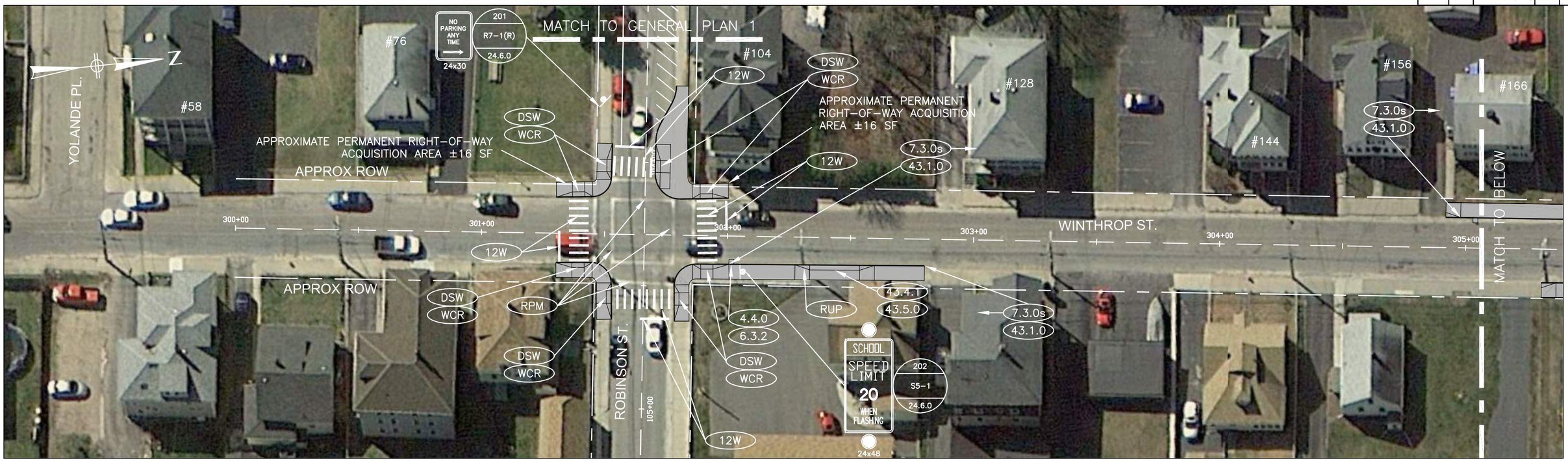
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
CITIZENS ELEMENTARY
& POTHIER ELEMENTARY
WOONSOCKET, RHODE ISLAND

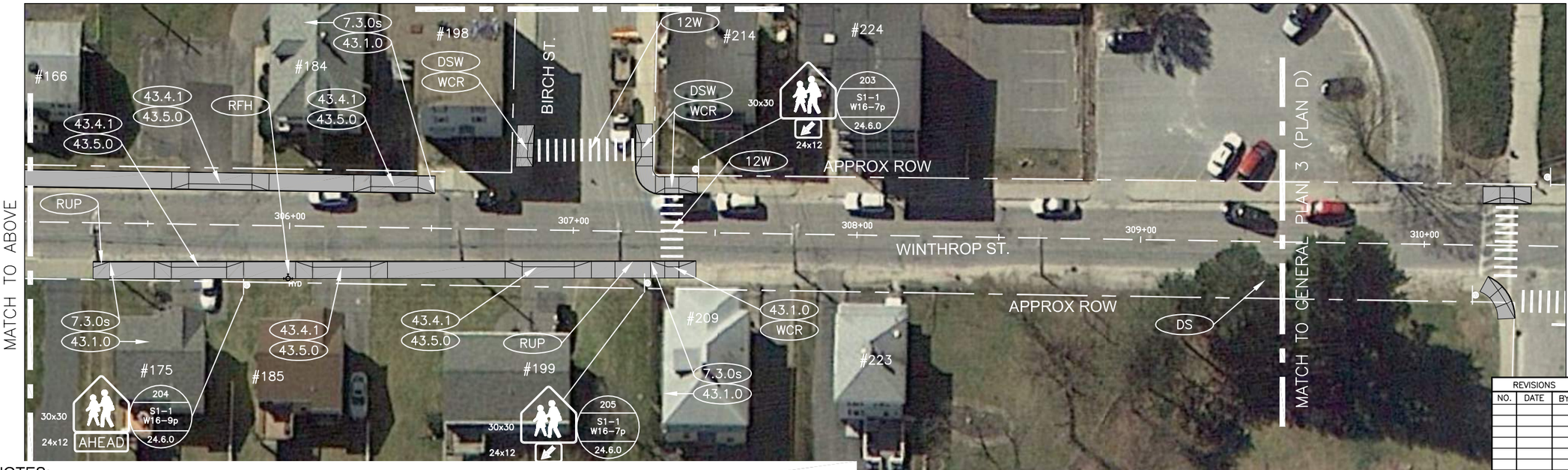
GENERAL PLAN 1

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	9	10



PLAN B



PLAN C

NOTES:

1. LOCATIONS OF FENCES, MAILBOXES AND OTHER APPURTENANCES REQUIRED TO BE REMOVED AND RESET ARE APPROXIMATE.

2. LOCATIONS OF PROPOSED CATCH BASINS ARE APPROXIMATE.

1" = 20'
10 0 20

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

REVISIONS		
NO.	DATE	BY

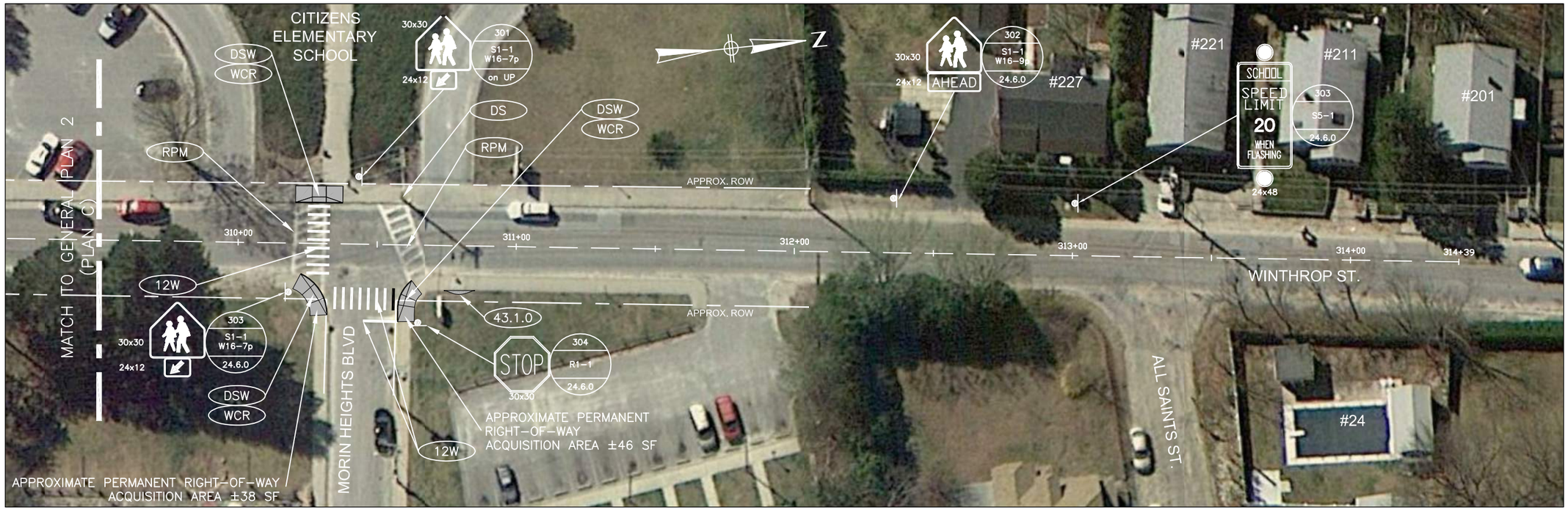
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
CITIZENS ELEMENTARY
& POTHIER ELEMENTARY
WOONSOCKET, RHODE ISLAND

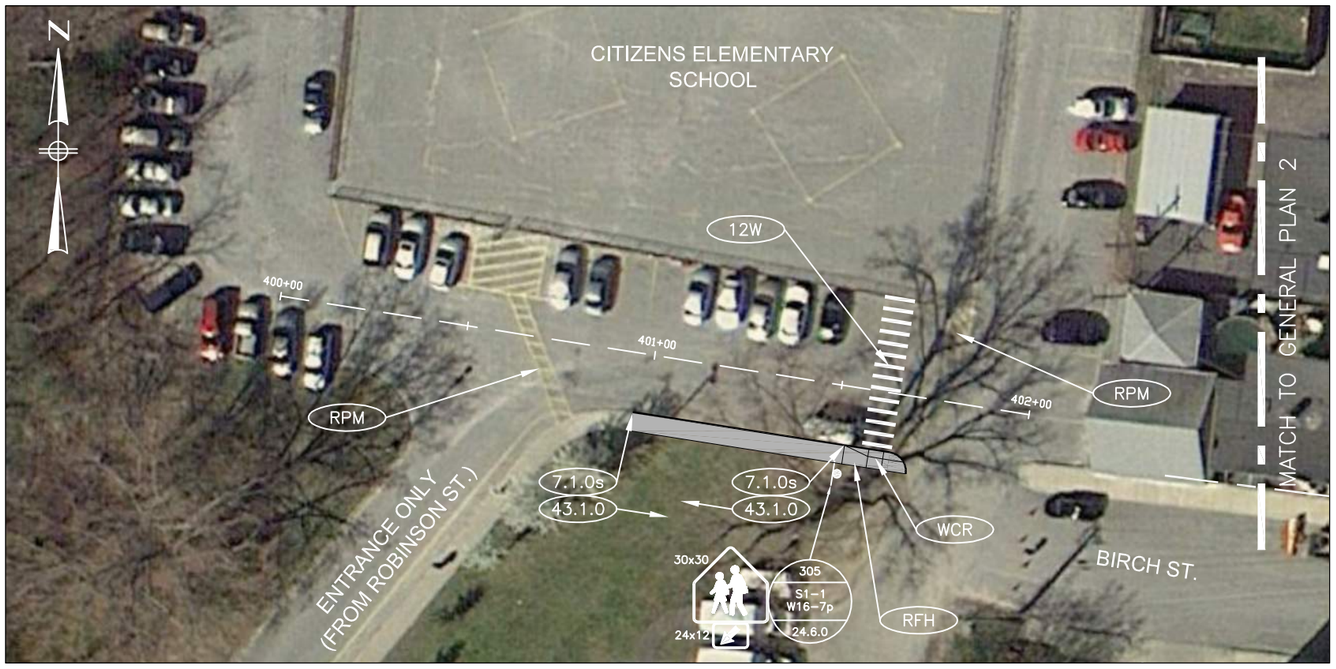
GENERAL PLAN 2

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	10	10



PLAN D



PLAN E

NOTES:

1. LOCATIONS OF FENCES, MAILBOXES AND OTHER APPURTENANCES REQUIRED TO BE REMOVED AND RESET ARE APPROXIMATE.

2. LOCATIONS OF PROPOSED CATCH BASINS ARE APPROXIMATE.

1" = 20'
10 0 20

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
CITIZENS ELEMENTARY
& POTHIER ELEMENTARY
WOONSOCKET, RHODE ISLAND

GENERAL PLAN 3

CHECKED BY _____ DATE _____ SCALE 1"=20'

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: Rhode Island Department of Transportation

Contact Person: Russell B. Holt, P.E. Title: Senior Civil Engineer

Mailling Address: 2 Capitol Hill, Room 245

City: Providence Zip Code: 02903

Phone: (401) 222-2694 x4046 Email: russell.holt@dot.ri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- ☑ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☑ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Safe Rts. to School Infra. Imps. for Hugh Cole Elem. & Kickemuit Middle Schools, Warren

Location by Street Name: See attached 10% Plans

Project Limits - From: See attached 10% Plans To: See attached 10% Plans

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project will complete the final design and implementation of the following infrastructure improvements in prioritized areas around the Hugh Cole Elementary and Kickemuit Middle Schools in Warren in order to improve safety on walking and bicycling routes to and from the school:

- Sidewalk repairs and/or installations
- Curb ramp repairs and/or installations
- Traffic control sign and marking improvements
- Bike/Pedestrian shared-use path installation (extension)
- Bike/Pedestrian bridge installation over the Kickemuit River

The completion of the above will require supplemental actions for compliance with applicable laws, rules, and regulations, including but not limited to ROW acquisitions and/or easements, drainage improvements, permitting, and potentially utility accommodations.

PROJECT INFORMATION

Describe need for proposed project:

BACKGROUND:
In 2010 the RI Statewide Planning Program (RISPP) awarded Safe Routes to School (SRTS) Grants for infrastructure improvements to several Grantees across the State, backed by the availability of a dedicated Federal SRTS funding source/program for this purpose. Local officials had submitted Applications for the Grants, and a selection committee including representatives from RIDOT & other state and local offices advised the RISPP on which should be awarded. After announcement/award of the Grants, 10 Grantees, covering 13 schools in 8 municipalities, accepted the State's offer to design and build the infrastructure improvements on their behalf. Since then, RIDOT has completed the designs to the conceptual (10%) stage, and in doing so has determined that the originally-approved design and construction funds will not be sufficient to complete these projects (see attached Table for summary). In 2014 the dedicated Federal SRTS program was eliminated, meaning no future dedicated Federal SRTS funds are expected to be made available going forward.

NEED FOR THIS PROJECT:
This Application and 9 others (1 for each Grantee listed in attached Table) are being submitted because the remaining funding available from the RI SRTS program (~$2.9M as of 12/29/15) is not sufficient to complete the design and construction of all of the above infrastructure improvements (estimated to be ~ $7.1M). This project is needed in order to:

- Allow the State to honor its previous commitment to design and build the SRTS infrastructure improvements for the Hugh Cole Elementary and Kickemuit Middle Schools
- Ensure that such improvements meet with the State's & FHWA's goals of the SRTS Program (identified on the attached "Evaluation Criteria Attachment")

Describe anticipated municipal or state transportation network or economic development benefits:

The following benefits to the transportation networks serving the Hugh Cole Elementary and Kickemuit Middle Schools are anticipated when the improvements are implemented:

- Existing barriers to disabled travelers will be eliminated along prioritized routes to/from the schools
- Increased numbers of students/parents will walk and/or bike to/from the schools, which, in areas around the schools, will:
  - (Short & Long Term) Reduce safety conflicts between walkers/bicyclists and vehicular traffic
  - (Short & Long Term) Reduce vehicular traffic congestion (and emissions/air pollution)
  - (Short & Long Term) Encourage and facilitate a culture that embraces a healthy/active lifestyle from an early age, reducing the trend of increased obesity among the young and old alike

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☑ Yes ☐ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	~$1,000	$0(complete)	~$500,000	~$1,183,100	~$1,683,100
				Total Cost	~$1,683,100
				Amount Requested through TIP Process	$1,351,100

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Dedicated SRTS Infrastructure Grant Funds (previously awarded to Grantee)	$332,000
Total	$332,000

Estimated date of construction 07/19 thru 11/20

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 12/29/15

Chief Executive Officer's Signature — Date 1/5/16

John M Mussed — Date 1/5/16

Local Official Signature

Director of Public Works

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

APPENDIX E

CONCEPTUAL IMPROVEMENT PLANS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	1	11

INDEX

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

CONCEPTUAL IMPROVEMENT PLANS

SAFE ROUTES TO SCHOOL
HUGH COLE ELEMENTARY SCHOOL &
KICKEMUIT MIDDLE SCHOOL

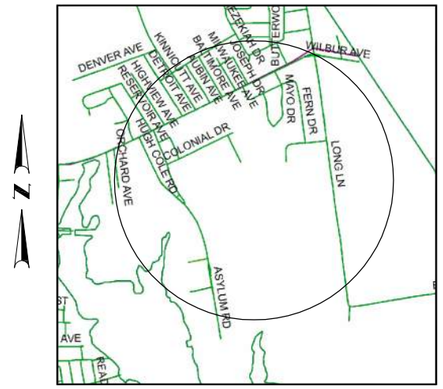
PROJECT LIMITS

TOWN OF WARREN

BRISTOL COUNTY

R.I. CONTRACT NO. 2012-ET-006 F.A. PROJECT NO. STP-SRTS(001)

LAYOUT PLAN
NTS



LOCATION MAP
NTS

HURRICANE EVACUATION ROUTE

THIS PROJECT IS LOCATED ON A HURRICANE EVACUATION AND DIVERSIONARY ROUTE. THE CONTRACTOR SHALL REFER TO THE STANDARD NOTES - 1, GENERAL NOTE 18 FOR SPECIAL REQUIREMENTS.

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AMENDED AUGUST 2013 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.

CDM Smith

Contract Number 2012-ET-006

Number of Sheet 1

Total Sheets 11

REVISED 10% SUBMISSION

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER DATE

APPROVED

CHIEF ENGINEER DATE

APPROVED

DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	2	11

	1	2	3	4
DRAWING TITLE:	SHEET NO.			
GENERAL PLANS	8	9	10	11

1" = 100'
50 0 100

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
HUGH COLE ELEMENTARY SCHOOL
& KICKEMUIT MIDDLE SCHOOL
WARREN, RHODE ISLAND

KEY PLAN

CHECKED BY _____ DATE _____ SCALE 1" = 100'

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	3	11

EXISTING

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
MB	MAILBOX
NO.	UTILITY POLE
	POLE GUY
	LUMINARE
SIGN	SIGN
(SIZE)SD	SUBDRAIN
(SIZE)D	STORMDRAIN
(SIZE)S	SANITARY SEWER
(SIZE)W	WATER MAIN
(SIZE)G	GAS MAIN
(SIZE)T	TELEPHONE DUCT
(SIZE)E	ELECTRIC DUCT
	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
EXIST. S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
EXIST. S.F.L. PLAT NO. XX	STATE FREEWAY LINE
EXIST. P.E.B.	PERMANENT EASEMENT LINE
EXIST. T.E.B.	TEMPORARY EASEMENT LINE
P	PROPERTY LINE
CITY NAME / TOWN NAME	CITY OR TOWN LINE
PWW	PAVED WATERWAY
ELEV.	CONTOUR LINE
	OPEN DITCH
R.I.H.B.	R.I. HIGHWAY BOUND
S.B.	STONE BOUND
	RETAINING WALL
	FIELD STONE WALL
NO.	BORINGS
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
	FILL SLOPE
	ROCK CUT
00x00	SPOT GRADE
	AREA GRADED TO DRAIN
	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 CLEARING

NEW

	EDGE OF PAVEMENT
	BERM
	CURB
	GUARDRAIL
	MAILBOX
NO.	UTILITY POLE
GUY	POLE GUY
	LUMINARE
	SIGN
N(SIZE)SD	SUBDRAIN
(Length → Size)	STORMDRAIN
(Length → Size)	SANITARY SEWER
N(SIZE)W	WATER MAIN
N(SIZE)G	GAS MAIN
N-#(SIZE)T	TELEPHONE DUCT
N-#(SIZE)E	ELECTRIC DUCT
	PLUG AND CAP PIPE
	ABANDONED UTILITY
	FLARED END SECTION
	HEADWALL
	WATER OR GAS GATE
	CATCH BASIN
	MANHOLE
	HYDRANT
1+00	BASELINE OR CENTERLINE
NEW S.H.L. PLAT NO. XX	STATE HIGHWAY LINE
NEW S.F.L. PLAT NO. XX	STATE FREEWAY LINE
NEW P.E.B.	PERMANENT EASEMENT LINE
NEW T.E.B.	TEMPORARY EASEMENT LINE
	PROPERTY LINE
	CITY OR TOWN LINE
ELEV.	PAVED WATERWAY
	CONTOUR LINE
	OPEN DITCH
	R.I. HIGHWAY BOUND
	STONE BOUND
	RETAINING WALL
NO.	FIELD STONE WALL
	BORINGS
	FENCE
	WOOD OR BRUSH LINE
	TREES
	RIVER OR STREAM
	WETLAND AREA
	BUILDING
	FOUNDATION
	BUILDING TO BE REMOVED
	RAILROAD TRACKS
	CUT AND MATCH
	RIP-RAP
ROADWAY / TOP OF SLOPE	CUT SLOPE
ROADWAY / TOE OF SLOPE	FILL SLOPE
ROCK SHELF / ROCK / CUT	ROCK CUT
00.00	SPOT GRADE
ELEV.	AREA GRADED TO DRAIN
	BALED HAY RI STD 9.1.0
	BALED HAY & SILT FENCE RI STD. 9.3.0
	EDGE OF WETLAND
	WETLAND PERIMETER
	AREA SUBJECT TO STORM FLOW
	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/0 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

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
HUGH COLE ELEMENTARY SCHOOL
& KICKEMUIT MIDDLE SCHOOL
WARREN, RHODE ISLAND

STANDARD PLAN SYMBOLS & STANDARD LEGEND

CHECKED BY _____ DATE _____ SCALE NO SCALE

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	4	11

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 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 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.

    ANY VEGETATIVE CLEARING SHALL BE LIMITED TO BRUSH AND TREES LESS THAN 3" DIAMETER.

    NO HEAVY EQUIPMENT MAY ENCROACH UPON VEGETATED PERIMETER OR RIVERBANK WETLANDS AS WELL AS BIOLOGICAL WETLANDS.

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
1	4/07	TRB
2	3/10	RBH
3	4/14	MLP

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
HUGH COLE ELEMENTARY SCHOOL
& KICKEMUIT MIDDLE SCHOOL
WARREN, RHODE ISLAND

STANDARD NOTES - 1

CHECKED BY _____ DATE _____ SCALE NO SCALE

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	5	11

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

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

REVISIONS		
NO.	DATE	BY
1	4/07	TRB
2	11/07	TRB
3	3/10	RBH

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
HUGH COLE ELEMENTARY SCHOOL
& KICKEMUIT MIDDLE SCHOOL
WARREN, RHODE ISLAND

STANDARD NOTES - 2

CHECKED BY _____ DATE _____ SCALE NO SCALE

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	6	11

GENERAL NOTES

1. CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF AND MODIFICATIONS TO THE STATE OF RHODE ISLAND STANDARD SPECIFICATIONS ACCOMPANYING THESE PLANS. IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS WITH GOVERN.
2. ANY EXISTING PROPERTY THAT WAS NOT PROPOSED TO BE MODIFIED THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO RIDOT.
3. ANY BRICK, PAVER, OR STAMPED CONCRETE/ASPHALT OR ROADWAY DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE PRICE BID FOR THE ASSOCIATED WORK ITEM CAUSING THE DAMAGE. ANY BRICK, PAVER, OR STAMPED CONCRETE SIDEWALKS OR ROADWAYS DAMAGED, OR TO THE RESTORED SHALL MATCH THE SAME MATERIALS THAT EXIST, INCLUDING THE CONCRETE BASE UNLESS OTHERWISE INDICATED ON THE PLANS.
4. ANY EXISTING WHEELCHAIR RAMPS DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPLACED WITH NEW ADA COMPLIANT WHEELCHAIR RAMPS AT NO ADDITIONAL COST.
5. THE COST OF ANY CURB REQUIRED TO INSTALL NEW CURB WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE NEW CURB.
6. DRIVEWAYS AND RESIDENTAIL WALKS SHALL BE MATCHED IN KIND AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONSTRUCTION METHODS, MATERIALS, MEASUREMENT AND PAYMENT SHALL BE THE SAME AS SIDEWALK CONSTRUCTION IN ACCORDANCE WITH THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2010 EDITION.
7. EXISTING SIDEWALK GRAVEL SUBBASE THAT IS CONSIDERED TO BE SUITABLE BY THE RESIDENT ENGINEER SHALL REMAIN IN PLACE AND BE USED AS SIDEWALK SUBBASE.
8. EXPANSION JOINT FILLER SHALL BE INSTALLED BETWEEN CONCRETE SIDEWALKS AND ANY FIXED SMOOTH STRUCTURE
9. NO BLASTING SHALL BE ALLOWED ON THIS PROJECT.

PAVEMENT MARKINGS

1. ALL PERMANENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN.
2. THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION, AS AMENDED.

SIGNS

1. ALL NEW DIRECTIONAL, REGULATORY, WARNING, GUIDE SIGNS AND PARKING SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED, SIGN MOUNTINGS SHALL BE R.I. STD. 24.1.0 OR 24.6.0 AS APPROPRIATE.
2. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY RIDOT.
3. ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK.

ABBREVIATIONS

APPROX.	APPROXIMATE
CC	CEMENT CONCRETE
DW	DRIVEWAY
EXIST.	EXISTING
PROP.	PROPOSED
TYP.	TYPICAL
WCR	WHEELCHAIR RAMP

(MDL)		MOTION DETECTOR LIGHTS
(WCR)	7.1.0	CEMENT CONCRETE CURB PRECAST STRAIGHT STANDARD
	7.1.1	CEMENT CONCRETE CURB PRECAST CIRCULAR STANDARD
	7.1.9	PRECAST CONCRETE RAMP STONE 12" STRAIGHT/CIRCULAR
	48.1.0	DETECTABLE WARNING SYSTEM

REVISIONS		
NO.	DATE	BY

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

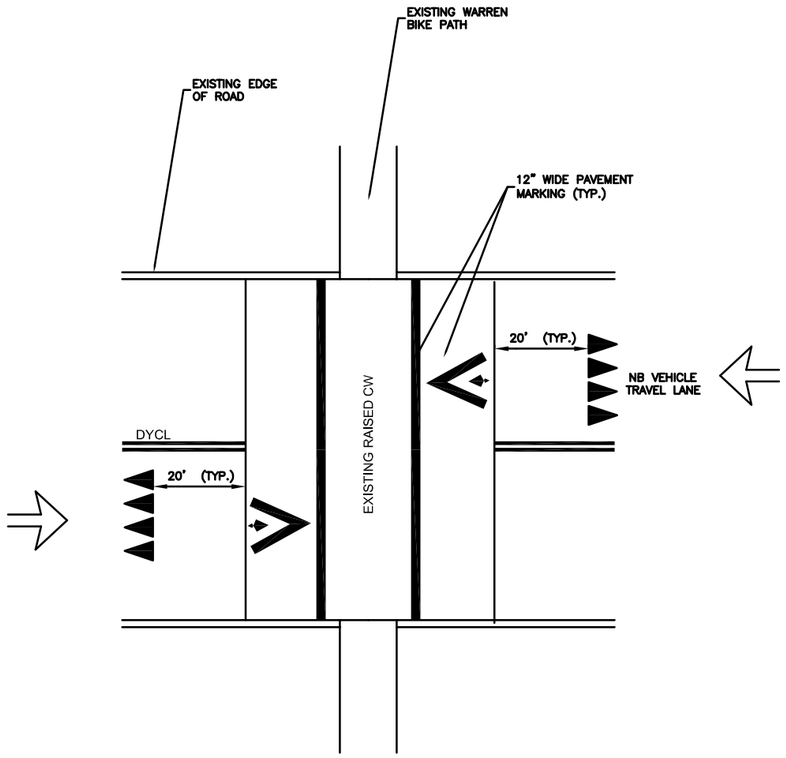
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAFE ROUTES TO SCHOOL
HUGH COLE ELEMENTARY SCHOOL
& KICKEMUIT MIDDLE SCHOOL
WARREN, RHODE ISLAND

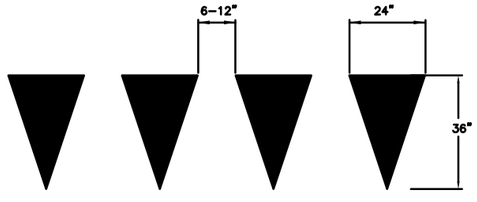
JOB SPECIFIC NOTES

CHECKED BY _____ DATE _____ SCALE NTS

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	7	11

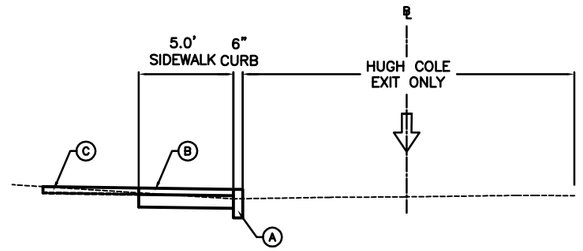


PLAN VIEW



NOTES:
1. THE DIMENSIONS BETWEEN THE BASES OF INDIVIDUAL YIELD LINE TRIANGLES SHALL BE IDENTICAL ACROSS THE ENTIRE WIDTH OF THE TRAVEL LANE (B).

PROPOSED STRIPING FOR EXISTING RAISED CROSSWALK ACROSS ASYLUM ROAD



PROPOSED SIDEWALK TYPICAL SECTION

LEGEND

- (A) RI STD 7.3.0 GRANITE CURB
- (B) RI STD 43.1.0 CEMENT CONCRETE SIDEWALK
- (C) LOAM AND SEED

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TYPICAL SECTIONS & DETAILS

CDM Smith
260 West Exchange Street, Suite 300
Providence, RI 02903
Tel: (401) 751-5360

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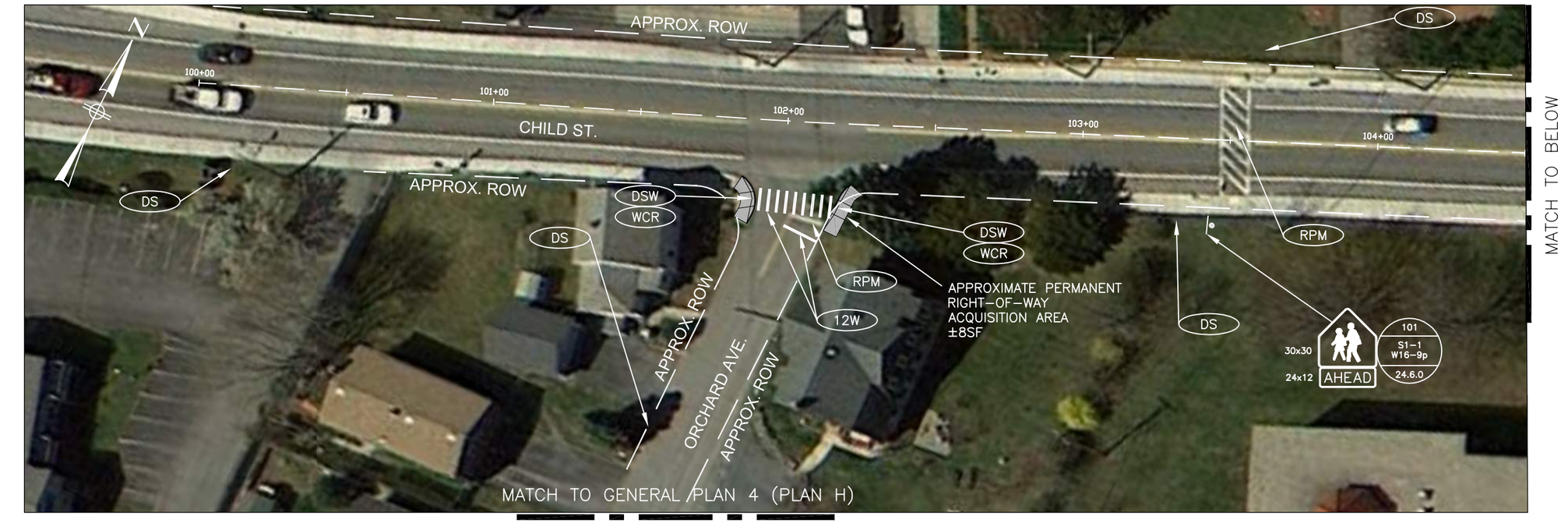
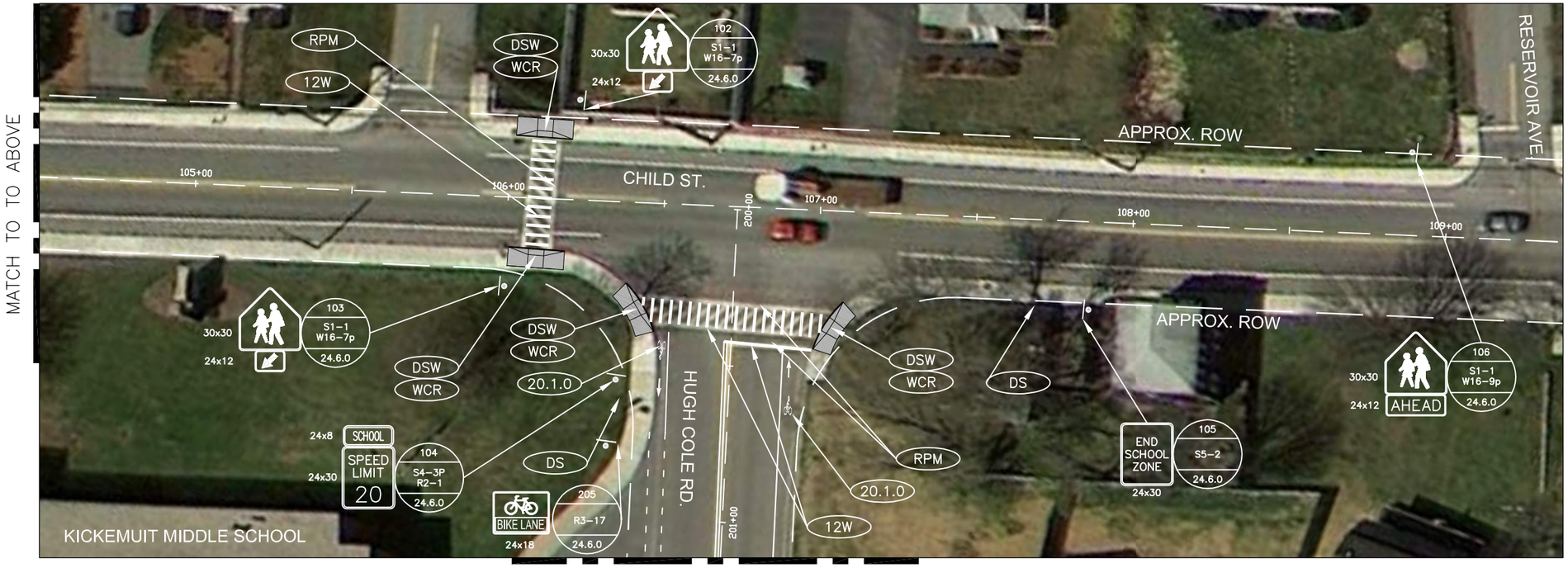
	RI	STP-SRTS(001)	2015	8	11



PLAN A



PLAN B

1" = 20'
10 0 20

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Providence, RI 02903
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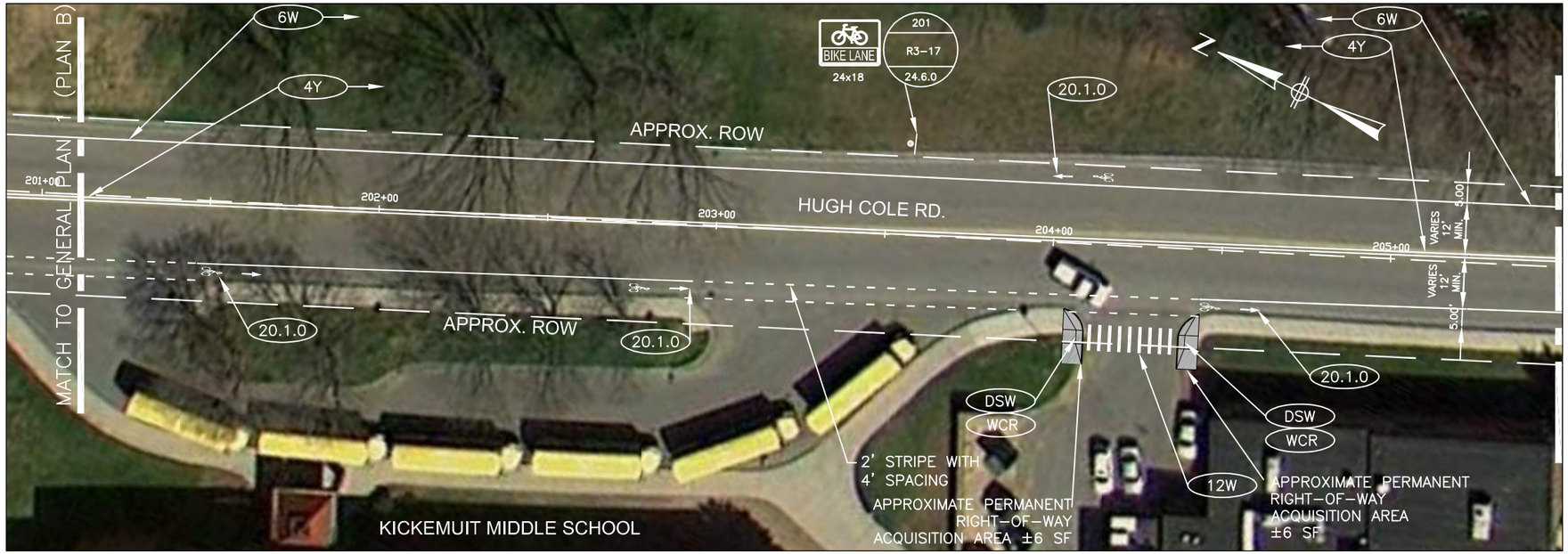
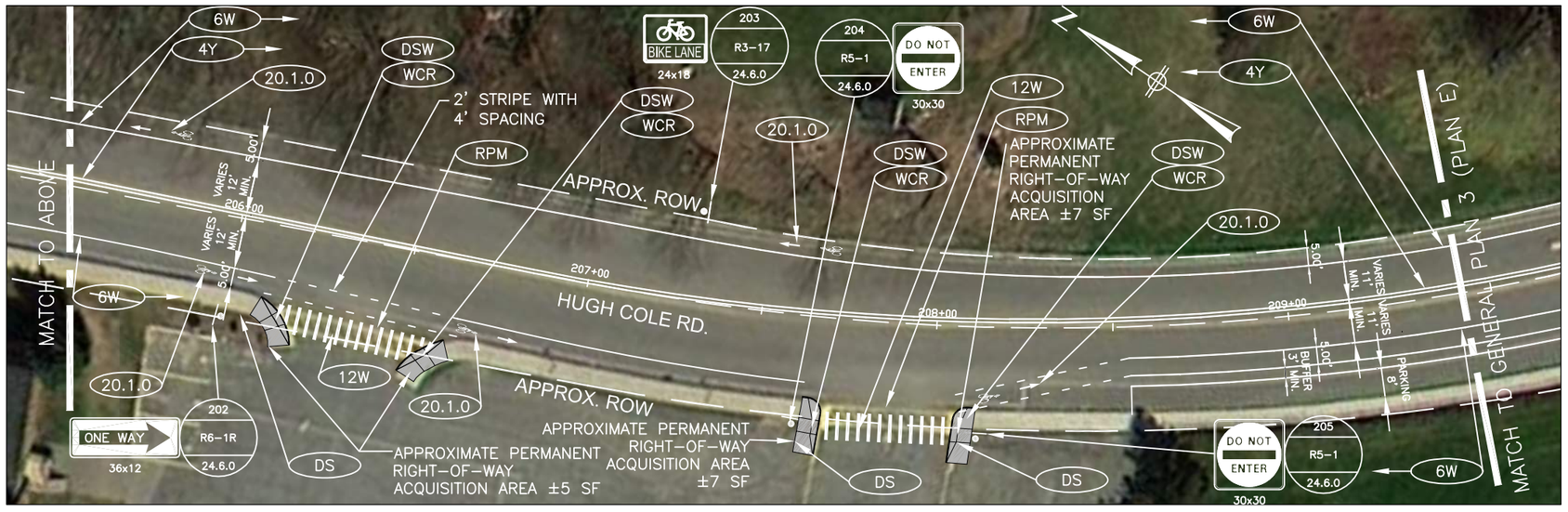
GENERAL PLAN 1

CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	9	11



PLAN C



PLAN D

1" = 20'
10 0 20

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Providence, RI 02903
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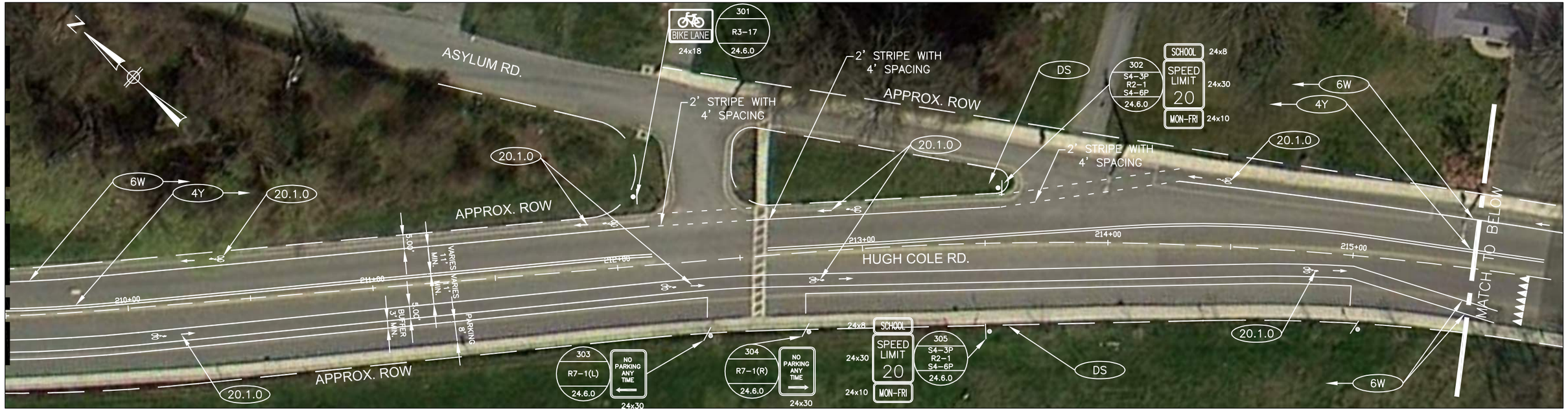
GENERAL PLAN 2

CHECKED BY _____ DATE _____ SCALE 1"=20'

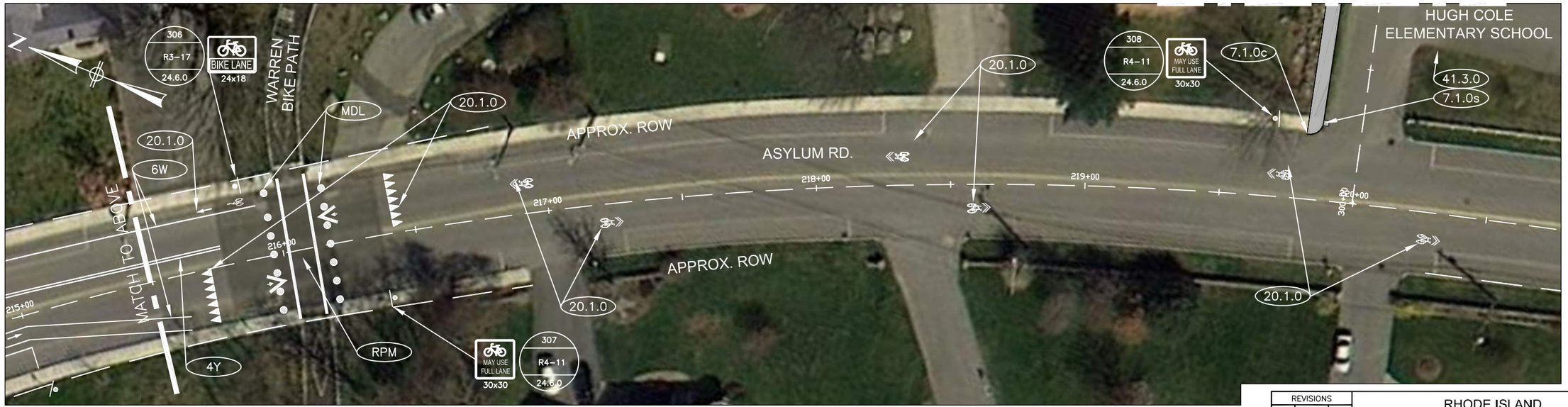
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	10	11

MATCH TO GENERAL PLAN 2 (PLAN D)



PLAN E

MATCH TO GENERAL PLAN 4 (PLAN G)



PLAN F

REVISIONS		
NO.	DATE	BY

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GENERAL PLAN 3

1" = 20'
10 0 20

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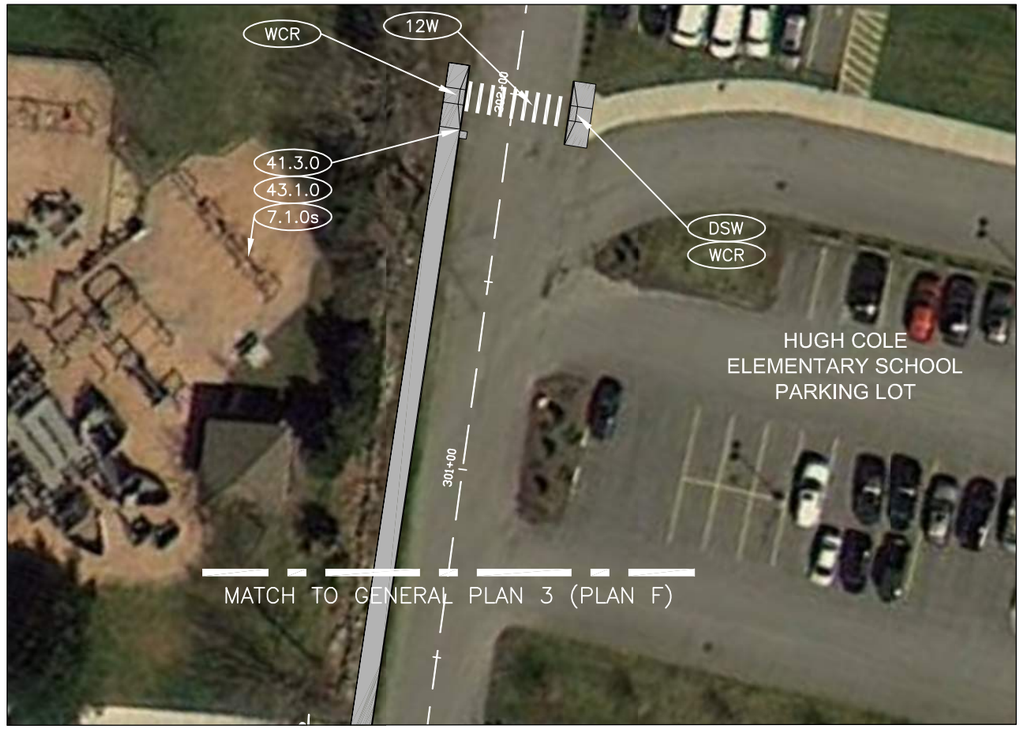
CHECKED BY _____ DATE _____ SCALE 1"=20'

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	STP-SRTS(001)	2015	11	11



PLAN G

NOTES:

1. LOCATIONS OF FENCES, MAILBOXES AND OTHER APPURTENANCES REQUIRED TO BE REMOVED AND RESET ARE APPROXIMATE

2. LOCATIONS OF PROPOSED CATCH BASINS ARE APPROXIMATE.

PLAN H

1" = 20'
10 0 20

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260 West Exchange Street, Suite 300
Providence, RI 02903
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NO.	DATE	BY

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GENERAL PLAN 4

CHECKED BY _____ DATE _____ SCALE 1"=20'