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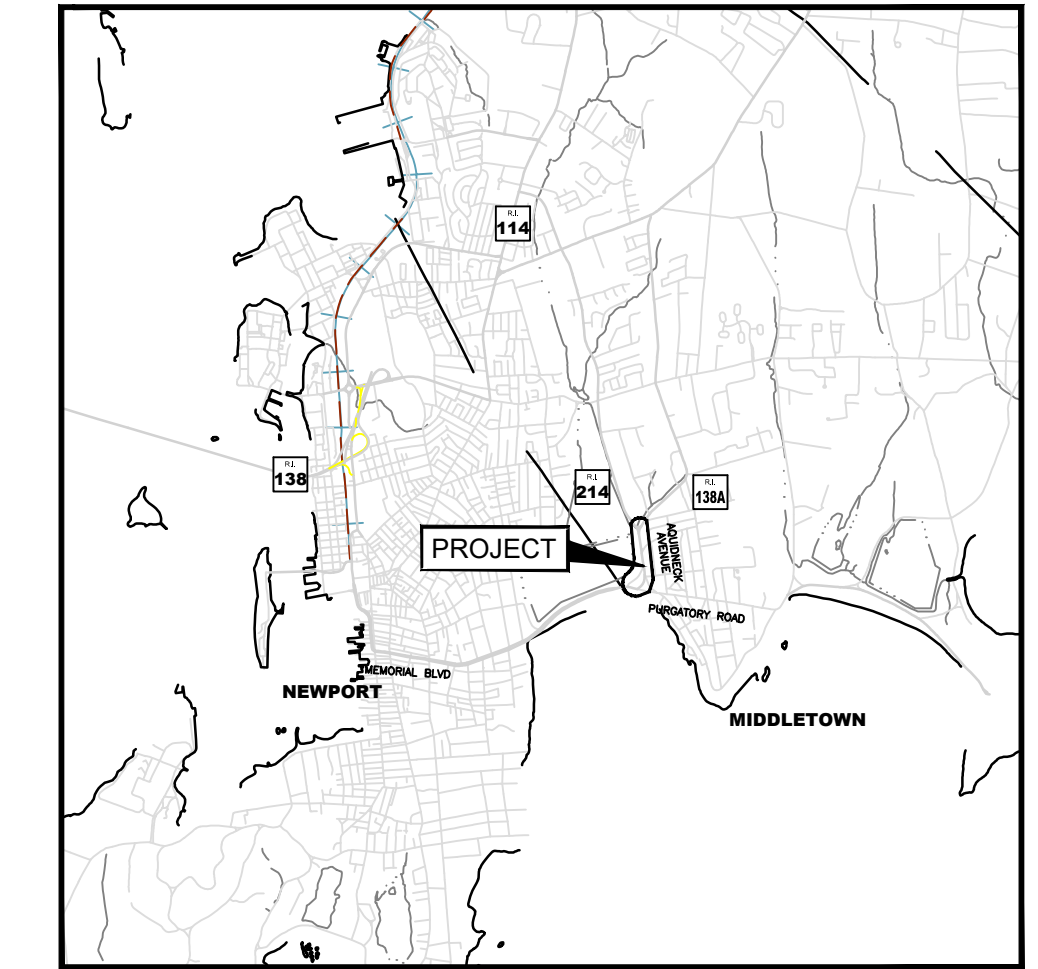
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TOWN OF MIDDLETOWN

AQUIDNECK AVENUE REHABILITATION

ROUTE 138A FROM NEWPORT CITY LINE TO VALLEY ROAD (ROUTE 214)

TOWN OF MIDDLETOWN
COUNTY OF NEWPORT

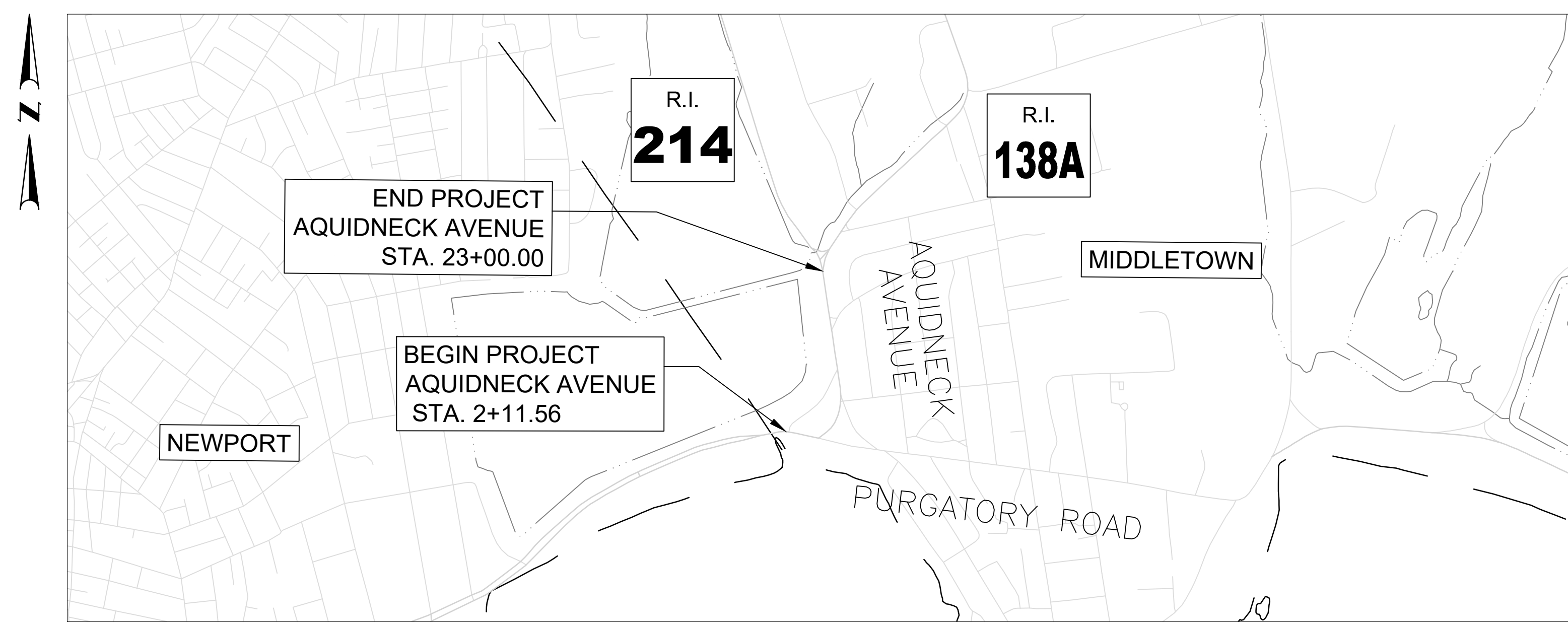


LOCATION MAP
1" = 6,000'

PAVEMENT STRUCTURE	
<u>AQUIDNECK/WAVE AVENUE</u>	<u>NEWPORT/WAVE AVENUE</u>
3" MICRO MILL	3" MODIFIED 9.5 HMA
3"MODIFIED CLASS 9.5 HMA	6" CLASS 19.0 HMA
	12" GRAVEL BORROW SUBBASE COURSE

AQUIDNECK AVENUE = 0.40 ± MILES
WAVE AVENUE = 0.16 ± MILES

HURRICANE EVACUATION ROUTE
THIS PROJECT INCLUDES WORK ON A DESIGNATED HURRICANE EVACUATION AND DIVERSIONARY ROUTE AS FOLLOWS:
• AQUIDNECK AVENUE



LAYOUT PLAN
1" = 3,000'

SCALES OF DRAWINGS
AS NOTED

BASE OF LEVELS
NAVD 88
NAD 83

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AUGUST 2023, 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.

**30% SUBMISSION
SEPTEMBER 2023**



Bid Number _____ X _____
Number of Sheet _____ 1 _____
Total Sheets _____ 60 _____

EXISTING	NEW	1.1.0	7.5.1	43.5.0	CEMENT CONCRETE DRIVEWAYS
EDGE OF PAVEMENT		UNDERDRAIN			CEMENT CONCRETE DRIVEWAYS
BERM		CONCRETE CONNECTING COLLAR			DETECTABLE WARNING SYSTEM
CURB		CONCRETE HEADWALLS FOR PIPE CULVERTS			TREE PROTECTION DEVICE
GUARDRAIL		STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0" PIPE CULVERTS			DRIP LINE TREE PROTECTION DEVICE FOR EXISTING TREES
MAILBOX		PRECAST CONCRETE FLARED END SECTION			SHRUB PROTECTION DEVICE
UTILITY POLE		BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE			TREE WELL
POLE GUY		BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE			TREE WALL
LUMINARE		BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN			ADJUST CATCH BASIN TO GRADE
SIGN		BRICK/SOLID BLOCK TYPE "F" SQUARE CATCH BASIN			ADJUST CATCH BASIN TO MANHOLE
SUBDRAIN		SOLID BLOCK FLUSH SQUARE CATCH BASIN			ADJUST CURB STOP TO GRADE
STORMDRAIN		BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN			ADJUST DRAINAGE MANHOLE TO GRADE
SANITARY SEWER		BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET			ADJUST ELECTRIC MANHOLE TO GRADE
WATER MAIN		BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN			ADJUST FRAME AND COVER TO GRADE
GAS MAIN		BRICK/SOLID BLOCK TYPE "R" CATCH BASIN			ADJUST FRAME AND GRATE TO GRADE
TELEPHONE DUCT		SOLID BLOCK FLUSH ROUND CATCH BASIN			ADJUST GAS GATE BOX TO GRADE
ELECTRIC DUCT		BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN			ADJUST HANDHOLE TO GRADE
PLUG AND CAP PIPE		SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN			ADJUST SANITARY SEWER MANHOLE TO GRADE
ABANDONED UTILITY		SOLID BLOCK SHALLOW TYPE "A" SQUARE CATCH BASIN			ADJUST TELEPHONE MANHOLE TO GRADE
FLARED END SECTION		BRICK/SOLID BLOCK DROP INLET			ADJUST WATER GATE BOX TO GRADE
HEADWALL		BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0"			BITUMINOUS CONCRETE DRIVEWAY 3" CLASS 9.5 HMA 8" GRAVEL BORROW SUBBASE COURSE
WATER OR GAS GATE		PRECAST 4'-0" ROUND MANHOLE			BUILD NEW STRUCTURE OVER EXISTING PIPE
CATCH BASIN		PRECAST 5'-0" ROUND MANHOLE			CLEAN CATCH BASIN
MANHOLE		PRECAST 6'-0" ROUND MANHOLE			CUT AND CAP PIPE WITH RESTRAINT (ALL SIZES)
HYDRANT		PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN			CLEAN AND FLUSH PIPE
BASILINE OR CENTERLINE		PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN			CLEARING AND GRUBBING
STATE HIGHWAY LINE		PRECAST CONCRETE DROP INLET			CLEAN MANHOLE
STATE FREEWAY LINE		PRECAST CONCRETE DROP INLET LATERAL OUTLET			(DEPTH) COLD PLANE
PERMANENT EASEMENT LINE		PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET			CUT AND PLUG PIPE (ALL TYPES, ALL SIZES)
TEMPORARY EASEMENT LINE		CATCH BASIN AND MANHOLE STEP			REMOVE AND DISPOSE BITUMINOUS CURB
PROPERTY LINE		CONCRETE COLLARS			REMOVE AND DISPOSE CONCRETE CURB
CITY OR TOWN LINE		LIGHT-DUTY SQUARE FRAME AND ROUND COVER			REMOVE AND DISPOSE CATCH BASIN
PAVED WATERWAY		HEAVY DUTY SQUARE FRAME AND ROUND COVER			REMOVE AND DISPOSE DROP INLET
CONTOUR LINE		LIGHT-DUTY ROUND FRAME AND COVER			REMOVE AND DISPOSE FENCE
OPEN DITCH		HEAVY-DUTY ROUND FRAME AND COVER			REMOVE AND DISPOSE FRAME AND COVER
R.I. HIGHWAY BOUND		SQUARE FRAME AND GRATE			REMOVE AND DISPOSE FLARED END SECTION
STONE BOUND		SQUARE FRAME AND GRATE			REMOVE AND DISPOSE FRAME AND GRATE
RETAINING WALL		SQUARE FRAME AND GRATE (BICYCLE SAFE)			REMOVE AND DISPOSE FIRE HYDRANT
FIELD STONE WALL		HIGH CAPACITY FRAME AND GRATE			REMOVE AND DISPOSE FLEXIBLE PAVEMENT
BORINGS		HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE)			REMOVE AND DISPOSE GUARDRAIL
FENCE		ROUND FRAME AND GRATE			REMOVE AND DISPOSE HEADWALL
WOOD OR BRUSH LINE		PRECAST CONCRETE CURB (STRAIGHT)			REMOVE AND DISPOSE HIGHWAY BOUND
TREES		PRECAST CONCRETE CURB (CIRCULAR)			REMOVE AND DISPOSE HANDHOLE
RIVER OR STREAM		3'-0' PRECAST CONCRETE TRANSITION CURB			REMOVE AND DISPOSE LIGHT AND FOUNDATION
WETLAND AREA		6'-0" PRECAST CONCRETE TRANSITION CURB			REMOVE AND DISPOSE MEDIAN BARRIER
BUILDING		PRECAST 2'-0" RADIUS CORNER			REMOVE AND DISPOSE MANHOLE
FOUNDATION		PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN)			REMOVE AND DISPOSE MEDIAN MARKER
BUILDING TO BE REMOVED		PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN)			REMOVE AND DISPOSE OBSERVATION WELL
RAILROAD TRACKS		PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN)			REMOVE AND DISPOSE PIPE
CUT AND MATCH		PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN)			REMOVE AND DISPOSE PAVEMENT AND RIGID BASE
RIP-RAP		PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT)			REMOVE AND DISPOSE RIGID BASE
CUT SLOPE		PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR)			REMOVE AND DISPOSE SIGN
FILL SLOPE		PRECAST CONCRETE SLOPED FACE TRANSITION CURB			REMOVE AND DISPOSE TRAFFIC SIGNAL SYSTEM
ROCK CUT		PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SLOPED FACE)			REMOVE AND DISPOSE SIDEWALK
SPOT GRADE		GRANITE CURB (STRAIGHT)			REMOVE AND DISPOSE TELEPHONE DUCT BANKS
AREA GRADED TO DRAIN		GRANITE CURB (CIRCULAR)			REMOVE AND DISPOSE UTILITY POLE
BALED HAY RI STD 9.1.0		6'-0" GRANITE TRANSITION CURB			REMOVE AND DISPOSE PAVED WATERWAY
BALED HAY & SILT FENCE RI STD. 9.3.0		GRANITE WHEELCHAIR RAMP TRANSITION CURB			FILTER FABRIC RIPRAP FLARED END UNDERLAYMENT
EDGE OF WETLAND		GRANITE 2'-0" RADIUS CORNER			FLARED GUARDRAIL END TREATMENT
WETLAND PERIMETER		GRANITE INLET STONE (FOR SQUARE CATCH BASIN)			IMPACT ATTENUATOR
AREA SUBJECT TO STORM FLOW		GRANITE INLET STONE (FOR ROUND CATCH BASIN)			IMPERVIOUS DITCH LINER
100-YEAR FLOOD PLAIN		GRANITE APRON STONE (FOR SQUARE CATCH BASIN)			LIMIT OF DISTURBANCE
LIMIT OF DISTURBANCE		GRANITE APRON STONE (FOR ROUND CATCH BASIN)			LIMIT OF REGRADING
LIMIT OF CLEARING		GRANITE SLOPED FACE CURB			4" LOAM AND SEED
		GRANITE SLOPED FACE TRANSITION CURB			NEW FIRE HYDRANT WITH GATE VALVE
		GRANITE TRANSITION CURB (VERTICAL FACE TO SLOPE FACE)			
		BITUMINOUS CONCRETE LIP CURB			

EXISTING

NEW

CITY NAME
TOWN NAME

TOWN OF
MIDDLETOWN

vhb
1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 2
OF: 60

SCALE: NOT TO SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
1	6/07	TRB			
2	12/22	RS			

MIDDLETOWN RHODE ISLAND
STANDARD PLAN SYMBOLS & STANDARD LEGEND

GENERAL NOTES:

- ANY DAMAGE TO EXISTING PAVEMENT, BRIDGES, DRAINAGE STRUCTURES, DRAINAGE PIPES, INFILTRATION AREAS, ROADSIDE, CONDUIT, SIDEWALK, FENCES, ETC., CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
- THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT TO CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 106.05 OF THE R.I.D.O.T. STANDARD SPECIFICATION, LATEST EDITION. EQUIPMENT AND MATERIAL SHALL NOT BE STORED IN AREAS DESIGNATED FOR STORMWATER INFILTRATION OR OUTSIDE THE L.O.D. WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXISTING CONDITIONS ARE NOT DISTURBED OR OBLITERATED BEFORE SURVEY GROUND CONTROL POINTS ARE LOCATED, VERIFIED, AND DEEMED ADEQUATE FOR CONSTRUCTION LAYOUT. THE CONSTRUCTION LAYOUT SHALL BE PROVIDED IN SUFFICIENT DETAIL, THEREBY ENABLING THE CONTRACTOR TO CONSTRUCT THE PROJECT IN CONFORMITY WITH THE PLANS AND SPECIFICATIONS. SURVEY WILL BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL ADEQUATE SURVEY GROUND CONTROL POINTS HAVE BEEN ESTABLISHED, TIED DOWN, AND VERIFIED IN WRITING BY THE CONTRACTOR'S PROFESSIONAL LAND SURVEYOR.
- ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.
- THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE DETERMINED BY THE CONTRACTOR TO MEET THE REQUIREMENTS OF SECTION 907.
- ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO PAVEMENT PLACEMENT ON THE CONCRETE BASE OR COLD PLANED PAVEMENT, AND ON ANY NEW COURSE WHICH HAS BEEN OPEN TO TRAFFIC, OR ANY NEW COURSE WHICH HAS BEEN EXPOSED FOR MORE THAN 7 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 INCIDENTAL TO THE APPLICABLE PAVEMENT ITEMS.
- THE LIMITS OF CLEARING AND SURFACE DISTURBANCE SHALL 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 ITS 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.
- THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
- CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT DEBRIS PRIOR TO THE PLACEMENT OF EACH BITUMINOUS PAVEMENT LIFT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. CLEANING WITH COMPRESSED AIR SHALL ONLY BE ALLOWED WITH THE APPROVAL OF THE ENGINEER.
- PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS AND SHOP DRAWINGS OR AS MODIFIED BY THE ENGINEER.
- THE COORDINATE SYSTEM, IF SHOWN, IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.
- PAVEMENT OPERATIONS FOR CURBED SECTIONS: IN AREAS WHERE CURBING IS SET TO FINISH LINE AND GRADE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE THE SENSOR AND SKY-TYPE DEVICE FOR AUTOMATIC GRADE CONTROL, BUT WILL BE ALLOWED TO MANUALLY ADJUST THE BITUMINOUS PAVER FOR CONTROLLING GRADE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAYS FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO MAINTAIN THE SAFE TRAVEL OF THE PUBLIC AT NO ADDITIONAL COST TO THE STATE.
- NO FUEL STORAGE, VEHICLE REFUELING, OR EQUIPMENT STORAGE SHALL TAKE PLACE IN DESIGNATED WETLANDS, NOR WITHIN 100' OF ANY WATER BODY. THIS REQUIREMENT SHALL NOT SUPERSEDE ANY FEDERAL, STATE OR LOCAL LAW, ORDINANCE, RULE OR REGULATION THAT APPLIES TO THE SAME, UNLESS THIS REQUIREMENT IS MORE STRINGENT THAN SAID LAW, ORDINANCE, RULE OR REGULATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT AT THE END OF FINAL PAVING OPERATIONS, FLOW TO NEW AND EXISTING DRAINAGE STRUCTURES HAS BEEN PROPERLY ESTABLISHED AND THAT NO ISOLATED DEPRESSIONS REMAIN. THERE SHALL BE NO SEPARATE PAYMENT FOR THIS PROVISION; ANY CORRECTIVE ACTION SHALL BE CONSIDERED INCIDENTAL TO PAVING AND COLD PLANING OPERATIONS.
- ALL EMBANKMENTS SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 12" (AFTER COMPACTION) AND SHALL BE COMPACTED AS SPECIFIED BEFORE THE NEXT LAYER IS PLACED. ALSO, EMBANKMENT CONSTRUCTION SHALL CONFORM TO SECTION 202.03.2 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- IF THIS PROJECT IS ON A HURRICANE EVACUATION AND DIVERSIONARY ROUTE, AS DESIGNATED ON THE COVERSHEET, THE CONTRACTOR IS ADVISED THAT UPON 12 (TWELVE) HOURS NOTICE THE ROADWAY SHALL BE OPEN TO EVACUEES AND EMERGENCY PERSONNEL. ANY EXTRA WORK NECESSARY TO COMPLY WITH THIS REQUIREMENT WILL BE REIMBURSED UNDER FORCE ACCOUNT PROCEDURES.
- THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL APPROVALS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM), AND/OR THE ARMY CORPS OF ENGINEERS (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).

GENERAL NOTES (CONTINUED):

- 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 ACTION WORK AND/OR SOIL MANAGEMENT PLANS DEVELOPED FOR THE PROJECT. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH COMPLIANCE WITH THESE DOCUMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
- NO UNPROTECTED CONSTRUCTED FEATURE MAY PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. HEADWALL, DRAINAGE INLET, ETC.
- THE REMAINING SECTION OR STUB OF A BREAKAWAY BASE MAY NOT PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. SIGN POSTS, LIGHT POLES, FIRE HYDRANTS, ETC.

DRAINAGE AND EROSION CONTROL NOTES:

- THE CONTRACTOR IS REQUIRED TO ADHERE WITH THE 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. THE CONTRACTOR IS RESPONSIBLE FOR MODIFYING THE SWPPP AS SITE CONDITIONS WARRANT. A COPY OF THE SWPPP MUST BE ON-SITE AT ALL TIMES. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS.
- NO UNDISTURBED AREAS SHALL BE GRUBBED 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.
- 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 APPROPRIATE SEDIMENT AND EROSION CONTROL MEASURES TO STABILIZE. STOCKPILES OF CONTAMINATED MATERIALS MUST BE PLACED ON TOP OF A POLY-ETHYLENE SHEET AND COVERED AT ALL TIMES UNLESS IT IS AN ACTIVE WORKING PILE.
- 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. ENVIRONMENTAL DIVISION.
- SURFACE EROSION CONTROL MATTING SHALL BE USED TO STABILIZE PLANTABLE SOIL AND/OR LOAM IN ALL DITCHES, ON ALL SLOPES ADJACENT TO WETLANDS AND WETLAND PERIMETERS, AND ON ALL SLOPES WITHIN WATER QUALITY BASINS. JUTE MESH IN DITCHES SHALL EXTEND TO AN ELEVATION 2 FEET ABOVE THE BOTTOM OF THE DITCH.
- SEEDING ON ALL SLOPES 3 TO 1 OR STEEPER SHALL CONSIST OF THE FOLLOWING APPLICATIONS UNLESS CHANGED IN THE CONTRACT.
 - SEEDING TYPE I.
 - ADHESIVE MULCH STABILIZER
- UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.
- PRIOR TO CONSTRUCTION OPERATIONS, THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL CATCH BASINS AND FLUSHING THE PIPES, AND THEN 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.
- ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EFFICACY OF THE DRAINAGE SYSTEM. ONCE CONSTRUCTION IS COMPLETED THE CONTRACTOR IS RESPONSIBLE FOR CLEANING ALL CATCH BASINS AND FLUSHING ALL PIPES OF ANY CONSTRUCTION RELATED DEBRIS AT NO ADDITIONAL COST.
- CATCH BASIN RIM GRADES FOR STRUCTURES NOT IN A TRAVEL LANE NOTED ON PLANS ARE DEPRESSED 0.1' LOWER THAN THE GUTTER GRADE. RIM ELEVATIONS SHOWN ARE FINAL GRADES. THE CONTRACTOR SHALL PLACE FRAMES AND GRATES 0.1' BELOW THE GRADE CONSTRUCTED IN THIS CONTRACT OR AS DIRECTED BY THE ENGINEER.
- PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL STRICTLY ADHERE TO THE PLANS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL INSTALL ALL SEDIMENT AND EROSION CONTROL DEVICES FOR OUTLET PROTECTION PRIOR TO CLEANING AND FLUSHING STORM WATER DRAINAGE. SEDIMENT AND EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL ALL FLUSHED SEDIMENTS ARE REMOVED. AT ALL OUTFALL LOCATIONS WHERE PIPES ARE TO BE CLEANED AND FLUSHED, OUTLET PROTECTION (R.I. STD. 9.1.0 OR 9.3.0) SHALL BE INSTALLED TO TRAP SEDIMENTS. THESE SEDIMENTS SHALL THEN BE REMOVED AND DISPOSED OF LEGALLY BEFORE THE OUTLET PROTECTION DEVICES ARE REMOVED. IF OUTLET PROTECTION AT THE OUTFALL IS NOT FEASIBLE, THEN THE OUTLET PIPE OF THE LAST DRAINAGE STRUCTURE TO BE CLEANED SHALL BE PLUGGED TO CAPTURE ALL MATERIALS FLUSHED FROM PIPES. AFTER THE MATERIALS ARE REMOVED FROM THE DRAINAGE STRUCTURE, THE OUTLET SHALL BE UNPLUGGED TO RESUME NORMAL FUNCTIONING.
- R.I. STD. 9.8.0 BALED STRAW INLET PROTECTION SHALL BE INSTALLED AT ALL CATCH BASINS AND INLETS WHENEVER SUBBASE IS EXPOSED, AND SHALL REMAIN IN PLACE UNTIL THE ABUTTING GROUND SURFACES ARE STABILIZED.
- WHERE BALED STRAW INLET PROTECTION AND SILT FENCES ARE USED AT CATCH BASINS, THEY SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE ENGINEER IN ORDER TO PREVENT CLOGGING OF THE INLET.

DRAINAGE AND EROSION CONTROL NOTES (CONTINUED):

- DETENTION AND RETENTION BASINS MAY BE ROUGH GRADED AND STABILIZED WITH VEGETATION AND/OR OTHER EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO USE AS TEMPORARY SEDIMENTATION BASINS DURING PROJECT CONSTRUCTION. FINAL BASIN CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL SOURCES OF SEDIMENT HAVE BEEN REMOVED AND INFILTRATION IS REESTABLISHED. FINAL ROADSIDE VEGETATION IS ESTABLISHED AND USE OF TEMPORARY BASINS IS NO LONGER REQUIRED TO COMPLY WITH THE PLANS, SPECIFICATIONS, AND PERMITS. 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 AND COSTS REQUIRED TO RESOLVE SUCH ISSUES IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE TOE OF ANY FILL SLOPE IS TO REMAIN AT LEAST 1' INSIDE OF ALL EROSION CONTROLS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR COVER ANY PORTION OF THE EROSION CONTROL MEASURES WITH MATERIAL. ANY MATERIAL THAT IS PLACED ON ANY EROSION CONTROLS BY THE CONTRACTOR, OR ANY AGENT OF THE CONTRACTOR, SHALL BE IMMEDIATELY REMOVED BY THE CONTRACTOR, AND ANY NECESSARY REPAIRS TO THE EROSION CONTROLS ACCOMPLISHED.
- PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES, EROSION AND SEDIMENTATION CONTROLS SHALL BE INSTALLED AT THOSE AREAS INDICATED ON THE PLANS. CLEARING MAY OCCUR PRIOR TO INSTALLATION OF SUCH CONTROLS, HOWEVER NO GRUBBING, GRADING, FILLING, OR OTHER SOIL DISTURBANCE SHALL OCCUR PRIOR TO INSTALLATION. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS.
- ALL COMPOST FILTER SOCK, STRAW BALES, SILT FENCE OR TEMPORARY PROTECTION SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED. IF NEEDED, TEMPORARY SEEDING CAN HELP TO MINIMIZE EROSION. TEMPORARY SEED WILL CONFORM TO R.I.D.O.T. STANDARD TEMPORARY SEED MIX.
- THE CONTRACTOR MUST REPAIR AND/OR RESEED ANY AREAS THAT DO NOT DEVELOP WITHIN THE PERIOD OF ONE YEAR AND SHALL DO SO AT NO ADDITIONAL EXPENSE TO THE STATE.
- THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL COSTS ASSOCIATED WITH ADHERENCE TO THE SWPPP SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEMS. ADDITIONAL SEDIMENT AND EROSION CONTROLS, SHALL BE INSTALLED IN ACCORDANCE WITH THE SWPPP REPORT. THESE ADDITIONAL ITEMS WILL BE PAID AT THE UNIT PRICE FOR THAT BID ITEM.
- ANY OBSERVATIONS OF ILLICIT CONNECTIONS OR DISCHARGES TO RIDOT'S DRAINAGE NETWORK OR OUTFALLS SHALL BE REPORTED TO THE RIDOT STORMWATER UNIT IMMEDIATELY.

UTILITY NOTES:

- EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. BUILDING SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER AND SANITARY) ARE NOT SHOWN. CONTRACTOR IS TO ASSUME SERVICES ARE PRESENT TO ALL BUILDINGS.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES BOTH UNDERGROUND AND OVERHEAD BEFORE EXCAVATION BEGINS IN ACCORDANCE WITH CHAPTER 39-1.2 OF THE R.I. GENERAL LAWS ENTITLED "EXCAVATION NEAR UNDERGROUND UTILITY FACILITIES", WITH AMENDMENTS EFFECTIVE AS OF NOVEMBER 1, 2009 AND, WHEN NECESSARY, BY CONTACTING THE INDIVIDUAL UTILITY COMPANIES. EXCAVATION SHALL BE IN ACCORDANCE WITH ALL STATUTES, ORDINANCES, RULES AND REGULATIONS OF ANY APPLICABLE CITY, TOWN, STATE OR FEDERAL AGENCY. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE DIG SAFE PROGRAM. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES AND AND AND ENSURE THAT ALL UTILITIES HAVE BEEN MARKED PRIOR TO COMMENCING THEIR WORK. ANY DAMAGE TO EXISTING UTILITIES MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT THE APPROPRIATE UTILITY COMPANY, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.
- ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE CAPPED.
- EXISTING WATER SERVICES SHALL BE RECONNECTED TO THE NEW WATER MAINS.
- UTILITY SERVICE CONNECTIONS SHALL BE MAINTAINED TO ALL EXISTING FACILITIES TO REMAIN.
- FIRE HYDRANTS SHALL NOT BE REMOVED FROM SERVICE WITHOUT WRITTEN AUTHORIZATION FROM THE FIRE DEPARTMENT OR THE WATER AUTHORITY.
- ALL NEW WATER LINES SHALL BE DISINFECTED TO THE SATISFACTION OF THE WATER AUTHORITY IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL UTILITY POLE RELATED WORK SHALL BE BY OTHERS.
- THE CONTRACTOR SHALL PROVIDE 72-HOUR ADVANCE NOTICE TO THE RIDOT TMC (401-222-2378) FOR WORK AROUND RIDOT OWNED INFRASTRUCTURE (DRAINAGE, LIGHTING, ITS EQUIPMENT, TOLL GANTRIES, COUNTING STATIONS, ETC.). ANY DAMAGE TO THIS INFRASTRUCTURE MARKED IN THE FIELD, OR AS A RESULT OF FAILING TO CONTACT RIDOT IN ADVANCE, SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE STATE.



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DESIGNED BY: SG
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DATE:
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OF: 60

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
1	4/07	TRB	4	12/22	JRP
2	3/10	RBH			
3	4/14	MLP			

MIDDLETOWN

RHODE ISLAND

AQUIDNECK AVENUE
REHABILITATION

STANDARD NOTES - 1

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. COORDINATE WITH THE R.I.D.O.T. CONSTRUCTION MANAGER PRIOR TO 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.
9. THE CONTRACTOR SHALL PROVIDE CERTIFICATION THAT THERE ARE NO CONTAMINANTS THAT EXCEED THE R.I.D.E.M. PERMISSIBLE LEVELS IN THE SOILS USED AS LOAM OR PLANTABLE SOIL.

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 AND REVISIONS, OF THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 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. THE COST FOR DELIVERY IS CONSIDERED INCIDENTAL TO THE WORK.
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. INSULATED 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 AND CABINETS SHALL BE PROGRAMMED AND 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 FLAGPERSONS SHALL BE UTILIZED AS OUTLINED IN SECTIONS 913 & 914 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
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 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. APPROVED PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANNED AND NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT. FAILURE TO COMPLY WILL RESULT IN AN ASSESSMENT OF A CHARGE AS OUTLINED IN SECTION 937 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.



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1	4/07	TRB	4	12/22	JRP
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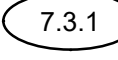
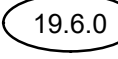
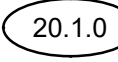
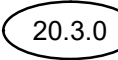
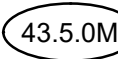
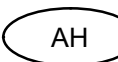
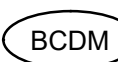







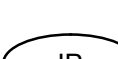


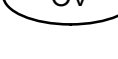









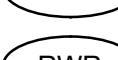
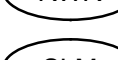
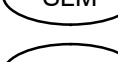
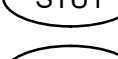
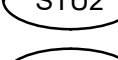

MIDDLETOWN

AQUIDNECK AVENUE
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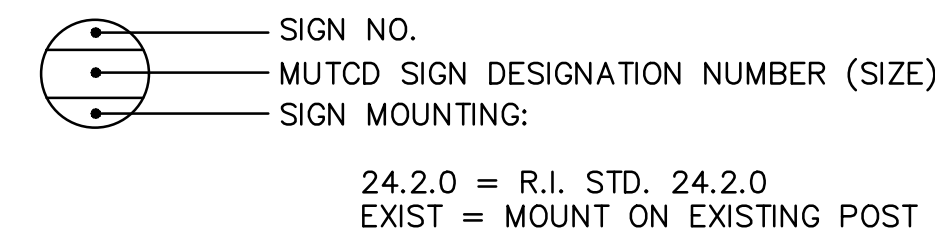
RHODE ISLAND

STANDARD NOTES - 2












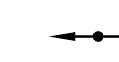




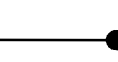
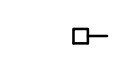




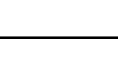







JOB SPECIFIC LEGEND:

-  3'-0" GRANITE TRANSITION CURB
-  (SIZE) TRAFFIC DETECTORS - LOOP, STANDARD 19.6.0
-  PAVEMENT MARKINGS ARROWS AND ONLY
-  PAVEMENT MARKINGS CROSSWALK
-  DRIVEWAY DEVELOPMENT FOR 2' RADIUS CORNER (SEE DETAIL)
-  ADJUST HYDRANT TO GRADE
-  BITUMINOUS CONCRETE DRIVEWAY MODIFIED 3" MODIFIED CLASS 9.5 HMA 8" GRAVEL BORROW SUBBASE COURSE
-  BICYCLE LANE MARKING DETAIL (SEE DETAIL)
-  COMPOST FILTER SOCK
-  2'-0" CONCRETE PAVER STRIP (SEE DETAIL)
-  REMOVE AND DISPOSE RIGID PAVEMENT
-  FULL DEPTH PAVEMENT 3" MODIFIED CLASS 9.5 HMA 6" CLASS 19.0 HMA 12" GRAVEL BURROW SUBBASE COURSE
-  INLET PROTECTION
-  (X") MICROMILL (DEPTH)
-  OVERLAY 3" MODIFIED CLASS 9.5 HMA (PLACED IN TWO 1.5" LIFTS)
-  RECONSTRUCT CORBEL CONE
-  RESET STOCKPILED GRANITE CURB
-  REMOVE AND RESET HIGHWAY BOUND
-  REMOVE AND RESET BLUESTONE WALKWAY
-  REMOVE AND RESET BLOCK WALL
-  REMOVE AND RESET WROUGHT IRON FENCE AND POSTS
-  REMOVE AND RESET PAVER WALKWAY
-  REMOVE AND RESET ROPE FENCE AND POSTS
-  REMOVE AND RESET WOOD FENCE AND POSTS
-  REMOVE AND RESET WOOD RAMP
-  SHARED LANE MARKING (SEE DETAIL)
-  STORMWATER TREATMENT UNIT 1 (PRE-TREATMENT SYSTEM)
-  STORMWATER TREATMENT UNIT 2 (JELLYFISH SYSTEM)
-  4" WOOD CHIP MULCH
-  WHEELCHAIR RAMP STD. 43.1.0, 43.3.0 WITH TRANSITION CURBS STD. 7.3.2 & 7.3.3, RAMP STONE STD. 7.3.9 AND DETECTABLE WARNING SYSTEM STD. 48.1.0
-  WHEELCHAIR RAMP STD. 43.1.0, 43.3.2 WITH TRANSITION CURBS STD. 7.3.2 & 7.3.3, RAMP STONE STD. 7.3.9 AND DETECTABLE WARNING SYSTEM STD. 48.1.0
-  WHEELCHAIR RAMP STD. 43.1.0, 43.3.1 WITH TRANSITION CURBS STD. 7.3.2 & 7.3.3, AND DETECTABLE WARNING SYSTEM STD. 48.1.0
-  6" INTERSECTION WHITE GUIDE LINE MARKING (SEE DETAIL)

TYPICAL SIGN DESIGNATION SYMBOL



TRAFFIC SIGNAL PLANS SYMBOL LEGEND

- | | | | |
|---|---------------------------------|---|--|
|  | EXISTING CONTROLLER CABINET |  | EXISTING LOOP DETECTOR |
|  | PROPOSED CONTROLLER CABINET |  | PROPOSED LOOP DETECTOR |
|  | EXISTING HANDHOLE |  | EXISTING VIDEO DETECTION ZONE |
|  | PROPOSED HANDHOLE |  | PROPOSED VIDEO DETECTION ZONE |
|  | EXISTING TRAFFIC SIGNAL HEAD |  | EXISTING OVERHEAD SIGN |
|  | PROPOSED TRAFFIC SIGNAL HEAD |  | PROPOSED OVERHEAD SIGN |
|  | EXISTING PEDESTRIAN SIGNAL HEAD |  | EXISTING OPTICAL DETECTOR |
|  | PROPOSED PEDESTRIAN SIGNAL HEAD |  | PROPOSED OPTICAL DETECTOR |
|  | EXISTING PEDESTRIAN PUSH BUTTON |  | EXISTING OPTICAL DETECTOR CONFIRMATION BEACON |
|  | PROPOSED PEDESTRIAN PUSH BUTTON |  | PROPOSED OPTICAL DETECTOR CONFIRMATION BEACON |
|  | EXISTING MAST ARM POLE |  | EXISTING VIDEO DETECTION CAMERA |
|  | PROPOSED MAST ARM POLE |  | PROPOSED VIDEO DETECTION CAMERA |
|  | EXISTING SPAN OR PEDESTAL POLE |  | EXISTING INTERSECTION WIDE 360 DEGREE VIDEO DETECTION CAMERA |
|  | PROPOSED SPAN OR PEDESTAL POLE |  | PROPOSED INTERSECTION WIDE 360 DEGREE VIDEO DETECTION CAMERA |
|  | EXISTING CONDUIT | | |
|  | PROPOSED CONDUIT | | |

GENERAL NOTES - PAVEMENT, SIDEWALK, AND CURBING

- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO BUILDINGS, WALLS, FENCES ABUTTING SIDEWALKS AND DRIVEWAYS DESIGNATED FOR REPLACEMENT. WHERE REQUIRED, NEW SIDEWALKS AND DRIVEWAYS SHALL MEET SAID BUILDINGS, WALLS, AND FENCES. PRIOR TO REMOVAL, A SAWCUT SHALL BE PROVIDED IN ALL SIDEWALK AND DRIVEWAY TO BE REMOVED, A DISTANCE TO BE DETERMINED BY THE ENGINEER (6 INCHES MINIMUM) OF SIDEWALK OR DRIVEWAY SHALL BE REMOVED WITH CAUTION UNDER THE ENGINEER'S SUPERVISION. THERE WILL BE NO ADDITIONAL PAYMENT FOR LABOR OR EQUIPMENT NECESSARY TO MEET THIS "REMOVE WITH CAUTION" REQUIREMENT.
- WHERE INLET OR APRON STONES ARE IN GOOD CONDITION CARE SHALL BE TAKEN TO REMOVE AND RESET THE STONE AS CALLED OUT ON THE PLANS. STONES DETERMINED TO NOT BE REUSABLE BY THE ENGINEER HAVE BEEN CALLED OUT TO BE REMOVED AND REPLACED WITH NEW STONES.
- ACCESS TO ALL ABUTTING DRIVEWAYS SHALL BE MAINTAINED THROUGHOUT DURATION OF THE PROJECT. PAVEMENT APRONS FOR MAINTAINING DRIVEWAY ACCESS TO ALL DRIVEWAYS DURING PAVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT AND WILL NOT BE PAID FOR SEPERATELY.

DRAINAGE AND EROSION CONTROL NOTES

- COMPOST FILTER SOCK SHALL BE USED FOR PERIMETER EROSION CONTROLS AND SILT CURTAIN SHALL BE USED FOR TURBIDITY CONTROL AS NEEDED TO ADHERE TO THE SWPPP AND RIDEM REGULATIONS. CONTRACTOR SHALL PLACE COMPOST FILTER SOCK OR SILT CURTAIN AS NEEDED OR AS DIRECTED BY THE ENGINEER DEPENDENT ON THE CONSTRUCTION PHASING.
- ALL RIM ELEVATIONS SHOWN ON THE PLANS ARE SURFACE ELEVATION. RIMS SHALL BE CONSTRUCTED 0.1' BELOW THE RIM ELEVATION INDICATED ON THE PLANS. (THIS NOTE CLARIFIES DRAINAGE AND EROSIONS CONTROL NOTE 11 ON STANDARD NOTES-1).
- ALL REINFORCED CONCRETE DRAINAGE PIPES SHALL BE CLASS III UNLESS OTHERWISE NOTED ON THE PLANS.

GENERAL NOTES - PAVEMENT MARKINGS:

- ALL PERMANENT PAVEMENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN. PAVEMENT MARKINGS SHALL BE PLACED ON THE FINAL SURFACE COURSE NO SOONER THAN 2 WEEKS BUT NO LONGER THAN 4 WEEKS FROM COMPLETION OF PAVING OPERATIONS.
- THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION, AS AMENDED.
- WHERE EXISTING PAVEMENT MARKINGS CONFLICT WITH PROPOSED PAVEMENT MARKINGS, EXISTING MARKINGS SHALL BE REMOVED BY METHOD APPROVED BY THE RIDOT. THE COST OF PAVEMENT MARKING REMOVAL SHALL BE CONSIDERED INCIDENTAL TO ITEM CODE T20.0101 PAVEMENT MARKINGS.
- LIMITS OF PROPOSED PAVEMENT MARKINGS SHALL MEET EXISTING STRIPING, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL VERIFY AND RECORD PAVEMENT MARKING LOCATIONS PRIOR TO ANY PAVEMENT REMOVAL. MARKINGS SHALL BE REPLACED IN ORIGINAL LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- FAST-DRYING WATERBORNE TRAFFIC MARKINGS SHALL BE USED ON MICRO MILLED SURFACES AND INTERMEDIATE PAVEMENT LAYERS WHICH WILL BE OPENED TO TRAFFIC AT THE COMPLETION OF EACH DAY'S PAVING OPERATION.
- TEMPORARY WATERBORNE PAVEMENT MARKINGS SHALL BE PLACED ON THE FINAL SURFACE COURSE LAYER WHICH WILL BE OPENED TO TRAFFIC AT THE COMPLETION OF EACH DAY'S PAVING OPERATION.

GENERAL NOTES - SIGNS:

- ALL NEW DIRECTIONAL, REGULATORY, WARNING, GUIDE SIGNS AND PARKING SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED, SIGN MOUNTINGS SHALL BE R.I. STD. 24.2.0 OR 24.6.0 AS APPROPRIATE.
- PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE ENGINEER.
- ALL PROPOSED AND RELOCATED SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK. FOR SIGNS TO BE RELOCATED, IF 7' OF CLEARANCE CANNOT BE ACHIEVED USING THE EXISTING POST, A NEW POST SHALL BE USED. THE COST OF THE NEW POST SHALL BE CONSIDERED INCIDENTAL TO ITEM T15.0200 - REMOVE AND RELOCATE DIRECTIONAL REGULATORY OR WARNING SIGN.
- ALL SIGN RADII AND BORDERS SHALL BE AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED.

GENERAL NOTES

- ALL MAILBOXES SHALL BE REPLACED WITH A NEW RIDOT STANDARD POST AND RURAL MAILBOX DOUBLE DOOR AS SHOWN ON THE PLANS. THE EXISTING MAILBOXES SHALL BE REMOVED AND OFFERED TO THE PROPERTY OWNER TO KEEP. IF DECLINED, IT IS THE CONTRACTORS RESPONSIBILITY TO DISPOSE OF MAILBOX AND POST SYSTEM INCLUDING BUCKETS IF APPLICABLE. THIS REMOVAL AND DISPOSAL IS CONSIDERED INCIDENTAL TO THE NEW POST AND MAILBOX UNIT PRICE AND WILL NOT BE PAID FOR SEPARATELY.
- ALL ITEMS NOT REFERENCED FOR MODIFICATIONS WILL BE CONSIDERED "EXISTING TO REMAIN" UNLESS OTHERWISE NOTED.

GENERAL NOTES - SURVEY

- FIELD SURVEY WORK PERFORMED BY CROSSMAN ENGINEERING IN DECEMBER OF 2021, JANUARY OF 2022, AND MAY OF 2022.



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 5
OF: 60

SCALE: NOT TO SCALE

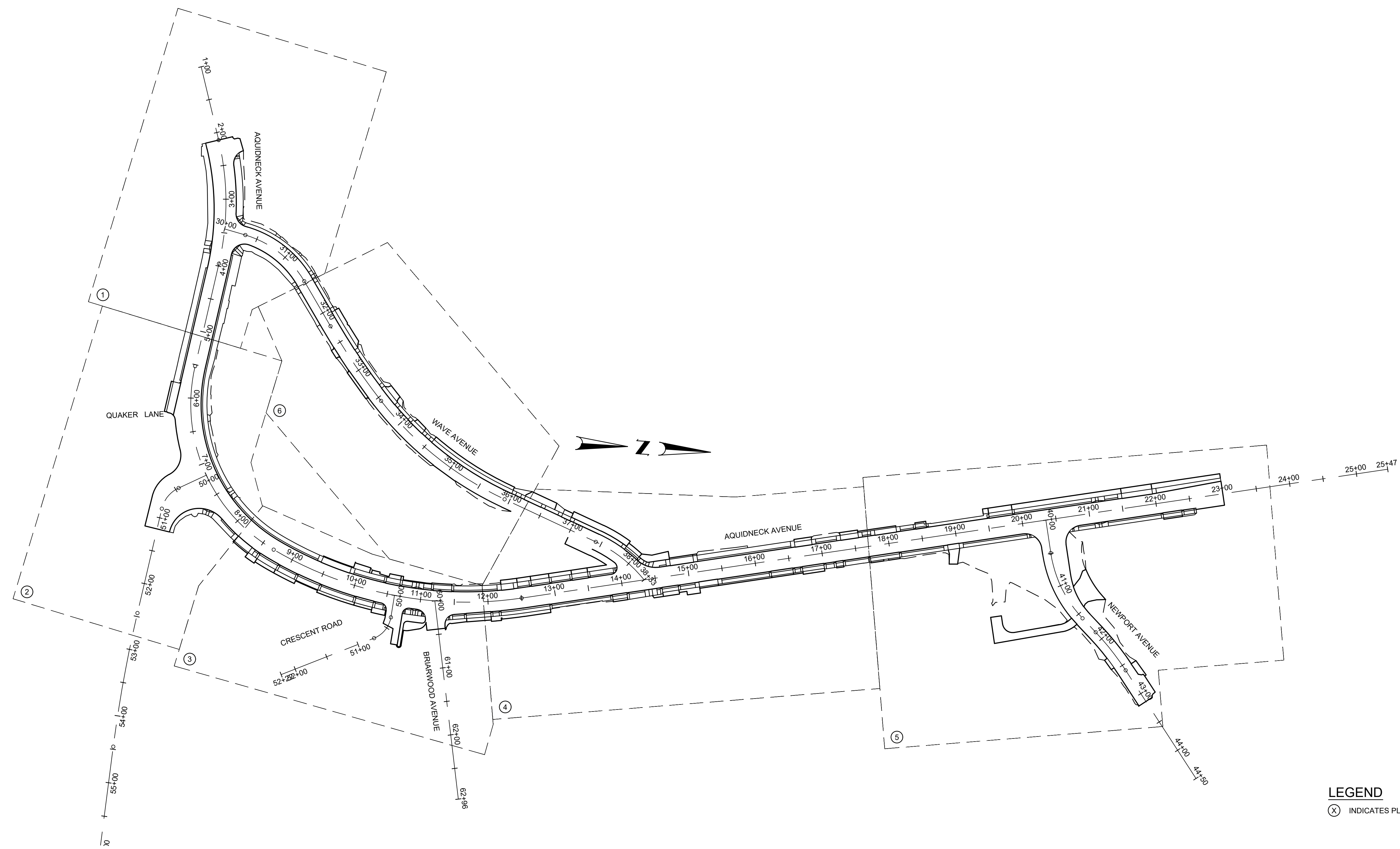
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NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

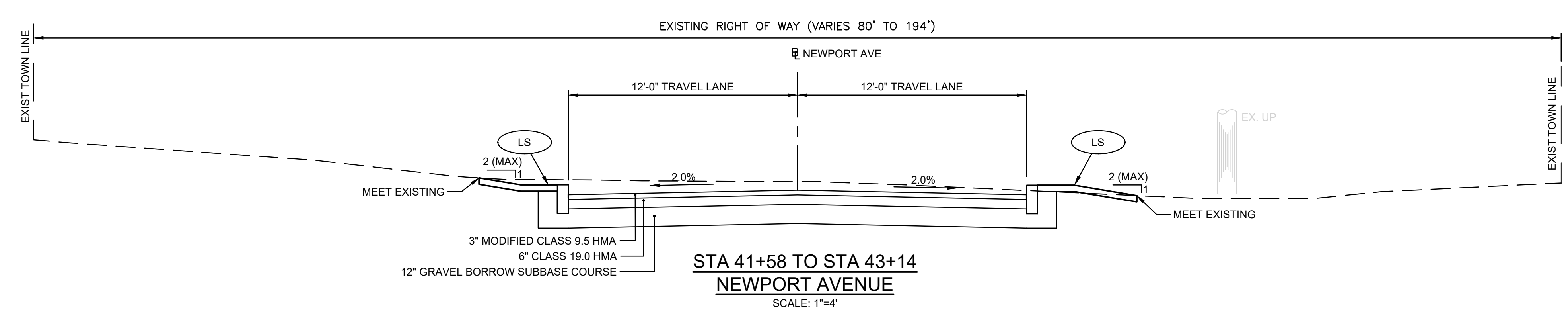
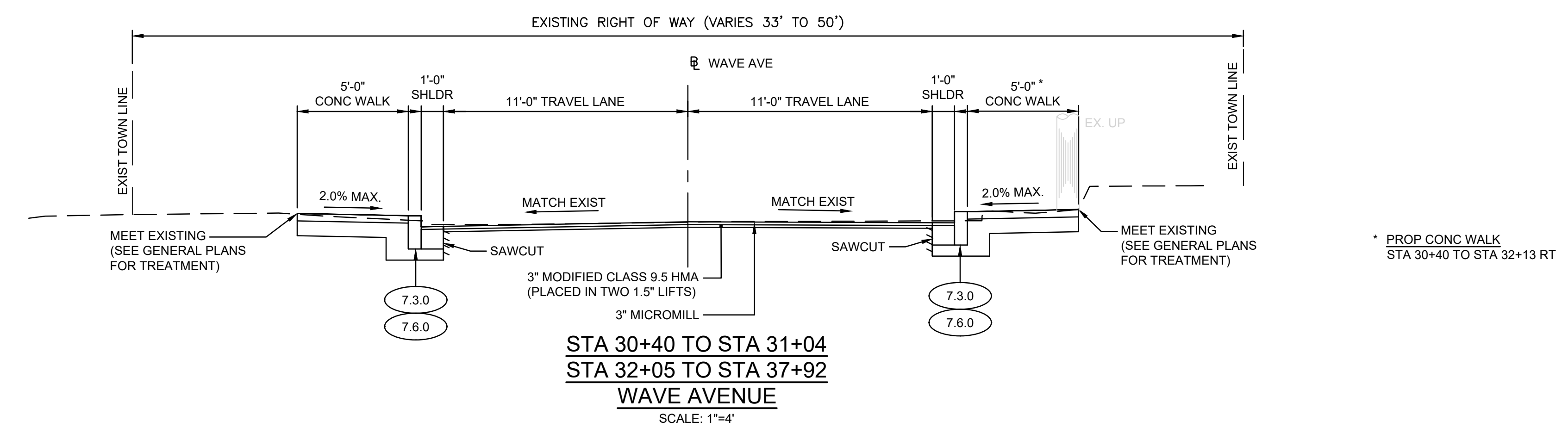
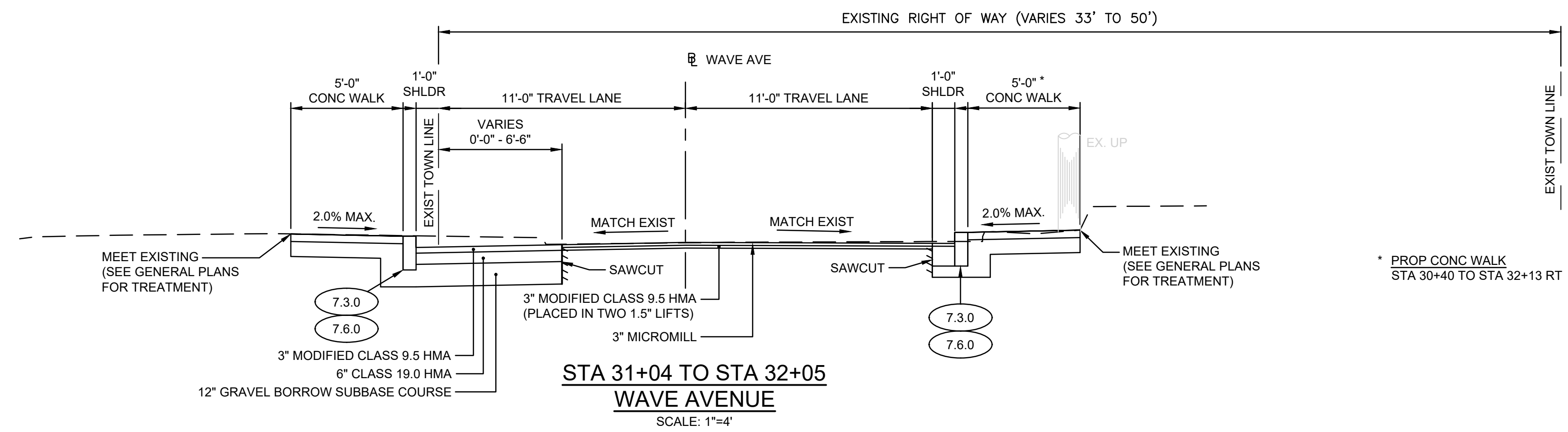
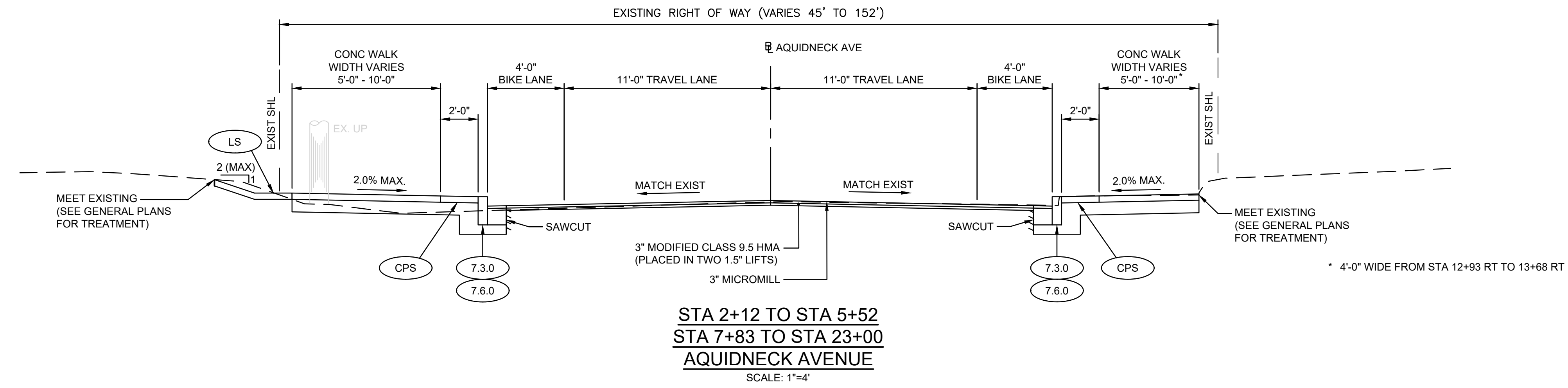
RHODE ISLAND

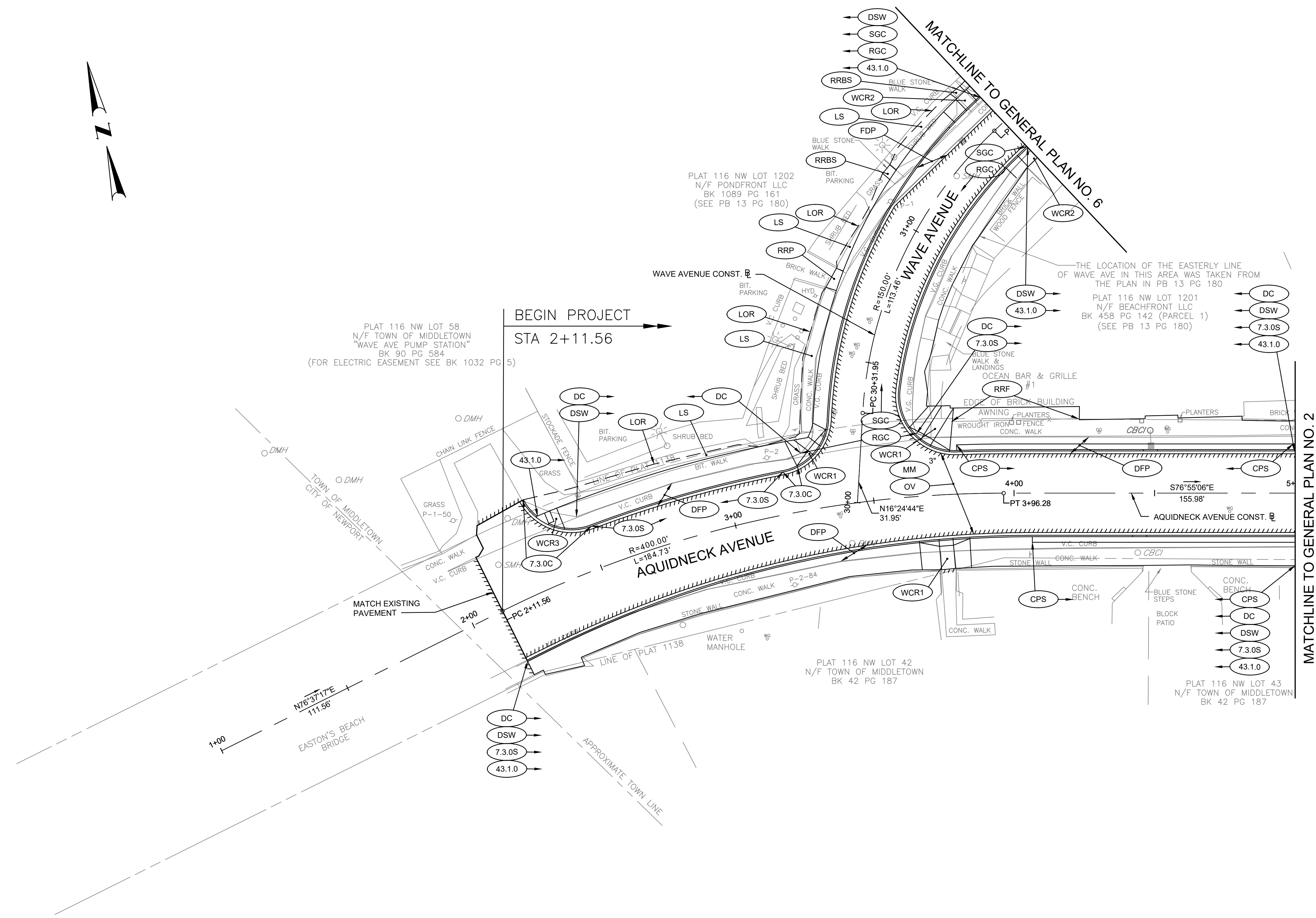
AQUIDNECK AVENUE
REHABILITATION

JOB SPECIFIC PLAN SYMBOLS,
LEGEND & NOTES



LEGEND
 (X) INDICATES PLAN NUMBER





TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 8
OF: 60

SCALE: 1"=20'

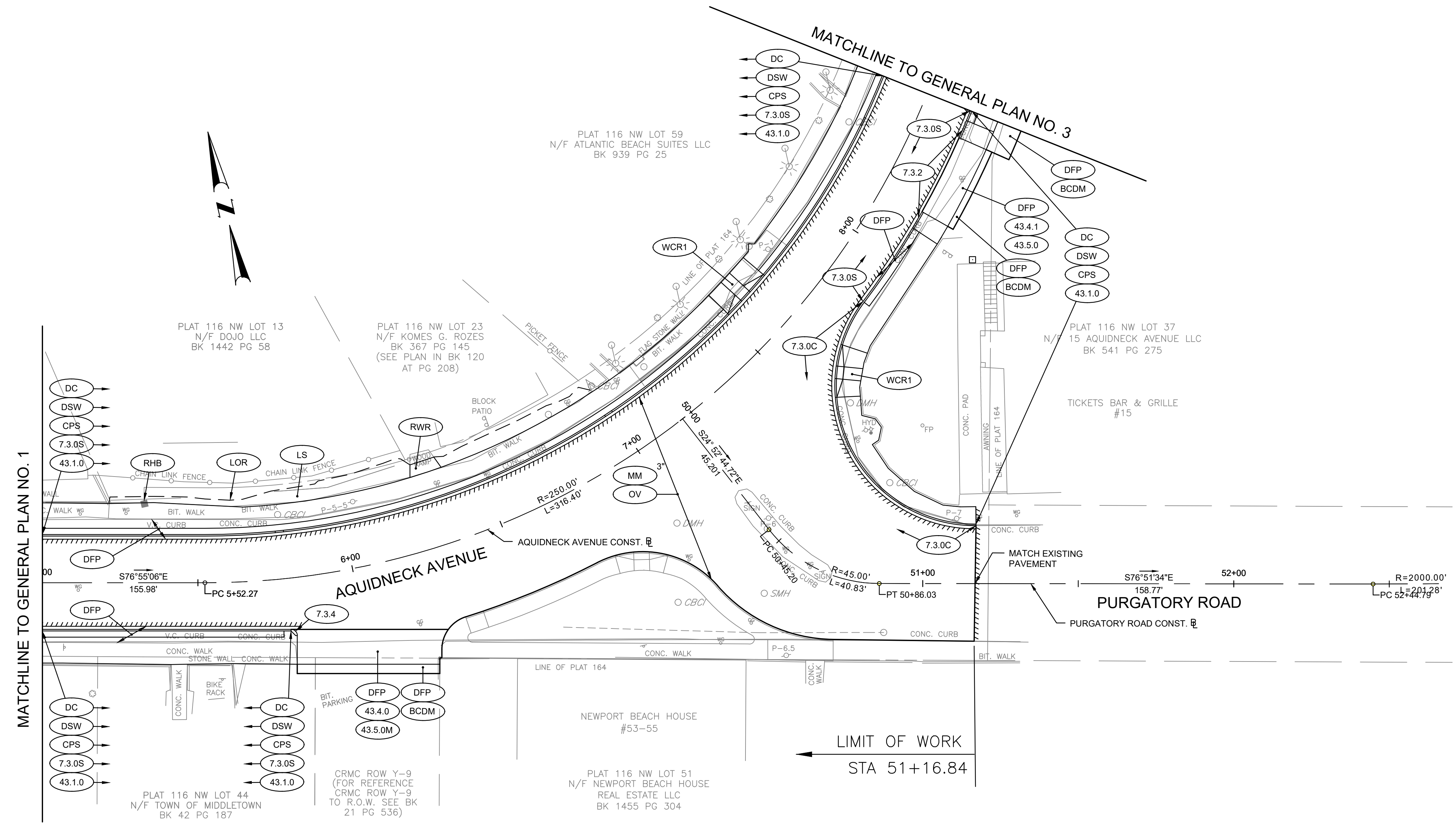
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NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

GENERAL PLAN NO. 1

RHODE ISLAND



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 9
OF: 60

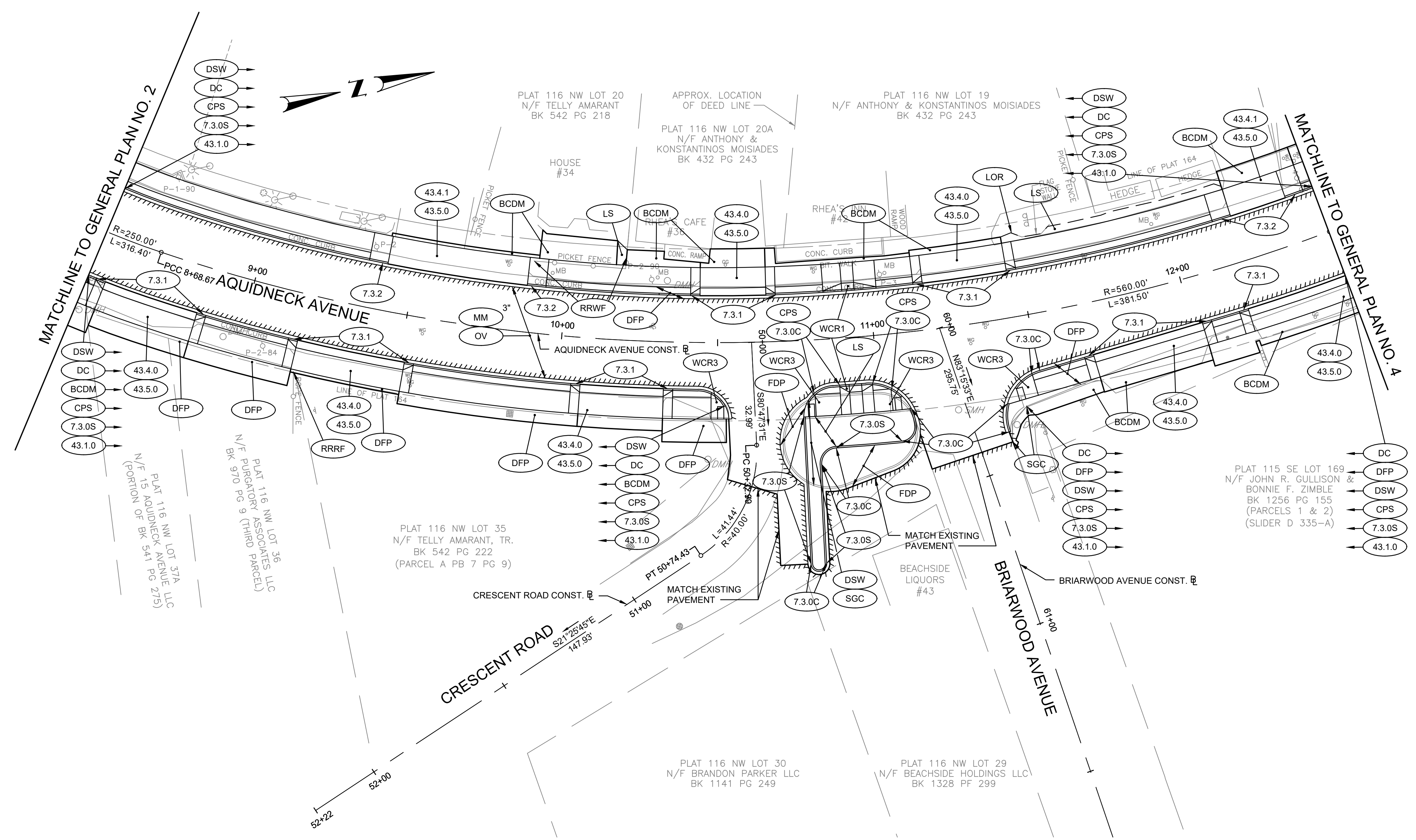
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SCALE IN FEET

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

AQUIDNECK AVENUE
REHABILITATION

GENERAL PLAN NO. 2



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 10
OF: 60

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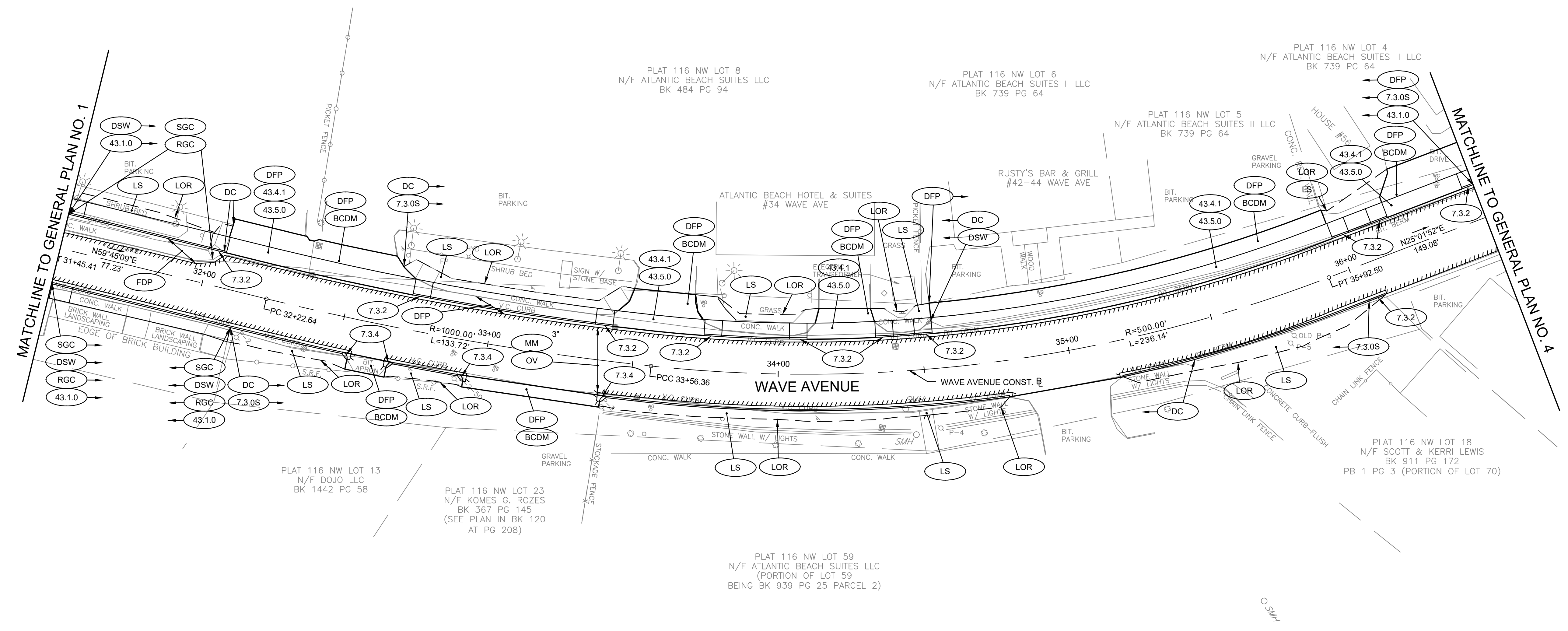
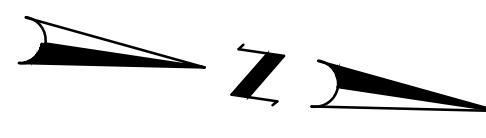
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NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

GENERAL PLAN NO. 3

RHODE ISLAND



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 13
OF: 60

SCALE: 1"=20'

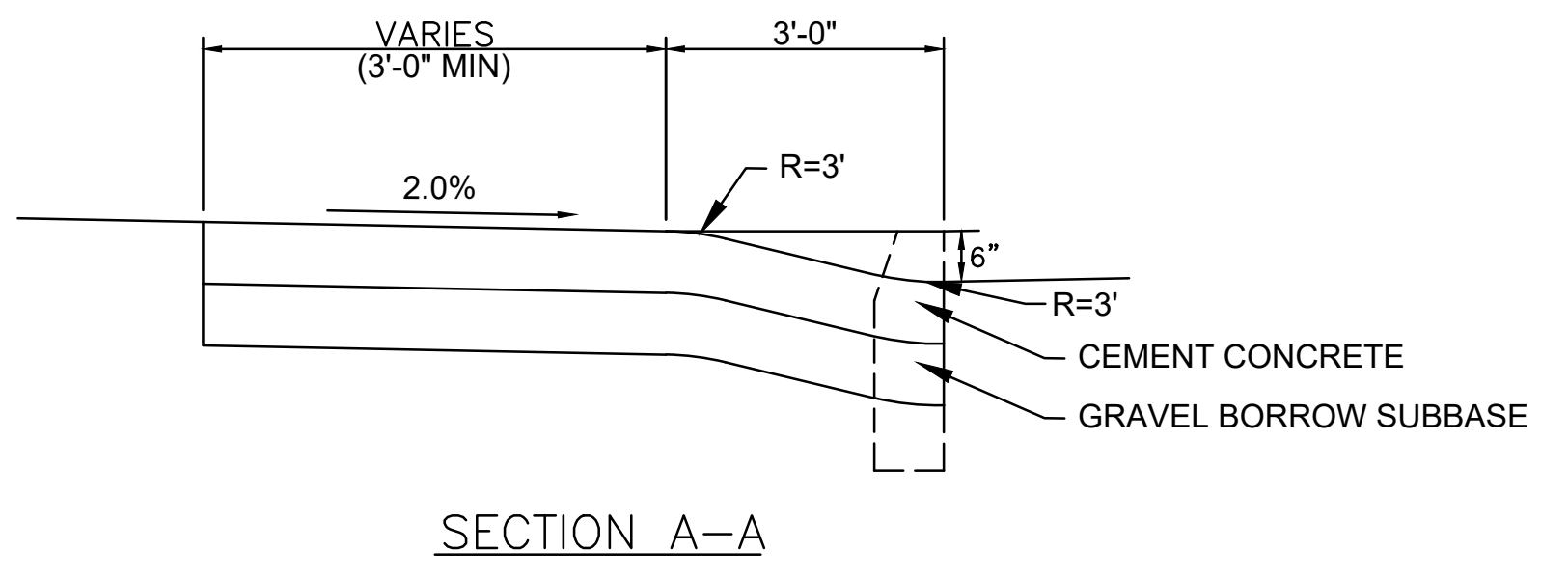
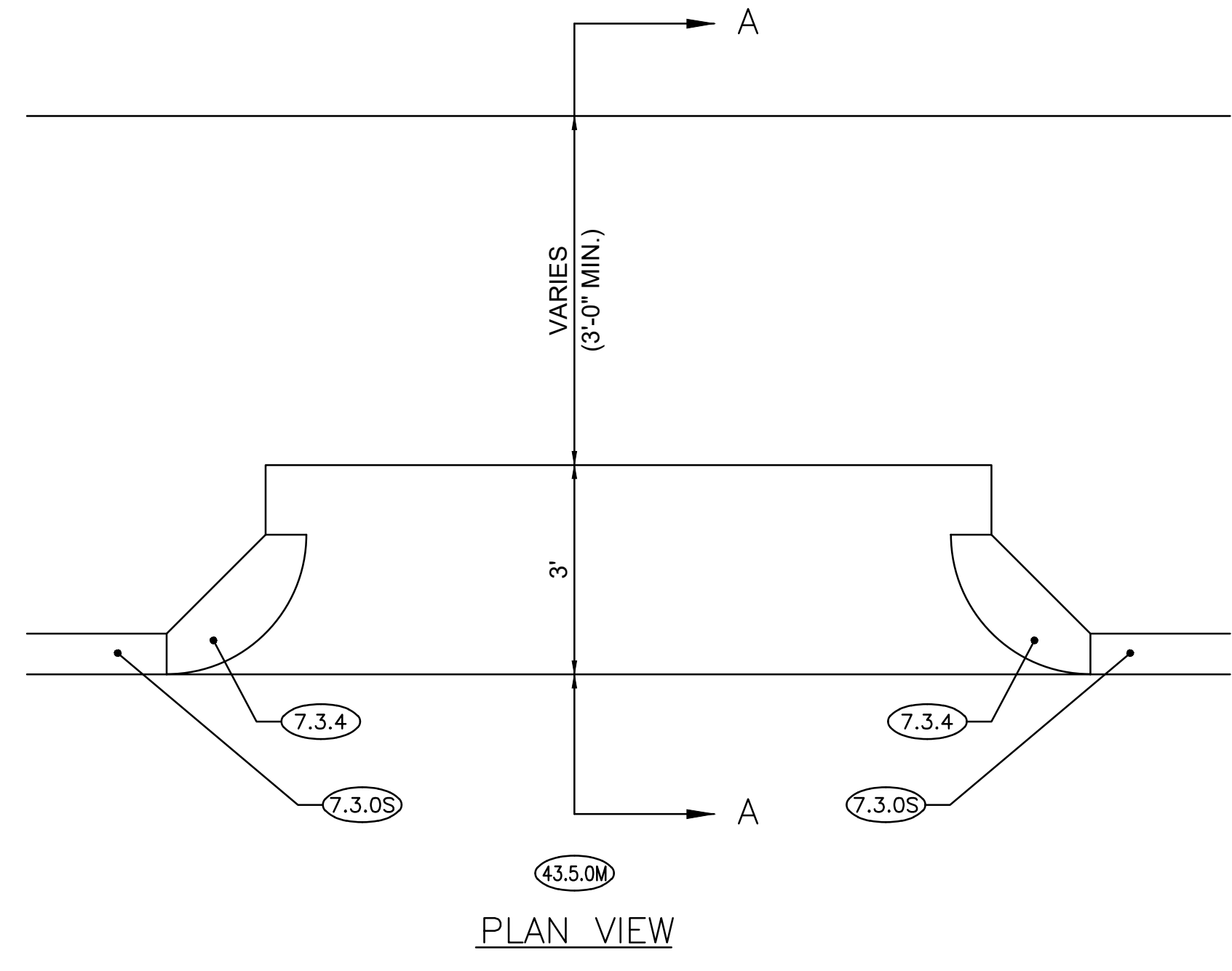
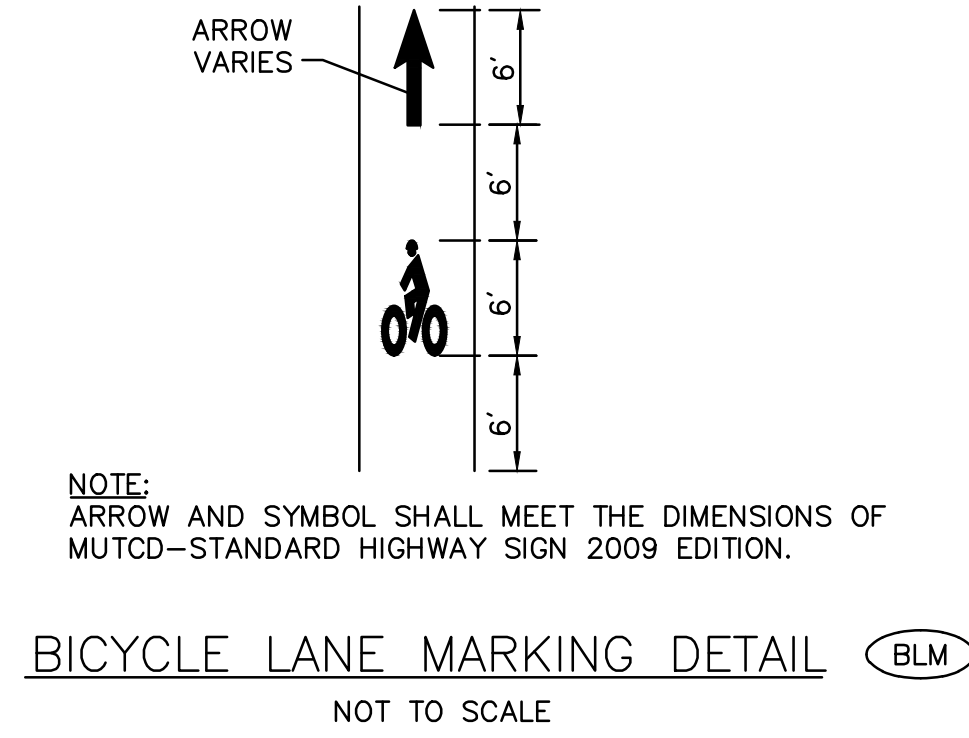
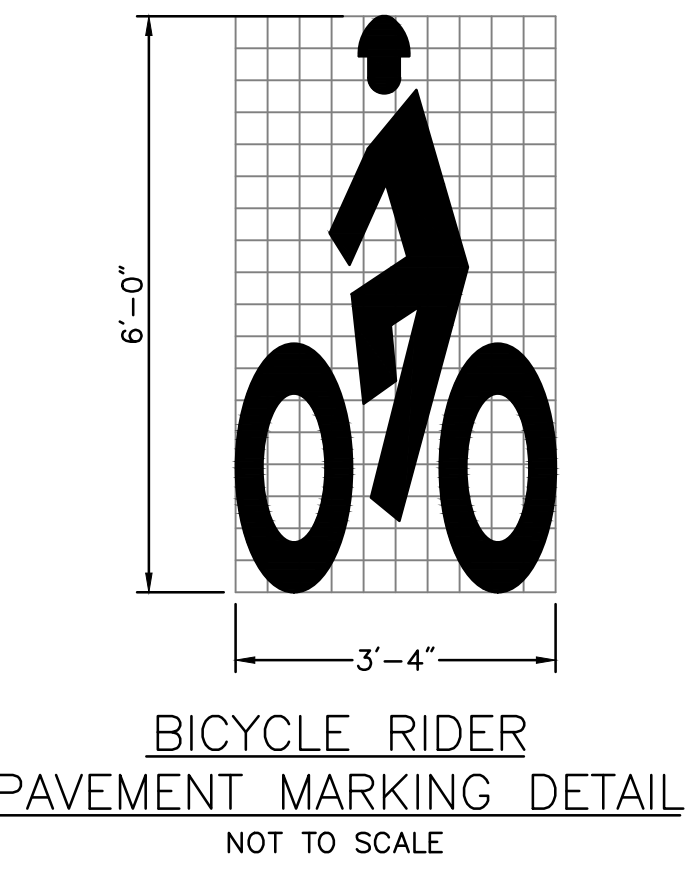
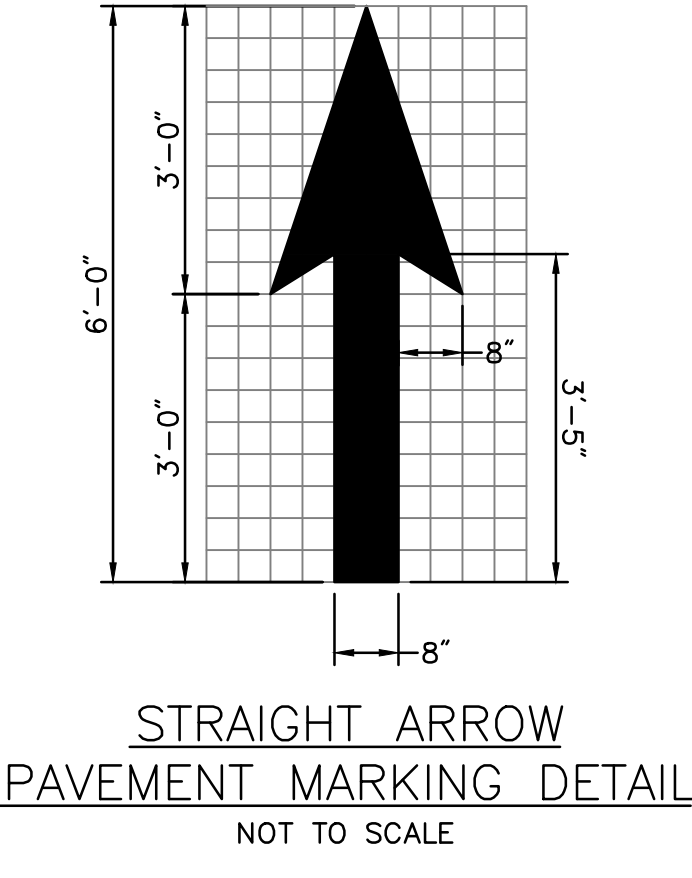
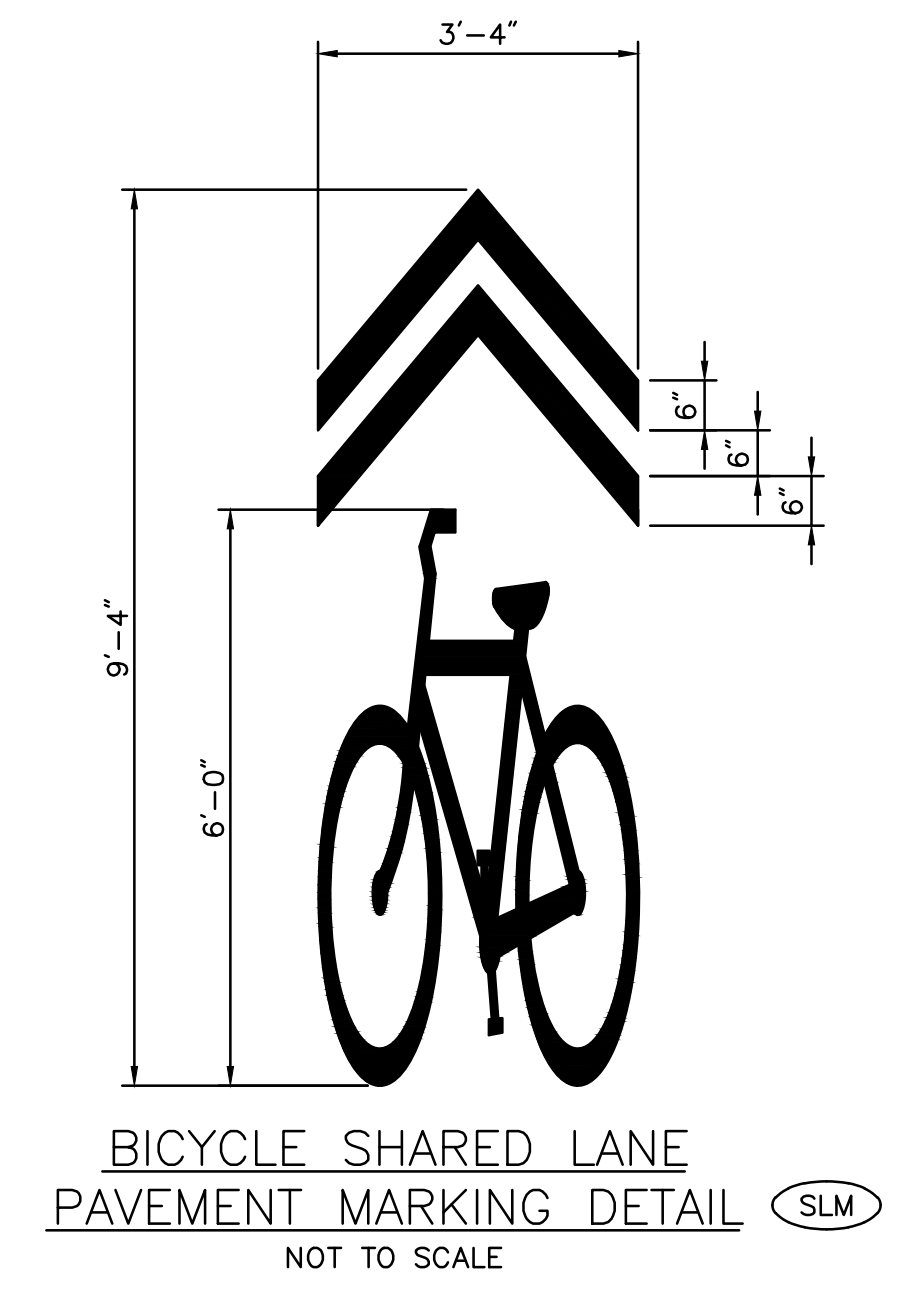
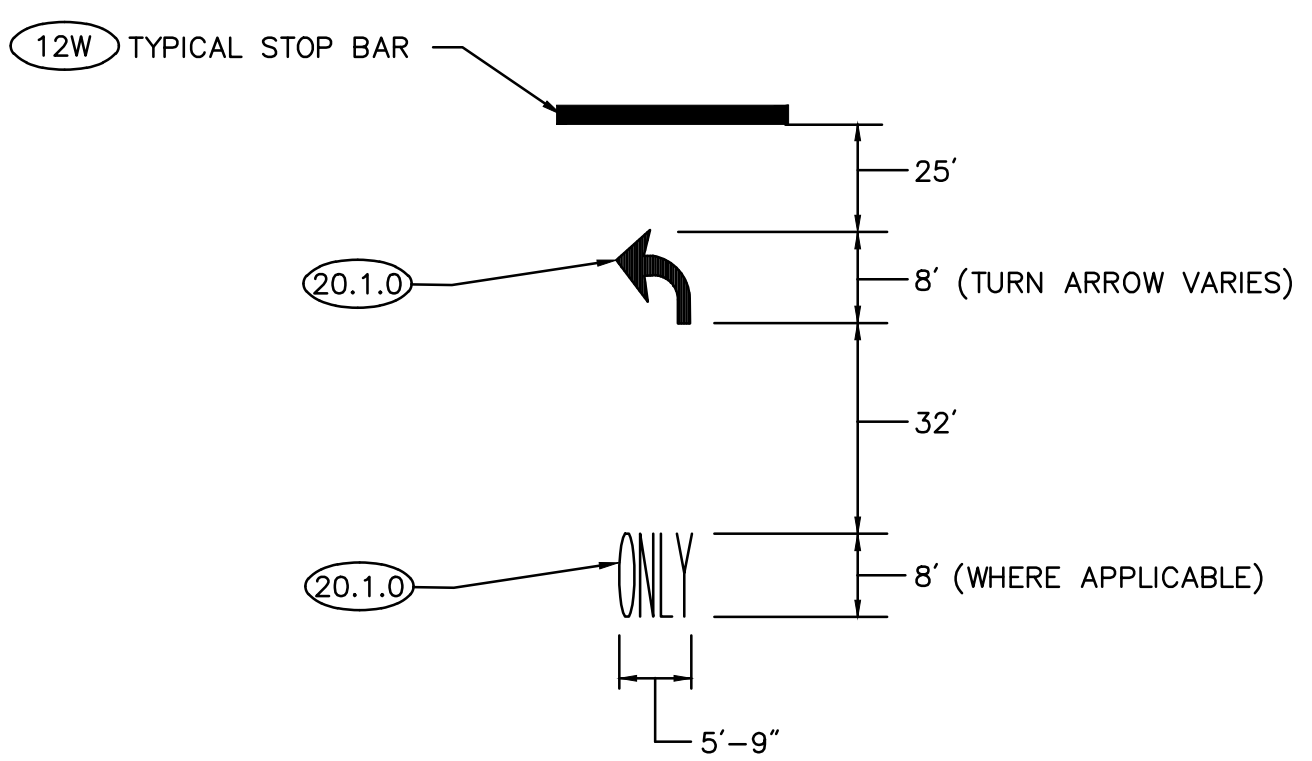
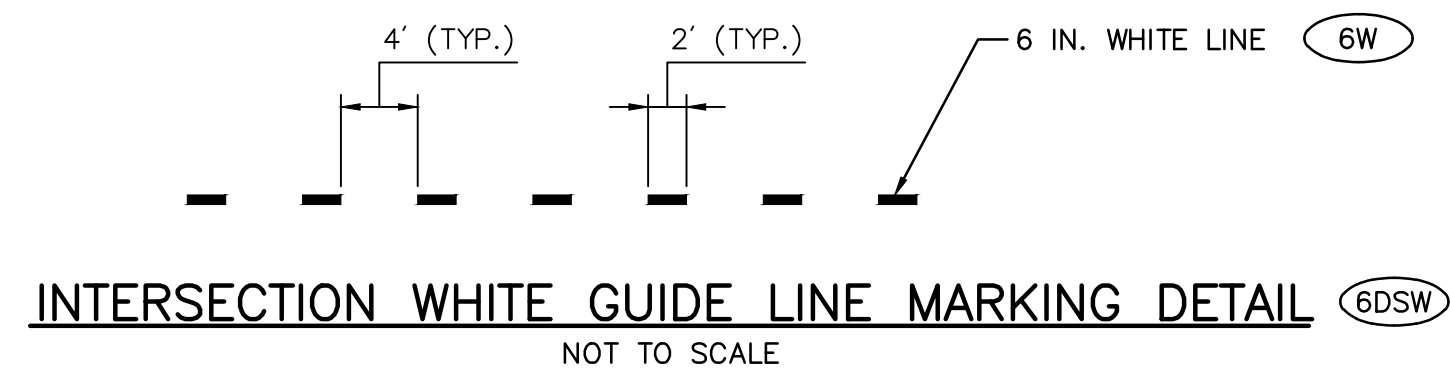
REVISIONS			REVISIONS		
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MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

GENERAL PLAN NO. 6

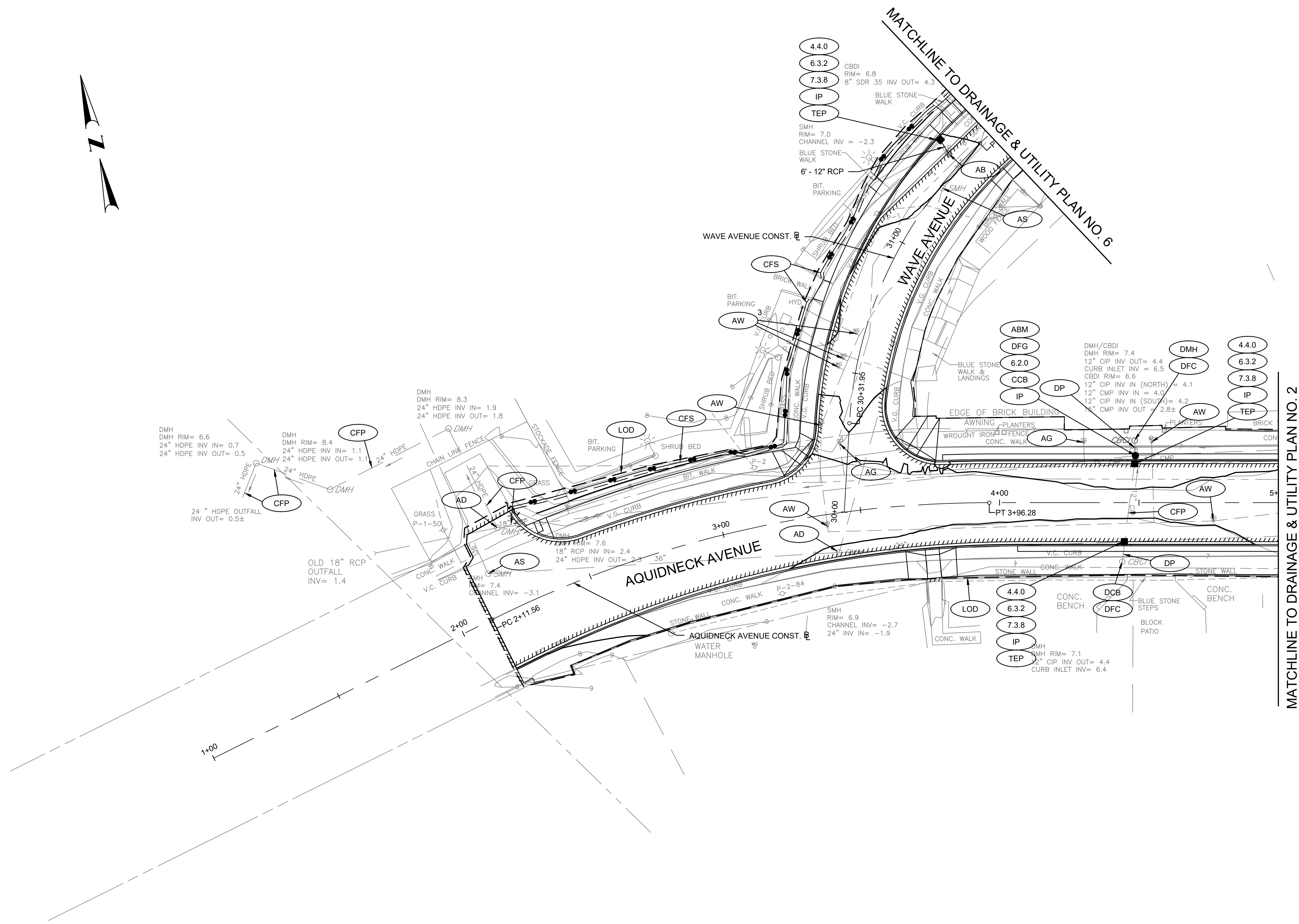
RHODE ISLAND

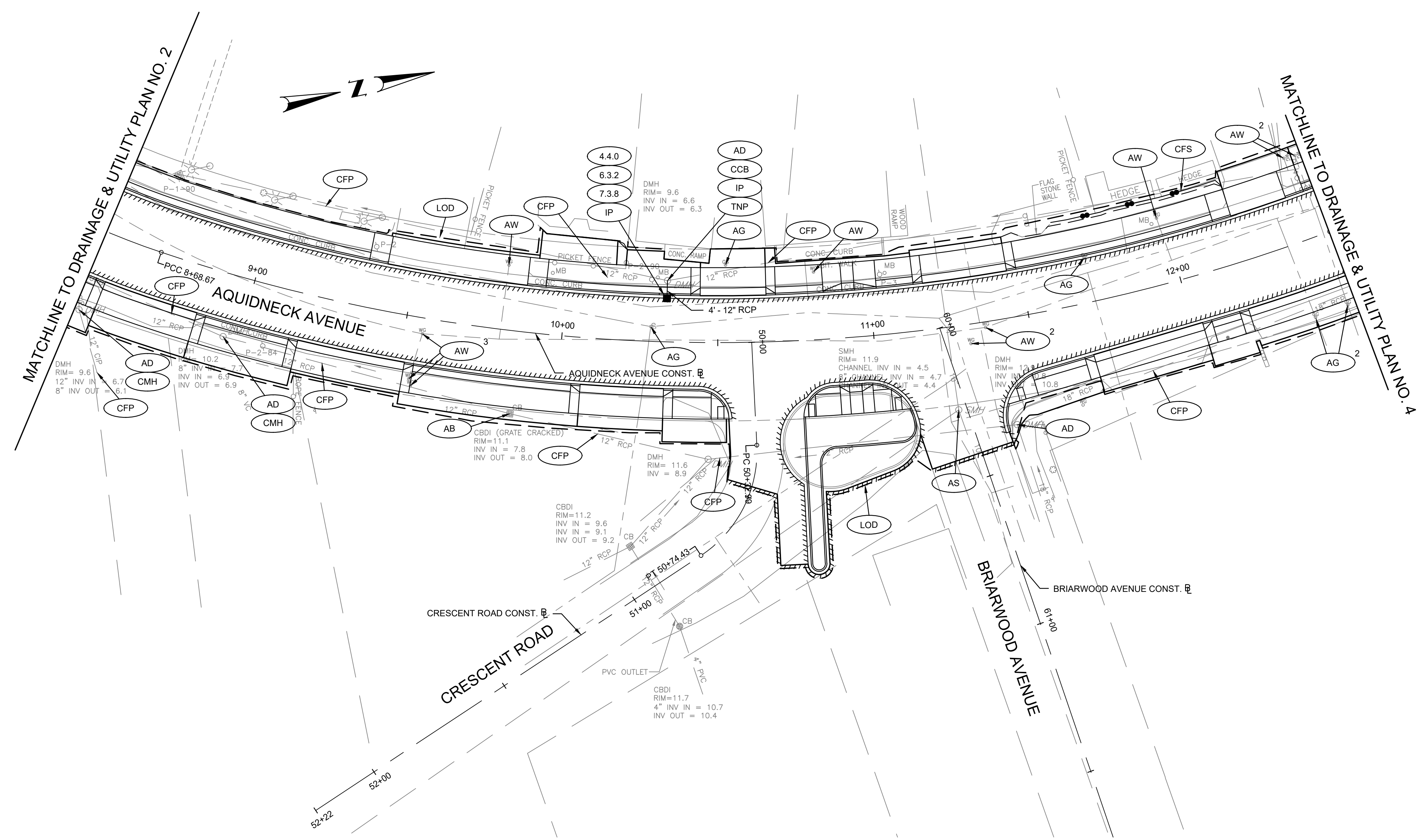


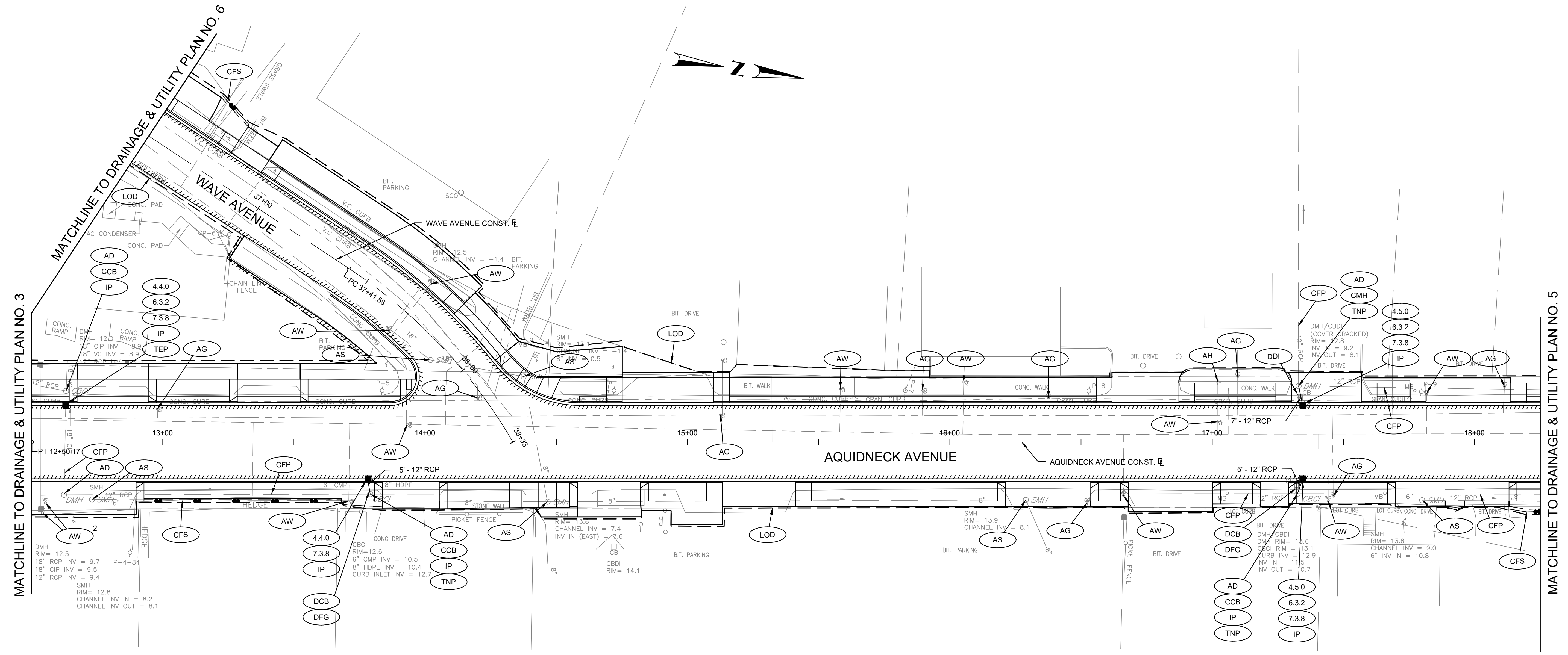
NOTE:
1. CEMENT CONCRETE DRIVEWAYS SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STD. SPECIFICATIONS. THE CEMENT CONCRETE SHALL BE PAID FOR UNDER ITEM CODE 905.0115, PORTLAND CEMENT DRIVEWAY R.I. STANDARD 43.5.0.

SCALE: AS SHOWN

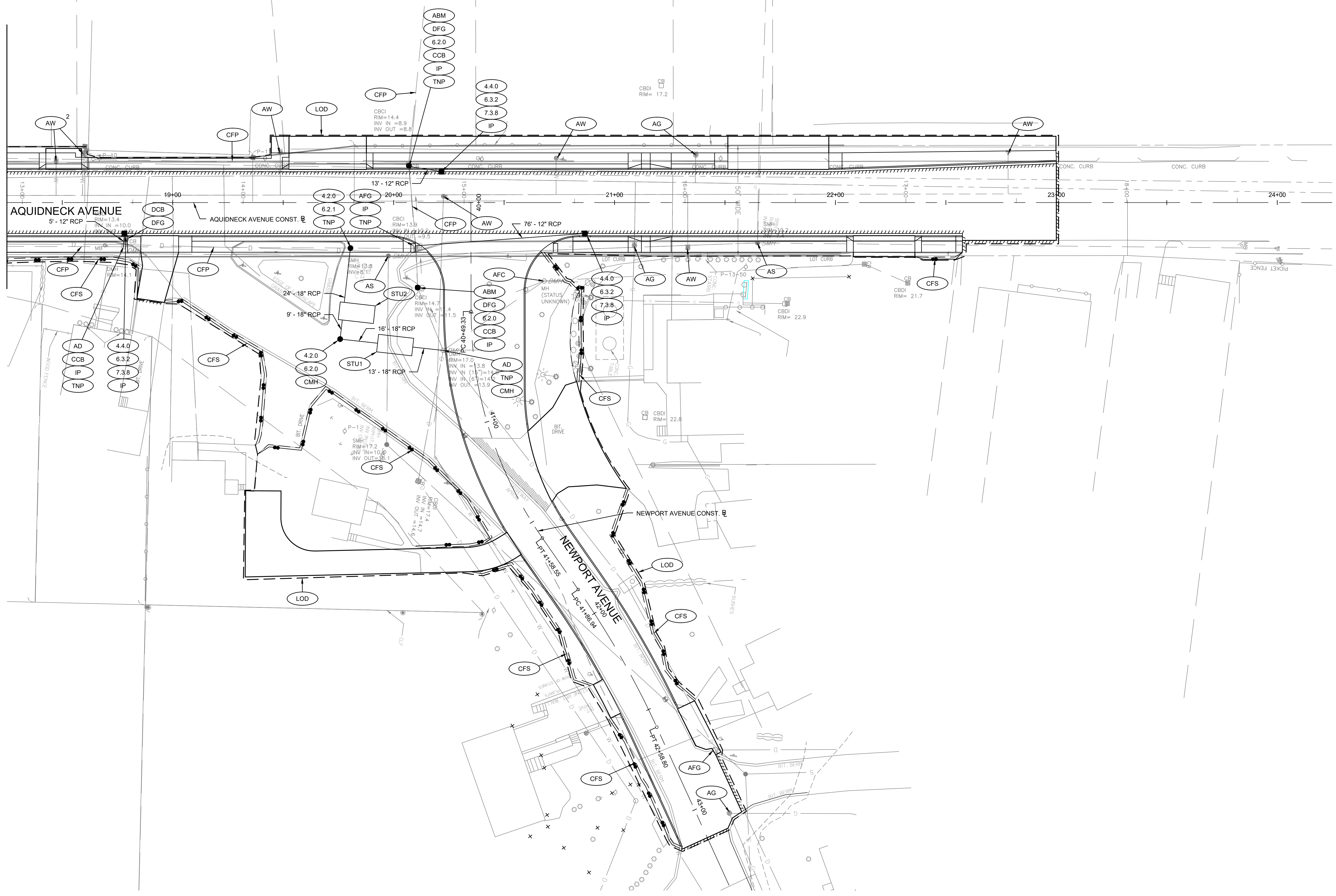
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MATCHLINE TO DRAINAGE & UTILITY PLAN NO. 4



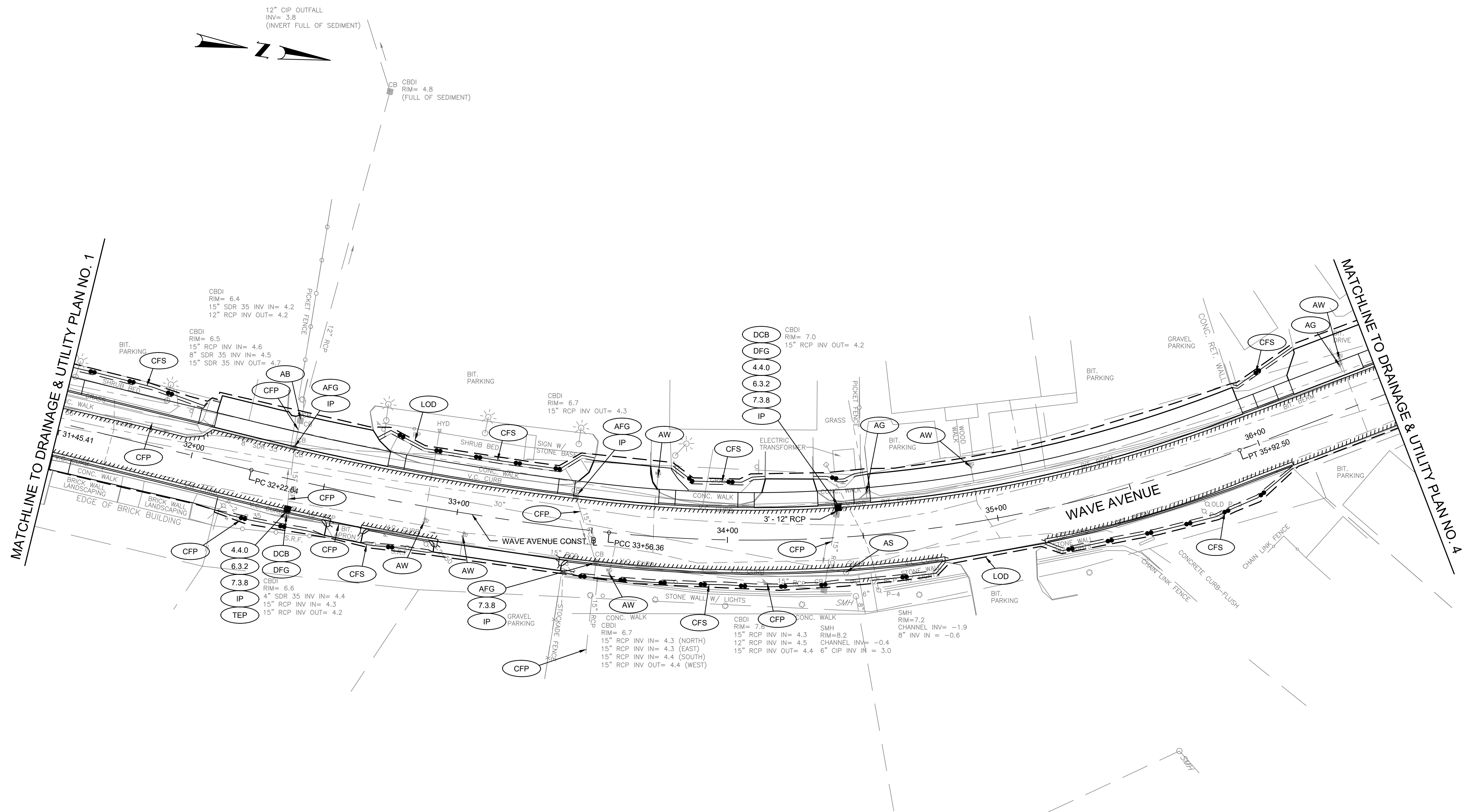
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 19
OF: 60

SCALE: 1"=20'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

AQUIDNECK AVENUE
REHABILITATION
MIDDLETOWN RHODE ISLAND
DRAINAGE & UTILITY PLAN NO. 5



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 20
OF: 60

SCALE: 1"=20'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

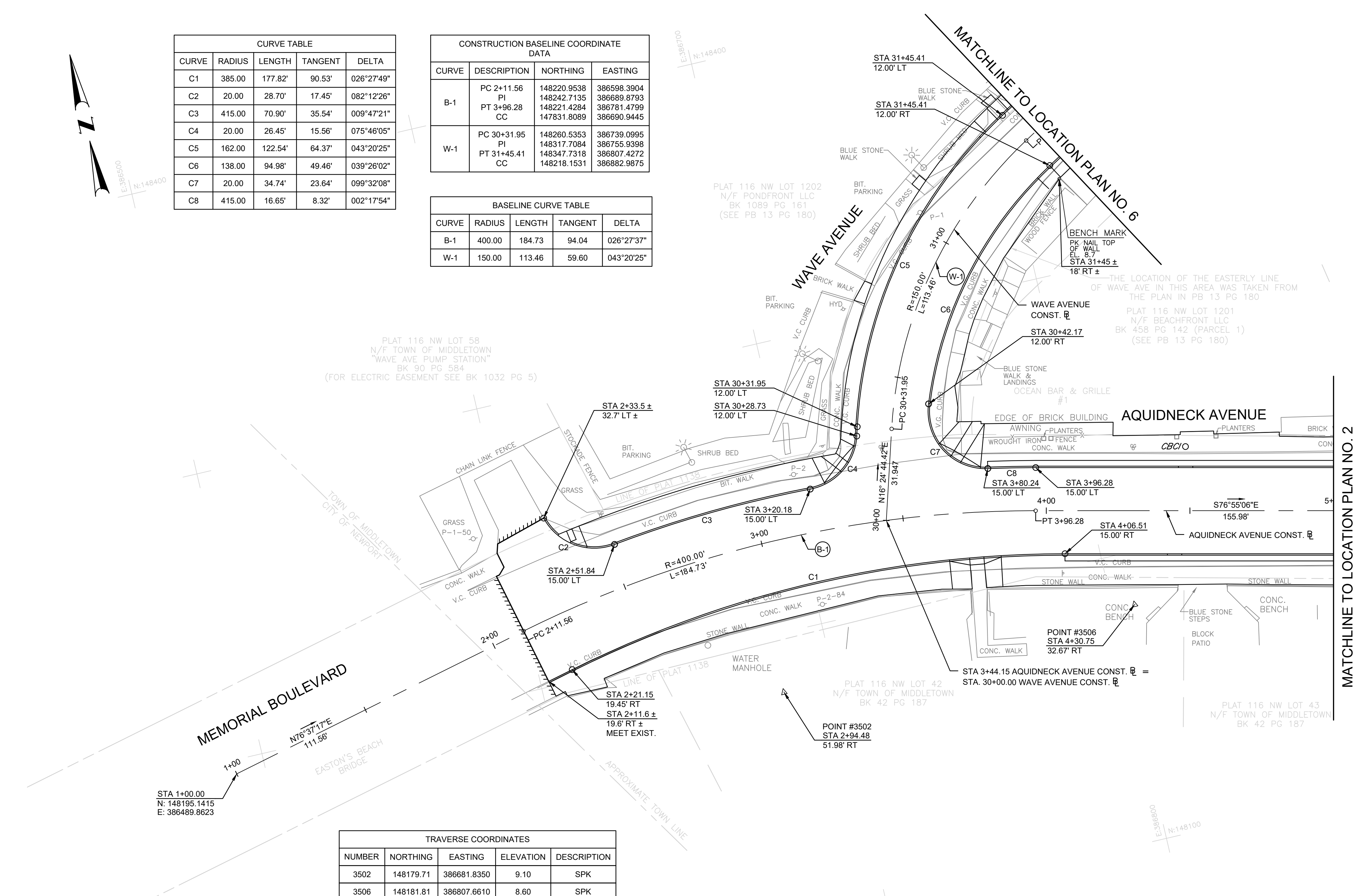
RHODE ISLAND

DRAINAGE & UTILITY PLAN NO. 6

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C1	385.00	177.82'	90.53'	026°27'49"
C2	20.00	28.70'	17.45'	082°12'26"
C3	415.00	70.90'	35.54'	009°47'21"
C4	20.00	26.45'	15.56'	075°46'05"
C5	162.00	122.54'	64.37'	043°20'25"
C6	138.00	94.98'	49.46'	039°26'02"
C7	20.00	34.74'	23.64'	099°32'08"
C8	415.00	16.65'	8.32'	002°17'54"

CONSTRUCTION BASELINE COORDINATE DATA			
CURVE	DESCRIPTION	NORTHING	EASTING
B-1	PC 2+11.56	148220.9538	386598.3904
	PI	148242.7135	386689.8793
	PT 3+96.28	148221.4284	386781.4799
	CC	147831.8089	386690.9445
W-1	PC 30+31.95	148260.5353	386739.0995
	PI	148317.7084	386755.9398
	PT 31+45.41	148347.7318	386807.4272
	CC	148218.1531	386882.9875

BASELINE CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
B-1	400.00	184.73	94.04	026°27'37"
W-1	150.00	113.46	59.60	043°20'25"



PLAT 116 NW LOT 58
N/F TOWN OF MIDDLETOWN
"WAVE AVE PUMP STATION"
BK 90 PG 584
(FOR ELECTRIC EASEMENT SEE BK 1032 PG 5)

PLAT 116 NW LOT 1202
N/F PONDFRONT LLC
BK 1089 PG 161
(SEE PB 13 PG 180)

PLAT 116 NW LOT 1201
N/F BEACHFRONT LLC
BK 458 PG 142 (PARCEL 1)
(SEE PB 13 PG 180)

PLAT 116 NW LOT 42
N/F TOWN OF MIDDLETOWN
BK 42 PG 187

PLAT 116 NW LOT 43
N/F TOWN OF MIDDLETOWN
BK 42 PG 187

TRAVERSE COORDINATES				
NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
3502	148179.71	386681.8350	9.10	SPK
3506	148181.81	386807.6610	8.60	SPK



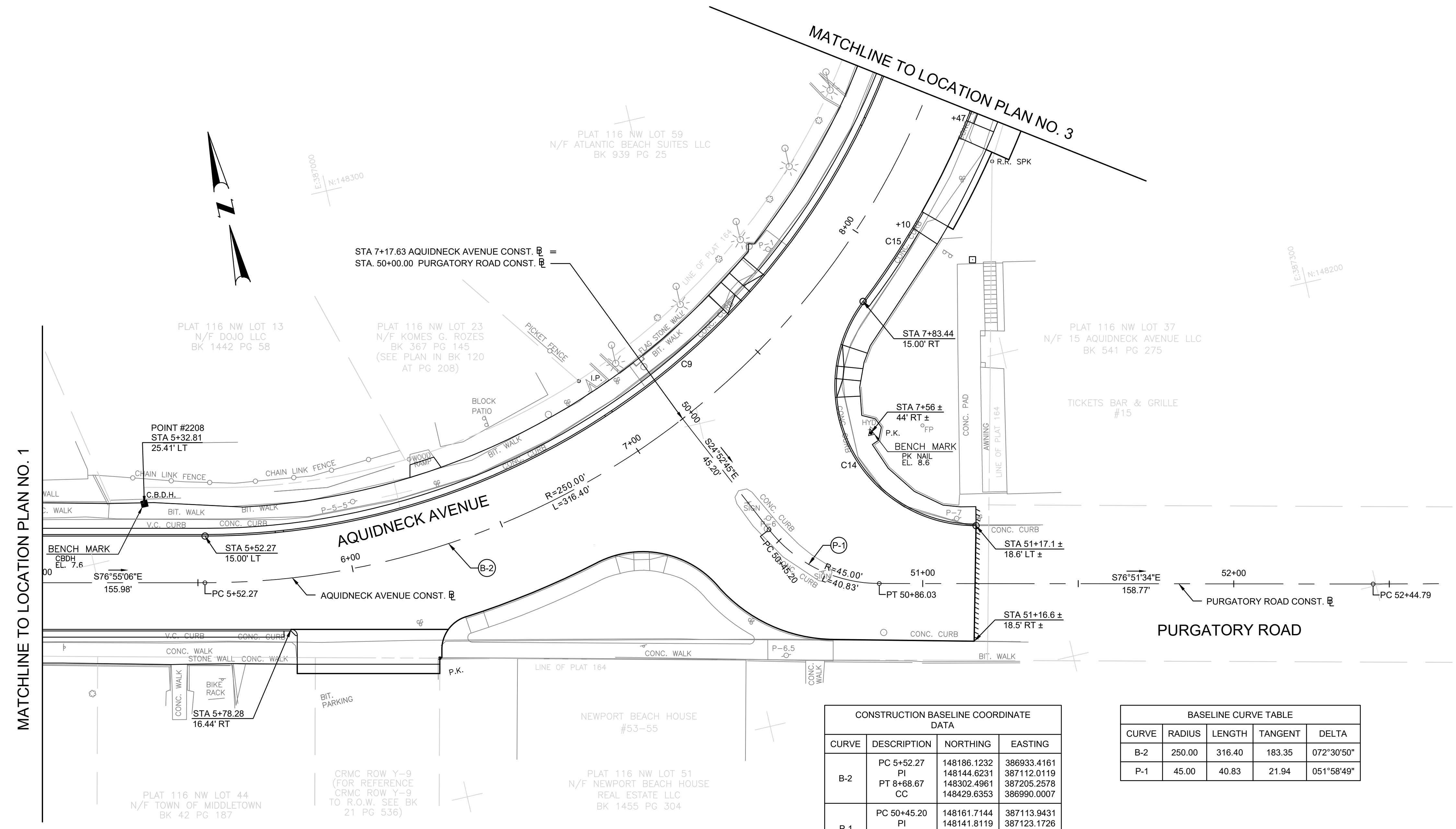
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 21
OF: 60

SCALE: 1"=20'

SCALE IN FEET					
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REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

AQUIDNECK AVENUE
REHABILITATION
MIDDLETOWN RHODE ISLAND
LOCATION PLAN NO. 1



MATCHLINE TO LOCATION PLAN NO. 1

MATCHLINE TO LOCATION PLAN NO. 3

CURVE	DESCRIPTION	NORTHING	EASTING
B-2	PC 5+52.27	148186.1232	386933.4161
	PI	148144.8231	387112.0119
	PT 8+68.67	148302.4961	387205.2578
P-1	CC	148429.6353	386990.0007
	PC 50+45.20	148161.7144	387113.9431
	PI	148141.8119	387123.1726
P-1	PT 50+86.03	148136.8244	387144.5366
	CC	148180.6461	387154.7669

CURVE	RADIUS	LENGTH	TANGENT	DELTA
B-2	250.00	316.40	183.35	072°30'50"
P-1	45.00	40.83	21.94	051°58'49"

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C9	235.00	297.42'	172.35'	072°30'50"
C14	45.00	100.15'	91.29'	127°31'02"
C15	265.00	90.34'	45.61'	019°31'56"

NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
2208	148215.27	386920.2120	7.60	CBDH FND



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 22
OF: 60

SCALE: 1"=20'

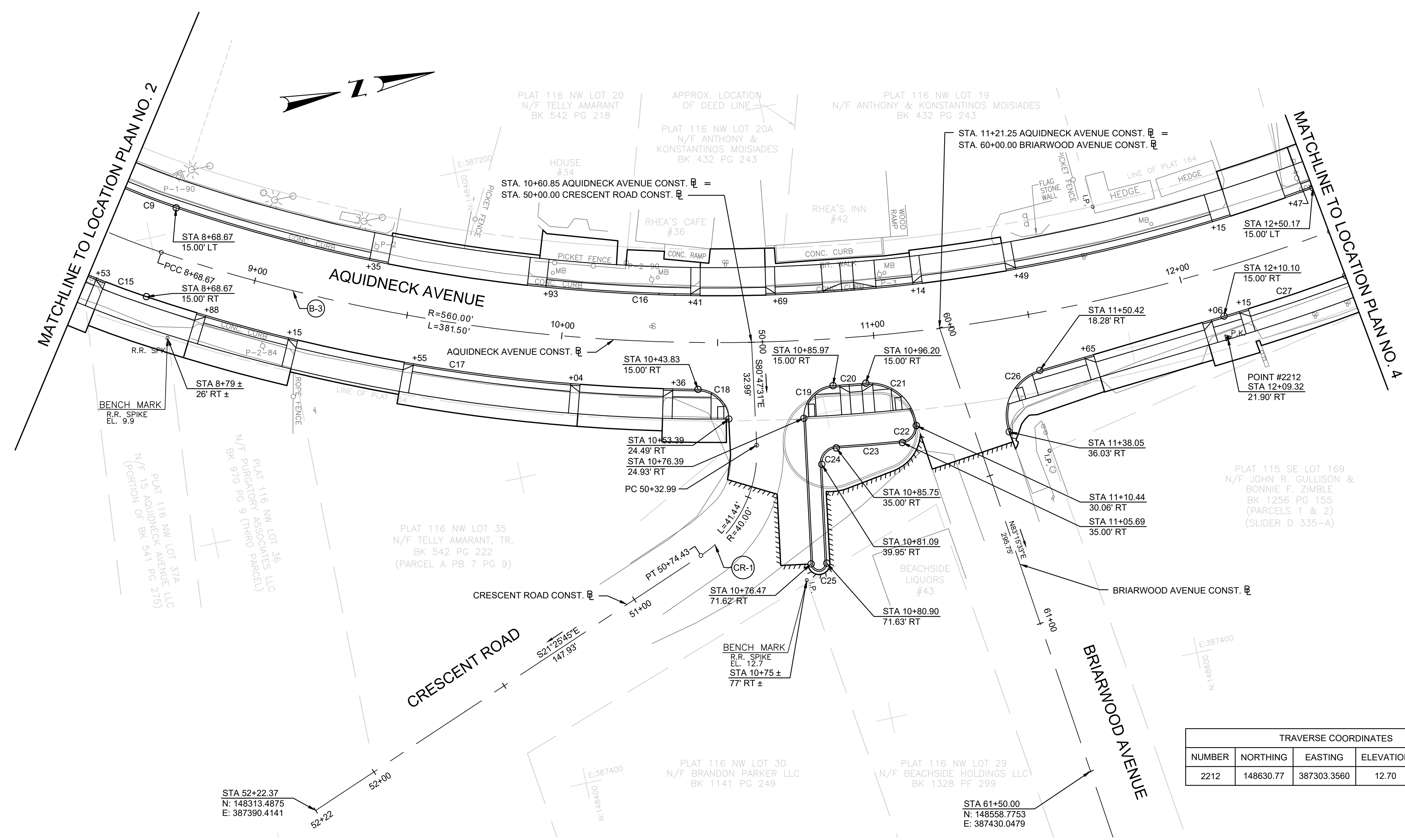
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

RHODE ISLAND

LOCATION PLAN NO. 2



TRAVERSE COORDINATES				
NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
2212	148630.77	387303.3560	12.70	PK

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C9	235.00	297.42'	172.35'	072°30'50"
C15	265.00	90.34'	45.61'	019°31'56"
C16	545.00	371.28'	193.17'	039°01'57"
C17	575.00	179.85'	90.67'	017°55'16"
C18	10.00	15.11'	9.42'	086°33'42"
C19	10.00	15.56'	9.85'	089°07'37"
C20	575.00	10.51'	5.25'	001°02'50"
C21	15.00	23.43'	14.87'	089°30'52"
C22	5.00	7.81'	4.96'	089°30'52"
C23	595.00	21.19'	10.59'	002°02'25"
C24	5.00	7.78'	4.93'	089°08'56"
C25	2.50	7.85'	INFINITY'	180°00'00"

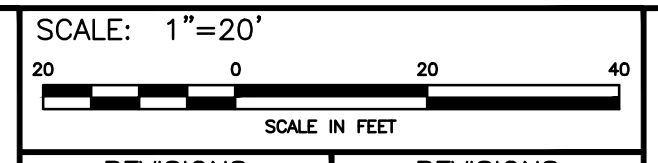
CONSTRUCTION BASELINE COORDINATE DATA			
CURVE	DESCRIPTION	NORTHING	EASTING
B-3	PC 8+68.67	148302.4961	387205.2578
	PI	148473.3974	387306.1987
	PT 12+50.17	148669.7203	387276.9816
CR-1	PC 50+32.99	148476.0645	387305.5328
	PI	148472.4163	387328.0374
	PT 50+74.43	148451.1939	387336.3668

BASELINE CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
B-3	560.00	381.50	198.49	039°01'57"
CR-1	40.00	41.44	22.80	059°21'46"



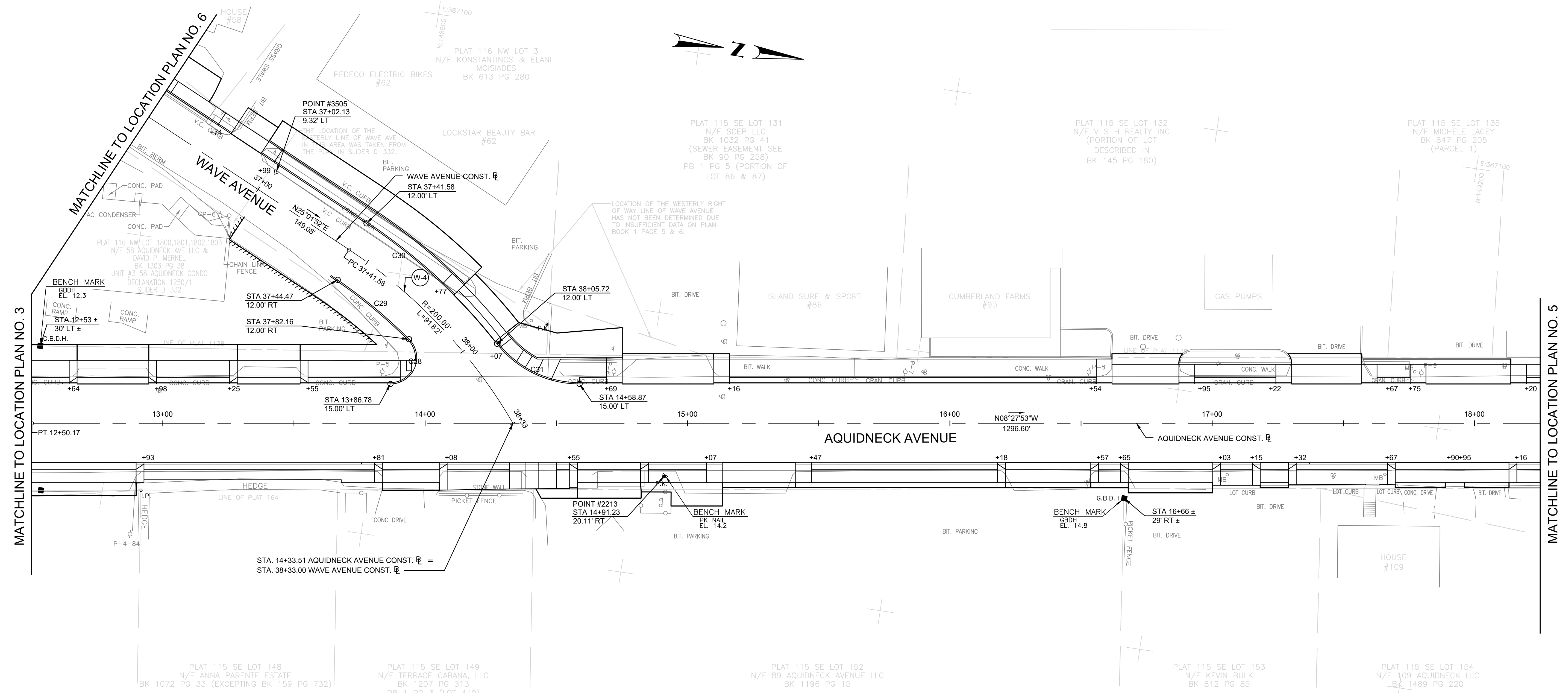
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
 CHECKED BY:
 DATE:
 SHEET: 23
 OF: 60



REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

AQUIDNECK AVENUE
REHABILITATION
MIDDLETOWN RHODE ISLAND
LOCATION PLAN NO. 3



TRAVERSE COORDINATES				
NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
2213	148911.12	387261.3860	14.20	PK
3505	148747.72	387168.5960	12.10	PK

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C28	10.00	23.54'	24.07'	134°52'51"
C29	188.00	35.42'	17.76'	010°47'46"
C30	212.00	67.98'	34.28'	018°22'20"
C31	40.00	36.21'	19.45'	051°52'05"

CONSTRUCTION BASELINE COORDINATE DATA			
CURVE	DESCRIPTION	NORTHING	EASTING
W-4	PC 37+41.58	148779.5248	387193.7294
	PI	148821.8691	387213.5028
	PT 38+33.40	148851.0664	387249.9933
	CC	148694.9028	387374.9451

BASELINE CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
W-4	200.00	91.82	46.73	026°18'16"



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 24
OF: 60

SCALE: 1"=20'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

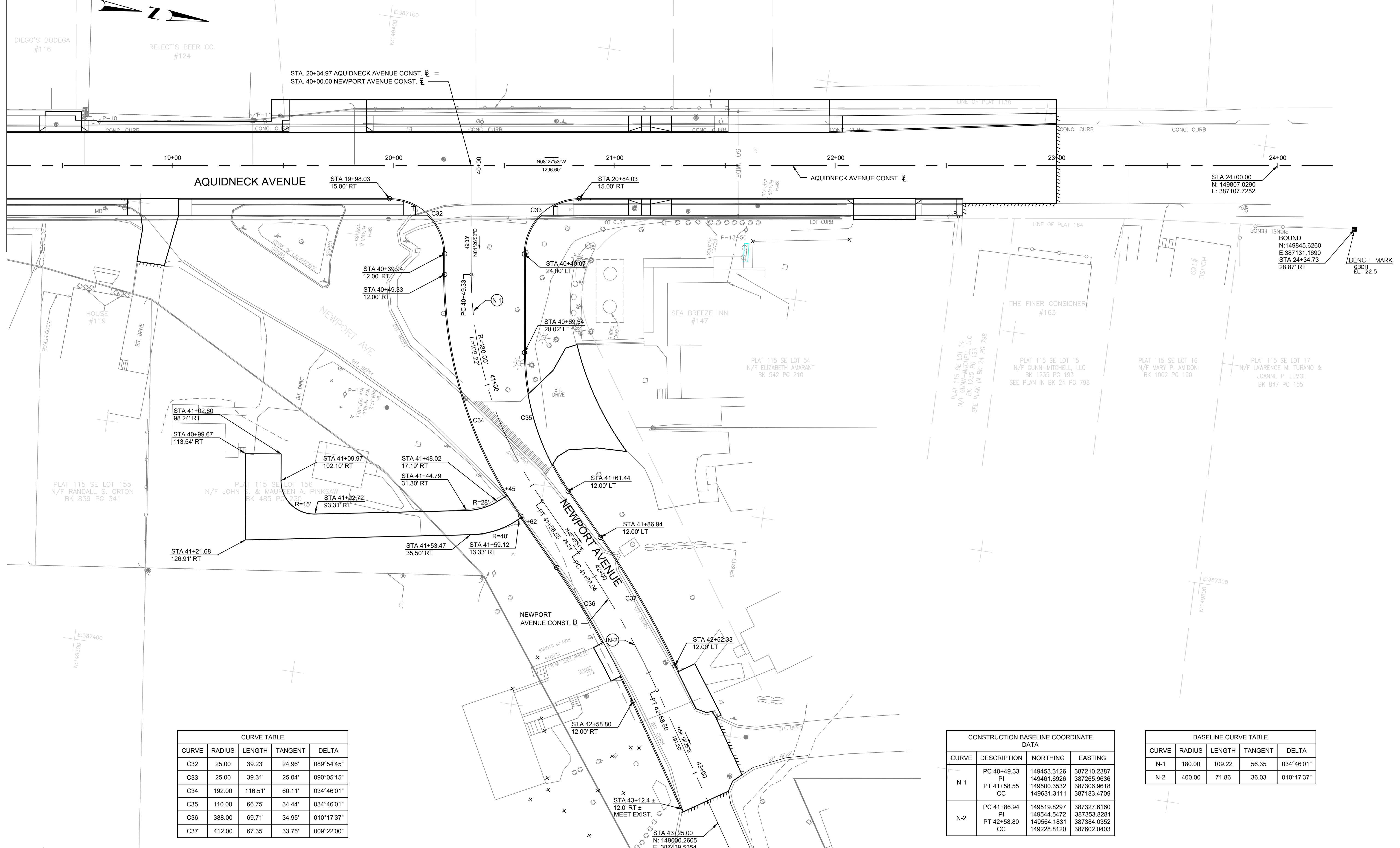
AQUIDNECK AVENUE
REHABILITATION

RHODE ISLAND

LOCATION PLAN NO. 4

PLAT 115 SE LOT 136 N/F MICHELE LACEY BK 847 PG 205 (PARCEL 2)
 PLAT 115 SE LOT 137 N/F AARDVARK PROPERTIES LLC BK 1226 PG 91 PB 13 PG 4
 PLAT 115 SE LOT 138 N/F T J REALTY LLC BK 540 PG 231 PB 13 PG 4
 PLAT 115 SE LOT 140 N/F T J REALTY LLC BK 665 PG 290 (2ND PARCEL) PB 13 PG 4
 PLAT 115 SE LOT 141 N/F T J REALTY LLC BK 665 PG 290 (1ST PARCEL) PB 13 PG 4
 PLAT 115 SE LOT 142 N/F SEA WHALE MOTEL INC BK 719 PG 88 (PARCEL 1)
 PLAT 115 SE LOT 144 N/F SEA WHALE MOTEL INC BK 719 PG 88 (PARCEL 2)
 PLAT 115 SE LOT 145 N/F JAMES L. PARADISE BK 1487 PG 126 (FIRST PARCEL)

MATCHLINE TO LOCATION PLAN NO. 4



CURVE	RADIUS	LENGTH	TANGENT	DELTA
C32	25.00	39.23'	24.96'	089°54'45"
C33	25.00	39.31'	25.04'	090°05'15"
C34	192.00	116.51'	60.11'	034°46'01"
C35	110.00	66.75'	34.44'	034°46'01"
C36	388.00	69.71'	34.95'	010°17'37"
C37	412.00	67.35'	33.75'	009°22'00"

CURVE	DESCRIPTION	NORTHING	EASTING
N-1	PC 40+49.33	149453.3126	387210.2387
	PI	149461.6926	387265.9636
	PT 41+58.55	149500.3532	387306.9618
	CC	149631.3111	387183.4709
N-2	PC 41+86.94	149519.8297	387327.6160
	PI	149544.5472	387353.8281
	PT 42+58.80	149564.1831	387384.0352
	CC	149228.8120	387602.0403

CURVE	RADIUS	LENGTH	TANGENT	DELTA
N-1	180.00	109.22	56.35	034°46'01"
N-2	400.00	71.86	36.03	010°17'37"



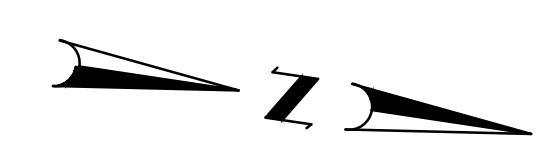
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
 CHECKED BY:
 DATE:
 SHEET: 25
 OF: 60

SCALE: 1"=20'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

AQUIDNECK AVENUE
REHABILITATION
MIDDLETOWN RHODE ISLAND
LOCATION PLAN NO. 5



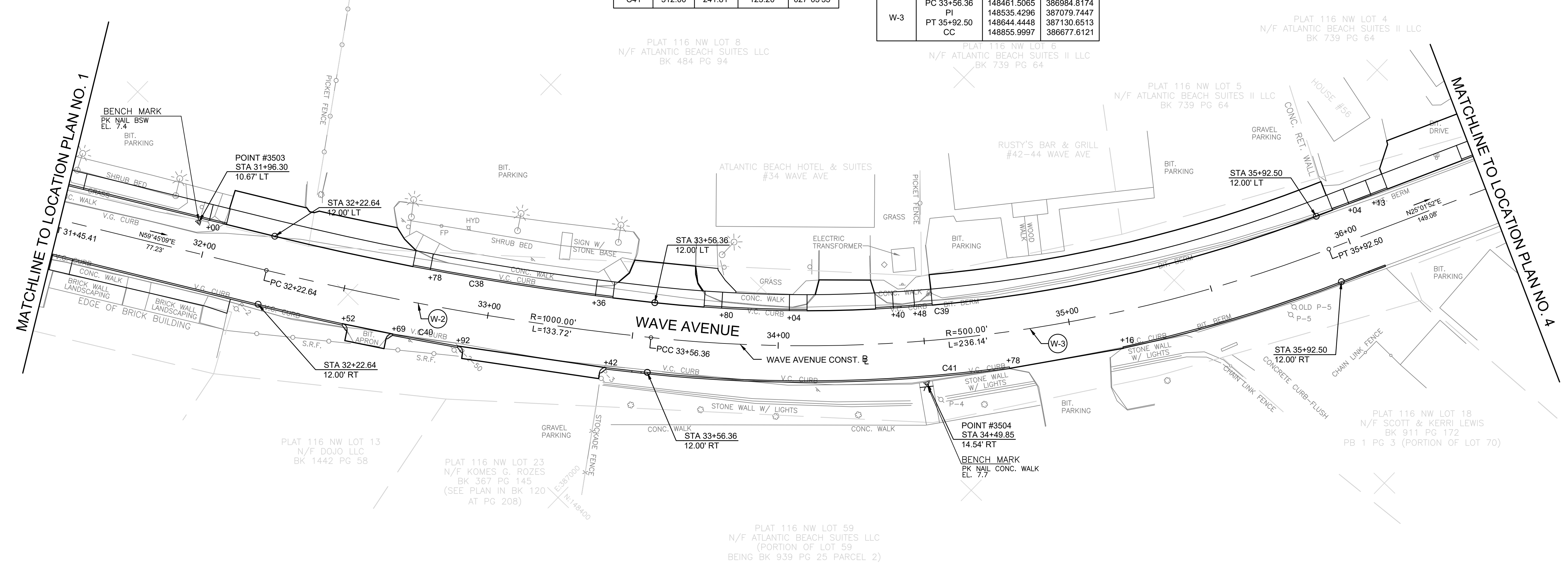
POINT #4398
STA 32+93.81
173.70' LT

TRAVERSE COORDINATES				
NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
3503	148382.58	386846.0150	7.40	PK BSW
3504	148515.88	387063.7010	7.70	PK BC
4398	148568.09	386836.3500	6.30	SPK

CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C38	988.00	132.12'	66.16'	007°39'42"
C39	488.00	230.47'	117.43'	027°03'35"
C40	1012.00	135.33'	67.76'	007°39'42"
C41	512.00	241.81'	123.20'	027°03'35"

CONSTRUCTION BASELINE COORDINATE DATA			
CURVE	DESCRIPTION	NORTHING	EASTING
W-2	PC 32+22.64	148386.6348	386874.1420
	PI	148420.3652	386931.9864
	PT 33+56.36	148461.5065	386984.8174
W-3	PC 33+56.36	148461.5065	386984.8174
	PI	148535.4296	387079.7447
	PT 35+92.50	148644.4448	387130.6513
	CC	148855.9997	386677.6121

BASELINE CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
W-2	1000.00	133.72	66.96	007°39'42"
W-3	500.00	236.14	120.32	027°03'35"



vhb
1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100

TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 26
OF: 60

SCALE: 1"=20'

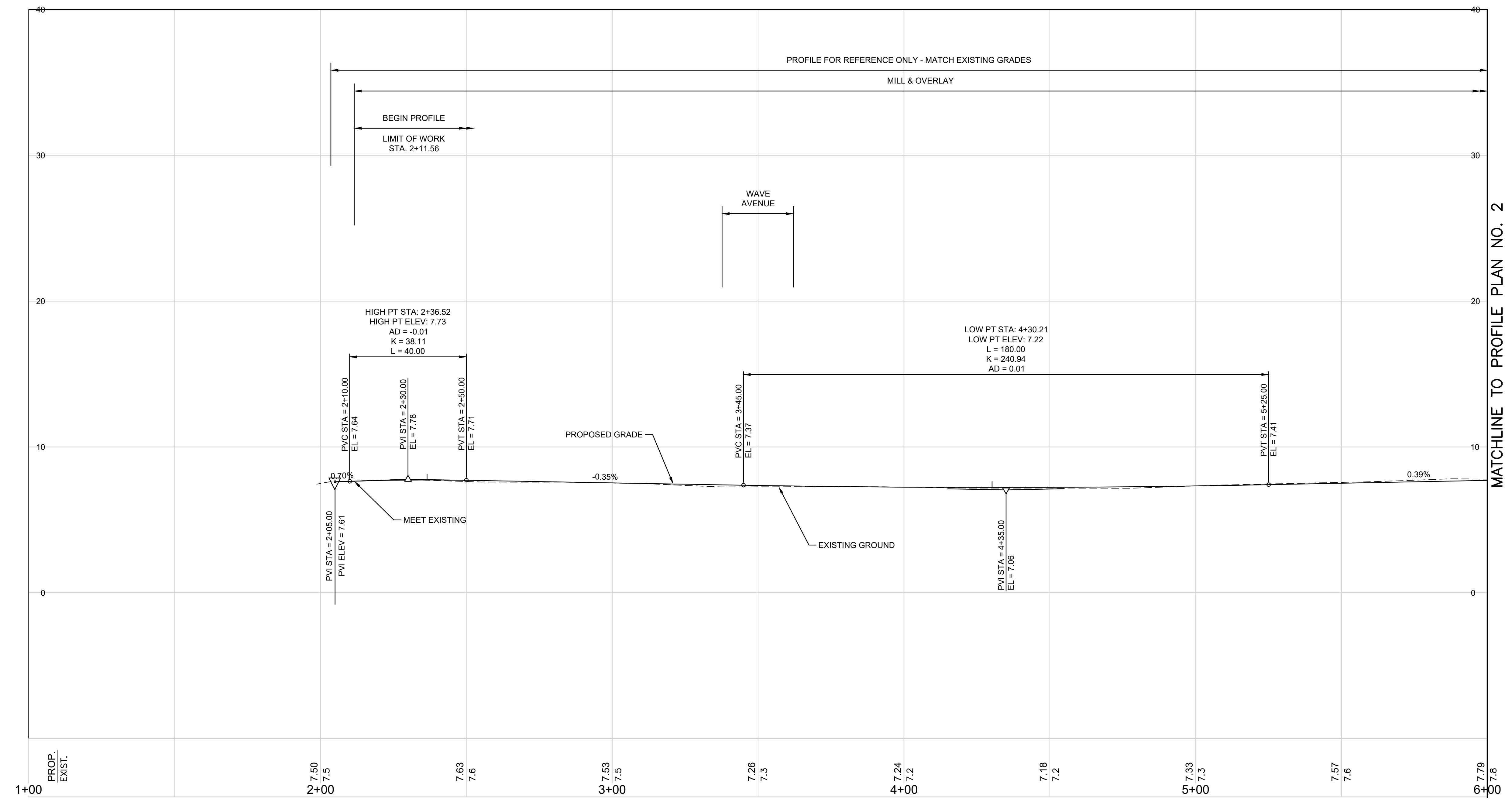
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

LOCATION PLAN NO. 6

RHODE ISLAND



MATCHLINE TO PROFILE PLAN NO. 2



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 27
OF: 60

SCALE: 1"=20' HORIZ., 1"=4' VERT.

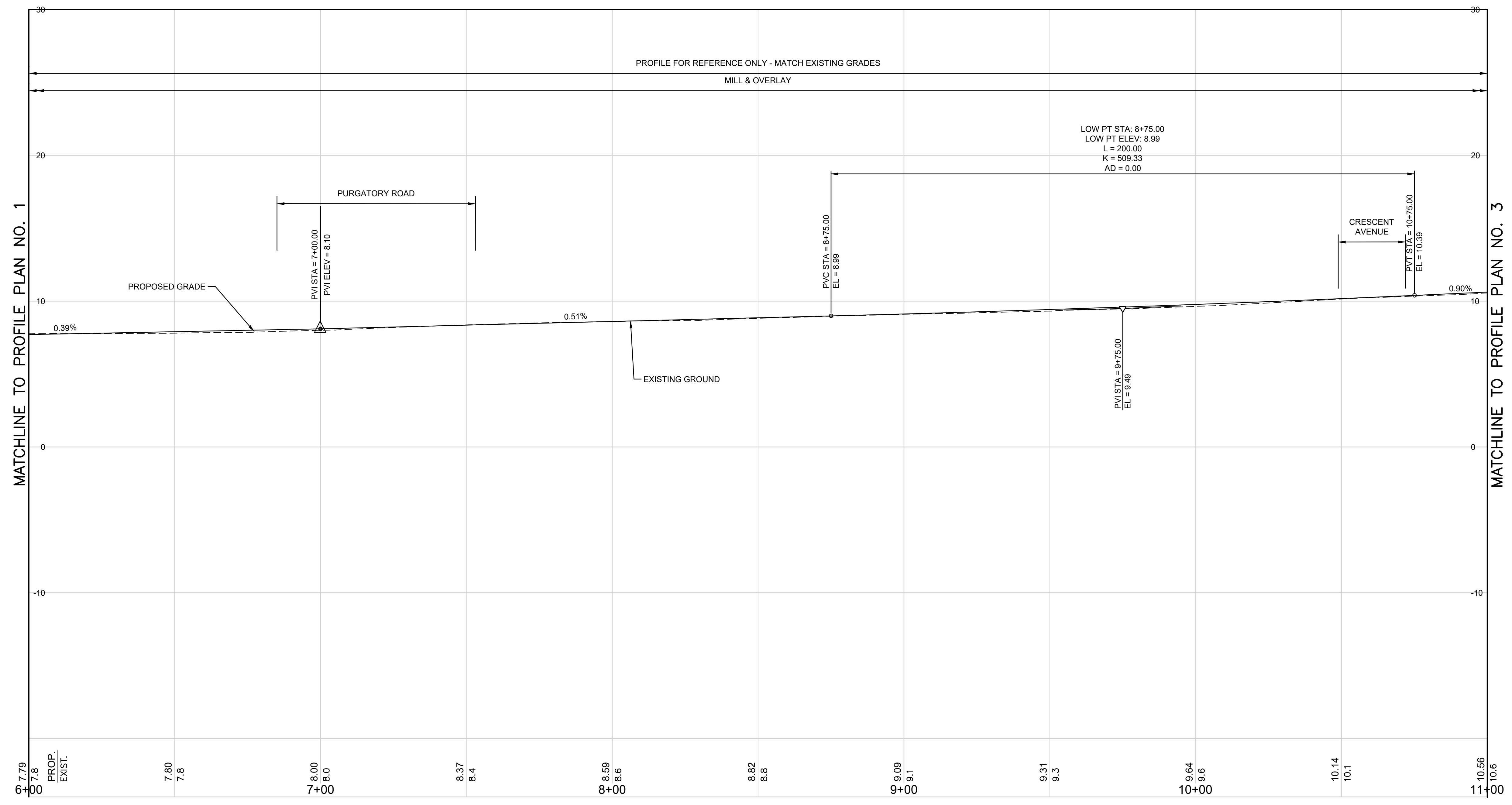
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

PROFILE NO. 1
AQUIDNECK AVENUE

RHODE ISLAND



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 28
OF: 60

SCALE: 1"=20' HORIZ., 1"=4' VERT.

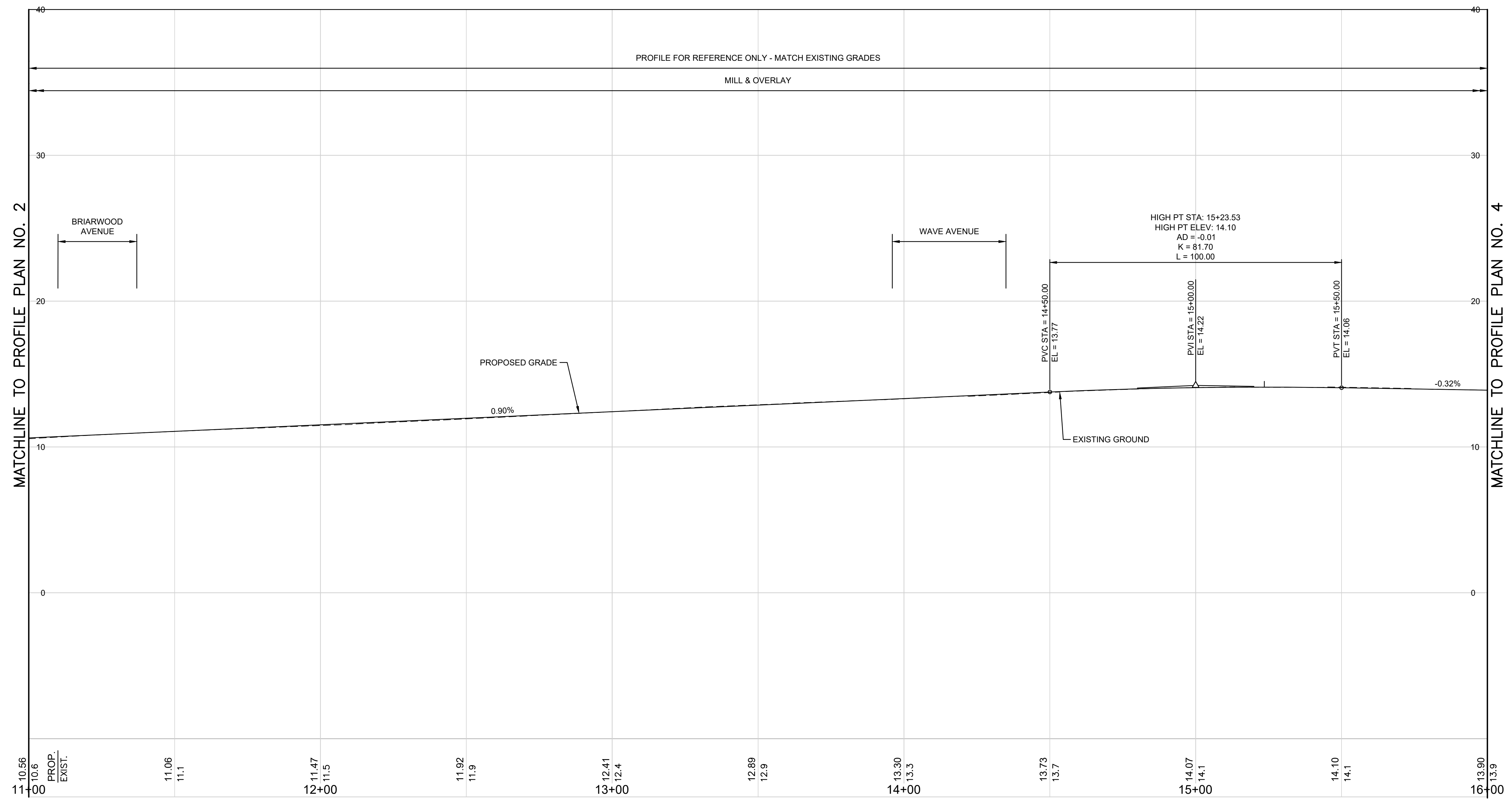
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NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

PROFILE NO. 2
AQUIDNECK AVENUE

RHODE ISLAND



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 29
OF: 60

SCALE: 1"=20' HORIZ., 1"=4' VERT.

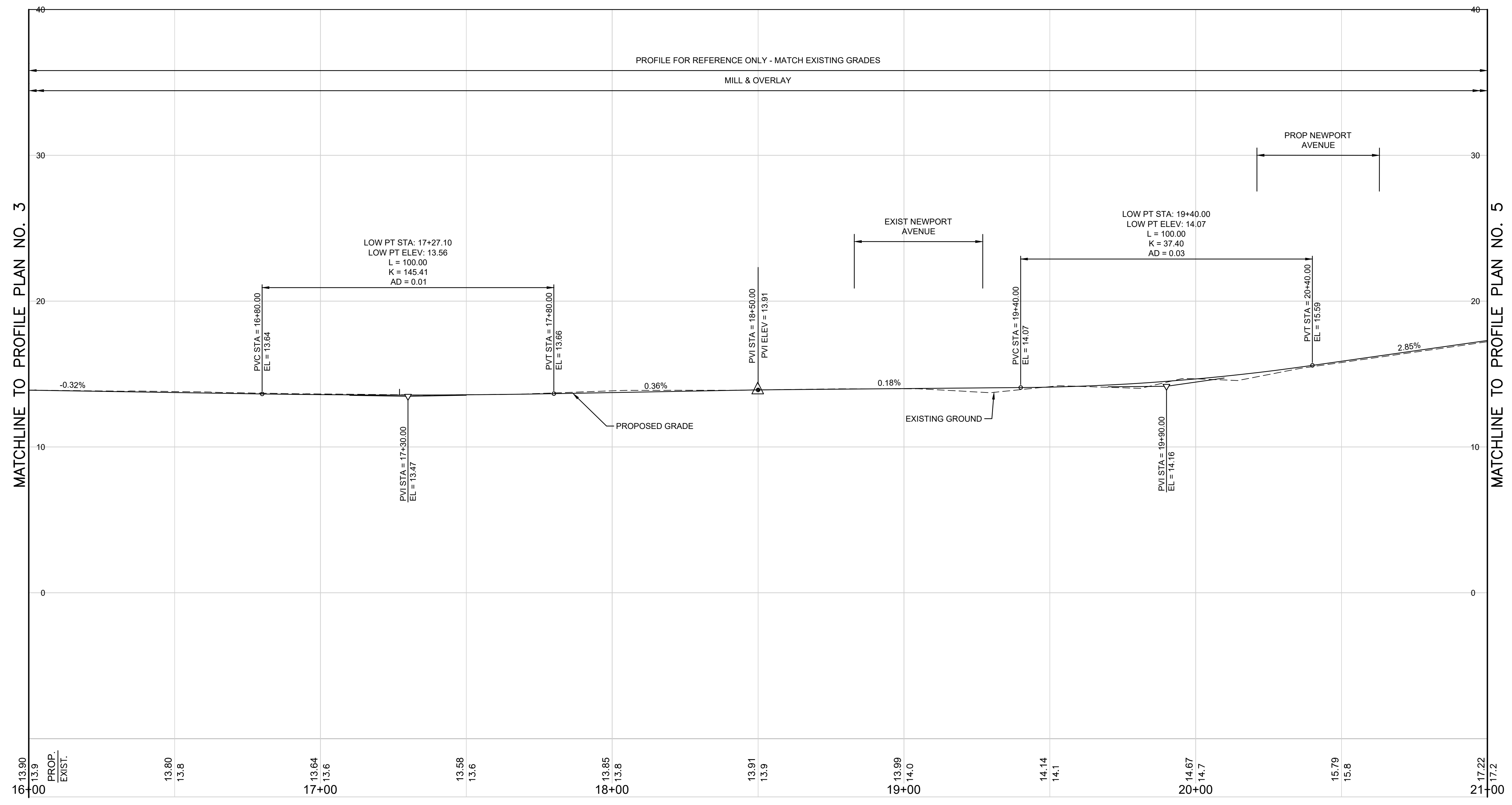
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

PROFILE NO. 3
AQUIDNECK AVENUE

RHODE ISLAND



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 30
OF: 60

SCALE: 1"=20' HORIZ., 1"=4' VERT.

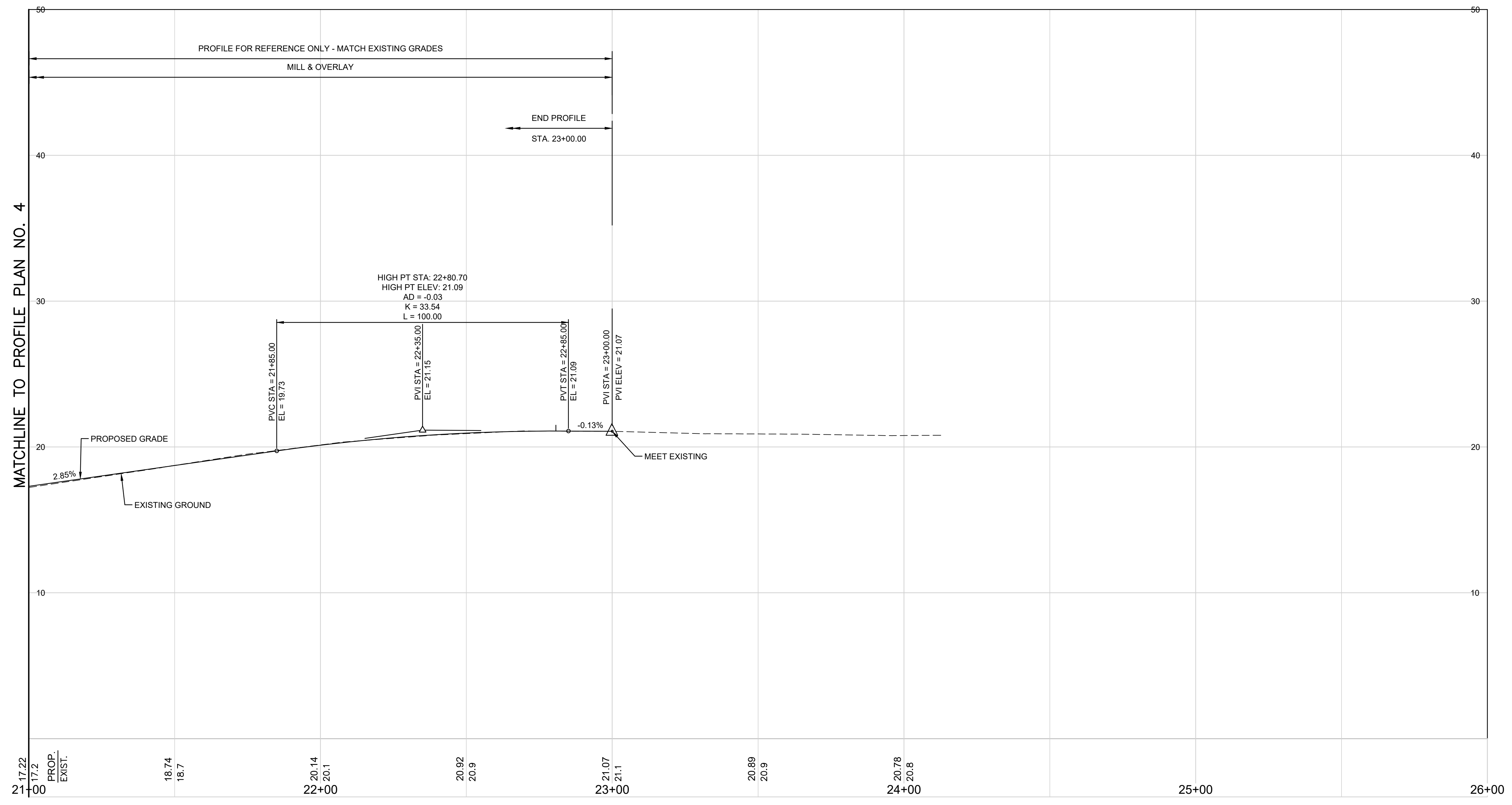
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NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

PROFILE NO. 4
AQUIDNECK AVENUE

RHODE ISLAND



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 31
OF: 60

SCALE: 1"=20' HORIZ., 1"=4' VERT.

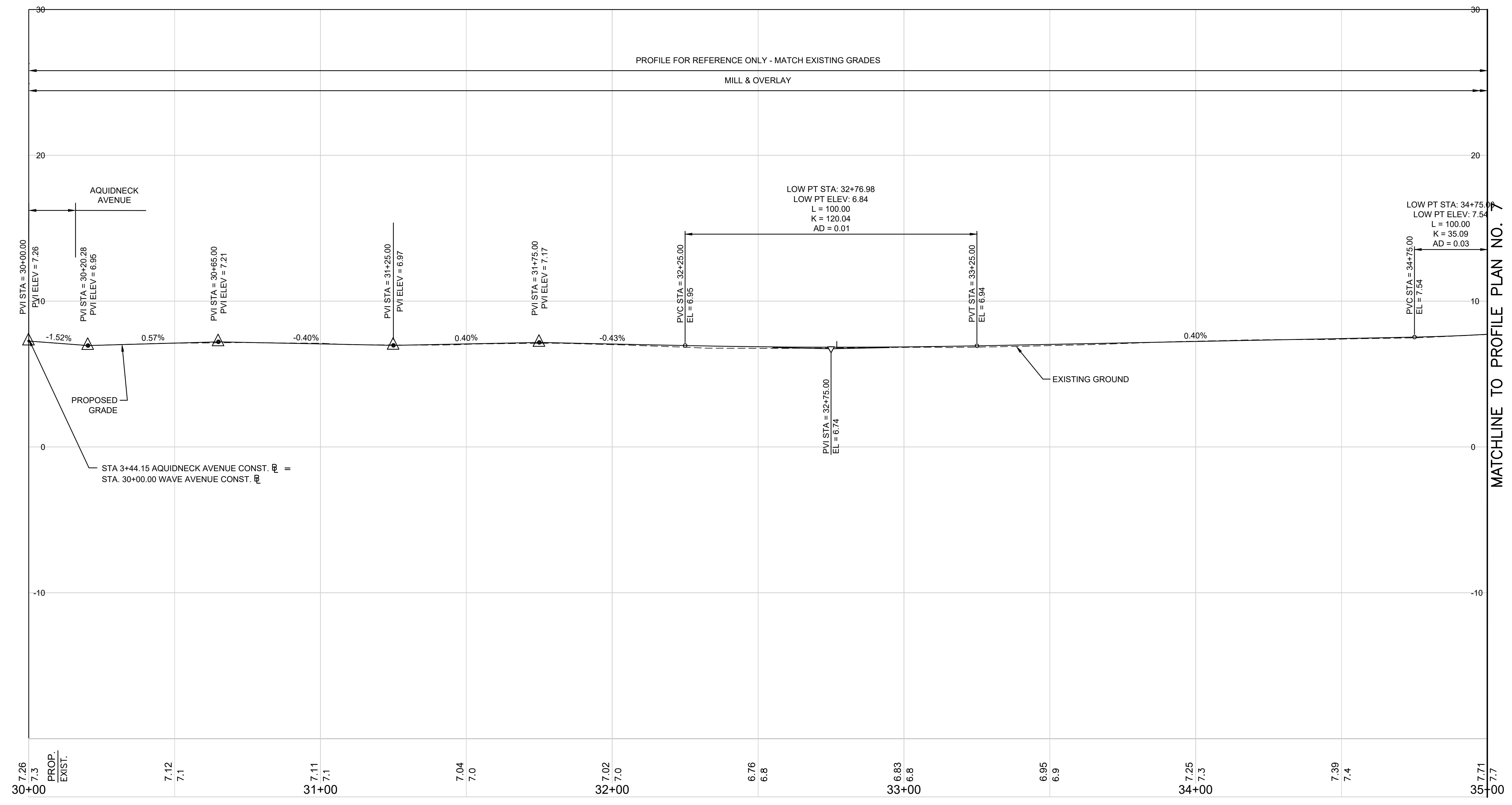
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

PROFILE NO. 5
AQUIDNECK AVENUE

RHODE ISLAND



MATCHLINE TO PROFILE PLAN NO. 7



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 32
OF: 60

SCALE: 1"=20' HORIZ., 1"=4' VERT.

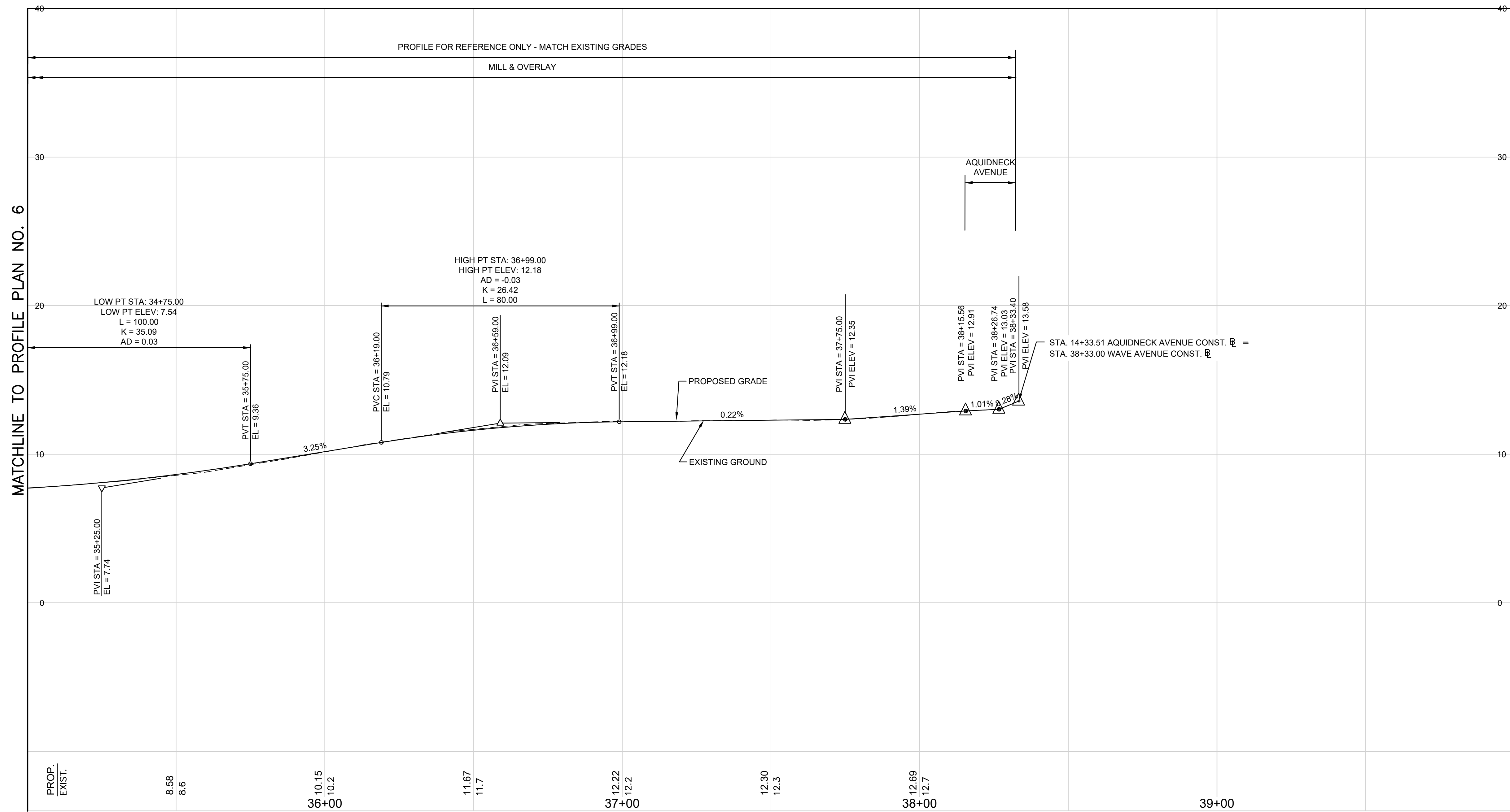
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

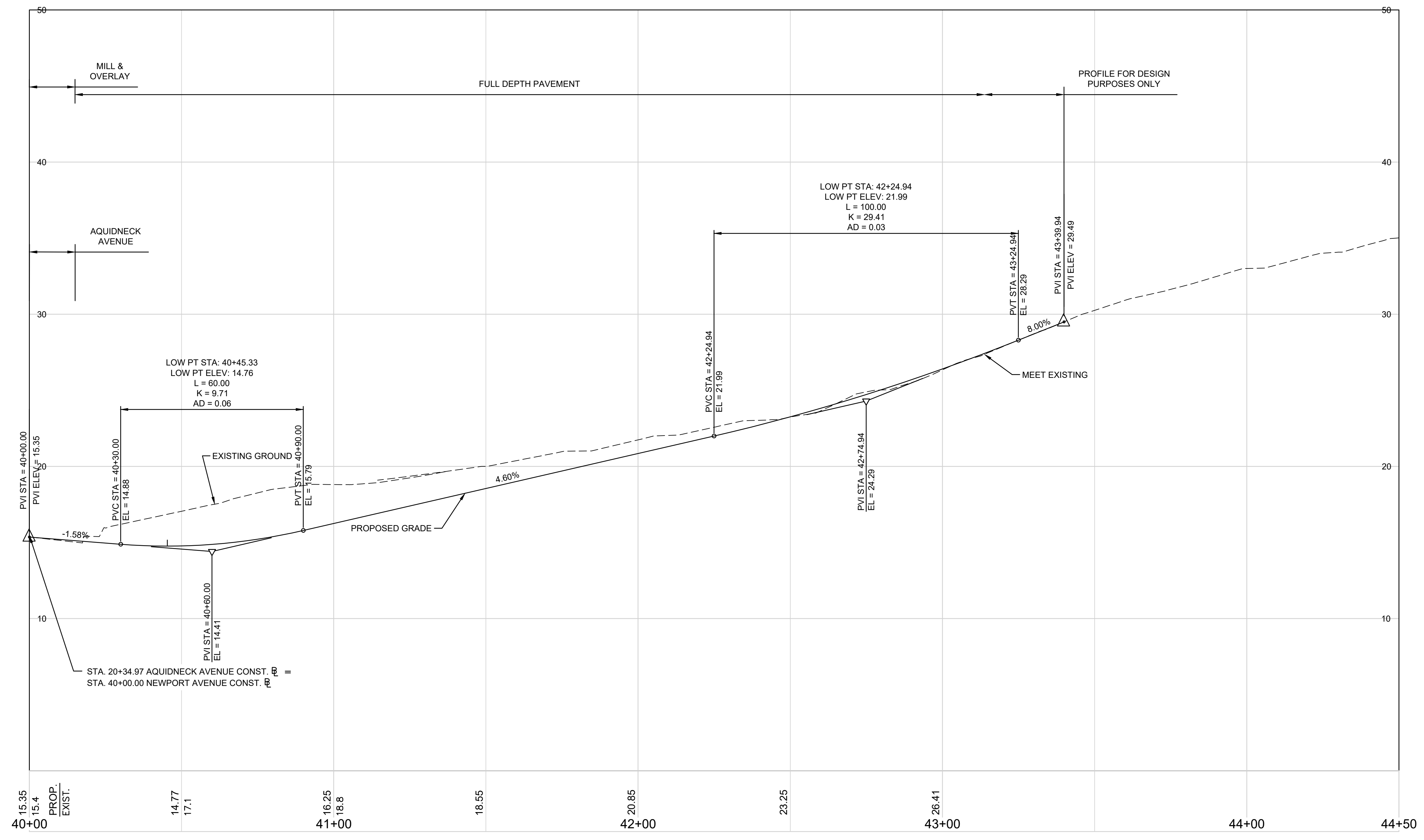
AQUIDNECK AVENUE
REHABILITATION

PROFILE NO. 6
WAVE AVENUE

RHODE ISLAND



REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 34
OF: 60

SCALE: 1"=20' HORIZ., 1"=4' VERT.

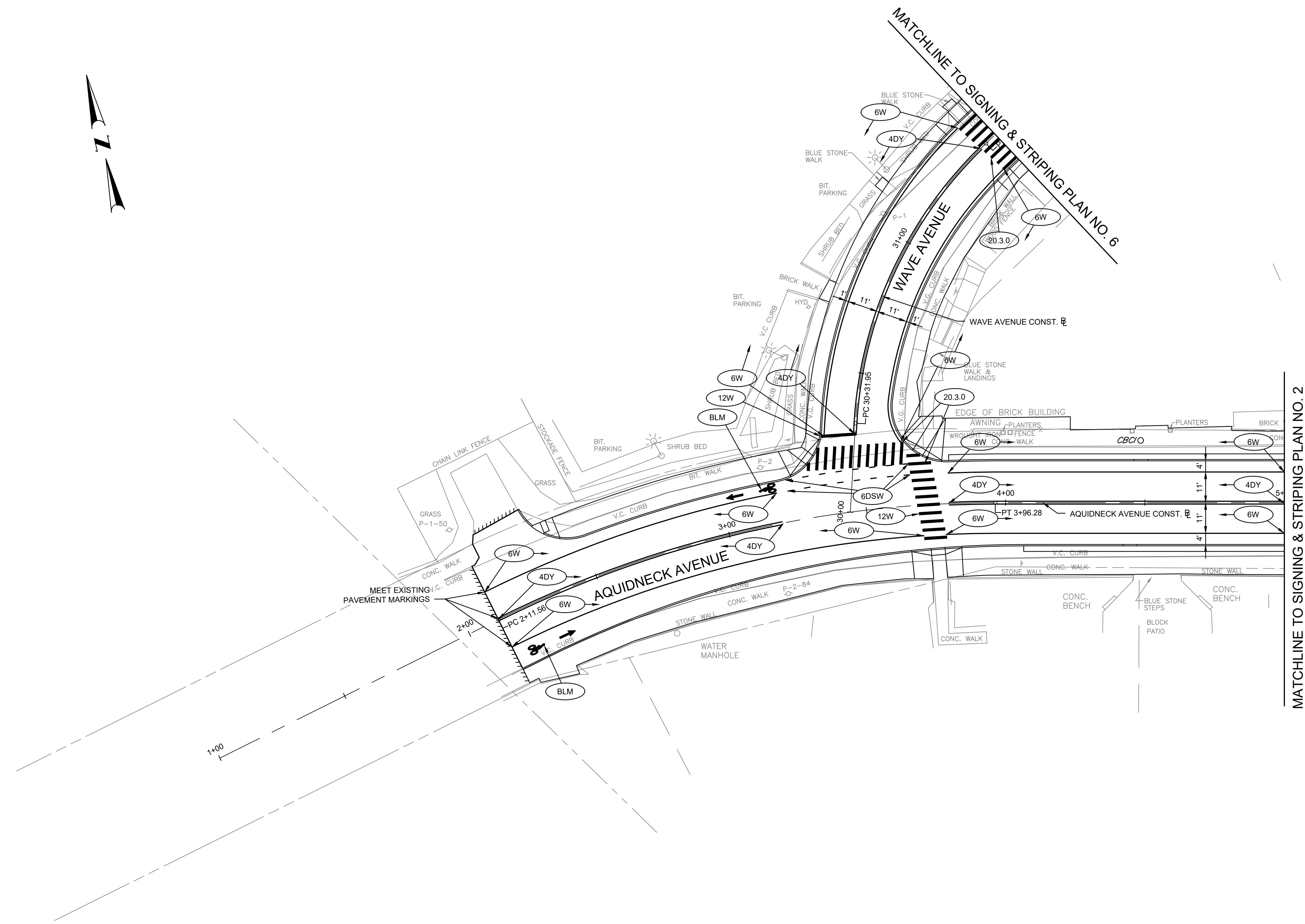
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

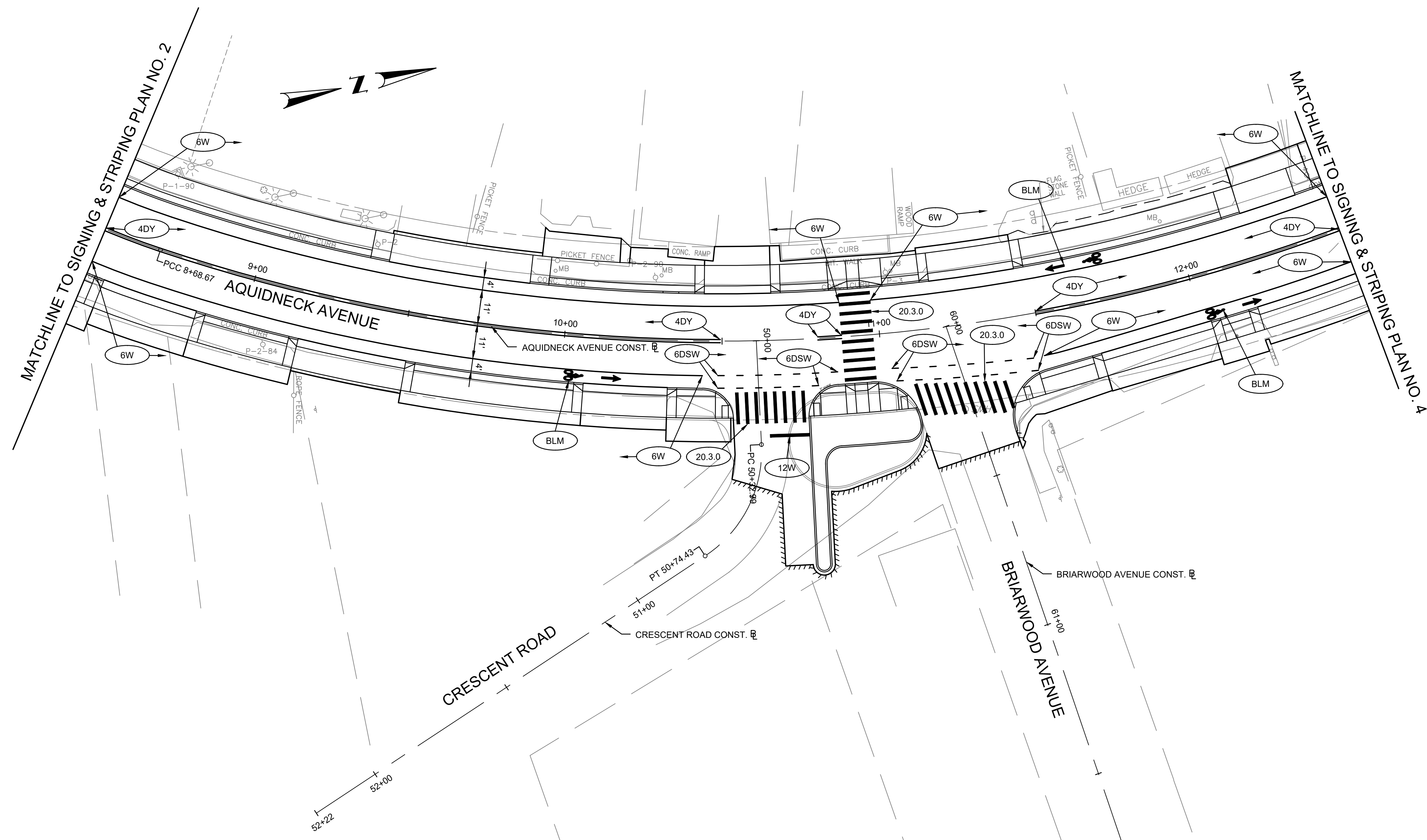
PROFILE NO. 8
NEWPORT AVENUE

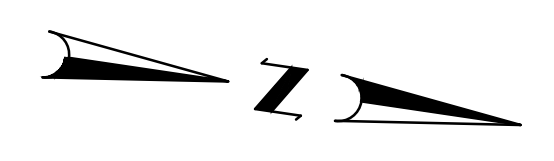
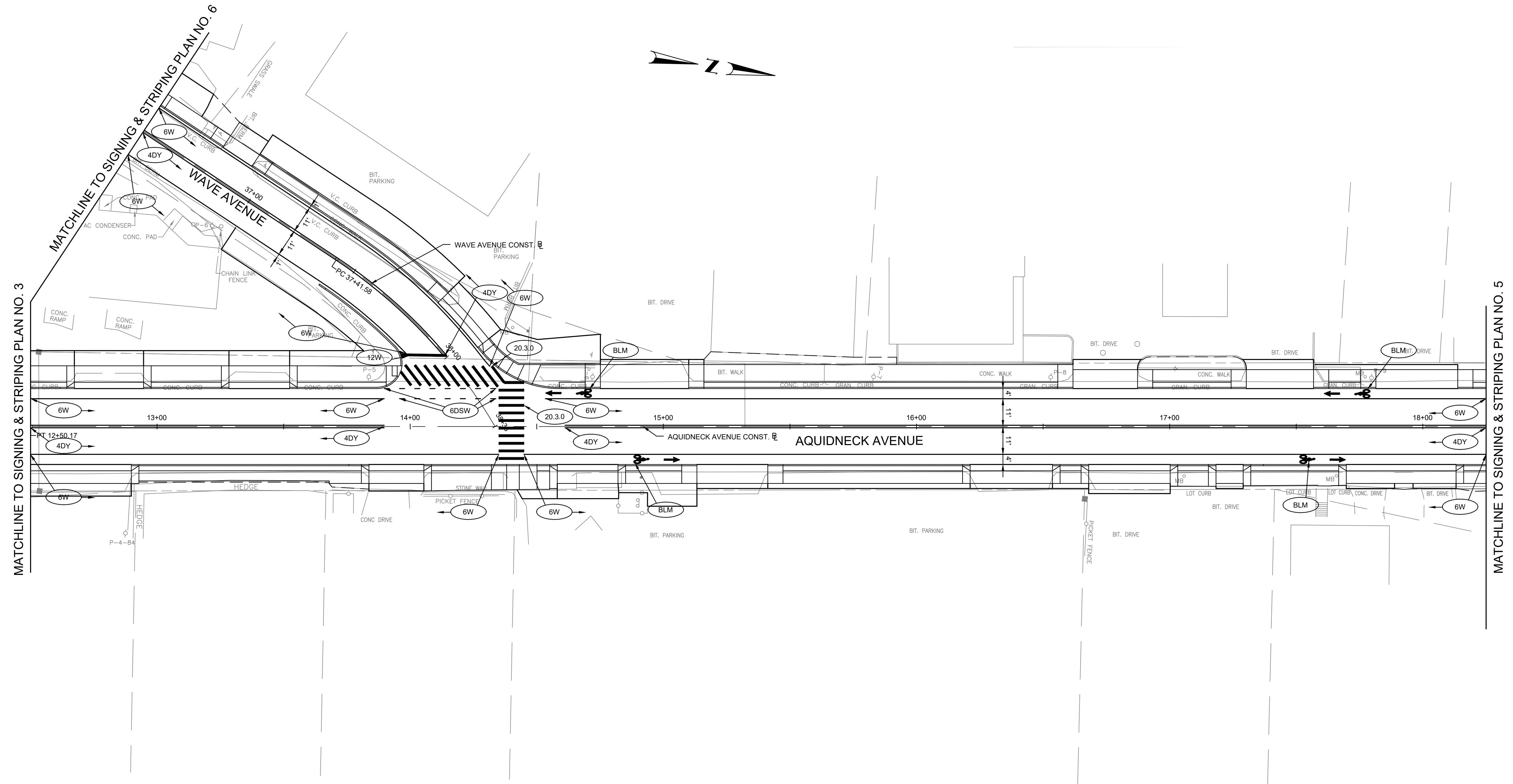
RHODE ISLAND

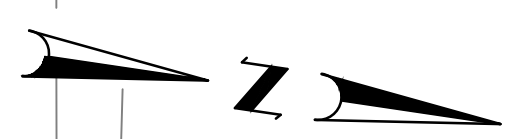


MATCHLINE TO SIGNING & STRIPING PLAN NO. 2

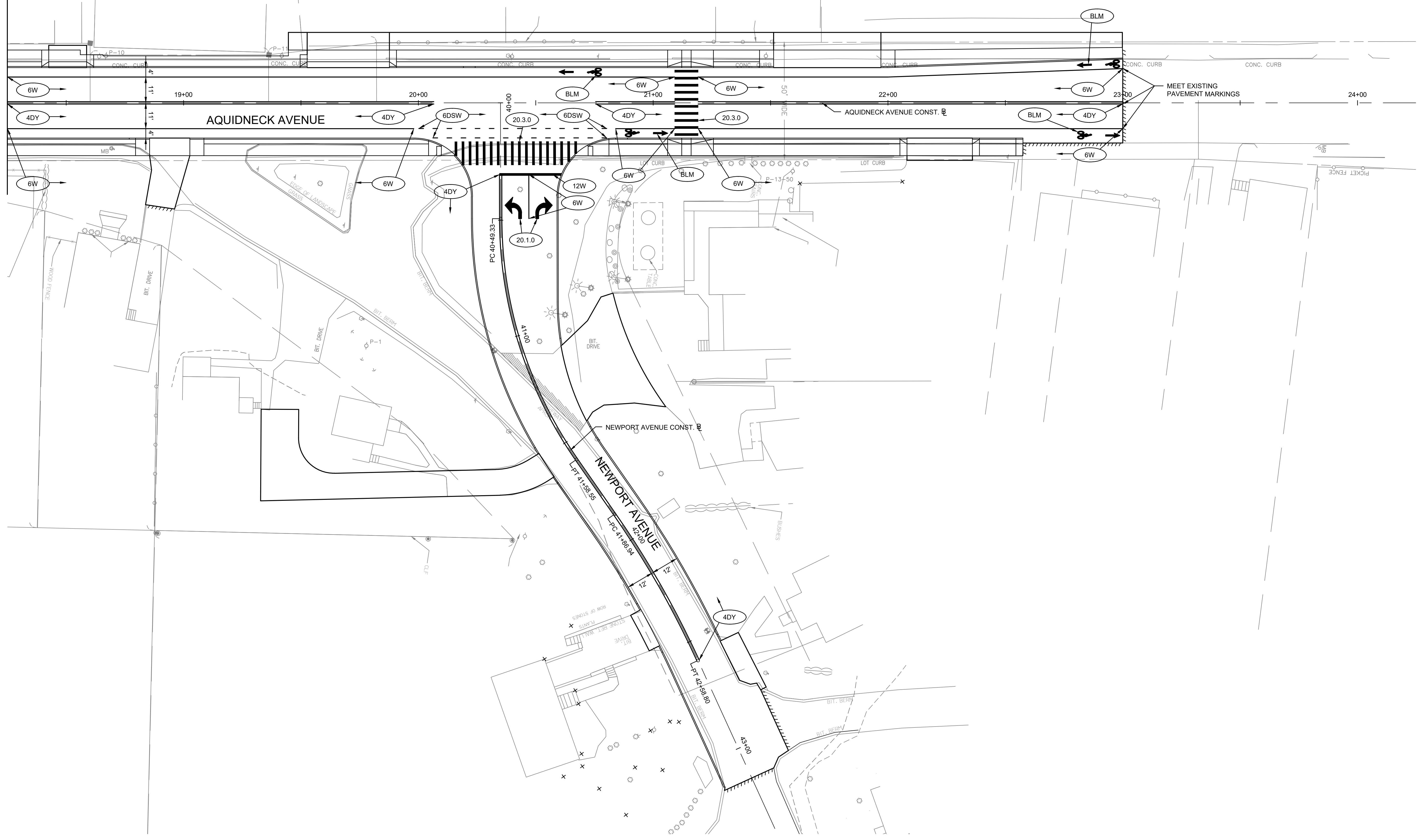
MATCHLINE TO SIGNING & STRIPING PLAN NO. 6







MATCHLINE TO SIGNING & STRIPING PLAN NO. 4





 1 Cedar Street
 Suite 400
 Providence, RI 02903
 401.272.8100

TOWN OF
MIDDLETOWN

DESIGNED BY: SG
 CHECKED BY:
 DATE:
 SHEET: 39
 OF: 60

SCALE: 1"=20'



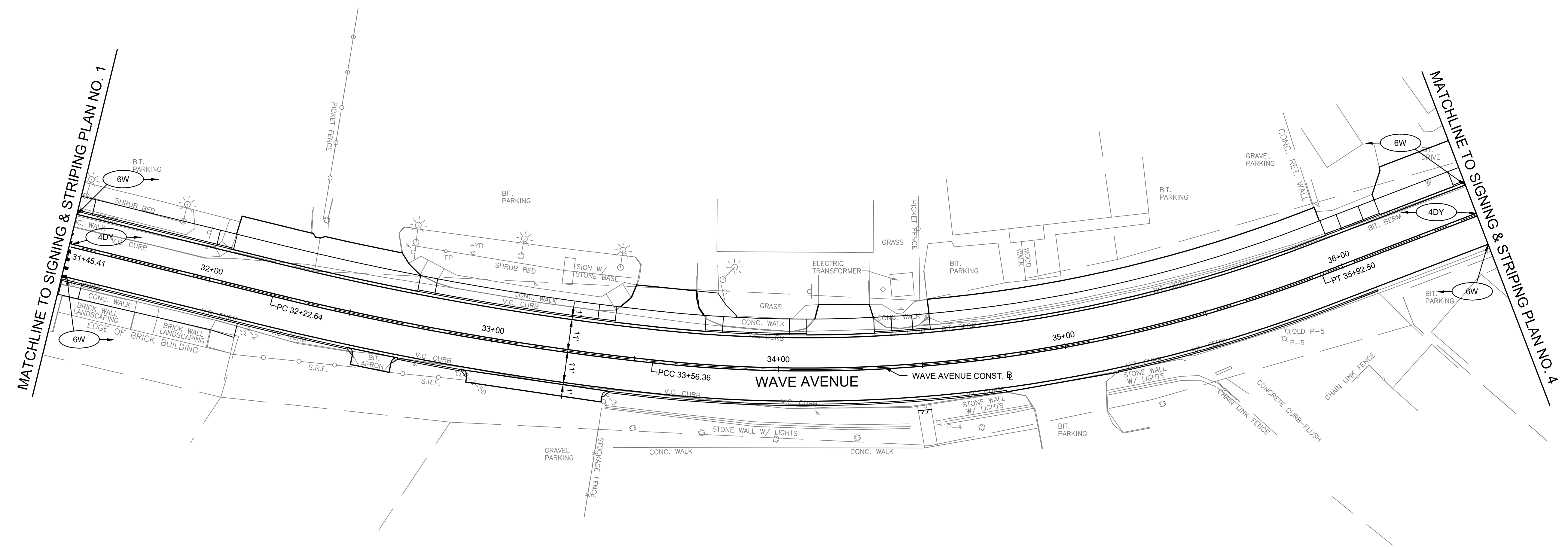
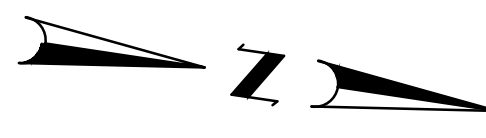
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

RHODE ISLAND

SIGNING & STRIPING PLAN NO. 5



TRAFFIC CONTROL GENERAL NOTES:

- SEE RHODE ISLAND STANDARD 27.1.1 FOR SIGN DIMENSIONS AND PLACEMENT FOR WORK ZONE TRAFFIC FINES SIGN.
- CONE SPACING SHALL BE 10' O.C. WITHIN SHOULDER AND LANE TAPERS AND TRANSITION AREAS AND 20' O.C. WITHIN ALL OTHER AREAS, UNLESS OTHERWISE NOTED.
- ALL CONES SHALL CONFORM TO R.I. STANDARD 26.1.0.
- 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL MAINTENANCE AND PROTECTION OF TRAFFIC SETUPS SHALL BE IN CONFORMANCE WITH THE 2009 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AND RHODE ISLAND DEPARTMENT OF TRANSPORTATION GUIDELINES.
- ALL TRAFFIC CONTROL SETUPS SHALL BE COORDINATED WITH ADJACENT CONCURRENT CONSTRUCTION CONTRACTS TO DETERMINE IF SIGNS AND SETUPS SPECIFIED ARE APPROPRIATE.
- ALL TEMPORARY CONSTRUCTION SIGNS SHALL HAVE BLACK LEGEND ON ORANGE BACKGROUND AND SHALL BE INSTALLED ACCORDING TO THE RHODE ISLAND STANDARDS 24.3.0 & 29.1.0.
- ALL TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE NOTED, SHALL CONFORM TO APPLICABLE SPECIFICATIONS OF THE M.U.T.C.D. PART 6, 2009 EDITION AND STANDARD HIGHWAY SIGNS, CURRENT EDITIONS. ALL SIGNS AND CONES SHALL BE REFLECTORIZED.
- EXISTING OR TEMPORARY SIGNS WHICH ARE IN CONFLICT WITH DAILY TRAFFIC MANAGEMENT SETUPS SHALL BE COVERED. IMMEDIATELY PRIOR TO COMPLETION, CONTRACTOR SHALL UNCOVER SIGNS AS DIRECTED BY THE ENGINEER. TEMPORARY CONSTRUCTION SIGNS INSTALLED BY THE CONTRACTOR SHALL BE REMOVED OR COVERED WHEN NOT IN USE.
- WORKERS SHALL WEAR RETROREFLECTIVE PERSONAL PROTECTIVE EQUIPMENT (PPE) IN ACCORDANCE WITH THE MUTCD AND FHWA REQUIREMENTS.
- ANY CONSTRUCTION SIGNS THAT ARE PLACED BEHIND CHANNELIZING DEVICES MUST BE MOUNTED AT A HEIGHT THAT WILL MAKE THEM VISIBLE TO MOTORISTS.
- SIGNS INSTALLED ON PORTABLE STANDS REQUIRE 12 INCH MINIMUM MOUNTING HEIGHT ABOVE THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
- TYPICAL LANE CLOSURE DETAILS DEPICT THE MINIMAL REQUIREMENTS FOR MAINTENANCE OF TRAFFIC. THE DETAILS SHALL BE USED AS A GUIDE TO PROVIDE TRAFFIC MANAGEMENT FOR DAILY OPERATIONS AND MAY BE MODIFIED AT THE DISCRETION OF RIDOT.
- POLICE DETAILS/FLAGGERS SHALL ASSIST WITH TRAFFIC CONTROL INCLUDING ASSISTING PEDESTRIANS AND ANY OVERSIZED VEHICLES TO SAFELY PASS THROUGH THE WORK ZONE, AS NEEDED.

- TO MINIMIZE THE IMPACTS TO TRAFFIC FLOW, THE CONTRACTOR SHALL LIMIT THE WORK AREA TO THE ACTUAL LIMIT OF WORK WITHIN THE ALLOWED WORK ZONES AND SHALL NOT TAKE THE ENTIRE WORK ZONE UNLESS IT IS REQUIRED FOR THE SPECIFIC ITEMS OF WORK BEING PERFORMED AND IS APPROVED BY THE ENGINEER.
- THE ENGINEER SHALL NOTIFY EACH ABUTTER APPROXIMATELY 48 TO 72 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OR RESTRICTION OF ACCESS.
- SAFE ACCESS AND EGRESS TO ALL DRIVEWAYS AND STREETS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- LIGHTING UNITS SHALL BE REQUIRED FOR ALL NIGHT-TIME CONSTRUCTION OPERATIONS IN ACCORDANCE WITH THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL SECURE WORK AREAS TO PREVENT UNAUTHORIZED ACCESS AT ALL TIMES.
- TEMPORARY CONSTRUCTION SIGNS AND BARRICADES SHALL BE IN PLACE PRIOR TO THE START OF WORK IN ANY AREA OPEN TO TRAFFIC.
- ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED WHEN NOT REQUIRED.
- AT NO TIME SHALL CONES OR BARRICADES BE ALLOWED TO COVER PAVEMENT MARKINGS OR EXTEND INTO ANY OPEN TRAVEL LANE.
- POLICE OFFICER AHEAD W20-7(MOD) SIGNS SHALL BE UTILIZED IF A POLICE OFFICER IS ACTIVELY CONTROLLING TRAFFIC.
- AT NO TIME SHALL PERSONAL VEHICLES OR UNNECESSARY CONSTRUCTION EQUIPMENT BE LOCATED WITHIN THE RIDOT RIGHT-OF-WAY.
- TRAFFIC CONTROL SETUPS SHOWN MAY NEED TO BE ADJUSTED/MODIFIED AND APPROVED BY RIDOT TO ACCOMMODATE VARIOUS PHASES OF CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING APPROPRIATE TRAFFIC CONTROL DEVICES AS NEEDED DURING CONSTRUCTION. ALL TRAFFIC CONTROL SHALL BE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE PAVEMENT MARKINGS (BY APPROVED METHODS) AS NECESSARY PRIOR TO THE START OF A NEW CONSTRUCTION PHASE, AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- SYMBOLS SHOWN FOR SIGNS AND TYPE III BARRICADES ARE GRAPHICAL ONLY. WHERE SIDEWALKS ARE TO REMAIN OPEN, SIGNS AND BARRICADES SHALL BE LOCATED TO PROVIDE A MINIMUM CLEAR PEDESTRIAN PATH OF 48" (EXCLUDING CURB).

TRAFFIC CONTROL PLANS SYMBOL LEGEND:

- ▬ TEMPORARY CONSTRUCTION SIGN. TYPE NOTED
- FLOURESCENT TRAFFIC CONE, R.I. STD. 26.1.0
- Ⓟ POLICE OFFICER
- ▬ FLAGGER
- ⌘ PLASTIC TYPE III BARRICADE R.I. STD. 26.3.0
- ▨ WORK ZONE
- ⇒ TRAFFIC LANE DURING CONSTRUCTION

ROADWAY SEGMENT POSTED SPEED LIMIT

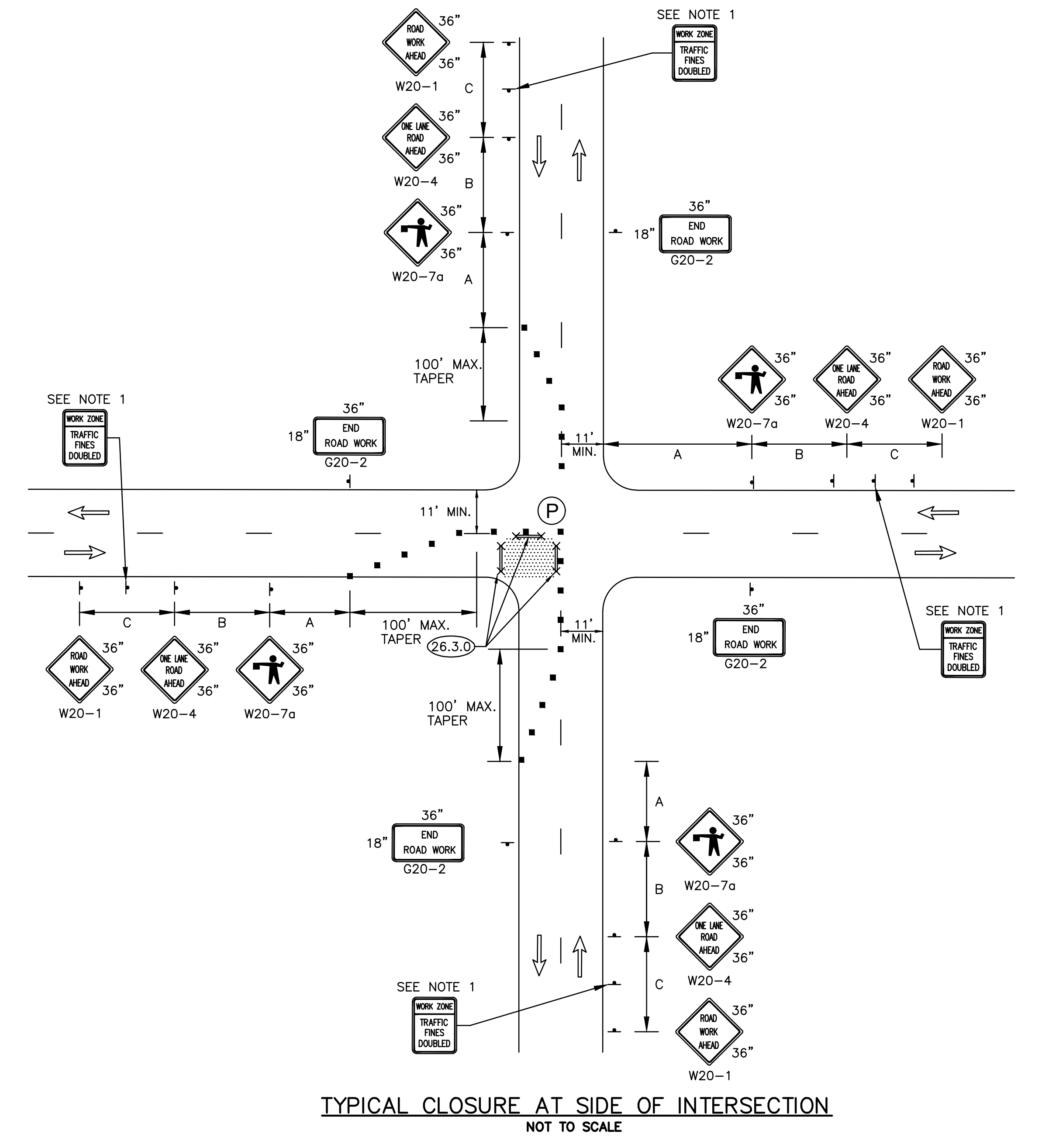
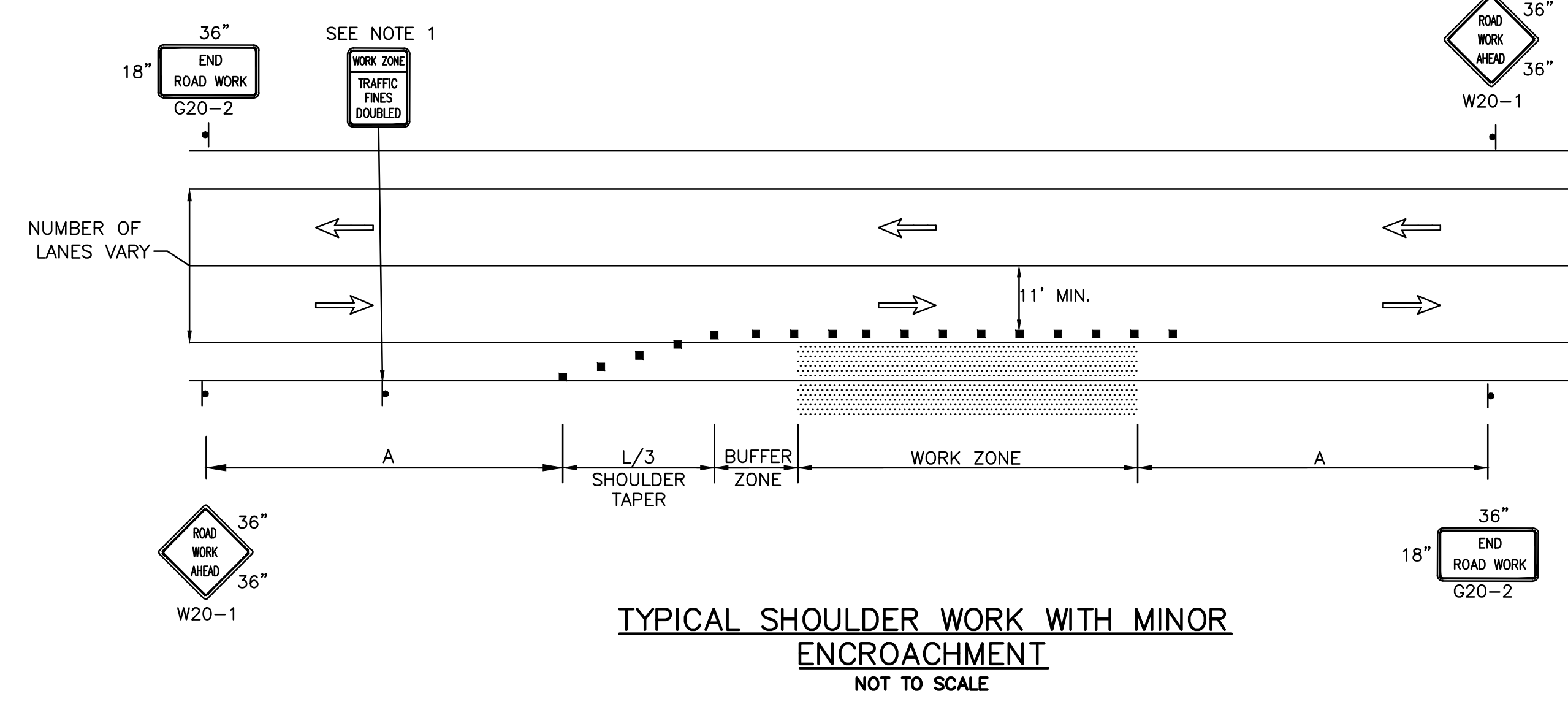
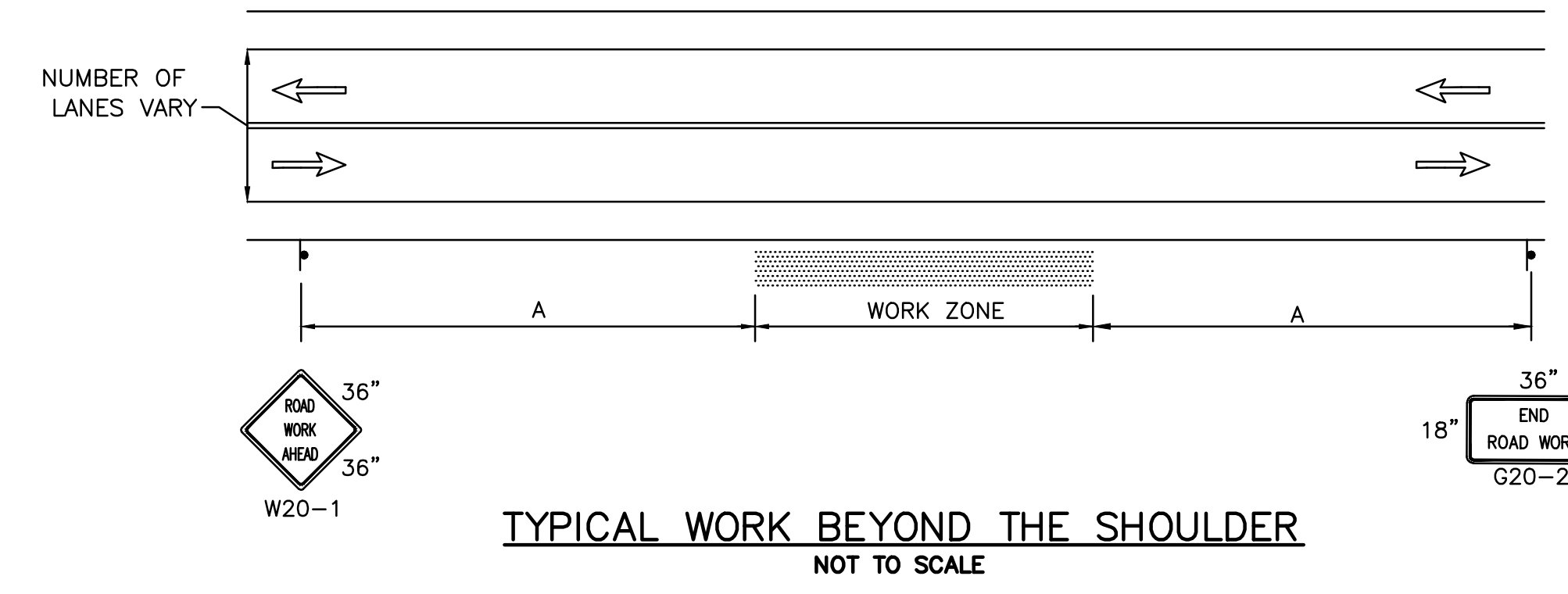
POSTED SPEED LIMIT	ROADWAY SEGMENT	CITY
25 MPH	- AQUIDNECK AVENUE (ROUTE 138A) - NEWPORT AVENUE - WAVE AVENUE	MIDDLETOWN

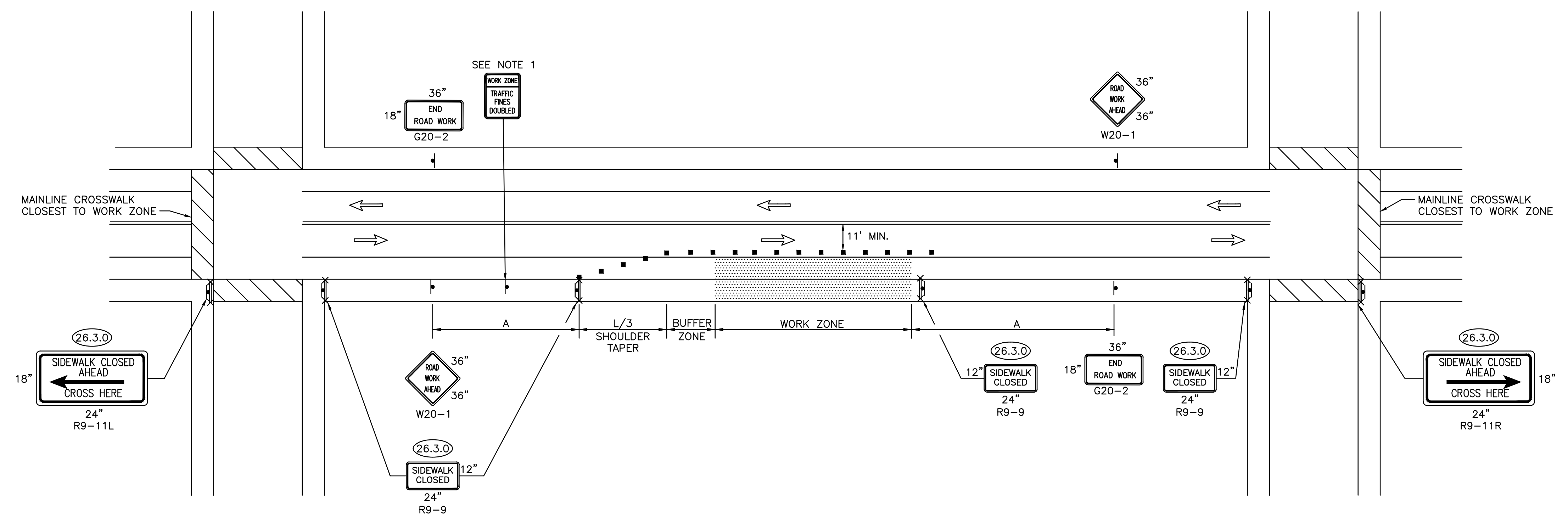
MINIMUM ADVANCE WARNING SIGN SPACING

	DISTANCE BETWEEN SIGNS (FEET)		
	A	B	C
30 MPH OR LESS URBAN OR RURAL AREA	100	100	100

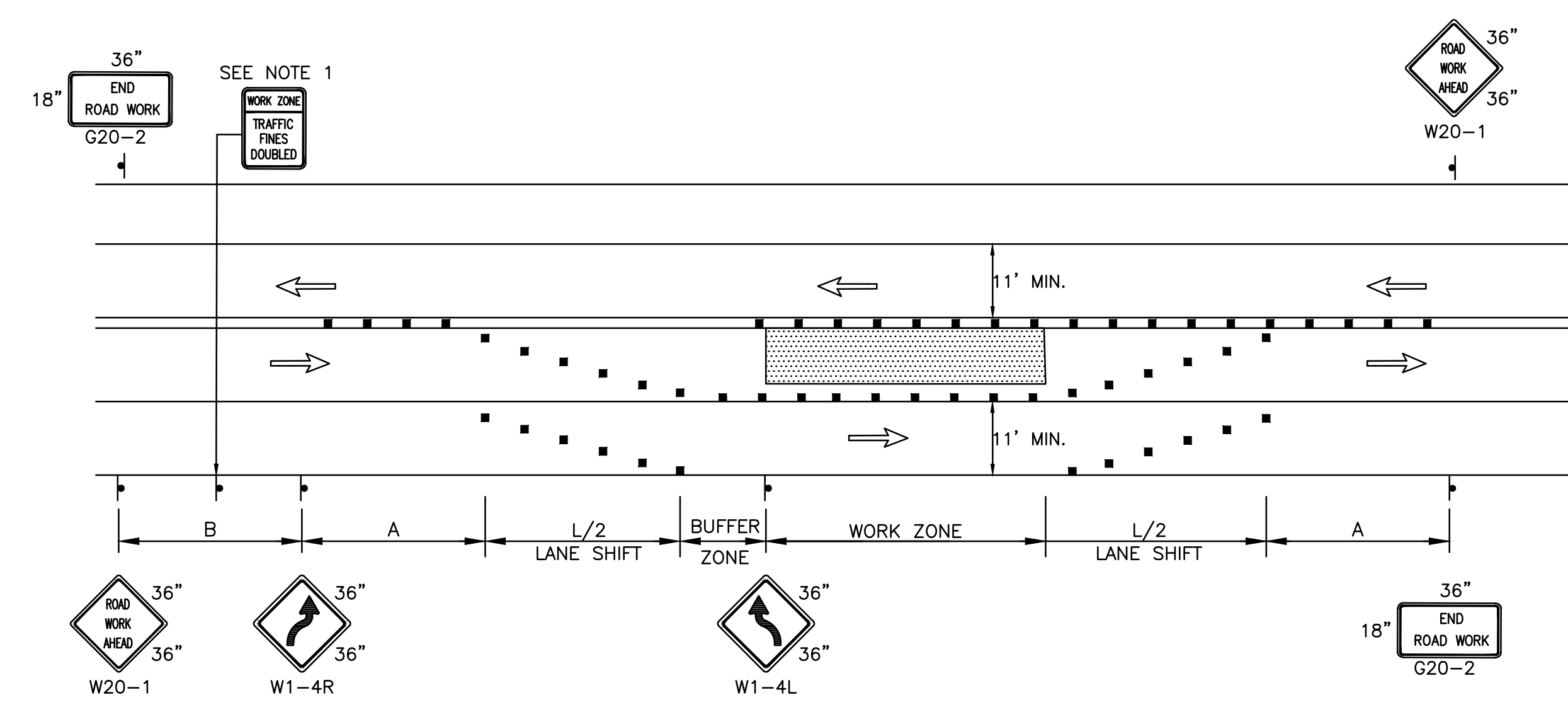
TAPER AND BUFFER LENGTHS

SPEED LIMIT	TAPER LENGTH (L) FEET	BUFFER SPACE FEET
25 MPH	125	155

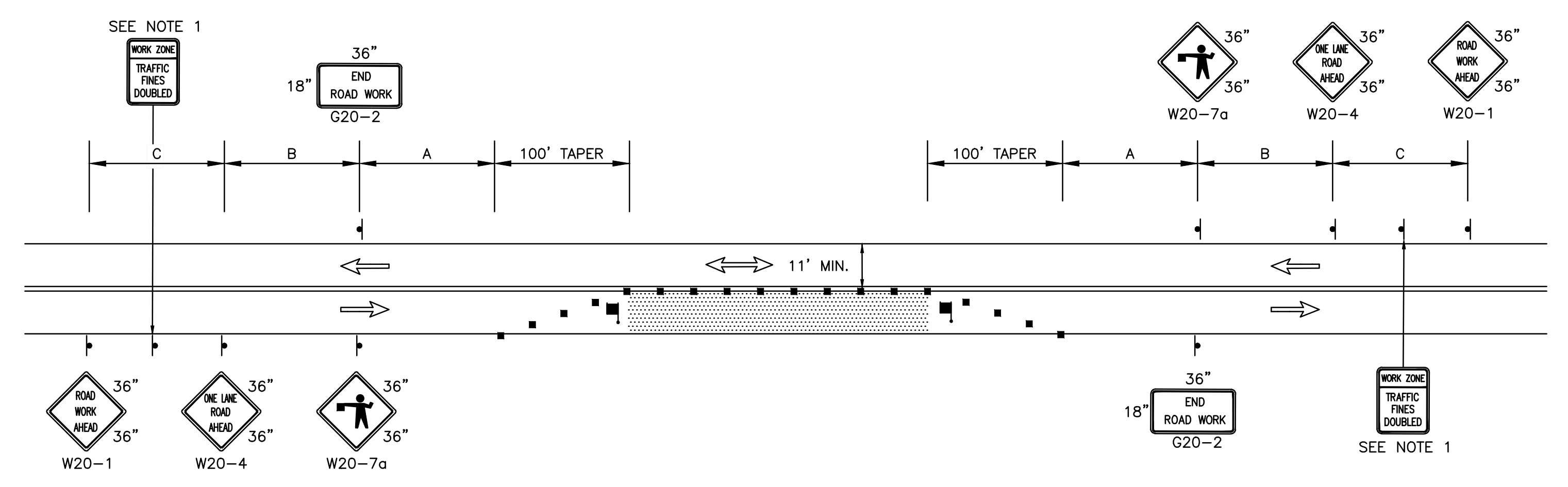




TYPICAL SHOULDER WORK WITH MINOR ENCROACHMENT & SIDEWALK CLOSURE
NOT TO SCALE



TYPICAL ONE-LANE SHIFT
NOT TO SCALE



TYPICAL ONE-LANE CLOSURE WITH ALTERNATING TRAFFIC
NOT TO SCALE



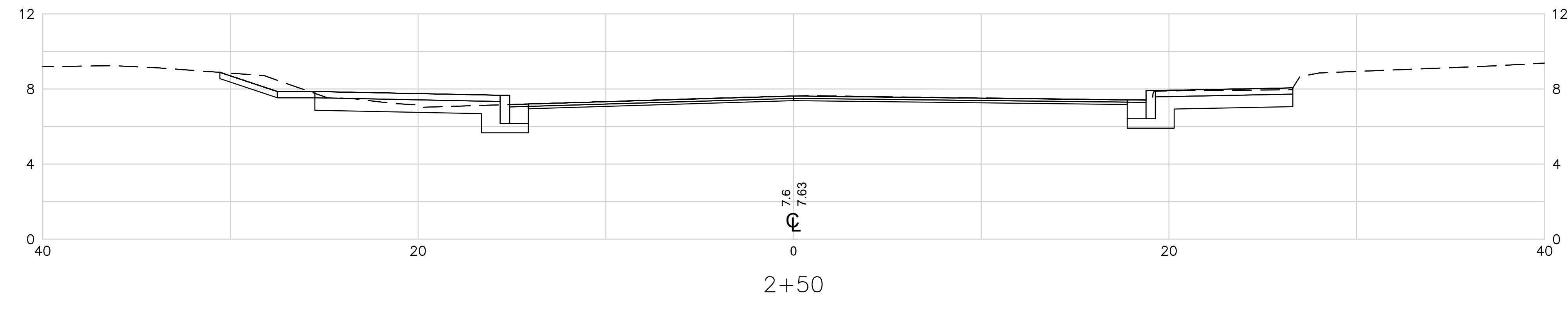
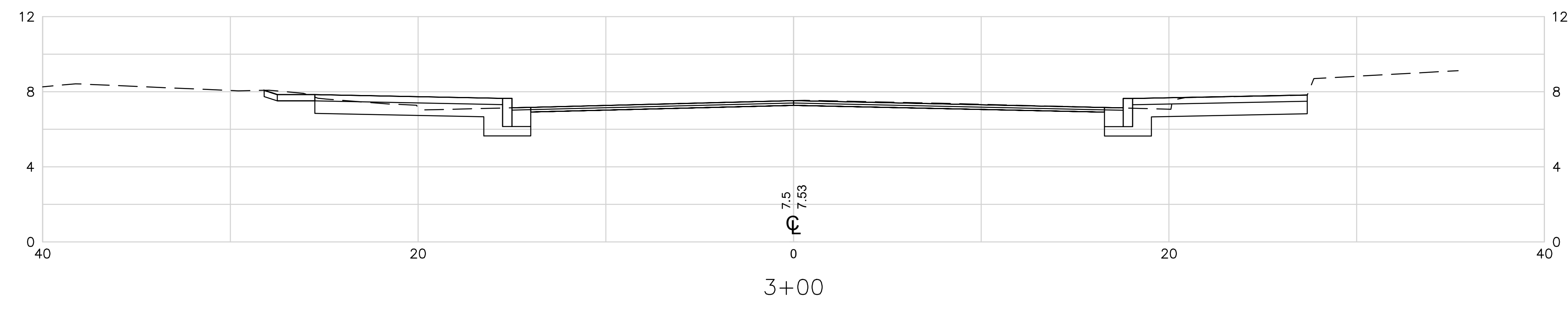
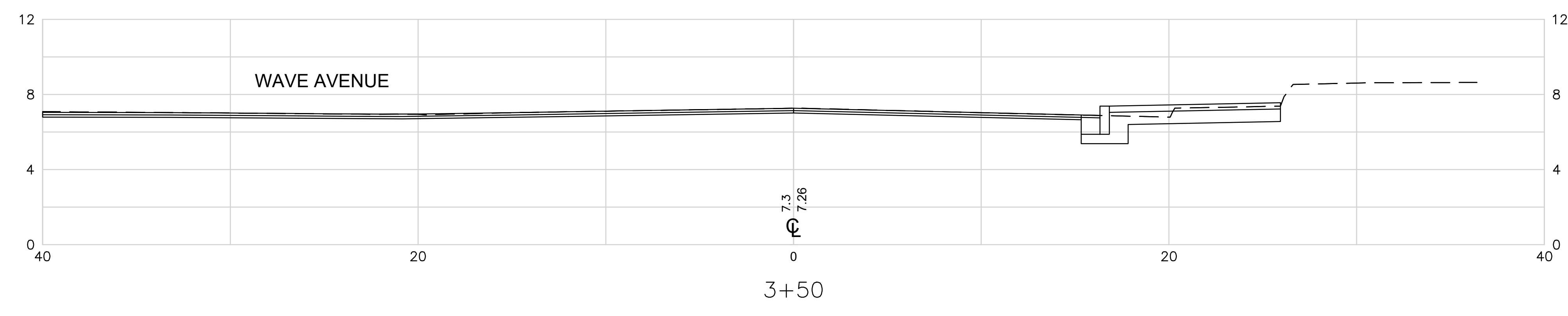
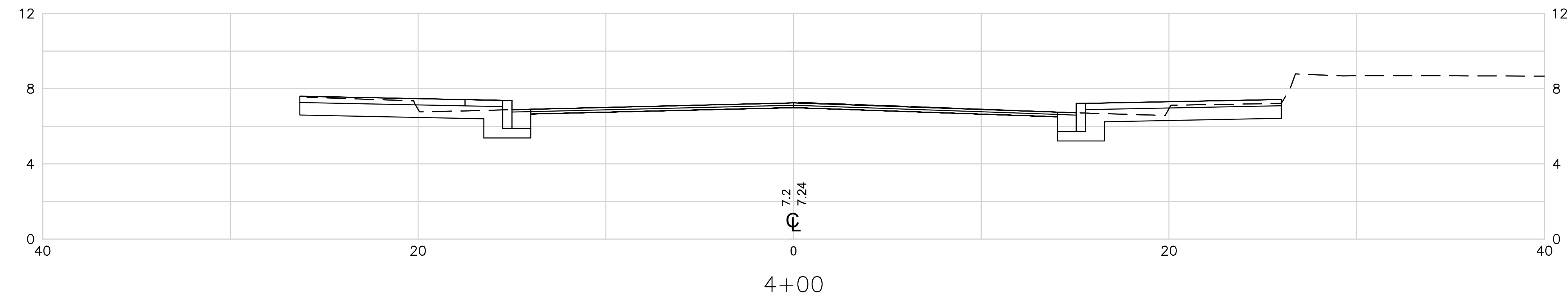
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 42
OF: 60

SCALE: NOT TO SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

AQUIDNECK AVENUE
REHABILITATION
MIDDLETOWN RHODE ISLAND
TRAFFIC CONTROL PLAN NO. 2



AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN

RHODE ISLAND

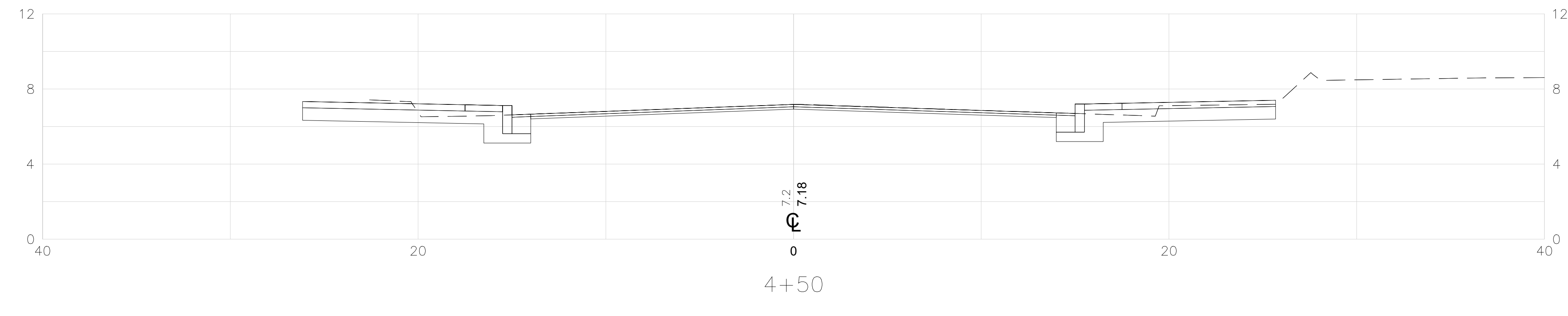
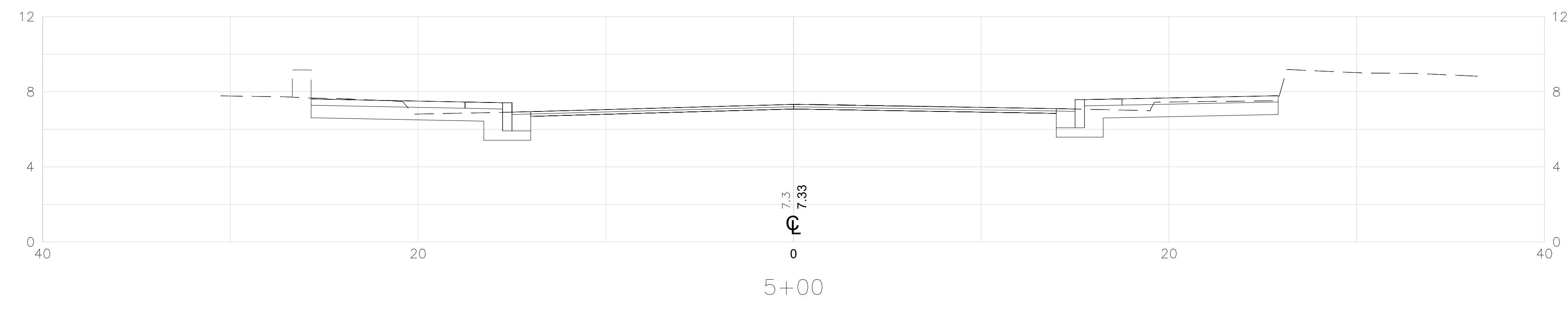
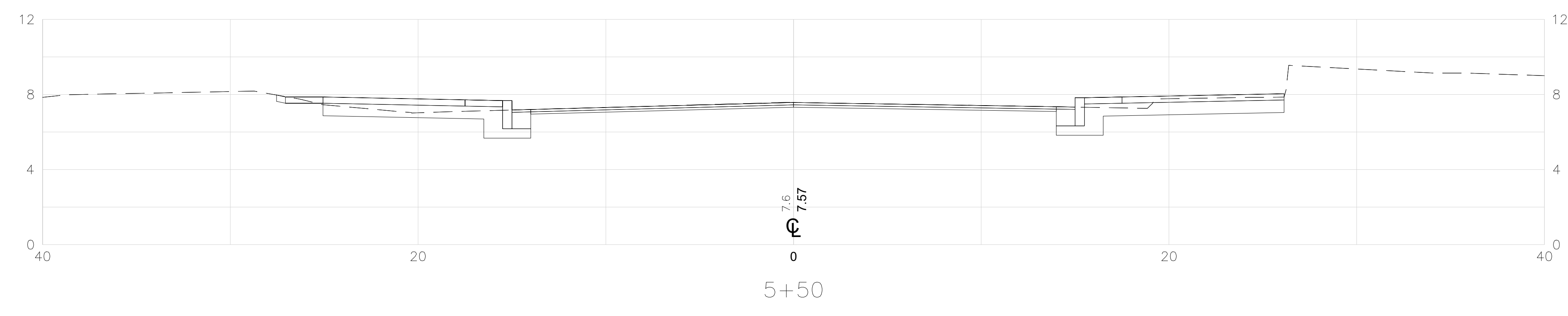
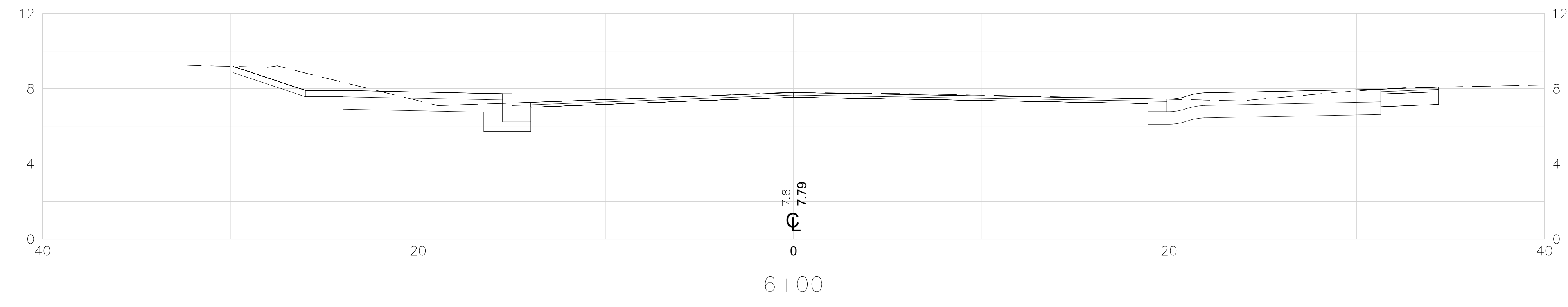
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 43
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN RHODE ISLAND

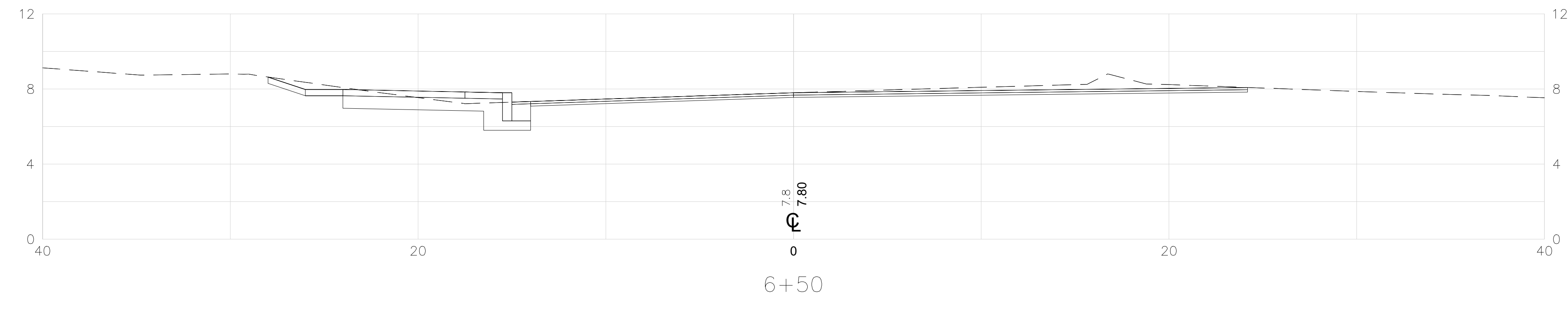
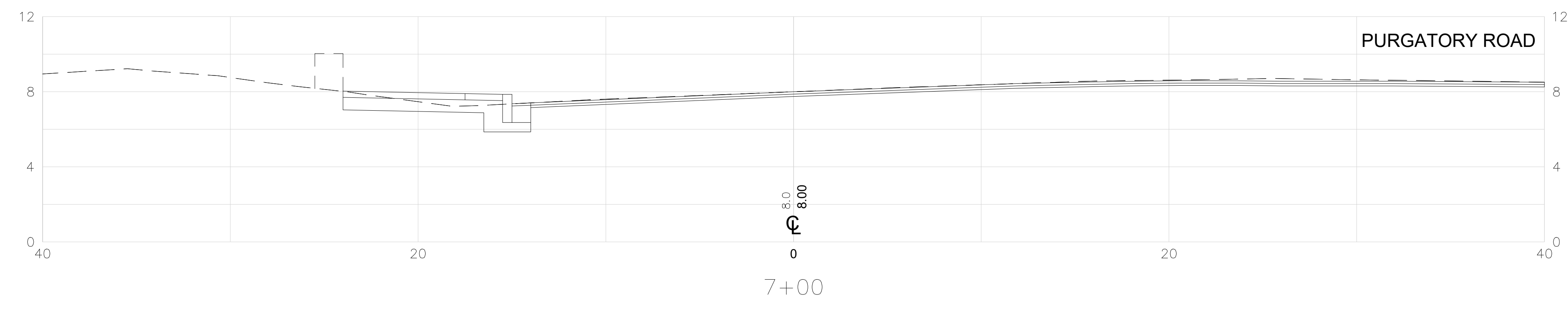
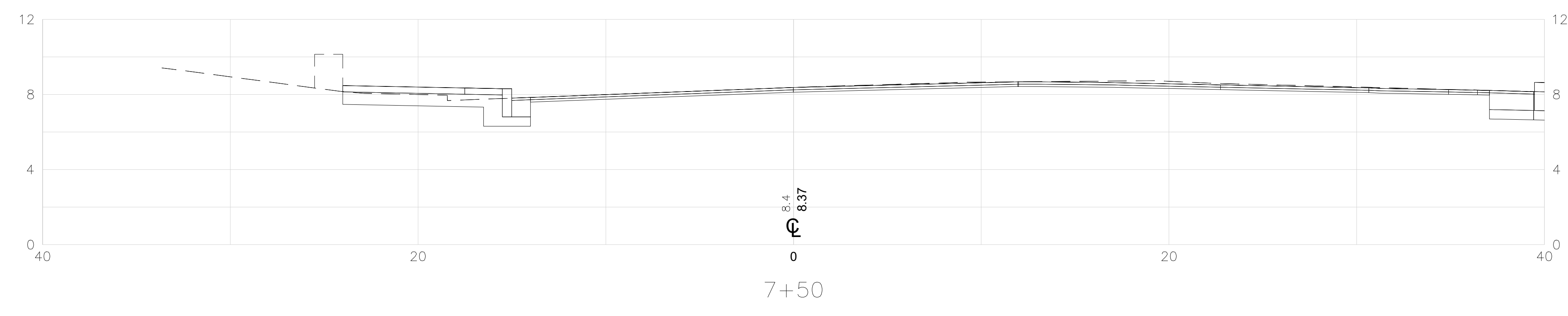
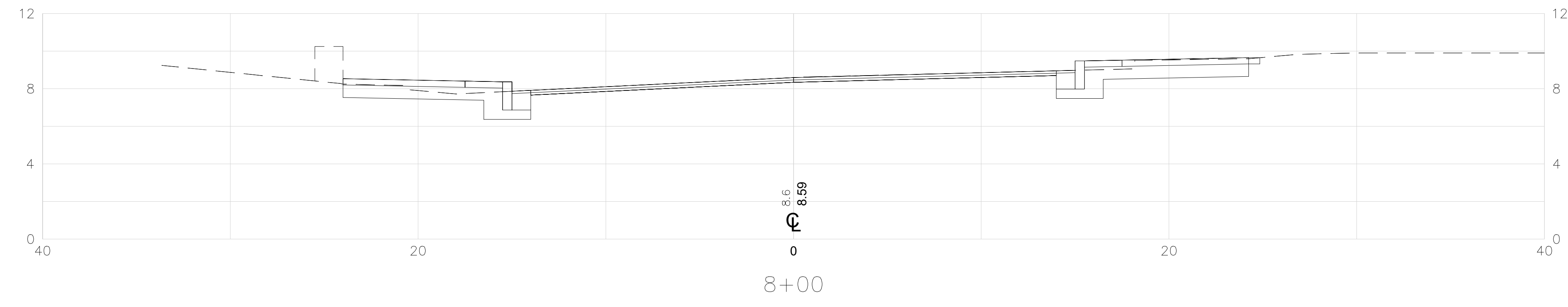
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 44
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN RHODE ISLAND

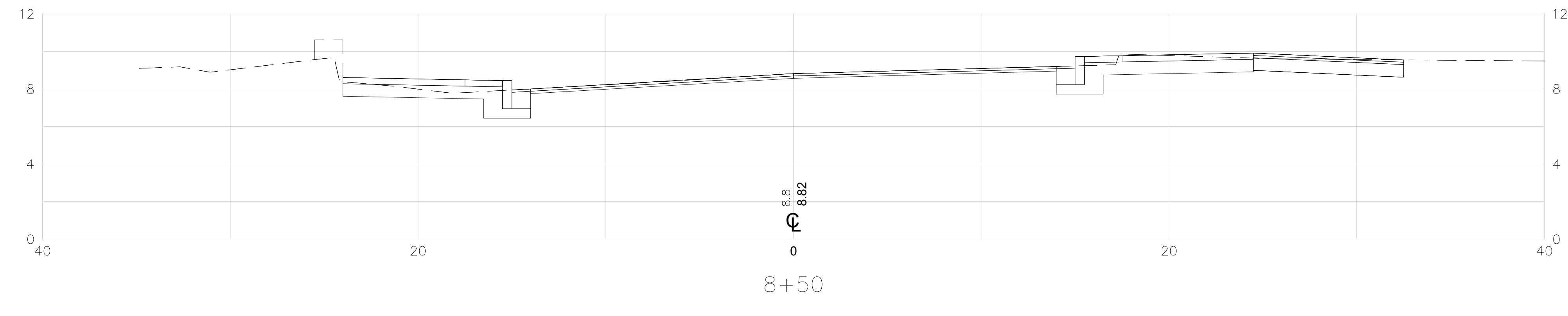
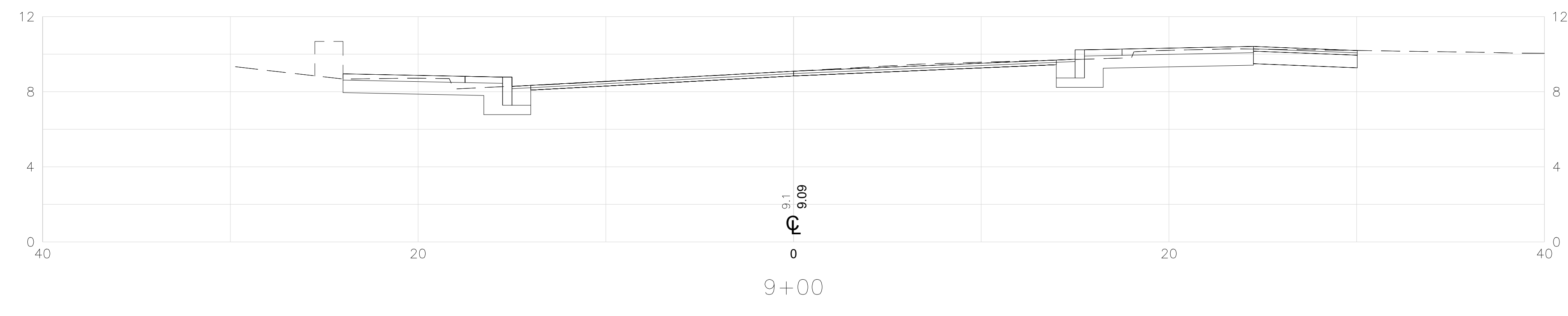
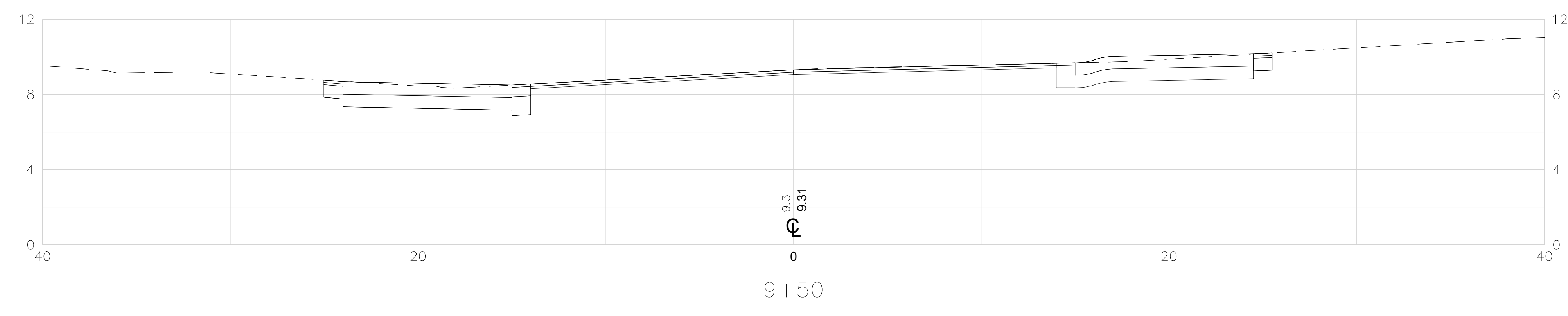
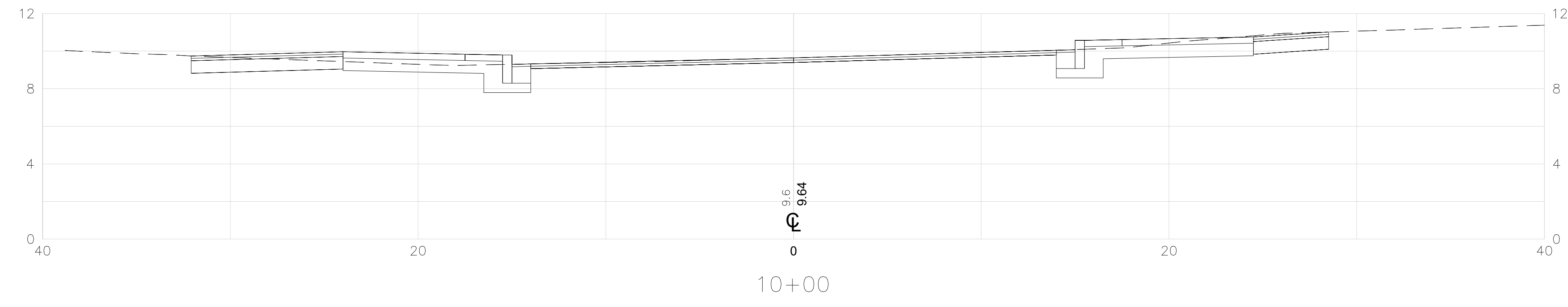
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 45
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN

RHODE ISLAND

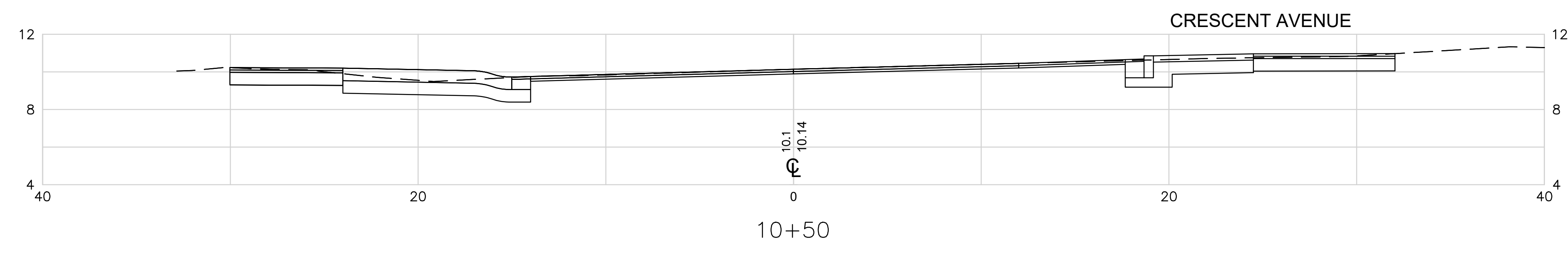
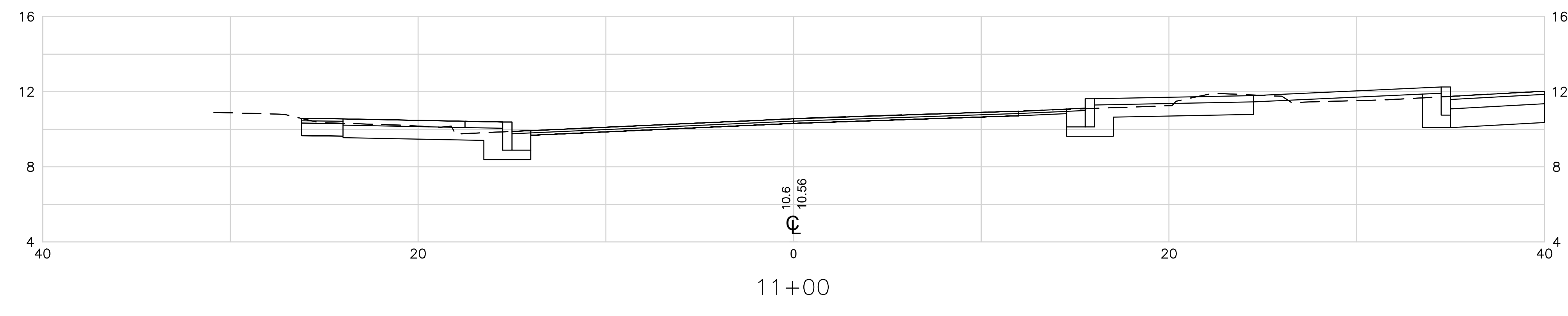
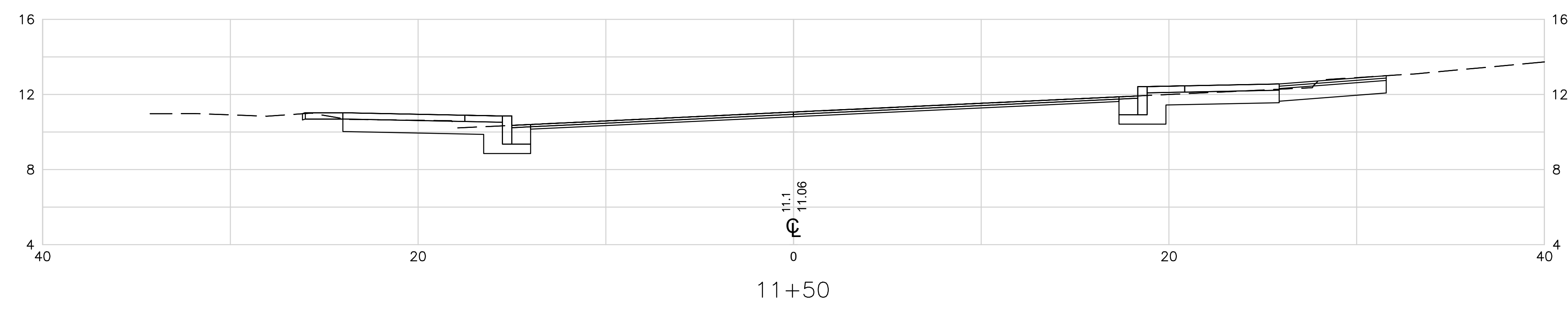
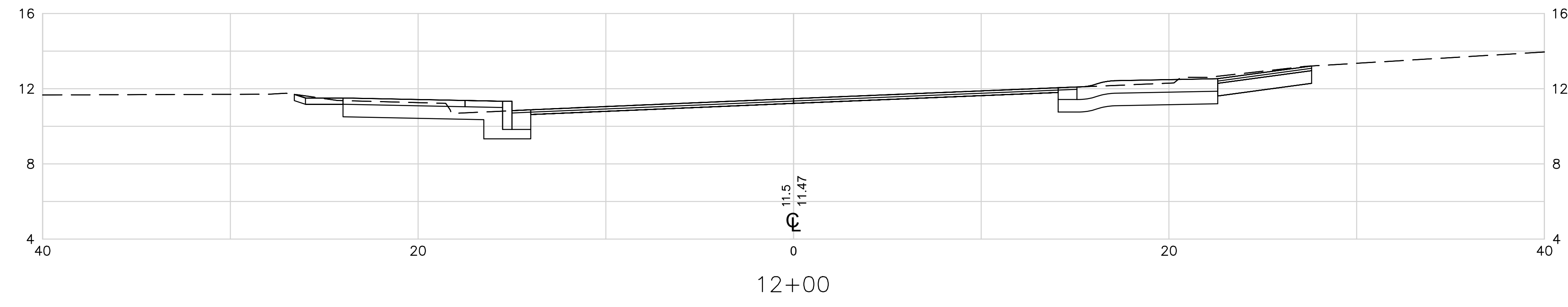


TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 46
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY



AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN

RHODE ISLAND

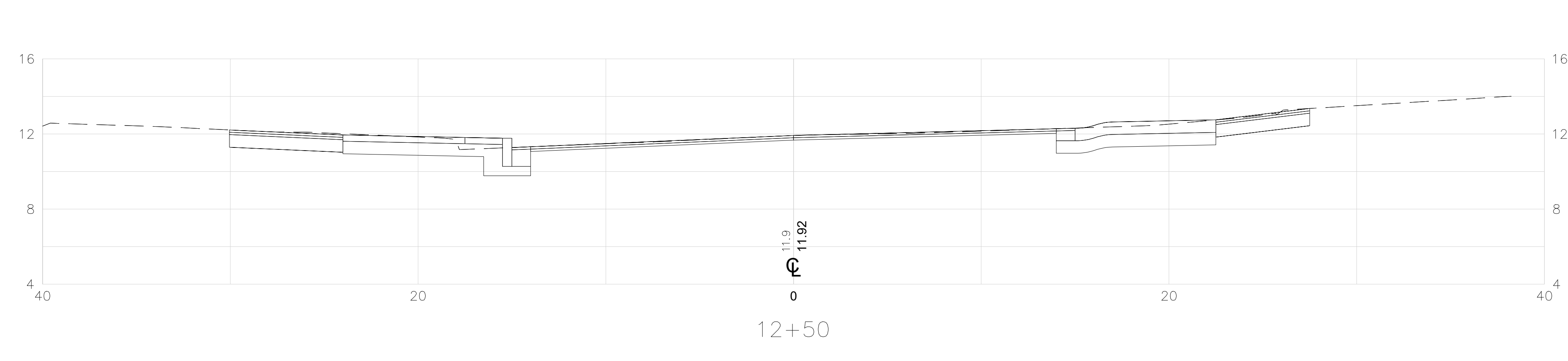
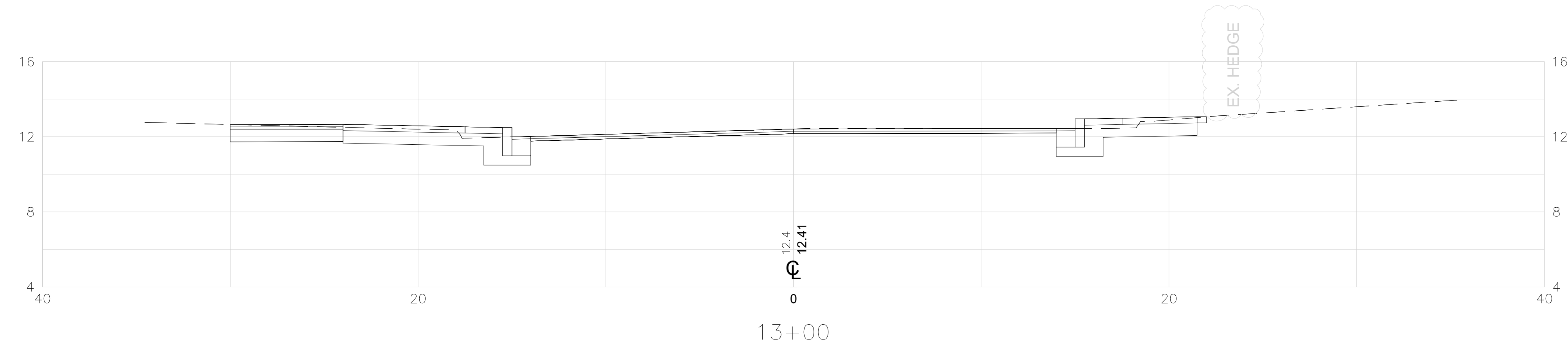
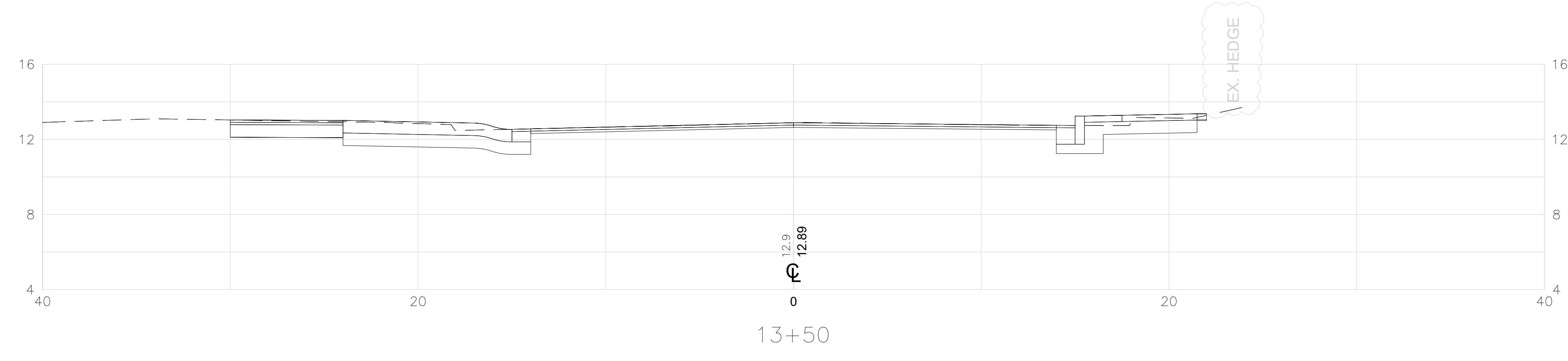
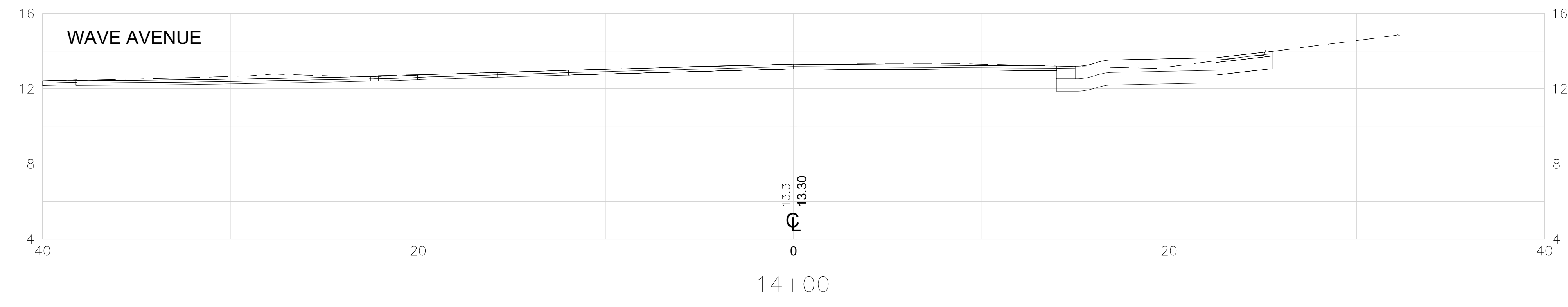
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 47
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN

RHODE ISLAND

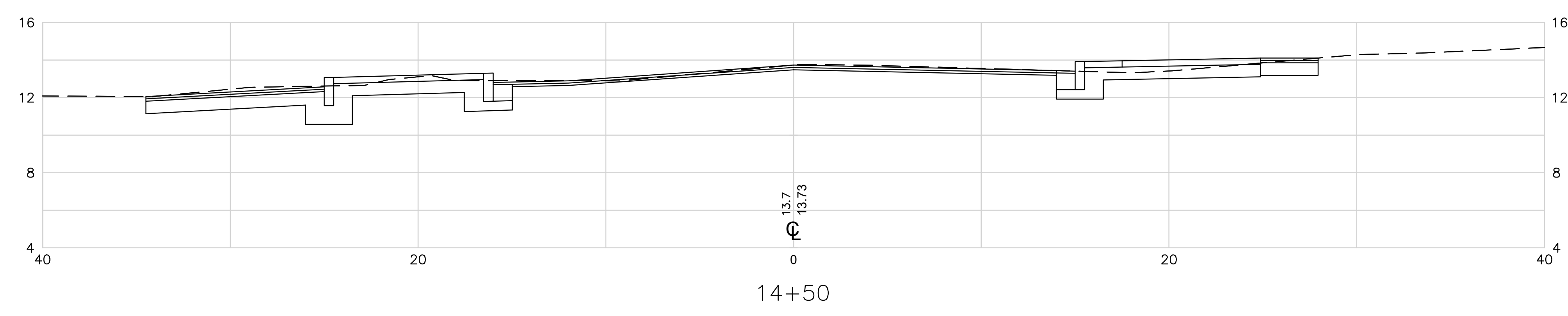
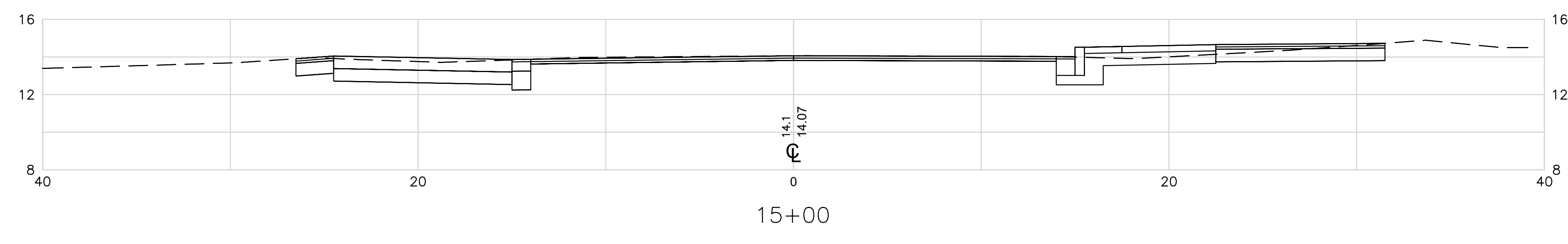
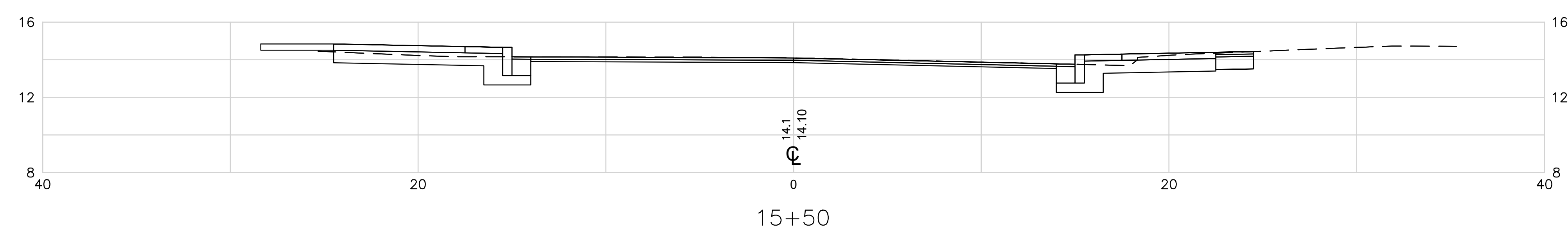
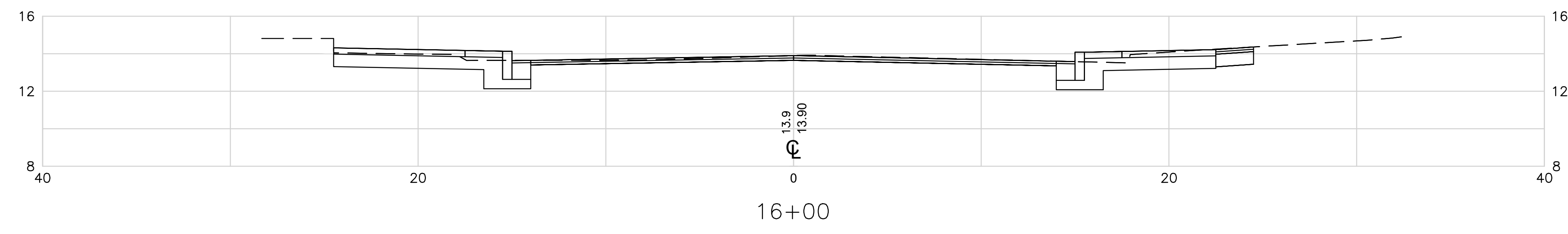
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 48
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN

RHODE ISLAND

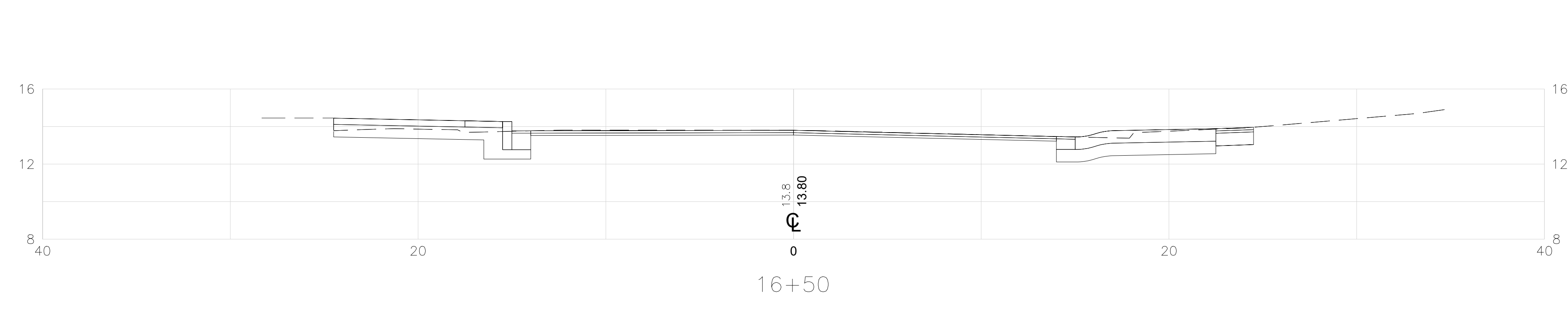
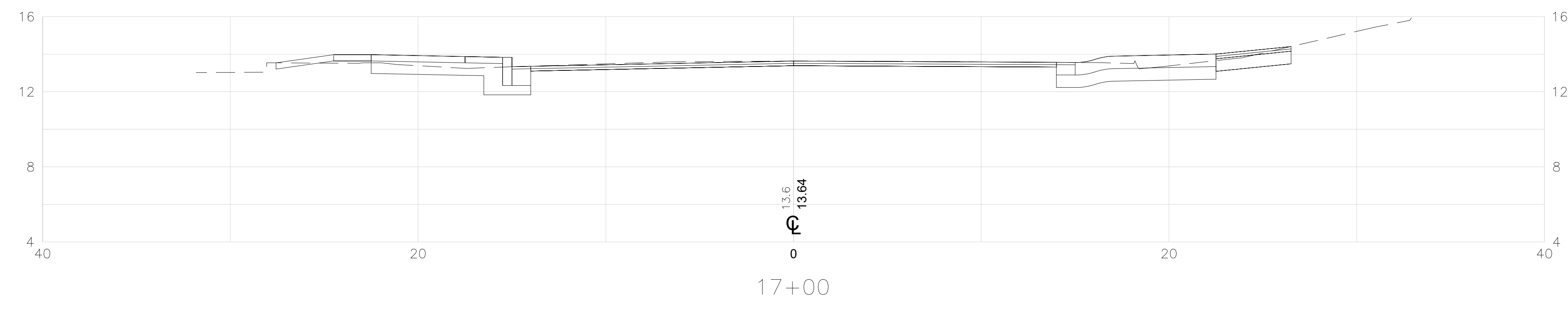
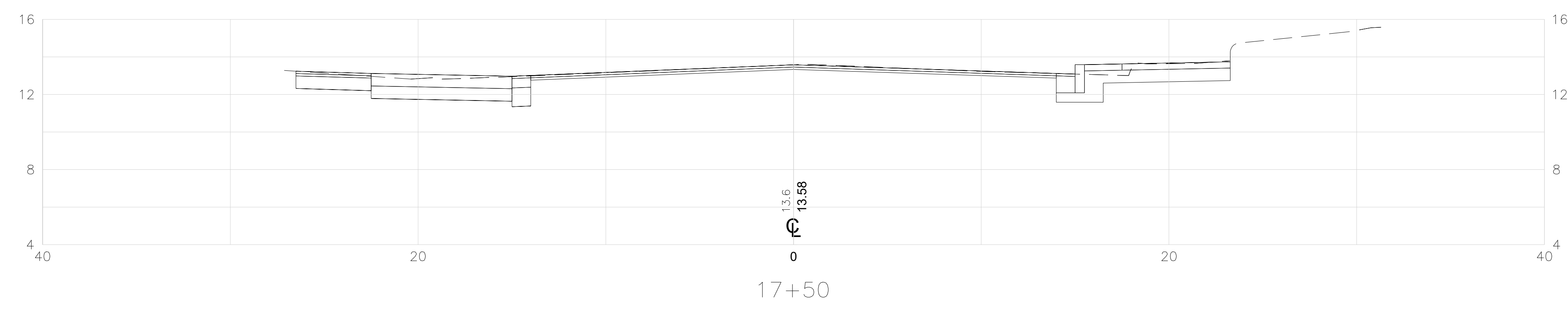
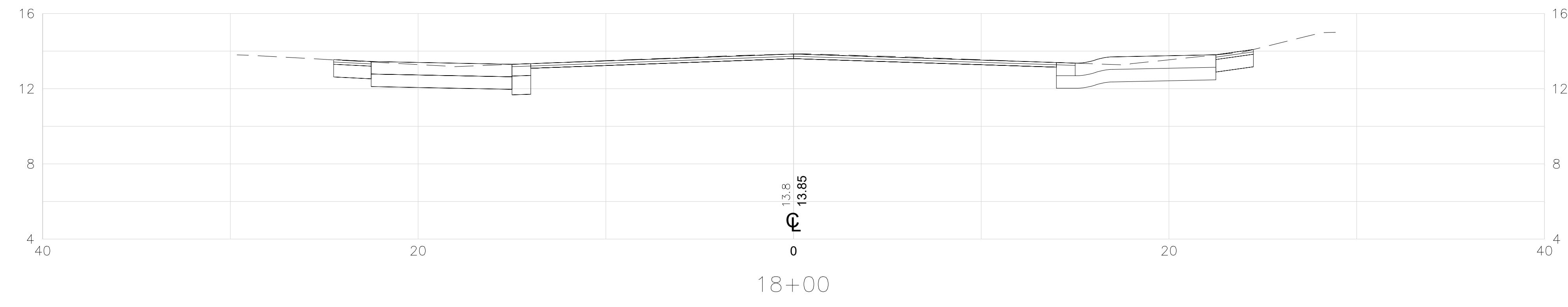
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 49
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN RHODE ISLAND



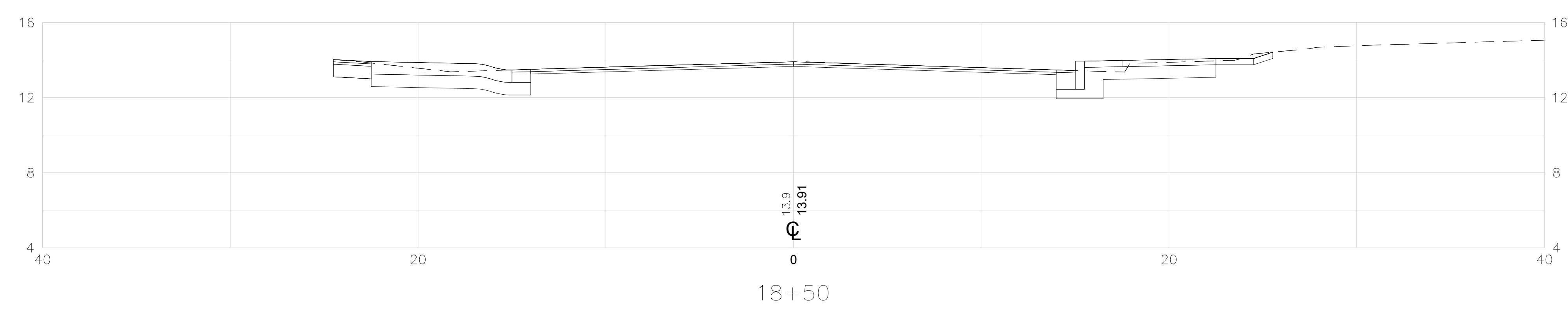
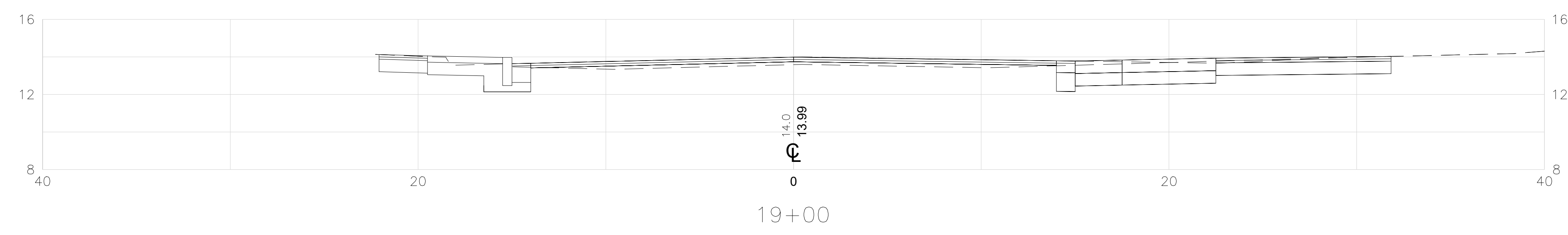
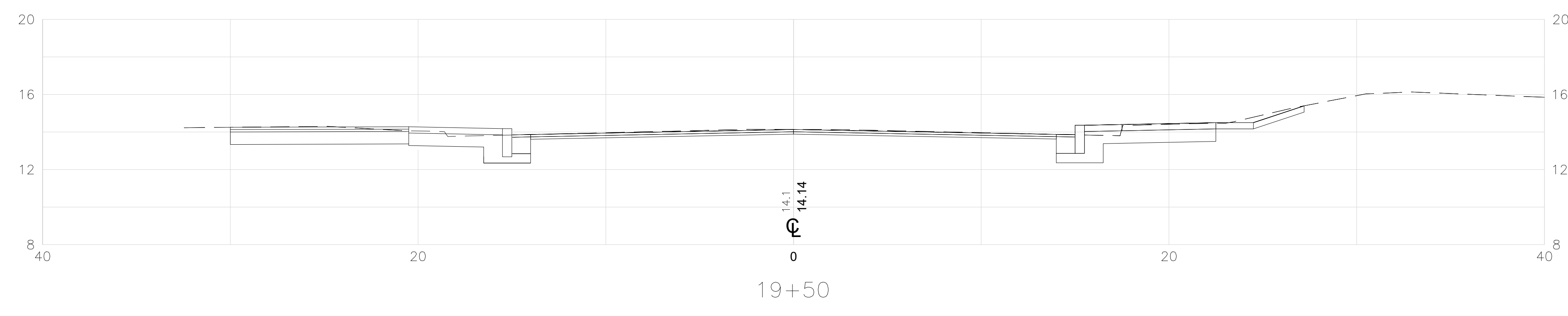
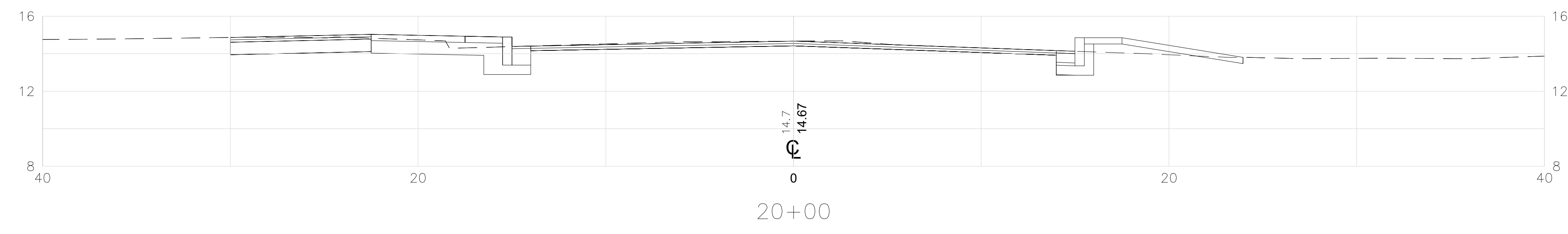
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 50
OF: 60

SCALE: 1"=4'

SCALE IN FEET

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY



AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN

RHODE ISLAND

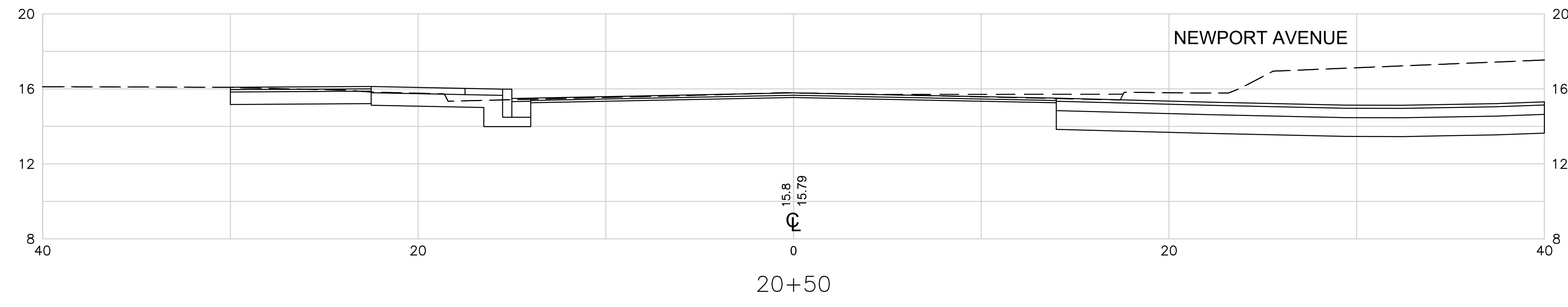
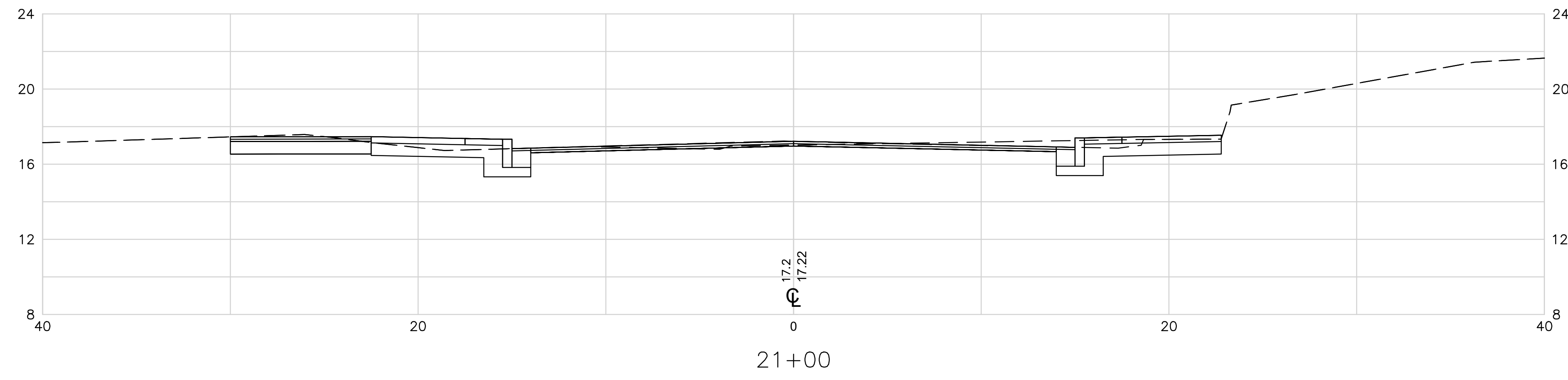
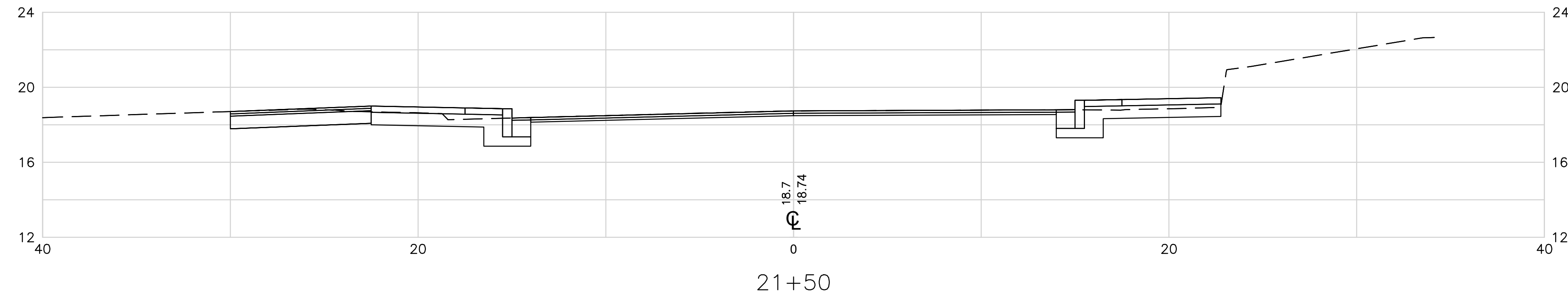
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 51
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN

RHODE ISLAND

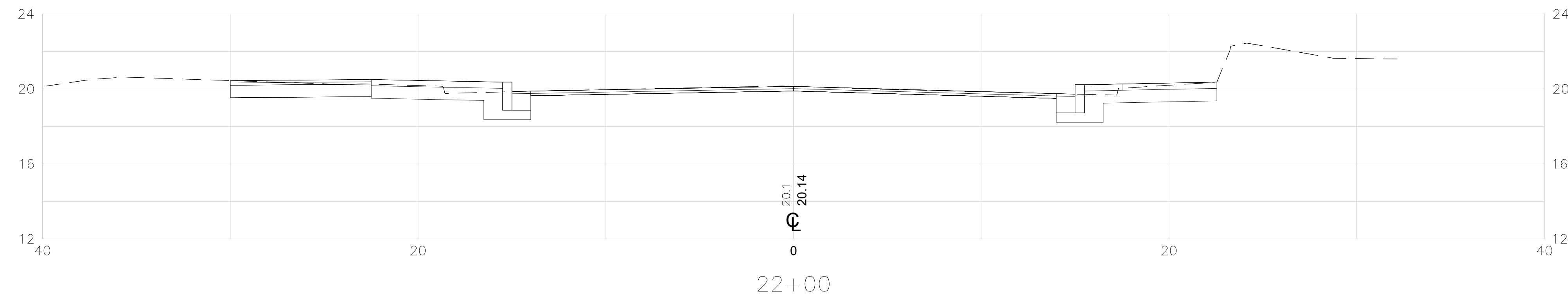
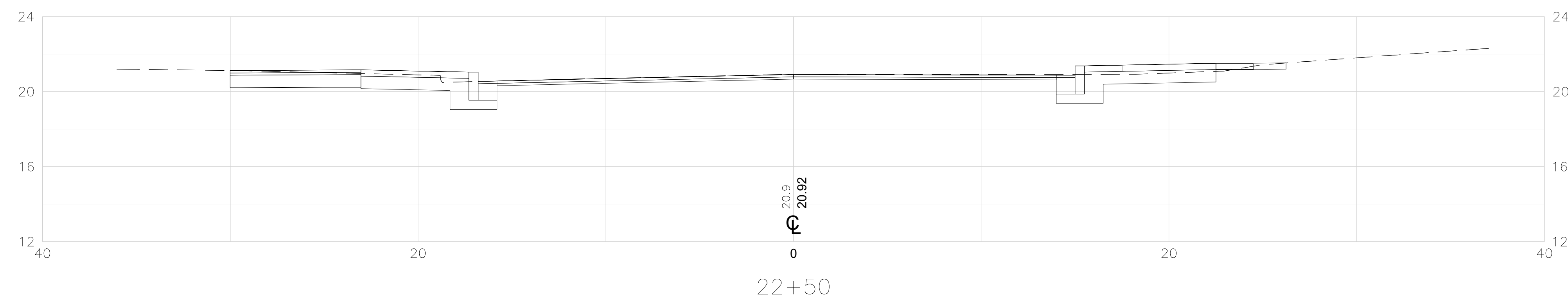
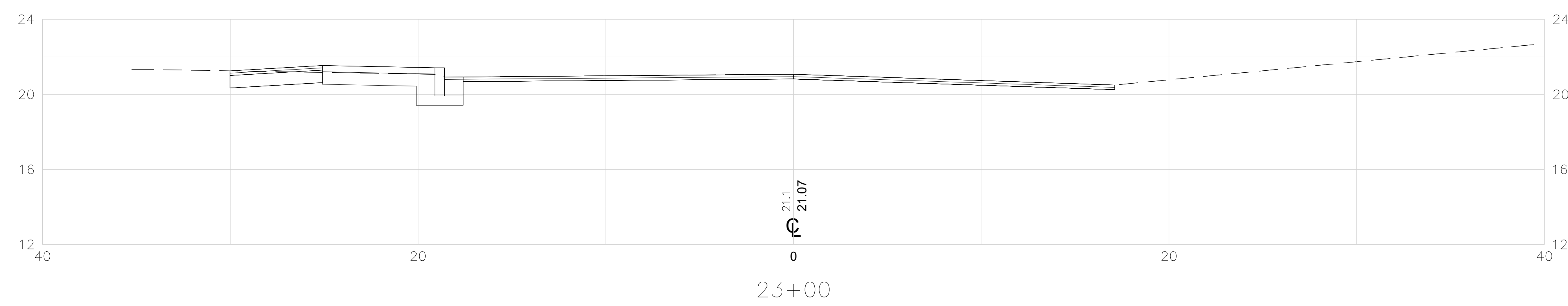
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 52
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





AQUIDNECK AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

MIDDLETOWN

RHODE ISLAND

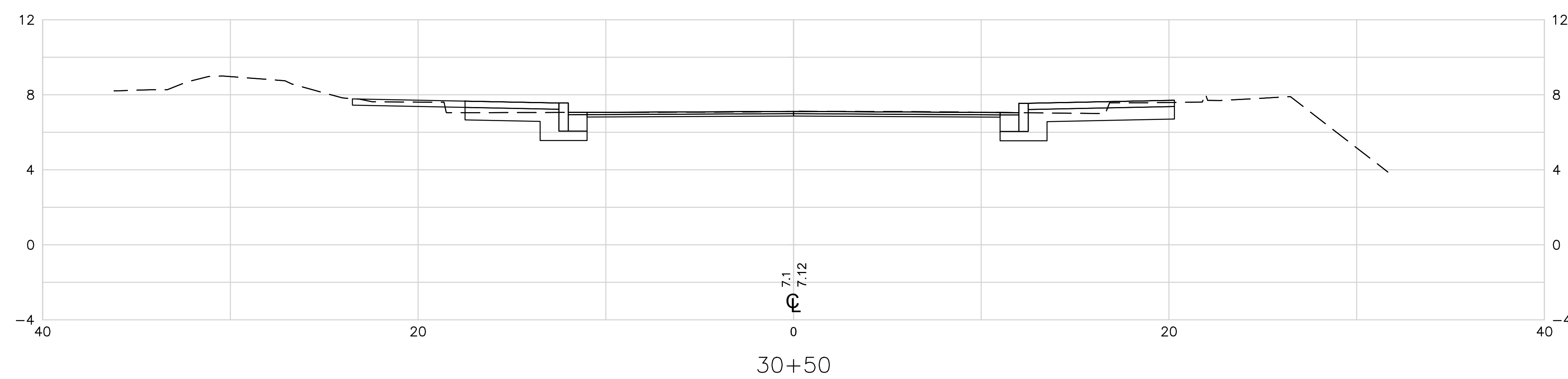
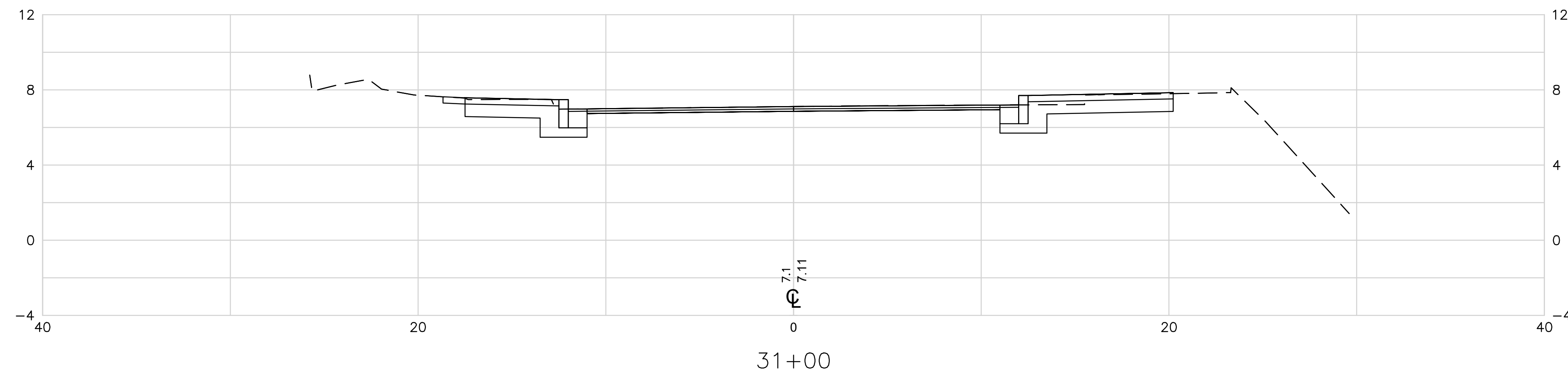
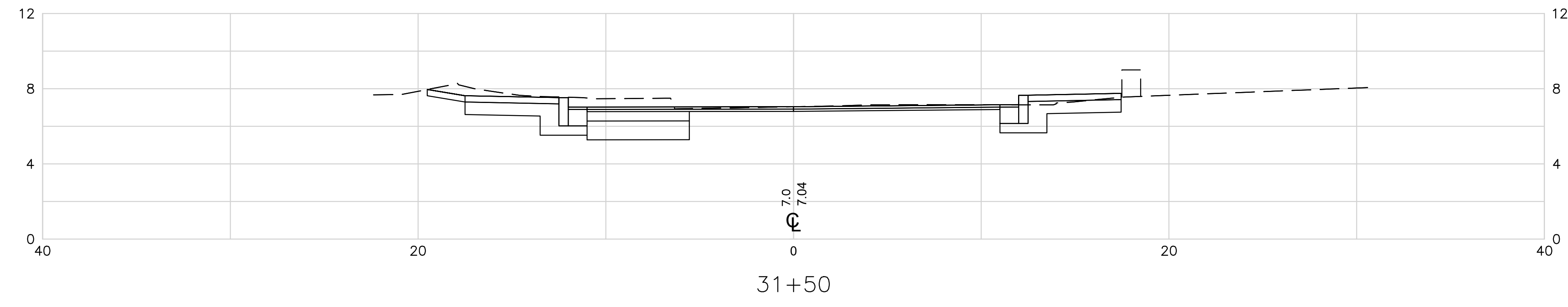
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 53
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





WAVE AVENUE



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 54
OF: 60

SCALE: 1"=4'

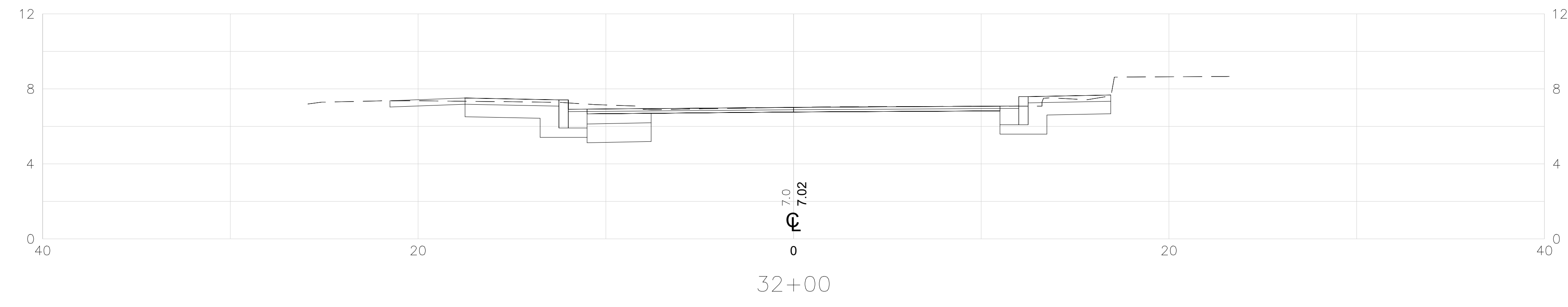
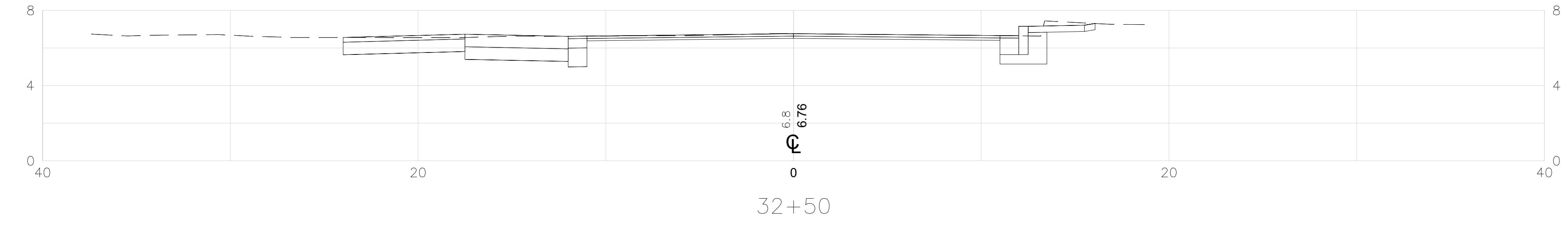
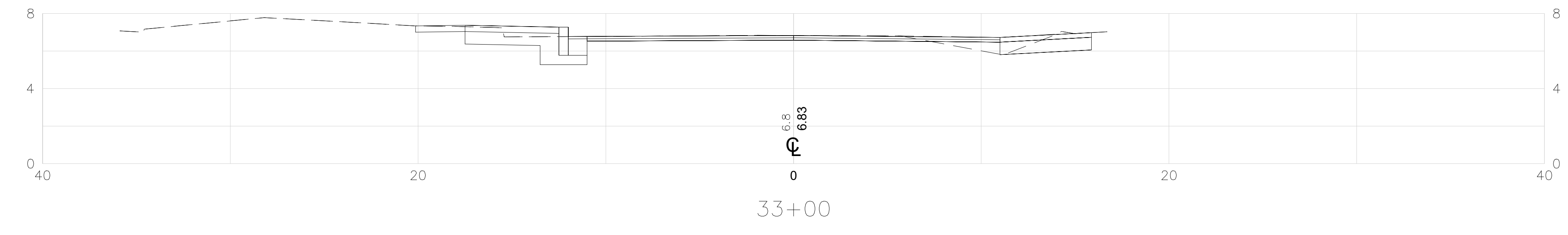
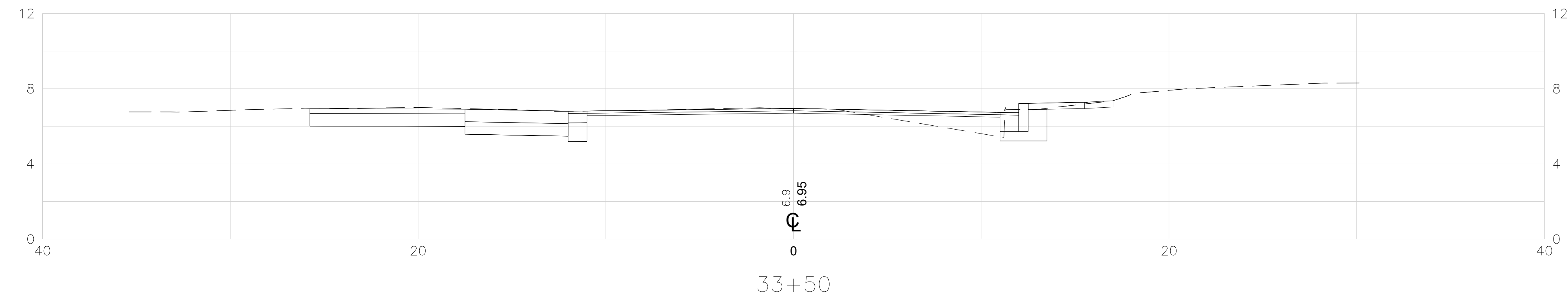
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

RHODE ISLAND

CROSS SECTIONS



WAVE AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS



TOWN OF
MIDDLETOWN

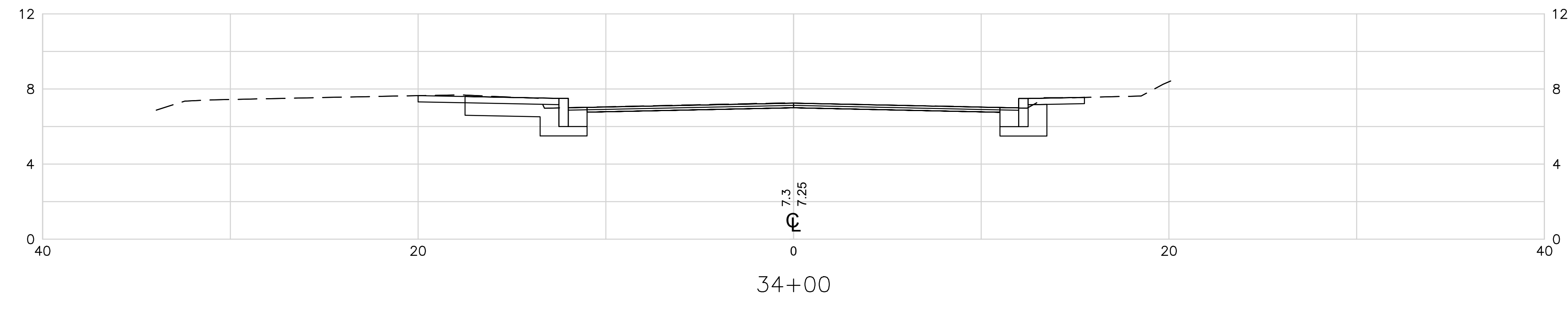
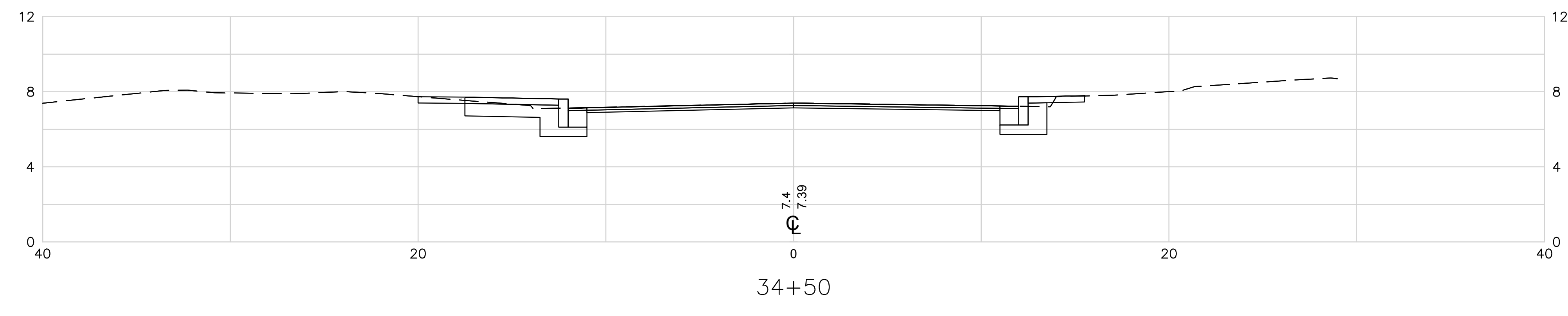
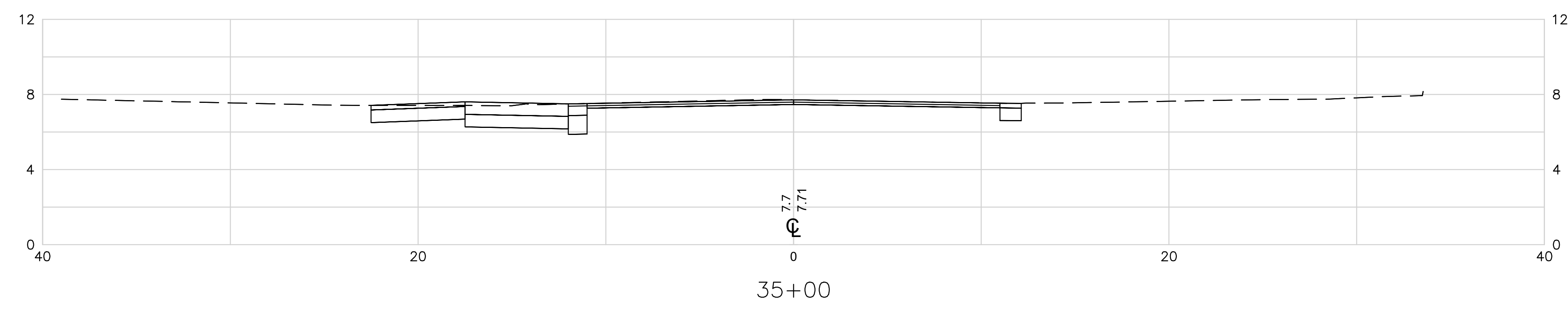
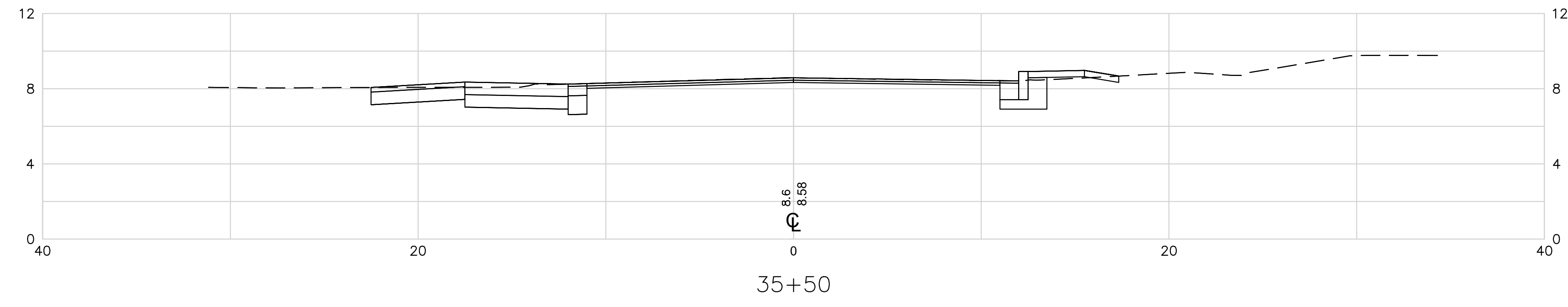
DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 55
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

RHODE ISLAND



WAVE AVENUE



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 56
OF: 60

SCALE: 1"=4'

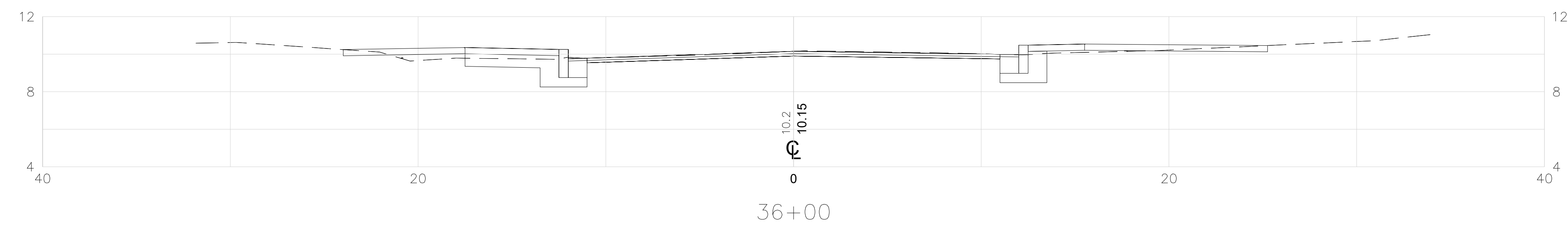
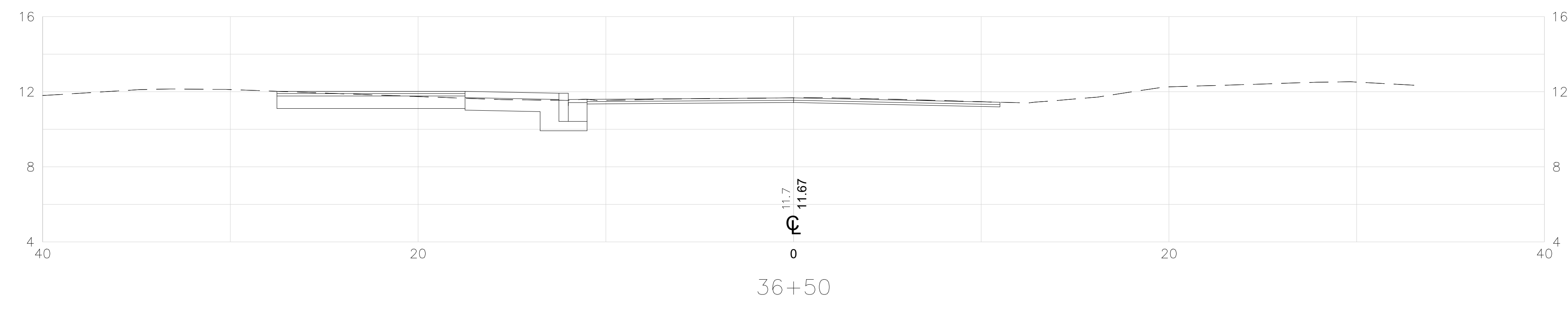
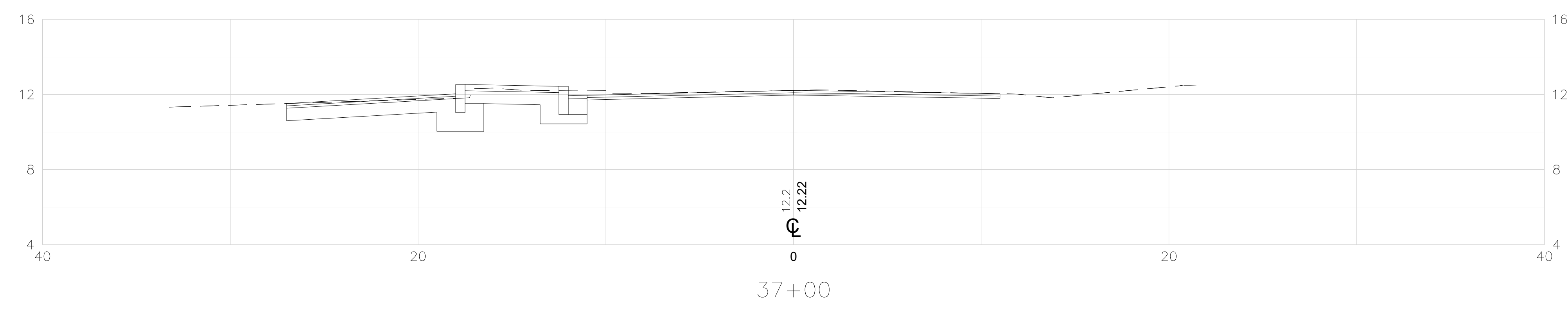
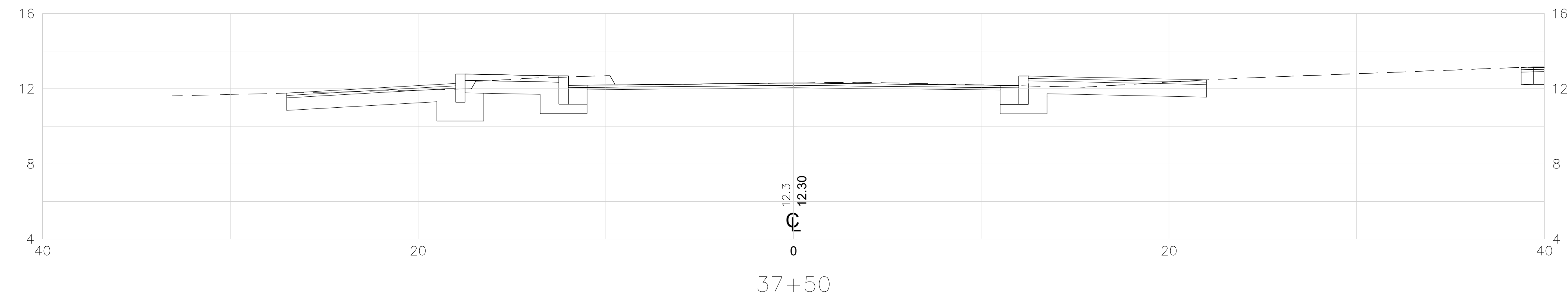
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

RHODE ISLAND

CROSS SECTIONS



WAVE AVENUE



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 57
OF: 60

SCALE: 1"=4'

SCALE IN FEET

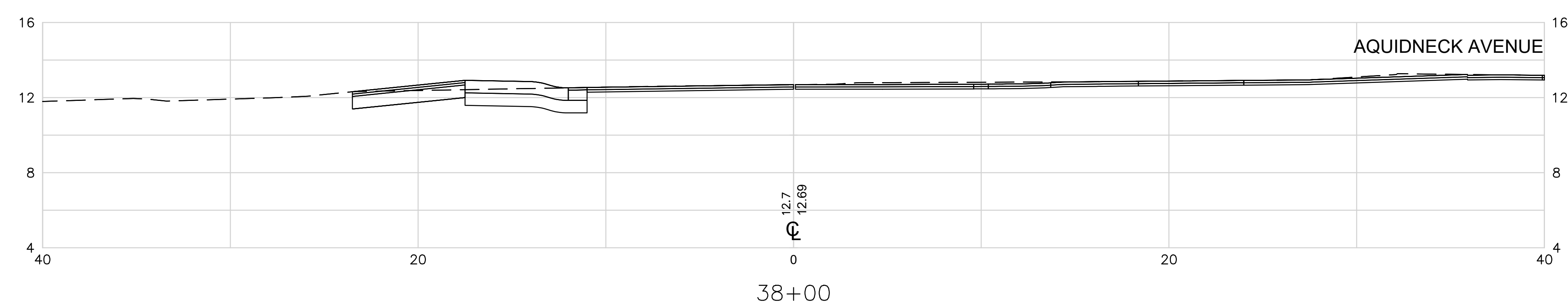
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

AQUIDNECK AVENUE
REHABILITATION

RHODE ISLAND

CROSS SECTIONS



WAVE AVENUE

AQUIDNECK AVENUE
REHABILITATION

CROSS SECTIONS

vhb
1 Cedar Street
Suite 400
Providence, RI 02903
401.272.8100

TOWN OF
MIDDLETOWN

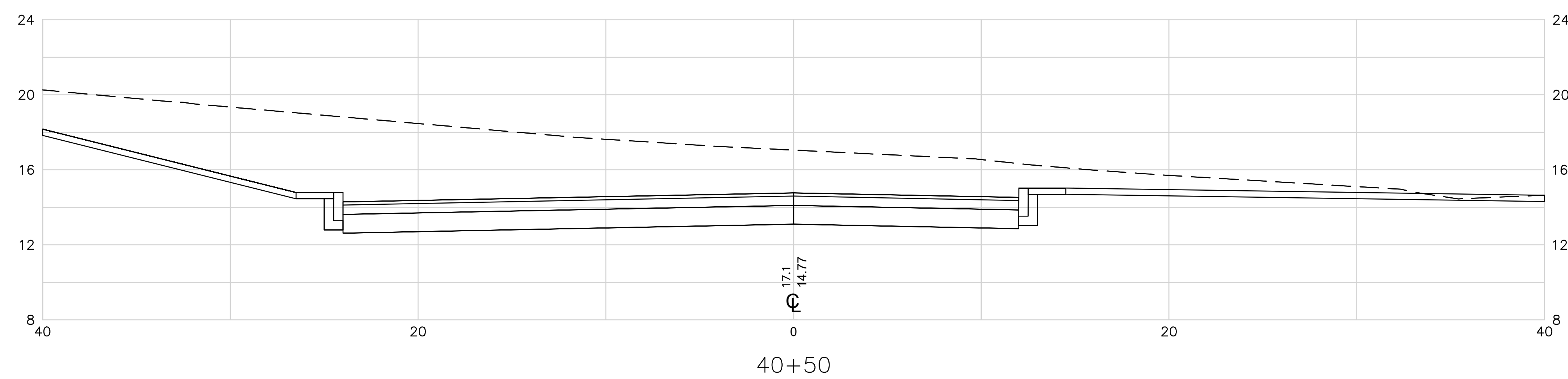
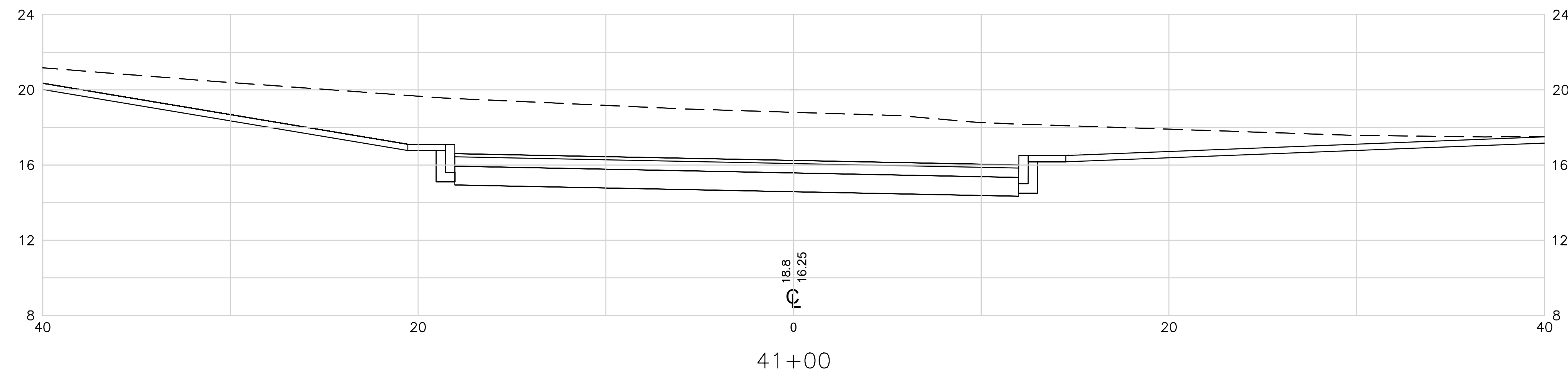
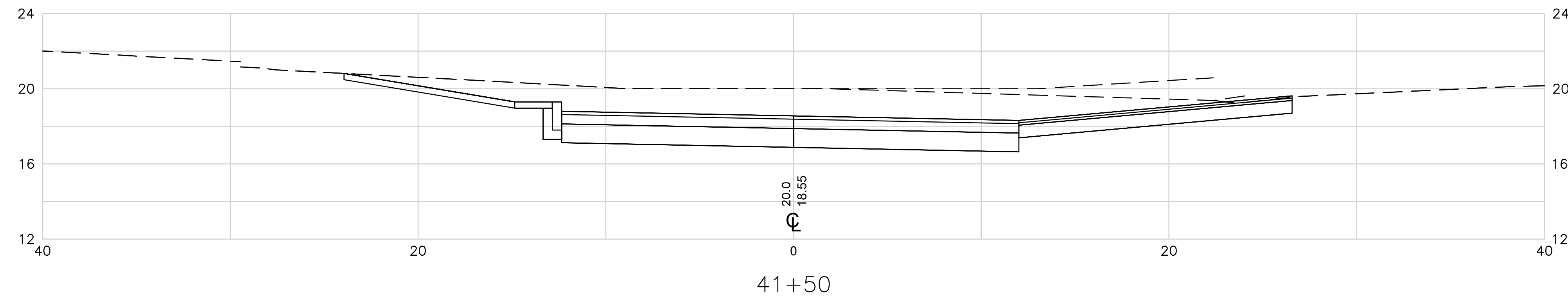
DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 58
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

MIDDLETOWN

RHODE ISLAND



NEWPORT AVENUE

AQUIDNECK AVENUE
REHABILITATION

MIDDLETOWN

RHODE ISLAND

CROSS SECTIONS

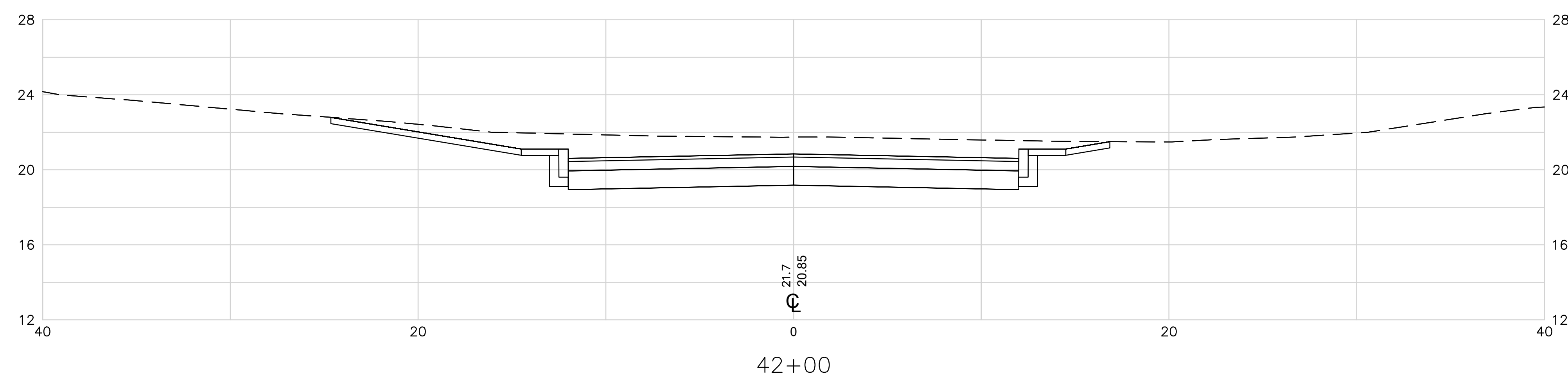
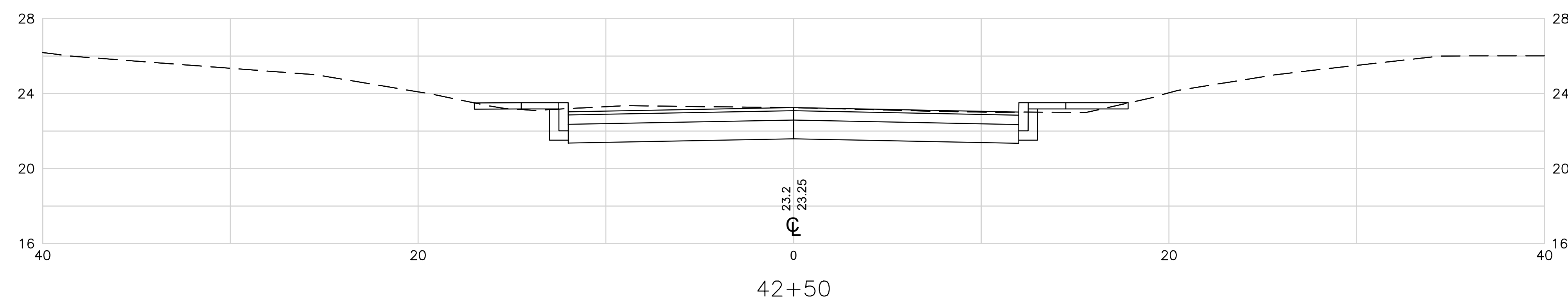
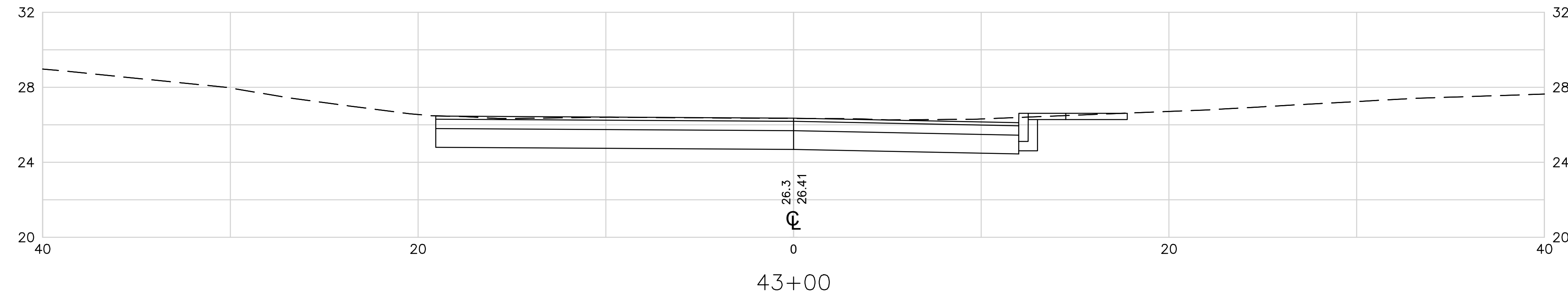
TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 59
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY





NEWPORT AVENUE

AQUIDNECK AVENUE
REHABILITATION

MIDDLETOWN

RHODE ISLAND

CROSS SECTIONS



TOWN OF
MIDDLETOWN

DESIGNED BY: SG
CHECKED BY:
DATE:
SHEET: 60
OF: 60

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY