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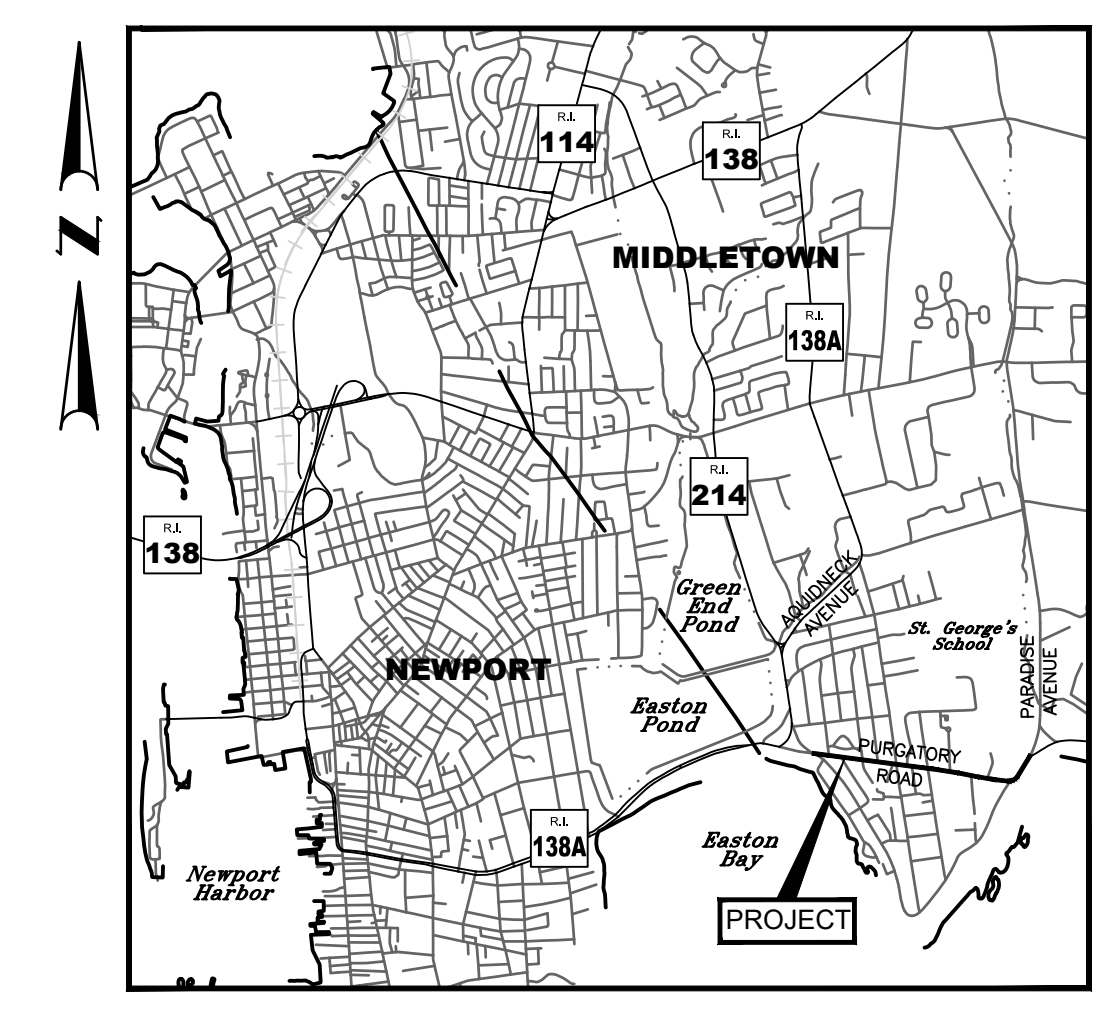
# TOWN OF MIDDLETOWN

## PURGATORY ROAD SIDEWALK IMPROVEMENTS

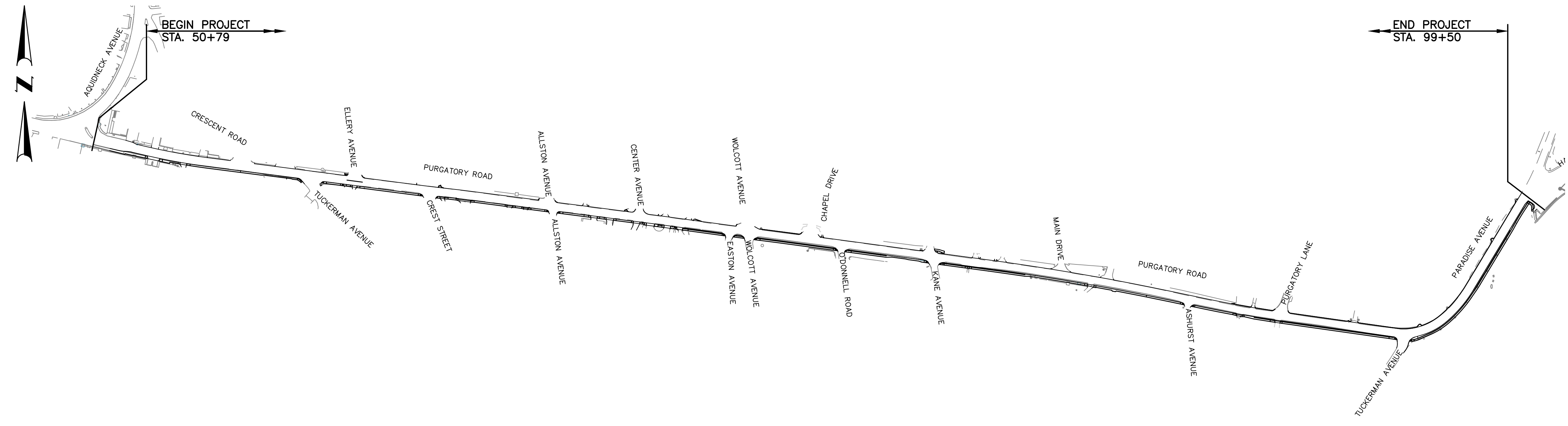
TOWN OF MIDDLETOWN  
COUNTY OF NEWPORT

PAVEMENT STRUCTURE  
1.5" MODIFIED CLASS 9.5  
2.5" CLASS 19  
12" GRAVEL BORROW SUBBASE COURSE

0.81 MILES



LOCATION MAP  
SCALE: 1"=3600'



LAYOUT PLAN  
SCALE: 1"=200'

**HURRICANE EVACUATION ROUTE**  
This project includes work on a designated Hurricane Evacuation and Diversionary Route as follows:  
- Intersection of Aquidneck Avenue at Purgatory Road  
Refer to Note 18 on Sheet 3

PS&E SUBMISSION  
NOVEMBER 2024

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS  
SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AUGUST 2024, WITH ALL REVISIONS AND THE STATE AND FEDERAL SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, STANDARD DETAILS FOR THIS PROJECT ARE R.I. STANDARD DETAILS, 1998 EDITION, WITH ALL REVISIONS.

SCALES OF DRAWINGS  
Plans 1 inch = 20 feet

BASE OF LEVELS  
NAVD 88  
NAD 83(2011) (EPOCH:2010.0000)



Bid Number           X            
Number of Sheet           1            
Total Sheets           63



BID NUMBER	SHEET NO.	TOTAL SHEETS
x	3	63

**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 RIPPEE 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 POLYETHYLENE 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.



1 Cedar Street  
Suite 400  
Providence, RI 02903  
401.272.8100

TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 3  
OF: 63

SCALE: NOT TO SCALE

REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE

PURGATORY ROAD SIDEWALK IMPROVEMENTS

MIDDLETOWN RHODE ISLAND

STANDARD NOTES - 1

BID NUMBER	SHEET NO.	TOTAL SHEETS
x	4	63

**LANDSCAPE NOTES:**

- ALL PLANT MATERIAL MUST BE TAGGED AT THE NURSERY (A RECOGNIZED GROWER OF PLANT MATERIAL) IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION. ALL PLANT MATERIAL MUST BE NURSERY GROWN; NO PLANTATION GROWN PLANT MATERIAL WILL BE ACCEPTED.
- ALL PLANT SUBSTITUTIONS AND/OR CHANGES IN PLANT LOCATION MUST BE APPROVED IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL PLANT MATERIAL IS TO BE FIELD LOCATED BY A REPRESENTATIVE FROM THE R.I.D.O.T. LANDSCAPE ARCHITECTURE UNIT.
- 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.
- ANY TOPSOIL USED AS PLANTABLE SOIL SHALL HAVE A SANDY LOAM TEXTURE RELATIVELY FREE OF SUBSOIL MATERIAL, STONES, ROOTS, LUMPS OF SOIL, TREE LIMBS, TRASH OR CONSTRUCTION DEBRIS, AND SHALL CONFORM TO SECTION M.18 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL TREES AND SHRUBS SHALL BE MULCHED WITH PINE BARK MULCH IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL TREES AND/OR SHRUBS THAT ARE PLANTED AS A BED SHALL BE MULCHED AS A BED.
- PROVIDE A MINIMUM 6"-8" BRANCHING STANDARD ON ALL TREES INSTALLED ADJACENT TO SIDEWALKS AND/OR PEDESTRIAN ACCESS AREAS.
- 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**

- 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**

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

**TRAFFIC SIGNAL NOTES:**

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

**MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:**

- ALL MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL SETUPS, SIGNS, CHANNELIZING DEVICES, ETC., SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

ALL SIGN MOUNTINGS FOR TEMPORARY AND CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
- THE CONTRACTOR SHALL COVER ALL EXISTING AND/OR TEMPORARY SIGNS THAT ARE NOT RELEVANT TO THE TRAFFIC CONTROL REQUIRED DURING ANY PARTICULAR STAGE OF THE CONTRACT.
- ADVANCE FLAGPERSON SIGNS (W20-7A) SHALL BE USED IN ADVANCE OF ANY POINT AT WHICH A FLAGPERSON OR A POLICE OFFICER HAS BEEN STATIONED TO CONTROL TRAFFIC. WHEN NEEDED, AN APPROPRIATE DISTANCE MESSAGE MAY BE DISPLAYED ON A SUPPLEMENTAL PLATE (24"x18") BELOW THE FLAGPERSON SYMBOL SIGN. THE SIGN SHALL BE PROMPTLY REMOVED OR COVERED WHENEVER THE FLAGPERSON IS NOT AT THE STATION.
- POLICE OFFICERS AND FLAGPERSONS SHALL BE UTILIZED AS OUTLINED IN SECTIONS 913 & 914 OF THE RI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- POLYETHYLENE DRUMS SHALL BE UTILIZED AS A CHANNELIZING DEVICE WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN BEYOND WORKING HOURS WHEN NO WORKERS ARE PRESENT. CONES SHALL BE UTILIZED WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN ONLY DURING WORKING HOURS AND IS SUBSEQUENTLY BROKEN DOWN AT THE END OF THE WORKDAY.
- ARROW PANELS SHALL BE SET IN THE FLASHING FOUR CORNERS CAUTION MODE UNLESS UTILIZED FOR A MERGING TAPER. ARROW PANELS SET IN THE FLASHING ARROW MODE SHALL NOT BE UTILIZED FOR LANE SHIFTS.
- TEMPORARY CONSTRUCTION SIGNS AND OTHER WORKZONE TRAFFIC CONTROL DEVICES THAT ARE DAMAGED OR REQUIRE RELOCATION SHALL BE REPLACED AND / OR RELOCATED UNDER THE PAY ITEM FOR "MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION."
- THE PRIVATE VEHICLES OF CONSTRUCTION WORKERS SHALL NOT BE PARKED ON THE TRAVEL LANES OR SHOULDERS. THEY MAY BE PARKED WITHIN THE STATE RIGHT-OF-WAY ONLY IN AREAS BEYOND THE OUTSIDE EDGE OF THE TRAVEL LANES AND/OR IN AREAS APPROVED BY THE ENGINEER.
- TEMPORARY CONSTRUCTION SIGNS AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE START OF WORK IN ANY AREA OPEN TO TRAFFIC, AND SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER APPROPRIATE.
- THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. 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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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN  
RHODE ISLAND

STANDARD NOTES - 2

**JOB SPECIFIC LEGEND:**

- 7.3.1 3'-0" GRANITE TRANSITION CURB
- 7.3.9 GRANITE RAMP STONE
- 7.5.1A BITUMINOUS BERM - CONSTRUCTION METHOD A
- 20.3.0 PAVEMENT MARKINGS - CROSSWALKS (8' WIDTH)
- 43.1.0M CEMENT CONCRETE SIDEWALK MODIFIED - SEE DETAILS
- 4FG 4 INCH FRAME AND GRATE
- BCDM BITUMINOUS CONCRETE DRIVEWAY  
3" MODIFIED CLASS 9.5 HMA (PAID FOR UNDER 905.2000)  
8" GRAVEL BORROW SUBBASE COURSE
- CBS SHALLOW CATCH BASIN
- CFS COMPOST FILTER SOCK
- DCP REMOVE AND DISPOSE COBBLESTONES AND PAVERS
- DT REMOVE AND DISPOSE TREE
- DVI-## DRIVEWAY DEVELOPMENT - SEE DETAILS
- FDP FULL DEPTH PAVEMENT  
1.5" MODIFIED CLASS 9.5 HMA  
2.5" CLASS 19.0 HMA  
12" GRAVEL BORROW SUBBASE COURSE
- GD GRAVEL DRIVEWAY (6" DEPTH) - PAID FOR UNDER ITEM 303.0100
- IP INLET PROTECTION
- MM (X") MICROMILL (DEPTH)
- OV OVERLAY  
1.5" MODIFIED CLASS 9.5 HMA
- PMM PAVEMENT MILLINGS MULCH (4" DEPTH)
- RCB RECONSTRUCT DRAINAGE STRUCTURE
- RHYD RELOCATE HYDRANT
- RMB REMOVE AND REPLACE MAILBOX
- SC REMOVE AND STOCKPILE COBBLESTONES
- STU STORMWATER TREATMENT UNIT
- WCR-## WHEELCHAIR RAMP DEVELOPMENT - SEE DETAILS

**JOB SPECIFIC ABBREVIATIONS:**

B CONSTRUCTION BASELINE

**JOB SPECIFIC LINE LEGEND:**

- COMPOST FILTER SOCK
- <sup>X-X</sup> — ○<sup>X-X</sup> AREA SUBJECT TO STORM FLOW

**DRAINAGE AND EROSION CONTROL NOTES**

- COMPOST FILTER SOCK SHALL BE USED FOR PERIMETER EROSION CONTROLS AS NEEDED TO ADHERE TO THE SWPPP AND RIDEM/CRMC REGULATIONS. CONTRACTOR SHALL PLACE COMPOST FILTER SOCK AS NEEDED OR AS DIRECTED BY THE ENGINEER DEPENDENT ON THE CONSTRUCTION PHASING.

**GENERAL NOTES - GUARDRAIL:**

- W-BEAM AND THRIE BEAM GUARDRAIL SHALL BE INSTALLED IN ACCORDANCE WITH RIDOT STANDARD DETAIL 34.1.0.
- THE CONTRACTOR SHALL NOTE THAT THE REQUIRED INSTALLATION OF REFLECTORIZED DELINEATORS ON ALL GUARDRAIL AND GUARDRAIL END TREATMENTS SHALL BE INCIDENTAL TO THE COST OF THE GUARDRAIL ITEM. NO SEPARATE PAYMENT WILL BE MADE FOR THE REFLECTORIZED DELINEATORS. DELINEATION STICKERS ARE ALSO REQUIRED ON ALL APPROACH END SECTIONS, AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE GUARDRAIL END TREATMENT.
- WHERE EXISTING GUARDRAIL POSTS ARE REMOVED AND NO NEW GUARDRAIL IS INSTALLED, THE POST HOLES SHALL BE FILLED WITH COMMON BORROW, PLANTABLE SOIL AND SEED SHALL BE SPREAD ACROSS THE FILLED HOLES. THIS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE REMOVAL OF THE EXISTING GUARDRAIL.
- THERE WILL BE NO DIRECT PAYMENT FOR ANY HARDWARE, UNLESS OTHERWISE NOTED, REQUIRED TO PROPERLY COMPLETE THE INSTALLATION OF GUARDRAIL IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, STANDARD DETAILS, OR SPECIAL DETAILS CONTAINED IN THE CONTRACT. HARDWARE SHALL INCLUDE, BUT IS NOT LIMITED TO, ALL NUTS, BOLTS, AND WASHERS.
- THE CONTRACTOR SHALL UTILIZE BARRIER FOR TEMPORARY TRAFFIC CONTROL (MASH TL-3) AND A NARROW CONDITION IMPACT ATTENUATOR TO PROTECT ANY GUARDRAIL BLUNT ENDS DURING NON WORKING HOURS UNTIL ALL GUARDRAIL CONNECTIONS HAVE BEEN MADE AND ALL GUARDRAIL END TREATMENTS HAVE BEEN INSTALLED.
- THE DESIGN INTENT IS TO INSTALL THE POSTS OF THE PROPOSED STEEL W-BEAM GUARDRAIL TO SPAN THE PAVED WATERWAYS AND DRAINAGE LINES. THE CONTRACTOR SHALL LOCATE THE EXISTING PAVED WATERWAYS, DRAINAGE LINES, OR BOX CULVERTS AND MARK THE LOCATION OF THE PROPOSED GUARDRAIL POSTS TO IDENTIFY IF THERE WILL BE A CONFLICT DURING INSTALLATION. IF THE CONTRACTOR IDENTIFIES A POTENTIAL CONFLICT, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY. THE ENGINEER WILL REVIEW THE POTENTIAL CONFLICT AND PROVIDE DIRECTION TO THE CONTRACTOR. THE COST TO LOCATE EXISTING PAVED WATERWAYS, DRAINAGE LINES, AND BOX CULVERTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE INDIVIDUAL GUARDRAIL PAY ITEM. IF IT IS DETERMINED THAT THE STANDARD POST SPACING CANNOT BE USED TO SPAN THE EXISTING PAVED WATERWAYS, DRAINAGE LINES, OR BOX CULVERTS, THEN A W-BEAM OR THRIE BEAM LONG SPAN SYSTEM SHALL BE USED.
- EXISTING DELINEATORS WITHIN THE PROJECT LIMITS MAY NEED TO BE REMOVED AND RESET DUE TO THE INSTALLATION OF THE NEW GUARDRAIL RUN. THE CONTRACTOR SHALL REMOVE AND RESET DELINEATORS WHERE THEY CONFLICT WITH THE PROPOSED GUARDRAIL TO THE DIMENSIONS AND SPACING AS SHOWN ON THIS PLAN. THIS WORK SHALL BE PAID FOR UNDER THE RESPECTIVE BID ITEM "REMOVE AND RESET DELINEATORS AND POST." EXISTING DELINEATORS THAT ARE DETERMINED BY THE ENGINEER TO BE MISSING OR DAMAGED SHALL BE REPLACED TO THE DIMENSIONS AND SPACING AS SHOWN IN CHAPTER 3F OF THE MUTCD. THIS WORK SHALL BE PAID FOR UNDER THE RESPECTIVE BID ITEMS "DELINEATOR - YELLOW" OR "DELINEATOR - WHITE."



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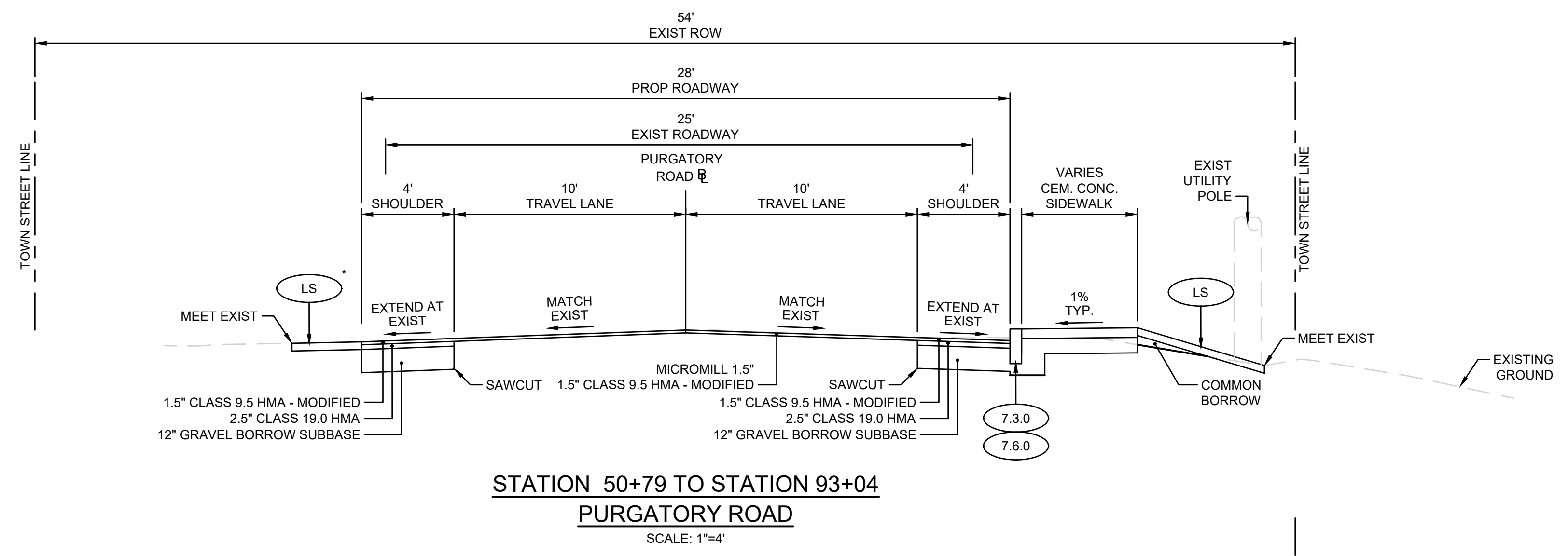
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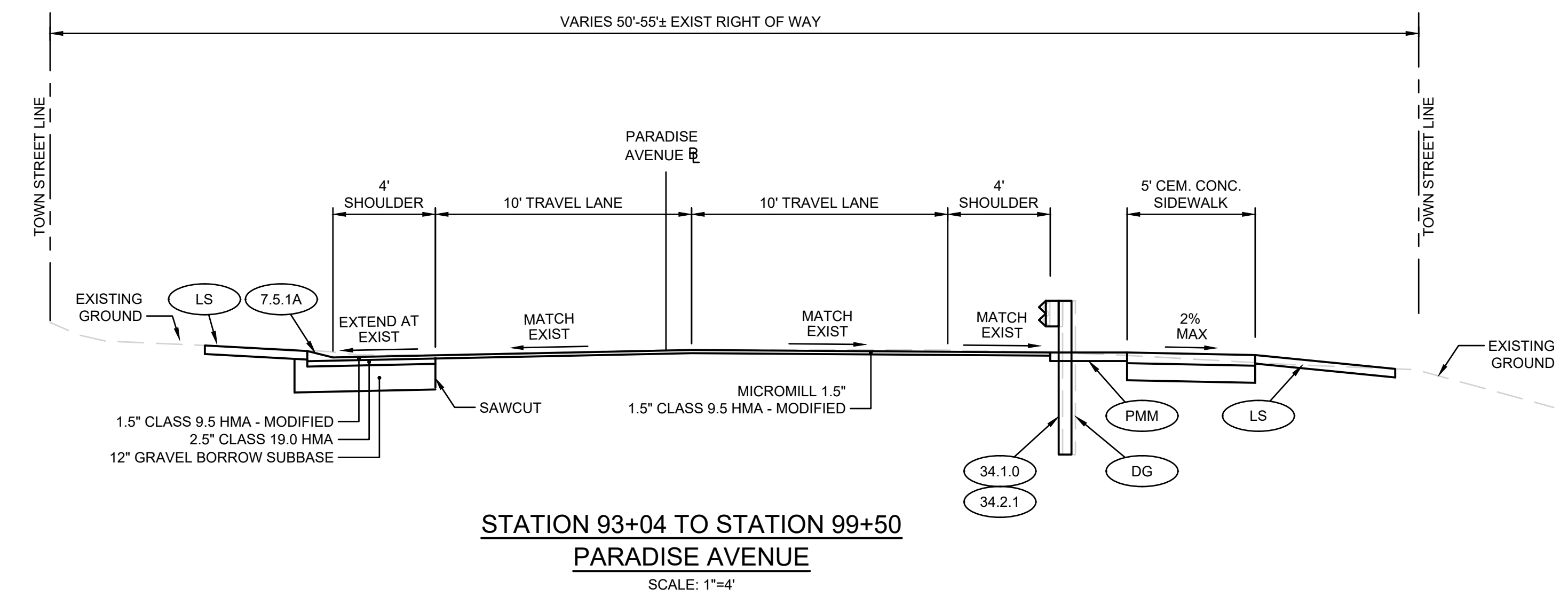
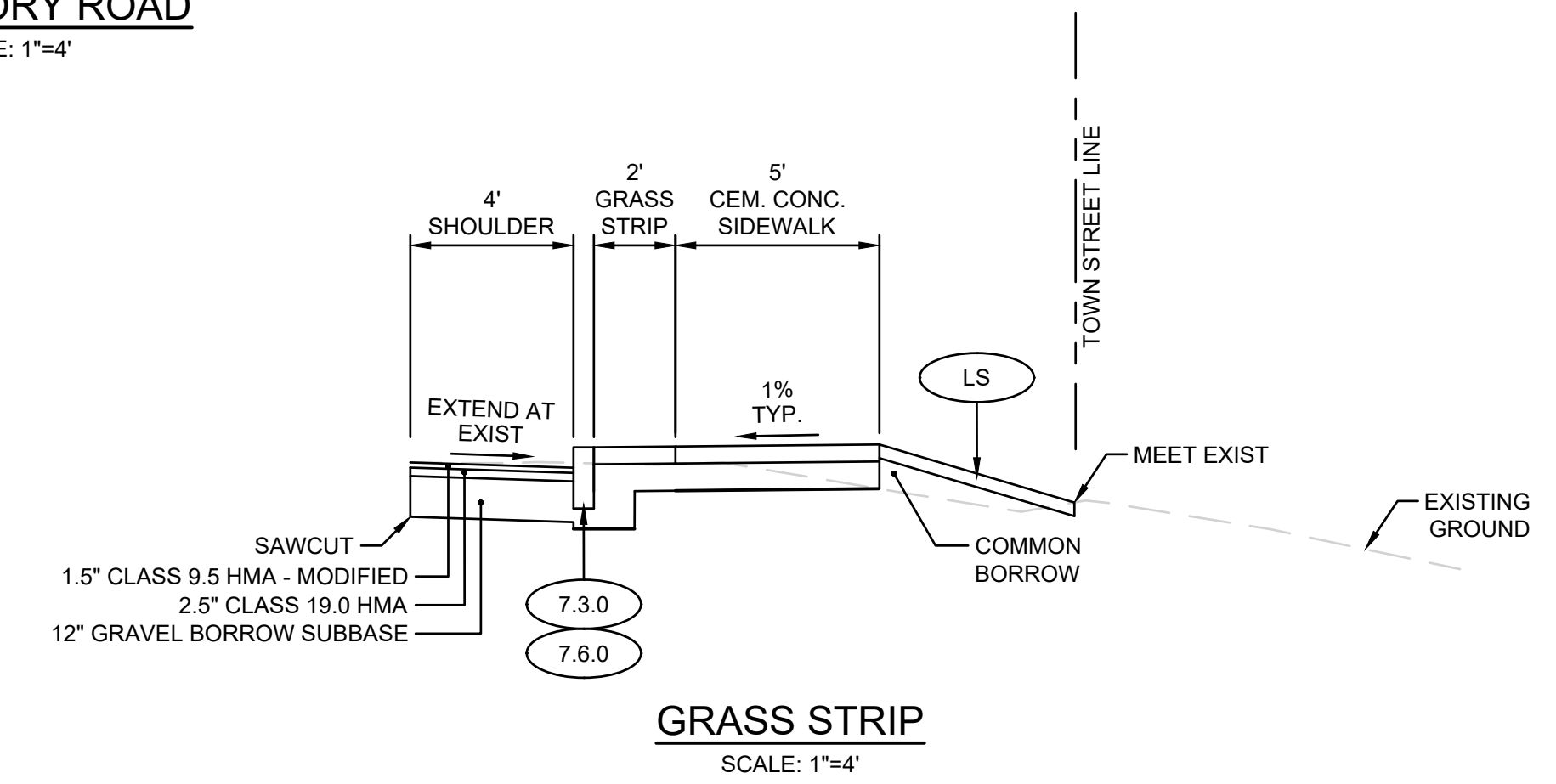
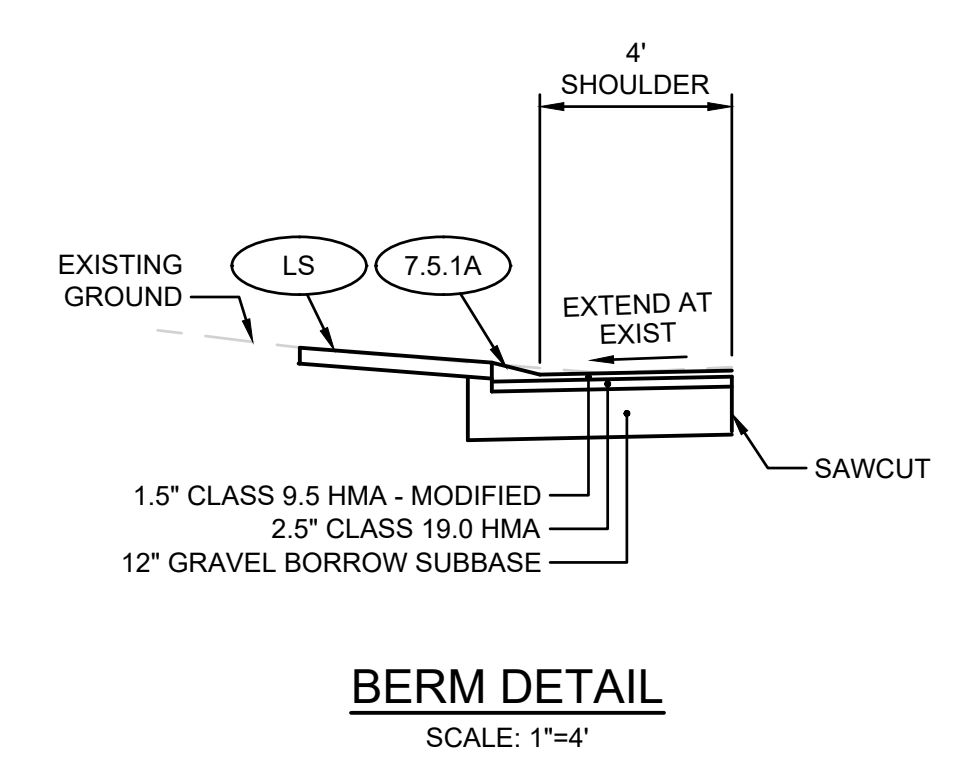
PURGATORY ROAD SIDEWALK IMPROVEMENTS

MIDDLETOWN RHODE ISLAND

JOB SPECIFIC PLAN SYMBOLS,  
LEGEND & NOTES

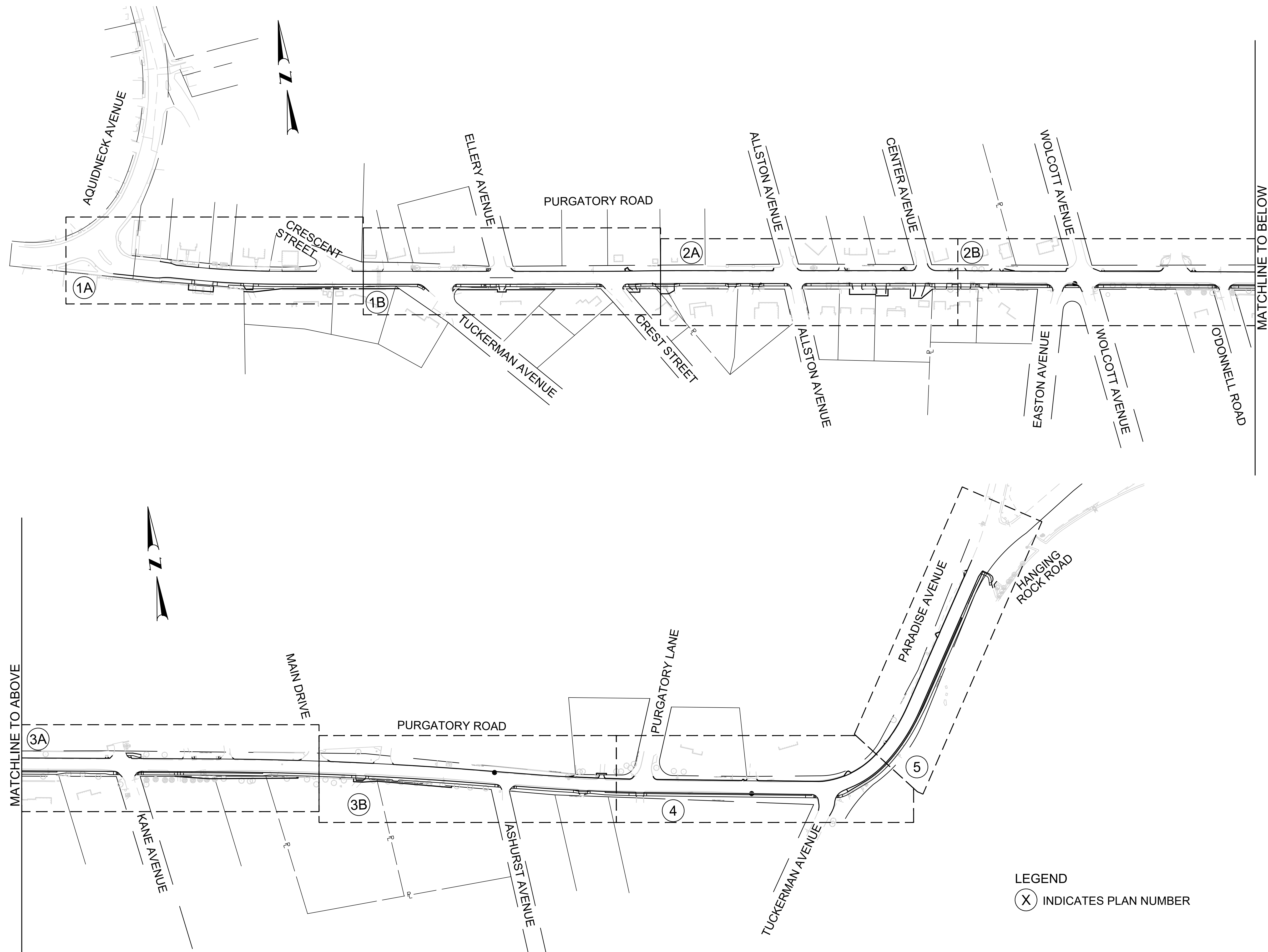


- NOTES:
- SEE LOCATION PLANS AND DETAILS FOR MORE INFORMATION ON THE SIDEWALK, WHEELCHAIR RAMP, AND DRIVEWAY WIDTHS
  - THE CONTRACTOR SHALL CONSTRUCT A GRASS STRIP BETWEEN THE CURB AND THE SIDEWALK AT LOCATIONS ALONG PURGATORY ROAD. SEE THE GRASS STRIP DETAIL ON THIS SHEET.
- \* THE CONTRACTOR SHALL CONSTRUCT A BITUMINOUS BERM AT LOCATIONS ALONG PURGATORY ROAD. SEE THE BERM DETAIL ON THIS SHEET. SEE GENERAL PLANS FOR LOCATIONS OF BERM.



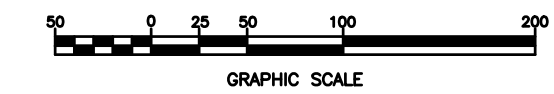
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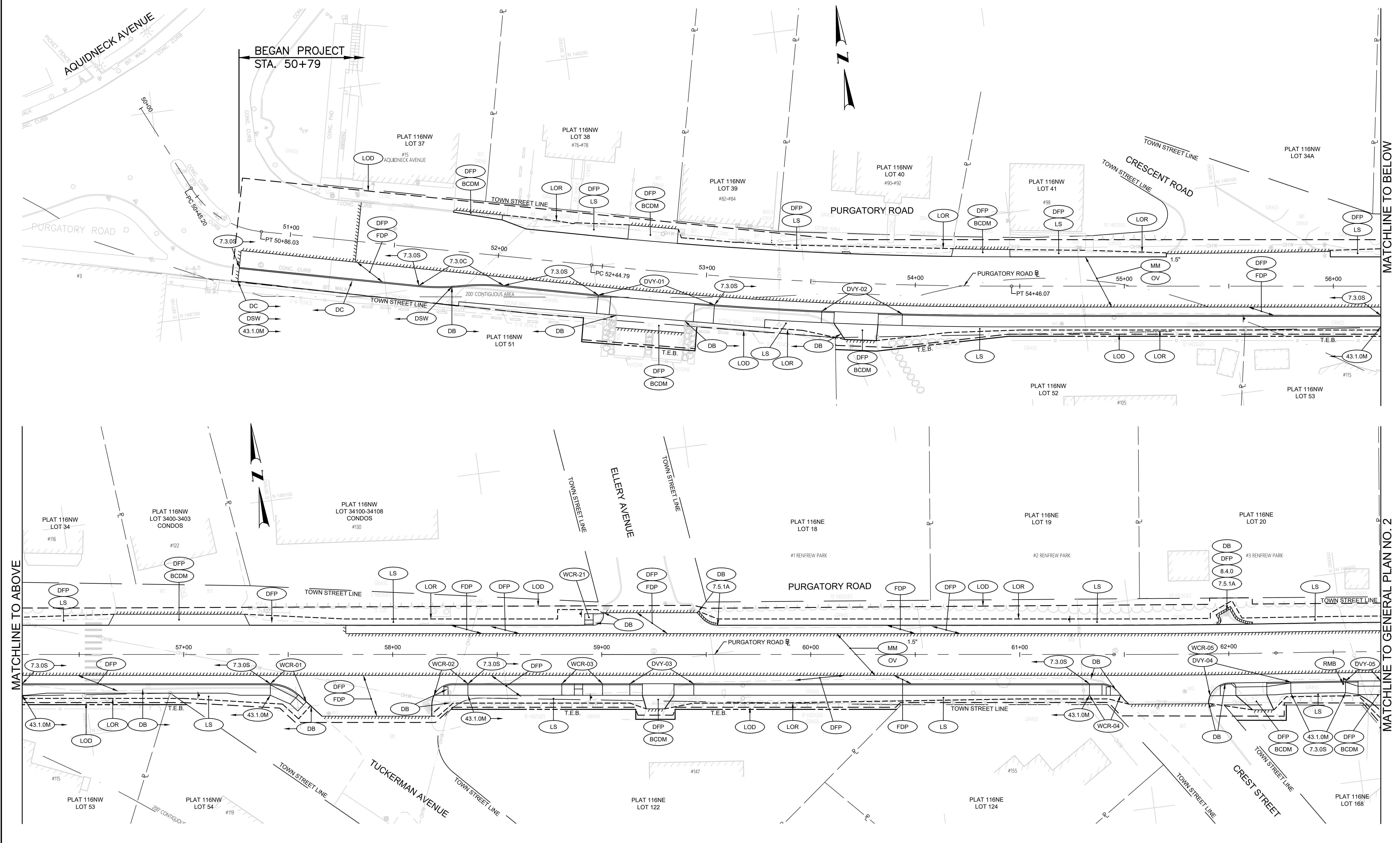


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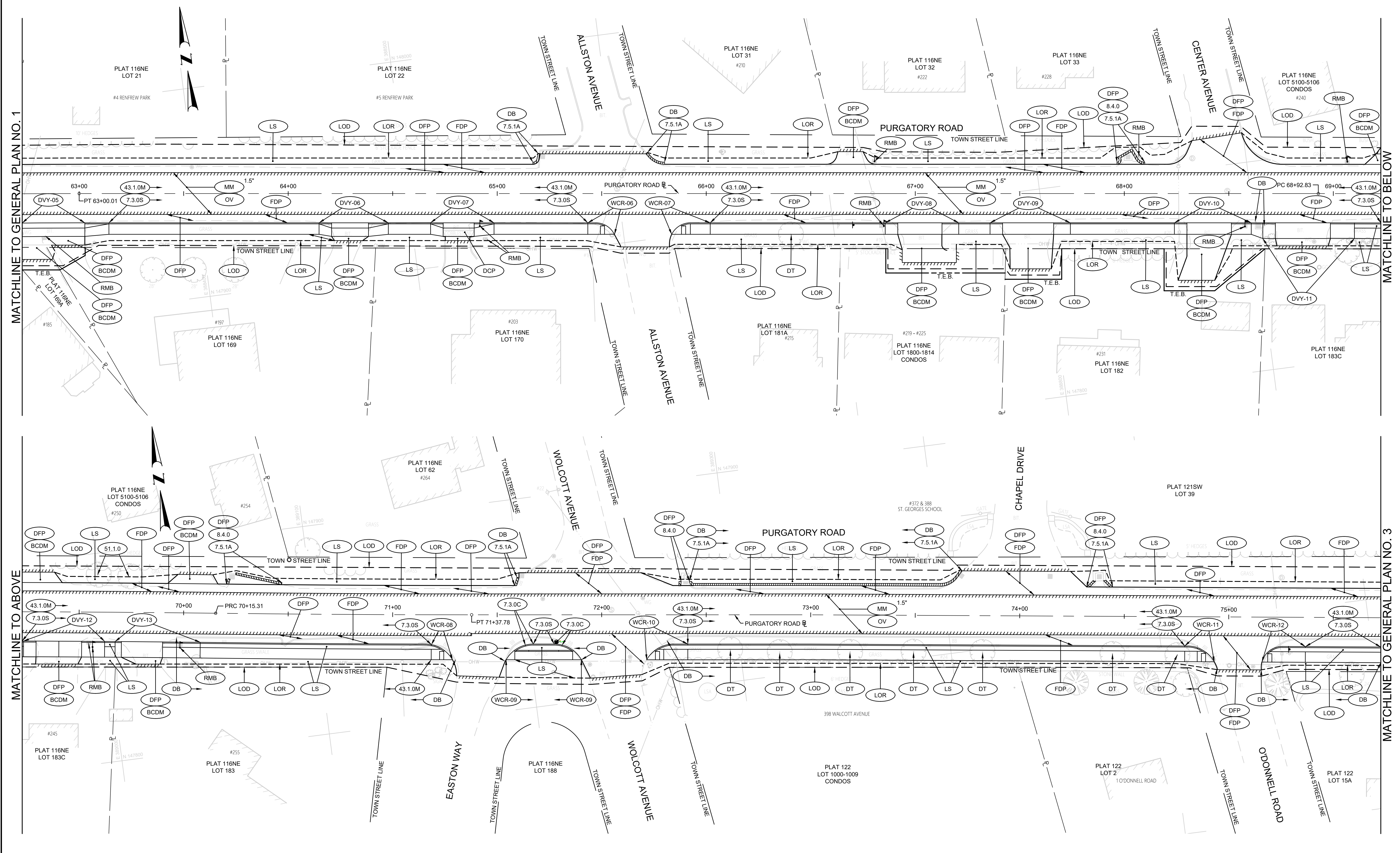
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
 MIDDLETOWN RHODE ISLAND  
**GENERAL PLAN NO. 1**



MATCHLINE TO GENERAL PLAN NO. 1

MATCHLINE TO BELOW

MATCHLINE TO ABOVE

MATCHLINE TO GENERAL PLAN NO. 3



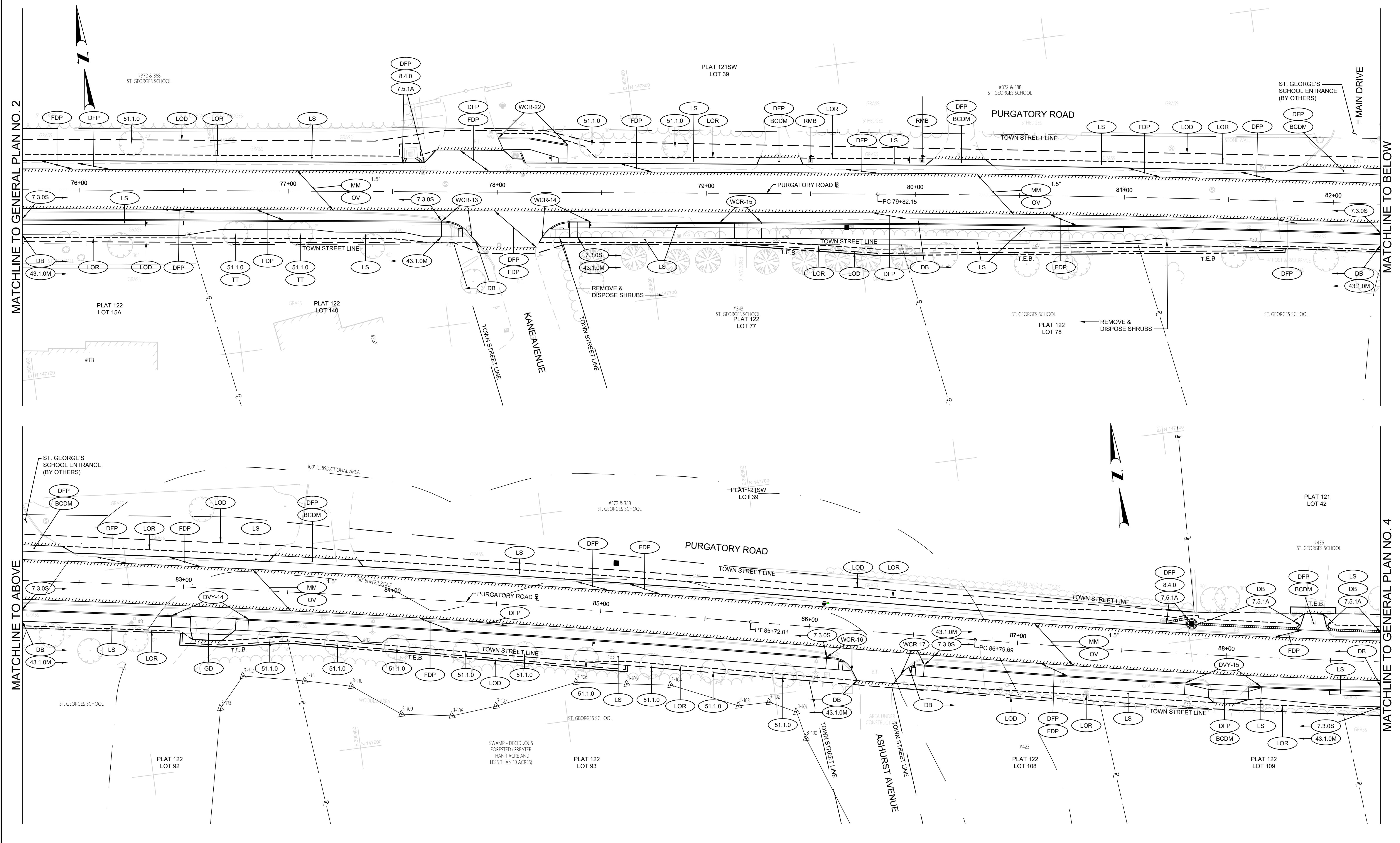
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
GENERAL PLAN NO. 2



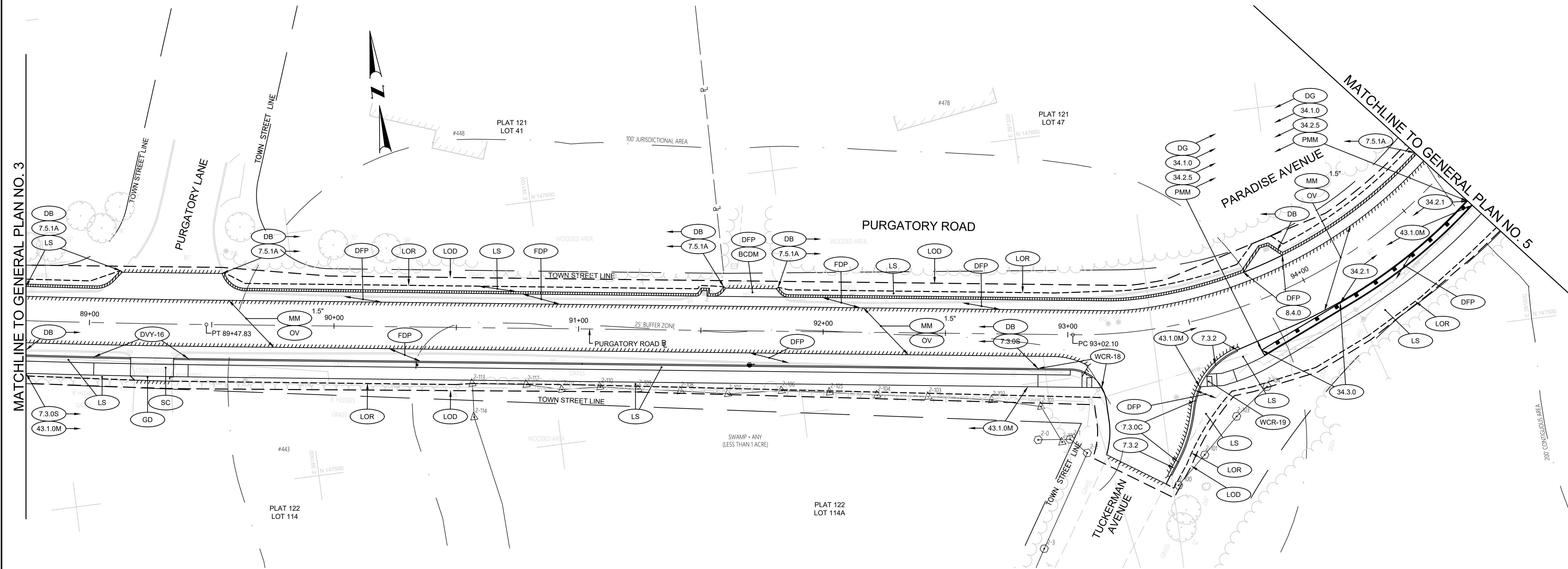
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
**GENERAL PLAN NO. 3**



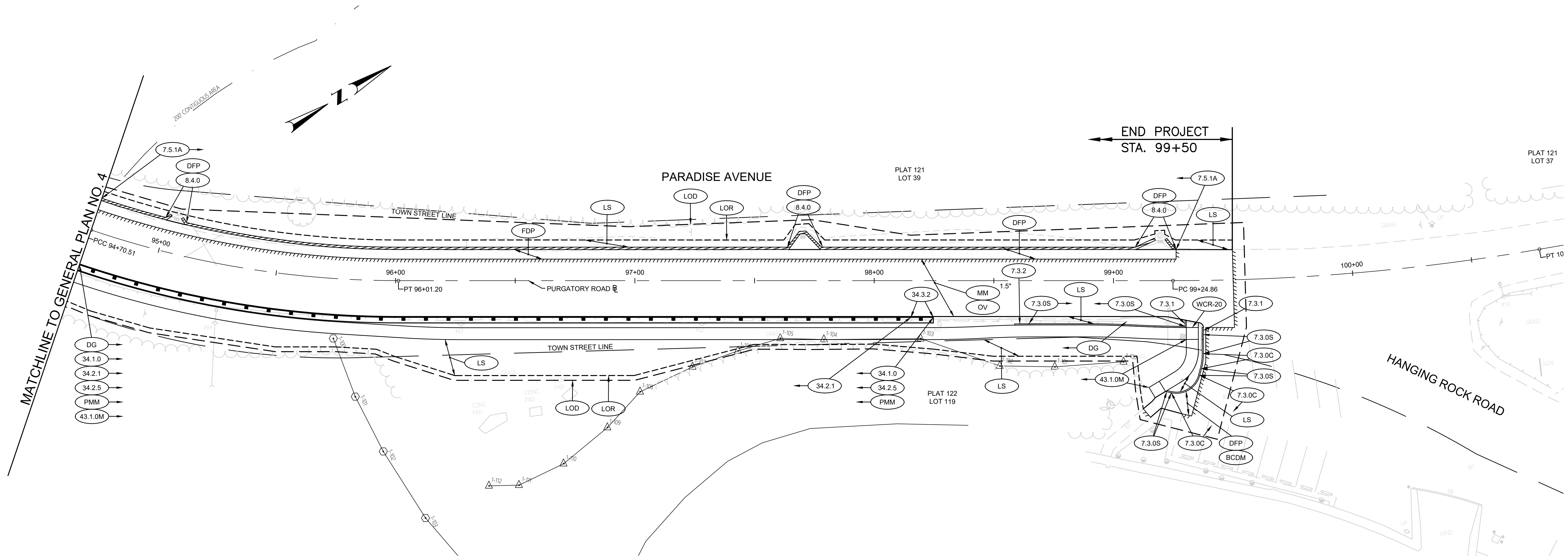
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
GENERAL PLAN NO. 4

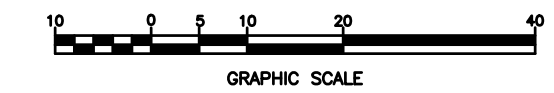



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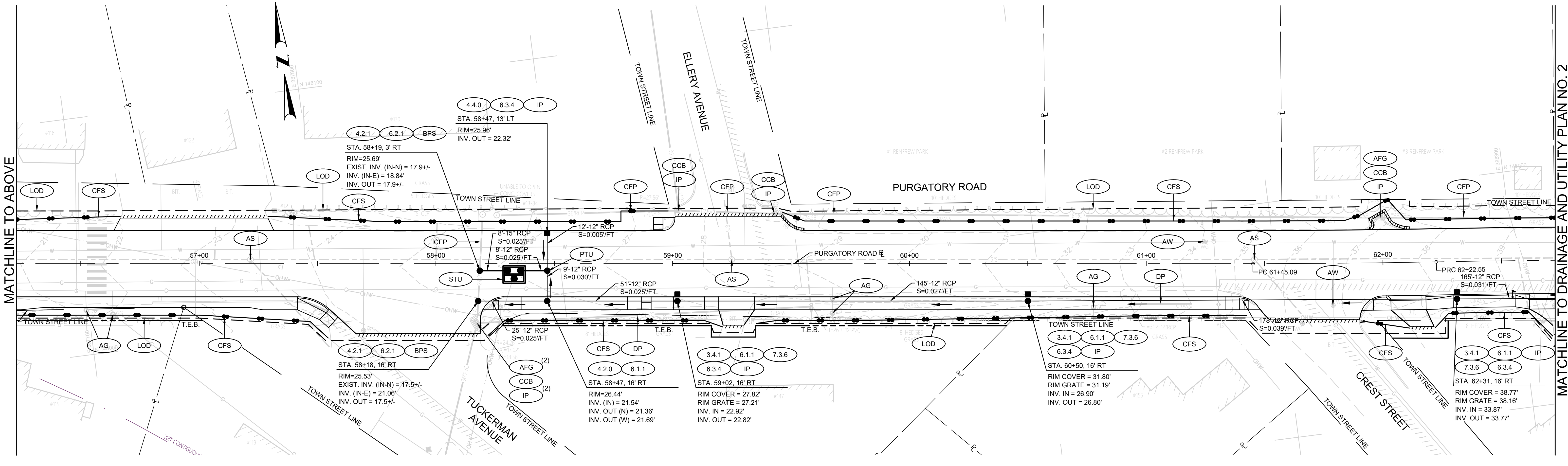
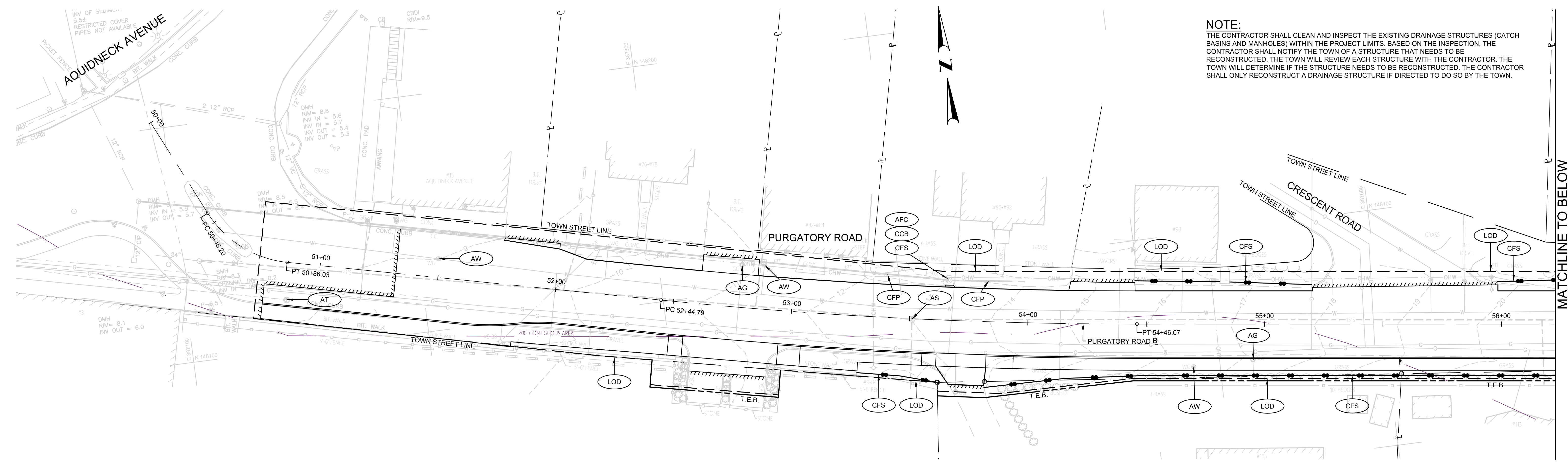
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
 MIDDLETOWN RHODE ISLAND  
**GENERAL PLAN NO. 5**

**NOTE:**  
 THE CONTRACTOR SHALL CLEAN AND INSPECT THE EXISTING DRAINAGE STRUCTURES (CATCH BASINS AND MANHOLES) WITHIN THE PROJECT LIMITS. BASED ON THE INSPECTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF A STRUCTURE THAT NEEDS TO BE RECONSTRUCTED. THE TOWN WILL REVIEW EACH STRUCTURE WITH THE CONTRACTOR. THE TOWN WILL DETERMINE IF THE STRUCTURE NEEDS TO BE RECONSTRUCTED. THE CONTRACTOR SHALL ONLY RECONSTRUCT A DRAINAGE STRUCTURE IF DIRECTED TO DO SO BY THE TOWN.



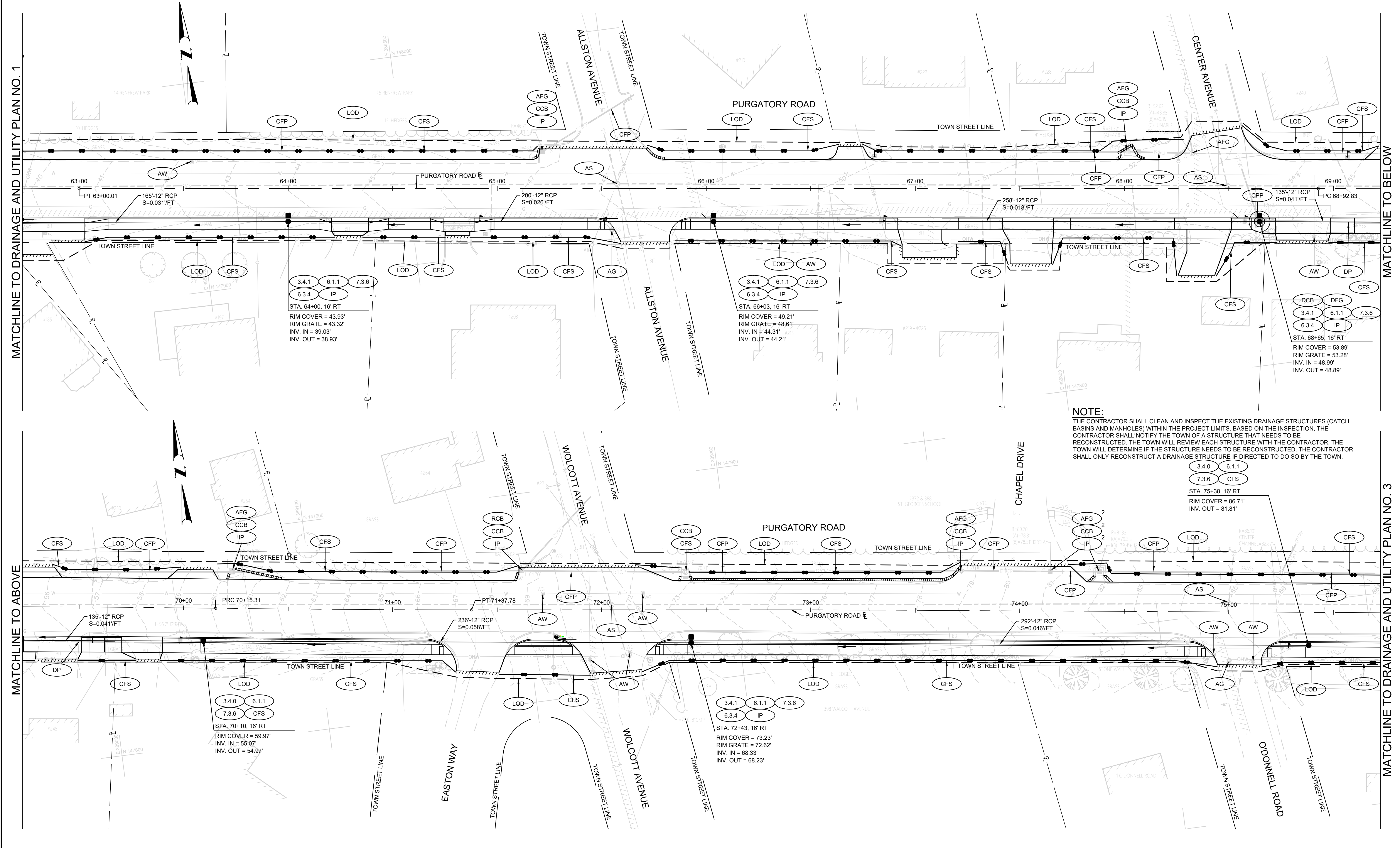
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
 MIDDLETOWN RHODE ISLAND  
**DRAINAGE AND UTILITY PLAN NO. 1**



**NOTE:**  
 THE CONTRACTOR SHALL CLEAN AND INSPECT THE EXISTING DRAINAGE STRUCTURES (CATCH BASINS AND MANHOLES) WITHIN THE PROJECT LIMITS. BASED ON THE INSPECTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF A STRUCTURE THAT NEEDS TO BE RECONSTRUCTED. THE TOWN WILL REVIEW EACH STRUCTURE WITH THE CONTRACTOR. THE TOWN WILL DETERMINE IF THE STRUCTURE NEEDS TO BE RECONSTRUCTED. THE CONTRACTOR SHALL ONLY RECONSTRUCT A DRAINAGE STRUCTURE IF DIRECTED TO DO SO BY THE TOWN.

MATCHLINE TO DRAINAGE AND UTILITY PLAN NO. 1

MATCHLINE TO BELOW

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MATCHLINE TO DRAINAGE AND UTILITY PLAN NO. 3



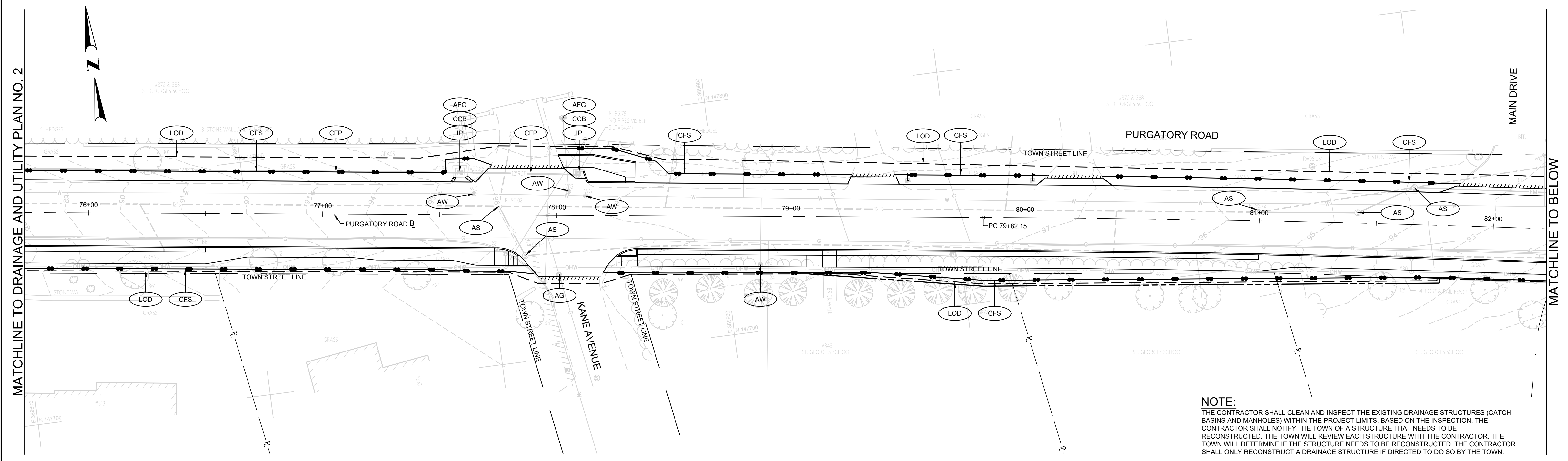
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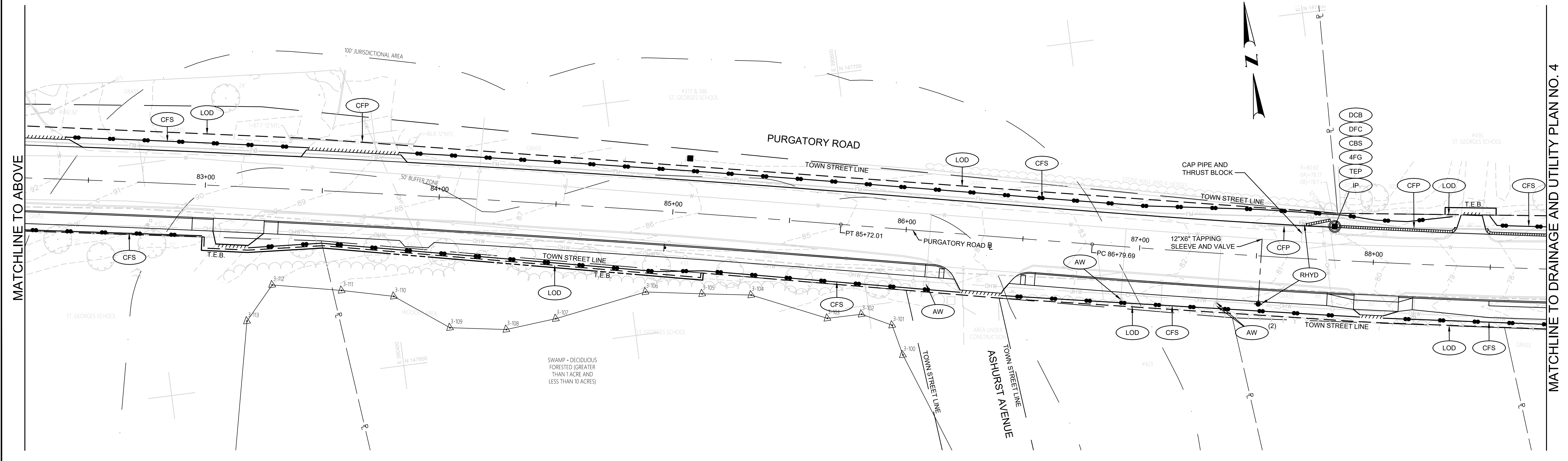
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
 MIDDLETOWN RHODE ISLAND  
**DRAINAGE AND UTILITY PLAN NO. 2**



**NOTE:**  
 THE CONTRACTOR SHALL CLEAN AND INSPECT THE EXISTING DRAINAGE STRUCTURES (CATCH BASINS AND MANHOLES) WITHIN THE PROJECT LIMITS. BASED ON THE INSPECTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF A STRUCTURE THAT NEEDS TO BE RECONSTRUCTED. THE TOWN WILL REVIEW EACH STRUCTURE WITH THE CONTRACTOR. THE TOWN WILL DETERMINE IF THE STRUCTURE NEEDS TO BE RECONSTRUCTED. THE CONTRACTOR SHALL ONLY RECONSTRUCT A DRAINAGE STRUCTURE IF DIRECTED TO DO SO BY THE TOWN.



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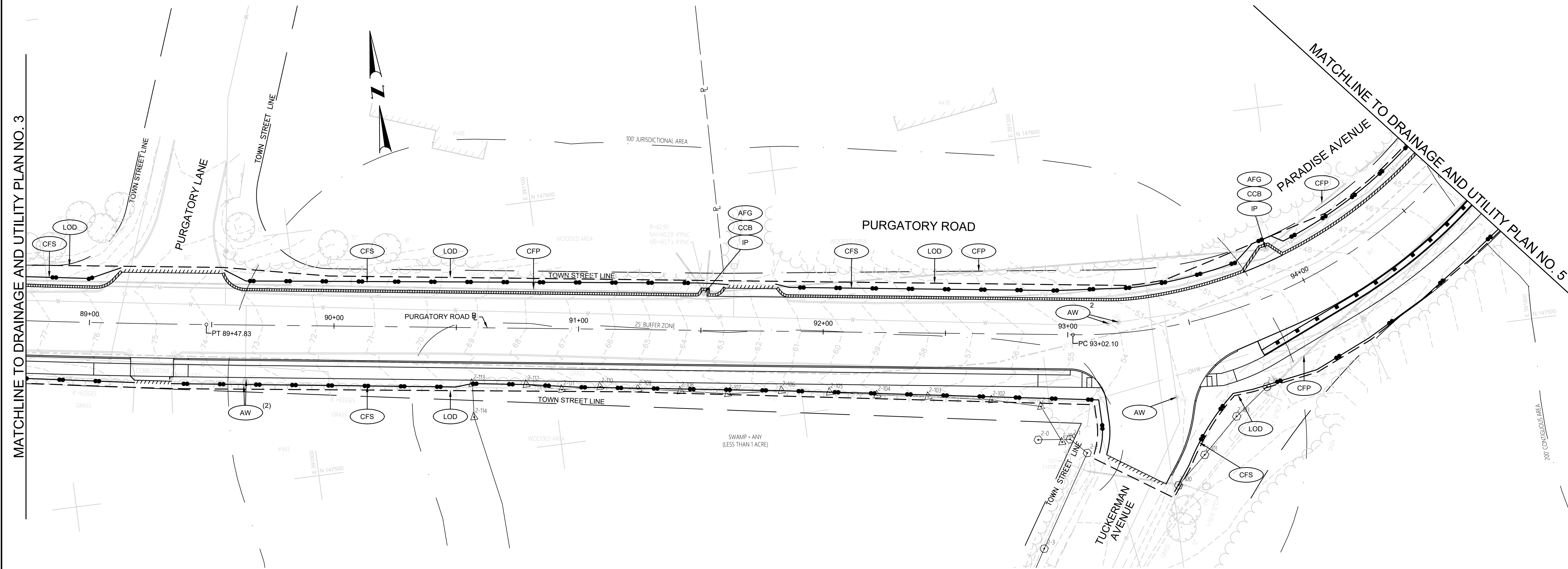
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
 MIDDLETOWN RHODE ISLAND  
**DRAINAGE AND UTILITY PLAN NO. 3**

**NOTE:**  
 THE CONTRACTOR SHALL CLEAN AND INSPECT THE EXISTING DRAINAGE STRUCTURES (CATCH BASINS AND MANHOLES) WITHIN THE PROJECT LIMITS. BASED ON THE INSPECTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF A STRUCTURE THAT NEEDS TO BE RECONSTRUCTED. THE TOWN WILL REVIEW EACH STRUCTURE WITH THE CONTRACTOR. THE TOWN WILL DETERMINE IF THE STRUCTURE NEEDS TO BE RECONSTRUCTED. THE CONTRACTOR SHALL ONLY RECONSTRUCT A DRAINAGE STRUCTURE IF DIRECTED TO DO SO BY THE TOWN.



MATCHLINE TO DRAINAGE AND UTILITY PLAN NO. 3

MATCHLINE TO DRAINAGE AND UTILITY PLAN NO. 5

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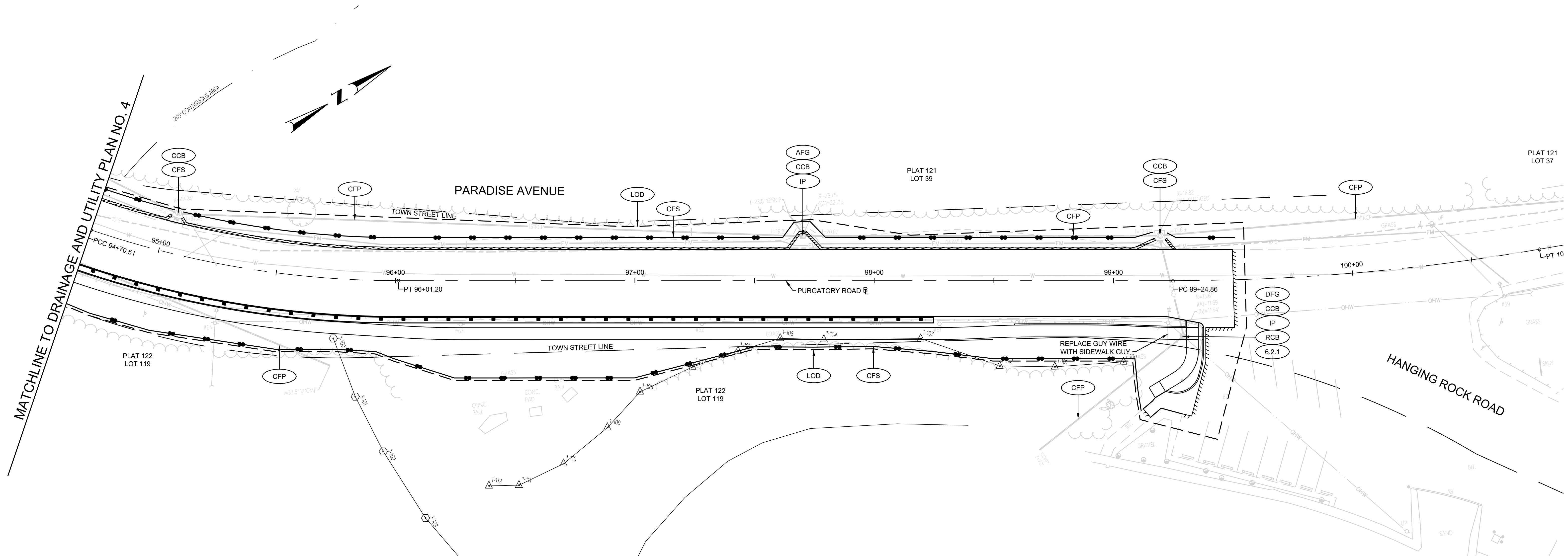
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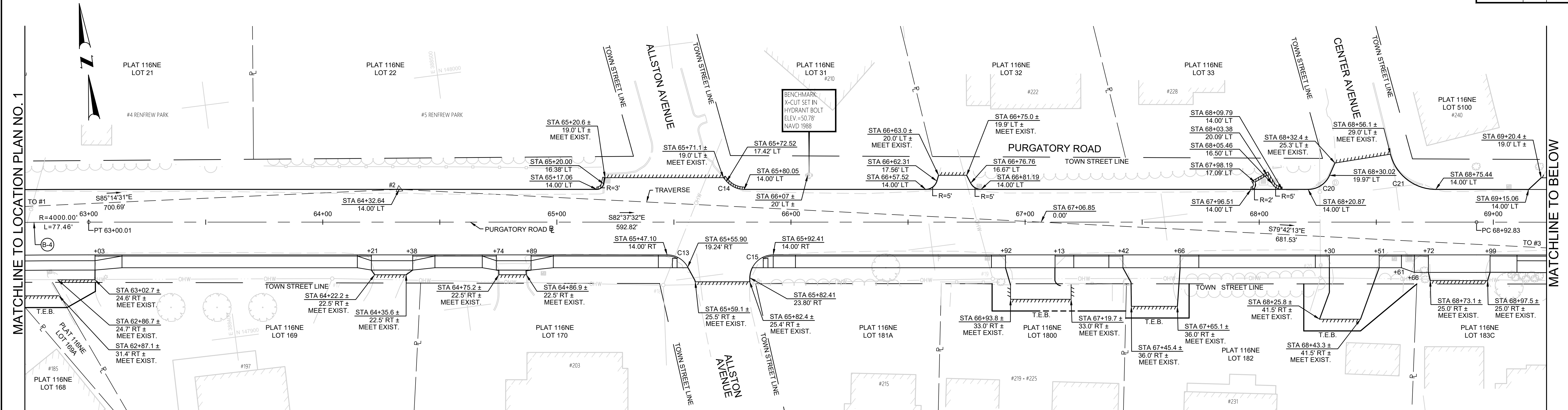
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
 MIDDLETOWN RHODE ISLAND  
**DRAINAGE AND UTILITY PLAN NO. 4**

**NOTE:**  
 THE CONTRACTOR SHALL CLEAN AND INSPECT THE EXISTING DRAINAGE STRUCTURES (CATCH BASINS AND MANHOLES) WITHIN THE PROJECT LIMITS. BASED ON THE INSPECTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF A STRUCTURE THAT NEEDS TO BE RECONSTRUCTED. THE TOWN WILL REVIEW EACH STRUCTURE WITH THE CONTRACTOR. THE TOWN WILL DETERMINE IF THE STRUCTURE NEEDS TO BE RECONSTRUCTED. THE CONTRACTOR SHALL ONLY RECONSTRUCT A DRAINAGE STRUCTURE IF DIRECTED TO DO SO BY THE TOWN.







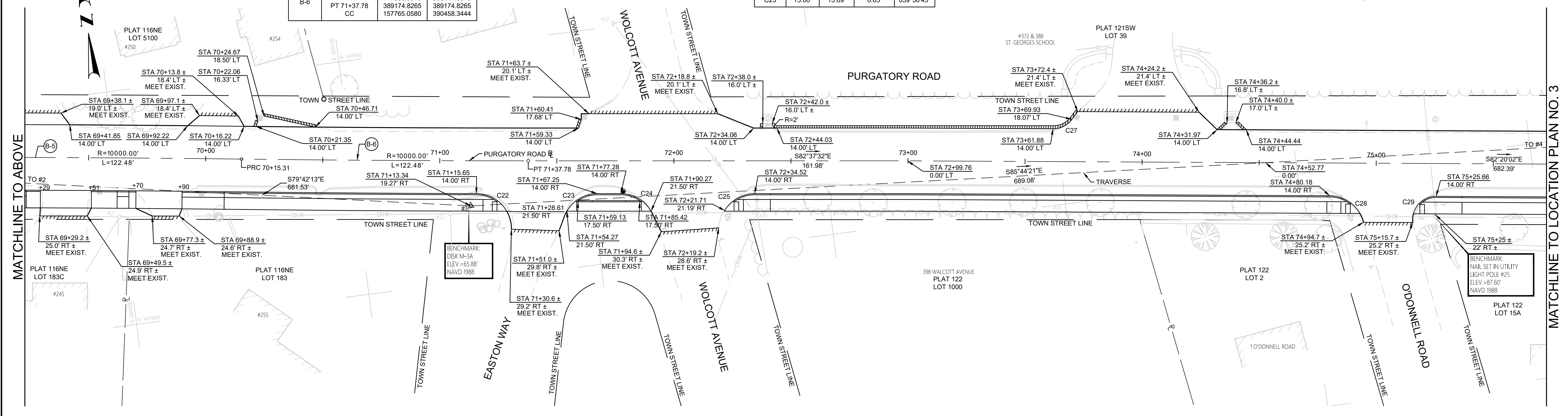
BASELINE CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
B-4	4000.00'	77.46'	38.73'	001°06'34"
B-5	10000.00'	122.48'	61.24'	000°42'06"
B-6	10000.00'	122.48'	61.24'	000°42'06"

CONSTRUCTION BASELINE COORDINATE DATA			
CURVE	DESCRIPTION	NORTHING	EASTING
B-4	PC 62+22.55	147965.9852	388267.2708
	PI	147961.7586	388305.7711
	PT 63+00.01	388344.1824	388344.1824
B-5	PC 68+92.83	147880.6976	388932.1006
	PI	147872.8376	388902.8325
	PT 70+15.31	389053.4636	389053.4636
B-6	PC 70+15.31	147864.2343	389053.4636
	PI	147855.6310	389114.0946
	PT 71+37.78	389174.8265	389174.8265

TRAVERSE COORDINATES				
NUMBER	NORTHING	EASTING	DESCRIPTION	ELEVATION
1	148011.7661	387779.2406	MAGSET	23.96
2	147953.6440	388477.5122	REBAR	45.00
3	147831.8288	389148.0673	DISK M-3A	65.88
4	147780.6333	389835.2404	MAGFND	96.76

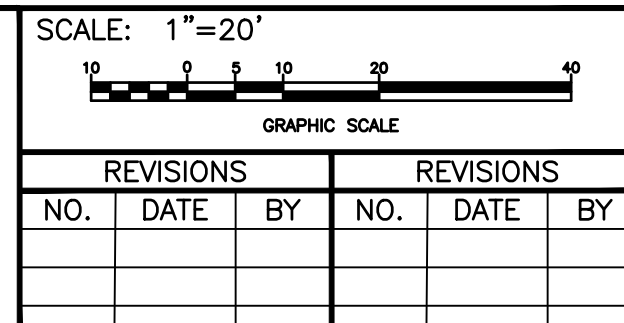
CURB CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C13	10.00'	10.75'	5.96'	061°34'50"
C14	10.00'	8.53'	4.54'	048°52'50"
C15	10.00'	15.51'	9.80'	088°52'15"
C20	10.00'	11.56'	6.52'	066°13'30"
C21	20.00'	26.41'	15.53'	075°39'02"
C22	15.00'	15.70'	8.65'	059°57'46"
C23	15.00'	15.69'	8.65'	059°56'45"

CURB CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C24	15.00'	15.71'	8.66'	059°59'38"
C25	15.00'	15.35'	8.42'	058°37'56"
C27	10.00'	9.36'	5.05'	053°36'27"
C28	15.00'	19.77'	11.62'	075°31'25"
C29	10.00'	16.95'	11.32'	097°05'42"



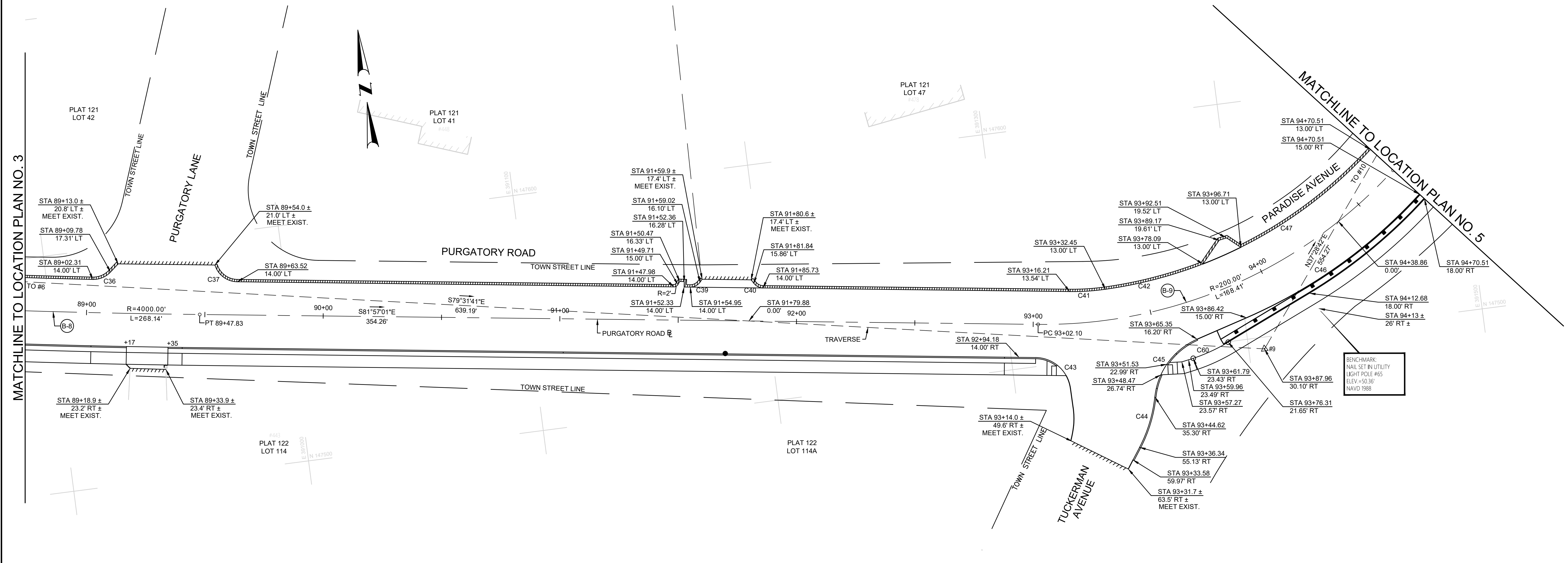
TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 19  
OF: 63



PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
LOCATION PLAN NO. 2





TRAVERSE COORDINATES				
NUMBER	NORTHING	EASTING	DESCRIPTION	ELEVATION
6	147611.2155	390778.1085	REBAR	80.68
9	147495.0419	391406.6482	REBAR	51.53

CONSTRUCTION BASELINE COORDINATE DATA				
CURVE	DESCRIPTION	NORTHING	EASTING	
B-8	PC 86+79.69	147613.6091	390698.2815	
	PI	147585.9743	390829.5260	
	PT 89+47.83	390962.3268	390962.3268	
	CC	151527.7817	391522.4497	
B-9	PC 93+02.10	147517.5851	391313.1009	
	PI	147505.0439	391401.7792	
	PT 94+70.51	391470.1889	391470.1889	
	CC	147715.6145	391341.1071	

BASELINE CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
B-8	4000.00'	268.14'	134.12'	003°50'27"
B-9	200.00'	168.41'	89.56'	048°14'46"

CURB CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C36	10.00'	8.39'	4.46'	048°04'50"
C37	10.00'	12.62'	7.31'	072°18'30"
C39	5.00'	4.76'	2.58'	054°31'14"
C40	5.00'	4.46'	2.39'	051°06'32"
C41	100.00'	15.18'	7.60'	008°41'44"
C43	15.00'	21.30'	12.89'	081°21'12"
C44	60.00'	22.40'	11.33'	021°23'24"
C45	30.00'	31.63'	17.46'	060°24'17"

CURB CURVE TABLE				
CURVE	RADIUS	LENGTH	TANGENT	DELTA
C46	215.00'	90.39'	45.87'	024°05'19"
C47	187.00'	69.00'	34.89'	021°08'23"
C60	75.00'	16.29'	8.18'	012°26'46"



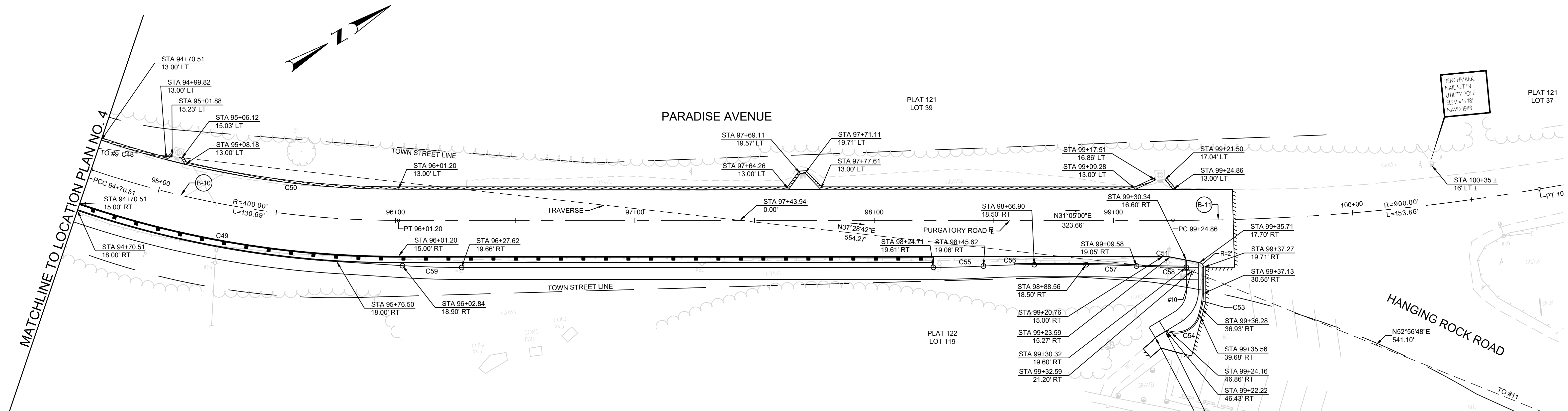
TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 21  
OF: 63

SCALE: 1"=20'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
LOCATION PLAN NO. 4



NUMBER	NORTHING	EASTING	DESCRIPTION	ELEVATION
10	147934.9056	391743.9022	REBAR	13.67

CURVE	RADIUS	LENGTH	TANGENT	DELTA
B-10	400.00'	130.69'	65.93'	018°43'13"
B-11	900.00'	153.86'	77.12'	009°47'41"

CURVE	DESCRIPTION	NORTHING	EASTING
B-10	PC 94+70.51	147562.8471	391470.1889
	PI	147605.4016	391520.5518
	PT 96+01.20	391554.5924	391554.5924
	CC	147868.3819	391212.0252
B-11	PC 99+24.86	147939.0583	391721.6935
	PI	148005.1021	391761.5073
	PT 100+78.72	391789.5054	391789.5054
	CC	148403.7132	390950.9173

CURVE	RADIUS	LENGTH	TANGENT	DELTA
C48	387.00'	28.36'	14.19'	004°11'56"
C49	415.00'	135.59'	68.41'	018°43'13"
C50	387.00'	89.99'	45.20'	013°19'24"
C51	15.00'	2.85'	1.43'	010°52'06"
C53	25.00'	6.35'	3.19'	014°33'45"
C54	10.00'	15.38'	9.68'	088°06'50"
C55	400.00'	20.92'	10.46'	002°59'50"
C56	405.00'	21.29'	10.65'	003°00'42"
C57	405.00'	21.03'	10.52'	002°58'31"
C58	400.00'	20.87'	10.44'	002°59'23"
C59	400.00'	24.80'	12.40'	003°33'08"



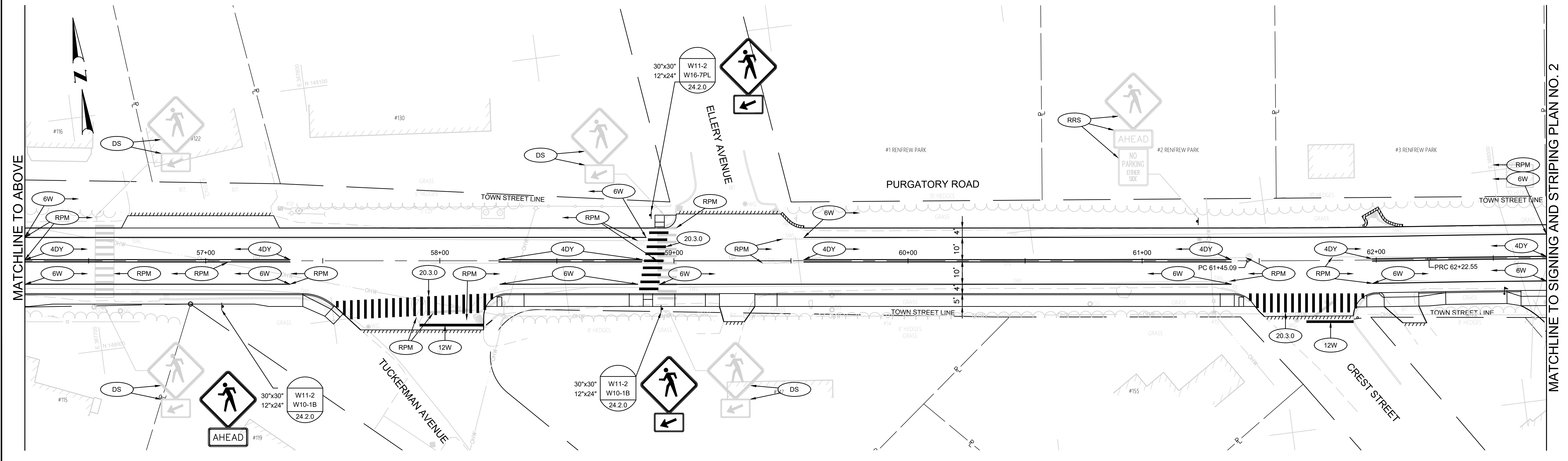
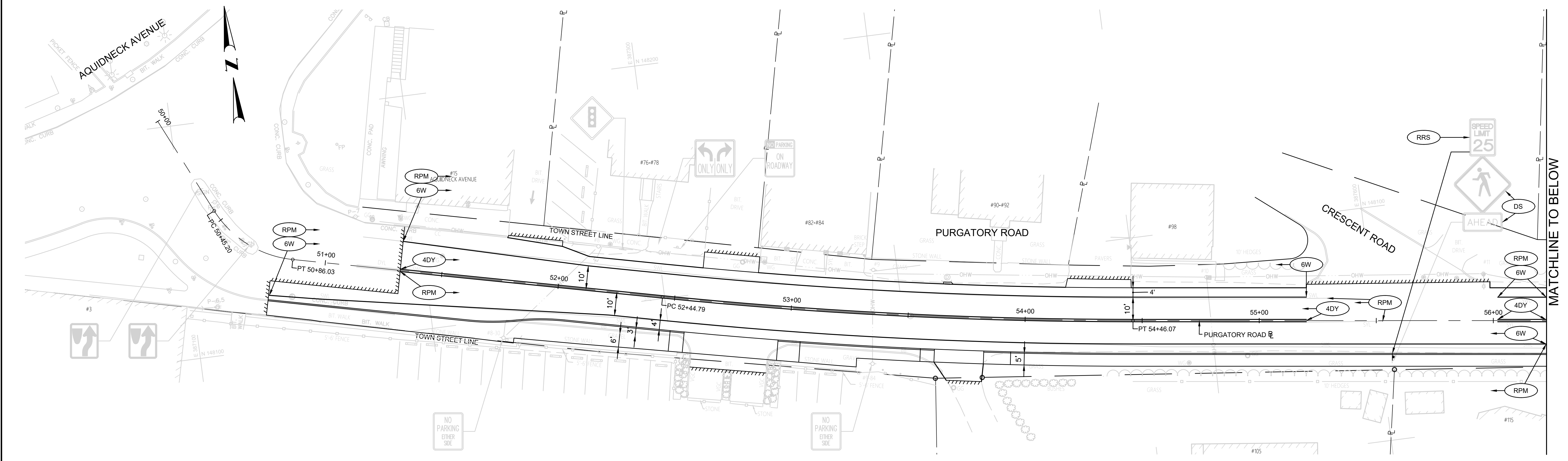
TOWN OF  
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DESIGNED BY:  
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OF: 63

SCALE: 1"=20'

REVISIONS			REVISIONS		
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
LOCATION PLAN NO. 5



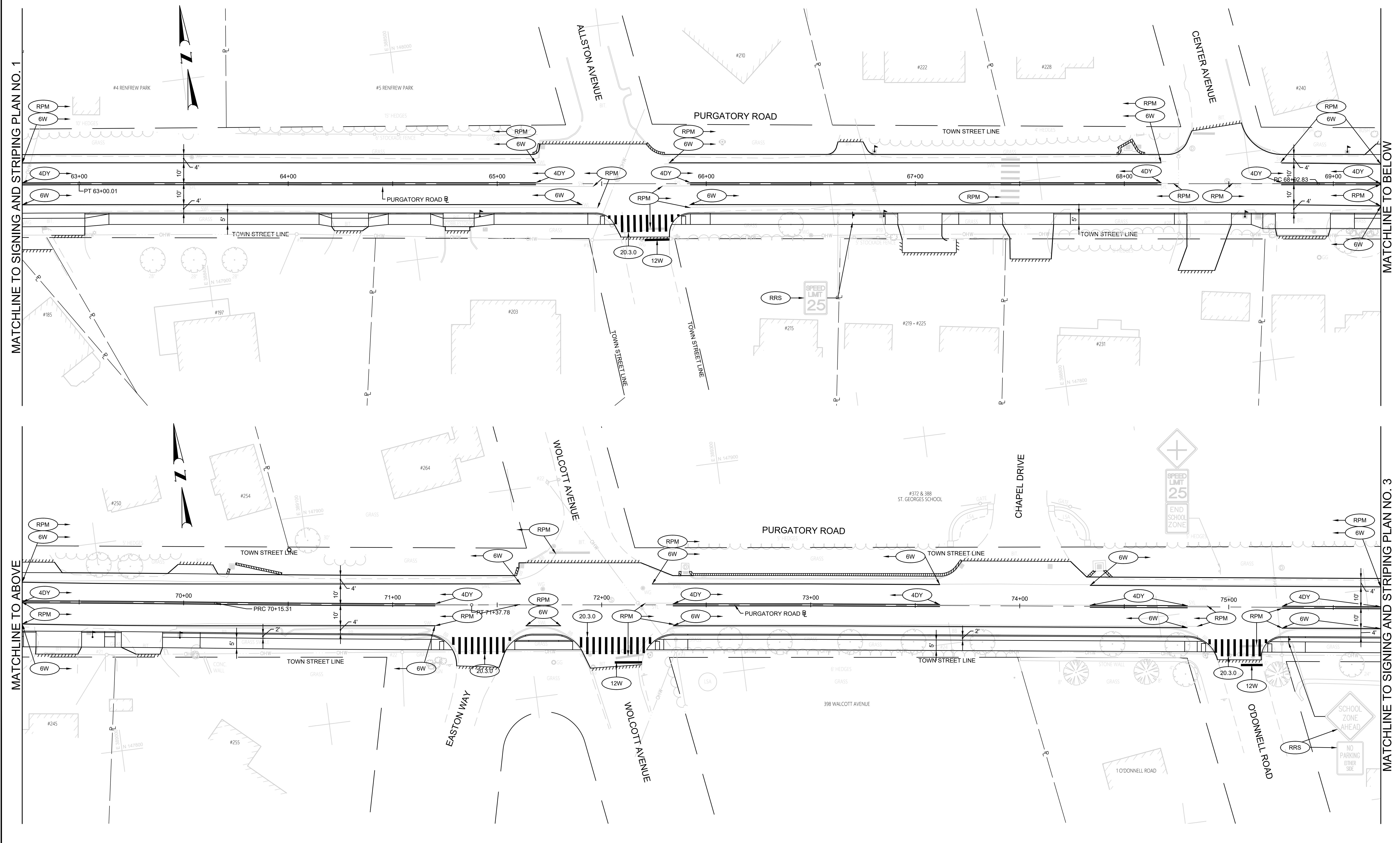
TOWN OF  
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DESIGNED BY:  
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SHEET: 23  
OF: 63

SCALE: 1"=20'

GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
**SIGNING AND STRIPING PLAN NO. 1**



MATCHLINE TO SIGNING AND STRIPING PLAN NO. 1

MATCHLINE TO BELOW

MATCHLINE TO ABOVE

MATCHLINE TO SIGNING AND STRIPING PLAN NO. 3



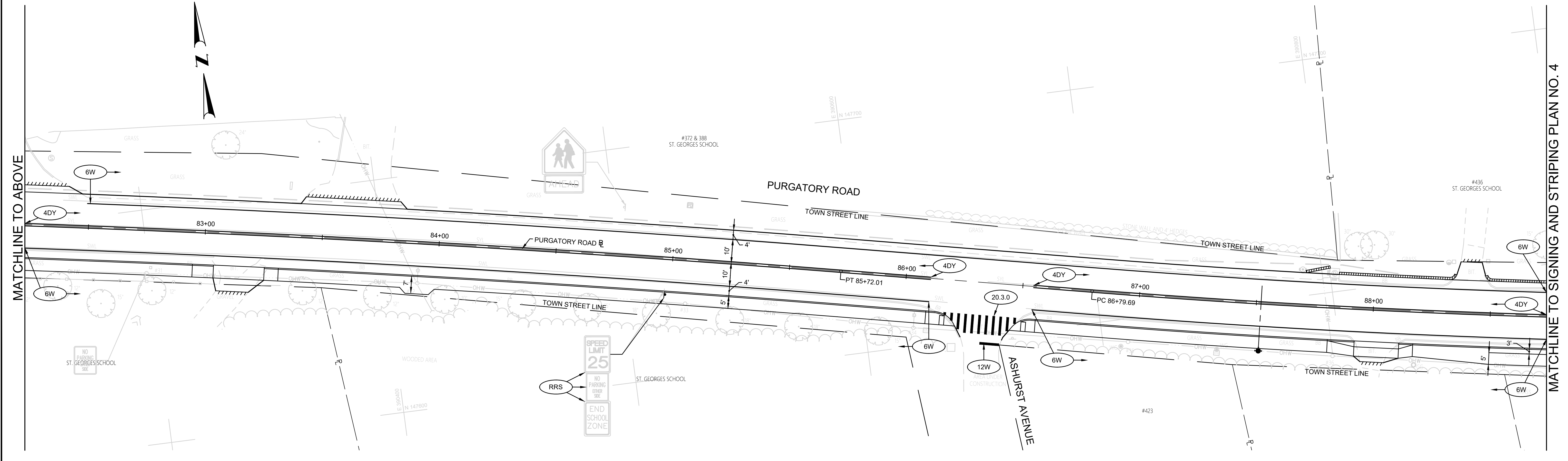
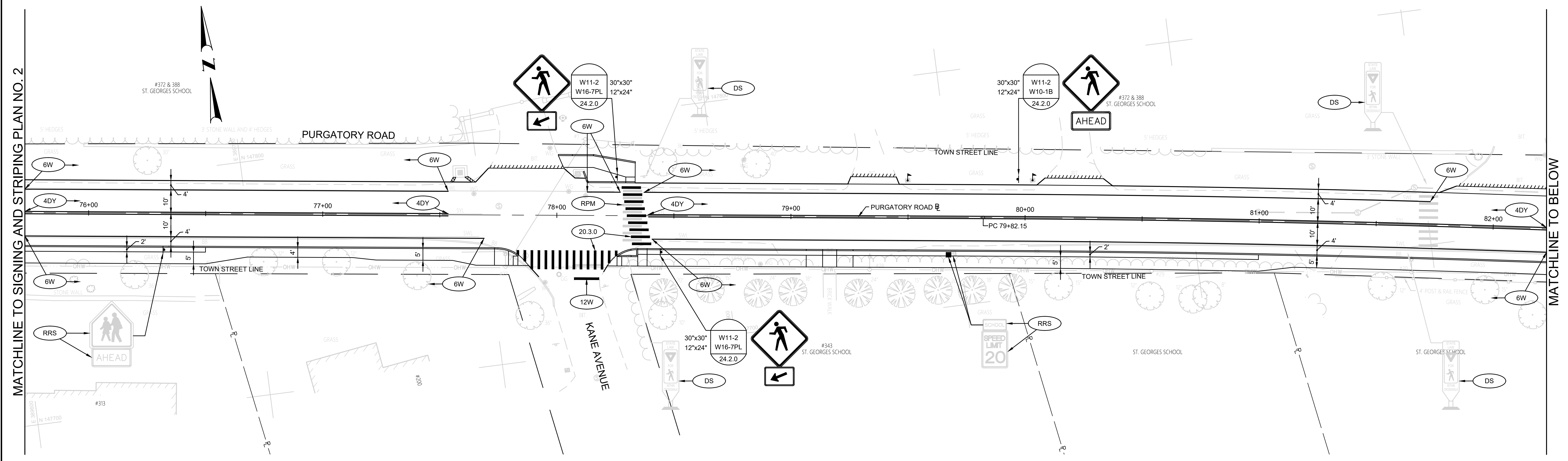
TOWN OF  
MIDDLETOWN

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SCALE: 1"=20'

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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
**SIGNING AND STRIPING PLAN NO. 2**



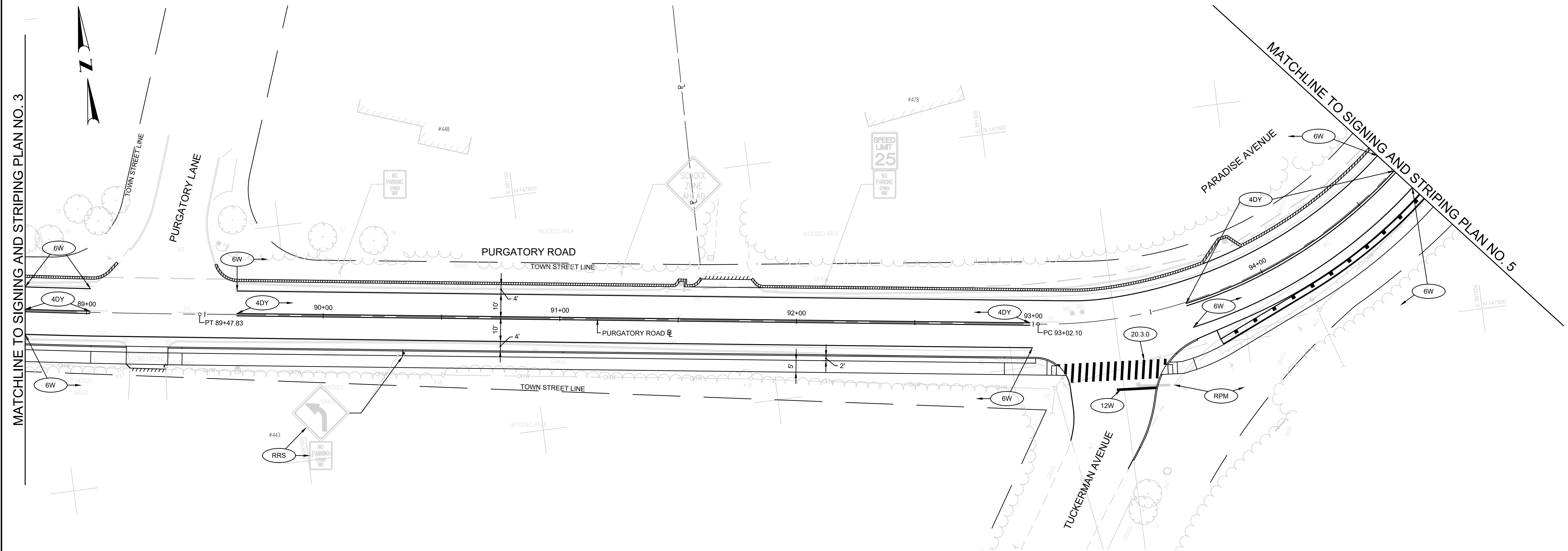
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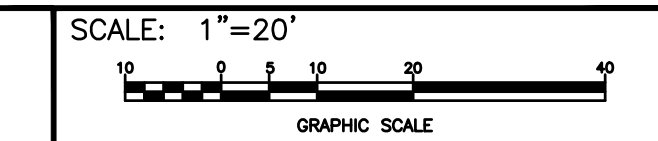
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
SIGNING AND STRIPING PLAN NO. 3



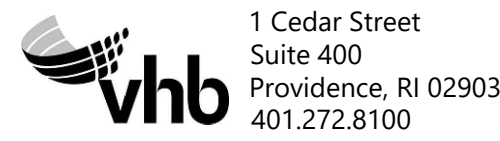
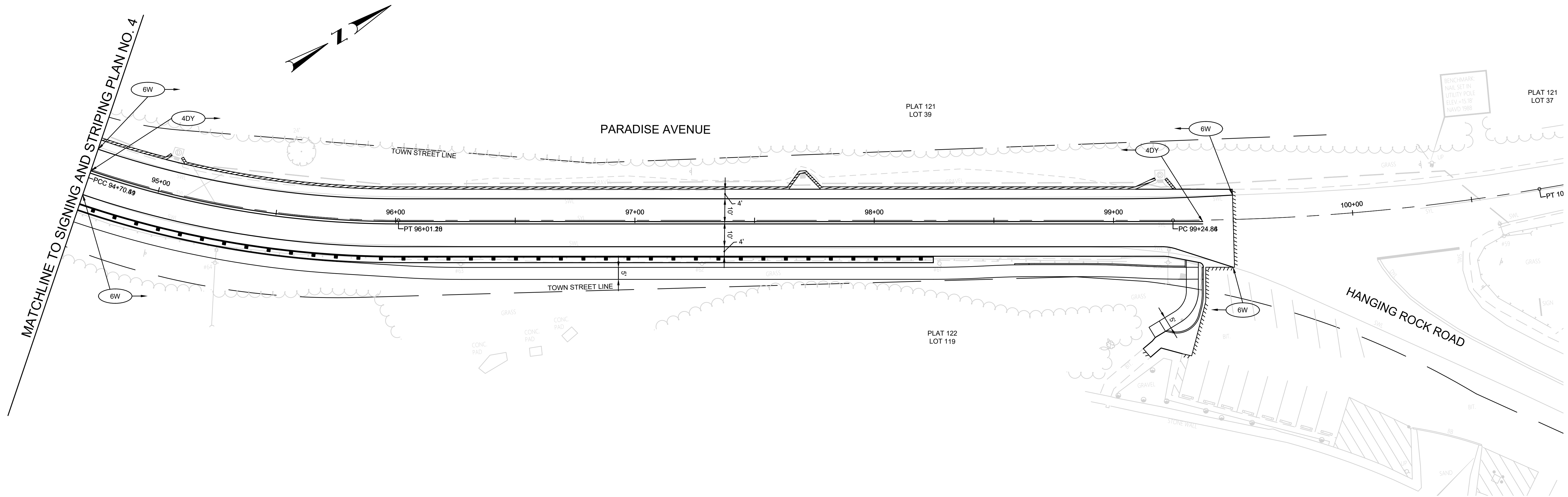
TOWN OF  
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DESIGNED BY:  
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OF: 63



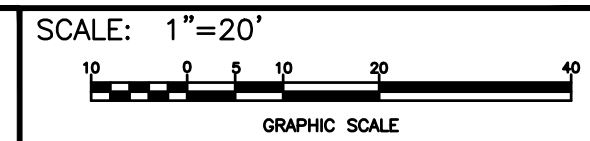
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PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
**SIGNING AND STRIPING PLAN NO. 4**



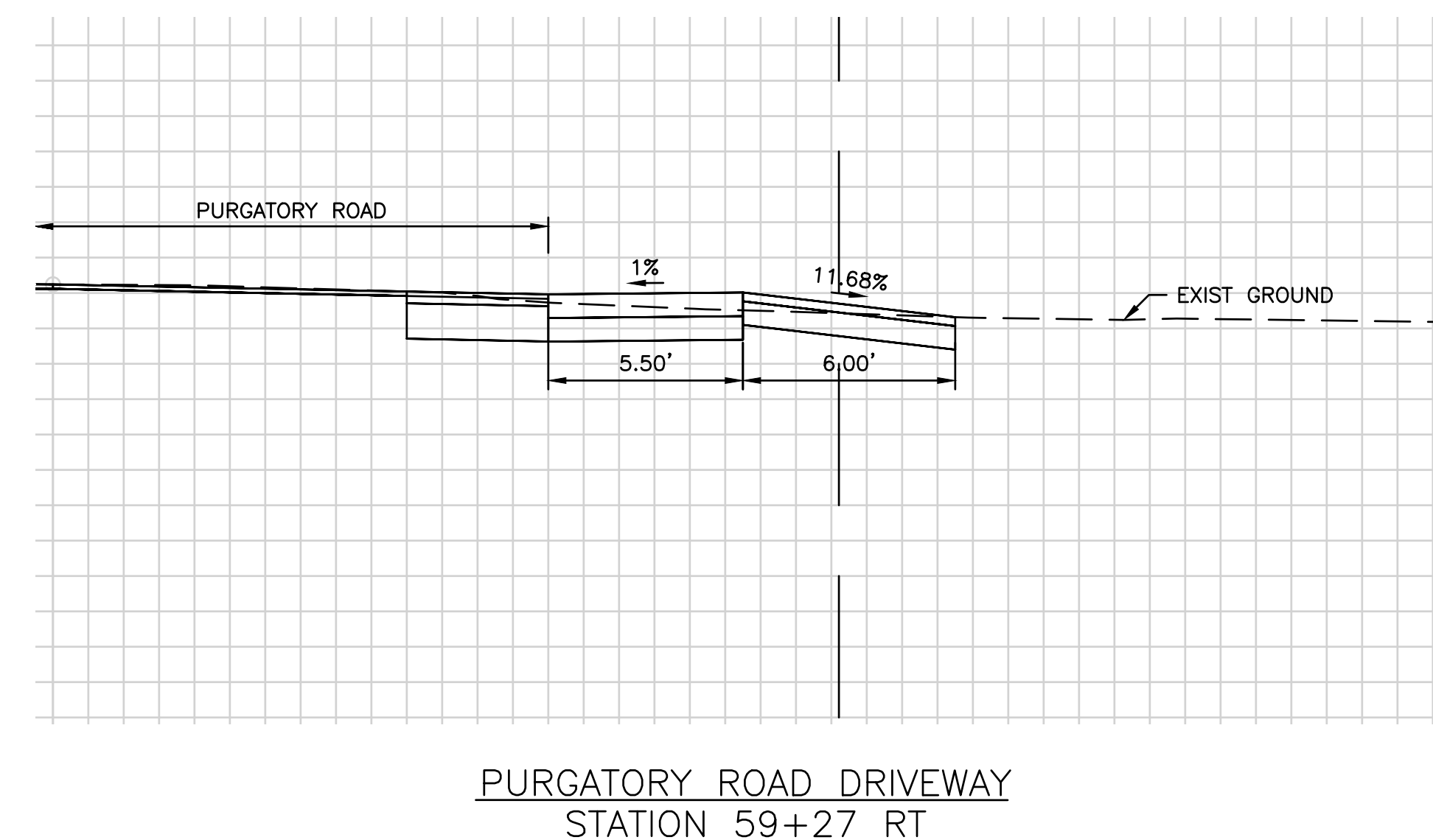
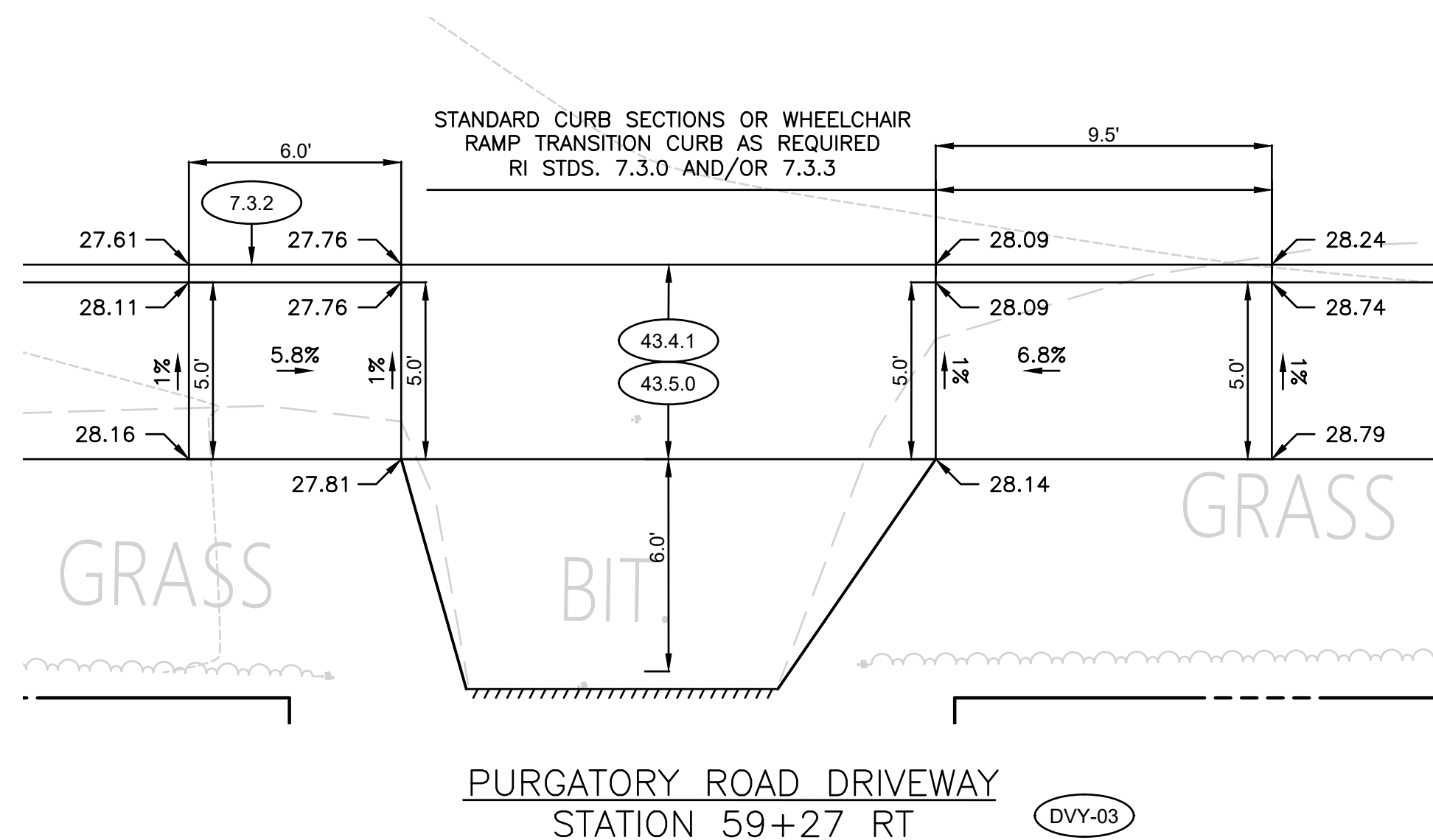
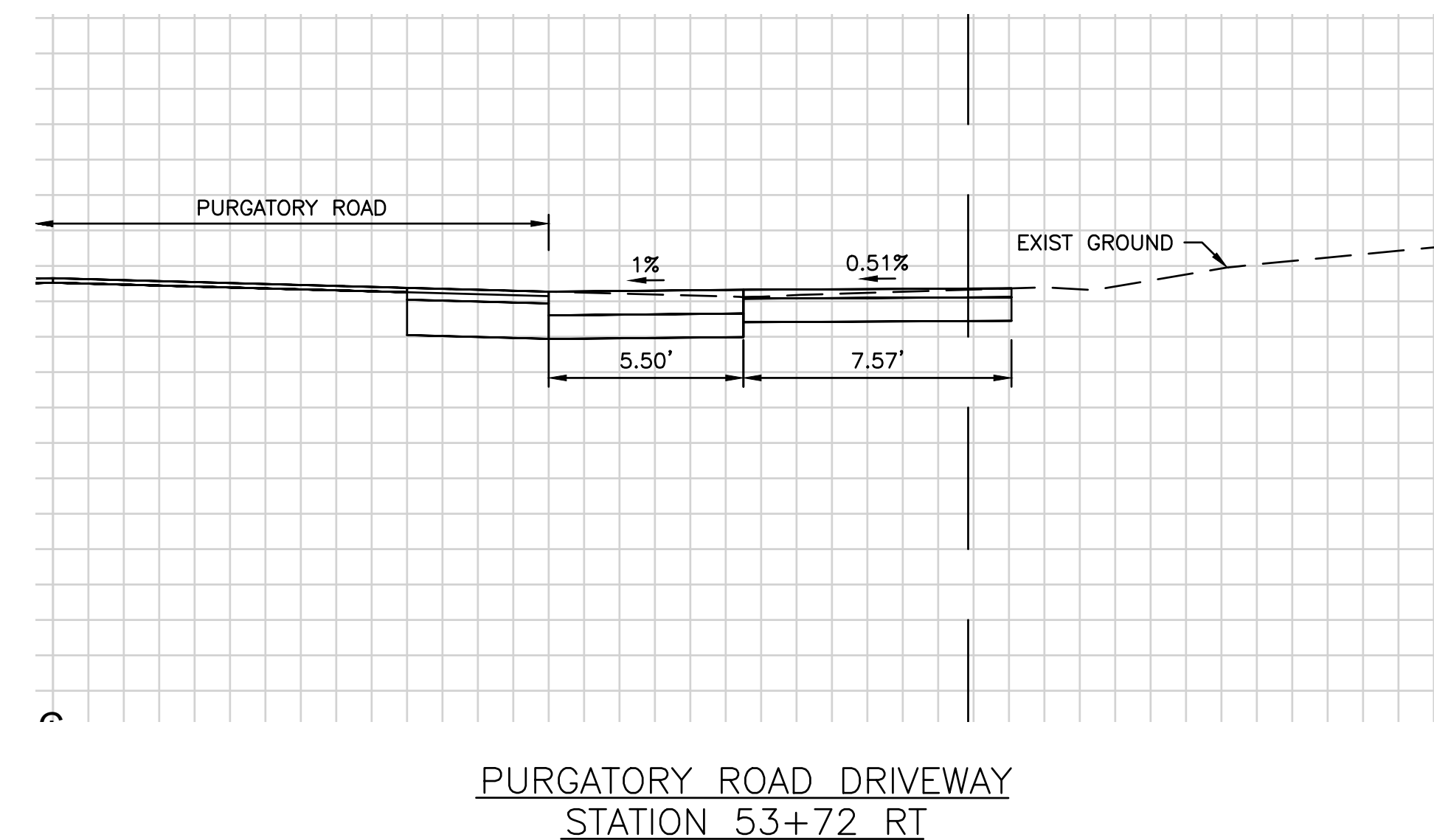
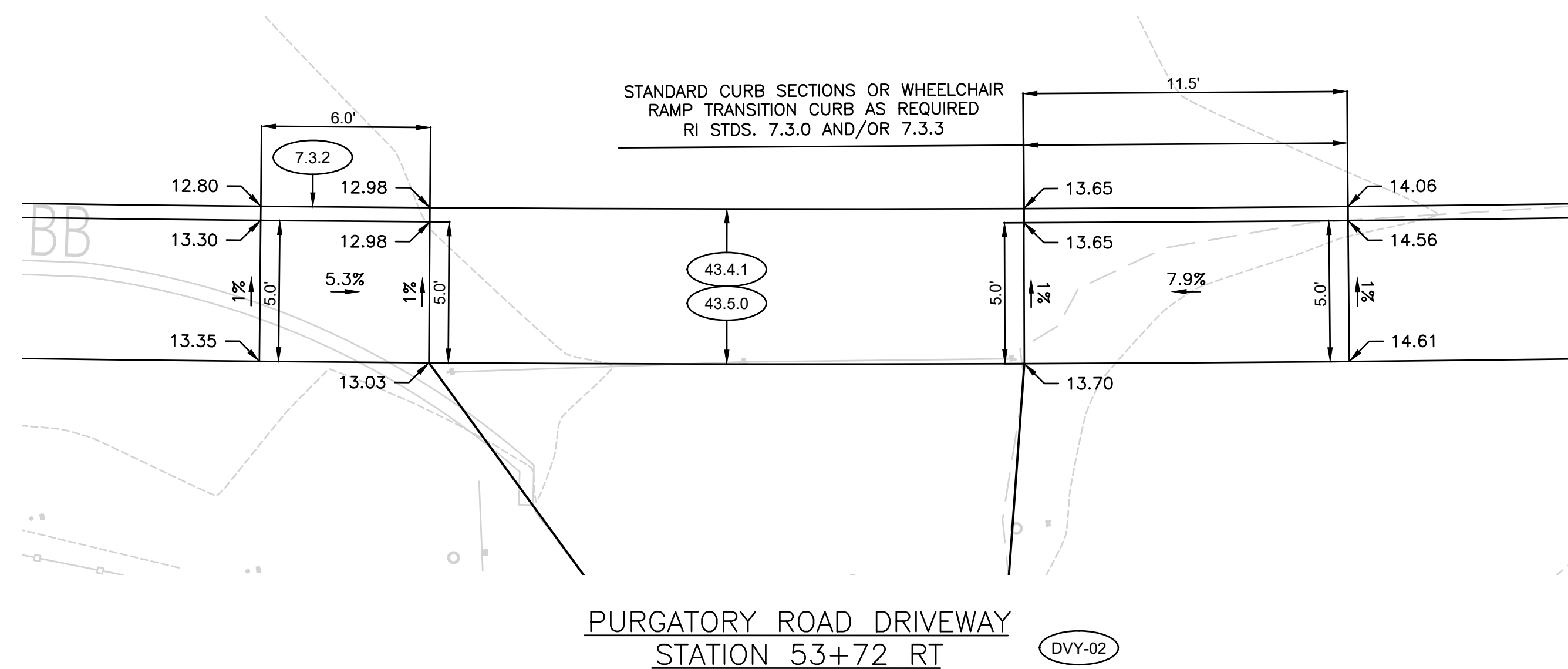
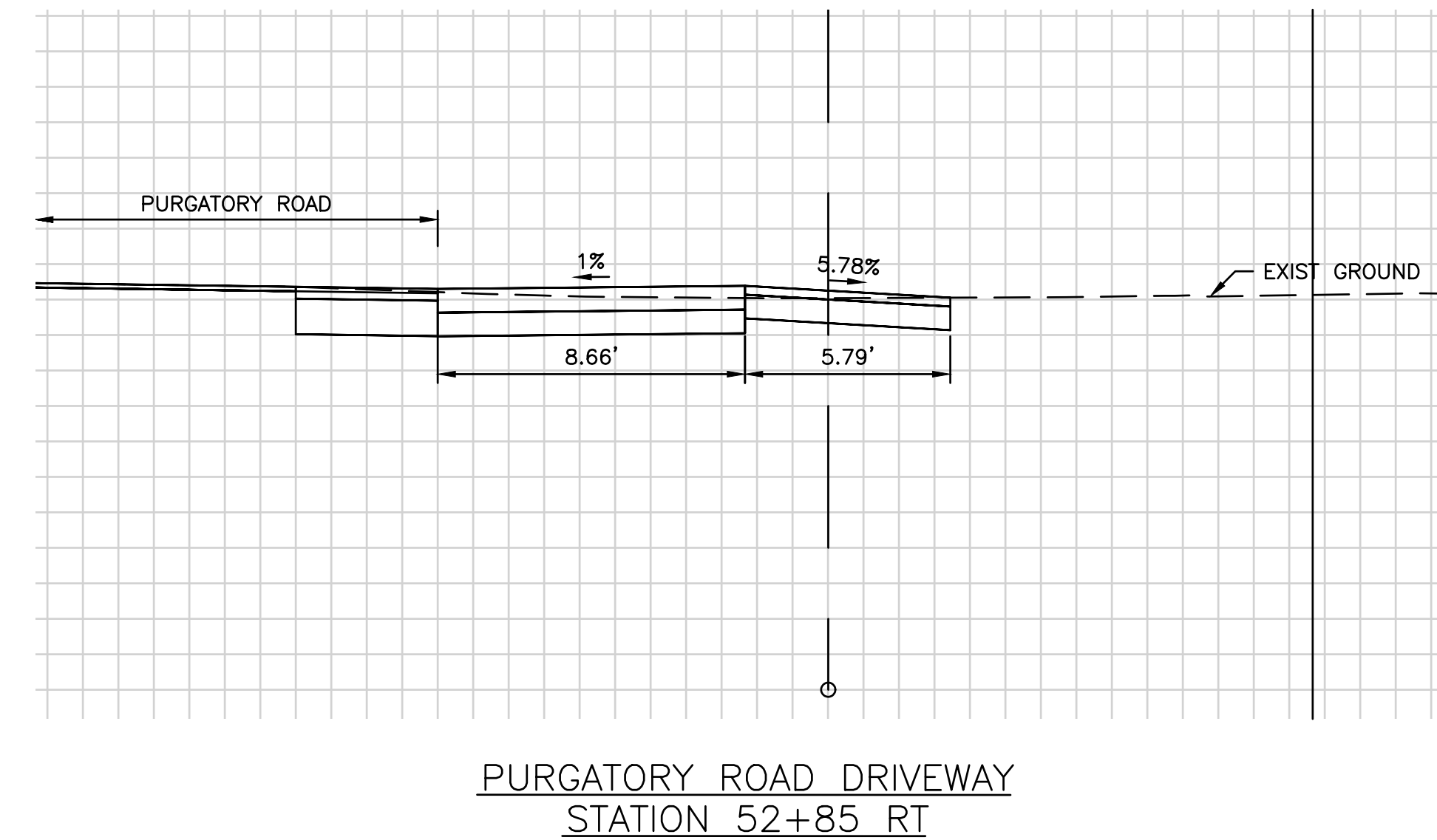
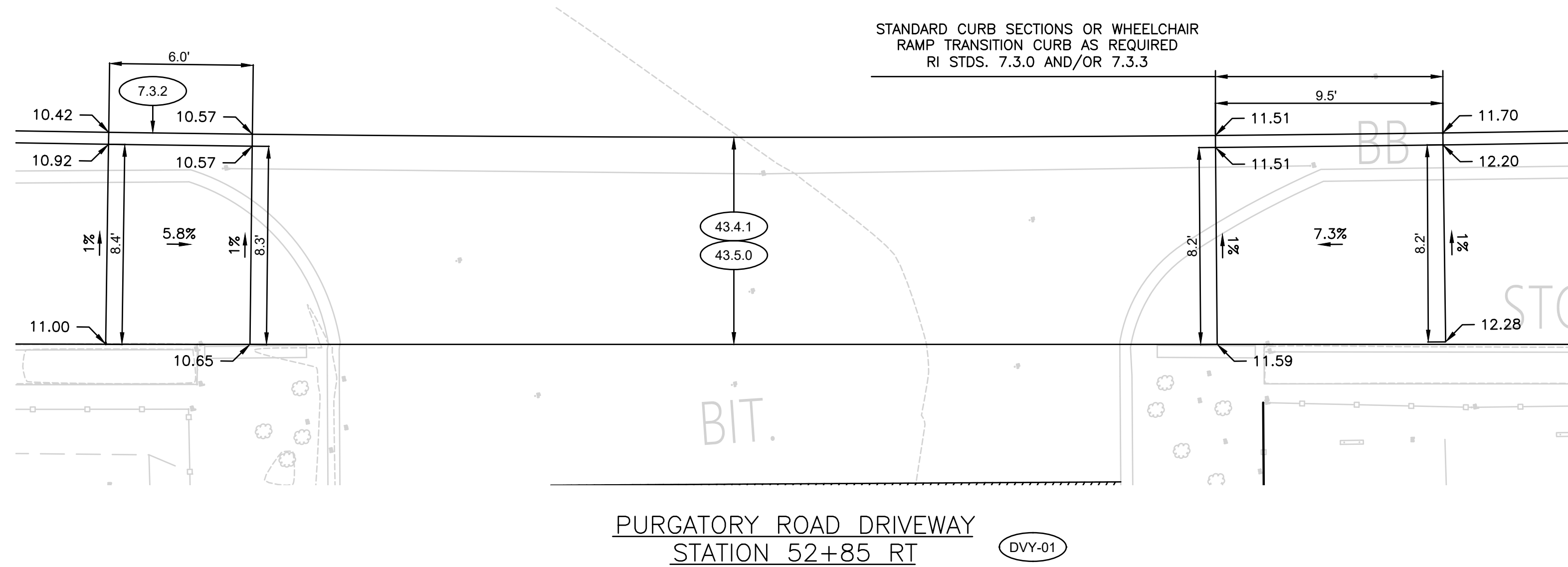
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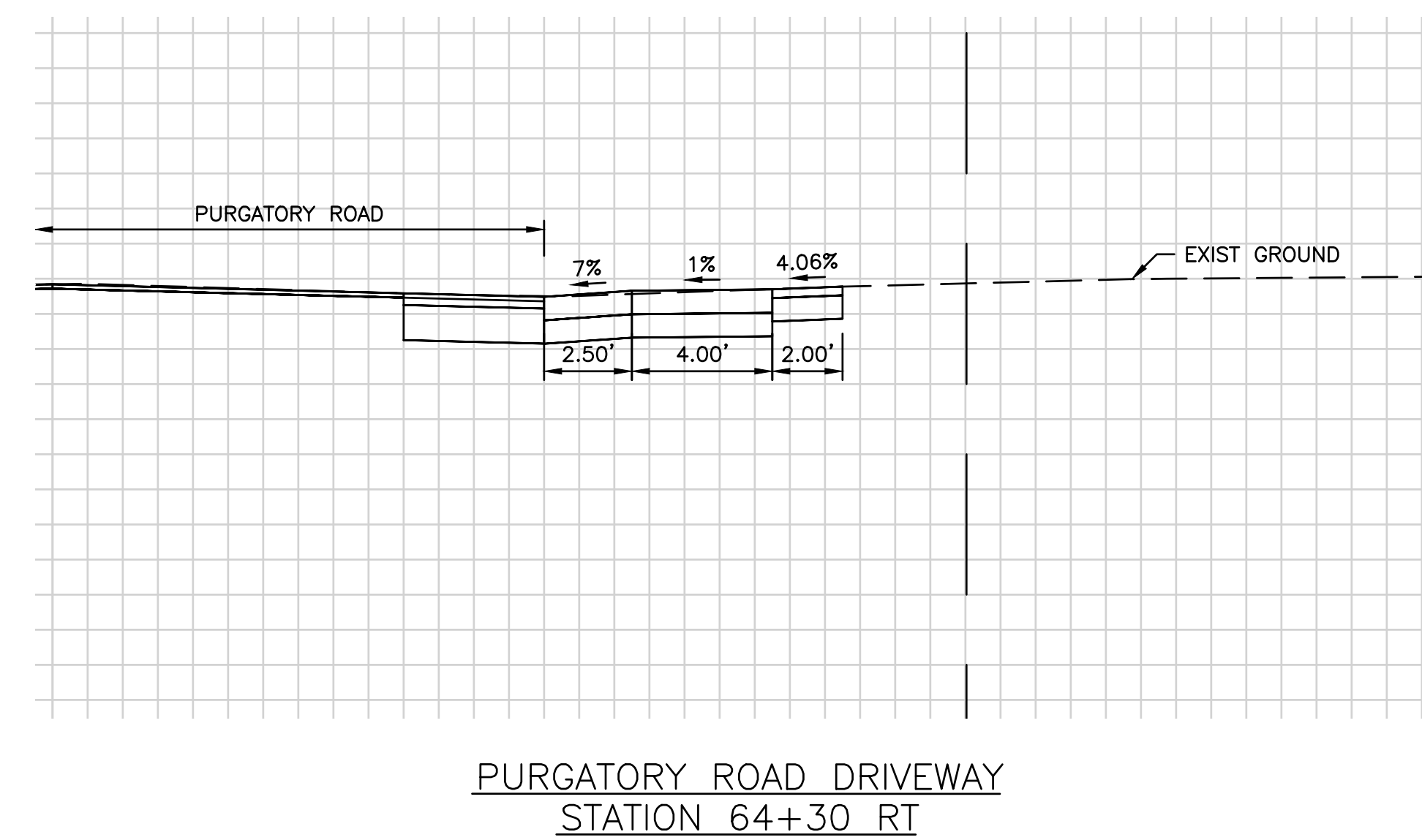
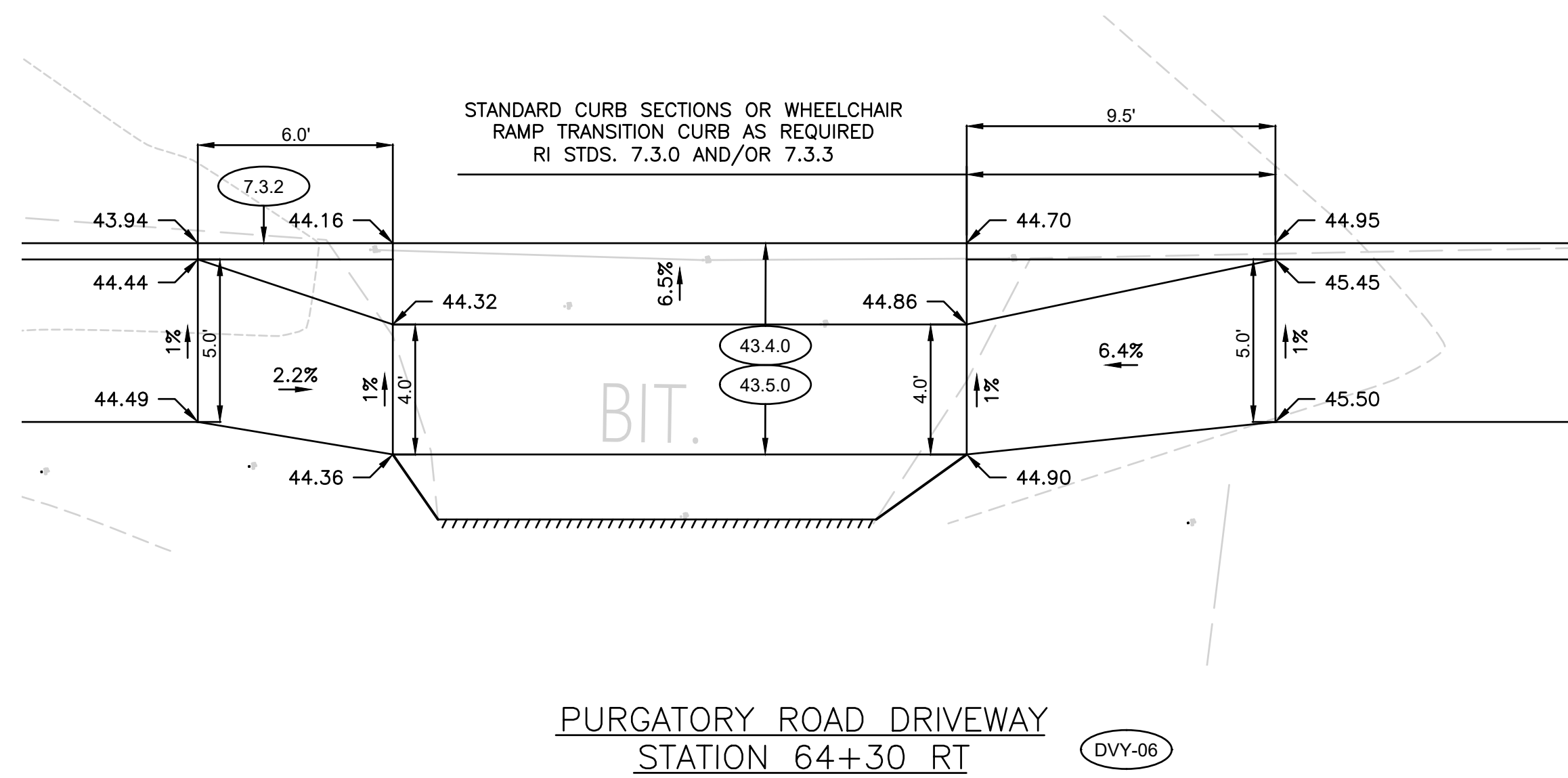
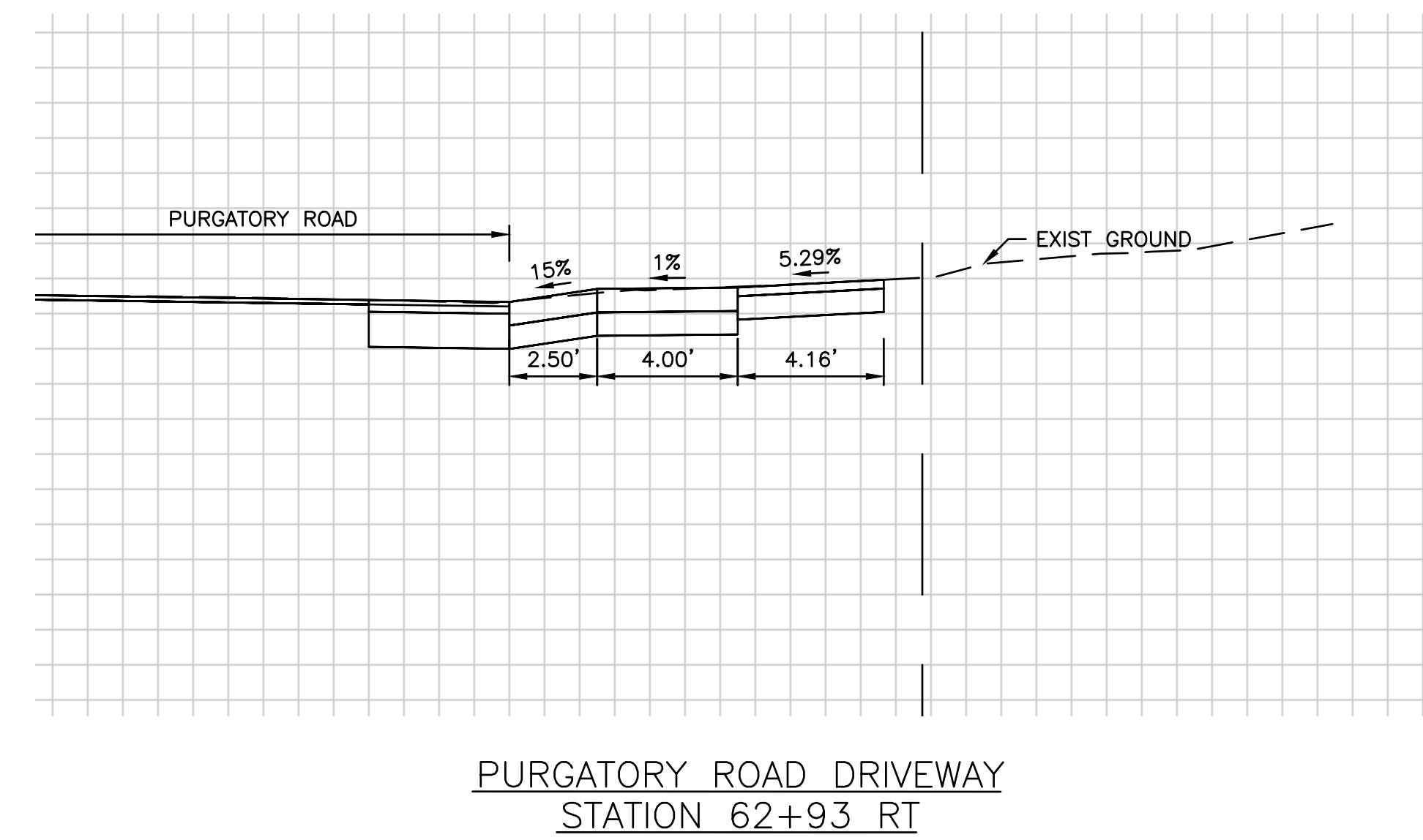
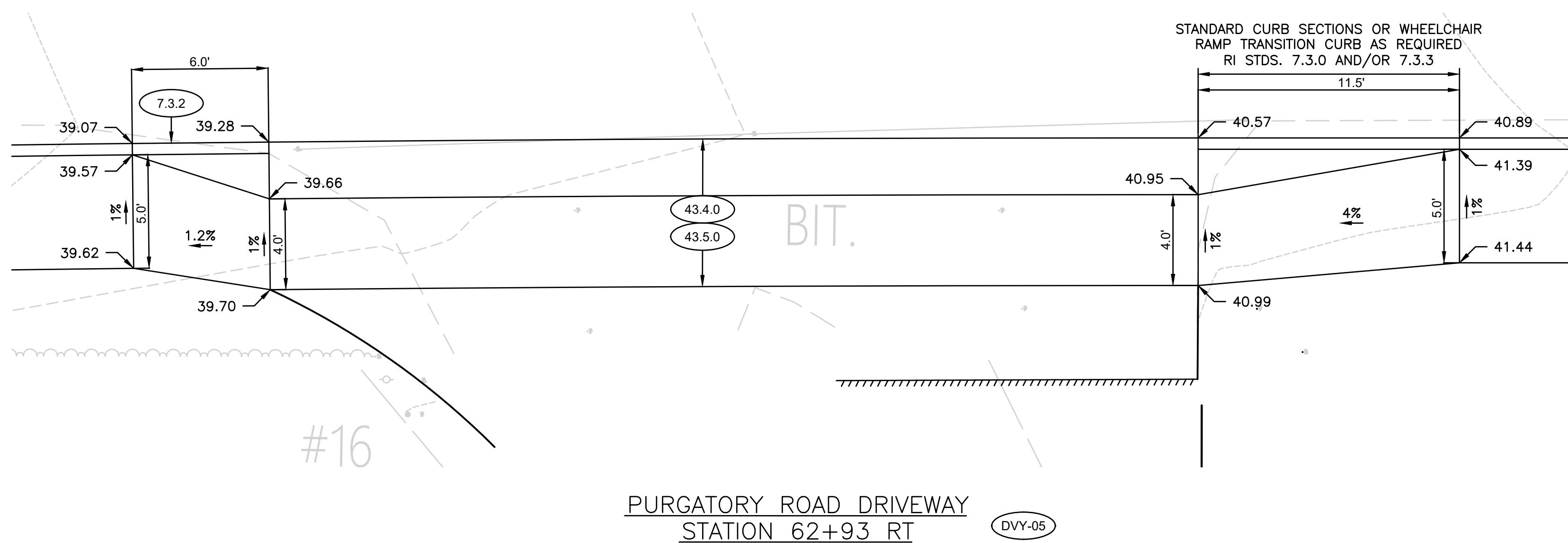
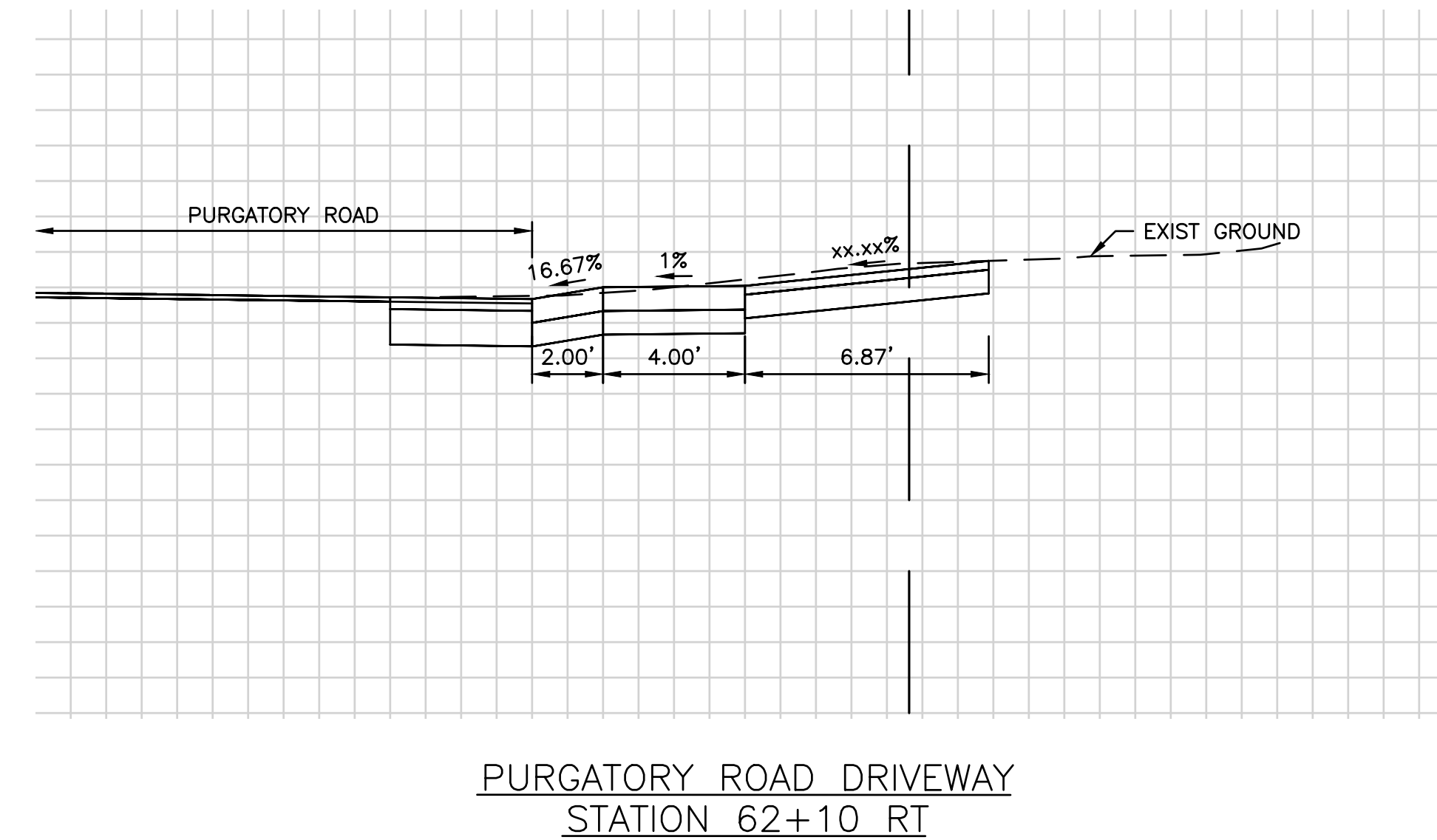
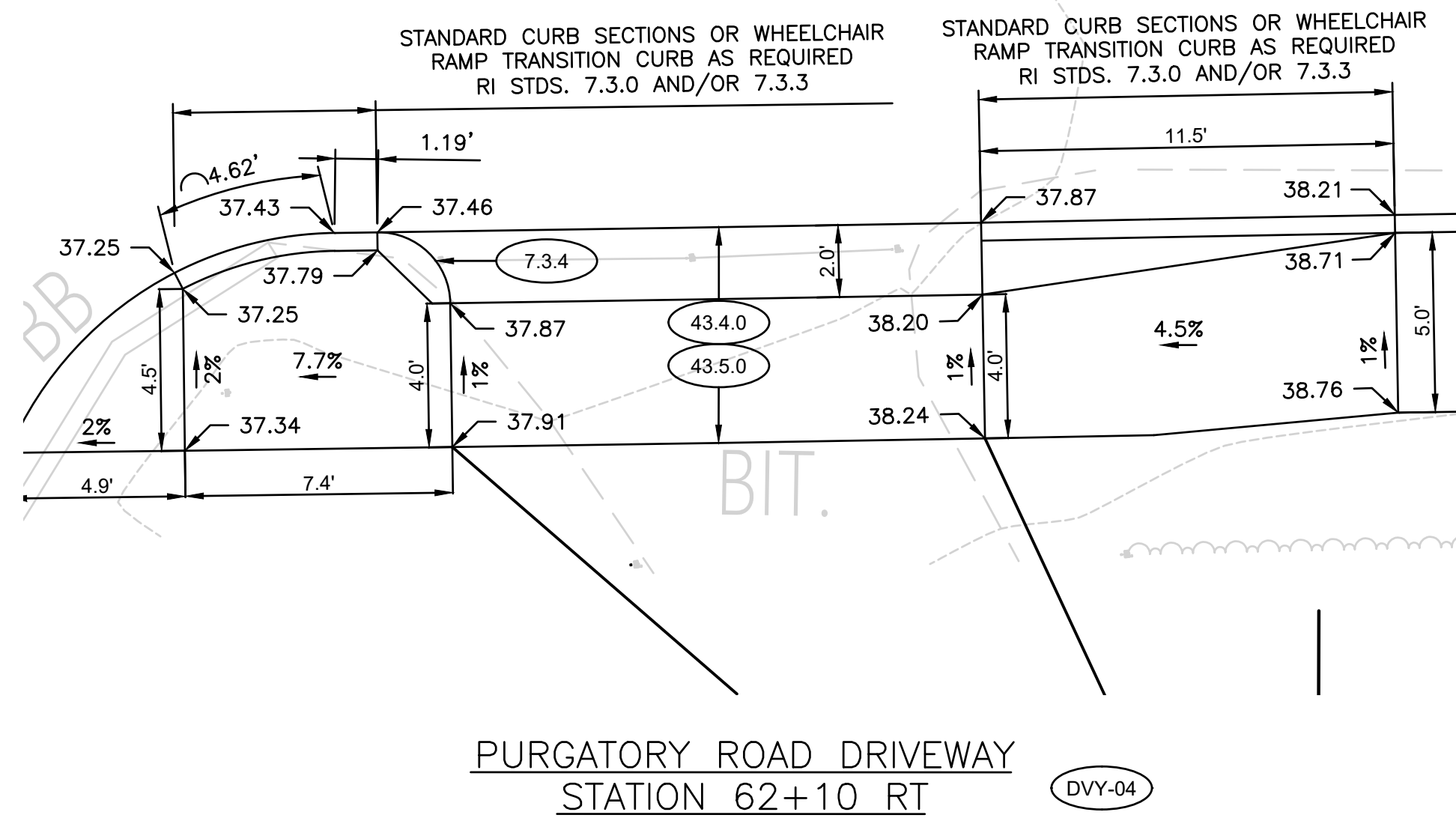
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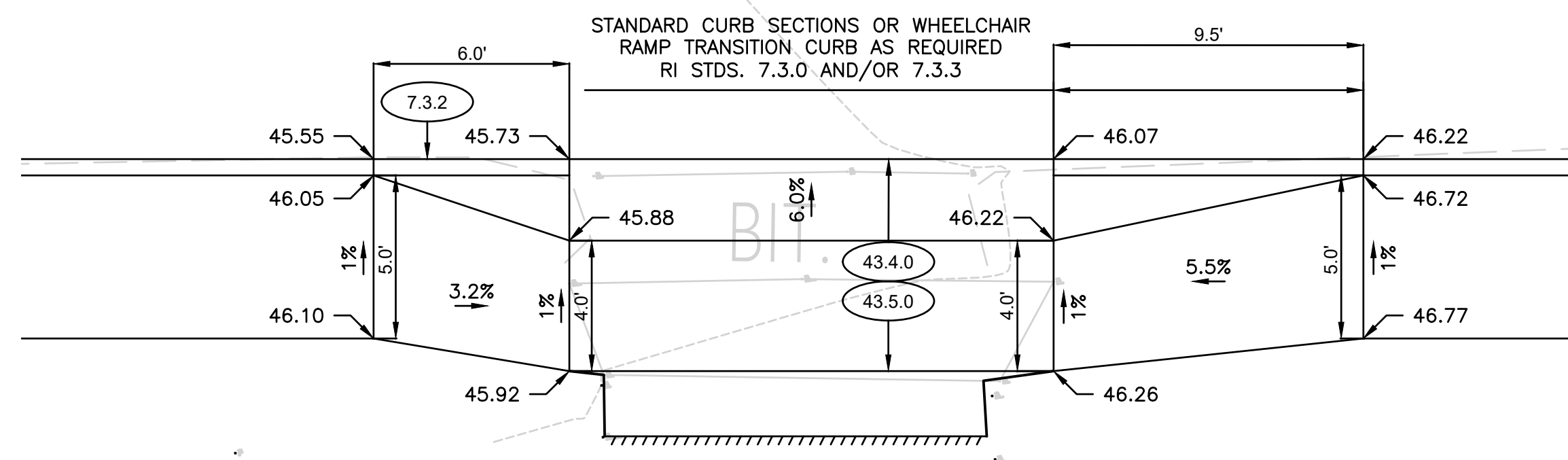


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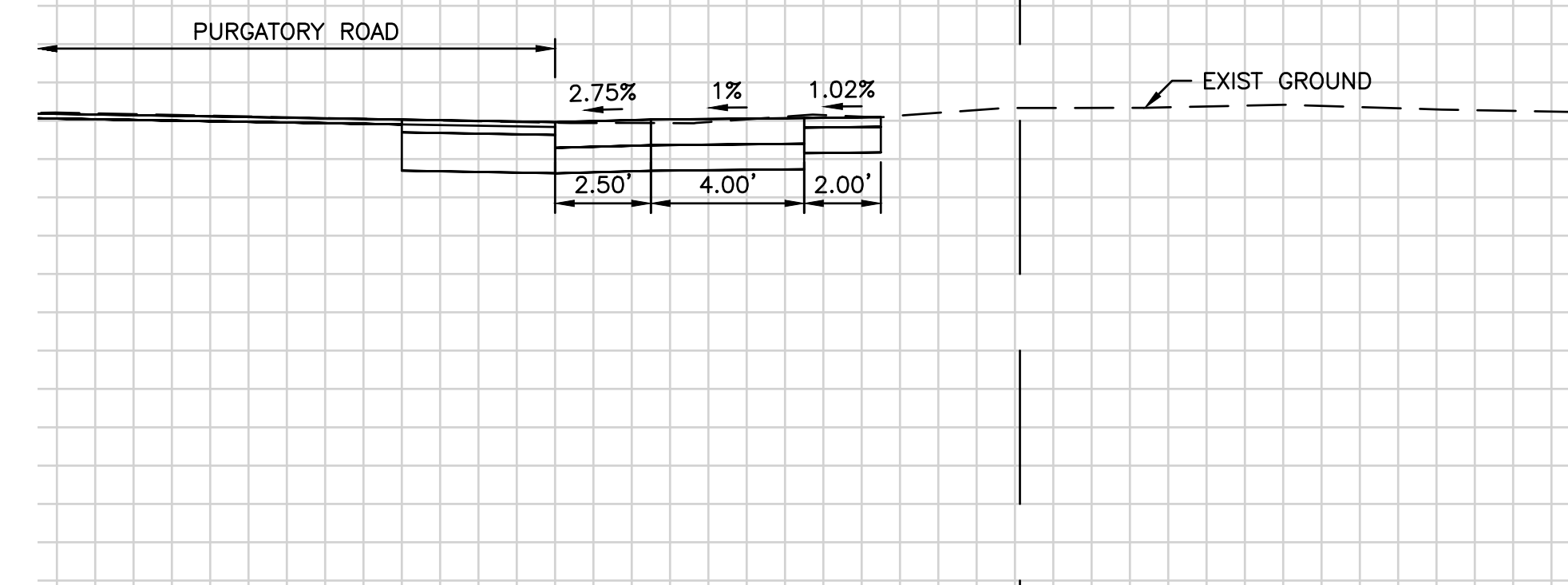
PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
**SIGNING AND STRIPING PLAN NO. 5**



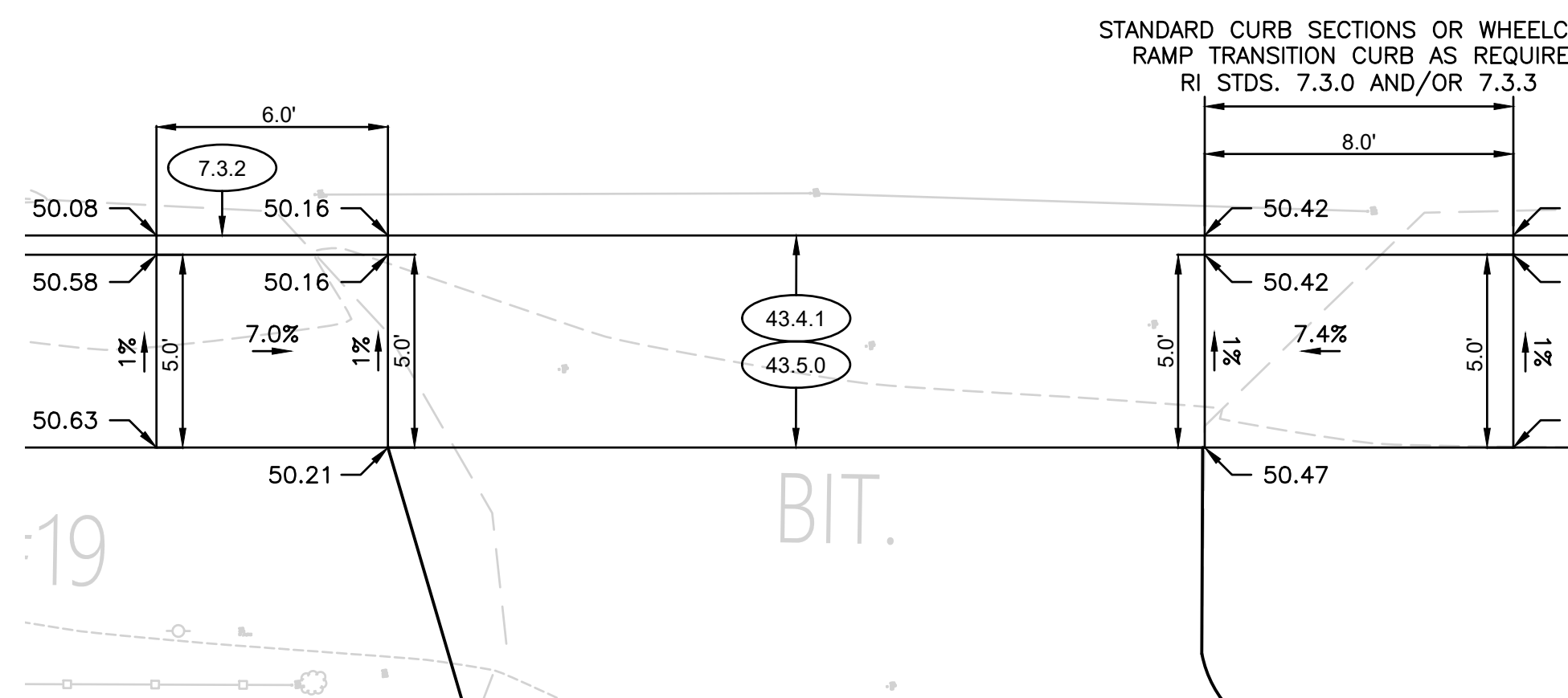




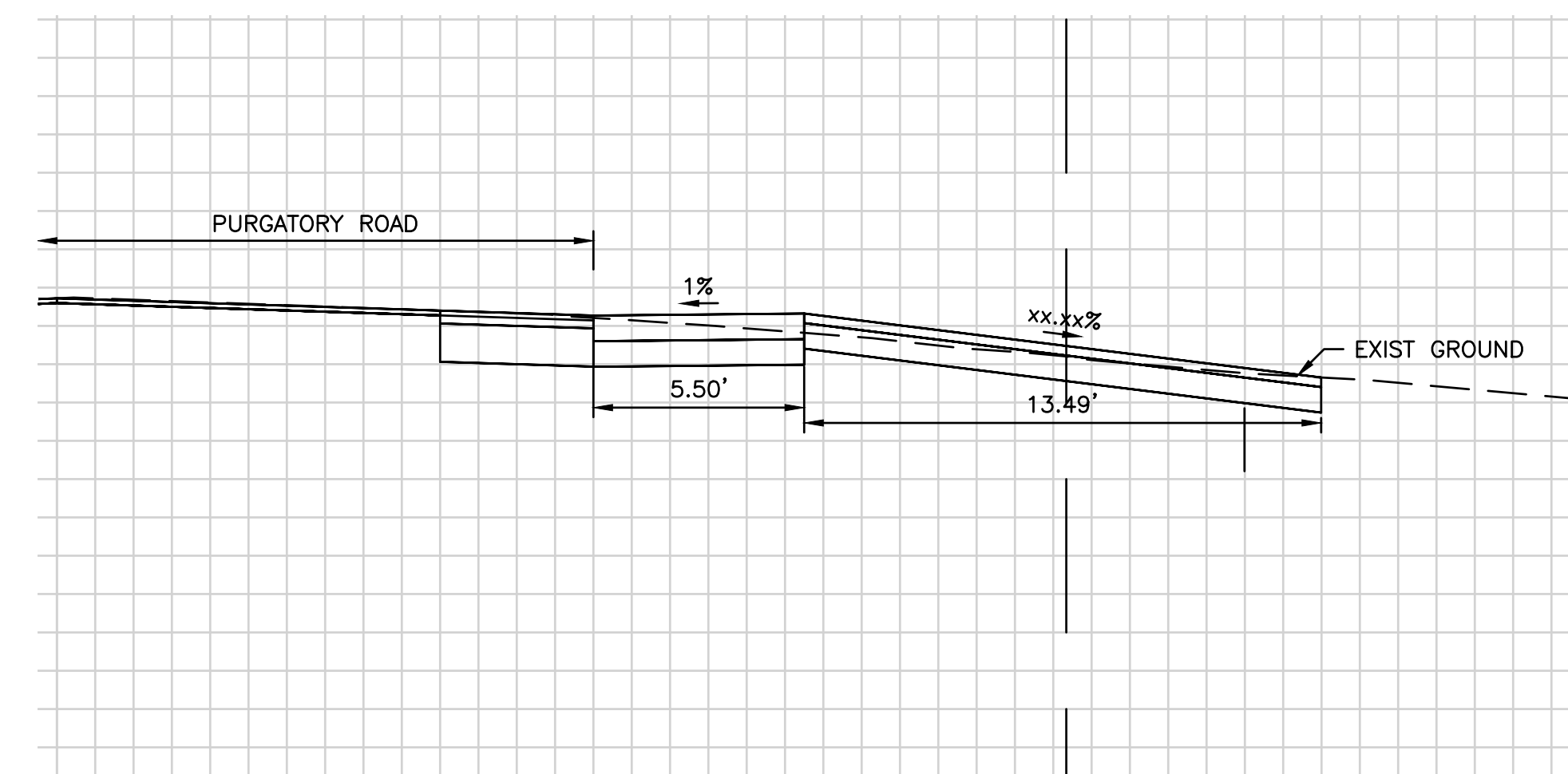
PURGATORY ROAD DRIVEWAY  
STATION 64+82 RT (D.V.Y.-07)



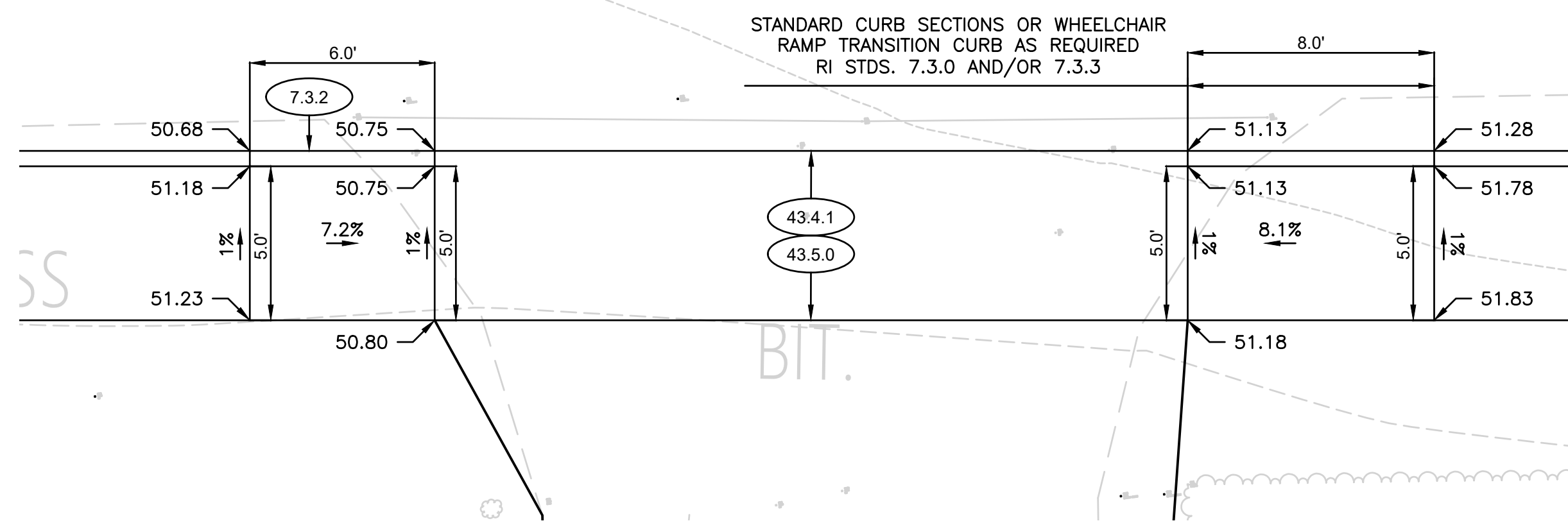
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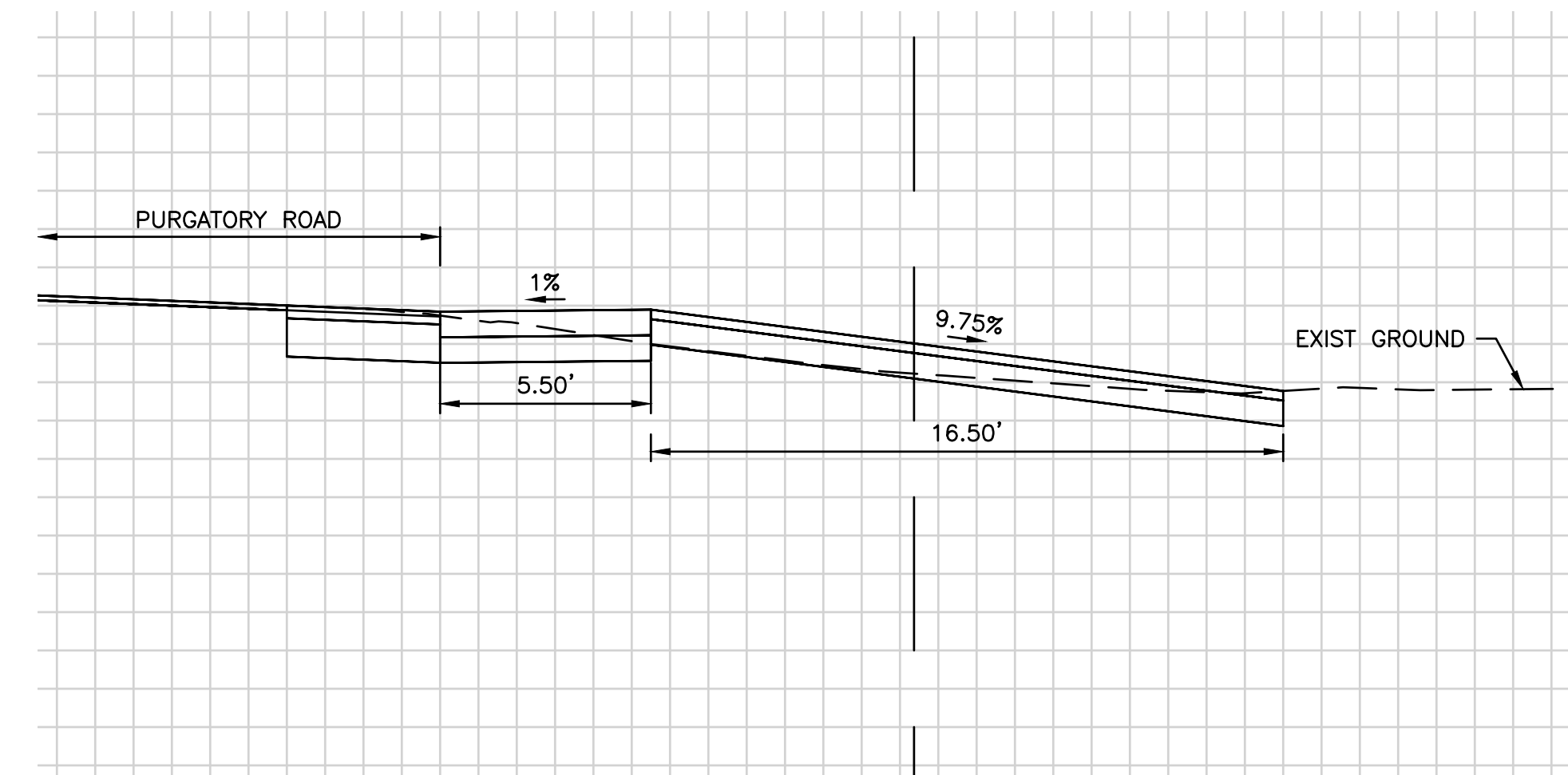
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STATION 67+00 RT (D.V.Y.-08)



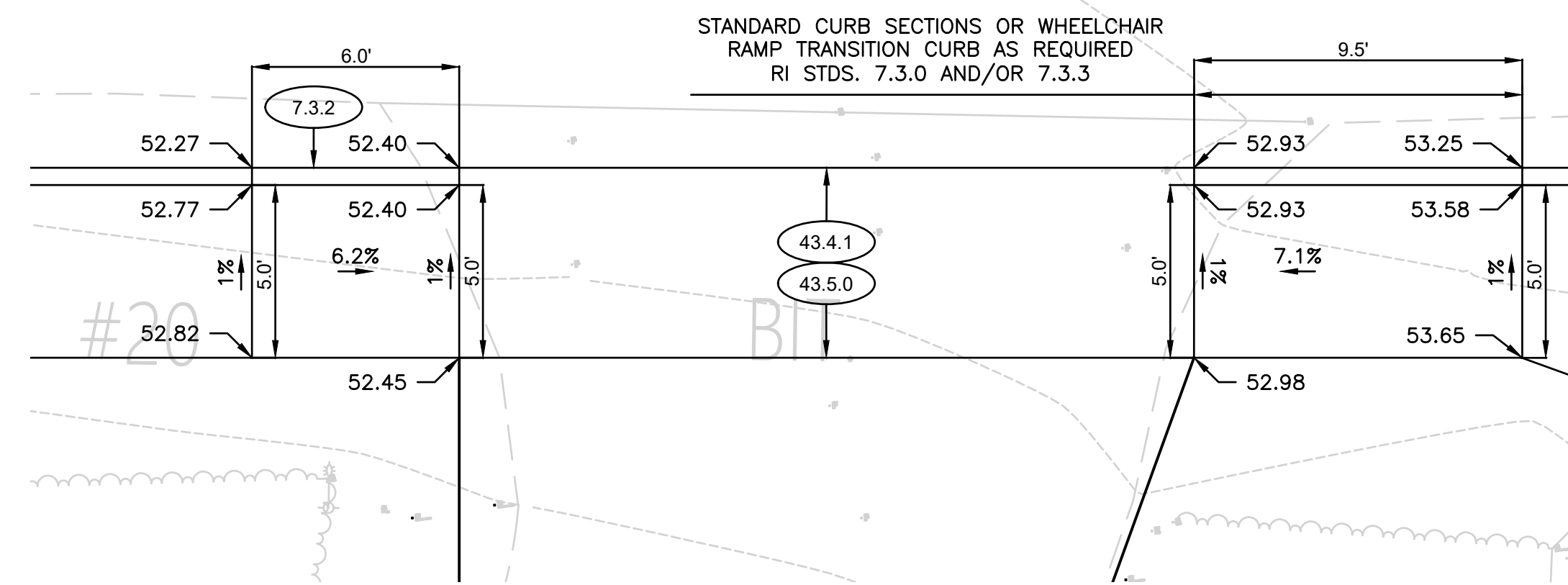
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STATION 67+00 RT



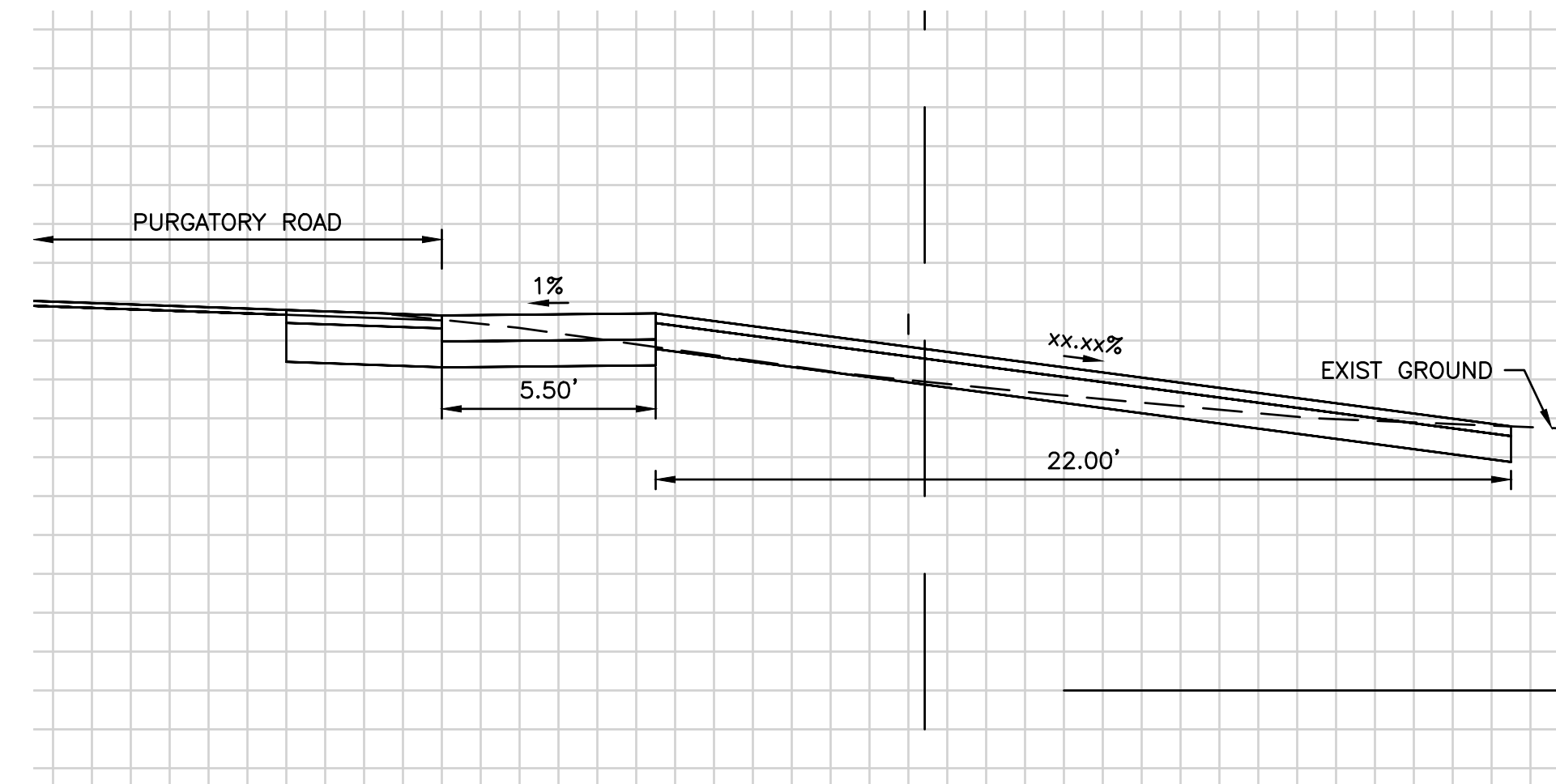
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STATION 67+50 RT (D.V.Y.-09)



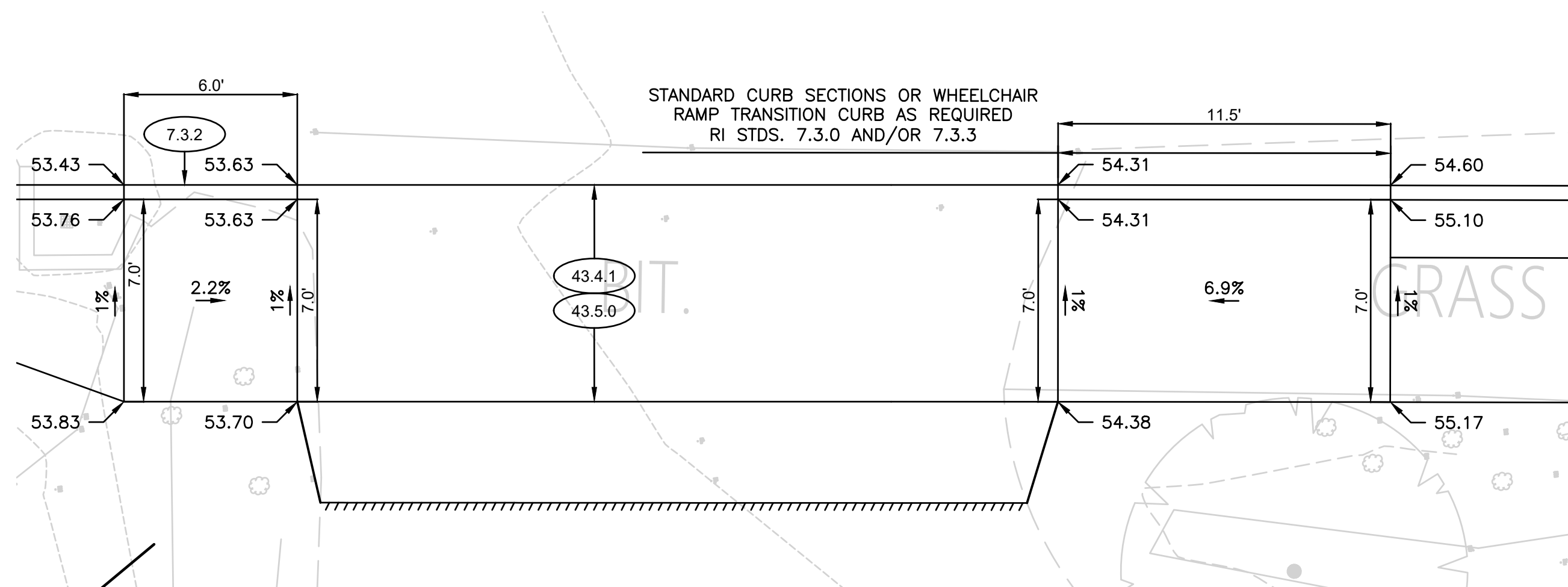
PURGATORY ROAD DRIVEWAY  
STATION 67+50 RT



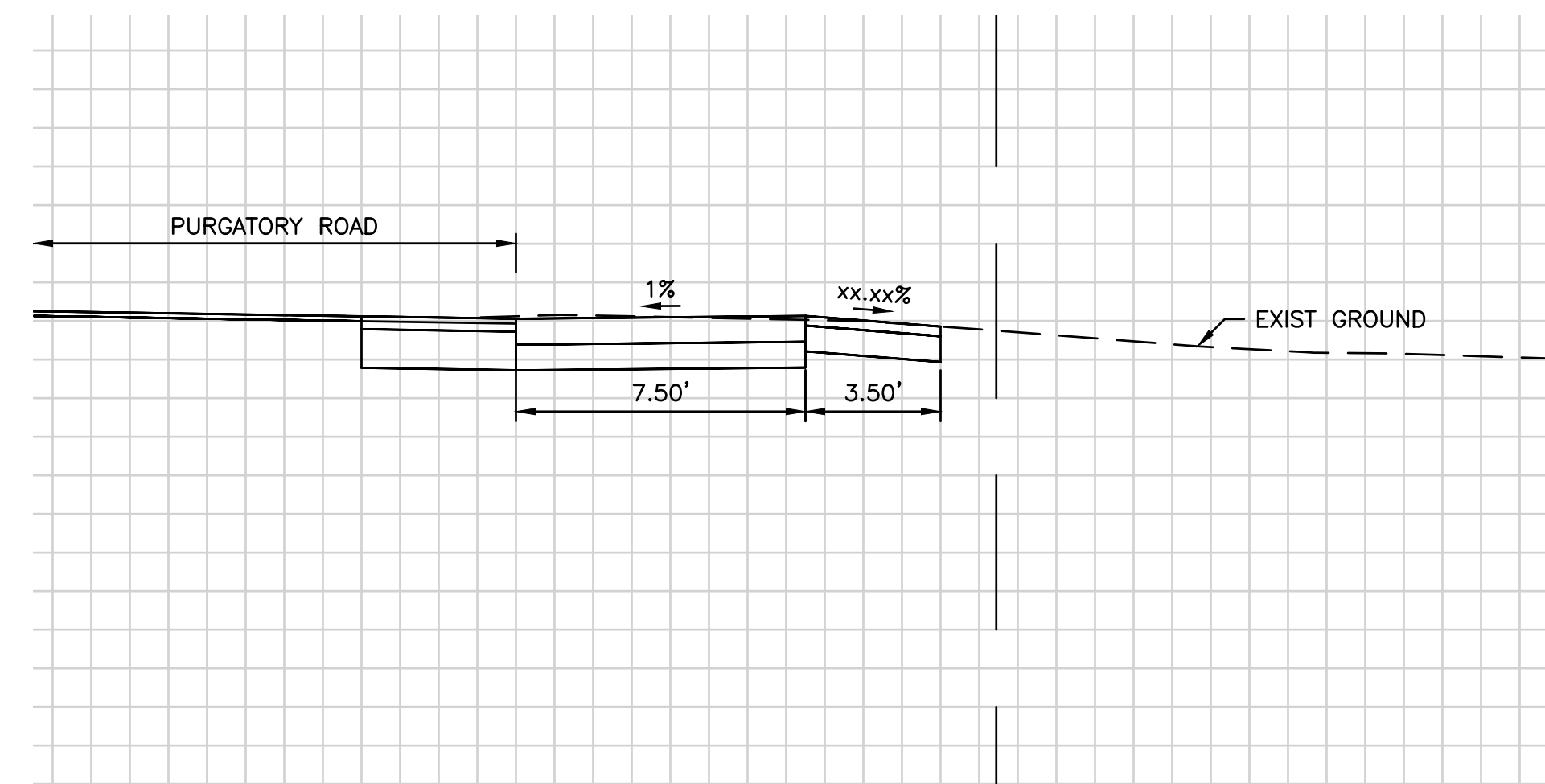
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STATION 68+41 RT (D.V.Y-10)



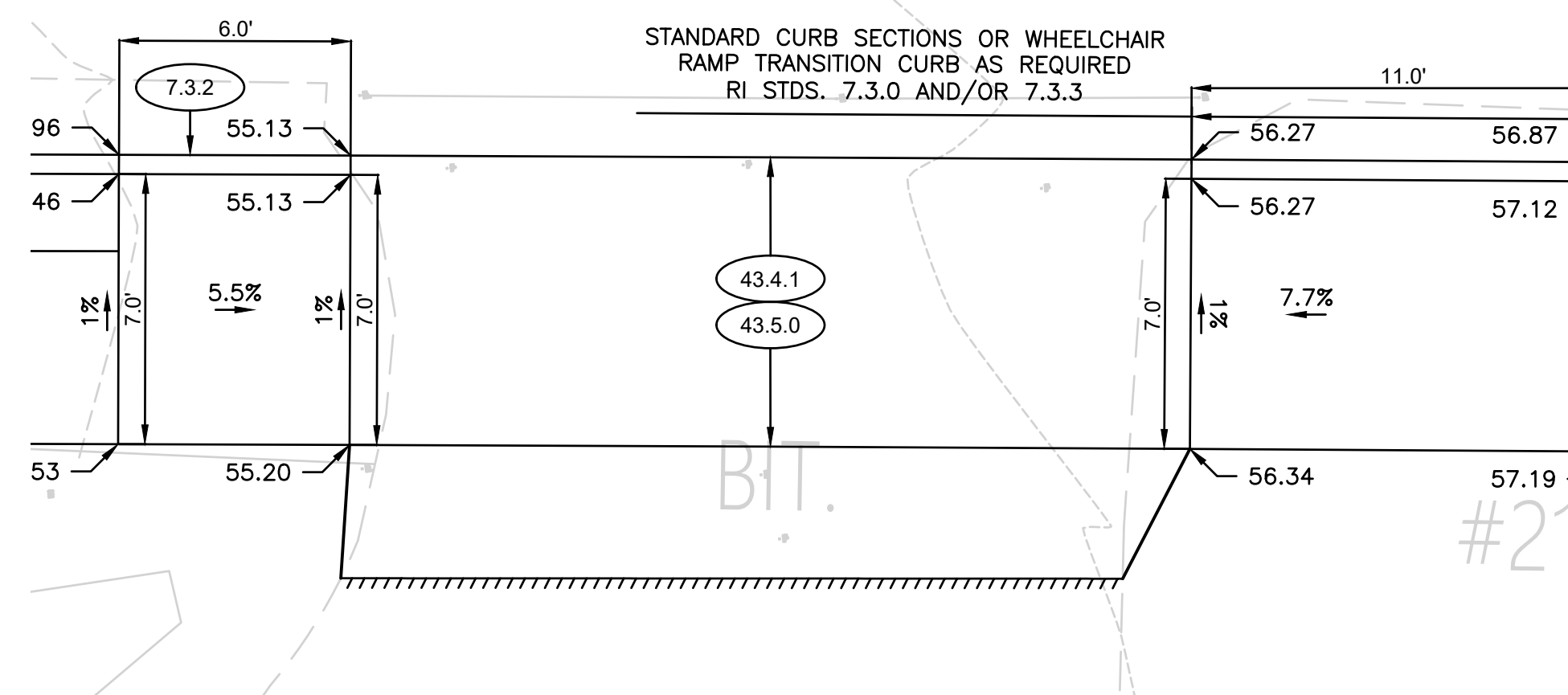
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STATION 68+41 RT



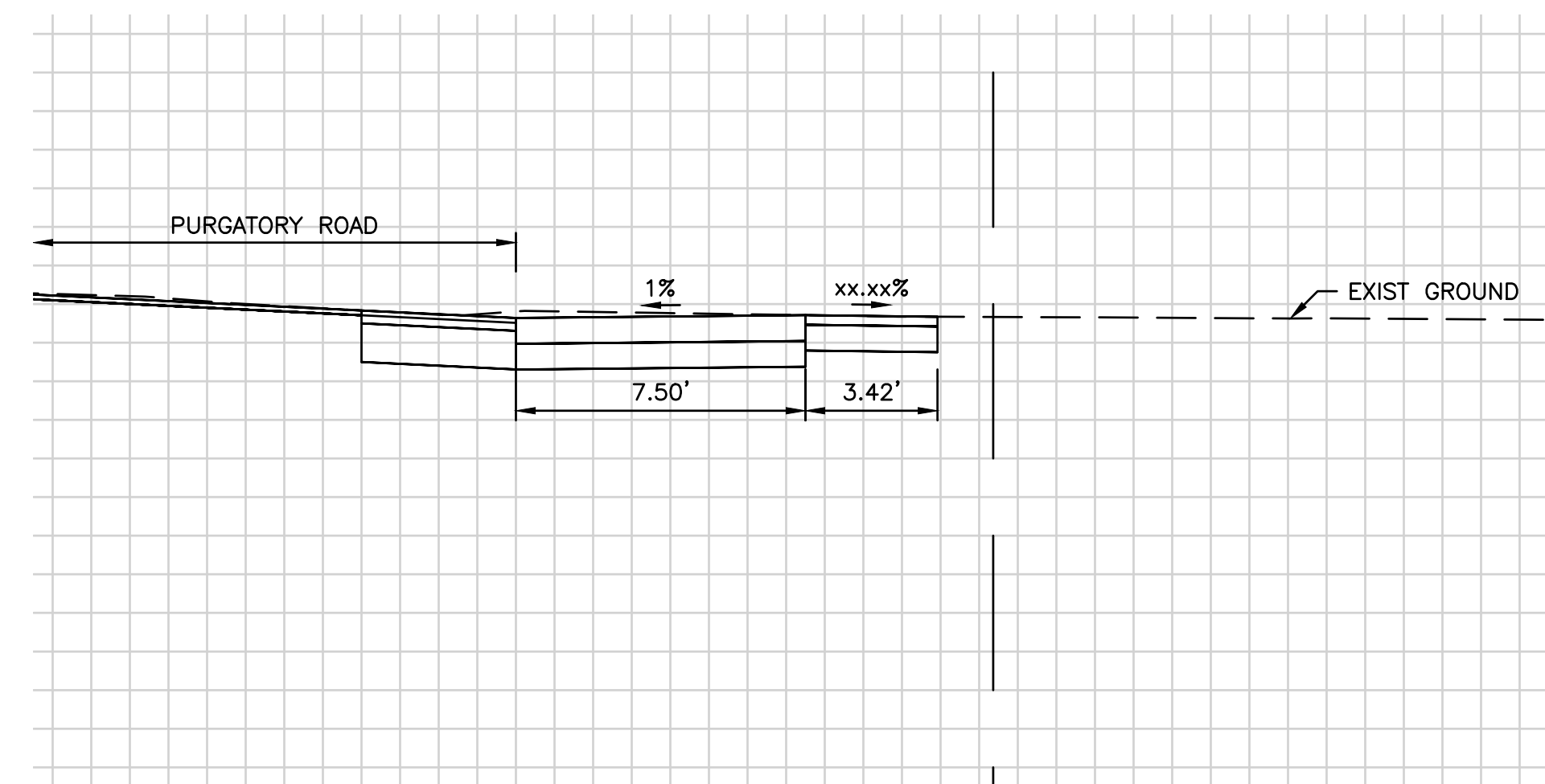
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STATION 68+85 RT (D.V.Y-11)



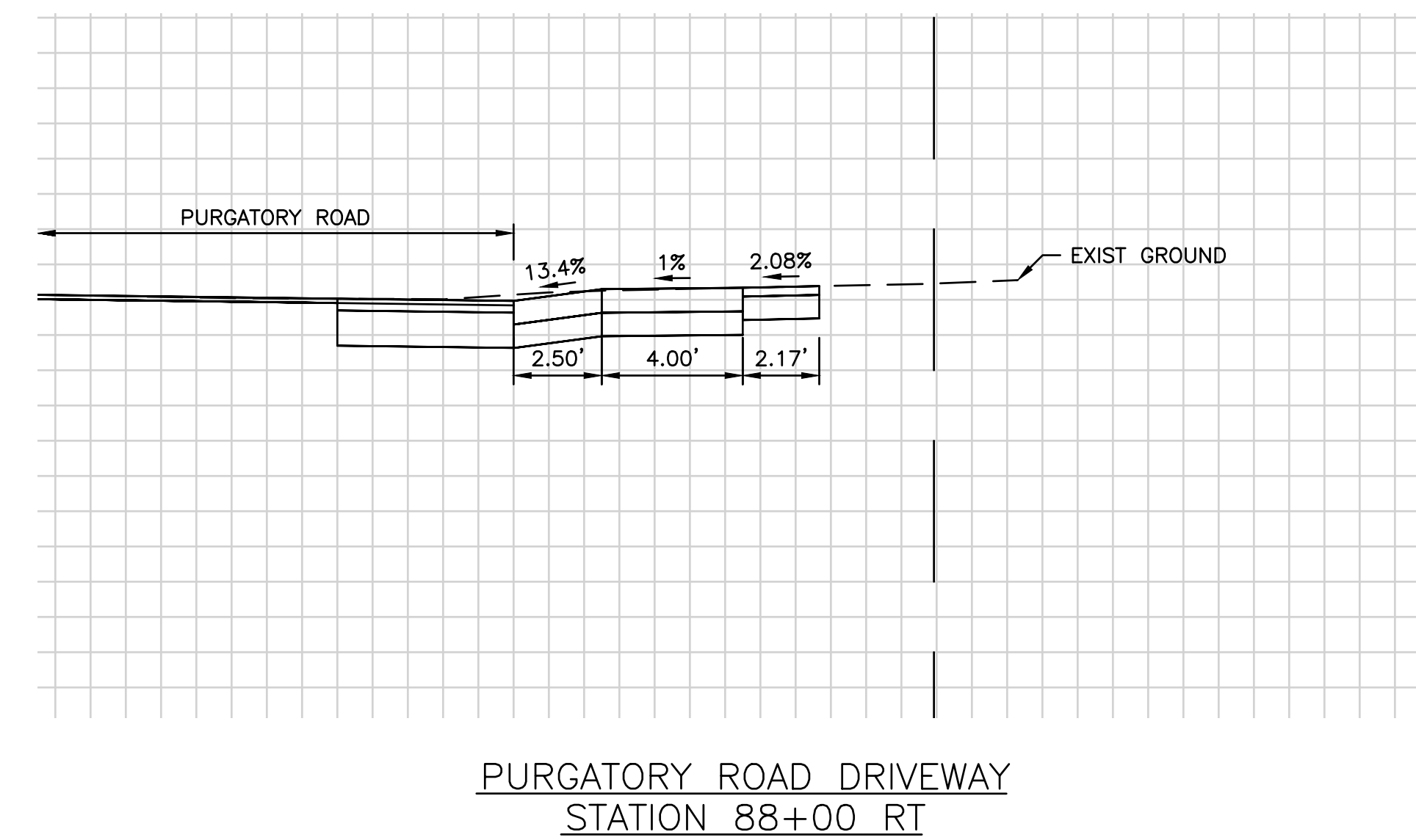
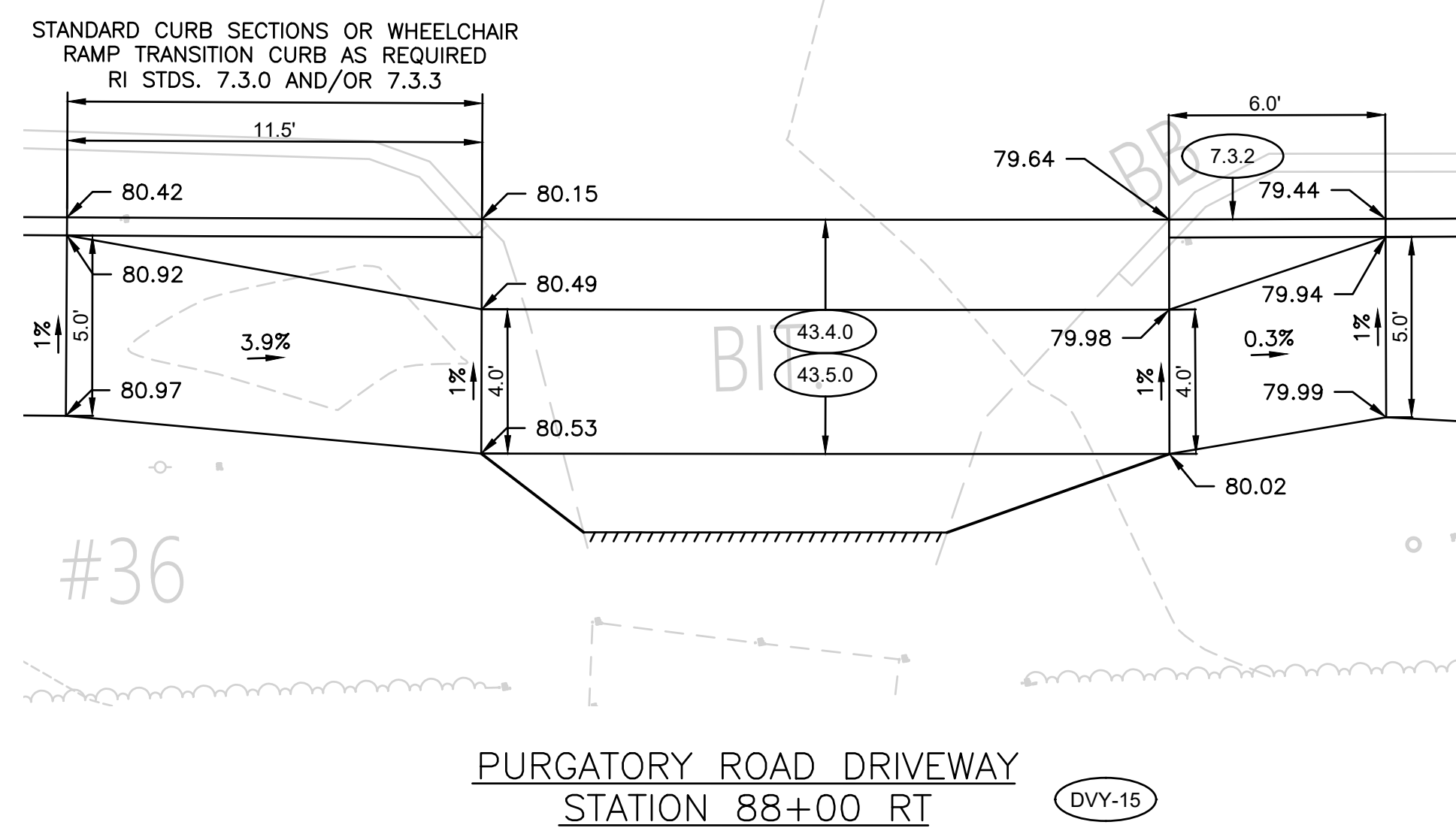
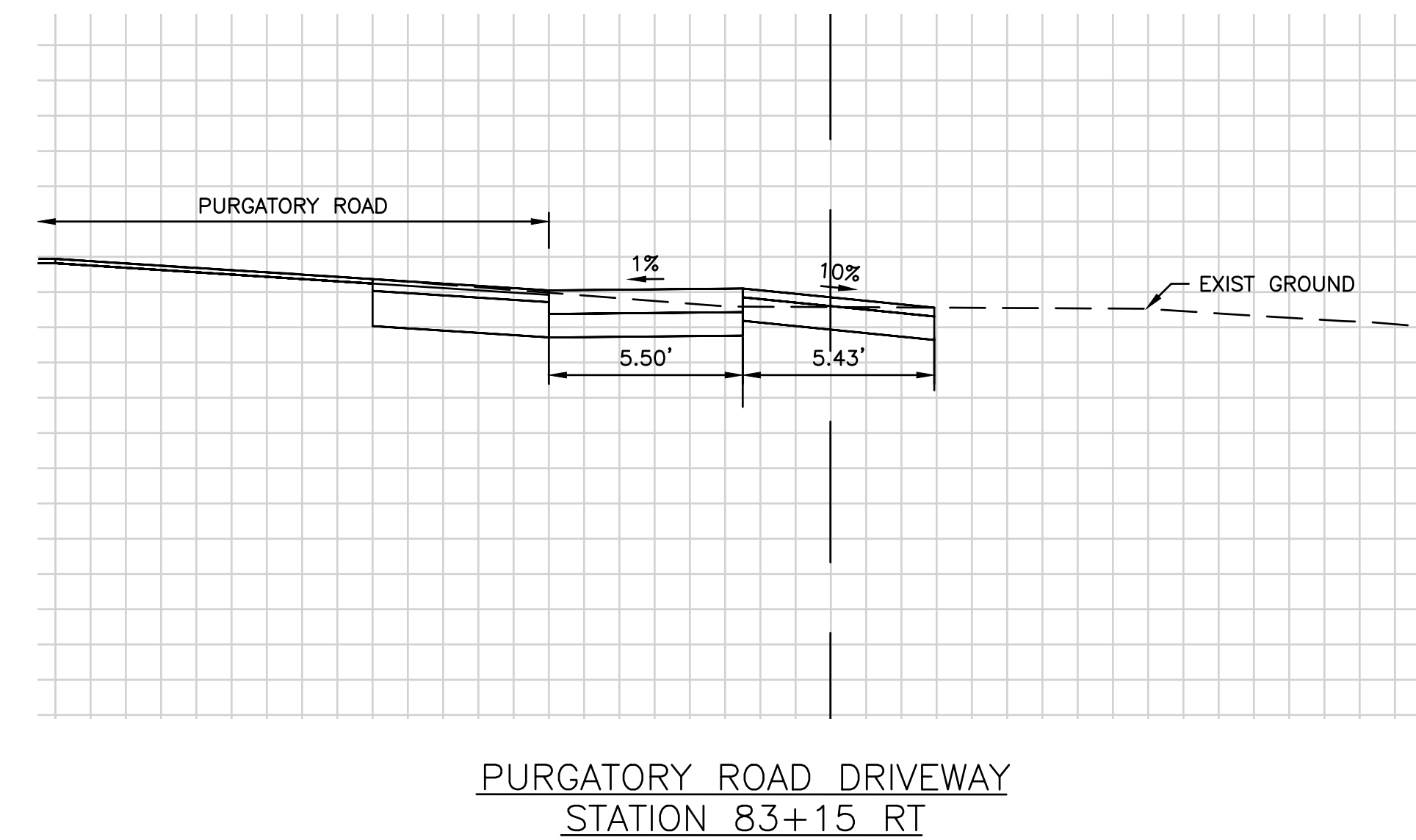
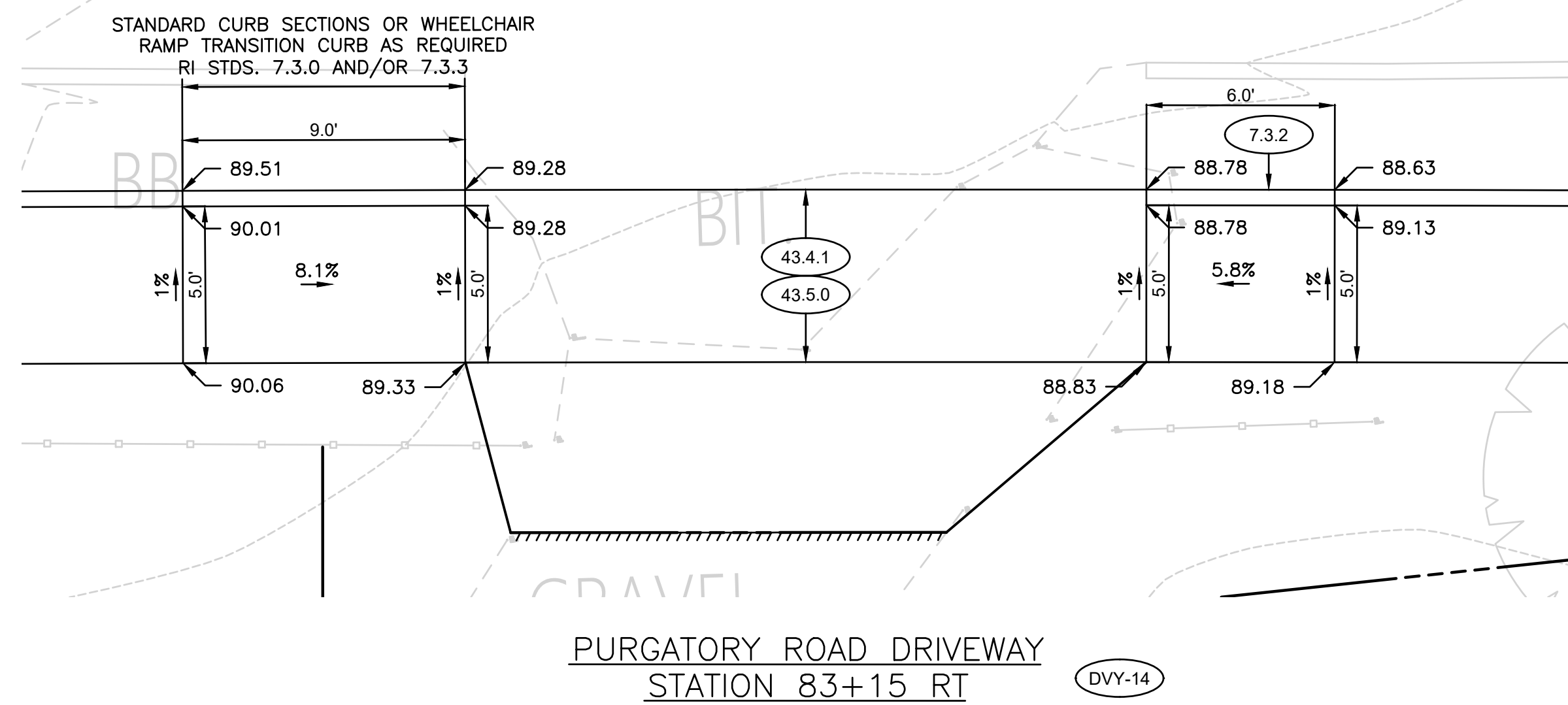
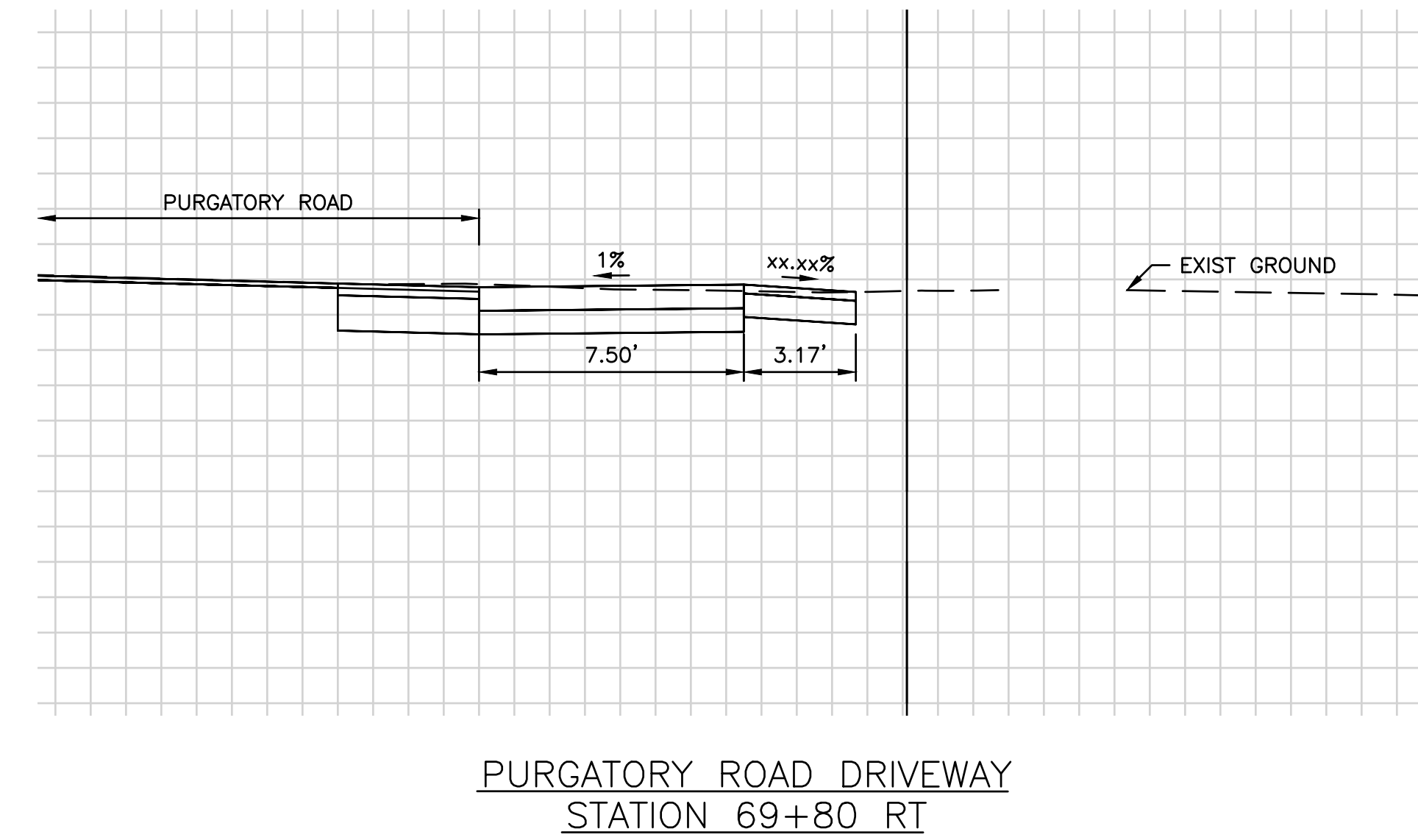
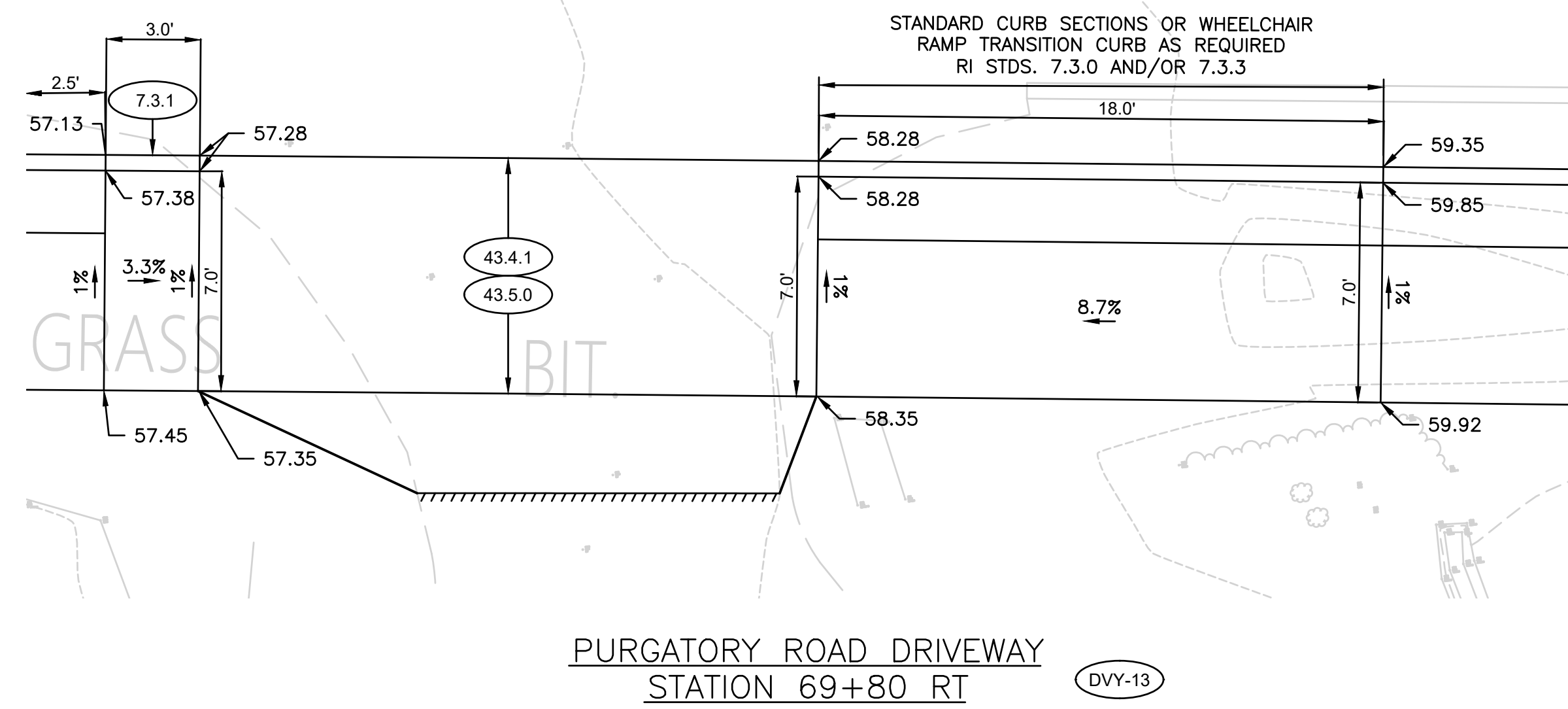
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STATION 68+85 RT

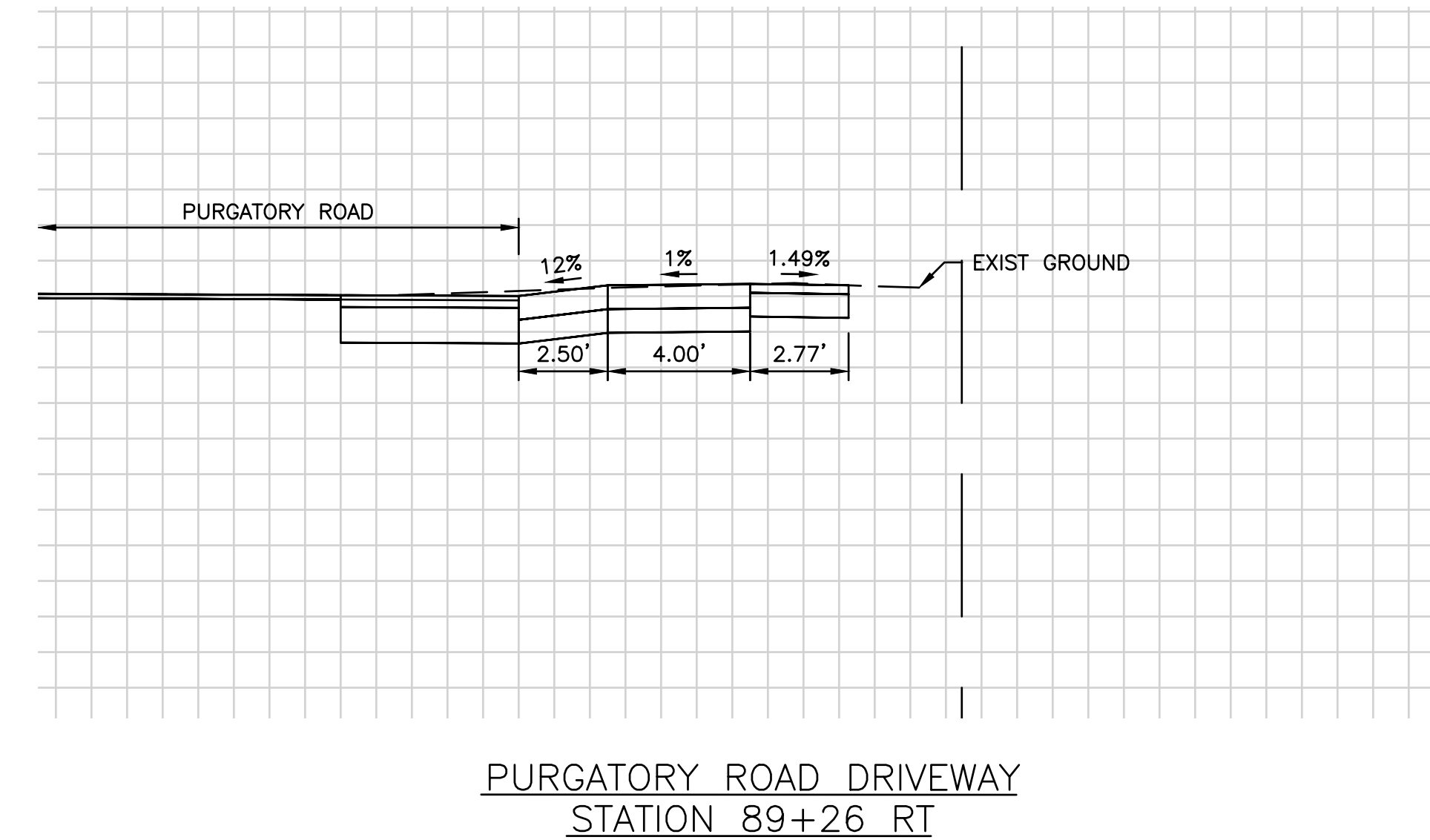
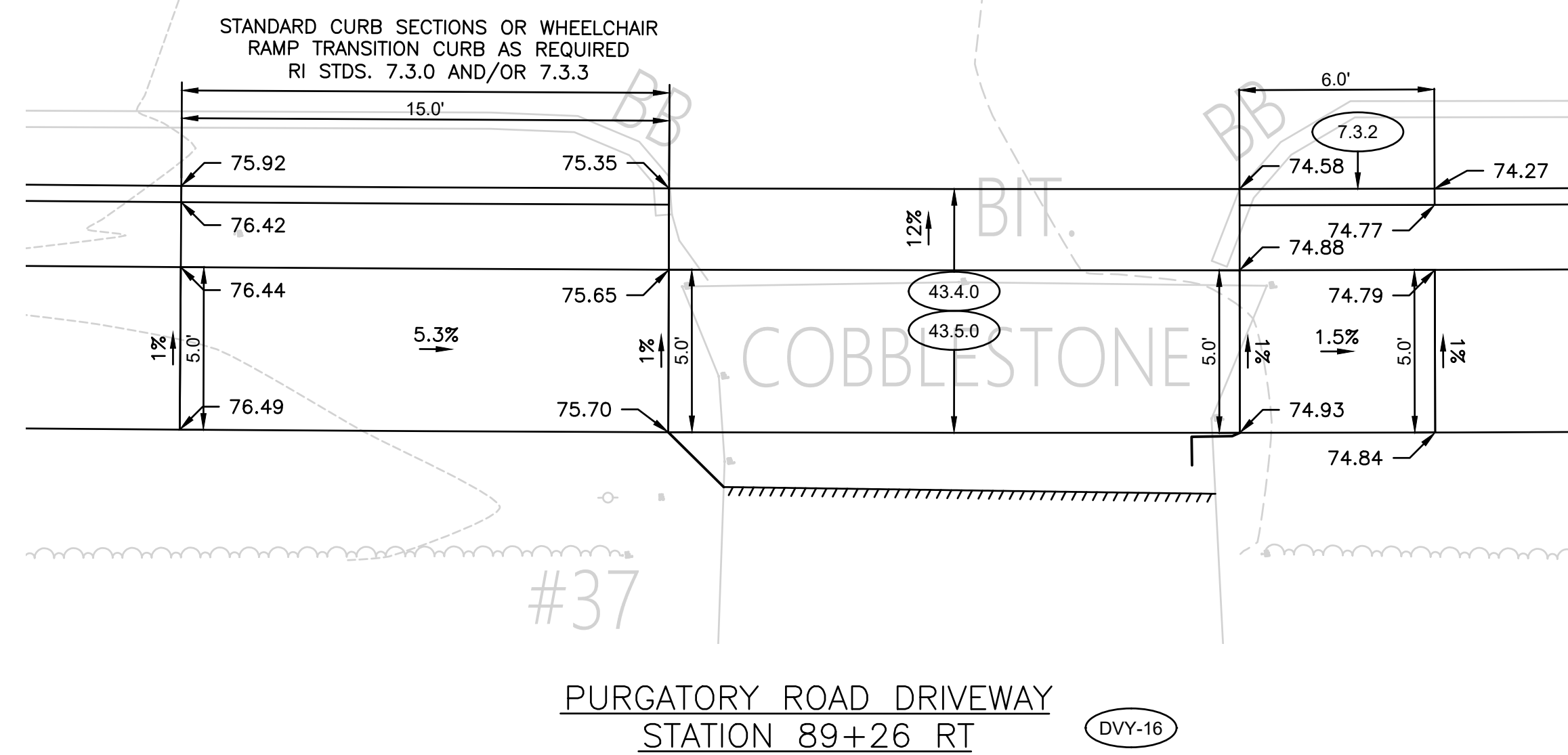


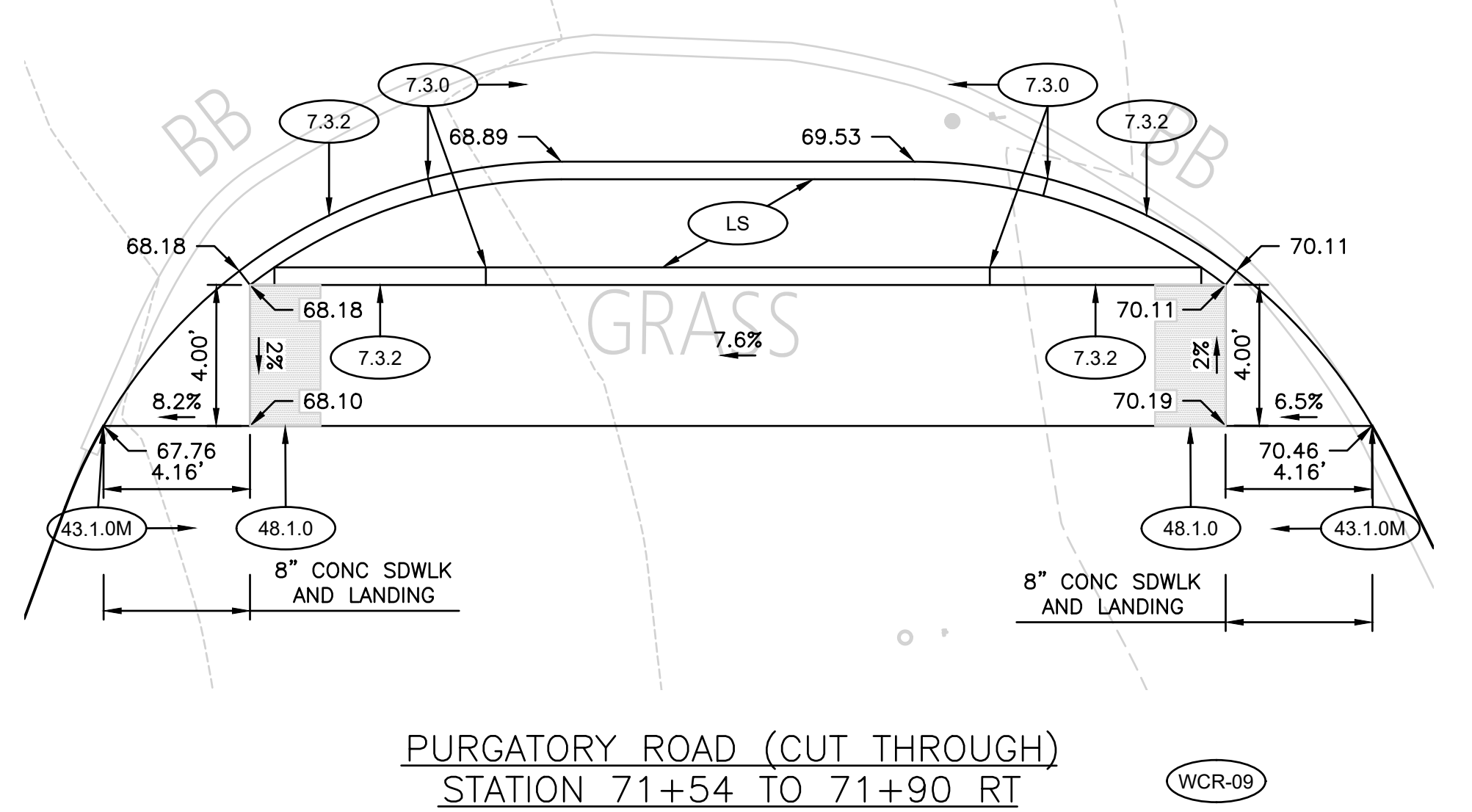
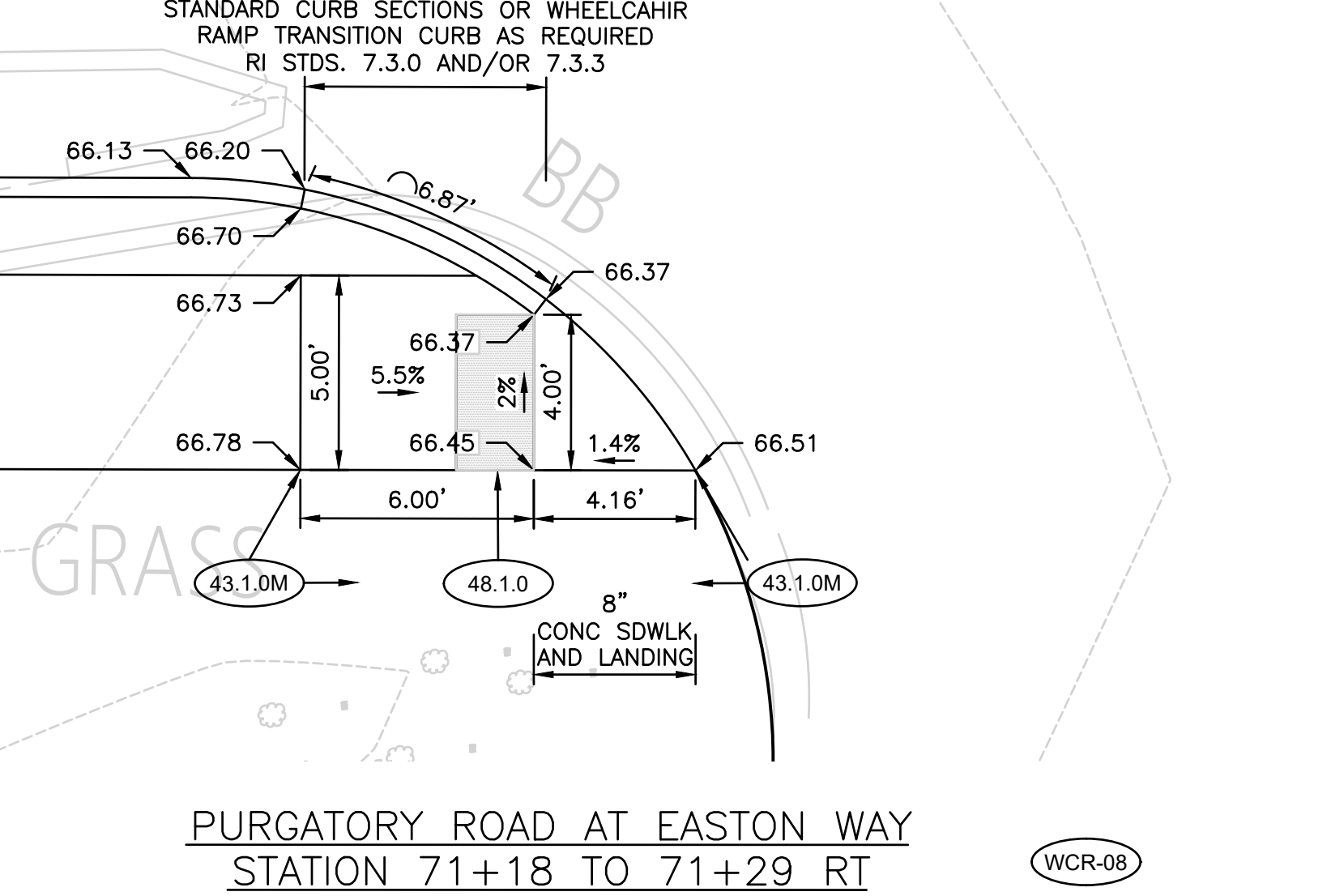
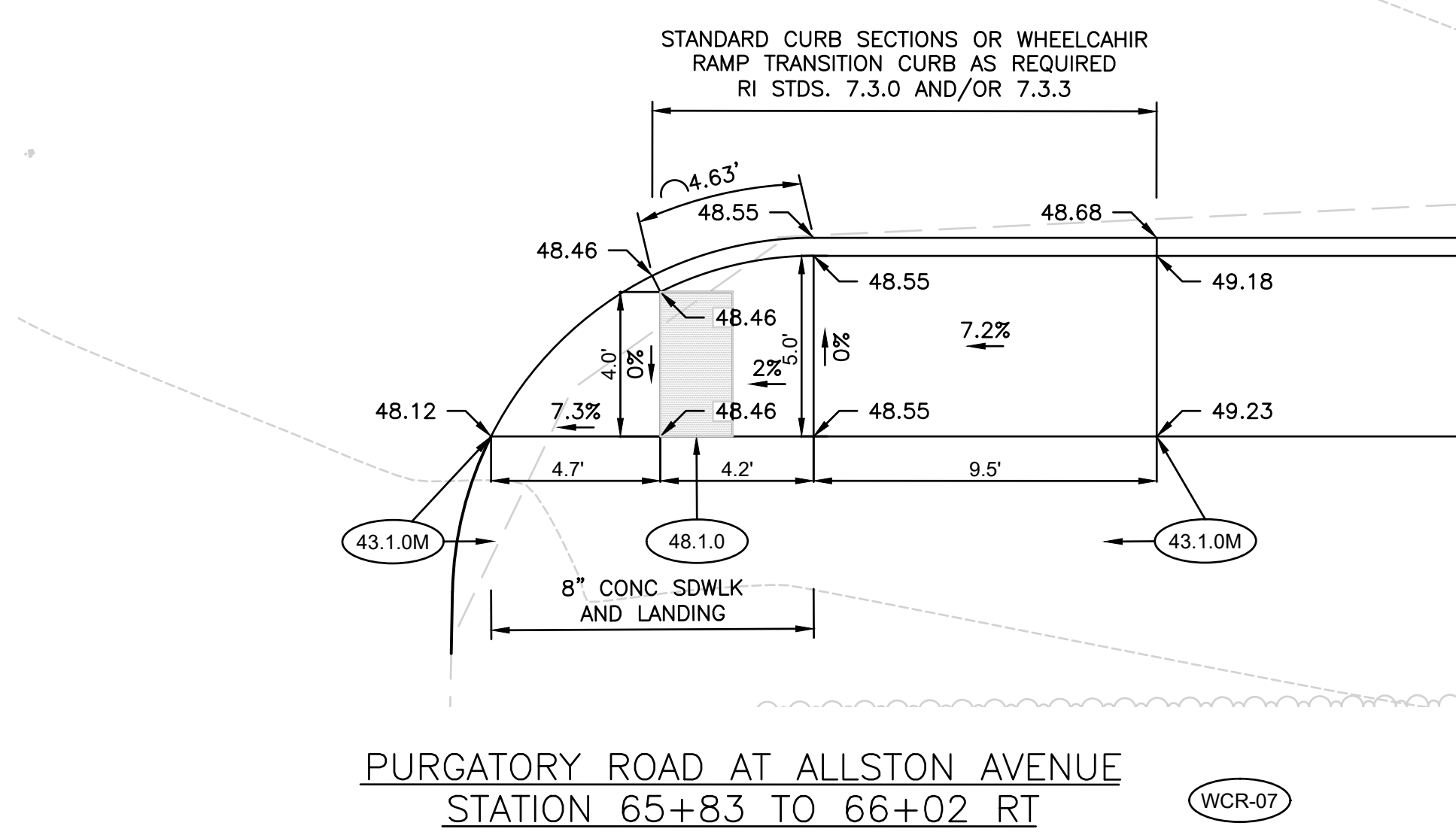
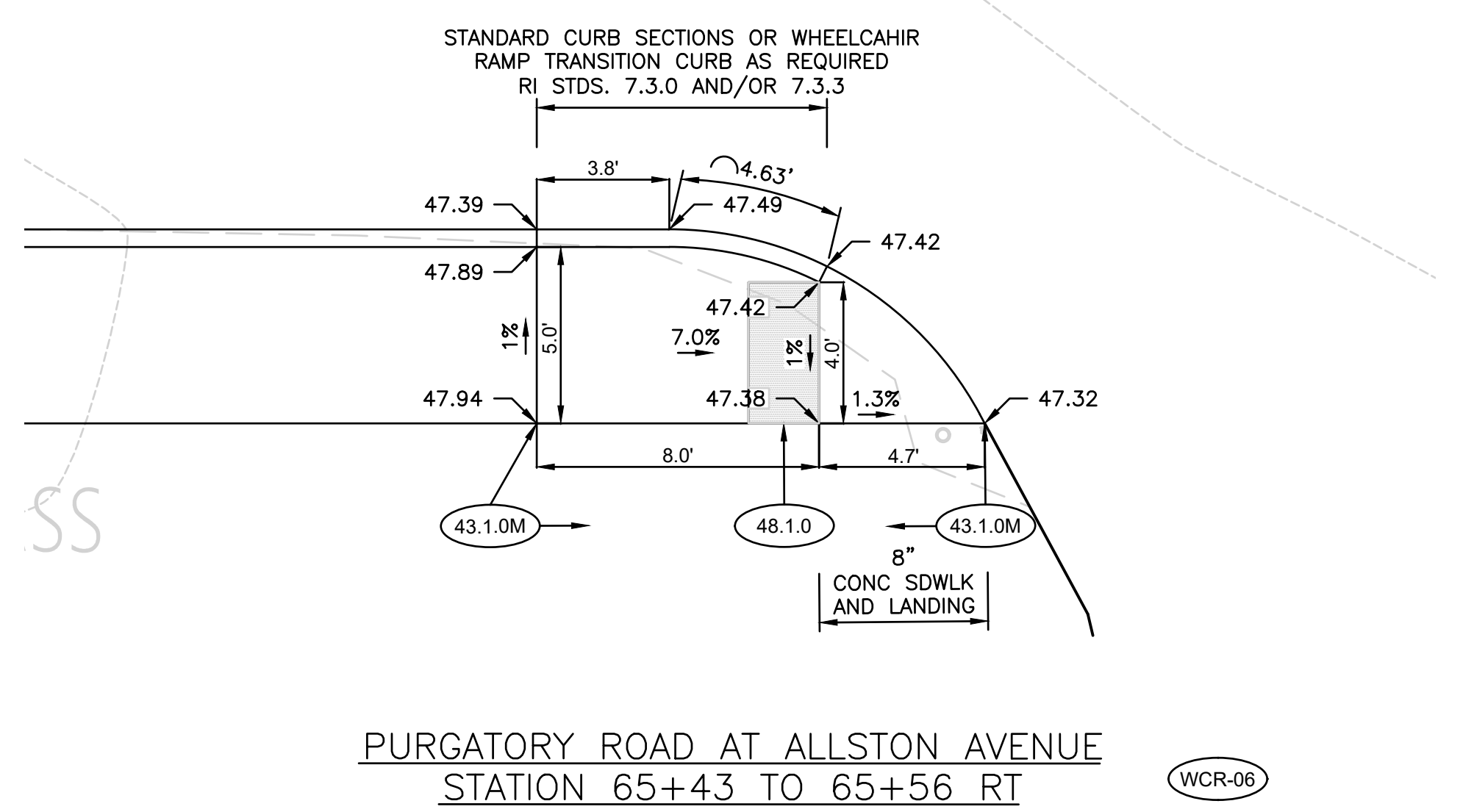
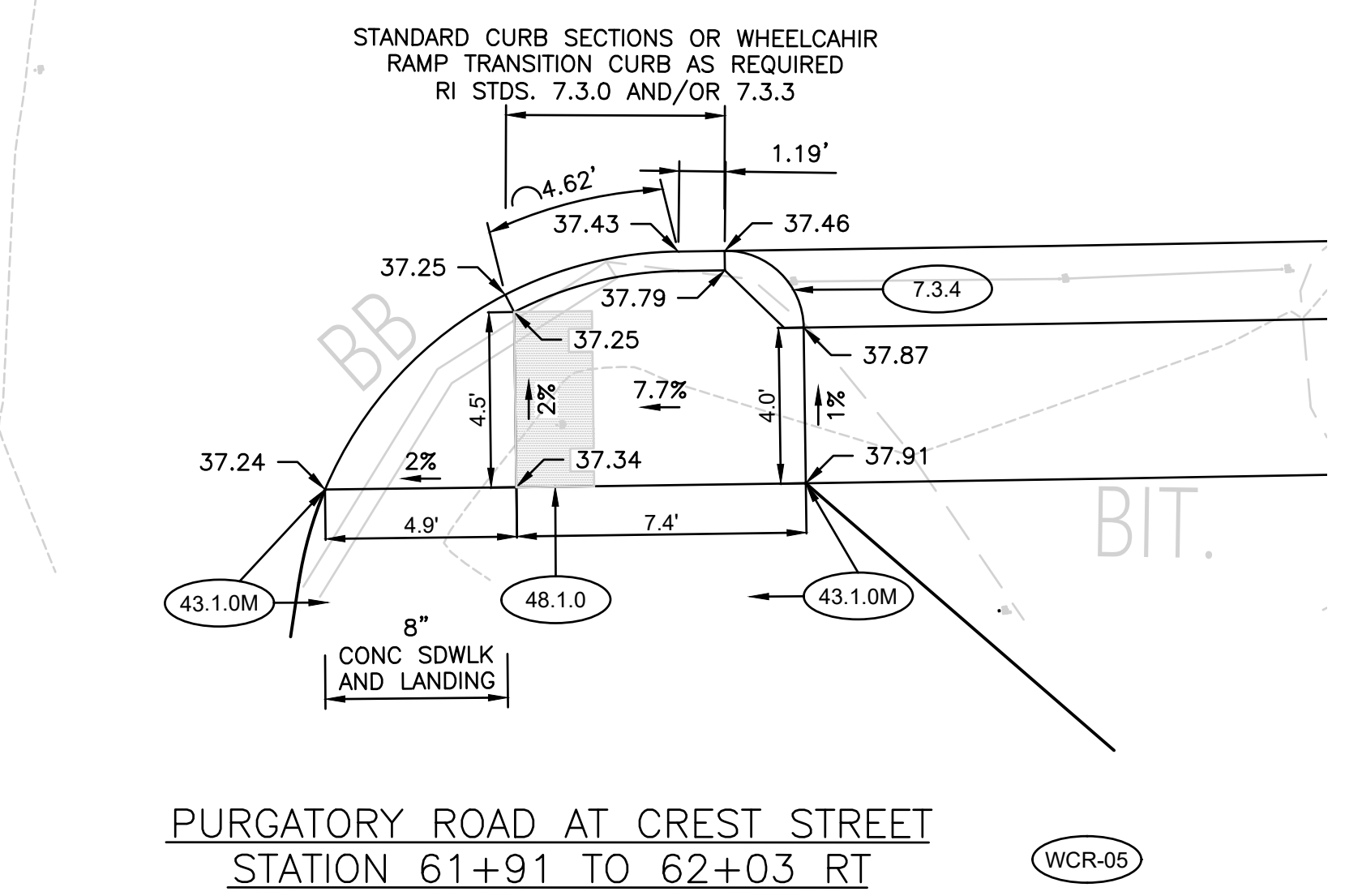
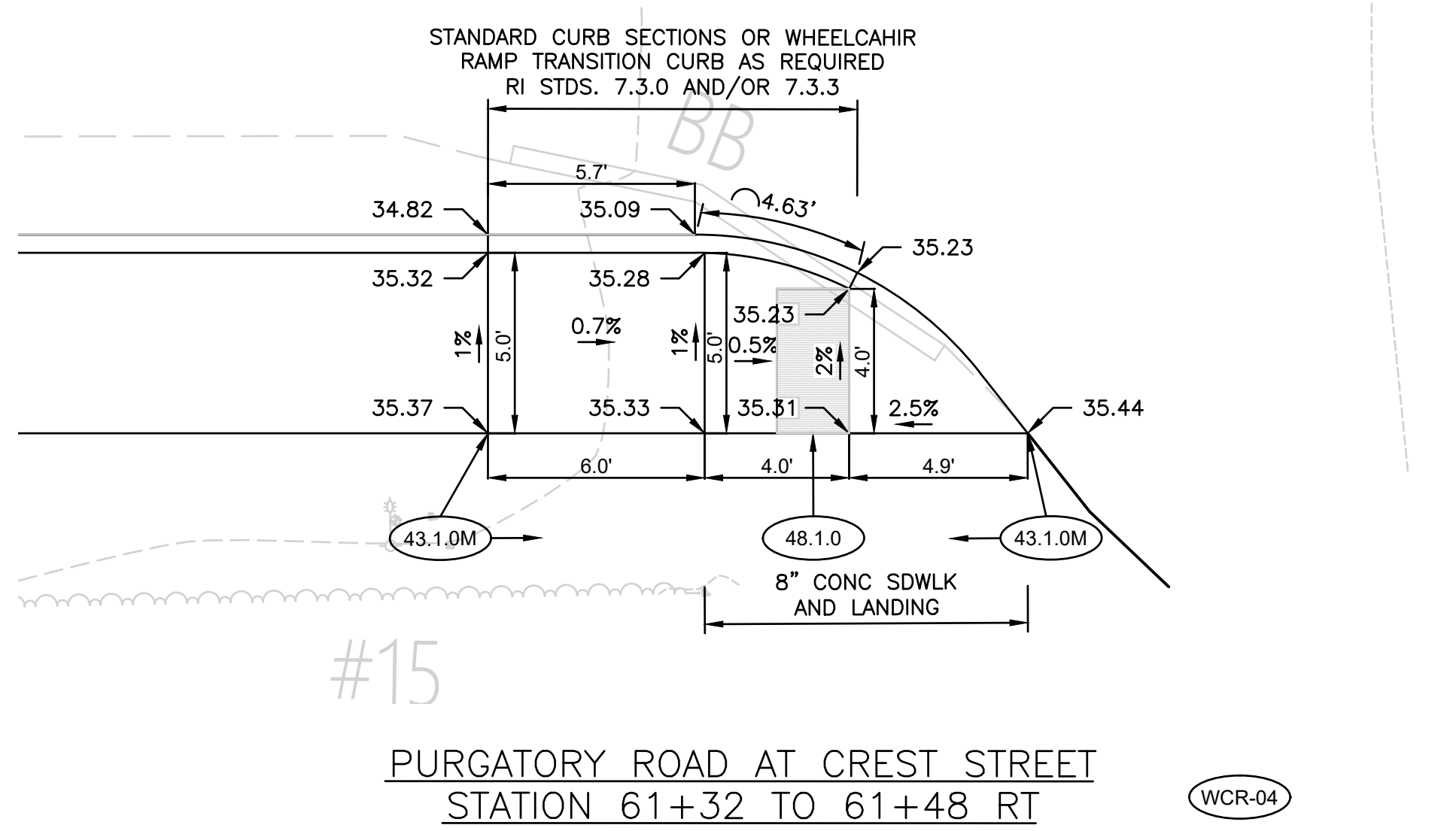
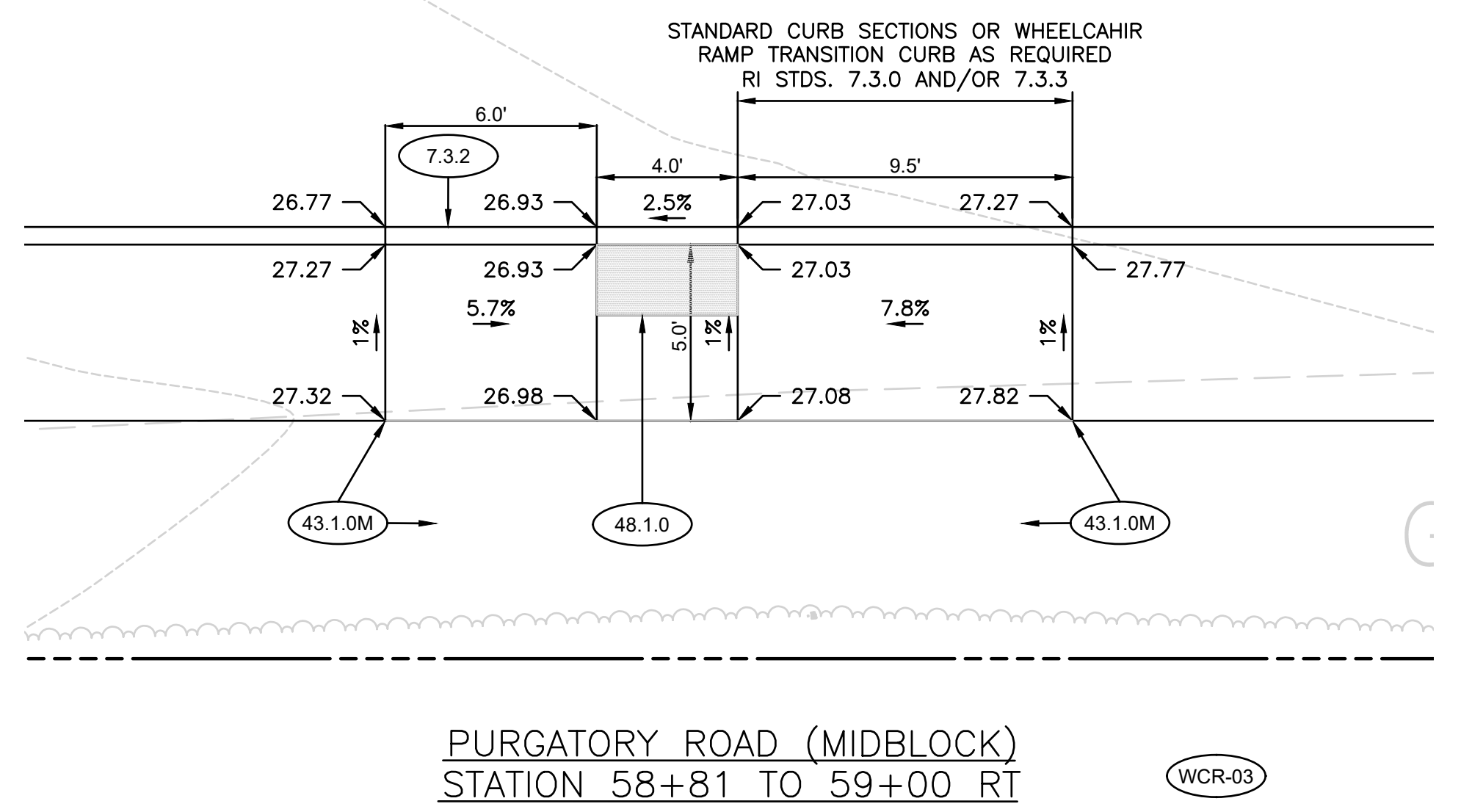
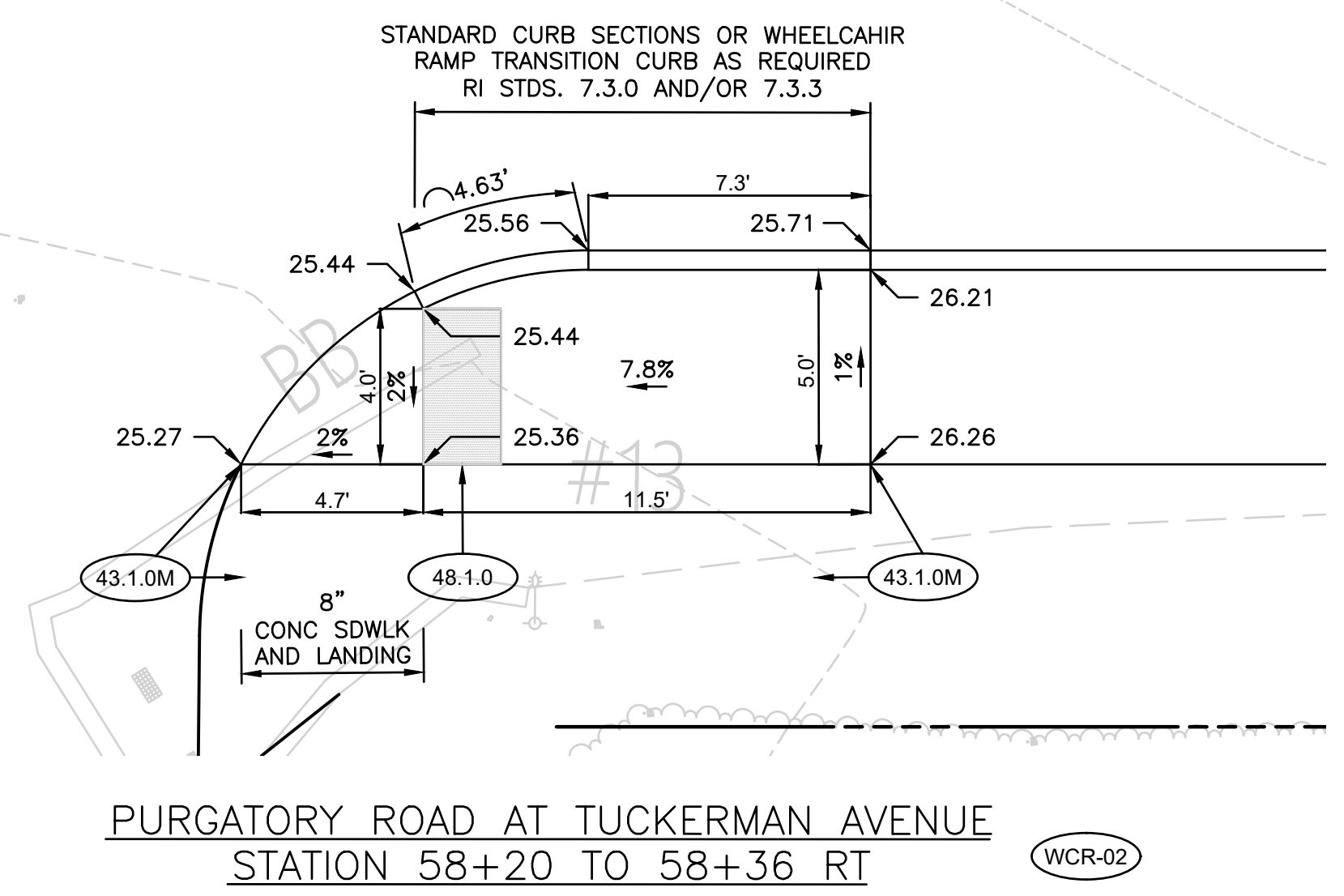
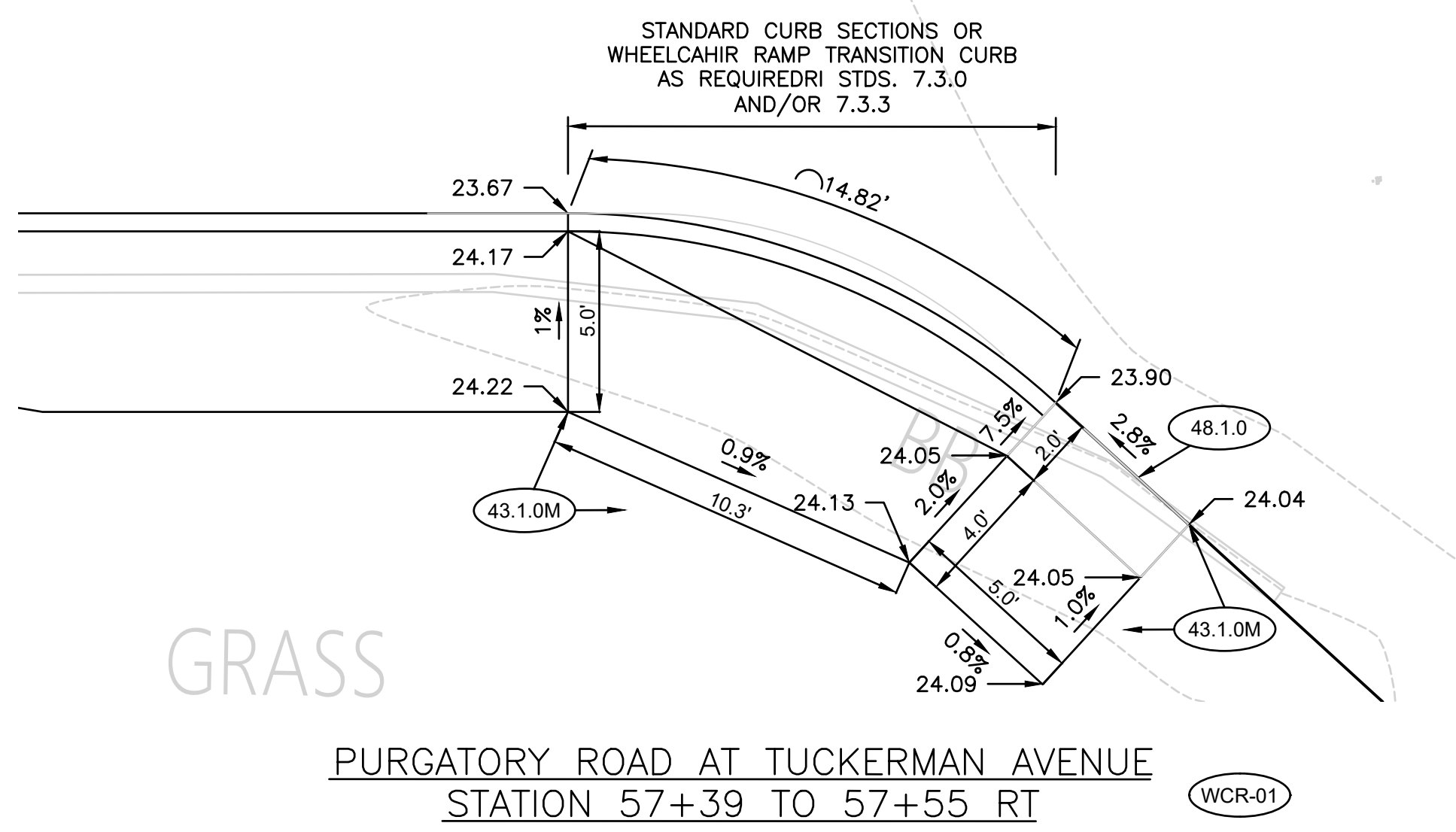
PURGATORY ROAD DRIVEWAY  
STATION 69+40 RT (D.V.Y-12)



PURGATORY ROAD DRIVEWAY  
STATION 69+40 RT







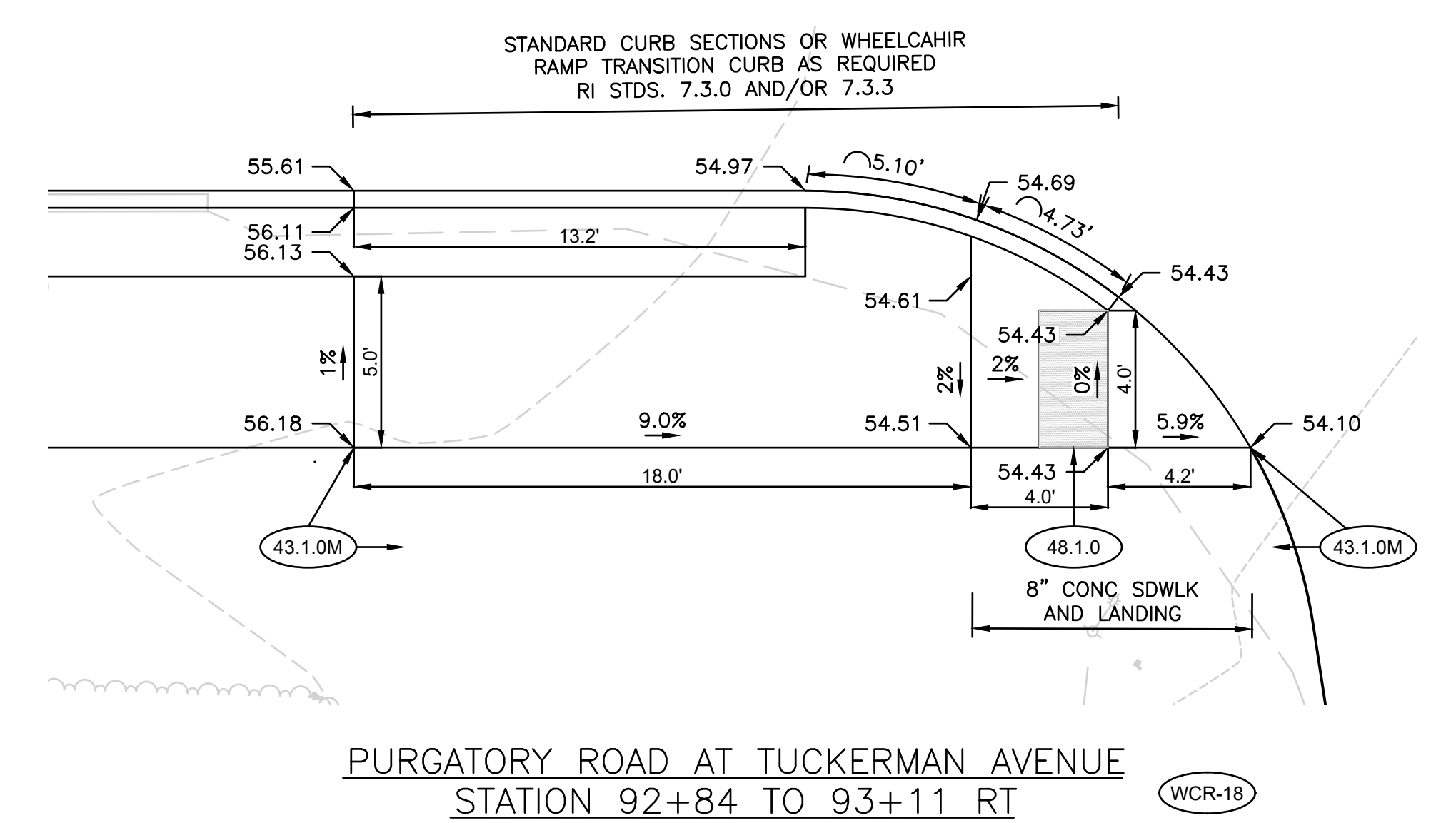
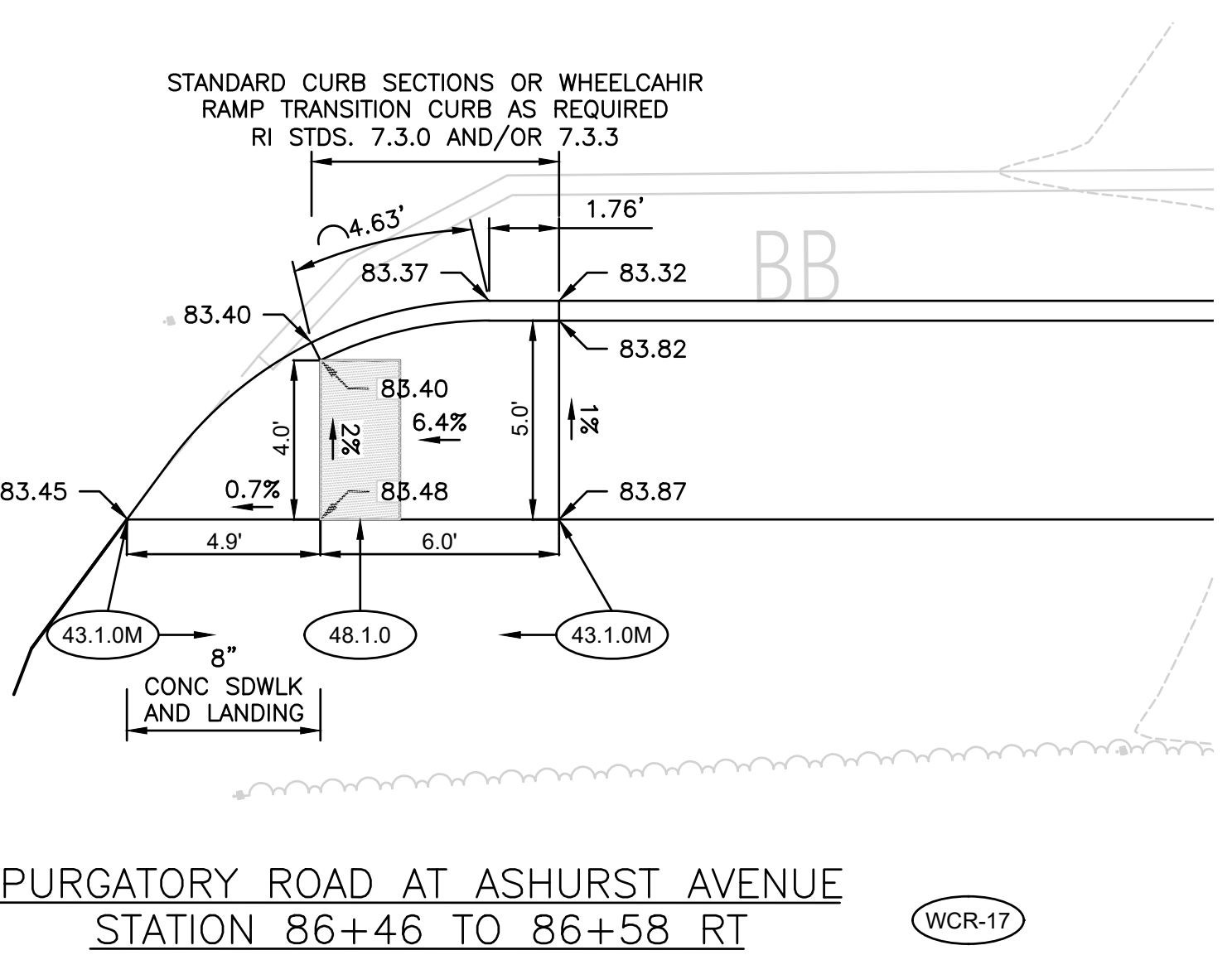
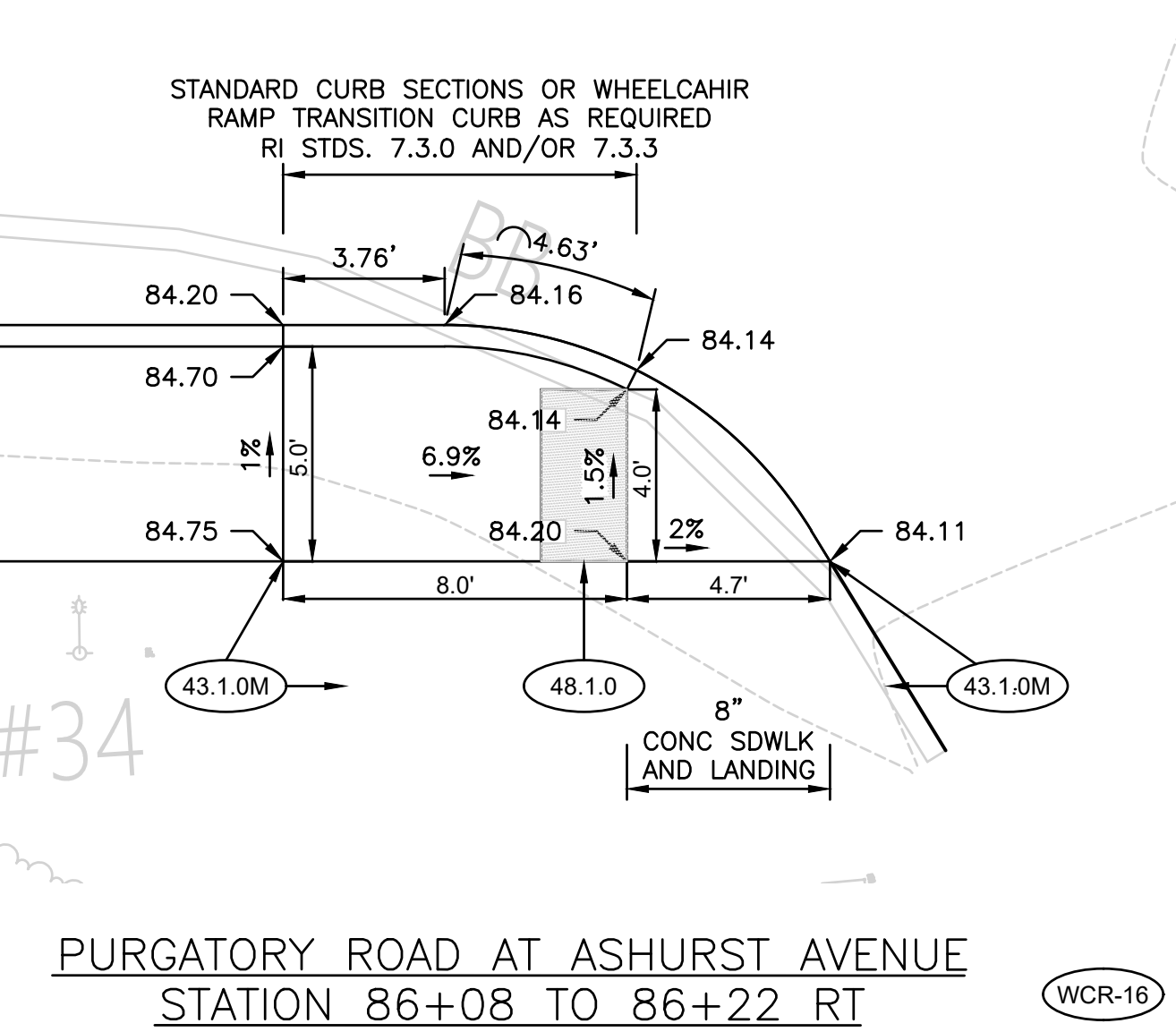
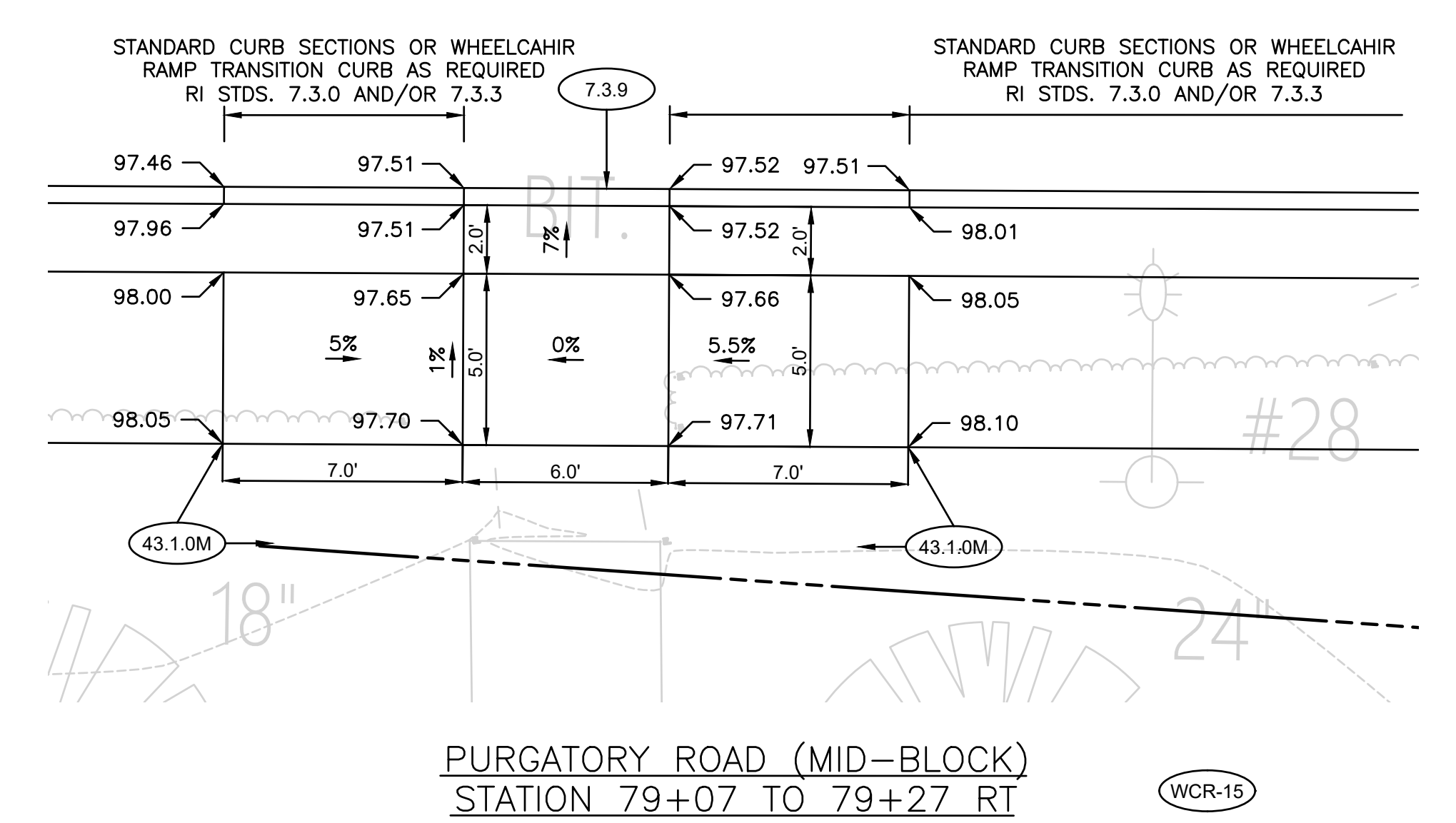
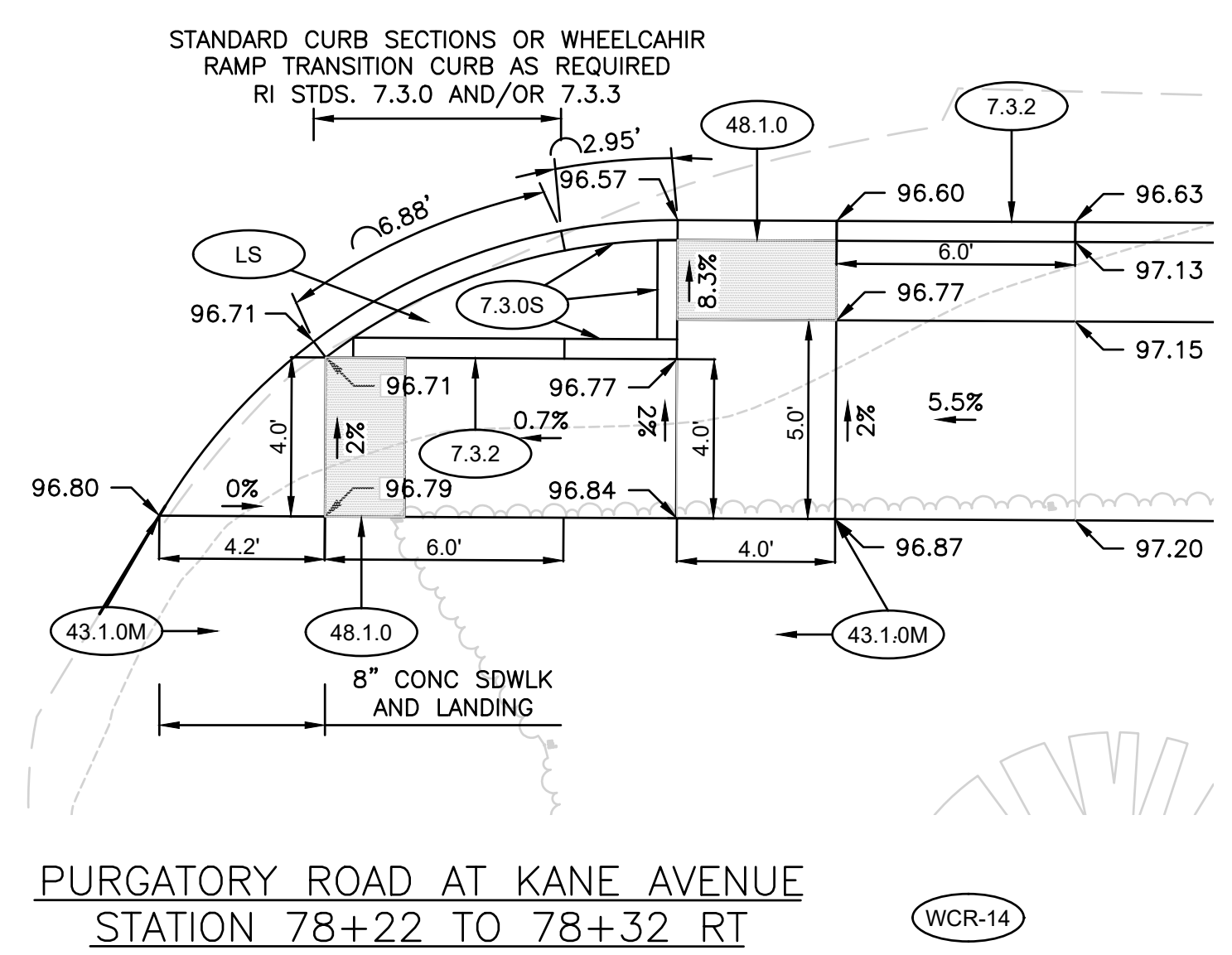
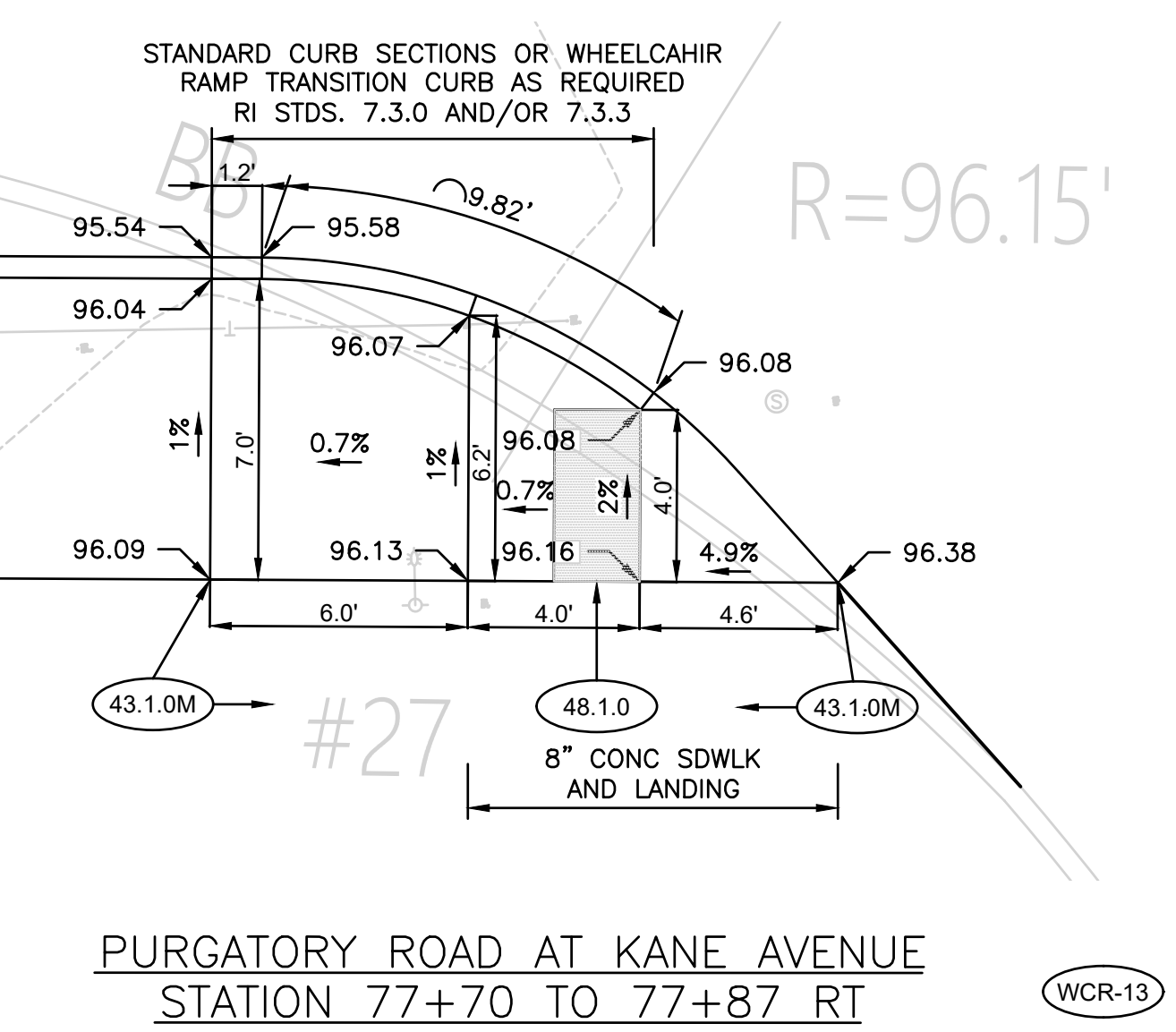
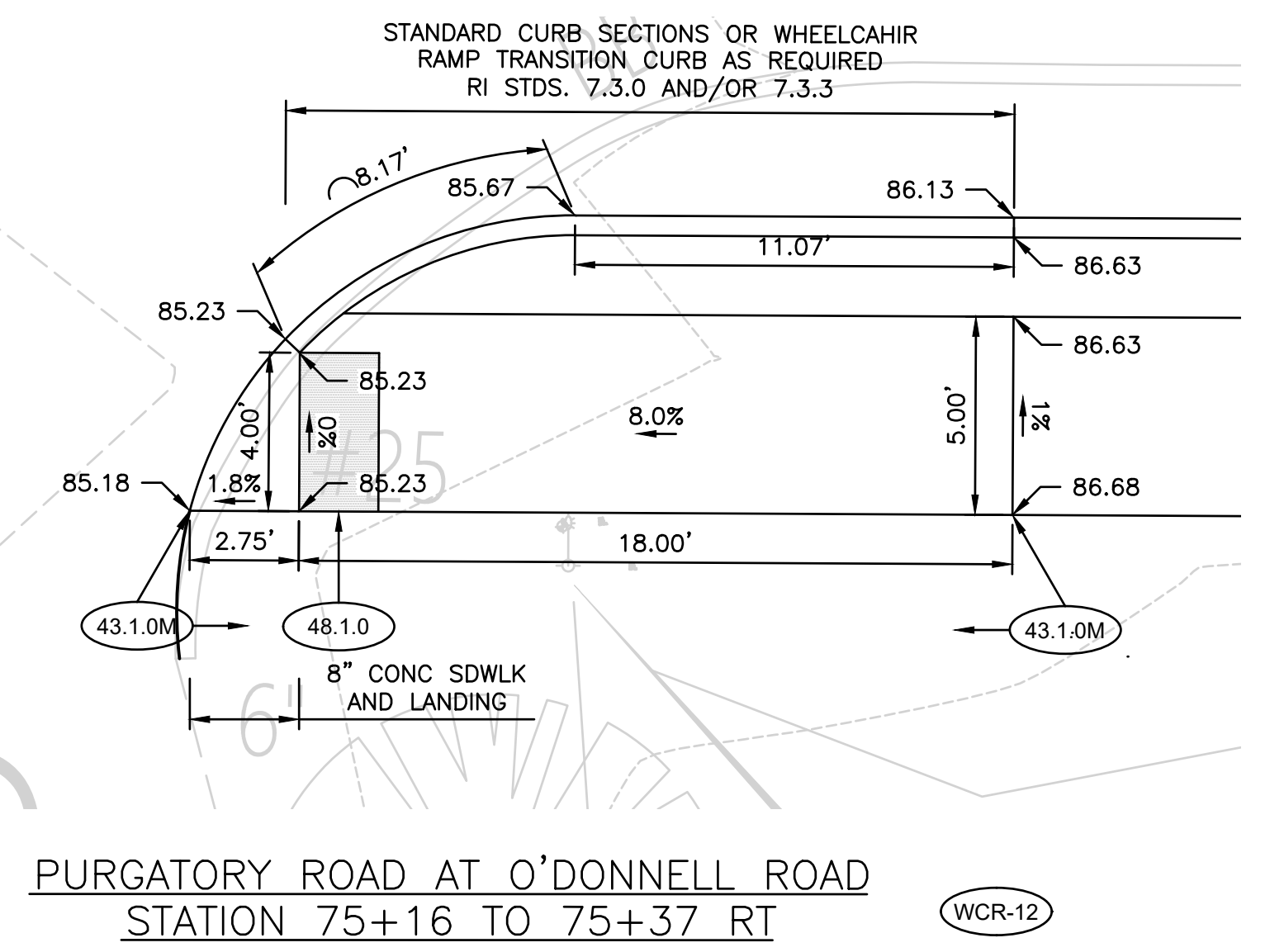
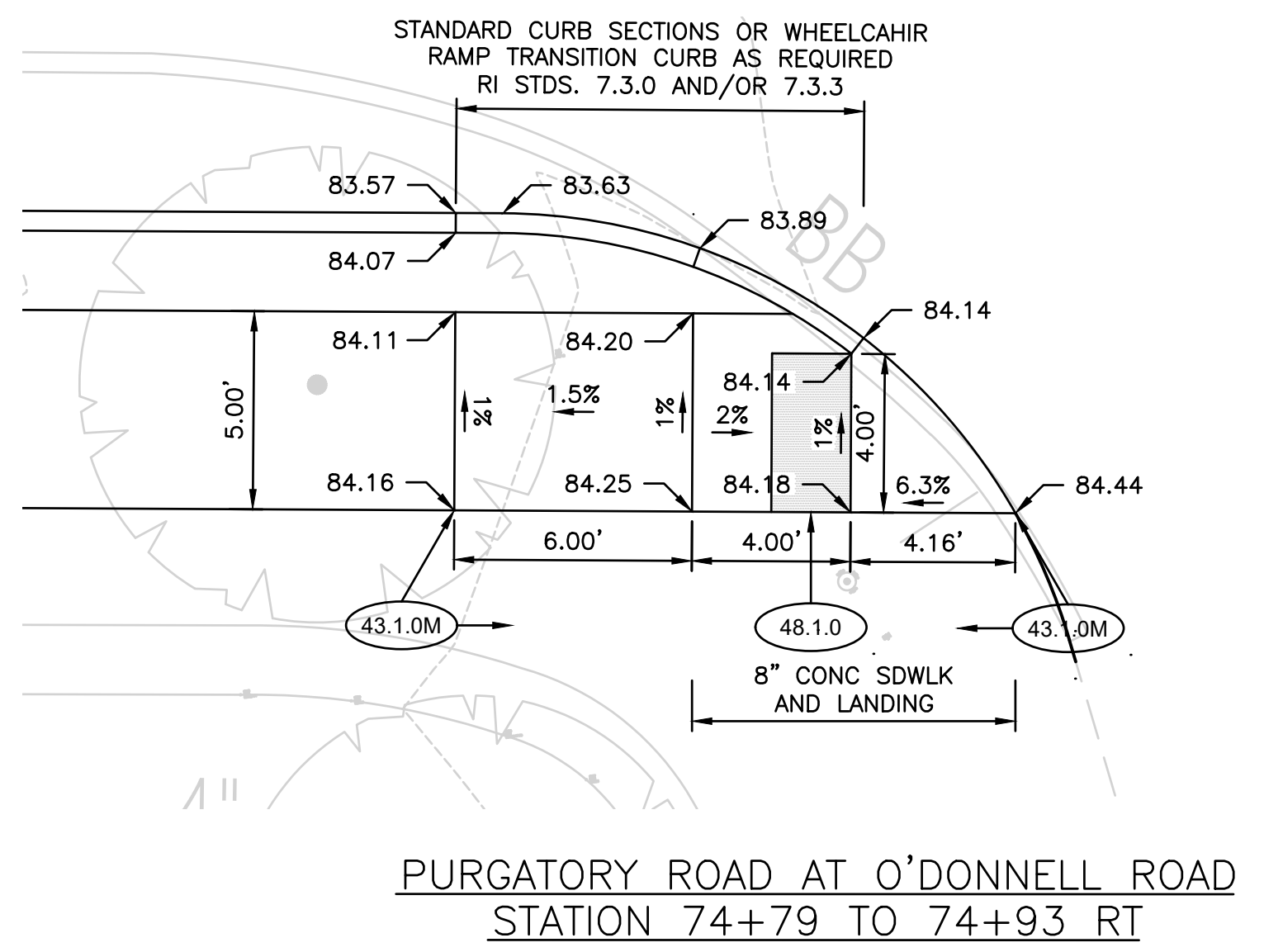
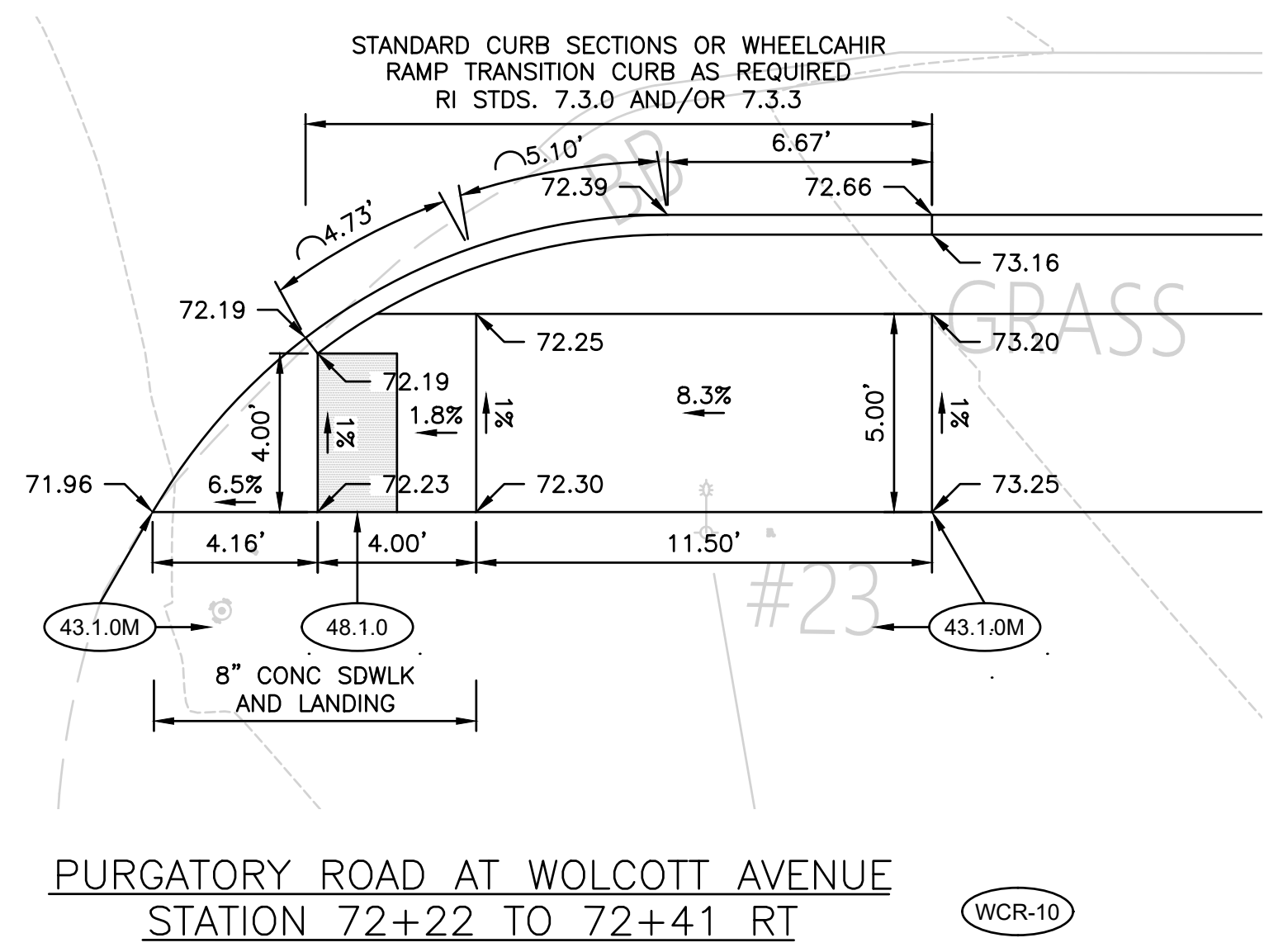
TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 34  
OF: 63

SCALE: 1" = 10'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
WHEELCHAIR RAMP DETAILS NO. 1



TOWN OF  
MIDDLETOWN

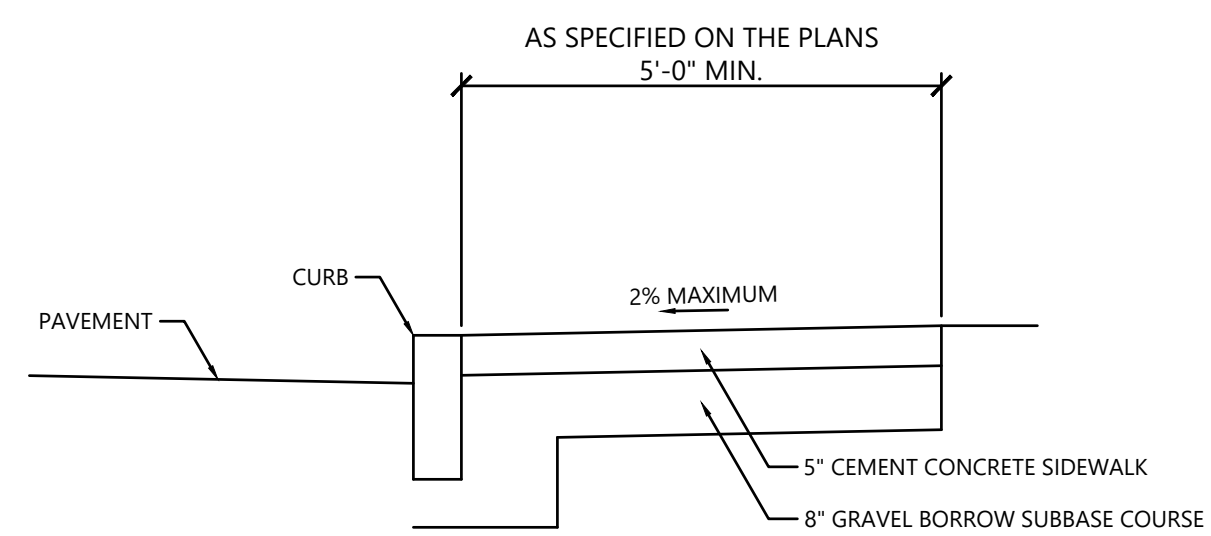
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DATE:  
SHEET: 35  
OF: 63

SCALE: 1" = 10'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
WHEELCHAIR RAMP DETAILS NO. 2

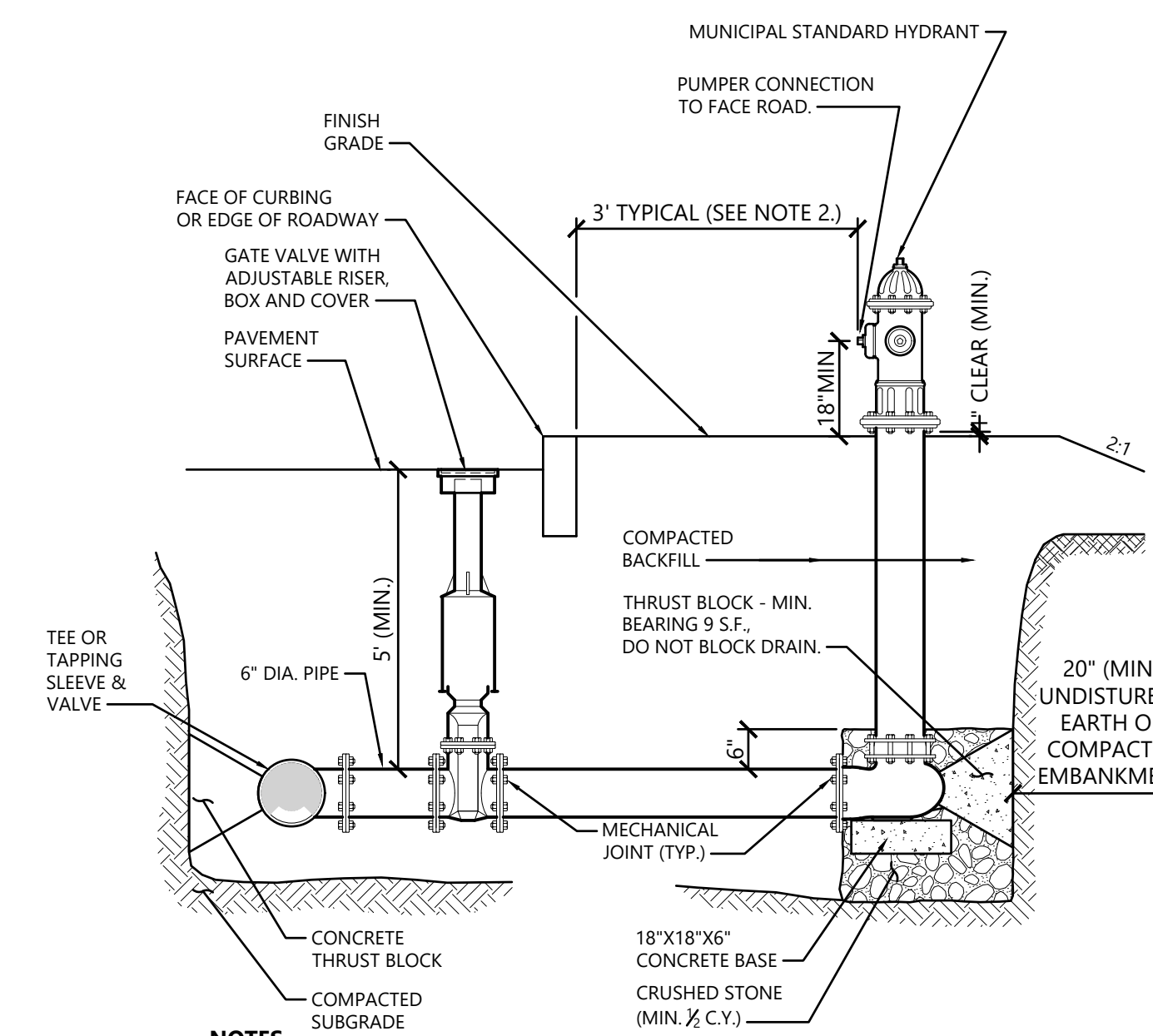




**NOTES**

1. SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STANDARD SPECIFICATIONS.
2. FOR CURB SETTING DETAIL REFERENCE STD 7.6.0.

**43.1.0M CEMENT CONCRETE SIDEWALK (R.I. STANDARD 43.1.0 MODIFIED)**  
NOT TO SCALE

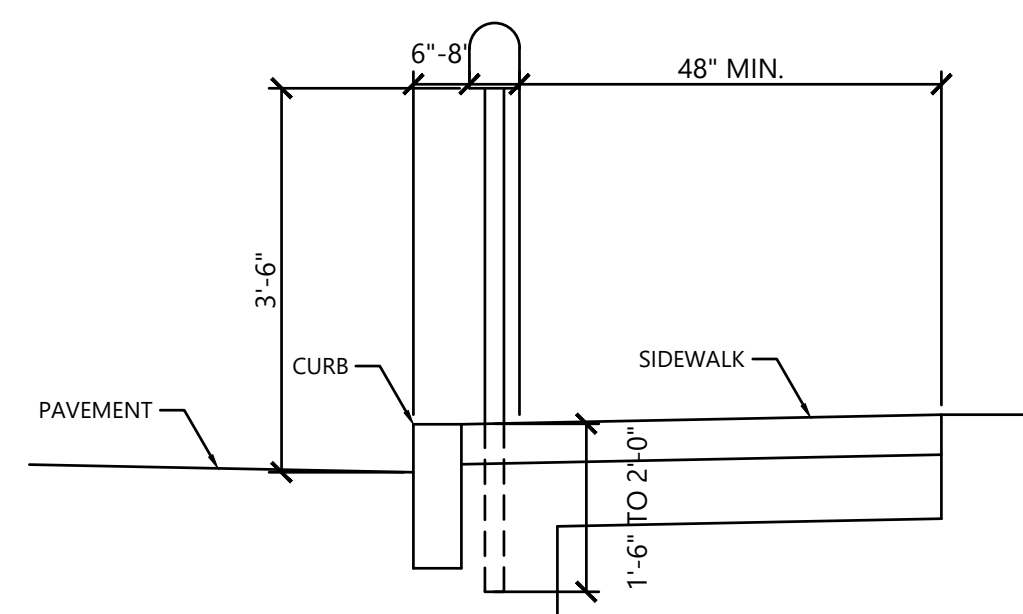


**NOTES**

1. CONCRETE THRUST BLOCKS TO BE USED ONLY WHERE THEY CAN BEAR ON UNDISTURBED EARTH AS SHOWN. USE CLAMPS AND TIE RODS OR OTHER ACCEPTABLE METHOD OF JOINT RESTRAINT WHERE SOIL CONDITIONS PROHIBIT THE USE OF THRUST BLOCKS.
2. HYDRANT IN SIDEWALK AREAS TO BE LOCATED TO PROVIDE MINIMUM CLEAR SIDEWALK PASSAGE WIDTH OF 3 FEET AT HYDRANT.
3. A 36-INCH CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF THE HYDRANT UNLESS OTHERWISE APPROVED BY AUTHORITY HAVING JURISDICTION.

(RHYD)

**HYDRANT RELOCATION**  
NOT TO SCALE

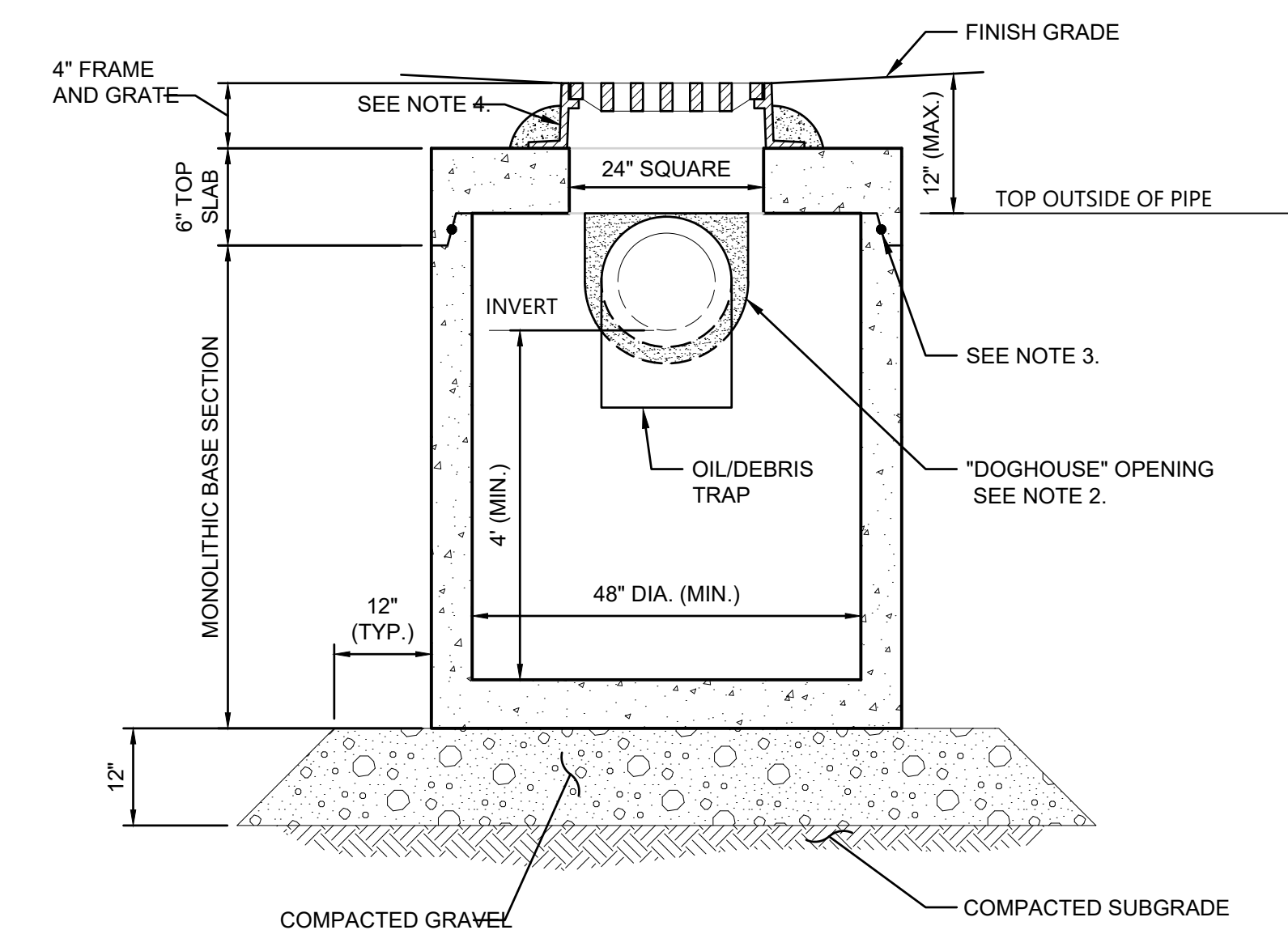


**NOTES**

1. SHALL BE IN ACCORDANCE WITH SECTION 917 OF THE R.I. STANDARD SPECIFICATIONS.
2. MAILBOXES SHALL BE SET TO PROVIDE 48 INCHES OF CLEARANCE BETWEEN THE MAILBOX AND THE BACK OF SIDEWALK.

(MBS)

**SETTING MAILBOXES WITHIN SIDEWALK**  
NOT TO SCALE

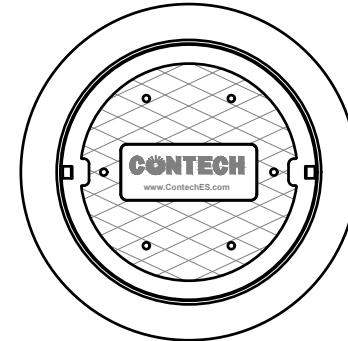


**NOTES**

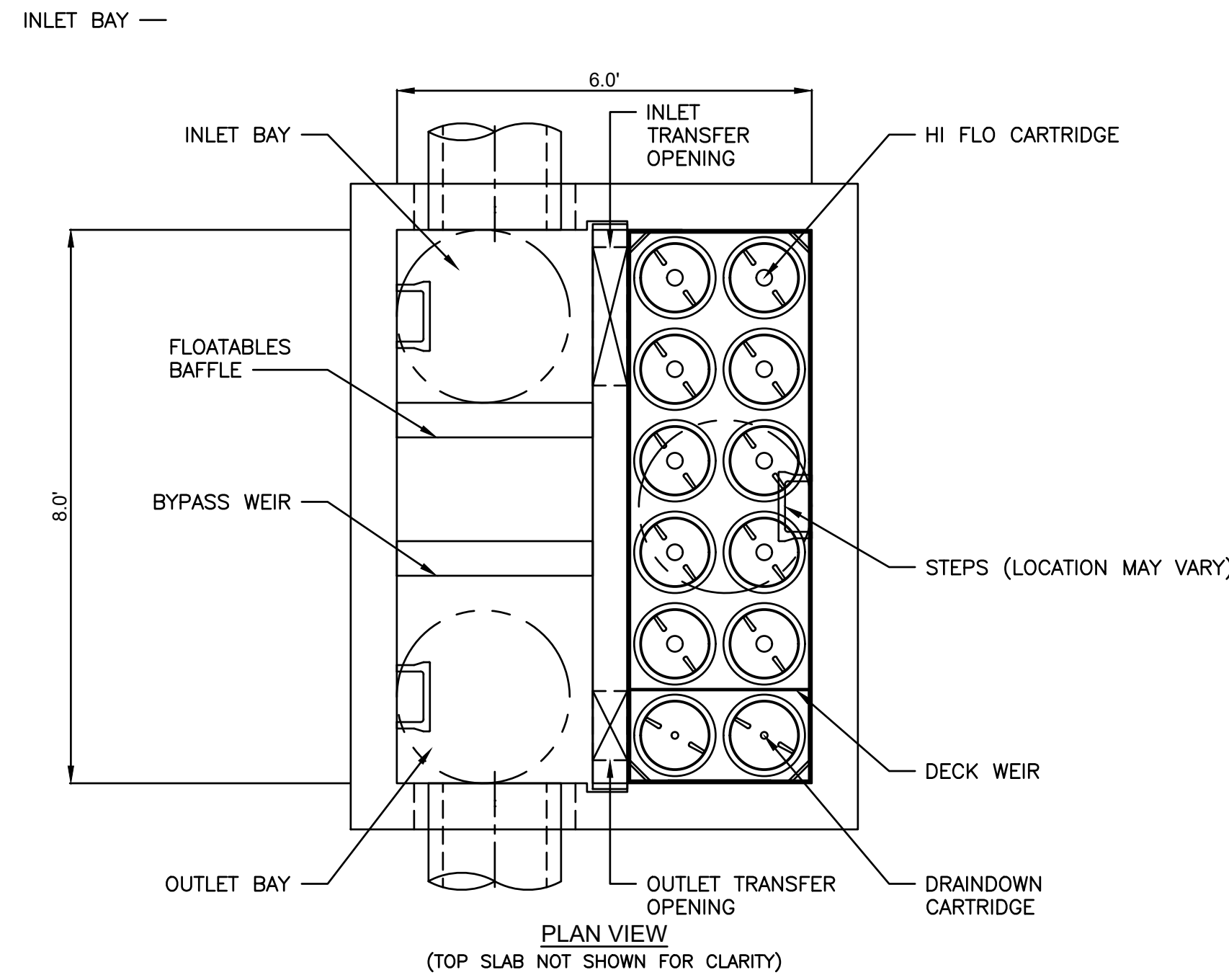
1. ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING.
2. PROVIDE DOGHOUSE OPENING FOR PIPES WITH 2" MAX. CLEARANCE TO OUTSIDE OF PIPE. TOP SLAB SHALL NOT REST DIRECTLY ON PIPE. GROUT ALL PIPE CONNECTIONS (NON-SHRINK GROUT).
3. JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE PREFORMED BUTYL RUBBER.
4. CATCH BASIN FRAME AND GRATE (4" DEPTH) SHALL BE SET IN FULL MORTAR BED.
5. ADJUST TO FINISH GRADE WITH CLAY BRICK AND MORTAR AS REQUIRED.

(CBS)

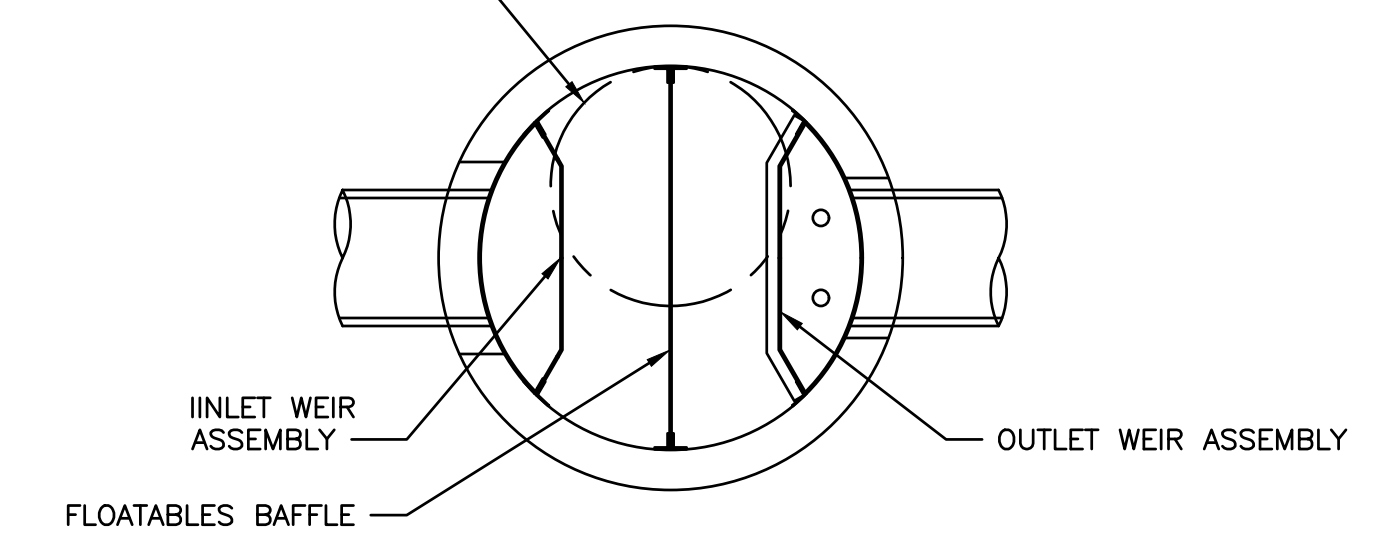
**SHALLOW CATCH BASIN**  
NOT TO SCALE



FRAME AND COVER  
(30")

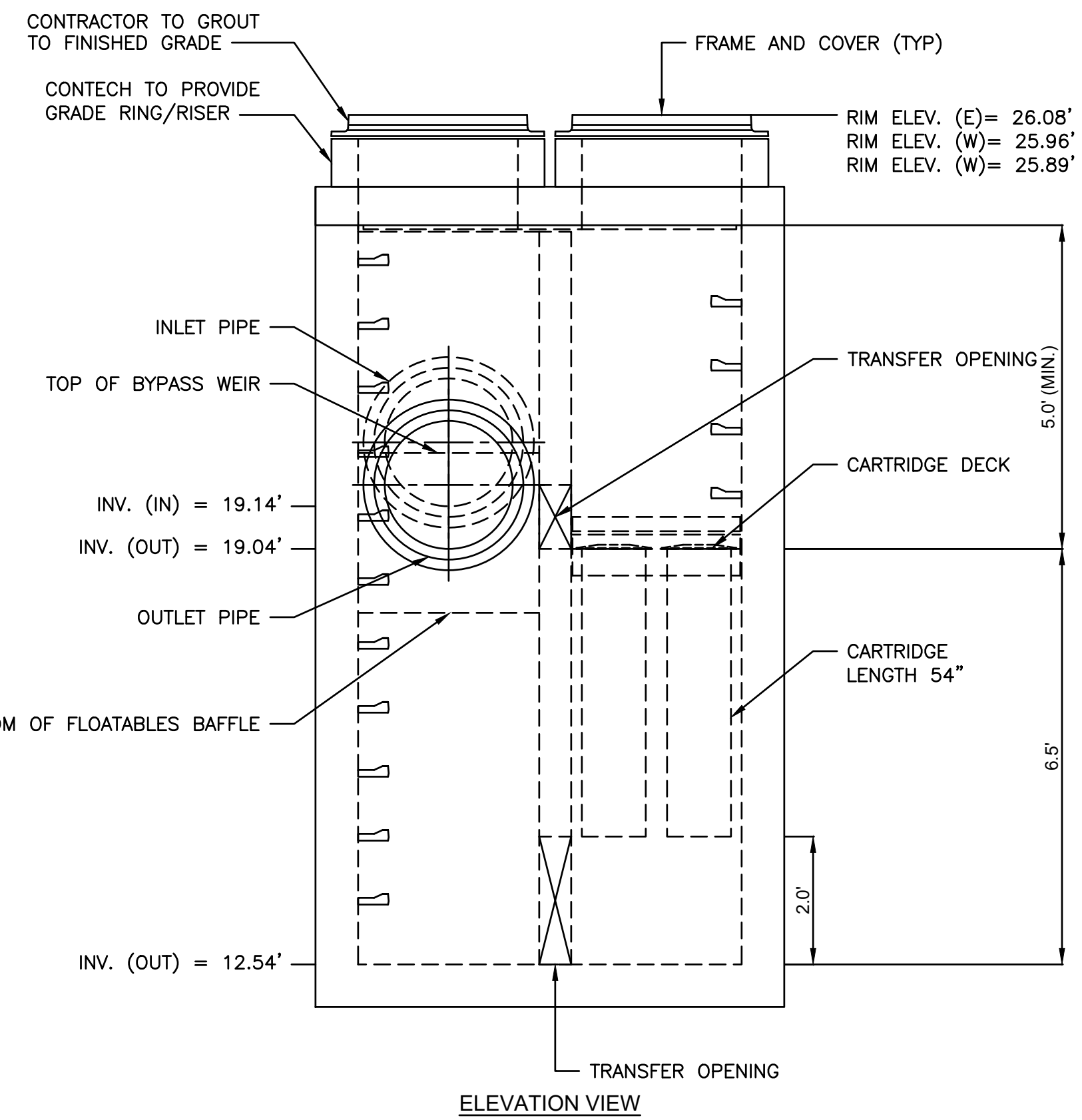


TOP SLAB ACCESS TO BE ORIENTED TO ALLOW ACCESS TO BOTH SIDES OF THE FLOATABLES BAFFLE (SHOWN FOR REFERENCE ONLY)



PLAN VIEW  
(TOP SLAB NOT SHOWN FOR CLARITY)

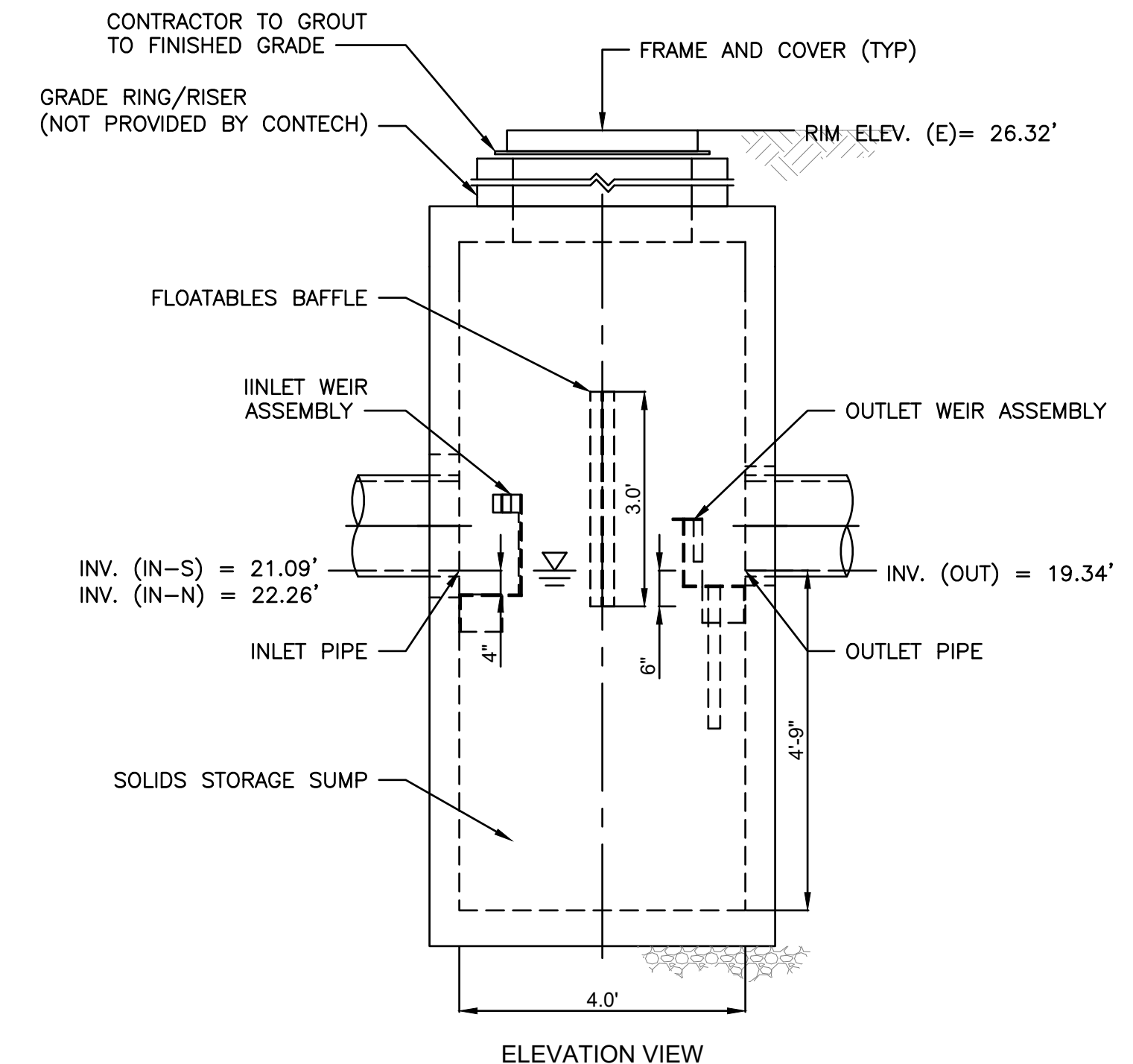
- GENERAL NOTES**
- CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
  - FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. [www.ContechES.com](http://www.ContechES.com)
  - SCICLONEX WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
  - SCICLONEX STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 2', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
  - SCICLONEX STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C478 AND AASHTO LOAD FACTOR DESIGN METHOD.
- INSTALLATION NOTES**
- CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE SCICLONEX MANHOLE STRUCTURE.
  - CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
  - CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
  - CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.



STU STORMWATER TREATMENT UNIT  
NOT TO SCALE

- GENERAL NOTES:**
- WATER QUALITY FLOW RATE IS 1.35 CFS.
  - CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
  - FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. [www.ContechES.com](http://www.ContechES.com)
  - JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
  - STRUCTURE SHALL MEET AASHTO HS-20 OR PER APPROVING JURISDICTION REQUIREMENTS, WHICHEVER IS MORE STRINGENT, ASSUMING EARTH COVER OF 0' - 10', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. CASTINGS SHALL MEET AASHTO M306 LOAD RATING AND BE CAST WITH THE CONTECH LOGO.
  - STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-857, ASTM C-918, AND AASHTO LOAD FACTOR DESIGN METHOD.
  - OUTLET PIPE INVERT IS EQUAL TO THE CARTRIDGE DECK ELEVATION.
  - THE OUTLET PIPE DIAMETER FOR NEW INSTALLATIONS IS RECOMMENDED TO BE ONE PIPE SIZE LARGER THAN THE INLET PIPE AT EQUAL OR GREATER SLOPE.

- INSTALLATION NOTES**
- CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STRUCTURE.
  - CONTRACTOR WILL INSTALL AND LEVEL THE STRUCTURE, SEALING THE JOINTS, LINE ENTRY AND EXIT POINTS (NON-SHRINK GROUT WITH APPROVED WATERSTOP OR FLEXIBLE BOOT).
  - CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION WITH SITE STABILIZATION.



PTU PRETREATMENT UNIT  
NOT TO SCALE



1 Cedar Street  
Suite 400  
Providence, RI 02903  
401.272.8100

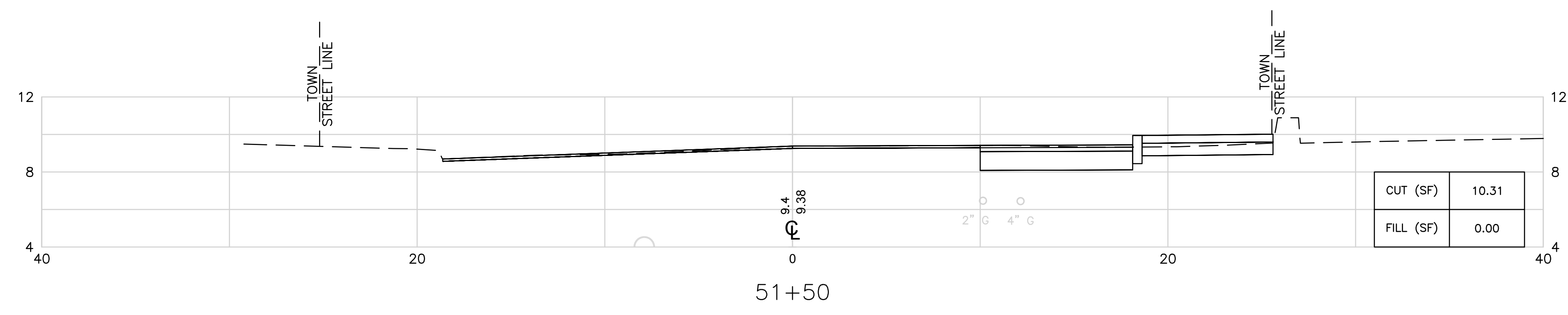
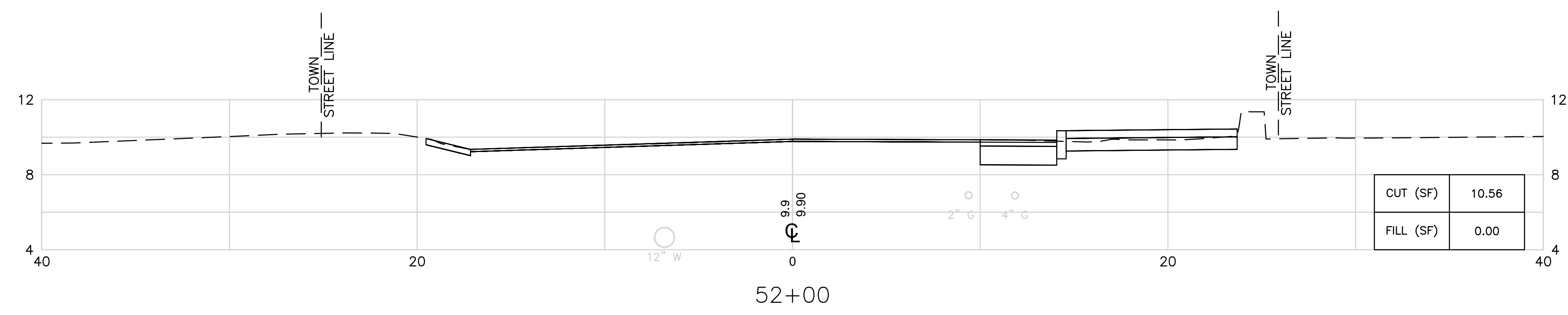
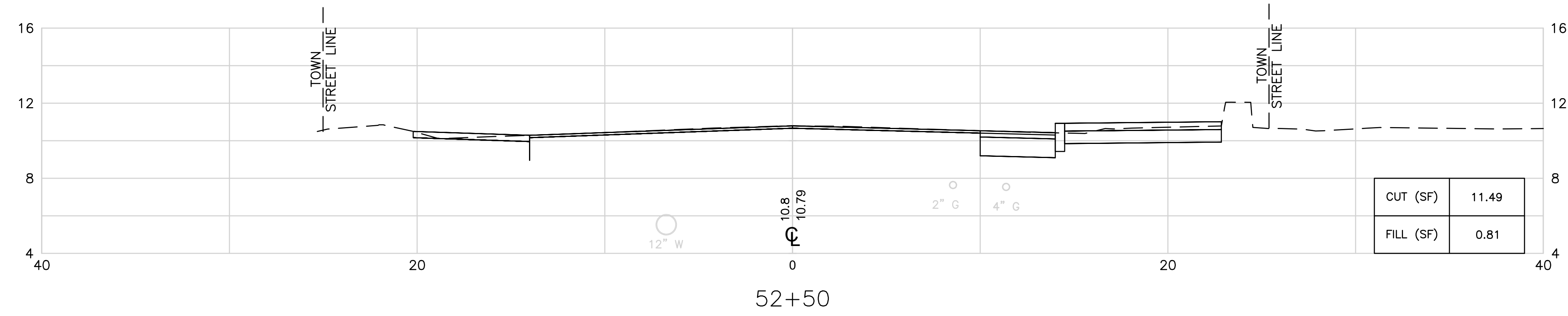
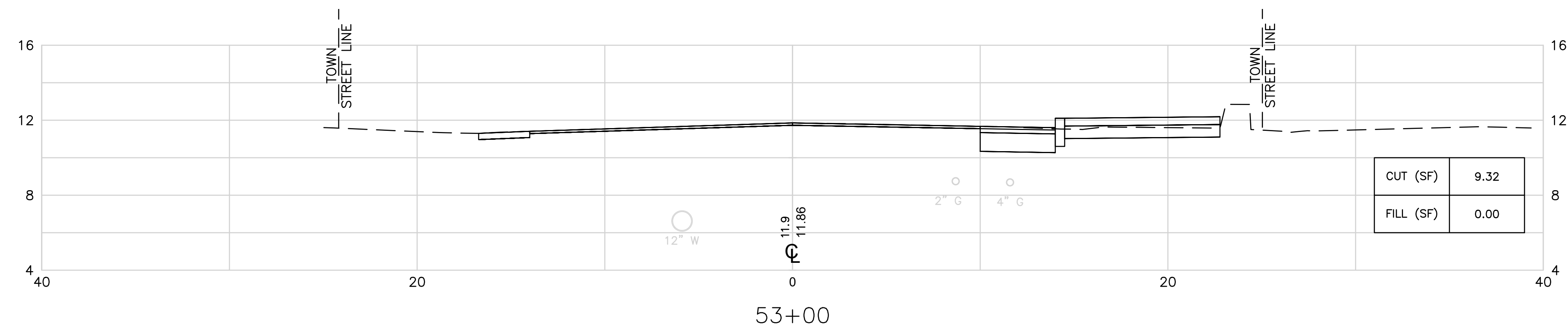
TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 38  
OF: 63

SCALE: NOT TO SCALE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
STORMWATER MANAGEMENT DETAILS



**TOWN OF  
MIDDLETOWN**

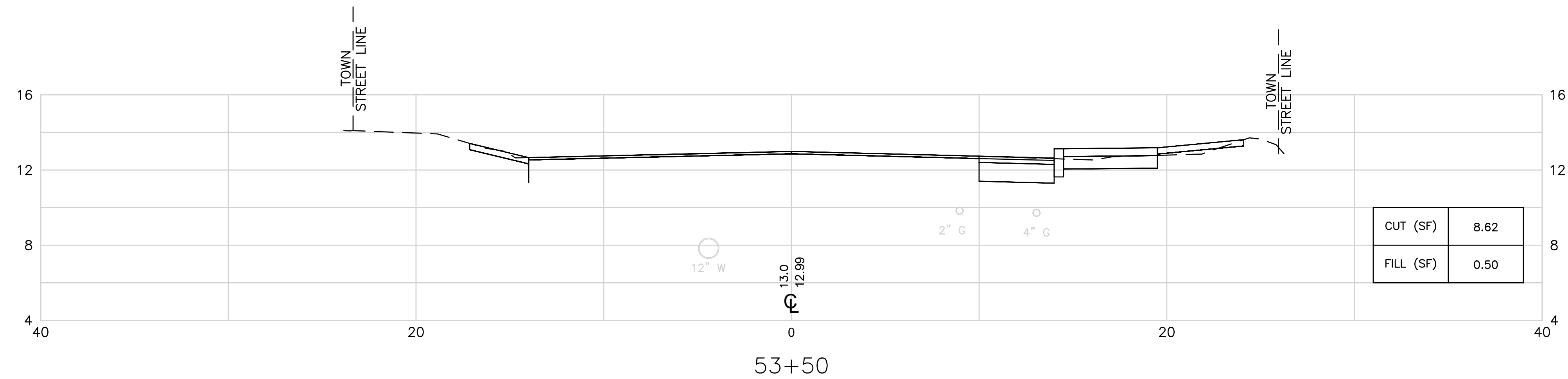
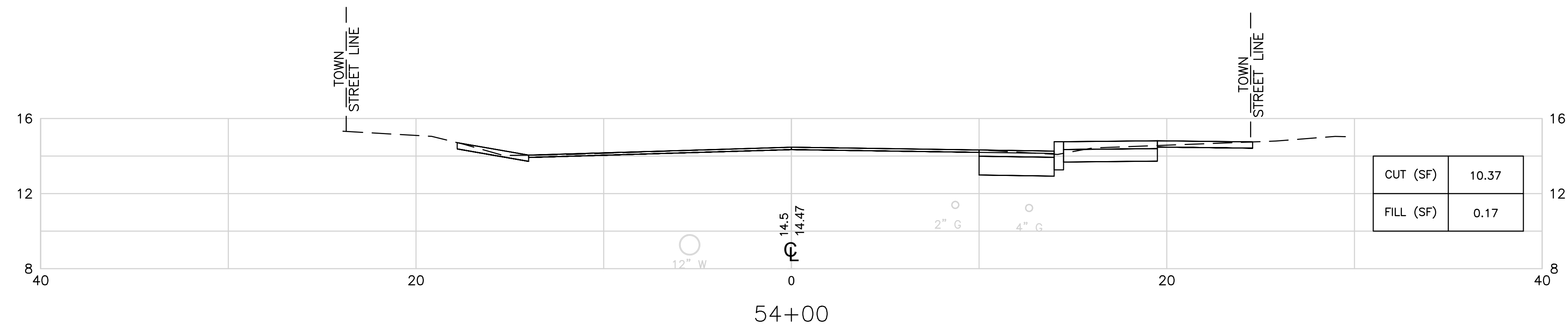
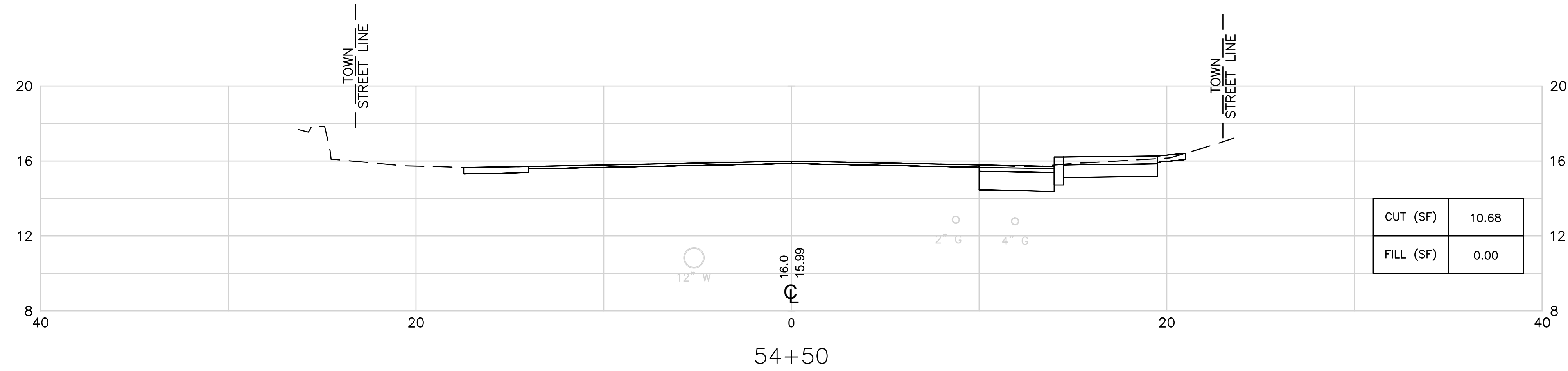
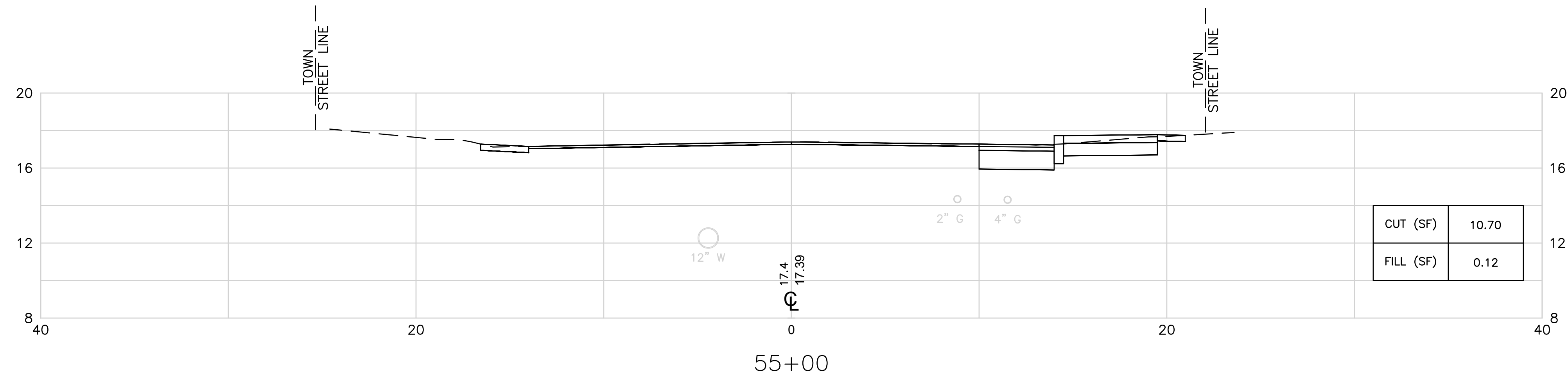
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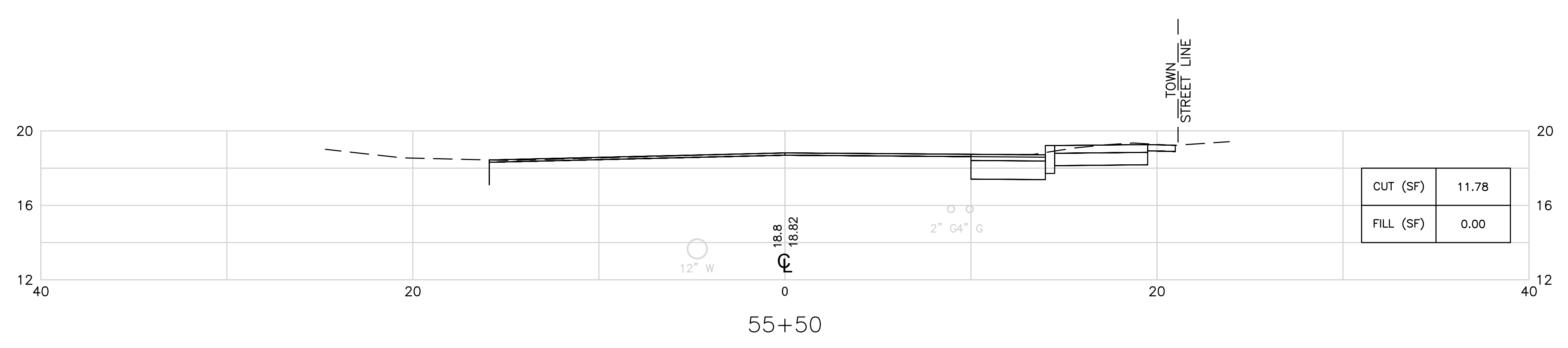
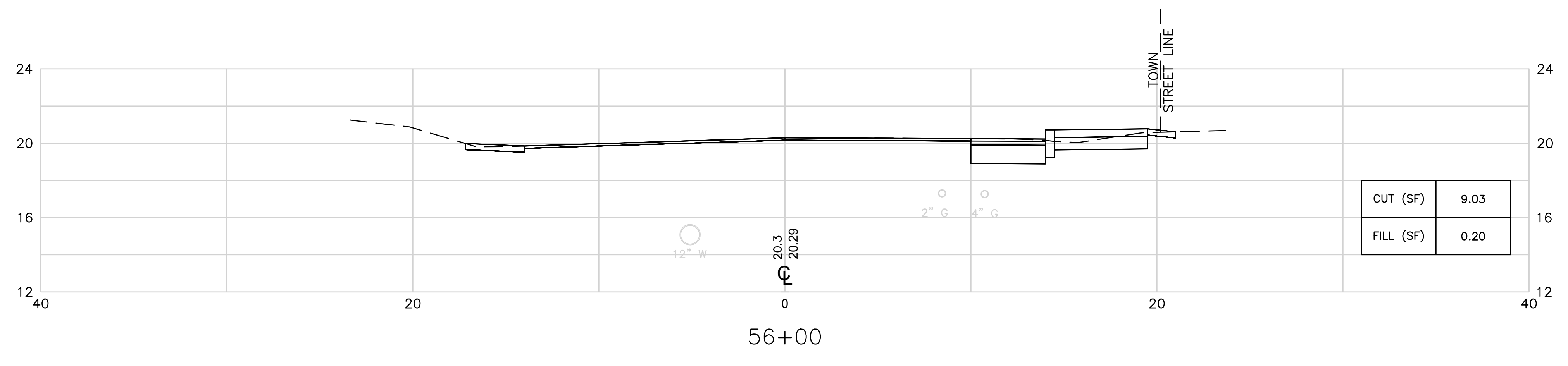
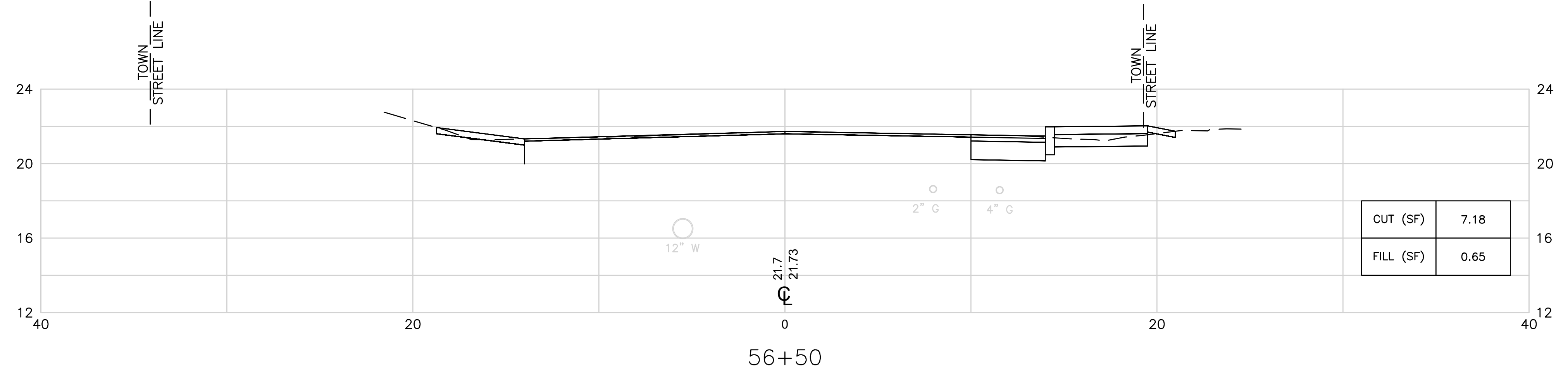
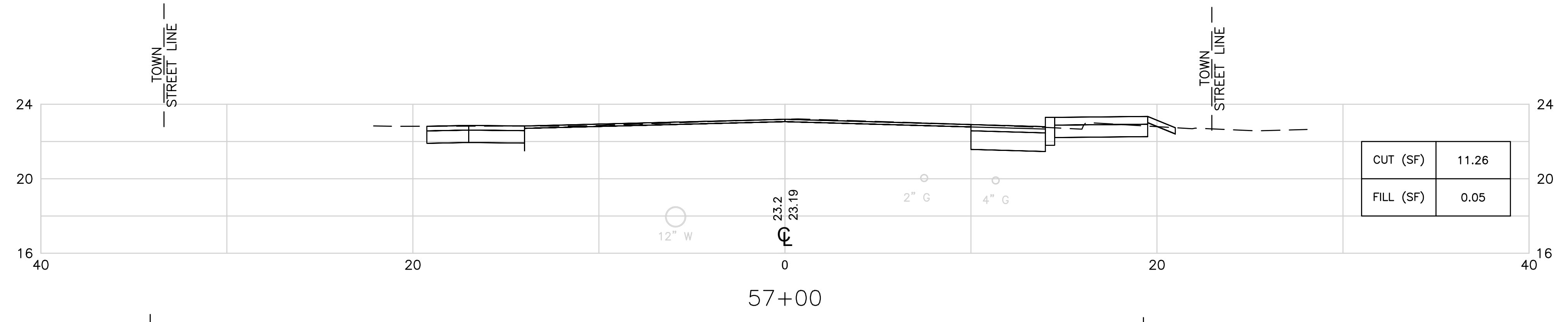
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REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

**PURGATORY ROAD SIDEWALK IMPROVEMENTS**  
MIDDLETOWN RHODE ISLAND

**CROSS SECTION NO. 1**





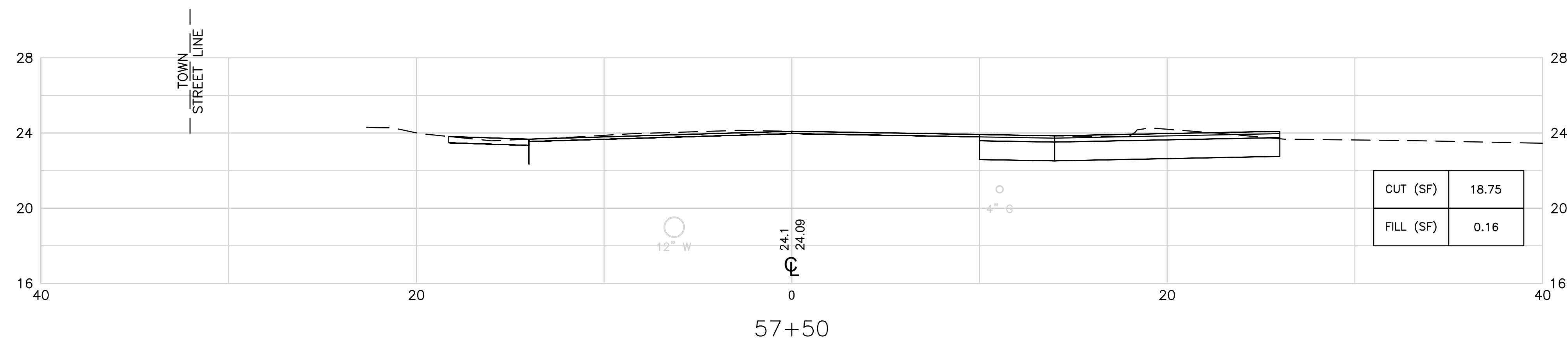
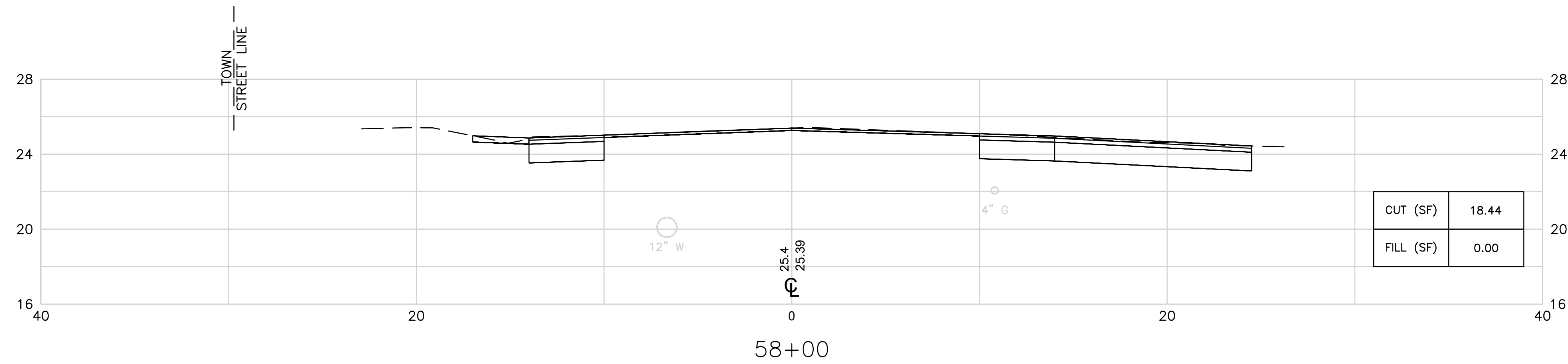
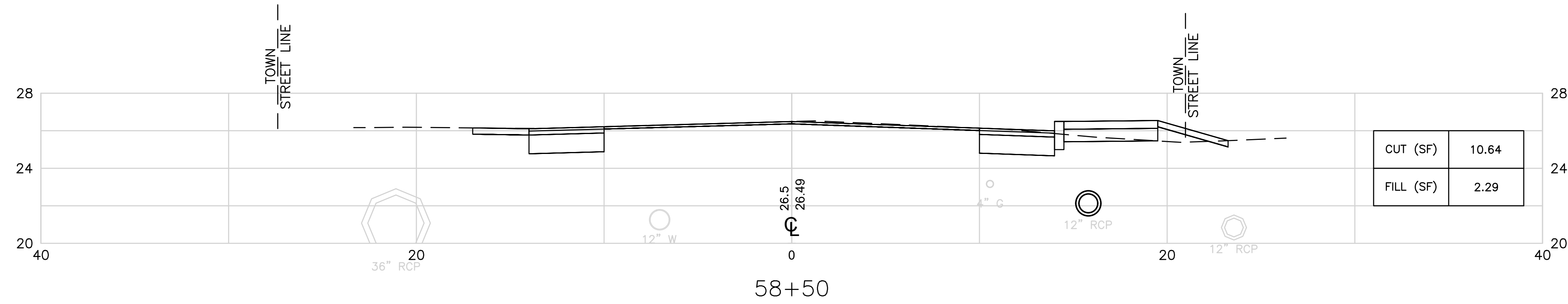
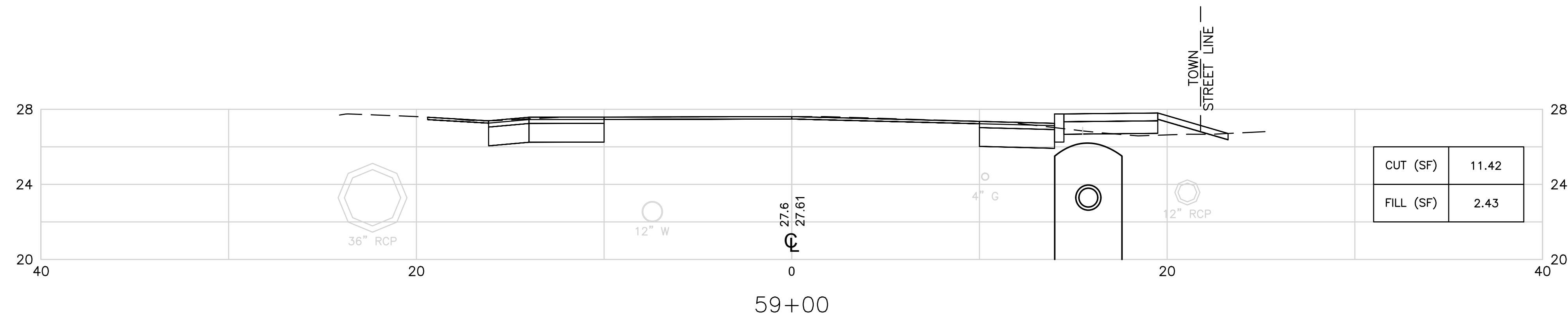
**TOWN OF  
MIDDLETOWN**

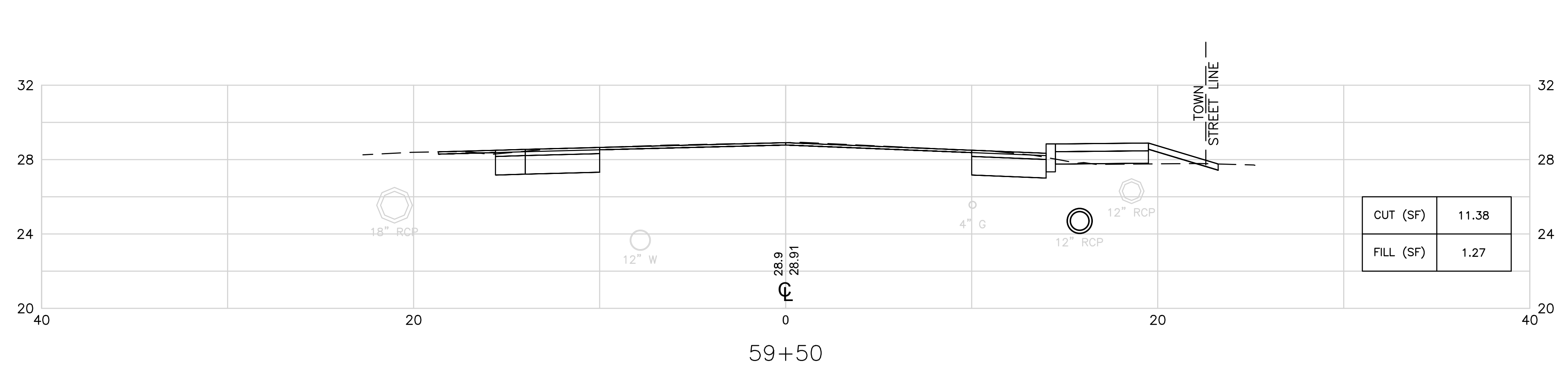
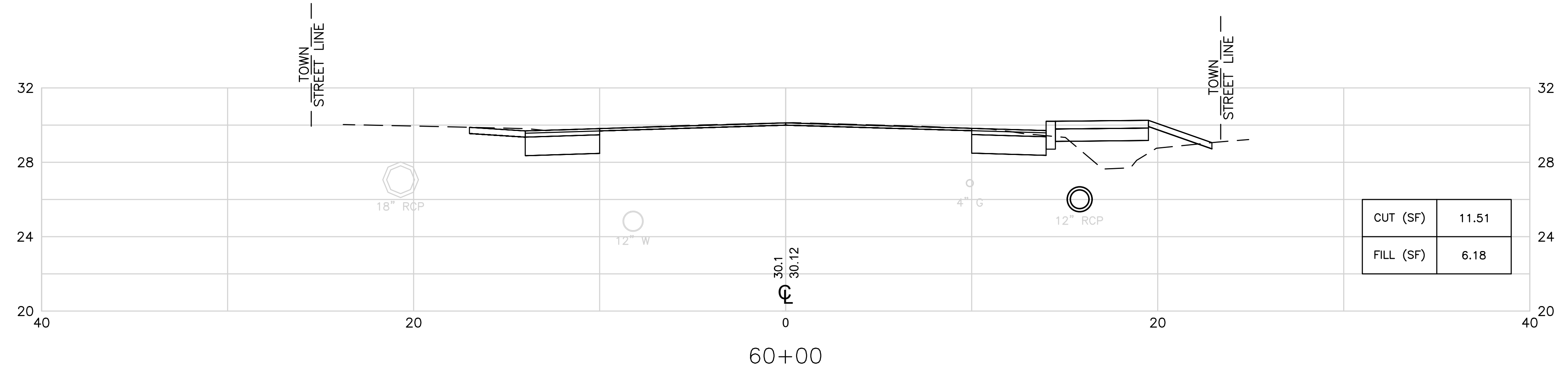
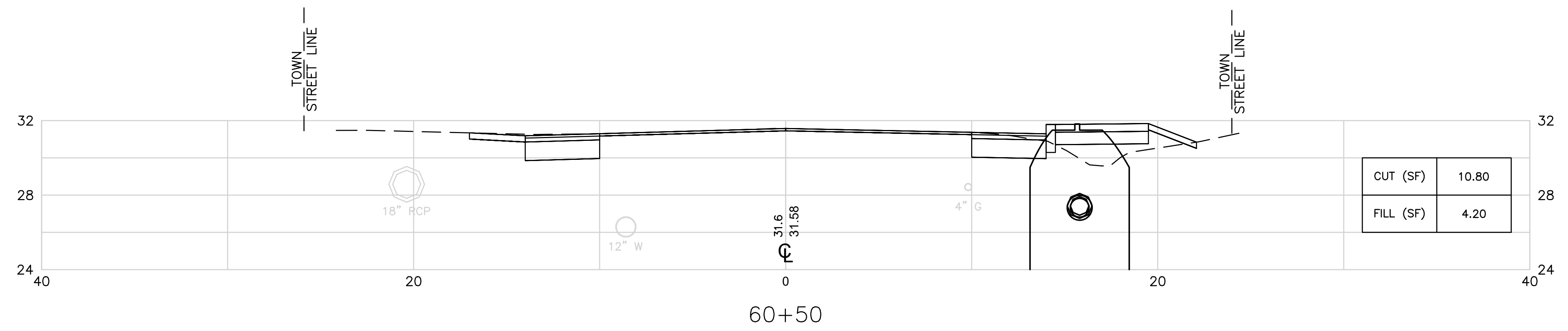
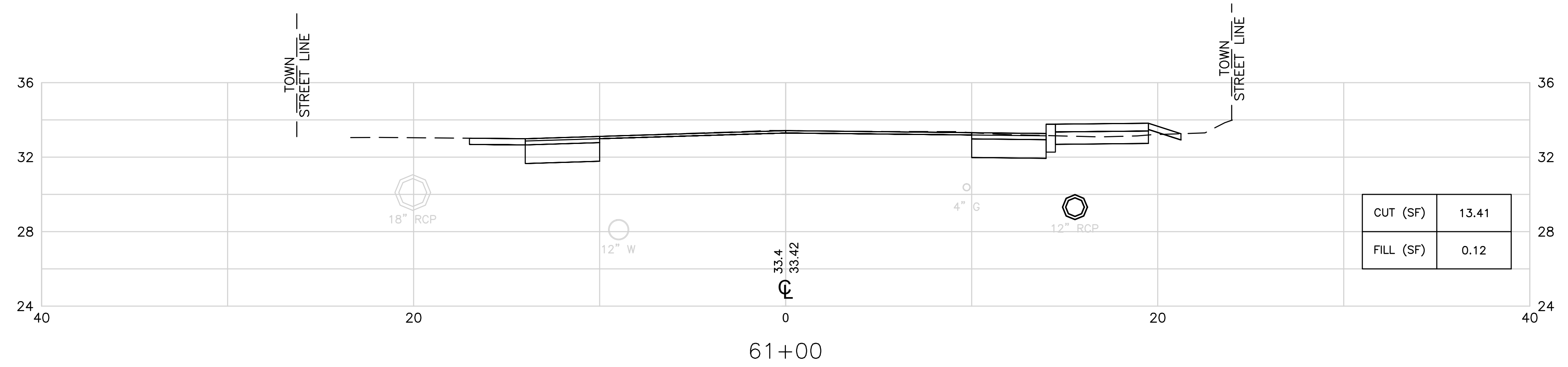
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CHECKED BY:  
DATE:  
SHEET: 41  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

**PURGATORY ROAD SIDEWALK IMPROVEMENTS**  
MIDDLETOWN RHODE ISLAND  
**CROSS SECTION NO. 3**





TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 43  
OF: 63

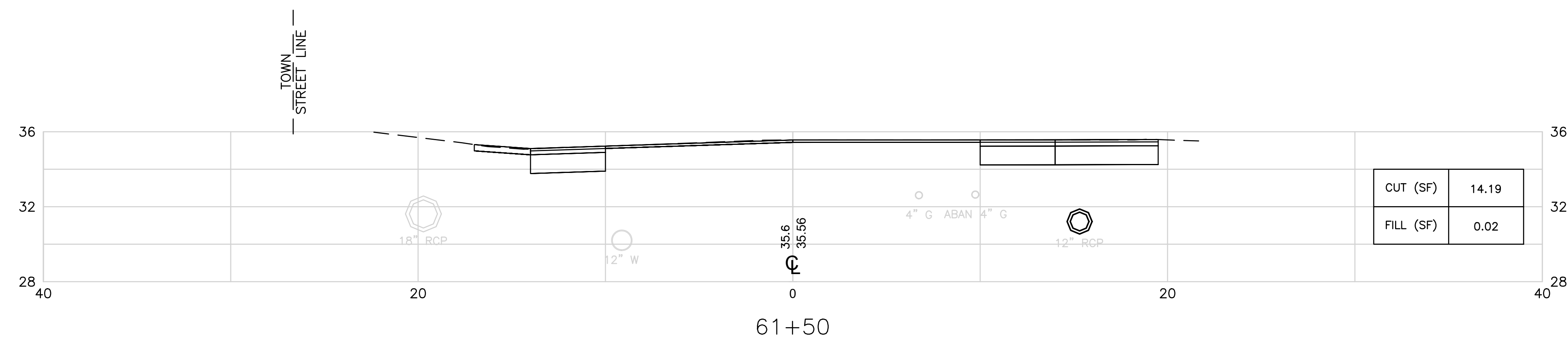
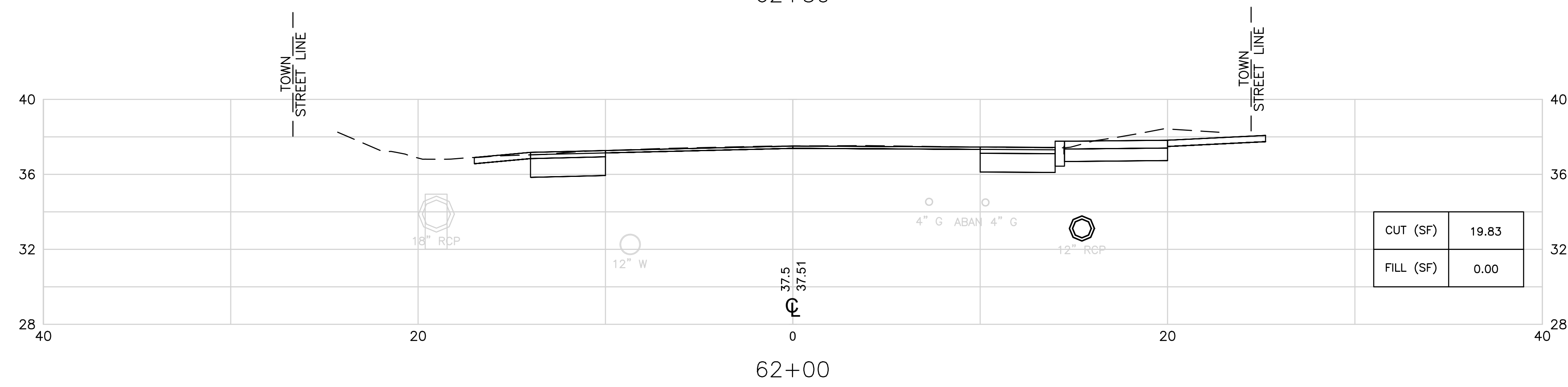
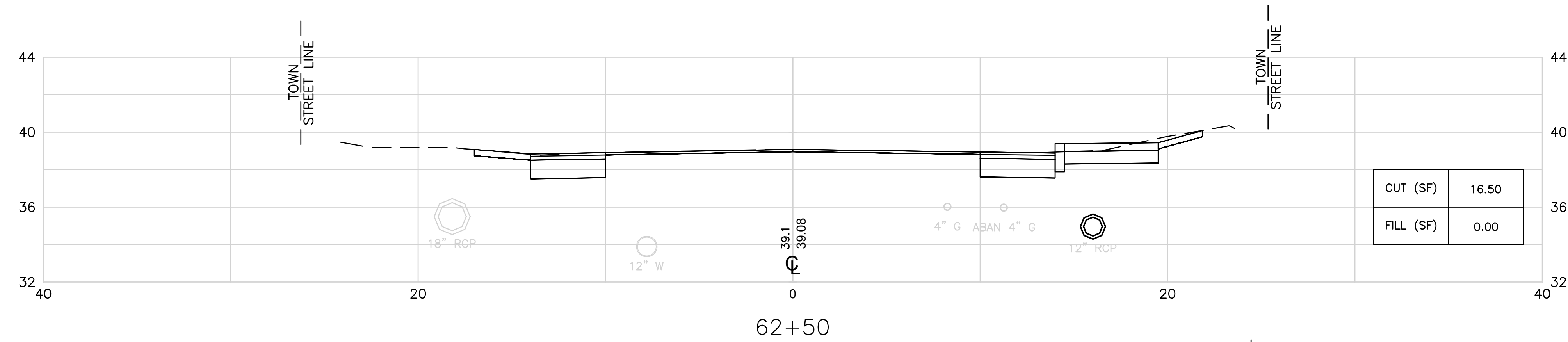
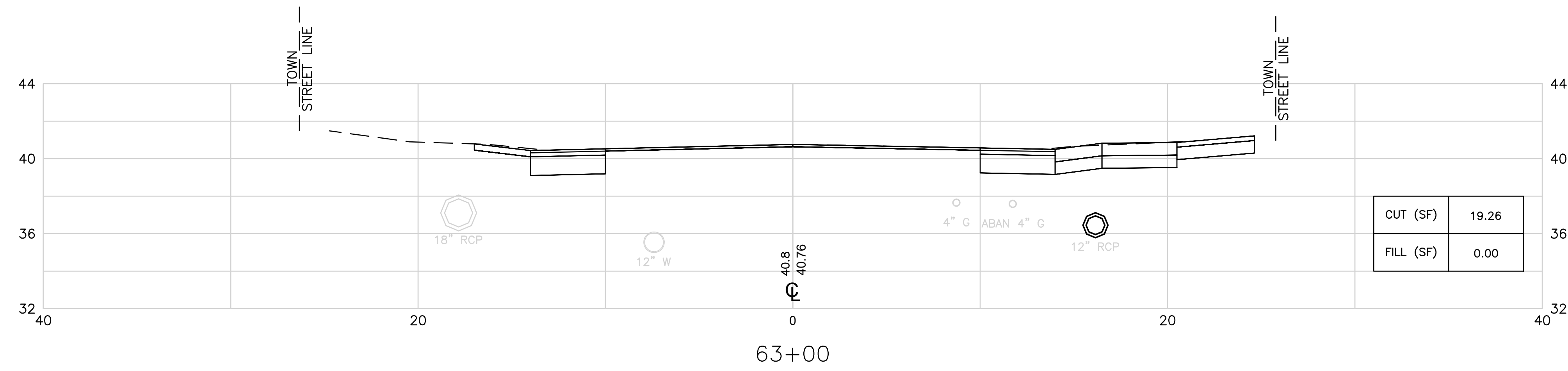
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REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS

MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 5



TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 44  
OF: 63

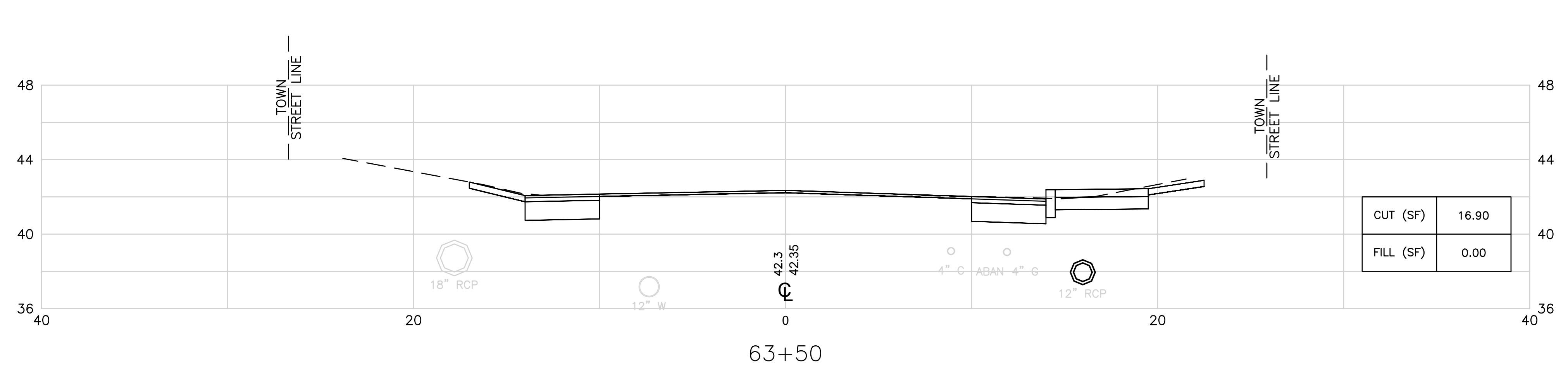
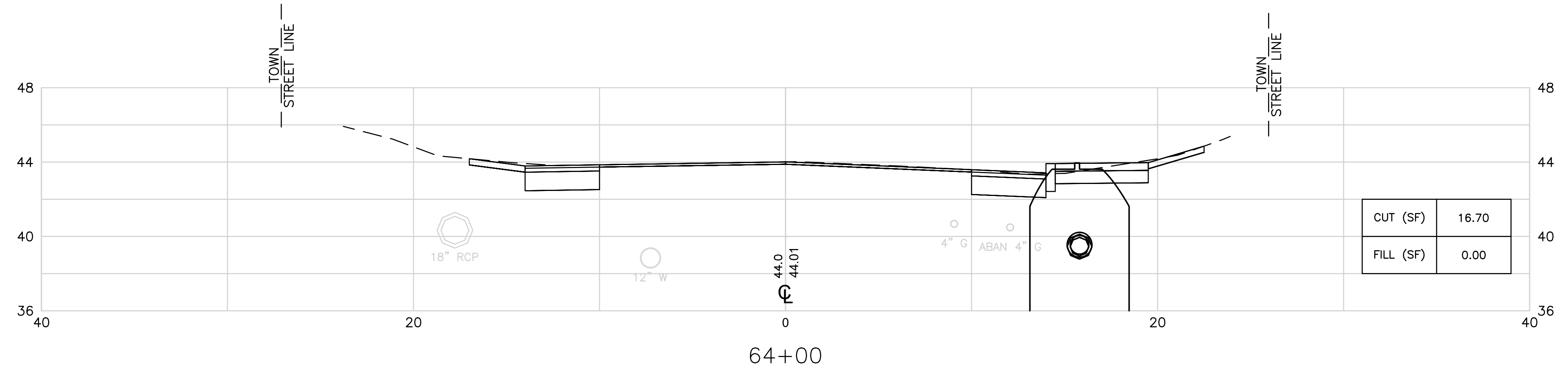
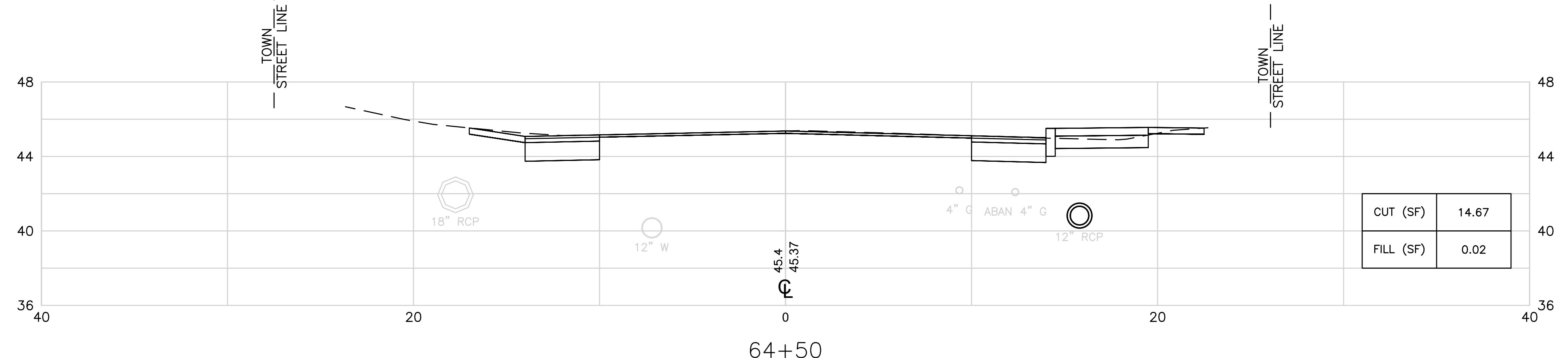
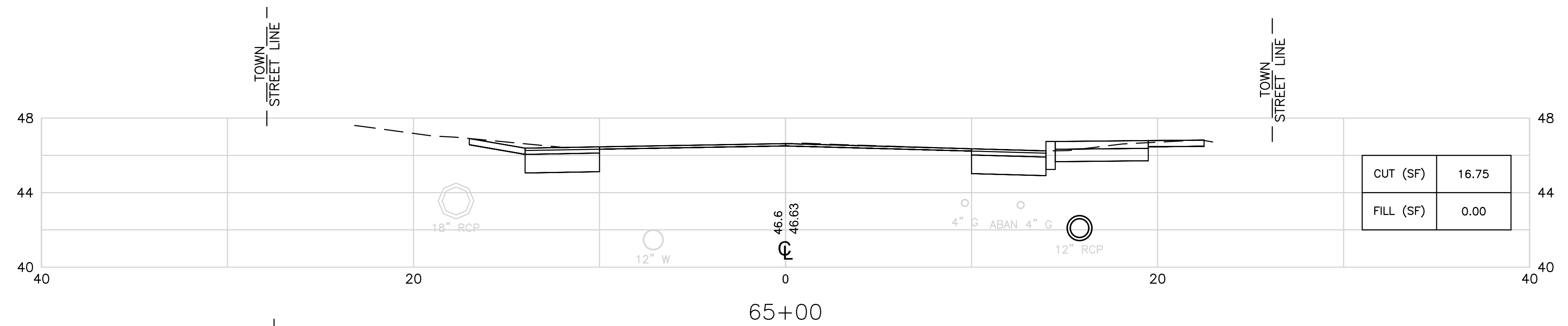
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REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS

MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 6



TOWN OF  
MIDDLETOWN

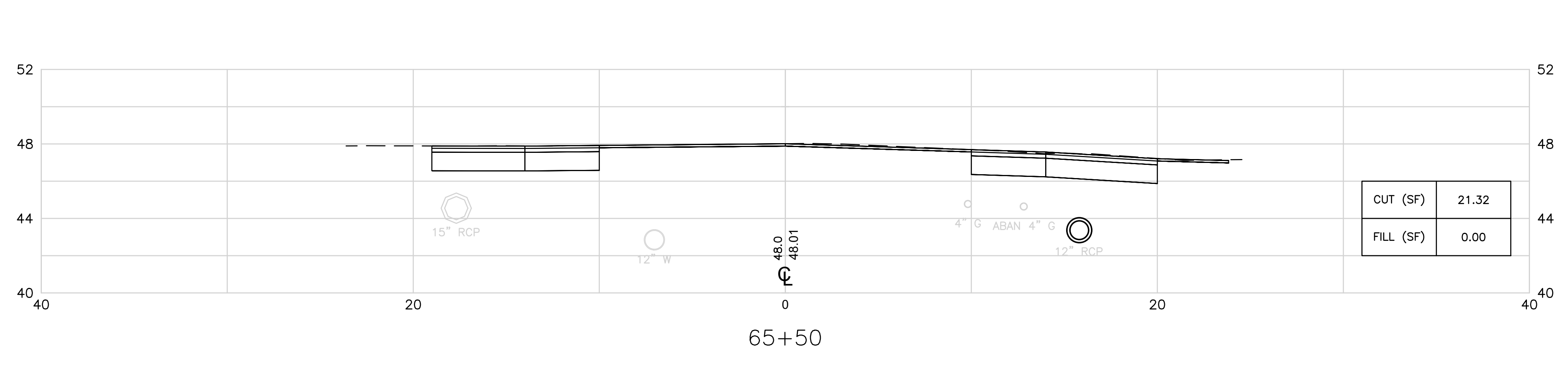
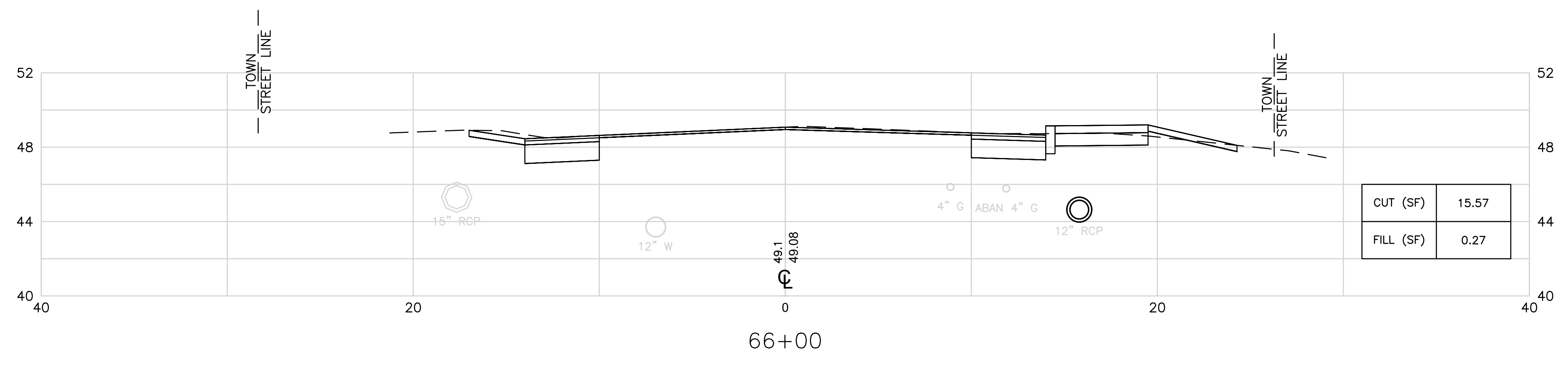
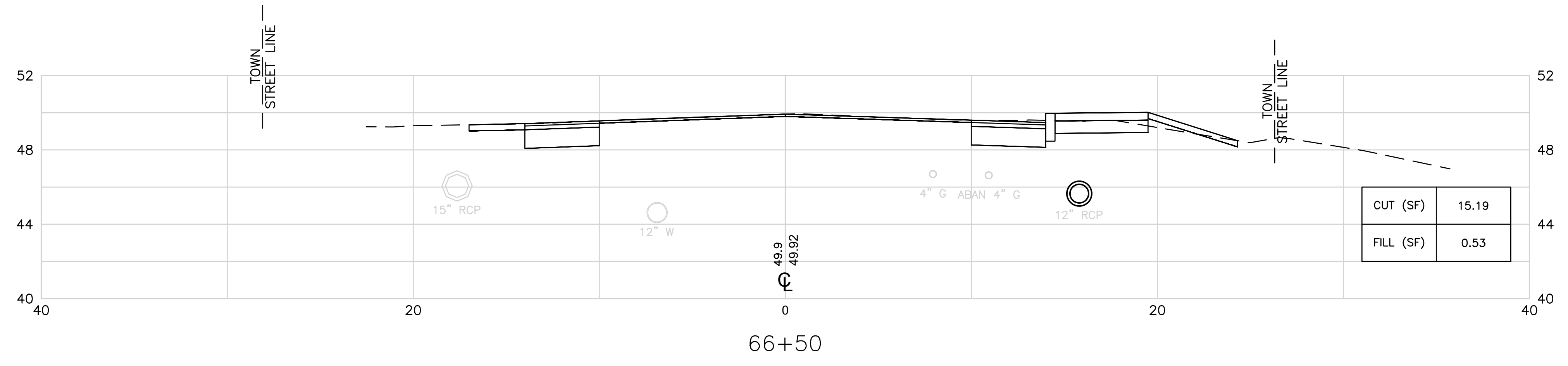
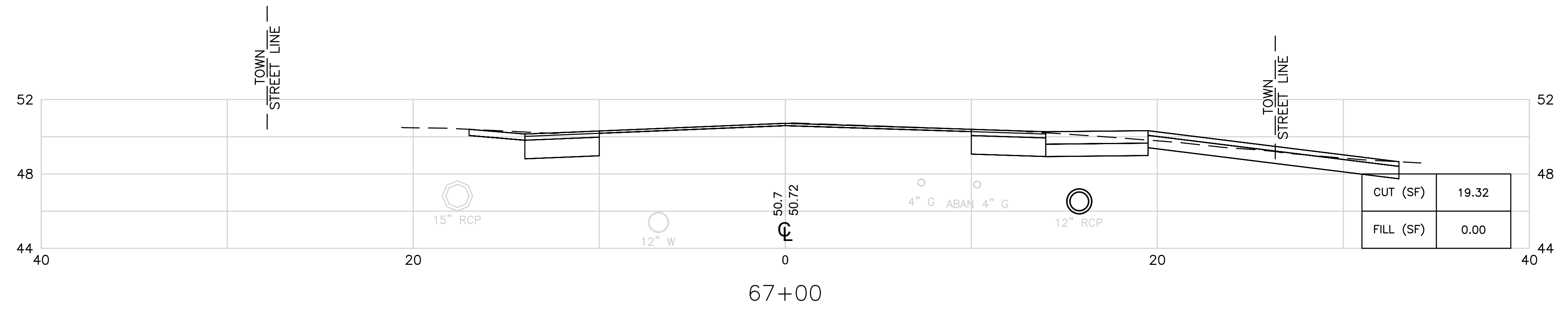
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DATE:  
SHEET: 45  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 7



**TOWN OF  
MIDDLETOWN**

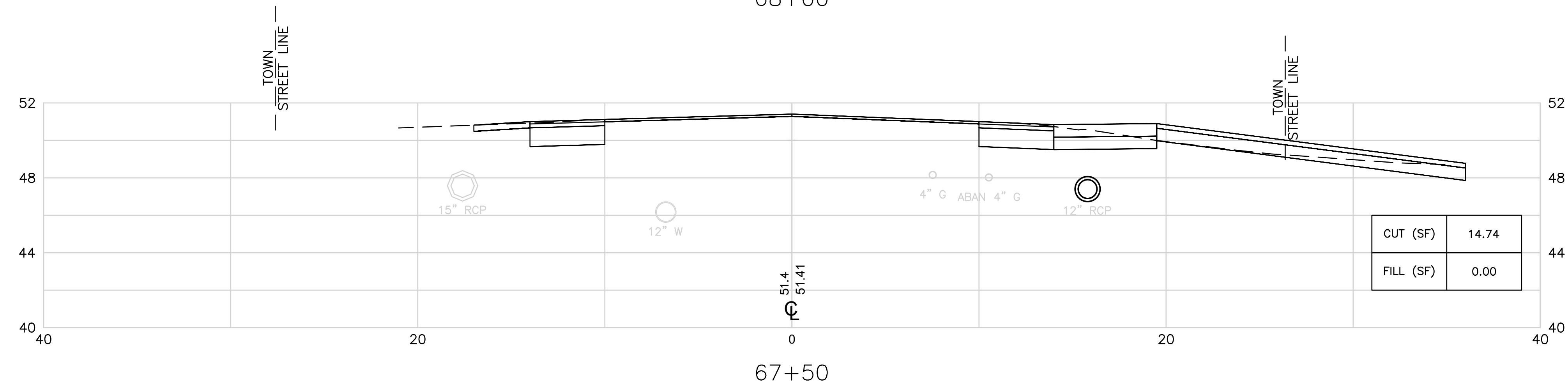
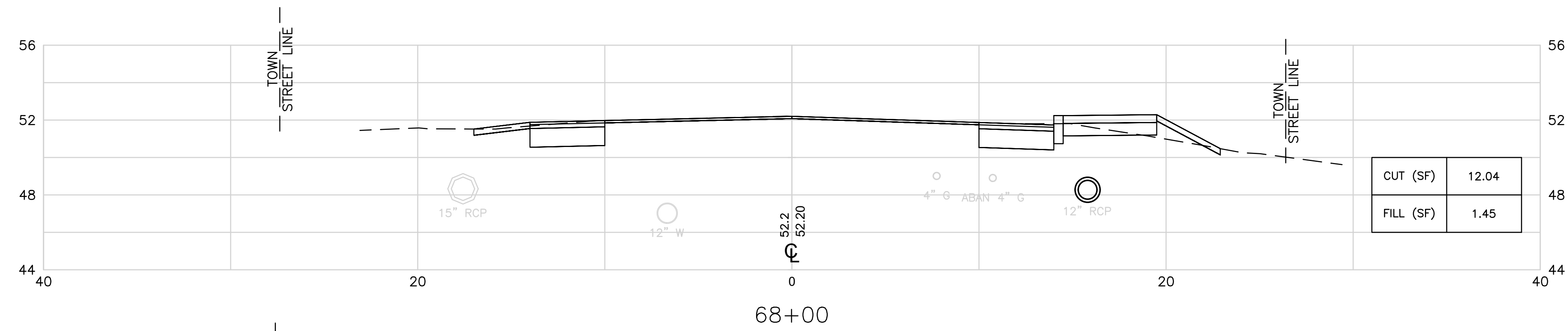
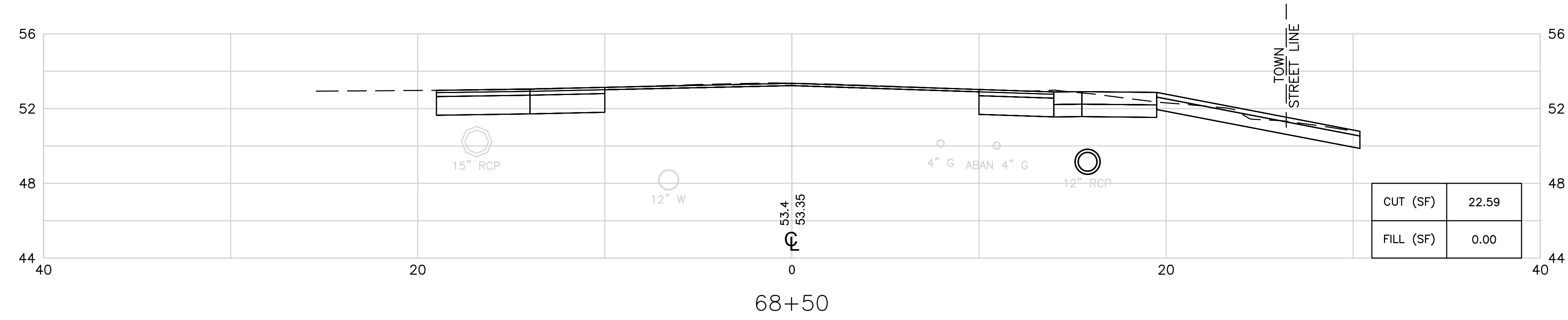
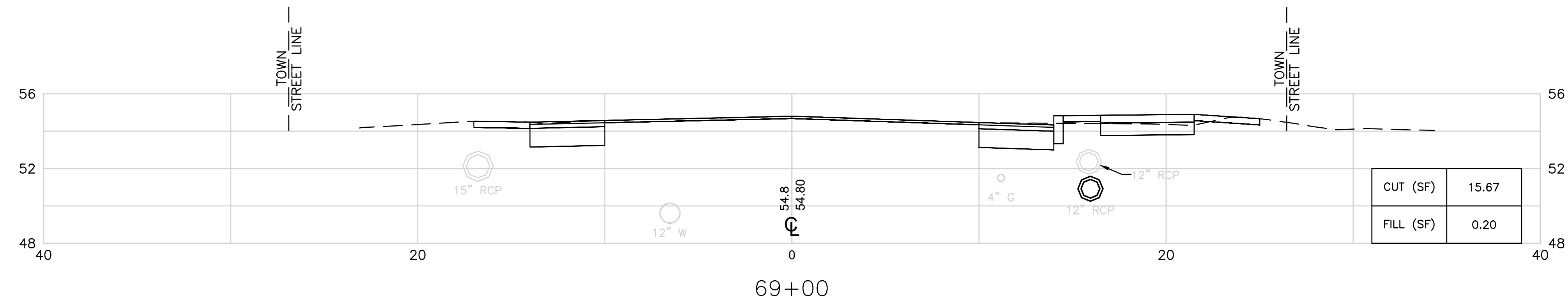
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SHEET: 46  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND

**CROSS SECTION NO. 8**



TOWN OF  
MIDDLETOWN

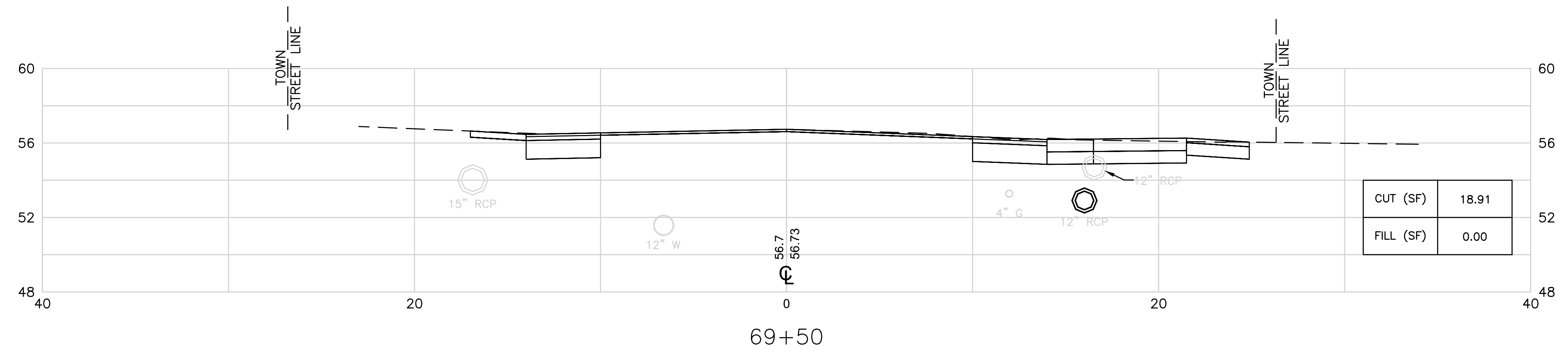
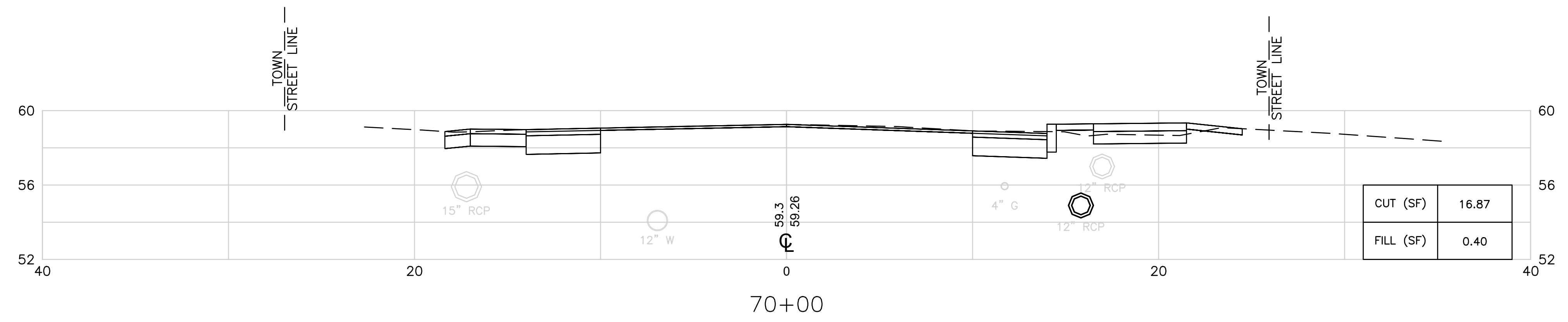
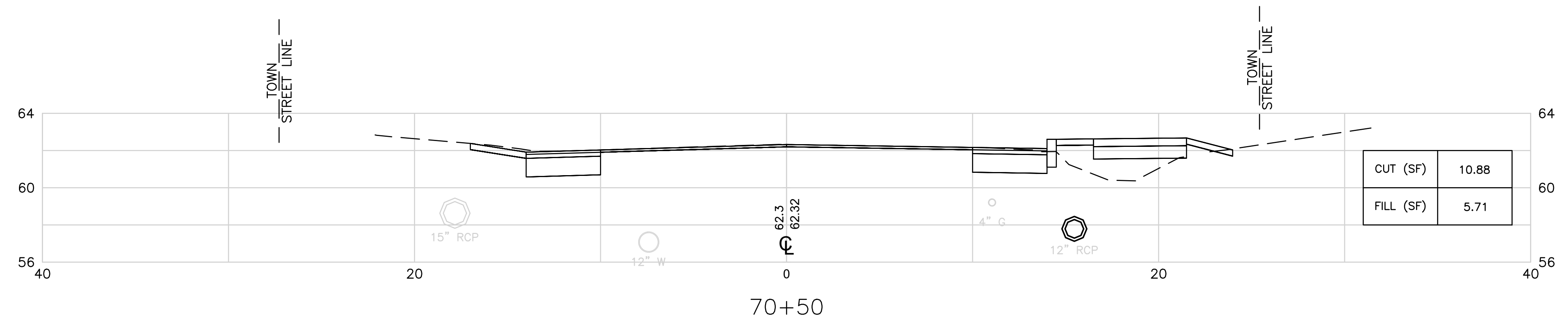
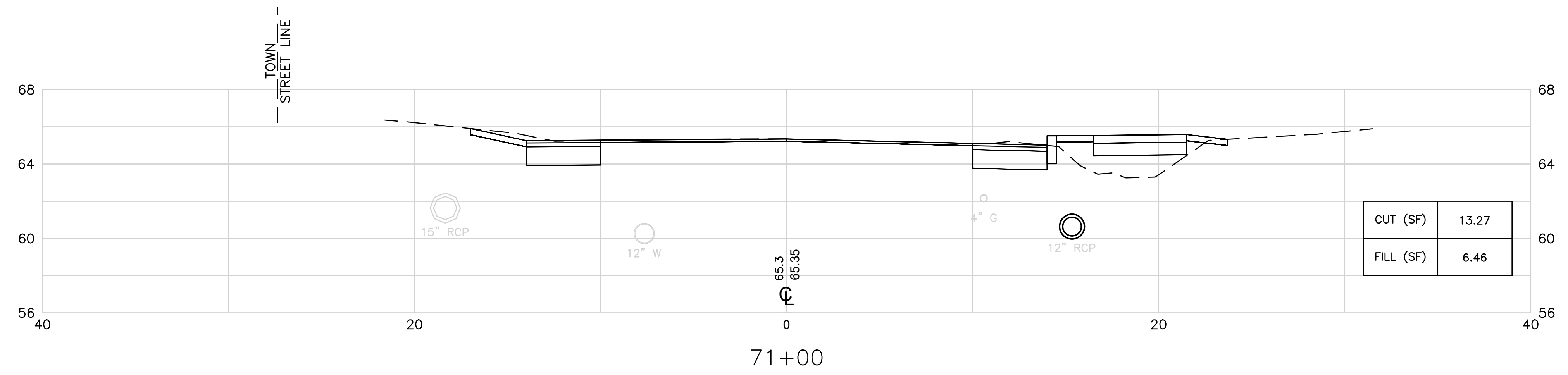
DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 47  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 9



TOWN OF  
MIDDLETOWN

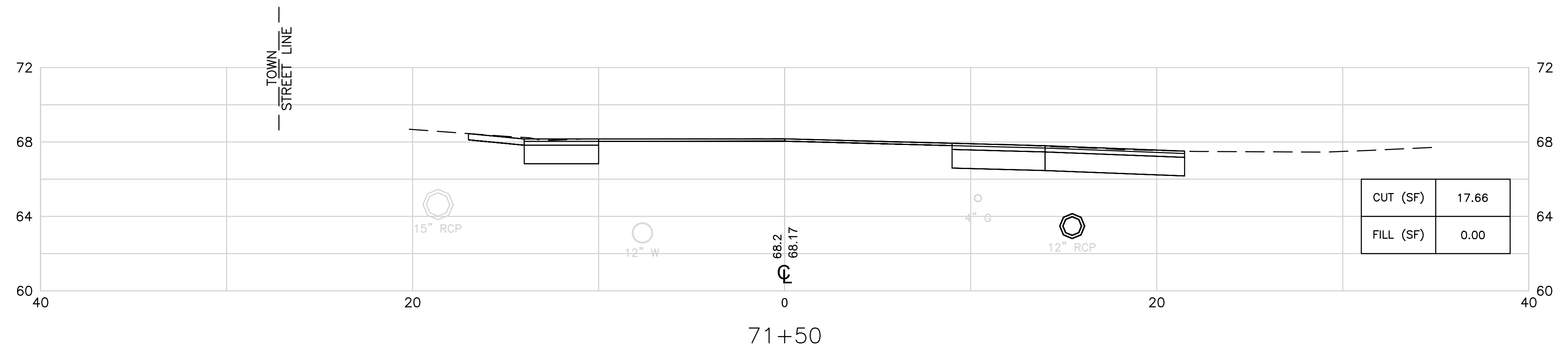
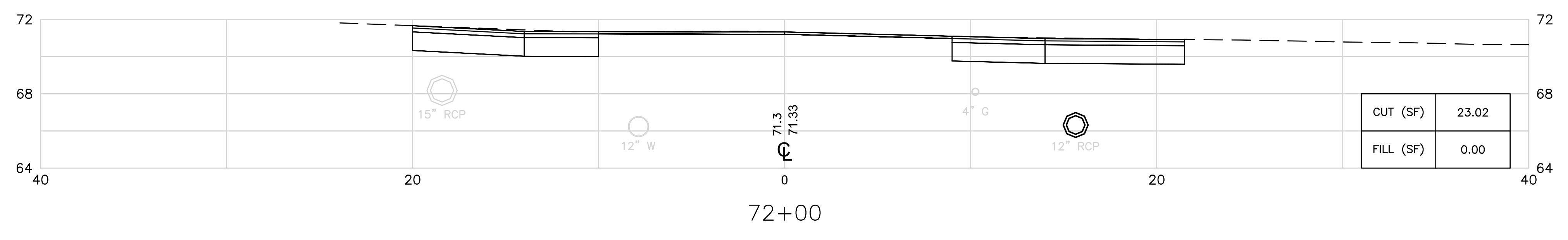
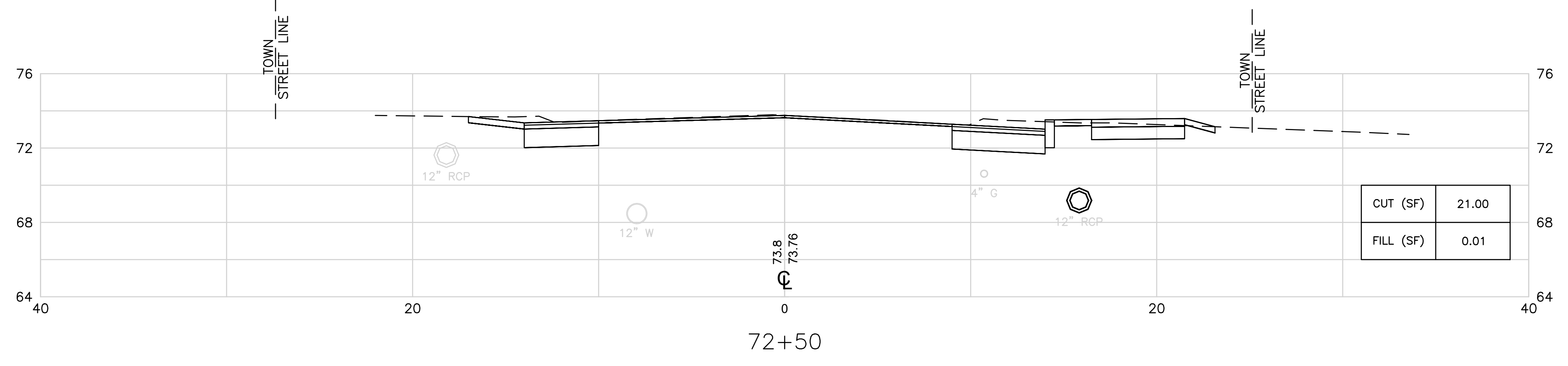
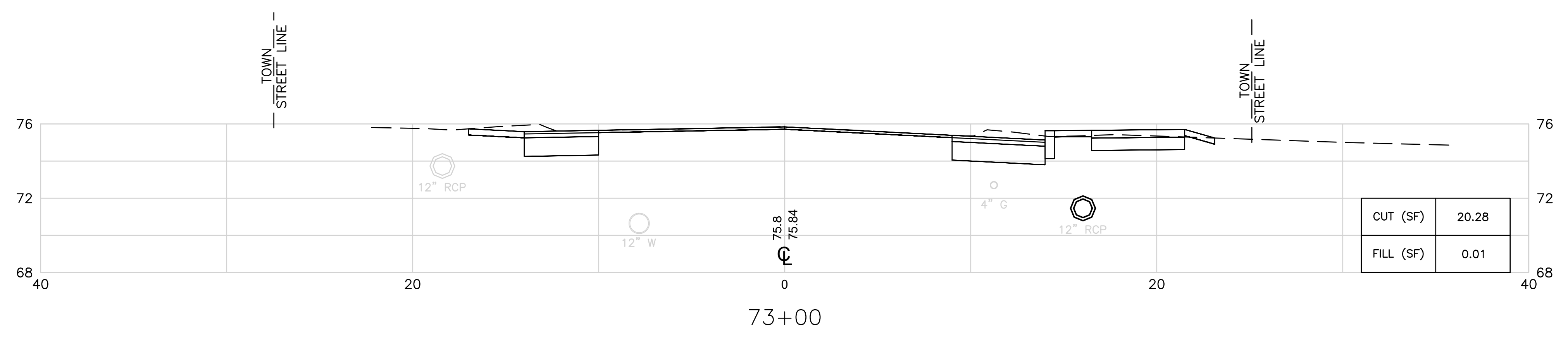
DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 48  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 10



**TOWN OF  
MIDDLETOWN**

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 49  
OF: 63

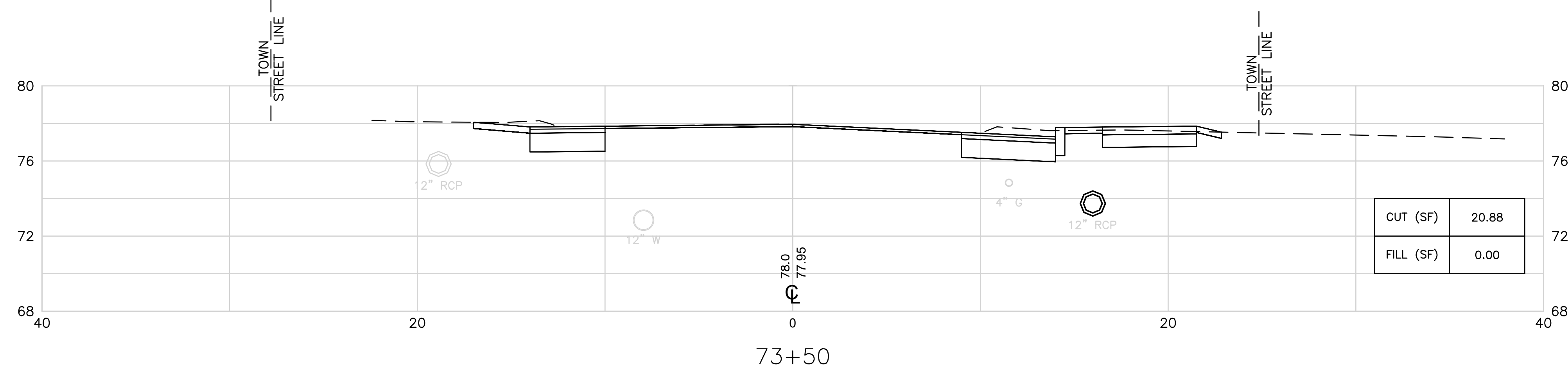
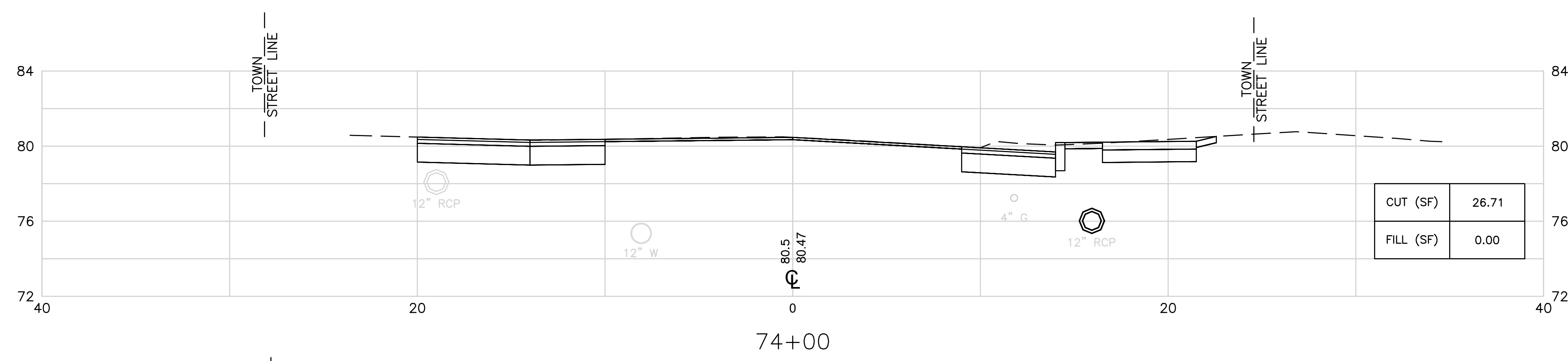
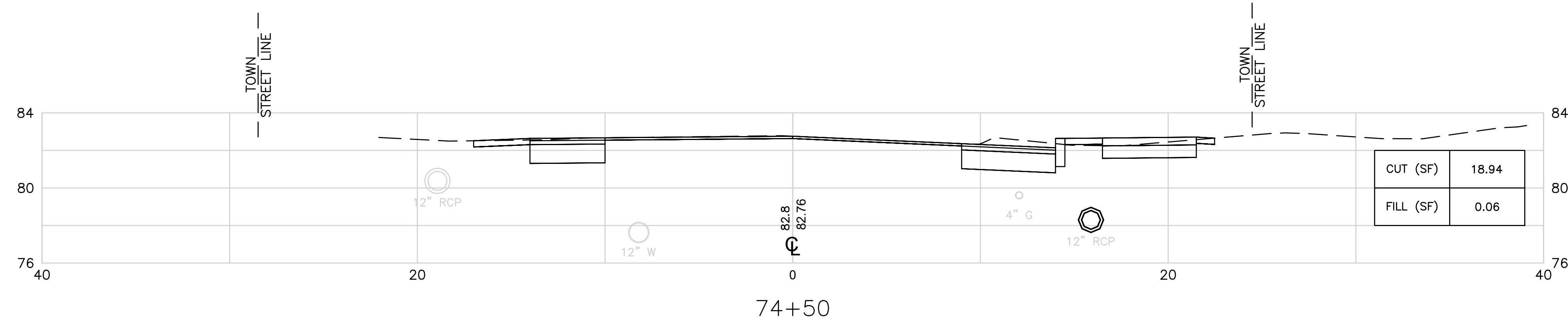
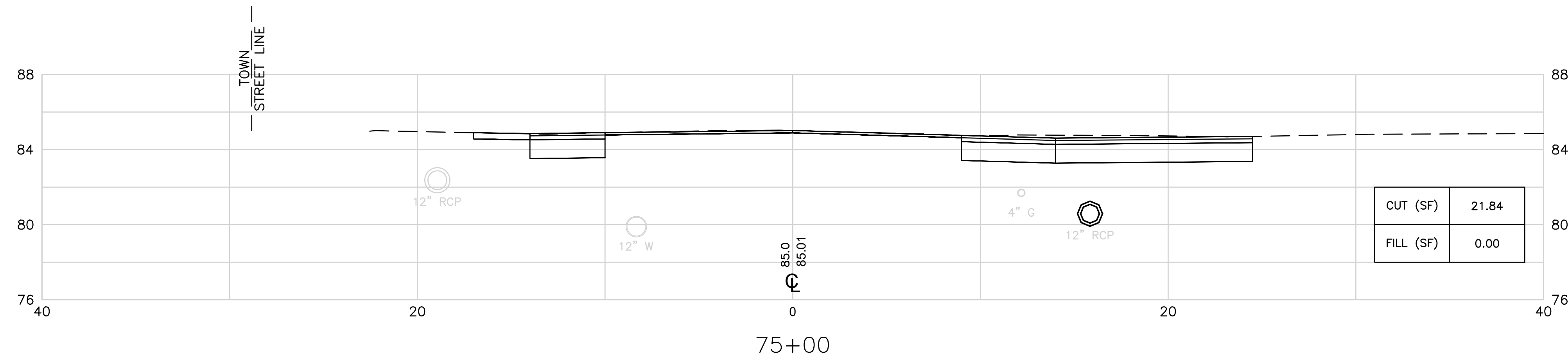
SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

**PURGATORY ROAD SIDEWALK IMPROVEMENTS**

MIDDLETOWN RHODE ISLAND

**CROSS SECTION NO. 11**



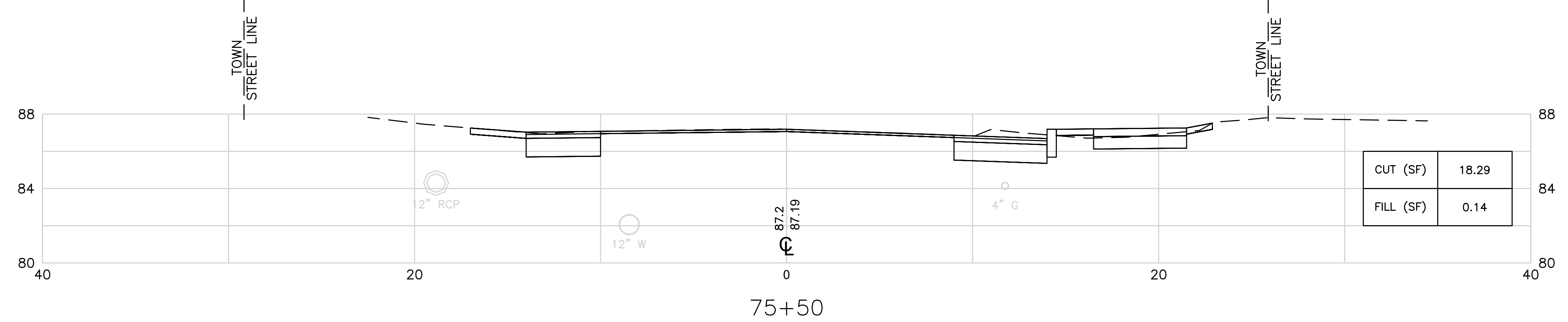
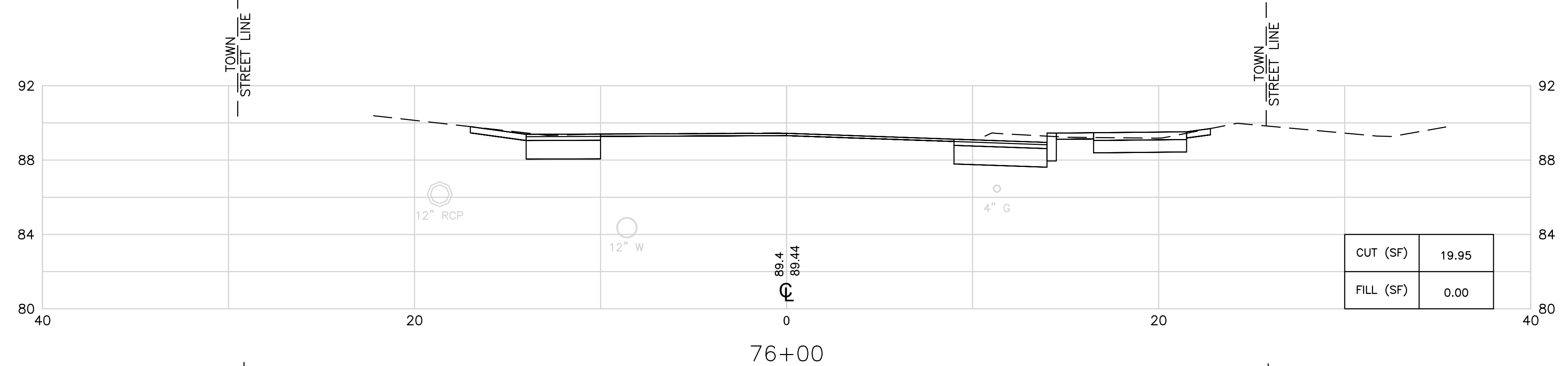
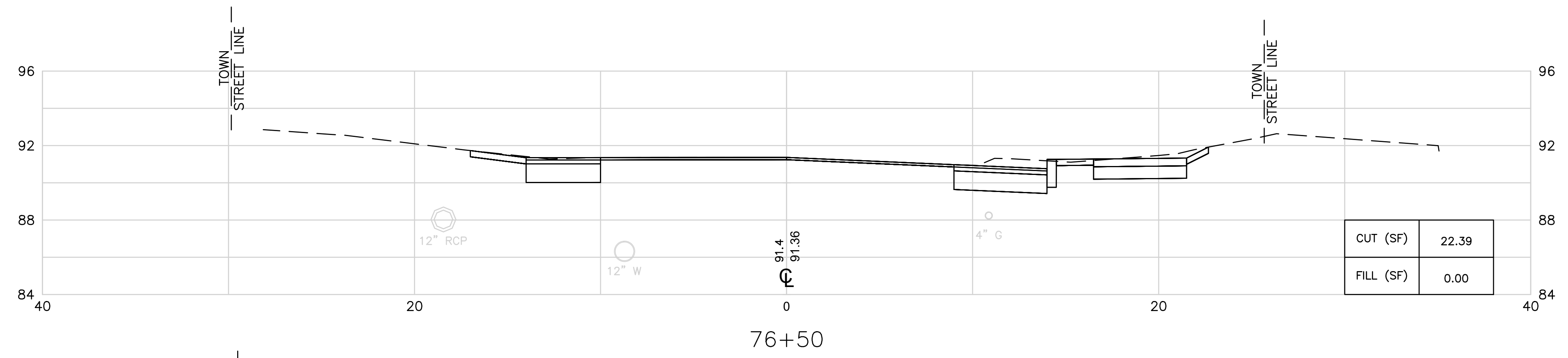
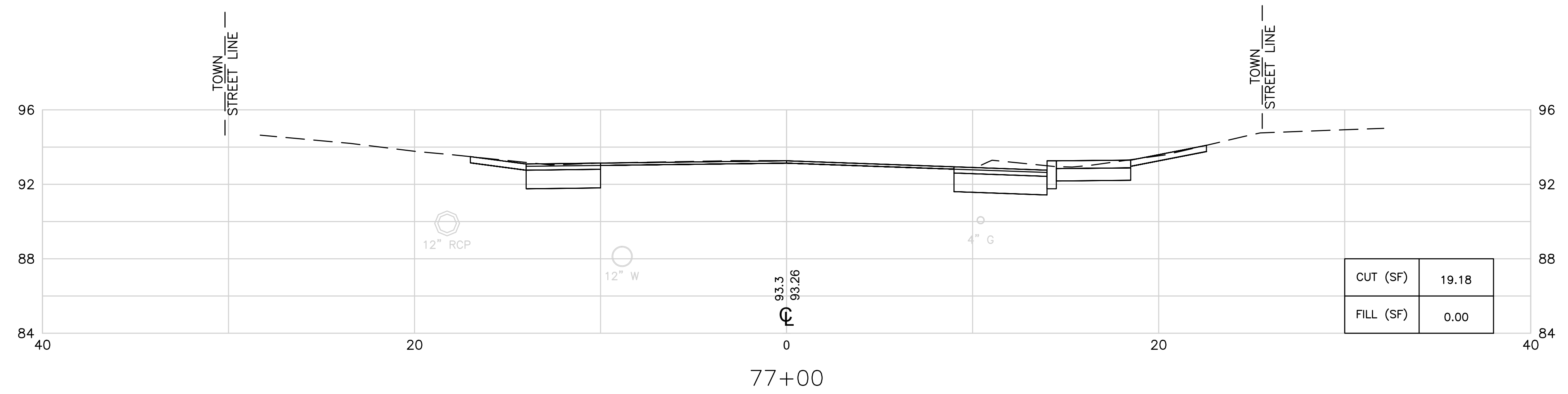
**TOWN OF  
MIDDLETOWN**

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 50  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

**PURGATORY ROAD SIDEWALK IMPROVEMENTS**  
MIDDLETOWN RHODE ISLAND  
**CROSS SECTION NO. 12**



TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 42  
OF: 63

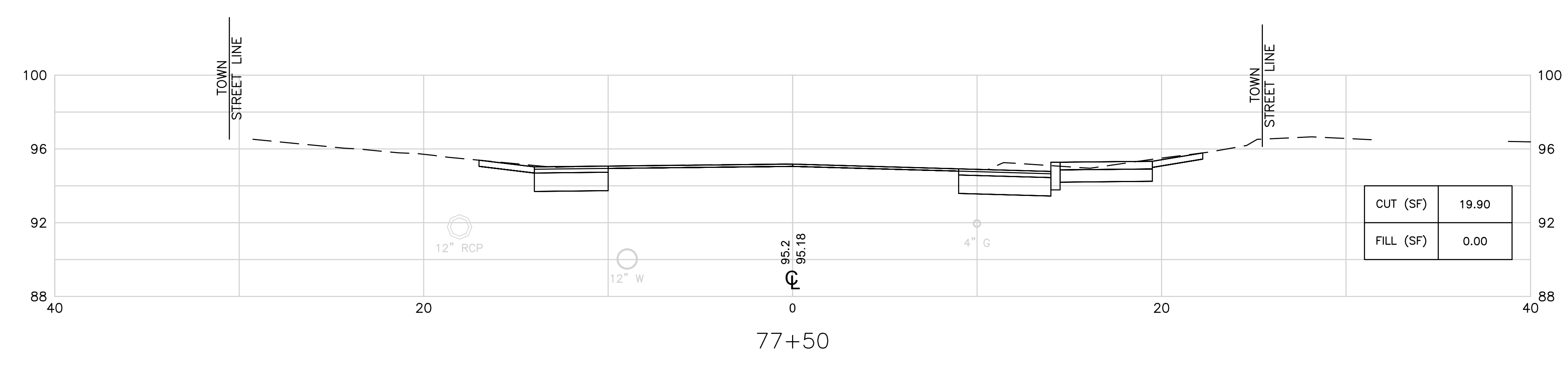
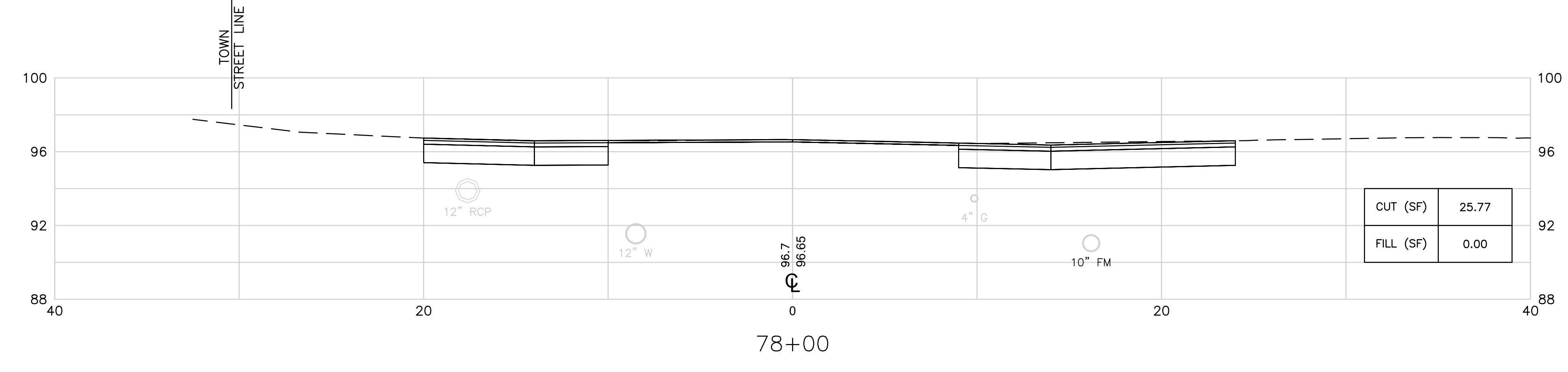
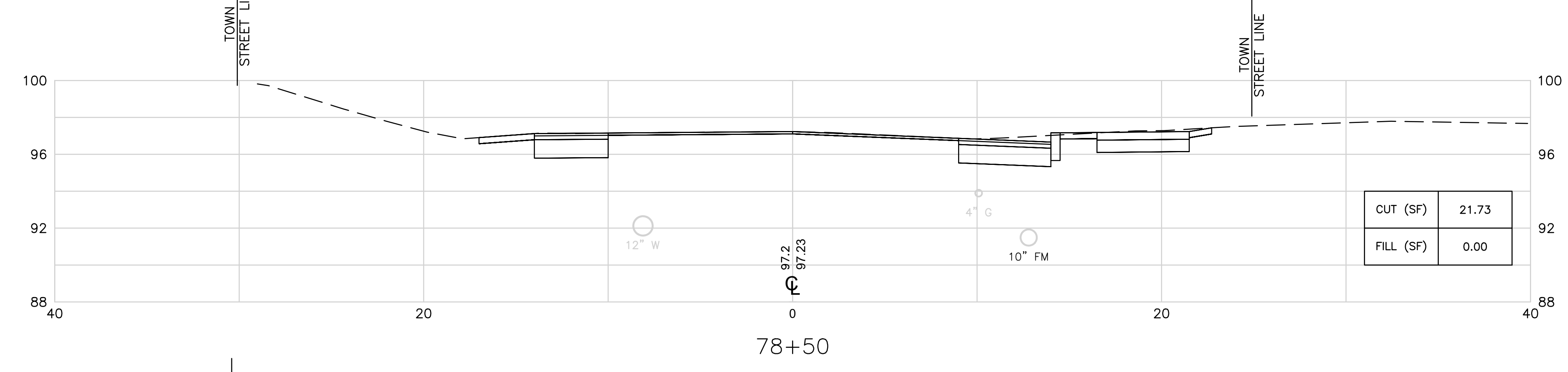
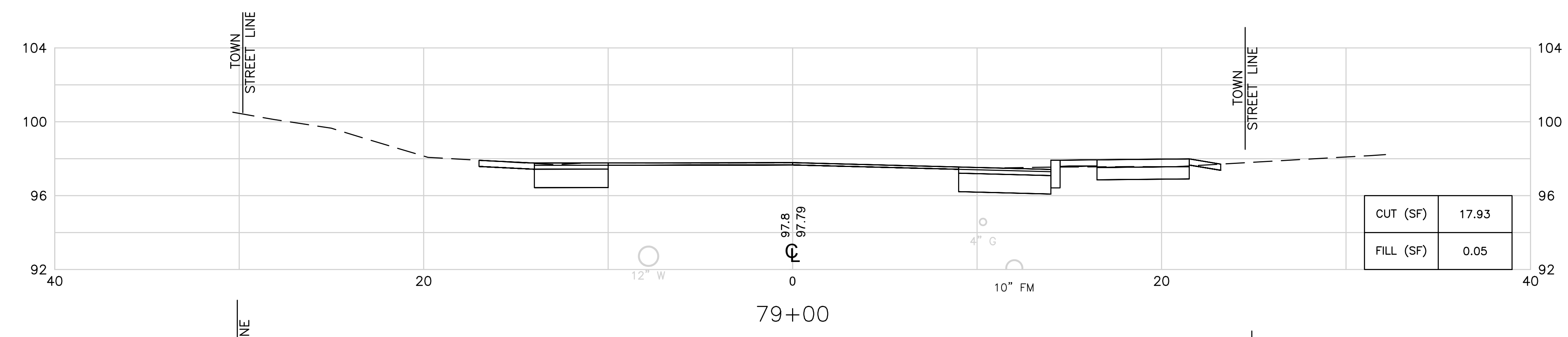
SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS

MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 13



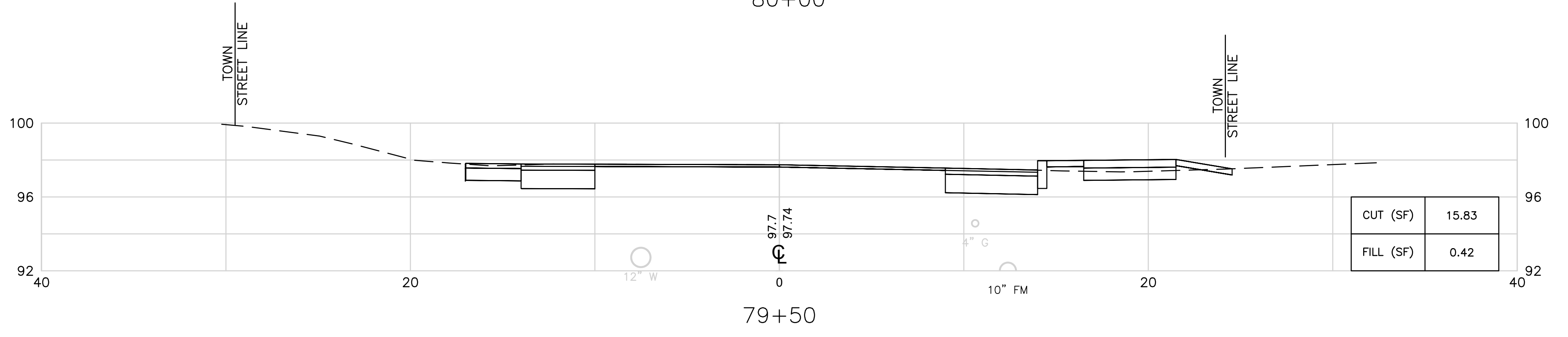
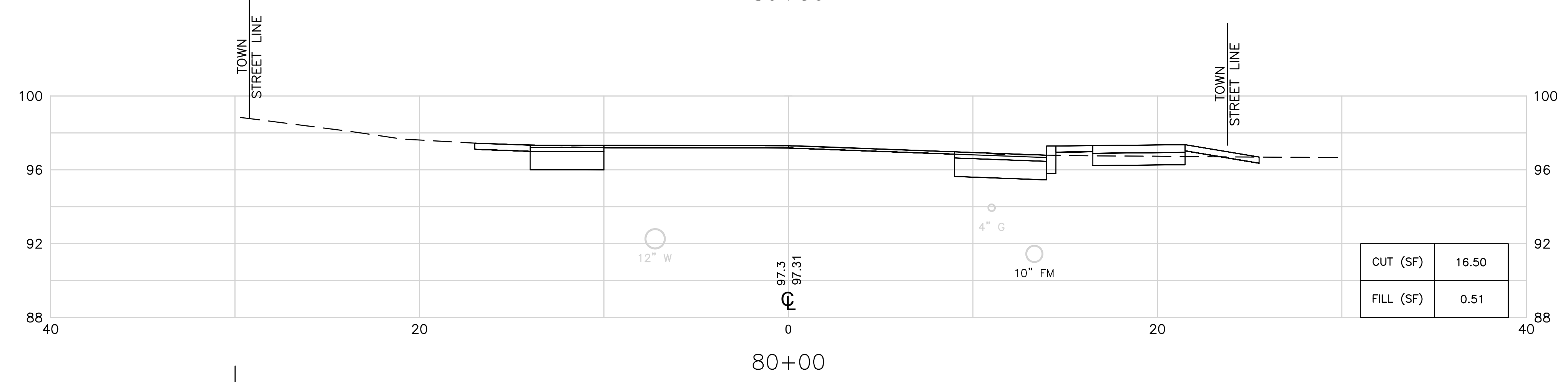
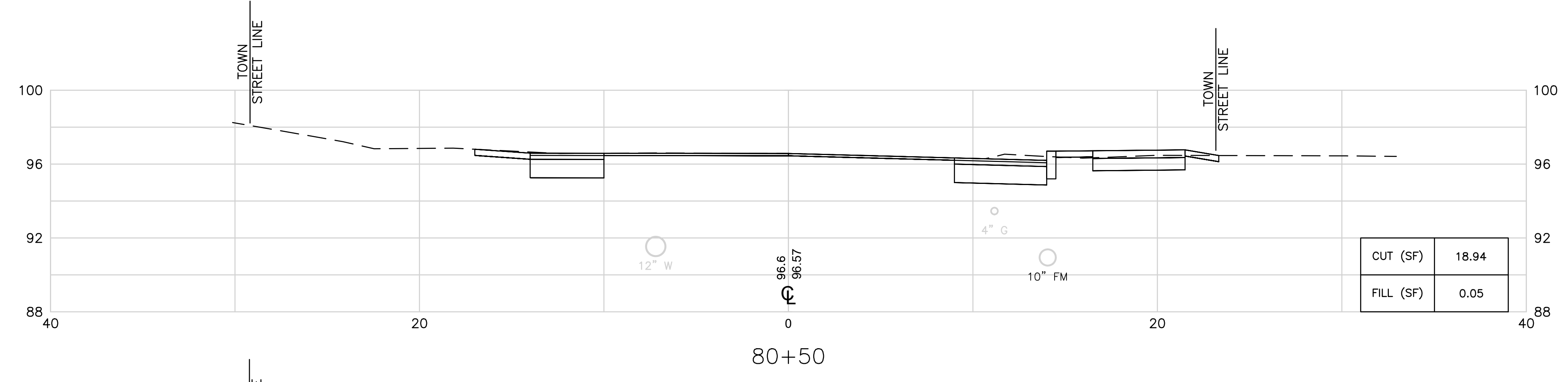
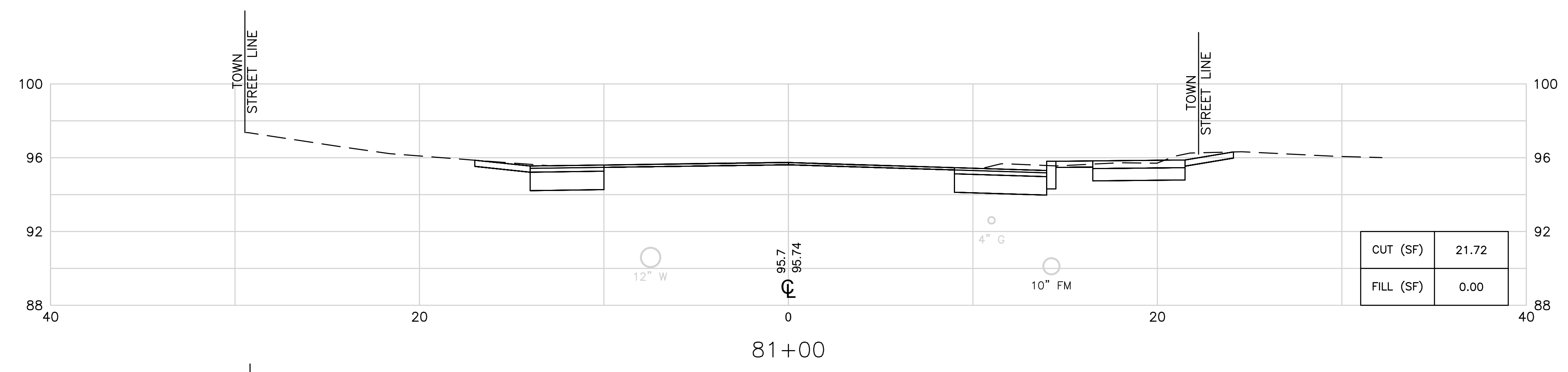
TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 52  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
**CROSS SECTION NO. 14**



**TOWN OF  
MIDDLETOWN**

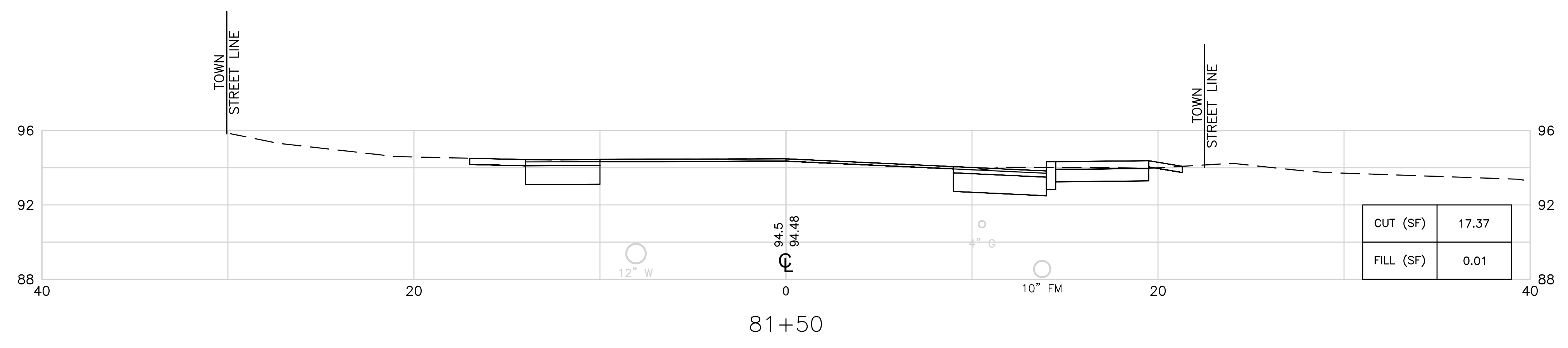
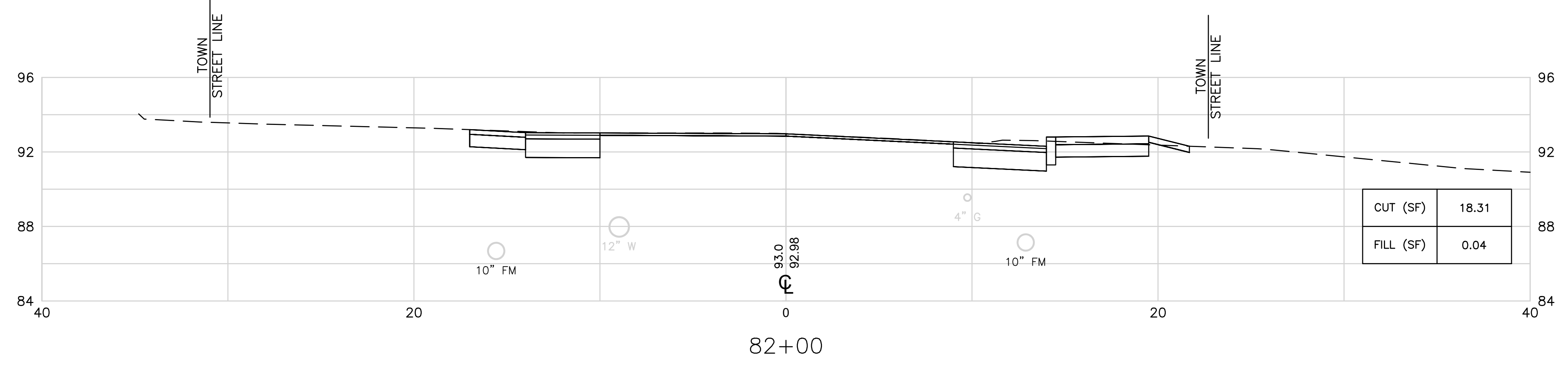
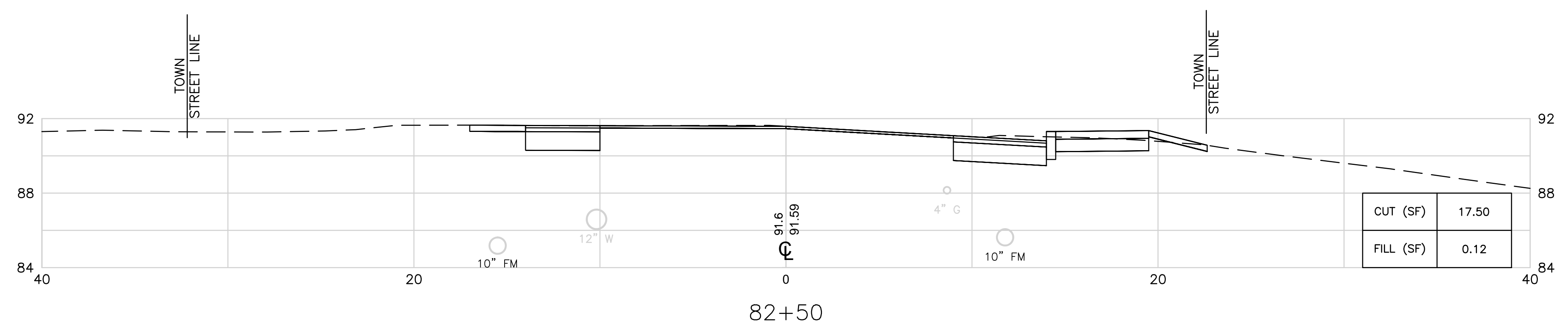
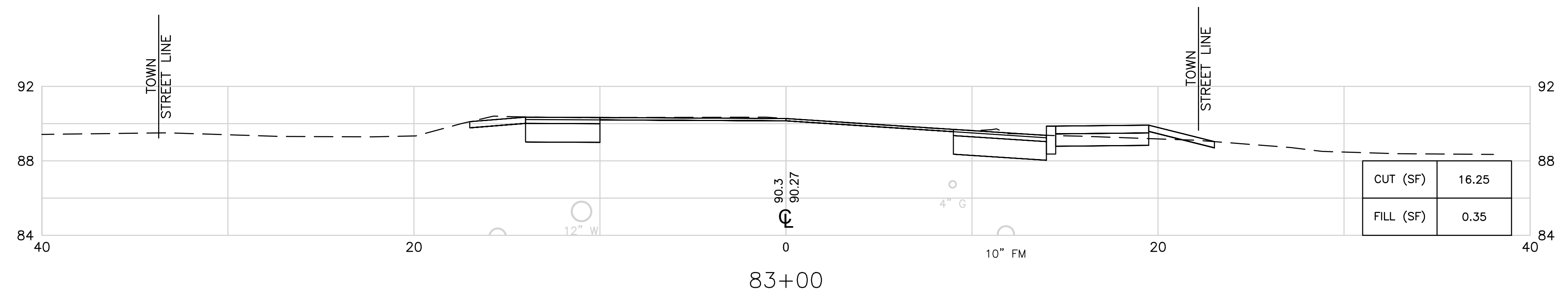
DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 53  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

**PURGATORY ROAD SIDEWALK IMPROVEMENTS**  
MIDDLETOWN RHODE ISLAND

**CROSS SECTION NO. 15**



TOWN OF  
MIDDLETOWN

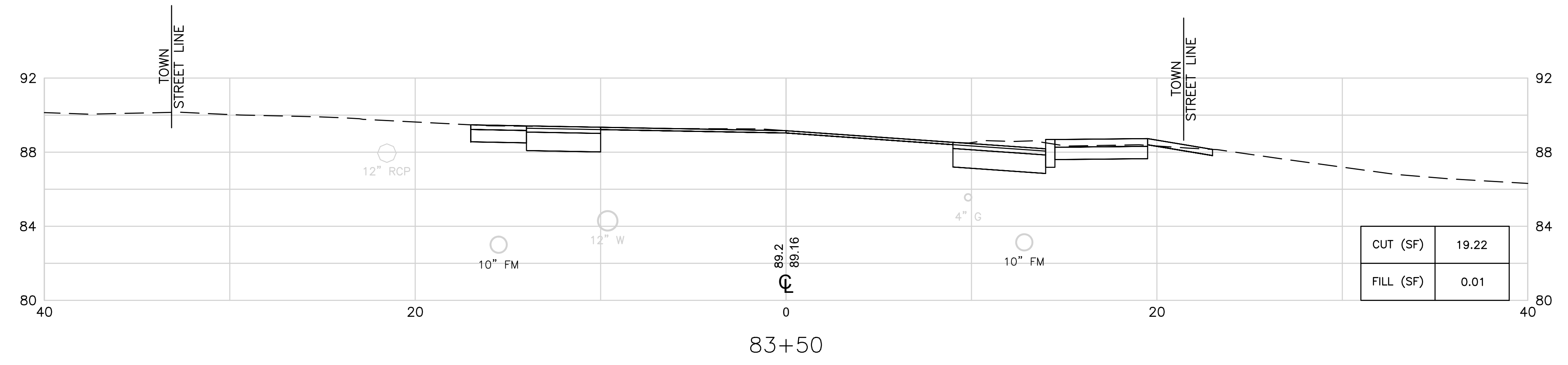
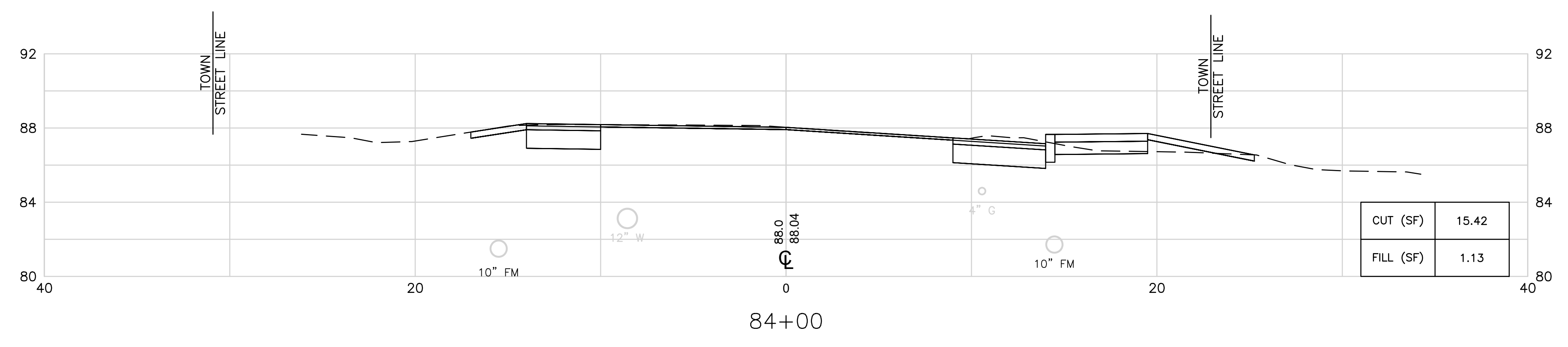
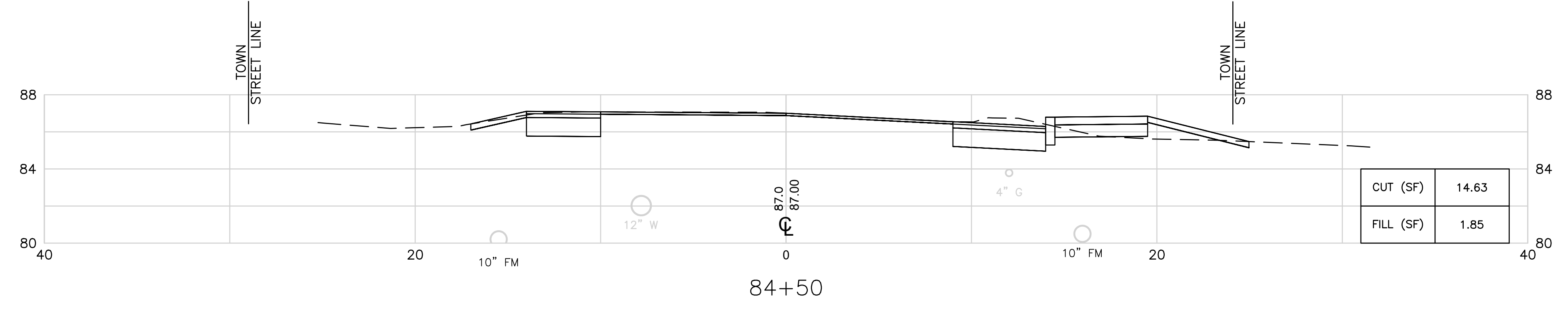
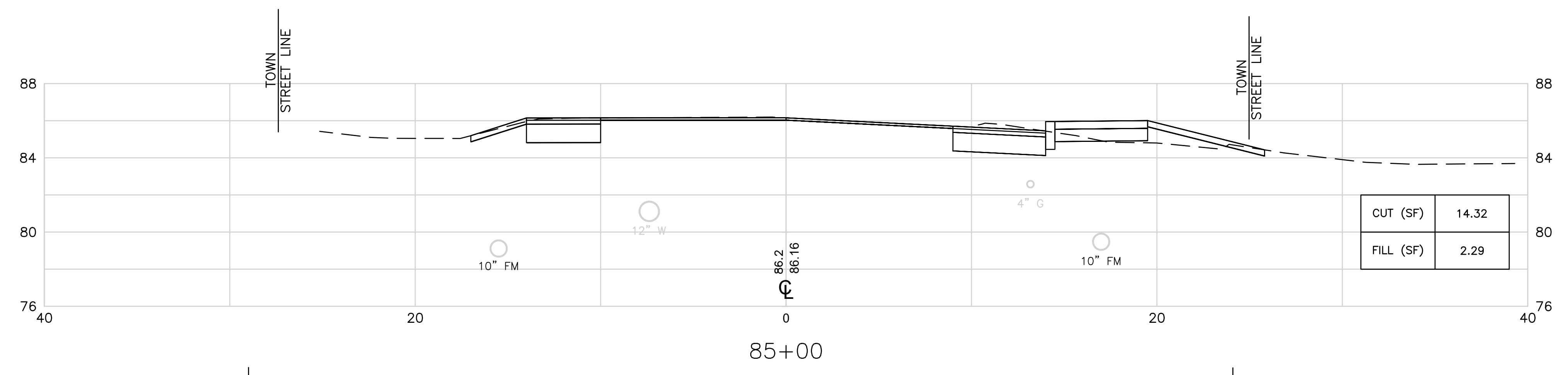
DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 54  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 16



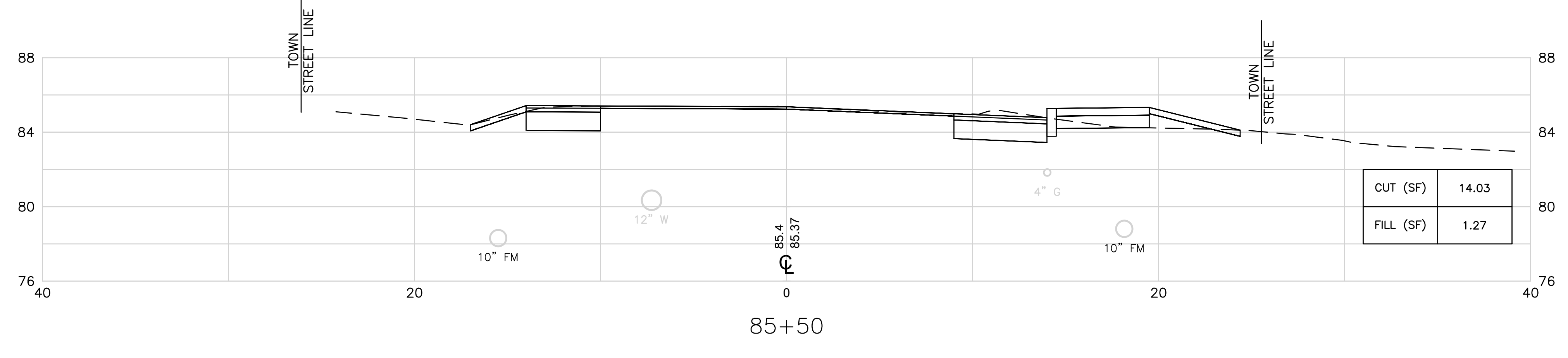
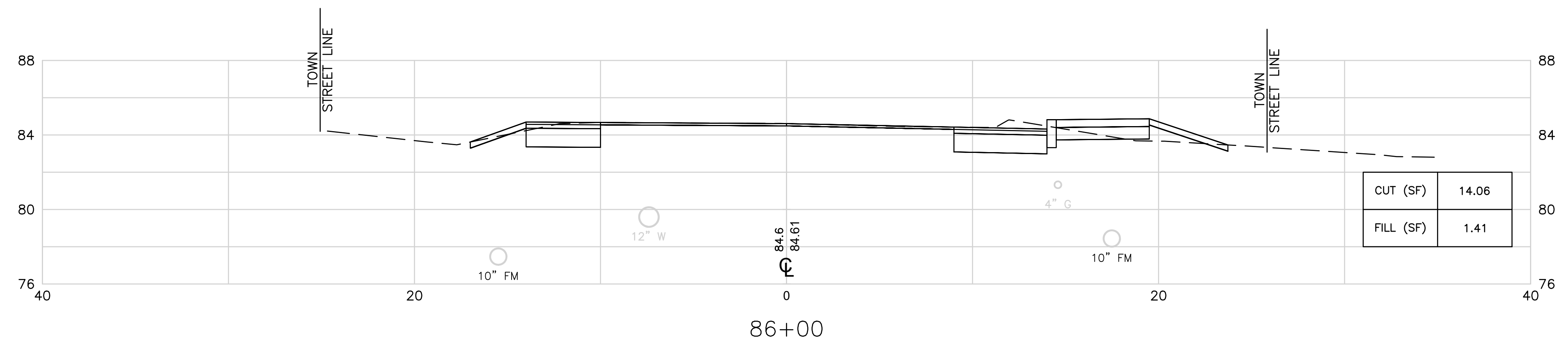
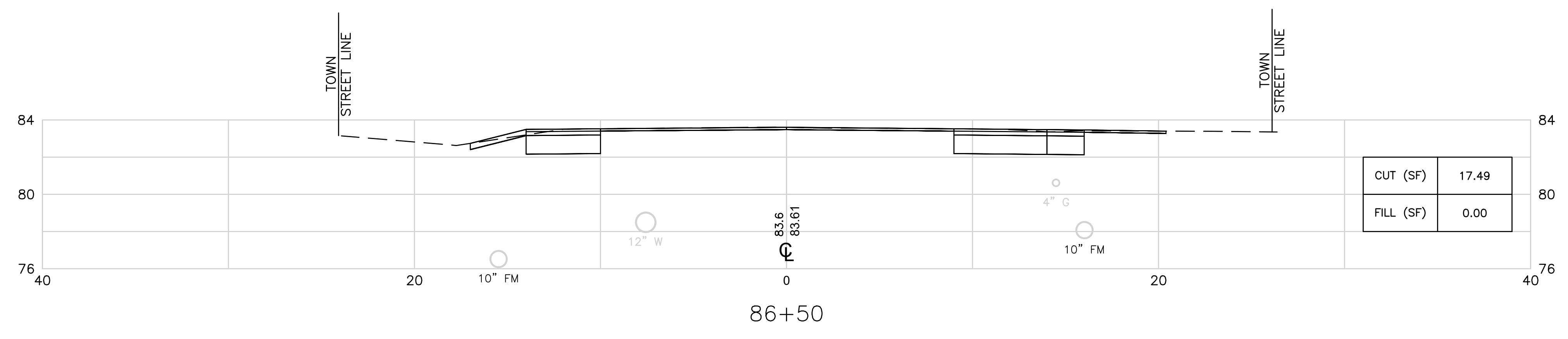
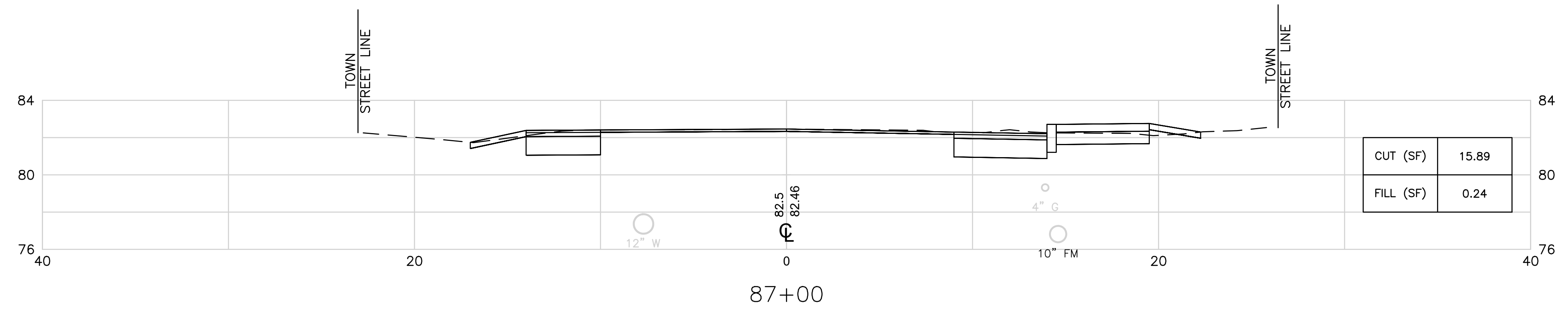
**TOWN OF  
MIDDLETOWN**

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 55  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

**PURGATORY ROAD SIDEWALK IMPROVEMENTS**  
MIDDLETOWN RHODE ISLAND  
**CROSS SECTION NO. 17**



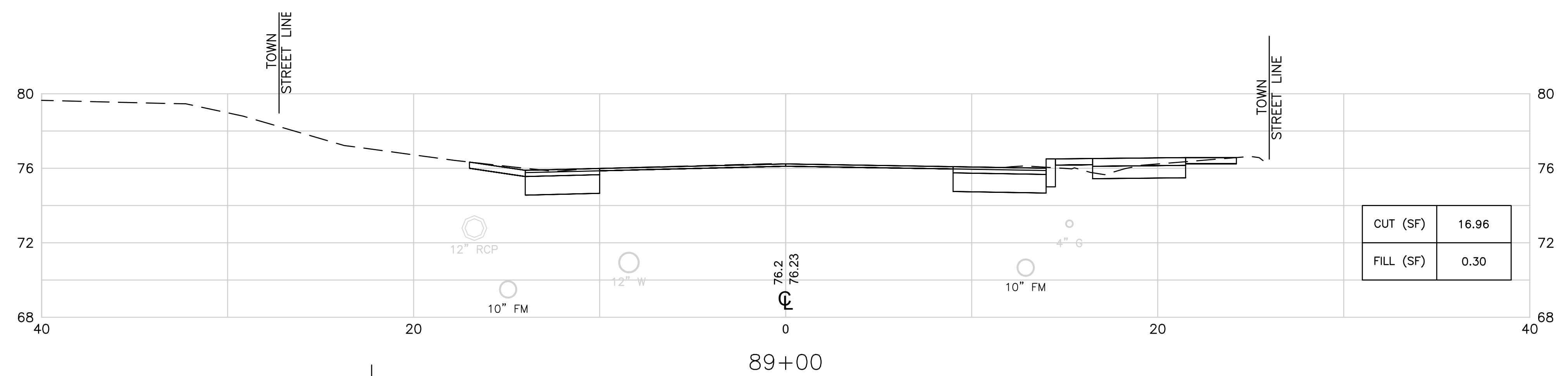
**TOWN OF  
MIDDLETOWN**

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 56  
OF: 63

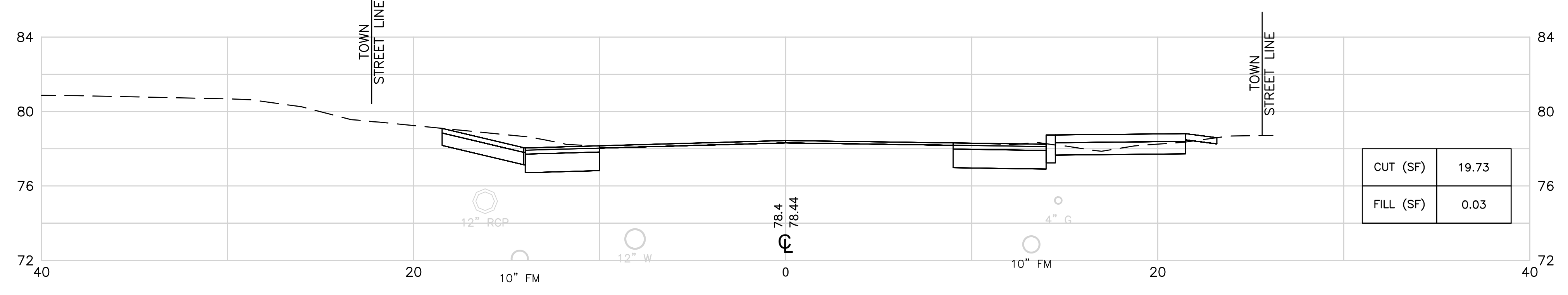
SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

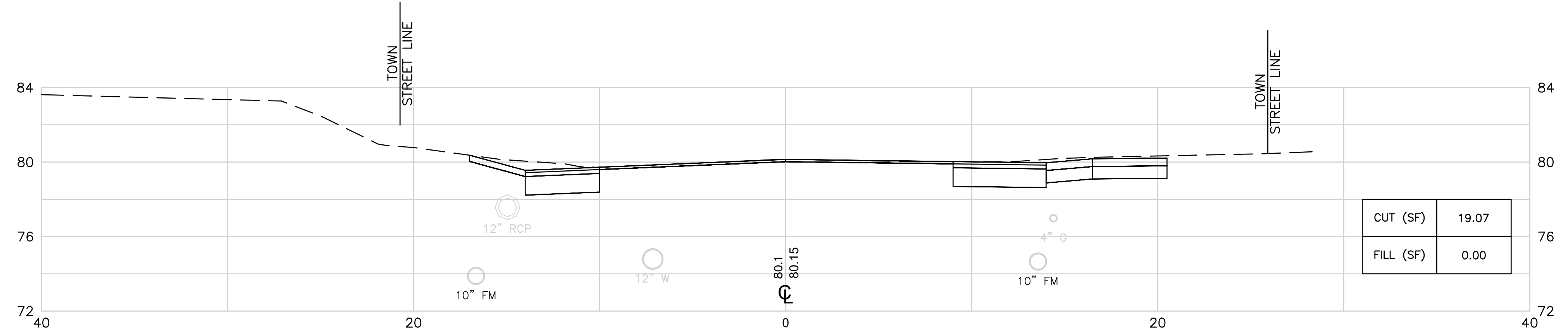
**PURGATORY ROAD SIDEWALK IMPROVEMENTS**  
MIDDLETOWN RHODE ISLAND  
**CROSS SECTION NO. 18**



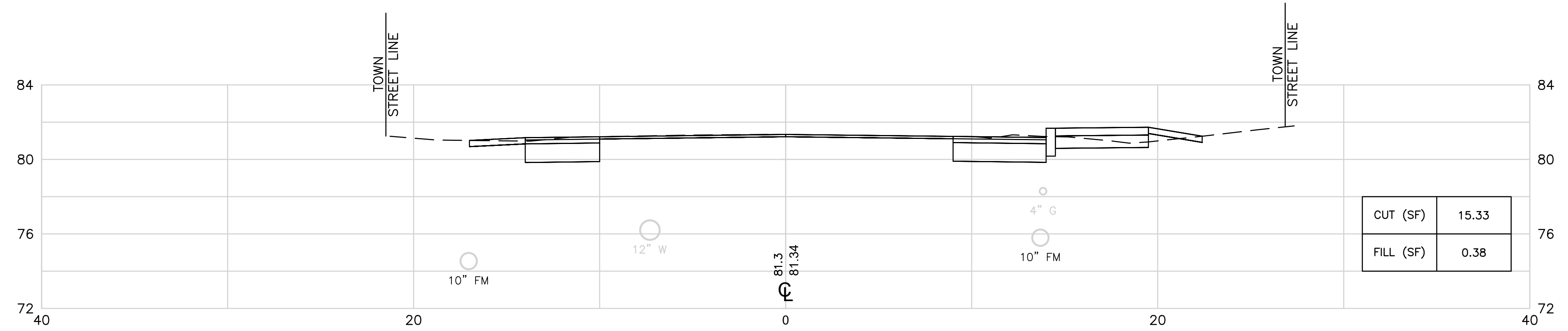
89+00



88+50



88+00



87+50



TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 57  
OF: 63

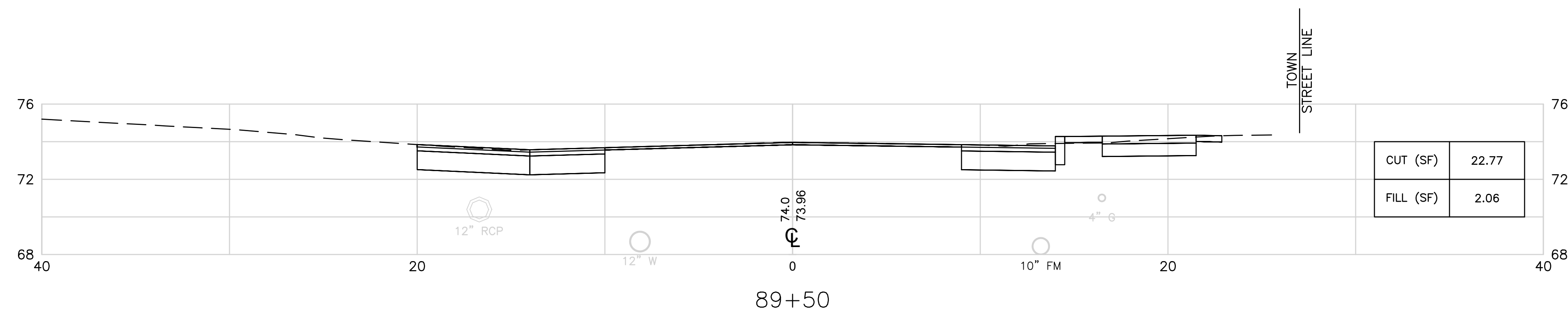
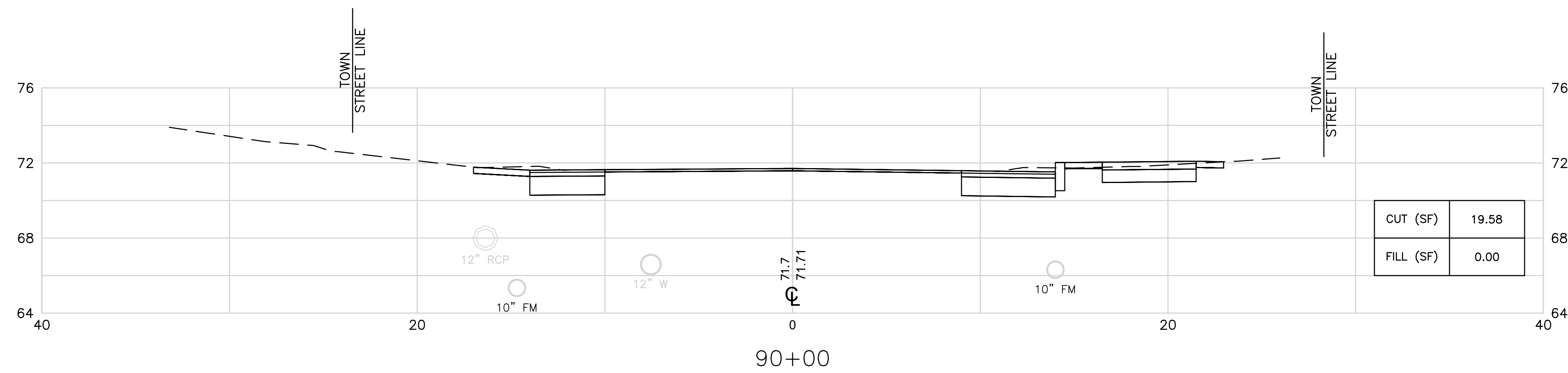
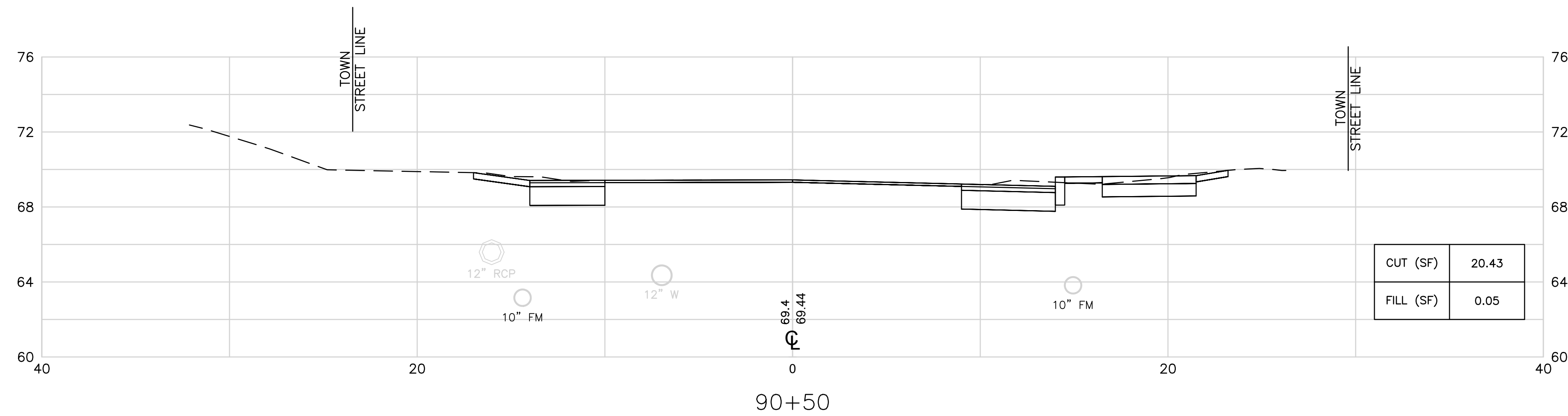
SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS

MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 19



TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 58  
OF: 63

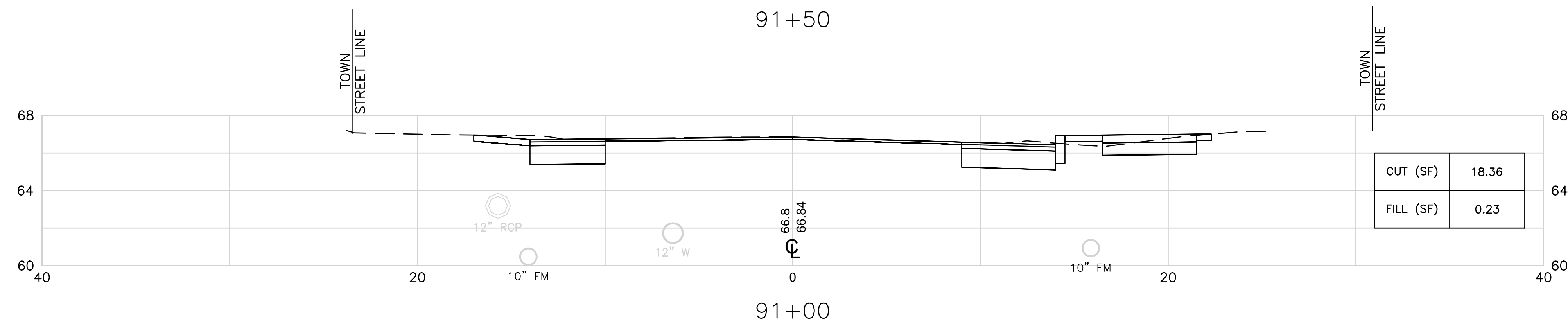
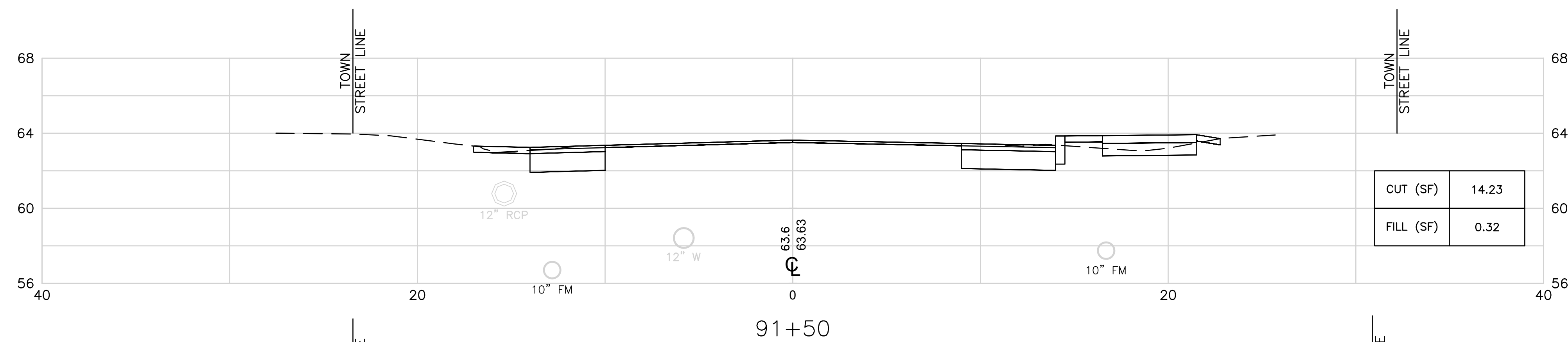
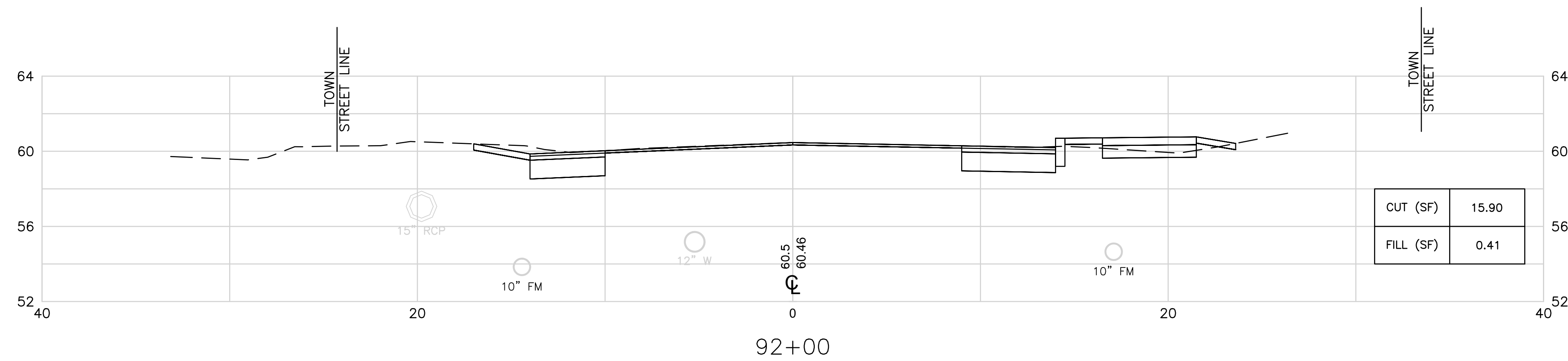
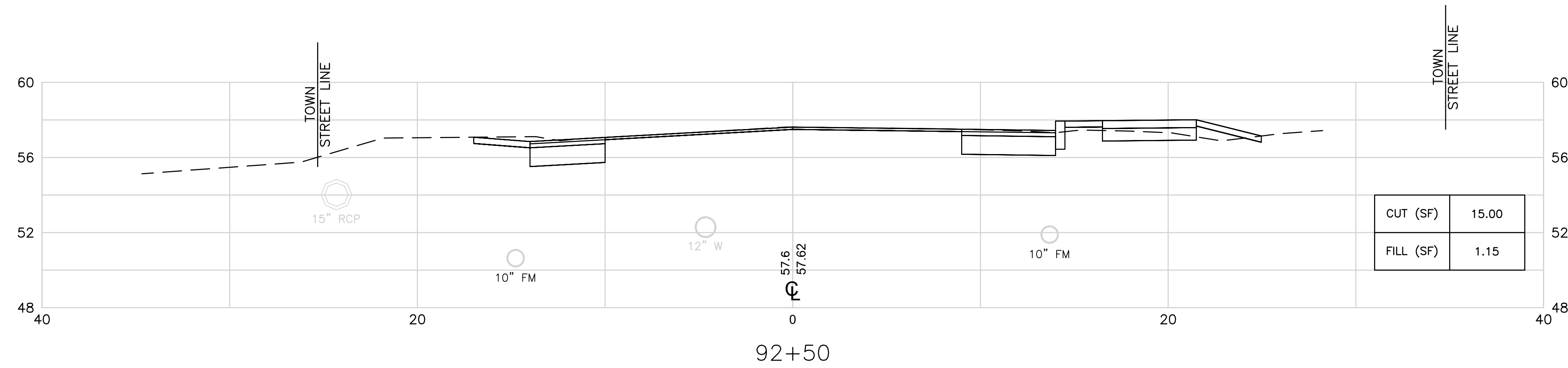
SCALE: 1"=4'

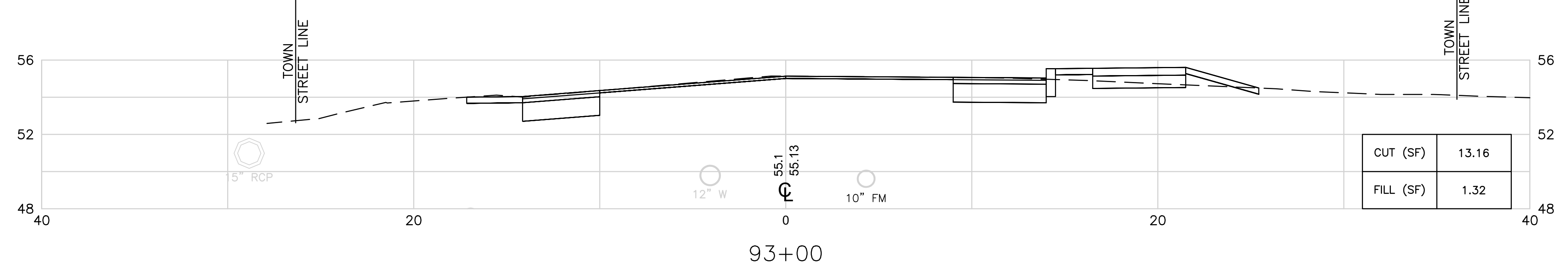
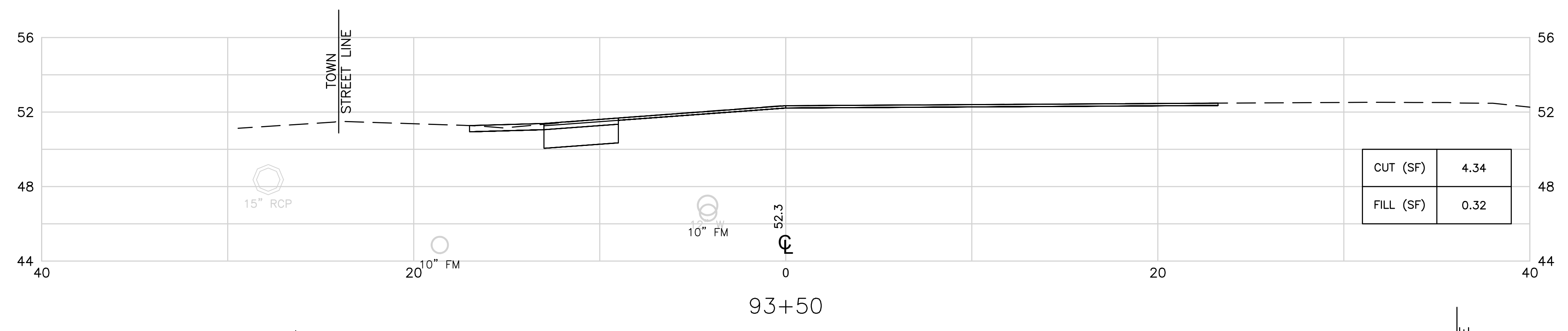
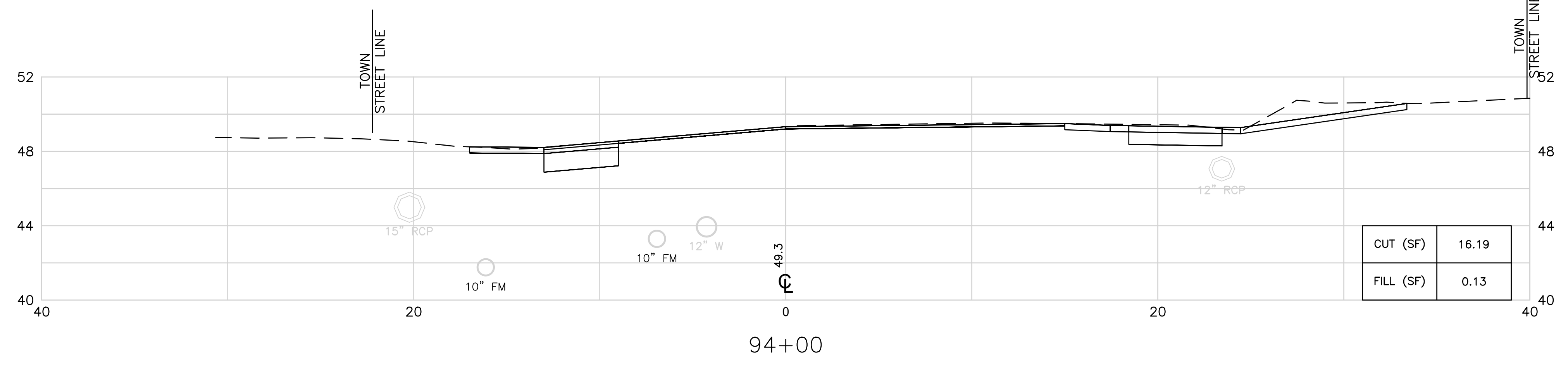
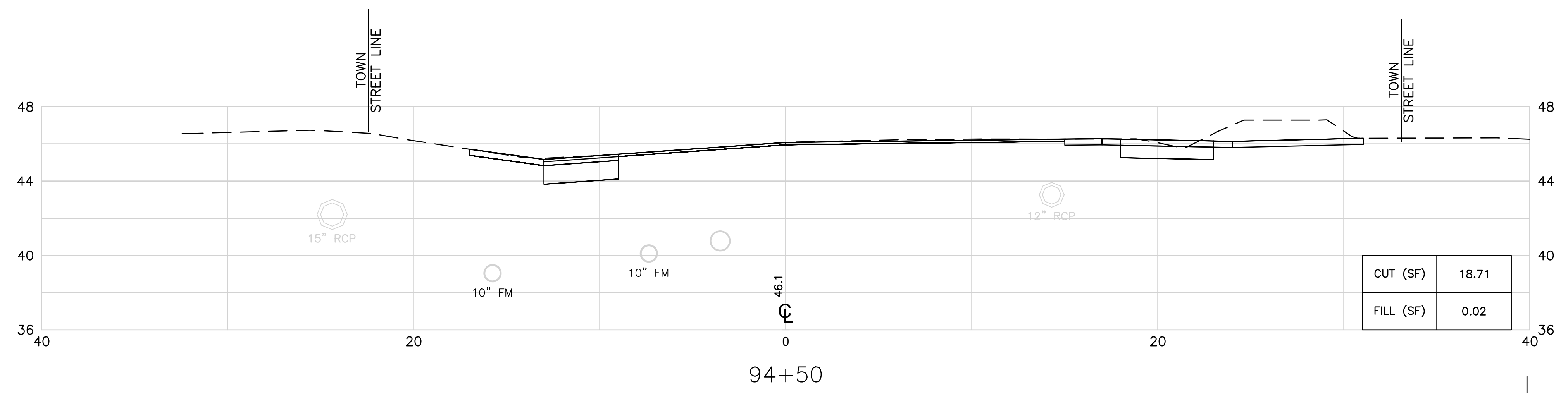
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS

MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 20





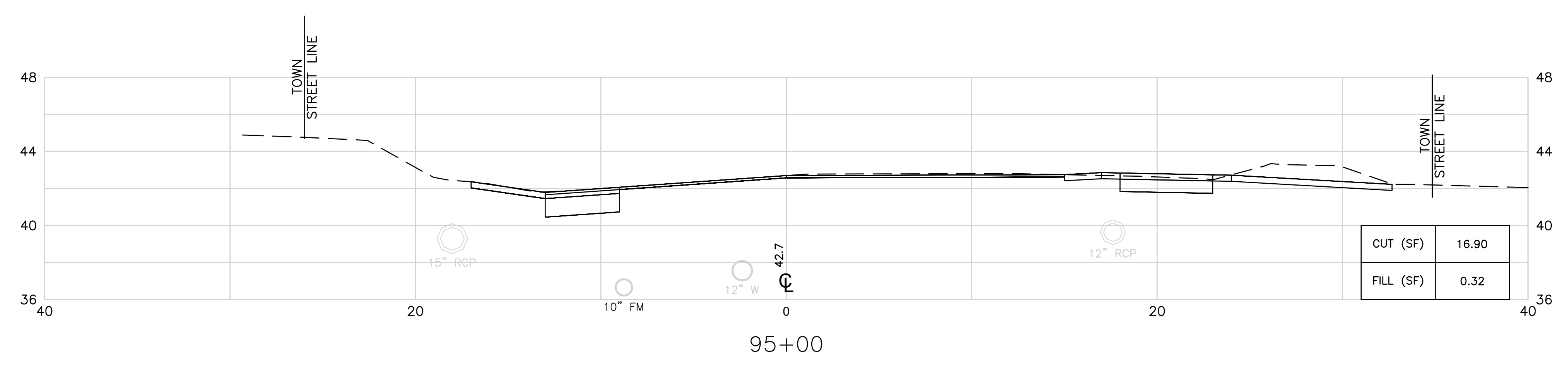
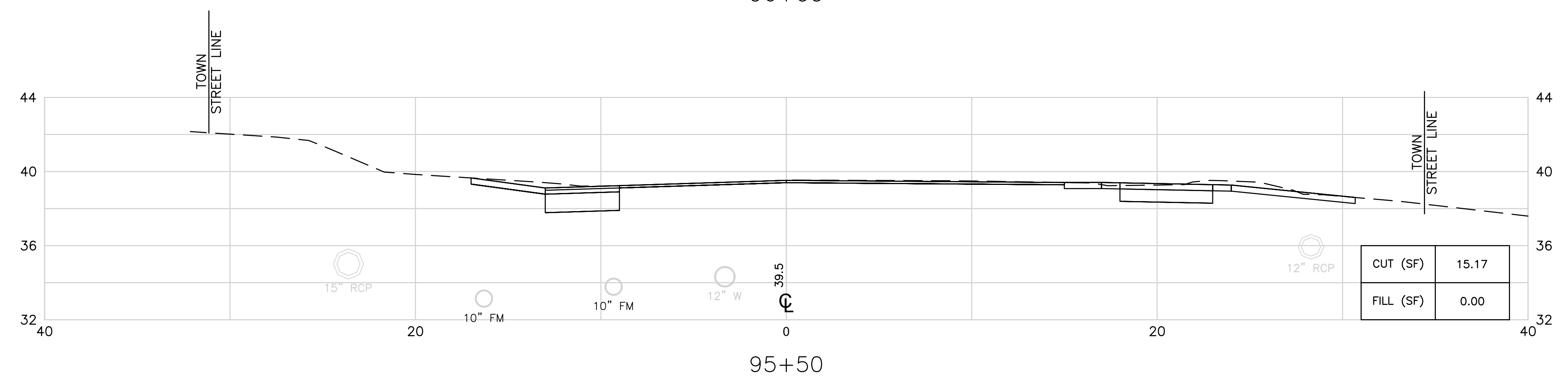
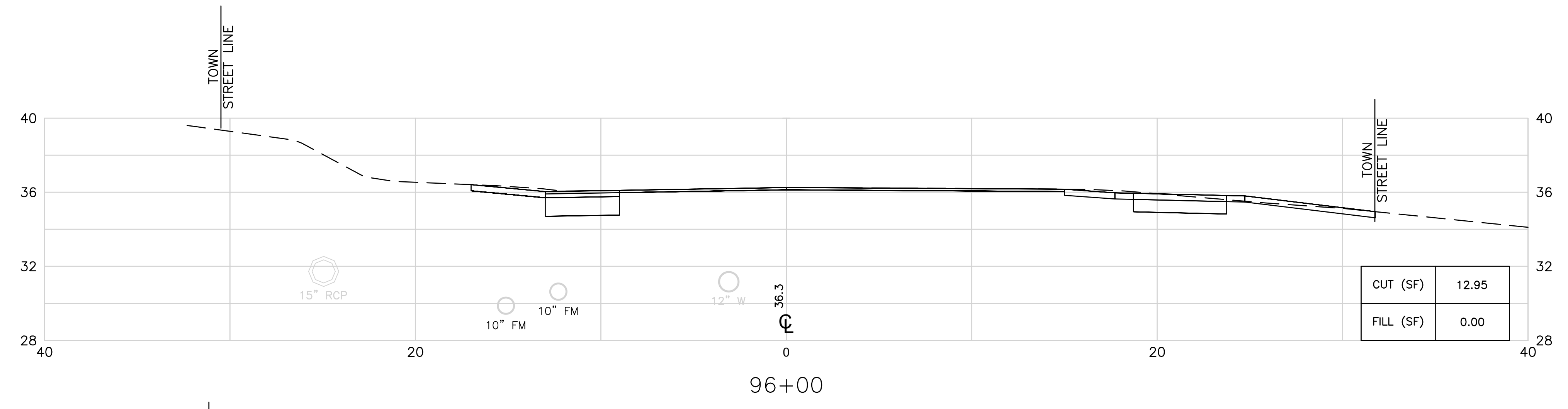
TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 60  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND  
CROSS SECTION NO. 22



TOWN OF  
MIDDLETOWN

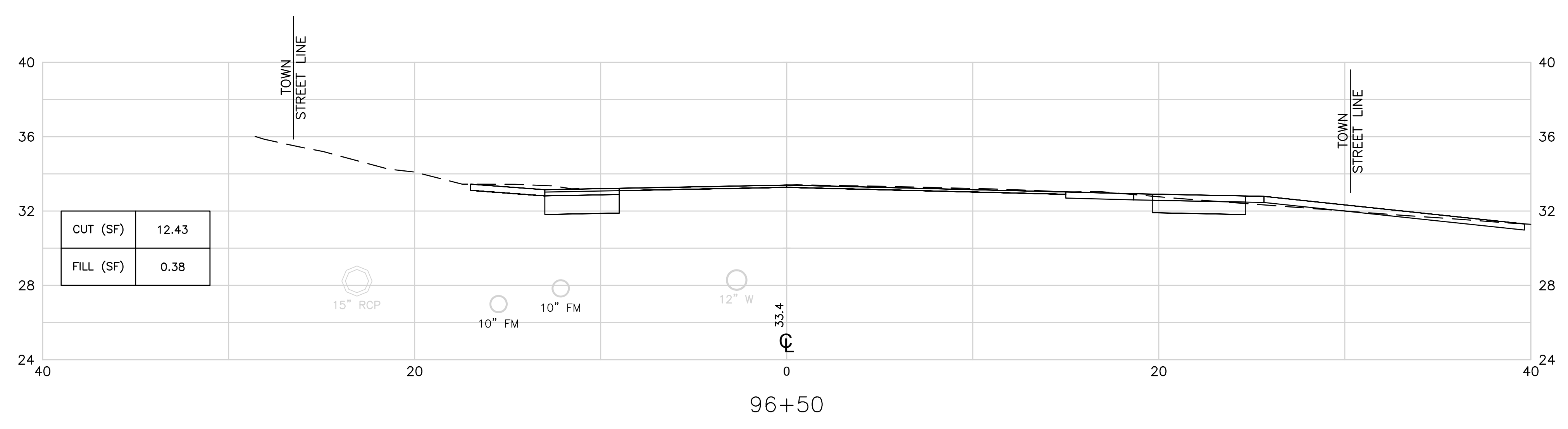
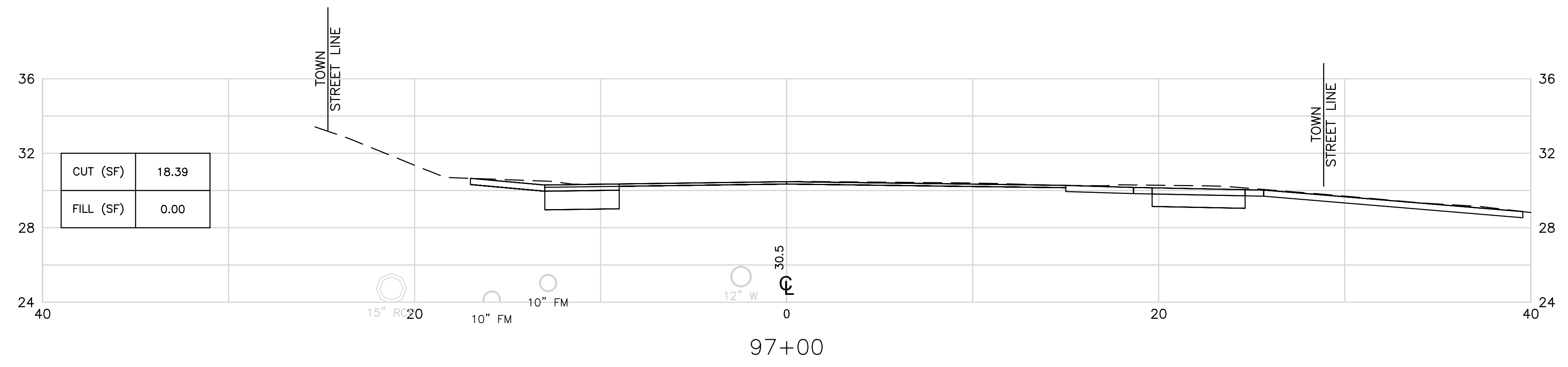
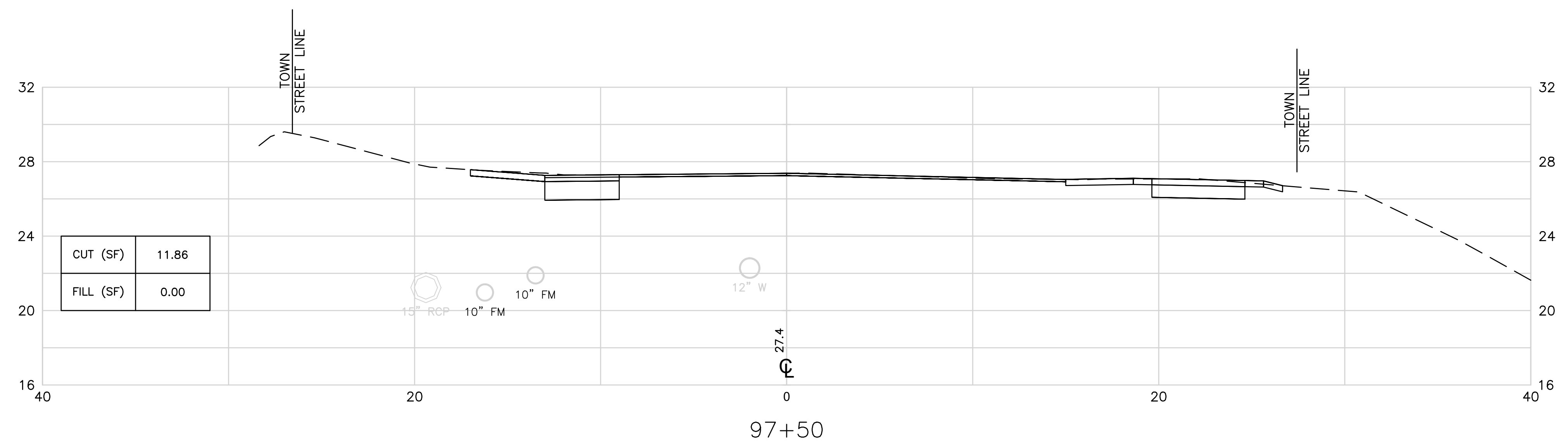
DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 61  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 23



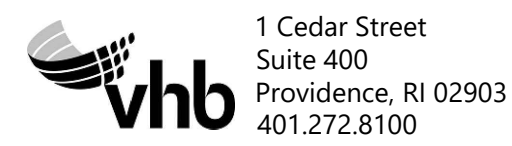
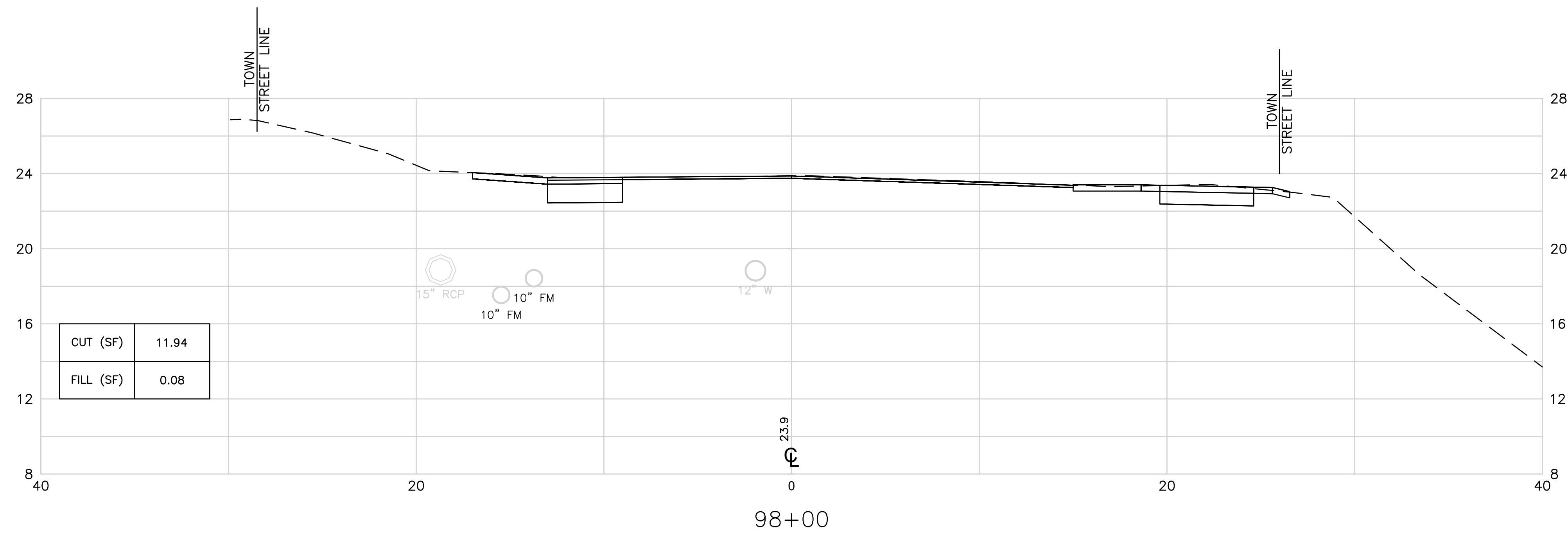
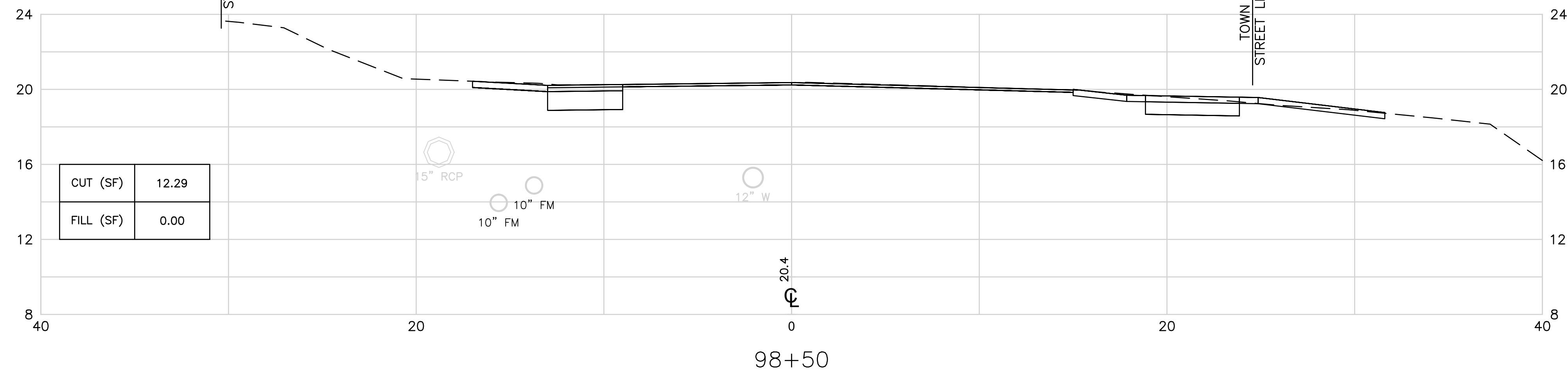
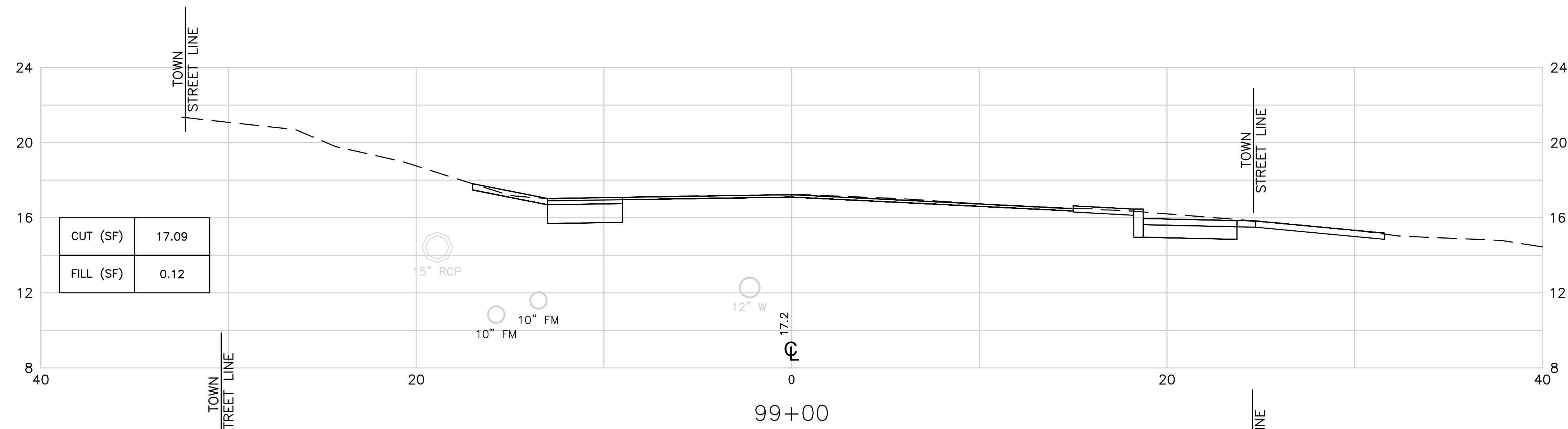
**TOWN OF  
MIDDLETOWN**

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 62  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

**PURGATORY ROAD SIDEWALK IMPROVEMENTS**  
MIDDLETOWN RHODE ISLAND  
**CROSS SECTION NO. 24**



TOWN OF  
MIDDLETOWN

DESIGNED BY:  
CHECKED BY:  
DATE:  
SHEET: 63  
OF: 63

SCALE: 1"=4'

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PURGATORY ROAD SIDEWALK IMPROVEMENTS  
MIDDLETOWN RHODE ISLAND

CROSS SECTION NO. 25