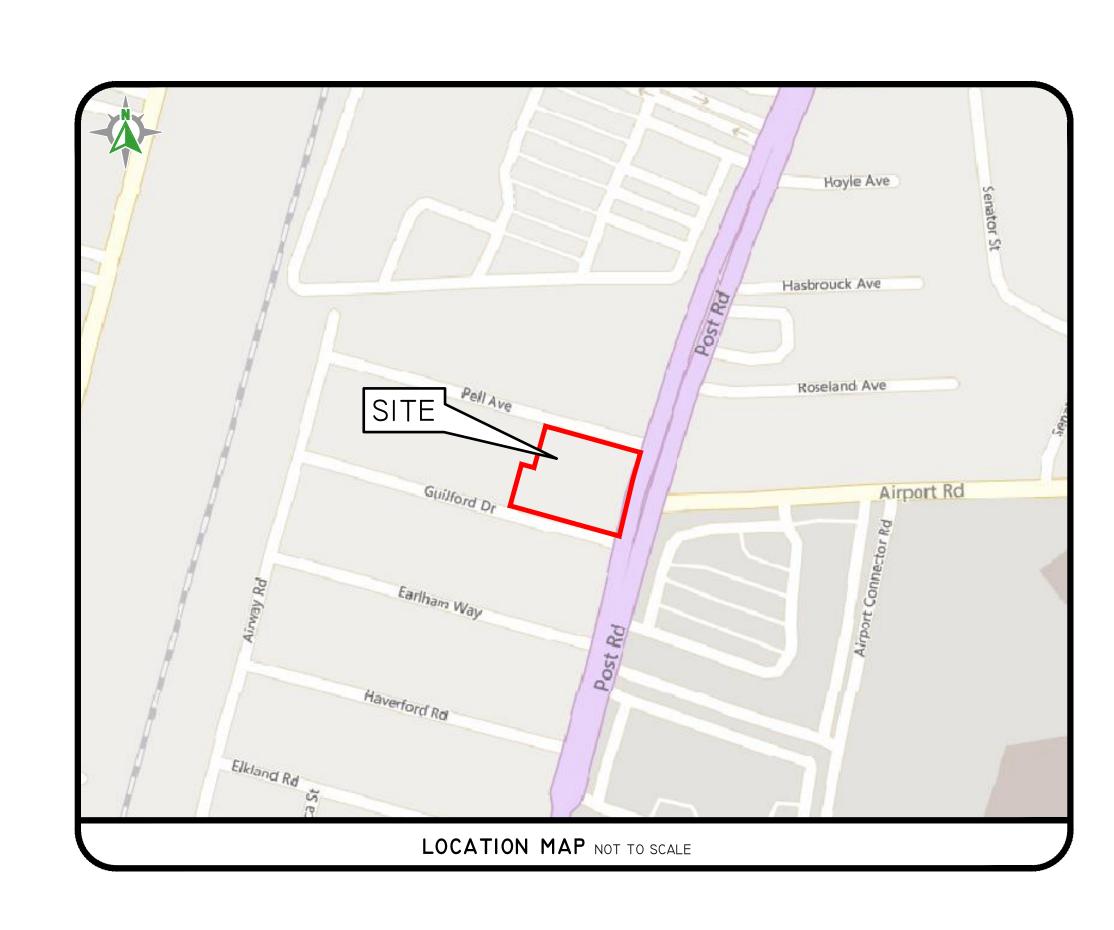
CARVEL PLAZA

1795 Post Road WARWICK, RI

ASSESSOR'S PLAT 322 LOTS 167, 168, 169, 170, 182 & 183



SHEET LIST TABLE

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THE SOIL EROSION AND SEDIMENT CONTROL PLAN (SESC) AND STORMWATER OPERATION AND MAINTENANCE PLAN (0&M) ARE REQUIRED DOCUMENTS WITH THIS PLAN SET AND MUST BE MAINTAINED BY THE

CONTRACTOR AND OWNER ON SITE.

HIGHWAY. ALL WORK WITHIN THE STATE RIGHT OF WAY MUST CONFORM TO THE RI STANDARD SPECIFICATIONS, DETAILS, AND ADDENDUMS.

3. THE OWNER OF AP 322 LOTS 167, 168, 169, 182 & 183 IS STATE OF RHODE ISLAND & PROVIDENCE PLANTATIONS DEPT OF TRANS RELOCATION, STATE OFFICE BUILDING PROVIDENCE, RI 02903

THE OWNER OF AP 322 LOT 170 IS: DNC HOLDINGS LL 56 PINE ST. 3RD FLOORD

PROVIDENCE, RI 02903

- THIS SITE IS LOCATED IN FEMA FLOOD ZONES X (UNSHADED). REFERENCE FEMA FLOOD INSURANCE RATE MAP 44003C013IH, MAP REVISED SEPTEMBER, 18 2013. (FLOOD PLAIN DESCRIPTIONS SHOWN
- ZONE X (UNSHADED) THIS SITE IS LOCATED IN FEMA FLOOD ZONE X, WHICH ARE AREAS WHERE THERE IS MINIMAL FLOODING.
- THE BOUNDARY LINES AS SHOWN ON THE ENGINEERING PLAN SET DEPICTS THE RESULTS OF A CLASS I BOUNDARY RETRACEMENT SURVEY AS PERFORMED BY DIPRETE ENGINEERING ASSOCIATES INC. THIS PLAN IS NOT TO BE CONSTRUED AS A CLASS I BOUNDARY RETRACEMENT SURVEY PLAN AND IS NOT SUITABLE FOR RECORDING AS A CLASS I STANDARD SURVEY PLAN.
- CONTOUR DATA SHOWN ON THIS PLAN CONFORMS TO A T-4 TOPOGRAPHICAL SURVEY STANDARD AS ADOPTED BY THE RHODE ISLAND BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS: SAID DATA IS BASED ON ELEVATION INFORMATION THAT WAS COLLECTED WITH AIRBORNE LIDAR TECHNOLOGY FOR THE ENTIRE AREA OF RHODE ISLAND BETWEEN APRIL 22 AND MAY 6, 2011 AS PART OF THE NORTHEAST LIDAR PROJECT. THIS DATA'S POSITIONAL ACCURACY AND RELIABILITY HAS NOT BEEN VERIFIED BY DIPRETE ENGINEERING AND IS SUBJECT TO CHANGES AN AUTHORITATIVE FIELD SURVEY MAY DISCLOSE.
- ALL WORK PERFORMED HEREIN IS TO BE GOVERNED BY CURRENT EDITIONS OF THE RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. CITY OF WARWICK STANDARD SPECIFICATIONS AND DETAILS AND SPECIFICATIONS INCLUDED AS PART OF THE DRAWINGS. IN AREAS OF CONFLICT BETWEEN THE DIFFERENT SPECIFICATIONS. THE DESIGN PLANS AND PROJECT SPECIFICATIONS WILL TAKE PRECEDENCE OVER THE GENERAL SPECIFICATIONS AND THE DESIGN ENGINEER WILL INTERPRET THE CONSTRUCTION REQUIREMENT. THE CONTRACTOR IS ADVISED TO SUBMIT A REQUEST FOR INFORMATION (RFI) FOR ANY AREAS OF CONFLICT BEFORE COMMITTING TO CONSTRUCTION.
- 8. THE SITE IS NOT WITHIN A:

GROUNDWATER PROTECTION AREA (RIDEM) NATURAL HERITAGE AREA (RIDEM GROUNDWATER PROTECTION OVERLAY DISTRICT (TOWN)

- 9. THE SITE IS LOCATED WITHIN THE FRESHWATER WETLAND BUFFER URBAN REGION PER THE FRESHWATER WETLANDS BUFFER REGIONS MAPS (250-RICR-I50-I5-3.24).
- 10. THE FOLLOWING DOCUMENTS ARE CONSIDERED PART OF THE PROJECT PLANS AND THE
- CONTRACTOR/OWNER MUST MAINTAIN THESE DOCUMENTS AS PART OF A FULL PLAN SET: • STORMWATER OPERATION AND MAINTENANCE PLAN (0&M). THE 0&M CONTAINS:
- •• LONG TERM MAINTENANCE •• LONG TERM POLLUTION PREVENTION
- THIS PLAN SET REFERENCES RIDOT STANDARD DETAILS (DESIGNATED AS RIDOT STD X.X.X.). RIDOT STANDARD DETAILS ARE AVAILABLE FROM RIDOT AND ONLINE AT: HTTP://WWW.DOT.RI.GOV/BUSINESS/CONTRACTORSANDCONSULTANTS.PHP.
- THE SITE IS TO BE SERVICED BY PUBLIC WATER AND PUBLIC SEWER.
- 13. THE DRAINAGE SYSTEM IS DESIGNED TO MEET THE CITY OF WARWICK SUBDIVISION AND LAND DEVELOPMENT REGULATIONS WITH THE USE OF CATCH BASINS AND UNDERGROUND INFILTRATION SYSTEMS. THE STORMWATER MANAGEMENT SYSTEM MEETS THE RIDEM BEST MANAGEMENT
- 14. THE SITE IS PROPOSED TO BE BUILT IN ONE PHASE.
- 15. SOIL EVALUATIONS, WERE COMPLETED BY DIPRETE ENGINEERING ON 10/6/22
- 16. ANY PROPRIETARY PRODUCTS REFERENCED IN THIS PLAN SET ARE REPRESENTATIVE OF THE MINIMUM DESIGN REQUIREMENTS FOR THE PURPOSE THEY PROPOSE TO SERVE. ALTERNATIVES TO ANY PROPRIETARY PRODUCT MAY BE SUBMITTED TO THE ENGINEER OF RECORD FOR CONSIDERATION, WHICH MUST BE ACCOMPANIED BY APPROPRIATE SPECIFICATION SHEETS/DESIGN CALCULATIONS THAT DEMONSTRATE THE ALTERNATIVE(S) MEET THE MINIMUM DESIGN PARAMETERS OF THE PRODUCT SHOWN ON THE PLANS. NO ALTERNATIVES MAY BE USED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD.
- THIS PLAN SET MAY REFERENCE AND/OR INCLUDE REPRODUCTIONS OF PROPRIETARY PRODUCTS DETAILS BY OTHERS, AND/OR THEIR ASSOCIATED SPECIFICATIONS. ANY REFERENCED OR REPRODUCED PROPRIETARY PRODUCT OR DETAIL BY OTHERS THAT IS SHOWN ON DIPRETE PLANS IS STRICTLY FOR INFORMATION/SPECIFICATION PURPOSES ONLY. DIPRETE ENGINEERING DOES NOT RANT ANY PROPRIETARY PRODUCTS. DETAILS BY OTHERS OR THEIR RESPECTIVE DESIGNS. IF A DIPRETE ENGINEERING PLAN INCLUDES A PROPRIETARY PRODUCT/DETAIL BY OTHERS (FITHER EXPLICITLY OR IMPLIED) AND IS STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND/OR REGISTERED LANDSCAPE ARCHITECT OF DIPRETE ENGINEERING, SAID STAMP DOES NOT EXTEND TO ANY PORTION OF THE PROPRIETARY PRODUCT/DETAIL BY OTHERS OR ITS DESIGN.

SOIL INFORMATION:

(REFERENCE: SOIL MAPPING OBTAINED FROM RIGIS. SOIL GEOGRAPHIC DATA DEVELOPED BY THE RHODE ISLAND SOIL SURVEY PROGRAM IN PARTNERSHIP WITH THE NATIONAL COOPERATIVE SOIL SURVEY)

- SOIL NAME DESCRIPTION
- MERRIMAC-URBAN LAND COMPLEX
- URBAN LAND

LAYOUT AND MATERIALS

- DIMENSIONS ARE FROM THE FACE OF CURB, FACE OF BUILDING, FACE OF WALL, AND CENTER LINE OF PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.
- 2. CURBING MUST BE PRECAST CONCRETE, MONOLITHIC CONCRETE, OR AS LABELED ON THE PLANS. 3. SIDEWALK MUST BE CONCRETE, OR AS LABELED ON THE PLANS.
- $^{\!\scriptscriptstyle 4}$. SYMBOLS AND LEGENDS OF PROJECT FEATURES ARE GRAPHIC REPRESENTATIONS AND ARE NOT NECESSARILY SCALED TO THEIR ACTUAL DIMENSIONS OR LOCATIONS ON THE DRAWINGS. THE CONTRACTOR MUST REFER TO THE DETAIL SHEET DIMENSIONS, MANUFACTURERS' LITERATURE SHOP DRAWINGS AND FIELD MEASUREMENTS OF SUPPLIED PRODUCTS FOR LAYOUT OF THE PROJECT
- SEE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS AND DETAILS PERTAINING TO THE BUILDING, INCLUDING SIDEWALKS, RAMPS, BUILDING ENTRANCES, STAIRWAYS, UTILITY PENETRATIONS, CONCRETE DOOR PADS, COMPACTOR PAD, LOADING DOCKS, BOLLARDS, ETC.
- PROPOSED BOUNDS AND ANY EXISTING PROPERTY LINE MONUMENTATION DISTURBED DURING CONSTRUCTION MUST BE SET OR RESET BY A PROFESSIONAL LICENSED SURVEYOR.
- CONTRACTOR MUST NOT RELY SOLELY ON ELECTRONIC VERSIONS OF PLANS, SPECIFICATIONS AND DATA FILES THAT ARE OBTAINED FROM THE DESIGNERS. CONTRACTOR MUST VERIFY LOCATION OF PROJECT FEATURES IN ACCORDANCE WITH THE STAMPED PAPER COPIES OF THE PLANS AND SPECIFICATIONS THAT ARE SUPPLIED AS PART OF THE CONTRACT DOCUMENTS.
- ALL GUARDRAIL ONSITE MUST BE STEEL BACKED TIMBER GUARDRAIL WITH STEEL POSTS, IN CONFORMANCE WITH SECTION 5.4.1.7 OF THE AASHTO ROADSIDE DESIGN GUIDE. ALTERNATIVE GUARDRAILS WILL BE CONSIDERED BY THE DESIGN ENGINEER IF THEY ARE DOT APPROVED EQUAL AND ACCEPTABLE TO THE OWNER. ALTERNATIVES MUST BE APPROVED IN WRITING BY THE OWNER AND DESIGN ENGINEER PRIOR TO CONSTRUCTION, GUARDRAIL IS REQUIRED AT ALL ROADWAYS/PARKING LOTS/PAVED TRAFFIC AREAS ADJACENT TO SLOPES WITH A HEIGHT GREATER THAN SIX FEET AT A 3:I SLOPE, AND ALL SLOPES WITH A HEIGHT GREATER THAN THREE FEET AT A 2:I SLOPE, AND ALL RETAINING WALLS GREATER THAN TWO FEET IN HEIGHT. THE CONTRACTOR IS RESPONSIBLE TO MEET ANY AND ALL GUARDRAIL PROVISIONS THAT MAY BE REQUIRED BY THE
- 9. INFRARED TREATMENT OF PAVEMENT IS REQUIRED AT ALL CURB CUTS, AT ANY DISTURBED PAVEMENT ON ROADWAYS, AND WHERE ANY NEW PAVEMENT MEETS EXISTING PAVEMENT.
- . ALL EXISTING PAVEMENT MARKING REMOVED AS INCIDENTAL DURING CONSTRUCTION MUST BE
- REPLACED IN-KIND FOLLOWING COMPLETION OF CONSTRUCTION UNLESS OTHERWISE NOTED. NEW PAVEMENT MARKING MUST BE FAST DRYING TRAFFIC PAINT, MEETING THE REQUIREMENTS OF AASHTO M248 TYPE F. PAINT MUST BE APPLIED AS SPECIFIED BY THE MANUFACTURER.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

- MUST BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE APPLICABLE REGULATIONS AND AUTHORITY HAVING JURISDICTION. THE CONTRACTOR MUST NOTIFY THE DESIGN ENGINEER, THE DIRECTOR OF PUBLIC WORKS, THE TOWN ENGINEER, AND RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
- 2. ALL EROSION CONTROL INCLUDING (BUT NOT LIMITED TO) TEMPORARY SWALES, TEMPORARY SEDIMENT TRAPS, ETC. MUST BE INSTALLED PER THE LATEST EDITION OF THE RHODE ISLAND SOIL EROSION AND SEDIMENT CONTROL (RISESC) HANDBOOK AND THE SOIL EROSION AND SEDIMENT CONTROL PLAN(S). NOTE THE SOIL EROSION AND SEDIMENT CONTROL SHOWN ON THESE PLANS ARE THE MINIMUM QUANTITY/TYPE OF EROSION CONTROL DEVICES AND MATERIALS DEEMED REQUIRED BY DIPRETE ENGINEERING TO MEET THE OBJECTIVES OF THE RISESC HANDBOOK, BUT IS CONSIDERED A GUIDE ONLY. ADDITIONAL MEASURES/ALTERNATE CONFIGURATIONS MAY BE REQUIRED IN ORDER TO MEET THE RISESC HANDBOOK BASED ON FACTORS INCLUDING (BUT NOT LIMITED TO) SITE PARAMETERS, WEATHER, INSPECTIONS AND UNIQUE FEATURES. THE SESC WILL CONTINUE TO EVOLVE THROUGHOUT CONSTRUCTION/PHASES. PURSUANT TO NOTE I ABOVE, SESC REMAINS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL THE SITE IS FULLY STABILIZED AND/OR SESC RESPONSIBILITIES ARE ASSUMED BY THE OWNER IN WRITING.
- TEMPORARY SWALES MUST BE USED TO CONTROL RUNOFF DURING CONSTRUCTION OF THE PROPOSED SITE WORK, AND MUST BE VEGETATED AFTER CONSTRUCTION, EROSION CONTROL MATS MUST BE INSTALLED, IF NECESSARY, TO PREVENT EROSION AND SUPPORT VEGETATION. AFTER CONSTRUCTION IS COMPLETE AND TRIBUTARY AREAS TO THE SWALES HAVE BEEN STABILIZED. THE TEMPORARY SWALES MUST BE CLEARED AND FINAL DESIGN, INCLUDING INSTALLATION OF THE GRASS SWALE MUST BE PER THE DESIGN PLANS
- 4. ONCE THE SEDIMENT TRAPS ARE NO LONGER REQUIRED AND ALL TRIBUTARY AREAS HAVE BEEN STABILIZED, THE TEMPORARY SEDIMENT TRAPS MUST BE CLEANED AND BROUGHT TO FINAL DESIGN
- 5. INLET PROTECTION MUST BE INSTALLED ON ALL CATCH BASINS ONCE CONSTRUCTED. 6. FOR SEQUENCE OF CONSTRUCTION, PROJECT PHASING AND CONSTRUCTION PHASING SEE SESC
- 7. CONTRACTOR MAY MODIFY SEQUENCE OF CONSTRUCTION WITH APPROVAL FROM DESIGN ENGINEER
- 8. IF CONCRETE TRUCKS ARE WASHED OUT ON SITE, ALL WASHOUT MUST BE PERFORMED IN THE DESIGNATED CONCRETE WASHOUT AREA.

- CONTRACTOR MUST OBTAIN ALL FEDERAL, STATE, AND MUNICIPAL APPROVALS PRIOR TO THE START OF CONSTRUCTION.
- 2. CONTRACTOR MUST PERFORM DAILY SWEEPING AT CONSTRUCTION ENTRANCES DURING DEMOLITION AND CONSTRUCTION TO MINIMIZE SEDIMENTS ON EXTERNAL STREETS.
- ANY EXISTING BUILDING(S) AND PROPERTY PROPOSED TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR IS RESPONSIBLE FOR REMOVING AND LEGALLY DISPOSING (R&D) ALL MATERIALS INDICATED ON THE PLANS UNLESS SPECIFIED OTHERWISE HEREIN, R&D MATERIALS INCLUDE BUT ARE NOT LIMITED TO PAVEMENT, GRAVEL, CATCH BASINS, MANHOLES, GRATES/FRAMES/COVERS, AND ANY EXCESS SOIL THAT IS NOT INCORPORATED INTO THE WORK
- IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, ALL DISTURBED AREAS INCLUDING THE CONTRACTOR'S STOCKPILE AND STAGING AREAS WITHIN THE LIMIT OF WORK MUST BE RESTORED TO MATCH THE DESIGN PLANS
- CONTRACTOR MUST DOCUMENT LOCATION OF ALL SUBSURFACE UTILITIES REMAINING IN PLACE AFTER DEMOLITION (ACTIVE AND INACTIVE/ABANDONED). LOCATION MUST BE DOCUMENTED BY FIELD SURVEY OR SWING TIES. COPIES OF LOCATION DOCUMENTATION MUST BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF DEMOLITION AND PRIOR TO START OF NEW CONSTRUCTION. A MARKER MUST BE INSTALLED TO FINISH GROUND AT ALL INSTALLED CAPS/PLUGS. THE MARKER CAN BE A POST IN CONSTRUCTION AREAS OR PAINTED ON A PERMANENT SURFACE.
- ACTIVE UTILITY LINES AND STRUCTURES NOT SPECIFICALLY NOTED ON PLANS, BUT WHICH ARE ENCOUNTERED TO BE IN CONFLICT WITH THE PROPOSED WORK, MUST BE EXTENDED, PROTECTED, OR REWORKED BY THE CONTRACTOR AS DIRECTED OR REQUIRED BY THE UTILITY ENTITY OR
- 8. CONTRACTOR MUST COORDINATE THE CUTTING AND CAPPING OF ALL UTILITIES WITH THE OWNER, THE MUNICIPALITY, AND ALL APPLICABLE UTILITY ENTITIES HAVING JURISDICTION.
- INACTIVE SUBSURFACE UTILITIES NOT IN CONFLICT WITH THE PROPOSED WORK AREA MAY BE ABANDONED IN PLACE WITH WRITTEN PERMISSION FROM THE OWNER.

- I. ALL TRAFFIC CONTROL MUST CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION.
- 2. DURING CONSTRUCTION, TRAFFIC CONES MUST BE USED FOR SEPARATION OF ACTIVE TRAFFIC FROM WORK ZONE PER MUTCD REQUIREMENTS.
- 3. DURING CONSTRUCTION FLAGGERS MUST BE EMPLOYED TO ENSURE SAFETY FOR INTERACTION OF
- 4. ALL SIGNS, FLAGGERS, TRAFFIC CONTROL DEVICES, AND TEMPORARY TRAFFIC ZONE ACTIVITIES
- MUST MEET THE REQUIREMENTS OF THE MUTCD LATEST EDITION AND SUBSEQUENT ADDENDA. 5. TEMPORARY CONSTRUCTION SIGNS MUST BE MOUNTED ON RIDOT APPROVED SUPPORTS AND MUST BE REMOVED OR COVERED WHEN NOT APPLICABLE.

RIDOT NOTES:

- ALL WORK TO BE DONE WITHIN THE STATE RIGHT OF WAY (ROW) SHALL CONFORM TO RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2022 EDITION WITH ALL REVISIONS AND ADDENDA. STANDARD DETAILS FOR THIS WORK ARE R.I. STANDARD DETAILS 1998 EDITION (AMENDED JUNE 2019) WITH ALL REVISIONS
- 2. CONTRACTOR MUST OBTAIN A UTILITY CONNECTION PERMIT FOR WORK WITHIN THE STATE RIGHT-OF-WAY (ROW) PRIOR TO CONSTRUCTION. THE PHYSICAL ALTERATION PERMIT (PAP) IS NOT A THE NEXT STRUCTURE MUST BE CAST IRON AND IN ACCORDANCE WITH 284CMR. SUBSTITUTE FOR THE UTILITY PERMIT AND THE PAP DOES NOT CONSTITUTE AN APPROVAL OF ANY UTILITY WORK.
- 3. ALL TRAFFIC CONTROL MUST CONFORM TO THE MUTCD, LATEST EDITION, WITH ALL REVISIONS. 4. NO LANE OR SHOULDER CLOSURES ARE ALLOWED TO BE PERFORMED WITHIN THE STATE ROW DURING PEAK TRAFFIC HOURS.
- 5. SEWER AND WATER CONNECTIONS WITHIN THE STATE ROW WILL REQUIRE A SEPARATE RIDOT UTILITY PERMIT, WHICH CONTRACTOR MUST OBTAIN BEFORE CONSTRUCTION.
- 6. THE DRAINAGE SYSTEM IS DESIGNED TO DECREASE BOTH STORMWATER RUNOFF RATE, AND STORMWATER RUNOFF VOLUME TO THE STATE ROW FROM PRE-DEVELOPMENT TO POST-DEVELOPMENT. THERE SHALL BE NO INCREASE IN RUNOFF TO THE STATE ROW FROM THE PROPOSED DEVELOPMENT
- WORK WITHIN THE STATE'S ROW WILL CONFORM TO PROPOSED PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). WORK ONSITE WILL CONFORM TO AMERICANS WITH DISBILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) UNLESS THE WORK IS ON STATE OWNED

AMERICANS WITH DISABILITIES ACT (ADA) NOTES:

I. ALL IMPROVEMENTS MUST COMPLY WITH THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES" (ADAAG) BY THE US DEPARTMENT OF JUSTICE (CURRENT EDITION).

2. MAXIMUM RUNNING SLOPE ALONG ALL ACCESSIBLE PATHS OF TRAVEL MUST BE 4.5% (0.045

- FT/FT), AND MAXIMUM CROSS SLOPE ACROSS ALL ACCESSIBLE PATHS OF TRAVEL MUST BE 1.5% (0.015 FT/FT). 3. ADA PARKING SPACES AND LOADING AREAS: THE STEEPEST SLOPE OF THE SPACE, MEASURED IN
- ANY DIRECTION (INCLUDING DIAGONALLY), MUST BE LESS THAN OR EQUAL TO 2% (0.02 FT/FT). DIPRETE ENGINEERING GENERALLY RECOMMENDS A MAXIMUM OF 1.4% (0.014 FT/FT) BE USED FOR BOTH RUNNING AND CROSS SLOPES IN ORDER TO COMPLY. A MINIMUM 5'X5' LANDING MUST BE PROVIDED IN FRONT OF ALL PUBLICLY ACCESSIBLE BUILDING ENTRANCES/ EGRESSES. THE STEEPEST SLOPE OF THE LANDING, MEASURED IN ANY DIRECTION
- GENERALLY RECOMMENDS A MAXIMUM OF 1.4% (0.014 FT/FT) BE USED FOR BOTH RUNNING AND CROSS SLOPES IN ORDER TO COMPLY 5. FOR EVERY 6 (OR FRACTION OF 6) ADA PARKING SPACES, AT LEAST ONE MUST BE A VAN PARKING

(INCLUDING DIAGONAL), MUST BE LESS THAN OR EQUAL TO 2% (0.02 FT/FT). DIPRETE ENGINEERING

- SPACE. FOR EXAMPLE, IF 7 ADA PARKING SPACES ARE REQUIRED, A MINIMUM OF 2 MUST BE VAN
- 6. NOTWITHSTANDING THE NOTES LISTED ABOVE, TOWN OR STATE-SPECIFIC STANDARDS MAY BE MORE STRINGENT AND OVERRULE. IT IS THE RESPONSIBILITY OF THE USER OF THIS PLAN SET TO MAINTAIN COMPLIANCE WITH THE CONTROLLING STANDARD
- 7. NOTE THAT THE GRADING/PLAN VIEWS AND DETAILS CONTAINED WITHIN THIS PLAN SET MAY NOT SHOW THE DETAIL NECESSARY TO CONSTRUCT WALKWAYS, RAMPS AND SPACES TO COMPLY WITH THE ABOVE REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE LEVEL OF CARE NECESSARY TO BE CERTAIN THAT THE CONSTRUCTED PRODUCT MEETS ADA/CONTROLLING STANDARDS. IN THE EVENT OF ANY NONCOMPLIANCE, THE CONTRACTOR MUST NOTIFY THE DESIGNER BEFORE CONSTRUCTION FOR ADVICE IN FINDING A RESOLUTION.

GRADING AND UTILITY NOTES:

- 2. THE CONTRACTOR MUST COORDINATE WITH ALL OF THE APPROPRIATE UTILITY COMPANIES FOR AGREEMENTS TO SERVICE THE PROPOSED BUILDING. THIS MUST BE DONE PRIOR TO CONSTRUCTION. NO REPRESENTATIONS ARE MADE BY DIPRETE ENGINEERING THAT UTILITY SERVICE IS AVAILABLE.
- 3. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING FINISH GRADING AND DRAINAGE AROUND THE BUILDING TO ENSURE SURFACE WATER AND/OR GROUNDWATER IS DIRECTED AWAY FROM THE STRUCTURE
- 4. PRIOR TO START OF CONSTRUCTION, CONTRACTOR MUST VERIFY EXISTING PAVEMENT ELEVATIONS AT INTERFACE WITH PROPOSED PAVEMENTS, AND EXISTING GROUND ELEVATIONS ADJACENT TO DRAINAGE OUTLETS TO ASSURE PROPER TRANSITIONS BETWEEN EXISTING AND PROPOSED FACILITIES. CONTRACTOR MUST NOTIFY DESIGN ENGINEER OF ANY DISCREPANCIES PRIOR TO
- 5. ALL PROPOSED UNDERGROUND UTILITIES SERVING THE SITE AND BUILDINGS MUST BE COORDINATED WITH OWNER, ARCHITECT, AND ENGINEER PRIOR TO INSTALLATION.
- 6. ALL RETAINING WALLS AND STEEP SLOPES ARE SUBJECT TO FINAL STRUCTURAL DESIGN. DIPRETE ENGINEERING IS NOT PROVIDING THE STRUCTURAL DESIGN OF THESE ITEMS. ALL WALLS AND STEEP SLOPES MUST BE DESIGNED AND BUILT UNDER THE DIRECTION OF A RHODE ISLAND LICENSED PROFESSIONAL ENGINEER SUITABLY QUALIFIED IN GEOTECHNICAL ENGINEERING AND CERTIFIED TO THE OWNER PRIOR TO THE COMPLETION OF THE PROJECT. SHOP DRAWINGS MUST BE SUBMITTED PRIOR TO CONSTRUCTION. FINAL STRUCTURAL DESIGN MUST INCORPORATE THE INTENT OF THE GRADING SHOWN ON THESE PLANS AND ALL WORK MUST BE WITHIN THE LIMIT OF DISTURBANCE SHOWN ON THE PLANS.
- ALL CUT AND FILL WORK MUST BE DONE UNDER THE DIRECTION OF A PROFESSIONAL GEOTECHNICAL ENGINEER, WITH TESTING AND CERTIFICATION PROVIDED TO THE OWNER AT THE COMPLETION OF THE PROJECT. DIPRETE ENGINEERING IS NOT PROVIDING THE FILL SPECIFICATION, GEOTECHNICAL ENGINEERING, STRUCTURAL ENGINEERING SERVICES, OR SUPERVISION AS PART OF
- 8. MATERIAL STOCKPILES MUST NOT BE LOCATED IN THE RIGHT-OF-WAY, AND TRENCHES MUST NOT BE LEFT OPEN OVERNIGHT.
- 9. ALL LOAM IN DISTURBED AREAS MUST BE STOCKPILED FOR FUTURE USE. 10. ALL EXCESS SOIL, TREES, ROCKS, BOULDERS, AND OTHER REFUSE, MUST BE DISCARDED OFF SITE IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS. STUMPS MUST BE GROUND ON
- II. THE SITE WILL HAVE 6" CONCRETE CURBING. SITE GRADING/CONTOURS SHOWN ON THE PLANS DO NOT NECESSARILY REFLECT THE APPROPRIATE CURBING REVEAL. CONTRACTOR MUST INSTALL
- CURBING WITH APPROPRIATE REVEAL UNLESS OTHERWISE NOTED. 12. NO STUMP DUMPS ARE PROPOSED ON SITE. 13. ALL DRAINAGE OUTFALLS ARE DESIGNED TO BE INSTALLED AT EXISTING GROUND ELEVATION. CONTRACTOR MUST IMMEDIATELY NOTIFY DIPRETE ENGINEERING OF ANY DISCREPANCIES WHERE EXISTING GROUND IS HIGHER THAN OUTFALL DESIGN ELEVATION. ANY RESOLUTION OF
- AND DIPRETE ENGINEERING, IS DONE AT THE CONTRACTOR'S RISK. 14. CONTRACTOR MUST PROVIDE SAW CUTTING AND FULL DEPTH PAVEMENT RESTORATION IN AREAS WHERE PAVEMENT AND/OR SIDEWALK IS REMOVED FOR UTILITY INSTALLATION.
- IS. IF ROADWAY SURFACE PAVEMENT COURSE IS NOT TO BE INSTALLED FOR I2 MONTHS OR MORE AFTER INSTALLATION OF DRAINAGE STRUCTURES, ALL CATCH BASIN RIMS MUST BE SET AT BINDER GRADE AND RAISED TO FINAL PAVEMENT GRADE PRIOR TO PLACEMENT OF SURFACE COURSE.
- 16. CONTRACTOR MUST HOLD/ SUPPORT/ RESTORE ALL EXISTING UTILITY COMPONENTS INCLUDING (BUT NOT LIMITED TO) POLES, MAST ARMS AND ABOVEGROUND OBJECTS AS NECESSARY DURING THE PROPOSED WORKS AND ELECTRICAL INSTALLATION, CONTRACTOR MUST COORDINATE SAID WORKS WITH ALL ASSOCIATED UTILITY OWNERS ACCORDINGLY. ANY EXISTING ITEMS DAMAGED OR REMOVED AS INCIDENTAL DURING UTILITY CONNECTION/ ELECTRICAL INSTALLATION INCLUDING (BUT NOT LIMITED TO) CURB IN THE ROW MUST BE REPLACED IN KIND FOLLOWING COMPLETION OF

ALL DRAINAGE PIPING MUST BE HIGH-DENSITY POLYETHYLENE (HDPE), OR EQUAL, WITH WATERTIGHT JOINTS WHERE INSTALLED WITHIN THE SEASONAL HIGH GROUNDWATER TABLE, UNLESS NOTED OTHERWISE ON THE PLANS OR IN THE SPECIFICATIONS. ALL STORMWATER PIPE WITHIN THE STATE'S RIGHT-OF-WAY MUST BE REINFORCED CONCRETE PIPE (RCP).

DRAINAGE STRUCTURES MUST BE AS FOLLOWS (UNLESS OTHERWISE NOTED ON PLANS): CATCH BASINS ALONG CURBING: RIDOT STD. 4.4.0, TYPE F, 4' DIAMETER WITH APRON STONE

- CATCH BASINS NOT ALONG CURBING: RIDOT STD 4.4.0, 4' DIAMETER CATCH BASINS MUST HAVE 3 FT SUMPS WITHOUT SEEP HOLES
- SINGLE FRAME CATCH BASIN GRATES: RIDOT STD 6.3.2 MANHOLES: RIDOT STD 4.2.0, 4.2.1 OR 4.2.2 AS REQUIRED
- DRAINAGE MANHOLE COVERS: RIDOT STD 6.2.1

• APRON STONE, WHERE REQUIRED: RIDOT STD 7.1.7 OR 7.1.8 ALL DRAINAGE STRUCTURES MUST BE WATERTIGHT. DRAINAGE STRUCTURES DO NOT REQUIRE BRICK

DRAINAGE CONNECTIONS FROM ALL YARD DRAINS (YD), AREA DRAINS (AD), TRENCH DRAINS (TD) FRENCH DRAINS (FD), WALL DRAINS (WD), AND DOWNSPOUTS (DS) ARE SHOWN FOR SCHEMATIC PURPOSES ONLY. THE LEVEL OF DETAIL SHOWN DOES NOT INCLUDE ALL JOINTS THAT MAY BE REQUIRED FOR CONSTRUCTION. ALL FITTINGS AND PIPE SLOPES THAT TIE INTO MAIN TRUNK LINE MUST BE FIELD FIT BY CONTRACTOR.

SANITARY SEWER

INVERT AS SHOWN IN DOT DETAILS

ALL SANITARY SEWER PIPING MUST BE SDR 35 UNLESS NOTED OTHERWISE ON THE PLANS OR IN THE SPECIFICATIONS. ALL SEWER IMPROVEMENTS MUST COMPLY WITH THE WARWICK SEWER AUTHORITY RULES AND REGULATIONS AND ANY APPLICABLE AUTHORITY HAVING JURISDICTION, INCLUDING (BUT NOT (7.3.3) RIDOT STD GRANITE WHEELCHAIR RAMP TRANSITION CURB LIMITED TO) MATERIALS, DIMENSIONS AND ACCESS COVERS. CONTRACTOR MUST SUBMIT SHOP DRAWINGS FOR APPROVAL BY ENGINEER OF RECORD PRIOR TO CONSTRUCTION. ALL PIPES FROM BUILDING TO GREASE TRAP/INTERCEPTOR AND FROM GREASE TRAP/INTERCEPTOR TO

ALL WATER MAINS MUST BE CEMENT LINED DUCTILE IRON PIPE (CLDIP). ALL WATER MAIN

IMPROVEMENTS MUST COMPLY WITH WARWICK WATER REGULATIONS AND ANY APPLICABLE AUTHORITY HAVING JURISDICTION, INCLUDING (BUT NOT LIMITED TO) MATERIALS, DIMENSIONS AND ACCESS COVERS. CONTRACTOR TO PROVIDE SHOP DRAWINGS AND SUBMITTALS TO THE ENGINEER OF RECORD FOR APPROVAL FOR ALL WATER IMPROVEMENTS AND APPURTENANCES INCLUDING BUT NOT LIMITED TO PIPES, VALVES, FITTINGS, HEAT ENCLOSURES, AND BACKFLOW PREVENTERS. ALL COMPONENTS OF THE WATER SYSTEM MUST BE ASBUILT PER WARWICK WATER REQUIREMENTS. ALL COMPONENTS OF THE WATER SYSTEM MUST BE INSPECTED BY WARWICK WATER. CONTRACTOR MUST COORDINATE ALL IMPROVEMENTS WITH WARWICK WATER TO ENSURE INSPECTOR IS ON SITE.

IN THE CASE OF ANY NEW HYDRANT INSTALLED IN OR NEXT TO AN EXISTING SIDEWALK, THE CONTRACTOR MUST INCREASE THE WIDTH OF THE SIDEWALK, AS NECESSARY, TO MAINTAIN A MINIMUM OF 3'-0" CLEAR WIDTH FROM THE OUTERMOST COMPONENTS OF THE HYDRANT TO THE EDGE OF THE SIDEWALK. THE 3'-0" SIDEWALK WIDTH IS REQUIRED ONLY ON ONE SIDE OF THE HYDRANT TO PROVIDE A (6W) 6" WHITE PAVEMENT MARKINGS CLEAR PATH ON THE SIDEWALK.

ELECTRIC/TELECOM/GAS

PROPOSED GAS, ELECTRIC, CABLE AND DATA UTILITIES ARE SHOWN SCHEMATICALLY AND ARE PROPOSED TO BE UNDERGROUND. OWNER AND CONTRACTOR MUST COORDINATE FINAL DESIGN WITH APPROPRIATE UTILITY COMPANIES. ALL WORK MUST BE IN ACCORDANCE WITH EACH UTILITY COMPANY'S STANDARDS AND DETAILS AS WELL AS LOCAL AND FEDERAL REGULATIONS. THIS INCLUDES BUT IS NOT LIMITED TO POLES, TRANSFORMERS, PULL BOXES, CONCRETE PADS, CONCRETE ENCASEMENTS AND CONDUITS. CONNECTION POINTS FOR ELECTRIC AND TELECOM UTILITIES, AT THE EXISTING INFRASTRUCTURE, ARE CURRENTLY SHOWN AS UNDERGROUND UTILITIES. THESE UTILITIES MAY BE UNDERGROUND OR OVERHEAD AND MUST BE COORDINATED WITH RI ENERGY PRIOR TO CONSTRUCTION.

SITE LIGHTING (TEMPORARY AND PERMANENT) MUST BE DIRECTED AWAY FROM AND SHIELDED FROM ENVIRONMENTALLY SENSITIVE AREAS AND ABUTTING LANDS. EXACT LOCATIONS OF LIGHT POLES MUST BE COORDINATED WITH THE APPROPRIATE UTILITIES, AND MUST BE LOCATED WITHIN THE STREET RIGHT-OF-WAY. FINAL LIGHTING AND CONDUIT LOCATIONS BY OTHERS.

PROPOSED UNDERGROUND DRAINAGE SYSTEM MEETS ALL THE FOLLOWING UIC MINIMUM SETBACK

- . 400 FT FROM ALL PUBLIC WATER WELLS (SAND AND GRAVEL)
- 200 FT FROM ALL PUBLIC WATER WELLS (BEDROCK) 200 FT FROM ALL SURFACE DRINKING WATER SUPPLY IMPOUNDMENTS
- 100 FT FROM ALL PRIVATE DRINKING WATER WELLS 5. 100 FT FROM ALL OTHER SURFACE WATERS
- 5. 25 FT FROM ALL OWTS AND OTHER GROUNDWATER DISCHARGE SYSTEMS . 25 FT FROM ALL BUILDING FOUNDATIONS IF SYSTEM IS ABOVE SLAB ELEVATION. 10 FEET FROM ALL
- BUILDINGS IF SYSTEM IS BELOW SLAB ELEVATION 8. IO FT FROM ALL PROPERTY LINES

9. IO FT FROM ALL BUILDING FOOTINGS

ABBREVIATIONS LEGEND

- ADA AMERICANS WITH DISABILITY ACT N/F NOW OR FORMERLY AUTHORITY HAVING JURISDICTION OHW OVERHEAD WIRE ASSESSOR'S PLAT PE POLYETHYLENE ARCHITEC^{*} PROPERTY LINE
 - BOTTOM OF CURB PR PROPOSED BOTTOM OF TESTHOLE PVC POLYVINYL CHLORIDE BITUMINOUS (BERM) R RADIUS R&D REMOVE AND DISPOSE

RCP REINFORCED CONCRETE PIPE

HIGHWAY BOUND

RIHB RHODE ISLAND

RL ROOF LEADER

ROW RIGHT-OF-WAY

SED SEDIMENT FOREBAY

SFL STATE FREEWAY LINE

SHL STATE HIGHWAY LINE

SMH SEWER MANHOLE

SNDF SAND FILTER

SS SIDE SLOPE

TC TOP OF CURB

TD TRENCH DRAIN

TF TOP OF FOUNDATION

TW TOP OF WALL (FINISHED

DETENTION SYSTEM

INFILTRATION SYSTEM

WALKOUT ELEVATION

GRADE AT TOP OF WALL

STA STATION

TRANS TRANSITION

TYP TYPICAL

UDS UNDERGROUND

UIS UNDERGROUND

UP UTILITY POLE

WQ WATER QUALITY

SG SLAB ON GRADE ELEVATION

SFM SEWER FORCE MAIN

SF SQUARE FOOT

S SLOPE

SD SUBDRAIN

- BIO BIORETENTION BASEMENT SLAB ELEVATION BW FINISHED GRADE AT BOTTOM OF WALL CB CATCH BASIN
- (C) CALCULATED CENTERLINE
- (CA) CHORD ANGLE CLDIP CONCRETE LINED DUCTILE IRON PIPE CO CLEAN OUT
- CONC CONCRETE (D) DEED DCB DOUBLE CATCH BASIN

DI DROP INLET

- DRAINAGE MANHOL DETENTION POND
- EDGE OF PAVEMENT EOP ESC EROSION AND SEDIMENT CONTROL EX EXISTING
- FES FLARED END SECTION FFE FINISH FLOOR ELEVATION GS GARAGE SLAB ELEVATION
- GWT GROUND WATER TABLE HW HEADWALI HIGH CAPACITY CATCH BASIN GRATE DISCREPANCIES BY THE CONTRACTOR, UNLESS AUTHORIZED IN WRITING IN ADVANCE BY THE OWNER
 - HDPE HIGH DENSITY POLYETHYLENE ID INLINE DRAIN
 - IP INFILTRATION POND LARCH LANDSCAPE ARCHITECT LINEAR FEET
 - LOD LIMIT OF DISTURBANCE LIGHT POLE MEASURED
 - MECHANICAL/ELECTRICAL/ PLUMBING

- NOT ALL ITEMS SHOWN WILL APPEAR ON PLANS (.i.0) RIDOT STD PRECAST CONCRETE CURB
- RIDOT STD 3'-0' PRECAST CONCRETE TRANSITION CURB
- 7.1.2) RIDOT STD 6'-0" PRECAST CONCRETE TRANSITION CURB (7.1.3) RIDOT STD PRECAST CONCRETE WHEELCHAIR RAMP TRANSITION CURB
- (7.3.0) RIDOT STD GRANITE CURB
- 7.3.1) RIDOT STD 3'-0" GRANITE TRANSITION CURB
- (20.1.0) RIDOT STD PAVEMENT MARKINGS ARROWS AND ONLY
- (43.1.0) RIDOT STD CEMENT CONCRETE SIDEWALK
- (43.5.0) CEMENT CONCRETE DRIVEWAYS
- REQUIREMENTS. VAN ADA SPACE PAVEMENT MARKINGS MUST COMPLY WITH ALL ADA AND MUTCD REGULATIONS AND REQUIREMENTS.
- LOD) LIMIT OF DISTURBANCE
- LS) 4" LOAM AND SEED

EXISTING LEGEND

_ _ _ _ _

(AS SHOWN ON PROPOSED PLANS) NOT ALL ITEMS SHOWN WILL APPEAR ON PLANS

PROPERTY LINE

ASSESSORS LINE

BUILDING

BRUSHLINE

TREELINE

GUARDRAIL

RETAINING WALL

MAJOR CONTOUR LINE

SEWER FORCE MAIN

STONE WALL

WATER LINE

SEWER LINE

GAS LINE

ELECTRIC LINE

DRAINAGE LINE

SOILS LINES

25' BUFFER

50' BUFFER

FEMA BOUNDAR'

STREAM

WETLAND LINE & FLAG

---- 75' ---- - 75' BUFFER

---- 100' ---- - - 100' BUFFER

---- 150' ---- - I50' BUFFER

----- STATE HIGHWAY LINE

------ STATE FREEWAY LINI

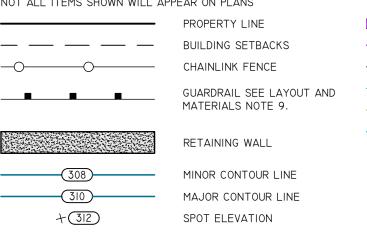
OVERHEAD WIRES

FENCE

NAIL FOUND/SET **•**/® DRILL HOLE FOUND/SET IRON ROD FOUND/SET BOUND FOUND/SET BOLLARD SOIL EVALUATION CB CATCH BASIN DOUBLE CATCH BASIN DCB DRAINAGE MANHOLE DMH MINOR CONTOUR LINE FES FLARED END SECTION GUY POLE EMH ELECTRIC MANHOLE UP UTILITY/POWER POLE LIGHTPOST SMH SEWER/SEPTIC MANHOLE SEWER VALVE CLEANOUT HYDRANT IRRIGATION VALVE WATER VALVE WELL MONITORING WELL

UNKNOWN MANHOLE GAS VALVE BENCH MARK STREAM FLOW DIRECTION → ↑ GWO ↑ → GROUNDWATER OVERLAY GROUNDWATER RECHARGE AREA GROUNDWATER RESERVOIR ______ ↑ NHA ↑------NATURAL HERITAGE COMMUNITY WELLHEAD

PROTECTION NON-COMMUNITY _____ ↑ NCWP ↑------WELLHEAD PROTECTION PROPOSED LEGEND NOT ALL ITEMS SHOWN WILL APPEAR ON PLANS



BITUMINOUS BERM CONCRETE CURP (RIDOT STD 7.1.0)

(4W45) 4" WHITE STRIPING 2' ON CENTER AT 45°

12W) STOP LINE (REFERENCE MUTCD SECTION 3B.16)

AND MUTCD REGULATIONS AND REQUIREMENTS. ADA CURB RAMP MUST COMPLY WITH ALL ADA REGULATIONS AND

DRAINAGE LINE

7.3.2) RIDOT STD 6'-0" GRANITE TRANSITION CURB

(7.6.0) RIDOT CURB SETTING DETAIL

(43.4.1) DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB

4W) 4" WHITE MARKINGS

ADA SPACE PAVEMENT MARKINGS MUST COMPLY WITH ALL ADA

 $-- \rightarrow -- \rightarrow -- \rightarrow -- \rightarrow --$ SWALE EDGE OF PAVEMENT MONOLITHIC CONCRETE CURB AND SIDEWALK BUILDING FOOTPRINT BUILDING OVERHAN ASPHALT PAVEMENT HEAVY DUTY ASPHALT PAVEMENT

 $^{\prime}$

HEAVY DUTY CONCRETE MILL AND OVERLAY

ASPHALT SIDEWALK SAWCUT LINE

JTILITY NOTE:

SIGN (RIDOT STD 24.6.2 AS APPLICABLE) SINGLE LIGHT DOUBLE LIGHT

OR NON DIG SAFE MEMBER UTILITIES ARE IN THE AREA.

OVERHANGING LIGHT

SYMBOLS

ACCESSIBLE PARKING SPACE

BUILDING INGRESS/EGRESS

PROFESSIONAL UTILITY LOCATING COMPANIES PRIOR TO ANY EXCAVATION IS RECOMMENDED.

COMPANY. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED.

BE DETERMINED IN THE FIELD BEFORE EXCAVATION, BLASTING, UTILITY INSTALLATION, BACKFILLING, GRADING, PAVEMENT

RESTORATION, AND ALL OTHER SITE WORK. ALL UTILITY COMPANIES, PUBLIC AND PRIVATE, MUST BE CONTACTED INCLUDING

PER THE CODE OF FEDERAL REGULATIONS - TITLE 29, PART 1926 IT IS THE SITE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ACCURATE UNDERGROUND UTILITY LINE LOCATIONS FROM THE UTILITY COMPANIES, UTILITY OWNERS AND, OR VIA UNDERGROUND UTILITY LOCATION EQUIPMENT AS NEEDED TO ESTABLISH ACCURATE LOCATIONS PRIOR TO ANY EXCAVATION. THE USE OF

DIPRETE ENGINEERING IS NOT A PROFESSIONAL UTILITY LOCATION COMPANY, AND IS NOT RESPONSIBLE FOR UNDERGROUND UTILITIES, DEPICTED OR NOT, EITHER IN SERVICE OR ABANDONED. ANY SIZES, LOCATIONS, EXISTENCE, OR LACK OF EXISTENCE OF UTILITIES SHOWN ON THESE PLANS SHOULD BE CONSIDERED APPROXIMATE UNTIL VERIFIED BY A PROFESSIONAL UTILITY LOCATION

COMPANIES ARE RESPONSIBLE TO MARK ONLY THE FACILITIES THAT THEY OWN OR MAINTAIN. NON DIG SAFE MEMBER COMPANIES

CONCRETE

SEWER LINE ELECTRIC, TELEPHONE, CABLE LIMIT OF DISTURBANCE/ LIMIT OF CLEARING SLOPES STEEPER THAN 3:1 (2:1 OR I:I SLOPES) UNDERGROUND INFILTRATION OUTLINE POND ACCESS

PERFORATED SUBDRAIN

SEWER FORCE MAIN

HYDRANT ASSEMBLY

WATER SHUT OFF

WATER VALVE

THRUST BLOCK

GAS LINE

WATER LINE

dana R. Nisbet

REGISTERED

PROFESSIONAL ENGINEER CIVIL

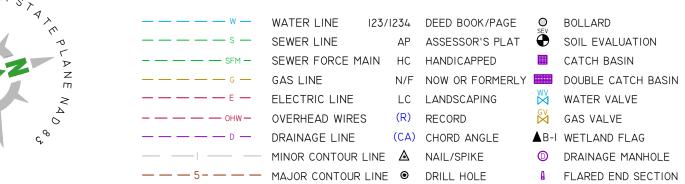
CATCH BASIN DOUBLE CATCH BASIN

DRAINAGE MANHOLE FLARED END SECTION

HEADWALL SEWER MANHOLE

ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS WERE PROVIDED BY OTHERS AND ARE APPROXIMATE ONLY. LOCATIONS MUST THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THESE DOCUMENTS. CONTACT DIG SAFE A MINIMUM OF 72 WORKING HOURS PRIOR TO ANY CONSTRUCTION AT 8II. DIG SAFE IS RESPONSIBLE FOR CONTACTING MEMBER UTILITY COMPANIES. DIG SAFE MEMBER UTILITY ARE NOT NOTIFIED BY DIG SAFE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INVESTIGATE AND NOTIFY IF ANY PRIVATELY OWNED

<u>LEGEND</u>



RETAINING WALL

· STONE WALL

----- SOIL LINE

PROPERTY LINE IRON ROD/PIPE —— — — ASSESSORS LINE TREELINE SIGN POST

____ GUARDRAIL —————— FENCE

SEWER CLEANOUT
WELL X HYDRANT 🕺 IRRIGATION VALVE 💠 BENCH MARK

A FLARED END SECTION GUY POLE © ELECTRIC MANHOLE **OUP** UTILITY/POWER POLE MONITORING WELL

LOCUS MAP Not To Scale

GENERAL NOTES

COMPREHENSIVE FLOOD STUDY.

- I. THE PARCELS ARE FOUND ON ASSESSOR'S PLAT 322 LOT 167, 168, 169, 170, 182, & 183 IN THE CITY OF WARWICK, KENT COUNTY, RHODE ISLAND.
- 2. THE OWNER OF LOT 167 PER DEED BOOK 1080, PAGE 310 IS THE STATE OF RHODE ISLAND.
- 3. THE OWNER OF LOTS I68 & I69 PER DEED BOOK II47, PAGE I44 IS THE STATE OF RHODE ISLAND.
- 4. THE OWNER OF LOT 170 PER DEED BOOK 9433, PAGE 196 IS DNC HOLDINGS, LLC.
- 5. THE OWNER OF LOT 182 PER DEED BOOK 1062, PAGE 171 IS THE STATE OF RHODE ISLAND.
- 6. THE OWNER OF LOT 183 PER DEED BOOK 1301, PAGE 78 IS THE STATE OF RHODE ISLAND.
- 7. THIS SITE IS LOCATED IN FEMA FLOOD ZONE X. REFERENCE FEMA FLOOD INSURANCE RATE MAP 44003C0I27H, MAP REVISED OCTOBER 02, 2015 & MAP 44003C0I3IH, MAP REVISED SEPTEMBER 18, 2013. THIS DESIGNATION MAY CHANGE BASED UPON REVIEW BY A FLOOD ZONE SPECIALIST OR BY THE RESULTS OF A
- 8. THE PARCEL IS ZONED ZONED A-7 & WS-GATEWAY BASED ON THE CITY OF WARWICK GIS MAP. ANY OVERLAY DISTRICTS, SPECIAL PERMITS OR VARIANCES SPECIFIC TO THIS SITE ARE NOT TAKEN INTO CONSIDERATION. PLEASE CONTACT THE ZONING DEPARTMENT FOR ANY ADDITIONAL INFORMATION OR FOR A CERTIFICATE OF
- 9. THERE WERE/WERE NO CEMETERIES, GRAVE SITES AND OR BURIAL GROUNDS OBSERVED WITHIN THE LIMITS OF
- 10. FIELD SURVEY PERFORMED BY DIPRETE ENGINEERING IN MARCH OF 2022. THIS PLAN REFLECTS ON THE GROUND CONDITIONS AS OF THAT DATE.
- II. ELEVATIONS SHOWN HEREON, IN U.S. SURVEY FEET, ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS DETERMINED BY DIPRETE ENGINEERING USING REAL TIME KINEMATIC G.P.S.
- 12. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. DIPRETE ENGINEERING IS NOT RESPONSIBLE FOR ANY UNKNOWN OR UNRECORDED EASEMENTS, DEEDS OR CLAIMS THAT A TITLE REPORT

PLAN REFERENCES

- I. BROAD LAWNS, HILLSGROVE WARWICK, RI BELONING TO WILLIS H. WHITE AND SONS CO. PLAN BY JOSEPH WOOD ENGINEER. DATED MARCH 1930. HOW EVER REVISED AND RECORDED IN THE CITY OF WARWICK LAND'S EVIDENCE RECORDS.
- 2. RHODE ISLAND HIGHWAY PLAT 1599 & 2062

UTILITY NOTES

- I. ALL EXISTING UTILITIES DEPICTED ARE SHOWN ACCORDANCE WITH UTILITY QUALITY LEVEL C AS DEFINED IN CI/ASCE STANDARD 38-02 (STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA), LATEST REVISION.
- 2. ALL EXISTING UNDERGROUND UTILITIES SHOWN WERE PROVIDED BY OTHERS AND ARE APPROXIMATE ONLY. LOCATIONS MUST BE DETERMINED IN THE FIELD BEFORE EXCAVATION, BLASTING, UTILITY INSTALLATION, BACKFILLING, GRADING, PAVEMENT RESTORATION, AND ALL OTHER SITE WORK. ALL UTILITY COMPANIES, PUBLIC AND PRIVATE, MUST BE CONTACTED INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THESE DOCUMENTS. CONTACT DIG SAFE A MINIMUM OF 72 WORKING HOURS PRIOR TO ANY CONSTRUCTION AT 8II. DIG SAFE IS RESPONSIBLE FOR CONTACTING MEMBER UTILITY COMPANIES. DIG SAFE MEMBER UTILITY COMPANIES ARE RESPONSIBLE TO MARK ONLY THE FACILITIES THAT THEY OWN OR MAINTAIN. NON DIG SAFE MEMBER COMPANIES ARE NOT NOTIFIED BY DIG SAFE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INVESTIGATE AND NOTIFY IF ANY PRIVATELY OWNED OR NON DIG SAFE MEMBER UTILITIES ARE IN THE AREA.
- 3. PER THE CODE OF FEDERAL REGULATIONS TITLE 29, PART 1926 IT IS THE SITE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ACCURATE UNDERGROUND UTILITY LINE LOCATIONS FROM THE UTILITY COMPANIES, UTILITY OWNERS AND, OR VIA UNDERGROUND UTILITY LOCATION EQUIPMENT AS NEEDED TO ESTABLISH ACCURATE LOCATIONS PRIOR TO ANY EXCAVATION. THE USE OF PROFESSIONAL UTILITY LOCATING COMPANIES PRIOR TO ANY EXCAVATION IS RECOMMENDED.
- 4. DIPRETE ENGINEERING IS NOT A PROFESSIONAL UTILITY LOCATION COMPANY, AND IS NOT RESPONSIBLE FOR UNDERGROUND UTILITIES, DEPICTED OR NOT, EITHER IN SERVICE OR ABANDONED. ANY SIZES, LOCATIONS, EXISTENCE, OR LACK OF EXISTENCE OF UTILITIES SHOWN ON THESE PLANS SHOULD BE CONSIDERED APPROXIMATE UNTIL VERIFIED BY A PROFESSIONAL UTILITY LOCATION COMPANY. DIPRETE ENGINEERING ASSUMES NO RESPONSIBILITY FOR DAMAGES INCURRED.
- 5. UTILITY PLAN REFERENCES
- WATER INFORMATION OBTAINED FROM RIDOT RECORDS FOR POST ROAD. 5.2. SEWER INFORMATION OBTAINED FROM RIDOT RECORDS FOR POST ROAD AND CITY OF WARWICK SEWER
- 5.3. GAS INFORMATION OBTAINED FROM NATION GRID GIS MAPS.5.4. ELECTRIC INFORMATION OBTAINED FROM RIDOT RECORDS FOR POST ROAD
- 5.5. DRAINAGE INFORMATION OBTAINED FROM RIDOT RECORDS FOR POST ROAD

LIST OF POSSIBLE ENCROACHMENTS:

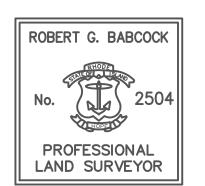


SURVEYOR'S CERTIFICATE

THIS SURVEY HAS BEEN CONDUCTED AND THE PLAN HAS BEEN PREPARED PURSUANT TO 435-RICR-00-00-1.9 OF THE RULES AND REGULATIONS ADOPTED BY THE RHODE ISLAND STATE BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS ON NOVEMBER 25, 2015, AS FOLLOWS:

 COMPREHENSIVE BOUNDARY SURVEY TOPOGRAPHIC SURVEY

CLASS T-2 THE PURPOSE FOR THE CONDUCT OF THE SURVEY AND FOR THE PREPARATION OF THE PLAN IS AS FOLLOWS: PERIMETER RETRACEMENT WITH TOPOGRAPHY FOR SITE ENGINEERING AND PERMITTING.



12/19/2022 ROBERT G. BABCOCK, RIPLS #2504, COA #LS.000AI60

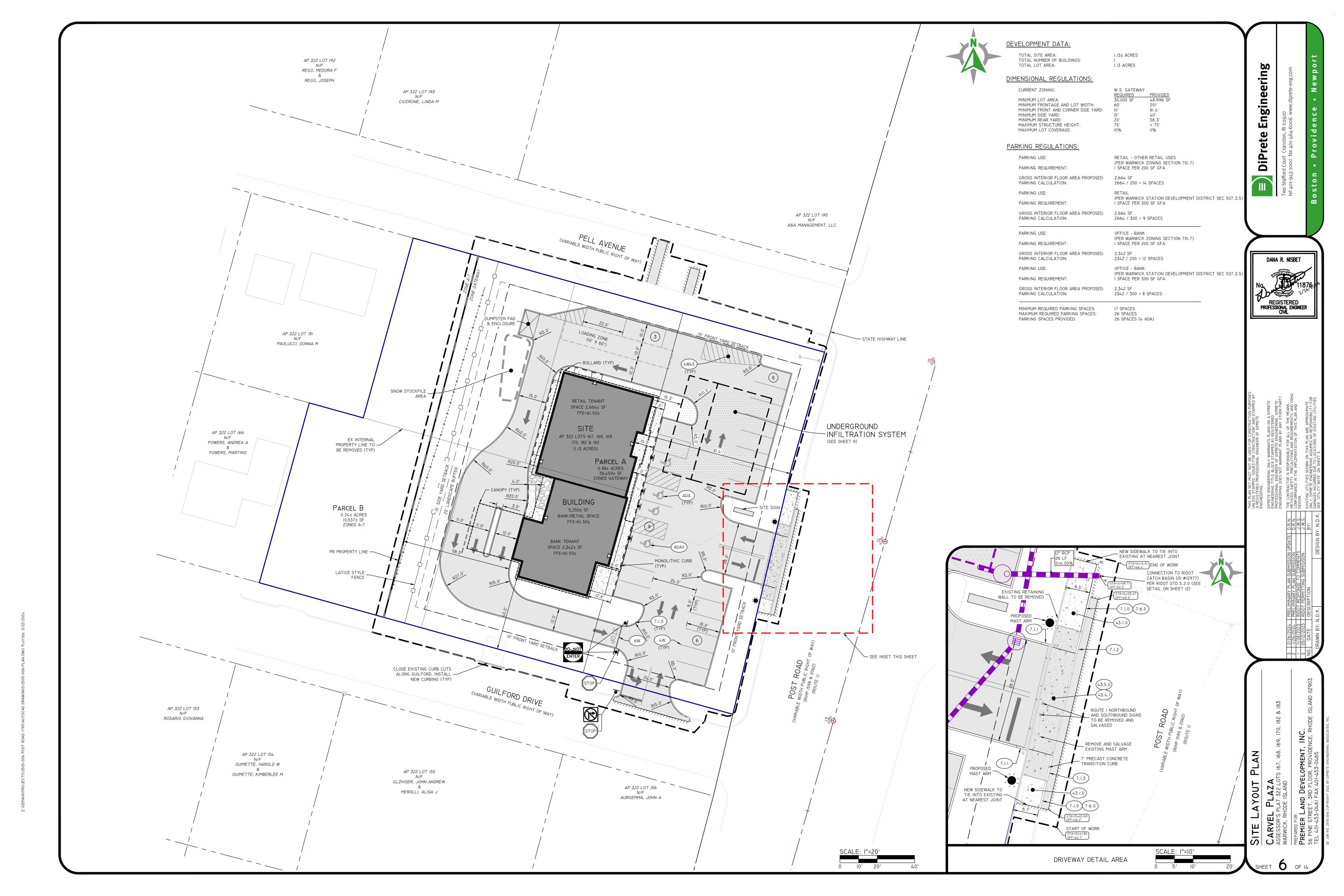
Dana R. Nisbet REGISTERED PROFESSIONAL ENGINEER CIVIL

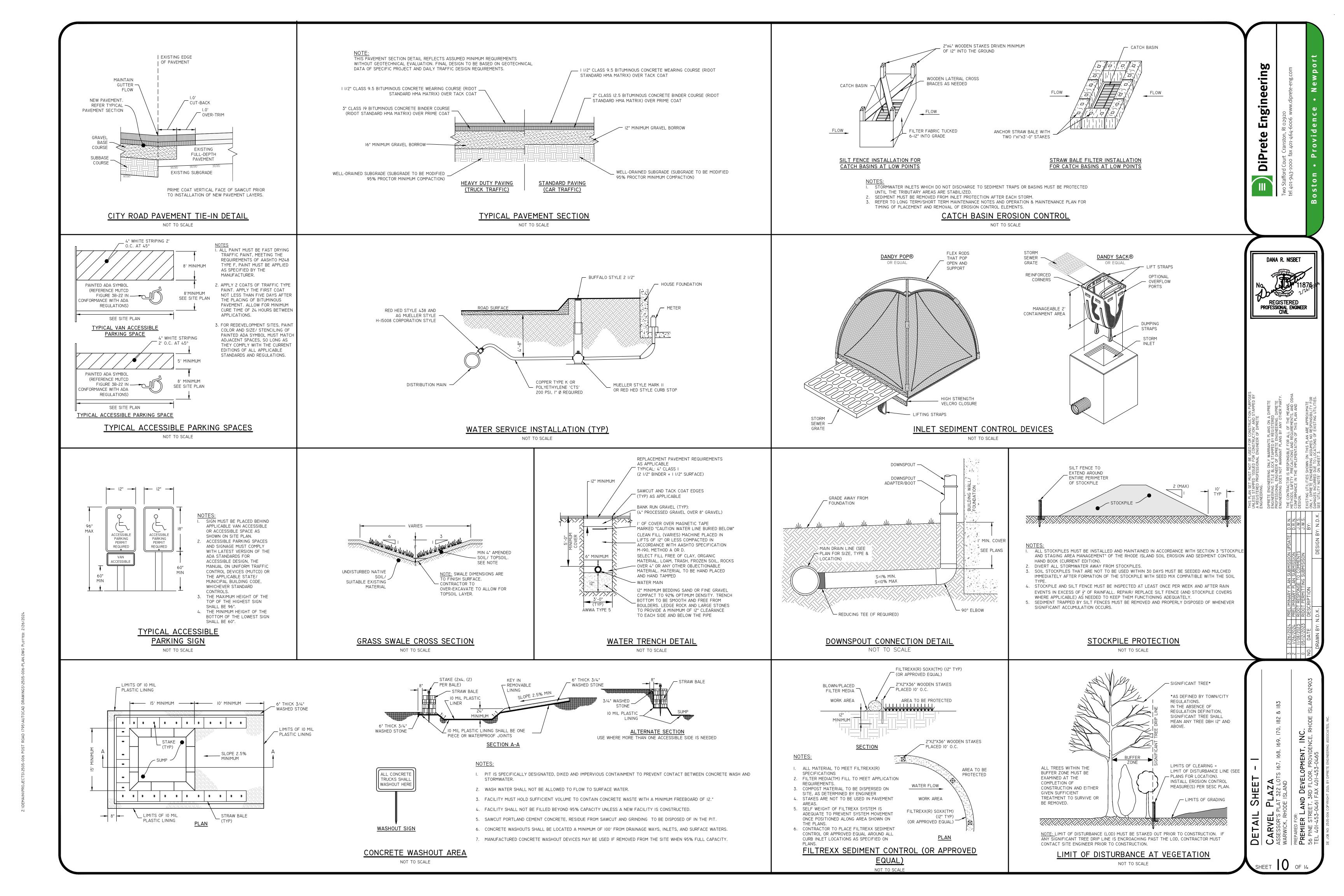
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2. CONSTRUCTION TO BEGIN THE IN THE SPRING 2023 OR UPON RECEIPT OF ALL NECESSARY APPROVALS. SURVEY AND STAKE THE DRAINAGE BMPS (UNDERGROUND INFILTRATION SYSTEM AND/OR OTHER DRAINAGE FEATURES), DRAIN LINES, WATER LINES, SEWER LINES AND LIMIT OF SEDIMENTATION BARRIERS/LIMIT OF

4. PLACE SEDIMENTATION BARRIERS (HAY BALES OR SILT FENCE) AS SHOWN ON THE PLANS AND STAKED OUT IN THE FIELD. IN NO CASE IS THE LIMIT OF WORK TO EXTEND BEYOND THE SEDIMENTATION BARRIERS.

BEGIN CLEARING AND GRUBBING IN AREA OF THE BUILDING, DRAINAGE BMPS, PARKING AREAS AND OTHER AREAS AS INDICATED ON THE PLANS, TOPSOIL IS TO BE STRIPPED AND STOCKPILED IN APPROVED LOCATIONS. TOPSOIL STOCKPILES ARE TO BE PROTECTED BY A ROW OF SEDIMENTATION BARRIERS AND COVERED OR TEMPORARILY SEEDED.

5. INSTALL TEMPORARY SEDIMENTATION CONTROL MEASURES AND DEVICES AS WARRANTED. THE PROPOSED BASIN(S) CAN BE USED DURING CONSTRUCTION. ALL TEMPORARY CONTROL DEVICES SHALL BE INSTALLED PER THE RHODE ISLAND SOIL EROSION AND SEDIMENTATION CONTROL HANDBOOK.

EXCAVATE AND GRADE THE PROPOSED BMPS, BUILDING, AND PARKING AREAS. INSTALL DRAINAGE

3. INSTALL DRAIN PIPING, DRAINAGE MANHOLES AND CATCH BASINS BEGINNING AT THE UIS AND WORKING UP GRADIENT. PLACE EROSION CONTROLS AT THE DISCHARGE POINTS AND SEED THE DISTURBED AREAS OUTSIDE OF THE AREA TO BE PAVED. INSTALL WATER, SEWER, ELECTRIC, TELEPHONE, CABLE, AND GAS IN ACCORDANCE WITH THE APPROVED FINAL CONSTRUCTION PLANS. SEED THE DISTURBED AREAS OUTSIDE OF THE PAVING LIMITS. THE UIS AND DRAINAGE NETWORK ARE TO BE PROTECTED FROM RUNOFF UNTIL ALL UNSTABILIZED AREAS ARE STABILIZED WITH VEGETATION.

9. PLACE COMPACTED GRAVEL FOUNDATION AND ROUGH GRADE THE PARKING AREA IN ACCORDANCE WITH THE

10. BEGIN CONSTRUCTION OF THE BUILDING FOUNDATION AND STRUCTURE.

II. PLACE BITUMINOUS ASPHALT BINDER PER SITE PLANS.

12. ONCE THE MAJORITY OF THE SITE IS STABILIZED THE DRAINAGE BMPS AND DRAINAGE NETWORK MAY BE BROUGHT ONLINE WITH THE APPROVAL OF THE DESIGN ENGINEER.

13. FINISH PERMANENT STABILIZATION. REPAIR DRAINAGE OUTLETS AND BASINS AS REQUIRED. TREE LIMBS, LEAVES, COBBLES, BOULDERS, ETC. SHALL BE REMOVED FROM THE BOTTOM OF THE BASINS BEFORE THE

14. SWEEP THE ROADWAY TO REMOVE ALL SEDIMENTS.

15. THE CONTRACTOR SHALL CLEAN AND FLUSH THE DRAINAGE STRUCTURES AND PIPES AT THE END OF CONSTRUCTION AND ALL ACCUMULATED SEDIMENTS IN THE DETENTION BASINS SHALL BE REMOVED.

16. REMOVE ALL TEMPORARY SOIL EROSION AND SEDIMENTATION CONTROL MEASURES FOLLOWING VEGETATIVE ESTABLISHMENT OF ALL DISTURBED AREAS.

. PRIOR TO ACTIVATION OF ALL UTILITIES (WATER, SEWER, AND STORM), UTILITY COMPANY AND CITY OF WARWICK ENGINEER TO BE NOTIFIED 48 HOURS IN ADVANCE TO SCHEDULE FINAL INSPECTION.

Structural Measures

RUNOFF WATER QUALITY IS IMPROVED UTILIZING A PROPRIETARY DEVICE. CONSTRUCTION OF THE BMPS SHALL BE SUPERVISED BY THE PROJECT ENGINEER. THE DETENTION BASINS SHALL BE BUILT TO CONTROL RUNOFF FOR I THROUGH 100 YEAR STORM FREQUENCIES.

2. A STONE STABILIZATION PAD IS LOCATED AT THE SITE ENTRANCE TO REDUCE THE TRACKING OR FLOWING OF SEDIMENT ONTO THE PUBLIC RIGHT OF WAY.

3. HAY BALES OR SILT FENCE SHALL BE INSTALLED DOWNSTREAM OUTSIDE THE LIMITS OF ANY PROPOSED CONSTRUCTION AS SHOWN ON THE SITE PLANS AND PRIOR TO THE COMMENCEMENT OF THE PROPOSED

4. TEMPORARY BERMS AND / OR SWALES SHALL BE USED DURING CONSTRUCTION TO DIRECT SURFACE TO TEMPORARY SEDIMENTATION BASINS TO CAPTURE AND TREAT THE MAXIMUM AMOUNT OF STORM WATER

5. THE CONSTRUCTION SUPERINTENDENT SHALL HAVE THE OVERALL RESPONSIBILITY FOR STRUCTURAL MEASURE IMPLEMENTATION AND FOR SEEING THAT THE APPROPRIATE WORKERS ARE AWARE OF THE PROVISIONS OF THE PLAN.

6. CONTRACTOR TO PROTECT POST DEVELOPMENT BMPS FROM RUNOFF UNTIL ALL TRIBUTARY AREAS ARE FULLY STABILIZED.

INFILTRATION BMPS SHALL BE STAKED PRIOR TO CONSTRUCTION. NO CONSTRUCTION OR EQUIPMENT IS ALLOWED WITHIN LIMITS OF INFILTRATION BMP. INFILTRATION BMPS CAN BE BROUGHT ONLINE ONCE ALL TRIBUTARY AREAS ARE FULLY STABILIZED.

8. REFERENCE THE "RHODE ISLAND SOIL EROSION AND SEDIMENT CONTROL HANDBOOK" PREPARED BY THE USDS SOIL CONSERVATION SERVICE 1989, AS A GUIDE.

WATER INSTALLATION NOTES

INSTALLATION OF WATER MAIN AND SERVICE SHALL CONFORM TO THE "RULES AND REGULATIONS OF THE WARWICK WATER DIVISION DISTRIBUTION PIPING SHALL BE CL 52 DUCTILE IRON, DOUBLE CEMENT LINED WITH PUSH ON JOINTS

(TYTON STYLE ONLY). PIPE SHALL MEET ANSI/AWWA CI5I A21.51,ANSI/AWWA CI50/A21.50. JOINTS SHALI

FITTINGS SHALL BE DUCTILE IRON MECHANICAL JOINT CL350 CEMENT MORTAR LINED AND MEET ANSI/AWWA/CI53/A2I.53. MECHANICAL JOINTS SHALL MEET NSI/AWWA/CIII/A2I.II AMERICAN MANUFACTURER ONLY.

VALVES SHALL BE MECHANICAL JOINT, DOUBLE DISC PARALLEL SEAT OR RESILIENT SEAT GATE STYLE: A. METRO SEAL 250, AVK OR EQUAL.

UNDERGROUND SERVICE PRATT, M & H VALVE OR EQUAL. . MUELLER, FORD, OR EQUAL PRESSURE TEST OF THE WATER SYSTEM SHALL BE 1.5 TIMES THE MAXIMUM WORKING PRESSURE.

B. RUBBER SEATED TIGHT CLOSING CLASS 150 MEETING OR EXCEEDING AWWA C504

NOTIFY WARWICK WATER DIVISION 2 DAYS PRIOR TO TEST NOTIFY THE WARWICK WATER DIVISION 5 DAYS PRIOR TO CONSTRUCTION COMMENCEMENT.

CHLORINATION OF SYSTEM AND SAMPLING SHALL CONFORM TO SEC. 3.5 OF REQUIREMENTS FOR

NOTIFY ENGINEER PRIOR TO COVERING OF WATER MAIN TO SURVEY AS-BUILT LOCATION AND TO COMPLETE REQUIRED AS-BUILT PLAN. ENGINEER WILL NOT ACCEPT FIELD MEASUREMENTS FROM THE

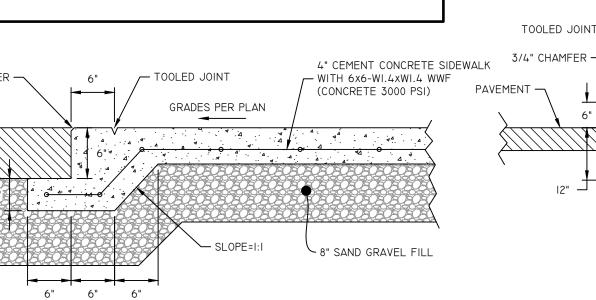
9. WATER SERVICE INSTALLATIONS GREATER THAN 200' MUST HAVE A METER PIT.

10. TEMPORARY FLUSHING CONNECTIONS AND BLOW-OFFS SHALL BE SIZED TO PROVIDE 2.5-FEET PER

SECOND FLOW PER AWWA STANDARD 651. CONTRACTOR RESPONSIBLE TO COORDINATE WITH PLUMBING OFFICIAL FOR DISINFECTION OF SERVICE PIPE EXTENDING FROM CURB BOX TO HOME PER STATE PLUMBING CODE AND WARWICK WATER DIVISION REGULATIONS. WATER SERVICE CANNOT BE ACTIVATED WITHOUT COPY OF LAB RESULTS AND PLUMBING

2. ALL PIPES, FITTINGS, AND APPURTENANCES SHALL CONFORM TO WARWICK WATER DIVISION

3. ALL PROPOSED WATER VALVES SHALL BE "RIGHT ON" VALVES AS REQUIRED BY THE WARWICK WATER



MONOLITHIC CONCRETE SIDEWALK (FLUSH)

Maintenance: Short Term

THE STONE STABILIZATION PADS AT THE SITE ENTRANCE SHALL BE MAINTAINED BY THE CONTRACTOR. THE MAINTENANCE SHALL INCLUDE TOP DRESSING WITH ADDITIONAL STONE OR ADDITIONAL LENGTH AS CONDITIONS DEMAND OR AS DIRECTED BY THE ENGINEER. ALL SEDIMENTS SPILLED, DROPPED, WASHED, OR TRACKED ON THE PUBLIC RIGHT OF WAY MUST BE REMOVED IMMEDIATELY BY THE CONTRACTOR.

. ALL HAY BALES/SILT FENCE, TEMPORARY TREATMENTS (HAY, STRAW, ETC.), AND TEMPORARY PROTECTION SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. HAY BALES/SILT FENCE SHALL BE INSPECTED BY THE CONTRACTOR WITHIN 24 HOURS AFTER EACH STORM EVENT OR EVERY 7 DAYS, WHICHEVER COMES FIRST, FOR UNDERMINING AND DETERIORATION. A STORM EVENT SHALL BE DEFINED AS 0.25 INCHES OF RAIN WITHIN A 24-HOUR PERIOD. THE HAY BALES/SILT FENCE SHALL BE REPAIRED OR REPLACED AS WARRANTED. THE CONTRACTOR SHALL CLEAN THE ACCUMULATED SEDIMENT IF HALF OF THE ORIGINAL HEIGHT OF THE HAY BALES/SILT FENCE RECOMES FILLED IN WITH SEDIMENT. THE HAY BALES/SILT FENCE SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS OR APPROVED GROUND COVER IS ESTABLISHED. FOLLOWING CONFIRMATION FROM THE PROJECT ENGINEER THAT AN ACCEPTABLE STAND OF GRASS OR APPROVED GROUND COVER HAS BEEN ESTABLISHED THE HAY BALES/SILT FENCE SHALL BE

3. ALL STORM DRAIN INLETS TO BE PROTECTED WITH SILT SACK OR EQUAL UNTIL FINAL SITE STABILIZATION IS ATTAINED.

4. SPILLS AND LEAKS SHALL BE AVOIDED THROUGH FREQUENT INSPECTION OF EQUIPMENT AND MATERIAL STORAGE AREAS. HEAVY EQUIPMENT AND OTHER VEHICLES SHALL BE ROUTINELY INSPECTED FOR LEAKS AND REPAIRED AS NECESSARY. MATERIAL STORAGE AREAS SHALL BE ROUTINELY INSPECTED FOR LEAKY CONTAINERS, OPEN CONTAINERS, OR IMPROPER STORAGE TECHNIQUES THAT MAY LEAD TO SPILLS OR LEAKS. APPROPRIATE CLEANUP PROCEDURES AND SUPPLIES SHALL BE AVAILABLE ON-SITE AND SHOULD BE CLEARLY MARKED SO THAT ALL PERSONNEL CAN LOCATE AND ACCESS THESE SUPPLIES QUICKLY. SPILLS SHALL BE CLEANED UP IMMEDIATELY AND FOLLOWING PROPER RESPONSE PROCEDURES AND IN ACCORDANCE WITH ANY APPLICABLE REGULATORY REQUIREMENTS. AT NO TIME SHALL SPILLS BE CLEANED AND FLUSHED DOWN STORM DRAINS OR IN TO ANY ENVIRONMENTALLY SENSITIVE AREA (I.E. STREAM, POND,

VEHICLE MAINTENANCE, FUELING AND WASHING SHALL OCCUR OFF-SITE, OR IN DESIGNATED AREAS DEPICTED ON THE APPROVED PLANS OR APPROVED OF BY THE SITE OWNER. MAINTENANCE OR WASHING AREAS SHALL NOT BE WITHIN 50-FEET OF THE STORM DRAIN SYSTEM. MAINTENANCE AREAS SHALL BE CLEARLY DESIGNATED AND BERMS SANDRAGS OR OTHER BARRIERS SHALL BE USED AROUND THE PERIMETER OF THE MAINTENANCE AREA TO PREVENT STORMWATER CONTAMINATION. CONSTRUCTION VEHICLES SHALL BE INSPECTED FREQUENTLY FOR LEAKS. REPAIRS SHALL TAKE PLACE IMMEDIATELY. DISPOSAL OF ALL USED OIL, ANTIFREEZE, SOLVENTS AND OTHER AUTOMOTIVE-RELATED CHEMICALS SHALL BE ACCORDING TO APPLICABLE REGULATIONS; AT NO TIME SHALL ANY MATERIAL BE WASHED DOWN THE STORM DRAIN OR IN TO ANY ENVIRONMENTALLY

6. THE DEWATERING OF CONTAMINATED NON-STORMWATER CANNOT BE DISCHARGED WITHOUT OBTAINING A RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT RIPDES DISCHARGE PERMIT TO DO SO. IF DEWATERING OF CONTAMINATED WATER IS ANTICIPATED AT THE SITE, APPROPRIATE PERMITS MUST BE OBTAINED IN ADVANCE.

THE CONTRACTOR SHALL MAINTAIN ALL TOPSOIL STOCKPILES AND SEDIMENT BARRIERS THROUGHOUT CONSTRUCTION. EXTREME CARE SHALL BE TAKEN TO ENSURE THAT SEDIMENTS DO NOT SPILL OVER THE SEDIMENT BARRIER. HAY BALES OR SILT FENCE SHALL BE STAKED AROUND

3. ALL DISTURBED SLOPES EITHER NEWLY CREATED OR CURRENTLY EXPOSED SHALL BE SEEDED, PROTECTED, AND MAINTAINED BY THE CONTRACTOR FOLLOWING FINAL GRADING AND CONSTRUCTION. THE CONTRACTOR SHALL CHECK ALL SEEDED AREAS REGULARLY TO SEE THAT A GOOD STAND OF VEGETATION IS MAINTAINED. THE CONTRACTOR MUST REPAIR OR RESEED ANY AREAS THAT DO NOT DEVELOP WITHIN THE PERIOD OF ONE YEAR AND SHALL DO SO AT NO ADDITIONAL EXPENSE TO THE OWNER.

VEHICLE MAINTENANCE AND WASHING SHALL OCCUR OFF-SITE, OR IN DESIGNATED AREAS DEPICTED ON THE APPROVED PLANS OR APPROVED OF BY THE SITE OWNER.

10. DUST CONTROL PROCEDURES AND PRACTICES SHALL BE USED TO SUPPRESS DUST ON A CONSTRUCTION SITE DURING THE CONSTRUCTION PROCESS, AS APPLICABLE. DUST CONTROL MEASURES OUTLINED IN THE RHODE ISLAND SOIL EROSION AND SEDIMENT CONTROL HANDBOOK (AS AMENDED) OR THE RI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (AS AMENDED) SHALL BE FOLLOWED.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE AND INSPECTION OF THE UIS DURING AND UP TO A YEAR AFTER COMPLETION OF CONSTRUCTION AND ACCEPTANCE BY THE OWNER. THE OWNER IS RESPONSIBLE FOR INSPECTIONS AND MAINTENANCE THEREAFTER.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION, MAINTENANCE AND REPAIR TO ALL DRAINAGE STRUCTURES AND RELATED APPURTENANCES ON SITE DURING CONSTRUCTION AND IMMEDIATELY FOLLOWING CONSTRUCTION FOR A MAXIMUM OF ONE YEAR, OR UNTIL ACCEPTANCE BY THE ENGINEER AND THE OWNER. THE OWNER IS RESPONSIBLE FOR INSPECTIONS AND MAINTENANCE

13 THE CONTRACTOR SHALL MAINTAIN THE DRAINAGE NETWORK DURING CONSTRUCTION. THE ACCUMULATED SEDIMENTS IN THE CATCH BASINS SHALL BE REMOVED AND DRAINAGE PIPES FLUSHED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. DURING CONSTRUCTION. THE CATCH BASIN SUMPS SHALL BE

14. DURING THE FIRST SIX (6) MONTHS OF OPERATIONS, INSPECTIONS SHALL BE ACCOMPLISHED IN EACH DRAINAGE BMP AFTER EVERY RAINFALL EVENT, TO CHECK FOR CLOGGING OR, CONVERSELY, TOO RAPID A STORMWATER RELEASE. FOLLOWING THE SIX (6) MONTHS, INSPECTIONS SHALL BE CONDUCTED, AT A

15. IF STANDING WATER IS OBSERVED WITHIN THE DRAINAGE BMPS FOR MORE THAN THREE (3) DAYS AFTER A RAINFALL, THEN FAILURE OF THE SYSTEM MAY HAVE OCCURRED AND SHALL BE ADDRESSED THROUGH REPAIR OR REPLACEMENT.

I6. IF STANDING WATER IS OBSERVED IN THE UNDERGROUND INFILTRATION SYSTEM FOR MORE THAN THREE DAYS AFTER A RAINFALL, THEN FAILURE OF THE INFILTRATION BASIN HAS OCCURRED AND SHALL BE ADDRESSED THROUGH EITHER REPAIR OR REPLACEMENT.

PROGRAM DURING THE CONSTRUCTION PHASE AND FOR A PERIOD OF ONE YEAR AFTER CONSTRUCTION. THE SUPERINTENDENT SHALL SEE THAT THE APPROPRIATE WORKERS ARE AWARE OF THE PROVISIONS OF

18. AFTER ACCEPTANCE OF THE SITE BY THE OWNER, THE OWNER SHALL HAVE OVERALL RESPONSIBILITY FOR

2. SURFACE TEXTURE SHALL BE A LIGHT BROOMING, TRANSVERSE TO THE LENGTH OF THE WALK. CARE

MUST BE TAKEN TO ENSURE A UNIFORM GRADE, FREE OF SAGS AND SHORT GRADE CHANGES.

3. ALL IMPROVEMENTS MUST COMPLY WITH THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY

PROVIDE EXPANSION JOINTS AT MAX. 16 FT. O.C. WITH PREFORMED JOINT FILLER AND SEALANT

4" CEMENT CONCRETE SIDEWALK

─ WITH 6x6-WI.4xWI.4 WWF (CONCRETE

GRADES PER PLAN

GUIDELINES (ADAAG)" BY THE DEPARTMENT OF JUSTICE, CURRENT EDITION

6. MUST BE IN ACCORDANCE WITH THE R.I. STANDARD SPECIFICATIONS, CURRENT EDITION.

3000 PSI)

17. THE CONSTRUCTION SUPERINTENDENT SHALL HAVE OVERALL RESPONSIBILITY FOR THE MAINTENANCE

IMPLEMENTING THE MAINTENANCE PROGRAM FOR THE STORMWATER MANAGEMENT PLAN.

SEE SITE PLAN FOR SIDEWALK WIDTH AND GRADES.

5. PROVIDE CONTROL JOINTS AT 5' O.C.

Establishment Of Vegetative Cover

SLOPES SHALL NOT BE LEFT UNATTENDED OR EXPOSED FOR EXCESSIVE PERIODS OF TIME SUCH AS THE INACTIVE WINTER SEASON. THE CONTRACTOR SHALL INITIATE APPROPRIATE VEGETATIVE PRACTICES ON ALL DISTURBED AREAS AS SOON AS POSSIBLE BUT NOT MORE THAN FOURTEEN (14) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT AREA HAS TEMPORARILY OR PERMANENTLY CEASED, UNLESS THE ACTIVITY IS TO RESUME WITHIN TWENTY-ONE (21) DAYS.

2. ALL DISTURBED SLOPES EITHER NEWLY CREATED OR CURRENTLY EXPOSED SHALL BE SEEDED OR PROTECTED.

THE TOPSOIL SHALL HAVE A SANDY LOAM TEXTURE RELATIVELY FREE OF SUBSOIL MATERIAL. STONES. ROOTS, LUMPS OF SOIL, TREE LIMBS, TRASH OR CONSTRUCTION DEBRIS AND SHALL CONFORM WITH RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, M.20.

4. THE TEMPORARY SEEDING DESIGN MIX SHALL BE COMPRISED OF THE FOLLOWING

% BY WEIGHT ANNUAL RYFGRASS PERENNIAL RYEGRASS

5. THE NEW ENGLAND EROSION CONTROL/RESTORATION SEED MIX SHALL BE COMPRISED OF THE

FOLLOWING: % BY WEIGHT UPLAND BENTGRASS CREEPING BENTGRASS BIG BLUESTEM NEW ENGLAND ASTER FOX SEDGE VIRGINIA WILD RYE BONESET GRASS LEAVED GOLDENRO CREEPING RED FESCUE SOFT RUSH SENSITIVE FERN SWITCH GRASS LITTLE BLUESTEM 15.0 GREEN BULLRUSH WOOL GRASS 0.5 BLUF VFRVAIN

6. THE GENERAL PURPOSE SEED MIX SHALL BE URI #2 AND COMPRISED OF THE FOLLOWING:

% BY WFIGH CREEPING RED FESCUE IMPROVED PERENNIAL RYE GRASS IMPROVED KENTUCKY BLUEGRASS KENTUCKY BLUEGRASS

THE AMOUNT OF 2 TONS/ACRE.

EARLY SPRING OR LATE SUMMER SEEDING IS RECOMMENDED. SEEDING SCHEDULE SHOULD CONFORM WITH RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, L.02.03.I SEEDING DATES. PERMANENT SEEDING SHALL BE DURING THE APRIL I TO MAY 3I OR AUGUST 15 TO OCTOBER 15. TEMPORARY SEEDING MAY BE DONE ANYTIME BETWEEN MARCH I5 AND NOVEMBER I5 WITH THE APPROVAL OF THE ENGINEER OF RECORD. FERTILIZE AS REQUIRED BY SOIL TESTING TO COMPLIMENT OR UPGRADE EXISTING CONDITIONS. THE SEED MIX SHALL BE INOCULATED WITHIN 24 HOURS AND BEFORE MIXING AND PLANTING, WITH

APPROPRIATE INOCULUMS FOR EACH VARIETY. TEMPORARY TREATMENTS SHALL CONSIST OF HAY, STRAW, OR FIBER MULCH OR PROTECTIVE COVERS SUCH AS A MAT OR FIBER LINING. TEMPORARY HAY MULCH TO BE TACKED IN PLACE WITH NYLON MESH NETTING. SIDE SLOPES OF BASINS SHALL BE TREATED WITH NORTH AMERICAN GREEN FROSION CONTROL BLANKETS SUCH AS SI50 OR APPROVED EQUAL. THEY SHALL BE INCORPORATED INTO THE WORK AS WARRANTED OR AS ORDERED BY THE ENGINEER. HAY OR STRAW APPLICATIONS SHALL BE IN

8. ALL HAY BALES OR TEMPORARY PROTECTION SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS OR APPROVED GROUND COVER IS ESTABLISHED.

9. ALL FILL SHALL BE THOROUGHLY COMPACTED UPON PLACEMENT IN STRICT CONFORMANCE WITH RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 202.

10. STOCKPILES OF TOPSOIL SHALL NOT BE LOCATED NEAR WATERWAYS. THEY SHALL HAVE SIDE SLOPES NO GREATER THAN 2:1 AND SHALL BE TEMPORARILY SEEDED AND/OR STABILIZED.

II. ALL AREAS PROPOSED TO BE VEGETATED THAT ARE DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING FINISH GRADING. PERMANENTLY SEEDED AREAS SHALL BE PROTECTED DURING ESTABLISHMENT WITH MULCH. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STANDARD IS MAINTAINED. WELL ESTABLISHED VEGETATION SHALL BE MAINTAINED. BARE OR ERODED AREAS SHALL BE IMMEDIATELY REPAIRED AND RESEEDED BY THE CONTRACTOR. ACTIVITIES SHALL BE CONFINED TO WITHIN THE LIMIT OF WORK AS SHOWN ON THE PLANS

12. MAXIMUM PERMANENT GRADED SLOPE WITHIN THE SITE IS TO BE 3:1 UNLESS NOTED OTHERWISE.

13. THE CONSTRUCTION SUPERINTENDENT SHALL HAVE OVERALL RESPONSIBILITY FOR PLAN IMPLEMENTATION AND FOR SEEING THAT THE APPROPRIATE WORKERS ARE AWARE OF THE PROVISIONS OF THE PLAN. 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 OWNER.

. REFERENCE THE "RHODE ISLAND SOIL EROSION AND SEDIMENTATION CONTROL HANDBOOK" PREPARED BY THE USDA SOIL CONSERVATION SERVICE 1989 AS A GUIDE.

EXISTING 2"+ BITUMINOUS CONCRETE SURFACE COURSE EXISTING BITUMINOUS CONCRETE NEW GRAVEL BORROW SUBBASE, SEE RIDOT MODIFIED BASE COURSE EXISTING 8"± CONCRETE STD 7.6.0 CURB SETTING EXISTING GRAVEL BORROW BASE COURSE DETAIL SUBBASE COURSE SAWCUT EXISTING PAVEMENT CEMENT CONCRETE. SEE EXISTING 12"± GRAVEL (SEE SITE PLAN) BORROW SUBBASE COURSE RIDOT STD 7.6.0 CURB SETTING DETAIL NEW GRAVEL BORROW SUBBASE SHALL BE NEW GRAVEL BORROW SUBBASE SHALL BE THE EXISTING THE EXISTING SUBBASE DEPTH OR 12", -SUBBASE DEPTH OR 12", WHICHEVER IS GREATER. SEE NOTES. WHICHEVER IS GREATER. SEE NOTES.

NEW GRAVEL BORROW

OR 12", WHICHEVER IS

GREATER. SEE NOTES.

PAVEMENT TIE IN DETAIL - RIDO

SUBBASE SHALL BE THE

EXISTING SUBBASE DEPTH -

NEW PRECAST CONCRETE CURB

NEW CEMENT

- CONCRETE SIDEWALK

(RIDOT STD 43.1.0)

SECTION THROUGH NEW CURB & SIDEWALK

I. PROPOSED THICKNESSES SHOWN WITHIN THE STATE RIGHT OF WAY ARE MINIMUMS IF EXISTING THICKNESSES ARE FOUND TO BE GREATER. THE RESTORATION MUST FOLLOW AND MATCH THE EXISTING PAVEMENT STRUCTURE TO ENSURE SIMILAR STRUCTURAL CAPACITIES 2. GRAVEL BORROW SUBBASE PLACED ON STATE ROADS

NEW 2" MODIFIED CLASS 12.5 BITUMINOUS

CONCRETE SURFACE COURSE (RIDOT -

STANDARD HMA MATRIX)

(SEE SITE PLAN)

NEW 8" CLASS 19 BITUMINOUS

CONCRETE BASE COURSE (RIDOT -

SAWCUT EXISTING PAVEMENT

PRIME COAT VERTICAL FACE

OF SAW CUT PRIOR TO PAVING -

WITH EMULSIFIED TACK COAT

STANDARD HMA MATRIX)

SHALL MATCH EXISTING SUBBASE DEPTH (MINIMUM 12 INCHES) AND SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE RIDOT SPECIFICATIONS. 3. IF A CONCRETE BASE IS FOUND IN THE ROADWAY, ANY RESTORATION WORKS SHALL INCLUDE NEW CLASS XX CONCRETE, PINNED AND DOWELED TO THE EXISTING CONCRETE, AT A THICKNESS EQUAL TO THE EXISTING

CONCRETE SLAB THICKNESS. 4. SWEEPING AND TACK COAT IS REQUIRED FOR ANY MILLED SURFACE PRIOR TO OVERLAY.

5. CLASS 19 HMA IS TO BE PLACED IN LIFTS OF 3" MINIMUM AND 5-3/4" MAXIMUM. 6. ALL ASPHALT WITHIN THE STATE RIGHT OF WAY SHALL BE AN APPROVED MIX DESIGN PROVIDED BY A RIDOT APPROVED SUPPLIER IN ACCORDANCE WITH THE RIDOT

STANDARD SPECIFICATIONS 7. ALL CONCRETE WITHIN THE STATE RIGHT OF WAY SHALL BE PROVIDED BY A RIDOT APPROVED SUPPLIER, SHALL BE CLASS XX AND CONFORM TO SECTION 601 OF THE RIDOT STANDARD SPECIFICATIONS. TRENCH WORK WILL REQUIRE PINNING AND DOWELING AND THE DEPTH SHALL MATCH EXISTING CONCRETE SLAB THICKNESS.

8. CONTRACTOR MUST HOLD/ SUPPORT/ RESTORE ALL IMPACTED UTILITY POLES AND ABOVEGROUND OBJECTS AS NECESSARY DURING INSTALLATION WORKS AND COORDINATE WITH ALL ASSOCIATED UTILITY OWNERS **ACCORDINGLY**

NEW 2" MODIFIED CLASS 12.5 BITUMINOUS CONCRETE SURFACE COURSE (RIDOT -STANDARD HMA MATRIX) NEW 8" CLASS 19 BITUMINOUS CONCRETE BASE COURSE (RIDOT -STANDARD HMA MATRIX) PRIME COAT VERTICAL FACE OF SAW CUT PRIOR TO PAVING -WITH EMULSIFIED TACK COAT EXISTING BITUMINOUS CONCRETE SURFACE COURSE TRENCH BACKFILL PER SPECIFICATIONS

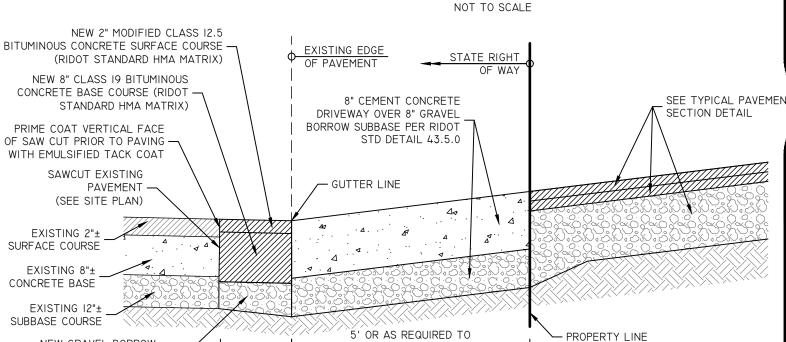
Engi

Dana R. Nisbet

REGISTERED

PROFESSIONAL ENGINEER CIVIL

ECTION THROUGH TRENCH



MATCH EXISTING

SIDEWALK WIDTH

EXISTING PAVEMENT CROSS SECTIONS ARE APPROXIMATE. CONTRACTOR TO VERIFY THE EXISTING PAVEMENT CROSS SECTION PRIOR TO CONSTRUCTION AND COORDINATE PATCHING WITH DESIGN ENGINEER AND RIDOT

CHLORINATION & DISINFECTION POLICY

ALL NEW OR REPAIRED POTABLE WATER SYSTEM DISTRIBUTION MAINS, SERVICE PIPE AND THE NECESSARY CONNECTING PIPES, FITTINGS, CONTROL VALVES, AND ALL APPURTENANCES IN OR ADJACENT TO ANY RESIDENCE, BUILDING OR PREMISES SHALL BE PURGED OF DELETERIOUS MATTER AND SHALL BE DISINFECTED PRIOR TO UTILIZATION OR PERMANENT CONNECTION TO THE WARWICK WATER DIVISION SYSTEM. THAT PORTION OF THE CUSTOMER'S SERVICE PIPE AFTER THE CURB STOP SHALL BE ISINFECTED UNDER THE SUPERVISION OF THE LOCAL PLUMBING OFFICIAL. THE OWNER MUST PROVIDE WRITTEN LABORATORY CERTIFIED DOCUMENTATION OF THE DISINFECTION RESULTS TO THE WARWICK WATER DIVISION BEFORE MAKING ANY PERMANENT CONNECTION TO THE WARWICK WATER DIVISION SYSTEM OR BEFORE REACTIVATION OF ANY EXISTING WATER SERVICE CAN BE AUTHORIZED. PLEASE REFER TO APPENDICES FOR PROGRAM REQUIREMENTS OF THE CUSTOMER WATER SERVICE DISINFECTION

THE PROPOSER OR THE CONTRACTOR FOR THE PROPOSER IN ACCORDANCE WITH CHAPTER 5 DISTRIBUTION SYSTEM CHLORINATION, AMERICAN WATER WORKS ASSOCIATION MANUAL #20, SHALL PERFORM CHLORINATION. TABLET CHLORINATION SHALL NOT BE ALLOWED.

THE OWNER OR CUSTOMER IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE DISINFECTION PROCESS OR PROCEDURE.

THE DISINFECTION MUST RESULT IN ELIMINATION FROM THE VARIOUS PARTS OF THE NEW PIPE LINE ANY EVIDENCE OF THE EXISTENCE, THEREIN, OF BACTERIA INDICATIVE OF ANY CONTAMINATION, AS DETERMINED BY TEST OF THE BACTERIAL CONTENT OF SAMPLES OF WATER TAKEN FROM THE NEW WATER MAIN. THE DISINFECTION MAY BE ACCOMPLISHED BY INTRODUCING INTO ALL THE VARIOUS PARTS OF THE NEW WATER MAINS, A LIQUID SOLUTION CONTAINING 1% AVAILABLE CHLORINE IN SUCH VOLUME THAT THE RATE OF DOSAGE TO THE WATER MAINS SHALL BE AT LEAST 50 PARTS PER MILLION OF AVAILABLE CHLORINE. TABLET CHLORINATION IS NOT ALLOWED. THE CONTACT PERIOD FOR THIS DISINFECTION SHALL BE AT LEAST 24 HOURS, AND A LONGER PERIOD WILL BE REQUIRED IF TESTS OF RESIDUAL CHLORINE SHOW IT TO BE NECESSARY FOR PROPER DISINFECTION.

. THE NEW WATER SYSTEM SHALL BE FLUSHED OUT AFTER DISINFECTION AND REFILLED WITH FRESH WATER. ALL CHLORINATED WATER USED IN THE DISINFECTION PROCESS SHALL BE DE-CHLORINATED PRIOR TO DISCHARGE TO THE SURROUNDING AREA.

. WATER MUST SIT IN THE MAIN FOR AT LEAST 24 HOURS PRIOR TO TAKING A TEST SAMPLE. WATER UTILIZED FOR THIS PURPOSE, FLUSHING OR PRESSURE TESTING, WHICH IS OBTAINED DIRECTLY FROM THE WARWICK WATER DIVISION SYSTEM, MUST FLOW THROUGH AN ISOLATED CONNECTION TO THE WARWICK WATER DIVISION SYSTEM VIA AN APPROVED METER, TESTABLE BACKFLOW PREVENTION DEVICE AND JUMPER LINE. THE CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR SECURING THE WATER FOR TEST PURPOSES AND SHALL BEAR THE EXPENSE OF THESE ARRANGEMENTS. THE INSTALLER SHALL FURNISH AND INSTALL SUITABLE TEMPORARY TESTING PLUGS, CAPS, PUMPS, PIPE CONNECTIONS AND OTHER APPURTENANCES, AS NECESSARY, TO OBTAIN SAMPLES AT POINTS NO FURTHER THAN 1,000

AFTER FINAL FLUSHING AND BEFORE THE NEW WATER MAIN IS CONNECTED TO THE DISTRIBUTION SYSTEM, TWO CONSECUTIVE SETS OF ACCEPTABLE SAMPLES FOR COLIFORM BACTERIA HETEROTROPHIC PLATE COUNT (HPC), TAKEN 24 HOURS APART, SHALL BE COLLECTED FROM THE TERMINATION OF THE NEW MAIN. AT LEAST ONE SAMPLE SHALL BE COLLECTED EVERY 1000 FT. OF NEW MAIN, PLUS ONE SET OF TWO SAMPLES FROM THE END OF THE LINE. AT LEAST ONE SET OF TWO SAMPLES SHALL BE TAKEN FROM EACH BRANCH. SAMPLES SHALL BE COLLECTED BY WARWICK WATER DIVISION EMPLOYEES, GIVEN A TWO-DAY NOTICE AND TESTED BY A LABORATORY APPROVED BY WARWICK WATER DIVISION. A FEE SHALL BE IMPOSED FOR THE SAMPLING TESTING FOR EACH TEST. THE FEE SHALL BE AT THE CURRENT RATE SCHEDULE IN EFFECT AT THE TIME OF TESTING. PAYMENT SHALL BE PRIOR TO SAMPLE COLLECTION BY THE WARWICK WATER DIVISION. THE WATER SAMPLE TEST RESULTS MUST INDICATE THAT THE WATER QUALITY IN THE NEW MAIN IS CONSISTENT IN QUALITY WITH THE WARWICK WATER DIVISION SYSTEM WATER.

<u>EAKAGE & PRESSURE TESTING FOR WATER MAINS</u>

CONSIDERED READY FOR:

A. WATERMAINS - DISINFECTION STEP

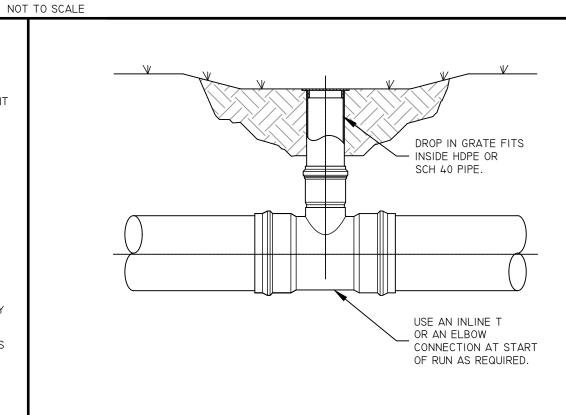
HYDROSTATIC AND LEAKAGE TESTS SHALL BE PERFORMED ON ALL COMPLETED SECTIONS OF NEWLY INSTALLED WATERMAIN PIPELINE IN ACCORDANCE WITH AWWA C600, THE WARWICK WATER DIVISION, AND AS SPECIFIED BELOW.

THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING ALL LABOR, TOOLS AND EQUIPMENT NECESSARY FOR TESTING. CONTRACTOR TO NOTIFY WARWICK WATER DIVISION 48 HOURS IN ADVANCE OF TEST

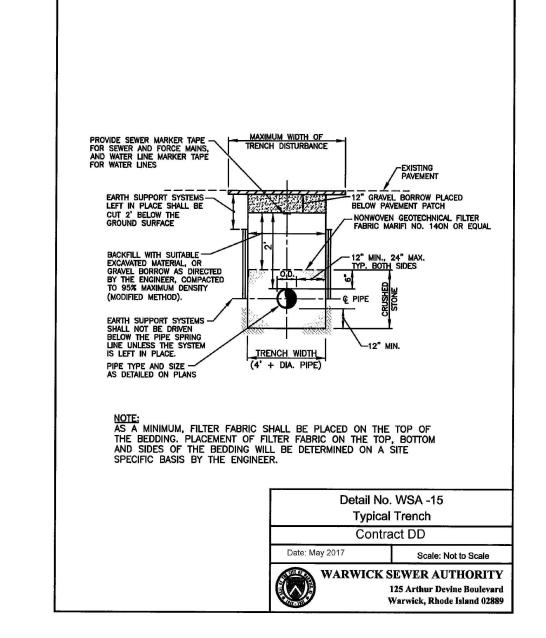
TESTING PROCEDURES - ALL AIR SHALL BE EXPELLED AT THE HIGH POINTS AND THE PIPELINE SLOWLY FILLED WITH POTABLE WATER, AND MUST SIT FOR 24 HOURS BEFORE CONDUCTING TEST. THE INTERNAL PRESSURE SHALL BE BUILT UP TO 1.5 TIMES THE WORKING PRESSURE AND MAINTAINED FOR A PERIOD OF NOT LESS THAN ONE (I) HOUR.

ALL LEAKS IN THE PIPELINE SHALL BE STOPPED; CRACKED OR DEFECTIVE PIPE, FITTINGS OR ACCESSORIES SHALL BE REMOVED AND REPLACED WITH NEW BY THE CONTRACTOR. THE PIPELINE SHALL BE RETESTED AS MAY BE REQUIRED AND NECESSARY UNTIL THE LEAKAGE FALLS WITHIN THE ALLOWABLE DETERMINED FOR THE PIPE NETWORK, AT WHICH TIME THE PIPELINE MAY BE

COMPLIANCE WITH STATE PLUMBING CODE IN REFERENCE TO RESIDENTIAL BACK FLOW PREVENTION MUST BE VERIFIED BY PLUMBING INSPECTOR, PRIOR TO METER INSTALLATION.



YARD DRAIN 6"- 24" DROP IN INSTALLATION



MONOLITHIC CONCRETE SIDEWALK (6" REVEAL)

JOINT SEALANT WITH 1/8" RADIUS (TYP)

CONCRETE SIDEWALK

1/2" PREFORMED JOINT FILLER WITH ZIP STRIP

TOOLED JOIN I/3 DEPTH OF CONCRETE JOINT SEALANT WITH 1/8" RADIUS (TYP)

CONTROL JOINT

GRADE OR

BUILDING

SEE APPLICABLE

JOINT DETAIL

∽ 8" "SAND GRAVEL" FILL

COMPACTED SUBGRADE

FACE

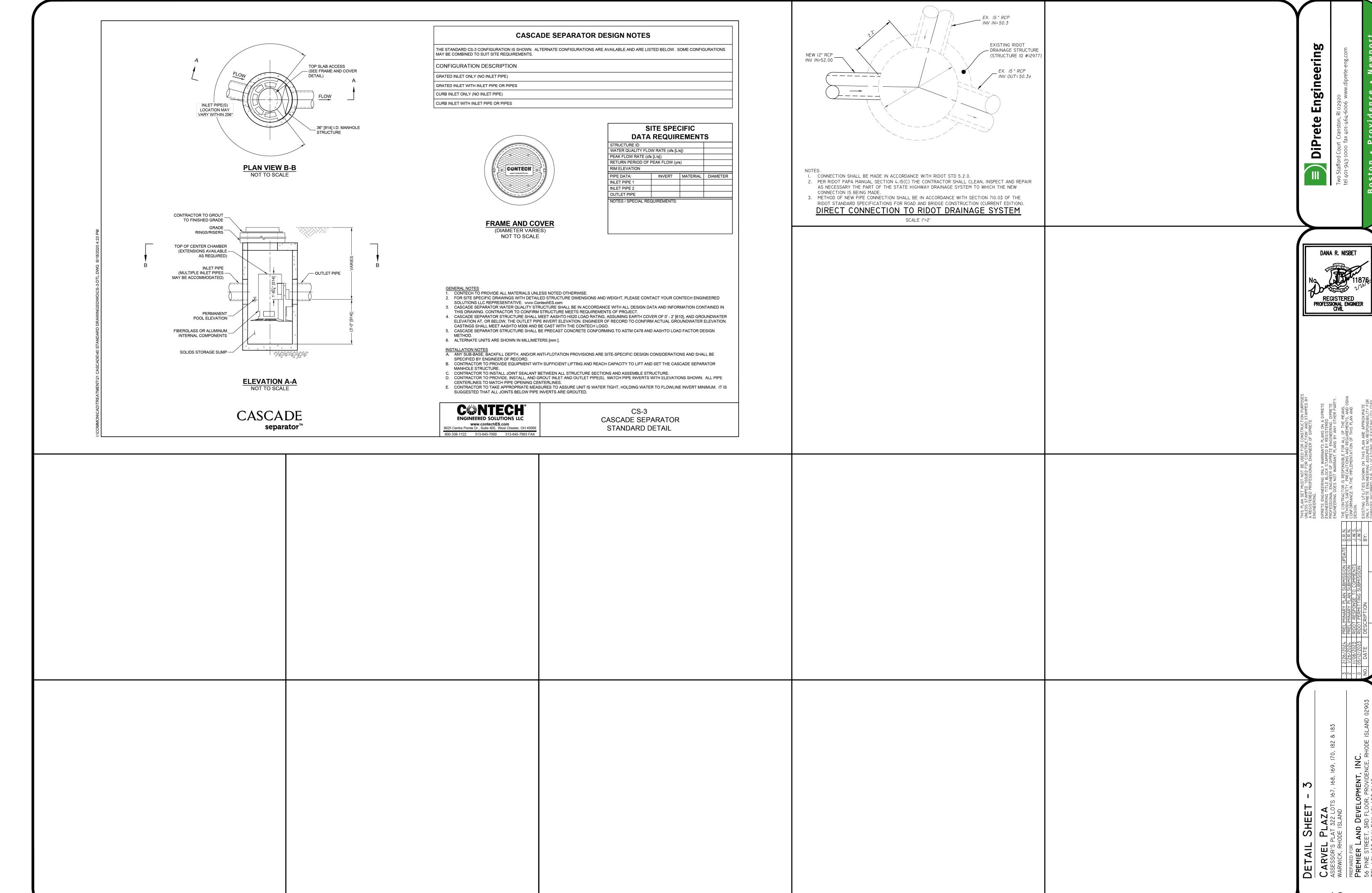
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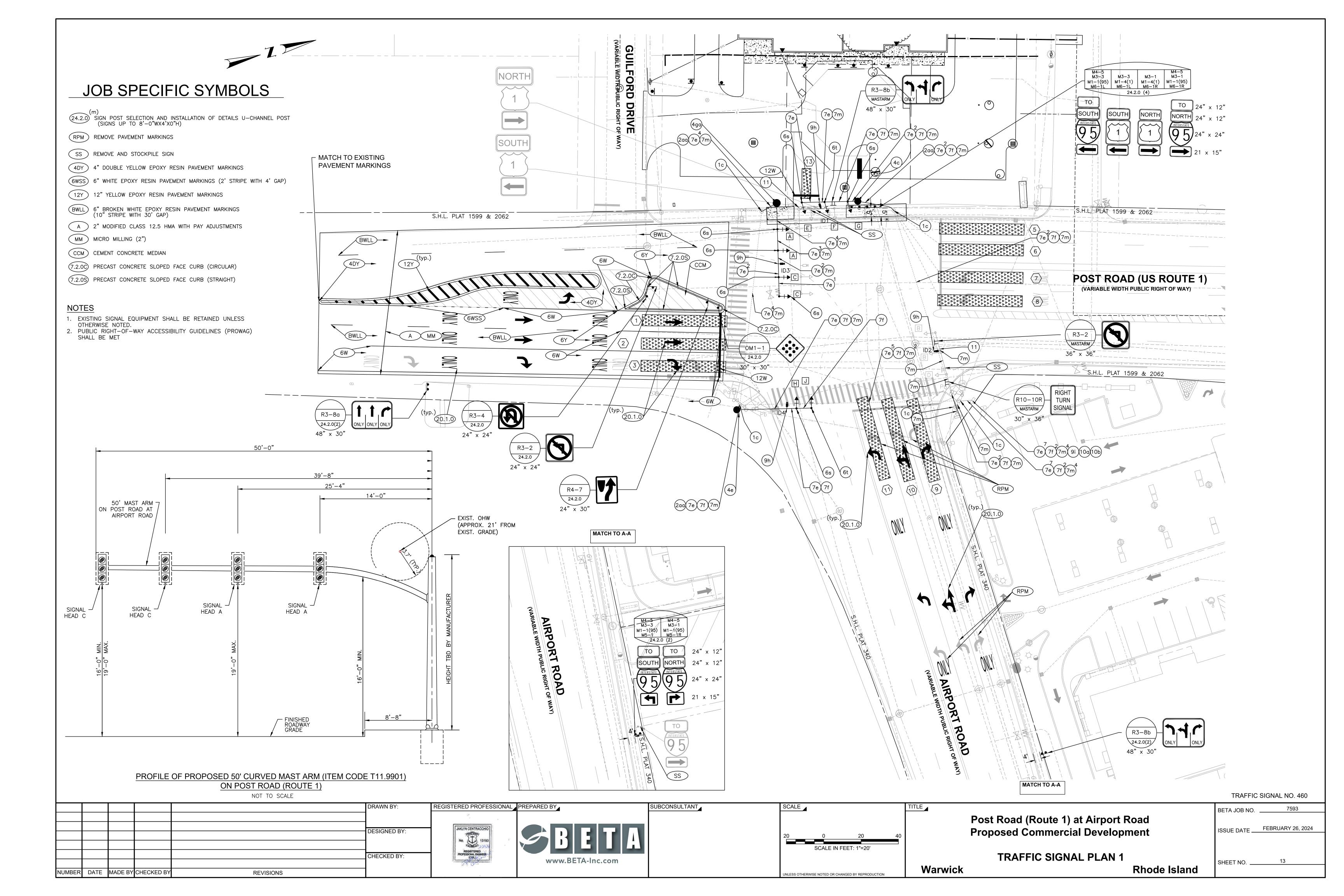
FIXED OBJECT

FIXED OBJECT JOINT JOINT FILLER -

<u>EXPANSION JOINT</u>

WITH ZIP STRIP





		TRAFF	IC SIGNAL MATERIALS LIST				
ITEM NO.	<u>LEGEND</u>	ITEM CODE	ITEM DESCRIPTION				
1c	•	T05.0102	BREAK INTO EXISTING HANDHOLE				
2aa		T06.3101	3 INCH RIGID STEEL CONDUIT — UNDER EXISTING PAVEMENT				
4c	•—	T11.0830	30 FOOT STANDARD LOAD STEEL TRAFFIC SIGNAL MAST ARM, POLE AND FOUNDA STANDARD 19.2.0				
4e	•—	T11.0840	40 FOOT STANDARD LOAD STEEL TRAFFIC SIGNAL MAST ARM, POLE AND FOUN STANDARD 19.2.0				
4ga	•—	T11.9901	50 FOOT STANDARD LOAD STEEL CURVED MAST ARM TRAFFIC SIGNAL POST AND FOUNDATION STD. 19.2.0				
6s	•	T14.3513	1 WAY 3 SECTION MAST ARM MOUNTED SIGNAL HEAD 12 INCH				
6t	•	T14.3516	1 WAY 4 SECTION MAST ARM MOUNTED SIGNAL HEAD 12 INCH (W/DUAL IND DUAL ROW L.E.D. ARROW)				
7e		T04.53.01	14 AWG 5 CONDUCTOR CABLE				
7f		T04.5301	14 AWG 7 CONDUCTOR CABLE				
7m		T04.9901	TRAFISENSE AI - TELEDYNE FLIR VIDEO DETECTION SYSTEM CABLE				
			VIDEO DETECTOR ZONE				
9h	-	T13.9901	TRAFISENSE AI - TELEDYNE FLIR VIDEO DETECTION CAMERA				
9i		T13.9902	TRAFISENSE AI - TELEDYNE FLIR VIDEO DETECTION HARDWARE				
10a		T12.9901	MODIFY EXISTING TRAFFIC SIGNAL CONTROLLER CABINET				
10b		T12.9902	MODIFY EXISTING ATSC SYSTEM/SOFTWARE				
11		945.0200	REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT				

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STREET (COURTS 4)	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10		12	13	14	15	16	17	18	19	FLAS OPE
POST ROAD (ROUTE 1)	SBL	C	←R-	←R-	1	-			 		 		←R-	←R-	← R-		←R-	←R-		←R-	←R-	←FR
POST ROAD (ROUTE 1)	SBT	A	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Υ	R	FY
POST ROAD (ROUTE 1)	NBT	В	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	FY
POST ROAD (ROUTE 1)	NBR	D	R	R	R	R	R	R	R	G	Y	R	R_G→		R	R	R	R	R	R	R	FR
AIRPORT ROAD	WBL	E	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	FR
AIRPORT ROAD	WBLT	F	R	R	R	R	R	R	R	R			G ←G-		R	R	R	R	R	R	R	FF
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PEDESTRIAN CROSSING	NB-SB	Pa	DW	DW	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DAR
PEDESTRIAN CROSSING	EB-WB	Pb	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DAR
						TIMII	NG IN	SECO	NDS													1
MINIMUM GREEN (INITIAL)			5			5				5			5						5			
PASSAGE TIME (VEHICLE)			2.1			2.4				2.9			2.4						2.9			
MAXIMUM 1 (ALL OTHER TIMES)						39				34			28						79			
MAXIMUM 2 (MONDAY — FRIDAY 6:00AM—9:00AM)						21				33			28						59			
YELLOW CLEARANCE				3.0			3.0				4.0			3.0						4.0		
RED CLEARANCE					3.0			2.5				1.5			3.5			2.0			1.5	
WALK (W)									5	4						8						
PEDESTRIAN CLEARANCE											23						20					
RECALL				OFF		OFF					OFF			OFF				MIN				
MEMORY			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			NO	NON-LOCK			

NOTES

FLASHING OPERATION PER MUTCD SECTIONS 4D.28-4D.31.
 PEDESTRIAN W/FDW UPON PUSHBUTTON ACTIVATION ONLY.

TRAFFIC SIGNAL NOTES

- EXISTING TRAFFIC SIGNAL CONTROLLER AND SYSTEM SETTINGS SHALL BE MODIFIED BY NEW ENGLAND TRAFFIC SOLUTIONS AS/WHERE/WHEN NECESSARY AND AS APPROPRIATE TO MATCH THE ABOVE FALL BACK SEQUENCE AND TIMING CHART.
- 2. FALL BACK SEQUENCE AND TIMING PLAN SHALL BE APPLICABLE DURING ALL TIMES WHEN THE ADAPTIVE SYSTEM IS TURNED TO "OFF".
- 3. YELLOW, RED, AND PEDESTRIAN TIMES SHALL NOT BE MODIFIED BY THE ADAPTIVE SYSTEM.
- 4. EXISTING SIGNAL EQUIPMENT SHALL BE RETAINED UNLESS OTHERWISE NOTED.
- 5. THE VIDEO DETECTION EQUIPMENT SUPPLIER, TELEDYNE FLIR, SHALL PROVIDE RIDOT WITH FORMAL (IN PERSON, AT A LOCATION AND DATE(S) PREFERRED BY AND TO BE COORDINATED WITH THE RIDOT TRAFFIC/ELECTRICAL MAINTENANCE UNIT) AND SUFFICIENT (ENOUGH DURATION TO PROVIDE SOUND OVERVIEW OF THE EQUIPMENT COMPONENTS, INSTALLATION, SOFTWARE/INTERFACE, SETUP/CONFIGURATION, OPERATION, MAINTENANCE, AND TROUBLESHOOTING, IN BOTH LECTURE/PRESENTATION AND HANDS—ON OPPORTUNITY) TRAINING FOR EACH OF UP TO 30 RIDOT REPRESENTATIVES AS PART OF THE WORK.
- 6. THE CONTRACTOR SHALL ARRANGE AND PROVIDE FOR UP TO TEN (10) RIDOT EMPLOYEES, WITH THE UNDERSTANDING THAT NO MORE THAN 4-5 WILL SIMULTANEOUSLY ACCESS, TO HAVE THE ON-DEMAND ABILITY TO REMOTELY CONTROL/MODIFY AND RECONFIGURE THE DETECTION ZONES ASSOCIATED WITH EACH OF THE NEW TRAFFIC SIGNAL DETECTORS AT THIS INTERSECTION. SUCH ABILITY SHALL BE PROVIDED FOR A MINIMUM OF FIVE (5) YEARS FOLLOWING ACCEPTANCE OF THE WORK. RIDOT WILL IDENTIFY THE UP TO TEN (10) EMPLOYEES UPON REQUEST OF THE CONTRACTOR.
- 7. THE CONTRACTOR SHALL ENSURE A SECURE VPN TUNNEL USING ENCRYPTION METHODS FOR NETWORK SECURITY, OR OTHER MEANS OF SECURE ACCESS, IF APPROVED BY THE RIDOT, SHALL BE USED TO PROVIDE THE REMOTE ACCESS AND CONTROL ABOVE. THE CONTRACTOR SHALL PREPARE DOCUMENTATION FOR THE PROPOSED NETWORK SECURITY SETTINGS, AND AN ARCHITECTURE DIAGRAM, AND SUBMIT TO THE RIDOT ENGINEER FOR APPROVAL, AS SOON AS PRACTICABLE BUT BEFORE THE NEW DETECTORS AND INSTALLED AND ACTIVATED. THE RIDOT WILL REVIEW AND MUST APPROVE OF REMOTE ACCESS/CONTROL DOCUMENTATION AND NETWORK SECURITY SETTING THAT IT FINDS ACCEPTABLE PRIOR TO FINAL ACCEPTANCE OF THE WORK.

ADAPTIVE COORDINATION NOTES:

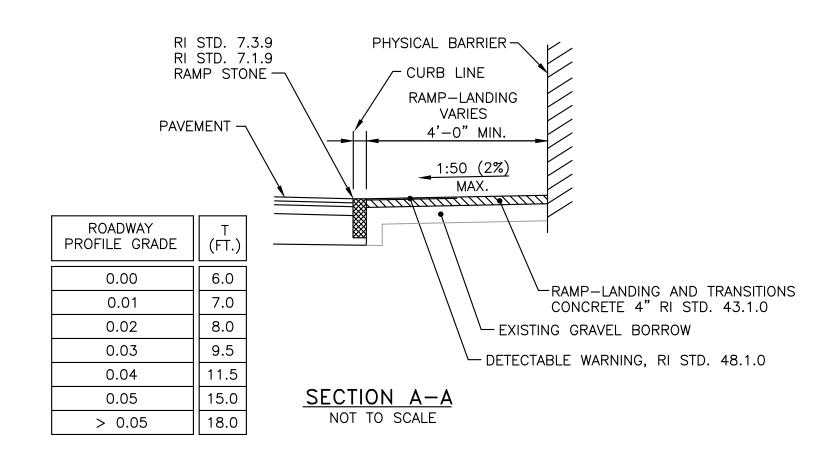
- 1. THE WORK INCLUDES REPLACEMENT AND REWIRING OF SIGNAL HEADS, AS SHOWN ON THE PLANS. ALL WIRING WILL BE CONNECTED TO THE CABINET WITH GUIDANCE SUPPLIED BY NEW ENGLAND TRAFFIC SOLUTIONS. NEW ENGLAND TRAFFIC SOLUTIONS IS RESPONSIBLE FOR PROGRAMMING THE FALL BACK SEQUENCE AND TIMING PLAN IN ITS ENTIRETY AT THAT TIME AS WELL AS ANY ADDITIONAL WORK NECESSARY FOR THE ADAPTIVE SYSTEM TO OPERATE AS INTENDED AND MEET THE REQUIREMENTS OF THE VERIFICATION AND VALIDATION PLAN AND MEET THE REQUIREMENTS OF THE RIDOT.
- 2. PRIOR TO BEGINNING FIELD WORK THAT INVOLVES OR AFFECTS THE TRAFFIC SIGNAL CONTROLLER, DETECTION, AND/OR COMMUNICATION/CONTROL SYSTEMS, NOTIFY NEW ENGLAND TRAFFIC SOLUTIONS OF THE INTENT TO PROCEED AND TO COORDINATE AND AGREE TO A SCHEDULE FOR COMPLETION OF THE WORK IN A WAY THAT WILL MINIMIZE ANY DISRUPTIONS TO THE PROPER OPERATION OF THE ADAPTIVE TRAFFIC SIGNAL CONTROL SYSTEM. CONTACT MR. RUSSELL HOLT OF THE RIDOT TMC [RUSSELL.HOLT@DOT.RI.GOV; 401-563-4046] TO NOTIFY HIM OF THE INTENT TO PROCEED WITH SUCH WORK AND TO SHARE/PROVIDE INFORMATION ABOUT THE WORK SCHEDULE.

TRAFFIC SIGNAL CONSTRUCTION NOTE:

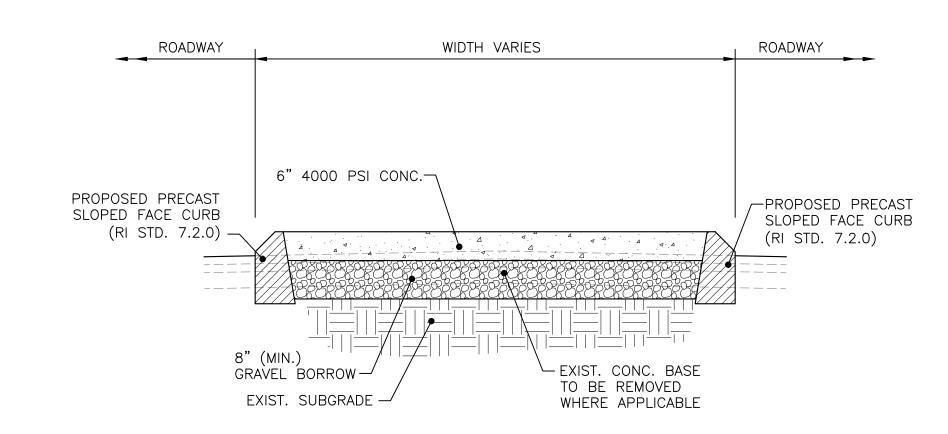
- 1. ALL EXISTING VIDEO DETECTION EQUIPMENT AT THE INTERSECTION SHALL BE REMOVED
- AND SALVAGED TO THE RIDOT TRAFFIC/ELECTRICAL MAINTENANCE UNIT.

 2. THE CONTRACTOR SHALL COORDINATE WITH NEW ENGLAND TRAFFIC SOLUTIONS TO MAKE REMOTE CHANGES TO THE SYSTEM INCLUDING TRAFFIC SIGNAL DETECTION, SIGNAL CONTROLLER/SETTINGS, ADJUSTED RADAR AND COMMUNICATION TO OTHER NETWORK SIGNALS. CONTACT INFO IS CLAUDIO VECCHIARINO [CLAUDIO@NETRAFFICSOLUTIONS.COM; 860-633-1768] OF NEW ENGLAND TRAFFIC SOLUTIONS, 160 OAK ST. UNIT 410,
- GLASTONBURY, ČT, 06033.

 3. SOIL BORINGS SHALL BE PERFORMED AT EACH PROPOSED MAST ARM LOCATION AS SHOWN ON THE PLANS TO DETERMINE SOIL CONDITIONS FOR THE FOUNDATION DESIGN PER RIDOT STANDARDS 19.5.0A, 19.5.0B, AND 19.5.0C. IF ROCK IS ENCOUNTERED, THE CONTRACTOR SHALL CORE THROUGH THE ROCK AT A MINIMUM DEPTH OF 5'. THE CONTRACTOR SHALL DESIGN FOR A FOUNDATION TO THE ROCK IF ROCK IS FOUND PAST 5 FEET. THE COST OF THE SOIL BORINGS SHALL BE INCIDENTAL TO THE COST OF THE RESPECTIVE MAST ARM ITEMS. SOIL BORING DEPTHS SHALL BE APPROVED BY THE ENGINEER.

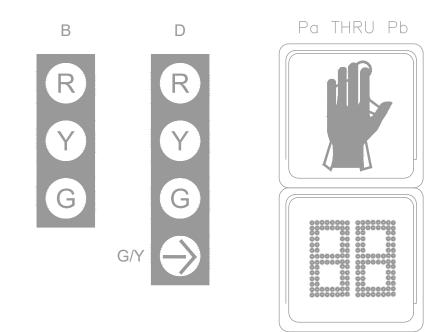






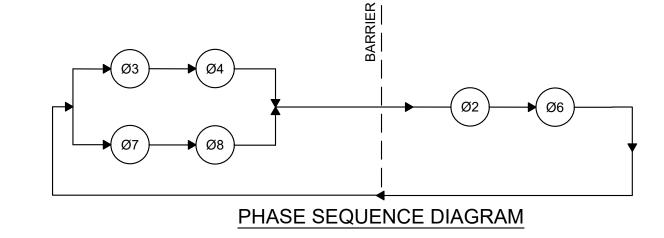


EXISTING SIGNAL HEAD FACES



NOTES

- 1. ALL SIGNAL HEADS SHALL HAVE NON—LOUVERED BACKPLATES AND VISORS.
 BACKPLATES AND VISORS SHALL BE INCLUDED IN THE PRICE OF THE NEW HEADS
- 2. ALL SIGNAL BACKPLATES SHALL BE 5" AND HAVE A 3 INCH YELLOW
- RETROREFLECTIVE BORDER.
- 3. ALL SIGNAL LENSES/HEADS SHALL BE 12 INCH LIGHT EMITTING DIODE(LED). 4. ARROW INDICATIONS SHALL BE TWO ROWS OF LED'S.



PROPOSED VIDEO DETECTOR DATA

DETECTOR ZONE	SIZE	CAMERA	PHASE	DELAY (SEC.)
1	6'x40'	ID2	ø4	3
2	6'x40'	ID2	ø4	3
3	6'x40'	ID2	ø4	3
5	6'x40'	ID3	ø8	3
6	6'x40'	ID3	ø8	3
7	6'x40'	ID3	ø3	3
80	6'x40'	ID3	ø3	3
9	6'x40'	ID1	ø6	5
10	6'x40'	ID1	ø6	5
11	6'x40'	ID1	ø6	5
13	6'x16'	ID4	ø2	5

TRAFFIC SIGNAL NO. 460

DRAWN BY: REGISTERED PROFESSIONAL PREPARED BY SUBCONSULTANT SCALE _ BETA JOB NO. Post Road (Route 1) at Airport Road ISSUE DATE ____FEBRUARY 26, 2024 **Proposed Commercial Development** DESIGNED BY **TRAFFIC SIGNAL PLAN 2** CHECKED BY: www.BETA-Inc.com SHEET NO. _____ Warwick Rhode Island DATE MADE BY CHECKED BY **REVISIONS**