

LIST OF VOLUMES

- VOLUME 01 - HIGHWAY & TRAFFIC
(SOCIAL STREET AND DIAMOND HILL ROAD)
- VOLUME 02 - REPLACEMENT OF BRIDGE NO. 096301
- VOLUME 03 - REHABILITATION OF BRIDGE NO. 093901 & PRESERVATION OF BRIDGE
NOs. 068801, 095301, 095401

INDEX

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	STANDARD PLAN SYMBOLS & STANDARD LEGEND
3 & 4	STANDARD NOTES - 1 & 2
5 & 6	JOB SPECIFIC NOTES & LEGEND 1 & 2
7	KEY PLAN
8 & 9	TYPICAL SECTION 1 & 2
10 & 11	MISCELLANEOUS DETAILS 1 & 2
12	DRAINAGE AND UTILITY DETAILS
13	BRIDGE 954 DETAILS
14	WHEELCHAIR RAMP CHART
15 - 29	GENERAL PLANS 1 - 15
30 - 35	LOCATION PLANS 1 - 6
36 - 41	INTERSECTION DETAILS 1 - 6
42	PROFILE PLAN
43 - 51	SIGNING AND STRIPING PLANS 1 - 9
52	SIGNING AND STRIPING DETAILS
53 - 55	TRAFFIC CONTROL DETAILS 1 - 3
56 - 59	TRAFFIC DETOUR PLANS 1 - 4
60 & 61	ROAD CLOSURE DETAILS 1 & 2
62 & 63	TRAFFIC STAGING PLANS 1 & 2
64 - 74	EXISTING CONDITIONS PLANS 1 - 11

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
VOLUME 1 - HIGHWAY
WOONSOCKET CORRIDOR

SOCIAL ST. (RTE. 126) FROM MAIN STREET TO ETHEL STREET
DIAMOND HILL RD. (RTE. 114) FROM 450' WEST OF ROLAND STREET TO 200' WEST OF FULTON STREET

CITY OF WOONSOCKET
COUNTY OF PROVIDENCE

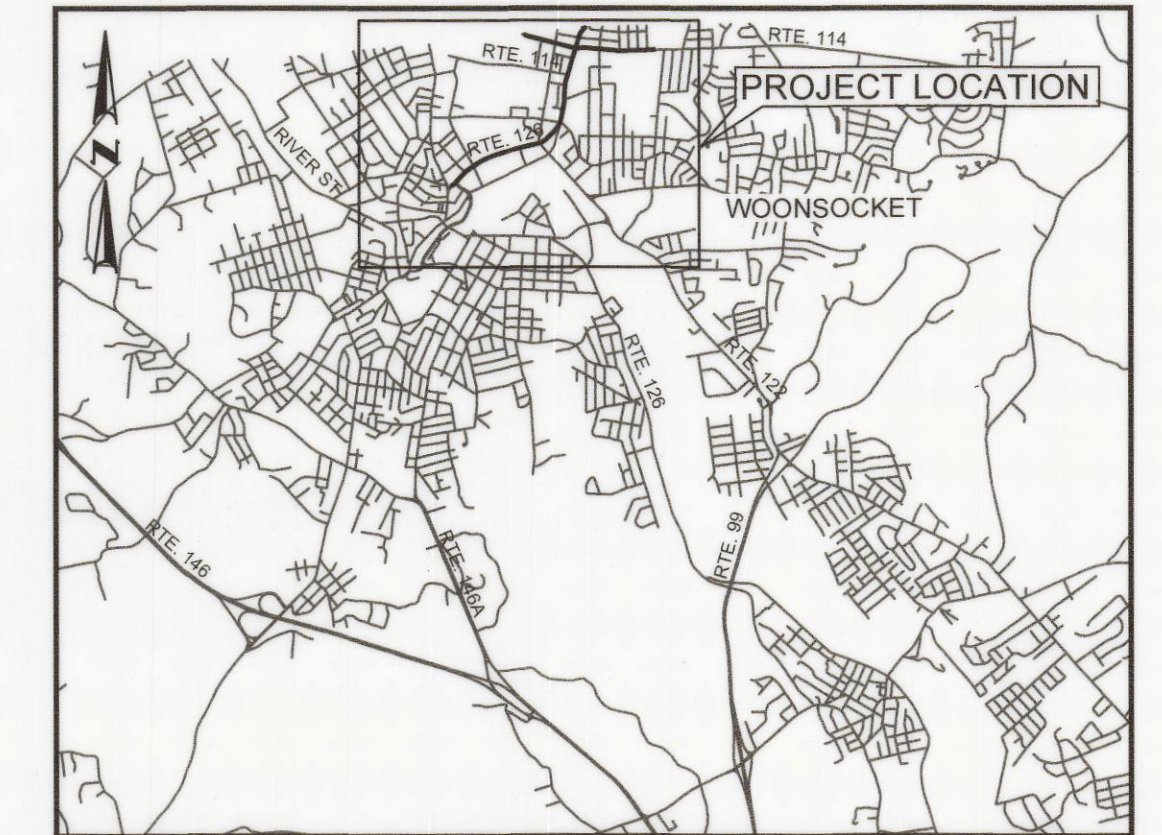
R.I. CONTRACT NO. 2025-CB-031 F.A. PROJECT NOS. BRO-0963(001) & 3RD-PRTY(365)

PAVEMENT STRUCTURE

SOCIAL STREET (RTE. 126)
3" MODIFIED CLASS 9.5 HMA
W/PAY ADJUSTMENTS

DIAMOND HILL ROAD (RTE. 114)
500'± WEST OF ROLAND ST. TO SOCIAL ST.
2" MODIFIED CLASS 12.5 HMA
6" CLASS 19.0 HMA
12" RECLAIMED SUBBASE

DIAMOND HILL ROAD (RTE. 114)
SOCIAL ST. TO FULTON ST.
2" MODIFIED CLASS 12.5 HMA

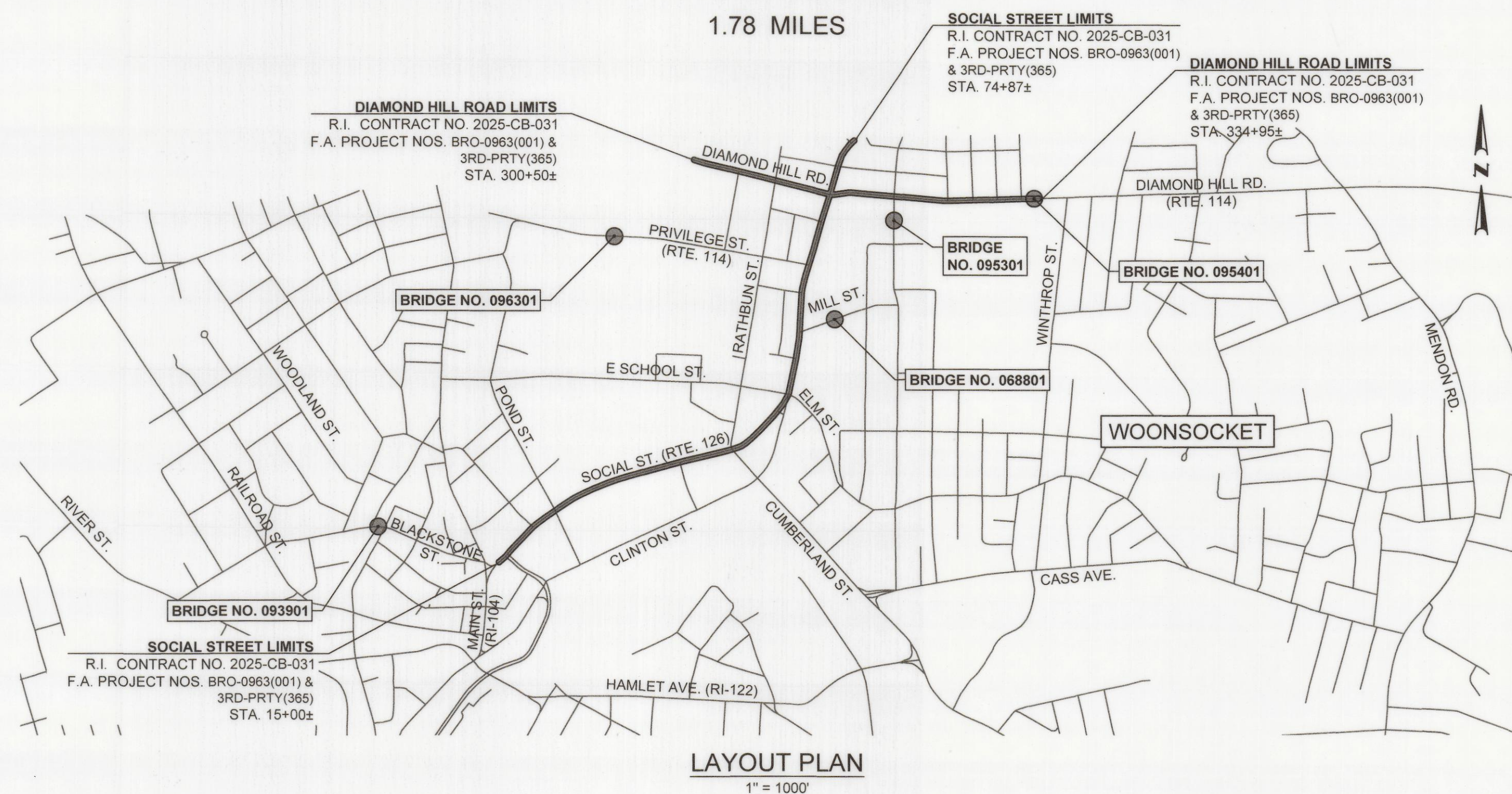


LOCATION MAP
1" = 5000'

DESIGN DESIGNATION

	SOCIAL ST. (ONE WAY SECTION) (RTE. 126)	DIAMOND HILL RD. (RTE. 114)
AADT (2021)	12,000	11,500
AADT (2044)	12,710	12,180
K	8%	10%
D	100% WB	51%
T	4%	3%
DHV	1,020	1,218
DDHV	1,020	623

HURRICANE EVACUATION ROUTE
• THIS PROJECT DOES NOT INCLUDE WORK ON A DESIGNATED HURRICANE EVACUATION AND DIVERSIONARY ROUTE.



SCALES OF DRAWINGS

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

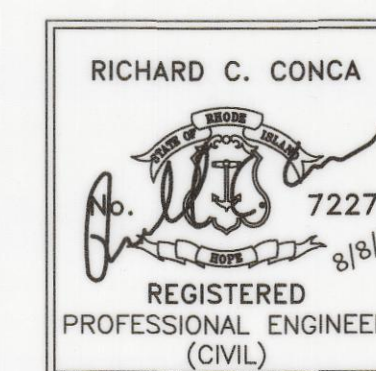
BASE OF LEVELS
NAVD 88
NAD 83



Contract Number 2025-CB-031

Number of Sheet 1

Total Sheets 74



R.I. DEPARTMENT OF TRANSPORTATION

APPROVED *Ben A. Jett* 8/15/25
DIRECTOR, DIVISION OF PROJECT MANAGEMENT DATE

APPROVED *Robert N. N...* 8/18/25
CHIEF ENGINEER OF INFRASTRUCTURE DATE

APPROVED *[Signature]* 8-19-25
DIRECTOR DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____
DIVISION ADMINISTRATOR DATE

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, FEBRUARY 2025, 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.



RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	3	74

GENERAL NOTES:

1. 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.
2. THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT TO CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 106.05 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.
3. 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.
4. ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.
5. THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE DETERMINED BY THE CONTRACTOR TO MEET THE REQUIREMENTS OF SECTION 907.
6. ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO PAVEMENT PLACEMENT ON THE CONCRETE BASE OR COLD PLANED PAVEMENT, AND ON ANY NEW COURSE WHICH HAS BEEN OPEN TO TRAFFIC, OR ANY NEW COURSE WHICH HAS BEEN EXPOSED FOR MORE THAN 7 DAYS, AND/OR AS DIRECTED BY THE ENGINEER. IT SHALL 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.
8. 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.
9. THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
10. CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT DEBRIS PRIOR TO THE PLACEMENT OF EACH BITUMINOUS PAVEMENT LIFT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. CLEANING WITH COMPRESSED AIR SHALL ONLY BE ALLOWED WITH THE APPROVAL OF THE ENGINEER.
11. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS AND SHOP DRAWINGS OR AS MODIFIED BY THE ENGINEER.
12. THE COORDINATE SYSTEM, IF SHOWN, IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.
13. PAVEMENT OPERATIONS FOR CURBED SECTIONS: IN AREAS WHERE CURBING IS SET TO FINISH LINE AND GRADE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE THE SENSOR AND SKY-TYPE DEVICE FOR AUTOMATIC GRADE CONTROL, BUT WILL BE ALLOWED TO MANUALLY ADJUST THE BITUMINOUS PAVER FOR CONTROLLING GRADE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAYS FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO MAINTAIN THE SAFE TRAVEL OF THE PUBLIC AT NO ADDITIONAL COST TO THE STATE.
15. NO FUEL STORAGE, VEHICLE REFUELING, OR EQUIPMENT STORAGE SHALL TAKE PLACE IN DESIGNATED WETLANDS, NOR WITHIN 100' OF ANY WATER BODY. THIS REQUIREMENT SHALL NOT SUPERSEDE ANY FEDERAL, STATE OR LOCAL LAW, ORDINANCE, RULE OR REGULATION THAT APPLIES TO THE SAME, UNLESS THIS REQUIREMENT IS MORE STRINGENT THAN SAID LAW, ORDINANCE, RULE OR REGULATION.
16. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT AT THE END OF FINAL PAVING OPERATIONS, FLOW TO 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.
17. ALL EMBANKMENTS SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 12" (AFTER COMPACTION) AND SHALL BE COMPACTED AS SPECIFIED BEFORE THE NEXT LAYER IS PLACED. ALSO, EMBANKMENT CONSTRUCTION SHALL CONFORM TO SECTION 202.03.2 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
18. IF THIS PROJECT IS ON A HURRICANE EVACUATION AND DIVERSIONARY ROUTE, AS DESIGNATED ON THE COVERSHEET, THE CONTRACTOR IS ADVISED THAT UPON 12 (TWELVE) HOURS NOTICE THE ROADWAY SHALL BE OPEN TO EVACUEES AND EMERGENCY PERSONNEL. ANY EXTRA WORK NECESSARY TO COMPLY WITH THIS REQUIREMENT WILL BE REIMBURSED UNDER FORCE ACCOUNT PROCEDURES.
19. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL APPROVALS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (DEM), AND/OR THE ARMY CORPS OF ENGINEERS (ACEG), AND/OR THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRM). 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):

20. FOR ALL PROJECTS INVOLVING KNOWN SITE REMEDIATION ISSUES, THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE CONSTRUCTION RELATED PROVISIONS, CONDITIONS, AND STIPULATIONS OF ANY REMEDIAL 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).
21. NO UNPROTECTED CONSTRUCTED FEATURE MAY PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. HEADWALL, DRAINAGE INLET, ETC.
22. THE REMAINING SECTION OR STUB OF A BREAKAWAY BASE MAY NOT PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. SIGN POSTS, LIGHT POLES, FIRE HYDRANTS, ETC.

DRAINAGE AND EROSION CONTROL NOTES:

1. THE CONTRACTOR IS REQUIRED TO ADHERE WITH THE A SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ORDER TO REMAIN IN COMPLIANCE WITH THE RIPDES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS OF THE GENERAL PERMIT AND THE SITE-SPECIFIC SWPPP FOR THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR MODIFYING THE SWPPP AS SITE CONDITIONS WARRANT. A COPY OF THE SWPPP MUST BE ON-SITE AT ALL TIMES. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS.
2. 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.
3. STOCKPILES OF MATERIAL SHALL NOT BE LOCATED WITHIN REGULATED WETLANDS OR BUFFER ZONE AREAS. THEY SHALL HAVE SIDE SLOPES NO GREATER THAN 30% AND STOCKPILES OF ERODIBLE MATERIAL SHALL ALSO BE SEEDED AND RINGED WITH APPROPRIATE SEDIMENT AND EROSION CONTROL MEASURES TO STABILIZE. STOCKPILES OF CONTAMINATED MATERIALS MUST BE PLACED ON TOP OF A POLY-ETHYLENE SHEET AND COVERED AT ALL TIMES UNLESS IT IS AN ACTIVE WORKING PILE.
4. IF THE PLANS INCLUDE SPECIFIC AREAS FOR PLACEMENT OF CONSTRUCTION DEWATERING BASINS AND/OR EQUIPMENT AND MATERIALS STORAGE AND STOCKPILING, AND IF THE CONTRACTOR ELECTS TO UTILIZE ANY OTHER AREAS FOR THESE PURPOSES, THIS SHALL BE APPROVED BY THE ENGINEER ONLY AFTER OBTAINING ANY NECESSARY PERMITS AND/OR PERMIT MODIFICATIONS FROM THE APPROPRIATE REGULATORY AUTHORITY(IES). ANY PERMITTING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AT NO COST TO THE STATE. THE ENGINEER WILL COORDINATE SUBMISSION OF ANY REQUIRED PERMIT APPLICATION MATERIALS WITH THE R.I.D.O.T. ENVIRONMENTAL DIVISION.
5. 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.
6. SEEDING ON ALL SLOPES 3 TO 1 OR STEEPER SHALL CONSIST OF THE FOLLOWING APPLICATIONS UNLESS CHANGED IN THE CONTRACT.

a. SEEDING TYPE I.

b. ADHESIVE MULCH STABILIZER
7. UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.
8. PRIOR TO 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.
9. ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.
10. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING 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.
11. 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.
12. PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL STRICTLY ADHERE TO THE PLANS AND SPECIFICATIONS.
13. 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.
14. 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.
15. 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):

16. DETENTION AND RETENTION BASINS MAY BE ROUGH GRADED AND STABILIZED WITH VEGETATION AND/OR OTHER EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO USE AS TEMPORARY SEDIMENTATION BASINS DURING PROJECT CONSTRUCTION. FINAL BASIN CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL SOURCES OF SEDIMENT HAVE BEEN 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.
17. THE TOE OF ANY FILL SLOPE IS TO REMAIN AT LEAST 1' INSIDE OF ALL EROSION CONTROLS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR COVER ANY PORTION OF THE EROSION CONTROL MEASURES WITH MATERIAL. ANY MATERIAL THAT IS PLACED ON ANY EROSION CONTROLS BY THE CONTRACTOR, OR ANY AGENT OF THE CONTRACTOR, SHALL BE IMMEDIATELY REMOVED BY THE CONTRACTOR, AND ANY NECESSARY REPAIRS TO THE EROSION CONTROLS ACCOMPLISHED.
18. PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES, EROSION AND SEDIMENTATION CONTROLS SHALL BE INSTALLED AT THOSE AREAS INDICATED ON THE PLANS. CLEARING MAY OCCUR PRIOR TO INSTALLATION OF SUCH CONTROLS, HOWEVER NO GRUBBING, GRADING, FILLING, OR OTHER SOIL DISTURBANCE SHALL OCCUR PRIOR TO INSTALLATION. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS.
19. ALL 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.
20. 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.
21. THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
22. 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.
23. ANY OBSERVATIONS OF ILLOIT CONNECTIONS OR DISCHARGES TO RIDOT'S DRAINAGE NETWORK OR OUTFALLS SHALL BE REPORTED TO THE RIDOT STORMWATER UNIT IMMEDIATELY.

UTILITY NOTES:

1. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING THE BEST AVAILABLE INFORMATION AND ARE APPROXIMATE. BUILDING SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE, WATER AND SANITARY) ARE NOT SHOWN. CONTRACTOR IS TO ASSUME SERVICES ARE PRESENT TO ALL BUILDINGS.
2. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING DRAINAGE AND UTILITIES BOTH UNDERGROUND AND OVERHEAD BEFORE EXCAVATION BEGINS IN ACCORDANCE WITH CHAPTER 39-1.2 OF THE R.I. GENERAL LAWS ENTITLED "EXCAVATION NEAR UNDERGROUND UTILITY FACILITIES", WITH AMENDMENTS EFFECTIVE AS OF NOVEMBER 1, 2009 AND, WHEN NECESSARY, BY CONTACTING THE INDIVIDUAL UTILITY COMPANIES. EXCAVATION SHALL BE IN ACCORDANCE WITH ALL STATUTES, ORDINANCES, RULES AND REGULATIONS OF ANY APPLICABLE CITY, TOWN, STATE OR FEDERAL AGENCY. THE CONTRACTOR SHOULD UNDERSTAND THAT NOT ALL UTILITIES SUBSCRIBE TO THE DIG SAFE PROGRAM. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES AND 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.
3. ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE CAPPED.
4. EXISTING WATER SERVICES SHALL BE RECONNECTED TO THE NEW WATER MAINS.
5. UTILITY SERVICE CONNECTIONS SHALL BE MAINTAINED TO ALL EXISTING FACILITIES TO REMAIN.
6. FIRE HYDRANTS SHALL NOT BE REMOVED FROM SERVICE WITHOUT WRITTEN AUTHORIZATION FROM THE FIRE DEPARTMENT OR THE WATER AUTHORITY.
7. ALL NEW WATER LINES SHALL BE DISINFECTED TO THE SATISFACTION OF THE WATER AUTHORITY IN ACCORDANCE WITH THE SPECIFICATIONS.
8. ALL UTILITY POLE RELATED WORK SHALL BE BY OTHERS.
9. 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.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	SCALE:	WOONSOCKET CORRIDOR VOLUME: 1	
CHECKED BY:			
DATE: JUNE, 2025			
SHEET: 3			
OF: 74		WOONSOCKET RHODE ISLAND	
		STANDARD NOTES NO. 1	

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-PLANED 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.

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	4	74



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 4
OF: 74

SCALE:					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY
1	4/07	TRB	4	12/22	JRP
2	11/07	TRB			
3	3/10	RBH			

WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET RHODE ISLAND
STANDARD NOTES NO. 2

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JOB SPECIFIC LEGEND (HIGHWAY)

CBP	CATCH BASIN PROTECTION
CFS	COMPOST FILTER SOCK 12” DIAMETER
DCD	REMOVE AND DISPOSE CONCRETE DRIVEWAY APRON
DGC	REMOVE AND DISPOSE GRANITE CURB
DSMH	DEEP SUMP MANHOLE POTENTIAL LOCATION – (SEE DRAINAGE AND UTILITY DETAILS)
ECB	EROSION CONTROL BLANKET
ETEA	GUARDRAIL END TREATMENT – ENERGY ABSORBING TERMINAL (MASH)
FLT	FILTER FABRIC FOR RIPRAP
ISCD	INLET SEDIMENT CONTROL DEVICE
LB	LEACHING BASIN POTENTIAL LOCATION – (SEE DRAINAGE AND UTILITY DETAILS)
MO–1	MICROMILLING AND PAVEMENT OVERLAY – SOCIAL ST. 3” PAVEMENT MICROMILLING 3” MODIFIED CLASS 9.5 HMA WITH PAY ADJUSTMENTS (TWO–1.5” LIFTS)
MO–2	MICROMILLING AND PAVEMENT OVERLAY – DIAMOND HILL RD. 2” PAVEMENT MICROMILLING 2” MODIFIED CLASS 12.5 HMA
P–1	FULL DEPTH PAVEMENT– DIAMOND HILL RD. (EAST OF SOCIAL STREET) 2” MODIFIED CLASS 12.5 HMA (ONE–2” LIFT) 6” CLASS 19.0 HMA (TWO–3” LIFTS) 12” GRAVEL BORROW SUBBASE
P–2	FULL DEPTH RECLAMATION – DIAMOND HILL RD. (WEST OF SOCIAL STREET) 2” MODIFIED CLASS 12.5 HMA (ONE–2” LIFT) 6” CLASS 19.0 HMA (TWO–3” LIFTS) 12” RECLAIMED SUBBASE NOTE: EXCAVATE AND DISPOSE OF 18”± OF EXISTING SOIL
P–5	FULL DEPTH PAVEMENT – SOCIAL ST. 3” MODIFIED CLASS 9.5 HMA WITH PAY ADJUSTMENTS (TWO–1.5” LIFTS) 6” CLASS 19.0 HMA (TWO–3” LIFTS) 12” GRAVEL BORROW SUBBASE
PBM	PINE BARK MULCH
PMM	PAVEMENT MILLINGS MULCH
PT–3	PAVEMENT TRANSITION – EXISTING PAVEMENT TO MICROMILL (SEE MISC. DETAIL SHEET NO. 1)
RDB	REMOVE AND DISPOSE BOLLARD
RDS	RECONSTRUCT DRAINAGE OR UTILITY STRUCTURE TO GRADE (PAID FOR UNDER ITEM 707.0100)
RFG	REMOVE AND RELOCATE CHAINLINK FENCE GATE
SC–1	FULL DEPTH SAWCUT
7.3.1	3’–0” GRANITE TRANSITION CURB
43.3.2	RAMP LANDING FOR NARROW SIDEWALK
43.4.0A	DRIVEWAY DEVELOPMENT FOR 3’–0” TRANSITION CURB

JOB SPECIFIC LEGEND (TRAFFIC)

ETR	EXISTING TO REMAIN
IFRS	INSTALL FINAL RUMBLE STRIP
MFRS	MICRO MILLING AND FILL RUMBLE STRIP WITH CLASS 9.5 HOT MIX ASPHALT
RRFB	RAPID RECTANGULAR FLASHING BEACON
SABM	SHOCK ABSORBING BARRIER MODULES
TD4Y	4” YELLOW FAST DRYING WATERBORNE PAVEMENT MARKING – DOUBLE SOLID
TD4YS	4” WHITE FAST DRYING WATERBORNE PAVEMENT MARKING – DOUBLE 2’ DASH/4’ SKIP
T6WS	6” WHITE FAST DRYING WATERBORNE PAVEMENT MARKING – 2’ DASH/4’ SKIP
T6W	6” WHITE FAST DRYING WATERBORNE PAVEMENT MARKING
TBTL3	TEMPORARY BARRIER (TL–3)
TBTL3A	TEMPORARY BARRIER (TL–3) – ANCHORED
20.1.0	PAVEMENT MARKINGS, ARROWS AND ONLY
1.02	WHEELCHAIR RAMP NUMBER

JOB SPECIFIC GENERAL NOTES

- THE CONTRACTOR SHALL FULLY UNDERSTAND THAT HE IS RESPONSIBLE FOR ALL FIELD SURVEY WORK NECESSARY TO SATISFY THE INTENT OF THE PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION AND DEPTH OF ALL EXISTING UTILITIES INCLUDING THOSE WHICH MAY NOT SHOWN ON THE PLANS PRIOR TO ANY WORK. GUARDRAIL, DRAINAGE AND SIGN POST LOCATIONS SHALL BE FIELD ADJUSTED AS REQUIRED TO AVOID DAMAGE TO EXISTING UTILITIES OR OTHER PROPERTY.
- THE CONTRACTOR SHALL FULLY RECOGNIZE THAT HAND WORK MAY BE NECESSARY TO REMOVE EXISTING PAVEMENT AROUND UTILITY STRUCTURES OR ADJACENT TO CURB, SIDEWALK, WALKS, OR FENCING. THE COST OF ANY HANDWORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS ITEMS OF WORK.
- THE COST OF TRIMMING AND FINE GRADING FOR CURB INSTALLATION WILL BE INCLUDED IN THE COST OF THE CURB. SAW CUTTING AND ANY CONCRETE REQUIRED BETWEEN THE CURB AND EXISTING PAVEMENT STRUCTURE LIMITS SHALL BE A MINIMUM 1’–0” IN FRONT OF AND 1’–0” IN BACK OF THE CURB INSTALLATION OR TO A SUFFICIENT DISTANCE IN FRONT AND/OR IN BACK OF THE CURB INSTALLATION FOR PROPER CURB INSTALLATION AND SUPPORT.
- ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO PAVEMENT PLACEMENT. IT SHALL ALSO BE APPLIED TO VERTICAL PAVEMENT FACES BETWEEN ADJOINING PAVEMENT SECTIONS. ALL APPLICATIONS ON BOTH HORIZONTAL AND VERTICAL SURFACES.
- ALL GRASSED AREAS DISTURBED BY THE CONTRACTOR’S OPERATIONS SHALL BE REESTABLISHED WITH PLANTABLE SOIL AND TYPE 1 SEED. IF AREAS ARE BEYOND THE WORK LIMITS THEN THE COST SHALL BE BORNE BY THE CONTRACTOR.
- IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, ALL DISTURBED AREAS INCLUDING THE CONTRACTOR’S STOCKPILE AREAS WITHIN THE RIGHT–OF–WAY SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE STATE.
- ANY SUBCONTRACTORS EMPLOYED BY THE CONTRACTORS OR RIDOT ON THIS PROJECT SHALL WORK WITHIN THE SAME PROTECTED WORK AREAS AS THE CONTRACTOR. NO SEPARATE LANE CLOSURES WILL BE PAID FOR.
- UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
- CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT AND OTHER DEBRIS PRIOR TO PAVEMENT PLACEMENT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.
- TEMPORARY PAVEMENT MARKINGS ARE REQUIRED TO BE APPLIED TO MILLED AND INTERMEDIATE PAVEMENT LAYERS AND FINAL SURFACES PRIOR TO OPENING TRAVEL LANES TO TRAFFIC.
- SIGN LOCATIONS ARE TO BE MARKED IN THE FIELD FOR APPROVAL PRIOR TO BEING INSTALLED.
- SIGNS TO BE R&D CANNOT BE REMOVED UNTIL APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL FULLY UNDERSTAND THAT EXISTING CASTINGS SHALL BE SET ¼” MAX. TO THE PROPER LINE AND GRADE AT EACH LOCATION SHOWN ON THE PLANS. ANY CASTING THAT IS NOT RESET WITHIN THE ¼” MAX GRADE TOLERANCE SHALL BE ADJUSTED AT THE CONTRACTOR’S OWN EXPENSE.
- THE CONTRACTOR SHALL NOT STORE ANY EQUIPMENT OR MATERIALS WITHIN THE ROOT ZONE OF ANY TREES OR SHRUBS WITHIN THE PROJECT LIMITS.
- ANY CURB OR BERM DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND AT NO COST TO THE STATE.
- CONTRACTOR MAY RE–USE EXISTING CURBING (IF IN SUITABLE CONDITION) IN LIEU OF PROPOSED CURBING AT WHEELCHAIR RAMPS IF THE WHEELCHAIR RAMPS CAN BE CONSTRUCTED ACCORDING TO PLAN, AND COMPLY WITH ADA REGULATIONS ALONG WITH APPROVAL OF THE ENGINEER.
- BUILDING SERVICE CONNECTIONS (ELECTRIC, GAS, TELEPHONE) ARE NOT SHOWN. THE CONTRACTOR SHALL ASSUME SERVICES ARE PRESENT TO ALL BUILDINGS. THE SERVICE LOCATION SHALL BE CHECKED WITH UTILITY COMPANY OR AUTHORITY CONCERNED. UTILITY SERVICES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
- FOR CURBING THAT NEEDS TO BE REPLACED, THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ALL CURB DIMENSIONS AND RADII PRIOR TO ORDERING NEW CURB AND REMOVAL OF THE OLD CURB. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE VARIOUS ITEMS OF WORK.
- ALL ITEMS NOT REFERENCED FOR MODIFICATION ON THE PLANS OR IN THE CONTRACT DOCUMENTS WILL BE “EXISTING TO REMAIN” UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ALL EQUIPMENT AND MATERIALS SHALL BE STORED AN ADEQUATE DISTANCE (AS DETERMINED BY THE ENGINEER) FROM THE ROADWAY AND SIDEWALK TO AVOID INTERFERENCE WITH VEHICULAR OR PEDESTRIAN TRAFFIC.
- THE CONTRACTOR SHALL TAKE SPECIAL CARE NOT TO DAMAGE ANY EXISTING VEGETATION OUTSIDE OF THE LIMIT OF DISTURBANCE NOTED ON THE PLANS UNLESS OTHERWISE NOTED. ALL VEGETATION THAT ENCROACHES ON THE PEDESTRIAN CIRCULATION PATH ENVELOPE SHALL BE CUT, TRIMMED, AND/OR REMOVED. VEGETATION CANNOT REDUCE THE WIDTH OF THE SIDEWALK OR REDUCE VERTICAL CLEARANCE TO LESS THAN 84 INCHES. ANY DAMAGE THAT IS CAUSED BY THE CONTRACTOR’S NEGLIGENCE OUTSIDE OF THE LIMIT OF DISTURBANCE WILL BE FIXED AT HIS OWN EXPENSE. TRIMMING OF VEGETATION WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE CONSIDERED AS INCLUDED IN THE GENERAL COST OF THE WORK.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROTECTING FRESHLY PLACED CONCRETE AND ASPHALT FROM DAMAGE UNTIL THE CONCRETE/ASPHALT HAS CURED SUFFICIENTLY. COSTS TO REPLACE DAMAGE TO FRESHLY PLACED CONCRETE AND/OR ASPHALT WILL BE THE CONTRACTORS RESPONSIBILITY.
- THE COST OF ANY CURB CUTTING REQUIRED TO INSTALL NEW CURB WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE NEW CURB.
- ROADWAY OUTSIDE OF THE PROJECT LIMITS DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE PRICE BID FOR THE ASSOCIATED WORK ITEM CAUSING THE DAMAGE.
- DIMENSIONS SHOWN ON THE PLANS ARE APPROXIMATE.
- THE CONTRACTOR SHALL NOTIFY IN WRITING ALL PROPERTY OWNERS ABUTTING THE WORK 48 HOURS PRIOR TO COMMENCING WORK.
- TRANSITION STONE CUTTING IS INCLUDED IN THE UNIT PRICE OF THE CURB.
- ALL PROPOSED GUARDRAIL AND IMPACT DEVICES SHALL CONFORM TO THE MANUAL FOR ASSESSING SAFETY HARDWARE 2016 (M.A.S.H.) REQUIREMENTS AND AS DETAILED ON CONTRACT PLANS.
- PER RIDOT STANDARD SPECIFICATIONS, CLEAR AND GRUB ALL AREAS WITHIN FILL LOCATIONS AND LESS THAN 3 FEET IN HEIGHT TO SUBGRADE WITHIN THE LIMITS OF DISTURBANCE OF THE PROJECT. AFTER CLEARING AND GRUBBING, THE AREA SHALL BE STABILIZED AND FINISHED WITH LOAM AND SEED.
- EXISTING BITUMINOUS LEAKOFFS SHALL BE REPLACED IN–KIND OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN TEMPORARY PEDESTRIAN ACCESS ROUTES WITH APPROPRIATE SIGNAGE AND BARRIERS DURING CONSTRUCTION OPERATIONS INVOLVED WITH SIDEWALK CLOSURES.
- ALL DISTURBED AREA WITHIN THE LIMIT OF DISTURBANCE SHALL BE RESTORED WITH LOAM AND SEED UNLESS OTHERWISE NOTED ON THE PLANS.
- SIDEWALK CUT AND MATCH LIMITS SHOWN ON THE PLAN INCLUDES THE SIDEWALK TRANSITION AREA TO MEET EXISTING SIDEWALK CROSS SLOPES. NO SIDEWALK WORK BEYOND THE CUT AND MATCH LIMITS SHOWN ON THE PLANS WILL BE APPROVED FOR PAYMENT.
- ALL COST FOR NEW PINE MULCH SHALL BE INCLUDED IN ITEM 905.1000

JOB SPECIFIC 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, SANITARY, CABLE TELEVISION, ETC.) ARE SHOWN. CONTRACTOR IS TO ASSUME THAT OTHER SERVICES ARE PRESENT TO ALL BUILDINGS. LOCATIONS OF THE SERVICES WILL BE CHECKED BY THE CONTRACTOR WITH THE APPROPRIATE UTILITY COMPANIES.
- ALL EXISTING MANHOLES, CATCH BASINS, ROADWAY BOXES, AND SIDEWALK CURB STOPS FOR ALL UTILITIES WITHIN THE PROJECT WORK LIMITS SHALL BE ADJUSTED TO GRADE AS REQUIRED EXCEPT WHERE REPLACEMENT OR RECONSTRUCTION IS CALLED FOR ON THE PLANS, IN THE CONTRACT DOCUMENTS, OR DIRECTED BY THE ENGINEER. ADJUSTMENT OF ANY SANITARY SEWER UTILITIES SHALL BE COORDINATED WITH THE CITY.
- IN AREAS WHERE EXISTING GRANITE APRON AND/OR INLET STONES ARE TO REMAIN, THE MINIMUM GUTTER OPENING PER THE R.I. STANDARD DETAILS MUST BE OBTAINED AND MAINTAINED. THERE WILL BE NO SEPARATE PAY ITEM FOR THIS WORK, IT SHALL BE CONSIDERED INCIDENTAL TO PAVING OPERATIONS.
- BLASTING IS NOT PERMITTED ANYWHERE ON SITE. ONLY NON–MECHANICAL MEANS OF EXCAVATION SHALL BE USED IN AREAS ADJACENT TO UNDERGROUND UTILITIES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
- UTILITY POLES ARE TO REMAIN AND BE PROTECTED THROUGH THE DURATION OF CONSTRUCTION. IF IN ANY CASE THE CONTRACTOR BELIEVES A POLE, POLE FOUNDATION, AND/OR OVERHEAD WIRES WILL BE IMPACTED DURING CONSTRUCTION, THEY SHALL COORDINATE WITH THE ENGINEER AND UTILITY COMPANY FOR NECESSARY SUPPORT.
- PROPOSED PIPE CONNECTIONS TO EXISTING PIPES, IF ANY, SHALL INCLUDE COUPLINGS. COST SHALL BE INCIDENTAL TO THE STANDARD PIPE PAY ITEMS.
- AFTER MILLING ON SOCIAL STREET IS COMPLETED, THE CONTRACTOR SHALL CONTACT ANDREW HEBERT ADHEBERT@RIENERGY.COM 401–533–1724 AT RI ENERGY TO CONDUCT ITS GAS LEAKAGE TEST ON SOCIAL STREET BEFORE PLACEMENT OF THE NEW HMA OVERLAY.

JOB SPECIFIC EROSION CONTROL NOTES

- INLET SEDIMENT CONTROL DEVICES (ISCD) SHALL BE INSTALLED, IN LIEU OF R.I. STD. 9.8.0 BALED HAY INLET PROTECTION, AT ALL CATCH BASINS WHENEVER SUBBASE IS EXPOSED OR AS DIRECTED BY THE ENGINEER, AND SHALL REMAIN IN PLACE UNTIL THE ABUTTING GROUND SURFACES ARE STABILIZED. COMPOST FILTER SOCK (CFS) SHALL SUPPLEMENT INLET SEDIMENT CONTROL DEVICES (ISCD) AT ANY LOCATIONS APRON STONE IS PRESENT AS DIRECTED IN THE PLAN SET.
- IN ORDER TO PREVENT CLOGGING IN THE ROADWAY AND SEDIMENT INTRUSION INTO THE DRAINAGE SYSTEM, ALL INLET SEDIMENT CONTROL DEVICES SHALL BE CLEANED OR REPLACED REGULARLY UNTIL THE CONTRIBUTING AREA HAS BEEN STABILIZED. THE INLET SEDIMENT CONTROL DEVICES SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE RESIDENT ENGINEER.
- CONCRETE WASHOUT DISCHARGED INTO DRAINAGE SYSTEMS IS PROHIBITED. THE CONTRACTOR MUST PROVIDE A CONCRETE WASHOUT AREA.

JOB SPECIFIC PAVEMENT MARKING NOTES

- ALL PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- TRAVEL LANE SKIP STRIPING LINES SHALL CONSIST OF LINES AND SPACE AS SHOWN ON PLANS.
- FINAL PAVEMENT MARKINGS SHALL BE WHITE AND YELLOW EPOXY RESIN.
- SEE GENERAL PROVISIONS – CONTRACT SPECIFIC DOCUMENTS FOR SPECIAL REQUIREMENTS FOR PAVEMENT MARKINGS.

JOB SPECIFIC CURB RAMP NOTES:

- WHERE IT IS NECESSARY TO CUT EXISTING GRANITE CURB ADJACENT TO A NEW CURB RAMP INSTALLATION, THE CURB SECTION TO BE CUT WILL BE REMOVED, CUT AND RESET SO THAT NO RESET OR REMAINING CURB SECTION IS LESS THAN 3’–0” IN LENGTH. THE COST OF REMOVING, CUTTING AND RESETTING CURB WILL BE INCLUDED IN THE CONTRACT UNIT BID PRICE PER LINEAR FOOT FOR ITEM CODE 906.0700 “REMOVE, HANDLE, HAUL, TRIM, RESET CURB ENDING, STRAIGHT CIRCULAR ALL TYPES FOR THE LENGTH OF THE CURB TO BE RESET. THE SECTION OF EXISTING CURB TO BE REMOVED AND DISPOSED WILL BE PAID FOR UNDER ITEM CODE 201.0436 “REMOVE AND DISPOSE OF CURBING”. CONCRETE CURB SECTIONS SHALL BE FULLY REPLACED, NO CUTS OR PARTIAL SECTIONS SHALL BE PERMITTED.
- CONCRETE SIDEWALKS ARE TO BE REPLACED TO THE NEXT JOINT, NO PARTIAL SAWCUT AREAS OF SIDEWALK SHALL BE PERMITTED TO REMAIN.
- THE FINAL LOCATION OF ALL WHEELCHAIR RAMPS SHALL BE COORDINATED IN THE FIELD WITH PROPOSED AND/OR EXISTING LOCATIONS OF DRAINAGE STRUCTURES, UTILITY POLES AND OTHER APPURTENANCES TO ENSURE A CLEAR PEDESTRIAN ACCESS ROUTE IN ACCORDANCE WITH THE UNITED STATES ACCESS BOARD, PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN PUBLIC RIGHTS–OF–WAY, 2011 (PROWAG).
- THE CONTRACTOR SHALL ENSURE THAT NO LOW POINTS ARE CREATED WITHIN THE WHEELCHAIR RAMP PROPER, AND THAT NO PONDING SHALL OCCUR ALONG THE GUTTER LINE OR WITHIN THE LEVEL LANDING AREA. PROPER ADJUSTMENTS SHALL BE MADE AT THE DIRECTION OF THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN A MINIMUM 4’–0” PEDESTRIAN ACCESS ROUTE AROUND THE BACK OF SIDEWALK AT ALL STRAIGHT AND ROUND CORNERS AND SIDE STREETS.

JOB SPECIFIC PLAN SYMBOLS

EXISTING		NEW
	COMPOST FILTER SOCK	
	GUARDRAIL	

WOONSOCKET CORRIDOR

WOONSOCKET VOLUME: 1

RHODE ISLAND

JOB SPECIFIC NOTES AND LEGEND -1



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 5
OF: 74

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	6	74

JOB SPECIFIC TRAFFIC SIGNAL NOTES:

- WHERE TEMPORARY MODIFICATIONS TO THE SIGNAL EQUIPMENT ARE REQUIRED THE CONTRACTOR SHALL REPLACE THE EXISTING EQUIPMENT AS NOTED ON THE PLANS AND REWIRE TO PROVIDE A FULLY FUNCTIONAL SIGNAL CONSISTENT WITH EXISTING FUNCTIONALITY AND OPERATIONS.
- WHERE NEW LOOP DETECTORS ARE REPLACING EXISTING LOOP DETECTORS, TIE-INS SHALL UTILIZE EXISTING FLEX DUCT AND BE SPLICED INTO ADJACENT HANDHOLES UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- THE TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE ORIENTED SO THAT THE CABINET DOOR IS FACING AWAY FROM THE ROADWAY IF STATE PROPERTY ALLOWS, UNLESS OTHERWISE STATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
- THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE, OR COMBINATION OF NON-CONFLICTING PHASES.
- ALL CABLE DRIP LOOPS SHALL UTILIZE UV RATED CABLE TIES. THE USE OF ELECTRICAL TAPE WILL NOT BE ALLOWED.
- ALL FOUNDATIONS SHALL BE SET FLUSH WITH THE FINISH GRADE. THE CONTRACTOR SHALL VERIFY THE TOP OF THE FOUNDATION GRADE WITH THE ENGINEER PRIOR TO POURING ANY FOUNDATION.

JOB SPECIFIC PEDESTRIAN SIGNAL NOTES:

- ACCESS TO PEDESTRIAN PUSHBUTTONS SHALL MEET PROWAG & 2023 MUTCD REQUIREMENTS. ALL PEDESTRIAN PUSHBUTIONS SHALL BE ADA COMPLIANT WITH A MINIMUM 2" DIAMETER. SIGNS INSTALLED AT PROPOSED PEDESTRIAN PUSHBUTIONS SHALL BE MUTCD 2023 CODE R10-3E (LEFT OR RIGHT) AND SHALL BE INSTALLED SO THAT IT IS CLEARLY INDICATED WHICH CROSSING IS ASSIGNED TO EACH BUTTON. (THIS NOTE SHALL SUPPLEMENT TRAFFIC SIGNAL NOTE 11 ON STANDARD NOTES-2). ALL APS PUSHBUTTONS SHALL BE DRY FIT IN THE PRESENCE OF THE ENGINEER OR HIS REPRESENTATIVE TO DEMONSTRATE PROPER ORIENTATION OF THE PUSHBUTION'S TACTILE ARROW/R10-3e SIGN ARROW WHICH IS TO BE ALIGNED PARALLEL TO THE CROSSWALK DIRECTION.
- AN INDIVIDUAL CONTROL UNIT FOR EACH ACCESSIBLE PEDESTRIAN DETECTOR SHALL BE INSTALLED IN THE ASSOCIATED PEDESTRIAN SIGNAL HEAD OR IN THE DETECTOR HOUSING ITSELF. A CENTRAL CONTROL UNIT IN THE TRAFFIC SIGNAL CONTROLLER CABINET FOR THE ACCESSIBLE PEDESTRIAN DETECTORS SHALL NOT BE FURNISHED OR INSTALLED.
- PEDESTRIAN HAND/PERSON DISPLAYS SHALL BE SOLID FILLED IMAGES.
- ALL PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ADJACENT TO LEVEL LANDING AREA. MAXIMUM REACH FROM THE LEVEL LANDING AREA TO THE PEDESTRIAN PUSH BUTTON SHALL NOT EXCEED 10 INCHES.
- EACH PUSH BUTTON ACTUATION SHALL BE ACCOMPANIED BY THE SPEECH MESSAGE "WAIT".
- WHEN ACTIVATED, THE WALK INDICATION SHALL BE ACCOMPANIED BY RAPID TICK TONES.
- FOLLOWING THE WALK INDICATION, ACCESSIBLE PEDESTRIAN SIGNALS SHALL REVERT TO THE PUSHBUTTON LOCATOR TONE DURING THE PEDESTRIAN CHANGE INTERVAL.
- UNLESS OTHERWISE CALLED FOR, WHERE NEW EQUIPMENT IS REPLACING EXISTING EQUIPMENT, ALL NEW PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS SHALL BE SPLICED TO EXISTING CONDUCTORS.
- ALL NEW PEDESTAL BASE FOUNDATIONS SHALL BE SET FLUSH WITH FINISH GRADE. FOUNDATIONS SHALL NOT BE LOCATED UNTIL WHEELCHAIR RAMP LOCATIONS AND GRADES HAVE BEEN APPROVED AND MAXIMUM REACH HAS BEEN VERIFIED.
- ALL PEDESTAL POLES SUPPLIED UNDER THIS CONTRACT SHALL BE ONE PIECE ASSEMBLIES.

JOB SPECIFIC TRAFFIC SIGNAL NOTES - UTILITIES:

- THE CONTRACTOR SHALL HAND DIG AT ALL GAS PIPELINE CROSSINGS.
- A ROTARY WHEEL OR OTHER MECHANICAL TRENCHING METHOD SHALL NOT BE ALLOWED.
- A 1-FOOT VERTICAL CLEARANCE IS REQUIRED BETWEEN NEW CONDUIT AND NATIONAL GRID GAS FACILITIES.
- ALL NEW MANHOLES, HANDHOLES, PULL BOXES, AND FOUNDATIONS SHALL MEET A MINIMUM 1-FOOT LATERAL CLEARANCE AND NOT BE PLACED OVER NATIONAL GRID GAS AND WATER DEPARTMENT FACILITIES.
- WHERE THE MODIFIED MAST ARMS ARE CALLED FOR TO ACCOMMODATE REQUIRED CLEARANCES FROM OVERHEAD UTILITIES AND THE ROADWAY, THE SHOP DRAWING SKETCHES SHALL INCLUDE THE APPROXIMATE HORIZONTAL AND VERTICAL LOCATIONS OF THE OVERHEAD WIRES WITH CLEARANCES DIMENSIONED TO THE MAST ARM TUBE AND SHAFT, AND CLEARANCES DIMENSIONED FROM THE MAST ARM TUBE TO THE ROADWAY SURF ACE AT THE PROPOSED CURB LINE AS DETAILED ON THE RESPECTIVE MISCELLANEOUS DETAILS PLANS AND AS REFERENCED IN THE CONSTRUCTION NOTES ON THE TRAFFIC SIGNAL PLANS. THE STRUCTURE GEOMETRY SHALL BE DRAWN TO ACTUAL SCALE PER FABRICATOR'S CUSTOM DESIGN.

JOB SPECIFIC PAVEMENT MARKINGS NOTES:

- ALL PERMANENT PAVEMENT MARKINGS FOR LANE LINES SHALL BE EPOXY RESIN. PAVEMENT MARKINGS SHALL BE PLACED ON THE FINAL SURFACE COURSE NO SOONER THAN 2 WEEKS BUT NO LONGER THAN 4 WEEKS FROM COMPLETION OF PAVING OPERATIONS.
- ALL PERMANENT RECESSED MARKERS SHALL BE INLAI D TAPE UNLESS OTHERWISE DIRECTED.
- THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2023 EDITION, AS AMENDED.
- WHERE EXISTING PAVEMENT MARKINGS CONFLICT WITH PROPOSED PAVEMENT MARKINGS OR WITH TEMPORARY TRAFFIC CONTROL SETUPS (LONG TERM), EXISTING MARKINGS SHALL BE REMOVED BY METHOD APPPROVED BY THE RIDOT.
- LIMITS OF PROPOSED PAVEMENT MARKINGS SHALL MEET EXISTING STRIPING, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL VERIFY AND RECORD PAVEMENT MARKING LOCATIONS PRIOR TO ANY PAVEMENT REMOVAL. MARKINGS SHALL BE REPLACED IN ORIGINAL LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- WATERBORNE MARKINGS SHALL BE USED ON MICRO MILLED SURFACES AND INTERMEDIATE PAVEMENT LAYERS WHICH WILL BE OPENED TO TRAFFIC AT THE COMPLETION OF EACH DAY'S PAVING OPERATION.
- FINAL PAVEMENT MARKINGS SHALL BE WHITE AND YELLOW EPOXY RESIN.
- SEE THE GENERAL PROVISIONS – CONTRACT SPECIFIC DOCUMENTS FOR SPECIAL REQUIREMENTS FOR PAVEMENT MARKINGS.

JOB SPECIFIC NOTES SIGNS:

- ALL NEW DIRECTIONAL, REGULATORY, WARNING, GUIDE SIGNS AND PARKING SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED, SIGN MOUNTINGS SHALL BE R.I. STD. 24.2.0 OR 24.6.0 AS APPROPRIATE.
- FOR ALL GROUND MOUNTED AND MAST ARM MOUNTED STREET NAME SIGN MOUNTINGS, THE BRACKET LENGTH SHALL BE EQUAL TO OR GREATER THAN 3/4 (75%) OF THE LENGTH OF THE SIGN.
- FOR ALL OVERHEAD MAST ARM MOUNTED STREET NAME AND REGULATORY SIGNS TO BE MOUNTED ON MAST ARMS THAT ARE PERPENDICULAR TO INTERSECTION APPROACHES, THE CONTRACTOR SHALL UTILIZE A SKYBRACKET SIGN MOUNTING, OR APPROVED EQUIVALENT TO ACHIEVE THE PROPER ORIENTATION. STREET NAME SIGNS INSTALLED UNDER THIS SCENARIO SHALL BE SINGLE SIDED.
- FOR ALL OVERHEAD MAST ARM MOUNTED STREET NAME AND REGULATORY SIGNS TO BE MOUNTED ON MAST ARMS THAT ARE SKEWED TO INTERSECTION APPROACHES, THE CONTRACTOR SHALL UTILIZE A PELCO ASTRO SIGN-BRAC ASSEMBLY PART NO.AS-0532, SIGN-BRAC TUBE WITH HARDWARE KIT PART NO. AIB-0507, AND PELCO ANGLE PART NO. SE-D547-XX-PNC USED TO CONNECT SIGN PANELS TO THE SIGN-BRAC TUBE, OR APPROVED EQUIVALENT TO ACHIEVE THE PROPER ORIENTATION. STREET NAME SIGNS INSTALLED UNDER THIS SCENARIO SHALL BE DOUBLE SIDED.
- THE COST OF MOUNTING BRACKETS SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE SIGN ITEMS.
- PRIOR TO INSTALATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE RIDOT.
- ALL PROPOSED AND RELOCATED SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK. FOR SIGNS TO BE RELOCATED, IF 7' OF CLEARANCE CANNOT BE ACHIEVED USING THE EXISTING POST, A NEW POST SHALL BE USED. THE COST OF THE NEW POST SHALL BE CONSIDERED INCIDENTAL TO THE REMOVE AND RELOCATE DIRECTIONAL REGULATORY OR WARNING SIGN ITEM.
- ALL SIGN RADII AND BORDERS SHALL BE AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD, 2023 EDITION) AS AMENDED.

JOB SPECIFIC MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

- TRAFFIC FINES IN WORK ZONE REGULATORY SIGN, R.I. STD. 27.1.1.1 SHALL BE UTILITZED WHENEVER CONSTRUCTION ACTIVITIES ARE IN PROGRESS AND CONSTRUCTION PERSONNEL ARE PRESENT. THE SIGNS SHALL BE REMOVED FROM THE SITE OR COVERED AT ALL OTHER TIMES.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT ALL APPLICABLE REGULATORY AND WARNING SIGNS (EXCEPT FOR PARKING SIGNS) ARE VISIBLE TO TRAFFIC AT ALL TIMES ON EITHER PERMANENT OR TEMPORARY MOUNTINGS.
- THE INTENDED PEDESTRIAN ACCESS ROUTES THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES.

JOB SPECIFIC STRUCTURAL NOTES FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS NOTES:

- ALL SUPPORT DESIGNS AND ASSOCIATED SHOP DRAWING REVIEWS SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS (THE "SPECIFICATIONS"), INCLUDING THE LATEST INTERIM SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR

WOONSOCKET VOLUME: 1 RHODE ISLAND

JOB SPECIFIC NOTES AND LEGEND -2

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	7	74



KEY LEGEND:

(X) - GENERAL PLAN NO. X

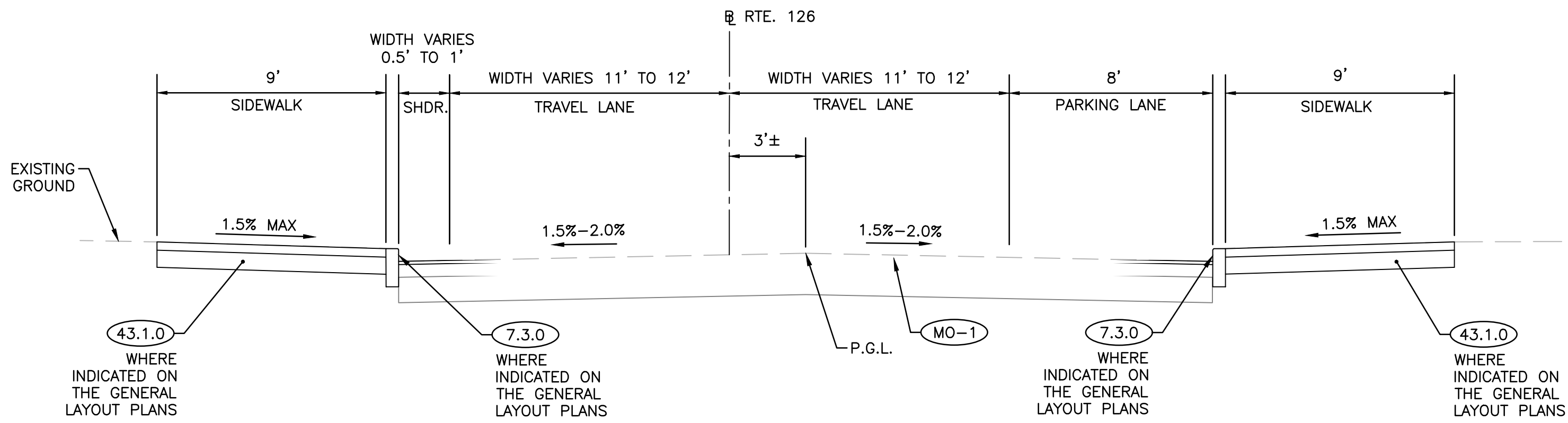


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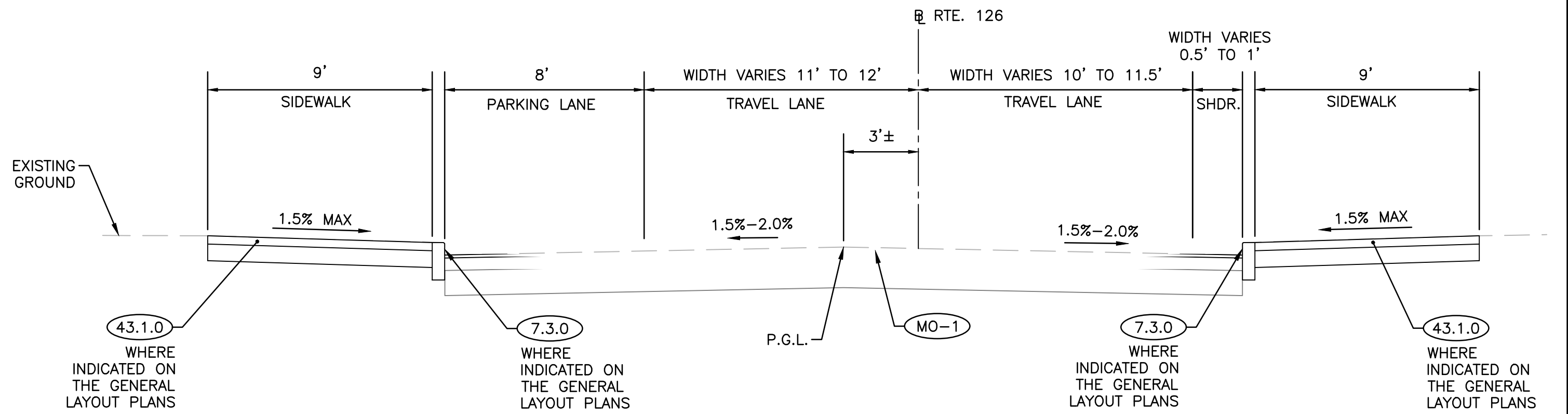
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GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET RHODE ISLAND
KEY PLAN



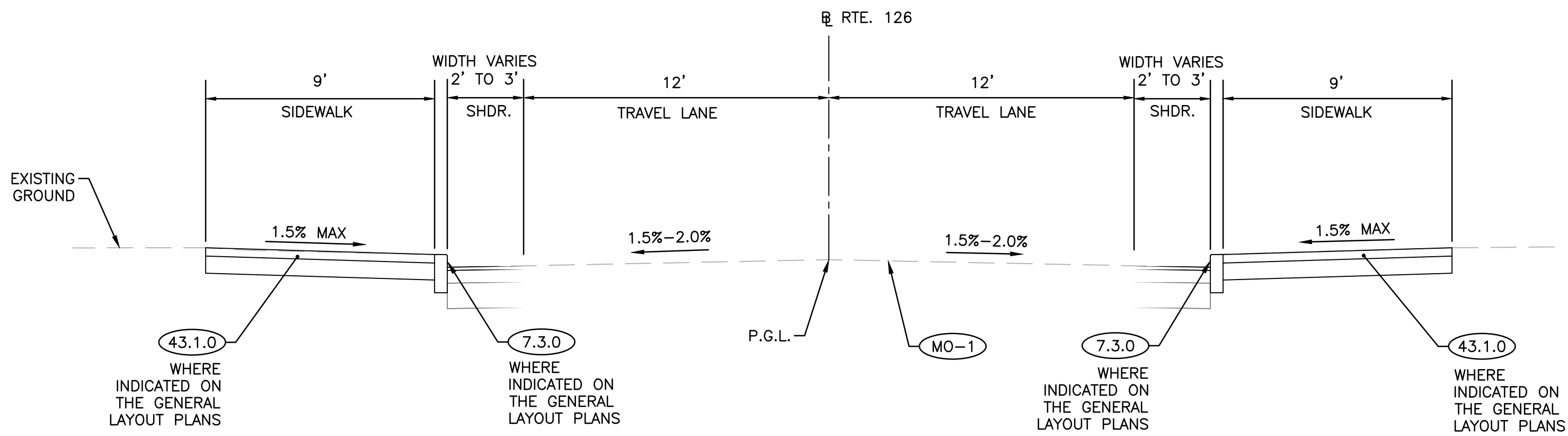
TYPICAL ROADWAY SECTION - SOCIAL STREET (RTE. 126)

SCALE 1"=4'
STA. 15+00 TO STA. 20+00
STA. 49+00 TO STA. 69+00



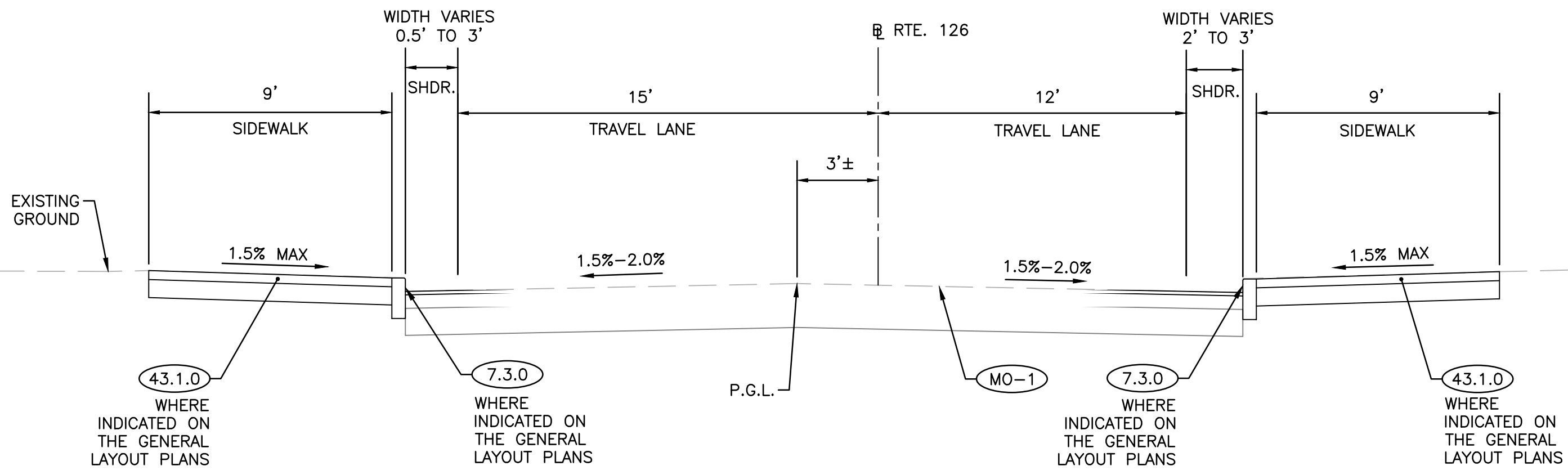
TYPICAL ROADWAY SECTION - SOCIAL STREET (RTE. 126)

SCALE 1"=4'
STA. 41+50 TO STA. 49+00
STA. 71+95 TO STA. 74+87



TYPICAL ROADWAY SECTION - SOCIAL STREET (RTE. 126)

SCALE 1"=4'
STA. 20+00 TO STA. 41+50
NOTE: FROM STATION 41+50 TO 43+50, A LEFT TURN LANE IS PRESENT
AT THE CUMBERLAND STREET/RATHBUN STREET INTERSECTION.



TYPICAL ROADWAY SECTION - SOCIAL STREET (RTE. 126)

SCALE 1"=4'
STA. 69+00 TO STA. 71+95

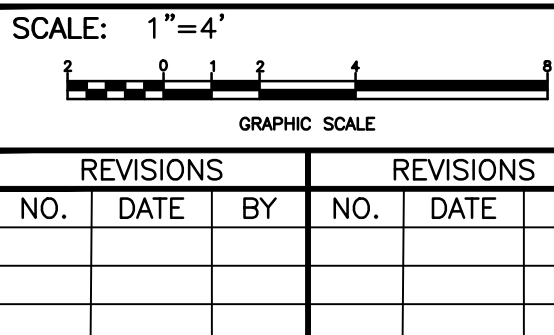
NOTE:

1. MAINLINE PAVING SHOULD BE DONE IN A CONTINUOUS PAVING OPERATION. SIDE STREETS AND DRIVEWAY APRONS SHALL BE PAVED IN A SEPARATE OPERATION FROM THE MAINLINE.

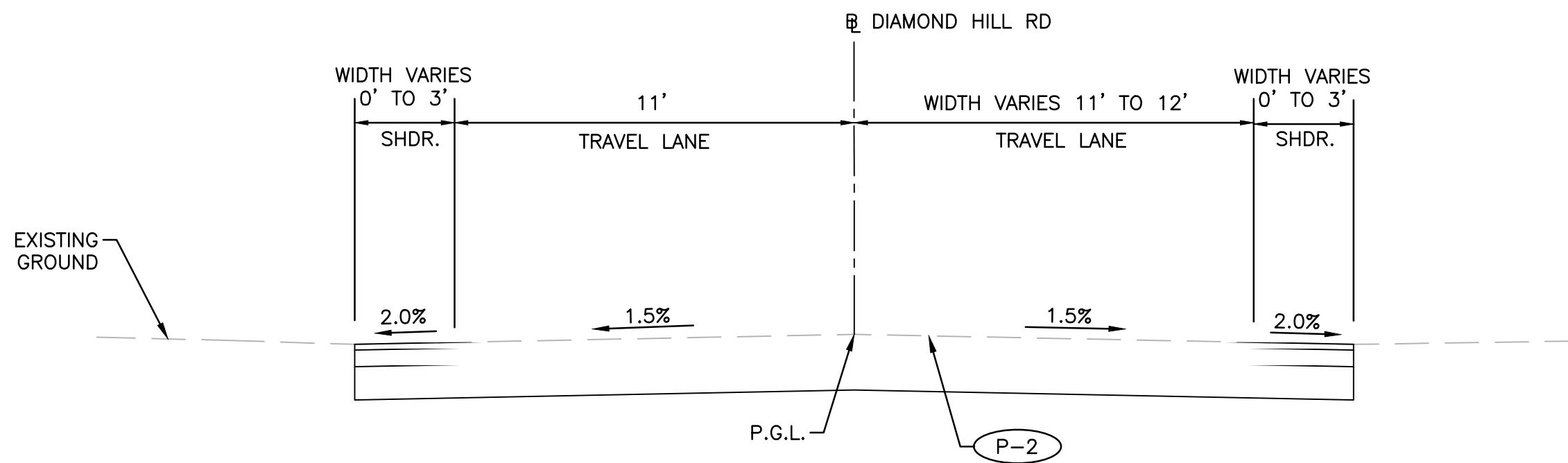


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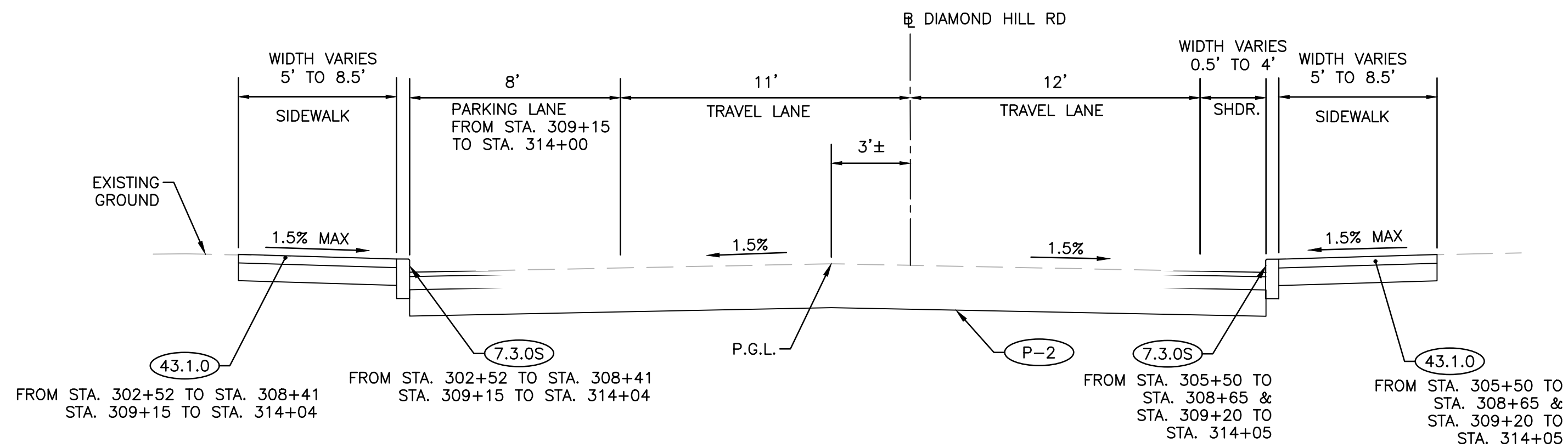


WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET
TYPICAL SECTION NO. 1
RHODE ISLAND



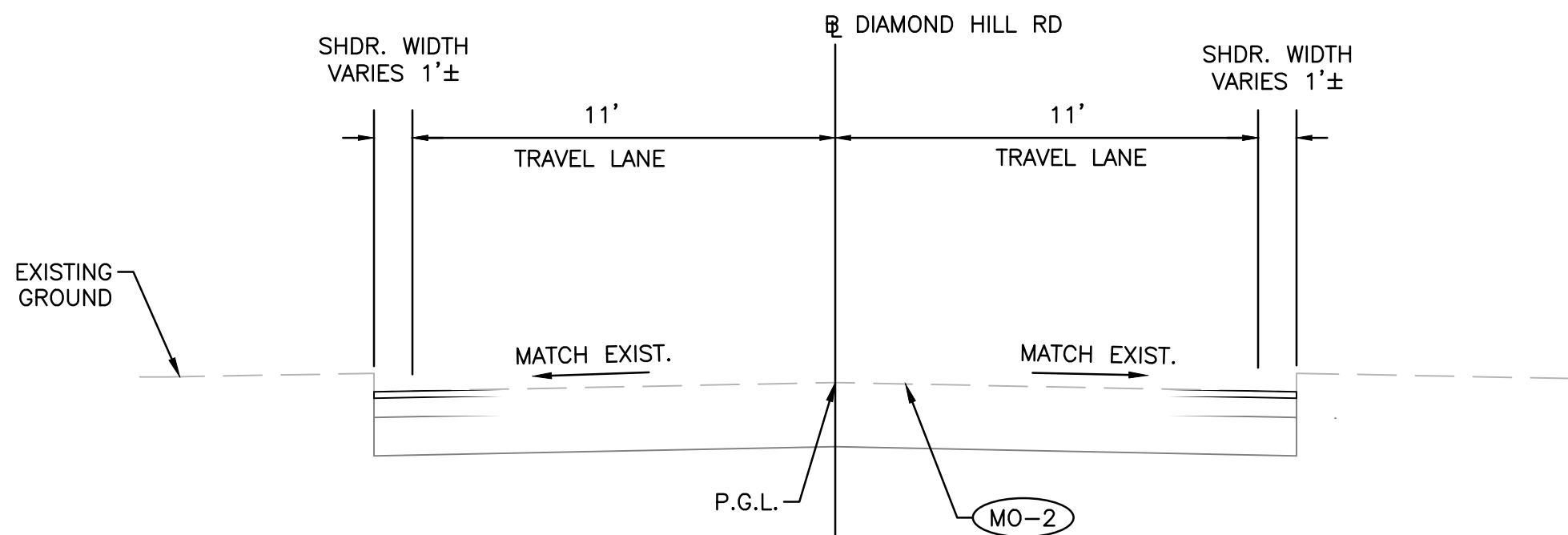
TYPICAL ROADWAY RECONSTRUCTION SECTION
WEST OF SOCIAL STREET - DIAMOND HILL ROAD

SCALE 1"=4'
STA. 300+50 TO STA. 302+52



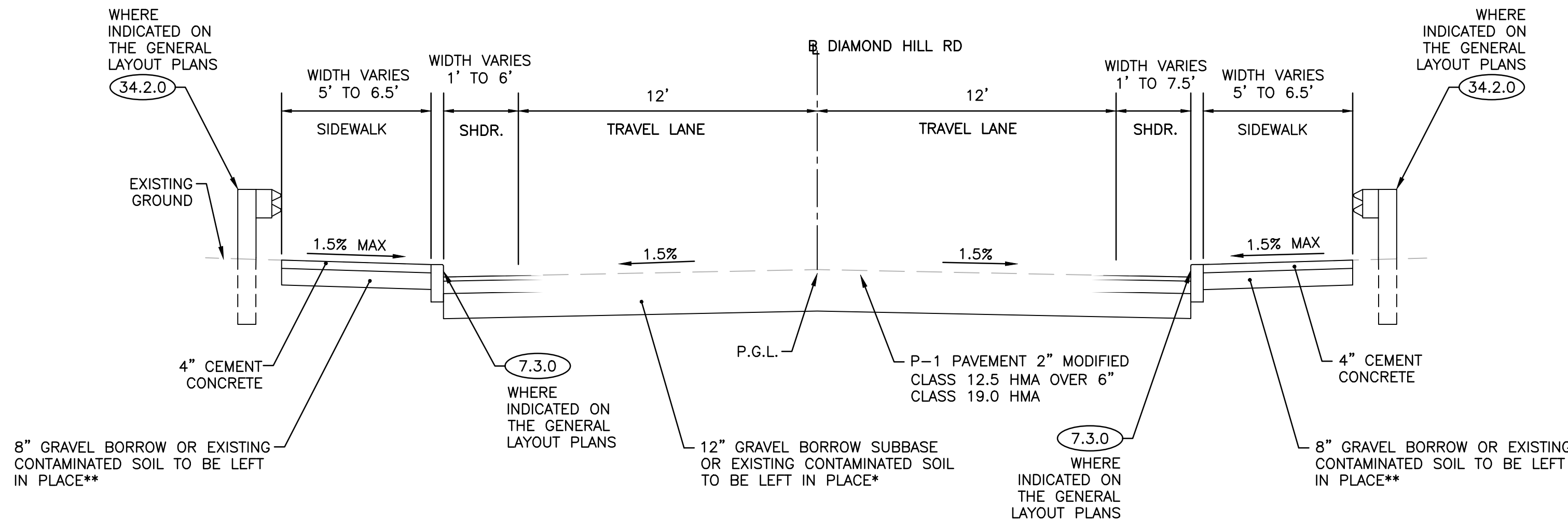
TYPICAL ROADWAY RECONSTRUCTION SECTION
WEST OF SOCIAL STREET - DIAMOND HILL ROAD

SCALE 1"=4'
STA. 302+52 TO STA. 314+05



TYPICAL MICROMILL & OVERLAY ROADWAY SECTION - DIAMOND HILL ROAD

SCALE 1"=4'
STA. 315+05 TO STA. 333+30



TYPICAL PAVEMENT AND SIDEWALK RECONSTRUCTION
SECTION AT BRIDGE 954 - DIAMOND HILL ROAD

SCALE 1"=4'
STA. 333+30 TO STA. 334+95

*NOTE:
CONTAMINATED SOIL THAT MEETS
THE GRAVEL BORROW SUBBASE
MATERIAL SPECIFICATION CAN BE
LEFT IN PLACE AS P-1 SUBBASE
MATERIAL WITHIN THE BRIDGE
954 PROJECT LIMITS.

**NOTE:
CONTAMINATED SOIL THAT MEETS
THE GRAVEL BORROW SUBBASE
MATERIAL SPECIFICATION
REQUIREMENTS CAN REMAIN IN
PLACE AS SIDEWALK SUBBASE
MATERIAL WITHIN THE BRIDGE
954 PROJECT LIMITS.

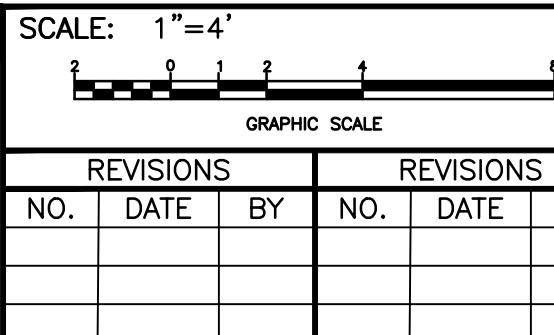
NOTE:

1. MAINLINE PAVING SHOULD BE DONE IN A CONTINUOUS PAVING OPERATION. SIDE STREETS AND DRIVEWAY APRONS SHALL BE PAVED IN A SEPARATE OPERATION FROM THE MAINLINE.

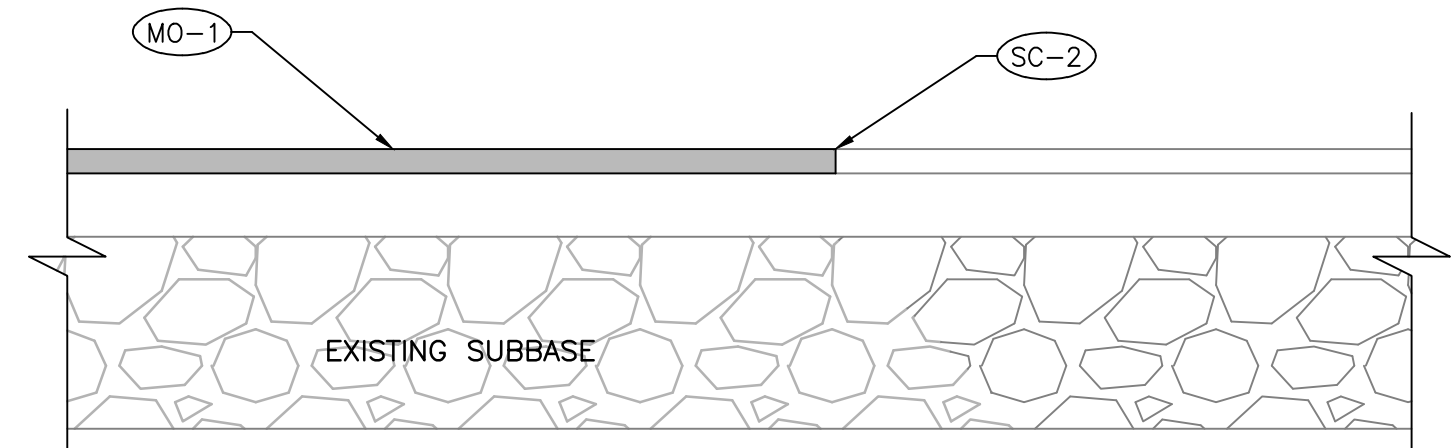


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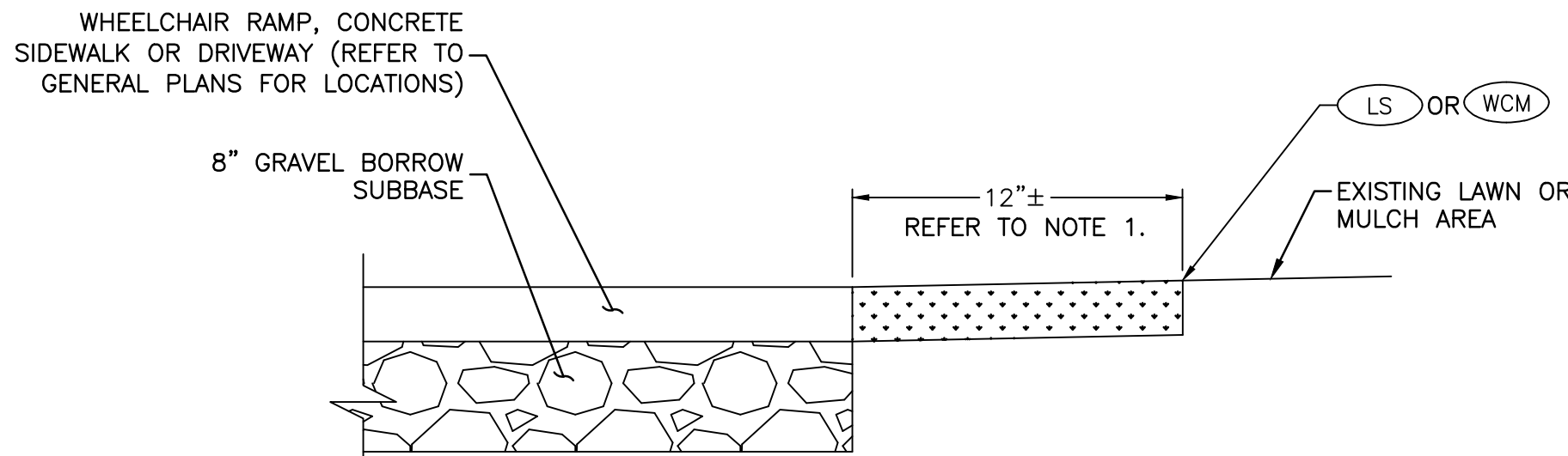
WOONSOCKET CORRIDOR
VOLUME: 1
TYPICAL SECTION NO. 2



PAVEMENT TRANSITION - EXISTING
PAVEMENT TO MICROMILL AND OVERLAY

PT-3

NOT TO SCALE

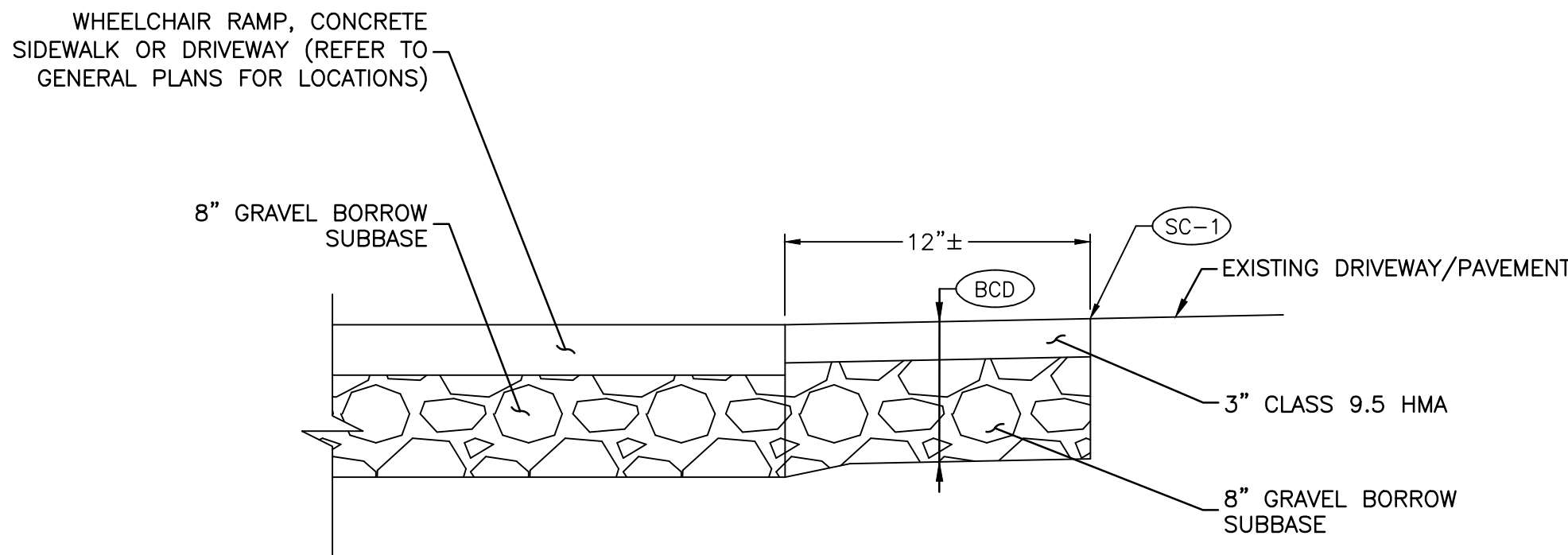


NOTES:

1. WIDTH VARIES FROM STATION 302+57 TO 308+41 ON THE NORTH SIDE OF DIAMOND HILL ROAD. LOAM AND SEED SHALL BE PLACED BETWEEN THE BACK OF PROPOSED SIDEWALK AND THE EXISTING ROCK WALL AT THE PRECIOUS BLOOD CEMETERY.

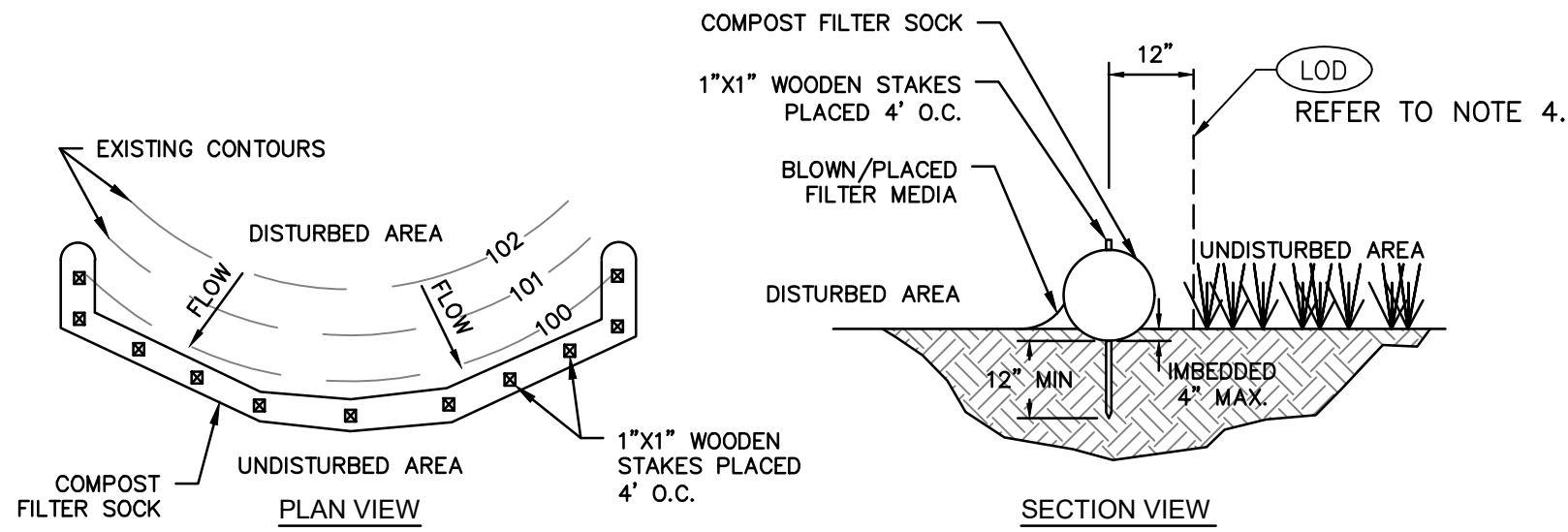
LAWN OR MULCH BEHIND CONCRETE
SIDEWALK/DRIVEWAY OR WHEELCHAIR RAMP

NOT TO SCALE



BITUMINOUS CONCRETE DRIVEWAY BEHIND
CONCRETE SIDEWALK/DRIVEWAY OR WHEELCHAIR RAMP

NOT TO SCALE



NOTES:

- FILTER SOCKS SHALL BE INSTALLED WHERE INDICATED ON THE GENERAL PLANS AND SHALL BE CONSTRUCTED OF 100% BIODEGRADABLE MATERIAL. A ROW OF FILTER SOCKS (WEIGHTED DOWN AND NOT STAKED) SHALL ALSO BE INSTALLED AROUND ANY SOIL STOCKPILE AREAS UTILIZED BY THE CONTRACTOR DURING CONSTRUCTION.
- FILTER SOCKS SHALL BE TRENCHED APPROXIMATELY 4 INCHES AND STAKED SUCH THAT FILTER SOCKS DIRECTLY CONTACT SOIL AND PRECLUDE UNDERMINING OR BLOWOUTS. THE TRENCH SHALL BE APPROXIMATELY 9 INCHES WIDE. UNLESS SHOWN OTHERWISE, STAKES SHALL BE DRIVEN THROUGH THE CENTER OF THE ROLL. COMPACT SOIL EXCAVATED TO CREATE A TRENCH ON THE UPHILL SIDE.
- ENDS OF ADJACENT FILTER SOCKS SHALL BE TIGHTLY BUTTED OR OVERLAPPED SO THAT NO OPENING EXISTS FOR WATER TO PASS THROUGH. FILTER SOCKS SHALL BE FREE OF DAMAGE OR DEFECTS AND NO VEHICLES SHALL BE DRIVEN OVER FILTER SOCKS.
- LIMIT OF DISTURBANCE (LOD) OFFSET DISTANCE FROM FILTER SOCK WILL VARY, BUT WILL TYPICALLY BE 12" IN MOST LOCATIONS. REFER TO GENERAL PLANS FOR ADDITIONAL INFORMATION.

COMPOST FILTER SOCK

CFS

NOT TO SCALE



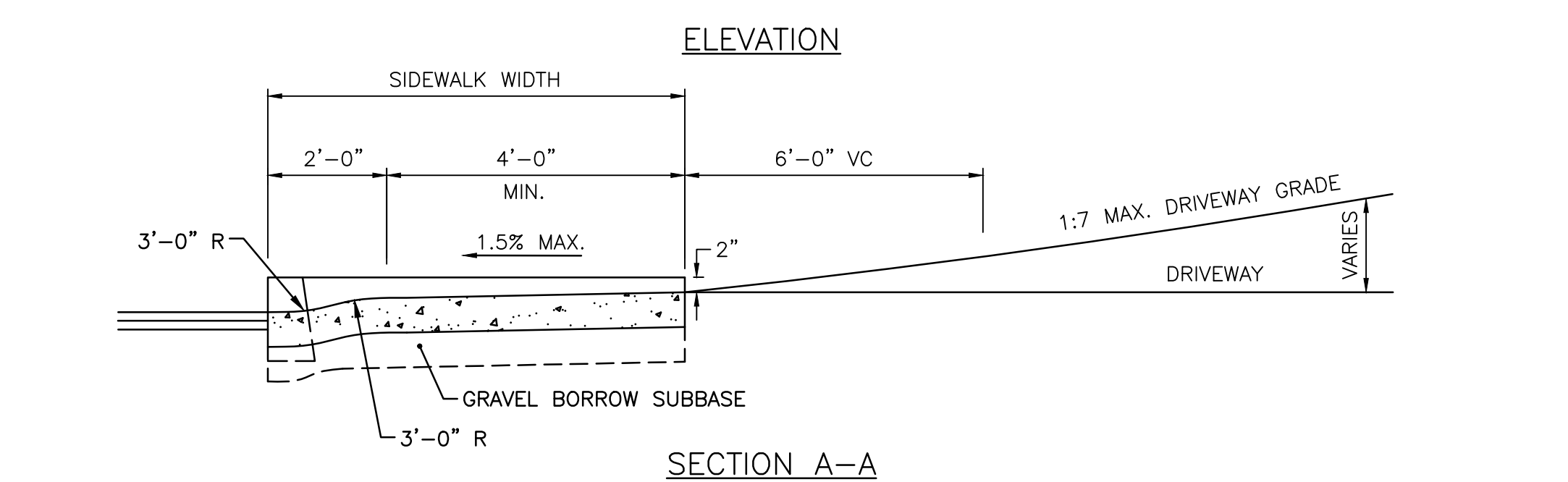
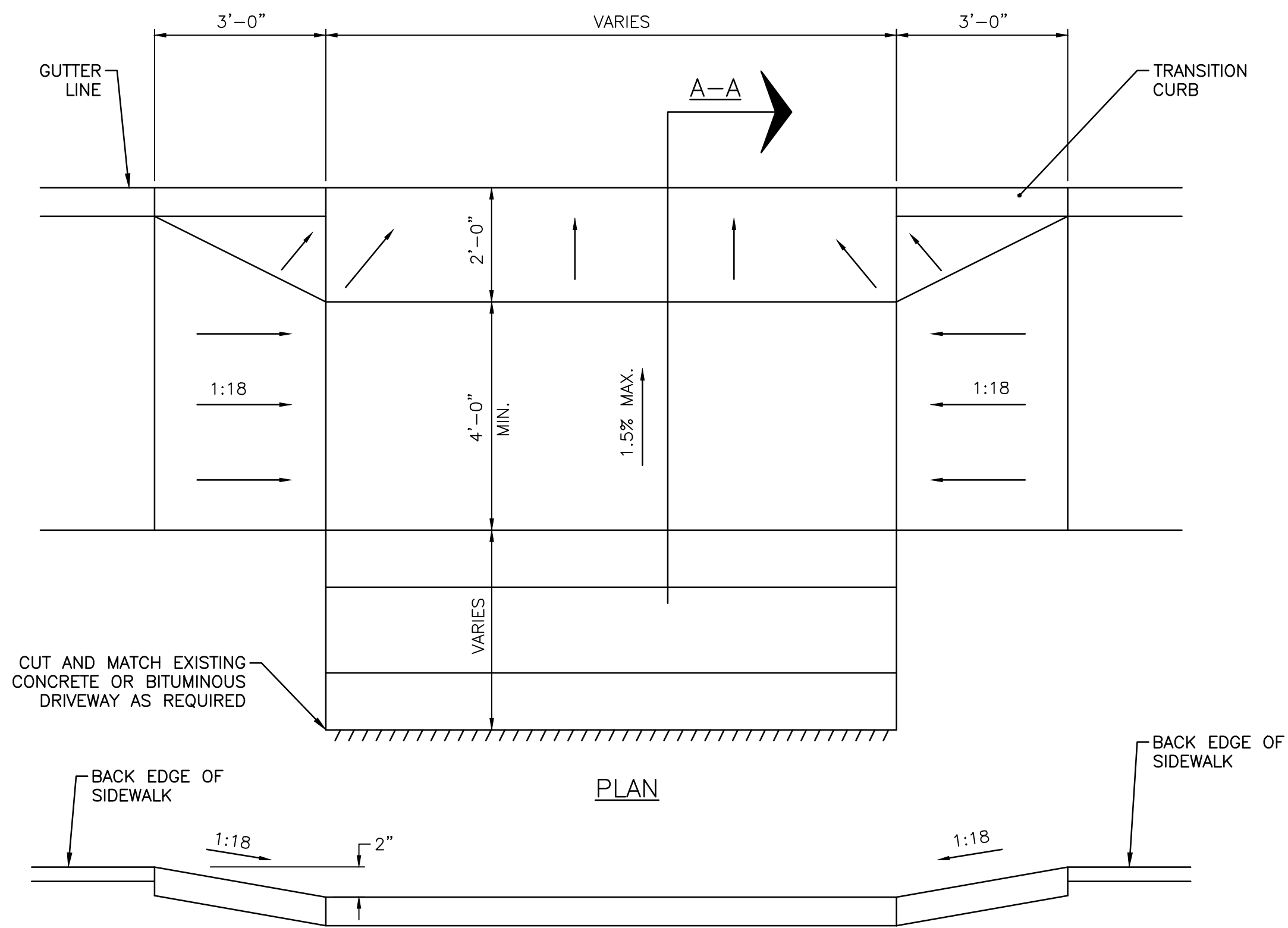
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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SHEET: 10
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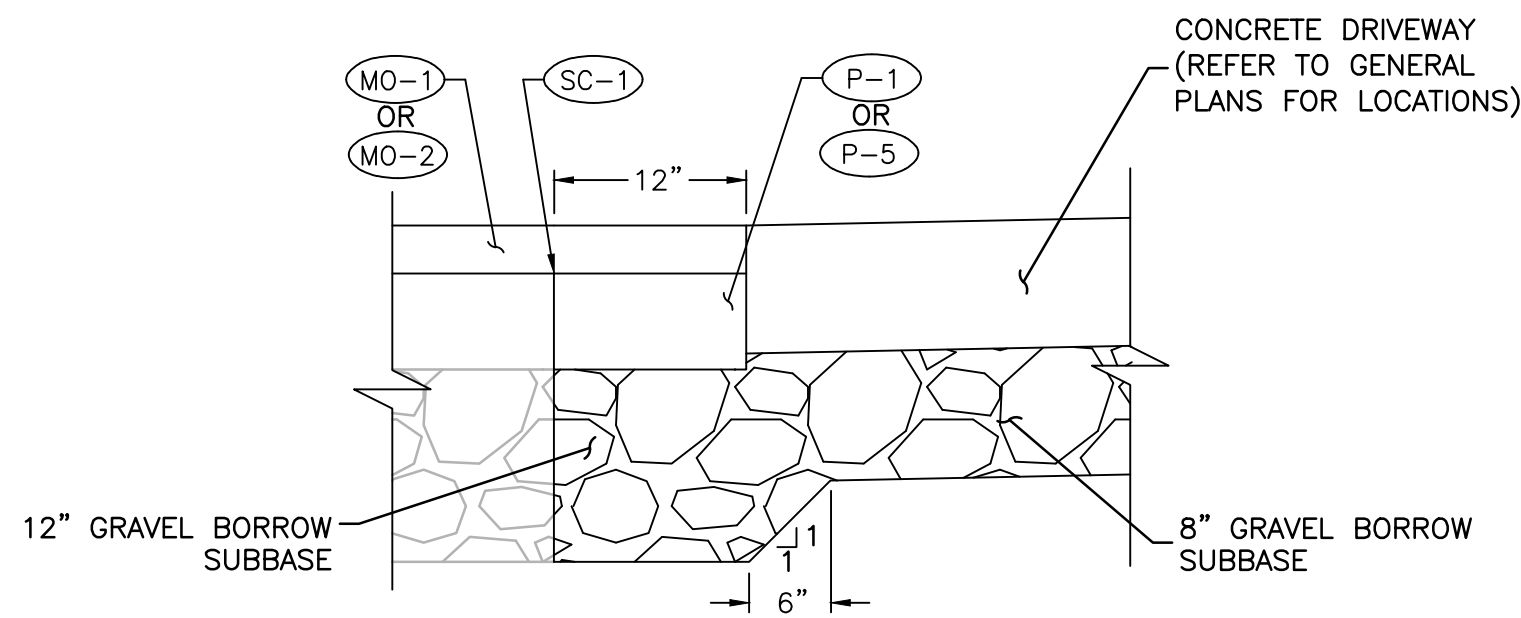
WOONSOCKET CORRIDOR
VOLUME: 1
RHODE ISLAND
MISCELLANEOUS DETAILS NO. 1



- NOTES:
1. SHALL BE IN ACCORDANCE WITH SECTION 905 OF THE R.I. STANDARD SPECIFICATIONS.
 2. WHEN DRIVEWAY IS BELOW BACK EDGE OF SIDEWALK PROFILE, STD. 43.4.1 MUST BE USED.

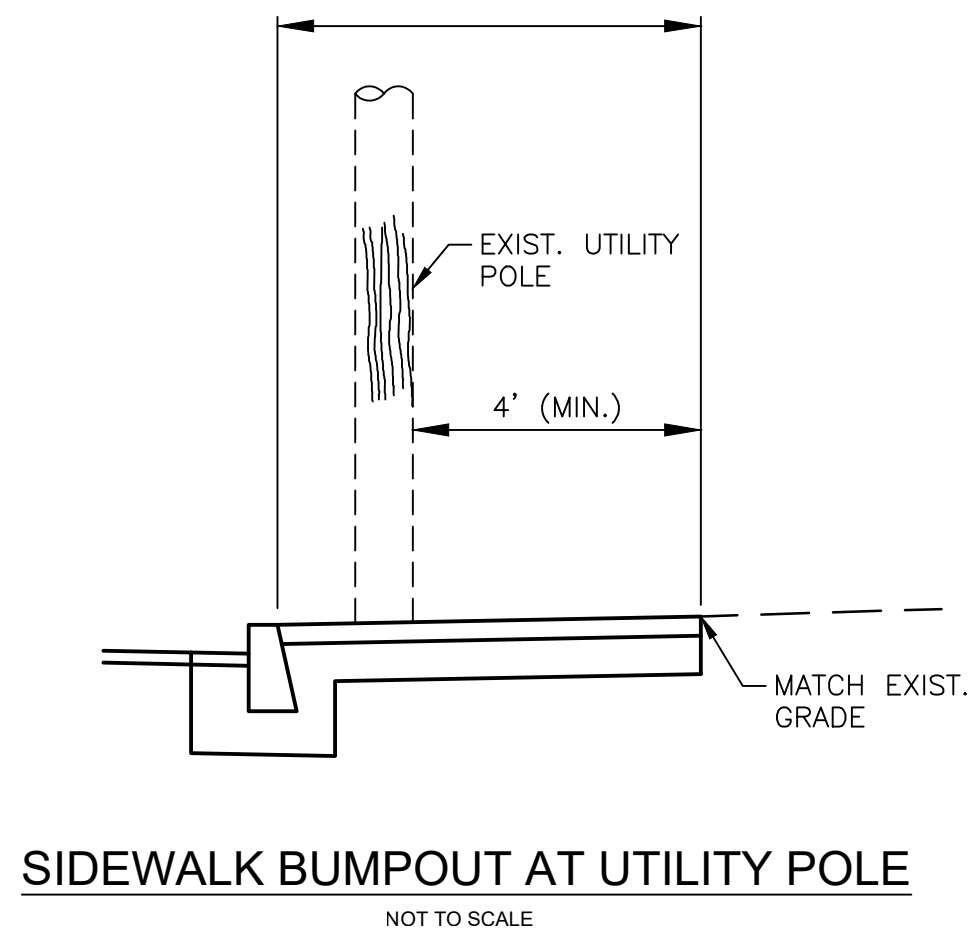
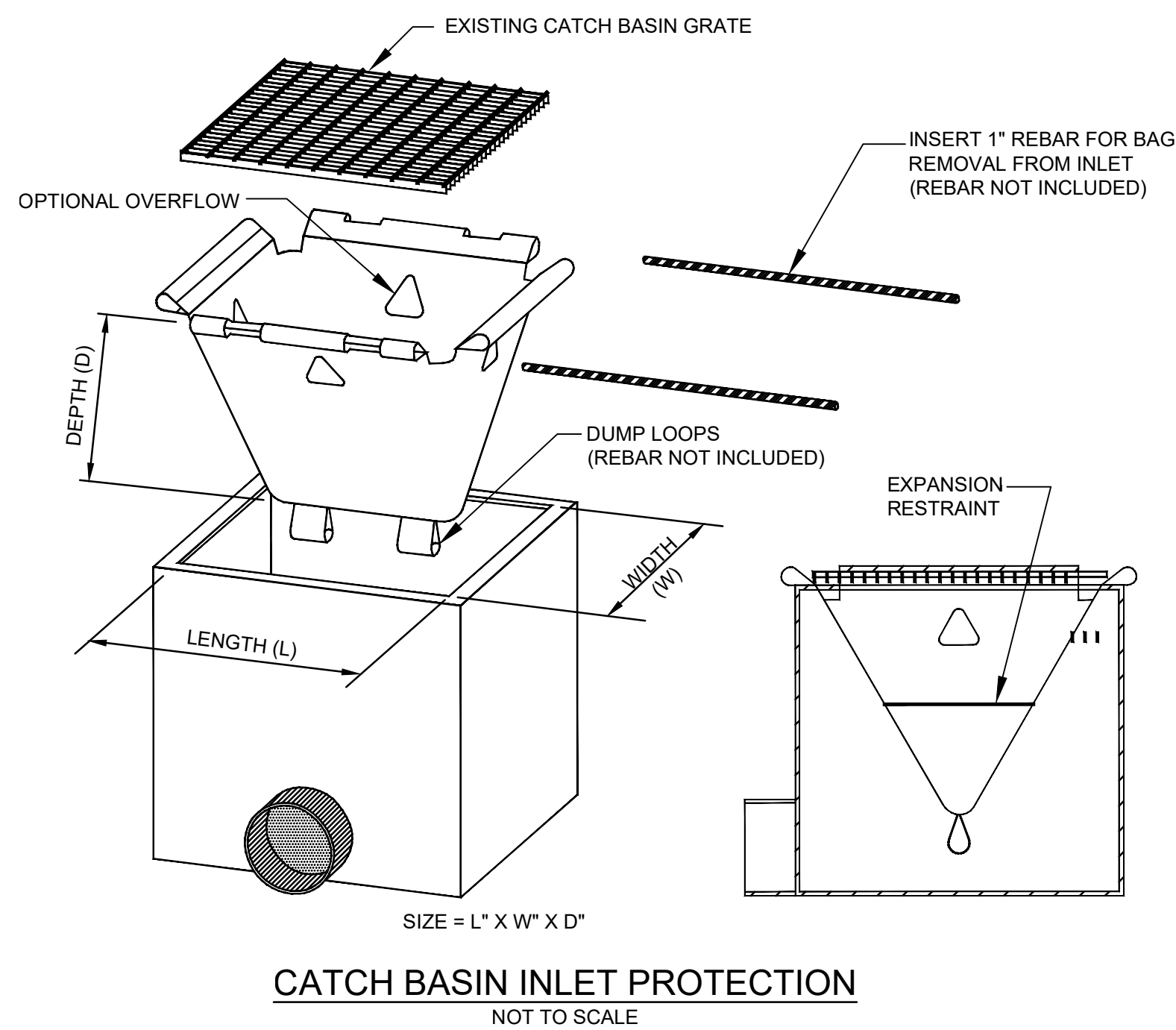
DRIVEWAY DEVELOPMENT FOR
3'-0" TRANSITION CURB

NOT TO SCALE



FULL DEPTH PAVEMENT RECONSTRUCTION
IN FRONT OF CONCRETE DRIVEWAY

NOT TO SCALE

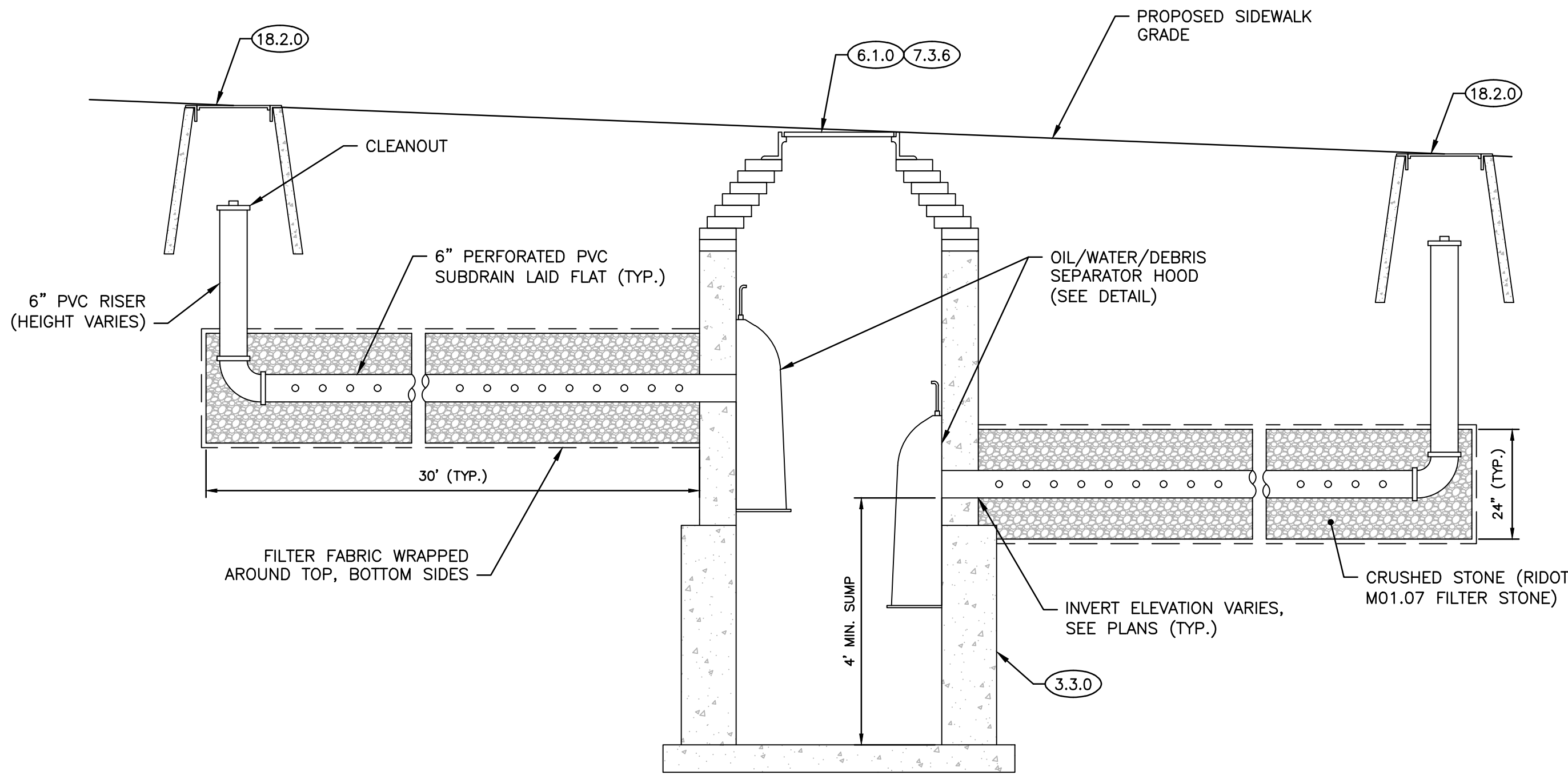


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

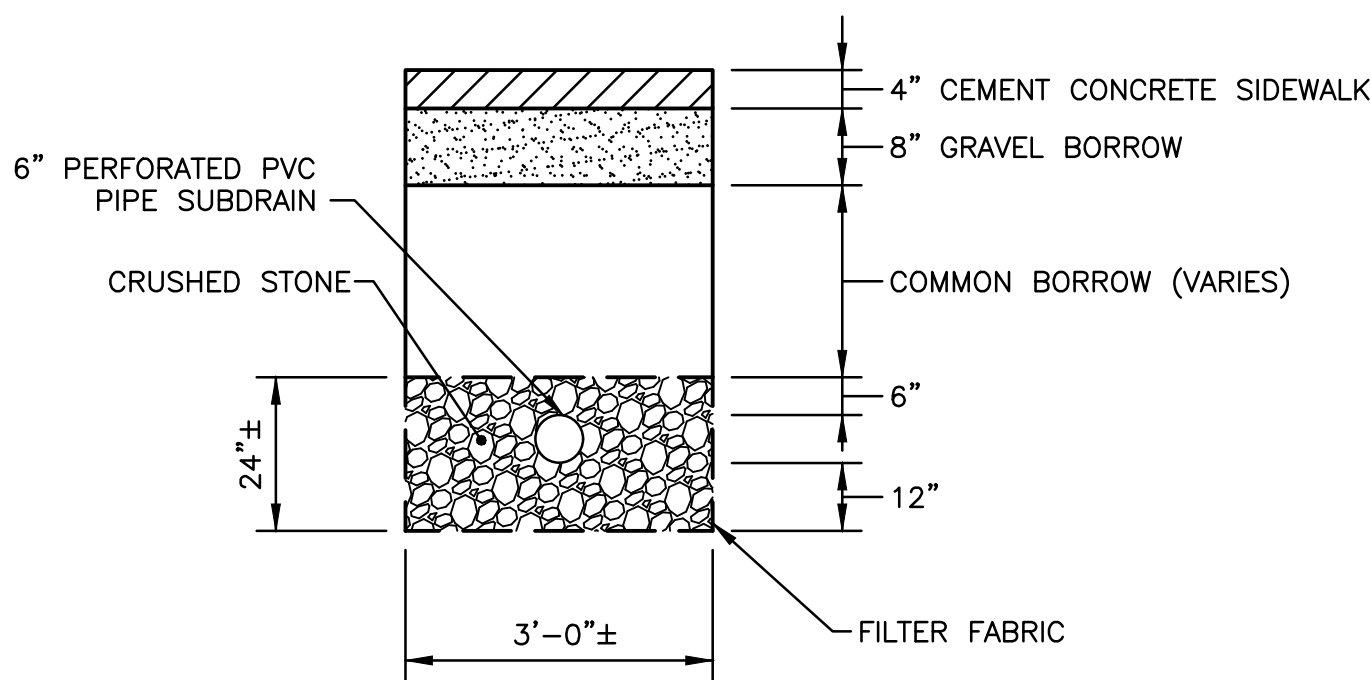
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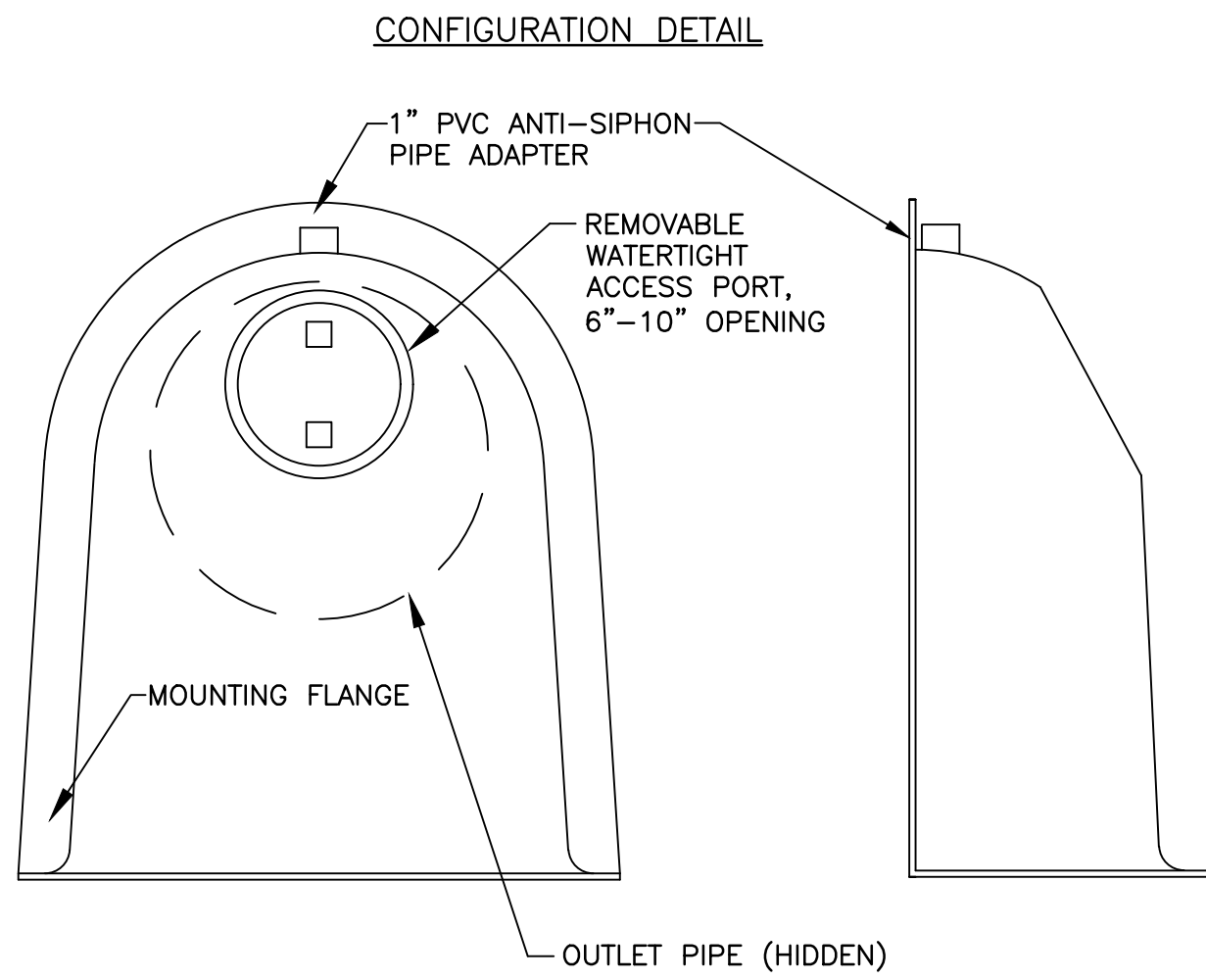
WOONSOCKET CORRIDOR
VOLUME: 1
RHODE ISLAND
MISCELLANEOUS DETAILS NO. 2



TYPICAL SUBSURFACE INFILTRATION SYSTEM
NOT TO SCALE



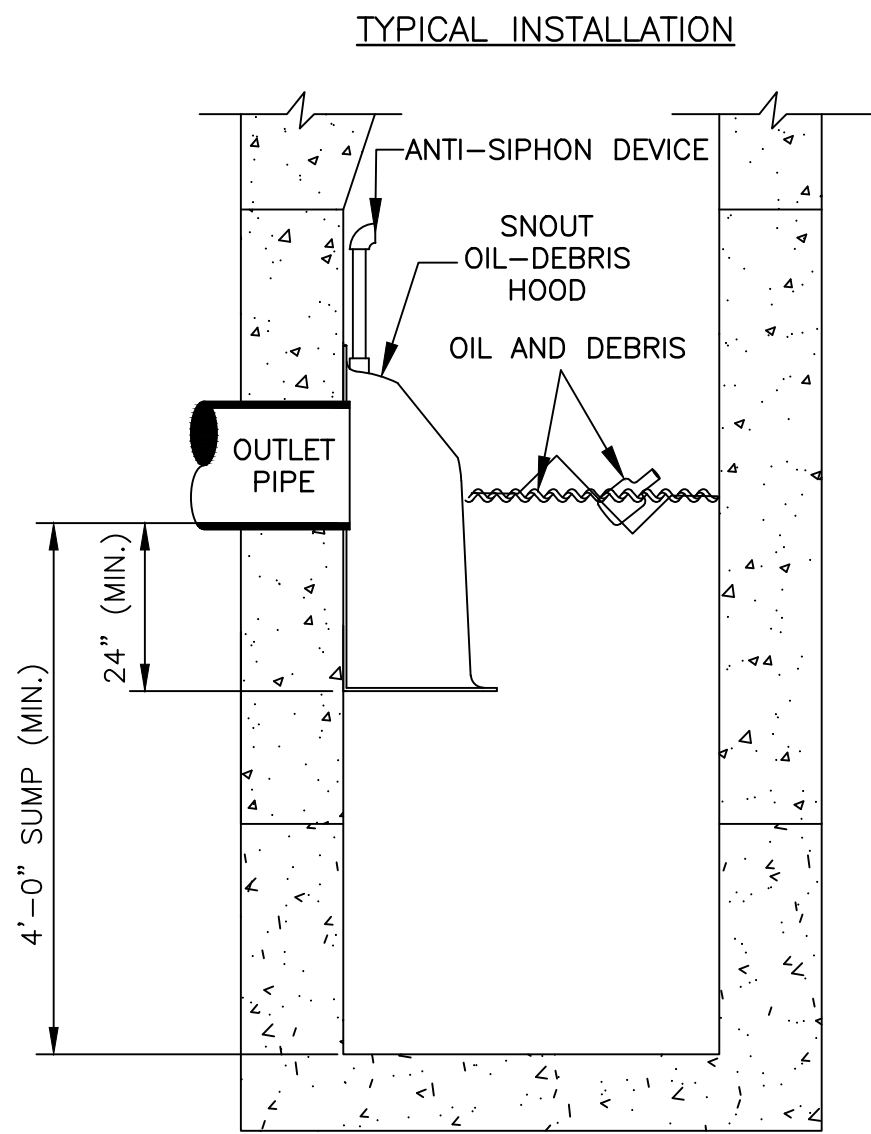
SUBSURFACE INFILTRATION SYSTEM TYPICAL SECTION
NOT TO SCALE



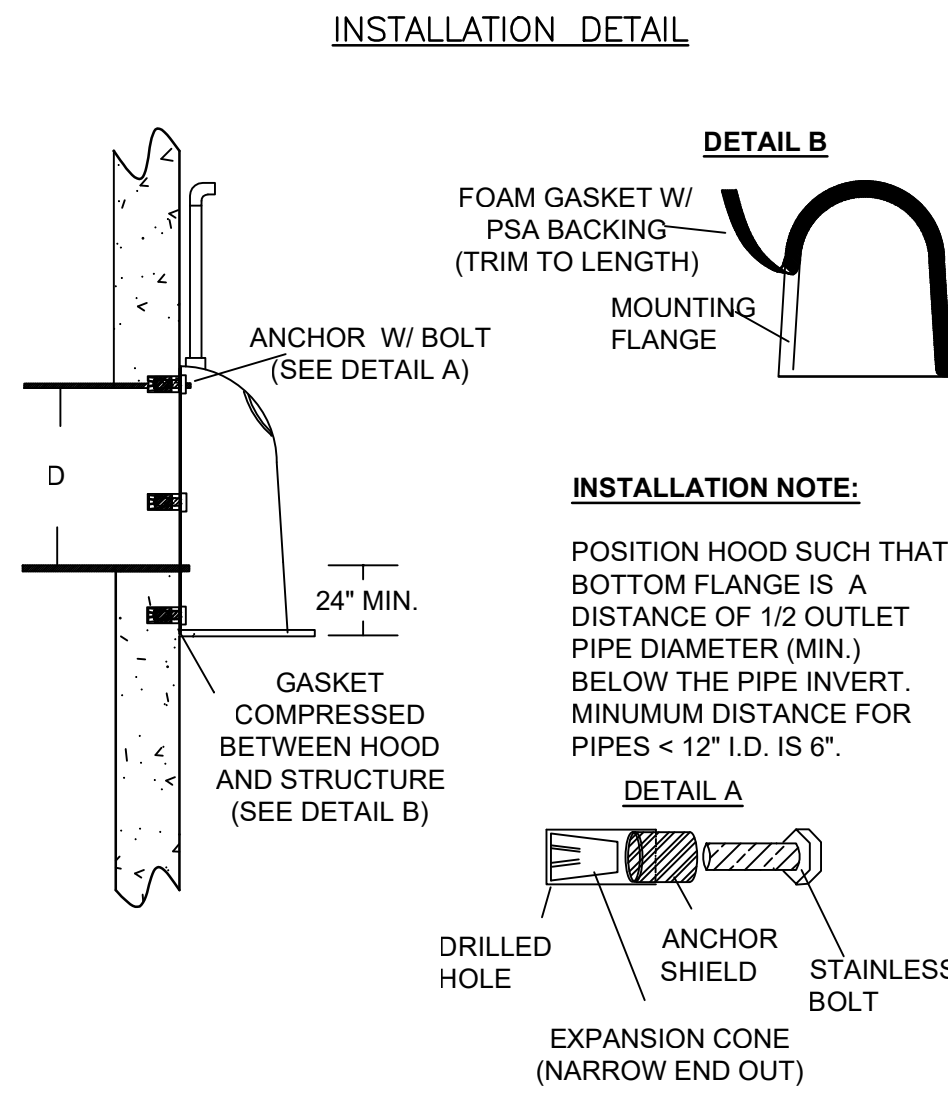
SNOUT OIL-WATER-DEBRIS SEPARATOR

NOTES:

1. ALL HOODS SHALL BE CONSTRUCTED OF A GLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
2. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT AS DRAWN. (SEE CONFIGURATION DETAIL)
3. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION.
4. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A DISTANCE EQUAL TO 24" BELOW OUTLET INVERT.
5. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 24" ACCORDING TO STRUCTURE CONFIGURATION.
6. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL.
7. THE HOOD SHALL BE SECURELY ATTACHED TO STRUCTURE WALL WITH 3/8" STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKET AS SUPPLIED BY MANUFACTURER. (SEE INSTALLATION DETAIL)
8. INSTALLATION INSTRUCTIONS SHALL BE FURNISHED WITH MANUFACTURER SUPPLIED INSTALLATION KIT. INSTALLATION KIT SHALL INCLUDE:
 - A. INSTALLATION INSTRUCTIONS
 - B. PVC ANTI-SIPHON VENT PIPE AND ADAPTER
 - C. OIL-RESISTANT CRUSHED CELL FOAM GASKET WITH PSA BACKING
 - D. 3/8" STAINLESS STEEL BOLTS
 - E. ANCHOR SHIELDS



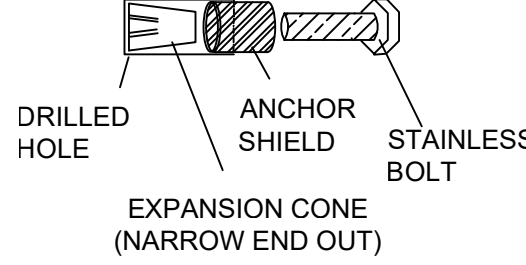
OIL/WATER/DEBRIS SEPARATOR
NOT TO SCALE



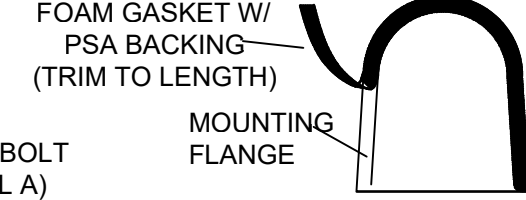
INSTALLATION NOTE:

POSITION HOOD SUCH THAT BOTTOM FLANGE IS A DISTANCE OF 1/2 OUTLET PIPE DIAMETER (MIN.) BELOW THE PIPE INVERT. MINIMUM DISTANCE FOR PIPES < 12" I.D. IS 6".

DETAIL A



DETAIL B



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

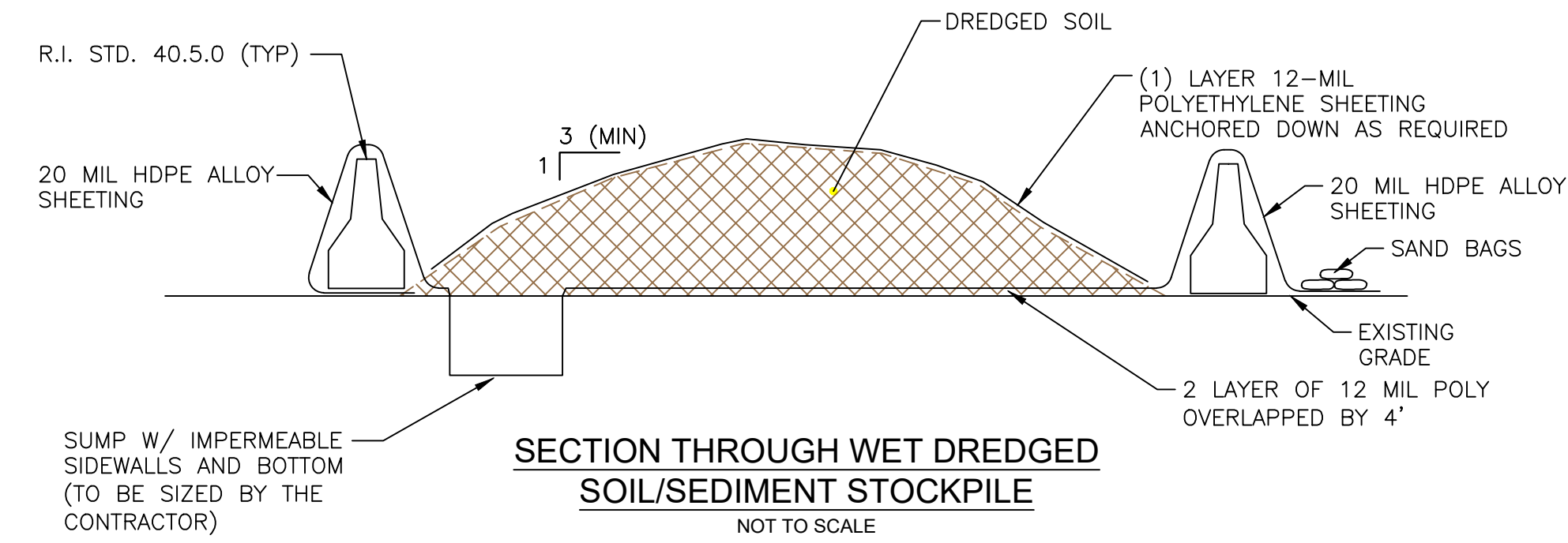
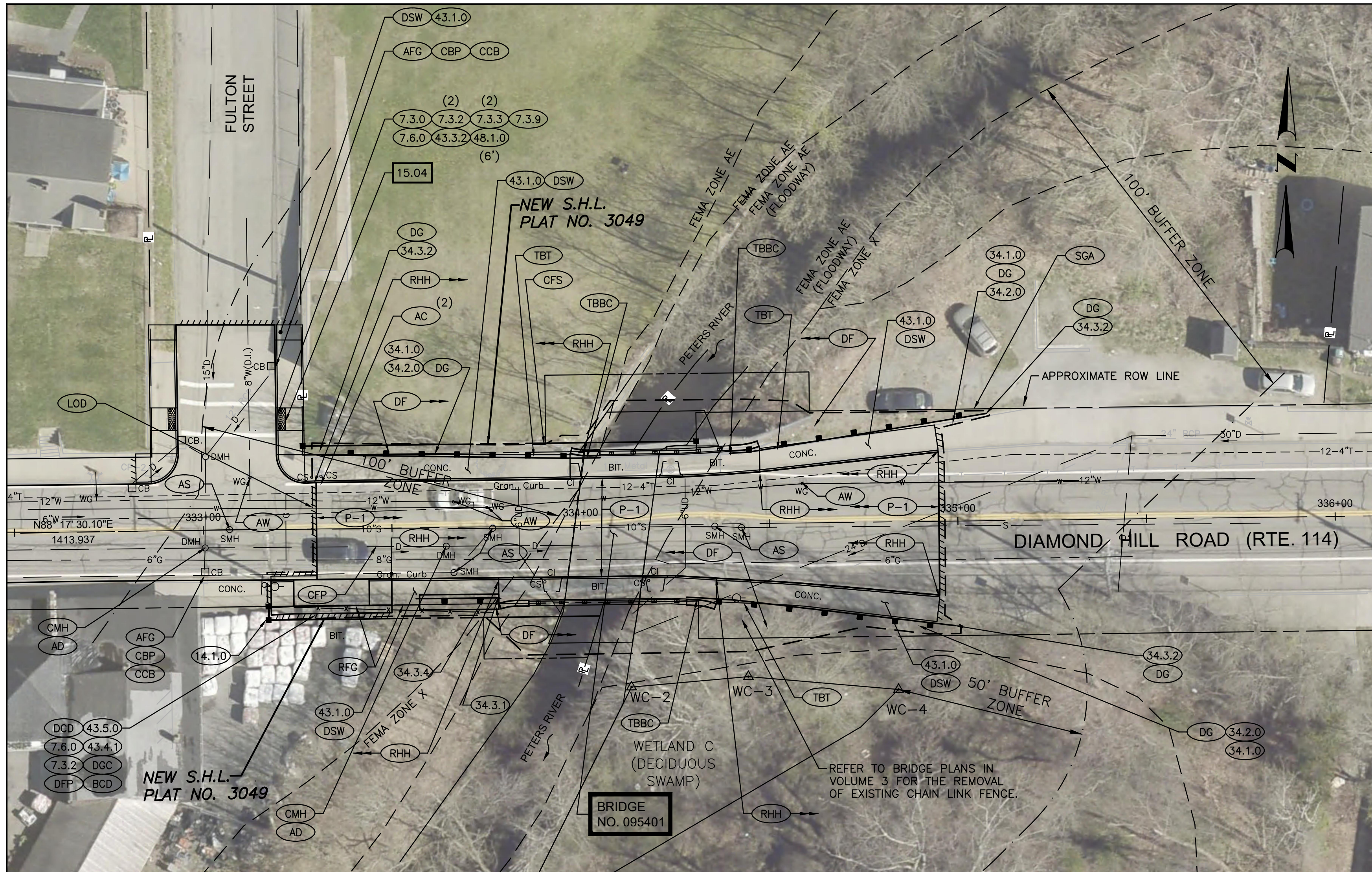
DESIGNED BY:
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DATE: JUNE, 2025
SHEET: 12
OF: 74

SCALE:

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
DRAINAGE AND UTILITY DETAILS
WOONSOCKET RHODE ISLAND

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	13	74

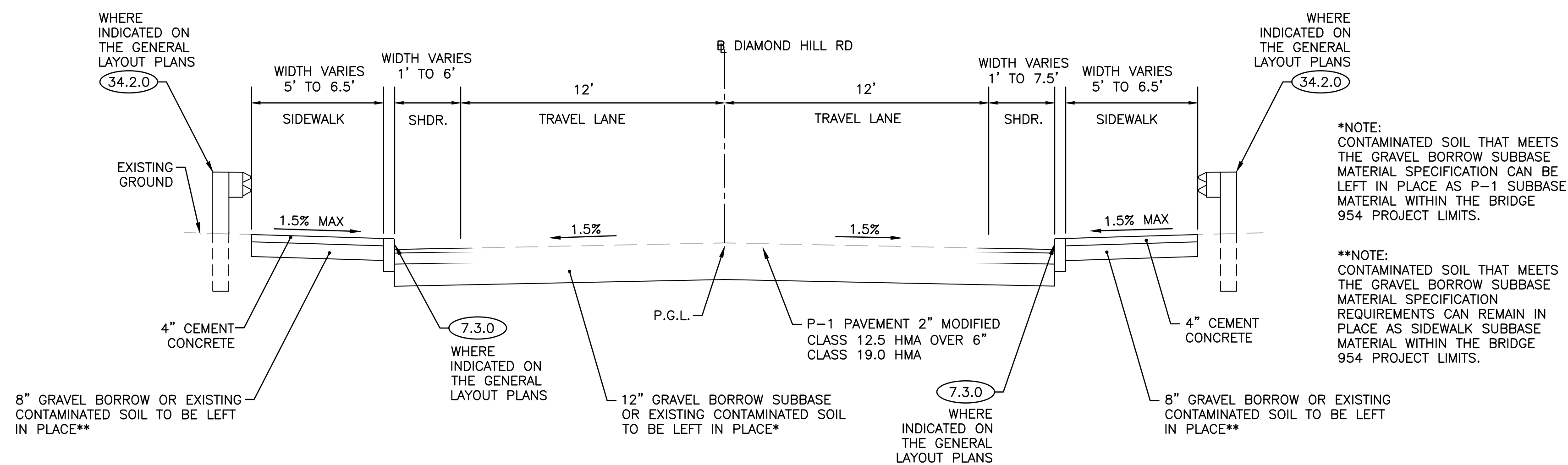


- NOTES:**
1. THE CONTRACTOR SHALL COVER THE DREDGED SOIL STOCKPILE WITH 6-MIL POLYETHYLENE SHEETING AND SECURE COVER AT THE END OF EACH WORK DAY.
 2. THE CONTRACTOR SHALL PROVIDE AN IMPERMEABLE, 20MIL HDPE ALLOY SHEETING LINED SUMP TO COLLECT WATER THAT DRAINS FROM THE STOCKPILED DREDGED SOIL/SEDIMENT.

P-1 FULL DEPTH PAVEMENT- DIAMOND HILL RD. (EAST OF SOCIAL STREET)
2" MODIFIED CLASS 12.5 HMA (ONE-2" LIFT)
6" CLASS 19.0 HMA (TWO-3" LIFTS)
12" GRAVEL BORROW SUBBASE

NOTE:
SEE TYPICAL PAVEMENT AND SIDEWALK RECONSTRUCTION
SECTION AT BRIDGE 954 - DIAMOND HILL ROAD

**BRIDGE 954 CONTAMINATED SOIL
MANAGEMENT PLAN
STA. 333+30 - 334+95**
SCALE: 1"=20'



TYPICAL PAVEMENT AND SIDEWALK RECONSTRUCTION SECTION AT BRIDGE 954 - DIAMOND HILL ROAD

SCALE 1"=4'
STA. 333+30 TO STA. 334+95

SCALE: AS SHOWN

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR		
WOONSOCKET	VOLUME: 1	RHODE ISLAND
BRIDGE 954 PROJECT AREA CONTAMINATED SOIL AND MANAGEMENT PLAN DETAILS		

2607D_V1_XXX_DETAIL BRG-954



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
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OF: 74

WHEELCHAIR RAMP TRANSITION CHART (LOOKING AT RAMP FROM ROAD)												
RAMP #	RAMP STA	STREET CROSSING	CURB REVEAL		ROADWAY SLOPE (%)		RAMP STONE	TRANS. LENGTH (MEAS. FROM BACK OF SM)		NOTES	R.I. STD.	GP #
			MAIN / LEFT SIDE / RIGHT	MAIN / LEFT SIDE / RIGHT	MAIN / LEFT SIDE / RIGHT	MAIN / LEFT SIDE / RIGHT						
1.02	16+15 RT	Worral			1.9	0.4	12'	7'	6'	---	43.3.2	GP-1
1.03	16+75 RT	Worral/Social	3.5"	5"	2.5	3.8	25'	6'	6'	---	43.3.2	GP-1
1.01	16+75 LT	Social	5"	5"	2.7	3.3	6'	6'	6'	---	43.3.0	GP-1
2.01	19+90 LT	Earle	4"	4"	2.6	2.8	13'	7'	8'	---	43.3.2	GP-2
2.02	20+25 LT	Earle	5"	4"	1.2	2.9	13'	7'	6'	---	43.3.2	GP-2
2.05	22+50 RT	Veterans/Social	5"	6"	3.0	2.1	15'	8'	7'	Transition inlet*	43.3.2	GP-2
2.06	23+05 RT	Veterans/Social	6"	5.5"	0.8	0.8	17'	8'	7'	---	43.3.2	GP-2
2.03	22+65 LT	Pond/Social	6"	4"	1.6	0.5	12'	8'	6'	Transition inlet*	43.3.2	GP-2
2.04	22+95 LT	Pond/Social	7"	5"	2.5	1.1	15'	10'	6'	---	43.3.2	GP-2
3.01	27+90 LT	Social	5"	4"	0.3	1.7	8'	5'	5'	---	43.3.0	GP-3
3.02	27+90 RT	Social	5"	5"	3.2	1.1	8'	8'	8'	---	43.3.0	GP-3
4.01	33+95 LT	Social	6"	6"	0.9	0.8	6'	7'	7'	---	43.3.0	GP-4
4.02	33+95 RT	Social	6"	6"	1.6	0.8	6'	8'	8'	---	43.3.0	GP-4
4.04	35+60 RT	J. A. Cummings	6"	5"	1.5	4.5	15'	8'	12'	Transition inlet*	43.3.0	GP-4
4.05	36+15 RT	J. A.	4"	6"	1.1	2.9	15'	11'	6'	Transition inlet*	43.3.2	GP-4
4.03	36+15 LT	Social	5.5"	6"	0.6	0.2	6'	6'	6'	---	43.3.2	GP-4
5.03	40+80 RT	Social	5"	4"	0.7	1.3	6'	7'	6'	---	43.3.0	GP-5
5.04	41+50 RT	Social	4.5"	5"	1.2	1.1	6'	7'	6'	---	43.3.2	GP-5
5.01	40+70 LT	Rathbun/Social	4"	3.5"	0.8	1.6	26'	6'	6'	---	43.3.2	GP-5
5.02	41+25 LT	Rathbun/Social	6"	5"	0.5	1.6	12'	7'	8'	---	43.3.2	GP-5
6.01	48+55 LT	ESchool	5"	5"	4.6	6.3	6'	9'	15'	---	43.3.2	GP-6
6.02	49+05 LT	ESchool	5"	4.5"	4.3	2.4	6'	11'	8'	---	43.3.2	GP-6
6.04	48+85 RT	Elm	5"	5"	2.4	0.9	6'	7'	10'	---	43.3.0	GP-6
6.05	49+10 RT	Elm	5"	4"	3.3	2.4	6'	8'	6'	---	43.3.2	GP-6
6.03	49+35 LT	Social	4.5"	5"	2.4	1.4	6'	8'	8'	---	43.3.2	GP-6
6.06	49+35 RT	Social	6"	5"	1.3	1.9	6'	6'	6'	---	43.3.2	GP-6
7.01	52+35 LT	Chester	4"	6"	3.1	3.3	4'	6'	6'	---	43.3.0	GP-7
7.02	52+65 LT	Chester	4.5"	6"	2.3	2.7	4'	7'	4'	---	43.3.0	GP-7
7.03	55+00 RT	Mill	6.5"	4"	3.6	1.2	13'	12'	7'	---	43.3.2	GP-7
7.04	55+30 RT	Mill	6"	4"	4.3	0.7	4'	12'	6'	---	43.3.0	GP-7
8.01	58+70 LT	George	4"	5"	3.3	0.6	16'	7'	6'	---	43.3.2	GP-8
8.02	59+05 LT	George/Social	6.5"	2"	2.6	0.7	20'	8'	6'	Transition inlet*	43.3.2	GP-8
8.03	59+05 RT	Social	6"	6"	4.8	3.5	4'	4'	23'	ransition w/driveway	43.3.0	GP-8
8.06	61+45 RT	Social	6"	6.5"	3.0	1.9	6'	10'	8'	---	43.3.2	GP-8
8.04	61+45 LT	Privilege/Social	5"	5"	1.3	1.3	16'	6'	6'	---	43.3.2	GP-8
8.05	61+85 LT	Privilege	4.5"	5"	4.0	0.4	4'	6'	---	---	43.3.0	GP-8
9.01	65+90 LT	Charles	5"	5"	2.1	1.0	14'	7'	7'	---	43.3.2	GP-9
9.02	66+25 LT	Charles	7"	6"	3.5	1.3	12'	12'	8'	---	43.3.2	GP-9
9.03	68+55 LT	Social	5"	3"	2.6	1.7	4'	6'	3'	Curb reveal change	43.3.0	GP-9
9.07	68+55 RT	Social	3"	6"	1.0	2.6	6'	3'	6'	Curb reveal change	43.3.2	GP-9
9.04	68+65 LT	Diamond Hill	3"	5"	1.7	1.4	4'	3'	7'	Curb reveal change	43.3.0	GP-9
9.08	68+75 RT	Diamond Hill	5.5"	3"	0.1	0.3	6'	6'	3'	Curb reveal change	43.3.2	GP-9
9.05	69+05 LT	Diamond Hill	6"	TBD	1.8	1.5	6'	9'	3'	Curb reveal change	43.3.0	GP-9
9.09	69+20 RT	Diamond Hill / Social	5"	5"	0.1	0.9	12'	6'	6'	---	43.3.2	GP-9
9.06	69+20 LT	Social	TBD	6"	1.9	0.8	6'	3'	7'	Curb reveal change	43.3.0	GP-9
10.03	71+55 RT	Adams	5"	3"	1.7	2.7	17'	7'	5'	---	43.3.2	GP-10
10.01	71+55 LT	Adams	5"	5"	1.3	1.7	11'	7'	7'	---	43.3.2	GP-10
10.04	71+90 RT	Adams	5"	5"	1.2	3.5	13'	7'	10'	---	43.3.2	GP-10
10.02	71+90 LT	Adams	6"	5"	1.7	0.5	15'	8'	6'	---	43.3.2	GP-10
10.05	73+25 LT	Ethel	6"	5.5"	0.5	4.8	12'	7'	15'	---	43.3.2	GP-10
10.06	73+50 LT	Ethel	4"	5"	0.5	2.0	12'	5'	7'	---	43.3.2	GP-10
11.01	305+05 RT	Roland	---	---	---	---	4'	---	6'	No field meas.	43.3.2	GP-11
11.02	305+45 LT	Roland	---	---	---	---	18'	6'	6'	No field meas.	43.3.2	GP-11
12.01	308+50 LT	Rathbun/Diamond Hill	1.5"	1.5"	1.6	4.8	15'	3'	6'	---	43.3.2	GP-12
12.03	308+75 RT	Rathbun/Diamond Hill	4"	4.5"	1.6	0.3	17'	6'	5'	---	43.3.2	GP-12
12.02	309+15 LT	Rathbun/Diamond Hill	3"	4.5"	1.2	2.0	12'	4'	7'	---	43.3.2	GP-12
12.04	309+15 RT	Rathbun/Diamond Hill	4"	4"	2.4	0.1	16'	6'	6'	---	43.3.2	GP-12
13.01	320+30 LT	Diamond Hill	5"	3"	2.0	0.4	6'	7'	3'	Curb reveal change	43.3.2	GP-13
13.05	320+30 RT	Diamond Hill	3"	5"	0.7	1.2	6'	3'	6'	Curb reveal change	43.3.2	GP-13
13.02	320+40 LT	Bellingham	3"	5"	1.9	1.5	6'	3'	6'	Curb reveal change	43.3.2	GP-13
13.03	320+75 LT	Bellingham	5.5"	3"	0.8	1.4	6'	6'	3'	Curb reveal change	43.3.2	GP-13
13.06	320+50 RT	Wood	5"	3"	4.6	2.0	6'	6'	3'	Curb reveal change	43.3.2	GP-13
13.07	320+85 RT	Wood	3"	5"	3.5	3.8	6'	3'	10'	Curb reveal change	43.3.2	GP-13
13.04	321+00 LT	Diamond Hill	3"	6"	2.1	0.2	6'	3'	9'	Curb reveal change	43.3.2	GP-13
13.08	321+00 RT	Diamond Hill	6"	3"	1.0	1.5	6'	8'	3'	Curb reveal change	43.3.2	GP-13
14.01	325+75 LT	Salisbury	6"	5"	2.2	0.8	6'	6'	7'	---	43.3.2	GP-14
14.02	326+00 LT	Salisbury	6"	5"	1.3	1.3	6'	6'	6'	---	43.3.2	GP-14
14.03	326+20 LT	Diamond Hill	4"	4"	3.0	3.8	6'	6'	11'	---	43.3.2	GP-14
14.04	326+20 RT	Diamond Hill	6"	5"	2.6	3.7	6'	10'	10'	---	43.3.2	GP-14
14.05	328+10 LT	Garden	4"	7"	8.1	11.1	6'	13'	18'	---	43.3.2	GP-14
14.06	328+40 LT	Garden	7"	5"	10.3	6.9	6'	18'	15'	MAX out due to step	43.3.2	GP-14
15.01	330+50 LT	Dewey	6"	6"	6.7	4.2	6'	18'	12'	---	43.3.2	GP-15
15.02	330+80 LT	Dewey	5"	6"	4.7	5.0	6'	13'	15'	---	43.3.2	GP-15
15.03	332+90 LT	Fulton	5"	7.5"	6.4	11.1	6'	15'	18'	---	43.3.2	GP-15
15.04	333+20 LT	Fulton	7"	4"	12.4	9.5	6'	18'	13'	MAX out due to inlet	43.3.2	GP-15

* CONTRACTOR MAY HAVE TO CUT INLET IN TRANSITION CURB PIECE IN FIELD IN ORDER TO MAKE RAMP ADA COMPLIANT



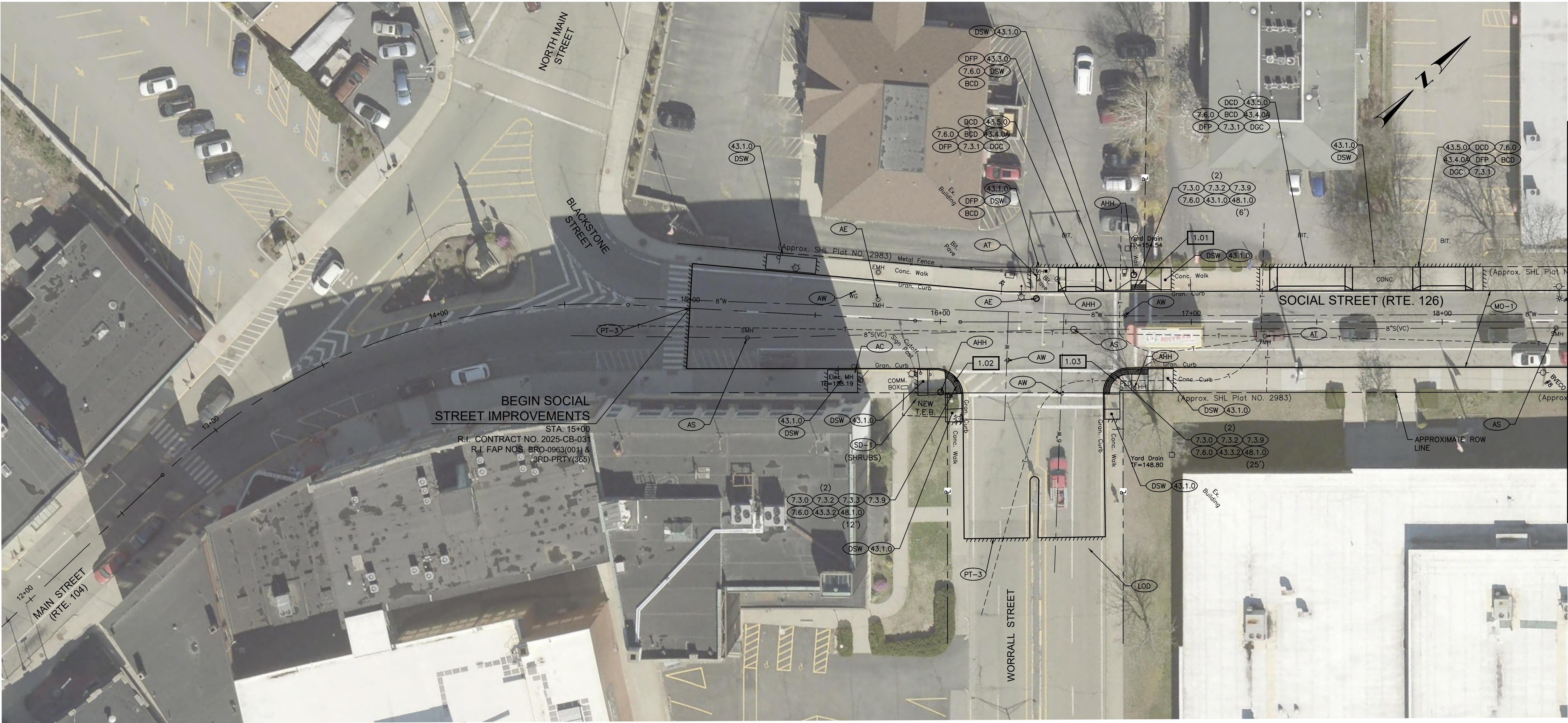
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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SHEET: 14
OF: 74

SCALE:

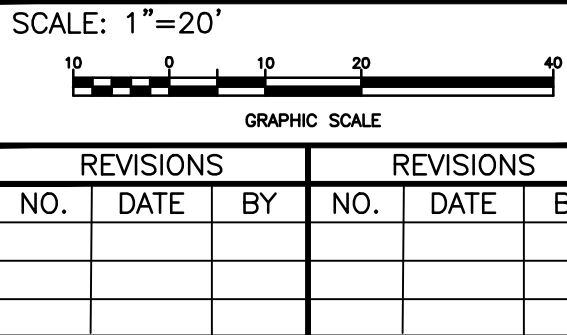
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NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET	WOONSOCKET CORRIDOR VOLUME: 1	RHODE ISLAND
WHEELCHAIR RAMP CHART		

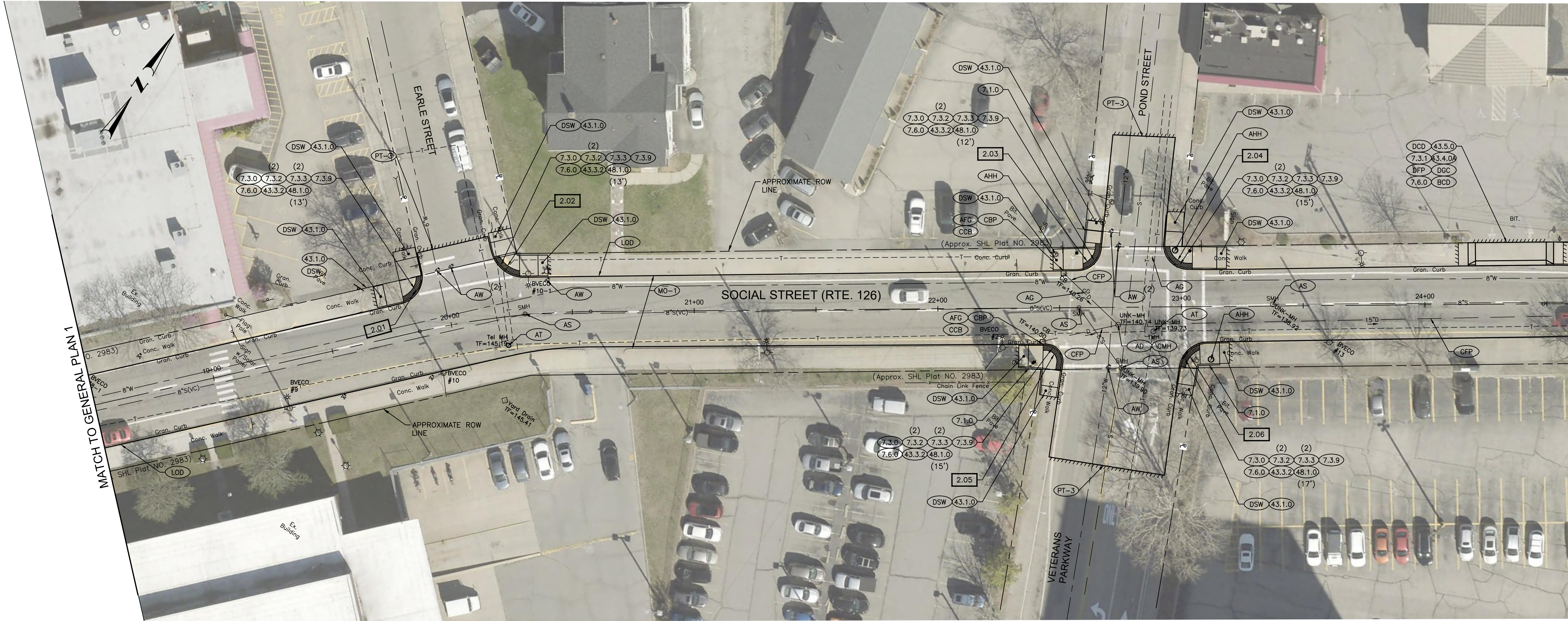


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SHEET: 15
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
GENERAL PLAN NO. 1



RHODE ISLAND
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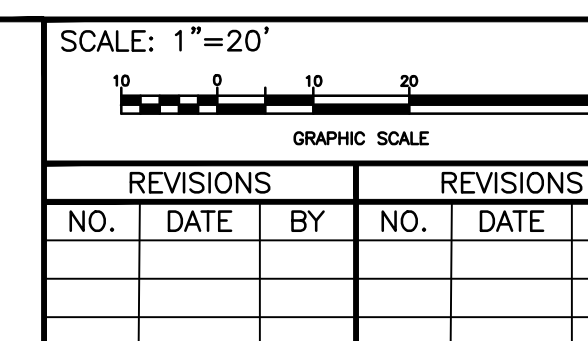
WOONSOCKET CORRIDOR
VOLUME: 1
GENERAL PLAN NO. 2

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	17	74



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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SHEET: 17
OF: 74

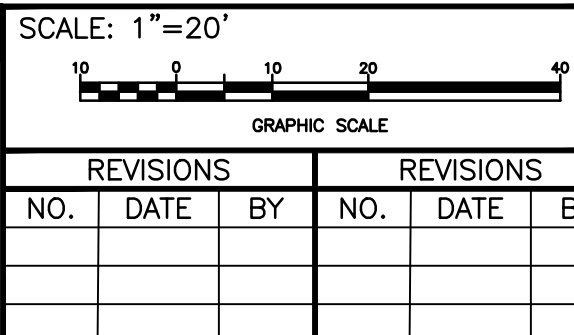


WOONSOCKET CORRIDOR		
WOONSOCKET	VOLUME: 1	RHODE ISLAND
GENERAL PLAN NO. 3		



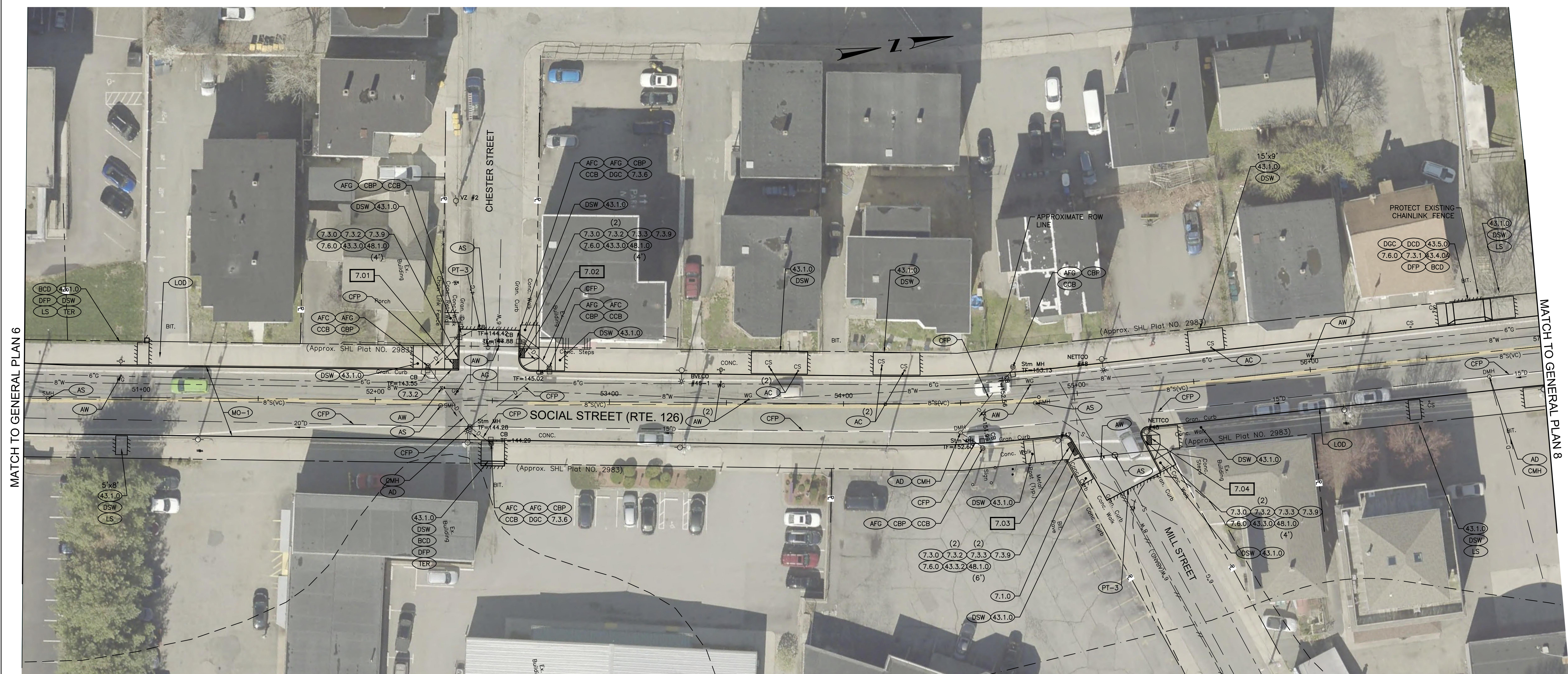
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SHEET: 20
OF: 74



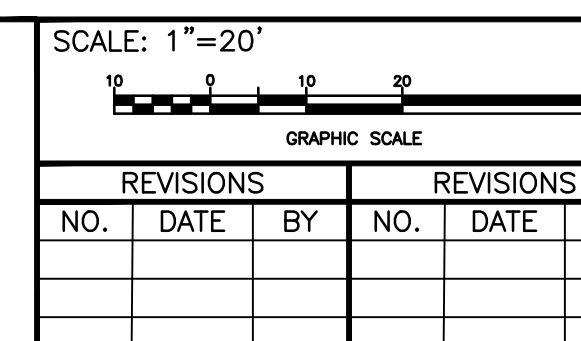
WOONSOCKET CORRIDOR
VOLUME: 1
GENERAL PLAN NO. 6

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	21	74



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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OF: 74



	WOONSOCKET CORRIDOR	
	WOONSOCKET	VOLUME: 1 RHODE ISLAND
Y	GENERAL PLAN NO. 7	



RHODE ISLAND
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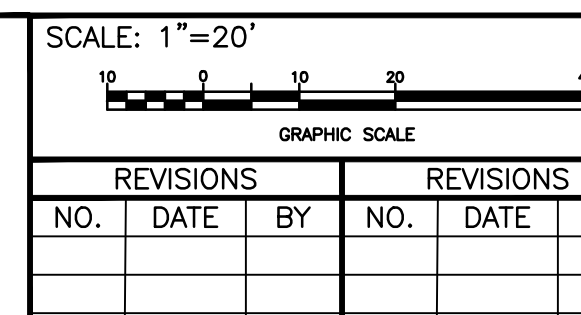
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VOLUME: 1
GENERAL PLAN NO. 8

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	23	74

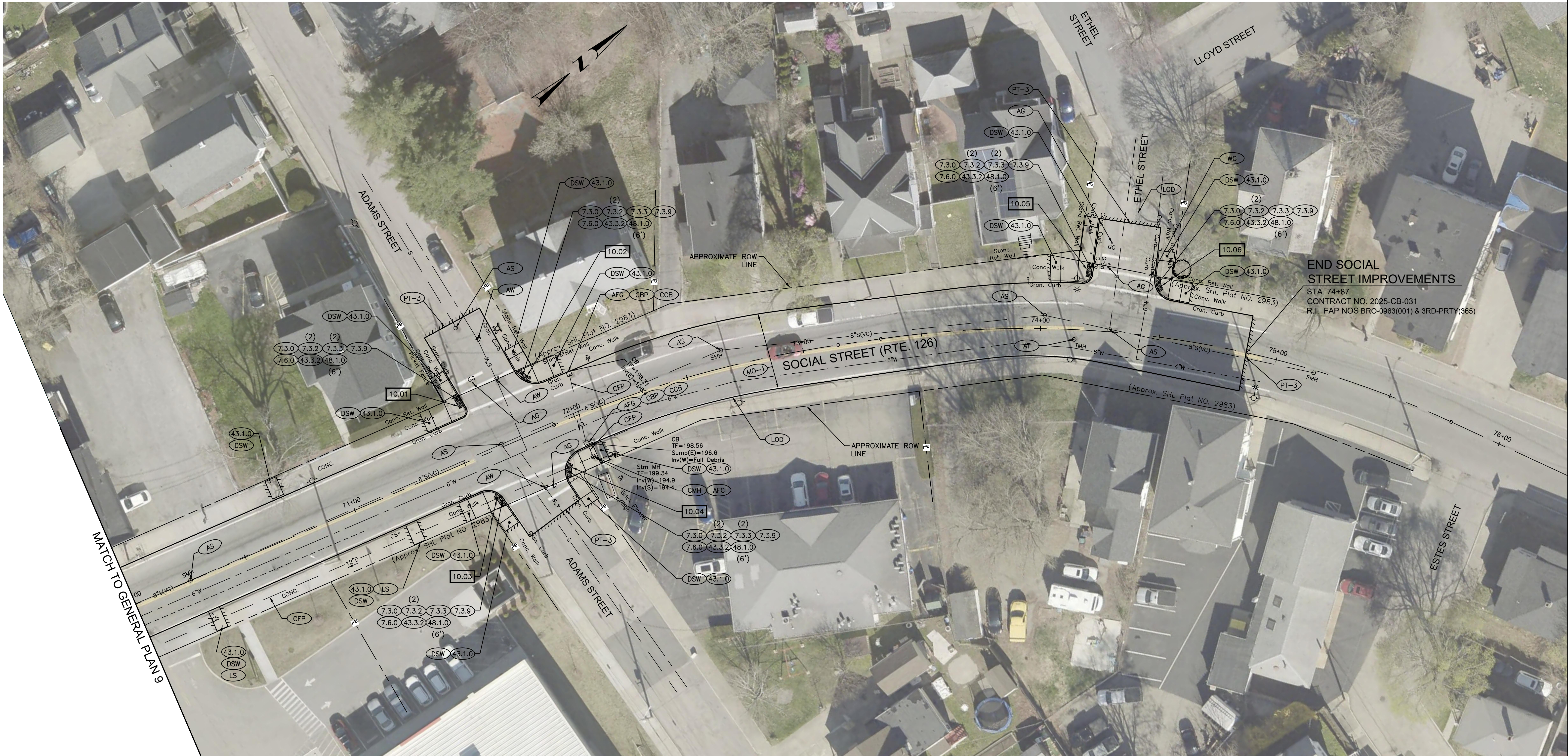


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SHEET: 23
OF: 74



WOONSOCKET CORRIDOR		
WOONSOCKET	VOLUME: 1	RHODE ISLAND
GENERAL PLAN NO. 9		



END SOCIAL STREET IMPROVEMENTS
STA. 74+87
CONTRACT NO. 2025-CB-031
R.I. FAP NOS BRO-0963(001) & 3RD-PTY(365)



RHODE ISLAND
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OF: 74	NO. DATE BY

WOONSOCKET CORRIDOR	VOLUME: 1
WOONSOCKET	RHODE ISLAND
GENERAL PLAN NO. 10	

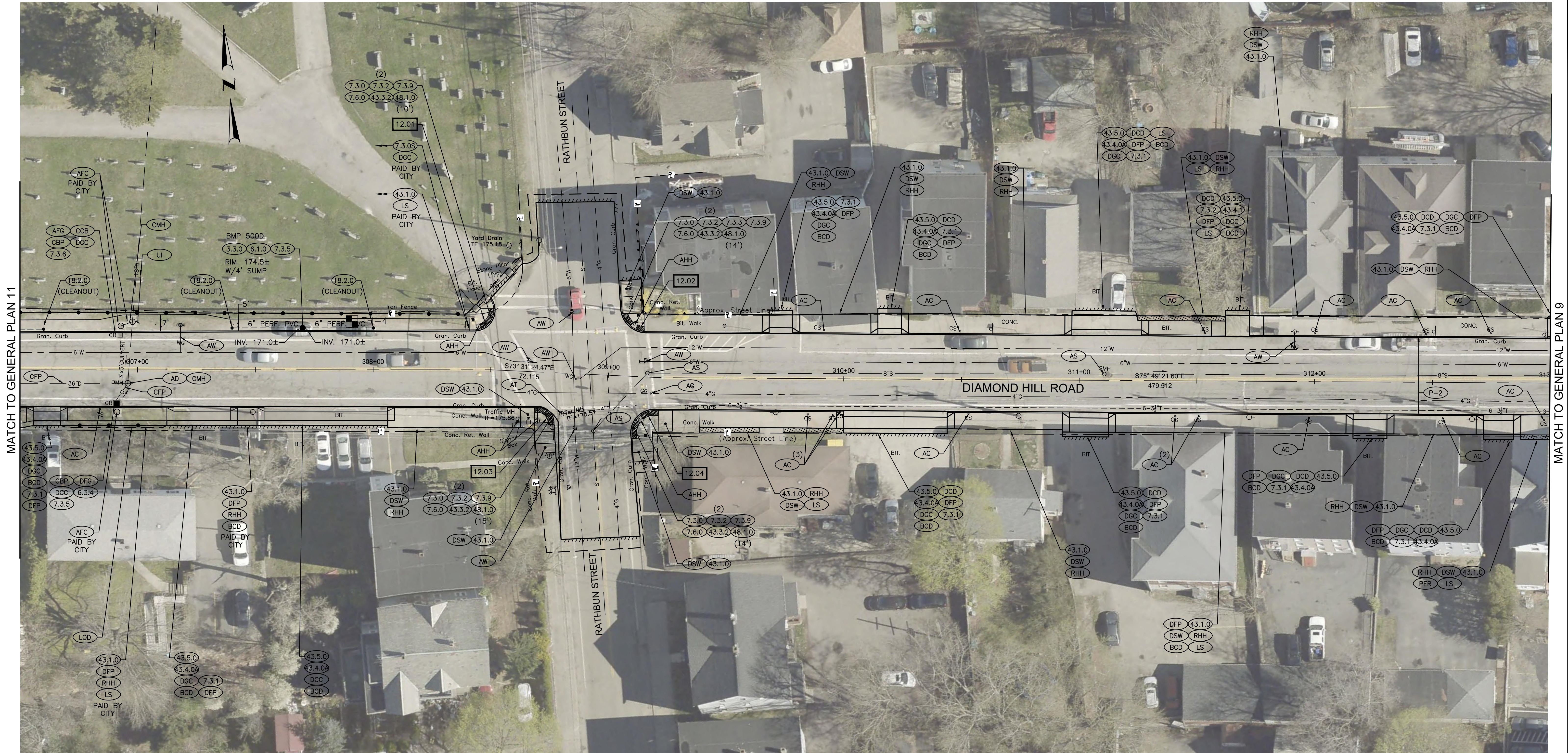


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WOONSOCKET CORRIDOR
VOLUME: 1
GENERAL PLAN NO. 11



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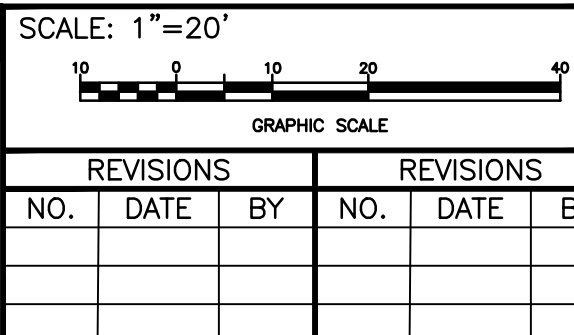
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WOONSOCKET CORRIDOR
VOLUME: 1
GENERAL PLAN NO. 12



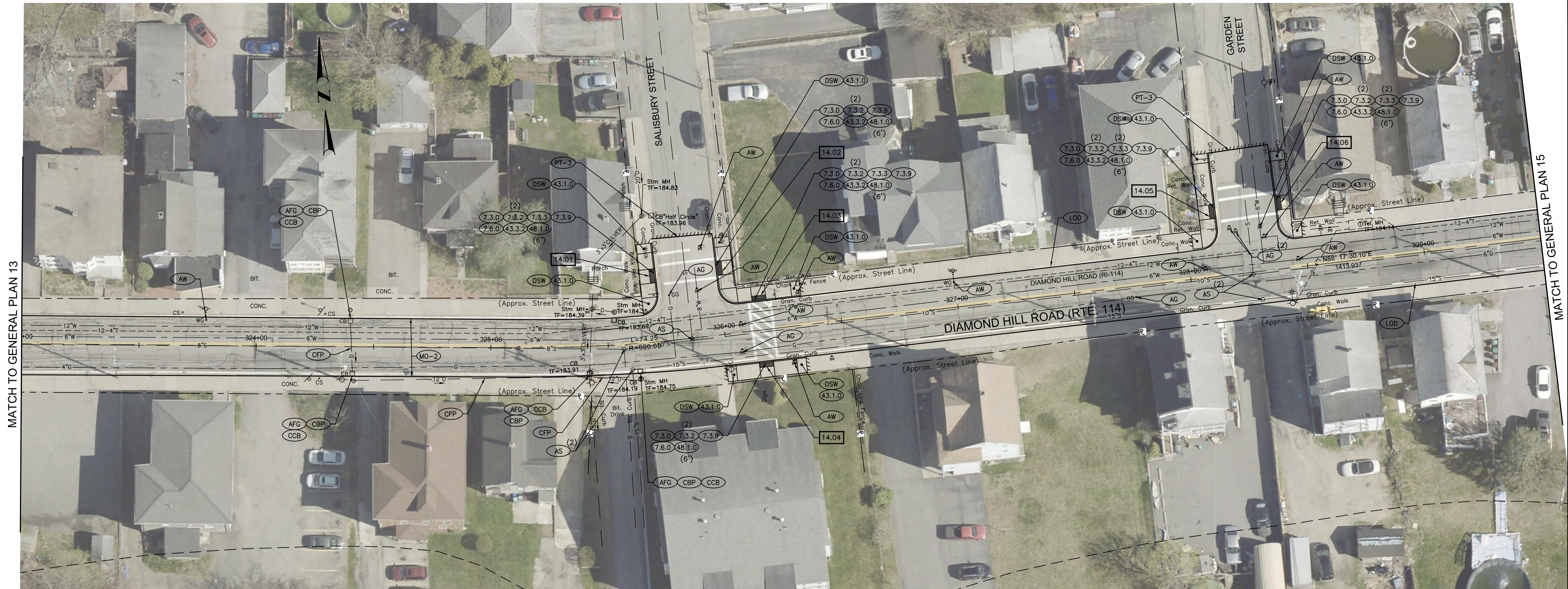
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DATE: JUNE, 2025
SHEET: 27
OF: 74



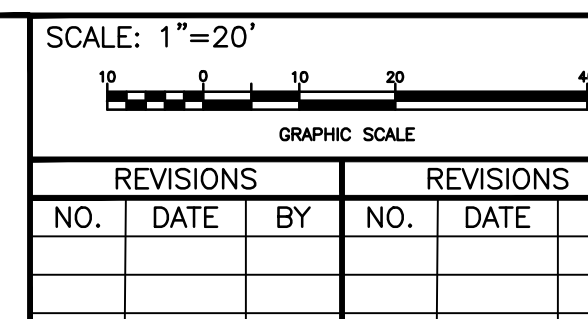
WOONSOCKET CORRIDOR
VOLUME: 1
GENERAL PLAN NO. 13

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	28	74

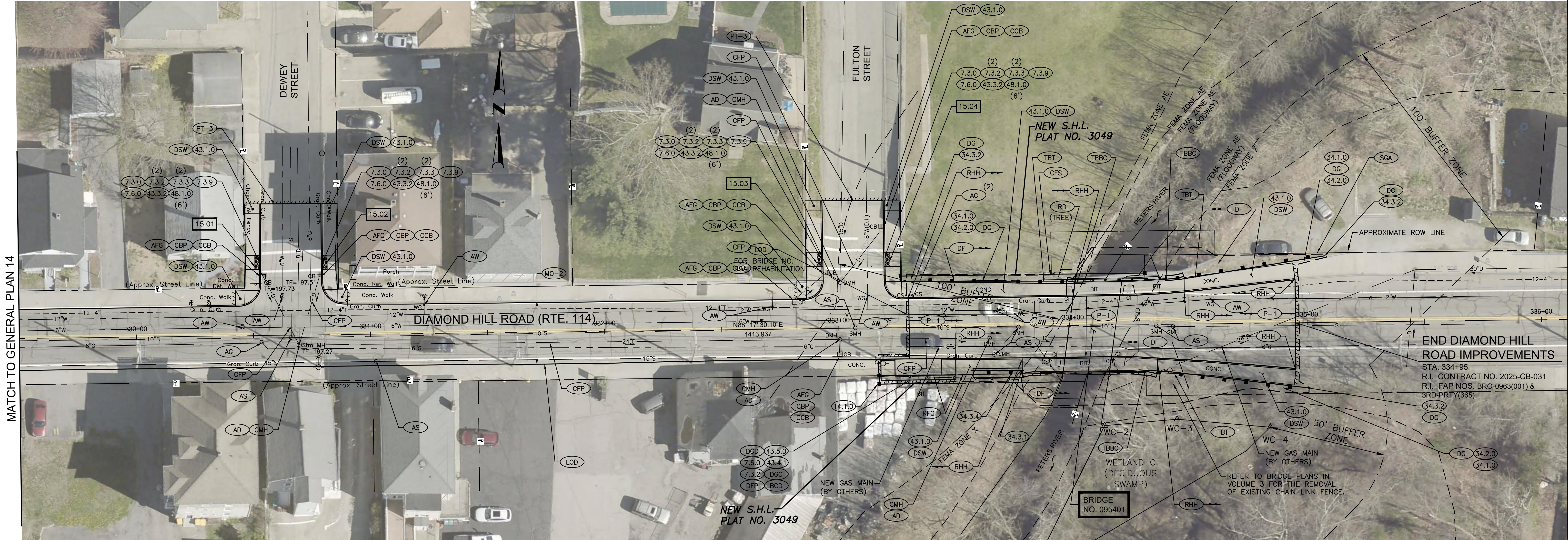


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SHEET: 28
OF: 74



WOONSOCKET CORRIDOR		
WOONSOCKET	VOLUME: 1	RHODE ISLAND
GENERAL PLAN NO. 14		



MATCH TO GENERAL PLAN 14

END DIAMOND HILL
ROAD IMPROVEMENTS
STA. 334+95
R.I. CONTRACT NO. 2025-CB-031
R.I. FAP NOS. BRO-0963(001) &
3RD-PTY(365)



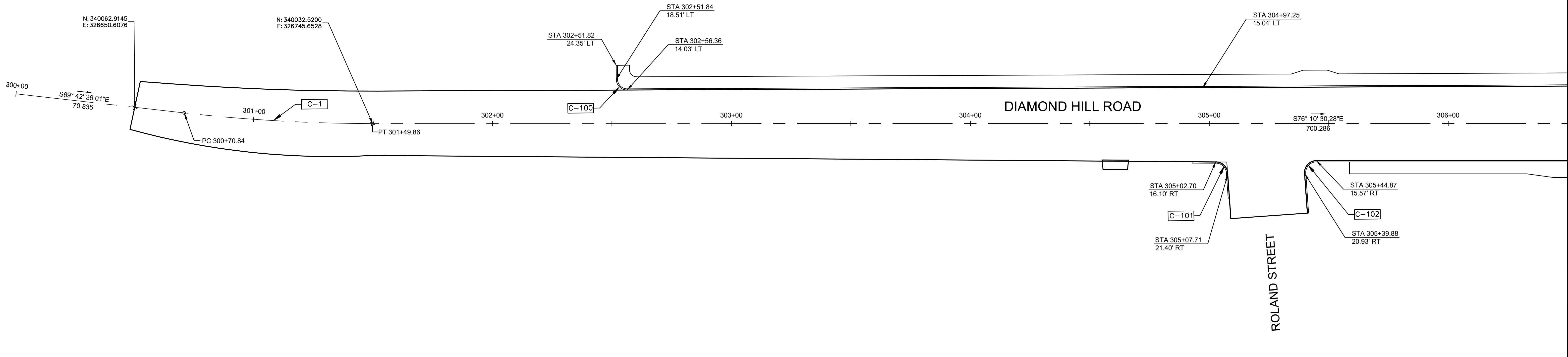
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DATE: JUNE, 2025
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OF: 74

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NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
GENERAL PLAN NO. 15

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	30	74



CONTROL COORDINATES				
STATION	NORTH	EAST		
PT 301+49.86	340032.5200	326745.6528		
STA 308+50	339865.1825	327425.6519		

CURB CURVE DATA CHART				
NO.	Δ	RADIUS	TANGENT	LENGTH
C1	006°28'04"	700.00'	39.55'	79.02'
C100	90°00'00"	4.50'	4.50'	7.069'
C101	85°40'15"	5.00'	4.64'	7.48'
C102	94°04'31"	5.00'	5.37'	8.21'



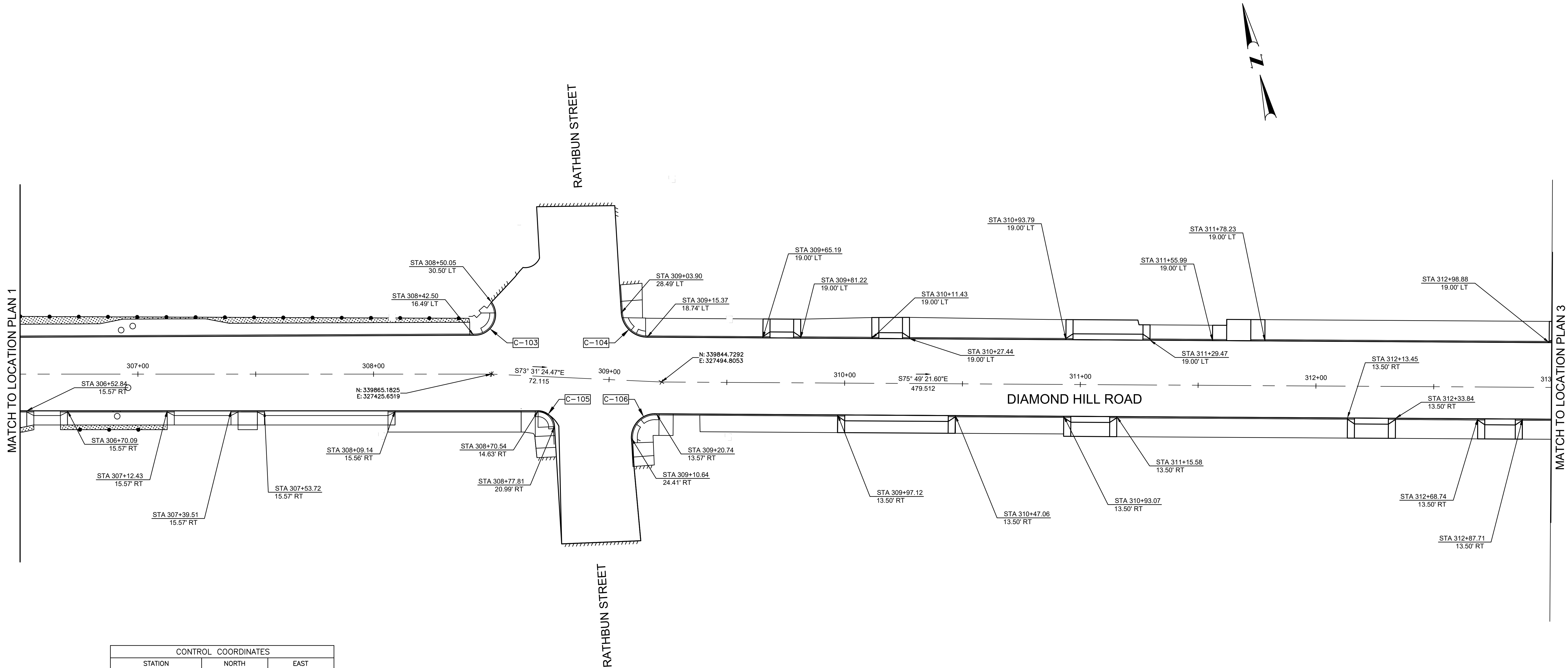
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
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DATE: JUNE, 2025
SHEET: 30
OF: 74

SCALE: 1"=20'					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
LOCATION PLAN NO. 1

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	31	74



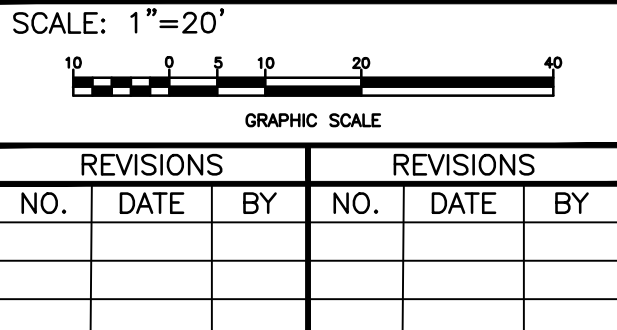
CONTROL COORDINATES		
STATION	NORTH	EAST
PC 314+01.77	339727.2852	327959.7125
PT 316+51.50	339738.1419	328207.3824

CURB CURVE DATA CHART				
NO.	Δ	RADIUS	TANGENT	LENGTH
C103	130°07'10"	8.78'	18.87'	19.93'
C104	85°51'21"	11.00'	10.23'	16.58'
C105	87°15'10"	7.00'	6.67'	10.66'
C106	92°24'22"	10.00'	10.43'	16.13'



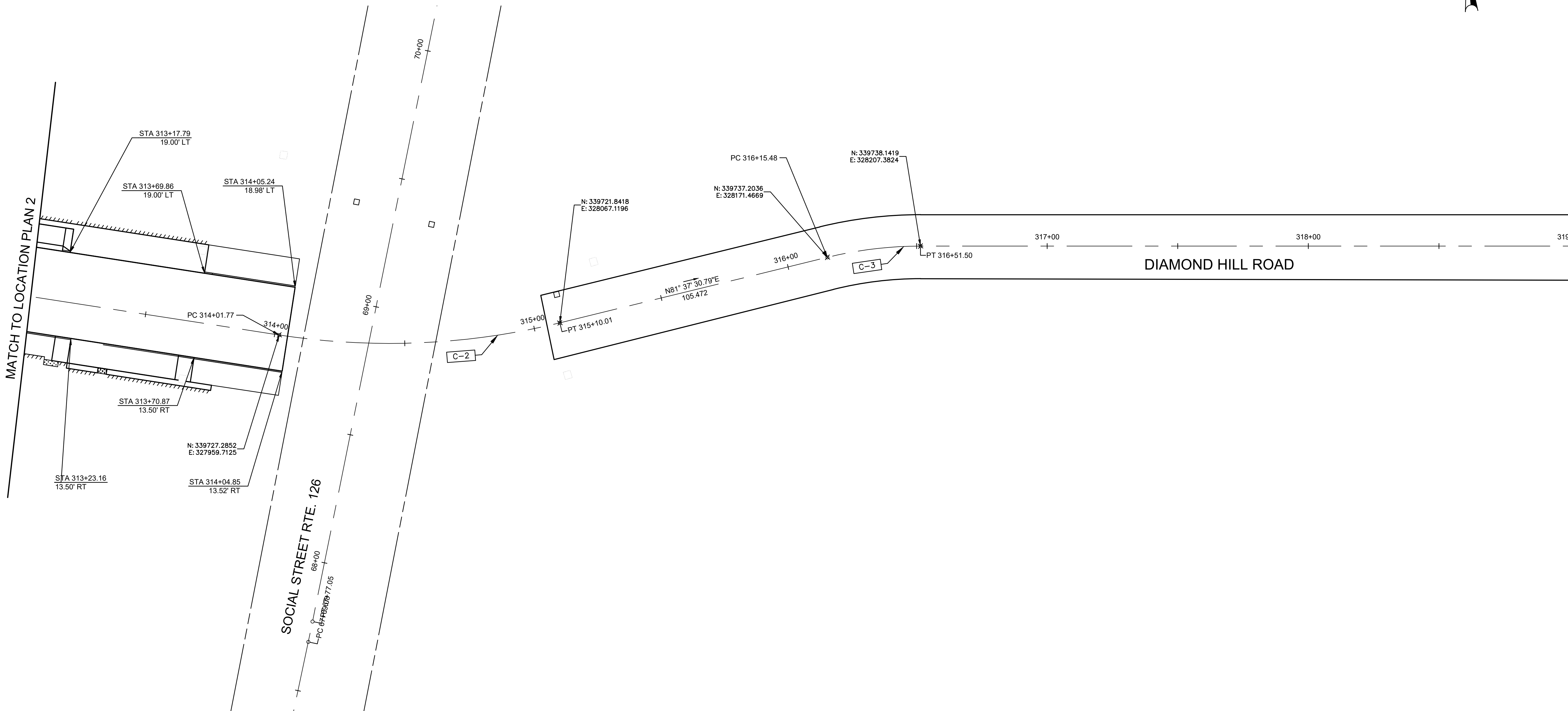
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 31
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
LOCATION PLAN NO. 2

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	32	74



CONTROL COORDINATES		
STATION	NORTH	EAST
PC 314+01.77	339727.2852	327959.7125
PT 316+51.50	339738.1419	328207.3824

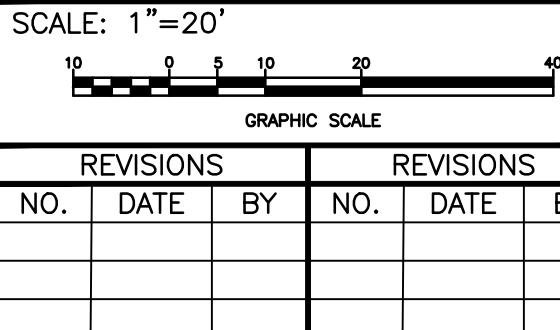
CURB CURVE DATA CHART				
NO.	Δ	RADIUS	TANGENT	LENGTH
C103	130°07'10"	8.78'	18.87'	19.93'
C104	85°51'21"	11.00'	10.23'	16.58'

NOTE:
* WITH A DESIGN SPEED OF 40 MPH AND AN EXISTING SUPERELEVATION OF APPROXIMATELY 2%, THE MINIMUM CURVE RADIUS SHOULD BE 593' PER THE AASHTO 2018, 7TH EDITION HIGHWAY AND STREET DESIGN "GREEN BOOK". THE ALIGNMENT SHOWN ABOVE CLOSELY MATCHES THE EXISTING ALIGNMENT WITH THE SUBSTANDARD CURVE RADIUS OF APPROXIMATELY 150' AT C3.

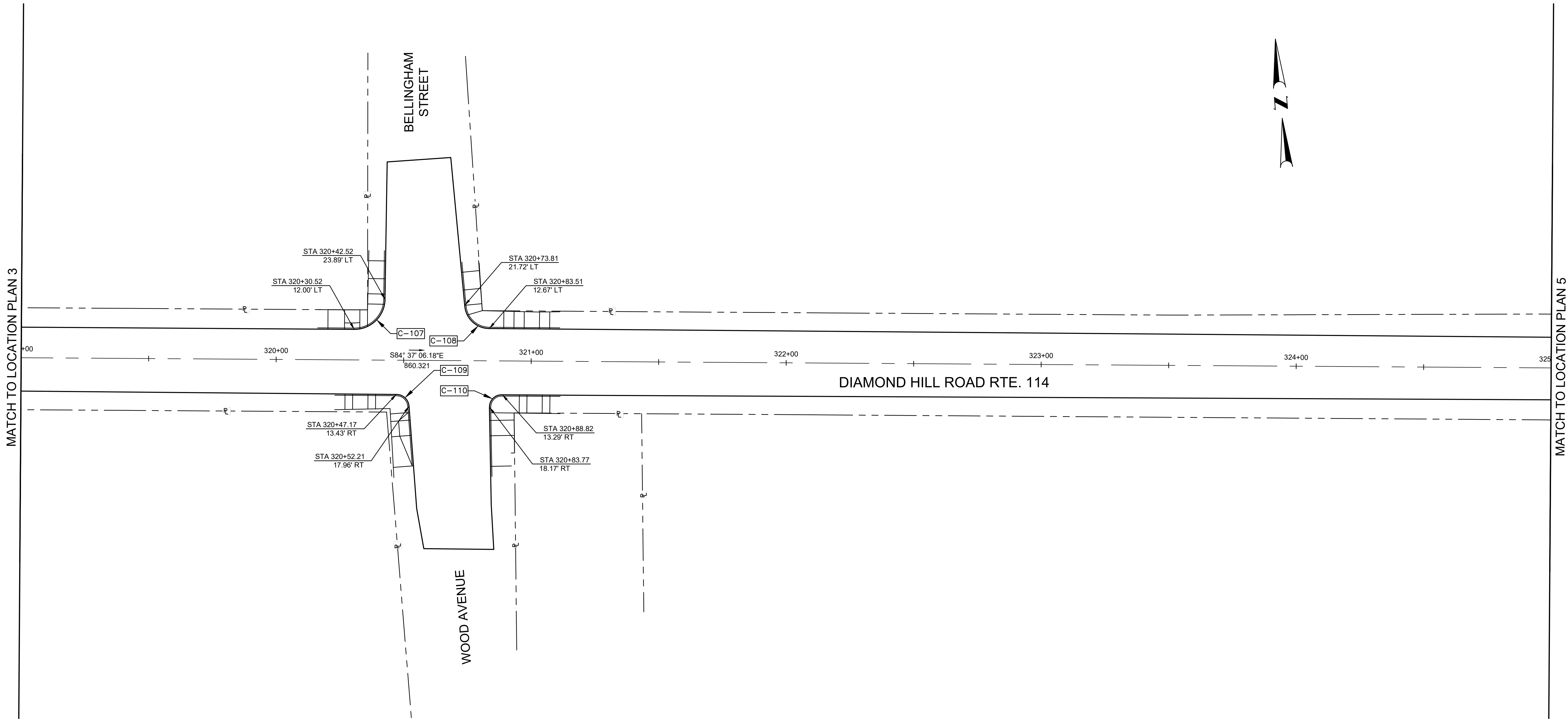


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 32
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
LOCATION PLAN NO. 3
WOONSOCKET RHODE ISLAND



CURB CURVE DATA CHART				
NO.	Δ	RADIUS	TANGENT	LENGTH
C107	89°27'41"	12.00'	11.89'	18.74'
C108	86°54'20"	9.65'	9.14'	14.63'
C109	86°54'26"	4.93'	4.67'	7.47'
C110	95°54'24"	4.73'	5.24'	7.91'



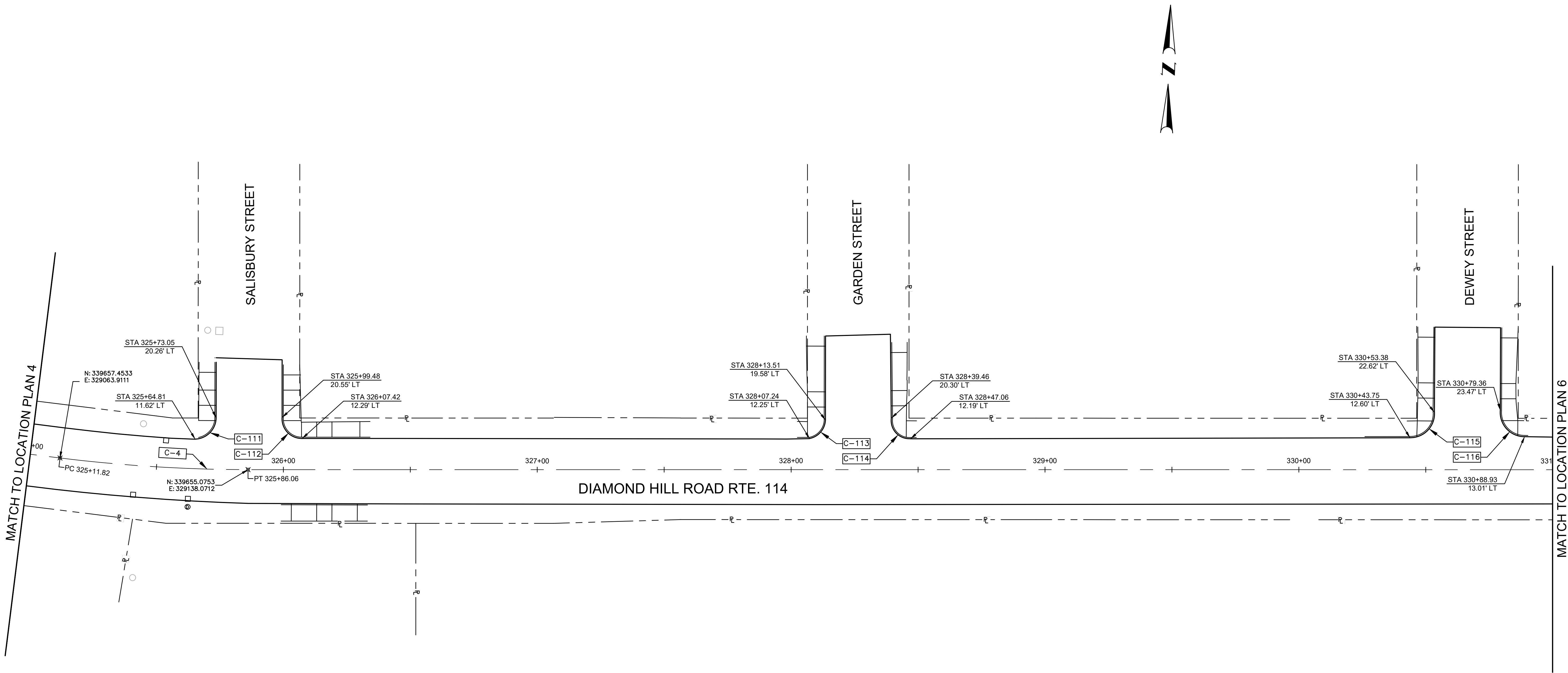
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 33
OF: 74

SCALE: 1"=20'					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
LOCATION PLAN NO. 4

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	34	74



CONTROL COORDINATES		
STATION	NORTH	EAST
PC 325+11.82	339657.4533	329063.9111
PT 325+86.06	339655.0753	329138.0712

CURB CURVE DATA CHART				
NO.	Δ	RADIUS	TANGENT	LENGTH
C4	007°05'24"	600.00'	37.17'	74.25'
C111	78°37'23"	8.51'	6.97'	11.68'
C112	95°28'32"	7.75'	8.52'	12.91'
C113	76°52'14"	7.76'	6.16'	10.41'
C114	101°59'19"	7.15'	8.83'	12.74'
C115	94°42'44"	9.45'	10.26'	15.62'
C116	95°44'56"	9.56'	10.57'	15.98'

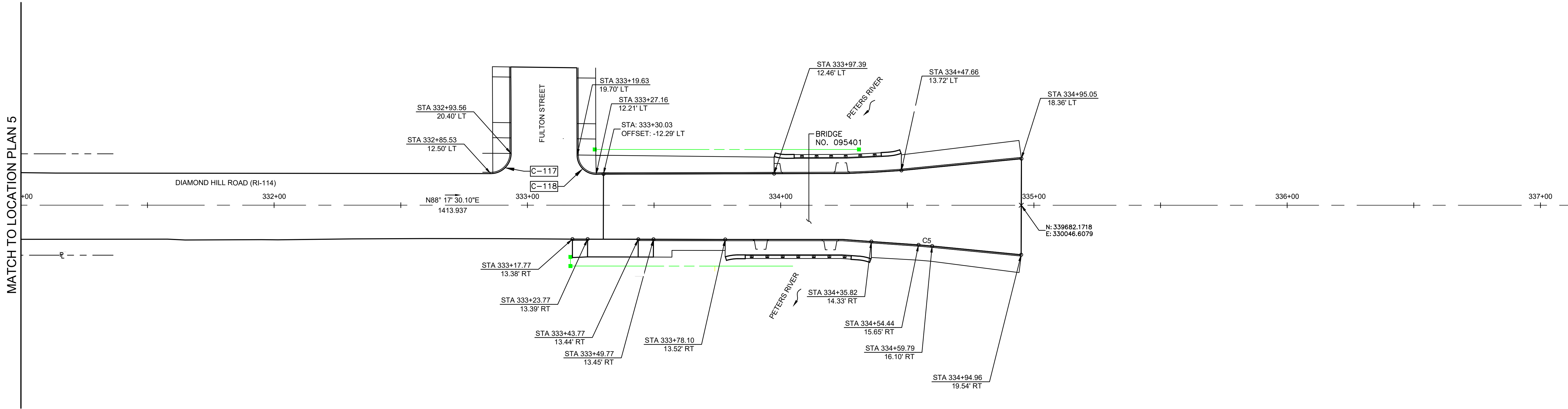


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 34
OF: 74

SCALE: 1"=20'					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
LOCATION PLAN NO. 5



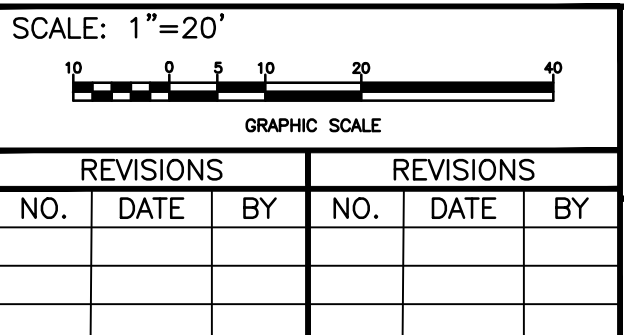
CONTROL COORDINATES		
STATION	NORTH	EAST
PC 314+01.77	339727.2852	327959.7125
PT 316+51.50	339738.1419	328207.3824

CURB CURVE DATA CHART				
NO.	Δ	RADIUS	TANGENT	LENGTH
C5	001°32'21"	200.00'	2.69'	5.37'
C117	89°31'25"	8.00'	7.94'	12.50'
C118	90°06'27"	7.50'	7.51'	11.80'

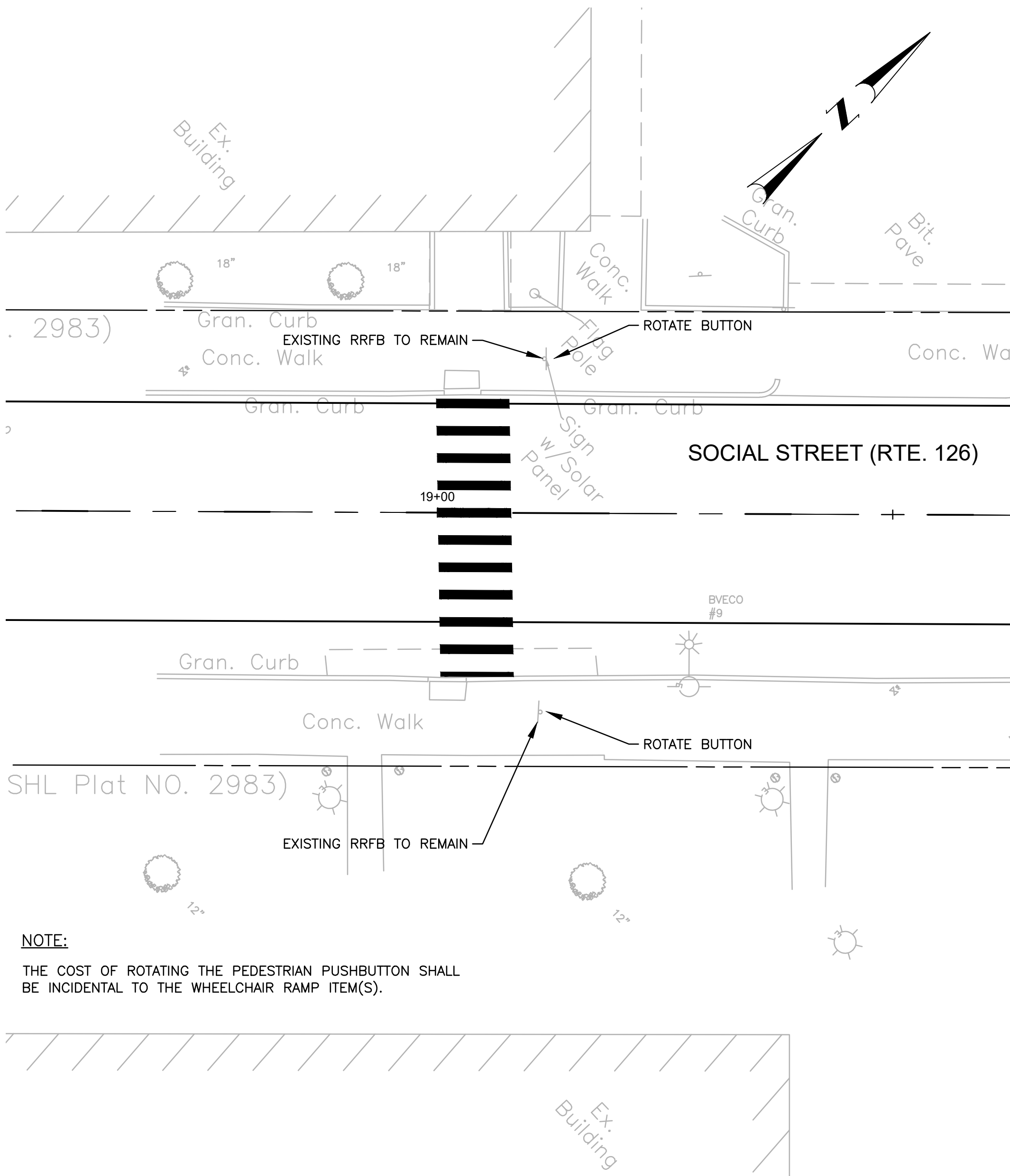
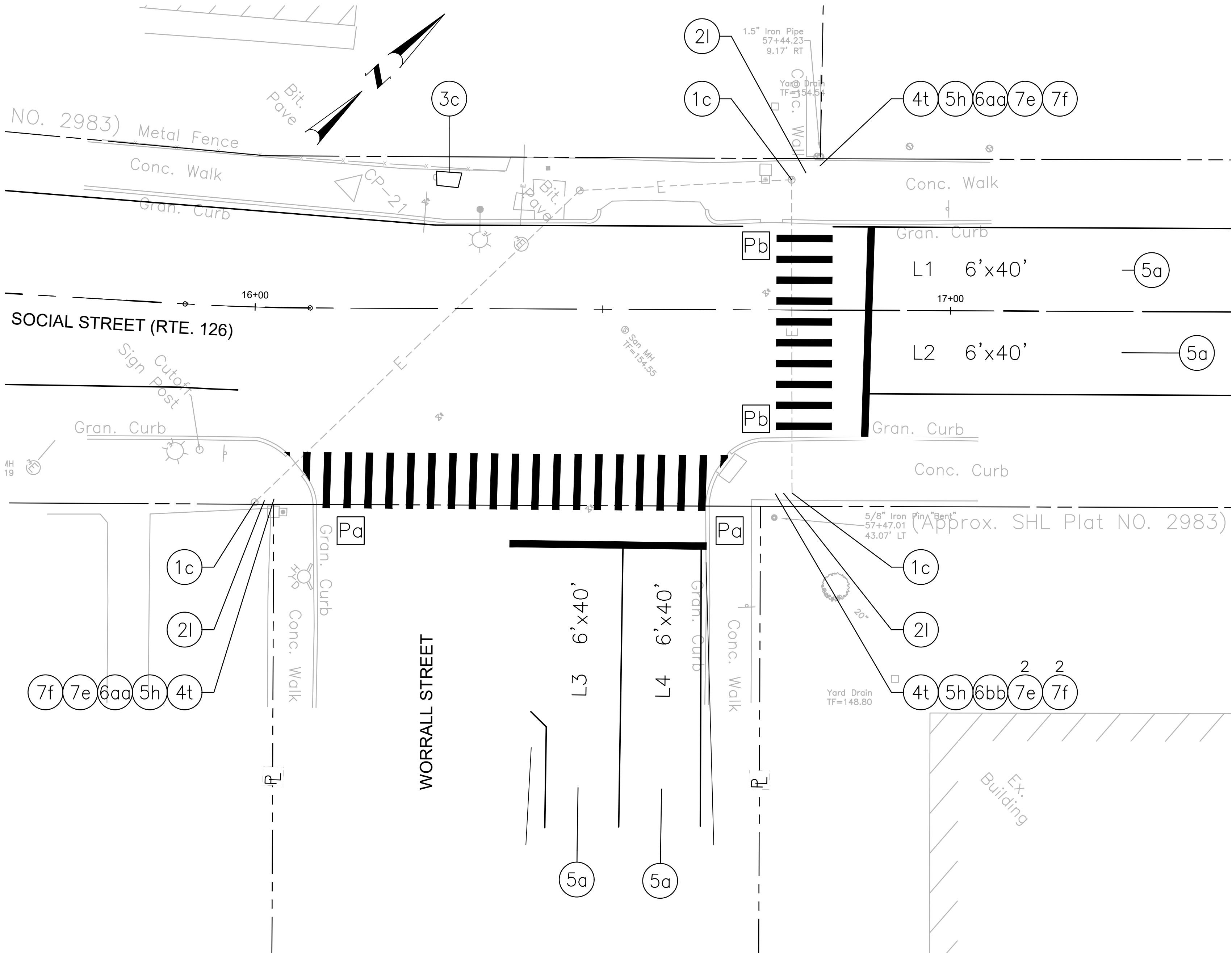


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 35
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
LOCATION PLAN NO. 6
WOONSOCKET RHODE ISLAND



NOTE:
THE COST OF ROTATING THE PEDESTRIAN PUSHBUTTON SHALL BE INCIDENTAL TO THE WHEELCHAIR RAMP ITEM(S).

QTY.	ITEM
3	PEDESTRIAN PEDESTAL POLES
4	PEDESTRIAN PUSH BUTTONS
4	PEDESTRIAN SIGNAL HEADS W/ASSEMBLIES

REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT

APD AUDIBLE INDICATIONS					
APD NO.	AUDIBLE ACTIVATION CONFIRMATION		AUDIBLE WALK INDICATIONS		
	TYPE	MESSAGE	TYPE	DETAILS	DURATION
P1	SPEECH MESSAGE	WAIT. WAIT TO CROSS SOCIAL STREET	RAPID TICK PERCUSSIVE TONE	SOCIAL STREET WALK SIGN IS ON TO CROSS SOCIAL STREET	ONE(1) READING OF THE MESSAGE
P2	SPEECH MESSAGE	WAIT. WAIT TO CROSS SOCIAL STREET	SPEECH MESSAGE	SOCIAL STREET WALK SIGN IS ON TO CROSS SOCIAL STREET	ONE(1) READING OF THE MESSAGE
P3	SPEECH MESSAGE	WAIT. WAIT TO CROSS WORRAL STREET	SPEECH MESSAGE	EAST MAIN ROAD. WALK SIGN IS ON TO CROSS EAST MAIN ROAD	ONE(1) READING OF THE MESSAGE
P4	SPEECH MESSAGE	WAIT	RAPID TICK PERCUSSIVE TONE	8-10 TICKS/SEC	EQUAL TO DURATION OF WALK SIGNAL DISPLAY

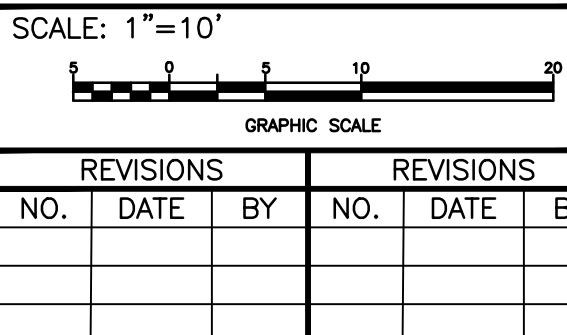
TRAFFIC SIGNAL MATERIALS LIST		
1c		BREAK INTO EXISTING HANDHOLE
2l		2 INCH RIGID STEEL CONDUIT-UNDERGROUND
3c		MODIFY EXISTING TRAFFIC SIGNAL CONTROLLER/CABINET
4t		TRAFFIC SIGNAL STD., 8 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
4ta		4 FT. STUB POLE
4u		TRAFFIC SIGNAL STD., 10 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
5a		TRAFFIC DETECTOR-LOOP, STD. 19.6.0
5h		ACCESSIBLE PEDESTRIAN DETECTOR - PUSHBUTTON WITH SIGN
5j		EXTENSION BRACKET FOR PEDESTRIAN DETECTOR
6o		SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - BRACKET MNTD.
6u		1 WAY PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER (12 INCH)-BRACKET MNTD.
6ua		SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - PEDESTAL MNTD.
6aa		1 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
6bb		2 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
7a		6 AWG SINGLE CONDUCTOR CABLE 600V INSULATION
7e		14 AWG 3 CONDUCTOR CABLE
7f		14 AWG 5 CONDUCTOR CABLE

- NOTES:
- CONTRACTOR SHALL USE EXISTING CABLE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - NEW CABLE CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
 - THE COST TO RE-USE/CONNECT EXISTING WIRE SHALL BE INCIDENTAL TO THE APPLICABLE PUSH BUTTONS AND/OR SIGNAL HEADS.
 - IF THE EXISTING CONDUIT RUN BETWEEN THE HANDHOLE AND NEW PEDESTAL POLE CANNOT BE RE-USED OR IS PVC CONDUIT, IT SHALL BE REPLACED WITH RIGID STEEL CONDUIT.
 - NEW CONDUIT CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
 - ALL PEDESTRIAN PUSHBUTTONS, NEW OR EXISTING TO REMAIN, SHALL BE TESTED TO ENSURE THEY ARE PROPERLY ORIENTED TO THE CROSSWALK AND CALL THE CORRECT PHASE. ANY BUTTONS NOT PROPERLY ORIENTED SHALL BE MOVED ACCORDINGLY, INCLUDING DRILLING NEW HOLES AS NECESSARY. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT ITEM.
 - THE COST FOR BREAKING INTO HANDHOLE SHALL BE INCIDENTAL TO NEW CONDUIT ITEMS.

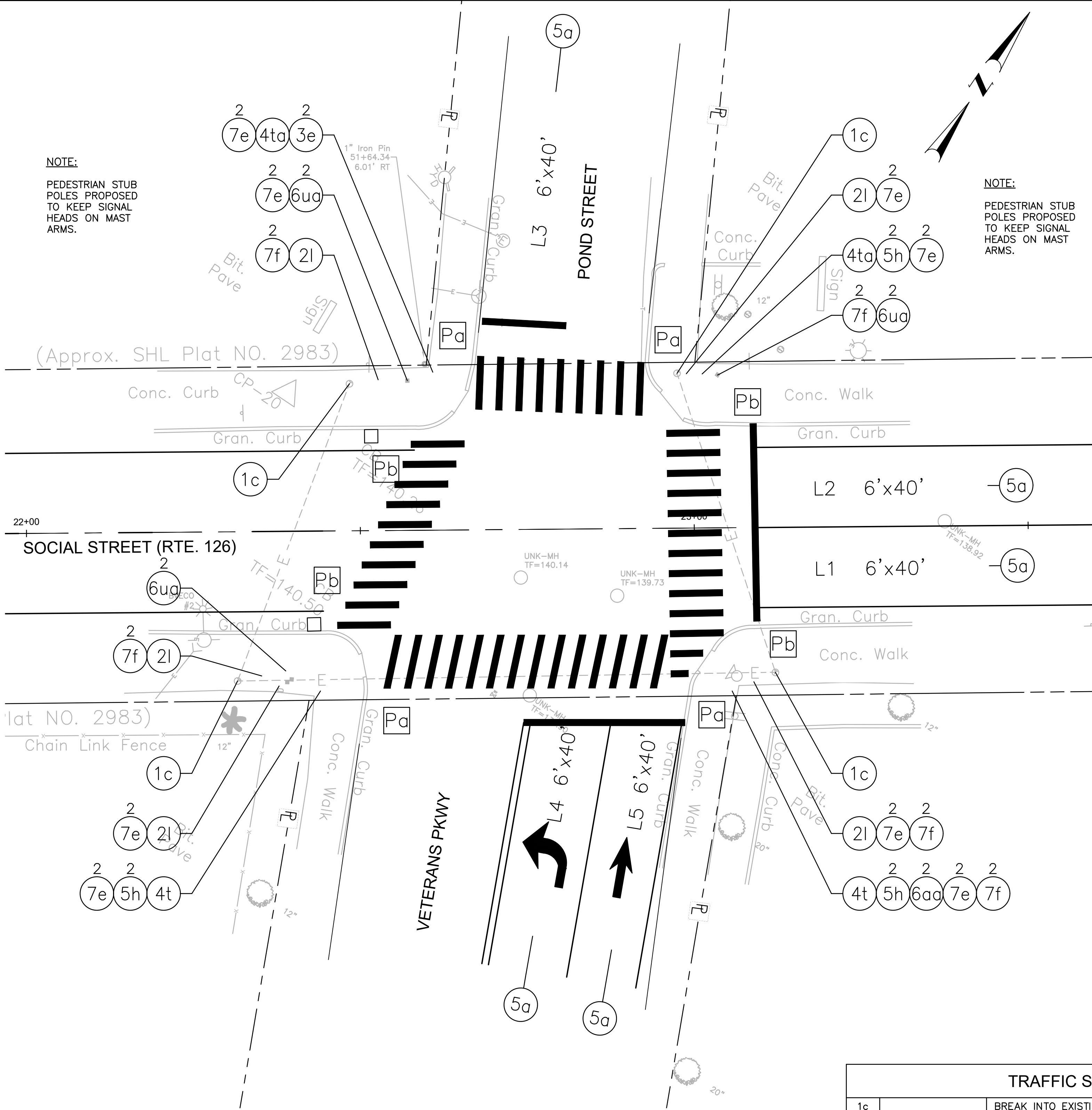


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 36
OF: 74



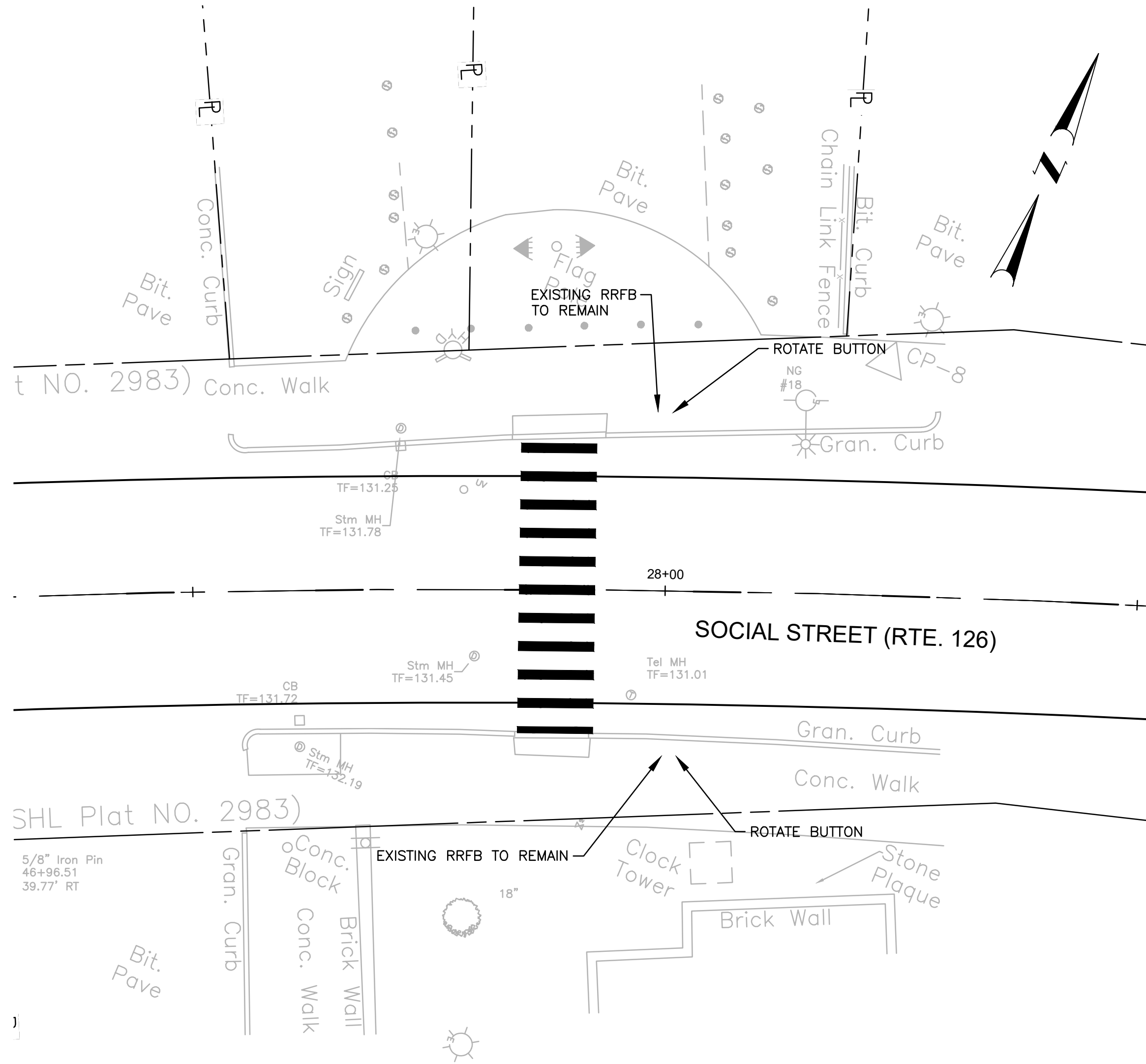
WOONSOCKET CORRIDOR
VOLUME: 1
INTERSECTION DETAILS - 1



QTY.	ITEM
1	PEDESTRIAN PEDESTAL POLES
8	PEDESTRIAN PUSH BUTTONS
8	PEDESTRIAN SIGNAL HEADS W/ASSEMBLIES

REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT

TRAFFIC SIGNAL MATERIALS LIST		
1c		BREAK INTO EXISTING HANDHOLE
2l		2 INCH RIGID STEEL CONDUIT-UNDERGROUND
3c	☒	MODIFY EXISTING TRAFFIC SIGNAL CONTROLLER/CABINET
4t	•	TRAFFIC SIGNAL STD., 8 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
4ta	•	4 FT. STUB POLE
4u	•	TRAFFIC SIGNAL STD., 10 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
5a	▬	TRAFFIC DETECTOR-LOOP, STD. 19.6.0
5h	◀	ACCESSIBLE PEDESTRIAN DETECTOR - PUSHBUTTON WITH SIGN
5j		EXTENSION BRACKET FOR PEDESTRIAN DETECTOR
6o	↔	SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - BRACKET MNTD.
6u	◻	1 WAY PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER (12 INCH)-BRACKET MNTD.
6ua	↔	SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - PEDESTAL MNTD.
6aa	◻	1 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
6bb	◻	2 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
7a		6 AWG SINGLE CONDUCTOR CABLE 600V INSULATION
7e		14 AWG 3 CONDUCTOR CABLE
7f		14 AWG 5 CONDUCTOR CABLE



- NOTES:
- CONTRACTOR SHALL USE EXISTING CABLE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - NEW CABLE CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
 - THE COST TO RE-USE/CONNECT EXISTING WIRE SHALL BE INCIDENTAL TO THE APPLICABLE PUSH BUTTONS AND/OR SIGNAL HEADS.
 - IF THE EXISTING CONDUIT RUN BETWEEN THE HANDHOLE AND NEW PEDESTAL POLE CANNOT BE RE-USED OR IS PVC CONDUIT, IT SHALL BE REPLACED WITH RIGID STEEL CONDUIT.
 - NEW CONDUIT CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
 - ALL PEDESTRIAN PUSHBUTTONS, NEW OR EXISTING TO REMAIN, SHALL BE TESTED TO ENSURE THEY ARE PROPERLY ORIENTED TO THE CROSSWALK AND CALL THE CORRECT PHASE. ANY BUTTONS NOT PROPERLY ORIENTED SHALL BE MOVED ACCORDINGLY, INCLUDING DRILLING NEW HOLES AS NECESSARY. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT ITEM.
 - THE COST FOR BREAKING INTO HANDHOLE SHALL BE INCIDENTAL TO NEW CONDUIT ITEMS.



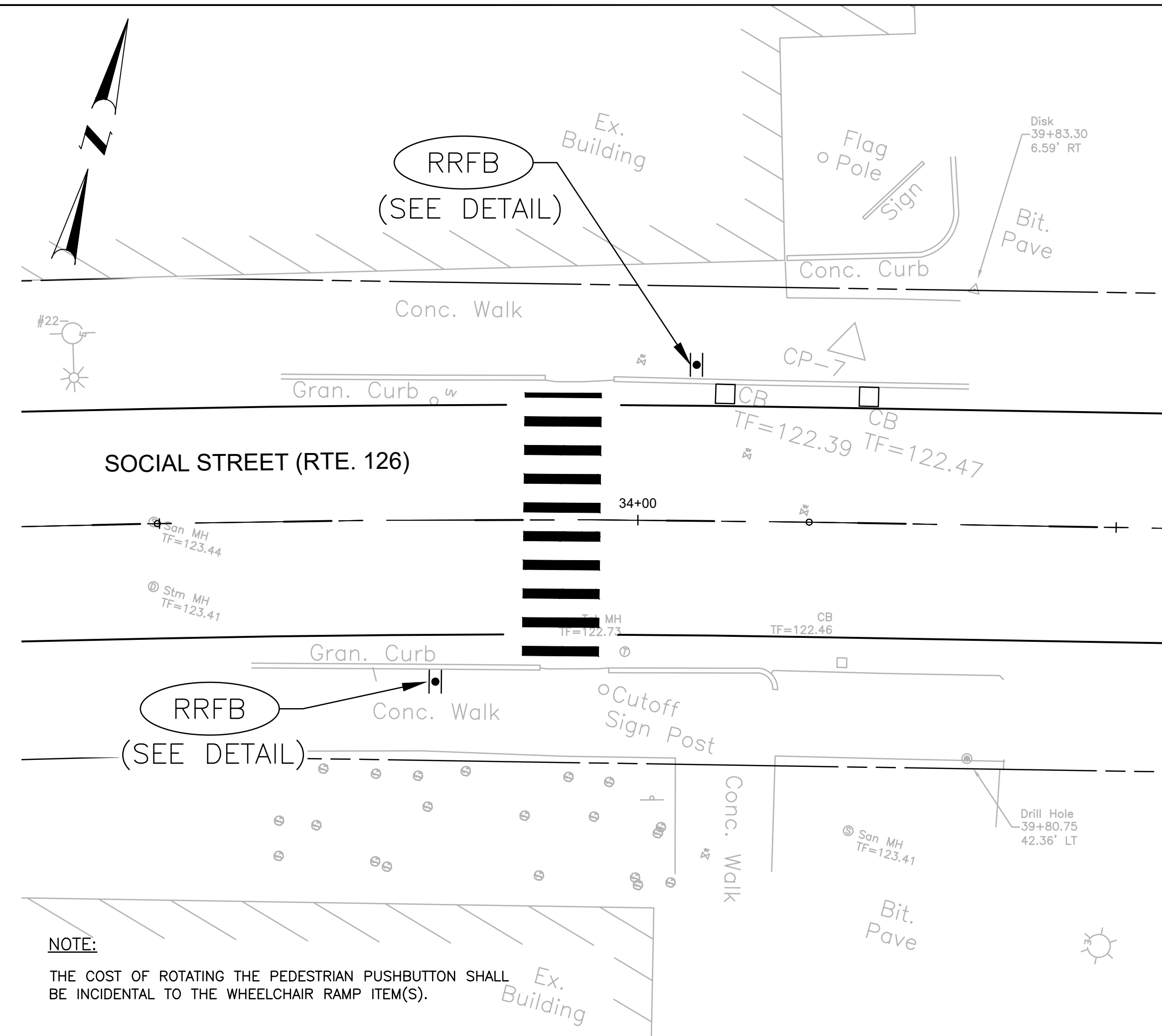
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 37
OF: 74

SCALE: 1"=10'					
GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
INTERSECTION DETAILS - 2

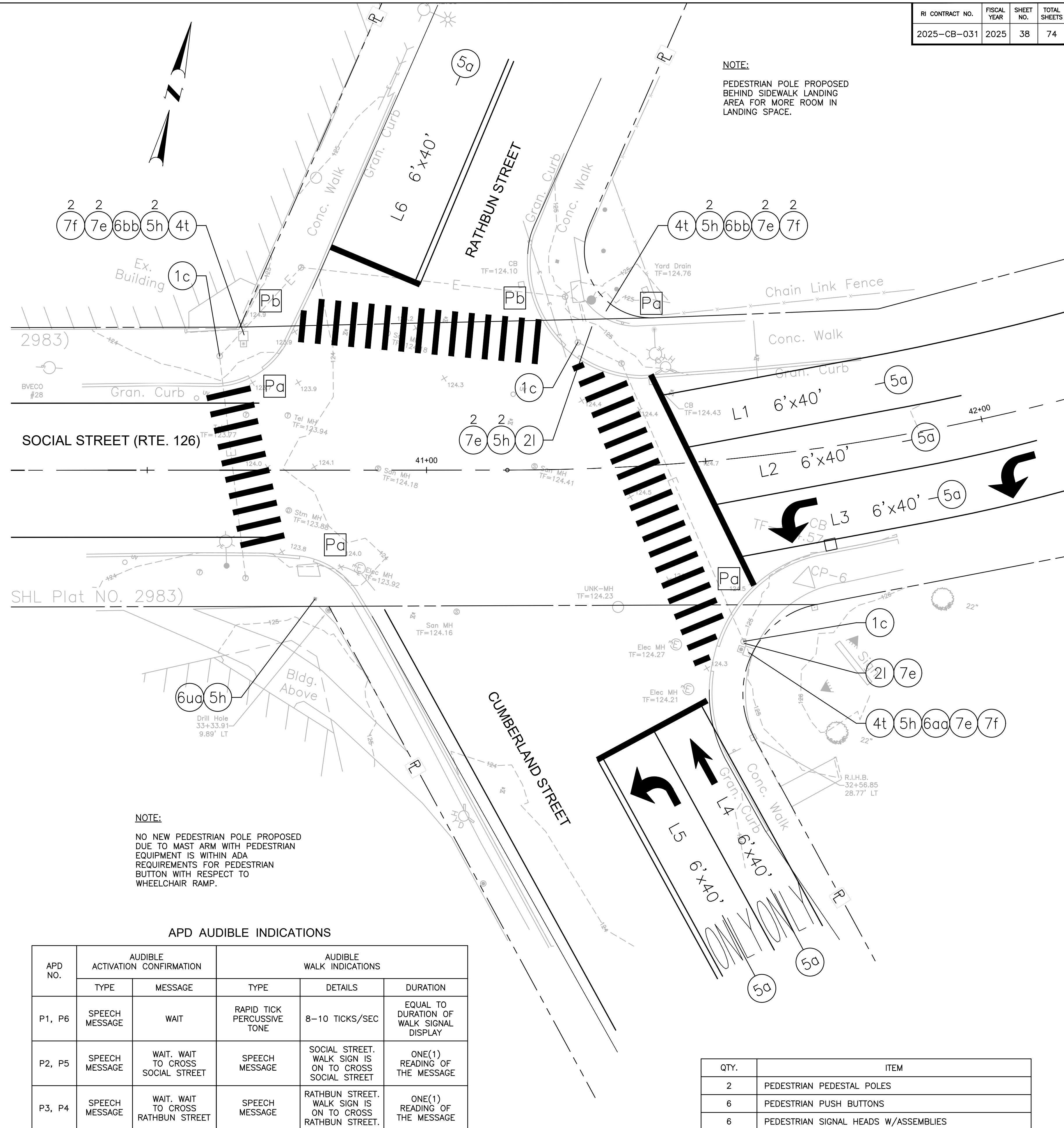
RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	38	74



TRAFFIC SIGNAL MATERIALS LIST		
1c		BREAK INTO EXISTING HANDHOLE
2l		2 INCH RIGID STEEL CONDUIT—UNDERGROUND
3c		MODIFY EXISTING TRAFFIC SIGNAL CONTROLLER/CABINET
4t		TRAFFIC SIGNAL STD., 8 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
4ta		4 FT. STUB POLE
4u		TRAFFIC SIGNAL STD., 10 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
5a		TRAFFIC DETECTOR—LOOP, STD. 19.6.0
5h		ACCESSIBLE PEDESTRIAN DETECTOR – PUSHBUTTON WITH SIGN
5j		EXTENSION BRACKET FOR PEDESTRIAN DETECTOR
6o		SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS – BRACKET MNTD.
6o		1 WAY PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER (12 INCH)—BRACKET MNTD.
6ua		SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS – PEDESTAL MNTD.
6aa		1 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) – PEDESTAL MNTD.
6bb		2 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) – PEDESTAL MNTD.
7a		6 AWG SINGLE CONDUCTOR CABLE 600V INSULATION
7e		14 AWG 3 CONDUCTOR CABLE
7f		14 AWG 5 CONDUCTOR CABLE

NOTES:

1. CONTRACTOR SHALL USE EXISTING CABLE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
2. NEW CABLE CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
3. THE COST TO RE-USE/CONNECT EXISTING WIRE SHALL BE INCIDENTAL TO THE APPLICABLE PUSH BUTTONS AND/OR SIGNAL HEADS.
4. IF THE EXISTING CONDUIT RUN BETWEEN THE HANDHOLE AND NEW PEDESTAL POLE CANNOT BE RE-USED OR IS PVC CONDUIT, IT SHALL BE REPLACED WITH RIGID STEEL CONDUIT.
5. NEW CONDUIT CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
6. ALL PEDESTRIAN PUSHBUTTONS, NEW OR EXISTING TO REMAIN, SHALL BE TESTED TO ENSURE THEY ARE PROPERLY ORIENTED TO THE CROSSWALK AND CALL THE CORRECT PHASE. ANY BUTTONS NOT PROPERLY ORIENTED SHALL BE MOVED ACCORDINGLY, INCLUDING DRILLING NEW HOLES AS NECESSARY. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT ITEM.
7. THE COST FOR BREAKING INTO HANDHOLE SHALL BE INCIDENTAL TO NEW CONDUIT ITEMS.



APD NO.	AUDIBLE ACTIVATION CONFIRMATION		AUDIBLE WALK INDICATIONS		
	TYPE	MESSAGE	TYPE	DETAILS	DURATION
P1, P6	SPEECH MESSAGE	WAIT	RAPID TICK PERCUSSIVE TONE	8-10 TICKS/SEC	EQUAL TO DURATION OF WALK SIGNAL DISPLAY
P2, P5	SPEECH MESSAGE	WAIT. WAIT TO CROSS SOCIAL STREET	SPEECH MESSAGE	SOCIAL STREET. WALK SIGN IS ON TO CROSS SOCIAL STREET	ONE(1) READING OF THE MESSAGE
P3, P4	SPEECH MESSAGE	WAIT. WAIT TO CROSS RATHBUN STREET	SPEECH MESSAGE	RATHBUN STREET. WALK SIGN IS ON TO CROSS RATHBUN STREET.	ONE(1) READING OF THE MESSAGE

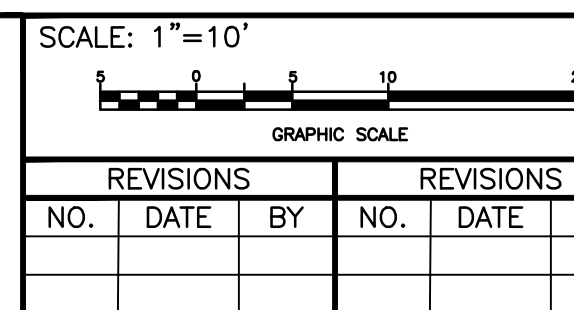
QTY.	ITEM
2	PEDESTRIAN PEDESTAL POLES
6	PEDESTRIAN PUSH BUTTONS
6	PEDESTRIAN SIGNAL HEADS W/ASSEMBLIES

REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 38
OF: 74



WOONSOCKET	WOONSOCKET CORRIDOR VOLUME: 1	RHODE ISLAND
INTERSECTION DETAILS - 3		

QTY.	ITEM
3	PEDESTRIAN PEDESTAL POLES
6	PEDESTRIAN PUSH BUTTONS
6	PEDESTRIAN SIGNAL HEADS W/ASSEMBLIES
1	VEHICULAR SIGNAL HEADS W/ASSEMBLIES

REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT

- NOTES:
- CONTRACTOR SHALL USE EXISTING CABLE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - NEW CABLE CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
 - THE COST TO RE-USE/CONNECT EXISTING WIRE SHALL BE INCIDENTAL TO THE APPLICABLE PUSH BUTTONS AND/OR SIGNAL HEADS.
 - IF THE EXISTING CONDUIT RUN BETWEEN THE HANDHOLE AND NEW PEDESTAL POLE CANNOT BE RE-USED OR IS PVC CONDUIT, IT SHALL BE REPLACED WITH RIGID STEEL CONDUIT.
 - NEW CONDUIT CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
 - ALL PEDESTRIAN PUSHBUTTONS, NEW OR EXISTING TO REMAIN, SHALL BE TESTED TO ENSURE THEY ARE PROPERLY ORIENTED TO THE CROSSWALK AND CALL THE CORRECT PHASE. ANY BUTTONS NOT PROPERLY ORIENTED SHALL BE MOVED ACCORDINGLY, INCLUDING DRILLING NEW HOLES AS NECESSARY. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT ITEM.
 - THE COST FOR BREAKING INTO HANDHOLE SHALL BE INCIDENTAL TO NEW CONDUIT ITEMS.

TRAFFIC SIGNAL MATERIALS LIST		
1c		BREAK INTO EXISTING HANDHOLE
2l		2 INCH RIGID STEEL CONDUIT-UNDERGROUND
3c	☒	MODIFY EXISTING TRAFFIC SIGNAL CONTROLLER/CABINET
4t	•	TRAFFIC SIGNAL STD., 8 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
4ta	•	4 FT. STUB POLE
4u	•	TRAFFIC SIGNAL STD., 10 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
5a	◁	TRAFFIC DETECTOR-LOOP, STD. 19.6.0
5h	◁	ACCESSIBLE PEDESTRIAN DETECTOR - PUSHBUTTON WITH SIGN
5j		EXTENSION BRACKET FOR PEDESTRIAN DETECTOR
6o	←	SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - BRACKET MNTD.
6u	◁	1 WAY PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER (12 INCH)-BRACKET MNTD.
6ua	←	SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - PEDESTAL MNTD.
6aa	◁	1 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
6bb	◁	2 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
7a		6 AWG SINGLE CONDUCTOR CABLE 600V INSULATION
7e		14 AWG 3 CONDUCTOR CABLE
7f		14 AWG 5 CONDUCTOR CABLE

APD AUDIBLE INDICATIONS

APD NO.	AUDIBLE ACTIVATION CONFIRMATION		AUDIBLE WALK INDICATIONS		
	TYPE	MESSAGE	TYPE	DETAILS	DURATION
P1 - P6	SPEECH MESSAGE	WAIT	RAPID TICK PERCUSSIVE TONE	8-10 TICKS/SEC	EQUAL TO DURATION OF WALK SIGNAL DISPLAY

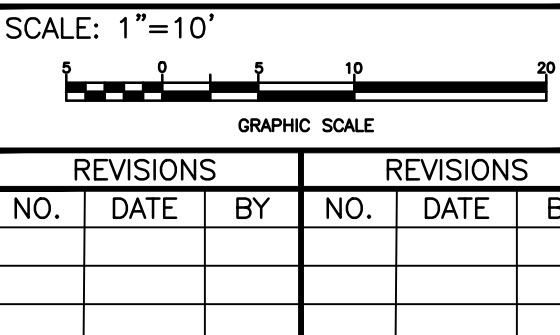
NOTE:
PEDESTRIAN STUB POLE IS PROPOSED TO KEEP SIGNAL HEADS ON MAST ARM.

NOTE:
DO NOT BLOCK CABINET ACCESS



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 39
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
INTERSECTION DETAILS - 4

QTY.	ITEM
8	PEDESTRIAN PUSH BUTTONS

REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT

NOTES:

- CONTRACTOR SHALL USE EXISTING CABLE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- NEW CABLE CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
- THE COST TO RE-USE/CONNECT EXISTING WIRE SHALL BE INCIDENTAL TO THE APPLICABLE PUSH BUTTONS AND/OR SIGNAL HEADS.
- IF THE EXISTING CONDUIT RUN BETWEEN THE HANDHOLE AND NEW PEDESTAL POLE CANNOT BE RE-USED OR IS PVC CONDUIT, IT SHALL BE REPLACED WITH RIGID STEEL CONDUIT.
- NEW CONDUIT CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
- ALL PEDESTRIAN PUSHBUTTONS, NEW OR EXISTING TO REMAIN, SHALL BE TESTED TO ENSURE THEY ARE PROPERLY ORIENTED TO THE CROSSWALK AND CALL THE CORRECT PHASE. ANY BUTTONS NOT PROPERLY ORIENTED SHALL BE MOVED ACCORDINGLY, INCLUDING DRILLING NEW HOLES AS NECESSARY. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT ITEM.
- THE COST FOR BREAKING INTO HANDHOLE SHALL BE INCIDENTAL TO NEW CONDUIT ITEMS.

TRAFFIC SIGNAL MATERIALS LIST	
1c	BREAK INTO EXISTING HANDHOLE
2l	2 INCH RIGID STEEL CONDUIT-UNDERGROUND
3c	MODIFY EXISTING TRAFFIC SIGNAL CONTROLLER/CABINET
4t	TRAFFIC SIGNAL STD., 8 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
4ta	4 FT. STUB POLE
4u	TRAFFIC SIGNAL STD., 10 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
5a	TRAFFIC DETECTOR-LOOP, STD. 19.6.0
5h	ACCESSIBLE PEDESTRIAN DETECTOR - PUSHBUTTON WITH SIGN
5j	EXTENSION BRACKET FOR PEDESTRIAN DETECTOR
6o	SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - BRACKET MNTD.
6u	1 WAY PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER (12 INCH)-BRACKET MNTD.
6ua	SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - PEDESTAL MNTD.
6aa	1 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
6bb	2 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
7a	6 AWG SINGLE CONDUCTOR CABLE 600V INSULATION
7e	14 AWG 3 CONDUCTOR CABLE
7f	14 AWG 5 CONDUCTOR CABLE

APD AUDIBLE INDICATIONS

APD NO.	AUDIBLE ACTIVATION CONFIRMATION		AUDIBLE WALK INDICATIONS		
	TYPE	MESSAGE	TYPE	DETAILS	DURATION
P1,P2	SPEECH MESSAGE	WAIT. WAIT TO CROSS DIAMOND HILL RD	SPEECH MESSAGE	DIAMOND HILL RD. WALK SIGN IS ON TO CROSS DIAMOND HILL RD	ONE(1) READING OF THE MESSAGE
P3,P4	SPEECH MESSAGE	WAIT. WAIT TO CROSS SOCIAL STREET	SPEECH MESSAGE	SOCIAL STREET. WALK SIGN IS ON TO CROSS SOCIAL STREET	ONE(1) READING OF THE MESSAGE
P5,P6	SPEECH MESSAGE	WAIT. WAIT TO CROSS DIAMOND HILL RD	SPEECH MESSAGE	DIAMOND HILL RD. WALK SIGN IS ON TO CROSS DIAMOND HILL RD	ONE(1) READING OF THE MESSAGE
P7,P8	SPEECH MESSAGE	WAIT. WAIT TO CROSS SOCIAL STREET	SPEECH MESSAGE	SOCIAL STREET. WALK SIGN IS ON TO CROSS SOCIAL STREET	ONE(1) READING OF THE MESSAGE

NOTE:

- PEDESTRIAN STUB POLE IS PROPOSED TO KEEP SIGNAL HEADS ON MAST ARM.
- LANDING AREA EXTENDED EAST OF CABINET FOUNDATION IN ORDER TO HAVE A 4' AREA FOR BUTTON ACCESS.
- PEDESTRIAN BUTTON BRACKET PROPOSED TO MAINTAIN 10" REACH REQUIREMENTS FOR REACHABILITY.



NOTE:

PEDESTRIAN BUTTON BRACKET PROPOSED TO MAINTAIN 10" REACH REQUIREMENTS FOR ACCESSIBILITY.

NOTE:

PEDESTRIAN STUB POLE IS PROPOSED TO KEEP SIGNAL HEADS ON MAST ARM.

NOTE:

PEDESTRIAN STUB POLE IS PROPOSED TO KEEP SIGNAL HEADS ON MAST ARM.

NOTE:

PEDESTRIAN BUTTON BRACKET PROPOSED TO MAINTAIN 10" REACH REQUIREMENTS FOR ACCESSIBILITY.

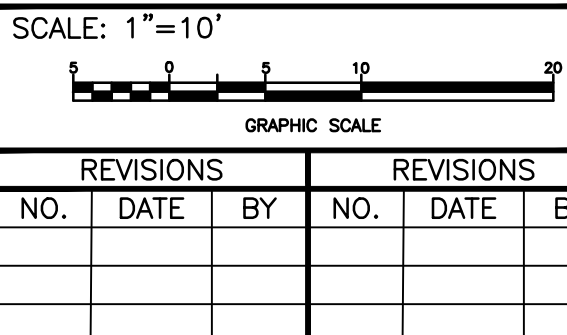
NOTE:

PEDESTRIAN STUB POLE IS PROPOSED TO KEEP SIGNAL HEADS ON MAST ARM.

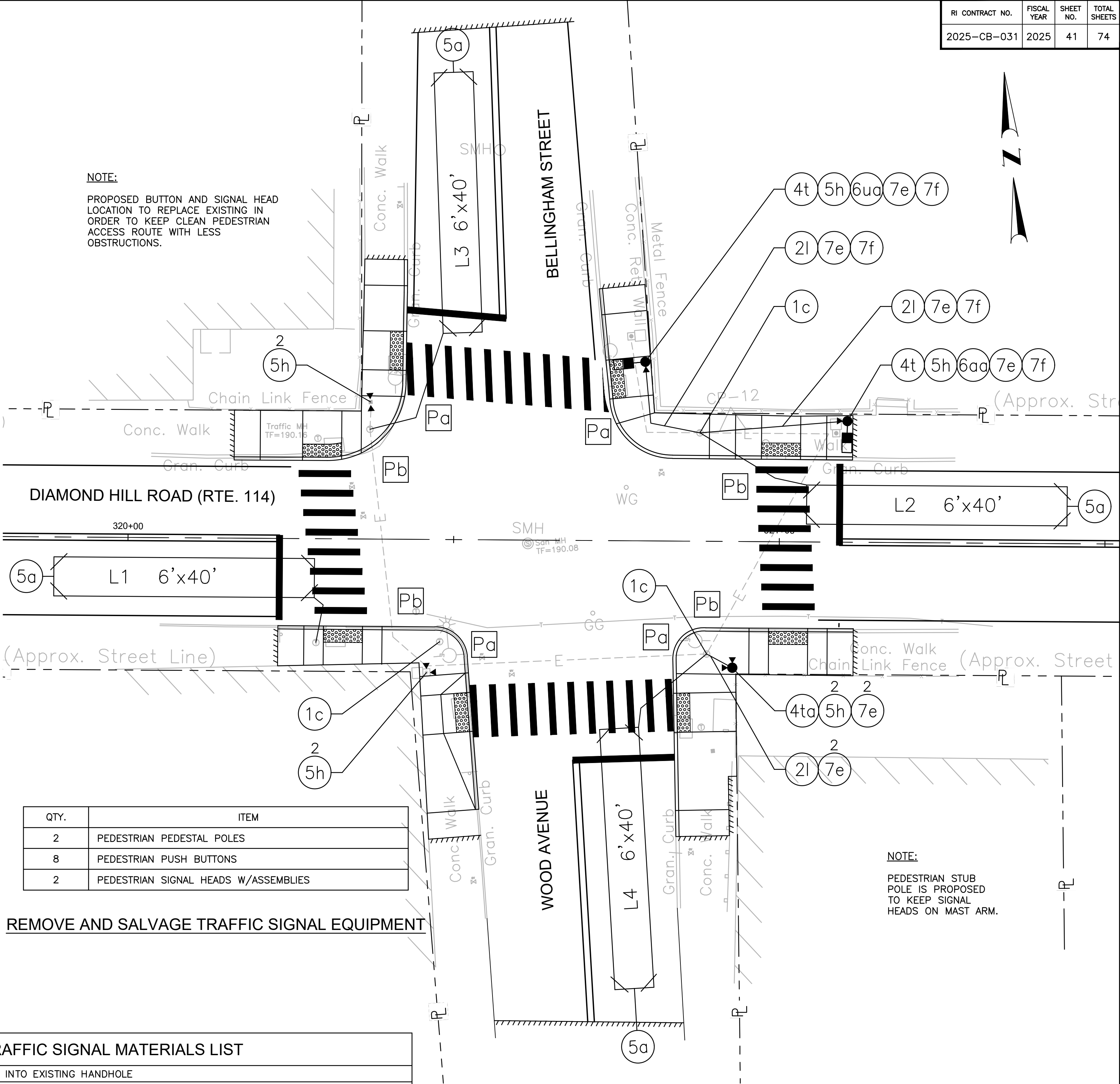
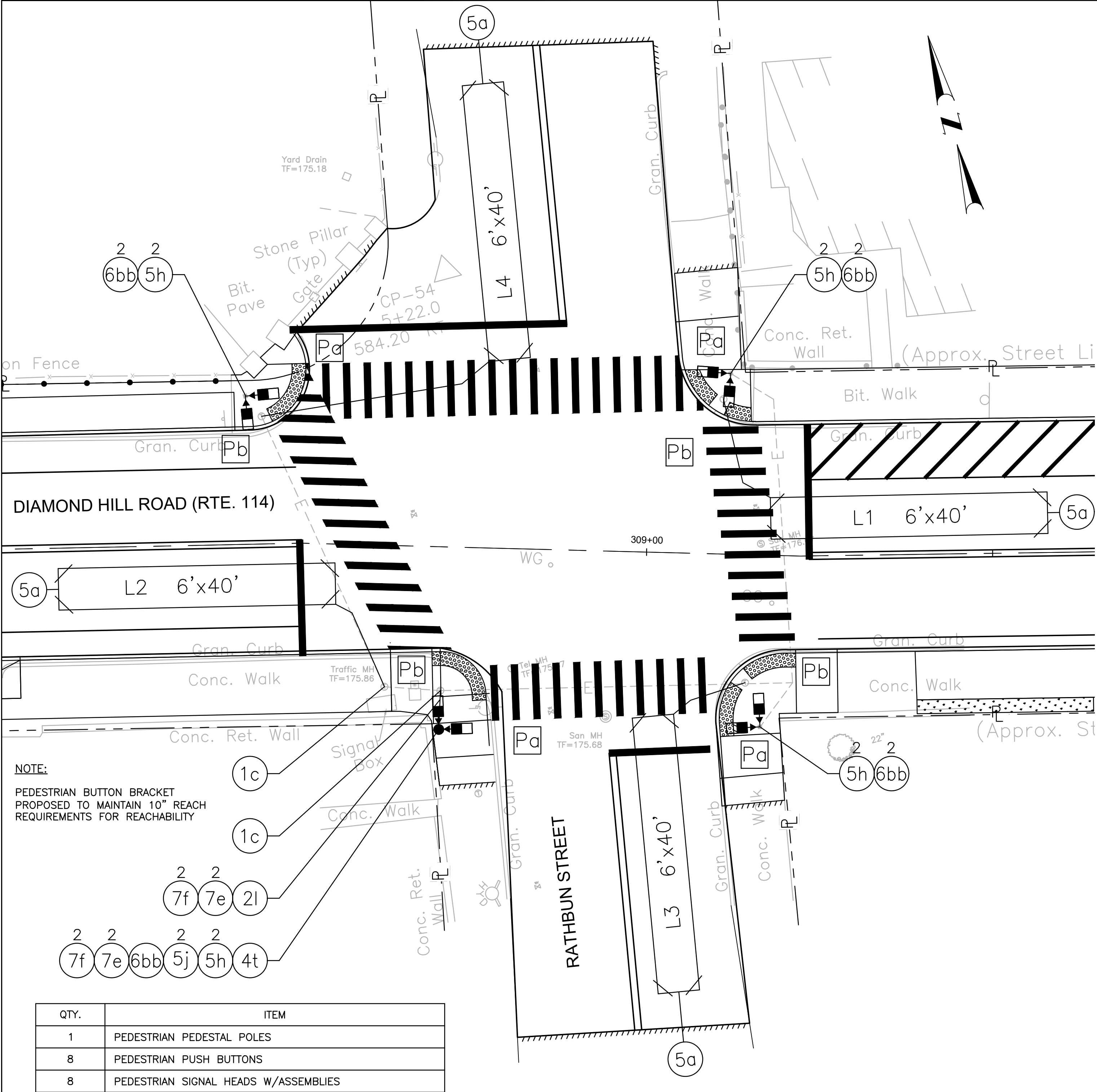


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 40
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
INTERSECTION DETAILS - 5



QTY.	ITEM
2	PEDESTRIAN PEDESTAL POLES
8	PEDESTRIAN PUSH BUTTONS
2	PEDESTRIAN SIGNAL HEADS W/ASSEMBLIES

REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT

REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT

APD AUDIBLE INDICATIONS

APD NO.	AUDIBLE ACTIVATION CONFIRMATION		AUDIBLE WALK INDICATIONS		
	TYPE	MESSAGE	TYPE	DETAILS	DURATION
P1,P2	SPEECH MESSAGE	WAIT. WAIT TO CROSS RATHBUN STREET	SPEECH MESSAGE	RATHBUN STREET. WALK SIGN IS ON TO CROSS RATHBUN STREET	ONE(1) READING OF THE MESSAGE
P3,P4	SPEECH MESSAGE	WAIT. WAIT TO CROSS DIAMOND HILL RD	SPEECH MESSAGE	DIAMOND HILL RD. WALK SIGN IS ON TO CROSS DIAMOND HILL RD	ONE(1) READING OF THE MESSAGE
P5,P6	SPEECH MESSAGE	WAIT. WAIT TO CROSS RATHBUN STREET	SPEECH MESSAGE	RATHBUN STREET. WALK SIGN IS ON TO CROSS RATHBUN STREET	ONE(1) READING OF THE MESSAGE
P7,P8	SPEECH MESSAGE	WAIT. WAIT TO CROSS DIAMOND HILL RD	SPEECH MESSAGE	DIAMOND HILL RD. WALK SIGN IS ON TO CROSS DIAMOND HILL RD	ONE(1) READING OF THE MESSAGE

TRAFFIC SIGNAL MATERIALS LIST	
1c	BREAK INTO EXISTING HANDHOLE
2l	2 INCH RIGID STEEL CONDUIT-UNDERGROUND
3c	☒ MODIFY EXISTING TRAFFIC SIGNAL CONTROLLER/CABINET
4t	• TRAFFIC SIGNAL STD., 8 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
4ta	• 4 FT. STUB POLE
4u	• TRAFFIC SIGNAL STD., 10 FT., STD. 19.4.0 ALUMINUM PEDESTAL POLE & FNDN.
5a	☒ TRAFFIC DETECTOR-LOOP, STD. 19.6.0
5h	• ACCESSIBLE PEDESTRIAN DETECTOR - PUSHBUTTON WITH SIGN
5j	• EXTENSION BRACKET FOR PEDESTRIAN DETECTOR
6o	← SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - BRACKET MNTD.
6u	☒ 1 WAY PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER (12 INCH)-BRACKET MNTD.
6ua	← SIGNAL HEAD 1 WAY, THREE SECTION 12 INCH LENS - PEDESTAL MNTD.
6aa	☒ 1 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
6bb	☒ 2 WAY PEDESTRIAN HEAD WITH COUNTDOWN TIMER (12 INCH) - PEDESTAL MNTD.
7a	• 6 AWG SINGLE CONDUCTOR CABLE 600V INSULATION
7e	• 14 AWG 3 CONDUCTOR CABLE
7f	• 14 AWG 5 CONDUCTOR CABLE

NOTES:

- CONTRACTOR SHALL USE EXISTING CABLE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- NEW CABLE CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
- THE COST TO RE-USE/CONNECT EXISTING WIRE SHALL BE INCIDENTAL TO THE APPLICABLE PUSH BUTTONS AND/OR SIGNAL HEADS.
- IF THE EXISTING CONDUIT RUN BETWEEN THE HANDHOLE AND NEW PEDESTAL POLE CANNOT BE RE-USED OR IS PVC CONDUIT, IT SHALL BE REPLACED WITH RIGID STEEL CONDUIT.
- NEW CONDUIT CALLOUTS ARE PROVIDED IN CASE THEY ARE NECESSARY AS DETERMINED BY THE ENGINEER.
- ALL PEDESTRIAN PUSHBUTTONS, NEW OR EXISTING TO REMAIN, SHALL BE TESTED TO ENSURE THEY ARE PROPERLY ORIENTED TO THE CROSSWALK AND CALL THE CORRECT PHASE. ANY BUTTONS NOT PROPERLY ORIENTED SHALL BE MOVED ACCORDINGLY, INCLUDING DRILLING NEW HOLES AS NECESSARY. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT ITEM.
- THE COST FOR BREAKING INTO HANDHOLE SHALL BE INCIDENTAL TO NEW CONDUIT ITEMS.

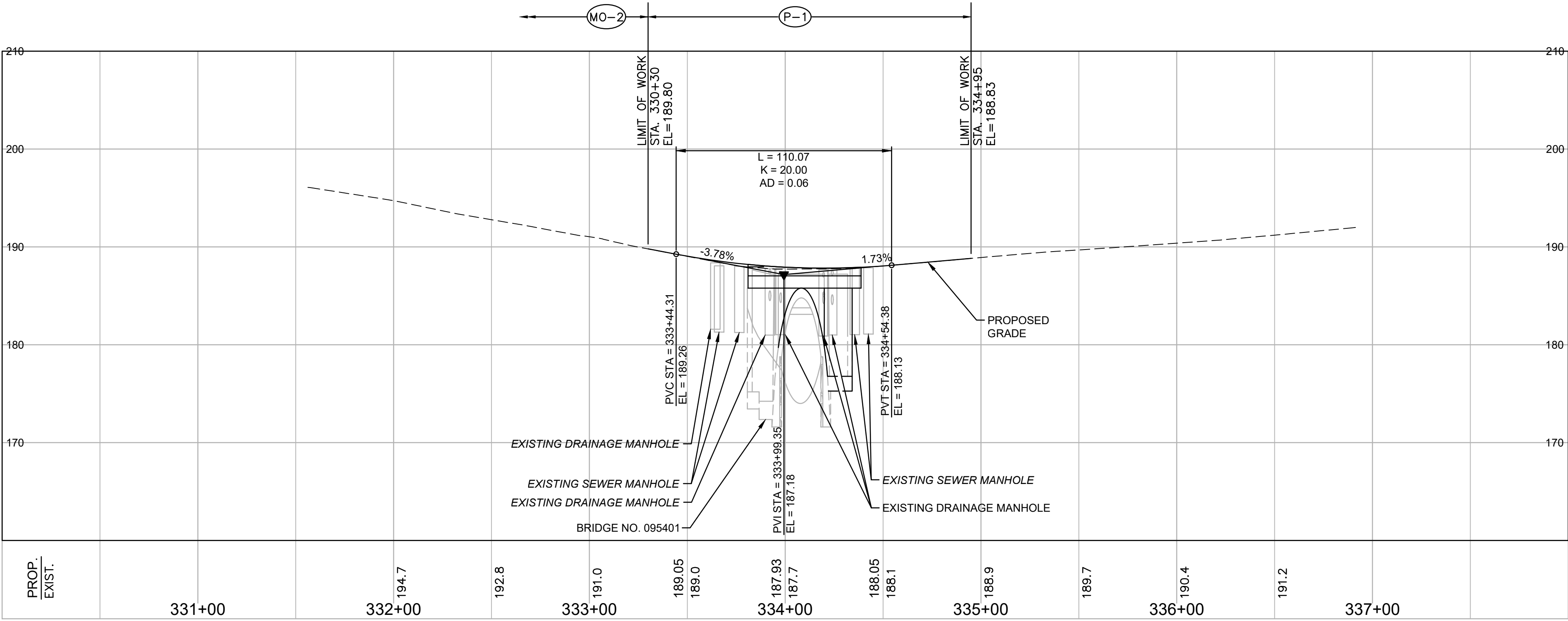


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

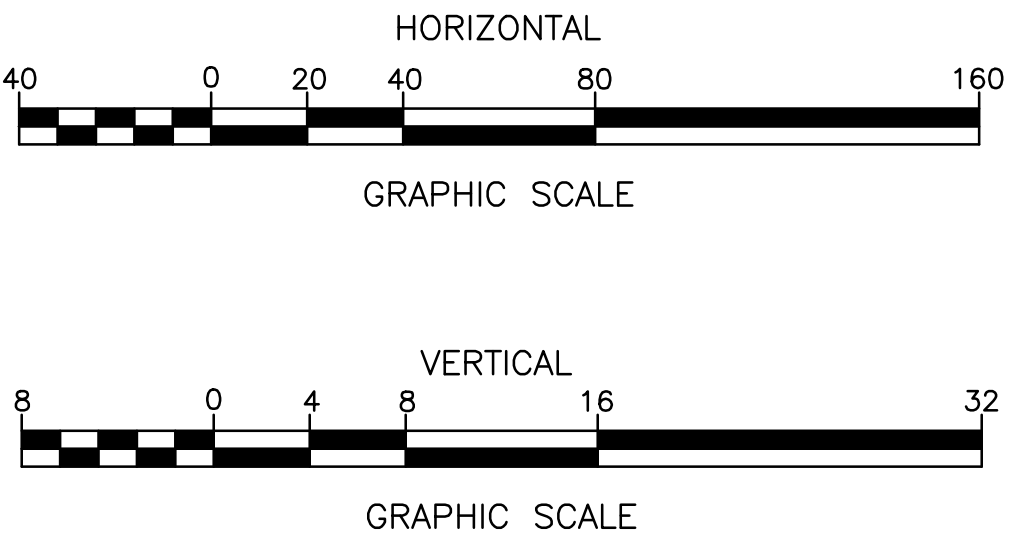
DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 41
OF: 74

SCALE: 1"=10'					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
INTERSECTION DETAILS - 6



DIAMOND HILL ROAD - BRIDGE NO. 095401

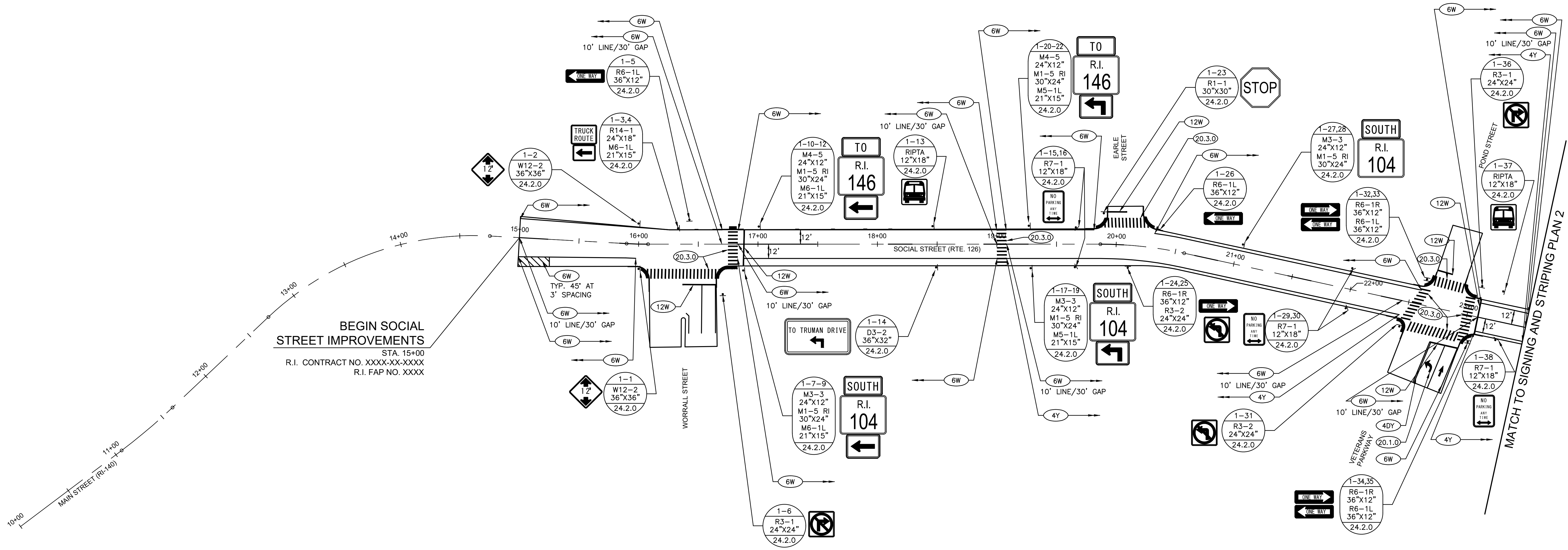
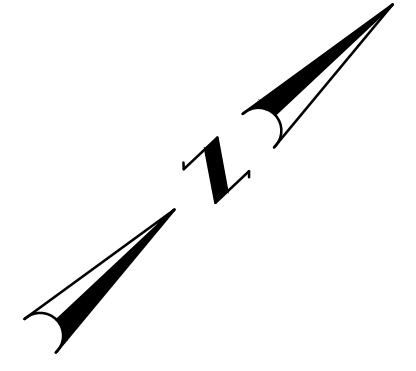


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 42
OF: 74

SCALE:					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
PROFILE



- NOTES
1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
 2. PROPOSED SIGNS ARE TO REPLACE EXISTING SIGNS AT PROPOSED LOCATIONS UNLESS OTHERWISE NOTED.
 3. ALL SIGNS NOT SHOWN ON THIS PLAN ARE PROPOSED TO REMAIN.



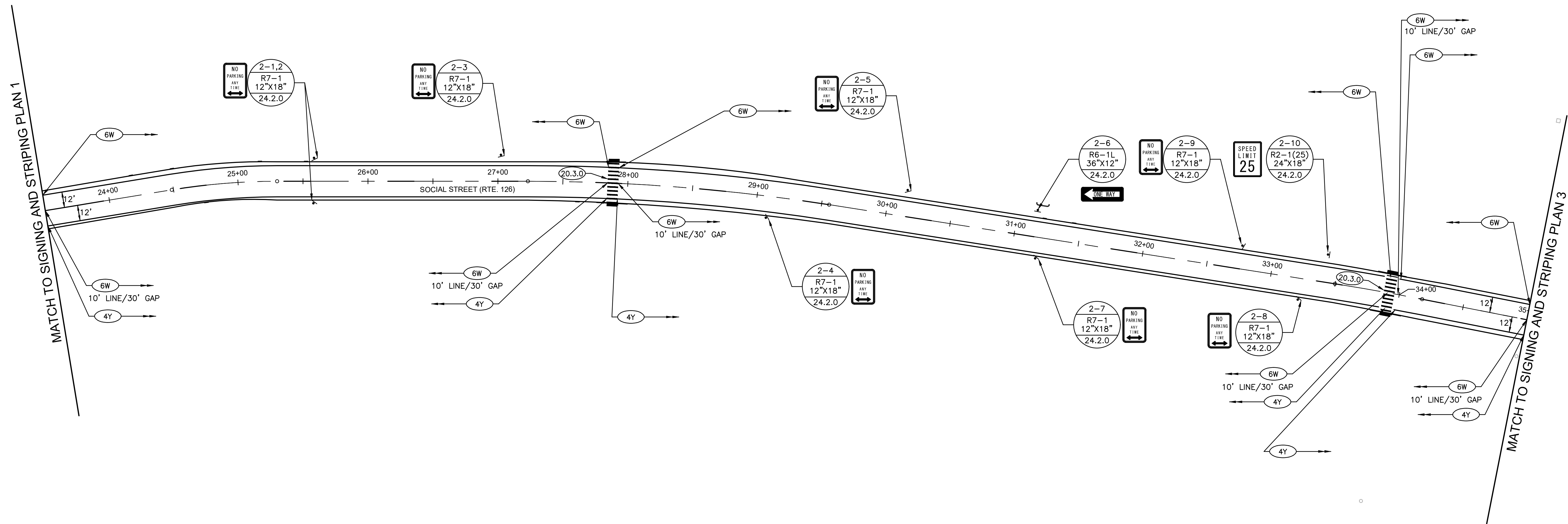
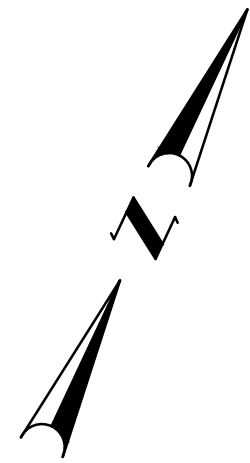
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 43
OF: 74

SCALE: 1"=40'					
GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET RHODE ISLAND
SIGNING AND STRIPING PLAN 1

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	44	74



NOTES

1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
2. PROPOSED SIGNS ARE TO REPLACE EXISTING SIGNS AT PROPOSED LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL SIGNS NOT SHOWN ON THIS PLAN ARE PROPOSED TO REMAIN.

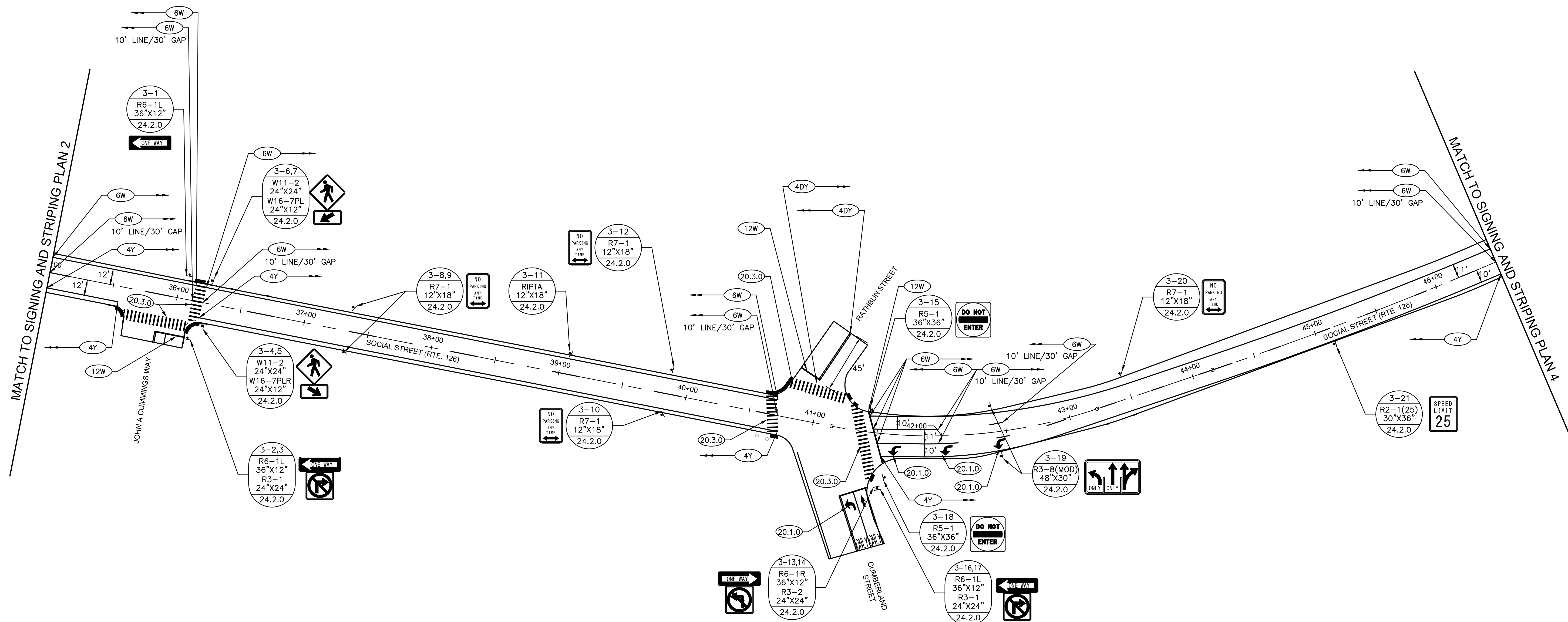
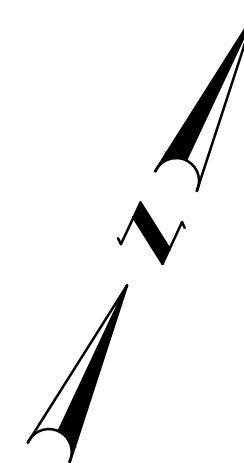


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 44
OF: 74

REVISIONS					
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
SIGNING AND STRIPING PLAN 2



- NOTES
1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
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 3. ALL SIGNS NOT SHOWN ON THIS PLAN ARE PROPOSED TO REMAIN.

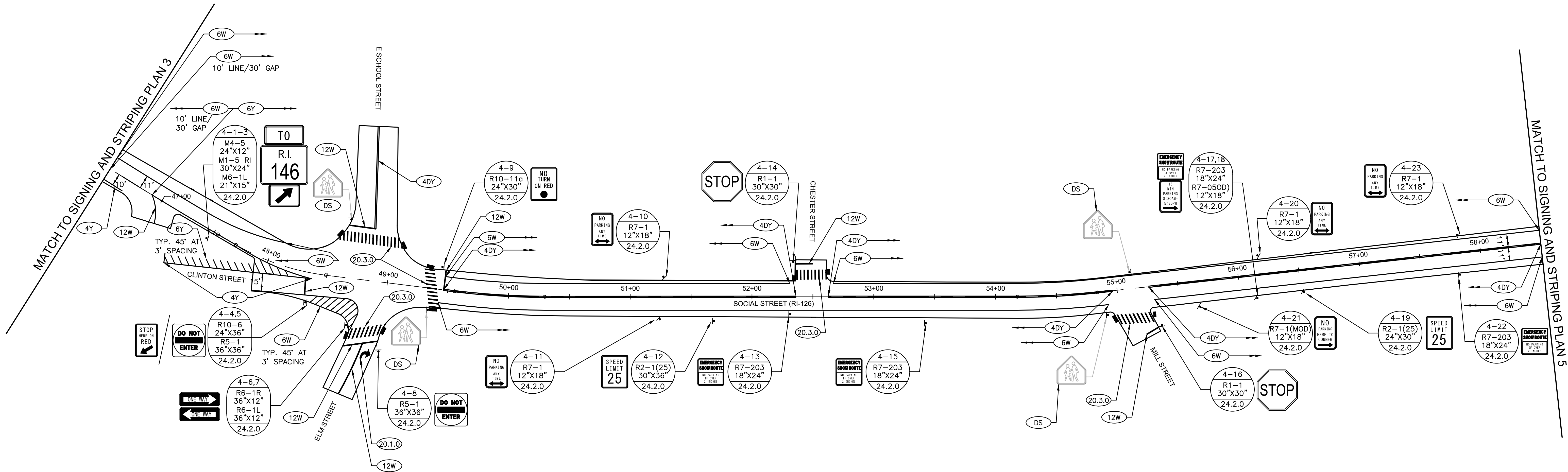


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 45
OF: 74

SCALE: 1"=40'					
GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET RHODE ISLAND
SIGNING AND STRIPING PLAN 3

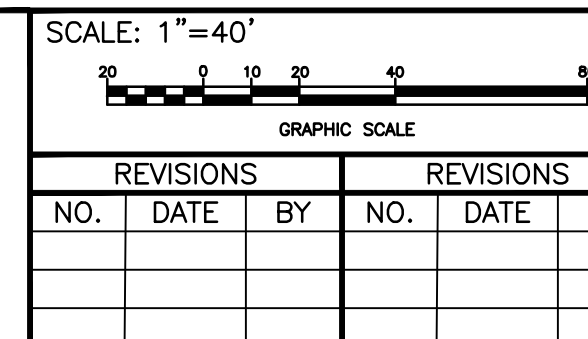


- NOTES
1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
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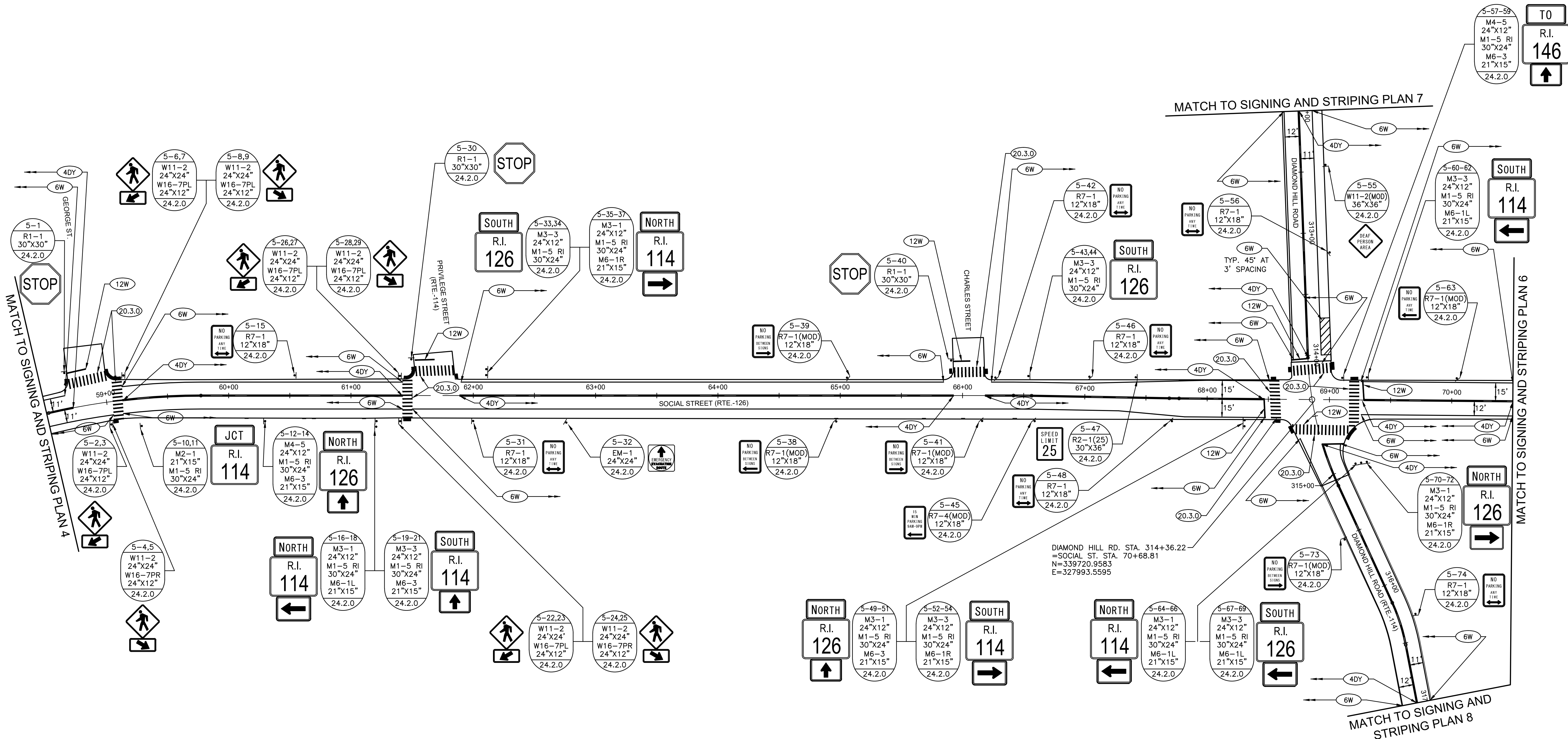


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 46
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET RHODE ISLAND
SIGNING AND STRIPING PLAN 4



- NOTES
1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
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 3. ALL SIGNS NOT SHOWN ON THIS PLAN ARE PROPOSED TO REMAIN.



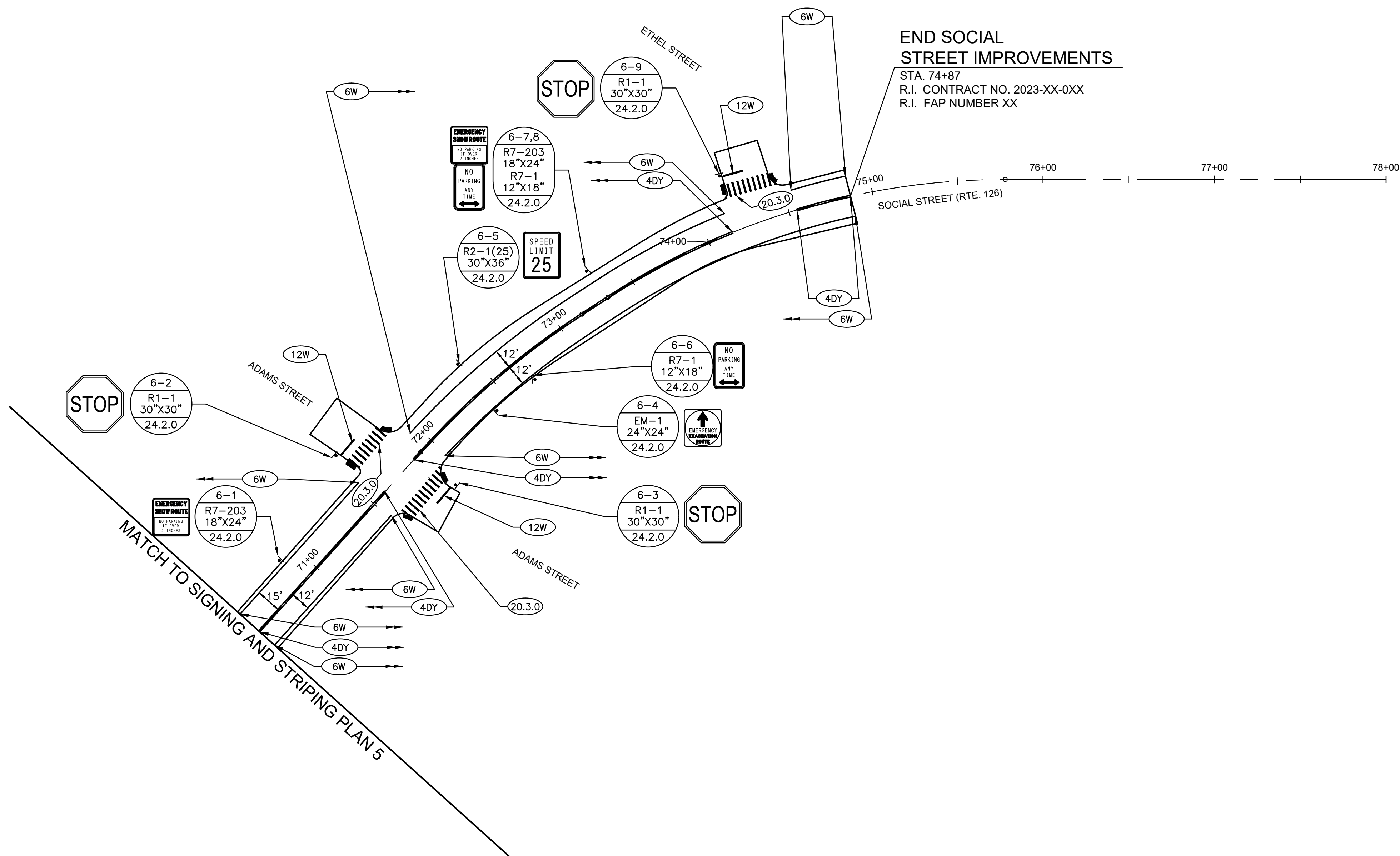
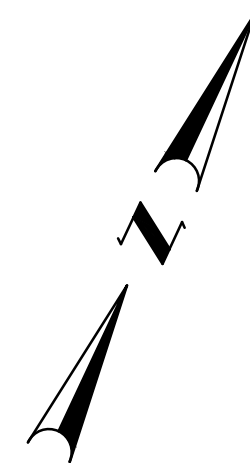
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 47
OF: 74

SCALE: 1"=40'					
GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET
SIGNING AND STRIPING PLAN 5
RHODE ISLAND

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	48	74



- NOTES
1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
 2. PROPOSED SIGNS ARE TO REPLACE EXISTING SIGNS AT PROPOSED LOCATIONS UNLESS OTHERWISE NOTED.
 3. ALL SIGNS NOT SHOWN ON THIS PLAN ARE PROPOSED TO REMAIN.



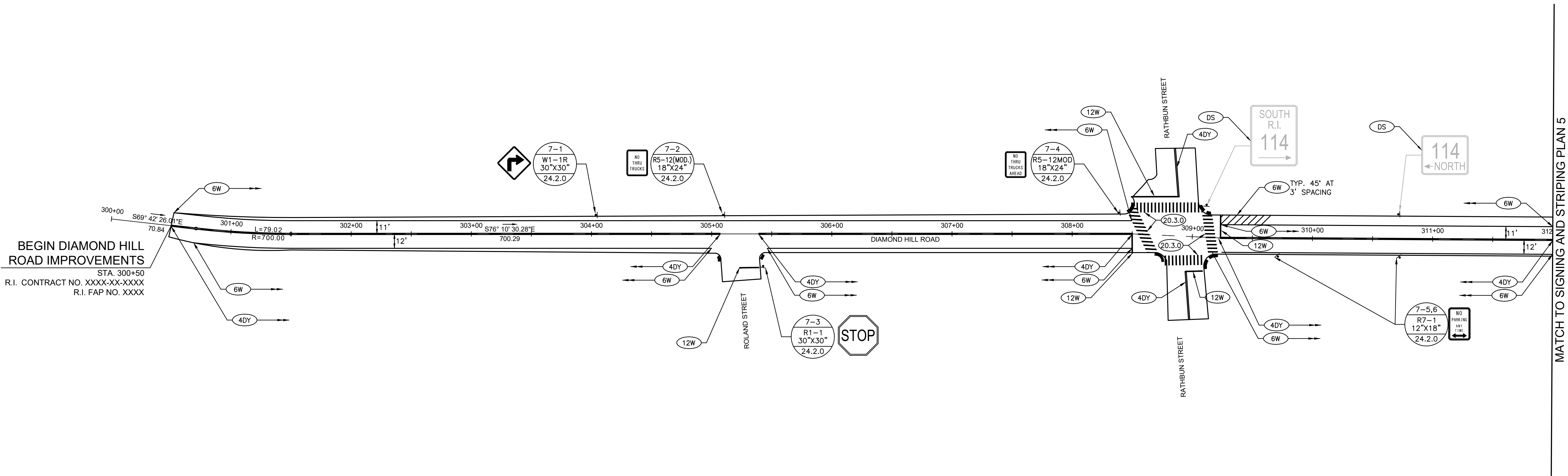
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 48
OF: 74

REVISIONS						SCALE: 1"=40'		
GRAPHIC SCALE								
NO.	DATE	BY	NO.	DATE	BY			

WOONSOCKET CORRIDOR
VOLUME: 1
SIGNING AND STRIPING PLAN 6

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	49	74

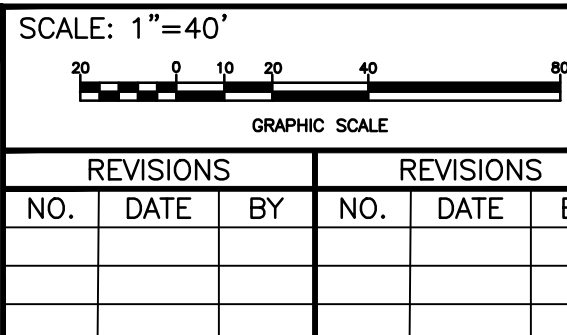


- NOTES
1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
 2. PROPOSED SIGNS ARE TO REPLACE EXISTING SIGNS AT PROPOSED LOCATIONS UNLESS OTHERWISE NOTED.
 3. ALL SIGNS NOT SHOWN ON THIS PLAN ARE PROPOSED TO REMAIN.



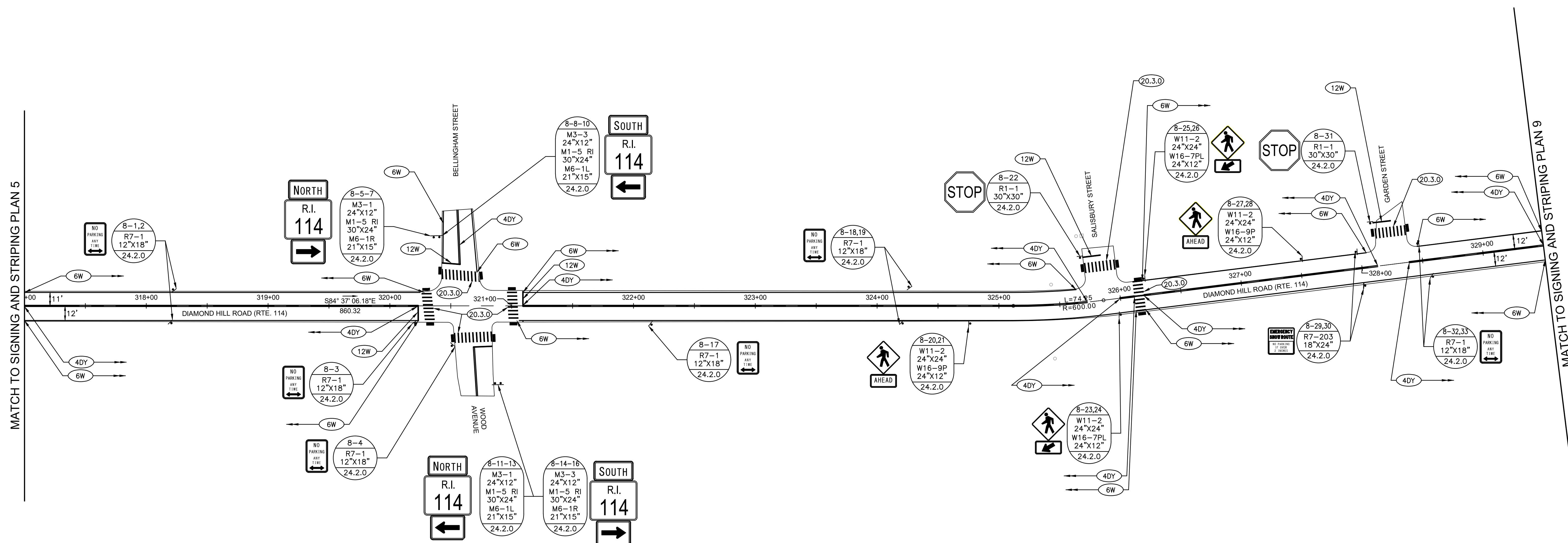
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 49
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET RHODE ISLAND
SIGNING AND STRIPING PLAN 7

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	50	74



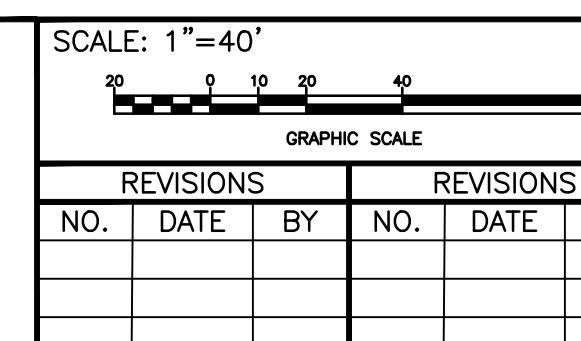
NOTES

1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
2. PROPOSED SIGNS ARE TO REPLACE EXISTING SIGNS AT PROPOSED LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL SIGNS NOT SHOWN ON THIS PLAN ARE PROPOSED TO REMAIN.



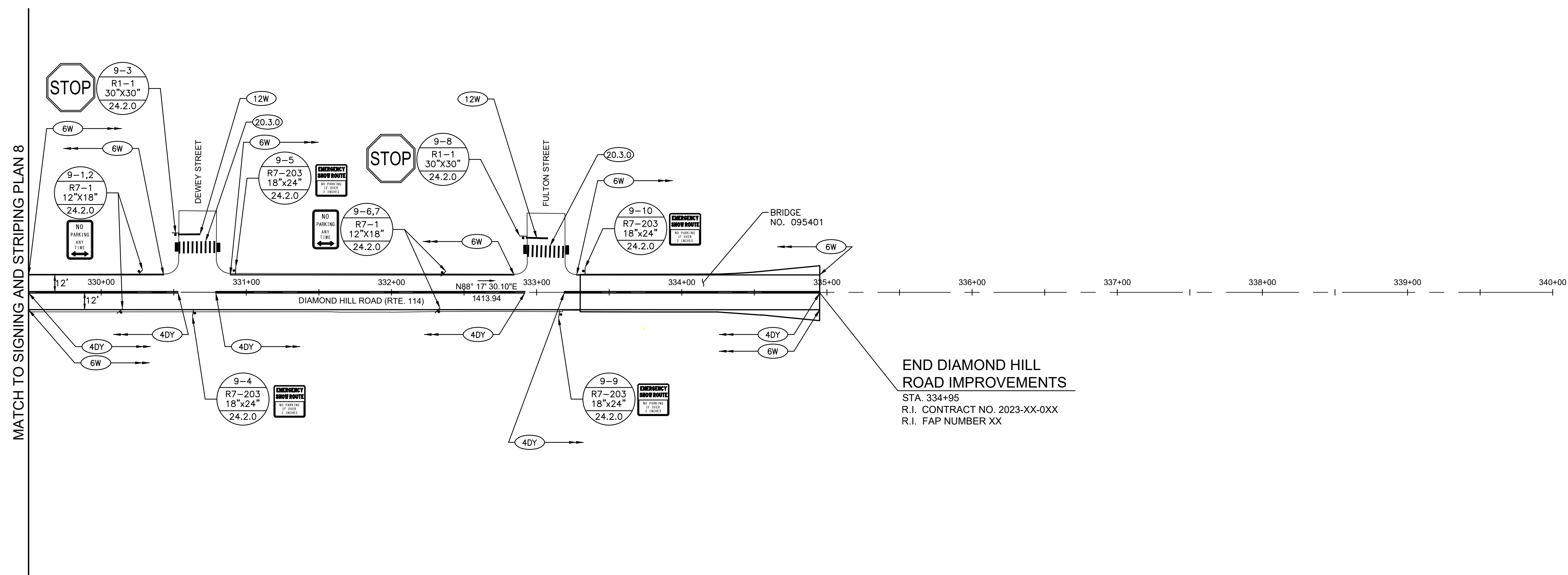
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 50
OF: 74



WOONSOCKET CORRIDOR		
WOONSOCKET	VOLUME: 1	RHODE ISLAND
SIGNING AND STRIPING PLAN 8		

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	51	74



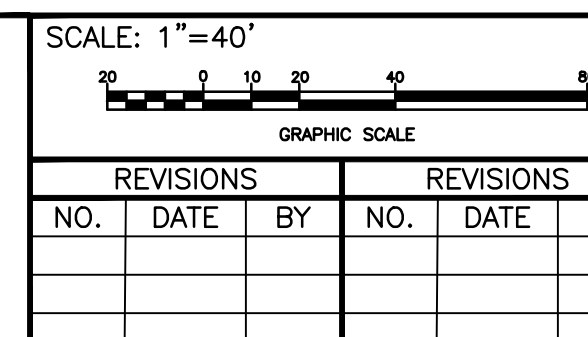
NOTES

1. CONSTRUCTION BASELINE IS SHOWN FOR PROJECT REFERENCE ONLY. LOCATIONS AND LIMITS FOR ALL WORK SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL WORK WITH THE ENGINEER PRIOR TO THE START OF THE CONSTRUCTION.
2. PROPOSED SIGNS ARE TO REPLACE EXISTING SIGNS AT PROPOSED LOCATIONS UNLESS OTHERWISE NOTED.
3. ALL SIGNS NOT SHOWN ON THIS PLAN ARE PROPOSED TO REMAIN.

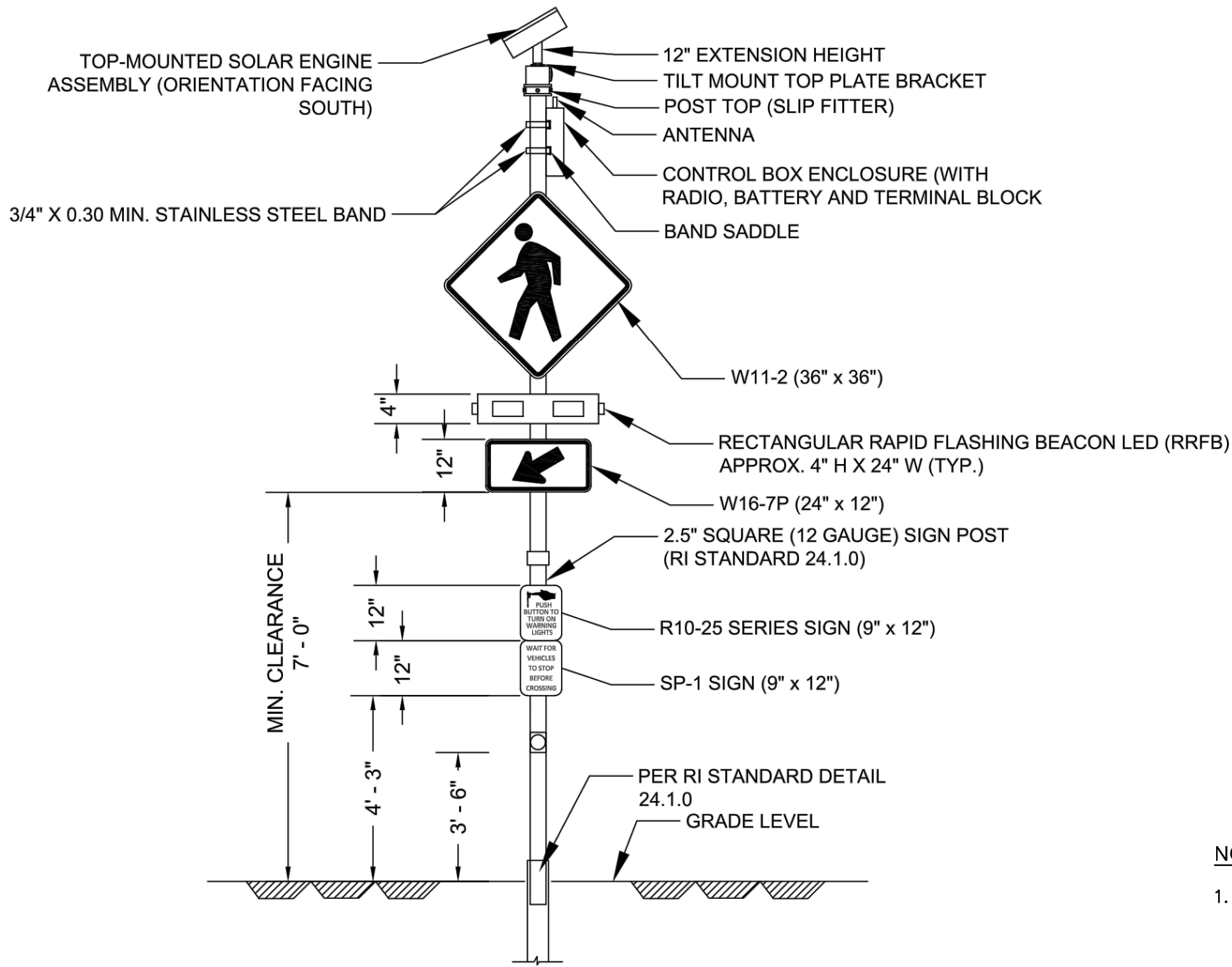


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

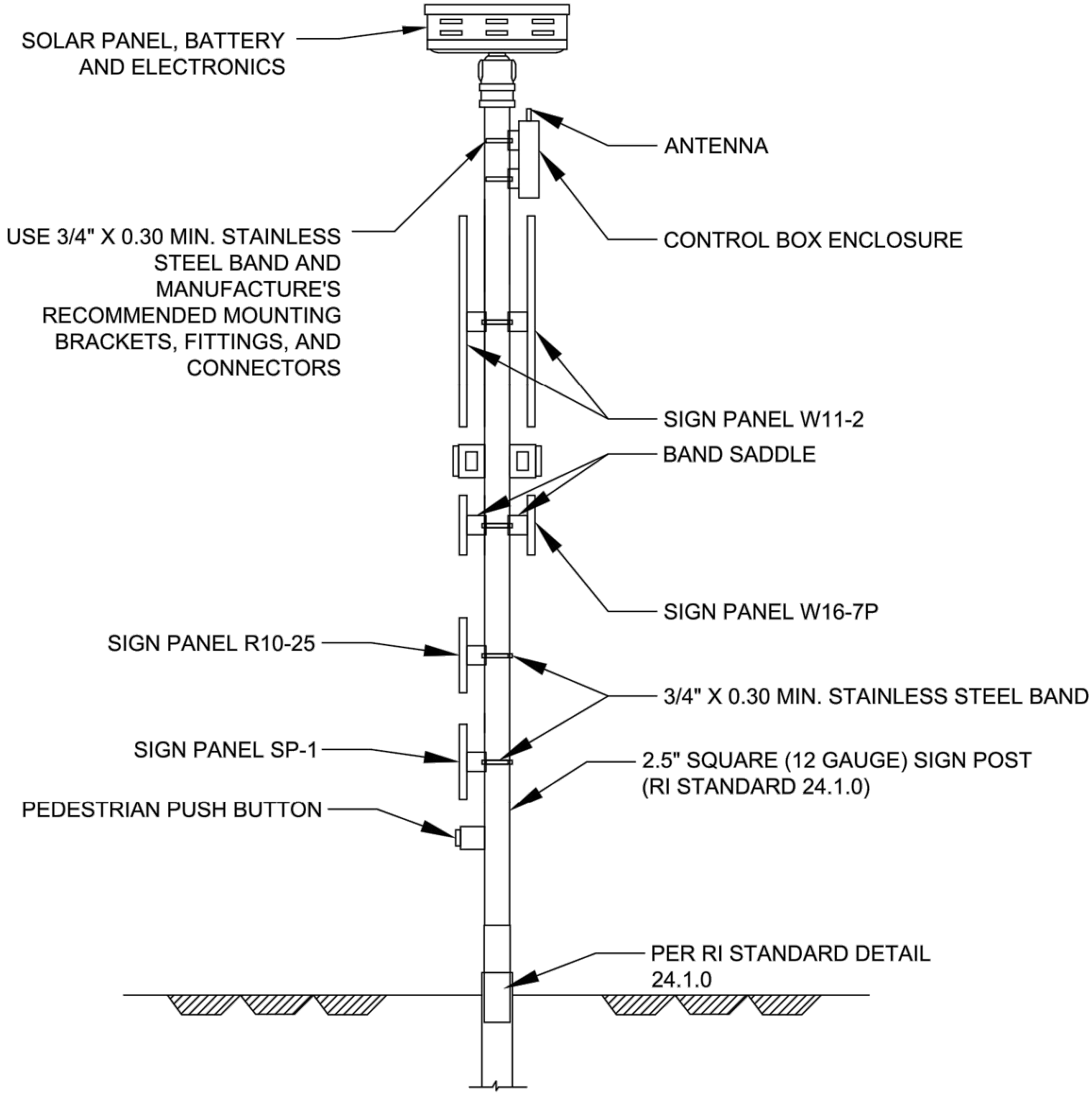
DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 51
OF: 74



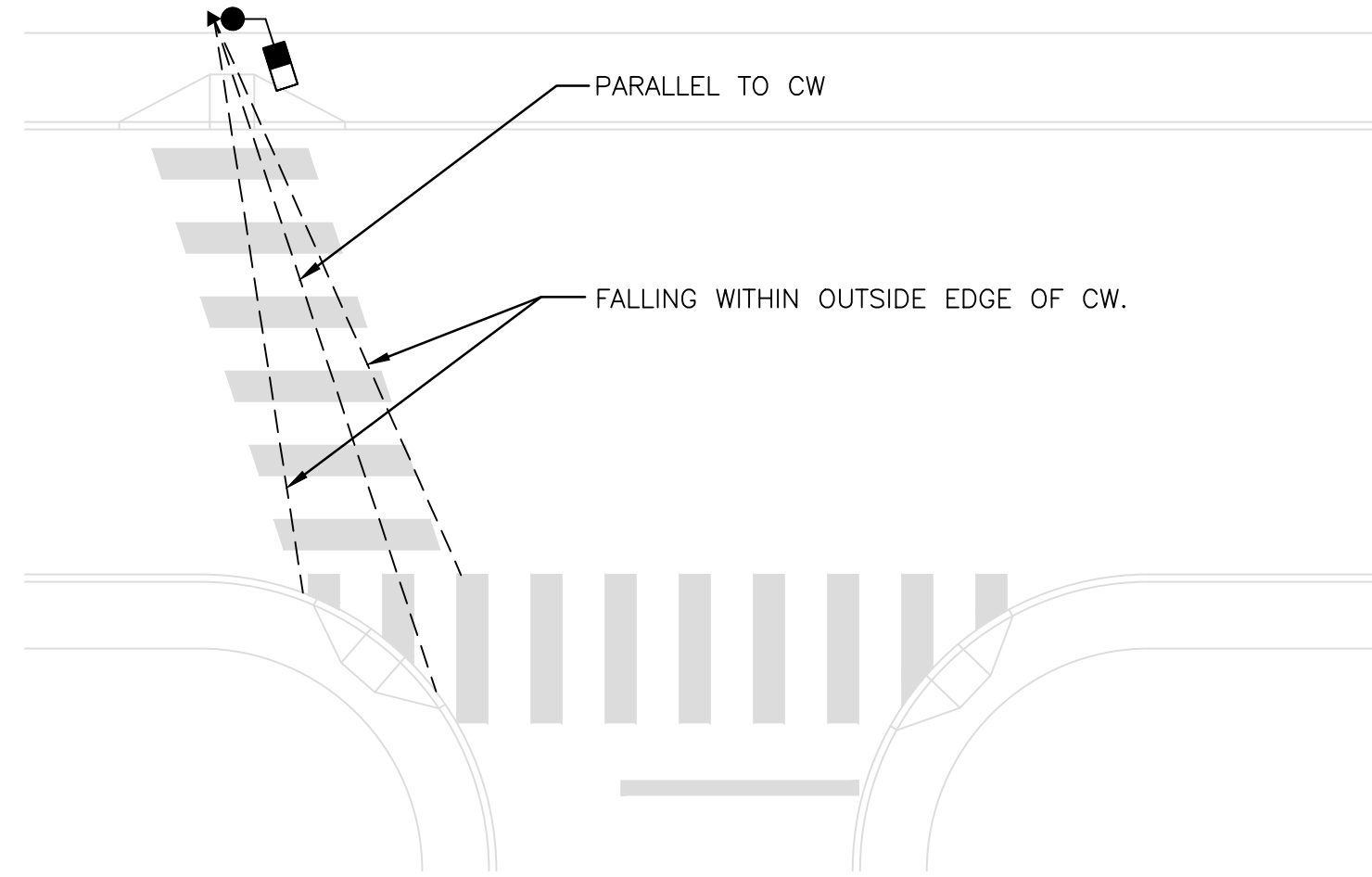
WOONSOCKET CORRIDOR		
WOONSOCKET	VOLUME: 1	RHODE ISLAND
SIGNING AND STRIPING PLAN 9		



RRFB SOLAR POWERED RAPID RECTANGULAR FLASHING BEACON (RRFB) - FRONT VIEW
NOT TO SCALE

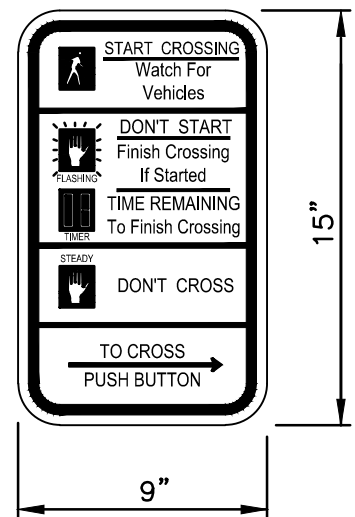


RRFB SOLAR POWERED RAPID RECTANGULAR FLASHING BEACON (RRFB) - SIDE VIEW
NOT TO SCALE



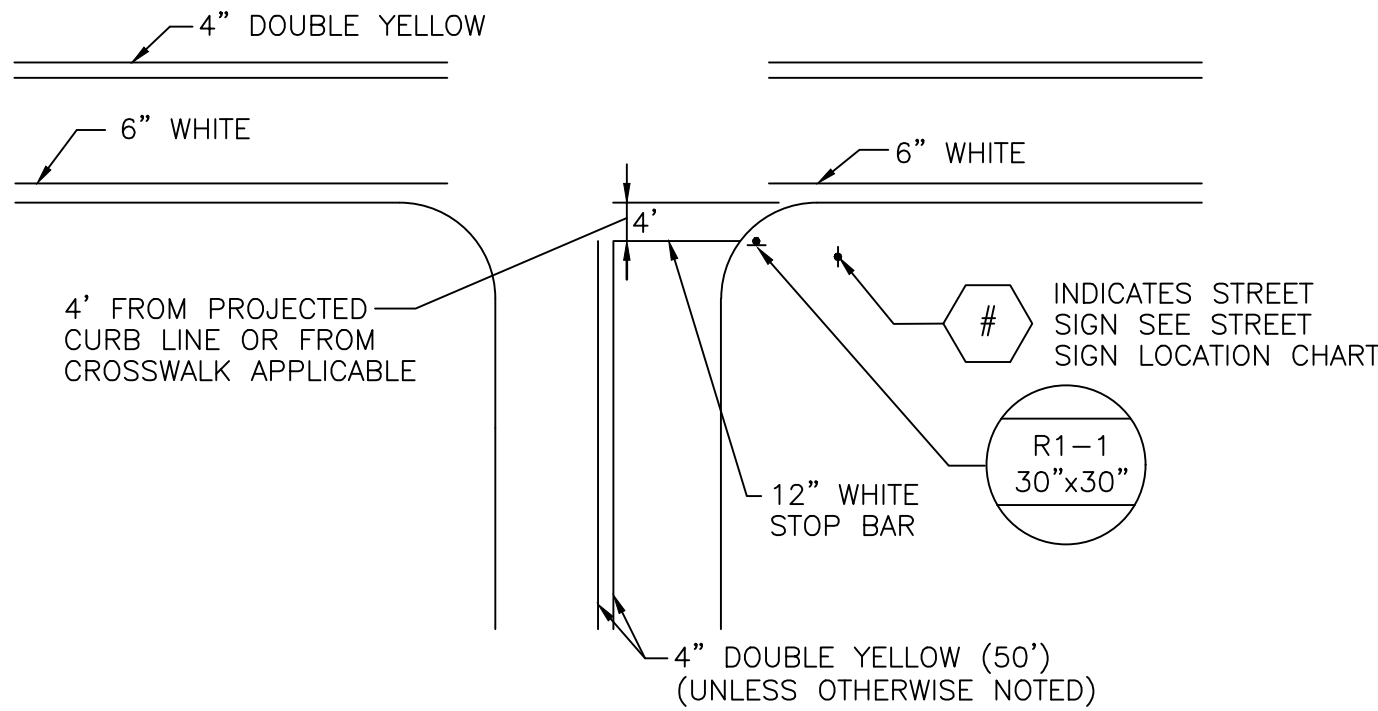
PUSH BUTTON ORIENTATION DETAIL
NOT TO SCALE

1. THE PUSH BUTTON SHALL BE ALIGNED TO BE PARALLEL WITH THE CROSSWALK.
2. IN NO CASE SHALL THE ALIGNMENT OF THE PUSH BUTTON FACE OUTSIDE THE CROSSWALK ON THE FAR SIDE OF THE INTERSECTION.

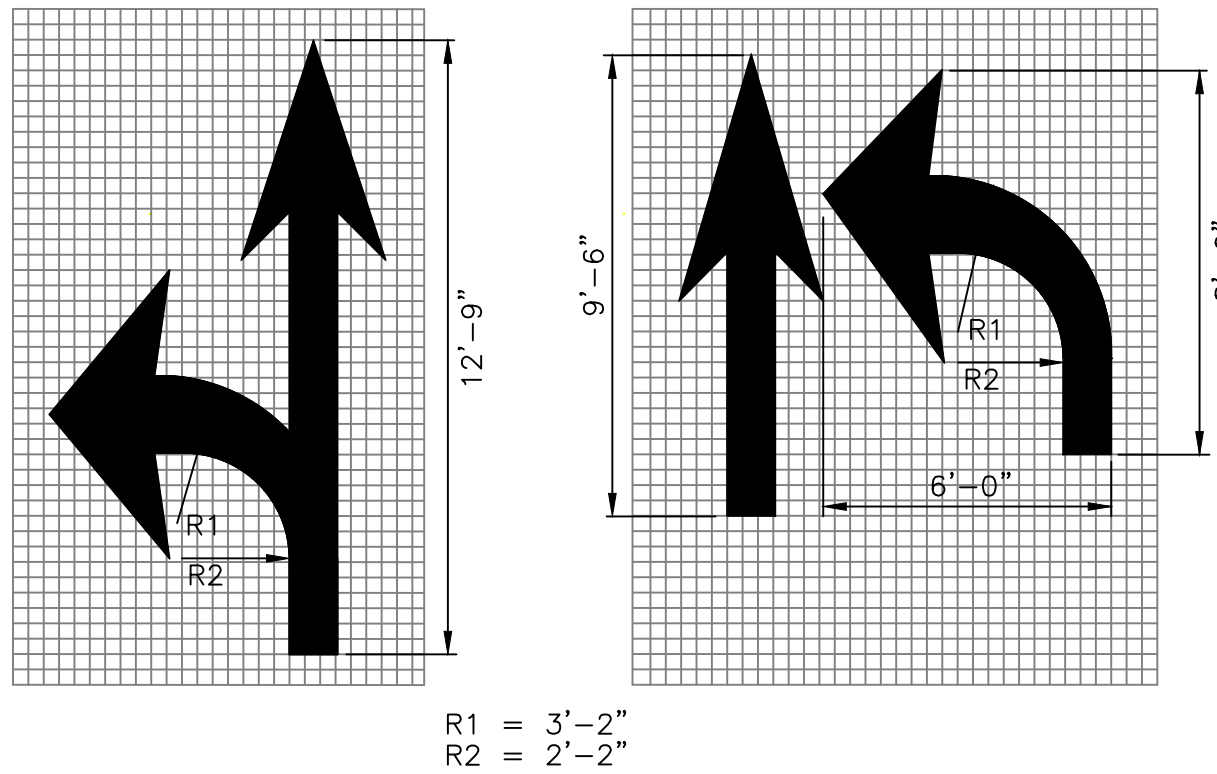


R10-3e

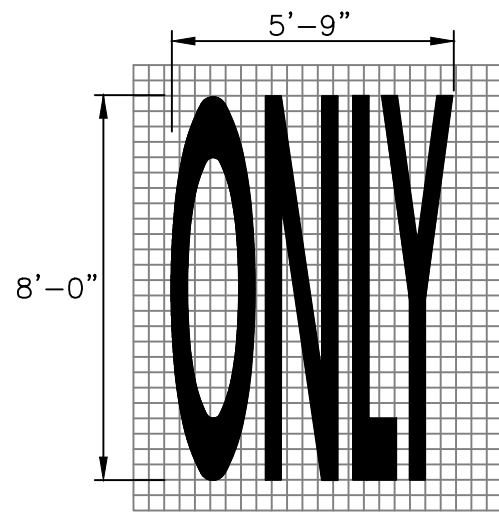
- NOTE:**
1. ALL SIGNS INSTALLED AT PROPOSED PEDESTRIAN PUSH BUTTONS SHALL BE MUTCD CODE R10-3e (LEFT OR RIGHT) AND SHALL BE INSTALLED SUCH THAT THE CROSSING ASSIGNED TO EACH BUTTON IS CLEARLY INDICATED.



TYPICAL SIDE STREET STRIPING
NOT TO SCALE



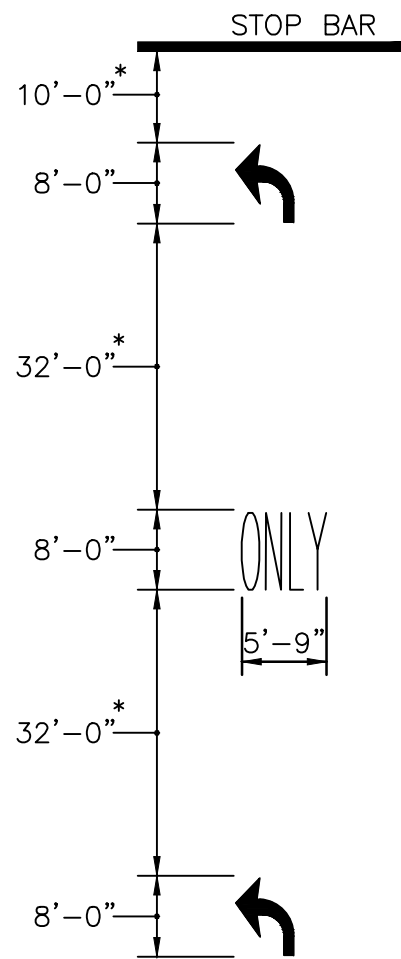
R1 = 3'-2"
R2 = 2'-2"



N.T.S.

- NOTES:**
1. THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGES, INCLUDING ARROWS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTER FOR LOW SPEED ROADS BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTER UNDER ANY CONDITIONS.
 2. THE SPACING OF THE PAVEMENT MARKINGS WILL BE AS SHOWN ON THE PLAN AND AS PER THE MUTCD.
 3. SYMBOLS AND WORDS SHALL MEET THE REQUIREMENTS OF THE FHWA "STANDARD ALPHABET AND SYMBOLS FOR HIGHWAY PAVEMENT MARKINGS."

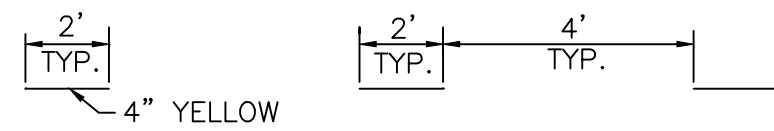
SPECIAL PAVEMENT MARKING DETAILS



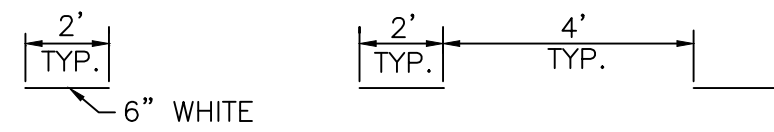
* UNLESS OTHERWISE NOTED

1. AN "ONLY" SHALL BE USED ON THRU LANES THAT TERMINATE REQUIRING DRIVER TO TURN LEFT OR RIGHT.
2. AN ARROW SHALL REPLACE "ONLY" FOR DEDICATED TURN LANES.
3. SEE R.I. STD. 20.1.0 FOR DIMENSIONS.

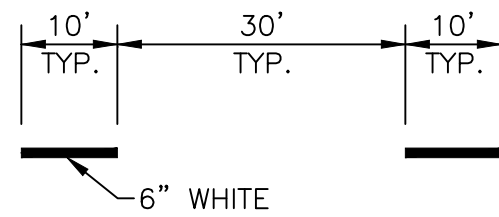
TURNING LANE MARKINGS
NOT TO SCALE



EXTENSION THROUGH INTERSECTION
N.T.S.



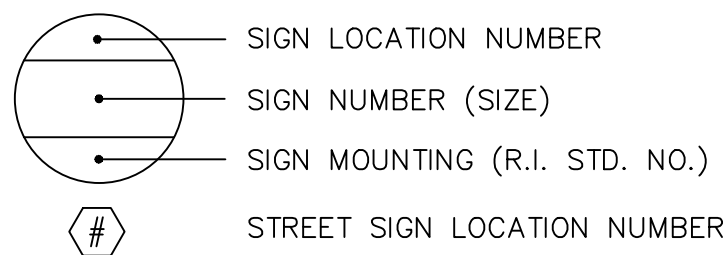
TURN LANE EXTENSION
N.T.S.



NOTE:

1. DETAILED OBTAINED FROM RIDOT PROJECT

TYPICAL SKIP STRIPING
NOT TO SCALE



TYPICAL SIGN DESIGNATION SYMBOL



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 52
OF: 74

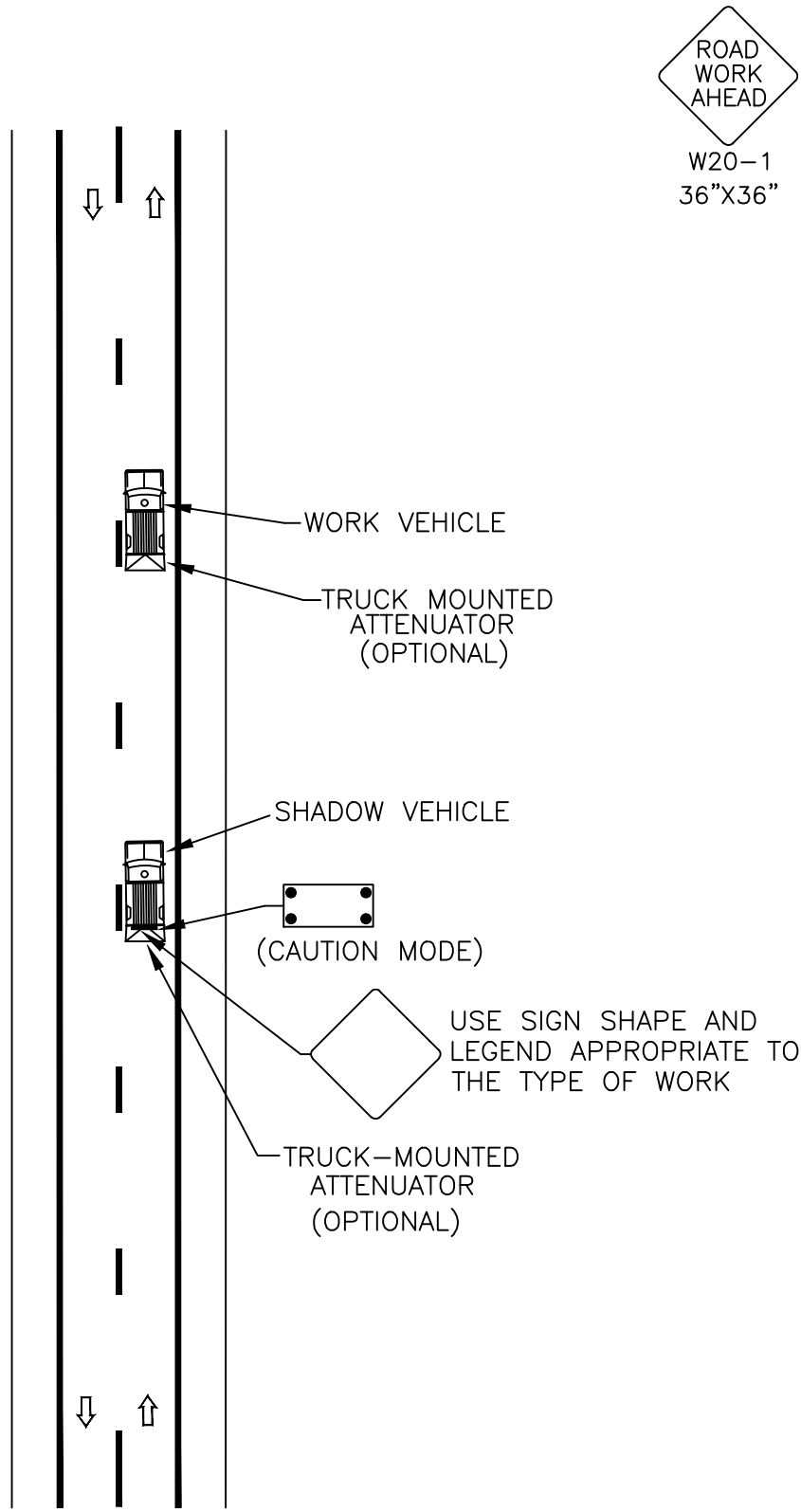
SCALE: NONE

REVISIONS			REVISIONS		
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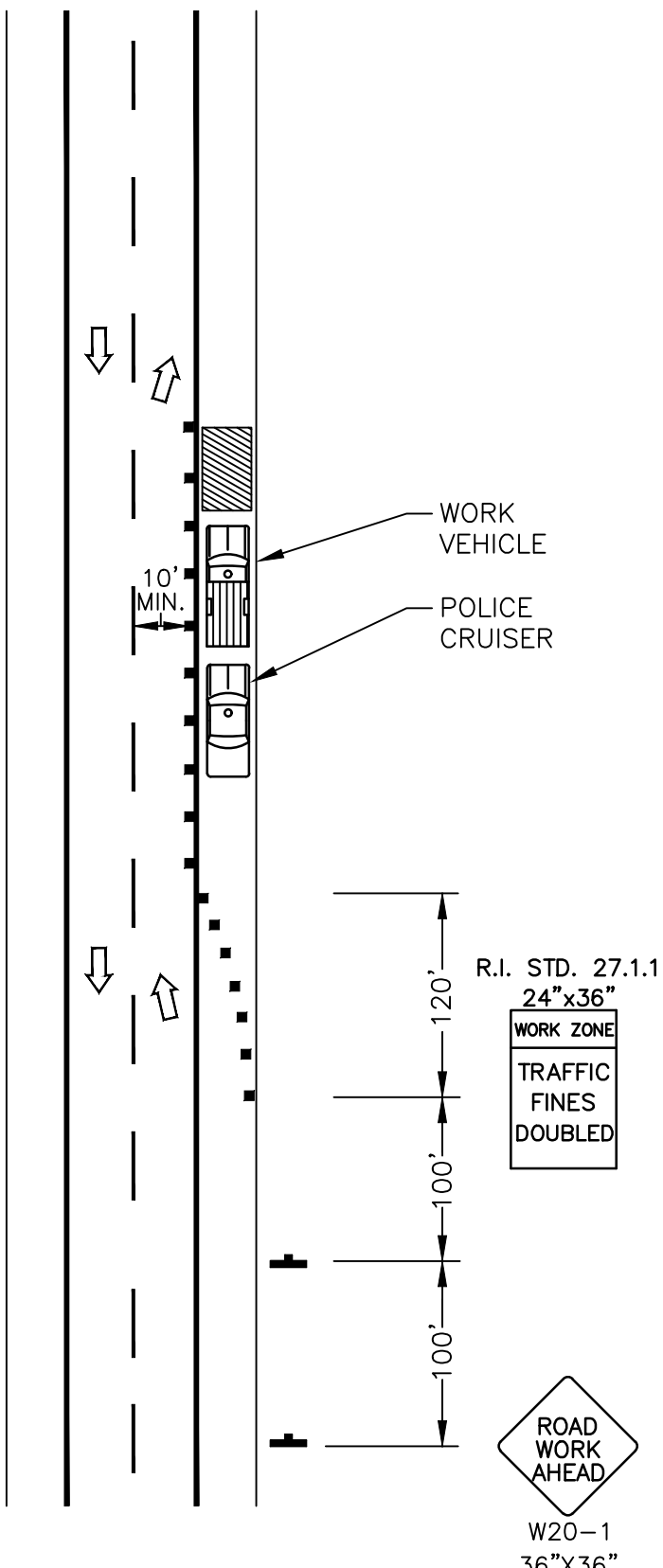
WOONSOCKET CORRIDOR
VOLUME: 1
SIGNING AND STRIPING DETAILS

1. VEHICLE-MOUNTED SIGNS SHALL BE MOUNTED IN A MANNER SUCH THAT THEY ARE NOT OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS ON VEHICLE-MOUNTED SIGNS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
2. SHADOW AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
3. WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW VEHICULAR TRAFFIC TO PASS.
4. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, THE SHADOW VEHICLE SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED. THE SHADOW VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
5. THE SHADOW VEHICLES SHOULD ALSO BE EQUIPPED WITH TWO HIGH-INTENSITY FLASHING LIGHTS MOUNTED ON THE REAR, ADJACENT TO THE SIGN.
6. THE DISTANCE BETWEEN THE WORK AND SHADOW VEHICLES MAY VARY ACCORDING TO TERRAIN, PAINT DRYING TIME, AND OTHER FACTORS.
7. ADDITIONAL SHADOW VEHICLES TO WARN AND REDUCE THE SPEED OF ONCOMING OR OPPOSING VEHICULAR TRAFFIC MAY BE USED. LAW ENFORCEMENT VEHICLES MAY BE USED FOR THIS PURPOSE.
8. IF THE WORK AND SHADOW VEHICLES CANNOT PULL OVER TO ALLOW VEHICULAR TRAFFIC TO PASS FREQUENTLY, A DO NOT PASS SIGN MAY BE PLACED ON THE REAR OF THE VEHICLE BLOCKING THE LANE.
9. SHADOW VEHICLES ARE USED TO WARN MOTOR VEHICLE TRAFFIC OF THE OPERATION AHEAD.
10. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

MOBILE OPERATIONS ON TWO-LANE ROAD



SHOULDER WORK WITH MINOR ENCROACHMENT



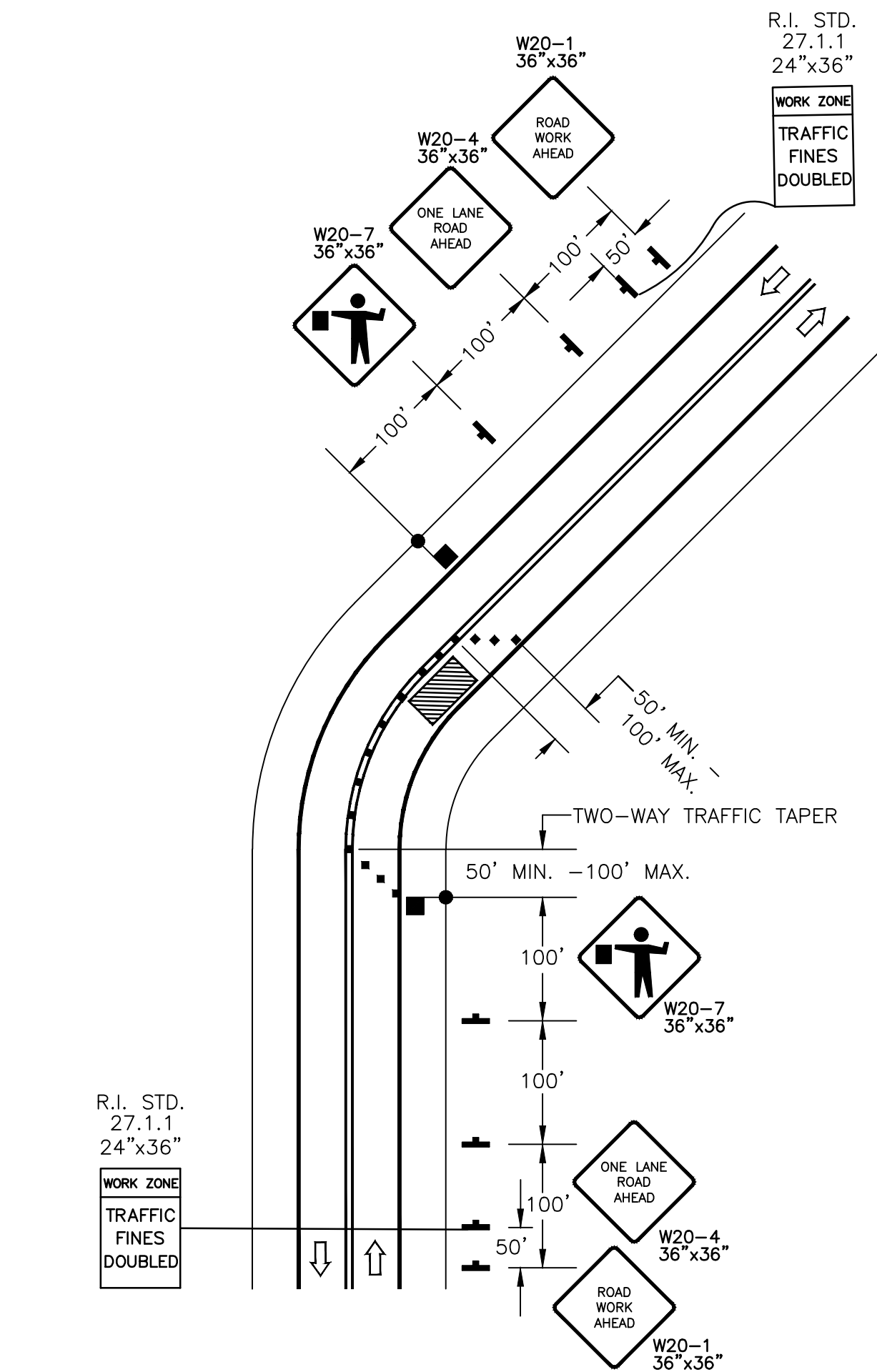
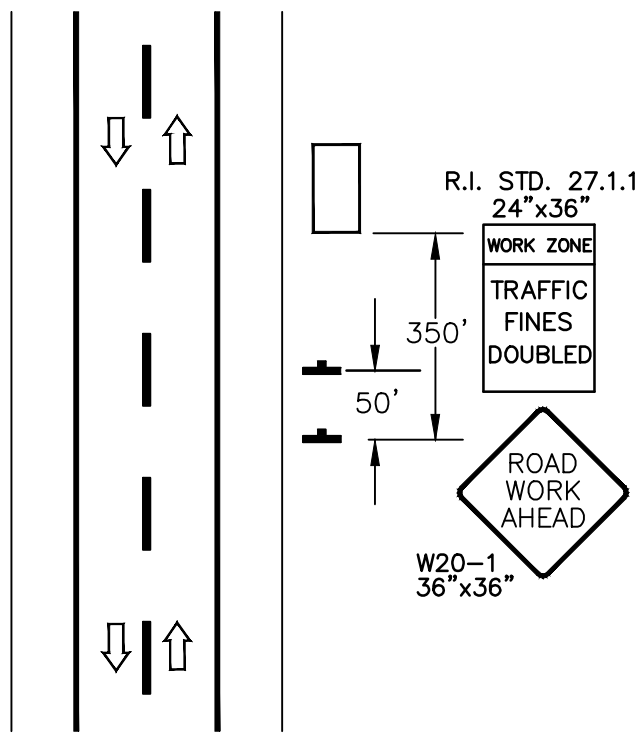
NOTES:

1. ALL LANES SHOULD BE A MINIMUM OF 10 FT. IN WIDTH AS MEASURED TO THE NEAR FACE OF THE CHANNELIZING DEVICES.
2. WHERE THE OPPOSITE SHOULDER IS SUITABLE FOR CARRYING VEHICULAR TRAFFIC AND OF ADEQUATE WIDTH, LANES MAY BE SHIFTED BY USE OF CLOSELY SPACED CHANNELIZED DEVICES, PROVIDED THAT THE MINIMUM LANE WIDTH OF 10 FT. IS MAINTAINED.
3. FOR SHORT-DURATION WORK, THE TAPER AND CHANNELIZING DEVICES MAY BE OMITTED IF A SHADOW VEHICLE WITH ACTIVATED HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS IS USED.
4. VEHICLE HAZARD WARNING SIGNALS MAY BE USED TO SUPPLEMENT HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
5. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

WORK BEYOND THE SHOULDER

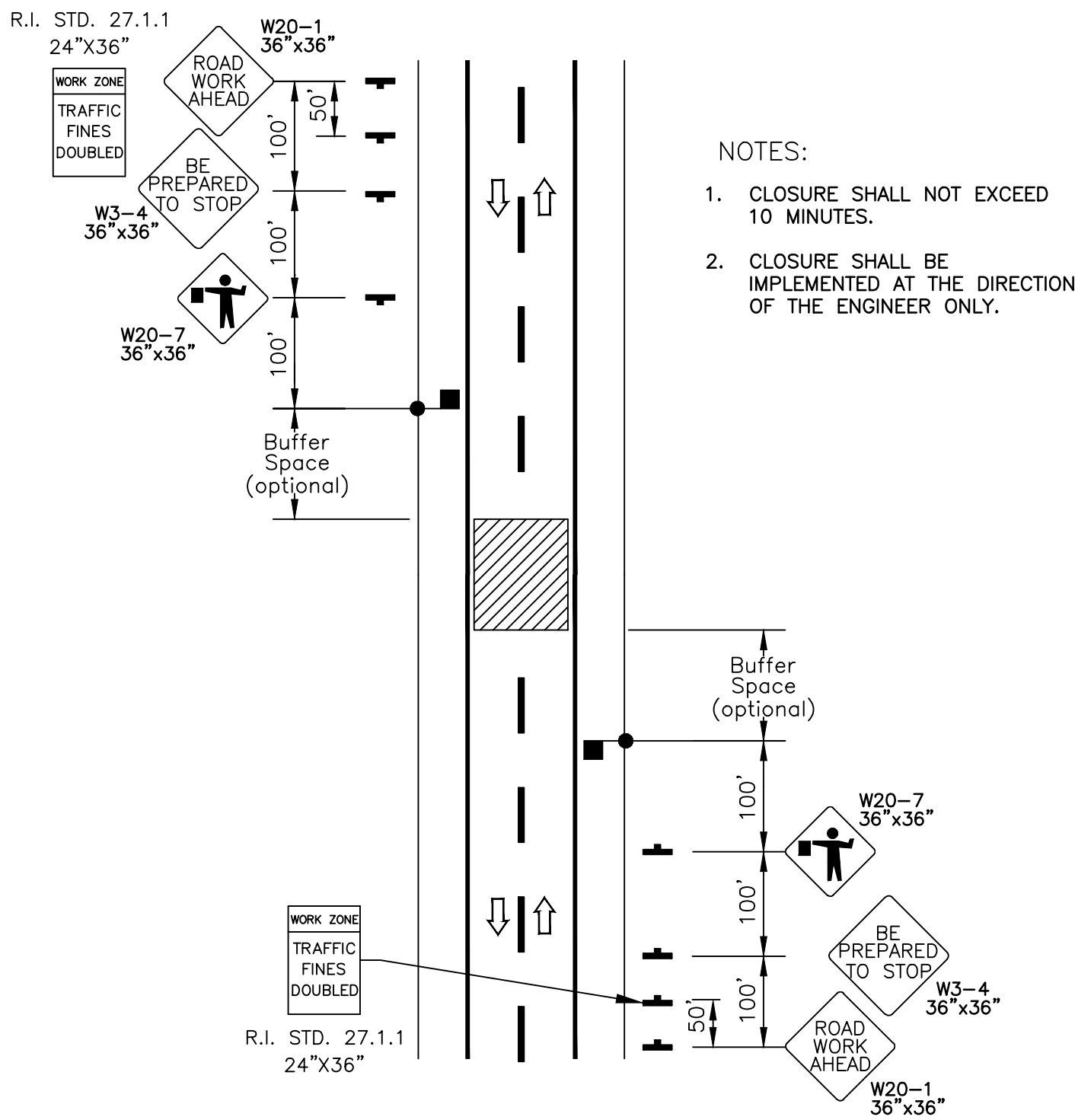
NOTES:

1. THE SIGNS ILLUSTRATED IN THIS FIGURE ARE NOT REQUIRED IF THE WORK SPACE IS BEHIND A BARRIER, MORE THAN 2 FEET BEHIND THE CURB, OR 15 FEET OR MORE FROM THE EDGE OF ANY ROADWAY.
2. THE ROAD WORK AHEAD SIGNS MAY BE REPLACED WITH OTHER APPROPRIATE SIGNS, SUCH AS THE SHOULDER WORK SIGNS, THE SHOULDER WORK SIGN MAY BE USED FOR WORK ADJACENT TO THE SHOULDER.
3. FOR SHORT-TERM, SHORT-DURATION, OR MOBILE OPERATION, ALL SIGNS AND CHANNELIZING DEVICES MAY BE ELIMINATED IF A VEHICLE WITH ACTIVATED HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS IS USED.



LANE CLOSURE ON TWO LANE ROAD USING FLAGGERS (LESS THAN 30 MPH)

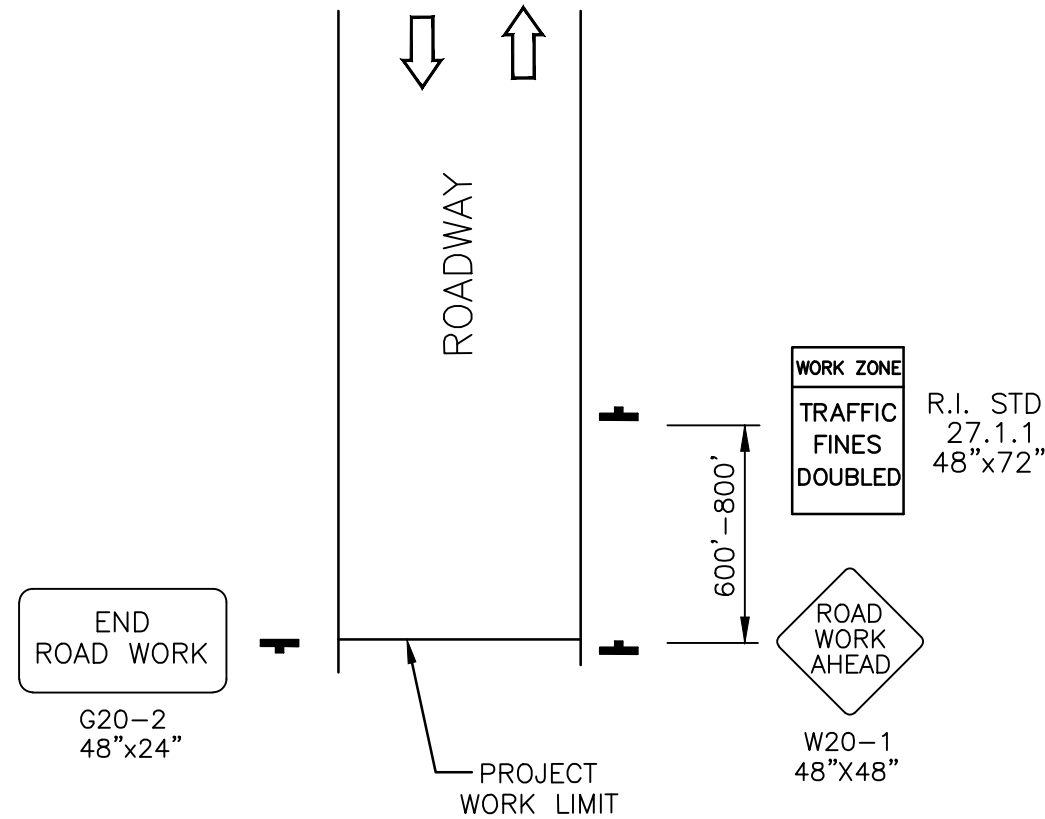
1. FOR LOW-VOLUME APPLICATIONS, WITH SHORT WORK ZONES ON STRAIGHT ROADWAYS WHERE THE FLAGGER IS VISIBLE TO ROAD USERS FROM BOTH DIRECTIONS, A SINGLE FLAGGER, POSITIONED TO BE VISIBLE TO ROAD USERS APPROACHING FROM BOTH DIRECTIONS MAY BE USED.
2. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
3. THE BUFFER SPACE SHOULD BE EXTENDED IF NECESSARY SO THAT THE 100' MAX. TWO-WAY TRAFFIC TAPER IS PLACED BEFORE A HORIZONTAL (OR CREST VERTICAL) CURVE TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGER AND A QUEUE OF STOPPED VEHICLES.
4. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN THE 100' MAX. TWO-WAY TRAFFIC TAPERS IS 25 FEET. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
5. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.



TEMPORARY ROAD CLOSURE

NOTES:

1. CLOSURE SHALL NOT EXCEED 10 MINUTES.
2. CLOSURE SHALL BE IMPLEMENTED AT THE DIRECTION OF THE ENGINEER ONLY.

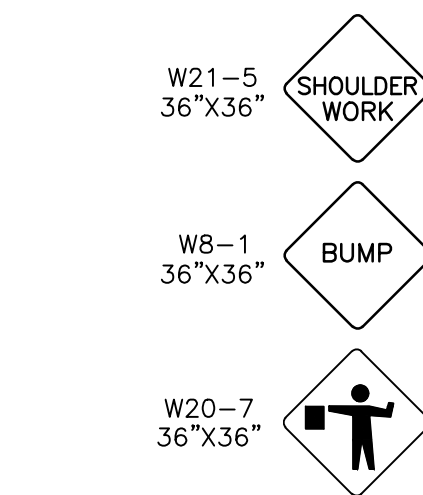


TYPICAL PROJECT LIMIT DETAIL

LEGEND

- CHANNELIZING DEVICE
- TRAFFIC CONE (R.I. STD. 26.1.0)
- DRUM BARRICADE (R.I. STD. 26.2.0)
- SIGN ON PORTABLE SIGN SUPPORT
- TYPE III BARRICADE
- FLASHING ARROW BOARD
- TRAFFIC PERSON
- WORK SPACE
- DIRECTION OF TRAVEL
- WORK VEHICLE
- TRUCK-MOUNTED ATTENUATOR
- ARROW PANEL

CONE SPACING	
TAPER	TANGENT
25'	50'



MISCELLANEOUS USE SIGNS

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

THE FOLLOWING NOTES ARE IN ADDITION TO THOSE LISTED ON STANDARD-NOTES 2 OF THE PLAN SET.

1. REPLACE STANDARD NOTES-2 NOTE 1 WITH THE FOLLOWING:
ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF "THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
3. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
4. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN OR CALLED FOR IN THE GENERAL RESTRICTION CHART(S) OF THE TMP. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
5. THE DISTANCE BETWEEN THE SHADOW VEHICLE AND THE WORK SPACE SHOULD BE SELECTED BASED ON TRAFFIC AND SITE CONDITIONS AS WELL AS THE CHARACTERISTICS OF THE SHADOW VEHICLE/ATTENUATOR AND ITS MANUFACTURER'S RECOMMENDATIONS, BUT SHOULD BE NO GREATER THAN THE MINIMUM DISTANCE SUFFICIENT TO ENSURE THAT THE SHADOW VEHICLE WILL NOT ROLL INTO THE WORK SPACE WHEN HIT BY AN ERRANT VEHICLE.
6. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE SECTION(S) OF THE MUTCD.
7. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A RHODE ISLAND STANDARD 26.2.0 BARRICADE WITH APPROPRIATE MARKINGS AT EACH LOCATION WHERE ADJUSTMENT TO UTILITY STRUCTURES HAVE BEEN MADE UNTIL RESURFACING WORK HAS BEEN PERFORMED. OTHER TYPES OF PROTECTIVE DEVICES MAY BE USED IF APPROVED BY THE ENGINEER.
8. IF THE WORK SPACE EXTENDS ACROSS A CROSSWALK, THE CROSSWALK SHOULD BE CLOSED USING THE INFORMATION AND DEVICES SHOWN IN SIDEWALK DETOUR.
9. WHENEVER MICROMILLING LEAVES AN UNEVEN SURFACE, A BUMP SIGN, W8-1, SHALL BE PROVIDED
10. SEE TMP PLAN IN THE CONTRACT BOOK FOR ADDITIONAL TRAFFIC CONTROL REQUIREMENTS AND RESTRICTIONS.

WOONSOCKET CORRIDOR

VOLUME: 1

TRAFFIC CONTROL DETAILS 1

GM2



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

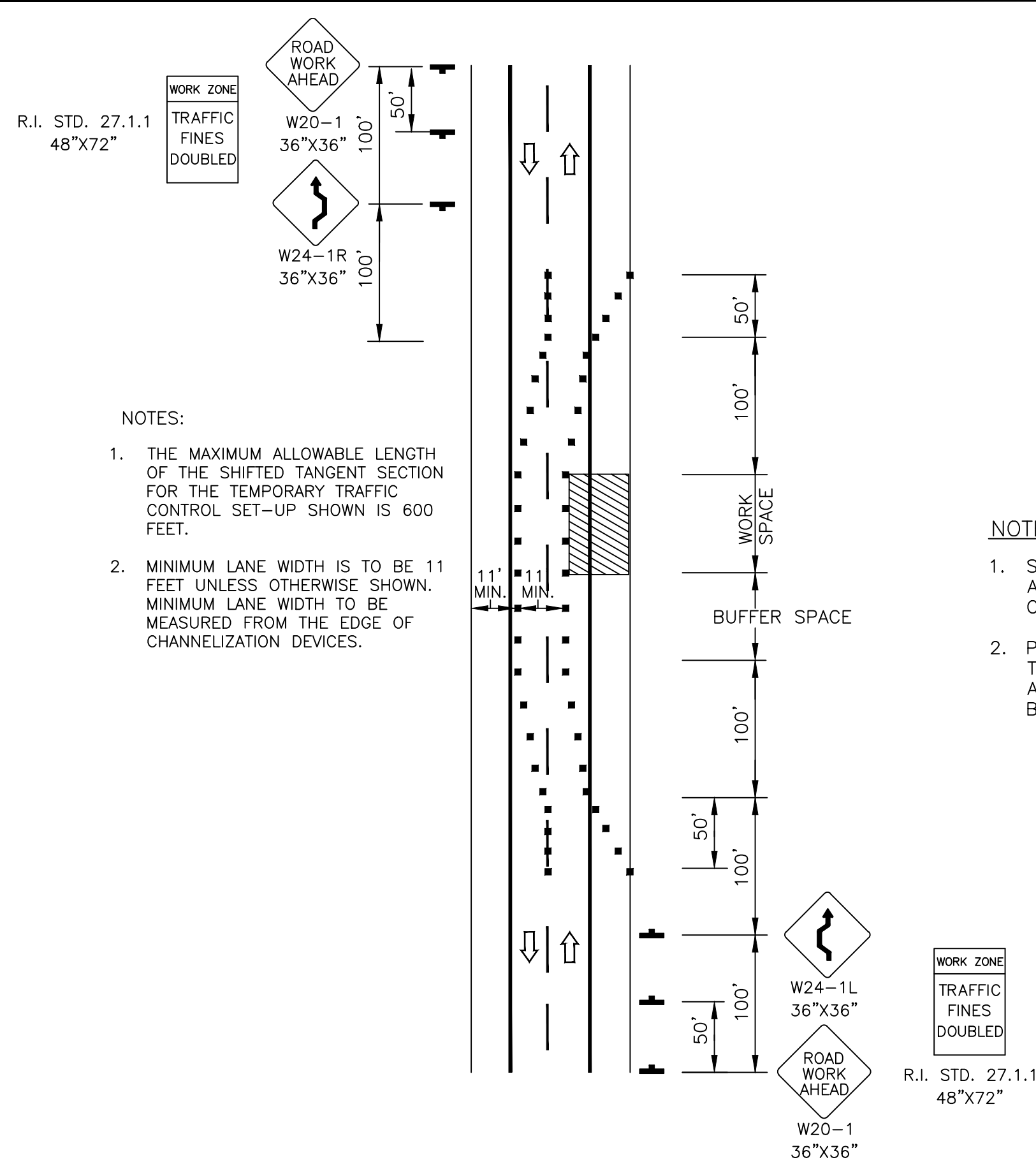
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CHECKED BY:
DATE: JUNE, 2025
SHEET: 53
OF: 74

SCALE: NONE

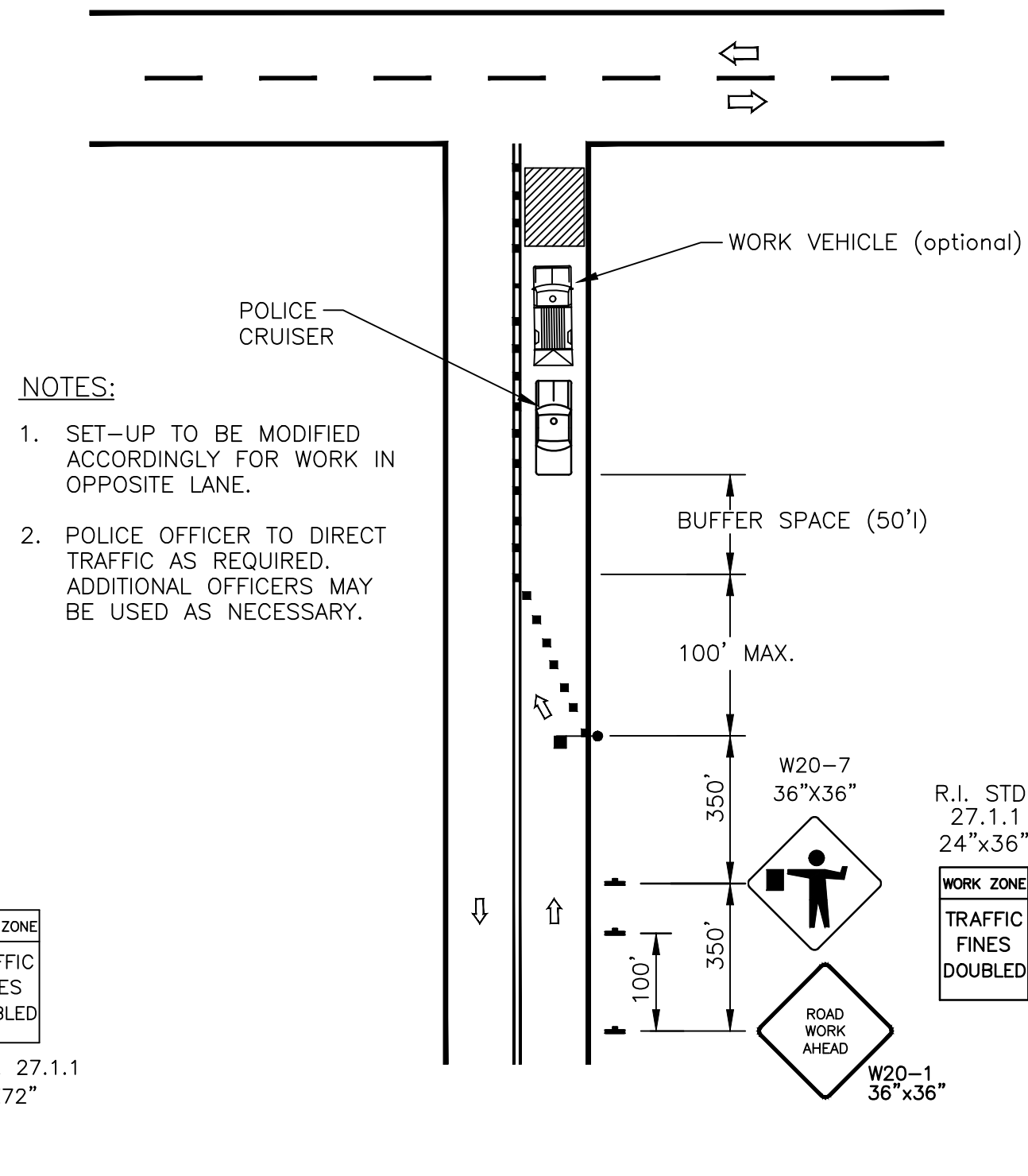
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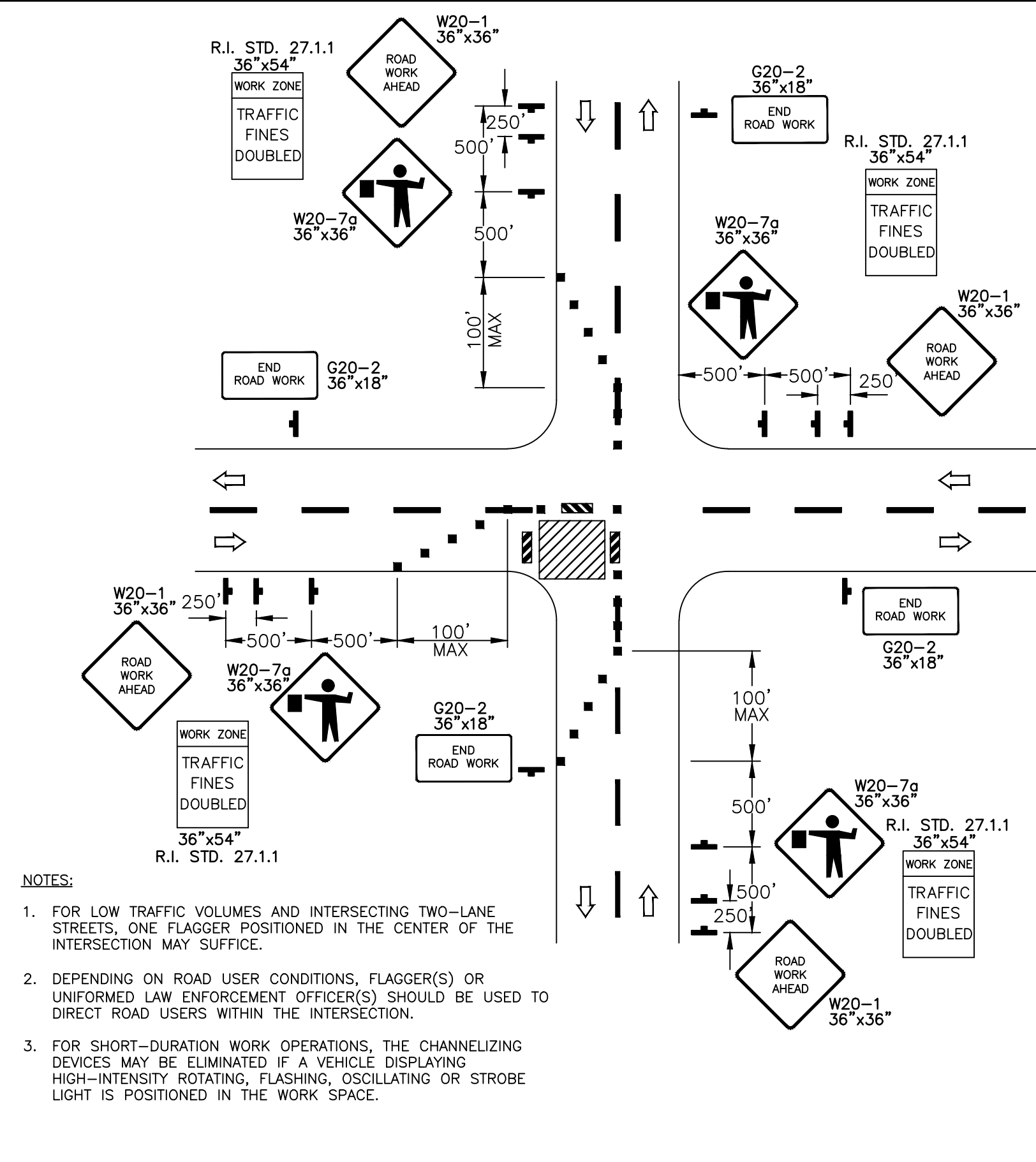
RHODE ISLAND



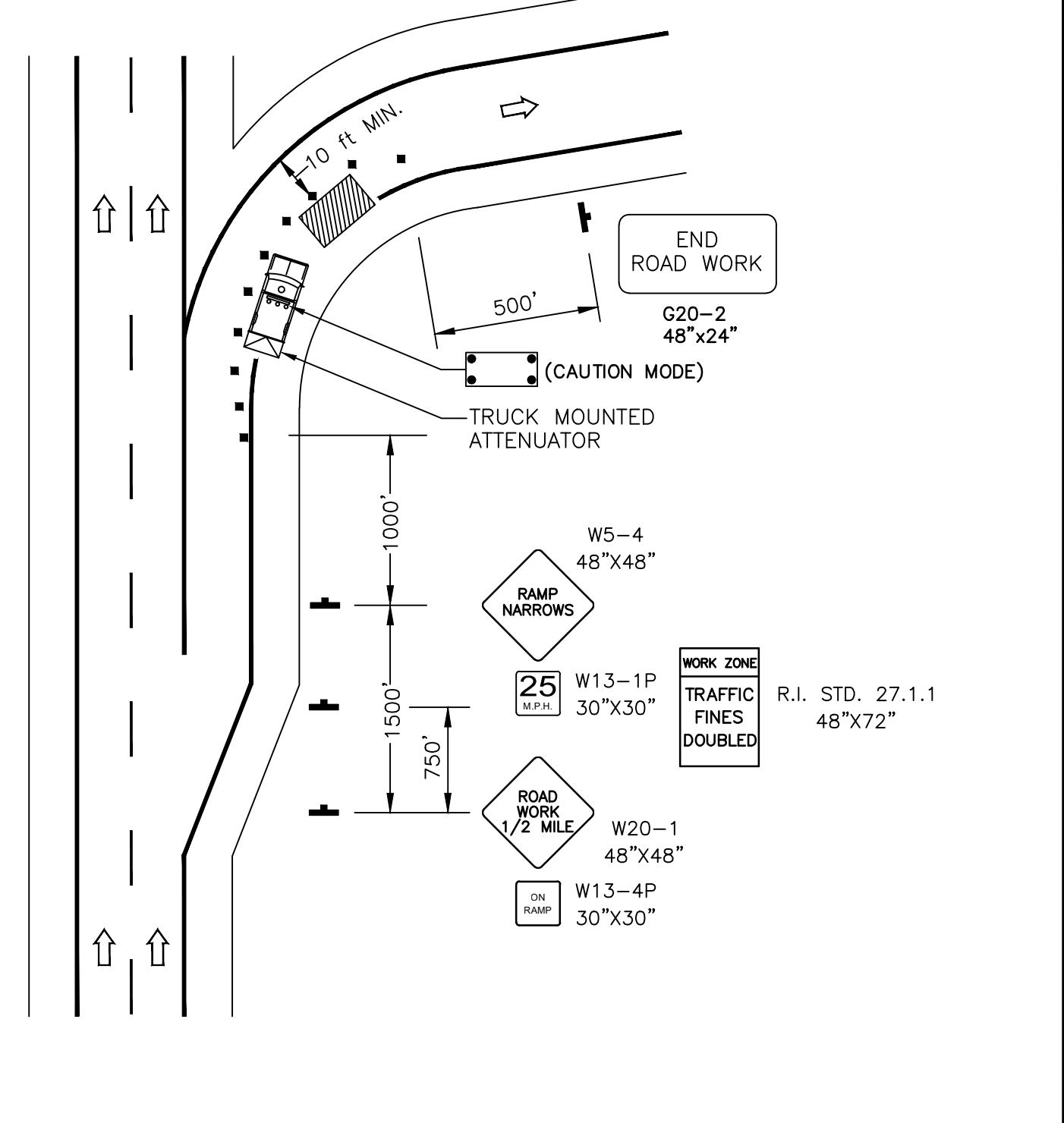
TYPICAL LANE SHIFT ON TWO-LANE ROADWAY



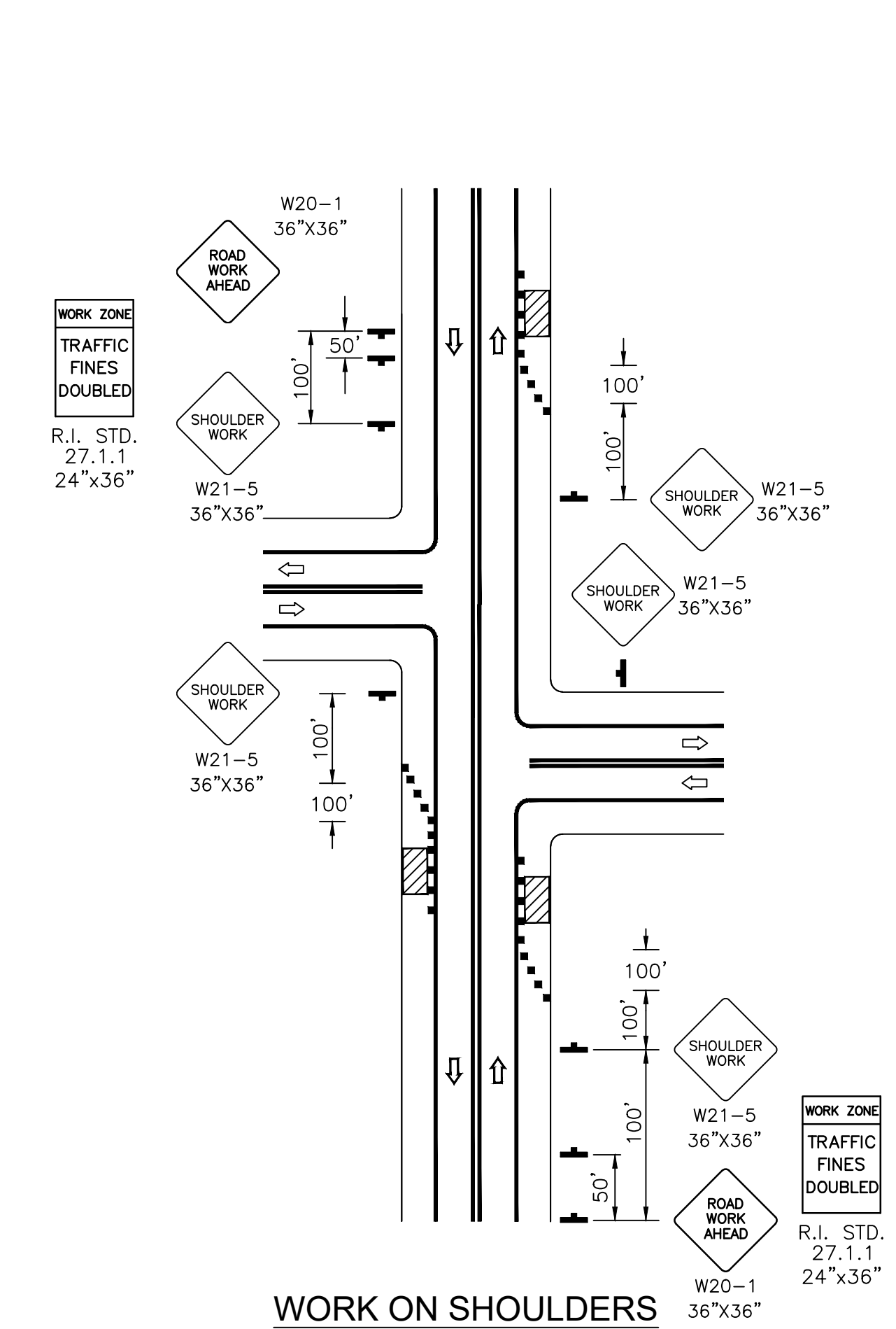
LANE CLOSURE ON A SIDE STREET



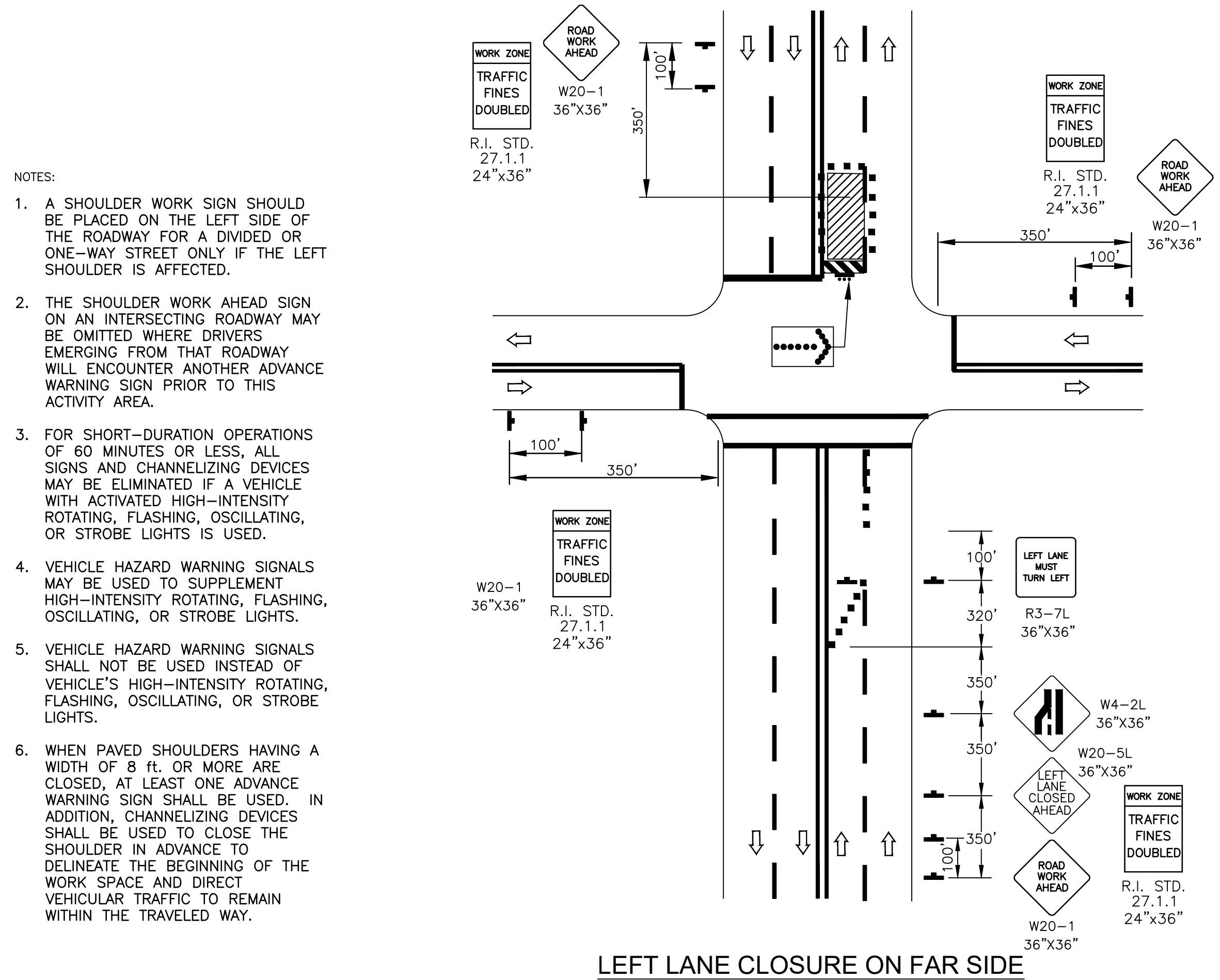
CLOSURE AT SIDE OF INTERSECTION



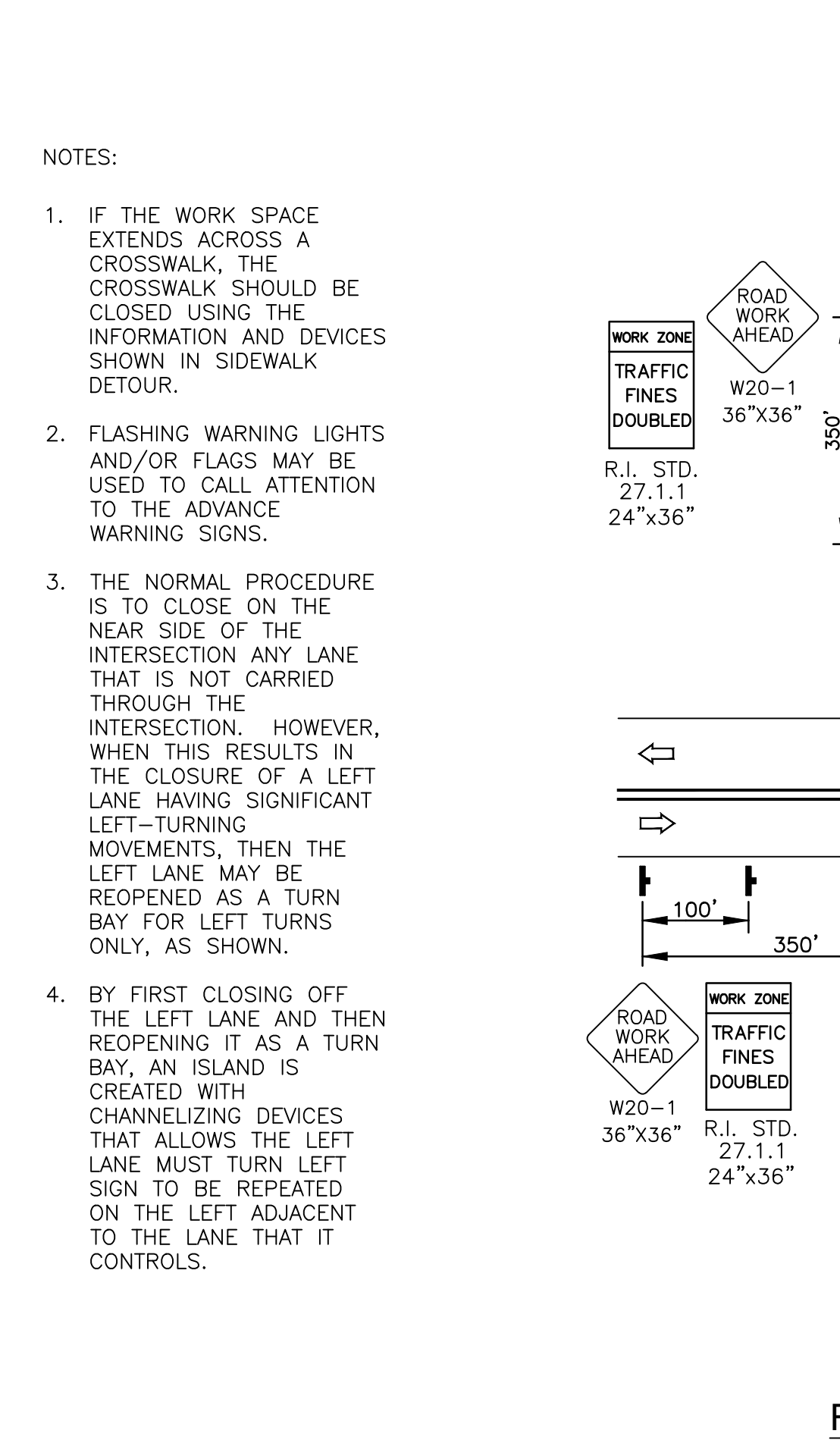
PARTIAL EXIT RAMP CLOSURE



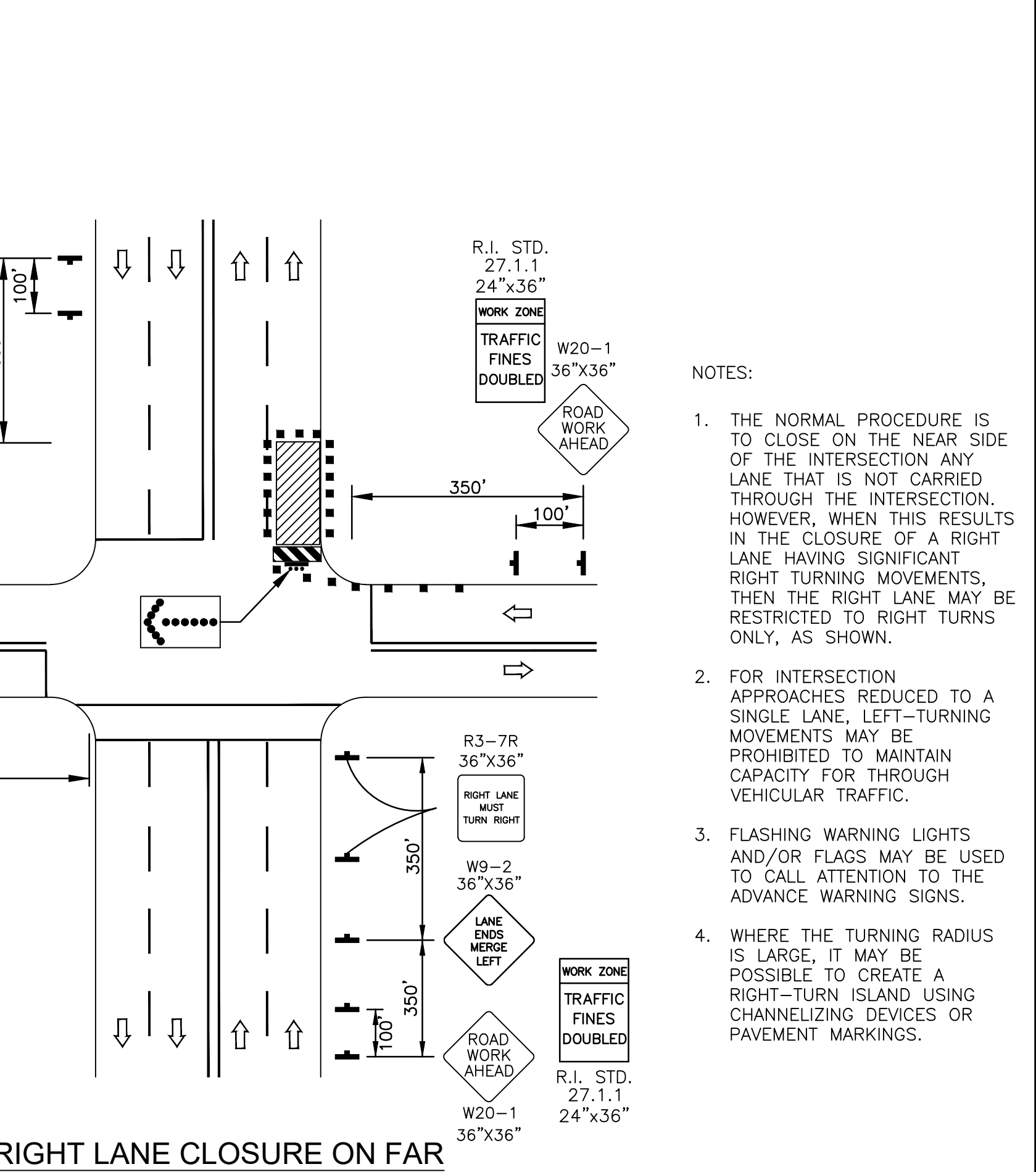
WORK ON SHOULDERS



LEFT LANE CLOSURE ON FAR SIDE OF INTERSECTION



RIGHT LANE CLOSURE ON FAR SIDE OF INTERSECTION



- NOTES:
- THE NORMAL PROCEDURE IS TO CLOSE ON THE NEAR SIDE OF THE INTERSECTION ANY LANE THAT IS NOT CARRIED THROUGH THE INTERSECTION. HOWEVER, WHEN THIS RESULTS IN THE CLOSURE OF A RIGHT LANE HAVING SIGNIFICANT RIGHT TURNING MOVEMENTS, THEN THE RIGHT LANE MAY BE RESTRICTED TO RIGHT TURNS ONLY, AS SHOWN.
 - FOR INTERSECTION APPROACHES REDUCED TO A SINGLE LANE, LEFT-TURNING MOVEMENTS MAY BE PROHIBITED TO MAINTAIN CAPACITY FOR THROUGH VEHICULAR TRAFFIC.
 - FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS.
 - WHERE THE TURNING RADIUS IS LARGE, IT MAY BE POSSIBLE TO CREATE A RIGHT-TURN ISLAND USING CHANNELIZING DEVICES OR PAVEMENT MARKINGS.



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DEPARTMENT OF TRANSPORTATION

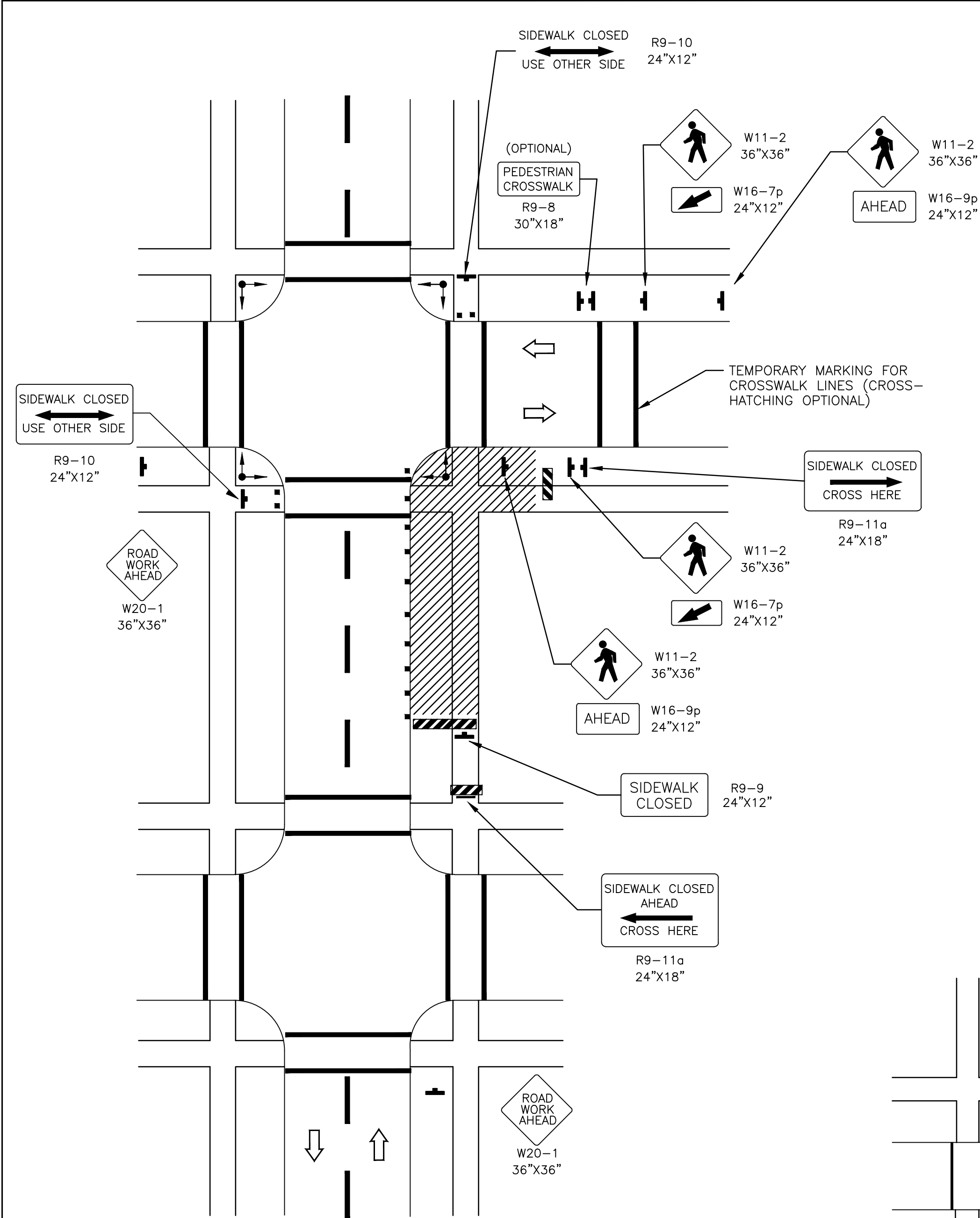
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DATE: JUNE, 2025
SHEET: 54
OF: 74

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VOLUME: 1
TRAFFIC CONTROL DETAILS 2

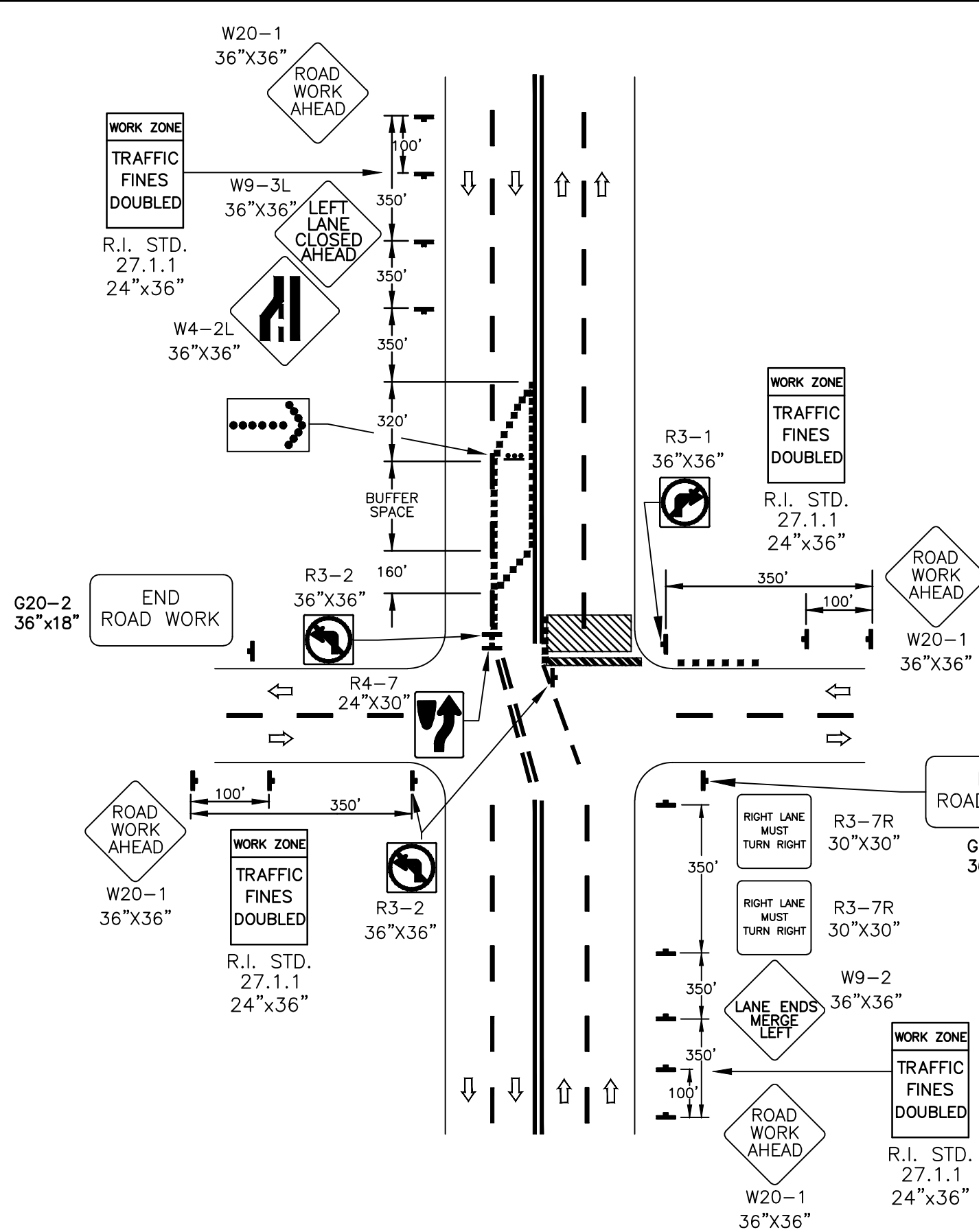
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2025-CB-031	2025	55	74



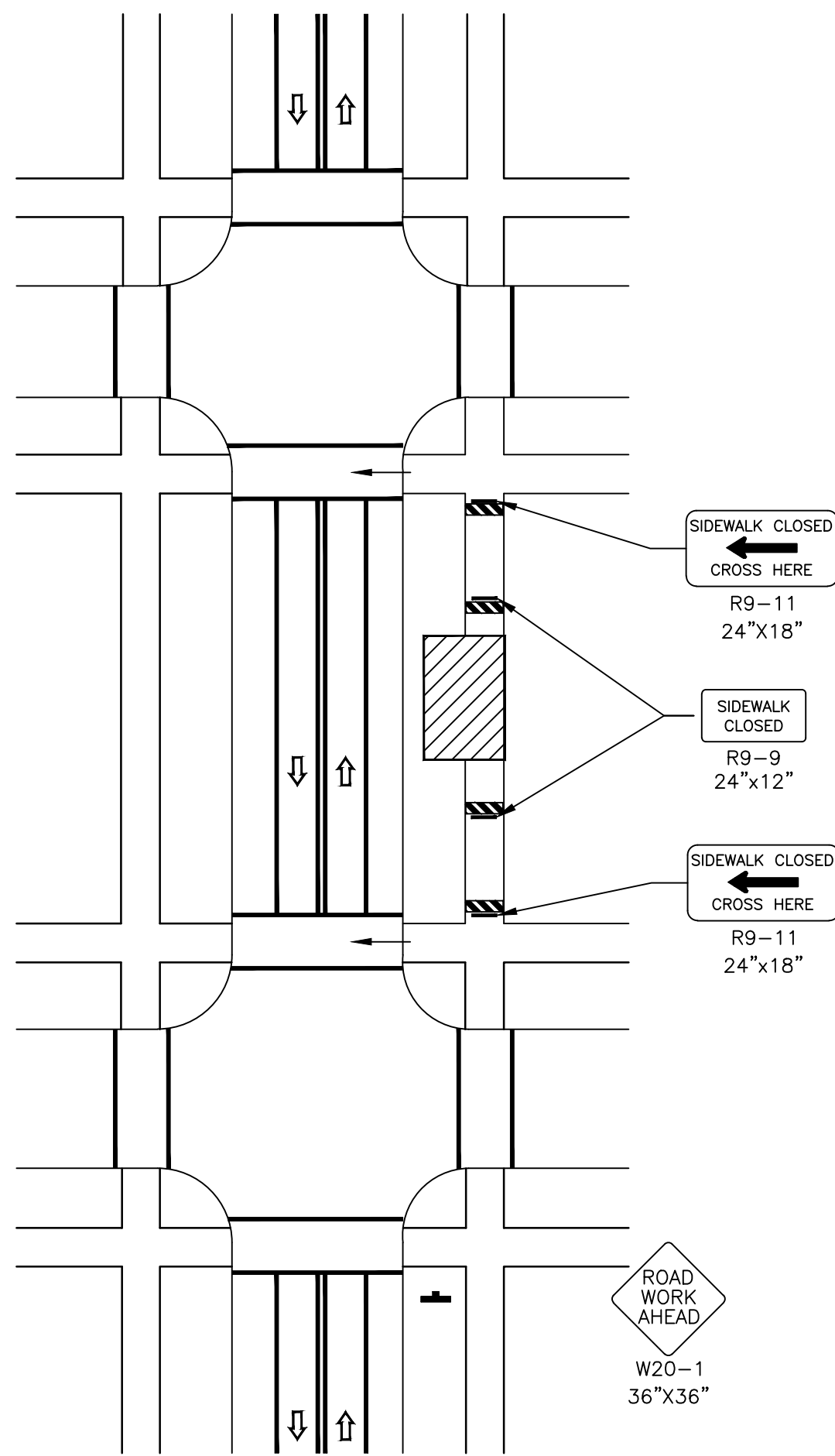
CROSSWALK CLOSURES AND PEDESTRIAN DETOURS

NOTES:

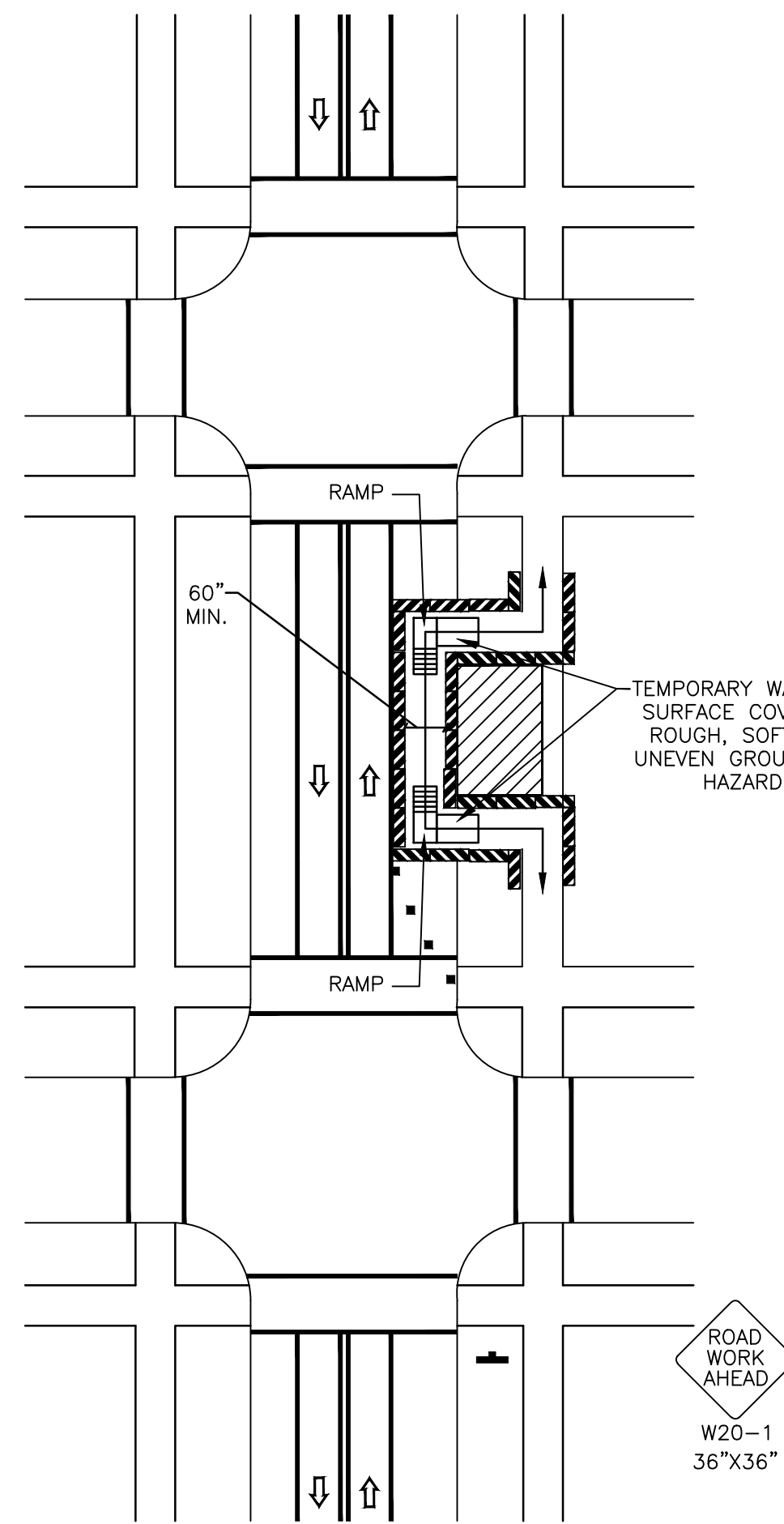
- WHEN CROSSWALK OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.
- CURB PARKING SHALL BE PROHIBITED FOR AT LEAST 50 ft. IN ADVANCE OF THE MIDBLOCK CROSSWALK.
- AUDIBLE INFORMATION DEVICES SHOULD BE CONSIDERED WHERE MIDBLOCK CLOSINGS AND CHANGED CROSSWALK AREAS CAUSE INADEQUATE COMMUNICATION TO BE PROVIDED TO PEDESTRIANS WHO HAVE VISUAL DISABILITIES.
- PEDESTRIAN TRAFFIC SIGNAL DISPLAYS CONTROLLING CLOSED CROSSWALKS SHOULD BE COVERED OR DEACTIVATED.
- STREET LIGHTING MAY BE CONSIDERED.
- ONLY THE TTC DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGNS, MAY BE USED TO CONTROL VEHICULAR TRAFFIC.
- FOR NIGHTTIME CLOSURES, TYPE A FLASHING WARNING LIGHTS MAY BE USED ON BARRICADES SUPPORTING SIGNS AND CLOSING SIDEWALKS.
- TYPE C STEADY-BURN OR TYPE D 360-DEGREE STEADY BURN WARNING LIGHTS MAY BE USED ON CHANNELIZING DEVICES SEPARATING THE WORK SPACE FROM VEHICULAR TRAFFIC.
- IN ORDER TO MAINTAIN THE SYSTEMATIC USE OF FLUORESCENT YELLOW-GREEN BACKGROUND FOR PEDESTRIAN, BICYCLE, AND SCHOOL WARNING SIGNS IN A JURISDICTION, THE FLUORESCENT YELLOW-GREEN BACKGROUND FOR PEDESTRIAN, BICYCLE, AND SCHOOL WARNING SIGNS MAY BE USED IN TTC ZONES.



HALF ROAD CLOSURE ON FAR SIDE OF INTERSECTION



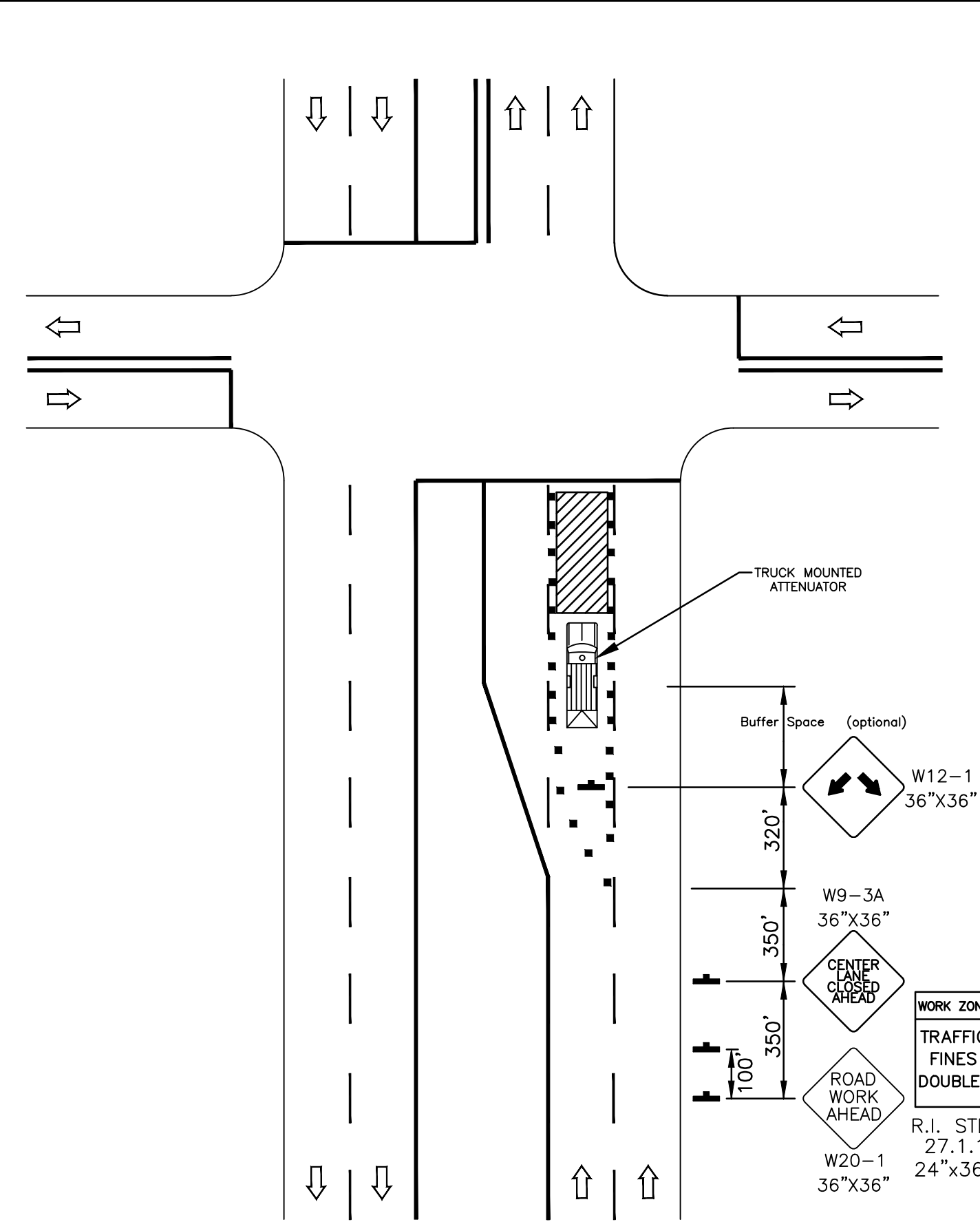
SIDEWALK DETOUR



SIDEWALK DIVERSION

NOTES:

- IF THE WORK SPACE EXTENDS ACROSS THE CROSSWALK, THE CROSSWALK SHOULD BE CLOSED USING THE INFORMATION AND DEVICES SHOWN IN CROSSWALK CLOSURES AND PEDESTRIAN DETOURS.
- WHEN TURN PROHIBITIONS ARE IMPLEMENTED, TWO TURN PROHIBITION SIGNS SHOULD BE USED, ONE ON THE NEAR SIDE AND, SPACE PERMITTING, ONE ON THE FAR SIDE OF THE INTERSECTION.
- A BUFFER SPACE MAY BE USED BETWEEN OPPOSING DIRECTIONS OF VEHICULAR TRAFFIC AS SHOWN IN THIS APPLICATION.
- THE NORMAL PROCEDURE IS TO CLOSE ON THE NEAR SIDE OF THE INTERSECTION ANY LANE THAT IS NOT CARRIED THROUGH THE INTERSECTION. HOWEVER, IF THERE IS A SIGNIFICANT RIGHT-TURNING MOVEMENT, THEN THE RIGHT LANE MAY BE RESTRICTED TO RIGHT TURNS ONLY, AS SHOWN.
- WHERE THE TURNING RADIUS IS LARGE, A RIGHT-TURN ISLAND USING CHANNELIZING DEVICES OR PAVEMENT MARKINGS MAY BE USED.
- THERE MAY BE INSUFFICIENT SPACE TO PLACE THE BACK-TO-BACK KEEP RIGHT SIGN AND NO LEFT TURN SYMBOL SIGNS AT THE END OF THE ROW OF CHANNELIZING DEVICES SEPARATING OPPOSING VEHICULAR TRAFFIC FLOWS. IN THIS SITUATION, THE NO LEFT TURN SYMBOL SIGN MAY BE PLACED ON THE RIGHT AND THE KEEP RIGHT SIGN MAY BE OMITTED.
- FOR INTERSECTION APPROACHES REDUCED TO A SINGLE LANE, LEFT-TURNING MOVEMENTS MAY BE PROHIBITED TO MAINTAIN CAPACITY FOR THROUGH VEHICULAR TRAFFIC.



LANE CLOSURE ON NEAR SIDE

NOTES:

- THE MERGING TAPER SHALL DIRECT VEHICULAR TRAFFIC INTO EITHER THE RIGHT OR LEFT LANE, BUT NOT BOTH.
- IN THIS TYPICAL APPLICATION, A LEFT TAPER SHOULD BE USED SO THAT RIGHT-TURN MOVEMENTS WILL NOT IMPEDE THROUGH MOTOR VEHICLE TRAFFIC. HOWEVER, THE REVERSE SHOULD BE TRUE FOR LEFT-TURN MOVEMENTS.
- FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED TO CALL ATTENTION TO THE ADVANCE WARNING SIGNS.
- A WORK VEHICLE WITH HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS MAY BE USED WITH THE HIGH-LEVEL WARNING DEVICE.
- SHADOW VEHICLES WITH A TRUCK-MOUNTED ATTENUATOR SHALL BE USED WHEN DIRECTED BY THE ENGINEER.
- A SIMILAR DETAIL MAY BE USED TO CLOSE THE RIGHT OR LEFT LANE WITH APPLICABLE RIGHT OR LEFT LANE CLOSURE SIGNS.

R.I. STD. 29.1.2

NOTES:

- SIGNS SHALL BE PLACED AT THE FOLLOWING APPROXIMATE LOCATIONS.
- SIGN INFORMATION TO BE PROVIDED BY R.I.D.O.T.

LOCATIONS:

STA. 41+75 RT. (GENERAL PLAN 5)
STA. 302+15 RT. (GENERAL PLAN 11)
STA. 334+55 LT. (GENERAL PLAN 15)

NOTES:

- WHEN CROSSWALKS OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.
- WHERE HIGH SPEEDS ARE ANTICIPATED, A TEMPORARY TRAFFIC BARRIER AND, IF NECESSARY, A CRASH CUSHION SHOULD BE USED TO SEPARATE THE TEMPORARY SIDEWALKS FROM VEHICULAR TRAFFIC.
- AUDIBLE INFORMATION DEVICES SHOULD BE CONSIDERED WHERE MID BLOCK CLOSINGS AND CHANGED CROSSWALK AREAS CAUSE INADEQUATE COMMUNICATION TO BE PROVIDED TO PEDESTRIANS WHO HAVE VISUAL DISABILITIES.
- ONLY THE TTC DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES, SUCH AS LANE CLOSURE SIGNING OR ROAD NARROWS SIGNS, SHALL BE USED TO CONTROL VEHICULAR TRAFFIC.
- FOR NIGHTTIME CLOSURES, TYPE A FLASHING WARNING LIGHTS MAY BE USED ON BARRICADES THAT SUPPORT SIGNS AND CLOSE SIDEWALKS.
- SIGNS, SUCH AS KEEP RIGHT(LEFT), MAY BE PLACED ALONG A TEMPORARY SIDEWALK TO GUIDE OR DIRECT PEDESTRIANS.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 55
OF: 74

SCALE: NONE

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1

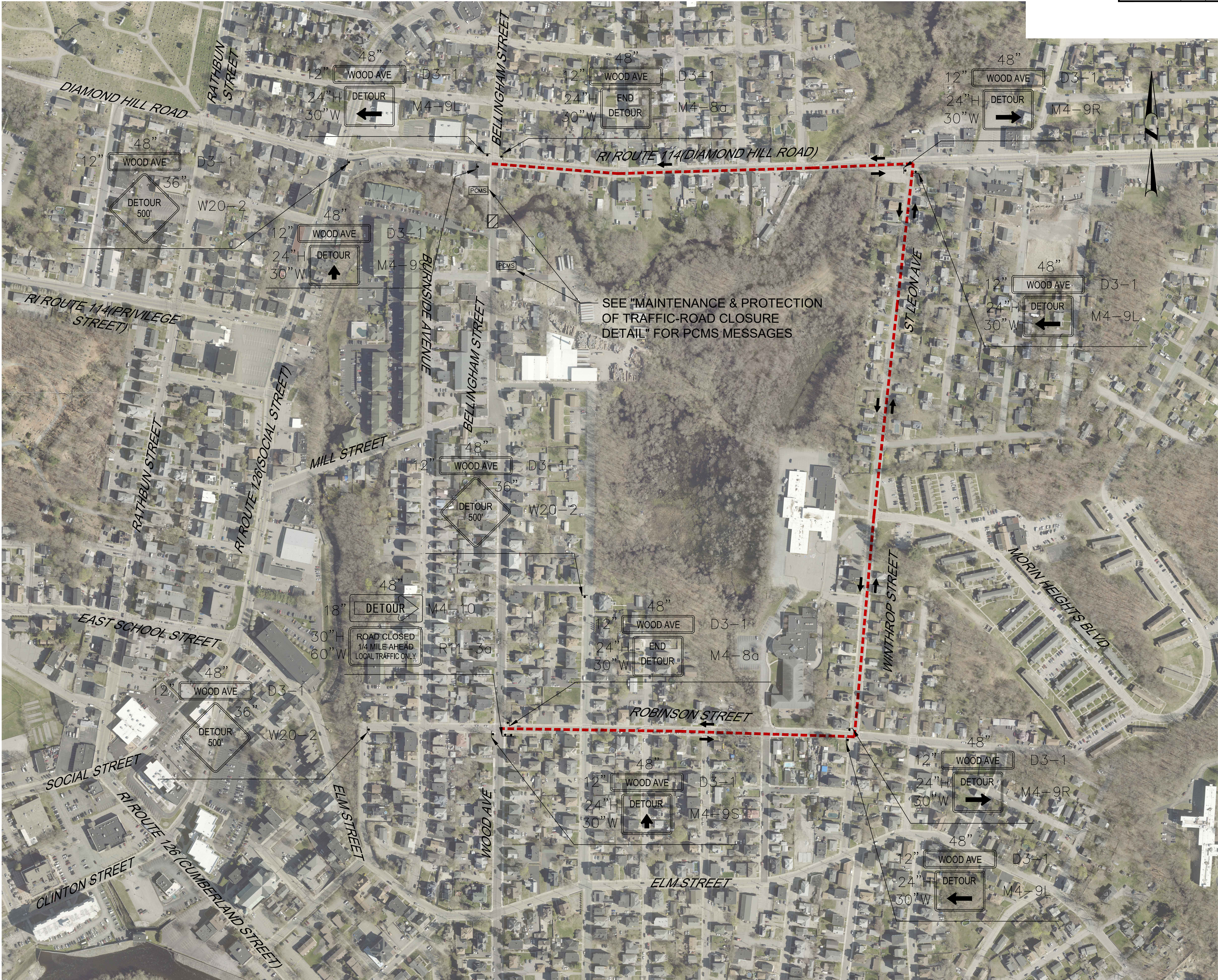
TRAFFIC CONTROL DETAILS 3

NOTES

1. ALL TEMPORARY SIGNS SHALL HAVE BLACK TEXT ON ORANGE BACKGROUND AND SHALL BE INSTALLED ACCORDING TO THE RHODE ISLAND STANDARD DETAILS 24.3.0.
2. ALL RELEVANT MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN PLACE AND APPROVED BY THE ENGINEER PRIOR TO START OF WORK. ALL TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE NOTED, SHALL CONFORM TO THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, 2009 EDITION". ALL SIGNS AND DRUMS SHALL BE REFLECTORIZED.
3. ALL DRUMS SHALL CONFORM TO R.I. STANDARD 26.2.0.
4. ANY CONSTRUCTION SIGNS THAT ARE PLACED BEHIND CHANNELIZING BARRELS MUST BE MOUNTED AT A HEIGHT THAT IS VISIBLE TO ALL MOTORISTS.
5. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE REMOVED OR COVERED WHEN THEY ARE NO LONGER NEEDED. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC TRAFFIC PROTECTION."
6. ALL EXISTING AND TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED WHEN THEY ARE IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS.
7. THE LOCATION OF SIGNS SHALL BE APPROVED BY THE ENGINEER. THE DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
8. THE CONTRACTOR SHALL HAVE ALL NOTIFICATION MESSAGES TO BE DISPLAYED ON THE PORTABLE CHANGEABLE MESSAGE SIGN DURING THE DIFFERENT PHASES OF CONSTRUCTION APPROVED BY THE ENGINEER.
9. PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE DEPLOYED 2 WEEKS PRIOR TO DETOUR IMPLEMENTATION OR AS APPROVED BY THE ENGINEER.
10. THE DETOUR SHALL BE IN PLACE PRIOR TO THE CLOSING OF THE ROADWAY.
11. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY OR SET WELL AWAY FROM THE TRAVEL LANE AS POSSIBLE.
12. COST OF TYPE A LIGHTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BARRICADES.
13. DAILY REMOVING AND RESETING OF BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BARRIER.
14. RESETING AND/OR RELOCATING OF TEMPORARY FENCE AND/OR GATE SHALL BE INCLUDED UNDER ITEM 937.0100 "FURNISH, INSTALL, MAINTAIN, AND MOVE TEMPORARY TRAFFIC PROTECTION."
15. CONTRACTOR SHALL ADD SUPPLEMENTAL DETOUR SIGNS AT THE DIRECTION OF THE ENGINEER AS NECESSARY ONCE CONSTRUCTION STARTS.

LEGEND

- CONSTRUCTION SIGN
- WORK ZONE
- PORTABLE CHANGEABLE MESSAGE SIGN
- TRAVEL DIRECTION
- DETOUR ROUTE
- PEDESTRIAN DETOUR ROUTE



WOOD AVENUE DETOUR (EAST LEG)

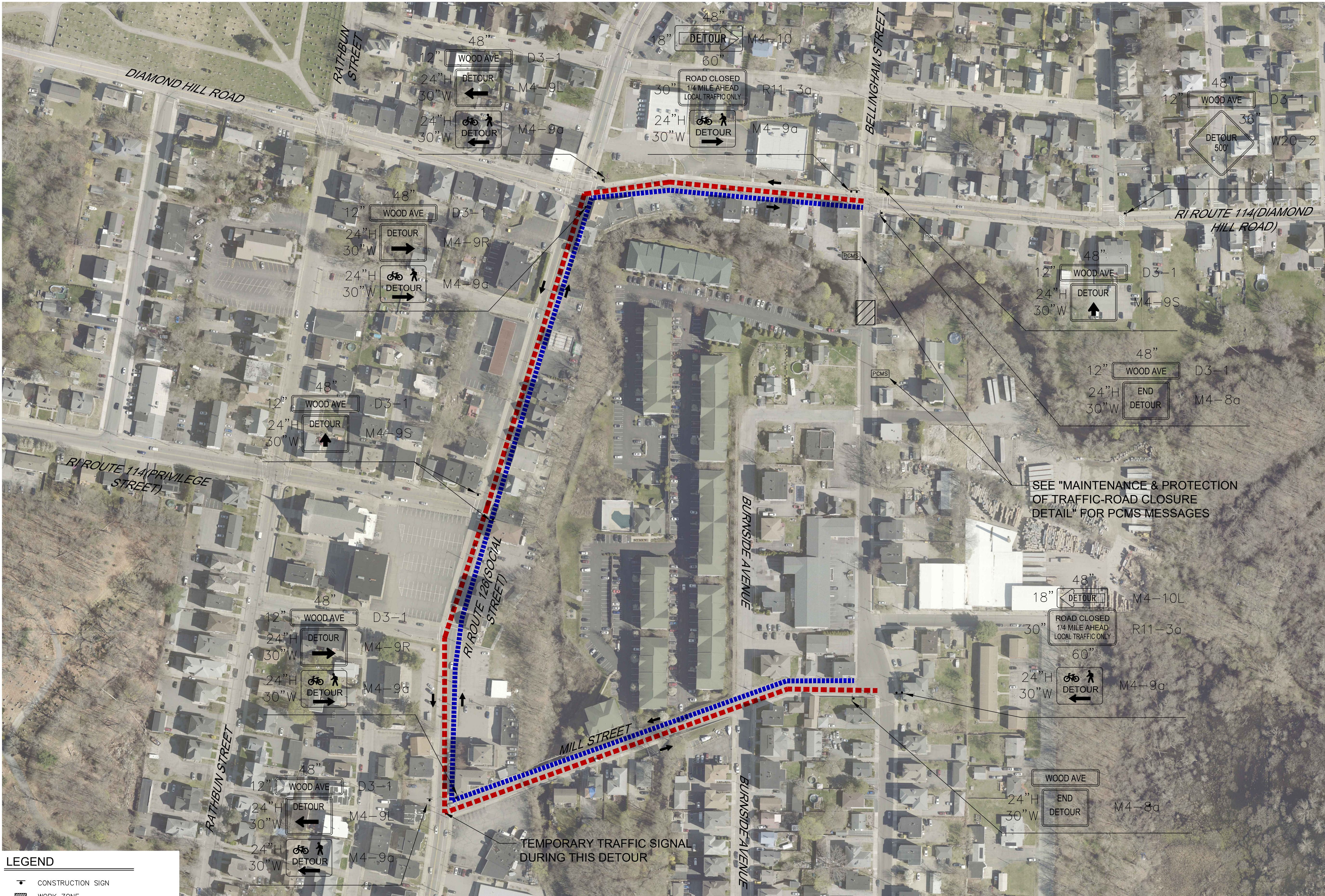


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 56
OF: 74

SCALE: 1" = 200'					
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NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
TRAFFIC DETOUR PLAN 1 OF 3



- LEGEND**
- CONSTRUCTION SIGN
 - WORK ZONE
 - PCMS
 - TRAVEL DIRECTION
 - DETOUR ROUTE
 - PEDESTRIAN DETOUR ROUTE

WOOD AVENUE DETOUR (WEST LEG)

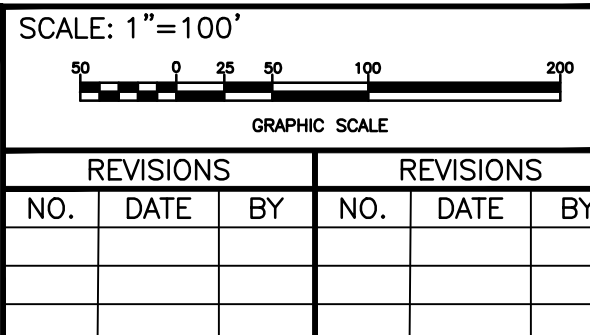
SHEET NOTES

1. SEE DETOUR PLAN 1 OF 4 FOR NOTES.



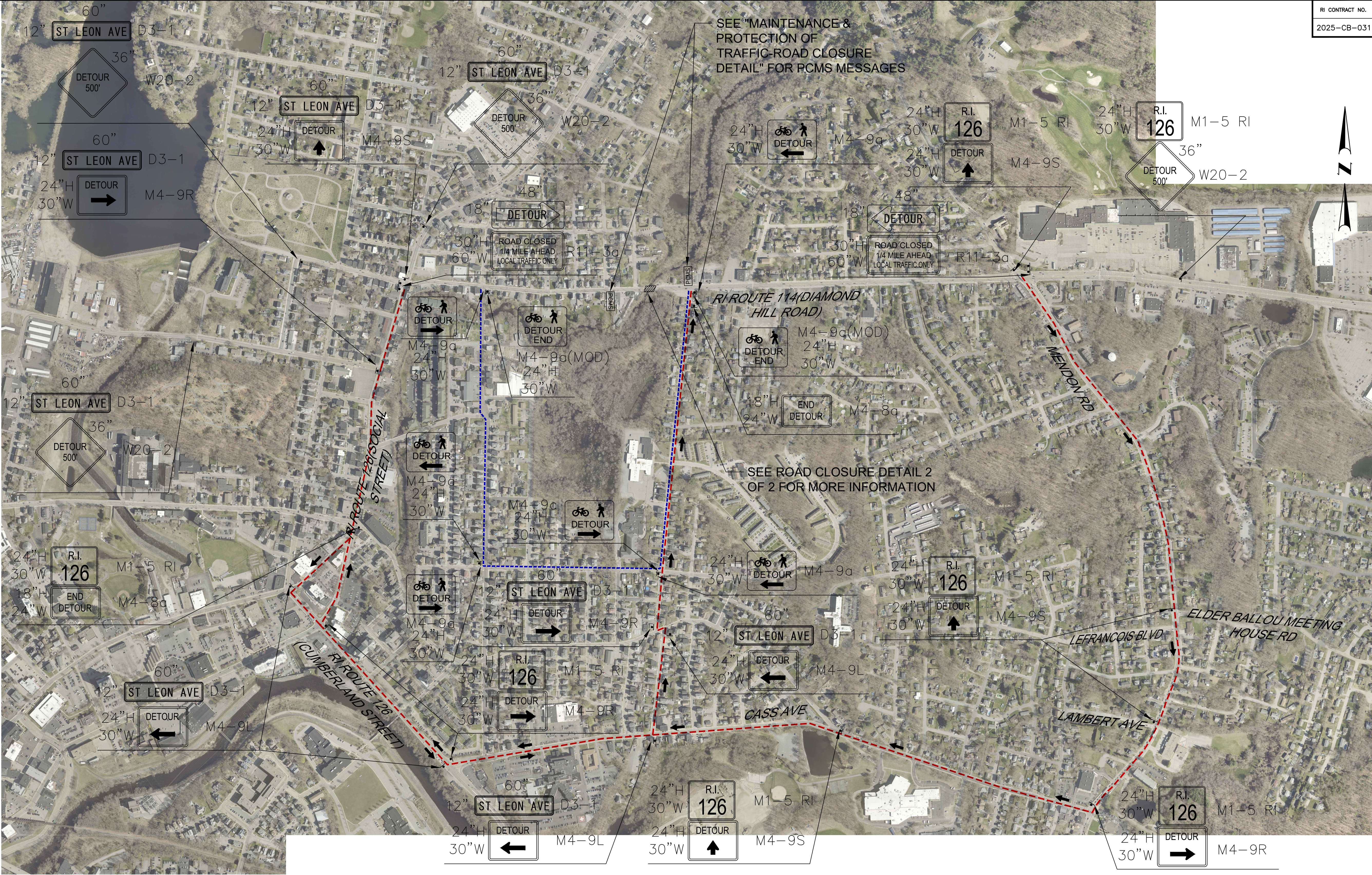
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

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DATE: JUNE, 2025
SHEET: 57
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
TRAFFIC DETOUR PLAN 2 OF 3

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	58	74



LEGEND	
	CONSTRUCTION SIGN
	WORK ZONE
	PORTABLE CHANGEABLE MESSAGE SIGN
	TRAVEL DIRECTION
	DETOUR ROUTE
	PEDESTRIAN DETOUR ROUTE

SHEET NOTES	
1. SEE DETOUR PLAN 1 OF 4 FOR NOTES.	

RI ROUTE 114 (DIAMOND HILL RD) DETOUR 1



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 58
OF: 74

SCALE: 1"=200'					
GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
TRAFFIC DETOUR PLAN 3 OF 4

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	59	74

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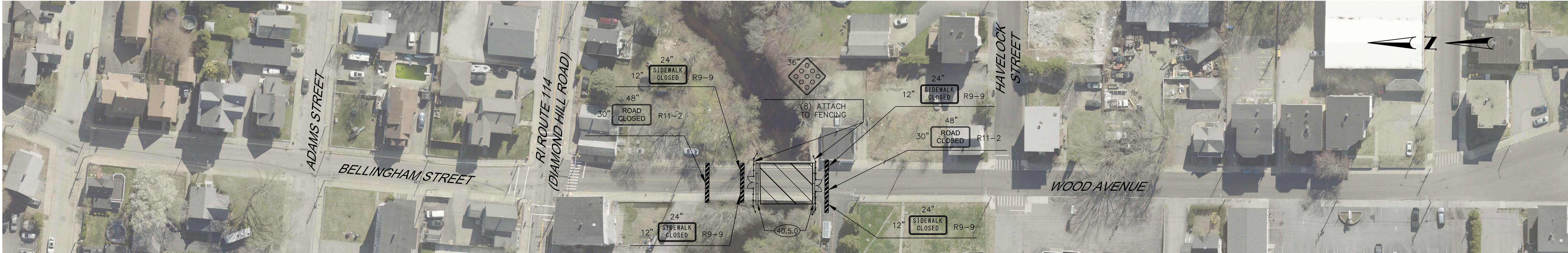


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 59
OF: 74

SCALE: 1"=200'					
GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
TRAFFIC DETOUR PLAN 4 OF 4



WOOD AVE CLOSURE DETAIL

SHEET NOTES

1. SEE DETOUR PLAN 1 OF 4 FOR NOTES.

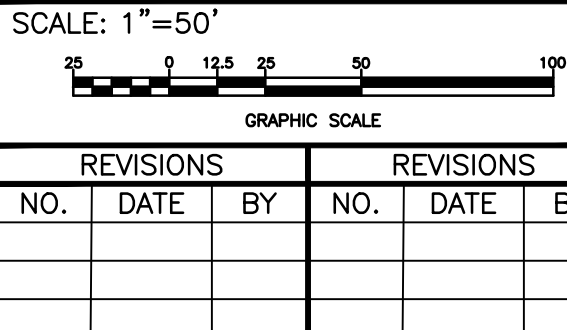
LEGEND

- CONSTRUCTION SIGN
- TYPE III BARRICADE
- TRAFFIC DRUM
- WORK ZONE
- UNANCHORED PRECAST CONCRETE BARRIER CURB FOR TRAFFIC CONTROL

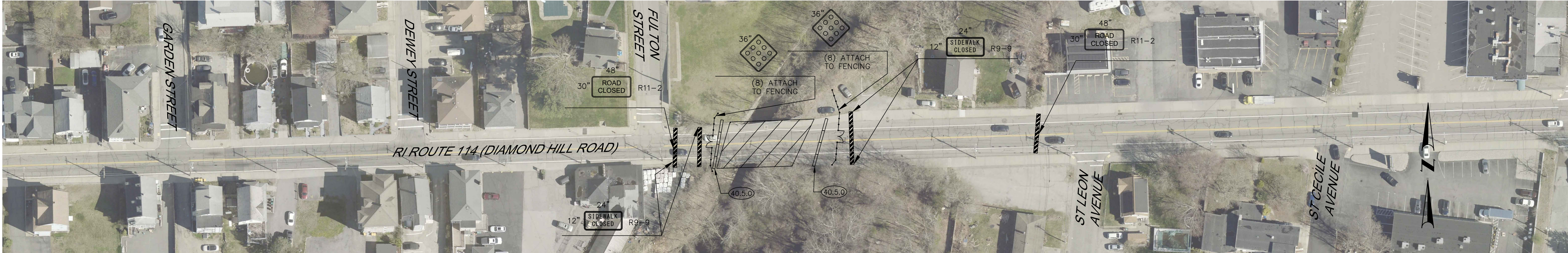


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 60
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
WOONSOCKET RHODE ISLAND
ROAD CLOSURE DETAIL 1



RI ROUTE 114 (DIAMOND HILL ROAD) CLOSURE DETAIL

WOOD
AVE TO
CLOSE

MESSAGE 1

BEGIN
MM/DD

MESSAGE 2

MESSAGE TO BE DISPLAYED TWO (2)
WEEKS PRIOR TO CLOSURE

WOOD
AVE
CLOSED

MESSAGE 1

FOLLOW
DETOUR

MESSAGE 2

MESSAGE TO BE DISPLAYED
DURING CLOSURE

RI ROUTE
114 TO
CLOSE

MESSAGE 1

BEGIN
MM/DD

MESSAGE 2

MESSAGE TO BE DISPLAYED TWO (2)
WEEKS PRIOR TO CLOSURE

RI ROUTE
114
CLOSED

MESSAGE 1

FOLLOW
DETOUR

MESSAGE 2

MESSAGE TO BE DISPLAYED
DURING CLOSURE

PCMS FOR WOOD AVE DETOUR

PCMS FOR RI ROUTE 114 (DIAMOND HILL ROAD) DETOUR

SHEET NOTES

- SEE DETOUR PLAN 1 OF 4 FOR NOTES.

LEGEND

- CONSTRUCTION SIGN
- TYPE III BARRICADE
- TRAFFIC DRUM
- WORK ZONE
- UNANCHORED PRECAST CONCRETE BARRIER CURB FOR TRAFFIC CONTROL

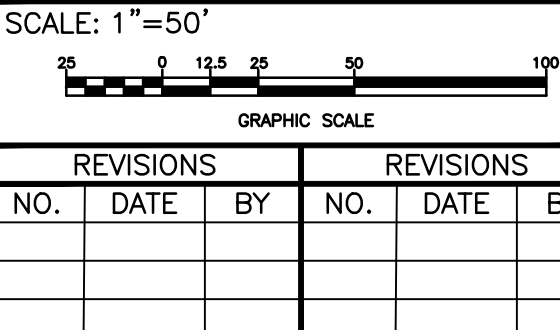
PCMS NOTES

- THE CONTRACTOR SHALL HAVE ALL NOTIFICATION MESSAGES TO BE DISPLAYED ON THE PCMS DURING THE DIFFERENT PHASES OF CONSTRUCTION APPROVED BY THE ENGINEER.
- PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE DEPLOYED 2 WEEKS PRIOR TO DETOUR IMPLEMENTATION OR AS APPROVED BY THE ENGINEER.
- PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY OR SET WELL AWAY FROM THE TRAVEL LANE AS POSSIBLE.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 61
OF: 74



WOONSOCKET CORRIDOR
VOLUME: 1
RHODE ISLAND
ROAD CLOSURE DETAIL 2

NOTES

1. A FLAGGER SHALL BE PLACED AT BOTH TAPERS BEYOND THE WORK ZONE.
2. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
3. THE BUFFER SPACE SHOULD BE EXTENDED IF NECESSARY SO THAT THE 100' MAX. TWO-WAY TRAFFIC TAPER IS PLACED BEFORE A HORIZONTAL (OR CREST VERTICAL) CURVE TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGER AND A QUEUE OF STOPPED VEHICLES.
4. MAXIMUM SPACING OF CHANNELIZING DEVICES IN THE 100' MAX TWO-WAY TRAFFIC TAPER IS 25 FEET. MAXIMUM SPACING ON CHANNELIZING DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT.
5. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH IS TO BE MEASURED FROM THE EDGE OF CHANNELIZING DEVICES OR TEMPORARY BARRIER.
6. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
7. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
8. WHERE A SIDE STREET OR RAMP INTERSECTS WITH THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.
9. R.I. STD. 261.0 CONES SHALL BE USED WHEN TRAFFIC CONTROL SET-UP IS UTILIZED ONLY DURING WORKING HOURS AND IS SUBSEQUENTLY REMOVED AT THE END OF THE WORK DAY. R.I. STD. 26.2.0 SHALL BE USED WHEN A TRAFFIC CONTROL SET-UP WILL REMAIN BEYOND WORKING HOURS WHEN NO WORKERS ARE PRESENT.

LEGEND

- CONSTRUCTION SIGN
TYPE III BARRICADE
WORK ZONE
TRAFFIC PERSON
TRAVEL DIRECTION
CHANNELIZING DEVICE

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	62	74



BLACKSTONE STREET TRAFFIC CONTROL STAGE 1



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 62
OF: 74

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
TRAFFIC STAGING PLAN 1

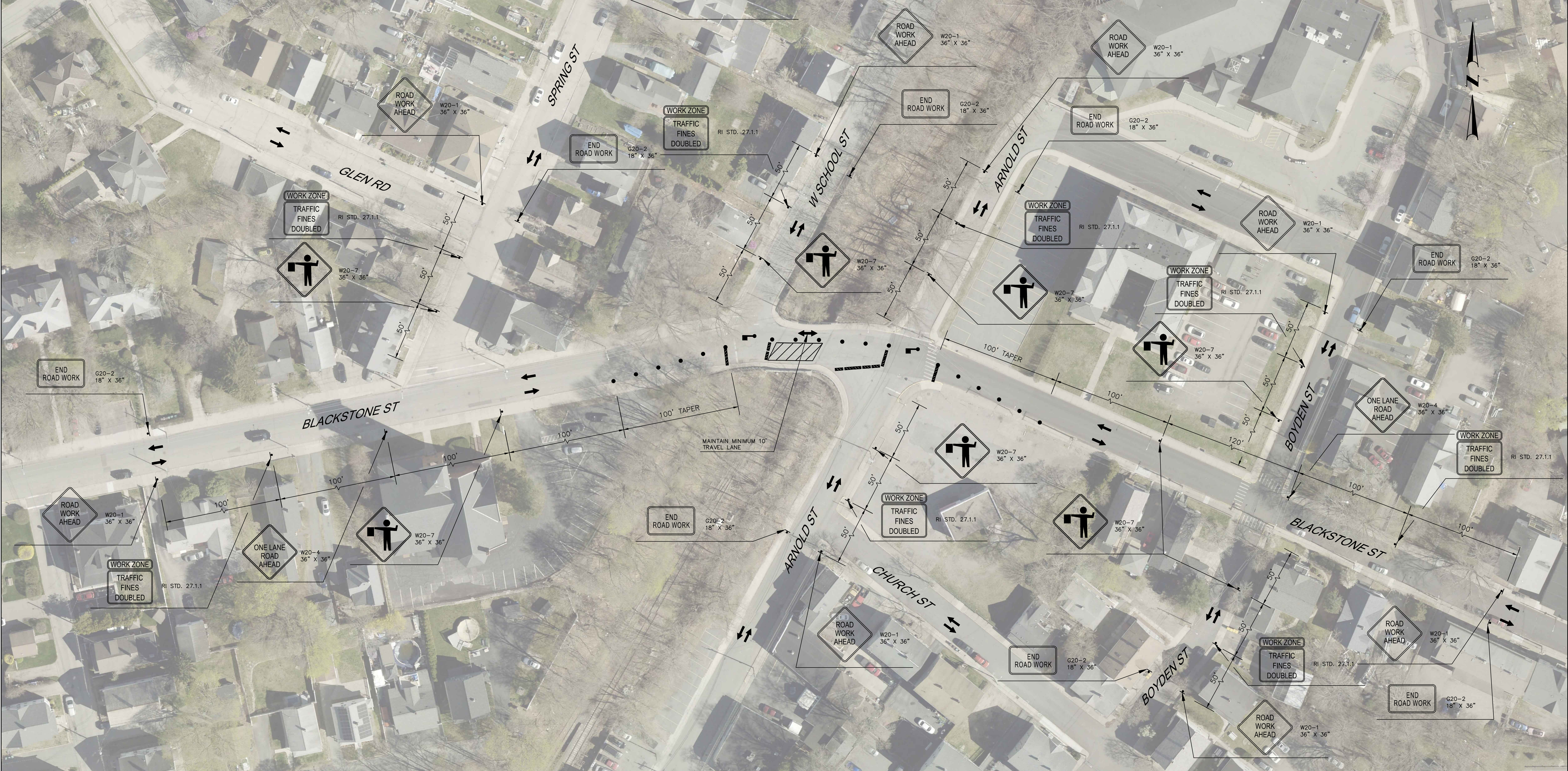
NOTES

1. A FLAGGER SHALL BE PLACED AT BOTH TAPERS BEYOND THE WORK ZONE.
2. CHANNELIZING DEVICES ARE TO BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
3. THE BUFFER SPACE SHOULD BE EXTENDED IF NECESSARY SO THAT THE 100' MAX. TWO-WAY TRAFFIC TAPER IS PLACED BEFORE A HORIZONTAL (OR CREST VERTICAL) CURVE TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGER AND A QUEUE OF STOPPED VEHICLES.
4. MAXIMUM SPACING OF CHANNELIZING DEVICES IN THE 100' MAX TWO-WAY TRAFFIC TAPER IS 25 FEET. MAXIMUM SPACING ON CHANNELIZING DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT.
5. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH IS TO BE MEASURED FROM THE EDGE OF CHANNELIZING DEVICES OR TEMPORARY BARRIER.
6. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
7. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
8. WHERE A SIDE STREET OR RAMP INTERSECTS WITH THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.
9. R.I. STD. 261.0 CONES SHALL BE USED WHEN TRAFFIC CONTROL SET-UP IS UTILIZED ONLY DURING WORKING HOURS AND IS SUBSEQUENTLY REMOVED AT THE END OF THE WORK DAY. R.I. STD. 26.2.0 SHALL BE USED WHEN A TRAFFIC CONTROL SET-UP WILL REMAIN BEYOND WORKING HOURS WHEN NO WORKERS ARE PRESENT.

LEGEND

- CONSTRUCTION SIGN
TYPE III BARRICADE
WORK ZONE
TRAFFIC PERSON
TRAVEL DIRECTION
CHANNELIZING DEVICE

RI CONTRACT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2025-CB-031	2025	63	74



BLACKSTONE STREET TRAFFIC CONTROL STAGE 2



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:
CHECKED BY:
DATE: JUNE, 2025
SHEET: 63
OF: 74

SCALE: 1"=40'					
GRAPHIC SCALE					
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

WOONSOCKET CORRIDOR
VOLUME: 1
BLACKSTONE STREET STAGE 2

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	001	

MAP REFERENCES

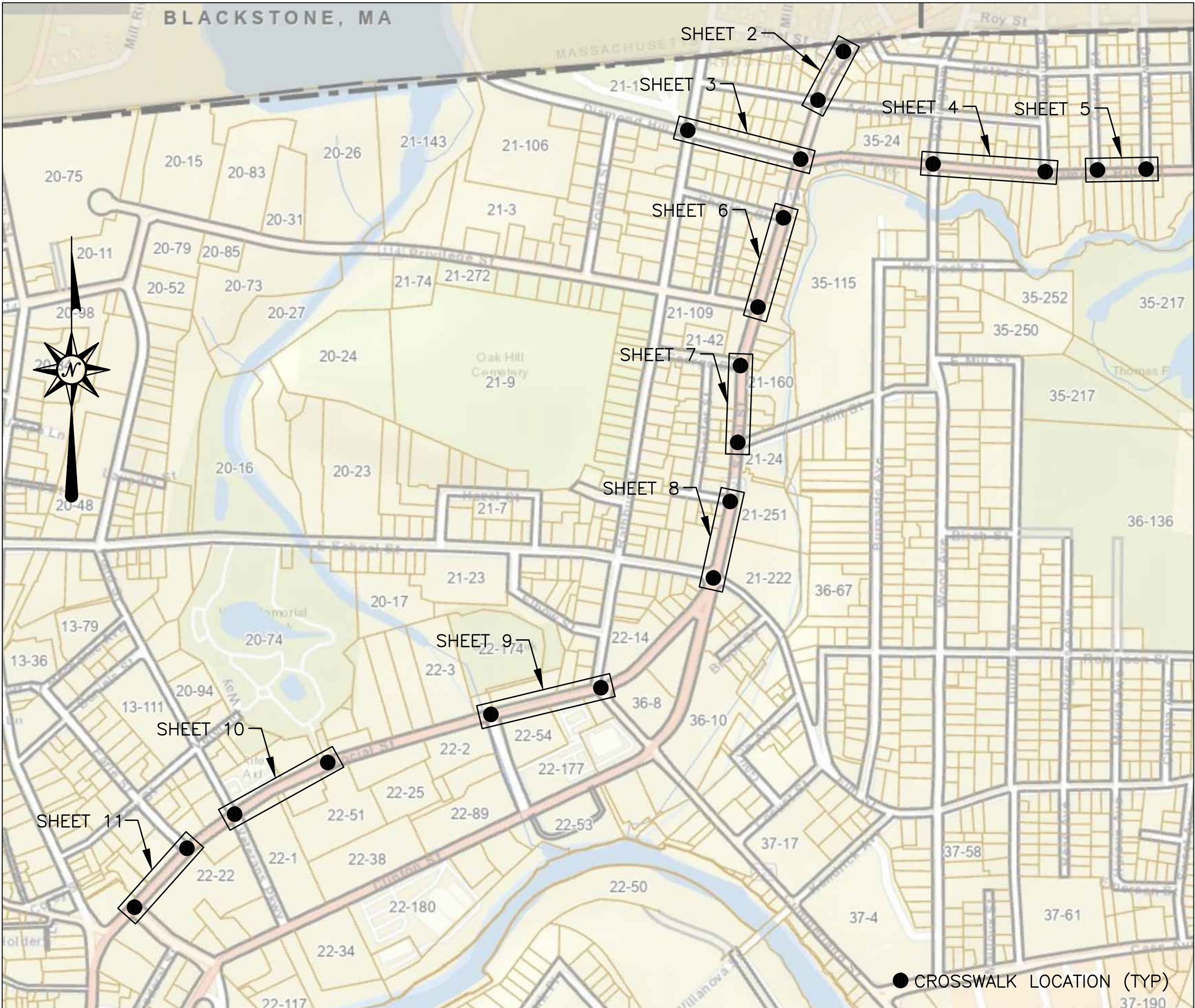
A. "PLAT NO. 2983, PLAT SHOWING LAND IN CITY OF WOONSOCKET RHODE ISLAND ROADWAY ACQUISITION FOR FOR STATE HIGHWAY PURPOSES ON BEHALF OF STATE OF RHODE ISLAND BY THE DIRECTOR OF TRANSPORTATION, PERFORMED BY BL COMPANIES DURING JULY 2023 UTILIZING LEICA SMARTNET GNSS CORRECTION SERVICES, DATE: 10/5/2020". SHEETS 1-9.

GENERAL NOTES

- NORTH ARROW AND BEARINGS REFER TO THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM (RICS), REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, (NAD 83 - 2011 EPOCH) AND ARE BASED ON GPS OBSERVATIONS PERFORMED BY BL COMPANIES DURING JULY 2023 UTILIZING LEICA SMARTNET GNSS CORRECTION SERVICES.
- ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) DETERMINED BY USING (GEOID 18) AND ARE BASED ON GPS OBSERVATIONS PERFORMED BY BL COMPANIES IN JULY 2023 UTILIZING LEICA SMARTNET GNSS CORRECTION SERVICES.
- BL COMPANIES PERFORMED FIELD LOCATIONS DURING JULY, 2023.
- THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED THOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF EXCAVATION.

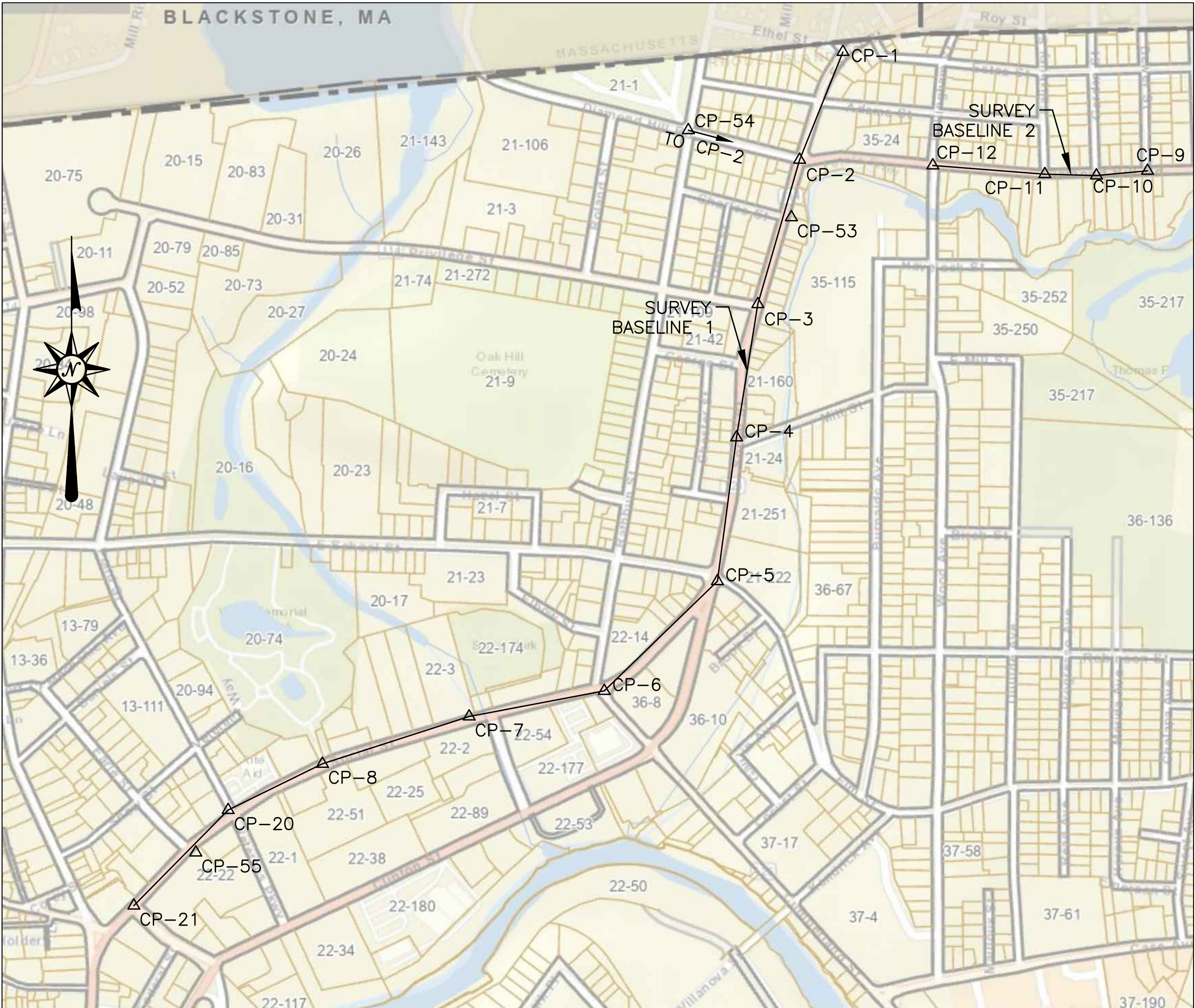
EXISTING CONDITIONS SURVEY
LOCATION MAP INDEX

NOT TO SCALE



EXISTING CONDITIONS SURVEY
CONTROL BASELINE INDEX

NOT TO SCALE



LEGEND

00/00	=	ASSESSOR'S PLAT/LOT NUMBER
T	=	TOTAL AREA
A	=	AREA ACQUIRED
R	=	REMAINING AREA
B	=	TEMPORARY EASEMENT AREA
C	=	PERMANENT AERIAL EASEMENT AREA
D	=	PERMANENT DRAINAGE EASEMENT AREA
G	=	PERMANENT GUY EASEMENT AREA
P	=	PERMANENT EASEMENT AREA
U	=	PERMANENT UTILITY AREA
RIHB	=	NEW RHODE ISLAND HIGHWAY BOUND
RHB	=	EXISTING RHODE ISLAND HIGHWAY BOUND
S.F.L.	=	STATE FREEWAY LINE
S.H.L.	=	STATE HIGHWAY LINE
E	=	EXISTING PROPERTY LINE
T.E.B.	=	TEMPORARY EASEMENT BOUNDARY LINE
P.A.B.	=	PERMANENT AERIAL EASEMENT BOUNDARY
P.D.B.	=	PERMANENT DRAINAGE EASEMENT BOUNDARY LINE
P.G.B.	=	PERMANENT GUY EASEMENT BOUNDARY LINE
P.E.B.	=	PERMANENT EASEMENT BOUNDARY LINE
P.U.B.	=	PERMANENT UTILITY EASEMENT BOUNDARY LINE
T.U.B.	=	TEMPORARY UTILITY EASEMENT BOUNDARY LINE

CERTIFICATION:
This survey has been conducted and the plan prepared pursuant to Section 9 of the Rules and Regulations adopted by the Rhode Island Board of Registration for Professional Land Surveyors on November 25, 2015 as follows:

Type of Survey:	Measurement Specification:
DATA ACCUMULATION SURVEY	CLASS III
VERTICAL CONTROL SURVEY	V-1
TOPOGRAPHIC SURVEY ACCURACY	T-1

The property lines depicted in and around the existing ramp areas are based on limited research of adjacent property, RIDOT highway plans, and field survey and recovery of existing monumentation in those particular work areas. Right of way information has been determined based on the reestablishment of the baselines from surveyed field evidence, recorded maps, pavement location and other planimetric information and are not the result of a limited content boundary survey.

The purpose of the survey is to prepare an existing conditions survey in the areas of the proposed pedestrian ramp improvements.



By: *Jennifer Marks*
JENNIFER MARKS P.L.S. #1960 DATE: 2023-09-29
C.O.A. No. LS-A488

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS SURVEY
RT 126 - SOCIAL STREET
RT 114 - DIAMOND HILL ROAD
WOONSOCKET, RHODE ISLAND

CHECKED BY DS/JM/AC DATE 09-29-2023 SCALE 1"=20'

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1 RHODE ISLAND

EXISTING CONDITIONS NO.1

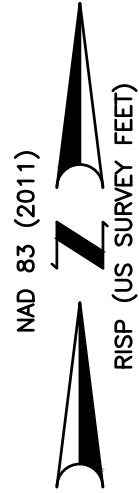


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: AC
CHECKED BY: DS
DATE: 09/29/2023
SHEET: 001
OF: 011

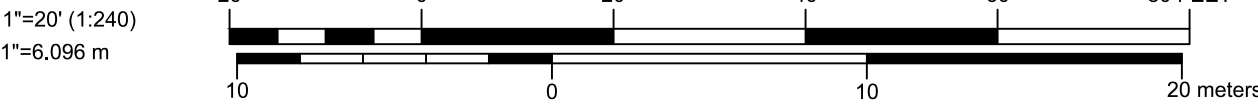
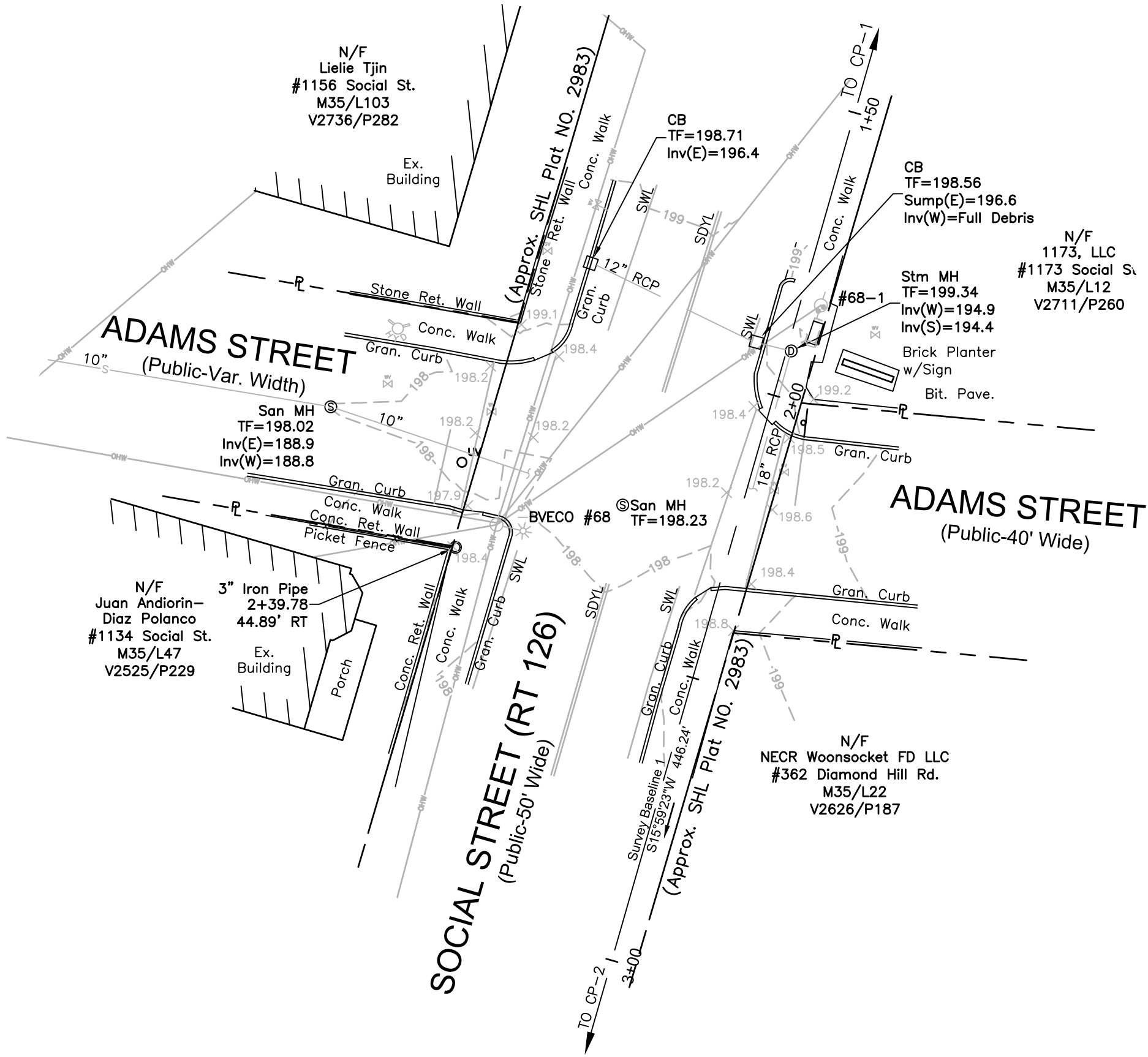
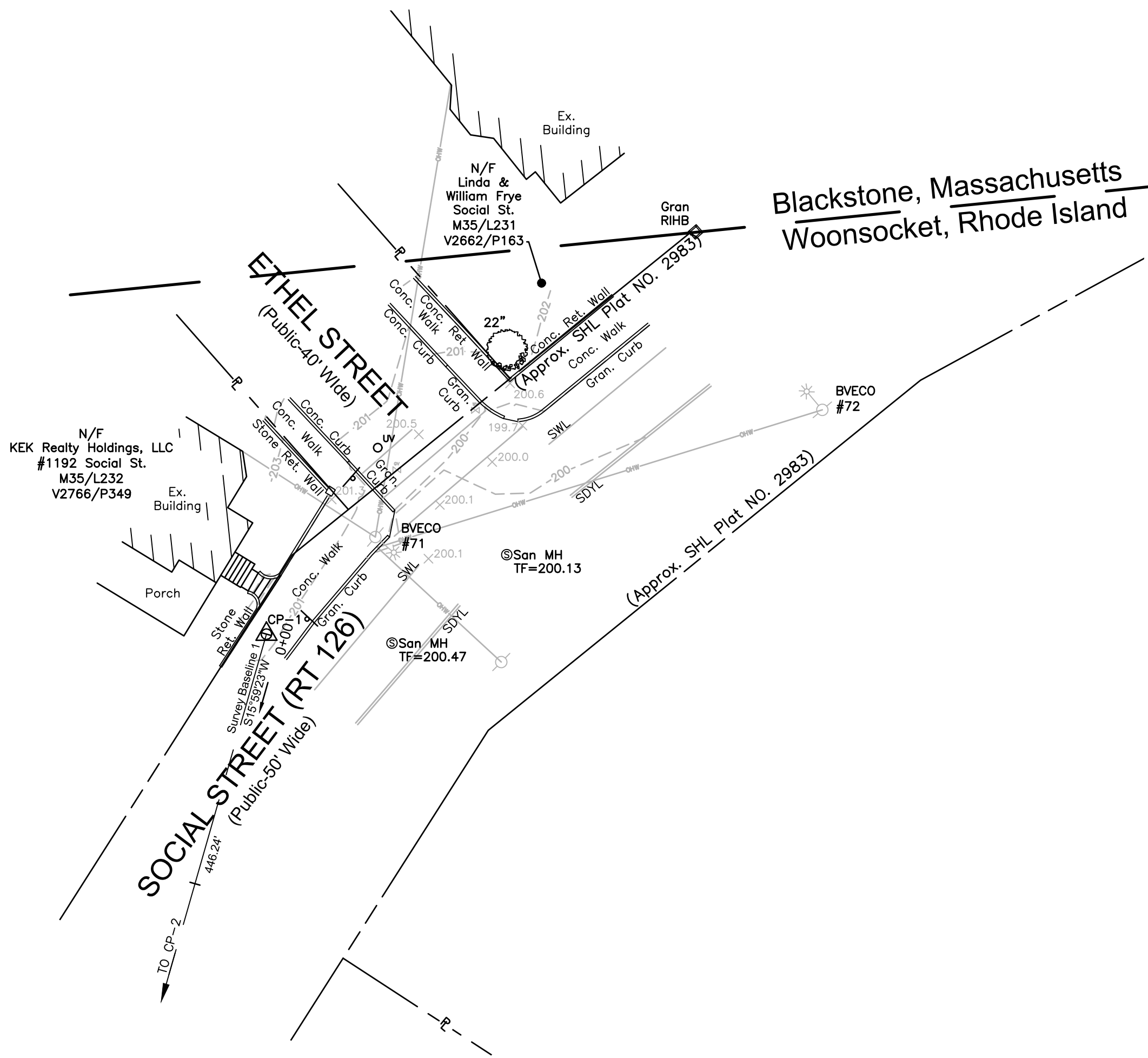
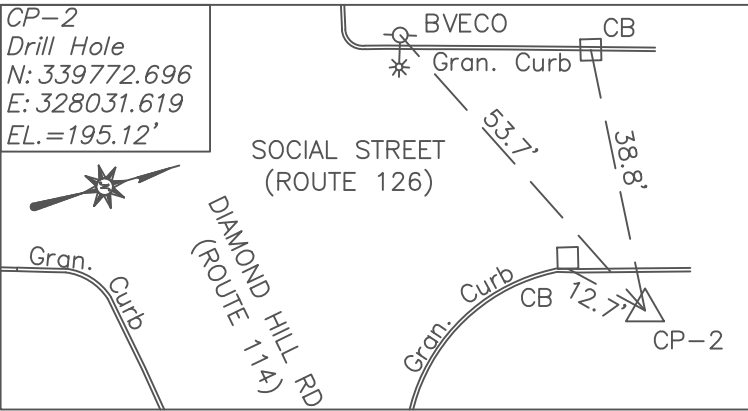
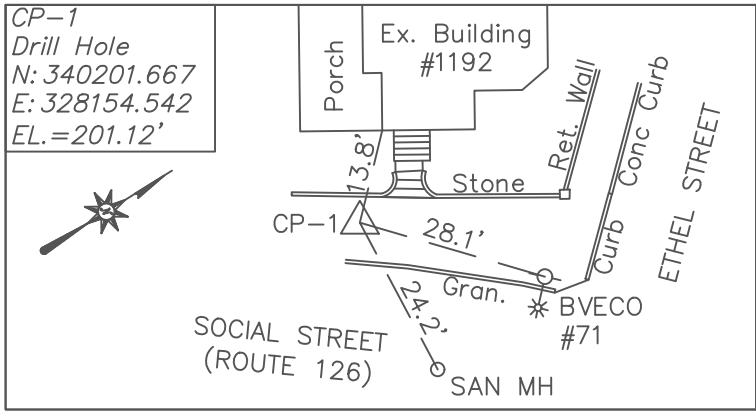
REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	002	



CONTROL TIE REFERENCES

NOT TO SCALE



*SEE SHEET 1 FOR LOCATION PLAN, DRAWING NOTES, REFERENCES AND CERTIFICATION



ARCHITECTURE
ENGINEERING
ENVIRONMENTAL
LAND SURVEYING



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

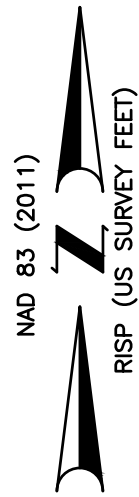
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CHECKED BY: DS
DATE: 09/29/2023
SHEET: 002
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1

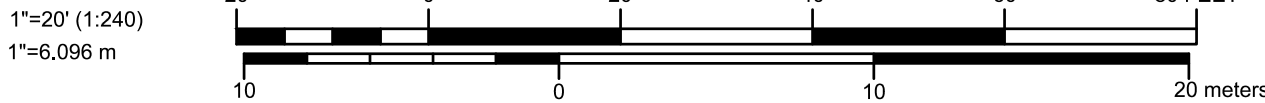
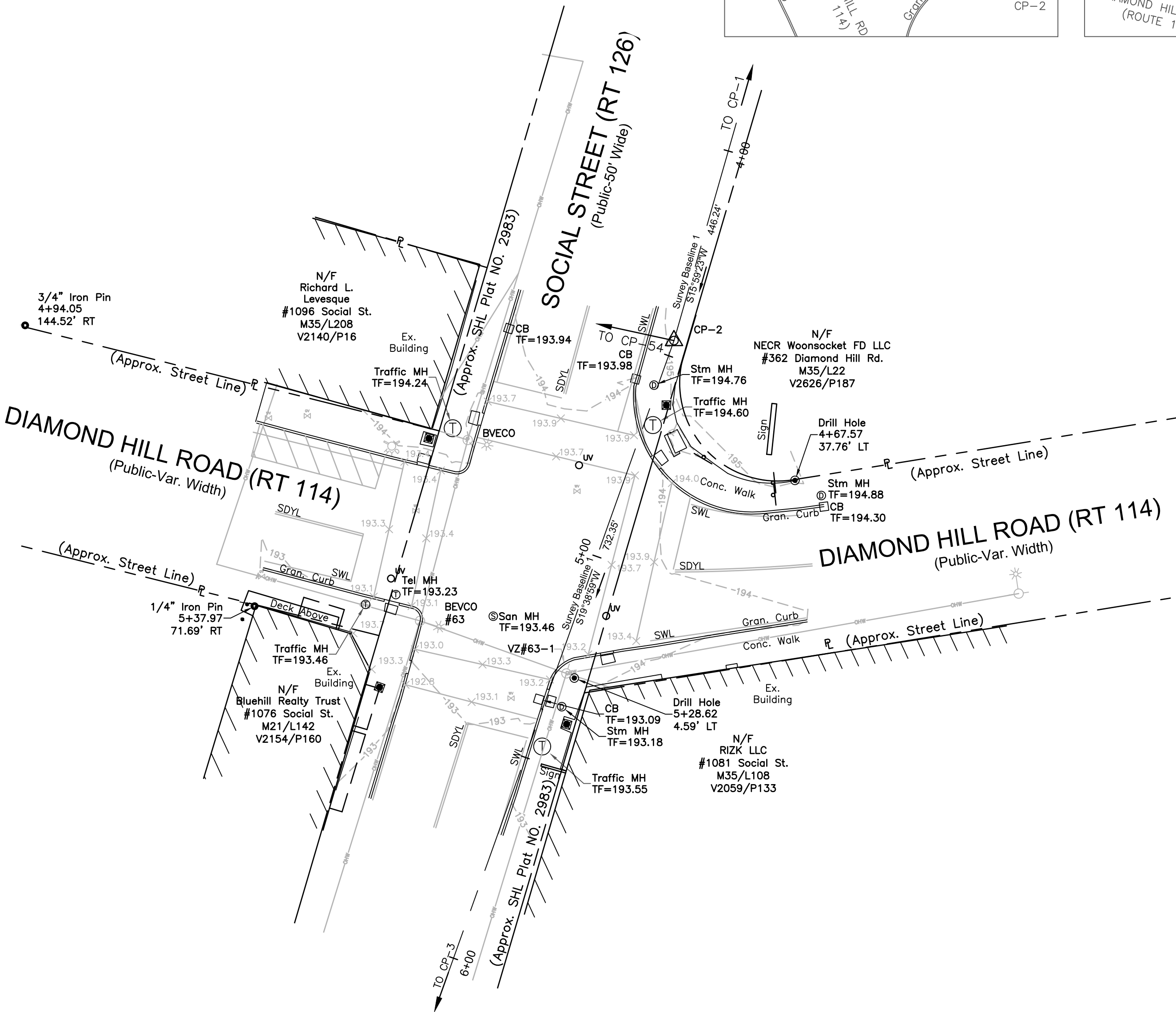
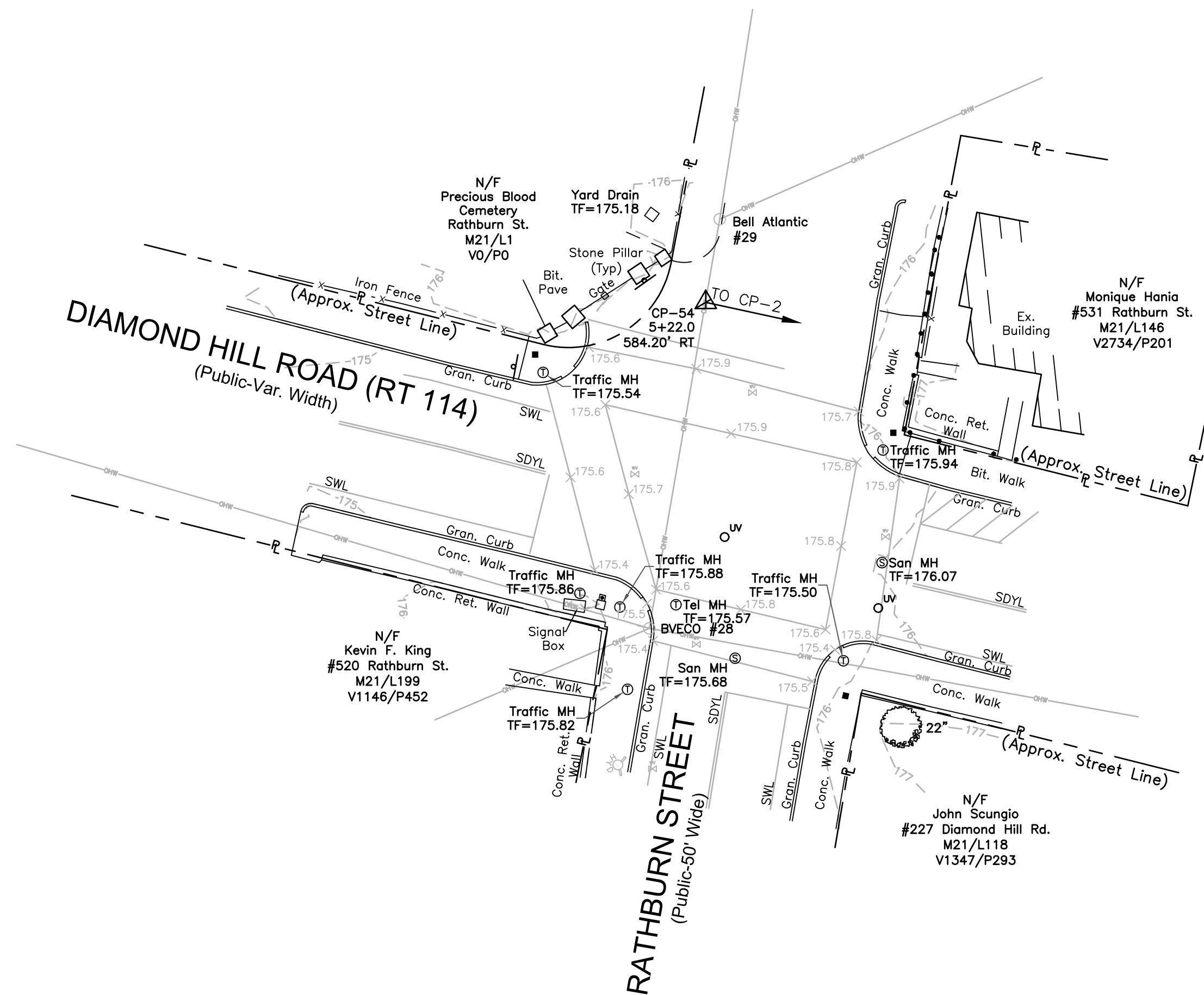
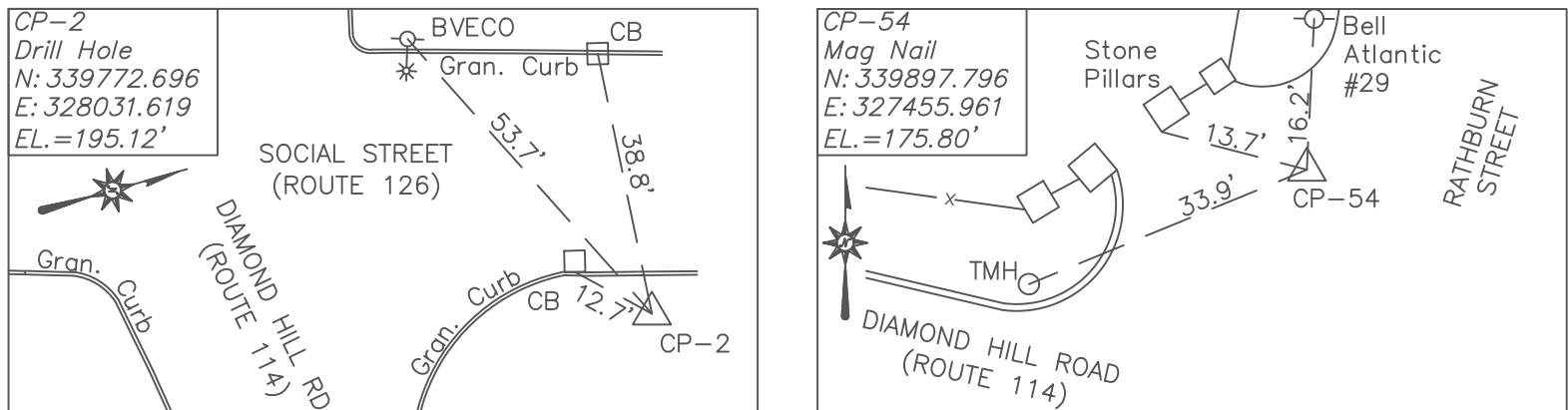
EXISTING CONDITIONS NO. 2

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	003	



CONTROL TIE REFERENCES

NOT TO SCALE



*SEE SHEET 1 FOR LOCATION PLAN, DRAWING NOTES, REFERENCES AND CERTIFICATION



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

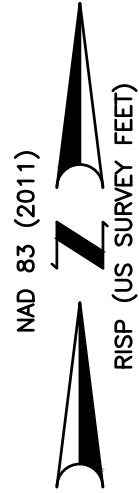
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CHECKED BY: DS
DATE: 09/29/2023
SHEET: 003
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1

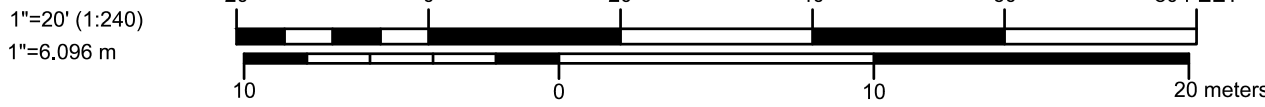
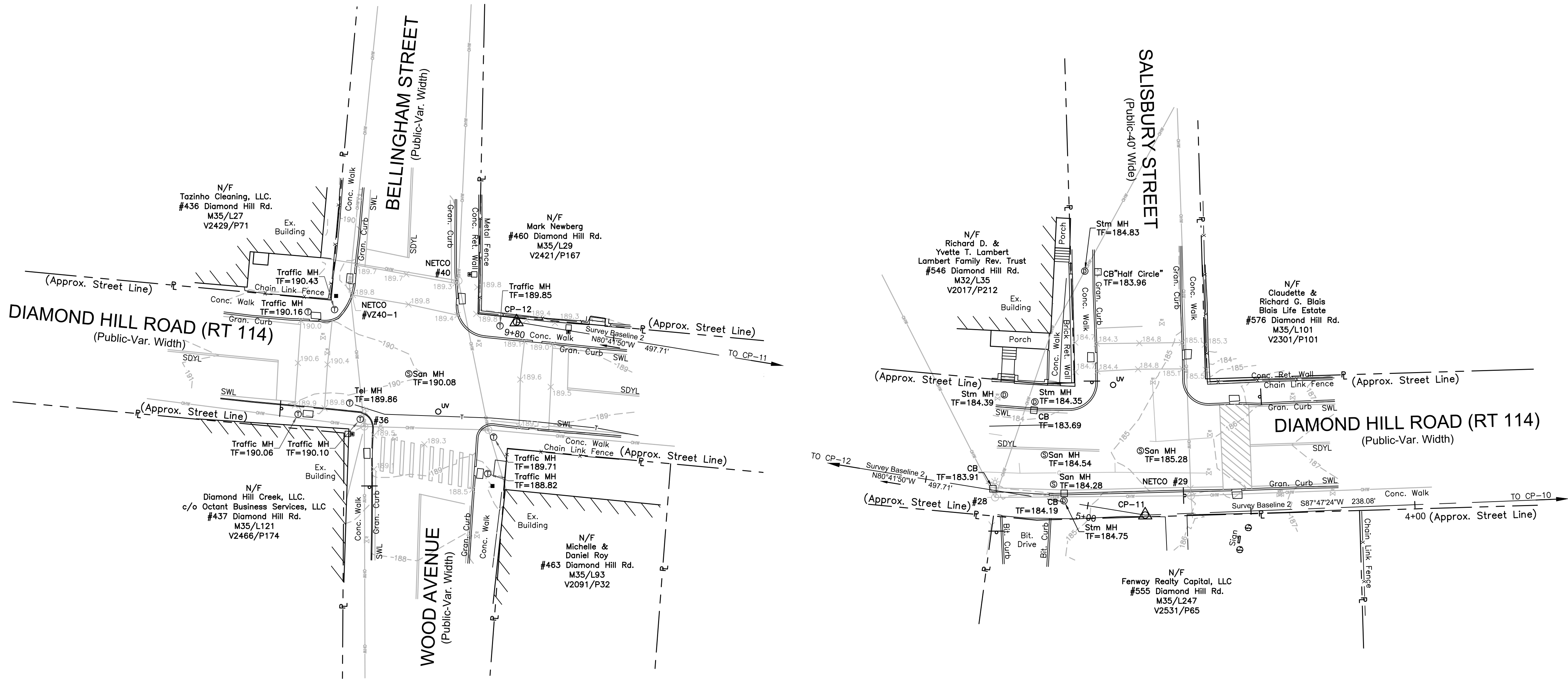
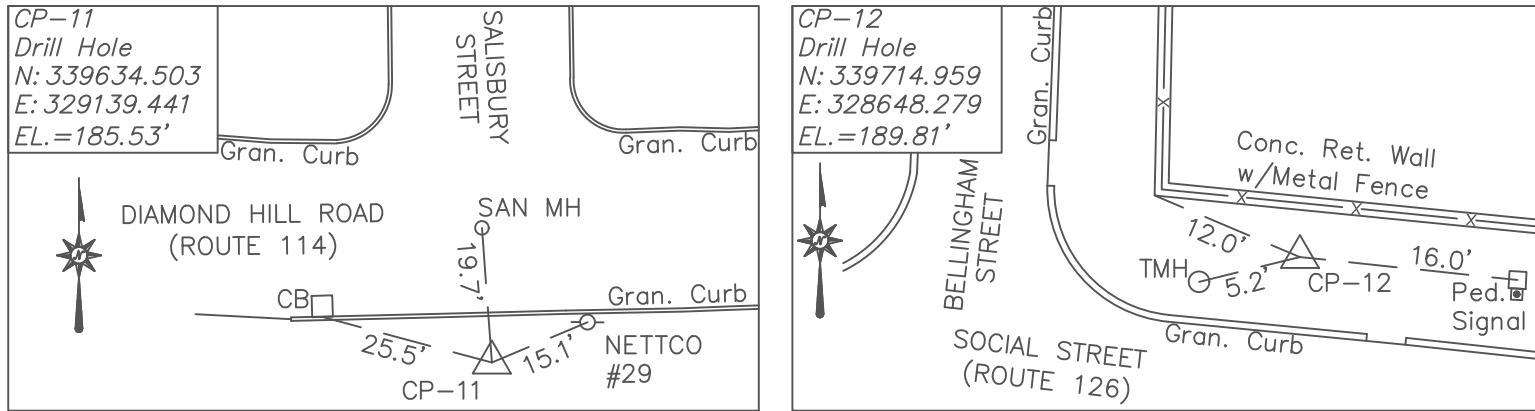
EXISTING CONDITIONS NO. 3

FED. ROAD DW. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	004	



CONTROL TIE REFERENCES

NOT TO SCALE



*SEE SHEET 1 FOR LOCATION PLAN, DRAWING NOTES, REFERENCES AND CERTIFICATION



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

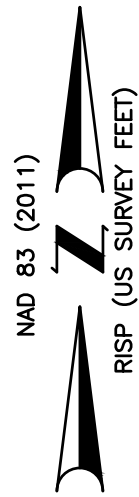
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CHECKED BY: DS
DATE: 09/29/2023
SHEET: 004
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1

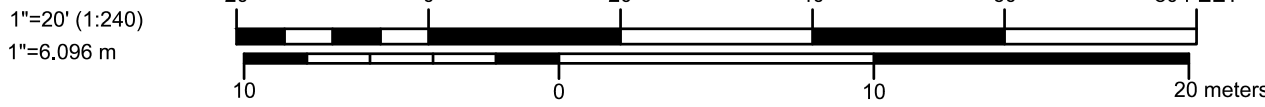
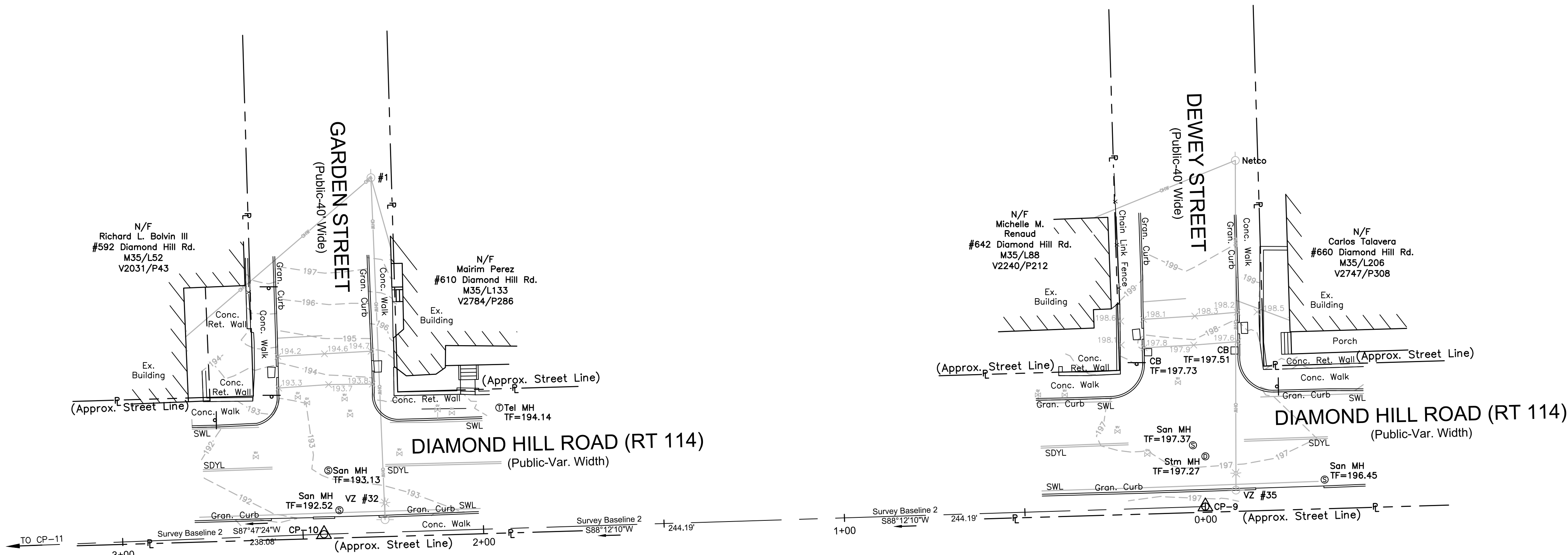
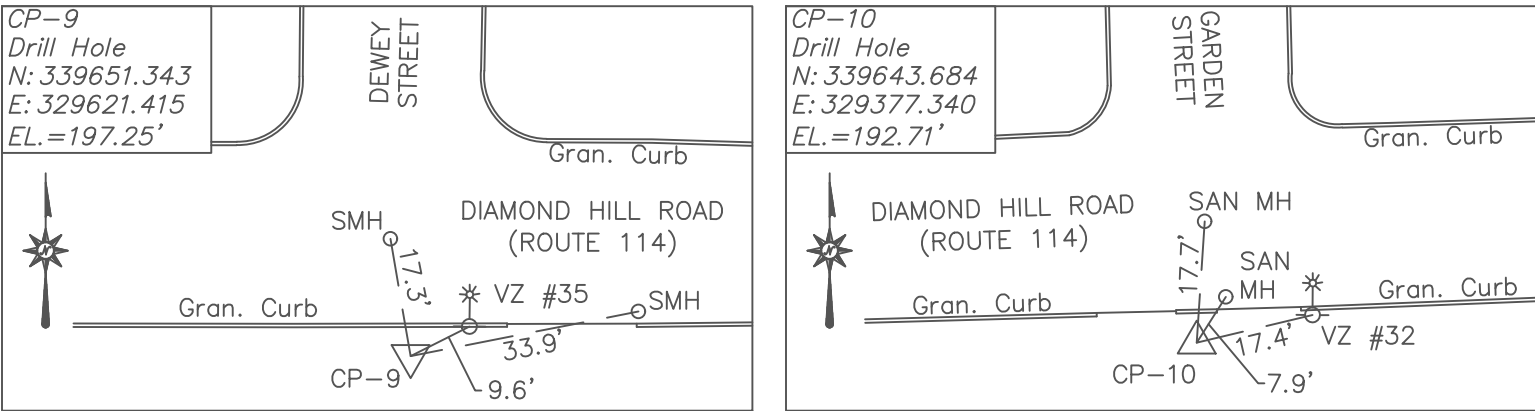
EXISTING CONDITIONS NO. 4

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	005	



CONTROL TIE REFERENCES

NOT TO SCALE



*SEE SHEET 1 FOR LOCATION PLAN, DRAWING NOTES, REFERENCES AND CERTIFICATION



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

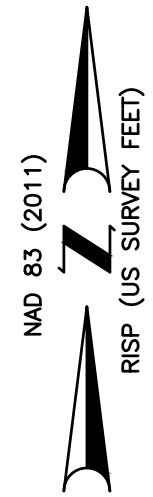
DESIGNED BY: AC
CHECKED BY: DS
DATE: 09/29/2023
SHEET: 005
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1

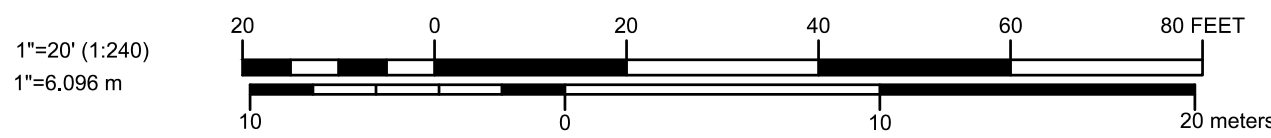
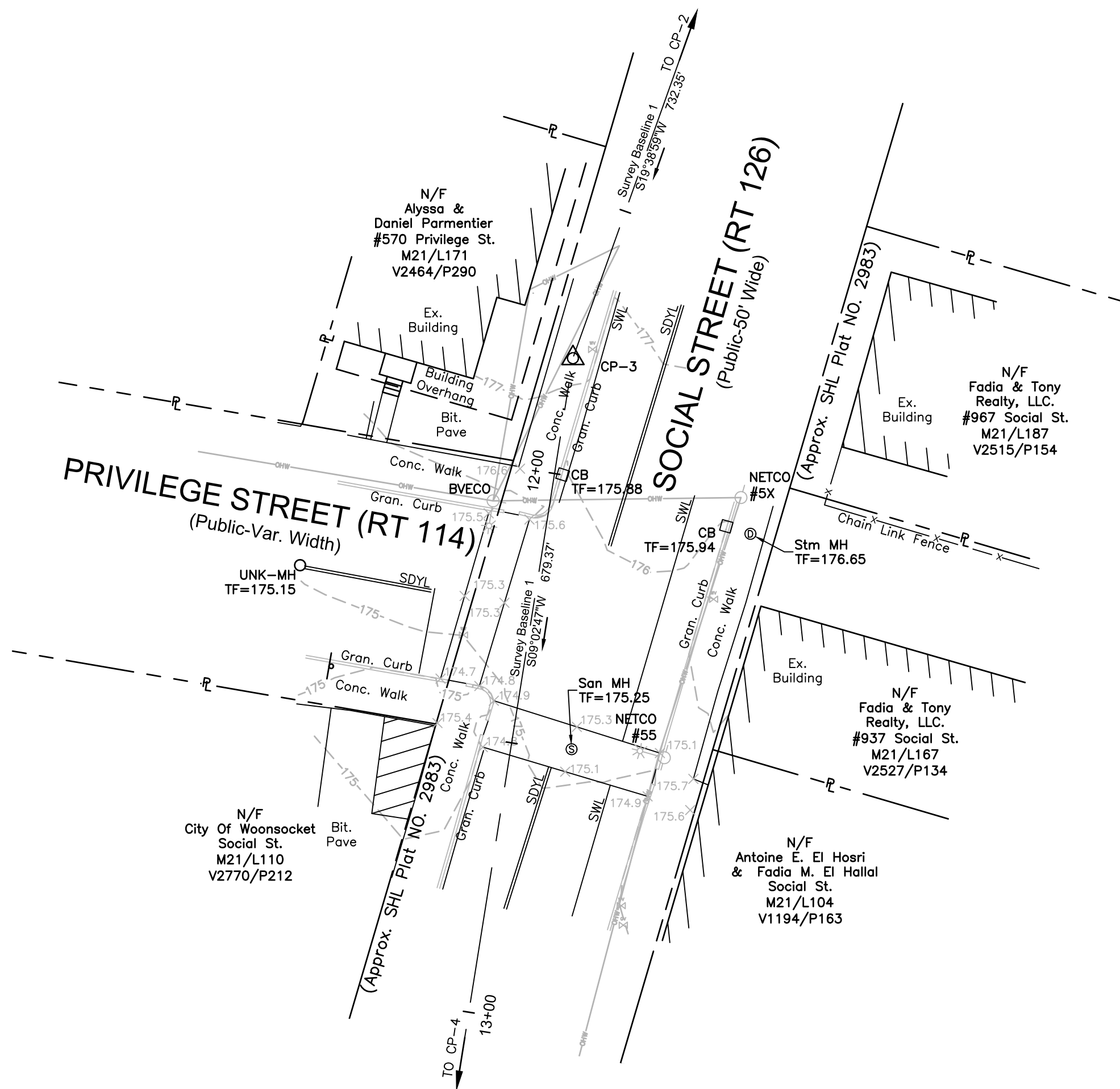
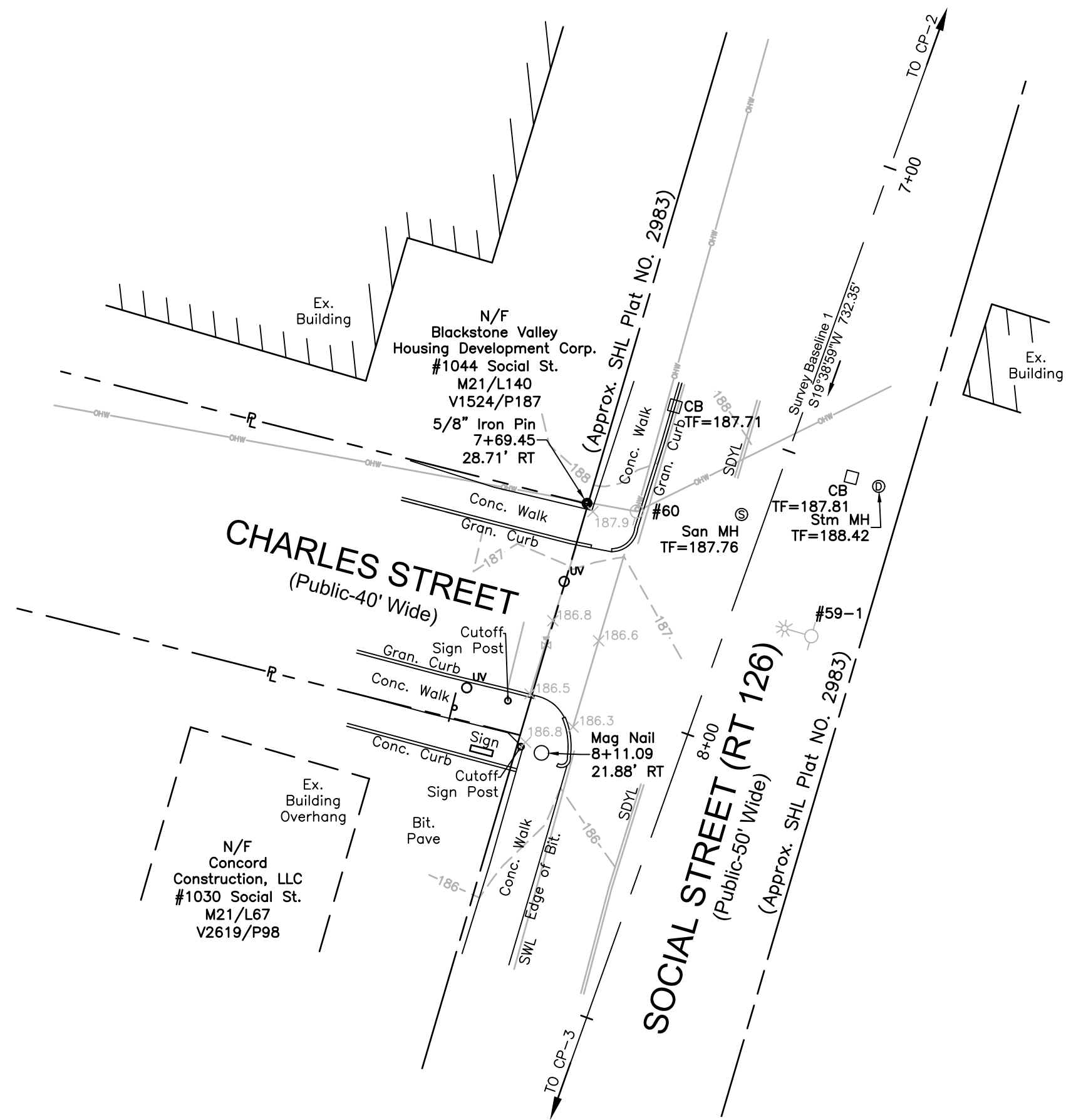
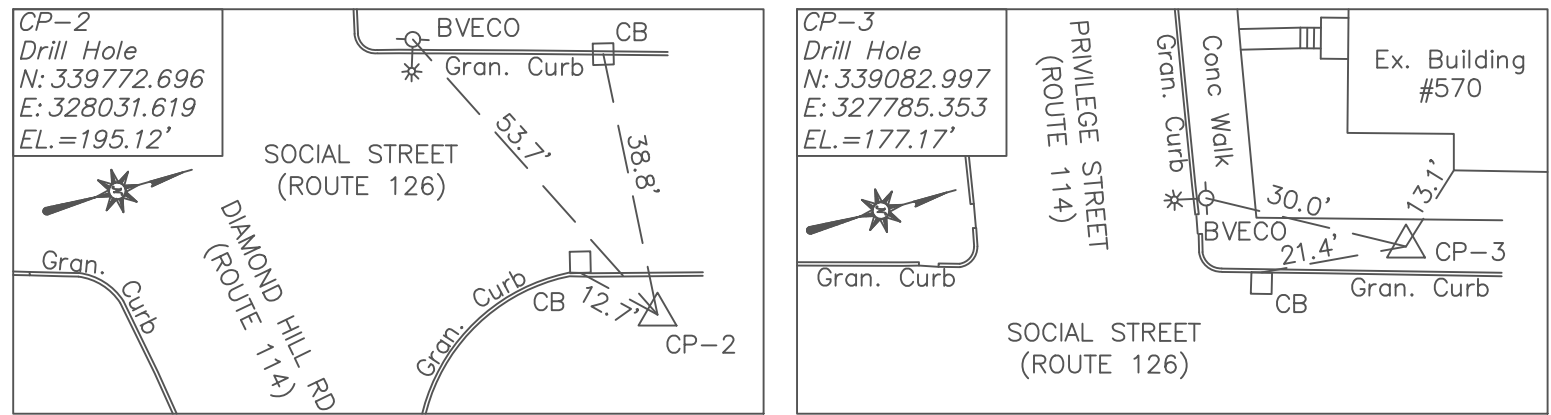
EXISTING CONDITIONS NO. 5

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	006	



CONTROL TIE REFERENCES

NOT TO SCALE



*SEE SHEET 1 FOR LOCATION PLAN, DRAWING NOTES, REFERENCES AND CERTIFICATION



ARCHITECTURE
ENGINEERING
ENVIRONMENTAL
LAND SURVEYING

BIL
Companies



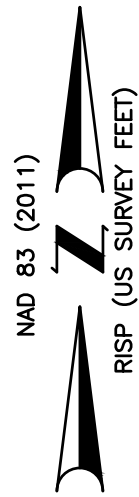
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY:	AC						
CHECKED BY:	DS						
DATE:	09/29/2023	REVISIONS			REVISIONS		
SHEET:	006	NO.	DATE	BY	NO.	DATE	BY
OF:	011						

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

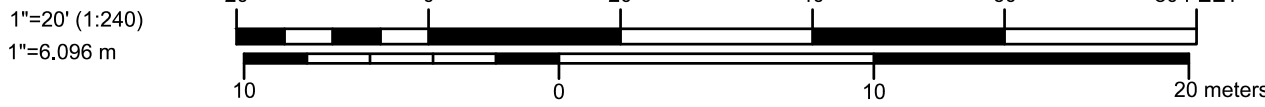
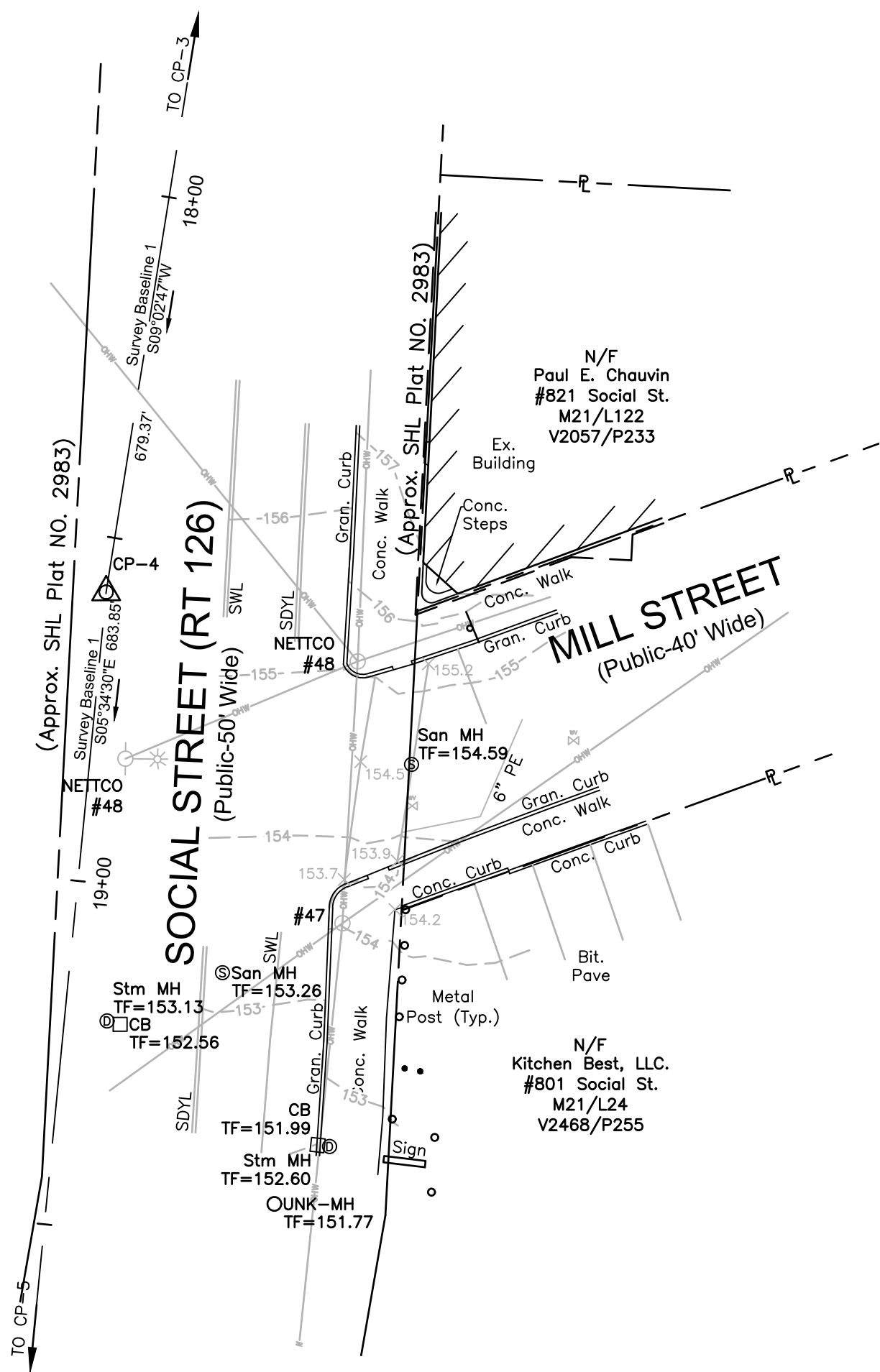
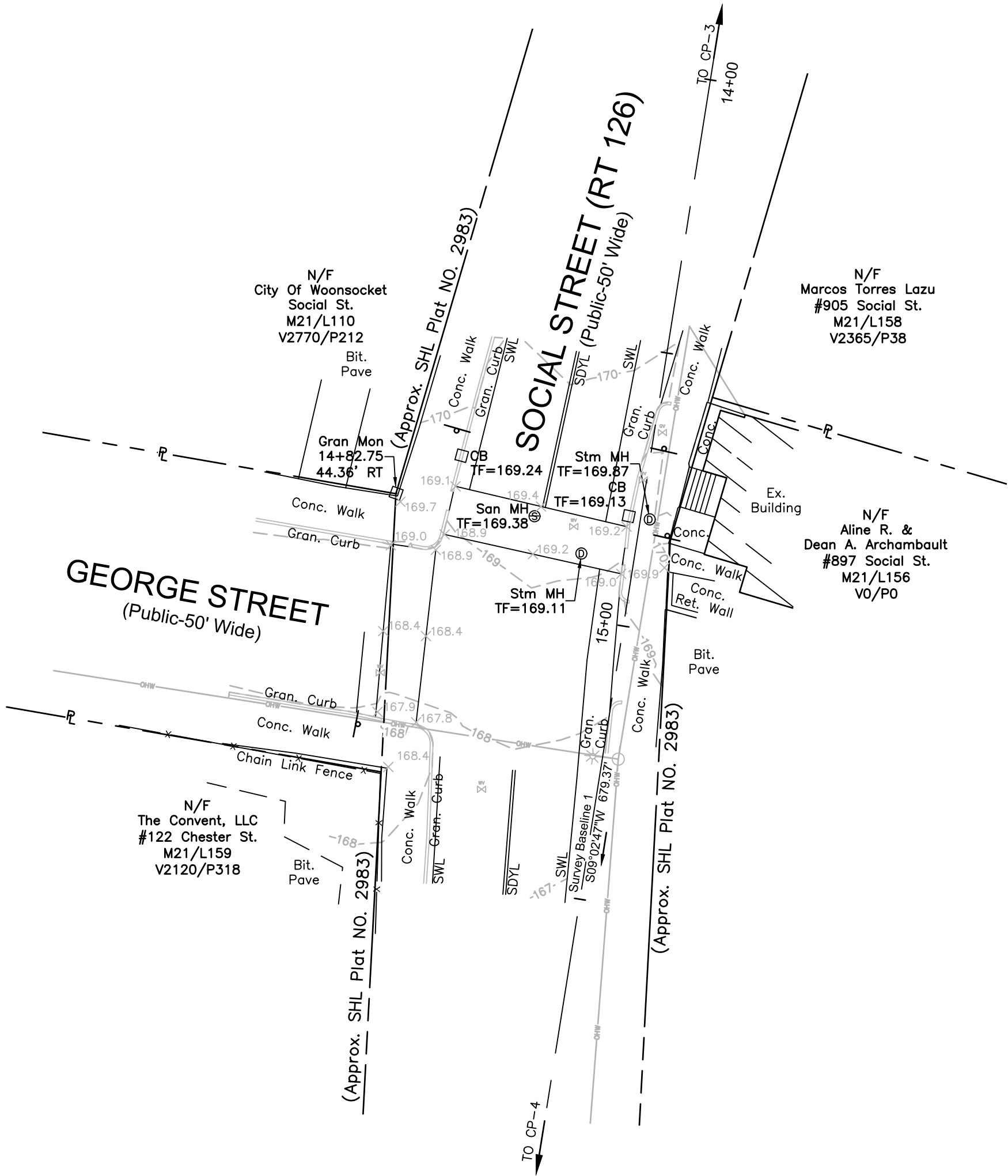
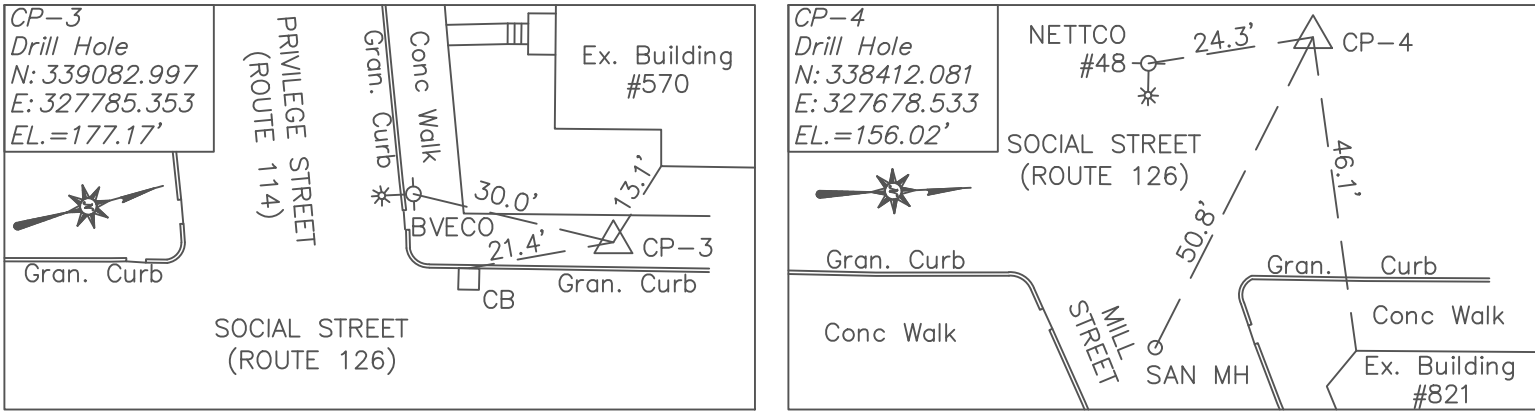
PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1 RHODE ISLAND
EXISTING CONDITIONS NO. 6

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	007	



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RHODE ISLAND
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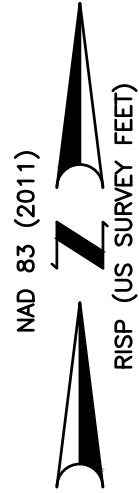
DESIGNED BY: AC
CHECKED BY: DS
DATE: 09/29/2023
SHEET: 007
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1

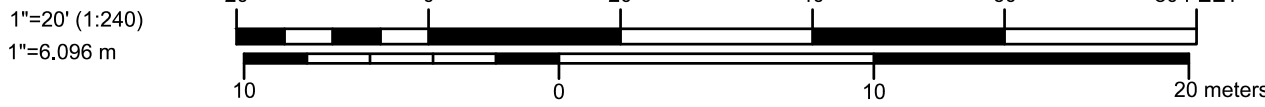
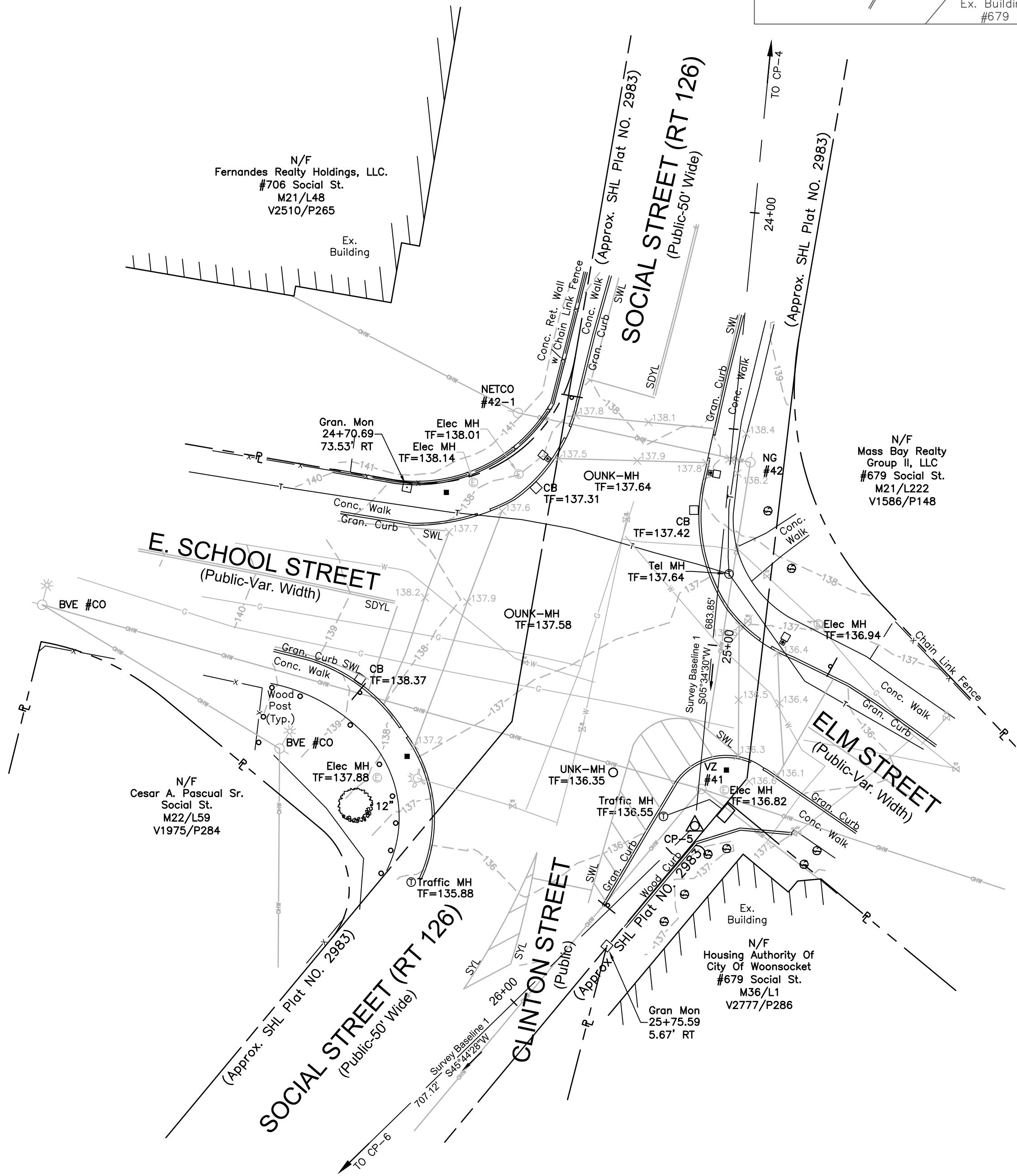
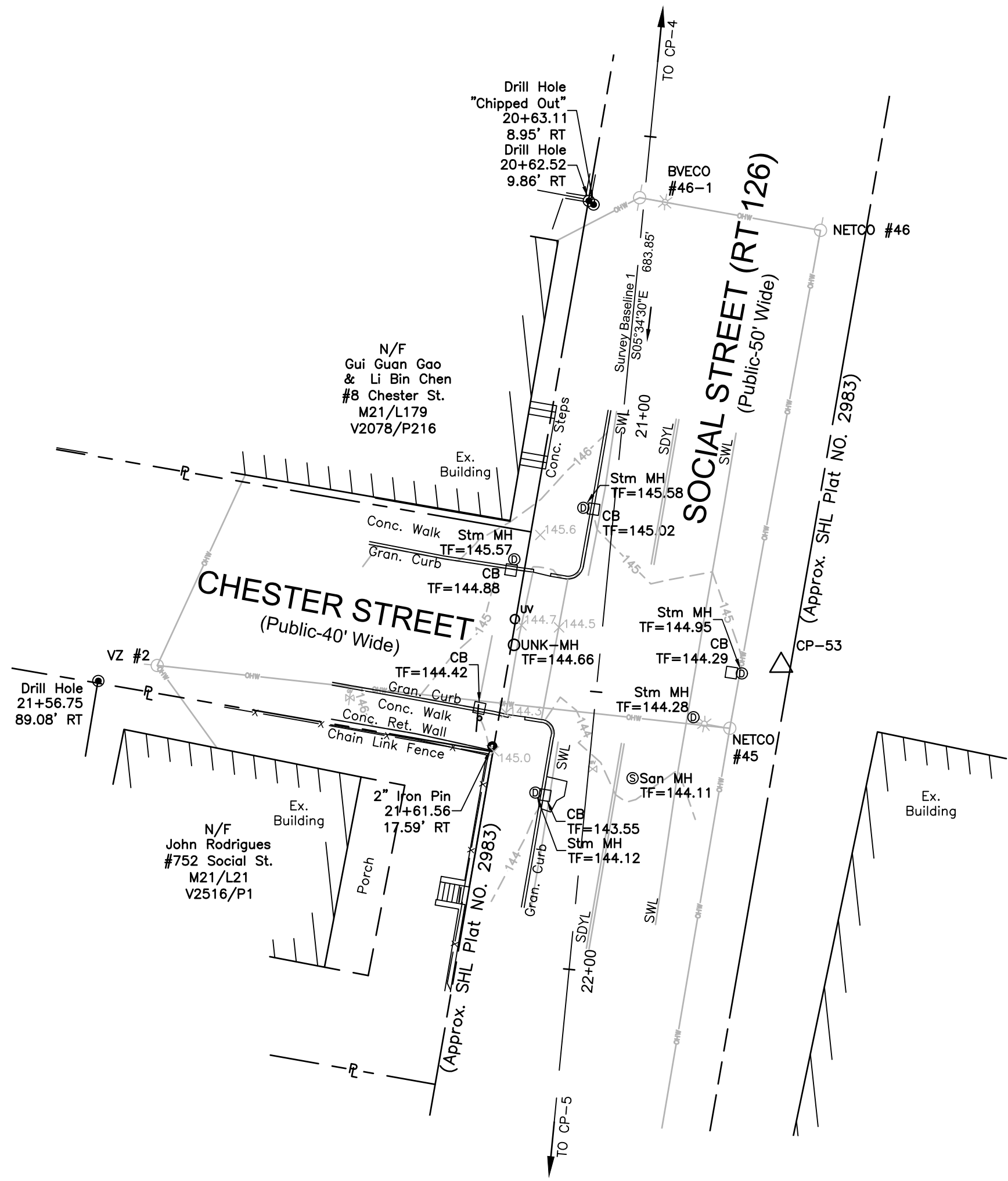
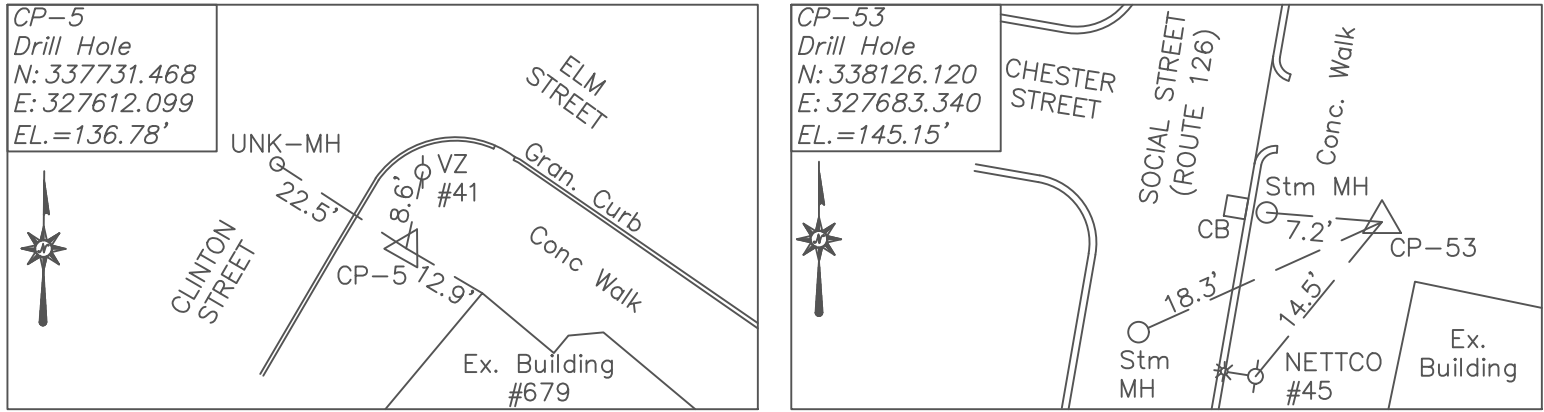
EXISTING CONDITIONS NO. 7

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	008	



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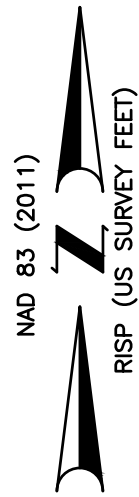
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CHECKED BY: DS
DATE: 09/29/2023
SHEET: 008
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1

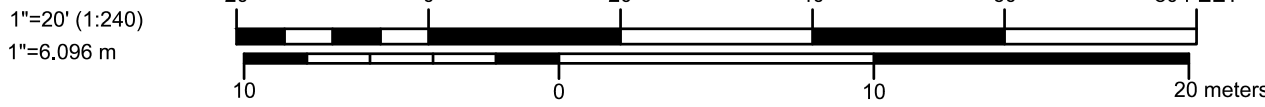
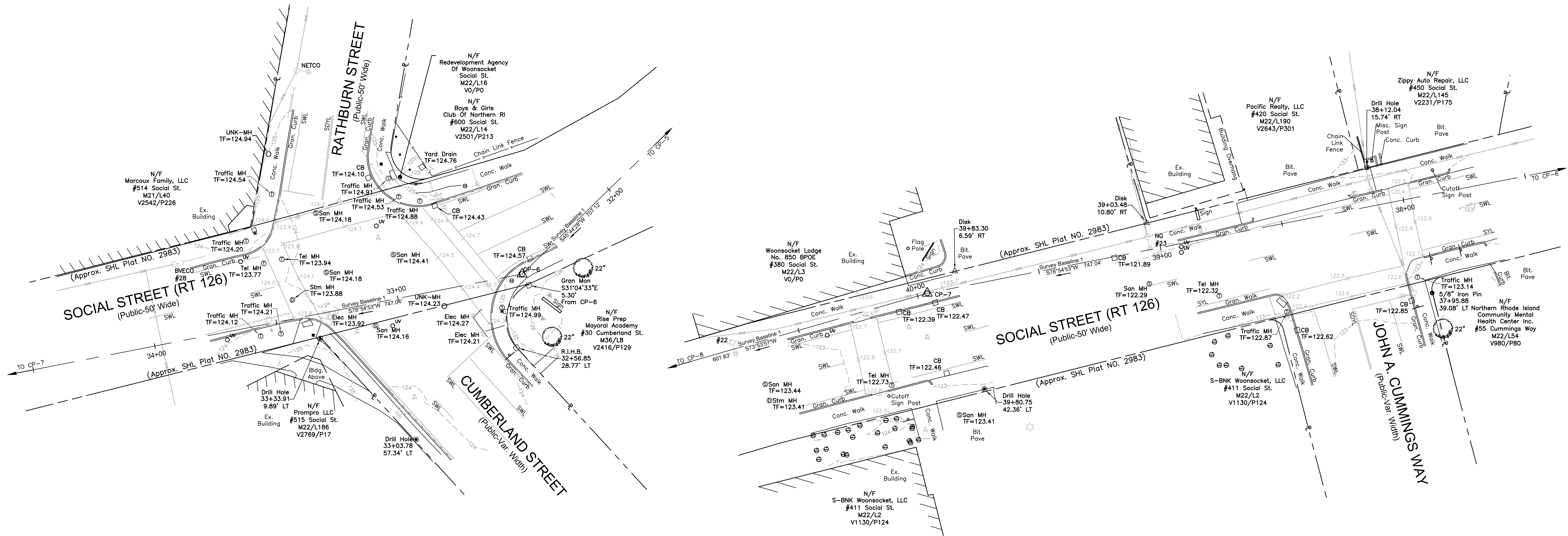
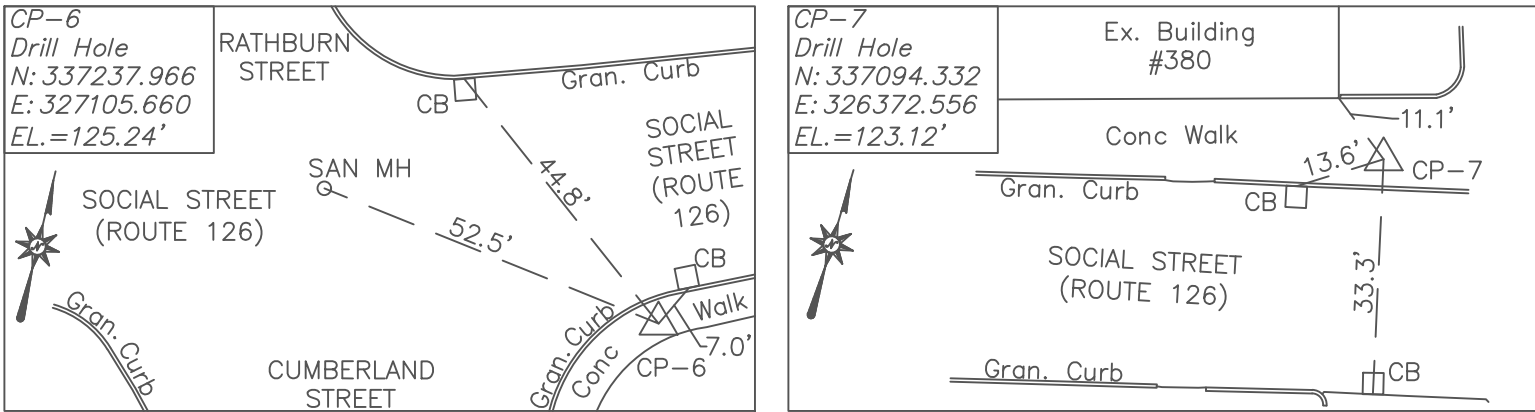
EXISTING CONDITIONS NO. 8

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	009	



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DEPARTMENT OF TRANSPORTATION

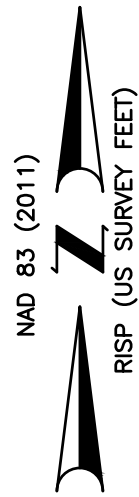
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DATE: 09/29/2023
SHEET: 009
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1

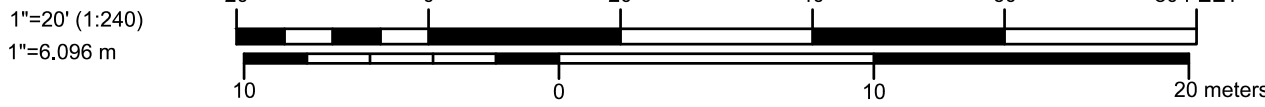
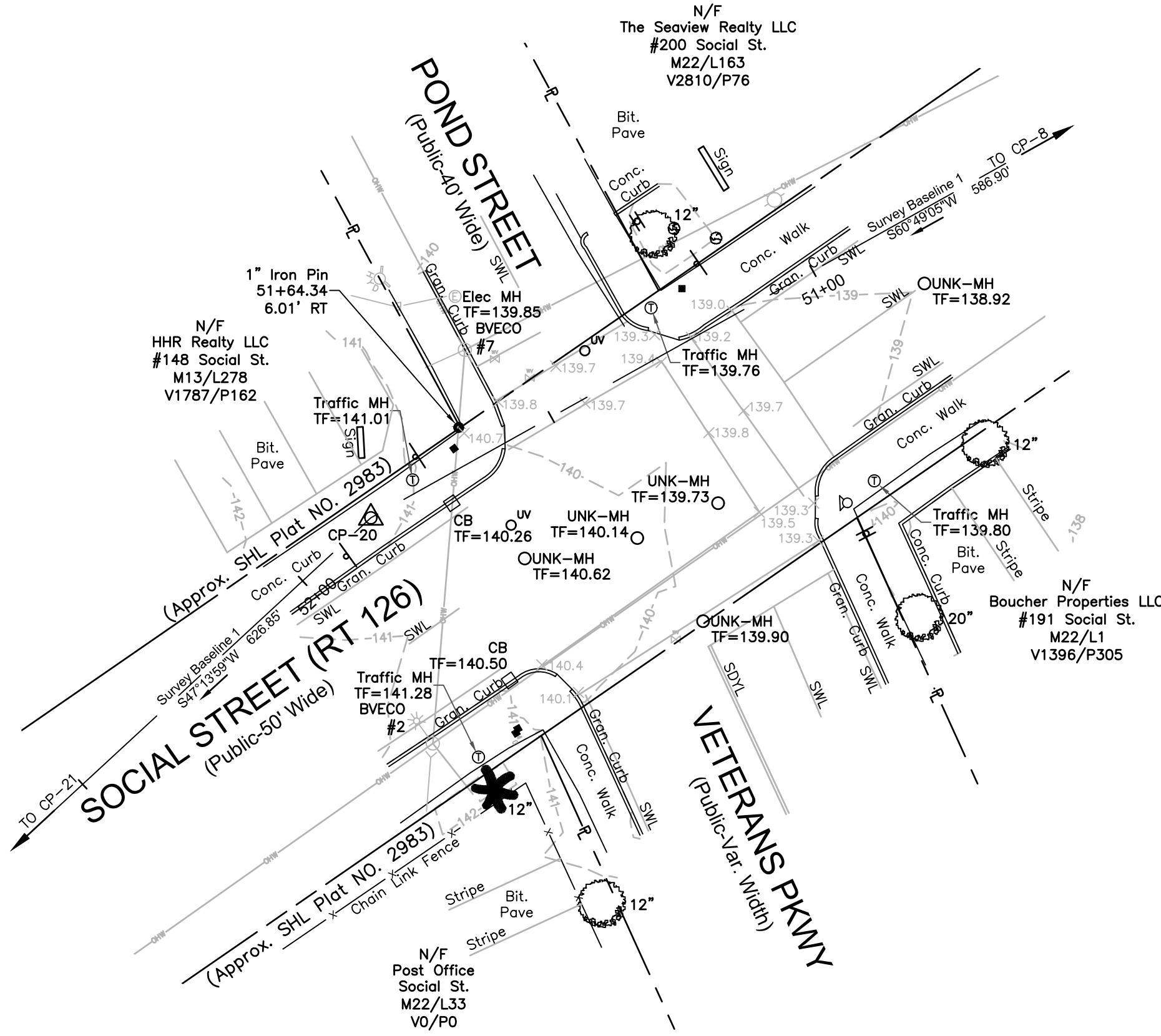
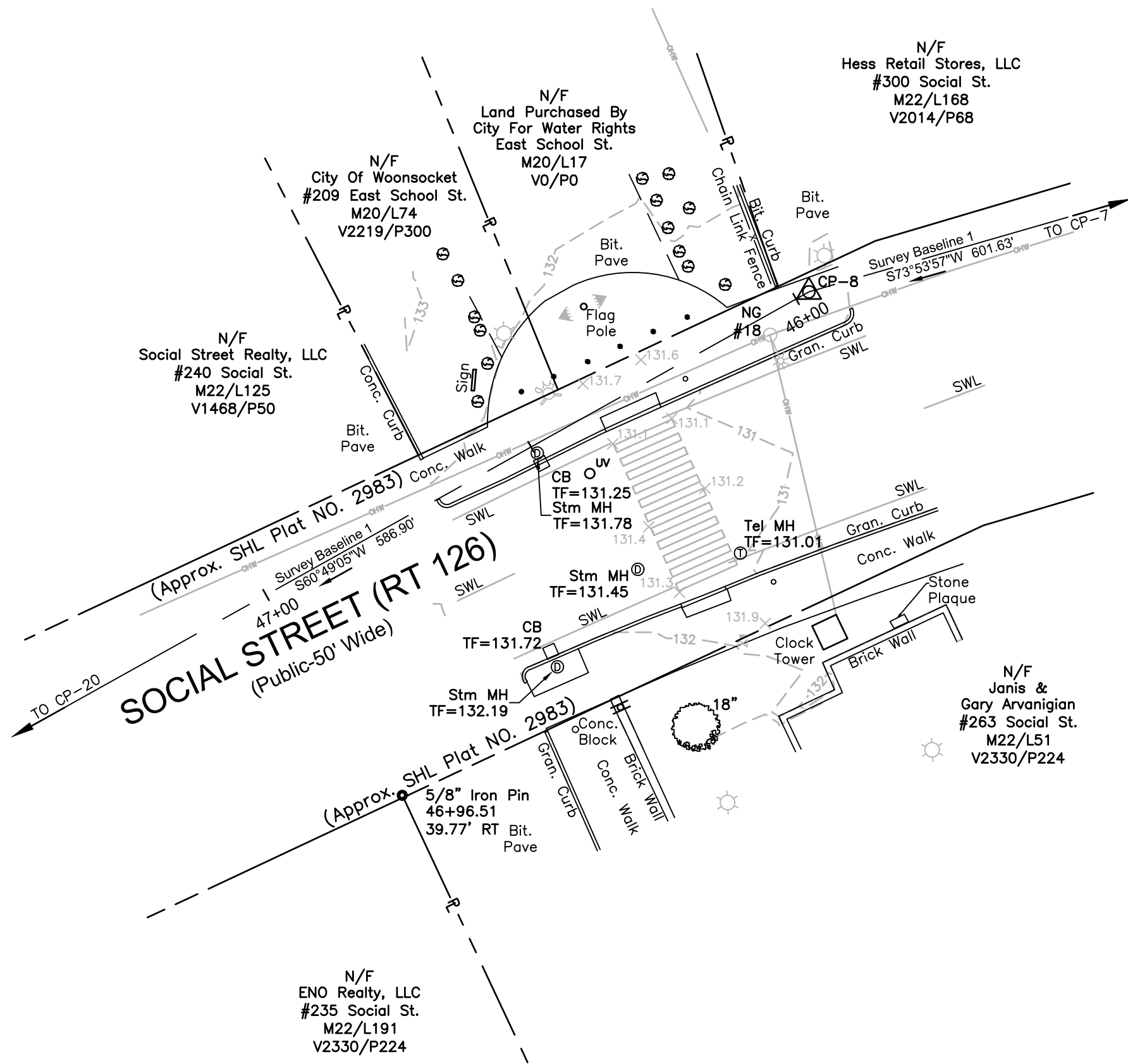
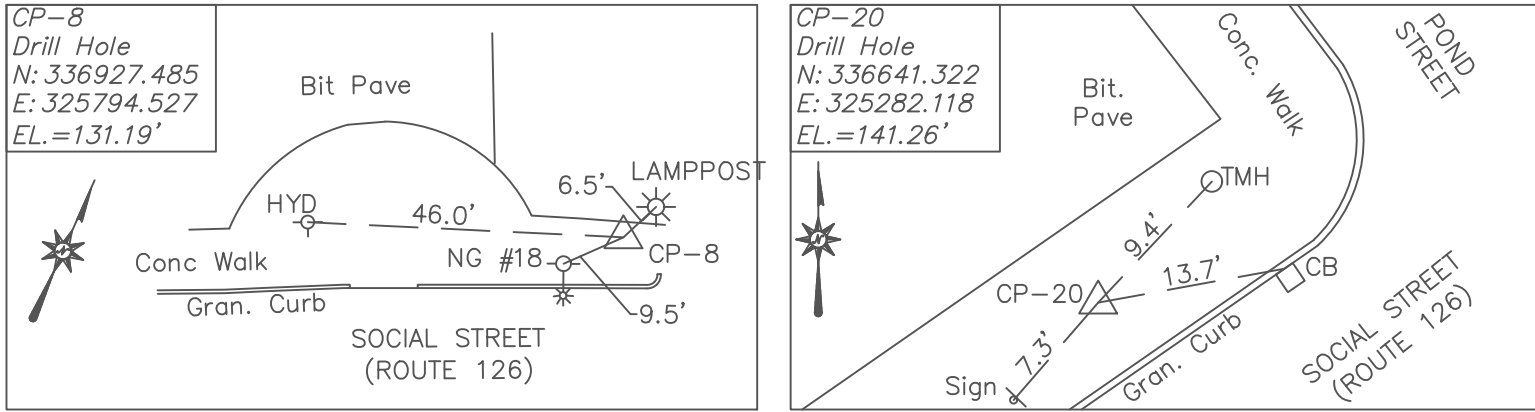
EXISTING CONDITIONS NO. 9

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	010	



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ARCHITECTURE
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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

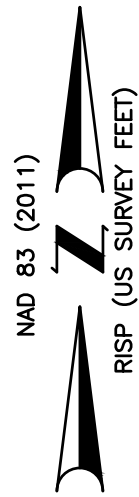
DESIGNED BY: AC
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DATE: 09/29/2023
SHEET: 010
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1 RHODE ISLAND

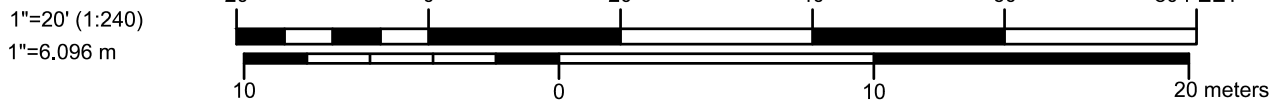
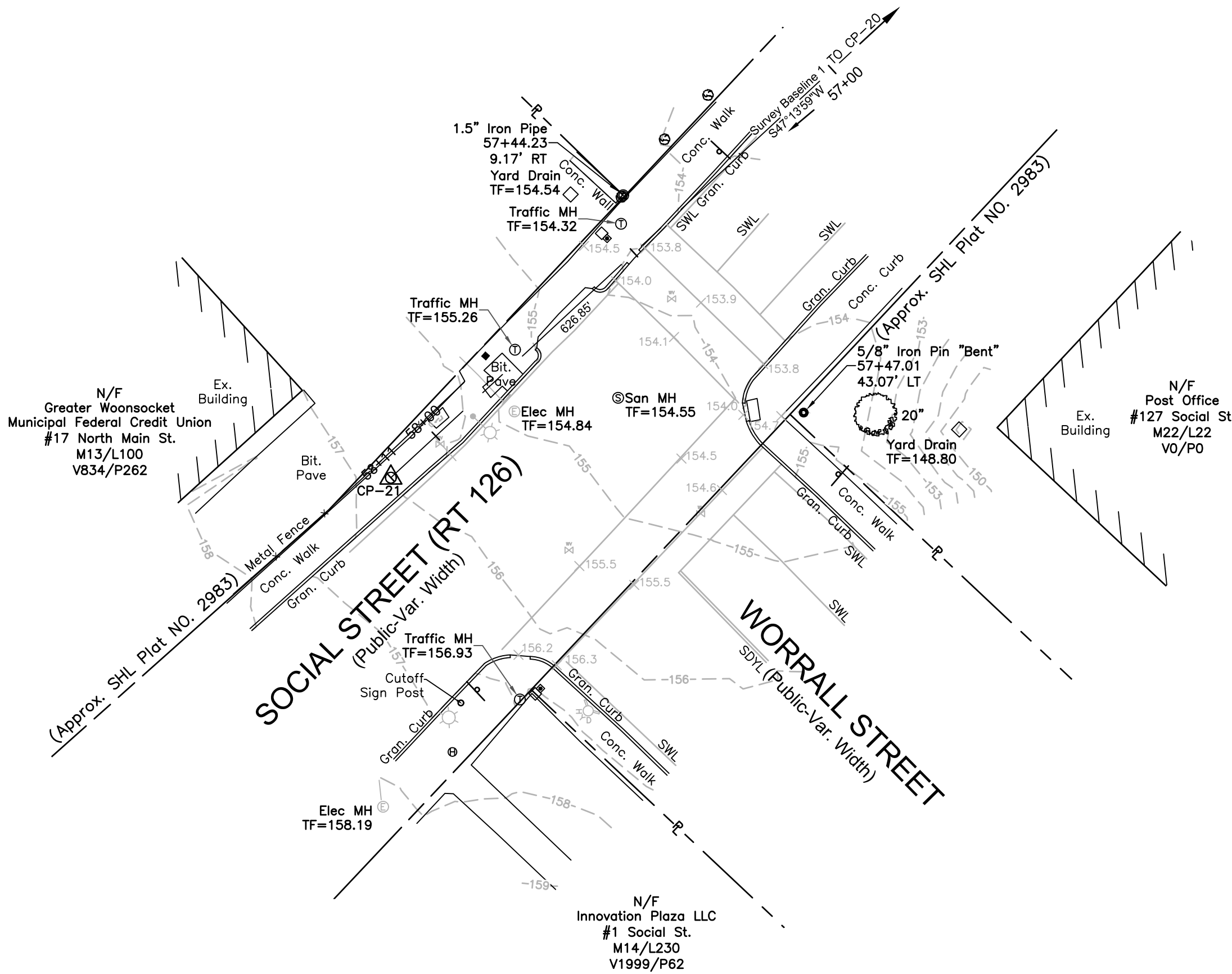
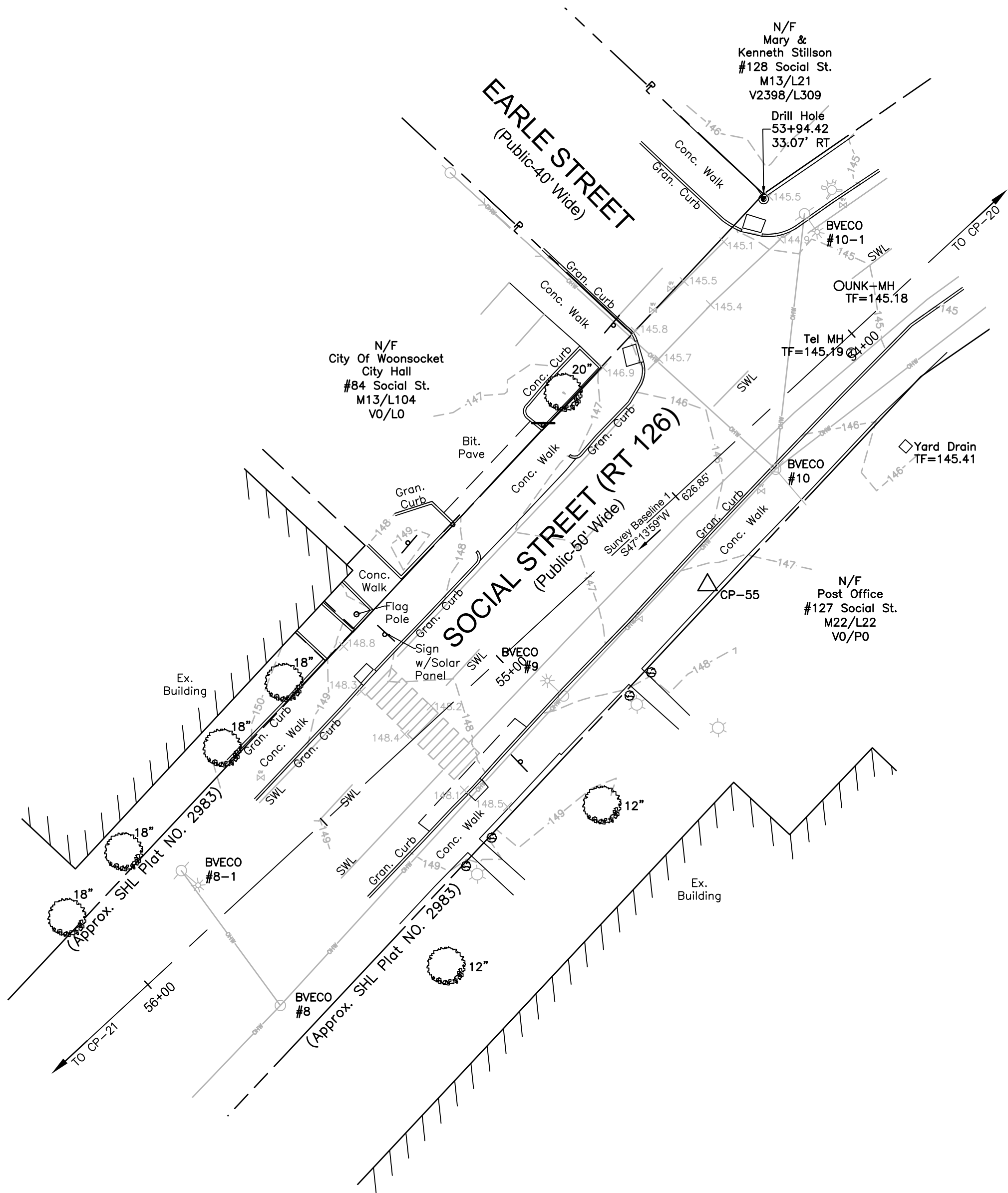
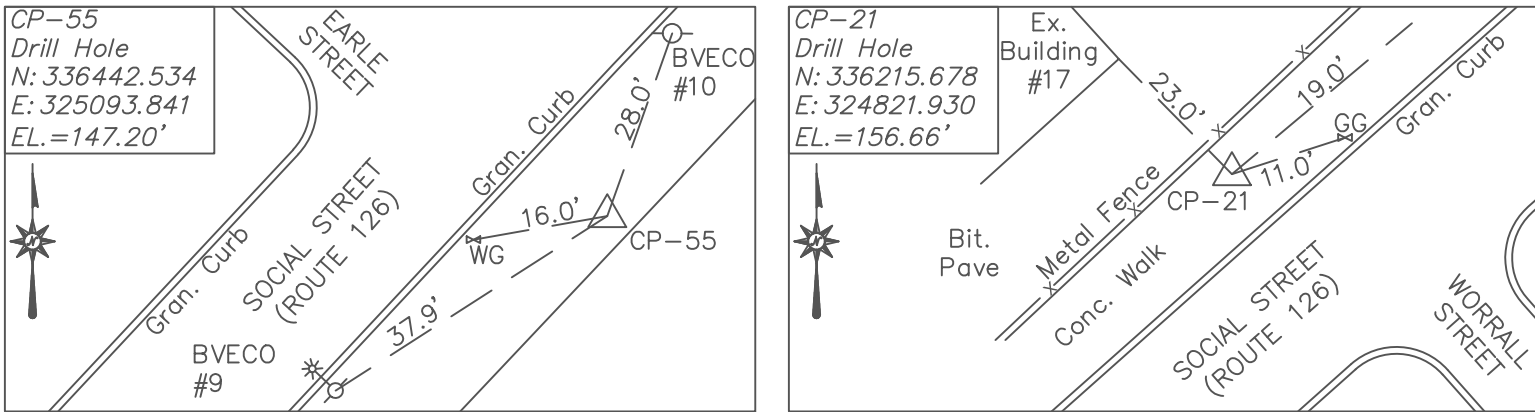
EXISTING CONDITIONS NO. 10

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
00	RI	XXX	2023	011	



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RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

DESIGNED BY: AC
CHECKED BY: DS
DATE: 09/29/2023
SHEET: 011
OF: 011

REVISIONS			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

PAVEMENT
IMPROVEMENTS-LCM
CONTRACT: 00 VOLUME: 1

EXISTING CONDITIONS NO. 11