October 17, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2012-CH-003

FEDERAL-AID PROJECT NO. FAP Nos: STP-DRNG(031)

Sakonnet Point Drainage Improvements

Sakonnet Point Road (Route 77) at Maryland Road

CITY/TOWN OF Little Compton

COUNTY OF PROVIDENCE

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 1 Prospective bidders and all concerned are hereby notified of the following changes in the Plans, Specifications, Proposal and Distribution of Quantities for this contract. These changes shall be incorporated in the Plans, Specifications, Proposal and Distribution of Quantities, and shall become an integral part of the Contract Documents.

A. Contract Documents

1. General Provisions - Contract Specific

   a. Appendices: Environmental Documents

   Remove the May 25, 2012 Department of the Army letter along with the associated reduced -size plans in its entirety. Remove the November 29, 2011 Department of the Army letter along with the associated Work-Start Notification Form in its entirety. Insert the attached September 24, 2012 Department of the Army letter along with the associated reduced-size plans, Work-Start Notification Form, and Compliance Certification Form attached to this Addendum No. 1.

2. Specifications - Job Specific

   a. Page JS-25

   Remove Page JS-25 in its entirety and replace it with revised Page JS-25 (R-1) attached to this Addendum No. 1. The base prices have been revised.

RI Department of Transportation
Chief Engineer

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

REPLY TO
ATTENTION OF

September 24, 2012

Regulatory Division
CENAE-R-PEB
Permit Number: NAE-2011-1791

STATE OF RHODE ISLAND
DEPT. OF TRANSPORTATION

SEP 28 2012

ENVIRONMENTAL RECEIVED

Rhode Island Department of Transportation
Engineering Division
Attn: Peter Healey
Two Capitol Hill, Rm 226
Providence, RI 02903-1124

Dear Mr. Healey:

We have reviewed your application to replace existing 24" culvert with matching conditions including inverts, slope and length. The culvert will be installed immediately adjacent to the existing line so the culvert can remain active during the construction. The project is located in Sakonnet Harbor, under Route 77 at the intersection of Maryland Road in Little Compton, Rhode Island and is described on the attached plans entitled "Sakonnet Point Drainage Improvements," on 11 sheets, and dated "Revised April 2012."

Based on the information you have provided, we have determined that the proposed activity, which includes a discharge of dredged or fill material into waters or wetlands, will have only minimal individual and cumulative impacts on waters of the United States, including wetlands. Therefore, this work is authorized as a Category 1 activity under the attached Federal permit known as the Rhode Island General Permit (GP). This work must be performed in accordance with the terms and conditions of the GP.

You are responsible for complying with all of the GP's requirements. Please review the attached GP carefully; in particular the GP conditions, to be sure you understand its requirements. You should ensure that whoever does the work also fully understands the requirements and that a copy of the permit document is at the project site throughout the time the work is underway.

General Condition 39 of the GP (Page 15) provides one year for completion of work that has commenced or is under contract to commence prior to the expiration of this GP on February 22, 2017. For work within Corps jurisdiction that is not completed by February 22, 2018, you will need to reference any reissued GP to see if your project is still authorized under Category 1. If it is no longer authorized, you must submit an application and receive written authorization before you can proceed.

This authorization requires you to complete and return the enclosed Work Start Notification Form/Mitigation Work Start Form to this office at least two weeks before the anticipated starting date. You must also complete and return the enclosed Compliance Certification Form within one month following the completion of the authorized work.

This permit does not obviate the need to obtain other Federal, state, or local authorizations required by law, as listed on Page 2 of the GP. Performing work not specifically authorized by this determination or failing to comply with all the terms and conditions of the GP may subject you to the enforcement provisions of our regulations.

We continually strive to improve our customer service. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://per2.nwp.usace.army.mil/survey.html.

Please contact Michael Riccio, of my staff, at (978) 318-8685 if you have any questions.

Sincerely,

Robert J. DeSista
Chief, Permits & Enforcement Branch
Regulatory Division

Attachments

Addendum No. 1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI		2012	1	11

INDEX

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	STANDARD PLAN SYMBOLS & STANDARD LEGEND
3	STANDARD NOTES - 1
4	STANDARD NOTES - 2
5	JOB SPECIFIC PLAN SYMBOLS, LEGEND & NOTES
6	EXISTING CONDITIONS PLAN
7	GENERAL PLAN
8	DRAINAGE & UTILITY PLAN
9-11	MISCELLANEOUS DETAILS NOS. 1-3

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED

STATE HIGHWAY

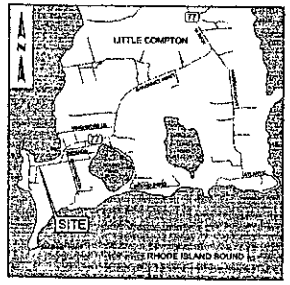
SAKONNET POINT DRAINAGE IMPROVEMENTS

SAKONNET POINT ROAD (ROUTE 77) AT MARYLAND ROAD

TOWN OF LITTLE COMPTON
COUNTY OF NEWPORT

R.I. CONTRACT NO. 2012-CH-003 F.A. PROJECT NO.

0.02 MILES



LOCATION MAP
NOT TO SCALE

LAYOUT PLAN
SCALE: 1"=100'

HURRICANE EVACUATION ROUTE

This project includes work on a designated Hurricane Evacuation and Diversionary Route as follows:
- Route 77 Northbound

Refer to General Note 18 on Standard Notes - 1

STEVEN M. CABRAL
No. 4942
REGISTERED PROFESSIONAL ENGINEER

AGENCY REVIEW SUBMISSION
CRMC Assent No. A2011-09-027
USACOE File No. NAE-2011-1791
REVISED APRIL 2012

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER — DATE

APPROVED

CHIEF ENGINEER — DATE

APPROVED

DIRECTOR — DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR — DATE

SCALES OF DRAWINGS
PLANS 1 inch = 20 feet

BASE OF LEVELS
NGVD 29

CROSSMAN ENGINEERING
(a division of Crossman Corporation)
151 Centerville Road | Warwick, Rhode Island 02886

Contract Number 2012-CH-003
Number of Sheet 1
Total Sheets 11

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, 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.

0103F_V1_001_COVER001

Addendum No. 1

FEDERAL DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	R.I.			2	11

EXISTING / NEW

EXISTING	NEW
EDGE OF PAVEMENT	
BERM	
CURB	
GUARDRAIL	
MAILBOX	
UTILITY POLE	NO.
POLE GUY	
LUMINARE	
SIGN	
(SIZE)SD SUBDRAIN	N(SIZE)SD
(SIZE)D STORMDRAIN	(Length — Size)
(SIZE)S SANITARY SEWER	(Length — Size)
(SIZE)W WATER MAIN	N(SIZE)W
(SIZE)G GAS MAIN	N(SIZE)G
(SIZE)T TELEPHONE DUCT	N-#(SIZE)T
(SIZE)E ELECTRIC DUCT	N-#(SIZE)E
PLUG AND CAP PIPE	
ABANDONED UTILITY	
FLARED END SECTION	
HEADWALL	
WATER OR GAS GATE	
CATCH BASIN	
MANHOLE	
HYDRANT	
1+00 BASELINE, OR CENTERLINE	1+00
EXIST. S.H.I. PLAT NO. XX STATE HIGHWAY LINE	NEW S.H.I. PLAT NO. XX
EXIST. S.F.L. PLAT NO. XX STATE FREEWAY LINE	NEW S.F.L. PLAT NO. XX
EXIST. P.E.B. PERMANENT EASEMENT LINE	NEW P.E.B.
EXIST. T.E.B. TEMPORARY EASEMENT LINE	NEW T.E.B.
PROPERTY LINE	
CITY NAME / TOWN NAME CITY OR TOWN LINE	
PAVED WATERWAY	
CONTOUR LINE	ELEV.
OPEN DITCH	
R.I. HIGHWAY BOUND	
STONE BOUND	
RETAINING WALL	
FIELD STONE WALL	
NO. BORINGS	NO.
FENCE	
WOOD OR BRUSH LINE	
TREES	
RIVER OR STREAM	
WETLAND AREA	
NO. TYPE MATERIAL BUILDING	
FOUNDATION	
BUILDING TO BE REMOVED	
RAILROAD TRACKS	
CUT AND MATCH	
RIP-RAP	RIP-RAP
CUT SLOPE	TOP OF SLOPE
FILL SLOPE	TOE OF SLOPE
ROCK CUT	ROCK CUT
SPOT GRADE	00.00
AREA GRADED TO DRAIN	ELEV.
BALED HAY IN STD 9.1.0	
BALED HAY & SILT FENCE IN STD. 9.3.0	
123 124 125 EDGE OF WETLAND	
WETLAND PERIMETER	
ASSF AREA SUBJECT TO STORM FLOW	
100 YR. FLOOD BOUNDARY 100-YEAR FLOOD PLAIN	
LIMIT OF DISTURBANCE	LIMIT OF DISTURBANCE
LIMIT OF CLEARING	LIMIT OF CLEARING

1.1.0	UNDERDRAIN
1.3.0	CONCRETE CONNECTING COLLAR
2.1.0	CONCRETE HEADWALLS FOR PIPE CULVERTS
2.2.0	STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0" PIPE CULVERTS
2.3.0 (DIA.)	PRECAST CONCRETE FLARED END SECTION
3.2.0	BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE
3.2.1 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE
3.3.0	BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN
3.3.2	BRICK/SOLID BLOCK TYPE "S" SQUARE CATCH BASIN
3.3.3	SOLID BLOCK FLUSH SQUARE CATCH BASIN
3.4.0	BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN
3.4.1	BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET
3.4.2	BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN
3.4.3	BRICK/SOLID BLOCK TYPE "R" CATCH BASIN
3.4.4	SOLID BLOCK FLUSH ROUND CATCH BASIN
3.4.5 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN
3.5.0	SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN
3.5.1 (SIZE)	SOLID BLOCK SHALLOW 6'-0" OR 8'-0" SQUARE CATCH BASIN
3.6.0	BRICK/SOLID BLOCK DROP INLET
3.7.0 (DIA.)	BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0"
4.2.0	PRECAST 4'-0" ROUND MANHOLE
4.2.1	PRECAST 5'-0" ROUND MANHOLE
4.2.2	PRECAST 6'-0" ROUND MANHOLE
4.3.0 (SIZE)	PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN
4.4.0 (DIA.)	PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN
4.5.0	PRECAST CONCRETE DROP INLET
4.5.1	PRECAST CONCRETE DROP INLET LATERAL OUTLET
4.5.2	PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET
5.3.0	CATCH BASIN AND MANHOLE STEP
5.4.0	CONCRETE DOLLARS
6.1.0	LIGHT-DUTY SQUARE FRAME AND ROUND COVER
6.1.1	HEAVY DUTY SQUARE FRAME AND ROUND COVER
6.2.0	LIGHT-DUTY ROUND FRAME AND COVER
6.2.1	HEAVY-DUTY ROUND FRAME AND COVER
6.3.0	SQUARE FRAME AND GRATE
6.3.1	SQUARE FRAME AND GRATE
6.3.2	SQUARE FRAME AND GRATE (BICYCLE SAFE)
6.3.3	HIGH CAPACITY FRAME AND GRATE
6.3.4	HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE)
6.4.0	ROUND FRAME AND GRATE
7.1.0S	PRECAST CONCRETE CURB (STRAIGHT)
7.1.0C	PRECAST CONCRETE CURB (CIRCULAR)
7.1.1	3'-0" PRECAST CONCRETE TRANSITION CURB
7.1.2	6'-0" PRECAST CONCRETE TRANSITION CURB
7.1.4	PRECAST 2'-0" RADIUS CORNER
7.1.5	PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN)
7.1.6	PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN)
7.1.7	PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN)
7.1.8	PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN)
7.2.0S	PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT)
7.2.0C	PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR)
7.2.1	PRECAST CONCRETE SLOPED FACE TRANSITION CURB
7.2.2	PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SLOPED FACE)
7.3.0S	GRANITE CURB (STRAIGHT)
7.3.0C	GRANITE CURB (CIRCULAR)
7.3.1	3'-0" GRANITE TRANSITION CURB
7.3.2	6'-0" GRANITE TRANSITION CURB
7.3.3	GRANITE WHEELCHAIR RAMP TRANSITION CURB
7.3.4	GRANITE 2'-0" RADIUS CORNER
7.3.5	GRANITE INLET STONE (FOR SQUARE CATCH BASIN)
7.3.6	GRANITE INLET STONE (FOR ROUND CATCH BASIN)
7.3.7	GRANITE APRON STONE (FOR SQUARE CATCH BASIN)
7.3.8	GRANITE APRON STONE (FOR ROUND CATCH BASIN)
7.4.0	GRANITE SLOPED FACE CURB
7.4.1	GRANITE SLOPED FACE TRANSITION CURB
7.4.2	GRANITE TRANSITION CURB (VERTICAL FACE TO SLOPE FACE)
7.5.0	BITUMINOUS CONCRETE LIP CURB
7.5.1A	BITUMINOUS BERM (CONSTRUCTION METHOD A)
7.5.1B	BITUMINOUS BERM (CONSTRUCTION METHOD B)
7.6.0	CURB SETTING DETAIL
8.2.0	BITUMINOUS CONCRETE DITCH
8.2.0	RIP-RAP DITCH
8.4.0	PAVED WATERWAY
8.1.0	BALED HAY EROSION CHECK
9.2.0	SILT FENCE DETAIL
9.3.0	BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED
9.4.0	BALED HAY DITCH AND SWALE EROSION CHECK
9.5.0	LOG AND HAY CHECK DAM
9.7.0	DEWATERING BASIN
9.8.0	BALED HAY CATCH BASIN INLET PROTECTION
9.9.0	CONSTRUCTION ACCESS
10.1.0	WET STONE MASONRY RETAINING WALL
10.2.0	RUBBLE MASONRY WALL
10.3.0	CONCRETE RETAINING WALL
10.4.0	STONE MASONRY STEPS
14.1.0	CONCRETE HIGHWAY BOUND
15.1.0	POST AND MOUNTINGS FOR RURAL MAILBOX
15.2.0 (NO.)	POST AND MULTIPLE MOUNTINGS FOR RURAL MAILBOXES
18.2.0	PRECAST TYPE "A" MANHOLE
18.2.2	HEAVY DUTY TYPE "H" MANHOLE
18.3.0	ALUMINUM LIGHTING STANDARDS
20.2.0	BI-DIRECTIONAL CONTROL DEVICE
24.6.1	STREET SIGN MOUNTING DETAIL
26.2.0	POLYETHYLENE DRUM WITH MARKINGS
28.3.0	PVC PLASTIC PIPE TYPE III BARRICADE
31.1.0	CHAIN LINK FENCE 3'-0" TO 4'-0"
31.2.0	CHAIN LINK FENCE 5'-0" TO 6'-0"
31.2.1	CHAIN LINK FENCE 5'-0" TO 6'-0" INTERMEDIATE POST
31.3.0	WOVEN WIRE RIGHT-OF-WAY FENCE (STEEL POST)
34.1.0	TYPICAL GUARDRAIL INSTALLATION
34.2.0	STEEL BEAM GUARDRAIL
34.2.1	STEEL BEAM GUARDRAIL DETAILS
34.2.2	STEEL BEAM GUARDRAIL DOUBLE FACED ASSEMBLY
34.2.3	STEEL BEAM GUARDRAIL FIXTURES
34.2.5	STEEL BEAM GUARDRAIL REFLECTORIZED TRIANGULAR DELINEATOR
34.3.1	GUARDRAIL END SECTION
34.3.2	TERMINAL END SECTION (SINGLE FACE)
34.3.3	ANCHORAGE DETAILS APPROACH END SECTION
34.3.4	ANCHORAGE DETAILS TRAILING END SECTION
34.4.0	STEEL BACKED TIMBER GUARDRAIL
34.4.1	STEEL BACKED TIMBER GUARDRAIL TERMINAL SECTION-TYPE 1
40.1.0	DOUBLE-FACED PRECAST MEDIAN BARRIER
40.2.0	SINGLE-FACED PRECAST MEDIAN BARRIER
40.3.1	SINGLE-FACED PRECAST MEDIAN BARRIER
40.3.0	PRECAST MEDIAN BARRIER TRANSITION UNIT
40.5.0	PRECAST MEDIAN BARRIER FOR TEMPORARY TRAFFIC CONTROL
43.1.0	CEMENT CONCRETE SIDEWALK
43.2.0	BITUMINOUS CONCRETE SIDEWALK
43.3.0	WHEELCHAIR RAMP
43.3.1	WHEELCHAIR RAMP FOR LIMITED RIGHT-OF-WAY AREAS
43.4.0	DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB
43.4.1	DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB
43.5.0	CEMENT CONCRETE DRIVEWAYS
48.1.0	DETECTABLE WARNING SYSTEM
51.1.0	TREE PROTECTION DEVICE
51.1.1	DRIP LINE TREE PROTECTION DEVICE FOR EXISTING TREES
51.2.0	SHRUB PROTECTION DEVICE
51.3.0	TREE WELL
51.4.0	TREE WALL

AB	ADJUST CATCH BASIN TO GRADE
ABM	ADJUST CATCH BASIN TO MANHOLE
AC	ADJUST CURB STOP TO GRADE
AD	ADJUST DRAINAGE MANHOLE TO GRADE
AE	ADJUST ELECTRIC MANHOLE TO GRADE
AFC	ADJUST FRAME AND COVER TO GRADE
AFG	ADJUST FRAME AND GRATE TO GRADE
AG	ADJUST GAS GATE BOX TO GRADE
AHH	ADJUST MANDHOLE TO GRADE
AS	ADJUST SANITARY SEWER MANHOLE TO GRADE
AT	ADJUST TELEPHONE MANHOLE TO GRADE
AW	ADJUST WATER GATE BOX TO GRADE
BCD	BITUMINOUS CONCRETE DRIVEWAY 3" BITUMINOUS CONCRETE TYPE 1-2 8" GRAVEL BORROW SUBBASE COURSE
BPS	BUILD NEW STRUCTURE OVER EXISTING PIPE
CCB	CLEAN CATCH BASIN
CCP	CUT AND CAP PIPE WITH RESTRAINT (ALL SIZES)
CFP	CLEAN AND FLUSH PIPE
CG	CLEARING AND GRUBBING
CMH	CLEAN MANHOLE
CP (DEPTH)	COLD PLANE
CPP	CUT AND PLUG PIPE (ALL TYPES, ALL SIZES)
DB	REMOVE AND DISPOSE BITUMINOUS CURB
DC	REMOVE AND DISPOSE CONCRETE CURB
DCB	REMOVE AND DISPOSE CATCH BASIN
DDI	REMOVE AND DISPOSE DROP INLET
DF	REMOVE AND DISPOSE FENCE
DFC	REMOVE AND DISPOSE FRAME AND COVER
DFE	REMOVE AND DISPOSE FLARED END SECTION
DFG	REMOVE AND DISPOSE FRAME AND GRATE
DFH	REMOVE AND DISPOSE FIRE HYDRANT
DFP	REMOVE AND DISPOSE FLEXIBLE PAVEMENT
DG	REMOVE AND DISPOSE GUARDRAIL
DH	REMOVE AND DISPOSE HEADWALL
DHB	REMOVE AND DISPOSE HIGHWAY BOUND
DHH	REMOVE AND DISPOSE HANDHOLE
DL	REMOVE AND DISPOSE LIGHT AND FOUNDATION
DMB	REMOVE AND DISPOSE MEDIAN BARRIER
DMH	REMOVE AND DISPOSE MANHOLE
DMM	REMOVE AND DISPOSE MEDIAN MARKER
DOW	REMOVE AND DISPOSE OBSERVATION WELL
DP	REMOVE AND DISPOSE PIPE
DPB	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE
DRB	REMOVE AND DISPOSE RIGID BASE
DS	REMOVE AND DISPOSE SIGN
DSS	REMOVE AND DISPOSE TRAFFIC SIGNAL SYSTEM
DSW	REMOVE AND DISPOSE SIDEWALK
DTD	REMOVE AND DISPOSE TELEPHONE DUCT BANKS
DUP	REMOVE AND DISPOSE UTILITY POLE
DWW	REMOVE AND DISPOSE PAVED WATERWAY
FY	FILTER FABRIC RIPRAP FLARED END UNDERLAYMENT
GET	FLARED GUARDRAIL END TREATMENT
IA	IMPACT ATTENUATOR
IDL	IMPERVIOUS DITCH LINER
LOD	LIMIT OF DISTURBANCE
LOR	LIMIT OF REGRADING
LS	4" LOAM AND SEED

NFH	NEW FIRE HYDRANT WITH GATE VALVE
NIC	NOT IN THIS CONSTRUCTION CONTRACT
NWB	FURNISH AND INSTALL NEW WATER GATE VALVE BOX
NWVB	FURNISH AND INSTALL NEW WATER GATE VALVE AND BOX
NWCB	FURNISH AND INSTALL NEW WATER CURB STOP BOX
NWSB	FURNISH AND INSTALL NEW WATER CURB STOP AND BOX
PCD	PERMANENT CHECK DAM
PS	4" PLANTABLE SOIL AND SEED
RCB	RECONSTRUCT TYPE "D" CATCH BASIN, TO CATCH BASIN WITH GUTTER INLET
RCM	R.I.D.O.T. COMMUNICATIONS MANHOLE
RI-41	REMOVE, HANDLE, HAUL, TRIM, RESET CURB EDGING, STRAIGHT, CIRCULAR (ALL TYPES)
RLP	RELOCATE LAMP POST
RM	RELOCATE MAILBOX (BY OTHERS)
RPM	REMOVE PAVEMENT MARKINGS
RRP	RIP-RAP PAD (SEE DETAIL)
RRS	REMOVE AND RELOCATE SIGN
RUP	RELOCATE UTILITY POLE (BY OTHERS)
SB	STONE BAFFLE
SBAE	STEEL BEAM BRIDGE CONNECTION APPROACH END (W/O NESTED RAIL)
SBTE	STEEL BEAM BRIDGE CONNECTION TRAILING END (W/NESTED RAIL)
SD--	STRUCTURAL DISPOSITION – SEE CS PAGES OF SPECIFICATION
SF	REMOVE AND STOCKPILE FENCE
SGA	SPECIAL GRADED AGGREGATE
SGC	REMOVE AND STOCKPILE GRANITE CURB
SGR	REMOVE AND STOCKPILE GUARDRAIL
SH	REMOVE AND STOCKPILE HYDRANT
SS	REMOVE AND STOCKPILE SIGN
STS	REMOVE AND STOCKPILE TRAFFIC SIGNAL SYSTEM
TB	CONCRETE THRUST BLOCK
TEP	TIE EXISTING PIPE INTO NEW STRUCTURE
TNP	TIE NEW PIPE INTO EXISTING STRUCTURE
TBT	THRIE BEAM TRANSITION
TBBC	THRIE BEAM BRIDGE CONNECTION
TT	TREE TRIMMING
WCM	4" WOOD CHIP MULCH
4DY	4" EPOXY RESIN PAVEMENT MARKINGS – DOUBLE YELLOW
6W	6" EPOXY RESIN PAVEMENT MARKINGS – WHITE
12W	12" EPOXY RESIN PAVEMENT MARKINGS – WHITE
8WT	8" PREFORMED PATTERNED MARKING (HIGH PERFORMANCE TAPE)
4Y	4" EPOXY RESIN PAVEMENT MARKINGS – YELLOW
8Y	8" EPOXY RESIN PAVEMENT MARKINGS – YELLOW
P.G.L.	PROFILE GRADE LINE

THIS PLAN SHALL NOT BE ALTERED

REVISIONS		
NO.	DATE	BY
1	6/07	TRB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAKONNET POINT
DRAINAGE IMPROVEMENTS
SAKONNET POINT ROAD (ROUTE 77)
LITTLE COMPTON RHODE ISLAND

STANDARD PLAN SYMBOLS & STANDARD LEGEND

CHECKED BY_____ DATE_____ SCALE_____

CROSSMAN ENGINEERING
| a division of Crossman Corporation |
181 Centerville Road | Warwick, Rhode Island 02886

0102F_V1_002_STDSYM001

Addendum No. 1

FED ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	R.I.			3	11

GENERAL NOTES:

1. ANY DAMAGE TO EXISTING PAVEMENT, BRIDGES, CONDUIT, SIDEWALK, FENCES, ETC., CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
2. THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT TO CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 108.06 OF THE R.I.D.O.T. STANDARD SPECIFICATION, LATEST EDITION.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE EXISTING CONDITIONS ARE NOT OBLITERATED BEFORE CONTROL POINTS ARE LOCATED AND CONSTRUCTION LAYOUT IS ESTABLISHED. THE CONSTRUCTION LAYOUT SHALL BE PROVIDED IN SUFFICIENT DETAIL, THEREBY ENABLING HIM TO CONSTRUCT THE PROJECT IN CONFORMITY WITH THE PLANS AND SPECIFICATIONS. SURVEY WILL BE PROVIDED BY THE CONTRACTOR. THE RESIDENT ENGINEER WILL NOT AUTHORIZE CONSTRUCTION ACTIVITIES TO BEGIN UNTIL HE IS SATISFIED THAT ALL GROUND CONTROL HAS BEEN ESTABLISHED, TIED DOWN, AND DULY RECORDED IN STANDARD FIELD BOOKS.
4. ALL R.I. STD. 9.9.0 CONSTRUCTION ACCESS ROADS SHALL BE CONSTRUCTED PRIOR TO ANY ROADWAY ACCEPTING CONSTRUCTION TRAFFIC.
5. THE FREQUENCY AND APPLICATION RATES FOR THE DUST CONTROL ITEMS WILL BE AS DIRECTED BY THE ENGINEER.
6. ALL SIDEWALK AND DRIVEWAYS DESIGNATED FOR REPLACEMENT SHALL BE CUT AND MATCHED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. ASPHALT EMULSION TACK COAT SHALL BE PLACED PRIOR TO PAVEMENT PLACEMENT ON THE CONCRETE BASE OR COLD PLANED PAVEMENT, AND ON ANY NEW COURSE WHICH HAS BEEN OPEN TO TRAFFIC, OR ANY NEW COURSE WHICH HAS BEEN EXPOSED FOR MORE THAN 3 DAYS, AND/OR AS DIRECTED BY THE ENGINEER. IT SHALL ALSO BE APPLIED TO VERTICAL PAVEMENT FACES BETWEEN ADJOINING PAVEMENT SECTIONS. ALL APPLICATIONS ON BOTH HORIZONTAL AND VERTICAL SURFACES SHALL BE PAID FOR UNDER THE CONTRACT UNIT BID PRICE FOR CODE 403.0300 "ASPHALT EMULSION TACK COAT."
8. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS. IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND PLACING, AT HIS OWN EXPENSE, PLANTABLE SOIL AND SEED IN AREAS WHICH ARE OUTSIDE OF THE PROJECT'S AREAS OF DISTURBANCE AND WHICH ARE IMPACTED BY CONSTRUCTION OPERATIONS INCLUDING THOSE AREAS WHERE VEHICLES, EQUIPMENT AND MATERIALS ARE STORED WITH THE PERMISSION OF THE ENGINEER.
9. UNDER NO CIRCUMSTANCE WILL THE CONTRACTOR BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.
10. CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT DEBRIS PRIOR TO THE PLACEMENT OF EACH BITUMINOUS PAVEMENT LIFT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.
11. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE ENGINEER.
12. THE COORDINATE SYSTEM IS THE R.I. STANDARD GRID SYSTEM. NAD 83. THE VERTICAL CONTROL IS NGVD 29.
13. PAVEMENT OPERATIONS FOR CURBED SECTIONS: IN AREAS WHERE CURBING IS SET TO FINISH LINE AND GRADE, THE CONTRACTOR WILL NOT BE REQUIRED TO UTILIZE THE SENSOR AND SKY-TYPE DEVICE FOR AUTOMATIC GRADE CONTROL, BUT WILL BE ALLOWED TO MANUALLY ADJUST THE BITUMINOUS PAVER FOR CONTROLLING GRADE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAYS FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
15. NO FUEL STORAGE, VEHICLE RE-FUELING, OR EQUIPMENT STORAGE SHALL TAKE PLACE IN DESIGNATED WETLANDS, NOR WITHIN 100' OF ANY WATER BODY. THIS REQUIREMENT SHALL NOT SUPERSEDE ANY FEDERAL, STATE OR LOCAL LAW, ORDINANCE, RULE OR REGULATION THAT APPLIES TO THE SAME, UNLESS THIS REQUIREMENT IS MORE STRINGENT THAN SAID LAW, ORDINANCE, RULE OR REGULATION.
16. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE THAT AT THE END OF FINAL PAVING OPERATIONS, FLOW TO EXISTING DRAINAGE STRUCTURES HAS BEEN REESTABLISHED AND THAT NO ISOLATED DEPRESSIONS REMAIN. THERE SHALL BE NO SEPARATE PAYMENT FOR THIS PROVISION; IT SHALL BE CONSIDERED INCIDENTAL TO PAVING AND COLD PLANING OPERATIONS.
17. ALL EMBANKMENTS SHALL BE PLACED IN HORIZONTAL LAYERS NOT EXCEEDING 12" (AFTER COMPACTION) AND SHALL BE COMPACTED AS SPECIFIED BEFORE THE NEXT LAYER IS PLACED. ALSO, EMBANKMENT CONSTRUCTION SHALL CONFORM TO SECTION 203.03.2 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
18. IF THIS PROJECT IS ON A HURRICANE EVACUATION AND DIVERSIONARY ROUTE, AS DESIGNATED ON THE COVERSHEET, THE CONTRACTOR IS ADVISED THAT UPON 12 (TWELVE) HOURS NOTICE THE ROADWAY SHALL BE OPEN TO EVACUEES AND EMERGENCY PERSONNEL. ANY EXTRA WORK NECESSARY TO COMPLY WITH THIS REQUIREMENT WILL BE REIMBURSED UNDER FORCE ACCOUNT PROCEDURES.
19. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS STATED IN THE ENVIRONMENTAL APPROVALS ISSUED FOR THE PROJECT FROM THE DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM), AND/OR THE ARMY CORPS OF ENGINEERS (ACOE), AND/OR THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC). COPIES OF EACH OF THESE PERMITS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH THESE CONDITIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
20. FOR ALL PROJECTS INVOLVING KNOWN SITE REMEDIATION ISSUES, THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE CONSTRUCTION RELATED PROVISIONS, CONDITIONS, AND STIPULATIONS OF ANY REMEDIAL PLANS DEVELOPED FOR THE PROJECT. COPIES OF THOSE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH COMPLIANCE WITH THESE DOCUMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
21. NO UNPROTECTED CONSTRUCTED FEATURE MAY PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. HEADWALL, DRAINAGE INLET, ETC.
22. THE REMAINING SECTION OR STUB OF A BREAKAWAY BASE MAY NOT PROJECT MORE THAN 4 INCHES ABOVE THE FINISHED GRADE OF A TRAVERSABLE SLOPE IN A CLEAR ZONE, e.g. SIGN POSTS, LIGHT POLES, FIRE HYDRANTS, ETC.

DRAINAGE AND EROSION CONTROL NOTES:

1. FOR ALL PROJECTS WITH AT LEAST ONE(1) ACRE OF SOIL DISTURBANCE, R.I.D.O.T. IS REQUIRED TO DEVELOP AND ENFORCE A SITE SPECIFIC STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IN ORDER TO REMAIN IN COMPLIANCE WITH THE PHASES GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL READ, BECOME FAMILIAR WITH, AND ADHERE TO ALL OF THE PROVISIONS, CONDITIONS, AND STIPULATIONS OF THE GENERAL PERMIT AND THE SITE SPECIFIC SWPPP FOR THIS PROJECT. COPIES OF THESE DOCUMENTS ARE INCLUDED IN THE CS PAGES OF THE CONTRACT DOCUMENTS. ALL COSTS ASSOCIATED WITH ADHERENCE TO THE SWPPP SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION AND INCLUDED WITH THE COST FOR THE ASSOCIATED BID ITEM(S).
2. NO UNDISTURBED AREAS SHALL BE CLEARED OF EXISTING VEGETATION AFTER OCTOBER 15 OF ANY CALENDAR YEAR OR DURING ANY PERIOD OF FULL OR LIMITED WINTER SHUTDOWN. ALL DISTURBED SOILS EXPOSED PRIOR TO OCTOBER 15 OF ANY CALENDAR YEAR SHALL BE SEEDED OR PROTECTED BY THAT DATE. ANY SUCH AREAS THAT DO NOT HAVE ADEQUATE VEGETATIVE STABILIZATION, AS DETERMINED BY THE RESIDENT ENGINEER OR ENVIRONMENTAL INSPECTOR, BY NOVEMBER 13 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 ERODABLE SOIL MUST BE RESTABILIZED WITHIN 5 WORKING DAYS. ANY WORK TO CORRECT PROBLEMS RESULTING FROM FAILURE TO COMPLY WITH THIS PROVISION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, THERE WILL BE NO SEPARATE PAYMENT FOR THIS PROVISION, IT SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION OPERATIONS. STABILIZATION OF ONE FORM OR ANOTHER AS DESCRIBED ABOVE SHALL BE ACHIEVED WITHIN 2 WEEKS OF FINAL GRADING.
3. STOCKPILES OF MATERIAL SHALL NOT BE LOCATED WITHIN REGULATED WETLANDS OR BUFFER ZONE AREAS. THEY SHALL HAVE SIDE SLOPES NO GREATER THAN 30% AND STOCKPILES OF ERODABLE MATERIAL SHALL ALSO BE SEEDED AND RINGED WITH R.I. STD. 9.1.0 TO STABILIZE.
4. IF THE PLANS INCLUDE SPECIFIC AREAS FOR PLACEMENT OF CONSTRUCTION DEWATERING BASINS AND/OR EQUIPMENT AND MATERIALS STORAGE AND STOCKPILING, AND IF THE CONTRACTOR ELECTS TO UTILIZE ANY OTHER AREAS FOR THESE PURPOSES, THIS SHALL BE APPROVED BY THE ENGINEER ONLY AFTER OBTAINING ANY NECESSARY PERMITS AND/OR PERMIT MODIFICATIONS FROM THE APPROPRIATE REGULATORY AUTHORITY(IES). ANY PERMITTING REQUIREMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE ACCOMPLISHED AT NO COST TO THE STATE. THE ENGINEER WILL COORDINATE SUBMISSION OF ANY REQUIRED PERMIT APPLICATION MATERIALS WITH THE R.I.D.O.T. OFFICE OF ENVIRONMENTAL PROGRAMS.
5. JUTE MESH SHALL BE USED TO STABILIZE PLANTABLE SOIL AND/OR LOAM IN ALL DITCHES, ON ALL SLOPES ADJACENT TO WETLANDS AND WETLAND PERIMETERS, AND ON ALL SLOPES WITHIN WATER QUALITY BASINS. JUTE MESH IN DITCHES SHALL EXTEND TO AN ELEVATION 2 FEET ABOVE THE BOTTOM OF THE DITCH.
6. SEEDING ON ALL SLOPES 3 TO 1 OR STEEPER SHALL CONSIST OF THE FOLLOWING APPLICATIONS UNLESS CHANGED IN THE CONTRACT.
   a. SEEDING TYPE I.
   b. ADHESIVE MULCH STABILIZER
7. UNVEGETATED SLOPES SHALL NOT BE UNATTENDED OR EXPOSED FOR PERIODS IN EXCESS OF 2 WEEKS OR THROUGH THE INACTIVE WINTER SEASON.
8. PRIOR TO DRAINAGE AND UTILITY CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION (HORIZONTAL AND VERTICAL) OF ALL EXISTING PIPES AND/OR STRUCTURES WHICH ARE TO BE CONNECTED. ANY VARIATION FOUND FROM THE PLANS MUST BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO DRAINAGE AND UTILITY CONSTRUCTION. WORK CAN COMMENCE ONLY UPON THE ENGINEER'S AUTHORIZATION.
9. ALL DRAINAGE AND UTILITY STRUCTURES WITHIN THE PAVED ROADWAY SHALL BE ADJUSTED TO GRADE WITH THE SURROUNDING PAVEMENT PRIOR TO THE WINTER SHUTDOWN.
10. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING DRAINAGE AND RUNOFF FLOW DURING STORMS AND PERIODS OF RAINFALL THROUGHOUT THE WORK AREA.
11. CATCH BASIN RIM GRADES NOTED ON PLANS ARE DEPRESSED 0.1' LOWER THAN THE GUTTER GRADE. RIM ELEVATIONS SHOWN ARE FINAL GRADES. THE CONTRACTOR SHALL PLACE FRAMES AND GRATES 0.1' BELOW THE GRADE CONSTRUCTED IN THIS CONTRACT OR AS DIRECTED BY THE ENGINEER.
12. PROVISIONS FOR CLEARING TO ACCESS OUTFALLS DURING THE CLEANING AND FLUSHING OF THE CLOSED DRAINAGE SYSTEM SHALL BE KEPT TO A MINIMUM.
   a. ANY VEGETATIVE CLEARING SHALL BE LIMITED TO BRUSH AND TREES LESS THAN 3" DIAMETER.
   b. NO HEAVY EQUIPMENT MAY ENCROACH UPON VEGETATED PERIMETER OR RIVERBANK WETLANDS AS WELL AS BIOLOGICAL WETLANDS.
13. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL DEVICES FOR OUTLET PROTECTION PRIOR TO CLEANING AND FLUSHING STORM WATER DRAINAGE. EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL ALL FLUSHED SEDIMENTS ARE REMOVED. AT ALL OUTFALL LOCATIONS WHERE PIPES ARE TO BE CLEANED AND FLUSHED, OUTLET PROTECTION (R.I. STD. 8.1.0 OR 8.3.0) SHALL BE INSTALLED TO TRAP SEDIMENTS. THESE SEDIMENTS SHALL THEN BE REMOVED AND DISPOSED OF LEGALLY BEFORE THE OUTLET PROTECTION DEVICES ARE REMOVED. IF OUTLET PROTECTION AT THE OUTFALL IS NOT FEASIBLE, THEN THE OUTLET PIPE OF THE LAST DRAINAGE STRUCTURE TO BE CLEANED SHALL BE PLUGGED TO CAPTURE ALL MATERIALS FLUSHED FROM PIPES. AFTER THE MATERIALS ARE REMOVED FROM THE DRAINAGE STRUCTURE, THE OUTLET SHALL BE UNPLUGGED TO RESUME NORMAL FUNCTIONING.
14. R.I. STD. 9.8.0 BALED HAY INLET PROTECTION SHALL BE INSTALLED AT ALL CATCH BASINS AND INLETS WHENEVER SUBBASE IS EXPOSED, AND SHALL REMAIN IN PLACE UNTIL THE ABUTTING GROUND SURFACES ARE STABILIZED.
15. WHERE BALED HAY INLET PROTECTION AND SILT FENCES ARE USED AT CATCH BASINS, THEY SHALL BE REMOVED AT THE END OF THE PROJECT OR AS DIRECTED BY THE ENGINEER IN ORDER TO PREVENT CLOGGING OF THE INLET.

DRAINAGE AND EROSION CONTROL NOTES (CONTINUED):

16. DETENTION AND RETENTION BASINS MAY BE ROUGH GRADED AND STABILIZED WITH VEGETATION AND/OR OTHER EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO USE AS TEMPORARY SEDIMENTATION BASINS DURING PROJECT CONSTRUCTION. FINAL BASIN CONSTRUCTION SHALL NOT COMMENCE UNTIL ALL SOURCES OF SEDIMENT HAVE BEEN ELIMINATED. FINAL ROADSIDE VEGETATION IS ESTABLISHED AND USE OF TEMPORARY BASINS IS NO LONGER REQUIRED AS DIRECTED BY THE ENGINEER. ANY ISSUES RELATING TO EROSION AND/OR SEDIMENT TRANSPORT INTO WETLAND AREAS RESULTING FROM SUCH USE OF SEDIMENTATION BASINS DURING CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY CORRECTIVE ACTION REQUIRED TO RESOLVE SUCH ISSUES SHALL BE COMPLETED BY THE CONTRACTOR.
17. THE TOE OF ANY FILL SLOPE IS TO REMAIN AT LEAST 1' INSIDE OF ALL EROSION CONTROLS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR COVER ANY PORTION OF THE EROSION CONTROL MEASURES WITH MATERIAL. ANY MATERIAL THAT IS PLACED ON ANY EROSION CONTROLS BY THE CONTRACTOR, OR ANY AGENT OF THE CONTRACTOR, SHALL BE IMMEDIATELY REMOVED BY THE CONTRACTOR, AND ANY NECESSARY REPAIRS TO THE EROSION CONTROLS ACCOMPLISHED.
18. PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES, EROSION AND SEDIMENTATION CONTROLS SHALL BE INSTALLED AT THOSE AREAS INDICATED ON THE PLANS. CLEARING MAY OCCUR PRIOR TO INSTALLATION OF SUCH CONTROLS. HOWEVER NO GRUBBING, GRADING, FILLING, OR OTHER SOIL DISTURBANCE SHALL OCCUR PRIOR TO INSTALLATION. THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS.
19. ALL HAY BALES, SILT FENCE OR TEMPORARY PROTECTION SHALL REMAIN IN PLACE UNTIL AN ACCEPTABLE STAND OF GRASS IS ESTABLISHED. IF NEEDED, TEMPORARY SEEDING CAN HELP TO MINIMIZE EROSION. TEMPORARY SEED WILL CONFORM TO R.I.D.O.T. STANDARD TEMPORARY SEED MIX.
20. THE CONTRACTOR MUST REPAIR AND/OR RESEED ANY AREAS THAT DO NOT DEVELOP WITHIN THE PERIOD OF ONE YEAR AND HE SHALL DO SO AT NO ADDITIONAL EXPENSE TO THE STATE.
21. THE NORMAL ACCEPTABLE SEASONAL SEEDING DATES ARE SPECIFIED IN SUBSECTION L.02.03 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
22. ADDITIONAL EROSION CONTROLS, SHALL BE INSTALLED AS DIRECTED BY THE RESIDENT ENGINEER. THESE ADDITIONAL ITEMS WILL BE PAID AT THE UNIT PRICE FOR THAT BID ITEM.

UTILITY NOTES:

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

THIS PLAN SHALL NOT BE ALTERED

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

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAKONNET POINT
DRAINAGE IMPROVEMENTS
SAKONNET POINT ROAD (ROUTE 77)
LITTLE COMPTON RHODE ISLAND

STANDARD NOTES - 1

CHECKED BY_____ DATE_____ SCALE NO SCALE

CROSSMAN ENGINEERING
| a division of Crossman Corporation |
151 Centerville Road | Warwick, Rhode Island 02886

01027_V1_003_STDNOTES001

Addendum No. 1

LANDSCAPE NOTES:

1. ALL PLANT MATERIAL MUST BE TAGGED AT THE NURSERY (A RECOGNIZED GROWER OF PLANT MATERIAL) IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION. ALL PLANT MATERIAL MUST BE NURSERY GROWN; NO PLANTATION GROWN PLANT MATERIAL WILL BE ACCEPTED.
2. ALL PLANT SUBSTITUTIONS AND/OR CHANGES IN PLANT LOCATION MUST BE APPROVED IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
3. ALL PLANT MATERIAL IS TO BE FIELD LOCATED BY A REPRESENTATIVE FROM THE R.I.D.O.T. LANDSCAPE ARCHITECTURE UNIT.
4. A R.I.D.O.T. LANDSCAPE REPRESENTATIVE MUST BE ON SITE TO APPROVE ALL TRIMMING AND CLEARING NECESSARY TO COMPLETE THE WORK AS SHOWN ON THE PLANS.
5. ANY TOPSOIL USED AS PLANTABLE SOIL SHALL HAVE A SANDY LOAM TEXTURE RELATIVELY FREE OF SUBSOIL MATERIAL, STONES, ROOTS, LUMPS OF SOIL, TREE LIMBS, TRASH OR CONSTRUCTION DEBRIS, AND SHALL CONFORM TO SECTION M.18 OF THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
6. ALL TREES AND SHRUBS SHALL BE MULCHED WITH PINE BARK MULCH IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
7. ALL TREES AND/OR SHRUBS THAT ARE PLANTED AS A BED SHALL BE MULCHED AS A BED.
8. PROVIDE A MINIMUM 6'-8" BRANCHING STANDARD ON ALL TREES INSTALLED ADJACENT TO SIDEWALKS AND/OR PEDESTRIAN ACCESS AREAS.

STRUCTURAL NOTES FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS:

GENERAL

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

CONSTRUCTION DRAWINGS AND DETAILS

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

TRAFFIC SIGNAL NOTES:

1. ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE R.I.D.O.T. MAINTENANCE HEADQUARTERS, 360 LINCOLN AVENUE, WARWICK, RHODE ISLAND, 02888.
2. BACK PLATES SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL HEADS.
3. THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OF THE CONTROLLER CABINET DOOR A LAMINATED INTERSECTION GRAPHIC AND TABLE DEPICTING THE TRAFFIC DETECTOR RELAY CHANNEL ASSIGNMENTS. THE DIAGRAM SHALL BE A GRAPHIC OF THE INDIVIDUAL INTERSECTION ORIENTED SIMILAR TO THE PLANS SHOWING THE LOCATIONS OF EACH OF THE LOOP DETECTORS. THE DIAGRAM SHALL, AT A MINIMUM, INCLUDE DETECTOR NUMBERS, STREET NAME LABELS, NORTH ARROW, AND CONTROLLER CABINET LOCATION. THE ASSIGNMENT INFORMATION SHALL BE INCLUDED IN A TABLE WHICH SHALL INCLUDE, AT A MINIMUM, THE APPROACH NAME, DETECTOR NUMBER, TERMINAL NUMBER, DETECTOR RACK SLOT NUMBER, RELAY NUMBER, RELAY CHANNEL NUMBER, AND PHASE ASSOCIATED WITH EACH DETECTOR.
4. TRAFFIC CONTROLLER CABINETS, UNLESS OTHERWISE NOTED, SHALL BE NEMA TS2 TYPE 1 CABINET SIZE 6 ("P" TYPE) WITH NOMINAL DIMENSIONS OF 52"Hx44"Wx24"D.
5. ALL DELAY AND EXTENSION TIMES, AS CALLED FOR ON THE PLANS, FOR PROPOSED LOOP DETECTORS SHALL BE PROGRAMMED IN THE TRAFFIC SIGNAL CONTROLLER AND NOT THE DETECTOR RELAY.
6. A BARE GROUND WIRE SHALL BE PLACED IN ALL PVC CONDUITS AND SHALL BE BONDED TO GROUND RODS IN ACCORDANCE WITH SECTION 7.03 OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
7. THE FINAL POSITION OF SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, DETECTORS, AND STOP LINE AND CROSSWALK PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD ACCORDING TO ACTUAL INTERSECTION CHARACTERISTICS.
8. A 2' MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL SIGNAL POLES AND TRAFFIC/PEDESTRIAN SIGNAL HEADS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES.
9. ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.
10. WHEN PLACING TRAFFIC SIGNAL HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED IN ACCORDANCE WITH R.I. STD. 43.1.0. NO PATCHES WILL BE ALLOWED.
11. ALL PEDESTRIAN PUSHBUTTONS SHALL BE COMPLIANT WITH "THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES" (ADAAG) AND SHALL INCLUDE A PRESSURE-ACTIVATED (NON-WIKING) BUTTON. SIGNS APPLICABLE TO PUSHBUTTON ACTUATION SHALL BE INSTALLED SUCH THAT THE CROSSING ASSIGNED TO EACH BUTTON IS CLEARLY INDICATED. IF SITE CONDITIONS DO NOT ALLOW PEDESTRIAN PUSHBUTTONS TO BE INSTALLED WHERE CALLED FOR ON THE PLANS, THE R.I.D.O.T. TRAFFIC ENGINEERING UNIT SHALL BE CONSULTED WITH THROUGH AN R.F.I. PRIOR TO INSTALLING THE PUSHBUTTONS. THE FINAL PLACEMENT OF ALL PEDESTRIAN PUSHBUTTONS SHALL BE IN ACCORDANCE WITH ADAAG AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
12. ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
13. ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
14. TRAFFIC SIGNAL CONTROLLERS SHALL BE WIRED SO THAT ANY FIRE PRE-EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
15. THE CONTRACTOR SHALL WORK CONTINUOUSLY TO RESTORE TRAFFIC SIGNAL OPERATION TO ITS INTENDED PURPOSE WHEN REPLACING THE TRAFFIC SIGNAL EQUIPMENT. A POLICE DETAIL IS REQUIRED TO DIRECT TRAFFIC AT THE INTERSECTION AT ALL TIMES WHEN THE TRAFFIC SIGNAL IS INOPERATIVE. AT NO TIME SHALL THE CONTRACTOR LEAVE THE SITE BEFORE RESTORING FULL TRAFFIC OPERATIONS.

FED ROAD DIV. NO.	STATE	FED/AID PROJECT
1	R.I.	

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

1. ALL MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL SETUPS, SIGNS, CHANNELIZING DEVICES, ETC., SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
2. ALL SIGN MOUNTINGS FOR TEMPORARY AND CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
3. THE CONTRACTOR SHALL COVER ALL EXISTING AND/OR TEMPORARY SIGNS THAT ARE NOT RELEVANT TO THE TRAFFIC CONTROL REQUIRED DURING ANY PARTICULAR STAGE OF THE CONTRACT.
4. ADVANCE FLAGPERSON SIGNS (W20-7A) SHALL BE USED IN ADVANCE OF ANY POINT AT WHICH A FLAGPERSON OR A POLICE OFFICER HAS BEEN STATIONED TO CONTROL TRAFFIC. WHEN NEEDED, AN APPROPRIATE DISTANCE MESSAGE MAY BE DISPLAYED ON A SUPPLEMENTAL PLATE (24"x18") BELOW THE FLAGPERSON SYMBOL SIGN. THE SIGN SHALL BE PROMPTLY REMOVED OR COVERED WHENEVER THE FLAGPERSON IS NOT AT THE STATION.
5. POLICE OFFICERS (AND NOT FLAGPERSONS) SHALL BE UTILIZED WHEN WORK WILL IMPACT SIGNALIZED INTERSECTIONS AND LIMITED ACCESS HIGHWAYS.
6. POLYETHYLENE DRUMS SHALL BE UTILIZED AS A CHANNELIZING DEVICE WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN BEYOND WORKING HOURS WHEN NO WORKERS ARE PRESENT. CONES SHALL BE UTILIZED WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN ONLY DURING WORKING HOURS AND IS SUBSEQUENTLY BROKEN DOWN AT THE END OF THE WORKDAY.
7. ARROW PANELS SHALL BE SET IN THE FLASHING FOUR CORNERS CAUTION MODE UNLESS UTILIZED FOR A MERGING TAPER. ARROW PANELS SET IN THE FLASHING ARROW MODE SHALL NOT BE UTILIZED FOR LANE SHIFTS.
8. TEMPORARY CONSTRUCTION SIGNS AND OTHER WORKZONE TRAFFIC CONTROL DEVICES THAT ARE DAMAGED OR REQUIRE RELOCATION SHALL BE REPLACED AND / OR RELOCATED UNDER THE PAY ITEM FOR "MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION."
9. THE PRIVATE VEHICLES OF CONSTRUCTION WORKERS SHALL NOT BE PARKED ON THE TRAVEL LANES OR SHOULDERS. THEY MAY BE PARKED WITHIN THE STATE RIGHT-OF-WAY ONLY IN AREAS 30' BEYOND THE OUTSIDE EDGE OF THE TRAVEL LANES AND/OR IN AREAS APPROVED BY THE ENGINEER.
10. TEMPORARY CONSTRUCTION SIGNS AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE START OF WORK IN ANY AREA OPEN TO TRAFFIC, AND SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER APPROPRIATE.
11. THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. WATERBORNE PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANED AND NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT.

THIS PLAN SHALL NOT BE A

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

RHODE ISLAND
DEPARTMENT OF TRANSP

SAKONNET POI
DRAINAGE IMPROVE
SAKONNET POINT ROAD (R
LITTLE COMPTON

STANDARD NOTE

CHECKED BY_____ DATE_____

CROSSMAN ENGINEERING
| a division of Crossman Corporation |
151 Centerville Road | Warwick, Rhode Island 02886

0102F_

Addendum No. 1

FED./ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	R.I.			5	11

JOB SPECIFIC PLAN SYMBOLS

EXISTING		PROPOSED
	OVERHEAD WIRES	
	GUY ANCHOR	
	MEAN HIGH WATER	
	MEAN LOW WATER	
	APPROXIMATE SEAWEED/DEBRIS (HIGH TIDE LINE)	
	SHRUB	
	AMERICAN BEACH GRASS	

JOB SPECIFIC SEQUENCE OF CONSTRUCTION:

THE SEQUENCE IS PROVIDED AS A RECOMMENDATION ONLY. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONSTRUCTION SEQUENCE, MEANS AND METHODS. CHANGES TO THE FOLLOWING SEQUENCE BY THE CONTRACTOR MAY BE ALLOWED SUBJECT TO RIDOT AND ORMO REVIEW AND APPROVAL.

PHASE I

1. INSTALL SOIL EROSION AND SEDIMENT CONTROLS, TEMPORARY PIPE EXTENSIONS AT EXISTING CULVERT AND INSTALL SANDBAGS. THE TEMPORARY PIPE EXTENSION IS REQUIRED TO MAINTAIN FLOW DURING PIPE INSTALLATION.
2. INSTALL TEMPORARY TRAFFIC CONTROLS. ROADWAY LANE CLOSURES SHALL BE LIMITED TO HALF OF THE ROADWAY AT ONE TIME.
3. CLEAR AND GRUB OFF ROAD WORK AREA. STOCKPILE EXISTING TOPSOIL FOR RE-USE.
4. FURNISH AND INSTALL NEW FLARED END AND 24" DIA. PIPE FROM NORTHERLY SIDE TO EDGE OF PAVEMENT. RESHAPE EXISTING RIP RAP AND PLACE NEW RIP RAP AROUND FLARED END SECTION.
5. CONTINUE PIPE INSTALLATION WITHIN PAVED ROADWAY LIMITS, AND PROVIDE LANE CLOSURES AS REQUIRED. INSTALL TEMPORARY PAVEMENT OVER DISTURBED PAVED AREAS.
6. COMPLETE PIPE AND SOUTHERLY NEW FLARED END SECTION INSTALLATION. EDGE OF ROAD PROTECTION IS REQUIRED IN AREAS WHERE GUARDRAIL IS REMOVED FOR CONSTRUCTION. REFER TO JOB SPECIFIC NOTES.
7. RESHAPE EXISTING RIP RAP AND PLACE NEW RIP RAP AROUND FLARED END SECTION.

PHASE II

1. INSTALL NEW SILT FENCE AROUND EXISTING PIPE TO BE REMOVED.
2. REMOVE SANDBAGS AND TEMPORARY PIPE EXTENSION.
3. COMMENCE REMOVAL OF EXISTING PIPE FROM NORTHERLY SIDE TO EDGE OF PAVEMENT. RESHAPE RIP RAP AROUND NEW FLARED END SECTION.
5. CONTINUE EXISTING PIPE REMOVAL WITHIN PAVED ROADWAY LIMITS AND PROVIDE LANE CLOSURES AS REQUIRED.
6. COMPLETE PIPE REMOVAL. FURNISH AND INSTALL GUARDRAIL.
7. REMOVE HEADWALL AND RESHAPE RIP RAP AROUND FLARED END SECTION.
8. FINE GRADE OFF-ROAD AREAS, PLACE STOCKPILED SOIL AND AMERICAN BEACH GRASS PLUGS IN ALL DISTURBED AREAS EXCEPT PAVED AND RIP RAP AREAS.
9. INSTALL NEW SILT FENCE ABOVE RIP RAP AREAS TO PROVIDE SOIL EROSION AND SEDIMENT CONTROL DOWN GRADE OF THE PLANTED AREAS. REMOVE EROSION CONTROLS BELOW RIP RAP WITHIN WATERWAY. NOTE: EROSION CONTROLS IN ALL OTHER AREAS (AREAS NOT SUBJECT TO WATER FLOW) SHALL REMAIN IN PLACE UNTIL VEGETATION IS ESTABLISHED.
10. FURNISH AND INSTALL PERMANENT PAVEMENT AND PAVEMENT MARKINGS WITHIN ROADWAY.
11. REMOVE EROSION CONTROLS WHEN AREA IS STABILIZED WITH THE AMERICAN BEACH GRASS PLANTINGS.

JOB SPECIFIC LEGEND

ASC	ANTI SEEP COLLAR
BCP	BITUMINOUS CONCRETE PAVEMENT STRUCTURE
TP	TRENCH PATCH
TS	TEMPORARY STOCKPILE AREA
4W	4" EPOXY RESIN PAVEMENT MARKINGS – WHITE
9.6.0	SANDBAG EROSION CHECK, R.I. STD. 9.6.0, (AS AMENDED ON MISC. DETAIL SHEET)
50.3.0	BALL AND BURLAP SHRUB PLANTING DETAIL, R.I. STD. 50.3.0
50.6.0	ORNAMENTAL GRASS PLANTING DETAIL, R.I. STD. 50.6.0

JOB SPECIFIC GENERAL NOTES:

1. NO GUARDRAIL SHALL BE REMOVED UNLESS IT IS REPLACED BY A NEW GUARDRAIL AT THE END OF THE WORKING DAY OR REPLACED BY A TEMPORARY PRE-CAST CONCRETE MEDIAN BARRIER. IF THE CONTRACTOR ELECTS TO UTILIZE TEMPORARY MEDIAN BARRIER, THE TEMPORARY MEDIAN BARRIER AND ANY APPROACH PROTECTION SHALL BE CONSIDERED INCIDENTIAL TO THE CONTRACT.
2. THERE WILL BE NO SEPARATE PAYMENT FOR RHODE ISLAND STANDARD D.7.0 DEWATERING BASIN. THIS ITEM SHALL BE INCLUDED IN THE UNIT BID PRICE PER LINEAR FOOT FOR PIPE INSTALLATION.
3. ALL ITEMS NOT REFERENCED FOR MODIFICATION WILL BE "EXISTING TO REMAIN" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. CALCIUM CHLORIDE SHALL NOT BE USED FOR DUST CONTROL.
5. PRIOR TO CONSTRUCTION, TEMPORARY EASEMENTS FOR CONSTRUCTION SHALL BE OBTAINED BY THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION FROM GARY MATARONAS OR SUBSEQUENT LAND OWNER AND THE TOWN OF LITTLE COMPTON FOR CONSTRUCTION.
6. THERE SHALL BE NO SEPARATE PAYMENT TO RESHAPE RIP RAP. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE FOR ITEM CODE 920.0060, "PLACED STONE RIPRAP R-6, R-7, R-8."

JOB SPECIFIC MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

1. WITHIN THE PAVED ROADWAY, WORK SHALL BE LIMITED TO HALF OF THE ROADWAY. A MINIMUM OF ONE LANE SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING LANE CLOSURES WITH LOCAL OFFICIALS AND FOR NOTIFYING RESIDENTS ON THE WESTERN SIDE OF THE CONSTRUCTION SITE AS TO THE DATE(S) AND TIME(S) THE LANE WILL BE CLOSED.

JOB SPECIFIC LANDSCAPE NOTES:

1. UNLESS OTHERWISE NOTED IN THE "REMEDIAL ACTION WORK PLAN", EXCAVATED SOIL IN OFF ROAD AREAS SHALL BE STOCKPILED FOR RE-USE. CONTRACTOR IS RESPONSIBLE FOR REMOVAL AND DISPOSAL OF EXCESS SOIL. SOIL DISPOSAL SHALL BE OFF-SITE IN UPLAND AREAS IN ACCORDANCE WITH RIDOT STANDARD SPECIFICATIONS.
2. ALL DISTURBED AREAS (OFF ROAD) SHALL BE RESTORED WITH STOCKPILED SOIL AND PLANTED WITH AMERICAN BEACH GRASS (ammophila breviligulata) AND NORTHERN BAYBERRY (Myrica pensylvanica). REFER TO MISCELLANEOUS DETAILS NO. 2.
3. GREAT CARE SHOULD BE TAKEN FOR WORK WITHIN THE PLANTING AREAS. BEACH GRASS DOES NOT TOLERATE TRAMPLING. CONTRACTOR IS RESPONSIBLE TO PROTECT AREAS DURING PLANTING.
4. ALL PLANTS/GRASS FURNISHED BY CONTRACTOR SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR AFTER PLANTING. PLANTS/GRASS SHALL BE ALIVE AND IN SATISFACTORY GROWTH AT THE END OF THE GUARANTEE PERIOD. ALL DEAD OR DYING PLANT MATERIAL SHALL BE REPLACED AT ONCE BY THE CONTRACTOR UNDER THE BASE CONTRACT PRICE.

JOB SPECIFIC PAVEMENT STRUCTURE (BCP)

2" BITUMINOUS CONCRETE SURFACE COURSE TYPE I-1

ASPHALT EMULSION TACK COAT

5" BITUMINOUS CONCRETE BASE COURSE

12" GRAVEL BORROW SUBBASE

JOB SPECIFIC PLAN REFERENCES

1. "PLAN OF LAND AND RIPARIAN AND LITTORAL RIGHTS AREAS IN THE SOUTHWEST SECTION OF SAKONNET HARBOR BELONGING TO TOWN OF LITTLE COMPTON, JAMES MATARONAS, JR, SAKONNET ROGERS, INC., SAKONNET HARBOR, LITTLE COMPTON, RI, SCALE 1" = 20', DATE: JULY 1931."
2. "PLAN OF LAND BELONGING TO SAKONNET ROGERS INC. AND JAMES MATARONAS LOCATED IN LITTLE COMPTON, RI. OVERALL BOUNDARIES BASED ONSURVEY BY LEO GRENIER FOR MICHAEL F. ROGERS & GEORGE E. THAYER DATED FEB. 1958, REF: TOWN OF LITTLE COMPTON LAND EVIDENCE RECORDS BOOK 1, PAGE 74, SCALE 1" = 40', DRAWN BY RICHARD F. ROGERS, DEC. 1978."
3. "PROPERTY LINE PLAN FOR HIGH PROPERTIES CORP., AP 9, LOTS 430,431, 432, 433 & 434, LITTLE COMPTON, RI, ALLINSON, INC., WARWICK, RI, DATE 1987."
4. "PLAN OF LAND THAYER PROPERTY, BLUFF HEAD AVENUE, LITTLE COMPTON, RI, EXHIBIT A, SAKONNET ROGERS, INC.-JAMES MATARONAS AGREEMENT OF NOVEMBER 1978."
5. "SEACONNET PARK BELONGING TO THE SEACONNET POINT LAND CO. BY J.A. LATHAM, PROVIDENCE, RI, JUNE 1895."
6. "PLAT OF SEACONNET POINT FARM PLATTED BY CLIFTON A. HALL, PROVIDENCE, RI 1889.7."
7. PLAT SHOWING LAND IN THE TOWN OF LITTLE COMPTON, RHODE ISLAND TAKEN ON BEHALF OF THE STATE OF RHODE ISLAND BY VOTE OF STATE BOARD OF PUBLIC ROADS ON THE 4TH DAY OF MARCH 1931, PLAT NO. 336."
8. "PLAN SHOWING SAKONNET HARBOR BEACH AND ADJACENT AREA IN AND FOR THE TOWN OF LITTLE COMPTON, R.I., PREPARED BY STANLEY ENGINEERING, INC., SCALE 1"=40', NOVEMBER, 1984, REVISED: JUNE, 1985."

JOB SPECIFIC SURVEY NOTES

1. FIELD SURVEY WORK PERFORMED BY CROSSMAN ENGINEERING BETWEEN DECEMBER 2008 AND JUNE 2011.
2. BENCHMARK AND DATUM ORIGINATED FROM DISK LABELED AS "BM 18" AS SHOWN ON THE "FLOOD INSURANCE RATE MAP (FIRM) TOWN OF LITTLE COMPTON RHODE ISLAND PANEL 4 OF 9 COMMUNITY-PANEL NUMBER 440035 0006 E MAP REVISED JUNE 16, 1992."
3. UTILITY NOTE: THE UTILITIES SHOWN HEREON ARE PLOTTED FROM FIELD LOCATION OF VISIBLE ABOVE GROUND STRUCTURES ONLY. ALL UNDERGROUND UTILITY INFORMATION SHOWN HEREON MUST BE VERIFIED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ON THIS SITE. THE CONTRACTOR OR USERS OF THIS PLAN MUST CONTACT DIGSAFE PRIOR TO ANY WORK. CROSSMAN ENGINEERING ASSUMES NO RESPONSIBILITY RELATED TO THE LOCATION OF SUBSURFACE UTILITY INFORMATION SHOWN.
4. "TOGETHER WITH ALL LITTORAL AND RIPARIAN RIGHTS AS HAVE BEEN ESTABLISHED BY AGREEMENT BETWEEN PRIOR OWNERS OF THE PROPERTY, RICHARD R. ROGERS, OF LITTLE COMPTON, RHODE ISLAND, AND THE TOWN OF LITTLE COMPTON IN AN EASEMENT AGREEMENT DATED AUGUST 11, 1981, BY AND BETWEEN SAKONNET ROGERS, INC. AND JAMES MATARONAS, JR., OF THE TOWN OF LITTLE COMPTON, AND ANY OTHER INTEREST OR RIGHTS IN SUCH PARCEL."
5. THE PROPERTY LINES AND HIGHWAY LINES SHOWN WERE RE-ESTABLISHED USING THE CONCRETE BOUND AND IRON PIPE FOUND AT THE 2 FRONT CORNERS OF LOT 429 AND PLAN REFERENCE #1 AND #2. NO RHODE ISLAND HIGHWAY BOUNDS WERE FOUND.
6. MEAN HIGH WATER AND MEAN LOW WATER ELEVATIONS WERE CALCULATED USING INFORMATION PROVIDED BY THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION STATION ID: 8450768, NAME: SAKONNET, RHODE ISLAND, NOAA CHART: 13221, PUBLICATION DATE 5-20-2004, NATIONAL TIDAL DATUM EPOCH (NTDE) 83-01.
7. THE SITE IS WITHIN A SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, ZONE AE (EL 11). THE 1% ANNUAL FLOOD (100-YEAR FLOOD), ALSO KNOWN AS THE BASE FLOOD, IS THE FLOOD THAT HAS A 1% CHANCE OF BEING EQUALED OR EXCEEDED IN ANY GIVEN YEAR. THE SPECIAL FLOOD HAZARD AREA IS THE SUBJECT AREA TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THE BASE FLOOD ELEVATION IS THE WATER SURFACE ELEVATION OF THE 1% ANNUAL CHANCE FLOOD AND ALSO A CBRS ZONE. CBRS AREAS ARE NORMALLY LOCATED WITHIN OR ADJACENT TO SPECIAL FLOOD HAZARD AREAS. REFERENCE IS MADE TO THE FIRM FLOOD INSURANCE RATE MAP, NEWPORT COUNTY RHODE ISLAND (ALL JURISDICTIONS), PANEL 204 OF 228, COMMUNITY: TOWN OF LITTLE COMPTON; NUMBER 440035, PANEL 204 SUFFIX H, MAP NUMBER 44005C0204H, EFFECTIVE DATE APRIL 5, 2010.
8. ELEVATION DATUM FOR FIRM MAP IS N.A.V.D. 88. DATUM CONVERSION: (N.V.G.D. 29 = N.A.V.D. 88 + 0.71').
9. THE WATER PIPES REFERENCED ON THESE PLANS ARE APPROXIMATE. LOCATIONS HAVE BEEN ESTIMATED AND BASED UPON DISCUSSIONS WITH TOWN OFFICIALS AND LOCAL RESIDENTS.

REVISIONS		
NO.	DATE	BY

CROSSMAN ENGINEERING
| a division of Crossman Corporation |
151 Centerville Road | Warwick, Rhode Island 02886

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

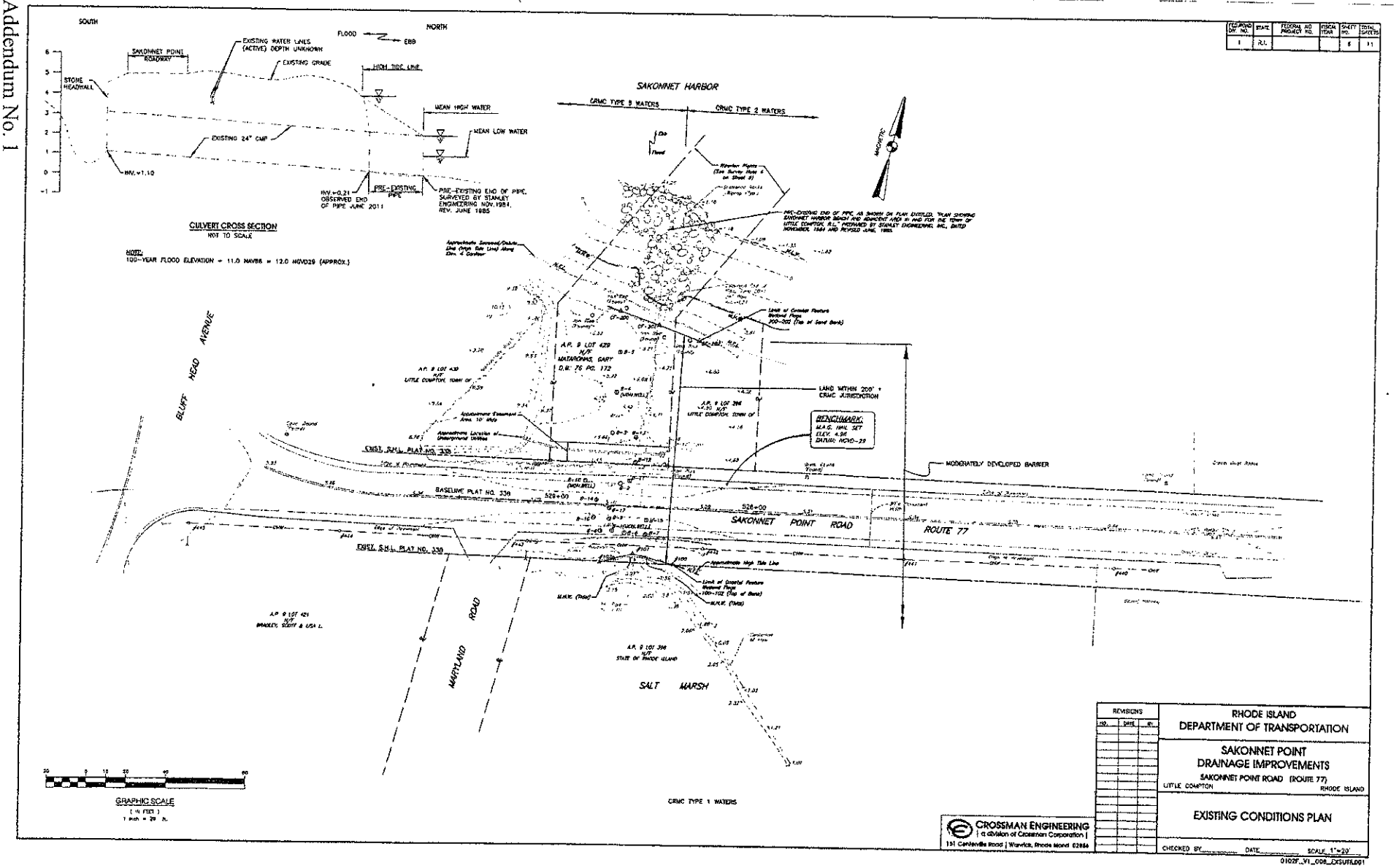
SAKONNET POINT
DRAINAGE IMPROVEMENTS
SAKONNET POINT ROAD (ROUTE 77)
LITTLE COMPTON RHODE ISLAND

JOB SPECIFIC PLAN SYMBOLS, LEGEND AND NOTES

CHECKED BY_____ DATE_____ SCALE NO SCALE

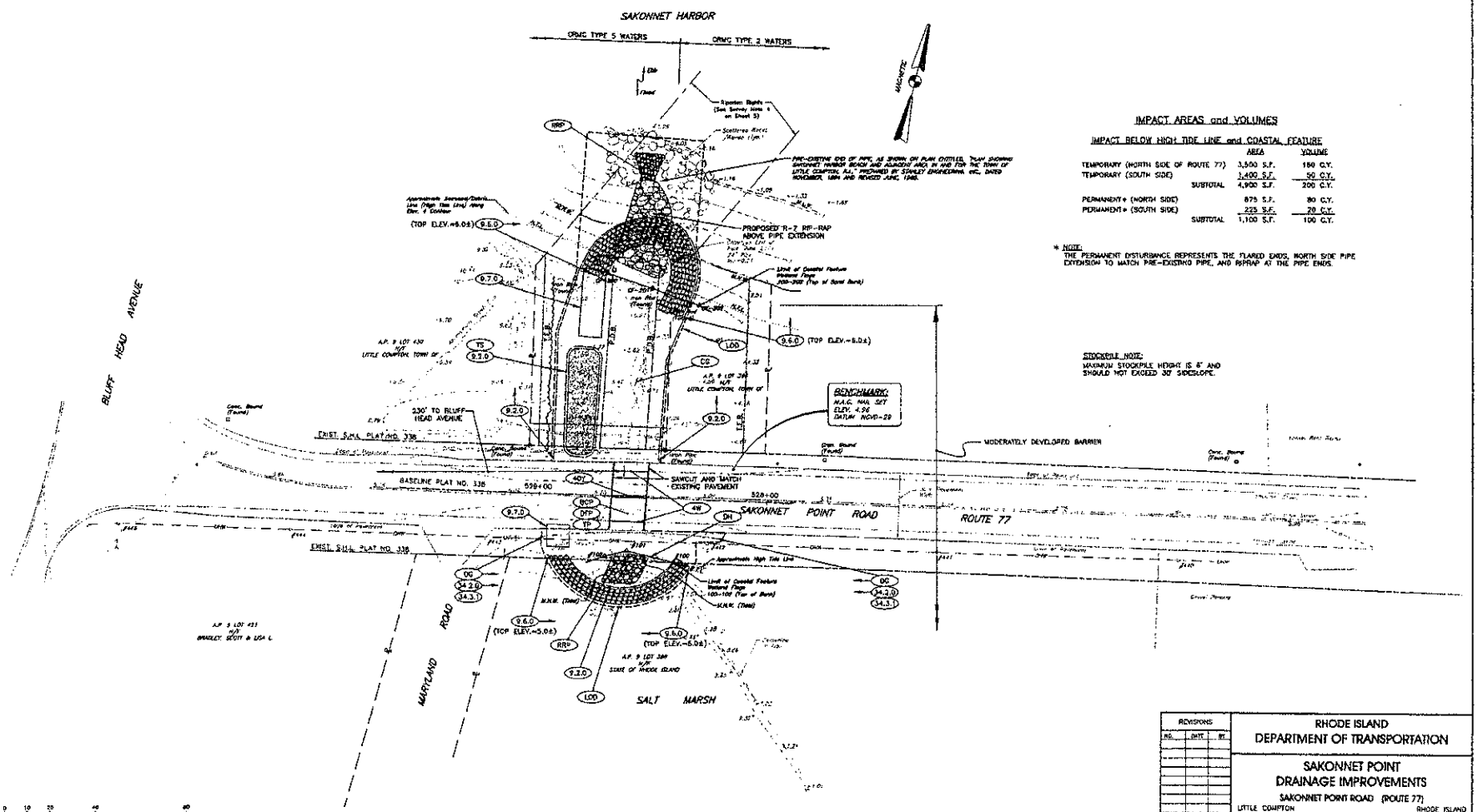
01027_V1_003_JSNOTSYM001

Addendum No. 1



Addendum No. 1

FED ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	R.I.			7	11



IMPACT AREAS and VOLUMES

IMPACT BELOW HIGH TIDE LINE and COASTAL FEATURE

	AREA	VOLUME
TEMPORARY (NORTH SIDE OF ROUTE 77)	3,500 S.F.	150 C.Y.
TEMPORARY (SOUTH SIDE)	1,400 S.F.	50 C.Y.
SUBTOTAL	4,900 S.F.	200 C.Y.
PERMANENT* (NORTH SIDE)	875 S.F.	80 C.Y.
PERMANENT* (SOUTH SIDE)	225 S.F.	20 C.Y.
SUBTOTAL	1,100 S.F.	100 C.Y.

* NOTE:
THE PERMANENT DISTURBANCE REPRESENTS THE FLARED ENDS, NORTH SIDE PIPE EXTENSION TO MATCH PRE-EXISTING PIPE, AND RIPRAP AT THE PIPE ENDS.

STOCKPILE NOTE:
MAXIMUM STOCKPILE HEIGHT IS 6' AND SHOULD NOT EXCEED 30' SIDESLOPE.

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAKONNET POINT
DRAINAGE IMPROVEMENTS
SAKONNET POINT ROAD (ROUTE 77)
LITTLE COMPTON RHODE ISLAND

GENERAL PLAN

CHECKED BY _____ DATE _____ SCALE 1"=20'

CROSSMAN ENGINEERING
(a division of Crossman Corporation)
151 Centerville Road | Warwick, Rhode Island 02886

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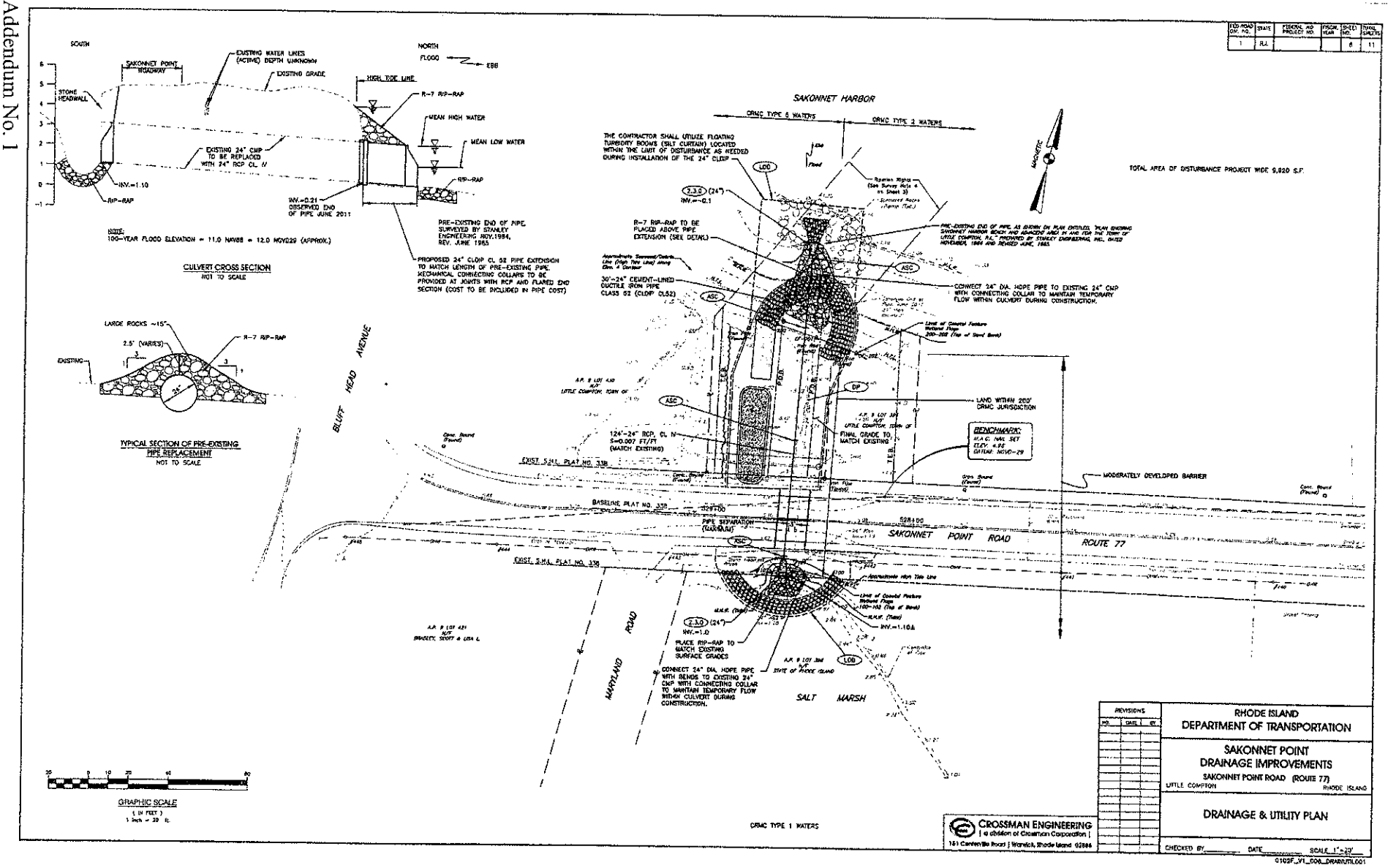
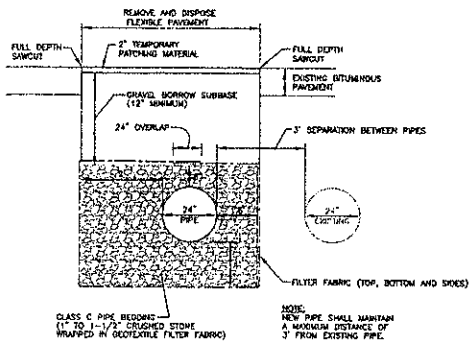
Addendum No. 1

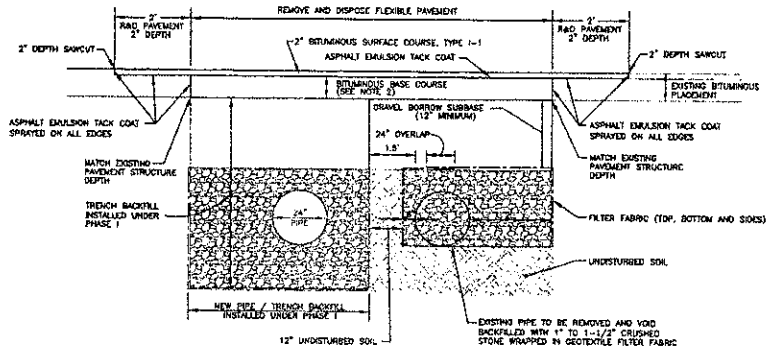


Addendum No. 1

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	R.I.			9	11



PHASE 1
NEW PIPE INSTALLATION

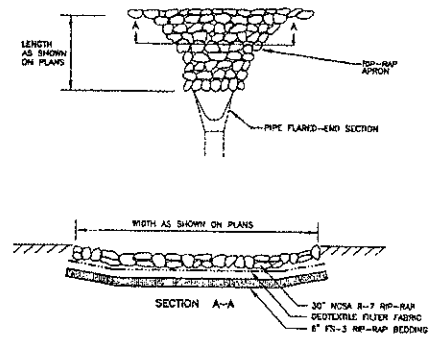


PHASE 2
EXISTING PIPE REMOVAL

NOTES:

1. DEPTH OF GRAVEL BORROW SHALL EXTEND 12 INCHES (MINIMUM) BELOW THE EXISTING PAVEMENT STRUCTURE.
2. DEPTH OF BITUMINOUS BASE COURSE SHALL MATCH EXISTING PAVEMENT STRUCTURE DEPTH.
3. ALL TRENCH EXCAVATION AND ANY SHEETING AND SHORING SHALL BE DONE IN ACCORDANCE WITH ALL STATE AND LOCAL CODES AND OSHA REGULATIONS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING TRENCH AS REQUIRED.
5. 2-INCH SAWCUT TO BE PAID FOR UNDER ITEM CODE 632.0100 CUTTING AND MATCHING ASPHALT.
6. THE CONTRACTOR SHALL PLACE 4 INCHES LOAM AND INSTALL AMERICAN BEACH GRASS PLUGS OVER ALL DISTURBED AREAS NOT BEING PAVED OR RECEIVING RIP-RAP.

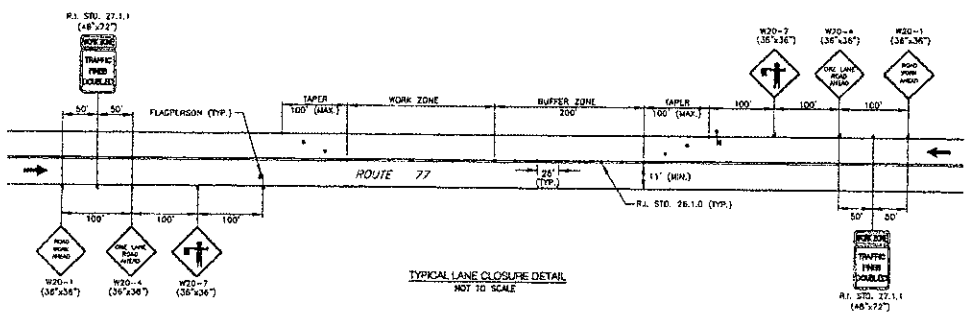
TP
TRENCH PATCH DETAIL
NOT TO SCALE



NOTES:

1. UNLESS OTHERWISE SPECIFIED, PLACED RIP-RAP SHALL BE USED.
2. DIMENSIONS OF THE RIP-RAP PAD SHALL STRICTLY ADHERE TO THE LAYOUT SHOWN ON THE PLANS.
3. RIP-RAP APRONS SHALL CONSIST OF 30" NCSA R-7 RIP-RAP WITH A 6" FS-3 BEDDING.
4. PLACE A LAYER OF GEOTEXTILE FILTER FABRIC BETWEEN THE STONE AND BEDDING.

RRP
RIP-RAP PAD
OUTLET PROTECTION AT FLARED ENDS
NOT TO SCALE



TYPICAL LANE CLOSURE DETAIL
NOT TO SCALE

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAKONNET POINT
DRAINAGE IMPROVEMENTS
SAKONNET POINT ROAD (ROUTE 77)
LITTLE COMPTON RHODE ISLAND

MISCELLANEOUS DETAILS NO. 1

CHECKED BY_____ DATE_____ SCALE N.T.S.

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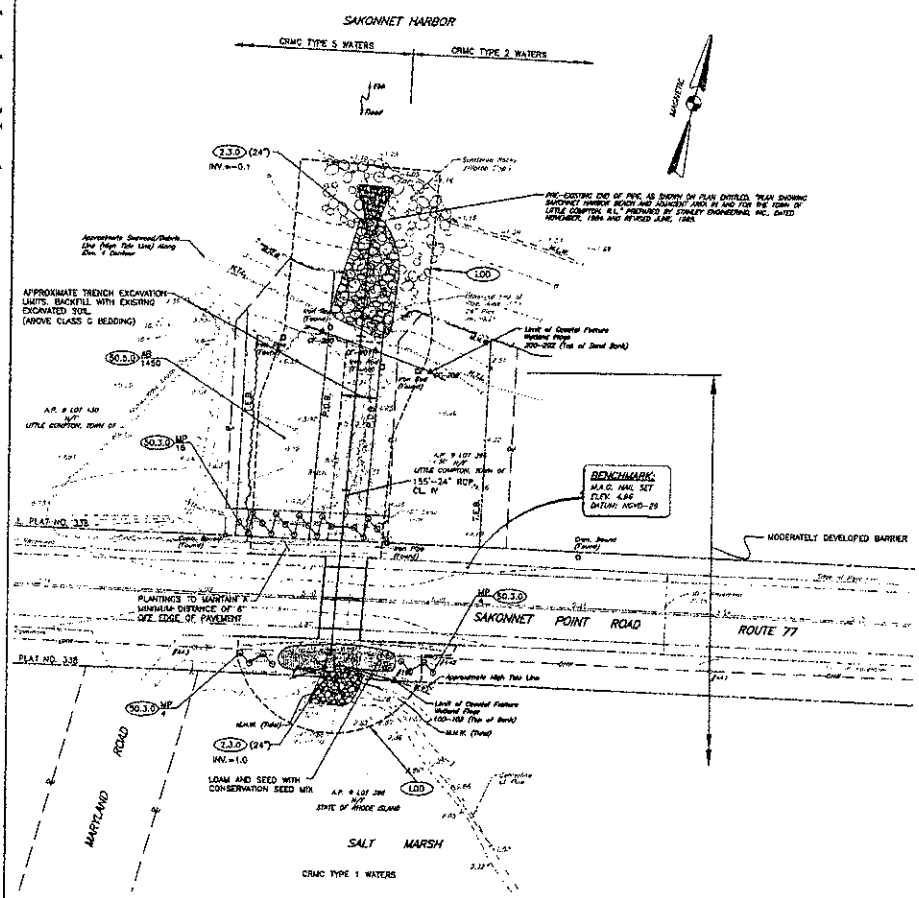
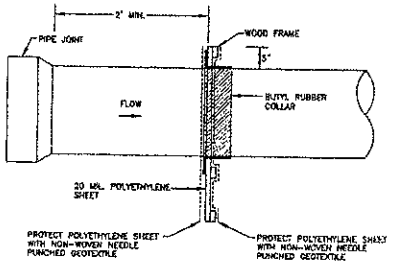
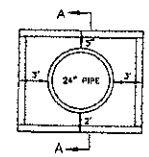


LANDSCAPE PLAN
SCALE: 1"=20'

PLANT LIST				
Key	Quantity	Botanical Name Common Name	Size	Spacing
AB	1450	Ammophila breviligulata American Beach Grass	3" pot	18" O.C.
MP	20	Myrica pensylvanica Northern Bayberry	1 gal.	6' O.C.

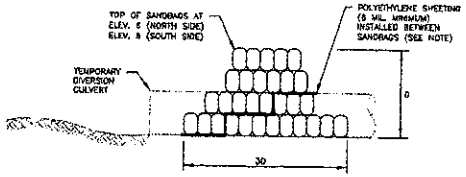


SECTION A-A



ELEVATION

ANTI-SEEP COLLAR INSTALLATION DETAILS (ASC)
NOT TO SCALE



NOTES
1. THE METHOD TO CONTROL FLOW AND WATERS IS THE RESPONSIBILITY OF THE CONTRACTOR. THE PURPOSE OF THE SANDBAG DIKE DETAIL AND LAYOUT IS TO REPRESENT THE MAXIMUM TEMPORARY DISTURBANCE.
2. IN ORDER TO PROVIDE THE BEST POSSIBLE SEAL, THE POLYETHYLENE SHEETING USED IN AN UPSTREAM PIPE ANCHOR SHOULD BE FITTED AROUND THE PIPE. SANDBAGS ON THE DOWNSTREAM SIDE OF THE SHEETING SHOULSD BE PLACED FIRST, AND THE SHEETING PLACED ON THE BAGS. THE REMAINING SANDBAGS WOULD THEN BE PLACED ON THE SHEETING. WHERE MULTIPLE SHEETS ARE USED, THEY SHOULD OVERLAP A MINIMUM OF 18 INCHES.

TYPICAL TEMPORARY SANDBAG DIKE (MODIFIED R.I. STD. 9.6.0)
NOT TO SCALE

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	R.I.			10	11

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAKONNET POINT
DRAINAGE IMPROVEMENTS
SAKONNET POINT ROAD (ROUTE 77)
LITTLE COMPTON RHODE ISLAND

MISCELLANEOUS DETAILS NO. 2

CROSSMAN ENGINEERING
(a division of Crossman Corporation)
151 Centerville Road | Warwick, Rhode Island 02886

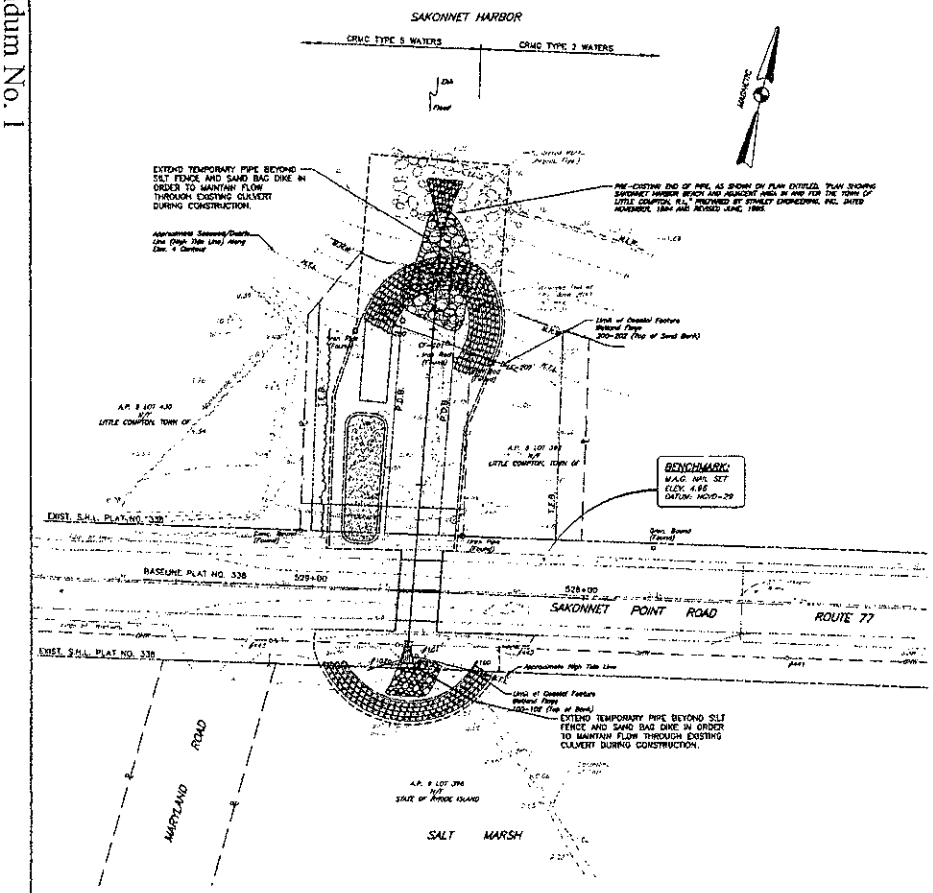
CHECKED BY_____ DATE_____ SCALE N.T.S.

0102F_V1_010_DETAIL002

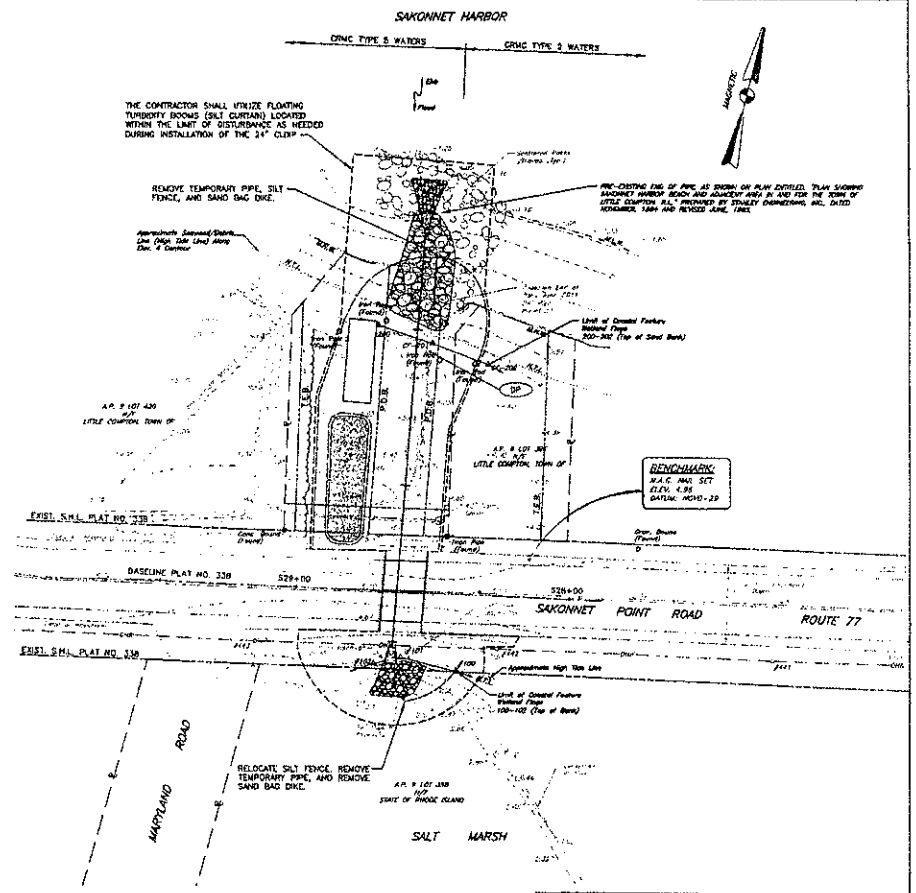
Addendum No. 1

Addendum No. 1

FED.-AID/ GR. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	R.I.			11	11



PHASE I
NEW PIPE INSTALLATION



PHASE 2
EXISTING PIPE REMOVAL

PHASING NOTE:
THE DEPICTED PHASING IS FOR REFERENCE ONLY. THE PURPOSE OF THE PHASING PLAN IS NOT TO DICTATE THE CONTRACTOR'S SEQUENCE OF EVENTS, MEANS OR METHODS.

PHASE I & II CONSTRUCTION
NOT TO SCALE

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

SAKONNET POINT
DRAINAGE IMPROVEMENTS
SAKONNET POINT ROAD (ROUTE 77)
LITTLE COMPTON RHODE ISLAND

MISCELLANEOUS DETAILS NO. 3

CROSSMAN ENGINEERING
| a division of Crossman Corporation |
187 Centerville Road | Warwick, Rhode Island 02886

CHECKED BY_____ DATE_____ SCALE N.T.S.

0103F_V1_011_DETAIL003

US Army Corps
of Engineers ®
New England District

GENERAL PERMIT
WORK-START NOTIFICATION FORM
(Minimum Notice: Two weeks before work begins)

****
* MAIL TO: U.S. Army Corps of Engineers, New England District *
* Permits and Enforcement Branch *
* Regulatory Division *
* 696 Virginia Road *
* Concord, Massachusetts 01742-2751 *
****

Corps of Engineers Permit No. NAE-2011-1791 was issued to the RI DOT, on September 24, 2012. The permit authorized the permittee to replace existing 24" culvert with matching conditions including inverts, slope and length. The culvert will be installed immediately adjacent to the existing line so the culvert can remain active during the construction. The project is located in Sakonnet Harbor, under Route 77 at the intersection of Maryland Road in Little Compton, Rhode Island

The people (e.g., contractor) listed below will do the work, and they understand the permit's conditions and limitations.

PLEASE PRINT OR TYPE

Name of Person/Firm: _____

Business Address: _____

_____

_____

_____

Telephone Numbers: (___) _____ (___) _____

Proposed Work Dates: **Start:** _____ **Finish:** _____

Permittee/Agent Signature: _____ **Date:** _____

Printed Name: _____ **Title:** _____

Date Permit Issued: ____9/24/12_____ **Date Permit Expires:** __2/22/17_____
****

FOR USE BY THE CORPS OF ENGINEERS

PM: Michael Riccio **Submittals Required:** _____

Inspection Recommendation: _____

_____

_____

Addendum No. 1

US Army Corps
of Engineers ®
New England District

(Minimum Notice: Permittee must sign and return notification within one month of the completion of work.)

COMPLIANCE CERTIFICATION FORM

Permit Number: NAE-2011-1791

Project Manager Michael Riccio

Name of Permittee: RI DOT

Permit Issuance Date: September 24, 2012

Please sign this certification and return it to the following address upon completion of the activity and any mitigation required by the permit. You must submit this after the mitigation is complete, but not the mitigation monitoring, which requires separate submittals.

```
*************************************************************************
* MAIL TO: U.S. Army Corps of Engineers, New England District           *
*          Permits and Enforcement Branch B                             *
*          Regulatory Division                                          *
*          696 Virginia Road                                            *
*          Concord, Massachusetts 01742-2751                            *
*************************************************************************
```

Please note that your permitted activity is subject to a compliance inspection by an U.S. Army Corps of Engineers representative. If you fail to comply with this permit you are subject to permit suspension, modification, or revocation.

I hereby certify that the work authorized by the above referenced permit was completed in accordance with the terms and conditions of the above referenced permit, and any required mitigation was completed in accordance with the permit conditions.

Signature of Permittee _____ Date _____

Printed Name _____ Date of Work Completion _____

( ) _____ Telephone Number

( ) _____ Telephone Number

Addendum No. 1

CODE 938.1000
PRICE ADJUSTMENTS

DESCRIPTION:

a. Liquid Asphalt Cement.* The Base Price of Liquid Asphalt Cement as required to implement Subsection 938.03.1 of the Specifications is $592.50 per ton as of 10/01/2012.

b. Diesel Fuel. The Base Price of Diesel Fuel as required to implement Subsection 938.03.2 of the Specifications is $3.3705 per gallon as of 10/01/2012.

*In the case of modified asphalt binder, this price adjustment provision shall only apply to the neat liquid asphalt component. This provision shall not apply to the modifier component, manufacture, storage, transportation, or other associated costs.