

PAWTUCKET WATER SUPPLY BOARD  
PAWTUCKET, RHODE ISLAND

***WATER DISTRIBUTION SYSTEM IMPROVEMENTS***

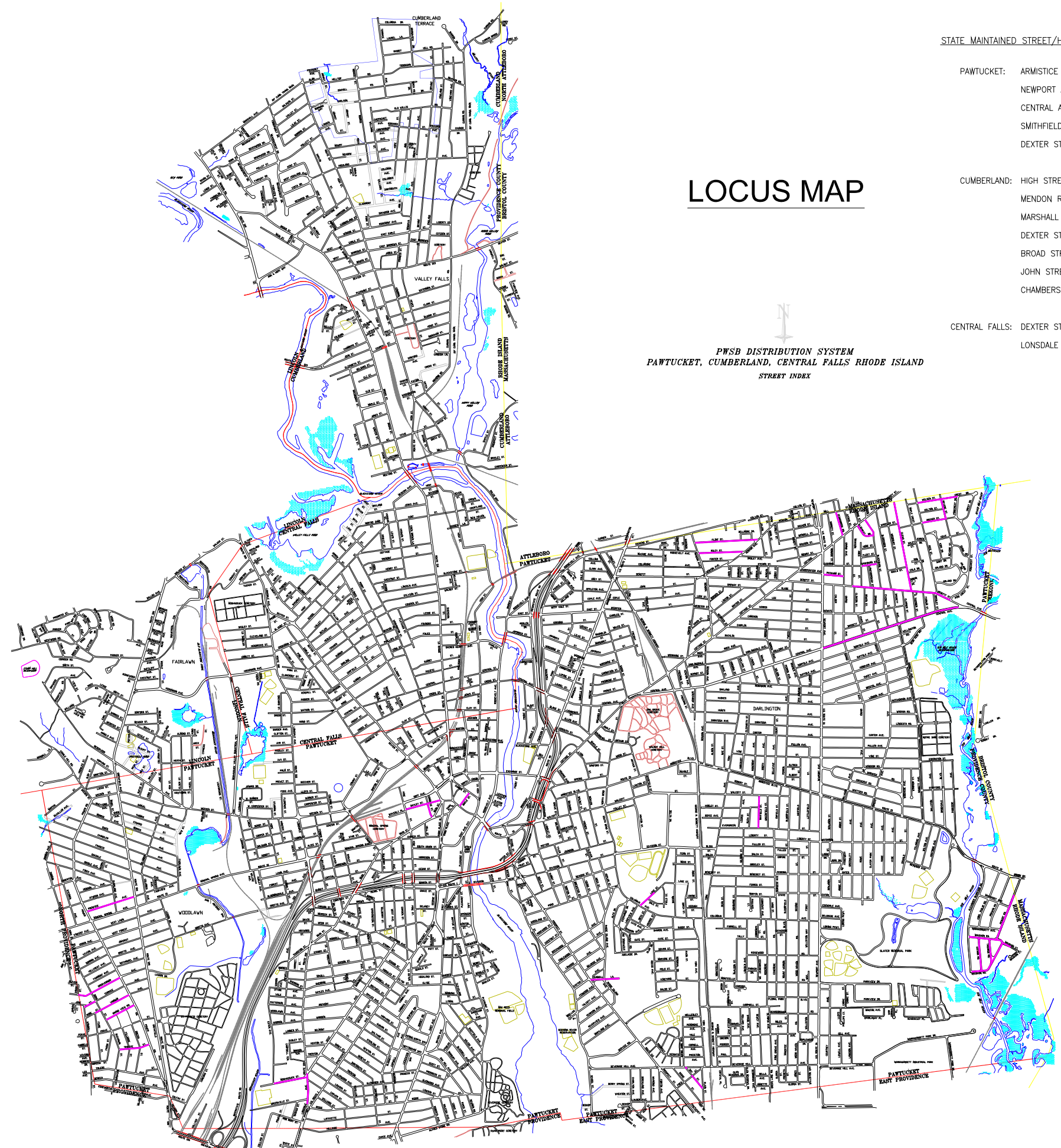
**CONTRACT – MR14**

***MAIN REPLACEMENT***

***SPRING 2024***



**Pawtucket**  
WATER SUPPLY BOARD



# LOCUS MAP

PWSB DISTRIBUTION SYSTEM  
PAWTUCKET, CUMBERLAND, CENTRAL FALLS RHODE ISLAND  
STREET INDEX

## STATE MAINTAINED STREET/HIGHWAYS THAT REQUIRE RIDOT ROAD OPENING PERMITS

PAWTUCKET: ARMISTICE BOULEVARD – YORK AVE. TO THE MASSACHUSETTS LINE  
 NEWPORT AVENUE – ALL OF THE STREET  
 CENTRAL AVENUE – FROM BROADWAY TO THE MASSACHUSETTS LINE  
 SMITHFIELD AVENUE – FROM PROVIDENCE LINE TO LINCOLN LINE  
 DEXTER STREET – FROM MAIN ST. TO LONSDALE AVE.

CUMBERLAND: HIGH STREET – FROM HAVEN ST. TO MARSHALL AVE.  
 MENDON ROAD – ALL OF THE STREET  
 MARSHALL AVENUE – FROM HIGH ST. TO MENDON RD.  
 DEXTER STREET – ALL OF THE STREET  
 BROAD STREET – ALL OF THE STREET  
 JOHN STREET – FROM BROAD ST. TO LONSDALE AVE.  
 CHAMBERS STREET – FROM JOHN ST. TO BROAD ST.

CENTRAL FALLS: DEXTER STREET – FROM MAIN ST. TO LONSDALE AVE  
 LONSDALE AVENUE – FROM PRIME ST. TO WALKER ST.

## LEGEND

- EXISTING MAIN TO BE CLEANED & LINED
- NEW WATER MAIN
- EXISTING WATER MAIN
- ABANDONED WATER MAIN
- NEW HYDRANT, BRANCH, VALVE, AND TEE ASSEMBLY
- EXISTING HYDRANT ASSEMBLY
- NEW BEND
- NEW GATE VALVE
- EXISTING GATE OR BUTTERFLY VALVE
- NEW REDUCER
- EXISTING REDUCER
- NEW COUPLING
- NEW CAP
- NEW CROSS
- NEW TEE
- EXISTING SERVICE CONNECTION
- EXISTING SERVICE CONNECTION TO BE REVAMPED
- EXISTING VACANT LOT SERVICE TO BE REMOVED
- ONE WAY STREET
- BUILDINGS WITH ADDRESS

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PAWTUCKET WATER SUPPLY BOARD	
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14	
MAIN REPLACEMENT	
LEGEND, INDEX, LOCUS MAP	
APRIL 2024	SCALE: N. T. S.

# GENERAL NOTES

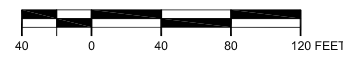
1. THE LOCATION OF PROPERTY LINES, RIGHTS-OF-WAY, BUILDINGS, AND ALONG WITH THE LOCATIONS AND SIZES OF EXISTING WATER MAINS, SERVICES AND APPURTENANCES AS SHOWN ON THE DRAWINGS IS BASED ON THE BEST AVAILABLE INFORMATION FROM PAWTUCKET WATER SUPPLY BOARD RECORDS AND IS NOT WARRANTED TO BE EXACT NOR ALL INCLUSIVE. EXACT LOCATIONS OF PIPE, VALVES, HYDRANTS, SERVICES AND APPURTENANCES SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR WITH THE ASSISTANCE OF THE OWNER.
2. EXISTING UNDERGROUND SEWERS, STORM, ELECTRIC, TELEPHONE, GAS, AND OTHER UTILITIES ARE NOT SHOWN. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR OBTAINING ALL LOCATIONS OF EXISTING UNDERGROUND PIPES, UTILITIES AND STRUCTURES, AND SHALL NOTIFY DIG SAFE AT 811 OR 888-DIG-SAFE PRIOR TO PROCEEDING WITH CONSTRUCTION OPERATIONS AND PREPARATIONS FOR ANY EXCAVATIONS. THE CONTRACTOR IS ALSO REQUIRED TO NOTIFY ANY UTILITY COMPANIES OR ENTITIES WITH UTILITIES IN THE VICINITY TO THE PROJECT AREA WHICH ARE NOT MEMBERS OF DIG SAFE.
3. ANY CONFLICT WITH EXISTING UNDERGROUND PIPE, UTILITY OR STRUCTURE SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER, AND THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AFFECTED UTILITY COMPANY OR AUTHORITY.
4. PRIOR TO THE START OF CONSTRUCTION, A PRE-CONDITION SURVEY SHALL BE CONDUCTED BY THE CONTRACTOR OF ALL AREAS ALONG THE PROJECT CORRIDOR AND THE RESULTS OF THIS SURVEY SHALL BE SUBMITTED TO THE PWSB AS A DIGITAL FILE ON A CD/DVD. NO SEPARATE PAYMENT WILL BE MADE FOR THE COMPLETION OF THIS SURVEY AND THE CD/DVD. COMPENSATION FOR SUCH WORK SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE PAID FOR "FURNISH AND INSTALL DUCTILE IRON PIPE".
5. NOTES PERTAINING TO NEW WORK SHOWN THUS:
6. THE CONTRACTOR SHALL MAINTAIN A MINIMUM CLEARANCE BETWEEN THE NEW WATER PIPE AND ALL OTHER EXISTING UTILITIES OF AT LEAST 12 INCHES.
7. NEW WATER MAINS SHALL PASS UNDER ALL EXISTING WATER MAINS AND OTHER UTILITIES EXCEPT SANITARY SEWERS, UNLESS OTHERWISE NOTED ON THE DRAWINGS OR DIRECTED BY THE ENGINEER.
8. ON CLEANING AND LINING PROJECTS, THE CONTRACTOR MAY HAVE A MAXIMUM OF 3000 L.F. OF MAIN OFF-LINE AND A MAXIMUM OF 7000 L.F. OF ACTIVE/ INACTIVE BYPASS DOWN AT ANY TIME DURING CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE ENGINEER.
9. ON CLEANING AND LINING PROJECTS OR WHERE WATER SERVICE WILL BE INTERRUPTED FOR MORE THAN 8 HRS., CONTRACTOR SHALL PROVIDE TEMPORARY FIRE AND DOMESTIC WATER SERVICE TO ALL RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL WATER USERS. WATER SERVICE SHALL NOT BE INTERRUPTED FOR A SUBSTANTIAL PERIOD OF TIME. THE CONTRACTOR SHALL COORDINATE THE HOOKUP OF TEMPORARY WATER SERVICE WITH ALL PWSB CUSTOMERS. A BYPASS PLAN AND ACCESS PIT PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR PRIOR APPROVAL. ALL HOSES THAT ARE TO SUPPLY POTABLE WATER TO BUILDINGS ARE TO BE NSF-61 AND/OR FDA APPROVED FOR CONTACT WITH DRINKING WATER.
10. TEMPORARY SERVICES (IF NEEDED) FROM THE STREET TO BUILDINGS ARE NOT SHOWN ON THE PLAN, BUT MUST BE FURNISHED, INSTALLED, AND MAINTAINED AS DESCRIBED IN SECTION 02750 OF THE SPECIFICATION. EACH BUILDING MUST HAVE AN INDEPENDENT SERVICE CONNECTION AND SHUT-OFF FROM THE TEMPORARY BYPASS MAIN, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
11. ALL TEMPORARY HYDRANTS ARE TO BE COMPATIBLE WITH THE EQUIPMENT USED BY THE LOCAL FIRE DEPARTMENT. CONTRACTOR SHALL COORDINATE WITH THE LOCAL FIRE DEPARTMENTS.
12. WHILE TEMPORARY WATER SERVICES ARE IN PLACE, THE CONTRACTOR SHALL RESPOND WITHIN NINETY MINUTES TO ANY EMERGENCY OR WATER CUSTOMER COMPLAINT RELATIVE THERETO.
13. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING AT LEAST 48 HRS, EXCLUDING WEEKENDS AND HOLIDAYS, IN ADVANCE OF ANY VALVE CLOSURE REQUIRED FOR A WATER MAIN SHUTDOWN. THE WATER SUPPLY BOARD WILL OPERATE ALL VALVES FOR THE PURPOSE OF OBTAINING A SHUTDOWN. THE WATER SUPPLY BOARD MAY REQUIRE THE CONTRACTORS ASSISTANCE IN OBTAINING AN ADEQUATE SHUTDOWN TO BE COORDINATED BY THE ENGINEER.
14. THE PAWTUCKET WATER SUPPLY BOARD WILL NOTIFY AFFECTED CUSTOMERS OF ANY PENDING WATER MAIN SHUTDOWNS AT LEAST 24 HRS IN ADVANCE.
15. IF DEEMED NECESSARY, THE CONTRACTOR MAY BE REQUIRED TO WORK OUTSIDE OF REGULAR WORKING HOURS TO ACCOMMODATE CRITICAL CUSTOMERS, ALLEVIATE TRAFFIC CONGESTION OR FOR ANY OTHER RELEVANT REASON. FOR WORK COMPLETED DURING THIS PERIOD, THE CONTRACTOR SHALL RECEIVE NO EXTRA PAYMENT FOR THE ADDITIONAL COST ASSOCIATED WITH THE OVERTIME DIFFERENTIAL IN THE CONTRACTOR'S LABOR AND EQUIPMENT RATES.
16. WHERE SHOWN ON THE DRAWINGS, EXISTING WATER MAIN, VALVES, SERVICES, AND FITTINGS SHALL BE REMOVED AND DISPOSED, AND REPLACED WITH NEW DUCTILE IRON PIPE, VALVES, COPPER PIPE, FITTINGS, AND COUPLINGS OF THE TYPE & MATERIAL SPECIFIED.
17. DUE TO THE AGE OF THE EXISTING DISTRIBUTION SYSTEM, THE CONTRACTOR IS ADVISED THAT TOTAL SHUTDOWN OF SOME VALVES OR CONNECTIONS MAY NOT BE POSSIBLE. THIS MAY REQUIRE THAT SIDE-LINE WATER MAIN AND VALVES BE REPLACED UNDER PARTIAL FLOW CONDITIONS REQUIRING ADEQUATE DEWATERING MEASURES BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AN ADEQUATE NUMBER OF THE PROPER TYPE PUMPS FOR SUFFICIENT DEWATERING TO PROSECUTE THE WORK.
18. NO SEPARATE PAYMENT OR ALLOWANCE SHALL BE MADE FOR DEWATERING, BUT THE COST THEREOF SHALL BE INCLUDED IN THE APPROPRIATE ITEMS OF WORK AS LISTED IN THE BID.
19. ALL WATER SERVICES SHOWN ON THE DRAWINGS TO BE REMOVED AND REPLACED, SHALL BE REPLACED WITH COPPER SERVICES AS SPECIFIED IN SECTION 02650. WHERE SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER, ALL EXISTING SERVICE LINES TO VACANT LOTS ARE TO BE REMOVED AND DISPOSED.
20. ALL TRENCHES FOR CLEANING AND LINING AND REPLACEMENT WORK SHALL BE ADEQUATELY SHEETED; AND AREAS BEHIND THE SHEETING SHALL BE PROPERLY BACKFILLED AND COMPACTED. STEEL PLATING SHALL BE PROVIDED AND SECURELY INSTALLED OVER THE TRENCH FOR MAINTENANCE OF TRAFFIC WHEN WORK IS NOT IN PROGRESS.
21. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE CERTIFIED THIRD PARTY TESTING LAB ACCEPTABLE TO THE PWSB TO COMPLETE FIELD DENSITY COMPACTION TESTING OF BACKFILL. FIELD DENSITY COMPACTION TESTING SHALL BE PERFORMED AT A MINIMUM OF ONE LOCATION PER STREET TO BE CLEANED AND LINED OR STREET WHERE THE WATER MAIN IS TO BE REPLACED. FIELD DENSITY COMPACTION TESTING SHALL BE PERFORMED IN NEWLY EXCAVATED AREAS AS DEFINED IN TECHNICAL SPECIFICATION "02211 EARTH TRENCH EXCAVATION AND BACKFILL" AND TEST LOCATIONS SHALL BE APPROVED BY THE PWSB. NO SEPARATE PAYMENT WILL BE MADE FOR THE COMPLETION OF THIS COMPACTION TESTING. COMPENSATION FOR SUCH WORK SHALL BE CONSIDERED TO BE INCLUDED IN THE UNIT PRICE PAID FOR "FURNISH AND INSTALL DUCTILE IRON PIPE".
22. UNIFORMED (SPECIAL DUTY) POLICE OFFICERS SHALL BE UTILIZED DURING CONSTRUCTION AS REQUIRED TO DIRECT TRAFFIC IN AND AROUND WORK AREAS. THE CONTRACTOR SHALL COORDINATE, WITH THE APPROVAL OF THE ENGINEER, ALL DETAIL ASSIGNMENTS. IT IS THE CONTRACTORS RESPONSIBILITY TO SCHEDULE OFFICERS WITH THE APPROPRIATE POLICE DEPARTMENT.
23. NO CLEANING OR LINING WORK SHALL BE DONE THROUGH ANY EXISTING VALVES UNLESS INDICATED ON THE DRAWINGS OR DIRECTED BY THE ENGINEER.
24. EXCEPT FOR LOCATIONS WHERE HAND CLEANING AND LINING IS WARRANTED, IS INDICATED ON THE DRAWINGS, OR IS THE ONLY FEASIBLE METHOD, ALL WATER MAINS TO BE LINED SHALL BE CLEANED AND LINED BY THE DRY DRAGLINE METHOD.
25. EXCAVATION AND RESTORATION OF PAVEMENT IN LOCAL AND STATE ROADWAYS SHALL COMPLY TO THE APPLICABLE REQUIREMENTS OF THE LOCAL DEPARTMENT OF PUBLIC WORKS AND THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION. THE CONTRACTOR SHALL OBTAIN ANY AND ALL PERMITS AND APPROVALS THAT MAY BE REQUIRED IN CONNECTION THEREWITH.
26. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS AND ACTIVITIES FOR CONSTRUCTION PURPOSES TO WITHIN STREET LINES, EASEMENTS AND RIGHT-OF-WAY AREAS ACROSS PRIVATE PROPERTY. THE CONTRACTOR SHALL NOT STORE MATERIAL OR EQUIPMENT ON SIDEWALKS, PRIVATE PROPERTY OR BLOCK DRIVEWAYS OVERNIGHT.
27. CONTRACTOR SHALL PLACE TEMPORARY HOT-MIX BITUMINOUS PAVEMENT ON ALL BACKFILLED TRENCHES WITHIN 24 HOURS IN HIGH TRAFFIC AREAS. NO EXCAVATED/ BACKFILLED AREAS SHALL BE LEFT UNPAVED OVER WEEKENDS AND/ OR HOLIDAY PERIODS. A MAXIMUM OF 1000 L.F. OF TRENCH MAY BE LEFT UNPAVED AT ANY TIME ON ANY PARTICULAR ROADWAY. ALL TEMPORARY PAVEMENT TO BE DONE PROMPTLY AND PROGRESSIVELY TO MAINTAIN A NEAT, ORDERLY, AND SAFE PROJECT AREA AT THE DIRECTION OF THE ENGINEER.
28. ALL GRASSED AREAS DISTURBED BY THE CONTRACTOR SHALL BE LOAMED AND SEEDED AND RETURNED TO ITS ORIGINAL CONDITION AT NO ADDITIONAL EXPENSE TO THE PWSB.
29. CONTRACTOR SHALL MAINTAIN ALL CONSTRUCTION AREAS CLEAR OF DEBRIS AND EXCAVATED MATERIALS AT ALL TIMES. CONTINUOUS DUST CONTROL, USING CALCIUM CHLORIDE OR OTHER APPROVED METHOD, SHALL BE PROVIDED AT ALL TIMES AS DIRECTED AT NO ADDITIONAL EXPENSE TO THE OWNER. THE ENTIRE DAILY WORK ZONE AREAS SHALL BE BROOM SWEEP DAILY AT NO ADDITIONAL EXPENSE TO THE OWNER.
30. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRING ANY EXISTING UTILITIES IMPACTED OR DAMAGED BY HIS CONSTRUCTION OPERATIONS, AT NO ADDITIONAL EXPENSE TO THE OWNER.
31. ALL MATERIALS AND WORK SHALL CONFORM TO NSF 60/61 AND THE LATEST EDITION OF THE RULES AND REGULATIONS OF THE PWSB. WHERE CONFLICTS EXIST BETWEEN THESE SPECIFICATIONS AND DRAWING, THE PWSB RULES AND REGULATIONS SHALL GOVERN.
32. WHERE EXISTING VALVES IN MANHOLE STRUCTURES ARE INDICATED FOR REMOVAL, THE CONTRACTOR SHALL EXCAVATE, REMOVE AND PROPERLY DISPOSE OF THE BURIED STRUCTURE AS SPECIFIED.
33. WHEREVER EXISTING PIPELINES ARE CUT AND PORTIONS THEREOF ARE TEMPORARILY REMOVED, SUCH AS IN ACCESS PIT LOCATIONS, ALL PRECAUTIONS SHALL BE TAKEN TO PROPERLY SEAL PIPE OPENINGS UTILIZING SOLID METAL WATERTIGHT CAPS OR OTHER METHODS APPROVED BY THE ENGINEER. NO FLEXIBLE FABRICS, PLASTICS OR TAPES WILL BE PERMITTED.
34. THE CONTRACTOR SHALL REMOVE ALL EXISTING VALVE BOXES, COVERS AND VACANT LOT CURBSTOP BOXES WHICH BECOME ABANDONED OR ARE ASSOCIATED WITH VACANT LOT SERVICES (VLS) TO BE DISCONNECTED AND ABANDONED IN ACCORDANCE WITH THE SPECIFICATIONS, AT NO ADDITIONAL EXPENSE TO THE OWNER.
35. ABANDONED AND BURIED EXISTING TROLLEY RAILS THAT ARE FOUND TO BE IN THE WAY WHILE EXCAVATING FOR NEW WORK, SHALL BE REMOVED AND DISPOSED AT NO ADDITIONAL EXPENSE TO THE OWNER.
36. IN THE EVENT AN EXISTING WATER SERVICE LINE DESIGNATED TO BE REPLACED, IS FOUND TO BE COPPER, THE EXCAVATION AND BACKFILL SHALL BE PAID FOR UNDER THE ITEM FOR TEST PITS IN THE BID. FOR PURPOSES OF CLARIFICATION, THE TEST PIT ITEM SHALL NOT BE PAID FOR ANY SERVICES THAT REQUIRE RECONNECTION TO THE NEWLY INSTALLED WATER MAIN. THE EXCAVATION AND BACKFILL AT THESE LOCATIONS ARE TO BE PAID UNDER OTHER ITEMS OF THE CONTRACT.
37. CONTRACTOR SHALL REPLACE THE ENTIRE CONCRETE SIDEWALK PANEL WHICH IS DISTURBED AS PART OF THE WORK. LIMITS OF THE NEW SIDEWALK REPLACEMENT SHALL BE AT THE EXISTING CONTROL JOINTS OR AS DIRECTED BY THE ENGINEER.
38. ALL EXISTING PIPE, HYDRANTS, VALVES AND OTHER WATER MAIN APPURTENANCES REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE PROMPTLY UNLESS OTHERWISE DIRECTED BY THE ENGINEER. AT NO TIME IS ANY SCRAP OR OTHER DEBRIS TO BE LEFT ON SITE OVERNIGHT.
39. THE USE OF JOINT RESTRAINT SYSTEMS AND LEVELING BLOCKS IS REQUIRED ON ALL FITTINGS, VALVES, AND HYDRANTS.
40. ALL TESTING OF WATER MAINS FOR PROPER DISINFECTION SHALL BE 24 HRS IN ADVANCE. THE DISINFECTION SHALL BE PERFORMED BY THE CONTRACTOR TO THE PWSB SPECIFICATIONS. ALL NEW SIDE LINE WORK THAT WOULD NOT BE DISINFECTED DURING THIS PROCESS OR WOULD BE OPENED TO THE SYSTEM UPON COMPLETION, SHALL BE HAND SWABBED WITH A CHLORINE SOLUTION. THIS WORK IS TO BE PERFORMED UNDER STRICT CONFORMANCE WITH THE PWSB TESTING AND CHLORINATION PROCEDURE. ALL COORDINATION WITH PWSB LABORATORY IS THROUGH THE ENGINEER.
41. THE CONTRACTOR SHALL PROVIDE THE PWSB WITH A CCTV DIGITAL VIDEO RECORDING ON A CD/DVD OF ALL SECTIONS OF CLEANED AND LINED MAIN PRIOR TO PIPE CLOSURE, SEE SECTION 02700 OF THE CONTRACT SPECIFICATIONS.
42. THE CONTRACTOR SHALL USE AIR TO BLOW BACK SERVICES AFTER CEMENT LINING. ANY PLUGGED CORPS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
43. IF, IN THE EVENT AN EXISTING HYDRANT THAT IS DESIGNATED TO BE REINSTALLED (RESET) WOULD BE IN NEED OF AN EXTENSION (FLANGE NUTS BELOW GRADE), THE PROPER BARREL EXTENSION WILL BE PROVIDED BY THE PWSB AND IS TO BE PROPERLY INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.
44. NO EXCAVATION WORK WITHIN THE CITY/TOWN RIGHT-OF-WAY SHALL BE PERMITTED DURING THE PERIOD BETWEEN DECEMBER 1 AND APRIL 1. (RIDOT WINTER SHUTDOWN DATES MAY DIFFER SLIGHTLY).
45. IF THE CONTRACTOR DEEMS IT NECESSARY TO "DROP" METERS, HE SHALL MAKE ARRANGEMENTS TO HAVE PWSB METER DEPARTMENT PRESENT WHEN METERS ARE REINSTALLED FOR INSPECTION/RESEALING. ARRANGEMENTS ARE TO BE MADE WITH THE METER DEPARTMENT SUPERVISOR AT LEAST 24 HOURS IN ADVANCE. NO METERS ARE TO BE REINSTALLED WITHOUT THE PRESENCE OF A PWSB METER DEPARTMENT OFFICIAL.
46. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, AS SPECIFIED IN THE CONTRACT DOCUMENTS AND AS DETAILED ON SHEET 34

<b>PAWTUCKET WATER SUPPLY BOARD</b>	
<b>WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14</b>	
<b>MAIN REPLACEMENT</b>	
GENERAL NOTES	
APRIL 2024	SCALE: N.T.S.





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PAWTUCKET WATER SUPPLY BOARD
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
MAIN REPLACEMENT
BENEFIT ST
EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'





R&D EXISTING 8" TEE  
 8" x 6" REDUCER  
 8" GATE VALVE  
 8" CUDI PIPE  
 8" CUDI PIPE  
 6" COUPLING

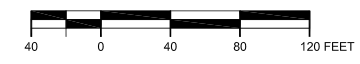
F&I NEW 8" ANCHOR TEE  
 NEW 8" x 6" REDUCER  
 NEW 8" CAP  
 NEW 8" GATE VALVES (2)  
 NEW 8" DI PIPE  
 NEW 8" DI PIPE  
 NEW 8" COUPLING  
 NEW 8" COUPLING

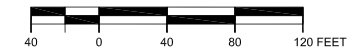
**PAWTUCKET WATER SUPPLY BOARD**  
 WATER DIST. SYSTEM IMPROVEMENTS  
 CONTRACT - MR14

**MAIN REPLACEMENT**

BENEFIT ST

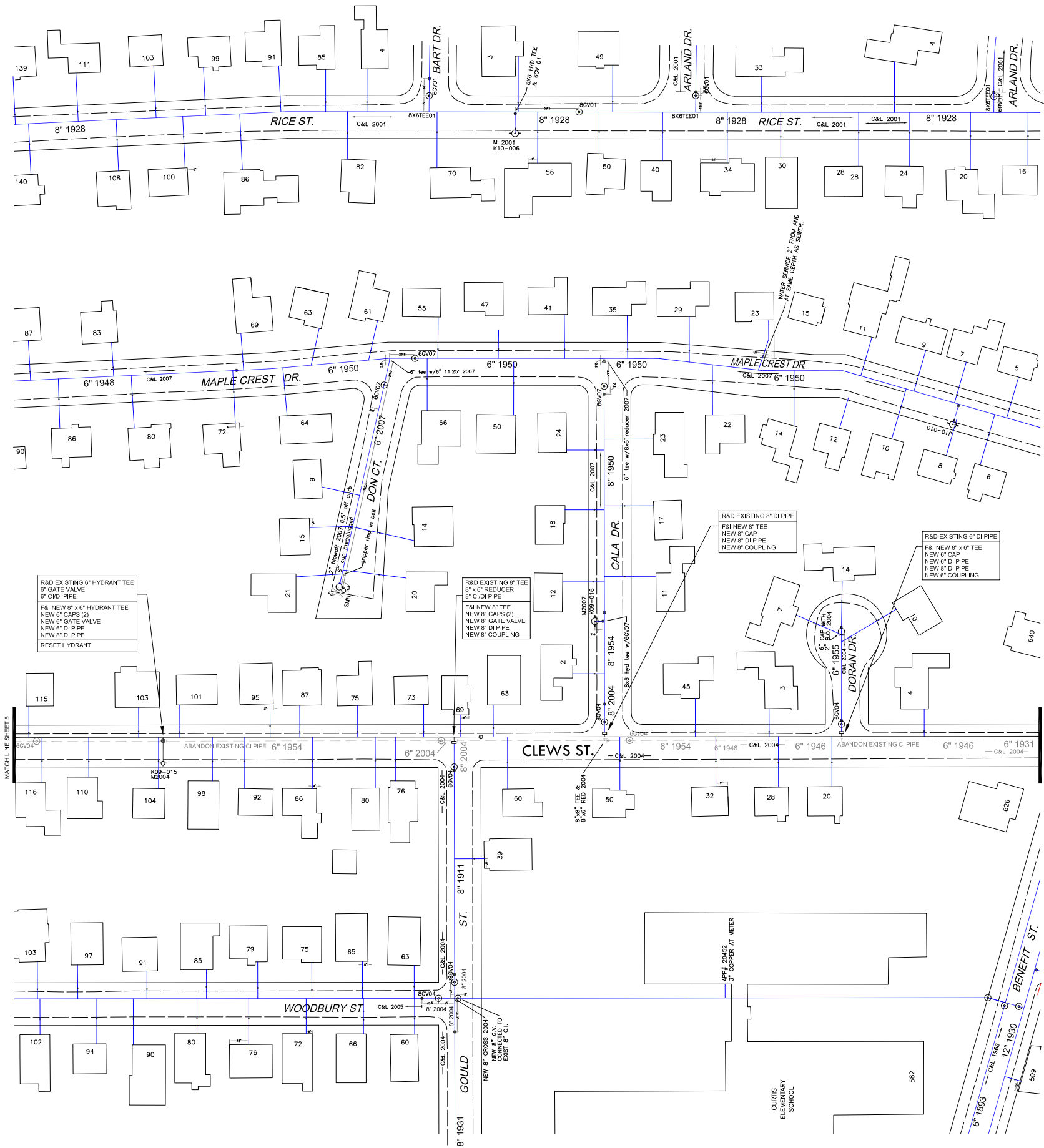
EXISTING CONDITIONS CORRECT TO: MARCH 2022    SCALE: 1"=40'





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PAWTUCKET WATER SUPPLY BOARD
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
MAIN REPLACEMENT
CLEWS ST
EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'

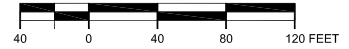


MATCHLINE SHEET 3

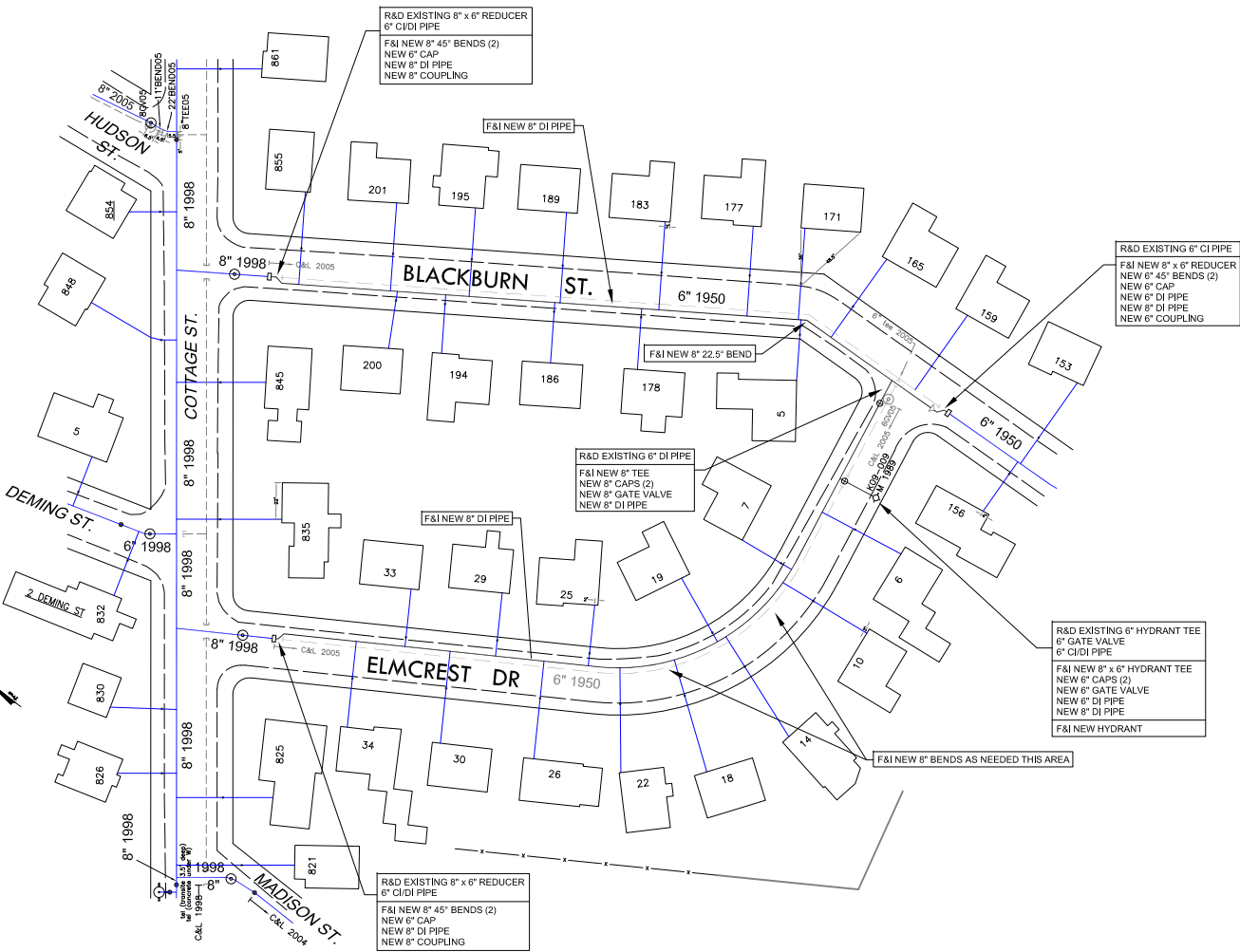
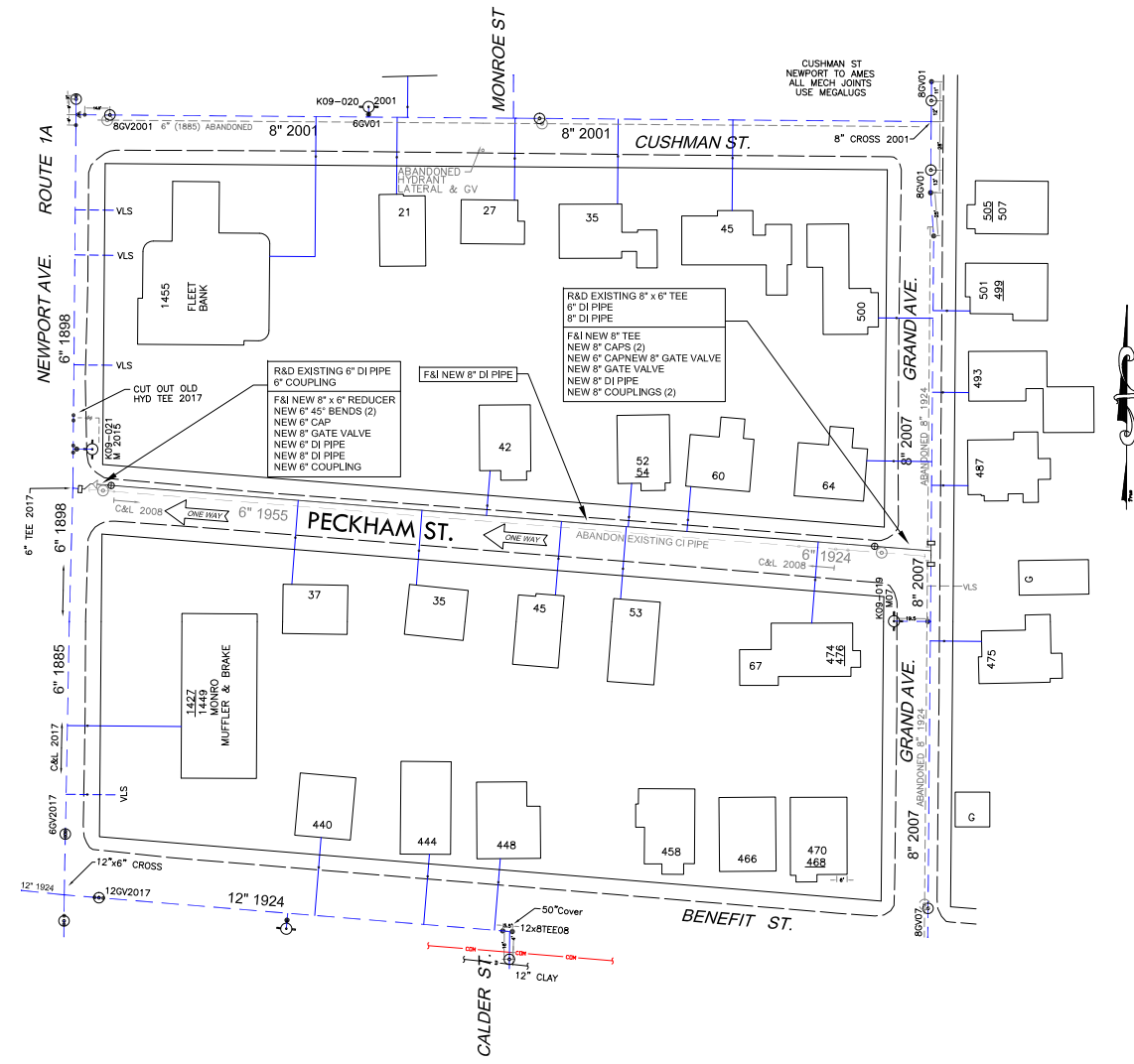
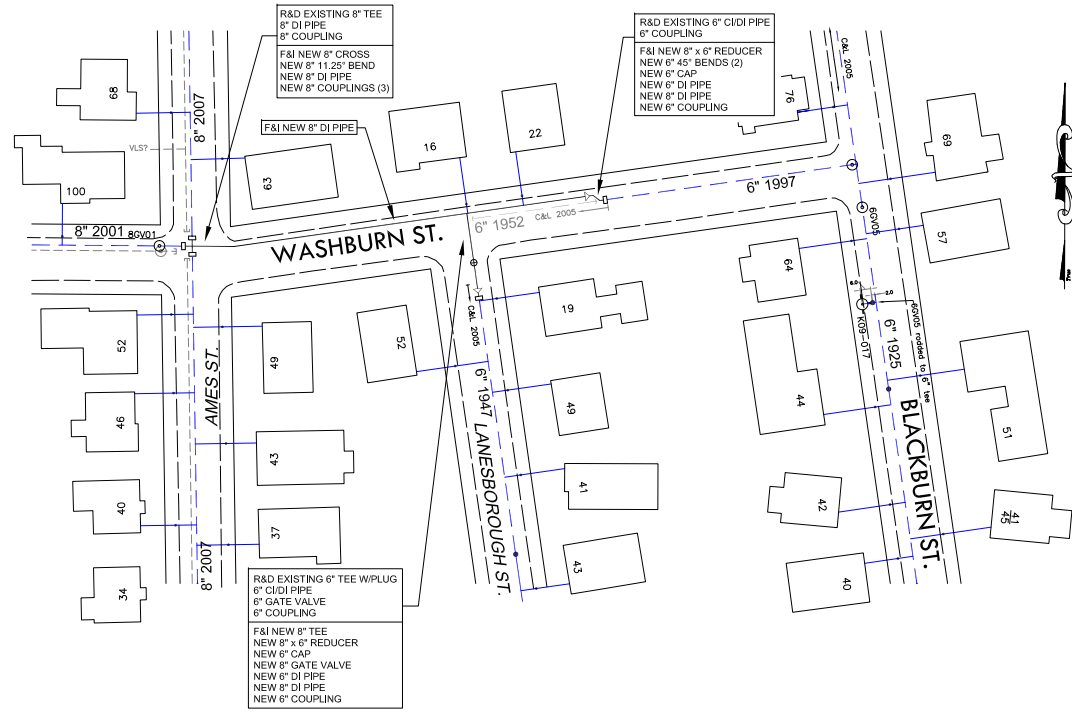
MATCHLINE SHEET 4

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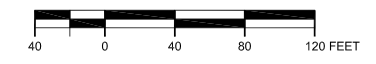
PAWTUCKET WATER SUPPLY BOARD  
 WATER DIST. SYSTEM IMPROVEMENTS  
 CONTRACT - MR14  
 MAIN REPLACEMENT  
 CLEWS ST  
 EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'

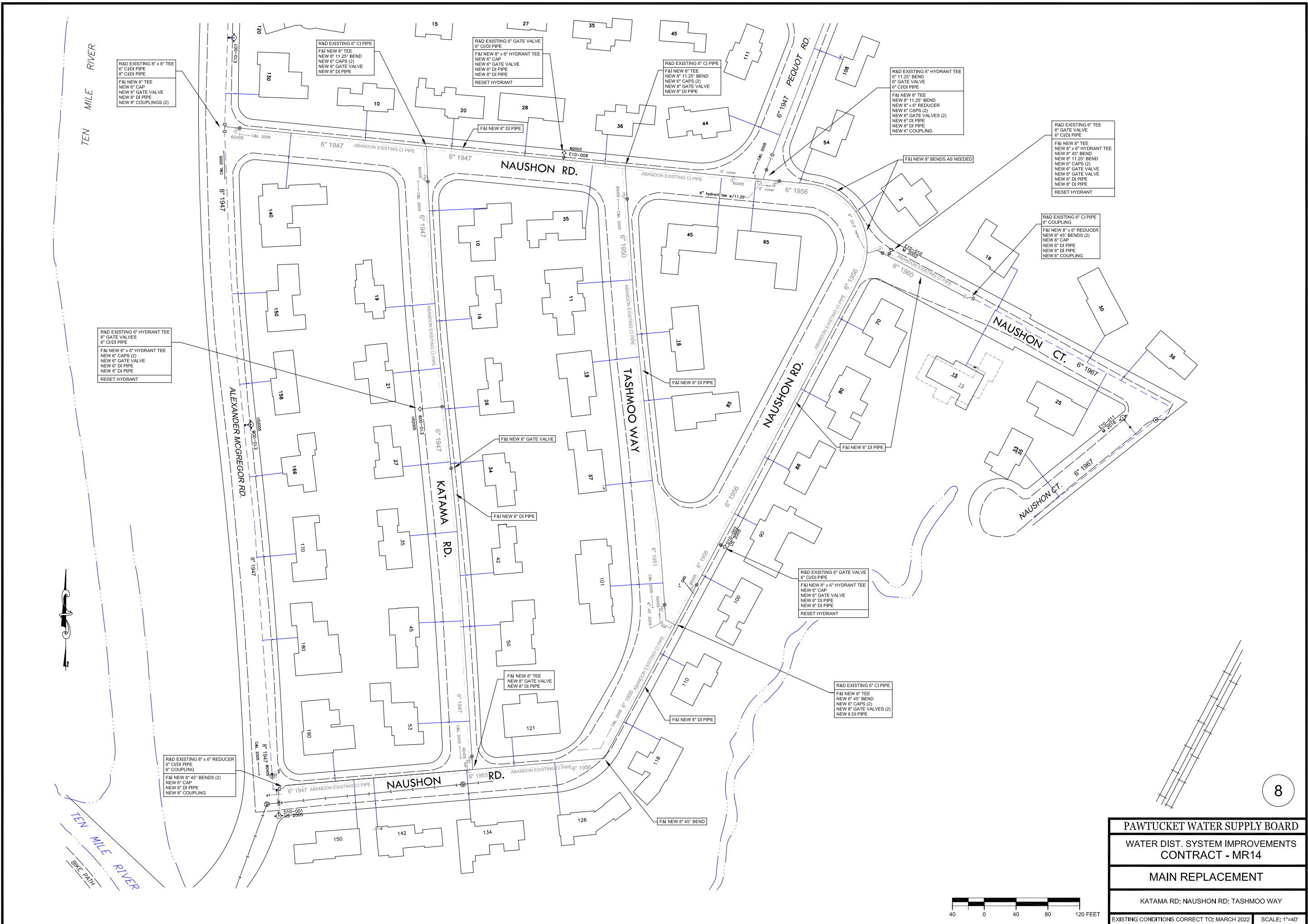




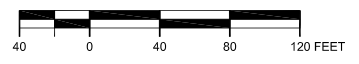


**PAWTUCKET WATER SUPPLY BOARD**  
 WATER DIST. SYSTEM IMPROVEMENTS  
 CONTRACT - MR14  
**MAIN REPLACEMENT**  
 BLACKBURN ST; ELMCREST DR;  
 PECKHAM ST; WASHBURN ST  
 EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'





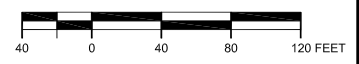
**PAWTUCKET WATER SUPPLY BOARD**  
 WATER DIST. SYSTEM IMPROVEMENTS  
 CONTRACT - MR14  
 MAIN REPLACEMENT  
 KATAMA RD; NAUSHON RD; TASHMOO WAY  
 EXISTING CONDITIONS CORRECT TO: MARCH 2022 | SCALE: 1"=40'





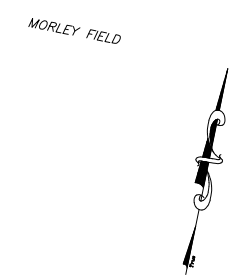
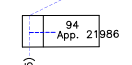
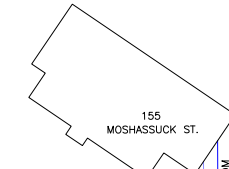
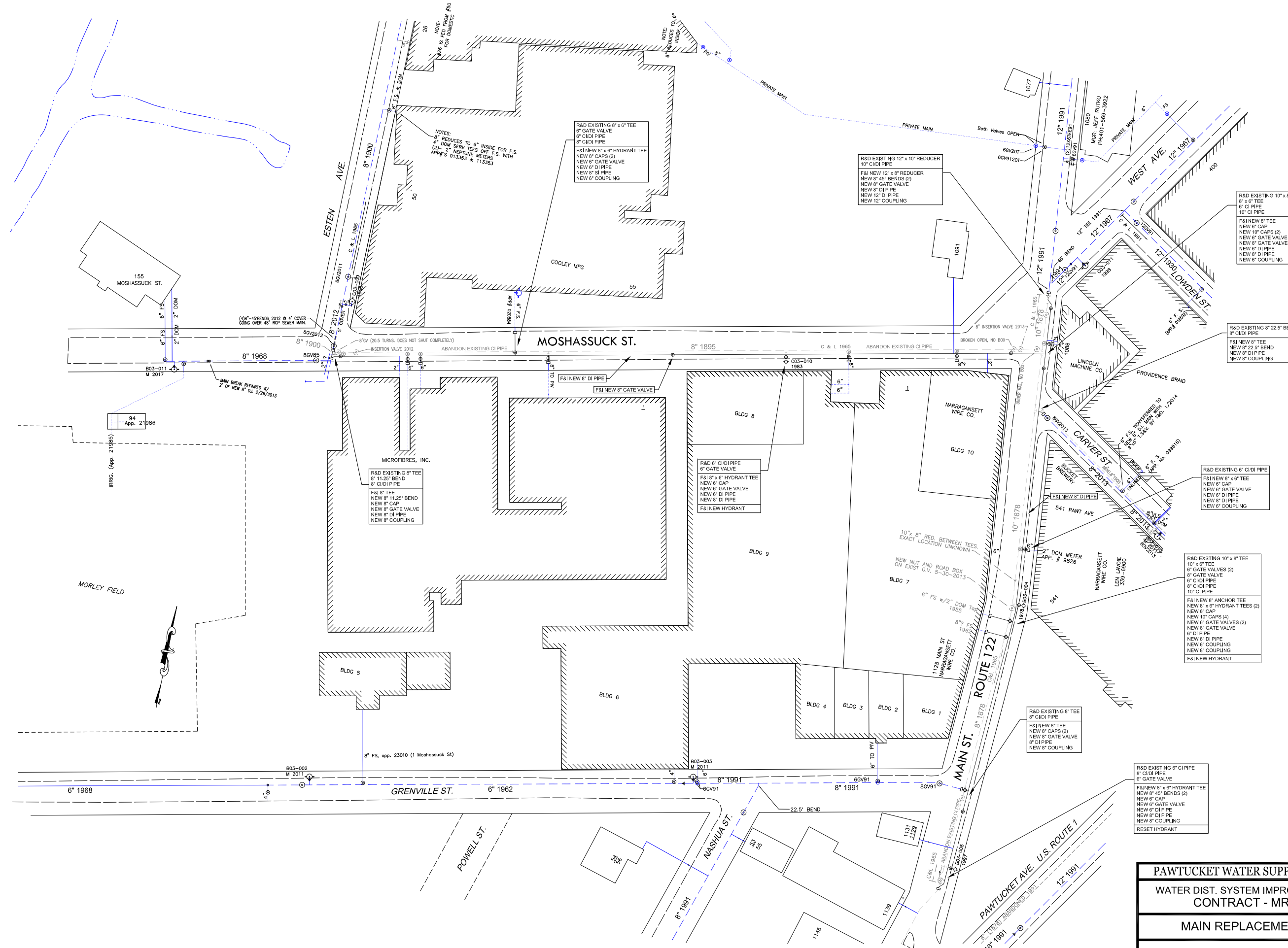
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PAWTUCKET WATER SUPPLY BOARD
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
MAIN REPLACEMENT
LAKE ST
EXISTING CONDITIONS CORRECT TO: MARCH 2022



SCALE: 1"=40'





**PAWTUCKET WATER SUPPLY BOARD**

**WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14**

**MAIN REPLACEMENT**

**MAIN ST; MOSHASSUCK ST**

EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'



R&D EXISTING 6" CROSS  
 6" 22.5° BEND  
 6" GATE VALVES (3)  
 6" C/DI PIPE  
 6" COUPLINGS (2)

F&I NEW 8" TEES (2)  
 NEW 8" x 6" HYDRANT TEE  
 NEW 8" x 6" REDUCERS (2)  
 NEW 8" 11.25° BENDS (2)  
 NEW 6" CAPS (3)  
 NEW 6" GATE VALVE  
 NEW 8" GATE VALVES (3)  
 NEW 6" DI PIPE  
 NEW 8" DI PIPE  
 NEW 6" COUPLINGS (2)  
 RESET HYDRANT

R&D EXISTING 8" x 6" REDUCER  
 6" C/DI PIPE  
 6" COUPLING

F&I NEW 8" 45° BENDS (2)  
 NEW 6" CAP  
 NEW 8" DI PIPE  
 NEW 8" COUPLING

R&D EXISTING 12" x 6" TEE  
 8" DI PIPE  
 12" DI PIPE

F&I NEW 12" x 6" TEE  
 NEW 6" CAP  
 NEW 8" GATE VALVE  
 NEW 8" DI PIPE  
 NEW 12" DI PIPE  
 NEW 12" COUPLINGS (2)

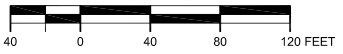
R&D EXISTING 8" x 6" REDUCER  
 6" C/DI PIPE  
 6" COUPLING

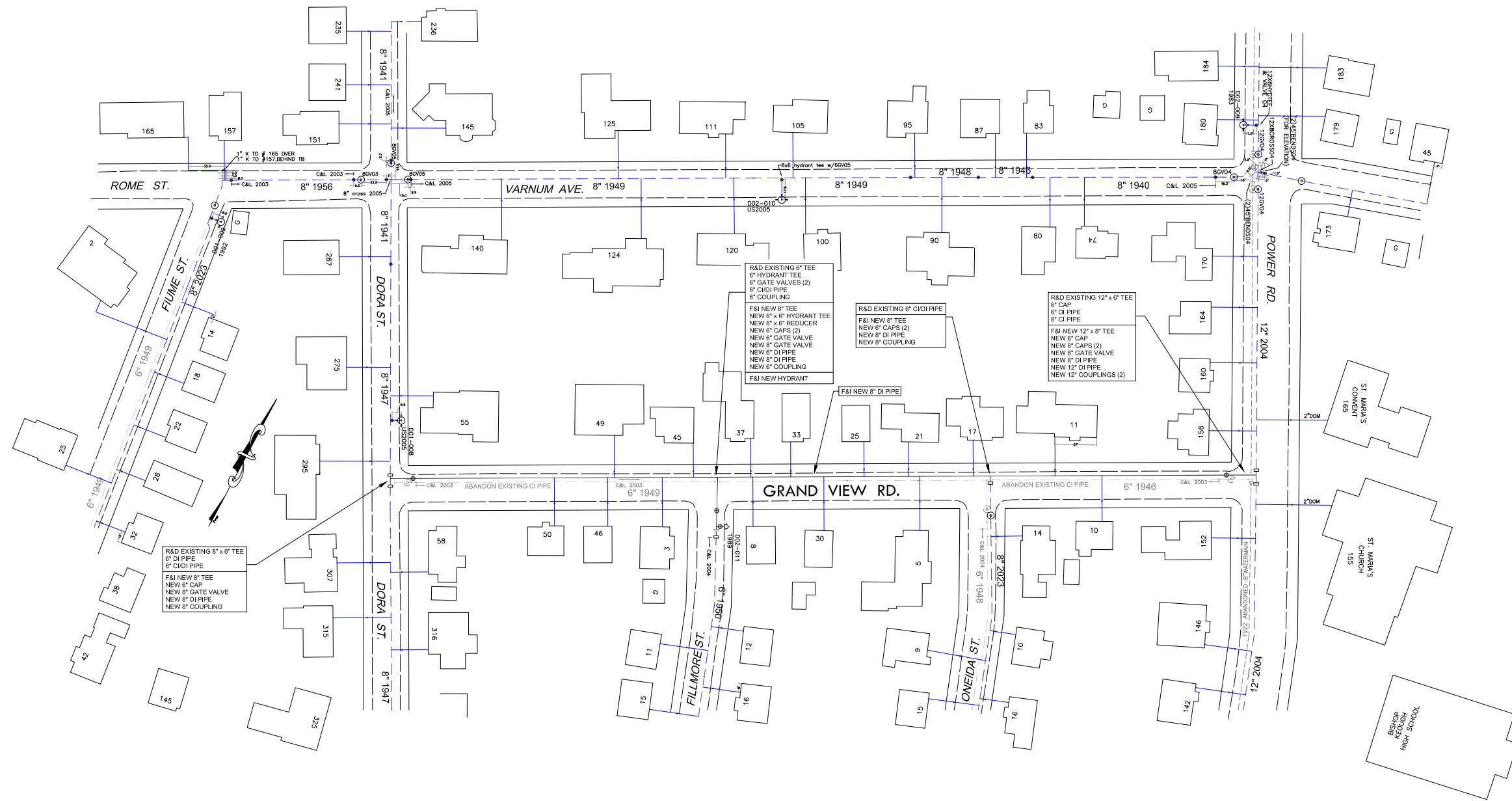
F&I NEW 8" 45° BENDS (2)  
 NEW 6" CAP  
 NEW 8" DI PIPE  
 NEW 8" COUPLING

R&D EXISTING 8" x 6" REDUCER  
 6" C/DI PIPE  
 6" COUPLING

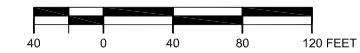
F&I NEW 8" 45° BENDS (2)  
 NEW 6" CAP  
 NEW 8" DI PIPE  
 NEW 8" COUPLING

6" REPAIR CLAMP 2014  
 (226' FROM C.Y. AT TRIESTE ST.)





PAWTUCKET WATER SUPPLY BOARD
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
MAIN REPLACEMENT
GRAND VIEW RD
EXISTING CONDITIONS CORRECT TO: MARCH 2022







R&D EXISTING 8" CI/DI PIPE  
8" COUPLING  
F&I NEW 8" 45° BENDS (2)  
NEW 8" CAP  
NEW 8" DI PIPE  
NEW 8" COUPLING

R&D EXISTING 8" CI/DI PIPE  
8" COUPLING  
F&I NEW 8" 45° BENDS (2)  
NEW 8" CAP  
NEW 8" DI PIPE  
NEW 8" COUPLING

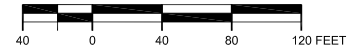
R&D EXISTING 8" CI/DI PIPE  
8" COUPLING  
F&I NEW 8" 45° BENDS (2)  
NEW 8" CAP  
NEW 8" DI PIPE  
NEW 8" COUPLING

R&D EXISTING 8" x 6" HYDRANT TEE  
8" DI PIPE  
8" CI/DI PIPE  
F&I NEW 8" x 6" HYDRANT TEE  
NEW 8" CAPS (2)  
NEW 6" GATE VALVE  
NEW 6" DI PIPE  
NEW 6" DI PIPE  
RESET HYDRANT

R&D EXISTING 8" CI/DI PIPE  
8" COUPLING  
F&I NEW 8" 45° BENDS (2)  
NEW 8" CAP  
NEW 8" DI PIPE  
NEW 8" COUPLING

PAWTUCKET WATER SUPPLY BOARD  
WATER DIST. SYSTEM IMPROVEMENTS  
CONTRACT - MR14  
MAIN REPLACEMENT

GROSVENOR AVE





**PAWTUCKET WATER SUPPLY BOARD**  
 WATER DIST. SYSTEM IMPROVEMENTS  
 CONTRACT - MR14  
**MAIN REPLACEMENT**  
 PRENTICE AVE  
 EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'



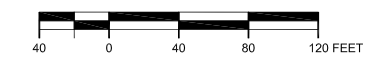


R&D EXISTING 8" x 6" REDUCER  
6" GATE VALVE  
6" CIDI PIPE  
F&I NEW 8" 45° BENDS (2)  
NEW 6" CAP  
NEW 8" GATE VALVE  
NEW 8" DI PIPE  
NEW 8" COUPLING

R&D EXISTING 8" x 6" REDUCER  
6" 11.25° BEND  
6" CIDI PIPE  
F&I NEW 8" TEE  
NEW 8" 11.25° BEND  
NEW 6" CAP  
NEW 8" DI PIPE  
NEW 8" COUPLING

R&D EXISTING 6" x 6" CROSS  
6" 11.25° BEND  
6" CIDI PIPE  
6" COUPLING  
6" COUPLING  
F&I NEW 6" CROSS  
NEW 6" 11.25° BEND  
NEW 6" CAPS (2)  
NEW 8" GATE VALVE  
NEW 8" DI PIPE  
NEW 8" COUPLINGS (2)

PAWTUCKET WATER SUPPLY BOARD  
 WATER DIST. SYSTEM IMPROVEMENTS  
 CONTRACT - MR14  
 MAIN REPLACEMENT  
 CENTRAL AVE  
 EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'







R&D EXISTING 6" GATE VALVE  
6" C/DI PIPE  
6" COUPLING  
F&I NEW 8" TEE  
NEW 8" x 6" REDUCER  
NEW 6" CAP  
NEW 8" GATE VALVES (2)  
NEW 6" DI PIPE  
NEW 8" DI PIPE  
NEW 6" COUPLING

R&D EXISTING 8" x 6" REDUCER  
6" DI PIPE  
F&I NEW 8" TEE  
NEW 6" CAP  
NEW 8" GATE VALVE  
NEW 8" DI PIPE  
NEW 8" COUPLING

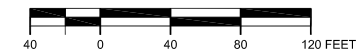
R&D EXISTING 8" x 6" REDUCER  
6" DI PIPE  
F&I NEW 8" TEE  
NEW 6" CAP  
NEW 8" DI PIPE  
NEW 8" COUPLING

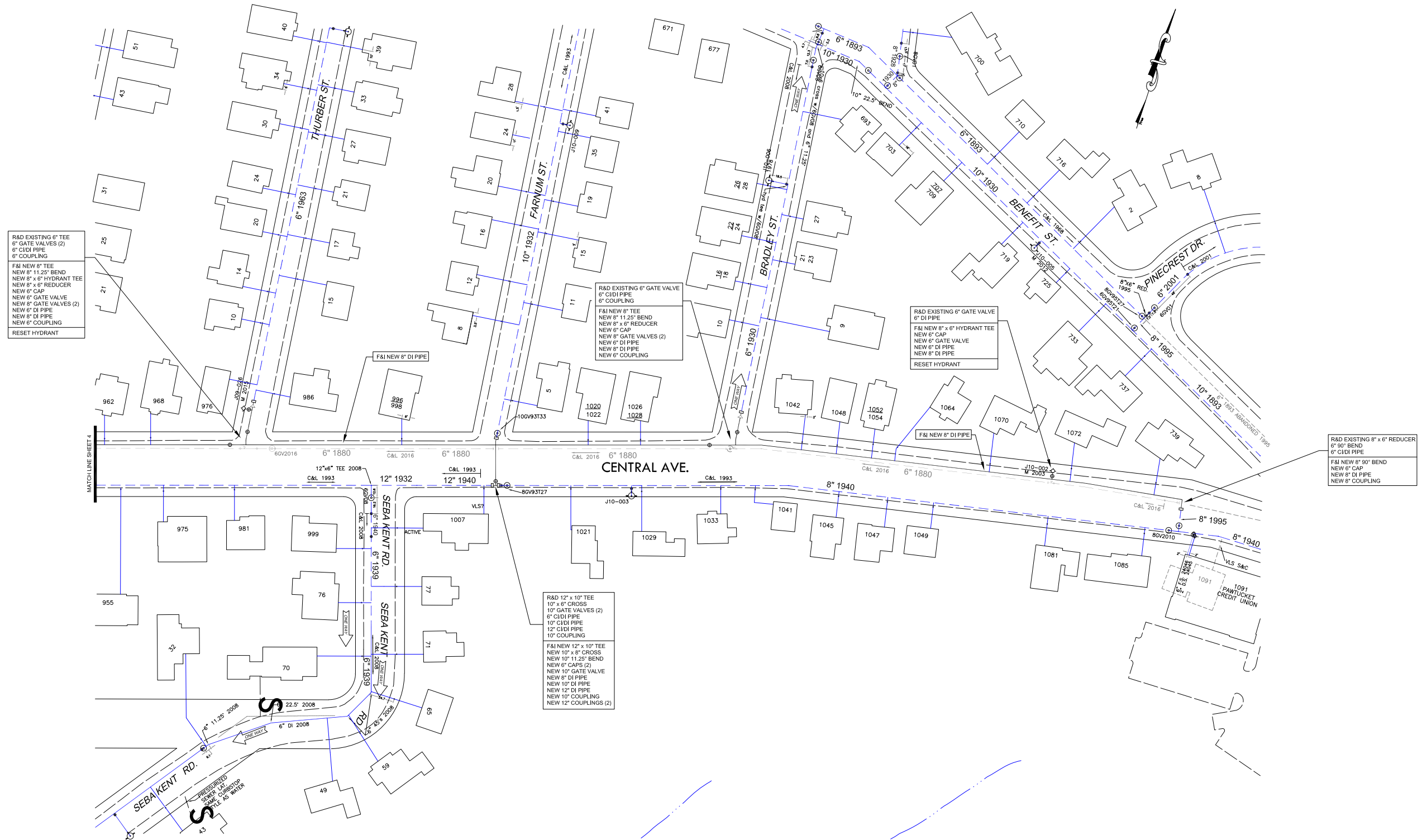
R&D EXISTING 8" TEE  
8" x 6" TEE  
8" x 6" REDUCER  
6" GATE VALVE  
6" C/DI PIPE  
8" DI PIPE  
F&I NEW 8" TEES (2)  
NEW 8" x 6" REDUCER  
NEW 8" GATE VALVES (2)  
NEW 6" DI PIPE  
NEW 8" DI PIPE  
NEW 6" COUPLING  
NEW 8" COUPLING

R&D EXISTING 6" 11.25" BEND  
6" GATE VALVE  
6" C/DI PIPE  
6" COUPLINGS (2)  
F&I NEW 8" TEE  
NEW 8" 11.25" BEND  
NEW 8" x 6" REDUCER  
NEW 6" CAP  
NEW 8" GATE VALVE  
NEW 6" DI PIPE  
NEW 8" DI PIPE  
NEW 6" COUPLING

R&D EXISTING 12" CROSS  
12" x 6" REDUCER  
8" TEE  
6" GATE VALVE  
6" C/DI PIPE  
12" C/DI PIPE  
F&I NEW 12" CROSS  
NEW 12" x 6" REDUCER  
NEW 8" TEE  
NEW 6" CAPS (2)  
NEW 8" GATE VALVE  
NEW 6" DI PIPE  
NEW 12" DI PIPE  
NEW 12" COUPLINGS (3)

PAWTUCKET WATER SUPPLY BOARD
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
MAIN REPLACEMENT
CENTRAL AVE
EXISTING CONDITIONS CORRECT TO: MARCH 2022





R&D EXISTING 6" TEE  
6" GATE VALVES (2)  
6" CIDI PIPE  
6" COUPLING

F&I NEW 6" TEE  
NEW 8" 11.25" BEND  
NEW 8" x 6" HYDRANT TEE  
NEW 8" x 6" REDUCER  
NEW 6" CAP  
NEW 6" GATE VALVE  
NEW 8" GATE VALVES (2)  
NEW 6" DI PIPE  
NEW 8" DI PIPE  
NEW 6" COUPLING

RESET HYDRANT

R&D EXISTING 6" GATE VALVE  
6" CIDI PIPE  
6" COUPLING

F&I NEW 8" TEE  
NEW 8" 11.25" BEND  
NEW 8" x 6" REDUCER  
NEW 6" CAP  
NEW 8" GATE VALVES (2)  
NEW 6" DI PIPE  
NEW 8" DI PIPE  
NEW 6" COUPLING

R&D EXISTING 6" GATE VALVE  
6" DI PIPE

F&I NEW 8" x 6" HYDRANT TEE  
NEW 6" CAP  
NEW 6" GATE VALVE  
NEW 6" DI PIPE  
NEW 8" DI PIPE

RESET HYDRANT

R&D EXISTING 8" x 6" REDUCER  
6" 90° BEND  
6" CIDI PIPE

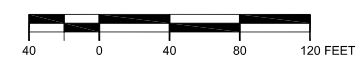
F&I NEW 8" 90° BEND  
NEW 6" CAP  
NEW 8" DI PIPE  
NEW 6" COUPLING

R&D 12" x 10" TEE  
10" x 6" CROSS  
10" GATE VALVES (2)  
6" CIDI PIPE  
10" CIDI PIPE  
12" CIDI PIPE  
10" COUPLING

F&I NEW 12" x 10" TEE  
NEW 10" x 8" CROSS  
NEW 10" 11.25" BEND  
NEW 6" CAPS (2)  
NEW 10" GATE VALVE  
NEW 8" DI PIPE  
NEW 10" DI PIPE  
NEW 12" DI PIPE  
NEW 10" COUPLING  
NEW 12" COUPLINGS (2)

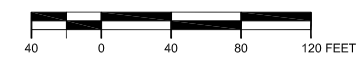
PAWTUCKET WATER SUPPLY BOARD
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
MAIN REPLACEMENT
CENTRAL AVE
EXISTING CONDITIONS CORRECT TO: MARCH 2022

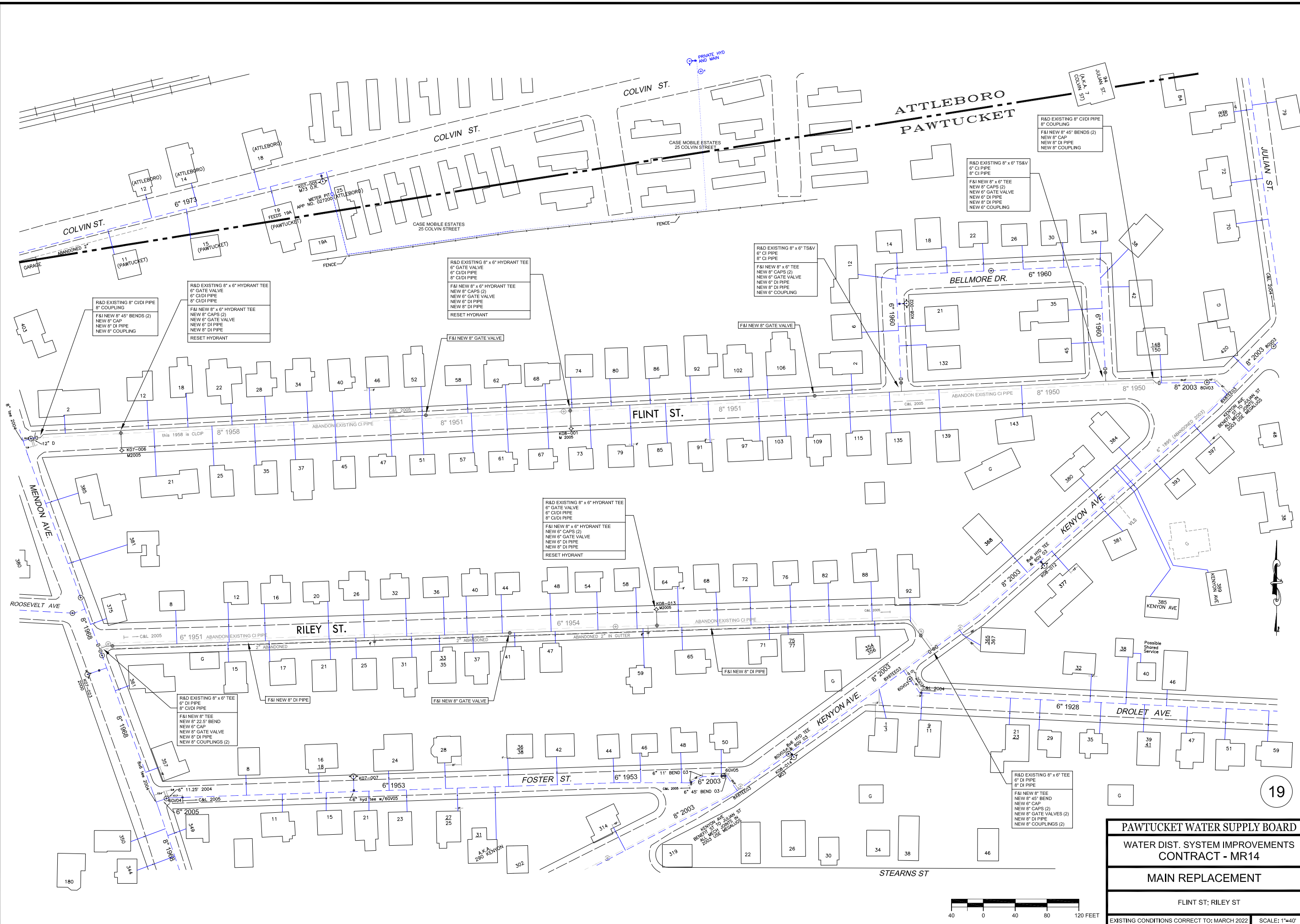
SCALE: 1"=40'



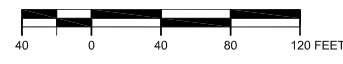


**PAWTUCKET WATER SUPPLY BOARD**  
**WATER DIST. SYSTEM IMPROVEMENTS**  
**CONTRACT - MR14**  
**MAIN REPLACEMENT**  
 ARCHER ST; CREST DR; REVERE ST; WELDEN ST  
 EXISTING CONDITIONS CORRECT TO: MARCH 2022    SCALE: 1"=40'

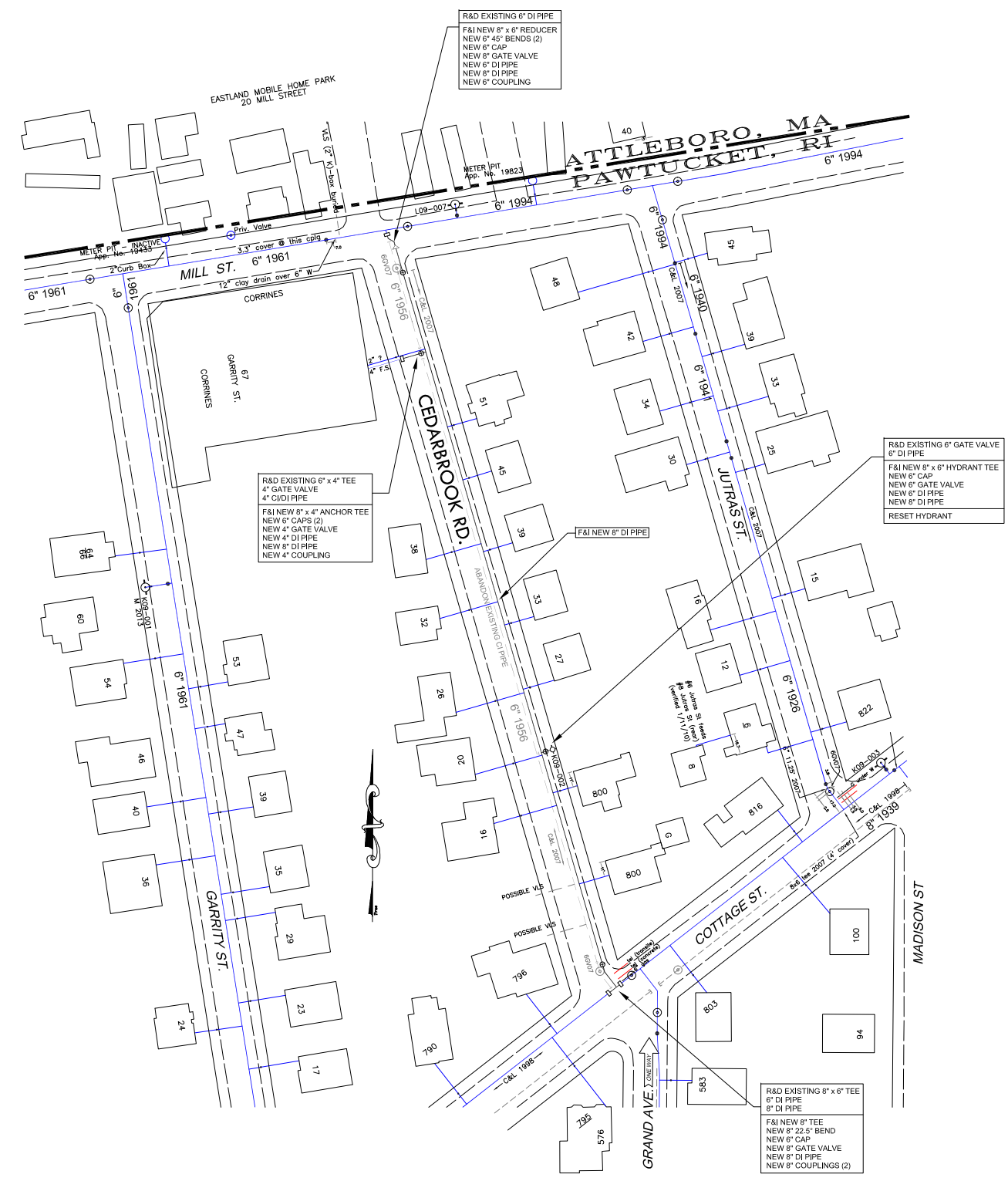
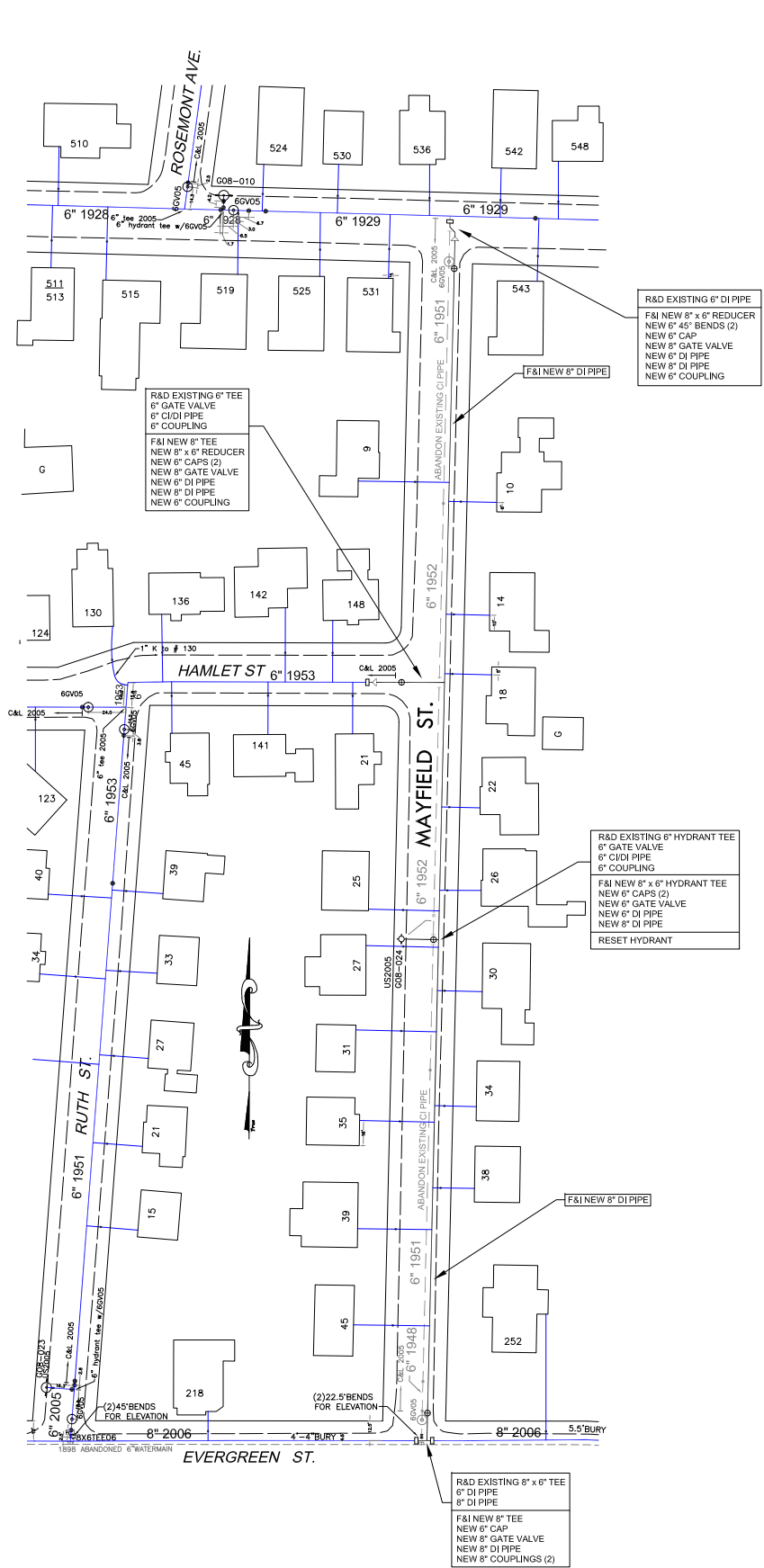




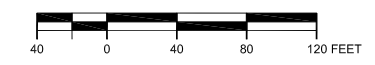
**PAWTUCKET WATER SUPPLY BOARD**  
**WATER DIST. SYSTEM IMPROVEMENTS**  
**CONTRACT - MR14**  
**MAIN REPLACEMENT**  
 FLINT ST; RILEY ST  
 EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'

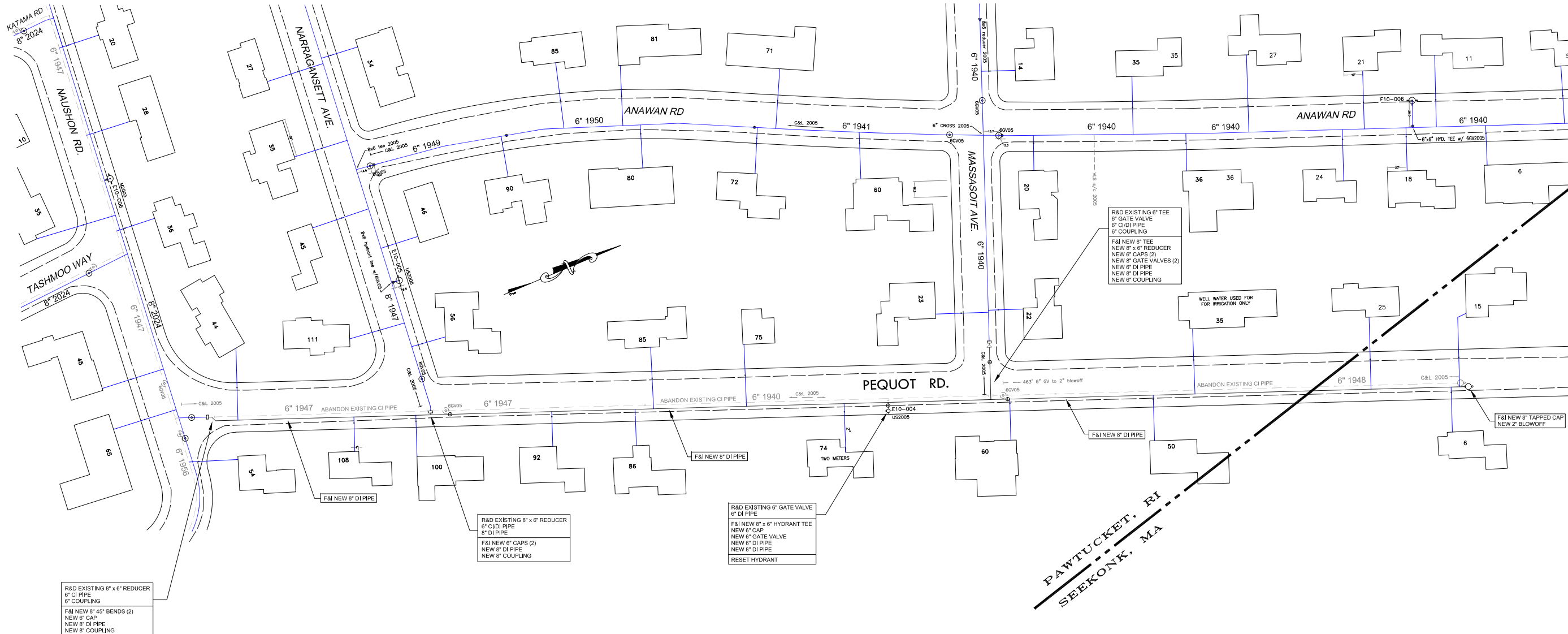






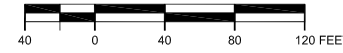
<b>PAWTUCKET WATER SUPPLY BOARD</b>
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
<b>MAIN REPLACEMENT</b>
CEDARBROOK RD; MAYFIELD ST
EXISTING CONDITIONS CORRECT TO: MARCH 2022

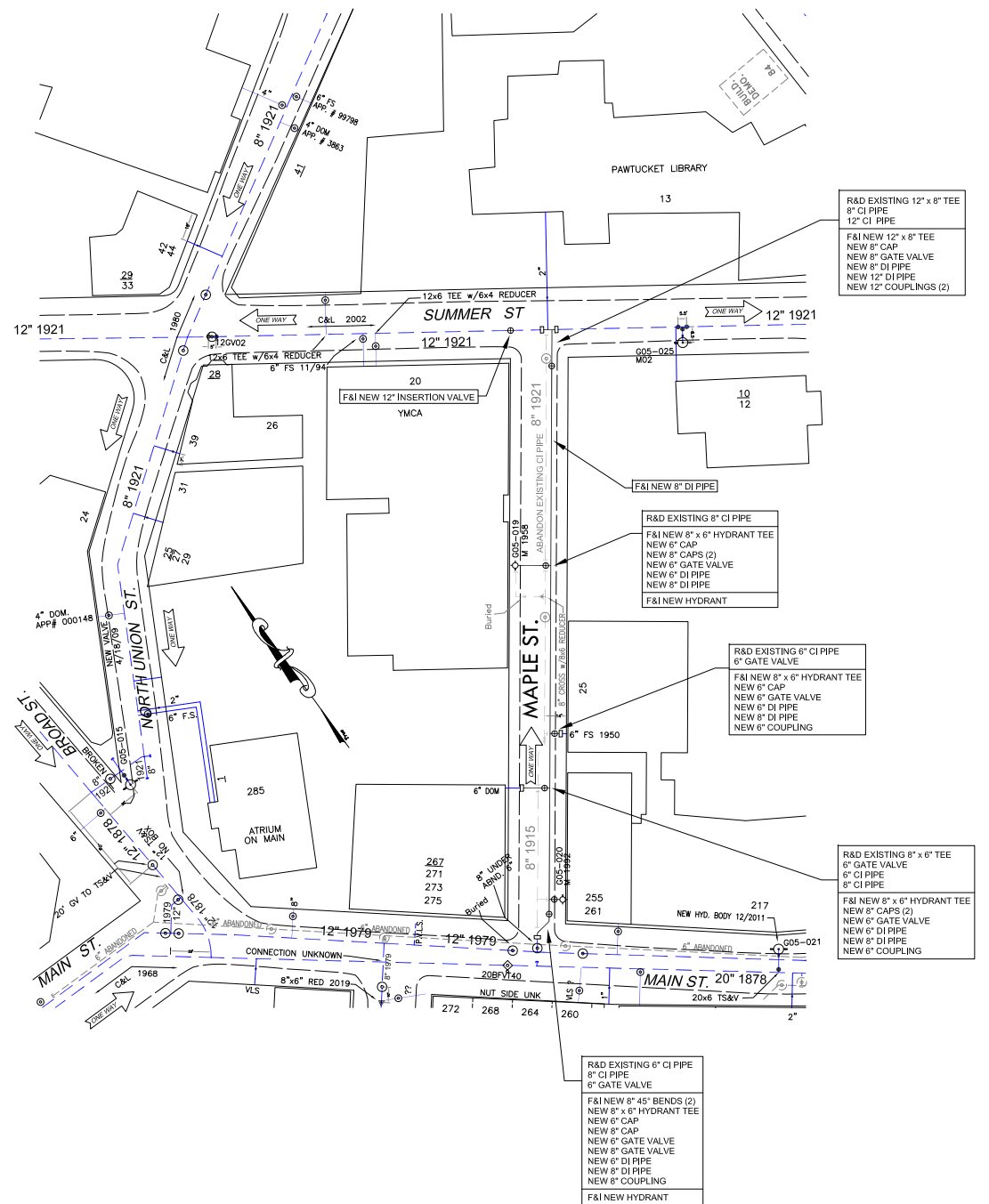
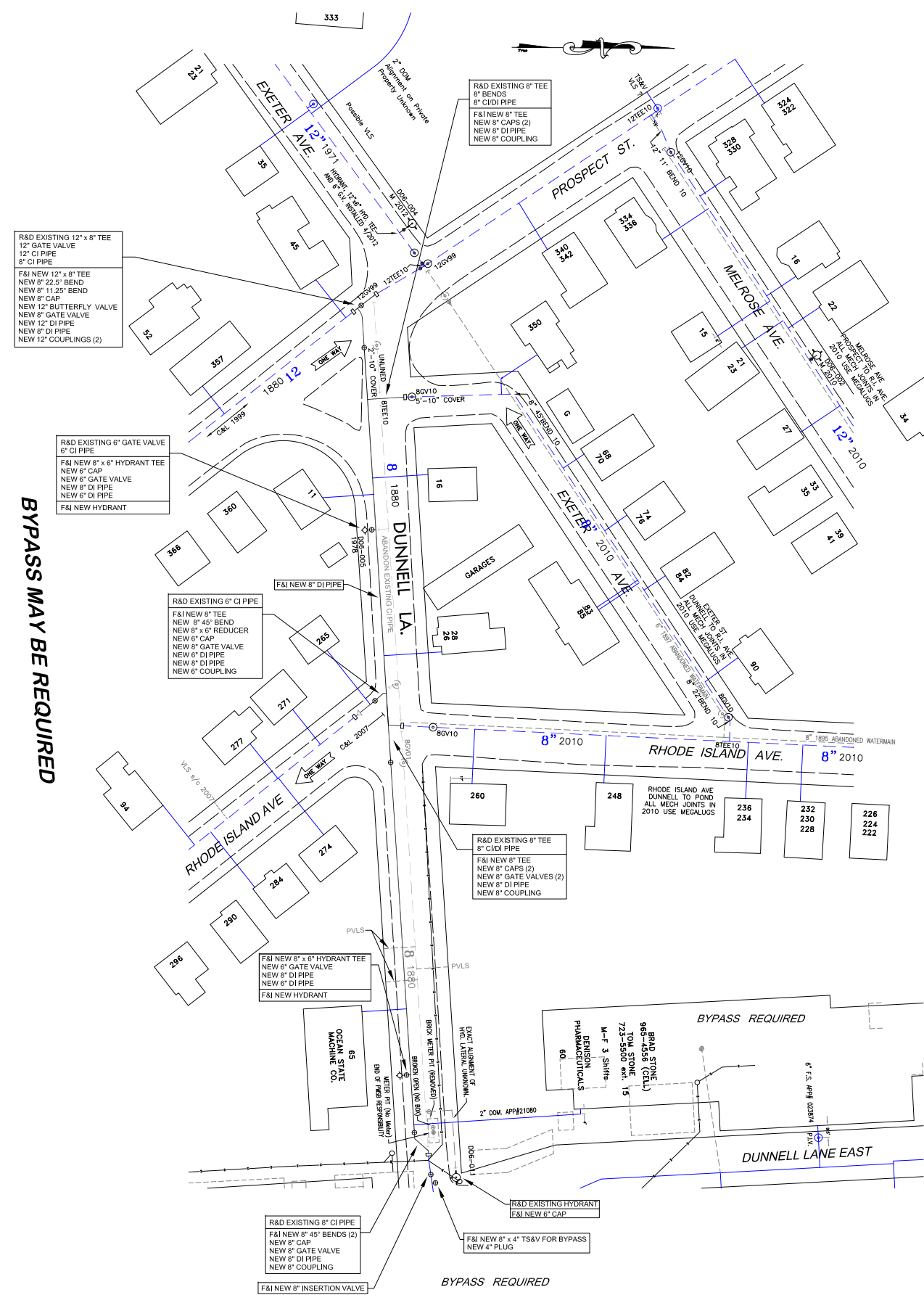




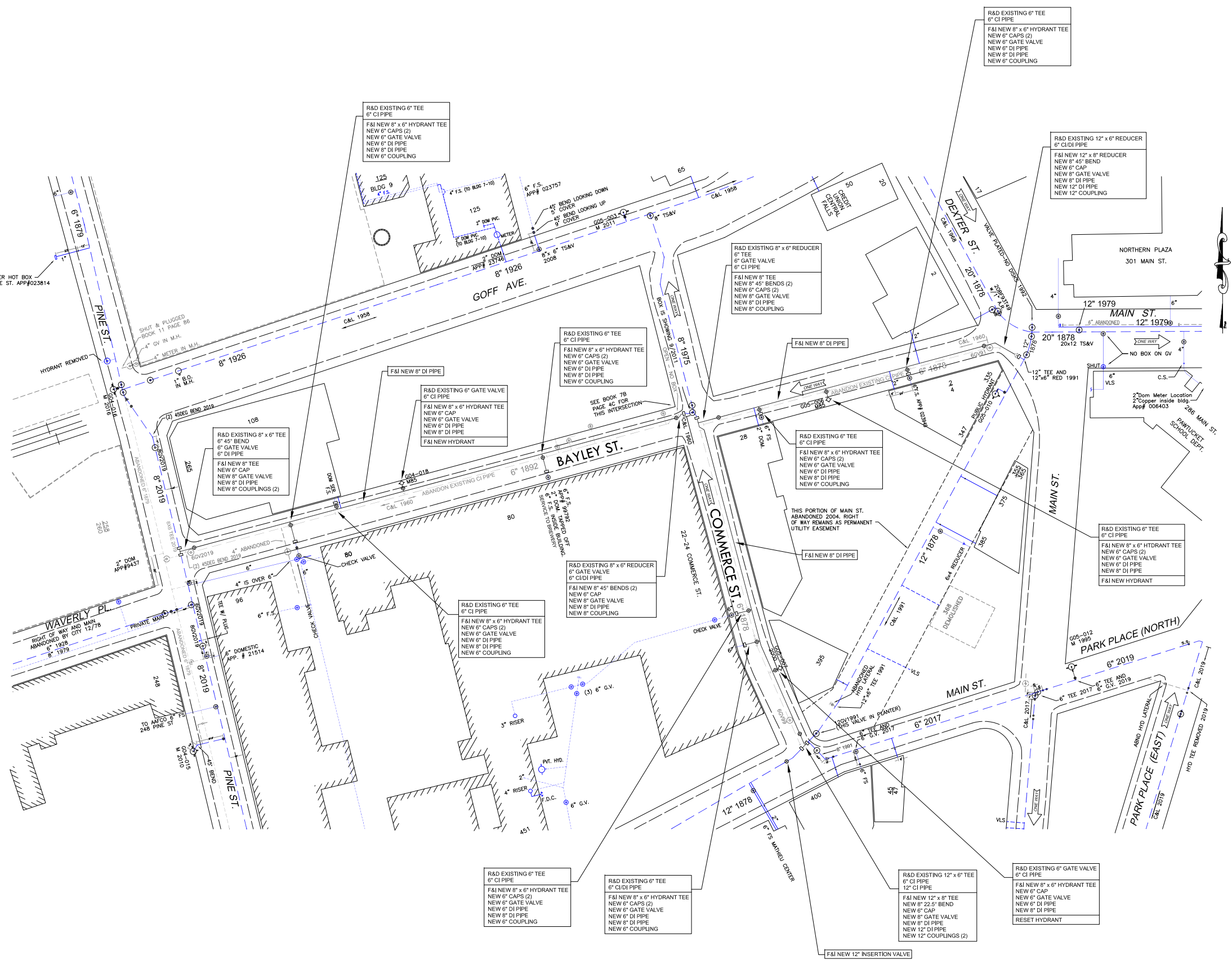
PAWTUCKET, RI  
 SEEKONK, MA

PAWTUCKET WATER SUPPLY BOARD
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
MAIN REPLACEMENT
PEQUOT RD
EXISTING CONDITIONS CORRECT TO: MARCH 2022 SCALE: 1"=40'

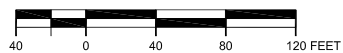




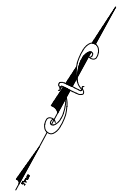
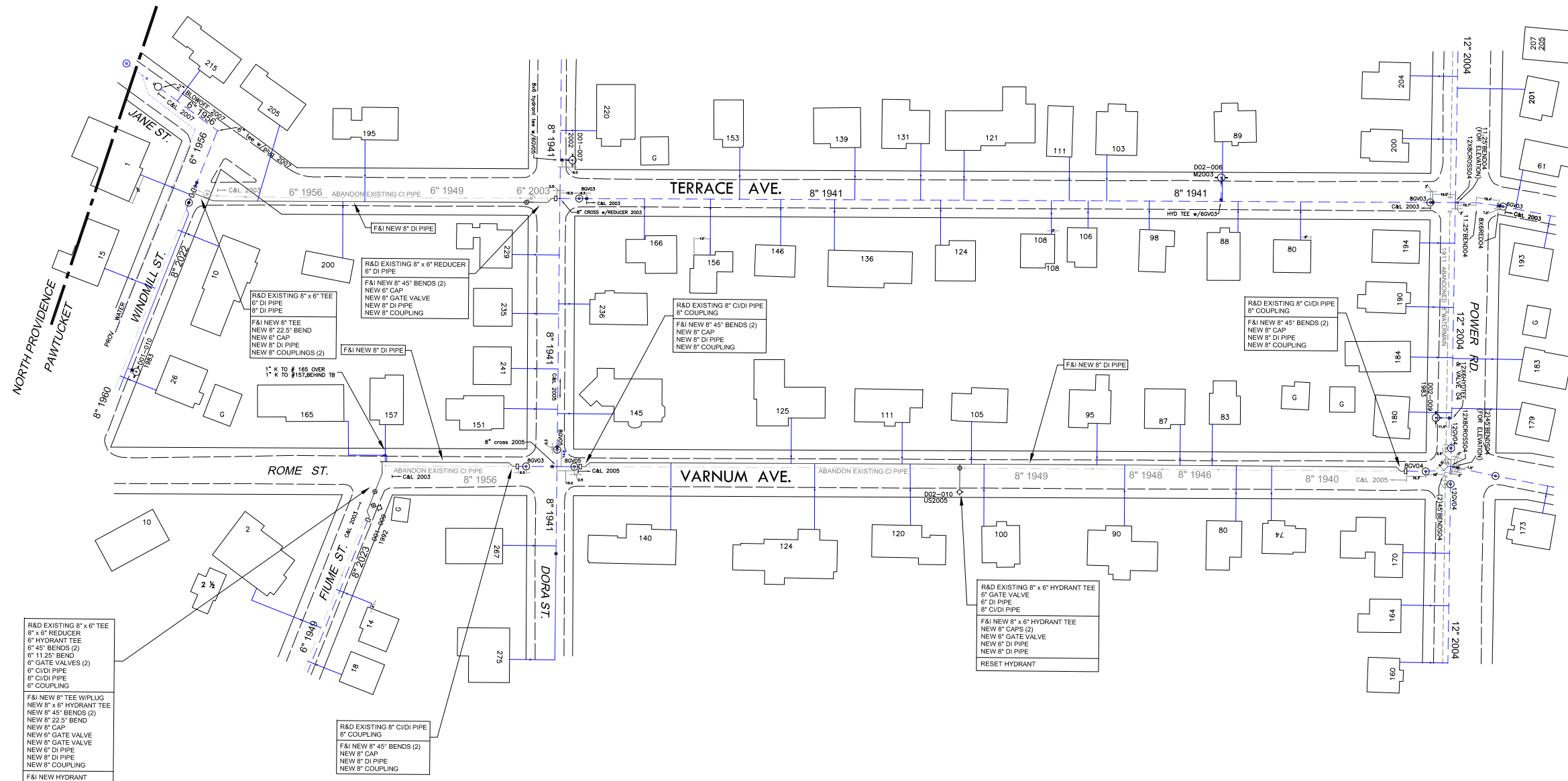
ABOVE GROUND METER HOT BOX  
SERVICE TO 280 PINE ST. APP#023814



**PAWTUCKET WATER SUPPLY BOARD**  
**WATER DIST. SYSTEM IMPROVEMENTS**  
**CONTRACT - MR14**  
**MAIN REPLACEMENT**  
 BAYLEY ST; COMMERCE ST  
 EXISTING CONDITIONS CORRECT TO; MARCH 2022      SCALE: 1"=40'





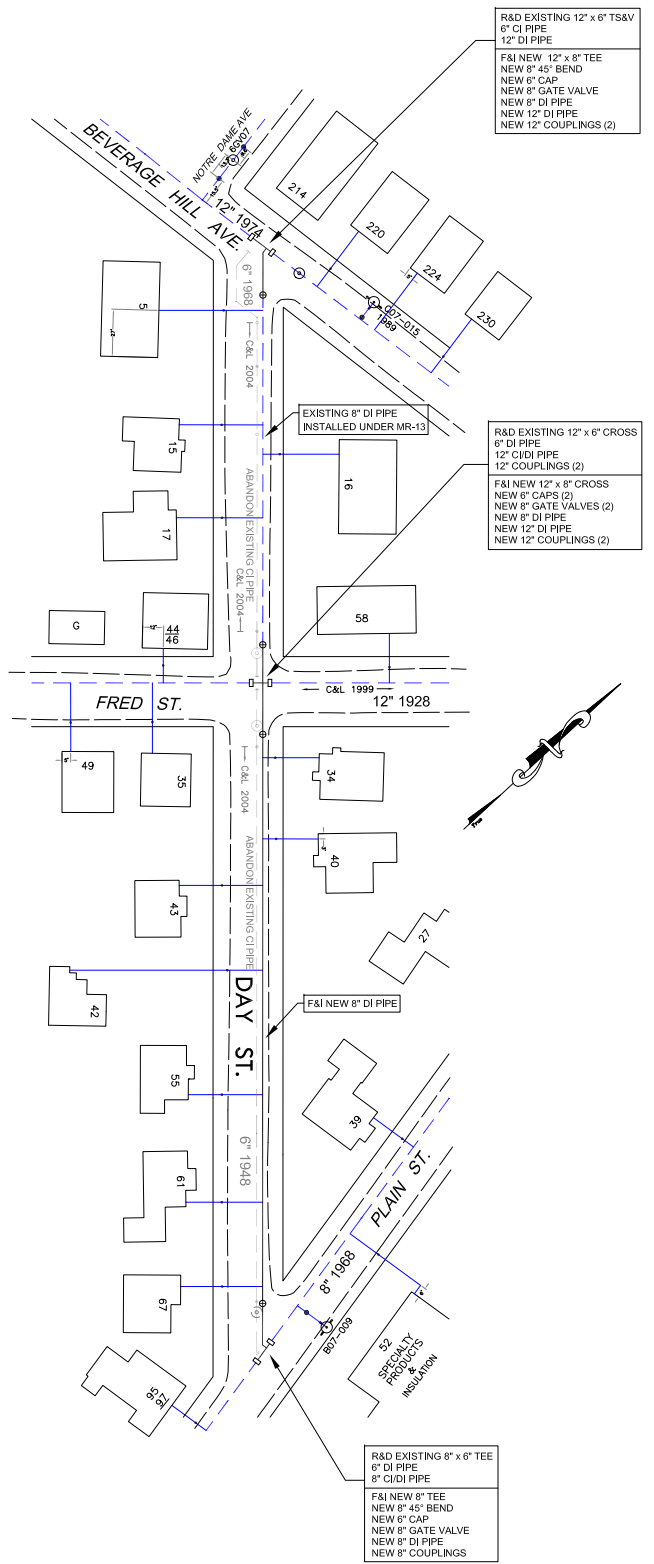


R&D EXISTING 8" x 6" TEE  
 8" x 6" REDUCER  
 6" HYDRANT TEE  
 6" 45° BENDS (2)  
 6" 11.25° BEND  
 6" GATE VALVES (2)  
 6" C/DI PIPE  
 8" C/DI PIPE  
 6" COUPLING

F&I NEW 8" TEE W/PLUG  
 NEW 8" x 6" HYDRANT TEE  
 NEW 8" 45° BENDS (2)  
 NEW 8" 22.5° BEND  
 NEW 8" CAP  
 NEW 6" GATE VALVE  
 NEW 6" GATE VALVE  
 NEW 8" DI PIPE  
 NEW 8" DI PIPE  
 NEW 8" COUPLING  
 F&I NEW HYDRANT

R&D EXISTING 8" C/DI PIPE  
 8" COUPLING  
 F&I NEW 8" 45° BENDS (2)  
 NEW 8" CAP  
 NEW 8" DI PIPE  
 NEW 8" COUPLING

R&D EXISTING 8" x 6" HYDRANT TEE  
 6" GATE VALVE  
 6" DI PIPE  
 8" C/DI PIPE  
 F&I NEW 8" x 6" HYDRANT TEE  
 NEW 8" CAPS (2)  
 NEW 6" GATE VALVE  
 NEW 8" DI PIPE  
 NEW 8" DI PIPE  
 RESET HYDRANT

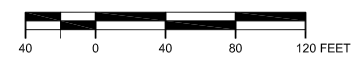


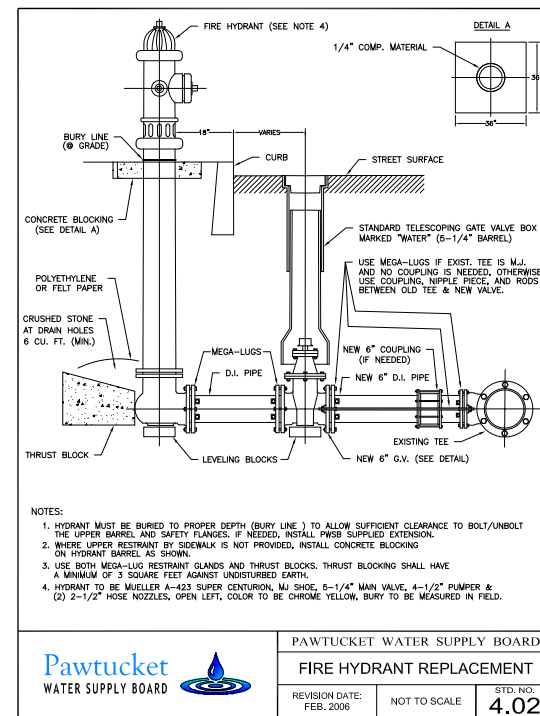
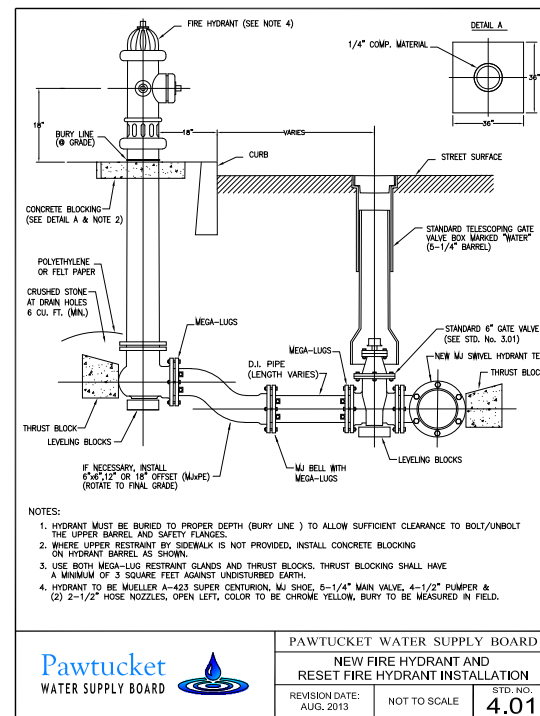
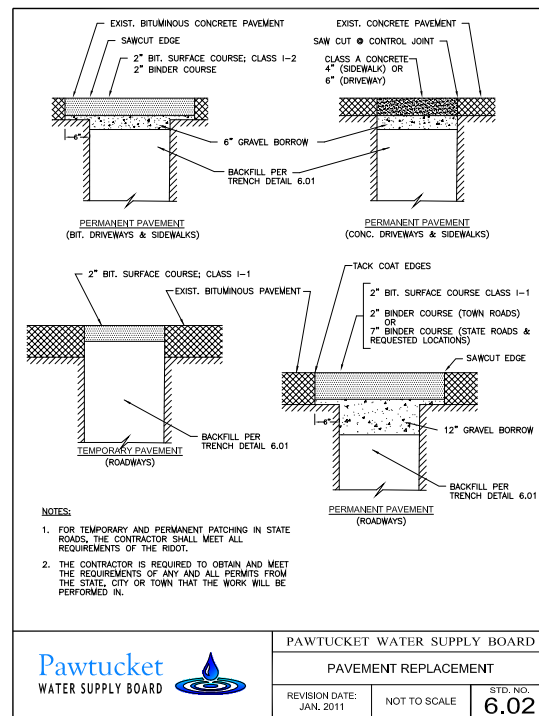
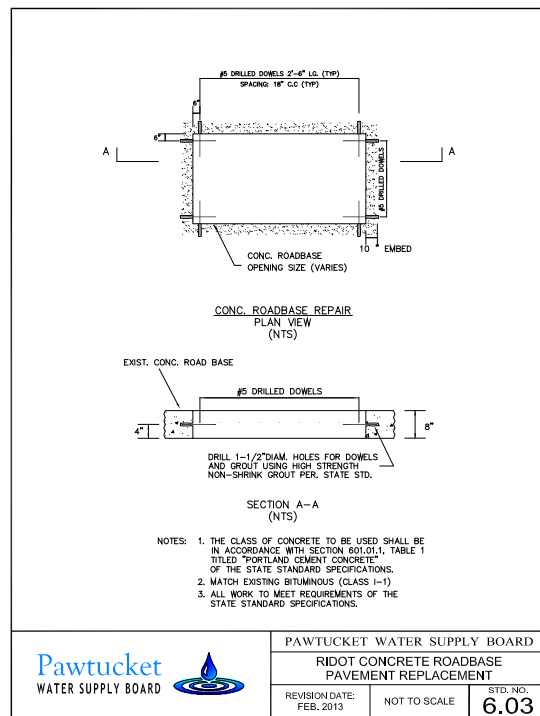
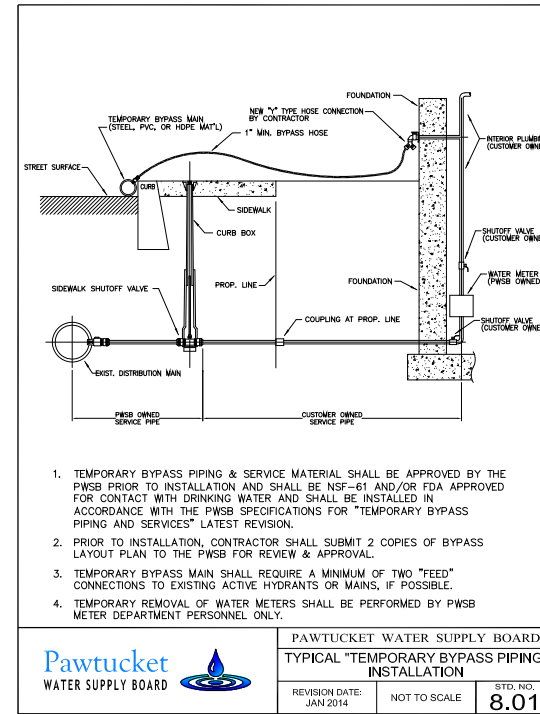
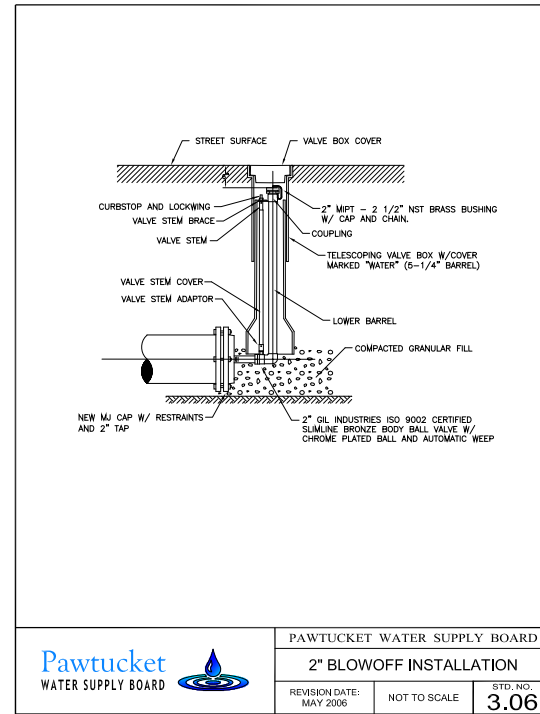
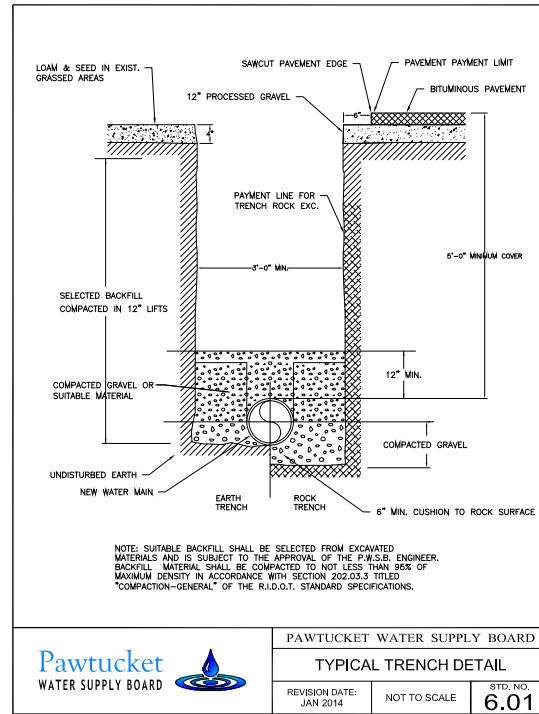
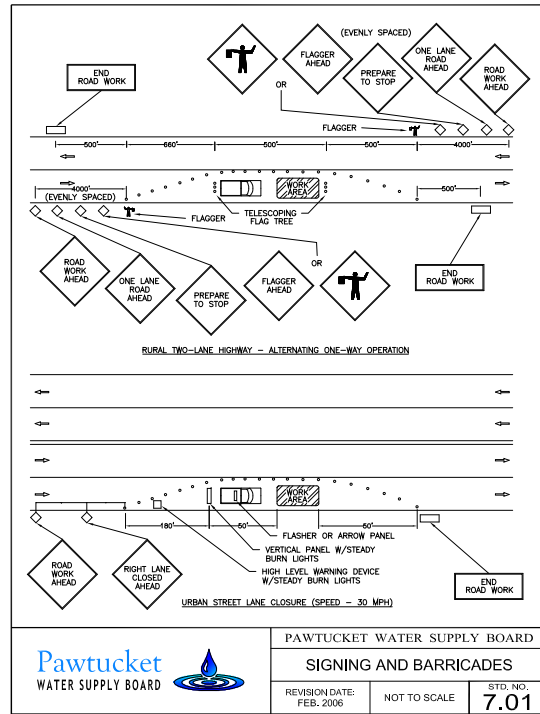
R&D EXISTING 12" x 6" TS&V  
6" CI PIPE  
12" DI PIPE  
F&I NEW 12" x 8" TEE  
NEW 8" 45° BEND  
NEW 6" CAP  
NEW 8" GATE VALVE  
NEW 8" DI PIPE  
NEW 12" DI PIPE  
NEW 12" COUPLINGS (2)

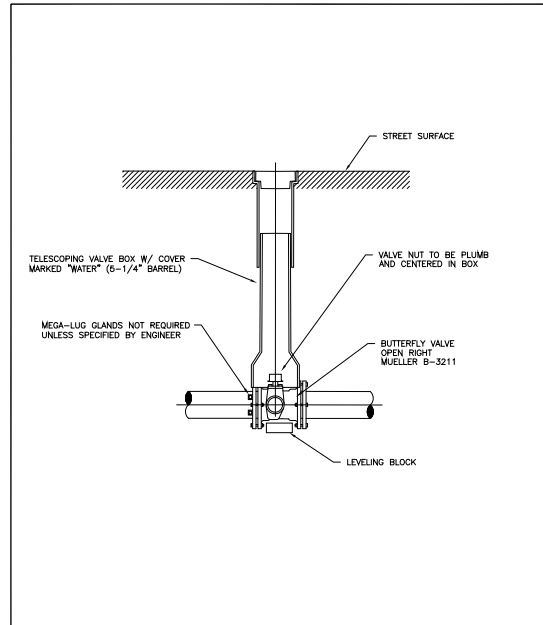
R&D EXISTING 12" x 6" CROSS  
6" DI PIPE  
12" CI/DI PIPE  
12" COUPLINGS (2)  
F&I NEW 12" x 6" CROSS  
NEW 6" CAPS (2)  
NEW 8" GATE VALVES (2)  
NEW 8" DI PIPE  
NEW 12" DI PIPE  
NEW 12" COUPLINGS (2)

R&D EXISTING 8" x 6" TEE  
6" DI PIPE  
8" CI/DI PIPE  
F&I NEW 8" TEE  
NEW 8" 45° BEND  
NEW 6" CAP  
NEW 8" GATE VALVE  
NEW 8" DI PIPE  
NEW 8" COUPLINGS

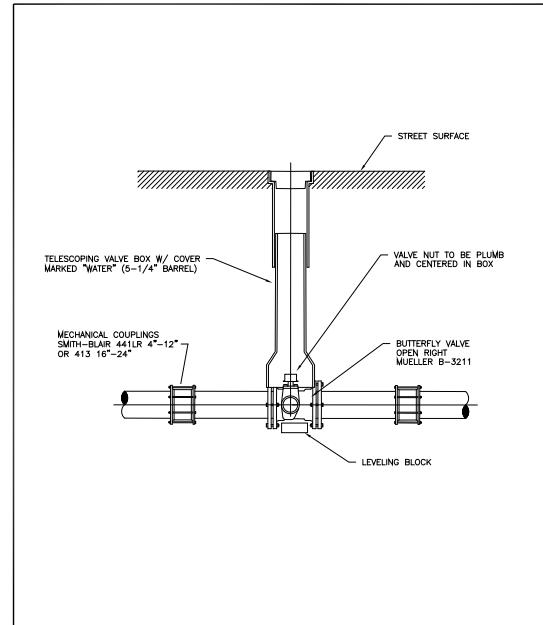
PAWTUCKET WATER SUPPLY BOARD
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14
MAIN REPLACEMENT
DAY ST.
EXISTING CONDITIONS CORRECT TO: MARCH 2022   SCALE: 1"=40'



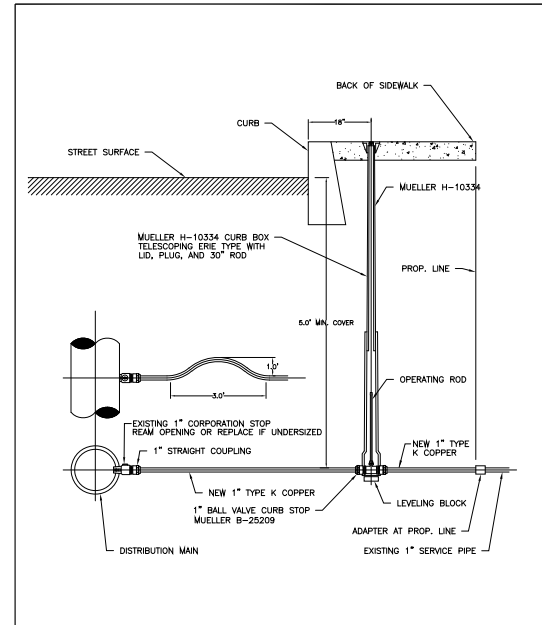




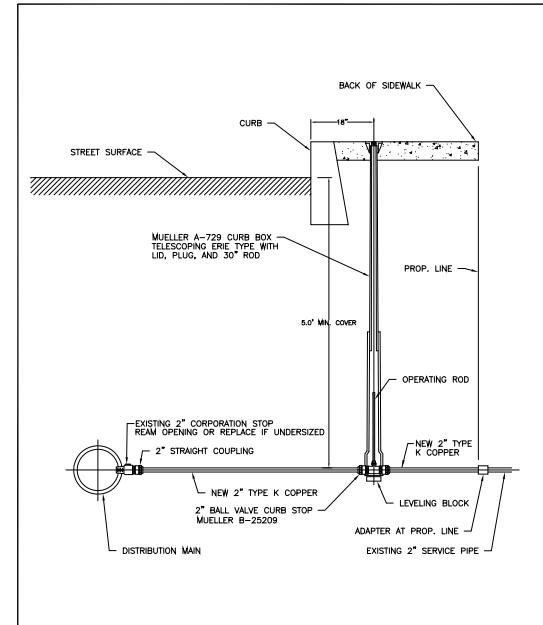
	PAWTUCKET WATER SUPPLY BOARD		
	BUTTERFLY VALVE INSTALLATION		
	REVISION DATE: FEB. 2006	NOT TO SCALE	STD. NO. <b>3.03</b>



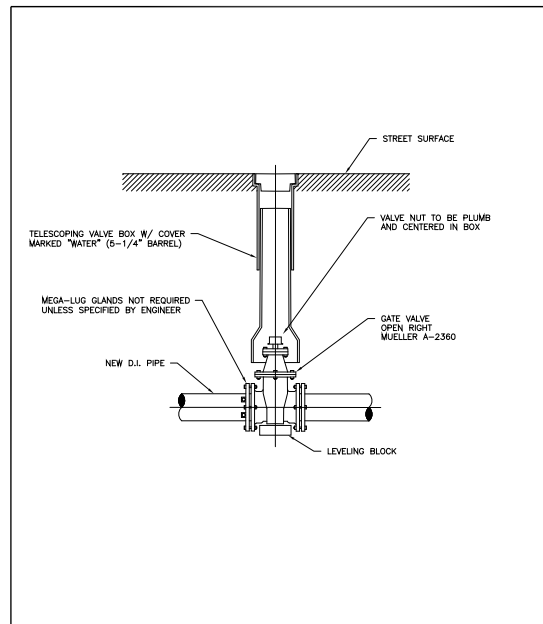
	PAWTUCKET WATER SUPPLY BOARD		
	BUTTERFLY VALVE REPLACEMENT		
	REVISION DATE: FEB. 2006	NOT TO SCALE	STD. NO. <b>3.04</b>



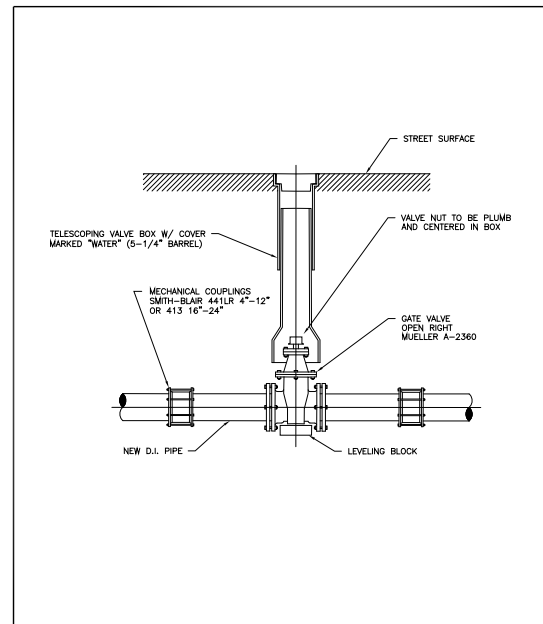
	PAWTUCKET WATER SUPPLY BOARD		
	1" SERVICE REPLACEMENT		
	REVISION DATE: FEB. 2007	NOT TO SCALE	STD. NO. <b>1.02</b>



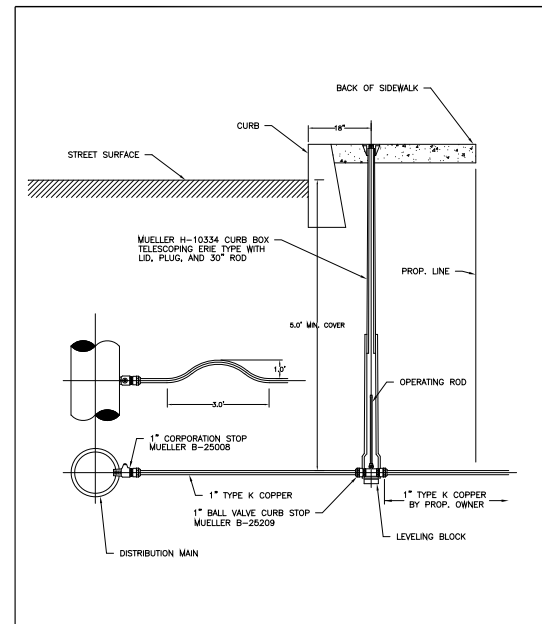
	PAWTUCKET WATER SUPPLY BOARD		
	2" SERVICE REPLACEMENT		
	REVISION DATE: FEB. 2007	NOT TO SCALE	STD. NO. <b>1.04</b>



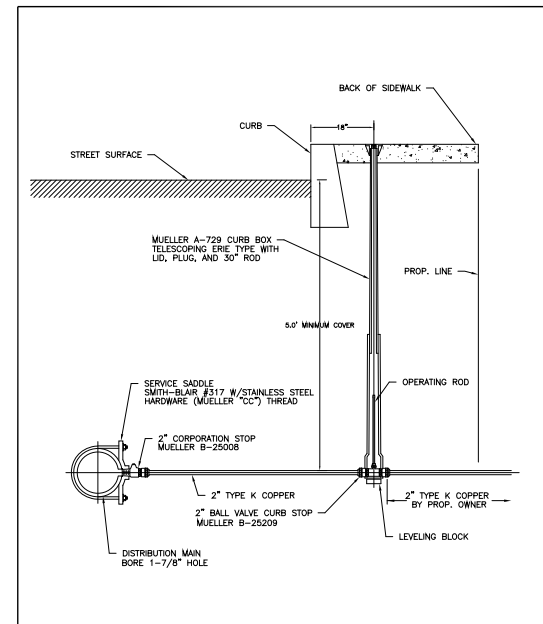
	PAWTUCKET WATER SUPPLY BOARD		
	GATE VALVE INSTALLATION		
	REVISION DATE: FEB. 2006	NOT TO SCALE	STD. NO. <b>3.01</b>



	PAWTUCKET WATER SUPPLY BOARD		
	GATE VALVE REPLACEMENT		
	REVISION DATE: FEB. 2006	NOT TO SCALE	STD. NO. <b>3.02</b>

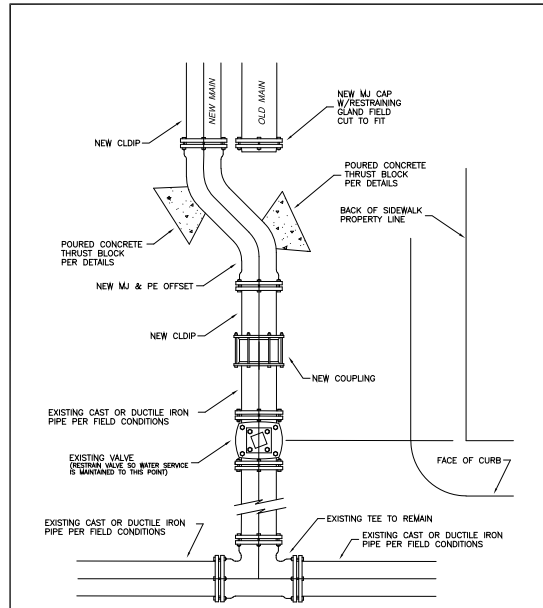


	PAWTUCKET WATER SUPPLY BOARD		
	NEW 1" SERVICE INSTALLATION		
	REVISION DATE: FEB. 2007	NOT TO SCALE	STD. NO. <b>1.01</b>

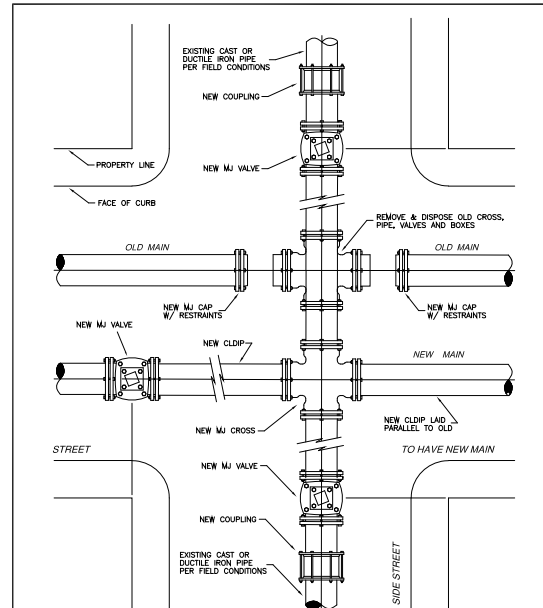


	PAWTUCKET WATER SUPPLY BOARD		
	NEW 2" SERVICE INSTALLATION		
	REVISION DATE: FEB. 2007	NOT TO SCALE	STD. NO. <b>1.03</b>





	PAWTUCKET WATER SUPPLY BOARD		
	MAIN CONNECTION AT INTERSECTION (OFFSET)		
	REVISION DATE: FEB. 2006	NOT TO SCALE	STD. NO. 5.03

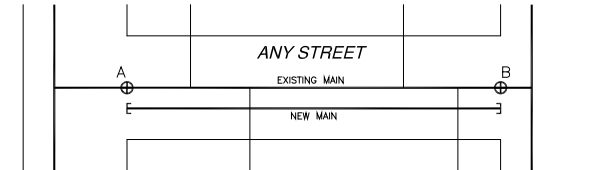


	PAWTUCKET WATER SUPPLY BOARD		
	MAIN CONNECTION AT INTERSECTION (CROSS)		
	REVISION DATE: FEB. 2006	NOT TO SCALE	STD. NO. 5.01

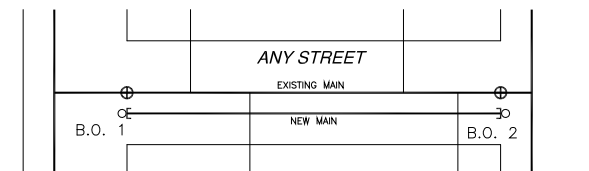
## TYPICAL CONSTRUCTION SEQUENCE

### MAIN REPLACEMENT WITHOUT BYPASS PIPING

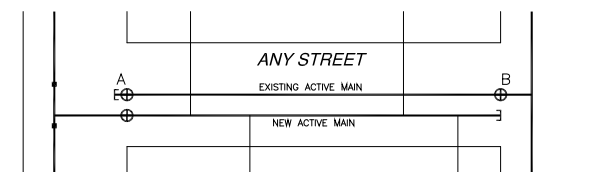
- INSTALL NEW MAIN PARALLEL TO OLD MAIN UNDER EXIST. SERVICES CAPPED OFF WITH A BLOWOFF ON BOTH ENDS AND WITH ALL TEES & CROSSES PLUGGED (NO CONNECTIONS TO EXIST.)



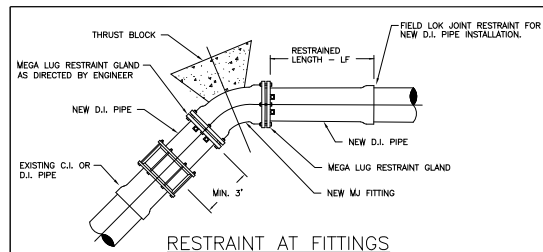
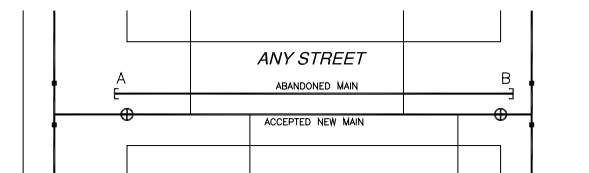
- TEST & CHLORINATE NEW MAIN FROM B.O. 1 TO B.O. 2 UNDER PWSB SUPERVISION, THEN WAIT FOR APPROVAL FROM PWSB LAB.



- TIE IN ONE END (A) AND CAP OFF OLD MAIN. BOTH MAINS NOW ACTIVE. THEN TRANSFER SERVICES TO NEW MAIN.



- TIE IN NEXT END (B) AND CAP OFF OLD MAIN & ABANDONED IN PLACE NEXT, REMOVE AND DISPOSE OLD VALVE BOXES AND PATCH TO SPEC.

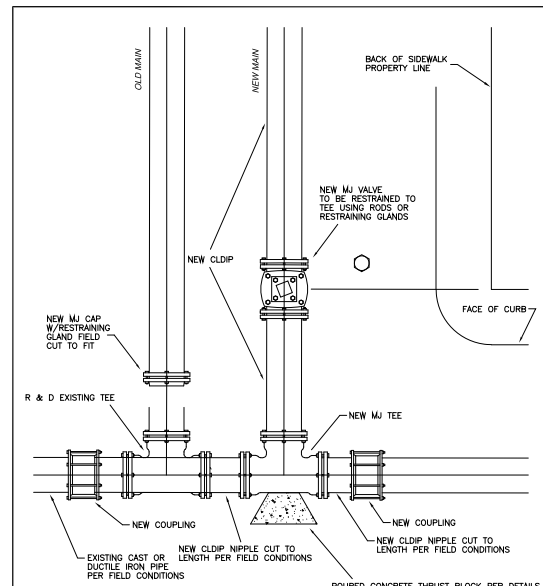


RESTRAINT AT FITTINGS  
MINIMUM SURFACE AREA OF CONCRETE THRUST BLOCK AGAINST UNDISTURBED EARTH - IN SF. (SQUARE FEET)  
MINIMUM RESTRAINED LENGTH OF PIPE ON EITHER SIDE OF FITTING - IN LF. (LINEAR FEET)

PIPE SIZE	TEE		90° BEND		45° BEND		22½° BEND		11½° BEND	
	SF	LF	SF	LF	SF	LF	SF	LF	SF	LF
4"	2.8	37	2.8	32	4.0	18	2.1	7	1.1	4
6"	4.8	48	4.8	43	6.8	23	3.7	10	1.9	5
8"	7.3	69	7.3	63	10.3	35	5.6	12	2.8	6
10"	10.3	89	10.3	83	14.5	48	7.9	14	4.0	8
12"	17.8	89	17.8	83	25.2	42	13.6	17	7.0	8
20"	27.5	108	27.5	102	38.9	51	21.0	21	10.7	10
24"	39.2	127	39.2	121	55.4	59	30.0	25	15.3	12

- ALL CONCRETE TO BE CLASS B (A2)
- THE "SF" VALUES IN THE ABOVE TABLE ARE BASED ON 3000 p.s.f. SOIL BEARING CAPACITY, 150 p.s.i. TEST PRESSURE AND A 1.5 FACTOR OF SAFETY.
- THE "LF" VALUES IN THE ABOVE TABLE ARE BASED ON A TYPE 3 LAYING CONDITIONS, A SAND SILT SOIL DESIGNATION, A 5 FOOT RUN LENGTH, 150 P.S.I. TEST PRESSURE AND A 1.5 FACTOR OF SAFETY AS USED IN THE "THRUST RESTRAINT DESIGN FOR DUCTILE IRON PIPE" COMPUTER PROGRAM BY THE DUCTILE IRON PIPE RESEARCH ASSOCIATION.
- IF SOIL CONDITIONS OR EXCAVATION LIMITS ENCOUNTERED DURING CONSTRUCTION MAKE IT UNFEASIBLE TO PLACE THRUST BLOCKS AGAINST UNDISTURBED EARTH OF THE PROPER BEARING CAPACITY, THE CONTRACTOR SHALL DESIGN AND PLACE SPECIAL REACTION BLOCKS OF SUFFICIENT WEIGHT TO RESIST FULL THRUST UNDER ALL CONDITIONS. THE DESIGN SHALL BE SUBJECT TO PWSB APPROVAL.
- MINIMUM SURFACE AREAS SHALL BE INCREASED BY 50% IF DEEMED NECESSARY BY THE ENGINEER.
- A MECHANICAL JOINT RESTRAINT SYSTEM MUST BE USED FOR VERTICAL BENDS.
- AT THE DISCRETION OF THE ENGINEER, A JOINT RESTRAINT SYSTEM MAY BE SUBSTITUTED FOR OR USED IN COMBINATION WITH PROPER THRUST BLOCKING.
- A 48 HR. CURING PERIOD MUST BE GIVEN BEFORE FULL LINE PRESSURE CAN BE APPLIED TO NEW CONCRETE THRUST BLOCKS.
- ANCHOR BLOCK DESIGN FOR PIPE LARGER THAN 24" SHALL BE REVIEWED ON AN INDIVIDUAL BASIS BY THE PWSB.

	PAWTUCKET WATER SUPPLY BOARD		
	RESTRAINT AT FITTINGS		
	REVISION DATE: MAY 2006	NOT TO SCALE	STD. NO. 5.04



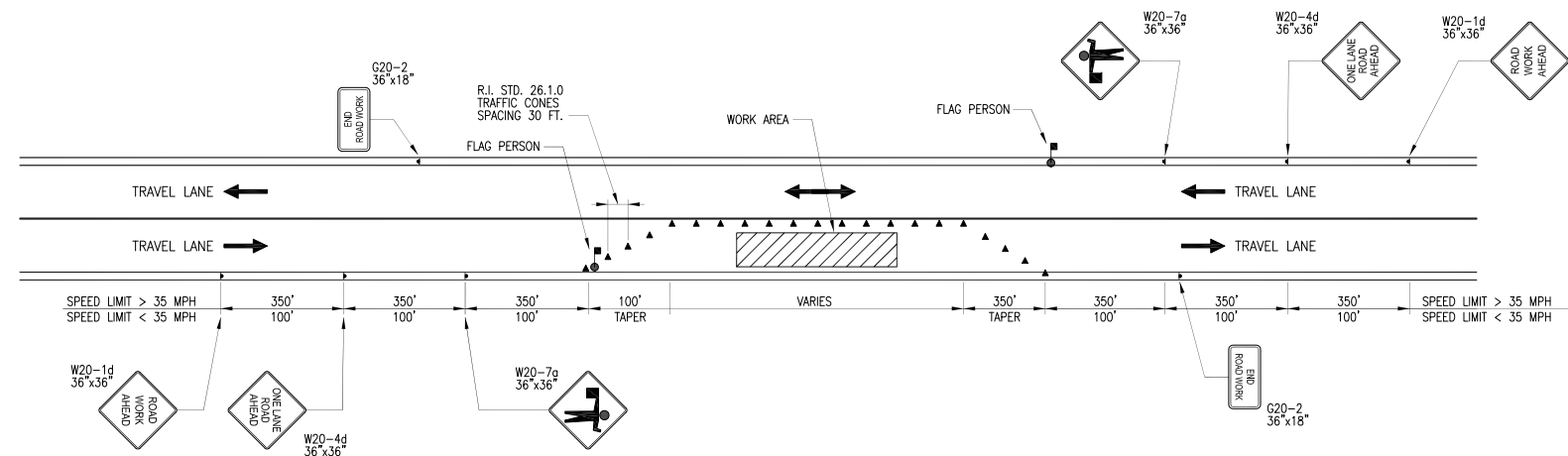
	PAWTUCKET WATER SUPPLY BOARD		
	MAIN CONNECTION AT INTERSECTION (CUT-IN TEE)		
	REVISION DATE: FEB. 2006	NOT TO SCALE	STD. NO. 5.02

GENERAL NOTES – WORK WITHIN STATE HIGHWAYS

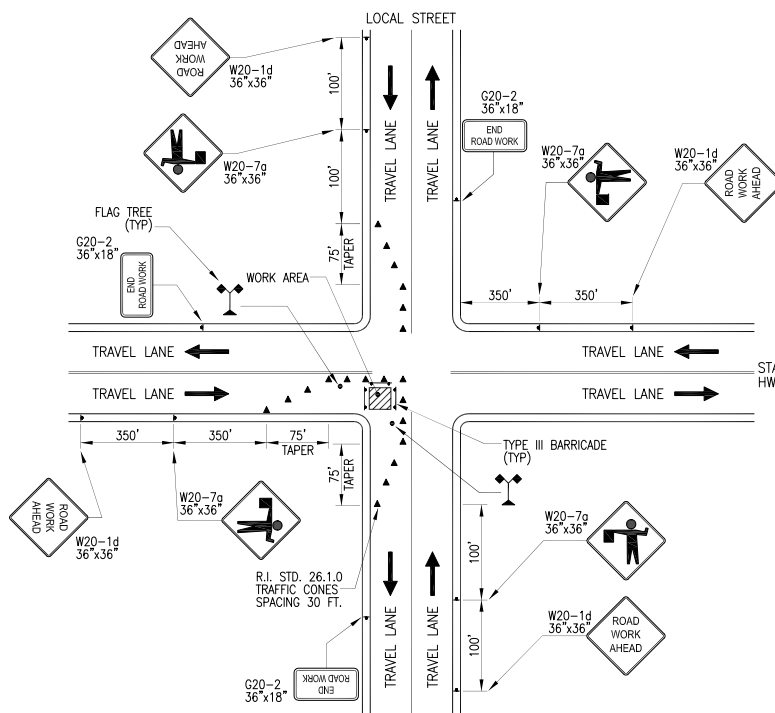
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION AND AS SPECIFIED IN THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL PERFORM A PRECONSTRUCTION SURVEY OF THE PROJECT CORRIDOR. THE SURVEY SHALL LOCATE, MEASURE, PHOTOGRAPH AND OTHERWISE DOCUMENT THE PRECONSTRUCTION CONDITION OF MANHOLES, HAND HOLES, CURBING, CATCH BASINS, DROP INLETS, SIDE WALKS, TRAFFIC SIGNALS AND LOOP DETECTORS, ETC. PROVIDE TWO COPIES OF REPORT TO RIDOT AND ENGINEER A MINIMUM OF TEN DAYS PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL AVOID DAMAGE TO EXISTING MANHOLES, AND CONDUIT WITHIN THE STATE HIGHWAY LINES. AND DAMAGES TO THESE STRUCTURES SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH STATE STANDARDS AND SPECIFICATIONS AT NO COST TO THE OWNER OR RIDOT.
- PERMANENT AND TEMPORARY PATCHES SHALL MATCH THE EXISTING PAVEMENT SURFACES WITH A 1/4 INCH TOLERANCE. ALL HUMPS OR DEPRESSIONS EXCEEDING THE SPECIFIED TOLERANCE SHALL BE CORRECTED BY REMOVING THE DEFECTIVE WORK AND REPLACING IT WITH NEW MATERIAL AS DIRECTED.
- THE RIDOT RESERVES THE RIGHT TO DISCONTINUE ANY TRAFFIC CONTROL SETUP OR ACTIVITY ON A STATE ROADWAY IF THE TRAFFIC CONTROL SETUP IS CREATING UNACCEPTABLE TRAFFIC CONGESTION OR DELAYS. ALL TRAFFIC CONTROL PLANS MUST BE IN COMPLIANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. NO PARKING IS ALLOWED WITHIN THE WORK AREA. CONTRACTOR EMPLOYEES MUST BE OFF THE ROAD NOT WITHIN THE CLEAR ZONE.
- THE CONTRACTOR MUST SCHEDULE THE TEMPORARY REPAIR TO ANY COMPLAINT DUE TO CONSTRUCTION OPERATIONS WITHIN 72 HOURS OF NOTIFICATION OF THE COMPLAINT.
- THE PAVEMENT MATCHING MATERIALS INCORPORATED IN THE CONSTRUCTION MUST BE COMPATIBLE WITH THE EXISTING MATERIALS SO THAT THE HIGHWAY'S INTEGRITY IS NOT ADVERSELY AFFECTED. THE THICKNESS OF THE NEW MATERIALS MUST EQUAL THOSE OF THE EXISTING, AS MINIMUMS.
- ALL PAVEMENT TRENCHES AND PATCH AREAS SHALL BE SAW CUT PRIOR TO EXCAVATION. OVER SAW CUTTING CORNERS OF TRENCH IS NOT ALLOWED.
- THE CONTRACTOR MUST REPLACE ANY AREA THAT IS DISTURBED DURING THE CONSTRUCTION WITH IN KIND MATERIALS.
- TEMPORARY WATERBORNE PAVEMENT MARKINGS MUST BE USED AT THE END OF EACH DAY OR PAVING. THE PERMANENT EPOXY RESIN PAVEMENT MARKINGS SHALL BE PLACED ON THE FINISH COURSE OF PAVEMENT WITHIN SEVEN WORKING DAYS.
- THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ONE FULL TRAVEL LANE (ALTERNATING) LANE ( 12 FOOT MINIMUM) AT ALL TIMES DURING WORKING HOURS WITH FLAG PERSONS ACTIVELY ENGAGED IN DIRECTING TRAFFIC. DURING NON-WORKING HOURS THE CONTRACTOR MUST MAINTAIN ALL LANES OF TRAVEL OPEN TO TRAFFIC. THE CONTRACTOR SHALL PROVIDE SAFE EGRESS AND INGRESS TO ALL SIDE STREETS AND DRIVEWAYS AT ALL TIMES.
- NO TRAFFIC SIGNAL SYSTEM SHALL BE PERMITTED TO BE OUT OF ITS DESIGNATED TIMES OPERATION FOR MORE THAN 72 HOURS.
- UPON NOTIFICATION BY THE DEPARTMENT OF A DEFICIENT TRAFFIC SIGNAL SYSTEM, THE CONTRACTOR WILL RESPOND WITHIN NINETY MINUTES AND IMMEDIATELY TAKE STEPS TO COMMENCE REPAIR OPERATIONS. THE REPAIR OPERATIONS WILL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS REQUIRED TO RESTORE THE TRAFFIC SIGNAL SYSTEM TO ITS ORIGINAL DESIGNED TIMED OPERATION.
- A CONSTRUCTION SCHEDULE MUST BE SUBMITTED TO RIDOT PRIOR TO COMMENCEMENT OF WORK.
- THE CONTRACTOR SHALL SUPPLY TO THE OWNER AND RIDOT BOTH THE HOME TELEPHONE AND CELLULAR/PAGER NUMBERS OF AT LEAST THREE PERSONNEL WHO WILL BE AVAILABLE ON A 24 HOUR BASIS FOR THE DURATION OF THE CONTRACT IN THE EVENT OF AN EMERGENCY. UPON NOTIFICATION BY THE ENGINEER, THE CONTRACTOR THROUGH ITS PERSONNEL SHALL RESPOND TO THE SITE OF AN EMERGENCY WITHIN NINETY (90) MINUTES AND IMMEDIATELY TAKE STEPS TO COMMENCE REPAIR.
- THE CONTRACTOR SHALL REFER TO CONTRACT SPECIFICATIONS FOR FURTHER REQUIREMENTS AND DETAILS FOR WORK WITHIN THE STATE HIGHWAY.

NOTES:

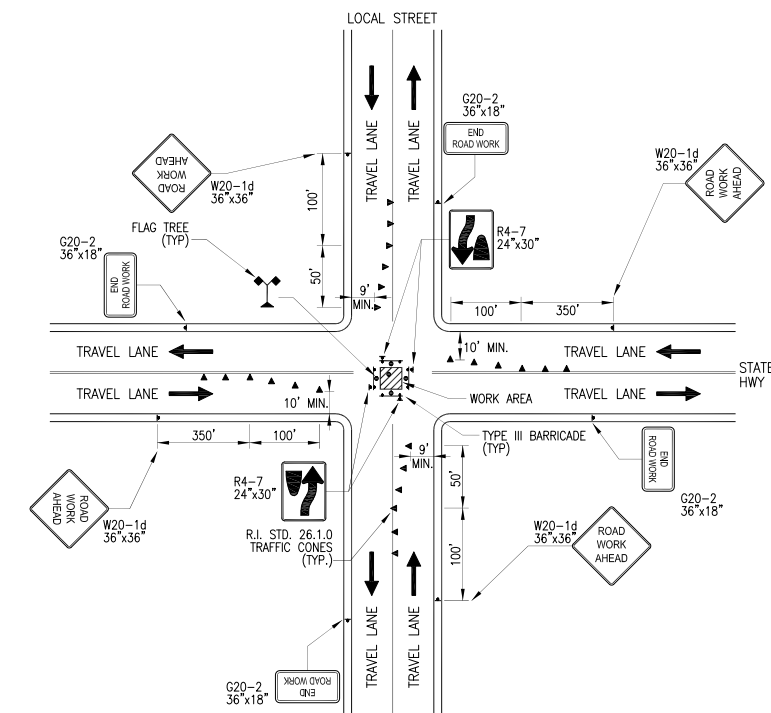
- CHANNELING DEVICES OF TEMPORARY TRAFFIC BARRIERS SHALL BE USED TO SEPARATE OPPOSING VEHICULAR TRAFFIC.
- TEMPORARY CONSTRUCTION SIGNING AND BARRICADES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
- ALL TEMPORARY CONSTRUCTION SIGNING AND BARRICADES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- TEMPORARY CONSTRUCTION SIGNS SHALL BE BLACK LETTERING REFLECTORIZED ORANGE BACKGROUND (ENCAPSULATED LENS).
- ALL SIGN LEGENDS AND BORDERS SHALL BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES-LATEST EDITION.
- CONTRACTOR SHALL MODIFY TRAFFIC CONTROL PLAN AS REQUIRED FOR CONSTRUCTION OPERATION.
- CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLAN TO RIDOT PRIOR TO START OF CONSTRUCTION OPERATIONS.



TYPICAL ONE LANE OPERATION  
N.T.S.



TYPICAL TRAFFIC CONTROL AT SIDE OF INTERSECTION  
N.T.S.



TYPICAL TRAFFIC CONTROL AT CENTER OF INTERSECTION  
N.T.S.

PAWTUCKET WATER SUPPLY BOARD	
WATER DIST. SYSTEM IMPROVEMENTS CONTRACT - MR14	
MAIN REPLACEMENT	
MISCELLANEOUS DETAILS	
MARCH 2021	SCALE: NTS