

**Report to Congress for Future Water Resources Development (WRRDA 7001) Submission
Package**

Proposal Name: The Lincoln Down Brook, Wentworth Street Cross Culvert Improvement Project

Submission Date: 08/27/2019

Proposal ID Number: 7511cb28-c5b0-4903-b10b-672f4dfdb579

Purpose of Proposal: The Town of North Providence has embarked on an infrastructure project to eliminate chronic flooding along the Lincoln Downs Brook. The Brook is located in the northeastern portion of the Town which originates in the Town of Lincoln, to the north of Twin Rivers Casino, and runs south and eventually to the confluence of the West River. The Brook works its way through a densely populated area, that is mixed-use residential and commercial, of the Town and under several main roadways. History, current events reveal flooding occurs during high frequency storm events. These conditions were evident during a December 11, 2008 storm event which had an intensity of 3.75 inches over 24-hour duration, slightly greater than a 2-year storm event. The flooding caused extensive property damage, the cluster of micro-businesses were forced to close, children could not travel to school, adults to work and negatively impacted emergency services. This condition has persisted for over 40 years. The aforementioned project would be for a proposed study. It is directly related to the U.S. Army Corp of Engineers mission and under the authority of Section 206, Flood Control Act the Corps objectives is to foster a public understanding of the options for dealing with flood hazards and promote prudent use and management of the nation's flood plains.

1. Administrative Details

Proposal Name: The Lincoln Down Brook, Wentworth Street Cross Culvert Improvement Project

by Agency: Mayor's Office, Town of North Providence

Locations: RI

POC Name:

POC Phone:

POC Email:

Date Submitted: 08/27/2019

Confirmation Number: 7511cb28-c5b0-4903-b10b-672f4dfdb579

Supporting Documents

File Name	Date Uploaded
Army Corps of Engineers Letter of Support.pdf	08/27/2019
Wentworth St Drainage Improvements Cost Est 2019 (1).pdf	08/27/2019
Wentworth Ave Flood Improvement Project Narrative 2019.pdf	08/27/2019
Wentworth St Cross Cul Prel Plan SET 3-6 of 8 5-11-17 (2).pdf	08/27/2019

2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

Sponsor	Letter of Support
Town of North Providence, Mayor Charles A. Lombardi(Primary)	The Town of North Providence agrees to partner with the U.S. Army Corps of Engineers and fund 35% of the required cost sharing match of non-federal funds.

3. State if this proposal is for new feasibility study authority, a modification to an existing feasibility study authority, a modification to an existing USACE project authority, or a modification to an existing USACE Environmental Infrastructure Program authority. If it is a proposal for a modification to an existing study, project or program authority, provide the authorized water resources development feasibility study or project name.

New Feasibility Study Authority

4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

The Town of North Providence has embarked on an infrastructure project to eliminate chronic flooding along the Lincoln Downs Brook. The Brook is located in the northeastern portion of the Town which originates in the Town of Lincoln, to the north of Twin Rivers Casino, and runs south and eventually to the confluence of the West River. The Brook works its way through a densely populated area, that is mixed-use residential and commercial, of the Town and under several main roadways. History, current events reveal flooding occurs during high frequency storm events. These conditions were evident during a December 11, 2008 storm event which had an intensity of 3.75 inches over 24-hour duration, slightly greater than a 2-year storm event. The flooding caused extensive property damage, the cluster of micro-businesses were forced to close, children could not travel to school, adults to work and negatively impacted emergency services. This condition has persisted for over 40 years. The aforementioned project would be for a proposed study. It is directly related to the U.S. Army Corp of Engineers mission and under the authority of Section 206, Flood Control Act the Corps objectives is to foster a public understanding of the options for dealing with flood hazards and promote prudent use and management of the nation's flood plains.

5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

	Federal	Non-Federal	Total
Study	\$325,000	\$113,750	\$438,750
Construction	\$0	\$0	\$0

Explanation (if necessary)

RI DEM previously award the Town \$249,356 under Storm Water Pollution Control and Flood Prevention Mitigation. There is a budget gap we are respectfully asking for \$325,000. Total cost \$575,282. See attached budget.

6. To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.

Lincoln Downs Brook exhibits chronic flooding with high frequency storms of 1” and 2” these storms overtop in a very active mixed-use neighborhood, that is residential and commercial. It results in road closures along Mineral Spring Avenue and the cluster of small businesses are forced to close, residents cannot travel to work, children to school and emergency vehicles are denied access. The Town has the fourth largest senior citizen population in the State. This intervention by the Corp of Engineers would improve the quality of life and public safety of residents and businesses, protect human life and personal property, be a great improvement in infrastructure, improve a flooded commercial district and improve the environment and quality of life in the neighborhood. A boy lost his bicycle last fall in the flood on Wentworth Street.

7. Does local support exist? If 'Yes', describe the local support for the proposal.

Yes

Local Support Description

The aforementioned project is supported by the Mayor of North Providence, The Senate President Don Ruggiero and the RI DEM.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

Yes

Primary Sponsor Letter of Support

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Army Corps of Engineers Letter of Support.pdf



**TOWN OF
CUMBERLAND**

Office of Mayor Jeffrey J. Mutter,
Linda Teel, Chief of Staff,
Sarah King, Administrative Assistant

August 26, 2019

U.S. Army Corps of Engineers
Assistant Secretary Rickey James
441 G Street NW
Washington, DC 20314-1000

Dear Assistant Secretary James:

Respectfully I submit this letter of support, on behalf of the Town of Cumberland, to the Corps of Engineers to determine and evaluate if the restoration of Diamond Hill Pond meets Federal participation. Cumberland acquired Diamond Hill Town Park, from RI DEM, July 1998. It is a treasured resource offering over 373 acres of open space and conservation land to the general public for expanded recreational use. It also boasts the Warner Trail, an Appalachian Mountain Club 30-mile gem that runs between Diamond Hill and Sharon, MA. From the hill's scenic summit, the trails provide a view of the Boston skyline and Mount Wachusett.

The Town has invested in a master plan to transform Diamond Hill that includes: a new ski lodge and community space; Decksides a wrap-around sunrise porch and deck that faces picturesque Diamond Hill; new gravel parking lot and two entranceways to improve traffic flow, install storm water run-off system where none currently exists to protect groundwater, new septic system, new public restrooms and a multi-use gathering lawn with an amphitheater for performing art events.

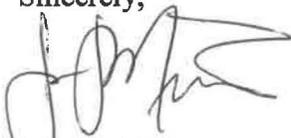
Diamond Hill is a recreational asset not only to residents but all Rhode Islanders and residents living in the Blackstone Valley Corridor. The Town is seeking funding to restore the manmade pond that has turned into a marshland, lacks stream flow and destroys the natural habitat and replaces it with foul-smelling sediment. The Town, in partnership with RI DEM wetland specialists have created a plan to maintain the pond in its current size and shape and protect the habitat year-round. Diamond Hill Pond is home to native turtles and frogs, assorted fresh-water fish, beavers, foxes and other mammals. Also home to rare insects and plants such as the Red Bellied Tiger Beetle, The Dusted Skipper, Ditch-Stone Crop and Blue Cohosh. The solution is to rebuild the two water control structures and allow the stream to flow through the pond to maintain a healthy living pond environment. Our plan will restore the marshland into a reflection pond with irrigation fountains, benches and new landscaping.

Prior Administrations wanted to fill in the pond, at a cost of \$1M, which would devastate our residents, wildlife, rare insects and plants.

RI DEM has awarded the Town \$600,000 to redevelop Diamond Hill, the Town is using a one-time solar payment of \$500,000 to improve restrooms, parking, groundwater run-off. The Town is seeking \$390,000 for the restoration of the Pond, to preserve it and maintain it as a Reflection Pond, and agrees to the cost sharing match of 35% of non-federal funds.

I very much appreciate your consideration of this very important project and priority for the Town of Cumberland. If I can be of further assistance, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey J. Mutter', with a stylized flourish at the end.

Jeffrey J. Mutter
Mayor

Map Document

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Wentworth St Drainage Improvements Cost Est 2019 (1).pdf

**Wentworth St. Cross Culvert Improvement Project
Wentworth Street
North Providence, RI**

Opinion of Probable Construction Costs

	Item Description	Quantity	UM	Cost	Total
<u>SITE PREPARATION ITEMS</u>					
	TRENCH EXCAVATION	600	CY	\$25.00	\$15,000.00
	TRENCH ROCK EXCAVATION	20	CY	\$185.00	\$3,700.00
	REMOVE AND DISPOSE FLEXABLE OR RIDGE PAVE	450	SY	\$7.00	\$3,150.00
	TRIMMING AND FINE GRADING	450	SY	\$5.00	\$2,250.00
	SILT FENCE/BALED HAY EROSION CHECKS	300	LF	\$2.50	\$750.00
<u>ROADWAY ITEMS</u>					
	BITUMINOUS BASE COURSE	65	TON	\$125.00	\$8,125.00
	BITUMINOUS SURFACE COURSE	65	TON	\$125.00	\$8,125.00
	GRAVEL BORROW SUBBASE COURSE	175	CY	\$35.00	\$6,125.00
	FULL DEPTH SAWCUT OF BITUMINOUS PAVEMENT	100	LF	\$2.00	\$200.00
<u>DRAINAGE ITEMS</u>					
	12 INCH ADS PIPE	100	LF	\$35.00	\$3,500.00
	12' x 4' CEM. CONC. BOX CULVERT	54	LF	\$1,550.00	\$83,700.00
	CATCH BASIN (RI STD 4.5.0)	6	EACH	\$3,500.00	\$21,000.00
	DRAINAGE MANHOLE (RI STD 4.2.0)	4	EACH	\$5,500.00	\$22,000.00
	FRAME AND GRATE	6	EACH	\$575.00	\$3,450.00
	FRAME AND COVER	4	EACH	\$650.00	\$2,600.00
	CAST-IN-PLACE WING WALLS	4	EACH	\$10,500.00	\$42,000.00
	REMOVE AND DISPOSE DRAIN PIPE	120	LF	\$40.00	\$4,800.00
<u>SEWER ITEMS</u>					
	SEWER LINE 8" PVC	160	LF	\$250.00	\$40,000.00
	SEWER CONNECTION TO MAIN LINE	2	EACH	\$4,500.00	\$9,000.00
	SYPHON MANHOLES	2	EACH	\$16,500.00	\$33,000.00
	4" AIR LINES	80	LF	\$85.00	\$6,800.00
<u>WATER ITEMS</u>					
	8" DICL CLASS 52 WATER MAIN	58	LF	\$125.00	\$7,250.00
	WATER TESTING AND STERILIZATION	1	EACH	\$4,500.00	\$4,500.00
	8" INSERTION VALVES	2	EACH	\$16,500.00	\$33,000.00
	REMOVE AND DISPOSE WATER MAIN	60	LF	\$40.00	\$2,400.00
<u>MISC ITEMS</u>					
	LOAM BORROW 6" DEEP	600	SY	\$3.50	\$2,100.00
	RESIDENTIAL SEEDING (TYPE 2)	600	SY	\$1.50	\$900.00
	GUARDRAIL	120	LF	\$105.00	\$12,600.00
	REMOVE AND RELOCATE GAS MAIN	1	EACH	\$45,000.00	\$45,000.00
	TEST PIT	10	EACH	\$500.00	\$5,000.00
	LANDSCAPE MITIGATION ALONG HOMES	1	EACH	\$10,500.00	\$10,500.00
	SUBTOTAL				\$442,525.00
	MOBILIZATION (10%)				\$44,252.50
	ENGINEERING & CONTINGENCIES (20%)				\$88,505.00
	TOTAL				\$575,282.50

Notes:
1. All dollars are July, 2019

Additional Proposal Information

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Wentworth Ave Flood Improvement Project Narrative 2019.pdf

Project Narrative

For The

***US ARMY CORPS OF ENGINEERS NEW ENGLAND
DISTRICT PROJECT OPPORTUNITIES REQUEST***

**Continued Floodway Improvements to
The Lincoln Down Brook**

Wentworth Street Cross Culvert Improvement Project

North Providence, Rhode Island

Prepared for:

Town of North Providence
2000 Smith Street
North Providence, RI 02911



D'Amico Engineering Technology, Inc.

2080 Mineral Spring Ave.
North Providence, RI 02904
Phone: 401-622-1470
Fax: 401-353-1190
www.dengineeringtec.com

August 14, 2019

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APPENDIX A *Supporting Documentation*

- Existing Conditions Photos
- Opinion of Probable Construction Costs
- Letters of Support
- Preliminary Proposed Construction Plans

1. INTRODUCTION AND BACKGROUND

The Town of North Providence (Town) has embarked on an infrastructure project to eliminate chronic flooding along the Lincoln Downs Brook. The brook is located in the northeastern portion of the Town which originates in the Town of Lincoln to the north at the Twin Rivers Casino and runs to the south and eventually to the confluence of the West River. The brook works its way through a densely populated area of the Town and under several main roadways. History, current events and calculations reveal flooding occurs during high frequency storm events (i.e. 2-year storm, 50% chance of occurring during any given year). These conditions were evident during a December 11, 2008 storm event which had an intensity of 3.75 inches over 24-hour duration, slightly greater than a 2-year storm event. This flooding caused extensive property damage, reduced businesses ability to conduct commerce, disrupted area traffic flow and negatively impacted emergency services. This condition has persisted for over 40 years according to local leaders, DPW employees and residence in the area that have been interviewed.

A section of the Lincoln Downs Brook project to reduce impacts to the floodway has been completed to date under an Environmental Protection Agency (EPA) grant. The results of the improvement work at the Evergreen Parkway section have been significant. This can be attributed to the fact that in the catastrophic 'RI Flood' of March 2010, this section of the brook did not flood the surrounding properties while the rest of the State suffered major flood damage. This proposal continues this effort to reduce flooding in this corridor.

2. EXISTING CONDITIONS

The Town has conducted a study of the flooding effects along the Lincoln Downs Brook (LDB) within its corporate limits. This analysis utilized the best available information from FEMA, along with field observations and measurements to model the hydrological and hydraulic characteristics of the LDB from north of the Louisquessett Golf Course to the confluence of the West River. The LDB includes six antiquated and undersized cross culverts downstream of the Louisquessett Golf Course area. A majority of these culverts experience inlet control or act as a restriction during high frequency storm events. This conditions coupled by the existing topography and age of the system results in storm water elevations beyond the capacity of the cross culverts and the channel bank boundaries. Based on this evidence the floodway area encroaches onto public and private property beyond that designated by the Federal Emergency Management Agency (FEMA) 100-year flood plain in higher frequency storms.

The study conducted of the LDB identified the critical cross culverts that require immediate reconstruction at Evergreen Parkway/Benjamin Drive and Wentworth Street. As mentioned above the Benjamin Drive cross culvert has been successfully reconstructed under the EPA grant and has worked as designed since its completion in 2009. Another critical cross culvert that severely restricts stormwater flow and thus floods public and private property is the Wentworth Street cross culvert.

The Lincoln Down Brook crosses Wentworth Ave. at a low point between Lexington Ave. and Alexander Street (see Figure 1). The existing cross culvert consists of a 36" dia. reinforced

concrete pipe (RCP) along with 2 – 12” RCP that flank the 36” RCP on the north and south side. It is estimated that the 12” RCP’s are the original cross culverts and the 36” was constructed at a later date. The utilities in Wentworth Ave. consist of an 8” water and gas main along with a 12” clay sewer main. All the utilities appear to have been constructed before the placement of the 36” RCP because they are located over the RCP which includes the 12” sewer. With this configuration of placing the 36” RCP under the sewer and water mains, it places the inlet and outlet of the culvert below the brook’s bed. In that configuration, the cross culvert acts as an inverted siphon which prohibits stormwater flow and passage of wildlife. Observations of this cross culvert during storm events shows evidence that the configuration limits the actual use of the pipe. During high frequency storm events the brook’s flow overtops the roadway and causes erosion of soil on the downstream side on regular bases.

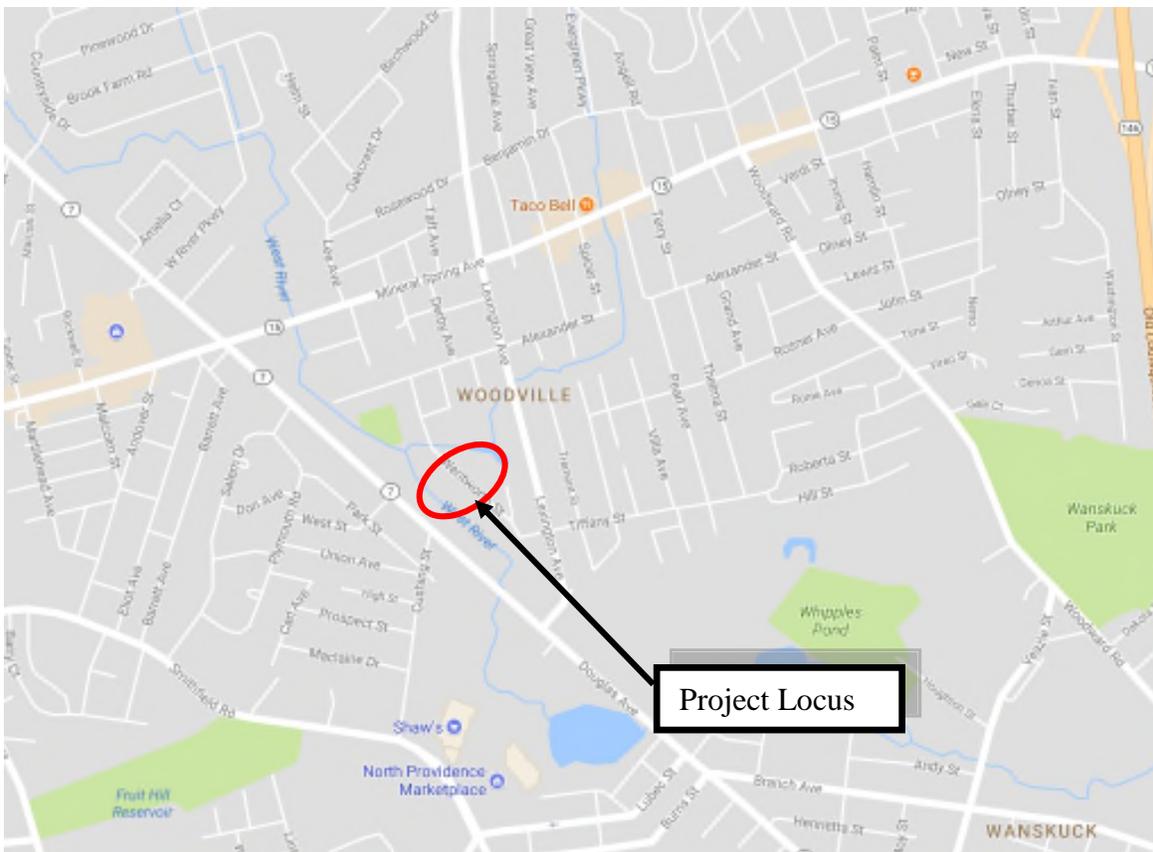


Figure 1 – Site Locus Map

3. PROPOSED CONDITIONS/IMPROVEMENTS

The project’s proposed conditions will consist of removal and disposal of the existing cross culverts in Wentworth Ave. and replace them with a new 12’ x 4’ cement concrete precast box culvert. The new cross culvert will include concrete wing walls on the inlet and outlet side, rip rap pads, along with guardrail along the top of the roadway to avoid the drop off that exists

today. In order to place the new cross culvert across the roadway all existing utilities within Wentworth Street will need to be relocated vertically to avoid conflict. Relocating the water and gas mains vertically will be conducted in a standard method and is not seen as a challenge. Relocating the 12" sewer main, which is unusually shallow, will be a challenge cost and long term maintenance wise, but can be accomplished with the use of an inverted siphon.

Upon relocation of the utilities vertically, the new cross culvert can be placed in position without conflict and will now match the existing brook bed on both the inlet and outlet sides. Backfill will be placed to roadway grade and new roadway surface will be constructed. The new culvert will have the capacity to pass a 50-year storm event as to follow general cross culvert standards.

4. PROJECT ADMINISTRATION AND RESOURCES

The project will be administered by the Town of North Providence's Technical Staff. The Town's Special Projects Coordinator will be the Project's Lead Administrator with support from the Director of Public Works Director. All Town Staff will have input supervision and coordination during the planning, design and construction phases of the projects. The Town has hired a professional registered engineer to develop the study, prepare the design drawings and specifications, permit and provide construction services during the life of the projects.

It is anticipated that the Rhode Island Department of Environmental Management (RIDEM) will provide the required freshwater wetlands permits for work described herewith. If the funding so allows, a permit for continue restoration of the brook bed will be requested to remove all the sediment that has built up over years of neglect.

The construction activities of the project will be performed by a private contractor selected via the Town's procurement process and are intended to utilize the funded resources. Town's construction forces will be utilized to prep the construction sites for access, provide maintenance and protection of traffic, coordinate with the Town's Emergency Departments, construct elements of the work beyond the scope of the private contractors contract and finalize the roadway elements (signing and striping) for resumption of traffic. All Town forces would help assist the Town to meet the required funding match.

Long term maintenance of the cross culvert will be conducted by the Town's Department of Public Works. The Town in the past years has implemented a GIS program that identifies all the Town's infrastructure assets and cross culverts will be a part of the system. This new cross culvert will be listed and an inspection and maintenance schedule will be developed for use.

5. EXPECTED ENVIRONMENTAL BENEFITS AND RESULTS

The proposed project will be designed in accordance to the State of Rhode Island Storm Water Design Manual as adopted by the Rhode Island Department of Environmental Management (RIDEM) in Dec. 2010. Soil Erosion and Sedimentation control devices have been proposed during construction operations to protect the brook from downstream siltation. The proposed design will reduce the potential for surface water to overtop the Lincoln Downs Brook within the floodway area particularly during higher frequency storm events. The proposed construction

activities will replace the antiquated and undersized cross culverts along the brook and provide additional storage with the clearing and grubbing of the upstream areas that have overgrown and cause brook restrictions and dams.

Wetland impact avoidance and minimization has been and will be considered throughout the planning and design process in accordance with the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetland Acts, Rule 9.00 and as outlined in Section 9.02 D(1) & (2) of the Regulations.

5.1 Impact Avoidance

- a) Proposed construction activities are water dependent and do require access to freshwater wetlands (brook) as a central element of its primary purpose. The proposed construction activities are solely within the LDB and its associated storage area(s) and cross culvert system.
- b) There are no other areas within the brook's route or other properties owned by the Town that could be used to achieve the same project purpose. The project is limited to the replacement of existing drainage infrastructure (cross culvert) that directs the LDB.
- c) There are currently no other properties reasonably available to the Town that could be used to achieve the same project purpose that would not involve wetland alterations.
- d) The proposed layout is the minimum design possible that will provide the desired and much needed flooding relief. There are no other effective layouts, technologies or alternative designs known that could be used to avoid freshwater wetlands or impacts on the functions and values on the subject property.
- e) The proposed project will be mainly within the LDB channel banks. Site observations during recent storm events revealed the urgent need to provide maintenance for the subject channel. The proposed modifications will provided additional storage within the brook's channel and reduce the amount of flooding particularly during frequent storm events.
- f) There are no other alternatives that would result in less impact to wetland features while still obtaining project goals.

5.2 Impact Minimization

- a) The proposed project has been minimized to the maximum extent possible to avoid impacts to the LDB while still addressing the needs of the Town and the surrounding property owners.
- b) Based on the existing conditions, there is no alternative location available which could be used to achieve the same primary project purpose while resulting in less impact.

- c) There are no other alternative designs, layouts, or technologies that are feasible, and which would result in less impact to the wetland and still achieve the project purpose.

Soil Erosion and Sedimentation Control Practices will be employed to avoid and minimize impacts to adjacent wetland resources. Detailed notes will be included in the plans to ensure effective implementation of erosion and sedimentation controls. The soil erosion and sedimentation control measures will be installed prior to the initiation of construction activities and maintained throughout construction. Silt fence and haybales are proposed between the flagged wetland edge and the limits of disturbance. Once established, these measures will be monitored daily until construction activities are complete. The limit of disturbance line will serve as the strict limits of disturbance for the project within or adjacent to regulated freshwater wetland areas. No alterations, including vegetative clearing or surface disturbance, will occur beyond this limit of disturbance line. The limits of clearing, grading, and disturbance will be kept to a minimum within the proposed area of construction. All areas outside of these limits, as depicted on the project site plans, will be totally undisturbed, to remain in a completely natural condition.

All referenced soil erosion and sedimentation controls including materials used and the installation procedures will be performed per the “Rhode Island Erosion and Sedimentation Handbook”, Issued 1989 (revised 2014).

- d) The reduction in the scale or the relocation of the proposed project improvements to minimize the impact to the wetland will not result in adverse consequences to public health, safety or the environment.
- e) The project as proposed will benefit the public health, safety and welfare by reducing chronic floods along the LDB route.

6. CONCLUSION

The proposed infrastructure improvement to the LDB’s Wentworth Street cross culvert have been sized to handle a 50-year storm event which has a 2-percent chance of occurring during any given year and is the standard design criteria for drainage structures of this type. These modifications will reduce flooding impacts for high frequency storm events as well as reduce the impacts incurred during low frequency storms. As a result of the infrastructure improvements the damages to public and private property as well as to the public safety will be significantly reduced from the current conditions.

If funded, final design will proceed on the cross culvert in the fall of 2017 with an anticipated RIDEM permit approval by the end of 2017. Construction procurement would end in the spring of 2018 with construction beginning in the summer of 2018 to coincide with the dry season.

APPENDIX A



Existing Cross Culvert Inlet Area



Existing Cross Culvert Outlet Area – Recent repairs after 2-year frequency storm event

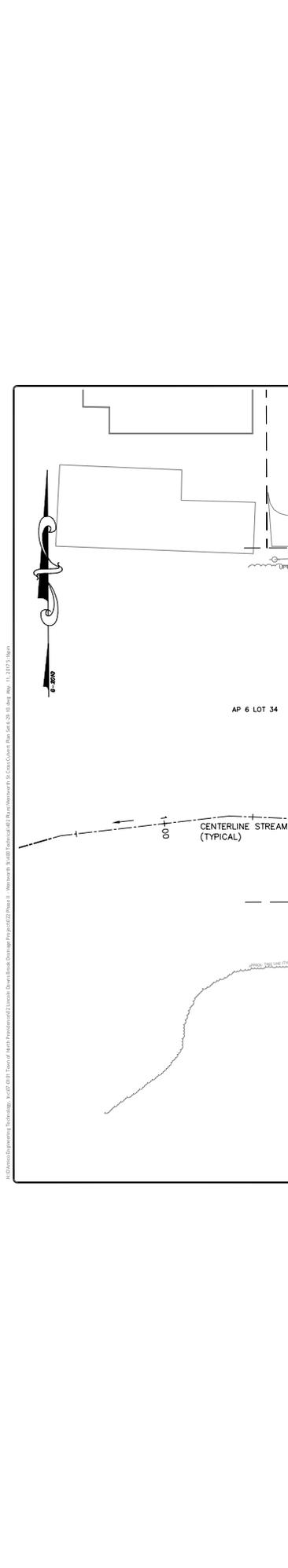


Existing Cross Culvert Inlet Area – Backup of Brook flow from restrictions one (1) day after high frequency storm event

Additional Proposal Information

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Wentworth St Cross Cul Prel Plan SET 3-6 of 8 5-11-17 (2).pdf



1 STORY WOOD/CONC HOUSE
AP 6 LOT 39

2 STORY WOOD/VINYL APARTMENT BLDG
AP 6 LOT 8

2 STORY WOOD/VINYL HOUSE
AP 6 LOT 17

AP 6 LOT 34

AP 6 LOT 31

AP 6 LOT 12

AP 6 LOT 15

WENTWORTH ST.
(PUBLIC - 40' +/- WIDE)

200' RIVERBANK WETLAND

50' PERIMETER WETLAND

30" COTTONWOOD

24" BIRCH

CENTERLINE STREAM (TYPICAL)

BITUMINOUS DRIVE

GRAVEL DRIVE

CONC WALK

BITUMINOUS PARKING LOT

CONC PAD

NEW 12' X 4' CONC. PRECAST BOX CULVERT

BM N.E. CORNER OF CONC PAD
NAVD 88
EL. -97.41 FT

SCALE (FEET)
1" = 40'

REVISIONS:
NO. DATE DESCRIPTION

DESIGNED BY: DMD
DRAWN BY: DMD
CHECKED BY: DMD
DATE: 05/10/11
PROJECT NO: 03-0011-03

PRELIMINARY, NOT FOR CONSTRUCTION

CROSS CULVERT GENERAL PLAN

SHEET 4 OF 8

Detec.
DAMICO ENGINEERING TECHNOLOGY, INC.
2000 Mainville Road, North Providence, RI 02901
(401) 251-1111

