

January 20, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION
RHODE ISLAND CONTRACT NO.2011-CT-087
FEDERAL-AID PROJECT NO. FAP Nos: NHSG-4444(081)

2012-2013 Statewide Pavement Striping – Central

All highways under the jurisdiction of the RIDOT in each of the following municipalities: Coventry, Cranston, East Greenwich, Foster, Johnston, North Kingstown, Scituate, West Greenwich, West Warwick, Warwick.

CITY/TOWN OF Coventry, Cranston, East Greenwich, Foster, Johnston, Scituate, Warwick, West Greenwich,
West Warwick

COUNTY OF KENT, PROVIDENCE

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 5 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. General Provisions - Contract Specific

1. Page CS-i

Delete Page CS-i in its entirety and replace with Page CS-i(R-1) attached to this Addendum No.5. Paragraph No. 3 has been removed.

2. Page CS-1

Delete Page CS-1 in its entirety and replace with Page CS-1(R-1) attached to this Addendum No. 5. Add in paragraph 2 "Sweepers shall be used in lieu of broom trucks to clean road surface". "Subsection 102.03" has been changed to "Subsection 12.102.03".

3. Page CS-2

Delete Page CS-2 (Special Notice to Contractor) in its entirety and replace with Page CS-2(R-1) attached to this Addendum No. 5. Paragraph Nos. 1 and 4 have been revised. Paragraph No. 3 "PERMISSIBLE WORKING HOURS" has been deleted.

4. Page CS-3

Delete Page CS-3 in its entirety and replace with Page CS-3(R-1) attached to this Addendum No. 5. Paragraph No. 3 "PERMISSIBLE WORKING HOURS" has been deleted.

5. Page CS-4

Delete Page CS-4 in its entirety and replace with Page CS-4(R-1) attached to this Addendum No. 5. Continuation from Paragraph No. 3 “PERMISSIBLE WORKING HOURS” has been deleted. The last paragraph of “COMPLETION OF WORK ON EACH ROADWAY” has been deleted.

6. Page CS-5

Delete Page CS-5 in its entirety and replace with Page CS-5(R-1) attached to this Addendum No. 5. Continuation from Paragraph No. 5 “COMPLETION OF WORK ON EACH ROADWAY” has been deleted. Paragraph No. 7 “SUBMISSION OF DETAILED STRIPING SCHEDULE” has been revised. Paragraph No. 8 “MILESTONE AND COMPLETION DATES” has been revised.

7. Page CS-6

Delete Page CS-6 in its entirety and replace with Page CS-6(R-1) attached to this Addendum No. 5. A new paragraph has been added after the “RETROREFLECTION VALUES” section in paragraph 9.

8. Page CS-7

Delete Page CS-7 (Police Compensation) in its entirety and replace with Page CS-7(R-1) attached to this Addendum No. 5. The word “RIDOT” has been corrected and the shutdown periods have been adjusted in Paragraph No. 12.

9. Pages CS-9 through CS-14

Delete Pages CS-9 through 14 in their entirety and replace with Page CS-9(R-1), CS-10(R-1), CS-11(R-1), CS-12(R-1), CS-13(R-1), CS-14(R-1), and CS-14A attached to this Addendum No. 5. Revisions have been made to roadways, limits, towns, items, and quantities.

B. Attachments to the CS Pages

1. Typical Detail - Pavement Markings

A Roundabout Striping Detail has been added.

2. Typical Detail – Temporary Traffic Control

Three new plans for testing pavement markings have been added.

3. Transportation Management Plan

Delete the TMP in its entirety and replace with TMP (R-1) attached to this Addendum No. 5. The TMP has been revised and signed. The attached General Restrictions section “MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC” has been modified.

C. Specifications - Job Specific

1. Page JS-i

Delete Page JS-i in its entirety and replace with Page JS-i(R-1) attached to this Addendum No. 5. Item code T20.9917 EPOXY RESIN PAVEMENT MARKINGS – RAILROAD CROSSING has been added.

2. Page JS-1

Delete Page JS-1 in its entirety and replace with Page JS-1(R-1) attached to this Addendum No. 5. Phase completion dates have been revised and Liquidation Damage fees added to Phase 1 and Phase 3.

3. Pages JS-6 through JS-13

Delete Pages JS-6 through JS-13 in their entirety and replace with Pages JS-6(R-1) through JS-13(R-1) attached to this Addendum No. 5.

The following specific revisions have been made:

Page JS-6(R-1): T20.9917 has been added to the title heading. T.20.03.06 d.1. Grinding has been revised. "All pavement markings removed must be replaced within 3 calendar days and/or before the end of the working week. No roads are to be left without striping over a weekend". The "Establishment of Measurement Lots" has been revised to include "The contractor shall perform QC testing as follows on all materials characteristics listed in the Master Schedule for Project Testing" has been added to the paragraph.

Page JS-8(R-1): . The "Dimensions" paragraph has been moved to JS-9(R-1). Under the Pavement Marking Inspection and Frequency section, a new paragraph for Quality Assurance Testing has been added.

Page JS-9(R-1): The "Pavement Marking Performance Requirements" section has been revised.

Page JS-13(R-1): "Mil thickness" has been added to the "Submission of Certifications" section. A new paragraph under the "Basis of Payment" section has been added.

4. Page JS-14

Delete Page JS-14 in its entirety and replace with Page JS-14(R-1) attached to this Addendum No. 5. The Code number has been revised.

5. Page JS-16

Delete Page JS-16 in its entirety and replace with Page JS-16(R-1) attached to this Addendum No. 5. The date in which direction may be given to proceed with "as needed work" has been changed to November 30, 2013.

6. Page JS-18

Delete Page JS-18 in its entirety and replace with Page JS-18(R-1) attached to this Addendum No. 5. The following paragraph has been added: "Markings not replaced within 3 calendar days of removal of before the end of the work week will be considered a violation of 937.1000 Maintenance and Protection of Traffic Protection Devices".

D. Distribution of Quantities

1. DOQ Index:1(R-1)

Delete Page Index 1(R-1) in its entirety and replace with Page Index 1(R-2) attached to this Addendum No. 5.

2. DOQ Page 1 of 4(R-1)

Delete Page 1 of 4(R-1) in its entirety and replace with Page 1 of 4(R-2) and 1a of 4 attached to this Addendum No. 5.

914.5010 – Flagperson Quantity Updated to “2500.00”

914.5020 – Flagperson – Overtime Quantity Updated to “1250.00”

928.9901 – Traffic Control Truck with Truck Mounted Attenuator and Changeable Message Sign Quantity Updated to “900.00”

3. DOQ Page 2 of 4

Delete Page 2 of 4 in its entirety and replace with Page 2 of 4(R-1) attached to this Addendum No. 5.

T20.2020 – Epoxy Resin Pavement Marking Arrow – Straight, Left, Arrow, Right, or Combined Quantity Updated to “1448.00

T20.2022 – Epoxy Resin Pavement Marking Word “ONLY” Quantity Updated to “756.00”

4. DOQ Page 4 of 4(R-1)

Delete Page 4 of 4(R-1) in its entirety and replace with Page 4 of 4(R-2) attached to this Addendum No. 5.

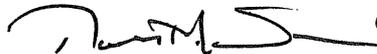
T20.9916– Pavement Marking Line Thickness Monitor Quest Item Deleted

T20.9917– Epoxy Resin Pavement Marking – Railroad Crossing Quest Item Added. Quantity of “4.00”

E. Clarification

1. Retro-Reflectivity Testing (Inspections)

The times listed in the Transportation Management Plane (TMP) shall be adhered to for the inspection of pavement markings on all roadways.



 RI Department of Transportation
Chief Engineer

INDEX

GENERAL PROVISIONS - CONTRACT SPECIFIC

<u>PARAGRAPH</u>	<u>TITLE</u>	<u>PAGE</u>
1.	BRIEF SCOPE OF WORK	CS-1
2.	SPECIAL NOTICES TO CONTRACTOR	CS-1
3.	BLANK	CS-2
4.	AS NEEDED WORK	CS-4
5.	COMPLETION OF WORK ON EACH ROADWAY	CS-4
6.	STRIPING QUANTITY VERIFICATION FORM	CS-5
7.	SUBMISSION OF DETAILED STRIPING SCHEDULE	CS-5
8.	MILESTONE AND COMPLETION DATES	CS-5
9.	RETROREFLECTION VALUES	CS-6
10.	TRANSPORTATION MANAGEMENT PLAN	CS-6
11.	CROSSWALK CROSSHATCHING	CS-6
12.	YIELD LINE INSTALLATION	CS-7
13.	POLICE COMPENSATION	CS-7
14.	LIMITATIONS ON CLEANING AND SWEEPING OF PAVEMENT	CS-7
15.	REMOVAL OF PAVEMENT MARKINGS	CS-8
16.	REPLACEMENT OF 8-INCH CHANNELIZING AND NEUTRAL AREA MARKINGS WITH 12-INCH MARKINGS	CS-8
17.	ENVIRONMENTAL PERMITS	CS-8
18.	LIMITS OF WORK & ESTIMATED QUANTITIES	CS-9
19.	SUBCONTRACTING	CS-15
	STRIPING QUANTITY VERIFICATION FORM	
	TYPICAL DETAILS –TEMPORARY TRAFFIC CONTROL	
	TYPICAL DETAILS –PAVEMENT MARKINGS	

1. BRIEF SCOPE OF WORK

The work in this Contract includes the installation of new edge line, skip line, gore area, arrow, word, stop line, yield line, crosswalk, and other pavement markings at the same locations of existing markings (hereafter referred to as “replacement” work) and the installation and removal of pavement markings at other locations to be determined by the Department after Contract award (hereafter referred to as “as needed” work), all in conformance with the latest Manual on Uniform Traffic Control Devices and its latest revisions. Also included in this Contract is temporary traffic control on all roadways in conjunction with the striping work, removal of all types of pavement markings, and other incidentals necessary to complete the work in accordance with Contract requirements.

2. SPECIAL NOTICES TO CONTRACTOR

The Contractor is required to install, maintain, and ultimately remove temporary traffic control devices at each work location. All traffic control devices, setups, and activities shall conform to the latest Edition of the Manual on Uniform Traffic Control Devices and the Typical Details – Temporary Traffic Control plans included in the Contract Documents. The minimum size of Changeable Message Signs mounted on shadow and advance warning vehicles shall be 4 feet by 8 feet.

The Contractor’s shadow and advance warning vehicles as shown on the Typical Details – Temporary Traffic Control plans shall include a truck mounted changeable message sign that is capable of displaying either a word message or a flashing arrow display. Vehicles with TMAs shall be used as part of the temporary traffic control set up during all long line installation operations unless permission to complete such work without the trucks is granted by the Engineer.

All handwork (installation/removal of crosswalks, words, symbols, etc.) at any one location (e.g., one approach to an intersection) shall be completed during one operation or work shift.

Broom trucks shall not be used to clean the road surface prior to the application of pavement markings. **Sweepers shall be used in lieu of broom trucks to clean road surface.**

When installing a broken lane line, traffic cones shall be positioned on the line at a spacing of no greater than every other skip line segment in an effort to discourage road users from crossing the lane line before the markings have thoroughly set.

The quantities listed in Paragraph 18 – Limits of Work & Estimated Quantities provide a reasonable estimate of the actual quantities of replacement work to be completed by the Contractor under this Contract. However, the Department reserves the right to decrease and/or increase the quantities at any time, all in accordance with Subsection **12.102.03** of the Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction, 2004 Edition.

The Contractor shall coordinate with the Engineer before beginning work on any roadway.

The Department reserves the right to schedule all work to its own priorities. In the event of a change in Departmental striping priorities, the Engineer will notify the Contractor (via electronic or written communication) of the desired work schedule. Upon receipt of notification from the Engineer of the desired work, the Contractor must respond to notice of work within twenty-four (24) hours unless permission to begin the work at a later time is granted by the Engineer. The holiday work schedule restrictions indicated in the Transportation Management Plan (TMP) will be taken into consideration.

The Engineer may inspect the Contractor's equipment and personnel prior to the award of this Contract.

The Contractor shall submit on the job material samples to the Department at the frequency specified by the Engineer.

The Contractor's attention is called to the milestone dates for the completion of all pavement marking replacement work included in this Contract, as specified in Paragraph 9 – Milestone and Completion Dates as well as JS-1(Code 12.108.1000).

The Contractor's pavement striping equipment shall include truck-mounted footage counters for each type of line applied and truck-mounted sensors for the determination of pavement surface and ambient air temperatures during marking application.

All markings installed by the Contractor that are determined by the Engineer to be defective and not in conformance with the Contract Specifications shall be repaired by the Contractor at no additional cost to the State. Repair methods shall be detailed and submitted for approval to the Engineer prior to corrective action. The Contractor shall begin repairs within one (1) week of being notified by the Engineer of the defective markings.

The Contractor's foreman/supervisor on site during pavement marking installation work shall be qualified by the epoxy resin pavement marking manufacturer to install the manufacturer's epoxy resin pavement markings. The Contractor shall submit a copy of the letter(s) from the manufacturer indicating such foreman/supervisor qualification to the Engineer for review and approval prior to the start of work.

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4. AS NEEDED WORK

During the duration of the Contract the Department will identify locations where as needed work (additional pavement marking installation and/or removal work separate from existing marking replacement work) is to be completed by the Contractor. Such locations will be limited to all State owned and/or maintained paved areas (including freeways and expressways) in any of the thirty-nine (39) cities and towns across the State.

The Engineer will submit to the Contractor one or more plans describing each location where the as needed work is to be completed. The amount and extent of the work shown on the plans may vary considerably depending upon the nature of the improvement, but in all cases will only include installation and/or removal of pavement markings that are in accordance with the standard marking types and designs illustrated in the Manual on Uniform Traffic Control Devices, latest Edition.

Direction to proceed with as needed work may be given by the Engineer at any time. It is to be expected that such direction will be given at random intervals throughout the Contract duration. Upon each directive to complete as needed work, the Contractor and the Engineer shall mutually agree to a date on or before which the work shall be completed. For details concerning payment of as needed work, see Job Specific Specification As Needed Striping Installation and Removal Work – Force Account.

Unless otherwise directed by the Engineer, the same permissible working hour and completion of work stipulations included elsewhere in these Contract Specific General Provisions shall apply for all as needed work.

5. COMPLETION OF WORK ON EACH ROADWAY

At the beginning of each workday, the Contractor shall contact the Engineer before starting work to inform him of the nature and location(s) of the work that will be performed on that day. If the Contractor must cancel or modify his scheduled work plan for any reason, he shall contact the Engineer a minimum of four (4) hours prior to the scheduled work start time so that the appropriate cancellations can be made by the State.

Once the Contractor has begun replacement work on any of the roadway sections listed in Paragraph 18 – Limits of Work & Estimated Quantities of these Contract Specific General Provisions, all replacement work on that roadway section shall be completed before beginning work on another roadway section, unless permission to deviate from this requirement is granted by the Engineer.

6. STRIPING QUANTITY VERIFICATION FORM

The Contractor shall fill out a Striping Quantity Verification Form during and/or at the end of each work shift and, at least once a week, submit to the Engineer for approval. The Contractor shall take care in ensuring that the forms are filled out completely and correctly for each section of roadway included in this Contract. A blank version of the form is provided on the following page. The Engineer will supply the Contractor with a copy of a blank form before the start of work activities.

Multiple forms should be used for any given work shift if the number of roadways where striping work is completed exceeds the number of roadways provided on one form. The Contractor shall not write in the spaces entitled "TOTALS" on the form.

The costs for making copies and for the filling out of the forms on this project will be paid for under the unit prices bid for all pavement marking items.

7. SUBMISSION OF DETAILED STRIPING SCHEDULE

The Contractor shall submit a schedule "Level C" in accordance with Standard Provision 12.108.03. The schedule shall conform to all requirements as stated in the contract documents.

8. MILESTONE AND COMPLETION DATES

The following milestone dates for the completion of replacement work have been established as part of this Contract:

- PHASE 1: All Phase 1 work shall be completed by September 30, 2012 for long line work only, and October 31, 2012 for all other work.
- PHASE 2: All Phase 2 work shall be completed by September 30, 2013 for long line work only, and SUBSTANTIAL completion date is October 31, 2013 for all remaining work. Failure to comply with these milestone dates will subject the Contractor to Liquidated Damages, in accordance with Section 108 of the Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction 2004 Edition, for each day after the milestone date has passed until the appropriate work has been completed.

9. RETROREFLECTION VALUES

A minimum retroreflection value of 350 mcd/lum/m² for white and 225 mcd/lum/m² for yellow for all installed epoxy resin pavement markings shall be required to receive compensation at 100% of the Contract unit price. The epoxy resin marking retroreflection values corresponding to compensation are as follows:

Retroreflection Values:

Minimum 350 / 225 (white / yellow)	-----100 % Contract unit price.
Minimum 330 / 205 (white / yellow)	----- 90 % Contract unit price.
Minimum 310 / 185 (white / yellow)	----- 80 % Contract unit price.
Minimum 300 / 175 (white / yellow)	----- 75 % Contract unit price.
Below 300 / 175 (white / yellow)	----- 0 % Contract unit price.

For the purpose of verifying reflectivity values for the above minimum pavement schedule, a CONTRACTOR QUALITY CONTROL TESTING RETROREFLECTIVITY PAVEMENT MARKINGS form shall be used and submitted to the resident engineer within thirty (30) days of the installation date for payment.

10. TRANSPORTATION MANAGEMENT PLAN

Included as an appendix to these Contract Specific General Provisions is the Transportation Management Plan (TMP) for this project. The TMP lays out the set of coordinated transportation management strategies that have been, are being, and/or will be used to manage the work zone safety and mobility impacts of this project. In the event of a discrepancy between information in the TMP and information elsewhere in the Contract Documents, the former shall govern.

The Contractor’s attention is called to the Compilation of Approved Specifications Supplement No. 8 for Part 100, General Requirements and Covenants, which describes the requirements for the Contractor’s designation of a TMP Implementation Manager for the project and the requirements for the training of all Contractor and Subcontractor personnel involved in the implementation of the TMP.

The Department’s latest Training Guidelines for Personnel Responsible for Work Zone Safety & Mobility are available at <http://www.dot.ri.gov/humanresources/index.asp> under the “Training” section.

11. CROSSWALK CROSSHATCHING

Crosswalk crosshatching (white diagonal lines installed between transverse crosswalk lines at a 45-degree angle to the line of the crosswalk) shall not be installed within a crosswalk across any approach to a traffic signal or any approach controlled by a STOP or YIELD sign. At each location where a crosswalk with crosshatching exists at such an intersection, the Contractor shall remove all crosswalk markings and install new transverse crosswalk lines only (the crosshatching shall not be replaced).

12. YIELD LINE INSTALLATION

The Contractor shall install white epoxy resin yield line pavement markings at each location where YIELD sign(s) are installed at intersections on each of the roadways listed in Paragraph 18. Limits of Work & Estimated Quantities. While the quantities and locations of some yield

lines are included in Paragraph 18 – Limits of Work & Estimated Quantities, there are other locations not listed in the tables where new yield lines must be installed for compliance with the above.

Where yield line pavement markings are not currently installed at the locations noted above, the Contractor shall install each new yield line in accordance with the following criteria:

- The installation of yield line markings shall be in accordance with the Manual on Uniform Traffic Control Devices, 2009 Edition, except that each of the individual yield line triangles installed at each yield line location shall have a base of 24” and a height of 36”, as shown in the Typical Details – Pavement Markings section of the Contract Documents.
- Where crosswalks are absent from a yield-controlled approach, yield lines should be placed at the location of the YIELD sign(s), but shall not be placed more than thirty (30) feet nor less than four (4) feet from the nearest edge of the intersecting traveled way.
- Where crosswalks are present on a yield-controlled approach, yield lines should be placed at the location of the YIELD sign(s), but shall not be placed more than thirty (30) feet from the nearest edge of the intersecting traveled way, nor less than four (4) feet in advance of the crosswalk (or the nearest edge of the intersecting traveled way).

13. POLICE COMPENSATION

It will be the responsibility of the **RIDOT** Engineer to retain the services of the State and/or local police with cruisers for traffic control and protection for this project. The Contractor will not be required to bid on, or compensate for, the services of the State and local police.

14. LIMITATIONS ON CLEANING AND SWEEPING OF PAVEMENT

The Contractor shall note that the Department is scheduled to conduct its own statewide pavement cleaning and sweeping operations on all State roadways following the winter shutdown periods in **2012** and **2013**.

An item for the cleaning and sweeping of pavement has been included in this Contract to account for the likelihood that some paved areas will need to be cleaned and swept by the Contractor before the start of striping operations. The Engineer will determine and verbally communicate to the Contractor which areas shall be cleaned and swept as part of this project. The Contractor shall only perform cleaning and sweeping operations on those paved areas identified by the Engineer.

15. REMOVAL OF PAVEMENT MARKINGS

Removal of existing pavement markings by grinding prior to the installation of new markings as part of replacement work operations is required on each of the roadway segments included

**LIMITS OF WORK & ESTIMATED QUANTITIES
2012 CENTRAL PHASE 1 (Page 1 of 3)**

18. Central

ROADWAY	LIMITS	MUNICIPALITY	LIMITS OF WORK & ESTIMATED QUANTITIES													
			4" White LF	4" Yellow LF	6" White LF	6" Yellow LF	12" White LF	12" Yellow LF	RI Std. 20 1.0 Arrows EACH	RI Std. 20 1.0 "ONLY" EACH	BIKE SYMBOL EACH	Yield Line EACH	"STOP" EACH	"AHEAD" EACH	DISABLED SYMBOL EACH	RAILROAD XING EACH
East St.	Mayfield Ave. to Pontiac Ave.	Cranston	0	4,986	4,986	0	387	0	0	0	0	0	0	0	0	0
Elmwood Ave.	Providence C/L to Warwick C/L	Cranston	0	10,810	13,600	0	2,190	0	0	0	0	0	0	0	0	0
Mayfield Ave.	East Ave. to Oaklawn Ave.	Cranston	0	5,286	5,286	0	69	0	0	0	0	0	0	0	0	0
Narragansett Blvd.	Providence C/L to Norwood Ave.	Cranston	0	5,000	5,000	0	9,979	0	4	4	10	0	0	0	0	0
Norwood Ave.	Broad St. to Narragansett Blvd	Cranston	0	4,100	4,100	0	1,254	0	0	0	0	0	0	0	0	0
Pontiac Ave.	Capuano Ave. to East Ave.	Cranston	0	17,636	20,498	363	1,703	0	5	4	0	2	0	0	0	0
Warwick Ave.	Broad St. to Warwick C/L	Cranston	0	8,000	8,000	0	1,730	0	0	0	0	0	0	0	0	0
Davisville Rd. (Route 403)	Route 4 to N. Kingstown T/L	E. Greenwich	0	4,600	4,600	0	0	0	3	0	0	0	0	0	0	0
Division Rd. (Route 401)	Route 2 to W. Greenwich T/L	E. Greenwich	0	29,736	29,736	0	152	0	0	0	0	0	0	0	0	0
Division St. (Route 401)	Route 2 to First Ave.	E. Greenwich	0	16,900	18,600	0	427	0	26	11	0	1	0	0	0	0
First Ave (Route 401)	Post Rd. to Division St.	E. Greenwich	0	9,002	9,002	0	1,439	0	1	1	0	0	0	0	0	0
Frenchtown Rd.	Route 2 to N. Kingstown T/L	E. Greenwich	0	10,532	13,068	0	1,625	0	19	12	0	0	0	0	0	0
Main St.	Forge Rd. to Division St.	E. Greenwich	0	6,000	7,800	0	4,162	0	8	6	0	0	0	0	0	0
Park & Ride	Routes 2 & 4	E. Greenwich	1,070	0	0	0	550	0	0	0	0	0	0	0	4	0
Post Rd. (Route 1)	Forge Rd. to N. Kingstown T/L	E. Greenwich	0	13,500	14,980	0	2,200	0	35	9	0	1	0	0	0	0
South County Trail (Route 2)	Warwick C/L to N. Kingstown T/L	E. Greenwich	0	51,750	44,555	0	3,000	520	50	26	0	0	0	0	0	0
Boston Neck Rd. (Route 1A)	Phillips St. to Narragansett T/L	N. Kingstown	0	49,600	52,800	0	1,926	0	19	12	0	0	0	0	0	0
Davisville Rd. (Route 403)	E. Greenwich T/L to School St.	N. Kingstown	0	8,905	8,905	0	919	0	0	0	0	0	0	0	0	0
Devil's Foot Rd. (Route 403)	School St. to Post Rd.	N. Kingstown	0	13,000	13,000	0	601	0	1	1	0	0	0	0	0	0
Frenchtown Rd.	Post Rd. to E. Greenwich T/L	N. Kingstown	0	8,380	10,350	0	560	0	20	13	0	3	0	0	0	0
Post Rd.	E. Greenwich T/L to Newcomb Rd.	N. Kingstown	0	34,812	44,500	0	2,500	0	80	20	0	2	0	0	0	0
Route 2 (Quaker Lane)	E. Greenwich T/L to Route 102	N. Kingstown	0	18,166	22,772	446	290	0	14	8	0	1	0	0	0	0
Route 2 (S. County Trail)	Ten Rod Rd. to Exeter T/L	N. Kingstown	0	9,600	16,000	0	88	0	0	0	0	0	0	0	0	0

2012 CENTRAL PHASE 1 (Page 2 of 3)

ROADWAY	LIMITS	MUNICIPALITY	4" White LF	4" Yellow LF	6" White LF	6" Yellow LF	12" White LF	12" Yellow LF	RI Std 20 1.0 Arrows EACH	RI Std 20 1.0 "ONLY" EACH	BIKE SYMBOL EACH	Yield Line EACH	"STOP" EACH	"AHEAD" EACH	DISABLED SYMBOL EACH	RAILROAD XING EACH
Tower Hill Rd.	Newcomb Rd. to Route 4	N. Kingstown	0	35,300	32,975	0	1,018	0	14	7	0	3	0	0	0	0
Division Rd.	E. Greenwich T/L to Nooseneck Hill Rd.	W. Greenwich	0	21,660	34,082	0	105	0	0	0	0	0	0	0	0	0
Escoheag Hill Rd.	Exeter T/L to Picnic Area Parking Lot	W. Greenwich	0	3,816	3,816	0	0	0	0	0	0	0	0	0	0	0
Hopkins Hill Rd.	Glech to Division Rd.	W. Greenwich	0	7,256	8,396	0	280	0	2	2	0	0	0	0	0	0
Lakeshore Drive	Lake Drive to Maccue Point Rd.	W. Greenwich	0	5,518	5,518	0	20	0	0	0	0	0	0	0	0	0
Nooseneck Hill Rd. (Route 3)	Coventry T/L to Exeter T/L	W. Greenwich	0	49,726	62,846	0	172	0	0	0	0	0	0	0	0	0
Park & Ride	New London Ave. & I-95, Exit 7	W. Greenwich	1,980	0	0	0	0	0	0	0	0	0	0	0	6	0
Town Hall Rd.	Loop at Route 3 Nooseneck Hill Rd.	W. Greenwich	0	2,134	2,134	0	10	0	0	0	0	0	0	0	0	0
Victory Hwy. (Route 102)	Coventry T/L to Exeter T/L	W. Greenwich	0	41,638	48,910	0	809	0	0	0	0	0	0	0	0	0
Weaver Hill/Big River Acc. Rd	Route 3 to End	W. Greenwich	0	9,612	9,612	0	12	0	0	0	0	0	0	0	0	0
Coweset Ave.	Quaker Lane to Tiogue Ave.	W. Warwick	0	13,800	13,800	0	708	0	9	6	0	0	0	0	0	0
East Main St.	Providence St. to Main St.	W. Warwick	0	3,880	3,880	0	1,200	0	4	4	0	4	0	0	0	0
Fairview Ave.	Coventry T/L to Main St.	W. Warwick	0	3,854	3,854	0	73	0	0	0	0	0	0	0	0	0
Legion Way	Roberts St. to Main St.	W. Warwick	0	2,000	2,500	0	254	0	6	2	0	1	0	0	0	0
Legris Ave. (Route 117)	Warwick C/L to Main St.	W. Warwick	0	11,200	11,200	0	772	352	17	12	0	0	0	0	0	0
Main St.	Providence St. to Washington St.	W. Warwick	0	2,200	2,700	0	1,927	44	11	2	0	0	0	0	0	0
Main St.	East Main St. to Providence St.	W. Warwick	0	6,417	6,667	0	2,946	0	9	3	0	0	0	0	0	0
Main St.	Route 3 to Washington St.	W. Warwick	0	14,860	16,260	0	5,000	0	13	8	0	0	0	0	0	0
Main St. (Route 115)	Coventry T/L to East Main St.	W. Warwick	0	8,400	8,400	0	941	0	5	5	0	0	0	0	0	0
Providence St.	Cranston C/L to Tollgate Rd.	W. Warwick	0	20,534	20,534	0	1,298	0	8	7	0	0	0	0	0	0
Providence St.	Tollgate Rd. to East Main St.	W. Warwick	0	9,812	9,812	0	655	0	10	7	0	0	0	0	0	0
Providence St.	Main St. to East Main St.	W. Warwick	0	5,408	5,408	0	340	0	2	1	0	0	0	0	0	0
Roberts St.	Washington St. to Legion Way	W. Warwick	0	1,425	1,425	0	943	0	1	1	0	0	0	0	0	0
Tiogue Ave. (Route 3)	Coweset Ave. to Coventry T/L	W. Warwick	0	14,335	14,335	0	826	250	14	3	0	0	0	0	0	0
Washington St.	Main St. to Coventry T/L	W. Warwick	0	8,020	8,380	0	2,881	0	2	1	0	0	0	0	0	0

2012 CENTRAL PHASE 1 (Page 3 of 3)

ROADWAY	LIMITS	CITY/TOWN	4" White LF	4" Yellow LF	6" White LF	6" Yellow LF	12" White LF	12" Yellow LF	RI Std. 20.1.0 Arrows EACH	RI Std. 20.1.0 "ONLY" EACH	BIKE SYMBOL EACH	Yield Line EACH	"STOP" EACH	"AHEAD" EACH	DISABLED SYMBOL EACH	RAILROAD XING EACH
West Warwick Ave.	Main St. to Washington St.	W. Warwick	0	7,220	7,220	0	2,531	0	1	1	0	0	0	0	0	0
Airport Rd.	Post Rd. to West Shore Rd.	Warwick	0	16,200	21,500	0	984	0	20	17	0	0	0	0	0	0
Bald Hill Rd.	Route 113 to Cranston T/L	Warwick	0	33,292	41,615	0	1,410	0	28	23	0	10	0	0	0	0
Bald Hill Rd.	Route 113 to Quaker Lane	Warwick	0	108,650	110,325	570	7,300	0	138	79	0	16	0	0	0	0
Centerville Rd. (Route 117)	Post Rd. to W. Warwick T/L	Warwick	0	27,000	32,200	0	3,000	450	37	27	0	0	0	0	0	0
East Ave.	Bald Hill Rd. to Greenwich Ave.	Warwick	0	16,000	18,900	0	3,790	0	26	23	0	0	0	0	0	0
Elmwood Ave.	Cranston C/L to Post Rd.	Warwick	0	8,700	10,850	0	1,880	0	1	1	0	0	0	0	0	4
4Greenwich Ave.	Route 95 overpass to Centerville Rd.	Warwick	0	16,018	20,198	0	1,950	0	43	3	0	0	0	0	0	0
Ives Rd. / Forge Rd.	Post Rd. to End	Warwick	0	26,665	26,665	0	1,898	0	2	0	0	0	0	0	0	0
Main Ave. (Route 113)	Greenwich Ave. to West Shore Rd.	Warwick	0	22,150	27,650	0	4,620	0	22	13	0	2	0	0	0	0
Narragansett Pkwy.	Cranston C/L to Fair St.	Warwick	0	5,228	30,418	0	1,100	0	1	1	0	0	0	0	0	0
Oakland Beach Ave.	Warwick Ave. to West Shore Rd.	Warwick	0	5,400	5,400	0	148	0	13	9	0	0	0	0	0	0
Old Greenwich Ave.	Lambert Lind Hwy. Loop	Warwick	0	4,330	4,090	0	65	0	0	0	0	0	0	0	0	0
Park & Ride	Route 117 & I-95	Warwick	4,752	60	0	0	165	0	8	0	0	0	0	0	6	0
Post Rd.	Narragansett Pkwy. to Airport Rd.	Warwick	0	37,300	44,100	0	9,236	760	30	22	0	0	0	0	0	0
Post Rd.	Airport Rd. to E. Greenwich T/L	Warwick	0	54,740	61,506	0	13,300	6,500	63	25	0	0	0	0	0	0
Post Rd. Extension	Main Rd. to Post Rd.	Warwick	0	9,196	11,500	0	6,000	0	2	1	0	0	0	0	0	0
Quaker Lane	Centerville Rd. to E. Greenwich T/L	Warwick	0	47,600	53,000	0	4,941	0	124	57	0	0	0	0	0	0
Route 5 (Lambert Lind Hwy)	Cranston C/L to I-95 Overpass	Warwick	0	9,198	12,278	0	1,335	0	10	9	0	0	0	0	0	0
Veterans Memorial Drive	Post Rd. Extension to Centerville Rd.	Warwick	0	2,853	4,746	0	973	0	9	6	0	0	0	0	0	0
Warwick Ave.	Cranston C/L to Airport Rd.	Warwick	0	24,500	30,500	0	8,148	312	19	12	0	0	0	0	0	0
Warwick Ave.	Airport Rd. to West Shore Rd.	Warwick	0	26,000	31,000	0	6,181	0	47	29	0	0	0	0	0	0
Warwick Industrial Drive	Main Ave. to Strawberry Field Rd.	Warwick	0	10,000	10,000	0	15	0	1	1	0	0	0	0	0	0
West Shore Rd.	Airport Rd. to Post Rd.	Warwick	0	71,500	81,500	0	8,531	0	58	26	0	4	0	0	0	0
PHASE 1 TOTAL:			7802	1232906	1406733	1379	150242	9188	1115	583	10	50	0	0	16	4

2013 CENTRAL PHASE 2 (Page 1 of 4)

Central

ROADWAY	LIMITS	CITY/TOWN	4" White LF	4" Yellow LF	6" White LF	6" Yellow LF	12" White LF	12" Yellow LF	RI Std. 20.1.0 Arrows EACH	RI Std. 20.1.0 "ONLY" EACH	BIKE SYMBOL EACH	Yield Line EACH	"STOP" EACH	"AHEAD" EACH	DISABLED SYMBOL EACH	RAILROAD XING EACH
Fairview Ave.	Washington St. to W. Warwick T/L	Coventry	0	17,834	17,834	0	348	0	4	2	0	0	0	0	0	0
Flat River Rd.	Old Main St. to Plainfield Pike	Coventry	0	95,553	115,614	0	1,810	0	0	0	0	0	0	0	0	0
Harkney Hill Rd.	Victory Hwy. to Nooseneck Hill Rd.	Coventry	0	48,715	57,374	0	319	0	0	0	0	0	0	0	0	0
Hill Farm Rd.	Phillip's Hill Rd. to Harkney Hill Rd.	Coventry	0	33,770	33,770	0	259	0	0	0	0	0	0	0	0	0
Hopkins Hollow Rd.	Sum. Gr. Rd. to 0.3 mi. south of Bridge #80	Coventry	0	18,586	18,586	0	20	0	0	0	0	0	0	0	0	0
Knotty Oak Rd. (Route 116)	Scituate T/L to Washington St.	Coventry	0	27,568	27,568	0	1,896	0	0	0	0	0	0	0	0	0
Main St. (Route 115)	Cranston T/L to W. Warwick T/L	Coventry	0	9,200	9,200	0	827	0	0	0	0	0	0	0	0	0
Main St. (Route 117)	Sandy Bottom Rd. to Old Main St	Coventry	0	13,820	13,820	0	1,681	0	4	4	0	0	0	0	0	0
Nooseneck Hill Rd.	South Main St. to W. Greenwich T/L	Coventry	0	23,800	29,900	0	458	1,038	7	4	0	1	0	0	0	0
Old Flat River Rd.	Flat River Rd. to Flat River Rd. (Coventry Ctr.)	Coventry	0	7,206	7,206	0	10	0	0	0	0	0	0	0	0	0
Phillips Hill Rd.	Hill Farm Rd. to Harkney Hill Rd.	Coventry	0	22,734	22,734	0	200	0	0	0	0	0	0	0	0	0
Plainfield Pike	Foster T/L to Connecticut S/L	Coventry	0	41,274	43,172	0	62	0	0	0	0	0	0	0	0	0
Sandy Bottom Rd.	Route 3 to Washington St.	Coventry	0	5,600	5,600	0	200	106	6	3	0	1	0	0	0	0
South Main St.	Tiogou Ave. to Main St.	Coventry	0	9,770	9,770	0	1,420	0	5	2	0	0	0	0	0	0
Tiogou Ave.	W. Warwick T/L to South Main St.	Coventry	0	24,500	25,400	0	2,211	980	44	11	0	2	0	0	0	0
Victory Hwy.	Foster T/L to W. Greenwich T/L	Coventry	0	33,988	50,240	0	256	0	0	0	0	0	0	0	0	0
Washington St. (Route 117)	Sandy Bottom Rd. to W. Warwick T/L	Coventry	0	17,100	17,100	0	2,515	245	11	8	0	0	0	0	0	0
Wood St.	South Main St. to Sandy Bottom Rd.	Coventry	0	4,000	4,000	0	155	0	0	0	0	0	0	0	0	0
Atwood Ave.	Plainfield Pike to Oaklawn Ave.	Cranston	0	22,491	22,232	0	2,354	789	38	11	0	5	0	0	0	0
Dean Pkwy.	Oaklawn Ave. to Reservoir Ave.	Cranston	0	8,908	8,908	0	233	0	0	0	0	0	0	0	0	0
Fletcher Ave.	Plainfield St. to Atwood Ave.	Cranston	0	4,610	4,610	0	238	227	0	0	0	0	0	0	0	0
Howard Ave.	New London Ave. to Pontiac Ave.	Cranston	0	6,312	6,312	0	1,352	0	1	1	0	0	0	0	0	0
Jackson Flat Rd.	Scituate T/L to W. Warwick T/L	Cranston	0	5,472	5,472	0	103	0	0	0	0	0	0	0	0	0
RT. 2	Warwick T/L to Oaklawn Ave	Cranston	0	6000	6000	0	0	0	0	0	0	0	0	0	0	0

2013 CENTRAL PHASE 2 (Page 2 of 4)

ROADWAY	LIMITS	CITY/TOWN	4" White LF	4" Yellow LF	6" White LF	6" Yellow LF	12" White LF	12" Yellow LF	RI Std. 20.1.0 Arrows EACH	RI Std. 20.1.0 "ONLY" EACH	BIKE SYMBOL EACH	Yield Line EACH	"STOP" EACH	"AHEAD" EACH	DISABLED SYMBOL EACH	RAILROAD XING EACH
Meshticut Valley Pkwy.	Dean Pkwy. to New London Ave.	Cranston	0	3,284	3,500	0	350	35	6	3	0	1	0	0	0	0
New London Ave.	Reservoir Ave. to W. Warwick T/L	Cranston	0	38,500	50,250	0	3,280	0	18	11	0	3	0	0	0	0
Oaklawn Ave.	Atwood Ave. to Warwick C/L	Cranston	0	36,120	38,876	0	2,910	5,600	4	3	0	3	0	0	0	0
Phenix Ave.	Scituate Ave. to Atwood Ave.	Cranston	0	2,500	2,500	1,592	740	801	3	1	0	2	0	0	0	0
Pippin Orchard Rd.	Hope Rd. to Plainfield Pike	Cranston	0	33,456	33,456	0	140	0	0	0	0	0	0	0	0	0
Reservoir Ave.	Providence C/L to New London Ave	Cranston	0	25,325	40,074	0	5,500	3,000	37	27	0	0	0	0	0	0
Scituate Ave.	Phenix Ave. to Scituate T/L	Cranston	0	46,800	48,824	0	2,600	400	14	8	0	2	0	0	0	0
Wayland Ave.	Phenix Ave. to Oaklawn Ave.	Cranston	0	3,658	3,658	0	106	0	0	0	0	0	0	0	0	0
Anna Wade Rd.	Route 101 to Gloucester T/L	Foster	0	12,500	14,874	0	400	0	0	0	0	0	0	0	0	0
Central Pike	Scituate T/L to Foster Center Rd.	Foster	0	17,630	20,236	0	83	0	0	0	0	0	0	0	0	0
Cucumber Hill Rd.	Mooseup Valley Rd. to Danielson Pike	Foster	0	42,895	47,822	0	75	0	0	0	0	0	0	0	0	0
Danielson Pike	Scituate T/L to Connecticut S/L	Foster	0	63,654	79,854	0	442	0	4	2	0	0	0	0	0	0
Foster Center Rd. (Route 94)	Danielson Pike to Plainfield Pike	Foster	0	41,398	41,398	0	55	0	0	0	0	0	0	0	0	0
Hartford Pike (Route 101)	Scituate T/L to Connecticut T/L	Foster	0	38,236	59,864	0	261	0	0	0	0	0	0	0	0	0
Mooseup Valley Rd.	Plainfield Pike to Cucumber Hill Rd.	Foster	0	23,988	23,988	0	61	0	0	0	0	0	0	0	0	0
Mount Hygeia Rd. (Route 94)	Gloucester T/L to Danielson Pike	Foster	0	28,118	33,280	0	30	0	0	0	0	0	0	0	0	0
Old Danielson Pike	Danielson Pike Loop	Foster	0	13,998	13,998	0	52	0	0	0	0	0	0	0	0	0
Plainfield Pike	Scituate T/L to Coventry T/L	Foster	0	46,922	52,054	0	190	0	0	0	0	0	0	0	0	0
Victory Hwy.	Plainfield Pike to Coventry T/L	Foster	0	6,535	9,998	0	20	0	0	0	0	0	0	0	0	0
Atwood Ave.	Hartford Ave. to Plainfield Pike	Johnston	0	22,100	25,000	0	3,953	789	42	15	0	5	0	0	0	0
Atwood Ave. (Route 5)	Hartford Ave. to Greenville Ave.	Johnston	0	15,267	17,592	0	645	400	19	10	0	0	0	0	0	0
Borden Ave.	Killingly St. to Hartford Ave.	Johnston	0	6,510	6,849	0	1,380	0	0	0	0	0	0	0	0	0
Central Ave.	Providence C/L to Atwood Ave.	Johnston	0	16,200	16,200	0	467	0	1	1	0	0	0	0	0	0

2013 CENTRAL PHASE 2 (Page 3 of 4)

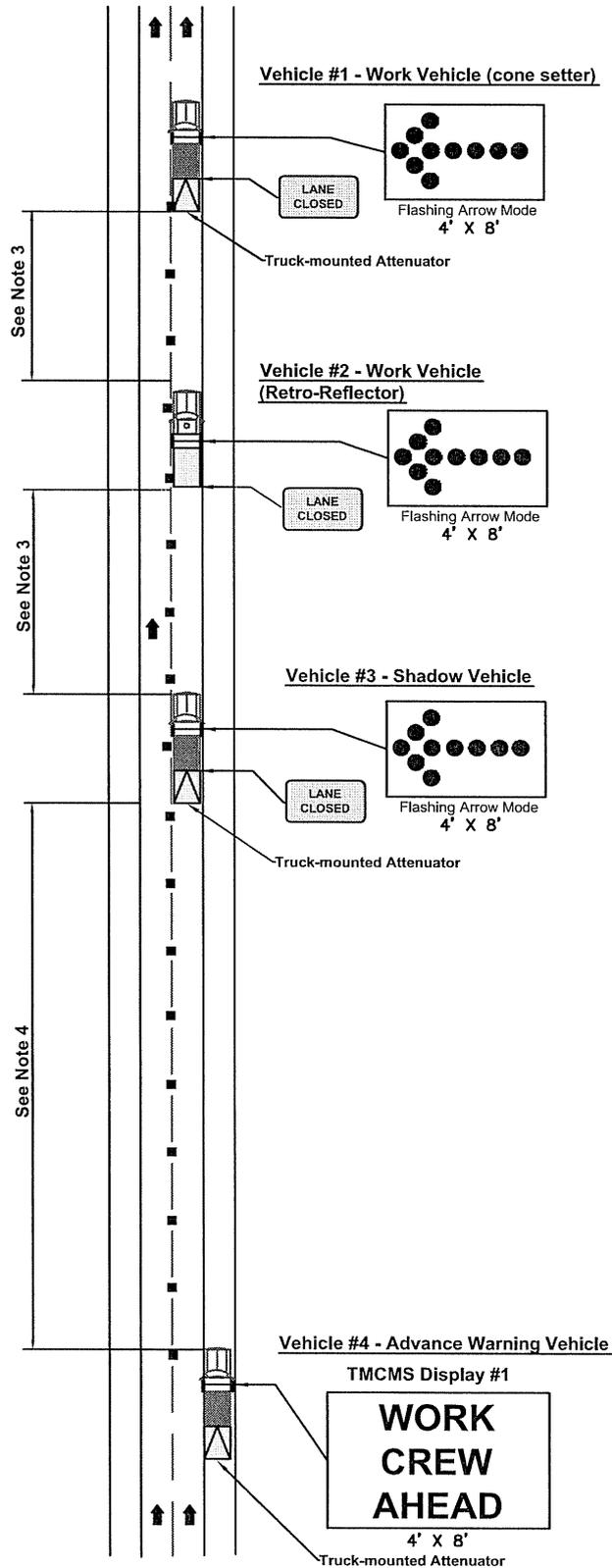
ROADWAY	LIMITS	CITY/TOWN	4" White LF	4" Yellow LF	6" White LF	6" Yellow LF	12" White LF	12" Yellow LF	RI Std. 20.1.0 Arrows EACH	RI Std. 20.1.0 "ONLY" EACH	BIKE SYMBOL EACH	Yield Line EACH	"STOP" EACH	"AHEAD" EACH	DISABLED SYMBOL EACH	RAILROAD XING EACH
Cherry Hill Rd.	Greenville Rd. to Atwood Ave.	Johnston	0	11,338	11,693	0	190	300	0	0	0	1	0	0	0	0
G. Waterman Rd. (Route 126)	Greenville Ave. to Route 44	Johnston	0	13,223	13,913	0	2,985	200	2	2	0	0	0	0	0	0
Greenville Ave.	Atwood Ave. to Smithfield T/L	Johnston	0	28,668	28,668	0	1,750	0	0	0	0	2	0	0	0	0
Greenville Rd. (Route 5)	Providence C/L to Atwood Ave.	Johnston	0	18,560	18,804	0	2,126	0	3	3	0	3	0	0	0	0
Hartford Ave.	Providence C/L to Scituate T/L	Johnston	0	55,000	70,000	0	2,405	600	7	7	0	0	0	0	0	0
Hopkins Ave.	Hartford Ave. to Winsor Ave.	Johnston	0	14,166	14,166	0	40	0	0	0	0	0	0	0	0	0
Killingly St.	Hartford Ave. to Greenville Ave.	Johnston	0	5,556	6,124	0	285	600	7	7	0	1	0	0	0	0
Orchard Ave.	Smith Ave. to Winsor Ave.	Johnston	0	8,516	8,516	0	90	0	0	0	0	0	0	0	0	0
Plainfield Pike	Providence C/L to Scituate T/L	Johnston	0	46,800	54,800	108	5,980	200	17	11	0	0	0	0	0	0
Putnam Pike (Route 44)	N. Providence T/L to Smithfield T/L	Johnston	0	10,384	10,709	0	829	150	2	2	0	2	0	0	0	0
Sanderson Rd. (Route 5)	Greenville Ave. to Route 44	Johnston	0	6,000	6,000	0	358	150	13	12	0	0	0	0	0	0
Simmonsville Ave.	Atwood Ave. to Plainfield Pike	Johnston	0	15,408	15,855	0	273	0	0	0	0	0	0	0	0	0
Winsor Ave.	Scituate T/L to Greenville Ave.	Johnston	0	18,542	18,542	0	60	0	0	0	0	0	0	0	0	0
Batley Mtg. School House Rd.	Danielson Pike to Central Pike	Scituate	0	8,390	8,390	0	50	0	0	0	0	0	0	0	0	0
Central Pike	Batley Meeting House Rd. to Foster T/L	Scituate	0	37,994	44,494	0	196	0	0	0	0	0	0	0	0	0
Chopmist Hill Rd. (Route 102)	Glocester T/L to Plainfield Pike + Rockland	Scituate	0	24,580	48,814	0	168	0	4	0	0	0	0	0	0	0
Danielson Pike	Hartford Pike to Foster T/L	Scituate	0	57,110	66,950	0	965	2,065	6	0	0	0	0	0	0	0
East Rd. (Route 116)	Hartford Pike to Coventry T/L	Scituate	0	74,868	83,958	0	2,311	0	0	0	0	0	0	0	0	0
Elmdale Rd.	Harmony Rd. to Pole Bridge Rd.	Scituate	0	6,052	6,052	0	20	0	0	0	0	0	0	0	0	0
Harmony Rd.	Glocester T/L to Elmdale Rd.	Scituate	0	7,500	7,500	0	80	0	0	0	0	0	0	0	0	0
Hartford Pike	Johnston T/L to Foster T/L	Scituate	0	57,142	66,712	0	401	0	4	2	0	0	0	0	0	0
North Scituate By-Pass	Hartford Pike to Danielson Pike	Scituate	0	30,760	36,760	0	179	0	0	0	0	0	0	0	0	0
Old Scituate Ave.	Scituate Ave. to Tunk Hill Rd.	Scituate	0	7,834	7,834	0	36	0	0	0	0	0	0	0	0	0

2013 CENTRAL PHASE 2 (Page 4 of 4)

ROADWAY	LIMITS	CITY/TOWN	4" White LF	4" Yellow LF	6" White LF	6" Yellow LF	12" White LF	12" Yellow LF	RI Std. 20.1.0 Arrows EACH	RI Std. 20.1.0 "ONLY" EACH	BIKE SYMBOL EACH	Yield Line EACH	"STOP" EACH	"AHEAD" EACH	DISABLED SYMBOL EACH	RAILROAD XING EACH
Plainfield Pike (Route 14)	Johnston T/L to Foster T/L	Scituate	0	70,298	72,298	0	599	0	0	0	0	0	0	0	0	0
Polebridge Rd.	Elmdale Rd. to West Greenville Rd.	Scituate	0	7,470	7,470	0	76	0	0	0	0	0	0	0	0	0
Rockland Rd.	Danielson Pike to Chopmist Hill Rd. (102)	Scituate	0	39,814	39,814	0	308	0	0	0	0	1	2	2	0	0
Scituate Ave.	Cranston T/L to East Rd.	Scituate	0	10,094	10,094	0	184	0	0	0	0	0	0	0	0	0
Tunk Hill Rd.	East Rd. to Plainfield Pike	Scituate	0	62,173	75,538	0	184	0	0	0	0	0	0	0	0	0
W. Greenville Rd. (Route 116)	Hartford Pike to Gloucester T/L	Scituate	0	16,886	16,886	0	150	0	0	0	0	0	0	0	0	0
Winsor Ave.	Johnston T/L to West Greenville Rd.	Scituate	0	3,484	3,484	0	15	0	0	0	0	0	0	0	0	0
PHASE 2 TOTAL:			0	1,868,775	2,127,185	1,700	65,960	18,675	333	173	0	35	2	2	0	0
CONTRACT TOTAL:			7,802	3,101,681	3,533,918	3,079	216,202	27,863	1,448	756	10	85	2	2	16	4

NOTES:

1. THESE PLANS ARE APPROPRIATE FOR RETRO REFLECTIVITY TESTING OF PAVEMENT MARKING ON EXTERIOR LANES OF MULTI-LANE HIGHWAYS, WHERE CONING IS REQUIRED TO DELINEATE THE CLOSURE.
2. ALL VEHICLES USED FOR THESE OPERATIONS SHALL BE EQUIPPED WITH HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE WARNING LIGHTS WITH 360 DEGREE VISIBILITY. THESE WARNING LIGHTS SHALL BE ACTIVATED DURING THE WORK.
3. THE DISTANCES BETWEEN THE SHADOW VEHICLE AND THE CONE SETTER / CONE RETRIEVER WORK VEHICLE AND BETWEEN THE CONE SETTER WORK VEHICLE AND THE RETRO REFLECTOR WORK VEHICLE SHALL BE BASED ON THE CONDITIONS EXISTING AT THE TIME AND LOCATION OF WORK, USING THE GUIDELINES PROVIDED IN CHAPTER 9 OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) ROADSIDE DESIGN GUIDE, LATEST EDITION.
4. THE DISTANCE BETWEEN THE ADVANCE WARNING VEHICLE AND THE S SHADOW VEHICLE SHALL BE VARIED AS THE WORK OPERATION PROCEEDS SO THAT APPROACHING MOTORISTS ARE GIVEN ADEQUATE ADVANCE WARNING OF THE WORK ACTIVITY AHEAD.
5. CONES SHOULD GENERALLY BE PLACED AT EVERY OTHER BROKEN LANE LINE MARKING. CLOSER SPACING MAY BE USED IF NEEDED.
6. FOR WORK IN THE LEFT-MOST LANE OF A MULTI-LANE HIGHWAY, A SET-UP SIMILAR TO THAT SHOWN SHALL BE USED, WITH THE TRUCK-MOUNTED CHANGEABLE MESSAGE SIGN AND FLASHING ARROW PANEL DISPLAYS REVISED TO INDICATE THE LEFT LANE CLOSURE AND, ON UNDIVIDED MULTI-LANE HIGHWAYS, ADDITIONAL ADVANCE WARNING TRAFFIC CONTROL DEVICES ADDED TO ALERT TRAFFIC APPROACHING THE WORK OPERATION FROM THE OPPOSITE DIRECTION.
7. THE WARNING SIGNS SHOWN ON VEHICLES ARE EXAMPLES AND MAY BE REPLACED WITH OTHER TYPES, SIZES, AND/OR SHAPES OF WARNING SIGNS OR OMITTED WHERE ADVANCE PERMISSION IS GRANTED BY THE ENGINEER.
8. THE CONE SETTLER/RETRIVER SHALL TURN AROUND AND RETURN TO RETRIEVE THE CONES ONCE THE TESTING IS COMPLETE AT A SPECIFIC LOCATION AND THE EQUIPMENT READY TO MOVE TO THE NEXT LOCATION.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

**TYPICAL TEMPORARY
TRAFFIC CONTROL PLAN**

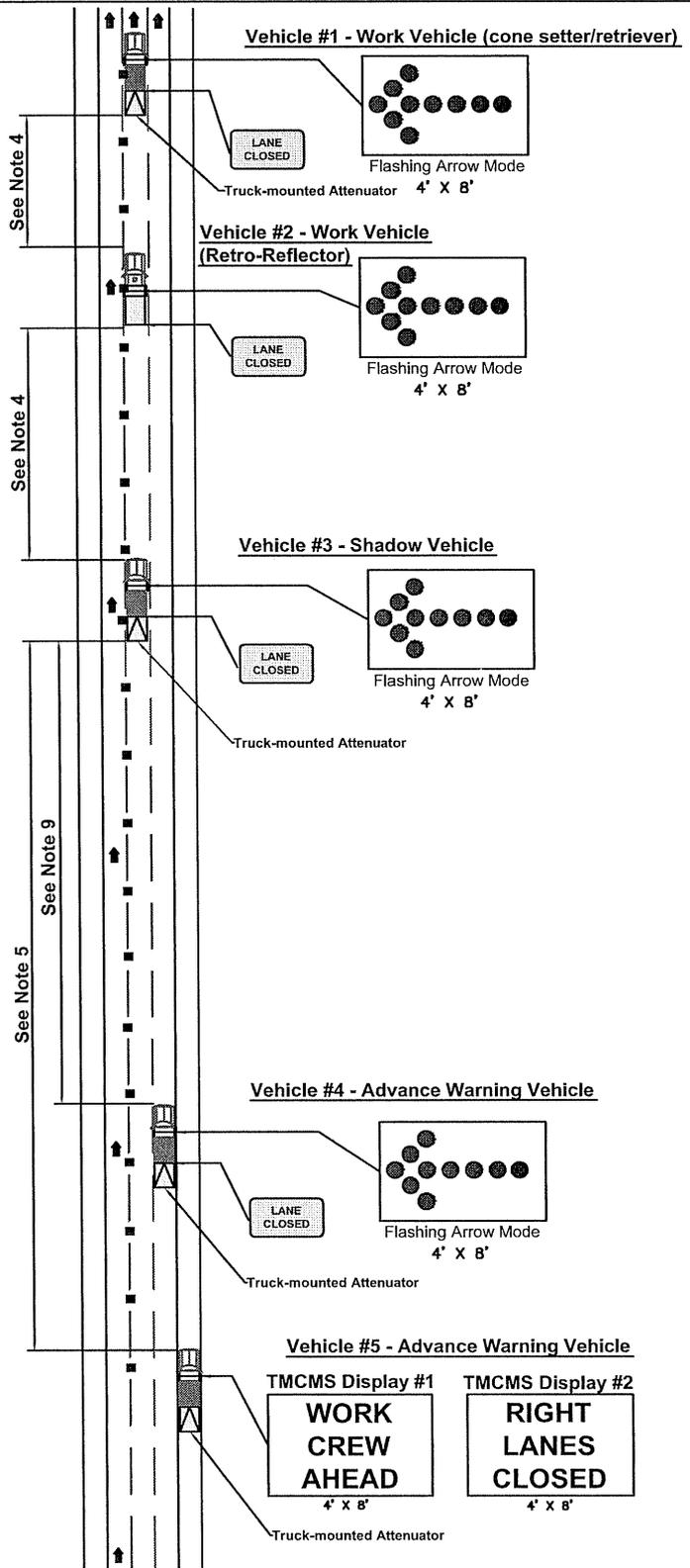
**MOBILE INSPECTION OPERATION ON
EXTERIOR LANE OF MULTI-LANE HIGHWAY**

NOT TO SCALE

DATE: 01-13-2012

NOTES:

1. THESE PLANS ARE APPROPRIATE FOR RETRO REFLECTIVITY RESTING OF PAVEMENT MARKING ON INTERIOR LANES OF MULTI-LANE HIGHWAYS, WHERE CONING IS REQUIRED TO DELINEATE THE CLOSURE.
2. ALL VEHICLES USED FOR THESE OPERATIONS SHALL BE EQUIPPED WITH HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE WARNING LIGHTS WITH 360 DEGREE VISIBILITY. THESE WARNING LIGHTS SHALL BE ACTIVATED DURING THE WORK.
3. THE WARNING SIGNS SHOWN ON VEHICLES ARE EXAMPLES AND MAY BE REPLACED WITH OTHER TYPES, SIZES, AND/OR SHAPES OF WARNING SIGNS OR OMITTED WHERE ADVANCE PERMISSION IS GRANTED BY THE ENGINEER.
4. THE DISTANCES BETWEEN THE SHADOW VEHICLE AND THE CONE SETTER / CONE RETRIEVER WORK VEHICLE AND BETWEEN THE CONE SETTER WORK VEHICLE AND THE RETRO REFLECTOR WORK VEHICLE SHALL BE BASED ON THE CONDITIONS EXISTING AT THE TIME AND LOCATION OF WORK, USING THE GUIDELINES PROVIDED IN CHAPTER 9 OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) ROADSIDE DESIGN GUIDE, LATEST EDITION.
5. THE LENGTHS OF THE TAPERS FORMED BY THE MOVING VEHICLES SHALL BE BASED ON GUIDANCE PROVIDED IN PART 6 OF THE MUTCD, LATEST EDITION. ADVANCE WARNING VEHICLES SHALL AT ALL TIMES BE POSITIONED SO THAT APPROACHING MOTORISTS ARE GIVEN ADEQUATE ADVANCE WARNING OF THE LANE CLOSURES AND WORK ACTIVITIES AHEAD.
6. CONES SHOULD GENERALLY BE PLACED AT EVERY OTHER BROKEN LANE LINE MARKING. CLOSER SPACING MAY BE USED IF NEEDED.
7. BASED ON THE TRAFFIC CONDITIONS EXISTING AT THE TIME AND LOCATION OF WORK, THE ENGINEER MAY REQUIRE THAT ADDITIONAL ADVANCE WARNING VEHICLES BE USED AND/OR MAY ALLOW SPECIFIC ADVANCE WARNING VEHICLES TO BE ELIMINATED FROM THE SET-UP.
8. FOR WORK IN THE LEFT-MOST LANES OF A MULTI-LANE HIGHWAY, A SET-UP SIMILAR TO THAT SHOWN SHALL BE USED, WITH THE TRUCK-MOUNTED CHANGEABLE MESSAGE SIGN AND FLASHING ARROW PANEL DISPLAYS REVISED TO INDICATE THE LEFT LANE CLOSURE AND, ON UNDIVIDED MULTI-LANE HIGHWAYS, ADDITIONAL ADVANCE WARNING TRAFFIC CONTROL DEVICES ADDED TO ALERT TRAFFIC APPROACHING THE WORK OPERATION FROM THE OPPOSITE DIRECTION.
9. THE DISTANCE BETWEEN THE ADVANCE WARNING VEHICLE AND THE SHADOW VEHICLE SHALL BE VARIED AS THE WORK OPERATION PROCEEDS SO THAT APPROACHING MOTORISTS ARE GIVEN ADEQUATE ADVANCE WARNING OF THE WORK ACTIVITY AHEAD.
10. THE CONE SETTLER/RETRIVER SHALL TURN AROUND AND RETURN TO RETRIEVE THE CONES ONCE THE TESTING IS COMPLETE AT A SPECIFIC LOCATION AND THE EQUIPMENT READY TO MOVE TO THE NEXT LOCATION.



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

**TYPICAL TEMPORARY
TRAFFIC CONTROL PLAN**

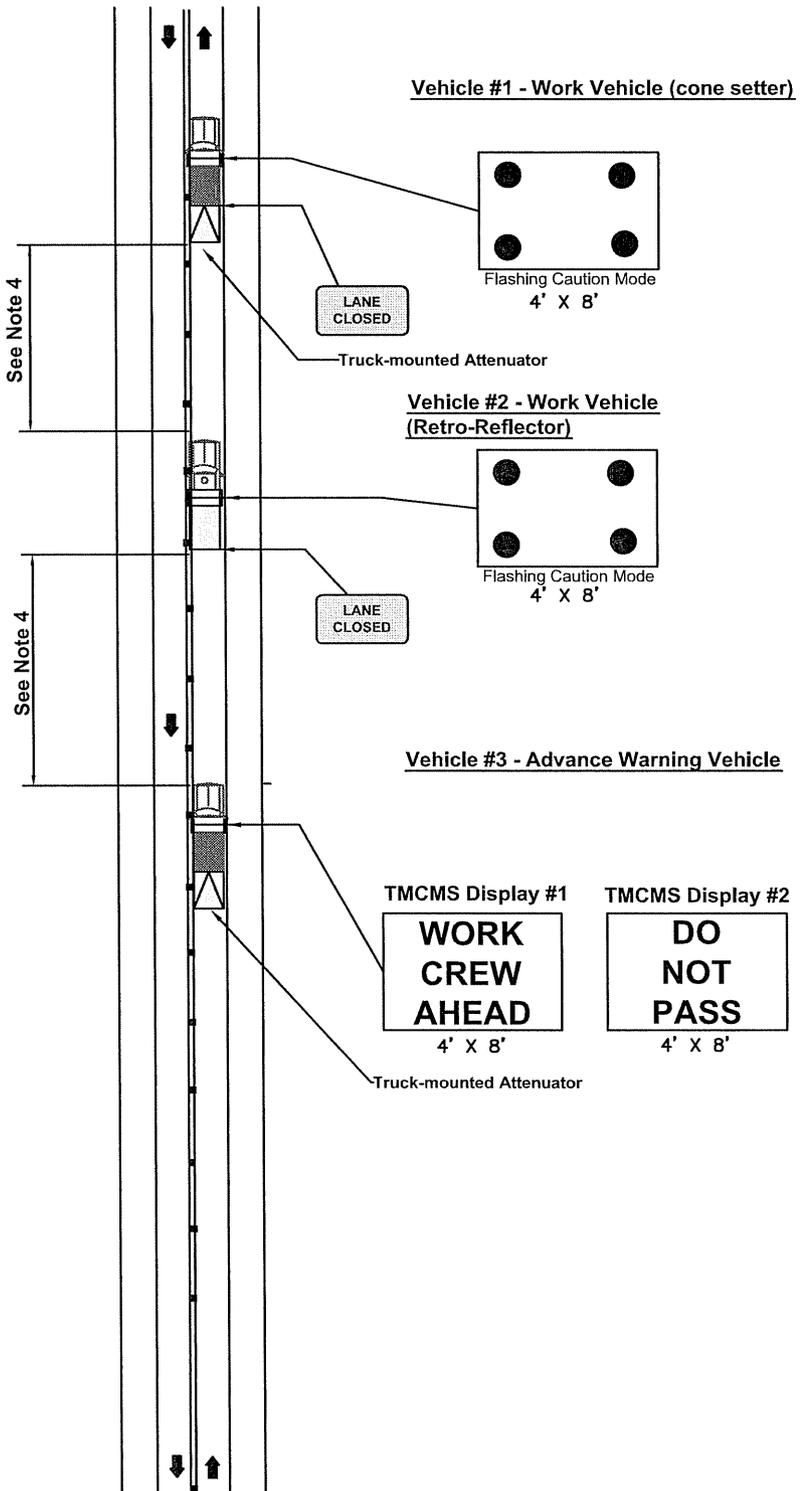
**MOBILE INSPECTION OPERATION ON
INTERIOR LANE OF MULTI-LANE HIGHWAY**

NOT TO SCALE

DATE: 01-13-2012

NOTES:

1. THIS PLAN IS APPROPRIATE FOR RETRO REFLECTIVITY TESTING OF PAVEMENT MARKING ON MOBILE OPERATION ON A TWO WAY-LANE ROADWAY WHERE CONING IS REQUIRED TO DELINEATE THE CLOSURE.
2. THE MESSAGES DISPLAYED ON THE TRUCK-MOUNTED CHANGEABLE MESSAGE SIGNS SHALL BE MODIFIED AS NECESSARY TO CORRESPOND WITH THE ACTUAL WORK ACTIVITIES TAKING PLACE.
3. ALL VEHICLES USED FOR THESE OPERATIONS SHALL BE EQUIPPED WITH HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE WARNING LIGHTS WITH 360 DEGREE VISIBILITY. THESE WARNING LIGHTS SHALL BE ACTIVATED DURING THE WORK.
4. THE DISTANCES BETWEEN VEHICLE #3 (THE ADVANCE WARNING VEHICLE) AND VEHICLE #2 (WORK VEHICLE-RETRO REFLECTOR) AND BETWEEN VEHICLE #1 (THE CONE SETTER VEHICLE) AND VEHICLE #2 (WORK VEHICLE-RETRO REFLECTOR) SHALL BE BASED ON THE CONDITIONS EXISTING AT THE TIME AND LOCATION OF WORK, USING THE GUIDELINES PROVIDED IN CHAPTER 9 OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) ROADSIDE DESIGN GUIDE, LATEST EDITION.
5. THE DISTANCE BETWEEN THE ADVANCE WARNING VEHICLE AND THE WORK VEHICLE-RETRO REFLECTOR VEHICLE SHALL BE VARIED AS THE WORK OPERATION PROCEEDS SO THAT APPROACHING MOTORISTS ARE GIVEN ADEQUATE ADVANCE WARNING OF THE WORK ACTIVITY AHEAD.
6. WHERE PRACTICAL AND WHEN NEEDED, THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW VEHICULAR TRAFFIC TO PASS.
7. CONES SHOULD GENERALLY BE PLACED EVERY 40FT. CLOSER SPACING MAY BE USED IF NEEDED.
8. THE SHADOW VEHICLE OR THE ADVANCE WARNING VEHICLE MAY BE OMITTED ONLY WHERE TRAFFIC SPEEDS ARE LOW, SIGHT DISTANCE IS GOOD, AND WHERE ADVANCE PERMISSION IS GRANTED BY THE ENGINEER.
9. THE WARNING SIGNS SHOWN ON VEHICLES ARE EXAMPLES AND MAY BE REPLACED WITH OTHER TYPES, SIZES, AND/OR SHAPES OF WARNING SIGNS OR OMITTED WHERE ADVANCE PERMISSION IS GRANTED BY THE ENGINEER.
10. THE CONE SETTLER/RETRIVER SHALL TURN AROUND AND RETURN TO RETRIEVE THE CONES ONCE THE TESTING IS COMPLETE AT A SPECIFIC LOCATION AND THE EQUIPMENT READY TO MOVE TO THE NEXT LOCATION.

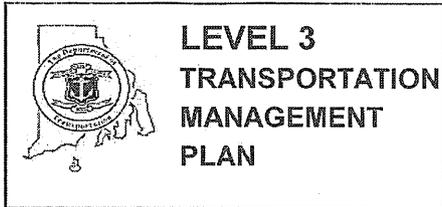


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

TYPICAL TEMPORARY
TRAFFIC CONTROL PLAN

MOBILE INSPECTION
OPERATION ON TWO-LANE,
TWO-WAY ROADWAY

NOT TO SCALE DATE: 01-17-2012



Project Name: 2012-2013 Statewide Pavement Striping - Central

RI Design Contract No(s): N/A

RI Construction Contract No(s): 2011-CT-087

Submission: FINAL

Date: 11/22/2011

PROJECT INFORMATION

Brief Project Description: This project includes the installation and removal of pavement markings throughout the Central region of the State on the roadways listed in the contract documents, all in conformance with the latest Manual on Uniform Traffic Control Devices and its latest revisions. Pavement marking installation and removal trucks and hand carts, pavement sweepers and debris collection vehicles, and shadow and advance warning vehicles will all be used within the roadway limits.

Work Limits: State roadways and selected Park & Ride lots listed in the contract documents within the municipalities of Coventry, Cranston, East Greenwich, Foster, Johnston, North Kingstown, Scituate, West Greenwich, West Warwick, Warwick. Short-duration lane closures will be implemented, via either mobile operations (for long line installation/removal) or stationary operations (for word, symbol, stop line, etc. installation/removal).

WORK ZONE LOCATIONS			
ROADWAY NAME	FROM	TO	LENGTH
All State roadways in Central region of State	See Limits of Work Tables in CS Pages		250 mi.

General Project Schedule: Work is expected to begin in Spring 2012, and will take place in two separate phases (Phase 1 and Phase 2).

Phase 1 (2012) includes pavement marking work in the following municipalities:

- Cranston West Warwick
- East Greenwich Warwick
- West Greenwich

Phase 2 (2013) includes pavement marking work in the following municipalities:

- Coventry Johnston
- Cranston Scituate
- Foster

*The information in this section is not intended to and shall not supersede the approved schedule and milestone/completion dates for the project

TRAFFIC-RELATED WORK RESTRICTIONS

General Restrictions: See the attached General Restrictions Table "MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC"

Holiday Restrictions: No lane and/or shoulder closures allowed after 1:00 PM on the Friday preceding a holiday weekend.
Holiday-specific lane and shoulder closure restrictions are as follows:

2012 Holiday Work Schedule

*EASTER SUNDAY

-No lane and/or shoulder closures allowed on Saturday and/or Sunday.

NEW YEAR'S DAY, INDEPENDENCE DAY, †VETERANS DAY, & CHRISTMAS DAY

-No lane and/or shoulder closures allowed after 1:00 PM on the day before the holiday.

-No lane and/or shoulder closures allowed on the holiday.

DR. MARTIN LUTHER KING JR. DAY, MEMORIAL DAY, †VICTORY DAY, LABOR DAY, & COLUMBUS DAY

-No lane and/or shoulder closures allowed on Saturday, Sunday, and/or Monday.

ELECTION DAY

-No lane and/or shoulder closures allowed on Election Day.

*THANKSGIVING DAY

-No lane and/or shoulder closures allowed after 1:00 PM on the Wednesday preceding Thanksgiving Day.

-No lane and/or shoulder closures allowed on Thanksgiving Day.

-No lane and/or shoulder closures allowed on Friday, Saturday, and/or Sunday.

2013 Holiday Work Schedule

*EASTER SUNDAY

-No lane and/or shoulder closures allowed on Saturday and/or Sunday.

NEW YEAR'S DAY, INDEPENDENCE DAY, †VETERANS DAY, & CHRISTMAS DAY

-No lane and/or shoulder closures allowed after 1:00 PM on the day before the holiday.

-No lane and/or shoulder closures allowed on the holiday.

DR. MARTIN LUTHER KING JR. DAY, MEMORIAL DAY, †VICTORY DAY, LABOR DAY, & COLUMBUS DAY

-No lane and/or shoulder closures allowed on Saturday, Sunday, and/or Monday.

*THANKSGIVING DAY

-No lane and/or shoulder closures allowed after 1:00 PM on the Wednesday preceding the holiday.

-No lane and/or shoulder closures allowed on the holiday.

-No lane and/or shoulder closures allowed on Friday, Saturday, and/or Sunday.

* Note: Lane and/or shoulder closures may be implemented after 7:00 PM on Sunday

†Note: Lane and/or shoulder closures may be implemented after 7:00 PM on Monday

TEMPORARY TRAFFIC CONTROL PLANS

These RIDOT- and/or Designer-Developed TTC Plans will be used during the work on this project

RIDOT TYPICAL TTC PLANS	Included in:	
	TMP	Plan Set
<input type="checkbox"/> Mobile Operation	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Work Beyond the Shoulder	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shoulder Closure - Two Lane Road	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Shoulder Closure - Limited Access	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 1-Side Lane Shift - Two Lane Road	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2-Side Lane Shift - Two Lane Road	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lane Shift - Limited Access	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lane Closure - Two Lane Road	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lane Closure - Four Lane Road	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Lane Closure - Limited Access	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Double Lane Closure - Limited Access	<input type="checkbox"/>	<input type="checkbox"/>

DESIGNER-DEVELOPED TTC PLANS	Included in:	
	TMP	Plan Set
Mobile Operation on Shoulder of Multi-Lane Highway	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mobile Striping Op. on Ext. Lane of Multi-Lane Hwy 1	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mobile Striping Op. on Ext. Lane of Multi-Lane Hwy 2	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mobile Striping Op. on Two-Lane Two-Way Hwy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Short-Duration Striping Operation in Hwy Turn Lane	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Short-Duration Striping Op. in Thru Ln of Multi-Ln Hwy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>

PUBLIC INFORMATION PLAN

These strategies will be used to provide information concerning the project to road users and the community

SELECTED STRATEGIES

- RIDOT travel advisories news releases
- RIDOT travel advisories web site
- RIDOT 511 traveler information system
- Changeable message signs (CMS)

RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

- RIDOT TMP Imp. Mngr. to send CMG Restriction Form to Communications min. 48 hours in advance of restriction.
- RIDOT TMP Imp. Mngr. to send CMG Restriction Form to Communications min. 48 hours in advance of restriction.
- RIDOT TMP Imp. Mngr. to send CMG Restriction Form to TMC min. 48 hours in advance of restriction.
- Truck-mounted CMS to be used where called for on Temporary Traffic Control Plans.

TRANSPORTATION OPERATIONS PLAN

These strategies will be used to provide improved transportation operations/safety within project work zones

SELECTED STRATEGIES

- Crash attenuators
- Warning lights

RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

- Truck-mounted attenuators to be used on all shadow and advance warning vehicles.
- All vehicles used during the work to be equipped with high intensity rotating, flashing, oscillating, or strobe warning lights with 360 degree visibility.

PERFORMANCE MONITORING, CHANGES TO TMP, & CONTINGENCIES

The Contractor's TMP Implementation Manager (if identified below) is responsible for keeping the portion of the project being used by public traffic in a condition that (1) safely and adequately accomodates such traffic and (2) is in accordance with the Traffic-Related Work Restrictions, the Temporary Traffic Control Plans, and where appropriate, the other transportation management strategies identified above. The RIDOT TMP Implementation Manager or his/her resposible designee should (1) inspect the project work zones at initial setup, at the start of each subsequent work day, and just prior to extended breaks in the work (e.g., weekends) for conformance with the Temporary Traffic Control Plans, the ATSSA Quality Guidelines for Work Zone Traffic Control Devices, and where applicable, the other transportation management strategies identified above and (2) document work zone-related feedback and/or legitimate complaints that are received from the public.

If at any time (1) a significant deviation from any of the strategies included in the TMP (e.g., the use of an alternate construction sequence) is desired by one or more members of the project implementation team, (2) field observations and/or data suggest that impacts to road users are or will be unacceptable, or (3) one or more performance requirements established in the TMP are not being met in the field, the RIDOT TMP Implementation Manager shall report the situation to his/her supervisor or Division/Section/Unit manager. The supervisor / manager will coordinate with the State Traffic Engineer, the Deputy Chief Engineer, the TMP Implementation Manager(s), the Chief Engineer, and/or other interested parties as appropriate and/or necessary to consider and determine whether revised and/or alternate strategies should be implemented in an effort to lessen the adverse safety and/or mobility impacts of the project. If the supervisor / manager deems that strategy changes should be implemented, the changes shall be documented in a revised version of the TMP and the Deputy Chief Engineer, the State Traffic Engineer, and the Chief Engineer must approve of the revised TMP prior to their implementation.

If a significant deviation from any of the strategies included in the TMP is requested by the Contractor, unless directed otherwise by the RIDOT the Contractor is responsible for preparing and submitting to the RIDOT TMP Implementation Manager appropriate documentation (e.g., design calculations, analysis reports, Temporary Traffic Control Plans, etc.) showing that the requested change(s) are (1) feasible and (2) expected to result in safety and mobility impacts that are no more adverse than the impacts resulting from the strategies already included in the latest approved TMP. The RIDOT will review and consider the submittal(s) as described in the preceding paragraph and will determine whether the changes should be implemented. If the requested changes are approved by the RIDOT, unless otherwise directed by the RIDOT the Contractor shall prepare and submit to the RIDOT TMP Implementation Manager a revised version of the latest approved TMP in both printed and electronic (Microsoft® Excel) format that documents all of the approved changes. Work to implement the changes shall not begin until the Deputy Chief Engineer, the State Traffic Engineer, and the Chief Engineer have approved of the revised TMP.

When unexpected events (e.g., crashes, inclement weather, unforeseen traffic demands, etc.) occur in a project work zone where one or more lanes are closed, the RIDOT TMP Implementation Manager or his/her responsible designee should (1) determine whether or not the lane closure(s) can/should be removed in order to improve traffic operations and/or minimize delays and (2) if deemed appropriate, take action to remove the lane closure(s).

Other Requirements:

TMP APPROVALS

All approvals must be obtained prior to start of work.

DEPUTY CHIEF ENGINEER			STATE TRAFFIC ENGINEER			CHIEF ENGINEER		
Signature: <i>Frank Corrao</i>			Signature: <i>Robert Rocchio</i>			Signature: <i>Kazem Farhoumand</i>		
Frank Corrao, P.E.			Robert Rocchio, P.E.			Kazem Farhoumand, P.E.		
Date: _____			Date: <i>12/14/11</i>			Date: <i>12/19/11</i>		
Revision #	Initials	Date	Revision #	Initials	Date	Revision #	Initials	Date

TMP IMPLEMENTATION MANAGERS

Project managers with the primary responsibility & authority for implementation of this TMP

RIDOT	CONTRACTOR (if contract work)
Name: _____	Name: _____
Title: _____	Title: _____
Unit: _____	Company/Unit: _____
Office Phone: _____	Office Phone: _____
Mobile Phone: _____	Mobile Phone: _____
E-Mail: _____	E-Mail: _____

Attachment to TMP for RIC 2011-CT-087

MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC ^{1,2}										
Location	Time of Day		Day of Week							
	From	To	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
All 4-Lane 2-Way Undivided Roadways	0:00:00	6:00:00	ALL	1 L	1 L	1 L	1 L	1 L	1 L	ALL
	6:00:00	19:00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	19:00:00	0:00:00	1 L	1 L	1 L	1 L	1 L	1 L	1 L	ALL
All 3-Lane 2-Way Undivided Roadways	0:00:00	6:00:00	ALL	1 L	1 L	1 L	1 L	1 L	1 L	ALL
	6:00:00	19:00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	19:00:00	0:00:00	1 L	1 L	1 L	1 L	1 L	1 L	1 L	ALL
All 2-Lane 2-Way Undivided Roadways	0:00:00	6:00:00	ALL	1 L (alt)	ALL					
	6:00:00	19:00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	19:00:00	0:00:00	1 L (alt)	1 L (alt)	1 L (alt)	1 L (alt)	1 L (alt)	1 L (alt)	1 L (alt)	ALL
All 2-Lane 1-Way Roadways	0:00:00	6:00:00	ALL	1 L	1 L	1 L	1 L	1 L	1 L	ALL
	6:00:00	19:00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	19:00:00	0:00:00	1 L	1 L	1 L	1 L	1 L	1 L	1 L	ALL

LEGEND

- ALL** All travel lanes and shoulders shall remain open to traffic
- 1 L** A minimum of one 11-foot wide travel lane in each direction shall remain open to traffic
- 1 L (alt)** A minimum of one 11-foot wide travel lane shall remain open to alternating traffic

NOTES

- 1 The set-up and break-down of temporary traffic control devices within a traveled way or shoulder shall be construed as a closure of that traveled way or shoulder.
- 2 The provisions noted herein shall not free the Contractor from his responsibility to conduct all work in such a manner that assures the least possible obstruction to traffic.

INDEX

SPECIFICATIONS – JOB SPECIFIC

<u>CODE</u>	<u>TITLE</u>	<u>PAGE</u>
12.108.1000	Prosecution and Progress	JS-1
928.9901	Truck-Mounted Attenuator with CMS	JS-2
931.9901	Cleaning and Sweeping Pavement for Statewide Striping	JS-5
T20.9901, T20.9902, T20.9903, T20.9906, T20.9907, T20.9908, T20.9910, T20.9911, T20.9912, T20.9913, T20.9914, T20.9917	Epoxy Resin Pavement Markings	JS-6
T20.9909	As Needed Striping Installation and Removal Work – Force Account	JS-14
937.1000	Maintenance and Movement of Traffic Protective Devices	JS-18

ADDENDUM NO. 5

JOB SPECIFIC**CODE 12.108.1000 – Prosecution and Progress**

In accordance with **Section 12.108.08, Failure to Complete on Time, Para. A., Phased and Interim Completion** the following defines the Phase and Interim Completion Dates and Associated Liquidated Damages:

1. Phase 1 Completion Long Line work for 2012 roadways: September 30, 2012

Liquidated Damages: \$1,500.00 per calendar day
2. Phase 2: All remaining work shall be completed for phase 2 of 2012 roadways by October 31, 2012. Completion will be the point at which all replacement work within the phase is complete such that it can be safely and effectively used by the public, and to the satisfaction of the Engineer.

Liquidated Damages: \$1,500.00 per calendar day
3. Phase 3 Completion Long Line work for 2013 roadways: September 30, 2013

Liquidated Damages: \$1,500.00 per calendar day
4. Substantial Completion: All remaining work shall be completed for Substantial Completion of 2013 roadways by October 31, 2013. Completion will be the point at which all replacement work within the phase is complete such that it can be safely and effectively used by the public, and to the satisfaction of the Engineer.

Liquidated Damages: \$1,500.00 per calendar day
5. Project Substantial Completion: October 31, 2013

All Contract work shall be completed as defined by **Section 12.101.71**.

Liquidated Damages: \$1,500.00 per calendar day

JOB SPECIFIC

**CODES T20.9901, T20.9902, T20.9903, T20.9906, T20.9907, T20.9908, T20.9910,
T20.9911, T20.9912, T20.9913, T20.9914, T20.9917**

EPOXY RESIN PAVEMENT MARKINGS

DESCRIPTION: This work consists of furnishing and applying reflectorized, two-component, hot-spray applied epoxy resin pavement marking material on asphaltic and Portland cement concrete pavement surfaces. Upon curing, it produces an adherent reflectorized stripe of specified thickness and width capable of resisting wear from traffic. This work also includes the removal of existing epoxy resin pavement markings by grinding prior to the installation of new epoxy resin material. This work also includes certified testing reports for all pavement markings placed on all roadways. All work shall be performed in accordance with these Specifications, Section T.20 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, and the Contract Documents.

MATERIALS: Materials shall conform to Section M.17 – Pavement Markings of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, with the following exceptions:

CONSTRUCTION METHODS: Construction Methods shall conform to Section T.20 – Pavement Markings of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, with the following exceptions:

Delete **Subsection T.20.03.6 d. 1. Grinding** on page T-45 and T-46 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition in its entirety and replace it with the following:

T.20.03.06 d. 1. Grinding. All existing pavement marking material (including binder and beads) situated above the level plane of the top substrate surface shall be removed by grinding. Existing marking material embedded in pavement cavities below the level plane of the top surface course pavement binder shall not be removed by the grinding operation unless otherwise directed by the Engineer. The method shall not damage the surface and have no more than a moderate color and/or texture change. The grinding truck shall be equipped with a vacuum and dust collector that is 99.99 percent efficient in removing particles no bigger than 0.5 microns. All pavement markings removed must be replaced within 3 calendar days and/or before the end of the working week. No roads are to be left without striping over a weekend. Removal is at no extra cost. A sweeper with the capacity to pick up grindings simultaneously with the removal operation is required.

Establishment of Measurement Lots

The contractor shall perform QC testing as follows on all materials characteristics listed in the Master Schedule for Project Testing. For the purposes of certifying that pavement markings are installed in accordance with contract requirements, each of the roadways and facilities upon which pavement markings are installed shall be divided into distinct measurement areas by the Contractor. A measurement area (LOT) is hereby defined as a

section of roadway or facility within which the total quantity of each distinct item of pavement marking work as listed in the Proposal (e.g., 6 Inch Epoxy Resin Pavement Markings White) shall be considered a single unit for the purposes of inspection, certification, and acceptance. The Contractor shall comply with the following five criteria for the establishment of each LOT:

The maximum length of a LOT shall be in accordance with the D.O.Q. and ASTM D 6359.

1. A LOT shall not extend past the intersection of two signed Interstate, U.S., or State route numbers (e.g., U.S. Route 44 at State Route 94).
2. At least one separate and distinct LOT shall be established for each of the roadway segments and facilities listed in the Limits of Work.
3. At least one separate and distinct LOT shall be established for each ramp associated with each of the freeways and expressways listed in the Limits of Work.
4. A LOT on an undivided roadway shall be taken to include all markings installed for both directions of traffic.
5. A LOT on a divided freeway, expressway, or arterial shall be taken to include all markings installed in only one direction of traffic (i.e., separate LOTS shall be established in each direction of travel). Each LOT established on these types of roadways shall be "mirrored" by a LOT with identical limits in the opposite direction of travel.

The Contractor shall submit its proposed list of LOTs to RIDOT within 30 calendar days following the contract notice to proceed date. RIDOT will review the LOT list and notify the Contractor in writing whether or not it concurs with the list. If the LOT list is not approved by RIDOT, the Contractor shall make any changes requested and resubmit to RIDOT for approval before beginning any pavement marking installation work.

The approved LOT list shall be used by the Contractor in completing inspections and certifications for all pavement markings installed under this contract, all in accordance with the criteria described in the following sections. RIDOT may use the approved LOT list to select areas of roadways and facilities to be inspected for contract compliance.

Pavement Marking Inspection Methods and Frequency

General

The Contractor shall be responsible for inspecting each type of installed pavement marking on all roadways and facilities included in the contract. The Contractor shall also be responsible for providing RIDOT with all inspection results and certifications in an acceptable format, as described in the *Submission of Certifications* section of this

specification. All personnel performing reflectivity testing shall be certified by ATTSA or the manufacturer of the equipment or equivalent to.

The Contractor shall furnish and implement appropriate temporary traffic controls during all inspection and certification work described in this specification. All temporary traffic control shall be in accordance with the provisions of the Transportation Management Plan for the project.

Quality Assurance Testing: RIDOT will perform random and/or periodic spot checks of the pavement marking LOTS. The Contractor shall provide temporary traffic control for RIDOT retroreflectivity acceptance testing operations. The Transportation Management Plan for this project shall be adhered to by the Contractor for the evaluation of retroreflectivity acceptance testing operations. RIDOT estimates approximately 100 working days of retroreflectivity acceptance testing operations. The Engineer will notify the Contractor a minimum of twenty-four (24) hours prior to the commencement of such expected operations.

In the event RIDOT and QC retroreflectivity readings vary using the 30 meter retroreflectivity instrument in accordance with ASTM E 1710 "Test Method for Measurement of Retroreflective Pavement Marking Materials with CEN-Prescribed Geometry Using a Portable Retroreflectometer" and certified personnel, RIDOT results shall govern.

Inspection Schedule and Frequency

The Contractor shall be responsible for developing and managing an overall inspection program to ensure that all pavement markings are inspected and installed in accordance with the stipulations of this section.

Initial Inspection and Certification of Newly Installed Markings:

The Contractor shall conduct an inspection of all newly installed pavement markings at least 14 but not more than 60 calendar days after the installation of the markings. Also at the time of placement of said striping the contractor shall use a 4 inch by 8 inch aluminum tab taken in the field at the time of striping for each test area and forwarded to the striping Resident Engineer for his inspection. These tabs will be well cured and labeled from their locations.

Exceptions to the Standard Inspection and Certification Schedule:

RIDOT may request that the Contractor conduct additional or more frequent inspections of retroreflectivity than described in these specifications in one or more specific LOTS if it is determined that the retroreflectivity of the markings within the LOT are determined to be deficient, as defined in the *Pavement Marking Performance Requirements – Retroreflectivity* section of these specifications.

Inspection Methods and Procedures

Dimensions:

For each type of longitudinal line marking, the Contractor shall measure the width and height (depth) of the marking at one set of each applied marking per lane mile within each Lot. The dimensions (both width and height) of each type of longitudinal marking to be reported for each overall LOT shall be greater than 28 mils (difference between top of adjacent pavement and top of marking).

Also the contractor shall provide the engineer with field sample tabs of each longitudinal line striped for centerline and edge line on each roadway. These tabs will be well cured and labeled from their locations.

Retroreflectivity:

The photometric quality of markings to be evaluated by the Contractor is the coefficient of retroreflected luminance (R_L) and shall be expressed as millicandelas per square meter per lux ($\text{mcd}/\text{m}^2/\text{lx}$). For each type of longitudinal line marking, the Contractor shall evaluate the retroreflectivity with a RIDOT approved hand held portable retroreflectometer unit with 30 meter CEN geometry similar to LTL unit by Delta Light or equal in accordance with ASTM E1710 and the frequencies and evaluation per ASTM D 6359.

Pavement Marking Performance Requirements

Dimensions

The reported width of each type of longitudinal line marking within each LOT shall differ no more than

- 4 inch \pm 1/4 inch
- 6 inch \pm 1/4 inch
- 10 inches and above \pm 1/2 inch

- Lateral deviation shall not exceed one inch in 100 feet.
- Length of ten-foot skip markings shall not deviate more than 3 inches.

The reported height (thickness) of all pavement markings within each LOT shall test a minimum 28 mil composite dry applied thickness as determined to be the difference between the surface of the pavement and top of pavement marking using calipers or micrometer at 3 random locations per lane mile (based on 2008 and 2009 analyses with a range of 24 – 36 mil and average 29).

Each type of longitudinal marking in a LOT with a recorded width that differs more than 1/4-inch, and any pavement marking type in a LOT with a recorded height of less than 28 mils, shall be deemed deficient, and the Contractor shall replace the markings with new acceptable markings at no additional cost to RIDOT.

Retroreflectivity

The reported retro reflectivity of each type of pavement marking in each LOT shall be greater than or equal to the minimum requirements as specified in Table 4 below for the

type of roadway facility, monitoring event, and color of marking indicated and will be paid for in accordance with the schedule shown.

Table 4 – Minimum Acceptable LOT Retroreflectivity Values¹ of Pavement Markings

Minimum 350 / 225 (white / yellow)	100 % contract unit price
Minimum 330 / 205 (white / yellow)	90 % contract unit price
Minimum 310 / 185 (white / yellow)	80 % contract unit price
Minimum 300 / 175 (white / yellow)	75 % contract unit price
Below 300 / 175 (white / yellow)	0 % contract unit price

¹ Retroreflectivity evaluated in accordance with ASTM E 2176 or ASTM E 1710, Entrance Angle = 88.76° and Observation Angle = 1.05°

Each type of marking in a LOT with a recorded retroreflectivity below the applicable minimum acceptable value in Table 4 shall be deemed deficient and the Contractor shall replace the markings with new acceptable markings at no additional cost to RIDOT.

Any values below the initial readings payment table below shall follow:

Deficiencies

General

In addition to the action required of the Contractor in response to a deficiency as set forth in this specification, the Contractor will be charged a performance-related penalty if the requirements presented in the *Basis of Payment* section are not met.

Notice of Deficiencies

The Contractor shall review all data collected for each LOT before reporting it to RIDOT. The Contractor is expected to notice all discrepancies that the data indicates exist within the project work limits. Upon learning of a deficiency through its own monitoring activities, the Contractor shall take steps to correct the deficiency by removal and reapplication of each specific type of marking deemed deficient within the entire deficient LOT, as described below.

When RIDOT determines through its own monitoring activities that it is necessary to remove a deficiency, it will contact the Contractor in writing or by phone within 30 calendar days of first becoming aware of the deficiency. The Contractor shall take similar action as it would have had it learned of the deficiency through its own monitoring activities.

Correction of Deficiencies

Upon discovery or notification of a deficiency, the Contractor shall take steps to incorporate pavement marking replacement work within the LOT(s) deemed deficient into its ongoing pavement marking installation program. During all marking replacement work, the Contractor shall use procedures that will not damage the pavement and that will completely eliminate the deficient markings. All replacement markings shall be in accordance with the material and performance requirements described herein.

Deficiencies within a LOT shall be corrected within thirty (30) calendar days of discovery or notification of deficiencies in that LOT. If the Contractor fails to correct the deficiencies within the 30 calendar days specified, the RIDOT may choose to exercise its authority to have the deficiencies corrected by any other lawful means, including requiring the surety to correct the deficiencies. The Contractor shall be responsible for the cost of all such corrective work. All work and materials (including, but not limited to, all temporary traffic control, flagpersons, and police details) required for the correction of deficiencies shall be at no additional cost to the RIDOT.

When the Contractor is required to replace pavement marking material but the date, temperature, or humidity conditions do not allow marking materials to be installed in full accordance with the manufacturer's guidelines, recommendations, and/or specifications, the Contractor shall install and maintain temporary pavement markings in accordance with the Standard Specifications, latest Edition, within one week from discovery or notification of the deficiency. The installation, maintenance, and removal of the temporary pavement marking shall be solely the Contractor's expense. Temporary markings shall remain in place until such time that the date, temperature, and humidity allow the installation of the permanent replacement marking material in accordance with manufacturer's instructions and specifications.

Exclusion of Deficiencies

If RIDOT determines, or if the Contractor determines and notifies RIDOT who subsequently agrees with the Contractor's determination in writing, that one or a combination of the following factors are directly and solely responsible for any deficiency under consideration, the conditions of the *Basis of Payment* section will not apply to the deficiency within that LOT, and the Contractor will be excluded from the penalties described therein:

1. Determination that the deficiency was due to failure of the pavement surface
2. Determination that the deficiency was due to work done on the roadway by a third party

Because RIDOT reserves the right to conduct its own evaluations at any time prior to final acceptance, the Contractor is reminded that any evaluation finding that installed markings have fallen below the minimum performance requirements presented herein is cause to replace the existing markings with new markings.

Submission of Certifications

Following the installation and inspection of markings within each LOT, a certification signed by the Contractor shall be submitted to the Engineer stating that all such markings within each LOT have been installed in accordance with the contract performance requirements, The Contractor will not be paid for any pavement marking installation work until a signed certification is received and approved by the Engineer.

Each certification submitted to the Engineer shall indicate the following:

- LOT number and limits
- Roadway/Facility name
- Route number or numbers (if applicable)
- Travel direction (if applicable)
- Pavement marking material and glass bead testing
- Substrate (pavement) surface type
- Date, time, and weather conditions present during which each lot was installed
- Date, time, and weather conditions present during which each inspection was completed
- Complete set of retroreflectivity, dimensional, mil thickness, color, and other measurements that were collected

The inspection and certification results for each LOT with new pavement markings installed shall be submitted within 30 calendar days to RIDOT, in both print and electronic data formats as prescribed. The notarized certificate of compliance from the material manufacturer shall be provided to RIDOT at the same time as the results of the testing and certification.

Payments to the contractor will be based on receipt of Testing certifications.

METHOD OF MEASUREMENT: “Epoxy Resin Pavement Markings” will be measured by one of the following units, each as actually placed in accordance with the Plans and/or as directed by the Engineer.

a.) “Lump Sum” (LS): For each of the following types and widths of markings:

- 4” – White

- 4" – Yellow
- 6" – White
- 12" – White
- 12" – Yellow

b.) "Each": For each of the following types of marking items:

- Railroad Crossing Symbol
- Pedestrian Symbol
- Disabled Person Symbol
- "X-ING" word
- "YIELD" word
- Yield Line (inclusive of multiple yield line triangles placed side by side at one location)
- Bike Symbol
- Arrow - Straight, Left, Right, or Combined
- "Speed Humps Ahead" word
- "SLOW" word
- "PED X-ING ADHEAD" word

BASIS OF PAYMENT: "Epoxy Resin Pavement Markings" will be paid for at their respective contract unit prices per Lump Sum (LS) or for each (EACH) for each type or types, as listed in the proposal complete in place and accepted, with consideration of the minimum retroreflection compensation criteria provided below. Such price shall constitute full compensation for movement of the Contractor's personnel and work equipment to and from the work sites, removal of existing markings, cleaning of pavement, furnishing, layout, and application of the marking material, partitioning the roadways and facilities upon which pavement markings are installed into LOTS, performing inspections of markings in said LOTS to check for compliance with the performance-based requirements of the contract, submitting certifications of such compliance to RIDOT, repairing and/or installing new pavement markings to replace all markings within said lots that are determined to be non-compliant with the performance requirements, and for all labor, equipment, tools, materials, and incidentals necessary to complete the work to the satisfaction of the Engineer.

With the exception of RIDOT traffic control items explicitly listed in the proposal, all costs associated with pavement marking installation certifications and inspections will not be paid for separately, but shall be considered an incidental obligation of the Contractor and distributed among the contract unit prices for pavement markings items. Traffic control items for RIDOT pavement marking inspections will be measured separately and paid under the applicable item in the Proposal.

Retroreflection Values:

Minimum 350 / 225 (white / yellow)	-----	100 % contract unit price
Minimum 330 / 205 (white / yellow)	-----	90 % contract unit price
Minimum 310 / 185 (white / yellow)	-----	80 % contract unit price
Minimum 300 / 175 (white / yellow)	-----	75 % contract unit price
Below 300 / 175 (white / yellow)	-----	0 % contract unit price

JOB SPECIFIC

CODE T20.9909

AS NEEDED STRIPING INSTALLATION AND REMOVAL WORK – FORCE ACCOUNT

DESCRIPTION: This work consists of the removal and installation of pavement markings at locations determined by the Department after contract award, all in accordance with these Specifications.

MATERIALS: Materials shall conform to Section M.17 – Pavement Markings of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, with the following exceptions:

Delete **Section M.17.01 Glass Beads – Dual Gradation** on pages M-89 and M-90 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition in its entirety and replace with the following;

M.17.01 GLASS BEADS – DUAL GRADATION.

M.17.01.1 Scope. This Specification covers the requirements for glass beads which are to be dropped onto white and yellow pavement marking material to produce a highly weather and-wear resistant reflectorized traffic marking.

M.17.01.2 Detailed Requirements.

a. Reflective Glass Spheres. The glass spheres shall be transparent, clean, smooth and spherically shaped, free of milkiness, pits, or excessive air bubbles, manufactured with virgin or recycled glass cullet, meet AASHTO M247, and conform to the following specific requirements:

1. Coatings. The spheres shall be coated to enhance their embedment characteristics to the binder. They shall show no tendency to absorb moisture in storage and shall remain free of clusters and hard lumps.

2. Quality Assurance. The spheres shall be segregated into maximum lots of 2,500 pounds and lot numbers shall be stamped onto each. Each lot shall be tested for gradation, rounds and coating and a Certificate of Compliance stating such will accompany each lot.

3. Gradation. The glass spheres shall meet the following gradation requirements when tested in accordance with ASTM D1214:

T.20.03.06 d. 1. Grinding. All existing pavement marking material (including binder and beads) situated above the level plane of the top surface course pavement binder shall be removed by grinding. Existing marking material that is embedded in pavement cavities below the level plane of the top surface course pavement binder shall not be removed by the grinding operation unless otherwise directed by the Engineer. The method shall not damage the surface in any way and have no more than a moderate color and/or texture change. The grinding truck must be capable of removing 80,000 linear feet of 6-inch line per day; and must be equipped with a vacuum and dust collector that is 99.99 percent efficient in removing particles no bigger than 0.5 microns. All pavement markings removed must be replaced in a timely manner. Removal is at no extra cost. A sweeper with the capacity to pick up grindings simultaneously with the removal operation is required.

The Engineer will submit to the Contractor, at random intervals throughout the contract duration, one or more plans describing additional pavement marking installation and/or removal work that is not already included in the contract (hereafter referred to as "as needed work"). Direction to proceed with the as needed work at each location may be given by the Engineer at any time. Upon each directive to proceed with as needed work, the Contractor and the Engineer shall mutually agree to a date on or before which the work shall be completed.

All as needed work shall be completed in a timely manner and in accordance with the permissible working hour and completion of work stipulations included in the Contract-Specific General Provisions, unless permission to deviate from these restrictions is granted in advance by the Engineer.

The time period within which direction may be given to proceed with as needed work will end upon notification of the Contractor by the Engineer (when the remaining funds for this item are not sufficient to pay for additional work) or on **November 30, 2013**, whichever occurs first.

METHOD OF MEASUREMENT: "As Needed Striping Installation and Removal Work – Force Account" will be measured for payment based on the itemized statements of the cost of the work as submitted by the Contractor, all in accordance with Section 109.04 DIFFERING SITE CONDITIONS, CHANGES, EXTRA WORK AND FORCE ACCOUNT WORK of the Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions.

BASIS OF PAYMENT: This work will be paid for on a Force Account Basis to be compensated as described in Section 109.04 DIFFERING SITE CONDITIONS, CHANGES, EXTRA WORK AND FORCE ACCOUNT WORK of the Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions. Such payments shall constitute full compensation for all labor, equipment,

JOB SPECIFIC

CODE 937.1000 – MAINTENANCE AND MOVEMENT OF TRAFFIC PROTECTIVE DEVICES

DESCRIPTION: Subsection 937.05.2; Failure to Comply, of the Standard Specifications, requires that a daily charge be deducted from monies due to the Contactor for failure to satisfactorily maintain traffic control devices.

Markings not replaced within 3 calendar days of removal of before the end of the work week will be considered a violation of 937.1000 Maintenance and Protection of Traffic Protection Devices.

The charge for this Contract will be \$ 1,000.00 per day.

Table of Contents - Distribution of Quantities

Project Name - 2012-2013 Statewide Pavement Striping - Central
 Estimate Name - Addendum No. 5
 R.I. Contract No. - 2011-CT-087
 FAP Nos: NHSG-4444(081)

ItemCode	Description	Page
914.5010	FLAGPERSONS	1
914.5020	FLAGPERSONS - OVERTIME	1
	TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0 AND 27.1.1	
	FLUORESCENT TRAFFIC CONES STANDARD 26.1.0	
	TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE SIGN	
931.9901	CLEANING AND SWEEPING PAVEMENT FOR STATEWIDE STRIPING	1
T20.2020	EPOXY RESIN PAVEMENT ARROW - STRAIGHT, LEFT, RIGHT, OR COMBINED STANDARD 20.1.0	2
T20.2022	EPOXY RESIN PAVEMENT MARKING WORD "ONLY" STANDARD 20.1.0	2
T20.9901	4" EPOXY RESIN PAVEMENT MARKING - YELLOW	2
T20.9902	6" EPOXY RESIN PAVEMENT MARKING - WHITE	2
T20.9903	6" EPOXY RESIN PAVEMENT MARKING - YELLOW	2
T20.9906	12" EPOXY RESIN PAVEMENT MARKING - WHITE	3
T20.9907	EPOXY RESIN PAVEMENT MARKING BIKE SYMBOL	3
T20.9908	EPOXY RESIN PAVEMENT MARKING YIELD LINE	3
T20.9909	AS NEEDED STRIPING INSTALLATION AND REMOVAL WORK - FORCE ACCOUNT	3
T20.9910	4" EPOXY RESIN PAVEMENT MARKING - WHITE	3
T20.9911	12" EPOXY RESIN PAVEMENT MARKING - YELLOW	3
T20.9912	EPOXY RESIN PAVEMENT MARKING WORD "STOP"	4
T20.9913	EPOXY RESIN PAVEMENT MARKING WORD "AHEAD"	4
T20.9914	EPOXY RESIN PAVEMENT MARKING DISABLED SYMBOL	4
T20.9916	** ITEM DELETED **	4
T20.9917	EPOXY RESIN PAVEMENT MARKING - RAILROAD CROSSING	4

Distribution of Quantities

Project Name - 2012-2013 Statewide Pavement Striping - Central
 Estimate Name - Addendum No. 5
 R.I. Contract No. - 2011-CT-087
 FAP Nos: NHSG-4444(081)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
001	914.5010	FLAGPERSONS	MHRS			
		STATEWIDE				
		STATEWIDE		2,500.00	0021	01
				Item 914.5010 Total:	2,500.00	
002	914.5020	FLAGPERSONS - OVERTIME	MHRS			
		STATEWIDE				
		STATEWIDE		1,250.00	0021	01
				Item 914.5020 Total:	1,250.00	
STANDARD 29.1.0 AND 27.1.1						
003	922.0100	TEMPORARY CONSTRUCTION SIGNS	SF			
		STATEWIDE				
		STATEWIDE		250.00	0021	01
				Item 922.0100 Total:	250.00	
26.1.0						
004	923.0200	FLUORESCENT TRAFFIC CONES STANDARD EACH				
		STATEWIDE				
		STATEWIDE		400.00	0021	01
				Item 923.0200 Total:	400.00	
MOUNTED ATTENUATOR AND CHANGEABLE						
005	928.9901	TRAFFIC CONTROL TRUCK WITH TRUCK MESSAGE SIGN	PDAY			
		STATEWIDE				
		RIDOT PAVEMENT MARKING		200.00	0021	01
		INSPECTION (TESTING)				
		STATEWIDE		700.00	0021	01
				Item 928.9901 Total:	900.00	
006	931.9901	CLEANING AND SWEEPING PAVEMENT FOR STATEWIDE STRIPING	PDAY			

Distribution of Quantities

Project Name - 2012-2013 Statewide Pavement Striping - Central
 Estimate Name - Addendum No. 5
 R.I. Contract No. - 2011-CT-087
 FAP Nos: NHSG-4444(081)

<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
006	931.9901 Cont.	STATEWIDE				
		STATEWIDE		150.00	0021	01

Distribution of Quantities

Project Name - 2012-2013 Statewide Pavement Striping - Central
 Estimate Name - Addendum No. 5
 R.I. Contract No. - 2011-CT-087
 FAP Nos: NHSG-4444(081)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
006	931.9901	Cont.				
				Item 931.9901 Total:	150.00	
007	T20.2020	EPOXY RESIN PAVEMENT ARROW - STRAIGHT, LEFT, RIGHT, OR COMBINED STANDARD 20.1.0 STATEWIDE STATEWIDE	EACH			
				Item T20.2020 Total:	1,448.00	0021 01
008	T20.2022	EPOXY RESIN PAVEMENT MARKING WORD "ONLY" STANDARD 20.1.0 STATEWIDE STATEWIDE	EACH			
				Item T20.2022 Total:	756.00	0021 01
009	T20.9901	4" EPOXY RESIN PAVEMENT MARKING - YELLOW STATEWIDE STATEWIDE	LS			
				Item T20.9901 Total:	1.00	0021 01
010	T20.9902	6" EPOXY RESIN PAVEMENT MARKING - WHITE STATEWIDE STATEWIDE	LS			
				Item T20.9902 Total:	1.00	0021 01
011	T20.9903	6" EPOXY RESIN PAVEMENT MARKING - YELLOW STATEWIDE STATEWIDE	LS			
				Item T20.9903 Total:	1.00	0021 01

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Project Name - 2012-2013 Statewide Pavement Striping - Central
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 R.I. Contract No. - 2011-CT-087
 FAP Nos: NHSG-4444(081)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
017	T20.9911 Cont.	STATEWIDE		1.00	0021	01
				Item T20.9911 Total:	1.00	
018	T20.9912	EPOXY RESIN PAVEMENT MARKING WORD "STOP" ROCKLAND ROAD ROCKLAND ROAD	EACH	2.00	0021	01
				Item T20.9912 Total:	2.00	
019	T20.9913	EPOXY RESIN PAVEMENT MARKING WORD "AHEAD" ROCKLAND ROAD ROCKLAND ROAD	EACH	2.00	0021	01
				Item T20.9913 Total:	2.00	
020	T20.9914	EPOXY RESIN PAVEMENT MARKING DISABLED SYMBOL STATEWIDE STATEWIDE	EACH	16.00	0021	01
				Item T20.9914 Total:	16.00	
021	T20.9916	PAVEMENT MARKING LINE THICKNESS MONITOR STATEWIDE STATEWIDE	LS	1.00	0021	01
				Item T20.9916 Total:	**DELETED**	
022	T20.9917	EPOXY RESIN PAVEMENT MARKING - RAILROAD CROSSING STATEWIDE - CENTRAL STATEWIDE - CENTRAL	EACH	4.00	0021	01
				Item T20.9917 Total:	4.00	