

February 15, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION
RHODE ISLAND CONTRACT NO.2011-CH-108
FEDERAL-AID PROJECT NO. FAP Nos: NHSG-RESF(222), NHS-RESF(221)

Improvements to Route 138

RI Route 138 between US Rte 1 and the western end of the Jamestown Bridge including the RI Route 1A on and off Ramps.

CITY/TOWN OF North Kingstown

COUNTY OF WASHINGTON

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 3 Prospective bidders and all concerned are hereby notified of the following changes in the Plans, Specifications, Proposal and Distribution of Quantities for this contract. These changes shall be incorporated in the Plans, Specifications, Proposal and Distribution of Quantities, and shall become an integral part of the Contract Documents.

A. Contract Documents

1. General Provisions – Contract Specifics
 - a. Delete the Transportation Management Plan Forms 1-3 (R-1) in their entirety from Appendix A in the General Provisions – Contract Specifics and replace with new Transportation Management Plan forms 1-3 (R-2) attached to this Addendum No. 3.
 - b. Delete General Restrictions (Attachment 1) (R-1) in its entirety from Appendix A in the General Provisions – Contract Specifics and replace with revised General Restriction (Attachment 1) (R-2) attached to this Addendum No. 3. The restrictions for Route 138 have been revised for eastbound and westbound directions.
 - c. Delete Additional Events Requiring Lane Restrictions (Attachment 2) in its entirety from Appendix A in the General Provisions – Contract Specifics and replace with a deleted Attachment 2 (R-1) attached to this Addendum 3. Additional Events Requiring Lane Restrictions (Attachment 2) has been deleted.
2. Specification/Job Specific
 - a. Delete Index Page JS-i in its entirety and replace with revised Index Page JS-i (R-1) attached to this Addendum No. 3. Item Code 12.108.03 has been added.
 - b. Insert Page JS-2a attached to this Addendum 3. Job Specific Item Code 12.108.03 has been added.



For RI Department of Transportation
Chief Engineer

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 accommodates 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 responsible 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 Temporary Traffic Control Devices and Features, and where applicable, the other transportation management strategies identified above and (2) document all work zone-related feedback and 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 III</i>			Signature: <i>Robert Rocchio</i>			Signature: <i>Kazem Farhoudmand</i>		
Frank Corrao III, P.E.			Robert Rocchio, P.E.			Kazem Farhoudmand, P.E.		
Date: <i>2/13/12</i>			Date: <i>2/8/12</i>			Date: <i>2/13/12</i>		
Revision #	Initials	Date	Revision #	Initials	Date	Revision #	Initials	Date
1	<i>FC</i>	<i>2/15/12</i>	1	<i>TRC</i>	<i>2/15/12</i>	1	<i>TRC</i>	<i>2/15/12</i>

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: _____

**RIC 2011-CH-108 / Improvements to Route 138
General Restrictions (Attachment 1)**

Location	Time of Day		Day of Week						
	From	To	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Route 138 EASTBOUND (See note 5)	0:00	6:00	ALL	1 L	1 L	1 L	1 L	1 L	ALL
	6:00	9:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	9:00	15:00	ALL	2 L	2 L	2 L	2 L	2 L	ALL
	15:00	20:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	20:00	0:00	1L	1 L	1 L	1 L	1 L	ALL	ALL

Route 138 WESTBOUND (See note 5)	0:00	6:00	ALL	1 L	1 L	1 L	1 L	1 L	ALL
	6:00	9:00	ALL						
	9:00	15:00	ALL	2 L	2 L	2 L	2 L	2 L	ALL
	15:00	20:00	ALL						
	20:00	0:00	ALL	1 L	1 L	1 L	1 L	ALL	ALL

Route 1A on/off- ramps (See note 3)	0:00	6:00	ALL	D*	D*	D*	D*	D*	ALL
	6:00	9:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	9:00	15:00	ALL	1 LR	ALL				
	15:00	20:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	20:00	22:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	22:00	0:00	D*	D*	D*	D*	D*	ALL	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.
1 LR	A minimum of one 11-foot wide travel lane shall remain open to ramp traffic.
2 L	A minimum of two 11-foot wide travel lanes in each direction shall remain open.
D*	Detour traffic (See note 3)

NOTES

- The set-up and break-down of temporary traffic control devices within a travelled way or shoulder shall be construed as a closure of that travel way or shoulder.
- 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.
- Detour indicated above for Route 1A on and off Ramp closures shall be permitted only during milling and paving operations, otherwise all travel lanes and shoulders shall remain open to traffic. The contractor shall not implement more than one ramp detour at a given time.
- The contractor shall provide trafficpersons for all traffic control
- All travel lanes and shoulders of Route 138 shall remain open for the following special events:
 - Both Directions
America's Cup: Saturday 6/23 at 20:00 through Sunday 7/1 at 06:00
Black Ships: Thursday 7/12 at 15:00 to 22:00
 - Eastbound
America's Cup/Material transport from Quonset to Newport: Saturday 6/2 at 0:00 through Sunday 6/10 at 20:00
 - Westbound
America's Cup/Material Transport from Newport to Quonset: Sunday 7/1 at 0:00 through Monday 7/9 at 20:00

**RIC 2011-CH-108/Improvements to Route 138 North Kingstown
Additional Events Requiring Lane Restriction (Attachment 2)**

DELETED

**SPECIFICATIONS - JOB SPECIFIC
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**JOB SPECIFIC
R.I. CONTRACT NO. 2011-CH-108**

**CODE 12.108.03
PROSECUTION AND PROGRESS**

In accordance with Section 12.108.03, PROSECUTION AND PROGRESS, Para. a., General Requirements, 1 Project Schedule Program

The Schedule Level for this contract is Schedule Level B.

Replace **Subsection 12.108.03, PROSECUTION AND PROGRESS, Para. a., General Requirements, 2 Software** with the following:

12.108.03. a. 2 Software

The software used to generate the CPM Schedule shall be Primavera P6. The version shall be Version 7 or 8. The contractor shall purchase and maintain a valid software maintenance agreement for each license of software necessary to produce and maintain the Project Schedules. Unless specified elsewhere in the Contract Documents, the Contractor shall comply with the terminology defined by the Primavera Project Management Manual.