February 20, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2012-CB-017

FEDERAL-AID PROJECT NO. FAP Nos: BRO-0023(004)

Pocasset River Bridge No. 23

Reservoir Ave/Route 2 STA 77+00.00 - STA 79+90.00

CITY/TOWN OF Cranston

COUNTY OF PROVIDENCE

NOTICE TO PROSPECTIVE BIDDERS

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

A. Drawings/Plans - Change/Addition

1. General Plan

   Delete Drawing 7 of 66 in its entirety and replace with attached Drawing 7(R-1) of 66. Revisions have been made to the notes and to the disposition of trees and shrubs in A.P 9/2 Lot 3453.

2. Maintenance and Protection of Traffic Plans

   Delete Drawings 13 and 14 of 66 in their entirety and replace with attached Drawings 13(R-1) and 14 (R-1) of 66. Revisions have been made to the traffic controls north of the bridge.

3. Bridge Notes - 1

   Delete Concrete Note 12 on Drawing 19 of 66. Concrete Notes 11 and 12 are duplicates.

B. General Provisions - Contract Specific

1. Appendix E: Transportation Management Plan

   Delete Appendix E: Transportation Management Plan in its entirety and replace with the attached Appendix E: Transportation Management Plan. The Transportation Management Plan has been updated.

2. Appendix F: Structural Disposition List

   Delete Appendix F: Structural Disposition List and replace with the attached Appendix F: Structural Disposition List (R-1). SD-7 and SD-9 have been modified.

C. Specifications - Job Specific

1. Table of Contents

   Delete Pages JS-i and JS-ii in their entirety and replace with attached Page JS-i(R-1) JS-ii(R-1). Item Code 201.9902 has been replaced with Item Code 201.9950, and Item Code T09.9901 has been replaced with Item Code T09.9902.

2. Remove and Dispose Contaminated Soil

   Delete Pages JS-6 and JS-7 in their entirety and replace with attached Pages JS-6(R-1) and JS-7(R-1). Item Code 201.9902 has been replaced with Item Code 201.9950.

3. Temporary Relocation and Permanent Service to Building No. 1119

   Delete Page JS-62 in its entirety and insert attached Pages JS-62(R-1) and JS-62a. Item Code T09.9901 has been replaced by T09.9902 and the Special Provision has been revised.

D. Distribution of Quantities

1. Index

   Delete Page Index: 4 and replace with attached Page Index: 4(R-1). Item Code T09.9901 has been deleted and Item Code T09.9902 has been added.

2. Item Codes 201.0301 and 201.0310

   Delete Page 1 of 35 in its entirety and insert attached Pages 1(R-1) and 1a of 36. The quantities of Item Codes 201.0301 and 201.0310 have been revised.

3. Item Code 201.0409

   Delete Page 2 of 35 in its entirety and insert attached pages Pages 2(R-1) and 2a of 36. An additional quantity has been added to Item Code 201.0409.

4. Item Code 401.0200

   Delete Page 9 of 35 in its entirety and insert attached Pages 9(R-1) and 9a of 36. A quantity has been added to Item Code 401.0200.

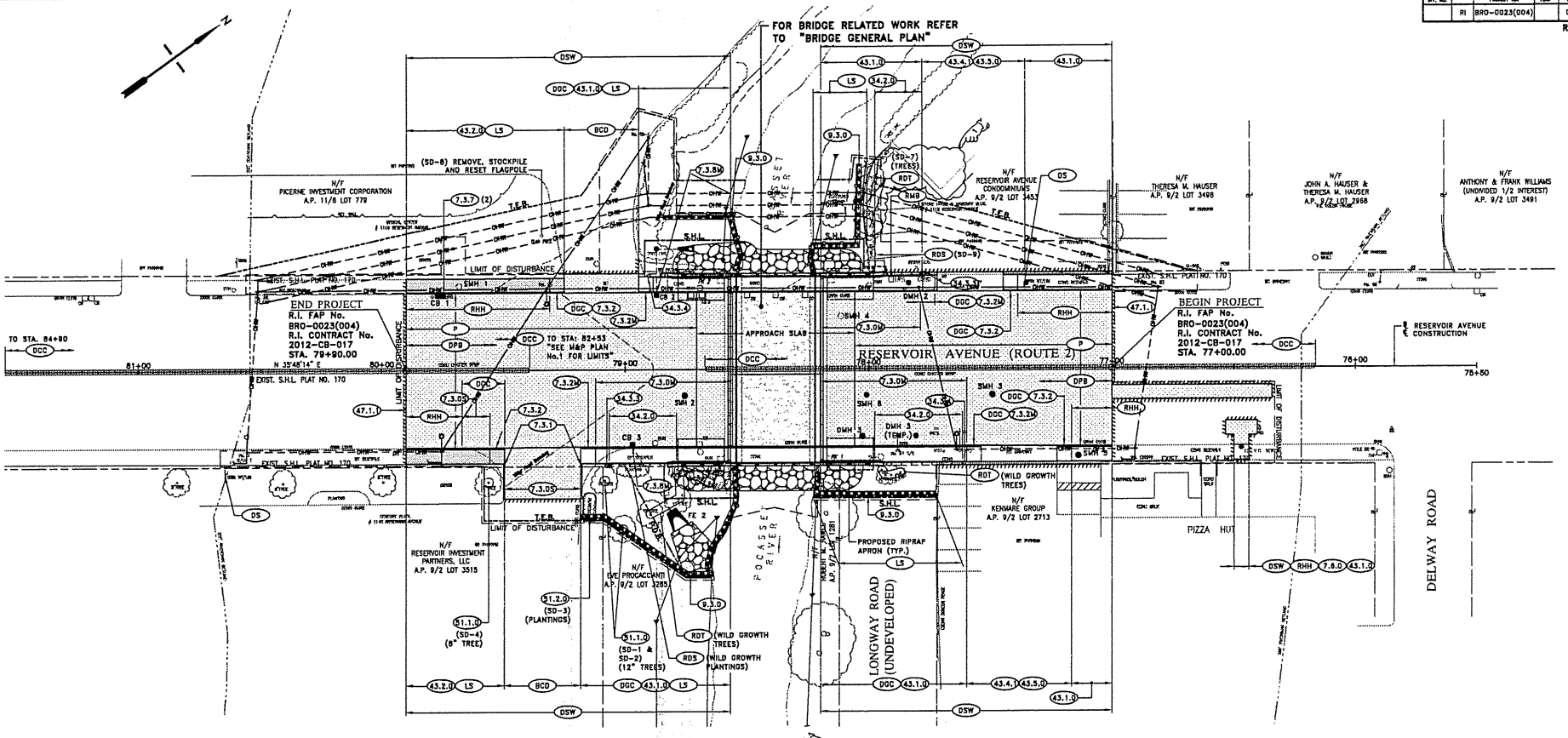
5. Item Code 932.0220

   Delete Page 33 of 35 in its entirety and insert attached Pages 33(R-1) and 33a of 36. A quantity has been added to Item Code 932.0220.

6. Item Codes T09.9901 and T09.9902

   Delete Page 35 of 35 in its entirety and insert attached Pages 35(R-1) and 36. Item Code T09.9901 has been deleted and Item Code T09.9902 has been added.

RI Department of Transportation
Chief Engineer



FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	BRO-0023(004)		07	85

R-1

NOTES:

1. FOR CLARITY, UNDERGROUND UTILITIES ARE NOT SHOWN ON THIS PLAN. SEE "DRAINAGE AND UTILITY PLAN" FOR UTILITY INFORMATION.
2. ALL REQUIRED TREE TRIMMING SHALL BE PERFORMED UNDER THE RIDOT STATE WIDE TRIMMING CONTRACT AND COORDINATED WITH THE STATE.
3. PORTIONS OF THE EXISTING FLEXIBLE PAVEMENT PARKING LOT AT A.P. 9/2 LOG 3453 SHALL BE REMOVED AND DISPOSED AND REPLACED WITH 3 INCHES OF BITUMINOUS SURFACE COURSE TYPE I-1 PAVEMENT AS NEEDED AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR PAVEMENT SAWCUTTING WILL BE MADE UNDER ITEM CODE 932.0220.

Graphic Scale 1"=20'

20' 10' 0 20' 40' 80'

REVISIONS		
NO.	DATE	BY
1	2/19/13	DJE

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

REHABILITATION OF

POCASSET RIVER BRIDGE No. 23

CRANSTON RHODE ISLAND

GENERAL PLAN

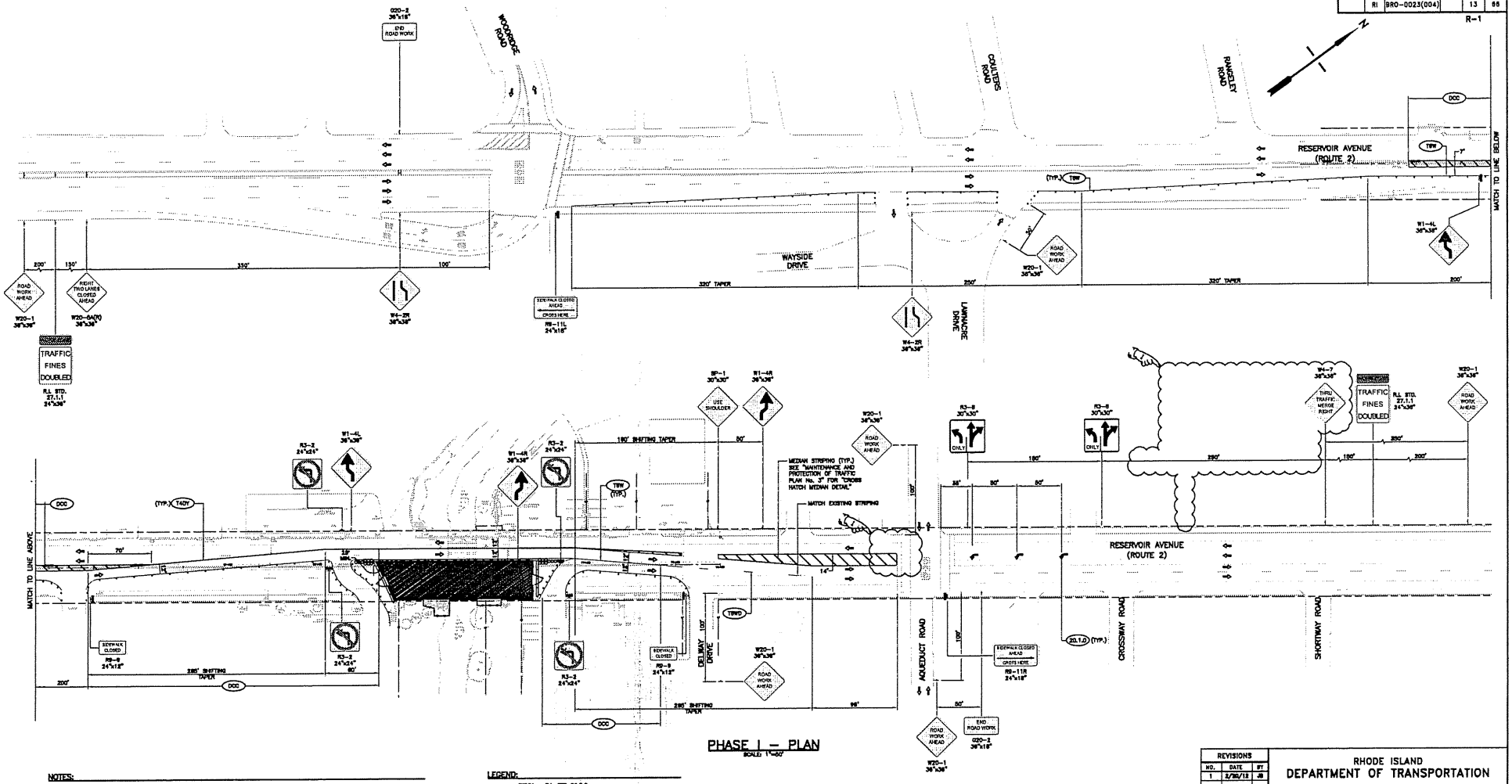
CHECKED BY:_____ DATE:_____ SCALE: 1"=20'

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

0153B_V1_007_GENERAL_ADD01

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	CONTR. TITLE	PROJ. NO.	TOTAL SHEETS
	RI	BRO-0023(004)		13	66

R-1



PHASE I – PLAN

SCALE: 1"=50'

NOTES:

1. DURING PHASE I TRAFFIC CONTROL SETUP, TRAFFIC WILL BE TRAVELING ON THE NORTHWESTERN HALF OF THE EXISTING BRIDGE, ONE LANE IN EACH DIRECTION.
2. DURING PHASE II TRAFFIC CONTROL SETUP, TRAFFIC WILL BE TRAVELING ON THE SOUTHEASTERN HALF OF THE EXISTING BRIDGE, ONE LANE IN EACH DIRECTION.
3. ALL SIGNS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", 2009 EDITION, WITH ALL REVISIONS.
4. TEMPORARY PRECAST MEDIAN TRAFFIC BARRIERS ARE TO BE IN PLACE AT THE COMPLETION OF WORK EACH DAY. BARRIERS MAY BE MOVED DURING CONSTRUCTION HOURS WHEN WORK IS IN PROGRESS.
5. DIRECTIONAL ARROWS SHOWN REPRESENT TRAFFIC PATTERN AFTER THE INSTALLATION OF THE TEMPORARY TRAFFIC CONTROL MEASURES SHOWN ON THE PLAN.
6. ONE-INCH DIAMETER REINFORCING BAR SHALL BE USED TO LINK ALL PRECAST MEDIAN BARRIER.
7. IMMEDIATELY PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CRANSTON POLICE, FIRE, AND PUBLIC WORKS DEPARTMENTS, OF THE IMPENDING LANE CLOSURE. DURING THE DURATION OF CONSTRUCTION, SHOULD THERE BE ADDITIONAL RESTRICTIONS ON ROADWAY OPERATIONAL CAPACITY AND/OR SAFETY, THE CONTRACTOR SHALL AGAIN NOTIFY THE ABOVE AGENCIES.
8. ALL EXISTING STRIPING THAT IS IN CONFLICT WITH PROPOSED TEMPORARY STRIPING SHALL BE REMOVED BY GRINDING.
9. THE MAXIMUM SPACING FOR DRUMS IS 20 FEET.
10. GROUND MOUNTED TEMPORARY TRAFFIC SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH R.I. STD. 24.3.0.

LEGEND:

- DRUM – R.I. STD 26.3.0
- PRECAST MEDIAN BARRIER – R.I. STD. 40.8.0
- SHOCK ABSORBING BARRIER MODULES (SEE DETAILS SHEET)
- TRAFFIC SIGN
- TRAFFIC FLOW ARROWS
- WORK AREA
- TEMPORARY 6' CHAIN LINK FENCE, R.I. STD. 31.2.0
- SIGNALIZED INTERSECTION
- PLASTIC PIPE TYPE III BARRICADE, R.I. STD. 31.3.0

REVISIONS		
NO.	DATE	BY
1	2/20/13	JB

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

REHABILITATION OF

POCASSET RIVER BRIDGE No. 23

CRANSTON RHODE ISLAND

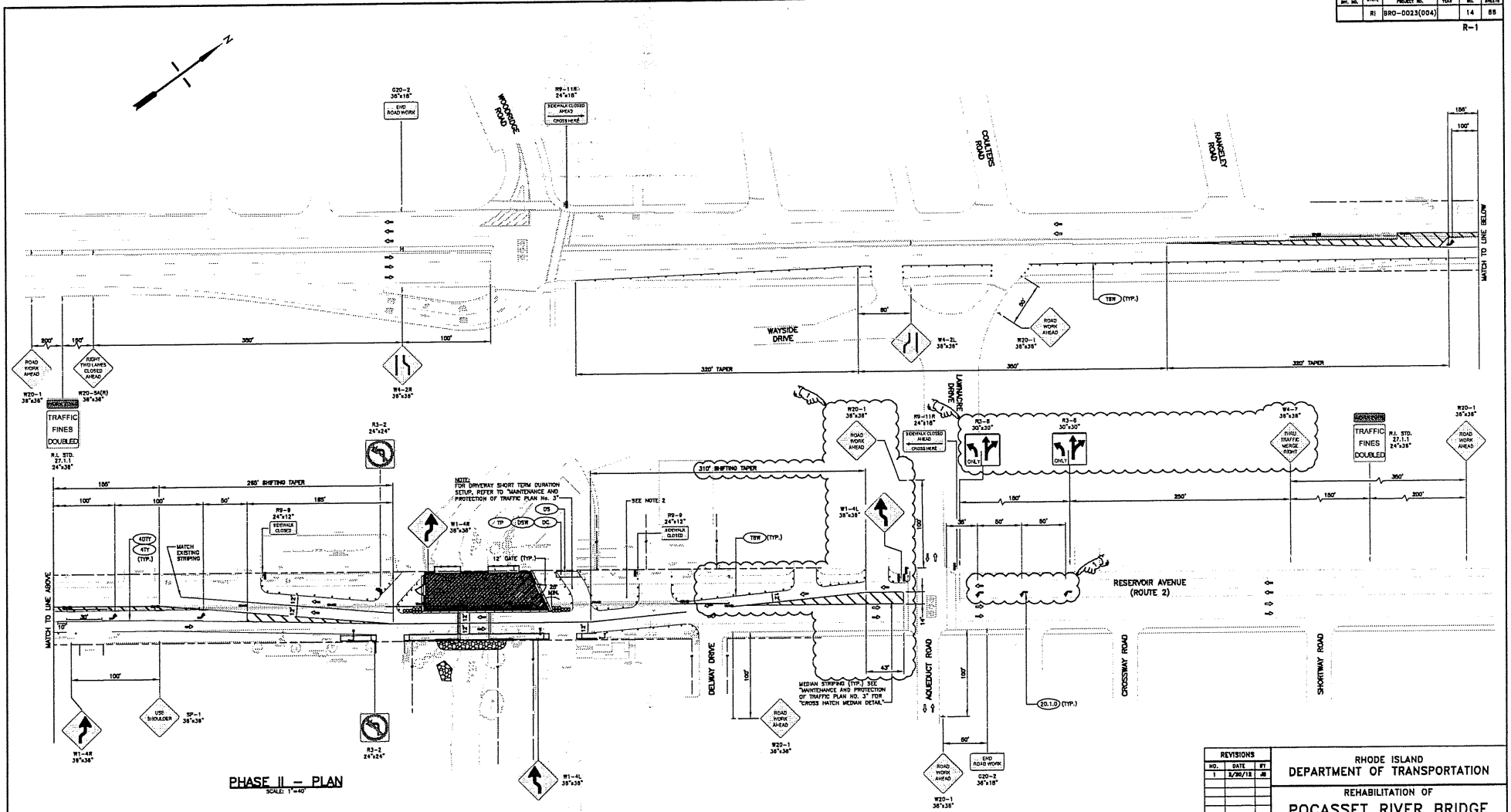
MAINTENANCE AND PROTECTION OF TRAFFIC PLAN No. 1

CHECKED BY:_____ DATE:_____ SCALE: 1"=50'

01538_V1_013_TCONTROL002_ADD01

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	RI	BRO-0023(004)		14	85

R-1



PHASE II – PLAN

SCALE: 1"=40'

NOTES:

1. REFER TO MAINTENANCE AND PROTECTION OF TRAFFIC PLAN No. 2 FOR TRAFFIC CONTROL NOTES.
2. THIS AREA SHALL NOT BE USED FOR CONSTRUCTION STAGING.

LEGEND:

- DRUM – R.I. STD 26.2.0
- PRECAST MEDIAN BARRIER – R.I. STD. 40.5.0
- SHOCK ABSORBING BARRIER MODULES (SEE DETAIL SHEET)
- TRAFFIC SIGN
- TRAFFIC FLOW ARROWS
- WORK AREA
- TEMPORARY 6' CHAIN LINK FENCE, R.I. STD. 31.2.0
- SIGNALIZED INTERSECTION
- PLASTIC PIPE TYPE III BARRICADE, R.I. STD. 31.2.0

REVISIONS		
NO.	DATE	BY
1	3/30/18	JB

PARE CORPORATION
ENGINEERS - SCIENTISTS - PLANNERS
8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
401-334-4100

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

REHABILITATION OF
POCASSET RIVER BRIDGE
No. 23

CRANSTON RHODE ISLAND

MAINTENANCE AND PROTECTION OF TRAFFIC PLAN No. 2

CHECKED BY:_____ DATE:_____ SCALE: 1"=50'

01538_V1_014_TCONTROL003_ADD01

LEVEL 2 TRANSPORTATION MANAGEMENT PLAN

SIGNIFICANT PROJECT

Project Name: **Pocasset River Bridge No.23**

RI Design Contract No(s): **2001-EB-006**

RI Construction Contract No(s): **2012-CB-017**

Municipalities: **Cranston**

Submission: **ADV** Date: **10-Feb-2012**

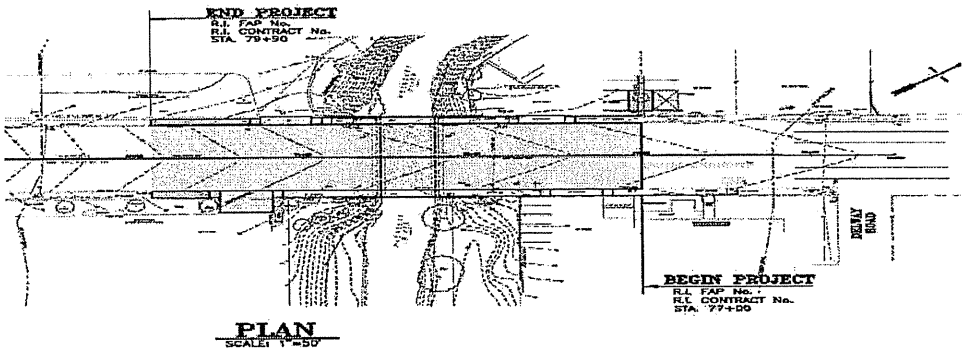


TABLE OF CONTENTS

Section Title	Page Number
TMP Roles and Responsibilities	2
Project Information	4
Traffic Conditions Prior to Start of Work	5
Expected Traffic Conditions During the Work	6
Transportation Management Strategies	
Traffic-Related Work Restrictions	6
Temporary Traffic Control Plans	7
Public Information Plan	7
Transportation Operations Plan	8
Performance Monitoring Plan	8
Changes to TMP & Contingency Plans	9
TMP Approvals	9
List of Attachments	10

TMP ROLES AND RESPONSIBILITIES

TMP Development Managers

Project design managers who oversee the development of this TMP

RIDOT		CONSULTANT	
Name:	Francisco Lover	Name:	John P. Shevlin, PE
Title:		Title:	Vice President
Unit:	Traffic Engineering	Company/Unit:	Pare Corporation
Office Phone:	401-222-2694 x 4205	Office Phone:	401-334-4100
Mobile Phone:		Mobile Phone:	
E-Mail:	flovera@dot.ri.gov	E-Mail:	jshevlin@parecorp.com

TMP Implementation Managers

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

RIDOT		CONTRACTOR	
Name:		Name:	
Title:		Title:	
Unit:		Company/Unit:	
Office Phone:		Office Phone:	
Mobile Phone:		Mobile Phone:	
E-Mail:		E-Mail:	

TMP Implementation Task Leaders

Other parties responsible for completing specific transportation management tasks required by this TMP

NAME / TITLE (Specify the role)	COMPANY / UNIT	PHONE	E-MAIL
	RIDOT / TIC	401-222-5826	tmc_operations@dot.ri.gov
Task Description / Responsibilities:	To be contacted via RIDOT notification form (FAX to 222-4225 / 222-5640) min. 48 hours prior to the implementation of lane closures and detours. Will update RIDOT 511 system as necessary.		
	RIDOT / Communications	401-222-1362	webmaster@dot.ri.gov
Task Description / Responsibilities:	To be contacted via RIDOT notification form (FAX to 222-3905) min. 48 hours prior to the implementation of lane closures and detours. Will update/issue RIDOT travel advisories web site / news releases as necessary.		
	RIDOT / Customer Service	401-222-2450	CustomerService@dot.ri.gov
Task Description / Responsibilities:	To be contacted via RIDOT notification form (FAX to 222-5648) min. 48 hours prior to the implementation of lane closures and detours. If necessary, will assist in coordinating the strategies included in the Public Information Plan.		
Task Description / Responsibilities:			

TMP Implementation Task Leaders (continued)

NAME / TITLE (If Individual is named)	COMPANY / UNIT	PHONE	E-MAIL
Task Description / Responsibilities:			
Task Description / Responsibilities:			
Task Description / Responsibilities:			
Task Description / Responsibilities:			
Task Description / Responsibilities:			

TMP Stakeholder Contacts

TMP Stakeholders to be consulted or coordinated with during the work

NAME / TITLE (If Individual is named)	COMPANY / UNIT	PHONE	E-MAIL
	Cranston Public Works Department	401-780-3175	N/A
Role / Notification/Consultation Requirements:	Immediately prior to the start of construction, the contractor shall notify the above agency of the impending lane closure. During the duration of construction, should there be additional restrictions on roadway operational capacity and/or safety; the contractor shall again notify the above agency.		
Role / Notification/Consultation Requirements:			
Role / Notification/Consultation Requirements:			
Role / Notification/Consultation Requirements:			
Role / Notification/Consultation Requirements:			

Emergency Service Contacts

Emergency service agencies/providers expected to be impacted by the project work zones

NAME / TITLE (If Individual is named)	AGENCY / UNIT	PHONE	E-MAIL
	Rhode Island State Police	401-444-1000	
Special Details / Requirements:			
	Cranston Police Department	401-942-2211	
Special Details / Requirements:			
	Cranston Fire Department	401-780-4015	
Special Details / Requirements:			
Special Details / Requirements:			
Special Details / Requirements:			

PROJECT INFORMATION

Brief Project Description

The work associated with the rehabilitation of Pocasset River Bridge No. 23 generally consists of, but is not limited to: a) complete phased construction, removal, and disposal of the entire existing bridge, b) complete phased construction of the new bridge superstructure, c) temporary relocating existing water, sewer mains and gas mains crossing the bridge, and d) installing stone riprap and bedding. Staged construction will be utilized implementing a phased traffic control.

Highway work associated with the repairs to the Pocasset Bridge No. 23 generally consists of, but is not limited to: a) reconstruction of the bridge approaches, b) resetting of granite curb and replacement of concrete and bituminous sidewalks and guardrail at the approaches, c) removal and replacement of drainage catch basins, manholes and pipes, and d) full depth reconstruction of Reservoir Avenue.

The project wide installation of erosion controls and maintenance and protection of traffic will be required during the construction period along with all other incidentals complete-in-place and accepted by the Resident Engineer.

General Work Limits

This project is for the Rehabilitation of Pocasset River Bridge No. 23 on Reservoir Avenue over the Pocasset River in the City of Cranston, Providence County, Rhode Island. Work will take place throughout the roadway cross-section and within the shoulders.

WORK ZONE LOCATIONS			
ROADWAY NAME or INTERSECTION	FROM	TO	APPROX. LENGTH
Reservoir Avenue (Route 2)	At Pocasset River		250 ft

General Project Schedule & Construction Sequence*

The Project is expected to begin in Spring of 2012 and be completed in Fall of 2013

Most of the Drainage and Utility work will be completed first, followed by bridge rehabilitation and pavement operations and striping

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

OTHER ACTIVITIES IN PROJECT VICINITY WITH POTENTIAL FOR CAUSING SIGNIFICANT CUMULATIVE IMPACTS

ACTIVITY	DETAILS / DATES / LOCATIONS

TRAFFIC CONDITIONS PRIOR TO START OF WORK

Traffic Data

2002 Traffic Data

Reservoir Avenue (Route 2), both approaches, from Wood Ridge Rd to Aqueduct Rd

Counts	Vehicles	28,770 ADT
	Bicycles	N/C
	Pedestrians	N/C
Speeds	Posted	35 MPH
	Recorded 85th percentile	45 MPH
Classifications	Percent Truck	3%
Peak Traffic Hours/Period		Design Hourly Volume
Capacity		LOS C
V/C Ratios		0.31

Intersection Control

The section of Reservoir Avenue within the project limits is uncontrolled.

Crash Data

Crash Data for years 1999, 2000 and 2001 are attached to this TMP

Local Community Issues and Concerns

The Cranston Fire Department uses the Pocasset River Bridge on a daily basis and will be concerned about access during the reconstruction process.

EXPECTED TRAFFIC CONDITIONS DURING THE WORK

Traffic Data

2002 Traffic Data

Reservoir Avenue (Route 2), both approaches, from Wood Ridge Rd to Aqueduct Rd

Counts	Vehicles	28,770 ADT
	Bicycles	N/C
	Pedestrians	N/C
Speeds	Posted	35 MPH
	Recorded 85th percentile	45 MPH
Classifications	Percent Truck	3%
Peak Traffic Hours/Period		Design Hourly Volume
Capacity		LOS F
V/C Ratios		1.22

Anticipated Demands from Other Activities in Vicinity of Project

TRAFFIC-RELATED WORK RESTRICTIONS

General Restrictions

Please refer to the "General Restriction Chart" attached to this TMP for minimum of lanes and shoulder 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.

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

NEW YEAR'S DAY, INDEPENDENCE 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, & VETERANS DAY
No lane and/or shoulder closures allowed on Saturday and Sunday.
No lane and/or shoulder closures allowed on Monday.

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

TEMPORARY TRAFFIC CONTROL PLANS

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

RIDOT-DEVELOPED TYPICAL TTC PLANS	Included in: TMP	Plan Set
☐ Mobile Operation		
☐ Work Beyond the Shoulder		
☑ Shoulder Closure - Two Lane Road	X	
☐ Shoulder Closure - Limited Access		
☐ 1-Side Lane Shift - Two Lane Road		
☐ 2-Side Lane Shift - Two Lane Road		
☐ Lane Shift - Limited Access		
☐ Lane Closure - Two Lane Road		
☐ Lane Closure - Four Lane Road		
☐ Lane Closure - Limited Access		
☐ Double Lane Closure - Limited Access		
☐ Others (list) -		

DESIGNER-DEVELOPED TTC PLANS	Included in: TMP	Plan Set
TTC Plan No.1: Maintenance and Protection of Traffic Plan No.1		X
TTC Plan No.2: Maintenance and Protection of Traffic Plan No.2		X
TTC Plan No.2: Maintenance and Protection of Traffic Plan No.2		X

PUBLIC INFORMATION PLAN

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

Public Awareness Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS
RIDOT travel advisories news releases	RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions. Communications to include appropriate information in weekly news releases.
RIDOT travel advisories web site	RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions. Communications to post appropriate information on RIDOT travel advisories web page.

Road User Information Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

TRANSPORTATION OPERATIONS PLAN

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

Corridor/Network Management Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS
Street/intersection improvements	Temporary driveway opening for businesses on Reservoir Avenue to be installed during phase construction as shown in Plan Set.

Work Zone Safety Management Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS
Temporary traffic barrier	To be installed at locations shown on TTC plans.
Crash attenuators	To be installed at locations shown on TTC plans.

Traffic/Incident Management & Enforcement Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

Demand Management Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

PERFORMANCE MONITORING PLAN

General Monitoring Requirements

The **Contractor's TMP Implementation Manager** 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.

Project-Specific Performance Monitoring Strategies

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

CHANGES TO TMP & CONTINGENCY PLANS

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 Development and/or 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, 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).

Project Specific Contingencies

TMP APPROVALS

All approvals must be obtained prior to start of work.

DEPUTY CHIEF ENGINEER	STATE TRAFFIC ENGINEER	CHIEF ENGINEER
Signature: Paul Allaire	Signature: Robert Rocha	Signature: Kenneth Feole
Date: 2/20/12	Date 2/17/12	Date: 2/20/12

Revision #	Initials	Date

Revision #	Initials	Date

Revision #	Initials	Date

LIST OF ATTACHMENTS

1- **Shoulder Closure - Two Lane Road** **RIDOT Typical**

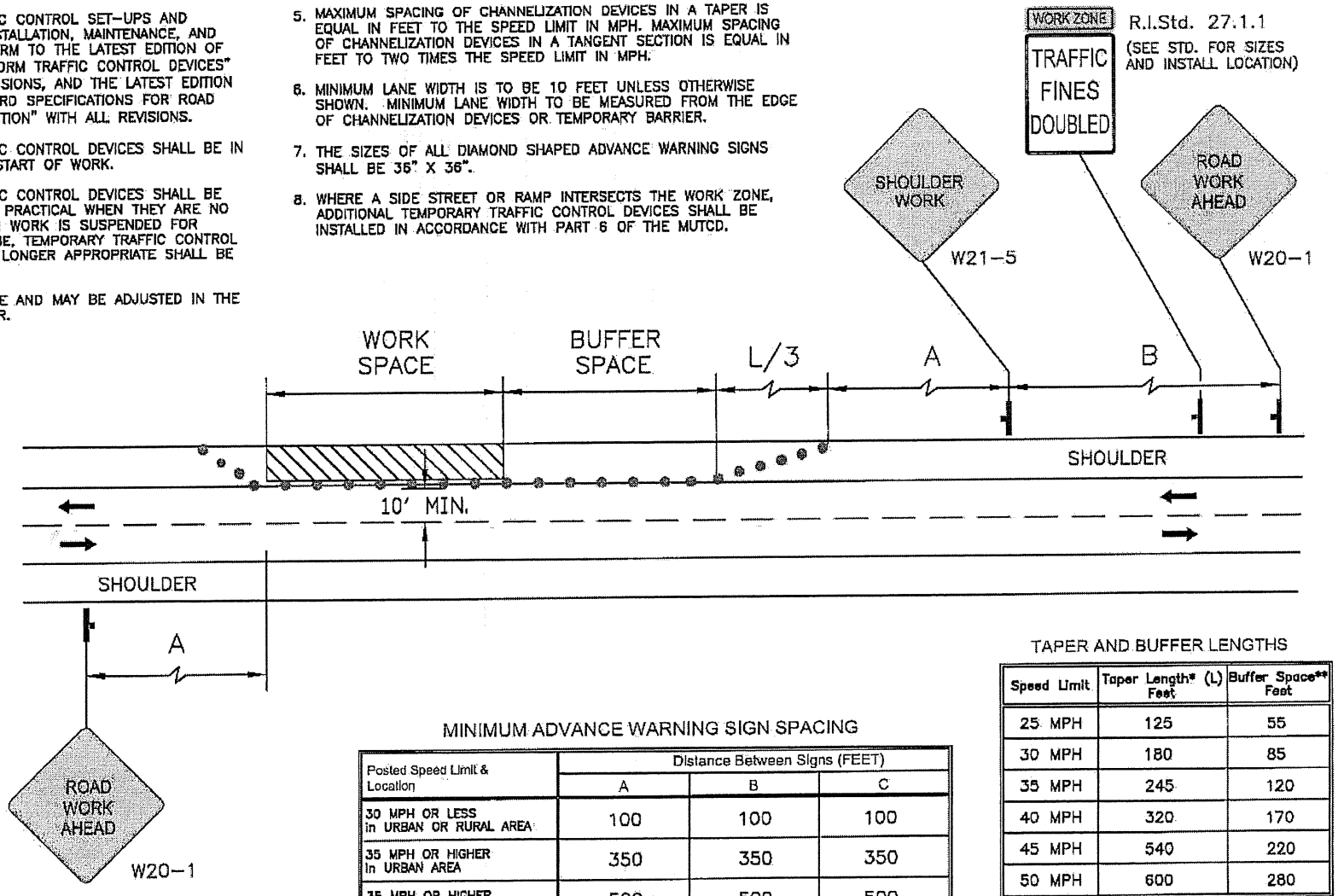
2- **Capacity Analysis**
Prior to Start of Work - Multilane Highway
During the Work - Two Way Two-Lane Highway

3- **Crash Data**

4- **General Restriction**
Minimum number or lanes & shoulder to remain open to traffic

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
4. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
5. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
6. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
7. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 36" X 36".
8. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.



MINIMUM ADVANCE WARNING SIGN SPACING

Posted Speed Limit & Location	Distance Between Signs (FEET)		
	A	B	C
30 MPH OR LESS in URBAN OR RURAL AREA	100	100	100
35 MPH OR HIGHER in URBAN AREA	350	350	350
35 MPH OR HIGHER in RURAL AREA	500	500	500

TAPER AND BUFFER LENGTHS

Speed Limit	Taper Length* (L) Feet	Buffer Space** Feet
25 MPH	125	55
30 MPH	180	85
35 MPH	245	120
40 MPH	320	170
45 MPH	540	220
50 MPH	600	280

* Required
** Suggested

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

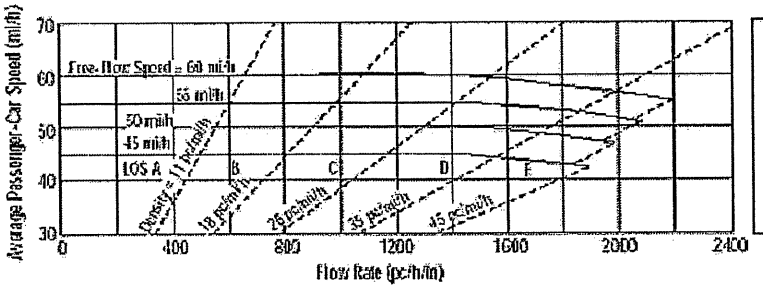
TEMPORARY
TRAFFIC CONTROL PLAN

TYPICAL SHOULDER CLOSURE ON TWO-LANE ROADWAY

NOT TO SCALE

DATE: 12-23-08

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	KJM
Agency or Company	Pare Engineering Corp
Date Performed	3/20/2002
Analysis Time Period	Design Hourly Volume

Site Information

Highway/Direction to Travel	Route 2 - Reservoir Avenue
From/To	Rangeley Rd to Aqueduct Rd
Jurisdiction	Cranston, Rhode Island
Analysis Year	2002

Project Description Pocasset Bridge No. 23 (Existing Conditions)

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1830	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	3
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.985

Speed Inputs

Lane Width, LW (ft)	11.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	
FFS (measured)	45.0
Base Free-Flow Speed, BFFS	

Calc Speed Adj and FFS

f_{LW} (mi/h)	
f_{LC} (mi/h)	
f_A (mi/h)	
f_M (mi/h)	
FFS (mi/h)	45.0

Operations

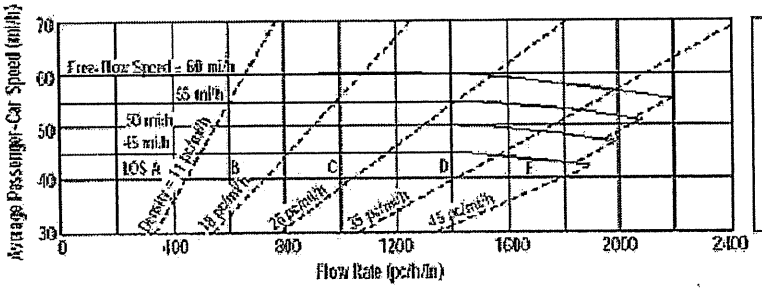
Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	1031
Speed, S (mi/h)	45.0
D (pc/mi/ln)	22.9
LOS	C

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Copyright © 2005 University of Florida, All Rights Reserved

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, N, v_p	LOS, S, D
Design (N)	FFS, LOS, v_p	N, S, D
Design (v_p)	FFS, LOS, N	v_p, S, D
Planning (LOS)	FFS, N, AADT	LOS, S, D
Planning (N)	FFS, LOS, AADT	N, S, D
Planning (v_p)	FFS, LOS, N	v_p, S, D

General Information

Analyst	KJM
Agency or Company	Pare Engineering Corp
Date Performed	3/20/2002
Analysis Time Period	Design Hourly Volume

Site Information

Highway/Direction to Travel	Route 2 - Reservoir Avenue
From/To	Rangeley Rd to Aqueduct Rd
Jurisdiction	Cranston, Rhode Island
Analysis Year	2002

Project Description Pocasset Bridge No. 23 (Existing Conditions)

☑ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1622	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	3
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.985

Speed Inputs

Lane Width, LW (ft)	11.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	0
Median Type, M	
FFS (measured)	45.0
Base Free-Flow Speed, BFFS	

Calc Speed Adj and FFS

f_{LW} (mi/h)	
f_{LC} (mi/h)	
f_A (mi/h)	
f_M (mi/h)	
FFS (mi/h)	45.0

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	914
Speed, S (mi/h)	45.0
D (pc/mi/ln)	20.3
LOS	C

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

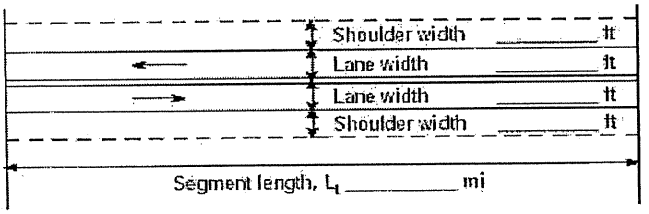
Copyright © 2005 University of Florida, All Rights Reserved

TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	SL	Highway	Route 2 - Reservoir Avenue
Agency or Company	Pare Corporation	From/To	Rangeley Rd to Aqueduct Rd
Date Performed	1/27/2009	Jurisdiction	Cranston, Rhode Island
Analysis Time Period	Design Hourly Volume	Analysis Year	2002 Data

Project Description: *Pocasset Bridge No.23 (During the Work)*

Input Data



☑ Class I highway ☐ Class II highway

Terrain ☑ Level ☐ Rolling

Two-way hourly volume	*3452* veh/h
Directional split	*53 / 47*
Peak-hour factor, PHF	*0.90*
No-passing zone	*0*
% Trucks and Buses , P_T	*3* %
% Recreational vehicles, P_R	*0%*
Access points/ *mi*	*0*

Average Travel Speed

Grade adjustment factor, f_G (Exhibit 20-7)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-9)	*1.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-9)	*1.0*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*3893*
v_p * highest directional split proportion[2] (pc/h)	*2063*

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Field Measured speed, S_{FM}	*45 mi/h*	Base free-flow speed, $BFFS_{FM}$	*mi/h*
Observed volume, V_f	*0 veh/h*	Adj. for lane width and shoulder width[3], f_{LS} (Exhibit 20-5)	*mi/h*
Free-flow speed, FFS $FFS=S_{FM}+0.00776(V_f/f_{HV})$	*mi/h*	Adj. for access points, f_A (Exhibit 20-6)	*mi/h*
		Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	*45.0 mi/h*

Adj. for no-passing zones, f_{np} (*mi/h*) (Exhibit 20-11)	
Average travel speed, ATS (*mi/h*) $ATS=FFS-0.00776v_p-f_{np}$	

Percent Time-Spent-Following

Grade Adjustment factor, f_G (Exhibit 20-8)	*1.00*
Passenger-car equivalents for trucks, E_T (Exhibit 20-10)	*1.5*
Passenger-car equivalents for RVs, E_R (Exhibit 20-10)	*1.2*
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	*0.985*
Two-way flow rate[1], v_p (pc/h)=V/ (PHF * f_G * f_{HV})	*3893*
v_p * highest directional split proportion[2] (pc/h)	*2063*
Base percent time-spent-following, $BPTSF(\%)=100(1-e^{-0.000879v_p})$	*96.7*
Adj. for directional distribution and no-passing zone, $f_{d/np}$(%)(Exh. 20-12)	*0.0*
Percent time-spent-following, $PTSF(\%)=BPTSF+f_{d/np}$	*96.7*

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	
Volume to capacity ratio, $v/c=V_p/3{,}200$	*1.22*
Peak 15-min veh-miles of travel, VMT_{15} (veh- *mi*)= $0.25L_t(V/PHF)$	*192*

Peak-hour vehicle-miles of travel, VMT_{60}(veh- *mi*)=V*L_t	*690*
Peak 15-min total travel time, TT_{15}(veh-h)= VMT_{15}/ATS	
Notes	
1. If Vp >= 3,200 pc/h, terminate analysis-the LOS is F. 2. If highest directional split Vp>= 1,700 pc/h, terminated anlysis-the LOS is F.	

Copyright © 2005 University of Florida, All Rights Reserved

ACCIDENT DATA

Cranston, RI

Intersection	1999			2000			2001		
	Property	Injury	Fatality	Property	Injury	Fatality	Property	Injury	Fatality
Rangeley Road	0	0	0	1	1	0	1	0	0
Delway Road	0	0	0	1	0	0	0	0	0
Aqueduct Road	9	5	0	3	6	0	8	6	0
TOTALS	**9**	**5**	**0**	**5**	**7**	**0**	**9**	**6**	**0**

Accident Type	1999	2000	2001
Object	0	0	0
Rear End	9	5	7
Broadside	1	2	3
Sideswipe Same Direction	1	1	3
Head-on	0	0	0
Angle	3	4	2
Animal	0	0	0
Bicycle	0	0	0
Sideswipe Opposite Direction	0	0	0

Reservoir Avenue - Cranston, RI

Intersection	Accident Types									
	Object	Rear End	Broadside	Head-on	Angle	Animal	Bicycle	Sideswipe Opposite Direction	Sideswipe Same Direction	Pedestrian
Rangeley Road	0	2	0	0	0	0	0	0	1	0
Delway Road	0	0	0	0	1	0	0	0	0	0
Aqueduct Road	0	19	6	0	8	0	0	0	4	0

GENERAL RESTRICTION CHART

Attachment to TMP for RIC 2012-CB-017
Rehabilitation of Pocasset River Bridge No. 23

MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC ON RESERVOIR AVENUE									
Construction Sequence	Time of Day		Day of Week						
	From	To	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Temporary Overhead Utility Relocation	0:00:00	7:00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	7:00:00	9:00:00	ALL	1L - SB ALL - NB	1L - SB ALL - NB	1L - SB ALL - NB	1L - SB ALL - NB	1L - SB ALL - NB	ALL
	9:00:00	15:00:00	ALL	2L	2L	2L	2L	2L	ALL
	15:00:00	0:00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
Bridge Related Work (see note 2)	0:00:00	9:00:00	2L	2L	2L	2L	2L	2L	2L
	9:00:00	15:00:00	2L	2L	2L	2L	2L	2L	2L
	15:00:00	0:00:00	2L	2L	2L	2L	2L	2L	2L
Resurfacing & Striping	0:00:00	9:00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	9:00:00	15:00:00	ALL	2L	2L	2L	2L	2L	ALL
	15:00:00	0:00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL

LEGEND

ALL	All travel lanes and shoulders (both directions, unless noted) shall remain open to traffic.
1L - SB	A minimum of one 11-foot wide travel lane in the southbound direction shall remain open to traffic.
ALL - NB	All travel lanes and shoulders in the northbound direction shall remain open to traffic.
2L	A minimum of 2 lanes (one 11-foot wide travel lane in each direction) shall remain open to traffic.

1 **The sidewalk on a minimum of one side of Reservoir Avenue shall remain open to pedestrian traffic at all times during the duration of the project.**

2 **When approved in advance by the engineer, the Contractor may maintain only one 11-foot wide travel lane open to alternating traffic between the overnight hours of 21:00 and 6:00 the next day to accommodate bridge steel delivery and assembly.**

3 Safe access and egress to ramps, side streets, and all residential and commercial driveways must be maintained at all times.

4 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.

5 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.

Structural Disposition List

Rehabilitation of
Pocasset River Bridge No.23

Structure	Location	Description	Status	Disposition
SD-1	Sta. 79+00 LT	12" Tree	Property Improvement	Installation of Tree Protection Device
SD-2	Sta. 79+07 LT	12" Tree	Property Improvement	Installation of Tree Protection Device
SD-3	Sta. 79+14 LT	Plantings	Property Improvement	Installation of Shrub Protection Device
SD-4	Sta. 79+56 LT	8" Tree	Property Improvement	Installation of Tree Protection Device
SD-5	N/A	N/A	Deleted	N/A
SD-6	N/A	N/A	Deleted	N/A
SD-7	Sta. 77+98 RT	Trees (Flowering Cherry)(3)	Property Improvement	Remove & Dispose
SD-8	Sta. 79+34 RT	Flag Pole	Property Improvement	Remove, Stockpile, & Reset
SD-9	Sta. 77+98 RT	Shrubs (Canada Yew)(15)	Property Improvement	Remove & Dispose

INDEX
SPECIFICATIONS - JOB SPECIFIC

CODE	TITLE	PAGE
	Table of Contents	JS-1
12.108.03	Prosecution and Progress	JS-2
12.108.1000	Prosecution and Progress	JS-3
201.9901	Remove and Dispose Concrete Chatter Strip (24" Wide)	JS-4
201.9950	Remove and Dispose Contaminated Soil	JS-6
201.9903	Remove, Stockpile, and Reset Flag Pole	JS-9
208.9901	Control of Water	JS-10
208.9902	Dewatering Stockpile Basin	JS-11
209.9901	Inlet Sediment Control Device	JS-12
212.2000	Cleaning and Maintenance of Erosion Controls	JS-13
701.9901	Furnish And Install 16" Diameter Insulated Sewer Main on Bridge No. 23	JS-14
701.9902 & 701.9903	12" SDR35 Sanitary Sewer Gravity 16" SDR35 Sanitary Sewer Gravity	JS-17
701.9904	1.5 Inch Copper Water Service Pipe	JS-23
701.9905	Water Main Cap/Hydrant/Blow-off Assembly	JS-25
701.9906 & 701.9907	Install Temporary Gas Main Install Permanent Gas Main	JS-30
702.9901	Granite Apron Stone 38" (RI Std. 7.3.8M Modified)	JS-46
805.9903	Temporary Earth Support	JS-47
808.9901	Temporary Precast Concrete Block for Phased Construction	JS-48
808.9902	Polystyrene Filler	JS-50

CODE	TITLE	PAGE
810.9901	Mechanical Reinforcing Splices	JS-51
814.9901	Diamond Grinding Portland Cement Concrete Bridge Deck	JS-52
823.9901	Fixed Joint Angle Assembly	JS-54
824.9901	Furnish and Install Temporary Gas Support Assembly on Bridge	JS-55
905.1000	Sidewalks	JS-56
906.1000	Dust Control	JS-57
906.9901 & 906.9902	Granite Curb, Quarry Split Straight (Std. 7.3.0M – Modified) Granite Transition Curb, Quarry Split Special Transition (Std. 7.3.0M – Modified)	JS-58
937.1000	Maintenance and Movement of Traffic Protective Devices	JS-59
938.1000	Price Adjustments	JS-60
L.02.1000	Seeding	JS-61
T09.9902	Temporary Relocation and Permanent Service to Building No. 1119	JS-62
T20.9901 & T20.9902	Temporary 4 Inch Epoxy Resin Pavement Marking Yellow Temporary 6 Inch Epoxy Resin Pavement Marking White	JS-63

JOB SPECIFIC

CODE 201.9950

REMOVE AND DISPOSE CONTAMINATED SOIL

DESCRIPTION: This work includes, but not limited to, the excavation, stockpiling (if necessary), and disposal, including transportation and landfill tipping facility fees of contaminated soil on the southern side of Bridge No. 23 in the area indicated on the Demolition Plan in accordance with the Standard Specifications and this Special Provision.

The work under this item also includes coordinating with and assisting the project's environmental consultant, Pare Corporation (PARE), with the collection of waste characterization samples and compliance samples, as described under Construction Methods.

RELATED WORK: Unless otherwise noted, this work shall conform to the requirements of Section 201 "Site Preparation" of the Standard Specifications.

MATERIALS: (N/A)

CONSTRUCTION METHODS:

A. Waste Characterization Samples

1. At this time, it is presumed that contaminated soil will be disposed of at the Rhode Island Resource Recover Corporation's (RIRRC) Central Landfill in Johnston, RI. As such, the soil must be sampled and analyzed before the RIRRC will accept it at the Central Landfill. However, should the RIRRC reject the soil, the Contractor shall be required to identify an alternate disposal site, coordinate with PARE to complete a disposal application, and transport the material to the alternate disposal location.

2. No less than two weeks prior to the start of construction, the Contractor and PARE will visit the site and collect one composite sample from two discrete locations within the area of contaminated soil. The Contractor shall provide the necessary equipment to core or otherwise open the asphalt above the contaminated soil and patch the asphalt after sample collection is complete. Personnel from PARE will collect the sample once the asphalt is open. The Contractor shall be responsible for providing traffic control during the sample collection and pavement restoration, which may mean providing adequate signage and a police detail.

3. PARE will have the sample analyzed and will submit the necessary application to the RIRRC for approval.

4. The purpose of conducting the sampling and analysis prior to construction is to obtain the necessary approval from the RIRRC before the Contractor excavates the contaminated soil. Once the necessary approval is in place, the Contractor can excavate the contaminated soil, transfer directly to a waiting dump truck or trailer, and transport directly to the Central Landfill, thereby eliminating the need to stockpile contaminated soil prior to disposal.

B. Excavation and Disposal

1. The Contractor shall excavate the contaminated soil within the area limits shown on the Demolition Plan to a depth or approximately 4 feet. The actual limits will be determined by PARE through the execution of compliance sampling. The compliance sampling may result in a slightly larger contaminated soil footprint or depth.

2. The Contractor shall load the soil into covered dump trucks or trailers for off-site disposal.

3. In the event that the Contractor cannot immediately transport contaminated soil off-site, the Contractor shall be required to stockpile soil on-site. Soil will be stockpiled on top of 6-mil polyethylene sheeting and covered with the same. The Contractor shall make provisions to prevent erosion of the stockpile soil.

4. **No contaminated soil shall leave the site unless it is transported directly to an approved disposal outlet.** No off-site temporary holding facilities shall be allowed.

5. The Contractor shall maintain proper Bill of Lading documentation for each load of soil transported to the Central Landfill (or alternate disposal facility).

C. Compliance Sampling

1. After the Contractor has excavated the contaminated soil to limits shown on the Demolition Plan, PARE will collect compliance sample of the excavation bottom and sidewalls. The purpose of the compliance samples is to confirm that the contaminated soil has been substantially removed from the site.

2. The initial compliance sampling results may indicate that some contaminated soil remains at the site. In such an event, the Contractor will be required to remove additional soil, as directed by PARE. PARE will then collect additional compliance samples. There may be several iterations of soil removal and compliance sampling.

3. Under no circumstances shall the Contractor backfill the area of contaminated soil until PARE has received the results of the compliance samples.

D. Utilities and Drainage Structures

1. The Contractor shall be responsible for maintaining in-place all utilities and drainage structures impacted by the removal of contaminated soil. This work shall be considered incidental to item 201.9950.

E. Restoration

1. After the compliance sampling is complete, the Contractor shall backfill the former area of contaminated soil with clean fill. However, prior to backfilling the material, the Contractor must identify his source and allow PARE the opportunity to sample and analyze the proposed backfill.

2. It is presumed that the material that the Contractor will use to backfill the former area of contaminated soil would be the same material used elsewhere at the site. Therefore, payment for the acquisition, transport, and placement of backfill at this location is covered under item 203.0800 "Gravel Borrow." No specific, separate payment item will be made for the acquisition, transport, and placement of backfill in the former area of contaminated soil.

JOB SPECIFIC

CODE T09.9902

TEMPORARY RELOCATION AND PERMANENT SERVICE TO BUILDING NO. 1119

DESCRIPTION: The work under this item shall consist of disconnecting cable and electric utility services for Building No. 1119 from Pole No. 84, installing temporary service to Building No. 1119 on temporary Pole No. 84, and, upon completion of bridge work, removing the temporary utility services and installing a new permanent service from new Pole No. 84 to Building No. 1119. The work includes, but is not limited to, sawcutting and pavement removal, trenching, conduit, cables and service connections, backfilling, and pavement patching for both the temporary and new permanent service.

The Contractor shall coordinate all activities with the Engineer, National Grid, Verizon, and Cox Communications. The Contractor will not be responsible for temporary relocation and permanent location of phone service cables to Building No. 1119. However the Contractor will be responsible for conduit for phone services and shall also coordinate all activities with the phone company (Verizon) for temporary and permanent relocation of phone services.

All work performed by the Contractor shall be subject to the inspection and final approval of Cox Communications, Verizon, National Grid, and the Engineer. The Contractor shall be responsible for obtaining any necessary permits and approvals for performing this work. No additional payment will be made for obtaining permits.

MATERIALS: All materials shall be provided by Contractor and approved by National Grid, Verizon, Cox Communications, and the Engineer. The Contractor shall obtain written approval for all materials

CONSTRUCTION: All construction shall conform to the requirements of State and Local Building and Electrical Codes, Verizon, Cox Communications, and National Grid including the National Grid 2010 Specification "National Grid Specifications for Electrical Installations." Except as required by National Grid and Cox Communications, all construction shall be in accordance with the relevant provisions of the 2010 Rhode Island Standard Specifications for Road and Bridge Construction, including the latest interims. Construction shall also be in accordance with the following:

A. All work shall be performed by Rhode Island licensed electricians qualified to perform the required work.

B. The Contractor shall be responsible for locating the existing underground conduit.

C. Temporary services shall be provided from the temporary utility pole at Sta. 78+02 RT.

D. Splicing cables will not be permitted.

E. Pavement to be removed for trenching shall be neatly sawcut along the trench and the pavement removed without damage to the adjacent pavement to remain.

F. The backfilled trench shall be patched with Class I-1 pavement.

G. The Contractor shall be aware of other underground utilities that are present on the property including but not necessarily limited to gas, water, sewer, and drainage. Several of the utilities tie in to the building at the southwest corner where the phone, cable, and electric utilities also tie in. The Contractor shall be responsible for locating and preventing damage to these utilities during the work. Any damage to the utilities shall be repaired by the Contractor to the satisfaction of the Engineer and the building Owner at no additional cost to the State or the building Owner.

METHOD OF MEASUREMENT: "Temporary Relocation and Permanent Service to Building No. 1119" will be measured for payment as a Lump Sum.

BASIS OF PAYMENT: The accepted quantity of "Temporary Relocation and Permanent Service to Building No. 1119" will be paid for at the contract lump sum price as listed in the Proposal. The price so stated shall constitute full and complete compensation for all labor, materials, tools, equipment, and incidentals required to finish the work as described in this Special Provision, complete and accepted by the Engineer, National Grid, Verizon, and Cox Communications.

Table of Contents - Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

ItemCode	Description	Page
L11.0102	TREE PLANT PROTECTION DEVICE STANDARD 51.1.0	34
L11.0103	SHRUB PLANT PROTECTION DEVICE STANDARD 51.2.0	34
T09.9901	**** ITEM DELETED ****	**35**
T20.1000	REMOVE EXISTING PAVEMENT MARKINGS	35
T20.9901	TEMPORARY 4 INCH EPOXY RESIN PAVEMENT MARKINGS - YELLOW	35
T20.9902	TEMPORARY 6 INCH EPOXY RESIN PAVEMENT MARKINGS - WHITE	35
T09.9902	**TEMPORARY RELOCATION AND PERMANENT SERVICE TO BUILDING NO. 1119**	**35**

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
001	201.0301	**CUTTING AND DISPOSING ISOLATED TREES AND STUMPS (4"- 24")**	EACH			
		ROADWAY				
		77+87 LT		1.00	0014	01
		77+91 LT		1.00	0014	01
		77+95 LT		1.00	0014	01
		78+00 RT		3.00	0014	01
		78+63 LT		1.00	0014	01
		78+65 LT		1.00	0014	01
		78+70 LT		1.00	0014	01
		78+77 LT		1.00	0014	01
		78+78 LT		1.00	0014	01
		78+79 LT		1.00	0014	01
		78+90 LT		1.00	0014	01
		Item 201.0301 Total:		**13.00**		
002	201.0310	**REMOVE AND DISPOSE SHRUBS**	EACH			
		ROADWAY				
		77+00 RT		2.00	0014	01
		78+00 RT		15.00	0014	01
		78+98 LT		2.00	0014	01
		Item 201.0310 Total:		**19.00**		
003	201.0401	**REMOVE AND DISPOSE GRANITE CURB**	LF			
		ROADWAY				
		77+17 LT - 77+23 LT		6.00	0014	01
		77+39 RT - 77+45 RT		6.00	0014	01
		77+54 LT - 78+20 LT		66.00	0014	01
		77+73 RT - 78+20 RT		47.00	0014	01
		78+57 LT - 79+18 LT		72.00	0014	01
		78+57 RT - 78+91 RT		34.00	0014	01
		79+25 RT - 79+31 RT		6.00	0014	01
		79+50 LT - 79+67 LT		31.00	0014	01

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
003	201.0401 Cont.	Item 201.0401 Total:		268.00		

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
004	201.0403	**REMOVE AND DISPOSE SIDEWALKS**	SY			
		ROADWAY				
		77+00 LT - 78+20 LT		80.00	0014	01
		77+00 RT - 78+20 RT		80.00	0014	01
		78+57 LT - 79+90 LT		89.00	0014	01
		78+57 RT - 79+90 RT		89.00	0014	01
		TEMP (CONTAMINATED AREA)				
		EMP 78+56 RT - 78+90 RT		32.00	0014	01
		Item 201.0403 Total:		**370.00**		
005	201.0408	**REMOVE AND DISPOSE RIGID PAVEMENT**	SY			
		ROADWAY				
		77+00 - 78+20		854.00	0014	01
		78+57 - 79+90		946.00	0014	01
		Item 201.0408 Total:		**1,800.00**		
006	201.0409	**REMOVE AND DISPOSE FLEXIBLE PAVEMENT**	SY			
		LOT 3453				
		77+00 RT - 77+00 RT		130.00	0014	01
		TEMP (CONTAMINATED AREA)				
		78+57 RT - 78+90 RT		340.00	0014	01
		TEMP (DRIVEWAY)				
		77+17 RT - 77+46 RT		22.00	0014	01
		Item 201.0409 Total:		**492.00**		
007	201.0411	**REMOVE AND DISPOSE CATCH BASIN AND GUTTER INLETS**	EACH			
		ROADWAY				
		78+69 LT, 34'		1.00	0014	01
		78+71 RT, 32'		1.00	0014	01
		Item 201.0411 Total:		**2.00**		

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
008	201.0412	**REMOVE AND DISPOSE MANHOLE**	**EACH**			
		ROADWAY				

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
033	401.0200 Cont.	DRIVEWAY				
		78+92 RT - 79+25 RT		6.00	0014	01
		79+20 LT - 79+90 LT		15.00	0014	01
		LOT 3453				
		77+00 RT - 78+00 RT		25.00	0014	01
		ROADWAY				
		77+00 - 78+20		111.00	0014	01
		78+57 - 79+90		124.00	0014	01
		TEMP 78+56 - 79+11		44.00	0014	01
		TEMP (CONTAMINATED AREA)				
		77+17 RT - 77+46 RT		9.00	0014	01
		Item 401.0200 Total:		**341.00**		
034	403.0300	**ASPHALT EMULSION TACK COAT**	SY			
		ROADWAY				
		FROM ITEM 201.0408 (ROADWAY)		1,800.00	0014	01
		Item 403.0300 Total:		**1,800.00**		
035	603.1000	**CONTROLLED LOW STRENGTH MATERIAL**	CY			
		BRIDGE				
		APPROACH SIDEWALKS		32.00	0014	01
		BRIDGE		6.00	0014	01
		Item 603.1000 Total:		**38.00**		
036	701.0512	**REINFORCED CONCRETE PIPE M 170**	LF			
		CLASS IV 12 INCH				
		ROADWAY				
		78+78 RT (FE-1) - 78+87 RT (DMH1)		9.00	0014	01
		78+87 RT (CB-2) - 78+87 RT (DMH1)		18.00	0014	01
		78+87 RT (CB-2) - 79+76 RT (CB-1)		87.00	0014	01

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
036	701.0512 Cont.	Item 701.0512 Total:		114.00		

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
142	932.0210 Cont.	77+00		65.00	0014	01
		79+90		65.00	0014	01
		UTILITY TRENCHING		450.00	0014	01
		Item 932.0210 Total:		**580.00**		
143	932.0220	**FULL DEPTH SAWCUT OF BITUMINOUS SIDEWALK/DRIVEWAY**	**LF**			
		LOT 3453				
		77+00 RT - 78+00 RT		100.00	0014	01
		SIDEWALK				
		77+00 RT - 77+94 RT		94.00	0014	01
		77+05 LT - 77+72 LT		67.00	0014	01
		78+95 RT - 79+25 RT		30.00	0014	01
		79+18 LT - 79+50 LT		32.00	0014	01
		79+90 LT		6.00	0014	01
		79+90 RT		6.00	0014	01
		Item 932.0220 Total:		**335.00**		
144	932.0230	**FULL DEPTH SAWCUT OF PORTLAND CEMENT CONCRETE SIDEWALK/DRIVEWAY**	**LF**			
		SIDEWALK				
		77+00 LT		6.00	0014	01
		77+00 RT		6.00	0014	01
		Item 932.0230 Total:		**12.00**		
145	936.0110	**MOBILIZATION**	**LS**			
		PROJECT WIDE				
		PROJECT WIDE		1.00	0014	01
		Item 936.0110 Total:		**1.00**		
146	937.0200	**MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION**	**LS**			
		PROJECT WIDE				

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
146	937.0200 Cont.	PROJECT WIDE		1.00	0014	01
		Item 937.0200 Total:		**1.00**		

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
151	L11.0103 Cont.	**Item L11.0103 Total:**		105.00		
S153	T20.1000	**REMOVE EXISTING PAVEMENT MARKINGS**	LF			
		HIGHWAY				
		M&P PHASE I		2,130.00	0014	01
		M&P PHASE II		1,040.00	0014	01
		Item T20.1000 Total:		3,170.00		
154	T20.9901	**TEMPORARY 4 INCH EPOXY RESIN PAVEMENT MARKINGS - YELLOW**	LF			
		PERMANENT STRIPING				
		AQUEDUCT RD TO WOODRIDGE RD		4,010.00	0014	01
		TEMPORARY CONSTRUCTION				
		M&P PHASE I		12,900.00	0014	01
		M&P PHASE II		15,600.00	0014	01
		Item T20.9901 Total:		32,510.00		
155	T20.9902	**TEMPORARY 6 INCH EPOXY RESIN PAVEMENT MARKINGS - WHITE**	LF			
		PERMANENT STRIPING				
		AQUEDUCT RD TO WOODRIDGE RD		4,910.00	0014	01
		TEMPORARY CONSTRUCTION				
		M&P PHASE 1		7,170.00	0014	01
		M&P PHASE II		8,025.00	0014	01
		Item T20.9902 Total:		20,105.00		
S156	T09.9902	**TEMPORARY RELOCATION AND PERMANENT**	LS			

Distribution of Quantities

Project Name - Pocasset River Bridge No. 23
Estimate Name - Addendum No. 1 - Pocasset River Bridge No. 23
R.I. Contract No. - 2012-CB-017
FAP Nos: BRO-0023(004)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
S156	T09.9902 Cont.	SERVICE TO BUILDING NO. 1119				
		HIGHWAY				
		POLE 84 - BUILDING 1119		1.00	0014	01
		Item T09.9902 Total:		**1.00**		