March 2, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2011-CH-019

FEDERAL-AID PROJECT NO. FAP Nos: NHSG-RESF(234), NHS-RESF(233)

1R Improvements to Route 102 C-2

Route 3 to Harkney Hill Road

CITY/TOWN OF Coventry, West Greenwich, Exeter

COUNTY OF KENT, WASHINGTON

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. Contract Documents

1. Contract Specific

Delete Page CS-5 in its entirety and replace it with revised (R-1) Page CS-5 attached to this Addendum No.1. Section 11 has been revised.

2. Job Specific

Delete Page JS-7 in its entirety and replace it with the revised (R-1) Page JS-7 attached to this Addendum No.1. Section 1 of the Construction Methods has been deleted.

Delete Page JS-12 in its entirety and replace it with the revised (R-1) Page JS-12 attached to this Addendum No.1.Section 1 of the Construction Methods has been deleted.

Delete Page JS-17 in its entirety and replace it with the revised (R-1) Page JS-17 attached to this Addendum No.1.Section 1 of the Construction Methods has been deleted.

B. Distribution of Quantities

1. Page 45

Delete Page 45 in its entirety and replace it with the revised (R-1) Page 45 attached to this Addendum No.1. Quantites for Item Codes L01.9902, L02.0102, and L05.0507 have been revised.

RI Department of Transportation
Chief Engineer

10. TRAFFIC FINES IN WORK ZONES

The Traffic Fines in Work Zone Regulatory Signs detailed on State Standard 27.1.1 shall be located as shown on the detail whenever construction activities are in process and construction personnel are present. Signs shall be located at each work zone. When construction activities and personnel are not present, the signs shall either be removed form the site or covered.

11. SPECIAL NOTICE TO THE CONTRACTOR:

The Contractor shall be required to "square-off" after each day's paving run.

The Contractor is responsible for damage to existing structures, equipment, or signs in the roadway and the side of road area.

All grass existing in the gutter line shall be removed prior to any paving operations.

There shall be no parking of vehicles or storage of construction equipment under the drip line of any tree.

12. SPECIAL REQUIREMENTS FOR PAVEMENT MARKINGS:

All pavement markings are to be in accordance with the requirements of the "Manual on Uniform Traffic Control Devices, 2009 Edition," including all revisions.

It is the Contractor's responsibility to reflect the exact location, unless otherwise proposed on the plans, of all existing pavement markings onto the newly finished surfaces. The Contractor shall make the necessary arrangements to enable him to reestablish these locations before any cold-planing or resurfacing commences.

The Contractor is responsible for providing temporary white and yellow epoxy resin pavement markings at the end of each day's work at each location, on the roadway cold-planed surface, and on the final bituminous surface course. The Contractor shall place temporary markings at all centerline, shoulder line, and arrow markings as shown on the plans but shall not be required to place temporary chevron markings. On the final riding surface course of new pavement, temporary epoxy resin pavement markings shall be installed prior to opening the roadway to traffic.

The final epoxy resin pavement markings will be done by others.

All conflicting pavement markings shall be removed in accordance with the "Manual on Uniform Traffic Control Devices, 2009 Edition," including all revisions.

13. POLICE COMPENSATION:

It will be the responsibility of the Resident Engineer to retain the services of the State and 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.

g. The dust to binder ratio (Po.07s/Pbe)> 0.5 - 1.0. The design effective binder content shall be used to calculate this ratio.

Three trial blends shall be submitted and approved before beginning the mix design procedure. In accordance with Section 6 of AASHTO R 35, three trial job mix formulas shall be developed and submitted if required by the Engineer. Both the job mix formula and mix design are subject to the approval of the Engineer. In addition to the sieves required in AASHTO M 323, the #4, #16, #30, #50 and #100 sieves will be required.

No more than 25% RAP will be allowed in the mix.

The gyratory cores and Rice (AASHTO T 209) samples at optimum asphalt content shall be submitted to the Engineer if requested.

A successful trial batch shall be performed before approval of the mix design.

Construction Methods.

1. DELETED

2. Mix Production

The following mix tolerances shall apply:

a. The production air voids (Va) shall be 2.5 - 4.5 percent.

b. The production voids filled with asphalt (VFA) shall be +5% of the VFA established by the mix design.

c. The percent passing the #200 sieve during production shall be greater than or equal to 2.0%.

g. The dust to binder ratio (Po.o7s/Pbe), 0.5 - 1.0. The design effective binder content shall be used to calculate this ratio.

Three trial blends shall be submitted and approved before beginning the mix design procedure. In accordance with Section 6 of AASHTO R 35, three trial job mix formulas shall be developed and submitted if required by the Engineer. Both the job mix formula and mix design are subject to the approval of the Engineer. In addition to the sieves required in AASHTO M 323, the #4, #16, #30, #50 and #100 sieves will be required.

No RAP will be allowed in the mix.

The gyratory cores and Rice (AASHTO T 209) samples at optimum asphalt content shall be submitted to the Engineer if requested.

A successful trial batch shall be performed before approval of the mix design.

Construction Methods.

1. DELETED

2. Mix Production

The following mix tolerances shall apply:

a. The production air voids (Va) shall be 3.0 - 5.0 percent.

b. The production voids filled with asphalt (VFA) shall be ±5% of the VFA established by the mix design.

c. The percent passing the #200 sieve during production shall be greater than or equal to 2.0%.

g. The dust to binder ratio (Po.o75/Pbe)> 0.5 - 1.0. The design effective binder content shall be used to calculate this ratio.

Three trial blends shall be submitted and approved before beginning the mix design procedure. In accordance with Section 6 of AASHTO R 35, three trial job mix formulas shall be developed and submitted if required by the Engineer. Both the job mix formula and mix design are subject to the approval of the Engineer. In addition to the sieves required in AASHTO M 323, the #4, #16, #30, #50 and #100 sieves will be required.

No RAP will be allowed in the mix.

The gyratory cores and Rice (AASHTO T 209) samples at optimum asphalt content shall be submitted to the Engineer if requested.

A successful trial batch shall be performed before approval of the mix design.

Construction Methods.

1. DELETED

2. Mix Production

The following mix tolerances shall apply:

a. The production air voids (Va) shall be 3.0 - 5.0 percent.

b. The production voids filled with asphalt (VFA) shall be +5% of the VFA established by the mix design.

Distribution of Quantities

Project Name - 1R Improvements to Route 102 C-2
Estimate Name - Addendum No.1
R.I. Contract No. - 2011-CH-019
FAP Nos: NHSG-RESF(234), NHS-RESF(233)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
S087	L01.9902 Cont.	520+00 - 545+00 RT		720.00	0005	01
		545+00 - 570+00 LT		787.00	0005	01
		545+00 - 570+00 RT		930.00	0005	01
		570+00 - 595+00 LT		895.00	0005	01
		570+00 - 595+00 RT		956.00	0005	01
		595+00 - 620+00 LT		934.00	0005	01
		595+00 - 620+00 RT		867.00	0005	01
		620+00 - 645+00 LT		947.00	0005	01
		620+00 - 645+00 RT		890.00	0005	01
		645+00 - 670+00 LT		987.00	0005	01
		645+00 - 670+00 RT		952.00	0005	01
		670+00 - 688+20 LT		511.00	0005	01
		670+00 - 688+20 RT		374.00	0005	01
		688+25-693+90 LT/RT		640.00	0005	01
		AS DIRECTED BY THE ENGINEER		1,727.00	0005	01
		FROM ITEM 711.9901		10,930.00	0005	01
		ROUTE 102 (CONT NO.1)				
		AS DIRECTED BY ENGINEER		550.00	0005	01
		Item L01.9902 Total:		**35,700.00**		
S088	L02.0102	**RESIDENTIAL SEEDING (TYPE 2)**	**SY**			
		ROUTE 102				
		FROM ITEM 711.9901		10,930.00	0005	01
		FROM ITEM L01.9902		35,700.00	0005	01
		Item L02.0102 Total:		**35,700.00**		
S089	L05.0507	**EXCELSIOR MATTING**	**SY**			
		ROUTE 102				
		FROM ITEM 711.9901		10,930.00	0005	01
		FROM ITEM L01.9902		35,700.00	0005	01
		Item L05.0507 Total:		**35,700.00**		
090	T13.1000	**TRAFFIC DETECTORS-LOOP, STANDARD**	**LF**			