April 6, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2011-CH-027

FEDERAL-AID PROJECT NO. FAP Nos: HPP-4843(001)

Coventry Greenway Bikepath - West (WSB Facility C-5)

Project limits are from the beginning of the existing paved bike path, at the terminus of the Trestle Trail, to Station Street, in the Town of Coventry, a distance 2.91 miles on the existing shared use path, which includes the length from the Trestle Trail to Station Street, and the various locations on the eastern end of the existing shared use path. Also included in this work are the new Town Hall Spur Bikepath for a distance of 0.38 miles and an associated parking lot for a distance of 0.11 miles. The total mileage of the work to be done extends 3.40 miles.

CITY/TOWN OF Coventry

COUNTY OF KENT

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. Other Item Changes

1. 202.9951 - EXCAVATION, LOAD, HAUL, AND OFF-SITE DISPOSAL OF REGULATED SOIL

   Description Updated To "EXCAVATION, LOADING, AND HAULING OF REGULATED SOIL". Lowest Acceptable Bid Price Removed.

2. 202.9954 - OFF-SITE DISPOSAL OF REGULATED SOIL

   New Item, with an "Only Acceptable Bid Price" of $25.00 and a quantity of "1625.00 Tons" has been added.

3. 401.9901 - CLASS 9.5 HOT MIX ASPHALT

   Description Updated To "CLASS 9.5 HOT MIX ASPHALT".

4. 401.9902 - CLASS 4.75 HOT MIX ASPHALT

   Description Updated To "CLASS 4.75 HOT MIX ASPHALT". Quantity Updated To "520.00".

5. 401.9903 - CLASS 19.0 HOT MIX ASPHALT

   Description Updated To "CLASS 19.0 HOT MIX ASPHALT". Quantity Updated To "1660.00".

6. 922.0100 - TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0 AND 27.1.1

   Quantity Updated To "1000.00".

7. 923.0125 - PLASTIC PIPE TYPE III BARRICADE STANDARD 26.3.1

   Quantity Updated To "30.00".

B. Plans

1. Job-Specific Plan Symbols, Legend, & Notes

2. Traffic Control Plan No. 1

   Delete Traffic Control Plan No. 1 and insert revised Traffic Control Plan No. 1, revised April 2, 2012.

C. CS-Pages

1. Appendix C - Transportation Management Plan

   Insert the Transportation Management Plan included in this Addendum #1 as Appendix C. This was missing from the contract documents.

2. CS-Pages

   Delete page CS-i and CS-1 through CS-11 and replace with page CS-i (R-1) and CS-1 (R-1) through CS-11 (R-1) attached to this Addendum #1.

   Paragraph 4 (Sequence of Construction) has been revised.

D. JS-Pages

1. Table of Contents

   Delete Pages JS-i through JS-iii in their entirety and insert Pages JS-i through JS-iii (R-1) attached to this Addendum #1.

   Item 202.9954 was added to the Table of Contents and the descriptions for items 202.9951, 401.9901, 401.9902, and 401.9903 were revised.

2. Item Codes 202.9951 through 202.9954

   Delete pages JS-9 through JS-15 and insert the revised JS-9 (R-1) through JS-15 (R-1) attached to this Addendum #1.

   The description of item 202.9951 was revised.

   Item 202.9954 was added.

   Revisions were made in the first paragrah under the heading "Testing".

   Revisions were made in the Method of Measurement and Basis of Payment Sections to reflect the above changes.

3. Hot Mix Asphalt Specifications

   Delete Pages JS-23, JS-26 and JS-29 and insert Pages JS-23 (R-1), JS-26 (R-1), and JS-29 (R-1) attached to this Addendum #1.

   The item code descriptions have been revised.

4. Item Code 911.9901 - Concrete Segmental Retaining Wall

   Delete pages JS-138 and JS-139 and insert pages JS-138 (R-1) and JS-139 (R-1) attached to this Addendum #1.

   A new 7th paragraph was added under the "Drainage System" subheading in the Construction Methods section.

5. Item Code 938.1000 - Price Adjustments

   Delete page JS-144 and replace with page JS-144 (R-1) attached to this Addendum #1.

   The diesel fuel price has been revised.

E. Distribution of Quantities

1. Distribution of Quantities

   Delete the DOQ Index pages 1-4 and insert DOQ Index pages 1-4 (R-1) included with this Addendum #1.

   Added and revised items (detailed in Item A above)are in bold on these pages.

   Delete DOQ pages 14, 27-30, 64-65, and 124 and insert DOQ pages 14, 27-30, 64-65, and 124 (R-1) included with this Addendum #1.

   The revisions reflect the item changes detailed in Item A above.

F. Contract Dates

1. Substantial Completion Date

   Substantial Completion Date Updated To "06/30/2013".

2. Phase 1 Completion Date

   Phase 1 Completion Date "11/30/2012" added.

For RI Department of Transportation
Chief Engineer

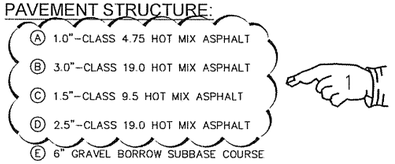
FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
1	RI	HPP-4843(001)	2011	5	224

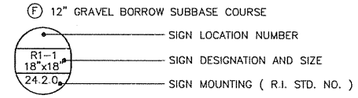
JOB-SPECIFIC LEGEND:

7.1.3	PRECAST CONCRETE WHEELCHAIR RAMP TRANSITION CURB, R.I. STD. 7.1.3
7.1.9	PRECAST CONCRETE RAMP STONE, R.I. STD. 7.1.9
7.3.9	GRANITE RAMP STONE, R.I. STD. 7.3.9
8.1.0	SEEDED DITCH, R.I. STD. 8.1.0
24.6.0	PARKING SIGN MOUNTING DETAIL, R.I. STD. 24.6.0
BLD	COLLAPSIBLE BOLLARD
BR	BIKE RACK
BS2	STEEL POST BENCH
BX	EPOXY RESIN PAVEMENT MARKING "BIKE X-ING"
B1	SECTION AT STA. T241+73.45 (SEE LANDSCAPE DETAILS)
B2	PLASTIC LUMBER BENCH
CBD	COMPOST BAG EROSION DIKE
CBW	CONCRETE BLOCK RETAINING WALL AT TOWN DPW YARD
CL	CANOE LAUNCH
CLB	POLYVINYL CHLORIDE-COATED CHAIN LINK FENCE
CLF (H)	CHAIN LINK FENCE (HEIGHT)
C1	SECTION AT STA. T307+50 (SEE LANDSCAPE DETAILS)
DCR	REMOVE AND DISPOSE CONCRETE ITEMS
DEF	'DOG-EAR' FLAT PICKET FENCE
DSH	REMOVE AND DISPOSE PLASTIC STEPS AND METAL HANDRAIL
DT	REMOVE AND DISPOSE ISOLATED TREE
DTP	REMOVE AND DISPOSE CREOSOTE IMPREGNATED TIMBER
ECD	EROSION CONTROL CHECK DAMS
ECS	EQUESTRIAN TRAIL CROSSING SHARED-USE PATH
ED	ENERGY DISSIPATER / LEVEL SPREADER
EPM	EQUESTRIAN TRAIL CROSSING PAVEMENT MARKING
ERP	EPOXY RESIN PAVEMENT MARKING PAINT - WHITE
ETD	EQUESTRIAN TIE-DOWN
GB	GRANITE PROPERTY BOUND
HCP	HANDICAP PARKING STALL
IT	TYPICAL SHARED-USE PATH/PUBLIC ROAD INTERSECTION TREATMENT
JM	JUTE MESH
LS5	4" LOAM BORROW AND TYPE 5 WETLAND SEED MIX
LS6	4" LOAM BORROW AND TYPE 6 WILDFLOWER SEED MIX
MM	MILEPOST MARKER
PM1	BIKE PATH STRIPING
RB	REMOVE AND RELOCATE COLLAPSIBLE BOLLARD
RRB	RELOCATE BOULDER
RRF	REMOVE AND RESET FENCE
RRP	RIP RAP PAD
R5 (FS-2)	GRADED RIP-RAP STONE (FILTER STONE AND SIZE)
SAC	CATCH BASIN INLET PROTECTION
SAP	EPOXY RESIN PAVEMENT MARKING WORD "STOP AHEAD"
SBW	CONCRETE SEGMENTAL RETAINING WALL
SC	SELECTIVE CLEARING
SDT	4" STONE DUST
SF	REMOVE AND STOCKPILE CEDAR POST AND ROUND RAIL FENCE
SRR	REMOVE AND STOCKPILE RAILROAD APPURTENANCES
STB	REMOVE AND STOCKPILE CONCRETE BLOCK
TRB	ROOT BARRIER TREATMENT FOR EXISTING TREES
TCF	TEMPORARY ACCESS CONTROL FENCING
TCG	TEMPORARY CHAIN LINK GATE
TGD	TIMBER GUIDE RAIL AT TOWN DPW YARD
TGR	TIMBER GUIDE RAIL
WR	CEDAR POST AND ROUND RAIL FENCE DETAIL
WR3	THREE-RAIL CEDAR POST AND ROUND RAIL FENCE DETAIL
YLM	EPOXY RESIN PAVEMENT MARKING "SHARK TOOTH" YIELD LINE
4W	4" EPOXY RESIN PAVEMENT MARKINGS - WHITE
B.O.	WORK TO BE PERFORMED BY OTHERS
B.O.W.F.G.	BOTTOM OF WALL FINISHED GRADE

- 50'/100' WETLAND BUFFER
- 200' WETLAND BUFFER
- COLLAPSIBLE BOLLARD
- LANDSCAPE MULCH BEDS
- PLANTING
- PROPOSED TREE LINE
- SPECIALTY FENCE (SEE PLANS FOR TYPE)
- 4" LOAM BORROW AND SEED LIMITS
- 4" LOAM BORROW AND TYPE 5 WETLAND SEED MIX
- 4" LOAM BORROW AND TYPE 6 WILDFLOWER SEED MIX

PAVEMENT STRUCTURE:





TYPICAL SIGN DESIGNATION SYMBOL

GENERAL NOTES:

1. EXISTING CONDITIONS INFORMATION

   A. BASE PLAN:

   EXISTING RAILROAD CORRIDOR PROPERTY LINE WAS ESTABLISHED BY PLANS AND FIELD MONUMENT LOCATION. REFERENCE PLANS ENTITLED "RIGHT OF WAY AND TRACK MAP. THE NEW YORK, NEW HAVEN AND HARTFORD R.R. CO., OPERATED BY NEW YORK, NEW HAVEN AND HARTFORD R.R. CO. FROM PROVIDENCE TO WILLIAMANTIC, TOWN OF COVENTRY, STATE OF R.I., SCALE: 1"=80', DATE: JUNE 30, 1918".

   ADDITIONAL PROPERTY LINE INFORMATION WAS TAKEN FROM PLANS ENTITLED "SUBDIVISION OF LAND OF ASSESSOR'S PLAT 60 LOT 1.1 LOCATED ON MAIN STREET, COVENTRY, R.I. FOR TOWN OF COVENTRY, MAY 23, 2002, 1 INCH EQUALS 40 FEET" SURVEYED BY TARBOX LAND SURVEYING, 1401 MAIN ST., COVENTRY, R.I., TEL. 828-3264.

   ABUTTING PROPERTY LINES WERE TAKEN FROM ASSESSORS PLATS OF RECORD ON FILE WITH THE TOWN OF COVENTRY TAX ASSESSOR.

   FOR PROPOSED WORK AT MOST WESTERLY END OF PROPOSED GREENWAY REFERENCE PLANS ENTITLED "TRESTLE TRAIL SHARED-USE PATH, SECTION 4, SHEETS 4D, 5D & 6D" PREPARED BY UNITED INTERNATIONAL CORPORATION, PUTNAM AVENUE, JOHNSTON, RI 02919, TEL(401)233-2993, FROM APR. 2002.

   EXISTING CONDITIONS AND TOPOGRAPHICAL INFORMATION WERE OBTAINED FROM AERIAL PHOTOGRAMMETRY TAKEN MARCH 28, 2001 BY AEROTECH INTERNATIONAL, 365 SMITH ST., PROVIDENCE, R.I. 02908, TEL. (401) 351-6755 HORIZONTAL DATUM: R.I.S.P.C.P., N.A.D. 1983; VERTICAL DATUM: N.A.V.D. 1988 M.S.L. MAPPING PRODUCED BY DIGITAL PHOTOGRAMMETRIC METHODS ON A WILD BC-2/3 ANALYTICAL INSTRUMENT. REFER TO AEROTECH PROJECT #0103007 AND FROM GROUND SURVEY BY NATIONAL LAND SURVEYORS INC., 42 HAMLET AVENUE, WOONSOCKET, RI 02895-4423, TEL. (401) 769-7779.

   B. FLOOD ZONE:

   PORTIONS OF THE BIKE PATH AND/OR EQUESTRIAN TRAIL RESIDE IN FLOOD ZONES A OR A3. REFER TO TOWN OF COVENTRY FLOOD INSURANCE RATE MAPS COMMUNITY PANEL #440004 0015A.

   ZONE A: AREAS OF 100-YEAR FLOOD; BASE FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS NOT DETERMINED.

   ZONE A3: AREAS OF 100-YEAR FLOOD; BASE FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS DETERMINED. SEE PLANS FOR LOCATIONS.

2. TREES TO BE REMOVED

   ALL TREES TO BE REMOVED AND DISPOSED OUTSIDE THE LIMITS OF CLEARING AND GRUBBING HAVE BEEN SPRAY PAINTED WITH WHITE PAINT.

4. EXISTING MATERIAL STOCKPILE LOCATIONS

   THE TOWN OF COVENTRY IS RESPONSIBLE FOR THE REMOVAL OR RELOCATION OF ANY MATERIAL STOCKPILES LOCATED IN THE DEPARTMENT OF PUBLIC WORKS YARD IN THE AREA OF THE PROPOSED PATH.

5. PROPOSED MATERIAL STOCKPILE LOCATIONS

   THE CONTRACTOR SHALL COORDINATE ALL MATERIAL STOCKPILE LOCATIONS WITH THE TOWN OF COVENTRY.

6. SIGNS TO BE REMOVED

   ALL SIGNS AND SIGN POSTS DESIGNATED "REMOVE AND STOCKPILE SIGN" ARE TO BE STOCKPILED BY THE CONTRACTOR FOR REUSE BY THE TOWN OF COVENTRY.

7. REMOVAL AND DISPOSAL OF ITEMS "BY OTHERS"

   THE CONTRACTOR SHALL COORDINATE THE REMOVAL AND DISPOSAL OF EXISTING CONCRETE BLOCKS, WOODEN GATES, AND SIGNS ATTACHED TO GATES CALLED OFF AS TO BE REMOVED AND DISPOSED "BY OTHERS" (B.O.) WITH THE TOWN OF COVENTRY.

STORMWATER MAINTENANCE PROGRAM

1. AREAS WHICH HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED SHOULD BE MULCHED IMMEDIATELY FOLLOWING SEEDING IN ADDITION TO AREAS WHICH CANNOT BE SEEDED WITHIN THE RECOMMENDED SEEDING DATES AND ANY SOIL STOCKPILE AREAS. TEMPORARY MULCHING SHOULD BE PERFORMED AS SOON AS POSSIBLE, BUT NOT MORE THAN FOURTEEN (14) DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT AREA HAS TEMPORARILY CEASED UNLESS THE ACTIVITY IS TO RESUME WITHIN TWENTY-ONE (21) DAYS.

2. ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. WHERE EROSION IS OBSERVED, ADDITIONAL MULCH MUST BE APPLIED. IF NETTING IS USED, THE NET SHOULD BE INSPECTED AFTER RAINSTORMS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, THE NET MUST BE REINSTALLED AS NECESSARY AFTER REPAIRING DAMAGE TO SLOPE. INSPECTIONS SHOULD TAKE PLACE UNTIL GRASSES ARE FIRMLY ESTABLISHED. GRASS IS CONSIDERED TO BE FIRMLY ESTABLISHED AT A MINIMUM HEIGHT OF THREE (3) INCHES.

3. ANY PROPOSED RIPRAP THAT HAS BEEN INSTALLED SHOULD REQUIRE VERY LITTLE MAINTENANCE. RIPRAP, HOWEVER, SHOULD BE INSPECTED PERIODICALLY TO DETERMINE IF HIGH FLOWS HAVE CAUSED SCOUR BENEATH THE RIPRAP OR DISLODGED ANY OF THE STONE. IF REPAIRS ARE NEEDED, THEY SHOULD BE ACCOMPLISHED IMMEDIATELY. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE AND INSPECTION UNTIL CONSTRUCTION IS COMPLETED OR UNTIL IT IS ACCEPTED BY THE OWNER. THE OWNER IS RESPONSIBLE THEREAFTER.

4. GRASSED WATERWAYS SHOULD BE MOWED AND KEPT CLEAR OF DEBRIS AND SEDIMENT. VIGOROUS VEGETATION CAN BE MAINTAINED BY APPLYING LIME AND FERTILIZER AS NEEDED. BARE OR ERODED AREAS MUST BE REPAIRED IMMEDIATELY BY RESEEDING AND MULCH. IF POSSIBLE, FERTILIZER SHOULD BE LIMITED TO INITIAL ESTABLISHMENT AND REPAIR OF BARE AREAS. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE AND INSPECTION UNTIL CONSTRUCTION IS COMPLETED OR UNTIL IT IS ACCEPTED BY THE OWNER. THE OWNER IS RESPONSIBLE THEREAFTER.

5. THE FOLLOWING MAINTENANCE IS REQUIRED FOR ALL PROPOSED CATCH BASINS:

   ONCE CONSTRUCTION IS COMPLETE AND HAS BEEN ACCEPTED BY THE OWNER, INSPECTIONS OF ALL CATCH BASINS ON-SITE BY THE OWNER SHOULD OCCUR TWICE A YEAR, AT MINIMUM, TO CHECK FOR DEBRIS REMOVAL (SEDIMENT AND HYDROCARBONS) AND STRUCTURAL INTEGRITY OR DAMAGE. SEDIMENT MUST BE REMOVED AT LEAST ONCE PER YEAR OR WHEN ONE HALF THE SUMP VOLUME IS FILLED, WHICHEVER OCCURS FIRST. DISPOSAL OF THE ACCUMULATED SEDIMENT AND HYDROCARBONS MUST BE IN ACCORDANCE WITH APPLICABLE LOCAL, STATE, AND FEDERAL GUIDELINES AND REGULATIONS.

   RESPONSIBLE PARTY: MR. GUY LEFEBVRE, DIRECTOR / TOWN OF COVENTRY, PARKS & RECREATION DEPARTMENT / COVENTRY, R.I. 02816 TEL. 401-822-9107, FAX 401-822-9148

CANOE LAUNCH NOTES:

1. ALL CONSTRUCTION INDICATED ON THESE PLANS SHALL BE IN ACCORDANCE WITH:

   A. THE LATEST REVISION OF AND SUPPLEMENTS OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).

A. THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) INCLUDING THE LATEST INTERIM SPECIFICATIONS.

B. THE SPECIFICATIONS ACCOMPANYING THESE PLANS.

2. DIMENSIONS ARE SHOWN TO THE NEAREST ONE-EIGTH OF AN INCH, AND ELEVATIONS ARE SHOWN THE NEAREST ONE-HUNDREDTH OF A FOOT OR ONE-EIGHTH OF AN INCH.

3. ALL ELEVATIONS ARE REFERENCED TO NGVD 1988.

4. COORDINATES USED ON THESE PLANS ARE BASED ON THE STATE RECTANGULAR COORDINATE SYSTEM.

5. FOR BENCH MARKS AND TIES SEE SITE DETAIL SHEET 55.

6. ANGLES ARE SHOWN TO THE NEAREST SECOND.

7. ALL FOOTINGS SHALL BE APPROVED BY THE ENGINEER AS TO DIMENSIONS, ELEVATIONS, AND SUITABILITY OF FOUNDATION MATERIAL BEFORE THE PLACING OF CONCRETE.

8. ALL WORKING POINTS ARE SHOWN AT THE TOP OF WALL FACE.

9. THE CONTRACTOR SHALL NOT EXCAVATE IN THE VICINITY OF UTILITY POLE #9123-84 IN ORDER TO PREVENT IMPACTS TO THE POLE DURING CONSTRUCTION.

DESIGN DATA

SPECIFICATIONS

THE LATEST REVISION OF AND SUPPLEMENTS TO THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (RI STANDARD SPECIFICATIONS).

MATERIALS

REINFORCING STEEL:

AASHTO DESIGNATION M 31 (ASTM DESIGNATION A 615) GRADE 60.

CONCRETE:

CLASS HP(AE) f'c = 5,000 PSI

CANOE LAUNCH NOTES CONT'D:

CONCRETE NOTES:

1. CLASS OF CONCRETE SHALL BE HP(AE), AS DESCRIBED IN THE LATEST REVISION OF TABLES (1) & (2) UNDER SECTION 601 "PORTLAND CEMENT CONCRETE" OF THE RI STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.

2. ALL PORTLAND CEMENT CONCRETE SHALL BE AIR-ENTRAINED PORTLAND CEMENT CONCRETE AS DESIGNATED BY THE SYMBOL (AE) FOLLOWING THE CLASS OF CONCRETE.

   NOTE: ALL CONCRETE TO BE MODIFIED THROUGH THE ADDITION OF CALCIUM NITRITE BASED CORROSION INHIBITOR IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.

3. REINFORCING STEEL SHALL CONFORM TO AASHTO DESIGNATION M 31 (ASTM DESIGNATION A 615) GRADE 60. ALL REINFORCEMENT SHALL BE EPOXY COATED. ALL WIRE TIES AND MISCELLANEOUS HARDWARE USED FOR PLACEMENT OF EPOXY COATED REINFORCING SHALL ALSO BE EPOXY COATED.

4. EPOXY COATING FOR REINFORCING STEEL SHALL CONFORM TO AASHTO DESIGNATION M 284 (ASTM DESIGNATION D 3963).

5. ALL LAP SPLICES NOT SHOWN ON THE PLANS SHALL BE LAPPED IN ACCORDANCE WITH AASHTO SPECIFICATIONS FOR CLASS C LAP SPLICES.

   NOTE: LAP LENGTHS DIFFER FOR EPOXY COATED REINFORCEMENT.

6. ALL REINFORCING BARS SHALL HAVE THE FOLLOWING MINIMUM COVER:

	MINIMUM COVER
CONCRETE CAST AGAINST OR PERMANENTLY EXPOSED TO EARTH (FOOTING, ABUTMENT AND WALL FACES, BACKWALLS)	3"
ALL OTHER BARS	2"

7. ALL ANCHOR BOLTS SHALL BE SET PRIOR TO PLACEMENT OF CONCRETE UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

8. HORIZONTAL CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON PLANS WILL NOT BE PERMITTED WITHOUT A WRITTEN REQUEST BY THE CONTRACTOR AND PRIOR AUTHORIZATION BY THE ENGINEER.

9. UNLESS OTHERWISE NOTED ON THE PLANS, ALL EXPOSED CONCRETE SURFACES VISIBLE IN ELEVATION TO ONE FOOT BELOW FINAL GROUND LINE, SHALL RECEIVE A CONCRETE SURFACE RUBBED FINISH IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS.

10. ALL EXPOSED EDGES AND REENTRANT CORNERS NOT OTHERWISE DETAILED ON THE PLANS SHALL HAVE A MINIMUM $\frac{3}{4}$" CHAMFER.

11. ALL JOINT SEALANT SHALL BE POLYURETHANE BASE OR SILICONE SEALANT UNLESS OTHERWISE DESIGNATED ON THE PLANS. THE COLOR OF THE JOINT SEALANT, WHERE EXPOSED, SHALL BE NEUTRAL (LIGHT GRAY OR TAN) COLOR OF THE SEALANT, WHERE NOT EXPOSED WILL BE AT THE DISCRETION OF THE CONTRACTOR.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING CONCRETE STAINS OR DISCOLORATIONS DURING CONSTRUCTION UNTIL SUCH TIME AS THE SURFACES ARE APPROVED AND ACCEPTED. ANY CONCRETE STAINS OR DISCOLORATIONS OCCURRING PRIOR TO ACCEPTANCE OF THE SURFACES SHALL BE REMOVED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.

13. UNLESS OTHERWISE NOTED ON THE PLANS JOINT FILLER IS TO BE PREFORMED, NON-EXPANSIVE, NON-EXTRUDING TIE IN ACCORDANCE WITH SECTION M.02.11.1 OF THE RI STANDARD SPECIFICATIONS.

14. EMBEDMENT LENGTHS FOR DRILLED AND GROUTED DOWELS SHALL BE IN A ACCORDANCE WITH SECTION 819 OF THE RI STANDARD SPECIFICATIONS.

15. IN ACCORDANCE WITH THE RI STANDARD SPECIFICATIONS, ALL METAL TIES OR ANCHORAGES WHICH ARE REQUIRED FOR CONCRETE FORMWORK SHALL BE SO CONSTRUCTED THAT THEY CAN BE REMOVED TO AT LEAST TWO INCHES FROM THE EXPOSED SURFACE OF THE CONCRETE WITHOUT CAUSING DAMAGE TO THE CONCRETE SURFACE. SNAP TIES MAY BE USED ONLY IF APPROVED BY THE ENGINEER. IF A CONTRACTOR PROPOSES TO USE THEM HE MUST SUBMIT A CATALOG CUT AND OTHER NECESSARY INFORMATION TO THE ENGINEER TO DEMONSTRATE THAT THE TIES WILL SNAP-OFF FAR ENOUGH INTO THE CONCRETE TO ALLOW FOR PROPER PATCHING. SNAP TIES MUST PROVIDE ADEQUATE STRENGTH TO SUPPORT THE FORMS ALL CAVITIES SHALL BE FILLED WITH AN APPROVED CEMENT MORTAR MEETING THE REQUIREMENTS OF ASTM C928.

REVISIONS		
NO.	DATE	BY
1	04/02/12	BMB

WWW.FandO.COM

FUSS & O'NEILL
Disciplines to Deliver

317 IRON HORSE WAY SUITE 204 PROVIDENCE RI 02908 401.861.3070

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

COVENTRY GREENWAY - WEST

COVENTRY RHODE ISLAND

JOB-SPECIFIC PLAN SYMBOLS, LEGEND, & NOTES

CHECKED BY JFL/DLH DATE MARCH 2012 SCALE NO SCALE

0026N_V1_002-005_DETAIL002

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MS VIEW | LAYER STATE: | Plotter: NONE CTB File: —

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
1	RI	HPP-4843(001)	2011	110	224

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL WORK SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ALL REVISIONS.
2. ALL SIGN LEGENDS, BORDERS AND MOUNTING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD.
3. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
4. TEMPORARY CONSTRUCTION SIGNING, BARRICADES AND ALL OTHER NECESSARY WORK ZONE TRAFFIC CONTROL DEVICES SHALL BE REMOVED FROM THE HIGHWAY OR COVERED WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
5. SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR THE TRAVELED WAY, AND REFLECTORIZED PLASTIC DRUMS WITH LIGHTING DEVICES MOUNTED ON THEM, MUST PASS THE CRITERIA SET FORTH IN NCHRP REPORT 350, "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES."
6. CONTRACTORS SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
7. THE FIRST THREE PLASTIC DRUMS OF A TAPER MAY BE MOUNTED WITH TYPE A LIGHTS.
8. THE ADVISORY SPEED LIMIT, IF REQUIRED, SHALL BE DETERMINED BY THE ENGINEER.
9. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
10. MAXIMUM SPACING OF TRAFFIC DEVICES IN A TAPER (DRUMS OR CONES) IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH.
11. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF DRUMS OR MEDIAN BARRIER.
12. ALL SIGNS SHALL BE MOUNTED ON THEIR OWN STANDARD SIGN SUPPORTS, UNLESS NOTED.
13. CONTRACTOR SHALL ENSURE THAT ONE LANE OF TRAVEL IS OPEN TO THROUGH TRAFFIC AT ALL TIMES.
14. AN R11-3a (MOD) SIGN SHALL BE INSTALLED ON A PLASTIC PIPE TYPE III BARRICADE AT THE FOLLOWING LOCATIONS:

    FOR FENCING, CANOE LAUNCH, AND SHADE STRUCTURE CONSTRUCTION
    - MAPLEDALE STREET (VISIBLE TO EASTBOUND PATH USERS)
    - QUIDNICK STREET (VISIBLE TO WESTBOUND PATH USERS)

    FOR DRAINAGE IMPROVEMENTS IN THE WHITFORD ST AREA
    - PULASKI STREET (VISIBLE TO EASTBOUND PATH USERS)
    - BROOKSIDE AVENUE (VISIBLE TO WESTBOUND PATH USERS)

	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH (in)	SIZE OF SIGN HEIGHT (in)	TEXT	AREA IN SQUARE FEET
1	W5-1	36	36	ROAD NARROWS	9.0
2	W13-1P	24	24	XX M.P.H.	4.0
3	W20-1(AHD.)	36	36	ROAD WORK AHEAD	9.0
4	W20-4(XX)	36	36	ONE LANE ROAD XX FEET	9.0
5	W20-4(AHD)	36	36	ONE LANE ROAD AHEAD	9.0
6	R9-9(MOD)	48	30	BIKE PATH CLOSED	10.0
7	R11-3a(MOD)	60	30	BIKE PATH CLOSED AHEAD	12.5
8	W20-7	36	36		9.0
9	W21-5aR	36	36	RIGHT SHOULDER CLOSED	9.0
10	G20-2	48	24	END ROAD WORK	8.0

RECOMMENDED ADVANCE WARNING SIGN MINIMUM SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS** A	B	C
URBAN (LOW SPEED)*	100 FEET	100 FEET	100 FEET
URBAN (HIGH SPEED)*	350 FEET	350 FEET	350 FEET
RURAL	500 FEET	500 FEET	500 FEET
FREEWAY/EXPRESSWAY	1,000 FEET	1,500 FEET	2,640 FEET

* SPEED CATEGORY TO BE DETERMINED BY HIGHWAY AGENCY

** THE COLUMN HEADINGS A, B, AND C ARE THE DIMENSIONS SHOWN IN THE DETAIL/ TYPICAL SETUP FIGURES. THE A DIMENSION IS THE DISTANCE FROM THE TRANSITION OR POINT OF RESTRICTION TO THE FIRST SIGN. THE B DIMENSION IS THE DISTANCE BETWEEN THE FIRST AND SECOND SIGNS. THE C DIMENSION IS THE DISTANCE BETWEEN THE SECOND AND THIRD SIGNS. (THE "FIRST SIGN" IS THE SIGN IN A THREE-SIGN SERIES THAT IS CLOSEST TO THE TTC ZONE. THE "THIRD SIGN" IS THE SIGN THAT IS FURTHEST UPSTREAM FROM THE TTC ZONE.)

BASED ON: TABLE 6C-1 2009 MUTCD

STOPPING SIGHT DISTANCE AS A FUNCTION OF SPEED

SPEED* (mph)	DISTANCE (ft)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730
75	820

* POSTED SPEED, OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED

THESE VALUES MAY BE USED TO DETERMINE THE LENGTH OF LONGITUDINAL BUFFER SPACES.

THE DISTANCES IN THE ABOVE CHART REPRESENT THE MINIMAL VALUES FOR BUFFER SPACING.

SOURCE: TABLE 6C-2 2009 MUTCD

NOTES ON WORK ZONE DISTANCES

NOT TO SCALE

THE IDEAL CAPACITY OF A MAJOR HIGHWAY IS GENERALLY CONSIDERED TO BE 1900 PASSENGER CARS PER HOUR PER LANE (PCPHPL). IN WORK ZONES ON A MULTI-LANE DIVIDED HIGHWAY, THE FOLLOWING VOLUME GUIDELINES HAVE BEEN SUGGESTED:

MEASURED AVERAGE WORK ZONE CAPACITIES

NUMBER OF LANES NORMAL (existing)	NUMBER OF LANES OPEN (to traffic)	NUMBER OF STUDIES	AVERAGE CAPACITY VPH	AVERAGE CAPACITY VPHPL
3	1	7	1,170	1,170
2	1	8	1,340	1,340
5	2	8	2,740	1,370
4	2	4	2,960	1,480
3	2	9	2,980	1,490
4	3	4	4,560	1,520

Source: Dudek, C., Notes on Work Zone Capacity and Level of Service. Texas Transportation Institute, Texas A&M University. College Station, Texas (1984)

BY OBTAINING HOURLY TRAFFIC COUNTS FOR A PARTICULAR ROADWAY (WITH A MINIMUM OF A 48-HOUR AUTOMATIC TRAFFIC RECORDER (ATR) COUNT), THIS WILL HELP TO DETERMINE AT WHAT TIMES OF THE DAY OR NIGHT A CERTAIN NUMBER OF LANES MAY BE CLOSED.

GENERAL GUIDELINES

NOT TO SCALE

CONVENTIONAL ROADWAY- A STREET OR HIGHWAY OTHER THAN A LOW-VOLUME ROAD, EXPRESSWAY, OR FREEWAY.

EXPRESSWAY- A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.

FREEWAY- A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS.

LOW-VOLUME ROAD- A FACILITY LYING OUTSIDE OF BUILT-UP AREAS OF CITIES, TOWNS, AND COMMUNITIES, AND IT SHALL HAVE A TRAFFIC VOLUME OF LESS THAN 400 AADT. IT SHALL NOT BE A FREEWAY, EXPRESSWAY, INTERCHANGE RAMP, FREEWAY SERVICE ROAD, OR A ROAD ON A DESIGNATED STATE HIGHWAY SYSTEM.

SOURCE: 2009 MUTCD

TAPER LENGTH CRITERIA FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)*
MERGING TAPER	AT LEAST L
SHIFTING TAPER	AT LEAST 0.5L
SHOULDER TAPER	AT LEAST 0.33L
ONE-LANE, TWO-WAY TRAFFIC TAPER	50 FT MINIMUM, 100 FT MAXIMUM
DOWNSTREAM TAPER	50 FT MINIMUM, 100 FT MAXIMUM

SOURCE: TABLE 6C-3 2009 MUTCD

FORMULAS FOR DETERMINING TAPER LENGTHS

SPEED LIMIT (S)	TAPER LENGTH (L) FEET
40 MPH OR LESS	$L = \frac{WS^2}{60}$
45 MPH OR MORE	L = WS

WHERE: L = TAPER LENGTH IN FEET

W = WIDTH OF OFFSET IN FEET

S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICAPATED OPERATING SPEED IN MPH

SOURCE: TABLE 6C-4 2009 MUTCD

NOTES ON WORK ZONE DISTANCES

NOT TO SCALE

LEGEND

- REFLECTORIZED PLASTIC DRUM
- F FLAGGER
- PLASTIC PIPE TYPE III BARRICADE
- CHANGEABLE MESSAGE SIGN
- FLASHING ARROW PANEL
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATOR
- MEDIAN BARRIER
- MEDIAN BARRIER WITH WARNING LIGHTS
- WORK VEHICLE
- TRUCK MOUNTED ATTENUATOR
- TRAFFIC OR PEDESTRIAN SIGNAL
- SIGN

REVISIONS NO.	DATE	BY
1	04/02/12	BMB

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

COVENTRY GREENWAY - WEST

COVENTRY RHODE ISLAND

TRAFFIC CONTROL PLAN NO. 1

CHECKED BY JFL/DLH DATE MARCH 2012 SCALE NO SCALE

WWW.FandO.COM
FUSS & O'NEILL
Disciplines to Deliver
317 IRON HORSE WAY SUITE 204 PROVIDENCE RI 02908 401.861.3070

File Path: J:\DWG\P2000\5100A13\Civil\Plan\0026N_V1_110-111_TCONTROL.dwg Layout: TTC SHT 1 Plotted: Mon, April 02, 2012 - 11:06 AM User: BRANDEN BERGERON
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LEVEL 3 TRANSPORTATION MANAGEMENT PLAN

Project Name: **Coventry Greenway - West**
RI Design Contract No(s): **1999-II-001**
RI Construction Contract No(s): **2011-CH-027**

Submission: **ADV** Date: **4/2/2012**

PROJECT INFORMATION

Brief Project Description: This project will consist of the construction of an equestrian trail and maintenance improvements to the existing shared-use Bike Path from the end of the Trestle Trail path to Station Street, construction of a shared-use spur trail at the Coventry Town Hall and Walker Lane, and various improvements to locations on the recently-constructed portion of the East segment shared-use path, including repairs associated with a collapsed culvert, construction of a shade structure and ADA-accessible canoe launch ramp, various improvements east of Whitford Street and replacement of fencing.

General Work Limits: Trestle Trail to Station Street (including one at-grade crossing with RI 117), intermittent areas from Station Street to just east of the Coventry/West Warwick border, and Walker lane adjacent to the Town Hall Annex (including one at-grade crossing with RI 117). In general, only shoulder closures will be necessary along RI 117, except for the time of crosswalk painting.

WORK ZONE LOCATIONS

ROADWAY NAME or INTERSECTION	FROM	TO	APPROX. LENGTH
Coventry Greenway - West	1,250' West of Raymonds Pt. Rd.	Station Street	2.55 mi.
Coventry Greenway - East	1,200' West of Quidnick Street	300' West of Quidnick Street	900'
Coventry Greenway - East	300' West of Laurel Avenue	Laurel Avenue	300'
Coventry Greenway - East	450' West of Whitford Street	750' East of Whitford Street	1,200'
Raymonds Point Road	At Path Crossing		250'
Whitehead Road	At Path Crossing		250'
Ayoho Road	At Path Crossing		250'
McManus Road	At Path Crossing		250'
Flat River Road (RI 117)	At Path Crossing		250'
Gatehouse Farm Road	At Path Crossing		250'
Industrial Drive	At Path Crossing		250'
Main Street (Route 117)	At Path Crossing		250'
Abbotts Crossing Road	At Path Crossing		250'
Station Street	At Path Crossing		250'
Whitford Street	At Path Crossing		250'

General Project Schedule*: The substantial completion date for the project is June 30, 2013. The interim Completion date for the Coventry Greenway East contract work is November 30, 2012, excluding landscaping items.

*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 attached restrictions table for general traffic-related work restrictions.

Holiday Restrictions:

No lane and/or shoulder closures allowed after 1:00 PM on the Friday preceding a holiday weekend

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 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

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	Included in: Plan Set
☐ Mobile Operation		
☐ Work Beyond the Shoulder		
☐ Shoulder Closure - Two Lane Road		
☐ 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		

DESIGNER-DEVELOPED TTC PLANS	Included in: TMP	Included in: Plan Set
Temporary Traffic Control Plan No. 1		X
Temporary Traffic Control Plan No. 2		X

PUBLIC INFORMATION PLAN

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

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.
RIDOT travel advisories web site	RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions.
RIDOT 511 traveler information system	RIDOT TMP Imp. Mngr. to send RIDOT notification form to RIDOT TMC min. 48 hrs. in advance of restrictions.

TRANSPORTATION OPERATIONS PLAN

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

SELECTED STRATEGIES	RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

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 Engieer, 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

Signature: Frank Corrao, Jr.

Frank Corrao, P.E.

Date: 3/28/12

Revision #	Initials	Date

STATE TRAFFIC ENGINEER

Signature: Robert Rocchio

Robert Rocchio, P.E.

Date: 3/30/12

Revision #	Initials	Date

CHIEF ENGINEER

Signature: Kazem Farhoumand

Kazem Farhoumand, P.E.

Date: 4/4/12

Revision #	Initials	Date

TMP IMPLEMENTATION MANAGERS

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

RIDOT

Name: _____

Title: _____

Unit: _____

Office Phone: _____

Mobile Phone: _____

E-Mail: _____

CONTRACTOR (if contract work)

Name: _____

Title: _____

Company/Unit: _____

Office Phone: _____

Mobile Phone: _____

E-Mail: _____

Attachment to Level 3 TMP/ RIC No. 2011-CH-027:
TRAFFIC RELATED WORK RESTRICTIONS / General Restrictions

Location	Time of Day		MINIMUM NUMBER OF LANES AND SHOULDERS TO REMAIN OPEN TO TRAFFIC[1,2] Day of Week						
	From	To	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
ALL ROADWAYS WITHIN PROJECT LIMIT EXCEPT ROUTE 117	00:00	06:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	06:00	18:00	ALL	1 L (alt)	1 L (alt)	1 L (alt)	1 L (alt)	1 L (alt)	ALL
	18:00	00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
ROUTE 117	00:00	06:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	06:00	18:00	ALL	1 L	1 L	1 L	1 L	1 L	ALL
	18:00	00:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
COVENTRY GREENWAY - WEST	0:00	24:00	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED
COVENTRY GREENWAY - EAST	0:00	24:00	ALL	TCAN	TCAN	TCAN	TCAN	TCAN	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.
TCAN	Temporary closures permitted as determined necessary by the Engineer between July 1, 2012 and November 30, 2012.
CLOSED	Full closure of facility.

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.
3) Safe access and egress to side street and all public, private, residential and commercial driveways and buildings shall be maintained at all times.
4) Coventry Greenway - West area includes area extending from 1,250 feet west of Raymond's Point Road to Station Street.
5) Coventry Greenway - East area includes area extending from 1,200 feet west of Quidnick Street to 750 feet east of Whitford Street.

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1. BRIEF SCOPE OF WORK:

R. I. Contract No. 2011-CH-027, Federal Aid Project No. HPP-4843(001) in the County of Kent, and the Towns of Coventry and West Warwick, Rhode Island is a construction contract for the construction of an equestrian trail and improvements to the existing shared use bike path at the following locations:

- Equestrian Trail and Improvements to the Existing Shared Use Bike Path – 2.54 miles of the Coventry Greenway corridor, from the end of the Trestle Trail path to Station Street
- Bike Path (Town Hall Spur) - 0.38 miles, between the existing Coventry Greenway Shared Use Path and the Town Hall Annex on Walker Lane
- Various Improvements to locations on the Eastern End of the existing Shared Use Path (Repairs associated with a collapsed culvert, shade structure, canoe launch ramp, improvements at Whitford Street, replacement of fencing) – 0.37 miles

R.I. contract number 2011-CH-027, federal aid project number HPP-4843(001) is for the construction of an equestrian trail adjacent to a portion of the existing paved Coventry Greenway Shared Use Path. Included in this work is the construction of the Town Hall Spur shared use path from the existing paved bike path, passing the Coventry Town Hall to it's terminus on Walker Lane, a distance of 0.38 miles. Also included in this work is the construction of a shade structure at Laurel Avenue, the construction of a canoe launch ramp across from the existing Pilgrim Avenue parking lot, repairs associated with a collapsed culvert on the eastern section of the Coventry Shared Use Path, replacement of existing wood rail fence with chain link fence in existing areas and the addition of edge treatments, fences and drainage work adjacent to the existing shared use path. Project limits are from the beginning of the existing paved bike path, at the terminus of the Trestle Trail, to Station Street, in the Town of Coventry, a distance of 2.91 miles on the existing shared use path, which includes the length from the Trestle Trail to Station Street, and the various locations on the eastern end of the existing shared use path. Also included in this work are the new Town Hall Spur Bikepath for a distance of 0.38 miles and an associated parking lot for a distance of 0.11 miles. The total mileage of the work to be done extends 3.40 miles. The work encompassed by this contract shall include, but is not limited to, the following: placement of new pavement structures, earth excavation, removing and disposing flexible pavement, installation and maintenance of erosion controls, installation of closed drainage systems, construction of new drainage ditches, construction of new parking lots, fencing, construction of new retaining walls, loam and seeding, installation of landscape plant material, installation of signage and pavement markings, maintenance and protection of traffic, and all incidentals, complete in place, and accepted, as necessary to complete the work of this contract to the satisfaction of the Engineer.

2. LIST OF CONTRACT DRAWINGS:

VOLUME 1

1	Volume 1 Cover Sheet
2	Standard Plan Symbols & Standard Legend
3-4	Standard Notes Nos. 1-2
5	Job Specific Plan Symbols, Legend & Notes
6-7	Key Plans Nos. 1-2
8-11	Typical Section Sheet Nos. 1-4
12-14	Site Details Nos. 1-3
15-20	Signing & Striping Details Nos. 1-6
21-23	Canoe Launch Ramp Details Nos. 1-3
24	Existing Railroad Baseline Layout Plan
25-33	Baseline Layout Plans Nos. 1-9
34-36	Proposed Construction Curb Layout Plan Nos.1-3
37-65	General Plan and Profile Nos. 1-29
66-82	Drainage and Utility Plan Nos. 1-17
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108-109	Landscape Details Nos. 1-2
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112-116	Shade Structure Architectural Plans Nos. 1-5

VOLUME 2

117	Volume 2 Cover Sheet
118-212	Greenway Cross Sections Nos. 1-95
213-218	Town Hall Spur Cross Sections Nos. 1-6
219-224	W. Warwick Cross Sections Nos. 1-6

3. UTILITY AND MUNICIPAL NOTIFICATION AND COORDINATION:

The Contractor shall contact **DIG SAFE at 1-888-DIG SAFE (1-888-344-7233)** prior to construction.

The Contractor shall coordinate with the utility Companies and necessary municipal offices prior to the start of work.

The following persons can be contacted for information regarding utility services, verification, or monitoring.

National Grid – Thomas Capobianco – 784-7248
Verizon – Tony Filomeno – 727-9543
National Grid – Gas Division - Albert Marsocci – 525-5697
Cox Communications – David Velilla – 615-1284
Kent County Water Supply Board – Timothy Brown – 821-9300

Town of Coventry Department of Public Works – Dennis K. Smith – 822-9110
Town of Coventry Fire Alarm – Stanley Murk – 821-3456

There will be no Utility involvement in this Contract.

4. SEQUENCE OF CONSTRUCTION

All work shall be completed in accordance with the Traffic-Related Work Restrictions indicated in the Transportation Management Plan.

Phases:

Interim Completion Date: November 30, 2012

Items within Coventry Greenway – East Contract, including fencing work near Quidnick Bridge, the shade structure and canoe launch ramp near Laurel Avenue, and the drainage work both east and west of Whitford Street: All items except loam, seed & landscape items: The Contractor will be required to complete this item of work by November 30, 2012.

Substantial Completion Date: June 30, 2012

The Contractor will be required to complete all items of work by June 30, 2013.

In accordance with Subsection 12.108.03 of the Standard Specifications, this project has been designated to be a **Schedule Level B** project.

The Contractor shall perform the proposed work during the day. No nighttime work will be permitted.

A. Special Requirements:

1. Approval of a work sequence time schedule is required before the start of any construction or other work associated with this contract. The proposed construction sequence and time schedule must consider and address safe vehicle passage through the project areas. No work sequence or time schedule will be approved which does not fully address phasing of all traffic control. The sequence of construction must be submitted to the RIDOT Construction Section no later than 1 week prior to the pre-construction conference.

2. The Contractor will be responsible to develop a sequence of construction which minimizes disruption to traffic flow patterns and which does not create prolonged traffic delays. ALL WORK MUST BE PERFORMED IN A MANNER TO CAUSE THE LEAST DISRPUTION TO EXISTING VEHICULAR TRAFFIC FOR AS SHORT A PERIOD OF TIME AS POSSIBLE. WHEN WORK COMMENCES IN SUCH AREAS, IT SHALL BE EXPEDITIOUSLY COMPLETED WITHOUT UNNECESSARY

INTERRUPTIONS.

3. The Contractor shall notify the Engineer at least fourteen (14) calendar days prior to shutting down any section of the bikepath.

4. When work is being performed on or adjacent to roadways which intersect the bikepath or equestrian trail, the Contractor will not be allowed to close more than one travel lane at a time. During evenings, weekends and holidays, no work shall be performed in the roadway.

5. It will be the Contractor's responsibility to sequence the work within all phases of construction in a manner which utilizes the established work zones, right of way, and traffic lane configurations provided in the Contract Plans and which minimizes impacts and inconvenience to vehicular traffic. Due to the limited available area, multiple traffic persons and flagpersons may be required to periodically stop traffic in the work area for access and egress of equipment. It is the Department's intent to keep these interruptions to traffic flow to a minimum. In the event these delays are deemed unacceptable, the Contractor will be required to re-sequence his construction at no cost to the State.

6. For the work items to be completed within the Coventry Greenway – East Contract area, including fencing work near Quidnick Bridge, the shade structure and canoe launch ramp near Laurel Avenue, and the drainage work both east and west of Whitford Street, the bike path shall remain open as much as feasible without threatening the safety of path users. Further, each piece of work shall be completed within the following timeframes measured from the start of construction within these areas (except loam, seed and landscaping):
    - Fencing near Quidnick Bridge: 15 calendar days
    - Shade structure and canoe launch ramp: 60 calendar days
    - Drainage work east and west of Whitford Street: 30 calendar days

5. SPECIALTY ITEMS

The list of specialty items required for this project includes, but is not limited to the following:

- Timber Guide Rail
- Select Fencing Items
- Traffic Signage (Other than temporary and construction)
- Pavement Markings
- Designated Landscaping Items
- Shade Structure
- Canoe Launch Ramp

6. INCIDENT MANAGEMENT

In the event of an accident, or other unforeseen incident, the Contractor shall positively cooperate with local authorities by providing traffic control devices, personnel, equipment and material as required, both on and off-site. The Contractor shall assist in whatever way possible to clear debris from the roadway and maintain traffic flow. Payment for this work shall be on a force account basis. If the personnel are not available on site, they shall be "on-call" and able to respond to the site within one hour of notification to the Contractor's appointed representative by phone or in person to the Department of Transportation.

7. COORDINATION WITH OTHER PROJECTS

The Contractor shall be aware of other construction projects ongoing or commencing during the construction period of this project. It shall be the Contractor's responsibility to coordinate with the Engineer to determine the impacts of his construction operations on adjacent projects. The Contractor may be required to attend periodic coordination meetings with representatives of the Town and State to discuss and resolve potential conflicts. No separate payment will be made for this work.

The Rhode Island Department of Transportation may have construction in progress on the following project: Laurel Avenue Bridge #397 Replacement. The Contractor should be aware that the bridge replacement project may be ongoing at the same time as this project and he should cooperate and coordinate when necessary with the other Contractor.

8. MAINTENANCE OF PUBLIC ACCESS

The Contractor, at his own expense, shall keep the streets, highways, roads, private driveways and walks, and sidewalks in which he may work open for pedestrian and vehicular traffic at all times unless otherwise authorized by the Engineer in writing.

9. TRAFFIC FINES IN WORK ZONES

The Traffic Fines in Work Zone Regulatory Sign (R.I. Std. 27.1.1) shall be utilized wherever construction activities are in progress and construction personnel are present. When work is not in progress, these signs shall either be removed from the site or covered at all other times.

10. CONTRACTOR'S RESPONSIBILITY FOR DAMAGED STORM DRAINS

The Contractor shall use care when working within or in the vicinity of existing drainage structures. All drainage pipes or culverts damaged during the disposing of, cleaning of, installation of or while making repairs to drainage structures/pipes or culverts or while carrying out any other work on this Contract shall be the Contractor's responsibility. All pipes/culverts damaged by the Contractor while carrying out this Contract shall be replaced or repaired by the Contractor to the satisfaction of the Engineer at no additional charge to the State.

11. CONTRACTOR'S RESPONSIBILITY FOR DAMAGED UTILITIES

The Contractor shall use care when working within or in the vicinity of existing utilities. All utility equipment, conduit, wire, cable or appurtenances damaged while carrying out any other work on this Contract shall be the Contractor's responsibility. All utility equipment, conduit, and relative appurtenance damaged by the Contractor while carrying out this Contract shall be replaced or repaired by the Contractor to the satisfaction of the Engineer at no additional charge to the State.

12. STORAGE OF CONSTRUCTION MATERIALS AND OTHER EQUIPMENT

Subject to the requirements of Division 1 Part 100 Section 106.6 Storage of Materials of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition, the Contractor shall be permitted to temporarily store equipment and materials within the limits of the work area.

13. BLASTING RESTRICTIONS

No Blasting will be included as part of this contract.

14. SHOP DRAWINGS

The list of shop drawings required for this project includes, but is not limited to the following:

- Cedar Post & Round Rail Fence at Railroad Tracks
- Concrete segmental retaining wall
- Mile post marker
- Steel frame bench
- Plastic lumber bench
- Collapsible bollards
- Canoe launch wall reinforcing
- Canoe launch metal safety railing
- Dewatering at Canoe Launch
- Shade structure foundation reinforcing
- Shade structure wood rail system
- Shade structure metal fabrications
- Shade structure installation details
- Bicycle rack

15. STRUCTURE DISPOSITIONS / ENCROACHMENT TABLE

ITEM	LOCATION	DESCRIPTION	STATUS	DISPOSITION
SD-301	Sta. T231+90, 20' L to Sta. T231+93, 21' L	Bar Post	Encroachment	Remove & Dispose
SD-501	Sta. T248+01, 28' R to Sta. T248+03, 43' R	Wood Rail Fence	Encroachment	Existing to Remain
SD-502	Sta. T247+99, 53' L to Sta. T248+04, 29' L	Fence	Encroachment	Existing to Remain
SD-503	Sta. T249+43, 35' R to Sta. T249+45, 35'R	Auto Shelter	Encroachment	Existing to Remain
SD-701	Sta. T256+29, 55' L to Sta. 256+74, 55' L	Basketball Court	Encroachment	Existing to Remain
SD-702	Sta. T256+79, 54' L to Sta. T256+94, 49' L	Shed	Encroachment	Existing to Remain
SD-703	Sta. T258+74, 37' R	Sign	Encroachment	Existing to Remain
SD-704	Sta. T258+77, 18' R to Sta. T258+88, 39' R	Wood Guardrail	Encroachment	Remove & Dispose
SD-705	Sta. T260+58, 41' R to Sta. T260+58, 41' R	Storage Bin	Encroachment	Existing to Remain
SD-801	Sta. T261+23, 41' R to Sta. T261+49, 35' R	Wooden Dock	Encroachment	Existing to Remain
SD-901	Sta. T269+87, 57' L to Sta. T271+64, 16' L	Chain Link Fence	Encroachment	Existing to Remain
SD-902	Sta. T271+64, 16' L to Sta. T274+91, 7' L	Wooden Fence	Encroachment	Existing to Remain
SD-903	Sta. T271+65, 23' R	Sign	Encroachment	Remove & Relocate
SD-1001	Sta. T274+00, 41' L to Sta. T274+88, 42' L	Chain Link Fence	Encroachment	Existing to Remain
SD-1002	Sta. T274+18, 51' L to Sta. T274+30, 52' L	Building	Encroachment	Existing to Remain
SD-1003	Sta. T274+09, 25' L to Sta. T274+95, 12' L	Pavement	Encroachment	Partial Remove & Dispose; Rest to Remain
SD-1004	Sta. T274+67, 48' L to Sta. T274+82, 48' L	Building	Encroachment	Leave as Existing to Remain
SD-1005	Sta. T274+93, 0' L to Sta. T274+93, 6' L	Wood Fence	Encroachment	Remove & Dispose
SD-1006	Sta. T274+93, 13' L to Sta. T274+94, 37' L	Concrete Blocks	Encroachment	Remove & Stockpile (By Others)
SD-1007	Sta. T275+27, 24' L to Sta. T276+48, 24' L	Chain Link Fence	Encroachment	Existing to Remain
SD-1008	Sta. T276+49, 25' L to Sta. T276+74, 25' L	Concrete Pad	Encroachment	Existing to Remain
SD-1009	Sta. T276+50, 23' L to Sta. T277+03, 24' L	Retaining Wall	Encroachment	Existing to Remain
SD-1010	Sta. T276+48, 24' L to Sta. T277+42, 25' L	Chain Link Fence	Encroachment	Remove & Dispose
SD-1011	Sta. T277+42, 25' L to Sta. T277+44, 73' L	Chain Link Fence	Encroachment	Existing to Remain
SD-1201	Sta. T284+56, 48' L to Sta. T285+29, 49' L	Storage Trailers	Encroachment	Existing to Remain

ITEM	LOCATION	DESCRIPTION	STATUS	DISPOSITION
SD-1401	Sta. T297+00, 51' R to Sta. T298+38, 51' R	Guardrail	Encroachment	Existing to Remain
SD-1402	Sta. T300+58, 48' L to Sta. T302+33, 50' L	Junk Cars	Encroachment	Existing to Remain
SD-1501	Sta. T304+56, 52' L to Sta. T304+51, 23' L	Wood Guardrail	Encroachment	Remove & Dispose
SD-1502	Sta. T304+91, 27' L to Sta. T305+22, 26' L	Chain Link Fence	Encroachment	Remove & Dispose
SD-1503	Sta. T305+71, 47' L to Sta. T305+70, 57' L	Fence Stock	Encroachment	Existing to Remain
SD-1504	Sta. T305+71, 57' L to Sta. T308+06, 56' L	Wood Rail Fence	Encroachment	Existing to Remain
SD-1505	Sta. T306+22, 57' L to Sta. T308+05, 57' L	Fence Stock	Encroachment	Existing to Remain
SD-1601	Sta. T311+04, 42' L to Sta. T312+71, 22' L	Metal Posts	Encroachment	Remove & Dispose
SD-1602	Sta. T311+51, 32' L	Light Pole	Encroachment	Remove & Dispose
SD-1701	Sta. T318+61, 53' L to Sta. T319+76, 46' L	Wire Fence	Encroachment	Existing to Remain
SD-1702	Sta. T320+92, 52' L to Sta. T321+74, 46' L	Wooden Fence	Encroachment	Existing to Remain
SD-1703	Sta. T322+43, 13' L to Sta. T322+48, 22' L	Handrail/Steps	Encroachment	Remove & Dispose
SD-1704	Sta. T322+51, 23' L	Monument	Encroachment	Existing to Remain
SD-1705	Sta. T323+07, 49' L to Sta. T323+11, 48' L	Shrubs	Encroachment	Existing to Remain
SD-1706	Sta. T322+54, 49' L to Sta. T323+25, 49' L	Building	Encroachment	Existing to Remain
SD-1707	Sta. T324+44, 48' L to Sta. T324+52, 49' L	Fence	Encroachment	Existing to Remain
SD-1708	Sta. T325+24, 49' L to Sta. T325+51, 49' L	Fence	Encroachment	Existing to Remain
SD-1801	Sta. T328+72, 22' R	Railroad Signal Box	Encroachment	Existing to Remain
SD-1802	Sta. T328+58, 8' L to Sta. T328+62, 16' L	Sign	Encroachment	Remove & Relocate
SD-1803	Sta. T328+75, 18' R to Sta. T330+30, 21' R	Wooden Lot Curb	Encroachment	Existing to Remain
SD-1804	Sta. T328+75, 19' R to Sta. T330+30, 22' R	Parking Lot	Encroachment	Existing to Remain
SD-1805	Sta. T328+65, 25' L to Sta. T330+67, 16' L	Boulders	Encroachment	Remove & Relocate
SD-1806	Sta. T331+37, 50' L to Sta. T331+68, 54' L	Trailer	Encroachment	Existing to Remain
SD-1807	Sta. T335+14, 54' L to Sta. T335+65, 55' L	Stone Wall	Encroachment	Existing to Remain
SD-1808	Sta. T336+39, 58' L to Sta. T336+55, 57' L	Stone Wall	Encroachment	Existing to Remain
SD-1809	Sta. T336+88, 37' L to Sta. T337+84, 41' L	Chain Link Fence	Encroachment	Existing to Remain
SD-1901	Sta. T340+84, 37' R to Sta. T346+12, 69' R	Stone Wall	Encroachment	Existing to Remain
SD-1902	Sta. T346+30, 10' R to Sta. T346+41, 11' R	Planting Bed	Encroachment	Existing to Remain

ITEM	LOCATION	DESCRIPTION	STATUS	DISPOSITION
SD-1903	Sta. T346+44, 22' R	Switch Box	Encroachment	Existing to Remain
SD-1904	Sta. T346+42, 16' R to Sta. T347+69, 11' R	Railroad Tracks	Encroachment	Existing to Remain
SD-1905	Sta. T347+52, 8' R	Switch Box	Encroachment	Existing to Remain
SD-1906	Sta. T347+70, 9' R to Sta. T347+80, 8' R	Planting Bed	Encroachment	Existing to Remain
SD-1907	Sta. T347+82, 9' L	Propane Tank	Encroachment	Existing to Remain
SD-1908	Sta. T347+88, 9' L	Electric Box	Encroachment	Existing to Remain
SD-1909	Sta. T347+04, 80' R to Sta. T348+14, 74' R	Stone Wall	Encroachment	Existing to Remain
SD-1910	Sta. T348+45, 9' R to Sta. T348+64, 8' R	Planting Bed	Encroachment	Remove & Dispose (By Others)
SD-1911	Sta. T349+12, 19' L to Sta. T349+30, 21' L	Planting Bed	Encroachment	Existing to Remain
SD-1912	Sta. T349+60, 7' R to Sta. T349+77, 7' R	Planting Bed	Encroachment	Remove & Dispose (By Others)
SD-1913	Sta. T349+92, 25' L to Sta. T350+09, 25' L	Planting Bed	Encroachment	Existing to Remain
SD-1914	Sta. T350+33, 8' R to Sta. T350+51, 8' R	Planting Bed	Encroachment	Remove & Dispose (By Others)
SD-1915	Sta. T350+64, 29' L to Sta. T350+81, 31' L	Planting Bed	Encroachment	Existing to Remain
SD-1916	Sta. T351+05, 24' L to Sta. T351+81, 23' L	Pavement	Encroachment	Existing to Remain
SD-1917	Sta. T351+10, 105' L to Sta. T351+61, 73' L	Stone Wall	Encroachment	Existing to Remain
SD-1918	Sta. T351+24, 18' R to Sta. T351+42, 18' R	Planting Bed	Encroachment	Existing to Remain
SD-2001	Sta. T351+83, 18' R to Sta. T351+96, 20' R	Planting Bed	Encroachment	Existing to Remain
SD-2002	Sta. T352+12, 7' R to Sta. T352+25, 8' R	Planting Bed	Encroachment	Remove & Dispose (By Others)
SD-2003	Sta. T352+15, 7' L to Sta. T352+33, 8' L	Concrete Pad/Kiosk	Encroachment	Existing to Remain
SD-2004	Sta. T352+18, 40' L to Sta. T352+35, 41' L	Planting Bed	Encroachment	Existing to Remain
SD-2005	Sta. T352+24, 9' R to Sta. T352+93, 7' R	Railroad Tracks	Encroachment	Existing to Remain
SD-2006	Sta. T352+93, 7' R to Sta. T353+04, 7' R	Planting Bed	Encroachment	Remove & Dispose (By Others)
SD-2007	Sta. T352+34, 8' L to Sta. T354+28, 7' L	Wood Guardrail	Encroachment	Remove & Dispose
SD-2501	Sta. 03+81,12' L to Sta. 06+82, 17' L	Stone Wall	Encroachment	Existing to Remain
SD-2502	Sta. 03+67, 20' L to Sta. 04+10, 20' L	Wooden Fence	Encroachment	Existing to Remain
SD-2503	Sta. 06+94, 23' R to Sta. 07+00, 21' R	Sign	Encroachment	Remove & Relocate

16. RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (RIDEM) PERMITS

Included as Appendix A to these Contract Specific General Provisions is a copy of the applicable RIDEM Insignificant Alteration Permit.

17. STORM WATER POLLUTION PREVENTION PLAN

Included as Appendix B to these Contract Specific General Provisions is a copy of the Storm Water Pollution Prevention Plan (SWPPP) for this project.

18. TRANSPORTATION MANAGEMENT PLAN

Included as Appendix C 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 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 Job Specific Specification for SECTION 103 - AWARD AND EXECUTION OF THE CONTRACT, which describes the requirements for the Contractor's designation of a TMP Implementation Manager for the Contract.

The Contractor's attention is called to the Job Specific Specification for SECTION 105 - CONTROL OF WORK, which describes the requirements for the training of all Contractor and Subcontractor personnel involved in work zone design, implementation, operation, inspection, management, and/or enforcement.

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

19. REMEDIAL ACTION WORK PLAN

Included as Appendix D to these Contract Specific General Provisions is a copy of the Remedial Action Work Plan (RAWP) for this project.

20. GATES AND CONCRETE BLOCKS AT INTERSECTIONS

Note that the Town of Coventry will remove the existing wooden gates and concrete blocks at the existing intersections between the existing paved shared-use path and crossing streets prior to the beginning of construction of this project.

21. TEMPORARY USE AGREEMENT

Included as Appendix E to these Contract Specific General Provisions is a copy of the Temporary Use Agreement between the Rhode Island Department of Transportation and Raymond L. Plante, dated December 1, 2011.

22. ACCESS EASEMENT

Included as Appendix F to these Contract Specific General Provisions is a copy of the Access Easement granted by Paul W. Olivieri to the Town of Coventry, recorded January 26, 2011.

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JOB SPECIFIC

CODE 202.9951 – EXCAVATION, LOADING, AND HAULING OF REGULATED SOIL

CODE 202.9952 – LOAD, HAUL, AND BACKFILL WITH ON-SITE CLEAN FILL

CODE 202.9953 – LOAD, HAUL, AND BACKFILL WITH IMPORTED CLEAN FILL

CODE 202.9954 – OFF-SITE DISPOSAL OF REGULATED SOIL

DESCRIPTION:
This item of work includes soil management, handling, hauling, and off-site disposal of contaminated soil in accordance with Rhode Island Department of Environmental Management (RIDEM) regulations and as directed by the Rhode Island Department of Transportation (RIDOT) or its appointed designee. All disturbance of contaminated soil shall be conducted in accordance with this document.

The objective of these activities is to describe requirements at the location of the proposed Coventry Greenway – West (Greenway-West) to manage soil containing arsenic and polycyclic aromatic hydrocarbons (PAHs) in a manner that mitigates potential risks to human health and the environment during proposed remediation activities. Soil in two specific areas at the site will be excavated according to the procedures detailed in the RIDEM-approved February 2010 Remedial Action Work Plan (RAWP) and disposed off-site at an appropriately licensed receiving facility. Activities shall be conducted in accordance with the RIDEM-approved RAWP and Construction Soil Management Plan (SMP) for the site. The Contractor will note that activities involving earthwork will involve contaminated soil that will require management, stockpiling, and off-site disposal. Soil within the delineated release areas to two feet below grade (fbg) as depicted on *Figures 3 and 4* of the RIDEM-approved February 2010 RAWP shall be considered contaminated.

DEFINITIONS:
Regulated soil: All soil currently located at the site within the release areas depicted on *Figures 3 and 4* of the RIDEM-approved February 2010 RAWP, to a depth of two fbg. Regulated soil may include both urban fill material and natural overburden deposits comprised primarily of sand, gravel, and silt. Soil within the delineated release areas to a depth of two fbg should be assumed to contain concentrations of regulated compounds that exceed applicable RIDEM Method 1 Residential Direct Exposure Criteria (R-DEC) and is thus considered regulated by the RIDEM Office of Waste Management under the *Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases (Remediation Regulations)* and subject to the requirements of this document. No regulated soil can be removed from the site without prior and appropriate characterization and approval from RIDOT or its designee.

Clean fill: On-site material originating from outside the designated release areas has been determined to meet the R-DEC and is therefore suitable for placement as clean fill in accordance with RIDEM specifications. All on-site soil material utilized to backfill the excavation areas at the site must also comply with RIDOT structural and grading requirements and specifications as detailed in the site plans.

HEALTH AND SAFETY PLANS:
This site is regulated under the RIDEM *Remediation Regulations*. The document described herein includes procedures to be implemented during the remediation phases of the project to mitigate risks posed to on-site and off-site receptors by soil that contains concentrations of compounds that exceed applicable RIDEM criteria. The procedures and requirements described in this document will apply to all workers performing earthwork involving regulated soil. All contractors and workers performing soil management activities at the site are required to comply with Hazardous Waste Operations and Emergency Response (HAZWOPER) training and certification requirements in accordance with Occupational Safety and Health Administration (OSHA) 29 CFR 1910.120 and 1926.65. All workers should be prepared to provide documentation of such certifications upon request.

All on-site contractors and workers will be required to produce, provide, and adhere to site-specific Health and Safety Plans (HASPs), developed in accordance with OSHA 29 CFR 1910.120 and 1926.65 as applicable. The HASPs must describe measures to mitigate exposure to regulated soil, including personal protective equipment to be worn by workers to minimize exposure and contingency planning. All contractors are responsible for the health and safety of their employees and adherence to all applicable safety regulations.

During remediation activities, the site will be left in a secure and stable condition following each day of remediation. Temporary or permanent fencing and signage will be utilized to restrict unauthorized access to the site, as necessary.

Heavy equipment utilized as part of remediation, including excavators and backhoes, will remain on-site during the course of remediation activities. At the direction of RIDOT or its designee, heavy equipment that has become contaminated due to remedial activities may be decontaminated prior to use in site work involving unregulated soil, in order to prevent cross-contamination of unregulated soil. Equipment decontamination procedures will be specified in the HASPs developed by the remedial contractors and will generally consist of pressure washing contaminated equipment. Although not anticipated, at the direction of RIDOT or its designee, decontamination will be conducted on an impermeable liner and the rinse water will be collected. The rinse water will be containerized and disposed off-site at an appropriately licensed receiving facility within 90 days of decontamination.

APPLICABLE LAWS, REGULATIONS, AND DOCUMENTS:
The activities described herein shall be conducted in accordance with the RIDEM *Remediation Regulations* and the RIDEM-approved February 2010 RAWP and Construction SMP.

The Contractor shall ensure that compliance with applicable regulations is maintained during remedial activities. The Contractor is responsible for erosion and pollution controls in accordance with local, State, and Federal regulations as well as conformance with the design plans. Soil segregated for off-site disposal will be disposed of at an appropriate receiving facility in accordance with local, State, and Federal regulations and the requirements of the receiving facility.

The Contractor shall report to RIDOT on a daily basis and document the operations associated with earthwork activities.

NOTIFICATIONS:
RIDOT or its designee must be notified of pending activities related to soil management at the site. At a minimum, notification must be made to RIDOT or its designee by the Contractor as follows:

- Minimum 48 hour notice prior to the commencement of any disturbance of regulated soil.
- Immediate notification of discovery of soil that is visibly impacted or suspected to be impacted by releases of oil and/or hazardous materials (OHM).
- Further submittal and notification requirements as detailed in the contract documents.

RIDOT or its designee will conduct routine inspections during the course of site remediation activities to ensure that the remedies are being implemented in accordance with the RAWP and construction SMP.

MATERIALS:
Equipment: The Contractor shall supply and utilize all required equipment to adequately complete earthwork, regulated soil management, stockpile management, and off-site disposal. Erosion controls will be installed at the site in accordance with the design plans. Regulated soil will be placed on and covered with polyethylene sheeting with a minimum thickness of six mils. The sheeting will be secured using appropriate controls (stakes, haybales, rocks, etc) as warranted to prevent the loss of cover or erosion via wind or stormwater.

The Contractor is required to have available the necessary personal protective equipment as specified in the Contractor's site-specific HASP and shall have access to an inventory of personal protective equipment in the event that the level of personal protection equipment needs to be upgraded. At a minimum, Level D personal protective equipment shall be used at all times on the site.

Dust-suppression techniques, including watering, will be performed as warranted to reduce the generation of airborne dust from regulated soil. Care must be taken to avoid overwatering to minimize the generation of unnecessary runoff.

Backfill: Clean fill to be utilized on-site for backfill within the remedial excavation areas will meet the RIDEM R-DEC and is defined as at least one of the following:

1. Material originating from on-site outside of the excavation extents defined in the RIDEM-approved February 2010 RAWP.

2. Unpainted and pulverized concrete or asphalt from demolition of on-site structures.

In addition to the environmental requirements detailed herein, all material to be used as backfill material at the site must also comply with structural and grading requirements and specifications detailed in the site plans.

If sufficient material is not present on-site, material may be imported from off-site to backfill the excavation areas at RIDOT's discretion. Clean fill to be imported to the site must be tested prior to importation by a State-certified laboratory and certified by the generator in accordance with the requirements of the Construction SMP included as *Appendix C* of the RIDEM-approved February 2010 RAWP.

CONSTRUCTION METHODS:

Soil disturbance activities within the excavation areas depicted on *Figures 3 and 4* of the RIDEM-approved February 2010 RAWP will be conducted as directed by RIDOT or its designee. Excavation areas will be demarcated in the field by RIDOT or its designee, and excavation of soil to two fbg within the demarcated areas will be conducted by the Contractor. As remedial activities progress, soil generated on-site as part of the excavations will be segregated from soil generated on-site from re-grading and construction activities conducted outside the excavation areas. Soil generated as part of general earthwork activities will be managed by stockpiling at designated staging areas identified by RIDOT or its designee. Preferred staging areas include:

- Open area STA T331+50 RT to STA T334+00 RT
- East End Equestrian Lot

Staging areas should be secured to limit the unauthorized access to the material generated during the remedial activities. RIDOT or its designee reserves the right to add or change staging areas at its sole discretion at no extra cost to the State.

Regulated soil will be stockpiled at the staging area designated by RIDOT or its designee and segregated for off-site disposal at a licensed receiving facility. Stockpiled soil will be placed on and covered with a minimum of six-mil thick polyethylene sheeting during the entire duration of its staging and secured with appropriate controls to limit the loss of the cover and protect against storm water and/or wind erosion (hay bales, silt fencing, rocks, etc.).

The excavation areas will be backfilled, to the extent practicable, using fill material generated at the Greenway-West site from areas of soil outside the delineated limits depicted in *Figures 3 and 4* of the RIDEM-approved February 2010 RAWP.

Pulverized unpainted masonry and paving materials generated during site demolition may be used at the site as clean fill material. Any of these materials not used on-site can be transported off-site as long as they are free of regulated soil and disposed of in accordance with applicable local, State, and Federal requirements.

TESTING:
Following the completion of the remedial excavations, the soil stockpile will be sampled by the Contractor for disposal parameters in accordance with the selected receiving facility's disposal criteria. Alternatively, a series of "pre-characterization samples" can be collected at a frequency of one sample per 350 cubic yards (approximately 500 tons) from the on-site soil prior to soil disturbances to facilitate live-loading of soil and immediate disposal. Samples will be collected for analysis at a State-certified laboratory selected by the Contractor for the disposal parameters specified by the receiving facility.

The Contractor shall be responsible for selecting an acceptable licensed disposal facility for disposal of all excavated regulated soil. The Contractor shall also be responsible for contacting the disposal facility for testing requirements. The following facility is an option for disposal of regulated soil:

- Central Landfill, Rhode Island Resource Recovery Corporation, 65 Shun Pike, Johnston, Rhode Island, 02919, 401-942-1430.

The transport and disposal of regulated soil from the site is subject to the review and approval of RIDOT or its designee to certify compliance with this document and to assure compliance with RIDEM's anti-degradation guidance. No soil will be transported off-site until express authorization has been submitted to RIDOT from the disposal facility.

SUBMITTALS:
The Contractor shall comply with the following requirements throughout the course of remediation activities:

1. Maintain an operations log during the earthwork activities that will include, but not be limited to, dates of earthwork activities, soil management observations, and tracking related to stockpile generation, as well as paperwork documenting lawful off-site disposition.
2. Submit Certified Test Reports by a qualified laboratory for all analytical data, as required above.
3. Submit correspondence from an appropriately licensed receiving facility accepting the regulated soil for disposal at that facility prior to the commencement of off-site soil disposal.
4. Submit copies of appropriate hauling paperwork (i.e. Material Shipping Records, Bills of Lading, Hazardous Waste Manifests) and disposal receipts/slips for off-site disposal of regulated soil.

METHOD OF MEASURMENT:
Item Code 202.9951 "Excavation, Loading, and Hauling of Regulated Soil" shall be measured for payment by the "TON" for the final tonnage of regulated soil excavated and hauled to a disposal facility. The number of tons will be determined from weight slips generated by the receiving disposal facility.

Item Code 202.9952 "Load, Haul, and Backfill with On-Site Clean Fill" will be measured for payment by the "CUBIC YARD" as measured or surveyed by RIDOT or its designee. The number of cubic yards will be determined from the amount of on-site material that is used as clean fill to backfill the excavation areas, as determined by RIDOT or its designee.

Item Code 202.9953 "Load, Haul, and Backfill with Imported Clean Fill" will be measured for payment by the "TON" for the final tonnage of soil imported to the site. The number of tons will be determined from weight slips generated by the generating facility.

Item Code 202.9954 "Off-Site Disposal of Regulated Soil" shall be measured for payment by the "TON" for the final tonnage of regulated soil disposed of. The number of tons will be determined from weight slips generated by the receiving disposal facility.

BASIS OF PAYMENT:
Item Code 202.9951 "Excavation, Loading, and Hauling of Regulated Soil" will be paid for at the contract bid price per "TON" as listed in the Proposal which price and payment shall constitute full compensation for all labor, equipment, excavation, testing, multiple handlings of the stockpiled material, loading, hauling, transportation, and removal of all regulated soil, equipment support materials, dust control, plastic sheeting, protective equipment and clothing, separating, stockpiling, all other costs associated with loading the soil and hauling it to the disposal site and incidentals necessary to complete the work and accepted by RIDOT or its designee. Soil will be characterized and measured for payment after excavation and stockpiling and then may be moved by the Contractor, as necessary, without further payments, regardless of how many times the soil is moved or segregated.

Item Code 202.9952 "Load, haul, and backfill with on-site clean fill" will be paid for at the contract bid price per "CUBIC YARD" as listed in the Proposal which price and payment shall constitute full compensation for all labor, loading, and hauling, material, supplies, and equipment, and all other costs associated with loading the soil and hauling it to specific portions of the site to backfill the excavation areas.

Item Code 202.9953 "Load, haul, and backfill with imported clean fill" will be paid for at the contract bid price per "TON" as listed in the Proposal which price and payment shall constitute full compensation for all labor, equipment, testing, loading, hauling, transportation, and placement of all imported soil, material prices, equipment support materials, hauling, plastic sheeting, stockpiling, all other costs associated with loading the soil, importing it to the site, and placement of the soil within the excavation area, and all fees and incidentals necessary to complete the work and accepted by RIDOT or its designee. Soil will be characterized prior to importation and imported to the site. The soil may then be moved by the Contractor, as necessary, without further payments, regardless of how many times the soil is moved or segregated on-site. The Contractor must provide RIDOT or its designee with all soil documentation, including weight slips, material testing records, Certified Laboratory analytical reports, and generator's certifications, as specified in the Construction SMP.

Item Code 202.9954 "Off-Site Disposal of Regulated Soil" will be paid for at the contract bid price per "TON" as listed in the Proposal which price and payment shall constitute full compensation for all fees that must be paid for the final disposal of the regulated soil. The only accepatable bid price for Item 202.9954 shall be twenty-five dollars ($25.00) per ton. If the cost of disposing this material charged by the receiving facility is different (higher or lower) than $25.00/ton, then the price paid per ton for this item will be adjusted (higher or lower) by that difference in dollars/ton.

The Contractor must provide RIDOT or its designee with all disposal documentation, including weight slips, Material Shipping Records, Bills of Lading, and Hazardous Waste Manifests.

END OF SECTION

JOB SPECIFIC

CODE 401.9901 – CLASS 9.5 HOT MIX ASPHALT

DESCRIPTION:
Class 9.5 shall conform to the requirements of the RI Standard Specifications for Road and Bridge Construction with the following exceptions and modifications.

MATERIALS:

1. Aggregate

   The aggregate shall conform to the 3 to <10 million ESAL requirements of Table 5 in AASHTO M 323. No more than 10% of the aggregate shall be natural sand. All aggregate properties of Section M.03 shall apply.

2. Performance Graded Binder

   The binder shall meet the requirements of PG 64-28, Grade S as specified in AASHTO M 320 and MP 19.

3. Mix Design

   HMA mixes shall conform to AASHTO M 323, "Standard Specification for Superpave Volumetric Mix Design". The design procedure shall follow AASHTO R 35 "Standard Practice for Superpave Volumetric Design for Hot-Mix Asphalt (HMA)". The design specifications found in AASHTO M 323 shall supersede those found in the Standard Specifications for Road and Bridge Construction. A mix design using PG64-28 Grade S shall be used to determine the design binder content. The following specific requirements and exceptions to AASHTO M 323 shall apply.

   a. $N_{initial}$ shall be 6, N_{design} shall be 50 and N_{max} shall be 75 gyrations.

   b. A moisture susceptibility test will not be required.

   c. The mix shall be designed at 4% voids.

   d. The VMA shall be greater than or equal to 16.5%.

   e. The VFA shall be 70 to 80 percent.

   f. The mix shall be coarse graded as defined in Section 6.1.3 of AASHTO M 323.

JOB SPECIFIC

CODE 401.9902 – CLASS 4.75 HOT MIX ASPHALT

DESCRIPTION:
Class 4.75 shall conform to the requirements of the RI Standard Specifications for Road and Bridge Construction with the following exceptions and modifications.

MATERIALS:

1. Aggregate

   The aggregate shall conform to the 3 to <10 million ESAL requirements of Table 5 in AASHTO M 323. No more than 20% of the aggregate shall be natural sand. All aggregate properties of Section M.03 shall apply.

2. Performance Graded Binder

   The binder shall meet the requirements of PG 64-28, Grade S as specified in AASHTO M 320 and MP 19.

3. Mix Design

   HMA mixes shall conform to AASHTO M 323, "Standard Specification for Superpave Volumetric Mix Design". The design procedure shall follow AASHTO R 35 "Standard Practice for Superpave Volumetric Design for Hot-Mix Asphalt (HMA)". The design specifications found in AASHTO M 323 shall supersede those found in the Standard Specifications for Road and Bridge Construction. A mix design using PG64-28 Grade S shall be used to determine the design binder content. The following specific requirements and exceptions to AASHTO M 323 shall apply.

   a. $N_{initial}$ shall be 6, N_{design} shall be 50 and N_{max} shall be 75 gyrations.

   b. A moisture susceptibility test will not be required.

   c. The mix shall be designed at 4% voids.

   d. The VMA shall be greater than or equal to 17.5.

   e. The VFA shall be 70 to 80 percent.

   f. The mix shall be coarse graded as defined in Section 6.1.3 of AASHTO M 323.

JOB SPECIFIC

CODE 401.9903 – CLASS 19.0 HOT MIX ASPHALT

DESCRIPTION:
Class 19.0 shall conform to the requirements of the RI Standard Specifications for Road and Bridge Construction with the following exceptions and modifications.

MATERIALS:

1. Aggregate

   The aggregate shall conform to the 3 to <10 million ESAL requirements of Table 5 in AASHTO M 323. No more than 10% of the aggregate shall be natural sand. All aggregate properties of Section M.03 shall apply.

2. Performance Graded Binder

   The binder shall meet the requirements of PG 64-22, Grade S as specified in AASHTO M 320 and MP 19. Table 2 of AASHTO M 323 shall be used to determine any changes to the binder grade due to the addition of RAP.

3. Mix Design

   HMA mixes shall conform to AASHTO M 323, "Standard Specification for Superpave Volumetric Mix Design". The design procedure shall follow AASHTO R 35 "Standard Practice for Superpave Volumetric Design for Hot-Mix Asphalt (HMA)". The design specifications found in AASHTO M 323 shall supersede those found in the Standard Specifications for Road and Bridge Construction. A mix design using PG64-22 Grade S shall be used to determine the design binder content. The following specific requirements and exceptions to AASHTO M 323 shall apply.

   a. Mixes shall be designed with a 0%, 10%, 15%, 20% or 25% RAP content.

   b. $N_{initial}$ shall be 6, N_{design} shall be 50 and N_{max} shall be 75 gyrations.

   c. A moisture susceptibility test will not be required.

   d. The mix shall be designed at 4% voids.

   e. The VMA shall be greater than or equal to 14.5%.

   f. The VFA shall be 70 to 80 percent.

The wall modules above the bottom course shall be placed such that the tongue and grove arrangement provides the design batter (i.e. setback) of the wall face. Successive courses shall be placed to create a running bond pattern with the edge of all units being approximately aligned with the middle of the unit in the course below it.

The wall modules shall be swept clean before placing additional levels to ensure that no dirt, concrete or other foreign materials become lodged between successive lifts of the wall modules.

The contractor shall check the level of wall modules with each lift to ensure that no gaps are formed between successive lifts.

Care shall be taken to ensure that the wall modules are not broken or damaged during handling and placement.

Tolerances over a 10 ft distance: vertical +/ - 1.25", horizontal +/- 1.25" bulge 1.0".

Drainage System: Drainage material shall be placed behind the wall with a minimum width of 12 inches, and in maximum lifts of 6 inches, compacted to a minimum density of 95% Standard Proctor and separated from other soils using the approved non-woven geotextile.

No heavy compaction equipment shall be allowed within 1 meter (3 ft) of the back of the wall fascia.

The approved non-woven geotextile shall be set against the back of the first retaining wall unit, over the prepared foundation, and extend towards the back of the excavation, up the excavation face and back over the top of the drainage material to the retaining wall, in accordance with the manufacturer's recommendations or as directed by the Engineer.

The drainage pipe shall be placed behind the leveling base, or lower course of facing units as shown in the Construction Drawings or as directed by the Engineer. The pipe shall be laid at a minimum gradient of 2% to ensure adequate drainage to free outlets.

T-Sections and outlet pipes shall be installed on the drainage pipe at 15 m (50 ft.) centers or as shown on the Construction Drawings.

The remaining length of geotextile shall be pulled taut and pinned over the face of the retained soil. Geotextile overlaps shall be a minimum of 300 mm (1 ft.) and shall be shingled down the face of the excavation in order to prevent the infiltration of retained soil into the drainage material.

Where fence posts will be set through layers of geotextile fabric, circular holes shall be cut in the geotextile prior to backfilling. Holes shall be large enough to fit the post through, but the diameter shall not be more than three inches larger than the diameter of the post. Post holes shall be marked with stake for easy locating at the time of fence installation.

Finishing Wall: Coping (cap) units shall be secured to the top of the wall with two 10 mm (3/8 inches) beads of the approved flexible concrete adhesive positioned 50 mm (2 inches) in front and behind the tongue of the last course of retaining wall units.

Finish grading above the wall to direct surface runoff water away from the segmental retaining wall. Use a soil with a low permeability to restrict the rate of water infiltration into the retaining wall structure.
Cut blocks as necessary for required wall length. No units shall be less than two (2") inches wide.

All exposed vertical faces shall be split face. Corner units shall have split face on two adjacent sides.

Face Sealer: After the wall has been erected, the entire exposed face of the wall shall be coated with Penetrating Sealer Protective Compound. The sealer shall be applied per manufacturer's recommendations or as directed by the Engineer.

Several samples of the dry cast block shall be sealed prior to sealing the actual wall to ensure that the sealer will not discolor the block. If the sealer does discolor the block, the Contractor shall change to another approved supplier of sealer.

METHOD OF MEASUREMENT:
Item Code 911.9901 "Concrete Segmental Retaining Wall" will be measured for payment by the SQUARE FOOT of the vertical wall in place in accordance with plans or as directed by the Engineer. The vertical wall shall be measured from the top of the base to the top of the coping (cap) course.

BASIS OF PAYMENT:
Item Code 911.9901 "Concrete Segmental Retaining Wall" will be paid per SQUARE FOOT of vertical wall as listed in the Proposal. This price shall include design, detailing, and specifications for the wall, excavation, design and construction of temporary earth retaining systems for the support of the slope during construction, construction of the wall, including leveling pad, the furnishing, placing and compacting of pervious backfill, the furnishing and placing of backfill drainage systems for the wall, any other work and materials shown on the plans for the construction of the wall, and all other incidentals required to furnish the work, complete and accepted by the Engineer.

END OF SECTION

JOB SPECIFIC

CODE 938.1000 – PRICE ADJUSTMENTS

DESCRIPTION:

a. Liquid Asphalt Cement. The Base Price of Liquid Asphalt Cement as required to implement Subsection 938.03.1 of the Standard Specifications is **$ 642.50** per ton.

b. Diesel Fuel. The Base Price of Diesel Fuel as required to implement Subsection 938.03.2 of the Standard Specifications is **$ 3.3923** per gallon.

END OF SECTION

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021	202.0800 Cont.	STA. E143+81 TO STA. E144+49		5.70	0028	01
		STA. E151+05 TO STA. E157+10		58.00	0028	01
		STA. E157+10 TO STA. E160+38		30.40	0028	01
		STA. E160+53 TO STA E163+46		27.30	0028	01
		STA. E163+46 TO STA. E169+46		55.60	0028	01
		STA. E169+46 TO STA. E175+63		57.20	0028	01
		STA. E175+63 TO STA. E179+35		34.50	0028	01
		STA. E179+59 TO STA. E180+18		5.30	0028	01
		STA. E180+30 TO STA. E182+02		15.80	0028	01
		STA. E182+02 TO STA. E187+78		53.40	0028	01
		STA. E187+78 TO STA. E193+64		54.30	0028	01
		STA. E193+64 TO STA. E196+00		21.90	0028	01
		Item 202.0800 Total:		**850.00**		
022	202.9951	**EXCAVATION, LOADING, AND HAULING OF REGULATED SOIL**	**TON**			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		30.80	0028	01
		BIKE PATH				
		STA. T330+53 TO STA. T330+76		39.60	0028	01
		STA. T343+86 TO STA. T352+33		1,554.60	0028	01
		Item 202.9951 Total:		**1,625.00**		
023	202.9952	**LOAD, HAUL, AND BACKFILL WITH ON-SITE CLEAN FILL**	**CY**			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		12.20	0028	01
		BIKE PATH				
		STA. T330+53 TO STA. T330+76		15.90	0028	01
		STA. T343+86 TO STA. T353+33		621.90	0028	01
		Item 202.9952 Total:		**650.00**		
024	202.9953	**LOAD, HAUL, AND BACKFILL WITH**	**TON**			

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
037	302.0100 Cont.	WHITFORD STREET				
		STA. R668+66 TO STA. R670+11		20.80	0028	01
		STA. R674+30 TO STA. R674+41		2.30	0028	01
		Item 302.0100 Total:		**1,825.00**		
038	401.9901	**CLASS 9.5 HOT MIX ASPHALT**	**TON**			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		23.10	0028	01
		EAST END PARKING LOT				
		STA. 1+49 TO STA. 1+82		15.00	0028	01
		FLAT RIVER ROAD				
		FLAT RIVER ROAD DRIVEWAY		10.10	0028	01
		FROM RI STD 7.6.0				
		FROM ITEM 906.0110 - GRANITE CURB, QUARRY SPLIT STRAIGHT, STANDARD 7.3.0		0.40	0028	01
		FROM ITEM 906.0111 - GRANITE CURB, QUARRY SPLIT CIRCULAR, STANDARD 7.3.0		0.50	0028	01
		FROM ITEM 906.0130 - GRANITE RAMP STONE CIRCULAR STANDARD 7.3.9		0.10	0028	01
		FROM ITEM 906.0130 - GRANITE RAMP STONE STRAIGHT STANDARD 7.3.9		0.10	0028	01
		FROM ITEM 906.0210 - CEMENT CONCRETE CURB PRECAST STRAIGHT, STANDARD 7.1.0		14.30	0028	01
		FROM ITEM 906.0211 - CEMENT CONCRETE CURB PRECAST CIRCULAR, STANDARD 7.1.0		10.80	0028	01
		FROM ITEM 906.0221 - 6' PRECAST CONCRETE TRANSITION		0.50	0028	01

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
038	401.9901 Cont.	CURB, STANDARD 7.1.2				
		FROM ITEM 906.0260 - PRECAST		0.10	0028	01
		CONCRETE RAMP STONE 12-INCH				
		STRAIGHT STANDARD 7.1.9				
		FROM ITEM 906.0261 - PRECAST		0.10	0028	01
		CONCRETE RAMP STONE 12-INCH				
		CIRCULAR STANDARD 7.1.9				
		FROM ITEM 906.0280 - 3'		0.10	0028	01
		PRECAST CONCRETE TRANSITION				
		CURB, STANDARD 7.1.1				
		INDUSTRIAL DRIVE				
		INDUSTRIAL DRIVE		19.50	0028	01
		RAYMONDS POINT ROAD				
		RAYMONDS POINT ROAD		13.80	0028	01
		TOWN HALL SPUR PARKING LOT				
		STA. 10+10 TO STA. 13+09		140.70	0028	01
		WALKER LANE				
		STA. S24+93 TO STA. S25+08		0.80	0028	01
		Item 401.9901 Total:		**250.00**		
039	401.9902	**CLASS 4.75 HOT MIX ASPHALT**	**TON**			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		7.90	0028	01
		BIKE PATH				
		STA. T229+29 TO STA. T229+81		5.00	0028	01
		STA. T230+18 TO STA. T230+24		0.20	0028	01
		STA. T239+19 TO STA. T248+09		86.20	0028	01
		STA. T250+80 TO STA. T251+79		9.50	0028	01
		STA. T271+31 TO STA. T271+61		3.00	0028	01
		STA. T273+96 TO STA. T274+08		1.20	0028	01
		STA. T275+18 TO STA. T279+50		41.40	0028	01
		STA. T288+52 TO STA. T293+71		49.80	0028	01
		STA. T306+48 TO STA. T312+71		64.00	0028	01

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
039	401.9902 Cont.	STA. T328+38 TO STA. T331+61		24.60	0028	01
		STA. T343+86 TO STA. T352+33		81.70	0028	01
		BIKE PATH - WHITFORD STREET				
		STA. R668+66 TO STA. R670+11		9.00	0028	01
		STA. R674+30 TO STA. R674+41		1.00	0028	01
		EAST END PARKING LOT SPUR				
		STA. S40+06 TO STA. S41+41		8.80	0028	01
		TOWN HALL SPUR				
		STA. S11+12 TO STA. S11+80		17.90	0028	01
		STA. S11+80 TO STA. S17+19		51.70	0028	01
		STA. S17+43 TO STA. S17+88		4.40	0028	01
		STA. S18+12 TO STA. S21+24		29.90	0028	01
		WALKER LANE				
		STA. S21+76 TO STA. S24+13		22.80	0028	01
		Item 401.9902 Total:		**520.00**		
040	401.9903	**CLASS 19.0 HOT MIX ASPHALT**	**TON**			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		15.50	0028	01
		BIKE PATH				
		STA. T229+29 TO STA. T229+81		13.00	0028	01
		STA. T230+18 TO STA. T230+24		0.30	0028	01
		STA. T239+10 TO STA. T248+09		224.10	0028	01
		STA. T250+80 TO STA. T251+79		24.60	0028	01
		STA. T271+31 TO STA. T271+61		7.80	0028	01
		STA. T273+96 TO STA. T274+08		3.20	0028	01
		STA. T275+18 TO STA. T279+50		107.60	0028	01
		STA. T288+52 TO STA. T293+71		129.50	0028	01
		STA. T306+48 TO STA. T312+71		166.40	0028	01
		STA. T328+38 TO STA. T331+61		63.90	0028	01
		STA. T343+86 TO STA. T352+33		212.40	0028	01
		BIKE PATH - WHITFORD STREET				
		STA. R668+66 TO STA. R670+11		23.40	0028	01

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
040	401.9903 Cont.	STA. R674+30 TO STA. R674+41		2.60	0028	01
		EAST END PARKING LOT				
		STA. 1+49 TO STA. 1+82		23.50	0028	01
		EAST END PARKING LOT SPUR				
		STA. S40+06 TO STA. S41+41		22.90	0028	01
		FLAT RIVER ROAD				
		FLAT RIVER ROAD DRIVEWAY		15.80	0028	01
		INDUSTRIAL DRIVE				
		INDUSTRIAL DRIVE		30.60	0028	01
		RAYMONDS POINT ROAD				
		RAYMONDS POINT ROAD		21.70	0028	01
		TOWN HALL SPUR				
		STA. S11+12 TO STA. S11+80		46.60	0028	01
		STA. S11+80 TO STA. S17+19		134.40	0028	01
		STA. S17+43 TO STA. S17+88		11.30	0028	01
		STA. S18+12 TO STA. S21+24		77.70	0028	01
		TOWN HALL SPUR PARKING LOT				
		STA. 10+10 TO STA. 13+09		220.90	0028	01
		WALKER LANE				
		STA. S21+76 TO STA. S24+13		59.10	0028	01
		STA. S24+93 TO STA. S25+08		1.20	0028	01
		Item 401.9903 Total:		**1,660.00**		
041	403.0300	**ASPHALT EMULSION TACK COAT**	**SY**			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		27.60	0028	01
		BIKE PATH				
		STA. T229+29 TO STA. T229+81		69.50	0028	01
		STA. T230+18 TO STA. T230+24		1.40	0028	01
		STA. T239+10 TO STA. T248+09		1,198.60	0028	01
		STA. T250+80 TO STA. T251+79		131.20	0028	01
		STA. T271+31 TO STA. T271+61		41.70	0028	01
		STA. T273+96 TO STA. T274+08		16.70	0028	01

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
105	920.0200 Cont.	STA. E195+41, 11.2' LT		72.30	0028	01
		TOWN HALL SPUR				
		STA. S13+45, 17.9' LT		7.40	0028	01
		TOWN HALL SPUR PARKING LOT				
		STA. 10+88, 16.5' RT		11.00	0028	01
		STA. 11+25, 26.0' RT		5.80	0028	01
		STA. 12+70, 22.7' RT		5.80	0028	01
		STA. 12+93, 13/7' RT		6.50	0028	01
		Item 920.0200 Total:		**590.00**		
106	922.0100	**TEMPORARY CONSTRUCTION SIGNS**	**SF**			
		STANDARD 29.1.0 AND 27.1.1				
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		60.00	0028	01
		FROM TRAFFIC CONTROL PLANS				
		G20-2 X 24		192.00	0028	01
		R11-3A X 4		50.00	0028	01
		R9-9 X 15		150.00	0028	01
		W13-1P X 2		8.00	0028	01
		W20-1 X 25		225.00	0028	01
		W20-4 X 4		36.00	0028	01
		W20-5 X 25		225.00	0028	01
		W20-7 X 4		36.00	0028	01
		W21-5A X 1		9.00	0028	01
		W5-1 X 1		9.00	0028	01
		Item 922.0100 Total:		**1,000.00**		
107	923.0105	**DRUM BARRICADE STANDARD 26.2.0**	**BDAY**			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		74.00	0028	01
		FROM TRAFFIC CONTROL PLANS				
		ASSUMING 12 MONTH		9,126.00	0028	01
		CONSTRUCTION TIME AND 25				

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
107	923.0105 Cont.	**Item 923.0105 Total:**		9,200.00		
108	923.0125	**PLASTIC PIPE TYPE III BARRICADE STANDARD 26.3.1**	EACH			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		8.00	0028	01
		FROM TRAFFIC CONTROL PLANS				
		FROM TRAFFIC CONTROL PLANS		22.00	0028	01
		Item 923.0125 Total:		30.00		
109	923.0200	**FLUORESCENT TRAFFIC CONES STANDARD 26.1.0**	EACH			
		FROM TRAFFIC CONTROL PLANS				
		FROM TRAFFIC CONTROL PLANS		50.00	0028	01
		Item 923.0200 Total:		50.00		
110	929.0110	**FIELD OFFICE**	PMO			
		AS DIRECTED BY THE ENGINEER				
		AS DIRECTED BY ENGINEER		12.00	0028	01
		Item 929.0110 Total:		12.00		
111	931.0110	**CLEANING AND SWEEPING PAVEMENT**	HSY			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		9.10	0028	01
		AYOHO ROAD				
		AYOHO ROAD		3.10	0028	01
		BIKE PATH				
		STA. T220+57 TO STA. T323+40		16.00	0028	01
		STA. T232+60 TO STA. T248+09		21.30	0028	01
		STA. T248+28 TO STA. T251+97		4.70	0028	01
		STA. T252+21 TO STA. T258+34		8.50	0028	01
		STA. T258+51 TO STA. T274+96		21.90	0028	01
		STA. T275+18 TO STA. T293+71		25.20	0028	01

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
S176	T20.9905 Cont.	BIKE PATH				
		STA. T293+97 RT		1.00	0028	01
		STA. T295+16 LT		1.00	0028	01
		Item T20.9905 Total:		**2.00**		
S177	T20.9906	**EPOXY RESIN PAVEMENT MARKING PAINT**	**SF**			
		- WHITE				
		BIKE PATH				
		STA. T294+47 TO STA. T294+66		88.00	0028	01
		Item T20.9906 Total:		**88.00**		
178	202.9954	**OFF-SITE DISPOSAL OF REGULATED SOIL**	**TON**			
		AS DIRECTED BY ENGINEER				
		AS DIRECTED BY ENGINEER		30.80	0028	01
		BIKE PATH				
		STA. T330+53 TO STA. T330+76		39.60	0028	01
		STA. T343+86 TO STA. T352+33		1,554.60	0028	01
		Item 202.9954 Total:		**1,625.00**		