

May 7, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION
RHODE ISLAND CONTRACT NO.2012-CT-049
FEDERAL-AID PROJECT NO. FAP Nos: STP-SBPG-002

RI*STARS - Aquidneck Island - Contract 1 (HSIP 406 Funds)

Various Locations in the Town of Portsmouth, the Town of Middletown, and the City of Newport.

CITY/TOWN OF Portsmouth, Middletown, Newport

COUNTY OF NEWPORT

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. General Provisions - Contract Specific

1. APPENDIX B - TRANSPORTATION MANAGEMENT PLAN

Delete page CS-22 in its entirety and replace it with revised page CS-22 (R-1) attached to this Addendum No. 1. TMP Approval signatures have been added.

B. General Provisions - Job Specific

1. INDEX

Delete page JS-i in its entirety and replace it with page JS-i (R-1) attached to this Addendum No. 1. The Index has been revised.

2. SECTION 1 PART 100 AND REFERENCE TO RHODE ISLAND DEPARTMENT OF ADMINISTRATION EMERGENCY PROCUREMENT REGULATIONS SECTION 12

Delete pages JS-1 and JS-2 in their entirety.

3. PUBLIC COPY NOTICE

Delete page JS-3 in its entirety.

4. CODES T14.9902, T14.9903, T14.9904, T14.9905 - 1 WAY AND 2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 1 WAY AND 2 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMERS 12 INCH

Delete pages JS-16 and JS-17 in their entirety and replace them with pages JS-16 (R-1), JS-17 (R-1) and JS-17A attached to this Addendum No. 1. Codes T14.9904 and T14.9905 have been added.

C. Drawings/Plans - Change/Addition

1. SHEET NO. 6 - JOB SPECIFIC PLAN SYMBOLS, LEGEND, & NOTES

Delete Sheet No. 6 in its entirety and replace it with Sheet No. 6 (R-1) attached to this Addendum No. 1. The Traffic Signal Plans Legend and Job Specific Legend have been revised. The proposed Pedestrian Pushbutton Sign graphic has been added.

2. SHEET NO. 7 - MISCELLANEOUS DETAILS PLAN - 1

Delete Sheet No. 7 in its entirety and replace it with Sheet No. 7 (R-1) attached to this Addendum No. 1. The "Striping At Island" detail has been revised.

3. SHEET NO. 10 - SIGNING & STRIPING PLAN - 1

Delete Sheet No. 10 in its entirety and replace it with Sheet No. 10 (R-1) attached to this Addendum No. 1. Dimensions have been added/revised.

4. SHEET NO. 11 - SIGNING & STRIPING PLAN - 2

Delete Sheet No. 11 in its entirety and replace it with Sheet No. 11 (R-1) attached to this Addendum No. 1. Dimensions have been added/revised.

5. SHEET NO. 17 - SIGNING & STRIPING PLAN - 8

Delete Sheet No. 17 in its entirety and replace it with Sheet No. 17 (R-1) attached to this Addendum No. 1. Callout "2b - Modify Existing Traffic Signal Controller and Cabinet" has been added.

6. SHEET NO. 46 - SIGNAL PLAN - 1

Delete Sheet No. 46 in its entirety and replace it with Sheet No. 46 (R-1) attached to this Addendum No. 1. The Item Legend and corresponding callouts have been revised. The bar scale has been added. The Federal Aid Project No. has been added. The Callout "2c - Modify Traffic Signal Controller & Cabinet - Memorial Blvd at Bellevue Ave" has been added. The locations of Item "8a - 1-Way, 3 Section Mast Arm Mounted Signal Head 12 Inch" have been revised.

D. Distribution of Quantities

1. INDEX

Delete pages 1 and 2 in their entirety and replace them with pages 1 (R-1) and 2 (R-2) attached to this Addendum No. 1. The index has been revised.

2. T12.9902 - REWIRE EXISTING CONTROLLER CABINET

Delete page 24 in its entirety and replace it with page 24 (R-1) attached to this Addendum No. 1. The item has been added to the project.



RI Department of Transportation
Chief Engineer

PERFORMANCE MONITORING, CHANGES TO TMP, & CONTINGENCIES

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

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

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

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

Other Requirements:

TMP APPROVALS

All approvals must be obtained prior to start of work

DEPUTY CHIEF ENGINEER			STATE TRAFFIC ENGINEER			CHIEF ENGINEER		
Signature: <u>Frank Corrao</u> <small>Frank Corrao, P.E.</small>			Signature: <u>Robert Rocchio</u> <small>Robert Rocchio, P.E.</small>			Signature: <u>Kazem Farhoumand</u> <small>Kazem Farhoumand, P.E.</small>		
Date: <u>4/25/12</u>			Date: <u>4/24/12</u>			Date: <u>4/27/12</u>		
Revision #	Initials	Date	Revision #	Initials	Date	Revision #	Initials	Date

TMP IMPLEMENTATION MANAGERS

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

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

TECHNICAL SPECIFICATIONS – JOB SPECIFIC
STRATEGICALLY TARGETED AFFORDABLE ROADWAY
SOLUTIONS – CONTRACT 1

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JOB SPECIFIC

CODES T14.9902, T14.9903, T14.9904, T14.9905

**1 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD
WITH COUNTDOWN TIMER 12 INCH**

**1 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD
WITHCOUNTDOWN TIMER 12 INCH**

**2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD
WITH COUNTDOWN TIMER 12 INCH**

**2 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD
WITH COUNTDOWN TIMER 12 INCH**

DESCRIPTION: This item of work shall conform to the applicable sections of the Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction, 2010 Edition, as amended, with the following additions. All LED Pedestrian Signal Heads, with or without countdown timers supplied for this project shall be identical models of current production. Untried or prototype units shall not be acceptable.

MATERIALS: The materials for this work shall conform to the relevant provisions of the “Rhode Island Standard Specifications for Road and Bridge Construction” with the following additions:

Pedestrian Signal Housings

The Pedestrian signal housings shall be one or two section, as called for on the plans, 12” aluminum.

The single section housings or the upper section of the two-section housings shall be 12” and consist of a double message overlay combining the international symbols of a hand and walking man. The lower section of the two section housings shall be a 12” countdown timer.

General

The LED Pedestrian Signal Module and the Countdown Timer shall operate from -40 to +165°F and shall be completely sealed against dust and moisture intrusion per the requirements of NEMA Standard 250-1991 Sections 4.7.2.1 and 4.7.3.2 for type 4 enclosures.

The measured chromaticity coordinates for the “lunar white” walking man and the “Portland orange” hand shall conform to the chromaticity requirements of Section 8.04 and figure 1 of the VTCSH standard.

The driver board shall drive the LED’s at a DC current not exceeding 20 ma.

The LED's shall not show any changes in color over the input line voltage range of 80 VAC to 135 VAC.

The circuitry shall ensure compatibility and proper triggering and operation of load switches and conflict monitors in use by the traffic signals.

The LED modules shall be designed to reduce the intensity of light output by 30% in response to diminished ambient light level. The dimming circuit shall have a 30-second relay to prevent interference from headlights or shadows. The LED drive current shall be regulated just as effectively when in the "dimmed" state.

LED Countdown Signal Module

The LED Countdown Signal Module shall be Model PCS 123 manufactured by Tassimco Corporation or approved equal.

The LED Countdown Signal Module shall be made of two, dual row, 7 segment digits, 8" high, made up of 160 red LED's, and shall be compatible with all makes and models of traffic signal controllers. The module shall be equipped with a test switch to turn on all 7 segments of both digits for verification.

The LED Countdown Signal Module shall have a microprocessor capable of setting its own time when connected to the traffic signal controller. The microprocessor shall be monitored by a watchdog circuit with a flashing LED for confirmation of proper operation. The LED Countdown Signal Module shall continuously monitor the traffic signal controller for any changes to the pedestrian phase time and re-program itself automatically if needed.

The LED Countdown Signal Module shall have two "user selectable" operating modes:

1. "Fixed Time": The timer shall count down the entire duration of the pedestrian walk and clearance times.
2. "Coordinated": The timer shall count down the duration of the clearance time only.

The LED Countdown Signal Module shall be initially set up under the "coordinated" mode.

The LED Countdown Signal Module shall have an internal conflict monitor to prevent any possible conflicts between the hand/man symbols and the countdown signals.

The LED Countdown Signal Module shall automatically clear to "0" if a flashing hand becomes solid for more than .750 seconds.

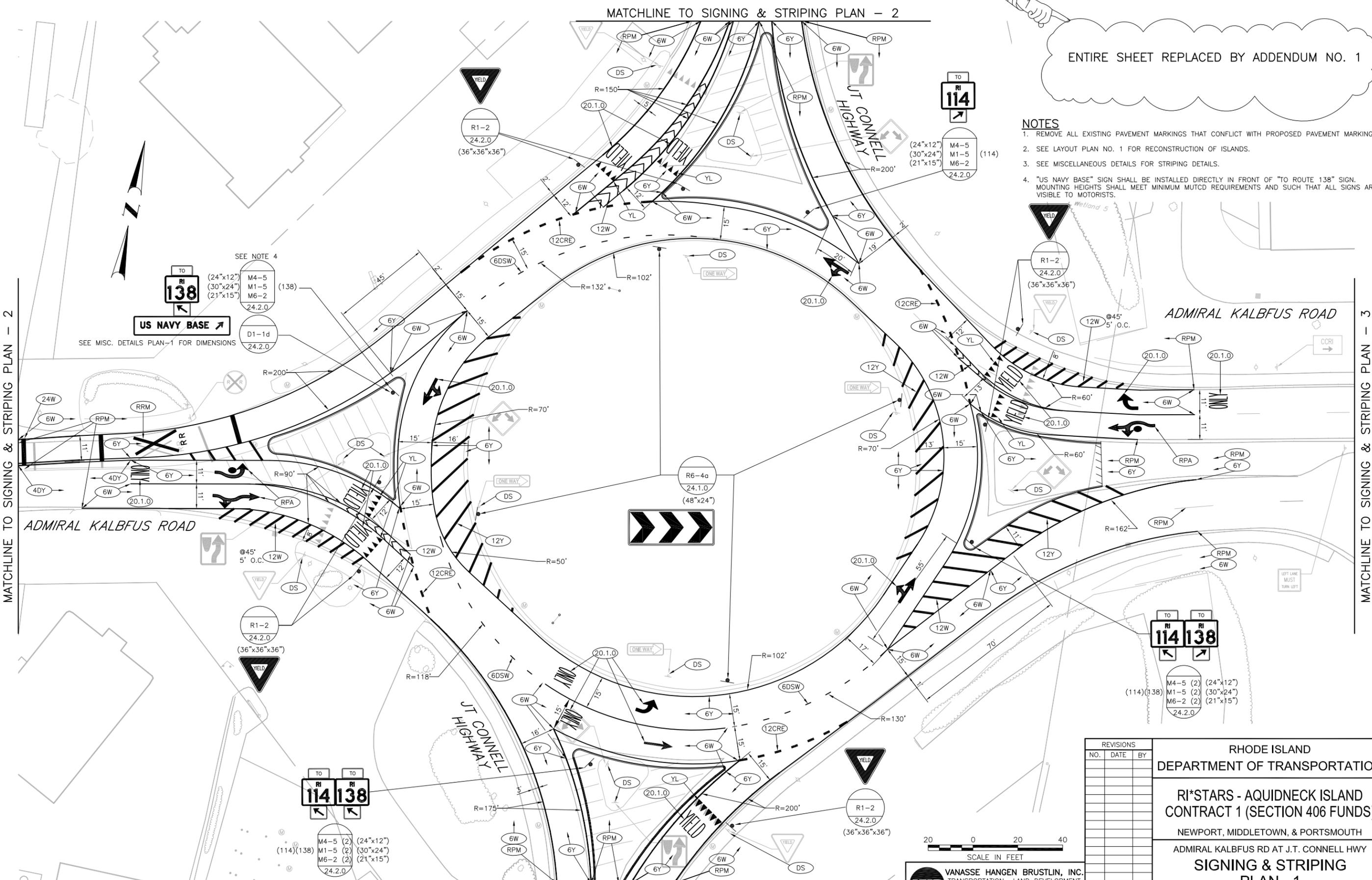
In the case of a power failure, the LED Countdown Signal Module shall be dark during the initial cycle for automatic reprogramming.

METHOD OF PAYMENT: “1 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 1 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 2 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH” shall be measured for payment by the unit "EACH" for each unit installed and accepted by the Engineer.

BASIS OF PAYMENT: “1 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 1 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 2 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH” shall be paid for at the contract bid price "EACH" which price and payment shall constitute full compensation for furnishing all labor, materials, mounting brackets, cabling, attachment hardware, field adjustments and settings and other incidentals complete in place and accepted by the Engineer.

ENTIRE SHEET REPLACED BY ADDENDUM NO. 1

- NOTES**
- REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS.
 - SEE LAYOUT PLAN NO. 1 FOR RECONSTRUCTION OF ISLANDS.
 - SEE MISCELLANEOUS DETAILS FOR STRIPING DETAILS.
 - "US NAVY BASE" SIGN SHALL BE INSTALLED DIRECTLY IN FRONT OF "TO ROUTE 138" SIGN. MOUNTING HEIGHTS SHALL MEET MINIMUM MUTCD REQUIREMENTS AND SUCH THAT ALL SIGNS ARE VISIBLE TO MOTORISTS.



MATCHLINE TO SIGNING & STRIPING PLAN - 2

MATCHLINE TO SIGNING & STRIPING PLAN - 3

ADDENDUM NO. 1

MATCHLINE TO SIGNING & STRIPING PLAN - 2



VHB VANASSE HANGEN BRUSTLIN, INC.
TRANSPORTATION LAND DEVELOPMENT
ENVIRONMENTAL SERVICES
PROVIDENCE, RHODE ISLAND

REVISIONS		
NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

RI*STARS - AQUIDNECK ISLAND
CONTRACT 1 (SECTION 406 FUNDS)

NEWPORT, MIDDLETOWN, & PORTSMOUTH

ADMIRAL KALBFUS RD AT J.T. CONNELL HWY

**SIGNING & STRIPING
PLAN - 1**

CHECKED BY _____ DATE _____ SCALE _____

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Estimate Name - Addendum

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060	T20.9908	EPOXY RESIN PAVEMENT	EACH			
		MARKING-SHARED LANE				
		CODDINGTON HWY CORRIDOR				
		SIGNING & STRIPING PLAN 29		2.00	0021	01
		SIGNING & STRIPING PLAN 36		3.00	0021	01
		Item T20.9908 Total:		5.00		
061	T12.9902	REWIRE EXISTING CONTROLLER CABINET	LS			
		AMERICAS CUP AVENUE AT W.				
		MARLBOROUGH STREET				
		SIGNING & STRIPING PLAN NO. 8		1.00	0021	01
		Item T12.9902 Total:		1.00		