August 29, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2011-CH-045

FEDERAL-AID PROJECT NO. FAP Nos: HPP-4868(001)

Northwest Bike Trail / Woonasquatucket River Bikeway C-3

Delaine Street to Valley Street

CITY/TOWN OF Providence

COUNTY OF PROVIDENCE

NOTICE TO PROSPECTIVE BIDDERS

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

A. Contract Documents

1. General Provisions - Contract Specific

   DELETE Appendix B Level 3 Transportation Management Plan in its entirety and REPLACE it with revised Level 3 Transportation Management Plan (R-1) attached to this Addendum No. 1. The Transportation Management Plan has been revised and signed by RIDOT.

   DELETE SWPPP page ii of APPENDIX F and REPLACE it with revised SWPPP page ii (R-1) attached to this Addendum No. 1. This page has been signed.

2. Specifications – Job Specific

   DELETE page JS-8 in its entirety and REPLACE it with revised page JS-8 (R-1) attached to this Addendum No. 1. Corrected typographical errors.

   DELETE page JS-53 in its entirety and REPLACE it with revised page JS-53 (R-1) attached to this Addendum No. 1. Price adjustments have been updated.

RI Department of Transportation
Chief Engineer

LEVEL 3 TRANSPORTATION MANAGEMENT PLAN

Project Name: **Northwest Bike Trail Contract 3** **R-1**

RI Design Contract No(s): **93107**

RI Construction Contract No(s): **HPP-4868(001)**

Submission: **ADV** Date: **8/20/2012**

PROJECT INFORMATION

Brief Project Description: Work on this project includes micro milling and overlay, installation of erosion control measures, adjustments to existing and installation of new drainage structures, bike path embankment, construction of new pavement structure, construction of a new bridge (1067) structure over the Woonasquatucket River, installation of signage and pavement markings, removal of bike path signage installed under Northwest Bike Trail Contract 2, and other incidental work.

General Work Limits: The bicycle route includes a shared lane (Class III) Bikepath on existing Sonoma Court, as well as a new multi-use (Class I) Bikepath constructed on the Rising Sun Mills site along the easterly bank and on land owned by Donigian Park, LLC.,on the westerly bank of the Woonasquatucket River, passing through Donigian Park, and ending at Valley Street near Amherst Street. The total length of the proposed bikepath is approximately 2000 feet.

WORK ZONE LOCATIONS

ROADWAY NAME or INTERSECTION	FROM	TO	APPROX. LENGTH
Delaine Street	50' west of Sonoma Court	Valley Street	400 ft.
Sonoma Court	Delaine Street	Start of prop. multi-use path	340 ft.
Greco Lane	Delaine Street	Easement at Rising Sun Mills	310 ft.
Valley Street	Delaine Street	100 ft. north of Amherst Avenue	1450 ft.
Amherst Street	Valley Street	50 ft. east of Valley Street	50 ft.

General Project Schedule*: The work is expected to begin late 2012 and is expected to be completed by September 2013.

*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 *Attachment GR - General 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.

No lane and/or shoulder closures allowed on Sunday.

NEW YEAR'S DAY, INDEPENDENCE DAY & CHRISTMAS DAY

No lane and/or shoulder closures allowed after 1:00 PM on the day before the holiday.

No lane and/or shoulder closures allowed on the holiday.

DR. MARTIN LUTHER KING JR., MEMORIAL DAY, VICTORY DAY, LABOR DAY, COLUMBUS DAY & VETERANS DAY

No lane and/or shoulder closures allowed on Saturday.

No lane and/or shoulder closures allowed on Sunday.

No lane and/or shoulder closures allowed on Monday.

THANKSGIVING DAY

No lane and/or shoulder closures allowed after 1:00 PM on the Wednesday preceding Thanksgiving Day.

No lane and/or shoulder closures allowed on Thanksgiving Day.

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

No lane and/or shoulder closures allowed on Sunday.

TEMPORARY TRAFFIC CONTROL PLANS — R-1

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
Typical One Lane Operation		√

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.
Consultation/coordination w/ stakeholders	Access to the construction area via Greco Lane by construction vehicles is strictly limited to the temporary contractor access easement granted through the Rising Sun Mills parking lot. Access to parking spaces adjacent to temporary easement must be maintained at all times. Prior to closure of Sonoma Court for paving operations, the Resident shall notify abutters about the paving schedule and its extent, and about the parking mitigation provided for abutters during paving.

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

R-1

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

Signature: Frank Corrao, III

Frank Corrao III, P.E.

Date: 8/27/12

Revision #	Initials	Date

STATE TRAFFIC ENGINEER

Signature: Robert Rocchio

Robert Rocchio, P.E.

Date

Revision #	Initials	Date

CHIEF ENGINEER

Signature:

Kazem Farhoumand, P.E.

Date: 8/27/12

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:

ADDENDUM NO. 1

RIC No. 93107

Attachment GR - General Restrictions

			MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC[1,2,3]						
	Time of Day		Day of Week						
Location	From	To	SUN	MON	TUE	WED	THU	FRI	SAT
Delaine Street, Greco Lane, Valley Street, Amherst Street	0:00	9:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	7:00	18:00	ALL	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL
	18:00	0:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL

			MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC[1,2,3]						
	Time of Day		Day of Week						
	0:00	9:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
Sonoma Court	9:00	15:00	ALL	1L ALT[4]	1L ALT[4]	1L ALT[4]	1L ALT[4]	1L ALT[4]	ALL
	15:00	0:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL

LEGEND

ALL	All travel lanes and shoulders shall remain open to traffic.
1L ALT	A minimum of one 10-foot wide travel lane shall remain open to alternating traffic.

NOTES

1. The set-up and break-down of temporary traffic control devices within a traveled way 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. Access to and egress from all side streets, driveways, buildings, and other pedestrian pathways intersecting the Project work zones shall be maintained at all times unless otherwise noted or shown on Plans.
4. Sonoma Court will be closed briefly to traffic during paving operations only. Prior to closure, the Resident shall notify abutters about the paving schedule and its extent, and about the parking mitigation provided for abutters during paving.

CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under the direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete.

I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. I am aware that it is the responsibility of the owner/operator to implement and amend the SWPPP as appropriate in accordance with the requirements of the General Permit.

Frank Corrao, III 5/3/12

Owner Signature: Date

Frank Corrao III, P.E.
Deputy Chief Engineer
Construction Management
Rhode Island Department of Transportation

Operator Signature: Date

TO BE DETERMINED UPON CONTRACT AWARD

Contractor Representative Name: _____

Contractor Title: _____

Contractor Company Name: _____

All soils to be disposed of shall be disposed of within thirty (30) days of excavation at a facility licensed and permitted to accept the material.

BASIS OF PAYMENT:

Preparation and maintenance of a Health and Safety Plan is incidental to the various pay items associated with handling of contaminated soils. No separate payment will be made for health and Safety Plan.

Item Code 202.9901 – "Load and Haul Contaminated 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 the disposal facility profiling, loading and hauling of the material of the type indicated from the site to the final disposal site. The bid price shall also include all labor, special handling during excavation and loading and hauling, material, supplies, equipment, dumpsters, covers and tarps as required, removal, stockpiling, stockpile maintenance, transportation necessary during the contaminated soil excavation task and all other costs associated with loading the soil and hauling it to the final disposal site.

Item Code 202.9902 - "Disposal of Contaminated 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 type of soil indicated.

The only acceptable bid price for item 202.9902 shall be $75.00 (seventy-five dollars) per ton. If the cost of disposing this material charged by the disposal facility is different (higher or lower) than $75.00/Ton, then the price paid per ton for this item will be adjusted (higher or lower) by that difference in Dollars/Ton. ☜1

Actual excavation for all soil types shall be incidental to the item associated with the excavation. Removal and disposal of concrete, asphalt, conduit, wire, etc. shall not be paid for under this item.

Item Code 202.9903 -"Soil Sampling" will be paid for at the contract bid price per each for each soil sample tested for all of the parameters required by the disposal facility. The price shall include sampling, testing, lab fees, transportation, reporting, storage, and disposal of the samples and all other incidentals required to complete the work to the satisfaction of the Engineer. ☜1

CODE 938.1000

PRICE ADJUSTMENT

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 $610.00 per ton as of 08/15/2012.

* In the case of modified asphalt binder, this price adjustment provision shall only apply to the neat liquid asphalt component. This provision shall not apply to the modifier component, manufacture, storage, transportation or other associated costs.

b. **Diesel Fuel.** The Base Price of Diesel Fuel as required to implement **Subsection 938.03.2** of the Standard Specifications is $3.2818 per gallon as of 08/15/2012