

Solicitation Information

BID # 7458273

**TITLE: 2013-DF-029 HURRICANE SANDY REPAIRS TO
POPPASQUASH ROAD, BRISTOL**

Submission Deadline: THURSDAY 11/15/12 @ 11:15 a.m.

Bidders are advised that, due to the emergency nature of the repairs identified in this solicitation, a general scope of work and description only is provided. The available documents are contained herein, and are the only available specifications that will be provided for this procurement.

A total lump sum bid proposal is required, and will be the basis for award, however where there are multiple sites identified, a lump sum breakdown is required.

BID PROPOSALS MUST BE DELIVERED TO THE DIVISION OF PURCHASES , ONE CAPITOL HILL, PROVIDENCE, RI AT THE DATE AND TIME NOTED ABOVE, AND MUST INCLUDE THE FOLLOWING:

- BID PROPOSAL FORM WITH TOTAL LUMP SUM PRICE
- BID SURETY
- LUMP SUM BREAKDOWN OF SITE, IF MULTIPLE SITES ARE IDENTIFIED
- THREE-PAGE BIDDER CERTIFICATION COVER FORM
- FEDERAL FORMS, COMPLETED (LOBBYING FORM, DISCLOSURE FORM, ANTI-COLLUSION FORM)
- LATE BIDS SHALL NOT BE ACCEPTED. PROPOSALS MISDIRECTED TO OTHER STATE LOCATIONS OR WHICH ARE OTHERWISE NOT SUBMITTED TO THE DIVISION OF PURCHASES PRIOR TO THE TIME OF THE OPENING FOR ANY CAUSE WILL BE DETERMINED TO BE LATE AND SHALL NOT BE CONSIDERED. THE 'OFFICIAL' TIME CLOCK IS IN THE RECEPTION AREA OF THE DIVISION OF PURCHASES.
- **PUBLIC COPY REQUIREMENT- DUE TO THE ANTICIPATED BID VALUE IN EXCESS OF \$750,000 , BIDDERS ARE REQUIRED TO SUBMIT A "PUBLIC COPY" OF BIDS IN ACCORDANCE WITH R.I. GEN. LAWS 37-2-18(j). THIS PUBLIC COPY MAY BE SUBMITTED ON EITHER A READABLE CD OR HARD (PAPER) COPY FOR THIS EMERGENCY PROCUREMENT.**

**SURETY REQUIRED: YES
BOND REQUIRED: YES**

***MANDATORY PRE-BID: 11/13/12 – 10:00 A.M.
LOCATION: RIDOT, 2 CAPITOL HILL, ROOM 117, PROVIDENCE, RI***

**Lisa Hill
Chief Buyer**

Vendors must register on-line at the State Purchasing Website at www.purchasing.ri.gov

Note to Vendors: Offers received without the completed RIVP Generated Bidder Certification Form may result in disqualification.

RHODE ISLAND DIVISION OF PURCHASES
HURRICANE SANDY BID PROPOSAL FORM



PROJECT NO. 2013-DF-029

BID A TOTAL PRICE TO FURNISH ALL LABOR, MATERIALS AND EQUIPMENT, AND INCIDENTALS WITH TRAFFIC CONTROL IN CONFORMANCE MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) REQUIREMENTS TO PERFORM REPAIRS AS DESCRIBED IN THE BID DOCUMENTS.

The breakdown for each Hurricane ID is as follows:

HRS-005 \$ _____

HRS-006 \$ _____

\$ _____

NUMERICAL

\$ _____

WRITTEN WORDS

*NOTE: WORDS AND NUMBERS MUST MATCH. PROPOSALS OFFERING DIFFERENT AMOUNTS WILL BE REJECTED.

BID PROPOSAL MUST BE ACCOMPANIED BY THE ATTACHED BIDDER CERTIFICATION FORM.

SUCCESSFUL BIDDER WILL BE REQUIRED TO FURNISH AN INSURANCE CERTIFICATE IDENTIFYING THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION AS THE ADDITIONAL INSURED.

RHODE ISLAND DIVISION OF PURCHASES
HURRICANE SANDY BID PROPOSAL FORM

LIMITS OF LIABILITY ARE AS IDENTIFIED IN ITEM 31 STATE OF RHODE ISLAND
CONDITIONS OF PURCHASE WHICH CAN BE VIEWED AT THE FOLLOWING
WEBSITE:

<http://www.purchasing.ri.gov/RIVIP/publicdocuments/ATTA.pdf>

IF THE CONTRACTOR VALUE EXCEEDS \$50,000 THE SUCCESSFUL BIDDER WILL BE
REQUIRED TO FURNISH A PERFORMANCE AND PAYMENT BOND FOR 100% OF THE
CONTRACT VALUE WITHIN THREE (3) DAYS OF REQUEST. FAILURE TO FURNISH
SAID BOND WILL RESULT IN DISQUALIFICATION.

ALL WORK PERFORMED IN CONJUNCTION WITH THIS PROJECT SHALL BE
COMPLETED IN ACCORDANCE WITH THE RHODE ISLAND DEPARTMENT OF
TRANSPORTATION STANDARDS AND SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION, 2004 EDITION, COMPILATIONS OF APPROVED
SPECIFICATIONS, REQUIRED CONTRACT PROVISIONS FOR FEDERAL AID
CONSTRUCTION CONTRACTS, GENERAL PROVISIONS, RHODE ISLAND STANDARD
DETAILS, RHODE ISLAND BRIDGE STANDARD DETAILS, FEDERAL WAGE RATES,
CONTRACT SPECIFIC GENERAL PROVISIONS, JOB-SPECIFIC SPECIFICATIONS,
DISTRIBUTION OF QUANTITIES, APPENDICES (IF APPLICABLE).

DATE: _____

CONTRACTOR: _____

SIGNATURE: _____

NAME: _____

TITLE: _____

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352 - 0348-0046
(see reverse for public burden disclosure)

<p>1. Type of Federal Action:</p> <p><input type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance</p>	<p>2. Status of Federal Action:</p> <p><input type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award</p>	<p>3. Report Type:</p> <p><input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change</p> <p>For Material Change Only: year _____ quarter _____ date of last report _____</p>
<p>4. Name and Address of Report Entity:</p> <p><input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier ____, if known:</p> <p>Congressional District, if known: _____</p>		<p>5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:</p> <p>Congressional District, if known: _____</p>
<p>6. Federal Department Agency:</p>	<p>7. Federal Program Name/Description:</p> <p>CFDA Number, if applicable: _____</p>	
<p>8. Federal Action Number, if known:</p>	<p>9. Award Amount, if known:</p> <p>\$ _____</p>	
<p>10. a. Name and Address of Lobbying Entity:</p> <p>(if individual, last name, first name, mi): _____</p>	<p>10. b. Individuals Performing Services (including address if different from No. 10a)</p> <p>(last name, first name, mi): _____</p>	
<p>11. Amount of Payment (check all that apply)</p> <p>\$ _____ <input type="checkbox"/> actual <input type="checkbox"/> planned</p>	<p>13. Type of Payment (check all that apply):</p> <p><input type="checkbox"/> a. retainer <input type="checkbox"/> b. one-time fee <input type="checkbox"/> c. commission <input type="checkbox"/> d. contingent fee <input type="checkbox"/> e. deferred <input type="checkbox"/> f. other; specify: _____</p>	
<p>12. Form of Payment (check all that apply):</p> <p><input type="checkbox"/> a. cash <input type="checkbox"/> b. in-kind; specify: nature _____ value _____</p>		
<p>14. Brief Description of Services Performed or to be Performed and Date(s) of Service, including officer(s), employee(s), or Member(s) contracted, for Payment indicated in Item 11 (Attach Continuation Sheet(s) SF-LLL-A, if necessary):</p> 		
<p>15. Continuation Sheet(s) SF-LLL-A attached: <input type="checkbox"/> yes <input checked="" type="checkbox"/> no</p>		
<p>16. Information requested through this form is authorized by title 31 U.S.C. section 1352. this disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.</p>	<p>Signature: _____</p> <p>Print Name: _____</p> <p>Title: _____</p> <p>Telephone No: _____ Date: _____</p>	
<p>For Federal use Only:</p>		<p>Authorized for Local Reproduction Standard Form - LLL-A</p>

DISCLOSURE OF LOBBYING ACTIVITIES

CONTINUATION SHEET

Reporting Entity: _____ Page _____ of _____

CONFLICTS DISCLOSURE POLICY

To ensure that the Rhode Island Department of Transportation (RIDOT) maintains the continued confidence and trust of the people of Rhode Island in carrying out its mission, prospective vendors must disclose any family (or other personal) relationships, associations or connections that the vendor, its affiliates, or employees, may currently have with any RIDOT employee. A Conflicts Disclosure Statement shall be submitted to RIDOT from the following:

- ❖ Owners;
- ❖ Directors;
- ❖ Principals;
- ❖ Officers, board members, or individuals with corporate authority;
- ❖ If the vendor is a partnership, the applicant's partners;
- ❖ If the vendor is a limited liability company, its members and managers;
- ❖ Employees with decision-making authority, including executive directors, managers or individuals in a similar position with corporate authority; and
- ❖ Shareholders with a controlling interest.

CONFLICTS DISCLOSURE STATEMENT

RE: _____

I, _____ hereby certify as follows:

I am employed as a _____ of _____
[TITLE] [COMPANY]

and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

- I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.
- I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

FOR ILLUSTRATIVE PURPOSES, FAMILY RELATIONS SHALL INCLUDE, WHETHER BY BLOOD, ADOPTION OR MARRIAGE, ANY OF THE FOLLOWING RELATIONSHIPS:

Father, Mother, Son, Daughter, Brother, Sister, Grandfather, Grandmother, Grandson, Granddaughter, Father-In-Law, Mother-In-Law, Brother-In-Law, Sister-In-Law, Son-In-Law, Daughter-In-Law, Stepfather, Stepmother, Stepson, Stepdaughter, Stepbrother, Stepsister, Half-Brother Or Half-Sister, Niece, Nephew, And Cousin

❖ *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

SIGNATURE _____

DATE _____

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

This document is used for internal RIDOT purposes only in order to address and avoid any potential conflicts at the inception of the contract process and to avoid any impropriety or the appearance of impropriety during the contract process. Any disclosures made hereto will not prejudice prospective vendors from selection.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION
AND OTHER RESPONSIBILITY MATTERS
PRIMARY COVERED TRANSACTIONS**

In accordance with the code of Federal Regulations, Part 49 CFR Section 29.510, the prospective primary participant _____ (name of Authorized Agent), _____ (Title), being duly sworn (or under penalty of perjury under the laws of the United States), certifies to the best of his/her knowledge and belief, that its principals:

- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
- b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification;
- d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall list exceptions below.

Exceptions will not necessarily result in denial of award, but, will be considered in determining contractor responsibility. For any exception noted, indicate below to whom it applies, the initiating agency, and the dates of the action. Providing false information may result in criminal prosecution or administrative sanctions. If an exception is noted the contractor must contact the Department to discuss the exception prior to award of the contract.

Signature of Authorized Agent

Date

RI Contract No. 2013-DF-029
Hurricane Sandy Repairs to
POPPASQUASH ROAD IN BRISTOL
(HRS-005 and HRS-006 attached)

The Contractor shall not use private property to store equipment or materials without written approval of the property owner. All work must be completed from the State Right-of-Way. No areas shall be disturbed outside the limits of work.

RIDOT will pay for police when they are used. The contractor is required to include flaggers in their bid.

All RIDOT Standard Specifications, latest Compilations and Material Testing requirements apply to this contract.

All work associated with HRS-005 and HRS-006 must be completed by January 31, 2013.

Payment of Lump Sum items will be based on the percentage of work completed. The State will hold 10% of the Lump Sum item until Final Acceptance. A 3% retainage will not be held.

All Construction Layout and Survey will be incidental to this Contract.

All pavement layer thickness shall as required in the project scope. All areas where pavement is removed must be restored within 3 days or the end of the work week.

All pavement markings will be painted.

Performance Bonds and Insurance are required for all work over \$50,000.

The contractor shall certify with their bid that they have sufficient resources to complete the work without having an effect on any existing emergency repair contracts or other RIDOT contracts.

Latest Federal Wage rates shall apply.

Subcontractor agreements must be submitted and accepted by the Department.

RIDOT Hurricane Sandy Guidelines are also attached for your information.

HURRICANE SANDY DAMAGE GUIDELINES

Hurricane Sandy Damage Proposal Protocol

1. Talk with Engineering to obtain photos or take your own for repair location.
2. Verify scope with engineering and your supervisor.
3. Meet with a minimum of two contractors together at the site to discuss the scope of restoration. Obtain proposal from the two contractors, within 24 hours, and forward to the main office. Proposal for work should be lump sum based on the estimated scope from discussions with you and engineering, and supervisor. The contractor's proposal must include schedule for start and completion for work as well as a bond (for restoration/repair work over \$50,000 only).
4. Contract Administration office will provide a letter of approval to start work and Construction Management Office will authorize RE to start work
5. Construction Management Office to give copies of proposal and projected completion date to Engineering Office to update spreadsheet.
6. Engineering will set up paperwork for FHWA funding
7. Resident Engineer/Inspector to document activity using daily activity reports and photos.
8. Supervisor must be notified of completed work, perform final inspection with Office of Quality Compliance and Review to accept work and authorize payment.

General Guidelines

1. All work and materials must comply with RI Standards and Specifications.
2. Stay within the original scope of work unless otherwise approved by Construction Management Office.
3. Erosion controls are required, where appropriate
4. All traffic controls must be installed per the MUTCD

Construction Guidelines

1. Repairs are to be kept to a minimum, but restored to original line and grade
2. Materials section must be contacted accordingly for appropriate test as required
3. Paved shoulder repairs/roadways should be leveled, backfilled with appropriate material, compacted, paved and striped
4. All paved shoulder/roadway restoration, cut and match line, should be located on the roadway edge line. If the washout is beyond the edge line the cut and match line should be the center of the travel lane. If greater

than ½ of the travel lane... cut and match at the centerline of the roadway.
DO NOT LOCATE JOINTS IN THE WHEELPATH

Roadway repairs should include, but not be limited to the following. Saw cut pavement, remove pavement, backfill with gravel borrow subbase and restore flexible pavement in-kind.

5. Landscape shoulders must be restored and stabilized with appropriate materials such as jute mesh, fabric or just plantable soil and seed
6. If the roadway/bridge is closed, this will be considered a priority and the contractor should base his proposal on working a minimum of 12 hours per day and work will take place six days per week, Monday thru Saturday.
7. If the roadway/bridge is open to traffic, the contractor proposal should be based on a minimum 8 hours per day and work will take place six days per week, Monday thru Saturday
8. We do not anticipate any overnight work at this time
9. Holiday work is required except on Thanksgiving Day, Christmas Day and New Year's Day

FLOOD DAMAGE INVENTORY

**TOWN OF BRISTOL
NOVEMBER 9, 2012**

POPPASQUASH ROAD

HRS-005

Ocean waves and flooding has damaged seawalls and their respective footings along Poppasquash Road.

The repair and/or reconstruction of the seawalls and their footings shall follow the attached plans and will include:

- Place turbidity curtains and silt fence erosion control as required or directed by the Engineer
- Full depth sawcut existing pavement to limits of repair work
- Remove and dispose pavement to limits of repair work
- Remove and dispose debris from shoulders
- Stockpile and retain stones from damaged wall portions for re-use in wall repairs
- Stockpile and retain existing large angular rocks remaining from the eroded embankments for use as rip rap
- Excavation
- Dewatering/water protection
- Pervious Fill
- Heavy Woven Geotextile Fabric
- Mortar for Masonry Joints
- Reconstruct/repair stone seawalls as needed using existing stones and supplemented by new stones resembling the existing stones and approved by the Engineer
- Wall repair and/or reconstruction in accordance with Section 939, Stone Walls in Historic, Scenic or Rural Areas
- Rebuild embankments along seawalls
- Armor the roadway embankment with placed rip rap comprised of existing stockpiled stones and supplemented as needed with new rip rap, RI Standard R8
- Bedding for rip rap
- Filter fabric for rip rap bedding, RI Standard FS-3
- See HRS-006 for items included in repair of adjacent retaining walls
- See HRS-006 for items included in repair of roadway above box culvert

The limits of work are identified on the plans and total approximately 3,800 LF of Seawall.



Failed Portion of Wall "A" – West of Culvert 1 (Bridge #293)



Failed Portion of Wall "A" – West of Culvert 1 (Bridge #293)



Typical Condition of Wall "C"



Damage to Top of Wall "A" – East of Culvert 1 (Bridge #293)



Typical Condition of Wall "D"



Project Name: **Hurricane Sandy Repair to Poppasquash Road**
 RI Design Contract No(s): _____
 RI Construction Contract No(s): **2013-DF-029**
 Submission: **ADV** Date: **11/9/2012**

PROJECT INFORMATION

Brief Project Description: The total length of emergency repair along Poppasquash Road in Bristol County, Town of Bristol, is approximately 0.9 miles. This project involves full depth pavement removal and resurfacing of roadway and will include but is not limited to replacing existing culverts, repairing and reconstructing seawalls, adding geotextile fabrics in back of seawalls, removing and disposing concrete curb, removing and disposing sidewalks, sawcutting bituminous pavement, installing new pavement, installing new concrete curbing, installing new cement concrete sidewalks, installing new guardrails, installing new drainage structures, furnishing and installing pavement markings, adjusting existing drainage structures, cleaning existing drainage structures and pipes, adjusting existing gate valves and manholes, cleaning and sweeping pavement, maintenance and protection of traffic, loaming and seeding, and all other incidentals necessary to complete the project.

General Work Limits: The limit of work on Poppasquash Road extends from Hope Street to West Harbor Road

WORK ZONE LOCATIONS

ROADWAY NAME or INTERSECTION	FROM	TO	APPROX. LENGTH
Poppasquash Road	Hope Street	West Harbor Road	0.9 Miles

General Project Schedule*: This Project Will be advertised in November 2012 and be completed within three months.

*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: The Contractor will work a minimum of 12 hours per day for 6 days a week from Monday to Saturday with an exception to the following Holiday Restrictions.

Holiday Restrictions:

<u>With an exception to proposed detour, following holiday restriction shall apply</u>	<u>No lane</u>
<u>and/or shoulder closures allowed after 1:00 pm on the Friday preceding a holiday weekend.</u>	<u>NEW</u>
<u>YEAR'S DAY AND CHRISTMAS DAY</u>	
<u>No lane and/or shoulder closures allowed after 1:00 pm on the day before the holiday</u>	
<u>No lane and/or shoulder closures allowed on the holiday</u>	
<u>THANKSGIVING DAY</u>	
<u>No lane and/or shoulder closures allowed after 1:00 pm on the Wednesday preceding Thanksgiving Day</u>	
<u>No lane and/or shoulder closures allowed on Thanksgiving Day, Friday, Saturday and Sunday</u>	

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: _____ Frank Corrao III, P.E.			Signature _____ Robert Rocchio, P.E.			Signature: _____ Kazem Farhoumand, P.E.		
Date: _____			Date _____			Date: _____		
Revision #	Initials	Date	Revision #	Initials	Date	Revision #	Initials	Date

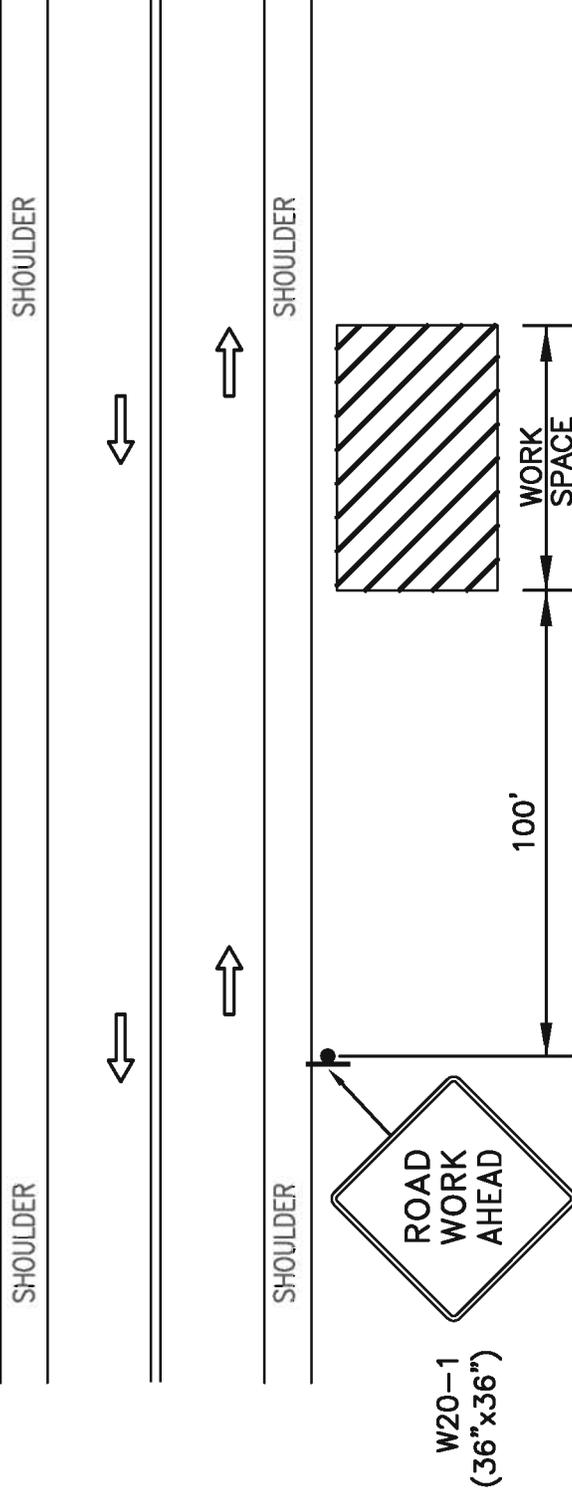
TMP IMPLEMENTATION MANAGERS

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: _____

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. TEMPORARY CONSTRUCTION SIGNS SHALL BE PLACED SO THEY DO NOT ENCROACH ON OPEN LANES OF TRAFFIC.
4. CONSTRUCTION VEHICLES SHALL NOT ENCROACH UPON OPEN LANES OF TRAFFIC EXCEPT WHEN ENTERING AND EXITING THE WORK ZONE.
5. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.



TYPICAL TRAFFIC CONTROL PLAN FOR

WORK BEYOND THE SHOULDER

NOT TO SCALE

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
4. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.

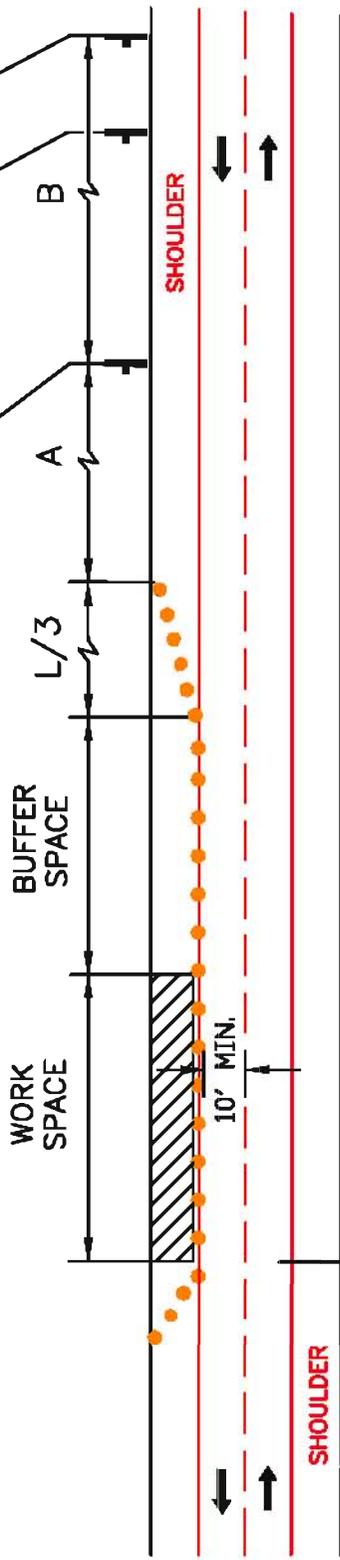
5. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
6. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
7. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 36" X 36".
8. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.

R.I. Std. 27.1.1
(SEE STD. FOR SIZES
AND INSTALL LOCATION)

WORK ZONE
TRAFFIC
FINES
DOUBLED

SHOULDER
WORK
W21-5

ROAD
WORK
AHEAD
W20-1



TAPER AND BUFFER LENGTHS

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

* Required
** Suggested

MINIMUM ADVANCE WARNING SIGN SPACING

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



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
TEMPORARY
TRAFFIC CONTROL PLAN

**TYPICAL SHOULDER CLOSURE
ON
TWO-LANE ROADWAY**

NOT TO SCALE

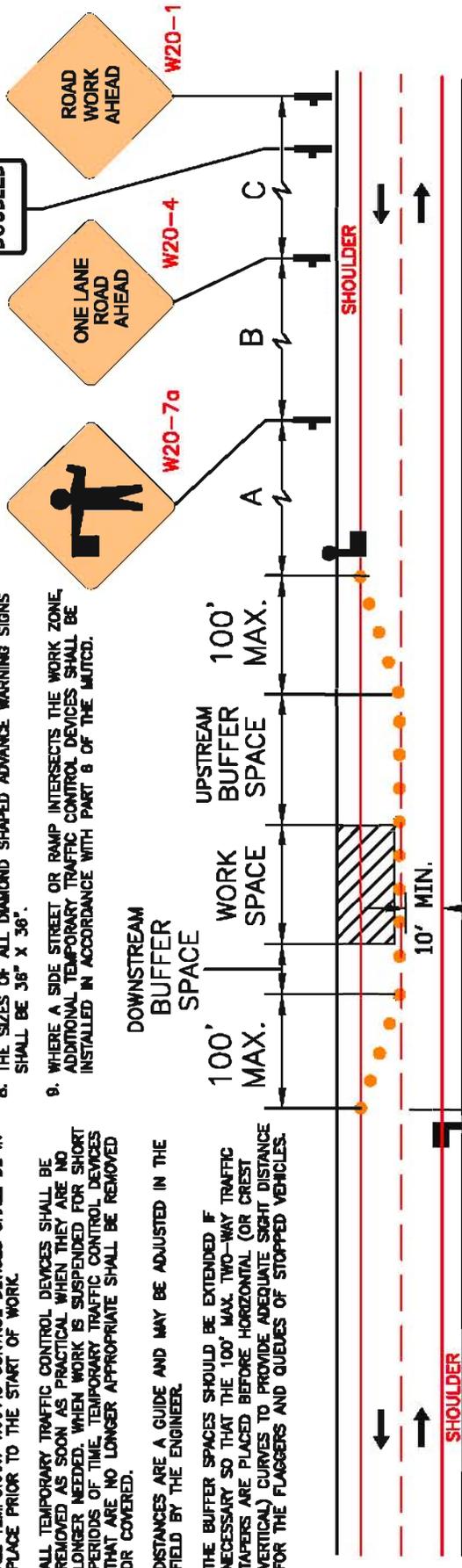
DATE: 12-23-08

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
4. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
5. THE BUFFER SPACES SHOULD BE EXTENDED IF NECESSARY SO THAT THE 100' MAX. TWO-WAY TRAFFIC TAPERS ARE PLACED BEFORE HORIZONTAL (OR CREST VERTICAL) CURVES TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND QUEUES OF STOPPED VEHICLES.

6. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN THE 100' MAX. TWO-WAY TRAFFIC TAPERS IS 25 FEET. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
7. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
8. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 36" X 36".
9. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 8 OF THE MUTCD.

WORK ZONE
TRAFFIC FINES DOUBLED
 R.I.Std. 27.1.1
 (SEE STD. FOR SIZES AND INSTALL LOCATION)



BUFFER LENGTHS

Speed Limit	Upstream Buffer Space* (Feet)
25 MPH	55
30 MPH	85
35 MPH	120
40 MPH	170
45 MPH	220
50 MPH	280

* Suggested

MINIMUM ADVANCE WARNING SIGN SPACING

Posted Speed Limit & Location	Distances Between Signs (Feet)		
	A	B	C
30 MPH OR LESS In URBAN OR RURAL AREA	100	100	100
35 MPH OR GREATER In URBAN AREA	350	350	350
35 MPH OR GREATER In RURAL AREA	500	500	500

R.I.Std. 27.1.1



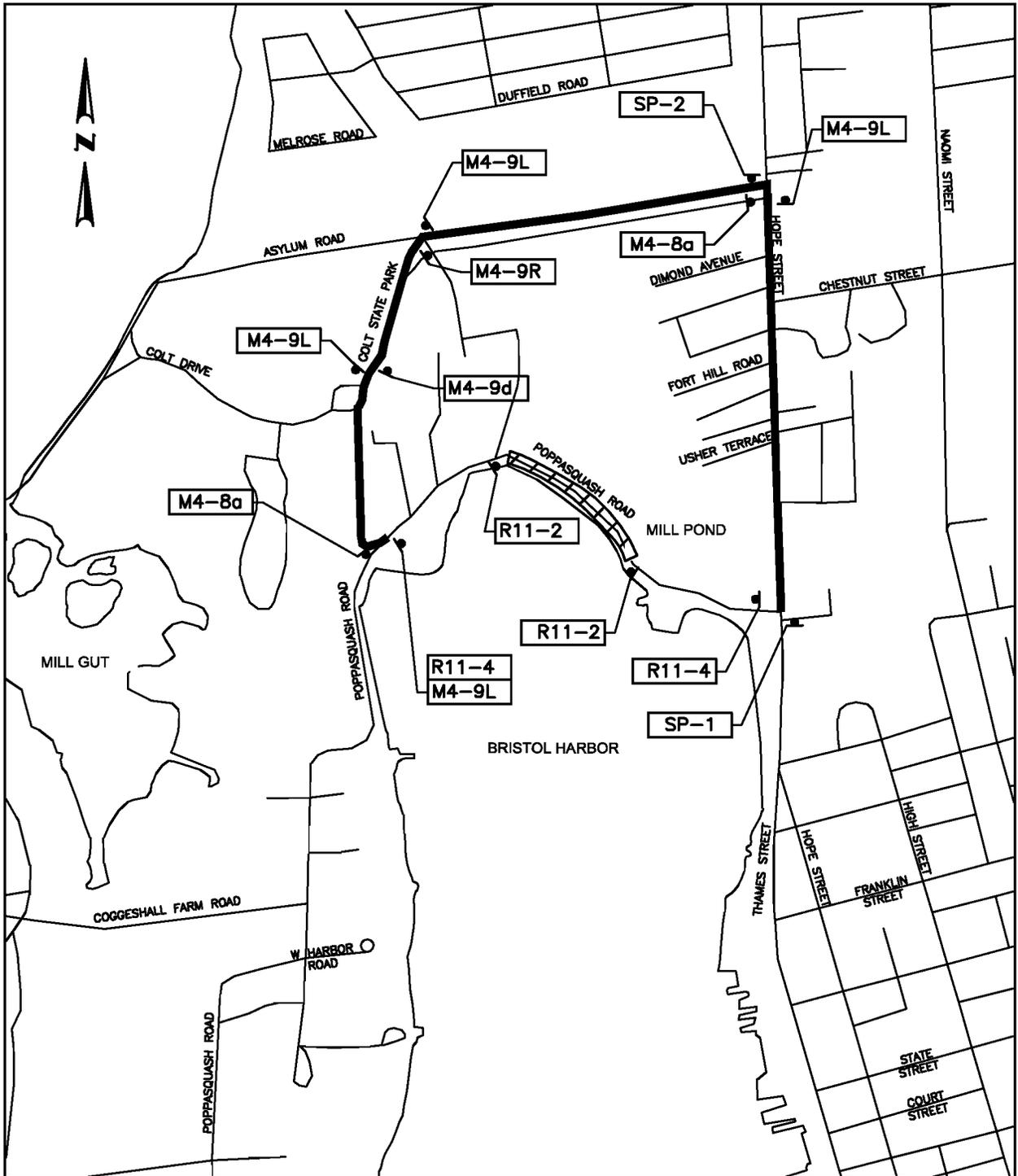
**RHODE ISLAND
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY
TRAFFIC CONTROL PLAN**

**TYPICAL LANE CLOSURE
ON
TWO-LANE ROADWAY**

NOT TO SCALE

DATE: 12-23-08



LEGEND

- ↑ SIGN
 - ┌ PORTABLE CHANGEABLE MESSAGE SIGN (PCMS-A/B)
 - DIRECTION OF TRAVEL
 - DETOUR PATH
 - ▨ CLOSED ROADWAY
- | | | | |
|--------------|--------------|--------------|--------------|
| <p>M4-9d</p> | <p>M4-9R</p> | <p>M4-9L</p> | <p>M4-8a</p> |
| | | | <p>R11-2</p> |
| | | | <p>SP-1</p> |
| | | | <p>SP-2</p> |

DETOUR PLAN
FOR CLOSURE OF POPPASQUASH ROAD
BRISTOL, RI
 NOT TO SCALE

NOTE:
 FINAL LOCATION OF SIGNS SHALL BE
 DETERMINED IN THE FIELD BY THE ENGINEER.

ROADWAY FLOOD DAMAGED INVENTORY

TOWN OF BRISTOL
NOVEMEBR 9, 2012

POPPASQUASH ROAD

HRS-006

Ocean Waves have eroded existing seawalls and undermined the roadway and culverts. Flooding has scoured embankments and pavements.

The roadway repairs shall follow the attached typical sections and General Plans and will include:

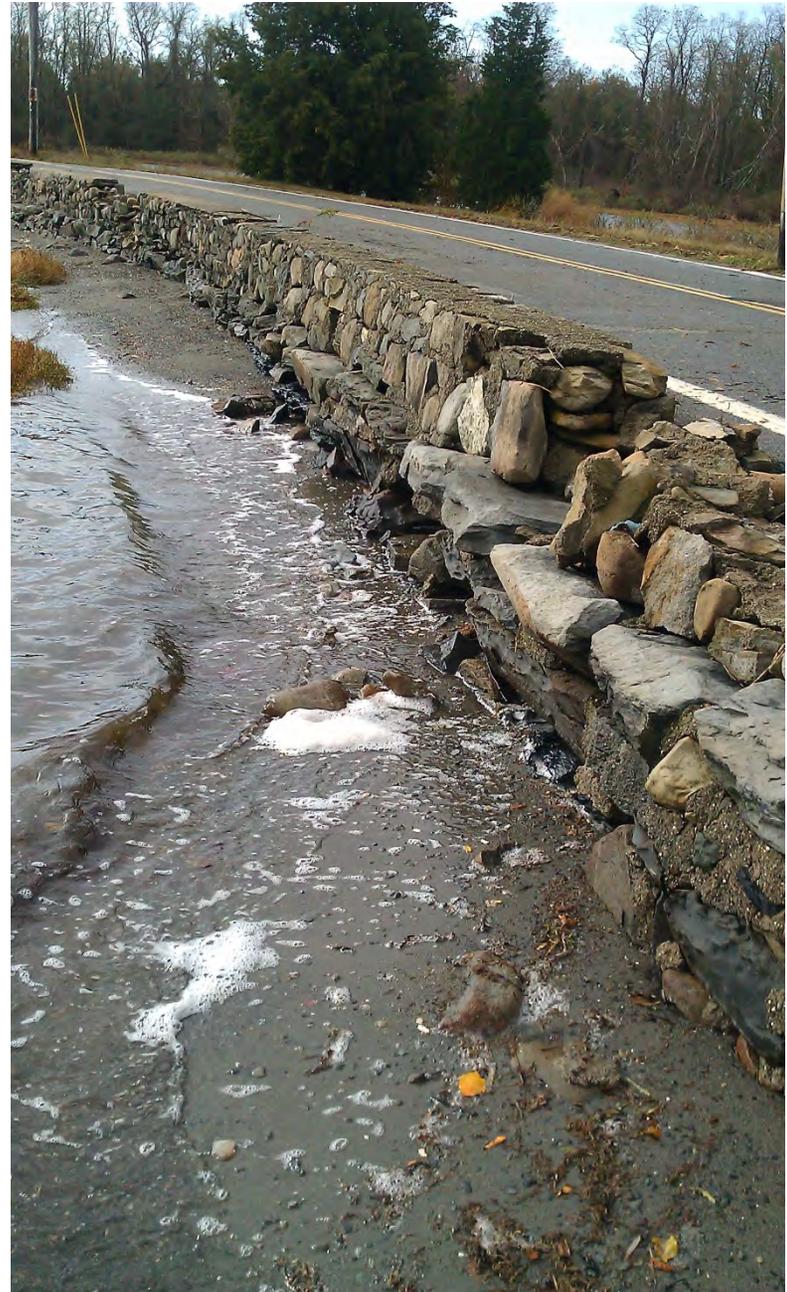
- Survey existing roadway centerline horizontal and vertical position at a minimum of 50 foot intervals.
- Install erosion controls including but not limited to hay bales, silt fence, floating turbidity curtain etc.
- Full depth sawcut of existing pavements to limits of repair work.
- Remove pavement to its full depth and retain existing subbase
- Remove sidewalks and curbing
- Trim and fine grade subbase material
- Curb setting
- Adjust utility castings and structures
- Replace drainage structures
- Install bicycle safe grates
- Install new sidewalk
- Install new pavements
- Install riprap RI standard R-8
- Install filter fabric for Rip Rap bedding, RI Standard FS-3
- Pavement Markings
- Loam and seed shoulders
- Remove all erosion controls
- Traffic Control
 - Roadway closed in accordance with MUTCD 2009
 - Sign the road closed detour as indicated on the Plans
- See HRS-005 for items included in repair of adjacent retaining walls

The replacement of the culvert (Culvert 2) shall follow the attached plan and will include, but is not limited to:

- Survey existing culvert
- Preparation of design calculations and shop drawings for culvert
- Preparation of Temporary Diversion/Water Control Plan
- Installing turbidity curtains as needed and/or directed by the Engineer
- Temporary diversion of channel flow
- Dewatering/water protection and floating turbidity curtain
- Excavation
- Removal and disposal of existing culvert
- Bedding (crushed stone) for proposed culvert

- Rip-rap (RI Standard R-5) channel protection with RI Standard FS-2 bedding and geotextile fabric at inlet and outlet of culvert
- Installation of two (2) 4' x 4' precast concrete box culverts
- All joint sealants, grouting and reinforcement necessary for installation of culverts and head walls
- Membrane waterproofing
- Bituminous damp-proofing
- Pervious fill w/ filter fabric
- Form and cast-in-place concrete headwalls/parapets
- Installation of CMU bulkhead on each end of one (1) precast concrete box culvert upon completion
- Installation of RIDOT Historic Section approved finish on headwalls
- Restore channel rip rap and disturbed areas as determined by Engineer
- All other incidentals necessary to complete work within the limits shown on the attached plans

The limits of work are identified in the field and total approximately 0.9 miles.



ROADWAY EROSION



Project Name: Hurricane Sandy Repair to Poppasquash Road
 RI Design Contract No(s): _____
 RI Construction Contract No(s): 2013-DF-029
 Submission: ADV Date: 11/9/2012

PROJECT INFORMATION

Brief Project Description: The total length of emergency repair along Poppasquash Road in Bristol County, Town of Bristol, is approximately 0.9 miles. This project involves full depth pavement removal and resurfacing of roadway and will include but is not limited to replacing existing culverts, repairing and reconstructing seawalls, adding geotextile fabrics in back of seawalls, removing and disposing concrete curb, removing and disposing sidewalks, sawcutting bituminous pavement, installing new pavement, installing new concrete curbing, installing new cement concrete sidewalks, installing new guardrails, installing new drainage structures, furnishing and installing pavement markings, adjusting existing drainage structures, cleaning existing drainage structures and pipes, adjusting existing gate valves and manholes, cleaning and sweeping pavement, maintenance and protection of traffic, loaming and seeding, and all other incidentals necessary to complete the project.

General Work Limits: The limit of work on Poppasquash Road extends from Hope Street to West Harbor Road

WORK ZONE LOCATIONS

ROADWAY NAME or INTERSECTION	FROM	TO	APPROX. LENGTH
Poppasquash Road	Hope Street	West Harbor Road	0.9 Miles

General Project Schedule*: This Project Will be advertised in November 2012 and be completed within three months.

*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: The Contractor will work a minimum of 12 hours per day for 6 days a week from Monday to Saturday with an exception to the following Holiday Restrictions.

Holiday Restrictions: With an exception to proposed detour, following holiday restriction shall apply No lane and/or shoulder closures allowed after 1:00 pm on the Friday preceding a holiday weekend. NEW

YEAR'S DAY AND 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

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, Friday, Saturday and Sunday

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: _____ Frank Corrao III, P.E.			Signature _____ Robert Rocchio, P.E.			Signature: _____ Kazem Farhoumand, P.E.		
Date: _____			Date _____			Date: _____		
Revision #	Initials	Date	Revision #	Initials	Date	Revision #	Initials	Date

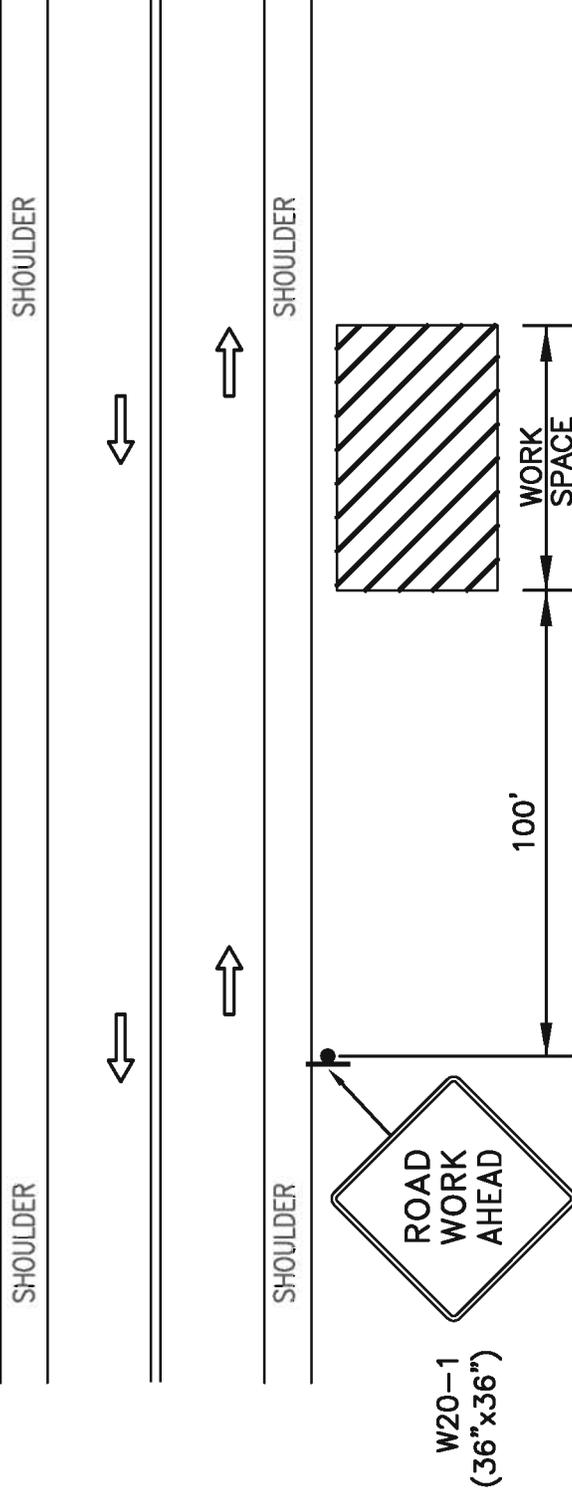
TMP IMPLEMENTATION MANAGERS

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: _____

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. TEMPORARY CONSTRUCTION SIGNS SHALL BE PLACED SO THEY DO NOT ENCROACH ON OPEN LANES OF TRAFFIC.
4. CONSTRUCTION VEHICLES SHALL NOT ENCROACH UPON OPEN LANES OF TRAFFIC EXCEPT WHEN ENTERING AND EXITING THE WORK ZONE.
5. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.



TYPICAL TRAFFIC CONTROL PLAN FOR

WORK BEYOND THE SHOULDER

NOT TO SCALE

NOTES:

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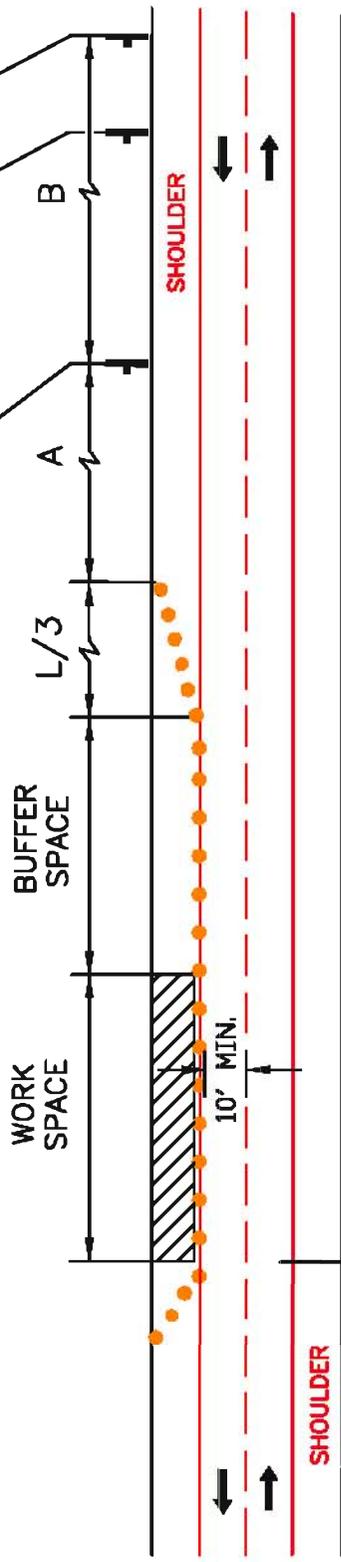
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8. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.

R.I. Std. 27.1.1
(SEE STD. FOR SIZES
AND INSTALL LOCATION)

WORK ZONE
TRAFFIC
FINES
DOUBLED

SHOULDER
WORK
W21-5

ROAD
WORK
AHEAD
W20-1



TAPER AND BUFFER LENGTHS

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

* Required
** Suggested

MINIMUM ADVANCE WARNING SIGN SPACING

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



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
TEMPORARY
TRAFFIC CONTROL PLAN

**TYPICAL SHOULDER CLOSURE
ON
TWO-LANE ROADWAY**

NOT TO SCALE

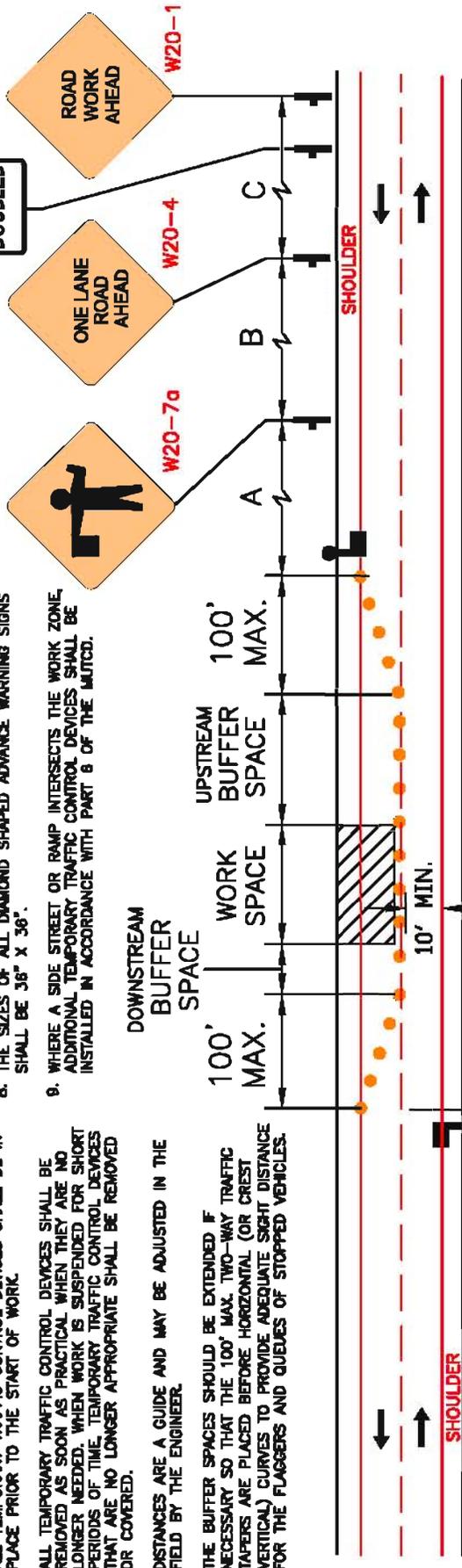
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WORK ZONE
TRAFFIC FINES DOUBLED
 R.I.Std. 27.1.1
 (SEE STD. FOR SIZES AND INSTALL LOCATION)



BUFFER LENGTHS

Speed Limit	Upstream Buffer Space* (Feet)
25 MPH	55
30 MPH	85
35 MPH	120
40 MPH	170
45 MPH	220
50 MPH	280

* Suggested

MINIMUM ADVANCE WARNING SIGN SPACING

Posted Speed Limit & Location	Distances Between Signs (Feet)		
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30 MPH OR LESS In URBAN OR RURAL AREA	100	100	100
35 MPH OR GREATER In URBAN AREA	350	350	350
35 MPH OR GREATER In RURAL AREA	500	500	500

R.I.Std. 27.1.1



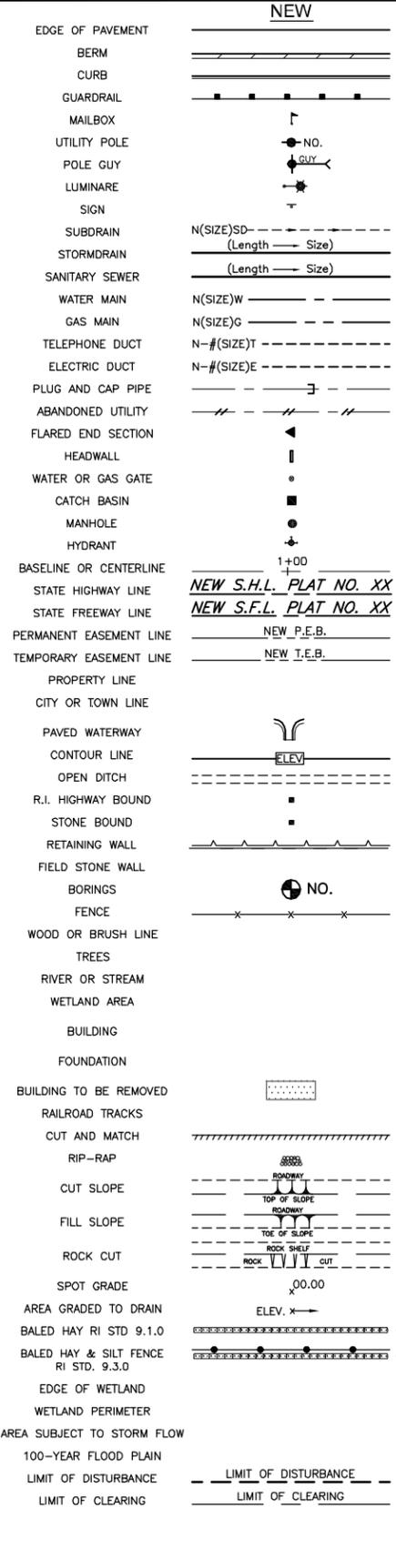
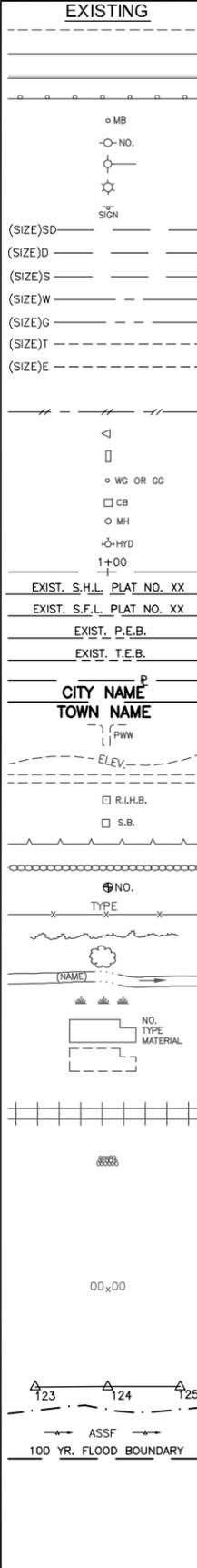
RHODE ISLAND
 DEPARTMENT OF TRANSPORTATION
 TEMPORARY
 TRAFFIC CONTROL PLAN

**TYPICAL LANE CLOSURE
 ON
 TWO-LANE ROADWAY**

NOT TO SCALE

DATE: 12-23-08

FED. ROAD DIST. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
1	R.I.		2013	1	13



1.1.0	UNDERDRAIN	7.4.2	GRANITE TRANSITION CURB (VERTICAL FACE TO SLOPE FACE)
1.3.0	CONCRETE CONNECTING COLLAR	7.5.0	BITUMINOUS CONCRETE LIP CURB
2.1.0	CONCRETE HEADWALLS FOR PIPE CULVERTS	7.5.1A	BITUMINOUS BERM (CONSTRUCTION METHOD A)
2.2.0	STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0" PIPE CULVERTS	7.5.1B	BITUMINOUS BERM (CONSTRUCTION METHOD B)
2.3.0 (DIA.)	PRECAST CONCRETE FLARED END SECTION	7.6.0	CURB SETTING DETAIL
3.2.0	BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE	8.2.0	BITUMINOUS CONCRETE DITCH
3.2.1 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE	8.3.0	RIP-RAP DITCH
3.3.0	BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN	8.4.0	PAVED WATERWAY
3.3.2	BRICK/SOLID BLOCK TYPE "F" SQUARE CATCH BASIN	9.1.0	BALED HAY EROSION CHECK
3.3.3	SOLID BLOCK FLUSH SQUARE CATCH BASIN	9.2.0	SILT FENCE DETAIL
3.4.0	BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN	9.3.0	BALED HAY DITCH EROSION CHECK AND SILT FENCE COMBINED
3.4.1	BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET	9.4.0	BALED HAY DITCH AND SWALE EROSION CHECK
3.4.2	BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN	9.5.0	LOG AND HAY CHECK DAM
3.4.3	BRICK/SOLID BLOCK TYPE "R" CATCH BASIN	9.7.0	DEWATERING BASIN
3.4.4	SOLID BLOCK FLUSH ROUND CATCH BASIN	9.8.0	BALED HAY CATCH BASIN INLET PROTECTION
3.4.5 (DIA.)	BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN	9.9.0	CONSTRUCTION ACCESS
3.5.0	SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN	10.1.0	WET STONE MASONRY RETAINING WALL
3.5.1 (SIZE)	SOLID BLOCK SHALLOW 5'-0" OR 6'-0" SQUARE CATCH BASIN	10.2.0	RUBBLE MASONRY WALL
3.6.0	BRICK/SOLID BLOCK DROP INLET	10.3.0	CONCRETE RETAINING WALL
3.7.0 (DIA.)	BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0"	10.4.0	STONE MASONRY STEPS
4.2.0	PRECAST 4'-0" ROUND MANHOLE	14.1.0	CONCRETE HIGHWAY BOUND
4.2.1	PRECAST 5'-0" ROUND MANHOLE	15.1.0	POST AND MOUNTINGS FOR RURAL MAILBOX
4.2.2	PRECAST 6'-0" ROUND MANHOLE	15.2.0 (NO.)	POST AND MULTIPLE MOUNTINGS FOR RURAL MAILBOXES
4.3.0 (SIZE)	PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN	18.2.0	PRECAST TYPE "A" HANDHOLE
4.4.0 (DIA.)	PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN	18.2.2	HEAVY DUTY TYPE "H" HANDHOLE
4.5.0	PRECAST CONCRETE DROP INLET	18.3.0	ALUMINUM LIGHTING STANDARDS
4.5.1	PRECAST CONCRETE DROP INLET LATERAL OUTLET	20.2.0	BI-DIRECTIONAL CONTROL DEVICE
4.5.2	PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET	24.6.1	STREET SIGN MOUNTING DETAIL
5.3.0	CATCH BASIN AND MANHOLE STEP	26.2.0	POLYETHYLENE DRUM WITH MARKINGS
5.4.0	CONCRETE COLLARS	26.3.0	PVC PLASTIC PIPE TYPE III BARRICADE
6.1.0	LIGHT-DUTY SQUARE FRAME AND ROUND COVER	31.1.0	CHAIN LINK FENCE 3'-0" TO 4'-0"
6.1.1	HEAVY DUTY SQUARE FRAME AND ROUND COVER	31.2.0	CHAIN LINK FENCE 5'-0" TO 6'-0"
6.2.0	LIGHT-DUTY ROUND FRAME AND COVER	31.2.1	CHAIN LINK FENCE 5'-0" TO 6'-0" INTERMEDIATE POST
6.2.1	HEAVY-DUTY ROUND FRAME AND COVER	31.3.0	WOVEN WIRE RIGHT-OF-WAY FENCE (STEEL POST)
6.3.0	SQUARE FRAME AND GRATE	34.1.0	TYPICAL GUARDRAIL INSTALLATION
6.3.1	SQUARE FRAME AND GRATE	34.2.0	STEEL BEAM GUARDRAIL
6.3.2	SQUARE FRAME AND GRATE (BICYCLE SAFE)	34.2.1	STEEL BEAM GUARDRAIL DETAILS
6.3.3	HIGH CAPACITY FRAME AND GRATE	34.2.2	STEEL BEAM GUARDRAIL DOUBLE FACED ASSEMBLY
6.3.4	HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE)	34.2.3	STEEL BEAM GUARDRAIL FIXTURES
6.4.0	ROUND FRAME AND GRATE	34.2.5	STEEL BEAM GUARDRAIL REFLECTORIZED TRIANGULAR DELINEATOR
7.1.0S	PRECAST CONCRETE CURB (STRAIGHT)	34.3.1	GUARDRAIL END SECTION
7.1.0C	PRECAST CONCRETE CURB (CIRCULAR)	34.3.2	TERMINAL END SECTION (SINGLE FACE)
7.1.1	3'-0" PRECAST CONCRETE TRANSITION CURB	34.3.3	ANCHORAGE DETAILS APPROACH END SECTION
7.1.2	6'-0" PRECAST CONCRETE TRANSITION CURB	34.3.4	ANCHORAGE DETAILS TRAILING END SECTION
7.1.4	PRECAST 2'-0" RADIUS CORNER	34.4.0	STEEL BACKED TIMBER GUARDRAIL
7.1.5	PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN)	34.4.1	STEEL BACKED TIMBER GUARDRAIL TERMINAL SECTION-TYPE 1
7.1.6	PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN)	40.1.0	DOUBLE-FACED PRECAST MEDIAN BARRIER
7.1.7	PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN)	40.2.0	SINGLE-FACED PRECAST MEDIAN BARRIER
7.1.8	PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN)	40.2.1	SINGLE-FACED PRECAST MEDIAN BARRIER
7.2.0S	PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT)	40.3.0	PRECAST MEDIAN BARRIER TRANSITION UNIT
7.2.0C	PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR)	40.5.0	PRECAST MEDIAN BARRIER FOR TEMPORARY TRAFFIC CONTROL
7.2.1	PRECAST CONCRETE SLOPED FACE TRANSITION CURB	43.1.0	CEMENT CONCRETE SIDEWALK
7.2.2	PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SLOPED FACE)	43.2.0	BITUMINOUS CONCRETE SIDEWALK
7.3.0S	GRANITE CURB (STRAIGHT)	43.3.0	WHEELCHAIR RAMP
7.3.0C	GRANITE CURB (CIRCULAR)	43.3.1	WHEELCHAIR RAMP FOR LIMITED RIGHT-OF-WAY AREAS
7.3.1	3'-0" GRANITE TRANSITION CURB	43.4.0	DRIVEWAY DEVELOPMENT FOR 3'-0" TRANSITION CURB
7.3.2	6'-0" GRANITE TRANSITION CURB	43.4.1	DRIVEWAY DEVELOPMENT FOR 6'-0" TRANSITION CURB
7.3.3	GRANITE WHEELCHAIR RAMP TRANSITION CURB	43.5.0	CEMENT CONCRETE DRIVEWAYS
7.3.4	GRANITE 2'-0" RADIUS CORNER	48.1.0	DETECTABLE WARNING SYSTEM
7.3.5	GRANITE INLET STONE (FOR SQUARE CATCH BASIN)	51.1.0	TREE PROTECTION DEVICE
7.3.6	GRANITE INLET STONE (FOR ROUND CATCH BASIN)	51.1.1	DRIP LINE TREE PROTECTION DEVICE FOR EXISTING TREES
7.3.7	GRANITE APRON STONE (FOR SQUARE CATCH BASIN)	51.2.0	SHRUB PROTECTION DEVICE
7.3.8	GRANITE APRON STONE (FOR ROUND CATCH BASIN)	51.3.0	TREE WELL
7.4.0	GRANITE SLOPED FACE CURB	51.4.0	TREE WALL
7.4.1	GRANITE SLOPED FACE TRANSITION CURB		

AB	ADJUST CATCH BASIN TO GRADE
ABM	ADJUST CATCH BASIN TO MANHOLE
AC	ADJUST CURB STOP TO GRADE
AD	ADJUST DRAINAGE MANHOLE TO GRADE
AE	ADJUST ELECTRIC MANHOLE TO GRADE
AFC	ADJUST FRAME AND COVER TO GRADE
AFG	ADJUST FRAME AND GRATE TO GRADE
AG	ADJUST GAS GATE BOX TO GRADE
AHH	ADJUST HANDHOLE TO GRADE
AS	ADJUST SANITARY SEWER MANHOLE TO GRADE
AT	ADJUST TELEPHONE MANHOLE TO GRADE
AW	ADJUST WATER GATE BOX TO GRADE
BCD	BITUMINOUS CONCRETE DRIVEWAY 3" BITUMINOUS CONCRETE TYPE 1-2 8" GRAVEL BORROW SUBBASE COURSE
BPS	BUILD NEW STRUCTURE OVER EXISTING PIPE
CCB	CLEAN CATCH BASIN
CCP	CUT AND CAP PIPE WITH RESTRAINT (ALL SIZES)
CFP	CLEAN AND FLUSH PIPE
CG	CLEARING AND GRUBBING
CMH	CLEAN MANHOLE
CP (DEPTH)	COLD PLANE
CPP	CUT AND PLUG PIPE (ALL TYPES, ALL SIZES)
DB	REMOVE AND DISPOSE BITUMINOUS CURB
DC	REMOVE AND DISPOSE CONCRETE CURB
DCB	REMOVE AND DISPOSE CATCH BASIN
DDI	REMOVE AND DISPOSE DROP INLET
DF	REMOVE AND DISPOSE FENCE
DFC	REMOVE AND DISPOSE FRAME AND COVER
DFE	REMOVE AND DISPOSE FLARED END SECTION
DFG	REMOVE AND DISPOSE FRAME AND GRATE
DFH	REMOVE AND DISPOSE FIRE HYDRANT
DFP	REMOVE AND DISPOSE FLEXIBLE PAVEMENT
DG	REMOVE AND DISPOSE GUARDRAIL
DH	REMOVE AND DISPOSE HEADWALL
DHB	REMOVE AND DISPOSE HIGHWAY BOUND
DHH	REMOVE AND DISPOSE HANDHOLE
DL	REMOVE AND DISPOSE LIGHT AND FOUNDATION
DMB	REMOVE AND DISPOSE MEDIAN BARRIER
DMH	REMOVE AND DISPOSE MANHOLE
DMM	REMOVE AND DISPOSE MEDIAN MARKER
DOW	REMOVE AND DISPOSE OBSERVATION WELL
DP	REMOVE AND DISPOSE PIPE
DPB	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE
DRB	REMOVE AND DISPOSE RIGID BASE
DS	REMOVE AND DISPOSE SIGN
DSS	REMOVE AND DISPOSE TRAFFIC SIGNAL SYSTEM
DSW	REMOVE AND DISPOSE SIDEWALK
DTD	REMOVE AND DISPOSE TELEPHONE DUCT BANKS
DUP	REMOVE AND DISPOSE UTILITY POLE
DWW	REMOVE AND DISPOSE PAVED WATERWAY
FF	FILTER FABRIC RIPRAP FLARED END UNDERLAYMENT
GET	FLARED GUARDRAIL END TREATMENT
IA	IMPACT ATTENUATOR
IDL	IMPERVIOUS DITCH LINER
L0D	LIMIT OF DISTURBANCE
LOR	LIMIT OF REGRADING
LS	4" LOAM AND SEED

NFH	NEW FIRE HYDRANT WITH GATE VALVE
NIC	NOT IN THIS CONSTRUCTION CONTRACT
NWB	FURNISH AND INSTALL NEW WATER GATE VALVE BOX
NWVB	FURNISH AND INSTALL NEW WATER GATE VALVE AND BOX
NWCB	FURNISH AND INSTALL NEW WATER CURB STOP BOX
NWSB	FURNISH AND INSTALL NEW WATER CURB STOP AND BOX
PCD	PERMANENT CHECK DAM
PS	4" PLANTABLE SOIL AND SEED
RCB	RECONSTRUCT TYPE "D" CATCH BASIN, TO CATCH BASIN WITH GUTTER INLET
RCM	R.I.D.O.T. COMMUNICATIONS MANHOLE
RHH	REMOVE, HANDLE, HAUL, TRIM, RESET CURB EDGING, STRAIGHT, CIRCULAR (ALL TYPES)
RLP	RELOCATE LAMP POST
RMB	RELOCATE MAILBOX (BY OTHERS)
RPM	REMOVE PAVEMENT MARKINGS
RRP	RIP-RAP PAD (SEE DETAIL)
RRS	REMOVE AND RELOCATE SIGN
RUP	RELOCATE UTILITY POLE (BY OTHERS)
SB	STONE BAFFLE
SBAE	STEEL BEAM BRIDGE CONNECTION APPROACH END (W/O NESTED RAIL)
SBTE	STEEL BEAM BRIDGE CONNECTION TRAILING END (W/NESTED RAIL)
SD	STRUCTURAL DISPOSITION - SEE CS PAGES OF SPECIFICATION
SF	REMOVE AND STOCKPILE FENCE
SGA	SPECIAL GRADED AGGREGATE
SGC	REMOVE AND STOCKPILE GRANITE CURB
SGR	REMOVE AND STOCKPILE GUARDRAIL
SH	REMOVE AND STOCKPILE HYDRANT
SS	REMOVE AND STOCKPILE SIGN
STS	REMOVE AND STOCKPILE TRAFFIC SIGNAL SYSTEM
TB	CONCRETE THRUST BLOCK
TEP	TIE EXISTING PIPE INTO NEW STRUCTURE
TNP	TIE NEW PIPE INTO EXISTING STRUCTURE
TBT	THREE BEAM TRANSITION
TBBC	THREE BEAM BRIDGE CONNECTION
TT	TREE TRIMMING
WCM	4" WOOD CHIP MULCH
4DY	4" EPOXY RESIN PAVEMENT MARKINGS - DOUBLE YELLOW
6W	6" EPOXY RESIN PAVEMENT MARKINGS - WHITE
12W	12" EPOXY RESIN PAVEMENT MARKINGS - WHITE
6WT	6" PREFORMED PATTERNED MARKING (HIGH PERFORMANCE TAPE)
4Y	4" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
6Y	6" EPOXY RESIN PAVEMENT MARKINGS - YELLOW
P.G.L.	PROFILE GRADE LINE

REVISIONS		
NO.	DATE	BY

HRS-006

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

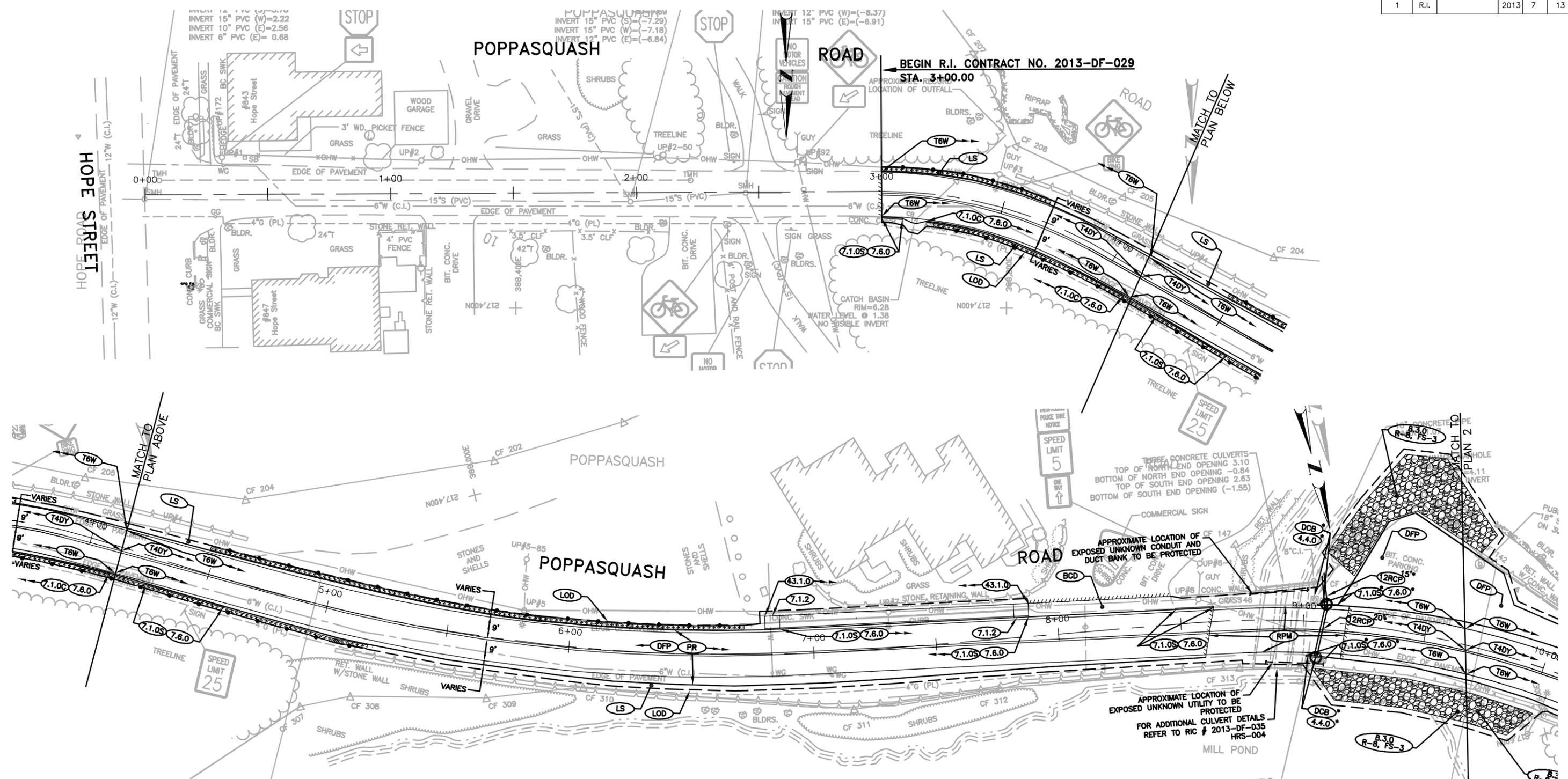
**HURRICANE SANDY REPAIRS TO
POPPASQUASH ROAD**

BRISTOL, RHODE ISLAND

**STANDARD PLAN SYMBOLS
AND STANDARD LEGEND**

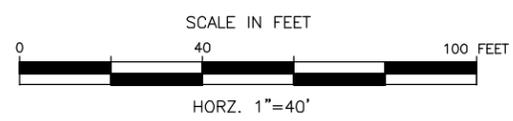
CHECKED BY K.I. DATE SCALE NO SCALE

GREEN INTERNATIONAL AFFILIATES, INC.
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WESTFORD, MA 01086
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- GENERAL NOTES:
- 1) THIS PLAN PRESENTS A PARTIAL REPRESENTATION OF THE WORK REQUIRED. REFER TO TYPICAL SECTIONS, DETAILS, NOTES AND NARRATIVE FOR ADDITIONAL REQUIREMENTS.
 - 2) THE BASEMAP FOR THIS REPAIR WORK WAS DEVELOPED FROM THE AVAILABLE PLANS AND FIELD MEASUREMENTS. NO INSTRUMENT SURVEY WAS PERFORMED FOR THIS WORK, THEREFORE, THE LOCATION FOR TOPOGRAPHIC FEATURES AND UTILITIES SHALL BE CONSIDERED APPROXIMATE.
 - 3) REFER TO HRS-004 AND HRS-005 FOR ADDITIONAL CULVERT AND SEAWALL REPAIRS.
 - 4) THE CONTRACTOR SHALL ADJUST ALL UTILITY STRUCTURES TO GRADE.
 - 5) THE CONTRACTOR SHALL CLEAN AND FLUSH ALL DRAINAGE PIPES AND STRUCTURES.
 - 6) ALL PAVEMENT MARKINGS SHALL BE PAINT.
 - 7) THE CONTRACTOR SHALL MAINTAIN EXISTING ROADWAY LOW POINT AND CROSS SLOPES.
 - 8) ALL EXISTING TRAFFIC SIGNS WITHIN THE PROJECT LIMITS SHALL BE PROTECTED AND RETAINED.
 - 9) WHILE WORKING IN THE VICINITY OF WATER, THE CONTRACTOR SHALL INSTALL FLOATING TURBIDITY BARRIER TO PREVENT SEDIMENT SPREADING INTO THE WATER. THE CONTRACTOR SHALL REMOVE ACCUMULATED SEDIMENTS IN TIMELY MANNER AND/OR AS DIRECTED BY THE ENGINEER.
 - 10) THE CONTRACTOR SHALL INSTALL FILTER BAG ON ALL NEW AND EXISTING CATCH BASINS WITHIN THE PROJECT LIMITS. FILTER BAGS SHALL BE REMOVED UPON THE COMPLETION OF FINAL LOAM AND SEED AND THE AREA IS STABILIZED.
 - 11) ALL EXISTING UTILITIES SHALL BE MAINTAINED AT ALL TIMES.
 - 12) ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE TRANSPORTATION MANAGEMENT PLANS AND/OR AS DIRECTED BY THE ENGINEER.
 - 13) THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING OVERHEAD WIRES DURING CONSTRUCTION.

NOTE
THE PROPOSED WORK MARKED WITH "*" SHALL BE DONE UNDER RIC 2013-DF-035 HRS-004.



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HRS-006

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

**HURRICANE SANDY REPAIRS TO
POPPASQUASH ROAD**

BRISTOL, RHODE ISLAND

GENERAL PLAN NO. 1

CHECKED BY KI DATE SCALE 1" = 40'

