April 12, 2013

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2013-CH-013

FEDERAL-AID PROJECT NO. FAP Nos: HPP-4868(003)

Northwest Bike Trail / Woonasquatucket River Bikeway C-7 (Cricket Field)

Angell Street to Riverside Avenue

CITY/TOWN OF Johnston

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

   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.

2. Specifications - Job Specific

   DELETE page JS-2 in its entirety and REPLACE it with revised page JS-2 (R-1) attached to this Addendum No. 1. The Landscape Substantial Completion date of May 22, 2014 has been added.

B. Drawings/Plans

1. Title Sheet

   DELETE Title Sheet, Sheet 1 of 16 in its entirety and REPLACE it with Sheet 1 of 16(R-1) attached to this Addendum No. 1. The title sheet has been signed by Landscape Architect and RIDOT.

C. Contract Dates

1. Landscape Completion Date

   Landscape Completion Date "05/22/2014" added.

RI Department of Transportation
Chief Engineer

LEVEL 3 TRANSPORTATION MANAGEMENT PLAN

Project Name: **Renovations to Cricket Field**
RI Design Contract No(s): **93107**
RI Construction Contract No(s): **2013-CH-013**

Submission: **FINAL** Date: **3/12/2013**

PROJECT INFORMATION

Brief Project Description: In conjunction with renovations to Cricket Field, work on adjacent roadways Angell Street and Riverside Avenue includes, but is not necessarily limited to, removal of bituminous concrete berm and chain-link fence; and installation of granite curbing, ornamental fencing, and ornamental guardrail.

General Work Limits: The project limits are generally located on the east side of Riverside Avenue and north side of Angell Street adjacent to the boundaries of Cricket Field.

WORK ZONE LOCATIONS

ROADWAY NAME or INTERSECTION	FROM	TO	APPROX. LENGTH
Angell Street	Woonasquatucket River	Riverside Avenue	160 ft.
Riverside Avenue	Angell Street	northern boundary of Cricket Field	550 ft.

General Project Schedule*: The work is expected to begin 07/2013 and end in 07/2014.

*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

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, until 8:00 PM.
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, until 8:00 PM.
No lane and/or shoulder closures allowed on Monday, until 8:00 PM.
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, until 8:00 PM.

ADDENDUM NO. 1

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

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 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, P.E.		
Date: 4/8/13		
Revision #	Initials	Date

STATE TRAFFIC ENGINEER		
Signature: Robert Rocchio, P.E.		
Date 3/26/13		
Revision #	Initials	Date

CHIEF ENGINEER		
Signature: Kazem Farhoumand, P.E.		
Date: 4/8/13		
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:

RIC 2012-CH-012 TMP Attachment GR – General Restrictions

			MINIMUM NUMBER OF LANES TO REMAIN OPEN TO TRAFFIC [1,2,3,4]						
	Time of Day		Day of Week						
Location	From	To	SUN	MON	TUE	WED	THU	FRI	SAT
Angell Street east of Riverside Avenue	00:00	07:00	ALL	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL
	07:00	09:00	ALL	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL
	09:00	15:00	ALL	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL
	15:00	18:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	18:00	00:00	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL	ALL
Riverside Avenue north of Angell Street	00:00	07:00	ALL	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL
	07:00	09:00	ALL	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL
	09:00	15:00	ALL	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL
	15:00	18:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	18:00	00:00	1L ALT	1L ALT	1L ALT	1L ALT	1L ALT	ALL	ALL

LEGEND

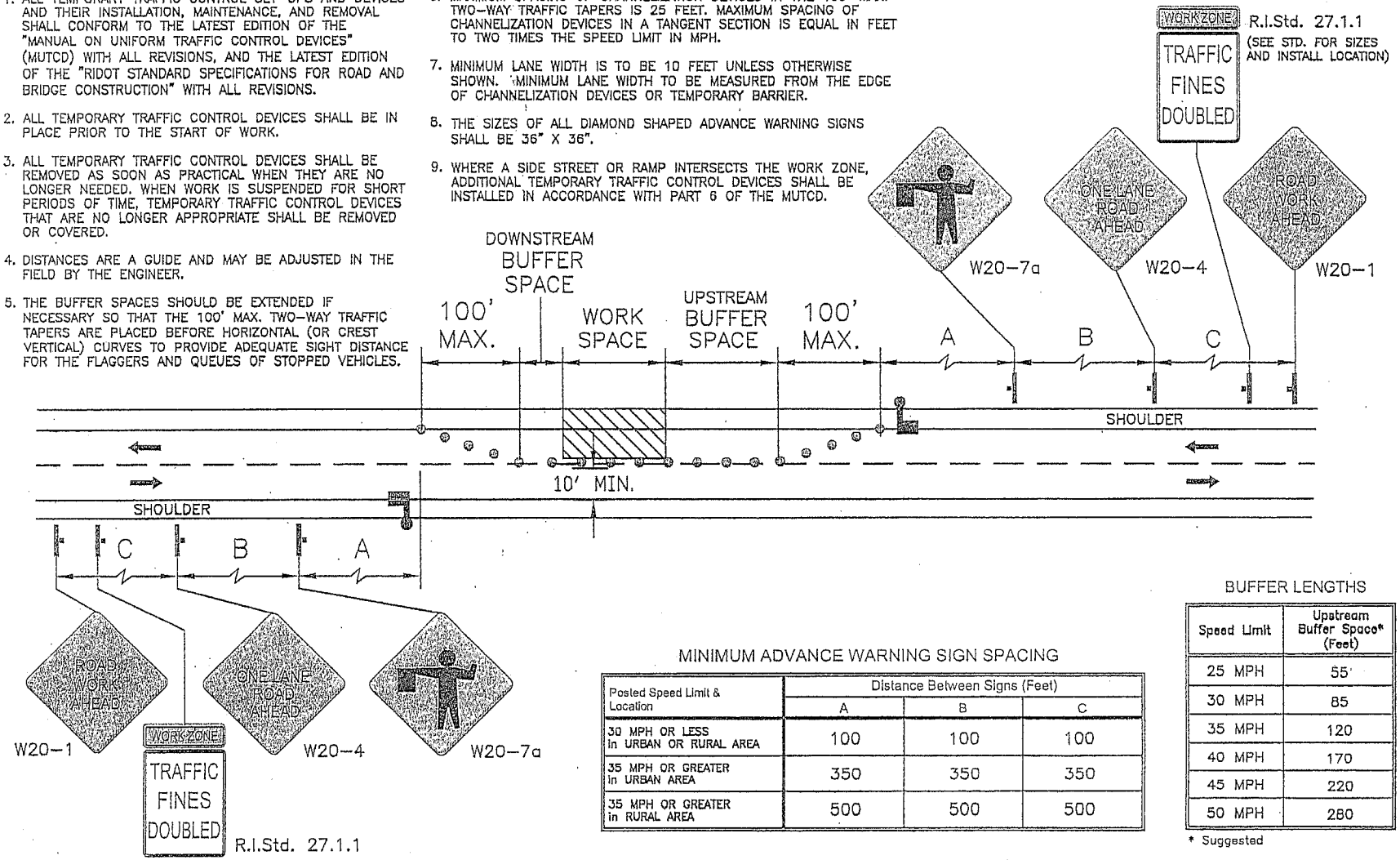
ALL	All travel lanes and shoulders shall remain open to traffic.
1L ALT	A minimum of one 10-foot wide travel lane shall remain open to alternating traffic.

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.
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. The Contractor shall provide flagpersons for all traffic control.

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 6 OF THE MUTCD.



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 GREATER in URBAN AREA	350	350	350
35 MPH OR GREATER in RURAL AREA	500	500	500

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

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

TEMPORARY
TRAFFIC CONTROL PLAN

TYPICAL LANE CLOSURE ON TWO-LANE ROADWAY

NOT TO SCALE

DATE: 12-23-08

ADDENDUM NO. 1

CODE 12.108.1000

PROSECUTION AND PROGRESS

In accordance with Section 12.108.08, Failure to Complete on Time, Para. a., Phased Completion, Interim Completion and Substantial Completion the following defines the Interim and Substantial Completion Dates and Associated Liquidated Damages:

Substantial Completion: November 21, 2013

All Contract work must be completed except as noted below.

Liquidated Damages: $900.00 per calendar day.

Landscape Substantial Completion: May 22, 2014

All Final Seeding and Plantings work shall be completed.

Liquidated Damages: $550.00 per calendar day.

FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	RI	HPP-4868(003)		1	16

CONTRACT NO. 7

R–1

INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	STANDARD PLAN SYMBOLS & STANDARD LEGEND
3	STANDARD NOTES - 1
4	STANDARD NOTES - 2
5	JOB SPECIFIC PLAN SYMBOLS LEGEND & NOTES
6	EXISTING CONDITIONS/SITE PREPARATION PLAN
7	SITE LAYOUT
8	SITE DETAILS
9	PLANTING PLAN
10 - 16	DETAILS (PART 1 THROUGH PART 7)

STATE OF RHODE ISLAND

DEPARTMENT OF TRANSPORTATION

PLAN, PROFILE AND SECTIONS OF PROPOSED

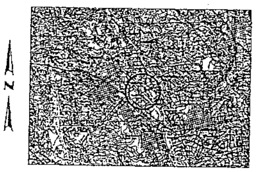
NORTHWEST BIKE TRAIL/ WOONASQUATUCKET RIVER BIKEWAY

CONTRACT 7

CRICKET FIELD RENOVATION PLAN

TOWN OF JOHNSTON, RHODE ISLAND

R.I. CONTRACT NO. 2013-CH-013 F.A. PROJECT NO. HPP-4868(003)



LOCUS MAP

SCALE: 1"= 3,000'

R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

SPECIFICATIONS TO GOVERN THIS PROJECT ARE THE R.I. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, AND THE STATE AND FEDERAL SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS. STANDARD DETAILS FOR THIS PROJECT ARE R.I. STANDARD DETAILS, 1998 EDITION, WITH ALL REVISIONS

NOTE:
ELEVATION DATUM FOR THIS CONTRACT IS NAVD 1988. TO CONVERT ELEVATIONS SHOWN HEREIN FROM NAVD 1988 TO NGVD 1929, ADD 0.82 FT.

LAYOUT PLAN

SCALE: 1"=2000'

SCALES OF DRAWINGS

Plans	1 inch = 20 feet
Profiles	1 inch = 20 feet Horizontal
Profiles	1 inch = 4 feet Vertical
Cross Sections	1 inch = 4 feet Horizontal
Cross Sections	1 inch = 4 feet Vertical

BASE OF LEVELS

NAVD 88

4-1-13
LANDSCAPE ONLY

WILLIAM J. REED
REGISTERED PROFESSIONAL ENGINEER
3/28/13

THE GIFFORD DESIGN GROUP, Inc.
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MILLSTONE ENGINEERING, P.C.

PRIME CONSULTANT:
FAY, SPOFFORD & THORNDIKE, INC.
ENGINEERS
BOSTON, MA ~ BURLINGTON, MA
BEDFORD, NH ~ EAST WINDSOR, CT

Contract Number 7

Number of Sheet 1

Total Sheets 16

R.I. DEPARTMENT OF TRANSPORTATION

APPROVED

DEPUTY CHIEF ENGINEER 4/1/13 DATE

APPROVED

CHIEF ENGINEER 4/1/13 DATE

APPROVED

DIRECTOR 4/1/13 DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR DATE

ADDENDUM NO. 1