

October 8, 2014

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION  
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 189

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2014-CH-074

FEDERAL-AID PROJECT NO. FAP Nos: NHP-0001(111), NHPG-0001(112), NHPG-HSIP(013)

**Improvements to US Route 1 in Charlestown**

US Route 1 (Post Road) STA. 11+20 to US Route 1 (Post Road) STA. 223+90 and five locations along Old Post Rod  
in Charlestown and South Kingstown.

CITY/TOWN OF Charlestown, South Kingstown

COUNTY OF WASHINGTON

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 Provision - Contract Specifics

a. Page CS 4

Delete Page CS 4 in its entirety and replace with Page CS 4 (R-1) attached to this Addendum No. 1. The Contractor's responsibility to existing utilities has been revised.

2. Specifications - Job Specifics

a. Index Pages JS-i and JS-ii

Delete Index Pages JS-i and JS-ii in their entirety and replace with revised Index Pages JS-i (R-1) and JS-ii (R-1) attached to this Addendum No. 1. The index has been revised.

b. Pages JS 2, JS 3, JS 3a, and JS 3b

Delete Pages JS 2 and JS 3 in their entirety and replace with revised Pages JS 2 (R-1) and JS 3 (R-1), and insert new Pages JS 3a and JS 3b, attached to this Addendum No. 1. The job specific specification Differing Site Conditions, Changes, Extra Work and Force Account Work has been revised.

c. Page JS 3c

Insert new Page JS 3c attached to this Addendum No. 1. The job specific specification Prosecution and Progress – Subletting of Contract has been added.

d. Page JS 4

Delete Page JS 4 in its entirety and replace with Page JS 4 (R-1) attached to this Addendum No. 1. The job specific specification of Prosecution and Progress and Substantial Completion Dates has been revised.

- e. Page JS 5  
Delete Page JS 5 in its entirety and replace with Page JS 5 (R-1) attached to this Addendum No. 1. The Item Code number has been revised.
- f. Page JS 5a  
Insert new Page JS 5a attached to this Addendum No. 1. The job specific specification Measurement and Payment – Partial Payments has been added.
- g. Page JS 5b  
Insert new Page JS 5b attached to this Addendum No. 1. The job specific specification Measurement and Payment - Acceptance and Final Payment has been added.
- h. Pages JS 49, JS 50, and JS 50a  
Delete Pages JS 49 and JS 50 in their entirety and replace with revised Pages JS 49 (R-1) and JS 50 (R-1), and insert new Page JS 50a attached to this Addendum No. 1. The job specific specification Rideability – Surface Course and the Item Code number have been revised.
- i. Page JS 63  
Delete Page JS 63 in its entirety and replace with revised Page JS 63 (R-1) attached to this Addendum No. 1. The diesel fuel price adjustment has been revised.

**B. Distribution of Quantities**

- 1. Index Page 2  
Delete Index Page 2 in its entirety and replace with revised Index Page 2 (R-1) attached to this Addendum No. 1. Item Code 935.0400 has been deleted and Item Code 935.9901 has been revised.
- 2. Index Page 3  
Delete Index Page 3 in its entirety and replace with revised Index Page 3 (R-1) attached to this Addendum No. 1. Item Code 935.9902 has been added.
- 3. Page 30  
Delete Page 30 in its entirety and replace with revised Page 30 (R-1) attached to this Addendum No. 1. Item Code 401.9904 has been revised.
- 4. Page 64  
Delete Page 64 in its entirety and replace with revised Page 64 (R-1) attached to this Addendum No. 1. Item Code 935.0400 has been deleted and Item code 935.9901 has been revised.
- 5. Page 64a  
Insert new Page 64a attached to this Addendum No. 1. Item Codes 936.0100 and 937.0200 have been repaginated.
- 6. Page 104  
Insert new Page 104 attached to this Addendum No. 1. Item Code 935.9902 has been added.

**C. Clarification**

1. Flag Person Minimum Rates

The minimum Flag Person rates (regular and overtime) are as follows:

Regular Rate: \$49.50 per hour

Overtime Rate: \$63.50 per hour

**D. Contract Dates**

1. Bid-Opening Date

Bid-Opening Date Updated To "11/07/2014" at 3:00 PM.

2. Substantial Completion Date

Substantial Completion Date Updated To "09/25/2015".

  
\_\_\_\_\_  
RI Department of Transportation  
Chief Engineer

construction or other work associated with this contract. The proposed construction and time schedule must consider and address the safe vehicle passage through the project.

The Contractor shall be responsible for coordinating with the Town of Charlestown and the Town of South Kingstown.

During pavement removal operations, no over breakage into existing operational travel lanes will be allowed.

The contractor shall be responsible for removal of flexible pavement up to the face of all curb and berm. The cost of such asphalt removal shall be incidental to the micromilling operation.

Micromilling and paving operations are acceptable between the times specified on the TMP. The Contractor shall provide work zone lighting for nighttime operations in accordance with Section T.22 Lighting for Night Work Operations in the Standard Specifications. The cost of the work zone lighting required for nighttime operations shall be incidental to the contract. No separate payment will be made for lighting of the work zone during nighttime operation.

All deviations from the requirements stated here or detailed in the plans, as well as any deviation from the approved construction sequence and time schedule, must be submitted to the Engineer in writing for approval as required in the R.I. Standard Specifications for Road and Bridge Construction.

Locations of surface features of utilities shown on the plans are approximate. The Contractor shall check and verify the exact location of all existing utilities, both underground and overhead, with Dig Safe. The cost to repair utilities damaged by the Contractor's action shall be the Contractor's responsibility.

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

The Contractor shall restore complete operation on all roadways included on the contract by the appropriate time as stated in the TMP.

**7. CONTRACTOR'S RESPONSIBILITY FOR DAMAGED STORM DRAINS**

The Contractor shall use care when working within or in the vicinity of existing drainage structures. All drainage structures, pipes or culverts damaged during the disposal of, cleaning of, installation of, or while making repairs to drainage structures, pipes or culverts, or carrying out all other work on this contract, shall be the Contractor's responsibility. All pipe/culvert damaged by the Contractor while carrying out this contract shall be replaced or repaired by the Contractor to the satisfaction of the Engineer at no additional charge to the State. Refer also to the requirements set forth in Part 22.

**8. STORAGE OF CONSTRUCTION MATERIAL AND/OR EQUIPMENT**

Storage of construction material and/or equipment shall be a minimum distance of 30 feet from the roadway. Under no circumstances shall the Contractor store construction equipment,

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**JOB SPECIFIC  
R.I. CONTRACT NO. 2014-CH-074**

**CODE 109.04  
DIFFERING SITE CONDITIONS, CHANGES, EXTRA WORK AND  
FORCE ACCOUNT WORK.**

Remove **Subsection 109.04; Differing Site Conditions, Changes, Extra Work and Force Account Work**, pages 1-80 to 1-82 of the RI Standard Specifications for Road and Bridge Construction (Amended August 2013) in its entirety and replace with the following:

**Methods of Payment.** Differing site conditions, changes, extra work, and significant changes in the character of the work, all performed in accordance with **SECTION 104; SCOPE OF WORK**, will be paid for in accordance with the following methods as appropriate:

1. Contract unit prices.
2. Unit prices agreed upon in the order authorizing the work.
3. An agreed upon lump sum amount.
4. If directed by the Department, on a Force Account Basis to be compensated in the following manner:

(a) **Labor.** For all labor and foremen in direct charge of the specific operations, the Contractor shall receive the rate of wage actually paid as shown by its certified payroll, which rate shall be at least the prevailing rate of wage (or scale), for each and every hour that said labor and foremen are actually engaged in the work.

No part of the salary or expenses of anyone connected with the Contractor's forces above the grade of foreman, and having general supervision of the work, will be included in the labor item as specified above.

The Engineer reserves the right to determine the number and type of labor employed.

The Contractor shall receive the actual costs paid to, or in behalf of, workers by reason of subsistence and travel allowances, health and welfare benefits, pension fund benefits or other benefits, when such amounts are required by collective bargaining agreement or other employment contract generally applicable to the classes of labor employed on the work.

An amount equal to 20 percent of the sum of the above items will also be paid the Contractor.

(b) **Bond, Insurance and Tax.** For property damage and liability insurance premiums, unemployment insurance contributions, and social security taxes incurred on force account work,

the Contractor shall receive the actual cost, to which cost a surcharge of 6-percent will be added. For Worker's Compensation Insurance Premiums, the Contractor shall receive the actual cost of the worker's compensation costs incurred, which shall be calculated net of all applicable credits, rebates, refunds and allowances. An additional surcharge will be added to the actual costs incurred. The surcharge amount is calculated from the Experience Modification Factor (MOD Factor) as follows:

1. For MOD factors greater than 1.0 the surcharge shall be 6%
2. For MOD factors greater than .80 and less than or equal to 1.0 the surcharge shall be 8%.
3. For MOD factors less than or equal to .80 the surcharge shall be 10%.

The Contractor shall furnish satisfactory evidence of the rate or rates paid for such bonds, insurances and taxes. In addition, the Contractor shall submit a copy of their Worker's Compensation policy showing the current MOD factors.

**(c) Materials.** For materials accepted by the Engineer and used in the work, the Contractor shall receive the actual cost of such materials delivered to the site, including transportation charges paid (exclusive of machinery rentals as hereinafter set forth), to which cost a surcharge of 15 percent will be added. The Contractor will not be reimbursed for any penalty or carrying charge incurred due to late or delayed payment for materials used in the work.

**(d) Equipment.** For any machinery or special equipment (other than small tools) including transportation cost, the use of which has been authorized by the Engineer, the Contractor shall receive either the "hourly rental rates" as prescribed herein by the Department, or the actual documented cost plus an amount equal to 10 percent of said actual documented cost, whichever is less. Under no circumstance shall the payment exceed the replacement cost of the equipment.

All rental rates shall include the estimated operating cost as indicated for that equipment in either the Rental Rate Blue Book or the Rental Rate Blue Book for Older Equipment, including the Rate Adjustment Tables approved for projects wholly or partially funded by the Federal Highway Administration (FHWA). Operators' wages are not included in the estimated operating cost and are paid separately, except for certain specified equipment in which the operator's wages are included.

The "hourly rental rate" for an individual piece of equipment shall be determined by dividing the associated monthly rate, modified by the Rate Adjustment Tables, as contained in the Rental Rate Blue Book by one hundred seventy-six (176). There will be no adjustment to the hourly rate for the period of use.

For rented equipment, the cost shall be based on the actual documented cost plus an amount equal to 10-percent of said actual documented cost, subject to the conditions set forth below. The actual documented cost shall consist of the paid invoice for rented equipment plus other documented operating costs (i.e. fuel, maintenance, repairs, etc.).

Actual documented costs plus 10 percent of said costs shall not exceed the cost as calculated from the RENTAL RATE BLUE BOOK or the RENTAL RATE BLUE BOOK FOR OLDER CONSTRUCTION EQUIPMENT. The Contractor shall submit documentation for both the hourly rental rates and actual documented costs to determine that the actual documented costs plus 10 percent of said costs does not exceed the calculated rental rate costs. No percentage surcharges will be added to the "Blue Book" rates as prescribed herein for rented equipment.

For equipment which is already on the project, the rental period shall start when such equipment is ordered to work by the Engineer, and shall continue until ordered to stop work.

For equipment which has to be brought to the project specifically for use on force account work, the State will pay all loading and unloading costs, and all transportation costs to and from the project, including assembling and dismantling, provided, however, that the cost of return transportation shall not exceed that of moving the equipment to the project. Loading, unloading and transportation costs will not be paid if the equipment is used for work other than force account work while on the project. The rental period shall start at the time the equipment is ready for operation, and shall extend during the period of time the equipment is actually utilized on force account work. The rental period shall end when the equipment is released by the Engineer.

All equipment, including trucks, shall, in the judgment of the Engineer, be in good working condition and suitable for the purpose intended. The Engineer reserves the right to determine the number of units of the various types of equipment to be employed on force account work. The manufacturer's model identification shall be the basis for identifying the type of equipment for payment purposes. Certification for the model year of the equipment will be required.

**(e) Subcontracting.** For work performed by a subcontractor, the Contractor shall accept as full payment therefore, an amount equal to the actual cost to the Contractor of such work performed by the subcontractor as determined by the Engineer, plus 10 percent of said cost.

**(f) Miscellaneous.** No additional allowance will be made for general superintendence, the use of small tools, or other costs for which no specific allowance is herein provided.

**(g) Compensation.** The Contractor's representative and the Engineer shall daily compare records of work completed on a force account basis. The Engineer will then prepare the daily work sheets and said sheets will be signed by the Contractor's representative no later than noon of the next working day.

**(h) Statements.** No payment will be made for work performed on a force account basis until the Contractor has furnished the Engineer with six copies of itemized statements of the cost of such work, incurred on a daily basis, and detailed as follows:

(1) Name, classification, date, daily hours, total hours, rate and extension for each laborer and foreman.

(2) Designation, dates, daily hours, total hours, rental rate, and extension for each unit of machinery and equipment.

(3) Quantities of materials, prices, and extensions.

(4) Transportation of materials.

(5) Cost of property damage, liability and worker's compensation insurance premiums, unemployment insurance contributions, and social security taxes.

Statements shall be accompanied and supported by certified payrolls, and receipted invoices for all materials used and transportation charges. However, if materials used on the force account work are not specifically purchased for such work but are taken from the Contractor's stock, then in lieu of the invoices, the Contractor shall furnish an affidavit certifying that such materials were taken from its stock, that the quantity claimed was actually used, and that the price and transportation claimed represent the actual cost to the Contractor.

**JOB SPECIFIC  
R.I. CONTRACT NO. 2014-CH-074**

**CODE 108.01  
PROSECUTION AND PROGRESS – SUBLETTING OF CONTRACT**

Replace **Subsection 108.01; Subletting of Contract**, page 1-56 of the Standard Specifications for Road and Bridge Construction (Amended 2013) in its entirety with the following.

**108.01 SUBLETTING OF CONTRACT.** The Contractor shall not sublet, sell, transfer, assign, or otherwise dispose of the Contract or any portion thereof, or of its right, title, or interest therein, without written consent of the Engineer. If the Engineer gives such consent, the Contractor will only be permitted to sublet a portion thereof. The Contractor shall perform with its own organization work amounting to not less than 40 percent of the adjusted contract cost. The adjusted contract cost is the total contract cost less the total cost of subcontract specialty items listed in the Proposal. Specialty Items are defined in **Subsection 101.63**.

No subcontracts or transfers of Contract shall relieve the Contractor of liability under the Contract and Bonds. A copy of written agreements with subcontractors must be submitted when making application to sublet any work under the Contract. The Contractor shall not require or withhold retainage from subcontractors. Furthermore, no agreements between the Contractor and its subcontractors or vendors shall create any "third party" relationships between said subcontractors or vendors and the State.

The Contractor shall provide written notice to, and obtain prior written consent from the Engineer, before allowing any subcontractor to sublet any portion of its work to a lower-tier contractor.

**JOB SPECIFIC  
R.I. CONTRACT NO. 2014-CH-074**

**CODE 108.1000  
PROSECUTION AND PROGRESS AND SUBSTANTIAL COMPLETION DATES**

In accordance with Section 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: See Table Below

All Contract work shall be completed, as defined by Section 101.71, by the date listed below, based on the actual Award Date.

<b>Award Date</b>	<b>Substantial Completion</b>
On or before April 12, 2015	25-Sep-15
April 13 to June 1, 2015	13-Nov-15

Liquidated Damages: \$1,750.00 per calendar day.

**JOB SPECIFIC  
R.I. CONTRACT NO. 2014-CH-074**

**CODE 108.03  
PROSECUTION AND PROGRESS**

In accordance with Section 12.108.03, PROSECUTION AND PROGRESS, Para. a., General Requirements, 1 Project Schedule Program

The Schedule Level for this contract is Schedule Level B.

Replace Subsection 12.108.03, PROSECUTION AND PROGRESS, Para. a., General Requirements, 2 Software with the following:

**12.108.03. a. 2 Software**

The software used to generate the CPM Schedule shall be Primavera P6. The version shall be Version 7 or 8. The Contractor shall purchase and maintain a valid software maintenance agreement for each license of software necessary to produce and maintain the Project Schedules. Unless specified elsewhere in the Contract Documents, the Contractor shall comply with the terminology defined by the Primavera Project Management Manual.

**JOB SPECIFIC  
R.I. CONTRACT NO. 2014-CH-074**

**CODE 109.06  
MEASUREMENT AND PAYMENT – PARTIAL PAYMENTS**

Replace **Subsection 109.06(a); Partial Payments - Amount**, page 1-83 of the Standard Specifications for Road and Bridge Construction (Amended 2013) in its entirety with the following.

**a. Amount.** Partial payments will be made bi-weekly as the work progresses. The amount of the partial payments shall be 100 percent of the Contract price for the work performed during the previous payment period, all as measured and/or estimated and accepted by the Engineer.

No partial payments shall be made when, in the judgment of the Engineer, the work has not proceeded according to provisions of the Contract. Partial payments shall not be construed as an acceptance by the Department of any materials furnished or work performed.

No partial payments shall be made on perishable plant materials until such plant materials are planted as specified in the Contract.

Upon written request from the Contractor, supported by delivery invoices, and for those conditions outlined below, the Engineer may allow partial payment on such approved materials, supplies and equipment as are delivered to an approved site in acceptable condition. Such materials, supplies and equipment, as yet not incorporated into the work, shall be identified, set aside and suitably stored at or near the site of the work.

**JOB SPECIFIC  
R.I. CONTRACT NO. 2014-CH-074**

**CODE 109.09  
MEASUREMENT AND PAYMENT - ACCEPTANCE AND FINAL PAYMENT**

Replace **Subsection 109.06(a); Partial Payments - Amount**, pages 1-83 and 1-84 of the Standard Specifications for Road and Bridge Construction (Amended 2013) in its entirety with the following.

When the project has been accepted as provided in **Subsection 105.17**, the Engineer will prepare the final estimate of work performed. If the Contractor approves the final estimate or files no claim or objection to the quantities therein within 30 days of receiving the final estimate, the Department will process the estimate for final payment. With approval of the final estimate by the Contractor, payment will be made for the entire sum found to be due after deducting all previous payments and all amounts deducted under the provisions of the Contract.

If the Contractor files a claim in accordance with Contract requirements, it shall be submitted in writing in sufficient detail to enable the Engineer to ascertain the basis and amount of such claim. Upon final adjudication of the claim, any additional payment determined to be due the Contractor will be placed on a supplemental estimate and processed for payment.

All prior partial estimates and payments will be subject to correction in the final estimate and payment.

**JOB SPECIFIC**  
**R.I. CONTRACT NO. 2014-CH-074**

**CODE 413.9901**  
**RIDEABILITY – SURFACE COURSE**

**DESCRIPTION:** This specification covers pavement rideability as determined by the Engineer and unit price adjustments in accordance with the rating scale based on post paving rideability determination.

**ACCEPTANCE:** Pavement rideability will be determined by the Engineer using a profiler on all travel lanes. A travel lane is defined as a lane on which traffic is allowed to travel excluding paved shoulders. The profiler will meet all the equipment requirements of ASTM E 950 for a Class 1 profiler.

The surface course ride quality acceptance will be based on the average International Roughness Index (IRI) of three tests using a profiler, for each 0.1-mile section, conducted by the Engineer and reported for each travel lane.

An IRI number in inches per mile will be established using ProVAL software for each 0.1-mile long section for each wheel path in each travel lane. A 300 foot long wavelength filter will be applied during testing. A 250mm short wavelength filter will be applied during analysis using ProVAL.

Each 0.1 mile section in each travel lane will be considered a subplot. A lot is defined as all of the sublots. If the IRI of each wheel path is 70 in/mile or less, the average of the two wheel path IRI's will be used for that subplot. If either wheel path IRI is greater than 70 in/mile, the larger of the two wheel path IRI's will be used for that subplot.

Sections before bridges, and the section at the end of the paving limit will be added to the previous subplot if they are less than 0.05 miles or will be considered a full subplot if they are greater than or equal to 0.05 miles.

The area 50 feet before and after bridge joints will be excluded from testing. Areas excluded from testing by the profiler may, at the Engineer's discretion, be tested using a 10-foot maximum straightedge. The variation of the surface between any two contacts along the straightedge shall not be more than 1/4 inch. Humps and depressions exceeding the specified tolerance shall be subject to correction as directed by the Engineer, at no additional cost to the State.

Table 1 provides the pay adjustment and corrective action criteria based upon the IRI established for each subplot.

<b>Table 1</b>	
<b>IRI</b>	<b>Pay Adjustment</b>
<b>(Inches Per Mile)</b>	<b>(Percent)</b>
45 and Under	+5%
46 - 55	+3%
56 - 70	0%
71 - 80	-10%
81 - 90	-20%
91 - 100	-30%
101 - 120	-50%
Over 120	Corrective Action Required

The incentive (contract unit price adjustment) will be based on the following:

- 1) The average IRI of the lot must be less than or equal to 70, and
- 2) The theoretical tonnage is obtained by taking the measured length, multiplied by the design width of the travel lane, multiplied by the design thickness of the surface course, multiplied by the unit weight derived from 93% of the averages of the theoretical maximum densities for dense graded mixes or 93% of the Marshall densities for Friction course obtained at the plant.

When corrections to the pavement surface are required, the Engineer will approve the Contractor's method of correction. In order to produce a uniform cross section, the Engineer may require corrections to the adjoining lanes and shoulders. Corrections shall be at no cost to the State. The method of correction shall be limited to diamond grinding or another approved method.

Where corrections are made after the official Department test, the pavement will be retested by the Engineer to verify that corrections have produced an acceptable ride surface. No incentives will be provided for sections on which corrective actions are performed. In the event the corrective action(s) do not result in an IRI of less than 120 in each wheel path, the Contractor will be assessed an adjustment based on Table 2.

<b>Table 2</b>	
<b>IRI After Correction</b>	<b>Pay Adjustment</b>
<b>(Inches Per Mile)</b>	<b>(Percent)</b>
121 - 140	-60%
141 - 160	-80%
Over 160	-100%

This rideability specification does not relieve the Contractor from responsibility concerning workmanship in accordance with the requirements of the Specifications and other contract requirements.

**BASIS OF PAYMENT:** The adjusted subplot tonnage will be obtained by multiplying the theoretical tonnage in the subplot by that subplot's pay adjustment. The adjusted sublots will be totaled to determine the adjusted lot tonnage. The adjusted lot tonnage will be divided by the theoretical lot tonnage to obtain the unit price adjustment. This unit price adjustment will be multiplied by the unit price of the HMA and applied to the theoretical tonnage for pay purposes

Incentives or disincentives will be addressed using a Report of Change.

**JOB SPECIFIC  
R.I. CONTRACT NO. 2014-CH-074**

**CODE 938.1000  
PRICE ADJUSTMENTS**

**DESCRIPTION.**

**a. Liquid Asphalt Cement.\*** The Base Price of Liquid Asphalt Cement as required to implement **Subsection 938.03.1** of the Standard Specifications is \$630.00 per ton as of 10/01/2014.

\* 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 \$2.7572 per gallon as of 10/01/2014.

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Estimate Name - Addendum 1

R.I. Contract No. - 2014-CH-074

FAP Nos: NHP-0001(111), NHPG-0001(112), NHPG-HSIP(013)

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
022	401.9901 Cont.	LOCATION 5 (PTOVA)		471.25	0005	01
		OLD POST ROAD (PTOVB)				
		LOCATION 1 (PTOVB)		109.19	0005	01
		ROUTE 1				
		ROUNDUP		1.99	0005	01
		SCHOOL HOUSE POND ROAD (PRSHP)				
		STA 0+00 - 1+00 (PRSHP)		38.79	0005	01
<b>Item 401.9901 Total:</b>				<b>1,035.00</b>		
023	401.9902	HOT MIX ASPHALT - CLASS 4.75 FOR PATCHING	TON			
		ROUTE 1				
		AS DIRECTED BY THE ENGINEER		150.00	0005	01
<b>Item 401.9902 Total:</b>				<b>150.00</b>		
024	401.9903	HOT MIX ASPHALT - CLASS 19	TON			
		OLD POST ROAD (PAVDA)				
		LOCATION 4 (PAVDA)		7.23	0005	01
		LOCATION 5 (PAVDA)		78.13	0005	01
		OLD POST ROAD (PTREP)				
		LOCATION 5 (PTREP)		691.09	0005	01
		ROUTE 1				
		ROUNDUP		4.76	0005	01
		SCHOOL HOUSE POND ROAD (PRSHP)				
		STA 0+00 - 1+00 (PRSHP)		38.79	0005	01
<b>Item 401.9903 Total:</b>				<b>820.00</b>		
025	401.9904	HOT MIX ASPHALT - CLASS 9.5 LEVELING COURSE	TON			
		US ROUTE 1 AND LOCATION 5				
		NB STA 21+00 - 182+00 (FOR ESTIMATING PURPOSES ONLY)		3,000.00	0005	01
<b>Item 401.9904 Total:</b>				<b>3,000.00</b>		

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<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
066	932.0100	Cont.				
		STA 37+49 - 37+75 LT		26.00	0005	01
		STA 80+98 - 81+21 LT		33.00	0005	01
		STA 83+89 - 84+20 LT		33.00	0005	01
		STA 94+32 - 94+56 RT		27.00	0005	01
<b>Item 932.0100 Total:</b>				<b>1,390.00</b>		
067	932.0200	<b>FULL-DEPTH SAWCUT OF BITUMINOUS PAVEMENT</b>	<b>LF</b>			
		OLD POST ROAD				
		LOCATION 5		1,750.00	0005	01
<b>Item 932.0200 Total:</b>				<b>1,750.00</b>		
068	935.0400	REMOVING BITUMINOUS PAVEMENT BY MICRO MILLING	SY			
		OLD POST ROAD (MMPOC)				
		LOCATION 5 (MMPOC)			0005	01
		ROUTE 1 (MMPOL)				
		CONTRACT LIMITS (MMPOL)			0005	01
<b>Item 935.0400 Total:</b>				<b>**DELETED**</b>		
069	935.9901	REMOVING BITUMINOUS SURFACE - COLD PLANING BY MICROMILLING, FIRST PASS	SY			
		OLD POST ROAD (MMPOC)				
		LOCATION 5 (MMPOC)		3,600.00	0005	01
		ROUTE 1 (MMPOL)				
		CONTRACT LIMITS (MMPOL)		219,100.00	0005	01
		ROUTE 1 AND LOCATION 5				
		AS DIRECTED BY THE ENGINEER			0005	01
<b>Item 935.9901 Total:</b>				<b>222,700.00</b>		
070	936.0100	MOBILIZATION AND DEMOBILIZATION	LS			
		ROUTE 1				
		CONTRACT LIMITS		1.00	0005	01

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<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
070	936.0100	Cont.				
				Item 936.0100 Total:		1.00
071	937.0200	MAINTENANCE AND MOVEMENT TRAFFIC	LS			

**Distribution of Quantities**

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<u>Item No.</u>	<u>Item Code</u>	<u>Description</u>	<u>UM</u>	<u>Qty.</u>	<u>Pay Code</u>	<u>Seq. No.</u>
110	935.9902	REMOVING BITUMINOUS SURFACE - COLD PLANING BY MICROMILLING, SECOND PASS ROUTE 1 AND LOCATION 5 AS DIRECTED BY THE ENGINEER	SY		22,270.00	0005 01
<b>Item 935.9902 Total:</b>					<b>22,270.00</b>	