

February 12, 2015

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7549295

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2015-CT-002

FEDERAL-AID PROJECT NO. FAP Nos: STPG-4444(088)

2015-2016 Statewide Pavement Striping – East Bay

East Bay Area including the municipalities of Barrington, Bristol, East Providence, Little Compton, Middletown, Newport, Portsmouth, Providence, Tiverton and Warren

CITY/TOWN OF Barrington, Bristol, East Providence, Little Compton, Middletown, Newport, Portsmouth, Providence, Tiverton, Warren

COUNTY OF BRISTOL, PROVIDENCE, NEWPORT

NOTICE TO PROSPECTIVE BIDDERS

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

A. New Items Added

1. Item 928.9902

Item 928.9902 Traffic Control Truck With Truck Mounted Attenuator and Changeable Message Sign for Acceptance Testing has been added.

2. Item 943.0200

Item 943.0200 Trainee Man-Hours has been added.

B. Specifications--Job Specific

1. Page JS-i

Delete Page JS-I in its entirety and replace with Page JS-I (R-1) attached to this Addendum No. 1. The index has been revised.

2. Pages JS-2 through JS-4

Delete Pages JS-2 through JS-4 in their entirety and replace with Pages JS-2(R-1) through JS-4(R-1) attached to this Addendum No. 1. These specifications have been revised to incorporate Item 928.9902.

3. Pages JS-17 through JS-20

Add Pages JS-17 through JS-20 attached to this Addendum No. 1. These pages have been added to incorporate Item 943.0200.

C. Distribution of Quantities

1. Index Page 1

Delete Index Page 1 in its entirety and replace with Index Page 1 (R-1) attached to this Addendum No. 1. Item Codes 928.9902 and 943.0200 have been added.

2. DOQ Page 6

Delete DOQ Page 6 in its entirety and replace with DOQ Page 6 (R-1) attached to this Addendum No. 1. Items 928.9902 and 943.0200 have been added to the DOQ.



RI Department of Transportation
Chief Engineer

INDEX

SPECIFICATIONS – JOB SPECIFIC

<u>CODE</u>	<u>TITLE</u>	<u>PAGE</u>
108.1000	Prosecution and Progress	JS-1
928.9901, 928.9901	Truck-Mounted Attenuator with CMS Truck-Mounted Attenuator with CMS for Testing	JS-2
931.9901	Cleaning and Sweeping Pavement for Statewide Striping	JS-5
937.1000	Maintenance and Movement of Traffic Protective Devices	JS-6
T20.9902, T20.9903, T20.9904, T20.9905, T20.9906, T20.9908, T20.9920, T20.9921, T20.9922, T20.9923, T20.9924, T20.9925, T20.9926, T20.9927, T20.9927, T20.9929	Epoxy Resin Pavement Markings	JS-7
T20.9914	As Needed Striping Installation and Removal Work – Force Account	JS-15
943.0200	Trainee Man- Hours	JS-17

JOB SPECIFIC

CODE 928.9901 and 928.9902 – TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR (TMA) AND CHANGEABLE MESSAGE SIGN (TMCMS) AND FOR ACCEPTANCE TESTING

DESCRIPTION: This work consists of providing, operating, and maintaining shadow or advance warning vehicles (traffic control trucks) with a truck mounted energy absorbing impact attenuator and changeable message sign, at the locations indicated on the Plans or as directed by the Engineer for typical striping operations and RIDOT Material Testing. The changeable message sign is a high intensity device supplemental to existing traffic control devices to be installed and used as designated by these Specifications, the MUTCD, the Plans, and the Engineer.

MATERIALS:

Traffic Control Truck and Truck Mounted Attenuator. The traffic control truck and truck mounted attenuator (TMA) shall conform to Section 928 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition.

Truck Mounted Changeable Message Sign. Attached to the traffic control truck, as described herein, shall be an illuminated truck mounted changeable message sign (TMCMS). Affixing a trailer-mounted changeable message sign to the truck is prohibited.

The TMCMS shall consist of either a lamp matrix or full-matrix LED system capable of displaying a variety of user-programmed messages. The message displayed from the unit shall be visible from a distance of one-half mile and have an average legibility distance of 850 feet under conditions of normal sunlight. The front face of the sign shall be covered with a protective material, and the color of TMCMS elements shall be yellow or orange on a black background.

The sign shall be capable of displaying three lines of text, with eight characters per line. Each character/module shall be a minimum of 18 inches high and shall be configured in at least a 7 by 5 pixel matrix. All characters/modules within a message line shall be equally spaced, both horizontally and vertically. All TMCMS matrix characters/modules are to be interchangeable.

The TMCMS controller shall be an all solid state unit housed in a weatherproof, rust resistant box, with a keyed lock and a light for night operation. A keyboard entry system shall be provided to allow an operator to generate a number of messages on the TMCMS. The keyboard shall be equipped with a security lockout feature to prevent unauthorized use of the controller. The controller shall contain a non-volatile memory to hold the keyboard created messages in memory during a non-power period. This unit shall also have an LCD display screen that will allow the operator to review all messages prior to display of the messages on the sign.

The controller shall have a local message display panel to show the message either being displayed on the sign or being created on the keyboard. In addition, this display panel shall be capable of giving the operator all programming instructions. The operator shall have the ability to program the controller to display multiple messages in sequence.

The TMCMS shall operate at an optimal voltage of 12 VDC. The sign shall obtain the electrical power necessary for operation from either the vehicle's alternator / battery system, a 12 VDC power source supplied by solar power, or an adaptable 110 VAC or 120 VAC power source. If a DC power source is used, the sign shall be equipped with an automatic lamp intensity regulator that maintains a constant output with a varying battery voltage. If a 110 or 120 VAC power source is used, the sign shall be equipped with ground fault interrupting circuit breakers, and all AC power adaptations shall be accomplished with UL approved equipment and methods.

Utilizing a portable generator for a power source is prohibited. The sign shall be equipped with a backup battery system to provide continuous operation when failure of the primary power source occurs. The brightness of the TMCMS display shall be automatically adjusted under varying light conditions.

CONSTRUCTION METHODS: A traffic control truck with TMA and TMCMS is required in advance of all traffic control set-ups on freeways and expressways to notify motorists of the downstream striping operations. The truck shall only be used in conjunction with striping operations on freeways and expressways. The truck shall be positioned at the locations indicated on the Plans and/or where directed by the Engineer.

Traffic Control Truck and Truck Mounted Attenuator (and Acceptance Testing). Construction methods for the traffic control truck and truck mounted attenuator (TMA) shall conform to Section 928 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition.

Truck Mounted Changeable Message Sign (and Acceptance Testing). The TMCMS shall be sited and aligned to provide maximum visibility to motorists, and positioned and repositioned in accordance with these Specifications, the latest edition of the MUTCD, the Plans, and the direction of the Engineer.

The mounting of the TMCMS shall be such that the bottom of the message sign panel shall be a minimum of seven (7) feet above the roadway when it is in the operating mode.

When used in conjunction with pavement striping work, the TMCMS shall be programmed to display a two-phase message, with the first phase displaying "STRIPING CREW AHEAD", and the second phase displaying a simple message describing the extent of work activities further downstream (e.g., "RIGHT LANE CLOSED"). No message requiring more than two phases for display on the TMCMS shall be allowed at any time.

Each phase of the message shall be displayed for at least three (3) seconds, and the display rate per phase shall be adjusted so the entire message can be read at least twice by passing motorists traveling at the posted speed limit. The text of messages shall not scroll or travel horizontally or vertically across the face of the sign. Any message to be displayed on the TMCMS that differs from the above must be approved in advance by the Engineer.

The Contractor shall properly maintain the TMCMS throughout the Contract period as recommended by the manufacturer, as required to keep the unit operating properly. Said maintenance shall include the periodic cleaning of the unit.

The unit shall be kept in good repair at all times. If there is a failure, malfunction, or damage to the unit for any reason, the Contractor will expedite the repair and furnish other approved means to provide a safe means for control of traffic until the unit is put back into service. Failure of the controller, such as a power loss and total shut down of the sign, shall require removal of the sign from the roadway.

METHOD OF MEASUREMENT: "Traffic Control Truck with Truck Mounted Attenuator and Changeable Message Sign" and "Traffic Control Truck with Truck Mounted Attenuator and Changeable Message Sign for Acceptance Testing" will be measured by the number of days each such assembly is actually employed in the work in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantity of "Traffic Control Truck with Truck Mounted Attenuator and Changeable Message Sign" and "Traffic Control Truck with Truck Mounted Attenuator and Changeable Message Sign for Acceptance Testing" will be paid for at the contract unit price per day as listed in the Proposal. The price so-stated constitutes full and complete compensation for all labor, materials, and equipment, including the first placement of the truck and continuous repositioning thereof, steel backup, TMA support frame, hydraulic pumps, wheel jacks, the first replacement TMA cartridge, the TMCMS, TMCMS support frame for attachment to the truck, power and battery backup, temporary storage, maintenance, and all other incidentals required to finish the work, complete and accepted by the Engineer.

Replace **Code 943.0100; Training Provisions**, pages AC-127 to AC-129 of the January 2011 Compilation of Approved Specifications in its entirety with the following.

CODE 943.0200

TRAINEE MAN-HOURS

(Job-Specific)

This On-the-Job Training Specification conforms to the requirements of 23 U.S.C. 140(a).

As part of the contractor's equal employment opportunity and affirmative action programs, training shall be provided as follows:

A. The contractor shall provide on-the-job training aimed at developing full journey worker status in the type of trade or job classification involved.

B. The number of training hours assigned to this contract per this specification will be **1,000** hours. The specific number of trainees shall be determined by the Contractor during the post qualification process.

C. In the event that a contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided, however, that the contractor shall retain the primary responsibility for meeting the training requirements of this specification. The contractor shall also insure that this specification is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

D. The number of trainees shall be distributed among the work classifications on the basis of the contractor's needs and the availability of journey workers in the various classifications within a reasonable area of recruitment. Prior to commencing construction, the contractor shall submit to RIDOT for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the contractor shall specify the starting time for training in each of the classifications. The contractor will be credited for each trainee employed by him on the contract work that is currently enrolled or becomes enrolled in an approved program, and will be reimbursed for such trainees as provided hereinafter.

GOOD FAITH EFFORTS

Training and upgrading of minorities and women toward journey worker status is a primary objective of this Specification. Accordingly, the contractor shall make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. The contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the contractor is in compliance with this Specification. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which he has successfully completed a training course leading to journey worker status, or in which he/she has been employed as a journey worker. The contractor may satisfy this requirement by including appropriate questions in the employee application, or by other suitable means. Regardless of the method used, the contractor's records shall document the findings in each case.

ACCEPTABLE TRAINING

The minimum length and type of training for each classification shall be as established in the training program selected by the contractor and approved by RIDOT and the Federal Highway Administration. RIDOT and the Federal Highway Administration will approve a program if it is reasonably calculated to meet the equal employment opportunity obligations of the contractor and to qualify the trainee(s) for journey worker status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with the Rhode Island apprenticeship agency recognized by the Bureau, and training programs approved but not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, and Bureau of Apprenticeship are acceptable for the purposes of this specification.

Training will be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from RIDOT prior to commencing work on the classification covered by the program. It is the intention of this specification that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification will be permitted provided that significant and meaningful training is provided and is approved by the division office of the FHWA. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training

REIMBURSEMENT

Except as otherwise noted below, the contractor will be reimbursed at a rate of \$6.00 per hour of training provided to each trainee in accordance with an approved training program. This reimbursement will be made even if the contractor receives additional training program funds from other sources, provided such other does not specifically prohibit the contractor from receiving other reimbursement.

Reimbursement for offsite training will not be made to the contractor. However credit for offsite training will be granted if the contractor; contributes to the cost of the training, provides the instruction to the trainee or pays the trainee's wages during the offsite training period, or the trainees are concurrently employed on another Federal-aid project.

No payment will be made to the contractor if either the failure to provide the required training, or the failure to hire the trainee as a journey worker, is caused by the contractor and evidences a lack of good faith on the part of the contractor in meeting the requirements of this Specification. It is normally expected that a trainee will begin training on the project as soon as feasible after start of work, utilizing the skill(s) involved, and remain on the project as long as training opportunities exist in the work classification or until the trainee has completed the training program. It is not required that all trainees be employed as such for the entire length of the contract. A contractor will have fulfilled his responsibilities under this Specification if he has

provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Trainees will be paid the appropriate rates approved by the Departments of Labor or Transportation.

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification covered by this Specification.

The contractor shall furnish the trainee a copy of the program he will follow in providing the training. The contractor shall provide each trainee with a certification showing the type and length of training satisfactorily completed.

The contractor will provide for the maintenance of records and furnish periodic reports documenting his performance under this Specification.

CONTRACTORS' PROCEDURES

Pre-award:

- A. Before beginning any federal aid project, the Contractor must have his or her Affirmative Action Plan in place and on file with the Department of Administration/EEO Office.
- B. Prior to any award, the Contractor must submit to the Office of Business and Community Resources' (OBCR) OJT Compliance Officer for review and approval, a specific plan that includes the following: the RIDOT OJT ANNUAL Training PLAN, which includes a listing of all current projects (FAP and Non-FAP), Trainee Registration Form and the OJT Acknowledgment and Statement of Intent.
- C. The Contractor must either use a US or RI DOL approved program or an approved training program of a recognized labor organization or trades council.

Post-award:

- A. Proposed On-the-Job trainees are to be listed on the Trainee Registration enrollment form for each trainee to be employed and submitted to OBCR's OJT Compliance Officer for approval. Trainees may not begin training until the Trainee Plan is approved by RIDOT.
- B. The Contractor orients the training foreman, superintendent and the On-the-Job Training trainee(s) to their respective responsibilities in the program and provides copies of the training guidelines for the training job classification being used.
- C. The Contractor shall provide a certified payroll weekly to the Resident Engineer. This payroll should distinguish clearly the trainee's training hours from regular hours worked for each On-the-Job trainee.

D. The Contractor will monitor and submit monthly reports (called Monthly Report) for all trainees in the program, for progress, any problems or training issues to the OJT Compliance Officer.

E. The Contractor must notify the Resident Engineer and the OJT Compliance Officer verbally within 5 working days of any trainee termination or trainee resignations. The Contractor must also submit termination forms/documentation to the Resident Engineer and the OJT Compliance Officer within 10 working days after the termination. Subsequent to any trainee's termination or resignation, the OJT Compliance Officer will make a good faith effort determination (regarding the contractor's best efforts to replace the trainee as to whether this training position needs to be filled.

F. Contractors who assign training position(s) to subcontractors must be sure the subcontractor has an approved On-The-Job Training Plan on file with the OBCR. The Prime Contractor shall retain the responsibility for full compliance with OJT training requirements of the project.

G. The contractor shall furnish the trainee a copy of the program he will follow in providing the training. The contractor shall provide each trainee with a certification showing the type and length of training satisfactorily completed.

H. The contractor will provide for the maintenance of record and furnish periodic reports documenting his performance under this Specification.

Table of Contents - Distribution of Quantities

Project Name - 2015-2016 Statewide Pavement Striping - East Bay
 Estimate Name - Addendum 1
 R.I. Contract No. - 2015-CT-002
 FAP Nos: STPG-4444(088)

ItemCode	Description	Page
914.5010	FLAGPERSONS	1
914.5020	FLAGPERSONS - OVERTIME	1
922.0100	TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0 AND 27.1.1	1
923.0200	FLUORESCENT TRAFFIC CONES STANDARD 26.1.0	1
928.9901	TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE SIGN	1
931.9901	CLEANING AND SWEEPING PAVEMENT FOR STATEWIDE STRIPING	1
T20.2020	EPOXY RESIN PAVEMENT ARROW - STRAIGHT, LEFT, RIGHT, OR COMBINED STANDARD 20.1.0	2
T20.2022	EPOXY RESIN PAVEMENT MARKING WORD "ONLY" STANDARD 20.1.0	2
T20.9903	6 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	2
T20.9904	6 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW	2
T20.9905	12 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	2
T20.9906	12 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW	3
T20.9908	EPOXY RESIN PAVEMENT MARKING YIELD LINE	3
T20.9914	AS NEEDED STRIPING INSTALLATION AND REMOVAL WORK - FORCE ACCOUNT	3
T20.9920	4" EPOXY RESIN PAVEMENT MARKING - YELLOW	3
T20.9921	4" EPOXY RESIN PAVEMENT MARKING - WHITE	3
T20.9922	EPOXY RESIN BICYCLE SYMBOL	3
T20.9923	EPOXY RESIN HANDICAP SYMBOL	4
T20.9924	EPOXY RESIN PAVEMENT WORDS "RAISED PED X-ING"	4
T20.9925	EPOXY PAVEMENT MARKING WORD "SCHOOL"	4
T20.9926	4" EPOXY RESIN PAVEMENT MARKING - RED	4
T20.9927	4" EPOXY RESIN PAVEMENT MARKING - BLUE	4
T20.9928	EPOXY RESIN PAVEMENT MARKING - RAILROAD CROSSING	4
T20.9929	EPOXY RESIN PAVEMENT MARKING WORD-"DO NOT BLOCK"	5
T20.9930	EPOXY RESIN PAVEMENT MARKING--WORDS--"PED XING"	5
T20.9931	EPOXY RESIN PAVEMENT MARKING--WORD--"BUS STOP"	5
T20.9932	EPOXY RESIN PAVEMENT MARKING "FISHHOOK" SYMBOL--STRAIGHT, LEFT, RIGHT, OR COMBINED	5
T20.9933	EPOXY RESIN PAVEMENT MARKING--WORD--"YIELD"	5
928.9902	TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE SIGN FOR ACCEPTANCE TESTING	6
943.0200	TRAINEE MAN-HOURS	6

Distribution of Quantities

Project Name - 2015-2016 Statewide Pavement Striping - East Bay
 Estimate Name - Addendum 1
 R.I. Contract No. - 2015-CT-002
 FAP Nos: STPG-4444(088)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
028	T20.9933	Cont.		3.00		
Item T20.9933 Total:						
029	928.9902	TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE SIGN FOR ACCEPTANCE TESTING PROJECT WIDE	PDAY			
		PROJECT WIDE		100.00	0021	01
Item 928.9902 Total:				100.00		
030	943.0200	TRAINEE MAN-HOURS PROJECT WIDE	MHRS			
		PROJECT WIDE		1,000.00	0021	01
Item 943.0200 Total:				1,000.00		