

May 28, 2015

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7549571

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2015-CR-055

FEDERAL-AID PROJECT NO. FAP Nos: STP-RESF(292)

Crack Sealing North and East

Statewide, North and East Regions

CITY/TOWN OF Cumberland, Foster, Glocester, Johnston, Lincoln, North Providence, Portsmouth, Scituate,
Smithfield

COUNTY OF 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. Contract Documents

1. Special Provisions

a) Contract Specific:

Insert the TMP pages, attached to this addendum, to the Appendix.

b) Job Specific:

Delete page JS-3 in its' entirety and replace with revised page JS-3 (R-1) attached to this addendum. The modified asphalt binder was changed from PG 64E-34 to PG 64E-28.



RI Department of Transportation
Chief Engineer



Project Name: **2015 CRACK SEALING NORTH / EAST**

RI Design Contract No(s): **N/A**

RI Construction Contract No(s): **2015-CR-055**

Submission: **PS&E**

Date: **4/17/2015**

PROJECT INFORMATION

Brief Project Description: The work encompass cleaning, sealing, and filling cracks and open joints across existing bituminous pavements, including all traffic lanes, breakdown lanes, and/or shoulders, within the specified longitudinal and trasverse limits. Also included in the work shall be maintenance and protection of traffic and public access and final sweeping of each roadway or roadway segment.

General Work Limits: This work is located Statewide North and East Regions in the Cities and Towns of Cumberland, East Providence, Foster, Jamestown, Johnston, Lincoln, Little Compton, Middletown, North Providence, North Smithfield, Portsmouth, Scituate, Smithfield, Tiverton

WORK ZONE LOCATIONS

ROADWAY NAME or INTERSECTION	GROUP	FROM	TO	APPROX. LENGTH
STONE CHURCH RD (RI 179)	A	SYLVIA RD	COLEBROOK RD	1.3
CENTRAL PIKE	A	RI 94	RI 102	3.6
PLAINFIELD PIKE (RI 14)	A	RI 102	WATERMAN HILL RD	1.8
FARNUM PIKE/WATERMAN AVE (RI 104/RI 5)	A	US 44	RI 7	7.0
VICTORY HWY (RI 102)	B	CENTRAL PIKE	1.1 MILES SOUTH	1.1
CHERRY HILL RD	B	GREENVILLE AVE	ATWOOD AVE	1.2
SMITH ST (US 44)	B	CENTERDALE BYPASS	RIVER AVE	2.4
PUTNAM PIKE (US 44)	B	I 295	N PROVIDENCE C/L	1.7
DANIELSON PIKE (US 6)	B	CT S/L	RAMS TAIL RD	5.0
STAFFORD RD (RI 81)	B	RI 177	MA S/L	2.8
UNION ST	B	RI 114	RI 138	1.7
SCHOOLHOUSE LN	B	RI 138	MIDDLE RD	0.4
PARK AVE	B	BOYDS LANE	STONE BRIDGE	1.0
CONANICUS AVE/WALCOTT AVE	B	NARRAGANSETT AVE	FORT WEATHERHILL RD	1.0
VALLEY RD (RI 24)	B	RI 114	RI 138A	2.2
WARREN AVE	B	PAWTUCKET AVE	WATERMAN AVE	0.8
W WRENTHAM RD (RI 121)	B	RI 114	MA S/L	1.0
PINE SWAMP RD (RI 114)	B	RI 121	BOUND RD	2.2
GREENVILLE AVE/SANDERSON RD	B	US 44	RI 5	1.4
GREAT RD (RI 123)	B	BREAKNECK HILL RD	SMITHFIELD AVE	0.7

General Project Schedule*: The work is expected to begin 07/2015 and end in 09/2015
The crack sealing shall be conducted in the following priority:
Priority 1 - Group A as listed from top to bottom.
Priority 2 - Group B as listed from top to bottom.

*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 1 "Traffic Related Work Restrictions"
Holiday Restrictions: See Attachment 1 "Holiday Restrictions"

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.

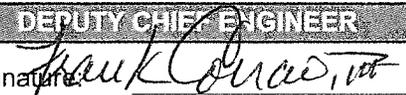
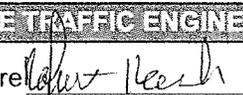
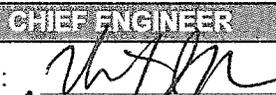
If a significant deviation from any of the strategies included in the TMP is requested by the Contractor, unless directed otherwise by the RIDOT the Contractor is responsible for preparing and submitting to the RIDOT TMP Implementation Manager appropriate documentation (e.g., design calculations, analysis 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: 			Signature: 			Signature: 		
Frank Corrao III, P.E.			Robert Rocchio, P.E.			Kazem Farhoudmand, P.E.		
Date: 5/26/15			Date: 5/18/15			Date: 5/27/15		
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: _____

Attachment to Level 3 TMP - / 2015 Crack Sealing North / East Region
 TRAFFIC-RELATED WORK RESTRICTIONS / General Restrictions:

Location	Time of Day		MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC ^{1,2,3,4}							
	From	To	Day of Week							
			SUN	MON	TUES	WED	THURS	FRI	SAT	
Stone Church Rd, Central Pike, Plainfield Pike, Farnum Pike/Watermn Ave, Victory Hwy, Danielson Pike, Stafford Rd, Union St, Schoolhouse Ln, Park Ave, Conanicus Ave/Walcott Ave, W.Wrentham Rd, Pine Swamp Rd, Greenville Ave/Sanderson Rd	0:00	19:00	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)
	19:00	24:00	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)	ALL	ALL	ALL
	0:00	6:00	ALL	1L (ait)	ALL					
	6:00	9:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	9:00	15:00	ALL	1L (ait)	ALL					
Cherry Hill Rd, Valley Rd, Warren Ave	15:00	19:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	19:00	24:00	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)	ALL	ALL
Smith St, Putman Pike, Great Rd	0:00	6:00	ALL	1L (ait)	ALL					
	6:00	22:00	ALL	ALL	ALL	ALL	ALL	ALL	ALL	ALL
	22:00	24:00	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)	1L (ait)	ALL	ALL

LEGEND

ALL All travel lanes and shoulders shall remain open to traffic

1L (ait) A minimum of one 11-foot wide travel lane shall remain open to alternating traffic

NOTES

- 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.
- 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.
- All sidewalk closures and openings shall coincide with lane and shoulder closures. At locations with sidewalk(s), a minimum of one sidewalk on one side of the roadway shall remain open to pedestrians at all times.
- 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 P

Attachment 2

To Transportation Management Plan (TMP) for:

Project Title: 2015 Crack Sealing North / East Region
RIC No.: 2015-CR-055

Holiday Restrictions

NOTE: IN CASE OF DISCREPANCY BETWEEN THESE HOLIDAY RESTRICTIONS AND THE GENERAL RESTRICTIONS (ATTACHMENT 1), THESE HOLIDAY RESTRICTIONS SHALL GOVERN.

No lane and/or shoulder closures allowed after 13:00 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 19:00 (after 19:00, General Restrictions shall apply).

NEW YEAR'S DAY, INDEPENDENCE DAY, & CHRISTMAS DAY

No lane and/or shoulder closures allowed after 13:00 on the day before the holiday.

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

VETERANS DAY

No lane and/or shoulder closures allowed after 13:00 on the day before the holiday.

No lane and/or shoulder closures allowed on Veterans Day until 19:00 (after 19:00, General Restrictions shall apply).

DR. MARTIN LUTHER KING JR. DAY, VICTORY DAY, & COLUMBUS DAY

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

No lane and/or shoulder closures allowed on Monday until 19:00 (after 19:00, General Restrictions shall apply).

MEMORIAL DAY & LABOR DAY

No lane and/or shoulder closures allowed on Saturday, Sunday, and/or Monday.

THANKSGIVING DAY

No lane and/or shoulder closures allowed after 13:00 on the Wednesday preceding Thanksgiving Day.

No lane and/or shoulder closures allowed on Thanksgiving Day, Friday, Saturday, and/or Sunday.

408.9901

**CLEANING AND SEALING CRACKS IN BITUMINOUS CONCRETE PAVEMENT:
CRACKS LESS THAN ONE INCH IN WIDTH**

408.9902

**CLEANING AND SEALING CRACKS IN BITUMINOUS CONCRETE PAVEMENT:
CRACKS ONE INCH AND OVER IN WIDTH**

Section 408.02.1 b. 1. Modified Asphalt Binder - This shall consist of a blend of modified PGAB and crumb rubber, which are chemically bonded to produce a modified PGAB.

Modified PGAB shall conform to AASHTO M 320 and R 29 and shall meet the requirements of PG 64E-28. The nonrecoverable creep compliance versus percent recovery of the binder shall be plotted and must fall above the curve in Figure X1.1 in Appendix X1 of AASHTO M 332. The elastic recovery at 10°C (AASHTO T 301) shall be not less than 70%.

The modified PGAB shall not contain any particles of rubber or elastomeric material when tested in accordance with AASHTO T 44. The modified PGAB shall at a minimum consist of 7% crumb rubber from tires. The supplier of the modified PGAB shall certify the composition and PG grade of the material.

Section 408.02.1 b. 2. Asphalt Cement Delete "(AASHTO MP1)" and replace with "(AASHTO M320)".

Section 408.02.3 Blotter Material. Delete "black beauty" and replace with "3060 granulated coal slag abrasive (Black Beauty)"

Section 408.04.1. Change section title from "Cracks Less than One Inch in Width" to "Cracks 1/16" to Less than One Inch in Width". Under the first sentence change "Cracks Less than..." to "Cracks 1/16" to Less than..."

Section 408.05.1. Change section title from "Cracks Less than..." to "Cracks 1/16" to Less than..." Change last sentence to "Initial sweeping of the pavement will be incidental".

Section 408.05.2. Change last sentence to "Initial sweeping of the pavement will be incidental".