July 22, 2015

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7549729

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2015-CH-061

FEDERAL-AID PROJECT NO. FAP Nos: STPG-RESF(306), STP-RESF(305)

**2015 Statewide Resurfacing Program, Contract-1**

Various Roadways within the municipalities of Cranston, East Greenwich, East Providence, Glocester, Johnston, Lincoln, Richmond, Scituate, Smithfield and South Kingstown.

CITY/TOWN OF Cranston, East Greenwich, East Providence, Glocester, Johnston, Lincoln, Pawtucket, Richmond, Scituate, South Kingstown

COUNTY OF PROVIDENCE, KENT, WASHINGTON

NOTICE TO PROSPECTIVE BIDDERS

ADDENDUM NO. 2 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. Specifications - Contract Specific**

1. Page CS-6

   Remove page CS-6 in its entirety and replace with page CS-6 (R-1) attached to this Addendum No. 2. The jack hammering restriction has been removed from Paragraph 13 - Adjusting Utility Structures.

2. Page CS-8

   Remove page CS-8 in its entirety and replace with page CS-8 (R-1) attached to this Addendum No. 2. Paragraph 18 - Traffic Signals has been revised to specify that the Contractor shall complete the loop detector installation within seven (7) calendar days of paving operations, not milling operations.

**B. Clarification**

1. George Washington Highway in Lincoln, RI

   Full depth sawcut shall be conducted along the outside white edge line striping on George Washington Highway. This is outside of the visible joint that defines the limits of the rigid concrete base; therefore, cutting of the rigid base is not anticipated.

David W. Fox

RI Department of Transportation
Chief Engineer

## 12. CLEANING DRAINAGE STRUCTURES:

The Contractor shall clean drainage structures as directed by the Engineer upon completion of the roadway paving. The Contractor shall provide erosion and sedimentation control measures for all drainage structures during construction as directed by and to the satisfaction of the Engineer. No cleaning shall take place where sediment from construction activities might enter the structure during the cleaning process.

The Contractor shall make every effort to prevent debris from falling into catch basins. Should debris fall inside a structure, it shall be removed immediately.

## 13. ADJUSTING UTILITY STRUCTURES:

The Contractor shall adjust all utilities on the roadway. Drums and cones shall not be used in lieu of adjusting utility manholes and grates. Adjustments of all manholes, utility gates and catch basins shall be done in accordance with Section 707 and. All utility adjustments shall comply with the rules and regulations of the municipalities.

Kent County Water Authority does not allow drop-in gate box risers. The gate boxes shall be pulled up and set to the proposed finished grade of resurfacing. The Contractor shall be responsible for coordinating with the Kent County Water Authority. Division Street in East Greenwich and Plainfield Pike in Cranston/Johnston/Scituate are under the jurisdiction of the Kent County Water Authority.

The Contractor shall coordinate the adjustment work of Verizon manhole frames and covers with Verizon. The Contractor shall notify Verizon prior to the adjustment of Verizon manhole frames and covers.

## 14. PAVING NOTES:

The Contractor shall saw cut and match one foot (unless directed otherwise by the Engineer to maintain existing drainage pattern) beyond the gutter line on side streets and driveways simultaneously with the main line paving. The Contractor shall provide a smooth transition along the profile of the existing adjoining bituminous concrete driveway and side streets. All cost associated with providing this transition area shall be considered incidental to the paving operations.

No drainage structure or paved waterway shall be blocked by the new pavement. The new pavement shall be graded towards the inlet openings and catch basins. This task shall be considered incidental to the pavement laying operation and there shall be no separate payment for this work.

The Contractor shall submit a paving schedule to the Engineer seven (7) days prior to the proposed paving start date.

Proposed pavement markings shown on the sketch plans are schematic only to reflect a typical condition. Unless otherwise noted or directed by the Engineer, the Contractor shall be responsible for installing new pavement markings in the exact location of all existing pavement markings including crosswalks, stop bars, edge markers, parking locations, railroad crossing markings, arrow and "ONLY" markings, and any other markings called for on the plans. The Contractor shall provide the pavement marking line width as shown on the plans or as directed by the Engineer. All work associated with recording existing pavement markings shall be included in the pay item for respective new pavement markings.

"Waterborne Pavement Markings" shall be placed in accordance with Section T20.03.3 of the Standard Specifications on all micromilled surfaces or asphalt base courses that will be open to traffic at the completion of each day's milling operation.

"Temporary Waterborne Pavement Markings" shall be placed in accordance with Section T20.03.4 of the Standard Specifications on final riding surface of roadways prior to epoxy resin pavement marking installation.

"Epoxy Resin Pavement Markings" shall be placed in accordance with Section T20.03.6 of the Standard Specifications. "Epoxy Resin Pavement Markings" shall be placed on final riding surface of roadways that will be open to traffic no sooner than 2 weeks but no later than 4 weeks from the completion of the paving operation.

## 18. TRAFFIC SIGNALS:

All existing traffic signal loop detectors within the paving limits shall be removed and disposed of by the Contractor. The Contractor shall install new traffic loop detectors and connect them to the existing traffic signal system as directed by the Engineer. The locations of the traffic loop detectors shown on the sketch plans are schematic only. The Contractor shall record the existing locations of the traffic loop detectors and restore the pre-construction loop detector arrangement. The record of existing traffic loop detectors shall be submitted to the Engineer for review and acceptance before commencing with resurfacing operations. All work associated with recording existing location, removal and disposal and installation of new loops, installing new loops, connecting them to the existing traffic signals shall be incidental to item T13.1000.

In the areas where traffic loop detectors will be damaged as a result of micromilling operations, the traffic signal shall be set to the pre-timed operations with the existing maximum timings for each phase or as directed by the Engineer. Prior to the removal of existing traffic loops, the Contractor shall make all necessary arrangements to modify signal timing, if directed by the Engineer. After the completion of paving, the Contractor shall install new traffic loop detectors and restore traffic signal timing to the preconstruction condition. The Contractor shall complete the loop detector installation within seven (7) calendar days of paving operations. Existing traffic signal timing and operations shall be restored after the installation of new loop detectors. All the work required for the signal timing modifications and restoration shall be considered incidental to the contract.