

September 14, 2016

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7550914

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2016-CB-047

FEDERAL-AID PROJECT NO. FAP Nos: BHO-0686(001)

South County Freeway Bridge No 686 (52A)

I-95 NB STA 153+70.53 to STA 155+19.97

CITY/TOWN OF Warwick

COUNTY OF KENT

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. Contract Specific Appendix A

Transportation Management Plan (TMP) -Delete page 15 of 16 of the TMP and Replace with the attached page 15 of 16, Rev. 1.

B. Contract Dates

1. Phase 1 Completion Date

Phase 1 Completion Date "12/15/2017" added.

C. Clarification

1. Pre Bid Conference

Pre Bid Conference will not be conducted. Location and time of Pre Bid Conference deleted.



RI Department of Transportation
Chief Engineer

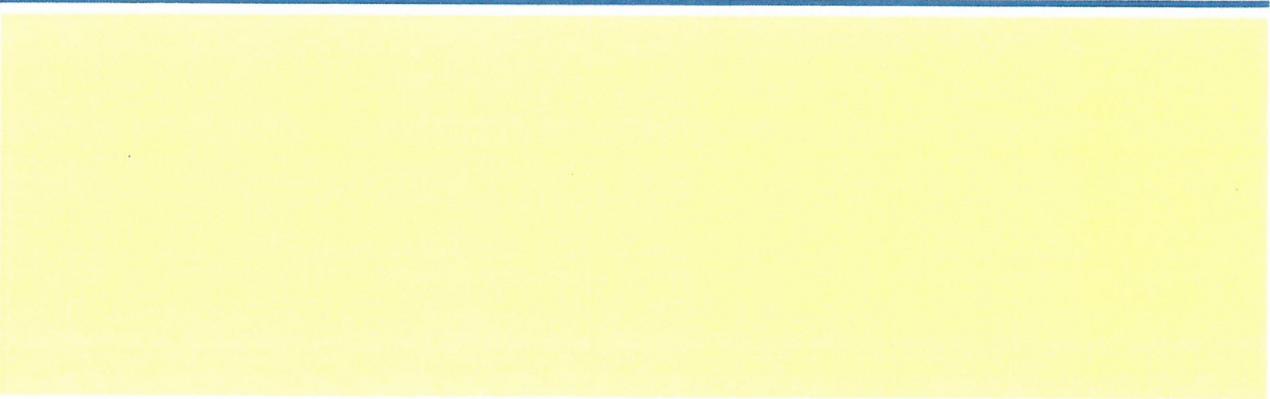
CHANGES TO TMP & CONTINGENCY PLANS

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 Development and/or 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).

Project Specific Contingencies



TMP APPROVALS

All approvals must be obtained prior to start of work.

DEPUTY CHIEF ENGINEER		
Signature:		
	Joseph D. Baker, P.E.	
Date:	9-6-16	

STATE TRAFFIC ENGINEER		
Signature:		
	Robert Rocchio, P.E.	
Date:	9-1-16	

CHIEF ENGINEER		
Signature:		
	David W. Fish, P.E.	
Date:	9-12-16	

Project No.	Impact	Date

Project No.	Impact	Date

Project No.	Impact	Date