



State of Rhode Island
Department of Administration / Division of Purchases
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ADDENDUM # 1

10/10/17

Solicitation #7565501

Title: Design/Build Services for the Route I-295 Bridges – Contract 1 Cranston

Submission Deadline: Note Change

From: 12/6/17 @ 11:30 AM (ET)

To: 12/15/17 @ 11:30 AM (ET)

Per the issuance of ADDENDUM #1 the following are noted:

See Attached:

Interested Parties should monitor this website on a regular basis, for any additional information that may be posted.

**Lisa Hill
Chief Buyer**

October 6, 2017

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION DEPARTMENT OF ADMINISTRATION
DIVISION OF PURCHASES **BID NO. 7565501**

RHODE ISLAND DEPARTMENT OF TRANSPORTATION RHODE ISLAND CONTRACT NO. 2017-DB-027
FEDERAL-AID PROJECT NO. FAP No. BRO-2950(003)

CRANSTON I-295 BRIDGES CONTRACT 1

CITY/TOWN OF Cranston

COUNTY OF Providence

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. Submission Deadline

1. Submission deadline will be 12/15/17 at 11:30 AM (ET)

B. Contract Documents

1. Part B Project Technical Requirements: Section 2.4.3.4d Temporary Bridges, Page 19 of 40

Revise the Temporary Bridge Requirements as shown in the attached document.

2. Part B Project Technical Requirements: Section 2.15 Coordination with RIDOT Tolling/Gantry Project, Page 34 of 40

Revise the project coordination requirements with the Tolling/Gantry Project as shown in the attached document.

ADDENDUM NO. 1



Administrator, Division of Project Management

Materials used for the temporary excavation support system shall be left in place if their removal may disturb the zone of influence of existing adjacent foundations or the existing Water Supply Aqueduct as shown on the BTC Plans.

Surcharge pressures due to construction materials and equipment, structures, and point, line and area loads, shall be included in lateral earth pressure diagrams. Construction materials and equipment loads shall be determined by the D/B Team, but a 400 psf distributed area load shall be used as a minimum.

- b. Dewatering and Groundwater Control** - Excavations that are left open to precipitation, that extend below groundwater levels, that encounter water seepage, or that are made in existing bodies of water, will require some form of dewatering or groundwater control. The D/B Team shall evaluate the potential need for dewatering and groundwater control when designing a structure. Dewatering of un-contaminated or contaminated surface/groundwater shall be performed in accordance with, but not limited to the RIDEM Water quality Regulations, RIDEM Wetland Regulations, RIDEM RIPDES Remedial Permit, and RIDEM Office of Waste Management.
- c. Construction Equipment over Aqueduct** – The D/B Team will be responsible for demonstrating that construction loads will not overload or damage the existing Aqueduct. Calculations shall be provided as required and submitted to the Providence Water Supply Board for review and approval. All calculations shall be prepared and stamped by a Professional Engineer registered in the State of Rhode Island.
- d. Temporary Bridges** – The D/B Team will be responsible for designing, fabricating, erecting, maintaining and removing all temporary bridges or structures required to support the chosen MP&T scheme. Temporary bridges shall be designed in accordance with the AASHTO LRFD Bridge Design Specifications for HL-93 Live Load and in accordance with RIDOT TAC 0298. The limiting live load deflection criteria shall be $L/800$. All temporary bridges shall provide a minimum vertical clearance at or above the existing minimum vertical clearance of the existing bridges. The design shall be prepared and stamped by a Professional Engineer registered in the State of Rhode Island. The D/B Team Member responsible for erecting and removing the temporary bridge superstructure shall be an Advanced Certified Steel Erector in accordance with the AISC Quality Certification Program.

5. Construction Monitoring Program

The D/B Team shall ensure that their operations required for the reconstruction and rehabilitation of the bridges does not cause damage to the existing bridge abutments and wingwalls at Bridge Nos. 073201/073221 which are to remain and be reused.

The D/B Team shall ensure that the existing Water Supply Aqueduct at Bridge Nos. 073001/073021 is protected from damage due to the replacement of the bridge structures. The D/B Team shall establish a monitoring program that will be subject to the review and approval

PART B – PROJECT TECHNICAL REQUIREMENTS

Chief Michael J. Winqvist
Cranston Police Department
Main (401) 942-2211
5 Garfield Avenue
Cranston, RI 02920

Mr. Kenneth Mason (401) 780-3245
DPW Director
869 Park Avenue
Cranston, RI 02910

Mr. Andrew Pion, Manager of Const. Services (401) 521-6300 ext. 7250
Providence Water Supply Board
552 Academy Avenue
Providence, RI 02908

2.15 Coordination with RIDOT Tolling/Gantry Project

The D/B Team is advised that there is a tolling/gantry location proposed within the limits of the project. The approximate location of the gantry and associated control boxes, conduit, etc. is depicted on the BTC Plans. A preliminary plan from the Tolling Project is also included with the BTC Documents. The gantry location is to the south of the Plainfield Pike Bridges between the I-295 NB Off-Ramp and On-Ramp. The D/B Team will be required to coordinate with RIDOT and the Design-Build Team that is designing and constructing the Tolling/Gantry system. The D/B Team shall cooperate with the Toll System Contractor or representatives of RIDOT in order to ensure that the toll system and other functional elements do not cause conflict or cause any deterrent in operation. The Tolling/Gantry system at this location will be installed and operational prior to the start of construction of this project. The D/B Team's design shall not impact or require any relocation of the tolling/gantry infrastructure. Note that RIDOT will have to modify the tolling detectors prior to the implementation of the proposed traffic shifts occurring at the gantry location for this project. The D/B Team shall provide sufficient notice to RIDOT so that the detectors can be adjusted and tested prior to shifting traffic.

The intent of the temporary traffic control plans shown in the BTC is to align the temporary roadway in the I-295 median at the gantry location so that the travel lanes are in the same location for each stage of construction. This arrangement will avoid impacts to the gantry infrastructure and require the least adjustment to the tolling detection system. This arrangement also required the required limits of work to extend beyond the limits of the existing base survey. As noted in Section 2.7, the D/B Team is responsible for performing any additional survey needed to support the proposed final design.

Damages For Disruption of Service: In the event the D/B Team causes any unscheduled disruption or adverse impact to the toll collection equipment resulting in a loss of revenue, the D/B Team shall be subject to Liquidated Damages in the amount of \$4,000 per day. An "unscheduled disruption" shall mean any event which was not planned, scheduled or previously approved by RIDOT. In addition, the D/B Team shall be responsible for any cost associated with the repair (to be performed by RIDOT's Toll Systems Contractor) of the toll collection system and or associated equipment. An "adverse

impact” in intended to mean any damage that causes the toll system to stop collecting revenue. RIDOT determines when an “adverse impact” occurs. The Tolling Contractor would need to perform the repair/fix of the toll system (as directed by RIDOT) but the D/B Team would ultimately be responsible financially.

2.16 Quality Assurance (QA)

Quality Assurance (QA) is an umbrella term that includes all activities performed to ensure that the quality of a product is as it should be. QA is the responsibility of both the D/B Team and the Owner (RIDOT). To ensure that the goals for overall quality will be met, RIDOT has established the following QA requirements for this Project:

- Design QA: The design quality assurance will consist of an established Design Quality Control system established by the D/B Team and approved by RIDOT. RIDOT will also perform review of design submittals and will approve the Construction Plans prior to the start of any construction or materials fabrication.
- Construction QA: The components of the construction quality assurance system include: an approved Quality Control Plan by the D/B Team; Construction Acceptance and Independent Assurance Testing by RIDOT; Dispute Resolution System; Qualified/Accredited Laboratories and Inspection and Testing Personnel.

2.17 Quality Control (QC)

The D/B Team shall establish and implement a Quality Control (QC) Plan to ensure that the work performed fulfills the design and construction requirements of the Contract. The QC Plan shall outline the D/B Team’s QC organization and roles, document design and construction management procedures, Design QC activities, Construction QC activities, qualified/accredited QC laboratories and qualified/certified QC inspection and testing personnel.

The D/B Team shall submit its QC Plan for both design and construction to the Department for review and approval within 30 days following Notice to Proceed. Along with the QC Plan submittal, the Design Manager and Construction Quality Control Manager shall provide a formal presentation of the QC Plan for both design and construction utilizing Project related scenarios. The formal presentation shall provide a detailed description of how the D/B Team’s QC program will operate for the design and construction including development of necessary design and construction quality management documentation.

2.17.1 Design Management

The D/B Team shall be responsible for design quality. The Design Quality Control Manager, assigned by the D/B Team, shall be responsible for overall management of the QC programs for design. This individual, shall report directly to the D/B Team’s Quality Control Administrator, and is responsible for all of the design QC activities. The Design QC Manager shall maintain close communication with