October 13, 2017

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION
DEPARTMENT OF ADMINISTRATION

DIVISION OF PURCHASES BID NO. 7565516

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

RHODE ISLAND CONTRACT NO.2017-CB-070

FEDERAL-AID PROJECT NO. FAP Nos: BRO-472(001), STP-RESF(360)

Horton Farm Bridge No. 472

Horton Farm Road Bridge No. 472

CITY/TOWN OF East Providence

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. General Provisions - Contract Specific

1. Page CS-146

   Insert page CS-146 attached to this Addendum No. 1 to the end of the Contract Specific specifications. Appendix "E" PRELIMINARY RIDEABILITY REPORT has been added.

B. Specifications - Job Specific

1. Page JS-29A

   Insert page JS-29A attached to this Addendum No. 1. Section 401.9901 PAY ADJUSTMENTS has been added.

2. Pages JS-30 thru JS-33

   Delete pages JS-30 thru JS-33 in their entirety and replace with revised pages JS-30 (R-1) thru JS-33 (R-1) attached to this Addendum No. 1. Section 402.9901 FRICTION COURSE has been revised.

3. Page JS-101

   Delete page JS-101 in its entirety and replace it with revised page JS-101 (R-1) attached to this Addendum No. 1. Section 929 has been replaced Section 929.0110 FIELD OFFICES AND MATERIALS LABORATORY.

4. Page JS-104

   Remove page JS-104 in its entirety and replace with revised page JS-104 (R-4) attached to this Addendum No. 1. The number of training hours has revised.

ADDENDUM NO. 1
ATTACHMENTS

C. Distribution of Quantities

1. Index Pages 1 thru 4

   Remove and replace index pages 1 thru 4 in their entirety with revised index pages 1(R-1) thru 4(R-1) attached to this Addendum No. 1. The index has been revised and any added or updated items are indicated in bold.

2. Page 91

   Remove and replace page 91 in its entirety with revised page 91(R-1) attached to this Addendum No. 1. Item Code 108.9901 has been added.

3. Page 92

   Insert page 92 attached to this Addendum No. 1. Item Code 108.9901 has been added.

RI Department of Transportation

Administrator, Division of Project Management

ATTACHMENTS

APPENDIX "E"
PRELIMINARY RIDEABILITY REPORT

Preliminary Rideability Report - 2017-CB-070

Profile Data Collected 9/27/2017

I-195 EASTBOUND from Broadway Ave to Massachusetts State Line

Distance = 0 at bridge joint at east abutment of bridge over Broadway Ave. Omitted first 25' from Broadway bridge joint and last 25' before cut & match at Mass line. Omitted 30' sections for utility structures in lane. Omitted section for bridge over Warren Ave + 25' before & after bridge joints. Included 825' lane shift under Pawtucket Ave overpass, highlighted in gray below.

Lane 1 (High Speed)

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)
25.00	553.00	528.00	132	112
553.00	1081.00	528.00	92	84
1081.00	1609.00	528.00	103	82
1609.00	2137.00	528.00	106	107
2137.00	2665.00	528.00	89	95
2665.00	2788.00	123.00	55	73
2788.00	3101.00	313.00	145	122
3131.00	3144.00	13.00	264	146
3174.00	3192.00	18.00	171	91
3222.00	3613.00	391.00	144	95
3613.00	4141.00	528.00	88	95
4141.00	4669.00	528.00	87	88
4669.00	5197.00	528.00	87	94
5197.00	5725.00	528.00	69	88
5725.00	6253.00	528.00	72	95
6253.00	6781.00	528.00	67	63
6781.00	7309.00	528.00	63	70
7309.00	7837.00	528.00	68	68
7837.00	7981.50	144.50	85	101
7981.50	8171.50	190.00	Bridge - Warren Ave	
8171.50	8699.50	528.00	83	74
8699.50	8928.92	229.42	64	78

Lane 2

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)
25.00	553.00	528.00	111	111
553.00	1081.00	528.00	64	84
1081.00	1609.00	528.00	68	90
1609.00	2137.00	528.00	126	115
2137.00	2665.00	528.00	61	58
2665.00	2770.00	105.00	122	88
2770.00	3298.00	528.00	152	105
3298.00	3595.00	297.00	108	89
3595.00	4123.00	528.00	96	91
4123.00	4651.00	528.00	79	73
4651.00	5179.00	528.00	133	121
5179.00	5707.00	528.00	104	94
5707.00	6235.00	528.00	87	93
6235.00	6763.00	528.00	81	104
6763.00	7291.00	528.00	69	104
7291.00	7819.00	528.00	77	81
7819.00	7967.00	148.00	106	102
7967.00	8159.50	192.50	Bridge - Warren Ave	
8159.50	8687.50	528.00	106	98
8687.50	8920.33	232.83	104	97

Lane 3 (Low Speed)

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)
25.00	553.00	528.00	115	100
553.00	1081.00	528.00	91	107
1081.00	1609.00	528.00	81	101
1609.00	2137.00	528.00	119	136
2137.00	2665.00	528.00	92	88
2665.00	2753.00	88.00	98	88
2753.00	3281.00	528.00	100	103
3281.00	3578.00	297.00	124	103
3578.00	4106.00	528.00	118	131
4106.00	4634.00	528.00	81	82
4634.00	4844.00	210.00	110	131
4874.00	5084.00	210.00	225	151
5114.00	5591.00	477.00	139	98
5621.00	5846.00	225.00	119	85
5876.00	6404.00	528.00	118	101
6404.00	6932.00	528.00	131	91
6932.00	7460.00	528.00	103	70
7460.00	7954.00	494.00	119	79
7954.00	8149.00	195.00	Bridge - Warren Ave	
8149.00	8677.00	528.00	171	130
8677.00	8917.00	240.00	163	113

Preliminary Rideability Report (continued) - 2017-CB-070

Profile Data Collected 9/27/2017

I-195 WESTBOUND from Massachusetts State Line to Broadway Ave

Distance = 0 at cut & match at or near Mass line. Omitted first 25' from cut & match at Mass line and last 25' before first Broadway Ave bridge joint. Omitted 30' sections for utility structures in lane. Omitted section for bridge over Warren Ave + 25' before & after bridge joints.

Lane 1 (High Speed)

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)
25.00	553.00	528.00	98	81
553.00	755.00	202.00	101	121
755.00	951.00	196.00	Bridge - Warren Ave	
951.00	1479.00	528.00	95	118
1479.00	2007.00	528.00	74	79
2007.00	2535.00	528.00	85	90
2535.00	3063.00	528.00	59	76
3063.00	3591.00	528.00	71	84
3591.00	4119.00	528.00	96	96
4119.00	4647.00	528.00	69	81
4647.00	5175.00	528.00	80	97
5175.00	5703.00	528.00	96	110
5703.00	6231.00	528.00	93	107
6231.00	6759.00	528.00	68	79
6759.00	7287.00	528.00	76	84
7287.00	7815.00	528.00	70	94
7815.00	8343.00	528.00	90	106
8343.00	8871.00	528.00	109	131
8871.00	8950.58	79.58	100	90

Lane 2

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)
25.00	553.00	528.00	122	132
553.00	746.00	193.00	116	131
746.00	943.00	197.00	Bridge - Warren Ave	
943.00	1471.00	528.00	155	130
1471.00	1999.00	528.00	116	84
1999.00	2527.00	528.00	122	109
2527.00	3055.00	528.00	115	120
3055.00	3583.00	528.00	101	99
3583.00	4111.00	528.00	123	111
4111.00	4639.00	528.00	121	80
4639.00	5167.00	528.00	107	126
5167.00	5695.00	528.00	114	117
5695.00	6223.00	528.00	121	84
6223.00	6751.00	528.00	103	83
6751.00	7279.00	528.00	93	64
7279.00	7807.00	528.00	89	77
7807.00	8335.00	528.00	91	77
8335.00	8863.00	528.00	101	79
8863.00	8952.17	89.17	85	60

Lane 3 (Low Speed)

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path - IRI (in/mi)	Right Wheel Path - IRI (in/mi)
25.00	134.00	109.00	213	273
164.00	692.00	528.00	153	130
692.00	738.00	46.00	172	122
738.00	935.00	197.00	Bridge - Warren Ave	
935.00	1463.00	528.00	150	125
1463.00	1991.00	528.00	137	82
1991.00	2519.00	528.00	148	87
2519.00	3047.00	528.00	149	84
3047.00	3575.00	528.00	144	90
3575.00	3596.50	21.50	343	153
3626.50	3860.50	234.00	205	110
3890.50	4418.50	528.00	176	184
4418.50	4946.50	528.00	82	72
4946.50	5474.50	528.00	96	114
5474.50	6002.50	528.00	100	85
6002.50	6530.50	528.00	98	87
6530.50	7058.50	528.00	76	77
7058.50	7586.50	528.00	69	59
7586.50	8114.50	528.00	96	91
8114.50	8642.50	528.00	97	110
8642.50	8959.83	317.33	130	91

Preliminary Rideability Report (continued) - 2017-CB-070

Profile Data Collected 9/27/2017

Lanes Over Bridge No. 472, East Shore Expressway Northbound/Horton Farm Road to I-195 Westbound

Distance = 0 noted for each lane. Omitted section for Bridge No. 472 over I-195 EB & WB, + 25' before & after bridge joints.

Lane 1 (Lt) from E Shore Expy NB into I-195 WB Lane 4

Distance = 0 at 200' before (south of) Bridge No. 472.
Omitted 30' sections for utility structures in lane.
Omitted last 25' before bridge joint at Broadway Ave.

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
0.00	175.00	175.00	145	101
175.00	502.00	327.00	Bridge No. 472	
502.00	1030.00	528.00	211	212
1030.00	1124.00	94.00	215	218
1154.00	1682.00	528.00	200	252
1682.00	2201.00	519.00	127	163
2231.00	2634.00	403.00	187	185
2664.00	3192.00	528.00	134	106
3192.00	3396.00	204.00	121	69
3426.00	3954.00	528.00	105	83
3954.00	4482.00	528.00	98	76
4482.00	5010.00	528.00	114	86
5010.00	5503.00	493.00	192	151
5533.00	5553.00	20.00	86	156

Lane 2 from E Shore Expy NB to End of Lane

Distance = 0 at 200' before (south of) Bridge No. 472.
Omitted 30' sections for utility structures in lane.

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
0.00	175.00	175.00	95	164
175.00	495.00	320.00	Bridge No. 472	
495.00	1023.00	528.00	223	224
1023.00	1551.00	528.00	146	286
1551.00	1970.00	419.00	204	183
2000.00	2220.00	220.00	200	157
2250.00	2262.75	12.75	266	275

Ramp from Warren Ave to End of Lane on Horton Farm Rd

Distance = 0 at existing cut & match just after crosswalk.

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
0.00	528.00	528.00	217	331
528.00	774.00	246.00	282	329
774.00	1087.75	313.75	Bridge No. 472	
1087.75	1390.67	302.08	183	165

On-Ramp to I-195 WB from Pawtucket Avenue

Distance = 0 at recent cut & match. Omitted 30' sections for utility structures in lane.

Start Distance (ft)	Stop Distance (ft)	Length (ft)	Left Wheel Path IRI (in/mi)	Right Wheel Path IRI (in/mi)
0.00	332.50	332.50	193	211
362.50	577.00	214.50	205	143
607.00	815.50	208.50	116	134
845.50	1373.50	528.00	110	105
1373.50	1461.25	87.75	77	118

401.9901
PAY ADJUSTMENTS

401.01 DESCRIPTION. This specification provides a mechanism for the payment of performance incentives (positive pay adjustments) for binder content, voids, in-place density and rideability.

401.02 MATERIALS. N/A.

401.03 CONSTRUCTION METHODS. N/A.

401.04 METHOD OF MEASUREMENT. Pay adjustments will be measured using the "Method of Measurement" sections of the applicable HMA and rideability specifications.

401.05 BASIS OF PAYMENT. Pay adjustments will be paid using the respective contract unit price for HMA as listed in the proposal in conjunction with the pay adjustment requirements in the HMA and rideability specifications.

402.9901
FRICTION COURSE

DESCRIPTION: Friction Course shall be produced in accordance with the Rhode Island Standard Specifications for Road and Bridge Construction with the following exceptions:

MATERIALS:

1) Performance Graded Binder

The binder shall meet the requirements of PG 64E-28 as specified in AASHTO M 320 and R 29 and shall incorporate at least 2.0% SBS polymer. The nonrecoverable creep compliance versus percent recovery of the binder shall fall above the curve in Figure X1.1 in Appendix X1 of M 332 when plotted. Re-refined engine oil bottoms (REOB) shall not be used in the binder. The Contractor may use an approved warm mix additive (WMA) at a dosage rate recommended by the manufacturer. If a WMA is used it shall be provided at no additional cost to the State.

The mix design shall be a 50 blow Marshall mix meeting the following requirements:

2) Gradation and Asphalt Content Master Range

Sieve Size	Percent Passing
¾"	100
½"	95-100
3/8"	70-100
#4	25-45
#8	20-35
#30	8-15
#50	5-12
#200	2-6
%AC	5.0-7.0
Marshall Stability	750 Minimum
%Voids	5 Minimum
Flow	8-16

3) Mix Production – Lots and Sublots

A standard sublot is 600 tons for HMA sampled at the plant for each production run. A standard lot for each mix is ten sublots. A sample will be randomly selected and tested for each sublot. At least five sublots will be used when calculating pay adjustments.

If the quantity of HMA needed to finish a production run is projected by the Contractor to be less than the standard sublot size of 600 tons, the projected tonnage may be used to select a random sample. If the projected tonnage is not produced or a random sample is unable to be taken, the

Engineer may select a sample at the end of the run or at the paver. If no sample is taken, the tonnage will be added to the previous sublot.

Additional samples may be taken at the discretion of the Engineer.

Adjustments to Lots

If less than five sublots are tested after the end of the final standard lot, they will be added to that lot. Five or more sublots tested after the end of the final standard lot will constitute a separate lot.

Plant Pay Adjustments

(a) Pay adjustments for deviation from the optimum binder content (established by the mix design) in Table 1 will apply:

Table 1 – OBC Pay Adjustments

Deviation from Optimum Binder Content	**Pay Adjustment**
Less than or equal to 0.1 %	+2%
0.2%	+1%
0.3%	0%
0.4%	-5%
0.5%	-15%
0.6%	-30%
0.7%	-40%
Greater than 0.7 %	-50% or Remove and Replace*

* The decision to make 50% payment or Remove and Replace will be made by the Engineer

Note: All deviation values will be rounded to the nearest 0.1% before applying pay adjustments.

(b) Calculation of Pay Adjustments for Production Binder Content

For each test, absolute deviations will be used when determining binder content pay adjustments. Absolute deviations are the values of deviation regardless of sign (±).

The average of the absolute deviations from the optimum binder content of all of the sublots in each lot will be used to determine the appropriate pay adjustments for the lots. No payment will be made for any pavement that is removed.

All other tolerances shall conform to the RI Standard Specifications.

Placement.

A material transfer vehicle shall be used for the placement of friction course in all travel lanes. Spreading of the mixture shall be performed carefully and the operation shall be continuous. In the event that unforeseen circumstances cause the paving operation to cease, a minimum of three loaded trucks will be on site before paving will be allowed to resume. Particular attention shall be given to the joints and all irregularities shall be removed before compacting.

After placement, the mixture shall be completely and uniformly compacted with powered steel drum rollers. A minimum of three rollers shall be operated to handle the output of the plant. At least one shall be used in the vibratory or oscillatory mode. Rolling shall continue until all roller marks are eliminated, the surface is of uniform texture and true to grade and cross section. At least three passes must be made at all locations on the mat. Each roller shall exert a minimum average force of 150 pounds per inch along the width of each drum. At least two of the rollers must have a minimum operating weight of 20,000 pounds as published by the manufacturer. The first pass with the specified roller shall be completed when the temperature of the layer is at least 280°F.

Each lane may be paved so that a longitudinal drop-off remains until the next paving session. Unless otherwise permitted by the Engineer, each subsequent paving operation shall proceed adjacent to the previous. A 12" notched wedge joint maker shall be used. Notched wedge joints shall be sprayed with tack coat at a rate of 0.12 +0.02/-0.00 gallons per square yard. Transverse joints shall be manually brushed with tack coat. Signs conforming to the MUTCD shall be placed in advance of longitudinal drop offs.

The tack coat shall be RS-1 or RS-1h and shall be uniformly applied at a rate of 0.08 +0.02/-0.00 gallons per square yard to the underlying surface to be paved.

Weather Limitations: Friction course shall not be placed on a wet or damp surface or when the temperature of the surface to be paved, in the shade, is less than 55° F, measured prior to placement. It shall only be placed when the air temperature, in the shade, is at least 55° F. If a WMA (warm mix additive) is used both the air and surface temperature in the shade shall be 45° F or greater.

If the Contractor mobilizes and the Weather Limitations come into effect the Contractor shall bear all costs associated with the stopping, delaying or canceling of operations.

METHOD OF MEASUREMENT:

Tolerance Limitation. Pavement will be considered acceptable when meeting the specifications. Pavement that is not accepted will be excluded from the tolerance allowance. When delivery tickets are directly collected by the Engineer from each truck prior to placing in the hopper, the delivery tickets may be used in the determination of total tonnage delivered and placed. Delivery tickets not collected directly by the Engineer prior to placing in the hopper will not be used to determine tonnage.

When delivery tickets are not used to determine tonnage, the accepted total tonnage delivered and placed will be calculated according to the following formula: [final surface course width] x [project length] x [specified pavement thickness] x [the average unit weight of all acceptance density cores] = contract tonnage. If density cores are not required then 96% of the average unit weight of the plant produced Marshall or Gyratory cores shall be used.

Payment will be made at full contract unit bid prices with pay adjustments for all accepted HMA up to 105% of the contract quantity tonnage. Accepted HMA quantities above 105% and up to 110% of the contract quantity tonnage will be paid at 50% of the contract unit bid prices with additional pay adjustments as applicable.

BASIS OF PAYMENT:

The accepted quantity of the HMA will be paid for at its respective contract unit price per ton as listed in the Proposal. The price so-stated constitutes full and complete compensation for all labor, materials and equipment, and for all incidentals required to finish the work, complete and accepted by the Engineer.

Positive pay adjustments for binder content will be applied to the unit bid price for the applicable item code using Section 401.9901. Negative pay adjustments for binder content will be applied to the unit bid price for the applicable item code using a Report of Change.

SECTION 929.0110

FIELD OFFICES AND MATERIALS LABORATORY

Add the following in its entirety to **Para. C. of Subsection 929.03.5 Special Requirements for Field Office**, page 9-55 of the RI Standard Specifications for Road and Bridge Construction (Amended April 2016):

- Four (4) new Microsoft Surface Pro 5 tablet computers with an i7 processor (minimum); 1 TB Solid State Drive (SSD) (minimum); 12.3" touch screen display 2736 x 1824 (267 PPI) (minimum); 16GB of RAM (minimum); Intel® Iris™ graphics; External USB DVD±RW/CD-RW Drive; IEEE 802.11 a/b/g/n compatible; two AC/DC power adaptors; and carrying bag. Installed software shall include the minimum of: Microsoft Windows 10 Pro with the latest service packs and security updates, Microsoft Office Professional (2016 version) with latest service packs, Adobe Acrobat Pro DC (or newer), and Symantec Endpoint Protection 12.1.6 (or better) with subscription support for the life of the project. All installation CDs, licenses, registration codes and user manuals/documentation shall be provided to the Engineer.

- Four (4) Microsoft Surface Pro 5 type covers with North American Layout (color to be determined by the engineer). Each tablet shall be equipped with a screen protector to resist scratches made of tempered glass that does not adversely affect touch sensitivity of the tablet. Each tablet shall also be equipped with a protective case that meets military drop-test standards (MIL STD 810G 516.6) when used with Microsoft Type Cover keyboard, is Compatible with Microsoft Type Cover Keyboard, and has built in Surface Pen storage (color to be determined by the engineer).

Upon completion of the project, the above equipment including all warranties, will become the property of the Rhode Island Department of Transportation.

CODE 943.0200

ON-THE-JOB TRAINING

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 4,000 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.

Table of Contents - Distribution of Quantities

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Estimate Name - Addendum No. 1
R.I. Contract No. - 2017-CB-070
FAP Nos: BRO-472(001), STP-RESF(360)

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Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
167	T20.2020 Cont.	**STRAIGHT, LEFT, RIGHT, OR COMBINED STANDARD 20.1.0**				
		I-195				
		122+50, LT		2.00	0005	01
		122+50, RT		1.00	0005	01
		123+50, LT		2.00	0005	01
		123+50, RT		1.00	0005	01
		71+32, LT		1.00	0005	01
		71+32, RT		1.00	0005	01
		82+65, LT		1.00	0005	01
		82+65, STRAIGHT/RT		1.00	0005	01
		Item T20.2020 Total:		**10.00**		
168	T20.2022	**EPOXY RESIN PAVEMENT MARKING WORD "ONLY" STANDARD 20.1.0**	**EACH**			
		I-195				
		102+55, RT		1.00	0005	01
		122+75		2.00	0005	01
		122+75 RT		1.00	0005	01
		71+68, LT		1.00	0005	01
		71+68, RT		1.00	0005	01
		82+40, LT		1.00	0005	01
		99+80, RT		1.00	0005	01
		Item T20.2022 Total:		**8.00**		
169	T20.2054	**EPOXY RESIN PAVEMENT MARKING WORD "EXIT"**	**EACH**			
		I-195				
		101+75, RT		1.00	0005	01
		99+00, RT		1.00	0005	01
		Item T20.2054 Total:		**2.00**		
170	108.9901	**ICT, HORTON FARM ROAD BRIDGE NO.**	**PDAY**			

Distribution of Quantities

Project Name - Horton Farm Bridge No. 472
Estimate Name - Addendum No. 1
R.I. Contract No. - 2017-CB-070
FAP Nos: BRO-472(001), STP-RESF(360)

Item No.	Item Code	Description	UM	Qty.	Pay Code	Seq. No.
170	108.9901 Cont.	472				
		PROJECT WIDE				
		PROJECT WIDE		45.00	0005	01
		Item 108.9901 Total:		**45.00**		