May 7, 2012

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION DEPARTMENT OF TRANSPORTATION RHODE ISLAND CONTRACT NO.2012-CT-049

FEDERAL-AID PROJECT NO. FAP Nos: STP-SBPG-002

RI*STARS - Aquidneck Island - Contract 1 (HSIP 406 Funds)

Various Locations in the Town of Portsmouth, the Town of Middletown, and the City of Newport. CITY/TOWN OF Portsmouth, Middletown, Newport COUNTY OF 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. General Provisions - Contract Specific

1. APPENDIX B - TRANSPORTATION MANAGEMENT PLAN

Delete page CS-22 in its entirety and replace it with revised page CS-22 (R-1) attached to this Addendum No. 1. TMP Appoval signatures have been added.

B. General Provisions - Job Specific

1. INDEX

Delete page JS-i in its entirety and replace it with page JS-i (R-1) attached to this Addendum No. 1. The Index has been revised.

- SECTION 1 PART 100 AND REFERENCE TO RHODE ISLAND DEPARTMENT OF ADMINISTRATION EMERGENCY PROCUREMENT REGULATIONS SECTION 12 Delete pages JS-1 and JS-2 in their entirety.
- 3. PUBLIC COPY NOTICE

Delete page JS-3 in its entirety.

4. CODES T14.9902, T14.9903, T14.9904, T14.9905 - 1 WAY AND 2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 1 WAY AND 2 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMERS 12 INCH

Delete pages JS-16 and JS-17 in their entirety and replace them with pages JS-16 (R-1), JS-17 (R-1) and JS-17A attached to this Addendum No. 1. Codes T14.9904 and T14.9905 have been added.

C. Drawings/Plans - Change/Addition

1. SHEET NO. 6 - JOB SPECIFIC PLAN SYMBOLS, LEGEND, & NOTES

Delete Sheet No. 6 in its entirety and replace it with Sheet No. 6 (R-1) attached to this Addendum No. 1. The Traffic Signal Plans Legend and Job Specific Legend have been revised. The proposed Pedestrian Pushbutton Sign graphic has been added.

2. SHEET NO. 7 - MISCELLANEOUS DETAILS PLAN - 1

Delete Sheet No. 7 in its entirety and replace it with Sheet No. 7 (R-1) attached to this Addendum No. 1. The "Striping At Island" detail has been revised.

3. SHEET NO. 10 - SIGNING & STRIPING PLAN - 1

Delete Sheet No. 10 in its entirety and replace it with Sheet No. 10 (R-1) attached to this Addendum No. 1. Dimensions have been added/revised.

4. SHEET NO. 11 - SIGNING & STRIPING PLAN - 2

Delete Sheet No. 11 in its entirety and replace it with Sheet No. 11 (R-1) attached to this Addendum No. 1. Dimensions have been added/revised.

5. SHEET NO. 17 - SIGNING & STRIPING PLAN - 8

Delete Sheet No. 17 in its entirety and replace it with Sheet No. 17 (R-1) attached to this Addendum No. 1. Callout "2b - Modify Existing Traffic Signal Controller and Cabinet" has been added.

6. SHEET NO. 46 - SIGNAL PLAN - 1

Delete Sheet No. 46 in its entirety and replace it with Sheet No. 46 (R-1) attached to this Addendum No. 1. The Item Legend and corresponding callouts have been revised. The bar scale has been added. The Federal Aid Project No. has been added. The Callout "2c - Modify Traffic Signal Controller & Cabinet - Memorial Blvd at Bellevue Ave" has been added. The locations of Item "8a - 1-Way, 3 Section Mast Arm Mounted Signal Head 12 Inch" have been revised.

D. Distribution of Quantities

1. INDEX

Delete pages 1 and 2 in their entirety and replace them with pages 1 (R-1) and 2 (R-2) attached to this Addendum No. 1. The index has been revised.

2. T12.9902 - REWIRE EXISTING CONTROLLER CABINET

Delete page 24 in its entirety and replace it with page 24 (R-1) attached to this Addendum No. 1. The item has be added to the project.

RI Department of Transportation Chief Engineer

Page 2 of 2

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

DEPUTY	CHIEF ENG	INEER	STATE	TRAFFIC	ENGINEER	(HIEF ENGINE	IR
Signaturen a Date: 4/1	IK (P Frank Corrao, P 25/12	<i>МаО,</i> Д .е.	Signature Date	Robert Rocch		Signature:	Kazem Farhoumand	
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
Name:	
Title:	
Unit:	
Office Phone:	
Mobile Phone:	
E-Mail:	

CONT	RACTOR (if contract work)
Name:	
Title:	
Company/Unit:	
Office Phone:	
Mobile Phone:	
E-Mail:	

TECHNICAL SPECIFICATIONS – JOB SPECIFIC

STRATEGICALLY TARGETED AFFORDABLE ROADWAY SOLUTIONS – CONTRACT 1

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Date: 4/23/12 RICN: 2012-CT-049 Page: 1 of 3

JOB SPECIFIC

CODES T14.9902, T14.9903, T14.9904, T14.9905 <u>1 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD</u> <u>WITH COUNTDOWN TIMER 12 INCH</u>

<u>1 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD</u> <u>WITHCOUNTDOWN TIMER 12 INCH</u>

2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH

<u>2 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD</u> <u>WITH COUNTDOWN TIMER 12 INCH</u>

DESCRIPTION: This item of work shall conform to the applicable sections of the Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction, 2010 Edition, as amended, with the following additions. All LED Pedestrian Signal Heads, with or without countdown timers supplied for this project shall be identical models of current production. Untried or prototype units shall not be acceptable.

MATERIALS: The materials for this work shall conform to the relevant provisions of the "Rhode Island Standard Specifications for Road and Bridge Construction" with the following additions:

Pedestrian Signal Housings

The Pedestrian signal housings shall be one or two section, as called for on the plans, 12" aluminum.

The single section housings or the upper section of the two-section housings shall be 12" and consist of a double message overlay combining the international symbols of a hand and walking man. The lower section of the two section housings shall be a 12" countdown timer.

General

The LED Pedestrian Signal Module and the Countdown Timer shall operate from -40 to +165°F and shall be completely sealed against dust and moisture intrusion per the requirements of NEMA Standard 250-1991 Sections 4.7.2.1 and 4.7.3.2 for type 4 enclosures.

The measured chromaticity coordinates for the "lunar white" walking man and the "Portland orange" hand shall conform to the chromaticity requirements of Section 8.04 and figure 1 of the VTCSH standard.

The driver board shall drive the LED's at a DC current not exceeding 20 ma.

The LED's shall not show any changes in color over the input line voltage range of 80 VAC to 135 VAC.

The circuitry shall ensure compatibility and proper triggering and operation of load switches and conflict monitors in use by the traffic signals.

The LED modules shall be designed to reduce the intensity of light output by 30% in response to diminished ambient light level. The dimming circuit shall have a 30-second relay to prevent interference from headlights or shadows. The LED drive current shall be regulated just as effectively when in the "dimmed" state.

LED Countdown Signal Module

The LED Countdown Signal Module shall be Model PCS 123 manufactured by Tassimco Corporation or approved equal.

The LED Countdown Signal Module shall be made of two, dual row, 7 segment digits, 8" high, made up of 160 red LED's, and shall be compatible with all makes and models of traffic signal controllers. The module shall be equipped with a test switch to turn on all 7 segments of both digits for verification.

The LED Countdown Signal Module shall have a microprocessor capable of setting its own time when connected to the traffic signal controller. The microprocessor shall be monitored by a watchdog circuit with a flashing LED for confirmation of proper operation. The LED Countdown Signal Module shall continuously monitor the traffic signal controller for any changes to the pedestrian phase time and reprogram itself automatically if needed.

The LED Countdown Signal Module shall have two "user selectable" operating modes:

- 1. "Fixed Time": The timer shall count down the entire duration of the pedestrian walk and clearance times.
- 2. "Coordinated": The timer shall count down the duration of the clearance time only.

The LED Countdown Signal Module shall be initially set up under the "coordinated" mode.

The LED Countdown Signal Module shall have an internal conflict monitor to prevent any possible conflicts between the hand/man symbols and the countdown signals.

The LED Countdown Signal Module shall automatically clear to "0" if a flashing hand becomes solid for more than .750 seconds.

In the case of a power failure, the LED Countdown Signal Module shall be dark during the initial cycle for automatic reprogramming.

METHOD OF PAYMENT: "1 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 1 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 2 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH" shall be measured for payment by the unit "EACH" for each unit installed and accepted by the Engineer.

BASIS OF PAYMENT: "1 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 1 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH; 2 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER 12 INCH" shall be paid for at the contract bid price "EACH" which price and payment shall constitute full compensation for furnishing all labor, materials, mounting brackets, cabling, attachment hardware, field adjustments and settings and other incidentals complete in place and accepted by the Engineer.

TRAFFIC SIGNAL PLANS LEGEND

ITEM NO.	ITEM CODE	ITEM DESCRIPTION
1a	T05.0400	Break Into Existing Handhole
2b	T20.9902	Modify Existing Traffic Signal Controller and Cabinet
2c	T20.9901	Modify Traffic Signal Controller and Cabinet — Memorial Blvd at Bellevue Ave
5р	T14.9902	1 Way Pedestal Mounted LED Pedestrian Signal Head With Countdown Timer 12 Inch
5r	T14.9903	1 Way Bracket Mounted LED Pedestrian Signal Head With Countdown Timer 12 Inch
5s	T14.9904	2 Way Pedestal Mounted LED Pedestrian Signal Head With Countdown Timer 12 Inch
5t	T14.9905	2 Way Bracket Mounted LED Pedestrian Signal Head With Countdown Timer 12 Inch
6f	T06.5330	3 Inch Schedule 40 Polyvinyl Chloride Plastic Conduit — Under Existing Pavement
6h	T06.5430	3 Inch Schedule 80 Polyvinyl Chloride Plastic Conduit - Under Existing Pavement
7a	T04.5303	14 AWG 3 Conductor Cable
7b	T04.5305	14 AWG 5 Conductor Cable
7m	T04.5001	6 AWG Single Conductor Cable 600v Insulation
8a	T14.3513	1 Way, 3 Section Mast Arm Mounted Signal Head 12 Inch
8c	T14.3613	1 Way 3 Section Bracket Mounted Signal Head 12 Inch
10	T13.9901	Heavy Duty Pedestrian Detector — Pushbutton with Sign
11	201.9901	Remove And Salvage Traffic Signal System

NOTE:	SPECIFIC LEGEND SEE MISCELLANEOUS DETAILS 1-2 FOR DIMENSIONS/SPACING.
	,
CW	CROSSWALK
(MED)	MEDIAN STRIPE
RPA	ROUNDABOUT PAVEMENT MARKINGS
RRM	RAILROAD CROSSING PAVEMENT MARKINGS
TWLT	TWO WAY LEFT TURN LANE MARKINGS
YL	YIELD LINE PAVEMENT MARKING
6BW	6″ BROKEN WHITE LANE LINE 10′ LINE SPACED 30′ APART
12CRE	12" WHITE CIRCULATORY ROAD EDGE LINE
(6DSW)	6″ DASHED WHITE LANE LINE 2' LINE SPACED 4' APART
6DWL)	DASHED WHITE LANE LINE 3' LINE SPACED 9' APART
12Y	12" YELLOW SOLID LINE
(4DDY)	4″ DASHED YELLOW LANE LINE 2′ LINE SPACED 4′ APART
BST	BUFFER STRIPING
BLM	BIKE LANE DOTTED LINE MARKING
BLS	BIKE LANE MARKING
SLM	SHARE THE ROAD PAVEMENT MARKING
WPM	WORD PAVEMENT MARKING

TYPICAL SIGN DESIGNATION SYMBOL

- SIGN NUMBER (SIZE) SIGN MOUNTING: POLE = EXISTING LIGHT OR TRAFFIC SIGNAL POLE (SEE RI STD. 24.6.1 IF STREET NAME SIGN) EXISTING = EXISTING SIGN POST



R10-3e PROPOSED PEDESTRIAN PUSHBUTTON SIGN

GENERAL NOTES - TRAFFIC SIGNALS:

- 1. SEE JOB SPECIFIC SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS FOR ADDITIONAL REQUIREMENTS.
- 2. ALL SPLICES SHALL BE MADE INSIDE THE SIGNAL HEADS AT THE TERMINAL BLOCKS.
- THE PEDESTRIAN PUSHBUITONS SHALL BE INSTALLED A MAXIMUM OF 42" ABOVE THE FINISHED GRADE OF THE SIDEWALK IN ACCORDANCE WITH ADA REQUIREMENTS. WHERE THE PUSHBUITONS ARE PROPOSED ON EXISTING TRAFFIC SIGNAL POLES WITH DECORATIVE BASES, THE CONTRACTOR SHALL DEVELOP CUSTOM MOUNTS, IF REQUIRED, TO ENSURE THAT THE BUTTON/SIGN ASSEMBLY IS RIGIDLY MOUNTED AT THE CORRECT HEIGHT TO THE SATISFACTION OF THE ENGINEER. THE LOCATION AND ORIENTATION OF PEDESTRIAN PUSHBUITONS SHALL BE COORDINATED AND APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. WHERE EXISTING PEDESTRIAN PUSHBUITONS ARE BEING REPLACED, CONTRACTOR SHALL INSTALL NEW BUTTONS AT LOCATIONS INDICATED ON THE PLANS WITH SIGNS POINTING TO THE CONTRACTOR SHALL INSTALL NEW BUTTONS AT LOCATIONS INDICATED ON THE PLANS WITH SIGNS FOUNTING TO THE CORRECT LOCATION TO GROSS. IF NEW PUSHBUITTONS BED TO BE INSTALLED AT DIFFERENT LOCATIONS FROM EXISTING, CONTRACTOR SHALL FILL HOLE FROM EXISTING BUTTON BY METHOD APPROVED BY THE ENGINEER AND MAKE NECESSARY WIRING MODIFICATIONS TO ENSURE PROPER OPERATION. PAYMENT FOR FILLING OF THE HOLE AND MODIFICATIONS SHALL BE CONSIDERED INCIDENTAL IN THE BID PRICE OF THE PEDESTRIAN PUSHBUITON.
- 4. THE EXTERIOR OF TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED IN ACCORDANCE WITH THE SPECIAL PROVISION FOR ITEM CODE T14.9901. ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED AT THE MANUFACTURER'S FACTORY. PAINTING OF THE EQUIPMENT OUTSIDE OF THE FACTORY WILL NOT BE ALLOWED.
- 5. THE LOCATIONS OF THE VIDEO DETECTION CAMERAS AND DETECTION ZONES SHOWN ON THE PLANS ARE APPROXIMATE. FINAL SIZE AND LOCATIONS OF THE VIDEO DETECTION ZONES SHALL BE POSITIONED IN THE FIELD AND TESTED IN COOPERATION WITH THE RIDOT DIVISION OF CONSTRUCTION OR ITS REPRESENTATIVE TO ENSURE THAT THE DETECTION ZONES ARE ESTABLISHED TO COVER THE APPROACH WIDTH AND THAT THE DETECTION SYSTEM IS FUNCTIONING TO THE SATISFACTION OF THE RIDOT DIVISION OF CONSTRUCTION. PROPOSED VIDEO DETECTION CAMERAS SHALL BE LOCATED ON THE EXISTING TRAFFIC SIGNAL MAST ARMS AT THE EXACT LOCATIONS CALLED FOR ON THE PLANS (SAME LOCATION AS VIDEO CAMERA BEING REPLACED).
- 6. CONTRACTOR SHALL HAND DIG AT ALL GAS PIPELINE CROSSINGS.
- 7. AWG SINGLE CONDUCTOR CABLE 600V WIRE SHALL BE PLACED IN ALL NEW PVC CONDUITS AND SHALL BE BONDED TO GROUND RODS IN ACCORDANCE WITH SECTION T.03 OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- 8. A ROTARY WHEEL OR OTHER MECHANICAL TRENCHING METHOD IN THE VICINITY OF GAS PIPELINES WILL NOT BE ALLOWED.
- 9. A 1 FOOT VERTICAL CLEARANCE IS REQUIRED BETWEEN NEW CONDUIT AND NATIONAL GRID GAS FACILITIES.
- 10. ALL NEW MANHOLES, HANDHOLES, PULL BOXES, AND FOUNDATIONS SHALL MEET A MINIMUM 2 FOOT LATERAL CLEARANCE AND NOT BE PLACED OVER NATIONAL GRID FACILITIES.
- 11. WHERE EXISTING LOOP DETECTORS ARE BEING REPLACED CONTRACTOR SHALL SPLICE EXISTING LOOP DETECTOR IN ADJACENT HANDHOLE (USING EXISTING FLEXIBLE DUCT) AND UTILIZE EXISTING CABLING TO CONTROLLER CABINET. IF EXISTING FLEXIBLE DUCT CANNOT BE LOCATED CONTRACTOR SHALL BREAK INTO EXISTING HANDHOLE IN ACCORDANCE WITH SPECIAL PROVISION FOR ITEM CODE TOS.9901 AT NO ADDITIONAL COST. THE COST TO BREAK INTO THE HANDHOLE AND REQUIRED RESTORATION SHALL BE CONSIDERED INCIDENTAL TO THE BID PRICE OF THE LOOP DETECTOR. OF THE LOOP DETECTOR

12. THE PROPOSED PEDESTRIAN PUSHBUTTONS SHALL BE EQUIPPED WITH R10-3e SIGNS UNLESS OTHERWISE NOTED.

GENERAL NOTES - SIGNS:

- 1. ALL NEW DIRECTIONAL, REGULATORY, WARNING, GUIDE SIGNS AND PARKING SIGNS SHALL HAVE SIGN SUPPORTS. UNLESS OTHERWISE INDICATED, SIGN MOUNTINGS SHALL BE R.I. STD. 24.2.0 OR 24.6.0 AS APPROPRIATE.
- 2. PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE RIDOT.
- 3. ALL SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7' OVER THE SIDEWALK.
- 4. ALL TEMPORARY CONSTRUCTION SIGNS AND TRAFFIC BARRICADES ARE TO BE REMOVED FROM THE ROADWAY WHEN THEY ARE NOT REQUIRED FOR CONTROL OF TRAFFIC.
- TEMPORARY CONSTRUCTION SIGN PANELS SHALL BE 3/4" THICK EXTERIOR GRADE PLYWOOD CONFORMING TO SECTION M-19 OF THE STANDARD SPECIFICATIONS.
- ALL SIGN RADII AND BORDERS SHALL BE AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED.
- 7. AT NO TIME WILL THE CONES, BARRICADES OR DRUMS BE ALLOWED TO COVER THE LANES OF OR EXTEND INTO AN OPEN LANE.

GENERAL NOTES - PAVEMENT MARKINGS:

- 1. ALL PERMANENT PAVEMENT MARKINGS FOR THIS PROJECT SHALL BE EPOXY RESIN. PAVEMENT MARKINGS SHALL BE PLACED ON THE FINAL SURFACE COURSE NO SOONER THAN 2 WEEKS BUT NO LONGER THAN 4 WEEKS FROM COMPLETION OF PAVING OPERATIONS.
- THE LOCATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 EDITION, AS AMENDED.
- WHERE EXISTING PAVEMENT MARKINGS CONFLICT WITH PROPOSED PAVEMENT MARKINGS, EXISTING MARKINGS SHALL BE REMOVED BY METHOD APPROVED BY THE RIDOT. 4. LIMITS OF PROPOSED PAVEMENT MARKINGS SHALL MEET EXISTING STRIPING, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL VERIFY AND RECORD PAINT MARKING LOCATIONS PRIOR TO ANY PAVEMENT REMOVAL. MARKINGS SHALL BE REPLACED IN ORIGINAL LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ENTIRE SHEET REPLACED BY ADDENDUM NO.



ADDENDUM NO. 1

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TRAFFIC SIGNAL PLANS SYMBOLS

- UTILITY POLE
- EXISTING CONTROLLER CABINET $\mathbf{\mathbf{x}}$
 - PROPOSED CONTROLLER CABINET EXISTING HANDHOLE
- PROPOSED HANDHOLE
- TRAFFIC SIGNAL HEAD
- ED TRAFFIC SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- ED PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON ED PEDESTRIAN PUSH BUTTON
 - SIGN
 - ED SIGN
 - CONDUIT
 - ED CONDUIT TRAFFIC SIGNAL PEDESTAL OR SPAN POLE
 - MAST ARM POLE
- LOOP DETECTOR
- ED LOOP DETECTOR

	FED. ROAD STATE FEDERAL AD FISCAL SHEET TOTA							
	R-1 1 RI STP-SBPG-002 6 53							
1.	GENERAL NOTES:							
	WORDFICATIONS TO THE STATE OF RHODE ISLAND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE SPECIFICATIONS ACCOMPANYING THESE PLANS. IN CASE OF CONFLICT, THE SPECIAL PROVISIONS OF THE SPECIFICATIONS ACCOMPANYING THESE PLANS SHALL GOVERN.							
2.	ALL ITEMS NOT REFERENCED FOR MODIFICATION WILL BE "EXISTING TO REMAIN" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.							
3.	THE TERM "PROPOSED" (PROP.) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE, RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).							
4.	ANY EXISTING PROPERTY THAT WAS NOT PROPOSED TO BE MODIFIED THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE RIDOT.							
5.	THE CONTRACTOR SHALL PLACE ALL EQUIPMENT AND MATERIAL AS FAR AWAY AS POSSIBLE FROM THE EDGE OF THE TRAVEL LANE SO AS NOT TO CAUSE A SAFETY HAZARD, IN ACCORDANCE WITH SECTION 106.06 OF THE R.I.D.O.T. STANDARD SPECIFICATION, LATEST EDITION.							
6.	DIMENSIONS SHOWN ON THE PLANS ARE APPROXIMATE.							
7.	ANY BRICK, PAVER, OR STAMPED CONCRETE/ASPHALT SIDEWALK OR ROADWAY DISTURED BY CONSTRUCTION ACTIVITIES SHALL BE REPARED BY THE CONTRACTOR AT NO ADDITIONAL COST. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE PRICE BID FOR THE ASSOCIATED WORK ITEM CAUSING THE DAMAGE. ANY BRICK, PAVER, OR STAMPED CONCRETE/ASPHALT SIDEWALKS OR ROADWAYS DAMAGED, OR TO BE RESTORED SHALL MATCH THE SAME MATERIALS THAT EXIST, INCLUDING CONCRETE BASE, UNLESS OTHERWISE INDICATED ON THE PLANS.							
8.	ANY EXISTING WHEELCHAIR RAMPS DISTURBED BY CONSTRUCTION ACTIVITY SHALL BE REPLACED WITH NEW ADA COMPLIANT WHEELCHAIR RAMPS AT NO ADDITIONAL COSTS.							
9.	ALL EXISTING RIDOT RIGHT-OF-WAY (ROW) LINES AND PRIVATE PROPERTY LINES, WHERE SHOWN, ARE BASED ON DIGITIZED PLANS AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.							
10.	THE COST OF ANY CURB CUTTING REQUIRED TO INSTALL NEW CURB WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE NEW CURB.							
11.	INTERSECTING ROADS SHALL BE REPAIRED TO THE LIMITS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE PAVEMENT MAKE-UP SHALL BE AS SHOWN ON THE PLANS AND TYPICAL DETAILS.							
	NO BLASTING SHALL BE ALLOWED ON THIS PROJECT.							
13.	THE LIMITS OF CLEARING AND SURFACE DISTURBANCE MUST BE STRICTLY ADHERED TO IN ALL AREAS. IN ADDITION TO THOSE AREAS SPECIFICALLY DESIGNATED ON THE PLANS, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND PLACING, AT HIS OWN EXPENSE, PLANTABLE SOLI AND SEED IN AREAS WHICH ARE OUTSIDE OF THE PROJECT'S AREAS OF DISTURBANCE AND WHICH ARE IMPACTED BY CONSTRUCTION OPERATIONS INCLUDING THOSE AREAS WHERE VEHICLES, EQUIPMENT AND MATERIALS ARE STORED WITH THE PERMISSION OF THE ENGINEER.							
14.	UNDER NO CIRCUMSTANCE WILL THE CONTRACTOR BE ALLOWED TO STOCKPILE REMOVED PAVEMENT MATERIALS WITHIN THE PROJECT LIMITS.							
15.	CLEANING AND SWEEPING OF PAVEMENT WILL INCLUDE REMOVAL OF ALL PAVEMENT DEBRIS PRIOR TO THE PLACEMENT OF EACH BITUMINOUS PAVEMENT LIFT. ALL CLEANING AND SWEEPING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.							
16.	PRIOR TO INSTALLATION, ALL SIGNS, MOUNTINGS AND LOCATIONS SHALL BE APPROVED OR MODIFIED BY THE ENGINEER.							
17.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROADWAYS FREE OF DEBRIS RESULTING FROM THEIR CONSTRUCTION OPERATIONS. ALL DEBRIS SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE RIDOT.							
18.	THE EXISTING GEOMETRY AND TRAFFIC SIGNAL SYSTEM SHOWN ON THE PLANS ARE GRAPHICAL ONLY AND ARE APPROXIMATE BASED ON DIGITIZED RECORD RIDOT PLANS OR GOOGLE AERIAL MAPPING.							
19.	WHERE SHOWN ON THE PLANS, THE LOCATION OF EXISTING TRAFFIC SIGNAL EQUIPMENT INCLUDING HANDHOLES AND CONDUIT RUNS ARE ESTIMATED AND APPROXIMATE BASED ON RECORD RIDOT PLANS AND INFORMATION OBTAINED DURING FIELD REVIEWS CONDUCTED BY VHB IN 2011.							
	GENERAL NOTES - TRAFFIC CONTROL							
1.	ALL TRAFFIC CONTROL SETUPS SHALL BE COORDINATED WITH CONCURRENT CONSTRUCTION CONTRACTS TO DETERMINE IF SIGNS AND SETUPS SPECIFIED ARE APPROPRIATE.							
2.	ALL TEMPORARY SIGNS SHALL HAVE BLACK COPY ON ORANGE BACKGROUND AND SHALL BE INSTALLED ACCORDING TO THE RHODE ISLAND STANDARDS 24.3.0 & 29.1.0.							
3.	EXISTING OR TEMPORARY SIGNS WHICH ARE IN CONFLICT WITH THE DAILY TRAFFIC MANAGEMENT SETUPS SHALL BE COVERED. IMMEDIATELY PRIOR TO COMPLETION, CONTRACTOR SHALL UNCOVER SIGNS.							
4.	WORKERS SHALL WEAR VESTS OF REFLECTIVE ORANGE, YELLOW, YELLOW-GREEN, OR FLUORESCENT VERSIONS OF THESE COLORS.							
5.	ANY CONSTRUCTION SIGNS THAT ARE PLACED BEHIND CHANNELIZING DEVICES MUST BE MOUNTED AT A HEIGHT THAT WILL MAKE THEM VISIBLE TO MOTORISTS.							
6.	THE CONTRACTOR SHALL COVER ALL EXISTING AND/OR TEMPORARY SIGNS THAT ARE NOT RELEVANT TO THE TRAFFIC CONTROL REQUIRED DURING ANY PARTICULAR STAGE OF THE CONTRACT.							

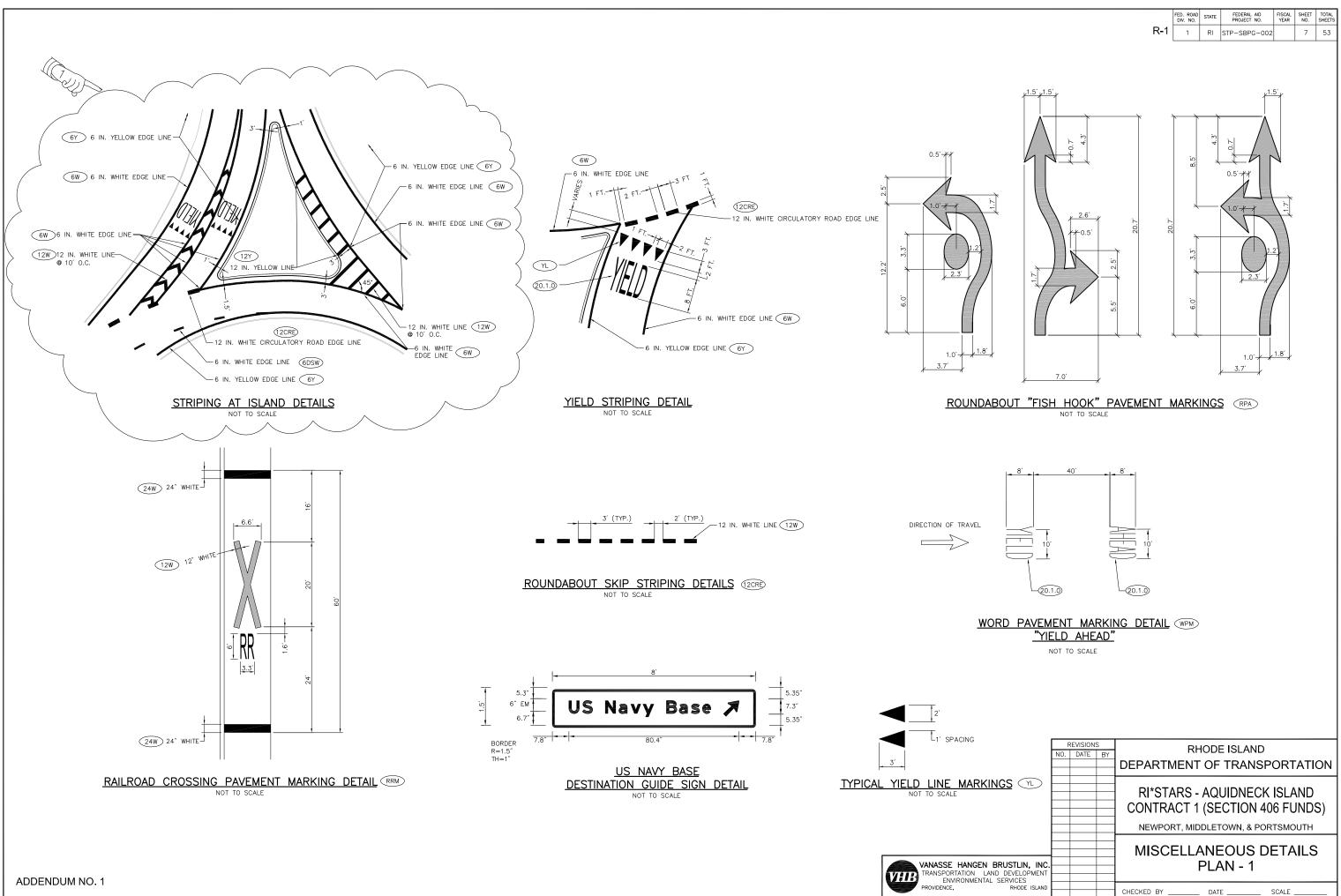
	RI*STARS - AQUIDNECK ISLAND
	CONTRACT 1 (SECTION 406 FUNDS)
	NEWPORT, MIDDLETOWN, & PORTSMOUTH

JOB SPECIFIC PLAN SYMBOLS. **LEGEND & NOTES**

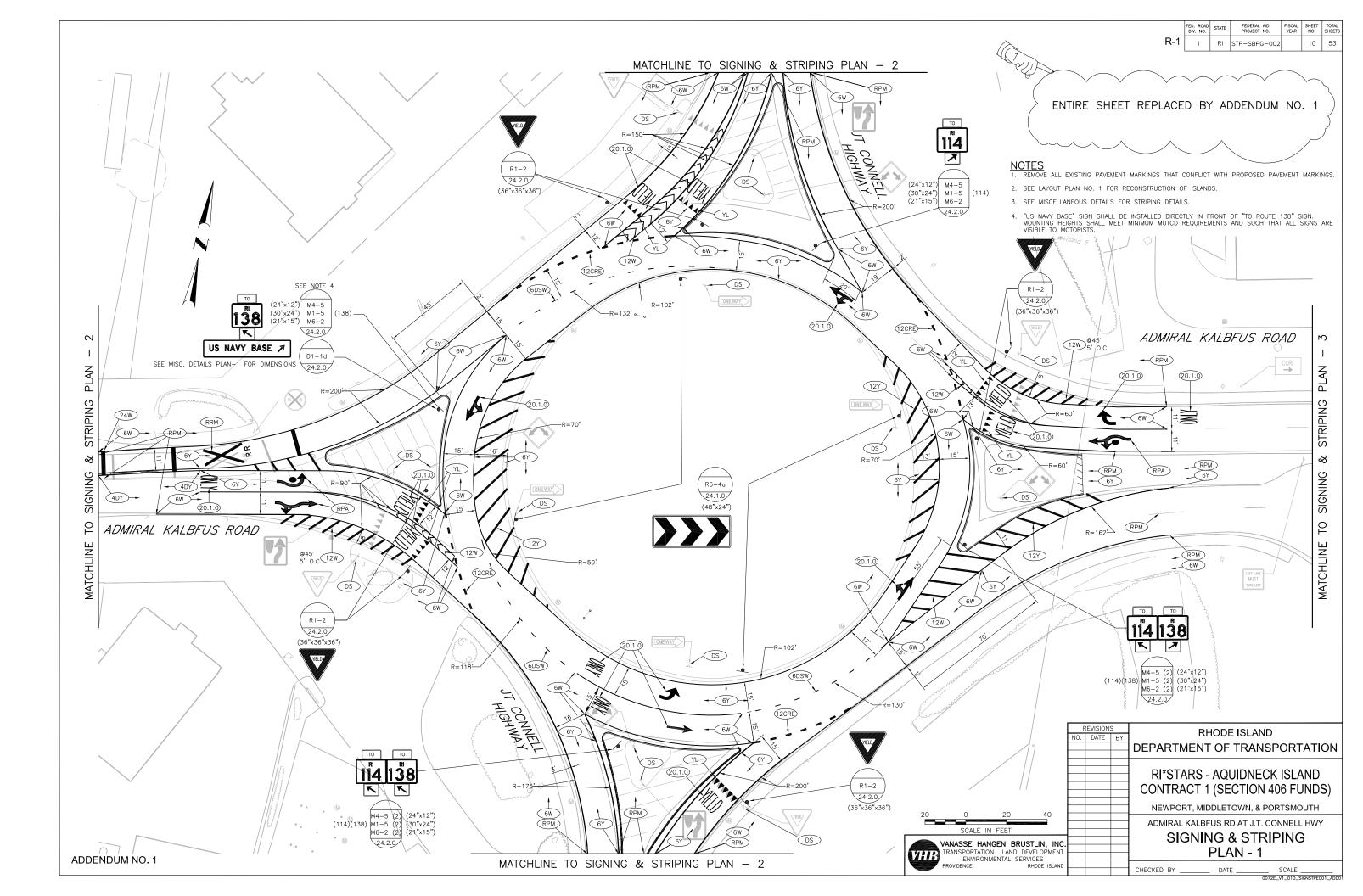
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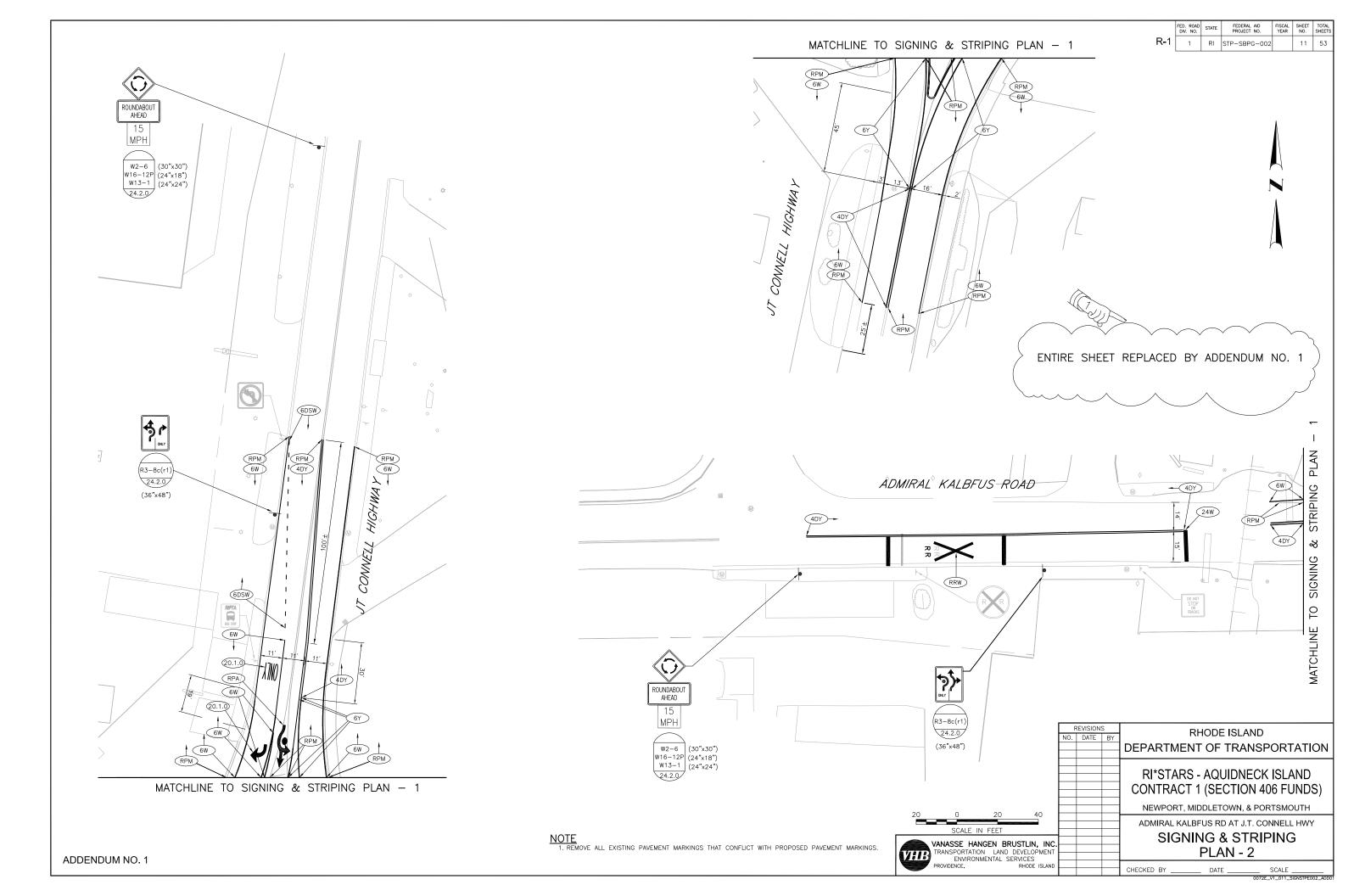
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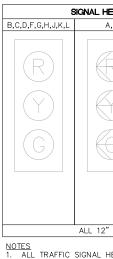
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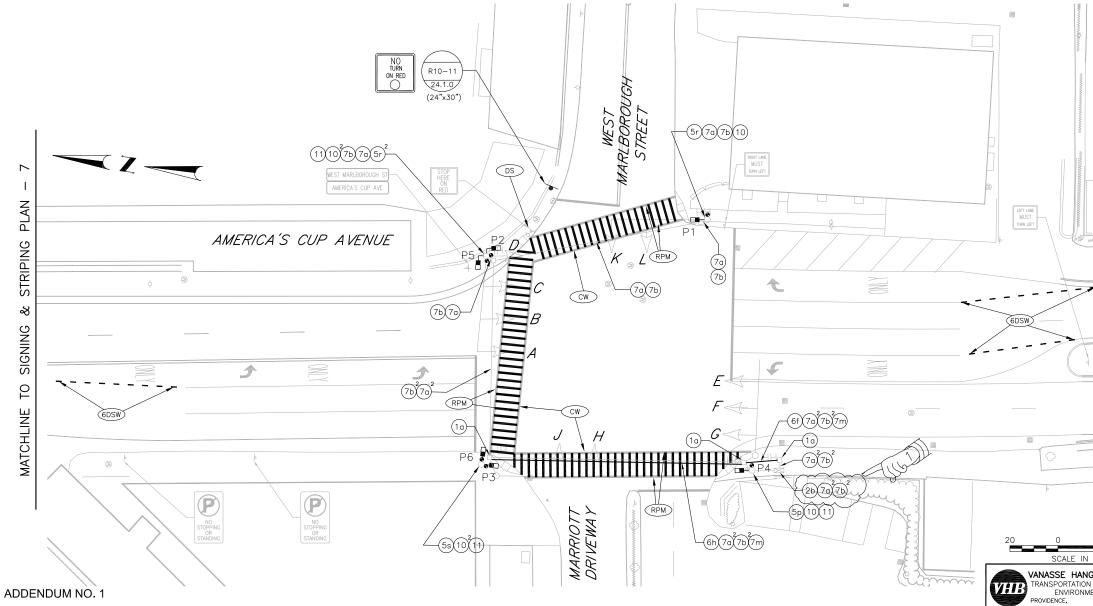




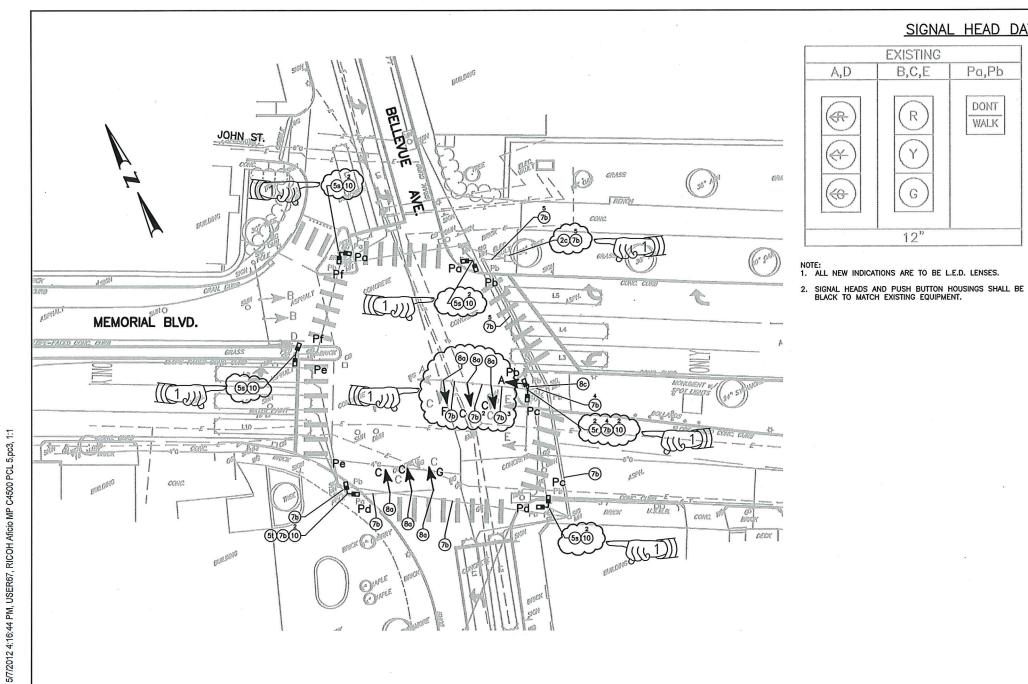
NOTES: 1. THE ITEM "REMOVE AND SALVAGE TRAFFIC SIGNAL SYSTEM" SHALL INCLUDE THE FOLLOWING MAJOR ITEMS AND SHALL BE ACCOMPLISHED IN ACCORDANCE WITH SPECIAL PROVISION FOR ITEM CODE 201.9901: ALL PEDESTRIAN SIGNAL HEADS, PEDESTRIAN CROSSING SIGNS, PEDESTRIAN PUSH BUTTONS, AND ASSOCIATED EQUIPMENT.

2. EXTERIOR OF PROPOSED TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED IN ACCORDANCE WITH THE SPECIAL PROVISION FOR ITEM CODE T14.9901.

3. NEW PEDESTRIAN SIGNALS FOR WEST MARLBOROUGH STREET CROSSING TO BE WIRED TO EXCLUSIVE PEDESTRIAN PHASE (PHASE 3).



					FED. ROAD DIV. NO.	STATE	FEDERAL AID PROJECT NO.	FISCAL	SHEET	TOTAL
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	ALL 12" LENS									
NOTES 1. ALL TRAFFIC SI	IGNAL HEADS AR	E EXISTING								
2. ALL PEDESTRIA			SED							
2. ALL TEDEDINA			020							
EGSW		CHLINE TO SIGNING & STRIPING PLAN - 9								
		H	REVISIONS NO. DATE BY	-	RH	IOD	E ISLAND			
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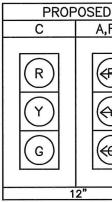
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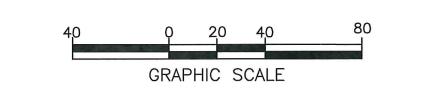


SIGNAL HEADS A, C, F HAVE POLYCARBONATE

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ADDENDUM NUMBER 1

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,F,G									
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R	20	T12.990)1 Modify Tro	affic Signa	I Contr	ol & Cabinet -	\sim	\sim	
$\widehat{\gamma}$	80	T14.351	3 1 Way, 3		last Ar	Bellvue Ave. m Mounted Signal			
	8c 5r	T14.361 T14.990	03 1 Way Br	acket Mo	unted	t Mounted Signal LED Pedestrian S			
(\$ 5s	T14.990	04 2 Way Pe	edestal Ma	ounted	2 Inch and Sign LED Pedestrian 2 Inch and Sign	Signal	Head	with
	5 t	T14.990	05 2 Way Bi	racket Mo	unted	LED Pedestrian S 2 Inch and Sign	Signal	Head v	with {
		T04.530 T13.990	05 14 AWG	5 Conduc	tor Ca		utton	with Si	gn 👌
F&G EHOUSII		201.990	01 Remove	And Salva	ge Tra	ffic Signal System	m	مر	2
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	SHL	ALL INCLUDE TH	HE FOLLOWING ACCORDANCE V	MAJOR IT	EMS A	ND SHALL BE			
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		SIGNS, PEDES EQUIPMENT. VEHICULAR SIG	TRIAN PUSH BU	UTTONS, A	AND AS	SOCIATED			
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						TRACT 1			
			NEWPO	ORT, MI	DDLE	TOWN & POR	TSMC	UTH	
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SCALE _1"=40' DATE ____ 0072E_V1_046-TSIGNALMEM001_ADD01

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Table of Contents - Distribution of Quantities

Project Name - RI*STARS - Aquidneck Island - Contract 1 (HSIP 406 Funds)

Estimate Name - Addendum

R.I. Contract No. - 2012-CT-049

FAP Nos:	STP-SBPG-002
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	FAP NOS: STP-SBPG-UUZ	_
	Description	Page
201.0402 201.0403		1 1
201.0403		
201.0409	REMOVE AND DISPOSE FLEXIBLE PAVEMENT REMOVE AND DISPOSE DIRECTIONAL, WARNING, REGULATORY,	1
201.0010	SERVICE, AND STREET SIGNS	T
201.9901	REMOVE AND SIRVEI SIGNS REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT	2
202.0700		3
202.0700		3
601.0300		3
906.0110		3
906.0111	GRANITE CURB, QUARRY SPLIT CIRCULAR, STANDARD 7.3.0	3
914.5010	FLAGPERSONS	4
914.5020	FLAGPERSONS - OVERTIME	4
922.0100	TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0 AND 27.1.1	
923.0105		4
923.0120		4
923.0200		4
924.0113		5
928.0800		5
	BOARD	
929.0110	FIELD OFFICE	5
931.0110	FIELD OFFICE CLEANING AND SWEEPING PAVEMENT FULL-DEPTH SAWCUT OF BITUMINOUS PAVEMENT	5
932.0200	FULL-DEPTH SAWCUT OF BITUMINOUS PAVEMENT	5
932.0230	FULL DEPTH SAWCUT OF PORTLAND CEMENT CONCRETE	5
	SIDEWALK/DRIVEWAY	
936.0110		б
937.0200	MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION	б
L01.0102		6
L02.0102	RESIDENTIAL SEEDING (TYPE 2)	6
T04.5001	RESIDENTIAL SEEDING (TYPE 2) 6 AWG SINGLE CONDUCTOR CABLE 600V INSULATION	6
Т04.5303	14 AWG 3 CONDUCTOR CABLE	7
Т04.5305	14 AWG 5 CONDUCTOR CABLE	7
T05.9901		7
T06.5330	3 INCH SCHEDULE 40 POLYVINYL CHLORIDE PLASTIC CONDUIT - UNDER EXISTING PAVEMENT	7
T06.5430	3 INCH SCHEDULE 80 POLYVINYL CHLORIDE PLASTIC CONDUIT - UNDER EXISTING PAVEMENT	8
T12.9901	MODIFY TRAFFIC SIGNAL CONTROLLER AND CABINET	8
T13.1000	TRAFFIC DETECTORS-LOOP, STANDARD 19.6.0	8
T13.9901	HEAVY DUTY PEDESTRIAN DETECTOR - PUSHBUTTON WITH SIGN	8
T14.3513	1 WAY 3 SECTION MAST ARM MOUNTED SIGNAL HEAD 12 INCH	9
T14.3613	1 WAY 3 SECTION BRACKET MOUNTED SIGNAL HEAD 12 INCH	9
T14.9901	1 way pedestal mounted led pedestrian signal head 12 inch with count down timer 12 inch	9
T14.9902	1 WAY BRACKET MOUNTED LED PEDESTRIAN SIGNAL HEAD 12 INCH WITH COUNT DOWN TIMER 12 INCH	10
T14.9903	2 WAY PEDESTAL MOUNTED LED PEDESTRIAN SIGNAL HEAD 12 INCH WITH COUNT DOWN TIMER 12 INCH	11
T15.0100	DIRECTIONAL REGULATORY AND WARNING SIGNS	11
T15.0200	REMOVE AND RELOCATE DIRECTIONAL REGULATORY AND WARNING SIGN	13
T15.1000	STREET SIGN ASSEMBLY STD. 24.6.1	13
T15.1100	STREET SIGN - OVERHEAD MOUNTED	13
T15.2000	PARKING SIGNS	13
T20.1000	REMOVE EXISTING PAVEMENT MARKINGS	14
T20.2006	6 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	15

Addendum - 1

Table of Contents - Distribution of Quantities

Project Name - RI*STARS - Aquidneck Island - Contract 1 (HSIP 406 Funds)

Estimate Name - Addendum

R.I. Contract No. - 2012-CT-049 FAP Nos: STP-SBPG-002

ItemCode	Description	Page
T20.2012	12 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	17
T20.2014	4 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW	18
Т20.2016	6 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW	19
Т20.2020	EPOXY RESIN PAVEMENT ARROW - STRAIGHT, LEFT, RIGHT, OR	20
	COMBINED STANDARD 20.1.0	
Т20.2022	EPOXY RESIN PAVEMENT MARKING WORD "ONLY" STANDARD 20.1.0	21
Т20.9901	EPOXY RESIN PAVEMENT MARKING WORD "YIELD" STANDARD 20.1.0	21
T20.9902	EPOXY RESIN PAVEMENT MARKING WORD "AHEAD" STANDARD 20.1.0	22
T20.9903	EPOXY RESIN PAVEMENT MARKING YIELD LINE SYMBOL	22
Т20.9904	ROUNDABOUT FISH HOOK PAVEMENT MARKINGS	22
т20.9905	12 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW	22
Т20.9906	24 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	23
T20.9907	EPOXY RESIN PAVEMENT MARKING-HELMETED BICYCLIST SYMBOL	23
	WITH ARROW	
T20.9908	EPOXY RESIN PAVEMENT MARKING-SHARED LANE	24
T12.9902	REWIRE EXISTING CONTROLLER CABINET	24

Distribution of Quantities

Distribution of Quantities								
Project Name - RI*STARS - Aquidneck Island - Contract 1 (HSIP 406 Funds) Estimate Name - Addendum R.I. Contract No 2012-CT-049 FAP Nos: STP-SBPG-002								
Item <u>No.</u>	Item Code	Description	UM	Qty.	Pay Code	Seq. No.		
060	T20.9908	EPOXY RESIN PAVEMENT	EACH					
		MARKING-SHARED LANE						
		CODDINGTON HWY CORRIDOR						
		SIGNING & STRIPING PLAN 29		2.00	0021	01		
		SIGNING & STRIPING PLAN 36		3.00	0021	01		
		Item T20.9908 Total	.:	5.00	-			
061	T12.9902	REWIRE EXISTING CONTROLLER CABINET	LS					
		AMERICAS CUP AVENUE AT W.						
		MARLBOROUGH STREET						
		SIGNING & STRIPING PLAN NO. 8	3	1.00	0021	01		

Item T12.9902 Total: 1.00