

SOLICITATION INFORMATION

May 3, 2013

RFQ #7464375

**TITLE: STATEWIDE SIGN AND DELINEATOR
INSTALLATION & REMOVAL – MPA #484**

CLOSING DATE AND TIME: 5/29/13 – 11:30 AM

PRE-BID/ PROPOSAL CONFERENCE: YES DATE: 5/21/13 – 9:00 AM
MANDATORY: NO
LOCATION: DOT-TMC CONFERENCE ROOM, 2 CAPITOL HILL, PROVIDENCE, RI

SURETY REQUIRED: NO
BOND REQUIRED: NO

**LISA HILL
CHIEF DOT BUYER**

LH/dls

**Vendors register on-line at the State Purchasing Website at www.purchasing.ri.gov
to be able to download a Bidder Certification Cover Form.**

NOTE TO VENDORS:

**OFFERS RECEIVED WITHOUT THE ENTIRE COMPLETED THREE-PAGE RIVIP
GENERATED BIDDER CERTIFICATION FORM ATTACHED MAY RESULT IN
DISQUALIFICATION.**

THIS PAGE IS NOT A BIDDER CERTIFICATION FORM

Disk Based Bidding Information

File Format

All disk based bid files are ZIP files that you can open using the **WinZip 8.1** software. The ZIP file will contain one or more files based on the type of Bid/RFP.

Downloading the Disk Based Bid

Bids that have a file for download are marked with a "D" in the Info field of the bid search results. The "D" will be an active link to the WinZip file until the bid reaches its opening date. Clicking on the active "D" link will allow you to open or save the ZIP file associated with the bid. Opening the WinZip file will download a copy to your computer's temporary directory.

Opening the Disk Based Bid

Once downloaded, you can open the ZIP file with Winzip and view the Microsoft Office files contained within the WinZip file. Immediately save (extract) the individual files to an appropriate directory on your computer, such as "Desktop" or "My Documents".

Completing the Disk Based Bid

Once the Microsoft Office files are properly saved, open the individual files and enter the required information in the appropriate fields. Save each file again to capture the new information you entered.

Submitting the Disk Based Bid

Save the completed files to a CD or diskette. Label the CD or diskette with the Bid/RFP number and bidder's name (company name, not contract name). Submit as instructed in the Bid or RFP solicitation document.

MASTER PRICE AGREEMENT:
STATEWIDE SIGN AND DELINEATOR INSTALLATION & REMOVAL
ADMINISTRATIVE PROCEDURES / SCOPE OF WORK

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APPENDICES

Appendix A: Example Work Order Package Requests for Quotes (WOP-RFQ) Proposal Sheets

- Example "Minor" WOP-RFQ
- Example "Moderate" WOP-RFQ
- Example "Major" WOP-RFQ

Appendix B: Forms

- Work Notification Form (Blank)

Appendix C: RIDOT Contact Person Information

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MASTER PRICE AGREEMENT:
STATEWIDE SIGN AND DELINEATOR INSTALLATION & REMOVAL
ADMINISTRATIVE PROCEDURES / SCOPE OF WORK

1 GENERAL

1.1 Purpose & Description

The purpose of this Master Price Agreement (MPA) is to enable Agencies in the State of Rhode Island to provide for the completion of sign and delineator installation and removal work throughout the State on an as-needed basis. Work to be completed may include the furnishing, layout, installation, and/or removal of signs (including, but not limited to, directional, regulatory, and warning signs), delineators (including ground-, surface-, and barrier-mounted delineators), and other incidentals (including, but not limited to, temporary control of traffic) necessary to properly complete all work as directed by the Agency.

The MPA will be awarded to the Vendor(s) submitting the lowest responsible and responsive Bid Proposal(s) in response to the MPA solicitation. It is expected that the MPA will be awarded to a minimum of two (2) and maximum of five (5) Vendors, however the State, at its sole option, reserves the right to award to more or less, as it deems in its best interest.

As work needs develop during the Effective Period of the MPA, Agencies will issue Work Order Package Requests for Quotes (WOP-RFQs) to Vendors on a competitive basis. WOP-RFQs will include one or more Work Orders detailing the location(s), character, dimensions, and details of the desired work, typically including a plan and estimated work item quantities. Work locations will be limited to all areas within the public right-of-way in the State of Rhode Island and Providence Plantations. Most work locations will abut travelways (e.g., freeways, expressways, arterial, collector and local roadways, shared-use paths) and/or parking areas. Vendors must submit a Work Order Package Quote (WOPQ) to the Agency in response to each WOP-RFQ to be considered for award of the WOP-RFQ work. The Agency will review the WOPQs and the Vendor(s) whose WOPQ constitutes the lowest responsible and responsive price offer(s) for the items of work included in the WOP-RFQ will be issued a Purchase Order to complete the work. All work shall be completed in accordance with the latest Edition of the Manual on Uniform Traffic Control Devices (MUTCD).

The Effective Period of this MPA shall be **TWO (2) YEARS**, with the State reserving the option to extend the MPA up to two (2) additional years.

1.2 Definitions

Master Price Agreement (MPA): The agreement between the State and the Vendor for the performance of work as prescribed in its Administrative Procedures / Scope of Work; The "Contract" as referenced and defined in the Standard Specifications

Engineer: The RIDOT Chief Engineer, acting directly or through his or her duly authorized representatives, who is responsible for engineering and administrative supervision of the Master Price Agreement

Bid Proposal: The proposal submitted by a Vendor in response to the Master Price Agreement solicitation, including, but not limited to, the bid offer of the Vendor to perform the stated items of work at prices no greater than those specified in said proposal

MUTCD: The Manual on Uniform Traffic Control Devices, latest Edition with all Revisions

RIDOT: The Rhode Island Department of Transportation; The "Department" as referenced and defined in the Standard Specifications

Agency: Any of the State of Rhode Island departments, agencies, institutions of higher education, or other designated public bodies, and other public entities (e.g., cities and towns) authorized to utilize the State of Rhode Island Master Price Agreement contract pricing

Standard Details: The RIDOT Standard Details, latest Edition with all Revisions

Standard Specifications: The RIDOT Standard Specifications for Road and Bridge Construction, latest Edition with all Compilations of Approved Specifications

Work Summary Report: The report, prepared by the Vendor and submitted to the RIDOT, summarizing all work completed by the Vendor under the Master Price Agreement as of the date of the report

Vendor: The individual, partnership, corporation, or any combination thereof, or joint venture contracting with, or proposing to contract with, the State for performance of the prescribed work under the Master Price Agreement; The "Contractor" as referenced and defined in the Standard Specifications

Work Order: The document(s) that show the location(s), character, dimensions, and details of the work to be performed, typically including a plan(s) and estimated work item quantities; The "Plans" as referenced and defined in the Standard Specifications

Work Order Package Quote (WOPQ): The proposal/quote submitted by the Vendor in response to a Work Order Package Request for Quotes, complete with the Vendor's specified unit and extended prices for each item of work

Work Order Package Request for Quotes (WOP-RFQ): The package, consisting of one or more Work Orders and a proposal sheet listing the items and estimated quantities of work, issued to Vendors during the Effective Period of the Master Price Agreement to solicit Work Order Package Quotes

1.3 References

- *Manual on Uniform Traffic Control Devices for Streets and Highways*, Federal Highway Administration <http://mutcd.fhwa.dot.gov/>
- *Standard Specifications for Road and Bridge Construction*, RIDOT <http://www.dot.state.ri.us/>
- *Rhode Island Standard Details*, RIDOT <http://www.dot.state.ri.us/>
- *Standard Highway Signs and Markings*, Federal Highway Administration <http://mutcd.fhwa.dot.gov/>
- *Traffic Design Manual*, RIDOT <http://www.dot.state.ri.us/>

1.4 Enabling Clause

This document is written assuming that the RIDOT is the Agency issuing Work Order Package Requests for Quotes (WOP-RFQs), reviewing Work Order Package Quotes, and awarding WOP-RFQ work to Vendors. In all cases where the RIDOT is not such Agency, the Vendor shall comply with any and all special requirements of the requesting Agency that are in addition to those outlined in this document. Such special requirements may include, but are not limited to, signing a written agreement(s) between the Vendor and the Agency, shorter and/or longer submittal and/or work completion timeframes, and coordination with/notification of appropriate Agency representatives.

The Vendor shall furnish all items quoted herein to any city, town, or other governmental subdivision at the same price and terms as quoted to the State of Rhode Island. All ordering and billing is to be between the Vendor and the governmental unit involved.

2 MASTER PRICE AGREEMENT SOLICITATION & AWARD

2.1 Vendor Requirements & Qualifications

Vendors must submit a Bid Proposal, complete and in conformance with the provisions of this section, in response to the solicitation for the Master Price Agreement (MPA) to be considered by the State as eligible for award of the MPA.

The submitted Bid Proposal shall include, but not be limited to, the following:

- The bid offer, complete with the Vendor's specified maximum unit and extended total bid price for each item of work (see Section 2.2)
- The Transportation Management Plan, complete with the Vendor's identified TMP Implementation Manager (see Section 4.3)

The Vendor, by submission of the Bid Proposal, certifies the following:

- The Vendor has a minimum of three (3) years of experience in completing the same and/or similar items of work included in the Bid Proposal, all while working as a contractor on government-owned projects.
- The Vendor owns (or leases in the Vendor's possession) equipment capable of meeting the specifications set forth in the Standard Specifications and the Scope of Work.
- The Vendor is in compliance with Section 12.102 – Bidding Requirements of the State of Rhode Island Department of Administration Division of Purchases Procurement Regulations, except for those Subsections and paragraphs including a reference(s) to Quest Lite, which shall not be applicable.

Bid Proposals shall be delivered to the State on or before the date indicated in the MPA solicitation.

2.2 MPA Work Items & Quantities

The work items included in the Master Price Agreement (MPA) solicitation are the work items that may be called for in Work Orders issued under the MPA. The quantities of such items included in the MPA solicitation are only an estimation of the extent of work that is anticipated during the Effective Period of the MPA. **The Vendor shall note that the actual quantities of work items to be called for in Work Orders are indefinite at the start of the MPA and may be less or greater than indicated in the MPA solicitation.**

The Vendor shall specify a unit and extended bid price for each work item in the blank proposal and submit this bid offer as part of its Bid Proposal. **The unit prices bid by the Vendor in the Bid Proposal are the maximum unit prices the Vendor will be allowed to invoice for under the MPA** (the actual completed and accepted quantities of work items will be used with the appropriate price as bid in the Vendor's Work Order Package Quotes to determine payments to the Vendor – see Section 3).

2.3 Award of MPA to Vendors

The State will review all submitted Bid Proposals. Only Vendors whose Bid Proposal meets the requirements and qualifications set forth in Section 2.1 will be deemed responsive to the solicitation for the Master Price Agreement (MPA). Proposals found to be non-responsive will be rejected and not considered further.

The State reserves the right to correct arithmetic errors in the Bid Proposals prior to comparison of the Bid Proposals. In the event of a discrepancy between unit bid prices and extensions, the unit price shall govern.

The MPA will be awarded to the Vendor(s) submitting the lowest responsible and responsive Bid Proposal(s) in response to the MPA solicitation. It is expected that the MPA will be awarded to a minimum of two (2) and maximum of five (5) Vendors, however the State, at its sole option, reserves the right to award to more or less, as it deems in its best interest.

The State reserves the right, before making award, to initiate investigations as to whether or not the materials, equipment, supplies, qualifications, certifications, and/or facilities offered by the Vendor meet the requirements set forth in Section 2.1 and are ample and sufficient to insure the proper performance of the MPA in the event of award. If upon such examination it is found that the conditions of Section 2.1 are not complied with or that articles or equipment proposed to be furnished do not meet the requirements called for, or that the Vendor's qualifications or facilities are not satisfactory, the State may reject such a Bid Proposal. It is distinctly understood, however, that nothing in the foregoing shall mean or imply that it is obligatory upon the State to make any examinations before awarding the MPA to a Vendor(s); and it is further understood that if such examination is made, it in no way relieves the Vendor from fulfilling all requirements and conditions of the MPA.

Award of the MPA to a Vendor is not a guarantee that the Vendor will be awarded work during the Effective Period of the MPA. Award of work to Vendors will be based on Agency need, in addition to Vendor bid prices, past performance under the MPA, and/or availability, all as described in Section 3. Historical State spending patterns is no guarantee of future expenditures.

3 MASTER PRICE AGREEMENT ADMINISTRATION & PROCEDURES

During the Effective Period of the Master Price Agreement (MPA), Agencies will (1) identify and detail work to be performed by a Vendor on individual Work Orders, (2) prioritize/compile one or more Work Orders for inclusion in Work Order Packages, and (3) issue Work Order Package Requests for Quotes (WOP-RFQs) to all Vendors that have been awarded the MPA. To be eligible for award of work included in a WOP-RFQ, Vendors must respond to each WOP-RFQ by (1) preparing a detailed Work Order Package Quote (WOPQ) and (2) submitting the WOPQ to the Agency for review. The Agency will review the WOPQs

and the Vendor(s) whose WOPQ constitutes the lowest responsible and responsive price offer(s) for the items of work included in the WOP-RFQ will be issued a Purchase Order to complete the work. Details regarding these administrative procedures are presented in the following sections.

3.1 Work Order Package Requests for Quotes

Each Work Order Package Request for Quotes (WOP-RFQ) consists of a proposal sheet (Microsoft® Office Excel format) and one or more individual Work Orders. Each proposal sheet lists the items and **estimated** quantities of work to be performed, while the Work Orders show the location(s), character, and details of the work to be performed, typically including a plan(s) illustrating the work location(s). The location(s) of work included in Work Orders will be limited to all areas within the public right-of-way in the State of Rhode Island and Providence Plantations. Most locations will abut travelways (e.g., freeways, expressways, arterial, collector and local roadways, shared-use paths) and/or parking areas.

To provide Vendors with an example of the nature/extent of work that may be included in WOP-RFQs, example proposal sheets for three types of WOP-RFQs are included in Appendix A. The first example is indicative of a "Minor" WOP-RFQ, typically consisting of several Work Orders, each calling for only a limited extent of routine/minor sign work. The second example is indicative of a "Moderate" WOP-RFQ, also typically consisting of several Work Orders, but which call for more extensive amounts and/or types of sign work. The third example is indicative of a "Major" WOP-RFQ, typically consisting of one Work Order calling for an extensive range of sign work along a roadway corridor.

WOP-RFQs will be issued via e-mail to the Contact Person and Address noted on the Bid Proposal submitted by each Vendor. The Vendor shall note that WOP-RFQs may be issued at random intervals throughout the Effective Period of the MPA. Agencies reserve the right to issue WOP-RFQs at any time and to prioritize and/or compile individual Work Orders into WOP-RFQs in any manner to best serve their needs.

The Vendor shall note that all work item quantities appearing in WOP-RFQs are estimates only and are used for comparison of Work Order Package Quotes submitted by Vendors. Payments to the Vendor will be made for the actual quantities of work completed and accepted and/or materials furnished in accordance with the MPA. The estimated quantities of work to be completed and/or materials to be furnished as indicated in WOP-RFQs may be increased, decreased, or omitted at any time and as deemed necessary or advisable by the Agency.

The WOP-RFQ will stipulate the date and time on or before which Work Order Package Quotes for the WOP-RFQ must be received by the Agency from the Vendor (See Section 3.2). The date on or before which all work included in the WOP-RFQ shall be completed by the Vendor will also be stipulated on the WOP-RFQ when issued (see Section 4.2).

3.2 Work Order Package Quotes

To be eligible for award of work included in a Work Order Package Request for Quotes (WOP-RFQ), Vendors must submit to the Agency a detailed Work Order Package Quote (WOPQ). Each WOPQ submitted by the Vendor shall include the following:

- **The completed proposal sheet showing the Vendor's specified unit and extended bid prices for all of the proposed work items included in the WOP-RFQ.** The Vendor's unit bid price for each of the work items included in the WOPQ shall be no greater than the respective unit price bid by the Vendor in its Bid Proposal for the original Master Price Agreement (MPA) solicitation.
- **The Vendor's contact information for the WOPQ,** including primary contact person name, phone number, fax number, mailing address, and e-mail address.

The Vendor is expected to carefully examine the site(s) of all proposed work included in the WOP-RFQ before submitting a WOPQ. The submission of a WOPQ will be considered conclusive evidence that the Vendor has made such an examination and is satisfied as to the conditions to be encountered in performing the work and as to the requirements of the work as defined in the WOP-RFQ and the MPA. No payment will be made to the Vendor for such examination efforts.

WOPQs must be received by the Agency on or before the date/time stipulated on the WOP-RFQ. When RIDOT is the Agency issuing the WOP-RFQ, the Vendor shall submit the WOPQ via mail, fax, or e-mail to the RIDOT Traffic Engineering Unit at the address noted on the WOP-RFQ.

When RIDOT is the Agency issuing the WOP-RFQ, the Vendor will not be required to bid on, and will not be compensated for, the services of the State and/or local police. In such cases it will be the responsibility of the Engineer to retain the services of State and/or local police for temporary traffic control during the work.

3.3 Award of Work to Vendors

The Agency will review all submitted Work Order Package Quotes (WOPQs). Only Vendors whose WOPQ meets the requirements set forth in Section 3.2 can be deemed responsive to the Work Order Package Request for Quotes (WOP-RFQ). WOPQs found to be non-responsive will be rejected and not considered further.

The Agency reserves the right to correct arithmetic errors in the WOPQs prior to comparison of the WOPQs. In the event of a discrepancy between unit bid prices and extensions, the unit price shall govern.

The work included in each WOP-RFQ will be awarded to the Vendor(s) submitting the lowest responsible and responsive WOPQ(s) in response to the WOP-RFQ solicitation. It is expected that the work included in each WOP-RFQ will be awarded to one (1) Vendor, however the Agency, at its sole option, reserves the right to award to more or less, as it deems in its best interest.

The Agency reserves the right to determine those WOPQs which are responsible and responsive to the WOP-RFQ, or which otherwise serve its best interests. The Vendor's qualifications, past performance in completing work under the MPA, and/or availability to complete the work may be considered at the sole option of the Agency. The Agency reserves the right to not award work to a Vendor(s) on the basis of cost alone, to accept or reject any or all WOPQs received, and to award work to a Vendor(s) in its best interest.

The Agency reserves the right, before awarding work to a Vendor(s), to initiate investigations as to whether or not the materials, equipment, supplies, qualifications, and/or facilities offered by the Vendor meet the requirements set forth in the WOP-RFQ, and are ample and sufficient to insure the proper performance of the work in the event of award. If upon such examination it is found that the conditions of the WOP-RFQ are not complied with or that articles or equipment proposed to be furnished do not meet the requirements called for, or that the Vendor's qualifications or facilities are not satisfactory, the Agency may reject such a WOPQ. It is distinctly understood, however, that nothing in the foregoing shall mean or imply that it is obligatory upon the Agency to make any examinations before awarding work to a Vendor(s); and it is further understood that if such examination is made, it in no way relieves the Vendor from fulfilling all requirements and conditions of the MPA.

3.4 Purchase Orders

A Purchase Order from the Agency will be issued to the Vendor(s) awarded the work after the WOPQ review process is completed. The Agency may contact such Vendor(s) by mail, phone, fax, and/or e-mail to communicate and/or discuss the schedule, constructability, or logistics of the work before and/or after the Purchase Order is sent in order to coordinate the work with other ongoing or planned activities.

The Vendor shall not provide services nor begin work unless and until a valid Purchase Order approved by the Agency has been issued and received by Vendor. The Vendor will not be entitled to any payment for any services rendered or work completed outside of this policy.

See Section 4.2 - Prosecution & Progress for requirements regarding the Vendor's commencement of work.

3.5 Work Notification & Reporting Requirements

The requirements of Section 3.5 apply only when RIDOT is the Agency issuing the WOP-RFQ / Purchase Order.

Failure of the Vendor to provide any of the required notifications or reports noted below in a timely and professional manner may affect the Vendor's ability to participate in future work opportunities under this MPA.

3.5.1 General Work Notifications

At least **FOURTY-EIGHT (48) HOURS** prior to beginning the work for each Work Order, the Vendor shall notify all appropriate RIDOT parties as noted on the Work Notification Form (as well as any other parties identified by the RIDOT, if/where noted upon the issuance of the WOP-RFQ and/or Purchase Order) of intent to complete work via a properly completed Work Notification Form. The Work Notification Form shall be submitted via fax and/or e-mail. A copy of a blank Work Notification Form is included in Appendix B.

3.5.2 Daily Work Notifications

At the beginning of each day that the Vendor is to complete field work under this MPA, the Vendor shall contact the Contact Person from the RIDOT Construction Management Section via phone call and/or e-mail before starting work to inform him/her of the nature and location(s) of the work that will be performed on that day. The phone number and e-mail address for the Contact Person from the RIDOT Construction Management Section is identified in Appendix C.

3.5.3 Work Cancellation Notifications

If the Vendor must cancel or modify his scheduled work plan for any reason, he shall notify the Contact Person from the RIDOT Construction Management Section via phone call and/or e-mail as soon as possible, but no later than **FOUR (4) HOURS** prior to the previously scheduled work start time so that appropriate cancellations can be made by the RIDOT. In addition, the Vendor shall report changes/cancellations of previously scheduled work to all appropriate RIDOT parties as noted on the Work Notification Form (as well as any other parties identified by the RIDOT, if/where noted upon the issuance of the WOP-RFQ and/or Purchase Order) as soon as possible, but where feasible no later than **2:00 pm** of the business day before the originally scheduled work.

3.5.4 Work Order Completion Notifications

Immediately following the completion of all field work for each Work Order (before departing from the site of each Work Order for the final time), the Vendor shall notify the Contact Person from both

the RIDOT Construction Management Section and the RIDOT Traffic Engineering Unit (as well as any other parties identified by the RIDOT, if/where noted upon the issuance of the WOP-RFQ and/or Purchase Order) by phone and/or e-mail that the Work Order has been completed. This notification procedure shall be followed for each individual Work Order so that the RIDOT can track work progress and notify appropriate parties. The phone number and e-mail address for the Contact Persons from the RIDOT Construction Management Section and Traffic Engineering Unit are identified in Appendix C.

3.5.5 Work Summary Reports

In conjunction with each invoice submittal (see Section 3.8) the Vendor shall submit a Work Summary Report via e-mail to the Contact Person from the RIDOT Traffic Engineering Unit. Each Work Summary Report shall itemize all Work Orders completed by the Vendor to date under the MPA (including the Work Order(s) included on the present invoice), including a breakdown of the following **for each such Work Order**:

- Work Order number
- The issuing Agency
- Brief one-sentence description of work
- All work items furnished/installed/completed, with a breakdown(s) of the following **for each such work item**:
 - Quantity
 - Specific roadway/facility
 - Install/completion date(s)
 - Dollar amount invoiced
- Work Order completion date

The e-mail address for the Contact Person from the RIDOT Traffic Engineering Unit is identified in Appendix C.

3.6 Work Inspection & Acceptance

The Engineer and/or other Agency representative(s) may observe and inspect the Vendor's operation during the work. The Engineer will decide all questions related to the quality and acceptability of materials furnished; work performed; and the rate of progress of the work; questions regarding the interpretation of the Work Order(s) and/or any other part of the MPA; and questions as to the acceptable fulfillment of the MPA by the Vendor.

The Engineer will have the authority to suspend the work completely or in part due to the failure of the Vendor to correct conditions unsafe for the workers or the general public; for failure to carry out provisions of the MPA; for failure to carry out orders; for such periods necessary due to unsuitable weather; for failure to correct

damages to public or private properties caused by the Vendor and/or its Sub-Vendors, for conditions considered unsuitable for the prosecution of the work, or for any other condition or reason determined to be in the Agency's interest.

Acceptance of work for each Work Order Package Request for Quotes (WOP-RFQ) will be made by the Engineer only when the Vendor has (1) satisfactorily completed the work as called for in all respects and in full conformance with the Work Order(s) and (2) satisfactorily executed and delivered to the Engineer and the Agency all documents, certificates, and proofs of compliance as required by the MPA.

The Engineer will promptly notify the Vendor, via e-mail, fax, or in writing, of work that is found to be acceptable. Invoices and payment for work completed will not be processed for any work that has not been accepted by the Engineer.

3.7 Measurement & Payment for Work

All work completed by the Vendor under the MPA will be measured by the unit of measure indicated in the Bid Proposal and the Work Order Package Request for Quotes (WOP-RFQ).

Notwithstanding the maximum bid price requirements of Section 2.2, work items that are complete in place and accepted will be paid for at their respective unit prices bid by the Vendor in the Work Order Package Quote (WOPQ). Unless otherwise noted in this Section or in the WOP-RFQ, such prices shall constitute full compensation for all labor, equipment, tools, materials, and incidentals necessary to complete the work to the satisfaction of the Engineer.

The Vendor shall note the following payment exclusions:

- The Vendor will not be compensated on a time basis unless specifically itemized in the WOP-RFQ. Compensation for downtime relating to equipment failure and/or malfunction will not be allowed. No per diem or travel expenses will be directly compensated.
- All equipment necessary to carry out the work, including but not limited to vehicles, tools, and devices, and any and all equipment maintenance that may be necessary, will not be directly reimbursed unless specifically itemized within the WOP-RFQ.
- All warning signs mounted on work vehicles shall be incidental to the work and will not be paid for separately under the Temporary Construction Signs work item. All warning signs mounted on shadow and advance warning vehicles shall be incidental to the Traffic Control Truck with Truck Mounted Attenuator and Changeable Message Sign work item and will not be paid for separately under the Temporary Construction Signs work item.

- The Vendor shall be solely responsible for any charges associated with technical support needed from material suppliers and/or equipment manufacturers.
- All Vendor visits to a work site(s) and investigative efforts that may be needed prior to completion of work (e.g., to investigate existing conditions in advance of a WOPQ submission) shall be incidental to the other items of work included in the WOP-RFQ and will not be paid for separately.
- The costs for all correspondence and coordination, including but not limited to all communications and completing, copying, and submitting reports and forms, will not be paid for separately and are considered incidental to the pavement marking work.
- All work to remove (from original locations), maintain, store, cover and uncover, relocate and re-erect all Temporary Traffic Control (TTC) devices where necessary for conformance to the MUTCD, the TTC Plans, the Transportation Management Plan, and/or when so-directed by the Engineer all in accordance with **Section 937; MAINTENANCE AND MOVEMENT OF TRAFFIC PROTECTIVE DEVICES** of the Standard Specifications is considered incidental to the individual TTC items included in the MPA and will not be paid for separately.
- When RIDOT is the Agency issuing the WOP-RFQ, the Vendor will not be compensated for the services of the State and local police. It will be the responsibility of the Engineer to retain the services of State and local police to assist with TTC as part of this MPA.
- All costs for the safe removal and legal disposal of signs and delineators are considered incidental to the individual sign and delineator removal and disposal items included in the MPA and will not be paid for separately.

3.8 Invoicing

No later than **SEVEN (7) CALENDAR DAYS** following the acceptance of all work included in each Work Order Package Request for Quotes (WOP-RFQ), the Vendor shall submit to the Agency an invoice documenting the actual approved work items that the Vendor has furnished and/or installed in accordance with the WOP-RFQ. Payments to the Vendor will only be made for actual approved and accepted work items that are itemized using the invoice format approved by the Agency.

The Vendor will obtain "bill to" information from the State as part of the MPA award notification letter.

All submitted invoices shall reference the MPA number, the WOP-RFQ number, the individual Work Order number(s), all work item(s) furnished/installed/completed and included in the invoice, the unit price for each work item in the same format as included on the Vendor's Work Order Package Quote (WOPQ) for the WOP-RFQ, and the extended total price for each work item, calculated based on the actual quantity

furnished/installed/accepted. All backup related to the charges included in the invoice shall be provided with the invoice submittal. Failure to submit the required invoice(s) and/or Work Summary Reports (see Section 3.5) may be grounds to withhold payment to the Vendor.

3.9 Sub-Vendors

The Agency must approve of any and all Sub-Vendors utilized by the Vendor prior to any such Sub-Vendor commencing any work. Vendors acknowledge by the act of submitting a Bid Proposal that all work provided under this MPA is work conducted on behalf of the Agency and that the Agency or its designee may communicate directly with any Sub-Vendor as the Agency deems to be necessary or appropriate. The Vendor shall be responsible for all payment of fees charged by the Sub-Vendor(s). A performance evaluation of any Sub-Vendor shall be provided by the Vendor to the Agency upon request. The State reserves the right to approve or reject the use of any Sub-Vendors.

4 WORK REQUIREMENTS & SPECIFICATIONS

4.1 General Requirements

Except where otherwise noted or where not applicable to the work, the following sections of the State of Rhode Island Department of Administration Division of Purchases Procurement Regulations shall apply for the completion of all work:

- Section 12.104 – Scope of Work
- Section 12.105 – Control of Work
- Section 12.106 – Control of Material
- Section 12.107 – Legal Relations and Responsibility to Public

The Required Contract Provisions for Federal-Aid Construction Contracts included in Appendix G shall apply for this MPA.

It is the responsibility of the Vendor to arrange for appropriate access to all work sites. All Vendor visits to a work site(s) and investigative efforts that may be needed prior to completion of work will not be paid for separately (see Section 3.7).

4.2 Prosecution & Progress

The Vendor shall not begin any work until (1) a duly executed Purchase Order Release document has been received by the Vendor and (2) the Vendor has made the proper advance notifications for the specific work to be completed (see Section 3.5).

Unless (1) noted otherwise in the Agency's e-mail issuing the Work Order Package Request for Quotes (WOP-RFQ) and/or Purchase Order or (2) otherwise directed/permitted by the Agency, the Vendor shall begin work within SEVEN (7) CALENDAR DAYS from the date of receipt of the Purchase Order. The Vendor may request approval, in writing, from the Agency to begin work at a later date if weather or availability of equipment prohibits the timely commencement of the work.

All work included in the WOP-RFQ shall be completed on or before the date stipulated on the WOP-RFQ. The Agency may specify other required work schedule/milestone dates in the e-mail issuing the WOP-RFQ (e.g., a required completion date for a specific item, location, or aspect of the work).

The Agency reserves the right to schedule all work to its own priorities. At any time after a duly executed Purchase Order Release document is issued to the Vendor, the Engineer may notify the Vendor (via verbal, electronic, and/or written communication) of a change to the desired work schedule.

The Vendor shall complete all work in a timely and professional manner.

The Vendor shall employ sufficient labor, supervision, and equipment for prosecuting the work to full completion in the manner and time required by the MPA.

Once the Vendor has begun work associated with an individual Work Order, all work for that Work Order shall be completed before beginning the work associated with a different Work Order, unless permission to deviate from this requirement is granted by the Engineer.

The Vendor shall conduct all work to assure the least interference with traffic.

Failure of the Vendor to comply with any of the specified work start/milestone/completion dates may affect the Vendor's ability to participate in future work opportunities under the MPA and may result in cancellation of MPA award. Failures to comply with the work start/milestone/completion dates that are caused by conditions beyond the Vendor's control, and without the fault of the Vendor, may be taken into consideration by the Agency, at its discretion.

4.3 Work Zone Safety & Mobility

The Transportation Management Plan (TMP) included in Appendix D lays out the set of coordinated transportation management strategies that will be used to manage the work zone safety and mobility impacts of the work completed under this MPA. The Vendor is responsible for complying with the requirements indicated in the TMP, including the preparation and submittal of Work Notification Forms (see Section 3.5). **The Vendor shall designate its TMP Implementation Manager on the TMP and submit the TMP as part of its Bid Proposal.**

The Vendor's TMP Implementation Manager and all other Vendor/Sub-Vendor personnel responsible for the setup, operation, maintenance, inspection, movement, and/or breakdown of temporary traffic control devices, equipment, and/or vehicles shall be trained in accordance with the RIDOT Training Guidelines for Personnel Responsible for Work Zone Safety & Mobility (available online under the "Training" section at <http://www.dot.ri.gov/humanresources/index.asp>) and shall possess an official certificate of satisfactory completion of such training. Training shall be at a level appropriate to the individual's job responsibilities and to the job decisions the individual is required to make and shall be completed prior to the commencement of work.

4.4 Standards & Specifications

All sign and delineator materials furnished and installed shall conform to **Section M.16; SIGNS AND SIGN SUPPORTS** of the Standard Specifications with the additions, revisions, and exceptions presented in the Specifications – Job Specific (Appendix F), except where otherwise noted in an individual Work Order Package Request for Quotes (WOP-RFQ).

All sign and delineator work shall be performed in accordance with the following Sections of the Standard Specifications with the additions, revisions, and exceptions presented in the Specifications – Job Specific (Appendix F), except where otherwise noted in an individual WOP-RFQ:

- Section T.15 – Directional, Regulatory, and Warning Signs
- Section T.16 – Ground Mounted Primary Directional Signs
- Section T.17 – Overhead Sign Panels and Supports
- Section T.18 – Delineators and Hazard Markers
- Section T.19 – Milepost Markers

All other items of work shall be furnished, installed, and/or performed in conformance to the appropriate Section of the Standard Specifications for each individual item with the additions, revisions, and exceptions as noted in Sections 4.4.1 through 4.4.2 and the Specifications – Job Specific (Appendix F), except where otherwise noted in an individual WOP-RFQ.

4.4.1 Temporary Traffic Control Devices

The Vendor is required to install, maintain, and ultimately remove temporary traffic control devices at each work location. All traffic control devices, setups, and activities shall conform to the MUTCD and the Temporary Traffic Control (TTC) Plans included in the Transportation Management Plan (TMP). Additional requirements for TTC devices and setups are as follows:

- All shadow and advance warning vehicles (traffic control trucks) shall include a truck mounted attenuator and a truck mounted changeable message sign that is capable of displaying either a word message or a flashing arrow display. See Job Specific Specification "Traffic Control Truck with Truck Mounted Attenuator (TMA) and Changeable Message Sign (TMCMS)" for details.
- It is the Vendor's responsibility to supplement the TTC devices shown on the approved TTC Plans if necessary to adequately control, warn, and/or guide traffic. All appropriate TTC devices shall be in place prior to starting any work.
- In case of an emergency, the Vendor shall temporarily move TTC devices and setups and other work equipment if necessary to allow the passage of emergency vehicles and/or other road users.
- The Vendor is responsible for removing (from original locations), maintaining, storing, covering and uncovering, relocating and re-erecting all TTC devices where necessary for conformance to the MUTCD, the TTC Plans, the TMP, and/or when so-directed by the Engineer, all in accordance with **Section 937; MAINTENANCE AND MOVEMENT OF TRAFFIC PROTECTIVE DEVICES** of the Standard Specifications. This work shall be incidental to the individual TTC items included in the MPA and will not be paid for separately.

4.4.2 Equipment

All equipment (including equipment and vehicles used for temporary traffic control) shall be the responsibility of the Vendor unless otherwise directed by the Agency. Expenses from misuse or neglect of equipment will not be reimbursed to the Vendor.

It is the responsibility of the Vendor to arrange for any special tools and/or equipment necessary to complete all work in parking lots, on shared-use paths, and other non-roadway areas. The Vendor shall furnish, at no extra cost to the Agency, any special tools or equipment necessary to properly complete the work.

Appendix A

Example Work Order Package Requests for Quotes (WOP-RFQs) Proposal Sheets

Proposal sheets for three (3) example Work Order Package Requests for Quotes (WOP-RFQs) are provided in this Appendix. The examples illustrate hypothetical WOP-RFQs that may be similar to those actually issued to Vendors during the term of this Master Price Agreement. The examples are only intended to provide the Vendor with a general indication of the scope of work that may be included in WOP-RFQs.

The example WOP-RFQs are broken down into three (3) categories (types) of WOP-RFQs, and a general description and detailed list of work items and quantities for each is presented.

The first example is indicative of a "Minor" WOP-RFQ, typically consisting of several Work Orders, each calling for only a limited extent of routine types of sign work. The second example is indicative of a "Moderate" WOP-RFQ, also typically consisting of several Work Orders, but which call for more extensive amounts and/or types of sign work. The third example is indicative of a "Major" WOP-RFQ, typically calling for an extensive range of sign work along one or more roadway corridors.

Example "MINOR" WOP-RFQ
MPA-XXX Statewide Sign and Delineator Installation and Removal

Date: XX/XX/XX R.I. Contract No.: _____
 WOP-RFQ No.: XX
 Location(s): Mendon Road @ Front/John Street, Lincoln, RI
Newport Ave @ Central Ave, Pawtucket, RI

Contract PO No.: XXXXXXX
 Engineer: Russell B. Holt
 Section: Traffic Engineering Unit
 FAP No.: _____

Date/time on or before which this Quote must be received by the Agency: **05/10/2013 @ 1:00 PM**
 Required completion date for this Quoted work: **30 calendar days after PO is received by Vendor**

Submit Quote to: RIDOT Traffic Engineering Unit, ATTN: Russell B. Holt
 Two Capitol Hill, Rm. 233, Providence, RI 02903
 Fax: **(401) 222-3006**
 E-Mail: ridot.traffic.mpa@dot.ri.gov

Fed/State Percent: XX% / XX%

Previous WOP-RFQ Amount: **\$0.00**

Item No.	Item Code	Item Description	Previous Quantity	Change in Quantity	Revised Quantity	UOM	Max. Unit Price	This Quote Unit Price	Total Quote
001	201.9901	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
002	201.9902	REMOVE AND SALVAGE GROUND MOUNTED PRIMARY DIRECTONAL SIGN PANEL			0.00	EACH			\$0.00
003	201.9903	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST			0.00	EACH			\$0.00
004	201.9904	REMOVE AND SALVAGE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST			0.00	EACH			\$0.00
005	201.9905	REMOVE AND DISPOSE DIRECTIONAL, REGULATORY, AND WARNING SIGNS		5.00	5.00	EACH			\$0.00
006	201.9906	REMOVE AND SALVAGE DIRECTIONAL, REGULATORY, AND WARNING SIGNS			0.00	EACH			\$0.00
007	201.9907	REMOVE AND DISPOSE OVERHEAD PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
008	201.9908	REMOVE AND SALVAGE OVERHEAD PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
009	201.9909	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST FOUNDATION			0.00	EACH			\$0.00
010	201.9910	REMOVE AND DISPOSE GROUND MOUNTED STEEL POST DELINEATOR			0.00	EACH			\$0.00
011	201.9911	REMOVE AND DISPOSE SURFACE MOUNTED FLEXIBLE DELINEATOR			0.00	EACH			\$0.00
012	201.9912	REMOVE AND DISPOSE BARRIER MOUNTED FLEXIBLE DELINEATOR			0.00	EACH			\$0.00
013	832.9901	BRIDGE MINIMUM CLEARANCE SIGNS			0.00	SF			\$0.00
014	832.9902	BRIDGE IDENTIFICATION SIGNS			0.00	SF			\$0.00
015	901.9902	REMOVE AND RESET GUARDRAIL FOR ACCESS TO WORK SITE			0.00	EACH			\$0.00
016	914.5010	FLAGPERSONS		8.00	8.00	MHRS			\$0.00
017	914.5020	FLAGPERSONS - OVERTIME			0.00	MHRS			\$0.00
018	922.0100	TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0 & 27.1.1		64.00	64.00	SF			\$0.00
019	923.0105	DRUM BARRICADE STANDARD 26.2.0			0.00	BDAY			\$0.00
020	923.0120	PLASTIC PIPE BARRICADE STANDARD 26.3.0			0.00	EACH			\$0.00
021	923.0200	FLUORESCENT TRAFFIC CONES STANDARD 26.1.0		25.00	25.00	EACH			\$0.00
022	924.0113	ADVANCE WARNING ARROW PANEL			0.00	PDAY			\$0.00
023	925.0112	PORTABLE CHANGEABLE MESSAGE SIGN			0.00	PDAY			\$0.00
024	928.9901	TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE SIGN		1.00	1.00	PDAY			\$0.00
025	T15.0200	REMOVE AND RELOCATE DIRECTIONAL REGULATORY AND WARNING SIGNS		2.00	2.00	EACH			\$0.00
026	T15.2000	PARKING SIGNS			0.00	SF			\$0.00
027	T15.9901	DIRECTIONAL REGULATORY AND WARNING SIGNS		45.00	45.00	SF			\$0.00

Example "MINOR" WOP-RFQ
MPA-XXX Statewide Sign and Delineator Installation and Removal

Date: XX/XX/XX R.I. Contract No.: _____
 WOP-RFQ No.: XX
 Location(s): Mendon Road @ Front/John Street, Lincoln, RI
Newport Ave @ Central Ave, Pawtucket, RI

Contract PO No.: XXXXXXX
 Engineer: Russell B. Holt
 Section: Traffic Engineering Unit
 FAP No.: _____

Date/time on or before which this Quote must be received by the Agency: **05/10/2013 @ 1:00 PM**
 Required completion date for this Quoted work: **30 calendar days after PO is received by Vendor**

Submit Quote to: RIDOT Traffic Engineering Unit, ATTN: Russell B. Holt
 Two Capitol Hill, Rm. 233, Providence, RI 02903
 Fax: **(401) 222-3006**
 E-Mail: ridot.traffic.mpa@dot.ri.gov

Fed/State Percent: XX% / XX%

Previous WOP-RFQ Amount: **\$0.00**

Item No.	Item Code	Item Description	Previous Quantity	Change in Quantity	Revised Quantity	UOM	Max. Unit Price	This Quote Unit Price	Total Quote
028	T15.9902	INSTALL DIRECTIONAL REGULATORY AND WARNING SIGNS FURNISHED BY AGENCY			0.00	SF			\$0.00
029	T15.9910	STREET SIGN - GROUND MOUNTED			0.00	SF			\$0.00
030	T15.9911	STREET SIGN - TRAFFIC SIGNAL MOUNTED			0.00	SF			\$0.00
031	T16.9901	GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANELS - EXTRUDED ALUMINUM			0.00	SF			\$0.00
032	T16.9902	GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST - STEEL BREAKAWAY			0.00	EACH			\$0.00
033	T17.9901	OVERHEAD SIGN PANELS			0.00	SF			\$0.00
034	T18.9901	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE WHITE REFLECTOR 3"x6"			0.00	EACH			\$0.00
035	T18.9902	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE YELLOW REFLECTOR 3"x6"			0.00	EACH			\$0.00
036	T18.9903	GROUND MOUNTED STEEL POST DELINEATOR - DOUBLE WHITE REFLECTOR 3"x12"			0.00	EACH			\$0.00
037	T18.9904	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE YELLOW TWO SIDED REFLECTOR 2 - 3"x6"			0.00	EACH			\$0.00
038	T18.9905	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE WHITE REFLECTOR 3"x12"			0.00	EACH			\$0.00
039	T18.9906	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE YELLOW REFLECTOR 3"x12"			0.00	EACH			\$0.00
040	T18.9907	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE YELLOW TWO-SIDED REFLECTOR 2 - 3"x12"			0.00	EACH			\$0.00
041	T18.9908	BARRIER MOUNTED FLEXIBLE DELINEATOR - WHITE			0.00	EACH			\$0.00
042	T18.9909	BARRIER MOUNTED FLEXIBLE DELINEATOR - YELLOW			0.00	EACH			\$0.00
043	T18.9910	BARRIER MOUNTED FLEXIBLE DELINEATOR - TWO-SIDED YELLOW			0.00	EACH			\$0.00
044	T18.9911	OBJECT MARKER (MUTCD TYPE 1, 2, OR 4)			0.00	SF			\$0.00
045	T19.9901	MILEPOST MARKER 18"x48"			0.00	EACH			\$0.00
046	T19.9902	MILEPOST MARKER 12"x36"			0.00	EACH			\$0.00

Total Amount this WOP-RFQ: \$0.00

Change from Previous WOP-RFQ Amount: **\$0.00**

RIDOT Authorization to Proceed

_____ Kazem Farhoumand, P.E. Chief Engineer	Date	_____ John Megrđichian Administrator/Financial Management	Date
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Example "MODERATE" WOP-RFQ
MPA-XXX Statewide Sign and Delineator Installation and Removal

Date: XX/XX/XX R.I. Contract No.: _____

Contract PO No.: XXXXXXX

WOP-RFQ No.: XX

Engineer: Russell B. Holt

Location(s): I-295 Northbound btw. MP 1.6 and 5.2, Cranston/Johnston, RI

Section: Traffic Engineering Unit

Ten Rod Road @ South County Trail, N.Kingstown, RI

FAP No.: _____

North Main Street, Providence, RI

Fed/State Percent: XX% / XX%

Submit Quote to: RIDOT Traffic Engineering Unit, ATTN: Russell B. Holt
Two Capitol Hill, Rm. 233, Providence, RI 02903
Fax: **(401) 222-3006**
E-Mail: ridot.traffic.mpa@dot.ri.gov

Date/time on or before which this Quote must be received by the Agency:

05/10/2013
@
1:00 PM

Required completion date for this Quoted work:

30 calendar days after PO is received by Vendor

			Previous WOP-RFQ Amount:				\$0.00		
Item No.	Item Code	Item Description	Previous Quantity	Change in Quantity	Revised Quantity	UOM	Max. Unit Price	This Quote Unit Price	Total Quote
001	201.9901	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
002	201.9902	REMOVE AND SALVAGE GROUND MOUNTED PRIMARY DIRECTONAL SIGN PANEL			0.00	EACH			\$0.00
003	201.9903	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST			0.00	EACH			\$0.00
004	201.9904	REMOVE AND SALVAGE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST			0.00	EACH			\$0.00
005	201.9905	REMOVE AND DISPOSE DIRECTIONAL, REGULATORY, AND WARNING SIGNS		7.00	7.00	EACH			\$0.00
006	201.9906	REMOVE AND SALVAGE DIRECTIONAL, REGULATORY, AND WARNING SIGNS		12.00	12.00	EACH			\$0.00
007	201.9907	REMOVE AND DISPOSE OVERHEAD PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
008	201.9908	REMOVE AND SALVAGE OVERHEAD PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
009	201.9909	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST FOUNDATION			0.00	EACH			\$0.00
010	201.9910	REMOVE AND DISPOSE GROUND MOUNTED STEEL POST DELINEATOR		4.00	4.00	EACH			\$0.00
011	201.9911	REMOVE AND DISPOSE SURFACE MOUNTED FLEXIBLE DELINEATOR			0.00	EACH			\$0.00
012	201.9912	REMOVE AND DISPOSE BARRIER MOUNTED FLEXIBLE DELINEATOR			0.00	EACH			\$0.00
013	832.9901	BRIDGE MINIMUM CLEARANCE SIGNS			0.00	SF			\$0.00
014	832.9902	BRIDGE IDENTIFICATION SIGNS			0.00	SF			\$0.00
015	901.9902	REMOVE AND RESET GUARDRAIL FOR ACCESS TO WORK SITE			0.00	EACH			\$0.00
016	914.5010	FLAGPERSONS		16.00	16.00	MHRS			\$0.00
017	914.5020	FLAGPERSONS - OVERTIME			0.00	MHRS			\$0.00
018	922.0100	TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0 & 27.1.1		40.00	40.00	SF			\$0.00
019	923.0105	DRUM BARRICADE STANDARD 26.2.0			0.00	BDAY			\$0.00
020	923.0120	PLASTIC PIPE BARRICADE STANDARD 26.3.0			0.00	EACH			\$0.00
021	923.0200	FLUORESCENT TRAFFIC CONES STANDARD 26.1.0		20.00	20.00	EACH			\$0.00
022	924.0113	ADVANCE WARNING ARROW PANEL			0.00	PDAY			\$0.00
023	925.0112	PORTABLE CHANGEABLE MESSAGE SIGN			0.00	PDAY			\$0.00
024	928.9901	TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE SIGN		5.00	5.00	PDAY			\$0.00
025	T15.0200	REMOVE AND RELOCATE DIRECTIONAL REGULATORY AND WARNING SIGNS		3.00	3.00	EACH			\$0.00
026	T15.2000	PARKING SIGNS			0.00	SF			\$0.00
027	T15.9901	DIRECTIONAL REGULATORY AND WARNING SIGNS		155.00	155.00	SF			\$0.00

Example "MODERATE" WOP-RFQ
MPA-XXX Statewide Sign and Delineator Installation and Removal

Date: XX/XX/XX R.I. Contract No.: _____
 WOP-RFQ No.: XX
 Location(s): I-295 Northbound btw. MP 1.6 and 5.2, Cranston/Johnston, RI
Ten Rod Road @ South County Trail, N.Kingstown, RI
North Main Street, Providence, RI

Contract PO No.: XXXXXXX
 Engineer: Russell B. Holt
 Section: Traffic Engineering Unit
 FAP No.: _____
 Fed/State Percent: XX% / XX%

Date/time on or before which this Quote must be received by the Agency: **05/10/2013 @ 1:00 PM**
 Required completion date for this Quoted work: **30 calendar days after PO is received by Vendor**

Submit Quote to: RIDOT Traffic Engineering Unit, ATTN: Russell B. Holt
Two Capitol Hill, Rm. 233, Providence, RI 02903
 Fax: **(401) 222-3006**
 E-Mail: ridot.traffic.mpa@dot.ri.gov

				Previous WOP-RFQ Amount:				\$0.00	
Item No.	Item Code	Item Description	Previous Quantity	Change in Quantity	Revised Quantity	UOM	Max.Unit Price	This Quote Unit Price	Total Quote
028	T15.9902	INSTALL DIRECTIONAL REGULATORY AND WARNING SIGNS FURNISHED BY AGENCY		40.00	40.00	SF			\$0.00
029	T15.9910	STREET SIGN - GROUND MOUNTED		18.00	18.00	SF			\$0.00
030	T15.9911	STREET SIGN - TRAFFIC SIGNAL MOUNTED			0.00	SF			\$0.00
031	T16.9901	GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANELS - EXTRUDED ALUMINUM			0.00	SF			\$0.00
032	T16.9902	GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST - STEEL BREAKAWAY			0.00	EACH			\$0.00
033	T17.9901	OVERHEAD SIGN PANELS			0.00	SF			\$0.00
034	T18.9901	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE WHITE REFLECTOR 3"X6"		10.00	10.00	EACH			\$0.00
035	T18.9902	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE YELLOW REFLECTOR 3"X6"			0.00	EACH			\$0.00
036	T18.9903	GROUND MOUNTED STEEL POST DELINEATOR - DOUBLE WHITE REFLECTOR 3"X12"			0.00	EACH			\$0.00
037	T18.9904	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE YELLOW TWO SIDED REFLECTOR 2 - 3"X6"			0.00	EACH			\$0.00
038	T18.9905	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE WHITE REFLECTOR 3"X12"			0.00	EACH			\$0.00
039	T18.9906	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE YELLOW REFLECTOR 3"X12"			0.00	EACH			\$0.00
040	T18.9907	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE YELLOW TWO-SIDED REFLECTOR 2 - 3"X12"			0.00	EACH			\$0.00
041	T18.9908	BARRIER MOUNTED FLEXIBLE DELINEATOR - WHITE			0.00	EACH			\$0.00
042	T18.9909	BARRIER MOUNTED FLEXIBLE DELINEATOR - YELLOW			0.00	EACH			\$0.00
043	T18.9910	BARRIER MOUNTED FLEXIBLE DELINEATOR - TWO-SIDED YELLOW			0.00	EACH			\$0.00
044	T18.9911	OBJECT MARKER (MUTCD TYPE 1, 2, OR 4)			0.00	SF			\$0.00
045	T19.9901	MILEPOST MARKER 18"x48"		5.00	5.00	EACH			\$0.00
046	T19.9902	MILEPOST MARKER 12"x36"			0.00	EACH			\$0.00
Total Amount this WOP-RFQ:								\$0.00	
Change from Previous WOP-RFQ Amount:								\$0.00	

RIDOT Authorization to Proceed

Kazem Farhoumand, P.E. _____ Date
 Chief Engineer

John Megrđichian _____ Date
 Administrator/Financial Management

Example "MAJOR" WOP-RFQ
MPA-XXX Statewide Sign and Delineator Installation and Removal

Date: XX/XX/XX R.I. Contract No.: _____
 WOP-RFQ No.: XX
 Location(s): US Route 6 btw. I-295 and RI Route 10, Johnston/Providence, RI

Contract PO No.: XXXXXXX
 Engineer: Russell B. Holt
 Section: Traffic Engineering Unit
 FAP No.: _____

Date/time on or before which this Quote must be received by the Agency: **05/10/2013 @ 1:00 PM**
 Required completion date for this Quoted work: **30 calendar days after PO is received by Vendor**

Fed/State Percent: XX% / XX%

Submit Quote to: RIDOT Traffic Engineering Unit, ATTN: Russell B. Holt
 Two Capitol Hill, Rm. 233, Providence, RI 02903
 Fax: **(401) 222-3006**
 E-Mail: ridot.traffic.mpa@dot.ri.gov

			Previous WOP-RFQ Amount:					\$0.00	
Item No.	Item Code	Item Description	Previous Quantity	Change in Quantity	Revised Quantity	UOM	Max. Unit Price	This Quote Unit Price	Total Quote
001	201.9901	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
002	201.9902	REMOVE AND SALVAGE GROUND MOUNTED PRIMARY DIRECTONAL SIGN PANEL		3.00	3.00	EACH			\$0.00
003	201.9903	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST			0.00	EACH			\$0.00
004	201.9904	REMOVE AND SALVAGE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST		6.00	6.00	EACH			\$0.00
005	201.9905	REMOVE AND DISPOSE DIRECTIONAL, REGULATORY, AND WARNING SIGNS		12.00	12.00	EACH			\$0.00
006	201.9906	REMOVE AND SALVAGE DIRECTIONAL, REGULATORY, AND WARNING SIGNS		8.00	8.00	EACH			\$0.00
007	201.9907	REMOVE AND DISPOSE OVERHEAD PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
008	201.9908	REMOVE AND SALVAGE OVERHEAD PRIMARY DIRECTIONAL SIGN PANEL			0.00	EACH			\$0.00
009	201.9909	REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST FOUNDATION		6.00	6.00	EACH			\$0.00
010	201.9910	REMOVE AND DISPOSE GROUND MOUNTED STEEL POST DELINEATOR		66.00	66.00	EACH			\$0.00
011	201.9911	REMOVE AND DISPOSE SURFACE MOUNTED FLEXIBLE DELINEATOR			0.00	EACH			\$0.00
012	201.9912	REMOVE AND DISPOSE BARRIER MOUNTED FLEXIBLE DELINEATOR		4.00	4.00	EACH			\$0.00
013	832.9901	BRIDGE MINIMUM CLEARANCE SIGNS		84.00	84.00	SF			\$0.00
014	832.9902	BRIDGE IDENTIFICATION SIGNS		90.00	90.00	SF			\$0.00
015	901.9902	REMOVE AND RESET GUARDRAIL FOR ACCESS TO WORK SITE			0.00	EACH			\$0.00
016	914.5010	FLAGPERSONS			0.00	MHRS			\$0.00
017	914.5020	FLAGPERSONS - OVERTIME			0.00	MHRS			\$0.00
018	922.0100	TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0 & 27.1.1		64.00	64.00	SF			\$0.00
019	923.0105	DRUM BARRICADE STANDARD 26.2.0		20.00	20.00	BDAY			\$0.00
020	923.0120	PLASTIC PIPE BARRICADE STANDARD 26.3.0			0.00	EACH			\$0.00
021	923.0200	FLUORESCENT TRAFFIC CONES STANDARD 26.1.0		55.00	55.00	EACH			\$0.00
022	924.0113	ADVANCE WARNING ARROW PANEL			0.00	PDAY			\$0.00
023	925.0112	PORTABLE CHANGEABLE MESSAGE SIGN		30.00	30.00	PDAY			\$0.00
024	928.9901	TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE SIGN		28.00	28.00	PDAY			\$0.00
025	T15.0200	REMOVE AND RELOCATE DIRECTIONAL REGULATORY AND WARNING SIGNS		16.00	16.00	EACH			\$0.00
026	T15.2000	PARKING SIGNS			0.00	SF			\$0.00
027	T15.9901	DIRECTIONAL REGULATORY AND WARNING SIGNS		310.00	310.00	SF			\$0.00

Example "MAJOR" WOP-RFQ
MPA-XXX Statewide Sign and Delineator Installation and Removal

Date: XX/XX/XX R.I. Contract No.: _____
 WOP-RFQ No.: XX
 Location(s): US Route 6 btw. I-295 and RI Route 10, Johnston/Providence, RI

Contract PO No.: XXXXXXX
 Engineer: Russell B. Holt
 Section: Traffic Engineering Unit
 FAP No.: _____

Date/time on or before which this Quote must be received by the Agency: **05/10/2013 @ 1:00 PM**
 Required completion date for this Quoted work: **30 calendar days after PO is received by Vendor**

Fed/State Percent: XX% / XX%

Submit Quote to: RIDOT Traffic Engineering Unit, ATTN: Russell B. Holt
 Two Capitol Hill, Rm. 233, Providence, RI 02903
 Fax: **(401) 222-3006**
 E-Mail: ridot.traffic.mpa@dot.ri.gov

							Previous WOP-RFQ Amount:	\$0.00	
Item No.	Item Code	Item Description	Previous Quantity	Change in Quantity	Revised Quantity	UOM	Max. Unit Price	This Quote Unit Price	Total Quote
028	T15.9902	INSTALL DIRECTIONAL REGULATORY AND WARNING SIGNS FURNISHED BY AGENCY			0.00	SF			\$0.00
029	T15.9910	STREET SIGN - GROUND MOUNTED			0.00	SF			\$0.00
030	T15.9911	STREET SIGN - TRAFFIC SIGNAL MOUNTED			0.00	SF			\$0.00
031	T16.9901	GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANELS - EXTRUDED ALUMINUM		580.00	580.00	SF			\$0.00
032	T16.9902	GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST - STEEL BREAKAWAY		6.00	6.00	EACH			\$0.00
033	T17.9901	OVERHEAD SIGN PANELS			0.00	SF			\$0.00
034	T18.9901	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE WHITE REFLECTOR 3"X6"		74.00	74.00	EACH			\$0.00
035	T18.9902	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE YELLOW REFLECTOR 3"X6"		50.00	50.00	EACH			\$0.00
036	T18.9903	GROUND MOUNTED STEEL POST DELINEATOR - DOUBLE WHITE REFLECTOR 3"X12"		29.00	29.00	EACH			\$0.00
037	T18.9904	GROUND MOUNTED STEEL POST DELINEATOR - SINGLE YELLOW TWO SIDED REFLECTOR 2 - 3"X6"		5.00	5.00	EACH			\$0.00
038	T18.9905	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE WHITE REFLECTOR 3"X12"			0.00	EACH			\$0.00
039	T18.9906	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE YELLOW REFLECTOR 3"X12"			0.00	EACH			\$0.00
040	T18.9907	SURFACE MOUNTED FLEXIBLE DELINEATOR - SINGLE YELLOW TWO-SIDED REFLECTOR 2 - 3"X12"			0.00	EACH			\$0.00
041	T18.9908	BARRIER MOUNTED FLEXIBLE DELINEATOR - WHITE		2.00	2.00	EACH			\$0.00
042	T18.9909	BARRIER MOUNTED FLEXIBLE DELINEATOR - YELLOW			0.00	EACH			\$0.00
043	T18.9910	BARRIER MOUNTED FLEXIBLE DELINEATOR - TWO-SIDED YELLOW		10.00	10.00	EACH			\$0.00
044	T18.9911	OBJECT MARKER (MUTCD TYPE 1, 2, OR 4)		96	96.00	SF			\$0.00
045	T19.9901	MILEPOST MARKER 18"x48"		20.00	20.00	EACH			\$0.00
046	T19.9902	MILEPOST MARKER 12"x36"		40.00	40.00	EACH			\$0.00
							Total Amount this WOP-RFQ:	\$0.00	
							Change from Previous WOP-RFQ Amount:	\$0.00	

RIDOT Authorization to Proceed

Kazem Farhoumand, P.E. Chief Engineer		Date	John Megrđichian Administrator/Financial Management		Date
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Appendix B

Forms

This appendix includes forms to be used by Vendors during the work, all in accordance with the Scope of Work.

a. Work Notification Form (Blank)

RHODE ISLAND DEPARTMENT OF TRANSPORTATION WORK NOTIFICATION FORM

FAX TO:	
Construction Management Section-----	(401) 222-4953
Communications Office-----	(401) 222-3905
Customer Service Office-----	(401) 222-5648
Transportation Management Center (TMC)-----	(401) 222-4225
Health & Safety Office-----	(401) 734-4808
Highway & Bridge Maintenance Division-----	(401) 736-0191

ALTERNATE CONTACT:
 Phone: (401) 222-2468
 E-Mail: webmaster@dot.ri.gov
 E-Mail: CustomerService@dot.ri.gov
 E-Mail: tmc_operations@dot.ri.gov
 Phone: (401) 222-6557
 Phone: (401) 222-2378

- This form **must** be filled out and faxed or e-mailed to each of the above offices a **minimum of 48 hours in advance of proposed work.**
- Changes/cancellations must be reported to each of the above offices as soon as possible, but where feasible no later than 2:00 pm of the business day before scheduled work. Changes/cancellations on weekends should be reported to the Alternate Contacts listed above.

NOTE: If this information is delivered by e-mail instead of by fax, all the information requested below must be included in the e-mail.

OPERATION: (briefly describe the work activities taking place)

ROADWAY: (circle all that apply)

Interstate Route #:		Direction:	NB	SB	EB	WB
US Route #:		Direction:	NB	SB	EB	WB
RI Route #:		Direction:	NB	SB	EB	WB
Other Roadway:		Direction:	NB	SB	EB	WB

WORK LOCATION:

City or Town:	
Bridge # / Bridge Name: (if applicable)	
Limits of Work/Restriction: <small>(indicate "From" and "To") (use road names or exit numbers where feasible)</small>	

RESTRICTION(S) REQUIRED: (select all that apply)

Right Lane Closed		Right Exit Ramp Closed	
Left Lane Closed		Left Exit Ramp Closed	
Right Shoulder Closed		On-Ramp Closed	
Left Shoulder Closed		Center Lane Closed/Traffic Split	
Mobile Lane Closure		Road Closed with Detour	
Other (describe)			

DATES & TIMES OF RESTRICTION: (indicate dates in MM/DD/YY format)

Start Day & Date:		End Day & Date:	
Start Time:		End Time:	

If restriction is recurring (e.g., removed and reset next day), indicate specific dates & times of restrictions below:

Monday		Friday	
Tuesday		Saturday	
Wednesday		Sunday	
Thursday			

SENDER'S NAME:

SENDER'S PHONE #:

Appendix C

RIDOT Contact Person Information

RIDOT Traffic Engineering Unit

Unless otherwise noted in the e-mail issuing the Work Order Package Request for Quotes (WOP-RFQ) or Purchase Order (PO), the contact person shall be as follows:

Primary Contact: **Russell B. Holt, P.E.**
Senior Civil Engineer
PHONE: (401) 222-2694 (x4046)
E-MAIL: ridot.traffic.mpa@dot.ri.gov

Secondary Contact: **Robert Rocchio, P.E.**
Managing Engineer
PHONE: (401) 222-2694 (x4026)
E-MAIL: brocchio@dot.ri.gov

RIDOT Construction Management Section

Unless otherwise noted in the e-mail issuing the WOP-RFQ or PO, the contact person shall be as follows:

Wilfred Hernandez, P.E.
Chief Civil Engineer
PHONE: (401) 222-2468 x4364
E-MAIL: whernandez@dot.ri.gov

Appendix D

Transportation Management Plan (TMP)



Project Name: **Master Price Agreement (MPA): Statewide Sign and Delineator Installation & Removal**

RI Design Contract No(s): **N/A**

RI Construction Contract No(s): **To Be Assigned for each WOP-RFQ**

Submission: **FINAL**

Date: **02/28/2013**

PROJECT INFORMATION

Brief Project Description: This project will complete sign and delineator installation and removal work throughout the State on an as-needed basis. Work trucks, aerial lifts, bucket trucks, shadow and advance warning vehicles, and other work vehicles may be positioned within roadway limits to complete the work.

General Work Limits: The project work limits are indefinite until project completion; however, work locations will be limited to all areas within the public right-of-way in the State of Rhode Island and Providence Plantations. Most work locations are expected to abut travelways (e.g., freeways, expressways, arterial, collector and local roadways, shared-use paths) and/or parking areas. Although most work is expected to require short-duration shoulder or lane closures to accommodate work vehicles (staged for access to work sites), some work will take place entirely outside the roadway limits, while other work may require intermediate-term lane closures.

WORK ZONE LOCATIONS

ROADWAY NAME or INTERSECTION	FROM	TO	APPROX. LENGTH
The project work zone locations/limits are indefinite until project completion (see General Work Limits above)			

General Project Schedule*: Overall work schedule is indefinite at project start, as work limits and extents are indefinite until project completion. Work may begin as early as April 2013, and the Effective Period of the MPA is TWO (2) YEARS, with the State reserving the option to extend the MPA up to two (2) additional years.

*The information in this section is not intended to and shall not supersede the approved schedule and milestone/completion dates for the project.

TRAFFIC-RELATED WORK RESTRICTIONS

General Restrictions: Unless otherwise noted in a Work Order Package Request for Quotes (WOP-RFQ), the Contractor shall comply with the General Restrictions stipulated in Attachment A of this TMP.

Holiday Restrictions: Unless otherwise noted in a Work Order Package Request for Quotes (WOP-RFQ), the Contractor shall comply with the Holiday Restrictions stipulated in Attachment B of this TMP.

TEMPORARY TRAFFIC CONTROL PLANS

These RIDOT- and/or Designer-Developed TTC Plans will be used during the work on this project

RIDOT TYPICAL TTC PLANS		Included in:		DESIGNER-DEVELOPED TTC PLANS		Included in:	
		TMP	Plan Set			TMP	Plan Set
<input type="checkbox"/>	Mobile Operation			Typical Short Duration Shoulder Work	X		
<input checked="" type="checkbox"/>	Work Beyond the Shoulder	X		Typical Short Duration Lane Closure on Multi-Lane Hwy.	X		
<input checked="" type="checkbox"/>	Shoulder Closure - Two Lane Road	X		Typical Work on Side of Freeway or Expressway Ramp	X		
<input checked="" type="checkbox"/>	Shoulder Closure - Limited Access	X					
<input checked="" type="checkbox"/>	1-Side Lane Shift - Two Lane Road	X					
<input type="checkbox"/>	2-Side Lane Shift - Two Lane Road						
<input type="checkbox"/>	Lane Shift - Limited Access						
<input checked="" type="checkbox"/>	Lane Closure - Two Lane Road	X					
<input type="checkbox"/>	Lane Closure - Four Lane Road						
<input checked="" type="checkbox"/>	Lane Closure - Limited Access	X					
<input checked="" type="checkbox"/>	Double Lane Closure - Limited Access	X					

<p>NOTE: Additional TTC Plans may be provided to the Contractor as part of a WOP-RFQ if the TTC Plans listed to the left and above are not sufficient to describe TTC requirements for a work site.</p>							
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PUBLIC INFORMATION PLAN

These strategies will be used to provide information concerning the project to road users and the community

SELECTED STRATEGIES

- RIDOT travel advisories news releases
- RIDOT travel advisories web site
- RIDOT 511 traveler information system
- Changeable message signs (CMS)

RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

- Contractor's TMPImp.Mngr. to send Work Notification Form to Communications min. 48 hrs. in advance of restrictions.
- Contractor's TMPImp.Mngr. to send Work Notification Form to Communications min. 48 hrs. in advance of restrictions.
- Contractor's TMPImp.Mngr. to send Work Notification Form to RIDOT TMC min. 48 hrs. in advance of restrictions.
- Truck-mounted CMS to be used where called for on Temporary Traffic Control Plans.

TRANSPORTATION OPERATIONS PLAN

These strategies will be used to provide improved transportation operations/safety within project work zones

SELECTED STRATEGIES

- Crash attenuators

RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

- Truck-mounted attenuators to be used where called for on Temporary Traffic Control Plans.

PERFORMANCE MONITORING, CHANGES TO TMP, & CONTINGENCIES

The Contractor's TMP Implementation Manager 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

All approvals must be obtained prior to start of work

DEPUTY CHIEF ENGINEER			STATE TRAFFIC ENGINEER			CHIEF ENGINEER		
Signature: <u>Frank Corrao III</u> Frank Corrao III, P.E.			Signature: <u>Robert Rocchio</u> Robert Rocchio, P.E.			Signature: <u>Kazem Farhoudmand</u> Kazem Farhoudmand, P.E.		
Date: <u>3/16/13</u>			Date: <u>3/5/13</u>			Date: <u>3/18/13</u>		
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	CONTRACTOR (if contract work)
Name: _____	Name: _____
Title: _____	Title: _____
Unit: _____	Company/Unit: _____
Office Phone: _____	Office Phone: _____
Mobile Phone: _____	Mobile Phone: _____
E-Mail: _____	E-Mail: _____

LOCATION	MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC ^{1,2,3,4}								
	Time of Day		Day of Week						
	FROM	TO	SUN	MON	TUES	WED	THURS	FRI	SAT
Freeway & Expressway Mainlines with ONE (1) or TWO (2) Existing Travel Lanes in EACH DIRECTION	0:00	6:00	ALL	1L-e	1L-e	1L-e	1L-e	1L-e	ALL
	6:00	9:00	ALL L-e	ALL	ALL	ALL	ALL	ALL	ALL L-e
	9:00	15:00	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e
	15:00	18:00	ALL L-e	ALL	ALL	ALL	ALL	ALL	ALL L-e
	18:00	21:00	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL	ALL
	21:00	24:00	1L-e	1L-e	1L-e	1L-e	1L-e	ALL	ALL
Freeway & Expressway Mainlines with MORE THAN TWO (>2) Existing Travel Lanes in EACH DIRECTION	0:00	4:00	ALL	ALL EX-3	ALL EX-3	ALL EX-3	ALL EX-3	ALL EX-3	ALL
	4:00	5:00	ALL	ALL EX-2	ALL EX-2	ALL EX-2	ALL EX-2	ALL EX-2	ALL
	5:00	6:00	ALL	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL
	6:00	9:00	ALL L-e	ALL	ALL	ALL	ALL	ALL	ALL L-e
	9:00	15:00	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e
	15:00	18:00	ALL L-e	ALL	ALL	ALL	ALL	ALL	ALL L-e
	18:00	21:00	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL	ALL
	21:00	22:00	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL	ALL
	22:00	23:00	ALL EX-2	ALL EX-2	ALL EX-2	ALL EX-2	ALL EX-2	ALL	ALL
	23:00	24:00	ALL EX-3	ALL EX-3	ALL EX-3	ALL EX-3	ALL EX-3	ALL	ALL
Freeway & Expressway Ramps with ONE (1) Existing Travel Lane	0:00	6:00	ALL	1L	1L	1L	1L	1L	ALL
	6:00	9:00	1L	ALL	ALL	ALL	ALL	ALL	1L
	9:00	15:00	1L	1L	1L	1L	1L	1L	1L
	15:00	18:00	1L	ALL	ALL	ALL	ALL	ALL	1L
	18:00	24:00	1L	1L	1L	1L	1L	ALL	ALL
Freeway & Expressway Ramps with MORE THAN ONE (>1) Existing Travel Lane	0:00	6:00	ALL	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL
	6:00	9:00	ALL L	ALL	ALL	ALL	ALL	ALL	ALL L
	9:00	15:00	ALL L	ALL L	ALL L	ALL L	ALL L	ALL L	ALL L
	15:00	18:00	ALL L	ALL	ALL	ALL	ALL	ALL	ALL L
	18:00	21:00	ALL L	ALL L	ALL L	ALL L	ALL L	ALL	ALL
	21:00	24:00	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL	ALL

LEGEND

- ALL** All existing travel lanes and shoulders in both directions shall remain open to traffic
- ALL L-e** All existing travel lanes in each direction shall remain open to traffic
- ALL L** All existing travel lanes shall remain open to traffic
- ALL EX-1** All existing travel lanes EXCEPT ONE shall remain open to traffic (see Note 6)
- ALL EX-2** All existing travel lanes EXCEPT TWO shall remain open to traffic (see Note 7)
- ALL EX-3** All existing travel lanes EXCEPT THREE shall remain open to traffic (see Note 8)
- 1L** A minimum of ONE 11-foot wide lane shall remain open to traffic
- 1L-e** A minimum of ONE 11-foot wide lane in each direction shall remain open to traffic

NOTES

- 1 The set-up and break-down of temporary traffic control devices within a traveled way shall be construed as a closure of that traveled way.
- 2 The provisions noted herein shall not free the Contractor from his responsibility to conduct all work in such a manner that assures the least possible obstruction to traffic.
- 3 Access to and egress from all side streets, driveways, buildings, and other pedestrian pathways intersecting the Project work zones shall be maintained at all times unless otherwise noted or shown on Plans.
- 4 At locations with a sidewalk(s), a minimum of ONE (1) sidewalk on one side of the roadway shall remain open to pedestrians at all times.
- 5 An "existing travel lane" is defined as any type of vehicular travel lane (e.g., thru, turn, acceleration, deceleration, etc.) that existed prior to start of the work.
A "lane" is defined as a vehicular travel path that is maintained by the Contractor through or around the work zone during the work.
- 6 A maximum of ONE (1) existing travel lane and ONE (1) shoulder (in each direction) may be closed.
- 7 A maximum of TWO (2) existing travel lanes and ONE (1) shoulder (in each direction) may be closed.
- 8 At locations with THREE (3) existing travel lanes in each direction, **ALL EX-2** shall apply. At locations with FOUR (4) or more existing travel lanes in each direction, a maximum of THREE (3) existing travel lanes and ONE (1) shoulder (in each direction) may be closed.

LOCATION		MINIMUM NUMBER OF LANES & SHOULDERS TO REMAIN OPEN TO TRAFFIC ^{1,2,3,4}											
		Time of Day		Day of Week									
		FROM	TO	SUN	MON	TUES	WED	THURS	FRI	SAT			
Non-Freeway/Expressway Facilities That Are...	One-Way Roadways with ONE (1) Existing Travel Lane		0:00	6:00	ALL	1L	1L	1L	1L	1L	ALL		
			6:00	9:00	1L	ALL L	ALL L	ALL L	ALL L	ALL L	1L		
			9:00	15:00	1L	1L	1L	1L	1L	1L	1L		
			15:00	18:00	1L	ALL L	ALL L	ALL L	ALL L	ALL L	1L		
			18:00	24:00	1L	1L	1L	1L	1L	ALL	ALL		
	One-Way Roadways with MORE THAN ONE (>1) Existing Travel Lane		0:00	6:00	ALL	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL		
			6:00	9:00	ALL EX-1	ALL L	ALL L	ALL L	ALL L	ALL L	ALL EX-1		
			9:00	15:00	ALL L	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL L		
			15:00	18:00	ALL L	ALL L	ALL L	ALL L	ALL L	ALL L	ALL L		
			18:00	24:00	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL	ALL		
	Two-Way Roadways with ONE (1) Existing Thru Travel Lane in EACH DIRECTION		with Center 2-Way Turn Lane		0:00	6:00	ALL	1L-e	1L-e	1L-e	1L-e	1L-e	ALL
					6:00	9:00	1L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	1L-e
					9:00	15:00	ALL L-e	1L-e	1L-e	1L-e	1L-e	1L-e	ALL L-e
					15:00	18:00	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e
					18:00	24:00	1L-e	1L-e	1L-e	1L-e	1L-e	ALL	ALL
			without Center 2-Way Turn Lane		0:00	6:00	ALL	1L-alt	1L-alt	1L-alt	1L-alt	1L-alt	ALL
					6:00	9:00	1L-alt	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	1L-alt
					9:00	15:00	ALL L-e	1L-alt	1L-alt	1L-alt	1L-alt	1L-alt	ALL L-e
					15:00	18:00	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e
					18:00	24:00	1L-alt	1L-alt	1L-alt	1L-alt	1L-alt	ALL	ALL
All Two-Way Roadways NOT DESCRIBED ABOVE		0:00	6:00	ALL	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL			
		6:00	9:00	ALL EX-1	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL EX-1			
		9:00	15:00	ALL L-e	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL L-e			
		15:00	18:00	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e	ALL L-e			
		18:00	24:00	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL EX-1	ALL	ALL			

LEGEND

ALL	All existing travel lanes and shoulders in both directions shall remain open to traffic
ALL L-e	All existing travel lanes in each direction shall remain open to traffic
ALL L	All existing travel lanes shall remain open to traffic
ALL EX-1	All existing travel lanes EXCEPT ONE shall remain open to traffic (see Note 6)
1L	A minimum of ONE 11-foot wide lane shall remain open to traffic
1L-e	A minimum of ONE 11-foot wide lane in each direction shall remain open to traffic
1L-alt	A minimum of ONE 10-foot wide lane shall remain open to alternating traffic

NOTES

- The set-up and break-down of temporary traffic control devices within a traveled way shall be construed as a closure of that traveled way.
- The provisions noted herein shall not free the Contractor from his responsibility to conduct all work in such a manner that assures the least possible obstruction to traffic.
- Access to and egress from all side streets, driveways, buildings, and other pedestrian pathways intersecting the Project work zones shall be maintained at all times unless otherwise noted or shown on Plans.
- At locations with a sidewalk(s), a minimum of ONE (1) sidewalk on one side of the roadway shall remain open to pedestrians at all times.
- An "existing travel lane" is defined as any type of vehicular travel lane (e.g., thru, turn, acceleration, deceleration, etc.) that existed prior to start of the work.
 A "lane" is defined as a vehicular travel path that is maintained by the Contractor through or around the work zone during the work.
- A maximum of ONE (1) existing travel lane and ONE (1) shoulder (in only one direction at a time) may be closed.

Attachment B

To Transportation Management Plan (TMP) for:

Project Title: RIDOT MPA: Statewide Sign and Delineator Installation & Removal
RIC No.: To Be Assigned for Each Work Order Package – Request for Quotes (WOP-RFQ)

Holiday Restrictions

NOTE: IN CASE OF DISCREPANCY BETWEEN THESE HOLIDAY RESTRICTIONS AND THE GENERAL RESTRICTIONS (ATTACHMENT A), THESE HOLIDAY RESTRICTIONS SHALL GOVERN.

No lane and/or shoulder closures allowed after 13:00 on the Friday preceding a holiday weekend.

EASTER SUNDAY

No lane and/or shoulder closures allowed on Saturday.

No lane and/or shoulder closures allowed on Sunday until 18:00 (after 18:00, General Restrictions shall apply).

NEW YEAR'S DAY, INDEPENDENCE DAY, & CHRISTMAS DAY

No lane and/or shoulder closures allowed after 13:00 on the day before the holiday.

No lane and/or shoulder closures allowed on the holiday.

VETERANS DAY

No lane and/or shoulder closures allowed after 13:00 on the day before the holiday.

No lane and/or shoulder closures allowed on Veterans Day until 18:00 (after 18:00, General Restrictions shall apply).

DR. MARTIN LUTHER KING JR. DAY, MEMORIAL DAY, LABOR DAY, VICTORY DAY, & COLUMBUS DAY

No lane and/or shoulder closures allowed on Saturday and/or Sunday.

No lane and/or shoulder closures allowed on Monday until 18:00 (after 18:00, General Restrictions shall apply).

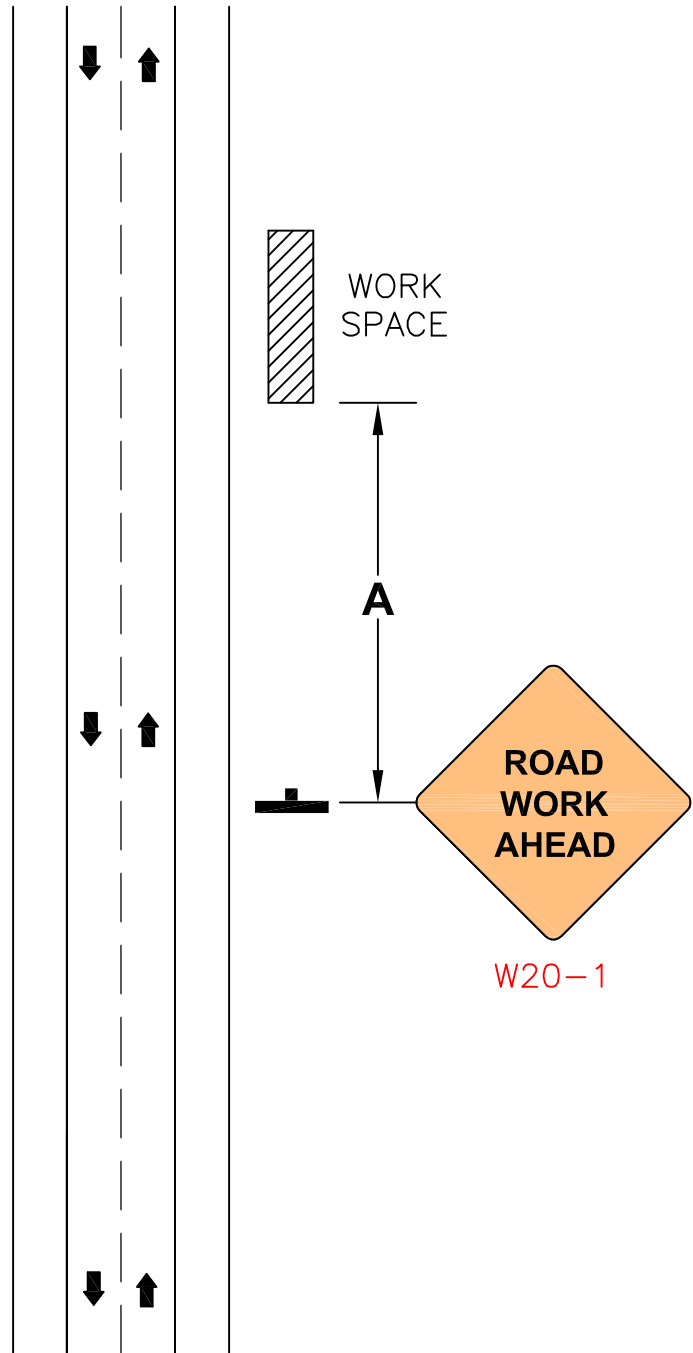
THANKSGIVING DAY

No lane and/or shoulder closures allowed after 13:00 on the Wednesday preceding Thanksgiving Day.

No lane and/or shoulder closures allowed on Thanksgiving Day, Friday, Saturday, and/or Sunday.

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE COVERED OR REMOVED.
4. THE "ROAD WORK AHEAD" SIGN MAY BE OMITTED WHERE ALL WORKERS, WORK VEHICLES, AND EQUIPMENT WILL REMAIN MORE THAN 24 INCHES BEHIND THE CURB, MORE THAN 15 FEET AWAY FROM THE EDGE OF THE NEAREST VEHICULAR TRAVEL OR PARKING LANE (WHICHEVER IS CLOSER), OR BEHIND A BARRIER.
5. FOR SHORT-DURATION OPERATIONS THAT OCCUPY A LOCATION FOR ONE HOUR OR LESS, THE "ROAD WORK AHEAD" SIGN MAY BE OMITTED IF ALL WORK VEHICLES ACTIVELY DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS DURING THE WORK.
6. VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
7. ADVANCE WARNING SIGN SPACING MAY BE ADJUSTED IN THE FIELD IF NECESSARY TO FIT SITE CONDITIONS.
8. A "ROAD WORK AHEAD" SIGN SHALL BE PLACED ON ALL SIDE STREETS AND RAMPS INTERSECTING THE WORK ZONE, UNLESS THE SIGN ON THE MAINLINE IS OMITTED PER NOTE 4 OR 5.
9. THE SIZES OF DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 48"x48" ON FREEWAYS AND EXPRESSWAYS, AND 36"x36" ON ALL OTHER ROADWAYS.



W20-1

MINIMUM ADVANCE WARNING SIGN SPACING

Roadway Type / Location Posted Speed Limit	Distance (Feet)		
	A	B	C
NON-FREEWAY/EXPRESSWAY ≤ 25 MPH	100	100	100
NON-FREEWAY/EXPRESSWAY IN URBAN AREA, ≥30 MPH	350	350	350
NON-FREEWAY/EXPRESSWAY IN RURAL AREA, ≥30 MPH	500	500	500
FREEWAY/EXPRESSWAY	1,000	1,500	2,640

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

TEMPORARY
TRAFFIC CONTROL PLAN



TYPICAL WORK BEYOND THE SHOULDER

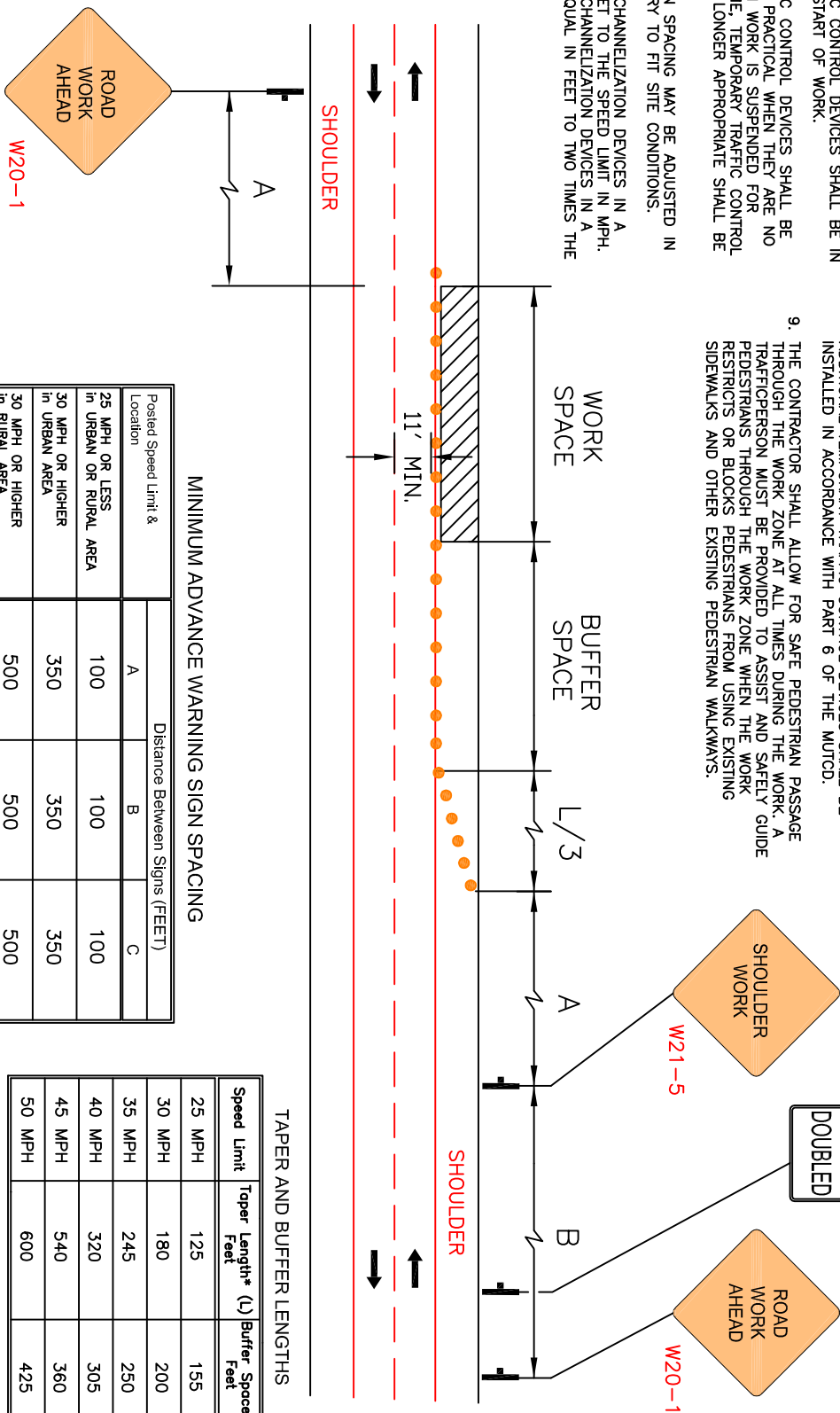
NOT TO SCALE

DATE: 02-07-2013

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
4. ADVANCE WARNING SIGN SPACING MAY BE ADJUSTED IN THE FIELD IF NECESSARY TO FIT SITE CONDITIONS.
5. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.

6. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
7. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 36" X 36".
8. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.
9. THE CONTRACTOR SHALL ALLOW FOR SAFE PEDESTRIAN PASSAGE THROUGH THE WORK ZONE AT ALL TIMES DURING THE WORK. A TRAFFICPERSON MUST BE PROVIDED TO ASSIST AND SAFELY GUIDE PEDESTRIANS THROUGH THE WORK ZONE WHEN THE WORK RESTRICTS OR BLOCKS PEDESTRIANS FROM USING EXISTING SIDEWALKS AND OTHER EXISTING PEDESTRIAN WALKWAYS.



MINIMUM ADVANCE WARNING SIGN SPACING

Posted Speed Limit & Location	Distance Between Signs (FEET)		
	A	B	C
25 MPH OR LESS in URBAN OR RURAL AREA	100	100	100
30 MPH OR HIGHER in URBAN AREA	350	350	350
30 MPH OR HIGHER in RURAL AREA	500	500	500

TAPER AND BUFFER LENGTHS

Speed Limit	Taper Length* (1) Feet	Buffer Space** Feet
25 MPH	125	155
30 MPH	180	200
35 MPH	245	250
40 MPH	320	305
45 MPH	540	360
50 MPH	600	425

* Required
** Suggested

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
TEMPORARY
TRAFFIC CONTROL PLAN



TYPICAL SHOULDER CLOSURE ON TWO-LANE HIGHWAY

NOT TO SCALE

DATE: 02-07-13

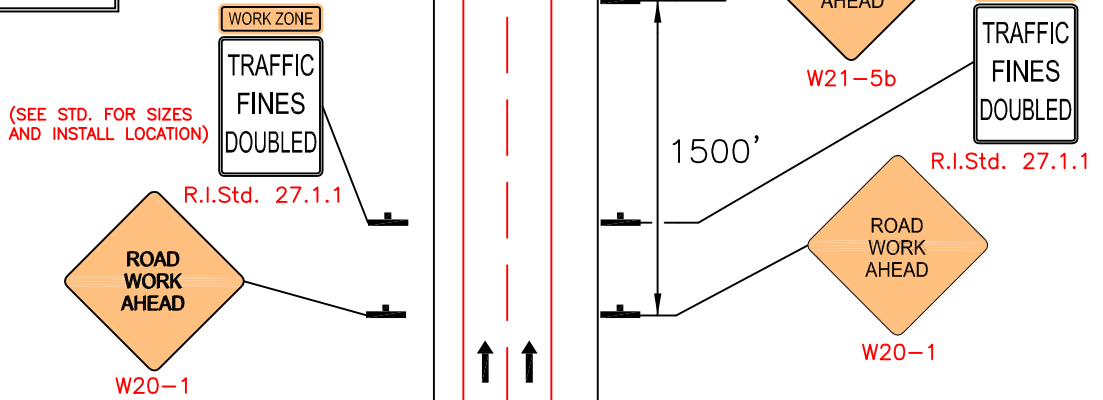
NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
4. ADVANCE WARNING SIGN SPACING MAY BE ADJUSTED IN THE FIELD IF NECESSARY TO FIT SITE CONDITIONS.
5. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
6. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
7. TEMPORARY TRAFFIC CONTROL SET-UP FOR A LEFT SHOULDER CLOSURE SHALL BE SIMILAR TO THE SET-UP SHOWN, WITH APPROPRIATE CHANGES TO SIGNS AND OTHER DEVICES TO INDICATE THE LEFT SHOULDER CLOSURE.
8. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 48" X 48".
9. THE DISTANCE BETWEEN THE SHADOW VEHICLE AND THE WORK SPACE SHOULD BE SELECTED BASED ON TRAFFIC AND SITE CONDITIONS AS WELL AS THE CHARACTERISTICS OF THE SHADOW VEHICLE/ATTENUATOR AND ITS MANUFACTURER'S RECOMMENDATIONS, BUT SHOULD BE NO GREATER THAN THE MINIMUM DISTANCE SUFFICIENT TO ENSURE THAT THE SHADOW VEHICLE WILL NOT ROLL INTO THE WORK SPACE WHEN HIT BY AN ERRANT VEHICLE.
10. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.

TAPER AND BUFFER LENGTHS

Speed Limit	Taper Length* (L) Feet	Buffer Space** Feet
40 MPH	320	305
45 MPH	540	360
50 MPH	600	425
55 MPH	660	495
60 MPH	720	570
65 MPH	780	645

* Required
** Suggested



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

TEMPORARY
TRAFFIC CONTROL PLAN



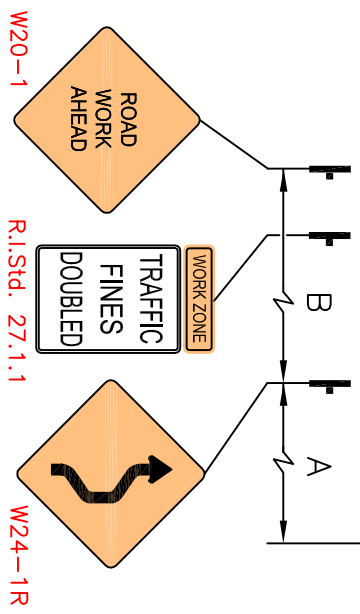
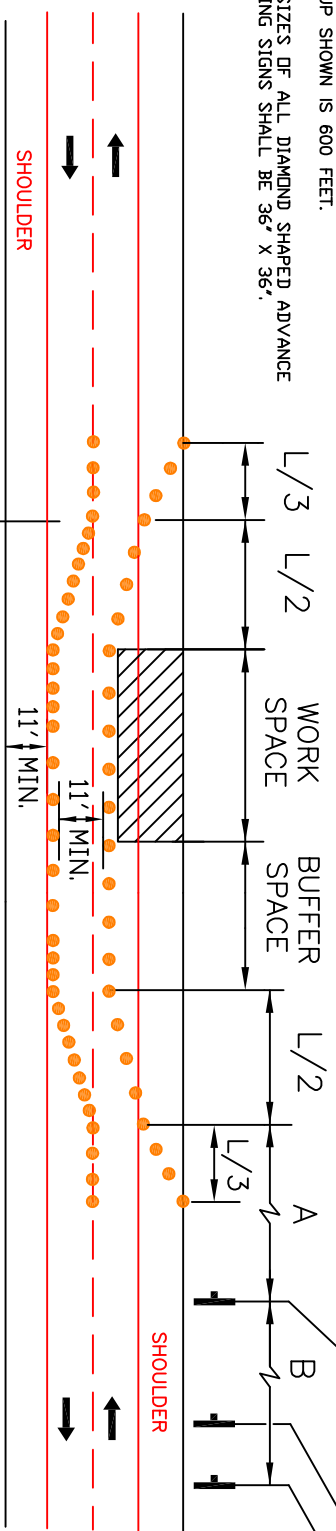
**TYPICAL SHOULDER CLOSURE
ON
FREEWAY OR EXPRESSWAY**

NOT TO SCALE

DATE: 02-07-13

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
4. ADVANCE WARNING SIGN SPACING MAY BE ADJUSTED IN THE FIELD IF NECESSARY TO FIT SITE CONDITIONS.
5. THE MAXIMUM ALLOWABLE LENGTH OF THE SHIFTED TANGENT SECTION FOR THE TEMPORARY TRAFFIC CONTROL SET-UP SHOWN IS 600 FEET.
6. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 36" X 36".
7. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH. SHORTER SPACINGS SHOULD BE USED FOR CHANNELIZATION DEVICES INSTALLED WITHIN LANE SHIFT TAPERS AND BETWEEN TRAFFIC TRAVELING IN OPPOSITE DIRECTIONS WHERE ADDITIONAL EMPHASIS IS NEEDED TO CLEARLY DEFINE THE DESIRED TRAVEL PATHS.
8. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES.
9. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.
10. THE CONTRACTOR SHALL ALLOW FOR SAFE PEDESTRIAN PASSAGE THROUGH THE WORK ZONE AT ALL TIMES DURING THE WORK. A TRAFFICPERSON MUST BE PROVIDED TO ASSIST AND SAFELY GUIDE PEDESTRIANS THROUGH THE WORK ZONE WHEN THE WORK RESTRICTS OR BLOCKS PEDESTRIANS FROM USING EXISTING SIDEWALKS AND OTHER EXISTING PEDESTRIAN WALKWAYS.



MINIMUM ADVANCE WARNING SIGN SPACING

Posted Speed Limit & Location	Distance Between Signs (Feet)		
	A	B	C
25 MPH OR LESS In URBAN OR RURAL AREA	100	100	100
30 MPH OR GREATER In URBAN AREA	350	350	350
30 MPH OR GREATER In RURAL AREA	500	500	500

TAPER AND BUFFER LENGTHS

Speed Limit	Taper Length* (L) Feet	Buffer Space** (Feet)
25 MPH	125	155
30 MPH	180	200
35 MPH	245	250
40 MPH	320	305
45 MPH	540	360
50 MPH	600	425

* Required
** Suggested

R.1.Std. 27.1.1
(SEE STD. FOR SIZES
AND INSTALL LOCATION)

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
**TEMPORARY
TRAFFIC CONTROL PLAN**



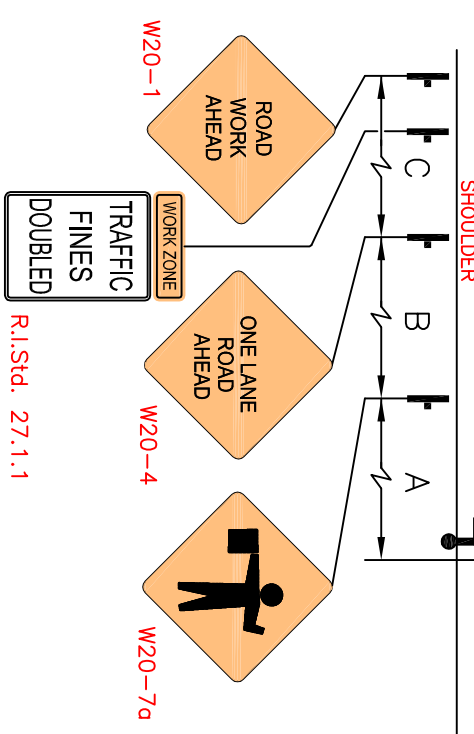
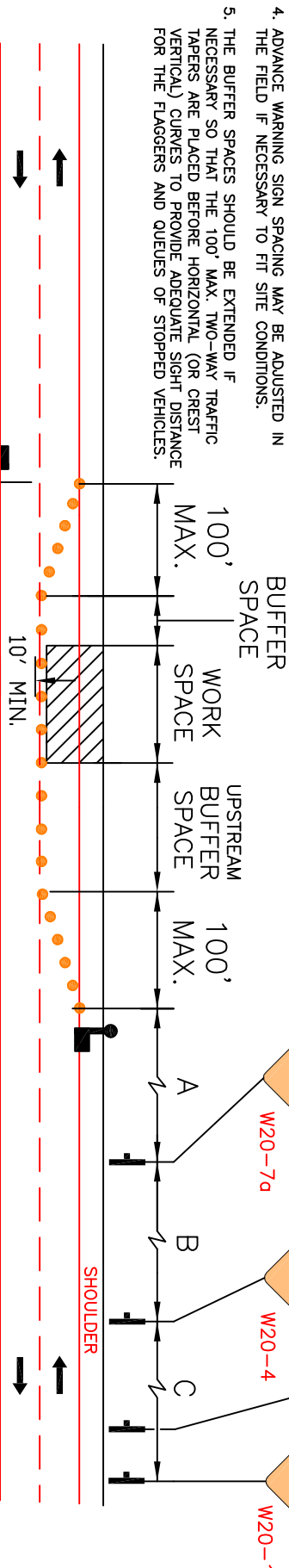
**TYPICAL LANE SHIFT
ON
TWO-LANE ROADWAY**

NOT TO SCALE

DATE: 02-07-13

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
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4. ADVANCE WARNING SIGN SPACING MAY BE ADJUSTED IN THE FIELD IF NECESSARY TO FIT SITE CONDITIONS.
5. THE BUFFER SPACES SHOULD BE EXTENDED IF NECESSARY SO THAT THE 100' MAX. TWO-WAY TRAFFIC TAPERS ARE PLACED BEFORE HORIZONTAL (OR CREST VERTICAL) CURVES TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND QUEUES OF STOPPED VEHICLES.
6. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN THE 100' MAX. TWO-WAY TRAFFIC TAPERS IS 20 FEET. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
7. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
8. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 36" X 36".
9. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.



MINIMUM ADVANCE WARNING SIGN SPACING

Posted Speed Limit & Location	Distance Between Signs (Feet)		
	A	B	C
25 MPH OR LESS In URBAN OR RURAL AREA	100	100	100
30 MPH OR GREATER In URBAN AREA	350	350	350
30 MPH OR GREATER In RURAL AREA	500	500	500

BUFFER LENGTHS

Speed Limit	Upstream Buffer Space* (Feet)
25 MPH	155
30 MPH	200
35 MPH	250
40 MPH	305
45 MPH	360
50 MPH	425

* Suggested

R.I.Std. 27.1.1
(SEE STD. FOR SIZES AND INSTALL LOCATION)

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC CONTROL PLAN



TYPICAL LANE CLOSURE ON TWO-LANE ROADWAY

NOT TO SCALE

DATE: 02-07-13

NOTES:

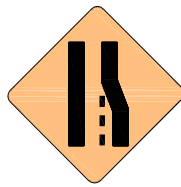
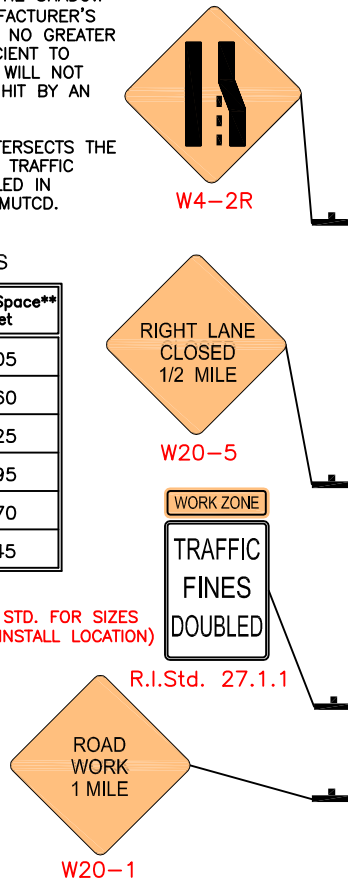
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7. TEMPORARY TRAFFIC CONTROL SET-UP FOR A LEFT LANE CLOSURE SHALL BE SIMILAR TO THE SET-UP SHOWN, WITH APPROPRIATE CHANGES TO SIGNS AND OTHER DEVICES TO INDICATE THE LEFT LANE CLOSURE.
8. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 48" X 48".
9. THE DISTANCE BETWEEN THE SHADOW VEHICLE AND THE WORK SPACE SHOULD BE SELECTED BASED ON TRAFFIC AND SITE CONDITIONS AS WELL AS THE CHARACTERISTICS OF THE SHADOW VEHICLE/ATTENUATOR AND ITS MANUFACTURER'S RECOMMENDATIONS, BUT SHOULD BE NO GREATER THAN THE MINIMUM DISTANCE SUFFICIENT TO ENSURE THAT THE SHADOW VEHICLE WILL NOT ROLL INTO THE WORK SPACE WHEN HIT BY AN ERRANT VEHICLE.
10. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.

TAPER AND BUFFER LENGTHS

Speed Limit	Taper Length* (L) Feet	Buffer Space** Feet
40 MPH	320	305
45 MPH	540	360
50 MPH	600	425
55 MPH	660	495
60 MPH	720	570
65 MPH	780	645

* Required
** Suggested

(SEE STD. FOR SIZES AND INSTALL LOCATION)



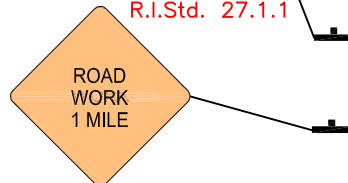
W4-2R



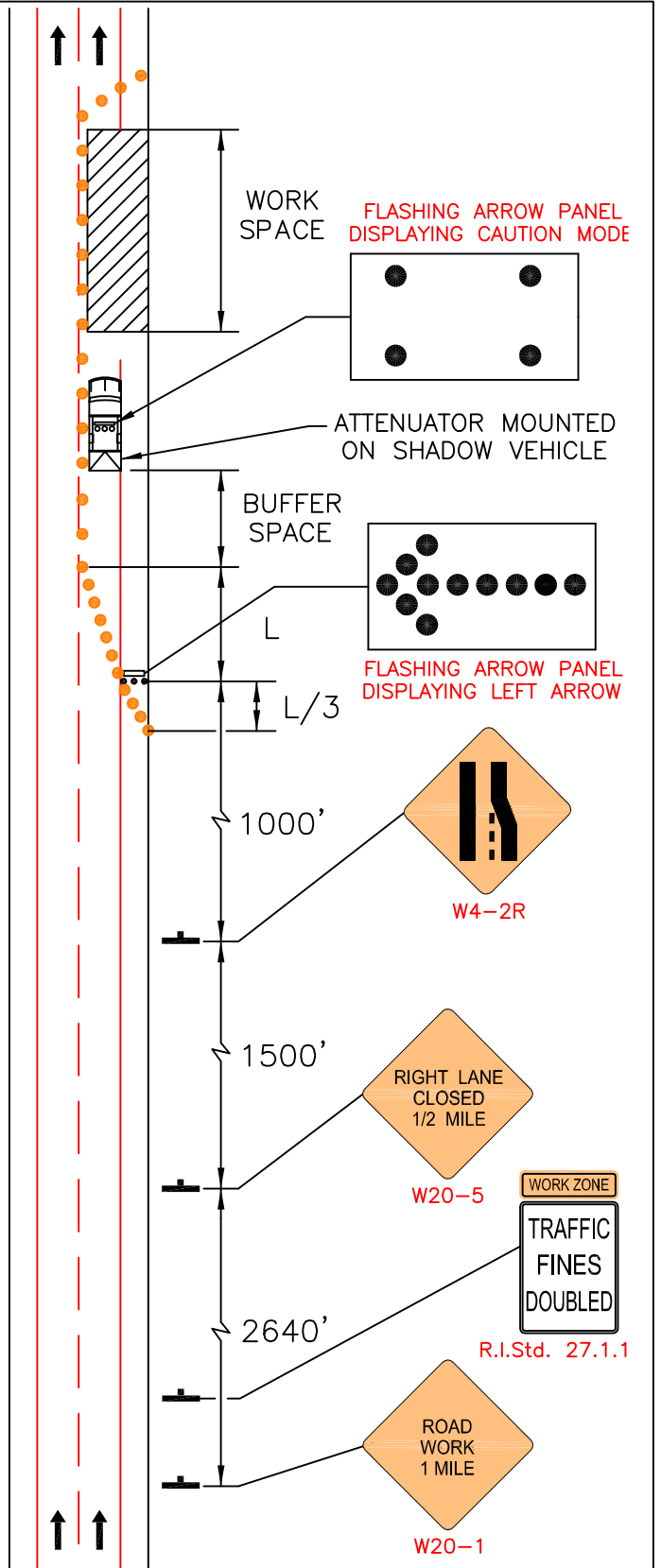
W20-5



R.I.Std. 27.1.1

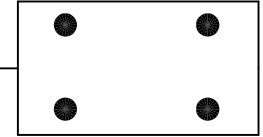


W20-1



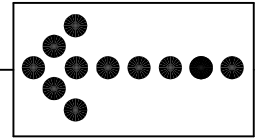
WORK SPACE

FLASHING ARROW PANEL DISPLAYING CAUTION MODE



ATTENUATOR MOUNTED ON SHADOW VEHICLE

BUFFER SPACE



FLASHING ARROW PANEL DISPLAYING LEFT ARROW

1000'



W4-2R

1500'



W20-5



R.I.Std. 27.1.1

2640'



W20-1

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

TEMPORARY
TRAFFIC CONTROL PLAN



**TYPICAL LANE CLOSURE
ON
FREEWAY OR EXPRESSWAY**

NOT TO SCALE

DATE: 02-07-13

NOTES:

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4. ADVANCE WARNING SIGN SPACING MAY BE ADJUSTED IN THE FIELD IF NECESSARY TO FIT SITE CONDITIONS.
5. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
6. MINIMUM LANE WIDTH IS TO BE 12 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
7. TEMPORARY TRAFFIC CONTROL SET-UP FOR A DOUBLE LEFT LANE CLOSURE SHALL BE SIMILAR TO THE SET-UP SHOWN, WITH APPROPRIATE CHANGES TO SIGNS AND OTHER DEVICES TO INDICATE THE LEFT LANE CLOSURE.
8. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 48" X 48".
9. THE DISTANCE BETWEEN THE SHADOW VEHICLE AND THE WORK SPACE SHOULD BE SELECTED BASED ON TRAFFIC AND SITE CONDITIONS AS WELL AS THE CHARACTERISTICS OF THE SHADOW VEHICLE/ATTENUATOR AND ITS MANUFACTURER'S RECOMMENDATIONS, BUT SHOULD BE NO GREATER THAN THE MINIMUM DISTANCE SUFFICIENT TO ENSURE THAT THE SHADOW VEHICLE WILL NOT ROLL INTO THE WORK SPACE WHEN HIT BY AN ERRANT VEHICLE.
10. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.

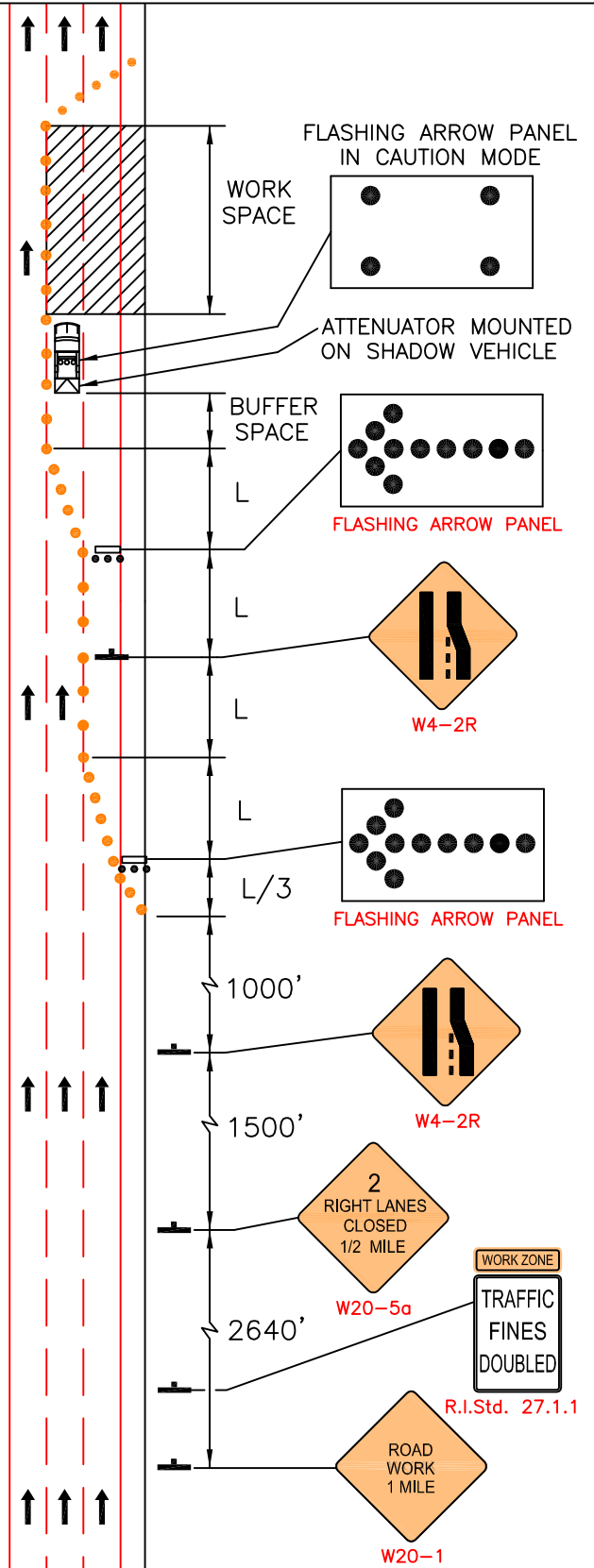
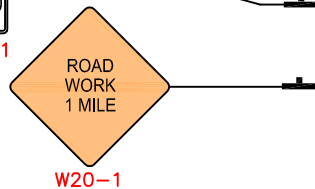
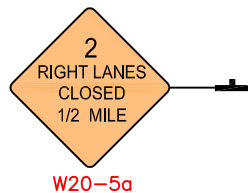
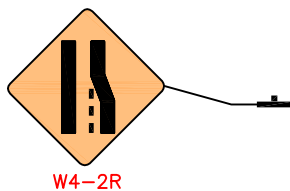
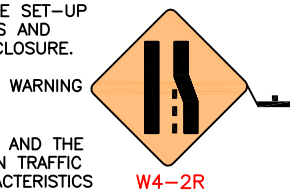
TAPER AND BUFFER LENGTHS

Speed Limit	Taper Length* (L) Feet	Buffer Space** Feet
40 MPH	320	305
45 MPH	540	360
50 MPH	600	425
55 MPH	660	495
60 MPH	720	570
65 MPH	780	645

* Required
** Suggested

(SEE STD. FOR SIZES AND INSTALL LOCATION)

R.I.Std. 27.1.1

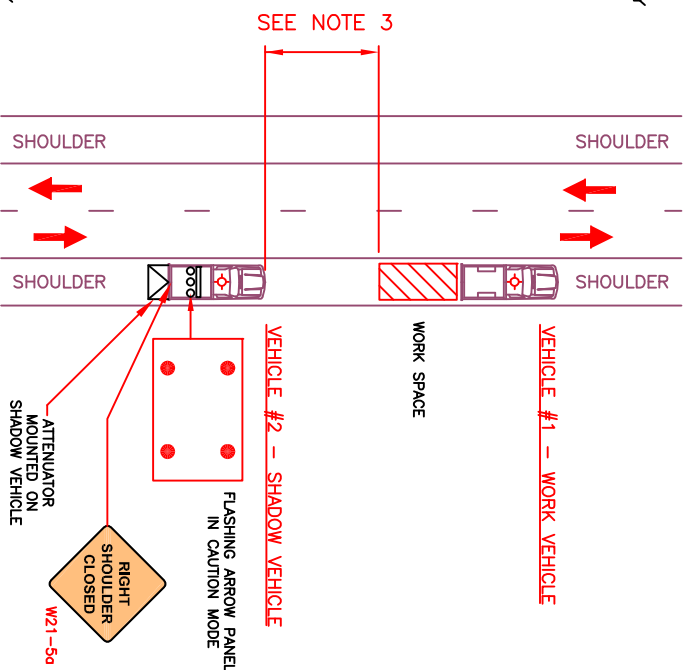


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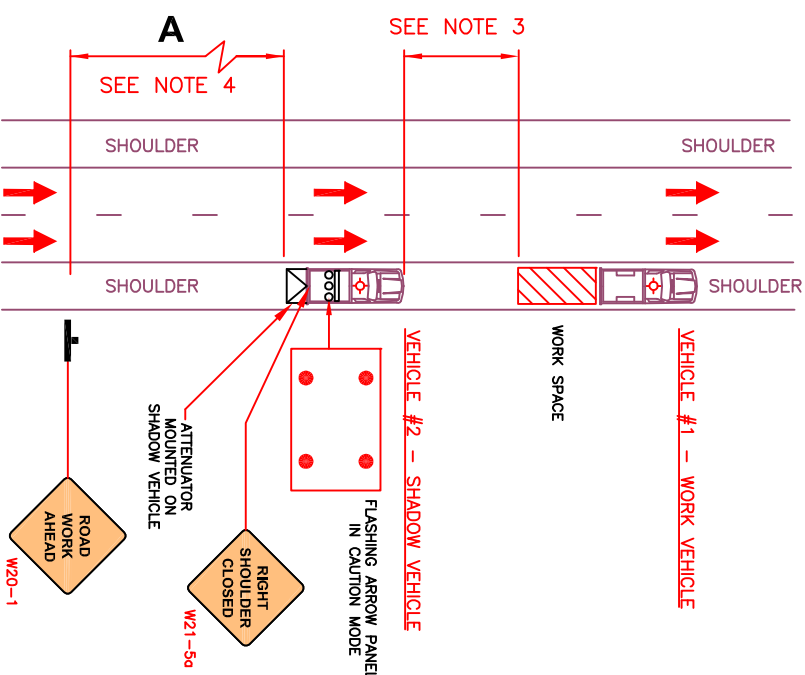
1. THIS PLAN IS APPROPRIATE FOR WORK OPERATIONS THAT REQUIRE THE CLOSURE OF A SHOULDER WHERE THE OPERATIONS ONLY OCCUPY A LOCATION FOR UP TO ONE (1) HOUR. FOR WORK OPERATIONS THAT OCCUPY A LOCATION FOR MORE THAN ONE (1) HOUR, FOLLOW RIDOT TEMPORARY TRAFFIC CONTROL PLANS "TYPICAL SHOULDER CLOSURE ON FREEWAY OR EXPRESSWAY" AND "TYPICAL SHOULDER CLOSURE ON TWO-LANE HIGHWAY" ON DIVIDED AND NON-DIVIDED HIGHWAYS, RESPECTIVELY.
2. ALL VEHICLES USED FOR THESE OPERATIONS SHALL BE EQUIPPED WITH HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE WARNING LIGHTS WITH 360 DEGREE VISIBILITY. THESE WARNING LIGHTS SHALL BE ACTIVATED DURING THE WORK.
3. THE DISTANCE BETWEEN THE SHADOW VEHICLE AND THE WORK SPACE SHOULD BE SELECTED BASED ON TRAFFIC AND SITE CONDITIONS AS WELL AS THE CHARACTERISTICS OF THE SHADOW VEHICLE/ATTENUATOR AND ITS MANUFACTURER'S RECOMMENDATIONS, BUT SHOULD BE NO GREATER THAN THE MINIMUM DISTANCE SUFFICIENT TO ENSURE THAT THE SHADOW VEHICLE WILL NOT ROLL INTO THE WORK SPACE WHEN HIT BY AN ERRANT VEHICLE.
4. ON DIVIDED HIGHWAYS, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND THE SHADOW VEHICLE SHOULD BE SELECTED SO THAT APPROACHING MOTORISTS ARE GIVEN ADEQUATE ADVANCE WARNING OF THE WORK ACTIVITY AHEAD. THE TABLE AT RIGHT INDICATES MINIMUM DISTANCES BASED ON IDEAL CONDITIONS. ACTUAL ADVANCE WARNING SIGN SPACING MAY BE ADJUSTED IN THE FIELD IF NECESSARY TO FIT SITE CONDITIONS. IN SITUATIONS WHERE THE WORK AND SHADOW VEHICLES MOVE DOWN THE HIGHWAY FOR SHORT DURATION SHOULDER WORK AT MULTIPLE LOCATIONS, THE MAXIMUM SPACING BETWEEN THE "ROAD WORK AHEAD" SIGN AND THE SHADOW VEHICLE SHALL BE TWO (2) MILES.
5. TEMPORARY TRAFFIC CONTROL SET-UP FOR SHORT DURATION SHOULDER WORK IN THE LEFT SHOULDER OF A DIVIDED HIGHWAY SHALL BE SIMILAR TO THE SET-UP SHOWN, WITH APPROPRIATE CHANGES TO SIGN LEGENDS AND SIGN/VEHICLE PLACEMENT TO INDICATE THE LEFT SHOULDER CLOSURE. IF WORKERS ARE ON FOOT WITHIN 30 FEET OF TRAFFIC TRAVELING IN THE OPPOSITE DIRECTION AND UNPROTECTED BY A CRASHWORTHY BARRIER, AN ADDITIONAL SET OF THE TRAFFIC CONTROL DEVICES SHOWN (INCLUDING SHADOW VEHICLE AND ADVANCE WARNING SIGN) SHALL BE USED TO WARN TRAFFIC APPROACHING THE WORK SPACE FROM THE OPPOSITE DIRECTION.
6. THE SHAPES OF WARNING SIGNS SHOWN ON VEHICLES ARE RECOMMENDED, BUT MAY BE REPLACED WITH OTHER SHAPES WHERE ADVANCE PERMISSION IS GRANTED BY THE ENGINEER.
7. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
8. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
9. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
10. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 48" X 48".
11. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES MAY BE NEEDED FOR CONFORMANCE WITH PART 6 OF THE MUTCD.
12. VEHICLE-MOUNTED SIGNS SHALL BE MOUNTED IN A MANNER SUCH THAT THEY ARE NOT OBSCURED BY EQUIPMENT OR SUPPLIES.

MINIMUM ADVANCE WARNING SIGN SPACING

Roadway Type / Location Posted Speed Limit	Distance (Feet)		
	A	B	C
NON-FREEMWAY/EXPRESSWAY ≤ 25 MPH	100	100	100
NON-FREEMWAY/EXPRESSWAY IN URBAN AREA, ≥30 MPH	350	350	350
NON-FREEMWAY/EXPRESSWAY IN RURAL AREA, ≥30 MPH	500	500	500
FREEMWAY/EXPRESSWAY	1,000	1,500	2,640



SHORT DURATION SHOULDER WORK ON NON-DIVIDED HIGHWAY



SHORT DURATION SHOULDER WORK ON DIVIDED HIGHWAY (INCLUDING FREEWAYS/EXPRESSWAYS)

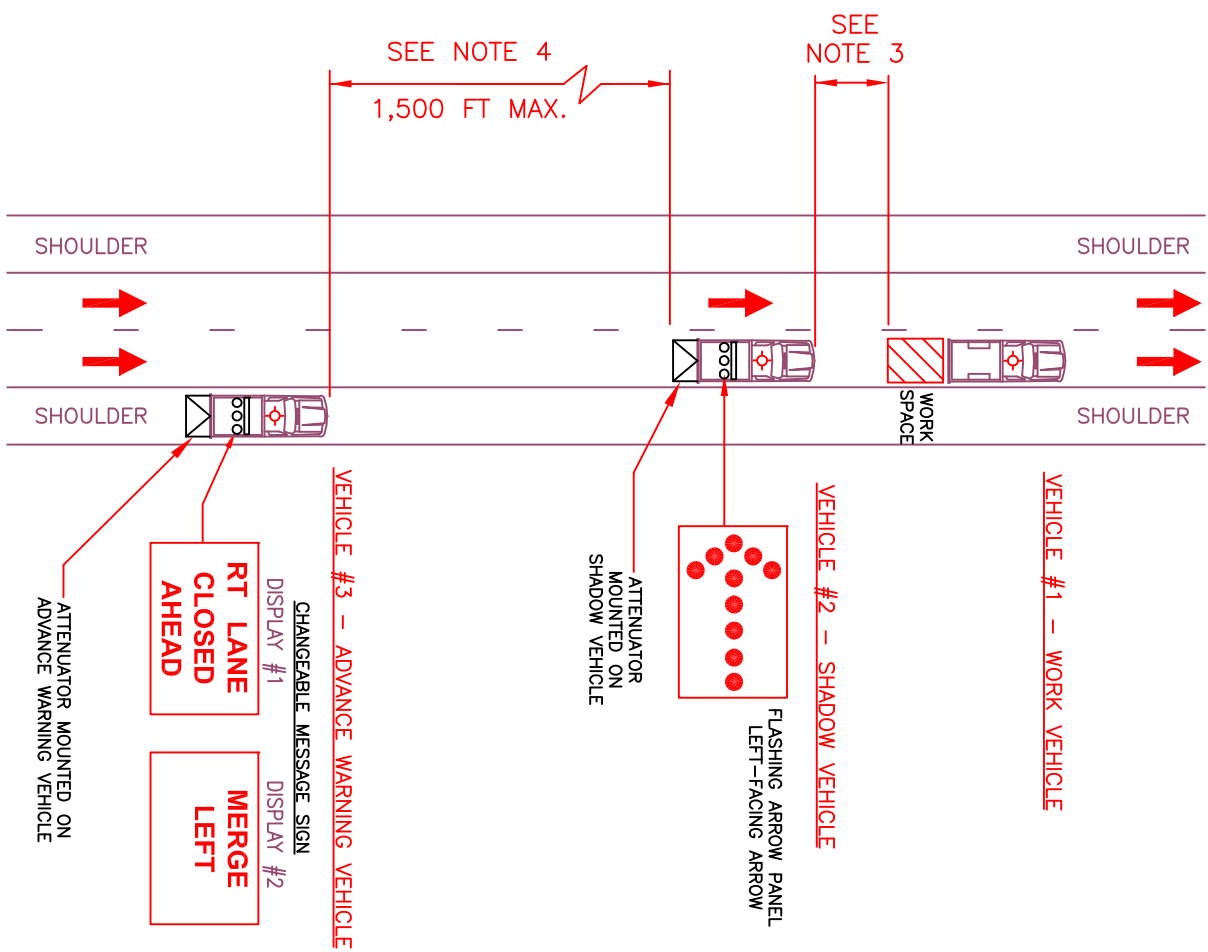
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
TEMPORARY
TRAFFIC CONTROL PLAN

TYPICAL SHORT DURATION SHOULDER WORK
(WORK OCCUPYING LOCATION UP TO 1 HOUR)

NOT TO SCALE
DATE:
02-07-2013

NOTES:

1. THIS PLAN IS APPROPRIATE FOR WORK OPERATIONS THAT REQUIRE THE CLOSURE OF A SINGLE EXTERIOR TRAVEL LANE ON A MULTI-LANE HIGHWAY WHERE THE OPERATIONS ONLY OCCUPY A LOCATION FOR UP TO ONE (1) HOUR. FOR WORK OPERATIONS THAT OCCUPY A LOCATION FOR MORE THAN ONE (1) HOUR, FOLLOW OTHER RIDOT TEMPORARY TRAFFIC CONTROL PLANS FOR A TYPICAL LANE CLOSURE ON A MULTI-LANE HIGHWAY USING GROUND-MOUNTED WARNING SIGNS AND CHANNELIZATION DEVICES.
2. ALL VEHICLES USED FOR THESE OPERATIONS SHALL BE EQUIPPED WITH HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE WARNING LIGHTS WITH 360 DEGREE VISIBILITY. THESE WARNING LIGHTS SHALL BE ACTIVATED DURING THE WORK.
3. THE DISTANCE BETWEEN THE SHADOW VEHICLE AND THE WORK SPACE SHOULD BE SELECTED BASED ON TRAFFIC AND SITE CONDITIONS AS WELL AS THE CHARACTERISTICS OF THE SHADOW VEHICLE/ATTENUATOR AND ITS MANUFACTURER'S RECOMMENDATIONS, BUT SHOULD BE NO GREATER THAN THE MINIMUM DISTANCE SUFFICIENT TO ENSURE THAT THE SHADOW VEHICLE WILL NOT ROLL INTO THE WORK SPACE WHEN HIT BY AN ERRANT VEHICLE.
4. THE DISTANCE BETWEEN THE ADVANCE WARNING VEHICLE AND THE SHADOW VEHICLE SHOULD BE SELECTED SO THAT APPROACHING MOTORISTS ARE GIVEN ADEQUATE ADVANCE WARNING OF THE WORK ACTIVITY AHEAD. THE DISTANCE SHOULD VARY BASED ON THE AVAILABLE SIGHT DISTANCE AND EXISTING RAMP/INTERSECTIONS WITHIN THE WORK ZONE. A MINIMUM DISTANCE OF 500 FEET IS DESIRABLE ON ROADWAYS WITH A POSTED SPEED LIMIT OF 35 MPH OR LESS, WHILE A MAXIMUM DISTANCE OF 1,500 FEET IS ALLOWABLE ON FREEWAYS/EXPRESSWAYS WHERE SIGHT DISTANCE TO THE DOWNSTREAM SHADOW VEHICLE IS RESTRICTED.
5. TEMPORARY TRAFFIC CONTROL SET-UP FOR A SHORT DURATION CLOSURE OF THE LEFT LANE ON A MULTI-LANE DIVIDED HIGHWAY SHALL BE SIMILAR TO THE SET-UP SHOWN, WITH APPROPRIATE CHANGES TO CHANGEABLE MESSAGE SIGNS AND FLASHING ARROW PANELS TO INDICATE THE LEFT LANE CLOSURE.
6. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
7. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
8. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
9. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES MAY BE NEEDED FOR CONFORMANCE WITH PART 6 OF THE MUTCD.



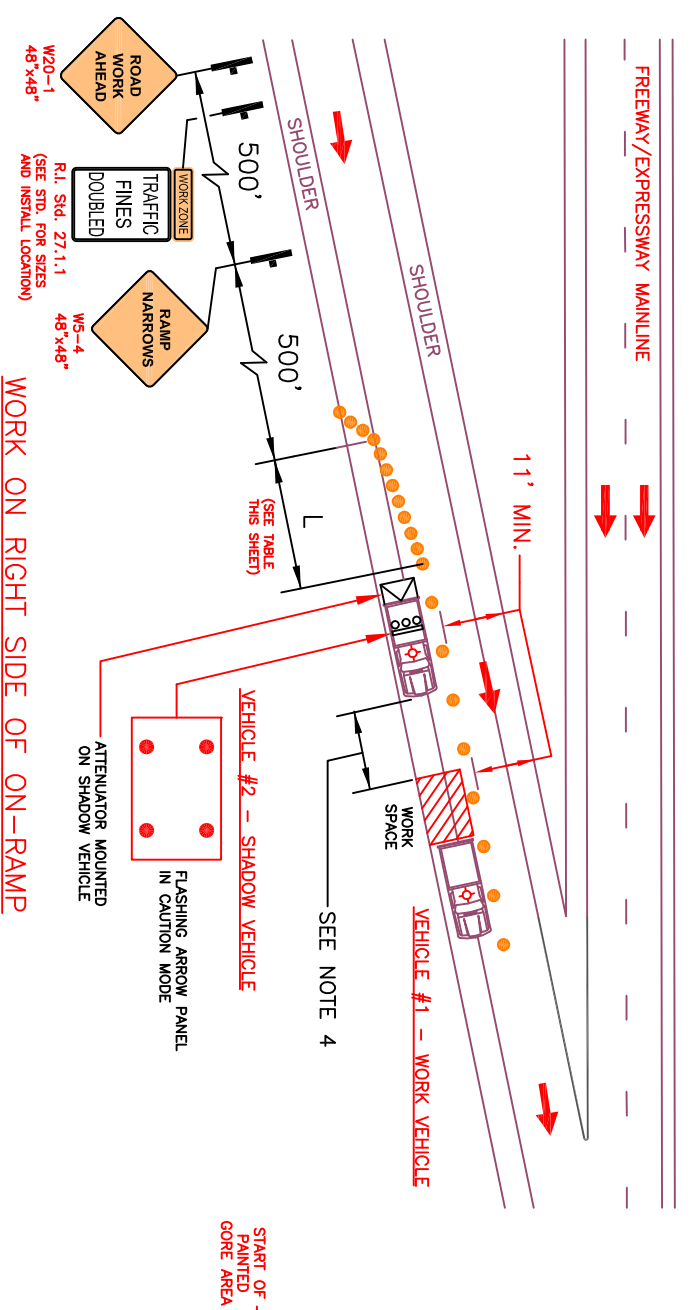
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

TEMPORARY
TRAFFIC CONTROL PLAN

TYPICAL SHORT DURATION LANE CLOSURE
ON MULTI-LANE HIGHWAY
(WORK OCCUPYING LOCATION UP TO 1 HOUR)

NOT TO SCALE

DATE:
02-07-2013



WORK ON RIGHT SIDE OF ON-RAMP

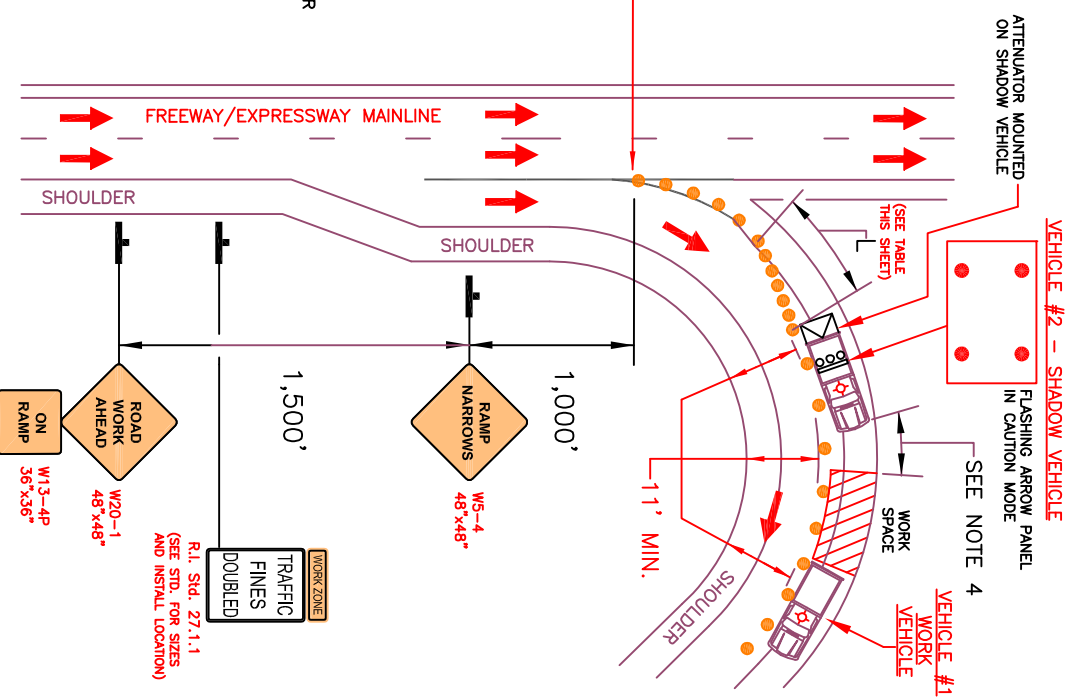
NOTES:

1. THIS PLAN IS APPROPRIATE FOR WORK OPERATIONS THAT REQUIRE THE PARTIAL CLOSURE OF A SINGLE-LANE FREEWAY OR EXPRESSWAY ON- OR OFF-RAMP, BUT WHICH ALWAYS PROVIDE FOR A MINIMUM OF 11- FEET OF CLEAR WIDTH FOR PASSAGE OF VEHICLES TRAVELING ON THE RAMP.
2. FOR WORK OPERATIONS THAT OCCUPY THE WORK SPACE FOR LESS THAN ONE (1) HOUR, ALL ADVANCE WARNING SIGNS MAY BE REMOVED IF THE "RAMP NARROWS" SIGN IS REPLACED WITH AN ADVANCE WARNING VEHICLE WITH TRUCK-MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE SIGN, WITH FIRST PHASE DISPLAYING "ROAD WORK AHEAD" AND SECOND PHASE DISPLAYING "RAMP NARROWS".
3. ALL VEHICLES USED FOR THESE OPERATIONS SHALL BE EQUIPPED WITH HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE WARNING LIGHTS WITH 360 DEGREE VISIBILITY. THESE WARNING LIGHTS SHALL BE ACTIVATED DURING THE WORK.
4. THE DISTANCE BETWEEN THE SHADOW VEHICLE AND THE WORK SPACE SHOULD BE SELECTED BASED ON TRAFFIC AND SITE CONDITIONS AS WELL AS THE CHARACTERISTICS OF THE SHADOW VEHICLE/ATTENUATOR AND ITS MANUFACTURER'S RECOMMENDATIONS, BUT SHOULD BE NO GREATER THAN THE MINIMUM DISTANCE SUFFICIENT TO ENSURE THAT THE SHADOW VEHICLE WILL NOT ROLL INTO THE WORK SPACE WHEN HIT BY AN ERRANT VEHICLE.
5. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
6. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
7. WHERE A STREET OR RAMP INTERSECTS THE WORK ZONE, REDUCTIONS IN ADVANCE WARNING SIGN SPACING AND/OR ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES MAY BE NEEDED FOR CONFORMANCE WITH PART 6 OF THE MUTCD.
8. MAXIMUM CHANNELIZATION DEVICE SPACING IN TANGENT SECTIONS (INCLUDING GORE AREAS) SHALL BE 25 FEET; IN TAPERS USE 15-FOOT MAX. SPACING.
9. WHEN WORK SPACE ON OFF-RAMPS IS WITHIN 1,000 FEET OF MAINLINE, ALWAYS START CHANNELIZATION DEVICE PLACEMENT AT (OR IN LINE WITH) START OF PAINTED GORE AREA, AND CONTINUE PLACING DEVICES ALONG EDGE LINE UNTIL REACHING THE SHIFTING TAPER.

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
TEMPORARY
TRAFFIC CONTROL PLAN

TYPICAL WORK ON SIDE OF
FREEWAY OR EXPRESSWAY RAMP

NOT TO SCALE
DATE:
02-07-2013



WORK ON LEFT SIDE OF OFF-RAMP

TAPER LENGTHS

Speed of Traffic on Ramp at Taper*	Shifting Taper Length (L), Feet	Speed of Traffic on Ramp at Taper*	Shifting Taper Length (L), Feet
25 MPH	65	40 MPH	160
30 MPH	90	45 MPH	270
35 MPH	125	50 MPH	300

* Speed may be estimated

* Speed may be estimated

Appendix E

Typical Details – Job Specific

DELINEATOR GENERAL NOTES:

1. DELINEATORS SHALL BE POSITIONED SUCH THAT THE REFLECTIVE SHEETING IS FACING APPROACHING TRAFFIC. THE REFLECTIVE SHEETING SHOULD BE PERPENDICULAR TO THE ROADWAY.
2. DELINEATORS WITH WHITE REFLECTORS SHALL BE USED ON THE RIGHT SIDE OF THE TRAVELED WAY. DELINEATORS WITH YELLOW REFLECTORS SHALL BE USED ON THE LEFT SIDE OF THE TRAVELED WAY.
3. UNLESS OTHERWISE NOTED IN THE WORK ORDER PACKAGE, THE FOLLOWING REQUIREMENTS SHALL APPLY:
 - 3.1. GROUND MOUNTED STEEL POST DELINEATORS WITH DOUBLE WHITE REFLECTORS SHALL BE USED ALONG ACCELERATION AND DECELERATION LANES AND SPACED AT 100-FOOT INTERVALS.
 - 3.2. THE SPACING OF DELINEATORS MAY VARY SLIGHTLY FROM THE SPACING SPECIFIED ON THE PLANS IF NECESSARY TO ACCOMMODATE SITE CONDITIONS.
 - 3.3. IN MEDIANS TWELVE (12) FEET WIDE OR LESS, GROUND MOUNTED STEEL POST DELINEATORS WITH SINGLE YELLOW TWO SIDED REFLECTORS SHALL BE USED. IN MEDIANS WIDER THAN TWELVE (12) FEET, GROUND MOUNTED STEEL POST DELINEATORS WITH SINGLE YELLOW REFLECTORS SHALL BE USED FOR EACH DIRECTION OF TRAVEL.
 - 3.4. GROUND MOUNTED STEEL POST DELINEATORS SHALL BE INSTALLED WITH A PREFERRED 4-FOOT OFFSET FROM THE EDGE OF PAVEMENT AND SPACED IN ACCORDANCE WITH THE PLANS. WHERE AN OBSTRUCTION EXISTS IN A PROPOSED LINE OF DELINEATORS, THE ACTUAL INSTALLED LINE OF DELINEATORS SHOULD MAKE A SMOOTH TRANSITION TO THE INSIDE OF THE OBSTRUCTION. THE ALLOWABLE OFFSET RANGE IS BETWEEN 2 AND 8 FEET FROM THE EDGE OF PAVEMENT.
 - 3.5. THE SPACING OF DELINEATORS SHALL BE ADJUSTED AS/IF NECESSARY ON APPROACHES TO AND THROUGHOUT HORIZONTAL CURVES SO THAT SEVERAL DELINEATORS ARE ALWAYS SIMULTANEOUSLY VISIBLE TO THE ROAD USER.



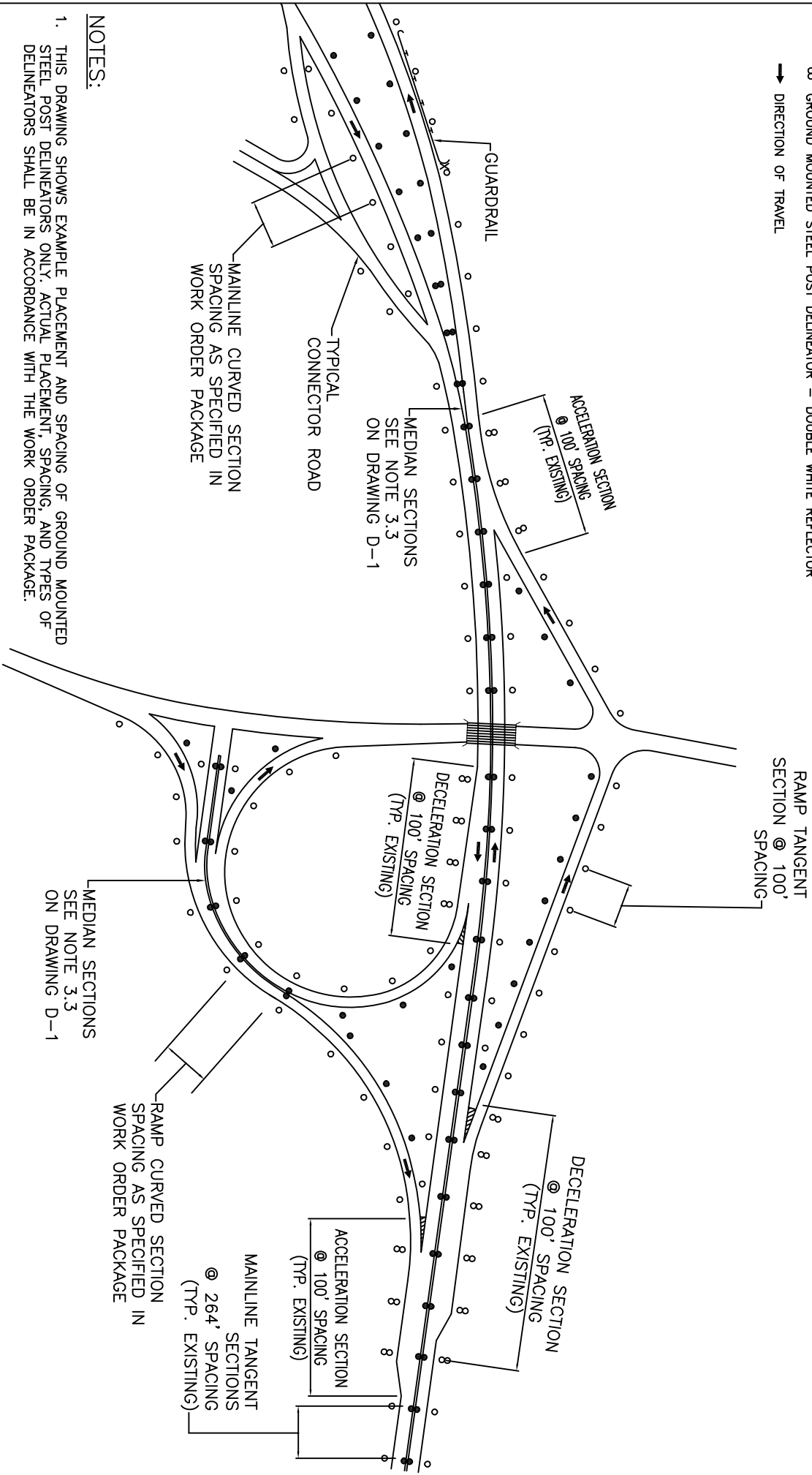
RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
STATEWIDE SIGN AND DELINEATOR
INSTALLATION AND REMOVAL

DELINEATOR
GENERAL NOTES

DRAWING No.
D-1
SHEET No.
1 OF 7

LEGEND

- GROUND MOUNTED STEEL POST DELINEATOR - SINGLE YELLOW REFLECTOR
- GROUND MOUNTED STEEL POST DELINEATOR - SINGLE YELLOW TWO-SIDED REFLECTOR
- GROUND MOUNTED STEEL POST DELINEATOR - SINGLE WHITE REFLECTOR
- ∞ GROUND MOUNTED STEEL POST DELINEATOR - DOUBLE WHITE REFLECTOR
- DIRECTION OF TRAVEL



NOTES:

1. THIS DRAWING SHOWS EXAMPLE PLACEMENT AND SPACING OF GROUND MOUNTED STEEL POST DELINEATORS ONLY. ACTUAL PLACEMENT, SPACING, AND TYPES OF DELINEATORS SHALL BE IN ACCORDANCE WITH THE WORK ORDER PACKAGE.

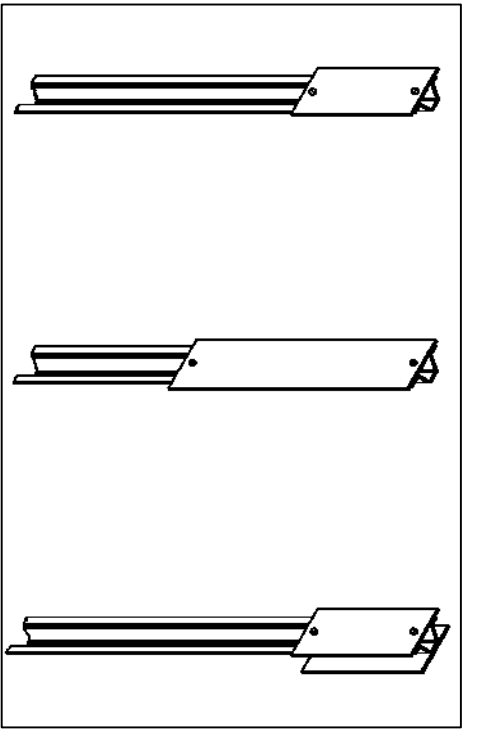
NOT TO SCALE



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
STATEWIDE SIGN AND DELINEATOR
INSTALLATION AND REMOVAL

EXAMPLE FREEWAY AND
RAMP DELINEATOR
PLACEMENT & SPACING

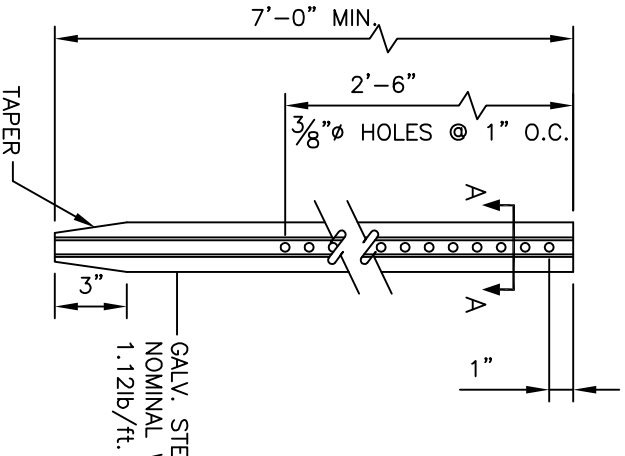
DRAWING No.
D-2
SHEET No.
2 OF 7



GROUND MOUNTED
STEEL POST
DELINEATOR -
SINGLE YELLOW
REFLECTOR

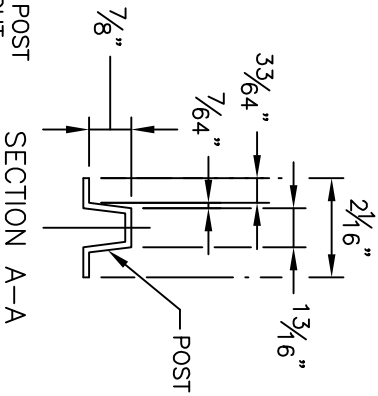
GROUND MOUNTED
STEEL POST
DELINEATOR -
DOUBLE WHITE
REFLECTOR

GROUND MOUNTED
STEEL POST
DELINEATOR -
SINGLE YELLOW
TWO SIDED
REFLECTOR

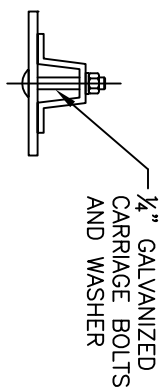


GALV. STEEL POST
NOMINAL WEIGHT
1.12lb/ft.

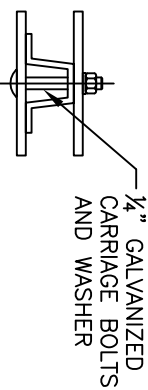
LIGHT WEIGHT STEEL POST



SECTION A-A

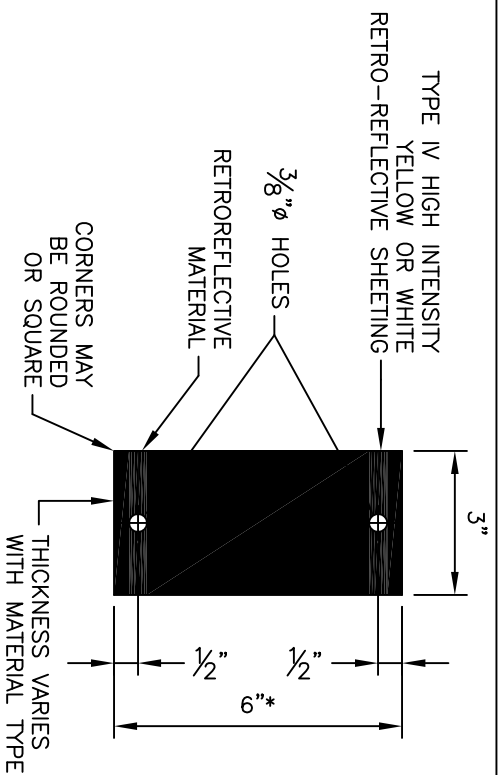


SINGLE REFLECTOR



DOUBLE REFLECTOR

REFLECTOR TO POST
ATTACHMENT



RETRO-REFLECTIVE DELINEATOR
(SINGLE REFLECTOR SHOWN)

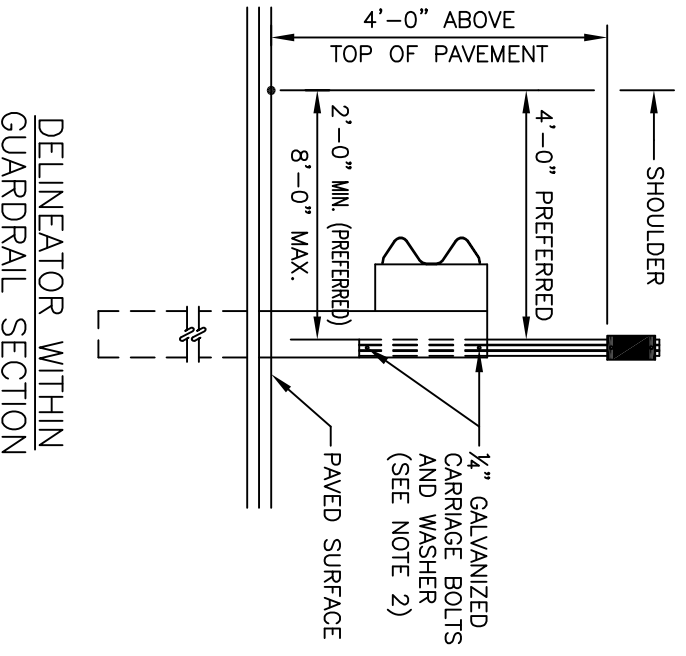
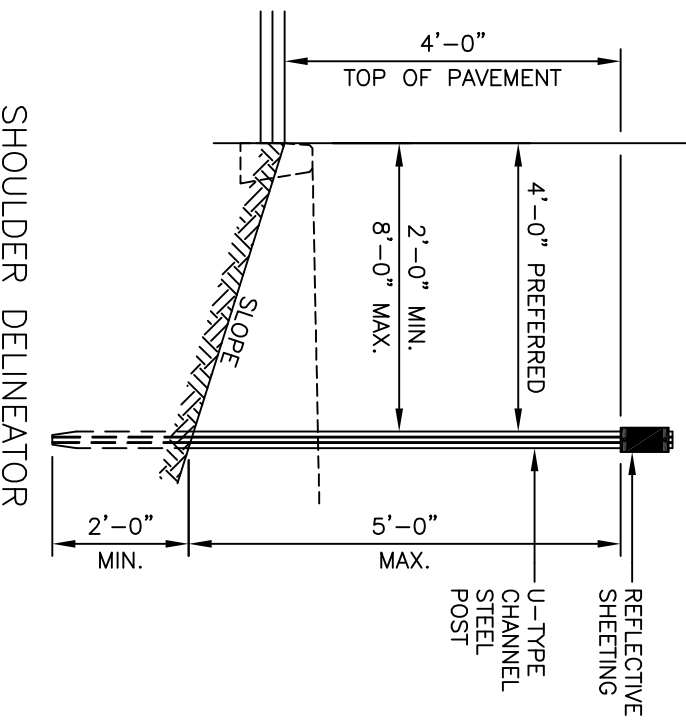
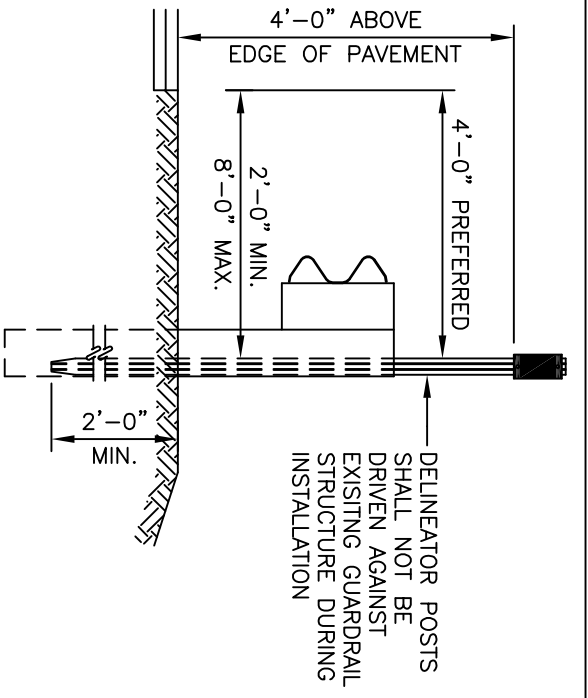
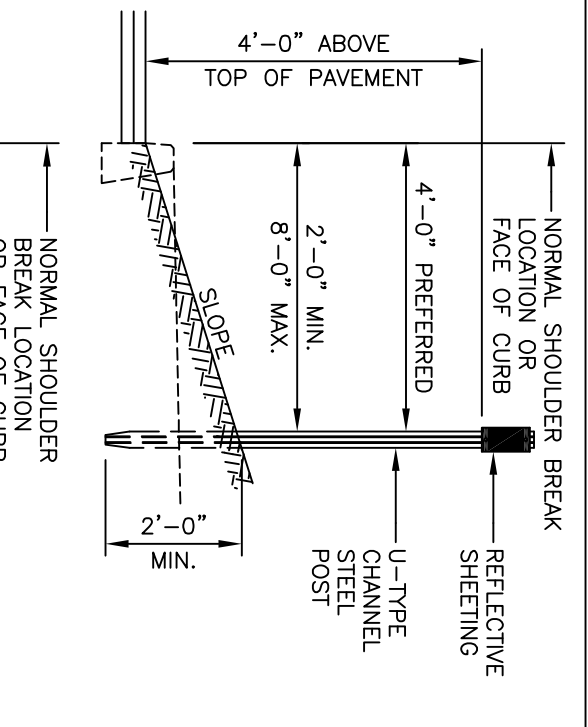
* 12" SINGLE PIECE TO BE USED
FOR DOUBLE WHITE REFLECTOR



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
STATEWIDE SIGN AND DELINEATOR
INSTALLATION AND REMOVAL

GROUND MOUNTED STEEL
POST DELINEATOR DETAILS
(NOT TO SCALE)

DRAWING No.
D-3
SHEET No.
3 OF 7



NOTES:

1. FOR POST AND REFLECTOR DETAILS REFER TO DRAWING D-3.
2. THE HOLES SHALL BE THOROUGHLY PAINTED WITH A TOUCH-UP GALVANIZING SPRAY PAINT PRIOR TO ATTACHING THE DELINEATOR POST. THE COST OF SUCH TOUCH-UP SPRAY PAINTING SHALL BE INCLUDED IN THE PRICE BID FOR THE GROUND MOUNTED STEEL POST DELINEATOR ITEMS.



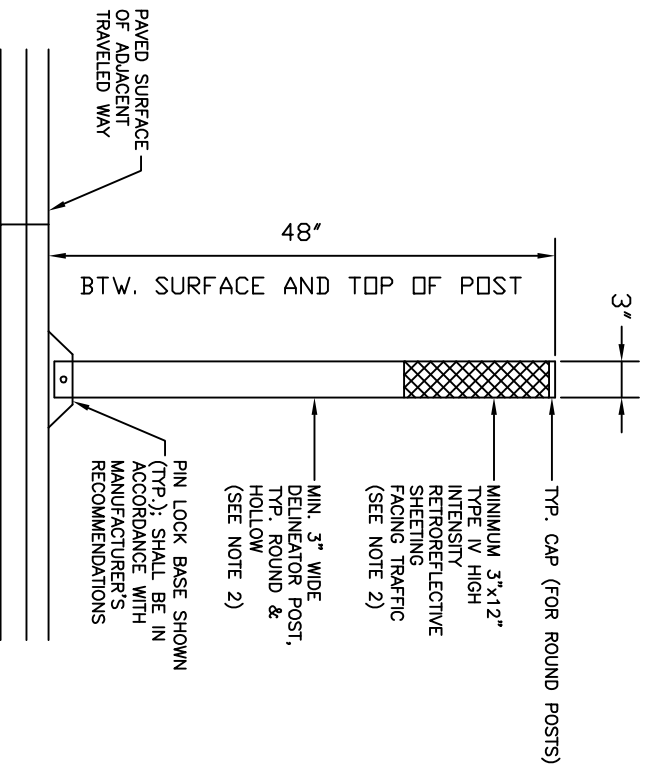
**RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
STATEWIDE SIGN AND DELINEATOR
INSTALLATION AND REMOVAL**

**GROUND MOUNTED
STEEL POST DELINEATOR
PLACEMENT (NOT TO SCALE)**

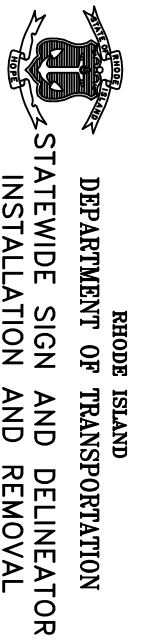
**DRAWING No.
D-4
SHEET No.
4 OF 7**

1. SURFACE MOUNTED FLEXIBLE DELINEATORS SHALL BE PLACED ONLY ON SOUND PAVEMENT AND BOLTED INTO PLACE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
2. THE SURFACE MOUNTED FLEXIBLE DELINEATOR POST MATERIAL AND RETROREFLECTIVE SHEETING SHALL BE WHITE WHEN PLACED ON THE RIGHT SIDE OF THE TRAVELED WAY. THE SURFACE MOUNTED FLEXIBLE DELINEATOR POST AND RETROREFLECTIVE SHEETING SHALL BE YELLOW WHEN PLACED IN MEDIANS AND WHEN OTHERWISE PLACED ON THE LEFT SIDE OF THE TRAVELED WAY.

NOTES:



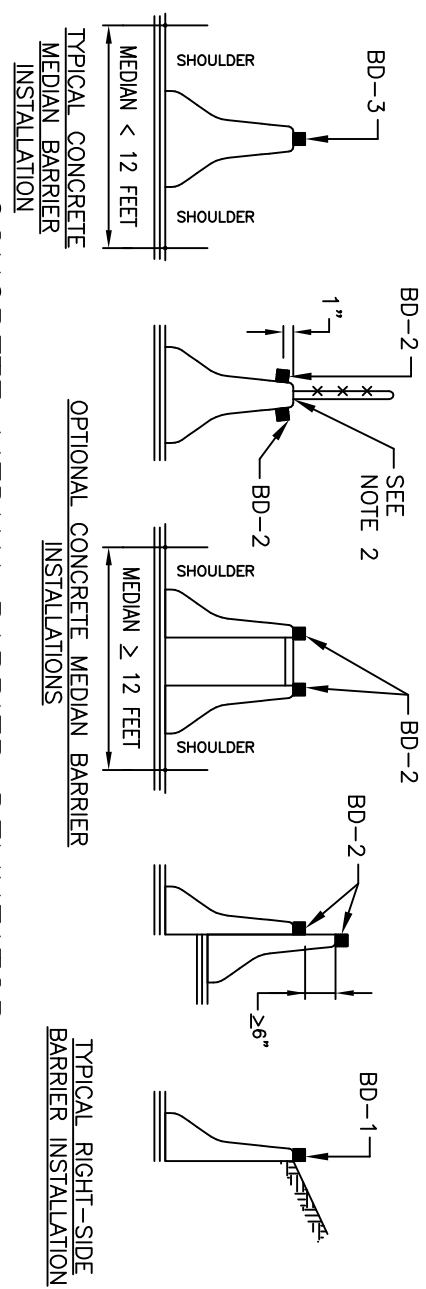
SURFACE MOUNTED FLEXIBLE DELINEATOR



SURFACE MOUNTED
FLEXIBLE DELINEATOR
DETAILS

NOTES:

1. DELINEATORS TO BE PLACED ON TOP OF CONCRETE BARRIERS AND PARAPETS AS SHOWN UNLESS OTHERWISE CALLED FOR IN WORK ORDER PACKAGE. THE FRONT SURFACE OF DELINEATORS SHALL BE FACING APPROACHING TRAFFIC.
2. THE CONTRACTOR MAY INSTALL DELINEATORS WITH SINGLE-SIDED REFLECTORS ON THE SIDE OF THE BARRIER OR PARAPET ONLY WHERE SPACE DOES NOT PERMIT INSTALLATION ON THE TOP OF THE BARRIER OR PARAPET AS SHOWN.
3. SPACING OF DELINEATORS SHALL BE AS CALLED FOR IN WORK ORDER PACKAGE.
4. CONCRETE SURFACES SHALL BE WIRE BRUSHED OR SAND BLASTED, AND TREATED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS PRIOR TO INSTALLATION OF DELINEATORS.

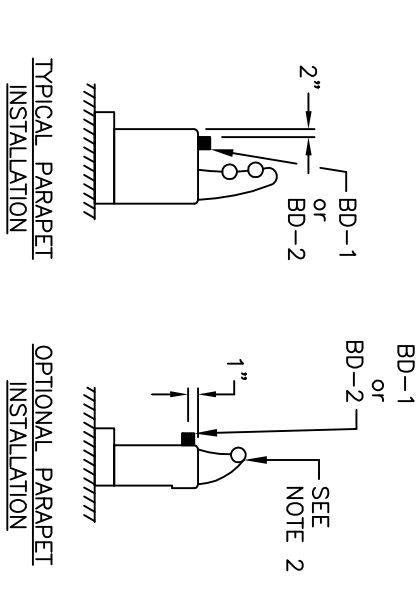


CONCRETE MEDIAN BARRIER DELINEATOR

NOT TO SCALE

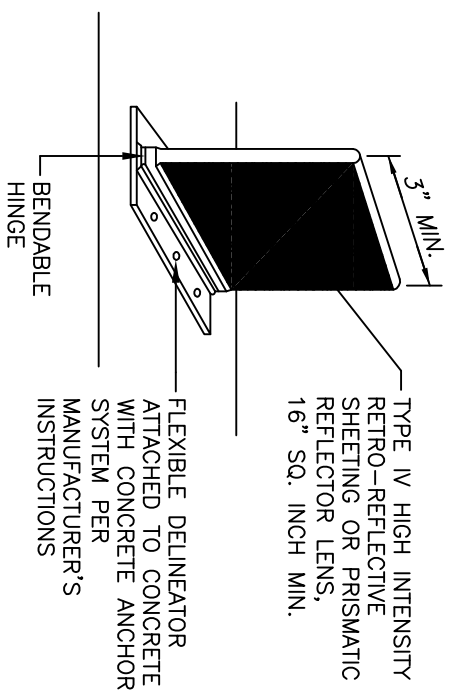
LEGEND

- BD-1 BARRIER MOUNTED FLEXIBLE DELINEATOR - WHITE
- BD-2 BARRIER MOUNTED FLEXIBLE DELINEATOR - YELLOW
- BD-3 BARRIER MOUNTED FLEXIBLE DELINEATOR - TWO-SIDED YELLOW



BRIDGE PARAPET DELINEATOR

NOT TO SCALE



FLEXIBLE DELINEATOR DETAIL

NOT TO SCALE



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
STATEWIDE SIGN AND DELINEATOR
INSTALLATION AND REMOVAL

BARRIER MOUNTED
FLEXIBLE DELINEATOR
DETAILS

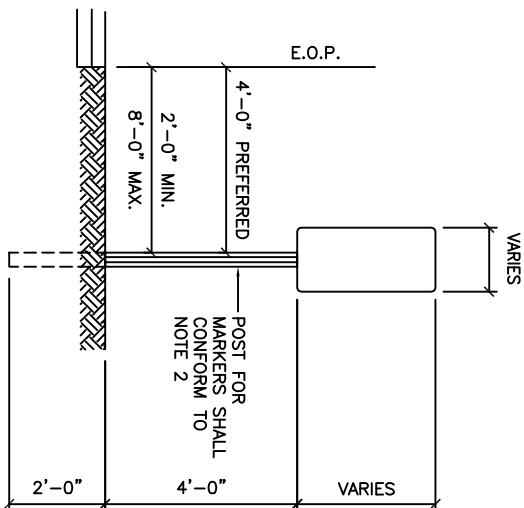
DRAWING No. D-6
SHEET No. 6 OF 7

MILEPOST MARKER NOTES:

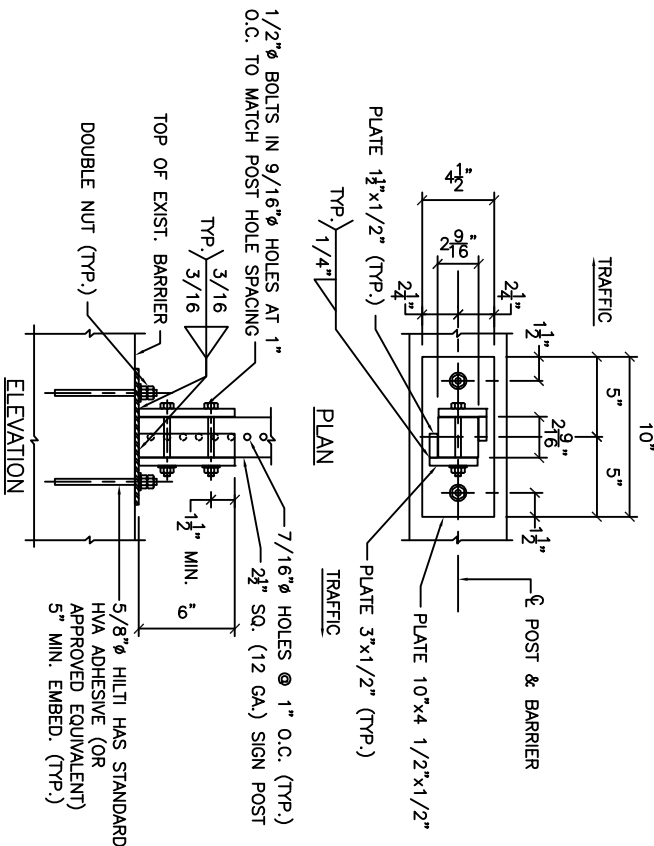
- MILEPOST MARKERS SHALL BE ATTACHED TO POSTS SUCH THAT THE BOTTOM OF THE SIGN IS 4 FEET ABOVE GRADE.
- SINGLE FACING 12"x36" SIGNS MOUNTED IN EXISTING GRASS OR CONCRETE SHALL USE R.I. STD. 24.6.2 POSTS. SINGLE FACING 18"x48" SIGNS MOUNTED IN EXISTING GRASS OR CONCRETE SURFACES SHALL USE R.I. STD. 24.2.0 POSTS (MODIFIED FOR 4-FOOT SIGN HEIGHT). DOUBLE FACING (BACK-TO-BACK) SIGNS AND ALL SIGNS IN EXISTING MEDIAN BARRIERS SHALL USE R.I. STD. 24.1.0 POSTS (MODIFIED FOR 4-FOOT SIGN HEIGHT); SEE DETAIL BELOW FOR MILEPOST MARKERS TO BE MOUNTED ON EXISTING PRECAST MEDIAN BARRIERS.

BARRIER MOUNTED SIGN POST NOTES:

- POST, PLATES, BOLTS, NUTS, AND ALL OTHER HARDWARE SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH SECTION T.15 OF THE R.I. STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED.
- PLATE STEEL SHALL BE AASHTO M270 (A709) GRADE 36 AND SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M111 AFTER THE WELDED COMPONENTS ARE FABRICATED.
- WELDING SHALL CONFORM TO ANSI/AASHTO/AWS D1.5:2002 BRIDGE WELDING CODE AND R.I. STANDARD SPECIFICATIONS.
- STEEL POSTS SHALL CONFORM TO ASTM A361, F_y=55 KSI. THE CROSS SECTION SHALL BE SQUARE TUBE FORMED OF 12 GAUGE (0.105" U.S.S. GAUGE) COLD ROLLED CARBON STEEL SHEETS WHICH HAVE BEEN ZINC COATED (1.25 OZ) CONFORMING TO ASTM A525, CAREFULLY ROLLED TO SIZE AND WELDED DIRECTLY TO THE CORNER BY HIGH FREQUENCY RESISTANCE WELDING OR EQUAL AND EXTERNALLY SCARED TO AGREE WITH CORNER RADIUS. STANDARD CORNER RADIUS SHALL BE 3/32" PLUS OR MINUS 1/64".
- BOLTS SHALL CONFORM TO ASTM A307, CLASS A.
- ALL BOLTS, NUTS AND HARDWARE SHALL BE GALVANIZED AS PER ASTM A153.
- THE CONTRACTOR SHALL FIELD VERIFY BY HAMMER SOUNDING THE CONDITION OF THE EXISTING CONCRETE MOUNTING SURFACE. THE ACTUAL SIGN POST INSTALLATION LOCATION SHALL BE ADJUSTED FROM THAT CALLED FOR ON THE PLANS TO A LOCATION OF SOUND CONCRETE IF NECESSARY.
- THE CONTRACTOR SHALL LOCATE EXISTING REINFORCING IN THE CONCRETE MOUNTING SURFACE PRIOR TO DRILLING FOR THE INSTALLATION OF THE ADHESIVE ANCHORS. THE ACTUAL SIGN POST INSTALLATION LOCATION SHALL BE ADJUSTED FROM THAT CALLED FOR ON THE PLANS TO AVOID DAMAGING REINFORCING IN THE CONCRETE MOUNTING SURFACE IF NECESSARY.
- DRILLING AND INSTALLING THE ADHESIVE ANCHORS SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- THE DRILLING METHODS SHALL NOT CAUSE DAMAGE TO THE CONCRETE. AREAS DAMAGED BY THE CONTRACTOR'S ACTIONS SHALL BE REPAIRED BY THE CONTRACTOR IN A MANNER SUITABLE TO THE ENGINEER AT NO EXPENSE TO THE STATE.
- EMBEDMENT DEPTH OF THE HILTI HVA ADHESIVE ANCHOR IS SHOWN. EMBEDMENT DEPTH OF APPROVED EQUIVALENTS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



MILEPOST MARKER MOUNTING DETAIL



BARRIER MOUNTED SIGN POST DETAIL



**RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
STATEWIDE SIGN AND DELINEATOR
INSTALLATION AND REMOVAL**

**MILEPOST MARKER &
BARRIER MOUNTED SIGN POST
DETAILS**

**DRAWING No. M-1
SHEET No. 7 OF 7**

Appendix F

Specifications – Job Specific

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JOB SPECIFIC

CODE 201.9901

REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANEL

CODE 201.9903

REMOVE AND DISPOSE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST

CODE 201.9905

REMOVE AND DISPOSE DIRECTIONAL, REGULATORY, AND WARNING SIGNS

CODE 201.9907

REMOVE AND DISPOSE OVERHEAD PRIMARY DIRECTIONAL SIGN PANEL

CODE 201.9910

REMOVE AND DISPOSE GROUND MOUNTED STEEL POST DELINEATOR

CODE 201.9911

REMOVE AND DISPOSE SURFACE MOUNTED FLEXIBLE DELINEATOR

CODE 201.9912

REMOVE AND DISPOSE BARRIER MOUNTED FLEXIBLE DELINEATOR

DESCRIPTION: These items of work consist of the removal and disposal of ground mounted primary directional sign panels, ground mounted primary directional sign posts, directional, regulatory, and warning signs, overhead primary directional sign panels, ground mounted steel post delineators, surface mounted flexible delineators, and barrier mounted flexible delineators, along with their associated hardware and appurtenances, all in accordance with the details indicated on the Plans or as directed by the Engineer.

MATERIALS: Not applicable.

CONSTRUCTION METHODS: Sign panels, sign posts, and delineators shall be removed by means approved by the Engineer and in accordance with the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition and its latest revisions, unless otherwise noted below. Work Orders will show the specific locations and details of the removal work to be performed. All removed materials shall be legally disposed of off-site.

The removal of ground mounted primary directional sign panels and posts may be

called for at locations that are behind guardrail that will restrict the Contactor's work operations. In such cases, the Work Order Package – Request for Quotes will include Item Code 901.9902 Remove and Reset Guardrail for Access to Work Site, and all such removal and resetting of guardrail shall be completed in accordance with and will be measured and paid for as described in the Job Specific specification for Item Code 901.9902.

Remove and Dispose Directional, Regulatory, and Warning Signs (Item Code 201.9905) will be specified for all signs to be removed that are **not** attached directly to a sign post with a concrete foundation. This includes, but is not limited to, all signs mounted on square (e.g., RI Standard Detail 24.1.0), u-channel (e.g., RI Standard Details 24.2.0, 24.6.0, 24.6.2, and 24.6.4), wood (e.g., RI Standard Detail 24.3.0), and round (e.g., RI Standard Detail 24.6.1) posts, even where such signs are installed in sidewalks or other paved areas. Unless otherwise noted on the Work Order, Item Code 201.9905 shall include the removal and disposal of the entire sign assembly at each sign post location, including the post, all sign panels attached to the post, and mounting hardware. If a base/anchor post exists in sidewalk or other paved area, the post shall be cut as necessary so that no portion of the remaining stub lies above the plane of the surface surrounding the post. If a base/anchor post exists in a non-paved area, the post shall be removed or cut as necessary so that no portion of the remaining stub lies above the plane of the surface surrounding the post. If a hole remains after base/anchor post removal, the hole shall be backfilled with common borrow and natural grade restored as directed by the Engineer.

The removal and disposal of ground mounted steel post delineators, surface mounted flexible delineators, and barrier mounted flexible delineators shall include the removal of the entire delineator assembly at each delineator location, including the reflectors, delineator posts, hardware, and other appurtenances that may be present. If base/anchor posts exist, they shall either be removed or cut as necessary to ensure that no portion of the remaining posts and/or hardware lies above the plane of the surface surrounding the post. For barrier mounted delineators, take all precautions necessary to perform the removal without damaging the existing concrete parapet or barrier. Any damage to existing parapet or barrier shall be repaired or replaced by the Contractor to the satisfaction of the Engineer at no cost to the State.

METHOD OF MEASUREMENT: “Remove and Dispose Ground Mounted Primary Directional Sign Panel”, “Remove and Dispose Ground Mounted Primary Directional Sign Post”, “Remove and Dispose Directional, Regulatory, and Warning Signs”, “Remove and Dispose Overhead Primary Directional Sign Panel”, “Remove and Dispose Ground Mounted Steel Post Delineator”, “Remove and Dispose Surface Mounted Flexible Delineator”, and “Remove and Dispose Barrier Mounted Flexible Delineator” will be measured by the number of each such units actually removed and disposed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantities of “Remove and Dispose Ground Mounted Primary Directional Sign Panel”, “Remove and Dispose Ground Mounted Primary Directional Sign Post”, “Remove and Dispose Directional, Regulatory, and Warning Signs”, “Remove and Dispose Overhead Primary Directional Sign Panel”, “Remove and Dispose Ground Mounted Steel Post Delineator”, “Remove and Dispose Surface Mounted Flexible Delineator”, and “Remove and Dispose Barrier Mounted Flexible Delineator” will be paid for at their respective unit prices per each as listed in the Work Order Package Quote. The prices so-stated shall constitute full compensation for all labor, tools, and equipment, including the removal and legal disposal of all sign panels, delineators, posts, anchorages, hardware, and appurtenances, backfill with common borrow and natural grade restoration of holes following removal of base/anchor posts, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE 201.9902

REMOVE AND SALVAGE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANEL

CODE 201.9904

REMOVE AND SALVAGE GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST

CODE 201.9906

REMOVE AND SALVAGE DIRECTIONAL, REGULATORY, AND WARNING SIGNS

CODE 201.9908

REMOVE AND SALVAGE OVERHEAD PRIMARY DIRECTIONAL SIGN PANEL

DESCRIPTION: These items of work consist of the removal and salvaging of ground mounted primary directional sign panels, ground mounted primary directional sign posts, directional, regulatory, and warning signs, and overhead primary directional sign panels, along with their associated hardware and appurtenances, all in accordance with the details indicated on the Plans or as directed by the Engineer.

MATERIALS: Not applicable.

CONSTRUCTION METHODS: Sign panels and sign posts shall be removed in accordance with the appropriate Job Specific specification for Item Codes 201.9901, 201.9903, 201.9905, and 201.9907, unless otherwise noted below.

Work Orders will show the specific locations and details of the items to be removed and salvaged. For each item removed, all of the mounting appurtenances (including hardware and, for Item Code 201.9906, posts) shall be salvaged as one complete unit. Unless otherwise noted on the Work Order, salvaged items shall be delivered to the RIDOT Maintenance Headquarters located at 360 Lincoln Avenue, Warwick, Rhode Island 02888. The Contractor shall call **(401) 222-2378** to coordinate and schedule such deliveries prior to initiating delivery.

METHOD OF MEASUREMENT: "Remove and Salvage Ground Mounted Primary Directional Sign Panel", "Remove and Salvage Ground Mounted Primary Directional Sign Post", "Remove and Salvage Directional, Regulatory, and Warning Signs", and "Remove and Salvage Overhead Primary Directional Sign Panel" will be measured by the number of each such units actually removed and salvaged in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantities of “Remove and Salvage Ground Mounted Primary Directional Sign Panel”, “Remove and Salvage Ground Mounted Primary Directional Sign Post”, “Remove and Salvage Directional, Regulatory, and Warning Signs”, and “Remove and Salvage Overhead Primary Directional Sign Panel” will be paid for at their respective unit prices per each as listed in the Work Order Package Quote. The prices so-stated shall constitute full compensation for all labor, tools, and equipment, including the removal and salvaging of all sign panels, posts, anchorages, hardware, and appurtenances, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE 201.9909

REMOVE AND DISPOSE
GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST FOUNDATION

DESCRIPTION: This item of work consists of the partial removal of ground mounted primary directional sign post foundations to a depth of twelve (12) inches below the ground and the backfilling of the remaining hole at locations indicated on the Plans or as directed by the Engineer.

MATERIALS: Common Borrow, Plantable Soil and Type I Seeding shall conform to the latest requirements of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition and its latest revisions.

CONSTRUCTION METHODS: Foundations shall be removed by means approved by the Engineer and in accordance with the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition and its latest revisions. All removed materials shall be legally disposed of off-site. The remaining hole shall be backfilled to the approval of the Engineer with common borrow, and all disturbed areas shall be raked clean and graded. Ground restoration shall be accomplished by a four (4) inch layer of Plantable Soil and Type I Seeding.

The removal of ground mounted primary directional sign post foundations may be called for at locations that are behind guardrail that will restrict the Contactor's work operations. In such cases, the Work Order Package – Request for Quotes will include Item Code 901.9902 Remove and Reset Guardrail for Access to Work Site, and all such removal and resetting of guardrail shall be completed in accordance with and will be measured and paid for as described in the Job Specific specification for Item Code 901.9902.

METHOD OF MEASUREMENT: "Remove and Dispose Ground Mounted Primary Directional Sign Post Foundation" will be measured by the number of each such units actually removed and disposed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantity of "Remove and Dispose Ground Mounted Primary Directional Sign Post Foundation" will be paid for at the contract unit

Date: 03/20/13

MPA: Statewide Sign and Delineator Installation & Removal

price per each as listed in the Work Order Package Quote. The price so-stated shall constitute full compensation for all labor, tools, materials, and equipment, including the removal and legal disposal of all foundation materials, backfilling, common borrow, plantable soil, seeding, restoration of disturbed areas, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE 832.9901

BRIDGE MINIMUM CLEARANCE SIGNS

CODE 832.9902

BRIDGE IDENTIFICATION SIGNS

DESCRIPTION: These items of work consist of furnishing and installing bridge minimum clearance signs and bridge identification signs on bridges that intersect with highways, streets or ramps. The signs shall be installed at the locations shown on the Plans or as directed by the Engineer.

MATERIALS: Shall be in accordance with Section 832.02 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

Bridge Minimum Clearance Signs (Item Code 832.9901): The design of the sign legend shall be as indicated on the Plans, with black legend on a yellow background. Yellow retroreflective sheeting shall meet or exceed the requirements of Type VIII sheeting as specified by ASTM D4956-11a (Type VIII, Type IX, or Type XI sheeting will be accepted).

Bridge Identification Signs (Item Code 832.9902): The design of the sign legend shall be as indicated on the Plans, with white legend on a green background. White retroreflective sheeting shall meet or exceed the requirements of Type VIII sheeting as specified by ASTM D4956-11a (Type VIII, Type IX, or Type XI sheeting will be accepted). Green retroreflective sheeting shall meet the requirements of Type IV or Type VIII sheeting as specified by ASTM D4956-11a.

CONSTRUCTION METHODS: Shall be in accordance with Section 832.03 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except where modified below.

Remove the second paragraph of Subsection 832.03.2; Fabrication and replace it with the following:

The design of the sign legend shall be as indicated on the Plans. All letters and numerals shall be centered on the sign panel. All letters and numerals shall be formatted in accordance with the "Standard Alphabets for Highway Design" by the U.S. Department of Transportation, Federal Highway Administration, Office of Traffic Operations.

Remove Subsection 832.03.4; Approvals in its entirety and replace it with the following:

Within thirty (30) calendar days after the date of receipt of the Purchase Order for the work included in a Work Order Package, the Contractor shall submit the following for approval by the Engineer.

1. Complete shop drawings of the Bridge Minimum Clearance Signs and Bridge Identification Signs demonstrating that the signs comply with these Specifications and the details indicated on the Plans. The drawings shall illustrate the proposed legend for the signs and a bill of materials describing the proposed attachment hardware along with manufacturer's specifications for the proposed hardware.
2. A sketch indicating the specific proposed location of each sign.

METHOD OF MEASUREMENT: "Bridge Minimum Clearance Signs" and "Bridge Identification Signs" will be measured for payment by the number of square feet of sign panels actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantities of "Bridge Minimum Clearance Signs" and "Bridge Identification Signs" will be paid for at their respective contract unit prices per square foot as listed in the Work Order Package Quote. The prices so-stated constitute full and complete compensation for all labor, tools, materials and equipment, and for all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE 901.9902

REMOVE AND RESET GUARDRAIL FOR ACCESS TO WORK SITE

DESCRIPTION: This item of work consists of removing and resetting existing guardrail as required for access to a work site. It shall also include the installation of a second guardrail beam to be installed in a “double nested” fashion for supplemental work site access and the installation of a new guard rail post upon completion of work at the site.

MATERIALS: The new guard rail beam and guardrail post shall conform to the applicable requirements of Subsections M.08.03 and M.08.07 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition and its latest revisions.

CONSTRUCTION METHODS: The Contractor shall remove one section of existing guardrail and center post to gain access to the area behind guardrail when necessary for the completion of work. At all times when the section of guardrail and/or the center post are removed, the area shall be protected using a temporary shoulder closure as detailed on the Temporary Traffic Control Plans.

If all work behind the removed guardrail cannot be completed in one work shift and reentry behind the guardrail will be required for future work, before leaving the site the Contractor shall reinstall the removed original guardrail beam along with a new second guardrail beam in a “double nested” fashion to compensate for the missing center post.

Immediately after all work requiring the guardrail removal is completed, the Contractor shall install a new replacement center post and the original guardrail beam in accordance with RI Standard Detail 34.1.0. The removed center post shall be legally disposed of off-site, and the second guardrail beam, if used, shall be salvaged and delivered to the RIDOT Maintenance Headquarters located at 360 Lincoln Avenue, Warwick, Rhode Island 02888. The Contractor shall call **(401) 222-2378** to coordinate and schedule such deliveries prior to initiating delivery.

METHOD OF MEASUREMENT: “Remove and Reset Guardrail for Access to Work Site” will be measured by the number of each existing guardrail sections actually removed and reset per location (regardless of the number of interim removal and resetting operations at each location) completed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantity of “Remove and Reset Guardrail for Access to Work Site” will be paid for at the contract unit price per each as listed in the Work Order Package Quote. The price so-stated shall constitute full compensation for all labor, tools, materials, and equipment, including new guardrail post, new second guardrail beam (when used for compliance with this specification), guardrail hardware, removal and resetting activities, reinstallation of existing guardrail beam, removal and disposal of existing center post, salvage and delivery of new second guardrail beam, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE 928.9901

**TRAFFIC CONTROL TRUCK WITH TRUCK MOUNTED ATTENUATOR (TMA) AND
CHANGEABLE MESSAGE SIGN (TMCMS)**

DESCRIPTION: This work consists of furnishing, operating, and maintaining a shadow or advance warning vehicle (traffic control truck) with a truck mounted energy absorbing impact attenuator and changeable message sign, at the locations indicated on the Plans or as directed by the Engineer. The changeable message sign is a high intensity device supplemental to existing traffic control devices to be installed and used as designated by these Specifications, the MUTCD, the Plans, and the Engineer.

MATERIALS:

Traffic Control Truck and Truck Mounted Attenuator. The traffic control truck and truck mounted attenuator (TMA) shall conform to Section 928 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions.

Truck Mounted Changeable Message Sign. Attached to the traffic control truck, as described herein, shall be an illuminated truck mounted changeable message sign (TMCMS). Affixing a trailer-mounted changeable message sign to the truck is prohibited.

The TMCMS shall consist of either a lamp matrix or full-matrix LED system capable of displaying a variety of user-programmed messages. The message displayed from the unit shall be visible from a distance of one-half mile and have an average legibility distance of 850 feet under conditions of normal sunlight. The front face of the sign shall be covered with a protective material, and the color of TMCMS elements shall be yellow or orange on a black background.

The front face of the TMCMS shall be a minimum of four (4) feet high by eight (8) feet wide. The sign shall be capable of displaying three lines of text, with eight characters per line. The sign shall also be capable of displaying the flashing arrow and flashing caution modes illustrated in Figure 6F-6 of the MUTCD. Each character/module shall be a minimum of 18 inches high and shall be configured in at least a 7 by 5 pixel matrix. All characters/modules within a message line shall be equally spaced, both horizontally and vertically. All TMCMS matrix characters/modules are to be interchangeable.

The TMCMS controller shall be an all solid state unit housed in a weatherproof, rust resistant box, with a keyed lock and a light for night operation. A keyboard entry system

shall be provided to allow an operator to generate a number of messages on the TMCMS. The keyboard shall be equipped with a security lockout feature to prevent unauthorized use of the controller. The controller will contain a non-volatile memory to hold the keyboard created messages in memory during a non-power period. This unit shall also have an LCD display screen that will allow the operator to review all messages prior to display of the messages on the sign.

The controller will have a local message display panel to show the message either being displayed on the sign or being created on the keyboard. In addition, this display panel will be capable of giving the operator all programming instructions. The operator shall have the ability to program the controller to display multiple messages in sequence.

The TMCMS shall operate at an optimal voltage of 12 VDC. The sign shall obtain the electrical power necessary for operation from either the vehicle's alternator / battery system, a 12 VDC power source supplied by solar power, or an adaptable 110 VAC or 120 VAC power source. If a DC power source is used, the sign shall be equipped with an automatic lamp intensity regulator that maintains a constant output with a varying battery voltage. If a 110 or 120 VAC power source is used, the sign shall be equipped with ground fault interrupting circuit breakers, and all AC power adaptations shall be accomplished with UL approved equipment and methods.

Utilizing a portable generator for a power source is prohibited. The sign shall be equipped with a backup battery system to provide continuous operation when failure of the primary power source occurs. The brightness of the TMCMS display shall be automatically adjusted under varying light conditions.

CONSTRUCTION METHODS:

Traffic Control Truck and Truck Mounted Attenuator. Construction methods for the traffic control truck and truck mounted attenuator (TMA) shall conform to Section 928 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition.

Truck Mounted Changeable Message Sign. The TMCMS shall be available for use throughout the duration of the Contract. It shall be sited and aligned to provide maximum visibility to motorists, and positioned and repositioned in accordance with these Specifications, the latest edition of the MUTCD, the Plans, and at the direction of the Engineer.

The mounting of the TMCMS shall be such that the bottom of the message sign panel shall be a minimum of seven (7) feet above the roadway when it is in the operating mode.

Each phase of the message shall be displayed for at least three (3) seconds, and the display rate per phase shall be adjusted so the entire message can be read at least twice by passing motorists traveling at the posted speed limit. The text of messages shall not scroll or travel horizontally or vertically across the face of the sign. Any message to be displayed on the TMCMS that differs from the messages shown on the Plans must be approved in advance by the Engineer. No message requiring more than two phases for display on the TMCMS shall be allowed at any time.

The Contractor shall properly maintain the TMCMS throughout the Contract period as recommended by the manufacturer, as required to keep the TMCMS operating properly. Said maintenance shall include the periodic cleaning of the TMCMS.

The TMCMS shall be kept in good repair at all times. If there is a failure, malfunction, or damage to the TMCMS for any reason, the Contractor shall expedite the repair and shall be responsible for providing temporary traffic control in conformance with the MUTCD until the TMCMS is put back into service.

METHOD OF MEASUREMENT: "Traffic Control Truck with Truck Mounted Attenuator and Changeable Message Sign" will be measured by the number of days each such assembly is actually employed in the work or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantity of "Traffic Control Truck with Truck Mounted Attenuator and Changeable Message Sign" will be paid for at the contract unit price per day as listed in the Work Order Package Quote. The price so-stated constitutes full and complete compensation for all labor, materials, and equipment, including the first placement of the truck and continuous repositioning thereof, steel backup, TMA support frame, hydraulic pumps, wheel jacks, the first replacement TMA cartridge, the TMCMS, TMCMS support frame for attachment to the truck, power and battery backup, warning signs mounted to the truck, temporary storage, maintenance, and all other incidentals required to finish the work, complete and accepted by the Engineer.

JOB SPECIFIC

SPECIAL PROVISION CODE 936

MOBILIZATION AND DEMOBILIZATION

Remove **Section 936; Mobilization and Demobilization** of the Compilation of Approved Specifications Supplement No. 13 dated 04/17/2012 of the RI Standard Specifications for Road and Bridge Construction in its entirety and replace it with the following.

936.01 DESCRIPTION:

936.01.1 Mobilization consists of those efforts necessary for the movement of the Contractor's personnel and equipment to the work sites and all other incurred costs for work or operations required to be performed prior to the actual commencement of work included in each Work Order.

936.01.2 Demobilization consists of removal of all materials, equipment, temporary structures and all other facilities of a temporary nature from the site at the conclusion of the work included in each Work Order, as well as restoration of each work site, including those areas used for storage of equipment, materials or the placement of temporary facilities.

936.02 MATERIALS: Not applicable.

936.03 CONSTRUCTION METHODS: Not applicable.

936.04 METHOD OF MEASUREMENT: This work will not be measured separately for payment.

936.05 BASIS OF PAYMENT: "Mobilization and Demobilization" will not be paid for separately but shall be considered a subsidiary obligation of the Contractor, with the cost of said mobilization and demobilization distributed among the contract unit prices listed in the Work Order Package Quote for all other work items included in each Work Order.

JOB SPECIFIC

SPECIAL PROVISION CODE 937.1000

MAINTENANCE AND MOVEMENT OF TRAFFIC PROTECTIVE DEVICES

DESCRIPTION: Subsection 937.05.2; Failure to Comply, part a. Maintenance, of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, requires that a daily charge be deducted from monies due the Contractor for failure to adequately and safely maintain traffic control devices along any portion of the project.

The charge for this Contract will be:

\$ 500.00 per day

Subsection 937.05.2; Failure to Comply, part b. Movement, of the Standard Specifications, requires that a charge be deducted from monies due the Contractor for failure to remove and/or relocate traffic control devices for compliance with the traffic-related work restrictions included in the Transportation Management Plan or to otherwise meet changes in traffic conditions, construction operations, or other conditions affecting the safety and/or mobility of the traveling public.

The charge for this Contract will be:

\$ 500.00 per half hour per travel lane that is closed to traffic

JOB SPECIFIC

CODE T15.9901

DIRECTIONAL REGULATORY AND WARNING SIGNS

DESCRIPTION: This work consists of furnishing and installing directional, regulatory, and warning signs and MUTCD Type 3 object markers on square (RI Standard Detail 24.1.0), u-channel (RI Standard Details 24.2.0, 24.6.0, 24.6.2, and 24.6.4), and wood (RI Standard Detail 24.3.0) posts, on traffic signal supports, and on square posts rigidly attached to concrete barrier, all at the locations indicated on the Plans and/or as directed by the Engineer.

MATERIALS: Materials shall conform to the applicable requirements of **SECTION M.16; SIGN AND SIGN SUPPORTS** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

Subsection M.16.05; Review and Approval of Materials Used in Traffic Sign Construction of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions shall be removed in its entirety and replaced with **Special Provision M.16.05; Review and Approval of Materials Used in Traffic Sign Construction** of these Job Specific Specifications.

Retroreflective sheeting shall comply with the following (all sheeting "Types" are as described and specified in ASTM D4956-11a):

a. Type III sheeting manufactured as an unmetalized microprismatic retroreflective material shall be used on all signs for which Type IV, Type VIII, Type IX, or Type XI sheeting is not specified.

b. Background sheeting on school-related warning signs (MUTCD Code S1-1, S3-1, S3-2, S4-5, S5-1, and R1-6), and any school-related supplemental plaques used in association with these warning signs, shall be fluorescent yellow-green in color and shall meet or exceed the requirements of Type IV sheeting (Type IV, Type VIII, Type IX, or Type XI sheeting will be accepted).

c. Sheetting on MUTCD Code R1-1, R1-2, R4-7, R5-1, R5-1a, W3-1a, W3-2a, W4-1, W4-2, W10-1, E5-1, and E5-1a signs, as well as object markers, shall meet or exceed the requirements of Type VIII sheeting (Type VIII, Type IX, or Type XI sheeting will be accepted). Sheetting on

W3-1a, W3-2a, W4-1, W4-2, and W10-1 signs, as well as object markers, shall be fluorescent yellow in color.

CONSTRUCTION METHODS: Construction methods shall be in accordance with **SECTION T.15.03** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

Remove the second paragraph of Subsection T.15.03.2; Sign Face and replace it with the following:

The Engineer reserves the right to make any changes in sign texts prior to sign manufacture at no additional expense to the State. Shop Drawings showing dimensions, sizes, shapes and spacing of letters and arrows for all signs with legends that are **not** shown in the latest edition and supplement to the *Standard Highway Signs and Markings* publication (available online at: <http://mutcd.fhwa.dot.gov/>) shall be submitted to the Engineer within fifteen (15) calendar days following the date of receipt of the Purchase Order for each Work Order Package.

Remove Section T.15.03.7; Street Signs in its entirety and replace it with the following:

T.15.03.7 Street Signs. Street sign dimensions, colors, and legend shall be as called for on the Plans and in accordance with the latest edition and revisions to the Manual on Uniform Traffic Control Devices.

METHOD OF MEASUREMENT: "Directional Regulatory and Warning Signs" will be measured by the number of square feet of signs that are actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantities of "Directional Regulatory and Warning Signs" will be paid for at the contract unit prices per square foot as listed in the Work Order Package Quote. The price so-stated constitutes full and complete compensation for all labor, tools, materials and equipment, including posts, mounting hardware and all other appurtenances, excavation and backfilling, galvanized steel safety chains (for signs to be mounted overhead on traffic signal mast arms), and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE T15.9902

INSTALL DIRECTIONAL REGULATORY AND WARNING SIGNS
FURNISHED BY AGENCY

DESCRIPTION: This work consists of installing directional, regulatory, and warning signs and MUTCD Type 3 object markers on square (RI Standard Detail 24.1.0), u-channel (RI Standard Details 24.2.0, 24.6.0, 24.6.2, and 24.6.4), and wood (RI Standard Detail 24.3.0) posts, on traffic signal supports, and on square posts rigidly attached to concrete barrier, all at the locations indicated on the Plans and/or as directed by the Engineer.

MATERIALS: Sign posts, mountings, and hardware shall conform to the applicable requirements of **SECTION M.16; SIGNS AND SIGN SUPPORTS** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, with the exception of **Subsection M.16.05; Review and Approval of Materials Used in Traffic Sign Construction**. The review and approval of materials used for this work item shall conform to **Special Provision M.16.05** of these Job Specific Specifications.

CONSTRUCTION METHODS: Construction methods shall be in accordance with **SECTION T.15.03** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

Work Orders will indicate the specific sign components that are to be furnished by the agency and will also specify the locations and mounting details for where and how such signs are to be installed. In most cases, the agency will furnish only sign panels and the Contractor shall furnish all posts, mountings, and hardware. However in some cases the agency may furnish posts, mountings, and/or hardware in addition to the sign panels.

Unless otherwise noted on the Work Order, within seven (7) calendar days of receiving a Purchase Order for the work included in a Work Order Package, the Contractor shall call the RIDOT Maintenance Headquarters at **(401) 222-2378** to schedule and arrange for the pick-up of the furnished sign items. Once the availability of the furnished sign items has been confirmed by RIDOT Maintenance, the Contractor shall pick up the items at 360 Lincoln Avenue, Warwick, Rhode Island 02888, or other location if so noted on the Work Order.

Remove Subsections T.15.03.1; Preparation of Aluminum Sheets, T.15.03.2; Sign Face, T.15.03.3 Application of Reflective Sheeting and Finish, and T.15.03.7; Street Signs, as they are not applicable to this work item.

METHOD OF MEASUREMENT: "Install Directional Regulatory and Warning Signs Furnished by Agency" will be measured by the number of square feet of furnished signs that are actually installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantity of "Install Directional Regulatory and Warning Signs Furnished by Agency" will be paid for at the contract unit price per square foot as listed in the Work Order Package Quote. The price so-stated constitutes full and complete compensation for all labor, tools, materials and equipment, including posts, mounting hardware and all other appurtenances, excavation and backfilling, galvanized steel safety chains (for signs to be mounted overhead on traffic signal mast arms), pick-up of furnished sign materials, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE T15.9910
STREET SIGN – GROUND MOUNTED

CODE T15.9911
STREET SIGN – TRAFFIC SIGNAL MOUNTED

DESCRIPTION: These items of work consist of furnishing and installing street signs on ground mounted posts and on traffic signal supports at the locations indicated on the Plans and/or as directed by the Engineer.

MATERIALS: Materials shall conform to the applicable requirements of **SECTION M.16; SIGN AND SIGN SUPPORTS** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

Retroreflective sheeting on street signs shall meet or exceed the requirements of ASTM D4956-11a Type VIII sheeting (Type VIII, Type IX, or Type XI sheeting will be accepted).

Unless otherwise called for in the Work Order, street signs shall be fabricated from flat sheet aluminum in accordance with Section M.16.01.2 of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions. Extruded aluminum street sign blades shall not be used unless otherwise called for in the Work Order. For street sign faces with area less than ten (10) square feet, the minimum thickness of aluminum sheet shall be 0.081 inches. For street sign faces with area greater than or equal to ten (10) square feet, the minimum thickness of aluminum sheet shall be 0.102 inches.

Remove Subsection M.16.04.6; Street Sign Posts and Brackets in its entirety and replace it with the following:

M.16.04.6 Street Sign Mountings and Hardware. Ground mounted street sign posts shall be square tube steel posts or u-channel steel posts, whichever is called for on the Plans. Square tube steel posts shall be 2½-inch square 12-gauge tubing with anchorage and breakaway support materials as shown in RI Standard Detail 24.1.0. U-channel steel posts shall be 4 pounds per foot and galvanized in accordance with ASTM 123, with anchorage and breakaway support materials as shown in RI Standard Detail 24.2.0. Round tube steel posts shall not be used, and RI Standard Detail 24.6.1 shall not apply. Hardware used to mount street signs at

top of ground mounted posts shall be designed specifically to accept and provide for rigid mounting of flat sheet aluminum sign panels, and shall be furnished such that the street sign assembly will withstand all wind loadings required by the latest edition of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

Traffic signal mounted street sign mountings and hardware shall be designed specifically to accept and provide for mounting of flat sheet aluminum street sign panels, and shall be furnished such that the street sign will withstand all wind loadings required by the latest edition of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

Subsection M.16.05; Review and Approval of Materials Used in Traffic Sign Construction of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions shall be removed in its entirety and replaced with **Special Provision M.16.05; Review and Approval of Materials Used in Traffic Sign Construction** of these Job Specific Specifications.

CONSTRUCTION METHODS: Construction methods shall be in accordance with **SECTION T.15.03** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

Remove the second paragraph of Subsection T.15.03.2; Sign Face and replace it with the following:

The Engineer reserves the right to make any changes in sign texts prior to sign manufacture at no additional expense to the State. Shop Drawings showing dimensions, sizes, shapes and spacing of letters and arrows for all signs with legends that are **not** shown in the latest edition and supplement to the *Standard Highway Signs and Markings* publication (available online at: <http://mutcd.fhwa.dot.gov/>) shall be submitted to the Engineer within fifteen (15) calendar days following the date of receipt of the Purchase Order for each Work Order Package.

Remove Section T.15.03.7; Street Signs in its entirety and replace it with the following:

T.15.03.7 Street Signs. Street sign dimensions, colors, and legend shall be as called for on the Plans and in accordance with the latest edition and revisions to the Manual on Uniform Traffic Control Devices.

Square tube steel posts shall be installed in accordance with RI Standard Detail 24.1.0, except that the distance between the ground surface and the bottom of the lowest street sign on the post shall be ten (10) feet. U-channel steel posts shall be installed in accordance with RI Standard Detail 24.2.0, except that the distance between the ground surface and the bottom of the lowest street sign on the post shall be ten (10) feet. Round tube steel posts shall not be used, and RI Standard Detail 24.6.1 shall not apply.

Hardware used to mount street signs shall be designed specifically to accept and provide for rigid mounting of flat sheet aluminum sign panels, and shall be installed such that the street signs will withstand all wind loadings required by the latest edition of the AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals. Installation of all hardware and appurtenances shall be in accordance with manufacturer's recommendations.

METHOD OF MEASUREMENT: "Street Sign – Ground Mounted" and "Street Sign – Traffic Signal Mounted" will be measured by the number of square feet of each street sign face with a legend (both sides of a sign with legend on both sides will be measured) that are actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantities of "Street Sign – Ground Mounted" and "Street Sign – Traffic Signal Mounted" will be paid for at the contract unit prices per square foot as listed in the Work Order Package Quote. The price so-stated constitutes full and complete compensation for all labor, tools, materials and equipment, including posts, mounting hardware and all other appurtenances, excavation and backfilling, galvanized steel safety chains (for signs to be mounted overhead on traffic signal mast arms), and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE T16.9901

GROUND MOUNTED PRIMARY DIRECTIONAL SIGN PANELS - EXTRUDED ALUMINUM

CODE T16.9902

GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST - STEEL BREAKAWAY

DESCRIPTION: These items of work consist of ground mounted primary directional sign panels and posts furnished, fabricated, and installed, including the necessary concrete foundations, breakaway couplings, and other required hardware for supporting posts, at the locations indicated on the Plans and/or as directed by the Engineer in accordance with these Specifications.

MATERIALS: Specific material requirements for sign panels, posts, foundation concrete and reinforcing, hardware, and associated items will be specified in individual Work Orders and will be in accordance with latest Rhode Island Department of Transportation policy and practice, but all sign panels shall be extruded aluminum and all sign posts shall be steel breakaway. The review and approval of materials used for this work shall conform to **Special Provision M.16.05** of these Job Specific Specifications.

Unless specified otherwise in the Work Order, white retroreflective sheeting on ground mounted primary directional sign panels shall meet or exceed the requirements of Type VIII sheeting as specified by ASTM D4956-11a (Type VIII, Type IX, or Type XI sheeting will be accepted). Green retroreflective sheeting shall meet the requirements of Type IV or Type VIII sheeting as specified by ASTM D4956-11a.

CONSTRUCTION METHODS: Shall be in accordance with **Section T.16.03 Construction Methods** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, unless and except where specified otherwise below or in the individual Work Order.

Work Orders will specify the job-specific requirements for sign panel and sign post and foundation fabrication and installation, where applicable.

The Contractor shall remove and legally dispose of all material excavated for sign post foundations.

Remove Subsection T.16.03.5; Shop Drawings in its entirety and replace it with the following:

T.16.03.5 Shop Drawings. The Contractor shall furnish drawings showing arrangements and spacing of texts and indicating colors of texts and retroreflective sheeting. Signs found not to conform strictly with the Manual on Uniform Traffic Control Devices shall be brought into conformance with said manual prior to acceptance at no additional cost to the State.

The shop drawings shall show cross sections of the highway in the areas involved, and the dimension, type, and positioning of the signs to be mounted.

Within thirty (30) calendar days after the date of receipt of the Purchase Order for each Work Order Package, and prior to fabrication, the Contractor shall furnish for the approval of the Engineer complete shop drawings and/or manufacturer's standard specifications and drawings showing the material and design of the sign and/or structure proposed to be erected, including details of the sign panels, foundations, and structural attachments as appropriate for the each work item. Such shop drawings shall be in accordance with the details indicated on the Work Order and **Subsection 105.02; Plans and Shop Drawings**, of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions.

METHOD OF MEASUREMENT:

“Ground Mounted Primary Directional Sign Panels – Extruded Aluminum” will be measured by the number of square feet of sign panels actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

“Ground Mounted Primary Directional Sign Post – Steel Breakaway” will be measured by the number of each such units actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT:

The accepted quantity of “Ground Mounted Primary Directional Sign Panels – Extruded Aluminum” will be paid for at the contract unit price per square foot as listed in the Work Order Package Quote. The price so stated shall constitute full and complete compensation for all labor, tools, materials and equipment, including application of retroreflective sheeting, exit sign panels, legends, borders, arrows, shields, hardware, sign coverings, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

The accepted quantity of "Ground Mounted Primary Directional Sign Post – Steel Breakaway" will be paid for at the contract unit price per each as listed in the Work Order Package Quote. The price so stated shall constitute full and complete compensation for all labor, tools, materials and equipment, including foundations, breakaway couplings, hardware, excavation and backfill, the restoration of existing ground surfaces, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE T17.9901

OVERHEAD SIGN PANELS

DESCRIPTION: This item of work consists of furnishing, fabricating, transporting, and erecting overhead sign panels of the type and at the locations indicated on the Plans and/or as directed by the Engineer, all in accordance with these Specifications.

MATERIALS: Specific material requirements for overhead sign panels, mounting attachments and hardware, and associated items will be specified in individual Work Orders and will be in accordance with latest Rhode Island Department of Transportation policy and practice, but all sign panels shall be extruded aluminum. The review and approval of materials used for this work shall conform to **Special Provision M.16.05** of these Job Specific Specifications.

Unless specified otherwise in the Work Order, white retroreflective sheeting on overhead sign panels shall meet or exceed the requirements of Type VIII sheeting as specified by ASTM D4956-11a (Type VIII, Type IX, or Type XI sheeting will be accepted). Green retroreflective sheeting shall meet the requirements of Type IV or Type VIII sheeting as specified by ASTM D4956-11a.

CONSTRUCTION METHODS: Shall be in accordance with **Section T.17.03 Construction Methods** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, unless and except where specified otherwise below or in the individual Work Order.

Work Orders will specify the job-specific requirements for overhead sign panel fabrication and installation, including structural attachments and hardware for mounting to existing overhead support structures.

Remove Subsection T.16.03.5; Shop Drawings in its entirety and replace it with the following:

T.16.03.5 Shop Drawings. The Contractor shall furnish drawings showing arrangements and spacing of texts and indicating colors of texts and retroreflective sheeting. Signs found not to conform strictly with the Manual on Uniform Traffic Control Devices shall be brought into conformance with said manual prior to acceptance at no additional cost to the State.

The shop drawings shall show cross sections of the highway in the areas involved, and the dimension, type, and positioning of the signs to be mounted.

Within thirty (30) calendar days after the date of receipt of the Purchase Order for each Work Order Package, and prior to fabrication, the Contractor shall furnish for the approval of the Engineer complete shop drawings and/or manufacturer's standard specifications and drawings showing the material and design of the overhead sign panel proposed to be erected, including details of the sign panel, structural mounting attachments, and method of attaching the sign to overhead support structure. Such shop drawings shall be in accordance with the details indicated on the Work Order and **Subsection 105.02; Plans and Shop Drawings**, of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions.

METHOD OF MEASUREMENT: "Overhead Sign Panels" will be measured by the number of square feet of sign panels actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantity of "Overhead Sign Panels" will be paid for at the contract unit price per square foot as listed in the Work Order Package Quote. The price so stated shall constitute full and complete compensation for all labor, tools, materials and equipment, including application of retroreflective sheeting and all legends and borders to sign panels, all attachments and hardware for mounting the sign panel overhead on existing structures, sign coverings, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODES T18.9901–T18.9910

**GROUND MOUNTED STEEL POST DELINEATORS,
SURFACE MOUNTED FLEXIBLE DELINEATORS, AND
BARRIER MOUNTED FLEXIBLE DELINEATORS**

DESCRIPTION: These items of work consist of furnishing and installing ground-, surface-, and barrier-mounted delineators at the locations indicated on the Plans and/or as directed by the Engineer.

MATERIALS: Materials shall conform to the applicable requirements of **SECTION T.18.02** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

Subsection M.16.05; Review and Approval of Materials Used in Traffic Sign Construction of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions shall be removed in its entirety and replaced with **Special Provision M.16.05; Review and Approval of Materials Used in Traffic Sign Construction** of these Job Specific Specifications.

All delineators furnished and installed shall conform to the Plans and the latest edition and revision of the MUTCD.

Ground Mounted Steel Post Delineators:

Posts shall be u-channel shape as shown on the Plans, galvanized steel with nominal weight of 1.12 pounds per foot. All mounting hardware shall be galvanized.

Surface Mounted Flexible Delineators:

The overall dimensions of the delineator post shall be such that when installed in accordance with the manufacturer's recommendations, the top of the post shall be 48 inches above the paved surface of the adjacent traveled way.

Posts shall remain flexible at temperatures between 0°F and 140°F and shall be durable, resistant to impact, ultraviolet light, ozone hydrocarbons and other atmospheric weathering. The post material shall be white or yellow in accordance with the details indicated on the Plans.

Mounting may be accomplished using either a one-piece system or a two-piece system. When a two-piece system is used, the post shall be readily replaceable without removing or partially removing the anchor, and without displacing the soil around the anchor.

The surfaces of the delineator shall be smooth capable of accepting 3-inch wide retroreflective sheeting.

Delete **Subsection T.18.02.2; Sheeting** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, and replace it with the following:

T.18.02.2 Sheeting. Retroreflective sheeting shall meet or exceed the requirements of Type IV sheeting as specified by ASTM D4956-11a (Type IV, Type V, Type VIII, Type IX, or Type XI sheeting will be accepted). Sheeting shall be of the color and size as specified on the Plans.

CONSTRUCTION METHODS: Construction methods shall be in accordance with **SECTION T.18.03** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

The installation of all delineators shall conform to the Plans, the manufacturer's recommendations, and the latest edition and revision of the MUTCD. All installed delineators shall be oriented so as to maximize the nighttime visibility of the delineator reflector units to approaching motorists.

Ground Mounted Steel Post Delineators:

Delineator posts shall be driven directly into the ground or, where conditions warrant, installed into an augured hole in accordance with the manufacturer's recommendations. Installed posts shall be plumb above the ground. Any post bent or otherwise damaged to the extent that it is, in the opinion of the Engineer, unfit for use shall be removed from the site and replaced by the Contractor as his own expense.

Surface Mounted Flexible Delineators:

Delineators shall be installed in accordance with the manufacturer's recommendations.

Barrier Mounted Flexible Delineators:

Delineators shall be installed to clean and moisture-free surfaces according to the manufacturer's recommendations. The Contractor shall remove loose concrete, dirt, and other loose debris from the surface of the concrete prior to installation of the delineator.

METHOD OF MEASUREMENT: "Ground Mounted Steel Post Delineators", "Surface Mounted Flexible Delineators", and "Barrier Mounted Flexible Delineators" will be measured by the number of each such delineator actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantities of "Ground Mounted Steel Post Delineators", "Surface Mounted Flexible Delineators", and "Barrier Mounted Flexible Delineators" will be paid for at their respective unit prices per each as listed in the Work Order Package Quote. The prices so-stated constitute full and complete compensation for all labor, tools, materials and equipment, including installation site preparation and cleaning, delineator posts and anchors, reflector units, mounting hardware and materials, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE T18.9911

OBJECT MARKER (MUTCD TYPE 1, 2, OR 4)

DESCRIPTION: This work consists of furnishing and installing MUTCD Type 1, 2, and 4 object markers on u-channel (RI Standard Details 24.2.0, 24.6.0, and 24.6.4) posts at the locations indicated on the Plans and/or as directed by the Engineer.

MATERIALS: Materials shall conform to the **MATERIALS** Section of **Special Provision Code T15.9901; DIRECTIONAL REGULATORY AND WARNING SIGNS** of these Job Specific specifications, except as noted below.

Retroreflective sheeting shall meet or exceed the requirements of Type VIII sheeting as described and specified in ASTM D4956-11a (Type VIII, Type IX, or Type XI sheeting will be accepted). Sheeting on MUTCD Type 1 and 2 object markers shall be fluorescent yellow in color. Sheeting on MUTCD Type 4 object markers shall be red in color.

Object marker dimensions, design, and mounting materials shall be in accordance with the details on the Plans.

Subsection M.16.05; Review and Approval of Materials Used in Traffic Sign Construction of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions shall be removed in its entirety and replaced with **Special Provision M.16.05; Review and Approval of Materials Used in Traffic Sign Construction** of these Job Specific Specifications.

CONSTRUCTION METHODS: Construction methods shall be in accordance with **SECTION T.18.03** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

Installed object markers shall comply with the details on the Plans and the latest edition and revision of the MUTCD.

Remove Subsection T.18.03.3; Hazard Markers and replace it with the following:

T.18.03.3 Object Markers. Object markers shall be installed in accordance with the details on the Plans or as otherwise directed by the Engineer. The minimum mounting height, measured from the bottom of the object marker to the elevation of the near edge of the traveled way,

shall be four (4) feet. When the object marker is installed behind a guardrail, barrier, or other obstruction, the mounting height shall be increased as necessary to ensure the entire object marker panel is visible to approaching traffic.

METHOD OF MEASUREMENT: "Object Marker (MUTCD Type 1, 2, or 4)" will be measured by the number of square feet of object marker panels that are actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantity of "Object Marker (MUTCD Type 1, 2, or 4)" will be paid for at the contract unit price per square foot as listed in the Work Order Package Quote. The price so-stated constitutes full and complete compensation for all labor, tools, materials and equipment, including posts, mounting hardware and appurtenances, and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

CODE T19.9901
MILEPOST MARKER 18"X48"

CODE T19.9902
MILEPOST MARKER 12"X36"

DESCRIPTION: These items of work consist of furnishing and installing milepost markers at the locations indicated on the Plans and/or directed by the Engineer.

MATERIALS: Materials shall conform to the applicable requirements of **SECTION T.19.02** of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions, except as noted below.

All milepost markers furnished and installed shall conform to the Plans and the latest edition and revisions of the MUTCD.

Subsection M.16.05; Review and Approval of Materials Used in Traffic Sign Construction of the Rhode Island Standard Specifications for Road and Bridge Construction, 2004 Edition with latest revisions shall be removed in its entirety and replaced with **Special Provision M.16.05; Review and Approval of Materials Used in Traffic Sign Construction** of these Job Specific Specifications.

Unless specified otherwise in the Work Order, retroreflective sheeting on milepost markers shall meet or exceed the requirements of Type IV sheeting as specified by ASTM D4956-11a (Type IV, Type VIII, Type IX, or Type XI sheeting will be accepted).

CONSTRUCTION METHODS: Milepost marker installation locations may either be listed in tabular format on the Plans or actually illustrated on the Plans. When a tabular format is provided, marker locations may be identified using either GPS or linearly referenced coordinates.

Installed milepost markers shall comply with the details on the Plans and the latest edition and revisions of the MUTCD. Ground mounted posts shall be driven into the ground to a depth of two (2) feet, utilizing a drive cap to protect said posts. Milepost markers shall be attached to the post such that the bottom of the marker is four (4) feet above grade.

METHOD OF MEASUREMENT: "Milepost Marker 18"X48"" and "Milepost Marker 12"X36"" will be measured by the number of units actually furnished and installed in accordance with the Plans and/or as directed by the Engineer.

BASIS OF PAYMENT: The accepted quantities of "Milepost Marker 18"X48"" and "Milepost Marker 12"X36"" will be paid for at their respective contract unit prices per each as listed in the Work Order Package Quote. The prices so-stated shall constitute full and complete compensation for all labor, tools, materials, and equipment, including milepost marker panels, retroreflective sheeting, posts, hardware and mounting appurtenances, identification and layout of marker installation locations (including when only tabular coordinates are provided on the Plans), and all other incidentals required to finish the work, complete in place and accepted by the Engineer.

JOB SPECIFIC

SPECIAL PROVISION CODE M.16.05

REVIEW AND APPROVAL OF MATERIALS USED IN TRAFFIC SIGN CONSTRUCTION

Delete Subsection M.16.05; Review and Approval of Materials Used in Traffic Sign Construction of the Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction 2004 Edition with latest revisions, and replace it with the following:

M.16.05 REVIEW AND APPROVAL OF MATERIALS USED IN TRAFFIC SIGN CONSTRUCTION.

M.16.05.1. Requirements. The source of each new traffic sign item (including sign panels, retroreflective sheeting, posts, supports, mountings, and hardware for all signs, delineators, object markers, and mile markers) intended to be supplied by the Contractor under this Contract shall be submitted to the Engineer prior to installing such items. The Contractor is responsible for obtaining approval of each of these items and he shall request this approval, in writing, from the Engineer. Once the Contractor has received the Engineer's approval for use of a particular type of traffic sign item under this Contract, he will not be required to resubmit the source of such particular approved item provided the source of supply does not change.

Wherever a particular manufacturer's product (proprietary item) is specified or indicated, it shall be understood that this represents the standard required, but that a similar product of another manufacturer may be considered as a substitute and approved as an "equivalent." Should the Contractor desire to use a product which he feels is equivalent to a proprietary item, he shall submit a complete description of the item, together with seven copies of shop drawings, catalog cuts, and/or other descriptive literature which would completely illustrate such items presented for formal approval. This approval does not change the requirements for a Certified Test Report and/or Materials Certificate; and a Certificate of Compliance as called for elsewhere.

The requirements for a Certified Test Report and/or Materials Certificate; and a Certificate of Compliance for items are presented below. The Contractor shall make available and supply these documents to the Engineer, in the following manner:

Those materials requiring a Certified Test Report shall have said documents forwarded to the Engineer. Provisional acceptance must be obtained

on these documents before the material is incorporated in the project. Final acceptance will be granted upon submission of a Certificate of Compliance after installation of the material.

Those materials requiring a Materials Certificate shall have said documents forwarded to the Engineer. Provisional acceptance must be obtained on these documents before the material is incorporated in the project. Final acceptance will be granted upon submission of a Certificate of Compliance after installation of the material.

The method of processing for approval all items other than those described herein shall be established by the Engineer.

M.16.05.2 Certified Test Report. A Certified Test Report is a document containing a list of the chemical, metallurgical, electrical, and/or physical results obtained from an actual test of the materials involved and shall attest to the fact that the Specifications are adhered to. The following information will also be required:

1. Name of organization to whom the material is consigned.
2. Quantity of material represented.
3. Means of identifying the consignment, such as label, marking, seal number, lot number, etc.
4. Date and method of shipment.

The Certified Test Report shall be signed by an authorized and responsible agent for the organization manufacturing the material and it shall be notarized.

M.16.05.3 Materials Certificate. A Materials Certificate is a document certifying that the materials, components, and equipment furnished, conform to all requirements of the Plans and/or Special Provisions. Appurtenances, such as miscellaneous hardware, may be covered in total by a single entry. The document shall also include the following:

1. Project to which the material is consigned.
2. Name of Contractor to which material is supplied.
3. Kind of material.
4. Quantity of material represented by the Certificate.
5. Means of identifying the consignment, such as label, marking, seal, lot number, etc.
6. Date and method of shipment.

The Materials Certificate shall be signed by an authorized and responsible agent for the organization supplying the material, and it shall be notarized.

M.16.05.4 Certificate of Compliance. A Certificate of Compliance is a document certifying that the materials, components and/or equipment covered by the previously submitted Certified Test Report and/or Materials Certificate have been installed in the work and that they conform to all the requirements of the Plans and or Special Provisions. Appurtenances, such as miscellaneous hardware, may be covered in total by a single entry. The following information shall also be required on the document:

1. Project Number.
2. Kind of material.
3. Quantity represented by the Certificate.
4. Manufacturer and model number and lot number.

The Certificate of Compliance shall be signed by an authorized and responsible agent for the Prime Contractor, and shall be notarized.

M.16.05.5 Items Requiring a Certified Test Report and/or Materials Certificate; and a Certificate of Compliance. For the following items a Certified Test Report and a Certificate of Compliance will be required confirming their conformance to the requirements set forth in these Specifications, Special Provisions and/or Plans. Should the consignee noted on a Certified Test Report be other than the Prime Contractor, then Materials Certificates shall be required to identify the shipment.

1. Reflective Sheeting
2. Demountable Copy
3. Aluminum Post and Attachment Hardware
4. Aluminum Flat Sheets for Sign Panels
5. Anchor Bolts and Nuts
6. Overhead and Traffic Signal Sign Supports (Complete)
7. Delineators (all)
8. Delineator Posts

Appendix G

Required Contract Provisions Federal-Aid Construction Contracts

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.