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ADDENDUM #4

RFP #7551608

TITLE: DESIGN/BUILD SERVICE FOR WOOD RIVER VALLEY
BRIDGE NO. 404, I-95 NORTH & SOUTH

SUBMISSION DEADLINE: 6/21/17 – 11:30 A.M.

This Addendum #4 revises the Contract Documents.

Lisa Hill

Lisa Hill
Chief Buyer

May 22, 2017

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATION DEPARTMENT OF ADMINISTRATION
DIVISION OF PURCHASES **BID NO. 7551608**

RHODE ISLAND DEPARTMENT OF TRANSPORTATION RHODE ISLAND CONTRACT NO.2017-DB-019
FEDERAL-AID PROJECT NO. FAP Nos: BH0-0404(001)

Wood River Valley Bridge No. 404, I-95 North & South (7T-A)

CITY/TOWN OF Hopkinton
COUNTY OF Washington

NOTICE TO PROSPECTIVE BIDDERS


ADDENDUM NO. 4 Prospective bidders and all concerned are hereby notified of the following changes in the Plans, Specifications, Proposal and Distribution of Quantities for this contract. These changes shall be incorporated in the Plans, Specifications, Proposal and Distribution of Quantities, and shall become an integral part of the Contract Documents.

A. Contract Documents

1. Volume 3 – Price Proposal, Item No. C-5 Roadway & Drainage Work, Paragraph 2

Revise paragraph 2 as shown in the attached document.

ADDENDUM NO. 4



Administrator, Division of Project Management

Maintenance and Protection of Traffic during construction will be paid for at the contract Lump Sum price bid, acceptably completed as specified and as accepted by the Engineer. A monthly rate for determining the amount of partial payments will be calculated by dividing the Lump Sum price bid for this item by the number of months between the date of the Construction Notice-to-Proceed and the specified time for total construction duration. No additional monthly payments will be made to the DB-Contractor for construction duration that extends beyond the specified time for total construction duration. If all work is completed prior to the specified time for total construction duration, the DB-Contractor will be paid the remaining balance of the amount bid for this item.

Separate payment will not be made for Traffic Control Coordinator but all costs thereof shall be incidental to Maintenance and Protection of Traffic. Any detours used exclusively for hauling materials and equipment for the convenience of the DB-Contractor shall be constructed and maintained at no cost to RIDOT.

The Engineering for preparing the Traffic Control Plans shall be included under Item Nos. D-1 & D-2 above. All other MPT costs shall be included as part of Item No. C-4 unless the costs are otherwise specifically indicated as part of other Items.

Item No. C-5: Roadway & Drainage Work

The work specified under Item C-5 for Roadway & Drainage Work is a Lump Sum item as set forth in the Summary of PROJECT Costs and will be measured as a unit of work acceptably performed.

The Contract Lump Sum price shall include but not be limited to the following: removal and disposal of flexible and rigid pavements, rigid base, catch basins and gutter inlets, guardrails and posts, unclassified excavation, common borrow, gravel borrow, pervious fill, placement of millings beneath guardrails, all proposed guardrails, attachments and anchorages, all classes of hot-mix asphalt (HMA), base courses, and friction courses, tack coat, geotextile fabrics for subsurface drainage and permanent erosion controls, frames, grates, and covers, proposed catch basins, adjustments to catch basins, reconstruction and/or replacement of deteriorated catch basins, cleaning and flushing of all pipes and catch basins, all proposed drainage pipes, scuppers, paved waterways, detention basins, stormwater pollution prevention plan, bituminous berms, rumble strips, cutting and matching of asphalt, micro-milling, upgrading of existing drainage swales to meet current water quality standards, drainage outlet control structures, removal and disposal of existing approach median barriers and their permanent replacements and any other items and/or work necessary to complete the PROJECT as intended. For the purposes of developing the lump sum price for this item, the DB-Contractor shall assume forty percent (40%) of the existing catch basins will need reconstruction or replacement.