STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

October 20, 2014

ADDENDUM #2

To: Plan Holders

From: Wanda H. Austin, PE
Proposals Engineer

RE:

Contract ID:	DN00338
County:	Jackson
Letting Date:	October 28, 2014

A question about the traffic control requirements has been raised. Attached is the explanation of the required traffic control for the project.

Please insert this letter into the addendum section of the proposal and sign the verification. Thank you for your attention to this matter.

Fourteenth Division Office
Phone: (828)586-2141 *253 Webster Road, Sylva, North Carolina 28779* *Fax: (828)586-4043*

DN00338 – NC 281 SLIDE REPAIR PROJECT - TRAFFIC CONTROL GUIDANCE

In an effort to provide clarification regarding the lump sum traffic control, the follow guidance is offered.

The intent of the Work Zone Traffic Control plan and the associated lump sum pay item was to ensure the safety of the motoring public, while minimizing the construction restrictions. From plan sheet 1-A, the "ADDITIONAL NOTES" address some of the general intent of the traffic control, while the balance of the intent is depicted in the traffic control plans TCP-1 thru TCP-5.

As stated at the pre-bid meeting, the contractor's approach to the project may vary from the designer's anticipated phasing and associated scopes, as unforeseen field conditions dictate, or as the contractor's construction expertise and experience allow for cost and time savings methods. Any proposed deviations shall be submitted to the Resident Construction Engineer's office for approval, prior to implementation.

The following is a list of NCDOT 2012 Roadway Standard Drawings that may be referenced, depending on a given operation, and the proximity of its associated work activity to the travel lane. Again, this may vary as the contractor's operations vary or as his approach to the project varies. The drawings should aid the contractor in determining materials and scope requirements for Work Zone Traffic Control applications. This list should not be considered exhaustive, but it is meant to show the general intent for the Work Zone Traffic Control.

- For all Work Zone Traffic Control Warning considerations in general, reference and apply the following Standards, as conditions apply:
    - Drawing # 1101.11; Sheets 1 of 4 thru 4 of 4
    - Drawing # 1110.01; Sheets 1 of 3 thru 3 of 3
    - Drawing # 1110.02; Sheet 1 of 1
    - Drawing # 1130.01; Sheet 1 of 1
    - Drawing # 1135.01; Sheet 1 of 1
    - Drawing # 1145.01; Sheet 1 of 1
    - Drawing # 1150.01; Sheet 1 of 1
- For the duration of the project, Work Zone Warning signs will need to be erected:
    - See Drawing # 1101.01; Sheet 3 of 3
- For those operations that require a shoulder closure:
    - See Drawing # 1101.04; Sheet 1 of 1

- For those operations that require a lane closure:
    - See Drawing #1101.02 Sheet 1 of 15
- For those operations that require blasting:
    - Drawing # 1101.06; Sheets 1 of 1
- For those operations that require Work Zone Vehicle Access (applicable example: Little Canada Maintenance Yard entrance):
    - Drawing # 1101.05; Sheets 1
- For those operations that require positive protection:
    - Drawing # 1170.01; Sheets 1 thru 5

TEMPORARY TRAFFIC SIGNAL – it is anticipated that the contractor will have to periodically reduce traffic to a single lane, both overnight and through undetermined stretches of time, i.e. weekends, holidays, etc... It is during these times that the contractor is expected to maintain a single lane of traffic through the use temporary automated traffic signal. During day light hours, when temporary lane closures or temporary road closures are required for a given operation, the contractor may opt to run the signals manually with a certified operator, or he may opt use certified flagging personnel.

The aerial picture, below, depicts the lane closure in the slide area as it was when the project was designed. (This configuration has since changed, and may be restored or modified, prior to the project going to construction, as road subsidence dictates). DOT anticipates that the contractor will need a similar configuration, during construction, with the exception that the inside travel lane would be blocked to through traffic.

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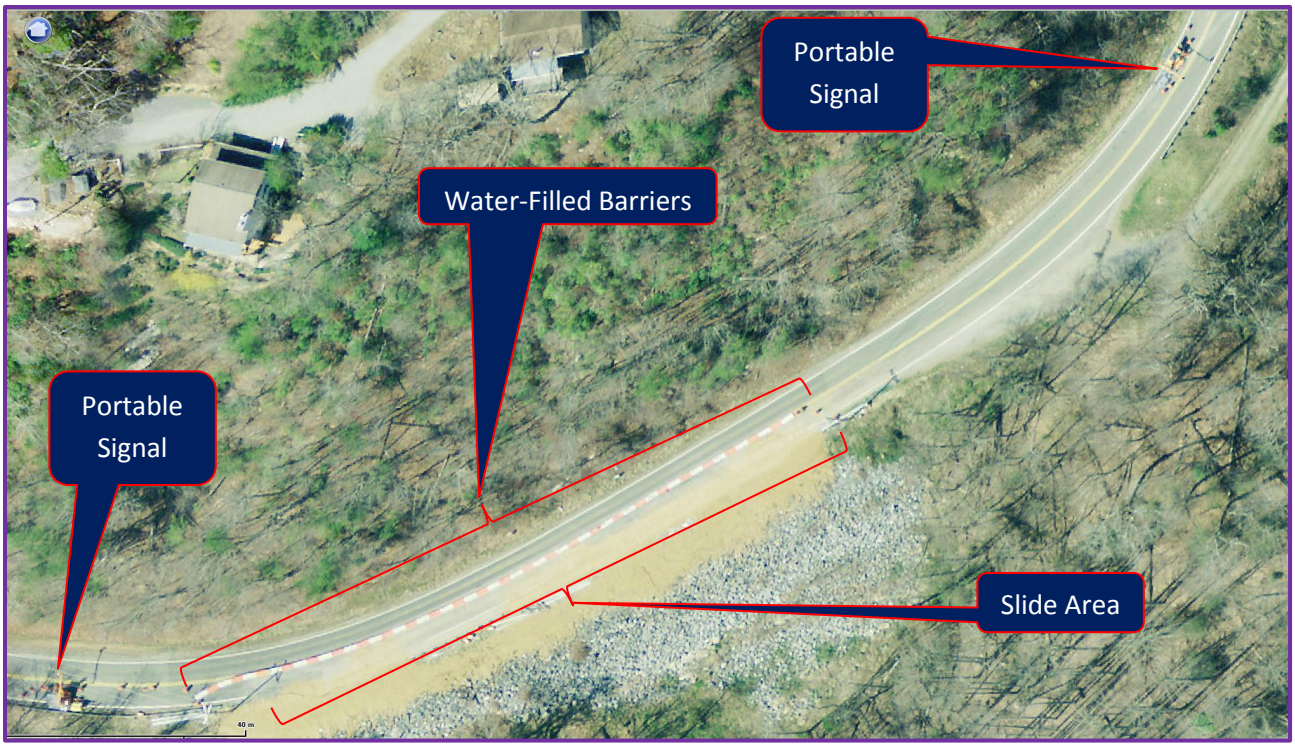

Below are two photographs, taken at street-level of this same configuration.

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DOT is calling for positive protection concrete barrier wall, to protect drivers from rock and/or debris that may break loose and fall, once the round of blasting is complete and traffic is moving through the area. DOT does not feel that the water-filled plastic barrier will withstand the impact of falling rock and/or debris, nor does it feel that the water-filled plastic barrier will adequately protect the motoring public during these operations.

Depending upon the contractor's approach to blasting and clearing, he may choose to lengthen or shorten the protective barrier in order to accommodate his operational tempo.

It is NCDOT's hope that by allowing flexibility in this matter and not confining the contractor to a "one-size-fits-all" prescriptive Work Zone Traffic Control plan, it will result in a more competitive bid.