



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

August 16, 2017

Addendum No. 1

RE: **ANNUAL NEEDS MISC. CONCRETE CONSTRUCTION – DISTRICT 1**

To Whom It May Concern:

Reference is made to the above-mentioned project. The following changes/additions/deletions have been made:

1. This addendum revises the Temporary Traffic Control Provision and adds Line Items 30-35 to the Bid Forms. Please replace Pages 45-47 and 91 in the proposal with the attached corresponding pages.

This sheet and attachments shall be made a part of the plans and bid documents and shall be submitted with the bid. Bids submitted without the addenda and attachments will be considered non-responsive.

If there are any questions, please contact me at (252) 640-6416.

Sincerely,

DocuSigned by:

BC8FE39CFE014EA...
8/16/2017

J. Charles Cauley
Division Four Contracts and Proposals Engineer

JCC/
Attachment

PROJECT SPECIAL PROVISIONS

TEMPORARY TRAFFIC CONTROL (TTC):

Revised 8/16/17

The Contractor shall maintain traffic during construction and provide, install, and maintain all traffic control devices in accordance with these project guidelines, the Project Special Provisions, Divisions 10, 11 and 12 of the *2012 Standard Specifications* and the current edition of the Manual of Uniform Traffic Control Devices (MUTCD). Please refer to the attached details and Standard Drawing No. 1101.02, 1101.04, 1101.11, 1110.02, 1115.01, 1130.01, 1135.01, 1150.01, 1165.01, and 1180.01 of the *2012 Roadway Standard Drawings* when closing a lane of travel in a stationary work zone.

The Contractor shall utilize complete and proper traffic controls and traffic control devices during all operations. Use a lane closure or slow moving operation to complete the work, as necessary, unless otherwise indicated. All traffic control and traffic control devices required for any operation shall be functional and in place prior to the commencement of that operation. Properly ballasted cones and skinny drums may be used instead of drums. However, drums are required for the upstream taper portion of lane closures in all applications. Signs for temporary operations shall be removed during periods of inactivity. The Contractor is required to leave the project in a manner that will be safe to the traveling public and which will not impede motorists.

Use a moving operation only if the minimum speed maintained at all times is 3 mph with no stops that narrow or close a lane of travel. If the moving operation is progressing slower than 3 mph at any time, install a lane closure. The stationary work zone shall be a maximum of 1 mile in length at any given time on 2 Lane, 2 Way facilities unless otherwise approved by the Engineer. Traffic movements through lane closures on roads with two way traffic shall be controlled by flaggers stationed at each end of the work zone. In situations where sight distance is limited, the Contractor shall provide additional means of controlling traffic, including, but not limited to, two-way radios, pilot vehicles, or additional flaggers. Flaggers shall be competent personnel, adequately trained in flagging procedures, and furnished with proper safety devices and equipment, including, but not limited to, safety vests and stop/slow paddles. All personnel shall wear a reflective vest or outer garment conforming to the MUTCD at all times while on the project.

When personnel and/or equipment are working on the shoulder adjacent to and within 5 feet of an open travel lane, close the nearest open travel lane using Standard Drawing No. 1101.02 of the *2012 Roadway Standard Drawings*. When personnel and/or equipment are working within a lane of travel of an undivided facility, close the lane according to the traffic control plans, *2012 Roadway Standard Drawings* or as directed by the Engineer. Conduct the work so that all personnel and/or equipment remain within the closed travel lane. Do not work simultaneously, on both sides of an open travel way, within the same location, on a two-lane, two-way road. Perform work only when weather and visibility conditions allow safe operations as directed by the Engineer.

The Contractor shall comply with all applicable Federal, State, and local laws, ordinances, and regulations governing safety, health, and sanitation, and shall provide all safeguards, safety devices, and protective equipment, and shall take any other needed actions, on his own responsibility that are 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. Failure to comply with any of the requirements for safety and traffic control of this contract shall result in suspension of work as provided in Article 108-7 of the *Standard Specifications*.

Measurement and Payment

2-Way, 2-Lane Traffic Control Lane Closure (EA) – Payment will be made for each lane closure installed and removed satisfactorily by the Contractor. The Contractor shall plan their work such that the number of lane closures is minimized for each project. The Engineer will determine if the lane closure is appropriate for the highway facility and the type of work to be performed to minimize the number of multiple lane closures on a route. Should lane closures remain consecutively installed multiple days without being removed, the Contractor will only be provided compensation for one (1) satisfactorily installed and removed lane closure.

Multilane Traffic Control (≤ 60 MPH) Lane Closure (EA) – Payment will be made for each lane closure installed and removed satisfactorily by the Contractor. The Contractor shall plan their work such that the number of lane closures is minimized for each project. The Engineer will determine if the lane closure is appropriate for the highway facility and the type of work to be performed to minimize the number of lane closures on a route. Should lane closures remain consecutively installed multiple days without being removed, the Contractor will only be provided compensation for one (1) satisfactorily installed and removed lane closure. Should work be required in the median of a multilane facility requiring the closing of a lane in both directions, the Contractor will be provided compensation for each satisfactorily installed and removed lane closure.

Multilane Traffic Control (> 60 MPH) Lane Closure (EA) - Payment will be made for each lane closure installed and removed satisfactorily by the Contractor. The Contractor shall plan their work such that the number of lane closures is minimized for each project. The Engineer will determine if the lane closure is appropriate for the highway facility and the type of work to be performed to minimize the number of lane closures on a route. Should lane closures remain consecutively installed multiple days without being removed, the Contractor will only be provided compensation for one (1) satisfactorily installed and removed lane closure. Should work be required in the median of a multilane facility requiring the closing of a lane in both directions, the Contractor will be provided compensation for each satisfactorily installed and removed lane closure.

Flaggers (HR) – The Contractor will be provided compensation for each Flagger used in the prosecution of work. Payment will be made for actual flagging hours only. Time flaggers are not used to control traffic will be considered incidental to the work being performed. The Contractor shall verify with the Engineer the agreed upon number of Flaggers to be used during each project. Excessive flagging used to control traffic in and out of driveways will not be allowed unless approved by the Engineer.

Changeable Message Board (DAY) – The Contractor will be provided compensation for each Changeable Message Board incorporated into the project as required by the MUTCD and the Engineer. Changeable Message Boards that are used on multiple projects within the same day will only be paid for once per day.

Arrow Panel (DAY) – The Contractor will be provided compensation for each Arrow Panel incorporated into the project as required by the MUTCD and the Engineer. Arrow Panels that are used on multiple projects within the same day will only be paid for once per day.

There shall be no direct payment for performing Traffic Control operations other than through compensation as provided within this Special Provision. Traffic control items not provided for in this Special Provision will be considered incidental to the contract.

Pay Item	Pay Unit
2-Way, 2-Lane Traffic Control Lane Closure	Each
Multilane Traffic Control Lane Closure (<= 60 MPH)	Each
Multilane Traffic Control Lane Closure (> 60 MPH)	Each
Flaggers	Hour
Changeable Message Board	Day
Arrow Panel	Day

North Carolina Dept. of Transportation Bid Form Cont.

ITEM	SECT	DESCRIPTION	QTY.	UNIT	UNIT PRICE	AMOUNT BID
29	SP	REMOVE & DISPOSE OF APRONS, SIDEWALK, DRIVEWAYS, OR PAVED DITCH	100	SY		
30	SP	2-WAY, 2-LANE TRAFFIC CONTROL LANE CLOSURE	50	EA		
31	SP	MULTILANE TRAFFIC CONTROL LANE CLOSURE (<= 60 MPH)	10	EA		
32	SP	MULTILANE TRAFFIC CONTROL LANE CLOSURE (>60 MPH)	10	EA		
33	SP	FLAGGERS	500	HRS		
34	SP	CHANGEABLE MESSAGE BOARD	10	DAY		
35	SP	ARROW PANEL	10	DAY		

TOTAL BID FOR PROJECT: _____