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**ADDENDUM #1**  
INVITATION FOR BID #23-13

**Hot In Place Asphalt Recycling**

THIS ADDENDUM IS TO REVISE SPECIFICATIONS IN INVITATION FOR BID #23-13 (IFB).

**Item 852.01 (Temporary Traffic Controls) at pp. 82-86 of the IFB is deleted and the attached Item 852.01 is substituted therefor.**

All other terms and conditions of this bid remain unchanged.

**PLEASE ENSURE THAT YOU ACKNOWLEDGE ALL ADDENDA ON YOUR  
BID FORM. FAILURE TO ACKNOWLEDGE ALL ADDENDA COULD  
RESULT IN REJECTION OF YOUR BID AS NONRESPONSIVE.**

Thank you.



Nicholas Read  
*Chief Procurement Officer*

Description

Work under this item shall conform to the applicable requirements of Section 850 of the Standard Specifications, The Manual on Uniform Traffic Control Devices (MUTCD), and/or as directed by the Engineer.

The Contractor shall furnish, erect, maintain, wash, move, adjust, repair, relocate, re-erect, and store all temporary construction signs, sign mountings, portable barricades, traffic cones, delineators, temporary pavement markings or markers and other warning devices when, where, and as specified.

Construction Method

Temporary Traffic Control devices shall cover all work related to the furnishing, installation, maintenance, and movement of traffic protective devices on the project. The Contractor shall provide a sufficient number of signs and other warning devices as required by the nature of the work as determined by the MUTCD and/or the Engineer. Devices that do not meet or exceed MUTCD standards will not be considered an acceptable means for temporarily controlling traffic.

When in the opinion of the Engineer, the sign or device shall be so severely damaged as to warrant replacement, the Contractor shall provide a new device that shall be deemed to be included in this item.

The Contractor shall keep all signs, barricades, and other protective devices in proper position, clean, and legible at all times. Care shall be taken so that weeds, shrubbery, construction materials and equipment, and spoil are not allowed to obscure any sign, lights, or barricade. Signs that do not apply to existing conditions shall be removed or adjusted so that the legend is not visible to approaching traffic. All signs and markers shall indicate actual conditions existing and shall be moved, removed, or changed immediately, as conditions require. When construction is not in progress, all unnecessary signs will be adequately covered.

No work is to be undertaken until the Contractor has established construction signs and/or safety devices around and about the project zone periphery. To that end, the Contractor shall not commence operations until he has verified that semi-permanent signs (i.e. 'Road Under Construction') and/or daily signing, (i.e. 'Detour') has been appropriately established. The Contractor shall be responsible for establishing supplemental signage, and/or safety devices, as he deemed necessary in order to further provide for the safety of the pedestrian and the motoring public, as well as for affording the opportunity to move the construction process forward without interruption. Under this clause the Contractor shall work closely with the Engineer in order to coordinate the signing activities in a timely and reasonable manner. Said devices shall conform to the Temporary Traffic Control section of the most recent version of the Manual on Uniform Traffic Control Devices (MUTCD). Further, due to the nature of this work, the Contractor shall be required, from time to time, to erect, move, relocate, repair, and/or to remove at days end, any site sign in order to either expedite his work or to otherwise accommodate the safety and/or delineate the project zone and/or its active or inactive detour status and route line, and this work shall be done either at his discretion and/or at the request of a City of Newton Agent(s) or Officer. Non-compliance with any such request, as herein described, shall be grounds for the City to halt work until such remedial measures have been taken, and any such loss of time by the Contractor shall be at his own expense. Any devices provided which are lost, stolen, destroyed or deemed unacceptable while their use is required on the project shall be replaced without additional compensation.

The lump sum for this item shall include full compensation for all labor, equipment, materials and incidentals needed to complete the following:

1. Fabricating, furnishing, erecting, maintaining, removing and relocating the traffic management devices for the overall project during construction activities, complete-in-place, as directed by the Engineer.
2. Providing additional traffic management devices to provide a clear and visible traffic control through the project area, if required.

3. The Contractor shall be required to reposition the traffic control devices as many times as necessary to ensure the safe passage of vehicular traffic and pedestrians. Supplemental signs and traffic control devices directing traffic around and/or through the work zones shall be supplied as operations require or as directed by the Engineer. Payment for these traffic control measures shall be included, as part of this item and no additional payment will be made.
4. At a minimum, traffic control shall include the following:
  - a. Temporary Traffic Control Signs including detour signs as required.
  - b. Channelizing Devices including drum barricades and/or traffic cones.
  - c. Type III Barricades.
  - d. Temporary Barriers.
  - e. Temporary Pedestrian Bypass.
5. Other work, whether direct or incidental, associated with the traffic control not specifically identified herein.
6. The City of Newton requires that all work zones maintain a safe pedestrian access route around or through individual work sites that is ADA accessible during the execution of this contract.
  - a. Sidewalks – when repairing, installing, adjusting sidewalks and/or curbing the Contractor may only work on one side of the roadway at a time. This allows the opposite side of the roadway to be used for safe pedestrian access. Proper signage must be positioned as directed by the Engineer (see d. below)
  - b. ADA Access Ramps – only one ADA ramp may be excavated/worked-on at a time at any intersection. Only after the initial ADA ramp is made pedestrian and ADA accessible (see e. below) may a second ADA ramp be worked on.
  - c. Temporary Ramps – if required for safe access, the Engineer may require temporary ADA compliant HMA access ramps.
  - d. The Engineer will identify the proper location for appropriate signage to direct pedestrians safely around any active work area. Signage will include “Sidewalk Closed Ahead – Cross Here” signs (with the appropriate directional arrow) and “Sidewalk Closed” signs. The signs must be stable and not prone to falling over.
  - e. Temporary Safe Access – placement of HMA or dense grade material compacted as directed by the Engineer may be used to obtain a suitable smooth stable base for temporary pedestrian access prior to placement of concrete.
7. The Contractor shall furnish, apply, maintain and remove temporary white and yellow reflectorized pavement markings and temporary raised pavement markers during construction and maintenance operations. Paints used for temporary pavement markings shall be lead free, conform to M7.01.23 and M7.01.24 and meet the retro reflectivity requirements of the MUTCD for a period of 90 days. Final determination as to pavement marking quality shall be made by the Engineer. The Contractor shall supply a retro reflectometer for this purpose. The colors of the marking materials shall be the standard highway colors of white or yellow and as outlined in the MUTCD. Temporary Raised Pavement Markers shall conform to M9.30.6: Temporary Raised Pavement Markers.
8. The Contractor will receive the following checklist for their use to maintain adequate pedestrian access during construction:

### Pedestrian Considerations in the Field

#### Construction/Maintenance/Utility

- ❑ Public notices for construction projects include information about pedestrian closures and detours with specific outreach to organizations representing people with disabilities.
- ❑ Construction phasing considers continuous access through or around the impacted area. For example, removing curb ramps at all four corners of an intersection simultaneously will reduce access.
- ❑ TPARs are readily accessible and usable by individuals with disabilities, to the maximum extent feasible, and infeasible items are documented.
- ❑ The path is maintained and clear of debris and other items that may obstruct pedestrian access. Temporary routes and ramps are stable with non-slip surfaces.
- ❑ At intersections, pedestrian access is controlled, and traffic control devices provide advance notification of sidewalk closures and guidance to safe crossing locations including audible messages.
- ❑ The pedestrian signal head is clear of visual obstructions such as fencing and/or equipment.
- ❑ Additional signing/markings are installed, and transit stops are added or relocated, as necessary.
- ❑ Physical barriers separate pedestrians from vehicular traffic, and protective features are installed as needed.  
Pedestrians are protected from the work space with barricades detectable by cane, and barricades are continuous, stable, and non-flexible.

**Field Device Criteria:** Consider barricades with a solid toe rail covering an area 1.5 to 6 inches above the ground. The top of the barricade should be 36" to 42" in height with diagonal strips having at least 70% contrast. Also see MUTCD references listed above for additional detail.

- ❑ Signs are adequately placed so that pedestrians are not confronted with mid-block obstacles on or above the TPAR. Signs and other devices mounted lower than 7 feet above the TPAR do not project more than 4 inches into the accessible path. Information on signs is communicated to pedestrians with visual or other disabilities.
- ❑ Temporary traffic signals are modified or installed, including pedestrian signals and push buttons, as necessary. Ensure pedestrian clearance times adequately account for walking speeds and travel distances. Ensure that push buttons are accessible to pedestrians with disabilities.
- ❑ Inspections include pedestrian accommodations during construction, and an appropriate timeline for inspection is being followed.
- ❑ Traffic control devices and the pedestrian area are in well-maintained and safe condition and are accessible, clean, sturdy, firm, smooth, continuous, detectable, and do not pose tripping hazards.



ADA approved pedestrian barrier



Temp. Asphalt ramp & temp cross walk painted



Pedestrian bypass with jersey barriers in roadway next to work zone



Temporary accessible sidewalk during construction



Sign for pedestriansto crossto opposite sideof the street due to sidewalk closure



Temporarpedestrian trafficcontrols at limit of work where sidewalk is closed

## Measurement and Payment

Payment under this item shall be by the Contract Unit Price bid per Lump Sum. If, after notice by the City, signage is determined to be inadequate, the City may withhold payment on this item until it is addressed satisfactorily by the Contractor. The prices so-stated constitute full and complete compensation for all labor, materials, and equipment associated with (but not limited to) furnishing, erecting, maintaining, washing, movement, adjustment, repair, relocation, re-erection, storing of all temporary construction signs, sign mountings, portable barricades, traffic cones, delineators, drum barricades, channelizing devices, temporary pavement markings or markers and all other devices, clean-up, legal disposal of all materials, and all other incidentals required to finish the work, complete and accepted by the Engineer. Any damage shall be the Contractor's responsibility.