

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2019.06

BRIDGE REPAIRS

MOUNTAIN ROAD UNDERPASS (MILE 10.60)

CLAY HILL ROAD UNDERPASS (MILE 11.90)

NORTH BERWICK ROAD UNDERPASS (MILE 13.80)

CULVERT REPAIRS

OGUNQUIT RIVER CULVERT (MILE 15.20)

SECOND THACHER BROOK CULVERT (MILE 31.25)

THIRD THACHER BROOK CULVERT (MILE 32.20)

General

Addendum No. 2 is scheduled to be issued on Monday February 11, 2017. All questions regarding Contract 2019.06 shall be submitted by **noon on Thursday February 7, 2019** to be answered in that addendum. Questions received after that time may not be answered.

Make the following changes to the bid documents:

In the Contract Documents, Part 2 - Special Provisions, **REMOVE** pages SP - 11, SP - 12, SP - 23, and SP - 98 and **REPLACE** with the attached revised pages SP - 11, SP - 12, SP - 23, and SP - 98.

In the Contract Documents, Part 2 - Special Provisions, **REMOVE** the “2019 Fair Minimum Wage Rates – Heavy & Bridge York County” and **REPLACE** with the attached revised “2019 Fair Minimum Wage Rates – Heavy & Bridge York County”.

On Sheet 4 of the Contract Plans, in Maintenance of Traffic General Notes **DELETE** Note 1. Make this change in pen and ink. (See the response to Question 3 below for additional information.)

Questions:

The following are questions asked at the pre-bid meeting held on January 28, 2019 or submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: When are Automated Trailer Mounted Radar Speed Limit Signs required and how are they paid?

Response: *A minimum of one Automated Trailer Mounted Radar Speed Limit Sign shall be required on the project and be in accordance with Special Provision Section 652 Maintenance of Traffic (Automated Speed Limit Sign). All costs for all Automated Trailer Mounted Radar Speed Limit Signs shall be included in the lump sum cost for the Maintenance of Traffic Control at each respective location that it is used.*

Question 2: When are Truck Mounted Attenuators required and how are they paid?
Response: *A minimum of one Truck Mounted Attenuator shall be required on the project in accordance with Special Provision Section 652 Maintenance of Traffic (Truck Mounted Attenuator). All costs for all Truck Mounted Attenuators shall be included in the lump sum cost for the Maintenance of Traffic Control at each respective location that it is used.*

Question 3: When are flaggers anticipated to be used and how are they paid for?
Response: *At a minimum, flaggers shall be used during setup and removal of the temporary traffic signals on Mountain Road and North Berwick Road. As noted on page SP - 85: "Flaggers will not be measured for payment and shall be included in the lump sum cost for the Maintenance of Traffic Control at each respective location that they are used. The furnishing, training, providing additional flaggers for required breaks, and flagger equipment will not be measured separately for payment, but shall also be included in the lump sum cost for the Maintenance of Traffic Control at each respective location that it is used."*

Question 4: Is Temporary Concrete Barrier required for the shoulder closures for the pier repairs?
Response: *Yes, as noted on Sheet 6 of the Contract Plans temporary concrete barrier is required when working on the piers.*

Question 5: How is the removal of the existing bridge pavement paid?
Response: *This is paid as Item 202.202. See Special Provision Section 202 Removing Structures and Obstructions (Removing of Existing Bituminous Pavement) for additional information.*

Question 6: Special Provision 403 currently calls for a polymer modified mix (64E-28) but the item number is for a non-polymer modified mix. Please confirm which mix is required.
Response: *A non-polymer modified mix is required. See the attached revised Special Provision 403 for clarification. Note that Special Provision 403 has also been revised to note that all pavement, both wearing and base course, shall be MaineDOT mixes.*

Question 7: Please clarify the substantial completion requirements for the work at the culverts.
Response: *As noted on page SP-11, substantial completion at the Ogunquit River Culvert and both Thatcher Brook Culverts is defined as all in-water culvert repair work required by the Contract. Substantial completion shall be achieved on or before September 30, 2019 which coincides with the end of the allowable in-water work window. Note that full contract completion shall be achieved on or before October 15, 2019.*

Question 8: Please clarify the anticipated cofferdam requirements at the Ogunquit River Culvert.
Response: *The work areas shall be isolated to allow all concrete repairs to be completed in the dry while maintaining downstream flow. It is anticipated that approximately*

half of the width of the culvert will be isolated at one time using modular temporary cofferdams, sandbags or other approved methods.

Question 9: Please clarify the work associated with the Special Concrete Repair at the Ogunquit River Culvert.

Response: *This work generally includes repairs to the deteriorated concrete and installation of a water filter drain system at the location noted on Sheet 41 of the Contract Plans. The water filter drain system shall include a total of 3 – 4” diameter drain holes in a single vertical line. The vertical location and spacing of the drain holes shall be as shown on Sheet 41 of the Contract Plans. The horizontal location of the drain holes shall be at or near the middle of the Special Concrete Repair area, as directed by the Resident. See Special Provision 518 Structural Concrete Repair (Special Concrete Repair) for additional information and requirements.*

Attachments

- Special Provision pages S - 11, S - 12, SP - 23 and S - 98 (4 pages)
- 2019 Fair Minimum Wage Rates – Heavy & Bridge York County (1 page)
- Pre-Bid Agenda (4 pages)
- Pre-Bid Sign-In Sheet (1 page)

Note: The above items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is fourteen (14).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nate Carll, Purchasing Department, (207) 871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-9 of the bid package.

Business Name

Print Name and Title

Signature

Date

January 31, 2019

Very truly yours,

MAINE TURNPIKE AUTHORITY

Purchasing Manager
Maine Turnpike Authority

107.1.1 Substantial Completion

This Subsection is amended by the addition of the following:

Substantially complete shall be defined by the Authority as the following:

At the Mountain Road Underpass, North Berwick Road Underpass and Clay Hill Road Underpass, substantially complete shall be defined by the Authority as the following:

- All bridge repair work required by the Contract that impacts traffic.
- All roads fully opened to two-way traffic including shoulders, surface pavement and pavement markings.

At the Ogunquit River Culvert and both Thacher Brook Culverts, substantially complete shall be defined by the Authority as the following:

- All in-water culvert repair work required by the Contract.

Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.

107.4.6 Prosecution of Work

The following restrictions shall be applied to the work at the North Berwick Road Underpass:

- The Contractor may, at their option, either close North Berwick Road or reduce North Berwick Road to alternating two-way traffic to complete the work.
- If the Contractor elects to close North Berwick Road, the road shall not be closed until on or after May 5, 2019 and shall be substantially complete by August 30, 2019 or the start of the 2019/2020 Wells-Ogunquit School District school year, whichever is earlier.
- If the Contractor elects to close North Berwick Road, the Contractor shall be allowed to close North Berwick Road for a maximum of twenty-eight (28) consecutive calendar days. Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that North Berwick Road is closed beyond the allowable maximum of twenty-eight (28) consecutive calendar days.
- If the Contractor elects to reduce North Berwick Road to alternating two-way traffic, the Contractor may reduce North Berwick Road to alternating two-way traffic for a maximum of sixty (60) consecutive calendar days. Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that North Berwick Road is reduced to alternating two-way traffic beyond the allowable maximum of sixty (60) consecutive calendar days.

The following restrictions shall be applied to the work at the Mountain Road Underpass:

- The Contractor may reduce Mountain Road to alternating two-way traffic for a maximum of sixty (60) consecutive calendar days. Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that Mountain Road is reduced to alternating two-way traffic beyond the allowable maximum of sixty (60) consecutive calendar days.
- Mountain Road may not be closed.

The Contractor shall submit to the Authority a construction schedule which shall document that the Contractor has the necessary labor and equipment to work immediately and continuously at the project site once the bridge is closed or reduced to alternating two-way traffic. The intent of this specification is to minimize the amount of time for bridge and/or lane closure, while providing the Contractor sufficient time to complete the work in a diligent manner and reopen the bridge as prescribed by the project's Substantial Completion date.

107.4.7 Limitations of Operations

The following limitations shall be applied to the work at the Clay Hill Road Underpass:

- The maintenance of traffic on Clay Hill Road shall be in place before and during the cross frame repair.
- Only one damaged cross frame shall be disassembled at one time. Only after the proposed connection plate and gusset plate is installed and connected in accordance with the plans shall the second cross frame be disassembled and repaired. Once work related to removal and replacement at each cross frame is commenced it shall be progressed as expeditiously as practical. No cross frame shall be removed from service for more than 5 calendar days.

The following limitations shall be applied to the work at the Ogunquit River and Thacher Brook culverts:

- The in-water work window starts on July 15, 2019 and ends on September 30, 2019. All in-water work shall be completed during this period.

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT PAVEMENT

Course	HMA Grading	Item Number	Total Thickness	No. of Layers	Complimentary Notes
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Mountain Road Underpass and North Berwick Road Underpass

Wearing	12.5mm	403.208	1.5"	1	B,D,H,J
Base	12.5mm	403.208	1.5"	1	B,D,H,J

Mountain Road Underpass and North Berwick Road Underpass Approaches

Wearing	12.5mm	403.208	1.5"	1	B,D,H,J
Base	12.5mm	403.208	1.5"	Varies	B,D,H,J

COMPLEMENTARY NOTES

- A. The required PGAB for this mixture shall be **64E-28**.
- B. The required PGAB for this mixture shall be **64-28**.
- C. RAP may not be used.
- D. The Maine DOT will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. Minimum and Maximum PGAB content limits from 401.21 shall not apply.
- E. The MTA will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 10 to <30 million ESALS for mix placed under this contract. The design verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**. (N design)
- F. A material transfer vehicle (MTV) shall be used for the placement of Hot Mix Asphalt wearing surface on all roadways including acceleration and deceleration lanes and all ramps.
- G. Joints shall be constructed as the “notched wedge” type in accordance with Subsection 401.17.
- H. Joint density will be measured in accordance with Subsection 401.165.
- I. PGAB shall conform to the provisions of 403.02 – Polymer Modified PGAB for HMA.
- J. The contractor shall furnish a quality control technician equipped with an approved densometer to ensure density requirements are met.
- K. Hydrated Lime shall be incorporated into the mixture.
- L. The antistripping additive Zycotherm manufactured by Zydex Industries shall be incorporated into the PGAB at a rate of 0.1%.

652.7 Method of Measurement

The following paragraph is added:

Traffic control devices required to complete the work will not be measured for payment and shall be included in the lump sum cost for the Maintenance of Traffic Control at each respective location that they are used.

THIS DOCUMENT MUST BE CLEARLY POSTED AT THE PERTAINING STATE FUNDED PREVAILING WAGE CONSTRUCTION SITE

State of Maine
 Department of Labor
 Bureau of Labor Standards
 Augusta, Maine 04333-0045
 Telephone (207) 623-7906

Wage Determination - In accordance with 26 MRS §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid to laborers and workers employed on the below titled project.

Title of Project ----- MTA 2019.06 Bridge Repair-Mountain Road Underpass-Clay Hill Road Underpass-North Berwick Road Underpass-Culvert Replacement-Ogunquit River Culvert-Second Thacher Brook Culvert and Third Thacher Brook Culvert

Location of Project -- York, Ogunquit, Wells and Biddeford, York County

**2019 Fair Minimum Wage Rates
 Heavy & Bridge York County**

<u>Occupation Title</u>	<u>Minimum Wage</u>	<u>Minimum Benefit</u>	<u>Total</u>	<u>Occupation Title</u>	<u>Minimum Wage</u>	<u>Minimum Benefit</u>	<u>Total</u>
Backhoe Loader Operator	\$26.48	\$4.96	\$31.44	Laborer - Skilled	\$19.96	\$5.32	\$25.28
Boilermaker	\$24.00	\$9.00	\$33.00	Line Erector - Power/Cable	\$31.00	\$5.86	\$36.86
Bulldozer Operator	\$20.00	\$3.71	\$23.71	Loader Operator - Front-End	\$23.00	\$3.31	\$26.31
Carpenter	\$22.00	\$4.28	\$26.28	Mechanic- Maintenance	\$22.25	\$3.78	\$26.03
Carpenter - Rough	\$22.25	\$8.56	\$30.81	Mechanic- Refrigeration	\$25.71	\$5.09	\$30.80
Communication Equip Installer	\$23.00	\$1.64	\$24.64	Millwright	\$24.50	\$9.80	\$34.30
Comm Transmission Erector	\$19.80	\$3.49	\$23.29	Painter	\$33.75	\$0.42	\$34.17
Concrete Mixing Plant Operator	\$22.11	\$4.92	\$27.03	Paver Operator	\$20.00	\$0.00	\$20.00
Crane Operator =>15 Tons)	\$27.75	\$4.74	\$32.49	Pipe/Steam/Sprinkler Fitter	\$27.00	\$4.49	\$31.49
Crusher Plant Operator	\$17.38	\$3.12	\$20.50	Pipelayer	\$23.00	\$1.14	\$24.14
Diver	\$32.00	\$6.91	\$38.91	Plumber (Licensed)	\$25.00	\$4.26	\$29.26
Driller - Well	\$19.83	\$2.66	\$22.49	Plumber Helper/Trainee	\$19.00	\$3.10	\$22.10
Earth Auger Operator	\$25.84	\$5.78	\$31.62	Rigger	\$22.50	\$6.57	\$29.07
Electrician - Licensed	\$30.07	\$15.60	\$45.67	Roller Operator - Earth	\$22.11	\$2.77	\$24.88
Electrician Helper/Cable Puller	\$17.50	\$5.46	\$22.96	Roller Operator - Pavement	\$19.00	\$1.06	\$20.06
Excavator Operator	\$25.50	\$4.27	\$29.77	Sheet Metal Worker	\$20.00	\$4.11	\$24.11
Fence Setter	\$15.00	\$2.00	\$17.00	Stone Mason	\$21.00	\$0.95	\$21.95
Flagger	\$13.00	\$0.00	\$13.00	Truck Driver - Light	\$17.00	\$1.17	\$18.17
Ironworker - Reinforcing	\$28.71	\$0.00	\$28.71	Truck Driver - Medium	\$19.00	\$3.37	\$22.37
Ironworker - Structural	\$25.38	\$3.79	\$29.17	Truck Driver - Heavy	\$19.00	\$2.06	\$21.06
Laborers (Helpers & Tenders)	\$18.19	\$2.23	\$20.42	Truck Driver - Tractor Trailer	\$21.13	\$4.07	\$25.20

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

Apprentices - The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRS §1301 et. seq., by any contractor holding a State contract for construction valued at \$50,000 or more and any subcontractors to such a contractor.

Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates.

Determination No: HB-001-2019 ---REVISED---

A true copy

Filing Date: January 30, 2019

Attest: *Scott R. Cotnoir*

Expiration Date: 12-31-2019

**Scott R. Cotnoir
 Wage & Hour Director
 Bureau of Labor Standards**

BLS(Heavy & Bridge York)

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2019.06

BRIDGE REPAIRS

MOUNTAIN ROAD UNDERPASS (MILE 10.60)

CLAY HILL ROAD UNDERPASS (MILE 11.90)

NORTH BERWICK ROAD UNDERPASS (MILE 13.80)

CULVERT REPAIRS

OGUNQUIT RIVER CULVERT (MILE 15.20)

SECOND THACHER BROOK CULVERT (MILE 31.25)

THIRD THACHER BROOK CULVERT (MILE 32.20)

January 28, 2019 10:00 AM

1) Location:

The general limits of work are as shown in the Contract Plans. The Mountain Road Underpass is located at Mile 10.60 of the Maine Turnpike, the Clay Hill Road Underpass is located at Mile 11.90 of the Maine Turnpike, the North Berwick Road Underpass is located at Mile 13.80 of the Maine Turnpike, the Ogunquit River Culvert is located at Mile 15.20 of the Maine Turnpike, the Second Thacher Brook Culvert is located at Mile 31.25 of the Maine Turnpike and the Third Thacher Brook Culvert is located at Mile 32.20 of the Maine Turnpike.

2) General Description:

The work consists of bridge repairs to the Mountain Road Underpass in the Town of York, bridge repairs to the Clay Hill Road Underpass in the Town of York, bridge repairs to the North Berwick Road Underpass in the Town of Ogunquit, culvert repairs to the Ogunquit River Culvert in the Town of Wells, culvert repairs to the Second Thacher Brook Culvert in Biddeford, and culvert repairs to the Third Thacher Brook Culvert in Biddeford. The work generally includes bridge pavement and membrane replacement, approach work and paving, deck end modifications, deck expansion joint modification, bridge drain grate modification, cross frame replacement, and miscellaneous superstructure and substructure repairs for Mountain Road Underpass, North Berwick Road Underpass and Clay Hill Road Underpass. The work also includes culvert patch repair, debris removal, and miscellaneous headwall and wingwall repairs for the Ogunquit River Culvert, Second Thacher Brook Culvert and Third Thatcher Brook Culvert. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) February 14, 2019 at 11:00 A.M. at MTA headquarters 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Purchasing Department, Phone No. (207) 482-8115.
- c) All questions on plans and specifications shall be in writing and shall be directed to Nate Carll, Purchasing Manager, at (207) 871-7739 (fax) or email ncarll@maineturnpike.com.

4) Notification:

- a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project sites for field inspection. The contact person is Mr. Steve Tartre at (207) 482-8144 or startre@maineturnpike.com.

5) Construction Schedule/Prosecution of Work:

a) At all locations:

- All work at all locations in this Contract shall be completed on or before October 15, 2019.

b) At the Mountain Road Underpass:

- The Contractor may reduce Mountain Road to alternating two-way traffic for a maximum of sixty (60) consecutive calendar days.
- Mountain Road may not be closed.

c) At the Clay Hill Road Underpass:

- Only one damaged cross frame shall be disassembled at one time. Only after the proposed connection plate and gusset plate is installed and connected shall the second cross frame be disassembled and repaired.
- Once work related to removal and replacement at each cross frame is commenced it shall be progressed as expeditiously as practical. No cross frame shall be removed from service for more than 5 calendar days.

d) At the North Berwick Road Underpass:

- The Contractor may, at their option, either close North Berwick Road or reduce North Berwick Road to alternating two-way traffic to complete the work.
- If the Contractor elects to close North Berwick Road, the road shall not be closed until on or after May 5, 2019 and shall be substantially complete by August 30, 2019 or the start of the 2019/2020 Wells-Ogunquit School District school year, whichever is earlier.
- If the Contractor elects to close North Berwick Road, the Contractor shall be allowed to close North Berwick Road for a maximum of twenty-eight (28) consecutive calendar days.
- If the Contractor elects to reduce North Berwick Road to alternating two-way traffic, the Contractor may reduce North Berwick Road to alternating two-way traffic for a maximum of sixty (60) consecutive calendar days.

- e) At the Ogunquit River Culvert and both Thacher Brook Culverts:
- The in-water work window starts on July 15, 2019 and ends on September 30, 2019. All in-water work shall be completed during this period.
 - The construction at all culverts shall be substantially completed on or before September 30, 2019.
- f) Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed as described in Special Provisions 107.1 and 107.1.1.
- 6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
- a) Heavy and Bridge wages
 - b) Highway and Earthwork wages
- 7) Lead Paint (Special Provision 105.2.4.2):
- a) Contractor to acknowledge the presence of lead paint at the Mountain Road Underpass and Clay Hill Road Underpass and associated precautions thereto. A copy of the Lead Determination Report is attached to the Contract Book as Appendix C.
- 8) Maintenance During Winter Construction (Supplemental Specification 105.4.3)
- a) Contractor responsible for the maintenance of erosion control and traffic control devices.
 - b) Contractor responsible for removal of snow and ice to maintain drainage.
 - c) Authority is responsible for winter road maintenance for the Maine Turnpike paved travel way open to traffic.
- 9) Permit Requirements (Special Provision 105.8.2)
- a) The work at the Ogunquit River Culvert and both Thacher Brook Culverts is being permitted under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Maine Programmatic General Permit, Category 1. The Project is subject to the General Conditions of the Maine General Permit dated October 13, 2015 through October 13, 2020 and may also be subject to additional conditions specified in the Maine General Permit authorization to be issued by the U.S. Army Corps of Engineers.
 - b) The in-water work window at the Ogunquit River Culvert and both Thacher Brook Culverts starts on July 15, 2019 and ends on September 30, 2019. All in-water work shall be completed during this period.
 - c) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
 - d) MaineDOT Best Management Practices
- 10) General Requirements
- a) U-Turns at toll plazas and median openings not allowed. (Supplemental Specification 105.5.1)
 - b) Contractor access to and from the mainline shall not negatively impact mainline traffic flow. The Contractor may be required to establish lane closures to provide for safe access. Refer to Special Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure requirements and restrictions.

- c) All vehicles used on the Project, including concrete delivery trucks, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.
- d) Class III safety vests must be worn at all times.

11) Traffic Control (Special Provision Section 652):

- a) Maintenance of Traffic Control will be measured as a lump sum as indicated in the plans and specifications, for all authorized and installed traffic control devices for the specific bridge or culvert for which traffic shall be maintained in accordance with the approved traffic control plan.
- b) Contractor is responsible for supplying all traffic control devices.
- c) Contractor is responsible for placement, relocation, removal and maintenance of traffic control devices. Maintenance of traffic control devices is a 24-hour a day, seven days per week, responsibility. Contractor shall inspect devices as required.
- d) Temporary detours, lane closures and construction phasing shall be established and maintained at all times in accordance with the details shown on the Plans.
- e) Turnpike Lane closures
 - i) One lane of traffic flowing in each direction at all times. Minimum traveling width of 14' required.
 - ii) Requests for temporary lane closures shall be submitted a minimum of two working days in advance of scheduled closure. Requests are subject to approval by MTA.
- f) Stoppages of traffic for moving heavy or slow equipment across or on the travel lanes (stoppages less than five minutes)
 - i) Fee of \$500 per five minutes in excess of the five-minute allowance.
 - ii) Requests shall be submitted two working days in advance of scheduled stoppage. Request subject to approval by MTA.
- g) All signs, which do not apply to current construction activity, shall be 100% covered or removed in accordance with the plans. This includes any speed limit signs when work zone speed is in operation.
- h) Traffic control devices shall be NCHRP 350 compliant.

12) Questions:

