



**CITY OF TACOMA**  
**Public Work Engineering Division**

**ADDENDUM NO.3**

**DATE: 12/7/2021**

**REVISIONS TO:**

**Request for Bids Specification No. PW21-0719F  
South Yakima Signal and Safety Improvements**

**NOTICE TO ALL BIDDERS:**

This addendum is issued to clarify, revise, add to or delete from, the original specification documents for the above project. This addendum, as integrated with the original specification documents, shall form the specification documents. The noted revisions shall take precedence over previously issued specification documents and shall become part of this contract.

**REVISIONS TO THE SUBMITTAL DEADLINE:**

The submittal deadline remains the same.

**REVISIONS TO SPECIFICATIONS:**

Delete Special Training Provisions in its entirety on page 50- 54.

Delete section 1-07.23(2) Construction and Maintenance of Detours on page 62

**REVISION TO THE SPECIAL PROVISIONS**

Add Traffic Control Specification labeled Addendum #3 to Appendix C.

Add Traffic Control Plans Labeled Addendum #3 to Appendix C.

**REVISION TO THE PLANS**

Replace cover sheet its entirety and replace with the following attached labeled Addendum #3.

**QUESTIONS AND ANSWERS:**

**Question #1** - Will the City of Tacoma allow for night work during the construction phase of this project? Also, will the signal work need to be performed at night to mitigate the risk of the potential traffic volumes during the day time hours.

Answer: Night work may be permitted based on the pre-approval from the engineer of record. This contract does not require night work.

**Questions #2** - How will the City of Tacoma be handling both material and/or wage escalation after the contract is awarded?

Answer: There is no escalation clause in the contract.

**Question #3** - I noticed that none of the signal plans mention anything about new emergency preemption detectors and overhead mast arm signage.

Answer- Addendum #1 identifies street name signs to be mounted for Yakima Avenue at S 84<sup>th</sup> Street on Sheet 16. There are no other signs mounted on mast arms as part of this project. In relation to emergency preemption detectors, they are not included as part of this project.

**Question#4** - Could you please let me know what the amount for Liquidated Damages are and the contract duration. We are working on obtaining a bid bond for this project and need this information for our bonding company to issue this bid bond.

Answer: The City has not calculated the amount for Liquidated Damages. Please use WSDOT example to determine. The contract working days are 75 days.

NOTE: Acknowledge receipt of this addendum by initialing the corresponding space as indicated on the signature page. Vendors who have already submitted their bid/proposal may contact the Purchasing Division at 253-502-8468 and request return of their bid/proposal for acknowledgment and re-submittal. Or, a letter acknowledging receipt of this addendum may be submitted in an envelope marked Request for Bids Specification No. PW21-0719F Addendum No. 3. The City reserves the right to reject any and all bids, including, in certain circumstances, for failure to appropriately acknowledge this addendum.

cc: Darius Thompson, Public Works Engineering

## **Traffic Control Specifications**

Detour signing during any allowed road closures shall be in accordance with Detour Plans, when included in the Contract Documents. When plans are not included in the Contract Documents, the Contractor shall submit plans for detours in accordance with the "Manual on Uniform Traffic Control Devices (MUTCD)". In addition, where the Contractor believes an alternate plan will safely and adequately maintain vehicular and pedestrian traffic, the Contractor may submit alternate plans to those for traffic control and detours required by MUTCD or contract documents. Such alternate plans must comply with the MUTCD and shall be in writing and submitted to the Engineer at least fifteen (15) working days in advance of their intended use. In general, detouring of arterial traffic must be accomplished on streets designated as City Arterials. Detouring of arterial traffic on non-arterial streets will not be allowed. The acceptance of any alternate plan shall be entirely at the discretion of the Engineer and the Contractor shall have no claim by reason of a plan being rejected or modified, nor shall there be any additional payment by reason of using a substitute plan.

The Contractor shall notify the Engineer five (5) working days in advance of implementation of any street closures/detours allowed under the Contract, and this notice is after and independent of the submittal and approval of associated traffic control/detour plans. Advance notice signing shall be placed a minimum of five (5) working days prior to implementation of any street closure/detour.

A minimum of five (5) working days prior to any street closure (and 10 calendar days for Pierce Transit), the Contractor shall notify all entities below:

Tacoma Fire Dept.	(253-591-5775)
Tacoma Police Dept.	(253-591-5932)
LESA Communications Center	(253-798-4721 - Opt.#2)
Tacoma Public Schools Transportation Office	(253-571-1853)
Pierce Transit	(253-377-5027)
Tacoma Environmental Services Solid Waste	(253-591-5544)
Tacoma Public Works Engineering Division	(253-591-5500)
Tacoma Public Works Streets and Grounds	(253-591-5495)

## **Construction under Traffic**

The following special traffic requirements shall be adhered to during all phases of construction:

Yakima Avenue (arterial), South 72<sup>nd</sup> Street (arterial), South 84<sup>th</sup> Street (arterial), South 96<sup>th</sup> Street (arterial), South Thompson Avenue, and South Park Avenue shall remain fully open to vehicular and pedestrian traffic at all times.

### **EXCEPTION:**

1. Non-arterial classified roadways are permitted to be closed to traffic, if related to supportable active construction needs, so long as local access to properties and businesses is accommodated in the following scenarios:
  - During construction working hours (i.e., weekdays 7 AM to 7 PM) when arrangements in advance have been made through coordination between the requestor, the contractor, and the City;
  - During construction working hours when special/emergency access is needed;

### Addendum #3

- During construction working hours when emergency services needs to use the roadway;
  - During construction working hours when passage through/along the work area is the only means to access an intersecting road and/or adjacent property; and
  - During non-construction hours (i.e., all other hours other than the working hours).
2. During non-construction hours, the project area shall be left in a state that permits on-street parking (as was allowable prior to project start) so long as the permitted parking does not hamper the flow of traffic, temporary traffic control, and/or safety.
  3. Spotters to assist pedestrians through or around the work zone must be available when called for in the Traffic Control Plans and/or when deemed necessary for safe traffic operations by the City.
  4. Any demolition, or closure of pedestrian accessibility, at a given corner of an intersection must be limited to that given corner, with the remaining three corners at the intersection (at a minimum) being used to facilitate a pedestrian detour, until full accessibility or an accessible connection with at least one other corner can be re-established. Any temporary pedestrian access path/route that may be employed shall provide equivalent to, or better, accessibility than the unavailable path/route in accordance with the Americans with Disabilities Act and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).
  5. Project work areas adjacent to or intersecting arterial streets (as identified above) shall not hinder the safety or traffic operations of the arterial street such that two-way vehicular traffic cannot be maintained at all times (which can include parking restrictions to allow for the roadway space needed). If the work occurring on an arterial street cannot practicably be completed while maintaining two-way traffic, then a directional (or movement-specific) closure and associated detour must be established using an alternate arterial route to be submitted for review and approval by the City. In either case, an intersection specific traffic control plan must be developed for arterial streets intersecting one another and submitted for City review and approval at least 10 working days in advance of the work commencing.

Intersection specific allowances/restrictions are as follows:

#### Yakima Avenue

Weekdays: a single through lane closure (if other roadway space allows for a temporary positioned lane and acceptable width) is permitted during active work (or associated time to allow safe public access) in the northbound direction between 9:00AM and 4:00PM and/or between 8:00PM and 5:00AM (with proper noise variance approvals); a single lane closure is permitted during active work (or associated time to allow safe public access through work area) in the southbound direction between 7:00AM and 3:00PM and/or between 8:00PM and 5:00AM (with proper noise variance approvals); complete closure of a given direction (with accompanying arterial-based detour) will only be considered in extenuating circumstances when proposed for approval by the Contractor and for hours specific to the nature of the closure/work including advance (and work concurrent) notification with PCMS (regardless of work duration). Any work or work zone provisions on Yakima Avenue at South 96<sup>th</sup> Street that are needed along the south leg of the intersection requires a pre-approval process (and potential permitting) from Pierce County who has jurisdiction over the south leg of the intersection.

Weekends: a single through lane closure (if other roadway space allows for a temporary positioned lane and acceptable width) is permitted during active work (or associated time

to allow safe public access through work area) in the either direction between 9:00AM and 9:00PM and/or between 9:00PM and 9:00AM (with proper noise variance approvals); complete closure of a given direction (with accompanying arterial-based detour) will only be considered in extenuating circumstances when proposed for approval by the Contractor and for hours specific to the nature of the closure/work including advance (and work concurrent) notification with PCMS (regardless of work duration). Any work or work zone provisions on Yakima Avenue at South 96<sup>th</sup> Street that are needed along the south leg of the intersection requires a pre-approval process (and potential permitting) from Pierce County who has jurisdiction over the south leg of the intersection.

#### South 72<sup>nd</sup> Street

Weekdays: a single through lane closure is permitted during active work (or associated time to allow safe public access) in the eastbound direction between 7:00AM and 3:00PM and/or between 9:00PM and 6:00AM (with proper noise variance approvals); a single lane closure is permitted during active work (or associated time to allow safe public access through work area) in the westbound direction between 9:00AM and 3:00PM and/or between 9:00PM and 6:00AM (with proper noise variance approvals); closure of two through lanes in a given direction (i.e., re-assigned use of center/left-turn lane) will only be considered in extenuating circumstances when proposed for approval by the Contractor and for hours specific to the nature of the closure/work including advance (and work concurrent) notification with PCMS (regardless of work duration).

Weekends: a single through lane closure (if other roadway space allows for a temporary positioned lane and acceptable width) is permitted during active work (or associated time to allow safe public access through work area) in the either direction between 9:00AM and 9:00PM and/or between 9:00PM and 9:00AM (with proper noise variance approvals); closure of two through lanes in a given direction (i.e., re-assigned use of center/left-turn lane) will only be considered in extenuating circumstances when proposed for approval by the Contractor and for hours specific to the nature of the closure/work including advance (and work concurrent) notification with PCMS (regardless of work duration).

#### South 84<sup>th</sup> Street

Weekdays: a single through lane closure (if other roadway space allows for a temporary positioned lane and acceptable width) is permitted during active work (or associated time to allow safe public access) in the eastbound direction between 9:00AM and 3:00PM and/or between 8:00PM and 5:00AM (with proper noise variance approvals); a single lane closure is permitted during active work (or associated time to allow safe public access through work area) in the westbound direction between 9:00AM and 3:00PM and/or between 8:00PM and 5:00AM (with proper noise variance approvals); complete closure of a given direction (with accompanying arterial-based detour) will only be considered in extenuating circumstances when proposed for approval by the Contractor and for hours specific to the nature of the closure/work including advance (and work concurrent) notification with PCMS (regardless of work duration).

Weekends: a single through lane closure (if other roadway space allows for a temporary positioned lane and acceptable width) is permitted during active work (or associated time to allow safe public access through work area) in the either direction between 9:00AM and 9:00PM and/or between 9:00PM and 9:00AM (with proper noise variance approvals); complete closure of a given direction (with accompanying arterial-based

detour) will only be considered in extenuating circumstances when proposed for approval by the Contractor and for hours specific to the nature of the closure/work including advance (and work concurrent) notification with PCMS (regardless of work duration).

#### South 96<sup>th</sup> Street

Weekdays: a single through lane closure (if other roadway space allows for a temporary positioned lane and acceptable width) is permitted during active work (or associated time to allow safe public access) in the eastbound direction between 9:00AM and 3:00PM and/or between 8:00PM and 5:00AM (with proper noise variance approvals); a single lane closure is permitted during active work (or associated time to allow safe public access through work area) in the westbound direction between 9:00AM and 3:00PM and/or between 8:00PM and 5:00AM (with proper noise variance approvals); complete closure of a given direction (with accompanying arterial-based detour) will only be considered in extenuating circumstances when proposed for approval by the Contractor and for hours specific to the nature of the closure/work including advance (and work concurrent) notification with PCMS (regardless of work duration). Any work or work zone provisions that are needed along the south leg of the intersection requires a pre-approval process (and potential permitting) from Pierce County who has jurisdiction over the south leg of the intersection.

Weekends: a single through lane closure (if other roadway space allows for a temporary positioned lane and acceptable width) is permitted during active work (or associated time to allow safe public access through work area) in the either direction between 9:00AM and 9:00PM and/or between 9:00PM and 9:00AM (with proper noise variance approvals); complete closure of a given direction (with accompanying arterial-based detour) will only be considered in extenuating circumstances when proposed for approval by the Contractor and for hours specific to the nature of the closure/work including advance (and work concurrent) notification with PCMS (regardless of work duration). Any work or work zone provisions that are needed along the south leg of the intersection requires a pre-approval process (and potential permitting) from Pierce County who has jurisdiction over the south leg of the intersection.

If the Engineer (or Pierce County representation relative to the south leg of the South 96<sup>th</sup> Street intersection) determines any of the permitted closure hours adversely affect traffic, the Engineer may adjust the hours accordingly. The Engineer (or representative) will notify the Contractor in writing of any change in the closure hours.

Curb ramp closures are subject to the following restrictions:

One corner can be closed at a time, provided there is an alternate route within the area of the intersection or nearby extents.

Provide a spotter for pedestrians 15 minutes prior to and 5 minutes after the first bell, and 5 minutes prior to and 15 minutes after the dismissal bell when work is impacting sidewalks/intersections within one quarter mile of any school site and/or any routes designated as a school walking route.

To minimize the disruption to access to adjacent properties, and to Pierce Transit operations, the lane closure area shall be limited to that area of active work and necessary for appropriate lane closure tapers. The Contractor shall stage work to maintain legal access to and egress from all properties at all times.

### Addendum #3

A safe pedestrian access shall be provided at all times through the project area. All lane closures shall be coordinated with the adjacent businesses, school/school district, other contractors working within the project vicinity, local transit agencies and the City.

Where, in the opinion of the Engineer, parking is a hazard to through traffic or to the construction work, parking may be restricted either entirely or during the time when it creates a hazard. Signs for restricting parking shall be approved by the City and placed by the Contractor at least seventy-two (72) hours in advance. The Contractor shall be responsible for and shall maintain all such signs. The replacement of signs restricting parking shall be as approved by the Engineer.

The Contractor shall notify all property owners and tenants of detours, street and alley closures, or other restrictions that may interfere with their access. Notification shall be at least seventy-two (72) hours in advance for any affected properties/access. A minimum of ten (10) calendar days' notice shall be provided to Pierce Transit for any routes, route movements, and/or bus stops affected by work zones and/or work zone provisions.

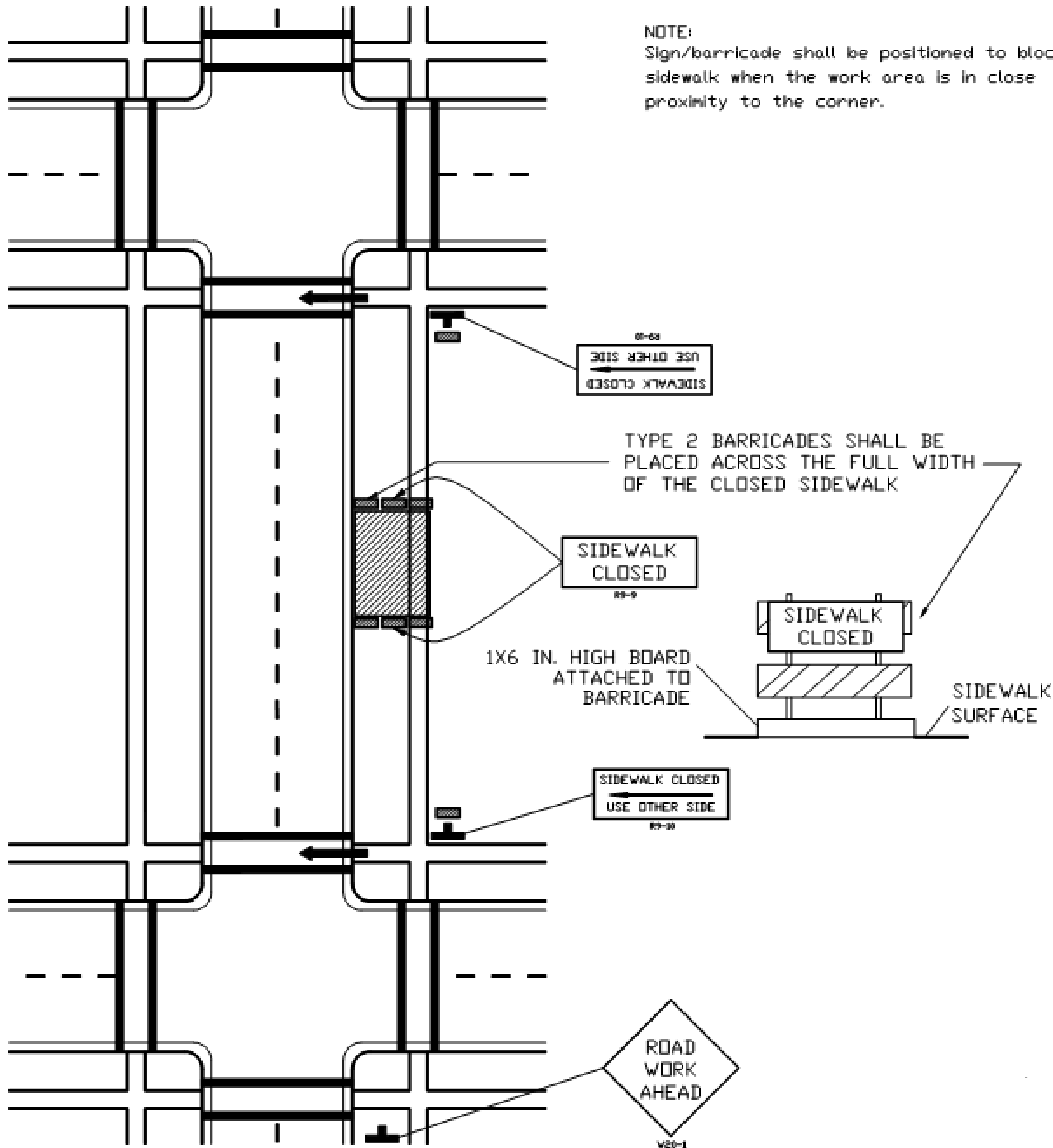
Emergency traffic, such as police, fire, and disaster units, shall be provided access at all times. In addition, the Contractor shall coordinate Contractor activities with all disposal firms and transit bus service that may be operating in the project area.

If street closures or lane restrictions, not provided for in the Specifications, are allowed subsequent to award of the contract, an equitable adjustment of the Contract amount shall be negotiated.

It is the intent of the Contract to effectively prevent the deposition of debris on streets in areas of public traffic or where such debris may be transported into a drainage system. When construction operations are such that debris from the work is deposited on the streets, the Contractor shall, at a minimum, remove on a daily basis any deposits or debris which may accumulate on the roadway surface. Should daily removal be insufficient to keep the streets clean, the Contractor shall perform removal operations on a more frequent basis. If the Engineer determines that a more frequent cleaning is impractical or if the Contractor fails to keep the streets free from deposits and debris resulting from the work, the Contractor shall, upon order of the Engineer, provide facilities for and remove all deposits from the tires or between wheels before trucks or other equipment will be allowed to travel over paved streets. Should the Contractor fail or refuse to clean the streets in question, or the trucks or equipment in question, the Engineer may order the work suspended at the Contractor's risk until compliance with Contractor's obligations is assured, or the Engineer may order the streets in question cleaned by others and such costs incurred by the City in achieving compliance with these contract requirements, including cleaning of the streets, shall be deducted from moneys due or to become due the Contractor on monthly estimate. The Contractor shall have no claim for delay or additional costs should the Engineer choose to suspend the Contractor's work until compliance is achieved.

*The sixth paragraph of this section is supplemented with the following:*

Trenches backfilled with CDF shall be protected from traffic with steel plates. The plates shall remain in place for 24-hours after placement of the CDF or until CDF is compacted or hardened to prevent rutting by construction equipment or traffic.



TCP#1  
Note: Directed crossings upstream of sidewalk closure point shall be nearest legal crossing, whether marked (as shown) or not.

CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.

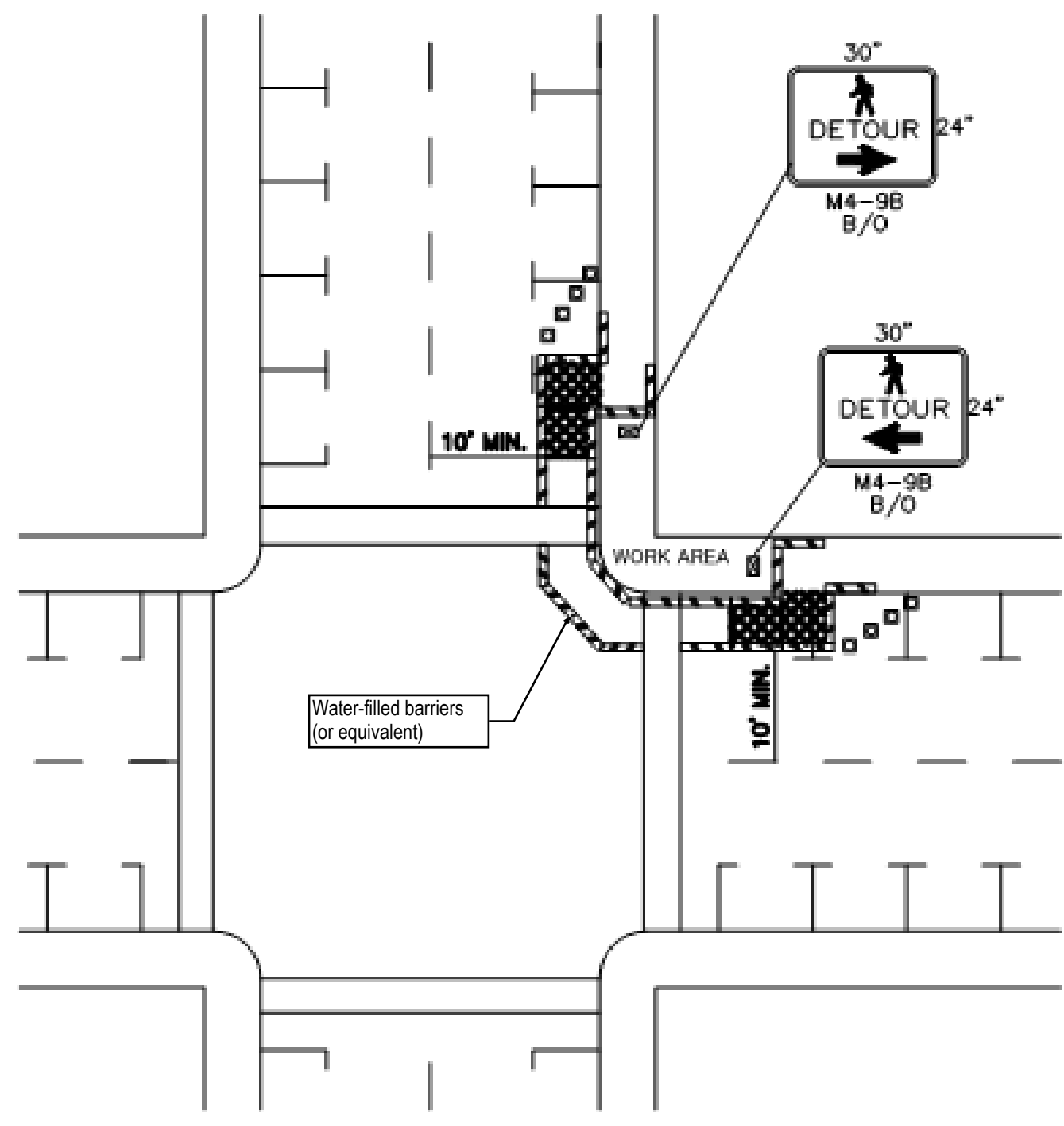
A 60" MINIMUM PATH WIDTH SHOULD BE MAINTAINED.

CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.

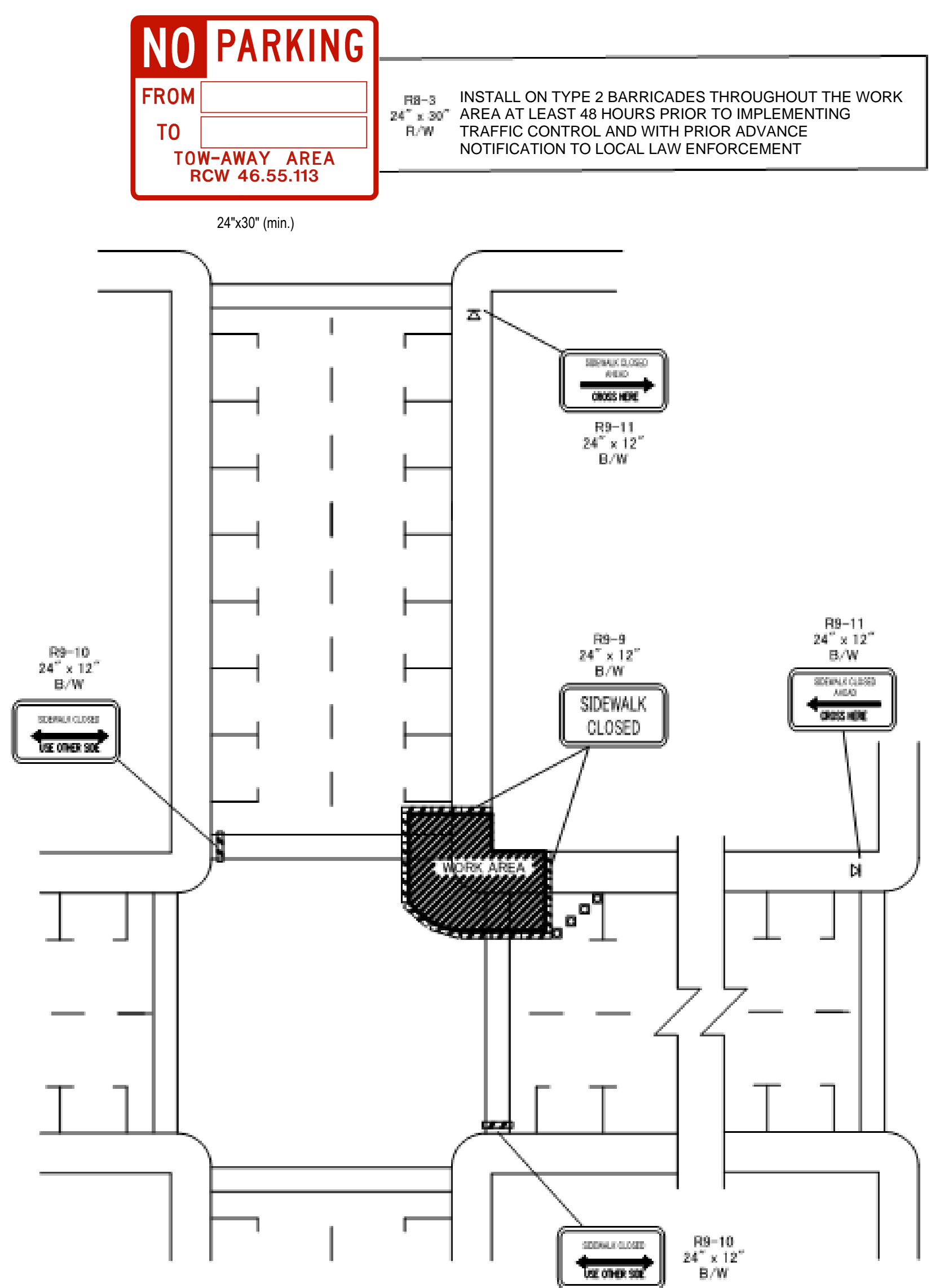
SEE COT TC HANDBOOK FOR TEMPORARY PEDESTRIAN RAMP DETAILS.

ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED.

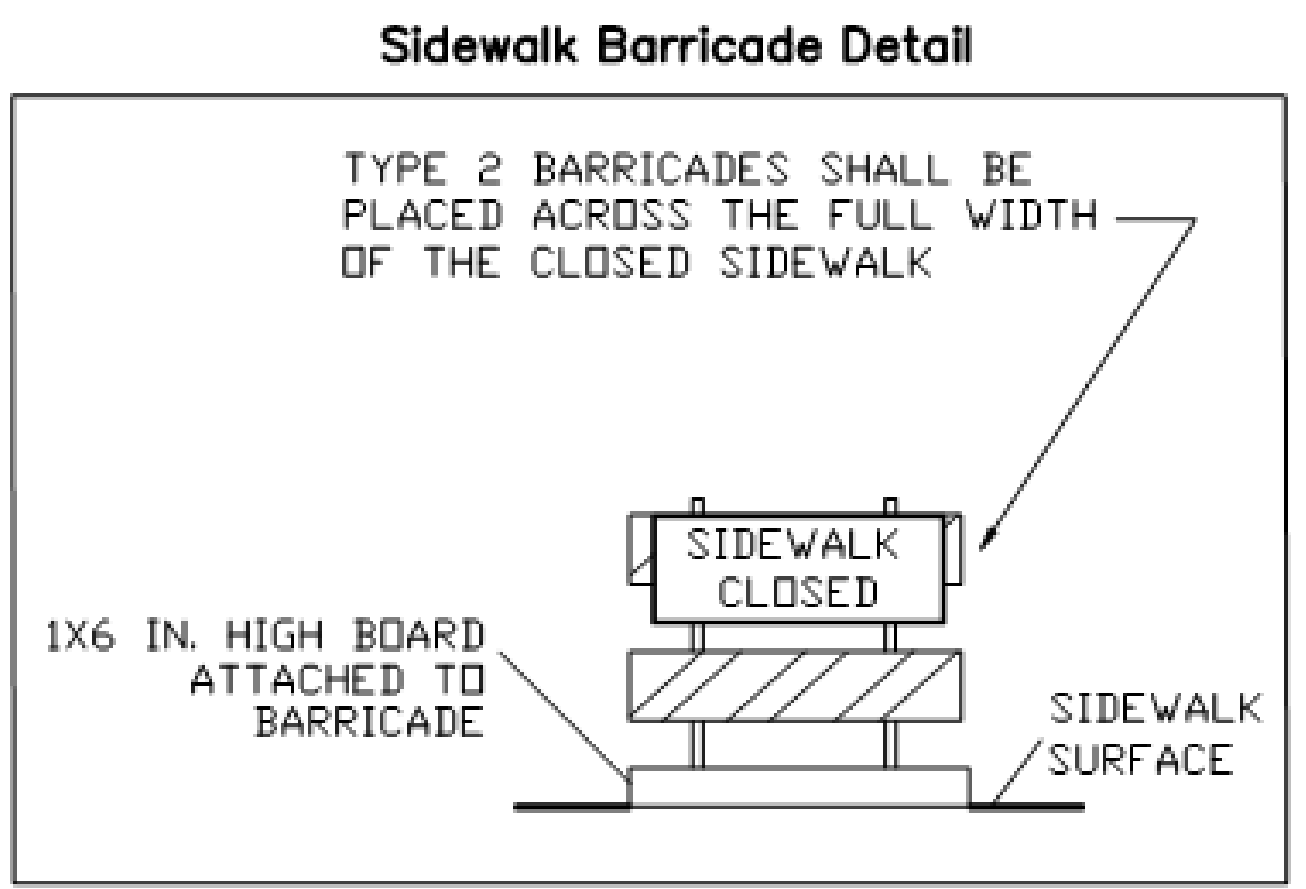
TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON THE DIVERTED PATH WHEN EXISTING BUTTONS ARE NOT ACCESSIBLE TO PEDESTRIANS.



SIDEWALK DIVERSION



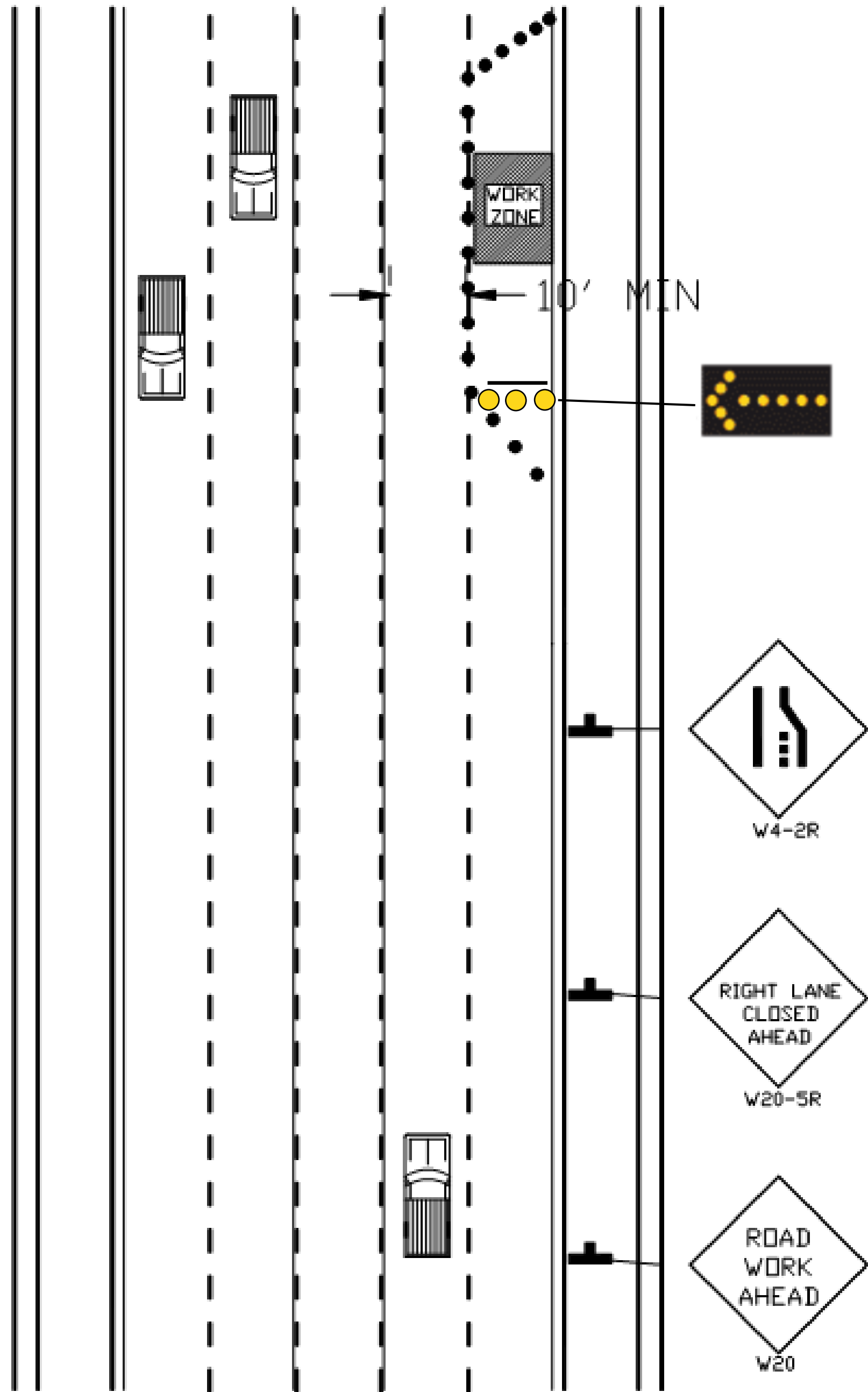
SIDEWALK DETOUR



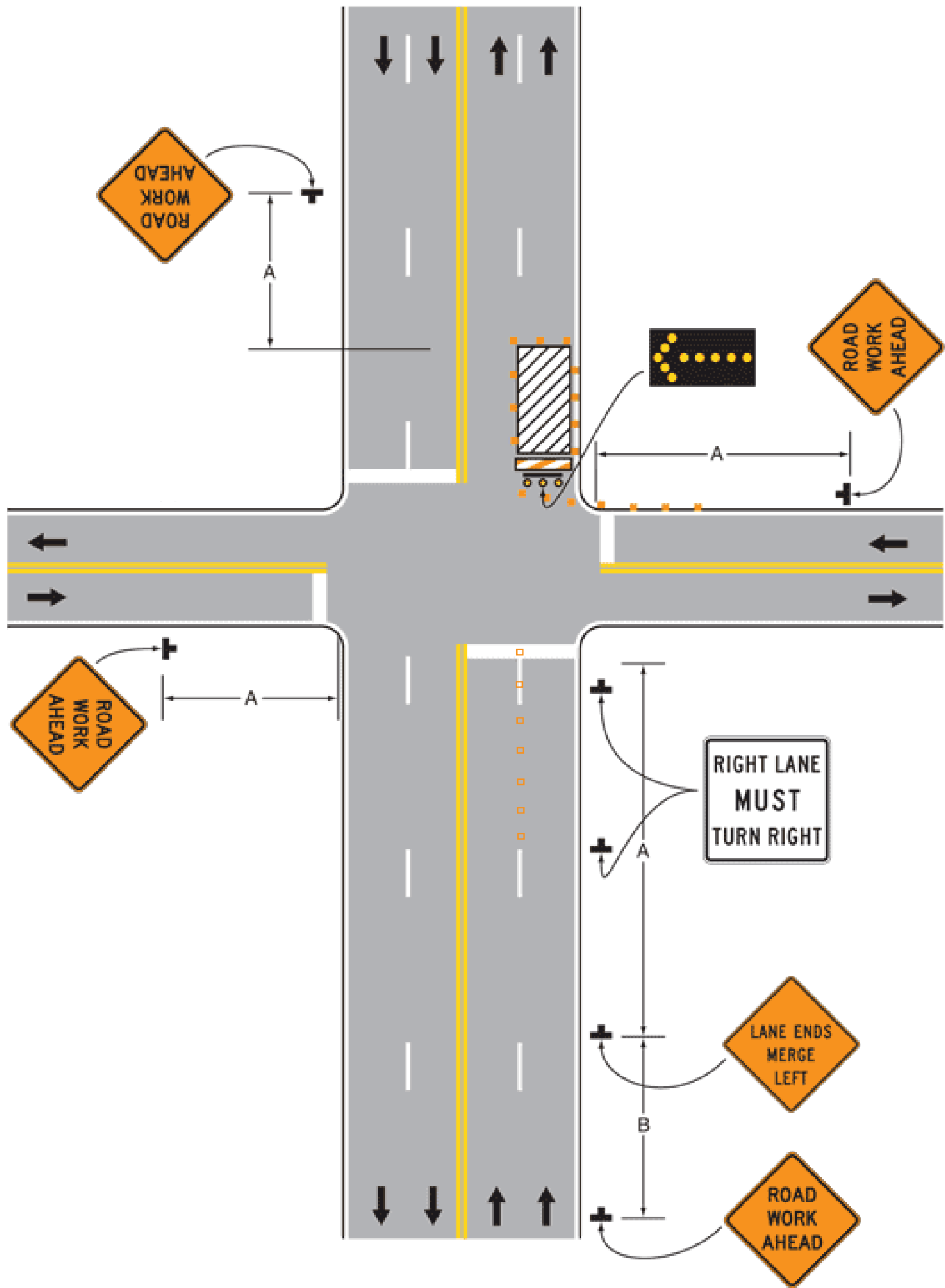
- LEGEND
- TEMPORARY SIGN LOCATION
  - CHANNELIZING DEVICES
  - PEDESTRIAN CHANNELIZING DEVICES (WATER-FILLED BARRIERS OR EQUIVALENT)
  - TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS

TCP#2  
Note: If temporary pedestrian routing does not correspond with a parking lane, a travel lane shift is needed, as allowed for site/traffic conditions.

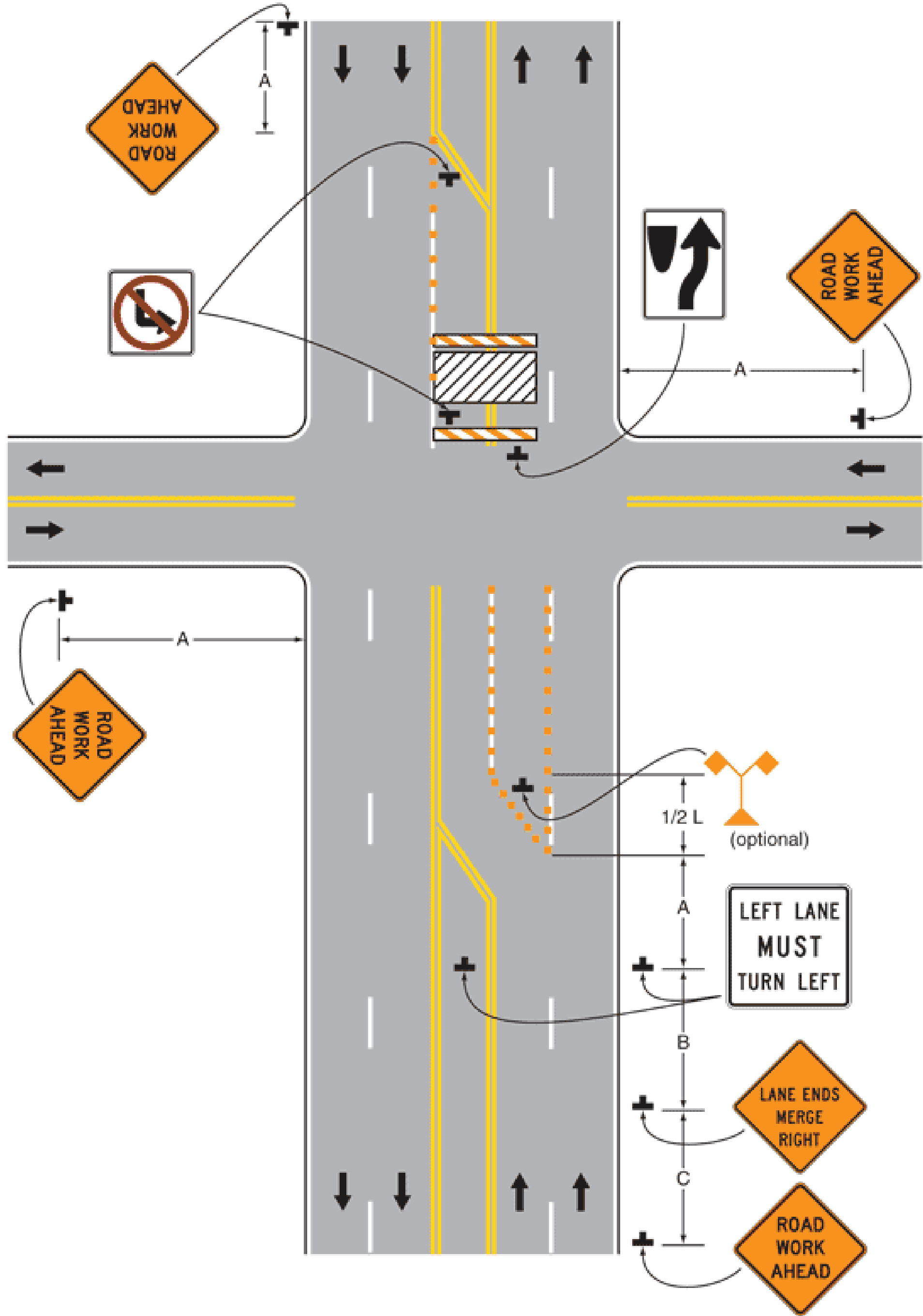




**TCP#3**  
 Note: For use on Yakima Ave, South 72nd Street, South 84th Street, and/or South 96th Street (despite lane configurations varying), with sufficient separation from any intersecting roadways with signal control (see TCP#4).



**TCP#4**  
 Notes:  
 1) For use on Yakima Ave, South 72nd Street, South 84th Street, and/or South 96th Street (although lane depiction may not match exactly for each/any) at signal-controlled intersections only. Right Lane Closure at unsignalized intersections shall rely on TCP#3.  
 2) Shown sign locations/separations and associated labels are per the 2009 MUTCD (Chapter 6H).



**TCP#5**  
 Notes:  
 1) Intended use (either as shown or appropriate variant for site-specific needs; shown turn pocket could also be two-way left-turn lane or painted median) is for subject signalized intersections to facilitate an applicable construction element.  
 2) Shown sign locations/separations and associated labels are per the 2009 MUTCD (Chapter 6H).

**CALL BEFORE YOU DIG**  
 EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY PER BEST AVAILABLE INFO, AND MAY BE INCOMPLETE. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, POTHOLES AND AVOIDING ALL EXISTING UTILITIES.

CALL TWO BUSINESS DAYS BEFORE YOU DIG  
 (1-800-424-5555) OR VISIT ONLINE: [www.callbeforeyoudig.org](http://www.callbeforeyoudig.org)



## Addendum #3

NO

REVISION

DATE

APPD

FINAL  
CONSTRUCTION  
CHECKED

BY

DATE

FIELD BOOKS

DATE  
NOV 2021

DESIGNED  
BDK

DRAWN  
BDK

DRAWING NAME  
HSIP-YAKIMA-TCP

SCALE  
AS NOTED

CHECKED  
BDK

PROJECT NAME  
HSIP-YAKIMA



**CITY OF TACOMA**  
**DEPARTMENT OF PUBLIC WORKS**

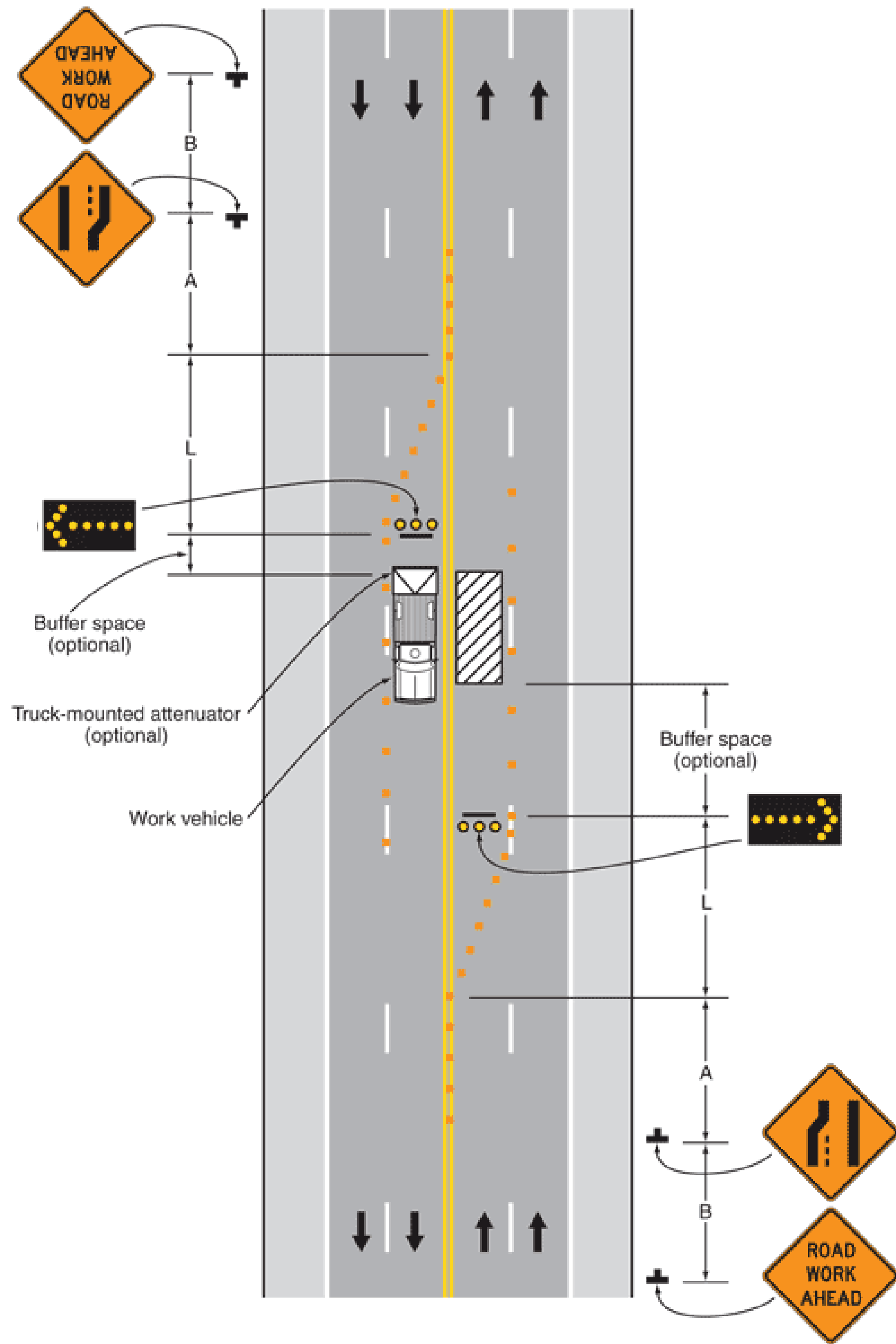
## TRAFFIC CONTROL PLAN INTERSECTION IMPROVEMENT

YAKIMA AVE INTERSECTIONS WITH S 72ND ST, S 84TH ST, AND S 96TH ST

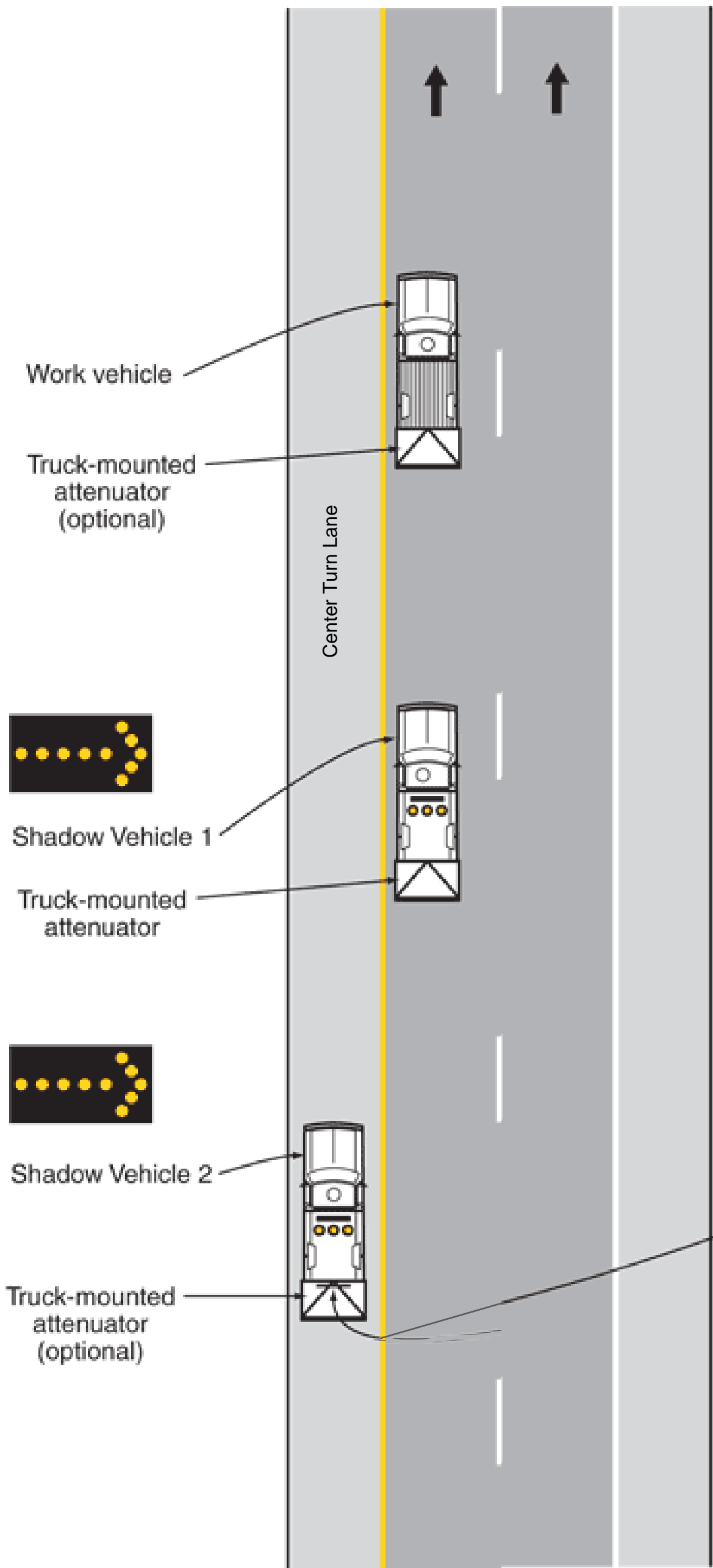
PWK-G0037

SHEET NO.

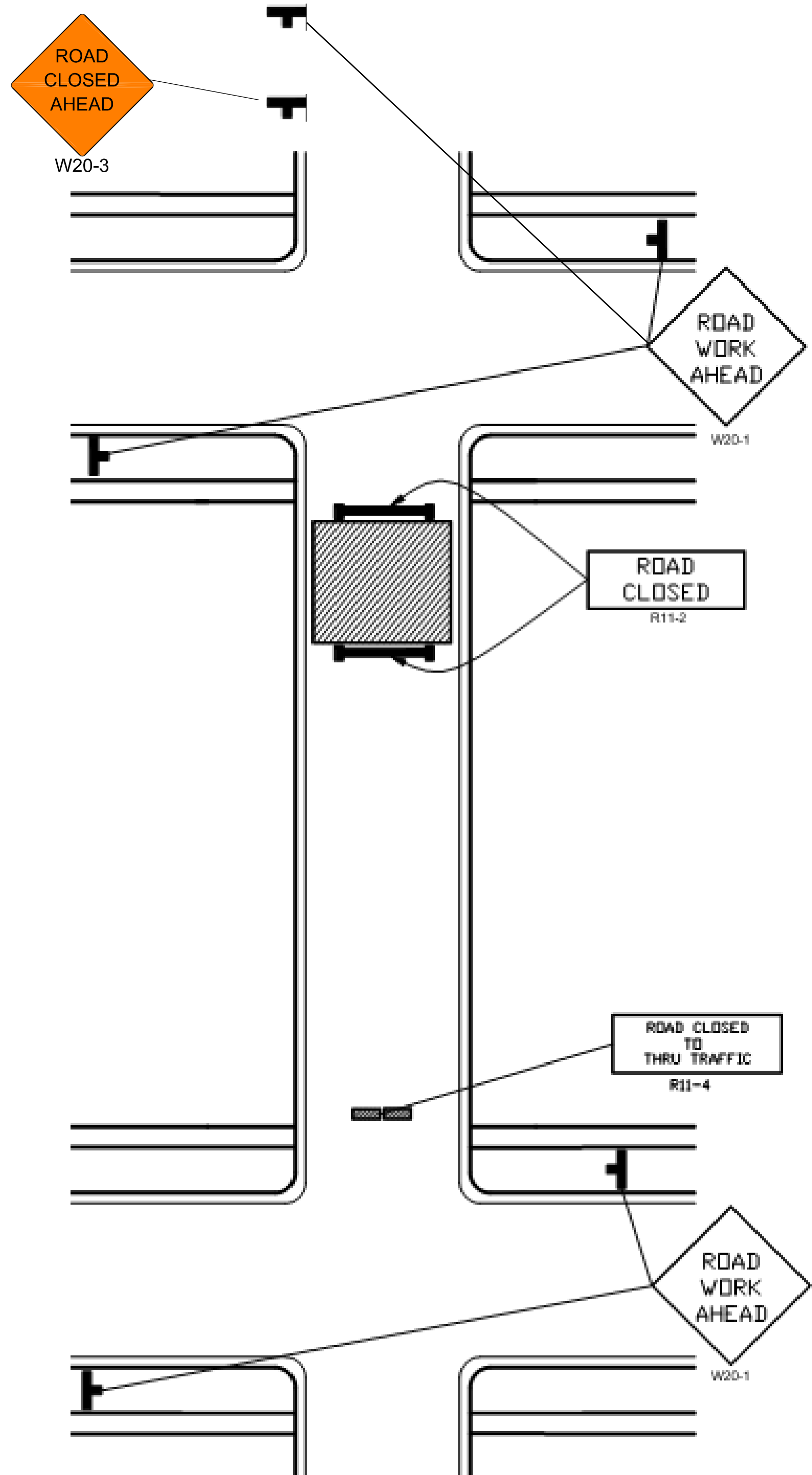
SHEET TCP-2 OF TCP- 4



TCP#6  
Notes:  
1) Intended for use on Yakima Ave, South 72nd Street, South 84th Street, and/or South 96th Street (although lane depiction may not match exactly for each/any) for daytime work within the middle of the roadway (i.e., center turn lane, not depicted), or with limited encroachment into inside through lanes.  
2) Shown sign locations/separations and associated labels are per the 2009 MUTCD (Chapter 6H).



TCP#7  
Notes:  
1) Intended for use on Yakima Ave, South 72nd Street, South 84th Street, and/or South 96th Street for mobile work such as sign installation and/or striping efforts; can be mirrored from what is shown for work within/adjacent to the curb lane.  
2) Shown sign locations/separations are per the 2009 MUTCD (Chapter 6H).



TCP#8  
Note: This plan may only be used for closure of a non-arterial roadway (in proximity to work areas and only as applicable) with proper advance notice and coordination for access needs in order to facilitate applicable work requiring a closure; roadway closures require 3-5 days' advance notice to agencies/City Departments and at least a week of advance notice to affected properties with City concurrence.

CALL BEFORE YOU DIG

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CALL TWO BUSINESS DAYS BEFORE YOU DIG  
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Addendum #3

NO

REVISION

DATE

APPD

FINAL  
CONSTRUCTION  
CHECKED

DATE  
NOV 2021

SCALE  
AS NOTED

DESIGNED  
BDK

CHECKED  
BDK

DRAWN  
BDK

PROJECT NAME  
HSIP-YAKIMA

FIELD BOOKS

DRAWING NAME  
HSIP-YAKIMA-TCP



CITY OF TACOMA  
DEPARTMENT OF PUBLIC WORKS

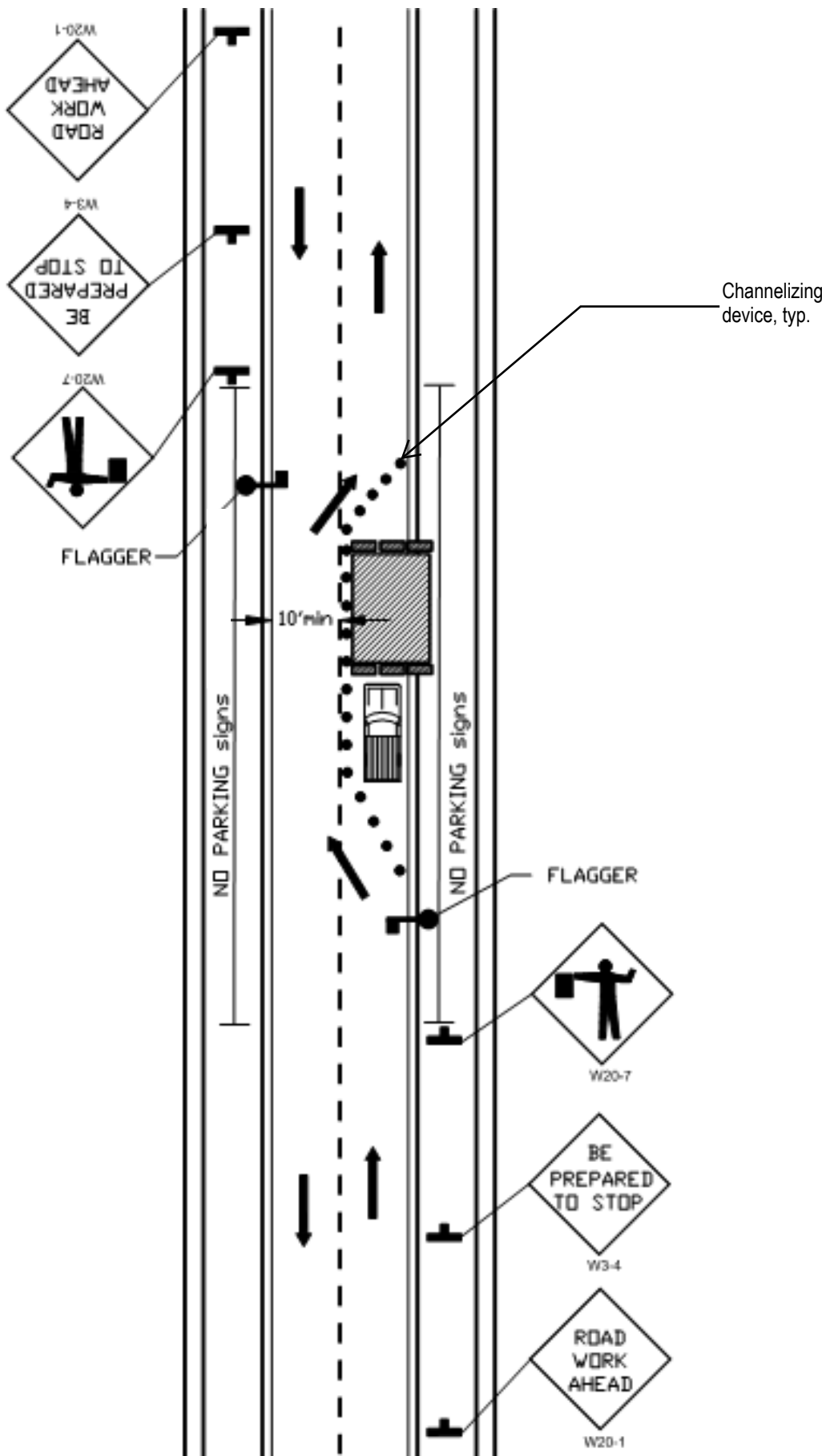
TRAFFIC CONTROL PLAN  
INTERSECTION IMPROVEMENT

YAKIMA AVE INTERSECTIONS WITH S 72ND ST, S 84TH ST, AND S 96TH ST

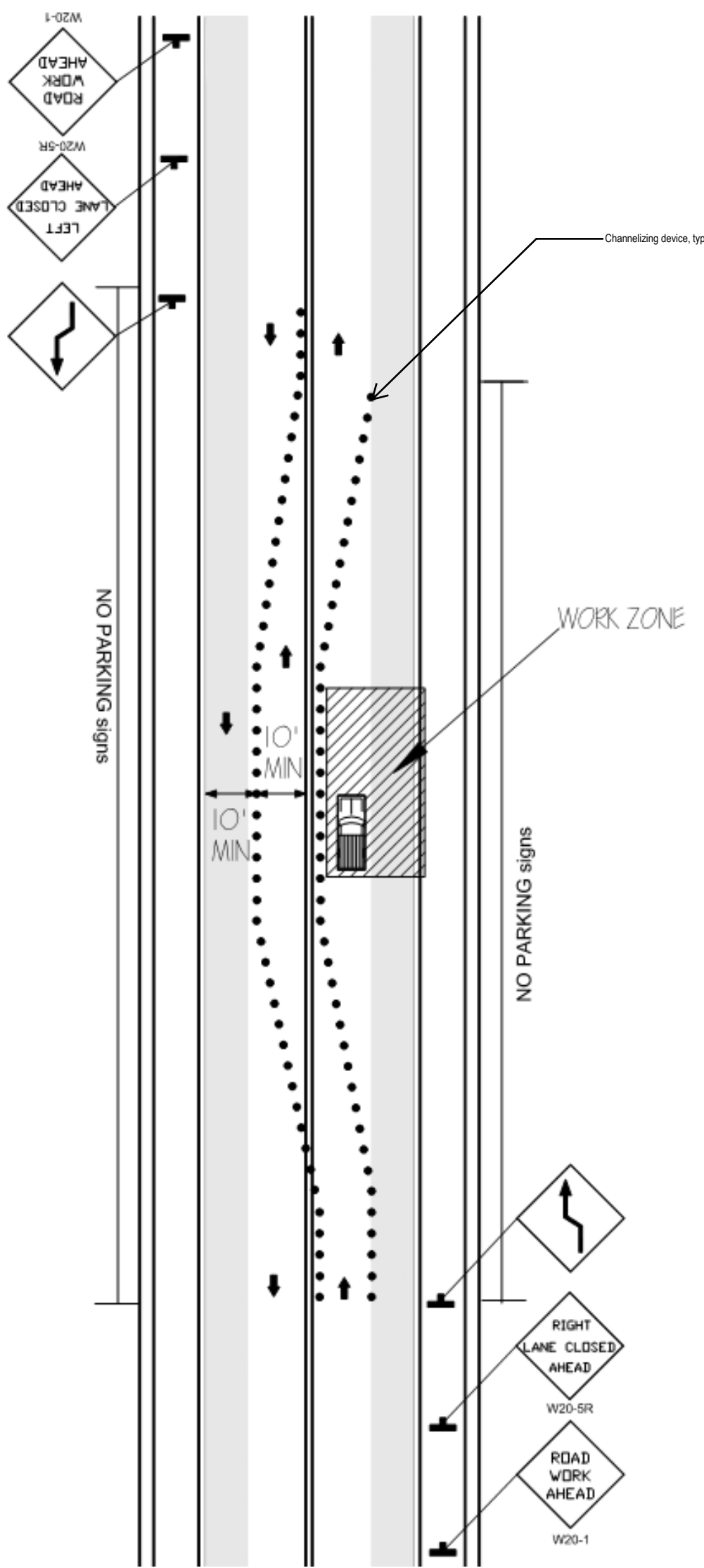
PWK-G0037

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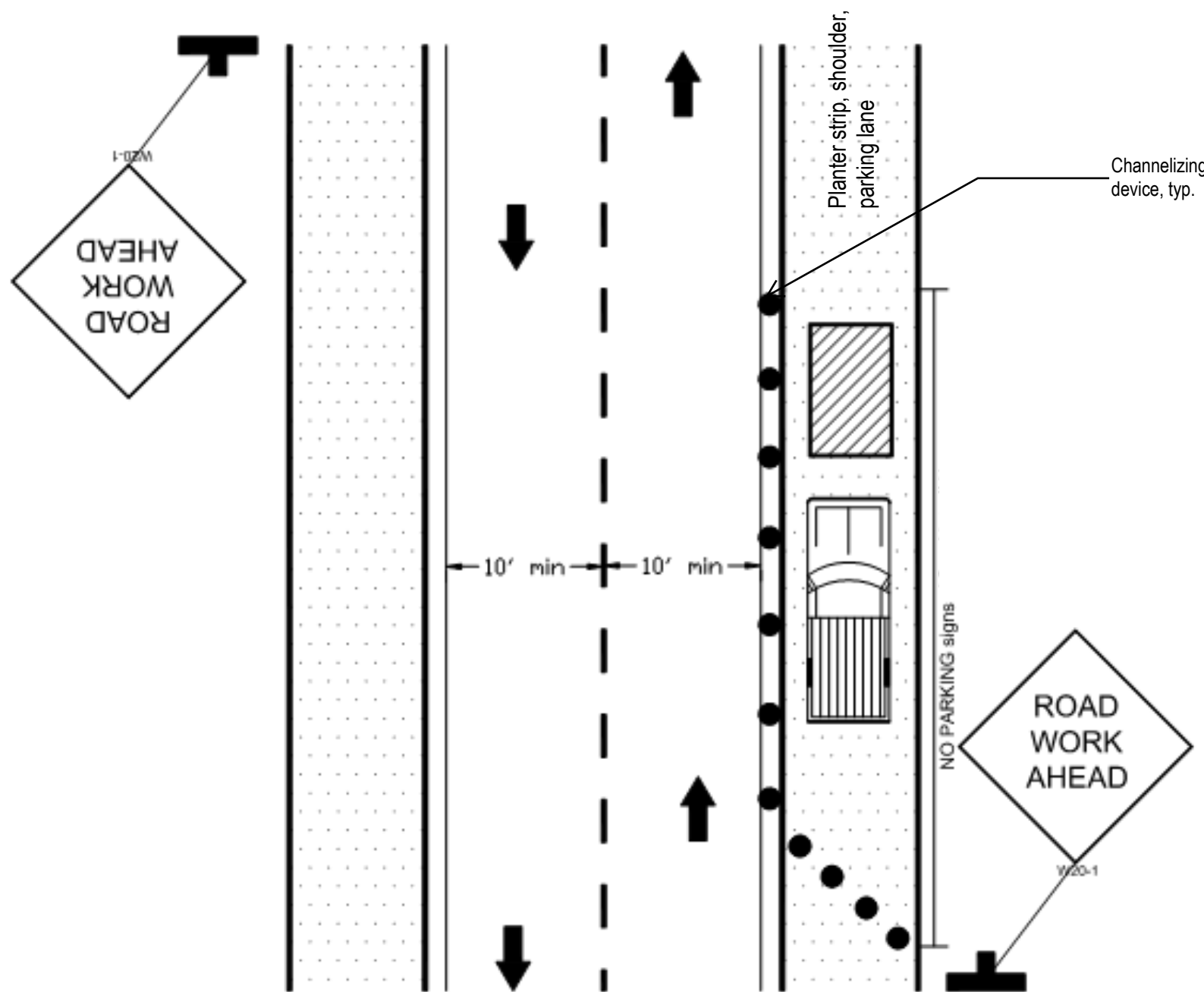
SHEET TCP-3 OF TCP-4



**TCP#9**  
Notes:  
1) Intended for use on non-arterial roadways (without signal control) only to facilitate work that requires encroachment onto non-arterial side-streets.  
2) TCP set-up, in concept, may be used at intersection corners in conjunction with appropriate pedestrian control TCP, and the set-up shown may be mirrored as needed.  
3) TCP is not intended for use during non-active construction/non-working hours.  
4) Shown sign locations/separations are per the 2009 MUTCD (Chapter 6H).



**TCP#10**  
Notes:  
1) Intended for use only on non-arterial roadways (of sufficient width--see TCP#9 otherwise) with sufficient separation from any intersecting roadways.  
2) Intended for use during working- and non-working hours, if necessary (and with proper night-time provisions).  
3) TCP set-up may be mirrored.  
4) Shown sign locations/separations are per the 2009 MUTCD (Chapter 6H).



**TCP#11**  
Notes:  
1) For use within parking lane or roadside with no or minor encroachment into adjacent travel way.  
2) May be used for roadside sign installations where roadway configuration allows; otherwise see TCP#7.  
3) Shown sign locations/separations are per the 2009 MUTCD (Chapter 6H).

**TRAFFIC CONTROL GENERAL NOTES:**

1. Traffic control elements, spacing, tapers, and requirements of temporary traffic control shall be in accordance with the Manual on Uniform Traffic Control Devices (latest edition with applicable amendments/revisions per Chapter 468-95 of the WAC), the WSDOT Standard Specifications, and the City's Traffic Control Handbook.
2. Any permanent traffic control elements (e.g., signing, striping) that would be in conflict with the temporary traffic control elements shall be covered (or removed and replaced) with prior approval from the City.
3. Parking restrictions to be implemented through advance placement (at least 72 hours) of No Parking signs with clearly presented date/duration of parking restriction.
4. Primary or alternate access (vehicular and pedestrian) to affected properties must be maintained at all times per Section 1-07.23 of the Specifications.
5. Inform in advance (at least 5 working days) and coordinate with Pierce Transit regarding impacts to, and possible relocations of, bus stops affected by the work areas and/or traffic control elements.
6. The plan depiction of the number of channelizing devices needed is an approximation; additional channelizing devices may be needed to implement the prescribed traffic control.
7. Traffic control delineators at corners may require field adjustment based on large vehicle turning needs.
8. Steady burning warning lights (Type C per MUTCD) shall be used to delineate channelizing devices at night and low-light conditions.
9. Adjust and modify traffic control devices as directed by the Engineer or Engineer's representative.
10. No signs shall be placed so as to obscure visibility of other traffic signs and/or visibility of drivers and pedestrians using the roadway.
11. Contractor shall inform affected businesses and other identified stakeholders 1 week in advance of on-street parking restrictions in preparation for establishing work zones.
12. Temporary traffic control for pavement marking work may be able to be performed vis shown plans (or mobile variant thereof), and/or will require specific plan(s) to be developed and submitted for City review/approval.
13. Four (4) Portable Changeable Message Signs (PCMS)--one for each approach to the intersection--are required to be in place at least seven (7) days before construction begins at each/given project intersection (signal), and can be removed thereafter with the establishment of the applicable traffic control plan and controls.

**CALL BEFORE YOU DIG**  
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**Addendum# 3**

NO REVISION DATE APPD

BY	FINAL CONSTRUCTION CHECKED	DATE NOV 2021	SCALE AS NOTED
	DESIGNED BDK	CHECKED BDK	
DATE	DRAWN BDK	PROJECT NAME HSIP-YAKIMA	
FIELD BOOKS	DRAWING NAME HSIP-YAKIMA-TCP		



CITY OF TACOMA DEPARTMENT OF PUBLIC WORKS		
TRAFFIC CONTROL PLAN INTERSECTION IMPROVEMENT YAKIMA AVE INTERSECTIONS WITH S 72ND ST, S 84TH ST, AND S 96TH ST		PWK-G0037
ENGINEERING DIVISION MANAGER		SHEET TCP-4 OF TCP-4

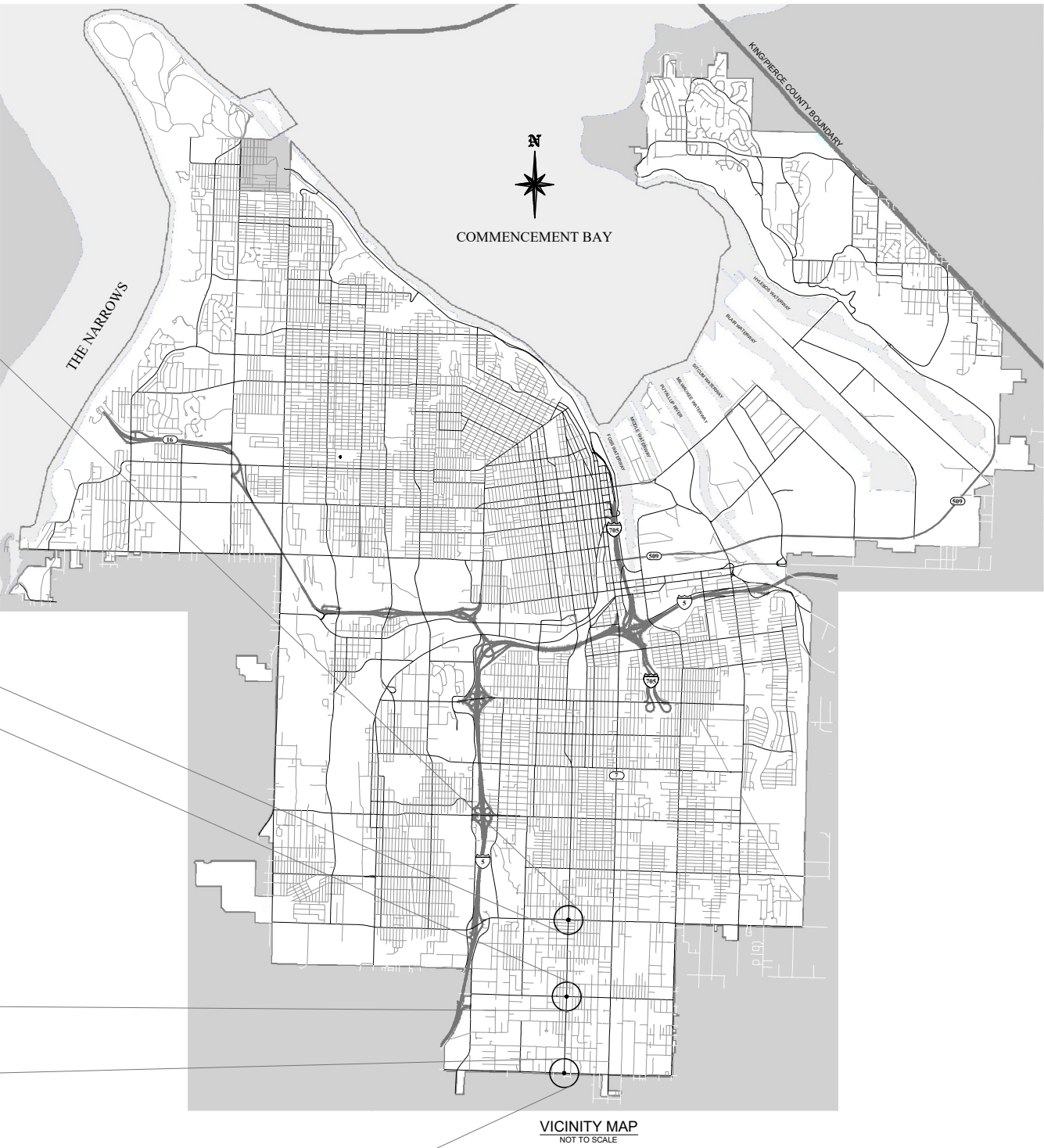
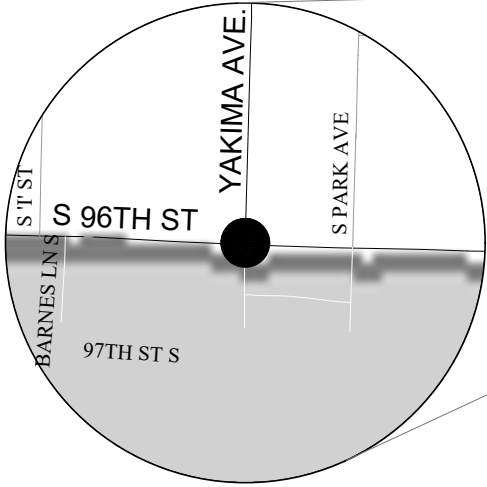
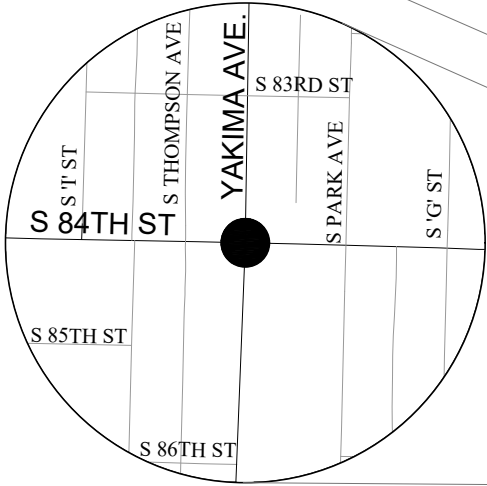
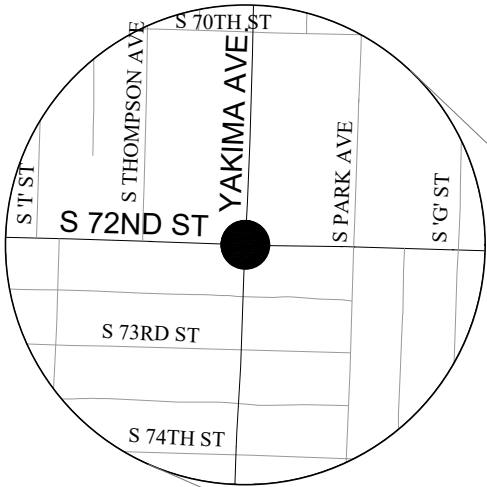




THE CITY OF TACOMA  
PUBLIC WORKS DEPARTMENT  
SPECIFICATION NO. PW21-0719F  
NOV 2021

**SOUTH YAKIMA SIGNAL AND  
SAFTEY IMPROVEMENTS**

PROJECT DESCRIPTION  
PROJECT NUMBER: PWK-G0037  
Federal Aid # 3011(005)



Addendum #3



INDEX OF DRAWINGS		
SHEET	SHEET NO.	TITLE OF DRAWINGS
CS-1	1	COVER SHEET
S-1	2	SYMBOL SHEET
KM-1	3	KEY MAP
HC-1	4	HORIZONTAL CONTROL PLAN
RD-1 - RD-2	5 - 6	ROAD DETAILS
D-1 - D-2	7 - 8	DEMOLITION PLANS
C-1 - C-2	9 - 10	CONSTRUCTION PLANS
RP-1 - RP-2	11 - 12	RAMP DETAILS
SG-1 - SG-7	13 - 19	SIGNAL PLAN
CH-1	21	CHANNELIZATION PLANS