



**DATE:** January 21, 2020

**Program Number(s)**

**TO:** Kevin Sablan  
Design/Traffic Services

**Key Number(s)**

**FROM:** District Engineers

**Program ID, County, Etc.**

**RE:** Temporary Traffic Control by Lump Sum

Lump Sum Temporary Traffic Control (TTC) is a method to consolidate temporary traffic control unit items into a single item. When used, Lump Sum TTC shall include all the man-hours, devices, and signing necessary for implementation and maintenance of the TTC; e.g., flaggers, temporary traffic control maintenance, barricades, drums, flashers, flood lights, temporary traffic control signal. For bidding purposes and to assure safety is not compromised, when lump sum TTC is employed, project contract documents must communicate the Department's expectations and requirements. The single lump sum item includes development, implementation, and maintenance of TTC on a contract.

Lump sum TTC does not ease the burden on designers during the project development phase. It is imperative that contract documents are clear on traffic management expectations, allowed closure windows, etc. to minimize contractor risk and avoid worst-case scenario bidding. Identify anticipated TTC device quantities or provide TTC plans for estimating purposes only, noting that actual quantities will vary based on the contractor's specific operations.

Contract advertisement may need to be extended to allow contractors time to develop a TTC strategy for bidding purposes.

This method does not reduce inspection effort. The same level of field inspection and oversight is required. However, less paperwork is required from field inspectors because only one pay item is used. Lump sum TTC allows inspectors to focus on TTC quality, worker safety, and vehicle flow through the work zone rather than on the number of devices being used.

An FHWA publication entitled "Guidelines on Payment for Temporary Traffic Control" summarizes the advantages of and disadvantages of Lump Sum versus Unit Price Pay Items:

## **Lump Sum Pay Items**

### Advantages

- Lowers the demands on agency staff to document item usage.
- Simple for low-cost, small projects.
- Can provide an incentive for well-organized contractors who can schedule work efficiently into the smallest work window possible.

### Disadvantages

- Makes the agency TTC plan review contractual rather than approval related, since the plan is tied to the number of items that will be used.
- An extra administrative burden can be created if changes to quantities are required.

## **Unit Price Pay Items**

### Advantages

- Allows the agency to manage how much of a particular pay item is to be used at a work zone
- Allows for increased flexibility on high-cost, complex projects
- Administrative efforts to adjust quantities as work progresses is minimized

### Disadvantages

- Requires significant agency staff effort to constantly monitor and document pay item usage for payment purpose
- May encourage overuse of devices

## **Guidelines for using lump sum TTC are as follows:**

1. Include in the bid documents a clear and detailed summary of the Department's expectations and requirements for managing traffic through the project work zone, e.g., allowable detours, bike & pedestrian accommodations, speed limits, separation between workers and traffic, minimum vehicle widths to accommodate, road/lane closure windows.
2. Include clear and detailed TTC restrictions and constraints in the contract documents, e.g., business/residential access, construction access points.

3. TTC requirements are straightforward with simple set ups and predictable work durations.
4. The project may be multi-season in duration; however, the TTC set-up is discrete between seasons and traffic is returned to normal operations with minimal TTC maintenance needed during shutdown periods.
5. The project may be multi-stage; however, the TTC set-up is discrete between stages such that the bid item portion of each phase is reasonably apparent.
6. Use the 626 – *Miscellaneous Temporary Traffic Control Items* contingency amount to pay for items not contemplated in the original TTC, but determined to be needed; engineer directed TTC modifications; and project-wide damage to the work zone TTC caused by unplanned and/or natural events that were unanticipated by the contractor, e.g., severe wind storm sign damage and/or knockdowns, errant vehicle crashes into temporary crash cushions or portable barriers, trucks running down long stretches of channelizing devices.

Attachment – Updated temporary traffic control lump sum SP for statewide use.

cc: COO, CE/HDA, HCOA, Hwy Mgrs., DEM2s, DCMs, DTEs, FHWA, LHTAC, ACHD

## **S9XX-XXA SP TEMPORARY TRAFFIC CONTROL**

**Description.** Provide temporary traffic control as specified in 626.

**Materials.** Provide temporary traffic control materials as specified in 626.02.

**Construction Requirements.** Provide temporary traffic control as specified in 626.03.

Correct traffic control deficiencies within one hour of receiving notification from the Engineer of requested corrective action.

### **Project Specific Information.**

Temporary traffic control expectations, requirements, restrictions, exclusions, and estimating basis are as follows:

**Method of Measurement.** The Engineer will measure acceptably completed work by Lump Sum.

**Basis of Payment.** The Department will pay for accepted quantities as follows:

<b>Pay Item</b>	<b>Pay Unit</b>
SP Temporary Traffic Control	LS