

COLORADO
DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISIONS
US 287 & SH 40 Passing Lanes

The 2019 Standard Specifications for Road and Bridge Construction controls construction of this project. The following special provisions supplement or modify the Standard Specifications and take precedence over the Standard Specifications and plans.

PROJECT SPECIAL PROVISIONS

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STANDARD SPECIAL PROVISIONS

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Disadvantaged Business Enterprise (DBE) Contract Goal

This is a federally-assisted construction project. As described in the CDOT DBE Standard Special Provision, the Bidder shall make good faith efforts to meet the following contract goal:

TBD Percent DBE participation.

COMMENCEMENT AND COMPLETION OF WORK
(SPECIFIED COMPLETION DATE)

The Contractor shall select the date that work begins for this project. The Contractor shall notify the Engineer, in writing, at least 14 days before the proposed beginning date. The date that work begins shall be subject to the Region Transportation Director's approval. A different date may be authorized in writing by the Chief Engineer in the "Notice to Proceed."

The Contractor shall complete all work by December 31, 2021 in accordance with the "Notice to Proceed."

Stockpiling of materials before the beginning date is subject to the Engineer's approval. If such approval is given, stockpiled material will be paid for in accordance with Sections 109 and 626.

ON THE JOB TRAINING CONTRACT GOAL

The Department has determined that On the Job Training shall be provided to trainees with the goal of developing full journey workers in the types of trade or classification involved. The contract goal for On the Job Trainees working in an approved training plan in this Contract has been established as follows:

Minimum number of total On the Job Training required TBD hours

REVISION OF SECTIONS 202 AND 412
REMOVAL AND REPLACEMENT OF CONCRETE PAVEMENT

Sections 202 and 412 of the Standard Specifications are hereby revised for this project as follows:

In Subsection 202.02 delete the sixth paragraph and replace with the following:

The areas of concrete pavement to be removed shall be isolated in both the longitudinal and transverse directions by the double saw cut method of sawing in accordance with FHWA’s publication entitled “Guide for Full-Depth Repairs”. Sawing shall be accomplished with the use of a diamond blade saw or approved equivalent. Sawing of the concrete pavement shall be done to a true line, with a vertical face, unless otherwise specified. Sawing shall be full depth and shall go through the existing tie-bars and dowel bars, leaving free vertical edges at the limits of the removal.

After sawing has been completed, the deteriorated concrete shall be lifted vertically from its position unless otherwise approved by the Engineer. Pavement breakers or jackhammers shall be used in the removal process where lifting is not possible. All loose materials shall be removed from the repair area. Removed concrete slabs and excavated soils shall become the property of the Contractor and shall be disposed of in accordance with subsection 202.07.

After concrete pavement is removed, the underlying material will be evaluated by the Engineer. Unsuitable material shall be removed in accordance with subsection 206.03 and replaced with aggregate base course Class 6 of the class and depth specified in the Contract.

The subsequent aggregate base course Class 6 shall be placed with moisture and density control in accordance with Section 304.

Subsection 202.11 shall include the following:

Removal of concrete pavement will be measured by the square yard, completed to the required depth, and accepted.

Subsection 202.12 shall include the following:

Payment will be made under:

Pay Item	Pay Unit
Removal of Concrete Pavement (Special)	Square Yard

Payment for Removal of Concrete Pavement will be full compensation for all work and materials required to complete the item, including sawing, removing, and disposal of the concrete pavement.

Structure excavation for removal of unsuitable material will be measured and paid for in accordance with subsection 206.07.

Aggregate base course will be measured and paid for in accordance with Section 304.

Subsection 412.13 shall include the following:

Dowel bars and tie bars for replaced concrete pavement shall be placed in accordance with Standard Plan M-412-1 unless otherwise directed by the Engineer. To anchor dowel bars and tie bars, holes shall be drilled into the sawed face of the existing slab, perpendicular to the joints. All alignments shall be measured and verified prior to the placement of concrete. Dowel baskets shall be used for joints in repair areas that exceed more than one panel replacement.

Compressed air shall be used to remove dirt and debris from all drilled holes. After cleaning and prior to bar insertion, epoxy grout shall be discharged to the back of the hole to force the grout forward. Sufficient epoxy grout shall be injected into the back of the hole in order to cover the bar over the entire length of embedment. Each bar shall be twisted a minimum of one full turn during insertion.

Subsection 412.17 shall include the following:

The smoothness of the replaced concrete shall be tested in accordance with subsection 105.07(a).

In subsection 412.23, first paragraph, delete the first sentence and replace it with the following:

The quantities of Concrete Pavement, Concrete Pavement (Patching), and Placed Concrete Pavement to be paid for under these items will be the number of square yards completed and accepted.

Subsection 412.24 shall include the following:

Payment will be made under:

Pay Item	Pay Unit
Concrete Pavement	Square Yard

Payment for Concrete Pavement will be full compensation for all work and material required to place and finish the replacement concrete pavement in accordance with the Contract.

REVISION OF SECTION 203
EMBANKMENT MATERIAL

Section 203 of the Standard Specifications is hereby revised for this project as follows:

Subsection 203.03, first paragraph, shall include the following:

The embankment material shall have a resistance value of at least 40 when tested by the Hveem Stabilometer.

REVISION OF SECTION 304
AGGREGATE BASE COURSE

Section 304 of the Standard Specifications is hereby revised for this project as follows:

Subsection 304.02 shall include the following:

Materials for the subbase shall be Aggregate Base Course (Class 6) as shown in subsection 703.03.

Any aggregate base course (Class 6) must meet the gradation requirements and have a resistance value of at least 78 when tested by the Hveem Stabilometer method.

Any aggregate base course (Class 7)(Special) must meet the gradation requirements and have a resistance value of at least 72 when tested by the Hveem Stabilometer method.

REVISION OF SECTION 304 AND 703
AGGREGATE BASE COURSE

Section 304 and 703 of the Standard Specifications is hereby revised for this project as follows:

Subsection of 304.01 shall include the following:

This work consists of furnishing and placing aggregate as shouldering material adjacent to edges of pavement.

Subsection 304.02 shall include the following:

Materials for Aggregate Base Course used for shouldering material shall be a modified Aggregate Base Course (Class 7). Approval of the shouldering material will be contingent on material meeting gradation requirements.

Subsection 304.03 shall include the following:

Commercial Mineral Fillers will not be allowed in Aggregate Base Course (Class 7)(Special).

Subsection 304.04 shall include the following:

A device capable of placing the shouldering material in its final position shall be used. The device is subject to the Engineer's approval. Dumping of shouldering material on the roadway surface will not be permitted.

Subsection 304.06 shall include the following:

Shoulder gravel shall be compacted by double wheel roll with a loaded tandem truck.

Subsection 304.08 shall include the following:

Pay Item	Pay Unit
Aggregate Base Course (Class 7)(Special)	CY

Subsection 703.03 shall include the following:

The requirements for the Los Angeles Wear Test (AASHTO T 96) shall not apply to Aggregate Base Course (Class 7)(Special).

Aggregate Base Course (Class 7)(Special) used for shouldering material shall meet the following grading requirements:

Sieve Size	Mass Percent Passing Square Mesh Sieve
19mm (3/4")	100
2.36mm (#8)	45 - 85
75µm (#200)	15 - 25

**REVISION OF SECTION 420
GEOSYNTHETICS**

Section 420 of the Standard Specifications is hereby revised for this project as follows:

DESCRIPTION

Section 420.01 shall include the following:

Geosynthetics classified as a “Geotextile Separator” shall also be referred to as “Biaxial Geogrid”.

MATERIALS

Section 420.02 shall be modified to include the following:

Where Biaxial Geogrid is designated on the plans, the geogrid shall adhere to the following minimum mechanical properties which should be determined utilizing the ASTM D6637 test method:

Mechanical Property	MD (lbs/ft)	CD (lbs/ft)
Tensile Strength (at ultimate)	850	1,300
Tensile Strength (at 2% strain)	280	450
Tensile Strength (at 5% strain)	580	920

All Biaxial Geogrid shall have a rib thickness no less than 0.03 inches.

CONSTRUCTION REQUIREMENTS

In Subsection 420.07, the third paragraph shall be deleted and replaced with the following:

The first lift of cover material shall be end-dumped or spread over the geotextile from the edges of the geotextile. The height of the dumped pile shall be limited to avoid local bearing capacity failures. The first lift of cover material shall be graded to a 3-inch thickness or to top of grade whichever is less and compacted. Equipment shall not be on the treated area with less than the minimum thickness of compacted cover material over the geotextile. Small dozer equipment or front-end loader shall be used to spread the cover material.

In Subsection 420.07, the fourth paragraph shall be deleted and replaced with the following:

Construction vehicles shall be limited in size and weight such that rutting in the initial lift is no deeper than 3 inches. If rut depths exceed 2 inches, the Contractor shall use a smaller size and weight of construction vehicles. Ruts shall be filled in with cover material.

BASIS OF PAYMENT

Section 420.10 shall be modified as follows:

The accepted quantities will be paid for at the contract unit price for each of the pay items listed below that appear in the bid schedule.

Payment will be made under:

Pay Item	Pay Unit
Geogrid Pavement Reinforcement	Square Yard

REVISION OF SECTION 603
REINFORCED CONCRETE PIPE

Section 603 of the Standard Specifications is hereby revised for this project as follows:

Subsection 603.02 shall include the following:

Reinforced concrete pipe shall be manufactured from concrete that meets the requirements for severity of sulfate exposure Class 2 specified in subsection 601.04.

REVISION OF SECTION 626
PUBLIC INFORMATION SERVICES (TIER 4)

Section 626 of the Standard Specifications is hereby revised for this project to include the following:

DESCRIPTION

This work consists of providing Public Information Management throughout the duration of the project. The contractor shall submit the Public Information Management deliverables to the Project Engineer for approval. Prior to approval by the Engineer, the Region Communications Manager (RCM) will also review deliverables.

CONSTRUCTION REQUIREMENTS

- (a) *Public Information Manager (PIM)*. The Contractor shall designate a full-time PIM who shall be responsible for all activities associated with Public Information Management for this project. The PIM shall be on the list of key project staff submitted prior to the Pre-construction Conference. Within ten days following the date of the Notice to Proceed, the Contractor shall submit the name, contact information, and qualifications of the PIM and the designated representative for approval by the Engineer. The RCM will also review the PIM's and designated representative's credentials. The PIM shall have a minimum of five years of professional experience in public/media relations, marketing, or other related field and good verbal and written communication skills. Administrative/business office experience is not considered experience in a related field.
- (b) *Activities of the PIM*. From the Notice to Proceed through the Final Acceptance of the project, the PIM shall be responsible for the following:
- (1) *Project Onboarding Checklist*. The PIM or designated representative shall complete and update the Project Onboarding Checklist (<https://form.jotform.com/71167524405150>) on a monthly basis or as requested by the Engineer. The checklist will assist the PIM and CDOT with tracking required activities and deliverables.
 - (2) *On-Call*. The PIM shall be available or on-call each day there is work on the project and shall be available upon the Engineer's request outside of normal working hours.
 - (3) *Public Information Office*. The Contractor shall establish a public information office equipped with a telephone, a local telephone number with voicemail, a computer, and an email address. The public information office may be located within the project office, off-site, or within the PIM's office. The telephone line will be the Project Hotline and shall be included on the Project Information signs. The voicemail greeting shall be updated at least weekly. The greeting will include the project's completion date, forthcoming activities for the update period, and allow the caller to leave a voice message. The PIM shall answer calls, check voicemail and email messages, and respond to messages throughout each day that construction operations are in effect. The PIM, and when necessary the Engineer, shall respond to all inquiries with a phone call, a voice message, or an email within one work day. The PIM shall document the name, contact information, either a phone number or email address, and the action taken. Within two days of receiving the message, the PIM or designated representative shall enter message details and follow-up action into Dialog.
 - (4) *Lane Closure Reporting*.
 - (i) *Dialog Project Account*. At the Pre-construction Conference, the PIM shall submit a "Request for Dialog Account" to the Engineer. The Engineer will provide the Contractor a login and password for the Dialog Customer Service Program and the Lane Closures and Updates Program. At least once per week, the PIM or designated representative shall be responsible for entering project information into the Dialog Project Account.

(ii) *Weekly Lane Closures.* The PIM shall enter the planned weekly lane closures and updates into the Dialog Program by Thursday at 12:00 P.M. for the upcoming Sunday through Saturday. The information will be included on the website, www.cotrip.org, and a media report. The PIM or designated representative shall notify the Engineer and the RCM one week in advance of all planned “no work” periods. The Engineer will approve the Lane Closure and Updates by each Friday at 3:00 P.M.. Each Monday by 12:00 P.M., the PIM shall review www.cotrip.org and verify that the lane closure and update information is accurate. If corrections are necessary, the PIM shall coordinate those corrections to www.cotrip.org with the Engineer.

(iii) *Real-Time Lane Closure Changes.* The PIM or designated representative shall notify the Engineer at least 24 hours in advance for changes to an approved Lane Closure. The Engineer will notify the PIM when the Dialog Program record is available for changes. After changes are made, the PIM shall notify the Engineer that the changes are ready for review and approval.

(5) *Public Information Collateral.* The PIM shall develop a variety of Public Information Collateral to share project information with the public as necessary for major project milestones such as long-term closures or impactful construction activities. Collateral includes the following:

(i) *Photographs and Video Recordings.* The PIM shall take photographs and video recordings on regular intervals and submit them to the Engineer and the Region Communications Manager. A cell phone camera is permitted. Photographs and video recordings may capture traffic control, paving, slope repair, erosion control, bridge deck, and rail work activities. Photographs and video recordings may also include other key areas of work as identified by the Contractor or the Engineer and will be used in Public Information Collateral. The Contractor shall submit a minimum of two digital photographs or video recordings each month to the Engineer. Each photograph and video recording shall include project number, project code, date, time, location and station or milepost, and name of person taking the picture or video recording.

(ii) *Web Page Updates.* The PIM shall work with CDOT to develop the latest project information for the internet web page content. The PIM shall supply information for the web page using the CDOT web page template. When applicable, the updates shall contain all appropriate web page links to and from other sites. The PIM shall provide updated information at least weekly. CDOT will update the web page.

(iv) *Media Relations.* The PIM shall develop media releases using the CDOT template and shall include detour maps or other visual aids. The PIM shall develop media releases based on major construction milestones such as project start, lane shifts, a traffic switch, closures, and on other occasions as directed by CDOT. At least 14 days prior to the construction milestone, the PIM shall submit a draft to the Engineer for approval. The Engineer’s review will not exceed seven days. The media release shall be approved by the Engineer before distribution. CDOT will distribute media releases.

At least 14 days prior to the start of work, the PIM shall submit for approval by the Engineer a media release summarizing the project scope, construction phasing, potential construction activities that impact traffic, the project end date, and a summary of project benefits.

CDOT will address all media inquiries and media requests. The PIM or designated representative shall immediately notify the Engineer of any on-site situations involving the media. When the media contacts the PIM or Contractor staff, the PIM shall provide the RCM’s contact information.

(c) *Response Protocol to CDOT and the Public.* The PIM shall follow Table 626-1 in responding to correspondence from stakeholders and the public:

Table 626-1 - RESPONSE PROTOCOL

TYPE OF COMMUNICATION	TIMING OF RESPONSE
Project Hotline calls and voice messages	Answer calls and check messages throughout each work day. Respond the same day or within 24 hours. Enter details into Dialog within two days.
Email messages	Respond the same day. For high volume situations, respond within two work days. Enter details into Dialog within two days.
Calls from CDOT Staff	Respond as soon as possible, and within 24 hours.
Web page Inquiries	Respond the same day. For high volume situations, respond within two work days.

(d) *Deliverable Protocol*. The PIM shall conform to the Project Onboarding Checklist or Region Public Information Management Communication Checklist available from the Engineer and RCM.

(e) *Public Information Contact Sheet*. A Public Information Contact Sheet with the names and contact information of the individuals listed shall be completed and updated by the PIM.

Public Information Management Contact Sheet	
<u>CDOT Resident Engineer</u>	
Name:	Bryce Reeves
Address:	10601 W. 10th Street
	Greeley, CO 80634
Phone:	970-350-2126
Email:	Bryce.reeves@state.co.us
<u>CDOT Region Communications Manager</u>	
Name:	Jared Fiel
Address:	10601 W. 10th St.
	Greeley, CO 80634
Phone:	(970) 302-2846 (cell) (970) 350-2217 (office)

Email:	Jared.fiel@state.co.us
<u>CDOT Website Administrator</u>	
Name:	Felicia Michael
Phone:	(303) 757-9361
Email:	felicia.michael@state.co.us
<u>CDOT Dialog Administrator</u>	
Name:	Tina Littleton
Phone:	(303) 512-4066
Email:	tina.littleton@state.co.us
<u>CDOT Colorado Traffic Management Center (24-hours/day)</u>	
Address:	425 –C Corporate Circle Golden, Colorado 80401
Phone:	(303) 512–5830 or 800-353-6604
Fax:	(303) 274-9394

- (f) *Stakeholder List.* The PIM shall submit a Stakeholder List as part of the PIP. The PIM shall include name, telephone number, email, and notes on communication needs for the project and project impacts.

Cheyenne County

County Sheriff's Office
County Road and Bridge
County PIO

Lincoln County

County Sheriff's Office
County Road and Bridge
County PIO

Key Stakeholders (as appropriate)

Schools/School District
Utility Owners

METHOD OF MEASUREMENT

Public Information Management will be measured as the actual number of days work is performed between project Notice to Proceed and Final Acceptance. Failure to provide acceptable Public Information Management will result in withholding of payment for this item.

BASIS OF PAYMENT

Payment will be made under:

Pay Item	Pay Unit
Public Information Management (Tier IV)	Day

Payment for Public Information Management will be full compensation for all work, materials and equipment to provide public information throughout the project in accordance with this specification.

REVISION OF SECTION 630
PORTABLE MESSAGE SIGN PANEL

Section 630 of the Standard Specifications is hereby revised for this project as follows:

Subsection 630.01 shall include the following:

This work includes furnishing, operating, and maintaining a portable message sign panel.

Add subsection 630.031 immediately following subsection 630.03 as follows:

630.031 Portable Message Sign Panel. Portable message sign panel shall be furnished as a device fully self-contained on a portable trailer, capable of being licensed for normal highway travel, and shall include leveling and stabilization jacks. The panel shall display a minimum of three - eight character lines. The panel shall be a dot-matrix type with an LED legend on a flat black background. LED signs shall have a pre-default message that activates before a power failure. The sign shall be solar powered with independent back-up battery power. The sign shall be capable of 360 degrees rotation and shall be able to be elevated to a height of at least five feet above the ground measured at the bottom of the sign. The sign shall be visible from one-half mile under both day and night conditions. The message shall be legible from a minimum of 750 feet. The sign shall automatically adjust its light source to meet the legibility requirements during the hours of darkness. The sign enclosure shall be weather tight and provide a clear polycarbonate front cover.

Solar powered message signs shall be capable of operating continuously for 10 days without any sun. All instrumentation and controls shall be contained in a lockable enclosure. The sign shall be capable of changing and displaying sign messages and other sign features such as flash rates, moving arrows, etc.

Each sign shall also conform to the following:

- (1) In addition to the onboard solar power operation with battery back-up, each sign shall be capable of operating on a hard wire, 100-110 VAC, external power source.
- (2) All electrical wiring, including connectors and switch controls necessary to enable all required sign functions shall be provided with each sign.
- (3) Each sign shall be furnished with an operating and parts manual, wiring diagrams, and trouble-shooting guide.
- (4) The portable message sign shall be capable of maintaining all required operations under Colorado mountain-winter weather conditions.
- (5) Each sign shall be furnished with an attached license plate and mounting bracket.
- (6) Each sign shall be wired with a 7-prong male electric plug for the brake light wiring system.

Subsection 630.13 shall include the following:

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The portable message sign panel shall be on the project site at least seven calendar days prior to the start of active roadway construction. Maintenance, storage, operation, relocation to different sites during the project, and all repairs of portable message sign panels shall be the responsibility of the Contractor.

Subsection 630.15 shall include the following:

Portable message sign panels will be measured one of the two following ways:

- (1) By the actual number of days each portable message sign is used on the project as approved by the Engineer.
- (2) By the maximum number of approved units in use on the project at any one time.

Subsection 630.16 shall include the following:

Pay Item

Pay Unit

Portable Message Sign Panel

Each

FORCE ACCOUNT ITEMS

DESCRIPTION

This special provision contains the Department's estimate for force account items included in the Contract. The estimated amounts marked with an asterisk will be added to the total bid to determine the amount of the performance and payment bonds. Force Account work shall be performed as directed by the Engineer.

BASIS OF PAYMENT

Payment will be made in accordance with subsection 109.04. Payment will constitute full compensation for all work necessary to complete the item.

Force account work valued at \$5,000 or less, that must be performed by a licensed journeyman in order to comply with federal, state, or local codes, may be paid for after receipt of an itemized statement endorsed by the Contractor.

<u>Force Account Item</u>	<u>Estimated Quantity</u>	<u>Amount</u>
F/A Minor Contract Revisions	F.A.	\$ 180,000*
F/A Fuel Cost Adjustment	F.A.	\$ 20,000
F/A On-the-Job Trainee	F.A.	\$ TBD
F/A Quality Incentive Payment	F.A.	\$ 70,000
F/A Roadway Smoothness Incentive	F.A.	\$ 30,000
F/A Erosion Control	F.A.	\$ 6,000

TRAFFIC CONTROL PLAN - GENERAL

The key elements of the Contractor's method of handling traffic (MHT) are outlined in subsection 630.10(a).

The components of the TCP for this project are included in the following:

- (1) Subsection 104.04 and Section 630 of the specifications.
- (2) Standard Plan S-630-1, Traffic Controls for Highway Construction, Case 17, 24, 34, 35 and Standard Plan S-630-2.
- (3) Schedule of Construction Traffic Control Devices.
- (4) Signing Plans.
- (5) Construction phasing details.
- (6) Detour Details.
- (7) Other.

Unless otherwise approved by the Engineer, the Contractor's equipment shall follow normal and legal traffic movements. The Contractor's ingress and egress of the work area shall be accomplished with as little disruption to traffic as possible. Traffic control devices shall be removed by picking up the devices in a reverse sequence to that used for installation. This may require moving backwards through the work zone. When located behind barrier or at other locations shown on approved traffic control plans, equipment may operate in a direction opposite to adjacent traffic.

CDOT may have entered into operating agreements with one or more law enforcement organizations for cooperative activities. Under such agreements, at the sole discretion of CDOT, law enforcement personnel may enter the work zone for enforcement purposes and may participate in the Contractor's traffic control activities. The responsibility under the Contract for all traffic control resides with the Contractor and any such participation by law enforcement personnel in Contractor traffic control activities will be referenced in either the Special Provisions or General Notes of the plans depending on whether the Contractor is to hire local law enforcement or if CDOT is contracting with Colorado State Patrol for uniformed traffic control. Nothing in this Contract is intended to create an entitlement, on the part of the Contractor, to the services or participation of the law enforcement organization.

Special Traffic Control Plan requirements for this project are as follows:

During the construction of this project, traffic shall use the present traveled roadway unless identified on the plans or approved by the Engineer.

The Contractor shall not have construction equipment or materials in the lanes open to traffic at any time, unless approved by the Engineer.

During the resurfacing work, only one lane may be closed to traffic at any time unless approved by the Engineer. Traffic shall not be delayed for more than 15 minutes or as directed by the Engineer.

The Contractor shall not perform any work requiring lane closure on the roadway from ½ hour before sunset to ½ hour after sunrise, or as directed.

All costs incidental to the foregoing requirements shall be included in the original contract prices for the project. Multiple moves of the traffic control signs and devices are anticipated during the completion of the project.

Multiple lane closures could occur due to Contractor phasing thus requiring more than one TCS per project. However, only one TCM day will be paid.

UTILITIES

The following utilities are within the limits of this project but are not expected to be involved.

UTILITY COMPANY ADDRESS	CONTACT NAME EMAIL	PHONE
Colorado Interstate Gas C/O Kinder Morgan 2 North Nevada Avenue Colorado Springs, CO 80903		Locate questions 303-261-4296
DCP Ladder Creek LLC – Tumbleweed Midstream		719-767-8610
Eastern Slope Rural Tel Assoc Inc 403 3 rd Ave PO Box 397 Hugo, CO 80821		Office 719-743-2431
Level 3/CenturyLink Limon, CO	Kevin Williams Kevin.williams@centurylink.com	719-636-4006
KC Electric Association 422 3 rd Ave PO Box 8 Hugo, CO 80821	Robert Rueb rrueb@kcelectric.coop	Cell 719-342-5004 Office 719-348-5318
Secom PO Box 357 27850 Harris Road LaJunta, CO 81050		719-383-1349

The work described in these plans and specifications requires coordination between the Contractor and the utility owners in accordance with Subsection 105.11, in conducting their respective operations as necessary to complete the utility work with minimum delay to the project.

The work listed below shall be performed by the Contractor in accordance with the plans and specifications, and as directed by the Engineer. The Contractor shall keep each utility company advised of any work being done to its facility, so that the utility company can coordinate its inspections for final acceptance of the work with the Engineer.

FOR: Conflict with utilities is not anticipated within this scope of work on this project, no work for utilities is planned at this time.

The work listed below will be performed by the utility owners or their agents:

It is not anticipated that utility relocations or adjustments will be required within this scope of work, no utility work is planned at this time.

GENERAL:

The Contractor shall comply with Article 1.5 of Title 9, CRS ("Excavation Requirements") when excavation or grading is planned in the area of underground utility facilities. The Contractor shall notify all affected utilities at least two (2) business days, not including the actual day of notification, prior to commencing such operations. The Contractor shall contact the Utility Notification Center of Colorado (UNCC) at **(8-1-1) or 1-800-922-1987**, to have locations of UNCC registered lines marked by member companies. All other underground facilities shall be located by contacting the respective company or owner. Utility service laterals shall also be located prior to beginning excavating or grading.

The locations of utility facilities as shown on the plan and profile sheets were obtained from the best available information. No warranty is made for the adequacy or accuracy of subsurface information provided. The Contractor shall cooperate with the utility owners in their relocation operations as provided in subsection 105.11 of the Standard Specifications for Road and Bridge Construction. No guarantee is made that utility conflicts will be resolved prior to construction activities and any delays resulting from utility relocation work shall be dealt with in accordance with subsection 108.08 of the Standard Specifications for Road and Bridge Construction as amended.

All costs incidental to the foregoing requirements will not be paid for separately but shall be included in the work.