July 3, 2017

REVISION OF SECTION 630

MOBILE PAVEMENT MARKING ZONE

(GROUP 1 WITHOUT ATTENUATOR)

**NOTICE**

This is a standard special provision that revises or modifies CDOT’s *Standard Specifications for Road and Bridge Construction.* It has gone through a formal review and approval process and has been issued by CDOT’s Project Development Branch with formal instructions for its use on CDOT construction projects. It is to be used as written without change. Do not use modified versions of this special provision on CDOT construction projects, and do not use this special provision on CDOT projects in a manner other than that specified in the instructions unless such use is first approved by CDOT’s Standards and Specifications Unit. The instructions for use on CDOT construction projects appear below.

Other agencies which use the *Standard Specifications for Road and Bridge Construction* to administer construction projects may use this special provision as appropriate and at their own risk.

**Instructions for use on CDOT construction projects:**

Use this special provision on long striping projects having a mobile pavement marking zone in which a truck mounted impact attenuator is not required for Group 1 (roadways having AADT less than 2000).

The lump sum item is generally used on longer or region-wide projects. The day pay item is generally used on smaller projects.

July 3, 2017

REVISION OF SECTION 630  
MOBILE PAVEMENT MARKING ZONE

(GROUP 1 WITHOUT ATTENUATOR)

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

In subsection 630.10, item (3) delete the third paragraph and replace it with the following:

Groups 1 and 2 shall each be equipped with a truck‑mounted Advance Warning Flashing or Sequencing Arrow Panel (C Type). Group 2 shall be equipped with a truck mounted impact attenuator. The impact attenuator shall be located on the rearmost vehicle of the group. A separate vehicle for this attenuator may be used. Each truck-mounted impact attenuator shall be certified by the manufacturer to be able to withstand a 62 MPH impact in accordance with NCHRP 350, Test Level 3(applicable only for truck-mounted impact attenuators developed prior to 2011) or MASH, Test Level 3 (acceptable for all truck-mounted impact attenuators). The cone setting truck and the cone pickup truck shall not be the same vehicle.