**Notice**

This Project Special Provision revises or modifies CDOT’s *Standard Specifications for Road and Bridge Construction*. These are the official instructions for its use on CDOT construction projects, and the Construction Engineering Services Branch has reviewed, approved, and issued it. Use as written without change. Other than the instructions given, do not modify this PSP on CDOT construction projects. Do not use this special provision on CDOT projects in a manner other than specified in the instructions without approval by CDOT’s Standards and Specifications Unit. The instructions for use appear below.

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

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

This specification requires a TCS/TCS Trainee (Flagger) pair as part of a Traffic Control Management Day to improve training and safety for flaggers and temporary traffic control staff. The TCS Trainee has certain tasks that align with the Traffic Control Supervisor and their work.

This specification is to be used in place of the 630 Traffic Control Specification in the current Standard Specifications book. It is a pilot spec to see if the approach works or needs adjustment.

**Revise Section 630 of the Standard Specifications as follows:**

## Section 630.11 shall be deleted and replaced with the following:

**630.11 Traffic Control Management.**

The Contractor shall designate an individual, other than the superintendent, to be the Traffic Control Supervisor. The Traffic Control Supervisor shall be certified as a worksite traffic supervisor by an authorized entity and shall have a current flagger certification from an authorized entity.

A copy of the Traffic Control Supervisor's certifications shall be provided to the Engineer at the Pre-construction Conference and shall be available at all times on the worksite.

The Contractor’s Superintendent, and all others serving in a similar supervisory capacity, shall have completed an approved Traffic Control Supervisor training as offered by the authorized entities. The certifications of completion or certifications of achievement for all appropriate staff shall be submitted to the Engineer at the Pre-construction Conference.

The Traffic Control Supervisor’s duties shall include:

1. Preparing, revising, and implementing each required Method of Handling Traffic (MHT) per the Traffic Control Plan.

2. Directly supervising project flaggers.

3. Managing work zones at the direction of the prime contractor for all traffic control operations, including those of subcontractors and suppliers that required traffic control operations.

4.Working with the prime contractor to ensure proper notification of traffic control activities with appropriate police, fire, and emergency responder agencies.

5. Preparing a daily traffic control diary and submitting it to the Engineer within 24 hours of the work date. Work may be suspended pursuant to subsection 105.01 when diaries have not been submitted as required. The diary shall include the following information as a minimum:

A. Date.

B. The time of the Traffic Control inspection.

C. Project number.

D. Traffic Control Supervisor’s name and signature.

E. Description of all traffic control operations currently in place (lane closures, shoulder closures, pilot car operations, detours, etc.), including location, setup, and takedown time, and approved MHT number.

F. Types and quantities of traffic control devices used per the approved MHT.

G. List of flaggers and uniformed traffic control (UTC) used, including the flaggers name, start time, stop time, flagger locations, and the number of flagging hours and UTC hours used.

H. Traffic control problems (traffic accidents, damaged, missing, or dirty devices) and corrective action taken.

I. Non-work time inspection notes, including non-work time designation, time of inspection, and corrective actions taken.

6. Inspect all traffic control devices daily, whether in use, masked, or turned away from traffic. These inspections shall include at least one non-work time inspection (daytime inspection for primarily night work or nighttime inspection for primarily day work) per week *if traffic control devices are present on the roadway.* The TCS or another representative who is certified as a worksite traffic supervisor shall perform these inspections. The Engineer may initiate a safety standdown for failure to complete any daily or nighttime inspections.

7. Ensuring that traffic control devices are functioning as required.

8. Overseeing all requirements covered by the Contract that contribute to the convenience, safety, and orderly movement of traffic. Have an up-to-date copy of the MUTCD, in-use fully signed copies of MHTs, and applicable standards and specifications available at all times on the project.

9. Attending the weekly safety, scheduling, and/or project meetings. If an additional TCS is required to perform TCM during these meetings, the cost of the additional TCS will be incidental to the work.

10. Supervising the cleaning and maintenance of all traffic control devices.

A certified worksite traffic supervisor shall be responsible for Traffic Control Management (TCM) on a 24-hour-per-day basis. The TCS or authorized designee shall be on the work site at all times when TCM is performed. The TCS shall be on call at all times. Upon request of the Engineer, the TCS may be required to be on the project site at times other than normal working hours. During non-work periods, the TCS shall respond to the job site within 45 minutes of notification. The TCS may appoint a qualified representative to serve as the TCS for periods of time as approved by the Engineer. The qualified representative shall be certified as a TCS and shall assume all duties and responsibilities of the TCS. The Contractor shall maintain a 24-hour telephone number at which the TCS can be contacted. The TCS shall not act as a flagger except in an emergency or in relief for short periods of no more than 15 minutes per hour for scheduled flagger breaks.

Each designated TCS shall have a flagger assigned to them to assist in their duties at all times as a TCS/TCS Trainee (Flagger) pair. The TCS Trainee shall have a current flagger certification from an authorized entity. The TCS Trainee shall not be allowed to give breaks to other flaggers.

The duties assisting a TCS shall include:

1. Assisting in TCS duties 5F, 5G, 5.H, 5.I, 6, 7, and 10 above.

2. Assisting in revising and implementing each required MHT, per the Traffic Control Plan.

3. Performing as a spotter for the TCS.

The flagger cannot perform any other TCS duties and cannot assist without a TCS present.

**Revise Subsection 630.14 to include:**

**630.14 Flagging and Pilot Car Operation.** Flagging and pilot car operation shall be performed as described in the latest edition of part VI of the MUTCD as adopted by CDOT.

All traffic control personnel shall wear all appropriate Personal Protective Equipment (PPE), including safety apparel and hardhats meeting the requirements of the latest version of the International Safety Equipment Association (ISEA)’s “American National Standard for High-Visibility Safety Apparel and Headwear”. Safety apparel shall be labeled as meeting the standard performance for Class 2 or Class 3 risk exposure. The apparel and hardhat background material color shall be either fluorescent orange-red or fluorescent yellow-green as defined in the standard. The retroreflective material shall be either orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet.

Nighttime flagging stations shall be illuminated with flood lights unless otherwise approved and shall not be paid for separately.

*(a)* The Contractor shall provide all flagging throughout the project, necessary to assure proper safety to traffic. All flagging personnel shall have completed the Department's minimum training requirements as per the CDOT Flagger Program for flaggers before starting work on the project.

*(b)* Reimbursement for flagging shall be limited to the following areas:

1. The entire construction area under contract and for a distance of 500 feet outside the project limits or approach to the project; except if the project consists of two or more sections, the limits will apply to each section individually.

2. Those areas beyond the above-described limits where the Engineer determines the use of flaggers are necessary to provide adequate warning for traffic and the protection of the work zone.

3. A detour provided on the plans or approved by the Engineer for by-passing all or any portion of the construction, irrespective of whether the detour termini are within the project limits.

*(c)* The cost of all flagging for haul routes from the Contractor's materials sources to the limits of the project shall be at the Contractor's expense.

*(d)* The authorized duties of flaggers consist of directing the traveling public and the construction traffic that affects the traveling public within the project limits.

When Automated Flagger Assistance Devices (AFAD) are used, one of two methods are approved. Method 1 consists of an AFAD at each end of the Temporary Traffic Control (TTC) zone and method 2 consists of an AFAD at one end of the TTC zone and a flagger at the opposite end. A flagger may simultaneously operate two AFADs only if the Flagger has an unobstructed view of both the AFADs and the approaching traffic in both directions. AFADs shall only be operated by Flaggers who have received training and shall not leave the AFAD unattended at any time while in use.

**Revise Subsection 630.18 to include:**

The Flashing Beacon (Portable) will be measured as a unit complete in place. Each sign panel will be paid for under the appropriate item. The solar power system for Flashing Beacon (Portable), poles, and lockable container will not be measured and paid for separately but shall be included in the work.

The quantity to be measured for Traffic Control Management will be the number of authorized 24-hour days of active TCM performed by the TCS/TCS Trainee (Flagger) pair or another representative certified as a work site traffic control supervisor. Payment will be made for one day of Traffic Control Management regardless of the number of TCSs required to adequately control the work. An authorized 24-hour day of TCM is each calendar day active traffic control occurs per an approved MHT. This includes activities such as flagging operations, pilot car operations, and setting up or removal of construction zones, shoulder closures, lane closures or detours.

Traffic control devices that are left in place during non-working hours, including configurations such as lane closures, temporary channelization or detours, are not considered active traffic control.

The quantity to be measured for Traffic Control Inspection will be the number of authorized 24-hour days of traffic control inspection (TCI) performed by the TCS/TCS Trainee (Flagger) pair or another representative certified as a worksite traffic control supervisor. An authorized 24- hour day of TCI is each calendar day that traffic control devices, as shown in the MHT are in use, masked, or turned away from traffic on the project, and the only traffic control activity is the inspection of traffic control devices.

Cleaning and maintaining of traffic control devices are not considered traffic control activities subsidiary to the TCM, TCI, or flagging pay items. Cleaning and maintaining devices are included in the Basis of Payment section.

Payment will be made for either Traffic Control Management or Traffic Control Inspection for each calendar day as defined above in 630.18. Payment will not be made for both pay items for the same calendar day.

Work on a night shift that begins before midnight and ends after midnight will be measured by the calendar day that the shift ends.

The quantity to be measured for flagging will be the total number of actual flagging hours that are used as authorized per an approved MHT. Payment will not be made for time spent by flaggers to set up and take down construction traffic control devices. Payment will not be made for additional flaggers necessary to cover flagger break times and shall be included in the cost of the work.

The quantity to be measured for pilot car operation will be the total number of hours that pilot car operation is used as authorized. Hours of flagging and hours of pilot car operation in excess of those authorized shall be at the Contractor’s expense.

Emergency Pull-Off Area (Temporary) will be measured by the actual number of pull-off areas that are constructed, maintained, and removed.

When the Contract provides payment for Mobile Pavement Marking Zone on a lump sum basis, it will not be measured but will be paid for as a single lump sum upon satisfactory completion of the work associated with this item.

When the Contract provides payment for Mobile Pavement Marking Zone by the day, it will be measured as the actual number of days that Mobile Pavement Marking Zone is utilized in the project.

AFADs will be measured per device. While an AFAD is in operation, the operating flagger shall not perform other flagging duties except as outlined in Method 2 as defined in Subsection 630.14 and MUTCD Chapter 6. The operator flagger for the AFAD is not paid for separately but included in the cost of the work.

Rolling Roadblock Operation will be measured as the actual number of hours that this operation is used. If measured by the day, Rolling Roadblock Operation will be measured as the actual number of days, or part of, that this operation is used.

Temporary VMS signing will be measured and paid for per Section 630.02.