# 16.0 MAINTENANCE OF TRAFFIC

The Contractor shall conduct all Work necessary to meet the requirements associated with Maintenance of Traffic (MOT), including provisions for the safe and efficient movement of people, goods, and services through and around the Project while minimizing impacts to local residents and business and commuters.

## 16.1 Administrative Requirements

The Contractor shall comply with the requirements of the following manuals or most current version at time of advertisement and standards for the design and construction of the work of this section.

- 2009 MUTCD
- 2012 CDOT M&S Standard Plans
- 2011 Standard Specifications for Road and Bridge Construction
- AASHTO Roadside Design Guide
- CDOT Roadway Design Guide
- 2008 Traffic Incident Management Program – I-25 and US 50 Through Pueblo County
- 2008 CDOT Region 2 Lane Closure Strategy – Technical Report
- CDOT Guidelines for Developing Traffic Incident Management Plans for Work Zone
- CDOT Region 2 Lane Closure Strategy – Second Edition 2013

### 16.1.1 Traffic Operations

#### 16.1.1.1 Maintenance of Traffic Task Force

The Contractor shall establish a MOT Task Force to assure proper coordination with affected agencies. The MOT Task Force shall include, at a minimum, the Contractor's Public Information Officer, Traffic Control Supervisor, Superintendent, CDOT, and City of Colorado Springs representatives. The Contractor shall submit the proposed list of task force members to CDOT for Acceptance within 30 Days after NTP1.

The MOT Task Force shall meet weekly, and shall be an integrated element of the Public Information Plan (PIP).

In addition to regular MOT Task Force meetings the Contractor shall schedule and conduct MOT Task Force Meetings to present and discuss Contractor prepared narratives identifying processes and critical elements of all full closures and coordination activities.

Within 14 Days after Acceptance of the MOT Task Force members, the Contractor shall convene a TMP kick-off meeting. The meeting will be used to develop agreement upon the level of detail required for the TMP as identified in this Section 16.

### 16.1.1.2 Transportation Management Plan (TMP)

The Contractor shall prepare a Traffic Management Plan (TMP) which defines the strategic plan for traffic management on the Project. The TMP shall address major aspects of the Work for individual construction areas, phases, and stages as defined herein. These aspects shall include, but are not limited to, I-25 closures, bridge closures, interchange closures, local streets, construction phasing and staging, numbers and type of major traffic shifts, detours, typical section requirements, pull out requirements and emergency access. The TMP shall be submitted to CDOT for Approval at least 30 days prior to beginning the first phase or stage of construction. All operations components shall be coordinated with CDOT and the City of Colorado Springs Traffic Division Manager, Kathleen Krager.

Within 30 Days after NTP1 the Contractor will convene a TMP kick off meeting with CDOT and Local Agency representatives. The meeting will be used to develop agreement upon the level of detail required for the TMP as identified in this Section. The TMP is a planning and policy guide which shall be used by the Contractor to develop and execute the project MOT program.

The major aspects of the TMP shall include, but are not limited to:

1. An overview and description of the proposed construction, subdivided as applicable, into the following components:

    A. Area: A specific grouping of Work along the Project defined by the Contractor that creates segments of the Project for the purpose of planning and executing the Work.

    B. Phase: A specific sequence of the construction Work in an area during which a major traffic movement is undertaken (e.g., a detour) and left in place until the Work is complete and traffic is redirected to another location. This shall require development of a specific Traffic Control Plan (TCP). In some cases, multiple TCPs may be necessary.

    C. Stage: A subdivision of Work within a phase that combines similar components of Work to maintain efficiency.

2. A detailed approach to the development of TCPs and Methods of Handling Traffic (MHTs) on the Project

3. A list of known or potential roadway, ramp, and lane closures, including the following information

    A. Description of traffic shift

    B. Description of detour

        a. Specific routes used

        b. Identification of detour limits to be used in each construction phase.

c. Contractors' identification and coordination with other construction projects, within the vicinity of the proposed detour route. The impact of these construction projects shall be incorporated into the detour route planning and scheduling.

C. Number of shifts expected

D. Duration of shifts and detours

4. An approach to Travel Demand Management (TDM) strategies

5. An approach to the use of Intelligent Transportation System/Variable Message Sign (ITS/VMS) boards and traffic signals, including coordination with the affected Local Agency's Traffic Management Center or the CDOT Traffic Management Center (CTMC), and the Contractor's representative.

6. The Contractor's plan for coordinating the TMP Activities with those Activities required under Book 2, Section 4 - Public Information.

   A. A checklist identifying specific items that shall be provided both to the Contractor's Public Information Officer, the CDOT Public Information Officer and CCD Traffic Operations Center every Thursday by 10:30 a.m. for public information data collection and management activities on the Project. The checklist shall provide the inclusion of supporting information relevant to coping messages and public awareness and shall be included in the Public Information Plan (PIP) required in Book 2, Section 4.

7. Additional Elements

   A. An approach to coordination and cooperation with construction being performed by projects along I-25.

   B. Approach to coordination and cooperation with construction being performed by Utility Companies or other utility relocations, as required in Book 2, Section 7 - Utility Relocations.

   C. Approach to coordination and cooperation with construction being performed by local agency projects that are occurring on possible detour routes.

   D. An approach to traffic access management, including restrictions, bicycles, pedestrians, and potential impacts to handicapped mobility.

   E. Relevant portions of the Incident Management Plan (IMP), described below.

   F. An approach to special event coordination.

8. Typical section requirements

9. Emergency requirements

A. Pull-out locations
B. Emergency access
C. Courtesy patrol

10. Temporary closure scenarios

A. Location
B. Time and Duration

11. Access

A. Pedestrian/bike
B. Business
C. Work Site (area)
D. Bus/Transit

12. Construction Zone Temporary Speed Reduction

Temporary speed reduction, if warranted, must be authorized by a Form 568 approved by the R2 Traffic Engineer. Temporary speed reduction may be authorized during the construction phasing of the Project when the following conditions exist:

A. Restricted shoulder widths and TCD placement within 2' of the travel way
B. Lane closures adjacent to live traffic
C. Traffic phasing where corridor geometrics restrict design speed to less than posted speed
D. Other safety concerns as documented by construction engineer

13. MHT Requirements

The Contractor shall use barriers to positively separate traveled lanes and work zones. All work zone traffic control devices, barriers and crash cushions/impact attenuators shall meet NCHRP 350 Test Level 3 requirements.

The TMP shall be submitted to CDOT (and City of Colorado Springs where local streets are affected) for Acceptance at least 30 Days prior to NTP2. No Work that impacts traffic shall commence until the TMP is Accepted.

#### 16.1.1.3 Coordination with CDOT Traffic Management Center (CTMC) and City of Colorado Springs Traffic Operations Center

Routine requests for use of the CTMC VMS boards shall be submitted to CDOT by 10:30 a.m. on Thursday of the week prior to when the VMS boards will be needed (Monday through Sunday of the following week). Requests for routine use of the VMS will be reviewed by noon Friday of the same week of the submittal. The Contractor shall coordinate directly with the CTMC following review by CDOT.

For after-hours operations only, the Contractor shall coordinate directly with the CDOT Traffic Management Center (CTMC). The CTMC is available to the Contractor to modify VMS messages 24 hours a day, 7 days a week, and may be contacted at (303) 512-5826.

The Contractor shall coordinate with CDOT and the CTMC, and City of Colorado Springs TMC for emergencies in accordance with the Accepted Incident Management Plan.

The VMS boards within the City of Colorado Springs can be coordinated with the City of Colorado Springs Traffic Management Center at 719-385-7626, Monday to Friday 6 a.m. to 6 p.m.

#### 16.1.1.4 Incident Management Plan

The Contractor shall develop a detailed Incident Management Plan (IMP) as a companion to the TMP to manage traffic incidents and emergency operations on the project Site. The IMP shall, comply with the CDOT *Guidelines for Developing Traffic Incident Management Plans for Work Zones.*

At a minimum, the IMP shall include the following components:

1. Coordination with the Public Information Plan (PIP)
2. Incident detection and identification
3. Incident response
4. Incident site management
5. Incident clearance
6. Dissemination of traveller information regarding incidents
7. Courtesy patrol
8. Emergency services notification, including local area Police Departments, the Colorado State Patrol (CSP), local area fire departments, ambulance services, and any other emergency response providers.
9. Notification of local school districts about possible impacts to school bus routes, student drop-offs, and/or pedestrian facilities
10. Geographic and other special constraints
11. Available resources
12. Operational procedures

The IMP shall be submitted to CDOT for Acceptance no later than 30 Days after NTP2. No Work that impacts traffic shall commence until the IMP is Accepted.

#### 16.1.1.5 Business and Private Access

The Contractor shall maintain public and private access to the local street system at all times.

TCPs and MHTs shall incorporate stakeholder information from the PIP, available surveys, and other pertinent studies relating to business and private access to the local street system and the highway facility. At a minimum, the Contractor shall communicate and document the following information relevant to business and private access:

1. Access points impacted by a particular construction phase or stage
2. All notifications of affected businesses and land owners
3. Schedule of closures and estimated durations
4. Site-specific access or delivery requirements for local businesses (deliveries, wide load vehicles, etc.)
5. Proposed mitigation efforts

#### 16.1.1.7 Maintenance of Traffic Variance Process

The Contractor may request a MOT variance for any closure, detour, or other restriction beyond the specified limits defined herein. The following information shall be included in each MOT variance request:

1. Summary of the variance request
2. Justification for the variance request, including a list of the criteria that cannot be met and the reasons for not being able to meet the criteria
3. Public notification methods and schedule
4. List of affected emergency services and the schedule for notification
5. List of affected agencies or private owners and the method(s) and schedule for notification
6. Description of additional public information surveys to be performed, if required
7. List of any potential safety hazards to which the public may be exposed
8. Proposed revisions to the Accepted TCP or current MHT
9. Proposed duration of closure, detour, or phasing change for which a variance is requested

The Contractor shall allow CDOT a minimum of 14 Days for review and Approval of any MOT variance requests. The Contractor shall obtain Local Agency approval for detours utilizing non-State owned facilities. If Local Agency approvals are necessary, they shall be obtained prior to submittal of the MOT to CDOT.

#### 16.1.1.8 Contractor Response Time

The Contractor shall have at least one employee on call, via cellular phone, that can respond to an incident within 30 minutes, 24 hours a day, 7 days a week. Upon arrival at the incident site, that employee shall assess the situation and immediately notify the appropriate personnel to implement the IMP. Upon notification of the incident, the Contractor shall immediately undertake actions necessary to restore traffic operations to the maximum extent practicable.

#### 16.1.1.9 Special Events

The Contractor shall coordinate with CDOT, City of Colorado Springs and all other local agencies, along with the Public Information Officer as specified in Book 2 Section 4 to develop a list and schedule of special events. The Contractor shall update the list as events are identified or scheduled. The special event calendar shall be a standing agenda item at the Maintenance of Traffic Task Force meetings.

The Contractor shall identify and implement necessary changes in Work progress to accommodate traffic to and from special events. No lane closures shall be permitted on the day of the event unless Approved by CDOT. Work outside the travel lanes, ramps and shoulders will be permitted during special events.

#### 16.1.1.10 Mountain Metro Transit System

The Contractor shall coordinate with Mountain Metro Transit to minimize any impacts to the Transit System including bus routes, station access, bus stop locations, and other transit services.

#### 16.1.1.11 Coordination with Adjacent Projects

Other projects along I-25 may occur during the construction of this project. The Contractor shall coordinate with CDOT and their contractors to coordinate construction traffic and detour impacts and minimize simultaneous closures or impacts to adjacent or alternate routes.

#### 16.1.1.12 Coordination with Adjacent Neighborhoods

No construction traffic will be allowed in the Mill Street and other single family residential neighborhoods adjacent to the work sites, unless otherwise approved by CDOT and the City of Colorado Springs.

## 16.2 Design Requirements

The Contractor's Professional Engineer in responsible charge of the MOT design shall prepare, Review, and Approve: field design changes; Released for Construction documents; and TCP and MHT plans.

Additional Requested Elements (AREs): The Contractor shall submit proposed compliance of all MOT design requirements in this Section 16 – Maintenance of Traffic for AREs to CDOT for

Approval.

### 16.2.1 Traffic Control Plans (TCP)

The Contractor shall prepare a TCP to control traffic on the Project. The TCP shall conform to the requirements specified herein and the CDOT Standard Specifications for Road and *Bridge* Construction and the most current version of the MUTCD. The TCP shall generally describe all lane and shoulder configurations, including widths, traffic control signing, pavement markings, traffic control devices, temporary signalization, construction access, construction parking, emergency access, work areas, and pedestrian/bicycle requirements necessary for each construction phase. Temporary traffic signals shall be installed in conformance with standards set forth in Book 2, Section 14, Signing, Pavement Marking and Signalization & Lighting.

The TCPs shall be submitted to CDOT for Acceptance 14 Days prior to implementation of the particular TCP.

Any major revision to the TCP, as determined by CDOT, shall require submission of a new TCP for Acceptance.

### 16.2.2 Method of Handling Traffic (MHT)

The Contractor shall prepare MHTs in accordance with the Project Special Provisions included in this Section 16.

Temporary traffic signals, if determined necessary by the Contractor, shall be installed in conformance with standards set forth in Book 2, Section 14.

### 16.2.3 Design Vehicle

The design vehicle shall be as described in Book 2, Section 13, Roadways, Exhibit A.

### 16.2.4 Design Speed and Posted Speed

Minimum design and posted speeds for Work zones shall conform to Table 16.2.

**Table 16.2**
**DESIGN AND POSTED SPEEDS FOR WORK ZONES**

| Location | Design Speed (mph) | Posted Speed (mph) |
|---|---|---|
| I-25 Mainline (Match Existing posted speed) | 65 | 55 |
| Ramps and collector-distributor roads | 25 | 25 |
| Cimarron Street* | 35 | 35 |
| US 24 Mainline | 35 | 35 |

* The Contractor shall provide existing design and posted speed whenever it can be reasonably maintained on the local system.

## 16.2.5 Minimum Lane and Shoulder Requirements

### 16.2.5.1 Lane and Shoulder Restrictions

The Contractor shall limit Construction Impacts to the durations allowed in Book 1, Section 17 of the Contract Documents. Construction Impacts ~~-~~will commence with ~~are defined as~~ any reduction in the number of existing lanes or any reduction in the widths of existing lanes and shoulders throughout the Project, including I-25, ramps, US 24 and Cimarron Street. Construction Impacts will end when Operational Completion is obtained. Lane closures and shoulder closures and reductions in lane and shoulder widths after Operational Completion shall be minimal and will be subject to the Approval of CDOT.

Limited direct access to the interstate highway, US 24 and Cimarron Street may be allowed prior to the start of Construction Impacts to support off-line construction operations, subject to the Approval of CDOT.

Before any travel lanes or shoulders are closed, the Contractor shall submit an appropriate MHT or TCP to CDOT for Acceptance. The MHT/TCP shall be developed in accordance with CDOT Region 2 Lane Closure Strategies and Local Agency guidelines.

Lane restrictions must be submitted to CDOT by the Contractor by Thursday 10:30 a.m. of the week in advance of the work (for work Sunday through Saturday), unless required by construction emergencies or other reasonably unforeseen events.

Minimum lane widths for travel lanes on I-25 mainline, Cimarron Street, and US 24 shall be 11 feet. Minimum outside shoulder widths on I-25 mainline shall be 8 feet. Outside shoulder widths of less than 8 feet may be used, to a minimum shoulder width of 2 feet when emergency pullouts are provided. Inside shoulder widths shall be a minimum of 2 feet. Acceleration, deceleration and ramp lanes shall not be considered as through lanes.

During all non-working hours the contractor shall maintain three through lanes in each direction at all times on I-25 mainline.

When travel is reduced to a single lane in one direction, the Contractor shall provide a minimum clear width of 16 feet to accommodate oversize vehicles.

#### 16.2.5.1.1 Lane Closures

Before any lanes are closed, an appropriate MHT shall be Approved by the Contractors Professional Engineer and Accepted by CDOT. Lane restrictions below must be acknowledged and Accepted by CDOT at least 5 working days in advance of the closure, unless required by construction emergencies or other reasonably unforeseen events.

Any changes to closures, restrictions, and/or times to the requirements herein shall be submitted to CDOT. Contractor Request shall be prior to the Final submittal due date for all ATCs. CDOT Approval or Denial of request shall occur prior to Final RFP addendum.

Mainline I-25
Three (3) lanes in each direction of I-25 mainline shall remain open between the hours of 7:00 AM and 7:00 PM, unless otherwise allowed herein. This Work time window shall allow for permitted I-25 and ramp lane closures and progressive lane closures as identified herein.

Cimarron Street Bridge over Monument Creek
The Cimarron Street Bridge may be closed completely for a the duration allowed in Book 1, Exhibit B of the Contract Documents . This shall be accomplished using local detour route approved by CDOT and the City of Colorado Springs (see detour routes below). No closures allowed from November 1 to January 1.

Northbound I-25 On-Ramp over Fountain Creek
The Northbound I-25 On-Ramp over Fountain Creek may be closed completely for the duration allowed in Book 1, Exhibit B of the Contract Documents. This shall be accomplished using local detour route approved by CDOT and the City of Colorado Springs (see detour routes below). No closures allowed from May 1 to October 1.

All other ramps shall remain open at all times, unless otherwise approved by CDOT.

US 24
Two (2) lanes in both directions of US 24 mainline shall remain open between the hours of 7:00 AM and 7:00 PM, unless otherwise allowed herein.

Two (2) left turn lanes for the Eastbound to Northbound movement shall remain open between the hours of 7:00 AM and 7:00 PM, unless otherwise allowed herein.

Two (2) left turn lanes for the Northbound to Westbound movement of the northbound off Ramp shall remain open between the hours of 7:00 AM and 7:00 PM, unless otherwise allowed herein.

Cimarron Street
One (1) lane in each direction of Cimarron Street east of the ramp terminals shall remain open between the hours of 7:00 AM and 7:00 PM, unless otherwise allowed herein.

#### 16.2.5.1.2 Ramps and Local Roads

Minimum lane widths for ramps shall be 11 feet and shall accommodate a truck turning movement of a WB-67 design vehicle. Minimum shoulder width is 2 feet.

Any and all variances for Cimarron Street lane closures and lane reductions shall be Approved by the City of Colorado Springs Engineering.

#### 16.2.5.1.3 Emergency Pullouts

The Contractor shall provide emergency pullouts on I-25 for disabled vehicles, staging of incident management, and law enforcement vehicles when shoulder widths are less than 8 feet. Emergency pullouts shall be provided between Cimarron Street and North Nevada Avenue. The minimum pullout length shall be 150 feet, not including transitions. Transitions shall be made at 15:1 or greater. The minimum pullout width shall be 12 feet measured from 2 feet beyond the travel lane. The pullouts shall be signed for emergency parking only, shall have a paved surface, shall include advance signing in compliance with the Manual on Uniform Traffic Control Devices (MUTCD), and shall not be subject to ponding or other weather-related conditions that could render them unsafe or ineffective. Snow removal in emergency pullouts is the responsibility of the Contractor.

### 16.2.5.2 Queue Lengths During Construction

The Contractor shall monitor queue lengths and durations on all roads within the Project limits whenever a lane closure is in effect. If the queue times exceed 15 minutes the Contractor shall adjust the detours, lane closures, traffic control devices, including advanced signing, to minimize delay. If lengths extend beyond advance warning the Contractor shall adjust the detours, lane closures, traffic control devices, including advanced signing, and provide advance warning to motorists, of stopped traffic.

### 16.2.5.3 Working Time Violations Incidents (WTVI)

If there is a violation of the working time limitations for traffic control as allowed for in this Section 16, a written notice to stop Work will be imposed on the Contractor at the start of the next Working Day. Work shall not resume until the Contractor assures CDOT, in writing, that there will not be a reoccurrence of the working time violation. If more violations take place, CDOT will notify the Contractor in writing that there will be a price reduction charge for each WTVI. This WTVI price reduction charge shall be reflected on the Contractor's monthly invoice. This price reduction will not be considered a penalty, but will be a price reduction for failure to perform traffic control in compliance with the Contract.

A WTVI is any violation up to 30 minutes in duration. Each 30 minutes or increment thereof will be considered as a WTVI. A price reduction will be assessed for each successive or cumulative 30-minute period in violation of the working time limitations, as determined by CDOT. A 15-minute grace period will be allowed at the beginning of the second WTVI on the Project before the price reduction is applied. This 15-minute grace period applies only to the second WTVI.

WTVI charges shall be as follows:

1. US 24 - $4,600 per WTVI
2. I -25 - $4,600 per WTVI
3. Cimarron Street - $1,750 per WTVI

4. All local street WTVI charges will be consistent with the Local Agency policy

### 16.2.7 Detour Routes

Unless otherwise specified, only state highways shall be used for detour routes. Local Agency routes available for use as detours must be Approved by the Local Agency. Detour routes shall be the shortest length possible. Detour routes shall be video recorded prior to and after construction. Contractor, CDOT and City of Colorado Springs shall be present for video recording. Any damage to the routes as a result of the use of the route shall be repaired by the Contractor as negotiated with CDOT, the City of Colorado Springs, and the Contractor.

<u>I-25 Northbound On-Ramp over Fountain Creek</u>

Detour route options are as follows:

1. Begin Southbound On-Ramp I-25 and exit North Nevada Exit.

2. Create unimpeded U-turn crossing under I-25 mainline structure to Northbound I-25 Ramp.

3. Provide proper signage and I-25 lane marking on ramp pavement. Remove all signage, temporary pavement and pavement markings after detour is no longer needed. Any damage to the existing ramps shall be repaired by the Contactor as negotiated with CDOT and the Contractor.

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<u>North Nevada Avenue and Tejon Street through Colorado Springs</u>

No detour allowed on North Nevada Avenue or Tejon Street north of Cimarron Street.

### 16.2.8 Trail and Pedestrian Impacts

Existing trail systems, temporary trails, sidewalks, and pedestrian routes must be maintained at all times. The Contractor shall meet all requirements of ADA as specified in Book 1 Section 2.2, except for the Cimarron Trail Connection Eastbound as shown on Section 13.2.1.1 Trails.

The following restrictions shall apply to existing trail systems in the vicinity of the Project:

1. No trail closures shall be allowed along the Pikes Peak Greenway Trail from 5:00 a.m. to 8:00 p.m. any day of the week.
2. Temporary trail detours will be allowed under the following conditions:
   A. PIP requirements shall be identified and appropriate public notifications provided.
   B. The Contractor shall comply with the CDOT *Construction Detour Standards for Multi-Use Trails*.

## 16.3 Construction Requirements

The Contractor shall provide installation, maintenance, and removal of all temporary traffic control devices.

## 16.3.1 Temporary Traffic Control Devices

### 16.3.1.1 Construction Signing

Construction signing within the Project limits and all detours shall comply with CDOT *Standard Specifications*, the MUTCD and all other applicable standards set forth herein. Construction signing and construction signing maintenance shall be the responsibility of the Contractor.

**All signs in place for more than three (3) days shall be post mounted.**

### 16.3.1.2 Temporary Traffic Signals

Temporary traffic signals, if determined necessary by the Contractor, shall comply with Book 2, Section 14, Signing, Pavement Marking, Signalization & Lighting. The Contractor shall operate the temporary signals and respond to malfunctions during the duration of the project. Temporary signal timing shall be designed and submitted to CCD TES 14 days prior to implementation for their approval. Timing for the temporary signal(s) will be provided by CCD TES. Maintenance of the temporary signal(s) shall be the responsibility of the Contractor.

### 16.3.1.3 Temporary Marking Paint and Signs

The Contractor shall furnish, apply and remove temporary pavement marking paint in accordance with CDOT *Standard Specifications*. Temporary paint striping shall meet the conformity of lines (including no overspray), dimensions, patterns, locations and details established in the Contractor's TCP and MHT.

1. Temporary pavement paint striping shall be re-striped once a month, or as required to maintain safe traffic operations.
2. Epoxy-based paint shall not be allowed on concrete pavement surfaces for temporary striping.
3. Hydro blasting, or other methods that do not result in scaring of permanent pavements shall be used for removal of temporary striping.

### 16.3.1.4 Glare Screens

Glare Screens shall be designed and installed on all opposing traffic permanent median barrier within the project construction limits on US24 and I-25. Glare screens shall be of industry standards.

Glare screen shall be designed and installed on all opposing traffic temporary barrier through sections where opposing traffic lanes are shifted.

The Contractor shall evaluate the applicability of glare shields in all cross overs.

All work zone traffic control devices shall meet NCHRP 350 Test Level 3 requirements.

### 16.3.2 Maintenance of Temporary Traffic Control Devices

The Contractor shall be responsible for the maintenance of all temporary traffic control devices within the Project limits, including the local street system.

### 16.3.3 Detour Pavement

The Contractor shall provide a paved surface for all detours. Detour pavement locations shall be generally described in the Contractor's TMP and detailed in the Accepted TCP. The Contractor shall determine the type and thickness of pavement that shall be used to accommodate existing traffic loadings.

The Contractor shall maintain the detour pavement for the entire period that it is open to the traveling public, including all temporary approaches, accesses, crossings, and intersections with adjacent roads and streets. Detour pavements shall be maintained in good operating condition devoid of potholes, uneven surfaces, and rutting. CDOT may direct the Contractor to repair or replace detour pavements if, in CDOT's sole discretion, detour pavements are determined to be in poor condition. Detours that use existing streets pavements shall be subject to pavement repair or replacement where it is determined that the condition of the existing pavement has noticeably deteriorated over the duration of its use as a detour. The Contractor shall obtain written approval from the affected Local Agency prior to use of any local streets for detours.

The Contractor shall be responsible for the complete removal and disposal of all temporary detour pavement.

### 16.3.4 Temporary Lighting

The Contractor shall maintain temporary lighting at a level equivalent to existing lighting provided within the Project Limits, including I-25 mainline, ramp gores, ramp intersections and local streets.

## 16.4 Deliverables

The Contractor shall submit the following to CDOT (and City of Colorado Springs Traffic Engineering when applicable) for review, Approval, and/or Acceptance:

| Deliverable | review, Acceptance, or Approval | Schedule |
|---|---|---|
| List of MOT Task Force members | Acceptance | Within 30 Days following NTP1 |
| Transportation Management Plan (TMP) | Acceptance | 30 Days prior to NTP2 |
| Requests to CDOT CTMC and Local Agencies for modifications to traffic signals, timing, and VMS messages | review | 14 Days prior to the requested date for modifications |
| Incident Management Plan (IMP) | Acceptance | Within 30 Days after NTP2 |
| TDM Program | Acceptance | Within 30 Days after NTP2 |
| MOT variance request | Approval | 14 Days prior to the requested date for the change |
| Traffic Control Plan (TCP) | Acceptance | At least 14 Days prior to implementation of the TCP |
| Method of Handling Traffic (MHT) | Acceptance | At least 2 Days prior to implementation of the MHT requiring a lane closure |
| Temporary Signal Timing | Approval | At least 14 days prior to implementation of timing |

All deliverables shall also conform to the requirements of Book 2, Section 3, Quality Management.