

**PROJECT SPECIAL PROVISIONS
ANNUAL CONCRETE REPLACEMENT PROJECT (MULTI-YEAR)**

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SUMMARY OF KEY PROJECT SPECIFICATIONS

1. CONCRETE: Class B concrete to be used unless otherwise specified. The Contractor can choose to use high early strength concrete, but it is not required. If the Contractor chooses to use high early strength concrete, it will be paid for at the regular unit rate for that item.
2. CURING: Curing concrete shall be as specified in Section 601.13 of CDOT's *Standard Specifications for Road and Bridge Construction*. This item will not be paid for separately, but will be incidental to the project.
3. COLD WEATHER: Cold weather treatments of concrete shall follow the methods as described in *Standard Specifications for Road and Bridge Construction*, Department of Transportation, State of Colorado, current edition.
4. ASPHALT PAVEMENT MATERIAL (APM): Grade S or SX asphalt with Performance Graded Binder 58-28 (PG 58-28) shall be used for patching, per the *Pikes Peak Region Asphalt Paving Specifications*, most current edition.
5. REMOVALS: Removals shall be as specified in Section 202.
6. SUBGRADE PREP: Contractor is responsible for Subgrade Preparation that will consist of blading, scarifying, adjusting in moisture content, compacting to at least 95 percent of maximum dry density, and fine grading. This item will not be paid for separately, but will be part of removal, patching, and concrete placement.
7. ASPHALT PATCHING: The Contractor shall perform preparation work on areas where curb, gutter, and sidewalk are removed. This entire item is identified as Asphalt Patching, and all work necessary to complete the patching and preparation work is incidental to the item. Preparation work shall include dig-

Commented [MJ1]: Include fine grading as required for this item

Commented [AT2R1]: OK

out, placing aggregate base course, and patching with APM as directed by the County Engineer or designated representative. Asphalt shall be Grade S or Grade SX. The repair work shall be performed in accordance with Section 4.L of the *Pikes Peak Region Asphalt Paving Specifications*, most recent version. For estimating purposes, 6 inches of full-depth asphalt has been used. Areas requiring preparation work will be identified by the County Engineer or designated representative. It is the Contractor's responsibility to stay in close contact with the County Engineer or designated representative to determine the depth of excavation necessary for the preparation work. The Contractor shall provide traffic control in accordance with the *Manual on Uniform Traffic Control Devices*. Prior to starting fieldwork, a Method of Handling Traffic (MHT) plan shall be submitted by the Contractor and approved by El Paso County Public Services Department. Asphalt used for preparation work will be paid for by the ton. Traffic control, tack oil used in asphalt, removal of existing asphalt, and removal of any existing subgrade shall be included in the cost of asphalt patching. All asphalt and concrete shall become the property of the Contractor. The cost for removal and hauling shall be included in the Asphalt Patching item and will not be paid for separately.

8. SIDEWALKS: Concrete sidewalk shall be as specified in Section 608. Reinforcing steel is not required for sidewalks.
9. CURB AND GUTTER: Concrete curb and gutter and Type 2 gutter (cross pan) shall be as specified in Section 609.
 - a. Curb and gutter is to be poured monolithically with the concrete pavement. If the curb and gutter cannot be poured monolithically with the concrete pavement, dowels will be required at the joints between curb and gutter and concrete pavement. The dowels will be smooth bars, 18 inches long, and placed 18 inches on center.
 - b. El Paso County has a variety of curb and gutter sections. These typically include EPC Type A, EPC Type B, EPC Type C, EPC Type D, EPC Type E, and CDOT M-601-1 Type 2, Section II B. However, other non-typical curb types may also be encountered. Curb and gutter installation will match the existing conditions. The actual dimensions required may be slightly different than a typical curb and gutter section. When non-typical sections are encountered, the curb and gutter will be paid with a curb and gutter section that has a similar cross sectional area and similar volume of concrete.
 - c. If the Gutter Type 2 (cross pan) is poured in multiple pours, dowels will be required at the joints between slabs. The dowels will be smooth bars, 18 inches long, and placed 18 inches on center.
 - d. Gutter Type 2 will be 8 inches thick.
 - e. Curb and Gutter Type 2, Section IIB will be similar to CDOT's M-609-1 but will match the existing curb and gutter thickness. The typical curb height will be 6 inches or 8 inches.
 - f. Reinforcing steel is not required for curb and gutter, except for the dowels as required above.
10. CURB RAMPS: Curb ramps shall be as specified in CDOT's M&S Standard M-608-1, Type 2A. Reinforcing steel is not required for curb ramps.
 - a. All work shall be done in accordance with the El Paso County *Engineering Criteria Manual*, CDOT's *M&S Standards*, and Americans with Disabilities Act (ADA) requirements.
 - b. Contractor to notify Engineering Division Inspection staff 48 hours prior to concrete placement.
 - c. Pedestrian ramp construction shall be with CDOT Class B concrete, minimum 4" thick at top of ramp, 8" thick minimum at bottom of ramp, non-colored, non-scored, coarse broom finish.
 - d. Ramp location and length may require modification to maintain the 12:1 maximum running ramp slope and 20:1 detectable warning area due to street intersection grades and/or alignment.
 - e. Detectable warning area shall start a minimum of 6" and no more than 8" from the flow line of the curb at any point.
 - f. Detectable warning area shall conform to current ADA requirements. The detectable warnings shall be cast iron plates. All detectable warning devices must be approved by the County Engineer or designated representative prior to placement.
 - g. The detectable warning area shall be 24" in length and the full width of the ramp.
 - h. Ramp width required is same as approaching sidewalk; 4' minimum.
 - i. Avoid placing drainage structures, traffic signals or signage, utilities or junction boxes, or other obstructions within proposed ramp areas.
 - j. Construction modifications may be requested by the County Engineer's representative to accommodate existing field conditions.
11. MEDIAN NOSES: Plowable Median noses will be constructed in accordance with the El Paso County Engineering Criteria Manual Standard Drawing SD_2-22. The cost of removal shall be included in the cost

of the work and shall not be paid for separately.

- 12. INLETS: Inlets shall be constructed as specified in Section 604 and in accordance with CDOT's M & S Standard M-604-12, Curb Inlet Type R. Reinforcing steel meeting CDOT's requirements is required for inlets.
- 13. MOBILIZATION: The contractor shall be paid one (1) mobilization fee per Citizen Service Request (CSR). These mobilization fees will not apply and will not be paid for prep to pave roads.

CDOT STANDARD SPECIFICATION REVISIONS

**REVISION OF SECTION 101
DEFINITIONS AND TERMS**

The following sections are amended for purposes of identification of the Owner and responsible parties for control of the construction of this project.

CONTRACT MODIFICATION ORDER: In addition to the definition given in the Standard Specifications, the term "Contract Modification Order" shall also include and be synonymous with the term "Change Order".

PROJECT ENGINEER: This term shall mean the County Engineer, Engineering Division, El Paso County Public Services Department, or designated representative.

OWNER: The term "OWNER" shall refer to the El Paso County Public Services Department acting through and on behalf of the El Paso County Board of County Commissioners.

Other additional terms that may be utilized in the Standard Specifications shall be interpreted to have different meanings within the scope of this Contract. A summary of redefinitions follows:

- 1.2.1 "Central Laboratory" shall mean El Paso County, Colorado, or their designated representative.
- 1.2.2 "Chief Engineer" shall mean the County Engineer, El Paso County, Colorado, or designated representative.
- 1.2.3 "County" shall mean El Paso County, Colorado.
- 1.2.4 "Department" shall mean El Paso County, Colorado, Department of Public Works.
- 1.2.5 "Department Of Transportation" shall mean El Paso County, Department of Public Works, Engineering Division.
- 1.2.6 "District Engineer" shall mean the County Engineer, El Paso County, Colorado, or designated representative.
- 1.2.7 "Division" shall mean the El Paso County Department of Public Works, Engineering Division.
- 1.2.8 "Division of Highways, State of Colorado" shall mean El Paso County, Colorado.
- 1.2.9 "Engineer" shall mean the County Engineer, El Paso County, Colorado, or designated representative.
- 1.2.10 "Project Engineer" shall mean the County Engineer, El Paso County, Colorado or designated representative.
- 1.2.11 "Regional Transportation Director" shall mean the El Paso County Engineer or designated representative.
- 1.2.12 "Staff Construction Engineer" shall mean the County Engineer, El Paso County, Colorado, or designated representative.
- 1.2.13 "State", "State Of Colorado", "State Department Of Transportation", or "CDOT" shall mean El Paso County, Colorado (where applicable).

**REVISION OF SECTION 102
BIDDING REQUIREMENTS AND CONDITIONS**

Section 102 of the Standard Specifications is hereby revised for this project as follows:

- 102.01 Pre-Qualification of Bidders.

Commented [MJ3]: Have you checked all CDOT specs within these project specials are the correct spec reference numbers?
Commented [AT4R3]: Yes

This sub-section is deleted in its entirety.

**REVISION OF SECTION 103
AWARD AND EXECUTION OF CONTRACT**

Section 103 of the Standard Specifications is hereby deleted in its entirety.

**REVISION OF SECTION 104
SCOPE OF WORK**

Section 104 of the Standard Specification is hereby changed for this project as follows:

104.04 Maintaining Traffic

Delete Section 104.04 and replace with the following:

The Contractor shall provide, erect, and maintain barricades, suitable and sufficient lights, danger signals, signs and other traffic control devices as deemed necessary by the El Paso County Engineer or designated agent. The Contractor will take all necessary precautions for the protection and safety of motorists and pedestrians. Where necessary, or as directed by the County Engineer, the Contractor will provide and maintain in safe condition temporary crossings or intersections. Wherein streets intersecting with the project are closed to through traffic, the Contractor shall inform the safeguard agencies (Fire Department, Police Department, etc.) about this condition and the hours this closing will remain in effect. When a work zone is set up at an active traffic signal, a uniformed traffic control (UTC) must be used. In the event a problem with parking and/or traffic flow is anticipated, the Contractor may be required to work on only one side of the street at a time. This is not a pay item, and shall be done wholly at the Contractor's expense, and shall be taken into consideration in his bid.

**REVISION OF SECTION 105
CONTROL OF WORK**

Section 105 of the Standard Specifications is hereby revised for the project as follows:

Subsections 105.10 and 105.11 shall include the following:

Other contractors, public and private utility agencies, and private developers may be working in areas near or adjacent to the project.

The Contractor shall conduct the work so as not to interfere with or hinder the progress or completion of the work being performed by other agencies or Contractors. Traffic Control conflicts that arise between the needs of the various construction contractors and other agencies, shall be brought to the attention of the Engineer. The Engineer will decide the method of resolution. It is agreed that the Contractor will coordinate his/her respective Traffic Control subcontractor resources, MHTs, and Traffic Control Plans and Phasing elements to assure the most efficient, direct, safe, and smooth flow of traffic throughout the entire project work zone.

All proper notifications are required to neighborhood residents and or property owners at least 72 hours in advance of beginning any construction work activity. Prior approvals are required as per the contract requirements such as work notification signs placed at work zones a minimum of 72 hours in advance.

Although all work is anticipated to be within the public right-of-way, the contractor will need to obtain a written permission to enter (PTE) whenever the contractor is required to work near or in private property for any reason (including if obtaining a private staging area). A written PTE is necessary whenever contractor works near or in private property. When in doubt talk it out "in writing" required at all times.

**REVISION OF SECTION 106
CONTROL OF MATERIALS**

Section 106 of the Standard Specifications is hereby revised for the project as follows:

Commented [MJ5]: Keep and have Rick review

Commented [AT6R5]: OK

Subsections 106.06 shall include the following:

SUMMARY MINIMUM TESTING REQUIREMENTS (PROJECT SPECIFIC)

No.	Item	Type Of Test	Minimum Frequency	Min. #	Act. #
1	Sidewalk	Slump, %Air, Unit Weight, Concrete Temp	First load or until compliance. Minimum 1 per every 50 CY or every other day.	3 (with cylinder sets)	
		Cylinders	1 set of 5 cylinders every 50 CY or every other day	3 sets	
2	Curb and Gutter	Slump, %Air, Unit Weight, Concrete Temp	First load or until compliance. Minimum 1 per every 40 CY	5 (with cylinder sets)	
		Cylinders	1 set of 5 cylinders every 40 CY	5 sets	
3	Concrete Curb Ramp	Slump, %Air, Unit Weight	First load or until compliance. Minimum 1 per Intersection	19 (with cylinder sets)	
		Cylinders	1 set of 5 cylinders. Minimum 1 per intersection.	19 sets	
4	Concrete Pavement (Fillet or Cross Pan)	Slump, %Air, Unit Weight, Concrete Temp	First load or until compliance. Minimum 1 per Cross Pan or Fillet per Intersection	4 (with set of cylinders)	
		Cylinders	1 set of 5 cylinders. Minimum 1 per cross pan or fillet per intersection.	4 sets	
5	Inlet Type R Cast in Place	Slump, %Air, Unit Weight, Concrete Temp	First load or until compliance. Minimum 1 per Inlet Box	1 (with set of cylinders)	
		Cylinders	1 set of 5 cylinders. Minimum 1 per inlet	1 sets	

**REVISION OF SECTION 107
LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC**

Section 107 of the Standard Specifications is hereby revised for this project as follows:

Subsection 107.02 shall include the following:

Unless otherwise specified, the Contractor shall procure all permits and licenses; pay all charges, fees, and taxes, including permits procured for this project by others; and give all notices necessary and incidental to the due and lawful prosecution of the work.

Subsection 107.07 shall include the following:

All construction activities shall be completed during daytime hours between 7:00 AM and 7:00 PM. Nighttime construction work will not be considered.

Add Subsection **107.26 Noxious Weed Mediation** and include the following:

The Contractor shall ensure that all equipment moved onto the Project is free of soil, seeds, vegetative matter, or other debris that could contain or hold noxious weed seeds. The Engineer may inspect all equipment prior to it being placed into service and may reject equipment that does not meet this specification.

REVISION OF SECTION 108 PROSECUTION AND PROGRESS

Section 108 of the Standard Specifications is hereby revised for this project as follows: Subsection

108.01 shall be revised to include the following:

Neither incentives nor disincentives will apply to this contract.

Subsection 108.02 shall be replaced with the following:

The Contractor shall not commence work prior to the issuance of a "Notice to Proceed". Construction of the project is anticipated to begin in the spring of 2023. The "Notice to Proceed" will be issued to allow the awarded Contractor to order materials in advance of construction as required. The "Notice to Proceed" will specify the date on which contract time commences. The Contractor shall begin construction under the contract on or before ten (10) working days following the date specified in the "Notice to Proceed". The Contractor shall complete all work within one hundred and twenty (120) workable working days.

Subsection 108.03 shall include the following:

A critical path method (CPM) schedule will be required for each separate subdivision. Schedules submitted for this bid shall assume a start date within 10 days of the award (TBD and as described within the IFB documents)

Salient features to be shown on the Contractor's progress schedule are:

- Traffic Control Construction Surveying
- Utility locates
- Mobilization
- Temporary Erosion Control
- Asphalt Removal
- Concrete Removal
- Curb, Gutter and Sidewalk
- Curb Ramps
- Concrete Paving (Cross Pans)
- Asphalt Patching
- Topsoil (if applicable)

- Seeding and Soil Retention Blankets (if applicable)
- Final Erosion Control (if applicable)

If the Contractor is unable to construct any of the proposed improvements after diligent coordination with the utility companies and the Engineer, the Engineer may approve a time count suspension period for the Contractor not to exceed five (5) working days. If a time count suspension is granted, the Contractor will not be assessed working days and these utility impacts will be considered a planned excusable and non-compensable delay. The Contractor shall inspect and maintain required traffic control devices during the time count suspension. Additional traffic control inspection days have been added for this time period.

Subsection 108.03(c) (3) shall include the following:

The Contractor shall submit an electronic copy and pdf copy of the critical path schedule and method statement to the Engineer each month, ten (10) days prior to the estimated cut-off date. Payment of the estimate will be released after review and acceptance of the updated schedule and method statement. Minimum review time will be ten (10) days. The electronic copy shall be submitted on Microsoft Project, 2003 version or newer (or approved Primavera).

**REVISION OF SECTION 202
REMOVAL OF STRUCTURES AND OBSTRUCTIONS**

Section 202 is revised as follows:

- The contractor shall be wholly responsible for removal of all materials requiring removal and shall haul those materials to the appropriate location. All asphalt and concrete shall become the property of the Contractor. The cost for removal and hauling shall be included in the removal item and will not be paid for separately.
- Saw cutting of asphalt is required where concrete removal is necessary adjacent to asphalt. The asphalt shall be saw cut 12 inches from the concrete and at each end. Where concrete will be removed adjacent to asphalt, saw cutting and removal of 12 inches of asphalt will be included in the cost of the concrete removal and will not be paid for separately. Asphalt removal will only be paid as a separate item where El Paso County requires asphalt be removed beyond the 12-inch requirement.

**REVISION OF SECTION 208
EROSION CONTROL**

Section 208 of the Standard Specifications is hereby revised for this project as follows:

Subsection 208.01 shall include the following:

The Contractor is responsible stormwater management and Erosion Control that is anticipated to be mainly temporary construction BMP's such rock socks, erosion control logs, concrete washout, etc ... to prevent any construction sediment and or debris from entering the nearby storm inlets and or drainage ways.

**REVISION OF SECTION 210
RESET STRUCTURES**

Add the following language to Subsection 210.04: Fence and Gates

The Contractor shall be responsible for all fence and gate material complete and as necessary to fully complete new sidewalk. New sidewalks are planned to be a minimum of four (4) feet wide and four (4) inches thick (minimum) or as directed by Engineer or designated representative. Driveways will require five feet wide sidewalks and will match existing thickness (assume 6 inch thickness).

Add the following language to Subsection 210.07: Traffic Control Signs

The Contractor shall coordinate with the Engineer to arrange for signs that could need to be temporarily reset and remain visible from the same direction of travel during construction.

The Contractor shall coordinate with the Engineer to establish temporary sign locations. The Contractor shall submit a plan to the Engineer for approval. The plan should include a method to minimize relocation during the construction phase and to insure that relocated signs meet all MUTCD and CDOT Standards for typical ground sign placement S-614-1 and breakaway requirements for installation.

Removal and relocation of signs is the responsibility of the Contractor. If any signs are damaged by construction operations, the Contractor will be required to repair or replace the signs. The Contractor shall reset the signs to the final locations as specified in the plans within two (2) days of accepted construction within the specific area.

**REVISION OF SECTION 403
HOT MIX ASPHALT**

Section 403 of the Standard Specifications is hereby revised for the project as follows:

ASPHALT PATCHING: Asphalt Patching includes all work necessary to complete the patching and preparation work. Preparation work shall include dig-out, placing aggregate base course, and patching with HMA as directed by the Engineer. The work shall be performed in accordance with Section 1.004.L of the *Pikes Peak Region Asphalt Paving Specifications* (as specified). Asphalt shall be Grade S or Grade SX. For estimating purposes, 6 inches of full-depth asphalt has been used. Areas requiring preparation work will be identified by the Engineer. It is the Contractor's responsibility to stay in close contact with the Engineer to determine the depth of excavation necessary for the preparation work. The Contractor shall provide traffic control in accordance with the *Manual on Uniform Traffic Control Devices*. Prior to starting fieldwork, a Method of Handling Traffic (MHT) plan shall be submitted by the Contractor and approved by El Paso County Public Services Department. Tack oil, reconditioning, and removal of any existing subgrade shall be included in the cost of Asphalt Patching.

**REVISION OF SECTION 412
PORTLAND CEMENT CONCRETE PAVEMENT (FOR FILLETS AND CROSS PANS)**

Section 412 is revised as follows:

- a. Section 412.08 shall extend the work by one (1) foot instead of two (2) feet as specified.
- b. Section 412.13 shall be revised to delete all expansion joint material.
- c. Section 412.24 shall be revised to delete all reinforcing steel.
- d. Section 412.24 - add "all incidentals necessary to complete this item, i.e., structure excavation, structure backfill, dowels, etc., will not be measured and paid for separately but shall be included in the work."
- e. Concrete pavement is to be poured monolithically with the curb and gutter. This shall apply to cross pans and squared off returns respectively. If the concrete pavement cannot be poured monolithically with the curb and gutter, dowels will be required at the joints between the concrete pavement and curb and gutter. The dowels will be smooth bars, 18 inches long, and placed 18 inches on center.

**REVISION OF SECTION 608
SIDEWALKS AND BIKEWAYS**

Section 608 is revised as follows:

Subsection 608.01 shall include the following:

This work includes the installation of detectable warnings on concrete curb ramps as designated in the materials list and marked in the field by an El Paso County Inspection staff personnel.

Commented [MJ7]: Andrew let's discuss this with Rick?

Commented [AT8R7]: I was looking to delete this because we don't generally deal with concrete pavement. This revision was not in PPRTA's original IFB but it was in Widefield's.

Subsection 608.02 shall include the following:

Detectable warnings on curb ramps shall be truncated domes of the dimensions shown in the El Paso County Engineering Criteria Manual details. Domes shall be prefabricated by the manufacturer as a pattern on embeddable surface plates.

Plates shall meet all Americans with Disabilities Act (ADA) requirements for truncated domes, and when installed, shall be capable of producing the pattern of domes shown on the plans (or Standards).

Plates used shall be one of the products approved for use as detectable warnings listed on CDOT's Approved Products List.

The domes and their underlying surface shall have a discernible contrast of color from the adjacent surface. The contrasting colors shall not be black and white.

When plates are used, prior to the start of work, the Contractor shall submit appropriate documentation from the manufacturer verifying that the contrast has been met, along with a sample plate, to the Engineer for approval.

Subsection 608.03 shall include the following:

(g) *Detectable Warnings for curbs ramps.*

Plates. Prior to installation of the plates, concrete conforming to subsection 608.02 shall be installed and consolidated as a base for the plates. The concrete shall be placed to a thickness that will allow the base surface of the plates to be at the same elevation as the adjacent concrete. The plates shall be embedded into the plastic concrete in accordance with the manufacturer's specifications.

Section 608.03(e) shall be revised to delete all expansion joint material.

Sidewalk is to be poured separately from the curb and gutter, to include if the existing curb, gutter, and sidewalk are monolithic.

The quantity of Sidewalk needing to be replaced is quantified within the Bid Form (see attachment) and will actually be marked in the field by an El Paso County Inspection staff personnel. The new Sidewalk is to match the existing width (4 feet minimum or as directed by Engineer or designated representative) and shall match existing but is required to be four (4) inches thick as a minimum, or as determined by the Engineer.

Curb ramps shall be as specified in the field by an El Paso County Inspection staff member and as designated on the Bid Form (see attached to bid package).

- a. All work shall be done in accordance with the El Paso County *Engineering Criteria Manual*, CDOT's *M&S Standards*, and Americans with Disabilities Act (ADA) requirements.
- b. Contractor to notify Engineering Division Inspection staff 48 hours prior to concrete placement.
- c. Pedestrian ramp construction shall be with CDOT Class B concrete, minimum 4" thick at top of ramp, 8" thick minimum at bottom of ramp, non-colored, non-scored, coarse broom finish.
- d. Ramp location and length may require modification to maintain the 12:1 maximum running ramp slope and 20:1 detectable warning area due to street intersection grades and/or alignment.
- e. Detectable warning area shall start a minimum of 6" and no more than 8" from the flow line of the curb at any point. Detectable warnings shall be included in the cost of the curb ramp.
- f. Detectable warning area shall conform to current ADA requirements. The detectable warnings shall be cast iron plates, easy to replace, and easy to repair. Cast iron detectable warnings will not be paid for separately but shall be included in the cost of *608 - Concrete Curb Ramp*.
- g. The detectable warning area shall be 24" in length and the full width of the ramp.
- h. Ramp width required is same as approaching sidewalk; 4' minimum.
- i. Avoid placing drainage structures, traffic signals or signage, utilities or junction boxes, or other obstructions within proposed ramp areas.

Construction modifications may be requested by the Engineer to accommodate existing field conditions. The Contractor can choose to use high early strength concrete, but it is not required. If the Contractor

chooses to use high early strength concrete, it will be paid for at the regular unit rate for that item.

Curb ramps (shaded area in CDOT's M&S Standard M-608-1, Type 2) shall be paid for by the square yard.

Curb ramps (non-shaded area) shall be paid for as Concrete Curb and Gutter and Concrete Sidewalk. El Paso County does not repair driveways. Repair of sidewalks will extend to the back of the sidewalk. Where a driveway crosses the sidewalk, the concrete will be 6 inches thick and will be paid at 1.5 times the typical sidewalk bid item.

Commented [MJ9]: Let's review and discuss this reference in regard to new standard in chapter 6 of the ECM

Commented [MJ10]: Needs to be updated with standup curb payment changes per updated bid form

Subsection 608.05 shall include the following:

Detectable warnings on curb ramps, including plates, and all other work and materials necessary for fabrication, transport, and installation will not be measured and paid for separately, but shall be included in the work.

**REVISION OF SECTION 609
CURB AND GUTTER**

Section 609 is revised as follows:

- a. Section 609.03 (e) shall be revised to delete expansion joint material.
- b. Section 609.06: add "All incidentals necessary to complete this item, including structure excavation, structure backfill, dowels, etc., will not be measured and paid for separately but shall be included in the work".

**REVISION OF SECTION 703
AGGREGATES**

Section 703 is revised as follows:

Subsection 703.03 is revised as follows:

Aggregate base course shall conform to the specifications of CDOT's *Standard Specifications for Road and Bridge Construction* Table 703-2, 2017 Edition, Class 6 aggregate for bases. The base shall be moisture conditioned to a workable moisture content, finish graded, and compacted to at least 95 percent of the maximum dry density determined in accordance with AASHTO T180. Aggregate base course will be paid for by the ton (for work that is in addition to 6 inches of depth of soil preparation that is otherwise considered incidental to the work such as Asphalt patching, curb & gutter & sidewalks).

**REVISION OF SECTION 713
TRAFFIC CONTROL MATERIALS**

Section 713 of the Standard Specifications is hereby revised for this project as follows:

TRAFFIC CONTROL PLAN – GENERAL

The key elements of the Contractor's Method of Handling Traffic (MHT) are outlined in subsection 630.10. The components of the Traffic Control Plan (TCP) for this project are included in the following:

- Subsection 104.04 and Section 630 of the Specifications
- Standard Plan S-630-1, Traffic Controls for Highway
- Construction Phasing/Traffic Control Plans

The following documents shall control the preparation of the Method of Handling Traffic (MHT) Plans and are listed in the order of precedence:

- Special Provisions for this project
- *Manual on Uniform Traffic Control Devices (MUTCD)*
- *El Paso County Engineering Criteria Manual*
- Colorado Department of Transportation Standard Specifications
- Colorado Department of Transportation M & S Standards

The Contractor shall notify the following one (1) week prior to the beginning of construction and 48 hours prior to changing traffic patterns:

- El Paso County Transportation Division
- Emergency Responders (Fire, Law Enforcement, Ambulance Services, etc.)
- Local School Districts
- Homeowners (and or residents)

The Contractor shall submit, in writing, the proposed Method of Handling Traffic (MHT) for the initial phase of construction. When a different MHT is required for a subsequent construction phase, it must be submitted one week prior to starting that phase. All proposed MHTs shall be approved, in writing, by the Engineer. Approval of the proposed MHT does not relieve the Contractor of liability specifically assigned to him/her under the Contract.

The Contractor shall not perform any work on the roadways on Saturdays, Sundays, holidays and non-daylight hours on all other days, unless approved by the Engineer.

Work that interferes with traffic on holidays, any day of a three-day or four-day holiday weekend, or the day before any holiday or holiday weekend will not be permitted. Holidays on which this restriction applies shall be those holidays recognized by the State of Colorado listed in the first paragraph of subsection 101.36.

The Contractor shall install construction traffic control devices where they do not block or impede other existing traffic control devices.

The Contractor shall coordinate with property owners at least seven (7) days prior to any construction activities adjacent to or within easements on their property. The Contractor shall maintain access to all private driveways at all times, unless otherwise directed by the Engineer. The Contractor may negotiate temporary closures of access with individual property owners to facilitate various operations, such as paving. All closures shall have written property owner consent and shall be approved in advance by the Engineer.

The Contractor shall develop an Access Maintenance Plan in coordination with and based on the requirements of the affected property owners and tenants, and submit it to the Engineer. This plan shall detail all barricades, ramps, signs, and temporary means of access required by the property owners or tenants. Five (5) working days prior to commencing any work which affects access to a property, the Access Maintenance Plan for that property must be submitted and incorporated in the MHT.

The Access Maintenance Plan shall include documentation of this coordination, including the approval signature of each affected owner or tenant. Should the Contractor be unable to obtain approval and signatures, documentation of the efforts made to obtain said approval and signatures must be submitted. All access shall be maintained on traversable surfaces approved by the Engineer.

The Contractor's and/or subcontractors' personnel, suppliers, etc. shall not access the work areas by crossing roadways open to traffic unless proper traffic control is provided and approved by the Engineer. Suitable transportation to the work site for personnel whose vehicles are parked off-site shall be provided by the Contractor.

All construction vehicle ingress/egress to the limits of the project shall be along approved routes. Prior to construction, the Contractor shall submit site access plans for approval to the Engineer. Direct access to the

work zone from the roadway shall only be permitted when no other approach is available and shall be properly controlled, with adequate auxiliary lanes and traffic control devices. Direct access from multiple, uncontrolled and informal access points shall be prohibited.

All construction vehicles shall be equipped with flashing amber lights. Equipment to be used at night shall also be equipped with flashing amber lights. Flashing amber lights on vehicles and equipment shall be visible from all directions. The Contractor shall not have construction equipment or materials in the lanes open to traffic at any time, unless directed by the Engineer. All personal vehicle parking will be prohibited where it conflicts with safety, access, or the flow of traffic. The Contractor shall not store material or allow personal vehicle parking on private property or construction easements. Landscaped areas and roadway shoulders shall be kept clear of all parking.

The Contractor shall leave the construction site clean and remove all debris. If the Engineer determines that the Contractor did not exercise reasonable care to protect existing features from unnecessary damage while accomplishing the work, the Contractor will be required to restore the damaged items to their original condition at the Contractor's expense. The Contractor shall not operate trucks and equipment or store equipment and supplies on private property unless he/she has obtained written permission.

The Contractor shall have no vertical drop-off immediately adjacent to traffic, greater than one (1) inch in height, left unprotected. The Contractor shall:

Place a wedge of material along the edge of any drop-off. The wedge shall consist of stable material placed at a 60-degree or flatter slope. Channelizing devices shall also be used in these circumstances.

or

Install concrete barrier (temporary) with a minimum 2'-buffer between the barrier face and the traveled way. An acceptable crashworthy terminal or flared barriers shall be installed at the upstream end of the section.

The Contractor is responsible for coordination with all adjacent construction projects including, but not limited to, utility relocation work associated with this project, to ensure that traffic control devices do not overlap and/or provide conflicting or confusing direction to the traveling public.

The Contractor shall provide traffic control as necessary for the utility relocation work performed by utility companies within the project limits (it is not anticipated at this time but if coordination should be required).

The Contractor shall submit the final striping plan if applicable to the Engineer for approval, prior to beginning the work.

During non-construction periods (evenings, weekends, holidays, time-count suspensions, etc.) all work shall be adequately protected to ensure the safety of vehicular and pedestrian traffic. Excavations or holes shall be filled in and surfaced with traversable and maintained gravel or temporary asphalt or fenced when unattended. This will not be measured and paid for separately, but shall be included in cost of the work.

All costs incidental to the foregoing requirements, including any additional traffic control items required for haul routes into the project, will not be measured or paid for separately, but shall be included in the original price for traffic control.

All costs incidental to maintenance of access shall not be paid for separately, unless otherwise provided, but shall be included in the work. Utilization of materials to be incorporated into the work may be permitted. However, any degradation or other contamination or destruction shall be corrected at the Contractor's expense prior to acceptance.

The Contractor shall provide the Project Superintendent and Traffic Control Supervisor with cellular phones for project communication in addition to other communication devices specified in other provisions. All traffic control personnel shall also be equipped with cellular phones or two-way radios to maintain effective communications as determined by the Engineer. The radios shall have sufficient range to communicate throughout the entire project. Cellular phones shall be provided prior to Contract work beginning and shall not be paid for separately, but shall be included in the price of the work. The cellular phones shall be

maintained by the Contractor, and shall remain the property of the Contractor after completion of the project.

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

All roads shall remain open unless otherwise approved by the Engineer. The Contractor shall maintain 11-foot minimum lane widths along the road at all times, unless otherwise approved by the Engineer.

Traffic shall be maintained on a traversable paved or gravel surface, as approved by the Engineer. At least one (1) thru traffic lane shall be maintained during construction subject to the following:

- During any resurfacing work, only one (1) lane may be closed to traffic at any time. Traffic shall not be delayed for more than five (5) minutes or as directed by the Engineer

An MHT shall be approved by the Engineer prior to implementing any lane closure. Request for each lane closure shall be made at least 72 hours in advance of the time the lane closure is to be implemented. Lane closures will not be allowed to remain unless utilized continuously for the intended purpose for which they are set up.

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 fee to determine the amount of the performance and payment bonds. Force Account work shall be performed as directed by the Engineer and fully approved contract modification order TBD.

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.

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<u>Force Account Item</u> F/A	<u>Estimated Quantity</u> FA	<u>Amount</u>
Minor Contract Revisions		\$ 300,000 *

*This work consists of the Engineer's estimate for force account items that will be added to the total fee to determine the amount of the performance and payment bonds. Force Account work shall be performed as directed by the Engineer.

UTILITIES

If any utility conflicts are found during construction, the Contractor shall contact the Project Manager and or Project Engineer immediately to determine how to proceed. If relocations or adjustments are deemed necessary in the field, the Contractor shall schedule and coordinate his/her work with the utility companies to facilitate and expedite the relocations. This includes adjusting traffic control plans to accommodate utility relocation in conjunction with the roadway construction.

General

There are no known utility conflicts (major utility linework relocations) at this time however should any conflicts be discovered the contractor shall immediately contact the appropriate agency and the Project Engineer. The Contractor shall be responsible for the location and protection of all utilities located within his/her working area, regardless of whether or not their existence or location is shown or noted.

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 three (3) business days prior to commencing such operations. Contact the Utility Notification Center of Colorado (UNCC) at 811 to have locations of UNCC-registered lines marked by member companies. All other

underground facilities shall be located by contacting the respective company. Utility service laterals shall also be located prior to beginning excavation or grading. The Contractor shall also immediately notify the utility company if damage occurs, or if conflicts and/or emergencies arise during work.

The Contractor shall keep each utility company advised of any work being done near their facilities, so that each utility company can coordinate their inspections for final acceptance with the Engineer. The Contractor will comply with any special construction or safety requirements of each utility company as it may affect his/her work. The Contractor will adjust valves, manholes, and other miscellaneous utility appurtenances to final grades as necessary.

If any potholing is needed to confirm utility depths, it shall be included in the cost of the work.