# Traffic Accommodation and Temporary Signing

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7.1 TRAFFIC ACCOMMODATION AND TEMPORARY SIGNING

7.1.1 GENERAL

This specification covers all aspects of traffic accommodation including the preparation of the Traffic Accommodation Strategy and the supply, installation, maintenance and removal of temporary construction signing and traffic control devices which are specifically related to construction, repair or emergency situations and which are generally removed when the Work is completed or the situation returns to normal.

Permanent signing for normal use of the roadway is covered in Specification 7.7, Permanent Highway Signing.

7.1.2 TRAFFIC ACCOMMODATION STRATEGY

The Contractor shall prepare a Traffic Accommodation Strategy detailing the measures he proposes for accommodating traffic throughout the Work Zone. The minimum requirements are specified in the Department manuals "Traffic Accommodation in Work Zones, Edition 2, 2001" and "Traffic Accommodation in Urban Work Zones, Edition 1, 2003". Any project specific requirements, in excess of the minimum requirements, will be identified in the Special Provisions.

The Traffic Accommodation Strategy shall consist of drawings detailing the configuration of temporary construction signs and other traffic control devices in the Work Area(s) and, written confirmation of the methods or procedures being used by the Contractor to address specific traffic safety related issues or situations at the Work Zone.

When localized detours are required, the Contractor's Traffic Accommodation Strategy shall include detailed drawings of proposed traffic accommodation measures, signed and stamped by a Professional Engineer licensed to practice in the Province of Alberta. The detour plans shall be drawn to scale and shall include the proposed vertical and horizontal alignments. Detours shall meet or exceed the requirements of the following Department manuals:


The Contractor shall submit the Traffic Accommodation Strategy to the Consultant 14 days prior to the pre-construction meeting for the project or to a schedule as agreed upon by the Consultant. The Consultant will review the Traffic Accommodation Strategy and communicate any concerns to the Contractor within 7 days of the pre-construction meeting. Any issues or concerns regarding the Contractor's proposed Traffic Accommodation Strategy shall be addressed to the mutual satisfaction of the Contractor and the Consultant prior to the commencement of the Work.

The Contractor shall have no claim against the Department resulting from the Consultant's failure to accept the Contractor's Traffic Accommodation Strategy submission, nor any costs experienced by the Contractor to address concerns raised by either the Consultant or the Department during the review of the Contractor's Traffic Accommodation Strategy submission.
7.1.2.1 Requirements for Traffic Accommodation and Temporary Signing

Unless otherwise specified in the Special Provisions, the Contractor shall accommodate Public traffic through the Work Zone on a 24-hour per day basis using any means at the Contractor’s discretion, subject to the minimum requirements of the “Traffic Accommodation in Work Zones” and the “Traffic Accommodation in Urban Work Zones” manuals, and subject to the following:

The Contractor shall:

- make suitable provisions, including the use of detours, to accommodate all vehicular and pedestrian traffic safely and with a minimum of inconvenience through or around the Work;
- provide, install, maintain and protect traffic control devices such as signs, barriers, fences and lights at his own expense and in accordance with Section 7.1.4 “Temporary Construction Signing”;
- install, maintain and protect at his expense, any additional traffic control devices that the Department chooses to provide;
- provide the required number of flagpersons, during all periods of active equipment operations which may affect normal traffic operations;
- control his operations to ensure normal school bus operations are not interfered with;
- ensure uninterrupted access to developments along the project;
- obtain prior approval from the Consultant before changing or disrupting existing accesses and road crossings;
- carry out construction operations in one continuous operation at road crossings, intersections and entrances for each phase of the Work;
- when working in large cut or fill areas, stage construction as shown on Standard Drawing CB6-2.3M30, and as approved by the Consultant, and
- provide and use such other methods or equipment necessary to accommodate traffic safely through the Work site.
- include provision in his Traffic Accommodation Strategy for the new Standard Drawing “TCS-B-8.1 for Double Fines when Passing Workers in the active work area”. The Contractor is advised that the signing sequence shown on this drawing is provided as general guidance only. The Contractor shall adjust his Traffic Accommodation Strategy and construction zone signing as required based on the applicable conditions.

If the Contractor’s operations are such that the active work area exceeds 5-kilometres in length, the Contractor shall install interim “speed limit” and “ID-503” signs at the approximate mid-point of the active work area.

If the Contractor maintains separate active work areas where the cumulative length of the active work area plus any gaps exceeds 5-kilometres, the Contractor shall sign each active work area separately in general accordance with Standard Drawing “TCS-B-8.1”.

The Contractor shall promptly make any modifications to the traffic accommodation operations deemed necessary by the Consultant. The Consultant's representative may suspend Work in accordance with Section 1.2.17.1 in cases where in his opinion, the Contractor fails to adequately provide for the safety of the public, for recurring safety issues or when the Contractor fails to comply with orders issued by the Consultant regarding traffic accommodation operations.

The Contractor shall remove or cover all traffic control devices when not essential for the safe accommodation of traffic, in order to eliminate unnecessary inconvenience to the traffic.
The Contractor shall coordinate his traffic accommodation measures with those of other forces at or adjacent to the Work, as required, to accommodate traffic safely and conveniently. This shall not relieve the Contractor of his responsibility for the safe accommodation of traffic over the whole of the Work.

7.1.3 TYPICAL DRAWINGS


Any drawings necessary to address non-typical rural or urban highway situations shall be developed by the Contractor and included in the Traffic Accommodation Strategy.

7.1.4 TEMPORARY CONSTRUCTION SIGNING

7.1.4.1 Materials

The Contractor shall supply all signing materials including sign posts, weighted stands, brackets and any required mounting hardware and miscellaneous materials required for the erection of temporary construction signs.

All signs, barricades and other traffic control devices shall conform to the requirements for shape, colour and size specified in Section IV of the Department manual entitled "Traffic Accommodation in Work Zones". The orange portion of all signs, barricades and other traffic control devices shall be fully reflectorized using High Brightness, Retroreflective, Non-Metallized, Prismatic Sheeting Material which incorporates durable, transparent, fluorescent pigment and meets the brightness requirements as specified in ASTM D4956 Type VIII sheeting. Unless otherwise approved by the Consultant, the orange coloured reflective sheeting supplied by the Contractor shall be one of the Proven Products for “Temporary Orange Work Zone/Construction Signs” listed on the Alberta Infrastructure and Transportation Products List on the Department’s web site.

All other colours of sheeting material shall be Type III or Type IV high intensity retroreflective sheeting meeting or exceeding the minimum requirements as specified in ASTM-D4956.

Larger construction signs or oversized signs may be used where conditions require greater visibility in order to be effective. They shall be used in special circumstances where more than average attention value is required from the sign.

7.1.4.2 Equipment

The Contractor shall supply all equipment required to complete the Work.

7.1.4.3 Erection of Signs

Work on the project shall not commence until all necessary temporary construction signs and all other traffic control devices as proposed in the traffic accommodation strategy are in place.

When signs require frequent moves, portable type signs, mounted on weighted stands, may be used. Portable signs shall be placed on the shoulder of the road such that the face of the sign
is fully visible to oncoming traffic and the bottom of the sign is not less than 0.3 m above the road surface. The stands shall be securely weighted and erected to ensure against being blown over by prevailing winds or gusts from passing vehicles.

Non-portable signs shall be conspicuously posted, and erected at right angles to the roadway, with the bottom of the sign at a height of 1.5 m above the roadway surface, and not less than 2 metres nor more than 6.0 m from the nearest traffic lane.

Traffic signs and devices shall be moved and kept as close to the Work Area as practical, as construction proceeds.

Objects within or immediately adjacent to the roadway which constitute a hazard to traffic shall be marked with alternating black and orange stripes attached directly to the object or erected immediately in front of it.

The use of signs shall be held to a minimum to prevent confusion.

"STOP" signs shall be installed on all subsidiary roads (local, district, municipal, service or approach) intersecting a primary highway detour route.

Speed zones, where required, shall be posted as indicated on the applicable drawing contained in the Traffic Accommodation in Work Zones manual.

7.1.4.4 Maintenance and Removal of Signs

Poorly maintained, defaced, damaged or dirty construction signs shall be replaced, repaired or cleaned without delay. Special care must be taken to ensure that construction materials and dust are not allowed to obscure the face of a sign.

Signs not in effect shall be covered or removed and all construction signs shall be removed after the project is completed.

7.1.4.5 Modifications to Temporary Construction Signing

The Contractor shall be totally responsible for the supply and proper placement of temporary construction signs. However, in the case of potential danger to the traveling public or other circumstances where the Consultant determines that signing is inadequate, the Consultant will require changes to the Contractor’s operations to remedy the situation. These changes may involve the use of different types and/or sizes of signs, modifying the number or locations of signs, and any other modifications or additions required to protect the safety of the travelling public.

7.1.4.6 Daily Recording of Temporary Construction Signing

Each day and as the Work Area changes, the Contractor shall record the location of all temporary construction signs and any other traffic control devices used at the Work Areas. The Contractor shall record this information on a form suitable to the Consultant and shall submit it to the Consultant on a weekly basis or when requested.

7.1.5 REMOVAL AND SALVAGE OF EXISTING SIGNS AND GUIDEPOSTS

All existing signs and guideposts which must be removed in the prosecution of the Work shall be carefully salvaged by the Contractor. Critical signs necessary for the protection of traffic such as railroad crossing signs or stop signs shall be maintained. Maintenance, removal and
salvage of signs and guideposts will not be paid for separately but shall be considered incidental to the Work.

7.1.6 SEQUENTIAL ARROWBOARDS AND VARIABLE MESSAGE BOARDS

7.1.6.1 General

When specified in the special provisions, the specifications, or as directed by the Consultant, the Contractor shall use sequential arrowboards for the accommodation of traffic. The Contractor shall have the option of supplying either stationary arrowboards or truck-mounted mobile arrowboards.

When specified in the special provisions, the specifications, or as directed by the Consultant, the Contractor shall supply and operate an electronic variable message board in advance of the sequential arrowboard.

7.1.6.2 Stationary Arrowboards

Stationary arrowboards shall meet the following requirements:
(i) Minimum size of 1.22 metres x 2.44 metres (4 ft x 8 ft),
(ii) Minimum of 25 lamps that are legible at a minimum distance of 1 200 metres,
(iii) Fully adjustable light intensity on all arrowboard lights,
(iv) Operating modes which include:
   (a) sequential left arrow or chevron
   (b) sequential right arrow or chevron
   (c) sequential double arrow or chevron
   (d) horizontal bar
   (e) all four lamps in the extreme corners of the panel shall be flashing

7.1.6.3 Truck-Mounted Mobile Arrowboards

Truck-mounted mobile arrowboards shall meet the following requirements:
(i) Minimum size of 0.75 metres x 1.52 metres (2.5 ft x 5 ft),
(ii) Minimum of 25 lamps are legible at a minimum distance of 1 200 metres,
(iii) Fully adjustable light intensity on all arrowboard lights,
(iv) Operating modes which include:
   (a) sequential left arrow or chevron
   (b) sequential right arrow or chevron
   (c) sequential double arrow or chevron
   (d) horizontal bar
   (e) all four lamps in the extreme corners of the panel shall be flashing
7.1.7 **FLAGPERSONS**

**7.1.7.1 General**

When construction operations or Work Zone conditions cause interruption, delay or hazard to the traveling public or anyone on the worksite, and necessitates the use of flagpersons; the Contractor shall provide and equip responsible flagpersons for the direction and control of traffic. The Contractor shall ensure that flagpersons are instructed in and use proper traffic control procedures appropriate for the prevailing conditions.

Flagpersons shall have proof of certification from a recognized training program on traffic control procedures through construction zones. The Department will recognize traffic control programs administered by the Alberta Construction Safety Association, however the Department reserves the right to accept or reject certification from any other institute.

**7.1.7.2 Safety Apparel**

**7.1.7.2.1 Coveralls**

Flagpersons shall be dressed in coveralls which meet the Class 3 Level 2 requirements of CSA Z96-02, High Visibility Safety Apparel. Each pair of coveralls shall have a permanent label affixed certifying compliance with Class 3 Level 2 of CSA Z96-02.

The colour of the coveralls shall be fluorescent yellow-green with silver retroreflective striping. The retroreflective striping shall be a minimum of 50mm wide, and shall be sewn onto a 100mm wide fluorescent red-orange background material. Flagperson safety apparel shall be kept clean and in good condition at all times. Faded, torn and/or dirty coveralls, or coveralls without CSA certification labels, will not be acceptable, and shall be replaced by the Contractor at the Consultant's discretion.

**7.1.7.2.2 Headgear**

Prior to commencement of the Work, the Contractor shall identify and assess existing and potential hazards at the project site. Where there is a foreseeable risk of injury to a worker’s head, flagperson’s shall wear fluorescent orange protective hardhats meeting the requirements of CSA Standard Z94.1-92.

Where no foreseeable risk of head injury exists, flagpersons will be permitted to wear any type of fluorescent orange headgear.

**7.1.7.3 Night Time Operations**

During hours of darkness, flagpersons shall be equipped with hand held red traffic signal wands of sufficient brightness to be clearly visible to approaching traffic. In addition, flagging stations shall be illuminated by overhead lighting; and signs indicating hazardous conditions and signs requiring increased attention shall be marked with flashers.

**7.1.8 DETOURS**

Unless otherwise indicated in the Special Provisions or shown on the Drawings, the Contractor shall have the option of constructing temporary localized detours, or utilizing local roads for the accommodation of Public traffic around major phases of the Work.
7.1.8.1 Localized Detour within or adjacent to the Right-of-Way

Subject to review by the Consultant, localized detours within or adjacent to the right-of-way may be utilized by the Contractor to carry traffic around the Work.

If the Consultant directs the construction of a localized detour; the Consultant will obtain all necessary Environmental Authorizations, right-of-way easements and will arrange for the temporary relocation of utilities.

If the Contractor elects to accommodate traffic using localized detours, the Contractor shall be responsible for the design, construction and removal of the localized detour. In addition, the Contractor shall be responsible for any Environmental Authorizations, right-of-way easements, the temporary relocation of any utilities, and including the reclamation of the disturbed areas to a similar condition as existed prior to the disturbance. Prior to the commencement of any construction, the Contractor shall provide a copy of the Authorizations and easement agreements to the Consultant for his review.

When the Consultant directs that a localized detour be constructed, the construction of the detour, including grading, will be paid for at the applicable unit prices.

When the Contractor elects to construct a localized detour, all costs including but not limited to the design, construction, maintenance, grading, dust abatement, detour removal, and reclamation will be considered incidental to the Work and no separate or additional payment will be made.

7.1.8.2 Local Road Detour

When traffic is diverted entirely off the right-of-way via local roads, the Contractor shall establish and maintain local road detour signing, complete with signs at every intersection in accordance with the Plans and Specifications.

The Contractor shall initially condition, maintain and restore roads used as local road detours to the satisfaction of the agency having jurisdiction, and in the case of provincially owned or controlled roads, to the satisfaction of the Consultant. The Contractor shall maintain the local roads, apply dust abatement, and following completion of the Work, restore the road to a condition as good as existed prior to the start of Work.

If the Contractor elects to use local roads to accommodate Public traffic, the Contractor shall be solely responsible for obtaining authority to utilize the local road detour from the Agency having jurisdiction. In situations where the Consultant directs the use of a local road detour, the Consultant will obtain the necessary approvals from the local road authority.

Unless otherwise stated in the Special Provisions, all costs associated with local road detours, including but not limited to local road signing, initial road conditioning, maintenance, dust abatement, graveling, and local road restoration, will be considered the incidental to the Work and no separate or additional payment will be made.

7.1.9 ROADWAY MAINTENANCE AND GRAVELING

When the Work requires disturbance of the surface of an existing roadway that is carrying public traffic, the Contractor shall, at his own expense keep the disturbed areas of the traveled lanes well graded, free of potholes and of sufficient width for the required number of travel lanes.
When in the opinion of the Consultant surfacing gravel is required for traffic accommodation on areas disturbed by the Contractor prior to the completion of the Work on these areas, the Contractor shall promptly provide and place crushed surfacing gravel to the satisfaction of the Consultant.

For detours, payment for providing and placing crushed surfacing gravel shall be in accordance with Section 7.1.8.1 “Localized Detour within or adjacent to the Right-of-Way” and Section 7.1.8.2 “Local Road Detours”.

For haul roads from gravel pits, payment for providing and placing this crushed surfacing gravel shall be in accordance with Specification 4.5, Hauling.

For roads other than detours and haul roads from gravel pits, the provision and placing of crushed surfacing gravel shall be at the Contractor's expense, except that the Department will pay for the truck haul of the gravel at the rate specified in Section 3.2.4.2 of Specification 3.2 “Aggregate Production and Stockpiling”. If the Contract has a Department option source of gravel, the Department will provide, at its source, the pit-run gravel to be crushed.

If the Contractor fails to promptly maintain the road and apply gravel, the Department may make other arrangements to have the Work done, and deduct the cost thereof from any money owing to the Contractor.

The Contractor will not be responsible for maintenance of those areas of an existing roadway which are to be constructed or reconstructed, but which have not yet been disturbed by the Contractor's construction or hauling activities.

7.1.10 PROLONGED SHUT-DOWN

Prior to any prolonged shut-down of construction, the Contractor shall ensure that any disturbed roadway surface is restored to a condition suitable for traffic operations and acceptable to the Consultant. The Contractor will not be responsible for normal winter snow and ice control for traffic accommodation during the prolonged shut-down.

Prior to commencing any prolonged shut-down of the Work, the Contractor shall host a meeting between the Contractor, the Consultant, the Project Sponsor, and the Regional Maintenance Contractor. The purpose of the meeting shall be to develop a “Shutdown Plan” based on the specific needs and requirements of the project. The “Shutdown Plan” shall outline the Contractor’s methods and procedures for monitoring and maintaining the project during the winter shutdown period, and will outline any responsibilities of the other parties.

Notwithstanding the above, no component of the shut-down plan will negate the Contractor's responsibilities for the project, except for snow and ice control.

7.1.11 DUST ABATEMENT

The Contractor shall maintain detours and disturbed roadways that carry traffic within the project limits free of excessive dust. In this case, "disturbed roadways" shall mean sections of roadway under construction and/or sections of roadway being used by the contractor for hauling of equipment or materials. The Contractor shall supply and apply all dust abatement materials at his expense.

If the Contractor fails to promptly undertake dust abatement measures, the Department may make other arrangements to have the Work done, and deduct the cost thereof from any money owing to the Contractor.
Dust abatement requirements for haul roads are detailed in Specification 4.5, Hauling.

7.1.12 TRAFFIC ACCOMMODATION FOR BRIDGE CONSTRUCTION

In addition to the requirements stated herein, the following requirements are required for Work involving bridges and bridge culverts.

Detailed traffic control plans, taking into account site specific conditions that may impact the Work shall be provided for each bridge site.

Traffic control shall be in place only during the time it is applicable to the Work on the bridge site.

Traffic control signals, if required, shall be adjusted to the traffic demands encountered.

The Contractor shall minimize inconvenience to traffic as much as possible, and shall provide the widest traffic roadway width practicable. The minimum traffic roadway width, as shown or specified, shall be maintained and be available to public traffic at all times.

The Contractor shall anticipate and as practical accommodate wide load vehicles that may enter the Work Zone.

On stand-alone bridge projects, the tender documents may contain a bid item for “Traffic Accommodation for Bridge Construction”. Generally, this bid item will only apply to projects where traffic accommodation by either localized detour or staged construction is required, and the tender documents do not include separate bid items for the detour construction Work.

When the Tender document includes a bid item for “Traffic Accommodation for Bridge Construction", the lump sum price bid for will be considered full compensation for the accommodation of public traffic using a local road detour, localized detour, staged construction, or any combination thereof. The lump sum bid item will be considered full compensation for all labour, materials, equipment, tools and incidentals necessary to complete the Work to the satisfaction of the Consultant, and will be paid as follows:

- When the Contractor accommodates traffic using a localized detour, the Contractor will be paid 60% of the lump sum bid once the detour is in-place and fully operational. The remaining 40% will be paid once the detour is removed and the site is restored to its original condition to the satisfaction of the Consultant.

- When the Contractor accommodates traffic using staged construction, the Contractor will be paid 40% of the lump sum bid once the initial stage in-place and fully operational. The second 40% of the lump sum price will be paid once the traffic is switched to the second stage. The remaining 20% will be paid once traffic control devices are removed and the bridge is restored to unrestricted use by public traffic.

7.1.13 MONITORING TRAFFIC ACCOMMODATION AT THE WORK ZONE

To ensure the traffic accommodation strategy is performing as intended, the Contractor shall monitor and maintain traffic accommodation at the work zone on a regular basis. The Contractor shall designate a specific individual to perform this function to ensure any issues arising are addressed in a consistent and timely manner.

These worker(s) shall be qualified, trained and experienced in traffic control and must be knowledgeable in the operation of the traffic control devices and other related equipment. These workers shall be provided vehicles equipped with revolving warning lights and suitable communication devices to contact others for assistance if and when required. The Contractor
shall identify those workers who will be responsible for monitoring and maintaining the traffic control devices at the preconstruction meeting.

The Contractor shall monitor all traffic control devices, temporary signing and roadway conditions during periods of inactivity. The frequency of inspection shall be commensurate with the traffic volumes on the highway. For all localized detours on roadway and bridge projects, and for staged construction on bridge projects, under no circumstances shall consecutive inspections be more than six hours apart, unless otherwise agreed by the Consultant. All site inspections shall be documented by the Contractor and available for the Consultant’s review upon request.

The traffic accommodation measures will be monitored by the Department and the Consultant. If, in the opinion of the Consultant, traffic is being unduly hindered, the Contractor may be required to modify his traffic accommodation measures.

7.1.14 COMPLIANCE

In cases where the Contractor is not in compliance with the specifications and, in the opinion of the Consultant there is imminent danger to the travelling public, the Consultant has the authority to order the immediate suspension of Work. Such orders must be made in writing.

In other cases where the Contractor is not in compliance with the specifications but, in the opinion of the Consultant the infraction is not causing imminent danger to the travelling public, the Consultant will use the following escalating process to address the situation:

(i) Issue verbal instructions requiring the Contractor to correct the infraction
(ii) Issue a written warning instructing the Contractor to correct the infraction
(iii) Issue a written order instructing the Contractor to suspend Work until the infraction is corrected to the satisfaction of the Consultant.

7.1.15 MEASUREMENT AND PAYMENT

7.1.15.1 General

Traffic accommodation and temporary construction signing is the sole responsibility of the Contractor. Unless otherwise stated, all costs including but not limited to the preparation and implementation of the Traffic Accommodation Strategy; the supply installation, maintenance and removal of all traffic control devices and temporary construction signing; the daily recording of temporary construction signing; the provision of flagpersons; graveling; detour design, construction, dust abatement, maintenance, and removal; local road detour preparation, maintenance and restoration, dust abatement; and all labour, materials, equipment, tools, and incidentals necessary to complete the Work to the satisfaction of the Consultant will be considered incidental to the Work and no separate or additional payment will be made.

7.1.15.2 Bonus and Penalty Assessment

The Contractor will be assessed a $250.00 penalty for each written warning to correct an infraction issued by the Consultant. (Stage 2 of escalation process)

The Contractor will be assessed a $1,000.00 penalty for each written order to suspend Work issued by the Consultant. (Stage 3 of escalation process or in cases of immediate suspension of Work due to imminent danger)

If neither of the following has occurred prior to the issuance of the Construction Completion Certificate:

• written orders to suspend Work or written warnings issued by the Consultant, or
• written orders to suspend Work issued by the Department; the Contractor will receive a lump sum $2000.00 payment.

Bonus and penalty assessments and written orders will not be administered separately for separate and distinct projects within the Contract or for distinct Work phases on any given project within the Contract, but will be administered as a single process for the entire Work regardless of the number of separate and distinct projects or the number of distinct Work phases on any given project.