

## **55.1 TRAFFIC ACCOMMODATION AND TEMPORARY SIGNING**

### **55.1.1 GENERAL**

The Work consists of accommodating traffic through work areas and the installation, maintenance and removal of temporary signing which is specifically related to construction/maintenance operations and which is generally removed when the Work is completed or the situation returns to normal.

The Contractor is responsible for signing and traffic accommodation for all work performed under this Contract regardless of whether or not the specifications for the work direct the use of traffic control devices. Unless specification pay items specifically state that separate payment for signing and traffic accommodation will be made, any required signing and/or traffic accommodation will be considered incidental to the Work.

### **55.1.2 MATERIALS**

The Contractor shall supply signs, sign posts, weighted stands and any other materials necessary to complete the Work.

Temporary signs shall conform to required standards, in shape, colour and size. Temporary signs and barricades shall be fully reflectorized using Level 1 reflective material. Standards for colors, shapes and sizes are referenced in the Standards for Signs.

When signs require frequent moves, portable type signs, mounted on weighted stands, may be used.

### **55.1.3 EQUIPMENT**

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

### **55.1.4 PROCEDURE**

#### **55.1.4.1 General**

Maintenance work shall not commence until all necessary traffic control devices and/or detours are in place.

The Contractor shall make suitable provisions, including the use of detours, to accommodate all vehicular and pedestrian traffic safely with a minimum of inconvenience through or around the Work. He shall at his own expense provide, install, maintain and protect traffic control devices such as signs, barriers, fences, lights, and such other methods, including the use of flagpersons, as may be required. Traffic control devices shall be moved and kept as close to the work area as practical, as the Work proceeds.

The Contractor shall remove or cover all traffic control devices when they are not essential for the safe accommodation of 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.

### 55.1.4.2 Signing

All signs shall be conspicuously posted, and erected at right angles to the roadway. Portable signs shall be positioned on the roadway shoulder. All other signs shall be positioned such that the sign is not less than 2 m and not more than 6 m from the nearest traffic lane and the bottom of the sign is at a height of 1.5 m above the roadway surface. During periods of darkness, signs indicating hazardous conditions and signs requiring increased attention shall be marked with flashers.

Generally, temporary signs shall be erected and maintained in accordance with the following standard drawings:

<b>TEB 1.09</b>	Typical Signing Where Traffic is Maintained on Construction Projects
<b>TEB 1.10</b>	Typical Signing of Detours on Construction Projects
<b>TEB 1.11</b>	Typical Signing on Asphalt Surfacing on Construction Projects
<b>TEB 1.12</b>	Typical Signing at Road Intersections on Construction Projects
<b>TEB 1.13</b>	Standard Barricade (fully reflectorized)
<b>TEB 1.14</b>	Traffic Control Paddle
<b>TEB 1.15</b>	Typical Obstruction Signing on Construction Projects
<b>TEB 1.48</b>	Typical Signing for Truck Entrances on Construction Projects
<b>TEB 1.53</b>	Typical Signing for Erosion Control (2-Lane, 2 Way Traffic)
<b>TEB 1.54</b>	Typical Signing for Erosion Control (2-Lane, 1 Way Traffic)
<b>TEB 1.56</b>	Typical Signing for Guardrail & Sign Inst. (2-Lane, 1 Way Traffic)
<b>TEB 1.57</b>	Typical Signing for Guardrail & Sign Inst. (2-Lane, 2 Way Traffic)
<b>TEB 1.74</b>	Typical Signing for Regravelling Operations
<b>TEB 1.84</b>	Typical Signing Access Points Incomplete Construction
<b>TEB 1.87</b>	Typical Signing For Line Painting, Multilane One Way Traffic
<b>TEB 1.88</b>	Typical Signing For Line Painting, Two Lane Two Way Traffic

The Department may issue updates for specific types of Work not shown on these plans. In the interim, the Engineer will either designate the typical signing drawing to be referenced or determine the signing configuration required.

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

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.

"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 drawing TEB 1.09. Signs shall indicate limits as ordered by the Engineer.

All temporary signs shall be removed as soon as possible after the project is completed.

### 55.1.4.3 Flagpersons

When maintenance operations or work zone conditions cause interruption, delay or hazard to the travelling public, responsible flagpersons shall be continuously maintained 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 recognised training program on traffic control procedures through construction zones. Traffic control programs administered by the Alberta Construction

Safety Association will be considered acceptable. The Engineer reserves the right to accept or reject certification from any other institute.

Flagpersons shall be dressed in clean white uniforms or coveralls, orange hard hats and fluorescent red-orange overvests for maximum visibility, and shall be equipped with the traffic control paddles specified in the Plans. The fluorescent red-orange overvests shall have 50 mm wide reflective yellow striping with a minimum total length of 60 cm on the front and 120 cm on the back.

During hours of darkness, flagpersons shall be additionally equipped with a red signal hand-light of sufficient brightness to be clearly visible to approaching traffic and flagging stations shall be illuminated by overhead lighting.

#### **55.1.4.4 Detours**

Subject to the approval of the Engineer, detours may be used to carry traffic around the Work.

When traffic is diverted entirely off the right-of-way, the Contractor shall establish or construct and maintain a detour which shall be complete with signs at every intersection in accordance with the Plans and Specifications.

When a secondary or local road is used as a detour, the Contractor shall obtain approval from the local road authority to use the detour, and maintain and restore the detour to a standard at least equivalent to its original condition. This will include regravelling if required. The Engineer will be the final authority on the condition of the detour.

#### **55.1.4.5 Removal and Salvage of Existing Signs and Guideposts**

All existing signs and guideposts which are to be removed in the prosecution of the Work shall be carefully salvaged by the Contractor and maintained in a condition suitable for reinstallation. Critical signs necessary for the protection of traffic such as railroad crossing signs or Stop or Yield signs shall be maintained in place. Unless otherwise indicated on the Work Order, maintenance of, or removal, salvage and reinstallation of signs and guideposts will not be paid for separately but shall be considered incidental to the Work.

### **55.1.5 MEASUREMENT AND PAYMENT**

Provisions for traffic accommodation and the supply, installation, maintenance and removal of any temporary signing will be considered incidental to the Work and will not be paid for separately.

When the Engineer directs that a detour road be constructed, the costs of constructing and maintaining the temporary detour and for any required gravelling or dust control of the detour surface will be paid for at the applicable unit prices bid for the type of Work performed. If there are no applicable unit prices for the Work being performed, payment will be made as Extra Work in accordance with Specification 51.2, General for Maintenance Work. When the Contractor uses a detour which has not been requested by the Engineer, these costs will be the responsibility of the Contractor and no payment will be made.

### **55.1.6 WARRANTY**

There is no warranty period for this Work.