

Specification For Traffic Accommodation - 8400

Section	Topic
1	Description
2	Definitions and Abbreviations
3	Materials
4	Construction – General
5	Construction – Diversions and Detours
6	Construction – Night Work
7	Payment

1 DESCRIPTION

- 1.1 The work shall consist of all measures necessary to safely and expeditiously accommodate all traffic using the Highway within the Project, and using all roads open to the public and affected by the Contractor's operation.

2 DEFINITIONS AND ABBREVIATIONS

- 2.1 For the purpose of this Specification, the following definitions will apply:

- 2.1.1 Work Area means any section of Highway on which the Contractor has commenced operations including:
- 2.1.1.1 any portion of the Project which has not been accepted by the Engineer;
 - 2.1.1.2 any Roadside Diversion;
 - 2.1.1.3 any section where workers or equipment are working;
 - 2.1.1.4 any section where materials are piled or loosely spread;
 - 2.1.1.5 any section where fresh oil has been sprayed but not adequately blotted; and,
 - 2.1.1.6 all roads open to public travel which are affected by the Contractor's operation.

- 2.1.2 Work Zone means the section of Highway between the first advance warning sign and the point beyond the Work Area where traffic is no longer affected. The Work Area is one component of the Work Zone as shown in TCDMWZ 304.
- 2.1.3 TCDMWZ means the Ministry's Traffic Control Devices Manual for Work Zones.
- 2.1.4 Roadside Diversion means a local roadside temporary roadway which is built specifically for detouring traffic off of the original Travelled Way while construction is underway.
- 2.1.5 Route Detour means alternate road(s) used where traffic is required to depart from the normal Project route.

3 MATERIALS

- 3.1 The Contractor shall supply all traffic accommodation materials, including the selection of dust abatement materials, including water.

4 CONSTRUCTION - GENERAL

- 4.1 If Work occurs on or within 10 m of the Roadway, the Contractor shall provide the Engineer with a Traffic Accommodation Plan in accordance with TCDMWZ 309 at least one week prior to the Pre-construction Meeting.
 - 4.1.1 The Traffic Accommodation Plan shall ensure that disruption and inconvenience to motorists is minimized.
 - 4.1.2 Wait times for individual vehicles in a queue (or cumulatively in multiple queues) in the Work Zone shall be minimized, and shall not, under any circumstance, exceed 20 minutes.
- 4.2 Approval of more than one Work Area does not change the requirements in 4.1.
- 4.3 The Contractor shall be responsible for the safe and expeditious movement of traffic and for the protection of individuals performing the Work in accordance with General Provision 1450.4.2.
- 4.4 The Contractor shall provide for the guidance and control of traffic in the Project. In doing so, the Contractor shall be guided by the TCDMWZ. The TCDMWZ will be considered the minimum standards to be met and the Contractor shall exceed these

standards where conditions warrant. The Contractor shall have access to the current TCDMWZ on-site at all times.

- 4.5 The Contractor shall designate for the purposes of this Specification and for the duration of the Contract a Traffic Accommodation Supervisor (TAS) who has successfully completed an approved course in traffic accommodation and holds a valid certificate. The TAS shall keep the certificate of training in their possession during construction and present it upon request by the Engineer.
- 4.6 The Contractor shall assign to the TAS primary responsibility for traffic accommodation in the Project including responsibility for:
 - 4.6.1 identifying potential danger areas and providing signing, traffic accommodation and dust control necessary to provide a safe and convenient travel path for motorists;
 - 4.6.2 erecting, moving, cleaning, removing and replacing all signs and other traffic control devices, used to control and accommodate traffic;
 - 4.6.3 maintaining a log of all regulatory speed signs installed and removed;
 - 4.6.4 directing and supervising the activities of:
 - 4.6.4.1 flagpersons and operators of pilot vehicles used on the Contract; and,
 - 4.6.4.2 all other employees of the Contractor in relation to matters of traffic accommodation;
 - 4.6.5 developing proper work methods and coordinating the Contractor's work so disruption and inconvenience to motorists is minimized;
 - 4.6.6 monitoring individual vehicle wait times in a queue or multiple queues and ensuring that all wait times remain less than 20 minutes;
 - 4.6.7 ensuring that flagpersons are trained in the proper procedures for flagging and maintain in their possession, a valid certificate indicating successful completion of an approved flagperson training course; and
 - 4.6.8 notifying the Highway Hotline and Saskatchewan Government Insurance (SGI) of the appropriate traffic accommodation restrictions before the Work commences, communicating updates as required during the Work and to remove the restrictions after the Work is completed.

- 4.6.8.1 Notification shall be given to the Engineer each time an update is completed.
- 4.7 The Contractor shall appoint a qualified alternate TAS when the TAS is absent. The Engineer shall be notified in writing when an alternate is appointed.
- 4.8 The Contractor shall be responsible for traffic accommodation on the Project and in the Work Zone 24 hours per day, 7 days per week.
 - 4.8.1 The Contractor shall obtain written approval from the Engineer that the traffic accommodation at the time of seasonal shutdown is acceptable prior to leaving the Project for the season.
 - 4.8.2 Upon receiving written approval from the Engineer indicating so, the Contractor will be relieved of traffic responsibilities between:
 - 4.8.2.1 the later of:
 - 4.8.2.1.1 November 1; or,
 - 4.8.2.1.2 the date on which the Contractor ceases operations during any year; and,
 - 4.8.2.2 the earlier of:
 - 4.8.2.2.1 May 15; or,
 - 4.8.2.2.2 the date on which the Contractor commences operations of the subsequent year.
- 4.9 The Contractor shall be responsible for the supply, installation, maintenance and removal of all traffic control devices and shall designate person(s) responsible for inspection and maintenance of the traffic control devices.
 - 4.9.1 Such person(s) shall inspect the traffic control devices a minimum of 3 times (morning, evening and a minimum of one other inspection) every day.
 - 4.9.2 The Contractor shall provide a phone number for 24 hours per day, 7 days per week response to traffic control device maintenance.
- 4.10 One Work Zone will only be permitted in accordance with the guidelines set in the TCDMWZ.

- 4.10.1 Requests for multiple Work Zones shall be made to the Engineer, and must be approved in writing prior to implementation.
 - 4.10.1.1 Requests shall include consideration for the anticipated traffic impacts and proposed measures to mitigate and minimize them.
- 4.10.2 If multiple Work Zones are approved, Electronic Variable Message Boards (EVMBs) shall be used at the limits of construction to indicate that multiple Work Zones are present.
- 4.10.3 The Ministry, at its discretion, may reject any requests. The Ministry will not accept or pay any claims as a result of the denial of the request for multiple Work Zones.
- 4.10.4 The Ministry may rescind approval of multiple Work Zones at any time by providing written notice to the Contractor. The Ministry will not accept or pay any claims as a result of the withdrawal of approval.
- 4.11 Only one Work Area will be permitted unless approved by the Engineer.
 - 4.11.1 If more than one Work Area is approved, each Work Area shall be signed separately.
- 4.12 The Engineer may inspect the Project at any time to ensure wait time requirements for individual vehicles are being met. The Engineer will provide the Contractor with a copy of the Wait Time Inspection Form(s), noting any deficiencies as soon as practical after the inspection. The Contractor shall countersign the form(s).
- 4.13 The Engineer may inspect the Project at any time to ensure that the traffic control devices in place meet Contract requirements. Inspections will generally be performed a minimum of three times per day at daily start-up and shutdown and when the traffic accommodation requirements change. The Engineer will provide the Contractor with a copy of the Traffic Accommodation Inspection Checklist(s), noting any deficiencies, as soon as practicable after the inspection. The Contractor shall countersign the checklist(s).
- 4.14 The Contractor will be penalized for each inspection where wait times for individual vehicles in a queue exceed 20 minutes, and for each inspection where one or more of the traffic control devices do not meet the minimum requirements under the Contract. The penalties will be as follows:

Notification Occurrence	Penalty (% of Subtotal Amount of Bid (Excluding Provincial Sales Tax))
First	0.1% (minimum \$500.00 / maximum \$5,000.00)
Second and Subsequent	0.2% (minimum \$1,000.00 / maximum \$10,000.00)

- 4.14.1 The Contractor will not be penalized for non-compliance related to traffic control devices resulting from circumstances beyond the Contractor's control, including but not limited to extreme weather, theft or vandalism. The Contractor will be given 12 hours from the time of non-compliance to correct any traffic control device issues.
- 4.14.2 Non-compliance issues related to individual wait times in a queue beyond 20 minutes shall be rectified immediately.
- 4.14.3 In addition to the above, the Contractor may be penalized for any instances where the Traffic Accommodation Supervisor fails to perform duties outlined in Section 4.6.
- 4.15 Equipment shall not be parked on the Roadway except where it is impractical to do otherwise.
- 4.16 The Contractor shall provide dust abatement on the Project, Route Detours or other public highways affected by the Contractor's operation to effectively control dust for the safety of motorists, workers and flagpersons and to prevent dust problems for private dwellings, businesses and properties.
- 4.16.1 The Contractor shall provide a Dust Abatement Plan to the Ministry for review prior to the Pre-construction meeting.
- 4.17 Approaches necessary to provide access to public or private establishments, including public road intersections, shall be maintained in a condition such that reasonable convenience and safety is afforded to the users. Approaches shall be graveled by the Contractor with suitable material acceptable to the Engineer at no direct cost to the Ministry.
- 4.18 The Contractor shall ensure that all signs, including official signs erected by the Ministry, are maintained erect, level and clean, and are clearly visible.

- 4.19 All Ministry and Contractor signs that are not applicable at any given time shall be promptly removed or entirely covered until such time as they are needed again.
 - 4.19.1 Turning the signs parallel to the Travelled Way or knocking over within 10 m of the Travelled Way will be considered an occurrence resulting in a penalty.
- 4.20 Where required, the Contractor shall carefully remove all existing single post official signs, erected by the Ministry and place the signs and posts along the edge of the Right-of-Way or as directed by the Engineer. Signs supported on two or more posts will be removed by the Ministry. The Ministry will replace all official signs unless otherwise specified in the Special Provisions.
- 4.21 Towing services shall be provided on the Project, including Route Diversions and Route Detours.
 - 4.21.1 In periods of inclement weather or as requested by the Engineer, the Engineer will approve the Contractor's equipment to be used and the number of operators and flagpersons to be on standby.
- 4.22 If Class I Traffic Accommodation is specified in the Special Provisions, the Contractor shall:
 - 4.22.1 maintain a dust free driving surface at all times; and,
 - 4.22.2 maintain the Travelled Way in a sufficiently smooth condition, free of rocks, so as to permit motorists to travel safely at a minimum of 65 km/h at all times.
- 4.23 If Class II Traffic Accommodation is specified in the Special Provisions, the Contractor shall:
 - 4.23.1 on roadway grading projects, ensure that the length of subgrade in the Work Zone not covered with gravel does not exceed 5 km;
 - 4.23.2 on passing lane projects where only one lane is open to traffic through any portion of the Project, ensure that the length of subgrade in the Work Zone not covered with subbase does not exceed the length of two individual passing lanes (one set);
 - 4.23.3 on passing lane projects where two lanes are open to traffic throughout the entire Project, ensure that the length of subgrade in the Work Zone not covered with subbase does not exceed the length of four individual passing lanes (two sets); and,

- 4.23.4 maintain the Travelled Way in a sufficiently smooth condition, free of rocks, so as to permit motorists to travel safely at a minimum of 50 km/h at all times.
- 4.24 For projects specifying Class I or Class II Traffic Accommodation, the following shall apply:
 - 4.24.1 the minimum lane width for all roadways through the Project shall be 3.5 m;
 - 4.24.2 the minimum clearance shall be 1.0 m between the edge of the Travelled Way and hazards such as a drop off greater than or equal to 70 mm but less than 300 mm deep or slopes steeper than 3:1;
 - 4.24.3 the minimum clearance shall be 1.5 m between the edge of the Travelled Way and hazards such as a drop off greater than or equal to 300 mm deep or slopes steeper than 3:1;
 - 4.24.4 the Travelled Way and minimum clearance shall remain clear from construction equipment, materials, signs, barricades, delineation posts and other items at all times;
 - 4.24.5 if the above cannot be accommodated, traffic shall be restricted to one-way unless the following is implemented:
 - 4.24.5.1 a continuous interlocking traffic barrier conforming to National Cooperative Highway Research Program (NCHRP) TL-4 or approved equivalent is in place on all High Priority Traffic Accommodation Corridors (HPTAC) shown in TCDMWZ section 105, with a minimum 0.5 m distance between the edge of the barrier and the edge of the 3.5 m lane; or,
 - 4.24.5.2 a continuous interlocking traffic barrier conforming to NCHRP TL-3 or approved equivalent is in place on highways not designated as HPTAC, with a minimum 0.5 m distance between the edge of the barrier and the edge of the 3.5 m lane;
 - 4.24.5.3 the barrier shall be set back a minimum distance of 0.5 m from the edge of pavement to account for potential movement upon impact. The barrier and barrier placement shall be approved by the Engineer;
 - 4.24.5.4 the barriers shall be supplied by the Contractor.

- 4.24.6 the length of Roadway which has a pavement drop-off at centreline greater than 20 mm does not exceed the length which could be covered by one day's plant production;
- 4.24.7 for planned work stoppages longer than one day, construction of adjacent lanes is scheduled so there is no pavement drop-off greater than 20 mm along centreline;
- 4.24.8 where traffic is present, the length of sub-base and base courses on the Roadway, in windrows or laid, that has not received a prime coat does not exceed:
 - 4.24.8.1 5 km before October 16 unless a greater length has been approved by the Engineer; or,
 - 4.24.8.2 3 km after October 15;
- 4.24.9 reclaiming and paving operations are not conducted on two different lanes of the Roadway at the same time;
- 4.24.10 adjoining driving lanes on a new surface are delineated as follows:
 - 4.24.10.1 by placing temporary reflective pavement markers at the end of each shift in a work day:
 - 4.24.10.1.1 on a primed surface or on a sealed surface; and,
 - 4.24.10.1.2 on the final lift of asphalt concrete;
 - 4.24.10.2 by removing the protective covering of the markers after the seal or prime coat is applied or the markers have been placed on the asphalt concrete;
 - 4.24.10.3 the markers shall be placed at approximately 15 m intervals both on the centreline and to delineate other lanes;
 - 4.24.10.4 by placing pavement marking tape at the end of each shift in a work day, to delineate adjoining driving lanes of each lift of asphalt concrete below the final lift. Strips of tape 500 mm long shall be placed at approximately 25 m intervals both on the centreline and to delineate other lanes;
- 4.24.11 any reduction in pavement width is marked with delineators.

- 4.25 If Class III Traffic Accommodation is specified in the Special Provisions:
- 4.25.1 the length of subgrade in a Work Area not covered with gravel shall not exceed 5 km;
 - 4.25.2 the Travelled Way available for traffic shall be sufficiently smooth and free of rocks at all times to permit motorists to travel safely at a minimum of 50 km/h; and,
 - 4.25.3 one-way traffic shall be used where it is impractical to maintain the clear travelled way to a width of 5 m.
- 4.26 The Contractor shall supply and operate pilot vehicles when required for traffic accommodation.
- 4.27 Should the Contractor temporarily shift the lanes from their original location, the Contractor shall be responsible for establishing appropriate lane lines using either roadway markings or barrels/cones on the roadway surface. All temporary lane markings shall be removed prior to Final Acceptance.
- 4.27.1 Temporary covering or removal of existing pavement markings shall be approved by the Engineer.
- 4.28 Before the end of each day and between active construction periods, the Contractor shall ensure that at least one of the following considerations are provided:
- 4.28.1 all notched areas shall be backfilled such that there is no vertical drop off within 1.0 m of the travelled lane, and such that any vertical drop off is not greater than 70 mm, and such that a minimum side slope of 3:1 exists. Delineation by barrels/cones shall also be required at the edge of the 3.5 m lane at a maximum spacing of 25 m; or,
 - 4.28.2 a minimum clearance of 0.5 m from the travelled lane to the notch is provided, the side slope of the notched area is graded to a minimum slope of 3:1 from the edge of asphalt (such that no vertical drop-off exists). Delineation by barrels/cones shall also be required at the edge of the 3.5 m lane at a maximum spacing of 25 m; or,
 - 4.28.3 a continuous interlocking TL-3 traffic barrier is in place between the travelled lane and the notch, with a minimum 0.5 m distance between the edge of the barrier and the 3.5 m lane. The barrier shall be set back the recommended distance, at a minimum 0.5 m from the edge of pavement, to account for

potential movement upon impact. The barrier and barrier placement shall be approved by the Engineer.

4.29 For seasonal shutdowns:

- 4.29.1 a vertical drop-off along the centreline will not be permitted;
- 4.29.2 a vertical drop-off between the main lane and passing lane and along the outside edge of pavement will not be permitted; and,
- 4.29.3 if the design shoulder width and finished side slope specified in the Plans are not implemented in accordance with the Contract requirements, a minimum shoulder of 1.0 m and a side slope of 3:1 or flatter shall be implemented in the area disturbed by the Work.

5 CONSTRUCTION – DIVERSIONS & DETOURS

5.1 Traffic accommodation which is implemented on the existing highway surface is not considered to be a diversion or detour (e.g. single lane closure).

5.2 Roadside Diversions

- 5.2.1 Roadside Diversions shall not be used unless specifically authorized in the Special Provisions or by written authorization from the Engineer.
- 5.2.2 Diversions shall be subject to the following requirements:
 - 5.2.2.1 a minimum 30 km/hr design speed;
 - 5.2.2.2 a minimum 4.2 m surface width for one-way traffic, 8.0 m surface width for two-way traffic;
 - 5.2.2.3 a minimum radius of 300 m for curves within the detour;
 - 5.2.2.4 a minimum superelevation of 3.5% for curves within the detour;
 - 5.2.2.5 a maximum grade of 8% within the detour;
 - 5.2.2.6 24 hours per day, 7 days per week directional traffic control shall be provided when accommodating both directions of traffic on a single lane detour;
 - 5.2.2.7 illuminated to equivalent standards of the existing roadway; and

5.2.2.8 structurally adequate and utilize competent material to accommodate the existing traffic based on the highway classification (primary weight, secondary weight).

5.2.3 The Contractor shall be responsible for sourcing and obtaining materials used to construct the embankments for the Roadside Diversion. These materials shall be removed and the area shall be returned to its original condition and design grade prior to the completion of the project. The Contractor shall not be compensated directly for the materials or effort required to construct, remove, or maintain Roadside Diversions.

5.2.4 Roadside Diversions shall be maintained with a gravel surface by the Contractor at no direct cost to the Ministry.

5.2.4.1 Gravel shall conform to the requirements of Specification 4300.3.2 For Traffic Gravel.

5.2.4.2 Type 105 to 109 Traffic Gravel will be allowed.

5.3 Route Detours

5.3.1 Route Detours will be permitted unless otherwise specified in the Special Provisions.

5.3.1.1 Consideration should be given to impacts to the public, impacts on schedule, complexity of work, and other factors.

5.3.1.2 All risks and costs associated with Route Detours, including but not limited to permissions, approvals, fees, maintenance, reconstruction, upgrading, signage, and dust abatement, shall be implemented at no direct or extra cost to the Ministry.

5.3.1.3 Route Detours shall add up to a maximum of 15 minutes of travel time.

5.3.1.3.1 Detours that add greater than 15 minutes of travel time may be submitted by the Contractor to the Ministry for review.

5.3.2 The Contractor shall submit a detour plan prior to the Pre-construction Meeting, which includes the following:

5.3.2.1 length and layout of detour;

- 5.3.2.2 signing plan and traffic accommodation plan;
- 5.3.2.3 duration and hours of operation; and,
- 5.3.2.4 impact on travelling public.
- 5.3.3 Should the Route Detour propose the use of roads under another jurisdiction, the Contractor shall obtain and provide written approval from that jurisdiction prior to use of the detour.
- 5.3.4 The Contractor shall be responsible for ensuring flagpersons, detour signage, variable message boards, barriers, markings, lighting, safety devices, and other appurtenances are supplied, installed and maintained for the duration that the detour is in use.
- 5.3.5 Before a route or a temporary detour is opened to the public, all traffic accommodation and signage pertinent to the condition must be installed in their proper positions. Construction ahead signs must be installed when work first commences and the detour signs must not be exposed to view until the detour is required.
- 5.3.6 When a Route Detour is used, the Contractor shall accommodate local traffic which needs to use any portion of the Highway closed during construction.
- 5.3.7 Delay times during peak traffic volume periods will be monitored by the Contractor with the detour operating periods adjusted as required by the Contractor to improve traffic management.
- 5.3.8 No Route Detours shall be permitted on designated holidays, including the Saturday and Sunday associated with the designated holiday, unless otherwise approved by the Engineer in writing.
- 5.4 Cross-overs
 - 5.4.1 Any four to two lane cross-overs shall be constructed in accordance with the Traffic Control Devices Manual for Work Zones for Saskatchewan and the Saskatchewan Traffic Control Devices Manual. Cross-overs in place for more than one day shall be designed as a single lane ramp with a design speed of 80 km/h and shall only be permitted between May 1 and October 31.
- 5.5 Short-Term Detours

- 5.5.1 The Ministry will permit short term detours to reroute traffic at Crossroads or intersections to accommodate short term construction operations. Prior to the implementation of short-term detours, the Contractor shall submit to the Ministry for review, a detailed detour plan and an updated Traffic Accommodation Plan identifying the number of lanes, all horizontal and vertical detour geometry, anticipated traffic volumes relative to peak traffic volumes, traffic management and traffic control devices, and hours of operation.

6 CONSTRUCTION – NIGHT WORK

- 6.1 The Contractor will be permitted to work past sunset unless otherwise specified in the Special Provisions.
- 6.2 No road work shall be performed during the transition periods from dawn to a half hour after dawn and from a half hour before sunset to sunset.
- 6.3 The Contractor shall submit a plan one week prior to planned commencement of night work, including:
 - 6.3.1 the type, limits and duration of planned night work;
 - 6.3.2 a copy of all appropriate safe operating procedures for night work including how personnel operations will be safely accommodated; and,
 - 6.3.3 written approval from potentially impacted local authorities, including how the Contractor will mitigate noise for nearby tenants and abide by the local bylaws.
- 6.4 Night work shall not begin until the Ministry returns the plan marked 'Accepted.'
- 6.5 If the night work plan is not submitted on time, or does not fully address the above requirements to the Ministry's satisfaction, the Contractor may not be permitted to perform night work.
- 6.6 The Ministry may disallow night work at any time with 24 hours' notice to the Contractor. The Ministry will not accept or pay any claims as a result of disallowing night work.
- 6.7 Separate tool box meetings shall be held for the night shift staff at the beginning of each night work shift.
- 6.8 Performing night work does not relieve the Contractor of any contractual obligations.

- 6.9 EVMBs shall be used in both directions to indicate the Contractor is working at night.
- 6.10 The Contractor shall provide a pilot vehicle when working past sunset to assist in getting the public safely through the work zone.
- 6.11 All work areas or roads shall be clearly delineated and well lit during night work operation. Lighting shall meet Transportation Association of Canada (TAC) guidelines for Work Area Lighting and the following provisions:
 - 6.11.1 light towers shall be erected to illuminate all flagger stations;
 - 6.11.2 a glare screen or flood light shield shall be installed according to the TAC guidelines;
 - 6.11.3 light towers shall be erected to illuminate all grid road crossings where hauling is occurring;
 - 6.11.4 public roads that run alongside haul routes will be barricaded from the haul route via a berm or other barricades where necessary;
 - 6.11.5 portable light towers will be set up on the haul road side, will be pointed away from the public road, and aimed such that they fall in the 45 to 135 degree quadrants only as set out in the TAC guidelines; and,
 - 6.11.6 all work vehicles present, must have four-way flashers and an amber 360-degree beacon (4WF/360°).
- 6.12 Borrow pit areas will be well-lit during night operations and where necessary, protected from inadvertent entry.
- 6.13 Surveying and coring shall take place during daylight hours only.
- 6.14 The Site Superintendent or designate shall notify all equipment operators via radio that density testing will occur. All heavy equipment is to stay 50 m away from the testing area during the density testing. The Site Superintendent or designate will go to the testing area with the density tester and will remain in the testing area while density testing is conducted. A vehicle is to be parked in the testing area with all the lights and a flashing beacon turned on during testing.
- 6.15 There will be no additional payment for performing night work.

7 PAYMENT

- 7.1 Payment for Traffic Accommodation shall be at the contract lump sum price, and shall include compensation for the performance of all activities of traffic accommodation, including night work, except those for which specific provision for payment is made in this section. Partial payments for Traffic Accommodation shall be made as follows:
- 7.1.1 when 5.0% or more of the Total Amount of Bid (excluding Site Occupancy) is earned, 25.0% of the amount bid for Traffic Accommodation will be paid;
 - 7.1.2 when 25.0% or more of the Total Amount of Bid (excluding Site Occupancy) is earned, another 25.0% of the amount bid for Traffic Accommodation will be paid;
 - 7.1.3 when 50.0% or more of the Total Amount of Bid (excluding Site Occupancy) is earned, another 25.0% of the amount bid for Traffic Accommodation will be paid;
 - 7.1.4 when 75.0% or more of the Total Amount of Bid (excluding Site Occupancy) is earned, another 15.0% of the amount bid for Traffic Accommodation will be paid; and
 - 7.1.5 when the Contract is completed; the balance of the Total Amount of Bid (excluding Site Occupancy) for Traffic Accommodation will be paid.
- 7.2 For the purpose of the above partial payments, the Total Amount of Bid earned for lump sum Contract Items, including Traffic Accommodation, will be the amount paid for that item on the previous progressive estimate.
- 7.3 Payment for dust abatement materials, including water, will not be paid for directly, but will be included in the Contract Unit Price for Traffic Accommodation.
- 7.4 Payment for towing services will be made as follows:
- 7.4.1 During periods of inclement weather or when requested by the Engineer on an Extra work basis:
 - 7.4.1.1 for operators and flagpersons, 12 hours per day standby or actual hours worked, whichever is greater. The standby rate will be the labour rate shown in the current Saskatchewan Heavy Construction Association (SHCA) Rental and Rates Guide;

- 7.4.1.2 for equipment, standby rate for the number of hours the equipment is ready and available on the Roadway but not to exceed the operator hours in 7.4.1 above. The standby rate for equipment will be 50% of the rates shown in the current SHCA Rental and Rates Guide, excluding the labour component; and,
 - 7.4.1.3 if vehicles are required by the flagpersons for transportation and shelter, payment for the vehicles will be made on the basis of one-half of the hours worked by the flagpersons at the Ministry's rental rate for a half-ton truck.
- 7.4.2 During Contractor days off or periods of non-inclement weather, payment will not be made directly, but will be included in the Contract Unit Price for Traffic Accommodation.