



**ADDENDUM NO. 01
West Court Street Overlay
(West of US 395 to RD 40)
Contract No. 20102
October 23, 2020**

Addendum No. 1 Acknowledgement Page

This addendum includes:

- 2 - 8 ½" x 11" Acknowledgement Pages
- 1 - 8 ½" x 11" Clarifications Page
- 1 – 8 ½" x 11" Specification Sheet Clarifications / Changes
- 2 – REVISED Bid Proposal (PR-1 and PR-2)
- 73 – REVISED Special Provisions (SP-1R thru SP-73R)
- 9 – 11" x 17" REVISED Plan Set – Includes REV. plan sheets 1 thru 9

88 - Total Sheets

NOTICE is hereby given that this **acknowledgement page** must be signed and enclosed with the sealed bid for the **West Court Street Overlay, Contract No. 20102** as evidence that the bidder has familiarized themselves with all information incorporated herein.

Do NOT include the entire contents of this Addendum in your bid submission.

Only this signed acknowledgement page is required.

Company Name

Name (Please Print)

Title

Signature

The Bid Opening Schedule remains unchanged.

Submittals are due on:

Bids shall be submitted electronically via the secure network/platform on QuestCDN.com (VirtuBid™), and shall be accepted up to the hour of 11:00AM on Wednesday, October 28, 2020.

This addendum will be sent through Quest CDN and the City of PASCO website Only.



Mike White, Project Manager

This Addendum No. 1 is hereby issued for the **West Court Street Overlay** project, and therefore made a part of and incorporated into that certain **Contract No. 20102**, referred to as “Contract Documents”).

CLARIFICATIONS

- 1.) The project shall be physically completed within eighteen (18) working days.
- 2.) Crushed Surface Top Course (CTSC) is incidental to *Pavement Repair Excavation Incl. Haul*.
- 3.) Crushed Surface Base Course (CSBC) is incidental to *Pavement Repair Excavation Incl. Haul*.
- 4.) *Crack Sealing – LF* shall be paid per project
- 5.) Temporary pavement markings are incidental to HMA work effort
- 6.) Plan Sheets 2, 3 and 4 have been revised to add the installation of “*Type 3 – Induction Loops*” (for Traffic Signal Control) at the intersections of RD. 32; N. RD. 34; RD. 36 and RD. 40.
- 7.) Plan Sheets 2, 3, and 4 have been revised to include addition valves, manholes, and monuments to adjust.
- 8.) Plan Sheet #4 grinding limits were revised.
- 9.) Plan Sheet #7 was revised to include additional notes and revised materials used.
- 10.) Class B “Traffic Control Signs” are acceptable provided they meet MUTCD requirements as stated on Plan Sheet #1 “General Note #2.”

The following addendum is hereby issued and made a part of the Plans and Specifications for the **West Court Street Overlay, Contract No. 20102**.

This Addendum No. 1 is hereby made a part of and incorporated into that certain CONTRACT DOCUMENTS FOR CITY OF PASCO **West Court Street Overlay** (October 2020) ("Contract Documents"). Notice is hereby given that the Contract Documents for the subject project are amended as follows

ITEM 1 – BID PROPOSAL

Replace BID PROPOSAL page P-1 with attached page P-1R.

ITEM 2 – SPECIAL PROVISIONS

Delete all previously issued special provisions and replaced with the attached set.

ITEM 3 - PLANS

Delete all previously issued plans and replace with the attached set.

BID PROPOSAL (P-1R)
West Court Street Overlay (West of US 395 to RD 40)
Project No. 20102

HONORABLE MAYOR AND CITY COUNCIL
City Hall
Pasco, Washington 99301

Ladies and Gentlemen:

The undersigned declares that he has carefully examined the site at

West Court Street (West of US 395 to RD 40)

And has carefully examined specifications, plans, laws, and ordinances covering

This project which involves planing existing bituminous / asphalt pavement, pavement repair, crack sealing, installing Hot Mix Asphalt (HMA) and striping along West Court Street just West of US 395 to RD 40.

In accordance with the terms, provisions, and requirements of the foregoing, the following prices are tendered as an offer to furnish the equipment, materials, appurtenances and guarantees, where required, and to perform the work in place and in good working order.

SCHEDULE OF PRICES

Unit prices for all items, all extensions, and total amount of bid must be shown.

ALL ENTRIES SHALL BE IN INK OR TYPED TO VALIDATE BID.

SP = Special Provision SS = Standard Specification

BASE BID - West Court Street Overlay						
ITEM	QUANTITY	UNIT	PAY ITEM	DESCRIPTION	Unit Price	Total Price
1	1	LS	SP-1-04.12	Roadway Survey		
2	1	LS	SS 1-07.15(1)	SPCC Plan		
3	1	LS	SS 1-09.7	Mobilization		
4	1	LS	SS 1-10.5(1)	Project Temporary Traffic Control, min. Bid \$1,000.00		
5	1	LS	SS 2-11.5	Trimming and Cleanup		
6	100	SY	SP 4-04.5	Pavement Repair Excavation Incl. Haul		
7	18	TON	SP 5-04.5	HMA for Pavement Repair 1/2" PG 64S-28		
8	5,175	SY	SS 5-04.5	Planing Bituminous Pavement		
9	5,000	LF	SS 5-04.5	Crack Sealing - LF		
10	2,350	TON	SP 5-04.5	HMA 1/2" PG 64S-28		
11	7	EA	SS 7-05.5	Adjust Manhole (Sanitary Sewer & Telephone)		
12	16	EA	SP 7-12.5	Adjust Water Valve Case		
13	10	EA	SP-8-01.3(9)D	Inlet Protection		
14	3	EA	SP 8-13.5	Adjust Monument Case and Cover		
15	1	EA	SP 8-13.5	Remove and Reset Brass Cap		
16	1	LS	SP 8-20.5	Traffic Loops, Complete		
17	8,860	LF	SS 8-22.5	Plastic Line		
18	545	LF	SS 8-22.5	Plastic Wide Lane Line		
19	23	EA	SS 8-22.5	Plastic Traffic Arrow		
20	300	LF	SS 8-22.5	Plastic Stop Line		
21	4,290	SF	SS 8-22.5	Plastic Crosswalk Line		
22	530	LF	SS 8-22.5	Plastic Crosshatch Marking		
TOTAL BASE BID PRICE:						

The Proposal Form, Bid Bond, Noncollusion Declaration, Subcontract Disclosure and Acknowledgement of all Addenda shall be submitted as a complete integral bid package.

BID SCHEDULE: The determination of the low bidder is based on the BASE BID only.

The undersigned hereby agrees that the City Project Manager for the City of Pasco shall determine the actual amount of quantities and materials to be paid under the Contract for which this Proposal is made and that all material furnished and all work performed shall be strictly in accordance with the plans and specifications.

West Court Street Overlay (West of US 395 to RD 40)

Project No. 20102

The undersigned agrees that if awarded the contract, he will commence work on the date indicated on the written Notice to proceed and that all work should be completed within **eighteen (18) working days**. The undersigned further agrees to pay as liquidated damage for each consecutive working day thereafter as provided in the current Standard Specification for road, bridge, and Municipal Construction Section 1-08.9.

Accompanying this Proposal is a certified check, cashier's check or bid bond, payable to the City of Pasco being an amount not less than 5% of the total bid based upon the estimate of quantities at the above prices according to the conditions of the Information for Bidders. If this proposal is accepted by the City of Pasco, and the undersigned shall fail to execute a satisfactory contract and bonds, as stated in the Instructions For Bidders hereto attached, within ten (10) calendar days from the date of notice of award, then the City may, at its option, determine that the undersigned has abandoned the contract and thereupon this proposal shall be null and void and the certified check or bid bond accompanying this proposal shall be forfeited to and become the property of the City of Pasco. Otherwise, the certified check, cashier's check or bid bond accompanying this proposal shall be returned to the undersigned.

Receipt is hereby acknowledged of addendum(s) No.(s) _____, _____ & _____

DATED AT _____ THIS _____ DAY OF _____, 2020

SIGNED: _____ TITLE: _____

PRINTED NAME: _____

NAME OF COMPANY: _____

ADDRESS: _____

TELEPHONE: _____

STATE CONTRACTOR'S LICENSE NO.: _____

Special Provisions

City of Pasco Special Provisions SP-1R thru SP-73R



10/23/20

CITY OF PASCO
West Court Street OVERLAY (West of US 395 to RD 40)
PROJECT NO. #20102

INTRODUCTION TO THE SPECIAL PROVISIONS

(August 14, 2013 APWA GSP)

The work on this project shall be accomplished in accordance with the *Standard Specifications for Road, Bridge and Municipal Construction*, 2020 edition, as issued by the Washington State Department of Transportation (WSDOT) and the American Public Works Association (APWA), Washington State Chapter (hereafter "Standard Specifications"). The Standard Specifications, as modified or supplemented by the Amendments to the Standard Specifications and these Special Provisions, all of which are made a part of the Contract Documents, shall govern all of the Work.

These Special Provisions are made up of both General Special Provisions (GSPs) from various sources, which may have project-specific fill-ins; and project-specific Special Provisions. Each Provision either supplements, modifies, or replaces the comparable Standard Specification, or is a new Provision. The deletion, amendment, alteration, or addition to any subsection or portion of the Standard Specifications is meant to pertain only to that particular portion of the section, and in no way should it be interpreted that the balance of the section does not apply.

The project-specific Special Provisions are not labeled as such. The GSPs are labeled under the headers of each GSP, with the effective date of the GSP and its source. For example:

(March 8, 2013 APWA GSP)
(April 1, 2013 WSDOT GSP)
Project Specific Special Provisions
(June 26, 2020 COP GSP)

Also incorporated into the Contract Documents by reference are:

- *Manual on Uniform Traffic Control Devices for Streets and Highways*, currently adopted edition, with Washington State modifications, if any
- *Standard Plans for Road, Bridge and Municipal Construction*, WSDOT/APWA, current edition
- *Pasco Municipal Code (PMC)*, A Codification of the General Ordinances of the City of Pasco, Washington

Contractor shall obtain copies of these publications, at Contractor's own expense.

DESCRIPTION OF WORK

(March 13, 1995)

This contract Provides for the improvement of West Court Street with installation of approximately 2350 TONS of hot mix asphalt HMA (Overlay), 5175 square yards of planning existing asphalt, crack sealing after planning, pavement repair, , pavement marking, and other related improvements.

DIVISION 1

GENERAL REQUIREMENTS

1-01 Definitions and Terms

Definitions

(January 4, 2016 APWA GSP)

Delete the heading **Completion Dates** and the three paragraphs that follow it, and replace them with the following:

Dates

Bid Opening Date

The date on which the City publicly opens and reads the Bids.

Award Date

The date of the formal decision of the City to accept the lowest responsible and responsive Bidder for the Work.

Contract Execution Date

The date the City officially binds the Agency to the Contract.

Notice to Proceed Date

The date stated in the Notice to Proceed on which the Contract time begins.

Substantial Completion Date

The day the Engineer determines the City has full and unrestricted use and benefit of the facilities, both from the operational and safety standpoint, any remaining traffic disruptions will be rare and brief, and only minor incidental work, replacement of temporary substitute facilities, plant establishment periods, or correction or repair remains for the Physical Completion of the total Contract.

Physical Completion Date

The day all of the Work is physically completed on the project. All documentation required by the Contract and required by law does not necessarily need to be furnished by the Contractor by this date.

Completion Date

The day all the Work specified in the Contract is completed and all the obligations of the Contractor under the contract are fulfilled by the Contractor. All documentation required by the Contract and required by law must be furnished by the Contractor before establishment of this date.

Final Acceptance Date

The date on which the City accepts the Work as complete.

Supplement this Section with the following:

All references in the Standard Specifications, Amendments, or WSDOT General Special Provisions, to the terms "Department of Transportation", "Washington State Transportation Commission", "Commission", "Secretary of Transportation", "Secretary", "Headquarters", and "State Treasurer" shall be revised to read "City".

All references to the terms "State" or "state" shall be revised to read "City" unless the reference is to an administrative agency of the State of Washington, a State statute or regulation, or the context reasonably indicates otherwise.

All references to "State Materials Laboratory" shall be revised to read "City designated location".

All references to "certification of completed public improvements" shall be interpreted to

mean the City form(s) by which final acceptance is granted. Public improvements shall be deemed accepted by the City one year from the date of certification.

Additive

A supplemental unit of work or group of bid items, identified separately in the Bid Proposal, which may, at the discretion of the City, be awarded in addition to the base bid.

Alternate

One of two or more units of work or groups of bid items, identified separately in the Bid Proposal, from which the City may make a choice between different methods or material of construction for performing the same work.

Business Day

A business day is any day from Monday through Friday except holidays as listed in Section 1-08.5.

City

Means the City of Pasco, a municipal corporation, as represented by its authorized officials, employees or agents, who is responsible for the execution and administration of the Contract.

Contract Bond

The definition in the Standard Specifications for "Contract Bond" applies to whatever bond form(s) are required by the Contract Documents, which may be a combination of a Payment Bond and a Performance Bond.

Contract Time

The period of time established by the terms and conditions of the Contract within which the Work must be physically completed.

Contractor

The individual, partnership, firm, corporation, or joint venture under contract with the City, including but not limited to their employees, representatives, consultants, authorized officials, or agents, to perform the construction of the public works improvements, and any engineers hired by the before stated entity.

City Inspector

The Engineer's representative who is responsible for inspecting the Contractor's performance in detail. Unless otherwise authorized by the City, the Inspector is not responsible for the execution and administration of the Contract.

Notice of Award

The written notice from the City to the successful Bidder signifying the City's acceptance of the Bid Proposal.

Notice to Proceed

The written notice from the City to the Contractor authorizing and directing the Contractor to proceed with the Work and establishing the date on which the Contract time begins.

Standard Specifications

The latest edition of *Standard Specifications for Road, Bridge, and Municipal Construction* prepared by the Washington State Department of Transportation, and amendments, and the APWA GSP's for Division One that are, by this reference, made part of the Contract.

Except as may be amended, modified, or supplemented hereinafter, each section of the Standard Specifications shall be considered part of the Contract.

Special Provisions

The Special Provisions supplement or modify the Standard Specifications and supersede any conflicting provisions of the *Standard Specifications for Road, Bridge, and Municipal Construction* and the appended amendments to the Standard Specifications and are made a part the Contract.

Traffic

Both vehicular and non-vehicular traffic, such as pedestrians, bicyclists, wheelchairs, and equestrian traffic.

BID PROCEDURES AND CONDITIONS

Prequalification of Bidders

Delete this section and replace it with the following:

1-02.1 Qualifications of Bidder (January 24, 2011 APWA GSP)

Before award of a public works contract, a bidder must meet at least the minimum qualifications of RCW 39.04.350(1) to be considered a responsible bidder and qualified to be awarded a public works project.

Plans and Specifications

Delete this section and replace it with the following:

Information as to where Bid Documents can be obtained or reviewed can be found in the Call for Bids (Advertisement for Bids) for the work.

After award of the contract, plans and specifications will be issued to the Contractor at no cost as detailed below:

To Prime Contractor	No. of Sets	Basis of Distribution
Reduced plans (11" x 17")	2	Furnished automatically upon award.
Contract Provisions	2	Furnished automatically upon award.
Large plans (e.g., 22" x 34")	0	Furnished only upon request.

Additional plans and Contract Provisions may be obtained by the Contractor from the source stated in the Call for Bids, at the Contractor's own expense.

General

The first sentence of the fourth to last paragraph is revised to read:

Any prospective Bidder desiring an explanation or interpretation of the Bid Documents, shall request the explanation or interpretation in writing by close of business 3 business days preceding the bid opening to allow a written reply to reach all prospective Bidders before the submission of their Bids.

The second sentence of the fourth to last paragraph is revised to read:

Explanations, interpretations, or instructions given by anyone before the Award of a Contract that are not in the form of an Addendum will not be binding on the City.

Subsurface Information

(March 8, 2013 APWA GSP)

The second sentence in the first paragraph is revised to read:

The Summary of Geotechnical Conditions and the boring logs, if and when included as an appendix to the Special Provisions, shall be considered as part of the Contract.

Proposal Forms

(July 31, 2017 APWA GSP)

Delete this section and replace it with the following:

The Proposal Form will identify the project and its location and describe the work. It will also list estimated quantities, units of measurement, the items of work, and the materials to be furnished at the unit bid prices. The bidder shall complete spaces on the proposal form that call for, but are not limited to, unit prices; extensions; summations; the total bid amount; signatures; date; and, where applicable, retail sales taxes and acknowledgment of addenda; the bidder's name, address, telephone number, and signature; the bidder's UDBE/DBE/M/WBE commitment, if applicable; a State of Washington Contractor's Registration Number; and a Business License Number, if applicable. Bids shall be completed by typing or shall be printed in ink by hand, preferably in black ink. The required certifications are included as part of the Proposal Form.

The City reserves the right to arrange the proposal forms with alternates and additives, if such be to the advantage of the City. The bidder shall bid on all alternates and additives set forth in the Proposal Form unless otherwise specified.

Preparation of Proposal

Supplement the second paragraph with the following:

4. If a minimum bid amount has been established for any item, the unit or lump sum price must equal or exceed the minimum amount stated.
5. Any correction to a bid made by interlineation, alteration, or erasure, shall be initialed by the signer of the bid.

Delete the last three paragraphs, and replace them with the following:

If no Subcontractor is listed, the Bidder acknowledges that it does not intend to use any Subcontractor to perform those items of work.

If provided by the City in the bid documents, the Bidder shall submit the Certification of Wage Law Compliance form with their Proposal. If required, failure to return this

certification as part of the Bid Proposal will make their Bid Nonresponsive and ineligible for Award.

The Bidder shall make no stipulation on the Bid Proposal, nor qualify the bid in any manner.

A bid by a corporation shall be executed in the corporate name, by the president or a vice president (or other corporate officer accompanied by evidence of authority to sign).

A bid by a partnership shall be executed in the partnership name, and signed by a partner. A copy of the partnership agreement shall be submitted with the Bid Proposal if any UDBE requirements are to be satisfied through such an agreement.

A bid by a joint venture shall be executed in the joint venture name and signed by a member of the joint venture. A copy of the joint venture agreement shall be submitted with their Bid Proposal if any UDBE requirements are to be satisfied through such an agreement.

Bid Deposit

(March 8, 2013 APWA GSP)

Supplement this section with the following:

Bid bonds shall contain the following:

1. City-assigned number for the project;
2. Name of the project;
3. The City named as obligee;
4. The amount of the bid bond stated either as a dollar figure or as a percentage which represents five percent of the maximum bid amount that could be awarded;
5. Signature of the bidder's officer empowered to sign official statements. The signature of the person authorized to submit the bid should agree with the signature on the bond, and the title of the person must accompany the said signature;
6. The signature of the surety's officer empowered to sign the bond and the power of attorney.

If so stated in the Contract Provisions, bidder must use the bond form included in the Contract Provisions.

If so stated in the Contract Provisions, cash will not be accepted for a bid deposit.

Delivery of Proposal

(December 19, 2019 APWA GSP, Option A)

Delete this section and replace it with the following:

In an effort to provide proper social distancing to Contractors and City Staff, the City of Pasco has opted to conduct the bidding of this project through an online bidding process. The bidding will be done through QuestCDN's Online Bidding Platform, VirtuBid™

Each Proposal shall be submitted on QuestCDN's digitally secure platform, VirtuBid™ or as otherwise required in the Bid Documents to ensure proper delivery

To be considered responsive the Bidder will be required to submit the following items, as required by Section 1-02.6:

- Subcontract Disclosure

- Bid Bond
- Non-Collusion Declaration

These documents, if applicable, shall be received either with the Bid Proposal or as a Supplement to the Bid. **The two (2) lowest responsible bidders will deliver physical copies the above referenced documents. All bidders shall submit their physical bid bond (bid security) no later than 48 hours** (not including Saturdays, Sundays and Holidays) after the time for delivery of the Bid Proposal. Documents shall be mailed in a sealed envelope to the office of the City Clerk, City Hall 1st Floor, 525 North 3rd Avenue, Pasco, Washington, 99301, addressed to the Mayor and City Council. The sealed envelope shall clearly indicate the company name, and project (i.e. **CITY OF PASCO – WEST COURT STREET OVERLAY (20102)**) for which they are intended.

All other information required to be submitted with the Bid Proposal must be submitted with the Bid Proposal itself, at the time stated in the Call for Bids.

Proposals that are received as required will be publicly opened and read as specified in Section 1-02.12. The Contracting Agency will not open or consider any Bid Proposal that is received after the time specified in the Call for Bids for receipt of Bid Proposals, or received in a location other than that specified in the Call for Bids. The Contracting Agency will not open or consider any “Supplemental Information” (UDBE confirmations or GFE documentation) that is received after the time specified above, or received in a location other than that specified above.

If an emergency or unanticipated event interrupts normal work processes of the Contracting Agency so that Proposals cannot be received by the digital platform designated for receipt of bids as specified in Section 1-02.12 the time specified for receipt of the Proposal will be deemed to be extended to the same time of day specified in the solicitation on the first work day on which the normal work processes of the Contracting Agency resume.

Withdrawing, Revising, or Supplementing Proposal (July 23, 2015 APWA GSP)

Delete this section, and replace it with the following:

After submitting a physical Bid Proposal to the City, the Bidder may withdraw, revise, or supplement it if:

1. The Bidder submits a written request signed by an authorized person and physically delivers it to the place designated for receipt of Bid Proposals, and
2. The City receives the request before the time set for receipt of Bid Proposals, and
3. The revised or supplemented Bid Proposal (if any) is received by the City before the time set for receipt of Bid Proposals.

If the Bidder’s request to withdraw, revise, or supplement its Bid Proposal is received before the time set for receipt of Bid Proposals, the City will return the unopened Proposal package to the Bidder. The Bidder must then submit the revised or supplemented package in its entirety. If the Bidder does not submit a revised or supplemented package, then its bid shall be considered withdrawn.

Late revised or supplemented Bid Proposals or late withdrawal requests will be date recorded by the City and returned unopened. Mailed, emailed, or faxed requests to withdraw, revise, or supplement a Bid Proposal are not acceptable.

Irregular Proposals
(December 19, 2019 APWA GSP)

Delete this section and replace it with the following:

1. A Proposal will be considered irregular and will be rejected if:
 - a. The Bidder is not prequalified when so required;
 - b. The authorized Proposal form furnished by the City is not used or is altered;
 - c. The completed Proposal form contains any unauthorized additions, deletions, alternate Bids, or conditions;
 - d. The Bidder adds provisions reserving the right to reject or accept the award, or enter into the Contract;
 - e. A price per unit cannot be determined from the Bid Proposal;
 - f. The Proposal form is not properly executed;
 - g. The Bidder fails to submit or properly complete a Subcontractor list, if applicable, as required in Section 1-02.6;
 - h. The Bidder fails to submit or properly complete an Underutilized Disadvantaged Business Enterprise Certification, if applicable, as required in Section 1-02.6;
 - i. The Bidder fails to submit written confirmation from each UDBE firm listed on the Bidder's completed UDBE Utilization Certification that they are in agreement with the bidder's UDBE participation commitment, if applicable, as required in Section 1-02.6, or if the written confirmation that is submitted fails to meet the requirements of the Special Provisions;
 - j. The Bidder fails to submit UDBE Good Faith Effort documentation, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to demonstrate that a Good Faith Effort to meet the Condition of Award was made;
 - k. The Bidder fails to submit a UDBE Bid Item Breakdown form, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to meet the requirements of the Special Provisions;
 - l. The Bidder fails to submit UDBE Trucking Credit Forms, if applicable, as required in Section 1-02.6, or if the documentation that is submitted fails to meet the requirements of the Special Provisions;
 - m. The Bid Proposal does not constitute a definite and unqualified offer to meet the material terms of the Bid invitation; or
 - n. More than one Proposal is submitted for the same project from a Bidder under the same or different names.
2. A Proposal may be considered irregular and may be rejected if:
 - a. The Proposal does not include a unit price for every Bid item;
 - b. Any of the unit prices are excessively unbalanced (either above or below the amount of a reasonable Bid) to the potential detriment of the City;
 - c. Receipt of Addenda is not acknowledged;
 - d. A member of a joint venture or partnership and the joint venture or partnership submit Proposals for the same project (in such an instance, both Bids may be rejected); or
 - e. If Proposal form entries are not made in ink.

Disqualification of Bidders
(May 17, 2018 APWA GSP, Option A)

Delete this section and replace it with the following:

A Bidder will be deemed not responsible if the Bidder does not meet the mandatory bidder responsibility criteria in RCW 39.04.350(1), as amended.

The City will verify that the Bidder meets the mandatory bidder responsibility criteria in RCW 39.04.350(1). To assess bidder responsibility, the City reserves the right to request documentation as needed from the Bidder and third parties concerning the Bidder's compliance with the mandatory bidder responsibility criteria.

If the City determines the Bidder does not meet the mandatory bidder responsibility criteria in RCW 39.04.350(1) and is therefore not a responsible Bidder, the City shall notify the Bidder in writing, with the reasons for its determination. If the Bidder disagrees with this determination, it may appeal the determination within two (2) business days of the City's determination by presenting its appeal and any additional information to the City. The City will consider the appeal and any additional information before issuing its final determination. If the final determination affirms that the Bidder is not responsible, the City will not execute a contract with any other Bidder until at least two business days after the Bidder determined to be not responsible has received the City's final determination.

Pre Award Information

(August 14, 2013 APWA GSP)

Revise this section to read:

Before awarding any contract, the City may require one or more of these items or actions of the apparent lowest responsible bidder:

1. A complete statement of the origin, composition, and manufacture of any or all materials to be used,
2. Samples of these materials for quality and fitness tests,
3. A progress schedule (in a form the City requires) showing the order of and time required for the various phases of the work,
4. A breakdown of costs assigned to any bid item,
5. Attendance at a conference with the Engineer or representatives of the Engineer,
6. Obtain, and furnish a copy of, a business license to do business in the city or county where the work is located.
7. Any other information or action taken that is deemed necessary to ensure that the bidder is the lowest responsible bidder.

1-03 AWARD AND EXECUTION OF CONTRACT

Consideration of Bids

(January 23, 2006 APWA GSP)

Revise the first paragraph to read:

After opening and reading proposals, the City will check them for correctness of extensions of the prices per unit and the total price. If a discrepancy exists between the price per unit and the extended amount of any bid item, the price per unit will control. If a minimum bid amount has been established for any item and the bidder's unit or lump sum price is less than the minimum specified amount, the City will unilaterally revise the unit or lump sum price, to the minimum specified amount and recalculate the extension. The total of extensions, corrected where necessary, including sales taxes where applicable and such additives and/or alternates as selected by the City, will be used by the City for award purposes and to fix the Awarded Contract Price amount and the amount of the contract bond.

Execution of Contract
(October 1, 2005 APWA GSP)

Revise this section to read:

Copies of the Contract Provisions, including the unsigned Form of Contract, will be available for signature by the successful bidder on the first business day following award. The number of copies to be executed by the Contractor will be determined by the City.

Within 10 calendar days after the award date, the successful bidder shall return the signed City-prepared contract, an insurance certification as required by Section 1-07.18, and a satisfactory bond as required by law and Section 1-03.4. Before execution of the contract by the City, the successful bidder shall provide any pre-award information the City may require under Section 1-02.15.

Until the City executes a contract, no proposal shall bind the City nor shall any work begin within the project limits or within City-furnished sites. The Contractor shall bear all risks for any work begun outside such areas and for any materials ordered before the contract is executed by the City.

If the bidder experiences circumstances beyond their control that prevents return of the contract documents within the calendar days after the award date stated above, the City may grant up to a maximum of 5 additional calendar days for return of the documents, provided the City deems the circumstances warrant it.

Contract Bond
(July 23, 2015 APWA GSP)

Delete the first paragraph and replace it with the following:

The successful bidder shall provide executed payment and performance bond(s) for the full contract amount. The bond may be a combined payment and performance bond; or be separate payment and performance bonds. In the case of separate payment and performance bonds, each shall be for the full contract amount. The bond(s) shall:

1. Be on City-furnished form(s);
2. Be signed by an approved surety (or sureties) that:
 - a. Is registered with the Washington State Insurance Commissioner, and
 - b. Appears on the current Authorized Insurance List in the State of Washington published by the Office of the Insurance Commissioner,
3. Guarantee that the Contractor will perform and comply with all obligations, duties, and conditions under the Contract, including but not limited to the duty and obligation to indemnify, defend, and protect the City against all losses and claims related directly or indirectly from any failure:
 - a. Of the Contractor (or any of the employees, Subcontractors, or lower tier Subcontractors of the Contractor) to faithfully perform and comply with all contract obligations, conditions, and duties, or
 - b. Of the Contractor (or the Subcontractors or lower tier Subcontractors of the Contractor) to pay all laborers, mechanics, Subcontractors, lower tier Subcontractors, material person, or any other person who provides supplies or provisions for carrying out the work;
4. Be conditioned upon the payment of taxes, increases, and penalties incurred on the project under titles 50, 51, and 82 RCW; and
5. Be accompanied by a power of attorney for the Surety's officer empowered to sign the bond; and

6. Be signed by an officer of the Contractor empowered to sign official statements (sole proprietor or partner). If the Contractor is a corporation, the bond(s) must be signed by the president or vice president, unless accompanied by written proof of the authority of the individual signing the bond(s) to bind the corporation (i.e., corporate resolution, power of attorney, or a letter to such effect signed by the president or vice president).

Judicial Review

(November 30, 2018 APWA GSP)

Revise this section to read:

Any decision made by the City regarding the Award and execution of the Contract or Bid rejection shall be conclusive subject to the scope of judicial review permitted under Washington Law. Such review, if any, shall be timely filed in the Superior Court of the county where the City headquarters is located, provided that where an action is asserted against a county, RCW 36.01.050 shall control venue and jurisdiction.

1-04 SCOPE OF THE WORK

Coordination of Contract Documents, Plans, Special Provisions, Specifications and Addenda

Revise the second paragraph to read:

Any inconsistency in the parts of the contract shall be resolved by following this order of precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):

1. Addenda,
2. Proposal Form,
3. Special Provisions,
4. Contract Plans,
5. Amendments to the Standard Specifications,
6. Standard Specifications,
7. WSDOT Standard Plans for Road, Bridge, and Municipal Construction.

Changes

This section is supplemented with the following:

The Contractor is responsible for determining all work, scheduling and costs impacts caused by changes, and shall include such when proposing the price and time for the change. No subsequent requests for compensation or time will be accepted once the change has been approved or the protest period [Section 1-04.5] expires.

Supplement this section with the following:

No changes in the work covered by the approved Contract shall be made without having prior written approval of the City. Note that submittal review does not constitute approval of a change order. Changes shown on shop drawings or submittals only will not satisfy this requirement. Work performed before a change is approved is at the Contractor's risk, and at the discretion of the City at the contractor's expense.

Variation in Estimated Quantities

Supplement this section with the following:

The quantities listed in the unit price Bid Proposal are estimates for bidding purposes only. There will be no adjustments in price due to increases or decreases in quantities regardless of the magnitude. The 25 percent provisions of this Section 1-04.6 shall not apply to: **All Bid Items**. Payment will be made at the unit contract price for actual quantities of work completed.

Differing Site Conditions (Changed Conditions)

Supplement this section with the following:

Depths are approximate and provided for informational purposes only. Contractor shall verify the actual depths. Variation between the actual depth and the depth indicated on the construction plans shall not constitute a changed condition.

The pipe diameters provided on the construction plans are the nominal pipe diameters. Contractor shall measure all actual pipe diameters and lengths prior to ordering any material. If a nominal pipe diameter is encountered that is different from the nominal diameter shown on the construction plans, payment shall be per the unit price established for the actual nominal pipe diameter. If no unit price is established for a given nominal pipe diameter, payment shall be per section 1-04.4.

1-04.11 Final Cleanup

(June 26, 2020 COP GSP)

Delete this section and replace it with the following:

The Contractor shall perform final cleanup as provided in this section to the City's satisfaction. The date of acceptance will not be established until this is done. The material sites and all ground the Contractor occupied to do the work shall be left neat and presentable. The Contractor shall:

1. Remove all rubbish, surplus materials, discarded materials, falsework, temporary structures, equipment, and debris, and
2. Deposit in embankments, or remove from the project, all unneeded, oversized rock left from grading, surfacing, or paving.

Partial cleanup shall be done by the Contractor when they feel it is necessary or when, in the opinion of the City, partial clean-up should be done prior to either major cleanup or final inspection.

(June 26, 2020 COP GSP)

Add the following new section:

Waste Site

Where there is additional waste excavation in excess of that needed for the project and in excess of that needed for compliance with requests of the City, the Contractor shall secure and operate his own waste site at his own expense. The Contractor shall also be required to secure and operate his own waste site at his own expense for the disposal of all unsuitable material, asphalt, concrete, debris, or waste material, and any other objectionable material which is directed to waste.

The Contractor shall comply with the State of Washington's regulations regarding disposal of waste material as outlined in WAC 173-304, Subchapter 461.

CONTROL OF WORK

Authority of the Engineer

(June 26, 2020 COP GSP)

Supplement this section with the following:

Unless otherwise provided in the approved Contract, the means and methods of construction shall be such as the Contractor may choose; subject, however, to the City's right to reject the means and methods proposed by the Contractor which (1) will constitute or create a hazard to the work, or to persons or property; or (2) in the City's opinion will not produce finished work in accordance with the terms of the Contract. Approval of the Contractor's means and methods of construction or his failure to exercise his right to reject such means or methods shall not relieve the Contractor of the obligation to accomplish the result intended by the Contract; nor shall the exercise of such right to reject create a cause for action for damages.

Add the following new section:

Project Record Drawings

The Contractor shall maintain a neatly marked and legible red-lined set of plans and specifications, which shall be updated at a minimum on a weekly basis, with all field instruction, change orders, and construction adjustments. The Contractor's red-lined drawings/specifications shall be subject to the inspection of the City at all times. The red-lined set of plans shall include all as-built survey information required in the Contract.

The responsibility of preparing and maintaining Record Drawings shall be performed or overseen by an experienced, and qualified individual. The quality of the Record Drawings, in terms of accuracy, clarity, and completeness, is to be adequate to allow the City to modify the computer-aided drafting (CAD) Contract Drawings to produce a complete set of Record Drawings for the Contracting Agency without further investigative effort by the Contracting Agency.

The Record Drawing markups shall document all changes in the Work, both concealed and visible. Items that must be shown on the markups include but are not limited to:

- Actual Dimensions, arrangement, and materials used when different than shown in the Plans.
- Changes made by Change Order or Field Order.
- Changes made by the Contractor.
- Accurate locations, both horizontally and vertically, of storm sewer, sanitary sewer, water mains and other water appurtenances, structures, conduits, light standards, vaults, width of roadways, sidewalks, landscaping area, building footprints, channelization and pavement markings, etc. Include pipe invert elevations, top of castings (manholes, inlets, etc.).

Drawings shall be subject to the inspection by the Engineer at all times. Prior to acceptance of the work, the Contractor shall deliver to the Engineer one set of neatly marked record drawings showing the information required above. Requests for partial

payment will not be approved if the marked-up prints are not kept current, and request for final payment will not be approved until the fully complete marked-up prints are delivered to and accepted by the Engineer.

Inspections of Work and Materials

(June 26, 2020 COP GSP)

Supplement this section with the following:

The City may not be on the job site full-time. The Contractor shall follow the approved construction plans and specifications, schedule, and request inspections and testing at the appropriate times as required herein. The Contractor shall provide a minimum two (2) business days of notice to the City to request inspections and/or testing, but in no case shall there be more than three (3) business days of notice. The request shall state the date and approximate time the inspection and/or test is requested. Should the Contractor request inspection and/or testing on short notice, the City will make every effort to accommodate the Contractor's request but no guarantees shall apply. The Contractor shall prepare a project schedule and submit it to the City for review. The approved project schedule shall also be used as a guide for the Contractor to schedule inspections.

The Contractor shall be prepared for Contractor-scheduled inspections. If over the duration of the Contract the Contractor fails more than twice to be prepared for Contractor-scheduled inspections or tests, all subsequent costs associated with re-mobilizing inspectors shall be borne by the Contractor.

At the beginning of the project, or each applicable construction activity, the Contractor shall meet with City and establish a minimum 100 feet of product, in the field, which meets the specifications. This work includes: Survey staking and control, pavement cuts, utility trenches, trench bedding, pipe installation, backfill, patches, curb and gutter alignment, grade and finish, sidewalk finish, paving finish, and any other activities determined by the Engineer to be important to the project. No major amount of work shall proceed until this is established. This does not waive the Contractor's requirements in the specifications for quality control or materials used.

Inspections and testing are mandatory for acceptance of backfilling any utility trenches; placing base course and top course for streets; paving; placing sidewalks, curbs and gutters; storm, sewer and water line installation.

Removal of Defective and Unauthorized Work

Supplement this section with the following:

If the Contractor fails to remedy defective or unauthorized work within the time specified in a written notice from the City, or fails to perform any part of the work required by the Contract Documents, the City may correct and remedy such work as may be identified in the written notice, with City forces or by such other means as the City may deem necessary.

If the Contractor fails to comply with a written order to remedy what the City determines to be an emergency situation, the City may have the defective and unauthorized work corrected immediately, have the rejected work removed and replaced, or have work the Contractor refuses to perform completed by using City or other forces. An emergency situation is any situation when, in the opinion of the City, a delay in its remedy could be potentially unsafe, or might cause serious risk of loss or damage to the public.

Direct or indirect costs incurred by the City attributable to correcting and remedying defective or unauthorized work, or work the Contractor failed or refused to perform, shall be paid by the Contractor. Payment will be deducted by the City from monies due, or to become due to the City by the Contractor. Such direct and indirect costs shall include in particular, but without limitation, compensation for additional professional services required, and costs for repair and replacement of work of others destroyed or damaged by correction, removal, or replacement of the Contractor's unauthorized work.

No adjustment in contract time or compensation will be allowed because of the delay in the performance of the work attributable to the exercise of the City's rights provided by this Section.

The rights exercised under the provisions of this section shall not diminish the City's right to pursue any other avenue for additional remedy or damages with respect to the Contractor's failure to perform the work as required.

Supplement this section with the following:
(June 26, 2020 COP GSP)

For new roadway/street construction and overlays, HMA work rejected shall require the replacement of the entire road or street width from block to block or as approved in writing from the Engineer. For trench patching, HMA work rejected shall require the replacement of the entire patch width from block to block or as approved in writing from the Engineer.

(June 26, 2020 COP GSP)
Add the following new section:

Means and Methods

Unless otherwise provided in the Contract, the means and methods of construction shall be such as the Contractor may choose; subject, however, to the City's right to reject means and methods proposed by the Contractor which (1) will constitute or create a hazard to the work, or to persons or property; or (2) will not produce finished work in accordance with the terms of the Contract. The Consultant's or City's approval of the Contractor's means and methods of construction or his failure to exercise his right to reject such means or methods shall not relieve the Contractor of the obligation to accomplish the result intended by the Contract; nor shall the exercise of such right to reject create a cause for action for damages.

Guarantees

Delete this section and replace it with the following:

If defective and unauthorized materials or work is discovered within the guarantee timeframe after the certification of completed public improvements date, the Contractor shall promptly, upon written request, return and in accordance with the instructions either correct such work, or if such work has been rejected, remove it from the Project Site and replace it with non-defective and authorized work, all without cost to the City. If the Contractor does not promptly comply with the written request to correct defective and unauthorized work, or if an emergency exists, the City reserves the right to have defective and unauthorized work corrected or rejected, removed, and replaced pursuant to the provisions of Section 1-05.7 of the Standard Specifications.

Final Acceptance

1-05.4 Conformity With and Deviations from Plans and Stakes

(2020 WSDOT GSP)

Section 1-05.4 is supplemented with the following:

Contractor Surveying - Roadway

Copies of the Contracting Agency provided primary survey control data are available for the bidder's inspection at the office of the Project Manager.

The Contractor shall be responsible for setting, maintaining, and resetting all alignment stakes, slope stakes, and grades necessary for the construction of the roadbed, drainage, surfacing, paving, channelization and pavement marking, illumination and signals, guardrails and barriers, and signing. Except for the survey control data to be furnished by the Contracting Agency, calculations, surveying, and measuring required for setting and maintaining the necessary lines and grades shall be the Contractor's responsibility.

The Contractor shall inform the Engineer when monuments are discovered that were not identified in the Plans and construction activity may disturb or damage the monuments. All monuments noted on the plans "DO NOT DISTURB" shall be protected throughout the length of the project or be replaced at the Contractors expense.

Detailed survey records shall be maintained, including a description of the work performed on each shift, the methods utilized, and the control points used. The record shall be adequate to allow the survey to be reproduced. A copy of each day's record shall be provided to the Engineer within three working days after the end of the shift.

The meaning of words and terms used in this provision shall be as listed in "Definitions of Surveying and Associated Terms" current edition, published by the American Congress on Surveying and Mapping and the American Society of Civil Engineers.

The survey work shall include but not be limited to the following:

1. Verify the primary horizontal and vertical control furnished by the Contracting Agency, and expand into secondary control by adding stakes and hubs as well as additional survey control needed for the project. Provide descriptions of secondary control to the Contracting Agency. The description shall include coordinates and elevations of all secondary control points.
2. Establish, the centerlines of all alignments, by placing hubs, stakes, or marks on centerline or on offsets to centerline at all curve points (PCs, PTs, and PIs) and at points on the alignments spaced no further than 50 feet.
3. Establish clearing limits, placing stakes at all angle points and at intermediate points not more than 50 feet apart. The clearing and grubbing limits shall be 5 feet beyond the toe of a fill and 10 feet beyond the top of a cut unless otherwise shown in the Plans.
4. Establish grading limits, placing slope stakes at centerline increments not more than 50 feet apart. Establish offset reference to all slope stakes. If Global Positioning Satellite (GPS) Machine Controls are used to provide grade control, then slope stakes may be omitted at the discretion of the Contractor

5. Establish the horizontal and vertical location of all drainage features, placing offset stakes to all drainage structures and to pipes at a horizontal interval not greater than 25 feet.
6. Establish roadbed and surfacing elevations by placing stakes at the top of subgrade and at the top of each course of surfacing. Subgrade and surfacing stakes shall be set at horizontal intervals not greater than 50 feet in tangent sections, 25 feet in curve sections with a radius less than 300 feet, and at 10-foot intervals in intersection radii with a radius less than 10 feet. Transversely, stakes shall be placed at all locations where the roadway slope changes and at additional points such that the transverse spacing of stakes is not more than 12 feet. If GPS Machine Controls are used to provide grade control, then roadbed and surfacing stakes may be omitted at the discretion of the Contractor.
7. Establish intermediate elevation benchmarks as needed to check work throughout the project.
8. Provide references for paving pins at 25-foot intervals or provide simultaneous surveying to establish location and elevation of paving pins as they are being placed.
9. For all other types of construction included in this provision, (including but not limited to channelization and pavement marking, illumination and signals, guardrails and barriers, and signing) provide staking and layout as necessary to adequately locate, construct, and check the specific construction activity.
10. Contractor shall determine if changes are needed to the profiles or roadway sections shown in the Contract Plans in order to achieve proper smoothness and drainage where matching into existing features, such as a smooth transition from new pavement to existing pavement. The Contractor shall submit these changes to the Project Engineer for review and approval 10 days prior to the beginning of work.

The Contractor shall provide the Contracting Agency copies of any calculations and staking data when requested by the Engineer.

To facilitate the establishment of these lines and elevations, the Contracting Agency will provide the Contractor with primary survey control information consisting of descriptions of two primary control points used for the horizontal and vertical control, and descriptions of two additional primary control points for every additional three miles of project length. Primary control points will be described by reference to the project alignment and the coordinate system and elevation datum utilized by the project. In addition, the Contracting Agency will supply horizontal coordinates for the beginning and ending points and for each Point of Intersection (PI) on each alignment included in the project.

The Contractor shall ensure a surveying accuracy within the following tolerances:

	<u>Vertical</u>	<u>Horizontal</u>
Slope stakes	±0.10 feet	±0.10 feet
Subgrade grade stakes set 0.04 feet below grade	±0.01 feet	±0.5 feet (parallel to alignment) ±0.1 feet (normal to alignment)
Stationing on roadway	N/A	±0.1 feet
Alignment on roadway	N/A	±0.04 feet
Surfacing grade stakes	±0.01 feet	±0.5 feet (parallel to alignment) ±0.1 feet (normal to alignment)
Roadway paving pins for surfacing or paving	±0.01 feet	±0.2 feet (parallel to alignment) ±0.1 feet (normal to alignment)

The Contracting Agency may spot-check the Contractor's surveying. These spot-checks will not change the requirements for normal checking by the Contractor.

When staking roadway alignment and stationing, the Contractor shall perform independent checks from different secondary control to ensure that the points staked are within the specified survey accuracy tolerances.

The Contractor shall calculate coordinates for the alignment. The Contracting Agency will verify these coordinates prior to issuing approval to the Contractor for commencing with the work. The Contracting Agency will require up to seven calendar days from the date the data is received.

Contract work to be performed using contractor-provided stakes shall not begin until the stakes are approved by the Contracting Agency. Such approval shall not relieve the Contractor of responsibility for the accuracy of the stakes.

Stakes shall be marked in accordance with Standard Plan A10.10. When stakes are needed that are not described in the Plans, then those stakes shall be marked, at no additional cost to the Contracting Agency as ordered by the Engineer.

Payment

Payment will be made in accordance with Section 1-04.1 for the following bid item when included in the proposal:

"Roadway Surveying", lump sum.

The lump sum contract price for "Roadway Surveying" shall be full pay for all labor, equipment, materials, and supervision utilized to perform the Work specified, including any resurveying, checking, correction of errors, replacement of missing or damaged stakes, and coordination efforts.

Delete this section and replace it with the following:

1-05.11 Final Inspections and Operational Testing
(October 1, 2005 APWA GSP)

Substantial Completion Date

When the Contractor considers the work to be substantially complete, the Contractor shall so notify the Engineer and request the Engineer establish the Substantial Completion Date. The Contractor's request shall list the specific items of work that remain to be completed in order to reach physical completion. The Engineer will schedule an inspection of the work with the Contractor to determine the status of completion. The Engineer may also establish the Substantial Completion Date unilaterally.

If, after this inspection, the Engineer concurs with the Contractor that the work is substantially complete and ready for its intended use, the Engineer, by written notice to the Contractor, will set the Substantial Completion Date. If, after this inspection the Engineer does not consider the work substantially complete and ready for its intended use, the Engineer will, by written notice, so notify the Contractor giving the reasons therefor.

Upon receipt of written notice concurring in or denying substantial completion, whichever is applicable, the Contractor shall pursue vigorously, diligently and without unauthorized interruption, the work necessary to reach Substantial and Physical Completion. The Contractor shall provide the Engineer with a revised schedule indicating when the Contractor expects to reach substantial and physical completion of the work.

The above process shall be repeated until the Engineer establishes the Substantial Completion Date and the Contractor considers the work physically complete and ready for final inspection.

Final Inspection and Physical Completion Date

When the Contractor considers the work physically complete and ready for final inspection, the Contractor by written notice, shall request the Engineer to schedule a final inspection. The Engineer will set a date for final inspection. The Engineer and the Contractor will then make a final inspection and the Engineer will notify the Contractor in writing of all particulars in which the final inspection reveals the work incomplete or unacceptable. The Contractor shall immediately take such corrective measures as are necessary to remedy the listed deficiencies. Corrective work shall be pursued vigorously, diligently, and without interruption until physical completion of the listed deficiencies. This process will continue until the Engineer is satisfied the listed deficiencies have been corrected.

If action to correct the listed deficiencies is not initiated within 7 days after receipt of the written notice listing the deficiencies, the Engineer may, upon written notice to the Contractor, take whatever steps are necessary to correct those deficiencies pursuant to Section 1-05.7.

The Contractor will not be allowed an extension of contract time because of a delay in the performance of the work attributable to the exercise of the Engineer's right hereunder.

Upon correction of all deficiencies, the Engineer will notify the Contractor and the City, in writing, of the date upon which the work was considered physically complete. That date shall constitute the Physical Completion Date of the contract, but shall not imply acceptance

of the work or that all the obligations of the Contractor under the contract have been fulfilled.

Operational Testing

It is the intent of the City to have at the Physical Completion Date a complete and operable system. Therefore when the work involves the installation of machinery or other mechanical equipment; street lighting, electrical distribution or signal systems; irrigation systems; buildings; or other similar work it may be desirable for the Engineer to have the Contractor operate and test the work for a period of time after final inspection but prior to the physical completion date. Whenever items of work are listed in the Contract Provisions for operational testing they shall be fully tested under operating conditions for the time period specified to ensure their acceptability prior to the Physical Completion Date. During and following the test period, the Contractor shall correct any items of workmanship, materials, or equipment which prove faulty, or that are not in first class operating condition. Equipment, electrical controls, meters, or other devices and equipment to be tested during this period shall be tested under the observation of the Engineer, so that the Engineer may determine their suitability for the purpose for which they were installed. The Physical Completion Date cannot be established until testing and corrections have been completed to the satisfaction of the Engineer.

The costs for power, gas, labor, material, supplies, and everything else needed to successfully complete operational testing, shall be included in the unit contract prices related to the system being tested, unless specifically set forth otherwise in the proposal. Operational and test periods, when required by the Engineer, shall not affect a manufacturer's guaranties or warranties furnished under the terms of the contract.

Add the following new section:

One-Year Guarantee Period

The Contractor shall return to the project and repair or replace all defects in workmanship and material discovered within one year after Final Acceptance of the Work, at the expense of a Contractor and to the satisfaction of the City. The Contractor shall start work to remedy any such defects within 7 calendar days of receiving City's written notice of a defect, and shall complete such work within the time stated in the City's notice. In case of an emergency, where damage may result from delay or where loss of services may result, such corrections may be made by the City's own forces or another Contractor, in which case the cost of corrections shall be paid by the Contractor. In the event the Contractor does not accomplish corrections within the time specified, the work will be otherwise accomplished and the cost of same shall be paid by the Contractor.

When corrections of defects are made, the Contractor shall then be responsible for correcting all defects in workmanship and materials in the corrected work for one year after acceptance of the corrections by City.

This guarantee is supplemental to and does not limit or affect the requirements that the Contractor's work comply with the requirements of the Contract or any other legal rights or remedies of the City.

Superintendents, Labor, and Equipment of Contractor (August 14, 2013 APWA GSP)

Delete the sixth and seventh paragraphs of this section.

Cooperation with Other Contractors

(June 26, 2020 COP GSP)

Supplement this section with the following:

No additional compensation will be given to the Contractor for any coordination or delays caused by other nearby construction projects.

Method of Serving Notices

(March 25, 2009 APWA GSP)

Revise the second paragraph to read:

All correspondence from the Contractor shall be directed to the Project Engineer. All correspondence from the Contractor constituting any notification, notice of protest, notice of dispute, or other correspondence constituting notification required to be furnished under the Contract, must be in paper format, hand delivered or sent via mail delivery service to the Project Engineer's office. Electronic copies such as e-mails or electronically delivered copies of correspondence will not constitute such notice and will not comply with the requirements of the Contract.

Add the following new section:

Water and Power

Water Supply: The Contractor shall make necessary arrangements, and shall bear the costs for water necessary for the performance of the work. Water for use on the projects may be purchased from the City of Pasco, and the Contractor shall arrange for and convey the water from the nearest convenient hydrant or other source at his own expense. The hydrants shall be used in accordance with the City of Pasco Water Department regulations.

If City water is used for any work related to a project, a fire hydrant meter and gate valve will need to be obtained from the City of Pasco to be used specifically for this project. The City will charge the Contractor for any water used during construction. The Contractor shall not operate the hydrant as a gate valve, nor shall the Contractor be allowed to operate any other City owned valve. The Contractor shall provide the necessary back flow prevention device when connecting to the water service. The Fire Hydrant Meter requirements and the Fire Hydrant Meter Application are available at the Customer Service Window and the Engineering Department.

The City reserves the right to deny the use of fire hydrants where deemed inappropriate by the City.

Power Supply: The Contractor shall make necessary arrangements, and shall bear the costs for power necessary for the performance of the work.

(June 26, 2020 COP GSP)

Add the following new section:

Oral Agreements

The following new section shall be added to the Standard Specifications:

No oral agreement or conversation with any officer, agent, or employee of the City, either before or after construction, shall affect or modify any of the terms or obligations contained in any of the City-approved documents. Such oral agreement or conversation shall be considered as unofficial information and in no way binding upon the City, unless subsequently put in writing and signed by the City.

CONTROL OF MATERIAL

Approval of Materials Prior to Use

Revise the first paragraph to read:

Product substitution requests shall be submitted by the Contractor to the Engineer in advance of associated submittals.

Prior to purchasing any materials for use, the Contractor shall submit documentation to the City of all proposed material. The Contractor shall use the Request for Approval of Material (RAM) form, WSDOT Form 350-071, which shall be provided to the City as a submittal. Materials included in the WSDOT Qualified Products List (QPL) but not in the City's Construction Standards will be taken under consideration by use of the RAM form.

Submittal review is only for general conformance with the design concept and the information given in the Contract Documents. Submittal review and the associated comments do not constitute a complete verification of the submittal, and do not relieve the Contractor from compliance with the Contract Documents. Review and approval of a specific item shall not constitute review and approval of the associated assembly of which the item is a component. The Contractor is responsible for compatibility of assembly components. The Contractor is additionally responsible for: dimensions to be confirmed and coordinated at the jobsite; information that pertains solely to the fabrication process or to the means, methods, techniques, sequences and procedures of construction; coordination of the work with that of all other trades, and performing all work safely and with good workmanship. Any deviation from the Contract Documents by the Contractor shall be clearly noted. Any such deviation not noted has not been reviewed. Any fabrications or other work performed in advance of the receipt of approved submittals shall be entirely at the Contractor's risk and expense.

Processing time: Allow time for submittal review, including time for resubmittals, as follows. Time for review shall commence on City's receipt of submittal. No extension of the Contract time will be authorized because of failure to transmit submittals enough in advance of the work to permit processing, including resubmittals.

1. Initial review: Allow ten (10) working days for initial review of each submittal. Allow additional time if coordination with subsequent submittals is required. City will advise Contractor when a submittal being processed must be delayed for coordination.
2. Resubmittal review: Allow five (5) working days for review of each resubmittal.

Submittal response: The City will note the submittal status when responding to a submittal as follows:

1. Under Review.
2. Approved: If the review indicates that the submittal appears to be in conformance with the Contract Documents, the submittal will be marked "APPROVED". The Contractor may begin implementing the work method or incorporating the material or equipment covered by the submittal.
3. Approved As Noted: If the review indicates that the submittal is insufficient or that limited corrections are required, the submittal will be marked "APPROVED AS

NOTED". The Contractor may begin implementing the work method or incorporating the material or equipment covered by the submittal, in accordance with the noted corrections. Where submittal information will be incorporated in operation and maintenance plan, a corrected copy shall be provided within 30 days, otherwise no further action will be required.

4. Revise & Resubmit: If the review reveals that the submittal is substantially insufficient or contains incorrect data to an extent that requires revision and re-review by the District prior to proceeding with the associated work, the submittal will be marked "RESUBMIT" and returned to the Contractor. This indicated that the Contractor should not proceed with the relevant portion of work, at-risk or otherwise, until a revised submittal has been submitted, reviewed, and accepted by the District as either "APPROVED", or "APPROVED AS NOTED."
5. Rejected.
6. N/A: If the review reveals that the submittal is not required by the Contract Documents, at the District's discretion it may be returned by the District without action marked "N/A" This does not constitute review of the submittal, and is only communicating that District review of this submittal is not required by the Contract Documents. It is the Contractor's responsibility to follow up with the District if the Contractor needs approval of information in a submittal that was marked "N/A."

The Contract for the Work, as awarded, shall be on the basis of adhering to specifications in the Contract Documents for Bid Items such as labor, materials, equipment, and/or procedures.

Proposal by the Bidder for an "or-equal", and/or "substitute", to those items shall be approved by the Engineer and identified by an Addendum.

Samples and Tests for Acceptance

Supplement this section with the following:

The Contractor shall coordinate with the City and schedule all material and compaction testing required by these special provisions, which will be paid for by the City. All costs associated with subsequent testing due to failure to meet acceptance criteria will be paid by the Contractor.

Roadway Subgrade

The City will perform two (2) compaction tests for the first ten thousand (10,000) square feet and one (1) test for each additional ten thousand (10,000) square feet.

The City may request additional tests be performed at the Contractor's expense, if test results do not meet the required subgrade densities. Subgrade compaction shall be as specified for Roadway Embankment in Section 2-03.3(14)C, Method C.

Ballast and Crushed Surfacing

The City will perform two (2) compaction tests for the first ten thousand (10,000) square feet and one (1) test for each additional ten thousand (10,000) square feet.

The City may request additional tests be performed at the Contractor's expense, if test results do not meet the required subgrade densities. Compaction of ballast and crushed surfacing shall be as specified in Section 4-04.3(5).

Asphalt Pavement

Asphalt paving may not occur until successful compaction test results are achieved for trench backfill, subgrade, embankment, ballast and crushed surfacing, as applicable.

The City may request additional tests be performed at the Contractor's/Developer's expense, if test results do not meet the required densities. Compaction of Hot Mix Asphalt pavement shall be as specified in Section 5-04.3(10).

Statistical Evaluations of Materials for Acceptance

(June 26, 2020 COP GSP)

Delete Section 1-06.2(2).

LEGAL RELATIONS AND RESPONSIBILITIES TO THE PUBLIC

Laws to be Observed

Supplement this section with the following:

In cases of conflict between different safety regulations, the Contractor shall immediately notify the City and proceed with subsequent direction given by the City. For bidding purposes, assume the more stringent regulation shall apply.

The Washington State Department of Labor and Industries shall be the sole and paramount administrative agency responsible for the administration of the provisions of the Washington Industrial Safety and Health Act of 1973 (WISHA).

The Contractor shall be solely responsible for compliance with Occupational Safety and Health Administration (OSHA) requirements on the jobsite.

The Contractor shall have sole responsibility for the safety, efficiency, and adequacy of the Contractor's plant, appliances, and methods, and for any damage or injury resulting from their failure, or improper maintenance, use, or operation. The Contractor shall be solely and completely responsible for the conditions of the project site, including safety for all persons and property in the performance of the work. This requirement shall apply continuously, and not be limited to normal working hours. The required or implied duty of the Engineer to conduct construction review of the Contractor's performance does not, and shall not, be intended to include review and adequacy of the Contractor's safety measures in, on, or near the project site.

The Contractor shall maintain at the project site office, or other well-known place at the project site, all articles necessary for providing first aid to the injured. The Contractor shall establish, publish, and make known to all employees, procedures for ensuring immediate removal to a hospital, or doctor's care, persons, including employees, who may have been injured on the project site. Employees should not be permitted to work on the project site before the Contractor has established and made known procedures for removal of injured persons to a hospital or a doctor's care.

The Contractor shall comply with all applicable federal, state, and local laws and requirements.

Amend the second sentence of the first paragraph to read:

SP-24R

The Contractor shall indemnify and save harmless the City of Pasco (including any agents, officers, employees, and representatives) against any claims that may arise because the Contractor (or any employee of the Contractor or Subcontractor or materialman) violated a legal requirement.

(May 13, 2020 WSDOT GSP, Option 4)
Supplement this section with the following:

In response to COVID-19, the Contractor shall prepare a project specific COVID-19 health and safety plan (CHSP) in conformance with Section 1-07.4(2) as supplemented in these specifications, COVID-19 Health and Safety Plan (CHSP).

State Taxes

Delete this section, including its sub-sections, in its entirety and replace it with the following:

1-07.2 State Sales Tax *(June 27, 2011 APWA GSP)*

The Washington State Department of Revenue has issued special rules on the State sales tax. Sections 1-07.2(1) through 1-07.2(3) are meant to clarify those rules. The Contractor should contact the Washington State Department of Revenue for answers to questions in this area. The City will not adjust its payment if the Contractor bases a bid on a misunderstood tax liability.

The Contractor shall include all Contractor-paid taxes in the unit bid prices or other contract amounts. In some cases, however, state retail sales tax will not be included. Section 1-07.2(2) describes this exception.

The City will pay the retained percentage (or release the Contract Bond if a FHWA-funded Project) only if the Contractor has obtained from the Washington State Department of Revenue a certificate showing that all contract-related taxes have been paid (RCW 60.28.051). The City may deduct from its payments to the Contractor any amount the Contractor may owe the Washington State Department of Revenue, whether the amount owed relates to this contract or not. Any amount so deducted will be paid into the proper State fund.

State Sales Tax — Rule 171

WAC 458-20-171, and its related rules, apply to building, repairing, or improving streets, roads, etc., which are owned by a municipal corporation, or political subdivision of the state, or by the United States, and which are used primarily for foot or vehicular traffic. This includes storm or combined sewer systems within and included as a part of the street or road drainage system and power lines when such are part of the roadway lighting system. For work performed in such cases, the Contractor shall include Washington State Retail Sales Taxes in the various unit bid item prices, or other contract amounts, including those that the Contractor pays on the purchase of the materials, equipment, or supplies used or consumed in doing the work.

State Sales Tax — Rule 170

WAC 458-20-170, and its related rules, apply to the constructing and repairing of new or existing buildings, or other structures, upon real property. This includes, but is not limited to, the construction of streets, roads, highways, etc., owned by the state of Washington; water mains and their appurtenances; sanitary sewers and sewage disposal systems unless such sewers and disposal systems are within, and a part of, a street or road drainage system; telephone, telegraph, electrical power distribution lines, or other conduits or lines in or above streets or roads, unless such power lines become a part of a street or road lighting system; and installing or attaching of any article of tangible personal property in or to real property, whether or not such personal property becomes a part of the realty by virtue of installation.

For work performed in such cases, the Contractor shall collect from the City, retail sales tax on the full contract price. The City will automatically add this sales tax to each payment to the Contractor. For this reason, the Contractor shall not include the retail sales tax in the unit bid item prices, or in any other contract amount subject to Rule 170, with the following exception.

Exception: The City will not add in sales tax for a payment the Contractor or a subContractor makes on the purchase or rental of tools, machinery, equipment, or consumable supplies not integrated into the project. Such sales taxes shall be included in the unit bid item prices or in any other contract amount.

Services

The Contractor shall not collect retail sales tax from the City on any contract wholly for professional or other services (as defined in Washington State Department of Revenue Rules 138 and 244).

Sanitation

Health Hazards

COVID-19 Health and Safety Plan (CHSP)

The Contractor shall prepare a project specific COVID-19 health and safety plan (CHSP). The Contractor's CHSP shall adhere to the most current State and Federal requirements throughout the duration of the project. If the State and/or Federal requirements are revised, the CHSP shall be updated as necessary to conform to the current requirements. The CHSP shall be prepared by the Contractor prior to beginning physical Work and made visible at the job site.

The Contractor shall update and resubmit the CHSP as the work progresses and new activities appear on the look ahead schedule required under Section 1-08.3(2)D. If the conditions change on the project, or a particular activity, the Contractor shall update and resubmit the CHSP. Work on any activity shall cease if conditions prevent full compliance with the CHSP.

The CHSP shall address the health and safety of all people associated with the project including State workers in the field, Contractor personnel, consultants, project staff, Subcontractors, suppliers and anyone on the project site, staging areas, or yards. The CHSP shall:

1. Identify all standards, guidance, publications, and sources on which it is based. Those standards may include references to the City's current requirements, OSHA, WISHA, and CDC publications that current at the time the CHSP is prepared.
2. Identify a responsible individual from the Contractor who is responsible for implementation of the CHSP. The individual(s) contact information shall be listed in the CHSP.
3. Identify the specific project for which it is applicable, and if applicable, shall address project work areas outside the project limits such as staging areas and/or yards.
4. Identify the administrative and engineered controls necessary to maintain a safe site. This includes, but is not limited to: personal protective equipment (PPE) needed to protect workers from COVID-19, sanitation resources, screening stations, safety briefings, and controlling access.
5. Identify measures for screening and managing workers or visitors to that enter and leave the project site. The plan shall include procedures should a person exhibit symptoms of COVID-19 at the project site.
6. Identify how the plan will be updated as new work activities are added with each two-week look-ahead schedule. The CHSP updates shall identify the number of workers, crews, work tasks, and the degree of congestion or confinement workers will experience for the work activities in the two-week look-ahead schedule.
7. Include how the Contractor will ensure everyone on the site has been trained on the CHSP requirements. This includes Subcontractors, suppliers, and anyone on the project site.

COVID-19 Health and Safety Plan (CHSP) Inspection

The Contractor shall grant full and unrestricted access to the Engineer for CHSP Inspections. The Engineer (or designee) will conduct periodic compliance inspections on the project site, staging areas, or yards to verify that any ongoing work activity is following the CHSP plan. If the Engineer becomes aware of a noncompliance incident either through a site inspection or other means, the Contractor will be notified immediately (within 1 hour). The Contractor shall immediately remedy the noncompliance incident or suspend all or part of the associated work activity. The Contractor shall satisfy the Engineer that the noncompliance incident has been corrected before the suspension will end.

Environmental Regulations

General

Supplement this section with the following:

Dumping of material removed from catch basins and other storm drain structures into the right of way, sanitary sewer or storm drain system is prohibited.

State Department of Ecology

Supplement this section with the following:

10. Comply with the requirements and special general conditions of the *Construction Stormwater General Permit* issued by the Washington State Department of Ecology for this project.

Contractor's Responsibility for Work

General

Supplement this section with the following:

The Contractor is responsible for constructing and completing all work included in the Contract in a professional manner with first-class workmanship.

The Contractor shall keep the City of Pasco informed in writing of the address to which official correspondence is to be directed, the address and phone number of the person in charge of his field personnel, and the address and telephone number of the Contractor's representative who will be responsible and available outside of normal working hours for emergency repairs and the maintenance of traffic control and safety devices.

Private/Public Property

Supplement this section with the following:

Existing utilities and access to utilities may be located within easements on private property. The City will assist the Contractor in gaining access to those existing utilities on private property by notifying property owners of the intent to access the property. The Contractor shall notify the Engineer of any properties where access to an easement is required a minimum of three (3) working days in advance of needing the access. The Contractor shall be responsible to make arrangements for physical access and to remove or relocate any public or private improvements impacting the project specific work. All improvements that are removed or relocated shall be restored by the Contractor in accordance with this section.

Utilities and Similar Facilities

Supplement this section with the following:

It shall be the Contractor's responsibility to coordinate and schedule work with other local utility companies where the work may impact their operations and/or existing infrastructure.

It shall be the Contractor's responsibility to investigate and verify the presence and location of all utilities prior to construction.

The Contractor shall call for field location, no sooner than 5 business days before the scheduled date for commencement of excavation which may affect underground utility facilities, unless otherwise agreed upon by the parties involved. A business day is defined as any day other than Saturday, Sunday, or a legal local, state, or federal holiday. The phone number for the Northwest Utility Notification Center for Pasco is 1-800-424-5555 (or 811). If no one-number locator service is available, notice shall be provided individually by the Contractor to those owners known to or suspected of having underground facilities within the area of proposed excavation.

The Contractor is alerted to the existence of Chapter 19.122 RCW, a law relating to underground utilities. Any cost to the Contractor incurred as a result of this law shall be at the Contractor's expense.

No excavation shall begin until all known facilities, in the vicinity of the excavation area, have been located and marked.

In addition to the requirements of RCW 19.122, the Contractor shall use surface features and other evidence in determining the approximate utility location prior to excavation. The Contractor shall hand dig to expose known utilities.

Where the location of the work is in proximity to overhead wires and power lines, the Contractor shall coordinate all work with the utility and shall provide for such measures as may be necessary for the protection of workmen.

Only City personnel shall operate water system valves.

Locations and dimensions shown in the Plans for existing facilities are in accordance with available information obtained without uncovering, measuring, or other verification.

The following address and telephone numbers of utility companies known or suspected of having facilities within the project limits are supplied for the Contractor's convenience:

Richard Ciccone-ciccone@bft.org <u>Ben Franklin Transit</u> 1000 Columbia Park Trail Richland, WA 99352 (509) 735-4131 (509) 735-1800 Fx	Arnie Garza - arnie.garza@cngc.com <u>Cascade Natural Gas</u> 8311 W. Grandridge Blvd. Kennewick, WA 99336 (509) 735-7333 (509) 735-9141 Fx
Duane Johnson - admin@bbec.org <u>Big Bend Electric Cooperative</u> PO Box 348 Ritzville, WA 99169 (866) 844-2363 (509) 659-1700 (509) 659-1404 Fx	Craig Erdman, County Engineer - publicworks@co.franklin.wa.us <u>Franklin County Engineering Dept.</u> 3416 Stearman Ave. Pasco, WA 99301 (509) 545-3514 (509) 545-2133 Fx
Stephanie Lorenz, Realty Specialist <u>Bonneville Power Admin.</u> Real Property Field Services 2211 N. Commercial Ave Pasco, WA 99301 (509) 544-4748 selorenz@bpa.gov	Aaron Gonzalez - agonzalez@franklinpud.com <u>Franklin County PUD</u> PO Box 2407 Pasco, WA 99302 (509) 547-5591 (509) 547-4116 Fx
Paul Fincher - paul.m.fischer@williams.com <u>Williams Pipeline</u> 606 S. Oregon Ave. Pasco, WA 99301 (509) 544-9216 (509) 544-0866 Fx	John Burns - fcid1@owt.com / jburn@pocketinet.com <u>FCID-Franklin County Irrigation District</u> PO Box 3907 Pasco, WA 99302 (509) 547-4912 (509) 545-1160 Fax

Antonio "Tony" Campos - Antonio.Campos@charter.com <u>Charter Communications</u> 639 N. Kellogg Kennewick, WA 99336 (509) 572-0537 cell	Tobias Mears - tobias.mears@centurylink.com <u>Century Link</u> Sunnyside, WA (509) 839-6651 - Office (509) 305-7503 - Cell
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Basin Disposal, Inc.	509-547-2476
Cascade Natural Gas	509-736-5563 509-619-5282
CenturyLink	509-839-6651 509-225-0902
Charter Communications	509-222-2665
City of Pasco PW Engineering	Project Engineer 509-545-3444
City of Pasco PW Operations	509-545-3463
Franklin County Irrigation Dist.	509-547-3831
Franklin County PUD	509-546-5953
Franklin County PW	509-545-3514
Pasco School Dist., Transp.	509-547-2510

Public Liability and Property Damage Insurance

Delete this section in its entirety, and replace it with the following:

1-07.18 Insurance

(January 4, 2016 APWA GSP)

General Requirements

- A. The Contractor shall procure and maintain the insurance described in all subsections of section 1-07.18 of these Special Provisions, from insurers with a current A. M. Best rating of not less than A-: VII and licensed to do business in the State of Washington. The City reserves the right to approve or reject the insurance provided, based on the insurer's financial condition.
- B. The Contractor shall keep this insurance in force without interruption from the commencement of the Contractor's Work through the term of the Contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated below.
- C. If any insurance policy is written on a claims made form, its retroactive date, and that of all subsequent renewals, shall be no later than the effective date of this Contract. The policy shall state that coverage is claims made, and state the retroactive date. Claims-made form coverage shall be maintained by the Contractor for a minimum of 36 months following the Completion Date or earlier termination of this Contract, and the Contractor shall annually provide the City with proof of renewal. If renewal of the claims made form of coverage becomes unavailable, or economically prohibitive, the Contractor shall purchase an extended reporting period ("tail") or execute another form of guarantee acceptable to the City to assure financial responsibility for liability for services performed.

- D. The Contractor's Automobile Liability, Commercial General Liability and Excess or Umbrella Liability insurance policies shall be primary and non-contributory insurance as respects the City's insurance, self-insurance, or self-insured pool coverage. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.
- E. The Contractor shall provide the City and all additional insureds with written notice of any policy cancellation, within two business days of their receipt of such notice.
- F. The Contractor shall not begin work under the Contract until the required insurance has been obtained and approved by the City
- G. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days' notice to the Contractor to correct the breach, immediately terminate the Contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Contractor from the City.
- H. All costs for insurance shall be incidental to and included in the unit or lump sum prices of the Contract and no additional payment will be made.

(June 26, 2020 COP GSP)

Supplement this section with the following:

- I. The Contractor shall obtain and maintain in full force and effect during the duration of the work public liability and property damage insurance in accordance with this section and as modified herein.
- J. Prior to start of construction, the Contractor shall furnish the City of Pasco a Certificate of Insurance and the additional insured endorsements as evidence of compliance with these requirements. This certificate shall name the City of Pasco, its employees, agents, elected and appointed officials, consultants, and all Subcontractors as "additional insureds" and shall stipulate that the policies named thereon cannot be canceled unless at least forty-five (45) days written notice has been given to the City of Pasco. The certificate shall not contain the following or similar wording regarding cancellation notification: "Failure to mail such notice shall impose no obligation or liability of any kind upon the company, its agents, or representatives."

Additional Insured

All insurance policies, with the exception of Workers Compensation, and of Professional Liability and Builder's Risk (if required by this Contract) shall name the following listed entities as additional insured(s) using the forms or endorsements required herein:

- the City and its officers, elected officials, employees, agents, and volunteers
- City's hired independent testing agency

The above-listed entities shall be additional insured(s) for the full available limits of liability maintained by the Contractor, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract, and irrespective of whether the Certificate of Insurance provided by the Contractor pursuant to 1-07.18(4) describes limits lower than those maintained by the Contractor.

For Commercial General Liability insurance coverage, the required additional insured endorsements shall be at least as broad as ISO forms CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

SubContractors

The Contractor shall cause each SubContractor of every tier to provide insurance coverage that complies with all applicable requirements of the Contractor-provided insurance as set forth herein, except the Contractor shall have sole responsibility for determining the limits of coverage required to be obtained by SubContractors.

The Contractor shall ensure that all SubContractors of every tier add all entities listed in 1-07.18(2) as additional insureds, and provide proof of such on the policies as required by that section as detailed in 1-07.18(2) using an endorsement as least as broad as ISO CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.

Upon request by the City, the Contractor shall forward to the City evidence of insurance and copies of the additional insured endorsements of each SubContractor of every tier as required in 1-07.18(4) Verification of Coverage.

Verification of Coverage

The Contractor shall deliver to the City a Certificate(s) of Insurance and endorsements for each policy of insurance meeting the requirements set forth herein when the Contractor delivers the signed Contract for the work. Failure of City to demand such verification of coverage with these insurance requirements or failure of City to identify a deficiency from the insurance documentation provided shall not be construed as a waiver of Contractor's obligation to maintain such insurance.

Verification of coverage shall include:

1. An ACORD certificate or a form determined by the City to be equivalent.
2. Copies of all endorsements naming City and all other entities listed in 1-07.18(2) as additional insured(s), showing the policy number. The Contractor may submit a copy of any blanket additional insured clause from its policies instead of a separate endorsement.
3. Any other amendatory endorsements to show the coverage required herein.
4. A notation of coverage enhancements on the Certificate of Insurance shall not satisfy these requirements – actual endorsements must be submitted.

Upon request by the City, the Contractor shall forward to the City a full and certified copy of the insurance policy(s). If Builders Risk insurance is required on this Project, a full and certified copy of that policy is required when the Contractor delivers the signed Contract for the work.

Coverages and Limits

The insurance shall provide the minimum coverages and limits set forth below. Contractor's maintenance of insurance, its scope of coverage, and limits as required herein shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

All deductibles and self-insured retentions must be disclosed and are subject to approval by the City. The cost of any claim payments falling within the deductible or self-insured retention shall be the responsibility of the Contractor. In the event an additional insured incurs a liability subject to any policy's deductibles or self-insured retention, said deductibles or self-insured retention shall be the responsibility of the Contractor.

Commercial General Liability

Commercial General Liability insurance shall be written on coverage forms at least as broad as ISO occurrence form CG 00 01, including but not limited to liability arising from premises, operations, stop gap liability, independent Contractors, products-completed operations, personal and advertising injury, and liability assumed under an insured contract. There shall be no exclusion for liability arising from explosion, collapse or underground property damage.

The Commercial General Liability insurance shall be endorsed to provide a per project general aggregate limit, using ISO form CG 25 03 05 09 or an equivalent endorsement.

Contractor shall maintain Commercial General Liability Insurance arising out of the Contractor's completed operations for at least three years following Substantial Completion of the Work.

Such policy must provide the following minimum limits:

\$2,000,000	Each Occurrence
\$2,000,000	General Aggregate
\$2,000,000	Products & Completed Operations Aggregate
\$1,000,000	Personal & Advertising Injury each offence
\$1,000,000	Stop Gap / Employers' Liability each accident

Automobile Liability

Automobile Liability shall cover owned, non-owned, hired, and leased vehicles; and shall be written on a coverage form at least as broad as ISO form CA 00 01. If the work involves the transport of pollutants, the automobile liability policy shall include MCS 90 and CA 99 48 endorsements.

Such policy must provide the following minimum limit:

\$1,000,000	Combined single limit each accident
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Workers' Compensation

The Contractor shall comply with Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

Public Convenience and Safety

Supplement this section with the following:

All work shall be carried out with due regard for public safety. For any open trenches, the Contractor shall provide proper barricades and adequate night-time illumination.

At access points to public and private properties access shall be provided by the Contractor throughout the duration of construction unless otherwise approved by the City.

The Contractor shall contact all resident, tenants, and property owners in the immediate vicinity of the scheduled work via door hanger or a mailing a minimum of seven (7) calendar days in advance of beginning work in the area. The door hanger or mailing shall be printed in both English and Spanish and shall contain the following information at a minimum:

- Project Name
- Description of the work being performed
- Exact area to be affected by the work
- Date work is to commence

- Date work will be completed
- Company name, contact person & phone number
- Contractors local contact person name & local phone number
- Contractors superintendent name & phone number (if different)
- Services that may be impacted
- Restrictions during work (such as advising against water usage)

In addition, 24 hours in advance of a utility shut-down, the Contractor shall inform the resident or tenant of the time period of the possible interruption to the utility service and advise against water usage during this period. The notice shall be in the form of a door hanger printed in both English and Spanish.

The Contractor shall submit both the 7-day notice and the 24-hour notice to the City for review prior to delivering any notice to a resident, tenant, or property owner.

The Contractor shall be responsible to coordinate all construction efforts with the following entities:

- Benton-Franklin Health District
- Benton-Franklin Transit
- Pasco School District
- Pasco Fire Department
- Pasco Police Department and all other law enforcement divisions
- United States Postal Service
- Basin Disposal Incorporated
- City of Pasco Public Works and all other Utility owners/operators

The Contractor must notify an affected property owner or occupant and the City immediately upon the accidental disruption of any public or private service. The disrupted service shall be restored the same day as the disruption occurred.

Rights of Way

Delete this section and replace it with the following:

Street Right of Way lines, limits of easements, and limits of construction permits are indicated in the Plans. The Contractor's construction activities shall be confined within these limits, unless arrangements for use of private property are made.

The City has obtained all rights of way and easements deemed necessary for the completed facility and direct construction work.

Whenever any of the work is accomplished on or through property other than public Right of Way, the Contractor shall meet and fulfill all covenants and stipulations of any easement agreement obtained by the City from the owner of the private property. Copies of the easement agreements may be included in the Contract Provisions or made available to the Contractor as soon as practical after they have been obtained by the Engineer.

Whenever easements or rights of entry have not been acquired prior to advertising, these areas are so noted in the Plans. The Contractor shall not proceed with any portion of the work in areas where right of way, easements or rights of entry have not been acquired until the Engineer certifies to the Contractor that the right of way or easement is available or that

the right of entry has been received. If the Contractor is delayed due to acts of omission on the part of the City in obtaining easements, rights of entry or right of way, the Contractor will be entitled to an extension of time. The Contractor agrees that such delay shall not be a breach of contract.

Each property owner shall be given two (2) business days written notice prior to entry by the Contractor. This includes entry onto easements and private property where private improvements must be adjusted. A copy of the written notice shall be provided to the contracting agency for review and approval before disbursement to the impacted properties.

Rights of way and easements obtained by the City are not guaranteed to include the amount or location of land desired by the Contractor to support all of the Contractor's activities. The Contractor shall be responsible for providing, without expense or liability to the City, any additional land and access thereto that the Contractor may desire for temporary construction facilities, storage of materials, or other Contractor needs. However, before using any private property, whether adjoining the work or not, the Contractor shall file with the Engineer a written permission of the private property owner, and, upon vacating the premises, a written release from the property owner of each property disturbed or otherwise interfered with by reasons of construction pursued under this contract. The statement shall be signed by the private property owner, or proper authority acting for the owner of the private property affected, stating that permission has been granted to use the property and all necessary permits have been obtained or, in the case of a release, that the restoration of the property has been satisfactorily accomplished. The statement shall include the parcel number, address, and date of signature. Written releases must be filed with the Engineer before the Completion Date will be established.

(June 26, 2020 COP GSP)

Add the following new section:

Safety Standards

All work shall be performed in accordance with all applicable local, state, and federal health and safety codes, standards, regulations, and/or accepted industry standards. It shall be the responsibility of the Contractor to ensure that their work force, the City, and the public are adequately protected against any hazards.

The City shall have the authority at all times to issue a stop work order at no penalty if, in their opinion, working conditions present an undue hazard to the public, property, or the work force. Such authority shall not, however, relieve the Contractor of responsibility for the maintenance of safe working conditions or assess any responsibility to the City or Contractor for the identification of any or all unsafe conditions.

Public Convenience and Safety

1-07.23(1) Construction Under Traffic

Section 1-07.23(1) is supplemented with the following:

(2020 WSDOT GSP)

Work Zone Clear Zone

The Work Zone Clear Zone (WZCZ) applies during working and nonworking hours. The WZCZ applies only to temporary roadside objects introduced by the Contractor's operations and does not apply to preexisting conditions or permanent

Work. Those work operations that are actively in progress shall be in accordance with adopted and approved Traffic Control Plans, and other contract requirements.

During nonworking hours equipment or materials shall not be within the WZCZ unless they are protected by permanent guardrail or temporary concrete barrier. The use of temporary concrete barrier shall be permitted only if the Engineer approves the installation and location.

During actual hours of work, unless protected as described above, only materials absolutely necessary to construction shall be within the WZCZ and only construction vehicles absolutely necessary to construction shall be allowed within the WZCZ or allowed to stop or park on the shoulder of the roadway.

The Contractor's nonessential vehicles and employees private vehicles shall not be permitted to park within the WZCZ at any time unless protected as described above.

Deviation from the above requirements shall not occur unless the Contractor has requested the deviation in writing and the Engineer has provided written approval.

Minimum WZCZ distances are measured from the edge of traveled way and will be determined as follows:

Regulatory Posted Speed	Distance From Traveled Way (Feet)
35 mph or less	10 *
40 mph	15
45 to 55 mph	20
60 mph or greater	30

* or 2-feet beyond the outside edge of sidewalk

Minimum Work Zone Clear Zone Distance

Add the following new section:

Notifying Property Owners

The Contractor shall contact all resident, tenants, and property owners in the immediate vicinity of the scheduled work via door hanger or a mailing a minimum of seven (7) calendar days in advance of beginning work in the area. The door hanger or mailing shall be printed in both English and Spanish and shall contain the following information at a minimum:

- Project Name
- Description of the work being performed
- Exact area to be affected by the work
- Date work is to commence
- Date work will be completed
- Company name, contact person & phone number
- Contractors local contact person name & local phone number
- Contractors superintendent name & phone number (if different)

In addition the Contractor shall provide a notice, 24 hours in advance, informing businesses, residents or tenants of the time period they will experience limited access to their properties. The 24 hour notice shall be in the form of a door hanger printed in both English and Spanish.

When there exist situations where impacted properties are subjected to service interruption during business hours, e.g., hospitals, care facilities, restaurants, etc., adequate notice and traffic control shall be provided during business and non-business hours shall be required.

The Contractor shall submit both the 7-day notice and the 24-hour notice to the Project Manager for review prior to delivering any notice to a resident, tenant, or property owner.

The Contractor shall be responsible to coordinate all construction efforts with the following entities:

- Benton-Franklin Health District
- Benton-Franklin Transit
- Pasco School District
- Pasco Fire Department
- Pasco Police Department and all other law enforcement divisions
- United States Postal Service
- Basin Disposal Incorporated
- City of Pasco Public Works and all other Utility owners/operators

The Contractor must notify an affected property owner or occupant immediately upon the accidental disruption of any public or private service. The disrupted service shall be restored the same day as the disruption occurred.

1-8 PROSECUTION AND PROGRESS

Add the following new section:

Preliminary Matters

(May 25, 2006 APWA GSP)

Add the following new section:

Preconstruction Conference

Prior to the commencement of any work, a preconstruction conference shall be held. The Contractor shall contact the City and set a date and time for the meeting. It shall be the responsibility of the Contractor to notify and invite all parties having an interest in the project to the meeting, including the City, major subcontractors, Irrigation Districts, and all applicable private utilities. The Contractor shall ensure they understand all provisions and intentions of the work.

The purpose of the preconstruction conference will be:

1. Overall scope
2. Order and coordination of work
3. Long lead time items
4. Means and methods of construction
5. Inspection and reporting procedures
6. To review the initial schedule;

7. To establish a working understanding among the various parties associated or affected by the work;
8. To establish and review procedures for progress payment, notifications, approvals, submittals, etc.;
9. To establish normal working hours for the work;
10. To review safety standards and traffic control; and
11. To discuss such other related items as may be pertinent to the work.
12. To walk the project site and confirm which if any objects are to be removed and replaced.
13. Protection of features to remain in place for the duration of construction.
14. Dust control equipment and procedures.

The Contractor shall prepare and submit at least five (5) business days prior to the preconstruction conference the following:

1. A breakdown of all lump sum items;
2. A preliminary schedule of working drawing submittals; and
3. A list of material sources for approval if applicable.

Any proposed road or sidewalk closures shall be presented to the City at the preconstruction conference for consideration, including duration of closure. If approved, closures shall not extend beyond permitted duration. Should closures extend beyond the duration, road user delay costs shall be assessed to the Contractor and paid to the City of Pasco.

Add the following new section:

Hours of Work

(December 8, 2014 APWA GSP)

Except in the case of emergency or unless otherwise approved by the Engineer, the normal working hours for the Contract shall be any consecutive 8-hour period between 7:00 a.m. and 6:00 p.m. Monday through Friday, exclusive of a lunch break. If the Contractor desires different than the normal working hours stated above, the request must be submitted in writing prior to the preconstruction conference, subject to the provisions below. The working hours for the Contract shall be established at or prior to the preconstruction conference.

All working hours and days are also subject to local permit and ordinance conditions (such as noise ordinances).

If the Contractor wishes to deviate from the established working hours, the Contractor shall submit a written request to the City for consideration at least forty-eight (48) hours before work is to commence. This request shall state what hours are being requested, and why. Requests shall be submitted for review no later than 5 business days prior to the day(s) the Contractor is requesting to change the hours.

If the City approves such a deviation, such approval may be subject to certain other conditions, which will be detailed in writing. For example:

1. On non-Federal aid projects, requiring the Contractor to reimburse the City for the costs in excess of straight-time costs for City representatives who worked during such times. (The Engineer may require designated representatives to be present during the work. Representatives who may be deemed necessary by the Engineer include, but are not limited to: survey crews; personnel from the City's material testing lab; inspectors; and other City employees or third party consultants when, in the opinion of the Engineer, such work necessitates their presence.)

2. Considering the work performed on Saturdays, Sundays, and holidays as working days with regard to the contract time.
3. Considering multiple work shifts as multiple working days with respect to contract time even though the multiple shifts occur in a single 24-hour period.
4. If Davis Bacon wage rates apply to this Contract, all requirements must be met and recorded properly on certified payroll.

Add the following new section:

Days of Work

No work will be allowed on the following days unless pre-approval is obtained from the City:

- New Years Day, Martin Luther King Jr., President's Day, Memorial Day, July 4th,
- Labor Day, Veteran's Day, Thanksgiving and the day after, Christmas and the day after.
- If any of the above days falls on a Saturday, the preceding Friday. If any of the above days falls on a Sunday, the following Monday.
- All Saturdays and Sundays.

Requests to work on any of the days listed above must be made in writing by the Contractor to the City for review no less than two weeks prior to the event and include the reason for the request. Approval of any such request is not guaranteed. If approval is given, each day may be counted as a working day at the discretion of the City.

Subcontracting

(May 30, 2019 APWA GSP, Option B)

Delete the ninth paragraph, beginning with "On all projects, the Contractor shall certify..."

General Requirements

Supplement this section with the following:

Items in the schedule shall be arranged in the order and sequence in which they will be performed. The schedule shall be drawn to a time scale, using an appropriate measurement per day with weekends and holidays indicated. The schedule shall be continuously updated and, if necessary, redrawn upon the first working day of each month or upon issuance of any change order which substantially affects the schedule. Copies (2 prints or 1 reproducible) of newly updated schedules shall be provided to the City.

When the Contract Work has progressed to Substantial Completion as defined in the Contract, the Engineer may determine that the work is Substantially Complete. The Engineer will notify the Contractor in writing of the Substantial Completion Date. The Contractor shall complete the remaining Work as promptly as possible. Upon request by the City, the Contractor shall furnish a written schedule for completing the physical Work on the Contract.

Type A Progress Schedule

(March 13, 2012 APWA GSP)

Revise this section to read:

The Contractor shall submit 2 copies of a Type A Progress Schedule to the City no later than 5 business days prior to the preconstruction conference, or some other mutually agreed upon time. The schedule shall be in a format acceptable to the City. The City may at their discretion allow a critical path method (CPM) schedule, bar chart, or other standard schedule format. Regardless of which format used, the schedule shall identify the critical path. The Engineer will evaluate the Type A Progress Schedule and approve or return the schedule for corrections within 15 calendar days of receiving the submittal.

Weekly Look-Ahead Schedule

Supplement this section with the following:

At the discretion of the City, a weekly meeting between representatives of the City (e.g. inspector and/or engineer) and Contractor (foreman, supervisor, and/or project manager) shall be held at the project site or at City Hall at a pre-determined time. The Contractor shall present an update on project status, project schedule, and any problems that have arisen.

Prosecution of Work

Delete this section and replace it with the following:

1-08.4 Notice to Proceed and Prosecution of Work *(July 23, 2015 APWA GSP)*

Notice to Proceed will be given after the contract has been executed and the contract bond and evidence of insurance have been approved and filed by the City. The Contractor shall not commence with the work until the Notice to Proceed has been given by the Engineer. The Contractor shall commence construction activities on the project site within ten days of the Notice to Proceed Date, unless otherwise approved in writing. The Contractor shall diligently pursue the work to the physical completion date within the time specified in the contract. Voluntary shutdown or slowing of operations by the Contractor shall not relieve the Contractor of the responsibility to complete the work within the time(s) specified in the contract.

When shown in the Plans, the first order of work shall be the installation of high visibility fencing to delineate all areas for protection or restoration, as described in the Contract. Installation of high visibility fencing adjacent to the roadway shall occur after the placement of all necessary signs and traffic control devices in accordance with 1-10.1(2). Upon construction of the fencing, the Contractor shall request the City to inspect the fence. No other work shall be performed on the site until the City has accepted the installation of high visibility fencing, as described in the Contract.

Time for Completion

Supplement this section with the following:

(March 13, 1995 WSDOT GSP)

This project shall be physically completed within 30 working days. Substantial completion does not stop contract time.

(November 30, 2018 APWA GSP, Option A)

Revise the third and fourth paragraphs to read:

Contract time shall begin on the first working day following the Notice to Proceed Date.

Each working day shall be charged to the contract as it occurs, until the contract work is physically complete. If substantial completion has been granted and all the authorized working days have been used, charging of working days will cease. Each week the Engineer will provide the Contractor a statement that shows the number of working days: (1) charged to the contract the week before; (2) specified for the physical completion of the contract; and (3) remaining for the physical completion of the contract. The statement will also show the nonworking days and any partial or whole day the City declares as unworkable. Within 10 calendar days after the date of each statement, the Contractor shall file a written protest of any alleged discrepancies in it. To be considered by the City, the protest shall be in sufficient detail to enable the Engineer to ascertain the basis and amount of time disputed. By not filing such detailed protest in that period, the Contractor shall be deemed as having accepted the statement as correct. If the Contractor is approved to work 10 hours a day and 4 days a week (a 4-10 schedule) and the fifth day of the week in which a 4-10 shift is worked would ordinarily be charged as a working day then the fifth day of that week will be charged as a working day whether or not the Contractor works on that day unless otherwise approved by the City in writing.

Revise the sixth paragraph to read:

The Engineer will give the Contractor written notice of the completion date of the contract after all the Contractor's obligations under the contract have been performed by the Contractor. The following events must occur before the Completion Date can be established:

1. The physical work on the project must be complete; and
2. The Contractor must furnish all documentation required by the contract and required by law, to allow the City to process final acceptance of the contract. The following documents must be received by the Project Engineer prior to establishing a completion date:
 - a. Certified Payrolls (per Section 1-07.9(5)).
 - b. Material Acceptance Certification Documents
 - c. Monthly Reports of Amounts Credited as DBE Participation, as required by the Contract Provisions.
 - d. Final Contract Voucher Certification
 - e. Copies of the approved "Affidavit of Prevailing Wages Paid" for the Contractor and all Subcontractors
 - f. A copy of the Notice of Termination sent to the Washington State Department of Ecology (Ecology); the elapse of 30 calendar days from the date of receipt of the Notice of Termination by Ecology; and no rejection of the Notice of Termination by Ecology. This requirement will not apply if the Construction Stormwater General Permit is transferred back to the City in accordance with Section 8-01.3(16).
 - g. Property owner releases per Section 1-07.24

MEASUREMENT AND PAYMENT

Measurement

(May 2, 2017 APWA GSP)

Revise the first paragraph to read:

Scale Verification Checks – At the Engineer's discretion, the Engineer may perform verification checks on the accuracy of each batch, hopper, or platform scale used in weighing contract items of Work.

Payments

(March 13, 2012 APWA GSP)

Delete the first four paragraphs and replace them with the following:

The basis of payment will be the actual quantities of Work performed according to the Contract and as specified for payment.

The Contractor shall submit a breakdown of the cost of lump sum bid items at the Preconstruction Conference, to enable the Project Engineer to determine the Work performed on a monthly basis. A breakdown is not required for lump sum items that include a basis for incremental payments as part of the respective Specification. Absent a lump sum breakdown, the Project Engineer will make a determination based on information available. The Project Engineer's determination of the cost of work shall be final.

Progress payments for completed work and material on hand will be based upon progress estimates prepared by the Engineer. A progress estimate cutoff date will be established at the preconstruction conference.

The initial progress estimate will be made not later than 30 days after the Contractor commences the work, and successive progress estimates will be made every month thereafter until the Completion Date. Progress estimates made during progress of the work are tentative, and made only for the purpose of determining progress payments. The progress estimates are subject to change at any time prior to the calculation of the final payment.

The value of the progress estimate will be the sum of the following:

1. Unit Price Items in the Bid Form — the approximate quantity of acceptable units of work completed multiplied by the unit price.
2. Lump Sum Items in the Bid Form — based on the approved Contractor's lump sum breakdown for that item, or absent such a breakdown, based on the Engineer's determination.
3. Materials on Hand — 100 percent of invoiced cost of material delivered to Job site or other storage area approved by the Engineer.
4. Change Orders — entitlement for approved extra cost or completed extra work as determined by the Engineer.

Progress payments will be made in accordance with the progress estimate less:

1. Retainage per Section 1-09.9(1), on non FHWA-funded projects;
2. The amount of progress payments previously made; and
3. Funds withheld by the City for disbursement in accordance with the Contract Documents.

Progress payments for work performed shall not be evidence of acceptable performance or an admission by the City that any work has been satisfactorily completed. The

determination of payments under the contract will be final in accordance with Section 1-05.1.

Time Limitation and Jurisdiction

(November 30, 2018 APWA GSP)

Revise this section to read:

For the convenience of the parties to the Contract it is mutually agreed by the parties that any claims or causes of action which the Contractor has against the City arising from the Contract shall be brought within 180 calendar days from the date of final acceptance (Section 1-05.12) of the Contract by the City; and it is further agreed that any such claims or causes of action shall be brought only in the Superior Court of the county where the City headquarters is located, provided that where an action is asserted against a county, RCW 36.01.050 shall control venue and jurisdiction. The parties understand and agree that the Contractor's failure to bring suit within the time period provided, shall be a complete bar to any such claims or causes of action. It is further mutually agreed by the parties that when any claims or causes of action which the Contractor asserts against the City arising from the Contract are filed with the City or initiated in court, the Contractor shall permit the City to have timely access to any records deemed necessary by the City to assist in evaluating the claims or action.

Claims \$250,000 or Less

(October 1, 2005 APWA GSP)

Delete this section and replace it with the following:

The Contractor and the City mutually agree that those claims that total \$250,000 or less, submitted in accordance with Section 1-09.11 and not resolved by nonbinding ADR processes, shall be resolved through litigation unless the parties mutually agree in writing to resolve the claim through binding arbitration.

TEMPORARY TRAFFIC CONTROL

Supplement this section with the following:

The provisions of the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) for Streets and Highways and corresponding amendments published by the U.S. Department of Transportation, Federal Highway Administration, and WSDOT by this reference are made a part of these Contract Documents.

General

Supplement this section with the following:

The alley and access from the alley to private property shall be accessible at the end of each working day to vehicle and pedestrian traffic. The Contractor shall inform the City and residents on each side of the alley a minimum of 2 days before the start of construction. The notification shall include the times and extents of alley closure. The Contractor shall coordinate with Basin Disposal and shall ensure that garbage service to residents on each side of the alley is not disrupted for the full duration of construction.

Description

Supplement this section with the following:

SP-43R

All signs, barricades, traffic control devices, and labor for traffic control required for construction activities shall be supplied, placed, and maintained by the Contractor. This shall apply to detours and traffic control both within and outside the limits of the project.

The Contractor shall prepare and submit a Traffic Control Plan (TCP) to the City for review. The TCP shall include mention of any trenches to remain open overnight and the Contractor's plan to maintain access to public and private property throughout construction. The TCP shall minimize interruption and inconvenience to pedestrian and vehicular traffic. The Contractor shall make all arrangements to implement the TCP, and shall implement the TCP at the Contractor's expense.

If the Contractor fails implement their approved TCP, the City may notify the Contractor. If this notification occurs, the Contractor shall immediately remedy the non-conformance. If the Contractor fails to do this, the City shall be at liberty to remedy the non-conformance without assuming liability and without further notice to the Contractor. Liability for implementation of the TCP is the sole responsibility of the Contractor. The costs associated with the City implementing the Contractor's TCP may be deducted by the City from monies due to the Contractor, or the City may request payment from the Contractor.

Any traffic restriction must have prior approval of the City of Pasco Engineering Division. Appropriate traffic control measures and signage are required during temporary road closures.

It shall be the responsibility of the Contractor to secure the City's approval for any desired road closure and associated traffic control plan including detours. Following approval, the Contractor shall notify the City of Pasco, and the Police and Fire Departments, Pasco School District, Basin Disposal, and Benton Franklin Transit at least 1 business day prior to closing any street. When the street is re-opened, it shall again be the responsibility of the Contractor to notify the above named departments and persons.

Traffic Control Management

General

Supplement this section with the following:

(January 3, 2017)

Only training with WSDOT TCS card and WSDOT training curriculum is recognized in the State of Washington. The Traffic Control Supervisor shall be certified by one of the following:

The Northwest Laborers-Employers Training Trust
27055 Ohio Ave.
Kingston, WA 98346
(360) 297-3035

Evergreen Safety Council
12545 135th Ave. NE
Kirkland, WA 98034-8709
1-800-521-0778

The American Traffic Safety Services Association
15 Riverside Parkway, Suite 100
Fredericksburg, Virginia 22406-1022

Training Dept. Toll Free (877) 642-4637
Phone: (540) 368-1701

Traffic Control Supervisor

The last paragraph is revised to read:

The TCS may perform the Work described in Section 1-10.3(1)A Flaggers or in Section 1-10.3(1)B Other Traffic Control Labor, however, all compensation shall be included in the lump sum bid price for Project Temporary Traffic Control. If TCS duties are not being performed to the satisfaction of the Engineer, this provision will be revoked.

Traffic Control Plans

Delete the entire section and replace with the following:

The Contractor shall prepare a signing plan showing the necessary Class A and B construction signing, barricades, and traffic control devices required for the project and submit it to the City, no later than the preconstruction conference date. When the Class B signing for a particular area will be provided as detailed on one or more of the figures included in the MUTCD without modification, the Contractor may reference the applicable MUTCD figure at the appropriate location on the Plan. When this procedure is used, variable distances such as minimum length of taper must be specified by the Contractor.

The signing plan prepared by the Contractor shall provide for adequate warning within the limits of the project and on all streets, alleys, and driveways entering the project so that approaching traffic may turn left or right onto existing undisturbed streets before reaching the project. The Plan shall be prepared to create a minimum of inconvenience for pedestrian and vehicle traffic.

All modifications to the accepted signing plans shall be reviewed by the City.

Construction Signs

The first sentence of the first paragraph is revised to read:

All signs, barricades, flashers, cones, traffic safety drums, barricades, and other traffic control devices required by the approved traffic control plan(s), as well as any other appropriate signs prescribed by the City or County, shall be furnished and maintained by the Contractor.

Open trenches shall be provided with proper barricades and at night they shall be distinctly indicated by adequately spaced lights.

END DIVISION 1

DIVISION 5

SURFACE TREATMENT AND PAVEMENT

5-04 Hot Mix Asphalt

(July 18, 2018 APWA GSP)

Delete Section 5-04 and amendments, Hot Mix Asphalt and replace it with the following:

5-04.1 Description

This Work shall consist of providing and placing one or more layers of plant-mixed hot mix asphalt (HMA) on a prepared foundation or base in accordance with these Specifications and the lines, grades, thicknesses, and typical cross-sections shown in the Plans. The manufacture of HMA may include warm mix asphalt (WMA) processes in accordance with these Specifications. WMA processes include organic additives, chemical additives, and foaming.

HMA shall be composed of asphalt binder and mineral materials as may be required, mixed in the proportions specified to provide a homogeneous, stable, and workable mixture.

5-04.2 Materials

Materials shall meet the requirements of the following sections:

Asphalt Binder	9-02.1(4)
Cationic Emulsified Asphalt	9-02.1(6)
Anti-Stripping Additive	9-02.4
HMA Additive	9-02.5
Aggregates	9-03.8
Recycled Asphalt Pavement	9-03.8(3)B
Mineral Filler	9-03.8(5)
Recycled Material	9-03.21
Portland Cement	9-01
Sand	9-03.1(2)
(As noted in 5-04.3(5)C for crack sealing)	
Joint Sealant	9-04.2
Foam Backer Rod	9-04.2(3)A

The Contract documents may establish that the various mineral materials required for the manufacture of HMA will be furnished in whole or in part by the Contracting Agency. If the documents do not establish the furnishing of any of these mineral materials by the Contracting Agency, the Contractor shall be required to furnish such materials in the amounts required for the designated mix. Mineral materials include coarse and fine aggregates, and mineral filler.

The Contractor may choose to utilize recycled asphalt pavement (RAP) in the production of HMA. The RAP may be from pavements removed under the Contract, if any, or pavement material from an existing stockpile.

The Contractor may use up to 20 percent RAP by total weight of HMA with no additional sampling or testing of the RAP. The RAP shall be sampled and tested at a frequency of one sample for every 1,000 tons produced and not less than ten samples per project. The asphalt content and gradation test data shall be reported to the Contracting Agency when

submitting the mix design for approval on the QPL. The Contractor shall include the RAP as part of the mix design as defined in these Specifications.

The grade of asphalt binder shall be as required by the Contract. Blending of asphalt binder from different sources is not permitted.

Production of aggregates shall comply with the requirements of Section 3-01. Preparation of stockpile site, the stockpiling of aggregates, and the removal of aggregates from stockpiles shall comply with the requirements of Section 3-02.

5-04.2(1) How to Get an HMA Mix Design on the QPL

If the contractor wishes to submit a mix design for inclusion in the Qualified Products List (QPL), please follow the WSDOT process outlined in Standard Specification 5-04.2(1).

5-04.2(1) A Vacant

5-04.2(2) Mix Design – Obtaining Project Approval

No paving shall begin prior to the approval of the mix design by the Engineer.

Nonstatistical evaluation will be used for all HMA not designated as Commercial HMA in the contract documents.

Commercial evaluation will be used for Commercial HMA and for other classes of HMA in the following applications: sidewalks, road approaches, ditches, slopes, paths, trails, gores, prelevel, and pavement repair. Other nonstructural applications of HMA accepted by commercial evaluation shall be as approved by the Project Engineer. Sampling and testing of HMA accepted by commercial evaluation will be at the option of the Project Engineer. The Proposal quantity of HMA that is accepted by commercial evaluation will be excluded from the quantities used in the determination of nonstatistical evaluation.

Nonstatistical Mix Design. Fifteen days prior to the first day of paving the contractor shall provide one of the following mix design verification certifications for Contracting Agency review;

- The WSDOT Mix Design Evaluation Report from the current WSDOT QPL, or one of the mix design verification certifications listed below.
- The proposed HMA mix design on WSDOT Form 350-042 with the seal and certification (stamp & signature) of a valid licensed Washington State Professional Engineer.
- The Mix Design Report for the proposed HMA mix design developed by a qualified City or County laboratory that is within one year of the approval date.**

The mix design shall be performed by a lab accredited by a national authority such as Laboratory Accreditation Bureau, L-A-B for Construction Materials Testing, The Construction Materials Engineering Council (CMEC's) ISO 17025 or AASHTO Accreditation Program (AAP) and shall supply evidence of participation in the AASHTO: resource proficiency sample program.

Mix designs for HMA accepted by Nonstatistical evaluation shall;

- Have the aggregate structure and asphalt binder content determined in accordance with WSDOT Standard Operating Procedure 732 and meet the requirements of Sections 9-03.8(2), except that Hamburg testing for ruts and stripping are at the discretion of the Engineer, and 9-03.8(6).
- Have anti-strip requirements, if any, for the proposed mix design determined in accordance with AASHTO T 283 or T 324, or based on historic anti-strip and aggregate source compatibility from previous WSDOT lab testing.

At the discretion of the Engineer, agencies may accept verified mix designs older than 12 months from the original verification date with a certification from the Contractor that the materials and sources are the same as those shown on the original mix design.

Commercial Evaluation Approval of a mix design for "Commercial Evaluation" will be based on a review of the Contractor's submittal of WSDOT Form 350-042 (For commercial mixes, AASHTO T 324 evaluation is not required) or a Mix Design from the current WSDOT QPL or from one of the processes allowed by this section. Testing of the HMA by the Contracting Agency for mix design approval is not required.

For the Bid Item Commercial HMA, the Contractor shall select a class of HMA and design level of Equivalent Single Axle Loads (ESAL's) appropriate for the required use.

5-04.3 Construction Requirements

5-04.3(1) Weather Limitations

Do not place HMA for wearing course on any Traveled Way beginning October 1st through March 31st of the following year without written concurrence from the Engineer.

Do not place HMA on any wet surface, or when the average surface temperatures are less than those specified below, or when weather conditions otherwise prevent the proper handling or finishing of the HMA.

Minimum Surface Temperature for Paving

Compacted Thickness (Feet)	Wearing Course	Other Courses
Less than 0.10	55°F	45°F
0.10 to .20	45°F	35°F
More than 0.20	35°F	35°F

5-04.3(2) Paving Under Traffic

When the Roadway being paved is open to traffic, the requirements of this Section shall apply.

The Contractor shall keep intersections open to traffic at all times except when paving the intersection or paving across the intersection. During such time, and provided that there has been an advance warning to the public, the intersection may be closed for the minimum time required to place and compact the mixture. In hot weather, the Engineer may require

the application of water to the pavement to accelerate the finish rolling of the pavement and to shorten the time required before reopening to traffic.

Before closing an intersection, advance warning signs shall be placed and signs shall also be placed marking the detour or alternate route.

During paving operations, temporary pavement markings shall be maintained throughout the project. Temporary pavement markings shall be installed on the Roadway prior to opening to traffic. Temporary pavement markings shall be in accordance with Section 8-23.

All costs in connection with performing the Work in accordance with these requirements, except the cost of temporary pavement markings, shall be included in the unit Contract prices for the various Bid items involved in the Contract.

5-04.3(3) Equipment

5-04.3(3) A Mixing Plant

Plants used for the preparation of HMA shall conform to the following requirements:

1. **Equipment for Preparation of Asphalt Binder** – Tanks for the storage of asphalt binder shall be equipped to heat and hold the material at the required temperatures. The heating shall be accomplished by steam coils, electricity, or other approved means so that no flame shall be in contact with the storage tank. The circulating system for the asphalt binder shall be designed to ensure proper and continuous circulation during the operating period. A valve for the purpose of sampling the asphalt binder shall be placed in either the storage tank or in the supply line to the mixer.
2. **Thermometric Equipment** – An armored thermometer, capable of detecting temperature ranges expected in the HMA mix, shall be fixed in the asphalt binder feed line at a location near the charging valve at the mixer unit. The thermometer location shall be convenient and safe for access by Inspectors. The plant shall also be equipped with an approved dial-scale thermometer, a mercury actuated thermometer, an electric pyrometer, or another approved thermometric instrument placed at the discharge chute of the drier to automatically register or indicate the temperature of the heated aggregates. This device shall be in full view of the plant operator.
3. **Heating of Asphalt Binder** – The temperature of the asphalt binder shall not exceed the maximum recommended by the asphalt binder manufacturer nor shall it be below the minimum temperature required to maintain the asphalt binder in a homogeneous state. The asphalt binder shall be heated in a manner that will avoid local variations in heating. The heating method shall provide a continuous supply of asphalt binder to the mixer at a uniform average temperature with no individual variations exceeding 25°F. Also, when a WMA additive is included in the asphalt binder, the temperature of the asphalt binder shall not exceed the maximum recommended by the manufacturer of the WMA additive.
4. **Sampling and Testing of Mineral Materials** – The HMA plant shall be equipped with a mechanical sampler for the sampling of the mineral materials. The mechanical sampler shall meet the requirements of Section 1-05.6 for the crushing and screening operation. The Contractor shall provide for the setup and operation of the field testing facilities of the Contracting Agency as provided for in Section 3-01.2(2).

5. **Sampling HMA** – The HMA plant shall provide for sampling HMA by one of the following methods:
- a. A mechanical sampling device attached to the HMA plant.
 - b. Platforms or devices to enable sampling from the hauling vehicle without entering the hauling vehicle.

5-04.3(3) B Hauling Equipment

Trucks used for hauling HMA shall have tight, clean, smooth metal beds and shall have a cover of canvas or other suitable material of sufficient size to protect the mixture from adverse weather. Whenever the weather conditions during the work shift include, or are forecast to include, precipitation or an air temperature less than 45°F or when time from loading to unloading exceeds 30 minutes, the cover shall be securely attached to protect the HMA.

The contractor shall provide an environmentally benign means to prevent the HMA mixture from adhering to the hauling equipment. Excess release agent shall be drained prior to filling hauling equipment with HMA. Petroleum derivatives or other coating material that contaminate or alter the characteristics of the HMA shall not be used. For live bed trucks, the conveyor shall be in operation during the process of applying the release agent.

5-04.3(3) C Pavers

HMA pavers shall be self-contained, power-propelled units, provided with an internally heated vibratory screed and shall be capable of spreading and finishing courses of HMA plant mix material in lane widths required by the paving section shown in the Plans.

The HMA paver shall be in good condition and shall have the most current equipment available from the manufacturer for the prevention of segregation of the HMA mixture installed, in good condition, and in working order. The equipment certification shall list the make, model, and year of the paver and any equipment that has been retrofitted.

The screed shall be operated in accordance with the manufacturer's recommendations and shall effectively produce a finished surface of the required evenness and texture without tearing, shoving, segregating, or gouging the mixture. A copy of the manufacturer's recommendations shall be provided upon request by the Contracting Agency. Extensions will be allowed provided they produce the same results, including ride, density, and surface texture as obtained by the primary screed. Extensions without augers and an internally heated vibratory screed shall not be used in the Traveled Way.

When specified in the Contract, reference lines for vertical control will be required. Lines shall be placed on both outer edges of the Traveled Way of each Roadway. Horizontal control utilizing the reference line will be permitted. The grade and slope for intermediate lanes shall be controlled automatically from reference lines or by means of a mat referencing device and a slope control device. When the finish of the grade prepared for paving is superior to the established tolerances and when, in the opinion of the Engineer, further improvement to the line, grade, cross-section, and smoothness can best be achieved without the use of the reference line, a mat referencing device may be substituted for the reference line. Substitution of the device will be subject to the continued approval of the Engineer. A joint matcher may be used subject to the approval of the Engineer. The reference line may be removed after the completion of the first course of HMA when approved by the Engineer. Whenever the Engineer determines that any of these methods

are failing to provide the necessary vertical control, the reference lines will be reinstalled by the Contractor.

The Contractor shall furnish and install all pins, brackets, tensioning devices, wire, and accessories necessary for satisfactory operation of the automatic control equipment.

If the paving machine in use is not providing the required finish, the Engineer may suspend Work as allowed by Section 1-08.6. Any cleaning or solvent type liquids spilled on the pavement shall be thoroughly removed before paving proceeds.

5-04.3(3)D Material Transfer Device or Material Transfer Vehicle

A Material Transfer Device/Vehicle (MTD/V) shall only be used with the Engineer's approval, unless other-wise required by the contract.

Where an MTD/V is required by the contract, the Engineer may approve paving without an MTD/V, at the request of the Contractor. The Engineer will determine if an equitable adjustment in cost or time is due.

When used, the MTD/V shall mix the HMA after delivery by the hauling equipment and prior to laydown by the paving machine. Mixing of the HMA shall be sufficient to obtain a uniform temperature throughout the mixture. If a windrow elevator is used, the length of the windrow may be limited in urban areas or through intersections, at the discretion of the Engineer.

To be approved for use, an MTV:

1. Shall be self-propelled vehicle, separate from the hauling vehicle or paver.
2. Shall not be connected to the hauling vehicle or paver.
3. May accept HMA directly from the haul vehicle or pick up HMA from a windrow.
4. Shall mix the HMA after delivery by the hauling equipment and prior to placement into the paving machine.
5. Shall mix the HMA sufficiently to obtain a uniform temperature throughout the mixture.

To be approved for use, an MTD:

1. Shall be positively connected to the paver.
2. May accept HMA directly from the haul vehicle or pick up HMA from a windrow.
3. Shall mix the HMA after delivery by the hauling equipment and prior to placement into the paving machine.
4. Shall mix the HMA sufficiently to obtain a uniform temperature throughout the mixture.

5-04.3(3) E Rollers

Rollers shall be of the steel wheel, vibratory, oscillatory, or pneumatic tire type, in good condition and capable of reversing without backlash. Operation of the roller shall be in accordance with the manufacturer's recommendations. When ordered by the Engineer for any roller planned for use on the project, the Contractor shall provide a copy of the

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manufacturer's recommendation for the use of that roller for compaction of HMA. The number and weight of rollers shall be sufficient to compact the mixture in compliance with the requirements of Section 5-04.3(10). The use of equipment that results in crushing of the aggregate will not be permitted. Rollers producing pickup, washboard, uneven compaction of the surface, displacement of the mixture or other undesirable results shall not be used.

5-04.3(4) Preparation of Existing Paved Surfaces

When the surface of the existing pavement or old base is irregular, the Contractor shall bring it to a uniform grade and cross-section as shown on the Plans or approved by the Engineer.

Preleveling of uneven or broken surfaces over which HMA is to be placed may be accomplished by using an asphalt paver, a motor patrol grader, or by hand raking, as approved by the Engineer.

Compaction of preleveling HMA shall be to the satisfaction of the Engineer and may require the use of small steel wheel rollers, plate compactors, or pneumatic rollers to avoid bridging across preleveled areas by the compaction equipment. Equipment used for the compaction of preleveling HMA shall be approved by the Engineer.

Before construction of HMA on an existing paved surface, the entire surface of the pavement shall be clean. All fatty asphalt patches, grease drippings, and other objectionable matter shall be entirely removed from the existing pavement. All pavements or bituminous surfaces shall be thoroughly cleaned of dust, soil, pavement grindings, and other foreign matter. All holes and small depressions shall be filled with an appropriate class of HMA. The surface of the patched area shall be leveled and compacted thoroughly. Prior to the application of tack coat, or paving, the condition of the surface shall be approved by the Engineer.

A tack coat of asphalt shall be applied to all paved surfaces on which any course of HMA is to be placed or abutted; except that tack coat may be omitted from clean, newly paved surfaces at the discretion of the Engineer. Tack coat shall be uniformly applied to cover the existing pavement with a thin film of residual asphalt free of streaks and bare spots at a rate between 0.02 and 0.10 gallons per square yard of retained asphalt. The rate of application shall be approved by the Engineer. A heavy application of tack coat shall be applied to all joints. For Roadways open to traffic, the application of tack coat shall be limited to surfaces that will be paved during the same working shift. The spreading equipment shall be equipped with a thermometer to indicate the temperature of the tack coat material.

Equipment shall not operate on tacked surfaces until the tack has broken and cured. If the Contractor's operation damages the tack coat it shall be repaired prior to placement of the HMA.

The tack coat shall be CSS-1, or CSS-1h emulsified asphalt. The CSS-1 and CSS-1h emulsified asphalt may be diluted once with water at a rate not to exceed one part water to one part emulsified asphalt. The tack coat shall have sufficient temperature such that it may be applied uniformly at the specified rate of application and shall not exceed the maximum temperature recommended by the emulsified asphalt manufacturer.

5-04.3(4) A1 General

When the Proposal includes a pay item for crack sealing, seal all cracks ¼ inch in width and greater.

Cleaning: Ensure that cracks are thoroughly clean, dry and free of all loose and foreign material when filling with crack sealant material. Use a hot compressed air lance to dry and warm the pavement surfaces within the crack immediately prior to filling a crack with the sealant material. Do not overheat pavement. Do not use direct flame dryers. Routing cracks is not required.

Sand Slurry: For cracks that are to be filled with sand slurry, thoroughly mix the components and pour the mixture into the cracks until full. Add additional CSS-1 cationic emulsified asphalt to the sand slurry as needed for workability to ensure the mixture will completely fill the cracks. Strike off the sand slurry flush with the existing pavement surface and allow the mixture to cure. Top off cracks that were not completely filled with additional sand slurry. Do not place the HMA overlay until the slurry has fully cured.

The sand slurry shall consist of approximately 20 percent CSS-1 emulsified asphalt, approximately 2 percent portland cement, water (if required), and the remainder clean Class 1 or 2 fine aggregate per section 9-03.1(2). The components shall be thoroughly mixed and then poured into the cracks and joints until full. The following day, any cracks or joints that are not completely filled shall be topped off with additional sand slurry. After the sand slurry is placed, the filler shall be struck off flush with the existing pavement surface and allowed to cure. The HMA overlay shall not be placed until the slurry has fully cured. The requirements of Section 1-06 will not apply to the portland cement and sand used in the sand slurry.

In areas where HMA will be placed, use sand slurry to fill the cracks.

In areas where HMA will not be placed, fill the cracks as follows:

1. Cracks ¼ inch to 1 inch in width - fill with hot poured sealant.
2. Cracks greater than 1 inch in width – fill with sand slurry.

Hot Poured Sealant: For cracks that are to be filled with hot poured sealant, apply the material in accordance with these requirements and the manufacturer's recommendations. Furnish a Type 1 Working Drawing of the manufacturer's product information and recommendations to the Engineer prior to the start of work, including the manufacturer's recommended heating time and temperatures, allowable storage time and temperatures after initial heating, allowable reheating criteria, and application temperature range. Confine hot poured sealant material within the crack. Clean any overflow of sealant from the pavement surface. If, in the opinion of the Engineer, the Contractor's method of sealing the cracks with hot poured sealant results in an excessive amount of material on the pavement surface, stop and correct the operation to eliminate the excess material.

5-04.3(4) A2 Crack Sealing Areas Prior to Paving

In areas where HMA will be placed, use sand slurry to fill the cracks.

Section 5-4.3(4) A2 is supplemented with the following:

All cracks shall be cleaned, removing all dirt, sand and weeds. Cleaning methods may be by jet torch, vacuum, and/or compressed air. Other methodology may be considered if it can be demonstrated that it can clean the crack and remove any foreign or vegetative matter. If compressed air is used the air must be free of compressor lubricating oils.

All cracks are to be sealed prior to paving.

5-04.3(4) A3 Crack Sealing Areas Not to be Paved

In areas where HMA will not be placed, fill the cracks as follows:

- A. Cracks ¼ inch to 1 inch in width - fill with hot poured sealant.
- B. Cracks greater than 1 inch in width – fill with sand slurry.

5-04.3(4) B Vacant

5-04.3(4) C Pavement Repair

The Contractor shall excavate pavement repair areas and shall backfill these with HMA in accordance with the details shown in the Plans and as marked in the field. The Contractor shall conduct the excavation operations in a manner that will protect the pavement that is to remain. Pavement not designated to be removed that is damaged as a result of the Contractor's operations shall be repaired by the Contractor to the satisfaction of the Engineer at no cost to the Contracting Agency. The Contractor shall excavate only within one lane at a time unless approved otherwise by the Engineer. The Contractor shall not excavate more area than can be completely finished during the same shift, unless approved by the Engineer.

Unless otherwise shown in the Plans or determined by the Engineer, excavate to a depth of 1.0 feet. The Engineer will make the final determination of the excavation depth required. The minimum width of any pavement repair area shall be 40 inches unless shown otherwise in the Plans. Before any excavation, the existing pavement shall be sawcut or shall be removed by a pavement grinder. Excavated materials will become the property of the Contractor and shall be disposed of in a Contractor-provided site off the Right of Way or used in accordance with Sections 2-02.3(3) or 9-03.21.

Asphalt for tack coat shall be required as specified in Section 5-04.3(4). A heavy application of tack coat shall be applied to all surfaces of existing pavement in the pavement repair area.

Placement of the HMA backfill shall be accomplished in lifts not to exceed 0.35-foot compacted depth. Lifts that exceed 0.35-foot of compacted depth may be accomplished with the approval of the Engineer. Each lift shall be thoroughly compacted by a mechanical tamper or a roller.

5-04.3(5) Producing/Stockpiling Aggregates and RAP

Aggregates and RAP shall be stockpiled according to the requirements of Section 3-02. Sufficient storage space shall be provided for each size of aggregate and RAP. Materials shall be removed from stockpile(s) in a manner to ensure minimal segregation when being

moved to the HMA plant for processing into the final mixture. Different aggregate sizes shall be kept separated until they have been delivered to the HMA plant.

5-04.3(5) A Vacant

5-04.3(6) Mixing

After the required amount of mineral materials, asphalt binder, recycling agent and anti-stripping additives have been introduced into the mixer the HMA shall be mixed until complete and uniform coating of the particles and thorough distribution of the asphalt binder throughout the mineral materials is ensured.

When discharged, the temperature of the HMA shall not exceed the optimum mixing temperature by more than 25°F as shown on the reference mix design report or as approved by the Engineer. A maximum water content of 2 percent in the mix, at discharge, will be allowed providing the water causes no problems with handling, stripping, or flushing. If the water in the HMA causes any of these problems, the moisture content shall be reduced as directed by the Engineer.

Storing or holding of the HMA in approved storage facilities will be permitted with approval of the Engineer, but in no event shall the HMA be held for more than 24 hours. HMA held for more than 24 hours after mixing shall be rejected. Rejected HMA shall be disposed of by the Contractor at no expense to the Contracting Agency. The storage facility shall have an accessible device located at the top of the cone or about the third point. The device shall indicate the amount of material in storage. No HMA shall be accepted from the storage facility when the HMA in storage is below the top of the cone of the storage facility, except as the storage facility is being emptied at the end of the working shift.

Recycled asphalt pavement (RAP) utilized in the production of HMA shall be sized prior to entering the mixer so that a uniform and thoroughly mixed HMA is produced. If there is evidence of the recycled asphalt pavement not breaking down during the heating and mixing of the HMA, the Contractor shall immediately suspend the use of the RAP until changes have been approved by the Engineer. After the required amount of mineral materials, RAP, new asphalt binder and asphalt rejuvenator have been introduced into the mixer the HMA shall be mixed until complete and uniform coating of the particles and thorough distribution of the asphalt binder throughout the mineral materials, and RAP is ensured.

5-04.3(7) Spreading and Finishing

The mixture shall be laid upon an approved surface, spread, and struck off to the grade and elevation established. HMA pavers complying with Section 5-04.3(3) shall be used to distribute the mixture. Unless otherwise directed by the Engineer, the nominal compacted depth of any layer of any course shall not exceed the following:

HMA Class 1"	0.35 feet
HMA Class ¾" and HMA Class ½"	
wearing course	0.30 feet
other courses	0.35 feet
HMA Class ⅜"	0.15 feet

On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impractical, the paving may be done with other equipment or by hand.

When more than one JMF is being utilized to produce HMA, the material produced for each JMF shall be placed by separate spreading and compacting equipment. The intermingling of HMA produced from more than one JMF is prohibited. Each strip of HMA placed during a work shift shall conform to a single JMF established for the class of HMA specified unless there is a need to make an adjustment in the JMF.

5-04.3(8) Aggregate Acceptance Prior to Incorporation in HMA

For HMA accepted by nonstatistical evaluation the aggregate properties of sand equivalent, uncompacted void content and fracture will be evaluated in accordance with Section 3-04. Sampling and testing of aggregates for HMA accepted by commercial evaluation will be at the option of the Engineer.

5-04.3(9) HMA Mixture Acceptance

Acceptance of HMA shall be as provided under nonstatistical, or commercial evaluation.

Nonstatistical evaluation will be used for the acceptance of HMA unless Commercial Evaluation is specified.

Commercial evaluation will be used for Commercial HMA and for other classes of HMA in the following applications: sidewalks, road approaches, ditches, slopes, paths, trails, gores, prelevel, temporary pavement, and pavement repair. Other nonstructural applications of HMA accepted by commercial evaluation shall be as approved by the Engineer. Sampling and testing of HMA accepted by commercial evaluation will be at the option of the Engineer.

The mix design will be the initial JMF for the class of HMA. The Contractor may request a change in the JMF. Any adjustments to the JMF will require the approval of the Engineer and may be made in accordance with this section.

HMA Tolerances and Adjustments

1. **Job Mix Formula Tolerances** – The constituents of the mixture at the time of acceptance shall be within tolerance. The tolerance limits will be established as follows:

For Asphalt Binder and Air Voids (Va), the acceptance limits are determined by adding the tolerances below to the approved JMF values. These values will also be the Upper Specification Limit (USL) and Lower Specification Limit (LSL) required in Section 1-06.2(2)D2

Property	Non-Statistical Evaluation	Commercial Evaluation
Asphalt Binder	+/- 0.5%	+/- 0.7%
Air Voids, Va	2.5% min. and 5.5% max	N/A

For Aggregates in the mixture:

- a. First, determine preliminary upper and lower acceptance limits by applying the following tolerances to the approved JMF.

Aggregate Percent Passing	Non-Statistical Evaluation	Commercial Evaluation
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1", ¾", ½", and 3/8" sieves	+/- 6%	+/- 8%
No. 4 sieve	+/- 6%	+/- 8%
No. 8 Sieve	+/- 6%	+/- 8%
No. 200 sieve	+/- 2.0%	+/- 3.0%

- b. Second, adjust the preliminary upper and lower acceptance limits determined from step (a) the minimum amount necessary so that none of the aggregate properties are outside the control points in Section 9-03.8(6). The resulting values will be the upper and lower acceptance limits for aggregates, as well as the USL and LSL required in Section 1-06.2(2)D2.
2. Job Mix Formula Adjustments – An adjustment to the aggregate gradation or asphalt binder content of the JMF requires approval of the Engineer. Adjustments to the JMF will only be considered if the change produces material of equal or better quality and may require the development of a new mix design if the adjustment exceeds the amounts listed below.
 - a. **Aggregates** –2 percent for the aggregate passing the 1½", 1", ¾", ½", ⅜", and the No. 4 sieves, 1 percent for aggregate passing the No. 8 sieve, and 0.5 percent for the aggregate passing the No. 200 sieve. The adjusted JMF shall be within the range of the control points in Section 9-03.8(6).
 - b. **Asphalt Binder Content** – The Engineer may order or approve changes to asphalt binder content. The maximum adjustment from the approved mix design for the asphalt binder content shall be 0.3 percent

5-04.3(9) A Vacant

5-04.3(9) B Vacant

5-04.3(9) C Mixture Acceptance – Nonstatistical Evaluation

HMA mixture which is accepted by Nonstatistical Evaluation will be evaluated by the Contracting Agency by dividing the HMA tonnage into lots.

5-04.3(9) C1 Mixture Nonstatistical Evaluation – Lots and Sublots

A lot is represented by randomly selected samples of the same mix design that will be tested for acceptance. A lot is defined as the total quantity of material or work produced for each Job Mix Formula placed. Only one lot per JMF is expected. A subplot shall be equal to one day's production or 800 tons, whichever is less except that the final subplot will be a minimum of 400 tons and may be increased to 1200 tons.

All of the test results obtained from the acceptance samples from a given lot shall be evaluated collectively. If the Contractor requests a change to the JMF that is approved, the material produced after the change will be evaluated on the basis of the new JMF for the remaining sublots in the current lot and for acceptance of subsequent lots. For a lot in progress with a CPF less than 0.75, a new lot will begin at the Contractor's request after the Engineer is satisfied that material conforming to the Specifications can be produced.

Sampling and testing for evaluation shall be performed on the frequency of one sample per subplot.

5-04.3(9) C2 Mixture Nonstatistical Evaluation Sampling

Samples for acceptance testing shall be obtained by the Contractor when ordered by the Engineer. The Contractor shall sample the HMA mixture in the presence of the Engineer and in accordance with AASH-TO T 168. A minimum of three samples should be taken for each class of HMA placed on a project. If used in a structural application, at least one of the three samples shall be tested.

Sampling and testing HMA in a Structural application where quantities are less than 400 tons is at the discretion of the Engineer.

For HMA used in a structural application and with a total project quantity less than 800 tons but more than 400 tons, a minimum of one acceptance test shall be performed. In all cases, a minimum of 3 samples will be obtained at the point of acceptance, a minimum of one of the three samples will be tested for conformance to the JMF:

- If the test results are found to be within specification requirements, additional testing will be at the Engineer's discretion.
- If test results are found not to be within specification requirements, additional testing of the remaining samples to determine a Composite Pay Factor (CPF) shall be performed.

5-04.3(9) C3 Mixture Nonstatistical Evaluation – Acceptance Testing

Testing of HMA for compliance of V_a will be at the option of the Contracting Agency. If tested, compliance of V_a will use WSDOT SOP 731.

Testing for compliance of asphalt binder content will be by WSDOT FOP for AASHTO T 308.

Testing for compliance of gradation will be by FOP for WAQTC T 27/T 11.

5-04.3(9) C4 Mixture Nonstatistical Evaluation – Pay Factors

For each lot of material falling outside the tolerance limits in 5-04.3(9), the Contracting Agency will determine a Composite Pay Factor (CPF) using the following price adjustment factors:

Table of Price Adjustment Factors	
Constituent	Factor “f”
All aggregate passing: 1½", 1", ¾", ½", ⅜" and No.4 sieves	2
All aggregate passing No. 8 sieve	15
All aggregate passing No. 200 sieve	20
Asphalt binder	40
Air Voids (V_a) (where applicable)	20

Each lot of HMA produced under Nonstatistical Evaluation and having all constituents falling within the tolerance limits of the job mix formula shall be accepted at the unit Contract price

with no further evaluation. When one or more constituents fall outside the nonstatistical tolerance limits in the Job Mix Formula shown in Table of Price Adjustment Factors, the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The nonstatistical tolerance limits will be used in the calculation of the CPF and the maximum CPF shall be 1.00. When less than three sublots exist, backup samples of the existing sublots or samples from the Roadway shall be tested to provide a minimum of three sets of results for evaluation.

5-04.3(9) C5 Vacant

5-04.3(9) C6 Mixture Nonstatistical Evaluation – Price Adjustments

For each lot of HMA mix produced under Nonstatistical Evaluation when the calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The total job mix compliance price adjustment will be calculated as the product of the NCMF, the quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.

If a constituent is not measured in accordance with these Specifications, its individual pay factor will be considered 1.00 in calculating the Composite Pay Factor (CPF).

5-04.3(9) C7 Mixture Nonstatistical Evaluation - Retests

The Contractor may request a subplot be retested. To request a retest, the Contractor shall submit a written request within 7 calendar days after the specific test results have been received. A split of the original acceptance sample will be retested. The split of the sample will not be tested with the same tester that ran the original acceptance test. The sample will be tested for a complete gradation analysis, asphalt binder content, and, at the option of the agency, V_a . The results of the retest will be used for the acceptance of the HMA in place of the original subplot sample test results. The cost of testing will be deducted from any monies due or that may come due the Contractor under the Contract at the rate of \$500 per sample.

5-04.3 (9) D Mixture Acceptance – Commercial Evaluation

If sampled and tested, HMA produced under Commercial Evaluation and having all constituents falling within the tolerance limits of the job mix formula shall be accepted at the unit Contract price with no further evaluation. When one or more constituents fall outside the commercial tolerance limits in the Job Mix Formula shown in 5-04.3(9), the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The commercial tolerance limits will be used in the calculation of the CPF and the maximum CPF shall be 1.00. When less than three sublots exist, backup samples of the existing sublots or samples from the street shall be tested to provide a minimum of three sets of results for evaluation.

For each lot of HMA mix produced and tested under Commercial Evaluation when the calculated CPF is less than 1.00, a Nonconforming Mix Factor (NCMF) will be determined. The NCMF equals the algebraic difference of CPF minus 1.00 multiplied by 60 percent. The Job Mix Compliance Price Adjustment will be calculated as the product of the NCMF, the quantity of HMA in the lot in tons, and the unit Contract price per ton of mix.

If a constituent is not measured in accordance with these Specifications, its individual pay factor will be considered 1.00 in calculating the Composite Pay Factor (CPF).

5-04.3(10) HMA Compaction Acceptance

HMA mixture accepted by nonstatistical evaluation that is used in traffic lanes, including lanes for intersections, ramps, truck climbing, weaving, and speed change, and having a specified compacted course thickness greater than 0.10-foot, shall be compacted to a specified level of relative density. The specified level of relative density shall be a Composite Pay Factor (CPF) of not less than 0.75 when evaluated in accordance with Section 1-06.2, using a LSL of 92.0 (minimum of 92 percent of the maximum density). The maximum density shall be determined by WSDOT FOP for AASHTO T 729. The specified level of density attained will be determined by the evaluation of the density of the pavement. The density of the pavement shall be determined in accordance with WSDOT FOP for WAQTC TM 8, except that gauge correlation will be at the discretion of the Engineer, when using the nuclear density gauge and WSDOT SOP 736 when using cores to determine density.

Tests for the determination of the pavement density will be taken in accordance with the required procedures for measurement by a nuclear density gauge or roadway cores after completion of the finish rolling.

If the Contracting Agency uses a nuclear density gauge to determine density the test procedures FOP for WAQTC TM 8 and WSDOT SOP T 729 will be used on the day the mix is placed and prior to opening to traffic.

Roadway cores for density may be obtained by either the Contracting Agency or the Contractor in accordance with WSDOT SOP 734. The core diameter shall be 4-inches minimum, unless otherwise approved by the Engineer.

Roadway cores will be tested by the Contracting Agency in accordance with WSDOT FOP for AASHTO T 166.

If the Contract includes the Bid item "Roadway Core" the cores shall be obtained by the Contractor in the presence of the Engineer on the same day the mix is placed and at locations designated by the Engineer. If the Contract does not include the Bid item "Roadway Core" the Contracting Agency will obtain the cores.

For a lot in progress with a CPF less than 0.75, a new lot will begin at the Contractor's request after the Engineer is satisfied that material conforming to the Specifications can be produced.

HMA mixture accepted by commercial evaluation and HMA constructed under conditions other than those listed above shall be compacted on the basis of a test point evaluation of the compaction train. The test point evaluation shall be performed in accordance with instructions from the Engineer. The number of passes with an approved compaction train, required to attain the maximum test point density, shall be used on all subsequent paving.

HMA for preleveling shall be thoroughly compacted. HMA that is used for preleveling wheel rutting shall be compacted with a pneumatic tire roller unless otherwise approved by the Engineer.

Test Results

For a subplot that has been tested with a nuclear density gauge that did not meet the minimum of 92 percent of the reference maximum density in a compaction lot with a CPF below 1.00 and thus subject to a price reduction or rejection, the Contractor may request that a core be used for determination of the relative density of the subplot. The relative density of the core will replace the relative density determined by the nuclear density gauge for the subplot and will be used for calculation of the CPF and acceptance of HMA compaction lot.

When cores are taken by the Contracting Agency at the request of the Contractor, they shall be requested by noon of the next workday after the test results for the subplot have been provided or made available to the Contractor. Core locations shall be outside of wheel paths and as determined by the Engineer. Traffic control shall be provided by the Contractor as requested by the Engineer. Failure by the Contractor to provide the requested traffic control will result in forfeiture of the request for cores. When the CPF for the lot based on the results of the HMA cores is less than 1.00, the cost for the coring will be deducted from any monies due or that may become due the Contractor under the Contract at the rate of \$200 per core and the Contractor shall pay for the cost of the traffic control.

5-04.3(10) A HMA Compaction – General Compaction Requirements

Compaction shall take place when the mixture is in the proper condition so that no undue displacement, cracking, or shoving occurs. Areas inaccessible to large compaction equipment shall be compacted by other mechanical means. Any HMA that becomes loose, broken, contaminated, shows an excess or deficiency of asphalt, or is in any way defective, shall be removed and replaced with new hot mix that shall be immediately compacted to conform to the surrounding area.

The type of rollers to be used and their relative position in the compaction sequence shall generally be the Contractor's option, provided the specified densities are attained. Unless the Engineer has approved otherwise, rollers shall only be operated in the static mode when the internal temperature of the mix is less than 175°F. Regardless of mix temperature, a roller shall not be operated in a mode that results in checking or cracking of the mat. Rollers shall only be operated in static mode on bridge decks.

5-04.3(10) B HMA Compaction – Cyclic Density

Low cyclic density areas are defined as spots or streaks in the pavement that are less than 90 percent of the theoretical maximum density. At the Engineer's discretion, the Engineer may evaluate the HMA pavement for low cyclic density, and when doing so will follow WSDOT SOP 733. A \$500 Cyclic Density Price Adjustment will be assessed for any 500-foot section with two or more density readings below 90 percent of the theoretical maximum density.

5-04.3(10) C Vacant

5-04.3(10) D HMA Nonstatistical Compaction

5-04.3(10) D1 HMA Nonstatistical Compaction – Lots and Sublots

HMA compaction which is accepted by nonstatistical evaluation will be based on acceptance testing performed by the Contracting Agency dividing the project into compaction lots.

A lot is represented by randomly selected samples of the same mix design that will be tested for acceptance. A lot is defined as the total quantity of material or work produced for each Job Mix Formula placed. Only one lot per JMF is expected. A subplot shall be equal to one day's production or 400 tons, whichever is less except that the final subplot will be a minimum of 200 tons and may be increased to 800 tons. Testing for compaction will be at the rate of 5 tests per subplot per WSDOT T 738.

The subplot locations within each density lot will be determined by the Engineer. For a lot in progress with a CPF less than 0.75, a new lot will begin at the Contractor's request after the Engineer is satisfied that material conforming to the Specifications can be produced.

HMA mixture accepted by commercial evaluation and HMA constructed under conditions other than those listed above shall be compacted on the basis of a test point evaluation of the compaction train. The test point evaluation shall be performed in accordance with instructions from the Engineer. The number of passes with an approved compaction train, required to attain the maximum test point density, shall be used on all subsequent paving.

HMA for preleveling shall be thoroughly compacted. HMA that is used to prelevel wheel ruts shall be compacted with a pneumatic tire roller unless otherwise approved by the Engineer.

5-04.3(10) D2 HMA Compaction Nonstatistical Evaluation – Acceptance Testing

The location of the HMA compaction acceptance tests will be randomly selected by the Engineer from within each subplot, with one test per subplot.

5-04.3(10) D3 HMA Nonstatistical Compaction – Price Adjustments

For each compaction lot with one or two sublots, having all sublots attain a relative density that is 92 percent of the reference maximum density the HMA shall be accepted at the unit Contract price with no further evaluation. When a subplot does not attain a relative density that is 92 percent of the reference maximum density, the lot shall be evaluated in accordance with Section 1-06.2 to determine the appropriate CPF. The maximum CPF shall be 1.00, however, lots with a calculated CPF in excess of 1.00 will be used to offset lots with CPF values below 1.00 but greater than 0.90. Lots with CPF lower than 0.90 will be evaluated for compliance per 5-04.3(11). Additional testing by either a nuclear moisture-density gauge or cores will be completed as required to provide a minimum of three tests for evaluation.

For compaction below the required 92% a Non-Conforming Compaction Factor (NCCF) will be determined. The NCCF equals the algebraic difference of CPF minus 1.00 multiplied by 40 percent. The Compaction Price Adjustment will be calculated as the product of CPF, the quantity of HMA in the compaction control lot in tons, and the unit Contract price per ton of mix.

5-04.3(11) Reject Work

5-04.3(11) A Reject Work General

Work that is defective or does not conform to Contract requirements shall be rejected. The Contractor may propose, in writing, alternatives to removal and replacement of rejected material. Acceptability of such alternative proposals will be determined at the sole discretion of the Engineer. HMA that has been rejected is subject to the requirements in Section 1-

06.2(2) and this specification, and the Contractor shall submit a corrective action proposal to the Engineer for approval.

5-04.3(11) B Rejection by Contractor

The Contractor may, prior to sampling, elect to remove any defective material and replace it with new material. Any such new material will be sampled, tested, and evaluated for acceptance.

5-04.3(11) C Rejection Without Testing (Mixture or Compaction)

The Engineer may, without sampling, reject any batch, load, or section of Roadway that appears defective. Material rejected before placement shall not be incorporated into the pavement. Any rejected section of Roadway shall be removed.

No payment will be made for the rejected materials or the removal of the materials unless the Contractor requests that the rejected material be tested. If the Contractor elects to have the rejected material tested, a minimum of three representative samples will be obtained and tested. Acceptance of rejected material will be based on conformance with the nonstatistical acceptance Specification. If the CPF for the rejected material is less than 0.75, no payment will be made for the rejected material; in addition, the cost of sampling and testing shall be borne by the Contractor. If the CPF is greater than or equal to 0.75, the cost of sampling and testing will be borne by the Contracting Agency. If the material is rejected before placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at a CPF of 0.75. If rejection occurs after placement and the CPF is greater than or equal to 0.75, compensation for the rejected material will be at the calculated CPF with an addition of 25 percent of the unit Contract price added for the cost of removal and disposal.

5-04.3(11) D Rejection - A Partial Sublot

In addition to the random acceptance sampling and testing, the Engineer may also isolate from a normal sublot any material that is suspected of being defective in relative density, gradation or asphalt binder content. Such isolated material will not include an original sample location. A minimum of three random samples of the suspect material will be obtained and tested. The material will then be statistically evaluated as an independent lot in accordance with Section 1-06.2(2).

5-04.3(11) E Rejection - An Entire Sublot

An entire sublot that is suspected of being defective may be rejected. When a sublot is rejected a minimum of two additional random samples from this sublot will be obtained. These additional samples and the original sublot will be evaluated as an independent lot in accordance with Section 1-06.2(2).

5-04.3(11) F Rejection - A Lot in Progress

The Contractor shall shut down operations and shall not resume HMA placement until such time as the Engineer is satisfied that material conforming to the Specifications can be produced:

1. When the Composite Pay Factor (CPF) of a lot in progress drops below 1.00 and the Contractor is taking no corrective action, or

2. When the Pay Factor (PF) for any constituent of a lot in progress drops below 0.95 and the Contractor is taking no corrective action, or
3. When either the PFI for any constituent or the CPF of a lot in progress is less than 0.75.

5-04.3(11) G Rejection - An Entire Lot (Mixture or Compaction)

An entire lot with a CPF of less than 0.75 will be rejected.

5-04.3(12) Joints

5-04.3(12) A HMA Joints

5-04.3(12) A1 Transverse Joints

The Contractor shall conduct operations such that the placing of the top or wearing course is a continuous operation or as close to continuous as possible. Unscheduled transverse joints will be allowed and the roller may pass over the unprotected end of the freshly laid mixture only when the placement of the course must be discontinued for such a length of time that the mixture will cool below compaction temperature. When the Work is resumed, the previously compacted mixture shall be cut back to produce a slightly beveled edge for the full thickness of the course.

A temporary wedge of HMA constructed on a 20H:1V shall be constructed where a transverse joint as a result of paving or planing is open to traffic. The HMA in the temporary wedge shall be separated from the permanent HMA by strips of heavy wrapping paper or other methods approved by the Engineer. The wrapping paper shall be removed and the joint trimmed to a slightly beveled edge for the full thickness of the course prior to resumption of paving.

The material that is cut away shall be wasted and new mix shall be laid against the cut. Rollers or tamping irons shall be used to seal the joint.

5-04.3(12) A2 Longitudinal Joints

The longitudinal joint in any one course shall be offset from the course immediately below by not more than 6 inches nor less than 2 inches. All longitudinal joints constructed in the wearing course shall be located at a lane line or an edge line of the Traveled Way. A notched wedge joint shall be constructed along all longitudinal joints in the wearing surface of new HMA unless otherwise approved by the Engineer. The notched wedge joint shall have a vertical edge of not less than the maximum aggregate size or more than $\frac{1}{2}$ of the compacted lift thickness and then taper down on a slope not steeper than 4H:1V. The sloped portion of the HMA notched wedge joint shall be uniformly compacted.

Supplement Section 5-04.3(12) A2 with the Following:

One Longitudinal Cold Joint is allowed for the whole width of the road.

The Longitudinal Cold joint shall be located at a center line of the pavement.

5-04.3(12) B Bridge Paving Joint Seals

5-04.3(12) B1 HMA Sawcut and Seal

Prior to placing HMA on the bridge deck, establish sawcut alignment points at both ends of the bridge paving joint seals to be placed at the bridge ends, and at interior joints within the bridge deck when and where shown in the Plans. Establish the sawcut alignment points in a manner that they remain functional for use in aligning the sawcut after placing the overlay.

Submit a Type 1 Working Drawing consisting of the sealant manufacturer's application procedure.

Construct the bridge paving joint seal as specified on the Plans and in accordance with the detail shown in the Standard Plans. Construct the sawcut in accordance with the detail shown in the Standard Plan. Construct the sawcut in accordance with Section 5-05.3(8)B and the manufacturer's application procedure.

5-04.3(12) B2 Paved Panel Joint Seal

Construct the paved panel joint seal in accordance with the requirements specified in section 5-04.3(12)B1 and the following requirement:

1. Clean and seal the existing joint between concrete panels in accordance with Section 5-01.3(8) and the details shown in the Standard Plans.

5-04.3(13) Surface Smoothness

The completed surface of all courses shall be of uniform texture, smooth, uniform as to crown and grade, and free from defects of all kinds. The completed surface of the wearing course shall not vary more than $\frac{1}{8}$ inch from the lower edge of a 10-foot straightedge placed on the surface parallel to the centerline. The transverse slope of the completed surface of the wearing course shall vary not more than $\frac{1}{4}$ inch in 10 feet from the rate of transverse slope shown in the Plans.

When deviations in excess of the above tolerances are found that result from a high place in the HMA, the pavement surface shall be corrected by one of the following methods:

1. Removal of material from high places by grinding with an approved grinding machine, or
2. Removal and replacement of the wearing course of HMA, or
3. By other method approved by the Engineer.

Correction of defects shall be carried out until there are no deviations anywhere greater than the allowable tolerances.

Deviations in excess of the above tolerances that result from a low place in the HMA and deviations resulting from a high place where corrective action, in the opinion of the Engineer, will not produce satisfactory results will be accepted with a price adjustment. The Engineer shall deduct from monies due or that may become due to the Contractor the sum of \$500.00 for each and every section of single traffic lane 100 feet in length in which any excessive deviations described above are found.

When utility appurtenances such as manhole covers and valve boxes are located in the traveled way, the utility appurtenances shall be adjusted to the finished grade prior to paving. This requirement may be waived when requested by the Contractor, at the discretion of the Engineer or when the adjustment details provided in the project plan or specifications call for utility appurtenance adjustments after the completion of paving.

Utility appurtenance adjustment discussions will be included in the Pre-Paving planning (5-04.3(14)B3). Submit a written request to waive this requirement to the Engineer prior to the start of paving.

5-04.3(14) Planing (Milling) Bituminous Pavement

The planning plan must be approved by the Engineer and a pre planning meeting must be held prior to the start of any planing. See Section 5-04.3(14)B2 for information on planning submittals.

Locations of existing surfacing to be planed are as shown in the Drawings. All utilities shall be lowered before planning commences.

Where planing an existing pavement is specified in the Contract, the Contractor must remove existing surfacing material and to reshape the surface to remove irregularities. The finished product must be a prepared surface acceptable for receiving an HMA overlay.

Use the cold milling method for planing unless otherwise specified in the Contract. Do not use the planer on the final wearing course of new HMA.

Conduct planing operations in a manner that does not tear, break, burn, or otherwise damage the surface which is to remain. The finished planed surface must be slightly grooved or roughened and must be free from gouges, deep grooves, ridges, or other imperfections. The Contractor must repair any damage to the surface by the Contractor's planing equipment, using an Engineer approved method.

Repair or replace any metal castings and other surface improvements damaged by planing, as determined by the Engineer.

A tapered wedge cut must be planed longitudinally along curb lines sufficient to provide a minimum of 4 inches of curb reveal after placement and compaction of the final wearing course. The dimensions of the wedge must be as shown on the Drawings or as specified by the Engineer.

A tapered wedge cut must also be made at transitions to adjoining pavement surfaces (meet lines) where butt joints are shown on the Drawings. Cut butt joints in a straight line with vertical faces 2 inches or more in height, producing a smooth transition to the existing adjoining pavement.

After planing is complete, planed surfaces must be swept, cleaned, and if required by the Contract, patched and preleveled.

The Engineer may direct additional depth planing. Before performing this additional depth planing, the Contractor must conduct a hidden metal in pavement detection survey as specified in Section 5-04.3(14)A.

5-04.3(14) A Pre-Planing Metal Detection Check

Before starting planing of pavements, and before any additional depth planing required by the Engineer, the Contractor must conduct a physical survey of existing pavement to be planed with equipment that can identify hidden / buried metal objects.

Should such metal be identified, promptly notify the Engineer.

See Section 1-07.16(1) regarding the protection of survey monumentation that may be hidden in pavement.

The Contractor is solely responsible for any damage to equipment resulting from the Contractor's failure to conduct a pre-planing metal detection survey, or from the Contractor's failure to notify the Engineer of any hidden metal that is detected.

5-04.3(14)B Paving and Planing Under Traffic

5-04.3(14)B1 General

In addition the requirements of Section 1-07.23 and the traffic controls required in Section 1-10, and unless the Contract specifies otherwise or the Engineer approves, the Contractor must comply with the following:

1. Intersections:
 - a. Keep intersections open to traffic at all times, except when paving or planing operations through an intersection requires closure. Such closure must be kept to the minimum time required to place and compact the HMA mixture, or plane as appropriate. For paving, schedule such closure to individual lanes or portions thereof that allows the traffic volumes and schedule of traffic volumes required in the approved traffic control plan. Schedule work so that adjacent intersections are not impacted at the same time and comply with the traffic control restrictions required by the Traffic Engineer. Each individual intersection closure or partial closure, must be addressed in the traffic control plan, which must be submitted to and accepted by the Engineer, see Section 1-10.2(2).
 - b. When planing or paving and related construction must occur in an intersection, consider scheduling and sequencing such work into quarters of the intersection, or half or more of an intersection with side street detours. Be prepared to sequence the work to individual lanes or portions thereof.
 - c. Should closure of the intersection in its entirety be necessary, and no trolley service is impacted, keep such closure to the minimum time required to place and compact the HMA mixture, plane, remove asphalt, tack coat, and as needed.
 - d. Any work in an intersection requires advance warning in both signage and a number of Working Days advance notice as determined by the Engineer, to alert traffic and emergency services of the intersection closure or partial closure.

- e. Allow new compacted HMA asphalt to cool to ambient temperature before any traffic is allowed on it. Traffic is not allowed on newly placed asphalt until approval has been obtained from the Engineer.
2. Temporary centerline marking, post-paving temporary marking, temporary stop bars, and maintaining temporary pavement marking must comply with Section 8-23.
3. Permanent pavement marking must comply with Section 8-22.

5-04.3(14)B2 Submittals – Planing Plan and HMA Paving Plan

The Contractor must submit a separate planing plan and a separate paving plan to the Engineer at least 5 Working Days in advance of each operation's activity start date. These plans must show how the moving operation and traffic control are coordinated, as they will be discussed at the pre-planing briefing and pre-paving briefing. When requested by the Engineer, the Contractor must provide each operation's traffic control plan on 24 x 36 inch or larger size Shop Drawings with a scale showing both the area of operation and sufficient detail of traffic beyond the area of operation where detour traffic may be required. The scale on the Shop Drawings is 1 inch = 20 feet, which may be changed if the Engineer agrees sufficient detail is shown.

The planing operation and the paving operation include, but are not limited to, metal detection, removal of asphalt and temporary asphalt of any kind, tack coat and drying, staging of supply trucks, paving trains, rolling, scheduling, and as may be discussed at the briefing.

When intersections will be partially or totally blocked, provide adequately sized and noticeable signage alerting traffic of closures to come, a minimum 2 Working Days in advance. The traffic control plan must show where flaggers will be stationed when signalization is or may be, countermanded, and show areas where flaggers are proposed.

At a minimum, the planing and the paving plan must include:

1. A copy of the accepted traffic control plan, see Section 1-10.2(2), detailing each day's traffic control as it relates to the specific requirements of that day's planing and paving. Briefly describe the sequencing of traffic control consistent with the proposed planing and paving sequence, and scheduling of placement of temporary pavement markings and channelizing devices after each day's planing, and paving.
2. A copy of each intersection's traffic control plan.
3. Haul routes from Supplier facilities, and locations of temporary parking and staging areas, including return routes. Describe the complete round trip as it relates to the sequencing of paving operations.
4. Names and locations of HMA Supplier facilities to be used.
5. List of all equipment to be used for paving.
6. List of personnel and associated job classification assigned to each piece of paving equipment.
7. Description (geometric or narrative) of the scheduled sequence of planing and of paving, and intended area of planing and of paving for each day's work, must include the directions of proposed planing and of proposed paving, sequence of adjacent lane paving, sequence of skipped lane paving, intersection planing and paving scheduling and sequencing, and proposed notifications and coordinations to

be timely made. The plan must show HMA joints relative to the final pavement marking lane lines.

8. Names, job titles, and contact information for field, office, and plant supervisory personnel.
9. A copy of the approved Mix Designs.
10. Tonnage of HMA to be placed each day.
11. Approximate times and days for starting and ending daily operations.

5-04.3(14)B3 Pre-Paving and Pre-Planing Briefing

At least 2 Working Days before the first paving operation and the first planing operation, or as scheduled by the Engineer for future paving and planing operations to ensure the Contractor has adequately prepared for notifying and coordinating as required in the Contract, the Contractor must be prepared to discuss that day's operations as they relate to other entities and to public safety and convenience, including driveway and business access, garbage truck operations, Metro transit operations and working around energized overhead wires, school and nursing home and hospital and other accesses, other contractors who may be operating in the area, pedestrian and bicycle traffic, and emergency services. The Contractor, and Subcontractors that may be part of that day's operations, must meet with the Engineer and discuss the proposed

operation as it relates to the submitted planing plan and paving plan, approved traffic control plan, and public convenience and safety. Such discussion includes, but is not limited to:

1. General for both Paving Plan and for Planing Plan:
 - a. The actual times of starting and ending daily operations.
 - b. In intersections, how to break up the intersection, and address traffic control and signalization for that operation, including use of peace officers.
 - c. The sequencing and scheduling of paving operations and of planing operations, as applicable, as it relates to traffic control, to public convenience and safety, and to other contractors who may operate in the Project Site.
 - d. Notifications required of Contractor activities, and coordinating with other entities and the public as necessary.
 - e. Description of the sequencing of installation and types of temporary pavement markings as it relates to planning and to paving.
 - f. Description of the sequencing of installation of, and the removal of, temporary pavement patch material around exposed castings and as may be needed
 - g. Description of procedures and equipment to identify hidden metal in the pavement, such as survey monumentation, monitoring wells, street car rail, and castings, before planning, see Section 5-04.3(14)B2.
 - h. Description of how flaggers will be coordinated with the planing, paving, and related operations.
 - i. Description of sequencing of traffic controls for the process of rigid pavement base repairs.
 - j. Other items the Engineer deems necessary to address.
2. Paving – additional topics:
 - a. When to start applying tack and coordinating with paving.
 - b. Types of equipment and numbers of each type equipment to be used. If more pieces of equipment than personnel are proposed, describe the sequencing of the

personnel operating the types of equipment. Discuss the continuance of operator personnel for each type equipment as it relates to meeting Specification requirements.

- c. Number of JMFs to be placed, and if more than one JMF how the Contractor will ensure different JMFs are distinguished, how pavers and MTVs are distinguished if more than one JMF is being placed at the time, and how pavers and MTVs are cleaned so that one JMF does not adversely influence the other JMF.
- d. Description of contingency plans for that day's operations such as equipment breakdown, rain out, and Supplier shutdown of operations.
- e. Number of sublots to be placed, sequencing of density testing, and other sampling and testing.

5-04.3(15) Sealing Pavement Surfaces

Apply a fog seal where shown in the plans. Construct the fog seal in accordance with Section 5-02.3. Unless otherwise approved by the Engineer, apply the fog seal prior to opening to traffic.

5-04.3(16) HMA Road Approaches

HMA approaches shall be constructed at the locations shown in the Plans or where staked by the Engineer. The Work shall be performed in accordance with Section 5-04.

5-04.4 Measurement

HMA CI. ____ PG ____, HMA for ____ CI. ____ PG ____, and Commercial HMA will be measured by the ton in accordance with Section 1-09.2, with no deduction being made for the weight of asphalt binder, mineral filler, or any other component of the mixture. If the Contractor elects to remove and replace mix as allowed by Section 5-04.3(11), the material removed will not be measured.

Pavement repair excavation will be measured by the square yard of surface marked prior to excavation.

Planing bituminous pavement will be measured by the square yard.

Section 5-04.4 is supplemented with the following:

5-04.5 Payment

Payment will be made for each of the following Bid items that are included in the Proposal:

"HMA CI. ____ PG ____", per ton.

"HMA for Pavement Repair CI. ____ PG ____", per square yard

The unit Contract price per square yard or ton for "HMA CI. ____ PG ____" and "HMA for Pavement Repair CI. ____ PG ____" shall be full compensation for all costs, including anti-stripping additive, incurred to carry out the requirements of Section 5-

04 except for those costs included in other items which are included in this Subsection and which are included in the Proposal.

The unit contract price per ton of "HMA Cl. ____ PG ____" shall include all costs required to prepare the existing surface for placement of pavement markings. This shall include grinding removal of pavement markings outside of the paving limits, but shown on the plans for replacement.

"Pavement Repair Excavation Incl. Haul", per square yard.

The unit Contract price per square yard for "Pavement Repair Excavation Incl. Haul" shall be full payment for all costs incurred to perform the Work described in Section 5-04.3(4), including sawcutting, excavation, subgrade preparation, supply, placement, and compaction of all Crushed Surfacing Top Course and Crushed Surfacing Base Course with the exception, however, that all costs involved in the placement of HMA shall be included in the unit Contract price per ton for "HMA for Pavement Repair Cl. ____ PG ____", per ton.

DIVISION 6

STRUCTURES

6-02.3 CONSTRUCTION REQUIREMENT

6-02.3(5)A General

Supplement this section with the following:

Testing requirements shall be as follows:

Project Quantity	Test requirement
Less than 5 CY	None
5 CY – 10 CY	1 Slump, 4 Cylinders
10+ CY	2 Slump, 4 Cylinders per 25 CY

For project quantities above five (5) cubic yards, test requirements shall be based on concrete placed during one (1) working day. If the concrete fails any test, the Engineer will require additional testing to determine the extent of the failure and more frequent tests may be required on additional concrete being placed. Testing and samples shall be in accordance with Section 1-06.2(1). Regardless of quantity, a Certification of Compliance shall be provided for all concrete delivered to the site in accordance with Section 6-02.3(5)B.

DIVISION 7

DRAINAGE STRUCTURES, STORM SEWERS, SANITARY SEWERS, WATER 17 MAINS, AND CONDUITS

7-05.3(1) Adjusting Manholes and Catch Basins to Grade

SP-71R

Section 7-05.3(1) is supplemented with the following:
Manholes and Catch Basins are to be adjusted to final grade per the City of Pasco Standard Plans within 5days of placement of HMA.

7-12 VALVES FOR WATER MAINS

7-12.1 Valves for Water Mains

Section 7-12.1 is supplemented with the following:

Existing water valves and water vaults shall be adjusted to final grade per City of Pasco Standard plans within 5days of placing of HMA and/or Concrete.

7-12.4 Measurement

Section 7-12.4 is supplemented with the following:

“Adjust Water Valve Case” shall be measured per each.

7-12.5 Payment

Section 7-12.5 is supplemented with the following:

“Adjust Water Valve Case”, per each, shall be full compensation for all work to adjust the existing water valve box to final grade including sawcutting pavement, excavation, dewatering, adjustment, riser, cleaning, backfill, compaction, nut-valve extension, cement concrete, hot-mix asphalt, and collar. Adjustment shall be per current City of Pasco standard W-4.

DIVISION 8

MISCELLANEOUS CONSTRUCTION

8-01 Erosion Control and Water Pollution Control

8-01.3(9)D

The first sentence of the first paragraphs is revised to read:

Inlet protection shall be installed below the cover of each inlet grate before any work is to commence.

8-13 MONUMENT CASES

8-13.1 Description

Section 8-3.1 is supplemented with the following:

The work shall consist of adjusting existing monument cases, covers, and brass capsto finished grade. Includes pre-paving reference survey necessary for re-installation control.

8-13.4 Measurements

This section is supplemented with the following:

“Adjust monument case and cover” will be measured per each.

“Remove and Reset brass cap” will be measured per each.

8-13.5 Payment

Section 8-13-5 is supplemented with the following:

“Adjust Monument Case and Cover”, per each.

The unit contract price per each for “Adjust Monument Case and Cover” shall be full payment for adjustment to finished grade including all materials required to construct per City of Pasco Standard ST-1.

The unit contract price per each for “Remove and Reset Brass Cap” shall be full payment for all labor, equipment, and materials required to remove and reestablish a brass cap set in new monument case and cover installed per City of Pasco Standard ST-1. This item includes adjustment of the new monument case and cover to final grade. The cover shall indicate “MON” or similar to easily identify the monument. Reestablishment shall be performed by a licensed surveyor in the State of Washington.

8-20 ILLUMINATION, TRAFFIC SIGNAL SYSTEMS, INTELLIGENT TRANSPORTATION SYSTEMS, AND ELECTRICAL 8-20.4 Measurements

This section is supplemented with the following:

There will be no measurement of the lump sum item “Traffic Loops, Complete”.

8-20.5 Payment

Delete this entire section and replace with the following:

The lump sum contract price for “Traffic Loops, Complete” shall be full compensation for furnishing all labor, materials, tools, equipment and incidentals necessary to construct new functional Type 3 Induction Loops as shown on the Plans and herein specified. All additional materials and labor not shown on the Plans or called for herein and which are required to complete the loop installations shall be considered as incidental to the construction and be included in the lump sum contract price, and no additional compensation shall be allowed.

REVISED

Construction Drawings

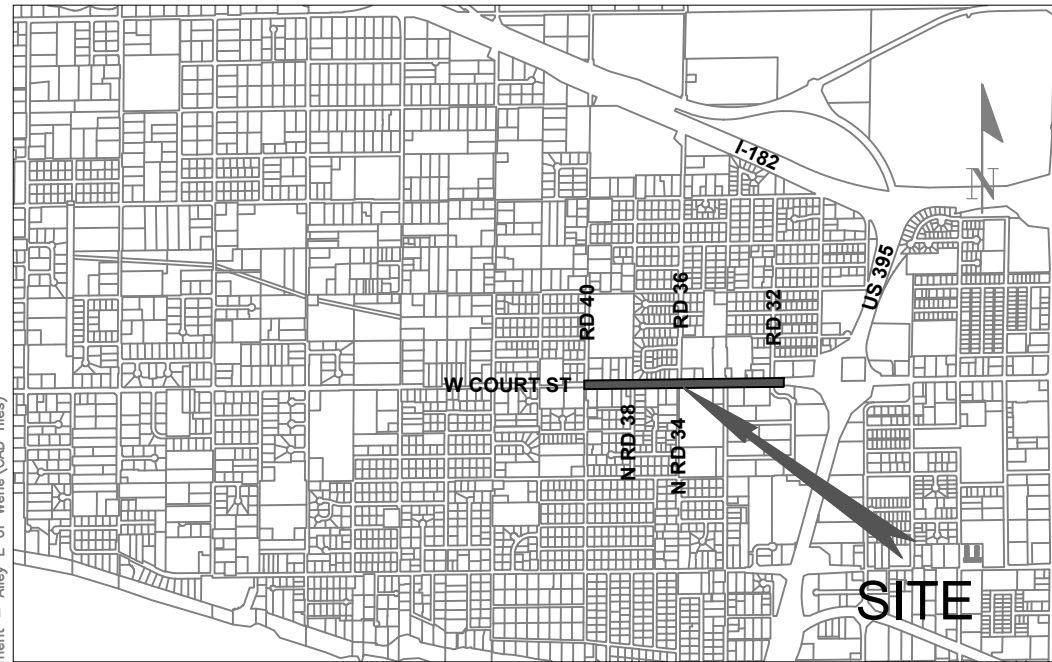
CITY OF PASCO

W COURT ST OVERLAY

WEST OF US 395 TO RD 40

PROJECT NUMBER: 20102

IN THE CITY OF PASCO, FRANKLIN COUNTY, WASHINGTON, WITHIN SECTION 23,TOWNSHIP 9 NORTH, RANGE 29 EAST AND, SECTION 24,TOWNSHIP 9 NORTH, RANGE 29 EAST AND, SECTION 25,TOWNSHIP 9 NORTH, RANGE 29 EAST AND, SECTION 26, TOWNSHIP 9 NORTH, RANGE 29 EAST WILLAMETTE MERIDIAN



LOCATION MAP
NTS

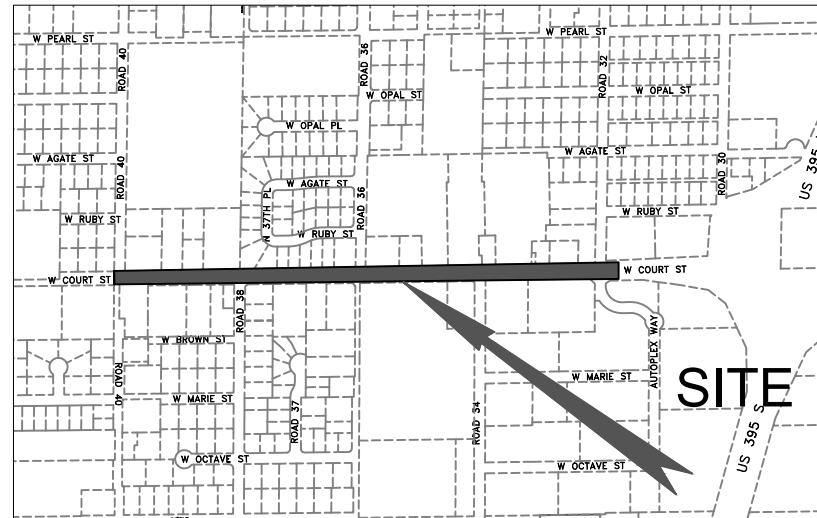
GENERAL NOTES:

1. THE CONSTRUCTION DRAWINGS PROVIDE ONLY SCHEMATIC AND APPROXIMATE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE TO VISIT THE PROJECT AREA(S) TO NOTE EXISTING CONDITIONS. DETERMINE THE LOCATION OF EXISTING FEATURES, AND DETERMINE THE REQUIREMENTS FOR THIS CONTRACT IN ACCORDANCE WITH THE CONTRACT DOCUMENTS FOR THE W COURT STREET OVERLAY CITY OF PASCO PROJECT NO. 20102.
2. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS, IN ACCORDANCE WITH THE MUTCD, TO THE CITY OF PASCO FOR APPROVAL PRIOR TO ANY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY THE CONSTRUCTION ACTIVITIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ROADWAYS FREE AND CLEAR OF ALL CONSTRUCTION DEBRIS AND DIRT TRACKED FOR THE DURATION OF THIS PROJECT.
4. ALL OPERATIONS, INCLUDING WARMING UP, REPAIR, ARRIVAL, DEPARTURE, AND OPERATION OF EQUIPMENT SHALL BE LIMITED TO THE PERIOD BETWEEN 7:00 A.M. AND 6:00 P.M. EVERYDAY, UNLESS OTHERWISE APPROVED BY THE CITY.
5. PAVING MAY BE COMPLETED BY PAVING UP TO CENTER OF ROADWAY WHILE ALLOWING TRAFFIC TO TRAVEL ON THE OTHER HALF OF THE ROADWAY.

THE LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND THESE PLANS MAY NOT SHOW ALL UTILITIES WITHIN CONSTRUCTION LIMITS.

THE CONTRACTOR SHALL DETERMINE THE LOCATION OF ALL EXISTING UTILITIES, KNOWN AND UNKNOWN, BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO LOCATE AND PRESERVE ALL UNDERGROUND UTILITIES. CALL 811 TWO BUSINESS DAYS BEFORE YOU DIG.

SEE PROJECT AND WSDOT SPECIFICATIONS FOR ADDITIONAL INFORMATION NOT SHOWN IN PLANS.



VICINITY MAP
NTS

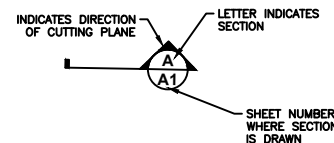
ABBREVIATIONS

COP	CITY OF PASCO
D	DIAMETER
DWG	DRAWING
E	EAST
HMA	HOT MIX ASPHALT
LF	LINEAR FEET
LN	LANE
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
MON	MONUMENT
N	NORTH
N/A	NOT APPLICABLE
NTS	NOT TO SCALE
P.I.	POINT OF INTERSECTION
PL	PLACE
PUD	PUBLIC UTILITY DISTRICT
PVMT	PAVEMENT
R	RADIUS
RD	ROAD
RT	RIGHT
S	SOUTH
SHLD	SHOULDER
STA	STATION
STD	STANDARD
TYP	TYPICAL
W	WEST

LEGEND

PLANING	
PAVEMENT REPAIR	
EXIST. WATER LINE/MAIN	
EXIST. WATER METER	
EXIST. FIRE HYDRANT	
EXIST. WATER VALVE	
EXIST. SEWER	
EXIST. SEWER MANHOLE	
EXIST. STORM INLET	
EXIST. STORM INFILTRATION	
EXIST. TELEPHONE MANHOLE	
BASELINE	

SECTION CALLOUT



SHEET INDEX

SHEET NO.	REV NO.	SHEET TITLE
1-R		COVER SHEET
2-R		GRIND AND OVERLAY STA 0+00 TO STA 11+88
3-R		GRIND AND OVERLAY: STA 11+88 TO STA 27+96
4-R		GRIND AND OVERLAY: STA 27+96 TO STA 32+73
5-R		STRIPING PLAN: STA 0+00 TO STA 11+88
6-R		STRIPING PLAN: STA 11+88 TO STA 27+96
7-R		STRIPING PLAN: STA 27+96 TO STA 32+73
8-R		DETAILS
9-R		DETAILS

CONTACTS

BASIN DISPOSAL	VICTOR FLORES	(509) 547-2476
BEN FRANKLIN TRANSIT	RICHARD CICCONE	(509) 735-4131
BIG BEND ELECTRIC COOPERATIVE	DUANE JOHNSON	(509) 659-1700
BONNEVILLE POWER ADMIN.	STEPHANIE LORENZ	(509) 544-4748
CASCADE NATURAL GAS	ARNIE GARZA	(509) 735-7333
CENTURY LINK	TOBIAS MEARS	(509) 839-6651
CHARTER COMMUNICATION	TONY CAMPOS	(509) 572-0537
CITY OF PASCO, ENGINEERING	MARIA SERRA	(509) 545-3444
CITY OF PASCO, PUBLIC WORKS OPERATIONS	KIM HOLST	(509) 545-3463
CORPS OF ENGINEERS		(509) 547-2048
DEPT. OF NATURAL RESOURCES	MARK BONET	(509) 925-8510
FIRE DEPARTMENT	BOB GEAR	(509) 545-3426
FRANKLIN COUNTY ENGINEERING DEPT.	CRAIG ERDMAN	(509) 545-3514
FRANKLIN COUNTY IRRIGATION DISTRICT	JOHN BURNS	(509) 547-4912
FRANKLIN PUD	AARON GONZALEZ	(509) 547-5591
PASCO SCHOOL DISTRICT, TRANSPORTATION		(509) 547-2510
WILLIAMS PIPELINE	PAUL FINCHER	(509) 544-9216



CITY OF PASCO
PUBLIC WORKS - ENGINEERING
(509) 545-3444

W COURT STREET OVERLAY
WEST OF US 395 TO RD 40
PROJ. NO. 20102
COVER SHEET

CAD DWG: CONSTRUCTION
PROJ. NO. 20102
DATE: 9-21-2020
DRAWN BY: MA
DESIGN BY: MJW
CHECKED BY: TBD
HOR SCALE: N/A
VER SCALE: N/A
SHEET

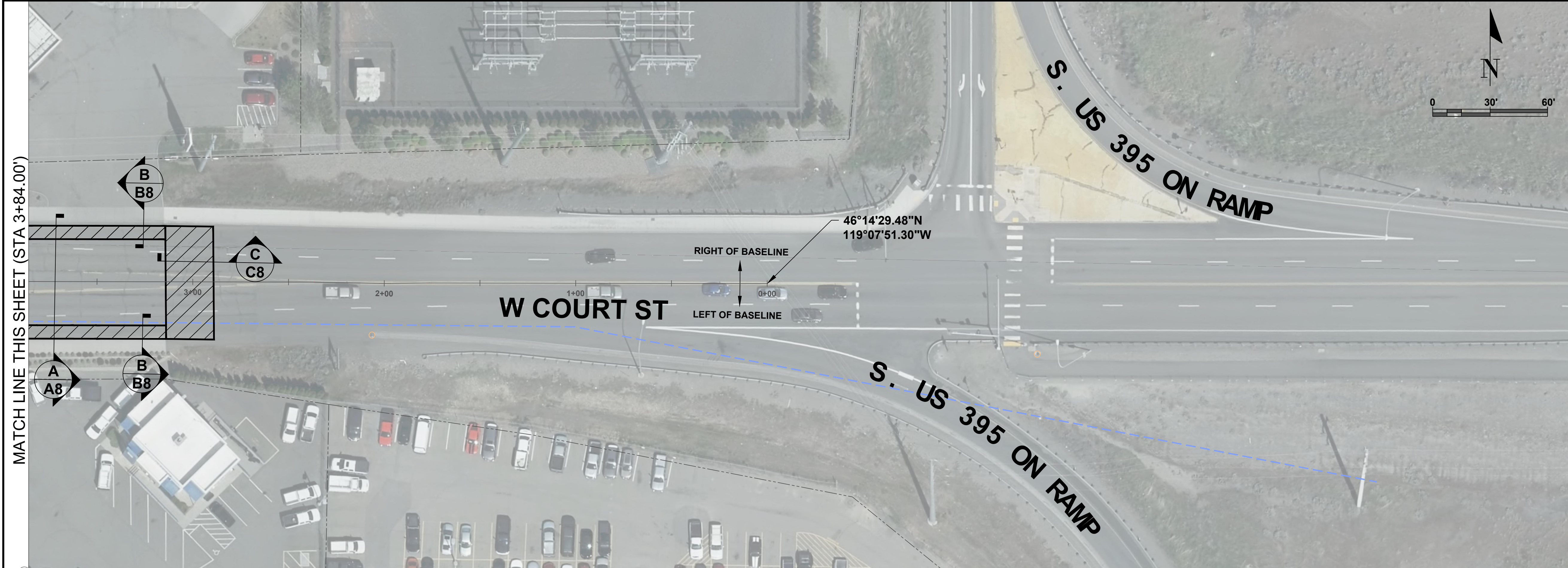
1-R

9

OF



REV	DESCRIPTION	BY	APP	DATE

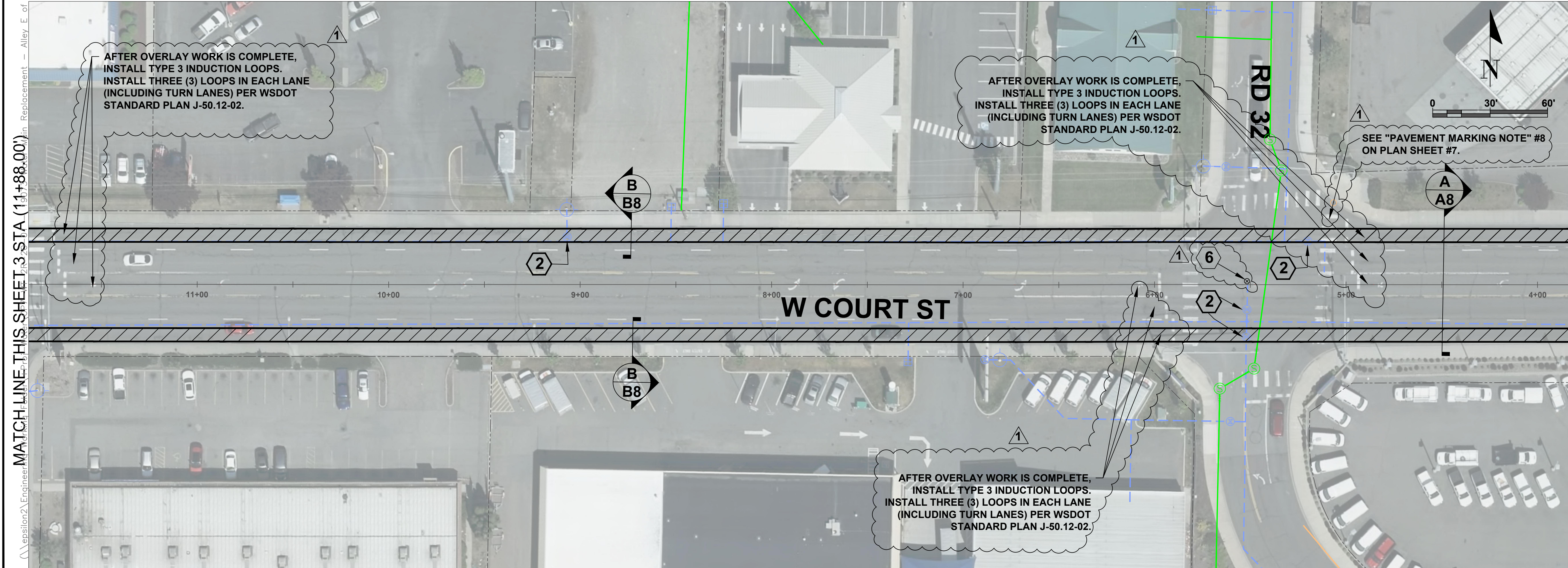


- GENERAL NOTES**
1. GRIND OVERLAY LIMITS ARE TO THE EXISTING PAVEMENT WIDTH.
 2. CITY OF PASCO TRAFFIC ENGINEERING TECHNICIAN, ERIC ULVIN, SHALL BE NOTIFIED 48 BEFORE TRAFFIC SIGNAL INDUCTION LOOPS ARE INSTALLED @ 509-543-5711.
 3. SEE GRIND AND OVERLAY CONSTRUCTION NOTES AND SYMBOL DEFINITIONS ON PLAN SHEET 4.
 4. LIMITS OF PAVEMENT REPAIR TO BE LAID OUT IN THE FIELD WITH CITY OF PASCO STAFF PRIOR TO WORK COMMENCING.



CITY OF PASCO	
PUBLIC WORKS - ENGINEERING	
(509) 545-3444	
REVISION	MA 10/23/20
ADDED TRAFFIC LOOPS, MONUMENT & PAVE MARKING NOTES REV CON. NOTES	MA
REV	DESCRIPTION
BY	DATE

CONTRACTOR SHALL SURVEY EXACT LOCATION OF ALL EXISTING PAVEMENT MARKINGS BEFORE ANY PLANING/GRINDING ACTIVITY.



MATCH LINE THIS SHEET (STA 3+84')

W COURT STREET OVERLAY	
WEST OF US 395 TO RD 40	
GRIND AND OVERLAY PLAN	
STA 0+00 TO 11+88	
PROJ. NO. 20102	CAD DWG: CONSTRUCTION
PROJ. NO. 20102	DATE: 9-21-2020
DRAWN BY: MA	CHECKED BY: TBD
DESIGN BY: MJW	HOR SCALE: 1" = 30'
VER SCALE: 1" = 30'	SHEET
2-R	9
OF	

MATCH LINE THIS SHEET STA (19+92.00')

W COURT STREET OVERLAY GRINDING AND OVERLAY PLAN
WEST OF US 395 TO RD 40
STA 11+88 TO 27+96

PROJ. NO. 20102
DATE: 09-21-20
DRAWN BY: MA
DESIGN BY: MJW
CHECKED BY: TBD
HOR SCALE: 1" = 30'
VER SCALE: 1" = 30'

CAD DWG: CONSTRUCTION
PROJ. NO. 20102
DATE: 09-21-20
DRAWN BY: MA
DESIGN BY: MJW
CHECKED BY: TBD
HOR SCALE: 1" = 30'
VER SCALE: 1" = 30'

REVISION
(509) 545-3444

CITY OF PASCO
PUBLIC WORKS - ENGINEERING

MAKING WHITE
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER
10/23/20

CITY OF PASCO
WASHINGTON

GENERAL NOTES

1. GRIND OVERLAY LIMITS ARE TO THE EXISTING PAVEMENT WIDTH.

2. CITY OF PASCO TRAFFIC ENGINEERING TECHNICIAN, ERIC ULVIN, SHALL BE NOTIFIED 48 BEFORE TRAFFIC SIGNAL INDUCTION LOOPS ARE INSTALLED @ 509-543-5711.

3. SEE GRIND AND OVERLAY CONSTRUCTION NOTES AND SYMBOL DEFINITIONS ON PLAN SHEET 4.

4. LIMITS OF PAVEMENT REPAIR TO BE LAID OUT IN THE FIELD WITH CITY OF PASCO STAFF PRIOR TO WORK COMMENCING.

1

2

3

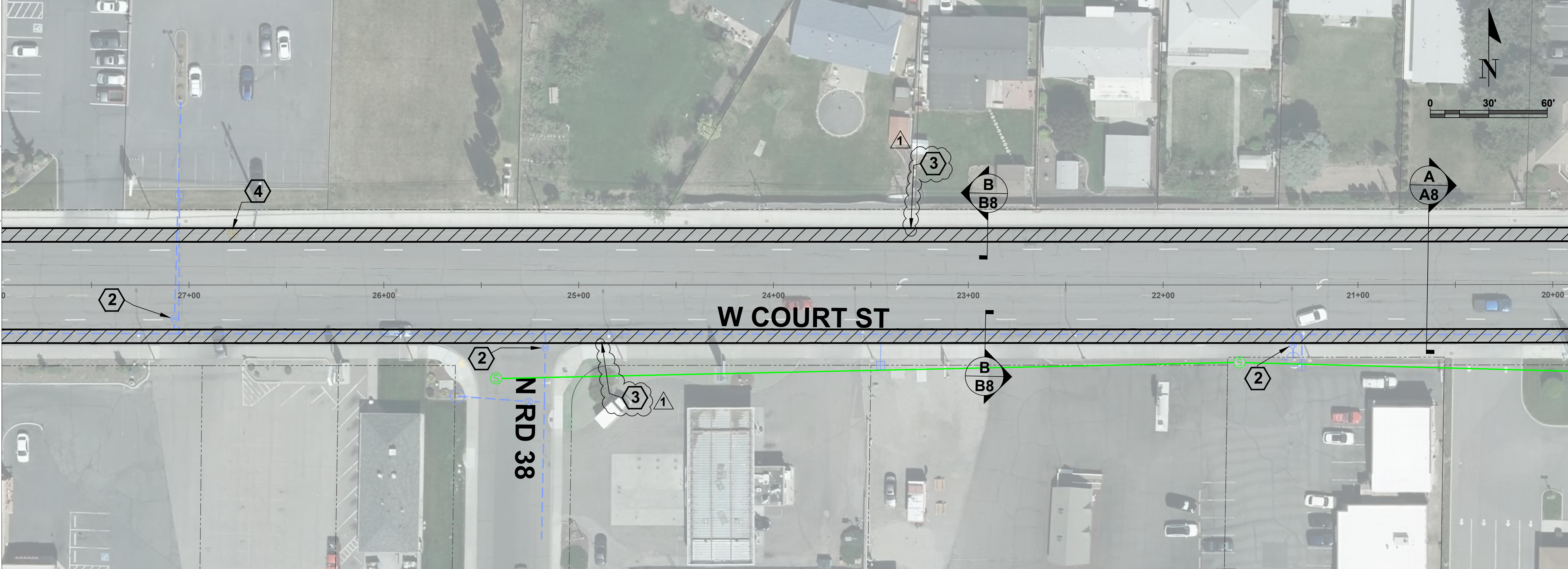
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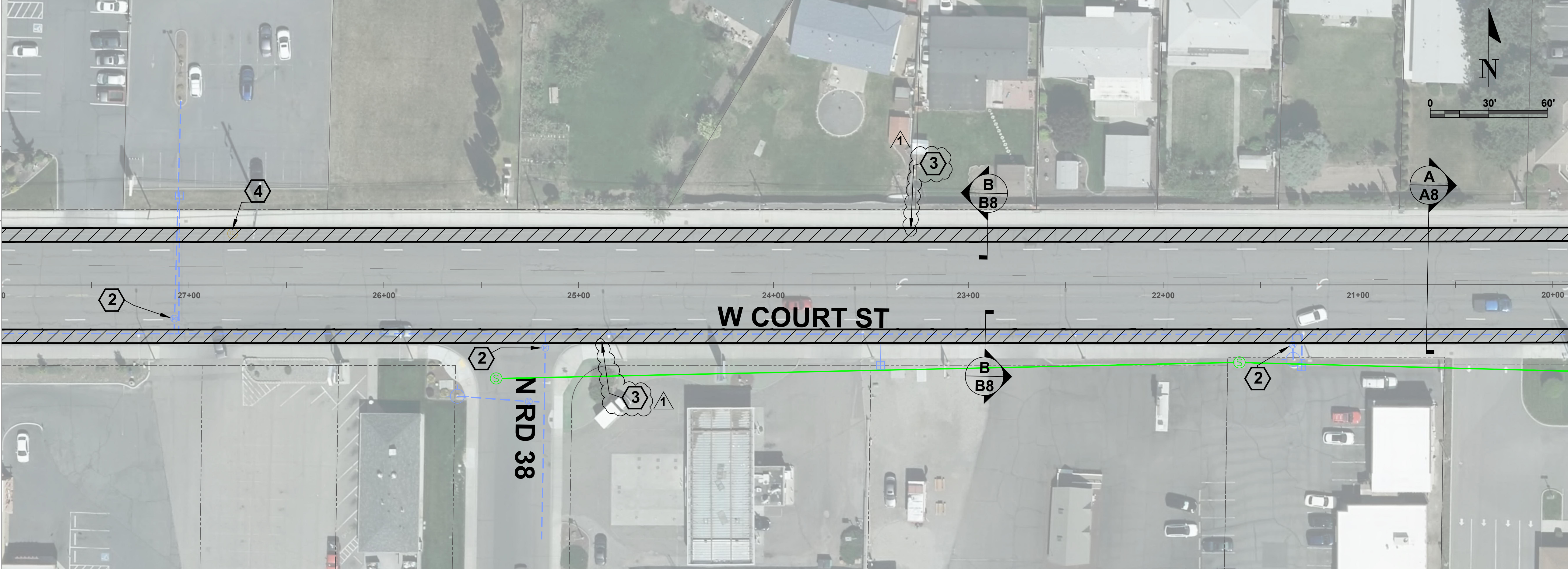
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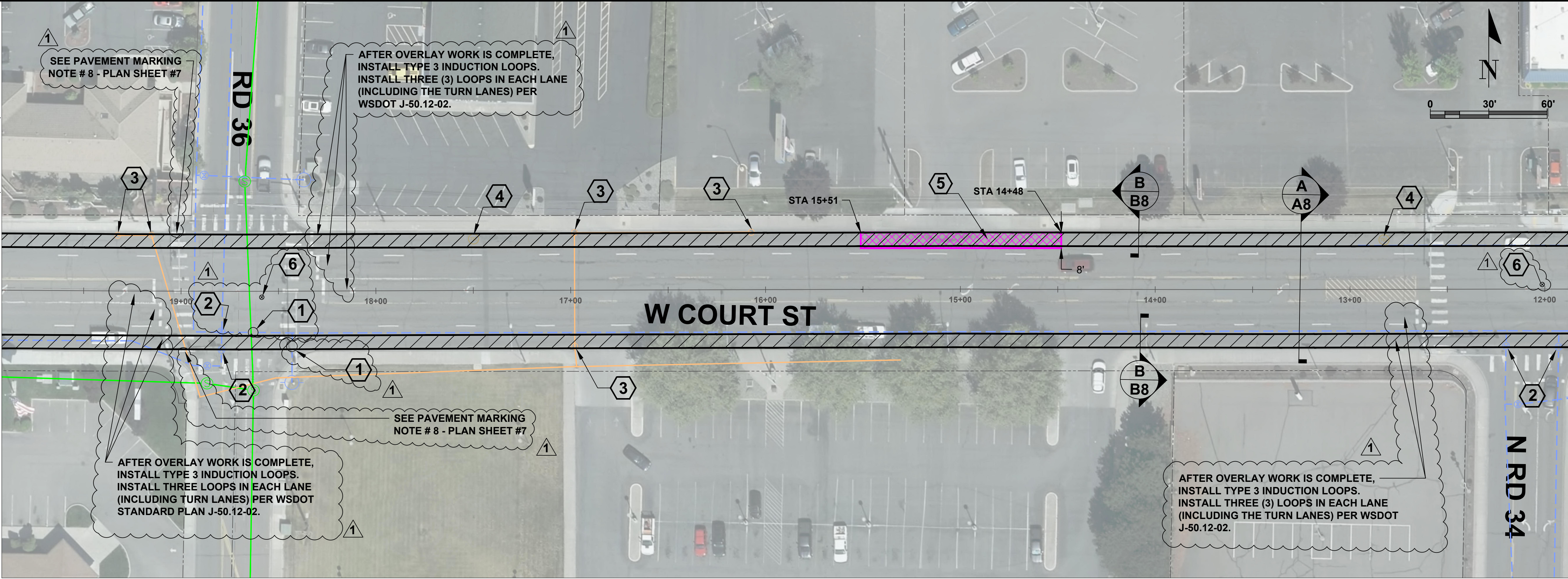
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MATCH LINE THIS SHEET (STA 19+92.00')



MATCH LINE SHEET 2 (STA 11+88.00')



CONTRACTOR SHALL SURVEY EXACT LOCATION OF ALL EXISTING PAVEMENT MARKINGS BEFORE ANY PLANING/GRINDING ACTIVITY.

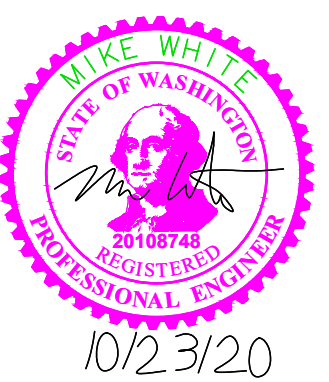


3-R

9

W COURT STREET OVERLAY
WEST OF US 395 TO RD 40
STA 11+88 TO 27+96

CITY OF PASCO
PUBLIC WORKS - ENGINEERING



RD 40

4-R
OF 9



MATCH LINE SHEET 3 (STA 27+96.00')



CONTRACTOR SHALL SURVEY EXACT LOCATION OF ALL EXISTING PAVEMENT MARKINGS BEFORE ANY PLANING/GRINDING ACTIVITY.

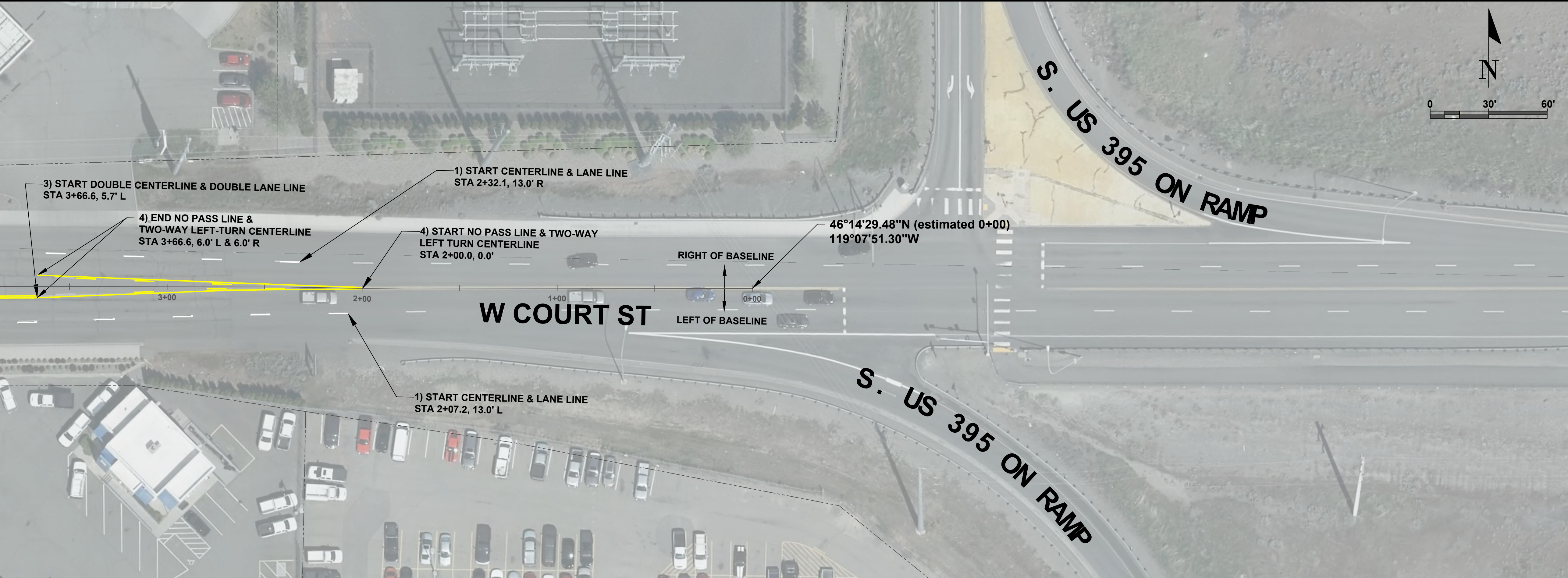
- 1 ADJUST MANHOLE LID/FRAME TO FINSH GRADE.*
- 2 ADJUST WATER VALVE BOX TO FINISH GRADE.*
- 3 INSTALL INLET PROTECTION TO EXISTING CURB AND GUTTER AND CATCH BASINS PER WSDOT STANDARD PLAN I-40.20.
- 4 ADJUST TELEPHONE MANHOLE LID/FRAME TO FINISH GRADE.*
- 5 HMA PAVEMENT REPAIR AREA SEE DETAIL SHEET 8.
- 6 ADJUST MONUMENT TO FINISH GRADE.
- 7 REMOVE AND RESET BRASS CAP IN NEW MONUMENT CASE.

*NOTE: LOWER MANHOLE, WATER VALVE OR TELEPHONE MANHOLE IF LOCATED WITHIN 7 FT. OF CONCRETE GUTTER BEFORE GRIND/PLANING.



Know what's **below**.
Call before you dig.

MATCH LINE THIS SHEET (STA 3+84.00')



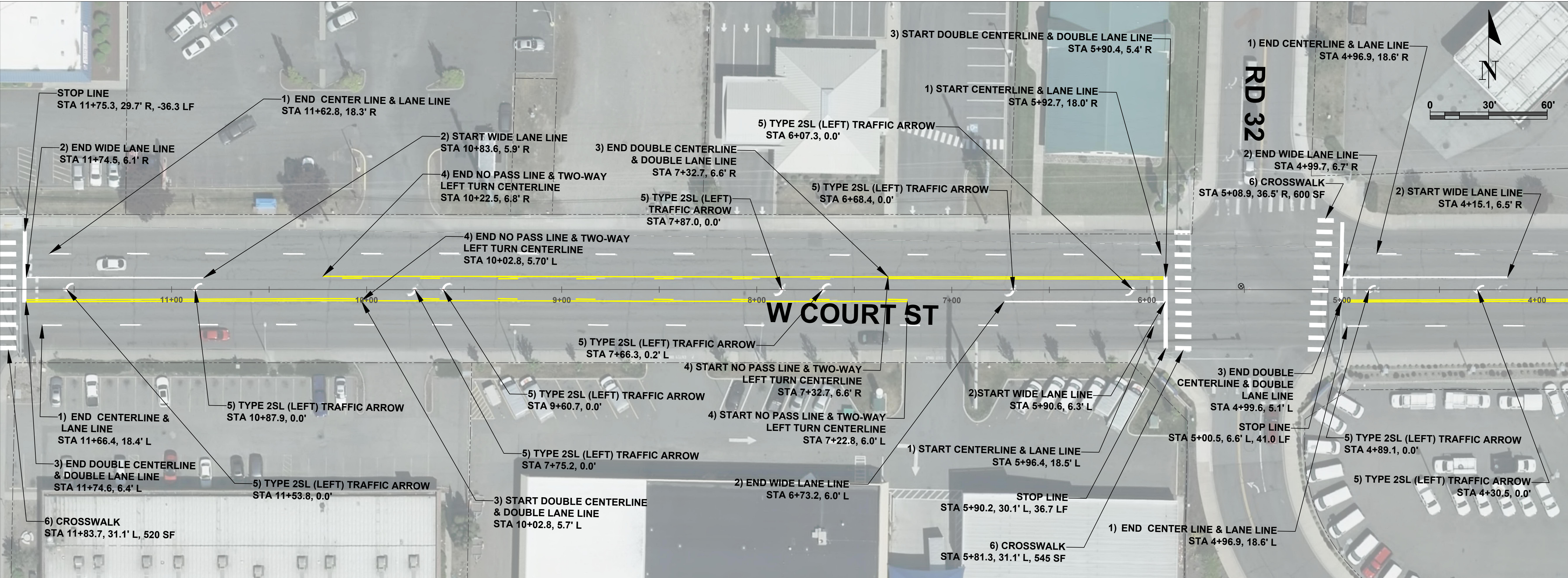
GENERAL NOTES
SEE PAVEMENT MARKING
NOTES ON SHEET 7.



CITY OF PASCO
PUBLIC WORKS - ENGINEERING
(509) 545-3444

REV	DESCRIPTION	BY	APR	DATE

MATCH LINE THIS SHEET (STA 11+88.00')



MATCH LINE THIS SHEET (STA 3+84.00')



Know what's below.
Call before you dig.

W COURT STREET OVERLAY
WEST OF US 395 TO RD 40

STRIPING PLAN
STA 0+00 TO 11+88

PROJ. NO. 20102

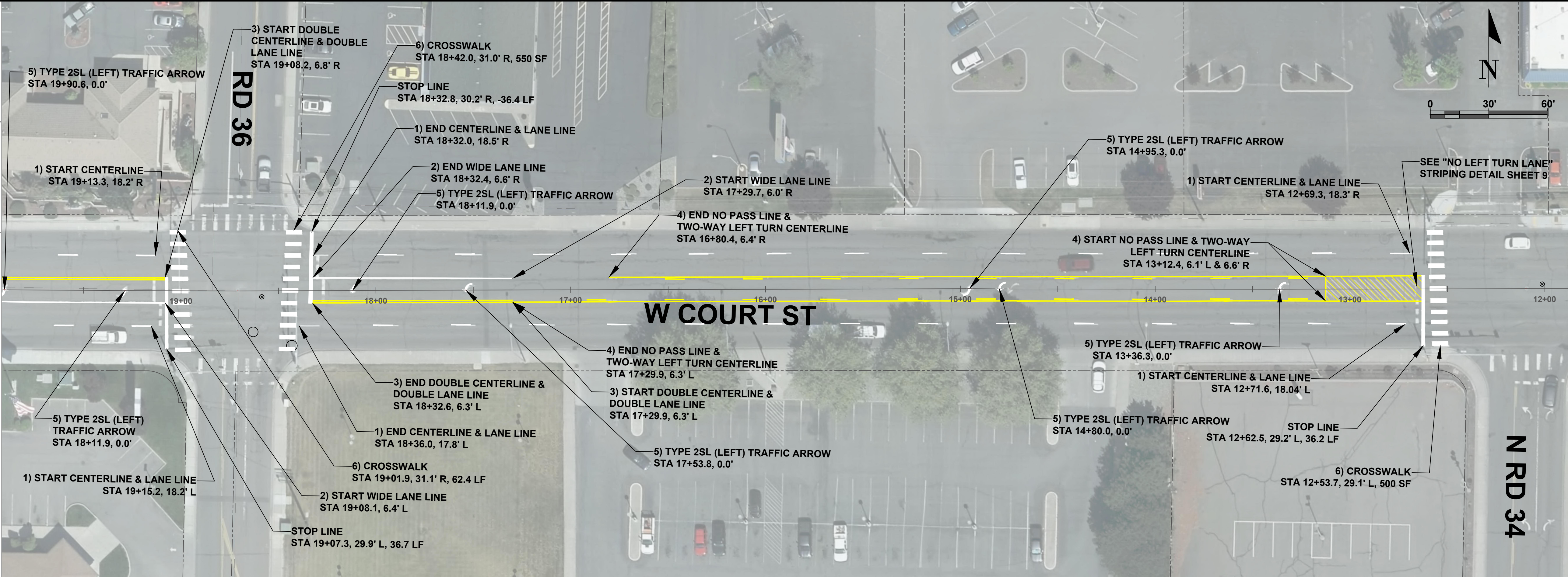
CAD DWG: CONSTRUCTION
PROJ. NO. 20102
DATE: 09-21-20
DRAWN BY: MA
DESIGN BY: MJW
CHECKED BY: TBD
HOR SCALE: 1" = 30'
VER SCALE: 1" = 30'

5-R

9

OF

MATCH LINE THIS SHEET (STA 19+92.00')



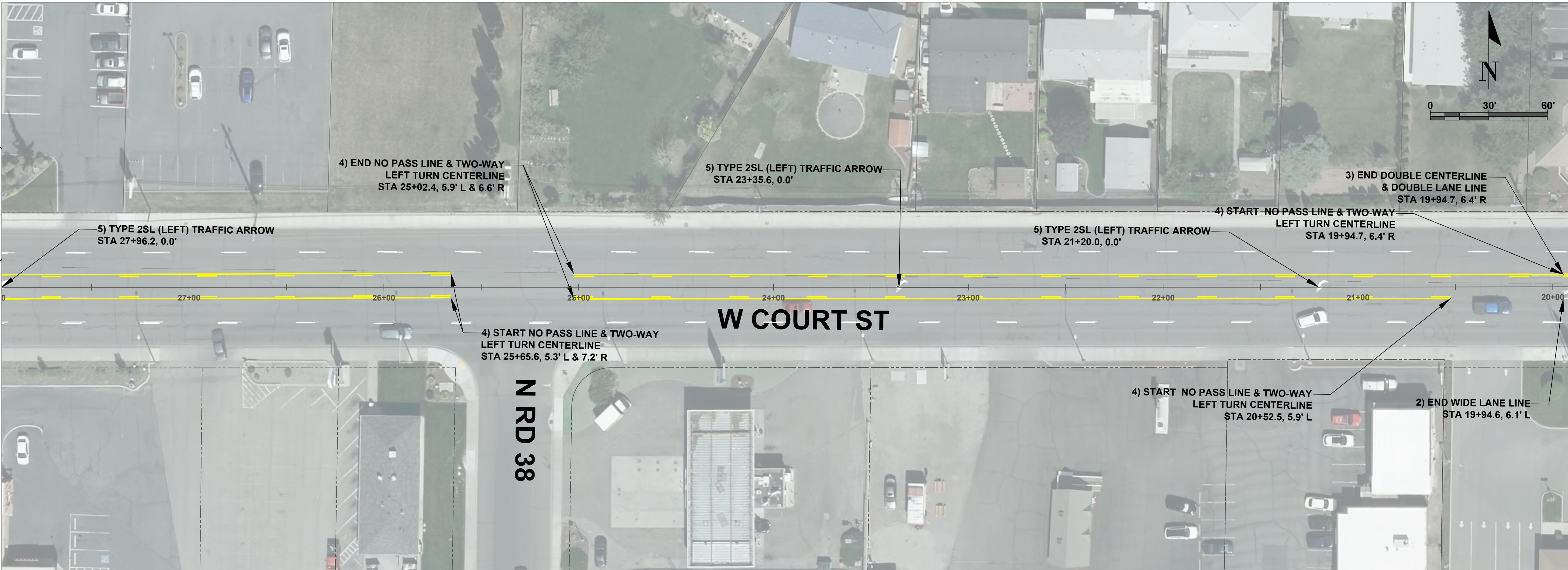
MATCH LINE SHEET 5 (STA 11+88.00')

GENERAL NOTES
SEE PAVEMENT MARKING
NOTES ON SHEET 7.



CITY OF PASCO		PUBLIC WORKS - ENGINEERING		(509) 545-3444	
REVISION		BY		APR	
DESCRIPTION		REV		DATE	

MATCH LINE THIS SHEET (STA 27+96.00')



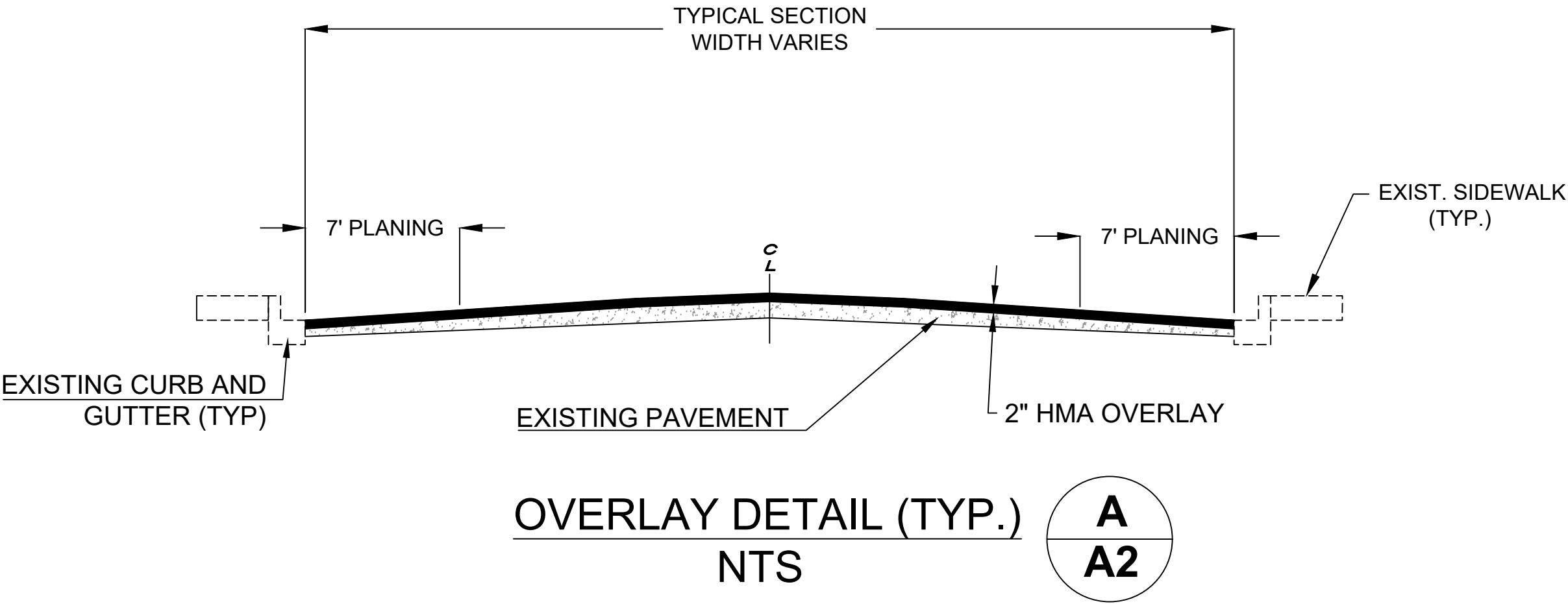
MATCH LINE THIS SHEET (STA 19+92.00')



W COURT STREET OVERLAY		WEST OF US 395 TO RD 40		STRIPING PLAN	
STA 11+88 TO 27+96		PROJ. NO. 20102		CONSTRUCTION	
CAD DWG:		90102		DATE:	
90-21-20		DRAWN BY:		MA	
DESIGN BY:		MJW		CHECKED BY:	
TBD		HOR SCALE:		1" = 30'	
VER SCALE:		1" = 30'		SHEET	
6-R		9		OF	

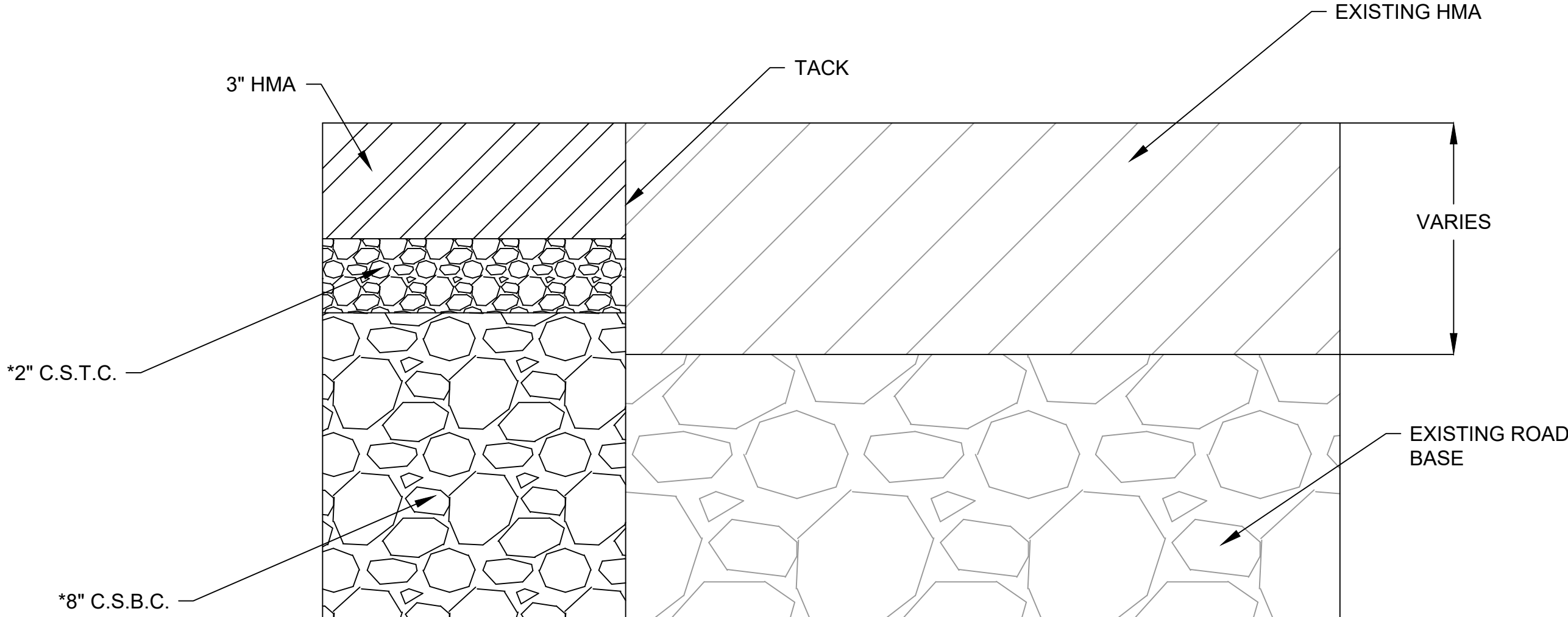
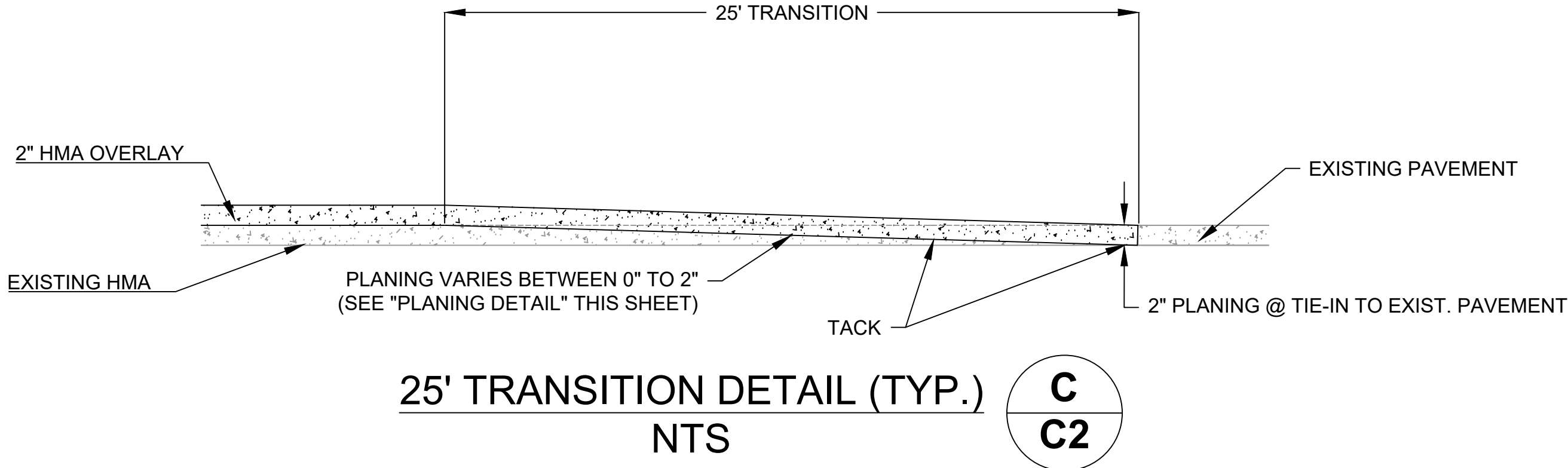
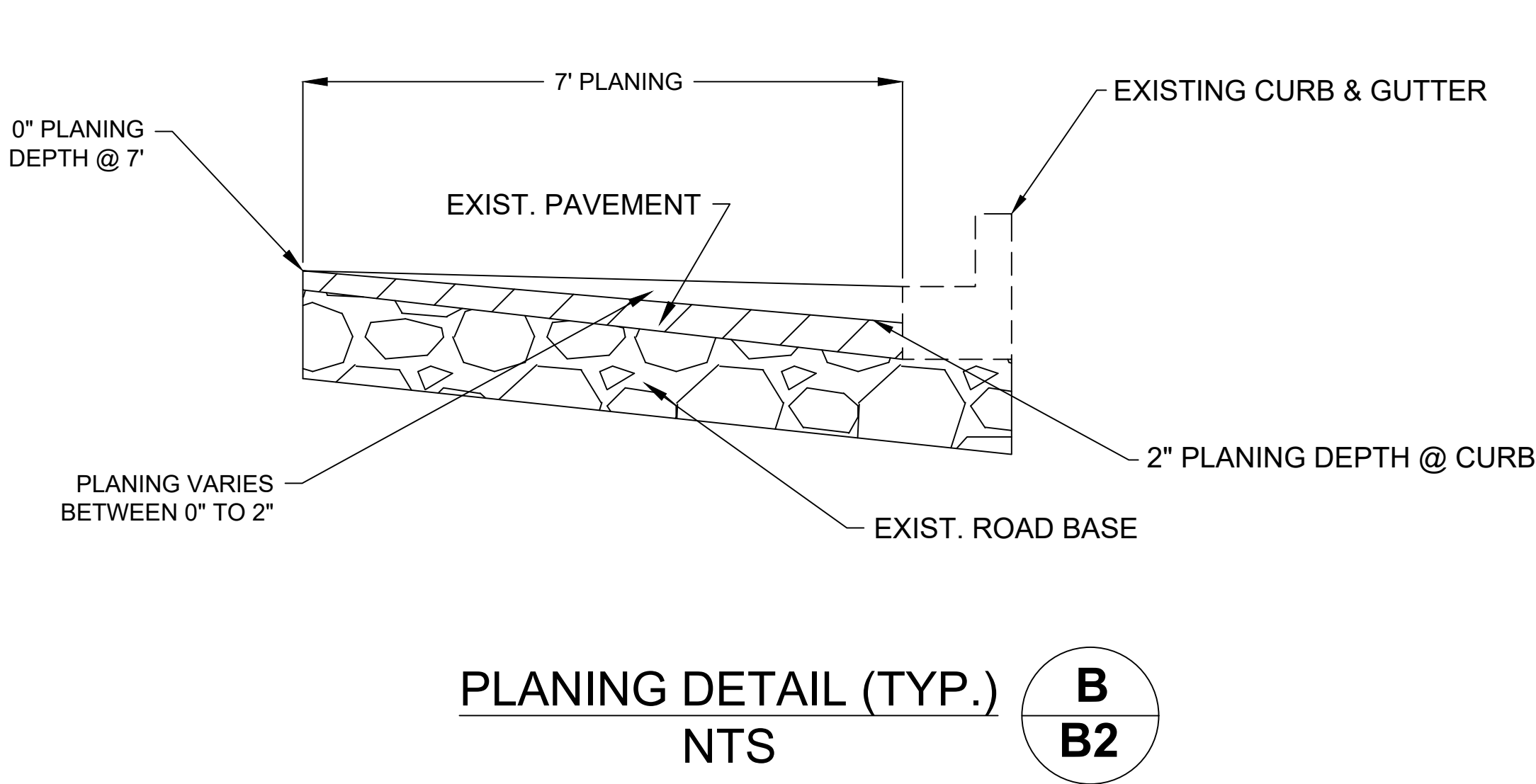
OF

\\\\epsion2\\Engineering Working Folder\\+Proj-Water\\CP7-WT-2R-20-01 - 19073 Water Main Replacement - Alley E. of Wehe\\CAD files)



OVERLAY NOTE

AFTER THE CONTRACTOR COMPLETES THE 7' PLANING AND 25' TRANSITION PLANING AND PRIOR TO OVERLAYING THE EXISTING PAVEMENT THEY SHALL CRACK SEAL PER WSDOT STANDARD SPECIFICATIONS 5.04.3(4)A, 5-04.3(4)A1 AND 5-04.3(4)A2. PAVEMENT OVERLAY SHALL COMMENCE AFTER CRACK SEAL WORK HAS BEEN COMPLETED AND CURED.



*COMPACTED TO 95% DENSITY



10/23/20

CITY OF PASCO PUBLIC WORKS - ENGINEERING (509) 545-3444	REV	DESCRIPTION	BY	APR	DATE

W COURT STREET OVERLAY
US 395 TO RD 40
PROJ. NO. 20102

DETAILS

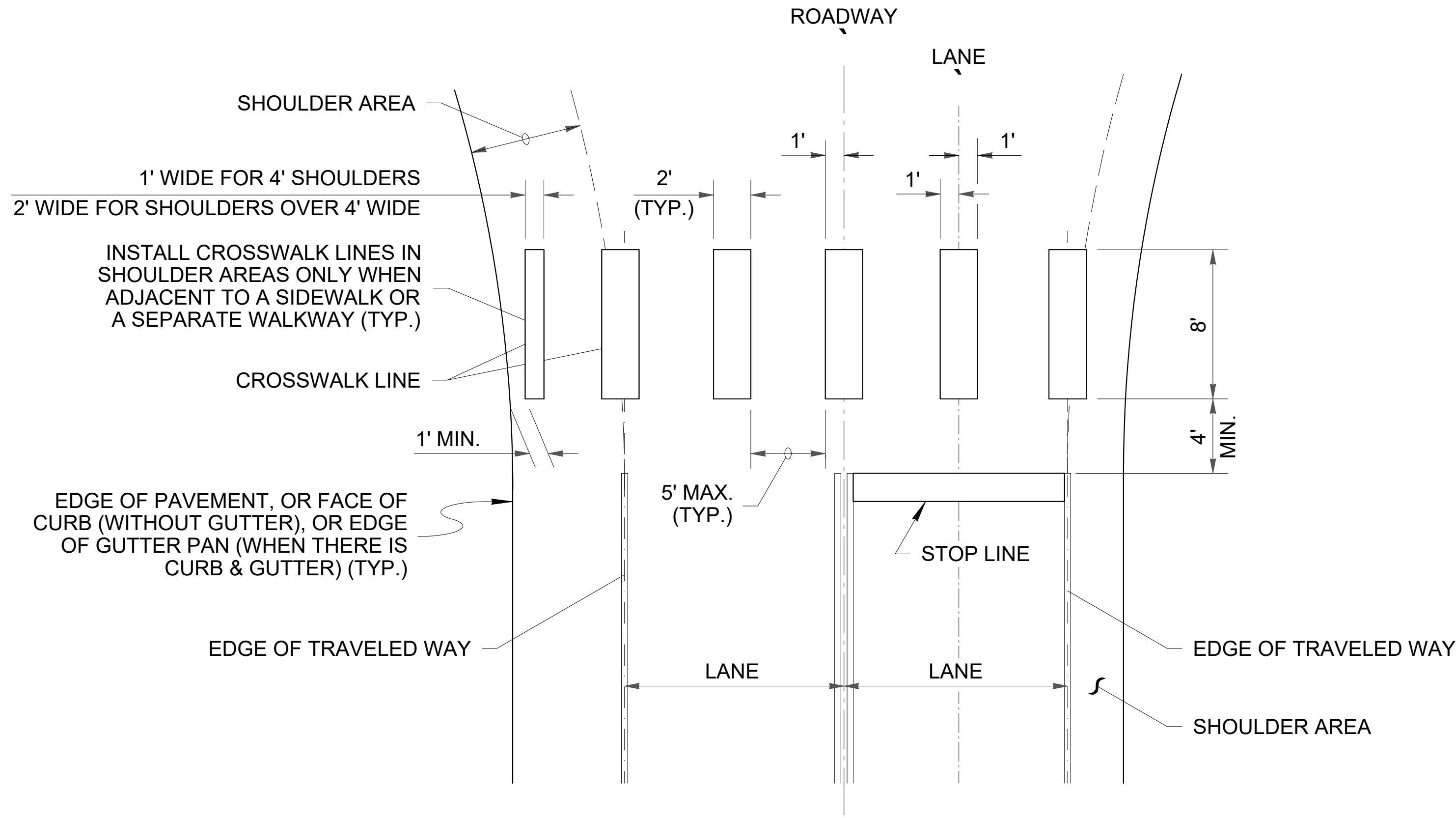
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8-R

9

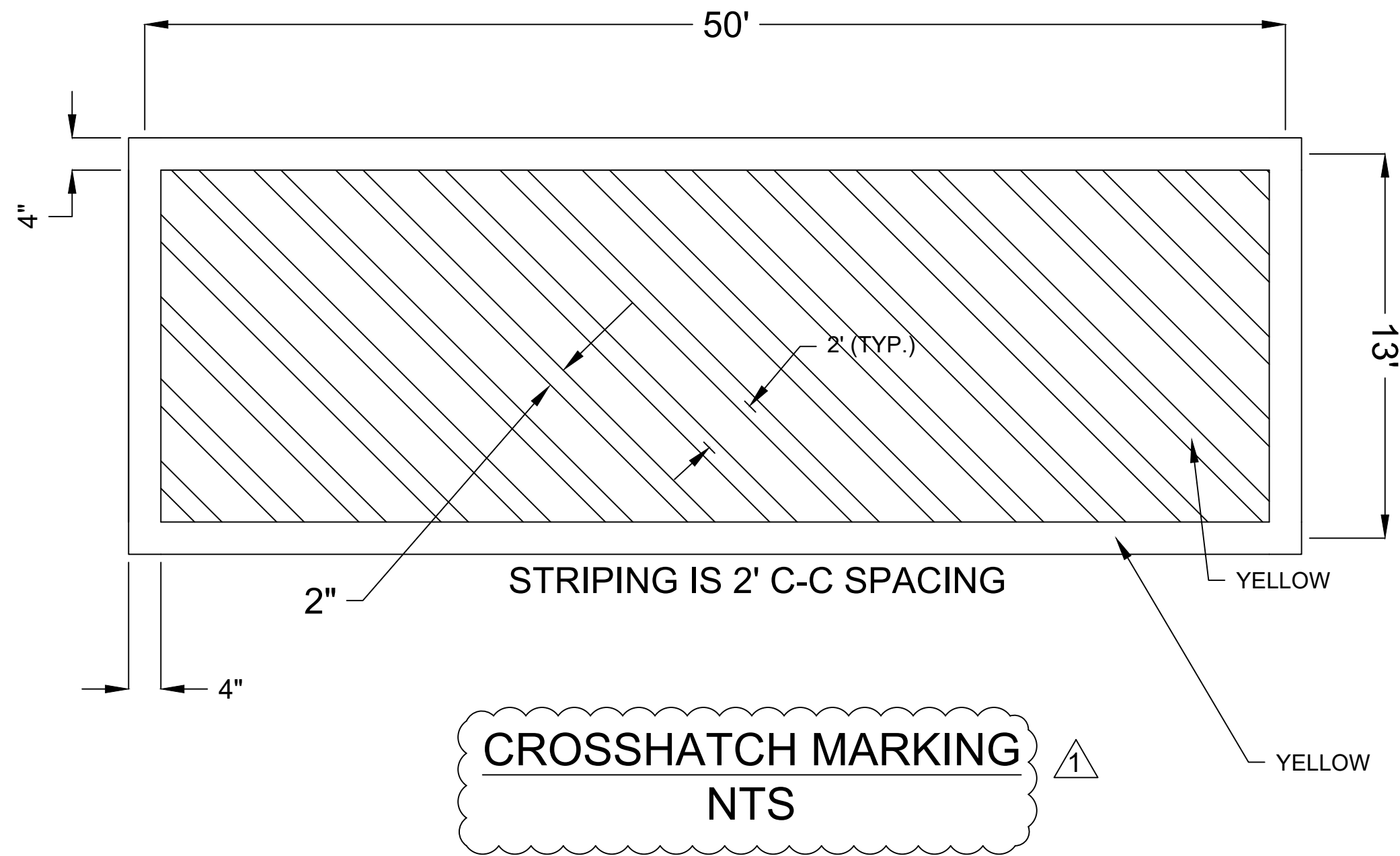
OF

\\\\epslon2\\Engineering Working Folder\\+Proj-Water\\CP7-WT-2R-20-01 - 19073 Water Main Replacement - Alley E of Wehe\\CAD files)



1. See the Contract Plans for locations of crosswalk centerlines.
2. To the maximum extent possible, curb ramp centerline should be perpendicular to the crosswalk centerline.
3. To the maximum extent possible, crosswalks should be perpendicular to the centerline of the traveled way.

*CROSSWALK LAYOUT (TYP).
NTS



*CROSSWALK LAYOUT PER WSDOT STANDARD PLAN M-15.10 (LATEST PUBLISHED)



CITY OF PASCO
PUBLIC WORKS - ENGINEERING
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9-R

9
OF